EAU FEBRUARY 2014

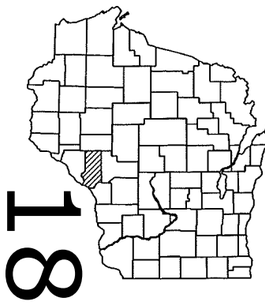
PROJECT ID: 7130-08-72
WITH: 7132-07-70, 7132-08-72

COUNTY: TREMPEALEAU

ORDER OF SHEETS


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Estimate of Quantities |
| Section No. | 3 | Miscelloneous 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 = 530



# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 7130-08-72 | WISC 2014026 | 1 |
| 7132-07-70 | WISC 2014027 | 1 |
| 7132-08-72 | WISC 2014028 | 1 |
| | | |

## C INDEPENDENCE, OSSEO ROAD
ELK CREEK BRIDGE B-61-0211
S.T.H. 93
TREMPEALEAU COUNTY

STATE PROJECT NUMBER
7130-08-72

## C INDEPENDENCE, BURROWS ROAD
A STREET - 7TH STREET
S.T.H. 93
TREMPEALEAU COUNTY

STATE PROJECT NUMBER
7132-07-70

## C INDEPENDENCE, OSSEO ROAD
A STREET - INDEE BLVD
S.T.H. 93
TREMPEALEAU COUNTY

STATE PROJECT NUMBER
7132-08-72

ACCEPTED FOR CITY OF INDEPENDENCE

July 24, 2013 (Date) (Mayor Signature)

ORIGINAL PLANS PREPARED BY

KL Engineering
Transportation Municipal Commercial Land Development GIS

JON P. BLOMQUIST 34305-006 MENOMONIE, WI PROFESSIONAL ENGINEER

7-24-2013 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | KL ENGINEERING |
| Designer | KL ENGINEERING |
| Project Manager | STACEY RUSCH |
| Regional Examiner | DANIEL OJIBWAY |
| Regional Supervisor | RICK SHERMO |

APPROVED FOR THE DEPARTMENT

DATE: 7/29/13 (Signature)

E

DESIGN DESIGNATION

| | | A ST. TO STH 121 | STH 121 TO INDEE BLVD |
|---|---|---|---|
| A.A.D.T. (2009) | = | 8,000 | 5,200 |
| A.A.D.T. (2034) | = | 10,800 | 6,200 |
| D.H.V. (2034) | = | 1,340 | 900 |
| D.D. | = | 62/38 | 62/38 |
| T. | = | 15.5% | 18.2% |
| DESIGN SPEED | = | 30 MPH | 30 MPH * |
| ESALS | = | 5,314,400 | 3,122,895 |

* DESIGN SPEED CHANGES FROM 30 MPH TO 40 MPH AT CEDAR ST.

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)

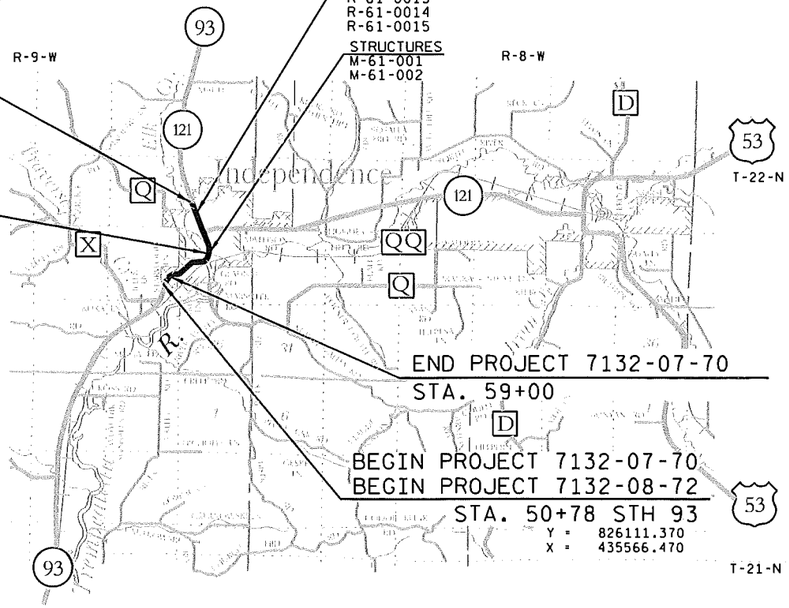
UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

END PROJECT 7132-08-72
STA. 120+50 STH 93

PROJECT ID 7130-08-72
STRUCTURE B-61-211
STA. 87+62.98 TO 89+21.47 (158.5')
EXCEPTION TO CL OF 7132-08-72

STRUCTURES
R-61-0012
R-61-0013
R-61-0014
R-61-0015

STRUCTURES
M-61-001
M-61-002




LAYOUT
SCALE 0 1 MI.

7130-08-72 TOTAL NET LENGTH OF CENTERLINE (B-61-211) = 0.030 MI.
7132-07-70 TOTAL NET LENGTH OF CENTERLINE = 0.156 MI.
7132-08-72 TOTAL NET LENGTH OF CENTERLINE = 1.135 MI.
TOTAL NET LENGTH OF CENTERLINE = 1.320 MI.

COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) NAD 83 (91) DATUM FOR TREMPEALEAU COUNTY AND NAVD 88 (97)

## ABBREVIATIONS

| | |
|---|---|
| AEW | APRON ENDWALL |
| AGG. | AGGREGATE |
| ASPH | ASPHALT |
| B.A.D. | BASE AGGREGATE DENSE |
| BLDG. | BUILDING |
| BM | BENCH MARK |
| C&G | CURB AND GUTTER |
| C.E. | COMMERCIAL ENTRANCE |
| CONC. | CONCRETE |
| CP | CONTROL POINT |
| CTR | CENTER |
| CY | CUBIC YARD |
| DES. | DESIRABLE |
| DWY | DRIVEWAY |
| ELEV | ELEVATION |
| H.M.A. | HOT MIX ASPHALT |
| HSE. | HOUSE |
| MAX. | MAXIMUM |
| MIN. | MINIMUM |
| N.C. | NORMAL CROWN |
| NOR. | NORMAL |
| OC | ON CENTER |
| P.E. | PRIVATE ENTRANCE |
| P.L. | PROPERTY LINE |
| PLE | PERMANENT LIMITED EASEMENT |
| R | RADIUS |
| R.C. | REVERSE CROWN |
| REQ'D. | REQUIRED |
| R/L | REFERENCE LINE |
| R/W | RIGHT-OF-WAY |
| S.D.D. | STANDARD DETAIL DRAWING |
| SF | SQUARE FOOT |
| SSPRC | STORM SEWER PIPE REINFORCED CONCRETE |
| STA | STATION |
| SW | SIDEWALK |
| SY | SQUARE YARD |
| TLE | TEMPORARY LIMITED EASEMENT |
| TYP. | TYPICAL |
| VAR. | VARIES |
| VOL. | VOLUME |

## ORDER OF DETAIL SHEETS


PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
LAYOUT DETAILS
PAVING DETAILS
PLAN DETAILS
STORM SEWER PLAN
LIGHTING PLAN
EROSION CONTROL PLAN
PERMANENT SIGNING AND MARKING
DETOUR PLAN
TRAFFIC CONTROL PLAN
WATER AND SEWER PLANS
ALIGNMENT DETAIL
CONTROL POINT DETAIL


## UTILITIES

Sewer & Water
Dennis Pronschinske
City of Independence
23688 Adams St
P.O. Box 189
Independence, WI 54747-0189
(715) 985-3055

Natural Gas
Eliot Solsrud
Midwest Natural Gas Incorporated
23389 Whitehall Road
Independence, WI 54747
Office: (715) 985-5500
Cell: (715) 780-9233

Electrical Distribution
Alex Lueck
Xcel Energy
3215 Commerce St.
La Crosse, WI 54603
Office: (608) 789-3625
Cell: (608) 799-6282
Alex.J.Lueck@xcelenergy.com

Cable Television
Tri County Communications Coop
Mike Lightfoot
23451 Whitehall Rd.
Independence, WI 54747
mlightfoot@tcc.coop
Office: (715) 985-6301
Cell: (715) 530-0692

Communication Line
Buck Webb
Tri-county Communications Cooperative
417 5th Ave N.
Strum, WI 54770
(715) 695-2691
bwebb@tcc.coop

DIGGERS HOTLINE

**Call 811 3 Work Days Before You Dig**
**or Toll Free (800) 242-8511**
**Hearing Impaired TDD (800) 542-2289**
**www.DiggersHotline.com**

ALL RADII DIMENSIONS ARE MEASURED TO THE FLANGE UNLESS OTHERWISE NOTED.

ALL GRADES PROVIDED ALONG RADII ARE ALONG EDGE OF PAVEMENT.

SIDEWALK GRADES ARE TO BE VERIFIED AT BUILDING ENTRANCES PRIOR TO PLACING CURB AND GUTTER AND/OR SHOULDER.

SIDEWALK GRADES MAY BE ADJUSTED TO 1.5% +/- 0.5% (2.0% TYPICAL) TO FIT FIELD CONDITIONS.

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

REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

UTILITY REFERENCE LINES ON THE CROSS SECTIONS ARE FOR APPROXIMATE HORIZONTAL REFERENCE ONLY.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

NO TREES AND/OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

EXISTING STEPS ARE TO REMAIN UNLESS OTHERWISE SPECIFIED IN THE PLANS.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTRUBED BY THEIR OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

THE EXACT LOCATION AND WIDTHS OF DRIVEWAYS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE NOTED.

SIDEROAD PAVEMENT STRUCTURE SHALL BE THE SAME AS THE MAINLINE UNLESS OTHERWISE NOTED.

THE CONTRACTOR'S PAVING OPERATION SHALL BE CONSISTANT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

CROSS SLOPES FOR PAVEMENT AND SIDEWALK ARE NOT LABELED ON CROSS SECTIONS OR PAVING DETAILS IF THEY MATCH THE TYPICAL SECTION AND ARE 2.0%

SIDEWALKS WIDER THAN 7' SHALL HAVE LONGITUDINAL JOINT AT THE MIDPOINT

ALL ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

| TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NOMINAL MAXIMUM SIZE GRADATION |
|---|---|---|
| 4" | 1 3/4" UPPER LAYER | 12.5 mm |
| | 2 1/4 LOWER LAYER | 19.0 mm |
| 6" | 3" UPPER LAYER | 19.0 mm |
| | 3" LOWER LAYER | 19.0 mm |
| 7.75" | 2" UPPER LAYER | 12.5 mm |
| | 2 3/4" UPPER/LOWER LAYER | 12.5 mm |
| | 3" LOWER LAYER | 19.0 mm |

## RUNOFF COEFFICIENT TABLE

| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | .08<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE-TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.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 = 14.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 13.7 ACRES

**DNR LIAISON**
DEPARTMENT OF NATURAL RESOURCES
ATTN: KAREN KALVELAGE
3550 MORMON COULEE ROAD
LACROSSE, WI 54601
(608) 785-9115
Karen.Kalvelage@wisconsin.gov

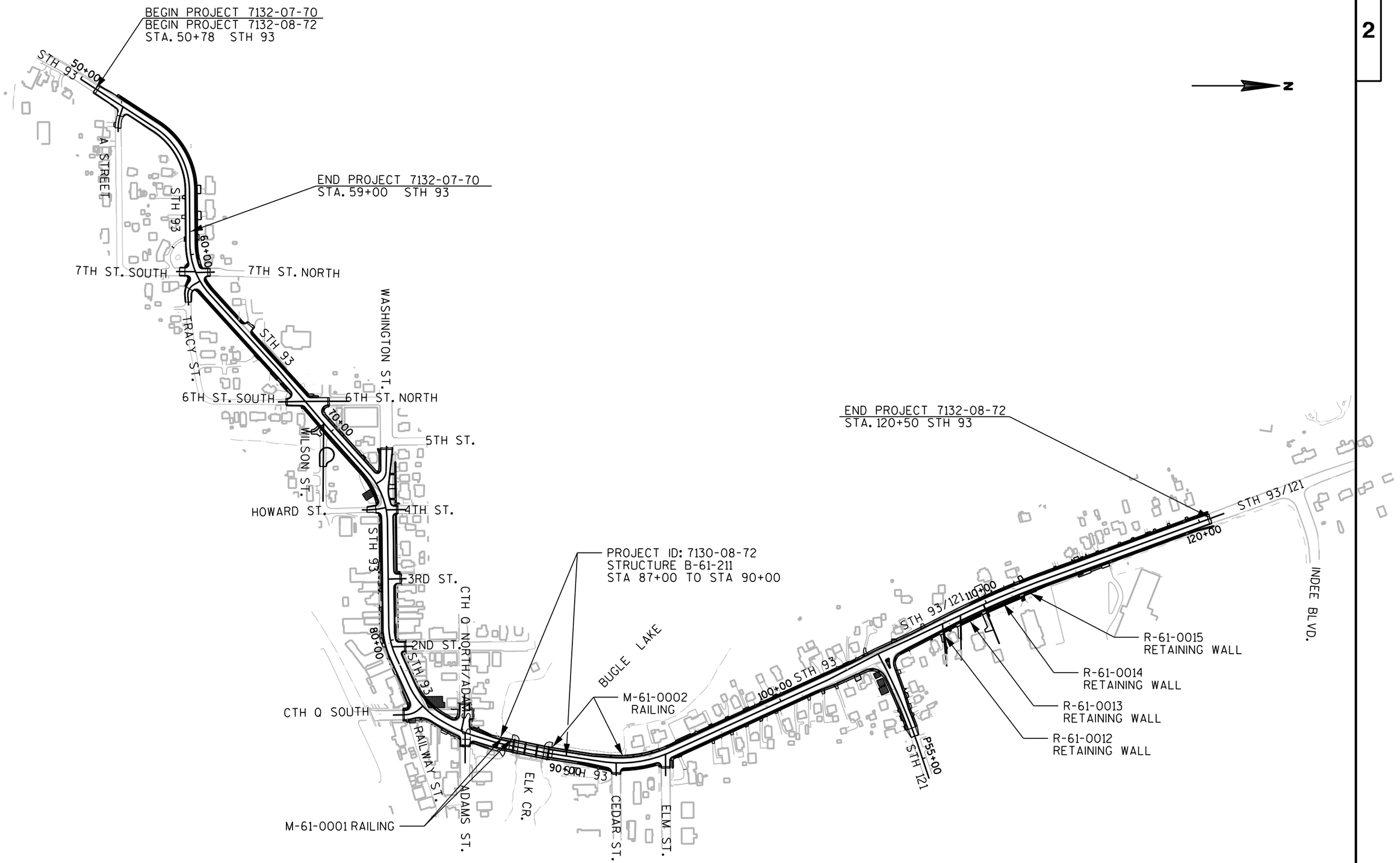
**DESIGN CONTACTS**


JON BLOMQUIST, P.E.
KL ENGINEERING, INC.
393 RED CEDAR ST
SUITE 2
MENOMONIE, WI 54751
(715) 231-1600
JBLOMQUIST@KLENGINEERING.COM

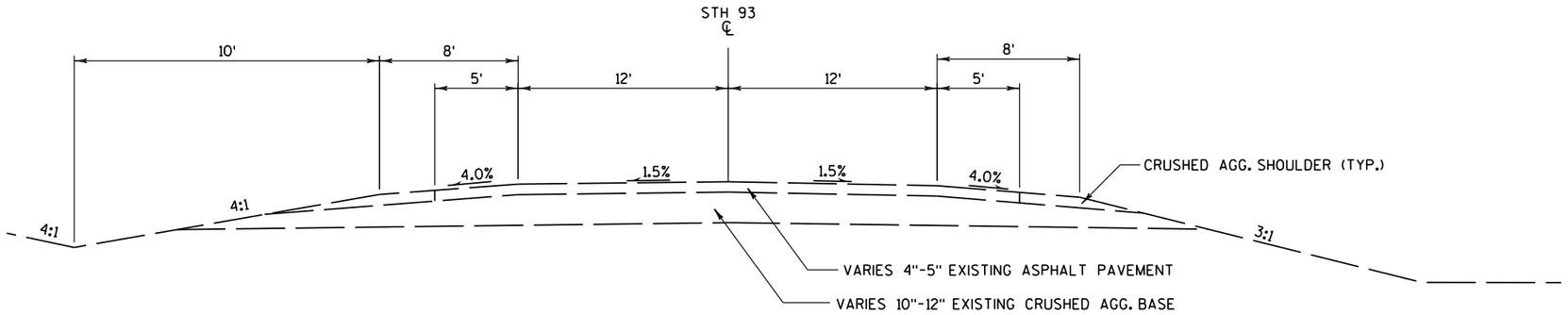
STACEY L. RUSCH, P.E.
PROJECT MANAGER
WISDOT - NORTHWEST REGION
718 W. CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
(715) 836-3919
STACEY.RUSCH@DOT.WI.GOV

WATER AND SANITARY
RANDY SANFORD, PE
SEH, INC.
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729
(715)720-6241
RSANDFORD@SEHINC.COM

2



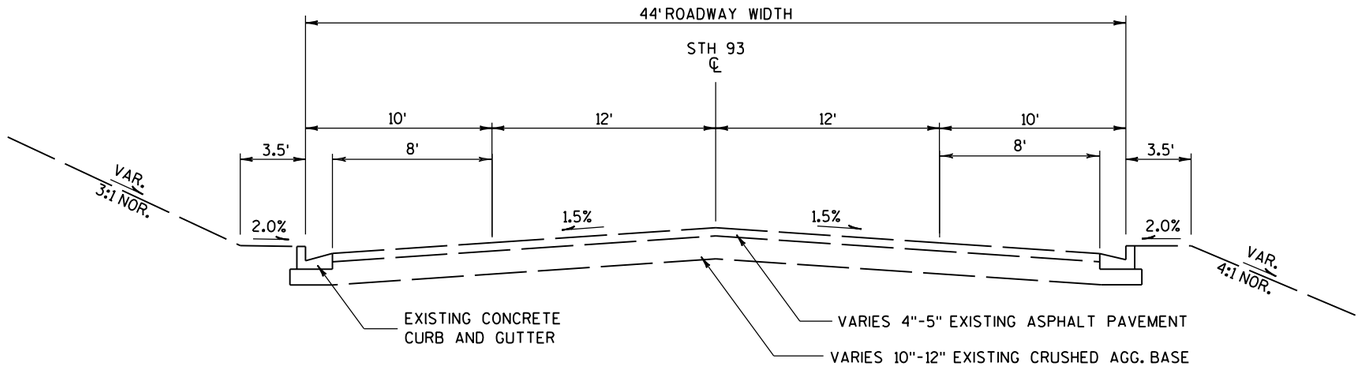

| PROJECT NO: 7130-08-70; 7132-07-70; 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

STH 93

STA. 50+78 TO STA. 53+40

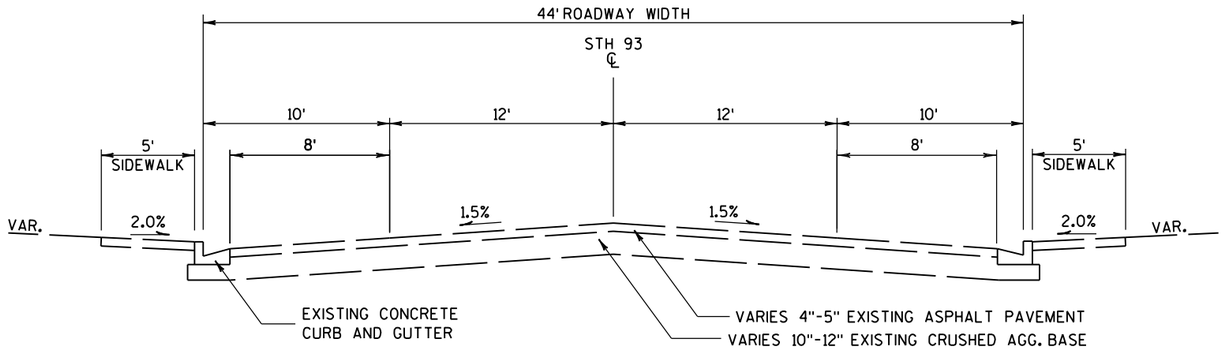



EXISTING TYPICAL SECTION

STH 93

STA. 53+40 TO STA. 64+50

EXISTING RETAINING WALL FROM STA 65+00 TO STA 66+64 LEFT AT 7' BEHIND BACK OF SIDEWALK TO REMAIN

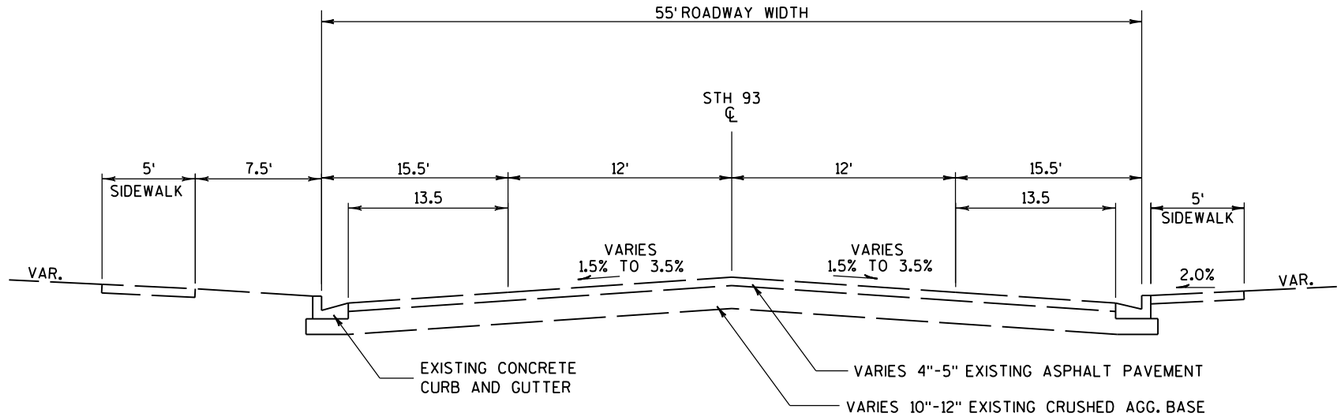



EXISTING TYPICAL SECTION

STH 93

STA. 64+50 TO STA. 74+00

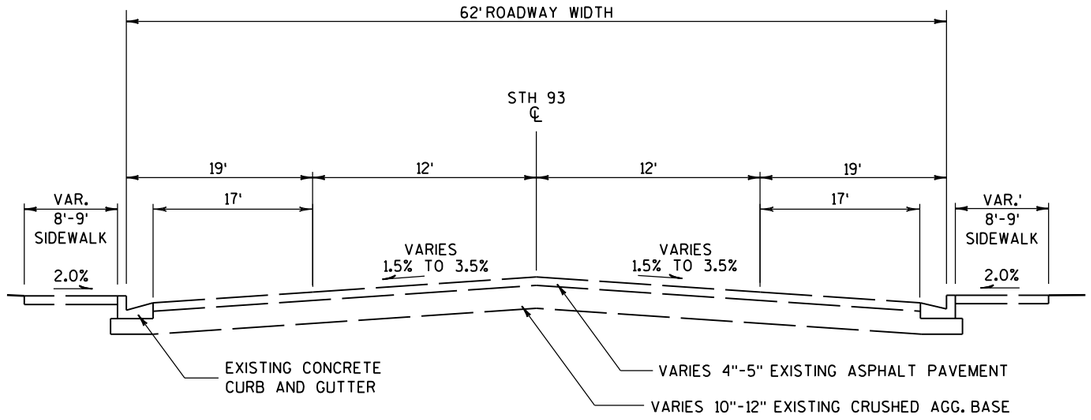
| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EXISTING TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

STH 93

STA. 74+00 TO STA. 77+50

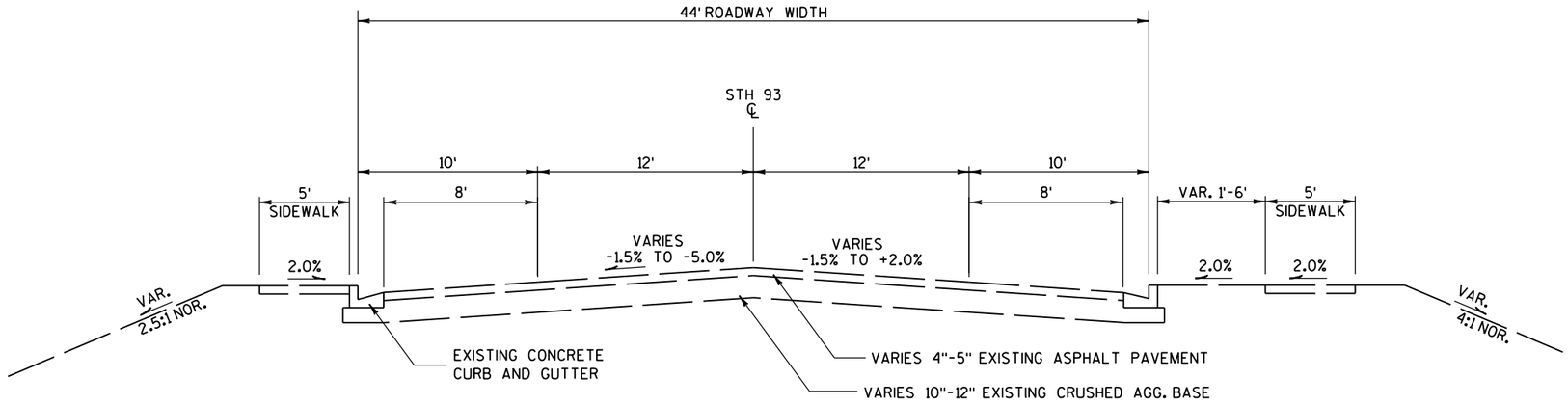



EXISTING TYPICAL SECTION

STH 93

STA. 77+50 TO STA. 87+62.98

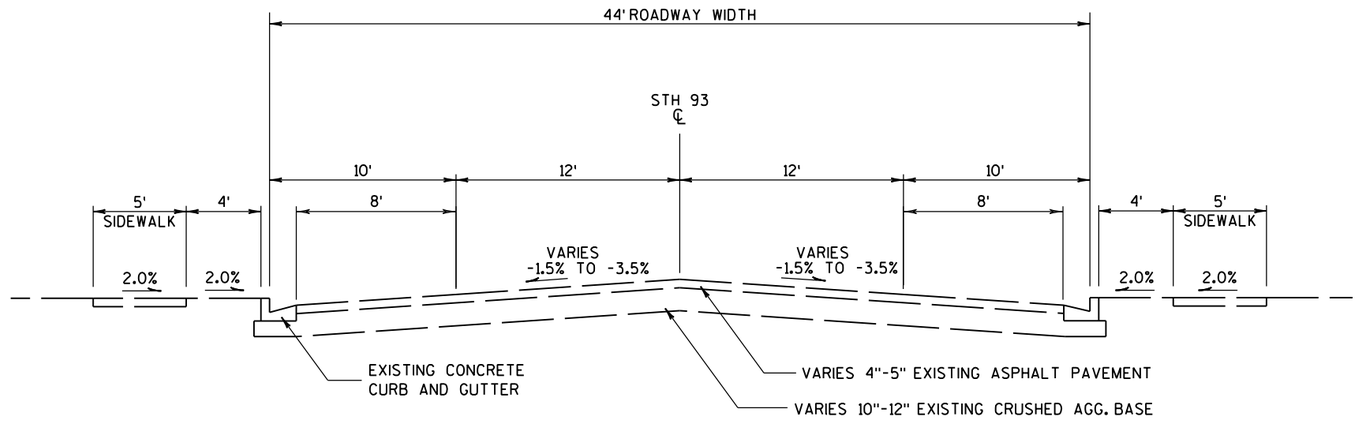
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EXISTING TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

STH 93

STA. 89+21.47 TO STA. 94+00

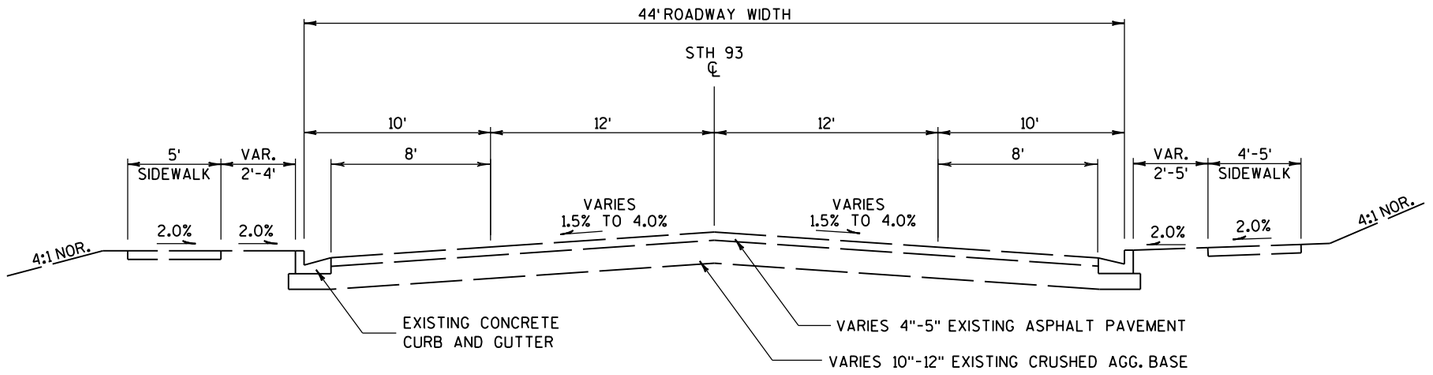



EXISTING TYPICAL SECTION

STH 93

STA. 94+00 TO STA. 105+00

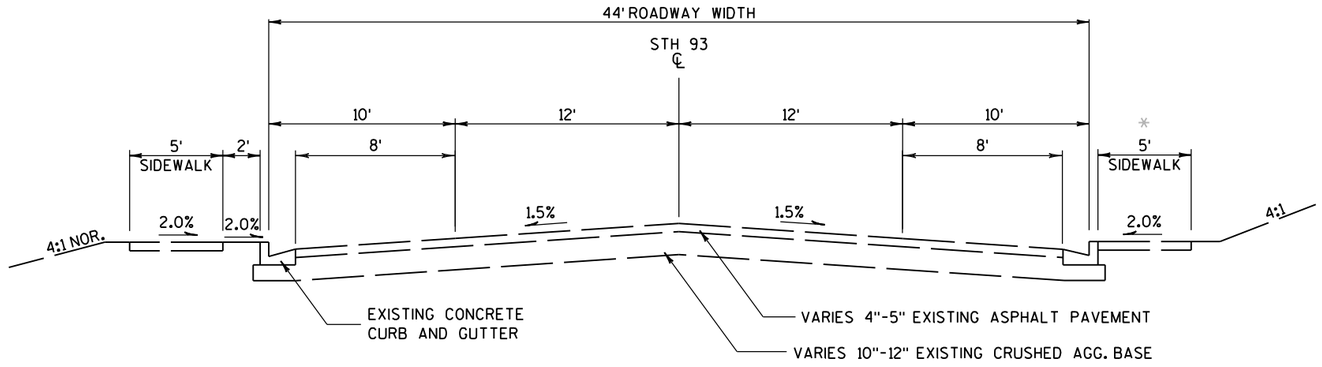
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EXISTING TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

STH 93

STA. 105+00 TO STA. 112+75



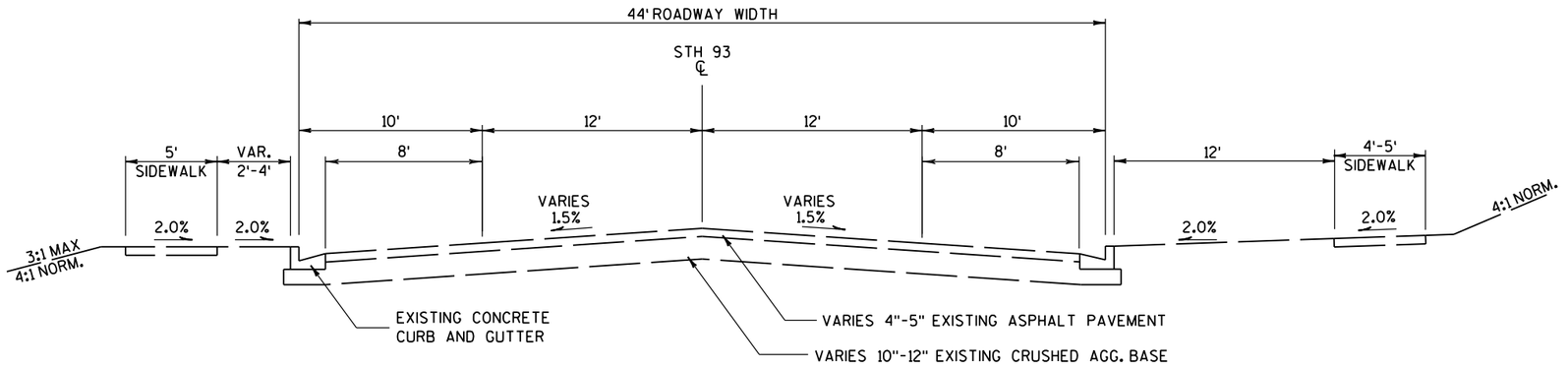

* NO SIDEWALK FROM STA 114+40 TO STA 115+75

EXISTING TYPICAL SECTION

STH 93

STA. 112+75 TO STA. 115+75

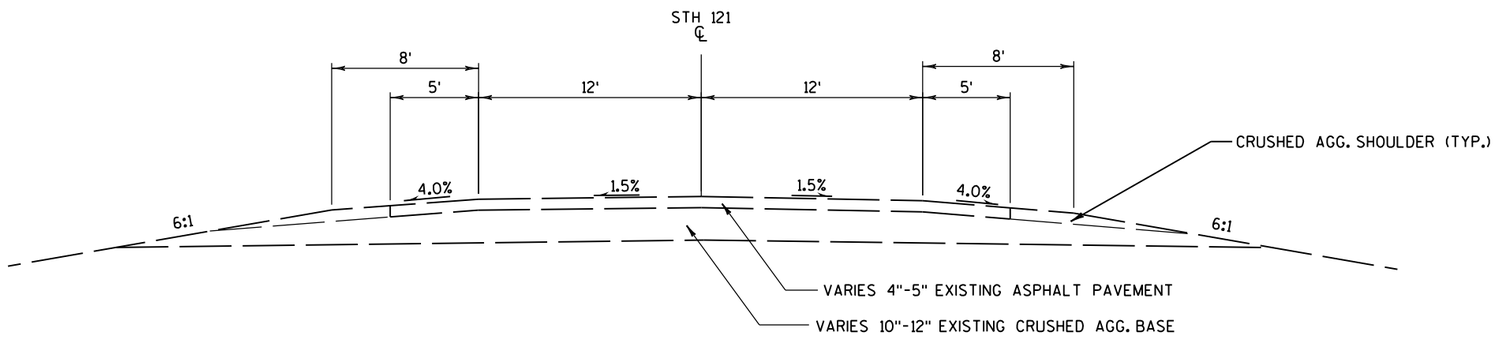
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EXISTING TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

STH 93

STA. 115+75 TO STA. 120+50



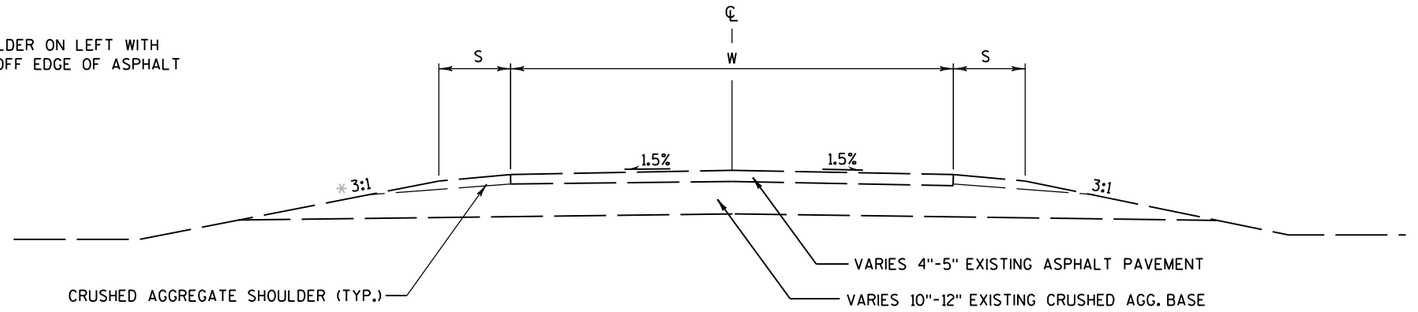

EXISTING TYPICAL SECTION

STH 121

STA. P50+00 TO P53+95

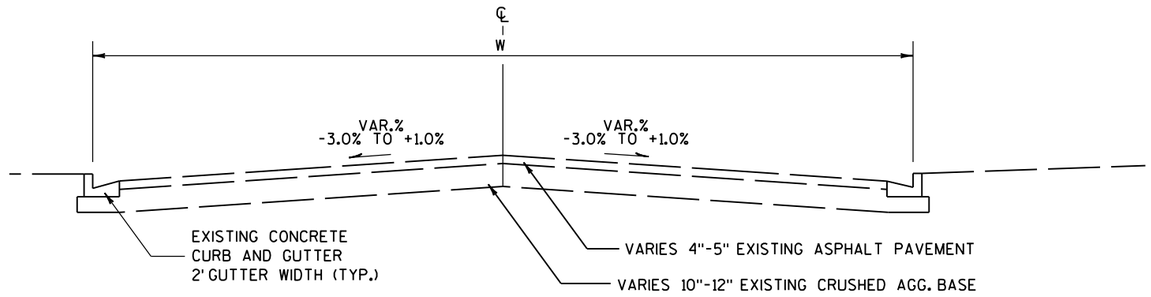
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EXISTING TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|

*HOWARD AVE. HAS NO SHOULDER ON LEFT WITH
3:1 CUT SLOPE IMMEDIATLY OFF EDGE OF ASPHALT




## EXISTING TYPICAL SECTION

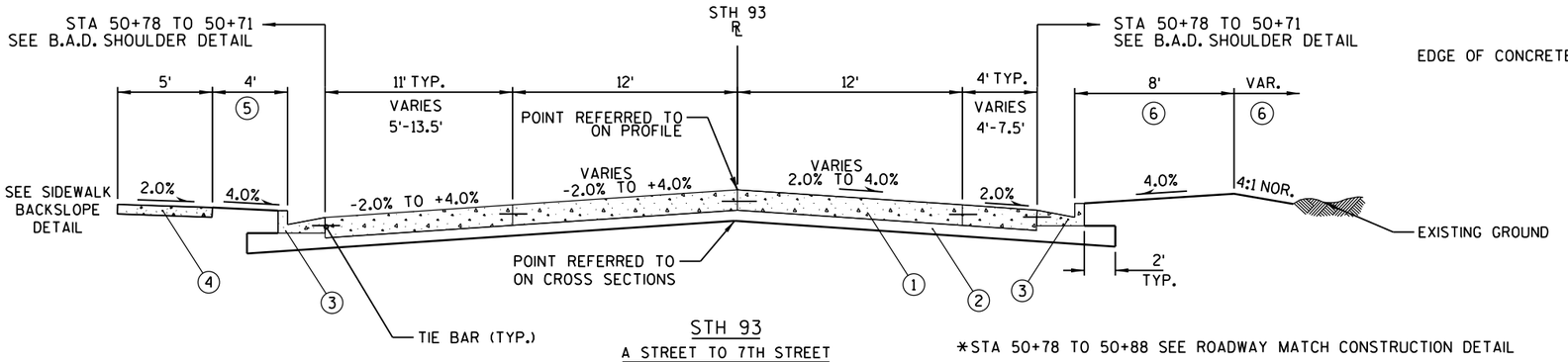
| | W | S |
|---|---|---|
| A ST. | 24' | 3' |
| 6TH ST. S. | 21' | 3' |
| WILSON AVE. | 20' | 3' |
| *HOWARD AVE. | 20' | 0' |




## EXISTING TYPICAL SECTION

| | W |
|---|---|
| 7TH ST. S. | 32 |
| 7TH ST. N. | 31 |
| TRACY ST. | 28 |
| PARK ST. | 33 |
| 6TH ST. N. | 32 |
| WASHINGTON ST. | 51 |
| 4TH ST. | 32 |
| 3RD ST. | 38 |
| 2ND ST. | 38 |
| CTH Q. | 40 |
| ADAMS ST. N. | 39 |
| ADAMS ST. S. | 44 |
| CEDAR ST. | 36 |
| ELM ST. | 36 |

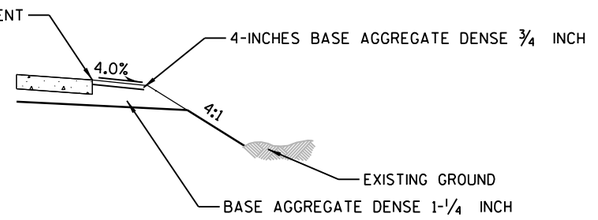
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EXISTING TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

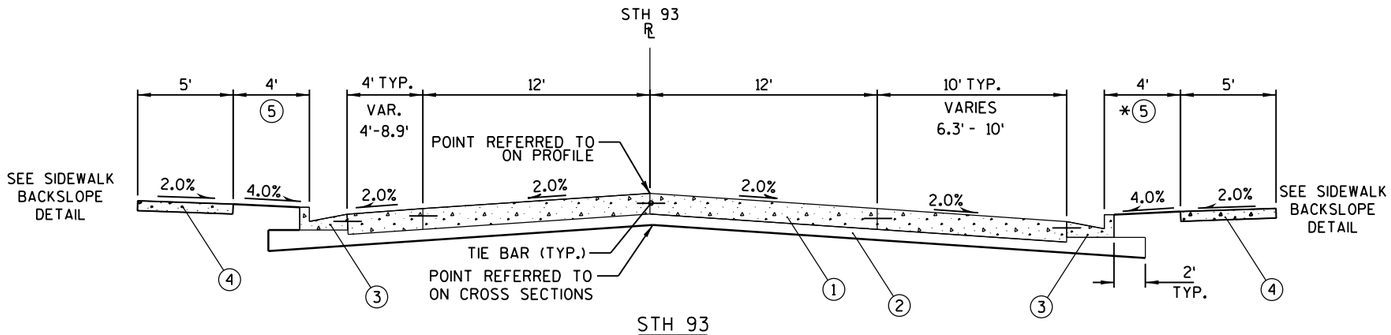



STH 93
A STREET TO 7TH STREET
*STA 50+88 TO STA 61+00

*STA 50+78 TO 50+88 SEE ROADWAY MATCH CONSTRUCTION DETAIL

B.A.D. SHOULDER DETAIL



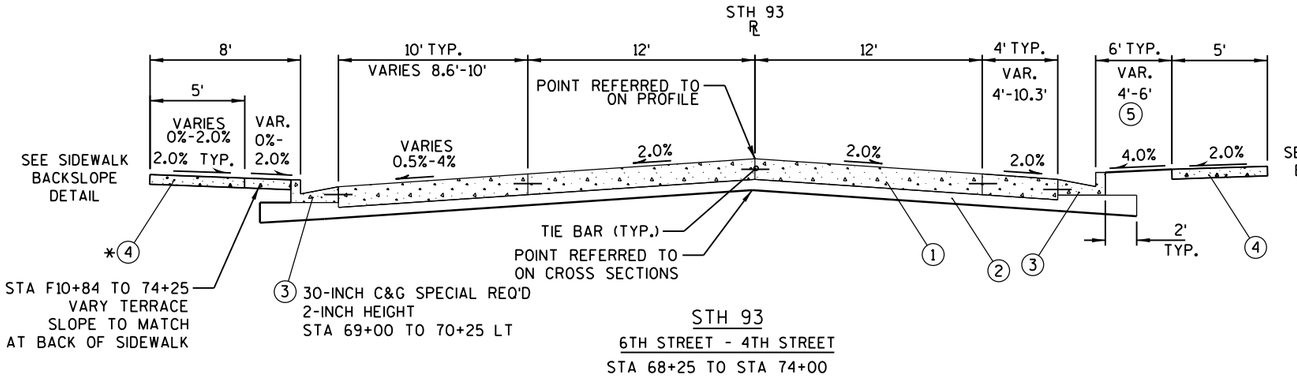




STH 93
7TH STREET - 6TH STREET
STA 61+00 TO STA 68+25

**LEGEND**

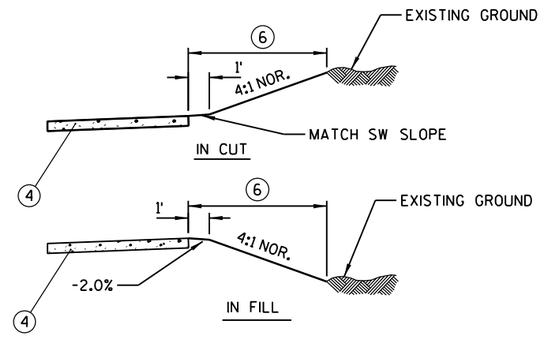
| | |
|---|---|
| ① | CONCRETE PAVEMENT 9-INCH SPECIAL |
| ② | 6-INCH BASE AGGREGATE DENSE 1¼-INCH |
| ③ | CONCRETE CURB & GUTTER 30-INCH TYPE A |
| ④ | CONCRETE SIDEWALK 4-INCH |
| ⑤ | TOPSOIL, SEED NO. 30, FERTILIZE & MULCH |
| ⑥ | SALVAGED TOPSOIL, SEED NO. 40, FERTILIZE & MULCH OR REPLACE IN KIND |

*STA 66+33 TO STA 67+60
4-INCH CONC. SIDEWALK TERRACE
SLOPE TERRACE TO MATCH
EXISTING GROUND AT BACK
OF NEW SIDEWALK




STH 93
6TH STREET - 4TH STREET
STA 68+25 TO STA 74+00

* CONCRETE SIDEWALK 6-INCH
REO'D STA 68+00 TO 69+93 LT

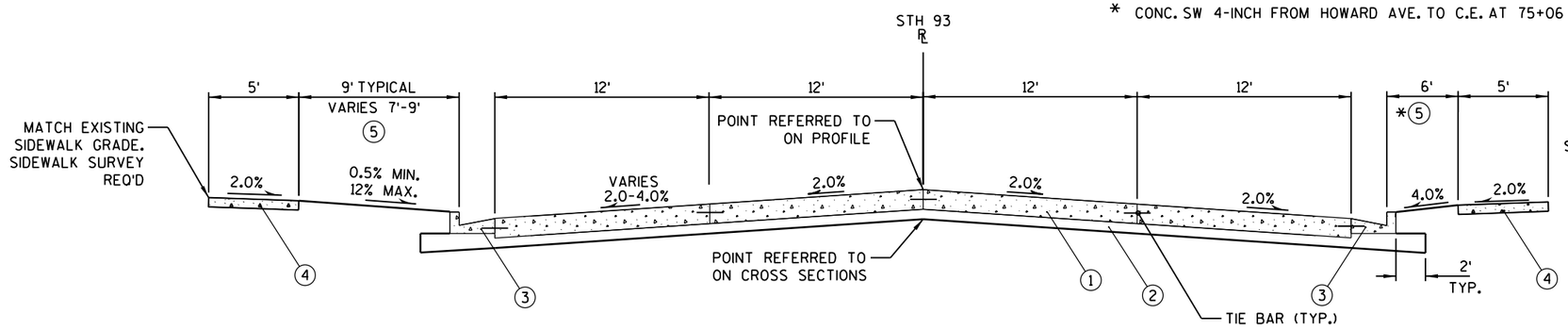


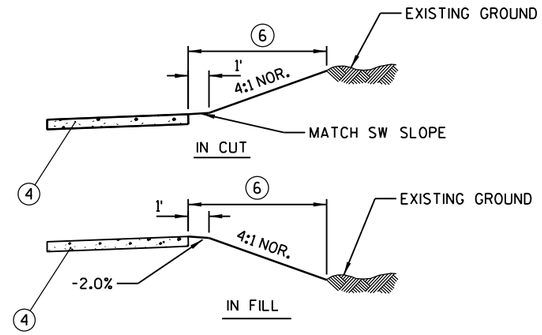

SIDEWALK
BACKSLOPE
DETAIL

| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | FINISHED TYPICAL SECTIONS | SHEET 10 | E |
|---|---|---|---|---|---|

2

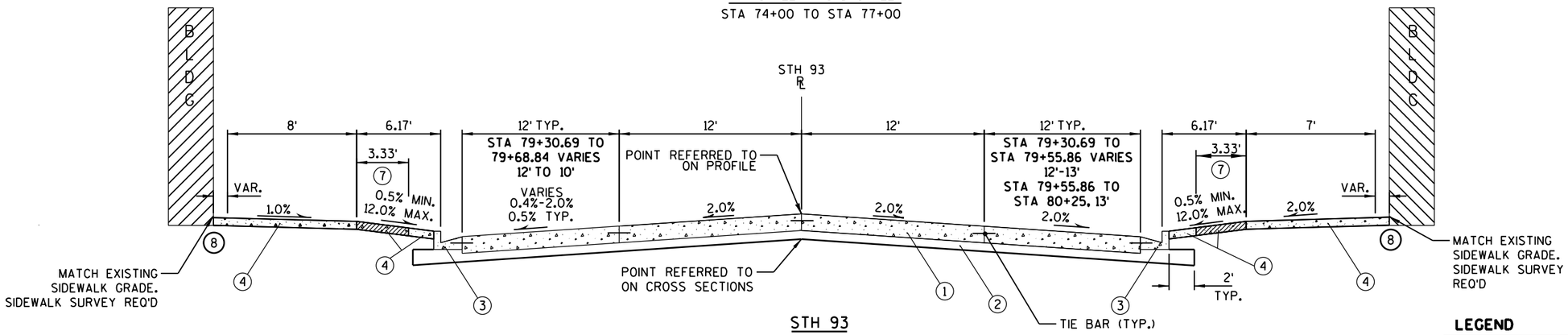
* CONC. SW 4-INCH FROM HOWARD AVE. TO C.E. AT 75+06 RT



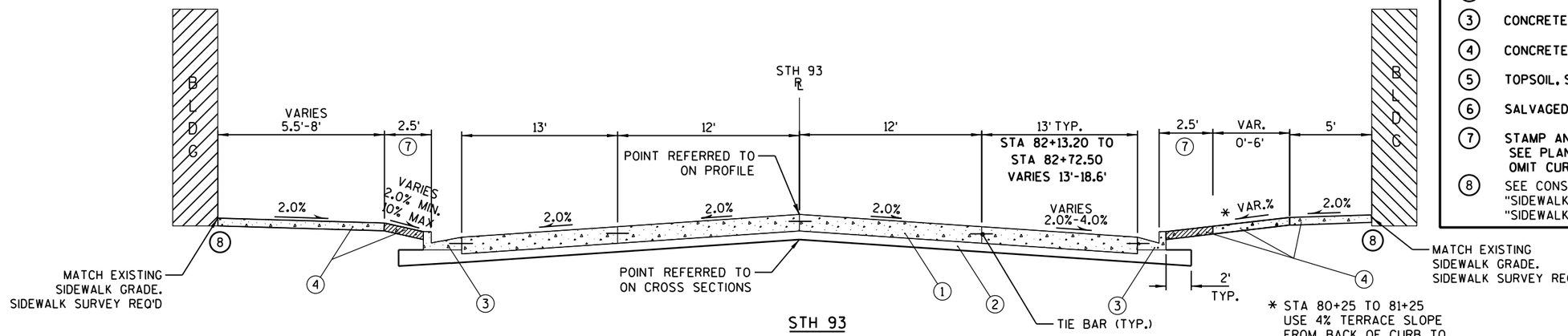




SIDEWALK BACKSLOPE DETAIL

## STH 93
4TH STREET - 3RD STREET
STA 74+00 TO STA 77+00




## STH 93
3RD STREET - 2ND STREET
STA 77+00 TO STA 80+25




## STH 93
2ND STREET - CTH Q
STA 80+25 TO STA 82+50

* STA 80+25 TO 81+25
USE 4% TERRACE SLOPE
FROM BACK OF CURB TO
2' BEHIND, USE 2% SW SLOPE
TO MATCH BUILDING FOUNDATION

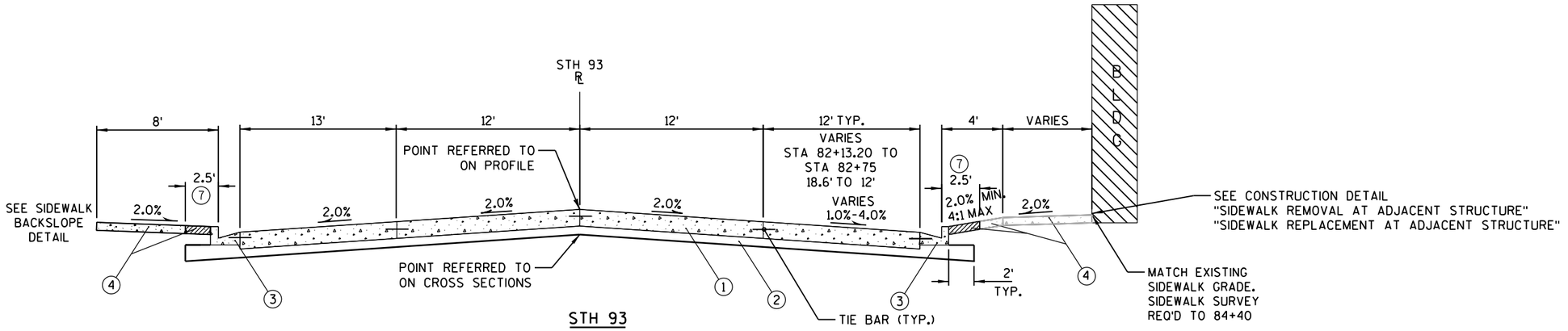
### LEGEND

1. CONCRETE PAVEMENT 9-INCH SPECIAL
2. 6-INCH BASE AGGREGATE DENSE 1¼-INCH
3. CONCRETE CURB & GUTTER 30-INCH TYPE A
4. CONCRETE SIDEWALK 4-INCH
5. TOPSOIL, SEED NO. 30, FERTILIZE & MULCH
6. SALVAGED TOPSOIL, SEED NO. 40, FERTILIZE & MULCH
7. STAMP AND COLOR CONCRETE SIDEWALK 4-INCH
   SEE PLAN DETAIL FOR EXACT LOCATIONS
   OMIT CURB HEAD FROM AREA
8. SEE CONSTRUCTION DETAIL
   "SIDEWALK REMOVAL AT ADJACENT STRUCTURE"
   "SIDEWALK REPLACEMENT AT ADJACENT STRUCTURE"

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | FINISHED TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



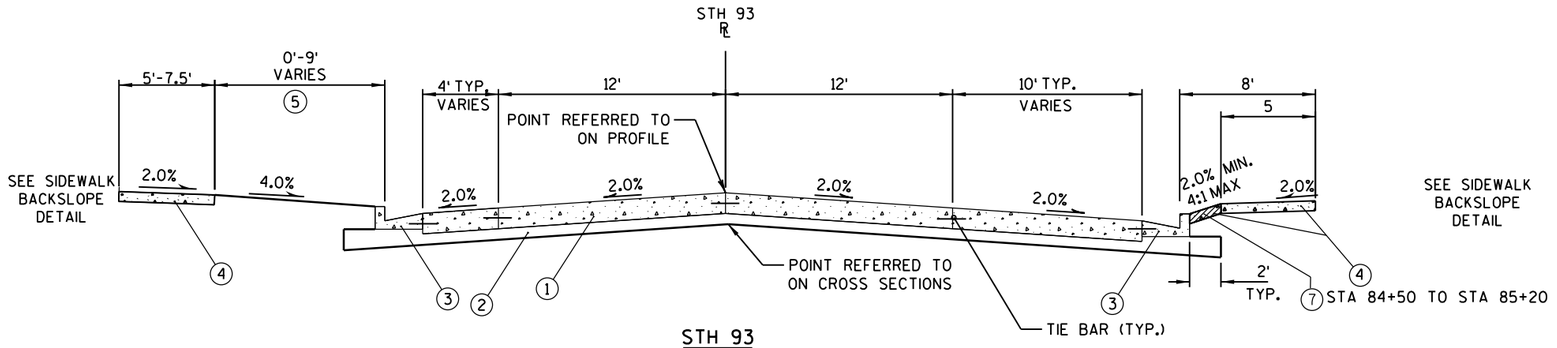
FILE NAME : G:\WDOTNW\10019\DGN\020302_ts.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42




STH 93

CTH O - ADAMS STREET

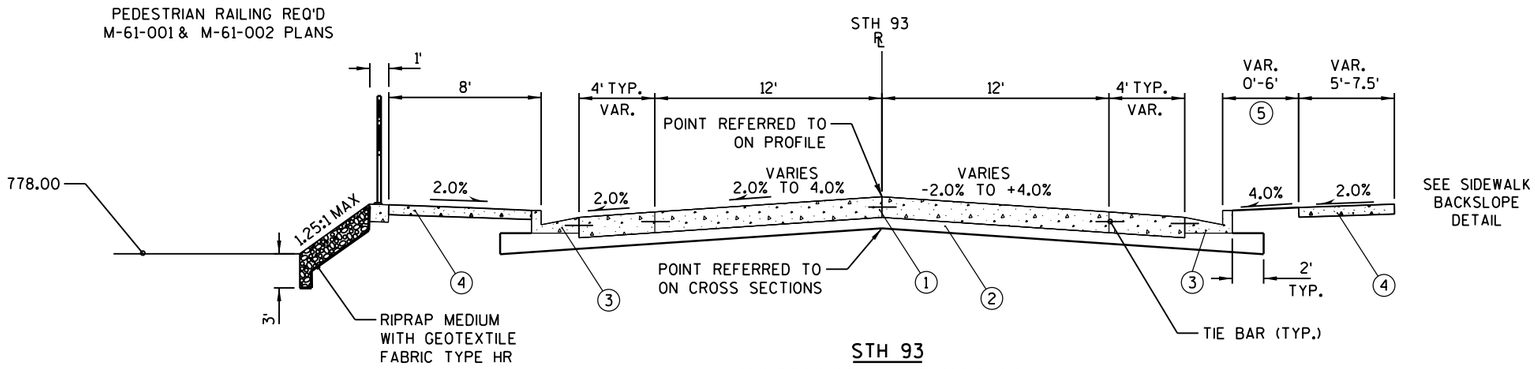
STA 82+50 TO STA 84+50 ID: 7132-08-72




STH 93

ADAMS STREET - ELK CREEK BRIDGE

STA 84+50 TO STA 87+00 ID: 7132-08-72
STA 87+00 TO STA 87+62.98 ID: 7130-08-72




STH 93

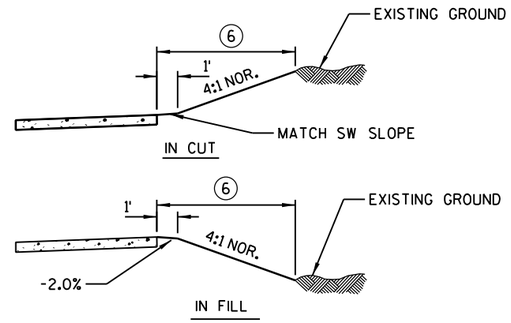
ELK CREEK BRIDGE - CEDAR STREET

STA 89+22 TO STA 90+00 ID: 7130-08-72
STA 90+00 TO STA 92+50 ID: 7132-08-72

**LEGEND**

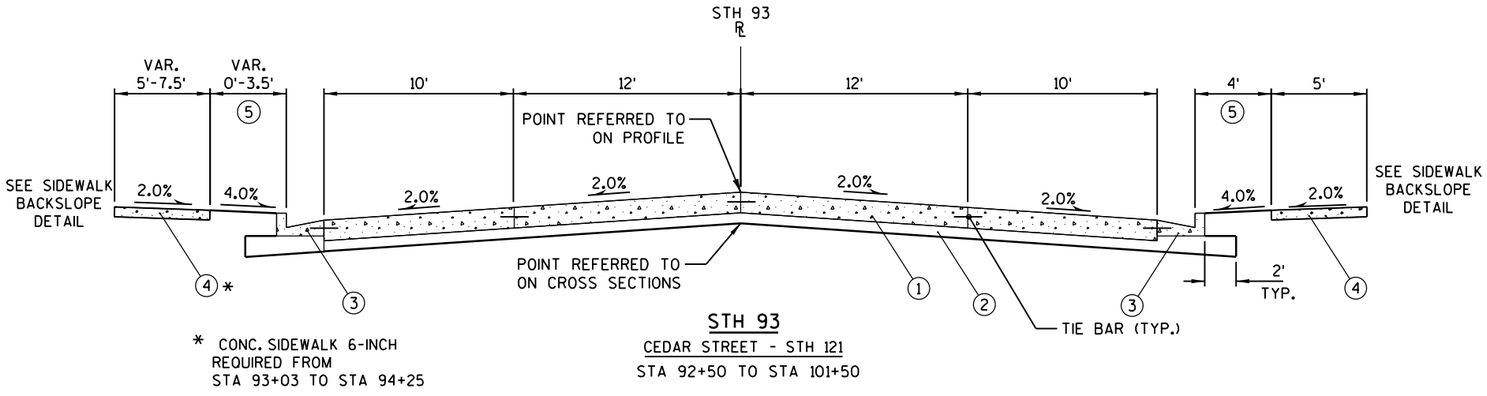
1. CONCRETE PAVEMENT 9-INCH SPECIAL
2. 6-INCH BASE AGGREGATE DENSE 1¼-INCH
3. CONCRETE CURB & GUTTER 30-INCH TYPE A
4. CONCRETE SIDEWALK 4-INCH
5. TOPSOIL, SEED NO. 30, FERTILIZE & MULCH *
6. SALVAGED TOPSOIL, SEED NO. 40, FERTILIZE & MULCH *
7. STAMP AND COLOR CONCRETE SIDEWALK 4-INCH
   SEE PLAN DETAIL FOR EXACT LOCATIONS
   OMIT CURB HEAD FROM AREA

* PAID UNDER PROJECT ID: 7132-08-72

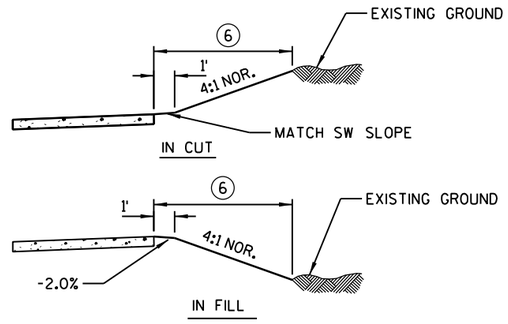



SIDEWALK
BACKSLOPE
DETAIL

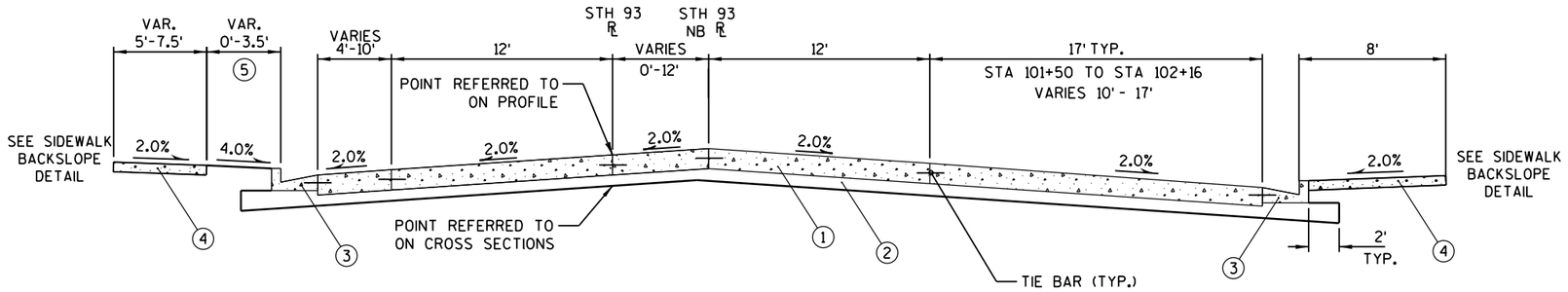
| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | FINISHED TYPICAL SECTIONS | SHEET 12 | E |
|---|---|---|---|---|---|




**STH 93**
CEDAR STREET - STH 121
STA 92+50 TO STA 101+50



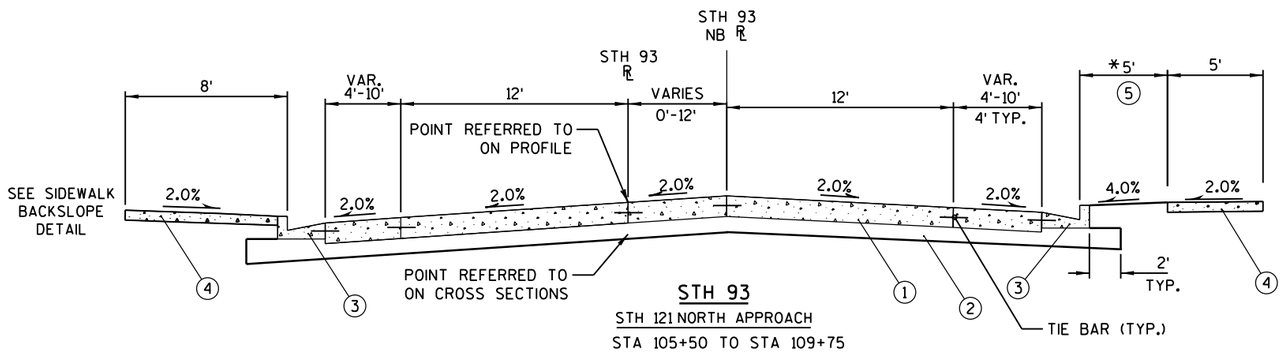

SIDEWALK BACKSLOPE DETAIL




**STH 93**
STH 121 SOUTH APPROACH
STA 101+50 TO STA 105+50

**LEGEND**

1. CONCRETE PAVEMENT 9-INCH SPECIAL
2. 6-INCH BASE AGGREGATE DENSE 1¼-INCH
3. CONCRETE CURB & GUTTER 30-INCH TYPE A
4. CONCRETE SIDEWALK 4-INCH
5. TOPSOIL, SEED NO. 30, FERTILIZE & MULCH
6. SALVAGED TOPSOIL, SEED NO. 40, FERTILIZE & MULCH



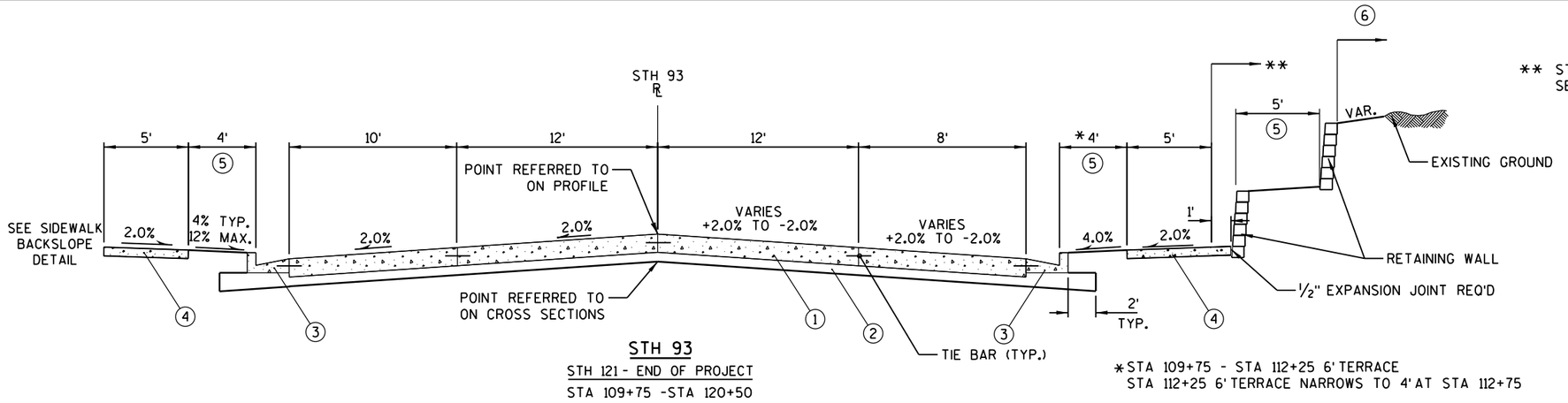

**STH 93**
STH 121 NORTH APPROACH
STA 105+50 TO STA 109+75

STA 105+50 TO STA 107+50 SEE SIDEWALK BACKSLOPE DETAIL

STA 107+80 TO STA 109+75 RIGHT
6' SIDEWALK IN FRONT OF RETAINING WALL WITH
½" EXPANSION JOINT AT FACE OF WALL
SEE R-61-12 & R-61-13 PLANS

* STA 107+75-109+75- TERRACE WIDTH VARIES
SIDEWALK 6' FROM WALL FACE

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | FINISHED TYPICAL SECTIONS | SHEET 13 | E |
|---|---|---|---|---|---|




** STA 112+50 TO STA 120+50
SEE SIDEWALK BACKSLOPE DETAIL

STA 109+75- STA 112+50 RIGHT
RETAINING WALL REQ'D
(SEE R-61-14 & R-61-15 PLANS)

**STH 93**

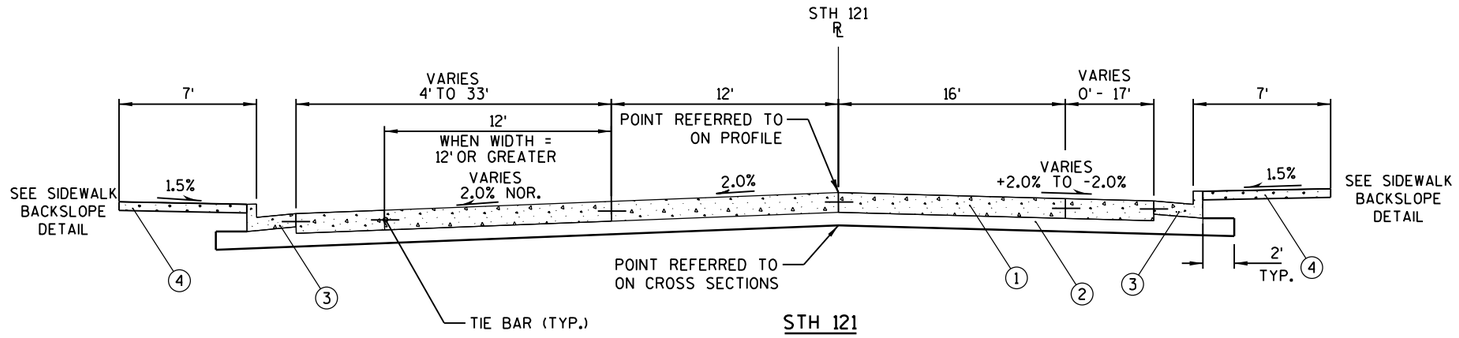
STH 121 - END OF PROJECT

STA 109+75 -STA 120+50

*STA 109+75 - STA 112+25 6' TERRACE
STA 112+25 6' TERRACE NARROWS TO 4' AT STA 112+75

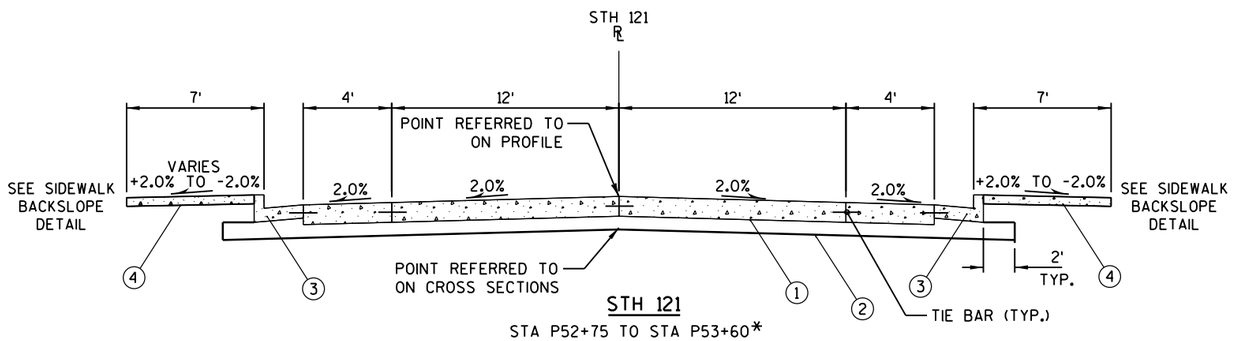
**LEGEND**

1. CONCRETE PAVEMENT 9-INCH SPECIAL
2. 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3. CONCRETE CURB & GUTTER 30-INCH TYPE A
4. CONCRETE SIDEWALK 4-INCH
5. TOPSOIL, SEED NO. 30, FERTILIZE & MULCH
6. SALVAGED TOPSOIL, SEED NO. 40, FERTILIZE & MULCH




**STH 121**

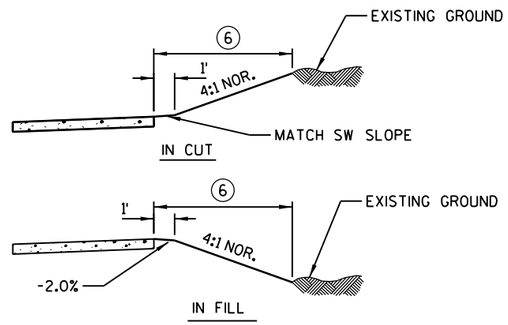
STA P50+35 TO STA P52+75




**STH 121**

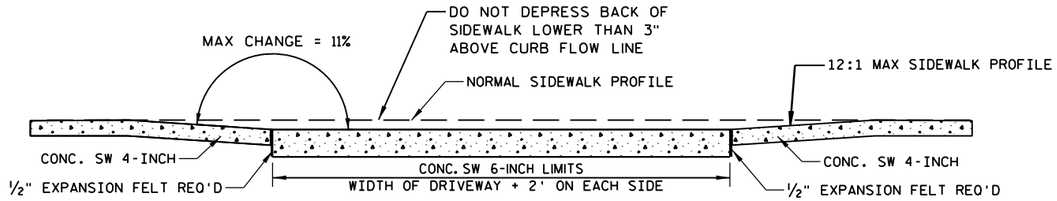
STA P52+75 TO STA P53+60*

*STA P53+60 TO P53+95 SEE ROADWAY MATCH CONSTRUCTION DETAIL

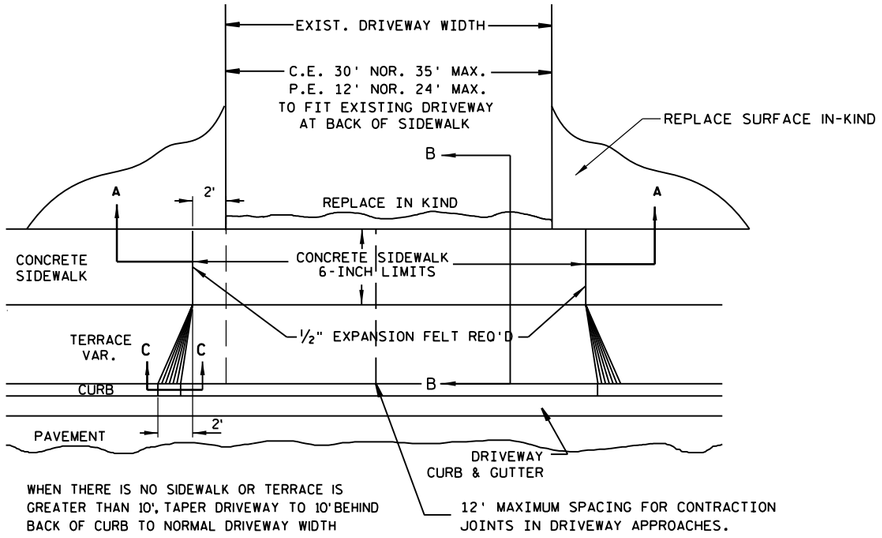



SIDEWALK BACKSLOPE DETAIL

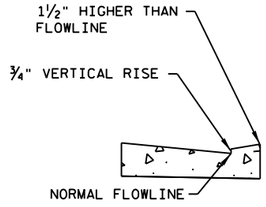
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | FINISHED TYPICAL SECTIONS | SHEET 14 | E |
|---|---|---|---|---|---|




SECTION A-A




DRIVEWAY ENTRANCE DETAIL
WITH TERRACE




DRIVEWAY CURB AND GUTTER

DRIVEWAY CURB AND GUTTER PAID AS CURB AND GUTTER 30-INCH TYPE A ALTERNATE TO DRIVEWAY ENTRANCE CURB S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES"

| # TERRACE WIDTH | APRON SLOPE (G1) DESIRABLE % | MAX % |
|---|---|---|
| 3 FT | 8.5 | 12.0 |
| 4 FT | 7.0 | 11.0 |
| 5 FT | 7.0 | 10.0 |
| 6 FT | 7.0 | 9.0 |

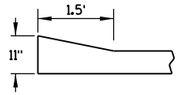
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

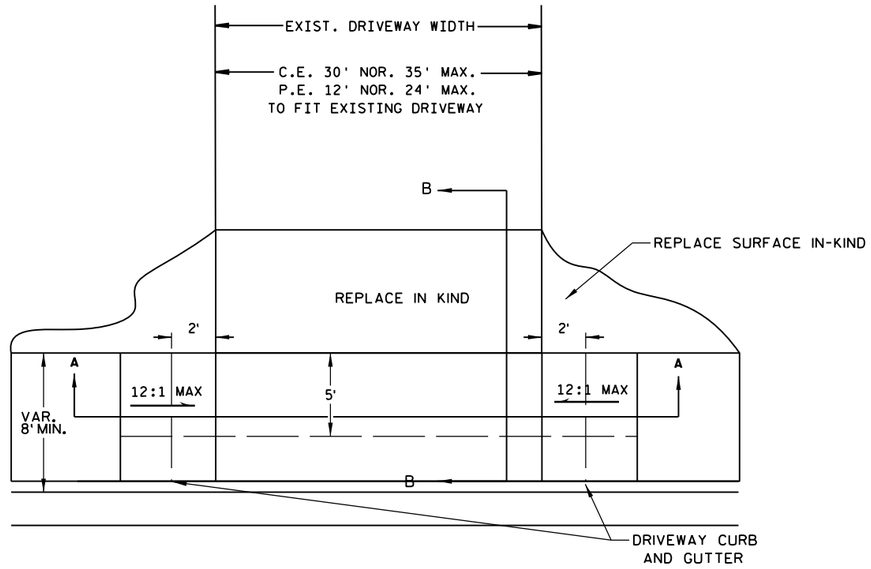
①—CONCRETE DRIVEWAY 6-INCH OR CONCRETE DRIVEWAY 6-INCH H.E.S. ½" EXPANSION JOINT REQ'D

②— 6" BASE AGG. DENSE 1 1/4-INCH

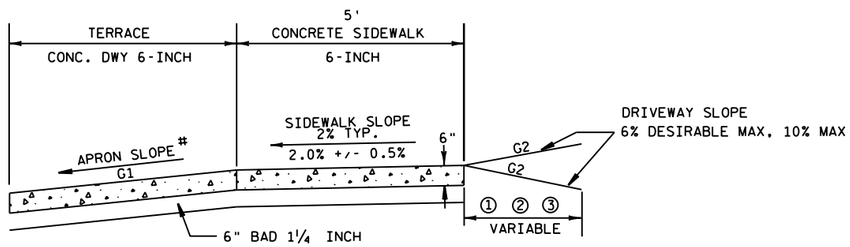
③— 6" BASE AGG. DENSE 1 1/4-INCH BASE WITH 2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES



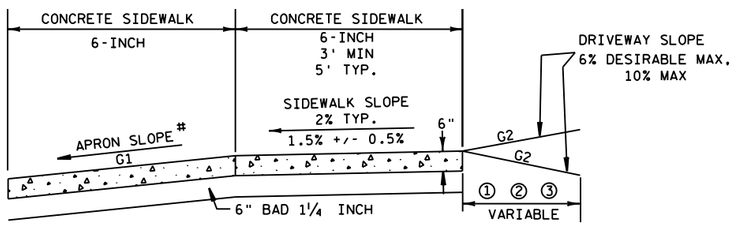

SECTION C-C
PAID AS CONCRETE DRIVEWAY 6-INCH




DRIVEWAY ENTRANCE DETAIL WITH
NO TERRACE

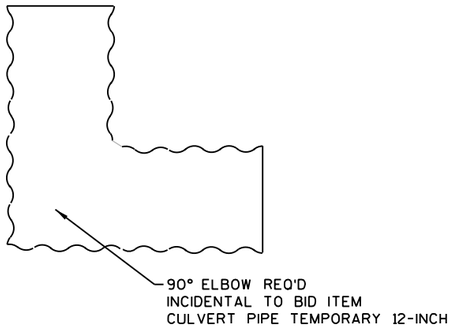



TYPICAL SIDEWALK SECTION
SECTION B-B

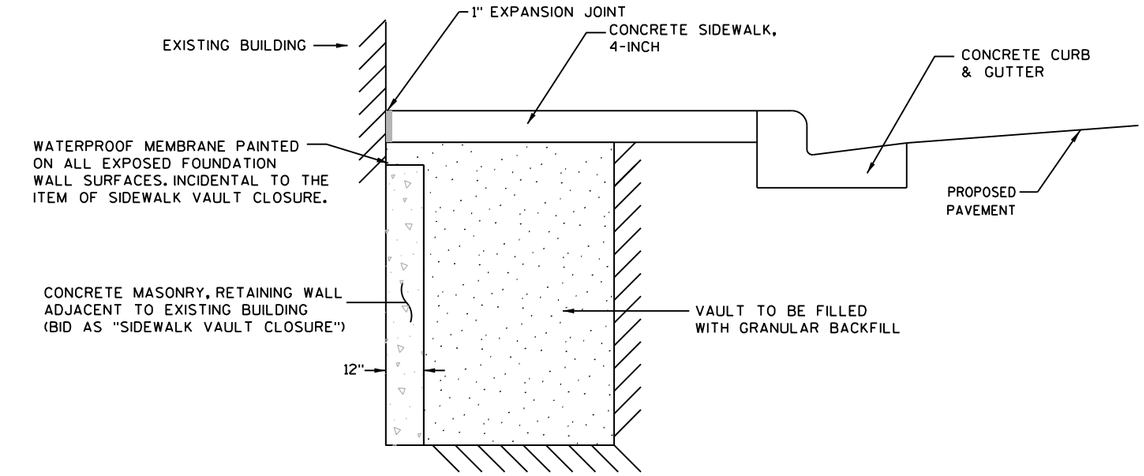



TYPICAL SIDEWALK SECTION
SECTION B-B

2



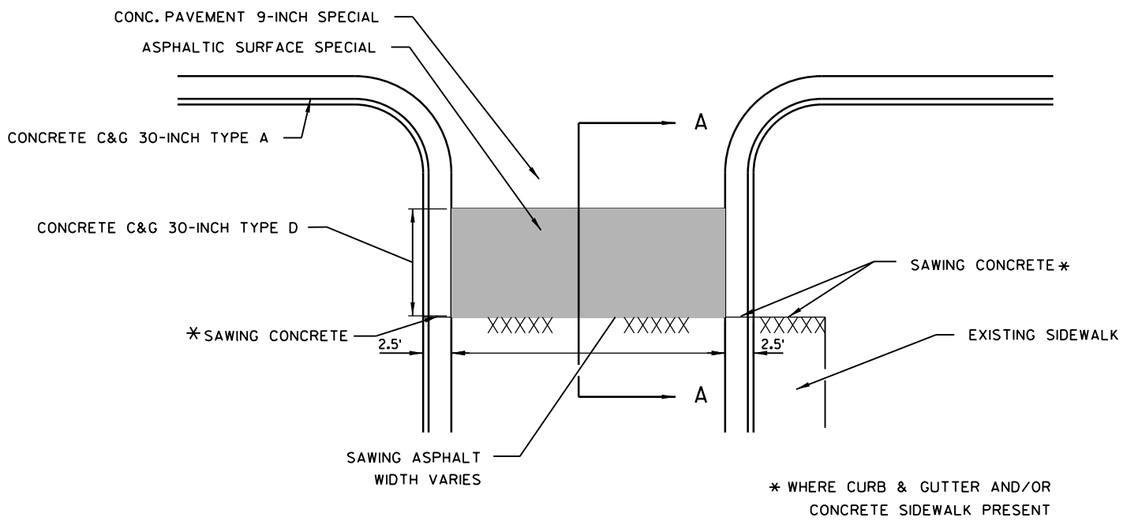

CULVERT PIPE TEMPORARY 12-INCH SPECIAL DETAIL



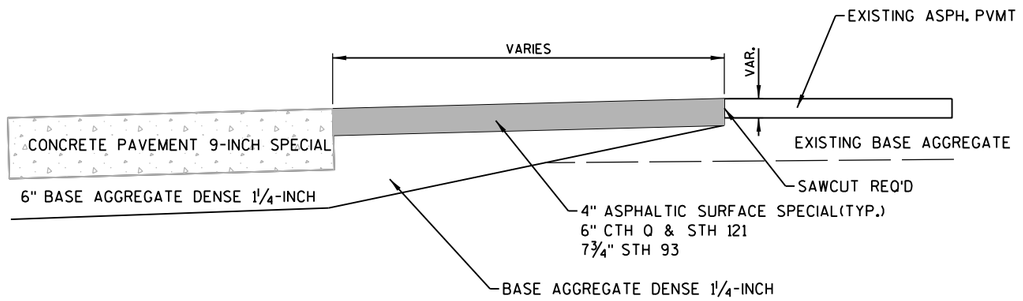

NOTE: AFTER THE EXISTING SIDEWALK IS REMOVED THE ENGINEER SHALL DETERMINE IF THE CONCRETE MASONRY, RETAINING WALL IS REQUIRED.

SIDEWALK VAULT CLOSURE

2




PLAN VIEW

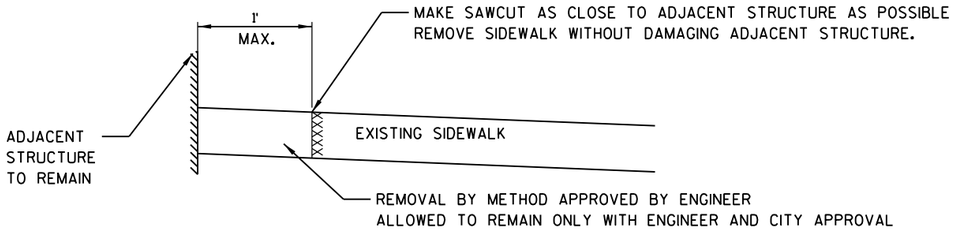



SECTION A-A

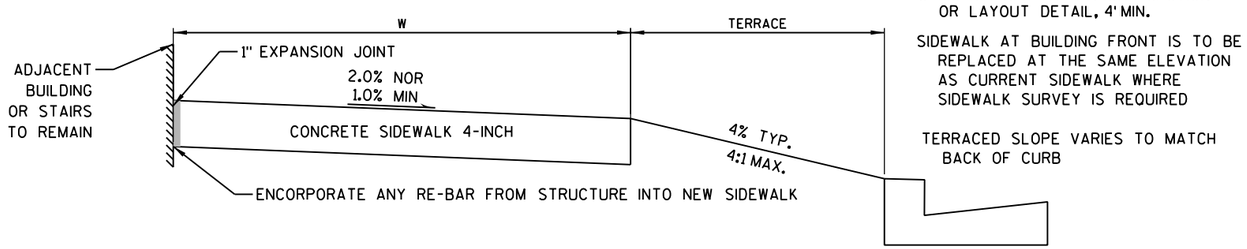
## ROADWAY MATCH DETAIL

| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAILS | SHEET 16 | E |
|---|---|---|---|---|---|

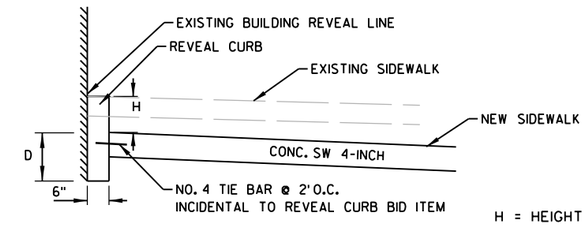
2




## SIDEWALK REMOVAL AT ADJACENT STRUCTURE

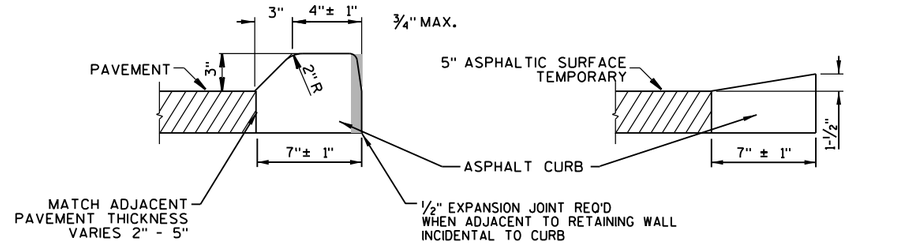



## SIDEWALK REPLACEMENT AT ADJACENT STRUCTURE




H = HEIGHT OF CURB, VARIES, 0-10"
D = DEPTH OF CURB BASE = 2 X H, 6" MIN
MIN. 6"

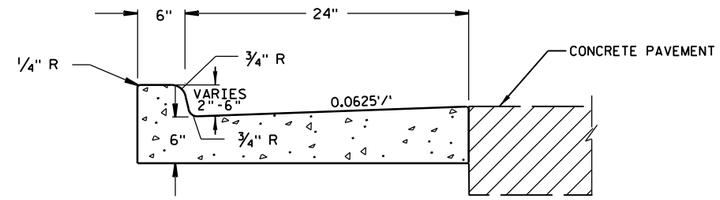
## REVEAL CURB




TYPICAL

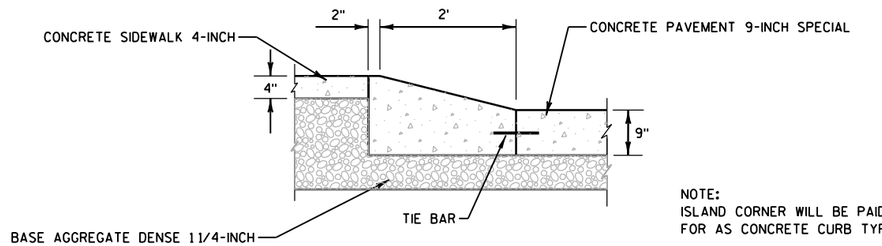
AT DRIVEWAY CROSS SECTION

## ASPHALTIC CURB DETAIL




NOTE:
SEE PAVING DETAIL FOR LOCATIONS AND CURB HEIGHT

## CONCRETE CURB & GUTTER 30-INCH SPECIAL




NOTE:
ISLAND CORNER WILL BE PAID
FOR AS CONCRETE CURB TYPE G

## ISLAND CORNER DETAIL

PROFILE VIEW

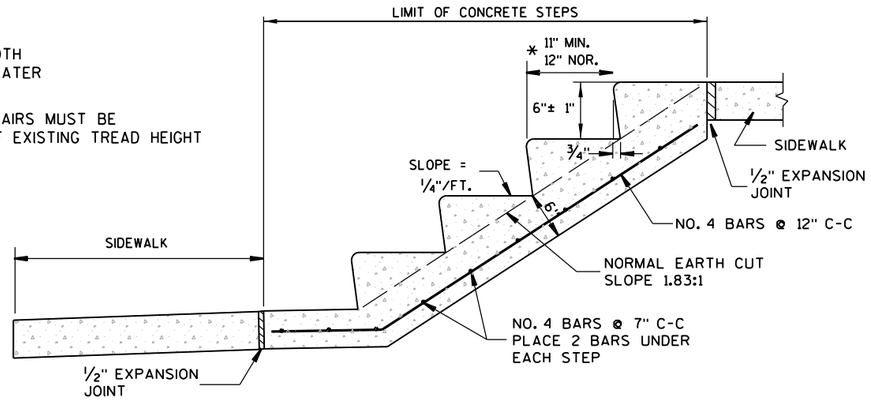
2

NOTE:
THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

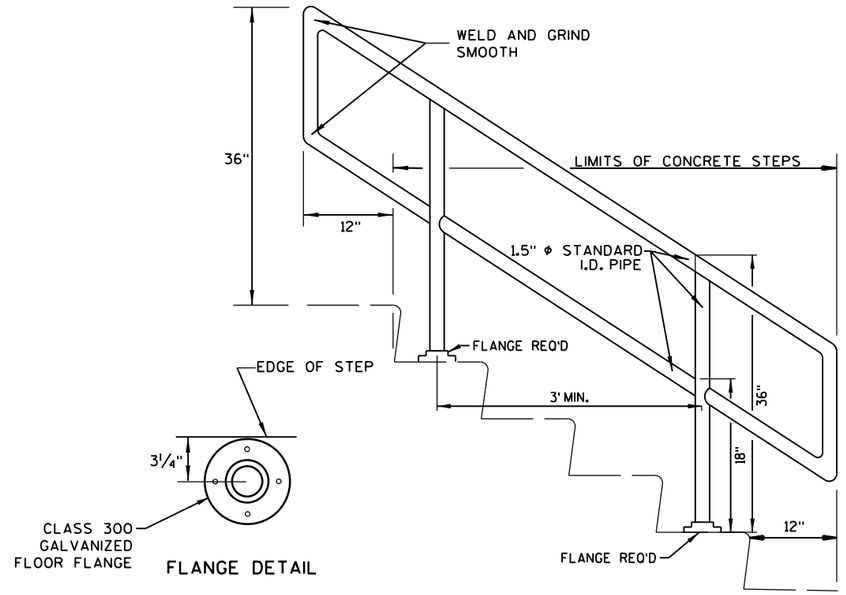
STEEL REINFORCEMENT NOT REQUIRED ON STEPS WITH LESS THAN 3 RISERS

PIPE RAILING TO BE INSTALLED ON BOTH SIDES OF STAIRS WITH HEIGHT OF GREATER THAN 30-INCHES

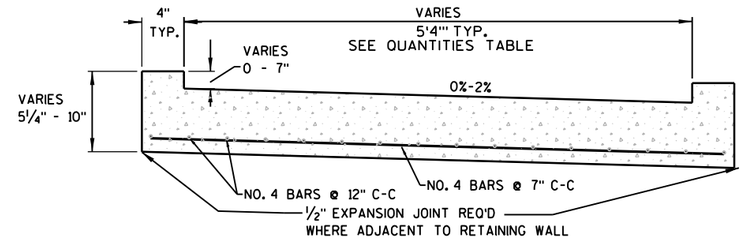
IF MATCHING EXISTING STAIRS, NEW STAIRS MUST BE SAME WIDTH, DEPTH AND WITHIN 1/4" OF EXISTING TREAD HEIGHT




CONCRETE STEPS DETAIL

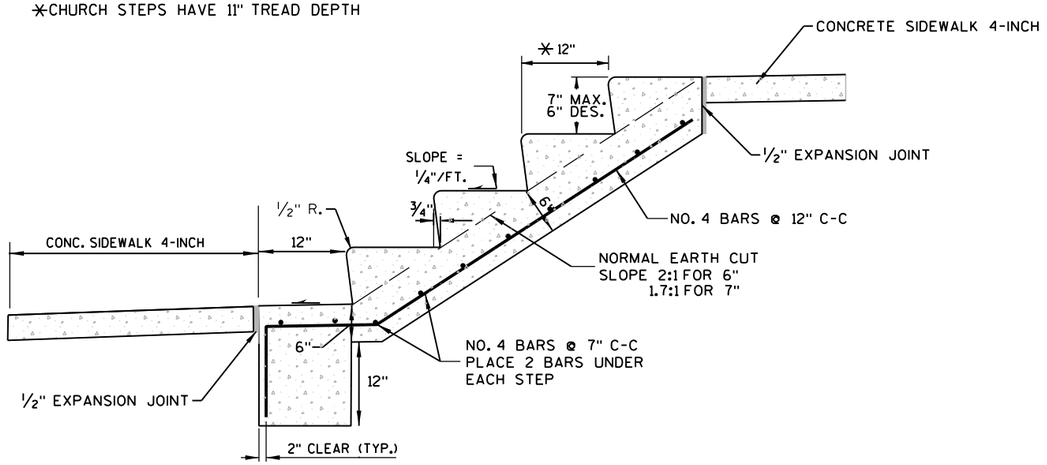



GALVANIZED PIPE RAILING DETAIL



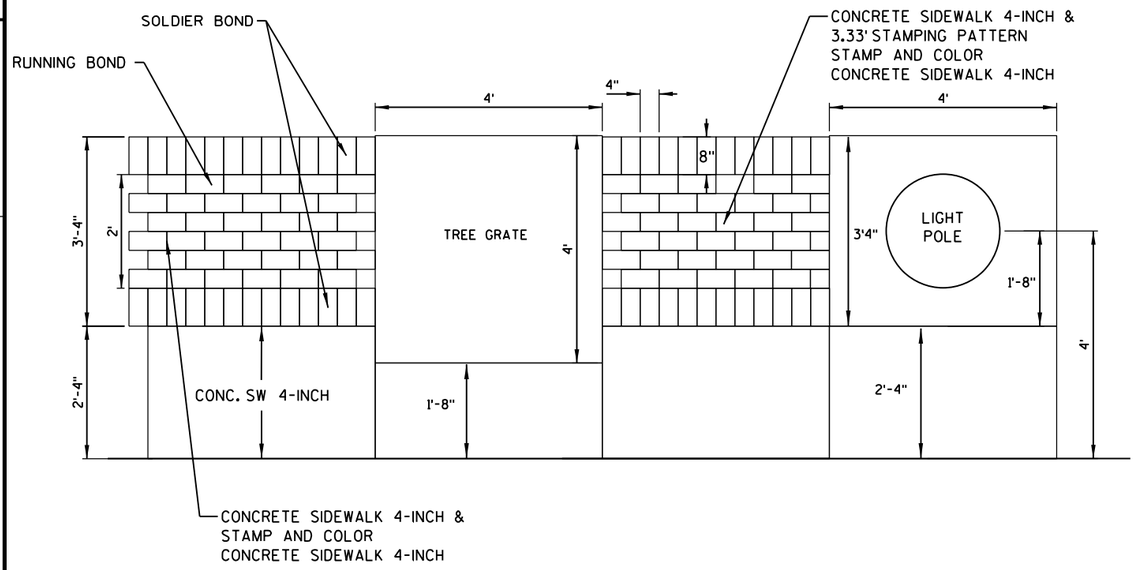

SECTION THRU STEPS

*CHURCH STEPS HAVE 11" TREAD DEPTH

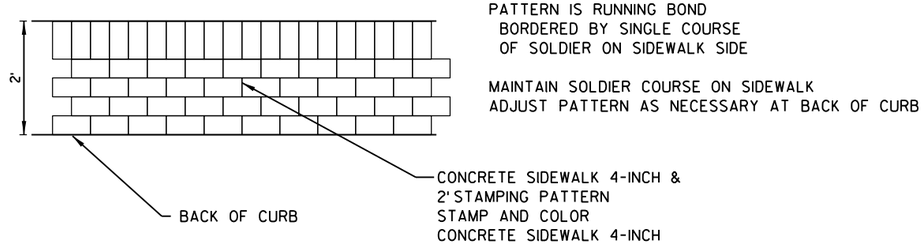



RETAINING WALL STEPS DETAIL

NOTE: THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

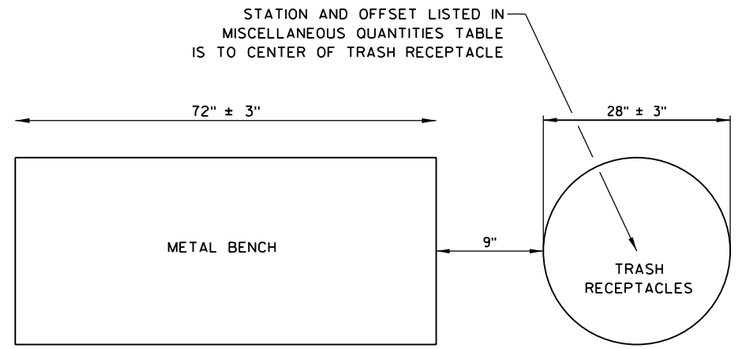



3.33' STAMPING PATTERN



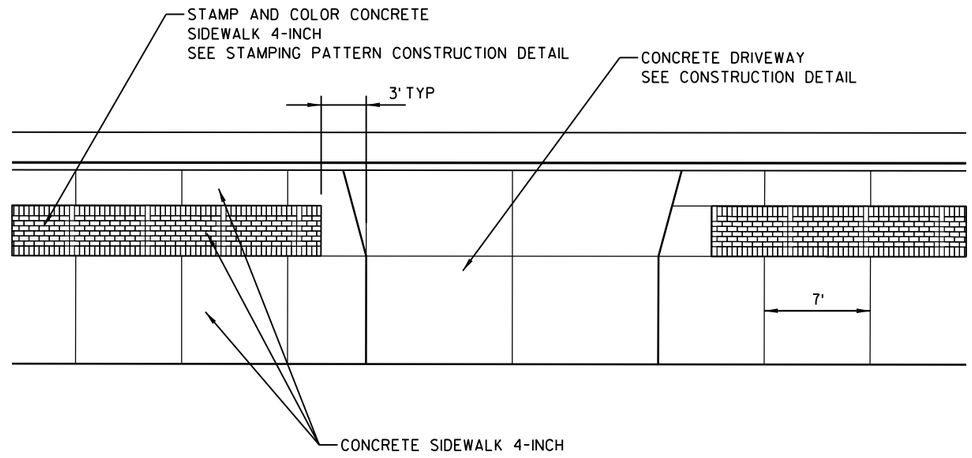

2' STAMPING PATTERN

## STAMPED AND COLORED CONCRETE DETAIL




## METAL BENCH AND TRASH RECEPTACLE LAYOUT DETAIL

PLAN VIEW



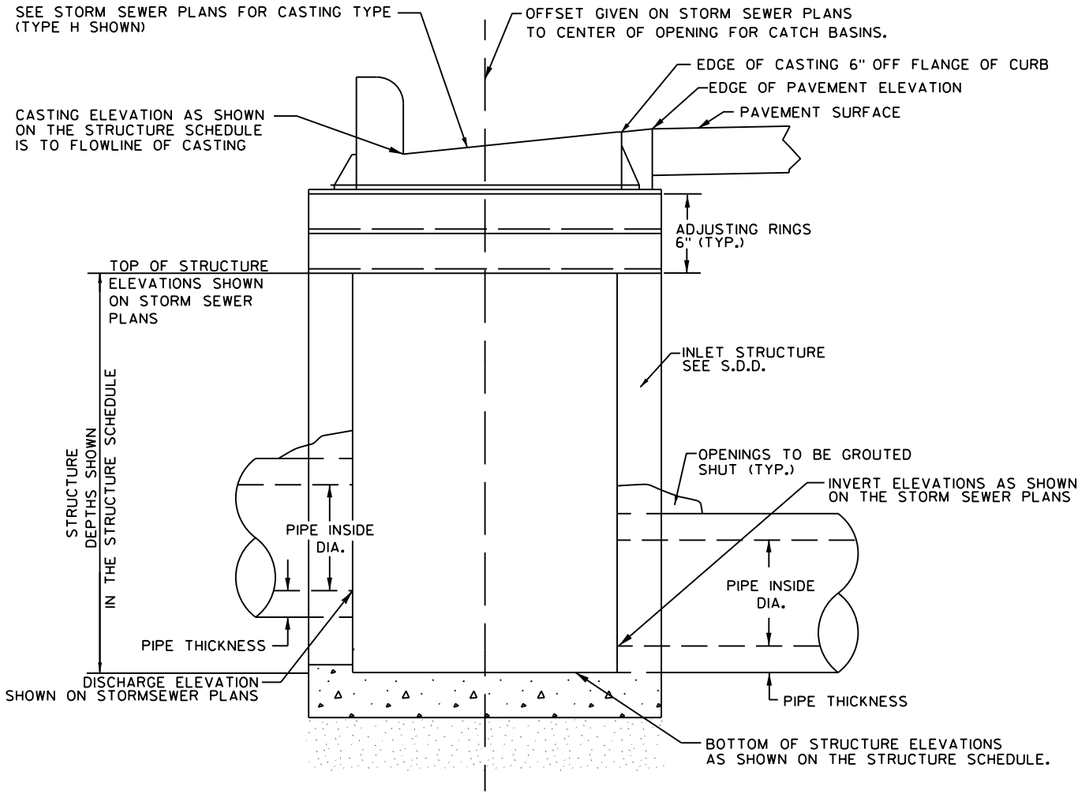

## SIDEWALK JOINTING DETAIL

STA 77+00 - STA 80+25

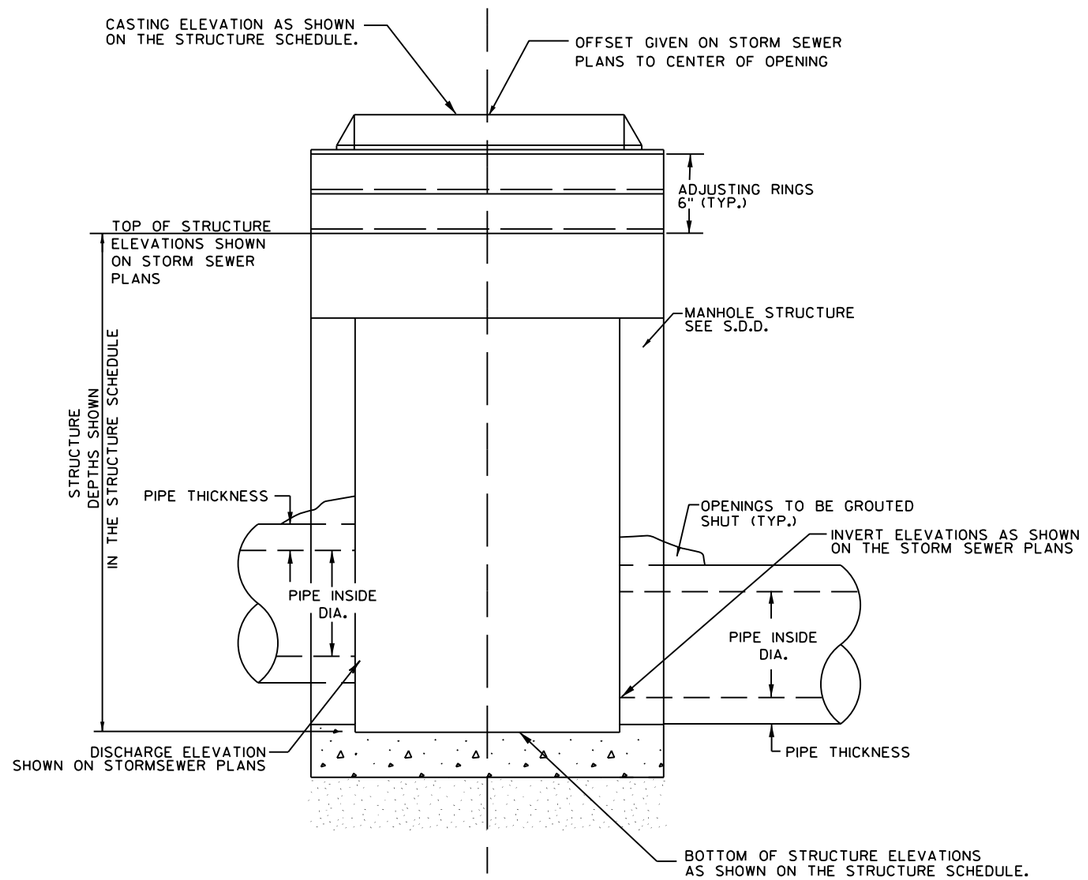
GENERAL NOTES:
GRANULAR BACKFILL REQUIRED AROUND INLETS & MANHOLES INCIDENTAL TO CONSTRUCTION OF MANHOLE OR INLET

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

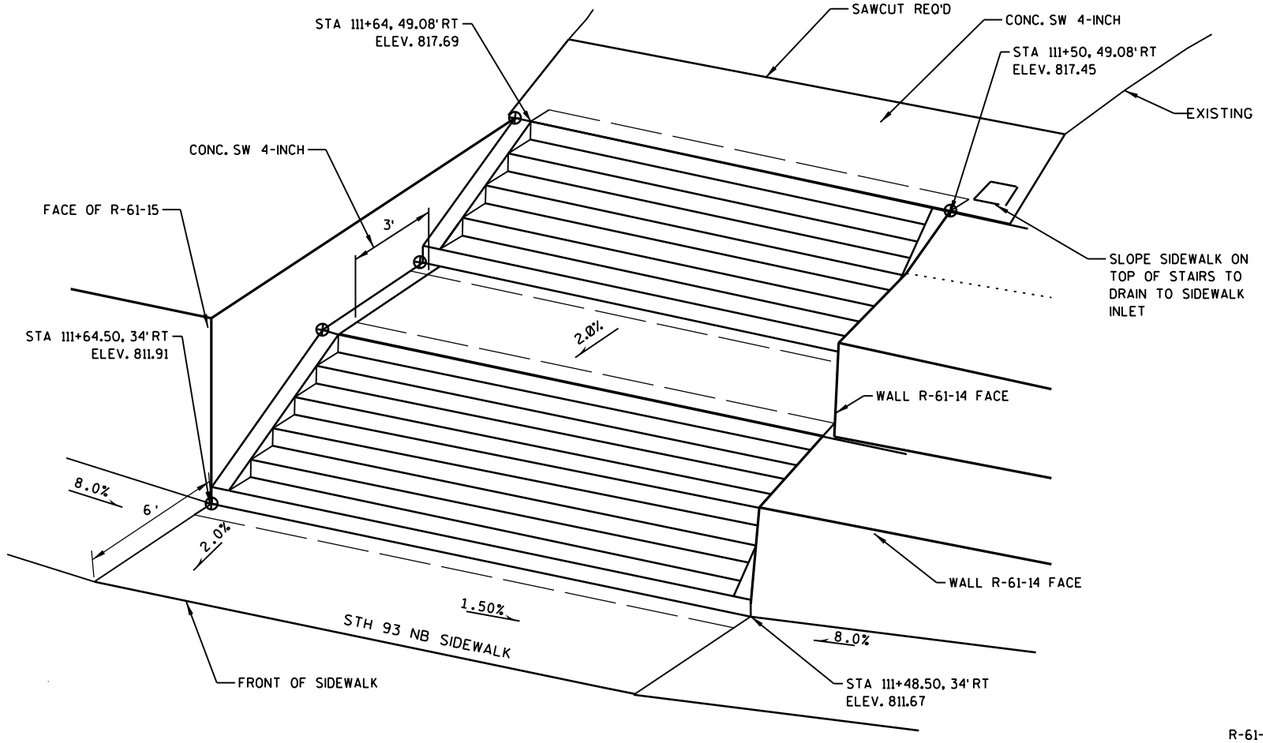
## DETAIL OF INLET W/CASTING



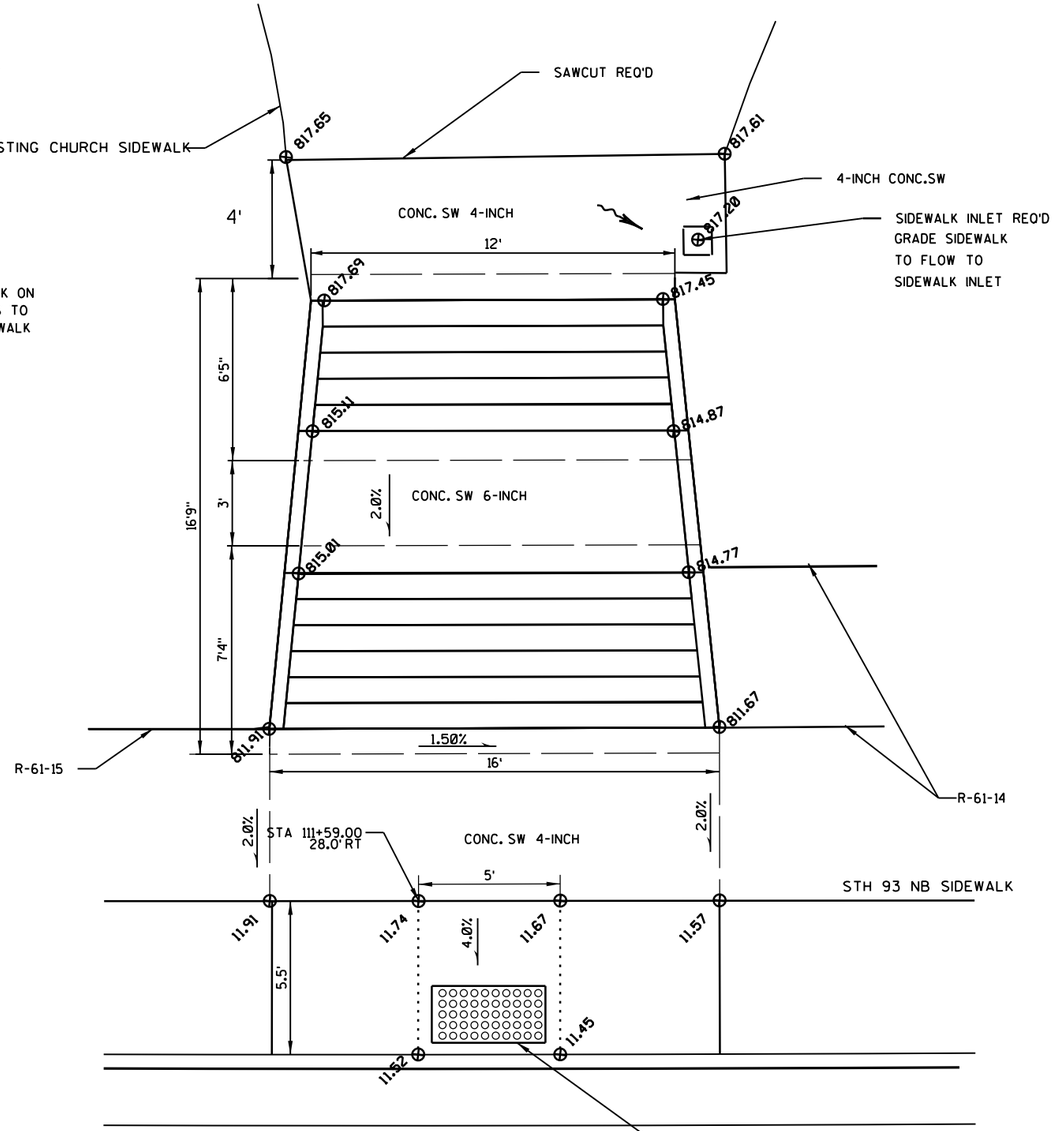

## DETAIL OF MANHOLE W/CASTING




| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAILS (STORMSEWER STRUCTURE) | SHEET 20 | E |
|---|---|---|---|---|---|



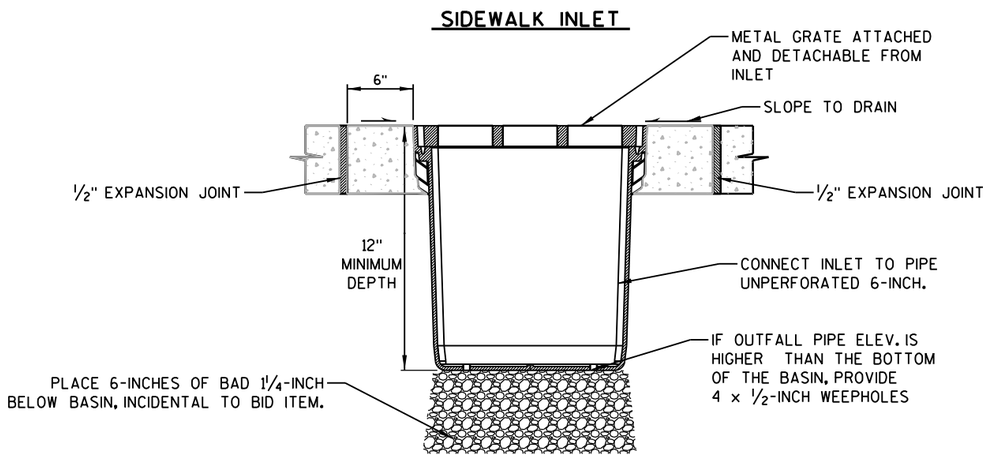

PERSPECTIVE VIEW




NOTES:
SEE RETAINING WALL STEPS DETAIL FOR ADDITIONAL INFORMATION
SEE R-61-14 PLANS FOR RAILING ANCHOR REQUIREMENTS
STEP RISERS ARE 11" DEEP AND 6" HIGH

PLAN VIEW

## SIDEWALK INLET

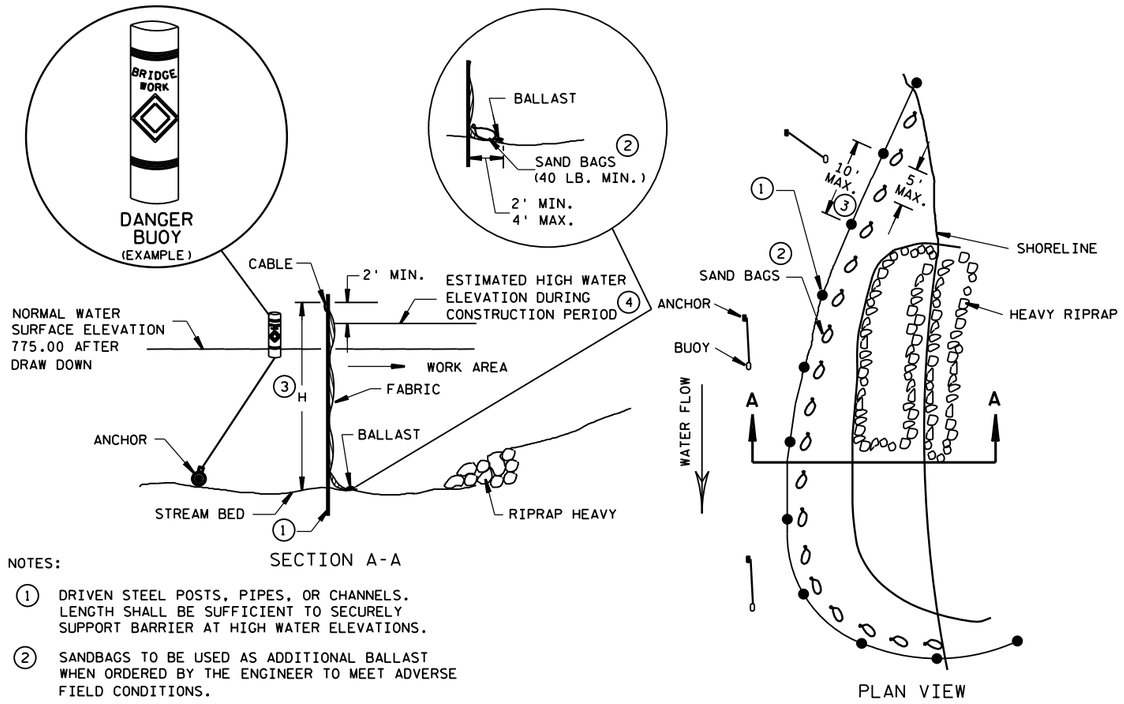



| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAILS (CHURCH STEPS) | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\021001_CD.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

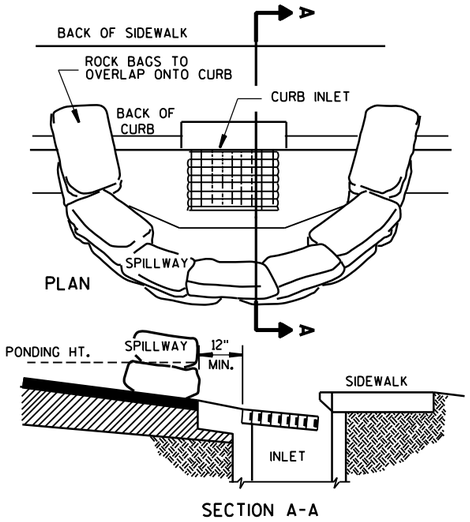
2




NOTES:

1. DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
2. SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS.
3. WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.
4. ELEVATION VALUE TO BE ESTABLISHED BY THE CONTRACTOR BASED ON THE TIME OF YEAR AND DURATION OF THE ACTIVITY.

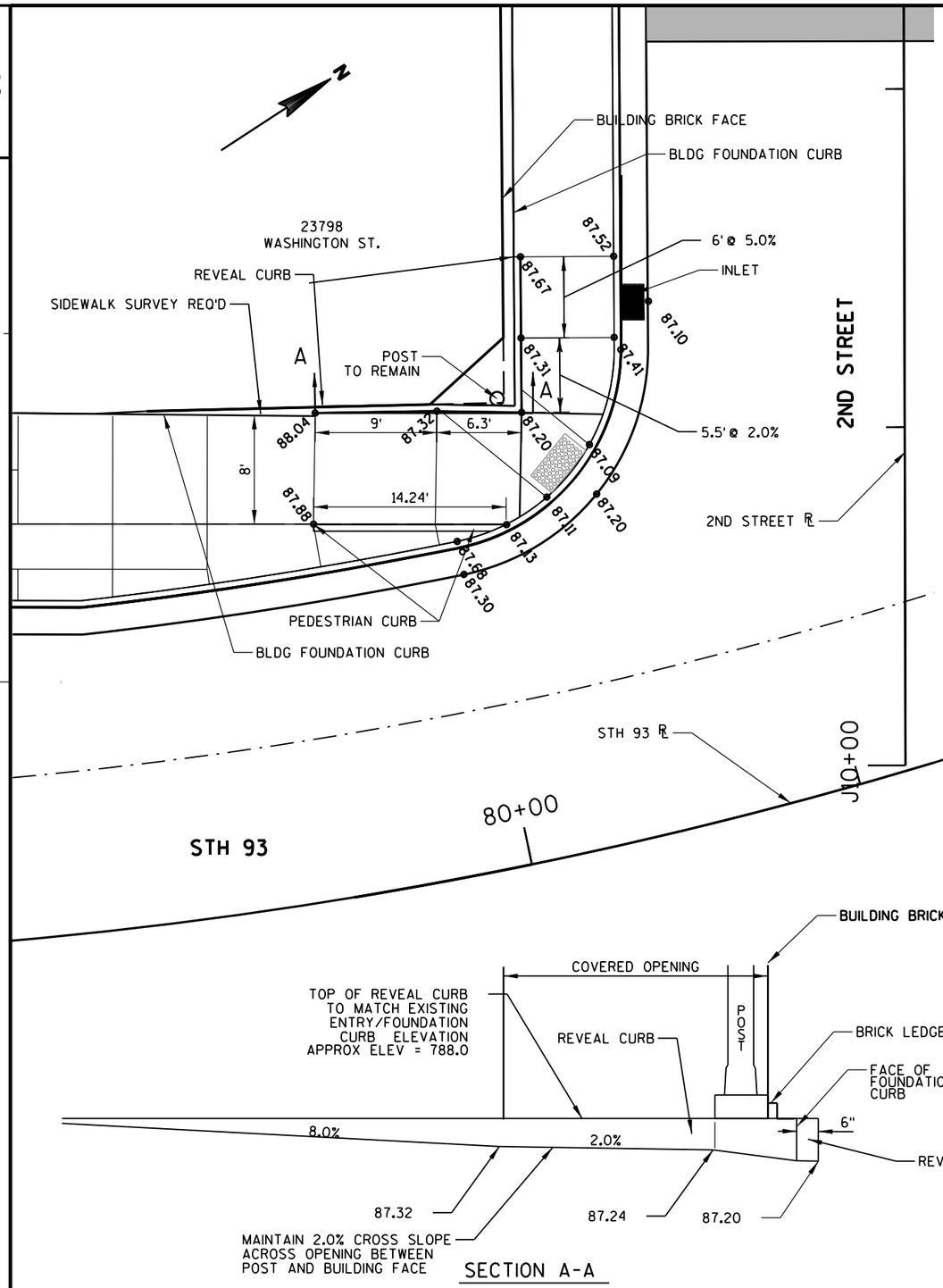
## TURBIDITY BARRIER DETAIL

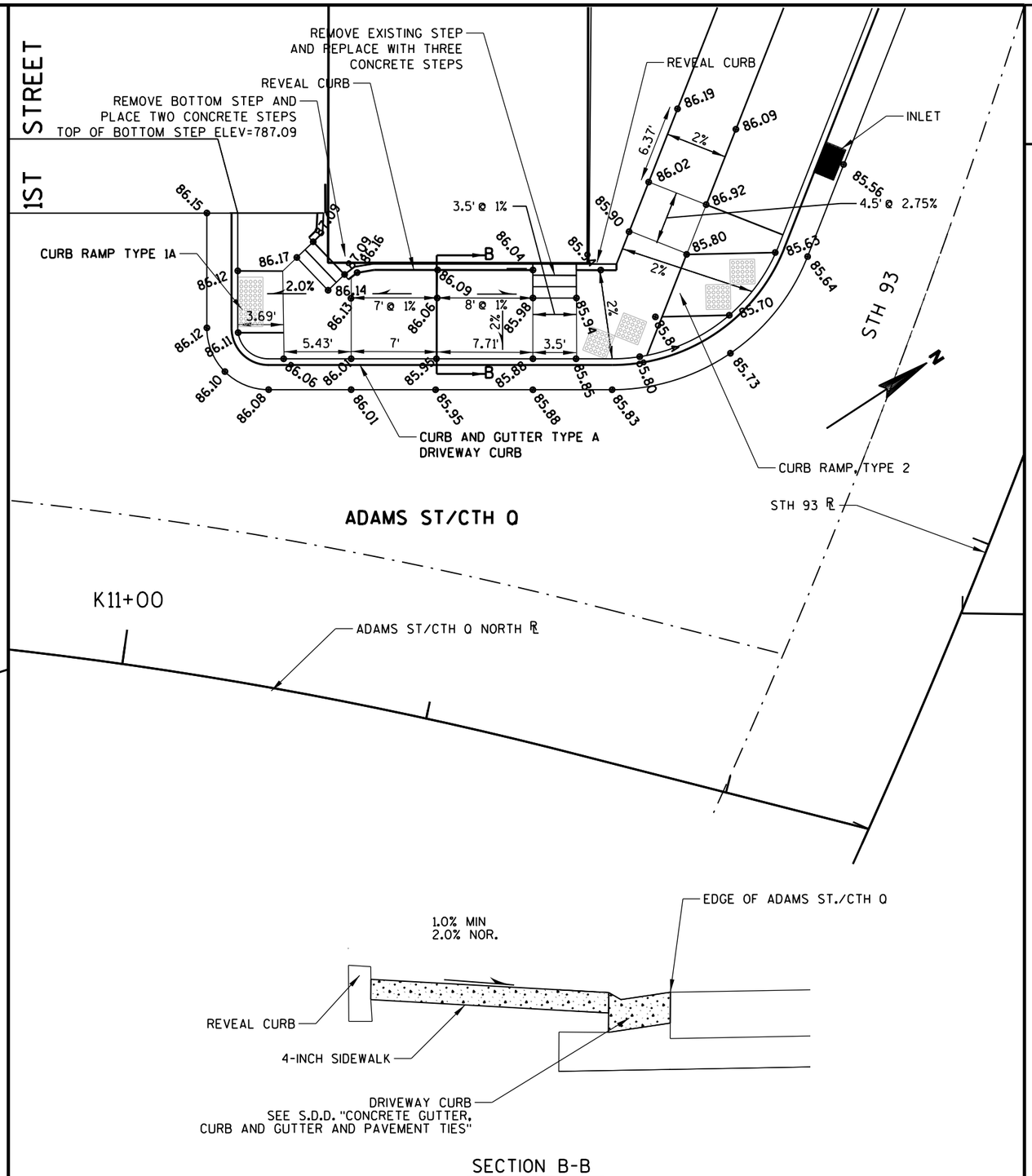



## CURB INLET SEDIMENT BARRIER

(ROCK BAGS TYPE)

CURB INLET SEDIMENT BARRIER IS PAID AS ROCK BAGS







SECTION A-A



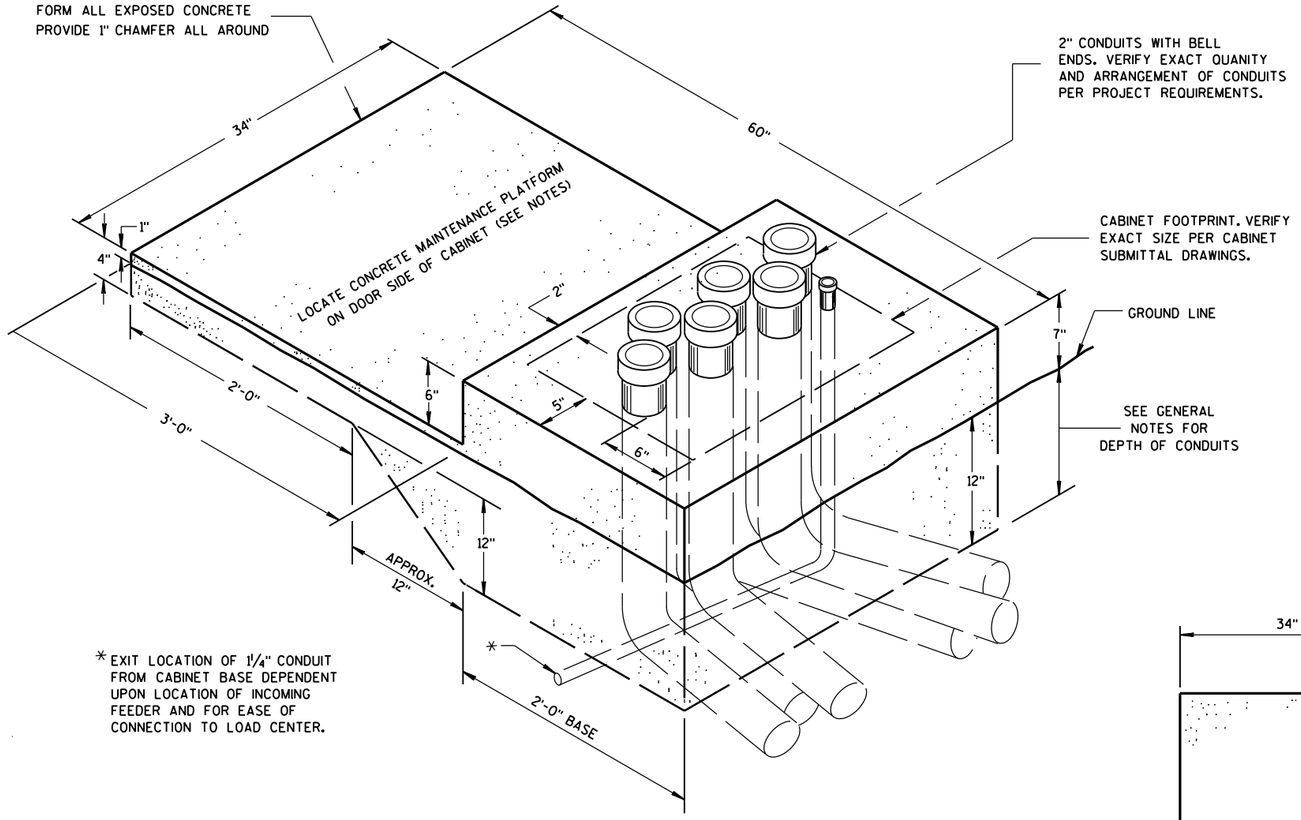

SECTION B-B

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPALEAU | CURB RAMP AND BUILDING ENTRANCE DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\021002_CD.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42




**ISOMETRIC VIEW**

## CONCRETE CONTROL CABINET BASE TYPE SPECIAL

( C.Y. CONCRETE = APPROX. 0.4 )

## GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS 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.

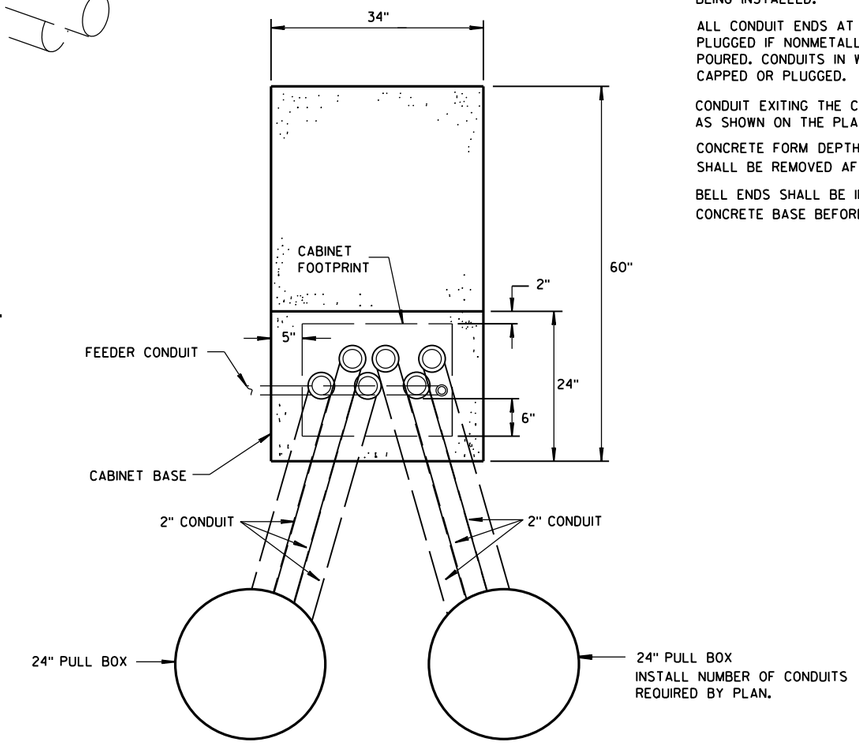
PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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.

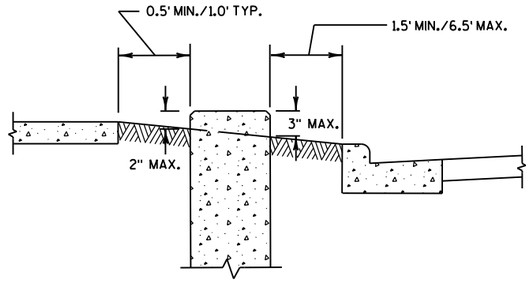
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

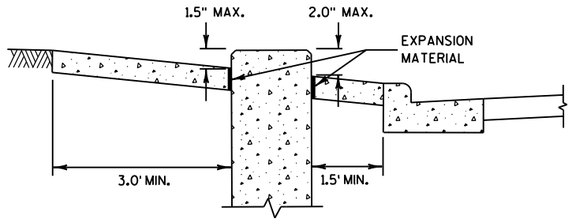



**PLAN VIEW**

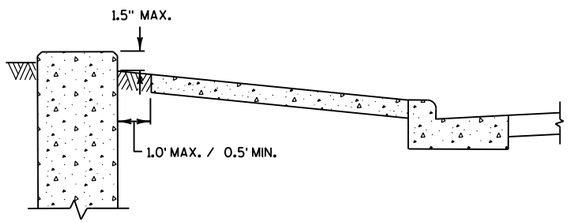
## CONCRETE CONTROL CABINET BASE TYPE SPECIAL




IN GRASS TERRACE




IN CONCRETE TERRACE




BACK OF SIDEWALK

NOTES:

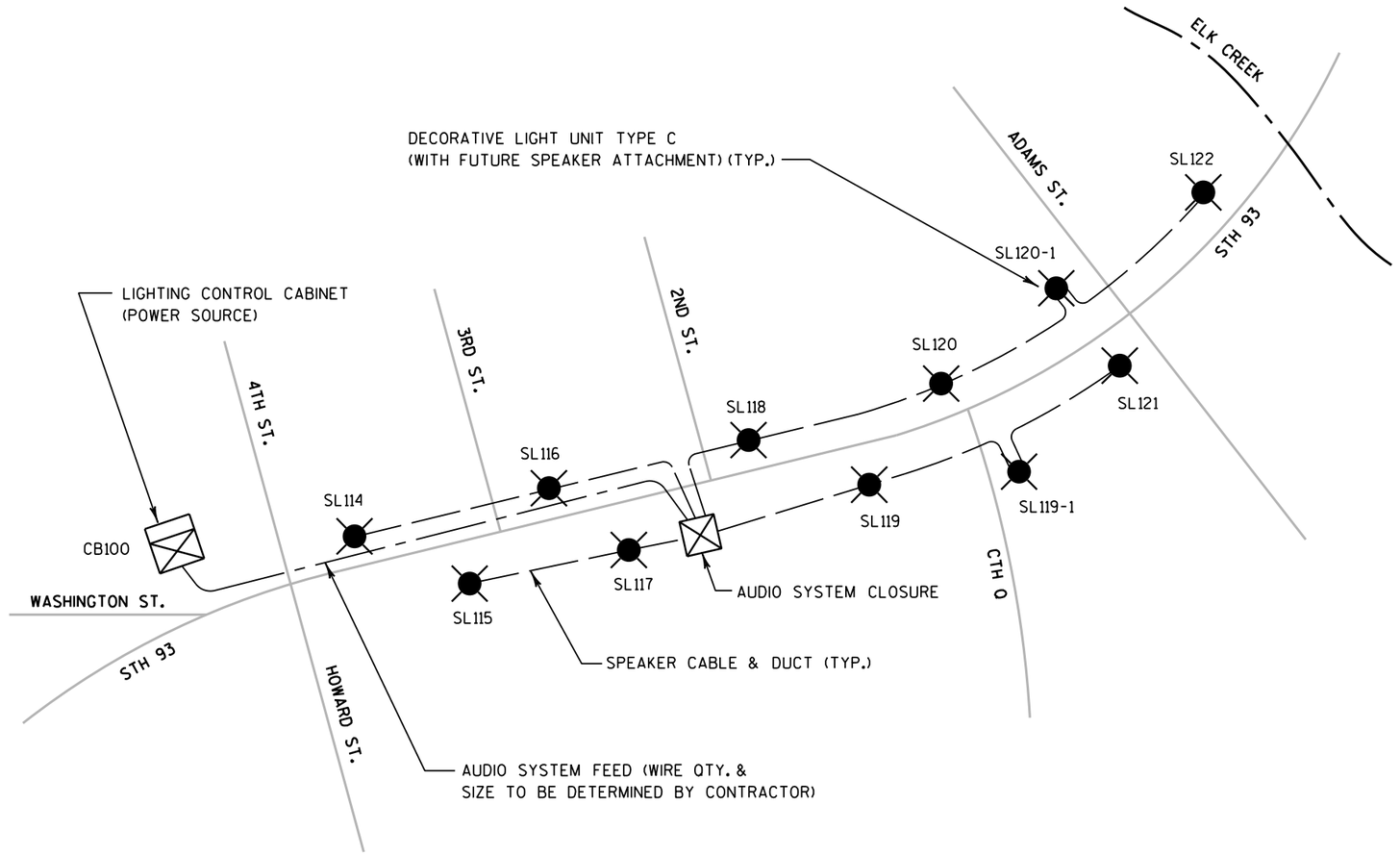
REFER TO THIS DETAIL AND THE LAYOUT DATA PROVIDED IN THE PLANS AND MISCELLANEOUS QUANTITIES WHEN LOCATING ALL BASES.

REFER TO STREETSCAPING PLANS AND DETAILS FOR ADDITIONAL GUIDANCE WITH LIGHT BASE POSITIONS.

THE ENGINEER SHALL APPROVE THE FINAL LOCATION OF ALL LIGHT BASES PRIOR TO CONSTRUCTION.

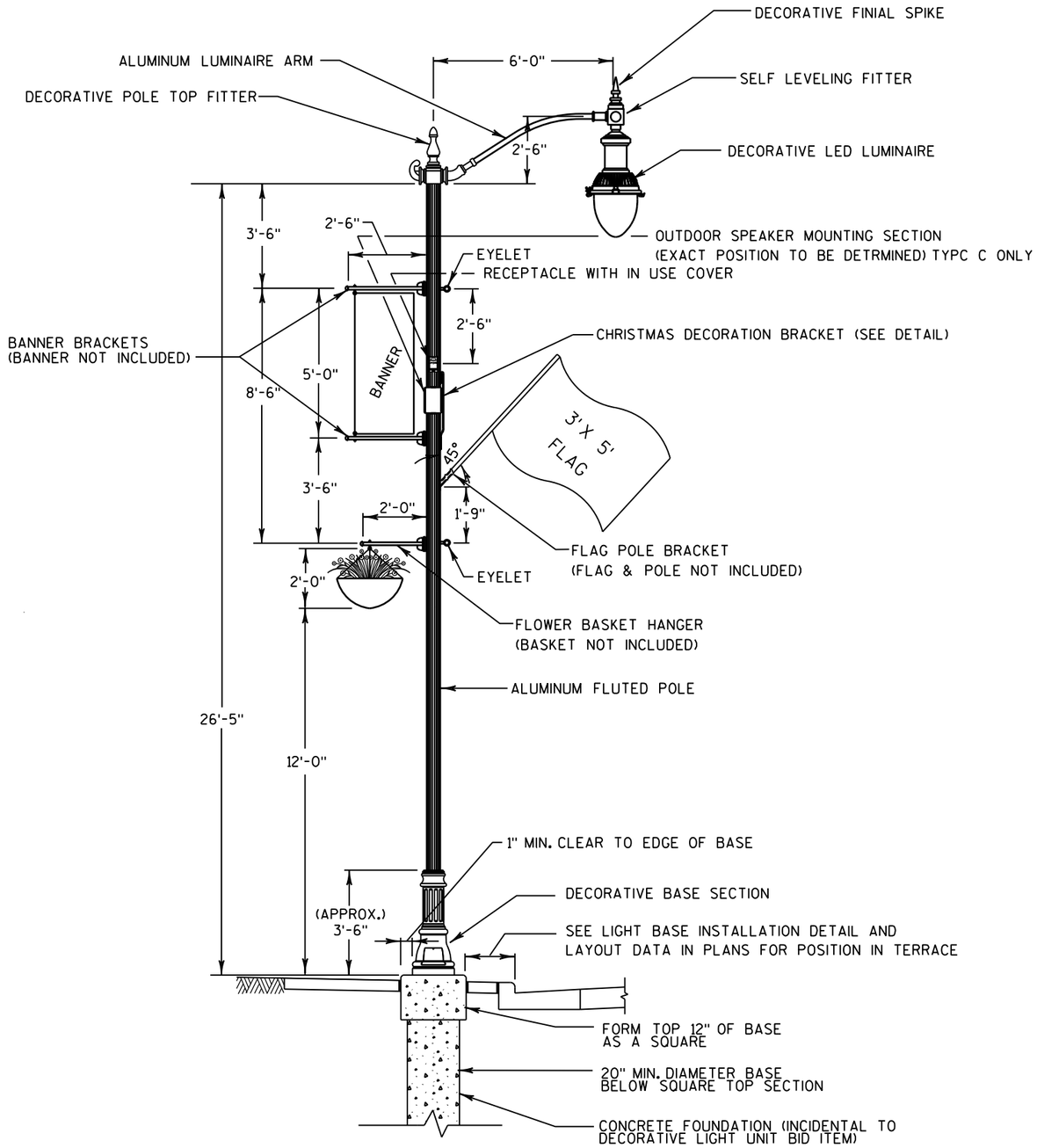
## LIGHT BASE INSTALLATION DETAIL

NO SCALE



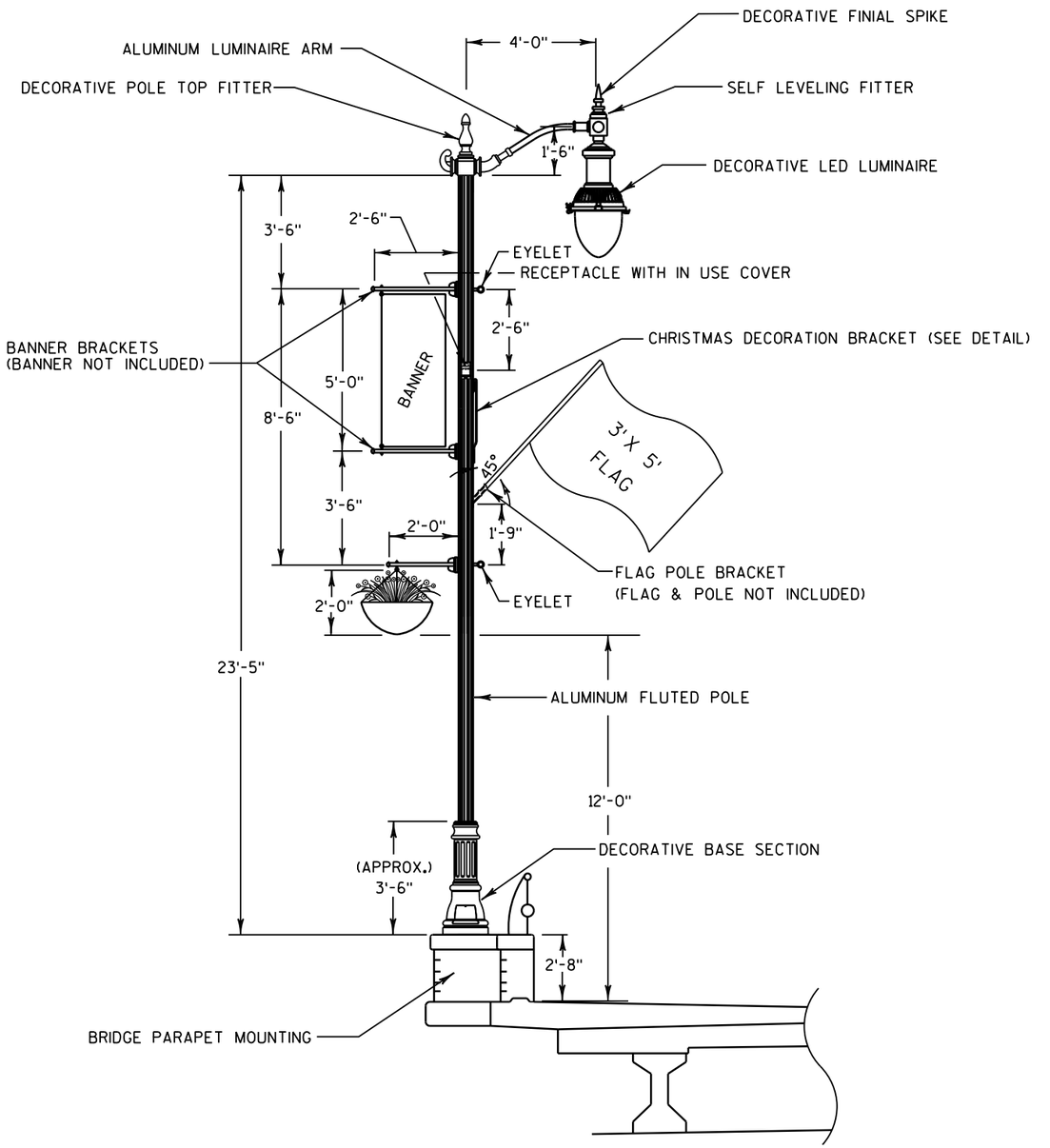

## AUDIO SYSTEM SCHEMATIC DIAGRAM

NO SCALE




## DECORATIVE LIGHT UNIT TYPE B & C DETAIL

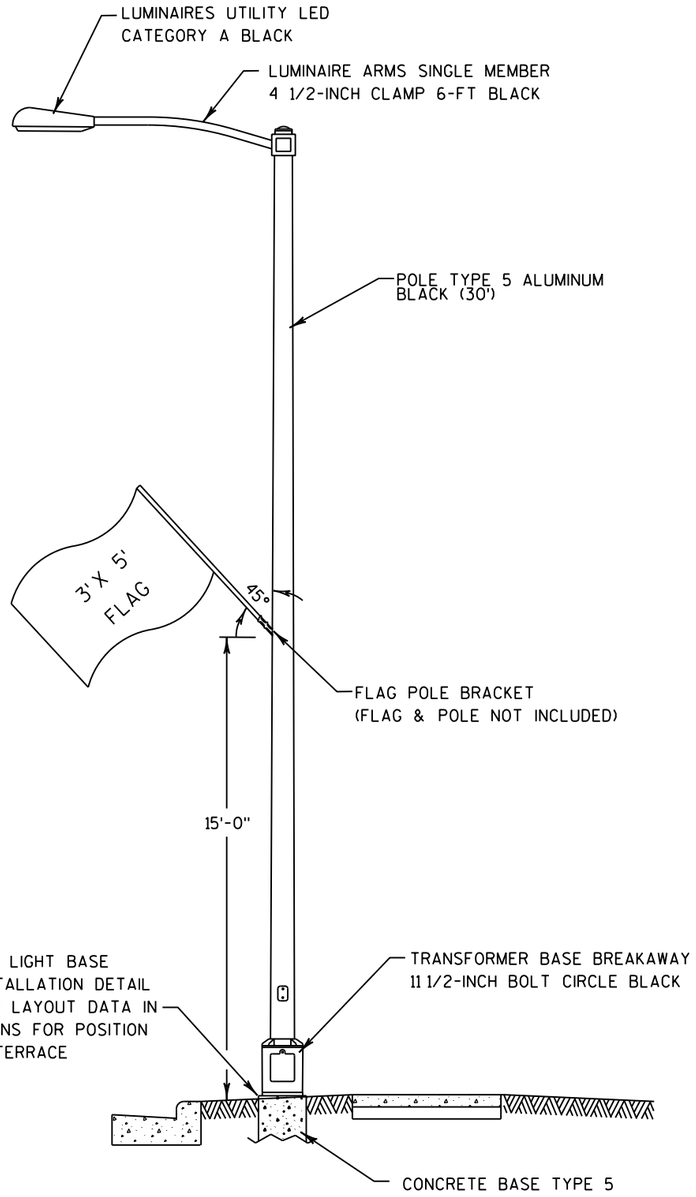
NO SCALE




## DECORATIVE LIGHT UNIT TYPE D DETAIL

NO SCALE

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING CONSTRUCTION DETAILS | SHEET 26 | E |
|---|---|---|---|---|---|




TYPE A LIGHT UNIT

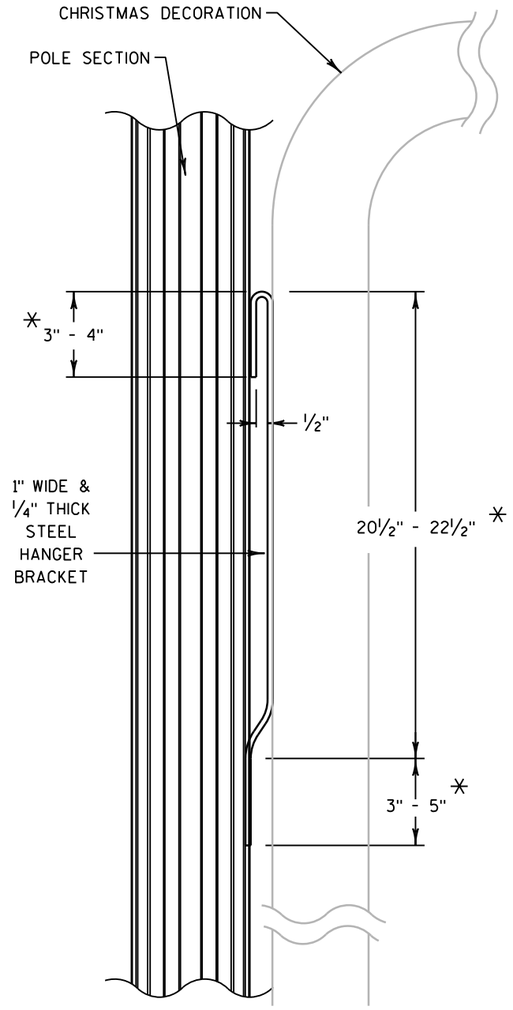
NO SCALE

NOTES:

BRACKET SHOWN IN THE DETAIL DEPICTS THE DIMENSIONS OF THE CITY OF INDEPENDENCE'S CURRENT CHRISTMAS DECORATION HANGERS.

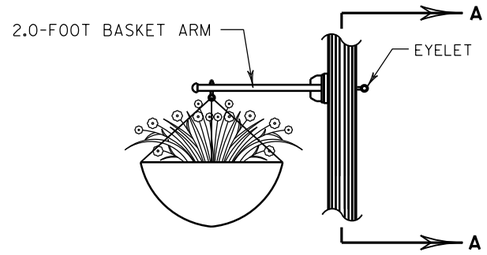
POLES IN THIS CONTRACT (AS SPECIFIED) SHALL FEATURE A BRACKET DESIGNED TO ACCEPT A HANGER WITH THE DIMENSIONS SHOWN.

DIMENSIONS NOTED WITH ASTERISK (*) INDICATE THE RANGE OF EXISTING HANGER DIMENSIONS. MOUNTING BRACKETS SHALL ACCEPT ALL HANGER TYPES.

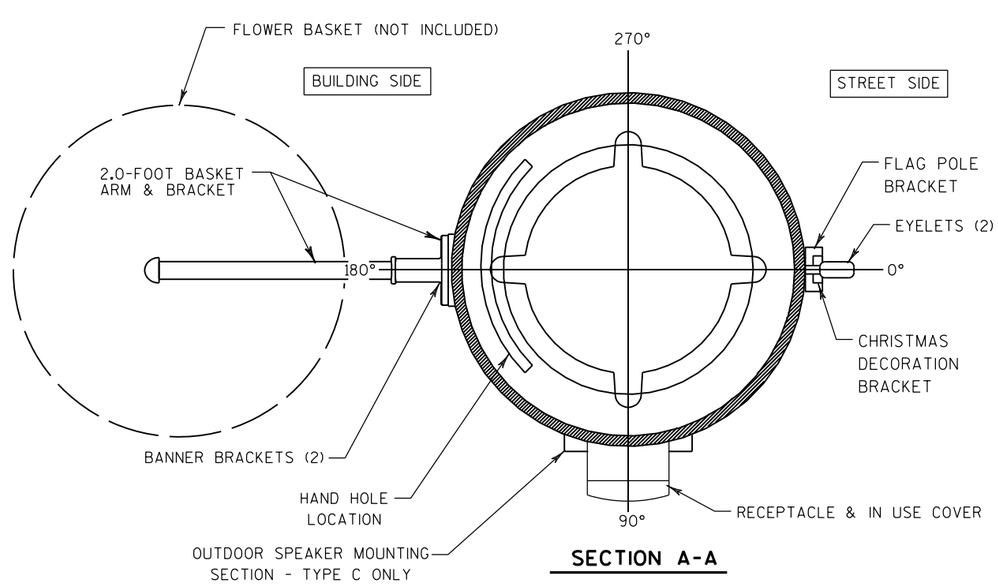



CHRISTMAS DECORATION BRACKET

NO SCALE




PLAN VIEW




SECTION A-A

OVERHEAD VIEW UNITS B, C & D

NO SCALE

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING CONSTRUCTION DETAILS | SHEET 27 | E |
|---|---|---|---|---|---|

(1) HANDHOLE AND COVER

(2) APPROVED INSULATED MULTITAP TERMINAL BLOCK TYPE CONNECTORS. COMPRESSION, CRIMP OR WIRE NUT CONNECTORS ARE NOT ALLOWED.

(3) INSULATED UNGROUNDED LIGHTING CKT CONDUCTORS FROM SYSTEM RACEWAY (240V)

(4) NOT USED

(5) NOT USED

(6) INSULATED UNGROUNDED RECEPTACLE CKT CONDUCTORS FROM SYSTEM RACEWAY (120V)

(7) RECEPTACLE CKT GROUNDED CONDUCTORS FROM SYSTEM RACEWAY

(8) NOT USED

(9) NOT USED

(10) ALTERNATE INSULATED UNGROUNDED RECEPTACLE CKT CONDUCTORS FROM SYSTEM RACEWAY PASSING THROUGH THIS POLE (120V)

(11) SHARED SYSTEM INSULATED EQUIPMENT GROUNDING CONDUCTORS FROM SYSTEM RACEWAY

(12) #4 BARE EQUIPMENT GROUNDING CONDUCTOR TO GROUND ROD (SEE S.D.D. FOR ADDITIONAL INFORMATION)

(13) TYPICAL GROUNDING CONNECTION STAINLESS STEEL BOLT, NUT AND WASHERS ½" X 1½" X 13 TPI

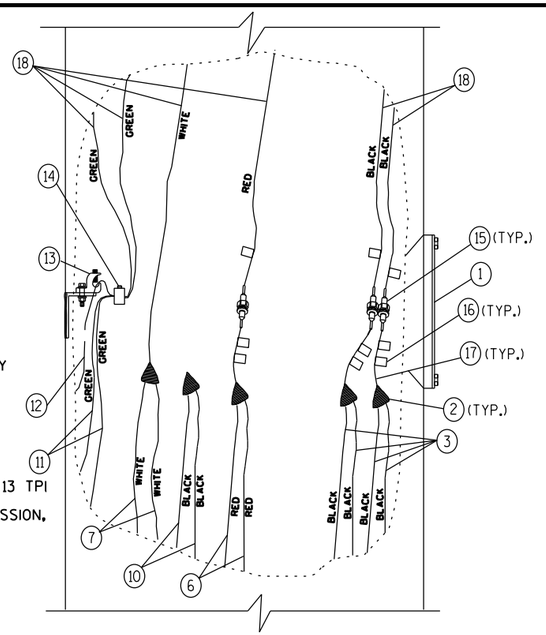
(14) APPROVED MECHANICAL TYPE CONNECTOR FOR EQUIPMENT GROUNDING CONDUCTORS. COMPRESSION, CRIMP OR WIRE NUT CONNECTORS ARE NOT ALLOWED.

(15) FUSE ASSEMBLY, (SEE S.D.D. FOR ADDITIONAL INFORMATION)

(16) CIRCUIT TAG, BOTH SIDES OF ALL FUSES (TYP.)

(17) 18" PIGTAIL BETWEEN SPLICE AND FUSE ASSEMBLY

(18) #12 AWG CONDUCTORS TO LUMINAIRE & RECEPTACLE (SEE S.D.D. FOR ADDITIONAL INFORMATION)




2 WIRE - 240 VAC (UNGROUNDED CONDUCTOR) AND
3 WIRE - 120 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR FOR GFCI RECEPTACLES

POLE WIRING DETAIL
NO SCALE

SEE SDD'S "NON FREEWAY LIGHTING UNIT POLE WIRING" FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL

## LIGHTING PLAN LEGEND

- DECORATIVE LIGHTING UNIT (TYPE)
- LIGHTING UNIT TYPE A
- LIGHTING CONTROL CABINET & BASE
- PULL BOX (24" X 42" STEEL)
- CONDUIT & WIRING (REFER TO PLANS AND MISC. QUANT. FOR SIZE AND TYPE

## GENERAL STREET LIGHTING NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

2. CHECK FOR OVERHEAD UTILITY CONFLICTS PRIOR TO CONSTRUCTING CONCRETE BASES.

3. THE EXACT LOCATION OF THE LIGHTING CONTROL CABINET SHALL BE DETERMINED IN THE FIELD BY THE CITY OF INDEPENDENCE AND THE ENGINEER.

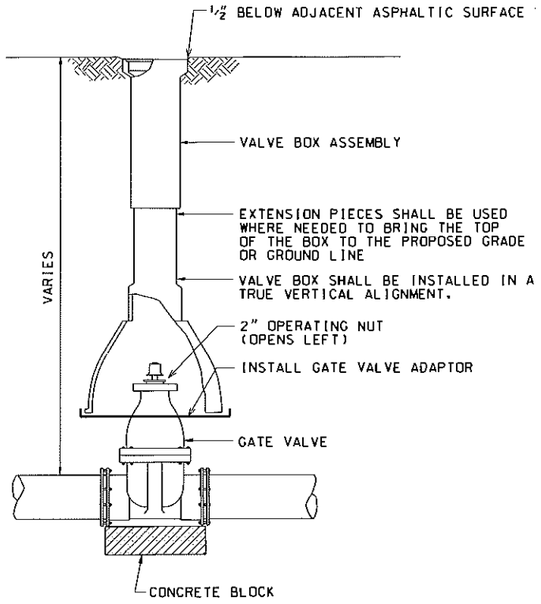
4. CLEARLY LABEL UNUSED CONDUCTORS AS "SPARE" IN ALL CONDUIT RUNS CONTAINING UNUSED CONDUCTORS. DO NOT BREAK UNUSED CONDUCTORS IN POLE BASES TO THE MAXIMUM EXTENT POSSIBLE.

5. REFER TO STRUCTURE PLANS FOR ADDITIONAL ELECTRICAL DETAILS.

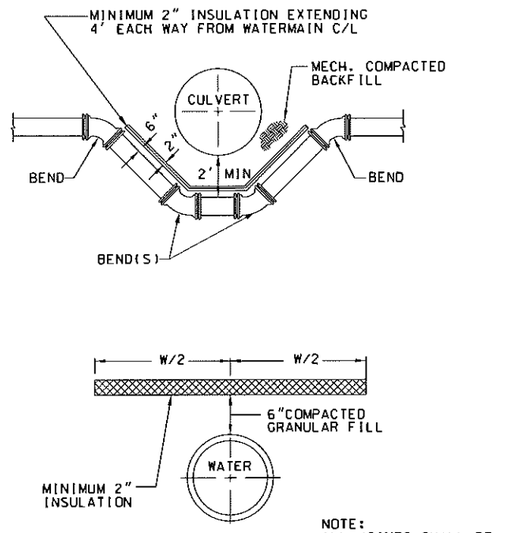
6. REFER TO STREETSCAPE DETAILS FOR ADDITIONAL INFORMATION FOR LOCATING BASES IN PAVED TERRACE AREAS.

7. ADDITIONAL WIRING, IF NEEDED FOR LIGHTING CONTROL SYSTEM IS NOT SHOWN AND SHALL BE INCIDENTAL TO THE SYSTEM BID ITEM.

8. AUDIO SYSTEM CONDUIT/CABLE NOT SHOWN. SEE SCHEMATIC DETAIL FOR MORE INFORMATION.

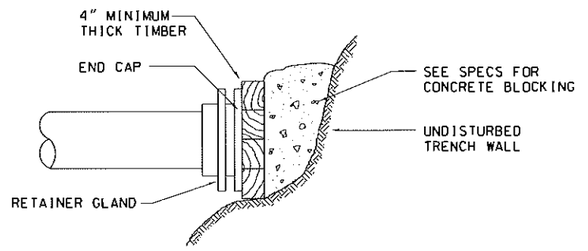



GATE VALVE & BOX

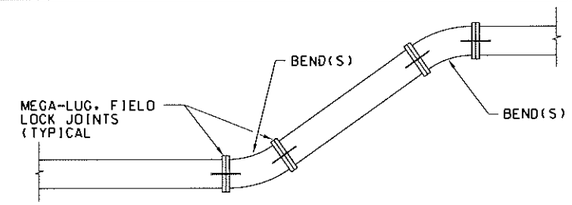



NOTE:
ALL JOINTS SHALL BE MECHANICAL TYPE WITH RETAINER GLANDS

LOWER WATER MAIN W/INSULATION



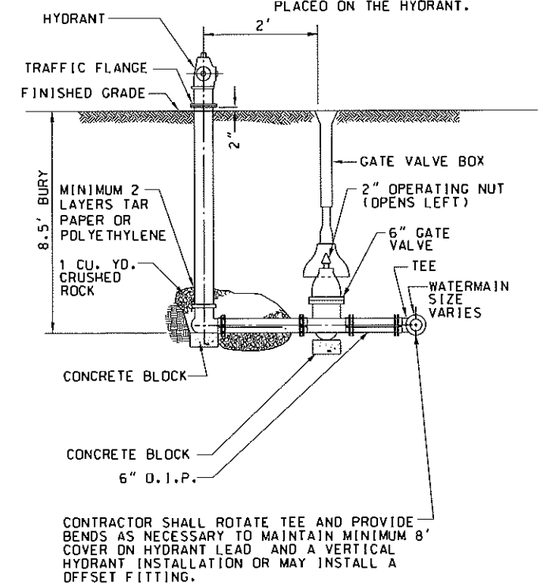

DEAD END BLOCKING




JOINT RESTRAINT DETAIL

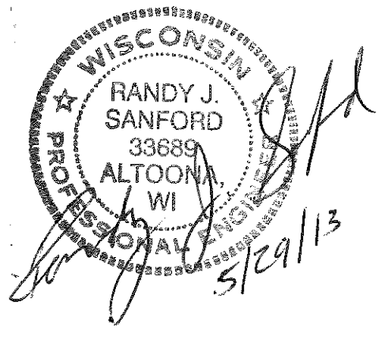
ALL JOINTS SHALL BE MECHANICAL TYPE WITH RETAINER GLANDS

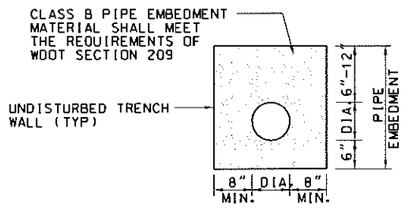
WHERE HYDRANT BASE IS IN OR NEAR WATER TABLE, THE DRAIN PORT SHALL BE PLUGGED AND A TAG FURNISHED AND PLACED ON THE HYDRANT.




CONTRACTOR SHALL ROTATE TEE AND PROVIDE BENDS AS NECESSARY TO MAINTAIN MINIMUM 8' COVER ON HYDRANT LEAD AND A VERTICAL HYDRANT INSTALLATION OR MAY INSTALL A OFFSET FITTING.

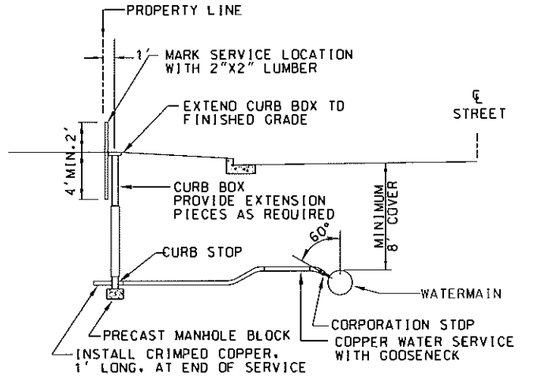
FIRE HYDRANT



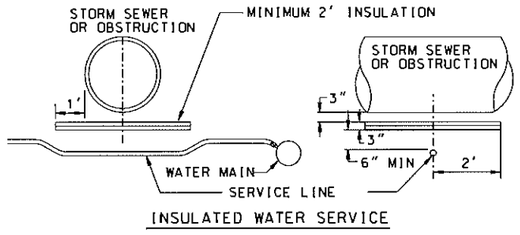




NOTE: CLASS B PIPE EMBEDMENT SHALL BE INCIDENTAL TO ALL PIPE INSTALLATION

CLASS B PIPE EMBEDMENT

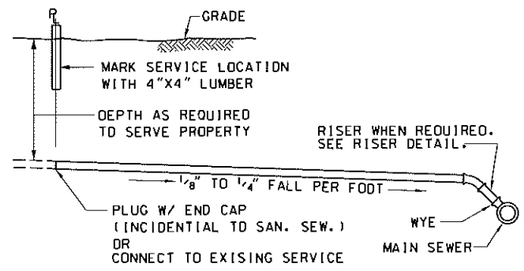



WATER SERVICE CONNECTION

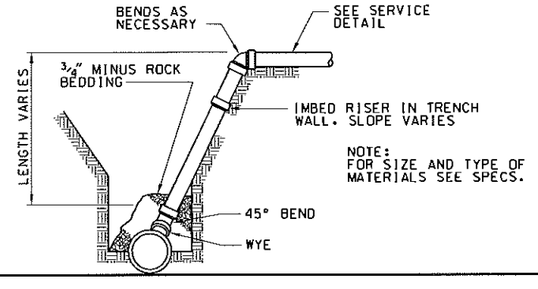



INSULATED WATER SERVICE

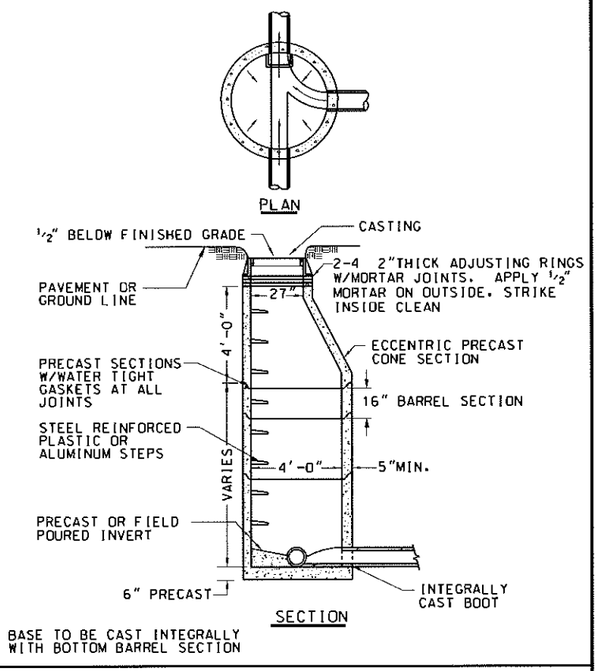
WATER SERVICE CONNECTION




SANITARY SEWER SERVICE




SANITARY SEWER SERVICE RISER

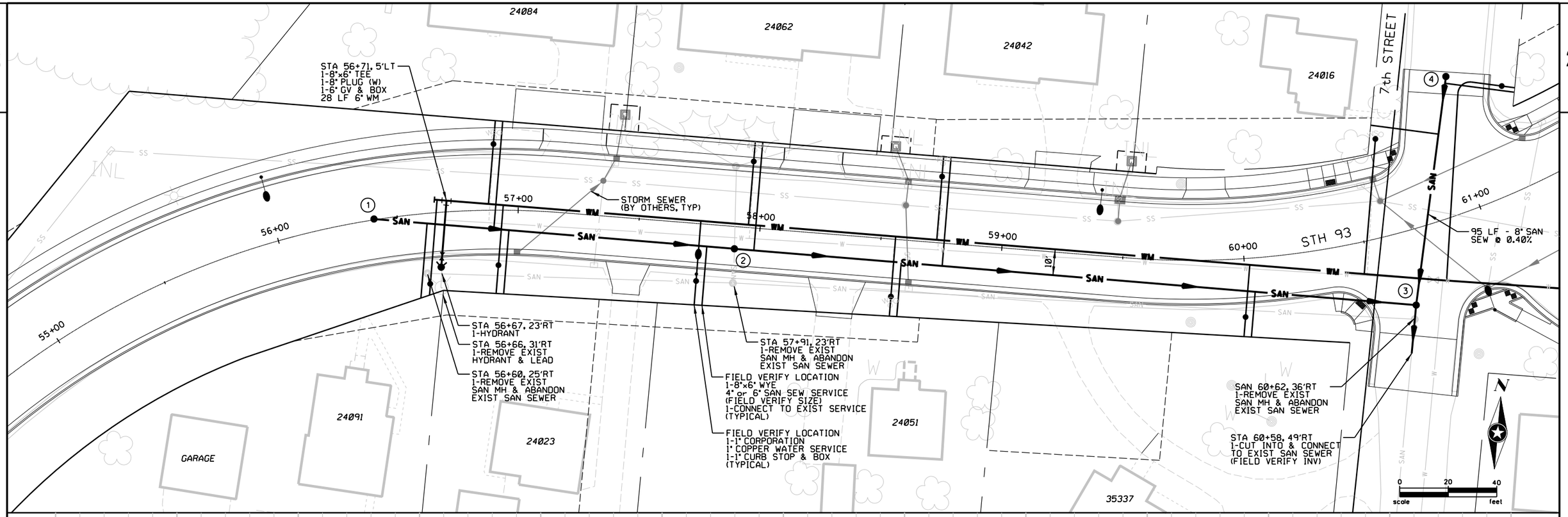


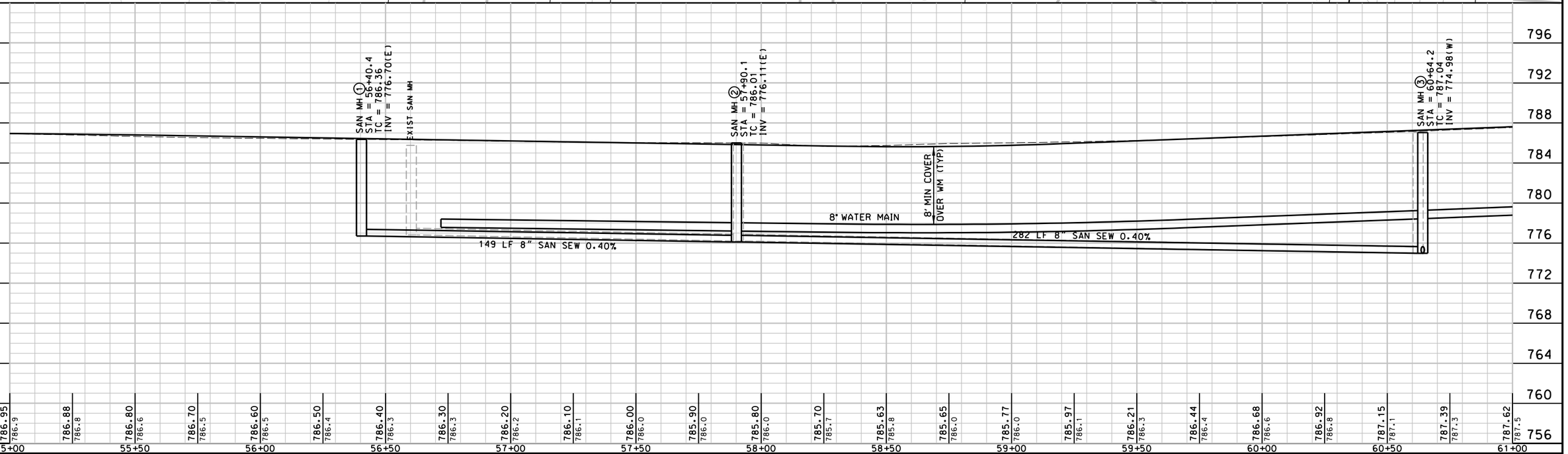

SECTION

BASE TO BE CAST INTEGRALLY WITH BOTTOM BARREL SECTION

SANITARY MANHOLE

2




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 30 | E |
|---|---|---|---|---|---|

2

35394

INDEPENDENCE STATE BANK

7th STREET

PARK STREET

GARAGE

SIGN

SAN

61+00 62+00 63+00 64+00 65+00 66+00 67+00

STH 93

STORM SEWER (BY OTHERS, TYP)

1-REMOVE EXIST HYDRANT & LEAD

STA 61+50, 46'RT
1-HYDRANT

STA 61+42, 60'RT
1-8"x6" TEE
1-6" GV & BOX
17 LF 6" WM

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

STA 61+76, 90'RT
1-CONNECT TO EXIST 8" WM
1-8" GV & BOX

TRACY STREET

23991

SHED

SHED

23991

23923
(TEXACO)

N

0 20 40
scale feet

800 796 792 788 784 780 776 772 768 764 760

787.62 787.5 | 787.86 787.7 | 788.10 787.9 | 788.34 788.1 | 788.59 788.3 | 788.83 788.5 | 789.05 788.6 | 789.22 788.8 | 789.34 788.9 | 789.42 789.2 | 789.44 789.2 | 789.42 788.7 | 789.35 788.7 | 789.23 788.6 | 789.06 788.5 | 788.85 788.5 | 788.63 788.3 | 788.41 788.2 | 788.19 788.1 | 787.97 788.0 | 787.75 787.9 | 787.64 787.7 | 787.54 787.8 | 787.43 787.4 | 787.33 787.4

61+00 61+50 62+00 62+50 63+00 63+50 64+00 64+50 65+00 65+50 66+00 66+50 67+00

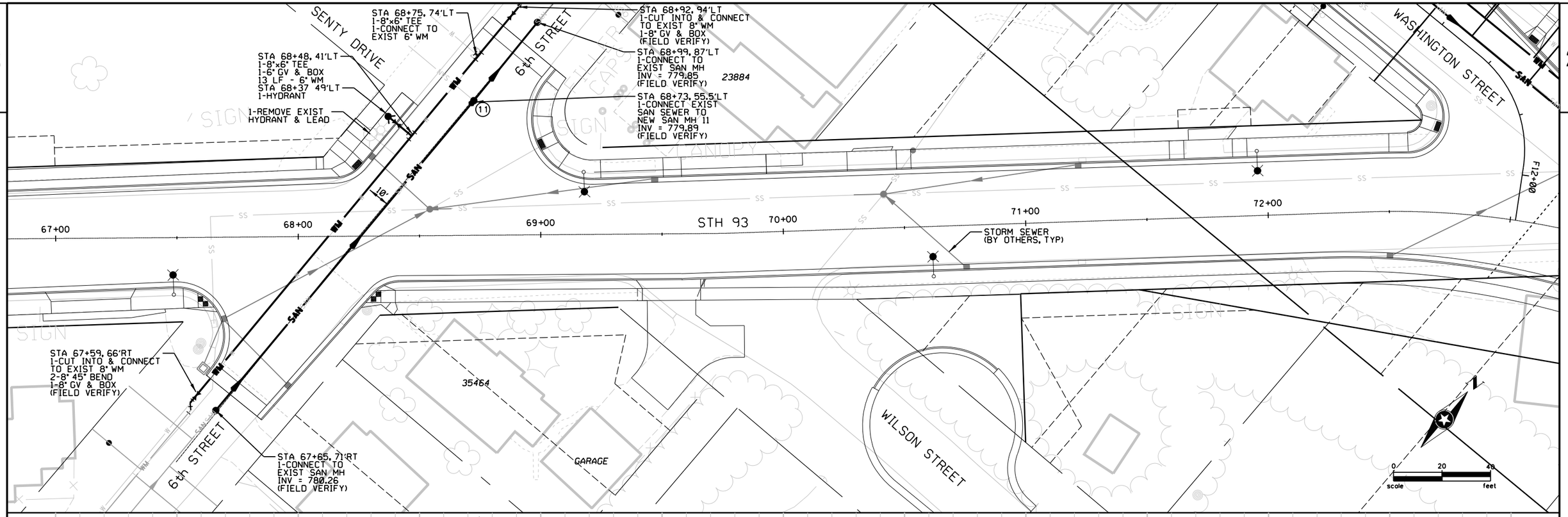
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET E |
|---|---|---|---|---|

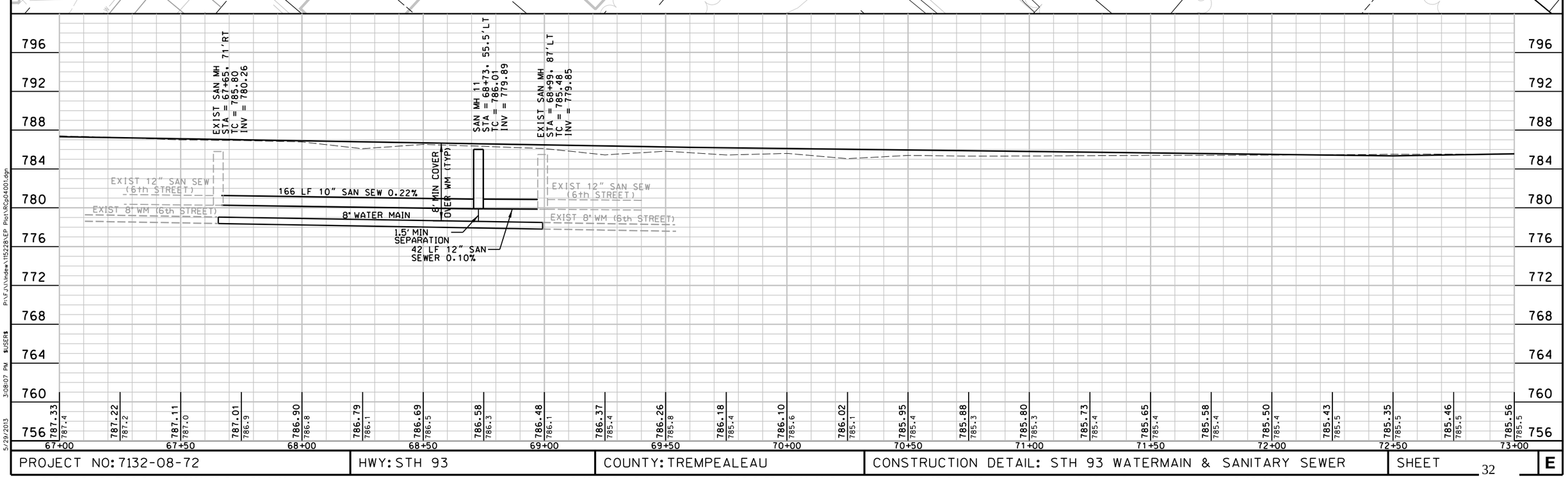


FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp03001.dgn PLOT TIME : 3:08:06 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

P:\FJ\I\Indew\115228\EP Plot\RCp03001.dgn $USER$ 3:08:06 PM 5/29/2013




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 32 | E |
|---|---|---|---|---|---|

STA 74+18.25'LT
1-REMOVE EXIST
GATE VALVE

STA 74+19.15'LT
1-8"x6" TEE
1-8" GV & BOX (W)
1-6" GV & BOX (S)
89 LF 6" WM

4th STREET

35534

STA 74+58.33'LT
1-REMOVE EXIST
HYDRANT & LEAD

STA 74+61.10'LT
1-8"x6" TEE
22 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 32'LT

23778

23764

STA 77+38.46'LT
1- CUT INTO & CONNECT
TO EXIST 4" WM
1-6"x4" REDUCER

STA 77+30.19.5"LT
1-REMOVE EXIST
GATE VALVE

3rd STREET

STA 77+38.46'LT
1-ADJUST WATERMAIN
VALVE

23744

STA 77+56.33'LT
1-REMOVE EXIST
HYDRANT & LEAD

STA 77+63.8'LT
1-8"x6" TEE
23 LF 6" WM
1-6" GV & BOX
1-HYDRANT, 31'LT

23736 23732 23730

SEE WASHINGTON STREET
PLAN & PROFILE SHEET
FOR UTILITY INFORMATION

WASHINGTON STREET

74+00 75+00 76+00 77+00 78+00 79+00

STH 93

10'

STORM SEWER
(BY OTHERS, TYP)

STORM SEWER
(BY OTHER, TYP)

STA 77+38.8'LT
1-8"x6" TEE
1-6" GV & BOX (W)
1-6" GV & BOX (N)
38 LF 6" WM

F12+00
73+00

23797

HOWARD STREET

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX

STA 73+97.72'RT
1- CUT INTO & CONNECT
TO EXIST 6" WM

FIELD VERIFY EXISTING
SAN SEWER SERVICE
IS NOT IN SERVICE.
ABANDON OR CAP
(TYPICAL)

23741 23739

28733

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

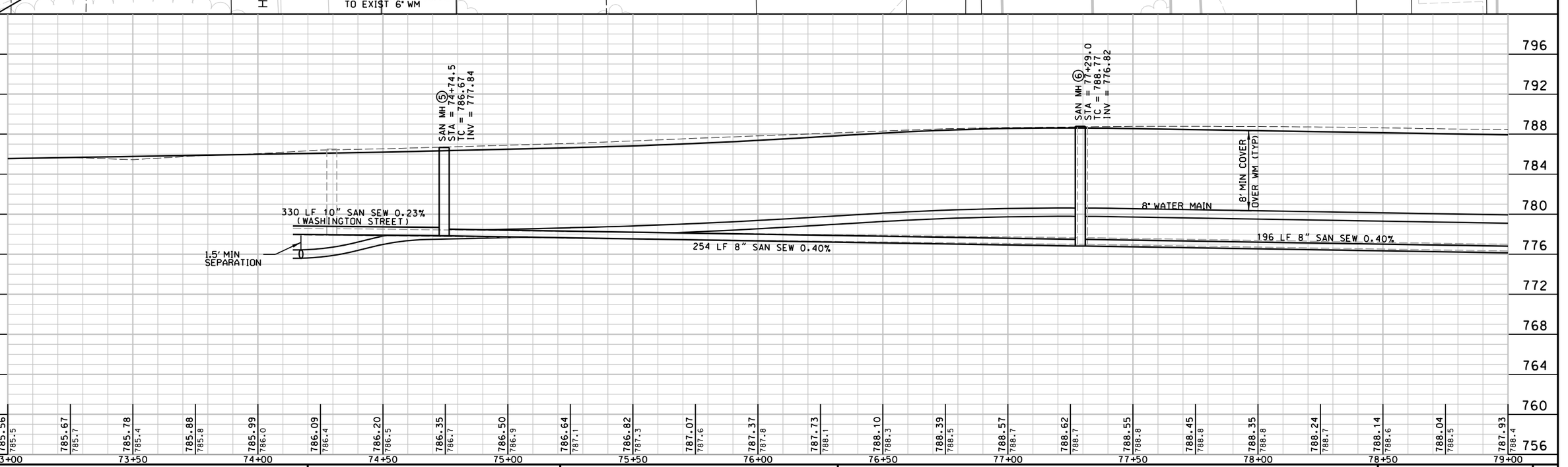
FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

ALLEY

23717

N

0 20 40
scale feet




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 33 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp05001.dgn PLOT TIME : 3:08:07 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

5/29/2013 3:08:07 PM $USER$ P:\FJ\I\Indew\115228\EP Plot\RCp05001.dgn

2

STA 84+48 50'LT
1-CUT INTO & CONNECT TO EXIST 10" WM
1-10"x6" TEE
1-6" GV & BOX
14 LF - 6" WM

STA 84+53, 53.5'LT
1-ADJUST WATERMAIN VALVE

STA 84+55, 38'LT
1-HYDRANT

CTH Q

STA 80+85, 11'LT
1-8"x6" TEE
1-6" GV & BOX
29 LF - 6" WM
1-HYDRANT, 40'LT

STA 80+77, 29.5'LT
1-REMOVE EXIST HYDRANT & LEAD

EXISTING DRINKING FOUNTAIN TO BE REMOVED & RETURNED TO OWNER

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY LOCATION
1-8"x6" WYE
4" OR 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

STA 83+83, 34'LT
1-REMOVE EXIST CURB STOP & BOX

STORM SEWER (BY OTHERS, TYP)

STA 83+41, 5.5'LT
1-REMOVE EXIST HYDRANT & LEAD

STA 83+50, 15'RT
1-ADJUST WATERMAIN VALVE

ADJUST EXIST WATER SERVICE SHUT OFF VALVE (TO BE DONE BY OTHERS)

STA 83+45, 21'RT
1-CUT INTO & CONNECT TO EXIST 10" WM
1-10"x8" TEE
1-8" GV & BOX

STA 83+23, 69'RT
1-CONNECT TO EXIST SAN MH
INV = 771.29
(FIELD VERIFY)

STA 80+11, 9'RT
1-REMOVE EXIST SAN MH & ABANDON EXIST SAN SEWER

FIELD VERIFY EXISTING SAN SEWER SERVICE IS NOT IN SERVICE, ABANDON OR CAP (TYP)

STA 82+98, 82'RT
1-CUT INTO & CONNECT TO EXIST 10" WM
1-10"x6" TEE
33 LF 6" WM
1-6" GV & BOX

STA 83+17, 103'RT
1-HYDRANT

2nd STREET

ALLEY

STH 93

RAILWAY ST.

79+00 80+00 81+00 82+00 83+00 84+00 85+00

23732 23730 23722 23716 23798 23717 23713 23686 23684 23678 23672 23664 23681 23669 23669 23617 23621 23629 23633 23631

WM SAN FO SS W

scale 0 20 40 feet

N

SAN MH ⑦
STA = 79+25.2
TC = 788.41
INV = 776.03

SAN MH ⑧
STA = 80+28.6
TC = 787.94
INV = 775.62

8" MIN COVER OVER WM (TYP)

8" WATER MAIN

103 LF 8" SAN SEW 0.40%

272 LF 8" SAN SEW 1.30%

SAN MH ⑨
STA = 82+98.4
TC = 787.31
INV = 772.08

EXIST SAN MH
STA = 83+21.0
TC = 786.06
INV = 771.29
(FIELD VERIFY)

60 LF 8" SAN SEWER 1.31%

796 792 788 784 780 776 772 768 764

787.93 787.83 787.74 787.70 787.68 787.71 787.77 787.85 787.90 787.91 787.87 787.79 787.70 787.62 787.53 787.44 787.36 787.27 787.19 787.10 787.01 786.92 786.80 786.65 786.48

788.4 788.4 788.3 788.1 788.0 788.0 787.9 787.8 787.7 787.7 787.7 787.6 787.6 787.5 787.4 787.3 787.2 787.0 787.2 787.3 787.3 787.2 787.1 786.8 786.6

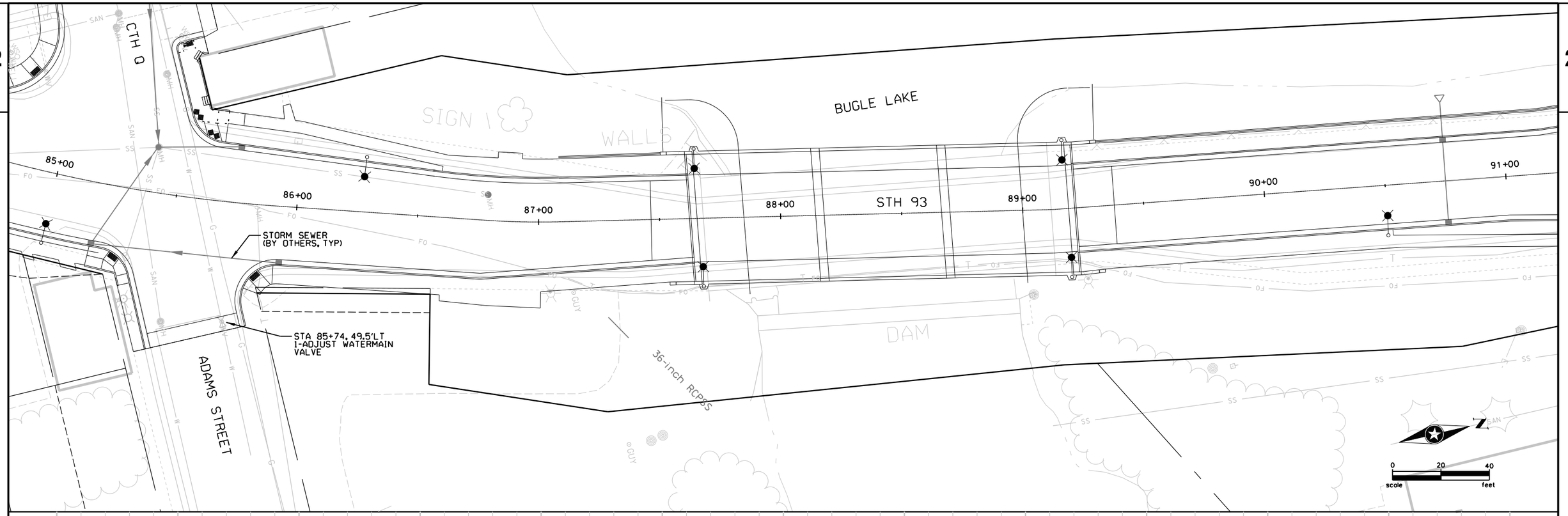
79+00 79+50 80+00 80+50 81+00 81+50 82+00 82+50 83+00 83+50 84+00 84+50 85+00

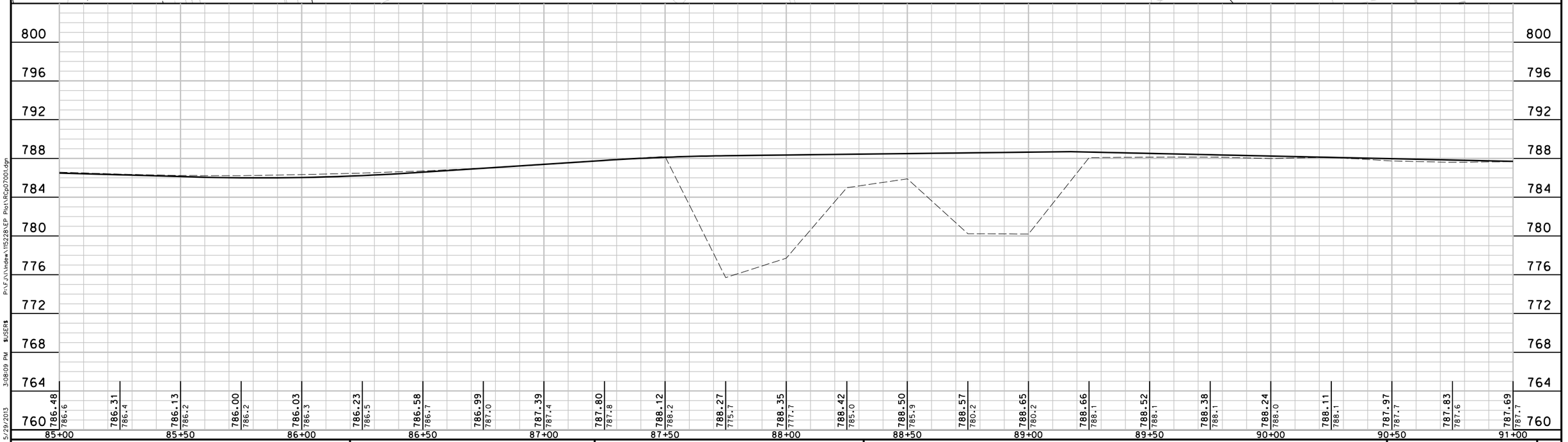
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5/29/2013 3:08:08 PM $USER$

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp06001.dgn PLOT TIME : 3:08:08 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

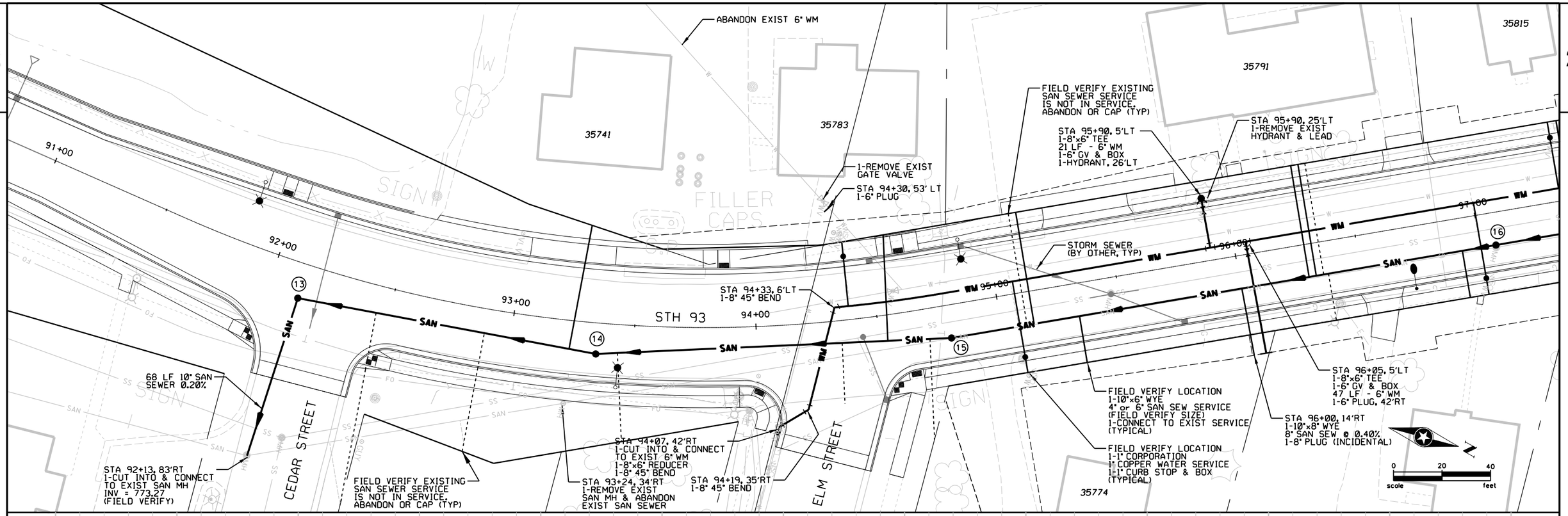


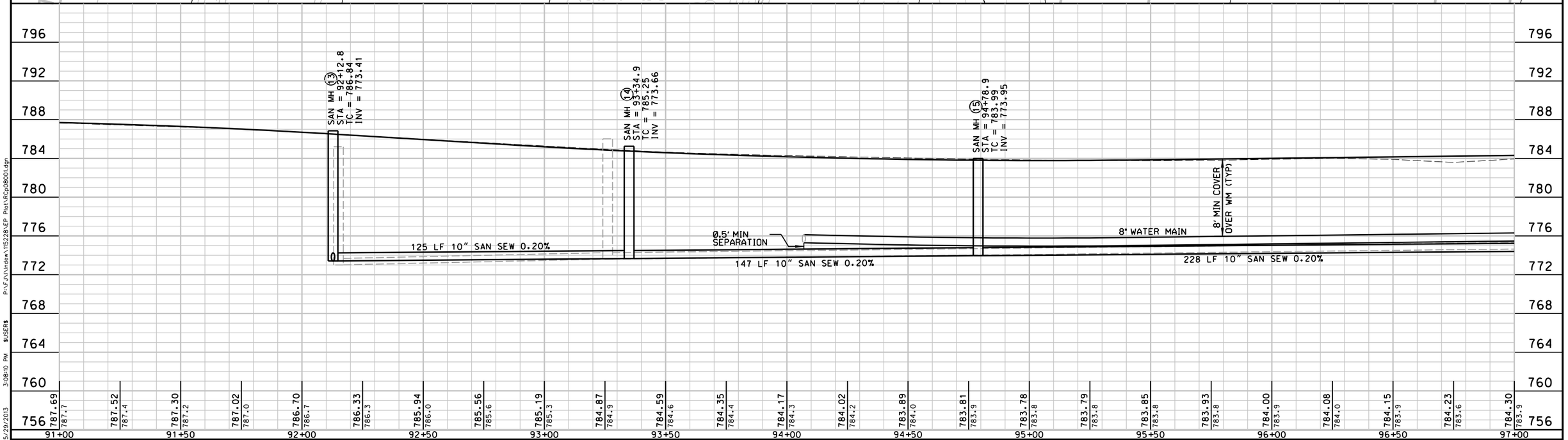




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 35 | E |
|---|---|---|---|---|---|



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| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET E |
|---|---|---|---|---|



FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp08001.dgn PLOT TIME : 3:08:10 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

P:\FJ\I\Indew\115228\EP Plot\RCp08001.dgn $USER$ 3:08:10 PM 5/29/2013

2

35815 35823 35829 35873 35885 GARAGE 35897

STA 99+63, 6'LT
1-8"x6" TEE
1-8" GV & BOX
21 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 27'LT

STA 199+63, 25'LT
1-REMOVE EXIST
HYDRANT & LEAD

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY EXISTING
SAN SEWER SERVICE
IS NOT IN SERVICE.
ABANDON OR CAP
(TYPICAL)

STA 103+06, 2'LT
1-8"x6" TEE
21 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 23'LT

STA 103+06, 25'LT
1-REMOVE EXIST
HYDRANT & LEAD

STORM SEWER
(BY OTHER, TYP)

97+00 98+00 99+00 100+00 101+00 102+00 103+00

WM SAN SS HWY G

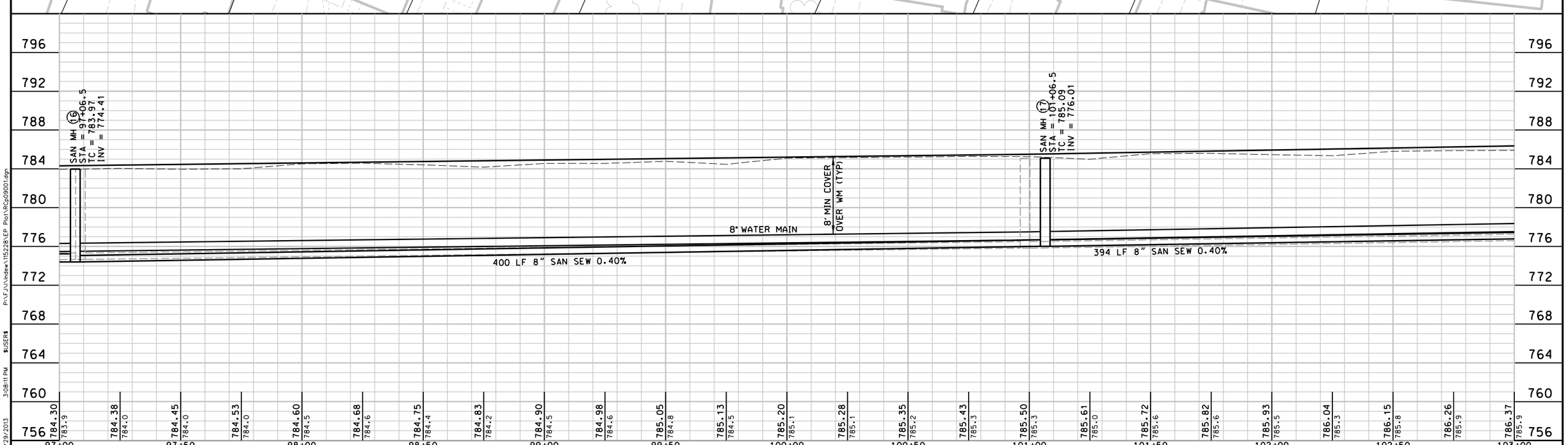
16 17

STH 93

35818 35826 35832 35850 35874 35884 35888 35898

0 20 40
scale feet

2




5/29/2013 3:08:11 PM $USER$ P:\FJ\I\Indew\115228\EP Plot\RCp09001.dgn

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 37 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp09001.dgn PLOT TIME : 3:08:11 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

GARAGE

35933

35967

35979

35917

35951

FIELD VERIFY EXISTING SAN SEWER SERVICE IS NOT IN SERVICE. ABANDON OR CAP (TYPICAL)

STA 105+24.5'RT
1-8"x6" TEE
1-6" GV & BOX
35 LF 6" WM
1-CONNECT TO EXIST 6" WM, 40'RT

STA 107+00, 1.5'LT
1-8"x8" TEE
3-8" GV & BOX
42 LF - 8" WM
1-CUT INTO & CONNECT TO EXIST 8" WM, 44'LT

STA 108+15, 13'RT
1-REMOVE EXIST SAN MH & ABANDON EXIST SAN SEWER

103+00 104+00 105+00 106+00 107+00 108+00 109+00

WM

STORM SEWER (BY OTHERS, TYP)

STH 93

STA 104+98, 28'RT
1-REMOVE EXIST SAN MH & ABANDON EXIST SAN SEWER

18

20

SAN

SS

1-REMOVE EXIST CURB STOP & BOX

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

23674

35924

35972

35994

36028

STH 121

0 20 40
scale feet

2

808 804 800 796 792 788 784 780 776 772 768

SAN MH (18)
STA = 105+00.8
TC = 788.83
INV = 777.58

SAN MH (20)
STA = 108+15.2
TC = 802.91
INV = 794.00

8' MIN COVER OVER WM (TYP)

8" WATER MAIN

315 LF 8" SAN SEW 5.20%

8" SAN SEW

8" SAN SEW

0.5' MIN SEPARATION

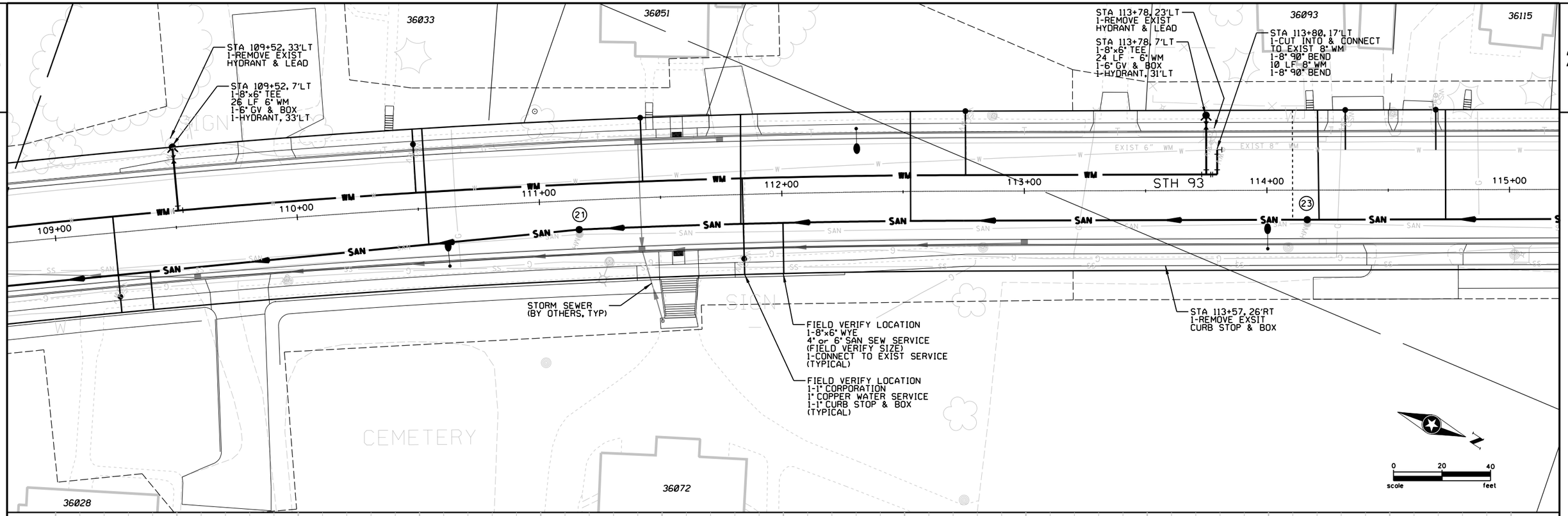
| 103+00 | 103+50 | 104+00 | 104+50 | 105+00 | 105+50 | 106+00 | 106+50 | 107+00 | 107+50 | 108+00 | 108+50 | 109+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 786.37 | 786.47 | 786.58 | 786.74 | 786.99 | 787.34 | 787.79 | 788.33 | 788.97 | 789.71 | 790.55 | 791.48 | 792.51 | 793.63 | 794.86 | 796.11 | 797.32 | 798.49 | 799.60 | 800.67 | 801.70 | 802.67 | 803.60 | 804.49 | 805.32 |
| 785.9 | 785.8 | 786.1 | 786.4 | 786.7 | 786.7 | 787.6 | 788.3 | 788.9 | 789.8 | 790.7 | 791.7 | 793.1 | 794.4 | 795.7 | 797.2 | 798.7 | 800.0 | 801.9 | 803.3 | 804.6 | 805.8 | 807.0 | 808.1 | 809.0 |

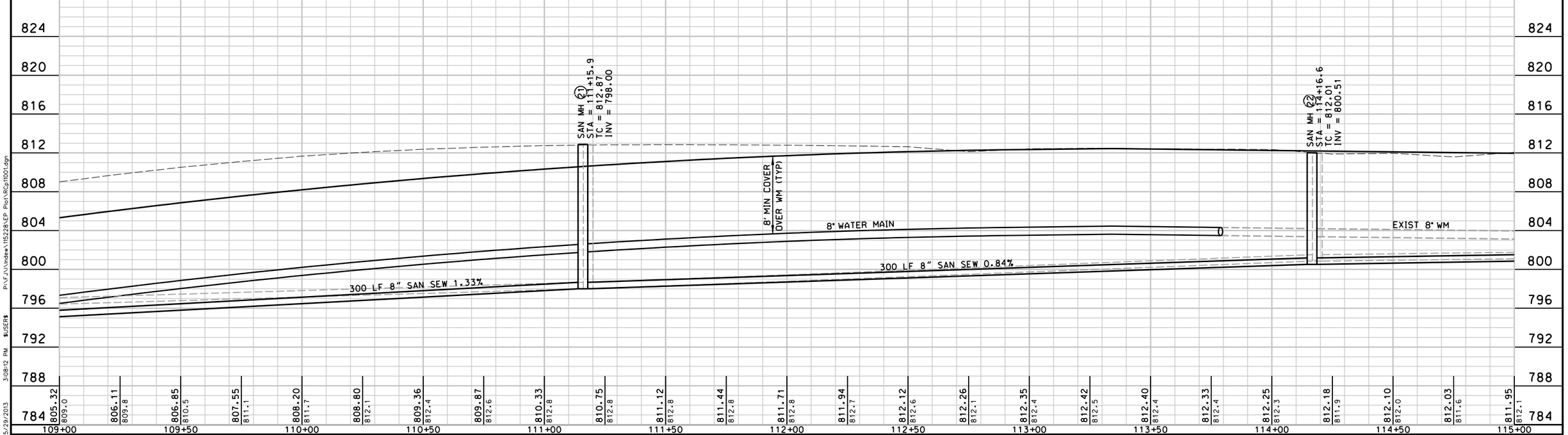
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5/29/2013 3:08:12 PM $USER$

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 38 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp10001.dgn PLOT TIME : 3:08:12 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 39 | E |
|---|---|---|---|---|---|



P:\FJ\I\Indew\115228\EP Plot\RCp11001.dgn $USER$ 3:08:12 PM 5/29/2013

2

36115 36123 36145 36155 36167 36175 36181 36193 36221

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

STA 120+43.6'LT
15 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 33'LT

STA 120+43.23'LT
1-REMOVE EXIST
HYDRANT & LEAD

EXIST 10" WM

EXIST 8" WM

115+00 116+00 117+00 118+00 119+00 120+00 121+00

SAN SAN SAN SAN (23) SAN SAN SAN

1-TIE INTO 2" VALVE

STA 116+12.34'RT
1-6" GV & BOX
1-HYDRANT

STA 117+70.21'RT
1-REMOVE EXIST
SAN MH & ABANDON
EXIST SAN SEWER

SAINTS PETER & PAUL PARISH

STA 120+17.20'RT
1-CONNECT TO
EXIST SAN MH
INV = 803.58
(FIELD VERIFY)

SIGN

0 20 40
scale feet

824 820 816 812 808 804 800 796 792 788 784

SAN MH (23)
STA = 117+69.6
TC = 812.58
INV = 801.92

EXIST SAN MH
STA = 120+17
TC = 813.35
TC = 803.58

8" WATER MAIN

353 LF 8" SAN SEW 0.40%

353 LF 8" SAN SEW 0.68%

EXIST 10" WM

| 115+00 | 115+50 | 116+00 | 116+50 | 117+00 | 117+50 | 118+00 | 118+50 | 119+00 | 119+50 | 120+00 | 120+50 | 121+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 811.95 / 812.1 | 811.88 / 812.0 | 811.80 / 812.0 | 811.73 / 812.2 | 811.65 / 812.2 | 811.68 / 812.3 | 811.76 / 812.4 | 811.83 / 812.5 | 811.91 / 812.6 | 811.98 / 812.6 | 812.06 / 812.8 | 812.13 / 812.9 | 812.21 / 813.0 | 812.28 / 813.0 | 812.36 / 813.1 | 812.43 / 813.2 | 812.51 / 813.2 | 812.58 / 813.2 | 812.66 / 0.0 | 812.73 / 0.0 | 812.81 / 0.0 | 812.88 / 0.0 | |

P:\FJ\I\Indew\115228\EP Plot\RCp12001.dgn
$USER$
3:08:13 PM
5/29/2013

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp12001.dgn PLOT TIME : 3:08:13 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

5TH STREET

4TH STREET

6TH STREET

WASHINGTON STREET

STH 93

STH 93

23852

23844

23838

23826

35543

35538

35534

23848

23797

STA 302+00.19'LT
1-CONNECT TO EXIST WM
1-8" GV & BOX
1-8" 45° BEND

STA 302+11.9'LT
1-8" 45° BEND

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY EXISTING SAN SEWER SERVICE IS NOT IN SERVICE. ABANDON OR CAP (TYPICAL)

(NOT PART OF THIS CONTRACT, BY OTHERS)

STORM SEWER (BY OTEHRS, TYP)

5

301+00 302+00 303+00 304+00 305+00 75+00

F10+00 F11+00 F12+00 74+00 73+00 72+00

WM SAN SS

N

0 20 40
scale feet

EXIST SAN MH
STA = 301+98.5
TC = 784.10
INV = 778.59
(FIELD VERIFY)

SAN MH (5)
STA = 305+28.1
TC = 786.67
INV = 777.84

10" SAN SEWER

8' MIN COVER OVER WM (TYP)

330 LF 10" SAN SEW 0.23%

8" SAN SEW @ 0.40% (STH 93)

8" WATER MAIN

1.5' MIN SEPARATION

788 784 780 776 772 768 764

784.3 784.5 784.7 785.0 785.2 785.4 785.8 785.9 786.1 786.4 786.5 786.6 786.7

302+00 302+50 303+00 303+50 304+00 304+50 305+00 305+50 306+00

P:\FJ\I\Indew\115228\EP Plot\RCp01003.dgn
$USER$
3:08:14 PM
5/29/2013

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: WASHINGTON ST WATERMAIN & SAN SEWER | SHEET 41 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp01003.dgn PLOT TIME : 3:08:14 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

2

23674

23648

23642

23640

23645

23627

FIELD VERIFY LOCATION
1-8"x4" WYE
4" SAN SEW SERVICE
1-CONNECT TO EXIST SERVICE
(TYPICAL)

STA 53+50.12'LT
1-CUT INTO & CONNECT
TO EXIST 6" WM
1-6"x6" TEE
7 LF - 6" WM
1-6" GV & BOX
1-HYDRANT,19'LT

CAUTION

STH 93

STH 121

18

SAN

WM

50+00

51+00

52+00

53+00

54+00

PC Sta = 50+54.11

PT Sta = 54+53.44

STORM SEWER
(BY OTHER, TYP)

1-CONNECT TO
EXIST SAN MH
(FIELD VERIFY)

N

20 0 20 40
scale 10 feet

SAN MH (18)
STA = 50+40.6
TC = 788.83
INV = 777.58

EXIST SAN MH
STA = 53+28
TC = 789.13
INV = 778.35(W)

290 LF 10" SAN SEW 0.27%

804
800
796
792
788
784
780
776
772
768
764

788.37 788.3
787.88 788.3
787.61 788.4
787.68 788.2
787.98 788.3
788.25 788.3
788.46 788.4
788.60 788.5
788.74 788.2
788.88 788.4
789.02 788.8
789.15 788.8
789.29 789.1
789.43 789.2
789.57 789.4
789.4
789.8
789.7
789.8
790.0

49+00 49+50 50+00 50+50 51+00 51+50 52+00 52+50 53+00 53+50 54+00 54+50

P:\FJ\I\Indew\115228\EP Plot\RCp01004.dgn
5/29/2013 3:08:15 PM $USER$

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 121 WATERMAIN & SANITARY SEWER | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp01004.dgn PLOT TIME : 3:08:15 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

2

1 - CUT INTO EXIST 6" WATERMAIN 1-6" PLUG (ABANDON EXIST 6" WATERMAIN)

2ND STREET

EXISTING HYDRANT (FIELD LOCATE)

PLAYGROUND

ABANDON EXIST 6" WATERMAIN

ADAMS STREET - CTH Q

83+00

STH 93

84+00

85+00

86+00

87+00

88+00

89+00

90+00

91+00

92+00

93+00

94+00

95+00

96+00

BUGLE LAKE

1-REMOVED EXIST GATE VALVE (FIELD LOCATE)

1 - CUT INTO EXIST 6" WATERMAIN 1-6" PLUG (ABANDON EXIST 6" WATERMAIN)

PIER

FILLER CAP

RAILWAY ST

DAM

WALLS

SIGN

CEDAR STREET

ELM STREET

N

0 40 80

scale feet

5/29/2013 3:08:15 PM $USER$ P:\FJ\I\Indew\115228\EP Plot\Abandon WM (Adams-Elm).dgn

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 43 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\Abandon WM (Adams-Elm).dgn PLOT TIME : 3:08:15 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

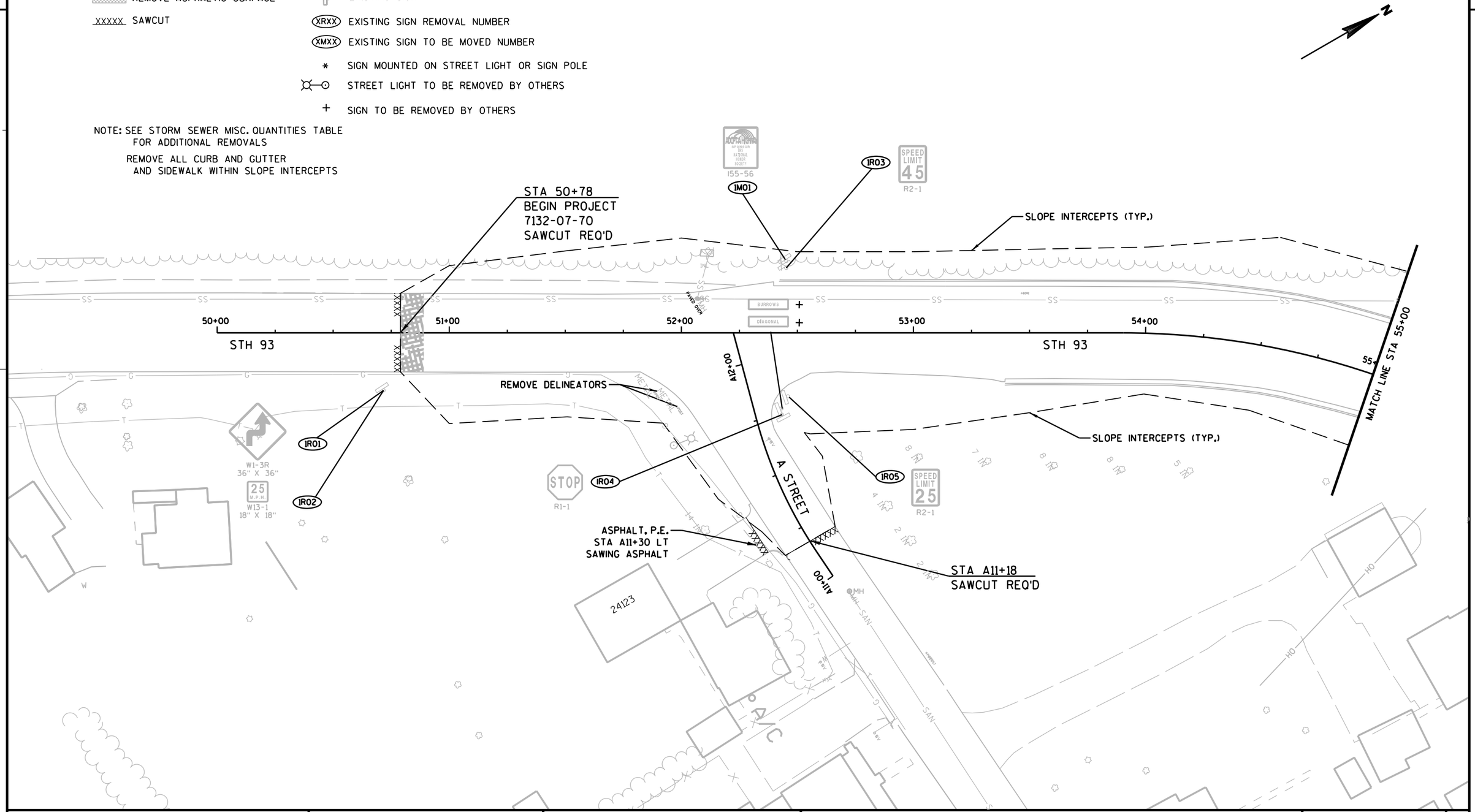
WISDOT/CADDS SHEET 40

## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- XXXXX SAWCUT
- CLEARING AND GRUBBING (DIA)
- EXISTING SIGN
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- (XMXX) EXISTING SIGN TO BE MOVED NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- STREET LIGHT TO BE REMOVED BY OTHERS
- + SIGN TO BE REMOVED BY OTHERS

NOTE: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS




| PROJECT NO: 7132-07-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 44 | E |
|---|---|---|---|---|---|

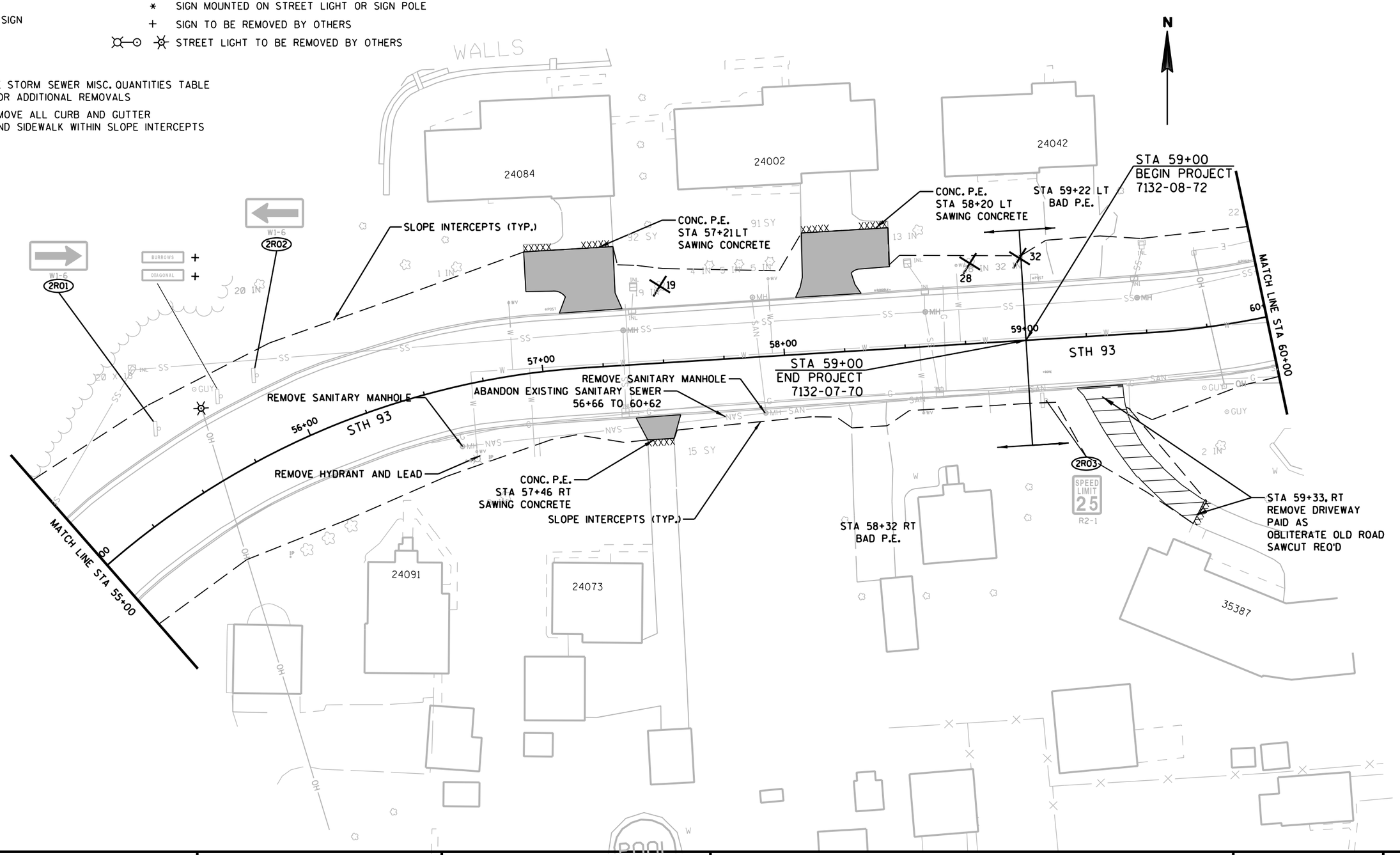
2

## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- XXXXX SAWCUT
- EXISTING SIGN
- CLEARING AND GRUBBING (DIA)
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- + SIGN TO BE REMOVED BY OTHERS
- STREET LIGHT TO BE REMOVED BY OTHERS

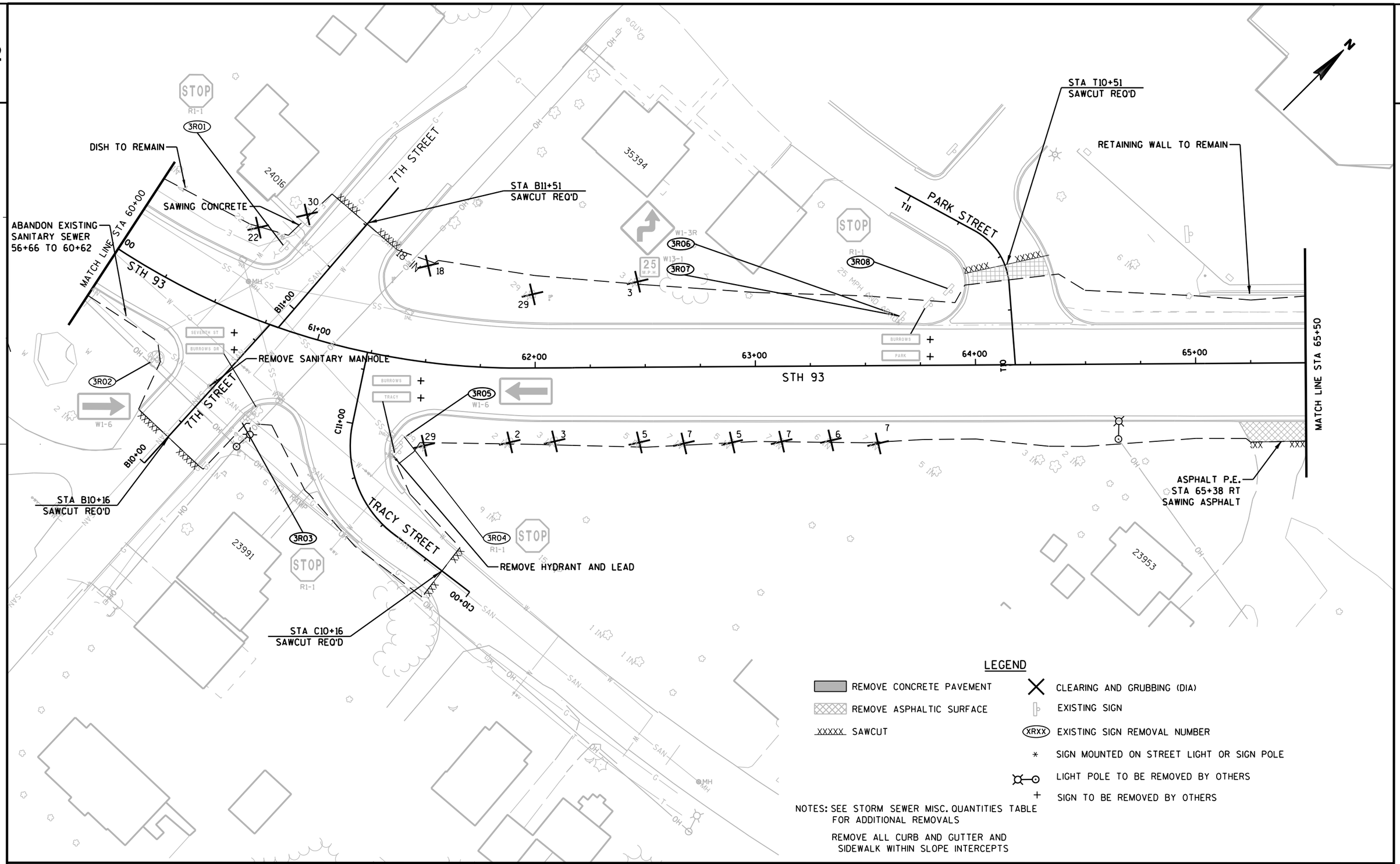
NOTE: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS




| PROJECT NO: 7132-07-70, 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 45 | E |
|---|---|---|---|---|---|

2




## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- XXXXX SAWCUT
- CLEARING AND GRUBBING (DIA)
- EXISTING SIGN
- XRXX EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- LIGHT POLE TO BE REMOVED BY OTHERS
- \+ SIGN TO BE REMOVED BY OTHERS

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 46 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\REMOVALS\023203_rem.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- XXXXX SAWCUT
- CLEARING AND GRUBBING (DIA)
- EXISTING SIGN
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- + SIGN TO BE REMOVED BY OTHERS
- STREET LIGHT TO BE REMOVED BY OTHERS

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

RETAINING WALL TO REMAIN

SLOPE INTERCEPTS (TYP.)

SIGN TO REMAIN

REMOVE HYDRANT AND LEAD

4R02

STA D12+24 SAWCUT REQ'D

SAWING CONCRETE 1' BEHIND BACK EXISTING SIDWALK

CONCRETE C.E. STA 69+70 LT SAWING CONCRETE

BAD P.E. STA 70+38 LT

SLOPE INTERCEPTS (TYP.)

6TH STREET

D13+00

D12+00

D11+00

D10+00

E10+00

E11+00

E12+00

4R04

4R05

4R06

4R03

STH 93

66+00

67+00

68+00

69+00

70+00

71+

MATCH LINE STA 65+50

MATCH LINE STA 71+00

ASPH. C.E. STA. 67+15 RT SAWING ASPHALT

ASPH C.E. STA 66+55 RT SAWING ASPHALT

TEXACO SIGN TO REMAIN DO NOT DISTURB

STA D10+36 SAWCUT REQ'D

SAWING CONCRETE

CONC. P.E. STA. 69+50 RT SAWING CONCRETE

FENCE TO REMAIN

OBLITERATE OLD ROAD STA E10+25 TO STA E11+25

WILSON STREET

SLOPE INTERCEPTS (TYP.)

STA E11+90 SAWCUT REQ'D

STOP

25 M.P.H.

23884

23923

35452

35464

BURROWS

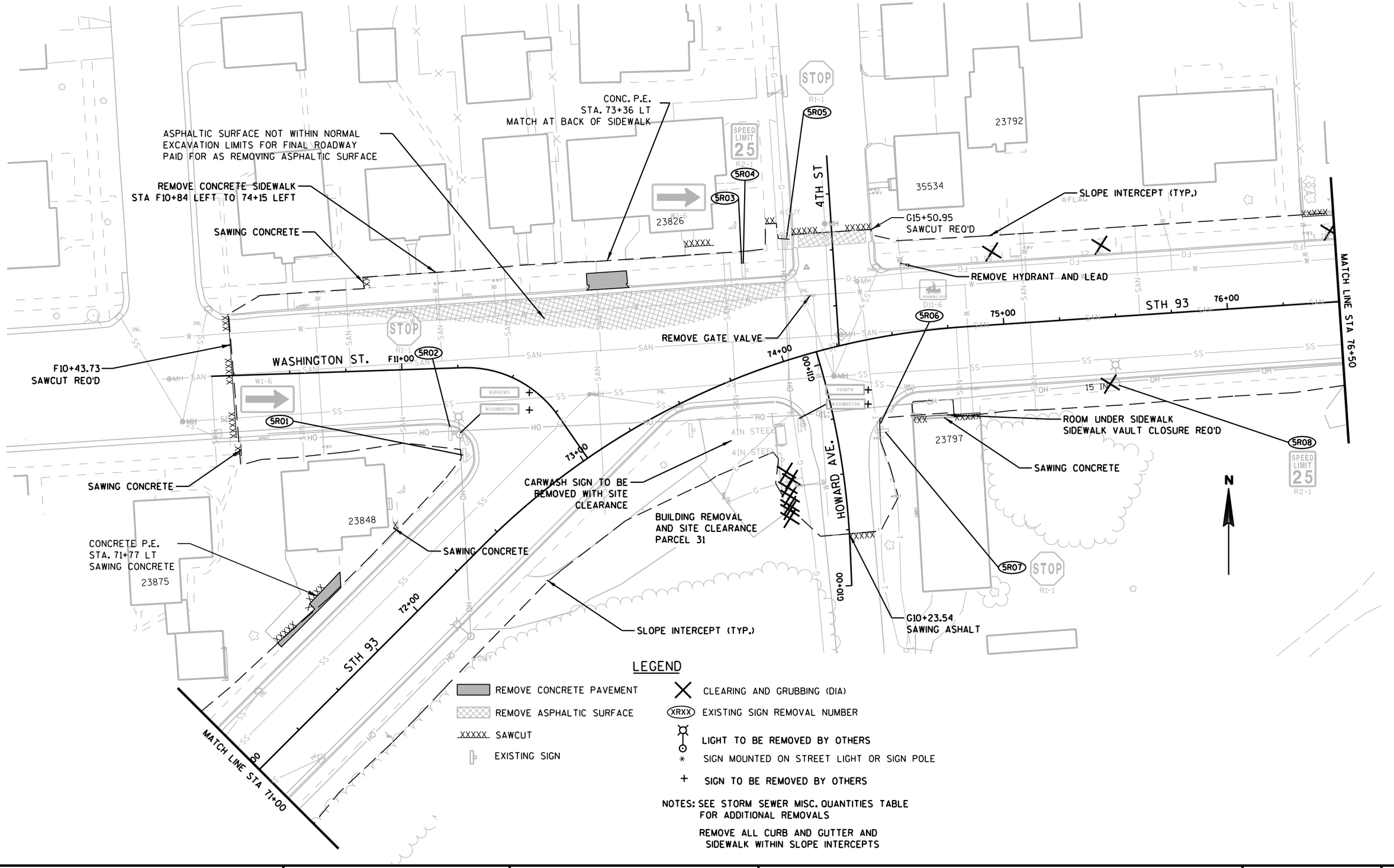
SIXTH

WILSON

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\REMOVALS\023204_rem.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



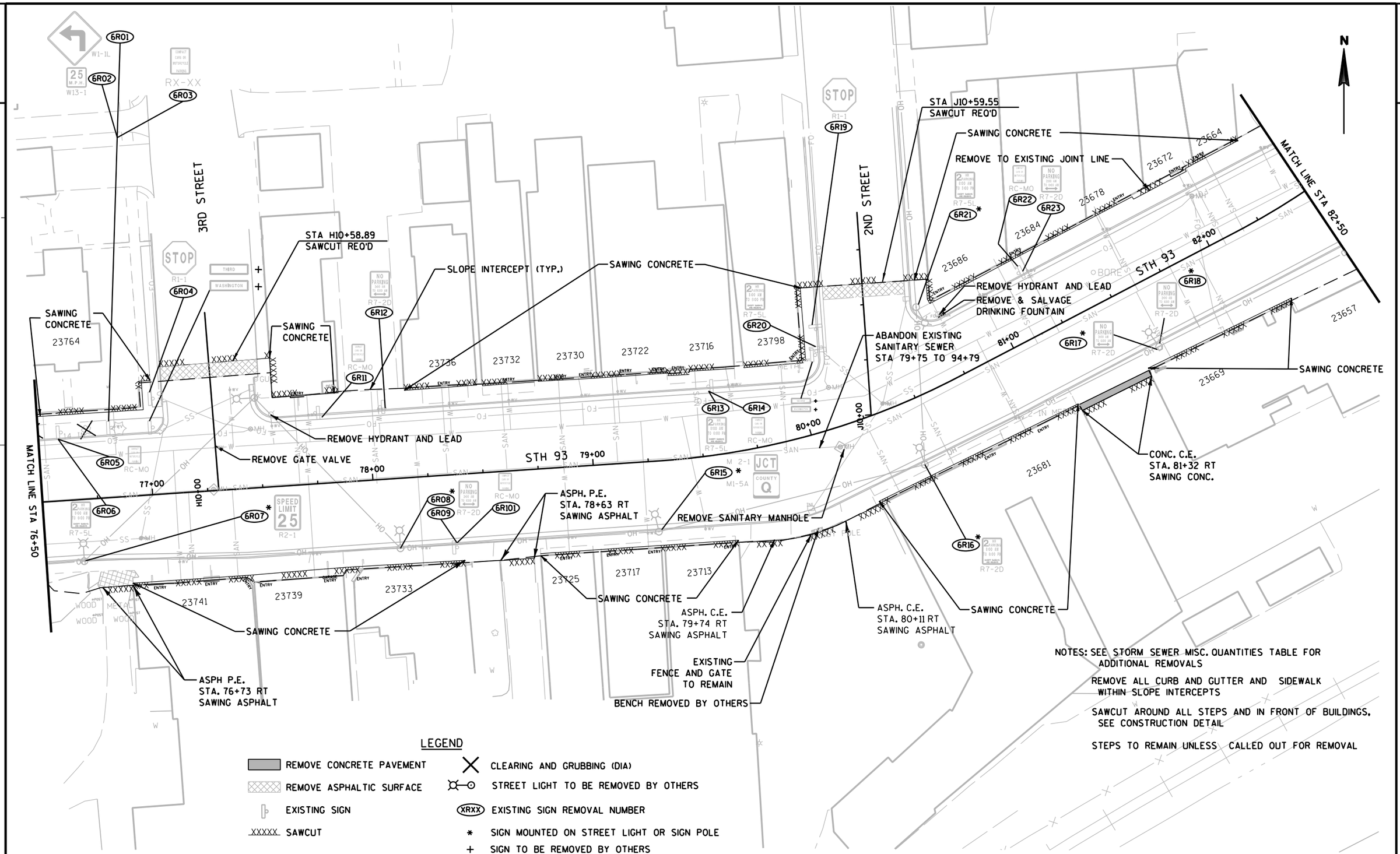

## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- XXXXX SAWCUT
- EXISTING SIGN
- CLEARING AND GRUBBING (DIA)
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- LIGHT TO BE REMOVED BY OTHERS
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- \+ SIGN TO BE REMOVED BY OTHERS

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 48 | E |
|---|---|---|---|---|---|




NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

SAWCUT AROUND ALL STEPS AND IN FRONT OF BUILDINGS. SEE CONSTRUCTION DETAIL

STEPS TO REMAIN UNLESS CALLED OUT FOR REMOVAL

LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- EXISTING SIGN
- XXXXX SAWCUT
- CLEARING AND GRUBBING (DIA)
- STREET LIGHT TO BE REMOVED BY OTHERS
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- \+ SIGN TO BE REMOVED BY OTHERS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 49 | E |
|---|---|---|---|---|---|

2

## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- EXISTING SIGN
- XXXXX SAWCUT
- CLEARING AND GRUBBING (DIA)
- STREET LIGHT TO BE REMOVED BY OTHERS
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- + SIGN TO BE REMOVED BY OTHERS

NOTE: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

SAWCUT AROUND ALL STEPS AND IN FRONT OF BUILDINGS, STEPS TO REMAIN UNLESS CALLED OUT FOR REMOVAL

SIGNING REMOVALS PAID UNDER 7132-08-72

OBLITERATE OLD ROAD
REMOVE FIRST STREET
STA 84+00 TO STA 85+00

STA K10+38.80
SAWCUT REQ'D

ADAMS ST./CTH Q

K10+00

K11+00

7R01 7R02 7R03 7R04 7R05 7R06 7R07 7R08 7R09 7R10 7R11 7R12 7R13 7R14 7R15 7R16 7R17 7R18 7R19

MATCH LINE STA 82+50

MATCH LINE STA 88+00

BUILDING REMOVAL &
SITE CLEARANCE REQ'D
PARCELS 38 & 39

REMOVE CURB STOP BOX

REMOVE AND SALVAGE LIGHT POST

REMOVE HYDRANT AND LEAD

VAULT CLOSURE REQ'D
SEE CONSTRUCTION DETAIL

SAWING ASPHALT

SAWING CONCRETE

FIRST ST.

REMOVE BOTTOM STEP

SAWING CONCRETE
SEE CONSTRUCTION DETAIL
2362A CURB RAMP AND BUILDING
ENTRANCE DETAIL

SLOPE INTERCEPT
(TYP.)

EXISTING PARK BENCH
REMOVED BY OTHERS

STH 93

83+00 84+00 85+00 86+00 87+00

EXISTING
RETAINING WALL
TO REMAIN
SAWCUT REQ'D

0100+00 CTH Q

0101+00

STA 0100+44.26
SAWCUT REQ'D

23633 23631 23629 23621 23617

B.A.D. C.E.
STA. 84+55 RT

B.A.D. C.E.
STA. 84+82 RT

SAWING CONCRETE

SAWING ASPHALT

SAWING CONCRETE

SAWING CONCRETE

K12+00

K13+00

ADAMS ST.

STA K12+29.88
SAWCUT REQ'D

SLOPE INTERCEPTS (TYP.)

SAWING CONCRETE

STA 87+00 TO 90+00
PROJ ID: 7130-08-72
SEE B-61-0211 PLANS
FOR ADDITIONAL
REMOVAL ITEMS

| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\REMOVALS\023207_rem.dgn PLOT DATE : 11/18/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- XXXXX SAWCUT
- REMOVE GUARDRAIL
- EXISTING SIGN
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- LIGHT POLE REMOVED BY OTHERS
- + SIGN TO BE REMOVED BY OTHERS

NOTE: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

ALL SIGNING REMOVALS PAID UNDER 7132-08-72

STA 87+00 TO 90+00
PROJ ID: 7130-08-72
SEE B-61-0211 PLANS FOR ADDITIONAL REMOVAL ITEMS

SLOPE INTERCEPTS (TYP.)

8R01 NO FISHING DIVING FROM BRIDGE R3-56

M 2-1 JCT
M1-5A COUNTY Q
8R04

8R05 SPEED LIMIT 25 R2-1

8R02 D11-6

8R03

8R06 SPEED LIMIT 35 R2-1

8R07 STOP R1-1

PIER

35783

35741

ASPHALT, P.E.
STA. 93+20 LT
SAWING ASPHALT

MATCH LINE STA 88+00

MATCH LINE STA 93+75

88+00 89+00 90+00 91+00 92+00 93+00

BORE

CEDAR ST.

DAM

REMOVE SANITARY MANHOLE

ABANDON EXISTING SANITARY SEWER
STA 92+13 TO STA 94+79

SLOPE INTERCEPTS (TYP.)

M10+00

CEDAR ST.

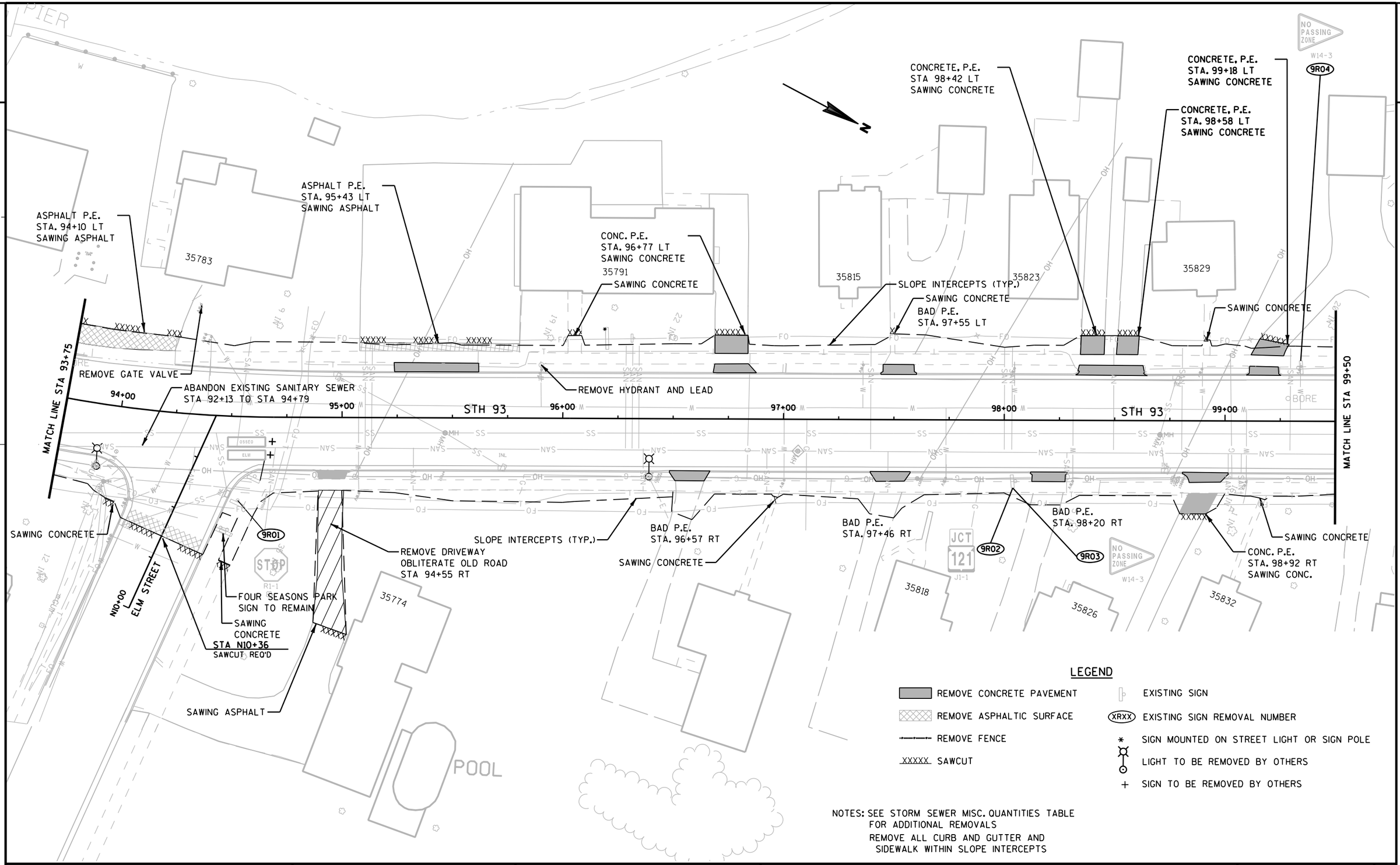
STA. M10+08.63
SAWCUT REQ'D

OSSEO +
CEDAR +

| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\REMOVALS\023208_rem.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :




## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- REMOVE FENCE
- XXXXX SAWCUT
- EXISTING SIGN
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- LIGHT TO BE REMOVED BY OTHERS
- \+ SIGN TO BE REMOVED BY OTHERS

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS
REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\REMOVALS\023209_rem.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

MATCH LINE STA 99+50

MATCH LINE STA 105+50

STH 93

STH 121

35873

35885

35897

35917

35924

35850

35874

35884

35898

35888

A/C

CONC. P.E.
STA. 99+88 LT
SAWING CONCRETE

SAWING CONCRETE

SLOPE INTERCEPTS (TYP.)

ASPHALT P.E.
STA. 102+16 LT
SAWING ASPHALT

SAWING CONCRETE

CONC. P.E.
STA. 103+26 LT
STA. 103+41 LT
SAWING CONCRETE

STA. 104+13 LT
BAD P.E.

SPLIT
CLEAR &
GRUB
60 INCH
TOTAL

REMOVE HYDRANT AND LEAD

REMOVE HYDRANT AND LEAD

ASPHALT P.E.
STA. 102+47 RT
SAWING ASPHALT

REMOVE CURB STOP BOX

REMOVE CONC.
SW TO STAIRS
STAIRS TO
REMAIN

STA. 100+54 RT
BAD P.E.

ASPHALT P.E.
STA. 101+22 RT
SAWING ASPHALT

STA. 101+87 RT
BAD P.E.

SAWING CONCRETE

SAWING CONCRETE

ASPHALT P.E.
STA. 99+62 RT
SAWING ASPHALT

SLOPE INTERCEPTS (TYP.)

CONC. P.E.
STA. 103+63 RT
SAWING CONCRETE

REMOVING BUILDINGS &
SITE CLEARANCE
PARCEL 84

MATCH LINE STA P51+50

ASPHALT P.E.
STA. 51+08 LT
SAWING ASPHALT

10R01 10R02 10R03 10R04 10R05 10R06 10R07 10R08 10R09

## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- REMOVE FENCE
- XXXXX SAWCUT
- EXISTING SIGN
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- LIGHT TO BE REMOVED BY OTHERS
- \+ SIGN TO BE REMOVED BY OTHERS

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 53 | E |
|---|---|---|---|---|---|

## LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- REMOVE FENCE
- XXXXX SAWCUT
- REMOVE RETAINING WALL
- CLEARING AND GRUBBING (DIA)
- EXISTING SIGN
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- LIGHT TO BE REMOVED BY OTHERS

2

MATCH LINE STA 105+50

P.E. STA. 105+56 LT
SAWING CONCRETE

P.E. STA. 107+07 LT
SAWING ASPHALT

RETAINING WALL TO REMAIN

11R02

11R03

SLOPE INTERCEPTS (TYP.)

OLDE CREAMERY SIGN
REMOVED BY OWNER

B.A.D., P.E.
STA 109+90 LT

SAWING CONCRETE

11R04

REMOVE HYDRANT AND LEAD

REMOVE EXISTING STEPS

REMOVE CONC. SW
SAWING CONCRETE REQ'D

SAWING CONCRETE

REMOVE CONCRETE
SIDEWALK

REMOVE CONCRETE
RETAINING WALL
PARCEL 78

REMOVE CONCRETE
RETAINING WALL
PARCEL 77

11R01

11R06

REMOVE CONCRETE
RETAINING WALL
PARCEL 79
BURIED IN BACKSLIDE

PE107+65
STA PE21+10
SAWING ASPHALT

PE108+50
STA PE11+15
SAWING ASPHALT

SAWING CONCRETE

PE109+75
STA PE31+20
SAWING ASPHALT

11R05

SLOPE INTERCEPTS (TYP.)

MATCH LINE STA 111+25

STH 93

NB106+00 NB107+00 NB108+00 NB109+00

106+00 107+00 108+00 109+00 110+00 111+00

PE107+65 PE108+50 PE109+00 PE109+75 PE130+00 PE131+00

35979 35951 35972 35994 36033 36028 23674 36072

CEMETERY

WALLS

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

ASPH. SURFACE REMOVAL FOR PE107+65, PE 108+50 & PE109+75 IS INCLUDED UNDER COMMON EXCAVATION

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 54 | E |
|---|---|---|---|---|---|

2

N

ASPHALT P.E.
STA. 113+37 LT
SAWING ASPHALT

CONCRETE P.E.
STA 114+62 LT
SAWING CONCRETE

ASPHALT P.E.
STA. 115+35 LT
SAWING ASPHALT

ASPHALT P.E.
STA. 117+00 LT
SAWING ASPHALT

CONCRETE P.E.
STA. 111+85 LT
SAWING CONCRETE

REMOVE EXISTING FENCE

SAWING CONCRETE

SLOPE INTERCEPTS (TYP.)

BAD P.E.
STA. 114+38 LT

TREE TO REMAIN

B.A.D., P.E
STA 116+37 LT

SAWING CONCRETE

REMOVE HYDRANT AND LEAD

REMOVE EXISTING STEPS (3)
PAID AS REMOVING CONC. SW

REMOVE EXISTING STEPS (3)
PAID AS REMOVING CONC. SW

MATCH LINE STA 111+25

MATCH LINE STA 117+25

STH 93

REMOVE CURB STOP BOX

SLOPE INTERCEPTS (TYP.)

ASPHALT P.E.
STA 114+62 RT
STA 115+48 RT
SAWING ASPHALT

REMOVE EXISTING STEPS (9)
PAID AS REMOVING CONCRETE SIDEWALK

SAWING CONCRETE

LEGEND

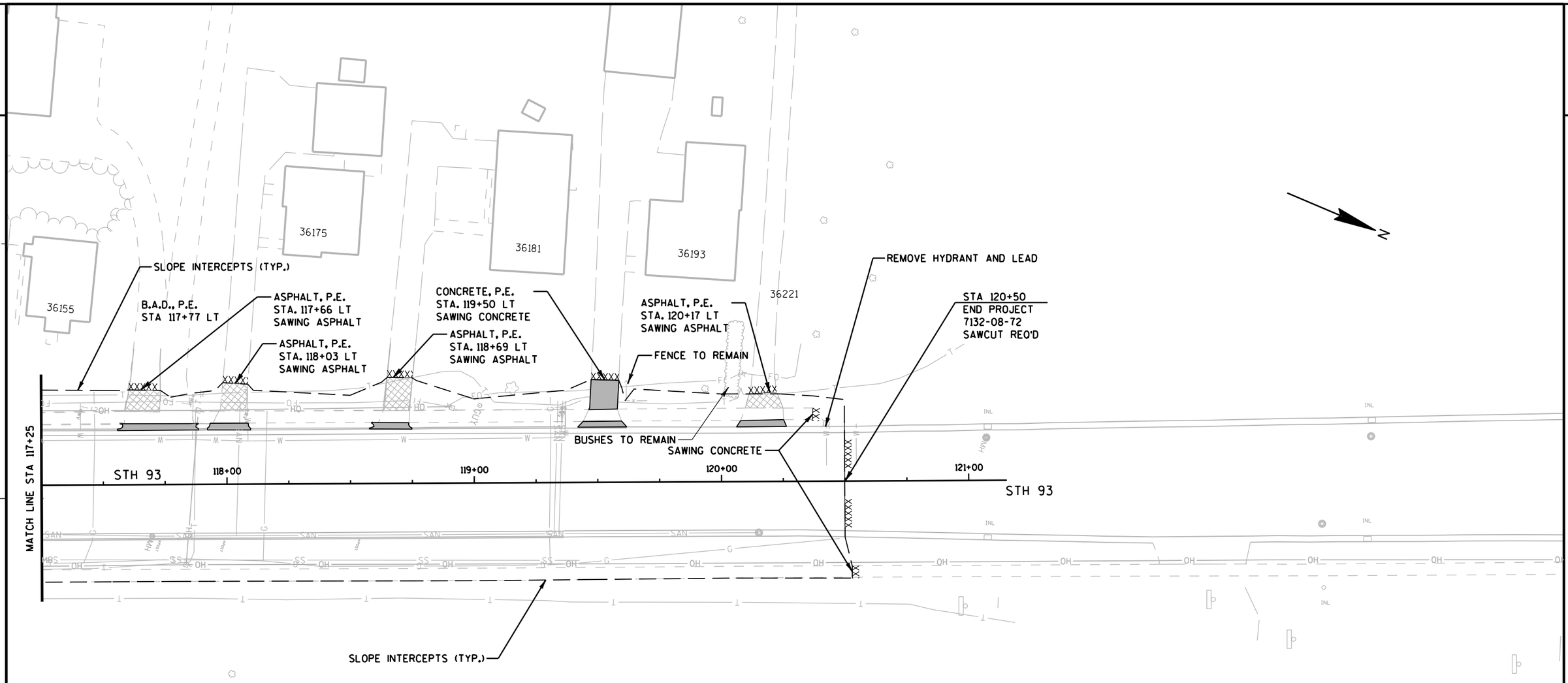
- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- REMOVE FENCE
- XXXXX SAWCUT
- CLEARING AND GRUBBING (DIA)
- EXISTING SIGN
- XRXX EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- LIGHT TO BE REMOVED BY OTHERS

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 55 | E |
|---|---|---|---|---|---|

2




LEGEND

REMOVE CONCRETE PAVEMENT  XXXXX SAWCUT

REMOVE ASPHALTIC SURFACE

EXISTING SIGN

NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\REMOVALS\023213_rem.dgn  PLOT DATE : 8/1/2013  PLOT BY : KL Engineering  PLOT NAME :  PLOT SCALE :

2

N

Arcadia
Eleva
Gilmanton
D1-3

14R03

P.E. STA. 53+04
SAWING ASPHALT

10

P54+00

P55+00

STH 121

STA P53+95
END PROJECT
7132-08-72
SAWCUT REQ'D

P53+00

SLOPE INTERCEPTS (TYP.)

3

P.E. STA. 53+49 RT
SAWING CONCRETE

14R04

SPEED LIMIT 35
R2-1

P52+00

STH 121

MATCH LINE STA P51+50

SLOPE INTERCEPTS (TYP.)

P.E. STA. 53+02 RT
SAWING CONCRETE

M3-2 EAST
M1-6 121
Whitehall 5
D2-1

14R01

14R02

BUILDING AND SITE CLEARANCE
PARCEL 84

LEGEND

- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALTIC SURFACE
- XXXXX SAWCUT
- EXISTING SIGN
- CLEARING AND GRUBBING (DIA)
- (XRXX) EXISTING SIGN REMOVAL NUMBER
- * SIGN MOUNTED ON STREET LIGHT OR SIGN POLE
- LIGHT TO BE REMOVED BY OTHERS

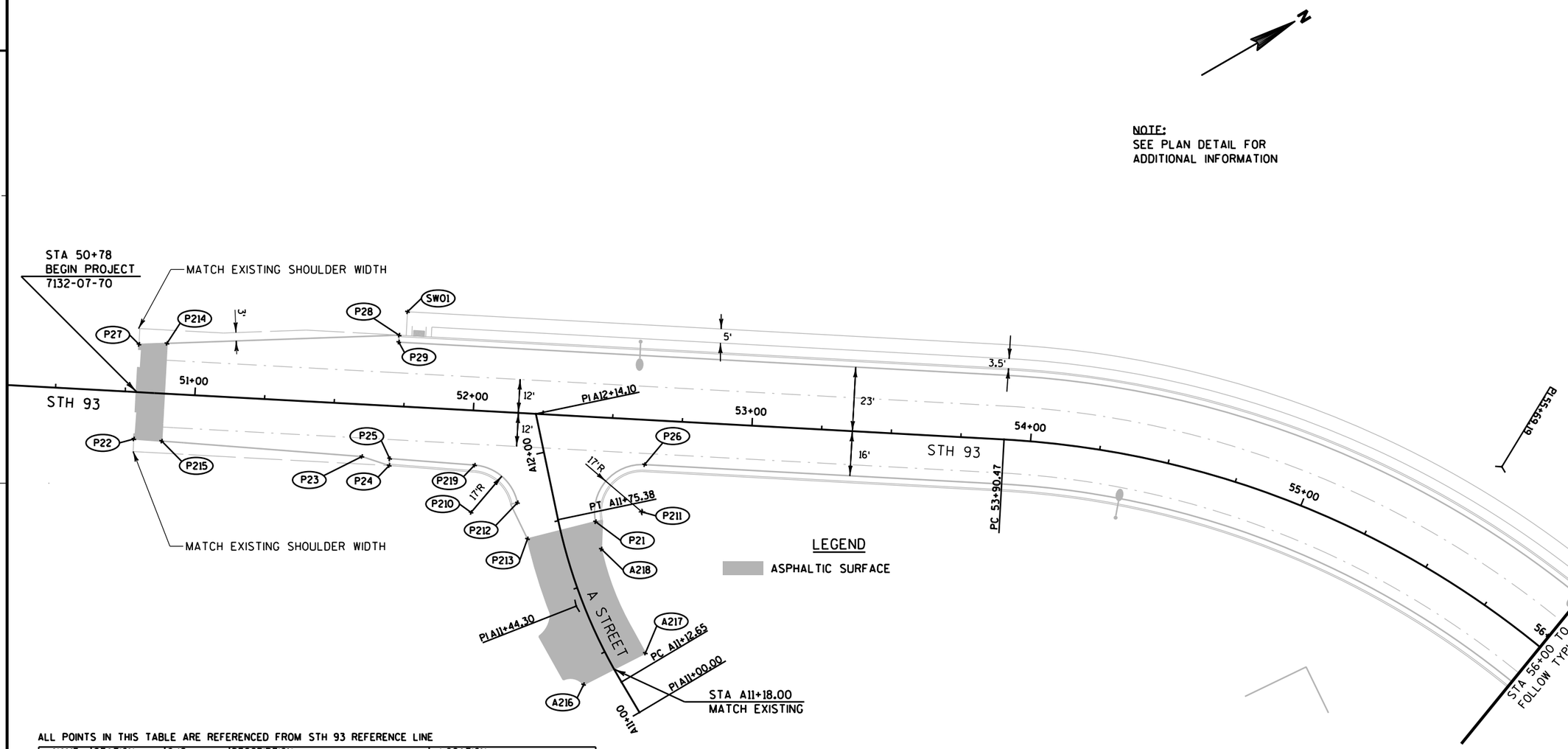
NOTES: SEE STORM SEWER MISC. QUANTITIES TABLE FOR ADDITIONAL REMOVALS

REMOVE ALL CURB AND GUTTER AND SIDEWALK WITHIN SLOPE INTERCEPTS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | REMOVAL PLAN | SHEET 57 | E |
|---|---|---|---|---|---|

2

NOTE:
SEE PLAN DETAIL FOR
ADDITIONAL INFORMATION




ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P21 | 52+45.89 | 37.40'RT | FLAG OF CURB, END C & G | A ST PAVEMENT EDGE |
| P22 | 50+78.00 | 17.00'± RT | MATCH EXISTING | STH 93 NB PAVEMENT EDGE |
| P23 | 51+61.00 | 18.63'RT | 10' TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P24 | 51+71.00 | 21.35'RT | BACK OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P25 | 51+71.00 | 18.85'RT | FLAG OF CURB, BEGIN C & G | STH 93 NB PAVEMENT EDGE |
| P26 | 52+62.00 | 16.00'RT | FLAG OF CURB, END RADIUS | STH 93 NB PAVEMENT EDGE |
| P27 | 50+78.00 | 17.00'± LT | MATCH EXISTING | STH 93 SB PAVEMENT EDGE |
| P28 | 51+72.00 | 25.50'LT | BACK OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P29 | 51+72.00 | 23.00'LT | FLAG OF CURB, BEGIN C & G | STH 93 SB PAVEMENT EDGE |
| P210 | 52+01.13 | 36.52'RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P211 | 52+62.31 | 33.00'RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P212 | 52+17.56 | 32.12'RT | FLAG OF CURB, END C & G | STH 93 NB PAVEMENT EDGE |
| P213 | 52+21.85 | 44.87'RT | END CONCRETE PAVEMENT | STH 93 NB PAVEMENT EDGE |
| P214 | 50+89.00 | 18.00'LT | BEGIN CONCRETE PAVEMENT | STH 93 SB PAVEMENT EDGE |
| P215 | 50+89.00 | 17.00'RT | BEGIN CONCRETE PAVEMENT | STH 93 NB PAVEMENT EDGE |
| P219 | 52+01.13 | 19.52'RT | FLAG OF CURB, END RADIUS | STH 93 NB PAVEMENT EDGE |
| SW01 | 51+74.50 | 34.00'RT | BEGIN SIDEWALK | STH 93 SB SIDEWALK |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM A STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| A216 | A11+18.00 | 12.23'LT | MATCH EXISTING | A STREET PAVEMENT EDGE |
| A217 | A11+18.00 | 12.61'RT | MATCH EXISTING | A STREET PAVEMENT EDGE |
| A218 | A11+60.92 | 12.50'RT | 10' TAPER POINT | A STREET PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM 7TH STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| B417 | B10+16.00 | 16.36' RT | FLAG OF CURB, MATCH EXISTING | 7TH ST. SOUTH PAVEMENT EDGE |
| B418 | B10+16.00 | 15.86' LT | FLAG OF CURB, MATCH EXISTING | 7TH ST. SOUTH PAVEMENT EDGE |
| B419 | B11+51.00 | 15.50' RT | FLAG OF CURB, MATCH EXISTING | 7TH ST. NORTH PAVEMENT EDGE |
| B420 | B11+51.00 | 15.50' LT | FLAG OF CURB, MATCH EXISTING | 7TH ST. NORTH PAVEMENT EDGE |

LEGEND

ASPHALTIC SURFACE

N

NOTE:
SEE PLAN DETAIL FOR
ADDITIONAL INFORMATION

ALL POINTS IN THIS TABLE ARE REFERENCED FROM PARK STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| T423 | T10+44.00 | 18.00' RT | FLAG OF CURB, MATCH EXISTING | PARK STREET PAVEMENT EDGE |
| T424 | T10+50.90 | 15.73' LT | FLAG OF CURB, MATCH EXISTING | PARK STREET PAVEMENT EDGE |

STA 56+00 TO STA 59+00
FOLLOW TYPICAL SECTION

STA 59+22 LT
BAD P.E. REO'D

STA 59+00
END PROJECT 7132-07-70
BEGIN PROJECT 7132-08-72

STA 59+85 LT
P.E. REO'D
CURB CUT ONLY

STH 93

7TH STREET

STA B11+51.00
MATCH EXISTING

STA 60+41 LT
CURB RAMP
TYPE 7B

STA B10+16.00
MATCH EXISTING

STA C10+15.83
MATCH EXISTING

TRACY STREET

PARK STREET

STA T10+50.90
MATCH EXISTING

PI T11+08.05

PI T10+55.19

PI B11+12.13

PI B10+84.87

PI B10+88.85

PI B10+78.84

PI B10+00.00

PI C10+00.00

PI C10+75.11

PC C10+71.56

PT C10+99.85

PT C11+32.91

PT 61+94.76

PI T10+00.00

PI C10+01.13

PI C11+00

PI 60+78.84

B420 B419 B418 B417

P45 P43 P428 P429 P48 P49 P433 P427 P41 P42 P430 P431 P434 P44 P46 P412 P411 P410 P47 C426 C422 C425 C421

T423 T424 P413 P435 P414 P436 P415 P416 P437

24042 24016 35394 35387 23991 23953

17'R 22'R 79.5'R

16' 23' 27' 5' 3.5' 12' 60+00 61+00 62+00 63+00 64+00 65+00

MATCH LINE STA 65+25

ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P41 | 60+33.86 | 33.00' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P42 | 60+48.56 | 37.97' RT | END CONCRETE PAVEMENT | 7TH ST. SOUTH PAVEMENT EDGE |
| P43 | 60+59.77 | 40.00' LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P44 | 60+75.14 | 48.76' RT | END CONCRETE PAVEMENT | 7TH ST. SOUTH PAVEMENT EDGE |
| P45 | 60+87.20 | 54.70' LT | END CONCRETE PAVEMENT | 7TH ST. NORTH PAVEMENT EDGE |
| P46 | 60+91.57 | 48.15' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P47 | 61+17.13 | 64.31' RT | END CONCRETE PAVEMENT | TRACY STREET PAVEMENT EDGE |
| P48 | 61+19.89 | 41.41' LT | END CONCRETE PAVEMENT | 7TH ST. NORTH PAVEMENT EDGE |
| P49 | 61+36.51 | 33.00' LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P410 | 61+40.47 | 50.04' RT | END CONCRETE PAVEMENT | TRACY STREET PAVEMENT EDGE |
| P411 | 61+59.39 | 46.13' RT | FLAG OF CURB, 22-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P412 | 61+75.42 | 19.15' RT | FLAG OF CURB, 79.5-FT RADIUS POINT | TRACY STREET PAVEMENT EDGE |
| P413 | 63+76.21 | 38.00' LT | FLAG OF CURB, 22-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P414 | 63+98.14 | 36.27' LT | END CONCRETE PAVEMENT | PARK STREET PAVEMENT EDGE |
| P415 | 64+33.39 | 40.71' LT | END CONCRETE PAVEMENT | PARK STREET PAVEMENT EDGE |
| P416 | 64+51.34 | 33.00' LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P427 | 60+33.79 | 16.00' RT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P428 | 60+59.76 | 24.28' LT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P429 | 60+78.48 | 34.35' LT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P430 | 60+78.40 | 41.32' RT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P431 | 61+05.05 | 41.40' RT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| | | | | |
| P433 | 61+36.50 | 16.00' LT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P434 | 61+57.22 | 24.26' RT | FLAG OF CURB, 22-FT TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P435 | 63+76.21 | 16.00' LT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P436 | 64+34.36 | 32.16' LT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P437 | 64+51.34 | 16.00' LT | FLAG OF CURB, 17-FT TANGENT POINT | STH 93 SB PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM TRACY STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| C421 | C10+15.83 | 11.00' LT | FLAG OF CURB, MATCH EXISTING | TRACY STREET PAVEMENT EDGE |
| C422 | C10+15.83 | 11.00' RT | FLAG OF CURB, MATCH EXISTING | TRACY STREET PAVEMENT EDGE |
| C425 | C10+46.42 | 11.00' LT | FLAG OF CURB, TANGENT POINT | TRACY STREET PAVEMENT EDGE |
| C426 | C10+51.64 | 14.00' RT | FLAG OF CURB, TANGENT POINT | TRACY STREET PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P51 | 67+49.39 | 40.27' RT | FLAG OF CURB, 22-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P52 | 68+15.00 | 38.89' LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P53 | 68+41.74 | 33.00' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P55 | 69+21.64 | 47.63' LT | FLAG OF CURB, 27-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P522 | 67+48.68 | 18.28' RT | FLAG OF CURB, TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P523 | 68+15.55 | 21.90' LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P524 | 68+41.74 | 16.00' RT | FLAG OF CURB, TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P525 | 69+22.34 | 20.64' LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P526 | 69+75.39 | 16.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P530 | 66+33.24 | 16.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P531 | 66+33.24 | 22.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P532 | 69+75.39 | 22.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| SW50 | 69+57.81 | 22.00' RT | SIDEWALK TRANSITION START | STH 93 NB INSIDE EDGE OF SW |
| SW51 | 70+29.31 | 24.00' RT | SIDEWALK TRANSITION END | STH 93 NB INSIDE EDGE OF SW |

LEGEND

ASPHALTIC SURFACE

NOTE:
SEE PLAN DETAIL FOR
ADDITIONAL INFORMATION

N

6TH STREET NORTH

STA D12+24.44
MATCH EXISTING

BEGIN 30-INCH C&G TYPE SPECIAL, 2-INCH HEIGHT
AT CURB RAMP, END AT 70+25 LT

STA 70+38 LT
BAD P.E. REO'D

STA 69+70 LT
CONC. C.E. REO'D

MATCH LINE STA 65+25

MATCH LINE STA 71+25

STH 93

STA 65+38 RT
HMA C.E. REO'D

STA 66+55 RT
HMA C.E. REO'D

STA 67+15 RT
HMA C.E. REO'D

6TH STREET

STA 68+39 RT
MATCH EXISTING SW
AT JOINT

STA 69+50 RT
CONC. P.E. REO'D

PT 9+55.98

PC 9+34.81

PE 69+50

STA D10+35.67
MATCH EXISTING

WILSON STREET

STA E11+39.32
MATCH EXISTING

28°00'00.00"

23923

35452

35464

23884

23875

ALL POINTS IN THIS TABLE ARE REFERENCED FROM 6TH STREET ℄

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| D11 | D10+35.68 | 10.69' LT | FLAG OF CURB, MATCH EXISTING | 6TH STREET LEFT PAVEMENT EDGE |
| D12 | D10+41.66 | 10.89' LT | FLAG OF CURB, BEGIN CONC. PAVMENT | 6TH STREET LEFT PAVEMENT EDGE |
| D14 | D11+42.94 | 15.86' LT | FLAG OF CURB, MATCH 17'R | 6TH STREET LEFT PAVEMENT EDGE |
| D15 | D11+76.67 | 15.84' LT | END C&G, MATCH EXISTING | 6TH STREET LEFT PAVEMENT EDGE |
| D16 | D12+18.44 | 15.88' LT | FLAG OF CURB, END CONC. PAVEMENT | 6TH STREET LEFT PAVEMENT EDGE |
| D17 | D12+24.57 | 15.88' LT | FLAG OF CURB, MATCH EXISTING | 6TH STREET LEFT PAVEMENT EDGE |
| D18 | D10+35.68 | 13.97' RT | FLAG OF CURB, MATCH EXISTING | 6TH STREET RIGHT PAVEMENT EDGE |
| D19 | D11+05.34 | 17.10' RT | FLAG OF CURB, MATCH 17'R | 6TH STREET RIGHT PAVEMENT EDGE |
| D110 | D10+41.66 | 14.01' RT | FLAG OF CURB, BEGIN CONC. PAVMENT | 6TH STREET RIGHT PAVEMENT EDGE |
| D111 | D12+18.44 | 15.80' RT | FLAG OF CURB, END CONC. PAVEMENT | 6TH STREET RIGHT PAVEMENT EDGE |
| D112 | D12+24.57 | 15.77' RT | FLAG OF CURB, MATCH EXISTING | 6TH STREET RIGHT PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM LONGMORE PE REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| PE14 | P9+31.80 | 9.44' LT | MATCH EXISTING | LONGMORE PE PAVEMENT EDGE |
| PE15 | P9+31.80 | 10.47' RT | MATCH EXISTING | LONGMORE PE PAVEMENT EDGE |
| PE16 | P9+43.55 | 29.40' LT | 20-FT RADIUS POINT | LONGMORE PE PAVEMENT EDGE |
| PE17 | P9+43.33 | 32.16' RT | 20-FT RADIUS POINT | LONGMORE PE PAVEMENT EDGE |

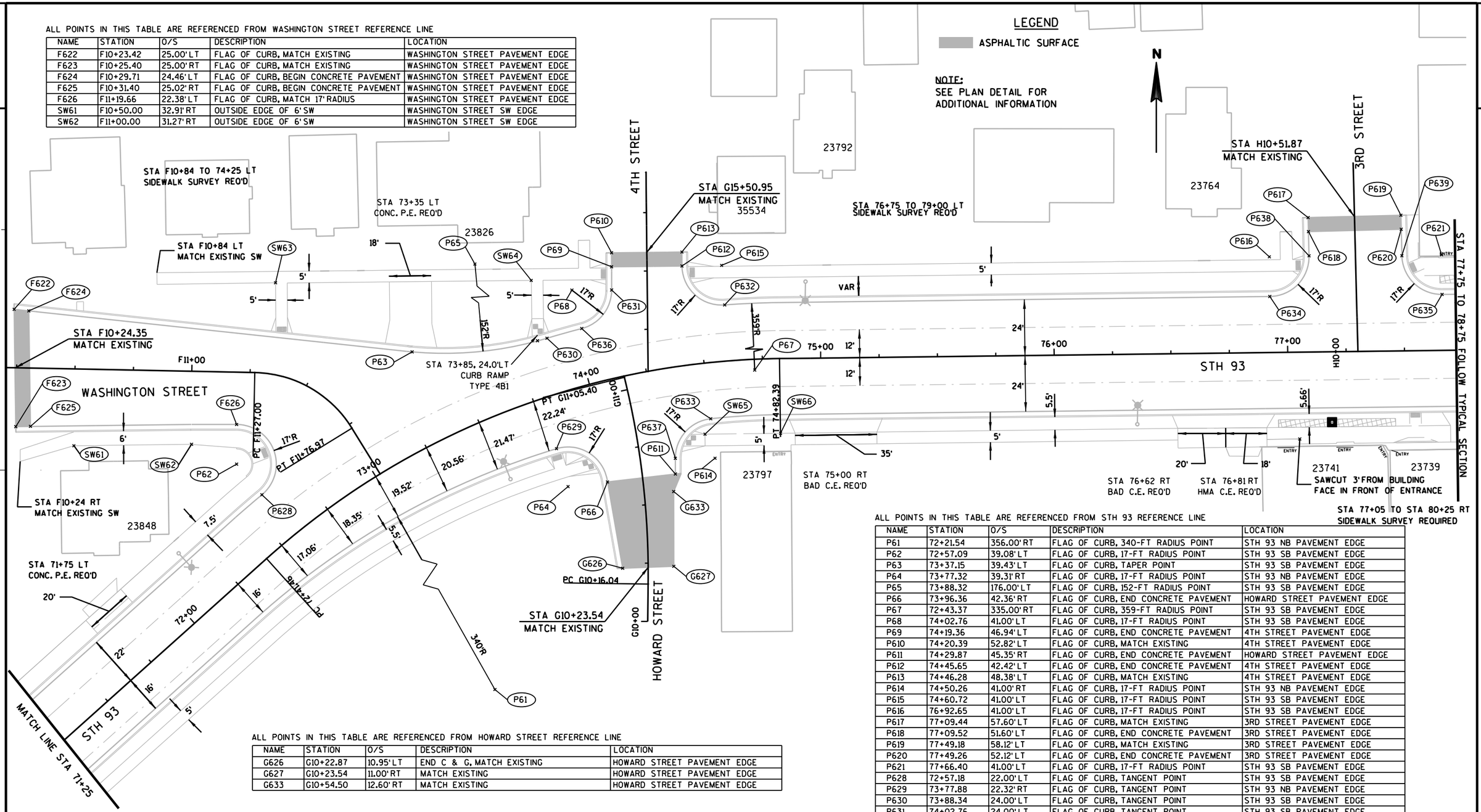
ALL POINTS IN THIS TABLE ARE REFERENCED FROM WILSON STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| E518 | E11+39.32 | 15.00' LT | FLAG OF CURB, 30-FT RADIUS POINT | WILSON STREET PAVEMENT EDGE |
| E519 | E11+90.00 | 11.83' LT | MATCH EXISTING | WILSON STREET PAVEMENT EDGE |
| E520 | E11+90.00 | 14.00' RT | MATCH EXISTING | WILSON STREET PAVEMENT EDGE |
| E521 | E11+86.34 | 32.00' LT | 20-FT RADIUS POINT | WILSON STREET PAVEMENT EDGE |
| E527 | E11+10.00 | 8.88' LT | FLAG OF CURB, 30-FT RADIUS POINT | WILSON STREET PAVEMENT EDGE |
| E528 | E11+41.35 | 44.94' LT | FLAG OF CURB, 30-FT RADIUS POINT | WILSON STREET PAVEMENT EDGE |
| E529 | E11+39.93 | 15.00' RT | 30-FT RADIUS POINT, TANGENT POINT | WILSON STREET PAVEMENT EDGE |

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LAYOUT DETAILS | SHEET 60 | E |
|---|---|---|---|---|---|

ALL POINTS IN THIS TABLE ARE REFERENCED FROM WASHINGTON STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| F622 | F10+23.42 | 25.00' LT | FLAG OF CURB, MATCH EXISTING | WASHINGTON STREET PAVEMENT EDGE |
| F623 | F10+25.40 | 25.00' RT | FLAG OF CURB, MATCH EXISTING | WASHINGTON STREET PAVEMENT EDGE |
| F624 | F10+29.71 | 24.46' LT | FLAG OF CURB, BEGIN CONCRETE PAVEMENT | WASHINGTON STREET PAVEMENT EDGE |
| F625 | F10+31.40 | 25.02' RT | FLAG OF CURB, BEGIN CONCRETE PAVEMENT | WASHINGTON STREET PAVEMENT EDGE |
| F626 | F11+19.66 | 22.38' LT | FLAG OF CURB, MATCH 17' RADIUS | WASHINGTON STREET PAVEMENT EDGE |
| SW61 | F10+50.00 | 32.91' RT | OUTSIDE EDGE OF 6' SW | WASHINGTON STREET SW EDGE |
| SW62 | F11+00.00 | 31.27' RT | OUTSIDE EDGE OF 6' SW | WASHINGTON STREET SW EDGE |




ALL POINTS IN THIS TABLE ARE REFERENCED FROM HOWARD STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| G626 | G10+22.87 | 10.95'LT | END C & G, MATCH EXISTING | HOWARD STREET PAVEMENT EDGE |
| G627 | G10+23.54 | 11.00'RT | MATCH EXISTING | HOWARD STREET PAVEMENT EDGE |
| G633 | G10+54.50 | 12.60'RT | MATCH EXISTING | HOWARD STREET PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P636 | 74+17.53 | 37.19'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P637 | 74+31.06 | 38.02'RT | FLAG OF CURB, TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P638 | 77+09.66 | 41.22'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P639 | P73+77.88 | 40.78'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

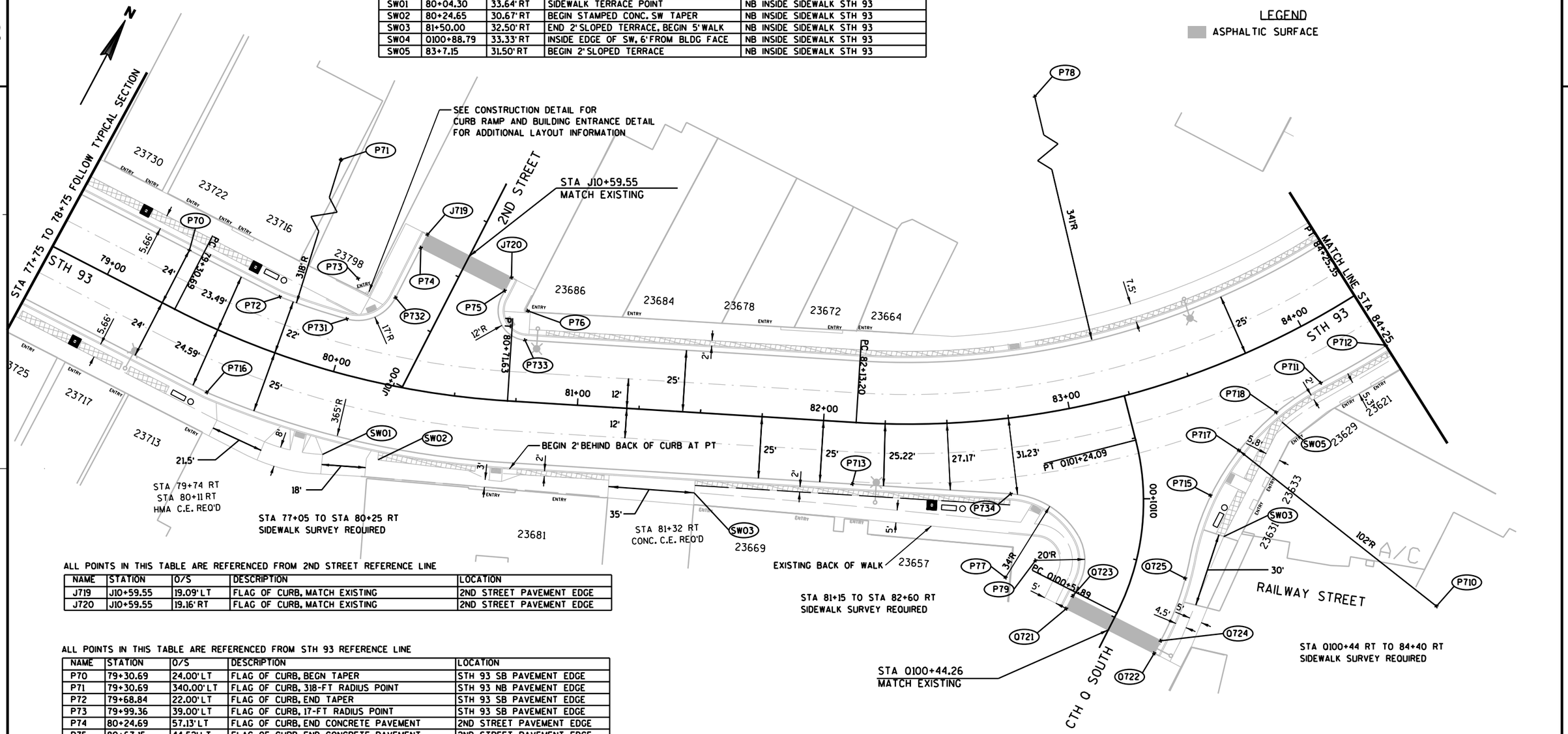
| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P61 | 72+21.54 | 356.00'RT | FLAG OF CURB, 340-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P62 | 72+57.09 | 39.08'LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P63 | 73+37.15 | 39.43'LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P64 | 73+77.32 | 39.31'RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P65 | 73+88.32 | 176.00'LT | FLAG OF CURB, 152-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P66 | 73+96.36 | 42.36'RT | FLAG OF CURB, END CONCRETE PAVEMENT | HOWARD STREET PAVEMENT EDGE |
| P67 | 72+43.37 | 335.00'RT | FLAG OF CURB, 359-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P68 | 74+02.76 | 41.00'LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P69 | 74+19.36 | 46.94'LT | FLAG OF CURB, END CONCRETE PAVEMENT | 4TH STREET PAVEMENT EDGE |
| P610 | 74+20.39 | 52.82'LT | FLAG OF CURB, MATCH EXISTING | 4TH STREET PAVEMENT EDGE |
| P611 | 74+29.87 | 45.35'RT | FLAG OF CURB, END CONCRETE PAVEMENT | HOWARD STREET PAVEMENT EDGE |
| P612 | 74+45.65 | 42.42'LT | FLAG OF CURB, END CONCRETE PAVEMENT | 4TH STREET PAVEMENT EDGE |
| P613 | 74+46.28 | 48.38'LT | FLAG OF CURB, MATCH EXISTING | 4TH STREET PAVEMENT EDGE |
| P614 | 74+50.26 | 41.00'RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P615 | 74+60.72 | 41.00'LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P616 | 76+92.65 | 41.00'LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P617 | 77+09.44 | 57.60'LT | FLAG OF CURB, MATCH EXISTING | 3RD STREET PAVEMENT EDGE |
| P618 | 77+09.52 | 51.60'LT | FLAG OF CURB, END CONCRETE PAVEMENT | 3RD STREET PAVEMENT EDGE |
| P619 | 77+49.18 | 58.12'LT | FLAG OF CURB, MATCH EXISTING | 3RD STREET PAVEMENT EDGE |
| P620 | 77+49.26 | 52.12'LT | FLAG OF CURB, END CONCRETE PAVEMENT | 3RD STREET PAVEMENT EDGE |
| P621 | 77+66.40 | 41.00'LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P628 | 72+57.18 | 22.00'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P629 | 73+77.88 | 22.32'RT | FLAG OF CURB, TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P630 | 73+88.34 | 24.00'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P631 | 74+02.76 | 24.00'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P632 | 74+60.72 | 24.00'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P633 | 77+50.26 | 24.00'RT | FLAG OF CURB, TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P634 | 76+92.65 | 24.00'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P635 | 77+66.40 | 24.00'LT | FLAG OF CURB, TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| SW63 | 73+05.82 | 92.23'LT | INSIDE EDGE SW CORNER | STH 93 SB SIDEWALK INSIDE EDGE |
| SW64 | 73+88.94 | 49.64'LT | INSIDE EDGE SW CORNER | STH 93 SB SIDEWALK INSIDE EDGE |
| SW65 | 74+46.80 | 30.28'RT | INSIDE EDGE OF 5' SIDEWALK | STH 93 NB SIDEWALK INSIDE EDGE |
| SW66 | 74+82.39 | 32.00'RT | BEGIN 5.5' TERRACE FROM BACK OF CURB | STH 93 NB SIDEWALK INSIDE EDGE |

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| SW01 | 80+04.30 | 33.64' RT | SIDEWALK TERRACE POINT | NB INSIDE SIDEWALK STH 93 |
| SW02 | 80+24.65 | 30.67' RT | BEGIN STAMPED CONC. SW TAPER | NB INSIDE SIDEWALK STH 93 |
| SW03 | 81+50.00 | 32.50' RT | END 2' SLOPED TERRACE, BEGIN 5' WALK | NB INSIDE SIDEWALK STH 93 |
| SW04 | 0100+88.79 | 33.33' RT | INSIDE EDGE OF SW, 6' FROM BLDG FACE | NB INSIDE SIDEWALK STH 93 |
| SW05 | 83+7.15 | 31.50' RT | BEGIN 2' SLOPED TERRACE | NB INSIDE SIDEWALK STH 93 |

NOTE: SEE PLAN DETAIL FOR ADDITIONAL INFORMATION

LEGEND

ASPHALTIC SURFACE




ALL POINTS IN THIS TABLE ARE REFERENCED FROM 2ND STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| J719 | J10+59.55 | 19.09' LT | FLAG OF CURB, MATCH EXISTING | 2ND STREET PAVEMENT EDGE |
| J720 | J10+59.55 | 19.16' RT | FLAG OF CURB, MATCH EXISTING | 2ND STREET PAVEMENT EDGE |

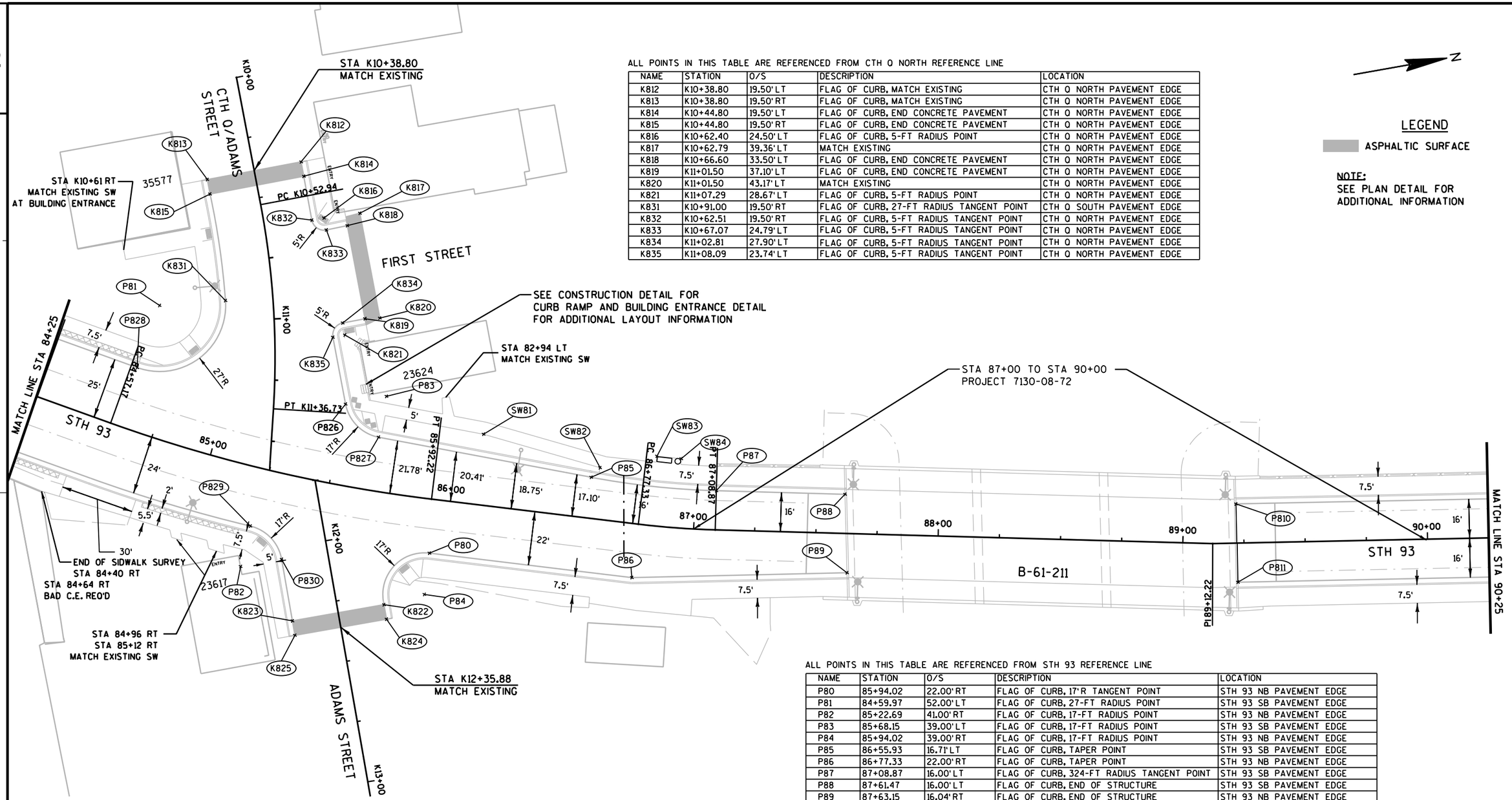
ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P70 | 79+30.69 | 24.00' LT | FLAG OF CURB, BEGN TAPER | STH 93 SB PAVEMENT EDGE |
| P71 | 79+30.69 | 340.00' LT | FLAG OF CURB, 318-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P72 | 79+68.84 | 22.00' LT | FLAG OF CURB, END TAPER | STH 93 SB PAVEMENT EDGE |
| P73 | 79+99.36 | 39.00' LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P74 | 80+24.69 | 57.13' LT | FLAG OF CURB, END CONCRETE PAVEMENT | 2ND STREET PAVEMENT EDGE |
| P75 | 80+67.15 | 44.52' LT | FLAG OF CURB, END CONCRETE PAVEMENT | 2ND STREET PAVEMENT EDGE |
| P76 | 80+77.54 | 37.00' LT | FLAG OF CURB, 12-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P77 | 82+67.54 | 64.15' RT | FLAG OF CURB, 34-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P78 | 82+77.33 | 366.50' LT | FLAG OF CURB, 341-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P79 | 82+78.43 | 58.62' RT | FLAG OF CURB, 20-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P710 | 83+96.60 | 126.00' RT | FLAG OF CURB, 102-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P711 | 83+96.60 | 24.00' RT | FLAG OF CURB, 102-FT/364-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P713 | 82+13.20 | 25.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P714 | 84+57.17 | 24.00' RT | FLAG OF CURB, 624-FT RADIUS TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P715 | 83+43.32 | 48.78' RT | FLAG OF CURB, 102-FT RADIUS 1/4 POINT | STH 93 NB PAVEMENT EDGE |
| P716 | 79+55.86 | 25.00' RT | FLAG OF CURB, 365-FT RADIUS TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P717 | 83+58.45 | 35.43' RT | FLAG OF CURB, 102-FT RADIUS 1/4 POINT | STH 93 NB PAVEMENT EDGE |
| P718 | 83+76.67 | 26.92' RT | FLAG OF CURB, 102-FT RADIUS 1/4 POINT | STH 93 NB PAVEMENT EDGE |
| P731 | 79+99.36 | 22.00' LT | FLAG OF CURB, 17-FT RADIUS TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P732 | 80+17.98 | 35.25' LT | FLAG OF CURB, 17-FT RADIUS TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P733 | 80+77.54 | 25.00' LT | FLAG OF CURB, 12-FT RADIUS TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P734 | 82+72.50 | 30.62' RT | FLAG OF CURB, TANGENT POINT | STH 93 NB PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM CTH O SOUTH REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| 0721 | 0100+44.26 | 19.11' LT | FLAG OF CURB, MATCH EXISTING | CTH O SOUTH PAVEMENT EDGE |
| 0722 | 0100+44.26 | 20.91' RT | FLAG OF CURB, MATCH EXISTING | CTH O SOUTH PAVEMENT EDGE |
| 0723 | 0100+50.00 | 19.08' LT | FLAG OF CURB, END CONCRETE PAVEMENT | CTH O SOUTH PAVEMENT EDGE |
| 0724 | 0100+50.00 | 20.96' RT | FLAG OF CURB, END CONCRETE PAVEMENT | CTH O SOUTH PAVEMENT EDGE |
| 0725 | 0100+72.77 | 21.00' RT | FLAG OF CURB, 102-FT RADIUS END POINT | CTH O SOUTH PAVEMENT EDGE |

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LAYOUT DETAILS | SHEET 62 | E |
|---|---|---|---|---|---|




ALL POINTS IN THIS TABLE ARE REFERENCED FROM CTH Q NORTH REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| K812 | K10+38.80 | 19.50' LT | FLAG OF CURB, MATCH EXISTING | CTH Q NORTH PAVEMENT EDGE |
| K813 | K10+38.80 | 19.50' RT | FLAG OF CURB, MATCH EXISTING | CTH Q NORTH PAVEMENT EDGE |
| K814 | K10+44.80 | 19.50' LT | FLAG OF CURB, END CONCRETE PAVEMENT | CTH Q NORTH PAVEMENT EDGE |
| K815 | K10+44.80 | 19.50' RT | FLAG OF CURB, END CONCRETE PAVEMENT | CTH Q NORTH PAVEMENT EDGE |
| K816 | K10+62.40 | 24.50' LT | FLAG OF CURB, 5-FT RADIUS POINT | CTH Q NORTH PAVEMENT EDGE |
| K817 | K10+62.79 | 39.36' LT | MATCH EXISTING | CTH Q NORTH PAVEMENT EDGE |
| K818 | K10+66.60 | 33.50' LT | FLAG OF CURB, END CONCRETE PAVEMENT | CTH Q NORTH PAVEMENT EDGE |
| K819 | K11+01.50 | 37.10' LT | FLAG OF CURB, END CONCRETE PAVEMENT | CTH Q NORTH PAVEMENT EDGE |
| K820 | K11+01.50 | 43.17' LT | MATCH EXISTING | CTH Q NORTH PAVEMENT EDGE |
| K821 | K11+07.29 | 28.67' LT | FLAG OF CURB, 5-FT RADIUS POINT | CTH Q NORTH PAVEMENT EDGE |
| K831 | K10+91.00 | 19.50' RT | FLAG OF CURB, 27-FT RADIUS TANGENT POINT | CTH Q SOUTH PAVEMENT EDGE |
| K832 | K10+62.51 | 19.50' RT | FLAG OF CURB, 5-FT RADIUS TANGENT POINT | CTH Q NORTH PAVEMENT EDGE |
| K833 | K10+67.07 | 24.79' LT | FLAG OF CURB, 5-FT RADIUS TANGENT POINT | CTH Q NORTH PAVEMENT EDGE |
| K834 | K11+02.81 | 27.90' LT | FLAG OF CURB, 5-FT RADIUS TANGENT POINT | CTH Q NORTH PAVEMENT EDGE |
| K835 | K11+08.09 | 23.74' LT | FLAG OF CURB, 5-FT RADIUS TANGENT POINT | CTH Q NORTH PAVEMENT EDGE |

N

LEGEND

ASPHALTIC SURFACE

NOTE:
SEE PLAN DETAIL FOR
ADDITIONAL INFORMATION

ALL POINTS IN THIS TABLE ARE REFERENCED FROM ADAMS STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| K822 | K12+29.88 | 19.00' LT | FLAG OF CURB, END CONCRETE PAVEMENT | ADAMS STREET PAVEMENT EDGE |
| K823 | K12+29.88 | 19.00' RT | FLAG OF CURB, END CONCRETE PAVEMENT | ADAMS STREET PAVEMENT EDGE |
| K824 | K12+35.88 | 19.00' LT | FLAG OF CURB, MATCH EXISTING | ADAMS STREET PAVEMENT EDGE |
| K825 | K12+35.88 | 19.00' RT | FLAG OF CURB, MATCH EXISTING | ADAMS STREET PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P80 | 85+94.02 | 22.00' RT | FLAG OF CURB, 17'R TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P81 | 84+59.97 | 52.00' LT | FLAG OF CURB, 27-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P82 | 85+22.69 | 41.00' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P83 | 85+68.15 | 39.00' LT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 SB PAVEMENT EDGE |
| P84 | 85+94.02 | 39.00' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P85 | 86+55.93 | 16.71' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P86 | 86+77.33 | 22.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P87 | 87+08.87 | 16.00' LT | FLAG OF CURB, 324-FT RADIUS TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P88 | 87+61.47 | 16.00' LT | FLAG OF CURB, END OF STRUCTURE | STH 93 SB PAVEMENT EDGE |
| P89 | 87+63.15 | 16.04' RT | FLAG OF CURB, END OF STRUCTURE | STH 93 NB PAVEMENT EDGE |
| P810 | 89+22.07 | 16.00' LT | FLAG OF CURB, END OF STRUCTURE | STH 93 SB PAVEMENT EDGE |
| P811 | 89+22.20 | 16.00' RT | FLAG OF CURB, END OF STRUCTURE | STH 93 NB PAVEMENT EDGE |
| P826 | 85+50.39 | 32.97' LT | FLAG OF CURB, 17-FT RADIUS TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P827 | 85+66.78 | 22.00' LT | FLAG OF CURB, 17-FT RADIUS TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P828 | 84+59.72 | 25.00' LT | FLAG OF CURB, 27-FT RADIUS TANGENT POINT | STH 93 SB PAVEMENT EDGE |
| P829 | 85+22.69 | 24.00' RT | FLAG OF CURB, 17-FT RADIUS TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P830 | 85+37.39 | 34.42' RT | FLAG OF CURB, 17-FT RADIUS TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| SW81 | 86+10.15 | 28.91' LT | BEGIN SW TAPER | STH 93 SB INSIDE SW |
| SW82 | 86+59.00 | 21.00' LT | END SW TAPER, BEGIN 7.5' SW | STH 93 SB INSIDE SW |
| SW83 | 86+81.55 | 28.50' LT | BENCH PLATFORM | STH 93 SB OUTSIDE SW |
| SW84 | 86+91.55 | 28.50' LT | BENCH PLATFORM | STH 93 SB OUTSIDE SW |

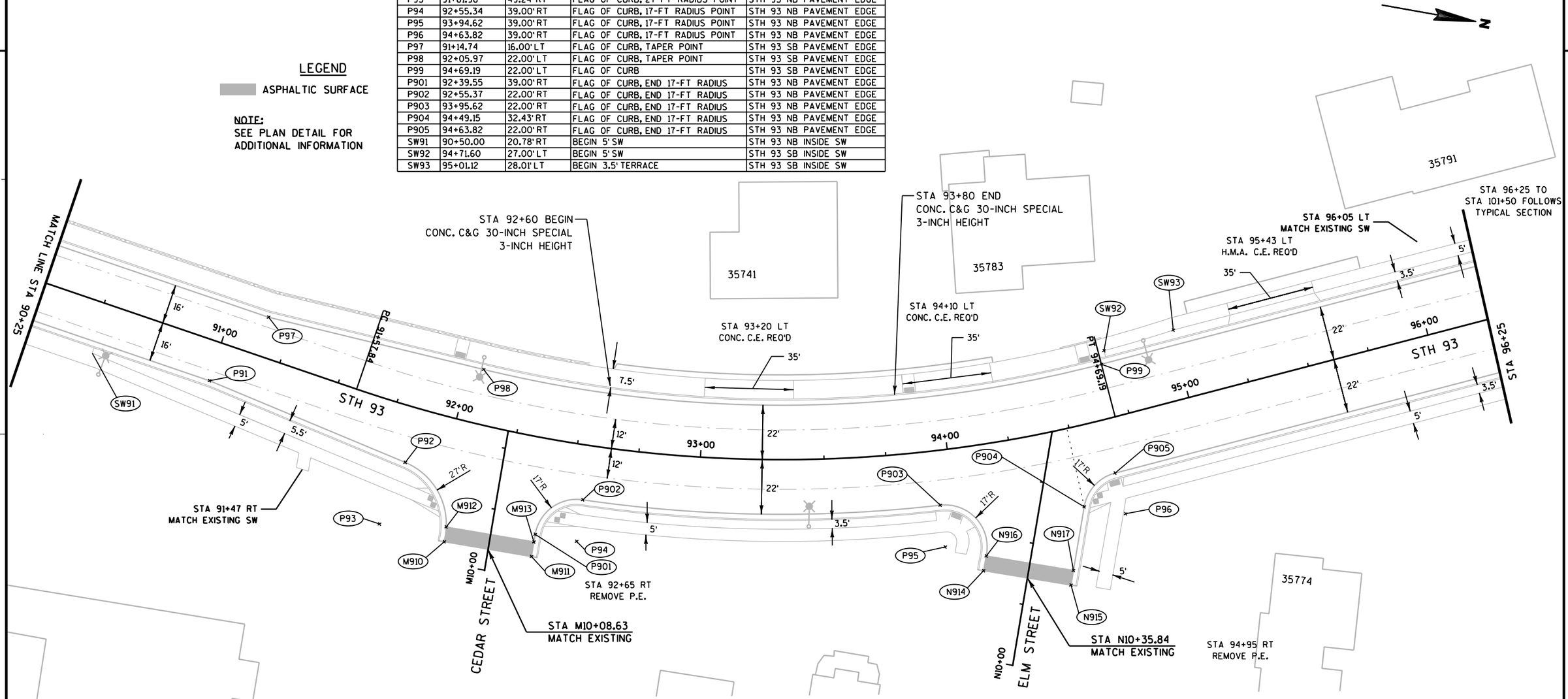
ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P91 | 91+00.41 | 16.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P92 | 91+84.87 | 22.42' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P93 | 91+81.98 | 49.24' RT | FLAG OF CURB, 27-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P94 | 92+55.34 | 39.00' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P95 | 93+94.62 | 39.00' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P96 | 94+63.82 | 39.00' RT | FLAG OF CURB, 17-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P97 | 91+14.74 | 16.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P98 | 92+05.97 | 22.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P99 | 94+69.19 | 22.00' LT | FLAG OF CURB | STH 93 SB PAVEMENT EDGE |
| P901 | 92+39.55 | 39.00' RT | FLAG OF CURB, END 17-FT RADIUS | STH 93 NB PAVEMENT EDGE |
| P902 | 92+55.37 | 22.00' RT | FLAG OF CURB, END 17-FT RADIUS | STH 93 NB PAVEMENT EDGE |
| P903 | 93+95.62 | 22.00' RT | FLAG OF CURB, END 17-FT RADIUS | STH 93 NB PAVEMENT EDGE |
| P904 | 94+49.15 | 32.43' RT | FLAG OF CURB, END 17-FT RADIUS | STH 93 NB PAVEMENT EDGE |
| P905 | 94+63.82 | 22.00' RT | FLAG OF CURB, END 17-FT RADIUS | STH 93 NB PAVEMENT EDGE |
| SW91 | 90+50.00 | 20.78' RT | BEGIN 5' SW | STH 93 NB INSIDE SW |
| SW92 | 94+71.60 | 27.00' LT | BEGIN 5' SW | STH 93 SB INSIDE SW |
| SW93 | 95+01.12 | 28.01' LT | BEGIN 3.5' TERRACE | STH 93 SB INSIDE SW |

LEGEND

ASPHALTIC SURFACE

NOTE:
SEE PLAN DETAIL FOR ADDITIONAL INFORMATION

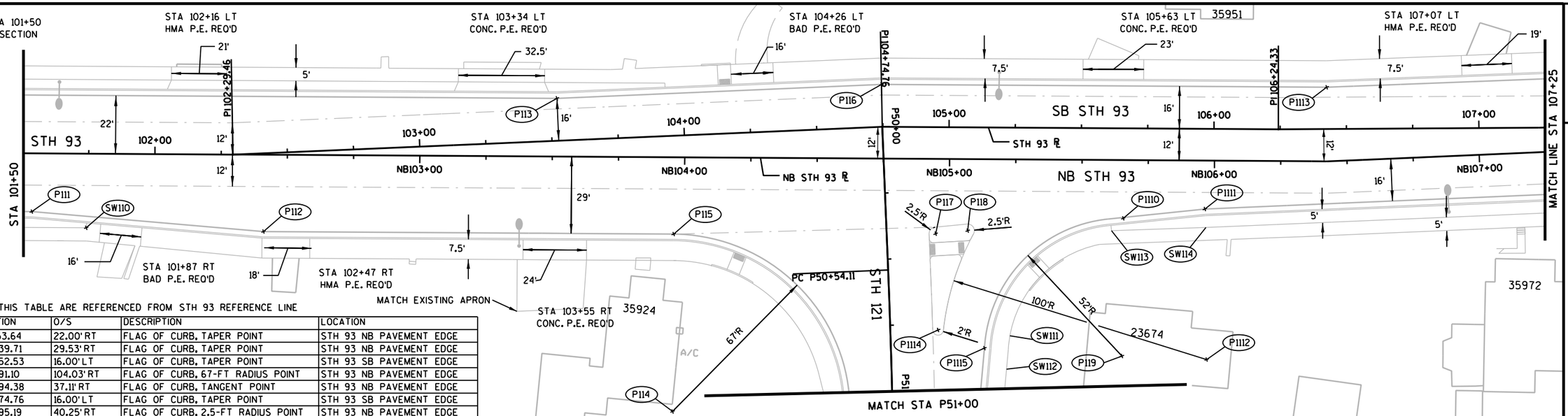



ALL POINTS IN THIS TABLE ARE REFERENCED FROM CEDAR STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| M910 | M10+08.63 | 18.00' LT | FLAG OF CURB, MATCH EXISTING | CEDAR STREET PAVEMENT EDGE |
| M911 | M10+08.63 | 17.77' RT | FLAG OF CURB, MATCH EXISTING | CEDAR STREET PAVEMENT EDGE |
| M912 | M10+14.63 | 18.21' LT | FLAG OF CURB, END CONCRETE PAVEMENT | CEDAR STREET PAVEMENT EDGE |
| M913 | M10+14.63 | 17.77' RT | FLAG OF CURB, END CONCRETE PAVEMENT | CEDAR STREET PAVEMENT EDGE |

ALL POINTS IN THIS TABLE ARE REFERENCED FROM ELM STREET REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| N914 | N10+35.84 | 18.00' LT | FLAG OF CURB, MATCH EXISTING | ELM STREET PAVEMENT EDGE |
| N915 | N10+35.84 | 17.86' RT | FLAG OF CURB, MATCH EXISTING | ELM STREET PAVEMENT EDGE |
| N916 | N10+41.84 | 18.00' LT | FLAG OF CURB, END CONCRETE PAVEMENT | ELM STREET PAVEMENT EDGE |
| N917 | N10+41.84 | 17.86' RT | FLAG OF CURB, END CONCRETE PAVEMENT | ELM STREET PAVEMENT EDGE |




ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P111 | 101+53.64 | 22.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P112 | 102+39.71 | 29.53' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P113 | 103+52.53 | 16.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P114 | 103+91.10 | 104.03' RT | FLAG OF CURB, 67-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P115 | 103+94.38 | 37.11' RT | FLAG OF CURB, TANGENT POINT | STH 93 NB PAVEMENT EDGE |
| P116 | 104+74.76 | 16.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P117 | 104+95.19 | 40.25' RT | FLAG OF CURB, 2.5-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P118 | 105+07.29 | 39.02' RT | FLAG OF CURB, 2.5-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P119 | 105+65.80 | 86.00' RT | FLAG OF CURB, 52-FT RADIUS POINT | STH 93 NB PAVEMENT EDGE |
| P1110 | 105+65.80 | 34.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P1111 | 105+96.76 | 30.28' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P1112 | 105+97.79 | 87.15' RT | FACE OF CURB, 100-FT RADIUS POINT | STH 121 RIGHT TURN ISLAND |
| P1113 | 106+42.67 | 15.77' LT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P1114 | 104+96.33 | 76.59' RT | FACE OF CURB, 2-FT RADIUS POINT | STH 121 RIGHT TURN ISLAND |
| P1115 | 105+13.87 | 83.35' RT | FLAG OF CURB, TAPER POINT | STH 121 WB PAVEMENT EDGE |

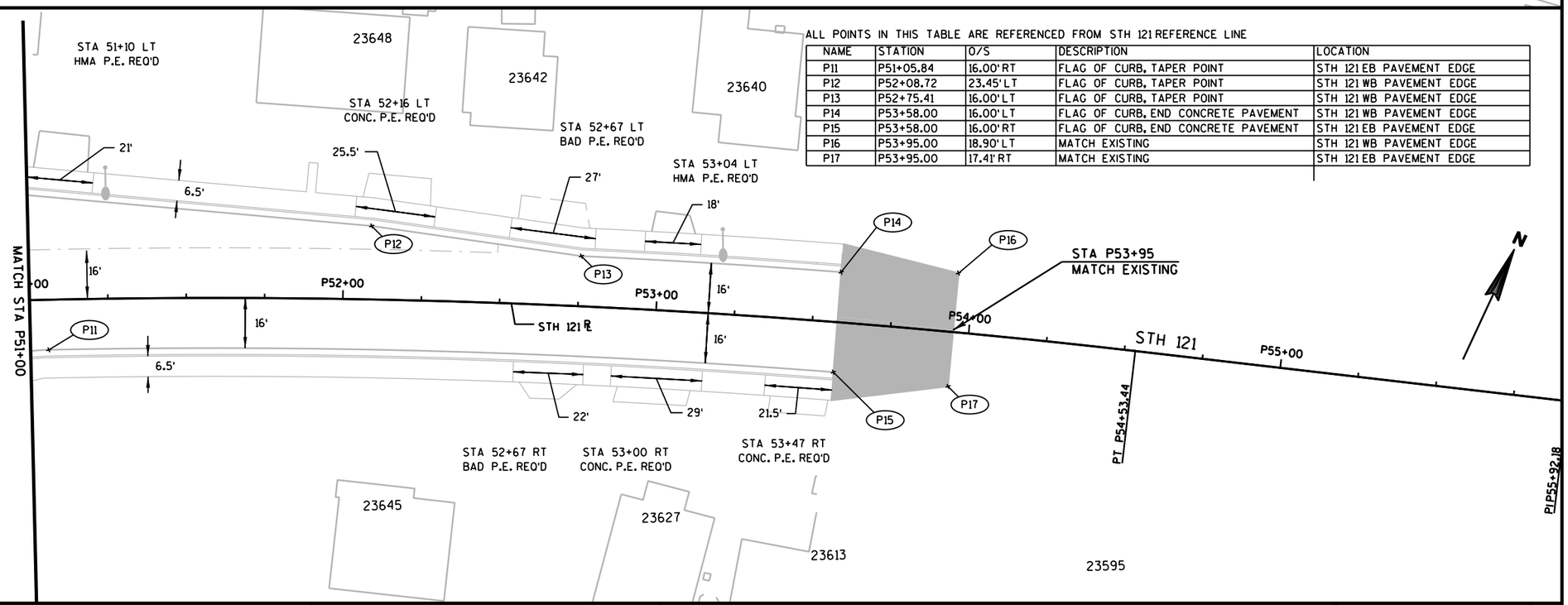
ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| SW110 | 101+75.00 | 28.00' RT | BEGIN 7.5' SW | STH 93 NB INSIDE SW |
| SW111 | 105+24.28 | 78.08' RT | END 7.5' SW | STH 121 WB SW |
| SW112 | 105+22.13 | 91.21' RT | BEGIN 6.5' SW | STH 121 WB SW |
| SW113 | 105+61.56 | 38.68' RT | BEGIN 5' SW | STH 93 NB INSIDE SW |
| SW114 | 105+97.10 | 37.00' RT | BEGIN 5' TERRACE | STH 93 NB INSIDE SW |

## LEGEND

ASPHALTIC SURFACE

**NOTE:**
SEE PLAN DETAIL FOR
ADDITIONAL INFORMATION




ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 121 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P11 | P51+05.84 | 16.00' RT | FLAG OF CURB, TAPER POINT | STH 121 EB PAVEMENT EDGE |
| P12 | P52+08.72 | 23.45' LT | FLAG OF CURB, TAPER POINT | STH 121 WB PAVEMENT EDGE |
| P13 | P52+75.41 | 16.00' LT | FLAG OF CURB, TAPER POINT | STH 121 WB PAVEMENT EDGE |
| P14 | P53+58.00 | 16.00' LT | FLAG OF CURB, END CONCRETE PAVEMENT | STH 121 WB PAVEMENT EDGE |
| P15 | P53+58.00 | 16.00' RT | FLAG OF CURB, END CONCRETE PAVEMENT | STH 121 EB PAVEMENT EDGE |
| P16 | P53+95.00 | 18.90' LT | MATCH EXISTING | STH 121 WB PAVEMENT EDGE |
| P17 | P53+95.00 | 17.41' RT | MATCH EXISTING | STH 121 EB PAVEMENT EDGE |

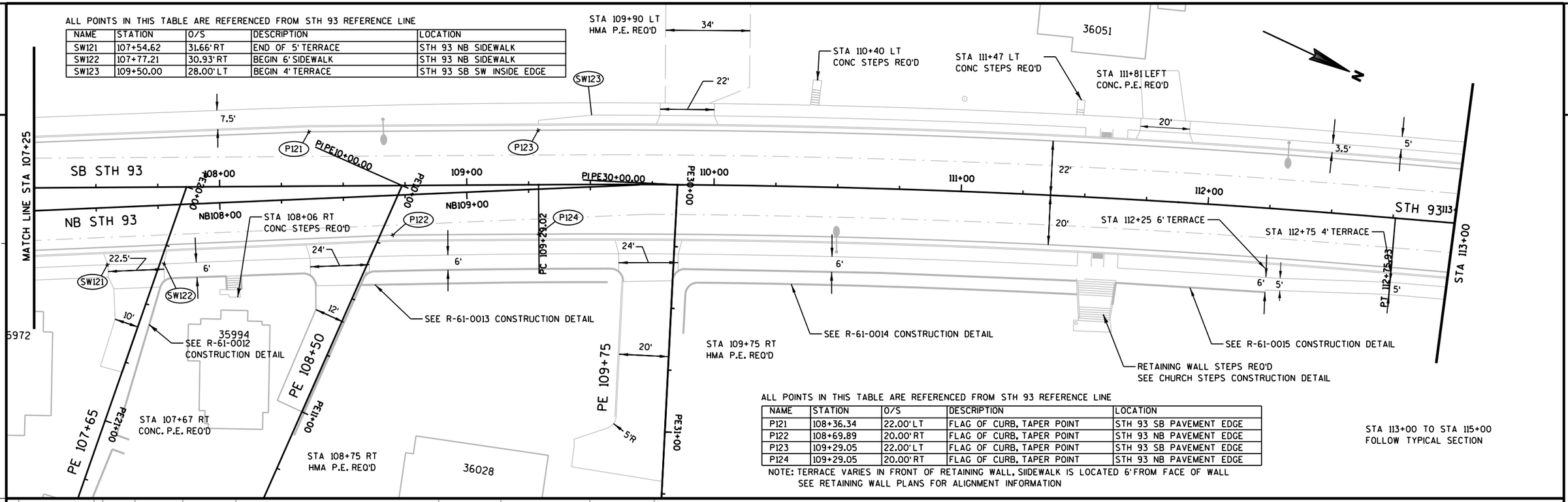
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LAYOUT DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\021408_layout.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| SW121 | 107+54.62 | 31.66' RT | END OF 5' TERRACE | STH 93 NB SIDEWALK |
| SW122 | 107+77.21 | 30.93' RT | BEGIN 6' SIDEWALK | STH 93 NB SIDEWALK |
| SW123 | 109+50.00 | 28.00' LT | BEGIN 4' TERRACE | STH 93 SB SW INSIDE EDGE |

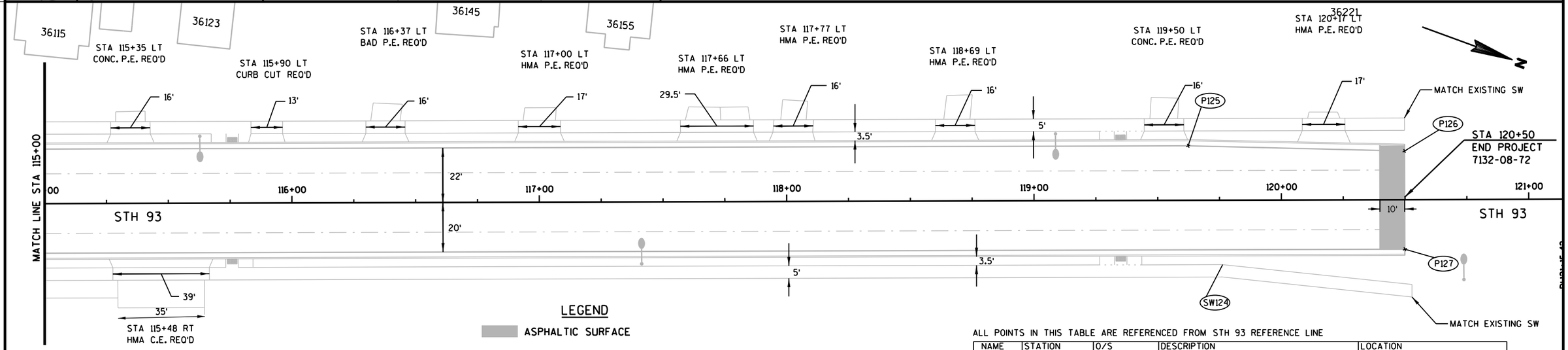



ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P121 | 108+36.34 | 22.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P122 | 108+69.89 | 20.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |
| P123 | 109+29.05 | 22.00' LT | FLAG OF CURB, TAPER POINT | STH 93 SB PAVEMENT EDGE |
| P124 | 109+29.05 | 20.00' RT | FLAG OF CURB, TAPER POINT | STH 93 NB PAVEMENT EDGE |

NOTE: TERRACE VARIES IN FRONT OF RETAINING WALL, SIIDEWALK IS LOCATED 6'FROM FACE OF WALL
SEE RETAINING WALL PLANS FOR ALIGNMENT INFORMATION

STA 113+00 TO STA 115+00
FOLLOW TYPICAL SECTION




LEGEND

ASPHALTIC SURFACE

NOTE:
SEE PLAN DETAIL FOR
ADDITIONAL INFORMATION

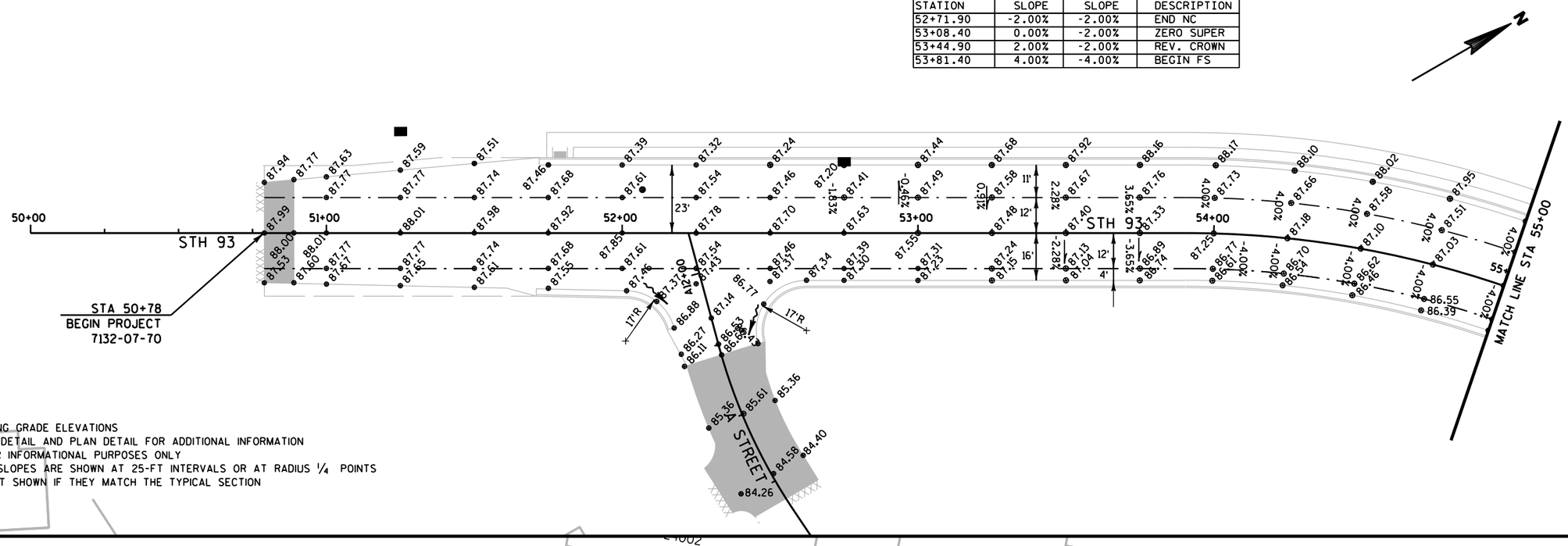
ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 93 REFERENCE LINE

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P125 | 119+65.00 | 22.00' LT | FLAG OF CURB, BEGIN MATCH TRANSITION | STH 93 SB PAVEMENT EDGE |
| P126 | 120+50.00 | 19.80' LT | FLAG OF CURB, MATCH EXISTING | STH 93 SB PAVEMENT EDGE |
| P127 | 120+50.00 | 20.00' RT | FLAG OF CURB, MATCH EXISTING | STH 93 NB PAVEMENT EDGE |
| SW124 | 119+75.00 | 26.00' RT | BEGIN SIDWALK TAPER | STH 93 NB SW INSIDE EDGE |

STA 113+00 TO STA 115+00
FOLLOW TYPICAL SECTION

SUPERELEVATION TABLE

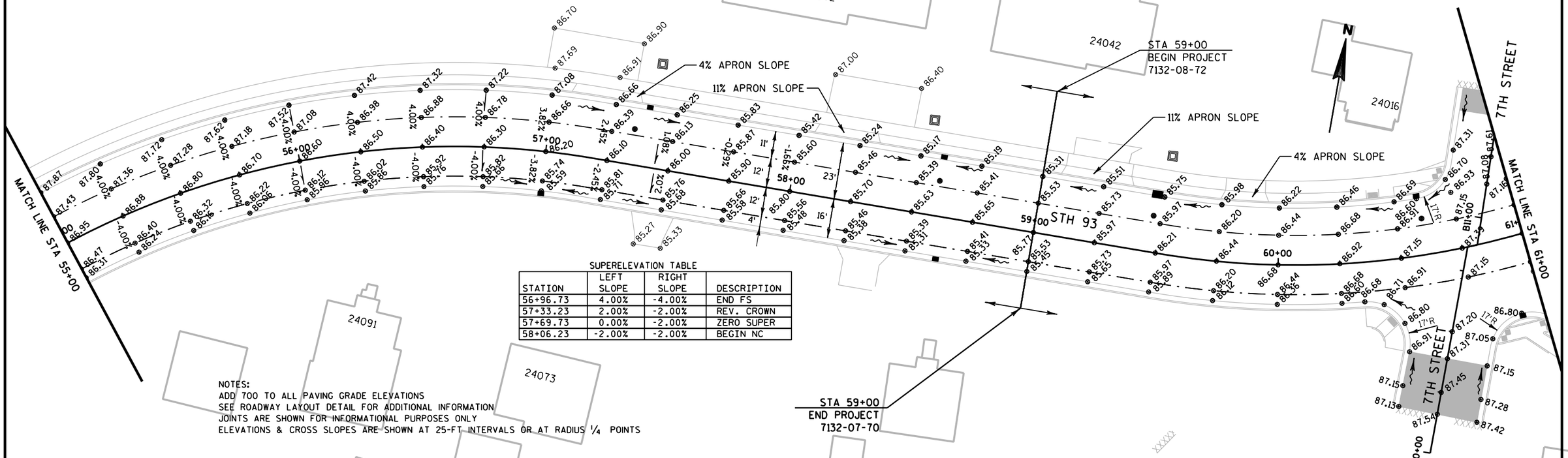
| STATION | LEFT SLOPE | RIGHT SLOPE | DESCRIPTION |
|---|---|---|---|
| 52+71.90 | -2.00% | -2.00% | END NC |
| 53+08.40 | 0.00% | -2.00% | ZERO SUPER |
| 53+44.90 | 2.00% | -2.00% | REV. CROWN |
| 53+81.40 | 4.00% | -4.00% | BEGIN FS |




LEGEND

ASPHALTIC SURFACE

NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS 1/4 POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION




SUPERELEVATION TABLE

| STATION | LEFT SLOPE | RIGHT SLOPE | DESCRIPTION |
|---|---|---|---|
| 56+96.73 | 4.00% | -4.00% | END FS |
| 57+33.23 | 2.00% | -2.00% | REV. CROWN |
| 57+69.73 | 0.00% | -2.00% | ZERO SUPER |
| 58+06.23 | -2.00% | -2.00% | BEGIN NC |

NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS 1/4 POINTS

| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PAVING DETAILS\021301_JD.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

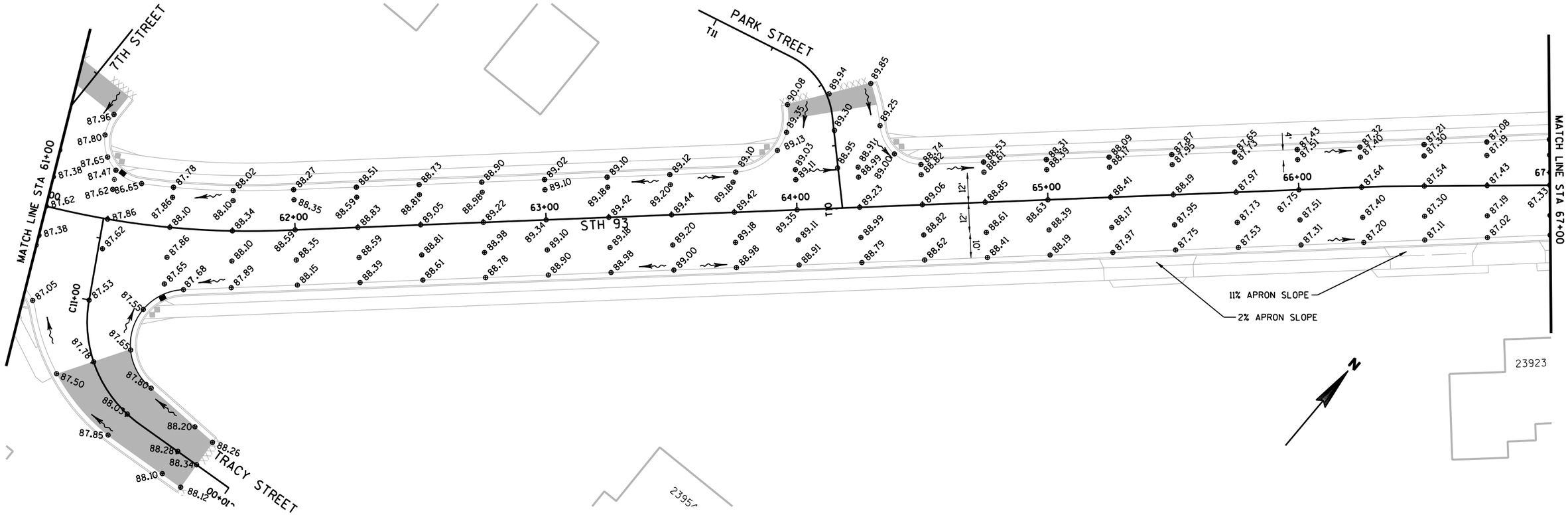
2

2

## LEGEND

ASPHALTIC SURFACE

NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS ¼ POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION

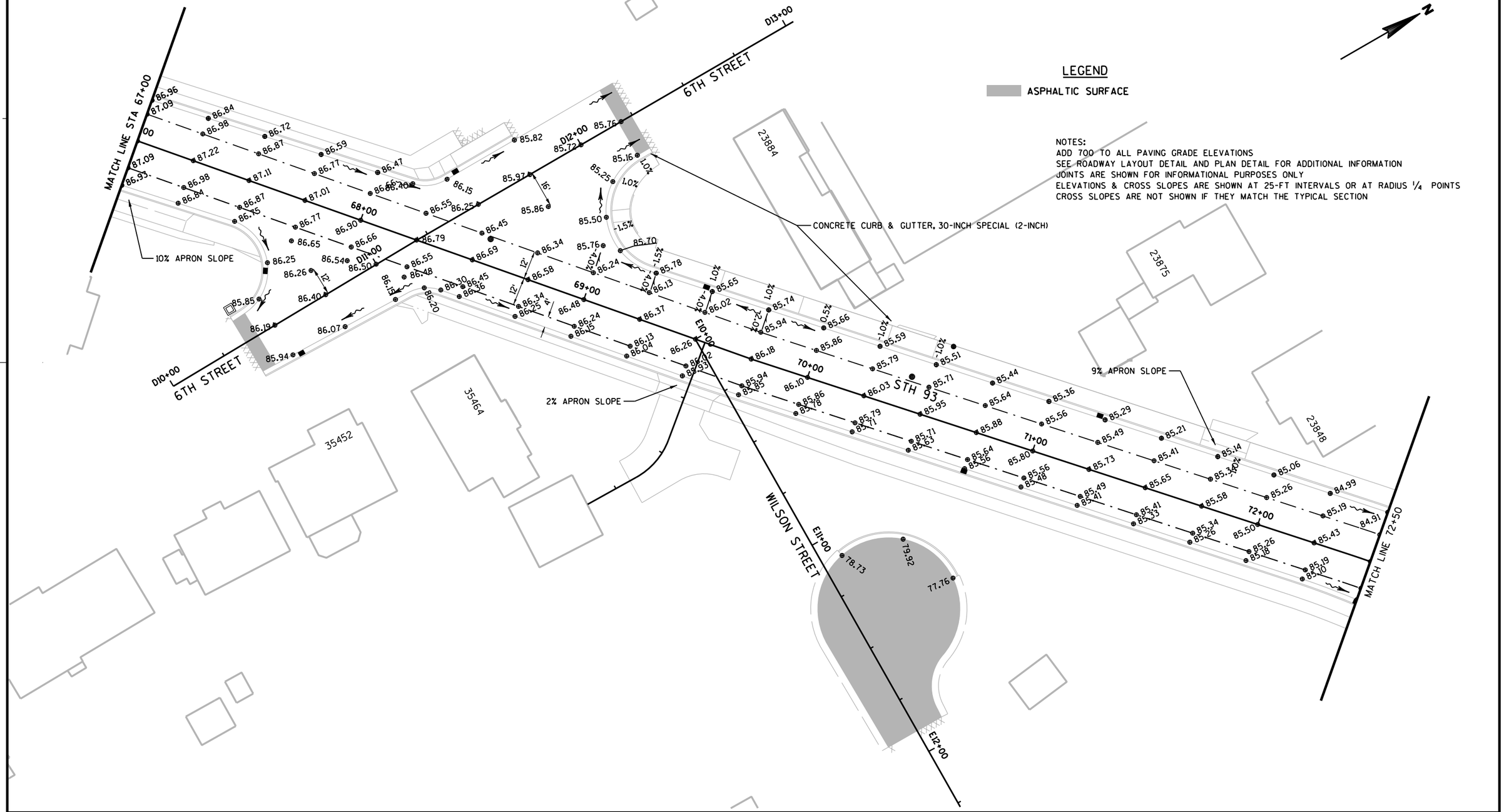



| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET 68 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PAVING DETAILS\021302_JD.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

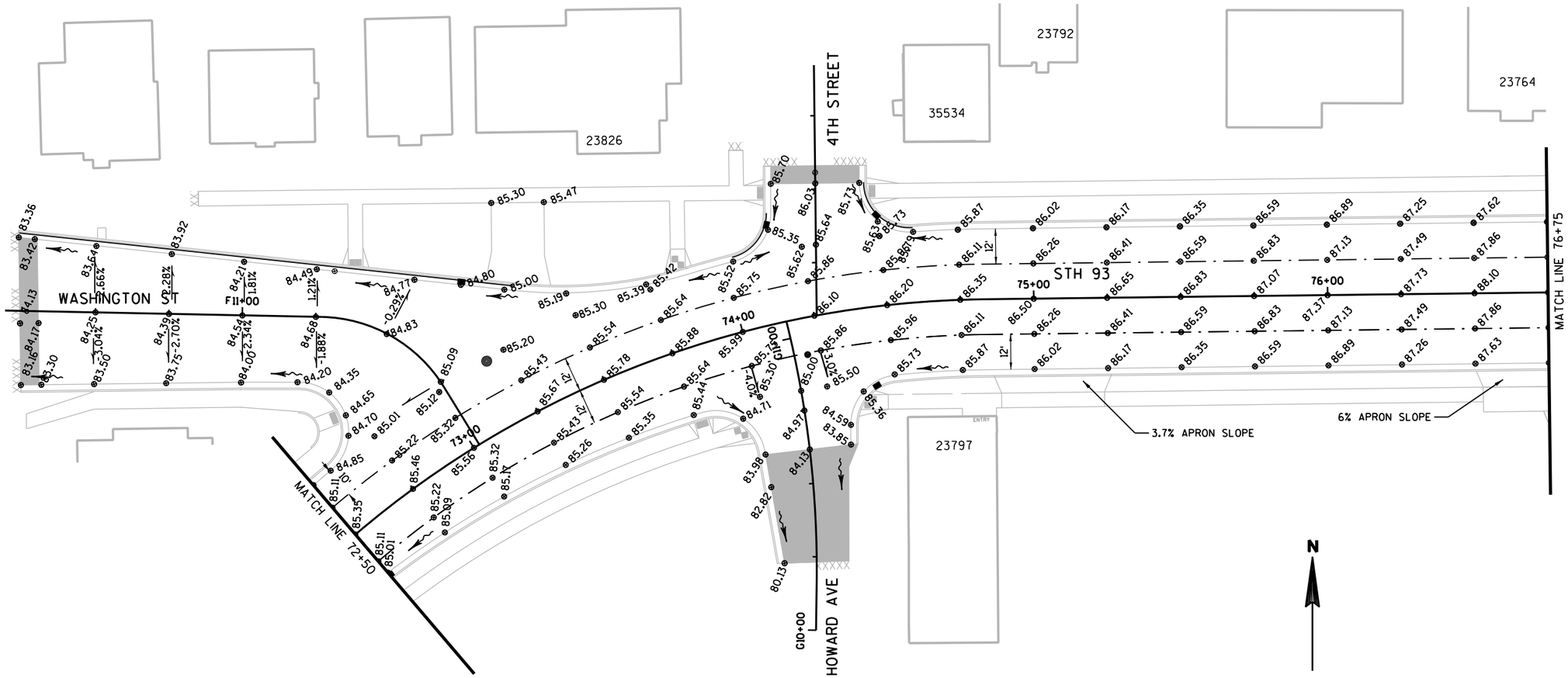
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| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PAVING DETAILS\021302A_JD.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :



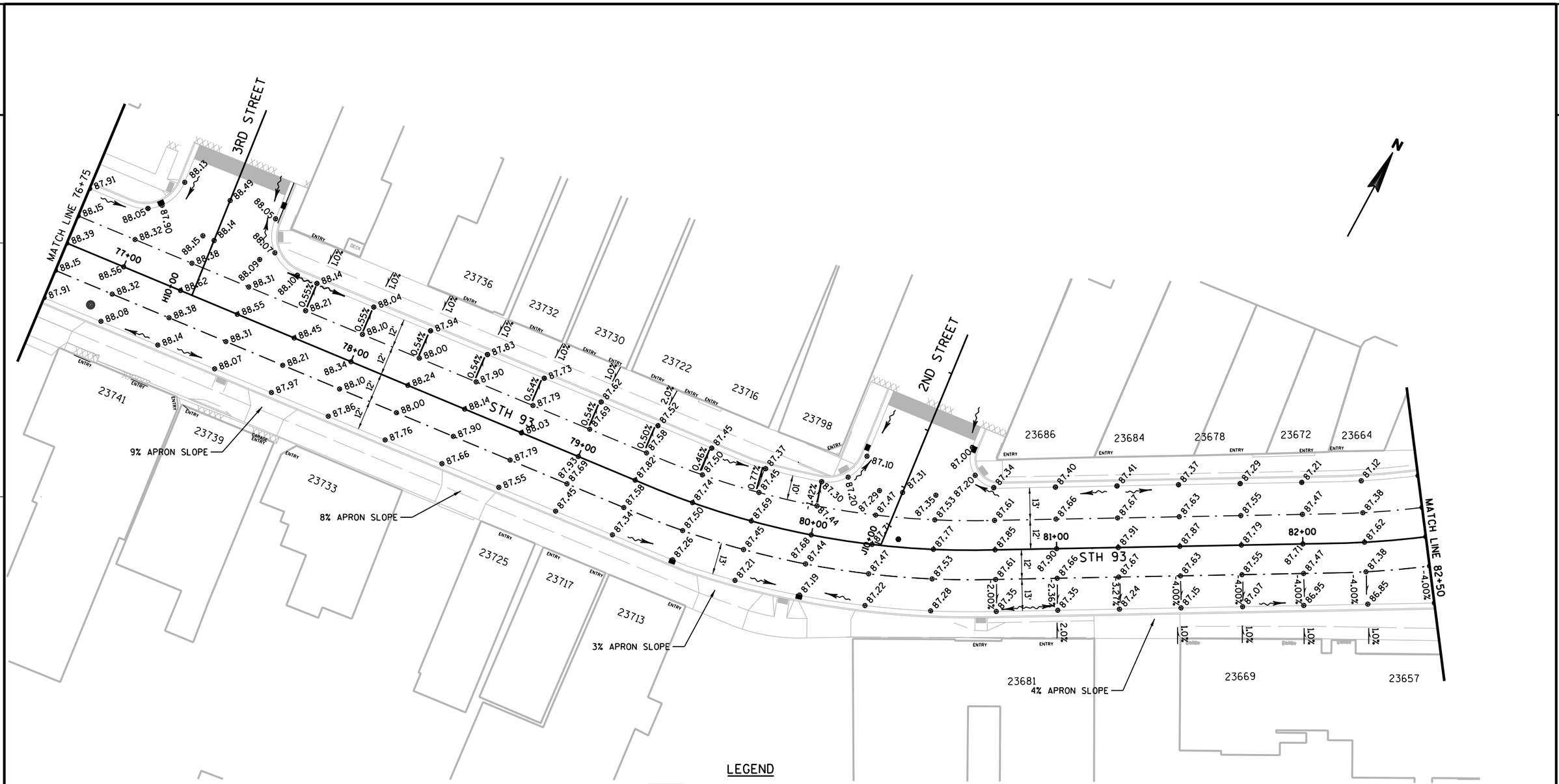

LEGEND

ASPHALTIC SURFACE

NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS ¼ POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET 70 | E |
|---|---|---|---|---|---|

2

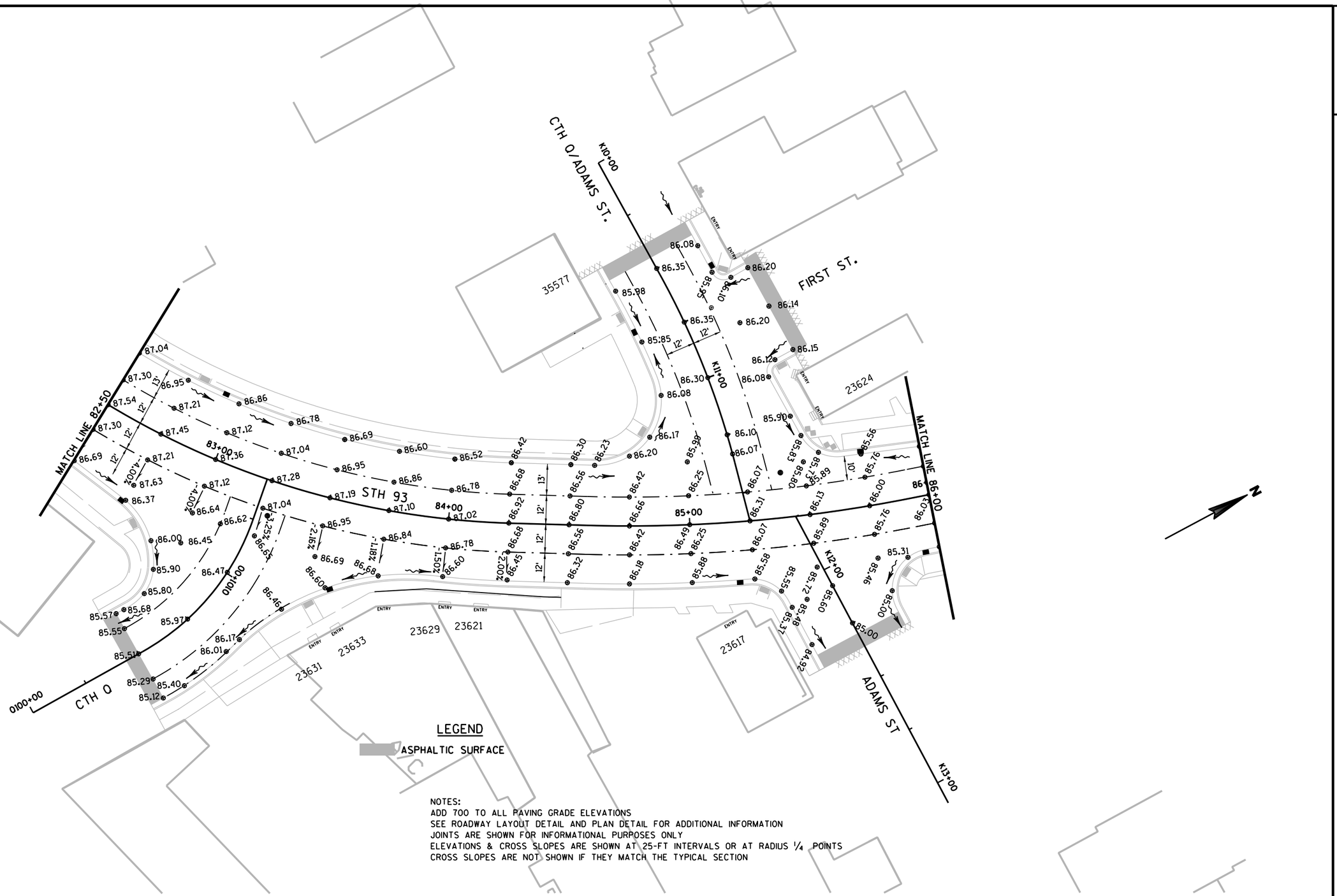



LEGEND

ASPHALTIC SURFACE

NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS ¼ POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION

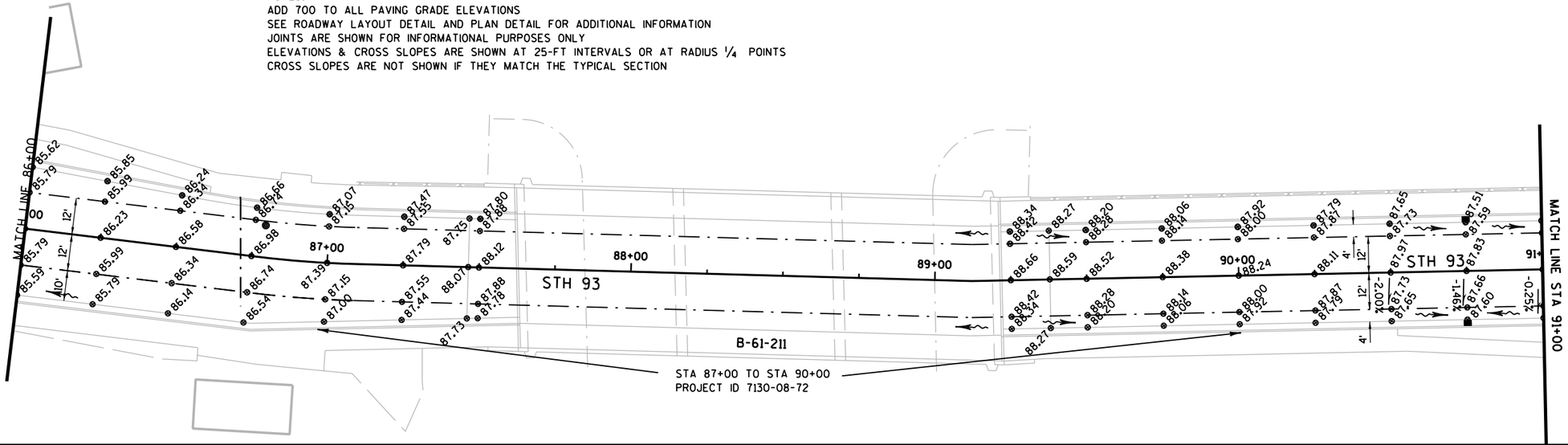
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET 71 | E |
|---|---|---|---|---|---|




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET 72 | E |
|---|---|---|---|---|---|

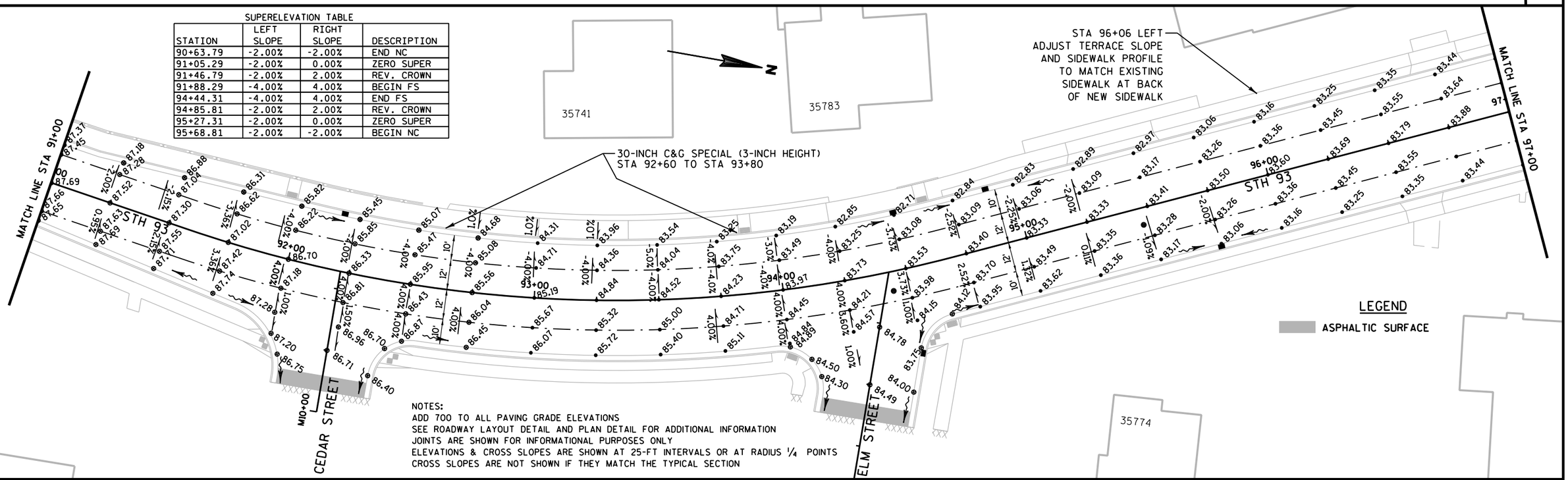
FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PAVING DETAILS\021302D_JD.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS 1/4 POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION




SUPERELEVATION TABLE

| STATION | LEFT SLOPE | RIGHT SLOPE | DESCRIPTION |
|---|---|---|---|
| 90+63.79 | -2.00% | -2.00% | END NC |
| 91+05.29 | -2.00% | 0.00% | ZERO SUPER |
| 91+46.79 | -2.00% | 2.00% | REV. CROWN |
| 91+88.29 | -4.00% | 4.00% | BEGIN FS |
| 94+44.31 | -4.00% | 4.00% | END FS |
| 94+85.81 | -2.00% | 2.00% | REV. CROWN |
| 95+27.31 | -2.00% | 0.00% | ZERO SUPER |
| 95+68.81 | -2.00% | -2.00% | BEGIN NC |

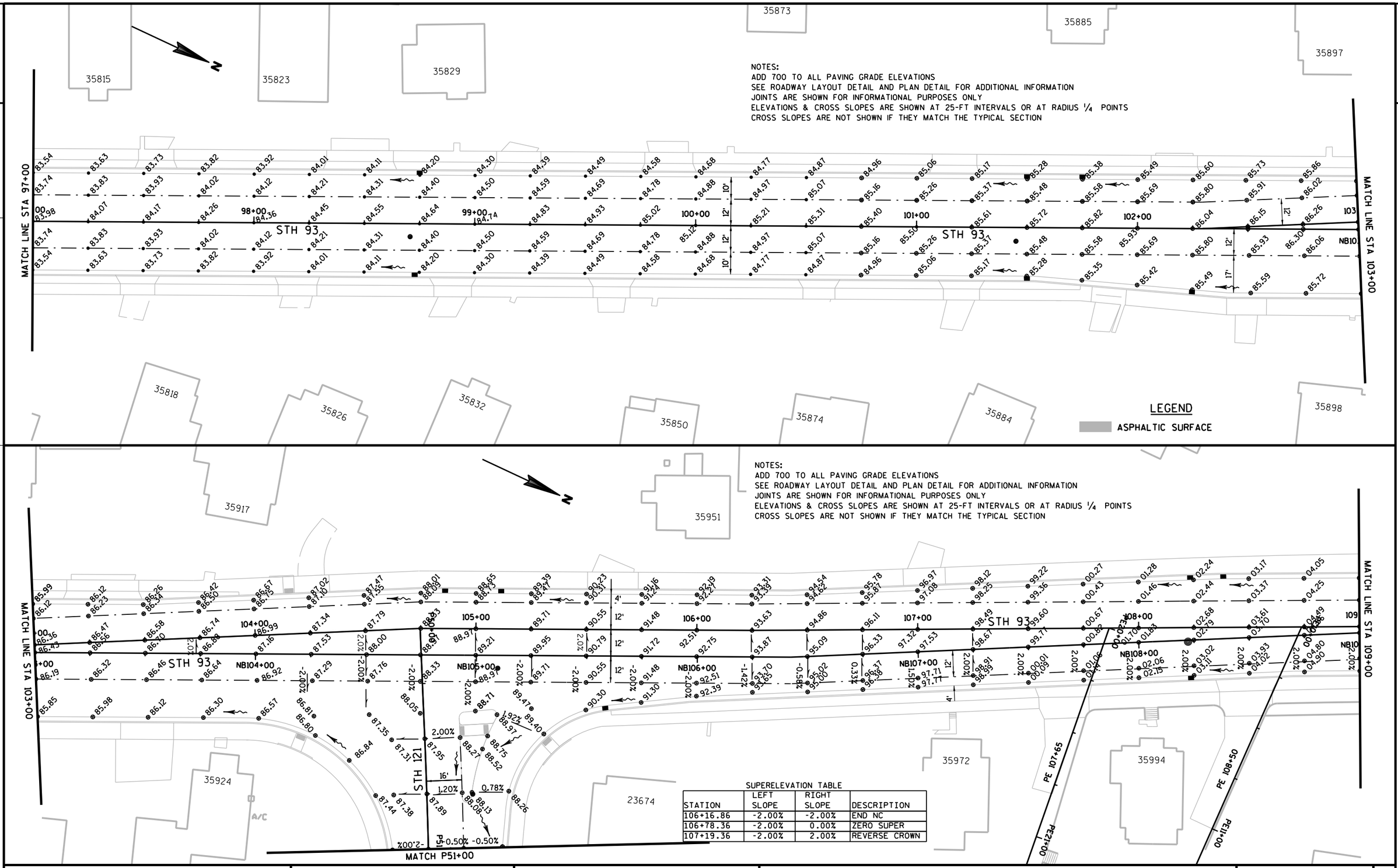



NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS 1/4 POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION

| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET E |
|---|---|---|---|---|



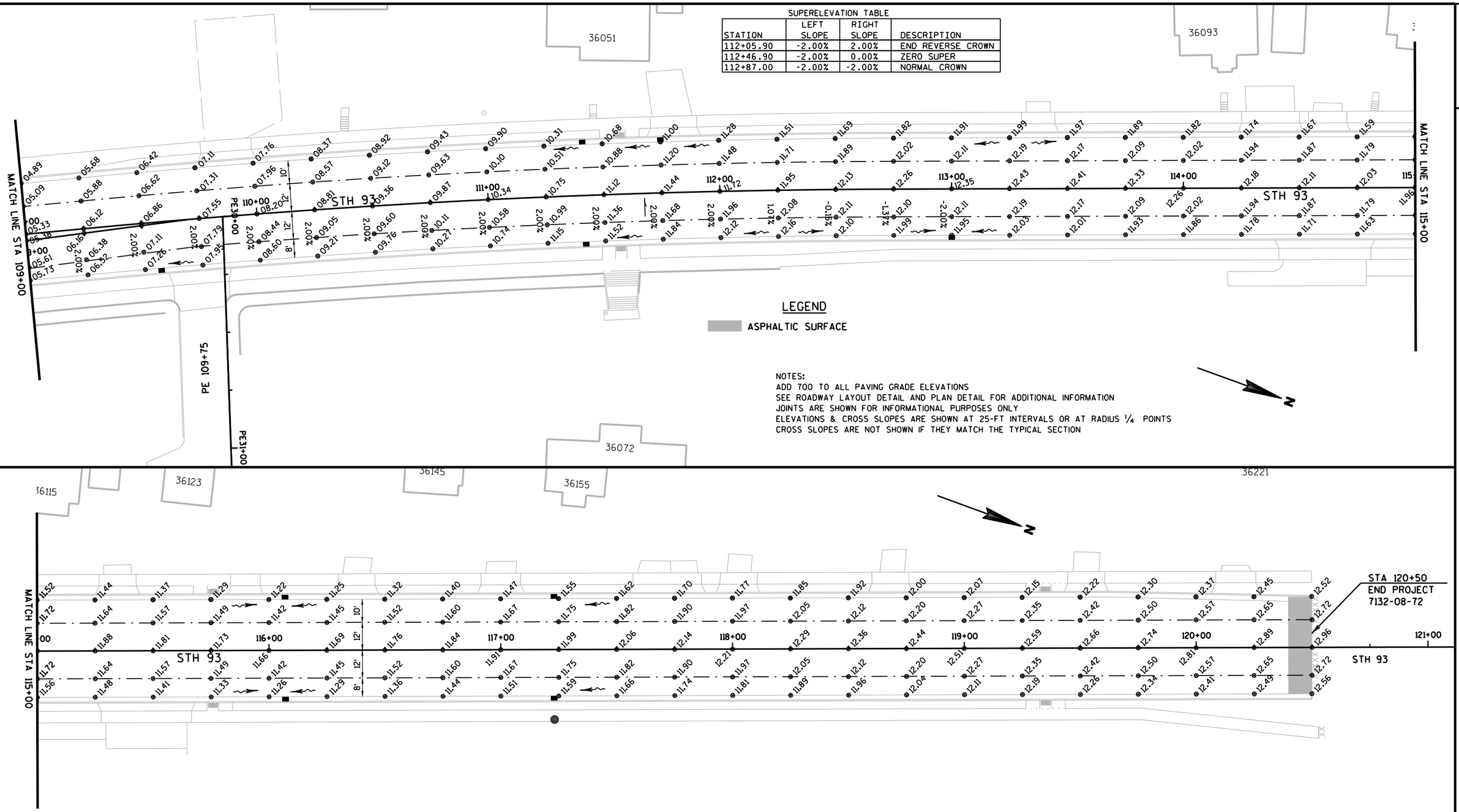
FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PAVING DETAILS\021304_JD.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET 74 | E |
|---|---|---|---|---|---|

SUPERELEVATION TABLE

| STATION | LEFT SLOPE | RIGHT SLOPE | DESCRIPTION |
|---|---|---|---|
| 112+05.90 | -2.00% | 2.00% | END REVERSE CROWN |
| 112+46.90 | -2.00% | 0.00% | ZERO SUPER |
| 112+87.00 | -2.00% | -2.00% | NORMAL CROWN |




NOTES:
ADD .00 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS ¼ POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION

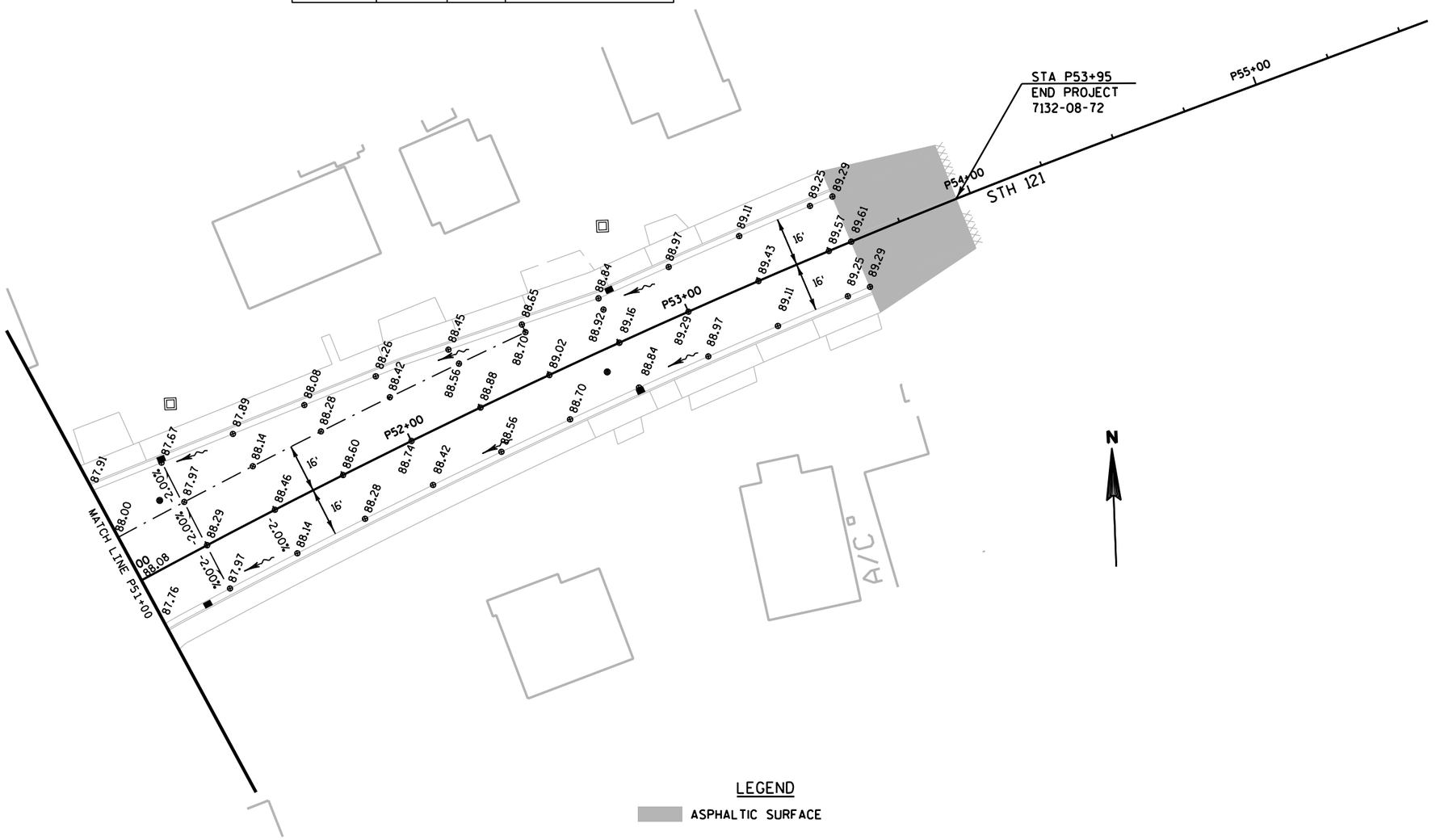
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET 75 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PAVING DETAILS\021306_JD.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

STH 121 SUPERELEVATION TABLE

| STATION | LEFT SLOPE | RIGHT SLOPE | DESCRIPTION |
|---|---|---|---|
| 50+50.00 | +2.00% | -2.00% | BEGIN TRANSITION |
| 51+25.00 | -2.00% | -2.00% | BEGIN NORMAL CROWN |




LEGEND

ASPHALTIC SURFACE

NOTES:
ADD 700 TO ALL PAVING GRADE ELEVATIONS
SEE ROADWAY LAYOUT DETAIL AND PLAN DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
ELEVATIONS & CROSS SLOPES ARE SHOWN AT 25-FT INTERVALS OR AT RADIUS ¼ POINTS
CROSS SLOPES ARE NOT SHOWN IF THEY MATCH THE TYPICAL SECTION

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVING DETAIL | SHEET | E |
|---|---|---|---|---|---|

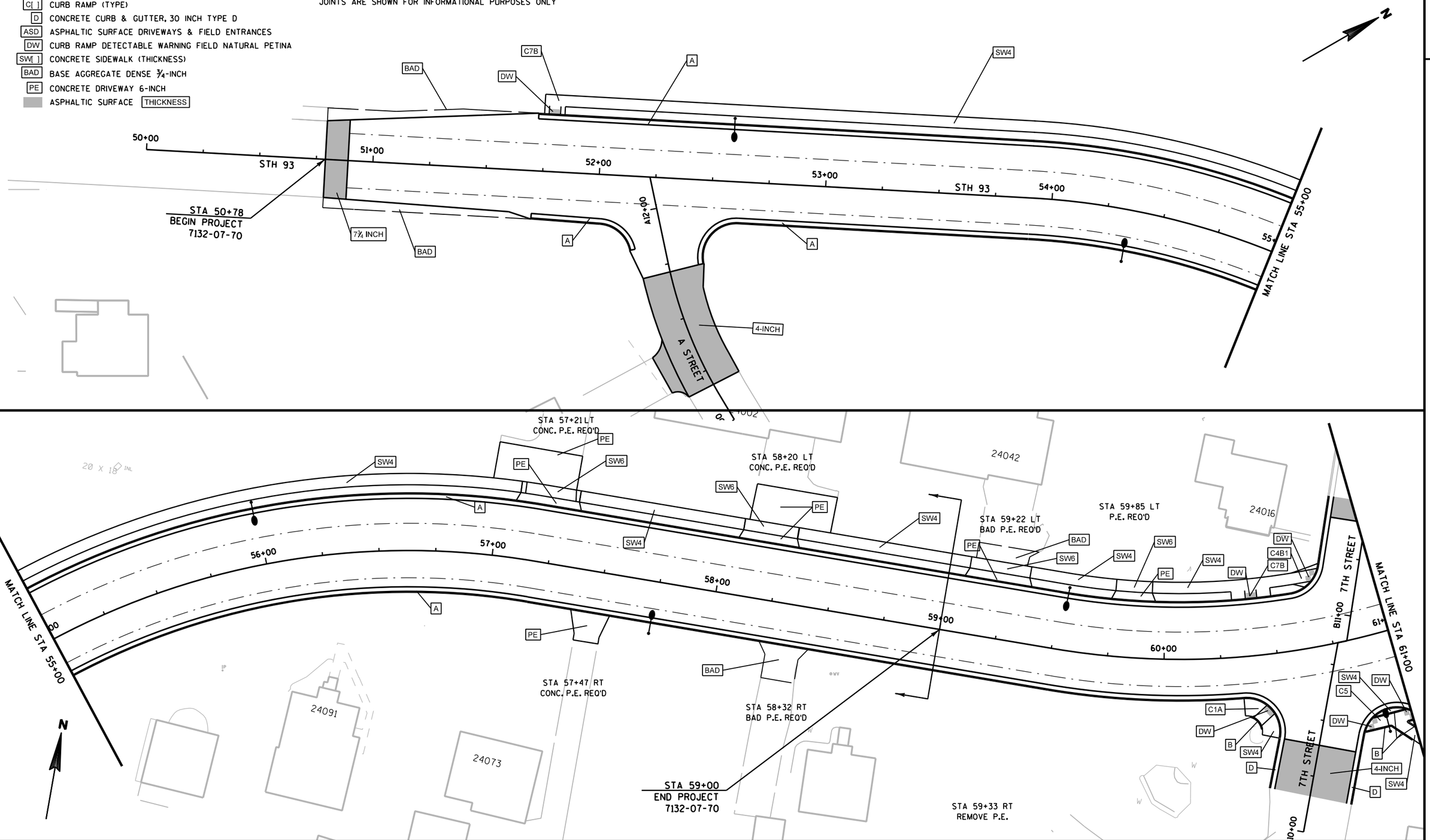


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WISDOT/CADDS SHEET 42

LEGEND

- A CONCRETE CURB & GUTTER, 30 INCH TYPE A
- B PEDESTRIAN CURB
- C[ ] CURB RAMP (TYPE)
- D CONCRETE CURB & GUTTER, 30 INCH TYPE D
- ASD ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- DW CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA
- SW[ ] CONCRETE SIDEWALK (THICKNESS)
- BAD BASE AGGREGATE DENSE ¾-INCH
- PE CONCRETE DRIVEWAY 6-INCH
- ASPHALTIC SURFACE THICKNESS

NOTES:
SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY




| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET 77 E |
|---|---|---|---|---|

2

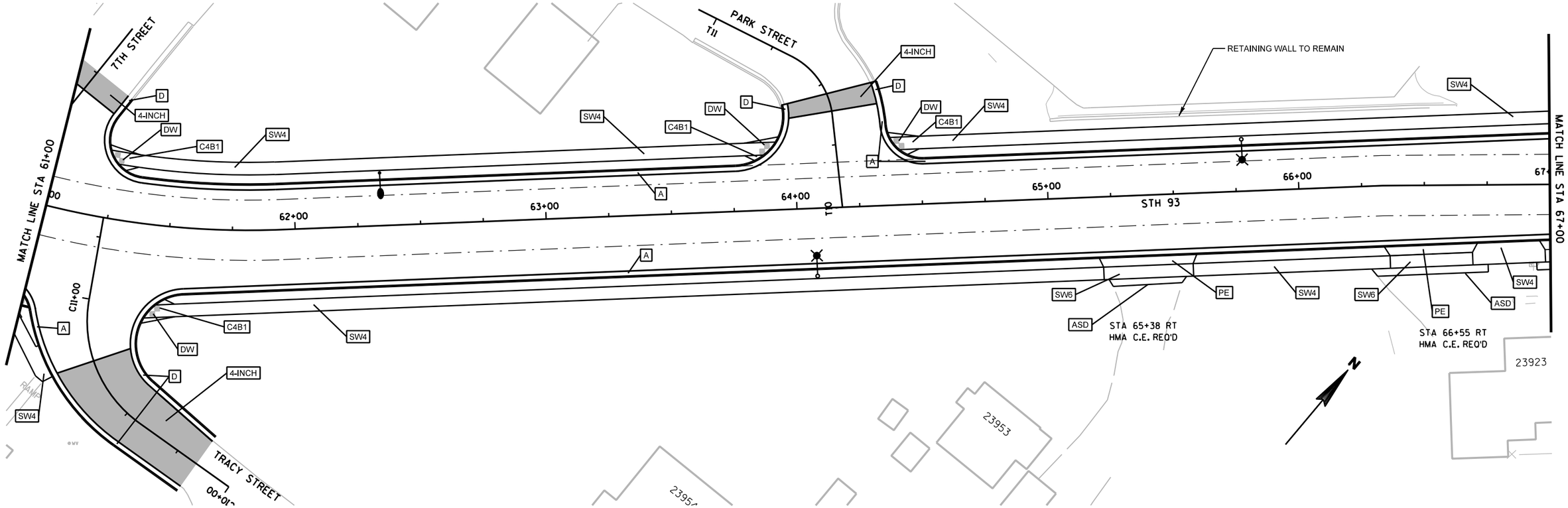
2

LEGEND

- A CONCRETE CURB & GUTTER, 30 INCH TYPE A
- B PEDESTRIAN CURB
- C[ ] CURB RAMP (TYPE)
- D CONCRETE CURB & GUTTER, 30 INCH TYPE D
- ASD ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- DW CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA
- SW[ ] CONCRETE SIDEWALK (THICKNESS)
- BAD BASE AGGREGATE DENSE 3/4-INCH
- PE CONCRETE DRIVEWAY 6-INCH
- ASPHALTIC SURFACE THICKNESS

NOTES:

SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET 78 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PLAN DETAILS\023102_pl.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

LEGEND

- A CONCRETE CURB & GUTTER, 30 INCH TYPE A
- B PEDESTRIAN CURB
- C[ ] CURB RAMP (TYPE)
- D CONCRETE CURB & GUTTER, 30 INCH TYPE D
- ASD ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- DW CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA
- SW[ ] CONCRETE SIDEWALK (THICKNESS)
- BAD BASE AGGREGATE DENSE ¾-INCH
- PE CONCRETE DRIVEWAY 6-INCH
- ASPHALTIC SURFACE THICKNESS

NOTES:

SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

N

MATCH LINE STA 67+00

STH 93

6TH STREET

WILSON STREET

D10+00
D11+00
D12+00
D13+00
E10+00
E11+00
E12+00
68+00
69+00
70+00
71+00
72+00

SW4 SW6 DW A C1 C1A C4A C4B1 D 4-INCH PE BAD ASD

TOPSOIL & SEED

STA 67+15 RT
HMA C.E. REQ'D

DRIVEWAY CURB REQ'D

STA 69+50 RT
CONC. P.E. REQ'D

PE 69+50

STA 69+70 LT
CONC. C.E. REQ'D

30-INCH C&G SPECIAL (2-INCH)

USE 6-INCH SIDEWALK ADJACENT TO 23884
STARTING AT BUILDING CORNER

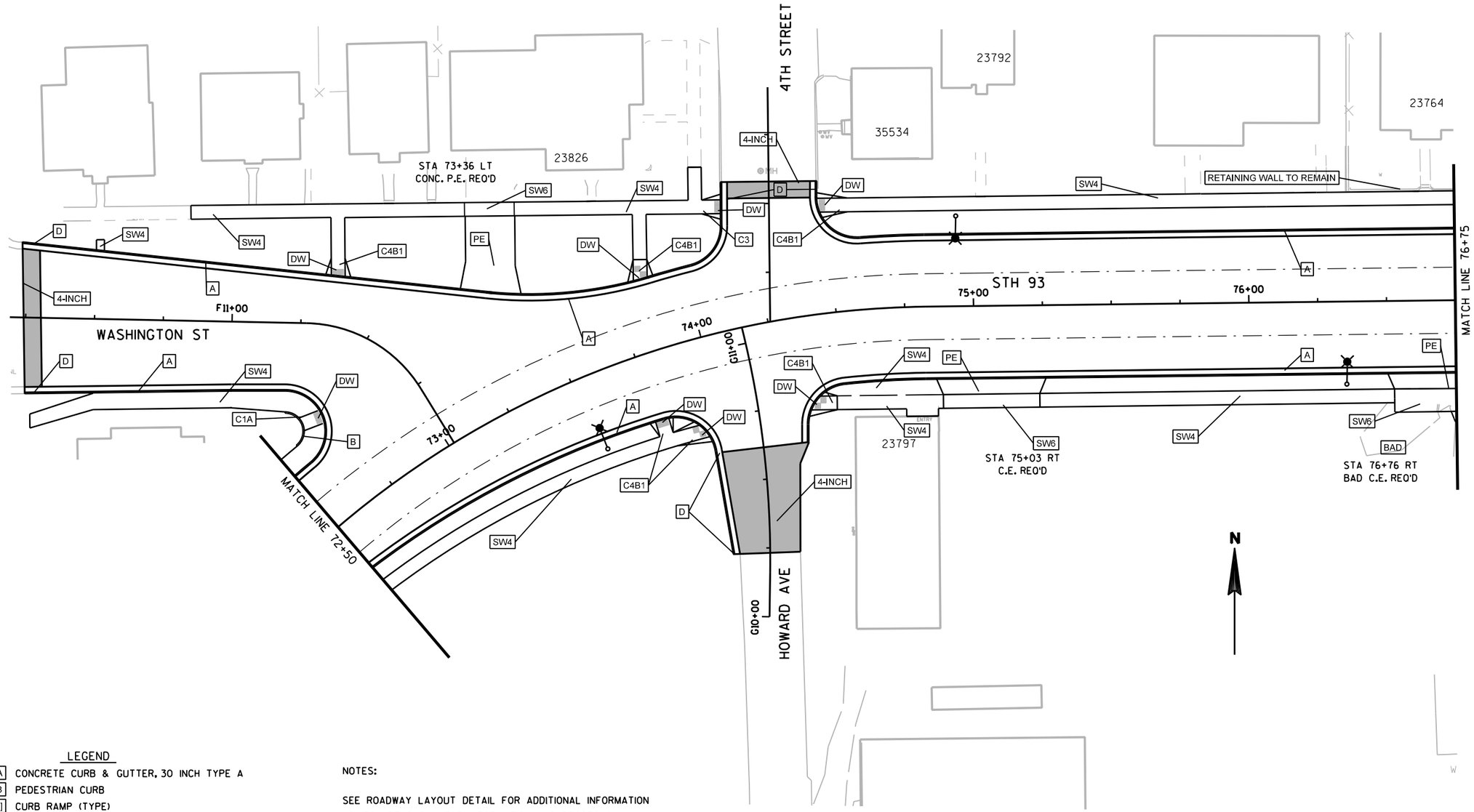
STA 70+38 LT
BAD P.E. REQ'D

STA 71+77 LT
CONC. P.E. REQ'D

23884 23875 23848 35464 35452

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET 79 | E |
|---|---|---|---|---|---|

2



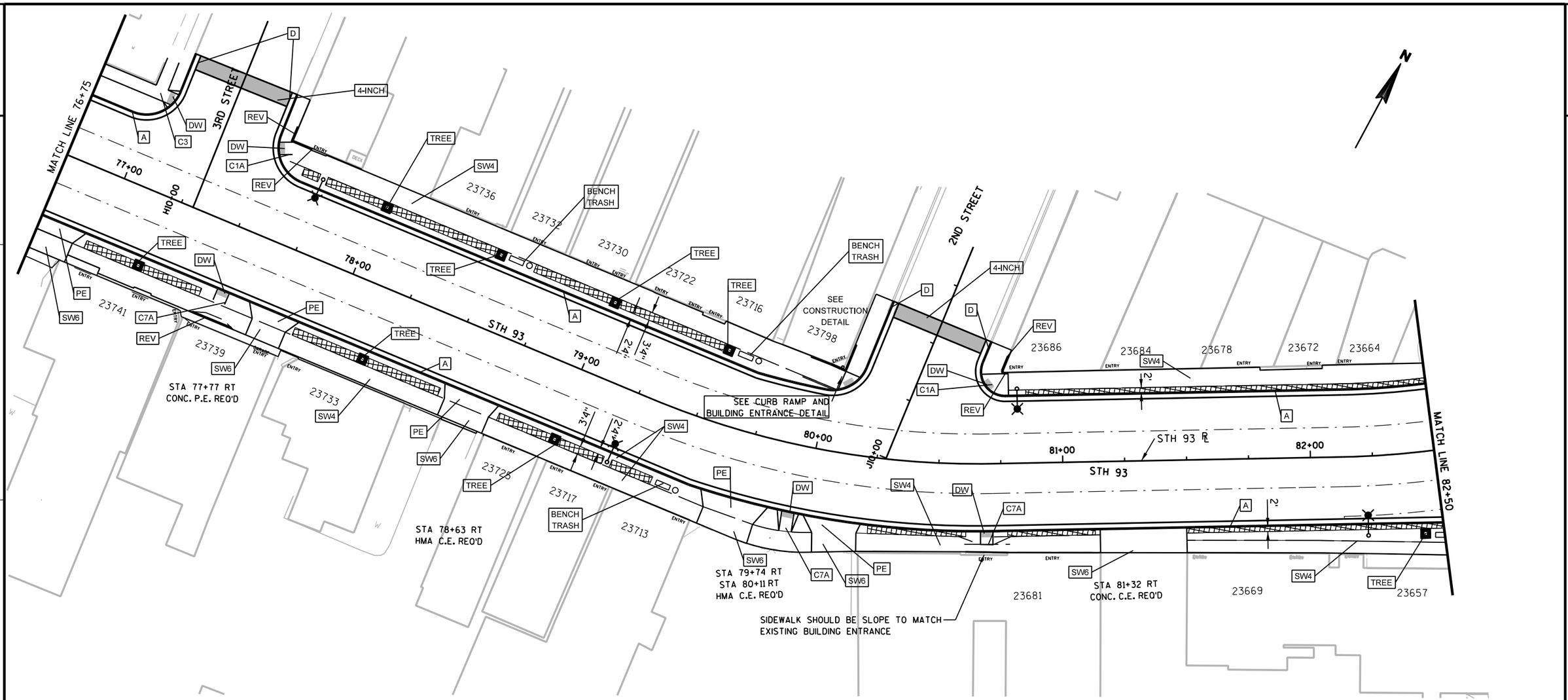

LEGEND

- A CONCRETE CURB & GUTTER, 30 INCH TYPE A
- B PEDESTRIAN CURB
- C[ ] CURB RAMP (TYPE)
- D CONCRETE CURB & GUTTER, 30 INCH TYPE D
- ASD ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- DW CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA
- SW[ ] CONCRETE SIDEWALK (THICKNESS)
- BAD BASE AGGREGATE DENSE ¾-INCH
- PE CONCRETE DRIVEWAY 6-INCH
- ASPHALTIC SURFACE THICKNESS

NOTES:

SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET 80 | E |
|---|---|---|---|---|---|




LEGEND

| | |
|---|---|
| A | CONCRETE CURB & GUTTER, 30 INCH TYPE A |
| REV | REVEAL CURB |
| C[ ] | CURB RAMP (TYPE) |
| D | CONCRETE CURB & GUTTER, 30 INCH TYPE D |
| ASD | ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES |
| DW | CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA |
| SW[ ] | CONCRETE SIDEWALK (THICKNESS) |
| REV | REVEAL CURB |
| PE | CONCRETE DRIVEWAY 6-INCH |
| | ASPHALTIC SURFACE THICKNESS |
| | STAMP AND COLOR CONC. SW 4-INCH & CONC. SW 4-INCH |
| TREE | TREE GRATE |
| BENCH TRASH | METAL BENCH, TRASH RECEPTACLE |

NOTES:

SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION

JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET 81 E |
|---|---|---|---|---|

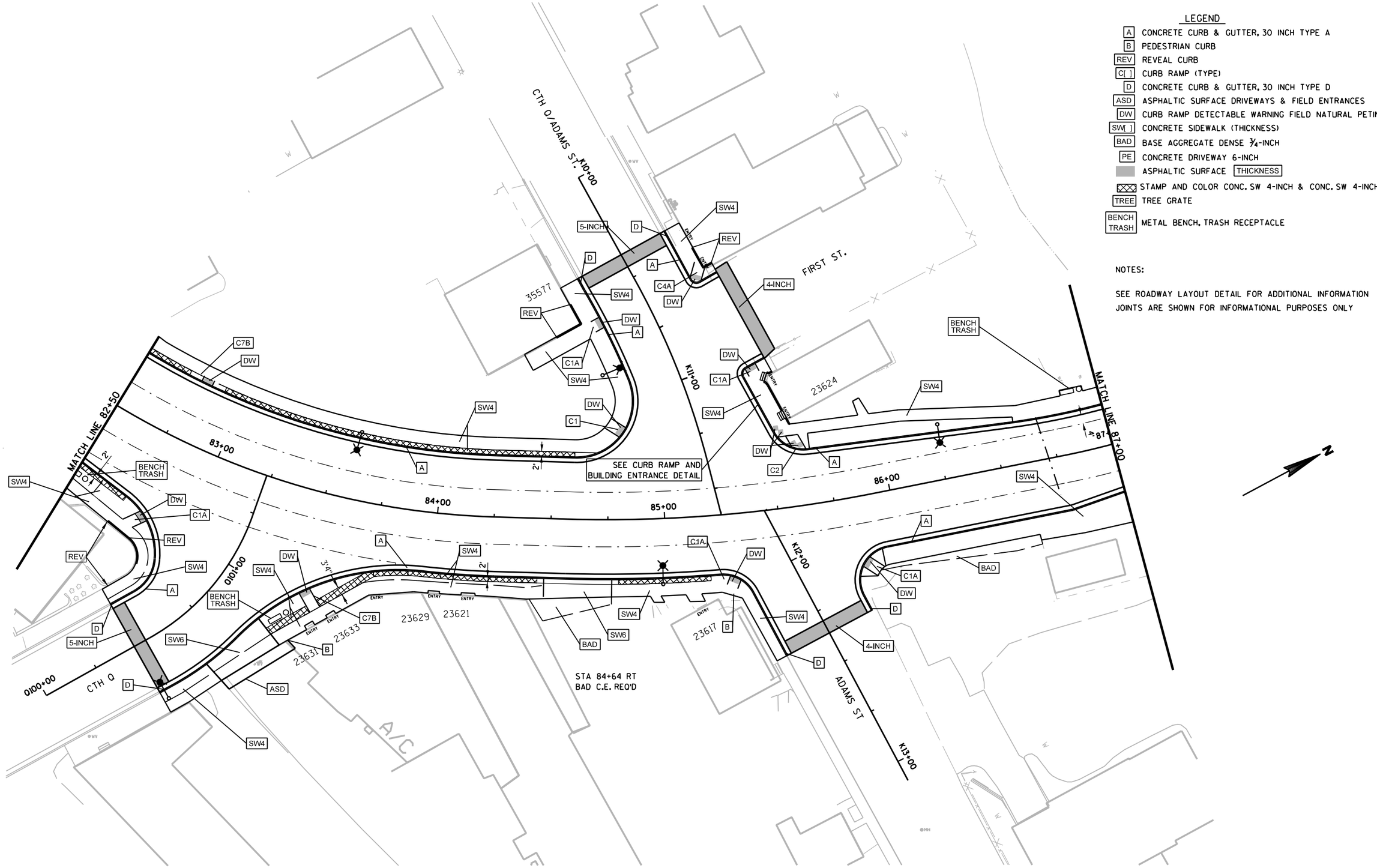
2

LEGEND

- A — CONCRETE CURB & GUTTER, 30 INCH TYPE A
- B — PEDESTRIAN CURB
- REV — REVEAL CURB
- C[ ] — CURB RAMP (TYPE)
- D — CONCRETE CURB & GUTTER, 30 INCH TYPE D
- ASD — ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- DW — CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA
- SW[ ] — CONCRETE SIDEWALK (THICKNESS)
- BAD — BASE AGGREGATE DENSE ¾-INCH
- PE — CONCRETE DRIVEWAY 6-INCH
- ASPHALTIC SURFACE THICKNESS
- STAMP AND COLOR CONC. SW 4-INCH & CONC. SW 4-INCH
- TREE — TREE GRATE
- BENCH TRASH — METAL BENCH, TRASH RECEPTACLE

NOTES:

SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET | E |
|---|---|---|---|---|---|

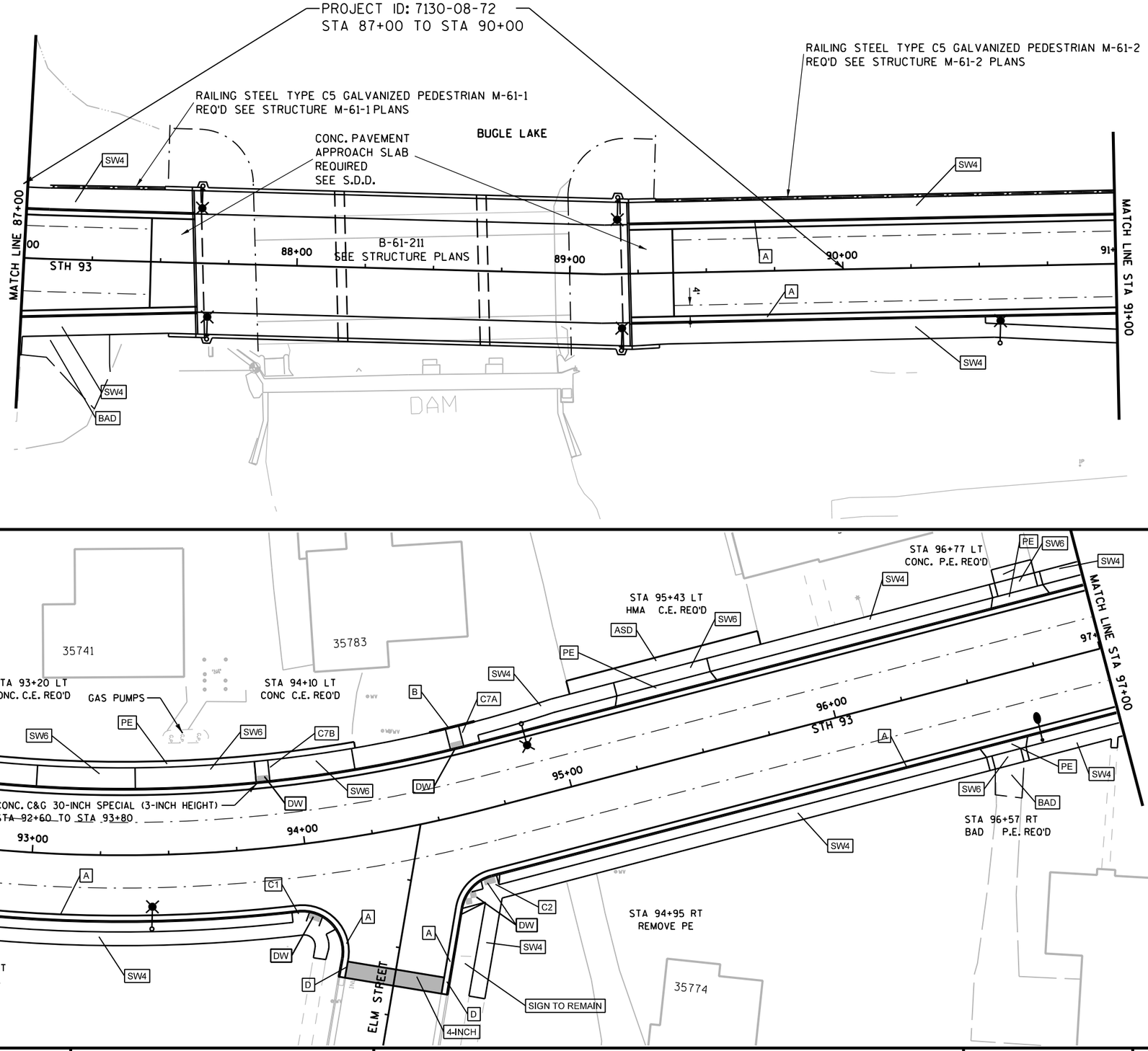


FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PLAN DETAILS\023102D_pl.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

LEGEND

- A CONCRETE CURB & GUTTER, 30 INCH TYPE A
- B PEDESTRIAN CURB
- C[ ] CURB RAMP (TYPE)
- D CONCRETE CURB & GUTTER, 30 INCH TYPE D
- ASD ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- DW CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA
- SW[ ] CONCRETE SIDEWALK (THICKNESS)
- BAD BASE AGGREGATE DENSE ¾-INCH
- PE CONCRETE DRIVEWAY 6-INCH
- ASPHALTIC SURFACE THICKNESS

NOTES:
SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY




| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET | E |
|---|---|---|---|---|---|

2

35815 35823 35829 35873 35885 35897

STA 97+55 LT BAD P.E. REQ'D

STA 98+42 LT CONC. P.E. REQ'D

STA 98+58 LT CONC. P.E. REQ'D

STA 99+20 LT CONC. P.E. REQ'D

STA 99+88 LT CONC. P.E. REQ'D

STA 101+17 LT P.E. REQ'D

STA 102+20 LT HMA P.E. REQ'D

MATCH LINE STA 97+00

98+00 99+00 100+00 101+00 102+00 103

STH 93

STH 93 ℄

NB10

MATCH LINE STA 103+00

STA 97+54 RT BAD P.E. REQ'D

STA 98+20 RT BAD P.E. REQ'D

STA 98+92 RT CONC. P.E. REQ'D

STA 99+62 RT HMA P.E. REQ'D

STA 100+54 RT BAD P.E. REQ'D

STA 101+22 RT HMA P.E. REQ'D

STA 101+87 RT BAD P.E. REQ'D

STA 102+47 RT CONC. STEPS REQ'D HMA P.E. REQ'D

STA 102+95 RT CONC. STEPS REQ'D SEE DETAIL

35818 35826 35898

**LEGEND**

| | |
|---|---|
| A | CONCRETE CURB & GUTTER, 30 INCH TYPE A |
| B | PEDESTRIAN CURB |
| C[ ] | CURB RAMP (TYPE) |
| ASD | ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES |
| DW | CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA |
| SW[ ] | CONCRETE SIDEWALK (THICKNESS) |
| BAD | BASE AGGREGATE DENSE ¾-INCH |
| PE | CONCRETE DRIVEWAY 6-INCH |
| G | CONCRETE CURB TYPE G |

NOTES:

SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
SEE CONSTRUCTION DETAIL FOR ISLAND CORNER

* SEE ISLAND CORNER DETAIL

STA 104+27 LT BAD P.E. REQ'D

STA 103+34 LT CONC. P.E. REQ'D

STA 105+63 LT CONC. P.E. REQ'D

STA 107+05 LT HMA P.E. REQ'D

35917 35951

MATCH LINE STA 103+00

STH 93

104+00 105+00 106+00 107+00 108+00 109

STH 93 ℄

P50+00

NB104+00 NB105+00 NB106+00 NB107+00 NB108+00 NB10

STA 103+83 RT CONC. STEP REQ'D SEE DETAIL

STA 103+63 RT CONC. P.E. REQ'D

STH 121 ℄

STH 121

P51+00

MATCH P51+00

35924 23674

STA 107+16 RT CONC. STEPS REQ'D SEE DETAIL

STA 107+65 RT CONC. P.E. REQ'D SEE PLAN AND PROFILE

35972

RETAINING WALL CONC. STEPS AND GALV. PIPE RAILING REQ'D SEE DETAIL

PE 107+65

PE 107+00

PE 108+50

PE 109+00

35994

RETAINING WALL REQ'D SEE R-61-12 PLANS

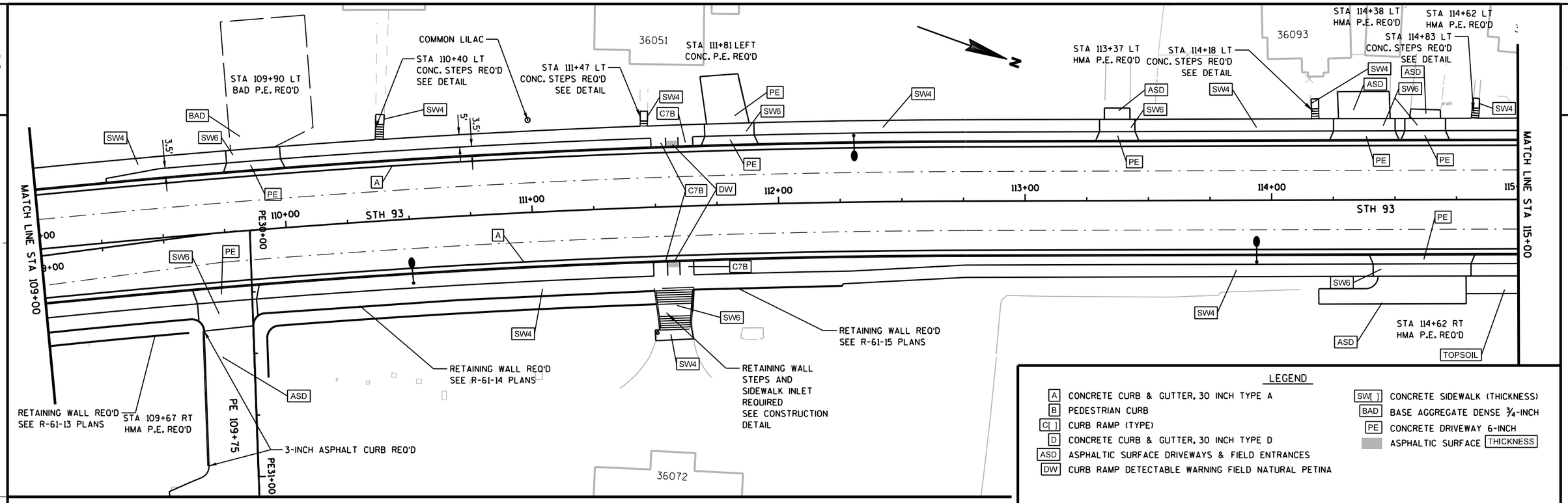
STA 108+75 RT HMA P.E. REQ'D SEE PLAN AND PROFILE

RETAINING WALL STEPS REQ'D SEE DETAIL

RETAINING WALL REQ'D SEE R-61-13 PLANS

MATCH LINE STA 109+00

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET 84 | E |
|---|---|---|---|---|---|

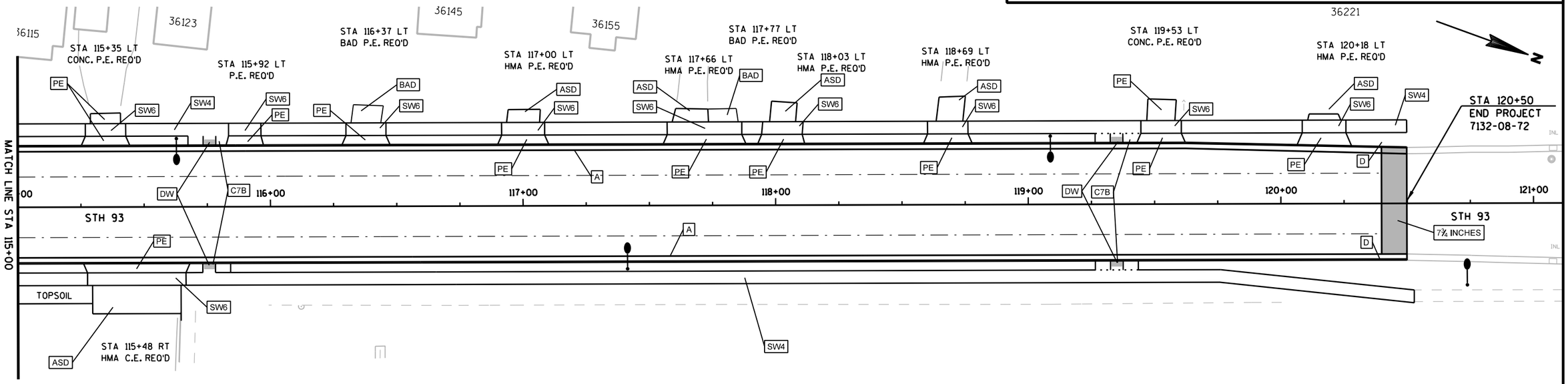



LEGEND

| | |
|---|---|
| A | CONCRETE CURB & GUTTER, 30 INCH TYPE A |
| B | PEDESTRIAN CURB |
| C[ ] | CURB RAMP (TYPE) |
| D | CONCRETE CURB & GUTTER, 30 INCH TYPE D |
| ASD | ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES |
| DW | CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA |
| SW[ ] | CONCRETE SIDEWALK (THICKNESS) |
| BAD | BASE AGGREGATE DENSE ¾-INCH |
| PE | CONCRETE DRIVEWAY 6-INCH |
| | ASPHALTIC SURFACE THICKNESS |

NOTES:

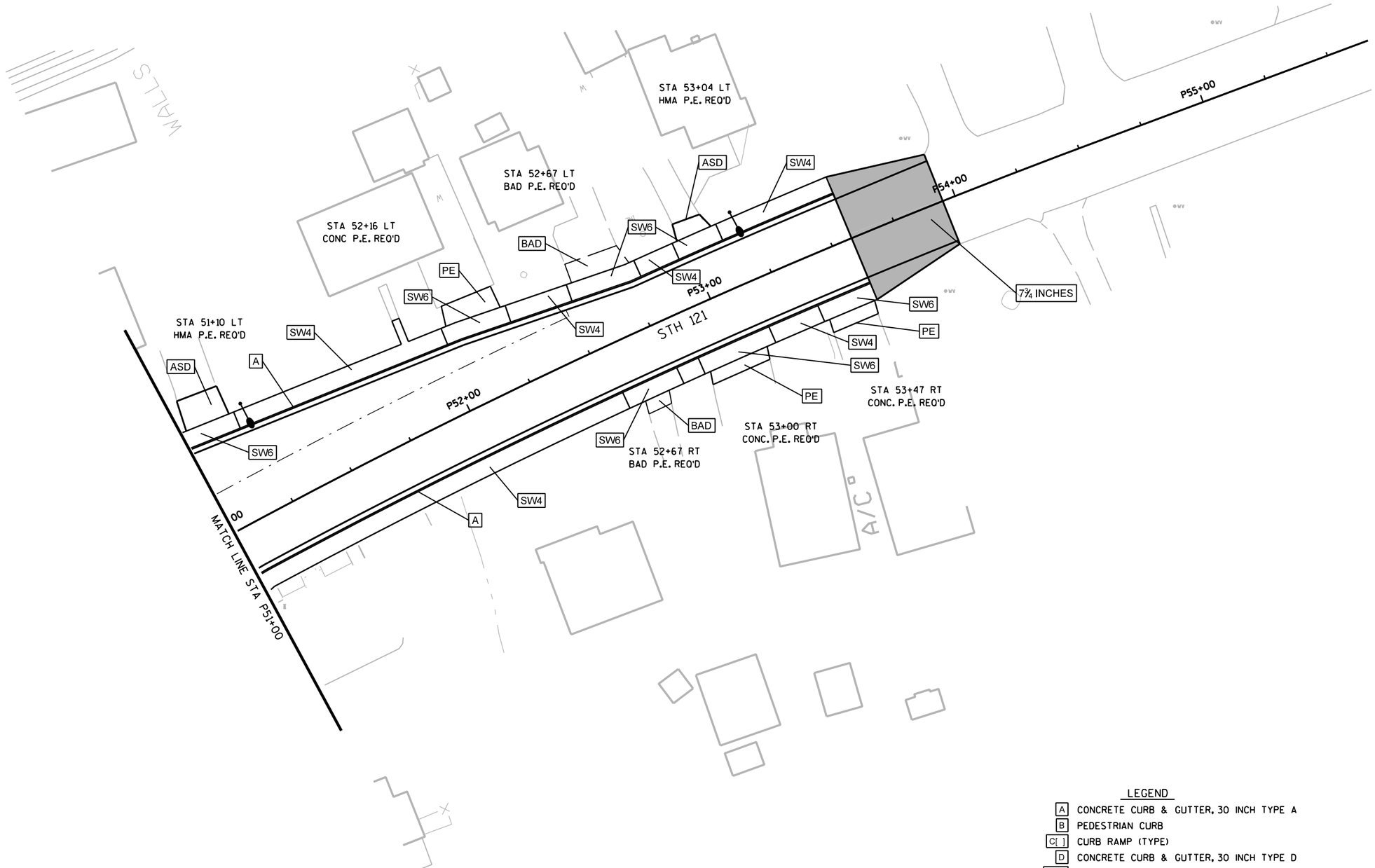
SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PLAN DETAILS\023106_pl.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42




NOTES:

SEE ROADWAY LAYOUT DETAIL FOR ADDITIONAL INFORMATION
JOINTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

LEGEND

- [A] CONCRETE CURB & GUTTER, 30 INCH TYPE A
- [B] PEDESTRIAN CURB
- [C[ ]] CURB RAMP (TYPE)
- [D] CONCRETE CURB & GUTTER, 30 INCH TYPE D
- [ASD] ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- [DW] CURB RAMP DETECTABLE WARNING FIELD NATURAL PETINA
- [SW[ ]] CONCRETE SIDEWALK (THICKNESS)
- [BAD] BASE AGGREGATE DENSE ¾-INCH
- [PE] CONCRETE DRIVEWAY 6-INCH
- ASPHALTIC SURFACE [THICKNESS]

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN DETAIL | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\PLAN DETAILS\023107_pl.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

STA 51+25.00, 34.00' LT
MS-A INLET MEDIAN 2 GRATES
(NO SLOPE)
52.2

STA 52+75.00, 24.50' LT
H-S INLETS 3 FT DIAMETER
52.1

STA 50+78
BEGIN PROJECT
7132-08-72

R/W

TLE

50+00

51+00

52+00

53+00

54+00

55+00

STH 93

A12+00

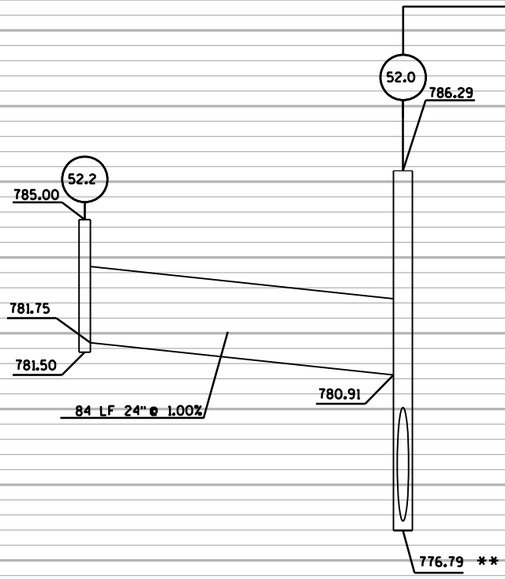
A STREET

MAHUTGA

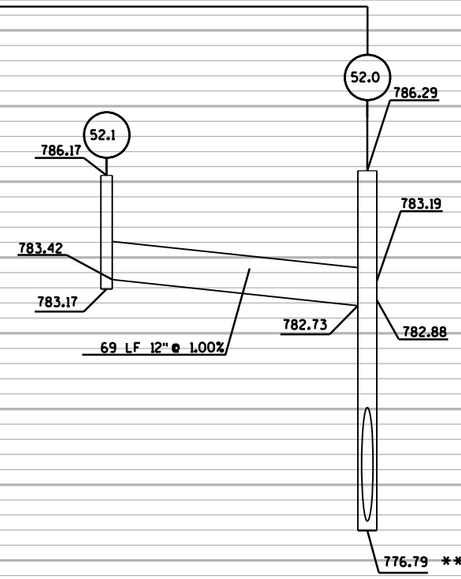
REBARCHEK

* STA 52+06.80, 14.70' LT
J MANHOLES 5-FT DIAMETER
52.0

* CONCRETE COLLARS FOR PIPE REQ'D




** FIELD INVESTIGATION REQUIRED FOR DEPTH



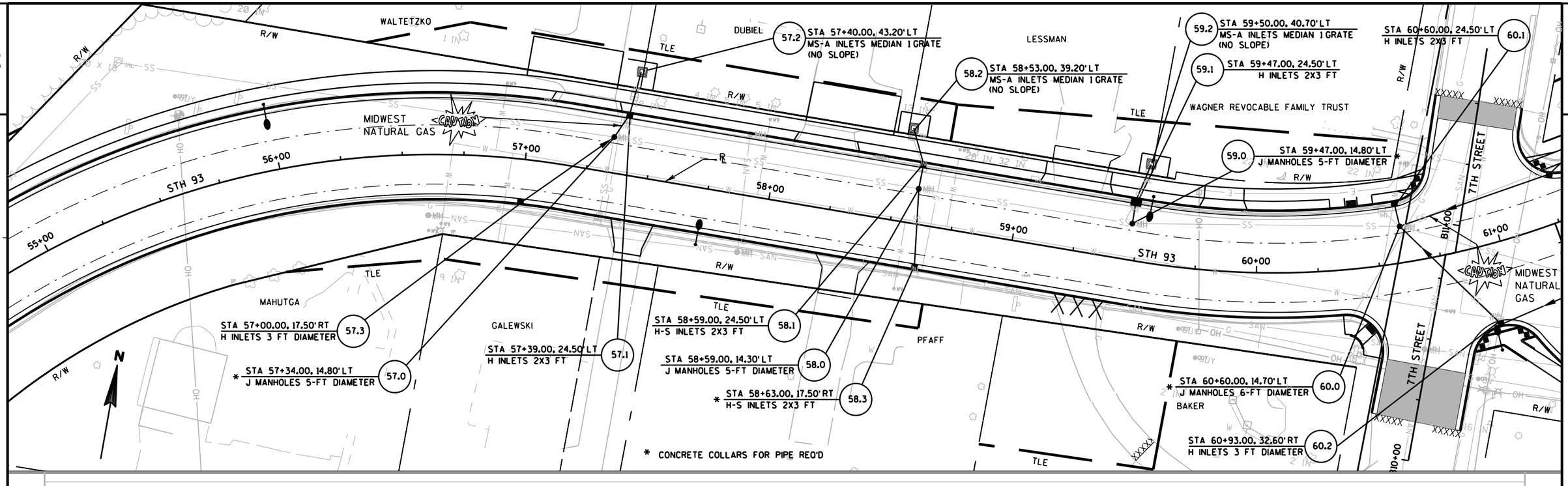

** FIELD INVESTIGATION REQUIRED FOR DEPTH

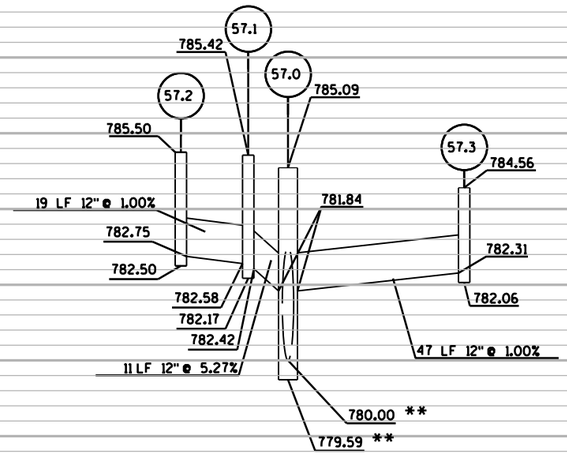
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 1 OF 14 | SHEET E |
|---|---|---|---|---|---|

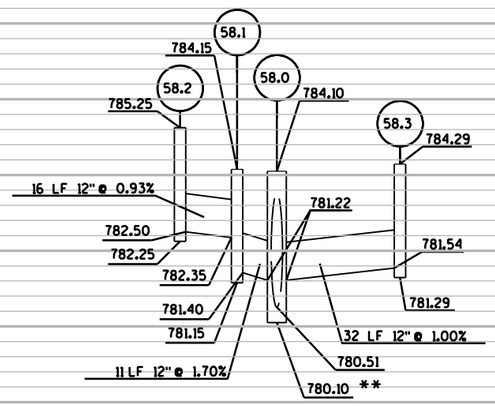


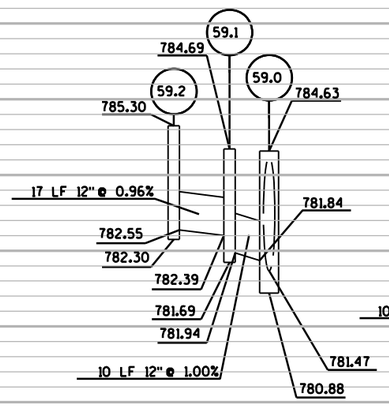
FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022501_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

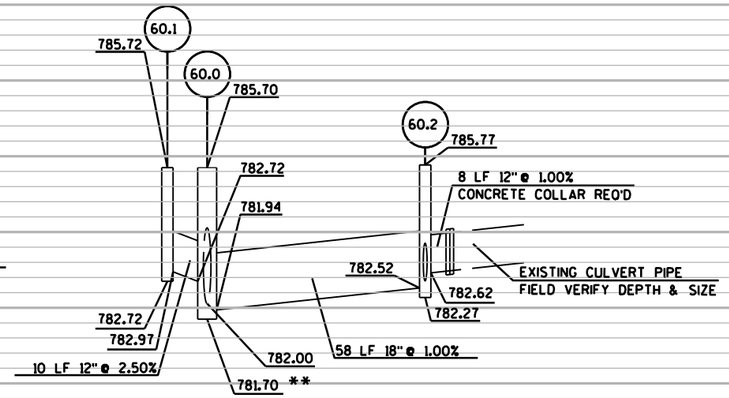
WISDOT/CADDS SHEET 41



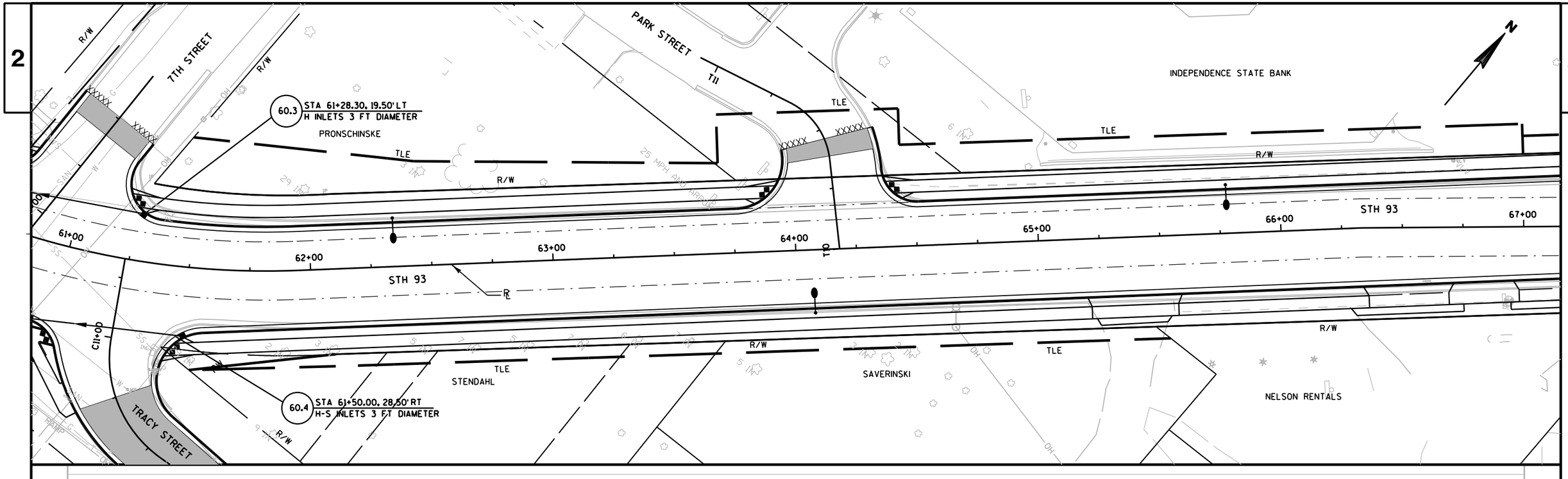

794 792 790 788 786 784 782 780 778 776

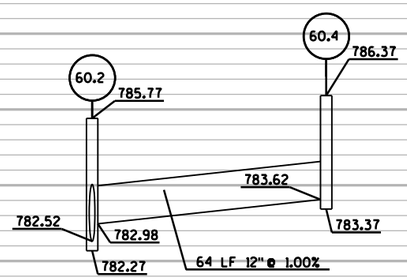
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 2 OF 14 | SHEET E |
|---|---|---|---|---|---|

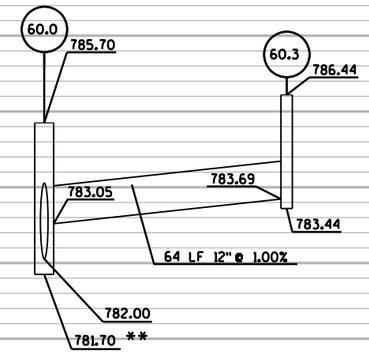


FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022502_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41



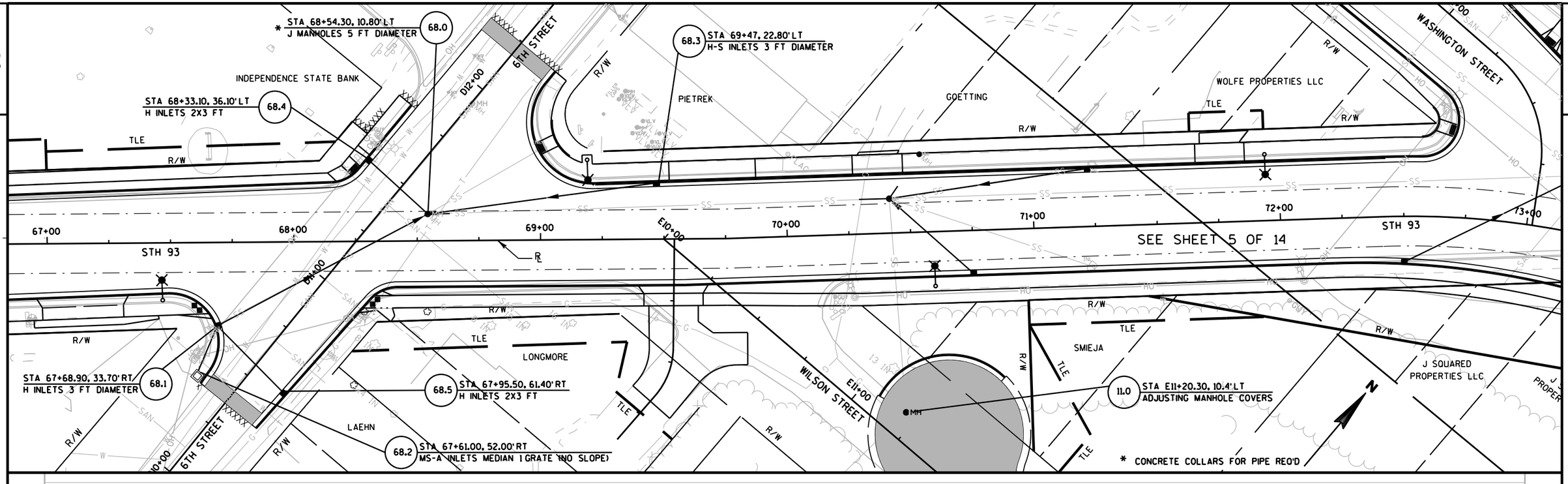

** FIELD INVESTIGATION REQUIRED FOR DEPTH

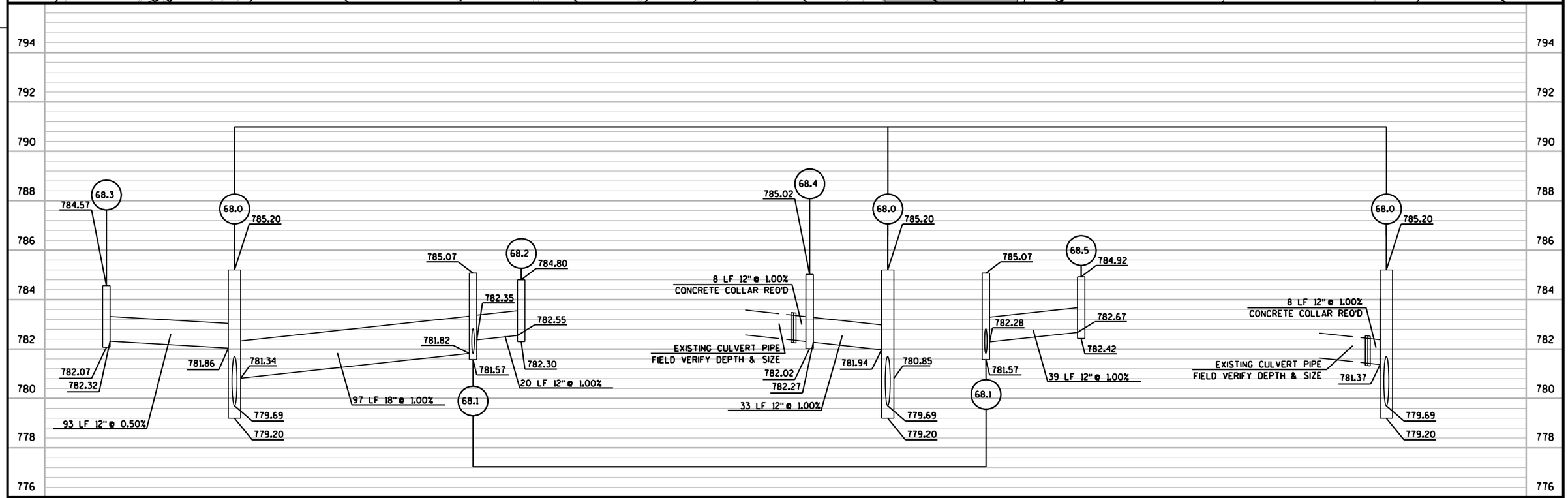
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 3 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022503_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 4 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022504_ss.dgn
PLOT DATE : 8/1/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 41

STA 70+54.50, 31.50' LT
ADJUSTING MANHOLES
70.1

* STA 70+42.00, 14.00' LT
J MANHOLES 7 FT DIAMETER
70.0

70.3 STA 71+23.00, 23.50' LT
H INLETS 3 FT DIAMETER

70.2 STA 70+75.00, 17.50' RT
H INLETS 3 FT DIAMETER

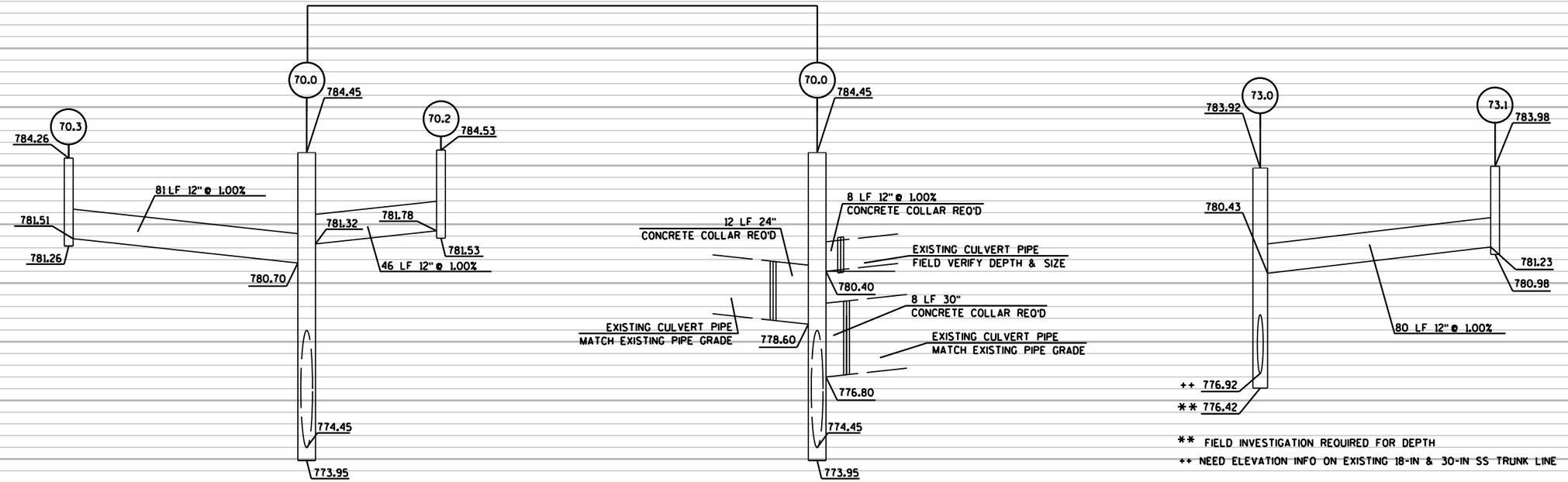
STA 72+50.00, 18.50' RT
H-S INLETS 3 FT DIAMETER
73.1

*73.0

* CONCRETE COLLARS FOR PIPE REO'D

INDEPENDENCE STATE BANK
PIETREK
GOETTING
WOLFE PROPERTIES LLC
LONGMORE
LAEHN
SMIEJA
J SQUARED PROPERTIES LLC
J SQUARED PROPERTIES LLC

6TH STREET
WASHINGTON STREET
WILSON STREET
STH 93
SEE SHEET 4 OF 14

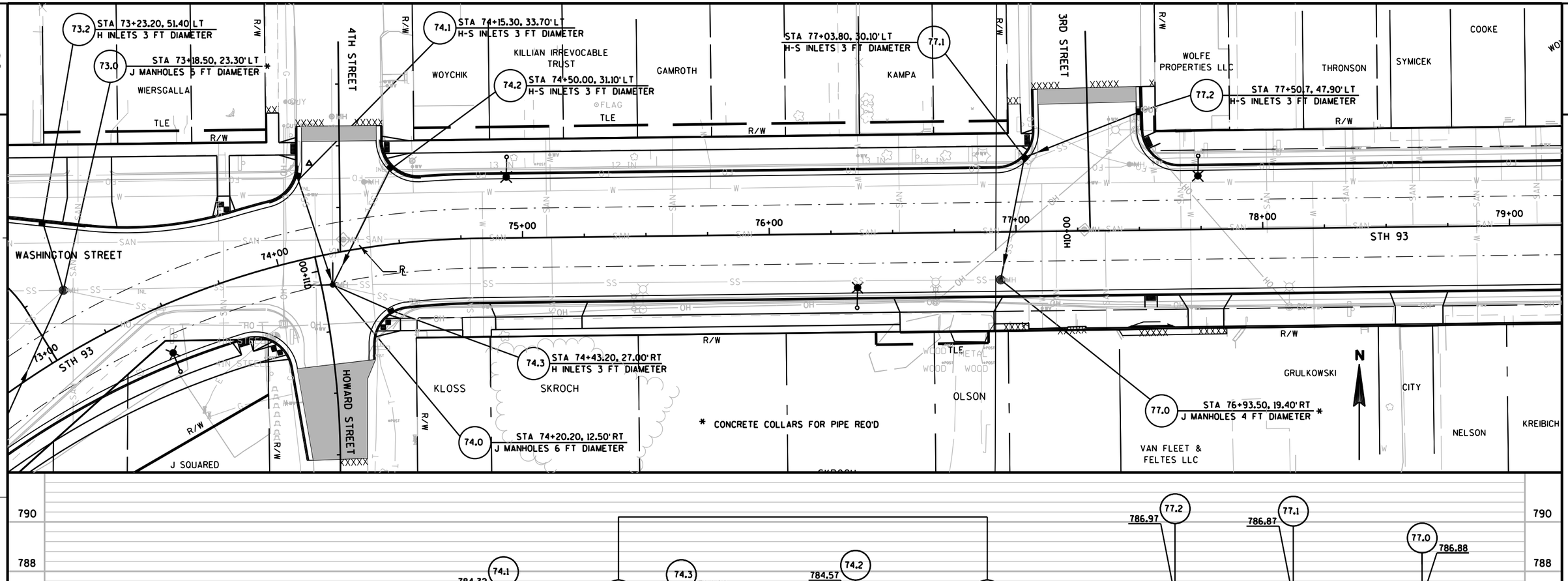



** FIELD INVESTIGATION REQUIRED FOR DEPTH
++ NEED ELEVATION INFO ON EXISTING 18-IN & 30-IN SS TRUNK LINE

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 5 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022504B_ss.dgn
PLOT DATE : 11/13/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :




** FIELD INVESTIGATION REQUIRED FOR DEPTH

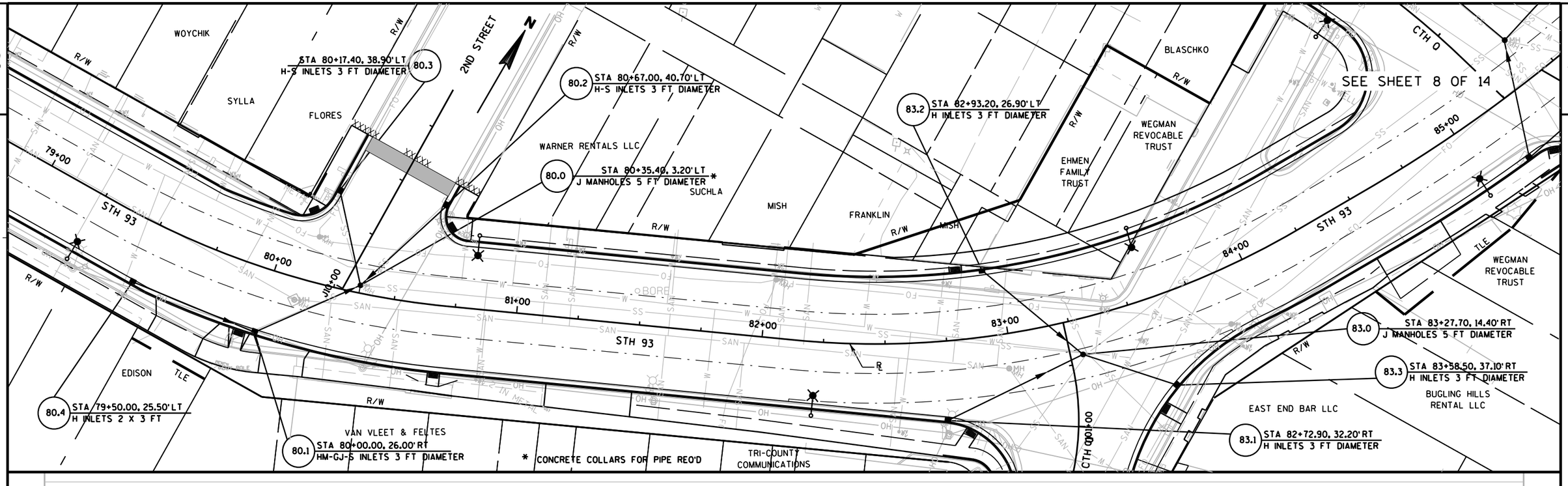
++ NEED ELEVATION INFO ON EXISTING 18-IN & 30-IN SS TRUNK LINE

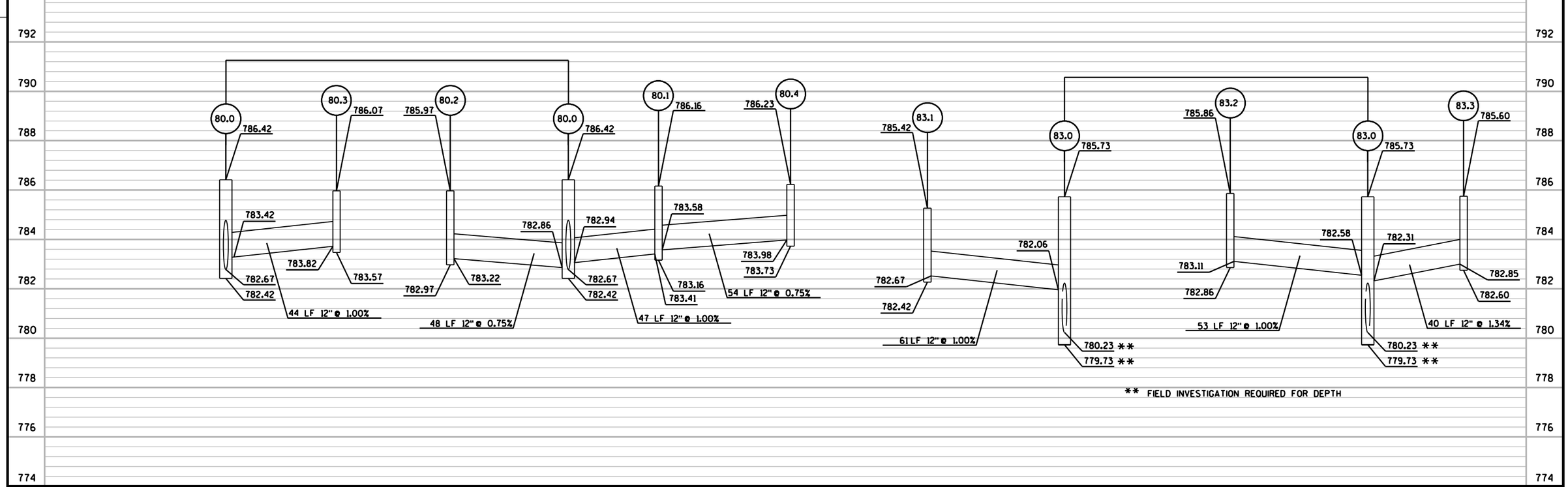
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 6 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022505_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41



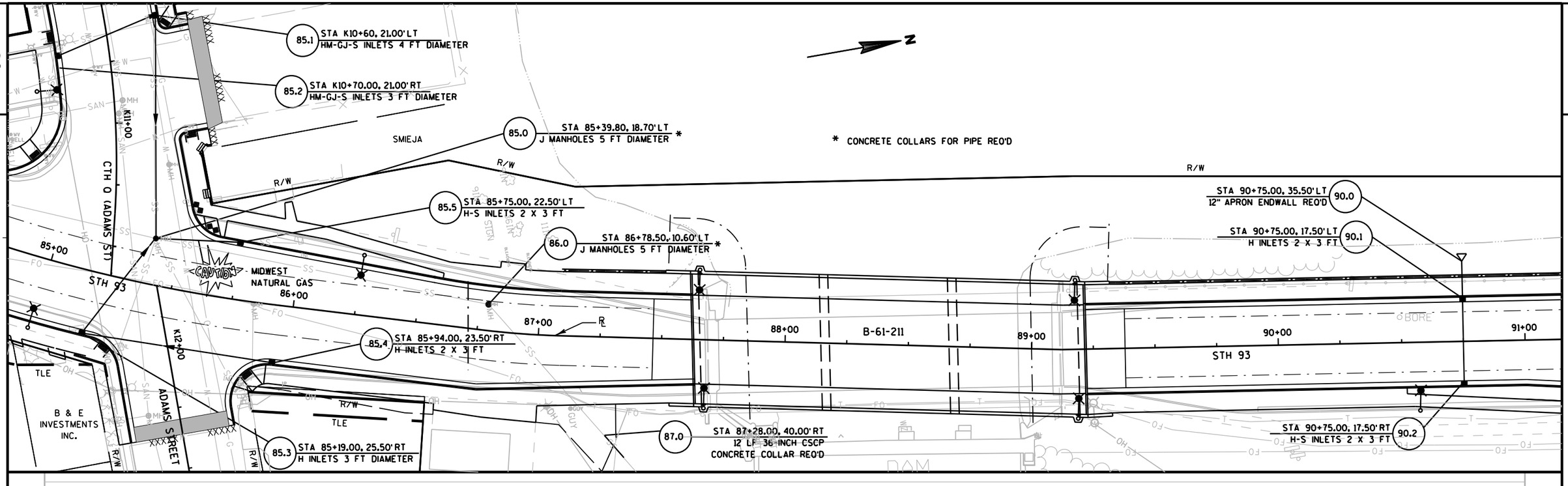



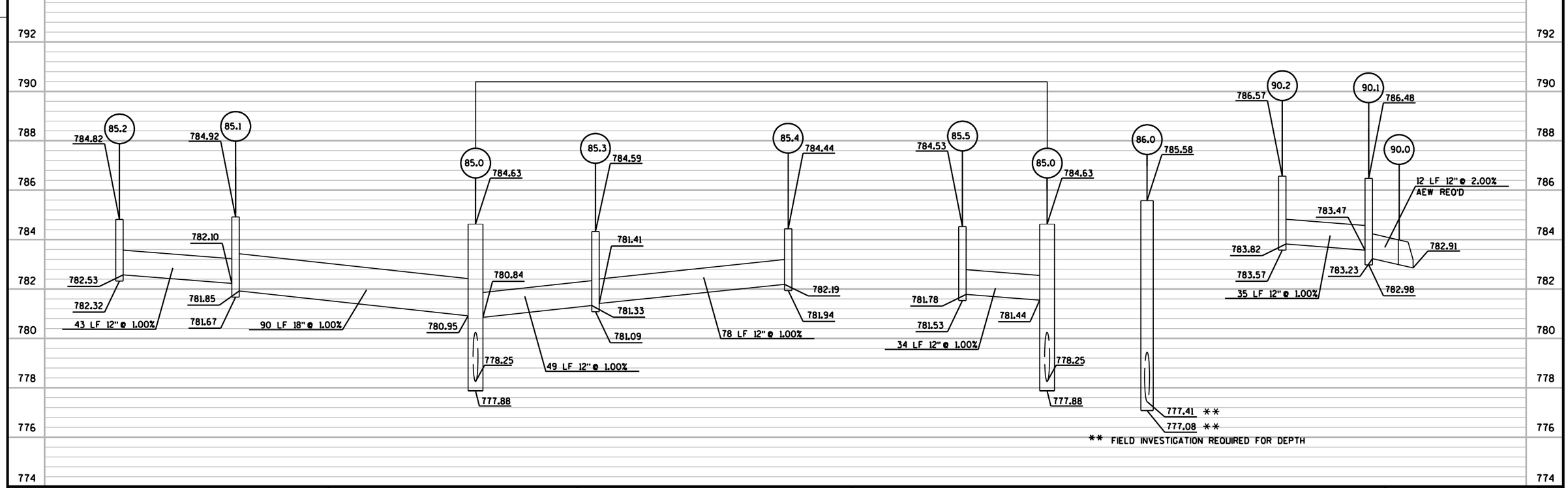

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 7 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022506_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41



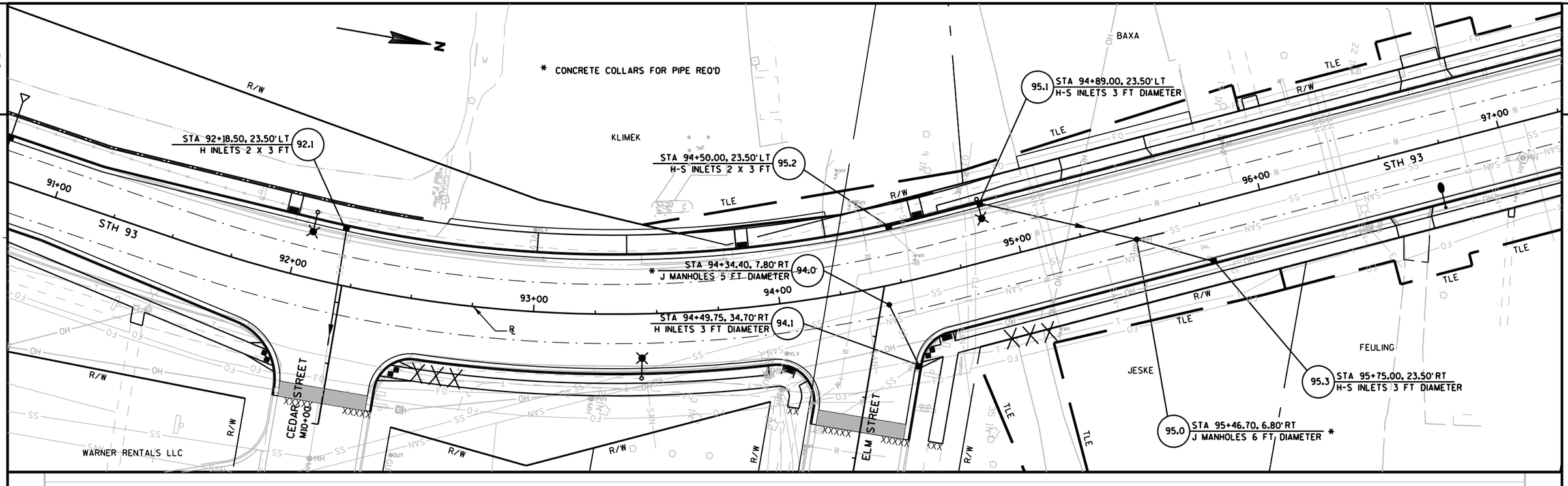



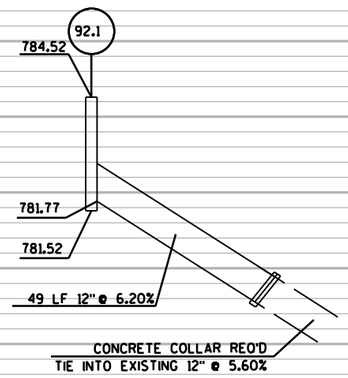

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 8 OF 14 | SHEET E |
|---|---|---|---|---|---|

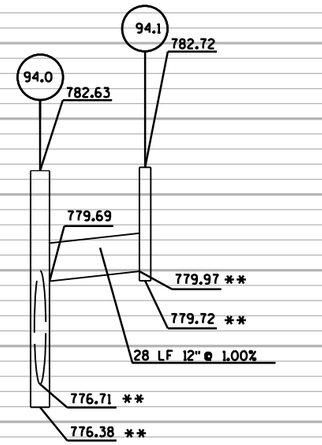


FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022507_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

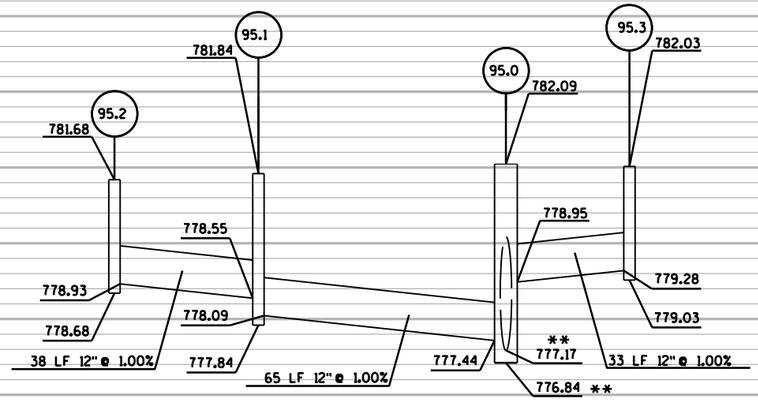
WISDOT/CADDS SHEET 41




** FIELD VERIFY EXISTING STORM SEWER DEPTH AND ADJUST AS NEEDED



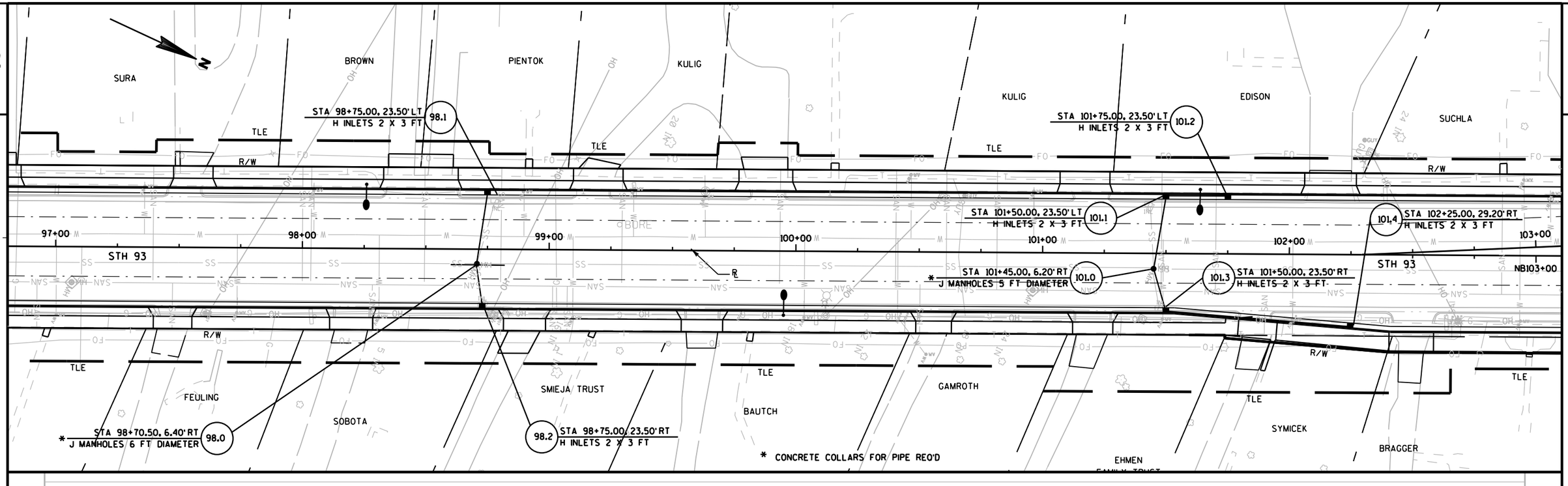

** FIELD VERIFY EXISTING STORM SEWER DEPTH AND ADJUST AS NEEDED

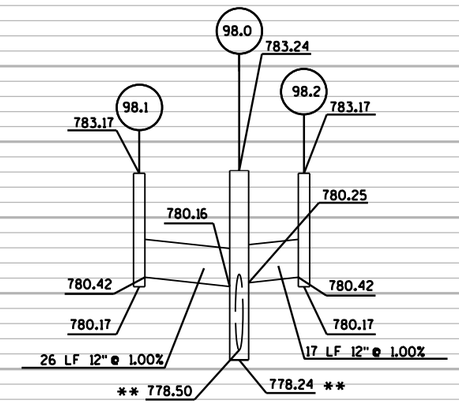
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 9 OF 14 | SHEET E |
|---|---|---|---|---|---|



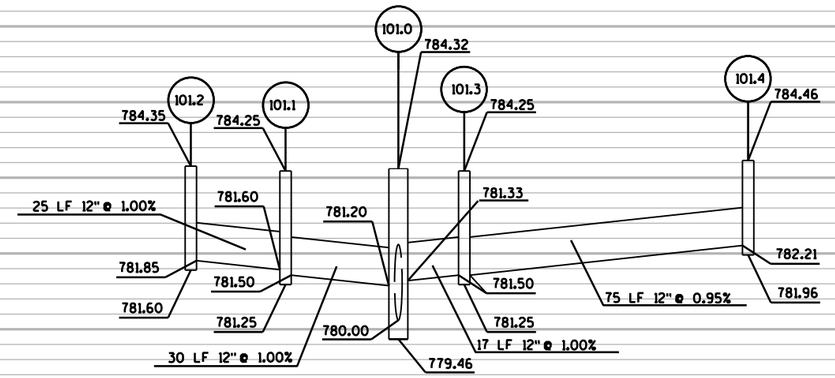
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WISDOT/CADDS SHEET 41




** FIELD VERIFY EXISTING STORM SEWER DEPTH AND ADJUST AS NEEDED

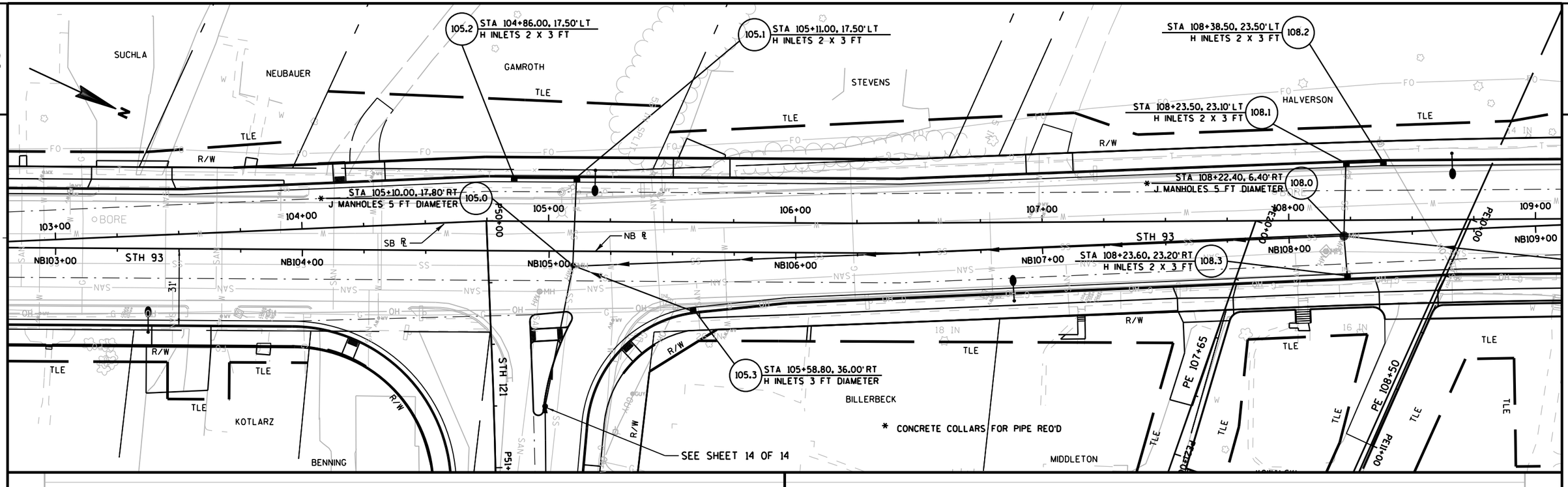


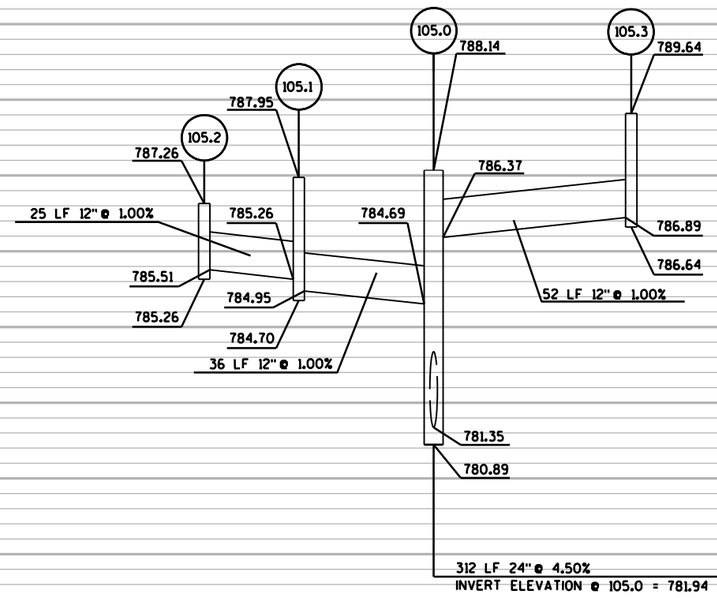

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 10 OF 14 | SHEET E |
|---|---|---|---|---|---|

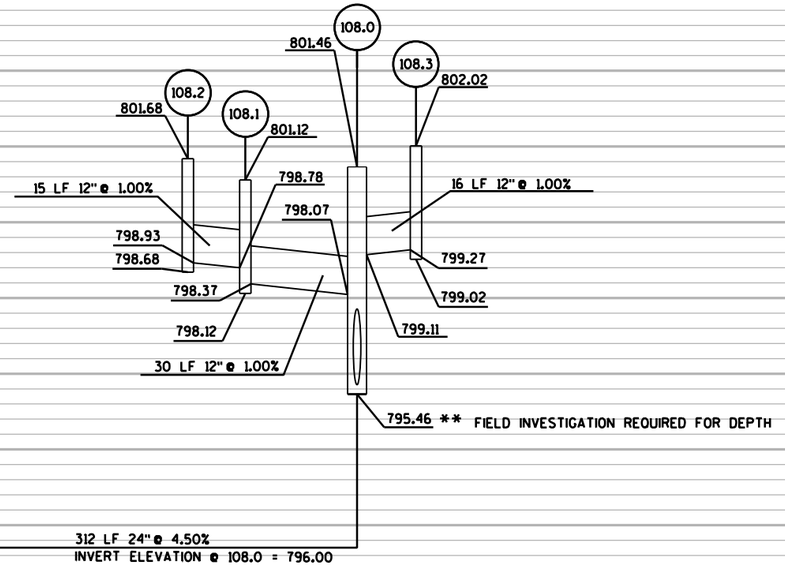


FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022509_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41



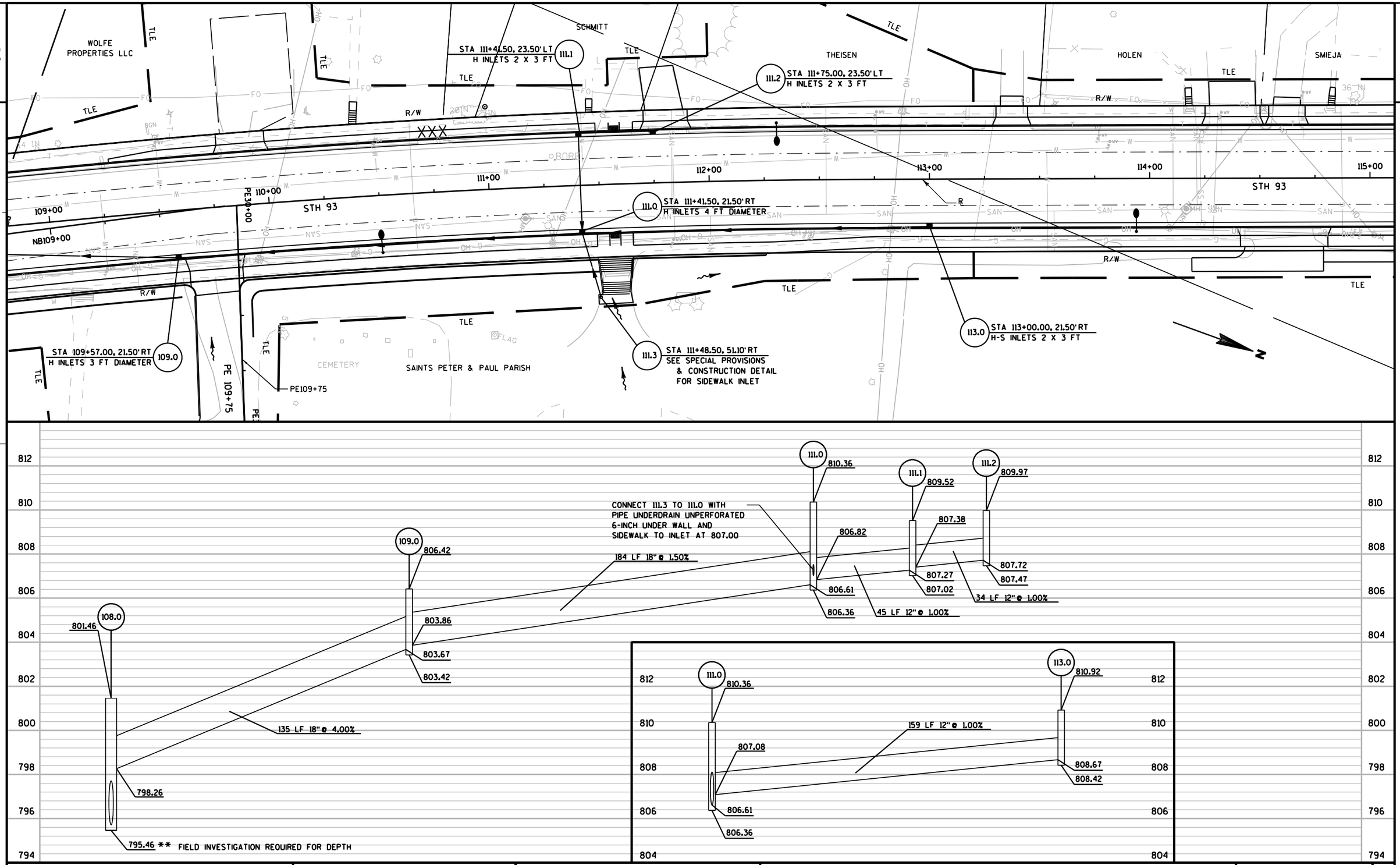




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 11 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022510_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

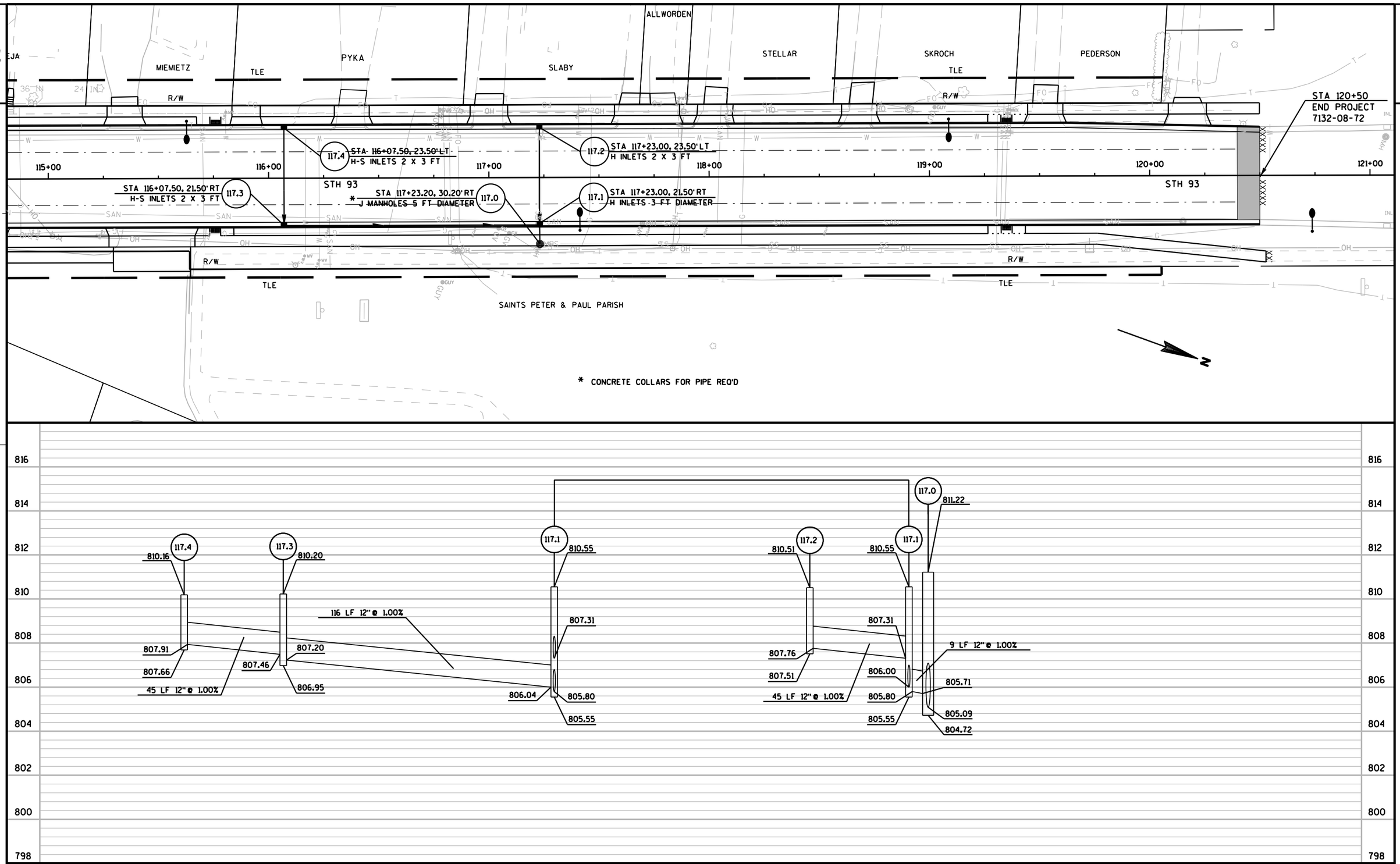



| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 12 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022511_ss.dgn PLOT DATE : 11/13/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 41

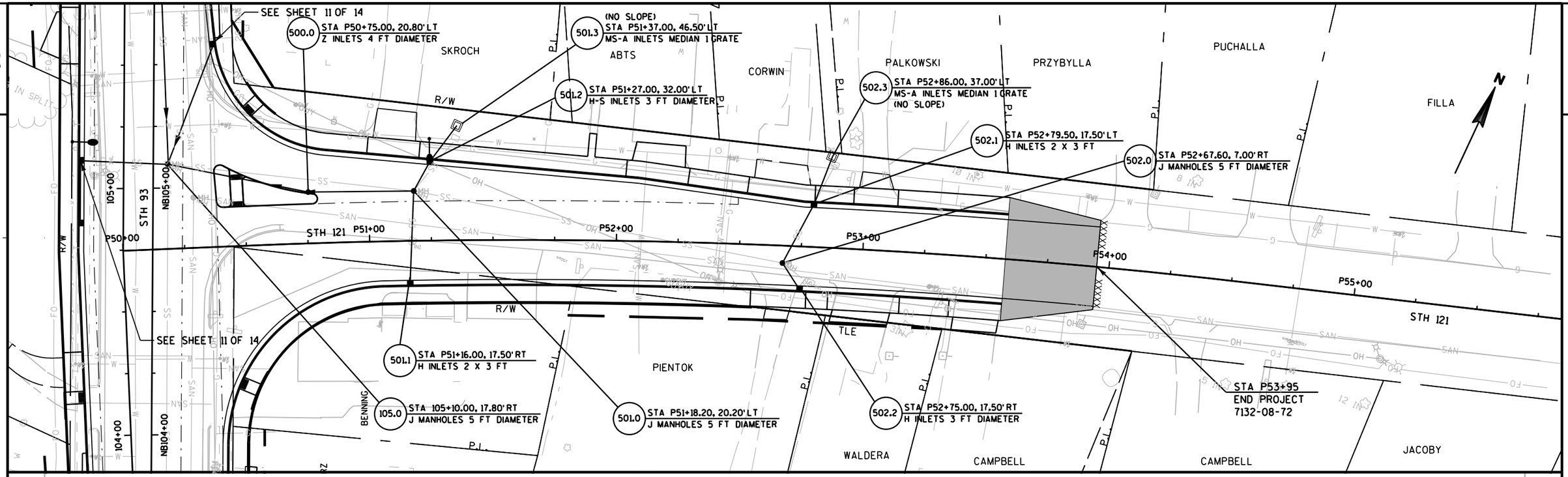


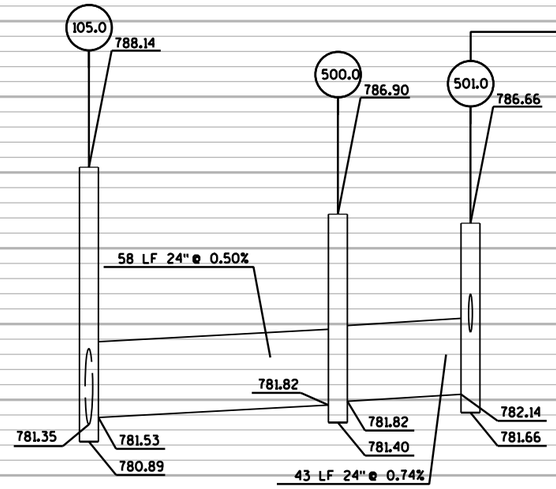

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 13 OF 14 | SHEET E |
|---|---|---|---|---|---|

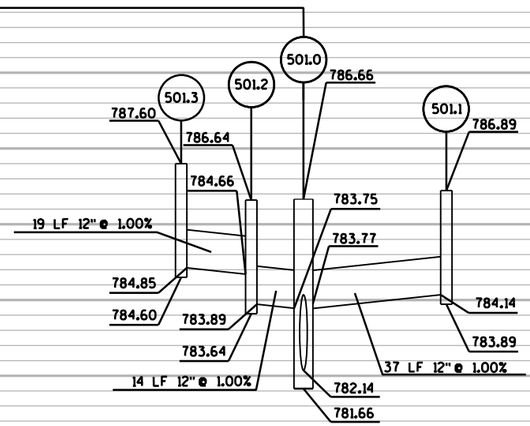


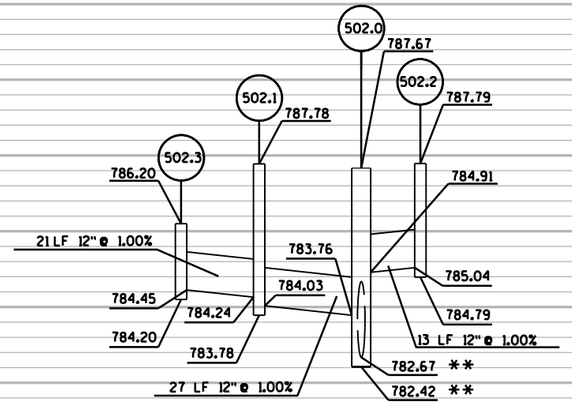
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WISDOT/CADDS SHEET 41




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | STORM SEWER | SHEET 14 OF 14 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\Storm Sewer\022513_ss.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

N

52+58.5 - 27.9'LT - SL100 - TYPE A
1/3

2 #6 (LIGHTING)
1 #4 (GND)

R/W

TLE

R/W

50+00

51+00

52+00

53+00

54+00

55+00

STH 93

2 #4 (FUTURE)
1 #4 (GND)

A12+00

MATCH LINE STA. 55+50

NO WIRE

TERMINATE & COIL 25 LF
WIRE IN PULLBOX FOR
FUTURE USE

R/W

52+05.0 - 27.5'RT - PB100

53+99.3 - 23.0'RT - PB101

2 #6 (LIGHTING)
2 #4 (FUTURE)
1 #4 (GND)

54+35.0 - 23.0'RT - SL101 - TYPE A
2/4

A11+00

A STREET

R/W

R/W

R/W

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET 101 | E |
|---|---|---|---|---|---|

2

N

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
1 #4 (GND)

WALLS

55+98.5 - 28.0'LT - SL102 - TYPE A
1/3

59+53.5 - 27.7'LT - SL104 - TYPE A
1/3

TLE

R/W

MATCH LINE STA. 55+50

MATCH LINE STA. 60+00

56+00

57+00

58+00

59+00

STH 93

2 #6 (LIGHTING)
2 #4 (FUTURE)
1 #4 (GND)

57+73.5 - 23.0'RT - SL103 - TYPE A
2/4

2 #6 (LIGHTING)
2 #4 (FUTURE)
1 #4 (GND)

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET 102 | E |
|---|---|---|---|---|---|

2

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
1 #4 (GND)

MATCH LINE STA. 60+00

7TH STREET

TLE

R/W

B11+00

61+00

61+59.0 - 20.0'LT - PB102

62+34.5 - 21.0'LT - SL106 - TYPE A
1/3

PARK STREET

T11

25 MPH AND ARTERIAL

62+00

63+00

64+00

65+00

T10

MATCH LINE STA. 65+75

STH 93

NO WIRE

2 #6 (LIGHTING)
2 #4 (FUTURE)
1 #4 (GND)

B10+00

C11+00

7TH STREET

MAINTAIN PROPER CLEARANCE
TO OVERHEAD LINES. ADJUST
LOCATION IF REQ'D.

60+90.0 - 43.3'RT - SL105 - TYPE A
2/4

C10+00

TRACY STREET

61+59.0 - 28.3'RT - PB103

2 #6 (LIGHTING)
2 #4 (FUTURE)
1 #4 (GND)

2 #6 (LIGHTING)
2 #4 (FUTURE)
1 #4 (GND)

64+07.0 - 27.0'RT - SL107 - TYPE B
2/4 - 12

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
2 #4 (FUTURE)
1 #4 (GND)

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET 103 | E |
|---|---|---|---|---|---|

2

2

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
1 #4 (GND)

65+78.0 - 20.7'LT - SL108 - TYPE B
1/3 - 9

69+19.0 - 32.8'RT - SL110 - TYPE B
1/3 - 11
(FIELD VERIFY LOCATION WITH CURB RAMP LAYOUT)

MATCH LINE STA. 65+75

MATCH LINE STA. 71+50

66+00 67+00 68+00 69+00 70+00 71+00

D13+00 D12+00 D11+00 D10+00 E10+00 E11+00 E12+00

6TH STREET

STH 93

WILSON STREET

TLE R/W SAN OH SS W G HU INL

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
2 #4 (FUTURE)
1 #4 (GND)

67+47.0 - 23.0'RT - SL109 - TYPE B
2/4 - 10
(FIELD VERIFY LOCATION WITH CURB RAMP LAYOUT)

EXISTING R/W

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
2 #4 (FUTURE)
1 #4 (GND)

70+59.5 - 22.0'RT - SL111 - TYPE B
2/4 - 12

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023504_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

N

4 - 2" CONDUITS WITH

(1)
- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 2 #4 (FUTURE)
- 1 #4 (GND)

(2)
- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 1 #4 (GND)

(1)
- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 2 WIRE (AUDIO SYSTEM FEED)
- 1 #4 (GND)

74+00.0 - 40.0'LT - CB100
(FIELD VERIFY LOCATION)

73+98.0 - 31.0'LT - PB104
(FIELD VERIFY LOCATION)

74+84.0 - 31.4'LT - PB106
- 4 #6 (LIGHTING)
- 6 #4 (RECEPTICALS)
- 2 #4 (GND)

74+94.0 - 33.0'LT - SL114 - TYPE C
5/7 - 13

4TH STREET

WASHINGTON STREET

STH 93

MATCH LINE STA. 77+00

MATCH LINE STA. 71+50

HOWARD STREET

F11+00

75+00

76+00

74+00

G11+00

73+00

72+00

G10+00

R/W

TLE

INSTALL HOUSE SIDE SHIELD IN LUMINAIRE

71+94.5 - 26.4'LT - SL112 - TYPE B
1/3 - 9

- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 2 WIRE (AUDIO SYSTEM FEED)
- 1 #4 (GND)

76+35.0 - 30.0'RT - SL115 - TYPE C
6/8 - 14

73+70.0 - 28.0'RT - PB105

- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 2 #4 (FUTURE)
- 1 #4 (GND)

73+46.0 - 27.4'RT - SL113 - TYPE B
2/4 - 10

- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 2 #4 (FUTURE)
- 1 #4 (GND)

NOTE:

REFER TO AUDIO SYSTEM SCHEMATIC DETAIL FOR ADDITIONAL INFORMATION

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 1 #4 (GND)

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023505_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

2

N

3RD STREET

2ND STREET

R/W

77+63.3 - 30.5'LT - PB107

4 #6 (LIGHTING)
6 #4 (RECEPTICALS)
2 #4 (GND)

77+74.0 - 30.6'LT - SL116 - TYPE C
5/7 -15

79+86.5 - 29.0'LT - PB108

80+82.0 - 30.0'LT - SL118 - TYPE C
5/7 - 13

MATCH LINE STA. 82+50

MATCH LINE STA. 77+00

77+00

78+00

79+00

80+00

81+00

82+00

H10+00

J10+00

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
2 WIRE (AUDIO SYSTEM FEED)
1 #4 (GND)

STH 93

2 WIRE (AUDIO SYSTEM FEED)

82+22.0 - 32.0'RT - SL119 - TYPE C
6/8 - 14

TLE

AUDIO SYSTEM ENCLOSURE
(FIELD VERIFY LOCATION)

2 WIRE (AUDIO SYSTEM FEED)

79+24.0 - 30.5'RT - SL117 - TYPE C
6/8 - 16

79+86.5 - 32.0'RT - PB109

FIELD VERIFY LOCATIONS OF ALL LIGHT BASES
AND PULLBOXES WITHIN THE AREA OF DECORATIVE TERRACE

NOTE:

REFER TO AUDIO SYSTEM SCHEMATIC
DETAIL FOR ADDITIONAL INFORMATION

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
1 #4 (GND)

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023506_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA. 82+50

83+59.5 - 29.8'LT - SL120 - TYPE C
5/7 - 15

REMOVE AND SALVAGE
EXISTING LIGHT POST

84+68.0 - 39.5'LT - PB111

10"K"+84.0 - 31.4'RT - SL120-1 - TYPE C
5/7 - 13

86+26.0 - 24.5'LT - SL122 - TYPE C
5/7 - 15

87+06.0 - 28.5'LT - PB112

87+65.0 - 27.5'LT - SL124 - TYPE D
5/7 - 13

101"O"+01.3 - 33.8'RT - PB110

100"O"+46.4 - 27.6'RT - SL119-1 - TYPE C
6/8 - 14

84+98.0 - 28.8'RT - SL121 - TYPE C
6/8 - 16

87+50.0 - 28.5'RT - PB113

87+68.0 - 27.5'RT - SL123 - TYPE D
6/8 - 14

RIGID METALLIC CONDUIT REQ'D.
BETWEEN PULLBOX AND STRUCTURE

SEE STRUCTURE PLANS FOR
ADDITIONAL INFORMATION

FIELD VERIFY LOCATIONS OF ALL LIGHT BASES
AND PULLBOXES WITHIN THE AREA OF DECORATIVE TERRACE

NOTE:

REFER TO AUDIO SYSTEM SCHEMATIC
DETAIL FOR ADDITIONAL INFORMATION

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
1 #4 (GND)

CTH Q

STH 93

IST STREET

ADAMS STREET

ELK CREEK

BUGLE LAKE

MATCH LINE STA. 88+25

83+00 84+00 85+00 86+00 87+00 88+00

K10+00 K11+00 K12+00 K13+00

N

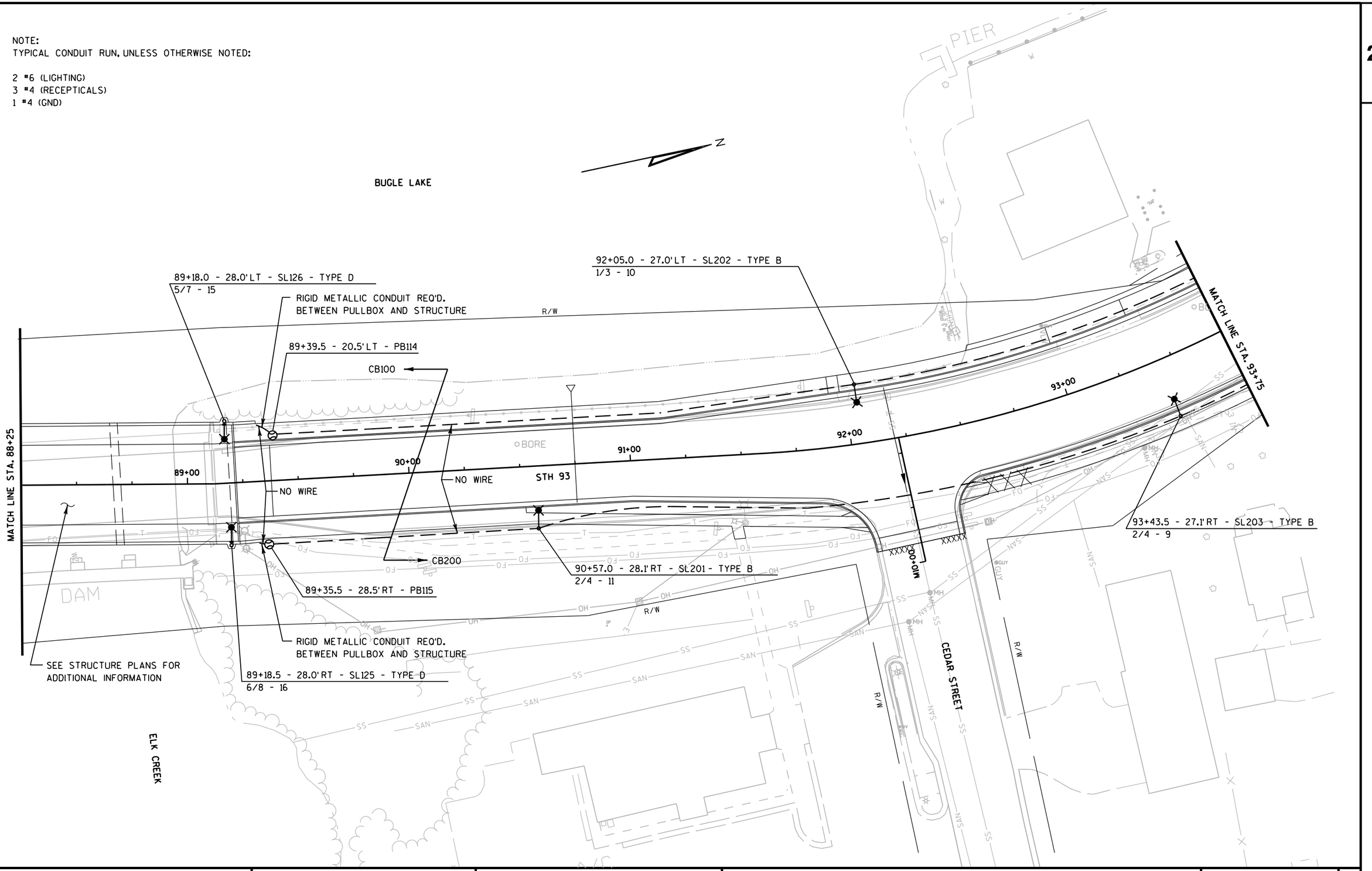
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET 107 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023507_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

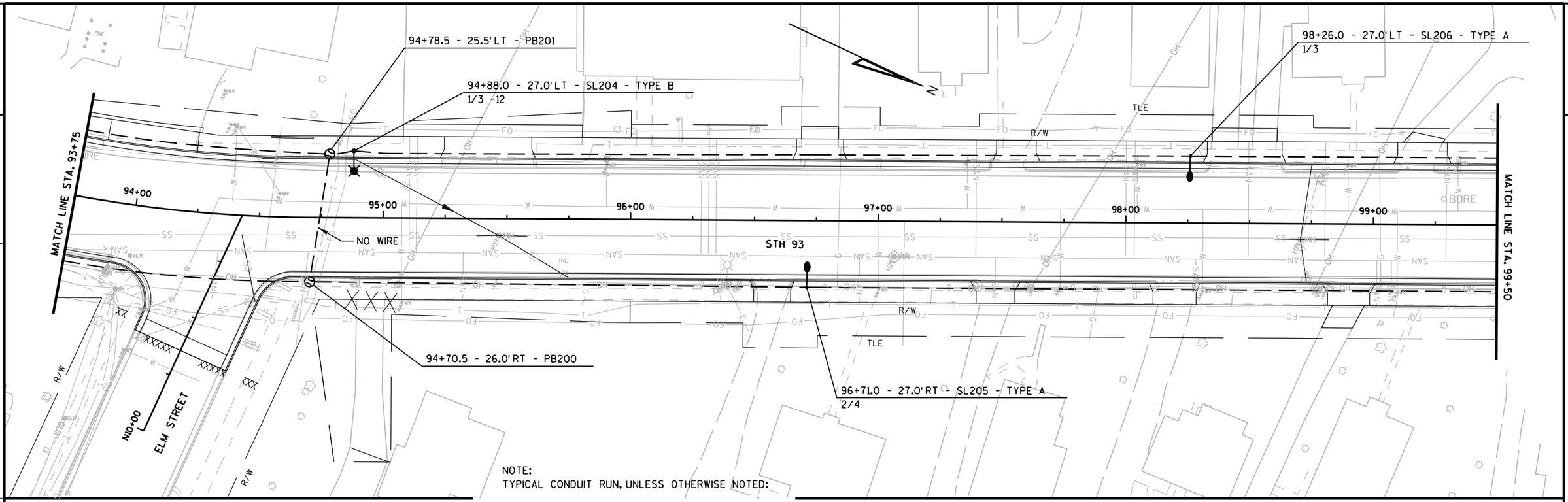
2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
1 #4 (GND)




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET | E |
|---|---|---|---|---|---|

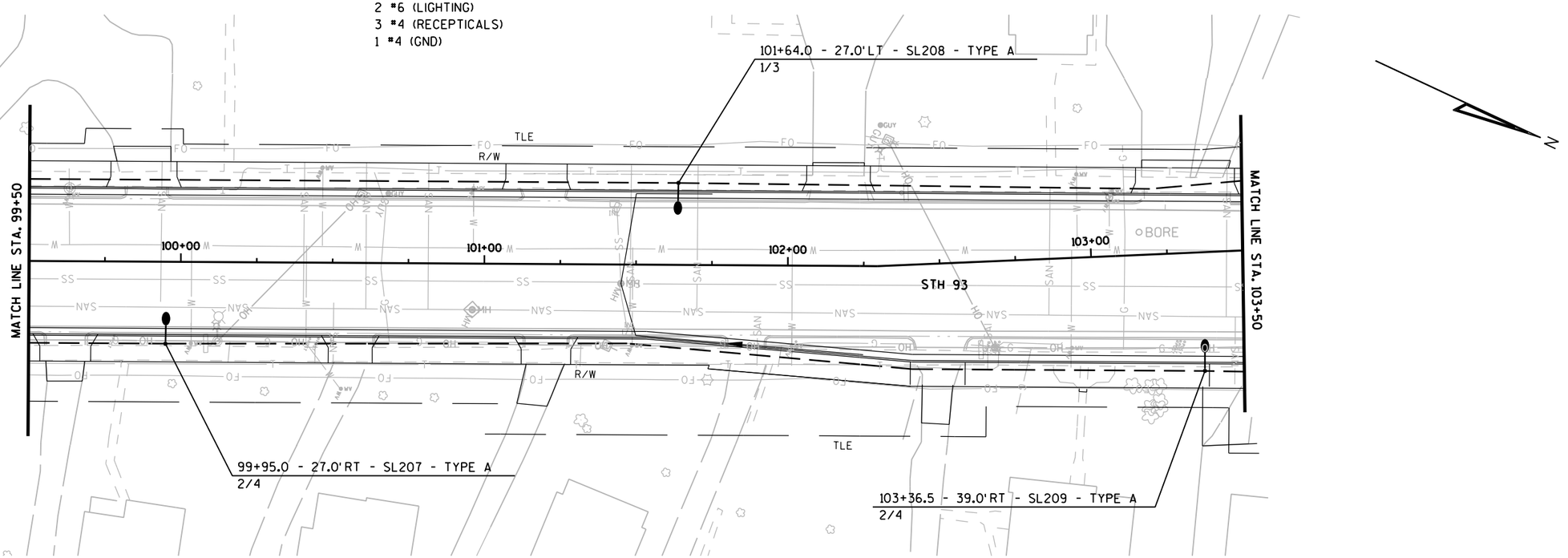


FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023508_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42




NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

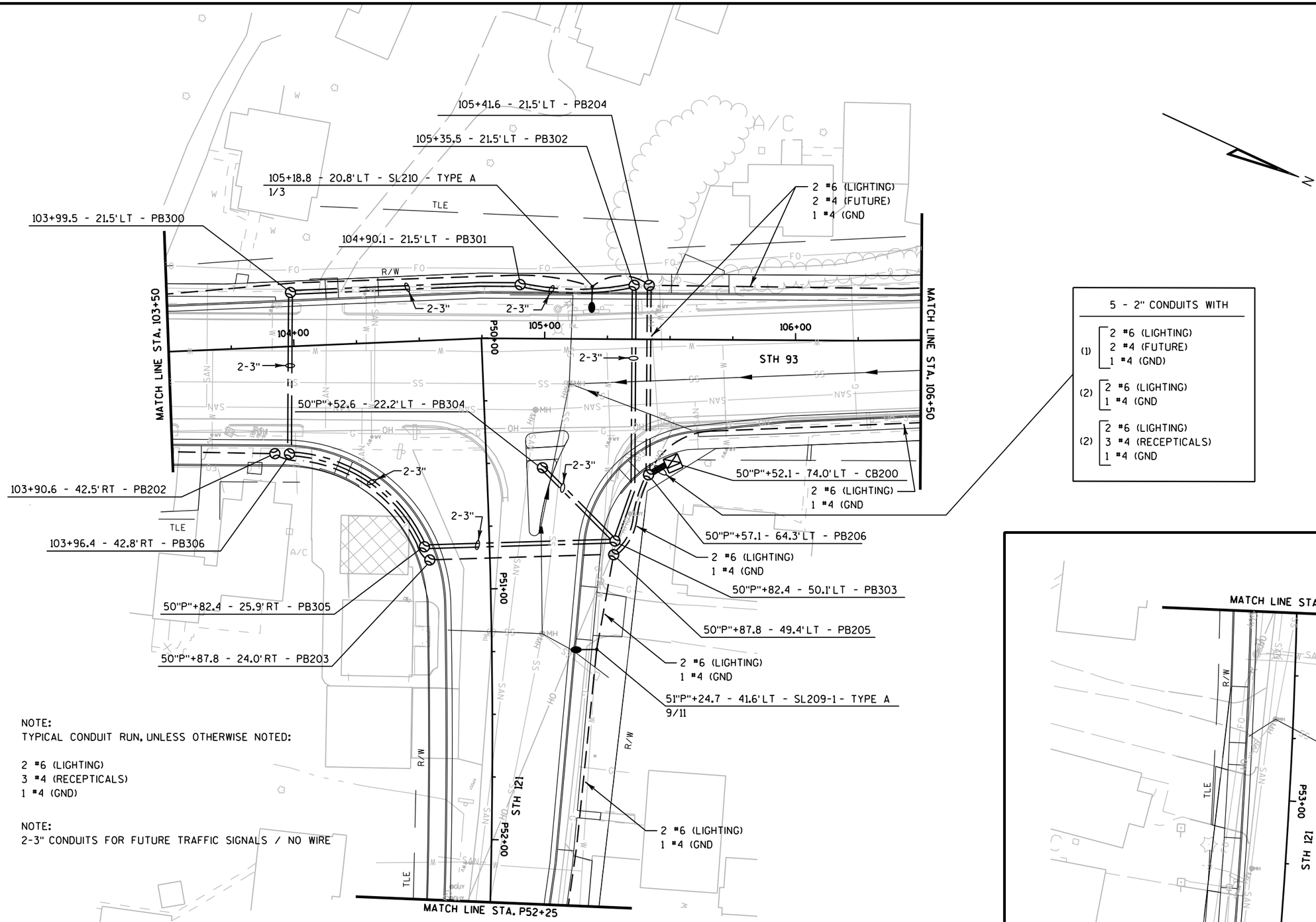
2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
1 #4 (GND)




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023509_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :




5 - 2" CONDUITS WITH

(1)
- 2 #6 (LIGHTING)
- 2 #4 (FUTURE)
- 1 #4 (GND)

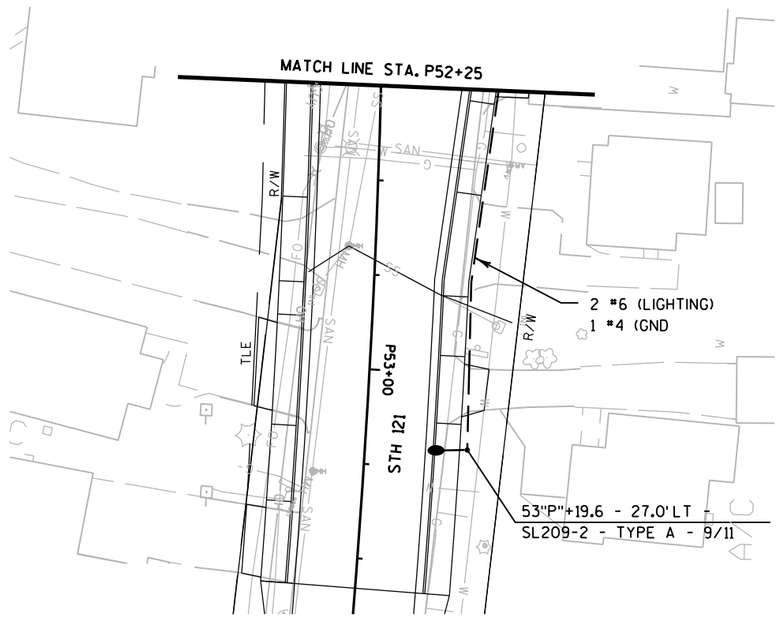
(2)
- 2 #6 (LIGHTING)
- 1 #4 (GND

(2)
- 2 #6 (LIGHTING)
- 3 #4 (RECEPTICALS)
- 1 #4 (GND)

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
3 #4 (RECEPTICALS)
1 #4 (GND)

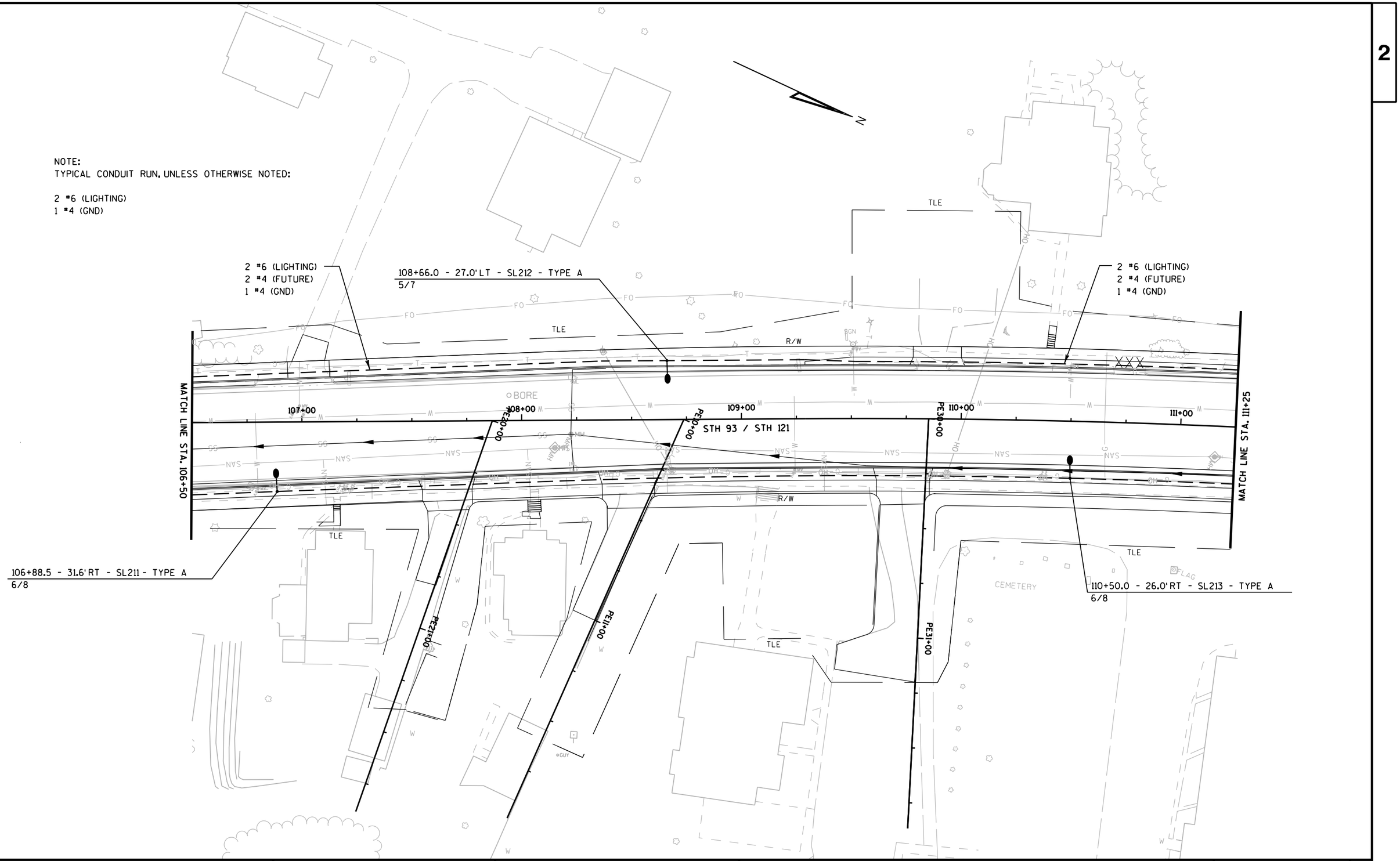
NOTE:
2-3" CONDUITS FOR FUTURE TRAFFIC SIGNALS / NO WIRE




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET 110 | E |
|---|---|---|---|---|---|

NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
1 #4 (GND)

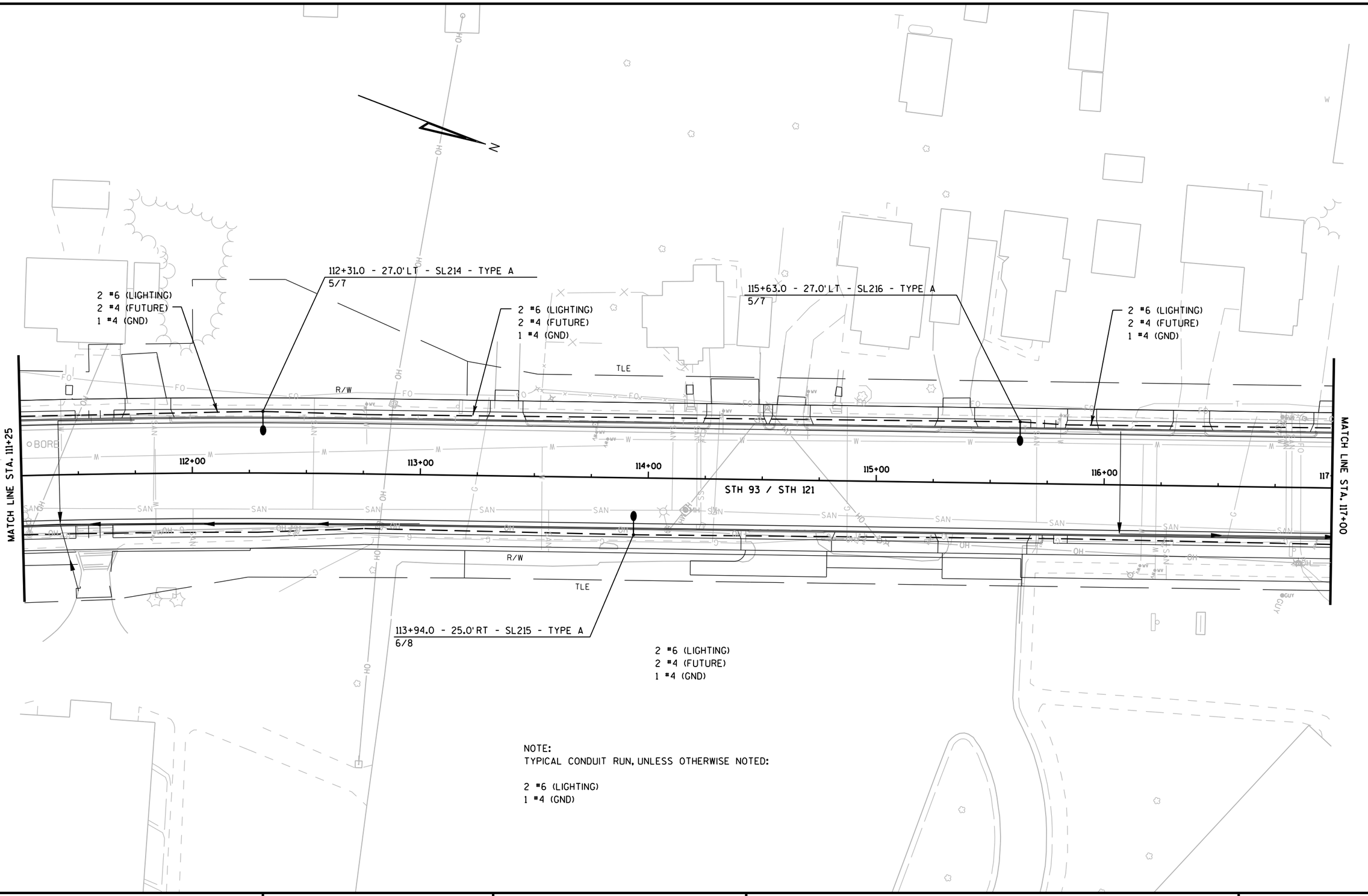



| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET 111 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023511_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

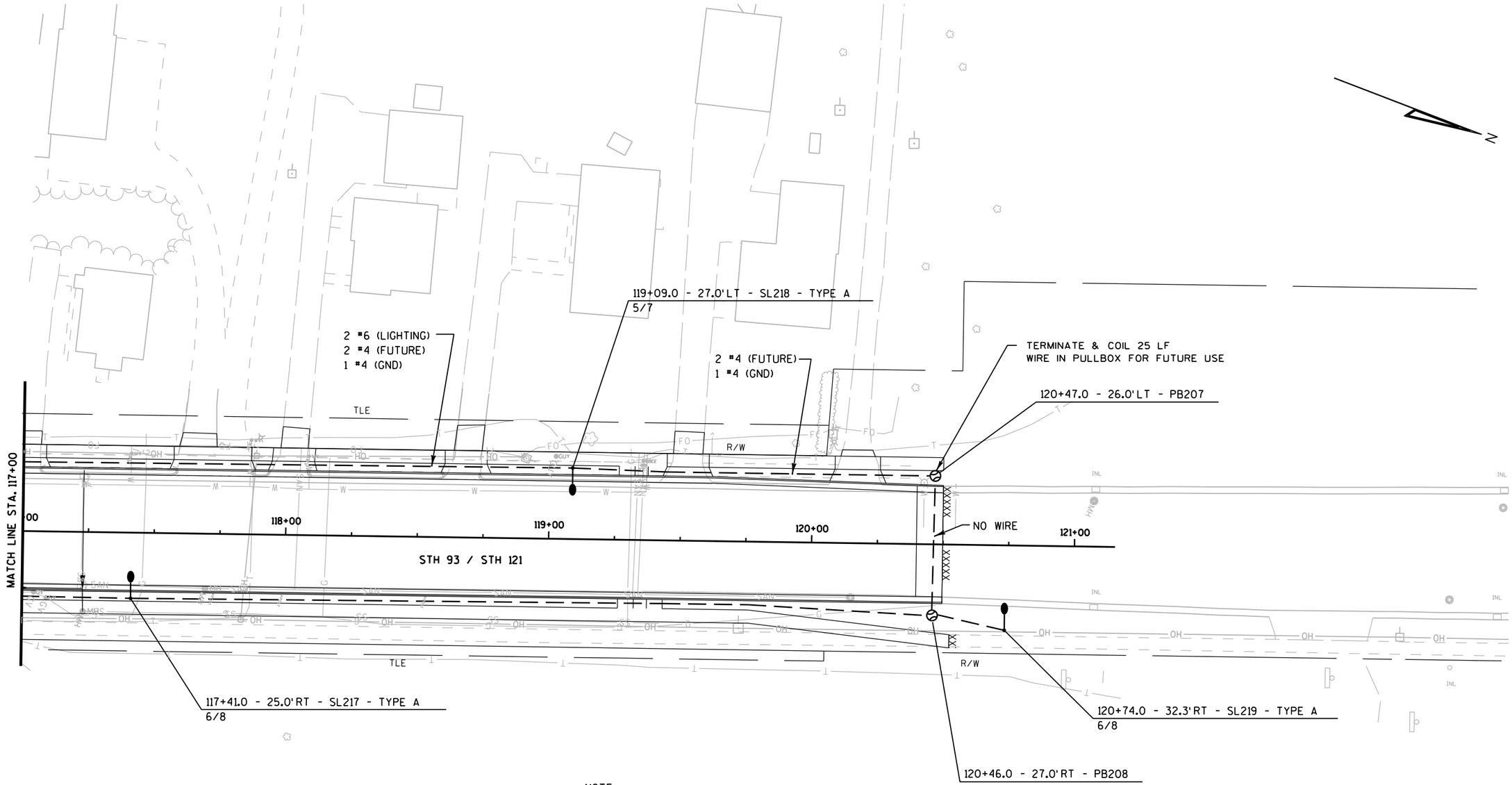



| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023512_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2




NOTE:
TYPICAL CONDUIT RUN, UNLESS OTHERWISE NOTED:

2 #6 (LIGHTING)
1 #4 (GND)

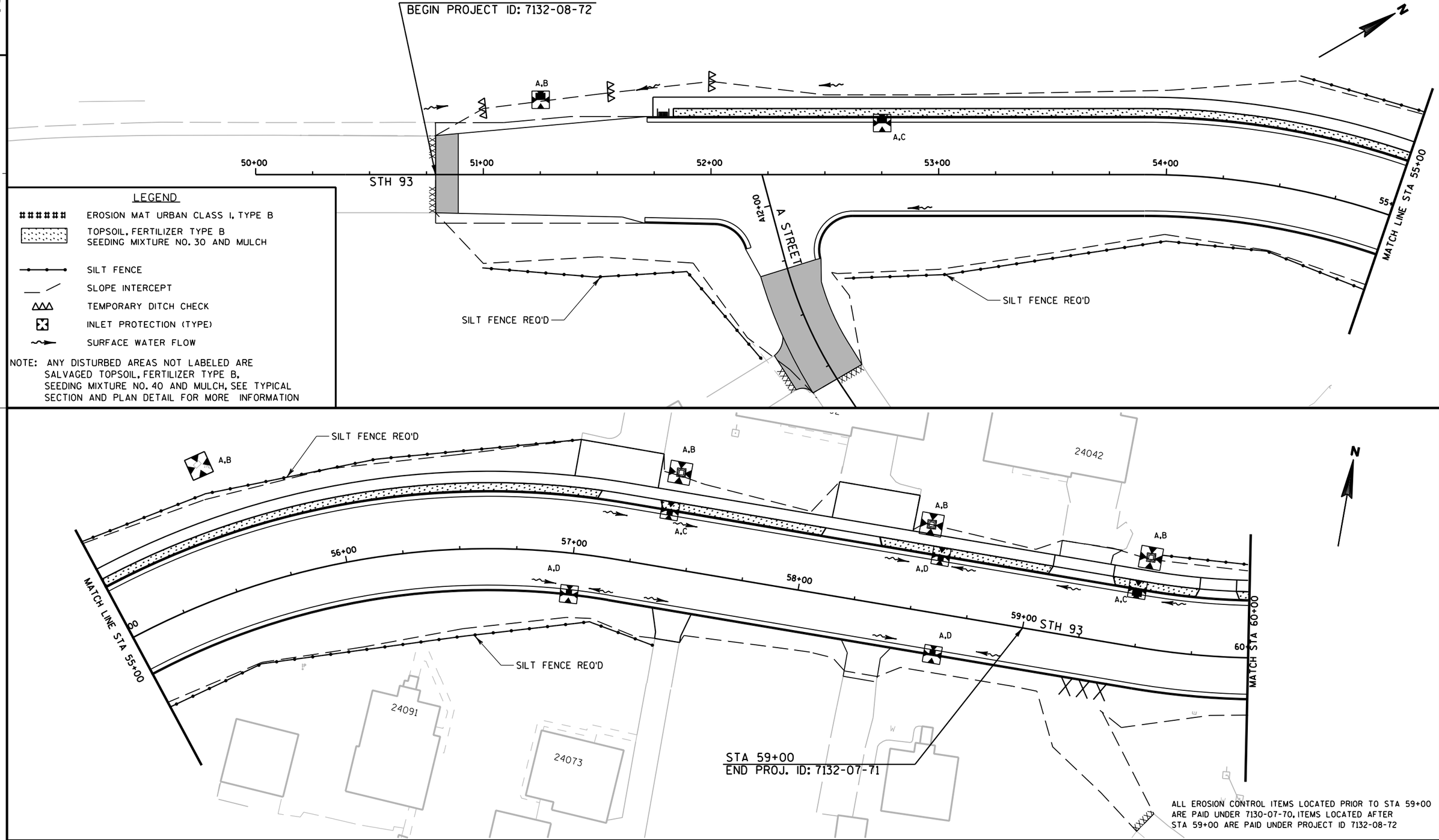
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | LIGHTING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\LIGHTING DESIGN\023513_lp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

STA 50+78
BEGIN PROJECT ID: 7132-07-70
BEGIN PROJECT ID: 7132-08-72




LEGEND

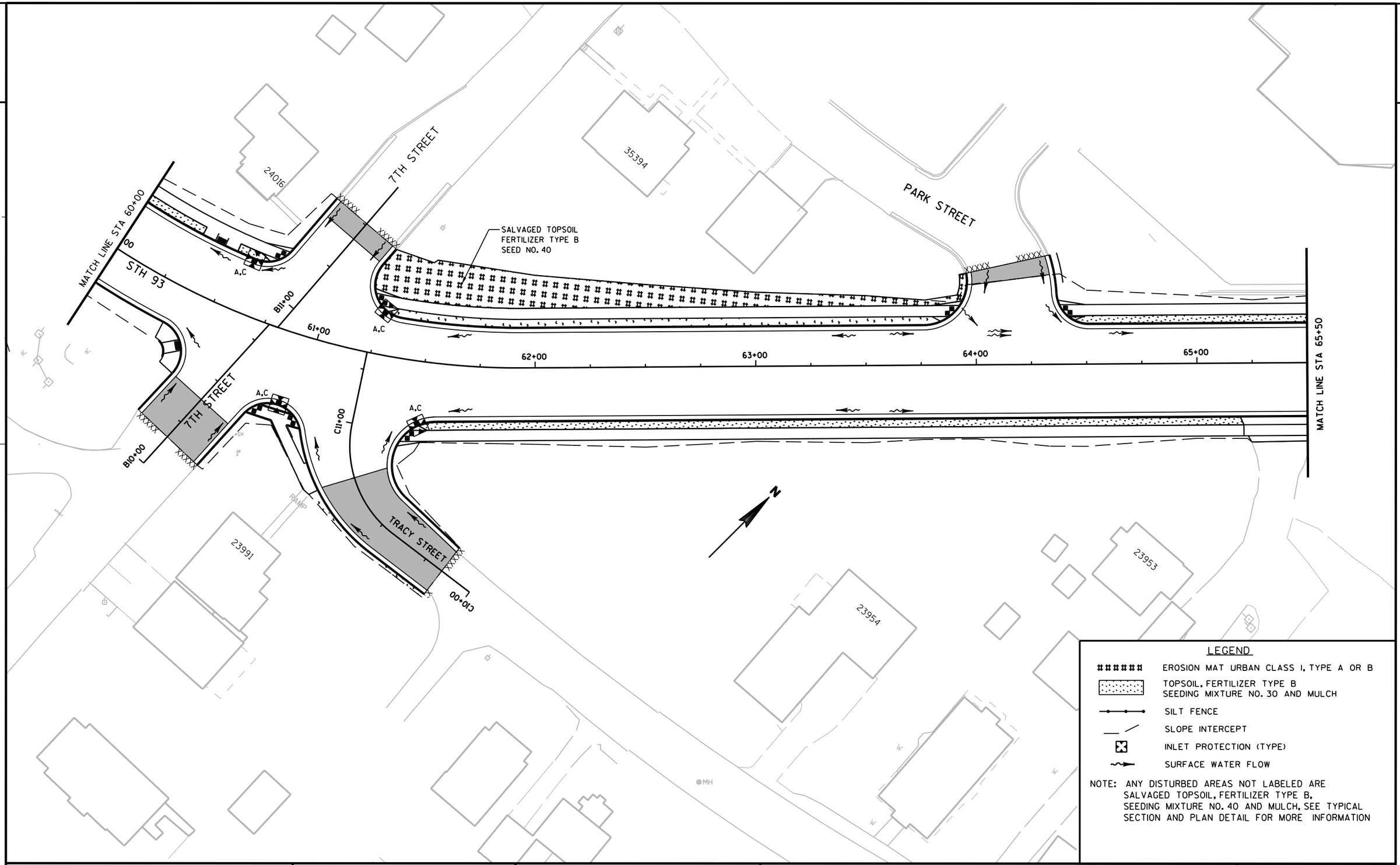
- EROSION MAT URBAN CLASS I, TYPE B
- TOPSOIL, FERTILIZER TYPE B SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION

ALL EROSION CONTROL ITEMS LOCATED PRIOR TO STA 59+00 ARE PAID UNDER 7130-07-70, ITEMS LOCATED AFTER STA 59+00 ARE PAID UNDER PROJECT ID 7132-08-72

| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET 114 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET | E |
|---|---|---|---|---|---|



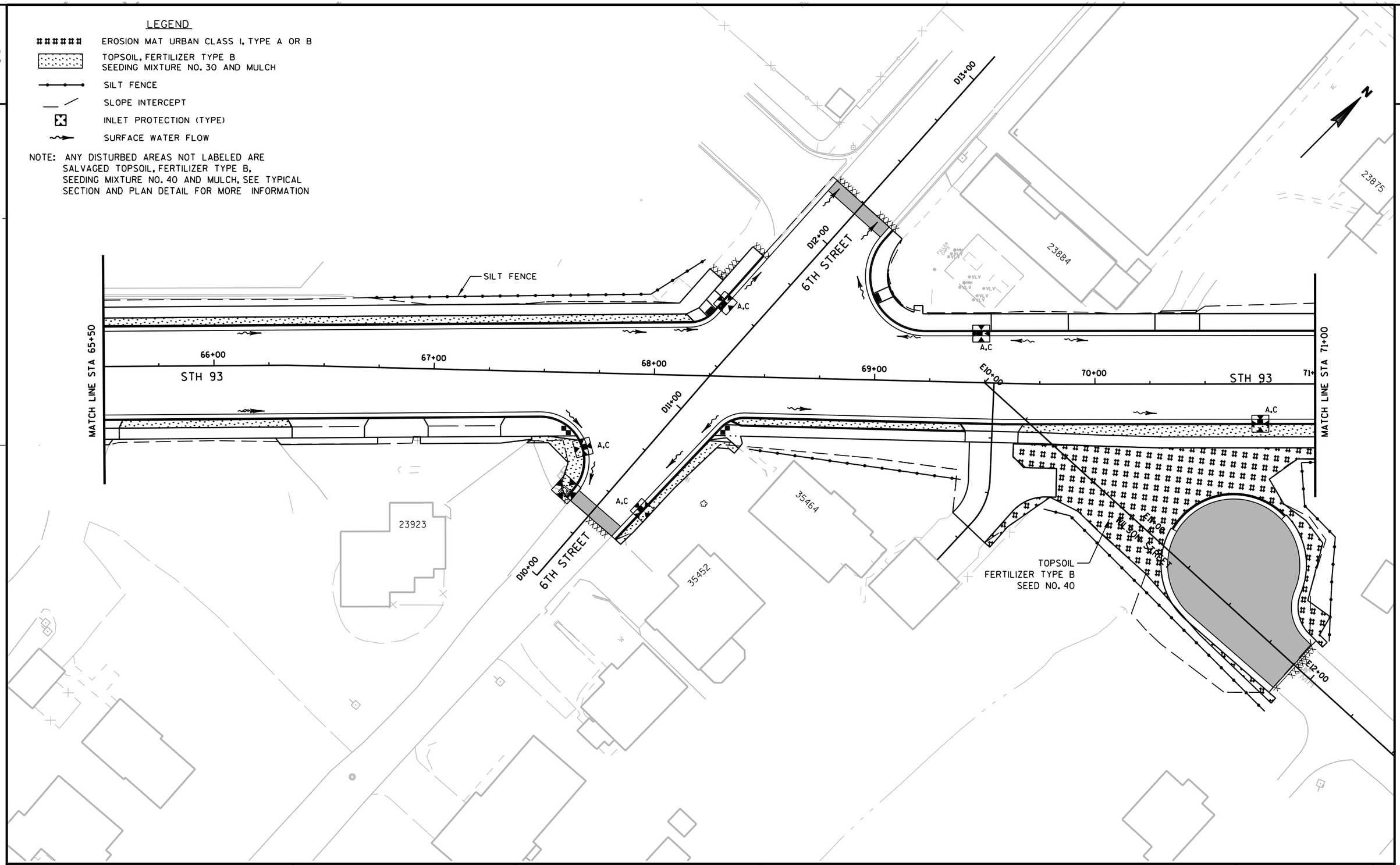
FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\EROSION CONTROL\022002_EC.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION



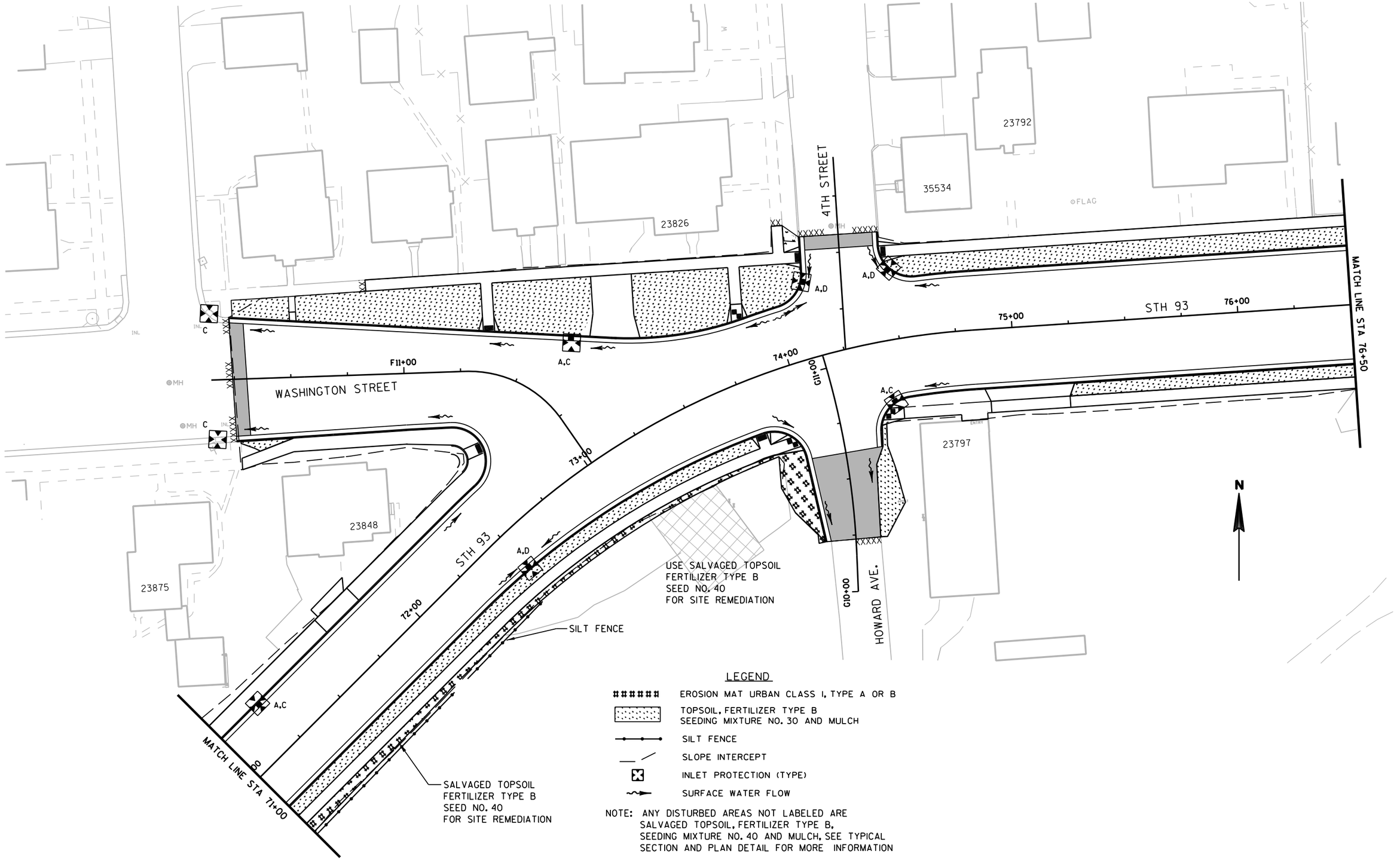

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\EROSION CONTROL\022002a_EC.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2




LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

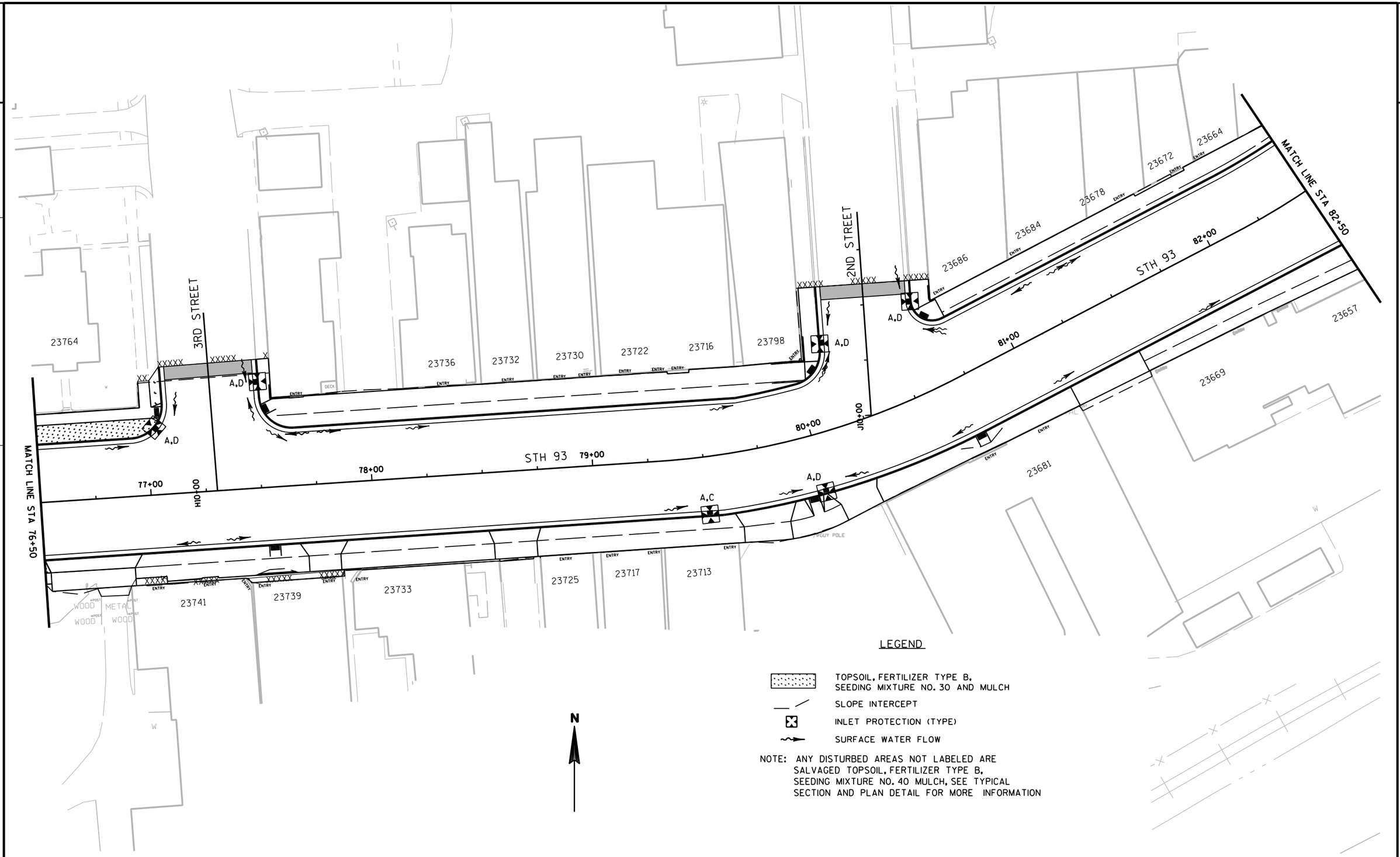
NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET | E |
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FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\EROSION CONTROL\022003_EC.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

2




LEGEND

- TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30 AND MULCH
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET | E |
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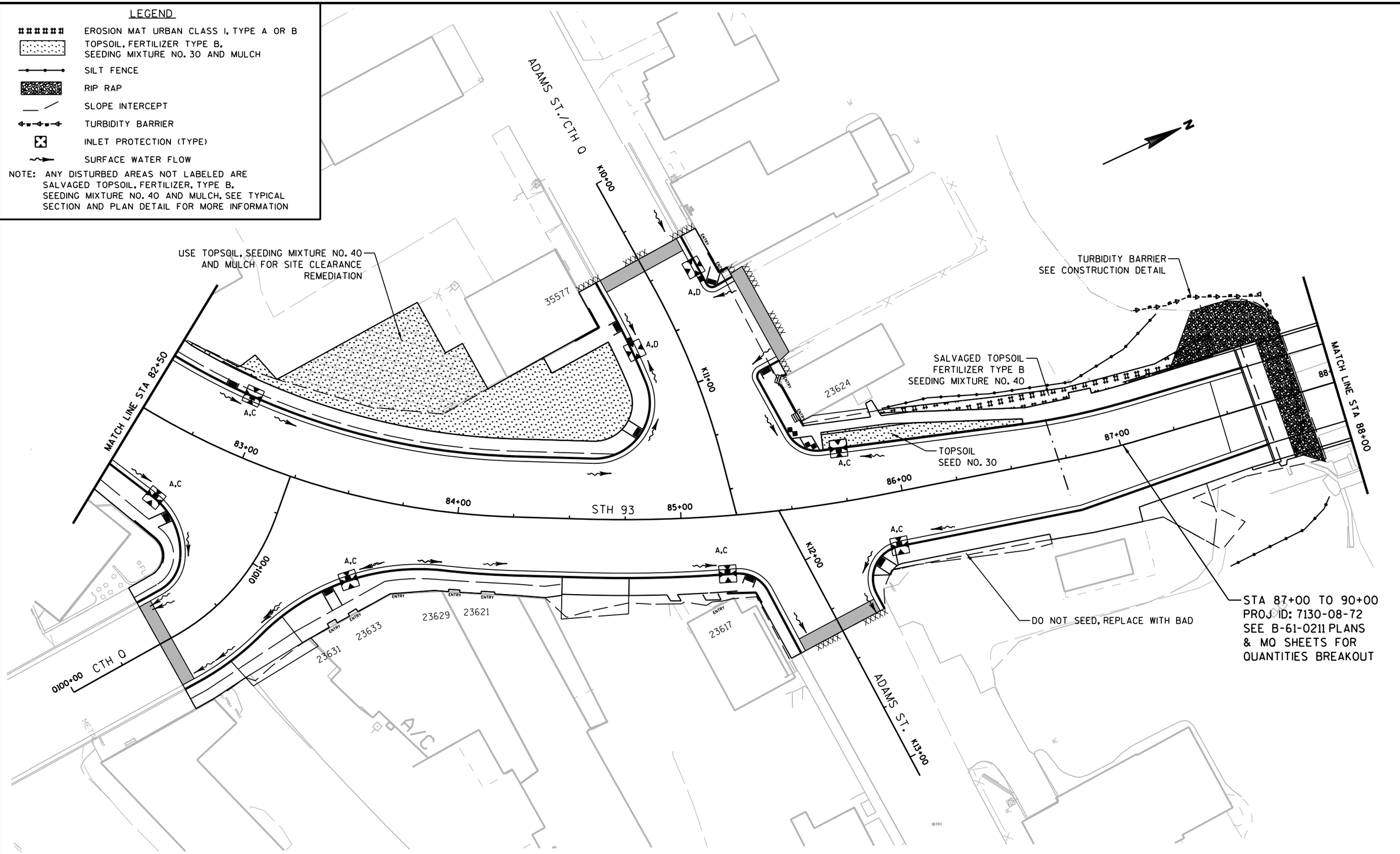
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2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- TURBIDITY BARRIER
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER, TYPE B, SEEDING MIXTURE NO. 40 AND MULCH. SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION




| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET | E |
|---|---|---|---|---|---|



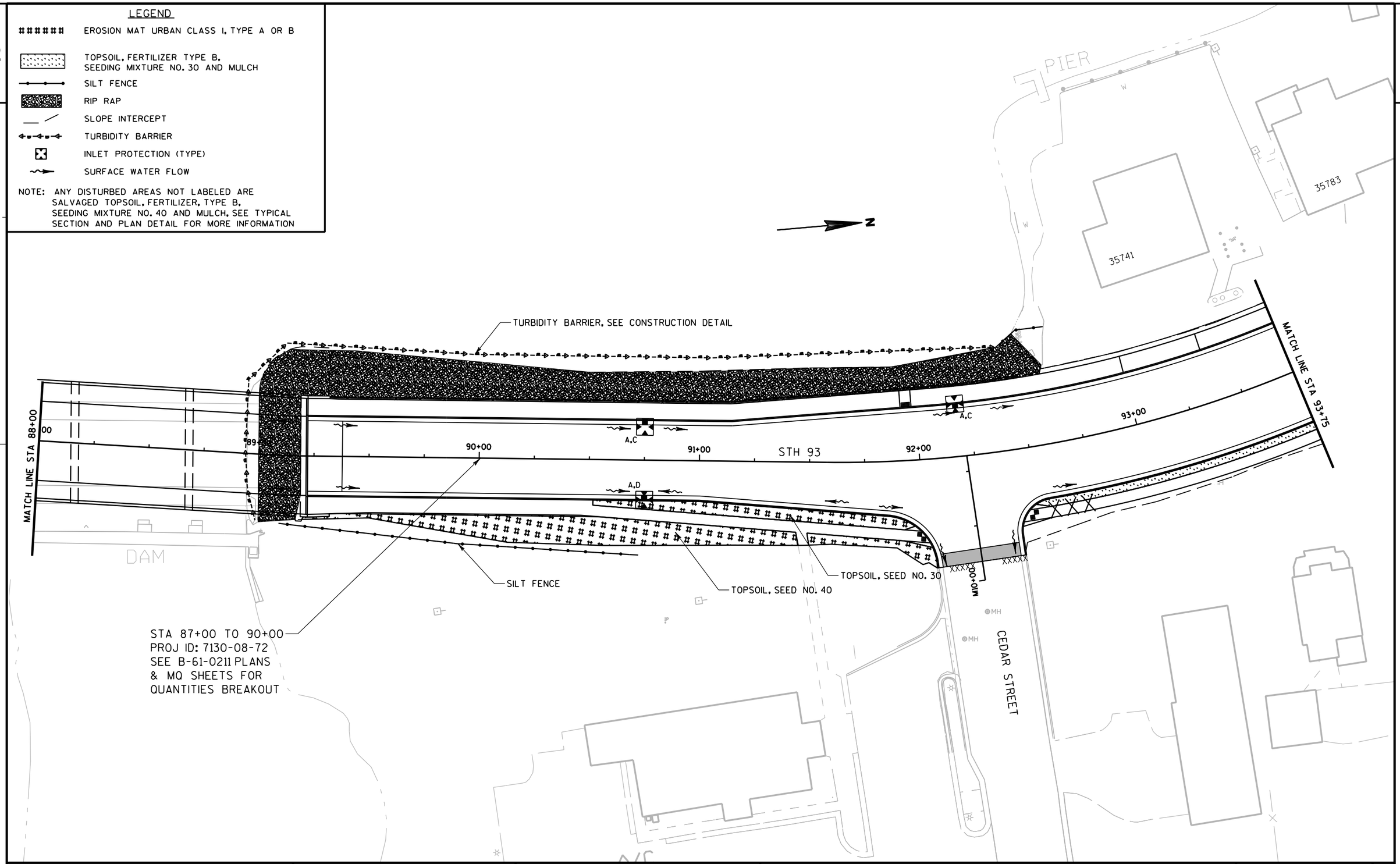
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2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- TURBIDITY BARRIER
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER, TYPE B, SEEDING MIXTURE NO. 40 AND MULCH. SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION




| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET E |
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FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\EROSION CONTROL\022003C_EC.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

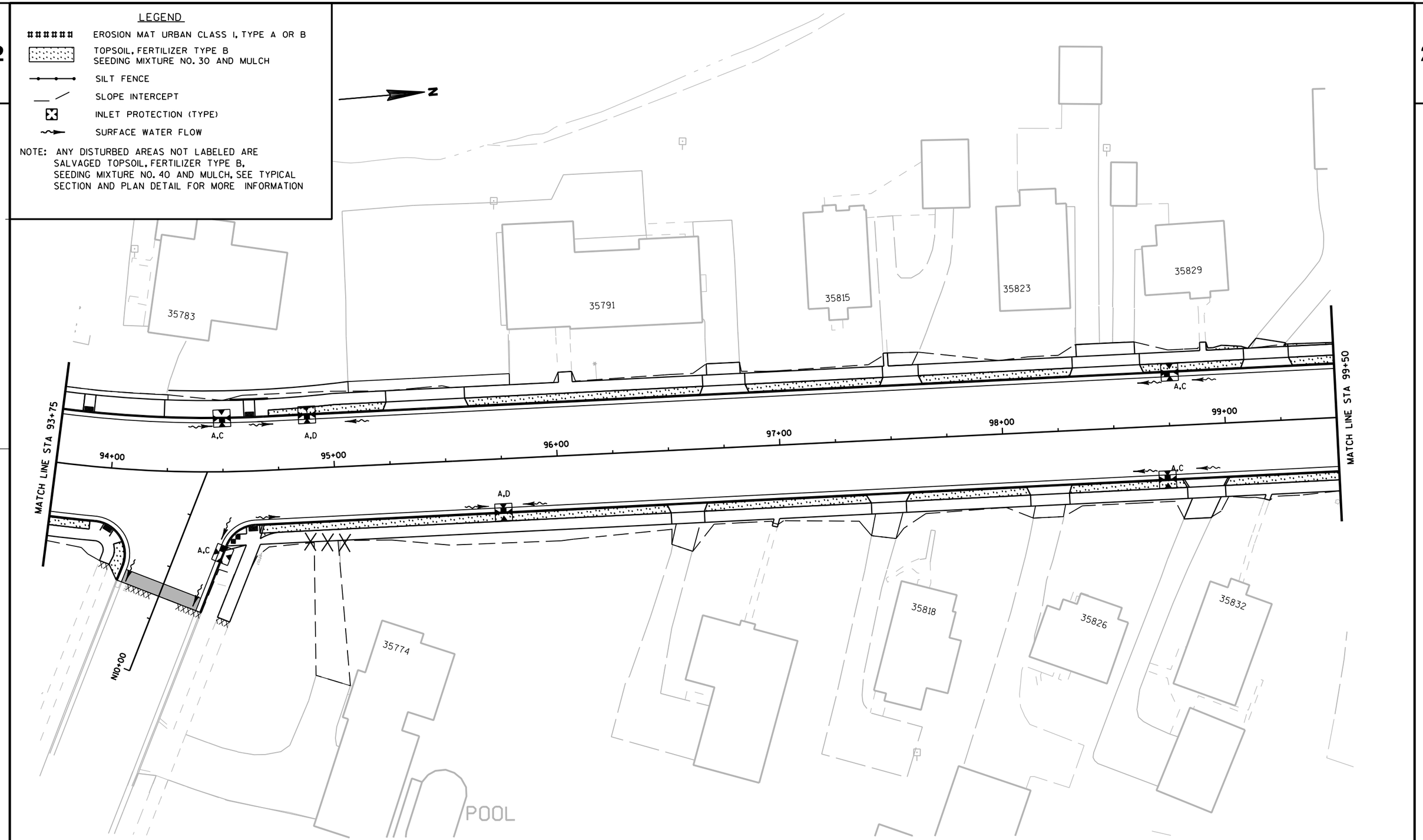
WISDOT/CADDS SHEET 42

2

LEGEND

- ####### EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION




2

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\EROSION CONTROL\022003D_EC.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

N

35873

35885

A/C

35897

35917

CANOPY

SILT FENCE

SEED NO. 40

A,C

MATCH LINE STA 99+50

100+00

101+00

102+00

103+00

104+00

105+00

P50+00

CURB INLET SEDIMENT BARRIER
REQ'D IN STAGE 1, PAID AS ROCK BAGS

MATCH LINE STA 105+50

MATCH LINE

35850

35874

35884

35888

35898

35924

P51+00

MATCH STA P51+00

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET 122 | E |
|---|---|---|---|---|---|

2

2

LEGEND

EROSION MAT URBAN CLASS I, TYPE A OR B

TOPSOIL, FERTILIZER TYPE B
SEEDING MIXTURE NO. 30 AND MULCH

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION (TYPE)

SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION

N

FERTILIZER TYPE B
SALVAGED TOPSOIL
SEEDING MIXTURE NO. 40

FERTILIZER TYPE B
SALVAGED TOPSOIL
SEEDING MIXTURE NO. 40

MATCH LINE STA 105+50

MATCH LINE STA 110+50

106+00 107+00 108+00 109+00 110+00

PE0+00 PE0+00 PE0+00 PE1+00

A,C

35979

35951

35972

35994

36028

23674

WALLS

CEMETERY

W

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET 123 | E |
|---|---|---|---|---|---|

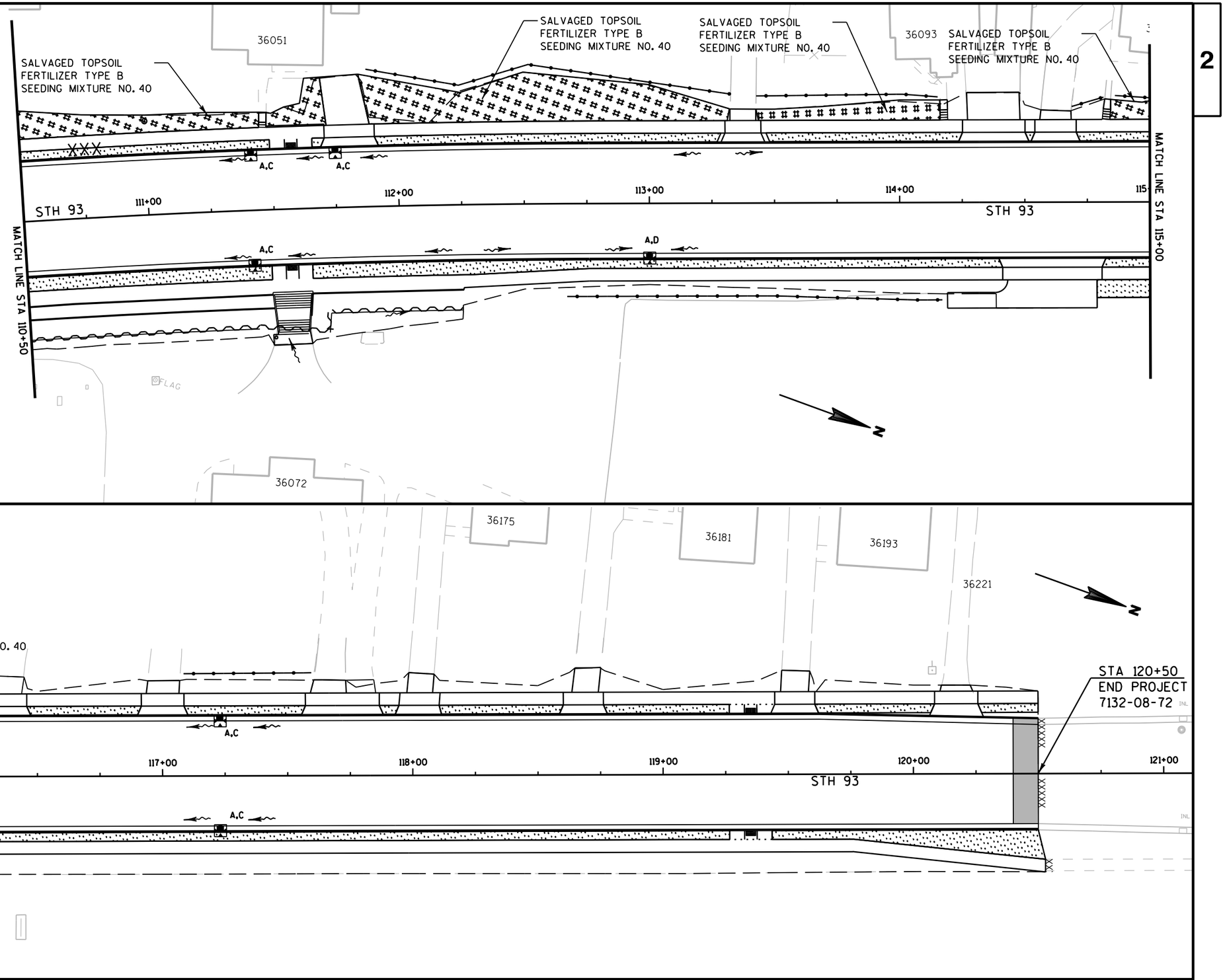
FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\EROSION CONTROL\022005_EC.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

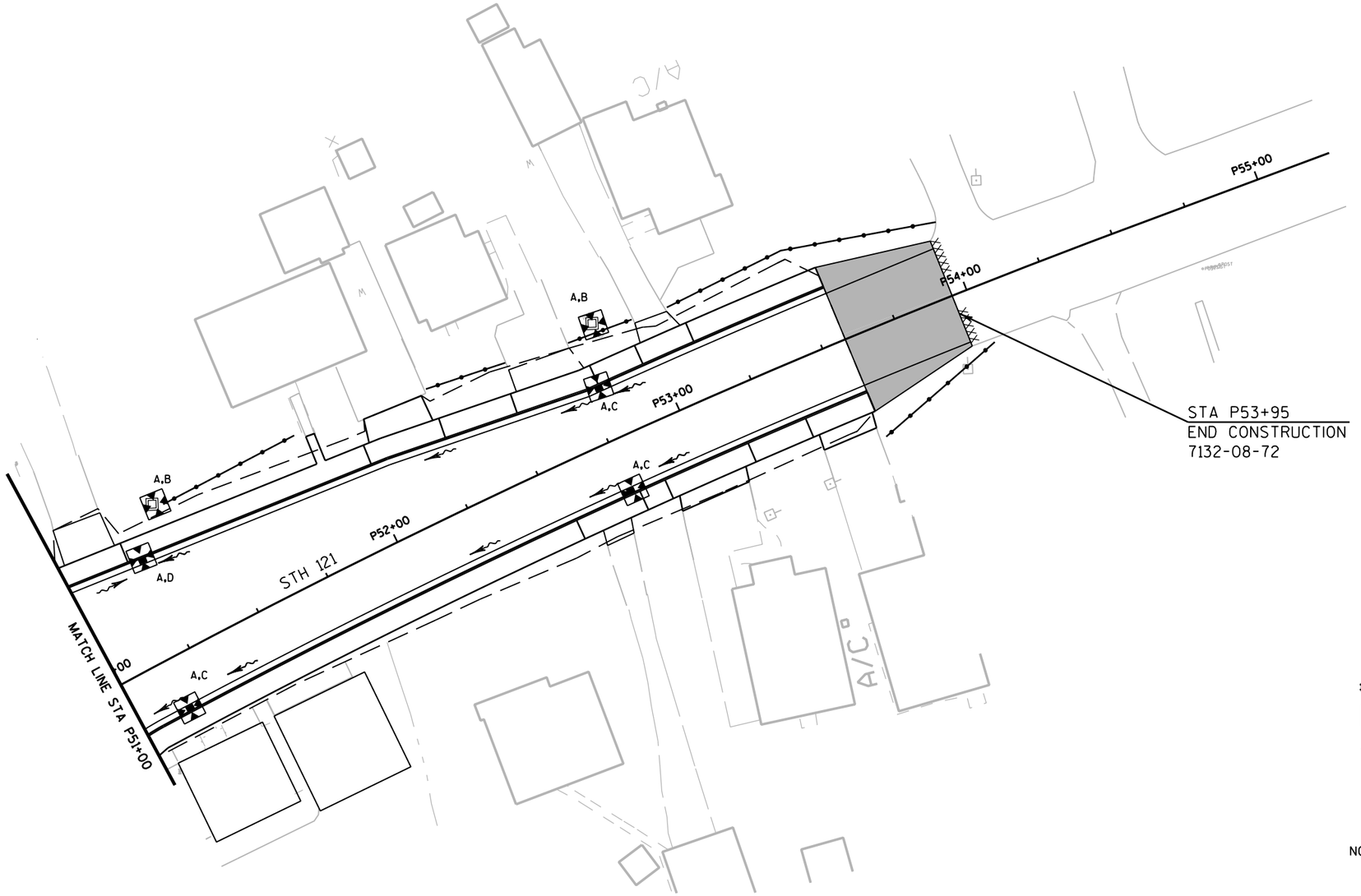
- EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET 124 | E |
|---|---|---|---|---|---|

2



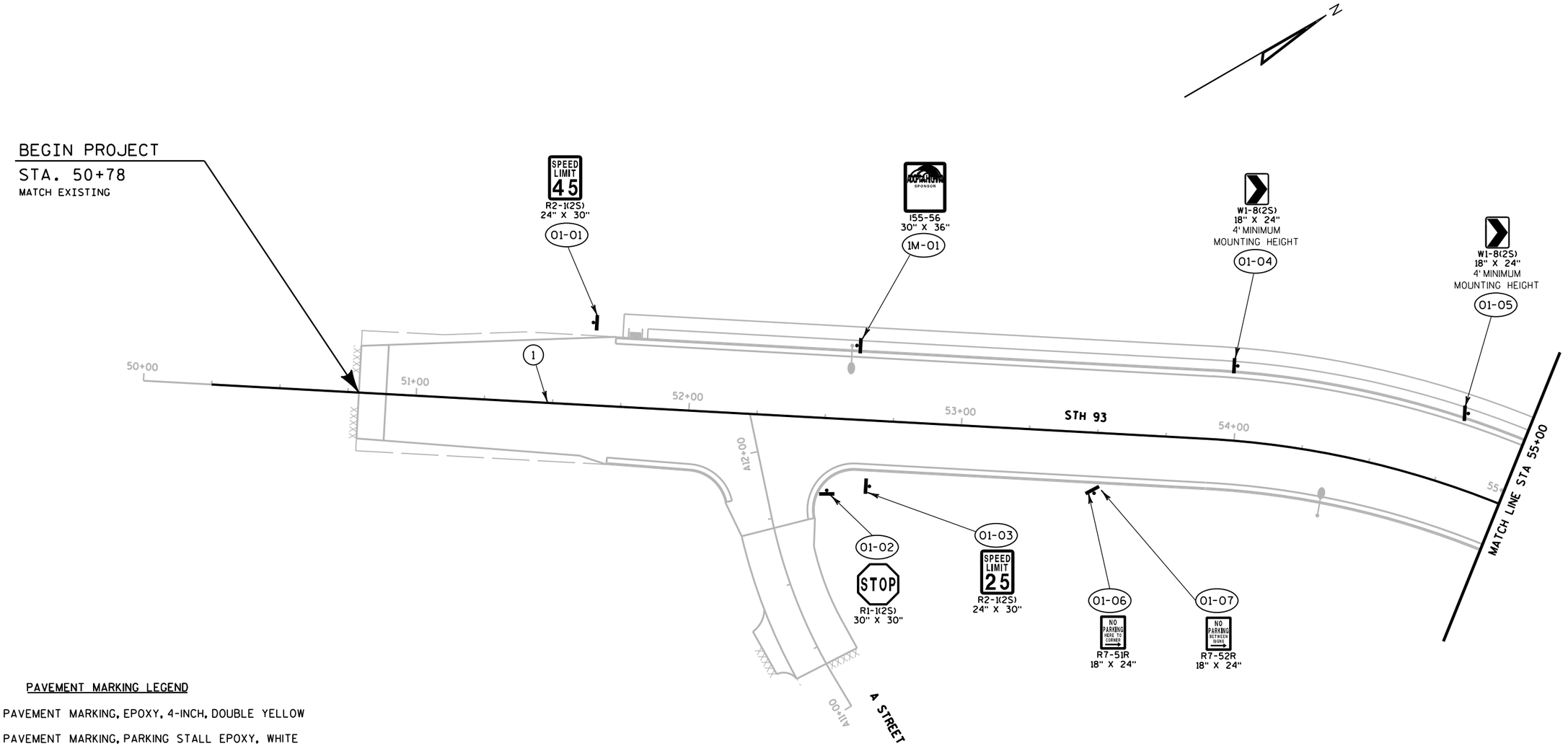

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- TOPSOIL, FERTILIZER TYPE B SEEDING MIXTURE NO. 30 AND MULCH
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE)
- SURFACE WATER FLOW

NOTE: ANY DISTURBED AREAS NOT LABELED ARE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCH, SEE TYPICAL SECTION AND PLAN DETAIL FOR MORE INFORMATION

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | EROSION CONTROL PLAN | SHEET 125 | E |
|---|---|---|---|---|---|

2




PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED

NOTES:
PAVEMENT MARKING PAID UNDER 7132-08-72
SIGNING PAID UNDER 7132-07-70

| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 126 | E |
|---|---|---|---|---|---|

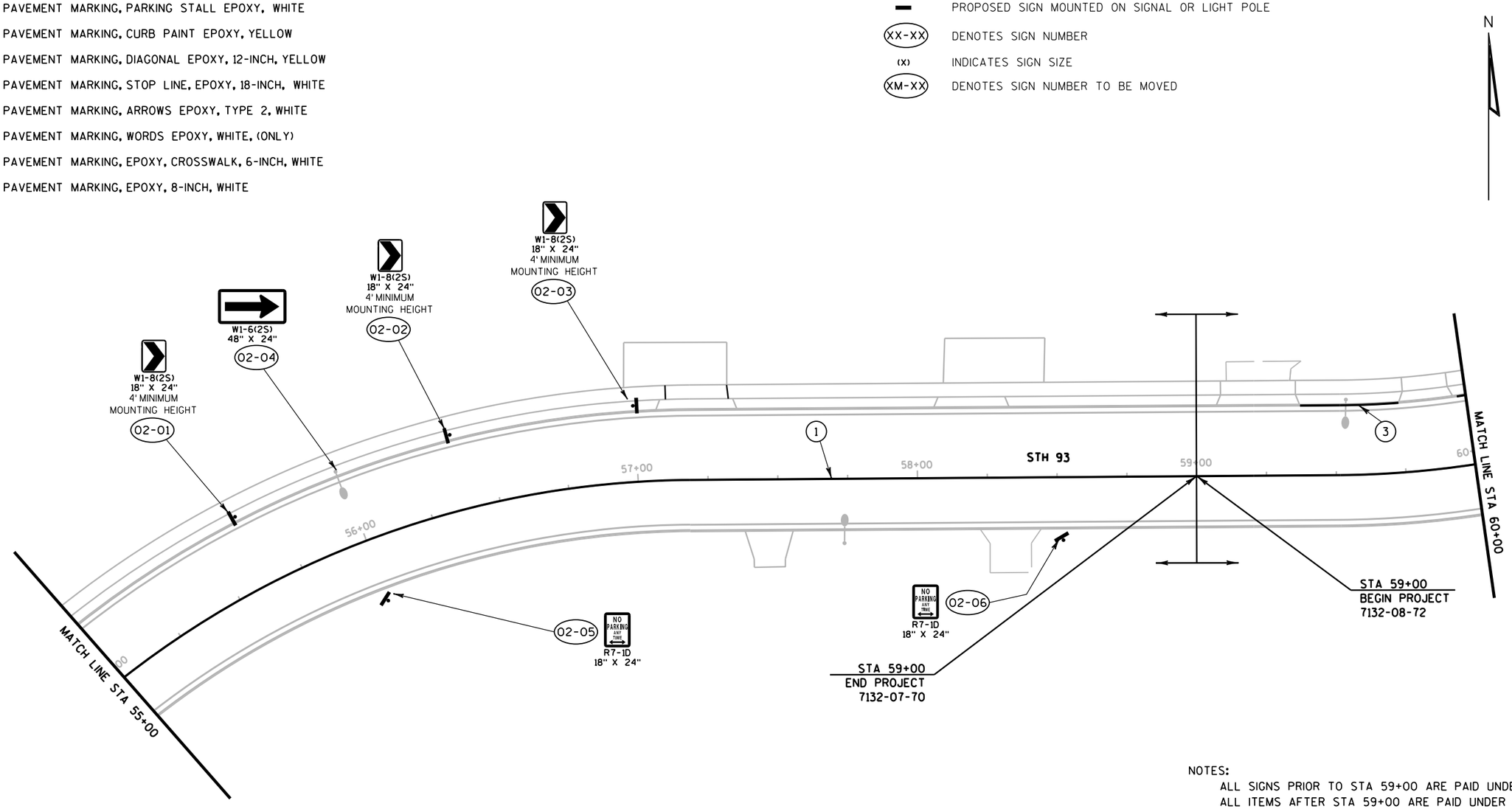
2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

## SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED




NOTES:

ALL SIGNS PRIOR TO STA 59+00 ARE PAID UNDER 7132-07-70.
ALL ITEMS AFTER STA 59+00 ARE PAID UNDER 7132-08-72.
PAVEMENT MARKING ALL PAID UNDER 7132-08-72

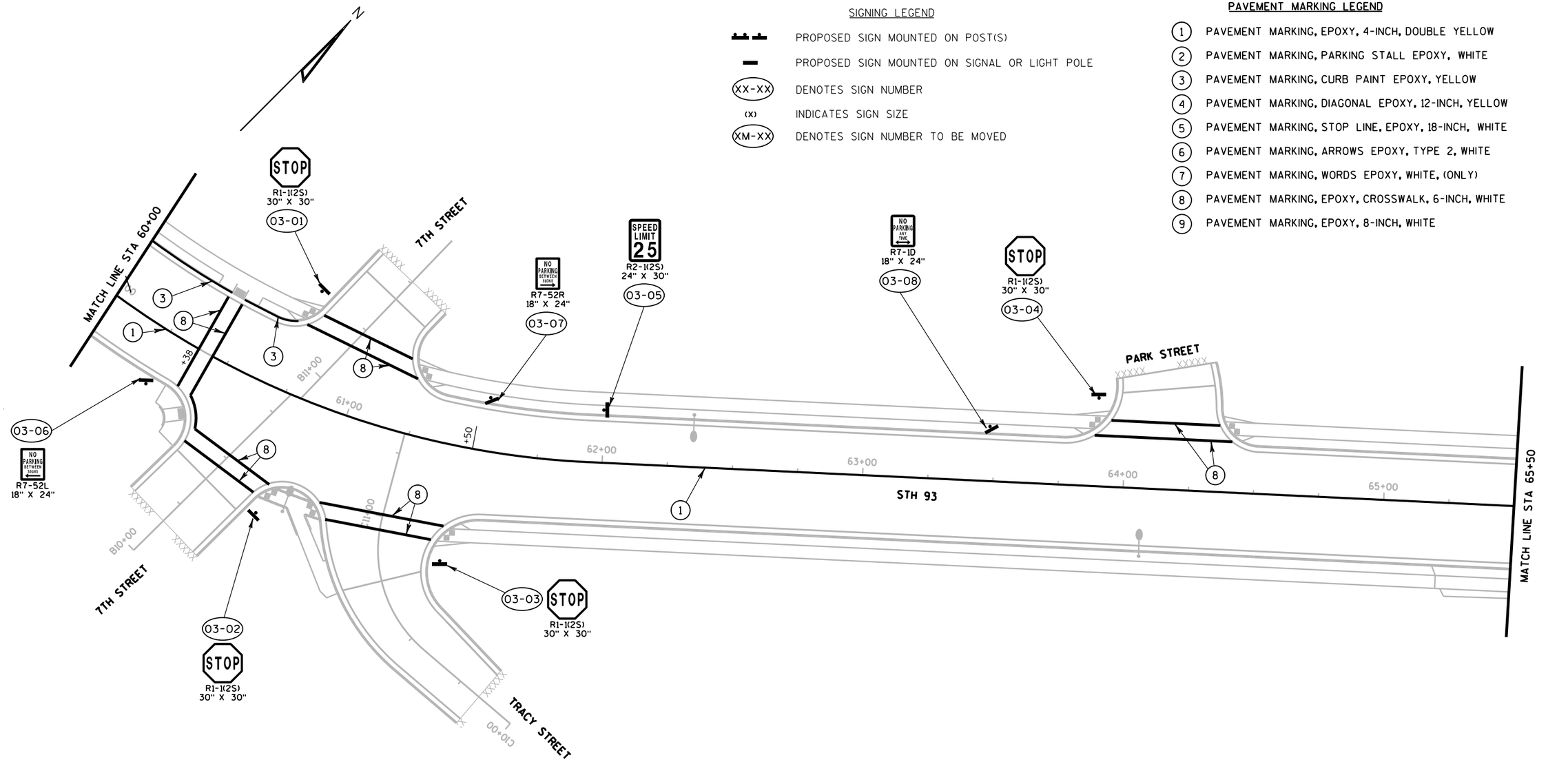
2

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 128 | E |
|---|---|---|---|---|---|

2

## PAVEMENT MARKING LEGEND

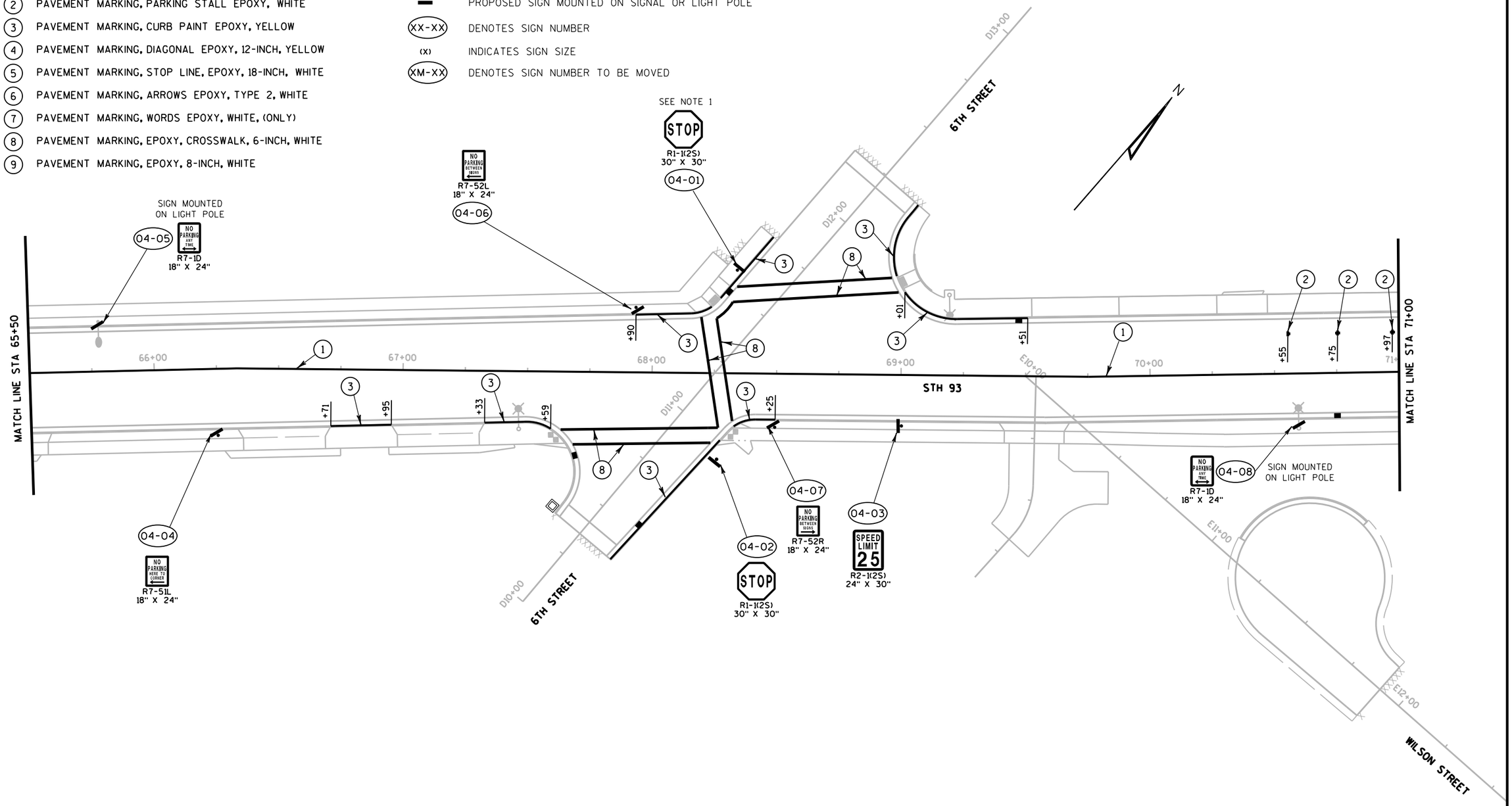
1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

## SIGNING LEGEND

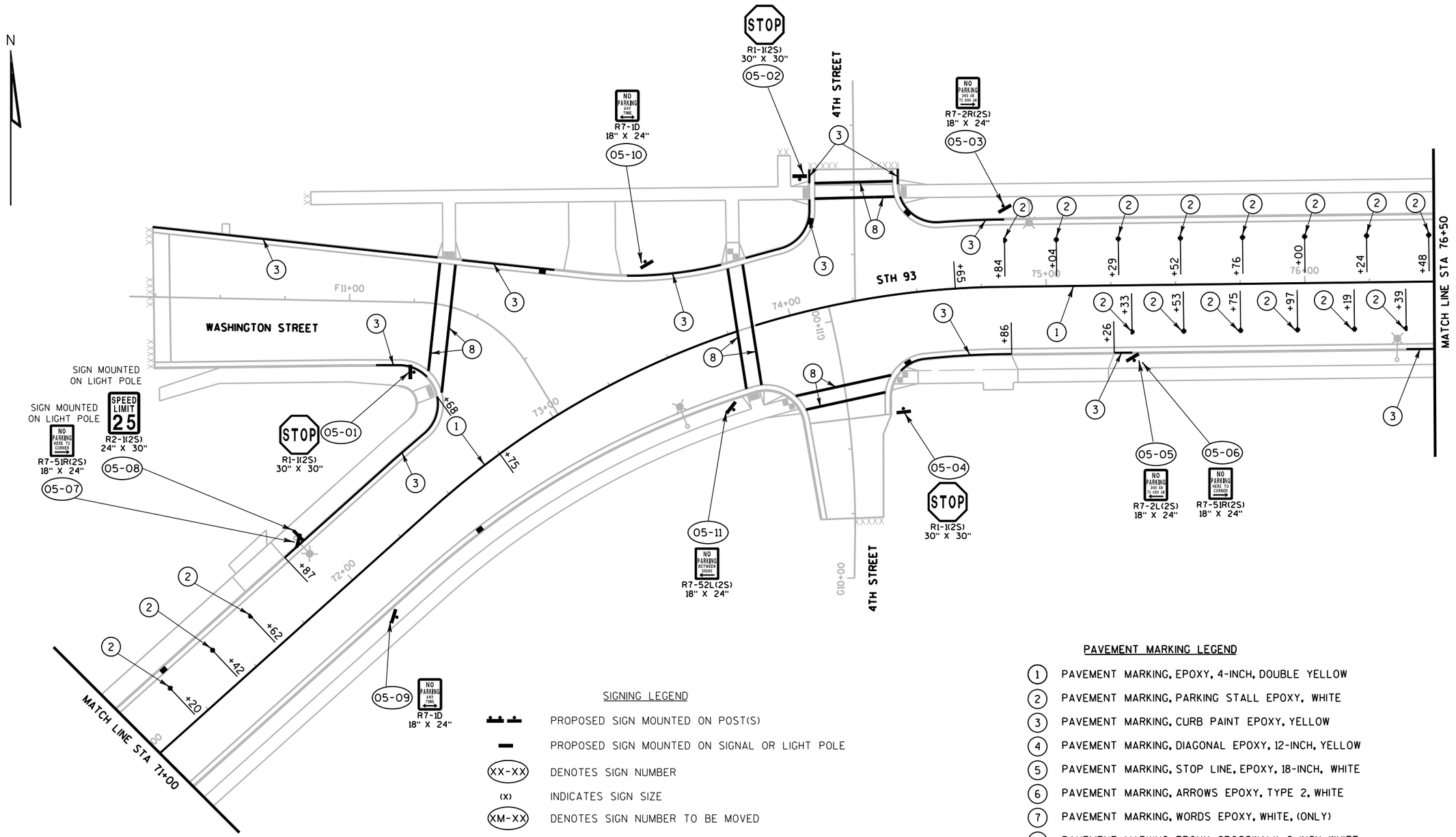
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED

NOTE 1:

SIGN TO BE MOUNTED ON 2"X2" TUBULAR STEEL POST




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 129 | E |
|---|---|---|---|---|---|




SIGNING LEGEND

| | |
|---|---|
| ▬ ▬ ▬ | PROPOSED SIGN MOUNTED ON POST(S) |
| ▬ | PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE |
| (XX-XX) | DENOTES SIGN NUMBER |
| (X) | INDICATES SIGN SIZE |
| (XM-XX) | DENOTES SIGN NUMBER TO BE MOVED |

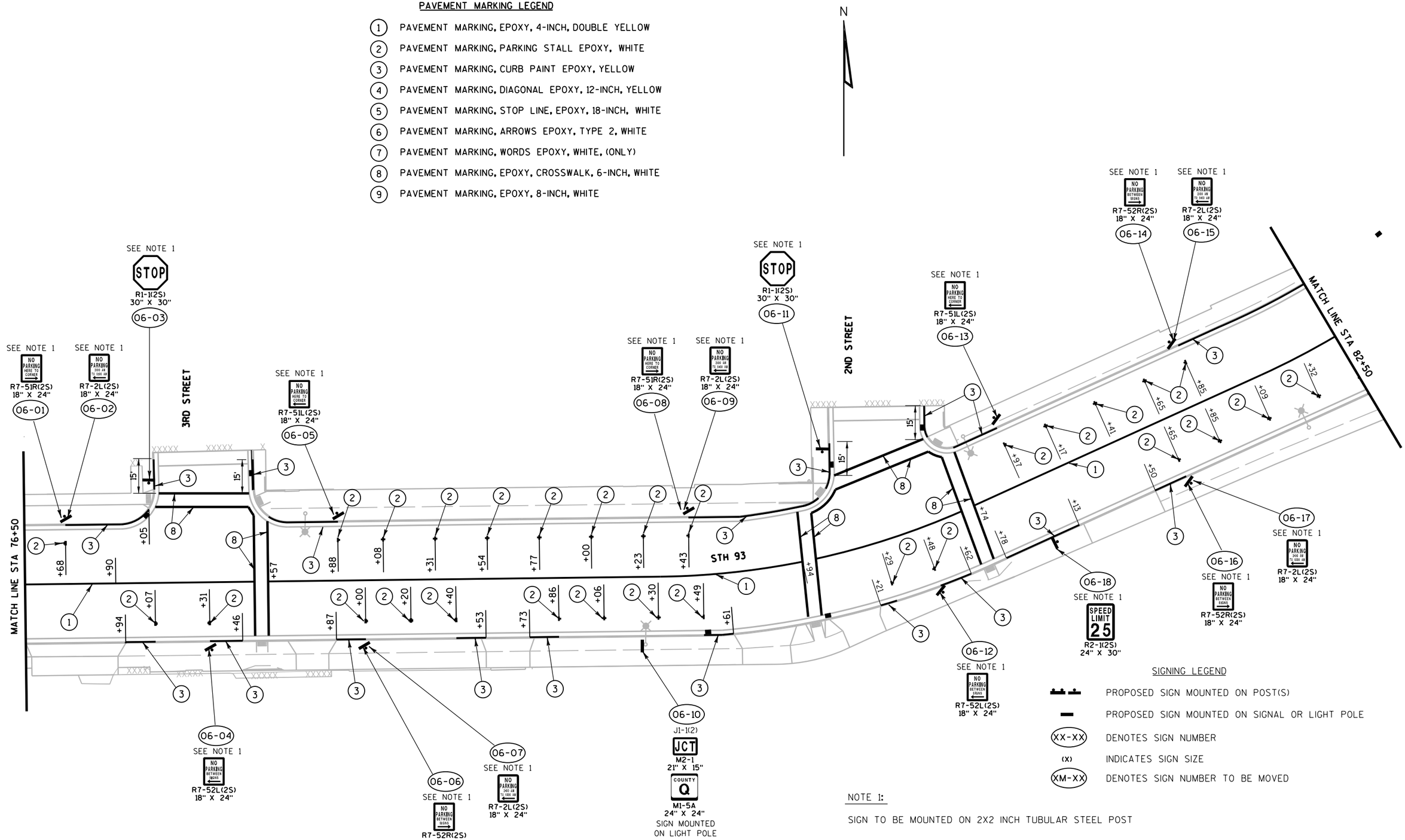
PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 130 | E |
|---|---|---|---|---|---|

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE




## SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- XX-XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- XM-XX DENOTES SIGN NUMBER TO BE MOVED

NOTE 1:

SIGN TO BE MOUNTED ON 2X2 INCH TUBULAR STEEL POST

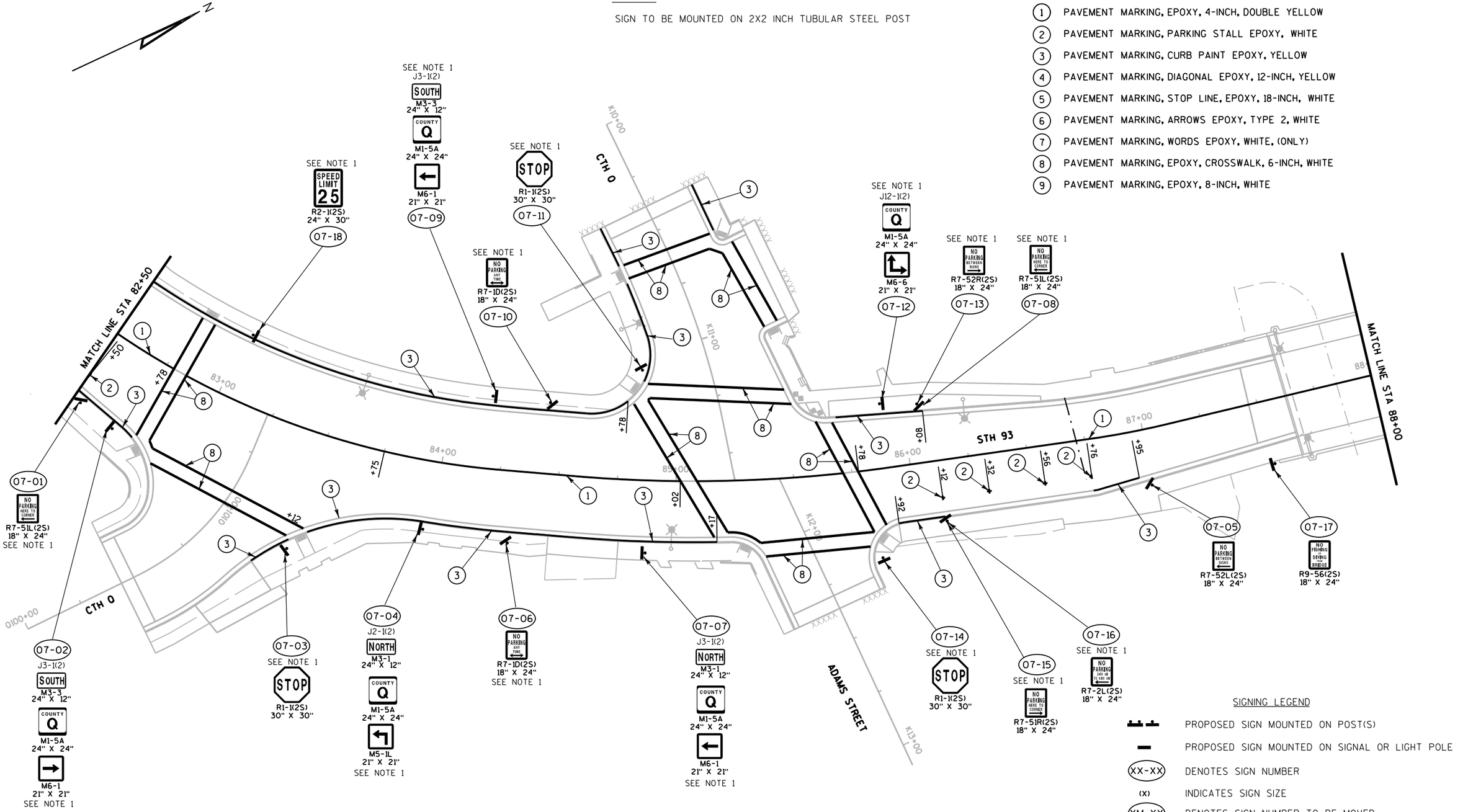
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 131 E |
|---|---|---|---|---|

NOTE 1:

SIGN TO BE MOUNTED ON 2X2 INCH TUBULAR STEEL POST

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE




SIGNING LEGEND

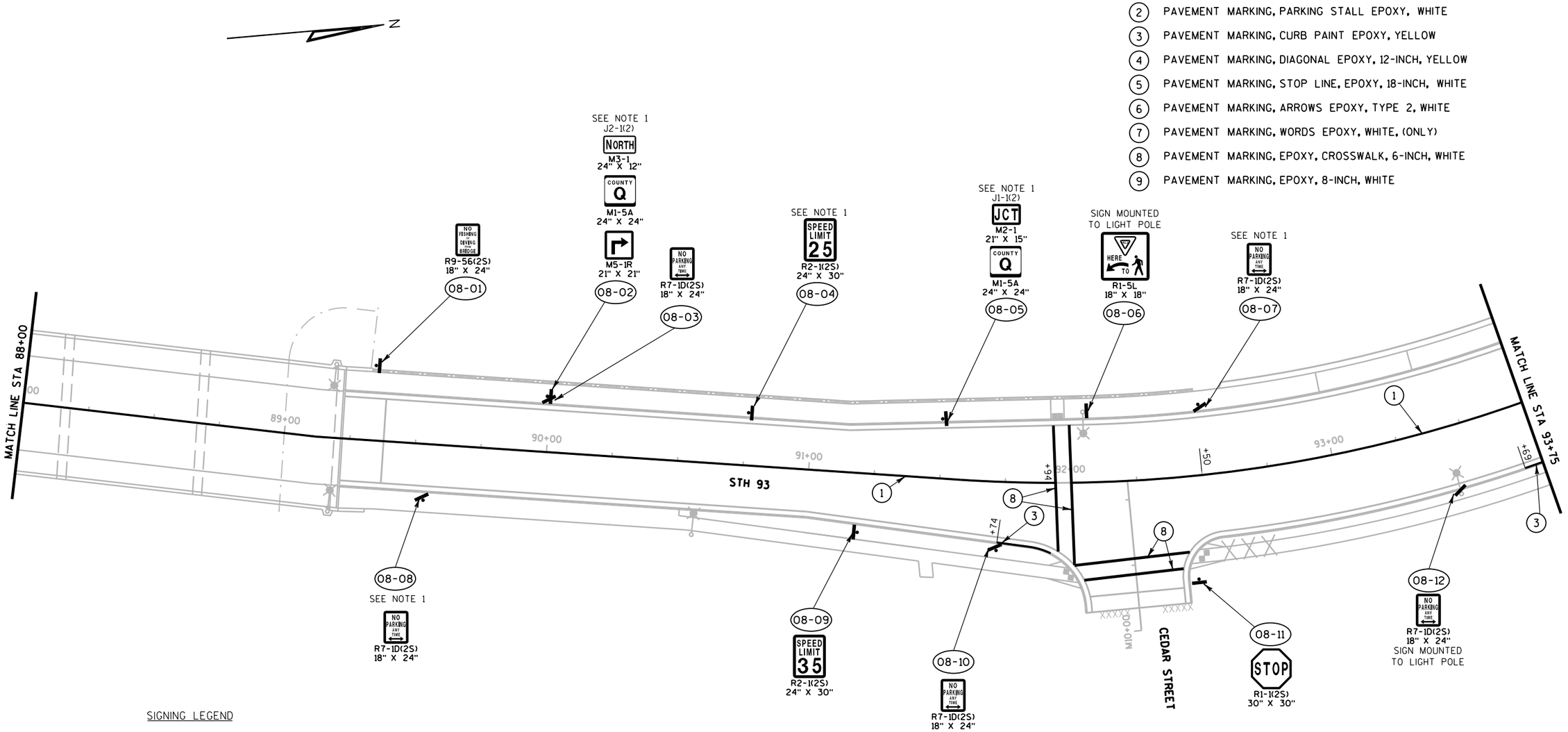
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- XX-XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- XM-XX DENOTES SIGN NUMBER TO BE MOVED

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 132 | E |
|---|---|---|---|---|---|

2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE




## SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED

NOTE 1:

SIGN TO BE MOUNTED ON 2X2 INCH TUBULAR STEEL POST

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 133 | E |
|---|---|---|---|---|---|

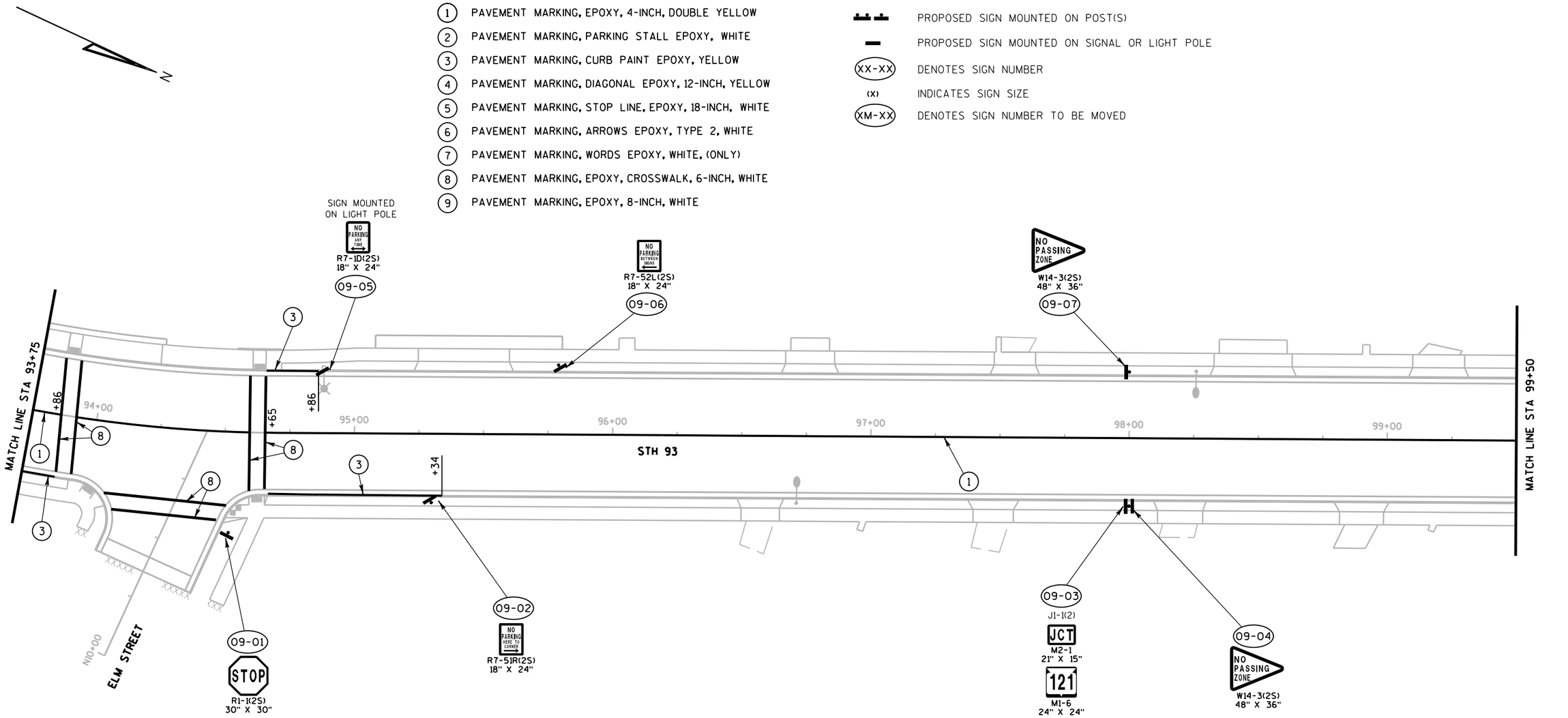
2

## PAVEMENT MARKING LEGEND

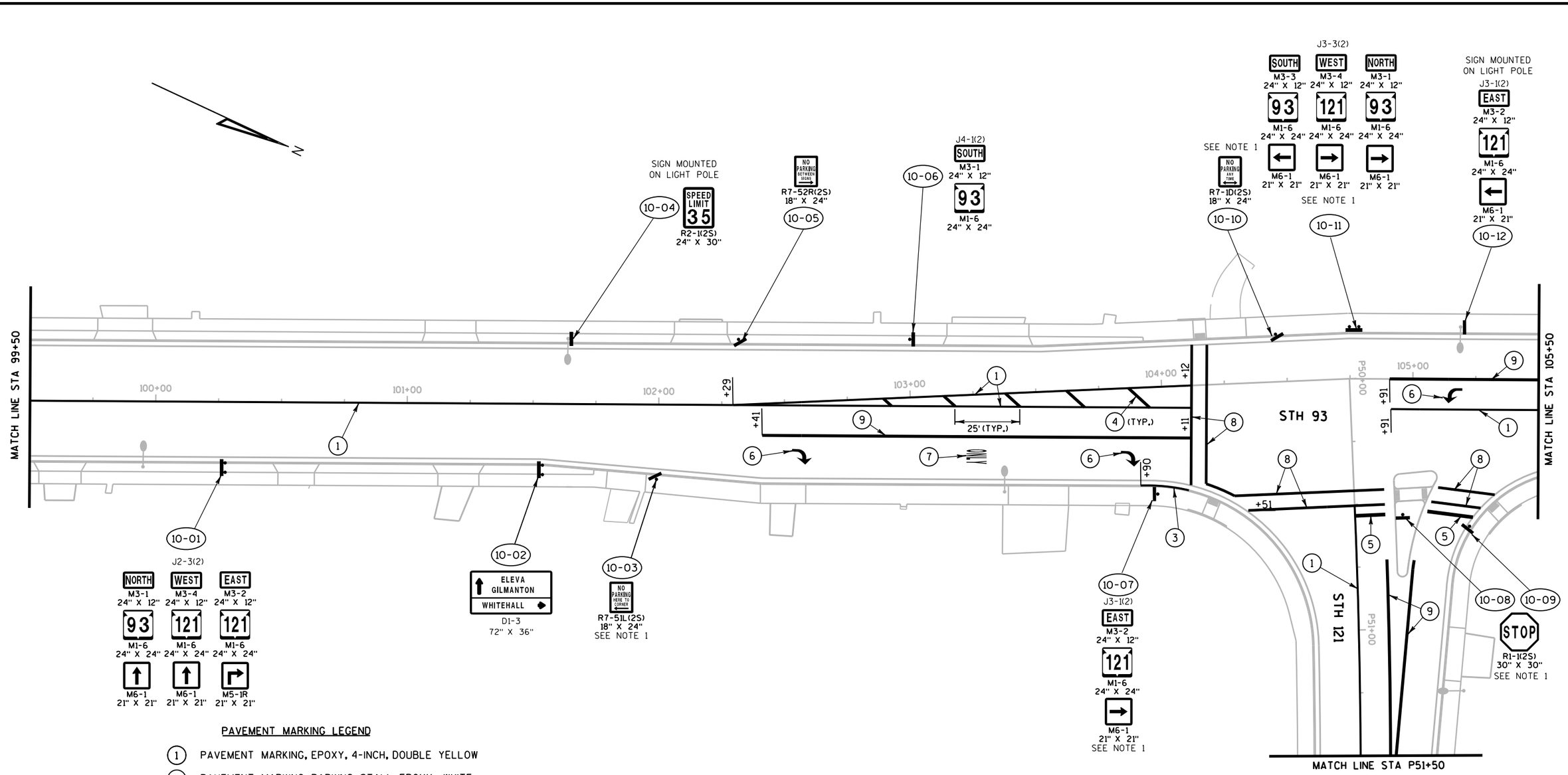
1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

## SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 134 | E |
|---|---|---|---|---|---|




## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

## SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- XX-XX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- XM-XX — DENOTES SIGN NUMBER TO BE MOVED

NOTE 1:

SIGN TO BE MOUNTED ON 2X2 INCH TUBULAR STEEL POST

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\PERMANENT SIGNING & MARKING\PM SHEETS\024510_PM.dgn PLOT DATE : 11/18/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

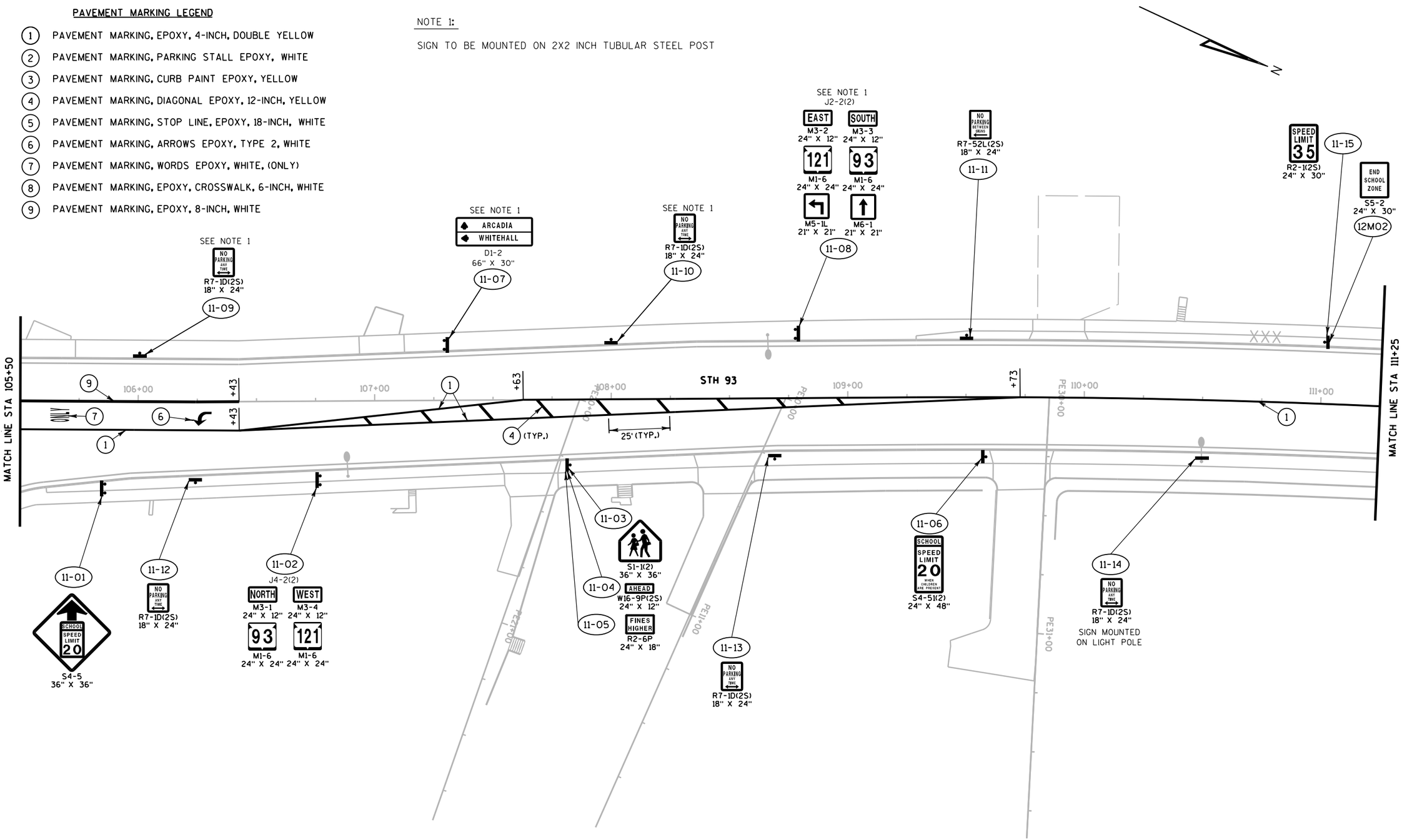
2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

NOTE 1:

SIGN TO BE MOUNTED ON 2X2 INCH TUBULAR STEEL POST




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\PERMANENT SIGNING & MARKING\PM SHEETS\024511_PM.dgn PLOT DATE : 11/18/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

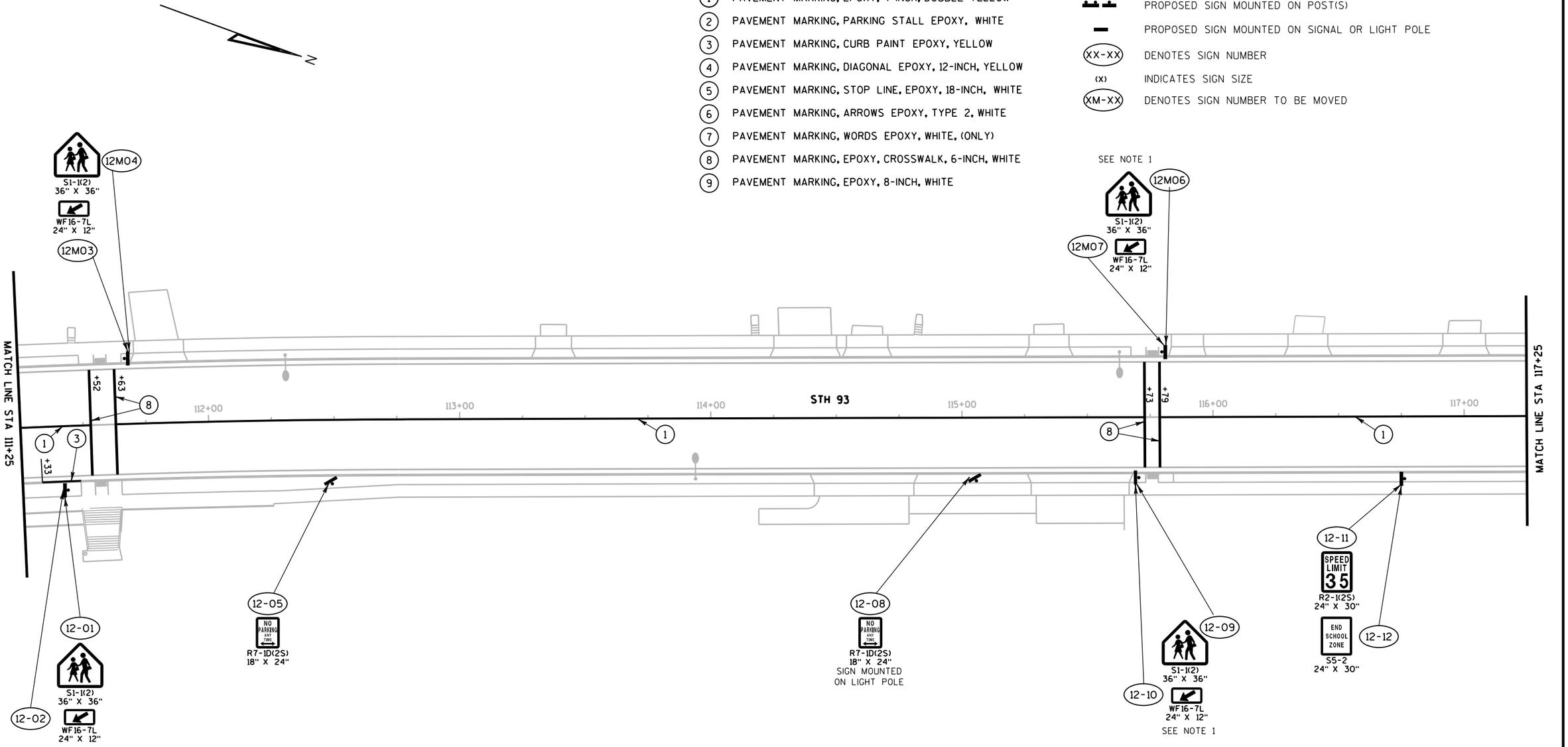
2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

## SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- XX-XX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- XM-XX — DENOTES SIGN NUMBER TO BE MOVED



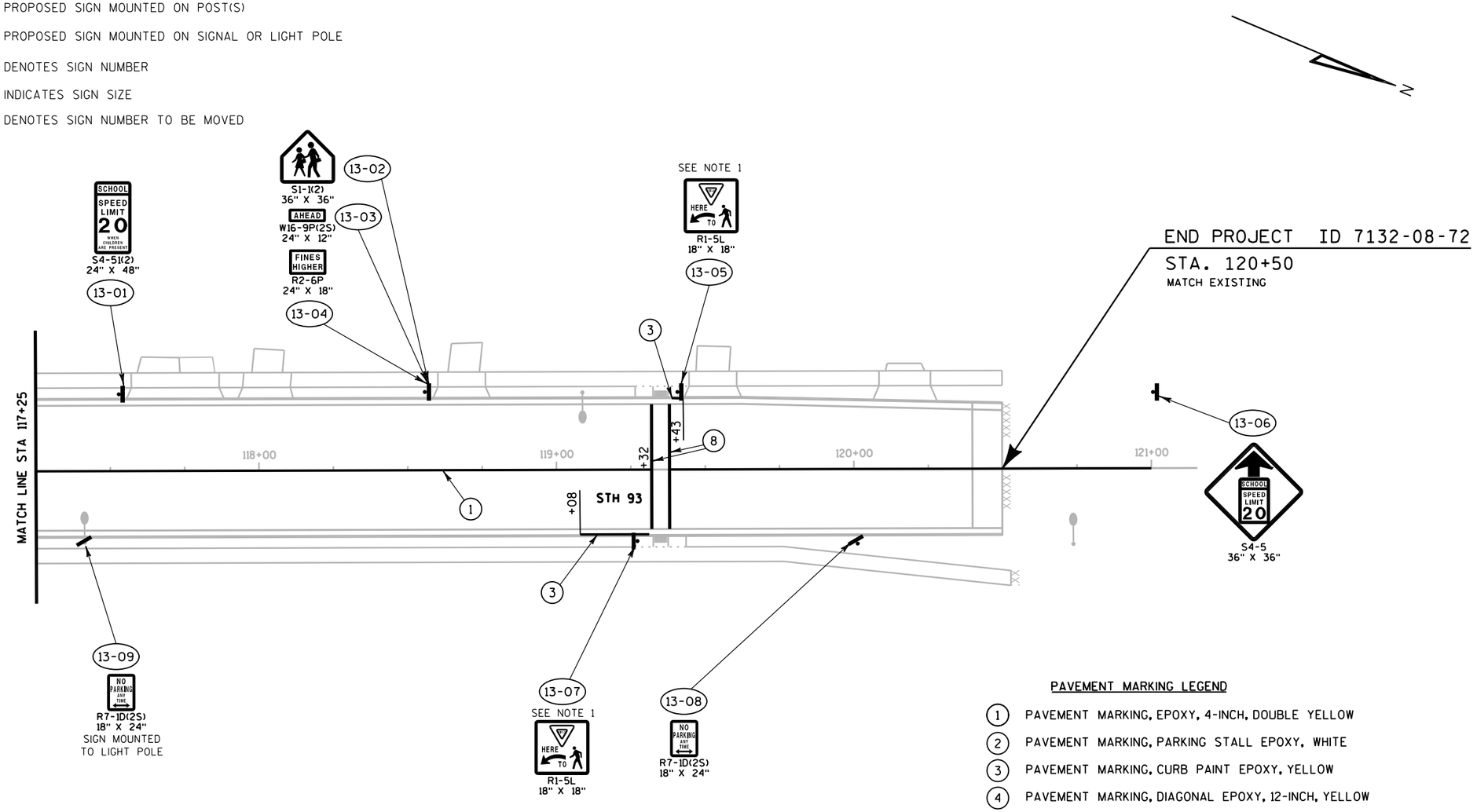

NOTE 1:

SIGN TO BE MOUNTED ON 2X2 INCH TUBULAR STEEL POST

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 137 | E |
|---|---|---|---|---|---|

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED



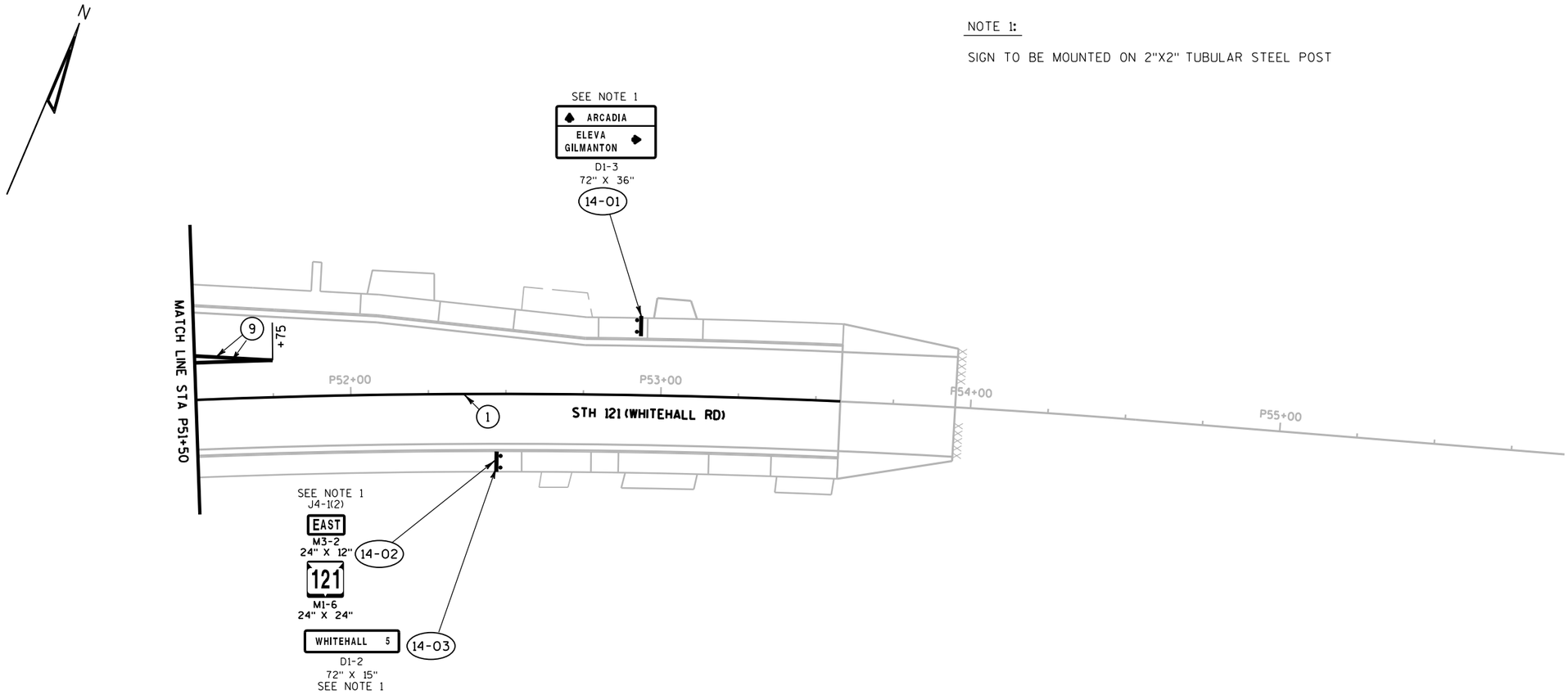

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

2

NOTE 1:

SIGN TO BE MOUNTED ON 2"X2" TUBULAR STEEL POST



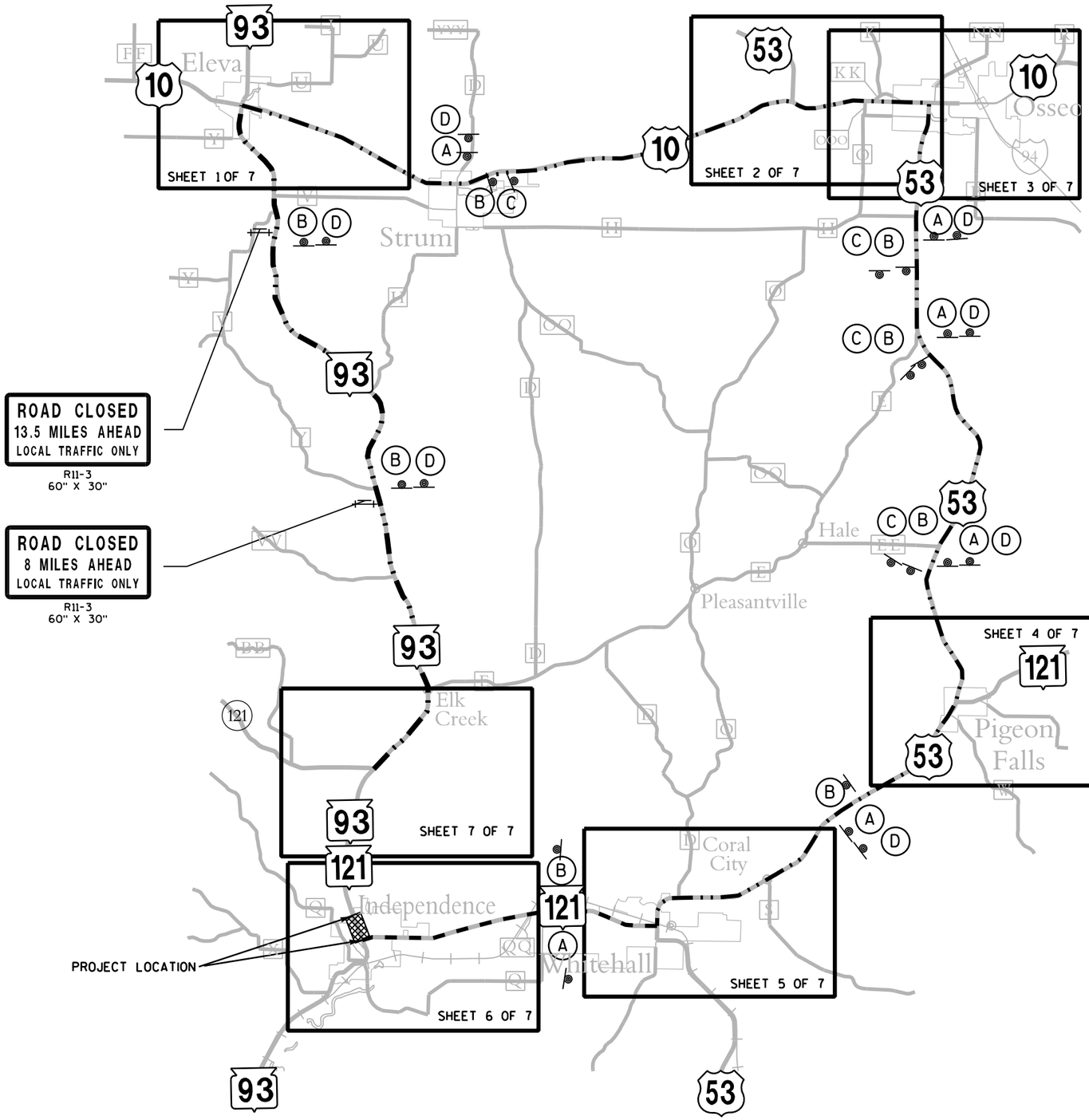

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING, PARKING STALL EPOXY, WHITE
3. PAVEMENT MARKING, CURB PAINT EPOXY, YELLOW
4. PAVEMENT MARKING, DIAGONAL EPOXY, 12-INCH, YELLOW
5. PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH, WHITE
6. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
7. PAVEMENT MARKING, WORDS EPOXY, WHITE, (ONLY)
8. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
9. PAVEMENT MARKING, EPOXY, 8-INCH, WHITE

SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL OR LIGHT POLE
- (XX-XX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- (XM-XX) DENOTES SIGN NUMBER TO BE MOVED

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PAVEMENT MARKING & PERMANENT SIGNING DETAILS | SHEET 139 | E |
|---|---|---|---|---|---|




N

LEGEND

- DETOUR ROUTE (STH 93)
- DETOUR ROUTE (STH 93 & STH 121)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- TYPE III BARRICADE

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

DETOUR NORTH 93 — A

DETOUR SOUTH 93 — B

DETOUR EAST 121 — C

DETOUR WEST 121 — D

| | |
|---|---|
| 93 | M1-6(2) 24" X 24" |
| 121 | M1-6(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
| 10 | M1-4(2) 24" X 24" |
| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
| END | M4-6(2) 24" X 18" |
| NORTH | M3-1(2) 24" X 12" |
| EAST | M3-2(2) 24" X 12" |
| SOUTH | M3-3(2) 24" X 12" |
| WEST | M3-4(2) 24" X 12" |
| ↑ | M06-1(2) 21" X 21" |
| ↰ | M05-1L(2) 21" X 21" |
| ↱ | M05-1R(2) 21" X 21" |
| ↔ | M06-4(2) 21" X 21" |

GENERAL NOTES

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

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

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

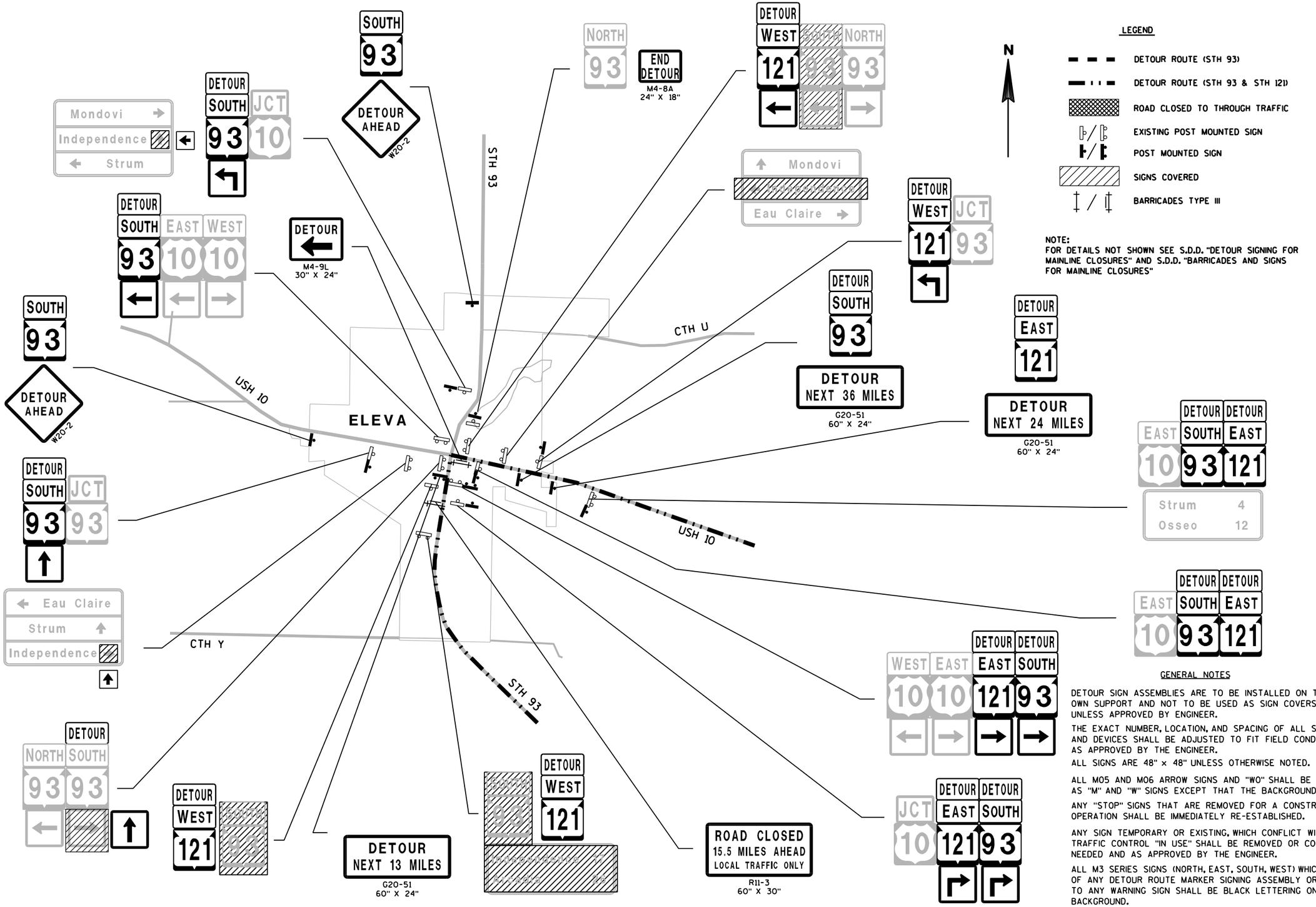
ALL M05 AND M06 ARROW SIGNS AND "WO" SHALL BE THE SAME AS "M" AND "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

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

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

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 1 OVERVIEW | SHEET 140 E |
|---|---|---|---|---|




N

LEGEND

- DETOUR ROUTE (STH 93)
- DETOUR ROUTE (STH 93 & STH 121)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

| | |
|---|---|
| 93 | M1-6(2) 24" X 24" |
| 121 | M1-6(2) 24" X 24" |
| 10 | M1-4(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
| END | M4-6(2) 24" X 18" |
| NORTH | M3-1(2) 24" X 12" |
| EAST | M3-2(2) 24" X 12" |
| SOUTH | M3-3(2) 24" X 12" |
| WEST | M3-4(2) 24" X 12" |
| | M06-1(2) 21" X 21" |
| | M05-1L(2) 21" X 21" |
| | M05-1R(2) 21" X 21" |
| | M06-4(2) 21" X 21" |

STANDARD ARROW ON 8"X8" PLAQUE BLACK ARROW ON ORANGE BACKGROUND

GENERAL NOTES

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

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

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

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

ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

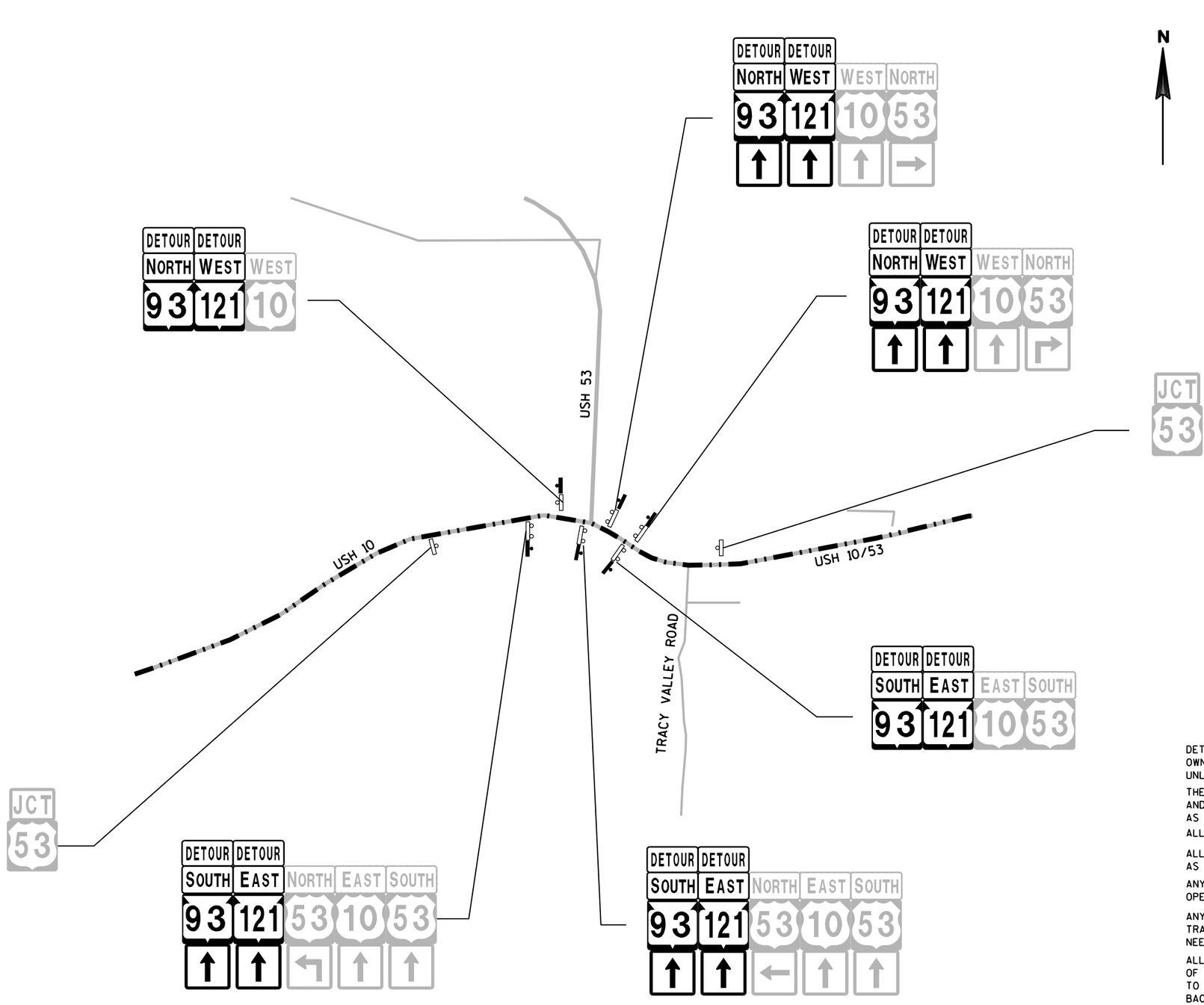
ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 1 | SHEET 1 OF 7 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027002_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42




N

LEGEND

- DETOUR ROUTE (STH 93)
- DETOUR ROUTE (STH 93 & STH 121)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

| | |
|---|---|
| 93 | M1-6(2) 24" X 24" |
| 121 | M1-6(2) 24" X 24" |
| 10 | M1-4(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
| END | M4-6(2) 24" X 18" |
| NORTH | M3-1(2) 24" X 12" |
| EAST | M3-2(2) 24" X 12" |
| SOUTH | M3-3(2) 24" X 12" |
| WEST | M3-4(2) 24" X 12" |
| ↑ | M06-1(2) 21" X 21" |
| ↰ | M05-1L(2) 21" X 21" |
| ↱ | M05-1R(2) 21" X 21" |
| ↔ | M06-4(2) 21" X 21" |

GENERAL NOTES

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

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

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

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

ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

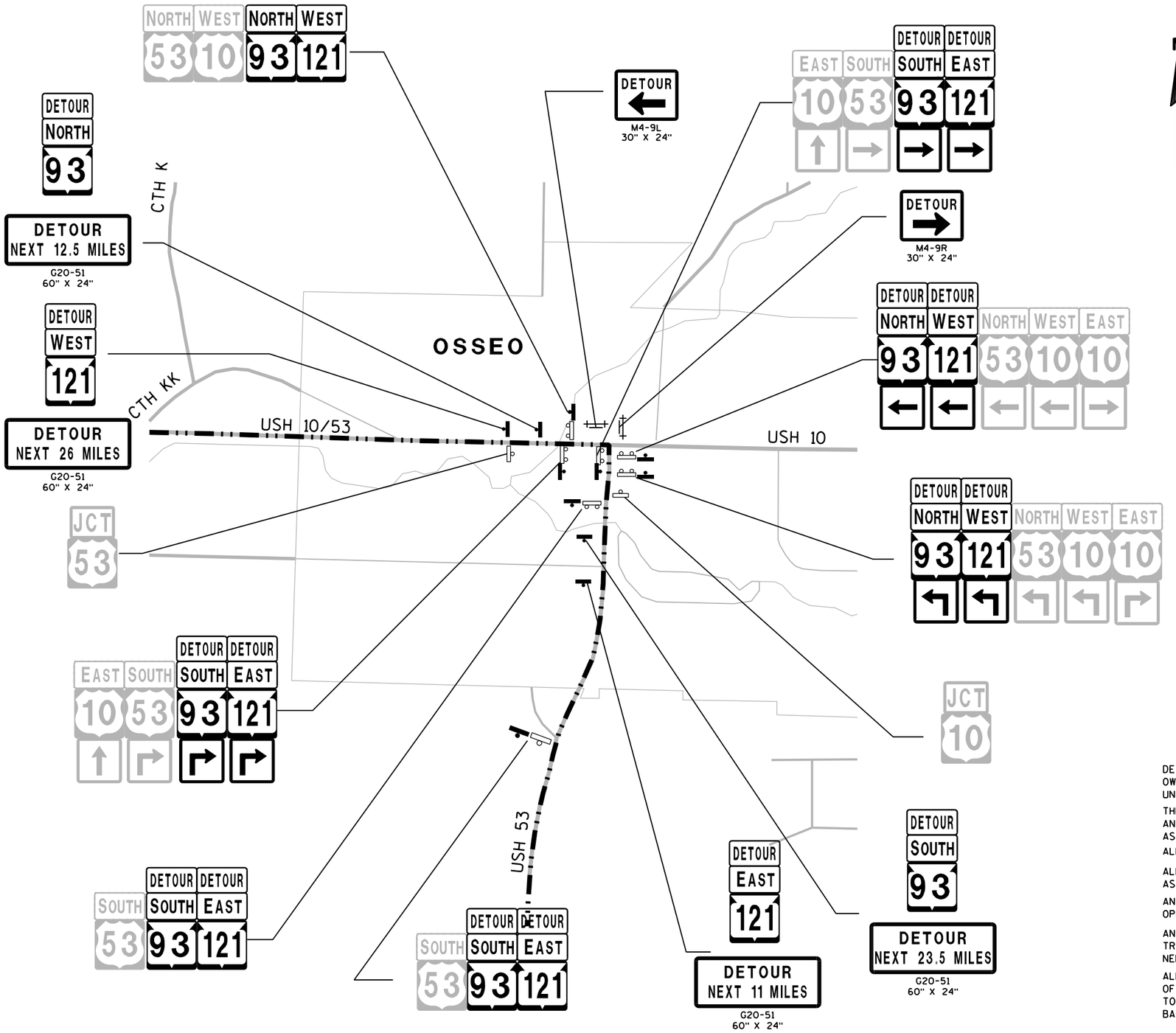
ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 1 SHEET 2 OF 7 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027003_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42




N

LEGEND

- DETOUR ROUTE (STH 93)
- DETOUR ROUTE (STH 93 & STH 121)
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- BARRICADES TYPE III

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

| | |
|---|---|
| 93 | M1-6(2) 24" X 24" |
| 121 | M1-6(2) 24" X 24" |
| 10 | M1-4(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
| END | M4-6(2) 24" X 18" |
| NORTH | M3-1(2) 24" X 12" |
| EAST | M3-2(2) 24" X 12" |
| SOUTH | M3-3(2) 24" X 12" |
| WEST | M3-4(2) 24" X 12" |
| ↑ | M06-1(2) 21" X 21" |
| ↰ | M05-1L(2) 21" X 21" |
| ↱ | M05-1R(2) 21" X 21" |
| ↔ | M06-4(2) 21" X 21" |

GENERAL NOTES

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

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

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

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

ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

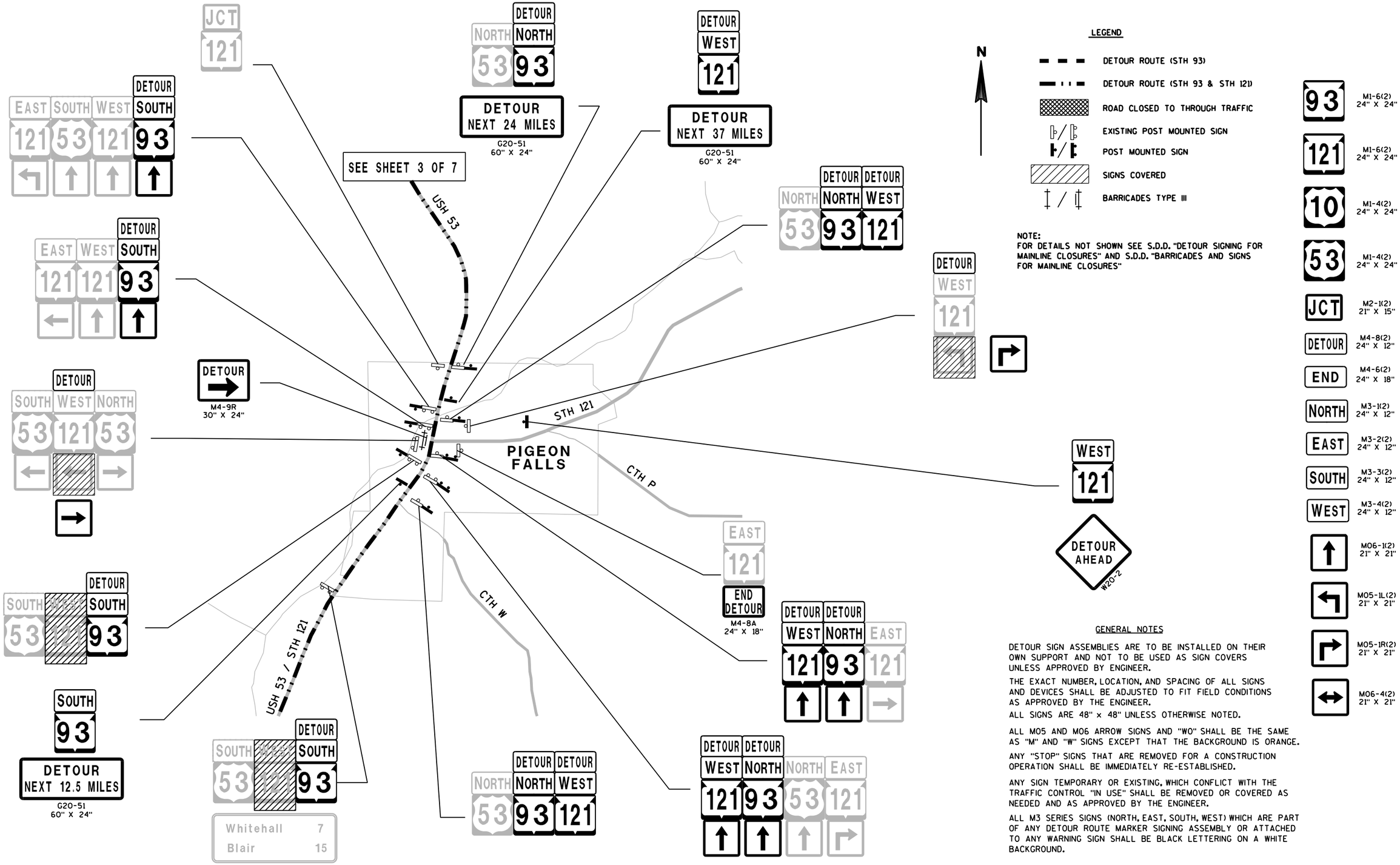
ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 1 | SHEET 3 OF 7 | SHEET E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027004_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42




GENERAL NOTES

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

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

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

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

ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

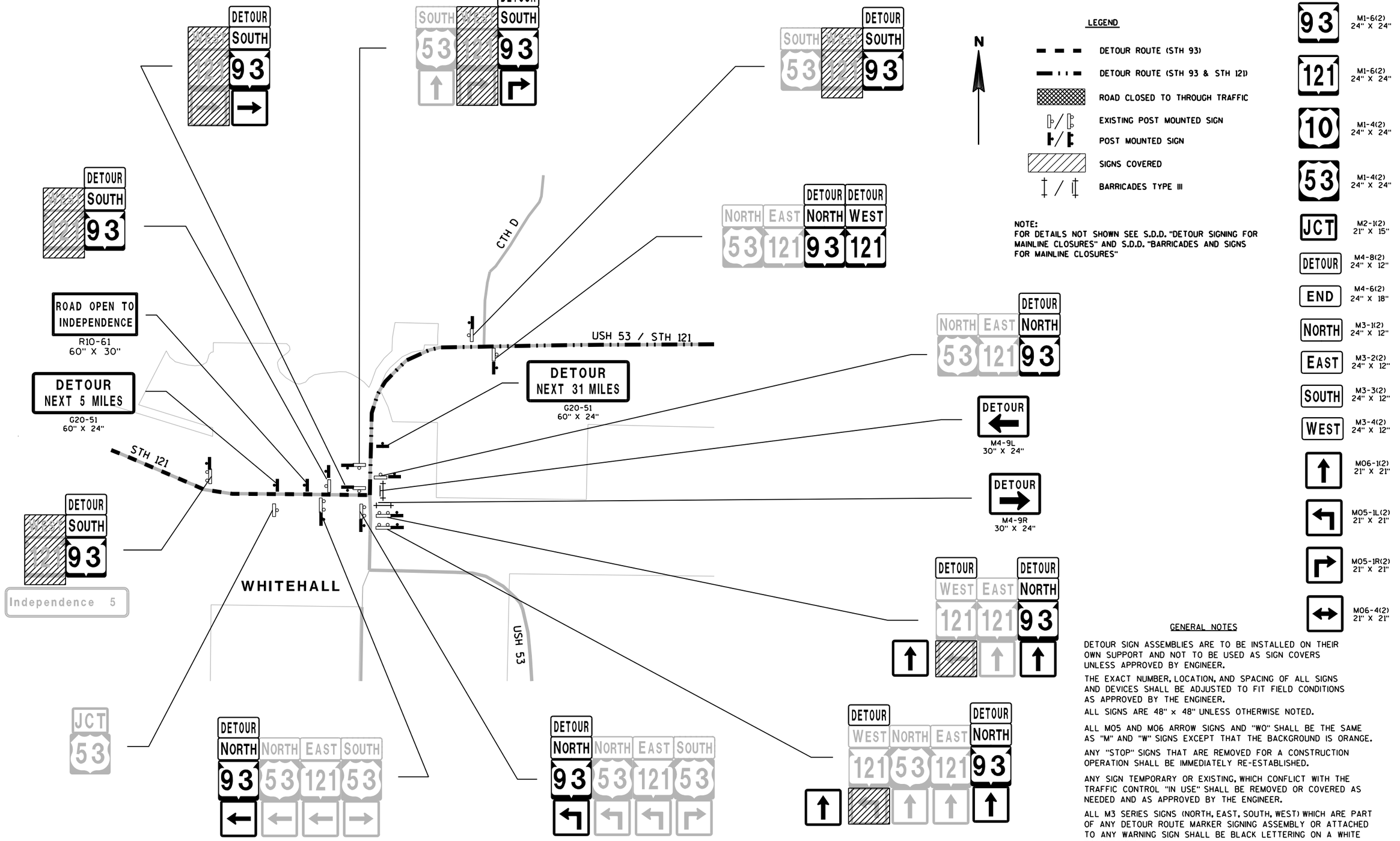
ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 1 SHEET 4 OF 7 | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027005_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42




N

LEGEND

- DETOUR ROUTE (STH 93)
- DETOUR ROUTE (STH 93 & STH 121)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

| | |
|---|---|
| 93 | M1-6(2) 24" X 24" |
| 121 | M1-6(2) 24" X 24" |
| 10 | M1-4(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
| END | M4-6(2) 24" X 18" |
| NORTH | M3-1(2) 24" X 12" |
| EAST | M3-2(2) 24" X 12" |
| SOUTH | M3-3(2) 24" X 12" |
| WEST | M3-4(2) 24" X 12" |
| | M06-1(2) 21" X 21" |
| | M05-1L(2) 21" X 21" |
| | M05-1R(2) 21" X 21" |
| | M06-4(2) 21" X 21" |

GENERAL NOTES

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

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

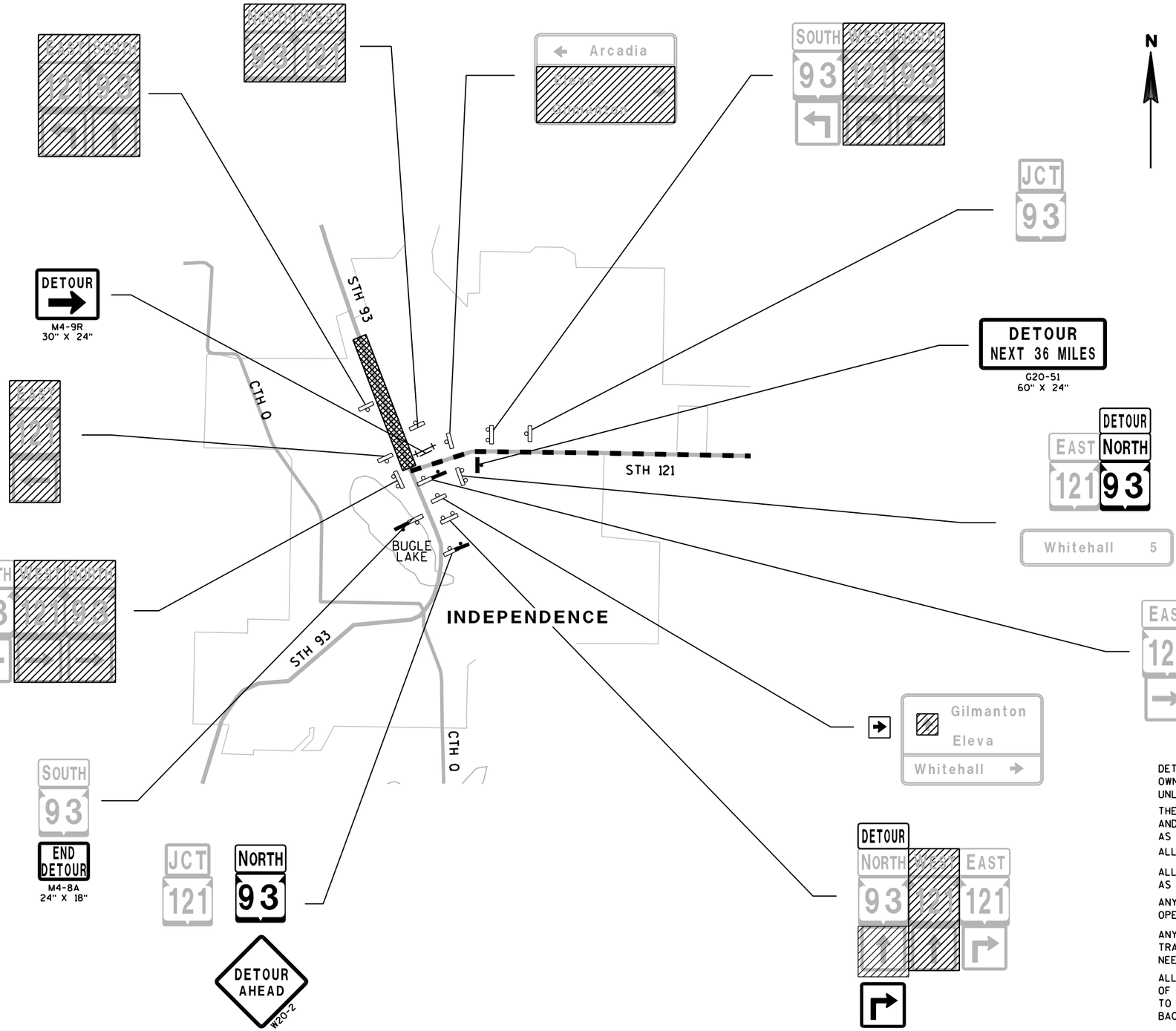
ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

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

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




N

LEGEND

- DETOUR ROUTE (STH 93)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
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| | M06-4(2) 21" X 21" |

STANDARD ARROW ON 8"X8" PLAQUE BLACK ARROW ON ORANGE BACKGROUND

GENERAL NOTES

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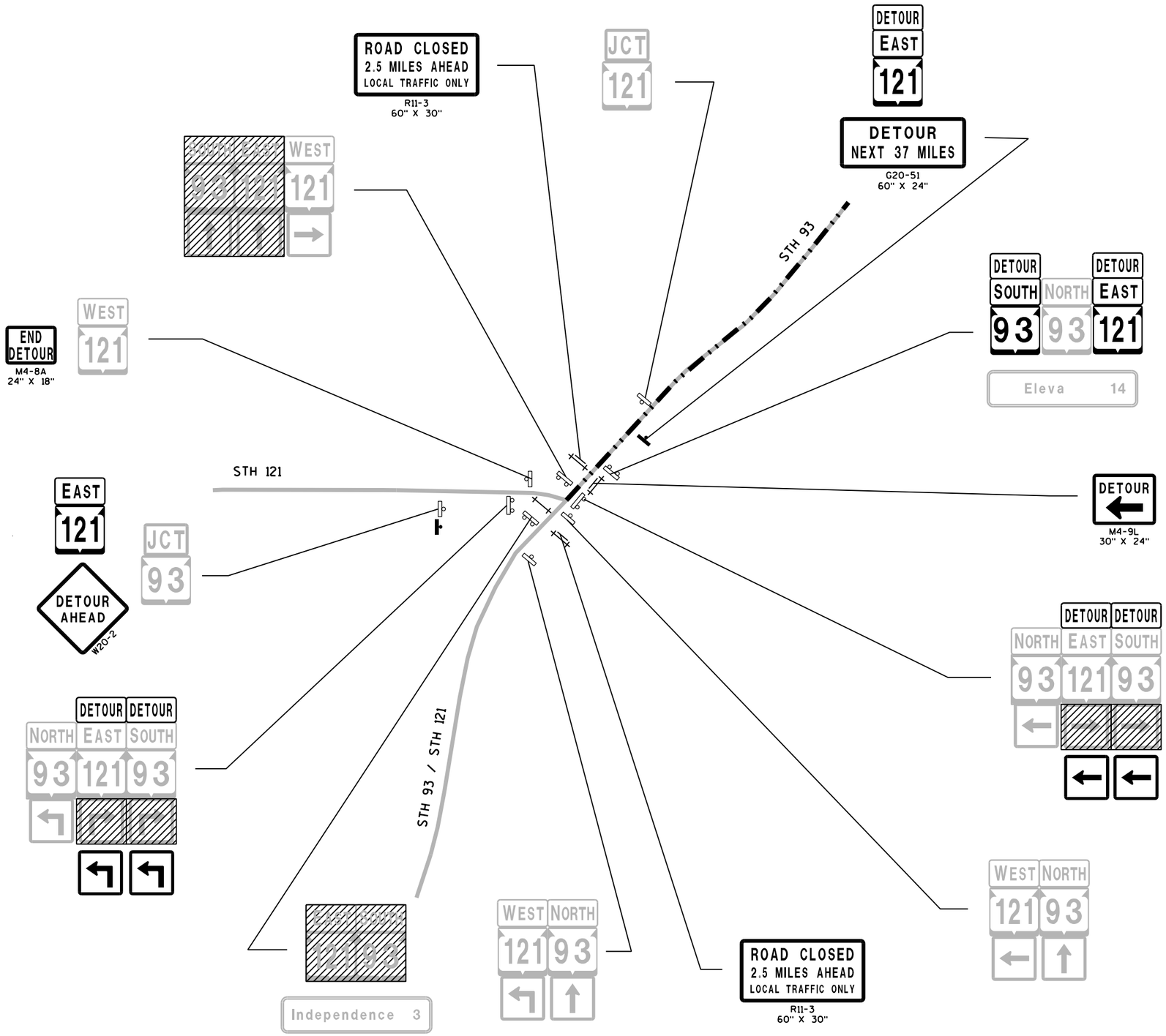
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| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 1 SHEET 6 OF 7 | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027007_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42




N

LEGEND

- DETOUR ROUTE (STH 93)
- DETOUR ROUTE (STH 93 & STH 121)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

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| 121 | M1-6(2) 24" X 24" |
| 10 | M1-4(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
| END | M4-6(2) 24" X 18" |
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| WEST | M3-4(2) 24" X 12" |
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| | M05-1R(2) 21" X 21" |
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GENERAL NOTES

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

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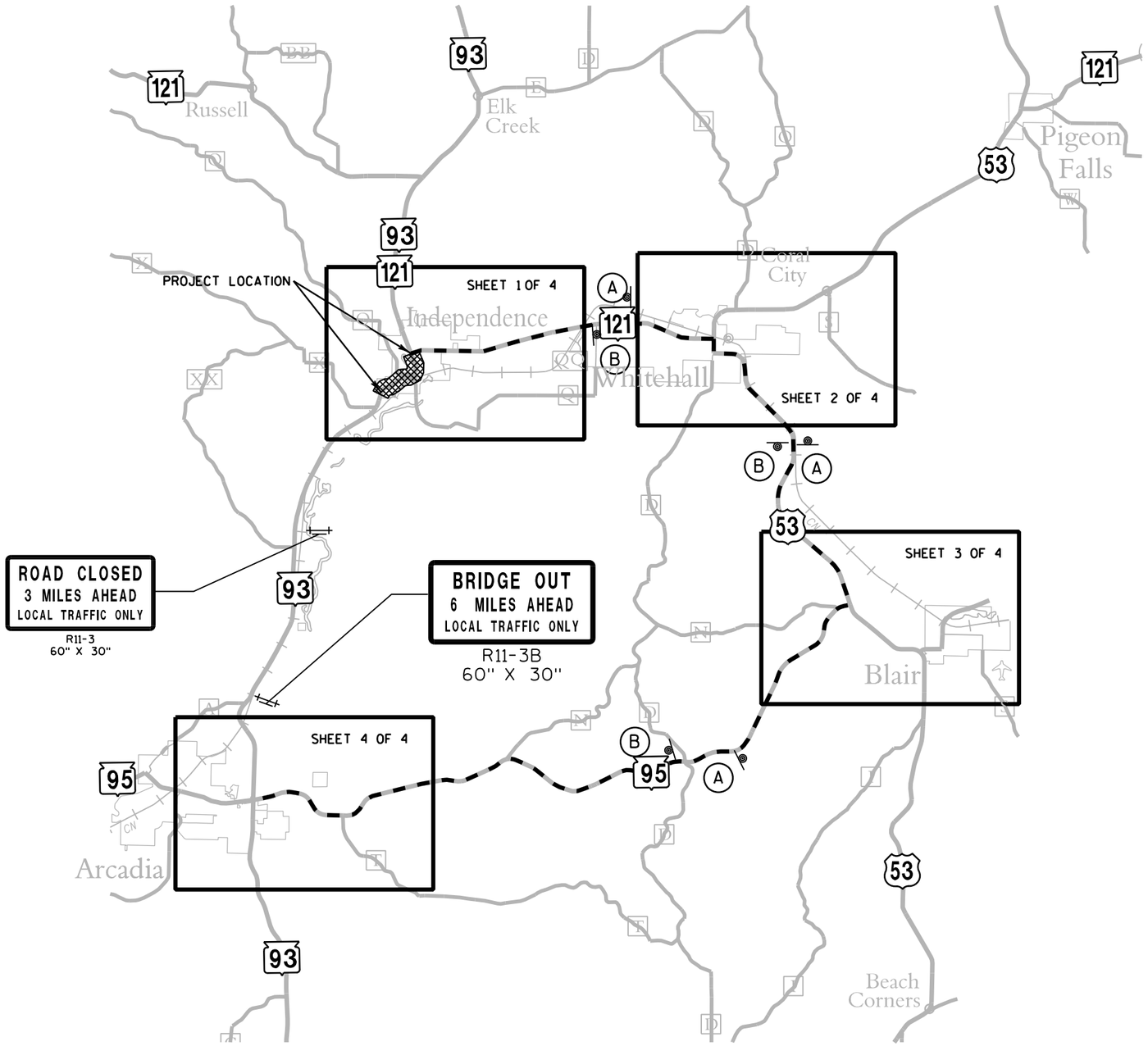
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N

LEGEND

- DETOUR ROUTE (STH 93)
- ROAD CLOSED TO THROUGH TRAFFIC
- TYPE III BARRICADE

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

DETOUR NORTH 93 — (A)

DETOUR SOUTH 93 — (B)

| | |
|---|---|
| 93 | M1-6(2) 24" X 24" |
| 121 | M1-6(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
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| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
| END | M4-6(2) 24" X 18" |
| NORTH | M3-1(2) 24" X 12" |
| EAST | M3-2(2) 24" X 12" |
| SOUTH | M3-3(2) 24" X 12" |
| WEST | M3-4(2) 24" X 12" |
| ↑ | M06-1(2) 21" X 21" |
| ↰ | M05-1L(2) 21" X 21" |
| ↱ | M05-1R(2) 21" X 21" |
| ↔ | M06-4(2) 21" X 21" |

GENERAL NOTES

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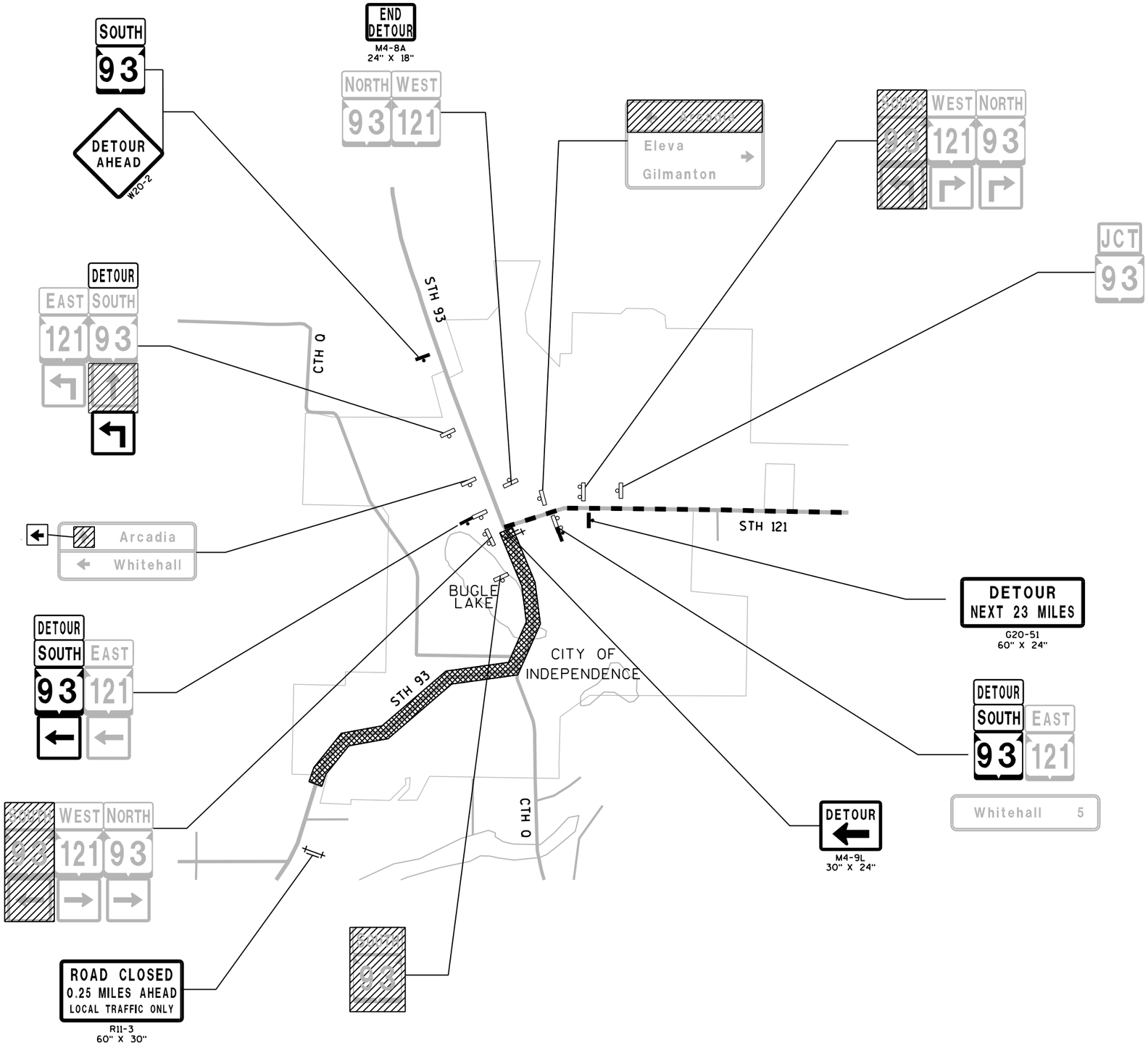
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| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 2 OVERVIEW | SHEET 148 E |
|---|---|---|---|---|




N

LEGEND

- DETOUR ROUTE (STH 93)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

SEE "TRAFFIC CONTROL PLAN STAGE 2" FOR MORE INFORMATION

| | |
|---|---|
| 93 | M1-6(2) 24" X 24" |
| 121 | M1-6(2) 24" X 24" |
| 95 | M1-6(2) 24" X 24" |
| 53 | M1-4(2) 24" X 24" |
| JCT | M2-1(2) 21" X 15" |
| DETOUR | M4-8(2) 24" X 12" |
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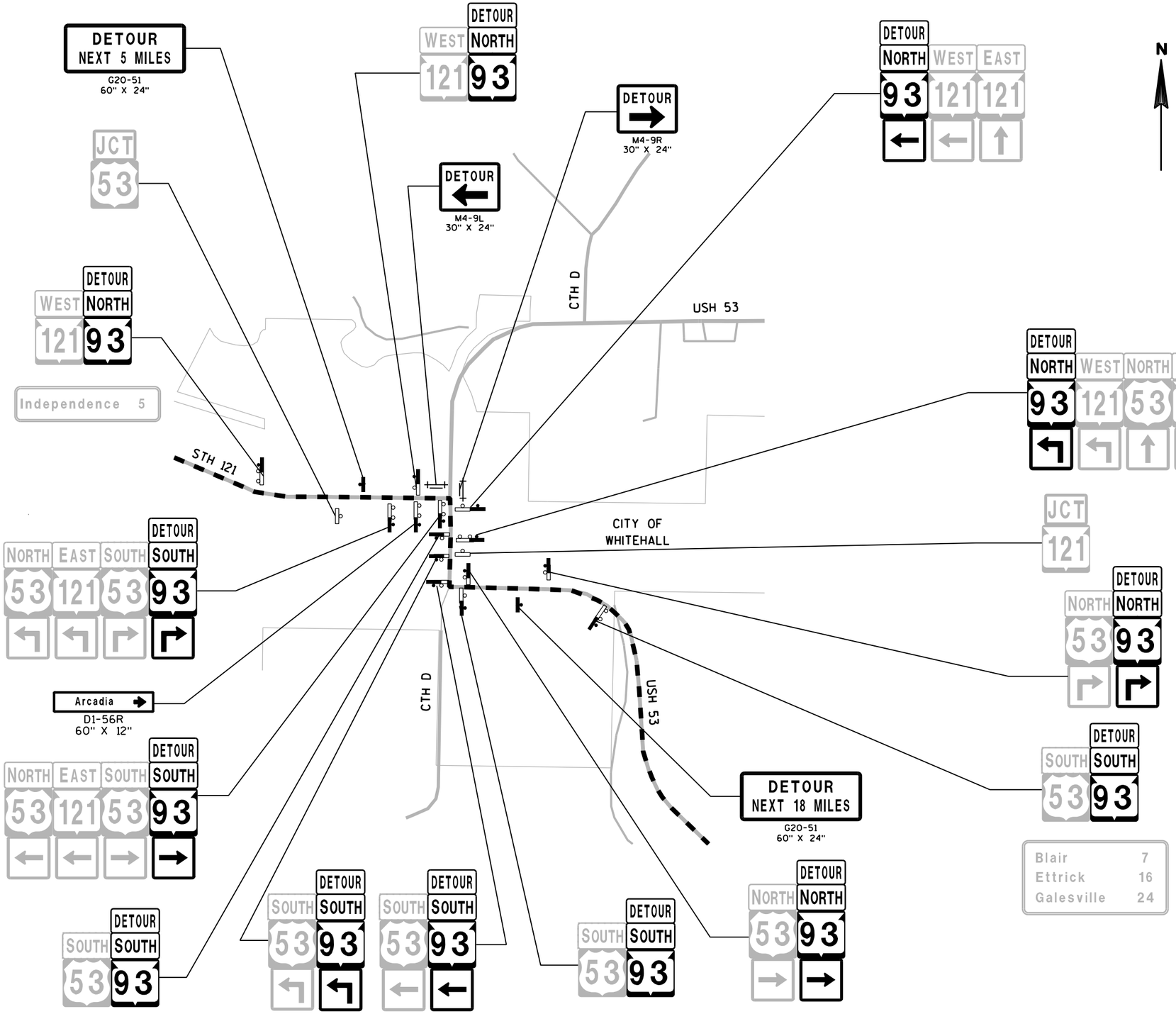
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| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 2 SHEET 1 OF 4 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027010_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42




N

LEGEND

- DETOUR ROUTE (STH 93)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
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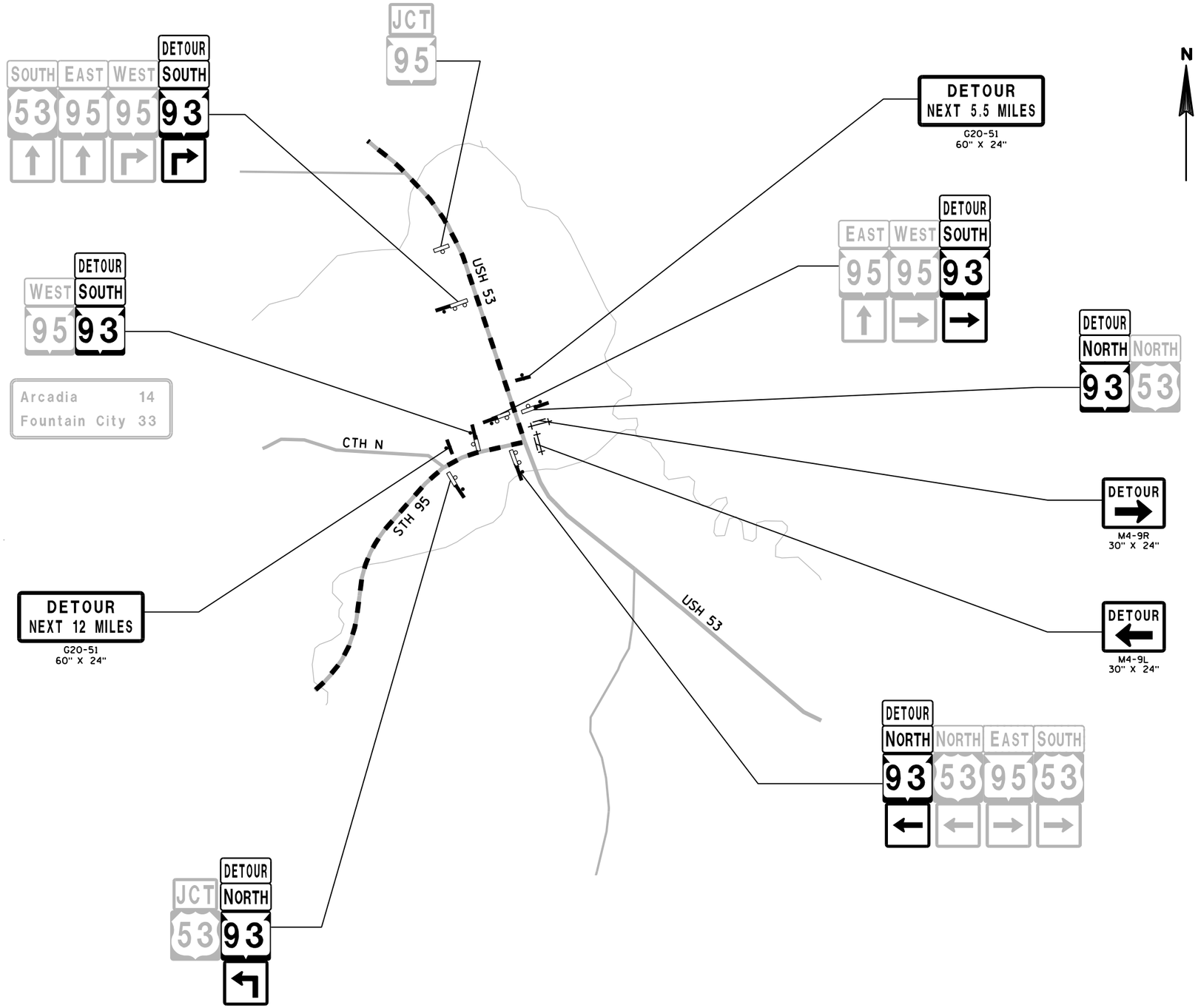
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| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 2 SHEET 2 OF 4 | SHEET 150 E |
|---|---|---|---|---|




N

LEGEND

- DETOUR ROUTE (STH 93)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

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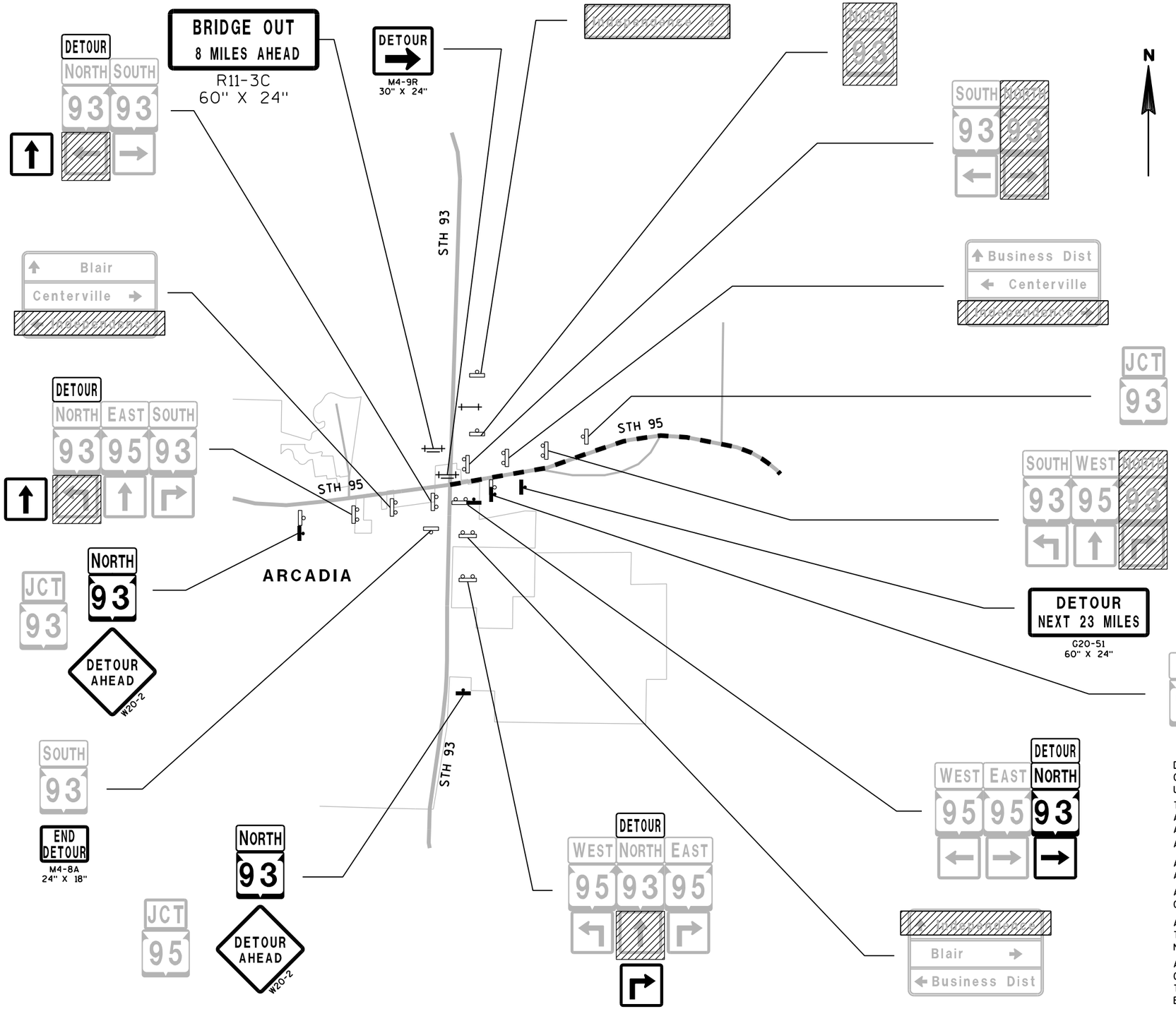
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2

| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 2 SHEET 3 OF 4 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027012_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :




N

LEGEND

- DETOUR ROUTE (STH 93)
- ROAD CLOSED TO THROUGH TRAFFIC
- EXISTING POST MOUNTED SIGN
- POST MOUNTED SIGN
- SIGNS COVERED
- BARRICADES TYPE III

NOTE:
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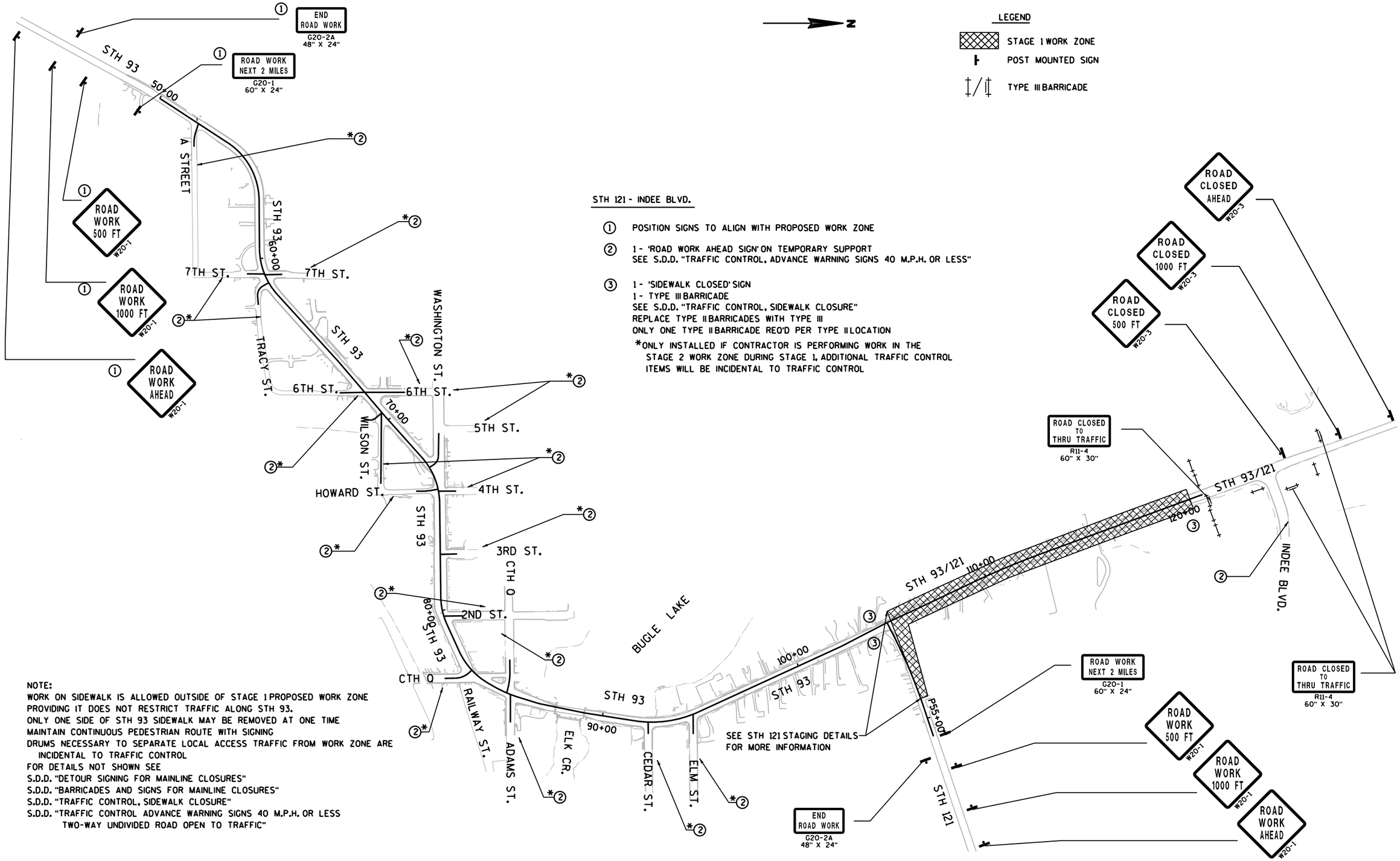
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| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL DETOUR PLAN STAGE 2 SHEET 4 OF 4 | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027013_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :




LEGEND

- STAGE 1 WORK ZONE
- POST MOUNTED SIGN
- TYPE III BARRICADE

STH 121 - INDEE BLVD.

① POSITION SIGNS TO ALIGN WITH PROPOSED WORK ZONE

② 1 - 'ROAD WORK AHEAD SIGN' ON TEMPORARY SUPPORT
SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS"

③ 1 - 'SIDEWALK CLOSED' SIGN
1 - TYPE III BARRICADE
SEE S.D.D. "TRAFFIC CONTROL, SIDEWALK CLOSURE"
REPLACE TYPE II BARRICADES WITH TYPE III
ONLY ONE TYPE II BARRICADE REQ'D PER TYPE II LOCATION

*ONLY INSTALLED IF CONTRACTOR IS PERFORMING WORK IN THE STAGE 2 WORK ZONE DURING STAGE 1, ADDITIONAL TRAFFIC CONTROL ITEMS WILL BE INCIDENTAL TO TRAFFIC CONTROL

NOTE:
WORK ON SIDEWALK IS ALLOWED OUTSIDE OF STAGE 1 PROPOSED WORK ZONE PROVIDING IT DOES NOT RESTRICT TRAFFIC ALONG STH 93.
ONLY ONE SIDE OF STH 93 SIDEWALK MAY BE REMOVED AT ONE TIME
MAINTAIN CONTINUOUS PEDESTRIAN ROUTE WITH SIGNING
DRUMS NECESSARY TO SEPARATE LOCAL ACCESS TRAFFIC FROM WORK ZONE ARE INCIDENTAL TO TRAFFIC CONTROL
FOR DETAILS NOT SHOWN SEE
S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES"
S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
S.D.D. "TRAFFIC CONTROL, SIDEWALK CLOSURE"
S.D.D. "TRAFFIC CONTROL ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL PLAN STAGE 1 | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\DETAILS\027008A_dt.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

ALL POINTS IN THIS TABLE ARE REFERENCED FROM STH 121 Reference Line

| NAME | STATION | O/S | DESCRIPTION | LOCATION |
|---|---|---|---|---|
| P11 | P50+27.55 | 112.20' RT | BEGIN TAPER | 121 STAGE 1 TEMPORARY WIDENING |
| P12 | P50+88.91 | 83.04' RT | 50.' RAD. POINT | 121 STAGE 1 TEMPORARY WIDENING |
| P13 | P51+53.34 | 28.00' RT | END TAPER, BEGIN 25' RT | 121 STAGE 1 TEMPORARY WIDENING |
| P14 | P53+57.91 | 28.00' RT | END CURB | 121 STAGE 1 TEMPORARY WIDENING |
| P15 | P54+90.00 | 12.00' RT | END SHIFT | 121 STAGE 1 TEMPORARY WIDENING |

CONSTRUCT TEMPORARY WIDENING ON SOUTH OF STH 121

CLOSED TO TRAFFIC,
SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

SIDEWALK CLOSED
R11-2(MOD)
48" X 30"

SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING REQUIRED.

STH 121

STH 93

105+00

104+00

103+00

P50+00

P51+00

P52+00

P53+00

P54+00

P55+00

15' (TYP.)

25' (TYP.)

28'

10'

50'R

RECONSTRUCT INLET TO ACCOMMODATE 12-INCH PIPE

3' B.A.D. SHLDR

3' HMA SHLDR WITH 3" ASPHALTIC CURB

DRIVEWAY

DRIVEWAY

DRIVEWAY

3' B.A.D. SHLDR

P11

P12

P13

P14

P15

ASPHALT CURB REQ'D

CULVERT PIPE TEMPORARY 12-INCH SPECIAL REQ'D
SEE CONSTRUCTION DETAIL
INLET PROTECTION TYPE A REQ'D

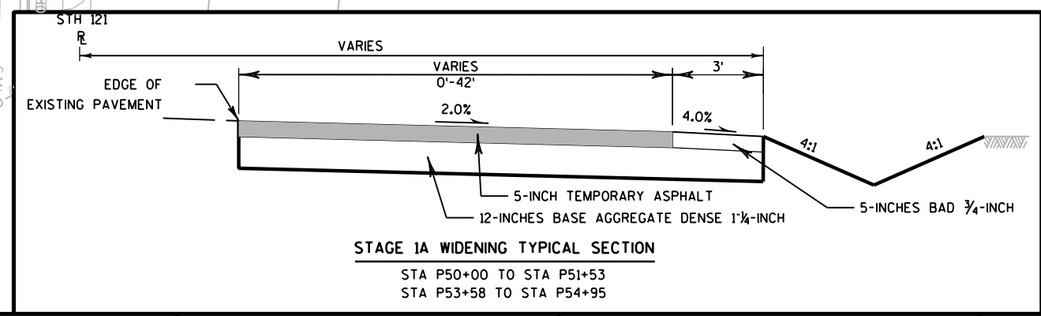
SIDEWALK CLOSED
R11-2(MOD)
48" X 30"

25' (TYP.)

SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING REQUIRED.

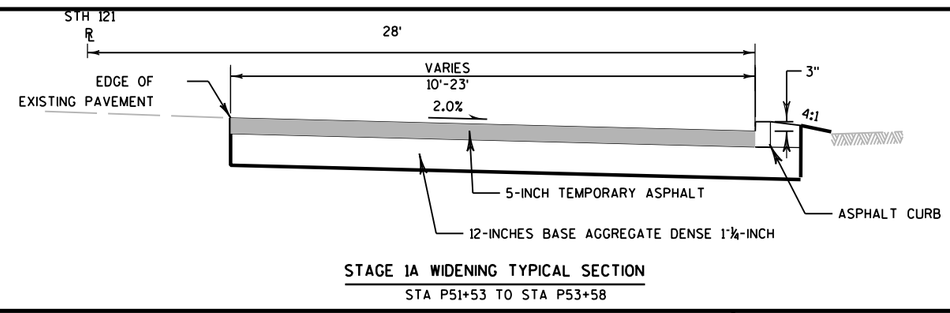
## LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT




STAGE 1A WIDENING TYPICAL SECTION

STA P50+00 TO STA P51+53
STA P53+58 TO STA P54+95




STAGE 1A WIDENING TYPICAL SECTION

STA P51+53 TO STA P53+58

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL: STH 121 STAGE 1A | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\TRAFFIC CONTROL\026001 S1A.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

SEE S.D.D. "15C2 SHEET A: BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

STA 50+30 - STA 52+00
PAVED 3' SHOULDER
ASPHALTIC CURB REQ'D

ASPHALTIC FLUME REQ'D
DRAIN TO INLET 501.3

TEMPORARY COVER PLATE REQ'D

CONCRETE COLLAR REQ'D

EDGE OF ASPHALT

TEMPORARY COVER PLATE REQ'D

3'BAD SHLDR

STAGE 2 EP

CONCRETE COLLAR REQ'D

ROAD CLOSED
R11-2
48" X 30"

SIDEWALK CLOSED
R11-2(MOD)
48" X 30"

W01-6
48" X 24"

W01-6
48" X 24"

106+00
105+00
104+00
103+00

P50+00
P51+00
P52+00
P53+00
P54+00
P55+00

50'(TYP.)
25'(TYP.)

STH 121
STH 93

12'
12'
12'

50'R

STOP
R1-1
36" X 36"

SIDEWALK CLOSED
R11-2(MOD)
48" X 30"

W01-1L

W01-1R

4-INCH PAVEMENT MARKING, WHITE

4-INCH PAVEMENT MARKING, DOUBLE YELLOW

SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

## STAGE 2 EDGE OF ASPHALT ALIGNMENT

STG2 EP PI #5
STA: 7+10.20
X: 829237.820
Y: 438169.694

STG2 EP PI #1
STA: 0+00.00
X: 828559.268
Y: 437963.500

STG2 EP PI # 2
PI STA: 2+25.01
X: 828777.219
Y: 438019.423
DELTA: -8°34'23.03"
DEG: 9°44'39.05"
L: 87.98'
T: 44.07'
R: 588.00'
PC STA: 1+80.94
PT STA: 2+68.92

STG2 EP PI # 3
PI STA: 3+76.13
X: 828916.511
Y: 438078.446
DELTA: 9°59'15.57"
DEG: 9°21'43.40"
L: 106.68'
T: 53.48'
R: 612.00'
PC STA: 3+22.65
PT STA: 4+29.33

STG2 EP PI #4
PI STA: 5+30.94
X: 829067.630
Y: 438113.269
DELTA: -5°21'59.14"
DEG: 9°44'39.05"
L: 55.07'
T: 27.56'
R: 588.00'
PC STA: 5+03.38
PT STA: 5+58.45

## LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT
- XXXXX REMOVE PAVEMENT MARKINGS

NOTES: **CONSTRUCT WB STH 121 STA P50+50 - STA P53+95 AND STAGE 1B TEMPORARY WIDENING, TRAFFIC ON STAGE 1A TEMPORARY WIDENING**

STAGE 2 EA
℄

3-INCH ASPHALTIC CURB
3' *
VARIES
-0.5% TO 2.0%
4:1
5-INCH TEMPORARY ASPHALT
12-INCHES BASE AGGREGATE DENSE 1¼-INCH
ELEV TO MATCH EDGE OF NEW CONC. PAVEMENT

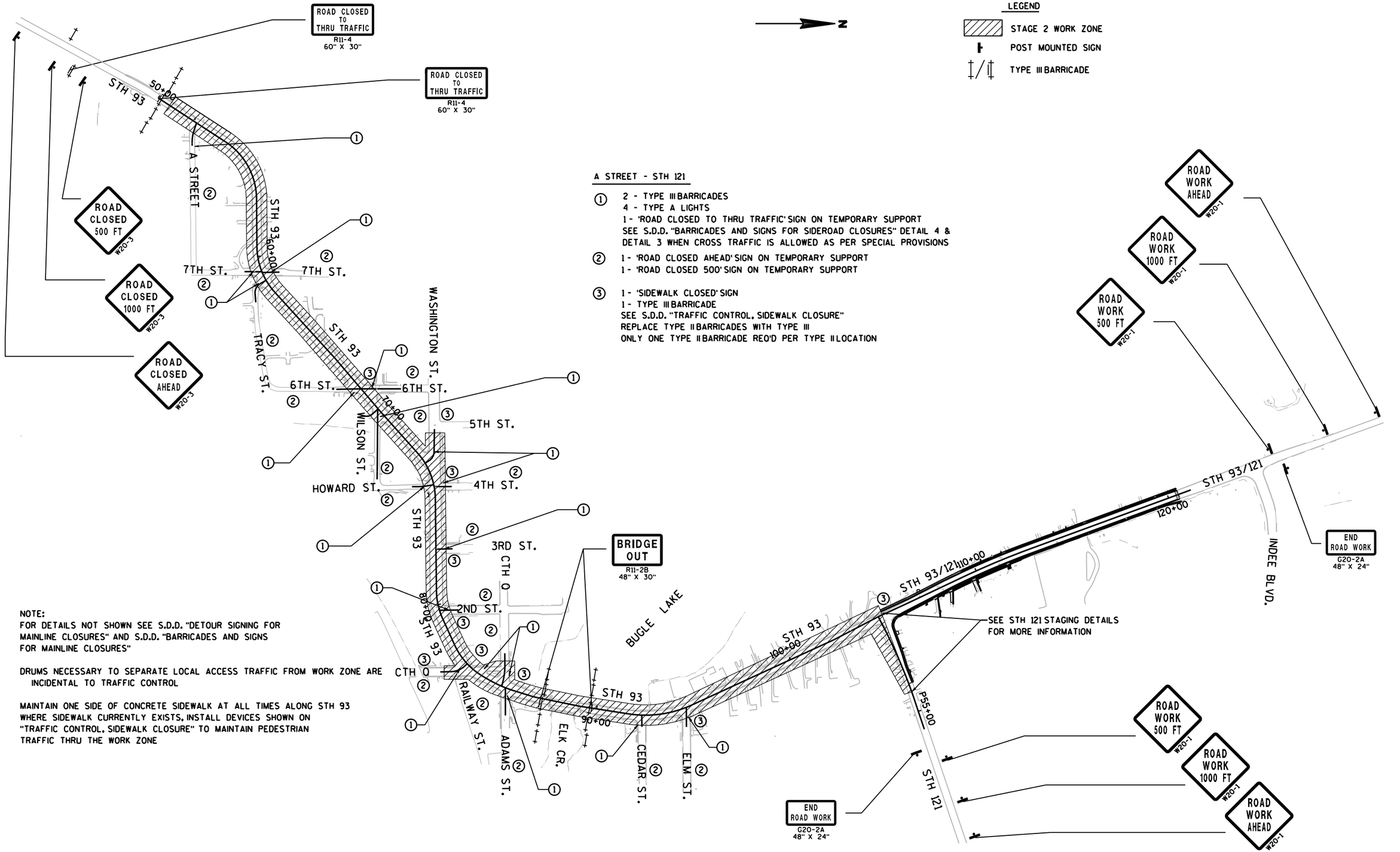
* 3'PAVED WITH 3" CURB TO STA 52+00
3'BAD ¾-INCH SHOULDER STA 52+00 - STA 55+00

**STAGE 1B WIDENING TYPICAL SECTION**

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL: STH 121 STAGE 1B | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\TRAFFIC CONTROL\026002 S1B.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42




LEGEND

- STAGE 2 WORK ZONE
- POST MOUNTED SIGN
- TYPE III BARRICADE

A STREET - STH 121

① 2 - TYPE III BARRICADES
4 - TYPE A LIGHTS
1 - 'ROAD CLOSED TO THRU TRAFFIC' SIGN ON TEMPORARY SUPPORT
SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4 & DETAIL 3 WHEN CROSS TRAFFIC IS ALLOWED AS PER SPECIAL PROVISIONS

② 1 - 'ROAD CLOSED AHEAD' SIGN ON TEMPORARY SUPPORT
1 - 'ROAD CLOSED 500' SIGN ON TEMPORARY SUPPORT

③ 1 - 'SIDEWALK CLOSED' SIGN
1 - TYPE III BARRICADE
SEE S.D.D. "TRAFFIC CONTROL, SIDEWALK CLOSURE"
REPLACE TYPE II BARRICADES WITH TYPE III
ONLY ONE TYPE II BARRICADE REQ'D PER TYPE II LOCATION

NOTE:
FOR DETAILS NOT SHOWN SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" AND S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

DRUMS NECESSARY TO SEPARATE LOCAL ACCESS TRAFFIC FROM WORK ZONE ARE INCIDENTAL TO TRAFFIC CONTROL

MAINTAIN ONE SIDE OF CONCRETE SIDEWALK AT ALL TIMES ALONG STH 93 WHERE SIDEWALK CURRENTLY EXISTS, INSTALL DEVICES SHOWN ON "TRAFFIC CONTROL, SIDEWALK CLOSURE" TO MAINTAIN PEDESTRIAN TRAFFIC THRU THE WORK ZONE

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL PLAN STAGE 2 | SHEET 156 | E |
|---|---|---|---|---|---|

SEE DETOUR PLAN FOR ADVANCED SIGNING

REMOVE TEMPORARY WIDENING
CONSTRUCT EB STH 121 STA P50+50 TO STA P53+95
TRAFFIC ON NEW EB LANE AND TEMPORARY WIDENING

W01-1L

W01-1R

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

SIDEWALK CLOSED
R11-2(MOD)
48" X 30"

STH 93

STH 121

WALLS

58 IN SPLIT

15' (TYP.)

25'

25' (TYP.)

12'

107+00

106+00

105+00

104+00

P50+00

P51+00

P52+00

P53+00

P54+00

P55+00

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

SEE DETOUR PLAN FOR ADVANCED SIGNING

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE
4-INCH DOUBLE YELLOW

EDGE OF ASPHALT

4-INCH PAVEMENT MARKING, WHITE

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE
4-INCH WHITE

## LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT
- XXXXX REMOVE PAVEMENT MARKINGS

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL: STH 121 STAGE 2B1 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\TRAFFIC CONTROL\026003 S1C.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

2

2

SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

SIDEWALK CLOSED
R11-2(MOD)
48" X 30"

STOP
R1-1
36" X 36"

INSTALL PERMANENT STOP BAR AS PER SIGNING & MARKING PLAN

15' (TYP.)

25' (TYP.)

STOP
R1-1
36" X 36"

SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

107+00
106+00
105+00
104+00
P50+00
P51+00
P52+00
P53+00
P54+00
P55+00

STH 93
STH 121

WALLS

N

## LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PAVEMENT

SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

CONSTRUCT ISLAND AND WB STH 121 CURB AND SIDEWALK

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | TRAFFIC CONTROL: STH 121 STAGE 2B2 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\TRAFFIC CONTROL\026003 S1D.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

2

WISCONSIN
RANDY J. SANFORD 33689 ALTOONA, WI
PROFESSIONAL ENGINEER
5-29-13

50+00 51+00 52+00 53+00 STH 93 54+00 55+00

STORM SEWER (BY OTHERS, TYP)

STA 52+38, 46'RT
1-ADJUST WATERMAIN VALVE

A STREET

N

0 20 40
scale feet

| 804 | 800 | 796 | 792 | 788 | 784 | 780 | 776 | 772 | 768 | 764 |
|---|---|---|---|---|---|---|---|---|---|---|

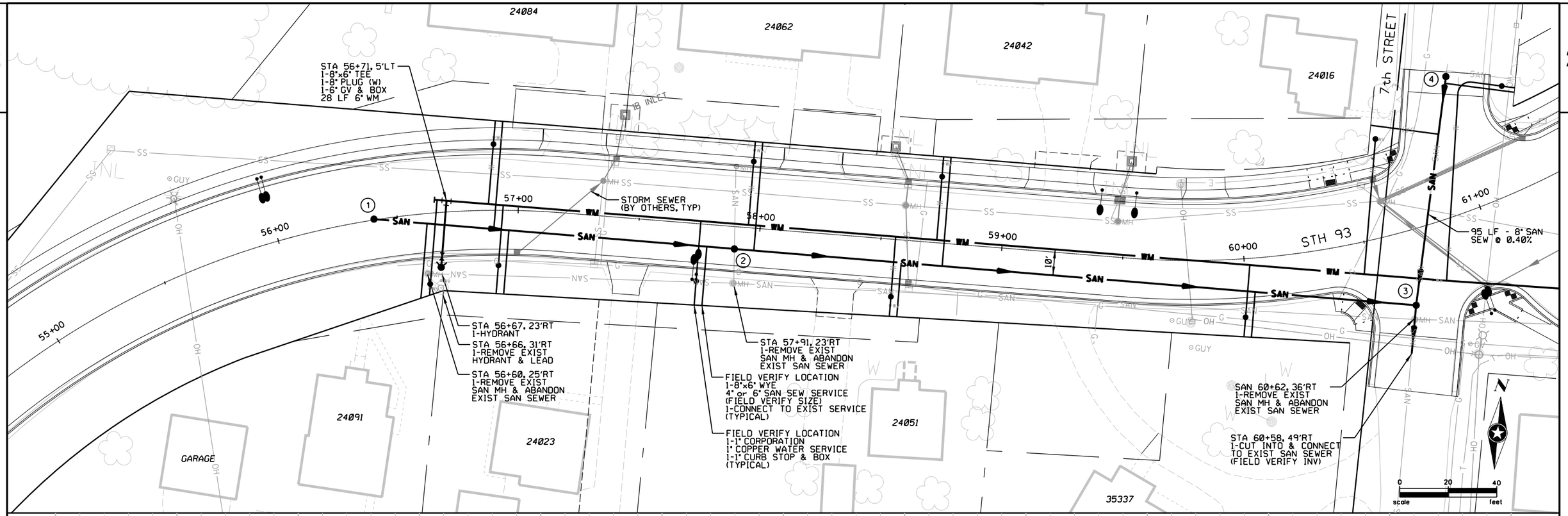
| 49+00 | 49+50 | 50+00 | 50+50 | 51+00 | 51+50 | 52+00 | 52+50 | 53+00 | 53+50 | 54+00 | 54+50 | 55+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 787.77 / 787.8 | 787.86 / 787.9 | 787.94 / 787.9 | 787.99 / 788.0 | 788.01 / 788.0 | 788.01 / 788.0 | 787.98 / 788.0 | 787.92 / 787.8 | 787.85 / 787.6 | 787.77 / 787.5 | 787.70 / 787.3 | 787.63 / 787.6 | 787.55 / 787.5 | 787.47 / 787.5 | 787.40 / 787.4 | 787.32 / 787.3 | 787.25 / 787.2 | 787.17 / 787.1 | 787.10 / 787.1 | 787.02 / 787.0 | 786.95 / 786.9 |

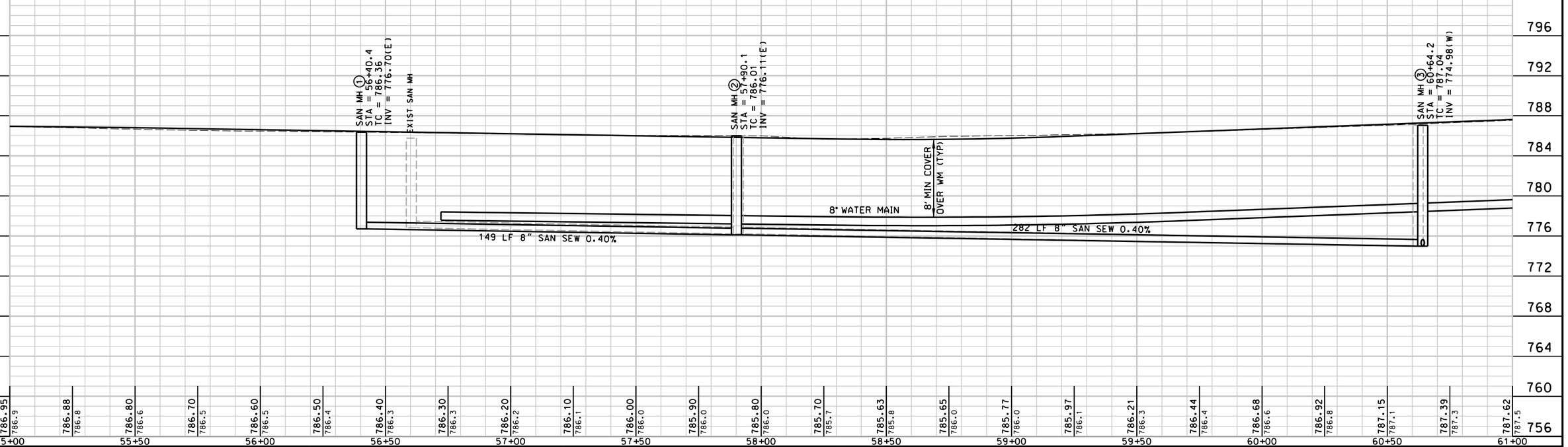
5/29/2013 3:08:04 PM AUSEN P:\FJ\I\Indew\115228\EP Plot\RCp01001.dgn

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 159 E |
|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp01001.dgn PLOT TIME : 3:08:04 PM PLOT DATE : 5/29/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 160 E |
|---|---|---|---|---|



P:\FJ\I\Indew\115228\EP Plot\RCp02001.dgn $USER$ 4:36:20 PM 7/31/2013

2

35394

INDEPENDENCE STATE BANK

7th STREET

PARK STREET

GARAGE

SIGN

61+00 62+00 63+00 64+00 65+00 66+00 67+00

STH 93

STORM SEWER (BY OTHERS, TYP)

1-REMOVE EXIST HYDRANT & LEAD

STA 61+50, 46'RT
1-HYDRANT

STA 61+42, 60'RT
1-8"x6" TEE
1-6" GV & BOX
17 LF 6" WM

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

STA 61+76, 90'RT
1-CONNECT TO EXIST 8" WM
1-8" GV & BOX

TRACY STREET

23991

SHED

SHED

23991

23923
(TEXACO)

N

0 20 40
scale feet

800 796 792 788 784 780 776 772 768 764 760

787.62 787.5 | 787.86 787.7 | 788.10 787.9 | 788.34 788.1 | 788.59 788.3 | 788.83 788.5 | 789.05 788.6 | 789.22 788.8 | 789.34 788.9 | 789.42 789.2 | 789.44 789.2 | 789.42 788.7 | 789.35 788.7 | 789.23 788.6 | 789.06 788.5 | 788.85 788.5 | 788.63 788.3 | 788.41 788.2 | 788.19 788.1 | 787.97 788.0 | 787.75 787.9 | 787.64 787.7 | 787.54 787.8 | 787.43 787.4 | 787.33 787.4

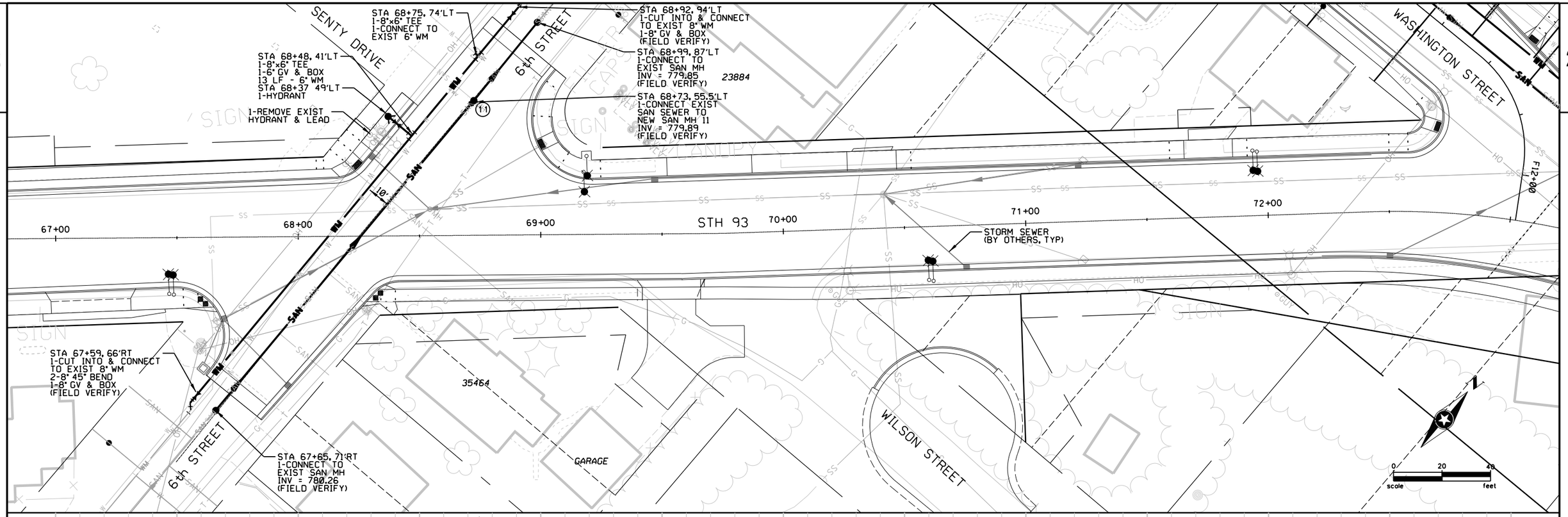
61+00 61+50 62+00 62+50 63+00 63+50 64+00 64+50 65+00 65+50 66+00 66+50 67+00

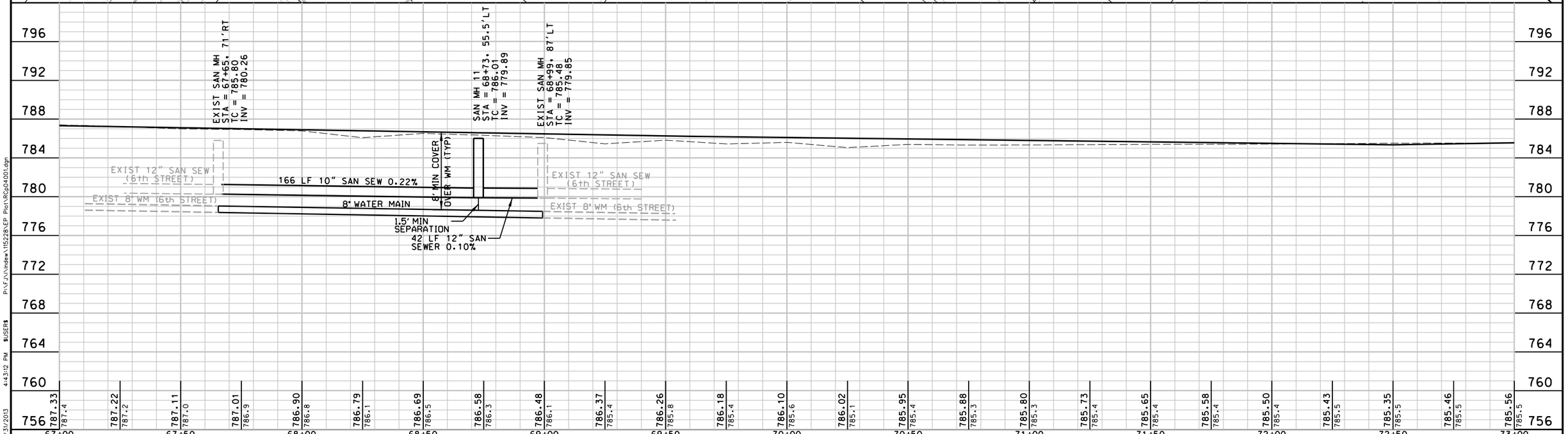
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7/31/2013

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET E |
|---|---|---|---|---|



FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp03001.dgn PLOT TIME : 4:38:31 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 162 E |
|---|---|---|---|---|

STA 74+18.25'LT
1-REMOVE EXIST
GATE VALVE

STA 74+19.15'LT
1-8"x6" TEE
1-8" GV & BOX (W)
1-6" GV & BOX (S)
89 LF 6" WM

SEE WASHINGTON STREET
PLAN & PROFILE SHEET
FOR UTILITY INFORMATION

WASHINGTON STREET

4th STREET

HOWARD STREET

STA 74+58.33'LT
1-REMOVE EXIST
HYDRANT & LEAD

STA 74+61.10'LT
1-8"x6" TEE
22 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 32'LT

STORM SEWER
(BY OTHERS, TYP)

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX

STA 73+97.72'RT
1- CUT INTO & CONNECT
TO EXIST 6" WM

STA 77+38.46'LT
1- CUT INTO & CONNECT
TO EXIST 4" WM
1-6"x4" REDUCER

STA 77+30.19.5"LT
1-REMOVE EXIST
GATE VALVE

STH 93

STORM SEWER
(BY OTHER, TYP)

FIELD VERIFY EXISTING
SAN SEWER SERVICE
IS NOT IN SERVICE.
ABANDON OR CAP
(TYPICAL)

3rd STREET

STA 77+38.46'LT
1-ADJUST WATERMAIN
VALVE

STA 77+56.33'LT
1-REMOVE EXIST
HYDRANT & LEAD

STA 77+63.8'LT
1-8"x6" TEE
23 LF 6" WM
1-6" GV & BOX
1-HYDRANT, 31'LT

STA 77+38.8'LT
1-8"x6" TEE
1-8" GV & BOX (W)
1-6" GV & BOX (N)
38 LF 6" WM

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

ALLEY

N

0 20 40
scale feet

SAN MH ⑤
STA = 74+74.5
TC = 786.67
INV = 777.84

SAN MH ⑥
STA = 77+29.0
TC = 788.77
INV = 776.82

330 LF 10" SAN SEW 0.23%
(WASHINGTON STREET)

1.5' MIN
SEPARATION

254 LF 8" SAN SEW 0.40%

8" WATER MAIN

8' MIN COVER
OVER WM (TYP)

196 LF 8" SAN SEW 0.40%

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 163 E |
|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp05001.dgn PLOT TIME : 4:45:34 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

7/31/2013 4:45:34 PM $USER$ P:\FJ\I\Indew\115228\EP Plot\RCp05001.dgn

2

STA 84+48 50'LT
1-CUT INTO & CONNECT TO EXIST 10" WM
1-10"x6" TEE
1-6" GV & BOX
14 LF - 6" WM

STA 84+53, 53.5'LT
1-ADJUST WATERMAIN VALVE

STA 84+55, 38'LT
1-HYDRANT

CTH Q

STA 80+85, 11'LT
1-8"x6" TEE
1-6" GV & BOX
29 LF - 6" WM
1-HYDRANT, 40'LT

STA 80+77, 29.5'LT
1-REMOVE EXIST HYDRANT & LEAD

EXISTING DRINKING FOUNTAIN TO BE REMOVED & RETURNED TO OWNER

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY LOCATION
1-8"x6" WYE
4" OR 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

STA 83+83, 34'LT
1-REMOVE EXIST CURB STOP & BOX

STORM SEWER (BY OTHERS, TYP)

STA 83+41, 5.5'LT
1-REMOVE EXIST HYDRANT & LEAD

STA 83+50, 15'RT
1-ADJUST WATERMAIN VALVE

ADJUST EXIST WATER SERVICE SHUT OFF VALVE (TO BE DONE BY OTHERS)

STA 83+45, 21'RT
1-CUT INTO & CONNECT TO EXIST 10" WM
1-10"x8" TEE
1-8" GV & BOX

STA 83+23, 69'RT
1-CONNECT TO EXIST SAN MH
INV = 771.29
(FIELD VERIFY)

STA 80+11, 9'RT
1-REMOVE EXIST SAN MH & ABANDON EXIST SAN SEWER

FIELD VERIFY EXISTING SAN SEWER SERVICE IS NOT IN SERVICE, ABANDON OR CAP (TYP)

STA 82+98, 82'RT
1-CUT INTO & CONNECT TO EXIST 10" WM
1-10"x6" TEE
33 LF 6" WM
1-6" GV & BOX

STA 83+17, 103'RT
1-HYDRANT

RAILWAY ST.

STH 93

2nd STREET

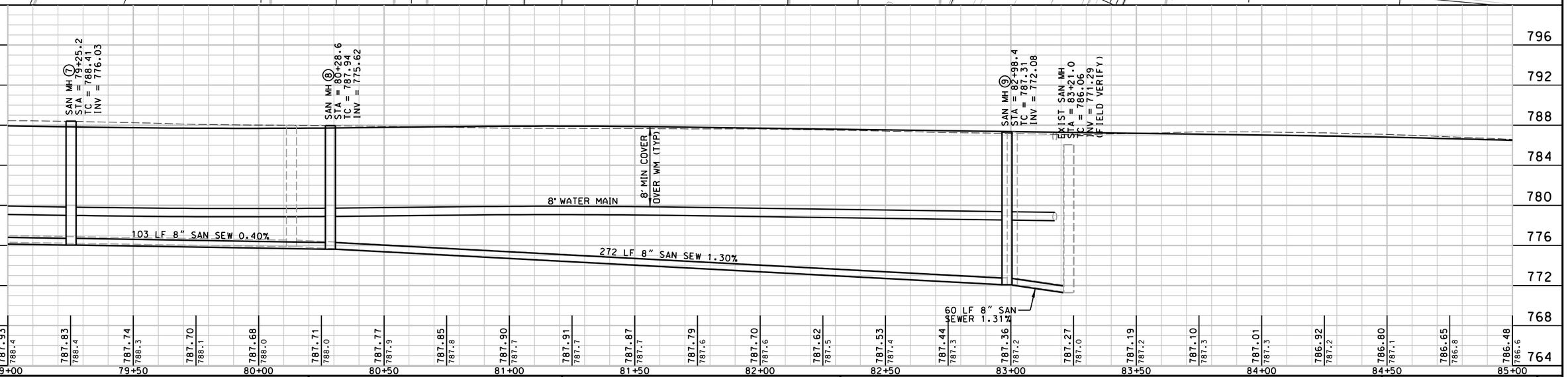
ALLEY

79+00 80+00 81+00 82+00 83+00 84+00 85+00

23732 23730 23722 23716 23798 23684 23686 23678 23672 23664 23617 23621 23629 23633 23631 23717 23713 23681 23669 23669

scale 0 20 40 feet

N



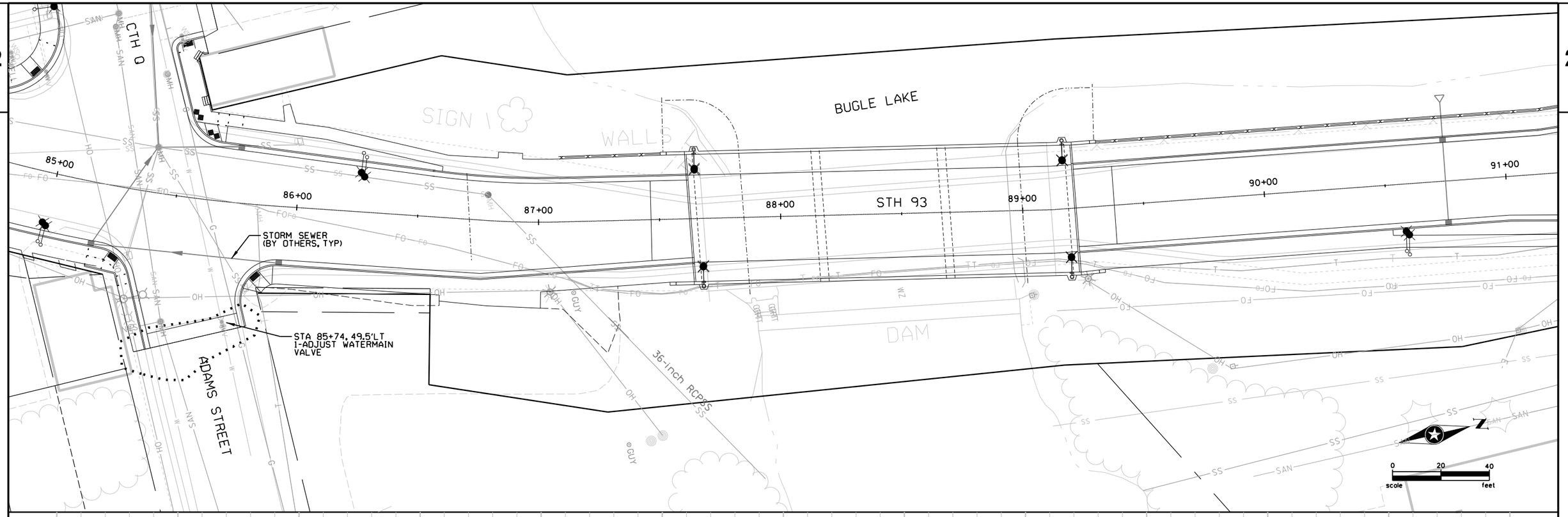

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 164 E |
|---|---|---|---|---|

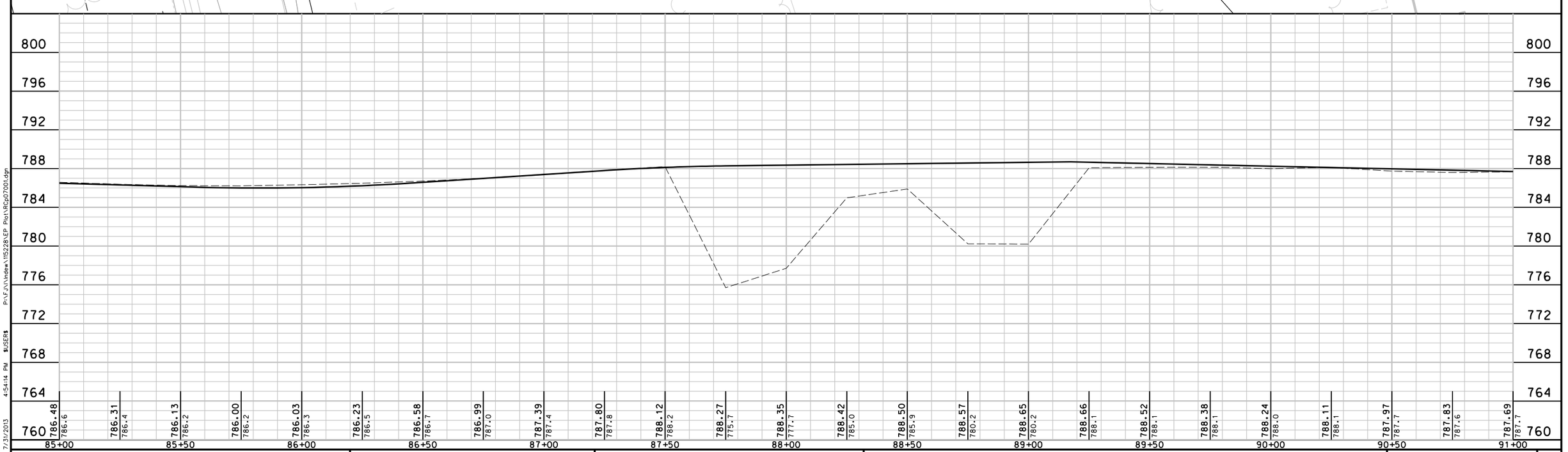
FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp06001.dgn PLOT TIME : 4:52:23 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

P:\FJ\I\Indew\115228\EP Plot\RCp06001.dgn $USER$ 4:52:23 PM 7/31/2013

2



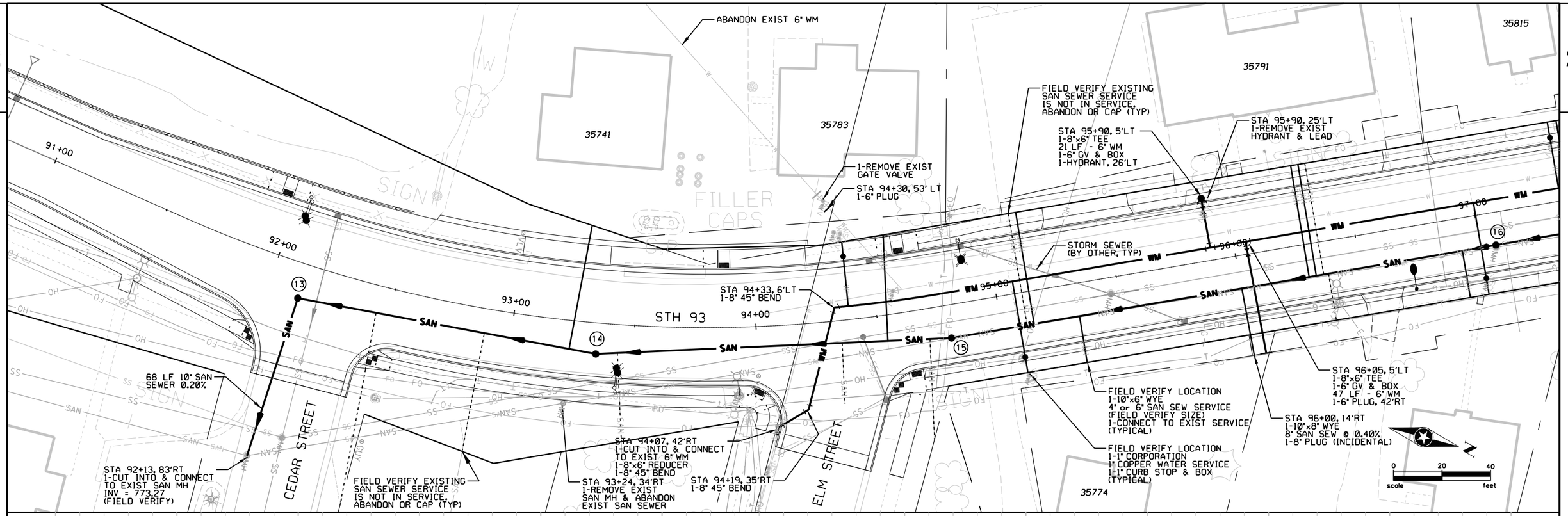

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET E |
|---|---|---|---|---|

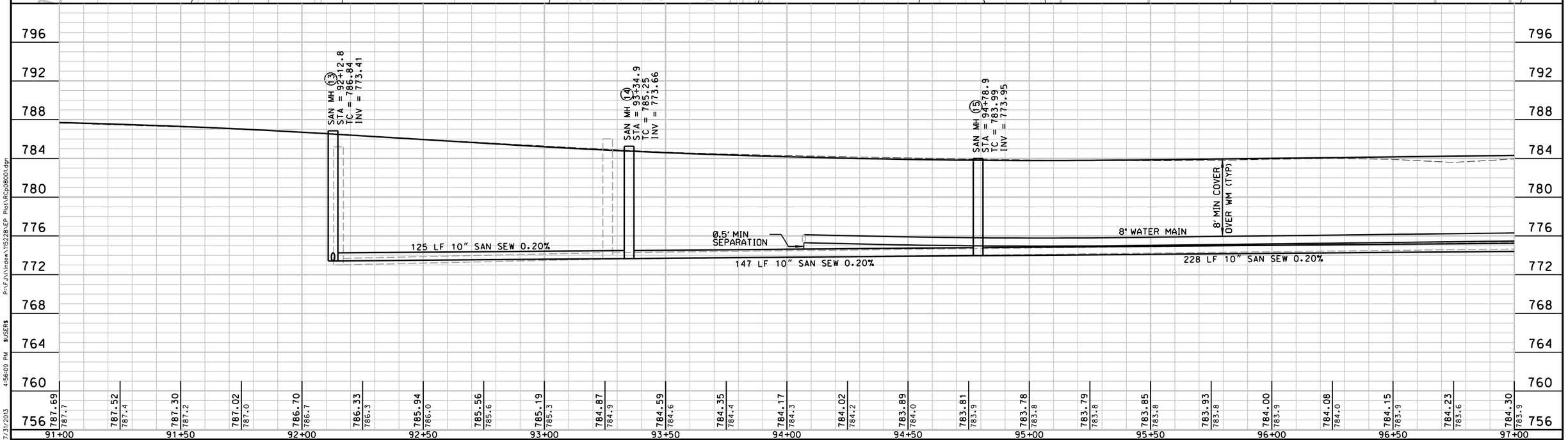


FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp07001.dgn PLOT TIME : 4:54:14 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

P:\FJ\I\Indew\115228\EP Plot\RCp07001.dgn $USER$ 4:54:14 PM 7/31/2013




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET E |
|---|---|---|---|---|



FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp08001.dgn PLOT TIME : 4:56:09 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

P:\FJ\I\Indew\115228\EP Plot\RCp08001.dgn $USER$ 4:56:09 PM 7/31/2013

2

35815 35823 35829 35873 35885 GARAGE 35897

STA 99+63, 6'LT
1-8"x6" TEE
1-8" GV & BOX
21 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 27'LT

STA 199+63, 25'LT
1-REMOVE EXIST
HYDRANT & LEAD

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY EXISTING
SAN SEWER SERVICE
IS NOT IN SERVICE.
ABANDON OR CAP
(TYPICAL)

STA 103+06, 2'LT
1-8"x6" TEE
21 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 23'LT

STA 103+06, 25'LT
1-REMOVE EXIST
HYDRANT & LEAD

STORM SEWER
(BY OTHER, TYP)

97+00 98+00 99+00 100+00 101+00 102+00 103+00

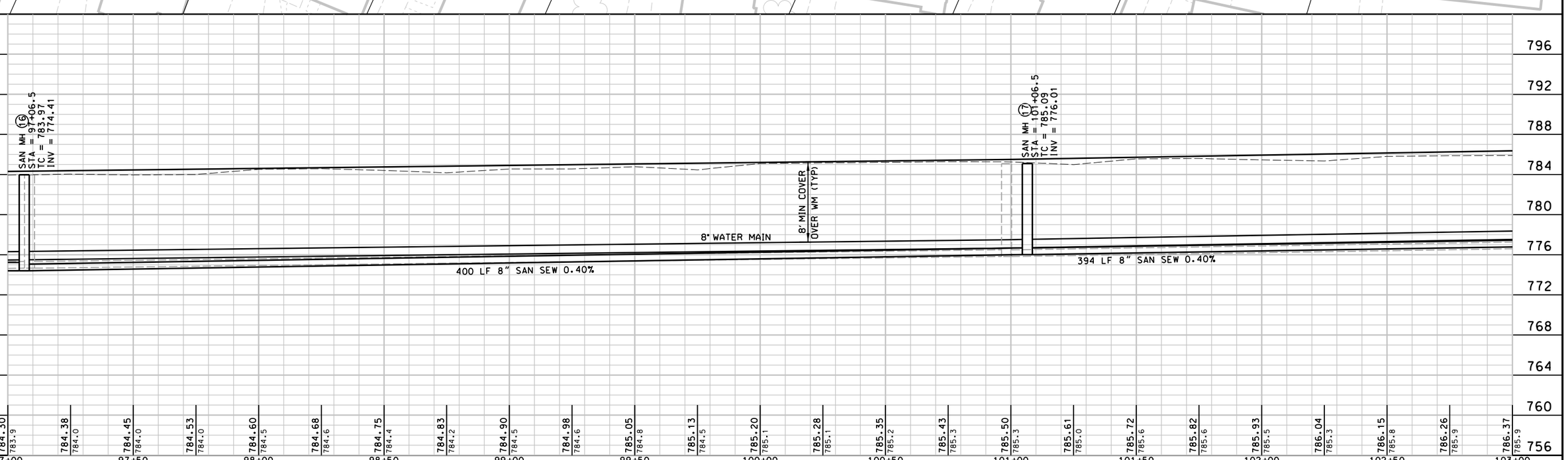
STH 93

16 17

WM SAN SS HWY OHU FO T G W

35818 35826 35832 35850 35874 35884 35888 35898

0 20 40
scale feet




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 167 E |
|---|---|---|---|---|



P:\FJ\I\Indew\115228\EP Plot\RCp09001.dgn $USER$ 4:57:22 PM 7/31/2013

2

GARAGE

35933

35967

35979

35917

35951

FIELD VERIFY EXISTING SAN SEWER SERVICE IS NOT IN SERVICE. ABANDON OR CAP (TYPICAL)

STA 105+24.5'RT
1-8"x6" TEE
1-6" GV & BOX
35 LF 6" WM
1-CONNECT TO EXIST 6" WM, 40'RT

STA 107+00.1.5'LT
1-8"x8" TEE
3-8" GV & BOX
42 LF - 8" WM
1-CUT INTO & CONNECT TO EXIST 8" WM, 44'LT

STA 108+15.13'RT
1-REMOVE EXIST SAN MH & ABANDON EXIST SAN SEWER

103+00 104+00 105+00 106+00 107+00 108+00 109+00

WM

STORM SEWER (BY OTHERS, TYP)

STH 93

STA 104+98.28'RT
1-REMOVE EXIST SAN MH & ABANDON EXIST SAN SEWER

18

20

SAN

1-REMOVE EXIST CURB STOP & BOX

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

23674

35924

35972

35994

36028

STH 121

0 20 40
scale feet

808 804 800 796 792 788 784 780 776 772 768

SAN MH 18
STA = 105+00.8
TC = 788.83
INV = 777.58

SAN MH 20
STA = 108+15.2
TC = 802.91
INV = 794.00

8' MIN COVER OVER WM (TYP)

8" WATER MAIN

315 LF 8" SAN SEW 5.20%

8" SAN SEW

0.5' MIN SEPARATION

8" SAN SEW

| 786.37 | 786.47 | 786.58 | 786.74 | 786.99 | 787.34 | 787.79 | 788.33 | 788.97 | 789.71 | 790.55 | 791.48 | 792.51 | 793.63 | 794.86 | 796.11 | 797.32 | 798.49 | 799.60 | 800.67 | 801.70 | 802.67 | 803.60 | 804.49 | 805.32 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 785.9 | 785.8 | 786.1 | 786.4 | 786.7 | 786.7 | 787.6 | 788.3 | 788.9 | 789.8 | 790.7 | 791.7 | 793.1 | 794.4 | 795.7 | 797.2 | 798.7 | 800.0 | 801.9 | 803.3 | 804.6 | 805.8 | 807.0 | 808.1 | 809.0 |

103+00 103+50 104+00 104+50 105+00 105+50 106+00 106+50 107+00 107+50 108+00 108+50 109+00

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 168 E |
|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp10001.dgn PLOT TIME : 4:58:44 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

P:\FJ\I\Indew\115228\EP Plot\RCp10001.dgn $USER$ 4:58:44 PM 7/31/2013

2

STA 109+52.33'LT
1-REMOVE EXIST
HYDRANT & LEAD

STA 109+52.7'LT
1-8"x6" TEE
26 LF 6" WM
1-6" GV & BOX
1-HYDRANT,33'LT

STA 113+78.23'LT
1-REMOVE EXIST
HYDRANT & LEAD

STA 113+78.7'LT
1-8"x6" TEE
24 LF - 6" WM
1-6" GV & BOX
1-HYDRANT,31'LT

STA 113+80.17'LT
1-CUT INTO & CONNECT
TO EXIST 8" WM
1-8" 90° BEND
10 LF 8" WM
1-8" 90° BEND

STORM SEWER
(BY OTHERS, TYP)

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

STA 113+57.26'RT
1-REMOVE EXSIT
CURB STOP & BOX

STH 93

CEMETERY

36033 36051 36093 36115 36028 36072

scale 0 20 40 feet

SAN MH (21) STA = 111+15.9 TC = 812.87 INV = 798.00

SAN MH (22) STA = 114+16.6 TC = 812.01 INV = 800.51

8" MIN COVER OVER WM (TYP)

8" WATER MAIN

EXIST 8" WM

300 LF 8" SAN SEW 1.33%

300 LF 8" SAN SEW 0.84%

| 109+00 | 109+50 | 110+00 | 110+50 | 111+00 | 111+50 | 112+00 | 112+50 | 113+00 | 113+50 | 114+00 | 114+50 | 115+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 805.32 / 809.0 | 806.11 / 809.8 | 806.85 / 810.5 | 807.55 / 811.1 | 808.20 / 811.7 | 808.80 / 812.1 | 809.36 / 812.4 | 809.87 / 812.6 | 810.33 / 812.8 | 810.75 / 812.8 | 811.12 / 812.8 | 811.44 / 812.8 | 811.71 / 812.8 | 811.94 / 812.7 | 812.12 / 812.6 | 812.26 / 812.1 | 812.35 / 812.4 | 812.42 / 812.5 | 812.40 / 812.4 | 812.33 / 812.4 | 812.25 / 812.3 | 812.18 / 811.9 | 812.10 / 812.0 | 812.03 / 811.6 | 811.95 / 812.1 |

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET E |
|---|---|---|---|---|



FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp11001.dgn PLOT TIME : 5:00:12 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

P:\FJ\I\Indew\115228\EP Plot\RCp11001.dgn $USER$ 5:00:12 PM 7/31/2013

2

36115 36123 36145 36155 36167 36175 36181 36193 36221

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

STA 120+43.6'LT
15 LF - 6" WM
1-6" GV & BOX
1-HYDRANT, 33'LT

STA 120+43.23'LT
1-REMOVE EXIST
HYDRANT & LEAD

115+00 116+00 117+00 118+00 119+00 120+00 121+00

SAN SAN SAN SAN SAN SAN SAN

23

12-INCH
806.51

24-INCH
806.24

12-INCH
805.09

EXIST 10" WM

EXIST 8" WM

1-TIE INTO 2" VALVE

STA 116+12.34'RT
1-6" GV & BOX
1-HYDRANT

STA 117+70.21'RT
1-REMOVE EXIST
SAN MH & ABANDON
EXIST SAN SEWER

SAINTS PETER & PAUL PARISH

STA 120+17.20'RT
1-CONNECT TO
EXIST SAN MH
INV = 803.58
(FIELD VERIFY)

SIGN!

0 20 40
scale feet

824 820 816 812 808 804 800 796 792 788 784

SAN MH (23)
STA = 117+69.6
TC = 812.58
INV = 801.92

EXIST SAN MH
STA = 120+17
TC = 813.35
TC = 803.58

8" WATER MAIN

353 LF 8" SAN SEW 0.40%

353 LF 8" SAN SEW 0.68%

EXIST 10" WM

| 115+00 | 115+50 | 116+00 | 116+50 | 117+00 | 117+50 | 118+00 | 118+50 | 119+00 | 119+50 | 120+00 | 120+50 | 121+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 811.95 / 812.1 | 811.88 / 812.0 | 811.80 / 812.0 | 811.73 / 812.2 | 811.65 / 812.2 | 811.68 / 812.3 | 811.76 / 812.4 | 811.83 / 812.5 | 811.91 / 812.6 | 811.98 / 812.6 | 812.06 / 812.8 | 812.13 / 812.9 | 812.21 / 813.0 | 812.28 / 813.0 | 812.36 / 813.1 | 812.43 / 813.2 | 812.51 / 813.2 | 812.58 / 813.2 | 812.66 / 0.0 | 812.73 / 0.0 | 812.81 / 0.0 | 812.88 / 0.0 | |

P:\FJ\I\Indew\115228\EP Plot\RCp12001.dgn
$USER$
5:01:39 PM
7/31/2013

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 170 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp12001.dgn PLOT TIME : 5:01:39 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2

5TH STREET

6TH STREET

4TH STREET

WASHINGTON STREET

STH 93

23852

23844

23838

23826

23848

35543

35538

35534

23797

STA 302+00.19'LT
1-CONNECT TO EXIST WM
1-8" GV & BOX
1-8" 45° BEND

STA 302+11.9'LT
1-8" 45° BEND

FIELD VERIFY LOCATION
1-1" CORPORATION
1" COPPER WATER SERVICE
1-1" CURB STOP & BOX
(TYPICAL)

FIELD VERIFY LOCATION
1-8"x6" WYE
4" or 6" SAN SEW SERVICE
(FIELD VERIFY SIZE)
1-CONNECT TO EXIST SERVICE
(TYPICAL)

FIELD VERIFY EXISTING SAN SEWER SERVICE IS NOT IN SERVICE. ABANDON OR CAP (TYPICAL)

(NOT PART OF THIS CONTRACT, BY OTHERS)

STORM SEWER (BY OTEHRS, TYP)

301+00 302+00 303+00 304+00 305+00 75+00 74+00 73+00 72+00

F10+00 F11+00 F12+00

N

0 20 40
scale feet

EXIST SAN MH
STA = 301+98.5
TC = 784.10
INV = 778.59
(FIELD VERIFY)

SAN MH (5)
STA = 305+28.1
TC = 786.67
INV = 777.84

10" SAN SEWER

8' MIN COVER OVER WM (TYP)

330 LF 10" SAN SEW 0.23%

8" SAN SEW @ 0.40% (STH 93)

8" WATER MAIN

1.5' MIN SEPARATION

788 784 780 776 772 768 764

784.3 784.5 784.7 785.0 785.2 785.4 785.8 785.9 786.1 786.4 786.5 786.6 786.7

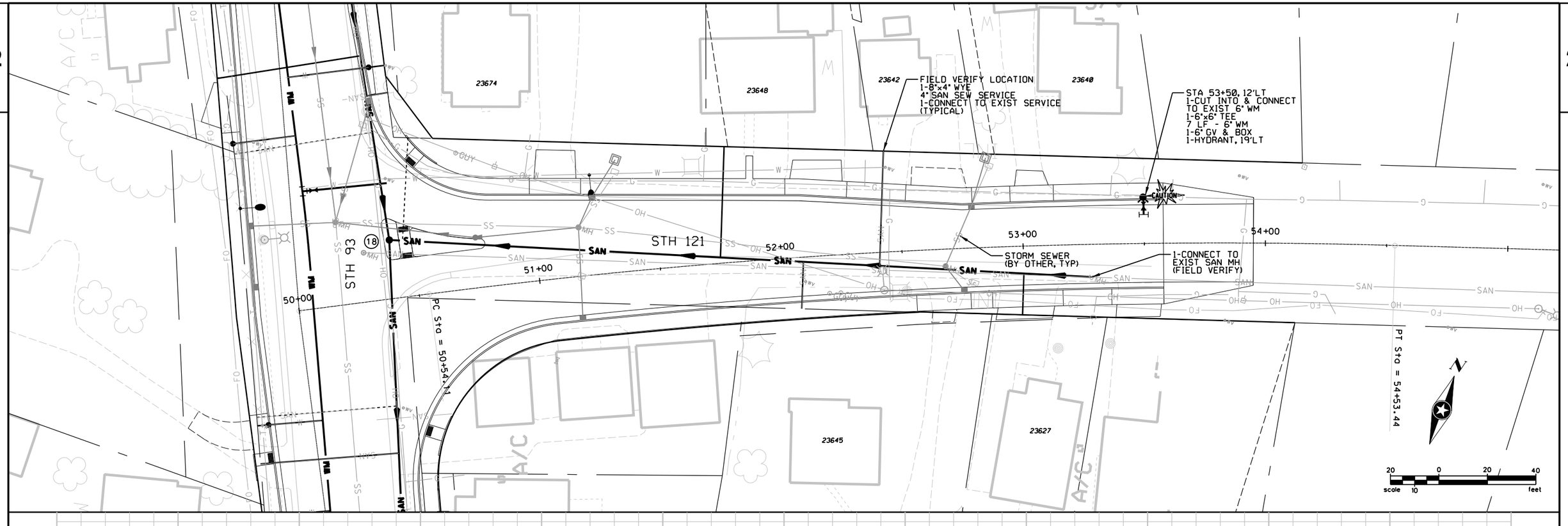
302+00 302+50 303+00 303+50 304+00 304+50 305+00 305+50 306+00

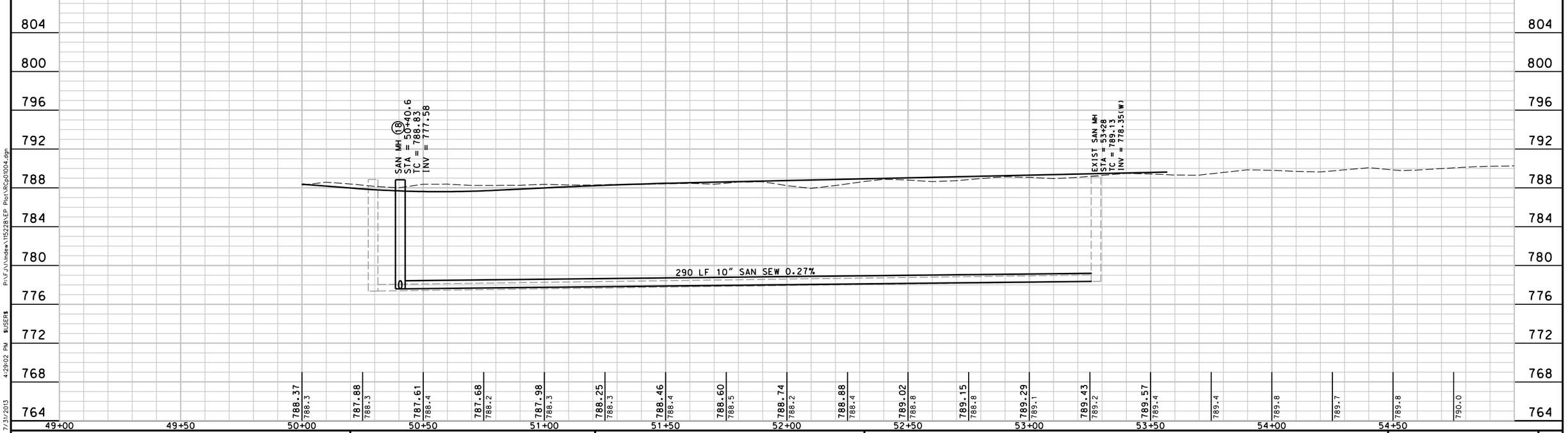
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$USER$
4:23:12 PM
7/31/2013

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: WASHINGTON ST WATERMAIN & SAN SEWER | SHEET 171 | E |
|---|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\RCp01003.dgn PLOT TIME : 4:23:12 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

2




P:\FJ\I\Indew\115228\EP Plot\RCp01004.dgn
7/31/2013 4:29:02 PM $USER$

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 121 WATERMAIN & SANITARY SEWER | SHEET 172 | E |
|---|---|---|---|---|---|

2

2

1 - CUT INTO EXIST 6" WATERMAIN 1-6" PLUG (ABANDON EXIST 6" WATERMAIN)

2ND STREET

EXISTING HYDRANT (FIELD LOCATE)

PLAYGROUND

ABANDON EXIST 6" WATERMAIN

ADAMS STREET - CTH Q

83+00

STH 93

84+00

85+00

86+00

87+00

88+00

89+00

90+00

91+00

92+00

93+00

94+00

95+00

96+00

STH 93

BUGLE LAKE

SIGN

WALLS

DAM

PIER

FILLER CAPS

1-REMOVED EXIST GATE VALVE (FIELD LOCATE)

1 - CUT INTO EXIST 6" WATERMAIN 1-6" PLUG (ABANDON EXIST 6" WATERMAIN)

RAILWAY ST

CEDAR STREET

ELM STREET

N

0 40 80

scale feet

P:\FJ\I\Indew\115228\EP Plot\Abandon WM (Adams-Elm).dgn

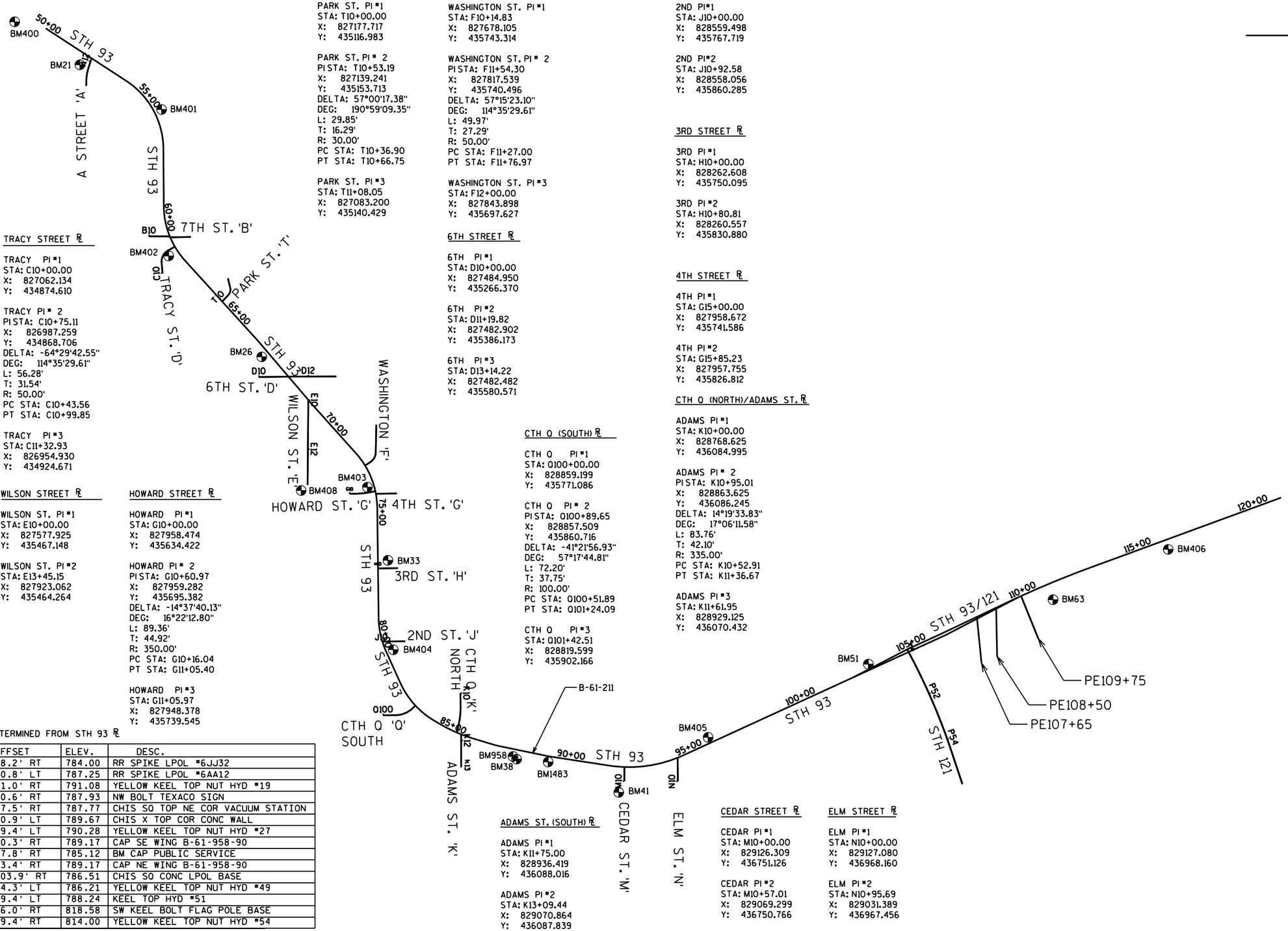
7/31/2013 5:03:09 PM $USER$

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CONSTRUCTION DETAIL: STH 93 WATERMAIN & SANITARY SEWER | SHEET 173 E |
|---|---|---|---|---|

FILE NAME : P:\FJ\I\Indew\115228\EP Plot\Abandon WM (Adams-Elm).dgn PLOT TIME : 5:03:09 PM PLOT DATE : 7/31/2013 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

STH 93 & STH 121 ALIGNMENT INFORMATION IS SHOWN ON PLAN AND PLOT SHEETS




## A STREET ℄

A ST. PI #1
STA: A11+00.00
X: 826300.913
Y: 434565.296

A ST. PI # 2
PI STA: A11+44.30
X: 826256.613
Y: 434564.684
DELTA: 18°55'04.48"
DEG: 30°09'20.42"
L: 62.73'
T: 31.66'
R: 190.00'
PC STA: A11+12.65
PT STA: A11+75.38

A ST. PI #3
STA: A12+14.10
X: 826189.732
Y: 434586.577

## 7TH STREET ℄

7TH PI #1
STA: B10+00.00
X: 826913.060
Y: 434819.561

7TH PI #2
STA: B10+84.87
X: 826913.530
Y: 434904.430

7TH PI #3
STA: B10+88.85
X: 826917.230
Y: 434905.900

7TH PI #4
STA: B11+72.73
X: 826915.470
Y: 434989.756

## LONGMORE DRIVEWAY

PE 69+60 RT

PE6950 PI #1
STA: 9+11.32
X: 827615.575
Y: 435392.869

PE6950PI # 2
PI STA: 9+45.86
X: 827616.167
Y: 435427.400
DELTA: 40°25'24.73"
DEG: 190°59'09.35"
L: 21.17'
T: 11.04'
R: 30.00'
PC STA: 9+34.81
PT STA: 9+55.98

PE6950 PI #3
STA: 10+00.00
X: 827581.184
Y: 435469.925

## TRACY STREET ℄

TRACY PI #1
STA: C10+00.00
X: 827062.134
Y: 434874.610

TRACY PI # 2
PI STA: C10+75.11
X: 826987.259
Y: 434868.706
DELTA: -64°29'42.55"
DEG: 114°35'29.61"
L: 56.28'
T: 31.54'
R: 50.00'
PC STA: C10+43.56
PT STA: C10+99.85

TRACY PI #3
STA: C11+32.93
X: 826954.930
Y: 434924.671

## WILSON STREET ℄

WILSON ST. PI #1
STA: E10+00.00
X: 827577.925
Y: 435467.148

WILSON ST. PI #2
STA: E13+45.15
X: 827923.062
Y: 435464.264

## HOWARD STREET ℄

HOWARD PI #1
STA: G10+00.00
X: 827958.474
Y: 435634.422

HOWARD PI # 2
PI STA: G10+60.97
X: 827959.282
Y: 435695.382
DELTA: -14°37'40.13"
DEG: 16°22'12.80"
L: 89.36'
T: 44.92'
R: 350.00'
PC STA: G10+16.04
PT STA: G11+05.40

HOWARD PI #3
STA: G11+05.97
X: 827948.378
Y: 435739.545

## PARK STREET ℄

PARK ST. PI #1
STA: T10+00.00
X: 827177.717
Y: 435116.983

PARK ST. PI # 2
PI STA: T10+53.19
X: 827139.241
Y: 435153.713
DELTA: 57°00'17.38"
DEG: 190°59'09.35"
L: 29.85'
T: 16.29'
R: 30.00'
PC STA: T10+36.90
PT STA: T10+66.75

PARK ST. PI #3
STA: T11+08.05
X: 827083.200
Y: 435140.429

## WASHINGTON STREET ℄

WASHINGTON ST. PI #1
STA: F10+14.83
X: 827678.105
Y: 435743.314

WASHINGTON ST. PI # 2
PI STA: F11+54.30
X: 827817.539
Y: 435740.496
DELTA: 57°15'23.10"
DEG: 114°35'29.61"
L: 49.97'
T: 27.29'
R: 50.00'
PC STA: F11+27.00
PT STA: F11+76.97

WASHINGTON ST. PI #3
STA: F12+00.00
X: 827843.898
Y: 435697.627

## 6TH STREET ℄

6TH PI #1
STA: D10+00.00
X: 827484.950
Y: 435266.370

6TH PI #2
STA: D11+19.82
X: 827482.902
Y: 435386.173

6TH PI #3
STA: D13+14.22
X: 827482.482
Y: 435580.571

## CTH Q (SOUTH) ℄

CTH Q PI #1
STA: 0100+00.00
X: 828859.199
Y: 435771.086

CTH Q PI # 2
PI STA: 0100+89.65
X: 828857.509
Y: 435860.716
DELTA: -41°21'56.93"
DEG: 57°17'44.81"
L: 72.20'
T: 37.75'
R: 100.00'
PC STA: 0100+51.89
PT STA: 0101+24.09

CTH Q PI #3
STA: 0101+42.51
X: 828819.599
Y: 435902.166

## ADAMS ST. (SOUTH) ℄

ADAMS PI #1
STA: K11+75.00
X: 828936.419
Y: 436088.016

ADAMS PI #2
STA: K13+09.44
X: 829070.864
Y: 436087.839

## 2ND STREET ℄

2ND PI #1
STA: J10+00.00
X: 828559.498
Y: 435767.719

2ND PI #2
STA: J10+92.58
X: 828558.056
Y: 435860.285

## 3RD STREET ℄

3RD PI #1
STA: H10+00.00
X: 828262.608
Y: 435750.095

3RD PI #2
STA: H10+80.81
X: 828260.557
Y: 435830.880

## 4TH STREET ℄

4TH PI #1
STA: G15+00.00
X: 827958.672
Y: 435741.586

4TH PI #2
STA: G15+85.23
X: 827957.755
Y: 435826.812

## CTH Q (NORTH)/ADAMS ST. ℄

ADAMS PI #1
STA: K10+00.00
X: 828768.625
Y: 436084.995

ADAMS PI # 2
PI STA: K10+95.01
X: 828863.625
Y: 436086.245
DELTA: 14°19'33.83"
DEG: 17°06'11.58"
L: 83.76'
T: 42.10'
R: 335.00'
PC STA: K10+52.91
PT STA: K11+36.67

ADAMS PI #3
STA: K11+61.95
X: 828929.125
Y: 436070.432

## CEDAR STREET ℄

CEDAR PI #1
STA: M10+00.00
X: 829126.309
Y: 436751.126

CEDAR PI #2
STA: M10+57.01
X: 829069.299
Y: 436750.766

## ELM STREET ℄

ELM PI #1
STA: N10+00.00
X: 829127.080
Y: 436968.160

ELM PI #2
STA: N10+95.69
X: 829031.389
Y: 436967.456

## PE107+65 ℄

PE107+65 PI #1
STA: 20+00.00
X: 828458.996
Y: 438182.826

PE107+65 PI #2
STA: 21+88.46
X: 828646.513
Y: 438201.700

## PE108+50 ℄

PE108+50 PI #1
STA: 10+00.00
X: 828421.627
Y: 438261.574

PE108+50 PI #2
STA: 11+98.55
X: 828620.143
Y: 438265.356

## PE109+75 ℄

PE109+75 PI #1
STA: 10+00.00
X: 828374.298
Y: 438362.417

PE109+75 PI #2
STA: 11+86.68
X: 828547.299
Y: 438432.554

## BENCH MARK LOCATIONS DETERMINED FROM STH 93 ℄

| NAME | STATION | OFFSET | ELEV. | DESC. |
|---|---|---|---|---|
| BM21 | 51+97.2 | 48.2' RT | 784.00 | RR SPIKE LPOL #6JJ32 |
| BM401 | 55+67.0 | 30.8' LT | 787.25 | RR SPIKE LPOL #6AA12 |
| BM402 | 61+41.3 | 41.0' RT | 791.08 | YELLOW KEEL TOP NUT HYD #19 |
| BM26 | 66+93.7 | 30.6' RT | 787.93 | NW BOLT TEXACO SIGN |
| BM403 | 73+90.7 | 27.5' RT | 787.77 | CHIS SQ TOP NE COR VACUUM STATION |
| BM33 | 76+97.1 | 40.9' LT | 789.67 | CHIS X TOP COR CONC WALL |
| BM404 | 80+76.9 | 29.4' LT | 790.28 | YELLOW KEEL TOP NUT HYD #27 |
| BM958 | 87+69.1 | 30.3' RT | 789.17 | CAP SE WING B-61-958-90 |
| BM38 | 87+85.6 | 37.8' RT | 785.12 | BM CAP PUBLIC SERVICE |
| BM1483 | 89+12.4 | 23.4' RT | 789.17 | CAP NE WING B-61-958-90 |
| BM41 | 92+05.8 | 103.9' RT | 786.51 | CHIS SQ CONC LPOL BASE |
| BM405 | 95+90.2 | 24.3' LT | 786.21 | YELLOW KEEL TOP NUT HYD #49 |
| BM51 | 103+06.8 | 19.4' LT | 788.24 | KEEL TOP HYD #51 |
| BM63 | 110+99.1 | 66.0' RT | 818.58 | SW KEEL BOLT FLAG POLE BASE |
| BM406 | 116+12.1 | 39.4' RT | 814.00 | YELLOW KEEL TOP NUT HYD #54 |

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | SIDEROAD ALIGNMENT DIAGRAM & BENCHMARK LOCATIONS | SHEET 174 | E |
|---|---|---|---|---|---|

2

JCT
CTH Q
SIGN

N

91+00

85.0'

BORE

STH 93

CP 313
MAG NAIL

BUGLE LAKE

90+00

41.5'

KICK IN
BACK OF CURB

NO FISHING OR
DIVING FROM BRIDGE
SIGN

83.5'

N

95+00

STH 93

TEL.
PED.

CP 314
5/8" REBAR W/KL CAP

53.0'

ELM STREET

HOUSE
#35783

37.5'

36.5'

PORCH
CORNER

ASPH. DRWY.

94+00

N

111+00

STH 93

CEMETERY

BORE

24" DIA. TREE

CP 316
5/8" REBAR W/KL CAP

56.4'

HOUSE
#36033

B.O.C.

17.7'

2.0'

110+00

PE11+00

PE10+00

SATELLITE
DISH

MP

BUY

2

N

118+00

STH 93

POST

P.P.
#10012

CP 317
5/8" REBAR W/KL CAP

52.5'

ST. PETER &
CATHOLIC SCHOOL

8.1'

8.3'

MH
MANHOLE

INLET

HOUSE
#36155

117+00

N

N

STH 121

CP 323
MAG NAIL

P51+00

NB105+00

105+00

P50+00

BLDG.
#35936

19.7'

13.6'

EAST
HWY. 121
SIGN

KEVIN BENNING
AUTO SALES
SIGN

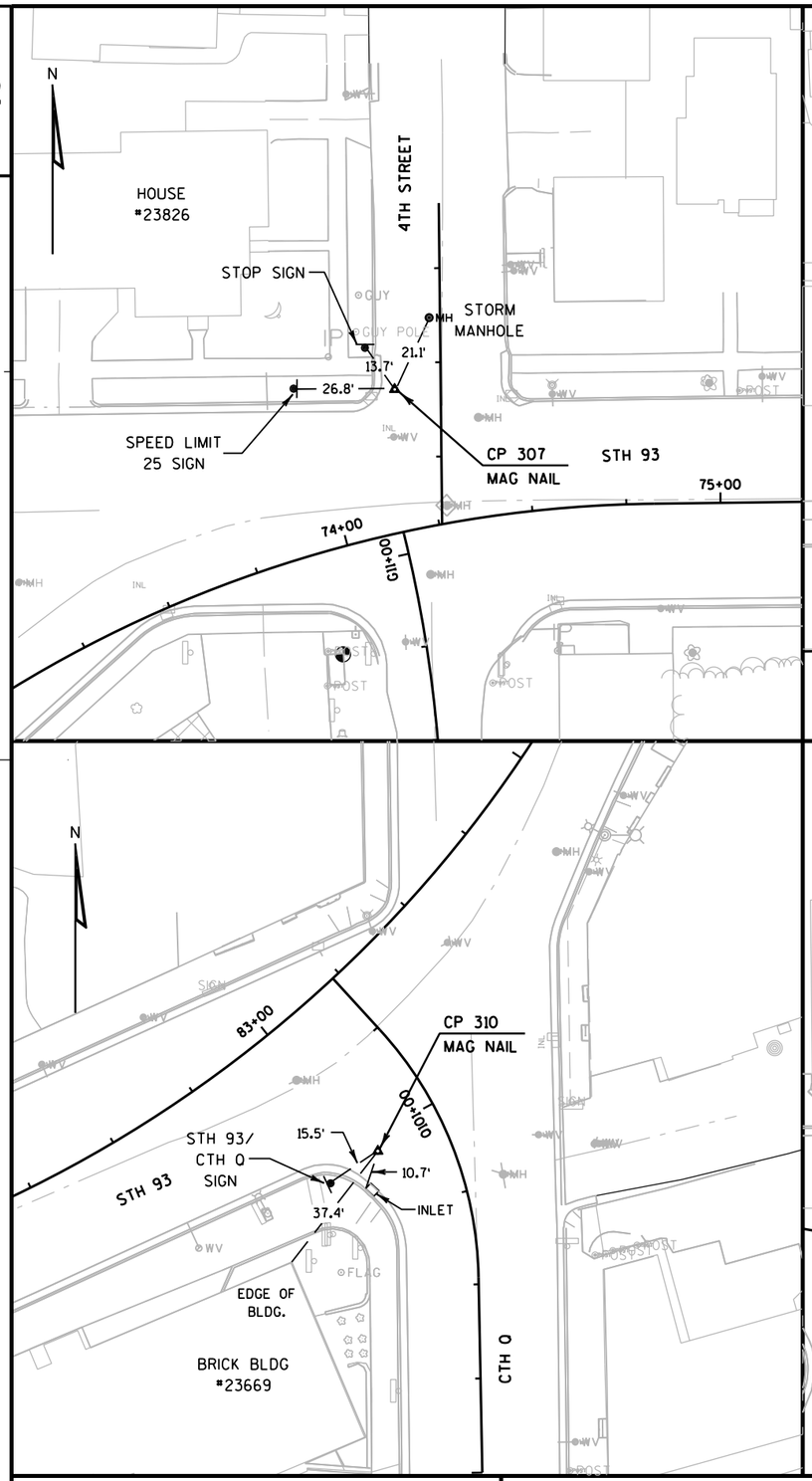
NB104+00

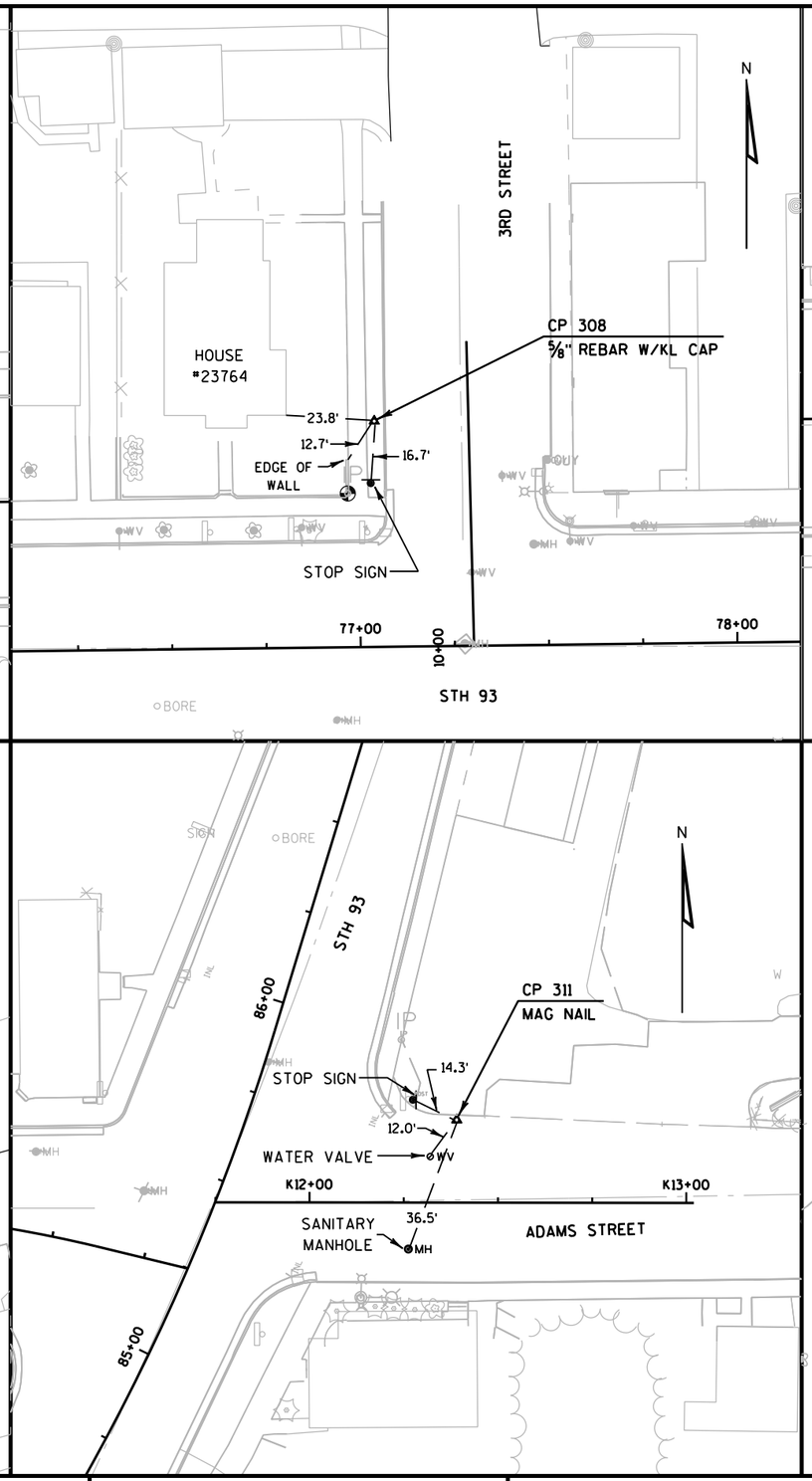
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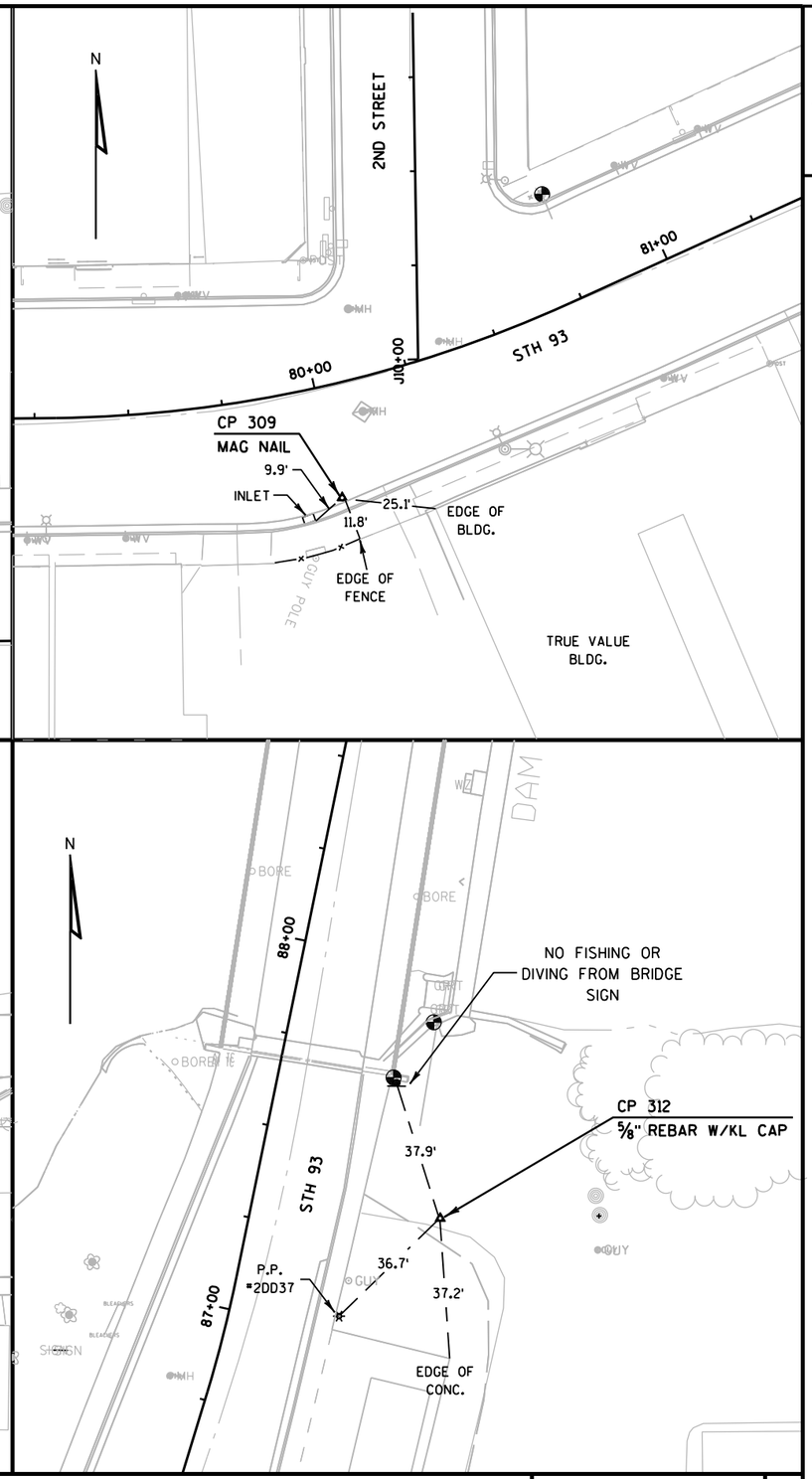
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPALEAU | CONTROL POINTS | SHEET E |
|---|---|---|---|---|

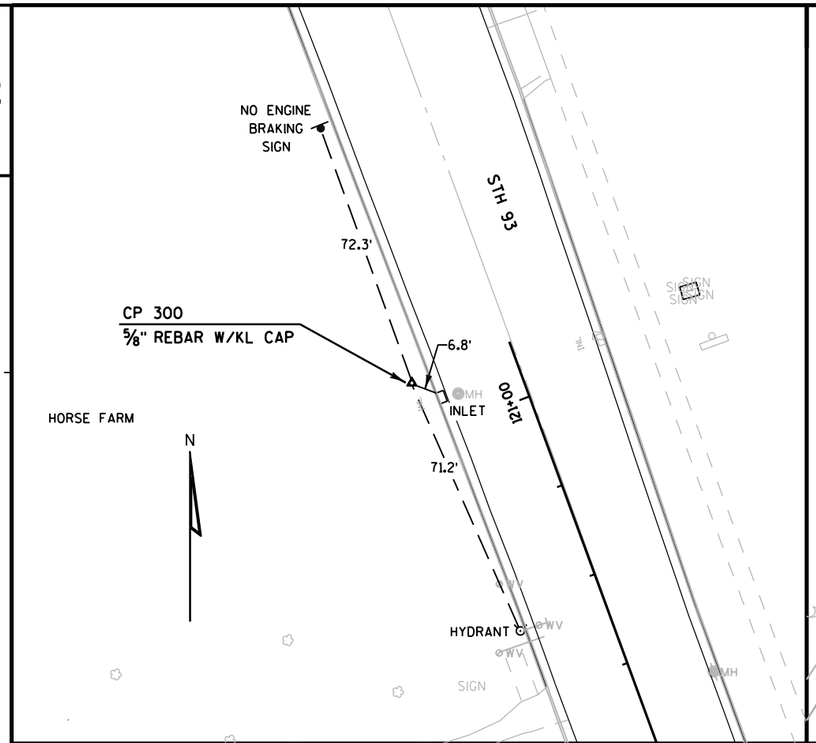


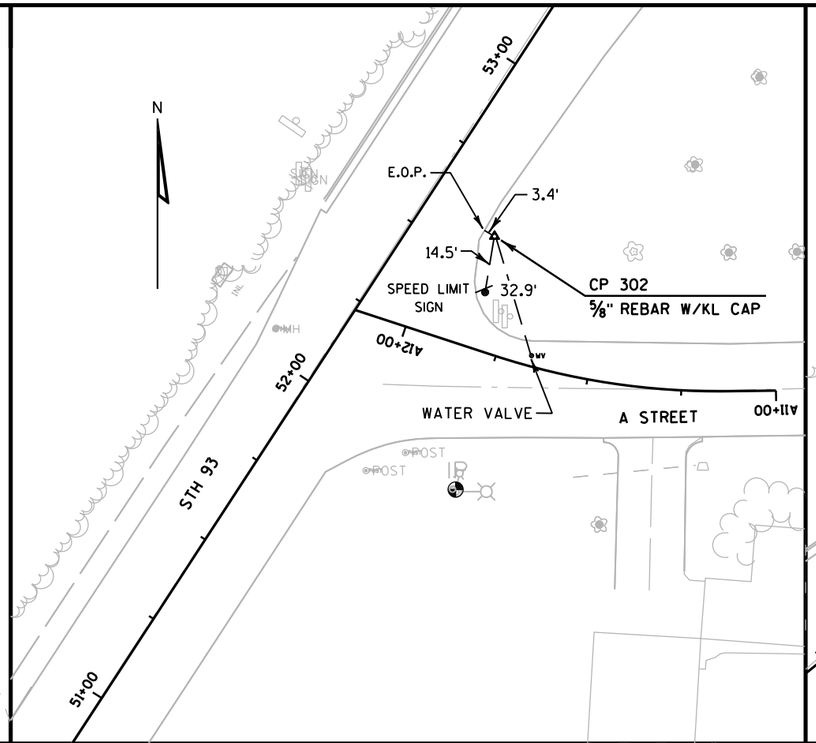
FILE NAME : G:\WDOTNW\10019\DGN\CONTROL POINT DETAIL.dgn PLOT DATE : 8/1/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

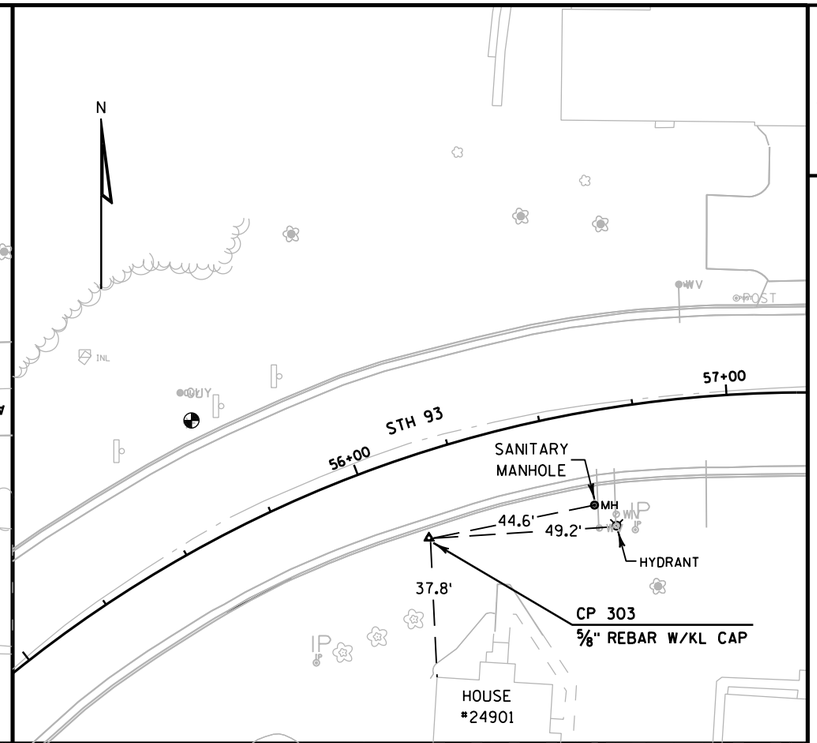

N
HOUSE
*23826
4TH STREET
STOP SIGN
STORM
MANHOLE
21.1'
13.7'
26.8'
SPEED LIMIT
25 SIGN
CP 307
MAG NAIL
STH 93
75+00
74+00
G1+00
BRICK BLDG
*23669
CTH O
83+00
CP 310
MAG NAIL
00+10
STH 93/
CTH O
SIGN
15.5'
10.7'
INLET
37.4'
EDGE OF
BLDG.

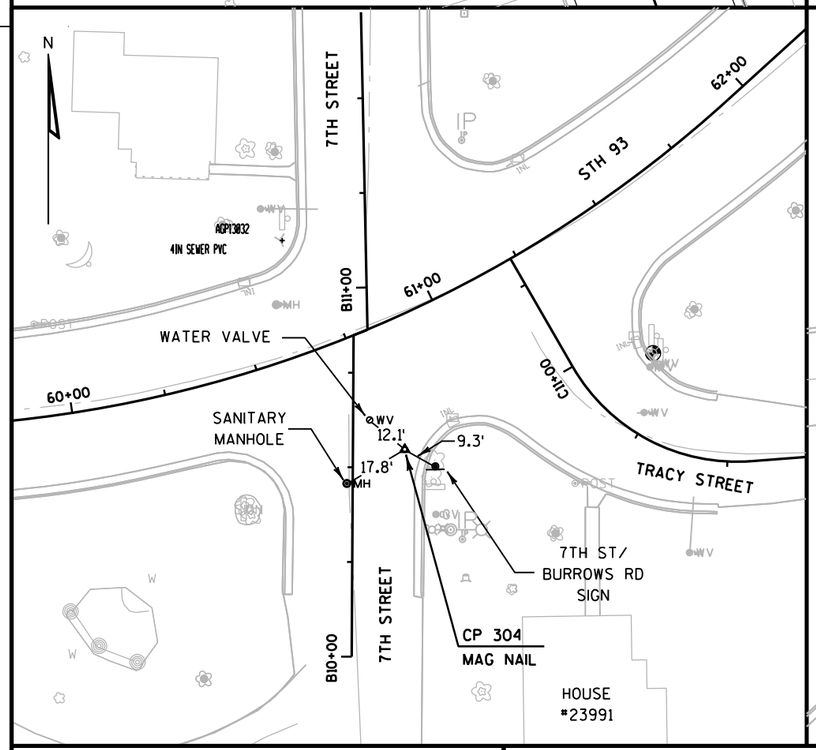

N
HOUSE
*23764
3RD STREET
CP 308
5/8" REBAR W/KL CAP
23.8'
12.7'
16.7'
EDGE OF
WALL
STOP SIGN
77+00
78+00
10+00
STH 93
STH 93
86+00
85+00
CP 311
MAG NAIL
STOP SIGN
14.3'
12.0'
WATER VALVE
K12+00
K13+00
SANITARY
MANHOLE
36.5'
ADAMS STREET

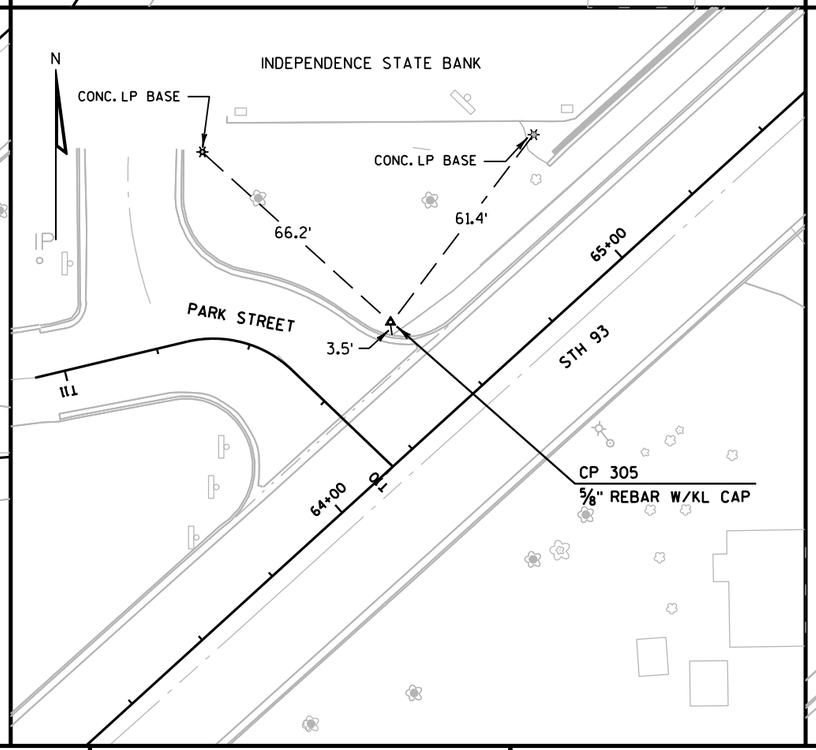

N
2ND STREET
81+00
80+00
J10+00
STH 93
CP 309
MAG NAIL
9.9'
INLET
25.1'
EDGE OF
BLDG.
11.8'
EDGE OF
FENCE
TRUE VALUE
BLDG.
DAM
88+00
87+00
NO FISHING OR
DIVING FROM BRIDGE
SIGN
CP 312
5/8" REBAR W/KL CAP
37.9'
36.7'
37.2'
P.P.
*2DD37
EDGE OF
CONC.

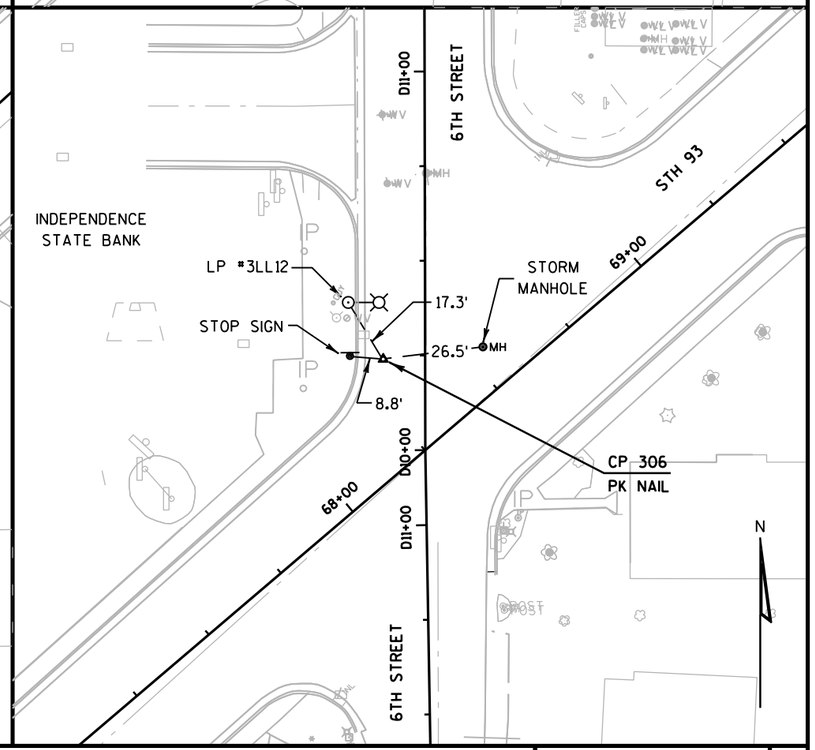



| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPALEAU | CONTROL POINTS | SHEET 177 E |
|---|---|---|---|---|

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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 0010 | 201.0120 | CLEARING | ID | 750.000 | | 100.000 | 650.000 |
| 0020 | 201.0220 | GRUBBING | ID | 900.000 | | 100.000 | 800.000 |
| 0030 | 203.0600.S | REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS (STATION) 01. 88+42.2 | LS | 1.000 | 1.000 | | |
| 0040 | 204.0100 | REMOVING PAVEMENT | SY | 1,040.000 | | 240.000 | 800.000 |
| 0050 | 204.0110 | REMOVING ASPHALTIC SURFACE | SY | 1,500.000 | | 100.000 | 1,400.000 |
| 0060 | 204.0150 | REMOVING CURB & GUTTER | LF | 14,245.000 | 310.000 | 1,220.000 | 12,715.000 |
| 0070 | 204.0155 | REMOVING CONCRETE SIDEWALK | SY | 7,750.000 | 200.000 | | 7,550.000 |
| 0080 | 204.0165 | REMOVING GUARDRAIL | LF | 335.000 | 85.000 | | 250.000 |
| 0090 | 204.0170 | REMOVING FENCE | LF | 190.000 | | | 190.000 |
| 0100 | 204.0180 | REMOVING DELINEATORS AND MARKERS | EACH | 3.000 | | 3.000 | |
| 0110 | 204.0210 | REMOVING MANHOLES | EACH | 23.000 | | | 23.000 |
| 0120 | 204.0220 | REMOVING INLETS | EACH | 56.000 | | | 56.000 |
| 0130 | 204.0235 | REMOVING BUILDINGS (PARCEL) 01. PARCEL 31 | LS | 1.000 | | | 1.000 |
| 0140 | 204.0235 | REMOVING BUILDINGS (PARCEL) 02. PARCEL 38 | LS | 1.000 | | | 1.000 |
| 0150 | 204.0235 | REMOVING BUILDINGS (PARCEL) 03. PARCEL 39 | LS | 1.000 | | | 1.000 |
| 0160 | 204.0235 | REMOVING BUILDINGS (PARCEL) 04. PARCEL 84 | LS | 1.000 | | | 1.000 |
| 0170 | 204.0240 | SITE CLEARANCE (PARCEL) 01. PARCEL 31 | LS | 1.000 | | | 1.000 |
| 0180 | 204.0240 | SITE CLEARANCE (PARCEL) 02. PARCEL 38 | LS | 1.000 | | | 1.000 |
| 0190 | 204.0240 | SITE CLEARANCE (PARCEL) 03. PARCEL 39 | LS | 1.000 | | | 1.000 |
| 0200 | 204.0240 | SITE CLEARANCE (PARCEL) 04. PARCEL 84 | LS | 1.000 | | | 1.000 |
| 0210 | 204.0245 | REMOVING STORM SEWER (SIZE) 01. 12-INCH | LF | 1,970.000 | | | 1,970.000 |
| 0220 | 204.0245 | REMOVING STORM SEWER (SIZE) 02. 18-INCH | LF | 20.000 | | | 20.000 |
| 0230 | 204.0245 | REMOVING STORM SEWER (SIZE) 03. 24-INCH | LF | 530.000 | | | 530.000 |
| 0240 | 204.0245 | REMOVING STORM SEWER (SIZE) 04. 30-INCH | LF | 10.000 | | | 10.000 |
| 0250 | 204.0245 | REMOVING STORM SEWER (SIZE) 05. 36-INCH | LF | 80.000 | | | 80.000 |
| 0260 | 204.0245 | REMOVING STORM SEWER (SIZE) 06. 48-INCH | LF | 5.000 | | | 5.000 |
| 0270 | 204.0270 | ABANDONING CULVERT PIPES | EACH | 1.000 | | | 1.000 |
| 0280 | 204.9105.S | REMOVING (ITEM DESCRIPTION) 01. CONCRETE RETAINING WALL (PARCEL 77) | LS | 1.000 | | | 1.000 |
| 0290 | 204.9105.S | REMOVING (ITEM DESCRIPTION) 02. CONCRETE RETAINING WALL (PARCEL 78) | LS | 1.000 | | | 1.000 |
| 0300 | 204.9105.S | REMOVING (ITEM DESCRIPTION) 03. CONCRETE RETAINING WALL (PARCEL 79) | LS | 1.000 | | | 1.000 |
| 0310 | 205.0100 | EXCAVATION COMMON | CY | 29,700.000 | 400.000 | 1,600.000 | 27,700.000 |
| 0320 | 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-61-211 | LS | 1.000 | 1.000 | | |
| 0330 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 01. R-61-0012 | LS | 1.000 | | | 1.000 |
| 0340 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 02. R-61-0013 | LS | 1.000 | | | 1.000 |
| 0350 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 03. R-61-0014 | LS | 1.000 | | | 1.000 |
| 0360 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 04. R-61-0015 | LS | 1.000 | | | 1.000 |
| 0370 | 206.6000.S | TEMPORARY SHORING | SF | 1,690.000 | | | 1,690.000 |
| 0380 | 209.0100 | BACKFILL GRANULAR | CY | 50.000 | | | 50.000 |
| 0390 | 210.0100 | BACKFILL STRUCTURE | CY | 320.000 | 320.000 | | |
| 0400 | 213.0100 | FINISHING ROADWAY (PROJECT) 01. 7130-08-72 | EACH | 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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 0410 | 213.0100 | FINISHING ROADWAY (PROJECT) 02. 7132-07-70 | EACH | 1.000 | | 1.000 | |
| 0420 | 213.0100 | FINISHING ROADWAY (PROJECT) 03. 7132-08-72 | EACH | 1.000 | | | 1.000 |
| 0430 | 214.0100 | OBLITERATING OLD ROAD | STA | 4.000 | | | 4.000 |
| 0440 | 305.0110 | BASE AGGREGATE DENSE 3/4-INCH | TON | 580.000 | | 30.000 | 550.000 |
| 0450 | 305.0120 | BASE AGGREGATE DENSE 1 1/4-INCH | TON | 23,480.000 | 230.000 | 1,750.000 | 21,500.000 |
| 0460 | 415.0210 | CONCRETE PAVEMENT GAPS | EACH | 6.000 | | | 6.000 |
| 0470 | 415.0410 | CONCRETE PAVEMENT APPROACH SLAB | SY | 115.000 | 115.000 | | |
| 0480 | 416.0160 | CONCRETE DRIVEWAY 6-INCH | SY | 1,390.000 | | 205.000 | 1,185.000 |
| 0490 | 416.0260 | CONCRETE DRIVEWAY HES 6-INCH | SY | 50.000 | | | 50.000 |
| 0500 | 465.0120 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | TON | 106.000 | | 5.000 | 101.000 |
| 0510 | 465.0125 | ASPHALTIC SURFACE TEMPORARY | TON | 530.000 | | | 530.000 |
| 0520 | 465.0310 | ASPHALTIC CURB | LF | 400.000 | | | 400.000 |
| 0530 | 465.0315 | ASPHALTIC FLUMES | SY | 10.000 | | | 10.000 |
| 0540 | 502.0100 | CONCRETE MASONRY BRIDGES | CY | 536.000 | 536.000 | | |
| 0550 | 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 1,100.000 | 1,100.000 | | |
| 0560 | 503.0128 | PRESTRESSED GIRDER TYPE I 28-INCH | LF | 1,096.000 | 1,096.000 | | |
| 0570 | 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | 6,020.000 | 6,020.000 | | |
| 0580 | 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 93,350.000 | 93,350.000 | | |
| 0590 | 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 42.000 | 42.000 | | |
| 0600 | 506.4000 | STEEL DIAPHRAGMS (STRUCTURE) 01. B-61-211 | EACH | 18.000 | 18.000 | | |
| 0610 | 513.7025 | RAILING STEEL TYPE C5 (STRUCTURE) 01. B-61-211 | LS | 1.000 | 1.000 | | |
| 0620 | 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 28.000 | 28.000 | | |
| 0630 | 517.1015.S | CONCRETE STAINING MULTI-COLOR (STRUCTURE) 01. B-61-211 | SF | 985.000 | 985.000 | | |
| 0640 | 517.1050.S | ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 01. B-61-211 | SF | 985.000 | 985.000 | | |
| 0650 | 520.8000 | CONCRETE COLLARS FOR PIPE | EACH | 55.000 | | | 55.000 |
| 0660 | 522.1012 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH | EACH | 1.000 | | | 1.000 |
| 0670 | 550.0010 | PRE-BORING UNCONSOLIDATED MATERIALS | LF | 160.000 | 160.000 | | |
| 0680 | 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | 1,710.000 | 1,710.000 | | |
| 0690 | 550.2148 | PILING CIP CONCRETE 14 X 0.50-INCH | LF | 2,000.000 | 2,000.000 | | |
| 0700 | 601.0115 | CONCRETE CURB TYPE G | LF | 105.000 | | | 105.000 |
| 0710 | 601.0409 | CONCRETE CURB & GUTTER 30-INCH TYPE A | LF | 13,876.000 | 160.000 | 1,475.000 | 12,241.000 |
| 0720 | 601.0411 | CONCRETE CURB & GUTTER 30-INCH TYPE D | LF | 447.000 | | | 447.000 |
| 0730 | 601.0600 | CONCRETE CURB PEDESTRIAN | LF | 180.000 | | | 180.000 |
| 0740 | 602.0405 | CONCRETE SIDEWALK 4-INCH | SF | 74,965.000 | 2,065.000 | 3,610.000 | 69,290.000 |
| 0750 | 602.0415 | CONCRETE SIDEWALK 6-INCH | SF | 11,350.000 | | 250.000 | 11,100.000 |
| 0760 | 602.0515 | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | SF | 464.000 | | 8.000 | 456.000 |
| 0770 | 602.1500 | CONCRETE STEPS | SF | 89.000 | | | 89.000 |
| 0780 | 606.0200 | RIPRAP MEDIUM | CY | 430.000 | | | 430.000 |
| 0790 | 606.0300 | RIPRAP HEAVY | CY | 285.000 | 285.000 | | |
| 0800 | 608.0312 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH | LF | 2,820.000 | | | 2,820.000 |
| 0810 | 608.0318 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH | LF | 596.000 | | | 596.000 |
| 0820 | 608.0324 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 685.000 | | | 685.000 |

3

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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 0830 | 608.0330 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH | LF | 16.000 | | | 16.000 |
| 0840 | 608.0336 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH | LF | 112.000 | | | 112.000 |
| 0850 | 608.0348 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH | LF | 8.000 | | | 8.000 |
| 0860 | 611.0430 | RECONSTRUCTING INLETS | EACH | 1.000 | | | 1.000 |
| 0870 | 611.0530 | MANHOLE COVERS TYPE J | EACH | 23.000 | | | 23.000 |
| 0880 | 611.0624 | INLET COVERS TYPE H | EACH | 43.000 | | | 43.000 |
| 0890 | 611.0633 | INLET COVERS TYPE HM-GJ-S | EACH | 3.000 | | | 3.000 |
| 0900 | 611.0639 | INLET COVERS TYPE H-S | EACH | 21.000 | | | 21.000 |
| 0910 | 611.0645 | INLET COVERS TYPE MS-A | EACH | 8.000 | | | 8.000 |
| 0920 | 611.0666 | INLET COVERS TYPE Z | EACH | 1.000 | | | 1.000 |
| 0930 | 611.2004 | MANHOLES 4-FT DIAMETER | EACH | 1.000 | | | 1.000 |
| 0940 | 611.2005 | MANHOLES 5-FT DIAMETER | EACH | 17.000 | | | 17.000 |
| 0950 | 611.2006 | MANHOLES 6-FT DIAMETER | EACH | 4.000 | | | 4.000 |
| 0960 | 611.2007 | MANHOLES 7-FT DIAMETER | EACH | 1.000 | | | 1.000 |
| 0970 | 611.3003 | INLETS 3-FT DIAMETER | EACH | 33.000 | | | 33.000 |
| 0980 | 611.3004 | INLETS 4-FT DIAMETER | EACH | 3.000 | | | 3.000 |
| 0990 | 611.3230 | INLETS 2X3-FT | EACH | 32.000 | | | 32.000 |
| 1000 | 611.3901 | INLETS MEDIAN 1 GRATE | EACH | 6.000 | | | 6.000 |
| 1010 | 611.3902 | INLETS MEDIAN 2 GRATE | EACH | 1.000 | | | 1.000 |
| 1020 | 611.8110 | ADJUSTING MANHOLE COVERS | EACH | 10.000 | | | 10.000 |
| 1030 | 611.8120.S | COVER PLATES TEMPORARY | EACH | 102.000 | | | 102.000 |
| 1040 | 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 135.000 | | | 135.000 |
| 1050 | 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 1,275.000 | 180.000 | | 1,095.000 |
| 1060 | 616.0700.S | FENCE SAFETY | LF | 600.000 | | | 600.000 |
| 1070 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 7132-07-70 | EACH | 1.000 | | 1.000 | |
| 1080 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 02. 7132-08-72 | EACH | 1.000 | | | 1.000 |
| 1090 | 619.1000 | MOBILIZATION | EACH | 1.000 | 0.250 | 0.050 | 0.700 |
| 1100 | 625.0100 | TOPSOIL | SY | 5,310.000 | | 300.000 | 5,010.000 |
| 1110 | 625.0500 | SALVAGED TOPSOIL | SY | 8,550.000 | | 1,850.000 | 6,700.000 |
| 1120 | 627.0200 | MULCHING | SY | 13,710.000 | | 2,200.000 | 11,510.000 |
| 1130 | 628.1104 | EROSION BALES | EACH | 20.000 | | | 20.000 |
| 1140 | 628.1504 | SILT FENCE | LF | 5,250.000 | | 1,000.000 | 4,250.000 |
| 1150 | 628.1520 | SILT FENCE MAINTENANCE | LF | 2,625.000 | | 500.000 | 2,125.000 |
| 1160 | 628.1905 | MOBILIZATIONS EROSION CONTROL | EACH | 10.000 | | 2.000 | 8.000 |
| 1170 | 628.1910 | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 5.000 | | 1.000 | 4.000 |
| 1180 | 628.2008 | EROSION MAT URBAN CLASS I TYPE B | SY | 2,800.000 | | | 2,800.000 |
| 1190 | 628.6005 | TURBIDITY BARRIERS | SY | 500.000 | 500.000 | | |
| 1200 | 628.6510 | SOIL STABILIZER TYPE B | ACRE | 1.000 | | | 1.000 |
| 1210 | 628.7005 | INLET PROTECTION TYPE A | EACH | 83.000 | | 8.000 | 75.000 |
| 1220 | 628.7010 | INLET PROTECTION TYPE B | EACH | 14.000 | | 4.000 | 10.000 |
| 1230 | 628.7015 | INLET PROTECTION TYPE C | EACH | 54.000 | | 2.000 | 52.000 |
| 1240 | 628.7020 | INLET PROTECTION TYPE D | EACH | 27.000 | | 3.000 | 24.000 |
| 1250 | 628.7504 | TEMPORARY DITCH CHECKS | LF | 130.000 | | 30.000 | 100.000 |
| 1260 | 628.7560 | TRACKING PADS | EACH | 8.000 | | | 8.000 |
| 1270 | 628.7570 | ROCK BAGS | EACH | 50.000 | | | 50.000 |
| 1280 | 629.0210 | FERTILIZER TYPE B | CWT | 10.500 | | 1.500 | 9.000 |
| 1290 | 630.0130 | SEEDING MIXTURE NO. 30 | LB | 136.000 | | 6.000 | 130.000 |
| 1300 | 630.0140 | SEEDING MIXTURE NO. 40 | LB | 175.000 | | 35.000 | 140.000 |
| 1310 | 630.0200 | SEEDING TEMPORARY | LB | 460.000 | | 60.000 | 400.000 |

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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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 1320 | 632.0201 | SHRUBS (SPECIES, ROOT, SIZE) 01. COMMON LILAC, CG, 18" HEIGHT | EACH | 1.000 | | | 1.000 |
| 1330 | 633.5200 | MARKERS CULVERT END | EACH | 1.000 | | | 1.000 |
| 1340 | 634.0612 | POSTS WOOD 4X6-INCH X 12-FT | EACH | 5.000 | | 5.000 | |
| 1350 | 634.0614 | POSTS WOOD 4X6-INCH X 14-FT | EACH | 43.000 | | 7.000 | 36.000 |
| 1360 | 634.0616 | POSTS WOOD 4X6-INCH X 16-FT | EACH | 12.000 | | | 12.000 |
| 1370 | 634.0618 | POSTS WOOD 4X6-INCH X 18-FT | EACH | 8.000 | | | 8.000 |
| 1380 | 634.0810 | POSTS TUBULAR STEEL 2X2-INCH X 10-FT | EACH | 23.000 | | | 23.000 |
| 1390 | 634.0811 | POSTS TUBULAR STEEL 2X2-INCH X 11-FT | EACH | 15.000 | | | 15.000 |
| 1400 | 634.0812 | POSTS TUBULAR STEEL 2X2-INCH X 12-FT | EACH | 11.000 | | | 11.000 |
| 1410 | 634.0814 | POSTS TUBULAR STEEL 2X2-INCH X 14-FT | EACH | 5.000 | | | 5.000 |
| 1420 | 637.2210 | SIGNS TYPE II REFLECTIVE H | SF | 634.420 | | 27.180 | 607.240 |
| 1430 | 637.2230 | SIGNS TYPE II REFLECTIVE F | SF | 109.000 | | 23.000 | 86.000 |
| 1440 | 638.2102 | MOVING SIGNS TYPE II | EACH | 6.000 | | 1.000 | 5.000 |
| 1450 | 638.2602 | REMOVING SIGNS TYPE II | EACH | 149.000 | | 7.000 | 142.000 |
| 1460 | 638.3000 | REMOVING SMALL SIGN SUPPORTS | EACH | 81.000 | | 7.000 | 74.000 |
| 1470 | 642.5201 | FIELD OFFICE TYPE C | EACH | 1.000 | | | 1.000 |
| 1480 | 643.0100 | TRAFFIC CONTROL (PROJECT) 01. 7130-08-72 | EACH | 1.000 | 1.000 | | |
| 1490 | 643.0100 | TRAFFIC CONTROL (PROJECT) 02. 7132-08-72 | EACH | 1.000 | | | 1.000 |
| 1500 | 643.0300 | TRAFFIC CONTROL DRUMS | DAY | 8,280.000 | | | 8,280.000 |
| 1510 | 643.0420 | TRAFFIC CONTROL BARRICADES TYPE III | DAY | 29,000.000 | | | 29,000.000 |
| 1520 | 643.0705 | TRAFFIC CONTROL WARNING LIGHTS TYPE A | DAY | 27,000.000 | | | 27,000.000 |
| 1530 | 643.0715 | TRAFFIC CONTROL WARNING LIGHTS TYPE C | DAY | 3,300.000 | | | 3,300.000 |
| 1540 | 643.0900 | TRAFFIC CONTROL SIGNS | DAY | 14,380.000 | | | 14,380.000 |
| 1550 | 643.0920 | TRAFFIC CONTROL COVERING SIGNS TYPE II | EACH | 60.000 | | | 60.000 |
| 1560 | 643.2000 | TRAFFIC CONTROL DETOUR (PROJECT) 01. 7132-08-72 | EACH | 1.000 | | | 1.000 |
| 1570 | 643.3000 | TRAFFIC CONTROL DETOUR SIGNS | DAY | 61,680.000 | | | 61,680.000 |
| 1580 | 645.0120 | GEOTEXTILE FABRIC TYPE HR | SY | 1,285.000 | 425.000 | | 860.000 |
| 1590 | 646.0106 | PAVEMENT MARKING EPOXY 4-INCH | LF | 15,660.000 | | | 15,660.000 |
| 1600 | 646.0126 | PAVEMENT MARKING EPOXY 8-INCH | LF | 540.000 | | | 540.000 |
| 1610 | 646.0600 | REMOVING PAVEMENT MARKINGS | LF | 1,650.000 | | | 1,650.000 |
| 1620 | 647.0166 | PAVEMENT MARKING ARROWS EPOXY TYPE 2 | EACH | 4.000 | | | 4.000 |
| 1630 | 647.0356 | PAVEMENT MARKING WORDS EPOXY | EACH | 2.000 | | | 2.000 |
| 1640 | 647.0456 | PAVEMENT MARKING CURB EPOXY | LF | 2,125.000 | | | 2,125.000 |
| 1650 | 647.0566 | PAVEMENT MARKING STOP LINE EPOXY 18-INCH | LF | 35.000 | | | 35.000 |
| 1660 | 647.0656 | PAVEMENT MARKING PARKING STALL EPOXY | LF | 194.000 | | | 194.000 |
| 1670 | 647.0726 | PAVEMENT MARKING DIAGONAL EPOXY 12-INCH | LF | 105.000 | | | 105.000 |
| 1680 | 647.0766 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH | LF | 3,495.000 | | | 3,495.000 |
| 1690 | 649.0100 | TEMPORARY PAVEMENT MARKING 4-INCH | LF | 2,650.000 | | | 2,650.000 |
| 1700 | 649.0400 | TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH | LF | 6,650.000 | | | 6,650.000 |
| 1710 | 650.4000 | CONSTRUCTION STAKING STORM SEWER | EACH | 99.000 | | | 99.000 |
| 1720 | 650.4500 | CONSTRUCTION STAKING SUBGRADE | LF | 10,333.000 | 145.000 | 895.000 | 9,293.000 |
| 1730 | 650.5000 | CONSTRUCTION STAKING BASE | LF | 629.000 | | 55.000 | 574.000 |
| 1740 | 650.5500 | CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER | LF | 447.000 | | | 447.000 |
| 1750 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. R-61-0012 | LS | 1.000 | | | 1.000 |
| 1760 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. R-61-0013 | LS | 1.000 | | | 1.000 |
| 1770 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. R-61-0014 | LS | 1.000 | | | 1.000 |
| 1780 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 04. R-61-0015 | LS | 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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 1790 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 05. M-61-001 | LS | 1.000 | 1.000 | | |
| 1800 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 06. M-61-002 (7132-08-72) | LS | 1.000 | | | 1.000 |
| 1810 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 07. M-61-002 (7130-08-72) | LS | 1.000 | 1.000 | | |
| 1820 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 08. B-61-211 | LS | 1.000 | 1.000 | | |
| 1830 | 650.7000 | CONSTRUCTION STAKING CONCRETE PAVEMENT | LF | 9,745.000 | 145.000 | 840.000 | 8,760.000 |
| 1840 | 650.8500 | CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 7130-08-72 | LS | 1.000 | 1.000 | | |
| 1850 | 650.8500 | CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 02. 7132-08-72 | LS | 1.000 | | | 1.000 |
| 1860 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 7130-08-72 | LS | 1.000 | 1.000 | | |
| 1870 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 02. 7132-07-70 | LS | 1.000 | | 1.000 | |
| 1880 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 03. 7132-08-72 | LS | 1.000 | | | 1.000 |
| 1890 | 650.9920 | CONSTRUCTION STAKING SLOPE STAKES | LF | 10,333.000 | 145.000 | 895.000 | 9,293.000 |
| 1900 | 652.0125 | CONDUIT RIGID METALLIC 2-INCH | LF | 209.000 | 84.000 | | 125.000 |
| 1910 | 652.0225 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | LF | 14,768.000 | 298.000 | | 14,470.000 |
| 1920 | 652.0235 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH | LF | 1,020.000 | | | 1,020.000 |
| 1930 | 653.0140 | PULL BOXES STEEL 24X42-INCH | EACH | 32.000 | | | 32.000 |
| 1940 | 653.0222 | JUNCTION BOXES 18X12X6-INCH | EACH | 4.000 | 4.000 | | |
| 1950 | 654.0105 | CONCRETE BASES TYPE 5 | EACH | 24.000 | | | 24.000 |
| 1960 | 655.0610 | ELECTRICAL WIRE LIGHTING 12 AWG | LF | 8,668.000 | | | 8,668.000 |
| 1970 | 655.0625 | ELECTRICAL WIRE LIGHTING 6 AWG | LF | 29,456.000 | | | 29,456.000 |
| 1980 | 655.0630 | ELECTRICAL WIRE LIGHTING 4 AWG | LF | 50,127.000 | | | 50,127.000 |
| 1990 | 656.0200 | ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 01. CB100 | LS | 1.000 | | | 1.000 |
| 2000 | 656.0200 | ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 02. CB200 | LS | 1.000 | | | 1.000 |
| 2010 | 657.6005.S | ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES | EACH | 4.000 | 4.000 | | |
| 2020 | 690.0150 | SAWING ASPHALT | LF | 1,740.000 | | 90.000 | 1,650.000 |
| 2030 | 690.0250 | SAWING CONCRETE | LF | 2,100.000 | | 100.000 | 2,000.000 |
| 2040 | 715.0415 | INCENTIVE STRENGTH CONCRETE PAVEMENT | DOL | 3,512.000 | 500.000 | 500.000 | 2,512.000 |
| 2050 | 715.0502 | INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL | 3,216.000 | 3,216.000 | | |
| 2060 | 999.1000.S | SEISMOGRAPH 01. 7130-08-72 | LS | 1.000 | 1.000 | | |
| 2070 | 999.1000.S | SEISMOGRAPH 02. 7132-08-72 | LS | 1.000 | | | 1.000 |
| 2080 | 999.1500.S | CRACK AND DAMAGE SURVEY | LS | 1.000 | | | 1.000 |
| 2090 | ASP.1T0A | ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR | HRS | 600.000 | | | 600.000 |
| 2100 | ASP.1T0G | ON-THE-JOB TRAINING GRADUATE AT $5.00/HR | HRS | 345.000 | | | 345.000 |
| 2110 | SPV.0035 | SPECIAL 01. SHREDDED HARDWOOD BARK MULCH | CY | 10.000 | | | 10.000 |
| 2120 | SPV.0035 | SPECIAL 02. SIDEWALK VAULT CLOSURE | CY | 5.000 | | | 5.000 |
| 2130 | SPV.0035 | SPECIAL 03. CONCRETE MASONRY FOOTING | CY | 29.000 | 10.000 | | 19.000 |
| 2140 | SPV.0060 | SPECIAL 01. STORM SEWER EXPLORATION | EACH | 24.000 | | | 24.000 |
| 2150 | SPV.0060 | SPECIAL 02. METAL BENCH | EACH | 6.000 | | | 6.000 |
| 2160 | SPV.0060 | SPECIAL 03. TRASH RECEPTACLE | EACH | 6.000 | | | 6.000 |
| 2170 | SPV.0060 | SPECIAL 04. TREE GRATE | EACH | 8.000 | | | 8.000 |
| 2180 | SPV.0060 | SPECIAL 05. SIDEWALK INLET | EACH | 1.000 | | | 1.000 |
| 2190 | SPV.0060 | SPECIAL 06. DECORATIVE LIGHT UNIT TYPE C | EACH | 11.000 | | | 11.000 |

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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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 2200 | SPV.0060 | SPECIAL 07. DECORATIVE LIGHT UNIT TYPE C - FURNISH ONLY | EACH | 2.000 | | | 2.000 |
| 2210 | SPV.0060 | SPECIAL 08. TRANSFORMER BASES BREAKAWAY 11 1/2- INCH BOLT CIRCLE BLOCK - FURNISH ONLY | EACH | 2.000 | | | 2.000 |
| 2220 | SPV.0060 | SPECIAL 09. POLES TYPE 5 ALUMINUM BLACK - FURNISH ONLY | EACH | 2.000 | | | 2.000 |
| 2230 | SPV.0060 | SPECIAL 10. LUMINAIRE ARMS SINGLE MEMBER 4 1/2- INCH CLAMP 6-FOOT BLACK - FURNISH ONLY | EACH | 2.000 | | | 2.000 |
| 2240 | SPV.0060 | SPECIAL 11. LUMINAIRES UTILITY LED CATEGORY A BLACK - FURNISH ONLY | EACH | 2.000 | | | 2.000 |
| 2250 | SPV.0060 | SPECIAL 20. CONCRETE CONTROL CABINET BASES TYPE SPECIAL | EACH | 2.000 | | | 2.000 |
| 2260 | SPV.0060 | SPECIAL 21. LIGHTING CONTROL CABINET | EACH | 2.000 | | | 2.000 |
| 2270 | SPV.0060 | SPECIAL 22. TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK | EACH | 24.000 | | | 24.000 |
| 2280 | SPV.0060 | SPECIAL 23. POLES TYPE 5 ALUMINUM BLACK | EACH | 24.000 | | | 24.000 |
| 2290 | SPV.0060 | SPECIAL 24. LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FOOT BLACK | EACH | 24.000 | | | 24.000 |
| 2300 | SPV.0060 | SPECIAL 25. LUMINAIRES UTILITY LED CATEGORY A BLACK | EACH | 24.000 | | | 24.000 |
| 2310 | SPV.0060 | SPECIAL 26. DECORATIVE LIGHT UNIT TYPE B | EACH | 11.000 | | | 11.000 |
| 2320 | SPV.0060 | SPECIAL 27. DECORATIVE LIGHT UNIT TYPE D | EACH | 4.000 | | | 4.000 |
| 2330 | SPV.0060 | SPECIAL 31. GATE VALVE AND BOX, 6-INCH | EACH | 20.000 | | | 20.000 |
| 2340 | SPV.0060 | SPECIAL 32. GATE VALVE AND BOX, 8-INCH | EACH | 11.000 | | | 11.000 |
| 2350 | SPV.0060 | SPECIAL 33. TEE, 6-INCH X 6-INCH | EACH | 1.000 | | | 1.000 |
| 2360 | SPV.0060 | SPECIAL 34. TEE, 8-INCH X 6-INCH | EACH | 16.000 | | | 16.000 |
| 2370 | SPV.0060 | SPECIAL 35. TEE, 8-INCH X 8-INCH | EACH | 1.000 | | | 1.000 |
| 2380 | SPV.0060 | SPECIAL 36. TEE, 10-INCH X 6-INCH | EACH | 2.000 | | | 2.000 |
| 2390 | SPV.0060 | SPECIAL 37. TEE, 10-INCH X 8-INCH | EACH | 1.000 | | | 1.000 |
| 2400 | SPV.0060 | SPECIAL 38. PLUG, 6-INCH | EACH | 3.000 | | | 3.000 |
| 2410 | SPV.0060 | SPECIAL 39. PLUG, 8-INCH | EACH | 1.000 | | | 1.000 |
| 2420 | SPV.0060 | SPECIAL 40. REDUCER, 6-INCH X 4-INCH | EACH | 1.000 | | | 1.000 |
| 2430 | SPV.0060 | SPECIAL 41. REDUCER, 8-INCH X 6-INCH | EACH | 1.000 | | | 1.000 |
| 2440 | SPV.0060 | SPECIAL 42. CORPORATION, 1-INCH | EACH | 90.000 | | | 90.000 |
| 2450 | SPV.0060 | SPECIAL 43. CURB STOP & BOX, 1-INCH | EACH | 90.000 | | | 90.000 |
| 2460 | SPV.0060 | SPECIAL 44. FIRE HYDRANT | EACH | 16.000 | | | 16.000 |
| 2470 | SPV.0060 | SPECIAL 45. CONNECTING TO EXISTING WATER MAIN, 4-INCH | EACH | 1.000 | | | 1.000 |
| 2480 | SPV.0060 | SPECIAL 46. CONNECTING TO EXISTING WATER MAIN, 6-INCH | EACH | 6.000 | | | 6.000 |
| 2490 | SPV.0060 | SPECIAL 47. CONNECTING TO EXISTING WATER MAIN, 8-INCH | EACH | 6.000 | | | 6.000 |
| 2500 | SPV.0060 | SPECIAL 48. CONNECTING TO EXISTING WATER MAIN, 10-INCH | EACH | 2.000 | | | 2.000 |
| 2510 | SPV.0060 | SPECIAL 49. ADJUSTING WATER MAIN VALVE | EACH | 5.000 | | | 5.000 |
| 2520 | SPV.0060 | SPECIAL 50. REMOVING HYDRANT AND LEAD | EACH | 13.000 | | | 13.000 |
| 2530 | SPV.0060 | SPECIAL 51. REMOVING GATE VALVE | EACH | 3.000 | | | 3.000 |
| 2540 | SPV.0060 | SPECIAL 52. REMOVING EXISTING CURB STOP & BOX | EACH | 3.000 | | | 3.000 |
| 2550 | SPV.0060 | SPECIAL 53. REMOVING AND SALVAGING DRINKING FOUNTAIN | EACH | 1.000 | | | 1.000 |
| 2560 | SPV.0060 | SPECIAL 54. SANITARY MANHOLE, TYPE 1 | EACH | 20.000 | | | 20.000 |
| 2570 | SPV.0060 | SPECIAL 55. SANITARY SEWER WYE, 8-INCH X 4-INCH | EACH | 30.000 | | | 30.000 |

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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 2580 | SPV.0060 | SPECIAL 56. SANITARY SEWER WYE, 8-INCH X 6-INCH | EACH | 64.000 | | | 64.000 |
| 2590 | SPV.0060 | SPECIAL 57. SANITARY SEWER WYE, 10-INCH X 4-INCH | EACH | 2.000 | | | 2.000 |
| 2600 | SPV.0060 | SPECIAL 58. SANITARY SEWER WYE, 10-INCH X 6-INCH | EACH | 4.000 | | | 4.000 |
| 2610 | SPV.0060 | SPECIAL 59. SANITARY SEWER WYE, 10-INCH X 8-INCH | EACH | 1.000 | | | 1.000 |
| 2620 | SPV.0060 | SPECIAL 60. BEND 8-INCH, 45 DEGREE | EACH | 7.000 | | | 7.000 |
| 2630 | SPV.0060 | SPECIAL 61. BEND 8-INCH, 90 DEGREE | EACH | 2.000 | | | 2.000 |
| 2640 | SPV.0060 | SPECIAL 62. CONNECT TO EXISTING SANITARY SEWER | EACH | 1.000 | | | 1.000 |
| 2650 | SPV.0060 | SPECIAL 63. CONNECT TO EXISTING SANITARY SEWER SERVICE, 4-INCH | EACH | 32.000 | | | 32.000 |
| 2660 | SPV.0060 | SPECIAL 64. CONNECT TO EXISTING SANITARY SEWER SERVICE, 6-INCH | EACH | 68.000 | | | 68.000 |
| 2670 | SPV.0060 | SPECIAL 65. CONNECT TO EXISTING SANITARY MANHOLE | EACH | 7.000 | | | 7.000 |
| 2680 | SPV.0060 | SPECIAL 66. CONNECT EXISTING SANITARY SEWER TO NEW SANITARY MANHOLE | EACH | 1.000 | | | 1.000 |
| 2690 | SPV.0060 | SPECIAL 67. CAPPING EXISTING SANITARY SEWER SERVICE, 4-INCH | EACH | 8.000 | | | 8.000 |
| 2700 | SPV.0060 | SPECIAL 68. CAPPING EXISTING SANITARY SEWER SERVICE, 6-INCH | EACH | 19.000 | | | 19.000 |
| 2710 | SPV.0060 | SPECIAL 69. REMOVE EXISTING SANITARY MANHOLE | EACH | 8.000 | | | 8.000 |
| 2720 | SPV.0060 | SPECIAL 70. ABANDON EXISTING SANITARY SEWER | EACH | 20.000 | | | 20.000 |
| 2730 | SPV.0060 | SPECIAL SPECIAL 71. REMOVE AND SALVAGE LIGHT POST | EACH | 1.000 | | | 1.000 |
| 2740 | SPV.0085 | SPECIAL 01. BAR STEEL REINFORCEMENT HS COATED RAILING | LB | 3,350.000 | 1,040.000 | | 2,310.000 |
| 2750 | SPV.0090 | SPECIAL 01. CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT | LF | 15,165.000 | 160.000 | 1,475.000 | 13,530.000 |
| 2760 | SPV.0090 | SPECIAL 02. GALVANIZED PIPE RAILING | LF | 56.000 | | | 56.000 |
| 2770 | SPV.0090 | SPECIAL 03. REVEAL CURB | LF | 160.000 | | | 160.000 |
| 2780 | SPV.0090 | SPECIAL 04. SIDEWALK SURVEY | LF | 1,630.000 | | | 1,630.000 |
| 2790 | SPV.0090 | SPECIAL 05. CULVERT PIPE TEMPORARY 12-INCH SPECIAL | LF | 40.000 | | | 40.000 |
| 2800 | SPV.0090 | SPECIAL 06. CONCRETE CURB & GUTTER 30-INCH SPECIAL | LF | 320.000 | | | 320.000 |
| 2810 | SPV.0090 | SPECIAL 07. SPEAKER CABLE AND DUCT | LF | 2,450.000 | | | 2,450.000 |
| 2820 | SPV.0090 | SPECIAL 31. WATER SERVICE, 1-INCH | LF | 3,305.000 | | | 3,305.000 |
| 2830 | SPV.0090 | SPECIAL 32. WATER MAIN, 6-INCH | LF | 483.000 | | | 483.000 |
| 2840 | SPV.0090 | SPECIAL 33. WATER MAIN, 8-INCH | LF | 4,029.000 | | | 4,029.000 |
| 2850 | SPV.0090 | SPECIAL 34. SANITARY SERVICE, 4-INCH | LF | 1,252.000 | | | 1,252.000 |
| 2860 | SPV.0090 | SPECIAL 35. SANITARY SERVICE, 6-INCH | LF | 2,624.000 | | | 2,624.000 |
| 2870 | SPV.0090 | SPECIAL 36. SANITARY SEWER, 8-INCH | LF | 3,775.000 | | | 3,775.000 |
| 2880 | SPV.0090 | SPECIAL 37. SANITARY SEWER, 10-INCH | LF | 1,354.000 | | | 1,354.000 |
| 2890 | SPV.0090 | SPECIAL 38. SANITARY SEWER, 12-INCH | LF | 42.000 | | | 42.000 |
| 2900 | SPV.0105 | SPECIAL 01. PROJECT CONCRETE CRACK MITIGATION AND REPAIR SPECIAL | LS | 1.000 | | | 1.000 |
| 2910 | SPV.0105 | SPECIAL 02. CONCRETE PAVEMENT JOINT LAYOUT | LS | 1.000 | | | 1.000 |
| 2920 | SPV.0105 | SPECIAL 03. RAILING PIPE GALVANIZED R-61-14 | LS | 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 | 7130-08-72 QUANTITY | 7132-07-70 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|---|---|---|
| 2930 | SPV.0105 | SPECIAL 04. RAILING STEEL TYPE C5 GALVANIZED PEDESTRIAN M-61-001 | LS | 1.000 | 1.000 | | |
| 2940 | SPV.0105 | SPECIAL 05. RAILING STEEL TYPE C5 GALVANIZED PEDESTRIAN M-61-002 | LS | 1.000 | 0.200 | | 0.800 |
| 2950 | SPV.0105 | SPECIAL 06. AUDIO SYSTEM ENCLOSURE | LS | 1.000 | | | 1.000 |
| 2960 | SPV.0105 | SPECIAL 07. STREET LIGHTING DIMMING CONTROL SYSTEM | LS | 1.000 | | | 1.000 |
| 2970 | SPV.0105 | SPECIAL 08. ABATEMENT OF ASBESTOS CONTAINING MATERIAL PARCELS 38, 39, AND 84 | LS | 1.000 | | | 1.000 |
| 2980 | SPV.0165 | SPECIAL 01. CONCRETE SIDEWALK HES 6-INCH | SF | 300.000 | | | 300.000 |
| 2990 | SPV.0165 | SPECIAL 02. CONCRETE SIDEWALK CURE AND SEAL TREATMENT | SF | 86,315.000 | 2,065.000 | 3,860.000 | 80,390.000 |
| 3000 | SPV.0165 | SPECIAL 03. STAMP AND COLOR CONCRETE SIDEWALK 4-INCH | SF | 2,590.000 | | | 2,590.000 |
| 3010 | SPV.0165 | SPECIAL 04. RETAINING WALL CONCRETE STEPS | SF | 320.000 | | | 320.000 |
| 3020 | SPV.0165 | SPECIAL 05. WALL MODULAR BLOCK MECHANICALLY STABLIZED EARTH LRFD | SF | 4,480.000 | | | 4,480.000 |
| 3030 | SPV.0180 | SPECIAL 01. CONCRETE PAVEMENT 9-INCH SPECIAL | SY | 37,510.000 | 395.000 | 3,660.000 | 33,455.000 |
| 3040 | SPV.0180 | SPECIAL 02. CONCRETE PAVEMENT HES 9-INCH SPECIAL | SY | 300.000 | | | 300.000 |
| 3050 | SPV.0195 | SPECIAL 01. EXCAVATION, HAULING AND DIPOSAL OF PETROLEUM CONTAMINATED SOIL | TON | 600.000 | | | 600.000 |
| 3060 | SPV.0195 | SPECIAL 02. EXCAVATION, HAULING AND DISPOSAL OF LEAD CONTAMINATED SOIL | TON | 125.000 | | | 125.000 |
| 3070 | SPV.0195 | SPECIAL 03. ASPHALTIC SURFACE SPECIAL | TON | 415.000 | | 65.000 | 350.000 |

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## REMOVALS

| CATEGORY 0010 | | | | | 204.0150 REMOVING CURB & GUTTER | 204.0155 REMOVING CONCRETE SIDEWALK | 204.0165 REMOVING GUARDRAIL |
|---|---|---|---|---|---|---|---|
| STA | - | STA | ROADWAY | O/S | LF | SY | LF |
| 87+00 | - | 90+00 | STH 93 | LT & RT | 310 | 200 | 85 |
| PROJECT TOTALS | | | | | 310 | 200 | 85 |

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## EARTHWORK SUMMARY TABLE

| CATEGORY 0010 | | 205.0100 COMMON EXCAVATION① | | | | | |
|---|---|---|---|---|---|---|---|
| LOCATION | FROM STA TO STA | CUT② | EBS③ | UNUSABLE PAVEMENT④ | AVAILABLE MATERIAL⑤ | FILL⑥ | Mass Ordinate +/- ⑦ |
| STH 93 | 87+00 TO 87+62.98 | 239 | 19 | 46 | 193 | 32 | -161 |
| STH 93 | 89+21.47 TO 90+00 | 122 | 20 | 52 | 70 | 24 | -46 |
| | PROJECT TOTALS | 400 | | 98 | 263 | 56 | -207 |

① Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
② Unusable Pavement Material is included in Cut
③ Excavation Below Subgrade (EBS) is to be backfilled with cut and and is not accounted for in balance
EBS was estimated at approximately 10% of common excavation, exact locations and limits to be determined in the field
④ Unusable Pavement Material assumes 4" thick asphalt and sidewalk and 6" C&G thickness
⑤ Available Material = Cut - Unusuable Pavement Material
⑥ Expanded Fill factor = 1.25
⑦ The Mass Ordinate + indicates borrow required, - indicates quantity of waste, and does not include unusable material

## BASE AGGREGATE DENSE

| CATEGORY 0010 | | | | 305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH | |
|---|---|---|---|---|---|
| STA | - | STA | ROADWAY | TON | REMARKS |
| 87+00.0 | - | 87+62.98 | STH 93 | 105 | |
| 89+21.47 | - | 90+00.0 | STH 93 | 125 | |
| | | PROJECT TOTALS | | 230 | |

## CONCRETE ITEMS

CATEGORY 0010

| STA | - | STA | ROADWAY | 601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF | SPV.0090.01 CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT LF | 602.0405 CONCRETE SIDEWALK 4-INCH SF | SPV. 0165.02 CONCRETE SIDEWALK CURE AND SEAL TREATMENT SF | SPV.0180.01 CONCRETE PAVEMENT 9-INCH SPECIAL SY |
|---|---|---|---|---|---|---|---|---|
| 87+00 | - | 87+63.0 | STH 93 | 80 | 80 | 925 | 925 | 175 |
| 89+21.5 | - | 90+00 | STH 93 | 80 | 80 | 1140 | 1140 | 220 |
| PROJECT TOTALS | | | | 160 | 160 | 2,065 | 2,065 | 395 |

## CONCRETE PAVEMENT APPROACH SLABS

CATEGORY 0020

| STA | - | STA | ROADWAY | 415.0410 CONCRETE PAVEMENT APPROACH SLAB SY |
|---|---|---|---|---|
| 87+00 | - | 87+63.0 | STH 93 | 58 |
| 89+21.5 | - | 90+00 | STH 93 | 57 |
| PROJECT TOTALS | | | | 115 |

## TURBIDITY BARRIER

CATEGORY 0020

| STA - STA | LOCATION | 628.6005 TURBIDITY BARRIERS SY |
|---|---|---|
| 87+20 - 87+85 | STH 93 | 135 |
| 88+95 - 92+40 | STH 93 | 365 |
| PROJECT TOTALS | | 500 |

## STRUCTURE LAYOUT

| CATEGORY | STRUCTURE | BID ITEM SUFFIX | 650.6500 STRUCTURE LAYOUT LS |
|---|---|---|---|
| 0030 | M-61-001 | .05 M-61-001 | 1 |
| 0020 | B-61-211 | .08 B-61-211 | 1 |
| 0040 | M-61-002 | .07 M-61-002 (7130-08-72) | 1 |

## CONSTRUCTION STAKING

CATEGORY 0010

| STA | - | STA | ROADWAY | 650.4500 SUBGRADE LF | 650.7000 CONCRETE PAVEMENT LF | 650.9920 SLOPE STAKES LF |
|---|---|---|---|---|---|---|
| 87+00.0 | - | 87+62.98 | STH 93 | 65 | 65 | 65 |
| 87+62.98 | - | 89+21.5 | B-61-211 | -- | -- | -- |
| 89+21.5 | - | 90+00.0 | STH 93 | 80 | 80 | 80 |
| PROJECT TOTALS | | | | 145 | 145 | 145 |

## CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY 0010

| PROJECT | ROADWAY | 650.9910 7130-08-72 LS |
|---|---|---|
| 7130-08-72 | STH 93 | 1 |
| PROJECT TOTALS | | 1 |

## CLEARING AND GRUBBING

| CATEGORY 0010 | | | 201.0120 CLEARING ID | 201.0220 GRUBBING ID |
|---|---|---|---|---|
| STATION | ROADWAY | O/S | | |
| 57+50 | STH 93 | 32' LT | 20 | 20 |
| 58+79 | STH 93 | 33' LT | 30 | 30 |
| 59+00 | STH 93 | 33' LT | 35 | 35 |
| UNDISTRIBUTED | | | 15 | 15 |
| PROJECT 7132-07-70 TOTAL | | | 100 | 100 |

## REMOVING CURB AND GUTTER

| CATEGORY 0010 | | | | | 204.0150 REMOVING CURB & GUTTER |
|---|---|---|---|---|---|
| STA | - | STA | ROADWAY | O/S | LF |
| 52+42 | - | 59+00 | STH 93 | LT | 670 |
| 53+49 | - | 59+00 | STH 93 | RT | 550 |
| PROJECT 7132-07-70 TOTAL | | | | | 1,220 |

## MISC. REMOVALS

| CATEGORY 0010 | | | | | 204.0180 REMOVING DELINEATORS AND MARKERS | |
|---|---|---|---|---|---|---|
| STA | - | STA | ROADWAY | O/S | EACH | REMARKS |
| 51+75 | - | 52+00 | STH 93 | RT | 3 | |
| PROJECT 7132-07-70 TOTAL | | | | | 3 | |

## PAVEMENT REMOVAL & SAWCUTS

| CATEGORY 0010 | | | | 690.0150 SAWING ASPHALT | 690.0250 SAWING CONCRETE | 204.0110 REMOVING ASPHALTIC SURFACE | 204.0100 REMOVING PAVEMENT |
|---|---|---|---|---|---|---|---|
| LOCATION | | | | LF | LF | SY | SY |
| 57+46 | RT | | STH 93 | -- | 12 | -- | 20 |
| 57+21 | LT | | STH 93 | -- | 37 | -- | 100 |
| 58+20 | LT | | STH 93 | -- | 36 | -- | 100 |
| 58+32 | RT | | STH 93 | -- | -- | -- | -- |
| A11+30 | LT | | STH 93 | 18 | -- | 15 | -- |
| 50+78 | - | 50+88 | STH 93 | 34 | -- | 38 | -- |
| A11+18 | - | A11+31 | A STREET | 25 | -- | 36 | -- |
| UNDISTRIBUTED | | | | 13 | 15 | 11 | 20 |
| PROJECT 7132-07-70 TOTAL | | | | 90 | 100 | 100 | 240 |

## EARTHWORK SUMMARY TABLE

| CATEGORY 0010 | | 205.0100 COMMON EXCAVATION① | | | | | |
|---|---|---|---|---|---|---|---|
| LOCATION | FROM STA TO STA | CUT② | EXCAVATION BELOW SUBGRADE③ | UNUSABLE PAVEMENT② | AVAILABLE MATERIAL⑤ | FILL⑥ | Mass Ordinate +/-⑦ |
| STH 93 | 50+78 TO 59+00 | 1,416 | -- | 46 | 1,370 | 611 | -805 |
| A STREET | A11+13 TO A11+84 | 49 | -- | 26 | 23 | 2 | -47 |
| | UNDISTRIBUTED | -- | 135 | -- | -- | -- | -- |
| 7132-07-70 PROJECT TOTALS | | 1,465 | 135 | 72 | 1,393 | 613 | -852 |

205.0100 COMMON EXCAVATION TOTAL 1,600

① Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
② Salvaged/Unusable Pavement Material is included in Cut and assumes 4-inch pavement thickness
③ EBS Excavation to be backfilled with cut and was assumed to be 10% of cut total and is not accounted for in balance
④ Salvaged/Unusable Pavement Material
⑤ Available Material = Cut - Salvaged/Unusable Pavement Material
⑥ Expanded Fill factor = 1.25
⑦ The Mass Ordinate + indicates borrow required, - indicates quantity of waste

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## PAVEMENT AND BASE ITEMS

| CATEGORY 0010 | | | 305.0110 BASE AGGREGATE DENSE 3/4-INCH | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH | 416.0160 CONCRETE DRIVEWAY 6-INCH | SPV.0195.03 ASPHALTIC SURFACE SPECIAL | 465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES | 601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A | 602.0405 CONCRETE SIDEWALK 4-INCH | 602.0415 CONCRETE SIDEWALK 6-INCH | SPV.0108.01 CONCRETE PAVEMENT 9-INCH SPECIAL | SPV. 0165.02 CONCRETE SIDEWALK CURE AND SEAL TREATMENT | SPV.0090.01 CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | DESC. | TON | TON | SY | TON | TON | LF | SF | SF | SY | SF | LF |
| 57+21 | LT | CONC. PE | - | 35 | 90 | - | - | - | - | 130 | - | 130 | - |
| 57+46 | RT | CONC. PE | - | 10 | 25 | - | - | - | - | - | - | - | - |
| 58+20 | LT | CONC. PE | - | 35 | 90 | - | - | - | - | 120 | - | 120 | - |
| 58+32 | RT | BAD PE | 10 | - | - | - | - | - | - | - | - | - | - |
| A11+30 | LT | HMA PE | - | - | - | - | 5 | - | - | - | - | - | - |
| 50+78 - 59+00 | | STH 93 | 5 | 1,540 | - | 20 | - | 1,455 | 3,610 | - | 3,550 | 3,610 | 1,455 |
| A11+18 - A11+99 | | A STREET | 10 | 100 | - | 40 | - | - | - | - | 105 | - | - |
| | | UNDISTRIBUTED | 5 | 30 | - | 5 | - | 20 | - | - | 5 | - | 20 |
| PROJECT 7132-07-70 TOTAL | | | 30 | 1,750 | 205 | 65 | 5 | 1,475 | 3,610 | 250 | 3,660 | 3,860 | 1,475 |

## RESTORATION ITEMS

CATEGORY 0010

| STA | - | STA | LOCATION | 625.0100 TOPSOIL SY | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0140 SEEDING MIXTURE NO. 40 LB | 630.0200 SEEDING TEMPORARY LB | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50+78 | - | 52+25 | STH 93 | -- | 450 | 450 | 160 | 80 | 1 | 1 | -- | -- | 30 | 0.3 | -- | 8 | 12 | |
| 52+25 | - | 59+00 | STH 93 | 300 | 1,400 | 1,700 | 770 | 385 | 7 | 3 | 2 | 3 | -- | 1.1 | 5 | 25 | 46 | |
| UNDISTRIBUTED | | | | -- | -- | 50 | 70 | 35 | -- | -- | -- | -- | -- | 0.1 | 1 | 2 | 2 | |
| PROJECT 7132-07-70 TOTAL | | | | 300 | 1,850 | 2,200 | 1,000 | 500 | 8 | 4 | 2 | 3 | 30 | 1.5 | 6 | 35 | 60 | |

## PERMANENT SIGNING

CATEGORY 0010

| STAGE | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE IN | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 634.0612 WOOD POSTS 4X6-IN 12 FT EACH | 634.0614 WOOD POSTS 4X6-IN 14 FT EACH | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| STAGE 2B | 01-01 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | 1 | -- | SPEED LIMIT 45 MPH |
| | 01-02 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | 1 | -- | STOP SIGN |
| | 01-03 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | 1 | -- | SPEED LIMIT 25 MPH |
| | 01-04 | W1-8 | 2S | 18X24 | 3.00 | -- | 1 | -- | -- | CHEVRON |
| | 1M-01 | I55-56 | | | -- | -- | | 1 | | ADOPT A HIGHWAY SPONSOR |
| | 01-05 | W1-8 | 2S | 18X24 | 3.00 | -- | 1 | -- | -- | CHEVRON |
| | 01-06 | R7-51R | 2S | 18X24 | -- | 3.00 | -- | 1 | -- | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 01-07 | R7-52R | 2S | 18X24 | -- | 3.00 | -- | -- | 01-06 | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 02-01 | W1-8 | 2S | 18X24 | 3.00 | -- | 1 | -- | -- | CHEVRON |
| | 02-02 | W1-8 | 2S | 18X24 | 3.00 | -- | 1 | -- | -- | CHEVRON |
| | 02-03 | W1-8 | 2S | 18X24 | 3.00 | -- | 1 | -- | 02-04 | CHEVRON |
| | 02-04 | W1-6 | 2S | 48X24 | 8.00 | -- | -- | -- | LIGHT POLE | NIGHT ARROW (SINGLE) |
| | 02-05 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | 1 | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 02-06 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | 1 | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | PROJECT 7132-07-70 TOTAL | | | | 23.00 | 27.18 | 5 | 7 | | |

## SIGN REMOVALS

CATEGORY 0010

| SIGN # | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.2102 MOVING SIGNS TYPE II EACH | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|
| 1R01 | W1-3R | 1 | 1 | -- | 1R02 | RIGHT REVERSE TURN |
| 1R02 | W13-1 | 1 | -- | -- | 1R01 | ADVISORY SPEED PLATE (YELLOW BACK) |
| 1M01 | I55-56 | -- | 1 | 1 | -- | ADOPT A HIGHWAY SPONSOR |
| 1R03 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT 45 MPH |
| 1R04 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 1R05 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT 25 MPH |
| 2R01 | W1-6 | 1 | 1 | -- | -- | NIGHT ARROW (SINGLE) |
| 2R02 | W1-6 | 1 | 1 | -- | -- | NIGHT ARROW (SINGLE) |
| | | 7 | 7 | 1 | PROJECT 7132-08-72 TOTALS | |

## CURB RAMP DETECTABLE WARNING FIELD

| CATEGORY 0010 | | | 602.0515 NATURAL PATINA | |
|---|---|---|---|---|
| STATION | ROADWAY | O/S | SF | REMARKS |
| 51+79 | STH 93 | LT | 8 | |
| PROJECT 7132-07-70 TOTAL | | | 8 | |

## CONSTRUCTION STAKING

| CATEGORY 0010 | | | | 650.4500 SUBGRADE | 650.5000 BASE | 650.7000 CONCRETE PAVEMENT | 650.9920 SLOPE STAKES |
|---|---|---|---|---|---|---|---|
| STA | - | STA | ROADWAY | LF | LF | LF | LF |
| 50+88 | - | 59+00 | STH 93 | 812 | -- | 812 | 812 |
| A11+18 | - | A11+71 | A STREET | 55 | 55 | -- | 55 |
| A11+71 | - | A11+99 | A STREET | 28 | -- | 28 | 28 |
| PROJECT 7132-07-70 TOTAL | | | | 895 | 55 | 840 | 895 |

## EROSION CONTROL MOBILIZATIONS

| CATEGORY 0010 | | 628.1905 MOBILIZATIONS EROSION CONTROL | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL | |
|---|---|---|---|---|
| PROJECT | LOCATION | EACH | EACH | REMARKS |
| 7132-07-70 | STH 93 | 2 | 1 | |
| PROJECT 7132-07-70 TOTAL | | 2 | 1 | |

## CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

| CATEGORY 0010 | | 650.9910 7132-07-70 | |
|---|---|---|---|
| PROJECT | ROADWAY | LS | REMARKS |
| 7132-07-70 | STH 93 | 1 | |
| PROJECT 7132-07-70 TOTAL | | 1 | |

## CLEARING AND GRUBBING

| CATEGORY 0010 | | | | 201.0120 CLEARING | 201.0220 GRUBBING | |
|---|---|---|---|---|---|---|
| STATION | ROADWAY | OFFSET | LT / RT | ID | ID | REMARKS |
| 60+53 | STH 93 | -39 | LT | 22 | 22 | |
| 60+76 | STH 93 | -53 | LT | 28 | 28 | |
| 61+46 | STH 93 | -42 | LT | 18 | 18 | |
| 61+55 | STH 93 | 38 | RT | 29 | 29 | |
| 61+89 | STH 93 | 34 | RT | 2 | 2 | |
| 61+99 | STH 93 | -33 | LT | 29 | 29 | |
| 62+09 | STH 93 | 33 | RT | 3 | 3 | |
| 62+47 | STH 93 | -39 | LT | 3 | 3 | |
| 62+48 | STH 93 | 34 | RT | 5 | 5 | |
| 62+67 | STH 93 | 35 | RT | 7 | 7 | |
| 62+89 | STH 93 | 35 | RT | 5 | 5 | |
| 63+13 | STH 93 | 35 | RT | 7 | 7 | |
| 63+35 | STH 93 | 35 | RT | 6 | 6 | |
| 63+56 | STH 93 | 36 | RT | - | 7 | STUMP |
| 68+33 | STH 93 | 42 | RT | 8 | 8 | |
| 68+80 | STH 93 | 35 | RT | 8 | 8 | |
| 68+95 | STH 93 | 35 | RT | 15 | 15 | |
| 69+13 | STH 93 | 34 | RT | 16 | 16 | |
| 70+41 | STH 93 | 55 | RT | 13 | 13 | |
| E11+58 | WILSON ST. | -20 | LT | 13 | 13 | |
| E11+62 | WILSON ST. | 21 | RT | 24 | 24 | |
| E11+69 | WILSON ST. | -20 | LT | 8 | 8 | |
| E11+80 | WILSON ST. | -19 | LT | 11 | 11 | |
| E11+91 | WILSON ST. | -19 | LT | 7 | 7 | |
| 73+77 | STH 93 | 67 | RT | - | 10 | STUMP |
| 73+78 | STH 93 | 65 | RT | - | 15 | STUMP |
| 73+79 | STH 93 | 62 | RT | - | 10 | STUMP |
| 73+81 | STH 93 | 58 | RT | - | 15 | STUMP |
| 73+82 | STH 93 | 55 | RT | - | 10 | STUMP |
| 73+83 | STH 93 | 51 | RT | - | 8 | STUMP |
| 73+83 | STH 93 | 48 | RT | - | 10 | STUMP |
| 74+92 | STH 93 | 40 | RT | 40 | 40 | |
| 75+47 | STH 93 | -31 | LT | 12 | 12 | |
| 75+47 | STH 93 | 29 | RT | - | 15 | STUMP |
| 76+48 | STH 93 | -32 | LT | 13 | 13 | |
| 76+72 | STH 93 | -31 | LT | 14 | 14 | |
| 89+10 | STH 93 | 27 | RT | - | 16 | STUMP |
| P53+19 | STH 121 | -33 | RT | 6 | 6 | |
| P53+34 | STH 121 | -33 | LT | 10 | 10 | |
| 105+35 | STH 93 | -27 | LT | 60 | 60 | |
| 105+65 | STH 93 | 50 | RT | 26 | 26 | |
| 106+60 | STH 93 | 48 | RT | 28 | 28 | |
| 106+80 | STH 93 | -33 | LT | 5 | 5 | |
| 108+29 | STH 93 | 45 | RT | 14 | 14 | |
| 108+97 | STH 93 | -34 | LT | - | 14 | STUMP |
| 109+07 | STH 93 | -33 | LT | - | 18 | STUMP |
| 110+90 | STH 93 | -33 | LT | - | 20 | STUMP |
| 111+00 | STH 93 | -32 | LT | 27 | 27 | |
| 114+93 | STH 93 | -37 | LT | 35 | 35 | |
| 115+24 | STH 93 | -41 | LT | 25 | 25 | |
| 119+94 | STH 93 | -37 | LT | 10 | 10 | |
| UNDISTRIBUTED | | | | 38 | 20 | |
| PROJECT 7132-08-72 TOTALS | | | | 650 | 800 | |

## REMOVING ASPHALTIC SURFACE

| CATEGORY 0010 | | | | *204.0110 REMOVING ASPHALTIC SURFACE | |
|---|---|---|---|---|---|
| STA | - STA | ROADWAY | | SY | REMARKS |
| T10+39 | - T10+44 | PARK | | 30 | |
| F10+75 | - 4TH ST. | WASHINGTON ST. | | 240 | STH 93 LT WASH. - 4TH ST. |
| G15+52 | - G15+58 | 4 TH ST. | | 20 | |
| H10+52 | - H10+58 | 3 RD ST. | | 25 | |
| J10+54 | - J10+60 | 2 ND ST. | | 35 | |
| Q100+44 | - Q100+88 | RAILWAY ST | | 20 | |
| K10+63 | - K11+04 | CTH Q (NORTH) /ADAMS ST | | 30 | 1ST ST. |
| K12+30 | - K12+36 | ADAMS ST. | | 25 | |
| M10+09 | - M10+15 | CEDAR ST. | | 25 | |
| N10+36 | - N10+42 | ELM ST. | | 25 | |
| | TOTALS | | | 475 | |
| | *QUANTITIES LISTED ELSEWHERE | | | 925 | |
| | PROJECT 7132-08-72 TOTALS | | | 1,400 | |

NOTE: ASPHALTIC SURFACE REMOVAL IS NOT PAID WITHIN COMMON EXCAVATION LIMITS
OR WHERE OBLITERATING OLD ROAD IS REQUIRED

## MISC. REMOVALS

| CATEGORY 0010 | | | | | 204.0165 REMOVING GUARDRAIL | 204.017 REMOVING FENCE |
|---|---|---|---|---|---|---|
| STA | - STA | ROADWAY | | O/S | LF | LF |
| 90+00 | - 92+29 | STH 93 | | LT | 250 | -- |
| 104+24 | - 105+43 | STH 93 | | LT | -- | 120 |
| 113+53 | - 114+16 | STH 93 | | LT | -- | 70 |
| 51+75 | - 52+00 | STH 93 | | RT | -- | -- |
| PROJECT 7132-08-72 TOTALS | | | | | 250 | 190 |

## DRIVEWAY REMOVALS

CATEGORY 0010

| STATION | LOCATION O/S | ROADWAY | TYPE | *204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0100 REMOVING PAVEMENT SY | *690.0150 SAWING ASPHALT LF | *690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|---|---|---|
| 59+22 | LT | STH 93 | BAD | - | - | - | - |
| 65+38 | RT | STH 93 | HMA | 41 | - | 25 | - |
| 66+55 | RT | STH 93 | HMA | 80 | - | 125 | - |
| 67+15 | | | | | | | |
| 69+50 | RT | STH 93 | CONC. | - | 55 | - | 20 |
| 70+33 | LT | STH 93 | BAD | - | - | - | - |
| 71+75 | LT | STH 93 | CONC. | - | 40 | - | 45 |
| 73+51 | LT | STH 93 | CONC. | - | 15 | - | - |
| 75+00 | RT | STH 93 | BAD/GRASS | - | - | - | - |
| 76+81 | RT | STH 93 | HMA | 15 | - | 16 | - |
| 77+77 | RT | STH 93 | CONC. | - | - | - | - |
| 78+63 | RT | STH 93 | HMA | - | - | - | - |
| 79+74 | RT | STH 93 | HMA | - | - | 64 | - |
| 80+11 | RT | STH 93 | HMA | MATCH AT BACK OF SIDEWALK, NO REMOVAL REQ'D | | | |
| 81+32 | RT | STH 93 | CONC. | - | 10 | - | 35 |
| 84+55 | RT | STH 93 | BAD | - | - | - | - |
| 84+82 | RT | STH 93 | BAD | - | - | - | - |
| 93+20 | LT | STH 93 | HMA | 120 | - | 150 | - |
| 94+10 | | | | | | | |
| 95+43 | LT | STH 93 | HMA | 65 | 15 | 73 | - |
| 96+58 | RT | STH 93 | BAD | - | 8 | - | - |
| 96+77 | LT | STH 93 | CONC. | - | 20 | - | 15 |
| 97+46 | RT | STH 93 | BAD | - | 8 | - | - |
| 97+55 | LT | STH 93 | BAD | - | 7 | - | - |
| 98+20 | RT | STH 93 | BAD | - | 7 | - | - |
| 98+42 | LT | STH 93 | CONC. | - | 20 | - | 11 |
| 98+58 | LT | STH 93 | CONC. | - | 20 | - | 10 |
| 98+92 | RT | STH 93 | CONC. | - | 24 | - | 13 |
| 99+20 | LT | STH 93 | CONC. | - | 15 | - | 14 |
| 99+65 | RT | STH 93 | HMA | 9 | 7 | 12 | - |
| 99+88 | LT | STH 93 | CONC. | - | 25 | - | 19 |
| 100+60 | RT | STH 93 | BAD | - | 7 | - | - |
| 101+17 | LT | STH 93 | GRASS | - | 1 | - | - |
| 101+22 | RT | STH 93 | HMA | 15 | 8 | 10 | - |
| 101+87 | RT | STH 93 | BAD | - | 7 | - | - |
| 102+20 | LT | STH 93 | HMA | 15 | 8 | 17 | - |
| 102+53 | RT | STH 93 | HMA | 24 | 10 | 10 | - |
| 103+26 | LT | STH 93 | CONC. | - | 20 | - | 17 |
| 103+41 | LT | STH 93 | CONC. | - | 15 | - | 9 |
| 103+63 | RT | STH 93 | CONC. | - | 30 | - | 10 |
| 104+13 | LT | STH 93 | BAD | - | 9 | - | - |
| 104+24 | RT | STH 93 | CONC. | - | 20 | - | - |
| 105+56 | LT | STH 93 | CONC. | - | 25 | - | 15 |
| 107+07 | LT | STH 93 | HMA | 20 | 10 | 13 | - |
| SUBTOTALS | | | | 404 | 466 | 515 | 233 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## DRIVEWAY REMOVALS CONTINUED

CATEGORY 0010

| STATION | LOCATION O/S | ROADWAY | TYPE | *204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0100 REMOVING PAVEMENT SF | *690.0150 SAWING ASPHALT LF | *690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|---|---|---|
| PREVIOUS SUBTOTAL | | | | 404 | 466 | 515 | 233 |
| 109+90 | LT | STH 93 | BAD | - | 7 | - | - |
| 111+85 | LT | STH 93 | CONC. | - | 45 | - | 16 |
| 113+37 | LT | STH 93 | HMA | 15 | 7 | 11 | - |
| 114+38 | LT | STH 93 | BAD | - | 8 | - | - |
| 114+62 | LT | STH 93 | CONC. | - | 14 | - | 12 |
| 114+62 | RT | STH 93 | HMA | 230 | - | 163 | - |
| 115+48 | | STH 93 | | | | | |
| 115+35 | LT | STH 93 | CONC. | - | 15 | - | 12 |
| 115+90 | LT | STH 93 | GRASS | - | 3 | - | - |
| 116+37 | LT | STH 93 | BAD | - | 5 | - | - |
| 117+00 | LT | STH 93 | HMA | 15 | 5 | 13 | - |
| 117+66 | LT | STH 93 | HMA | 15 | 9 | 13 | - |
| 117+77 | LT | STH 93 | BAD | - | - | - | - |
| 118+03 | LT | STH 93 | HMA | 15 | 5 | 10 | - |
| 118+69 | LT | STH 93 | HMA | 20 | 4 | 10 | - |
| 119+50 | LT | STH 93 | CONC. | 15 | - | 11 | - |
| 120+17 | LT | STH 93 | HMA | 15 | 6 | 9 | - |
| 101+20 | LT | STH 93 | GRASS | 7 | - | - | - |
| P51+09 | LT | STH 121 | HMA | 25 | - | 16 | - |
| P53+02 | RT | STH 121 | CONC. | - | 40 | - | 18 |
| P53+04 | LT | STH 121 | HMA | 15 | - | 18 | - |
| P53+49 | RT | STH 121 | CONC. | - | 40 | - | 18 |
| UNDISTRIBUTED | | | | 134 | 121 | 27 | 86 |
| TOTALS | | | | 925 | 800 | 816 | 395 |
| *QUANTITIES LISTED ELSEWHERE | | | | 475 | -- | 834 | 1,605 |
| PROJECT 7132-08-72 TOTALS | | | | 1,400 | 800 | 1,650 | 2,000 |

## ABANDONING CULVERT PIPES

CATEGORY 0010

| STA | O/S | LOCATION | 204.0270 EACH |
|---|---|---|---|
| 114+23 | LT | STH 93 | 1 |
| PROJ. 7132-08-72 TOTAL | | | 1 |

## REMOVING CURB AND GUTTER

CATEGORY 0010

| STA | - | STA | ROADWAY | O/S | 204.0150 REMOVING CURB & GUTTER LF |
|---|---|---|---|---|---|
| 59+00 | - | 60+81 | STH 93 | LT | 210 |
| 59+00 | - | 60+77 | STH 93 | RT | 190 |
| 60+77 | - | 61+23 | STH 93 | RT | 190 |
| 60+81 | - | 62+00 | STH 93 | LT | 95 |
| 61+23 | - | 62+00 | STH 93 | RT | 95 |
| 62+00 | - | 64+18 | STH 93 | LT | 210 |
| 61+23 | - | 62+00 | STH 93 | RT | 95 |
| 62+00 | - | 68+25 | STH 93 | RT | 580 |
| 64+18 | - | 68+25 | STH 93 | LT | 450 |
| 68+25 | - | 69+50 | STH 93 | RT | 150 |
| 68+25 | - | 73+02 | STH 93 | LT | 520 |
| 69+50 | - | 74+15 | STH 93 | RT | 400 |
| 73+02 | - | 74+26 | STH 93 | LT | 260 |
| 74+15 | - | 83+23 | STH 93 | RT | 920 |
| 74+26 | - | 77+30 | STH 93 | LT | 290 |
| 77+30 | - | 80+27 | STH 93 | LT | 310 |
| 80+27 | - | 84+25 | STH 93 | LT | 460 |
| 84+29 | - | 84+91 | STH 93 | LT | 160 |
| 83+23 | - | 84+44 | STH 93 | RT | 260 |
| Q100+44 | - | Q100+66 | CTH Q | RT | 35 |
| K10+38 | - | K10+65 | STH 93 | LT | 35 |
| 84+25 | - | 87+00 | STH 93 | LT | 185 |
| 84+44 | - | 87+00 | STH 93 | RT | 210 |
| 89+13 | - | 92+25 | STH 93 | LT | 310 |
| 89+13 | - | 92+25 | STH 93 | RT | 310 |
| 92+25 | - | 94+50 | STH 93 | LT | 220 |
| 92+25 | - | 94+50 | STH 93 | RT | 210 |
| 94+50 | - | 105+00 | STH 93 | LT | 1,050 |
| 94+50 | - | 105+00 | STH 93 | RT | 1,100 |
| 105+00 | - | 120+50 | STH 93 | LT | 1,550 |
| 105+00 | - | 120+50 | STH 93 | RT | 1,550 |
| UNDISTRIBUTED | | | | | 105 |
| PROJECT 7132-08-72 TOTALS | | | | | 12,715 |

## REMOVING CONCRETE SIDEWALK

CATEGORY 0010

| STA | - | STA | ROADWAY | O/S | 204.0155 REMOVING CONCRETE SIDEWALK SY | REMARKS |
|---|---|---|---|---|---|---|
| 64+18 | - | 68+25 | STH 93 | LT | 280 | |
| 65+50 | - | 68+25 | STH 93 | RT | 110 | |
| 68+25 | - | 69+50 | STH 93 | RT | 60 | |
| 68+25 | - | 73+02 | STH 93 | LT | 220 | |
| 69+50 | - | 74+15 | STH 93 | RT | 200 | |
| 73+02 | - | 74+26 | STH 93 | LT | 115 | |
| 74+15 | - | 83+23 | STH 93 | RT | 800 | |
| 74+26 | - | 77+30 | STH 93 | LT | 155 | |
| 77+30 | - | 80+27 | STH 93 | LT | 290 | |
| 80+27 | - | 84+25 | STH 93 | LT | 400 | |
| 84+29 | - | 84+91 | STH 93 | LT | 15 | |
| 83+23 | - | 84+44 | STH 93 | RT | 210 | |
| 10+38 | - | 10+65 | STH 93 | LT | 20 | |
| 84+25 | - | 87+68 | STH 93 | LT | 170 | |
| 84+44 | - | 87+68 | STH 93 | RT | 110 | |
| 89+13 | - | 92+25 | STH 93 | LT | 180 | |
| 89+13 | - | 92+25 | STH 93 | RT | 160 | |
| 92+25 | - | 94+50 | STH 93 | LT | 120 | |
| 92+25 | - | 94+50 | STH 93 | RT | 95 | |
| 94+50 | - | 105+00 | STH 93 | LT | 580 | |
| 94+50 | - | 105+00 | STH 93 | RT | 580 | |
| 105+00 | - | 120+50 | STH 93 | LT | 845 | |
| 105+00 | - | 114+50 | STH 93 | RT | 580 | |
| 115+65 | - | 120+50 | STH 93 | RT | 270 | |
| X50+00 | - | X53+00 | PATH | LT | 900 | TEMPORARY |
| UNDISTRIBUTED | | | | | 85 | |
| PROJECT 7132-08-72 TOTALS | | | | | 7,550 | |

## REMOVING MANHOLES

CATEGORY 0010

| STA | O/S | LOCATION | 204.0210 EACH |
|---|---|---|---|
| 52+07 | LT | STH 93 | 1 |
| 57+34 | LT | STH 93 | 1 |
| 58+59 | LT | STH 93 | 1 |
| 59+47 | LT | STH 93 | 1 |
| 60+61 | LT | STH 93 | 1 |
| 68+54 | LT | STH 93 | 1 |
| 70+42 | LT | STH 93 | 1 |
| 73+19 | LT | STH 93 | 1 |
| 74+20 | RT | STH 93 | 1 |
| 76+94 | RT | STH 93 | 1 |
| 80+35 | LT | STH 93 | 1 |
| 83+28 | RT | STH 93 | 1 |
| 85+40 | LT | STH 93 | 1 |
| 86+79 | LT | STH 93 | 1 |
| 94+43 | RT | STH 93 | 1 |
| 95+47 | RT | STH 93 | 1 |
| 98+71 | RT | STH 93 | 1 |
| 101+45 | RT | STH 93 | 1 |
| 105+10 | RT | STH 93 | 1 |
| 108+22 | RT | STH 93 | 1 |
| 117+23 | RT | STH 93 | 1 |
| P51+18 | LT | STH 121 | 1 |
| P52+68 | RT | STH 121 | 1 |
| PROJ. 7132-08-72 TOTAL | | | 23 |

## REMOVE BUILDING & SITE CLEARANCE

CATEGORY 0010

| STA | ROADWAY | O/S | 204.0235 REMOVING BUILDINGS LS | 204.0240 SITE CLEARANCE LS | ITEM SUFFIX |
|---|---|---|---|---|---|
| 73+25 | STH 93 | RT | 1 | 1 | .01 PARCEL 31 |
| 83+10 | STH 93 | LT | 1 | 1 | .02 PARCEL 38 |
| 83+35 | STH 93 | LT | 1 | 1 | .03 PARCEL 39 |
| 104+30 | STH 93 | RT | 1 | 1 | .04 PARCEL 84 |

## REMOVING CONCRETE RETAINING WALL

CATEGORY 0010

| STA | - | STA | O/S | LOCATION | APPROXIMATE LENGTH LF | 204.9105.S.01 REMOVING CONCRETE RETAINING WALL PARCEL 77 LS | 204.9105.S.02 REMOVING CONCRETE RETAINING WALL PARCEL 78 LS | 204.9105.S.03 REMOVING CONCRETE RETAINING WALL PARCEL 79 LS | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|
| 106+75 | - | 106+80 | RT | STH 93 | 15 | 1 | -- | -- | 35972 OSSEO ROAD |
| 107+40 | - | 108+25 | RT | STH 93 | 185 | -- | 1 | -- | 35994 OSSEO ROAD |
| 108+50 | - | 109+25 | RT | STH 93 | 150 | -- | -- | 1 | 36028 OSSEO ROAD |
| PROJECT 7132-08-72 TOTALS | | | | | | 1 | 1 | 1 | |

## REMOVING STORMSEWER

CATEGORY 0010

| STA | - | STA | O/S | LOCATION | 204.0245 12-INCH LF | 204.0245 18-INCH LF | 204.0245 24-INCH LF | 204.0245 30-INCH LF | 204.0245 36-INCH LF | 204.0245 48-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|
| 52+07 | - | 52+12 | LT | STH 93 | -- | -- | 18 | -- | -- | -- |
| 52+02 | - | 52+12 | LT | STH 93 | -- | -- | -- | -- | 10 | -- |
| 57+29 | - | 57+39 | LT | STH 93 | -- | -- | -- | -- | 10 | -- |
| 57+33 | - | 57+34 | LT & RT | STH 93 | 32 | -- | -- | -- | -- | -- |
| 57+34 | - | 57+38 | LT | STH 93 | 8 | -- | -- | -- | -- | -- |
| 57+38 | - | 57+40 | LT | STH 93 | 9 | -- | -- | -- | -- | -- |
| 58+53 | - | 58+59 | LT | STH 93 | 13 | -- | -- | -- | -- | -- |
| 58+54 | - | 58+64 | LT | STH 93 | -- | -- | -- | -- | 10 | -- |
| 58+59 | - | 58+59 | LT | STH 93 | 6 | -- | -- | -- | -- | -- |
| 58+59 | - | 58+63 | LT & RT | STH 93 | 32 | -- | -- | -- | -- | -- |
| 59+42 | - | 59+52 | LT | STH 93 | -- | -- | 5 | -- | 5 | -- |
| 59+46 | - | 59+47 | LT | STH 93 | 6 | -- | -- | -- | -- | -- |
| 59+46 | - | 59+50 | LT | STH 93 | 12 | -- | -- | -- | -- | -- |
| 60+54 | - | 60+61 | LT | STH 93 | 7 | -- | -- | -- | -- | -- |
| 60+61 | - | 60+66 | LT | STH 93 | -- | -- | 5 | -- | -- | -- |
| 60+61 | - | 60+92 | LT & RT | STH 93 | 52 | -- | -- | -- | -- | -- |
| 60+61 | - | 61+39 | LT & RT | STH 93 | 92 | -- | -- | -- | -- | -- |
| 60+61 | - | 61+39 | LT | STH 93 | 70 | -- | -- | -- | -- | -- |
| 67+66 | - | 68+54 | LT & RT | STH 93 | 97 | -- | -- | -- | -- | -- |
| 68+54 | - | 68+59 | LT | STH 93 | -- | -- | 5 | -- | -- | -- |
| 68+32 | - | 68+54 | LT | STH 93 | 29 | -- | -- | -- | -- | -- |
| 68+54 | - | 69+01 | LT | STH 93 | 50 | -- | -- | -- | -- | -- |
| 70+37 | - | 70+47 | LT | STH 93 | -- | -- | 5 | 5 | -- | 5 |
| 70+42 | - | 70+47 | LT | STH 93 | -- | -- | -- | -- | 5 | -- |
| 70+42 | - | 71+24 | LT | STH 93 | 79 | -- | -- | -- | -- | -- |
| 70+42 | - | 71+24 | LT & RT | STH 93 | 82 | -- | -- | -- | -- | -- |
| 73+14 | - | 73+24 | LT | STH 93 | -- | 5 | 5 | 5 | -- | -- |
| 73+19 | - | 73+48 | LT & RT | STH 93 | 36 | -- | -- | -- | -- | -- |
| 74+15 | - | 74+25 | RT | STH 93 | 5 | 5 | 5 | -- | -- | -- |
| 74+15 | - | 74+20 | LT & RT | STH 93 | 46 | -- | -- | -- | -- | -- |
| 74+20 | - | 74+48 | LT & RT | STH 93 | 48 | -- | -- | -- | -- | -- |
| 74+20 | - | 74+53 | RT | STH 93 | 31 | -- | -- | -- | -- | -- |
| 76+89 | - | 76+94 | RT | STH 93 | 5 | -- | -- | -- | -- | -- |
| 76+94 | - | 77+07 | LT & RT | STH 93 | 48 | -- | -- | -- | -- | -- |
| 77+07 | - | 77+47 | LT & RT | STH 93 | 42 | -- | -- | -- | -- | -- |
| 79+92 | - | 80+35 | LT & RT | STH 93 | 55 | -- | -- | -- | -- | -- |
| 80+35 | - | 80+40 | LT | STH 93 | -- | 5 | -- | -- | -- | -- |
| 80+18 | - | 80+35 | LT | STH 93 | 33 | -- | -- | -- | -- | -- |
| 80+35 | - | 80+66 | LT | STH 93 | 45 | -- | -- | -- | -- | -- |
| 82+96 | - | 83+28 | RT | STH 93 | 44 | -- | -- | -- | -- | -- |
| 83+23 | - | 83+33 | LT & RT | STH 93 | -- | 5 | 5 | -- | -- | -- |
| 83+26 | - | 83+28 | LT & RT | STH 93 | 19 | -- | -- | -- | -- | -- |
| 83+28 | - | 8350 | RT | STH 93 | 43 | -- | -- | -- | -- | -- |
| 84+75 | - | 84+79 | LT | STH 93 | 20 | -- | -- | -- | -- | -- |
| SUBTOTALS | | | | | 1196 | 20 | 53 | 10 | 40 | 5 |

3

## REMOVING STORMSEWER

CATEGORY 0010

| STA | - | STA | O/S | LOCATION | 204.0245 12-INCH LF | 204.0245 18-INCH LF | 204.0245 24-INCH LF | 204.0245 30-INCH LF | 204.0245 36-INCH LF | 204.0245 48-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|
| SUBTOTALS | | | | | 1196 | 20 | 53 | 10 | 40 | 5 |
| 84+75 | - | 85+16 | LT | STH 93 | 38 | -- | -- | -- | -- | -- |
| 85+16 | - | 85+40 | LT | STH 93 | 83 | -- | -- | -- | -- | -- |
| 85+34 | - | 85+40 | LT & RT | STH 93 | 43 | -- | -- | -- | -- | -- |
| 85+35 | - | 85+45 | LT | STH 93 | -- | -- | 10 | -- | -- | -- |
| 85+40 | - | 85+80 | LT & RT | STH 93 | 64 | -- | -- | -- | -- | -- |
| 85+40 | - | 85+99 | LT | STH 93 | 53 | -- | -- | -- | -- | -- |
| 86+74 | - | 86+84 | LT | STH 93 | -- | -- | 5 | -- | 5 | -- |
| 87+28 | - | 87+36 | RT | STH 93 | -- | -- | -- | -- | 12 | -- |
| 92+19 | - | 92+21 | LT & RT | STH 93 | 43 | -- | -- | -- | -- | -- |
| 94+38 | - | 94+48 | RT | STH 93 | -- | -- | -- | -- | 10 | -- |
| 94+43 | - | 94+49 | RT | STH 93 | 25 | -- | -- | -- | -- | -- |
| 94+98 | - | 95+47 | LT & RT | STH 93 | 52 | -- | -- | -- | -- | -- |
| 95+42 | - | 95+52 | RT | STH 93 | -- | -- | 5 | -- | 10 | -- |
| 95+47 | - | 95+73 | RT | STH 93 | 27 | -- | -- | -- | -- | -- |
| 98+66 | - | 98+76 | RT | STH 93 | -- | -- | 10 | -- | -- | -- |
| 98+71 | - | 98+74 | RT | STH 93 | 23 | -- | -- | -- | -- | -- |
| 98+71 | - | 98+78 | LT & RT | STH 93 | 13 | -- | -- | -- | -- | -- |
| 101+40 | - | 104+50 | RT | STH 93 | -- | -- | 10 | -- | -- | -- |
| 101+43 | - | 101+45 | LT & RT | STH 93 | 23 | -- | -- | -- | -- | -- |
| 101+45 | - | 101+47 | RT | STH 93 | 13 | -- | -- | -- | -- | -- |
| 105+05 | - | 105+15 | RT | STH 93 | -- | -- | 10 | -- | -- | -- |
| 105+10 | - | 105+11 | LT & RT | STH 93 | 22 | -- | -- | -- | -- | -- |
| 105+10 | - | 105+48 | RT | STH 93 | 37 | -- | -- | -- | -- | -- |
| 105+10 | - | 108+22 | RT | STH 93 | -- | -- | 308 | -- | -- | -- |
| 108+22 | - | 108+23 | LT & RT | STH 93 | 22 | -- | -- | -- | -- | -- |
| 108+22 | - | 108+23 | RT | STH 93 | 12 | -- | -- | -- | -- | -- |
| 114+23 | - | 114+23 | LT & RT | STH 93 | 40 | -- | -- | -- | -- | -- |
| 117+18 | - | 117+28 | RT | STH 93 | 5 | -- | -- | -- | -- | -- |
| 117+23 | - | 117+23 | LT & RT | STH 93 | 39 | -- | -- | -- | -- | -- |
| 117+23 | - | 117+23 | RT | STH 93 | -- | -- | 10 | -- | -- | -- |
| 105+10 | - | P51+18 | LT & RT | STH 93 / STH 121 | -- | -- | 95 | -- | -- | -- |
| P51+18 | - | P51+23 | LT | STH 121 | -- | -- | 5 | -- | -- | -- |
| P51+17 | - | P51+18 | LT & RT | STH 121 | 16 | -- | -- | -- | -- | -- |
| P51+18 | - | P51+36 | LT | STH 121 | 24 | -- | -- | -- | -- | -- |
| P52+63 | - | P52+68 | RT | STH 121 | -- | -- | 5 | -- | -- | -- |
| P52+68 | - | P52+80 | RT | STH 121 | 10 | -- | -- | -- | -- | -- |
| P52+68 | - | P52+87 | LT & RT | STH 121 | 41 | -- | -- | -- | -- | -- |
| UNDISTRIBUTED | | | | | 6 | -- | 4 | -- | 3 | -- |
| PROJECT 7132-08-72 TOTAL | | | | | 1970 | 20 | 530 | 10 | 80 | 5 |

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## EARTHWORK SUMMARY TABLE

| CATEGORY 0010 | | 205.0100 COMMON EXCAVATION① | | | | |
|---|---|---|---|---|---|---|
| LOCATION | FROM STA TO STA | CUT② | UNUSABLE PAVEMENT④ | AVAILABLE MATERIAL⑤ | FILL⑥ | Mass Ordinate +/-⑦ |
| **STAGE 1A** | | | | | | |
| STH 93 | 105+50 TO 120+50 | 8,160 | 1,000 | 7,160 | 215 | -6,945 |
| STH 121 1A | P50+50 TO P55+50 | 462 | 2,035 | -1,573 | 2 | 1,575 |
| PE 107+65 | 20+39 TO 21+50 | 74 | 8 | 66 | -- | -66 |
| PE 108+50 | 10+38 TO 11+55 | 73 | 169 | -96 | -- | 96 |
| PE 109+50 | 10+40 TO 11+20 | 189 | 610 | -421 | 9 | 430 |
| | **STAGE 1A TOTAL** | **8,958** | **3,822** | **5,136** | **226** | **-4,910** |
| **STAGE 1B** | | | | | | |
| TEMPORARY PATH | | 44 | -- | 44 | 8 | -36 |
| STH 121 1B | P50+00 TO P55+50 | 846 | 2,035 | -1,189 | 8 | 1,197 |
| | **STAGE 1B TOTAL** | **890** | **2,035** | **-1,145** | **16** | **1,161** |
| **STAGE 2A** | | | | | | |
| CTH Q NORTH\ADAMS ST | K10+39 TO K11+33 | 291 | 478 | -187 | -- | 187 |
| STH 93 S. OF B-61-211 | 85+00 TO 87+00 | 657 | 146 | 511 | 18 | -493 |
| STH 93 N. OF B-61-211 | 90+00 TO 94+50 | 1,135 | 300 | 835 | 262 | -573 |
| | **STAGE 2A TOTAL** | **2,083** | **924** | **1,159** | **280** | **-879** |
| **STAGE 2B** | | | | | | |
| STH 93 | 59+00 TO 85+00 | 6,982 | 5,960 | 1,022 | 335 | -687 |
| STH 93 | 94+50 TO 105+50 | 2,956 | 733 | 2,223 | 136 | -2,087 |
| 7TH STREET | B10+16 TO B11+51 | 120 | 21 | 99 | 2 | -97 |
| TRACY STREET | C10+16 TO C10+95 | 112 | 21 | 91 | 2 | -89 |
| 6TH STREET | D10+36 TO D12+19 | 240 | 21 | 219 | 1 | -218 |
| WILSON STREET | E11+13 TO E12+00 | 52 | 18 | 34 | 86 | 52 |
| HOWARD STREET | G10+24 TO G10+71 | 74 | 21 | 53 | 5 | -48 |
| WASHINGTON STREET | F10+30 TO F11+75 | 446 | 33 | 413 | 19 | -394 |
| CTH Q | Q100+44 TO Q101+17 | 162 | 151 | 11 | -- | -11 |
| STH 121 | P50+00 TO P55+50 | 454 | 2,035 | -1,581 | 81 | 1,662 |
| | **STAGE 2B TOTAL** | **11,598** | **9,014** | **2,584** | **667** | **-1,917** |
| | UNDISTRIBUTED EBS ③ | 3,350 | | | | |

**SHEET COMMON EARTHWORK TOTAL=** **26,879 CY**

DRIVEWAY RECONSTRUCTION EARTHWORK (SEE DRIVEWAY MQ SHEET) = 821 CY

**205.0100 COMMON EXCAVATION** **27,700 CY** **PROJECT 7132-08-72 TOTAL**

① Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
② Unusable Pavement Material is included in Cut
③ Excavation Below Subgrade (EBS) is to be backfilled with cut and and is not accounted for in balance
EBS was estimated at approximately 10% of common excavation, exact locations and limits to be determined in th
④ Unusable Pavement Material assumes 4" thick asphalt and 4" sidewalk and 6" C&G thickness
⑤ Available Material = Cut - Unusuable Pavement Material
⑥ Expanded Fill factor = 1.25
⑦ The Mass Ordinate + indicates borrow required, - indicates quantity of waste, and does not include unusable materia

## REMOVING INLETS

CATEGORY 0010

| STA | O/S | LOCATION | 204.0220 EACH | REMARKS |
|---|---|---|---|---|
| 52+12 | LT | STH 93 | 1 | |
| 57+33 | RT | STH 93 | 1 | |
| 57+38 | LT | STH 93 | 1 | |
| 57+40 | LT | STH 93 | 1 | |
| 58+53 | LT | STH 93 | 1 | |
| 58+59 | LT | STH 93 | 1 | |
| 58+63 | RT | STH 93 | 1 | |
| 59+46 | LT | STH 93 | 1 | |
| 59+50 | LT | STH 93 | 1 | |
| 60+54 | LT | STH 93 | 1 | |
| 60+92 | RT | STH 93 | 1 | |
| 61+39 | RT | STH 93 | 1 | |
| 61+39 | LT | STH 93 | 1 | |
| 67+66 | RT | STH 93 | 1 | |
| 68+32 | LT | STH 93 | 1 | |
| 69+01 | LT | STH 93 | 1 | |
| 71+24 | LT | STH 93 | 1 | |
| 71+24 | RT | STH 93 | 1 | |
| 73+48 | RT | STH 93 | 1 | |
| 74+15 | LT | STH 93 | 1 | |
| 74+48 | LT | STH 93 | 1 | |
| 74+53 | RT | STH 93 | 1 | |
| 77+07 | LT | STH 93 | 1 | |
| 77+47 | LT | STH 93 | 1 | |
| 79+92 | RT | STH 93 | 1 | |
| 80+18 | LT | STH 93 | 1 | |
| 80+66 | LT | STH 93 | 1 | |
| 82+96 | RT | STH 93 | 1 | |
| 83+26 | LT | STH 93 | 1 | |
| 83+50 | RT | STH 93 | 1 | |
| 84+75 | LT | STH 93 | 1 | K10+65 RT |
| 84+79 | LT | STH 93 | 1 | K10+88 RT |
| 85+16 | LT | STH 93 | 1 | K10+61 LT |
| 85+34 | RT | STH 93 | 1 | |
| 85+80 | RT | STH 93 | 1 | |
| 85+99 | LT | STH 93 | 1 | |
| 92+19 | LT | STH 93 | 1 | |
| 94+49 | RT | STH 93 | 1 | |
| 94+98 | LT | STH 93 | 1 | |
| 95+73 | RT | STH 93 | 1 | |
| 98+74 | RT | STH 93 | 1 | |
| 98+78 | LT | STH 93 | 1 | |
| 101+43 | LT | STH 93 | 1 | |
| 101+47 | RT | STH 93 | 1 | |
| 105+11 | LT | STH 93 | 1 | |
| 105+48 | RT | STH 93 | 1 | |
| 108+23 | LT | STH 93 | 1 | |
| 108+23 | RT | STH 93 | 1 | |
| 114+23 | LT | STH 93 | 1 | |
| 114+23 | RT | STH 93 | 1 | |
| 117+23 | LT | STH 93 | 1 | |
| 117+23 | RT | STH 93 | 1 | |
| P51+17 | RT | STH 121 | 1 | |
| P51+36 | LT | STH 121 | 1 | |
| P52+80 | RT | STH 121 | 1 | |
| P52+87 | LT | STH 121 | 1 | |
| PROJ. 7132-08-72 TOTAL | | | 56 | |

## OBLITERATING OLD ROAD

CATEGORY 0010

| STA | ROADWAY | O/S | 214.0100 OBLITERATING OLD ROAD STA | REMARKS |
|---|---|---|---|---|
| 59+33 | STH 93 | RT | 1 | DRIVEWAY |
| 94+95 | STH 93 | RT | 1 | DRIVEWAY |
| E10+25 - E11+25 | WILSON STREET | LT & RT | 1 | |
| 84+00 - 85+00 | STH 93 | LT | 1 | FIRST STREET |
| PROJECT 7132-08-72 TOTALS | | | 4 | |

## SIDEWALK VAULT CLOSURE

CATEGORY 0010

| STA | O/S | ROADWAY | SPV.0035.02 SIDEWALK VAULT CLOSURE CY | 209.0100 BACKFILL GRANULAR CY | REMARKS |
|---|---|---|---|---|---|
| 74+80 | RT | STH 93 | 2 | 20 | |
| 84+10 | RT | STH 93 | 1 | 10 | |
| 84+25 | RT | STH 93 | 1 | 10 | |
| 84+25 | RT | STH 93 | 1 | 10 | |
| PROJECT 7132-08-72 TOTALS | | | 5 | 50 | |

## MISC. ASPHALT ITEMS

CATEGORY 0010

| STAGE | STA | - | STA | LOCATION | 465.0310 ASPHALTIC CURB LF | 465.0315 ASPHALTIC FLUMES SY |
|---|---|---|---|---|---|---|
| 1A | P51+85 | - | P53+60 | STH 121 | 175 | 5 |
| 1B | P50+30 | - | P52+00 | STH 121 | 175 | 5 |
| 1A | PE30+40 | - | PE30+95 | RIGHT | 50 | -- |
| PROJECT 7132-08-72 TOTALS | | | | | 400 | 10 |

## BASE AGGREGATE DENSE

CATEGORY 0010

| STA | - | STA | ROADWAY | *305.0110 BASE AGGREGATE DENSE 3/4 - INCH TON | *305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH TON |
|---|---|---|---|---|---|
| B10+16 | - | B10+39 | 7 TH ST. | -- | 70 |
| B10+39 | - | B10+69 | 7 TH ST. | -- | 60 |
| B11+05 | - | B11+42 | 7 TH ST. | -- | 80 |
| B11+42 | - | B11+51 | 7 TH ST. | -- | 30 |
| C10+16 | - | C10+75 | TRACY ST. | 5 | 50 |
| C10+75 | - | C11+10 | TRACY ST. | -- | 80 |
| 59+00 | - | 69+00 | STH 93 | -- | 1,775 |
| T10+15 | - | T10+39 | PARK | -- | 55 |
| T10+39 | - | T10+44 | PARK | -- | 25 |
| D10+36 | - | D10+42 | 6 TH ST. | -- | 15 |
| D10+42 | - | D11+00 | 6 TH ST. | -- | 115 |
| D10+26 | - | D10+99 | 6 TH ST. | -- | 140 |
| D10+99 | - | D11+05 | 6 TH ST. | -- | 15 |
| 69+00 | - | 79+00 | STH 93 | -- | 2,005 |
| E11+00 | - | E11+90 | WILSON ST. | 15 | 240 |
| F10+44 | - | F10+50 | WASHINGTON ST. | -- | 25 |
| F10+50 | - | F11+98 | WASHINGTON ST. | -- | 370 |
| G10+23 | - | G10+61 | HOWARD ST. | 5 | 30 |
| G10+61 | - | G10+85 | HOWARD ST. | -- | 50 |
| G15+28 | - | G15+52 | 4 TH ST. | -- | 50 |
| G15+52 | - | G15+58 | 4 TH ST. | -- | 15 |
| H10+23 | - | H10+52 | 3 RD ST. | -- | 65 |
| H10+52 | - | H10+58 | 3 RD ST. | -- | 20 |
| 79+00 | - | 87+00 | STH 93 | -- | 1,700 |
| J10+22 | - | J10+54 | 2 ND ST. | -- | 70 |
| J10+54 | - | J10+60 | 2 ND ST. | -- | 20 |
| Q100+44 | - | Q100+50 | CTH Q S. | -- | 15 |
| Q100+50 | - | Q101+20 | CTH Q S. | -- | 200 |
| K10+39 | - | K10+45 | CTH Q N. | -- | 15 |
| K10+45 | - | K11+66 | CTH Q N. | -- | 240 |
| | - | | 1ST ST. | -- | 10 |
| K11+97 | - | K12+30 | ADAMS ST. | -- | 70 |
| K12+30 | - | K12+36 | ADAMS ST. | -- | 20 |
| B-61-211 | - | 99+00 | STH 93 | -- | 1,810 |
| M10+09 | - | M10+15 | CEDAR ST. | -- | 20 |
| M10+15 | - | M10+37 | CEDAR ST. | -- | 55 |
| N10+36 | - | N10+42 | ELM ST. | -- | 20 |
| N10+42 | - | N10+73 | ELM ST. | -- | 65 |
| 99+00 | - | 109+00 | STH 93 | -- | 2,170 |
| P50+33 | - | P53+58 | STH 121 | -- | 745 |
| P53+58 | - | P53+96 | STH 121 | 20 | 110 |
| 109+00 | - | 120+40 | STH 93 | -- | 2,350 |
| 120+40 | - | 120+50 | STH 93 | -- | 15 |
| UNDISTRIBUTED | | | | 51 | 76 |
| TOTALS | | | | 96 | 15,176 |
| *QUANTITIES LISTED ELSEWHERE | | | | 454 | 6,324 |
| PROJECT 7132-08-72 TOTALS | | | | 550 | 21,500 |

**DRIVEWAYS**
CATEGORY 0010

| LOCATION STATION | O/S | ROADWAY | TYPE | WIDTH | *305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | *305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 416.0160 CONCRETE DRIVEWAY 6-INCH SY | 465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES TON | 602.0415 CONCRETE SIDEWALK 6-INCH SF | *205.0100 COMMON EXCAVATION CY |
|---|---|---|---|---|---|---|---|---|---|---|
| 59+22 | LT | STH 93 | BAD | 23 | 7 | 10 | 10 | - | 130 | 12 |
| 59+85 | LT | STH 93 | BAD | 12 | - | 5 | 7 | - | 75 | 5 |
| 65+38 | RT | STH 93 | HMA | 35 | - | 15 | 14 | 2 | 180 | 11 |
| 66+55 | RT | STH 93 | HMA | 33 | - | 25 | 25 | 3 | 160 | 23 |
| 67+15 | | STH 93 | | 33 | - | 25 | 25 | 3 | 160 | 6 |
| 69+50 | RT | STH 93 | CONC. | 24 | - | 50 | 135 | - | 120 | 50 |
| 69+70 | LT | STH 93 | CONC. | 35 | - | 15 | 8 | - | 920 | 14 |
| 70+33 | LT | STH 93 | BAD | 16 | 1 | 6 | - | - | 150 | 6 |
| 71+75 | LT | STH 93 | CONC. | 16 | - | 20 | 41 | - | 150 | 19 |
| 73+35 | LT | STH 93 | CONC. | 18 | - | 25 | 63 | - | 110 | 25 |
| 75+06 | RT | STH 93 | B.A.D./GRASS | 35 | - | 10 | 23 | - | 180 | 12 |
| 76+62 | RT | STH 93 | BAD | 20 | - | 10 | 13 | - | 180 | 12 |
| 76+81 | RT | STH 93 | HMA | 18 | - | 10 | 12 | - | 180 | 10 |
| 77+77 | RT | STH 93 | CONC. | 16 | - | 10 | 11 | - | 170 | 10 |
| 78+63 | RT | STH 93 | HMA | 19 | - | 10 | 13 | - | 150 | 10 |
| 79+74 | RT | STH 93 | HMA | 21.5 | - | 12 | 19 | - | 180 | 12 |
| 80+11 | | STH 93 | | 18 | - | 8 | 10 | - | 130 | 8 |
| 81+32 | RT | STH 93 | CONC. | 35 | - | 15 | - | - | 360 | 13 |
| 84+64 | RT | STH 93 | BAD | 35 | - | 20 | - | 3 | 280 | 10 |
| 93+20 | LT | STH 93 | CONC. | 35 | - | 25 | 75 | - | 295 | 36 |
| 94+10 | | STH 93 | CONC. | 35 | - | 25 | 75 | - | 295 | 36 |
| 95+43 | LT | STH 93 | HMA | 35 | - | 25 | 14 | 4 | 195 | 13 |
| 96+57 | RT | STH 93 | BAD | 15 | 4 | 5 | 6 | - | 75 | 7 |
| 96+77 | LT | STH 93 | CONC. | 19 | - | 9 | 16 | - | 95 | 9 |
| 97+46 | RT | STH 93 | BAD | 16 | 3 | 5 | 7 | - | 80 | 7 |
| 97+55 | LT | STH 93 | BAD | 11 | 3 | 5 | 7 | - | 80 | 7 |
| 98+23 | RT | STH 93 | BAD | 14 | 3 | 6 | 7 | - | 85 | 7 |
| 98+42 | LT | STH 93 | CONC. | 13 | - | 8 | 14 | - | 75 | 8 |
| 98+58 | LT | STH 93 | CONC. | 13 | - | 8 | 14 | - | 75 | 8 |
| 98+92 | RT | STH 93 | CONC. | 13 | - | 9 | 7 | - | 75 | 5 |
| 99+05 | LT | STH 93 | CONC. | 16 | - | 8 | 13 | - | 100 | 8 |
| 99+62 | RT | STH 93 | HMA | 12 | 3 | 5 | 7 | 1 | 85 | 7 |
| 99+88 | LT | STH 93 | CONC. | 18 | - | 10 | 19 | - | 110 | 10 |
| 100+54 | RT | STH 93 | BAD | 14 | 1 | 5 | 6 | - | 70 | 5 |
| 101+17 | LT | STH 93 | GRASS | 20 | - | 6 | 8 | - | 100 | 6 |
| 101+22 | RT | STH 93 | HMA | 16 | - | 10 | 7 | 2 | 80 | 5 |
| 101+87 | RT | STH 93 | BAD | 22 | 7 | 6 | - | - | 150 | 9 |
| 102+16 | LT | STH 93 | HMA | 21 | - | 8 | 9 | 1 | 110 | 7 |
| 102+47 | RT | STH 93 | HMA | 18 | - | 10 | - | 2 | 130 | 5 |
| 103+34 | LT | STH 93 | CONC. | 33 | - | 16 | 29 | - | 159 | 16 |
| 103+41 | LT | STH 93 | CONC. | | | | | | | 0 |
| 103+55 | RT | STH 93 | CONC. | 24 | - | 26 | 15 | - | 210 | 26 |
| 104+27 | LT | STH 93 | BAD | 16 | 10 | 4 | - | - | 120 | 9 |
| 105+63 | LT | STH 93 | CONC. | 23 | - | 10 | 10 | - | 170 | 10 |
| 107+05 | LT | STH 93 | HMA | 19 | - | 10 | - | 2 | 140 | 5 |
| 107+67 | RT | PE107+65 | CONC. | 23 | - | 25 | 54 | - | 210 | + |
| 108+50 | RT | PE108+50 | HMA | 24 | - | 40 | 16 | 8 | 250 | + |
| 109+75 | RT | PE109+75 | HMA | 24 | - | 85 | 16 | 23 | 250 | + |
| 109+90 | LT | STH 93 | BAD | 22 | - | 7 | 9 | - | 110 | 26 |
| | | | SUBTOTALS | | 42 | 722 | 889 | 54 | 7,944 | 565 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

+SEE EARTHWORK TABLES

**DRIVEWAYS CONTINUED**

CATEGORY 0010

| STATION | LOCATION O/S | ROADWAY | TYPE | WIDTH | *305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | *305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 416.0160 CONCRETE DRIVEWAY 6-INCH SY | 465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES TON | 602.0415 CONCRETE SIDEWALK 6-INCH SF | *205.0100 COMMON EXCAVATION CY |
|---|---|---|---|---|---|---|---|---|---|---|
| | | PREVIOUS | SUBTOTALS | | 42 | 722 | 889 | 54 | 7,944 | 565 |
| 111+81 | LT | STH 93 | CONC. | 20 | 65 | 20 | 44 | - | 100 | 51 |
| 113+37 | LT | STH 93 | HMA | 14 | - | 9 | 8 | 1 | 90 | 6 |
| 114+38 | LT | STH 93 | BAD | 25 | 8 | 8 | 19 | 1 | 130 | 12 |
| 114+62 | LT | STH 93 | CONC. | 17 | - | 7 | 12 | - | 85 | 7 |
| 114+62 | RT | STH 93 | HMA | 35 | - | 34 | 16 | 5 | 195 | 12 |
| 115+48 | | STH 93 | HMA | 35 | - | 26 | 16 | 7 | 195 | 12 |
| 115+35 | LT | STH 93 | HMA | 16 | - | 7 | 12 | - | 80 | 7 |
| 115+92 | LT | STH 93 | GRASS | 13 | - | 4 | 5 | - | 65 | 4 |
| 116+37 | LT | STH 93 | BAD | 16 | 1 | 5 | 7 | - | 80 | 6 |
| 117+00 | LT | STH 93 | HMA | 17 | - | 9 | 7 | 1 | 85 | 5 |
| 117+66 | LT | STH 93 | HMA | 12 | - | 8 | 6 | 2 | 75 | 9 |
| 117+77 | LT | STH 93 | BAD | 12 | 1 | 8 | 6 | - | 75 | 0 |
| 118+03 | LT | STH 93 | HMA | 16 | - | 8 | 7 | 1 | 80 | 5 |
| 118+69 | LT | STH 93 | HMA | 16 | - | 10 | 7 | 2 | 80 | 5 |
| 119+53 | LT | STH 93 | CONC. | 16 | - | 9 | 17 | - | 80 | 9 |
| 120+17 | LT | STH 93 | HMA | 17 | - | 9 | 7 | 1 | 85 | 6 |
| P51+10 | LT | STH 121 | HMA | 21 | - | 10 | - | 2 | 140 | 5 |
| P52+16 | LT | STH 121 | CONC. | 26 | - | 6 | 19 | - | 170 | 16 |
| P52+67 | LT | STH 121 | BAD | 27 | 6 | 7 | - | - | 180 | 10 |
| P52+67 | RT | STH 121 | BAD | 22 | 2 | 5 | - | - | 150 | 6 |
| P53+00 | RT | STH 121 | CONC. | 29 | - | 15 | 17 | - | 190 | 13 |
| P53+04 | LT | STH 121 | HMA | 18 | - | 7 | - | 1 | 120 | 4 |
| P53+47 | RT | STH 121 | CONC. | 21 | - | 9 | 10 | - | 140 | 9 |
| Q100+75 | RT | CTH Q | 4-INCH HMA | 30 | - | 25 | - | 7 | 340 | 28 |
| | | UNDISTRIBUTED | | | 24 | 117 | 54 | 16 | 146 | 9 |
| | | TOTALS | | | 149 | 1,104 | 1,185 | 101 | 11,100 | 821 |
| | | *QUANTITIES LISTED ELSEWHERE | | | 401 | 20,396 | -- | -- | -- | 26,879 |
| | | PROJECT 7132-08-72 TOTALS | | | 550 | 21,500 | 1,185 | 101 | 11,100 | 27,700 |

**TEMPORARY STAGING ITEMS**

CATEGORY 0010

| STAGE | STA | - | STA | LOCATION | 465.0125 ASPHALTIC SURFACE TEMPORARY TON | *305.0120 BASE AGGREGATE DENSE 1-1/4-INCH TON | *305.0110 BASE AGGREGATE DENSE 3/4-INCH TON |
|---|---|---|---|---|---|---|---|
| 1A | P50+50 | - | P55+00 | STH 121 | 285 | 750 | 30 |
| 1B | P50+50 | - | P55+00 | STH 121 | 245 | 370 | 275 |
| 2B1 | P50+30 | - | P52+00 | STH 121 | -- | -- | -- |
| 1A | PE30+40 | - | PE30+95 | RIGHT | -- | -- | -- |
| | TEMPORARY ACCESS | | | PROJECT | -- | 4,100 | -- |
| | TOTALS | | | | 530 | 5,220 | 305 |
| | *QUANTITIES LISTED ELSEWHERE | | | | -- | 16,280 | 245 |
| | PROJECT 7132-08-72 TOTALS | | | | 530 | 21,500 | 550 |

## CONCRETE CURB

CATEGORY 0010

| STA | - | STA | O/S | LOCATION | 601.0115 TYPE G LF | 601.0600 PEDESTRIAN LF | SPV.0090.03 REVEAL LF |
|---|---|---|---|---|---|---|---|
| 60+35 | - | 60+40 | RT | STH 93 | -- | 8 | -- |
| 60+84 | - | 60+99 | RT | STH 93 | -- | 15 | -- |
| 69+05 | - | 69+12 | LT | STH 93 | -- | 17 | -- |
| 72+57 | - | 72+13 | LT | STH 93 | -- | 16 | -- |
| 77+46 | - | 77+63 | RT | STH 93 | -- | -- | 17 |
| 77+56 | - | 77+65 | LT | STH 93 | -- | -- | 9 |
| 79+90 | - | 80+06 | LT | STH 93 | -- | -- | 11 |
| 80+61 | - | 80+78 | RT | STH 93 | -- | -- | 17 |
| 80+76 | - | 80+84 | LT | STH 93 | -- | -- | 8 |
| 83+72 | - | 83+89 | LT | STH 93 | -- | 17 | -- |
| 84+75 | - | 84+87 | LT | STH 93 | -- | -- | 13 |
| 85+18 | - | 85+30 | RT | STH 93 | -- | 12 | -- |
| 85+60 | - | 85+68 | LT | STH 93 | -- | -- | 8 |
| 91+87 | - | 92+04 | LT | STH 93 | -- | 17 | -- |
| 94+54 | - | 94+71 | LT | STH 93 | -- | 17 | -- |
| 104+08 | - | 104+24 | RT | STH 93 | -- | 17 | -- |
| 104+08 | - | 104+19 | LT | STH 93 | -- | 11 | -- |
| 105+31 | - | 105+44 | RT | STH 93 | -- | 17 | -- |
| H10+40 | - | H10+46 | RT | 3RD STREET | -- | -- | 6 |
| J10+32 | - | J10+38 | LT | 2ND STREET | -- | -- | 6 |
| J10+49 | - | J10+56 | RT | 2ND STREET | -- | -- | 7 |
| K10+47 | - | K10+57 | RT | CTH Q NORTH | -- | -- | 10 |
| K10+51 | - | K10+61 | LT | CTH Q NORTH | -- | -- | 15 |
| K11+09 | - | K11+31 | LT | CTH Q NORTH | -- | -- | 20 |
| K12+02 | - | K12+07 | RT | ADAMS STREET | -- | 5 | -- |
| P50+38 | - | P50+80 | LT | STH 121 | 105 | -- | -- |
| UNDISTRIBUTED | | | | STH 93 | -- | 11 | 13 |
| PROJECT 7132-08-72 TOTALS | | | | | 105 | 180 | 160 |

## TEMPORARY PATH

CATEGORY 0010

| STA | - | STA | ROADWAY | DESCRIPTION | 616.0700.S FENCE SAFETY LF | 602.0405 CONCRETE SIDEWALK 4-INCH SF |
|---|---|---|---|---|---|---|
| X50+25 | - | X53+16.5 | PATH | TEMPORARY SIDEWALK | 300 | 400 |
| X50+25 | - | X53+16.5 | PATH | TEMPORARY SIDEWALK | 300 | 500 |
| | | | | CATEGORY 0010 TOTALS | 600 | 900 |

## CONCRETE CURB & GUTTER 30-INCH

CATEGORY 0010

| STA | - | STA | ROADWAY | O/S | 601.0409 TYPE A LF | 601.0411 TYPE D LF | SPV.0090.06 SPECIAL LF |
|---|---|---|---|---|---|---|---|
| 59+00 | - | 60+81 | STH 93 | LT | 190 | 18 | -- |
| 59+00 | - | 60+77 | STH 93 | RT | 165 | 46 | -- |
| 60+77 | - | 61+23 | STH 93 | RT | 69 | 49 | -- |
| 60+81 | - | 64+18 | STH 93 | LT | 297 | 15 | -- |
| 61+23 | - | 62+00 | STH 93 | RT | 77 | 69 | -- |
| 62+00 | - | 68+25 | STH 93 | RT | 595 | 24 | -- |
| 64+18 | - | 68+50 | STH 93 | LT | 445 | -- | -- |
| 68+25 | - | 68+00 | STH 93 | RT | 135 | 6 | -- |
| 68+25 | - | 73+02 | STH 93 | LT | 317 | 12 | 200 |
| 68+00 | - | 74+15 | STH 93 | RT | 495 | 44 | -- |
| 73+02 | - | 74+26 | STH 93 | LT | 275 | 6 | -- |
| 74+15 | - | 79+00 | STH 93 | RT | 475 | -- | -- |
| 74+26 | - | 77+30 | STH 93 | LT | 290 | 6 | -- |
| 77+30 | - | 79+00 | STH 93 | LT | 170 | 6 | -- |
| 79+00 | - | 80+27 | STH 93 | LT | 140 | 6 | -- |
| 79+00 | - | 83+23 | STH 93 | RT | 445 | 6 | -- |
| 80+27 | - | 85+25 | STH 93 | LT | 485 | 6 | -- |
| Q100+44 | - | Q101+20 | CTH Q | RT | 125 | 6 | -- |
| 83+96 | - | 85+44 | STH 93 | RT | 175 | 6 | -- |
| K10+38 | - | K10+65 | CTH Q | LT | 50 | 6 | -- |
| 85+25 | - | 87+00 | STH 93 | LT | 190 | -- | -- |
| 85+44 | - | 87+00 | STH 93 | RT | 140 | 6 | -- |
| 90+00 | - | 99+00 | STH 93 | LT | 766 | -- | 120 |
| 90+00 | - | 92+25 | STH 93 | RT | 215 | 6 | -- |
| 92+25 | - | 94+50 | STH 93 | RT | 200 | 12 | -- |
| 94+50 | - | 99+00 | STH 93 | RT | 480 | 6 | -- |
| 99+00 | - | 109+00 | STH 93 | LT | 1,000 | -- | -- |
| 99+00 | - | 103+94 | STH 93 | RT | 495 | -- | -- |
| P50+33 | - | P53+58 | STH 121 | RT | 350 | -- | -- |
| P50+33 | - | P53+58 | STH 121 | LT | 355 | -- | -- |
| 105+65 | - | 109+00 | STH 93 | RT | 335 | -- | -- |
| 109+00 | - | 120+40 | STH 93 | LT | 1,150 | 10 | -- |
| 109+00 | - | 120+45 | STH 93 | RT | 1,150 | 10 | -- |
| E11+00 | - | E11+50 | WILSON ST | LT | -- | 60 | -- |
| PROJECT 7132-08-72 TOTALS | | | | | 12,241 | 447 | 320 |

## CONCRETE SIDEWALK 4-INCH

| CATEGORY 0040 | | | | | | 602.0405 CONCRETE SIDEWALK 4-INCH |
|---|---|---|---|---|---|---|
| CAT. | STA | - | STA | ROADWAY | O/S | SF |
| 0040 | 59+00 | - | 64+18 | STH 93 | LT | 1,980 |
| 0040 | 60+34 | - | 61+23 | STH 93 | RT | 455 |
| 0040 | 61+23 | - | 62+00 | STH 93 | RT | 315 |
| 0040 | 62+00 | - | 65+21 | STH 93 | RT | 1,605 |
| 0040 | P50+33 | - | P53+59 | STH 121 | LT | 2,130 |
| 0040 | P50+33 | - | P53+59 | STH 121 | RT | 1,785 |
| | | | | UNDISTRIBUTED | | 30 |
| | | | | CATEGORY 0040 TOTALS | | 8,300 |
| CATEGORY 0050 | | | | | | |
| 0050 | 64+18 | - | 72+75 | STH 93 | LT | 5,270 |
| 0050 | 65+57 | - | 68+00 | STH 93 | RT | 890 |
| 0050 | 68+25 | - | 74+15 | STH 93 | RT | 2,760 |
| 0050 | F10+84 | - | F11+35 | STH 93 | LT | 600 |
| 0050 | 73+50 | - | 85+25 | STH 93 | LT | 9,370 |
| 0050 | 74+30 | - | 83+23 | STH 93 | RT | 7,800 |
| 0050 | Q100+40 | - | Q100+65 | CTH Q | RT | 240 |
| 0050 | 83+23 | - | 85+44 | STH 93 | RT | 2,010 |
| 0050 | K10+38 | - | K10+65 | CTH Q | LT | 200 |
| 0050 | 85+25 | - | 87+00 | STH 93 | LT | 1,150 |
| 0050 | 85+44 | - | 87+00 | STH 93 | RT | 1,075 |
| 0050 | 90+00 | - | 92+21 | STH 93 | RT | 1,110 |
| 0050 | 90+00 | - | 105+50 | STH 93 | LT | 7,500 |
| 0050 | 92+21 | - | 94+43 | STH 93 | RT | 930 |
| 0050 | 94+43 | - | 103+94 | STH 93 | RT | 4,580 |
| 0050 | 105+66 | - | 107+55 | STH 93 | RT | 7,400 |
| 0050 | 105+50 | - | 120+50 | STH 93 | LT | 7,060 |
| | | | | UNDISTRIBUTED | | 145 |
| | | | | CATEGORY 0050 TOTALS | | 60,090 |

## CONCRETE STEPS

| CATEGORY 0010 | | | | | | 602.1500 CONCRETE STEPS | SPV.0090.02 GALVANIZED PIPE RAILING | SPV.0165.04 RETAINING WALL CONCRETE STEPS | |
|---|---|---|---|---|---|---|---|---|---|
| STA | O/S | LOCATION | # OF STEPS EACH | TREAD DEPTH FT | TREAD WIDTH FT | SF | LF | SF | REMARKS |
| K11+10 | LT | STH 93 / CTH Q | 2 | 1 | 3.67 | 7 | -- | -- | |
| K11+27 | RT | STH 93 / CTH Q | 3 | 1 | 3.5 | 11 | -- | -- | |
| 102+95 | RT | STH 93 | 1 | 1 | 2.5 | 3 | -- | -- | |
| 103+83 | RT | STH 93 | 1 | 1 | 5.6 | 6 | -- | -- | |
| 107+16 | RT | STH 93 | 3 | 1 | 3 | 9 | -- | -- | |
| 108+05 | RT | STH 93 | 7 | 1 | 6 | -- | 20 | 42 | KOWALSKI |
| 110+40 | LT | STH 93 | 5 | 1 | 3.33 | 17 | 16 | -- | |
| 111+47 | LT | STH 93 | 2 | 1 | 2.92 | 6 | -- | -- | |
| 111+55 | RT | STH 93 | 12 | 0.92 | SEE DETAIL | -- | -- | 242 | CHURCH |
| 114+18 | LT | STH 93 | 4 | 1 | 3 | 12 | -- | -- | |
| 114+83 | LT | STH 93 | 4 | 1 | 3 | 12 | -- | -- | |
| PE21+07 | LT | MIDDLETON PE | 6 | 1 | 6 | -- | 20 | 36 | KOWALSKI |
| | | UNDISTRIBUTED | 1 | 1 | 6 | 6 | -- | -- | |
| PROJECT 7132-08-72 TOTALS | | | | | | 89 | 56 | 320 | |

## CURB RAMP DETECTABLE WARNING FIELD

| CATEGORY 0010 | | | 602.0515 NATURAL PATINA |
|---|---|---|---|
| STA | O/S | LOCATION | SF |
| 60+42 | LT | STH 93 | 8 |
| 60+43 | RT | STH 93 | 8 |
| 60+70 | LT | STH 93 | 8 |
| 60+90 | RT | STH 93 | 16 |
| 61+27 | LT | STH 93 | 8 |
| 61+48 | RT | STH 93 | 8 |
| 63+87 | LT | STH 93 | 8 |
| 64+43 | LT | STH 93 | 8 |
| 67+59 | RT | STH 93 | 8 |
| 68+25 | LT | STH 93 | 8 |
| 68+33 | RT | STH 93 | 8 |
| 69+00 | LT | STH 93 | 8 |
| 72+69 | LT | STH 93 | 8 |
| F11+55 | LT | WASHINGTON STREET | 8 |
| 73+85 | LT & RT | STH 93 | 24 |
| 74+15 | LT | STH 93 | 8 |
| 74+42 | RT | STH 93 | 8 |
| 74+50 | LT | STH 93 | 8 |
| 77+05 | LT | STH 93 | 8 |
| 77+53 | LT | STH 93 | 8 |
| 77+54 | RT | STH 93 | 8 |
| 79+94 | RT | STH 93 | 8 |
| 80+08 | LT | STH 93 | 8 |
| 80+69 | RT | STH 93 | 8 |
| 80+71 | LT | STH 93 | 8 |
| 82+82 | LT | STH 93 | 8 |
| 82+82 | RT | STH 93 | 8 |
| 83+52 | RT | STH 93 | 8 |
| 84+81 | LT | STH 93 | 8 |
| 85+29 | RT | STH 93 | 8 |
| 85+58 | LT | STH 93 | 16 |
| 85+85 | RT | STH 93 | 8 |
| 91+95 | LT | STH 93 | 8 |
| 92+00 | RT | STH 93 | 8 |
| 92+48 | RT | STH 93 | 8 |
| 93+87 | LT | STH 93 | 8 |
| 94+00 | RT | STH 93 | 8 |
| 94+60 | RT | STH 93 | 16 |
| 94+63 | LT | STH 93 | 8 |
| 104+16 | LT | STH 93 | 8 |
| 104+18 | RT | STH 93 | 8 |
| 105+32 | RT | STH 93 | 8 |
| 111+57 | LT & RT | STH 93 | 16 |
| 115+76 | LT & RT | STH 93 | 16 |
| 119+35 | LT & RT | STH 93 | 8 |
| K10+61 | RT | CTH Q | 8 |
| K10+63 | LT | CTH Q | 8 |
| K11+06 | LT | CTH Q | 8 |
| P50+47 | LT | STH 121 | 16 |
| PROJECT 7132-08-72 TOTALS | | | 456 |

## PIPE SCHEDULE

| CATEGORY 0010 | | | | | STORM SEWER PIPE REINFORCED CONCRETE CLASS III | | | | | | REINFORCED CONC. APRON ENDWALL | CONCRETE COLLARS | MARKER POST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 12-INCH | 18-INCH | 24-INCH | 30-INCH | 36-INCH | 48-INCH | 12-INCH | FOR PIPE | CULVERT END |
| | | INLET | DISCHARGE | SLOPE | 608.0312 | 608.0318 | 608.0324 | 608.0330 | 608.0336 | 608.0348 | 522.1012 | 520.8000 | 633.5200 |
| FROM | TO | ELEV. | ELEV. | (%) | LF | LF | LF | LF | LF | LF | EACH | EACH | EACH |
| 52.0 | 52.0 | 777.04 | 776.94 | -- | -- | -- | -- | -- | 16 | -- | -- | 2 | -- |
| 52.1 | 52.0 | 783.42 | 782.73 | 1.00% | 69 | -- | -- | -- | -- | -- | -- | -- | -- |
| 52.2 | 52.0 | 781.75 | 780.91 | 1.00% | -- | -- | 84 | -- | -- | -- | -- | -- | -- |
| 57.0 | 57.0 | 780.10 | 780.00 | -- | -- | -- | -- | -- | 16 | -- | -- | 2 | -- |
| 57.1 | 57.0 | 782.42 | 781.84 | 5.27% | 11 | -- | -- | -- | -- | -- | -- | -- | -- |
| 57.2 | 57.1 | 782.75 | 782.58 | 0.96% | 18 | -- | -- | -- | -- | -- | -- | -- | -- |
| 57.3 | 57.0 | 782.31 | 781.84 | 1.00% | 47 | -- | -- | -- | -- | -- | -- | -- | -- |
| 58.0 | 58.0 | 780.61 | 780.51 | -- | -- | -- | -- | -- | 16 | -- | -- | 2 | -- |
| 58.1 | 58.0 | 781.40 | 781.22 | 1.70% | 11 | -- | -- | -- | -- | -- | -- | -- | -- |
| 58.2 | 58.1 | 782.50 | 782.35 | 0.93% | 16 | -- | -- | -- | -- | -- | -- | -- | -- |
| 58.3 | 58.0 | 781.54 | 781.22 | 1.00% | 32 | -- | -- | -- | -- | -- | -- | -- | -- |
| 59.0 | 59.0 | 781.57 | 781.47 | -- | -- | -- | 8 | -- | 8 | -- | -- | 2 | -- |
| 59.1 | 59.0 | 781.94 | 781.84 | 1.00% | 10 | -- | -- | -- | -- | -- | -- | -- | -- |
| 59.2 | 59.1 | 782.55 | 782.39 | 0.96% | 17 | -- | -- | -- | -- | -- | -- | -- | -- |
| 60.0 | 60.0 | 782.00 | 781.90 | -- | -- | -- | 16 | -- | -- | -- | -- | 2 | -- |
| 60.1 | 60.0 | 782.97 | 782.72 | 2.00% | 10 | -- | -- | -- | -- | -- | -- | -- | -- |
| 60.2 | 60.0 | 782.52 | 781.94 | 1.00% | -- | 58 | -- | -- | -- | -- | -- | -- | -- |
| 60.2 | 60.2 | 782.62 | 782.62 | -- | 8 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 60.4 | 60.2 | 783.62 | 782.98 | 1.00% | 64 | -- | -- | -- | -- | -- | -- | -- | -- |
| 60.3 | 60.0 | 783.69 | 783.05 | 1.00% | 64 | -- | -- | -- | -- | -- | -- | -- | -- |
| 68.0 | 68.0 | 779.69 | 779.59 | -- | -- | -- | 16 | -- | -- | -- | -- | 2 | -- |
| 68.0 | 68.0 | 781.47 | 781.37 | 1.00% | 8 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 68.1 | 68.0 | 781.82 | 780.85 | 1.00% | -- | 97 | -- | -- | -- | -- | -- | -- | -- |
| 68.2 | 68.1 | 782.55 | 782.35 | 1.00% | 20 | -- | -- | -- | -- | -- | -- | -- | -- |
| 68.3 | 68.0 | 782.32 | 781.86 | 0.50% | 93 | -- | -- | -- | -- | -- | -- | -- | -- |
| 68.4 | 68.0 | 782.27 | 781.95 | 1.00% | 32 | -- | -- | -- | -- | -- | -- | -- | -- |
| 68.4 | 68.4 | 782.47 | 782.37 | 1.00% | 8 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 68.5 | 68.1 | 782.67 | 782.28 | 1.00% | 39 | -- | -- | -- | -- | -- | -- | -- | -- |
| 70.0 | 70.0 | -- | 774.45 | -- | -- | -- | -- | -- | 8 | 8 | -- | 2 | -- |
| 70.0 | 70.0 | -- | 778.60 | -- | -- | -- | 12 | -- | -- | -- | -- | 1 | -- |
| 70.0 | 70.0 | -- | 776.80 | -- | -- | -- | -- | 8 | -- | -- | -- | 1 | -- |
| 70.0 | 70.0 | -- | 780.40 | -- | 8 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 70.2 | 70.0 | 781.78 | 781.32 | 1.00% | 46 | -- | -- | -- | -- | -- | -- | -- | -- |
| 70.3 | 70.0 | 781.51 | 780.70 | 1.00% | 81 | -- | -- | -- | -- | -- | -- | -- | -- |
| 73.0 | 73.0 | 777.02 | 776.92 | -- | -- | -- | -- | 8 | -- | -- | -- | 1 | -- |
| 73.0 | 73.0 | -- | 777.50 | -- | -- | 8 | 8 | -- | -- | -- | -- | 2 | -- |
| 73.1 | 73.0 | 781.23 | 780.43 | 1.00% | 80 | -- | -- | -- | -- | -- | -- | -- | -- |
| 73.2 | 73.0 | 780.92 | 780.63 | 1.00% | 29 | -- | -- | -- | -- | -- | -- | -- | -- |
| 74.0 | 74.0 | 778.46 | -- | -- | 8 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 74.0 | 74.0 | -- | 778.36 | -- | -- | -- | 8 | -- | -- | -- | -- | 1 | -- |
| 74.0 | 74.0 | 778.46 | -- | -- | -- | 8 | -- | -- | -- | -- | -- | 1 | -- |
| 74.1 | 74.0 | 781.57 | 781.10 | 1.00% | 47 | -- | -- | -- | -- | -- | -- | -- | -- |
| 74.2 | 74.0 | 781.57 | 781.29 | 1.00% | 53 | -- | -- | -- | -- | -- | -- | -- | -- |
| 74.3 | 74.0 | 781.45 | 781.19 | 1.00% | 26 | -- | -- | -- | -- | -- | -- | -- | -- |
| 77.0 | 77.0 | -- | 781.99 | -- | 8 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 77.1 | 77.0 | 784.12 | 783.61 | 1.00% | 51 | -- | -- | -- | -- | -- | -- | -- | -- |
| 77.2 | 77.1 | 784.72 | 784.22 | 1.00% | 50 | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | SHEET 1 SUBTOTAL | | 1064 | 171 | 152 | 16 | 64 | 8 | 0 | 27 | 0 |

## PIPE SCHEDULE

| CATEGORY 0010 | | | | | STORM SEWER PIPE REINFORCED CONCRETE CLASS III | | | | | | REINFORCED CONC. APRON ENDWALL | CONCRETE COLLARS | MARKER POST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM | TO | INLET ELEV. | DISCHARGE ELEV. | SLOPE (%) | 12-INCH 608.0312 LF | 18-INCH 608.0318 LF | 24-INCH 608.0324 LF | 30-INCH 608.0330 LF | 36-INCH 608.0336 LF | 48-INCH 608.0348 LF | 12-INCH 522.1012 EACH | FOR PIPE 520.8000 EACH | CULVERT END 633.5200 EACH |
| | | | SHEET 1 SUBTOTAL | | 1064 | 171 | 152 | 16 | 64 | 8 | 0 | 27 | 0 |
| 80.0 | 80.0 | -- | 782.67 | -- | -- | 8 | -- | -- | -- | -- | -- | 1 | -- |
| 80.1 | 80.0 | 783.41 | 782.94 | 1.00% | 47 | -- | -- | -- | -- | -- | -- | -- | -- |
| 80.2 | 80.0 | 783.22 | 782.86 | 0.75% | 48 | -- | -- | -- | -- | -- | -- | -- | -- |
| 80.3 | 80.0 | 783.82 | 783.42 | 1.00% | 40 | -- | -- | -- | -- | -- | -- | -- | -- |
| 80.4 | 80.1 | 783.98 | 783.58 | 0.75% | 54 | -- | -- | -- | -- | -- | -- | -- | -- |
| 83.0 | 83.0 | 780.33 | -- | -- | -- | 8 | -- | -- | -- | -- | -- | 1 | -- |
| 83.0 | 83.0 | -- | 780.23 | -- | -- | -- | 8 | -- | -- | -- | -- | 1 | -- |
| 83.1 | 83.0 | 782.67 | 782.06 | 1.00% | 61 | -- | -- | -- | -- | -- | -- | -- | -- |
| 83.2 | 83.0 | 783.11 | 782.55 | 1.00% | 53 | -- | -- | -- | -- | -- | -- | -- | -- |
| 83.3 | 83.0 | 782.85 | 782.31 | 1.35% | 40 | -- | -- | -- | -- | -- | -- | -- | -- |
| 85.0 | 85.0 | 778.35 | 778.25 | -- | -- | -- | 16 | -- | -- | -- | -- | 2 | -- |
| 85.1 | 85.0 | 781.85 | 780.95 | 1.00% | -- | 90 | -- | -- | -- | -- | -- | -- | -- |
| 85.2 | 85.1 | 782.53 | 782.10 | 1.00% | 43 | -- | -- | -- | -- | -- | -- | -- | -- |
| 85.3 | 85.0 | 781.33 | 780.84 | 1.00% | 49 | -- | -- | -- | -- | -- | -- | -- | -- |
| 85.4 | 85.3 | 782.19 | 781.41 | 1.00% | 78 | -- | -- | -- | -- | -- | -- | -- | -- |
| 85.5 | 85.0 | 781.78 | 781.44 | 1.00% | 34 | -- | -- | -- | -- | -- | -- | -- | -- |
| 86.0 | 86.0 | 777.51 | -- | -- | -- | -- | 8 | -- | -- | -- | -- | 1 | -- |
| 86.0 | 86.0 | -- | 777.41 | -- | -- | -- | -- | -- | 8 | -- | -- | 1 | -- |
| 87.0 | 87.0 | -- | -- | -- | -- | -- | -- | -- | 12 | -- | -- | 2 | -- |
| 90.1 | 90.0 | 783.23 | 782.91 | 2.00% | 12 | -- | -- | -- | -- | -- | 1 | -- | 1 |
| 90.2 | 90.1 | 783.82 | 783.47 | 1.00% | 35 | -- | -- | -- | -- | -- | -- | -- | -- |
| 92.1 | 92.0 | 781.77 | 778.76 | 6.20% | 49 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 94.0 | 94.0 | 776.81 | 776.71 | -- | -- | -- | -- | -- | 16 | -- | -- | 2 | -- |
| 94.1 | 94.1 | 779.97 | 779.69 | 1.00% | 28 | -- | -- | -- | -- | -- | -- | 1 | -- |
| 95.0 | 95.0 | 777.27 | 777.17 | -- | -- | -- | 8 | -- | 12 | -- | -- | 2 | -- |
| 95.1 | 95.0 | 778.09 | 777.44 | 1.00% | 65 | -- | -- | -- | -- | -- | -- | -- | -- |
| 95.2 | 95.1 | 778.93 | 778.55 | 1.00% | 38 | -- | -- | -- | -- | -- | -- | -- | -- |
| 95.3 | 95.0 | 779.28 | 778.95 | 1.00% | 33 | -- | -- | -- | -- | -- | -- | -- | -- |
| 98.0 | 98.0 | 778.60 | 778.50 | -- | -- | -- | 16 | -- | -- | -- | -- | 2 | -- |
| 98.1 | 98.0 | 780.42 | 780.16 | 1.00% | 26 | -- | -- | -- | -- | -- | -- | -- | -- |
| 98.2 | 98.1 | 780.42 | 780.25 | 1.00% | 17 | -- | -- | -- | -- | -- | -- | -- | -- |
| 101.0 | 101.0 | 780.10 | 780.00 | -- | -- | -- | 16 | -- | -- | -- | -- | 2 | -- |
| 101.1 | 101.0 | 781.50 | 781.20 | 1.00% | 30 | -- | -- | -- | -- | -- | -- | -- | -- |
| 101.2 | 101.1 | 781.85 | 781.60 | 1.00% | 25 | -- | -- | -- | -- | -- | -- | -- | -- |
| 101.3 | 101.0 | 781.50 | 781.33 | 1.00% | 17 | -- | -- | -- | -- | -- | -- | -- | -- |
| 101.4 | 101.3 | 782.21 | 781.50 | 0.95% | 75 | -- | -- | -- | -- | -- | -- | -- | -- |
| 105.0 | 105.0 | 781.45 | 781.35 | -- | -- | -- | 8 | -- | -- | -- | -- | 1 | -- |
| 105.1 | 105.0 | 784.95 | 784.69 | 1.00% | 36 | -- | -- | -- | -- | -- | -- | -- | -- |
| 105.2 | 105.1 | 785.51 | 785.26 | 1.00% | 25 | -- | -- | -- | -- | -- | -- | -- | -- |
| 105.3 | 105.0 | 786.89 | 786.37 | 1.00% | 52 | -- | -- | -- | -- | -- | -- | -- | -- |
| 108.0 | 105.0 | 796.00 | 781.94 | 4.50% | -- | -- | 312 | -- | -- | -- | -- | -- | -- |
| 108.0 | 108.0 | 796.10 | 796.00 | 1.00% | -- | -- | 8 | -- | -- | -- | -- | 1 | -- |
| 108.1 | 108.0 | 798.37 | 798.07 | 1.00% | 30 | -- | -- | -- | -- | -- | -- | -- | -- |
| 108.2 | 108.1 | 798.93 | 798.78 | 1.00% | 15 | -- | -- | -- | -- | -- | -- | -- | -- |
| 108.3 | 108.0 | 799.27 | 799.11 | 1.00% | 16 | -- | -- | -- | -- | -- | -- | -- | -- |
| 109.0 | 108.0 | 803.67 | 798.26 | 4.00% | -- | 135 | -- | -- | -- | -- | -- | -- | -- |
| 111.0 | 109.0 | 806.61 | 803.86 | 1.50% | -- | 184 | -- | -- | -- | -- | -- | -- | -- |
| 111.1 | 111.0 | 807.27 | 806.82 | 1.00% | 45 | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | SHEET 2 SUBTOTAL | | 2280 | 596 | 552 | 16 | 112 | 8 | 1 | 48 | 1 |

## PIPE SCHEDULE

| CATEGORY 0010 | | | | | STORM SEWER PIPE REINFORCED CONCRETE CLASS III | | | | | | REINFORCED CONC. APRON ENDWALL | CONCRETE COLLARS | MARKER POST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 12-INCH | 18-INCH | 24-INCH | 30-INCH | 36-INCH | 48-INCH | 12-INCH | FOR PIPE | CULVERT END |
| | | INLET | DISCHARGE | SLOPE | 608.0312 | 608.0318 | 608.0324 | 608.0330 | 608.0336 | 608.0348 | 522.1012 | 520.8000 | 633.5200 |
| FROM | TO | ELEVATION | ELEVATION | (%) | LF | LF | LF | LF | LF | LF | EACH | EACH | EACH |
| | | | | | 2280 | 596 | 552 | 16 | 112 | 8 | 1 | 48 | 1 |
| 111.2 | 111.1 | 807.72 | 807.38 | 1.00% | 34 | -- | -- | -- | -- | -- | -- | -- | -- |
| 113.0 | 111.0 | 808.67 | 807.08 | 1.00% | 159 | -- | -- | -- | -- | -- | -- | -- | -- |
| 117.0 | 117.0 | 805.19 | 805.09 | -- | -- | -- | 16 | -- | -- | -- | -- | 2 | -- |
| 117.1 | 117.0 | 805.80 | 805.71 | 1.00% | 9 | -- | -- | -- | -- | -- | -- | -- | -- |
| 117.2 | 117.1 | 807.76 | 807.31 | 1.00% | 45 | -- | -- | -- | -- | -- | -- | -- | -- |
| 117.3 | 117.1 | 807.20 | 806.04 | 1.00% | 116 | -- | -- | -- | -- | -- | -- | -- | -- |
| 117.4 | 117.3 | 807.91 | 807.46 | 1.00% | 45 | -- | -- | -- | -- | -- | -- | -- | -- |
| 500.0 | 105.0 | 781.82 | 781.53 | 0.50% | -- | -- | 58 | -- | -- | -- | -- | -- | -- |
| 501.0 | 500.0 | 782.14 | 781.82 | 0.74% | -- | -- | 43 | -- | -- | -- | -- | -- | -- |
| 501.0 | 501.0 | 782.24 | 782.14 | -- | -- | -- | 8 | -- | -- | -- | -- | 1 | -- |
| 501.1 | 501.0 | 784.14 | 783.76 | 1.00% | 38 | -- | -- | -- | -- | -- | -- | -- | -- |
| 501.2 | 501.0 | 783.89 | 783.75 | 1.00% | 14 | -- | -- | -- | -- | -- | -- | -- | -- |
| 501.3 | 501.2 | 784.72 | 784.53 | 1.00% | 19 | -- | -- | -- | -- | -- | -- | -- | -- |
| 502.0 | 502.0 | 782.77 | 782.67 | -- | -- | -- | 8 | -- | -- | -- | -- | 1 | -- |
| 502.1 | 502.0 | 784.03 | 783.76 | 1.00% | 27 | -- | -- | -- | -- | -- | -- | -- | -- |
| 502.3 | 502.1 | 784.45 | 784.24 | 1.00% | 21 | -- | -- | -- | -- | -- | -- | -- | -- |
| 502.2 | 502.0 | 785.04 | 784.91 | 1.00% | 13 | -- | -- | -- | -- | -- | -- | -- | -- |
| STH 121 STAGE 1B | | | | | | | | | | | | 3 | |
| | | PROJECT 7132-08-72 TOTALS | | | 2820 | 596 | 685 | 16 | 112 | 8 | 1 | 55 | 1 |

## STORMSEWER

| CATEGORY 0010 | | 611.8110 | 611.8120.S | 611.0430 | SPV.0090.05 CULVERT PIPE TEMPORARY 12-INCH SPECIAL |
|---|---|---|---|---|---|
| | | ADJUSTING MANHOLE COVERS | COVER PLATES TEMPORARY | RECONSTRUCTING INLETS | |
| PROJECT | LOCATION | EACH | EACH | EACH | LF |
| 7132-08-72 | STH 93 | 10 | 102 | 1 | 40 |
| PROJECT 7132-08-72 TOTALS | | 10 | 102 | 1 | 40 |

## STRUCTURE SCHEDULE

CATEGORY 0010

| STRUCT. NO. | STATION | ② LOCATION | OFFSET TO CENTER OF STRUCTURE | ①CASTING ELEVATION | ③TOP OF STRUCTURE ELEVATION | BOTTOM OF STRUCTURE ELEVATION | STRUCTURE DEPTH | 611.2004 MANHOLES 4-FT DIAM. EACH | 611.2005 MANHOLES 5-FT DIAM. EACH | 611.2006 MANHOLES 6-FT DIAM. EACH | 611.2007 MANHOLES 7-FT DIAM. EACH | 611.3003 INLETS 3-FT DIAM. EACH | 611.3004 INLETS 4-FT DIAM. EACH | 611.3230 INLETS 2X3-FT EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0624 INLET COVERS TYPE H EACH | 611.0639 INLET COVERS TYPE H-S EACH | 611.0633 INLET COVERS HM-GJ-S EACH | *650.4000 CONSTRUCT. STAKING STORM SEWER EACH | SPV.0060.01 STORM SEWER EXPLOR. EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52.0 | 52+06.8 | STH 93 | 14.7' LT | 787.54 | 786.29 | 776.79* | 9.50④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 52.1 | 52+75.0 | STH 93 | 24.5' LT | 787.00 | 786.17 | 783.17 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 57.0 | 57+34.0 | STH 93 | 14.8' LT | 786.34 | 785.09 | 779.59* | 5.50④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 57.1 | 57+39.0 | STH 93 | 24.5' LT | 786.25 | 785.42 | 782.17 | 3.25 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 57.3 | 57+00.0 | STH 93 | 17.5' RT | 785.39 | 784.56 | 782.06 | 2.50 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 58.0 | 58+59.0 | STH 93 | 14.3' LT | 785.35 | 784.10 | 780.10* | 4.00④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 58.1 | 58+59.0 | STH 93 | 24.5' LT | 784.98 | 784.15 | 781.15 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 58.3 | 58+63.0 | STH 93 | 17.5' RT | 785.12 | 784.29 | 781.29 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 59.0 | 59+47.0 | STH 93 | 14.8' LT | 785.88 | 784.63 | 780.88* | 3.75④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 59.1 | 59+47.0 | STH 93 | 24.5' LT | 785.52 | 784.69 | 781.69 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 60.0 | 60+60.0 | STH 93 | 14.7' LT | 786.95 | 785.70 | 781.70* | 4.00④ | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 60.1 | 60+60.0 | STH 93 | 24.5' LT | 786.55 | 785.72 | 782.72 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 60.2 | 60+93.0 | STH 93 | 32.6' RT | 786.60 | 785.77 | 782.27 | 3.50 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 60.3 | 61+28.3 | STH 93 | 19.5' LT | 787.27 | 786.44 | 783.44 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 60.4 | 61+50.0 | STH 93 | 28.5' RT | 787.20 | 786.37 | 783.37 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 68.0 | 68+54.3 | STH 93 | 10.8' LT | 786.45 | 785.20 | 779.20* | 6.00④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 68.1 | 67+68.9 | STH 93 | 33.7' RT | 785.90 | 785.07 | 781.57 | 3.50 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 68.3 | 69+47.0 | STH 93 | 22.8' LT | 785.40 | 784.57 | 782.07 | 2.50 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 68.4 | 68+30.5 | STH 93 | 33.0' LT | 785.85 | 785.02 | 782.02 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 68.5 | 67+95.5 | STH 93 | 61.4' RT | 785.75 | 784.92 | 782.42 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 70.0 | 70+42.0 | STH 93 | 14.0' LT | 785.70 | 784.45 | 773.95* | 10.50④ | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 70.2 | 70+75.0 | STH 93 | 17.5' RT | 785.36 | 784.53 | 781.53 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 70.3 | 71+23.0 | STH 93 | 23.5' LT | 785.09 | 784.26 | 781.26 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 73.0 | 73+18.5 | STH 93 | 23.3' LT | 785.17 | 783.92 | 776.42* | 7.50④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 73.1 | 72+50.0 | STH 93 | 18.5' RT | 785.01 | 783.98 | 780.98 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 73.2 | 73+23.2 | STH 93 | 51.4' LT | 784.70 | 783.67 | 780.67 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 74.0 | 74+20.2 | STH 93 | 12.5' RT | 785.83 | 784.58 | 778.08* | 6.50④ | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 74.1 | 74+15.3 | STH 93 | 33.7' LT | 785.15 | 784.32 | 781.32 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 74.2 | 74+50.0 | STH 93 | 31.1' LT | 785.40 | 784.57 | 781.57 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 74.3 | 74+43.2 | STH 93 | 27.0' RT | 785.03 | 784.20 | 781.20 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 77.0 | 76+93.5 | STH 93 | 19.4' RT | 788.13 | 786.88 | 781.63* | 5.25④ | 1 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 77.1 | 77+03.8 | STH 93 | 30.1' LT | 787.70 | 786.87 | 783.87 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 77.2 | 77+50.7 | STH 93 | 47.9' LT | 787.80 | 786.97 | 784.47 | 2.50 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 80.0 | 80+35.4 | STH 93 | 3.2' LT | 787.67 | 786.42 | 782.42* | 4.00④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 80.1 | 80+00.0 | STH 93 | 26.0' RT | 786.99 | 786.16 | 783.16 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | 1 | -- |
| 80.2 | 80+67.0 | STH 93 | 40.7' LT | 786.80 | 785.97 | 782.97 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 80.3 | 80+17.4 | STH 93 | 38.9' LT | 786.90 | 786.07 | 783.57 | 2.50 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 80.4 | 79+50.0 | STH 93 | 25.5' RT | 787.06 | 786.23 | 783.73 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 83.0 | 83+27.7 | STH 93 | 14.4' RT | 786.98 | 785.73 | 779.73* | 6.00④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 83.1 | 82+72.9 | STH 93 | 32.2' RT | 786.25 | 785.42 | 782.42 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 83.2 | 82+93.2 | STH 93 | 26.9' LT | 786.69 | 785.86 | 782.86 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 83.3 | 83+58.5 | STH 93 | 37.1' RT | 786.60 | 785.60 | 782.60 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 85.0 | 85+39.8 | STH 93 | 18.7' LT | 785.88 | 784.63 | 777.88* | 6.75④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 85.1 | K10+60 | ADAMS | 21.0' LT | 785.75 | 784.92 | 781.67 | 3.25 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | 1 | -- |
| 85.2 | K10+70 | ADAMS | 21.0' RT | 785.65 | 784.82 | 782.32 | 2.50 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | 1 | -- |
| 85.3 | 85+19.0 | STH 93 | 25.5' RT | 785.42 | 784.59 | 781.09 | 3.50 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 85.4 | 85+94.0 | STH 93 | 23.5' RT | 785.27 | 784.44 | 781.94 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 85.5 | 85+75.0 | STH 93 | 22.5' LT | 785.36 | 784.53 | 781.53 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 86.0 | 86+78.5 | STH 93 | 10.6' LT | 786.83 | 785.58 | 777.08* | 8.50④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 87.0 | 87+28.0 | STH 93 | 40.0' RT | | | | | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| | | | | | | | SHEET 1 SUBTOTAL | 1 | 10 | 2 | 1 | 24 | 1 | 10 | 14 | 19 | 13 | 3 | 49 | 15 |

① CASTING ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE STRUCTURE FOR MANHOLES.
② STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
③ TOP OF STRUCTURE = CASTING ELEVATION - CASTING HEIGHT - 6" ADJUSTMENT (SEE CONSTRUCTION DETAIL)
④ APPROXIMATE STRUCTURE DEPTH & ELEVATION, CONFIRM DEPTH USING STORM SEWER EXPLORATION

## STRUCTURE SCHEDULE

CATEGORY 0010

| STRUCT. NO. | STATION | ② LOCATION | OFFSET TO CENTER OF STRUCTURE | ①CASTING ELEVATION | ③TOP OF STRUCTURE ELEVATION | BOTTOM OF STRUCTURE ELEVATION | STRUCTURE DEPTH | 611.2004 MANHOLES 4-FT DIAM. EACH | 611.2005 MANHOLES 5-FT DIAM. EACH | 611.2006 MANHOLES 6-FT DIAM. EACH | 611.2007 MANHOLES 7-FT DIAM. EACH | 611.3003 INLETS 3-FT DIAM. EACH | 611.3004 INLETS 4-FT DIAM. EACH | 611.3230 INLETS 2X3-FT EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0624 INLET COVERS TYPE H EACH | 611.0639 INLET COVERS TYPE H-S EACH | 611.0633 INLET COVERS HM-GJ-S EACH | *650.4000 CONSTRUCT. STAKING STORM SEWER EACH | SPV.0060.01 STORM SEWER EXPLOR. EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PAGE 1 SUBTOTAL | | 1 | 10 | 2 | 1 | 24 | 1 | 10 | 14 | 19 | 13 | 3 | 49 | 15 |
| 90.0 | 90+75.0 | STH 93 | 35.5' LT | -- | -- | 782.91 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 90.1 | 90+75.0 | STH 93 | 17.5' LT | 787.31 | 786.48 | 782.98 | 3.50 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 90.2 | 90+75.0 | STH 93 | 17.5' RT | 787.40 | 786.57 | 783.57 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 92.1 | 92+18.5 | STH 93 | 23.5' LT | 785.35 | 784.52 | 781.52 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 94.0 | 94+43.4 | STH 93 | 7.8' RT | 783.88 | 782.63 | 776.38 | 6.25④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 94.1 | 94+48.9 | STH 93 | 37.0' RT | 783.55 | 782.72 | 779.72 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 95.0 | 95+46.7 | STH 93 | 6.8' RT | 783.34 | 782.09 | 776.84 | 5.25④ | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 95.1 | 94+89.0 | STH 93 | 23.5' LT | 782.67 | 781.84 | 777.84 | 4.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 95.2 | 94+50.0 | STH 93 | 23.5' LT | 782.51 | 781.68 | 778.68 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 95.3 | 95+75.0 | STH 93 | 23.5' RT | 782.86 | 782.03 | 779.03 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 98.0 | 98+70.5 | STH 93 | 6.4' RT | 784.49 | 783.24 | 778.24 | 5.00④ | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 98.1 | 98+75.0 | STH 93 | 23.5' LT | 784.00 | 783.17 | 780.17 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 98.2 | 98+75.0 | STH 93 | 23.5' RT | 784.00 | 783.17 | 780.17 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 101.0 | 101+45.0 | STH 93 | 6.2' RT | 785.57 | 784.32 | 779.82 | 4.50④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 101.1 | 101+50.0 | STH 93 | 23.5' LT | 785.08 | 784.25 | 781.25 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 101.2 | 101+75.0 | STH 93 | 23.5' LT | 785.18 | 784.35 | 781.60 | 2.75 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 101.3 | 101+50.0 | STH 93 | 23.5' RT | 785.08 | 784.25 | 781.25 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 101.4 | 102+25.0 | STH 93 | 29.2' RT | 785.29 | 784.46 | 781.96 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 105.0 | 105+10.0 | STH 93 | 17.8' RT | 789.39 | 788.14 | 780.89 | 7.25④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 105.1 | 105+11.0 | STH 93 | 17.5' LT | 788.78 | 787.95 | 784.95 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 105.2 | 104+86.0 | STH 93 | 17.5' LT | 788.09 | 787.26 | 785.26 | 2.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 105.3 | 105+58.8 | STH 93 | 36.0' RT | 790.47 | 789.64 | 786.64 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 108.0 | 108+22.4 | STH 93 | 6.4' RT | 802.71 | 801.46 | 795.46 | 6.00④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 108.1 | 108+23.5 | STH 93 | 23.1' LT | 801.95 | 801.12 | 798.12 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 108.2 | 108+38.5 | STH 93 | 23.5' LT | 802.51 | 801.68 | 798.68 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 108.3 | 108+23.6 | STH 93 | 23.2' RT | 802.85 | 802.02 | 799.02 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 109.0 | 109+57.0 | STH 93 | 21.5' RT | 807.25 | 806.42 | 803.42 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 111.0 | 111+41.5 | STH 93 | 21.5' RT | 811.19 | 810.36 | 807.36 | 3.00 | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | -- | 1 | -- |
| 111.1 | 111+41.5 | STH 93 | 23.5' LT | 810.35 | 809.52 | 807.02 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 111.2 | 111+75.0 | STH 93 | 23.5' LT | 810.80 | 809.97 | 807.47 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 113.0 | 113+00.0 | STH 93 | 21.5' RT | 811.75 | 810.92 | 808.42 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 117.0 | 117+23.2 | STH 93 | 30.2' RT | 812.47 | 811.22 | 804.72 | 6.50④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 117.1 | 117+23.0 | STH 93 | 21.5' RT | 811.38 | 810.55 | 805.55 | 5.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 117.2 | 117+23.0 | STH 93 | 23.5' LT | 811.34 | 810.51 | 807.51 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 117.3 | 116+07.5 | STH 93 | 21.5' RT | 811.03 | 810.20 | 806.95 | 3.25 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 117.4 | 116+07.5 | STH 93 | 23.5' LT | 810.99 | 810.16 | 807.66 | 2.50 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 | -- |
| 500.0 | P50+75.0 | STH 121 | 20.80'LT | 787.90 | 786.90 | 781.40 | 5.50 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | -- |
| 501.0 | P51+18.2 | STH 121 | 20.2' LT | 787.91 | 786.66 | 781.66 | 5.00④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 501.1 | P51+16.0 | STH 121 | 17.5' RT | 787.72 | 786.89 | 783.89 | 3.00 | -- | -- | -- | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 | -- |
| 501.2 | P51+27.0 | STH 121 | 32.0' LT | 787.47 | 786.64 | 783.64 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 | -- |
| 502.0 | P52+67.6 | STH 121 | 7.0' RT | 788.92 | 787.67 | 782.42 | 5.25④ | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| 502.1 | P52+79.5 | STH 121 | 17.5' LT | 788.61 | 787.78 | 783.78 | 4.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| 502.2 | P52+75.0 | STH 121 | 17.5' RT | 788.62 | 787.79 | 784.79 | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | -- |
| | | | | | | SHEET 2 TOTAL | | 1 | 17 | 4 | 1 | 33 | 3 | 32 | 23 | 43 | 21 | 3 | 91 | 24 |
| | | | | | | *QUANTITIES LISTED ELSEWHERE | | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8 | -- |
| | | | | | | PROJECT 7132-08-72 TOTALS | | 1 | 17 | 4 | 1 | 33 | 3 | 32 | 23 | 43 | 21 | 3 | 99 | 24 |

① CASTING ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE STRUCTURE FOR MANHOLES.
② STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
③ TOP OF STRUCTURE = CASTING ELEVATION - CASTING HEIGHT - 6" ADJUSTMENT (SEE CONSTRUCTION DETAIL)
④ APPROXIMATE STRUCTURE DEPTH & ELEVATION, CONFIRM DEPTH USING STORM SEWER EXPLORATION

## STRUCTURE SCHEDULE

CATEGORY 0010

| STRUCTURE NO. | STATION | LOCATION | ②OFFSET TO CENTER OF STRUCTURE | ①CASTING ELEVATION | ③TOP OF STRUCTURE ELEVATION | BOTTOM OF STRUCTURE ELEVATION | STRUCTURE DEPTH | 611.3901 INLET MEDIAN 1 GRATE EACH | 611.3902 INLET MEDIAN 2 GRATE EACH | 611.0645 INLET COVERS TYPE MS-A EACH | 611.0666 INLET COVERS TYPE Z EACH | *612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | SPV.0060.005 SIDEWALK INLET EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52.2 | 51+25.0 | STH 93 | 34.0' LT | 785.00 | 785.00 | 781.50 | 3.50 | -- | 1 | 2 | -- | -- | 1 | -- |
| 57.2 | 57+40.0 | STH 93 | 42.2' LT | 785.50 | 785.50 | 782.50 | 3.00 | 1 | -- | 1 | -- | -- | 1 | -- |
| 58.2 | 58+53.0 | STH 93 | 38.2' LT | 785.25 | 785.25 | 782.25 | 3.00 | 1 | -- | 1 | -- | -- | 1 | -- |
| 59.2 | 59+50.0 | STH 93 | 39.7' LT | 785.30 | 785.30 | 782.30 | 3.00 | 1 | -- | 1 | -- | -- | 1 | -- |
| 68.2 | 67+61.0 | STH 93 | 52.0' RT | 784.80 | 784.80 | 782.30 | 2.50 | 1 | -- | 1 | -- | -- | 1 | -- |
| 111.3 | 111+48.5 | STH 93 | 51.0' RT | 817.20 | -- | -- | -- | -- | -- | -- | -- | 45 | 1 | 1 |
| 500.0 | P50+75.0 | STH 121 | 20.80'LT | 787.90 | 786.90 | 781.40 | 5.50 | -- | -- | -- | 1 | -- | -- | -- |
| 501.3 | P51+37.0 | STH 121 | 46.5' LT | 787.60 | 787.60 | 784.60 | 3.00 | 1 | -- | 1 | -- | -- | 1 | -- |
| 502.3 | P52+86.0 | STH 121 | 37.0' LT | 786.20 | 786.20 | 784.20 | 2.00 | 1 | -- | 1 | -- | -- | 1 | -- |
| | | | | | | CATEGORY 0010 TOTAL | | 6 | 1 | 8 | 1 | 45 | 8 | 1 |
| | | | | | | *QUANTITIES LISTED ELSEWHERE | | -- | -- | -- | -- | 85 | 91 | -- |
| | | | | | | PROJECT 7132-08-72 TOTALS | | 6 | 1 | 8 | 1 | 130 | 99 | 1 |

① CASTING ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE STRUCTURE FOR MANHOLES.
② STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
③ TOP OF STRUCTURE = CASTING ELEVATION - CASTING HEIGHT - 6" ADJUSTMENT (SEE CONSTRUCTION DETAIL)

## RESTORATION ITEMS

| CATEGORY 0010 | | | | 625.0100 TOPSOIL | 625.0500 SALVAGED TOPSOIL | 627.0200 MULCHING | 628.1504 SILT FENCE | 628.1520 SILT FENCE MAINTENANCE | 628.2008 EROSION MAT URBAN CLASS I TYPE B | 628.7005 INLET PROTECTION TYPE A | 628.7010 INLET PROTECTION TYPE B | 628.7015 INLET PROTECTION TYPE C | 628.7020 INLET PROTECTION TYPE D | 629.0210 FERTILIZER TYPE B | 630.0130 SEEDING MIXTURE NO. 30 | 630.0140 SEEDING MIXTURE NO. 40 | 630.0200 SEEDING TEMPORARY | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA | - | STA | LOCATION | SY | SY | SY | LF | LF | SY | EACH | EACH | EACH | EACH | CWT | LB | LB | LB | REMARKS |
| 59+00 | - | 61+00 | STH 93 | 35 | 430 | 465 | 100 | 50 | -- | 4 | 1 | 3 | -- | 0.3 | 1 | 8 | 13 | |
| 61+00 | - | 68+00 | STH 93 | 420 | 670 | 775 | 160 | 80 | 315 | 3 | -- | 4 | 2 | 0.7 | 8 | 12 | 29 | |
| 68+00 | - | 74+25 | STH 93 | 775 | 875 | 995 | 480 | 240 | 655 | 7 | -- | 5 | 2 | 1.0 | 8 | 21 | 45 | |
| 74+25 | - | 77+25 | STH 93 | 325 | 130 | 455 | -- | -- | -- | 3 | -- | 1 | 2 | 0.3 | 6 | 2 | 12 | |
| 77+25 | - | 85+50 | STH 93 | 605 | -- | 605 | -- | -- | -- | 11 | -- | 6 | 6 | 0.4 | -- | 11 | 16 | |
| 85+50 | - | 87+47 | STH 93 | 55 | 235 | -- | 200 | 100 | 290 | 2 | -- | 2 | -- | 0.2 | 1 | 4 | 8 | |
| 89+37 | - | 94+25 | STH 93 | 390 | 85 | 150 | 510 | 255 | 325 | 3 | -- | 2 | 1 | 0.3 | 7 | 2 | 13 | |
| 94+25 | - | 104+25 | STH 93 | 515 | 705 | 1185 | -- | -- | 35 | 10 | -- | 8 | 2 | 0.8 | 9 | 13 | 33 | |
| 104+25 | - | 110+00 | STH 93 | 270 | 1055 | 1020 | 280 | 140 | 305 | 8 | -- | 8 | -- | 0.8 | 5 | 19 | 36 | |
| 110+00 | - | 120+50 | STH 93 | 850 | 1530 | 1775 | 590 | 295 | 605 | 7 | -- | 5 | 2 | 1.5 | 15 | 28 | 64 | |
| P51+00 | - | P53+95 | STH 121 | -- | 250 | 250 | 230 | 115 | -- | 6 | 2 | 2 | 2 | 0.2 | -- | 5 | 7 | |
| P51+00 | - | P53+95 | STH 121 | 200 | 125 | 125 | 100 | 50 | -- | 2 | 1 | 1 | 1 | 0.1 | -- | 2 | 3 | STAGE 1 |
| P51+00 | - | P53+95 | STH 121 | -- | 100 | 100 | 100 | 50 | -- | 2 | 1 | 1 | 1 | 0.1 | -- | 2 | 3 | STAGE 2 |
| F10+45 | - | F12+00 | WASHINGTON ST | 315 | 65 | 380 | -- | -- | -- | -- | -- | -- | -- | 0.2 | 6 | 1 | 10 | |
| | | | WASTE SITE | -- | -- | 2500 | 1000 | 500 | -- | -- | -- | -- | -- | 1.6 | 45 | -- | 68 | |
| | | | UNDISTRIBUTED | 255 | 445 | 730 | 500 | 250 | 270 | 7 | 5 | 4 | 3 | 0.6 | 19 | 11 | 41 | |
| PROJECT 7132-08-72 TOTALS | | | | 5010 | 6700 | 11510 | 4250 | 2125 | 2800 | 75 | 10 | 52 | 24 | 9.0 | 130 | 140 | 400 | |

## RIPRAP MEDIUM

| CATEGORY 0010 | | | | 606.0200 RIPRAP MEDIUM | 645.0120 GEOTEXTILE FABRIC TYPE HR | |
|---|---|---|---|---|---|---|
| STA | - STA | O/S | LOCATION | CY | SY | REMARKS |
| 87+30 | - 87+52 | LT | STH 93 | 25 | 50 | |
| 89+33 | - 92+60 | LT | STH 93 | 405 | 810 | |
| PROJECT TOTALS | | | | 430 | 860 | |

## EROSION CONTROL MOBILIZATIONS

| CATEGORY 0010 | | 628.1905 MOBILIZATIONS EROSION CONTROL | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL |
|---|---|---|---|
| PROJECT | LOCATION | EACH | EACH |
| 7132-08-72 | STH 93 | 8 | 4 |
| PROJECT 7132-08-72 TOTALS | | 8 | 4 |

## MISC. EROSION CONTROL ITEMS

| CATEGORY 0010 | | 628.1104 EROSION BALES | 628.7504 TEMPORARY DITCH CHECKS | 628.7560 TRACKING PADS | 628.7570 ROCK BAGS | 628.6510 SOIL STABILIZER TYPE B |
|---|---|---|---|---|---|---|
| STAGE | LOCATION | EACH | EACH | EACH | EACH | ACRE |
| 1 | STH 93 | 10 | 50 | 2 | 25 | 0.5 |
| 2 | STH 93 | 10 | 50 | 6 | 25 | 0.5 |
| PROJECT 7132-08-72 TOTALS | | 20 | 100 | 8 | 50 | 1 |

## PLANT DATA CHART

| CATEGORY 0010 | | | | | | | | | | | | | | | 632.0201 SHRUBS COMMON LILAC CG, 18" HEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | OFFSET | COMMON NAME | SCIENTIFIC NAME | AVERAGE MATURE HEIGHT | SIZE WHEN PLANTED | ROOT ZONE MODE | MINIMUM BALL OR POT SIZE DIAMETER | MINIMUM BALL OR POT SIZE DEPTH | MINIMUM HOLE SIZE DIAMETER | MINIMUM HOLE SIZE DEPTH | BRACE OR GUY | FERTILIZER UNITS REQUIRED | RODENT PROTECTION REQUIRED | MULCH RING DIAMETER | EACH |
| 111+00 STH 93 | 37.5' LEFT | LILAC, COMMON | Syringa vulgaris | 15' | 18" HT | CG | 9" | 6" | 33" | 6" | N/A | 2 | NO | 45" | 1 |
| | | | | | | | | | | | | PROJECT 7132-08-72 TOTALS | | | 1 |

KEY:
CG - CONTAINER GROWN
HT - HEIGHT

3

## PERMANENT SIGNING

CATEGORY 0010

| STAGE | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE IN | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 634.0614 WOOD POSTS 4X6-IN 14 FT EACH | 634.0616 WOOD POSTS 4X6-IN 16 FT EACH | 634.0618 WOOD POSTS 4X6-IN 18 FT EACH | 634.0810 TUBULAR STEEL SIGN POSTS 2X2 INCH 10 FT EACH | 634.0811 TUBULAR STEEL SIGN POSTS 2X2 INCH 11 FT EACH | 634.0812 TUBULAR STEEL SIGN POSTS 2X2 INCH 12 FT EACH | 634.0814 TUBULAR STEEL SIGN POSTS 2X2 INCH 14 FT EACH | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STAGE 1 | 10-11 | J3-3 | 2S | 72X57 | -- | 28.50 | -- | -- | 2 | -- | -- | -- | -- | -- | DIRECTIONAL ASSEMBLY |
| | 10-12 | J3-1 | 2S | 24X57 | -- | 9.50 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | DIRECTIONAL ASSEMBLY |
| | 11-01 | S4-5 | 2S | 36x36 | 9.00 | -- | -- | 2 | -- | -- | -- | -- | -- | -- | SCHOOL SPEED LIMIT _ AHEAD [ARROW] |
| | 11-02 | J4-2 | 2S | 48X36 | -- | 12.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | REASSURANCE ASSEMBLY |
| | 11-03 | S1-1 | 2S | 36X36 | 6.75 | -- | -- | -- | 1 | -- | -- | -- | -- | 11-04/05 | SCHOOL ADVANCE |
| | 11-04 | W16-9P | 2S | 24X12 | 2.00 | -- | -- | -- | -- | -- | -- | -- | -- | 11-03/05 | AHEAD PLAQUE (YELLOW) |
| | 11-05 | R2-6P | 2S | 24X18 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 11-03/04 | FINES HIGHER PLAQUE |
| | 11-06 | S4-51 | 2S | 24X48 | 8.00 | -- | -- | 1 | -- | -- | -- | -- | -- | -- | SCHOOL SPEED LIMIT |
| | 11-07 | D1-2 | Custom | 66X30 | -- | 13.75 | -- | -- | -- | -- | 2 | -- | -- | -- | TWO DESTINATION (ARROWS) |
| | 11-08 | J2-2 | 2S | 48X57 | -- | 19.00 | -- | -- | -- | -- | -- | -- | 2 | -- | ROUTE TURN ASSEMBLY |
| | 11-09 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 11-10 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 11-11 | R7-52L | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 11-12 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 11-13 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 11-14 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 11-15 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | -- | 1 | -- | -- | -- | -- | 11-16 | SPEED LIMIT 35 MPH |
| | 12-01 | S1-1 | 2S | 36X36 | 6.75 | -- | -- | 1 | -- | -- | -- | -- | -- | 12-02 | SCHOOL ADVANCE |
| | 12-02 | WF16-7L | 2S | 24x12 | 2.00 | -- | -- | -- | -- | -- | -- | -- | -- | 12-01 | LEFT ARROW |
| | 12M03 | S1-1 | 2S | 36X36 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | 12M04 | SCHOOL ADVANCE |
| | 12M04 | WF16-7L | 2S | 30x18 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12M03 | LEFT ARROW |
| | 12-05 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 12M06 | S1-1 | 2S | 36X36 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | 12M07 | SCHOOL ADVANCE |
| | 12M07 | WF16-7L | 2S | 30x18 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12M06 | LEFT ARROW |
| | 12-08 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 12-09 | S1-1 | 2S | 36X36 | 6.75 | -- | -- | 1 | -- | -- | -- | -- | -- | 12-10 | SCHOOL ADVANCE |
| | 12-10 | WF16-7L | 2S | 24x12 | 2.00 | -- | -- | -- | -- | -- | -- | -- | -- | 12-09 | LEFT ARROW |
| | 12-11 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | -- | 1 | -- | -- | -- | -- | 12-12/13 | SPEED LIMIT 35 MPH |
| | 12-12 | S5-2 | 2S | 24X30 | 5.00 | -- | -- | -- | -- | -- | -- | -- | -- | 12-11/13 | END SCHOOL ZONE |
| | 13-01 | S4-51 | 2S | 24X48 | 8.00 | -- | -- | 1 | -- | -- | -- | -- | -- | -- | SCHOOL SPEED LIMIT |
| | 13-02 | S1-1 | 2S | 36X36 | 6.75 | -- | -- | -- | 1 | -- | -- | -- | -- | 13-03/04 | SCHOOL ADVANCE |
| | 13-03 | W16-9P | 2S | 24X12 | 2.00 | -- | -- | -- | -- | -- | -- | -- | -- | 13-02/04 | AHEAD PLAQUE (YELLOW) |
| | 13-04 | R2-6P | 2S | 24X18 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 13-02/03 | FINES HIGHER PLAQUE |
| | 13-05 | R1-5L | 2S | 18X18 | -- | 2.25 | -- | -- | -- | 1 | -- | -- | -- | -- | YIELD HERE TO PEDESTRIANS [LA] |
| | 13-06 | S4-5 | 2S | 36x36 | 9.00 | -- | -- | 1 | -- | -- | -- | -- | -- | -- | SCHOOL SPEED LIMIT 20MPH AHEAD [ARROW] |
| | 13-07 | R1-5L | 2S | 18X18 | -- | 2.25 | -- | -- | -- | 1 | -- | -- | -- | -- | YIELD HERE TO PEDESTRIANS [LA] |
| | 13-08 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 13-09 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | NO PARKING ANY TIME (DOUBLE ARROW) |
| | | | **STAGE 1 TOTAL** | | **74.00** | **130.25** | **6** | **7** | **6** | **4** | **2** | **2** | **2** | **--** | |

## PERMANENT SIGNING

CATEGORY 0010

| STAGE | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE IN | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 634.0614 WOOD POSTS 4X6-IN 14 FT EACH | 634.0616 WOOD POSTS 4X6-IN 16 FT EACH | 634.0618 WOOD POSTS 4X6-IN 18 FT EACH | 634.0810 TUBULAR STEEL SIGN POSTS 2X2 INCH 10 FT EACH | 634.0811 TUBULAR STEEL SIGN POSTS 2X2 INCH 11 FT EACH | 634.0812 TUBULAR STEEL SIGN POSTS 2X2 INCH 12 FT EACH | 634.0814 TUBULAR STEEL SIGN POSTS 2X2 INCH 14 FT EACH | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STAGE 2A | 07-05 | R7-52L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 07-08 | R7-51L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING HERE TO CORNER (LEFT ARROW) |
| | 07-12 | J12-1 | 2S | 24X45 | -- | 7.50 | -- | -- | -- | -- | -- | 1 | -- | -- | ROUTE TURN WITHOUT CARDINAL |
| | 07-13 | R7-52R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 07-14 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | 07-15 | R7-51R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | 07-16 | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 07-16 | R7-2L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 07-15 | NO PARKING TIME TO TIME (LEFT ARROW) |
| | 07-17 | R9-56 | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO FISHING OR DIVING FROM BRIDGE |
| | 08-01 | R9-56 | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO FISHING OR DIVING FROM BRIDGE |
| | 08-02 | J2-1 | 2S | 24X57 | -- | 9.50 | -- | -- | -- | -- | -- | -- | 1 | -- | ROUTE TURN ASSEMBLY |
| | 08-03 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 08-02 | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 08-04 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | -- | -- | -- | 1 | -- | -- | -- | SPEED LIMIT 25 MPH |
| | 08-05 | J1-1 | 2S | 24X39 | -- | 6.50 | -- | -- | -- | -- | -- | 1 | -- | -- | JUNCTION OR END ASSEMBLY |
| | 08-06 | R1-5L | 2S | 18X18 | -- | 2.25 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | YIELD HERE TO PEDESTRIANS [LA] |
| | 08-07 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 08-08 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 08-09 | R2-1 | 2S | 24X30 | -- | 5.00 | 1 | -- | -- | -- | -- | -- | -- | -- | SPEED LIMIT 35 MPH |
| | 08-10 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 08-11 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 08-12 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | NO PARKING ANY TIME (DOUBLE ARROW) |
| | | | **STAGE 2A TOTAL** | | **--** | **82.11** | **5** | **--** | **--** | **6** | **2** | **2** | **1** | **--** | |
| STAGE 2B | 03-01 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 03-02 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 03-03 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 03-04 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 03-05 | R2-1 | 2S | 24X30 | -- | 5.00 | 1 | -- | -- | -- | -- | -- | -- | -- | SPEED LIMIT 25 MPH |
| | 03-06 | R7-52L | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 03-07 | R7-52R | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 03-07 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 04-01 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | 04-02 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 04-03 | R2-1 | 2S | 24X30 | -- | 5.00 | 1 | -- | -- | -- | -- | -- | -- | -- | SPEED LIMIT 25 MPH |
| | 04-04 | R7-51L | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING HERE TO CORNER (LEFT ARROW) |
| | 04-05 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 04-06 | R7-52L | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 04-07 | R7-52R | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 04-08 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 05-01 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 05-02 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 05-03 | R7-2R | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING 2:00AM TO 6:00AM (RIGHT ARROW) |
| | 05-04 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 05-05 | R7-2L | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING TIME TO TIME (LEFT ARROW) |
| | 05-06 | R7-51R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 05-05 | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 05-07 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | SPEED LIMIT 25 MPH |
| | 05-08 | R7-51R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 05-07 | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 05-09 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 05-10 | R7-1D | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 05-11 | R7-52L | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 06-01 | R7-51R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | 06-02 | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 06-02 | R7-2L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 06-01 | NO PARKING TIME TO TIME (LEFT ARROW) |
| | 06-03 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | | | STAGE 2B SHEET TOTAL | | -- | 117.80 | 21 | -- | -- | 1 | 2 | -- | -- | -- | |

## PERMANENT SIGNING

CATEGORY 0010

| STAGE | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE IN | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 634.0614 WOOD POSTS 4X6-IN 14 FT EACH | 634.0616 WOOD POSTS 4X6-IN 16 FT EACH | 634.0618 WOOD POSTS 4X6-IN 18 FT EACH | 634.0810 TUBULAR STEEL SIGN POSTS 2X2 INCH 10 FT EACH | 634.0811 TUBULAR STEEL SIGN POSTS 2X2 INCH 11 FT EACH | 634.0812 TUBULAR STEEL SIGN POSTS 2X2 INCH 12 FT EACH | 634.0814 TUBULAR STEEL SIGN POSTS 2X2 INCH 14 FT EACH | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | STAGE 2B PREVIOUS SHEET TOTAL | | | | -- | 117.80 | 21 | -- | -- | 1 | 2 | -- | -- | | |
| STAGE 2B | 06-04 | R7-52L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 06-05 | R7-51R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 06-06 | R7-52R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | 06-07 | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 06-07 | R7-2L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 06-06 | NO PARKING TIME TO TIME (LEFT ARROW) |
| | 06-08 | R7-51R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | 06-09 | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 06-09 | R7-2L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 06-08 | NO PARKING TIME TO TIME (LEFT ARROW) |
| | 06-10 | J1-1 | 2S | 24X39 | -- | 6.50 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | JUNCTION OR END ASSEMBLY |
| | 06-11 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | 06-12 | R7-52L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 06-13 | R7-51L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING HERE TO CORNER (LEFT ARROW) |
| | 06-14 | R7-52R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | 06-15 | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 06-15 | R7-2L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 06-14 | NO PARKING TIME TO TIME (LEFT ARROW) |
| | 06-16 | R7-52R | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | 06-17 | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 06-17 | R7-2L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | 06-16 | NO PARKING TIME TO TIME (LEFT ARROW) |
| | 06-18 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | -- | -- | -- | 1 | -- | -- | -- | SPEED LIMIT 25 MPH |
| | 07-01 | R7-51L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING HERE TO CORNER (LEFT ARROW) |
| | 07-02 | J3-1 | 2S | 24X57 | -- | 9.50 | -- | -- | -- | -- | -- | 1 | -- | -- | DIRECTIONAL ASSEMBLY |
| | 07-03 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | 07-04 | J2-1 | 2S | 24X57 | -- | 9.50 | -- | -- | -- | -- | -- | 1 | -- | -- | ROUTE TURN ASSEMBLY |
| | 07-06 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 07-07 | J3-1 | 2S | 24X57 | -- | 9.50 | -- | -- | -- | -- | -- | 1 | -- | -- | DIRECTIONAL ASSEMBLY |
| | 07-09 | J3-1 | 2S | 24X57 | -- | 9.50 | -- | -- | -- | -- | -- | 1 | -- | -- | DIRECTIONAL ASSEMBLY |
| | 07-10 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 07-11 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | 09-01 | R1-1 | 2S | 30X30 | -- | 5.18 | 1 | -- | -- | -- | -- | -- | -- | -- | STOP SIGN |
| | 09-02 | R7-51R | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING HERE TO CORNER (RIGHT ARROW) |
| | 09-03 | J1-1 | 2S | 24X39 | -- | 6.50 | -- | 1 | -- | -- | -- | -- | -- | 09-04 | JUNCTION OR END ASSEMBLY |
| | 09-04 | W14-3 | 2S | 48X36 | 6.00 | -- | -- | -- | -- | -- | -- | -- | -- | 09-03 | NO PASSING ZONE |
| | 09-05 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 09-06 | R7-52L | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (LEFT ARROW) |
| | 09-07 | W14-3 | 2S | 48X36 | 6.00 | -- | -- | 1 | -- | -- | -- | -- | -- | -- | NO PASSING ZONE |
| | 10-01 | J2-3 | 2S | 72X57 | -- | 28.50 | -- | -- | 2 | -- | -- | -- | -- | -- | ROUTE TURN ASSEMBLY |
| | 10-02 | D1-3 | Custom | 72X36 | -- | 18.00 | -- | 2 | -- | -- | -- | -- | -- | -- | THREE DESTINATION (ARROWS) |
| | 10-03 | R7-51L | 2S | 18X24 | -- | 3.00 | -- | -- | -- | 1 | -- | -- | -- | -- | NO PARKING HERE TO CORNER (LEFT ARROW) |
| | 10-04 | R2-1 | 2S | 24X30 | -- | 5.00 | -- | -- | -- | -- | -- | -- | -- | LIGHT POLE | SPEED LIMIT 35 MPH |
| | 10-05 | R7-52R | 2S | 18X24 | -- | 3.00 | 1 | -- | -- | -- | -- | -- | -- | -- | NO PARKING BETWEEN SIGNS (RIGHT ARROW) |
| | 10-06 | J4-1 | 2S | 24X36 | -- | 6.00 | -- | 1 | -- | -- | -- | -- | -- | -- | REASSURANCE ASSEMBLY |
| | 10-07 | J3-1 | 2S | 24X57 | -- | 9.50 | -- | -- | -- | -- | -- | 1 | -- | -- | DIRECTIONAL ASSEMBLY |
| | 10-08 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | 10-09 | R1-1 | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | 1 | -- | -- | -- | STOP SIGN |
| | 10-10 | R7-1D | 2S | 18X24 | -- | 3.00 | -- | -- | -- | -- | 1 | -- | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| | 10-11 | J3-3 | 2S | 72X57 | -- | 28.50 | -- | -- | -- | -- | -- | -- | 2 | -- | DIRECTIONAL ASSEMBLY |
| | 14-01 | D1-3 | Custom | 72X36 | -- | 18.00 | -- | -- | -- | -- | 2 | -- | -- | -- | THREE DESTINATION (ARROWS) |
| | 14-02 | J4-1 | 2S | 24X36 | -- | 6.00 | -- | -- | -- | -- | -- | 2 | -- | 14-03 | REASSURANCE ASSEMBLY |
| | 14-03 | D2-1 | Custom | 72X15 | -- | 7.50 | -- | -- | -- | -- | -- | -- | -- | 14-02 | DESTINATION/DISTANCE (ONE DESTINATION) |
| | | | STAGE 2B TOTAL | | 12.00 | 394.88 | 25 | 5 | 2 | 13 | 11 | 7 | 2 | | |
| | | | STAGE 1 TOTAL | | 74.00 | 130.25 | 6 | 7 | 6 | 4 | 2 | 2 | 2 | | |
| | | | STAGE 2A TOTAL | | -- | 82.11 | 5 | -- | -- | 6 | 2 | 2 | 1 | | |
| | | | STAGE 2B TOTAL | | 12.00 | 394.88 | 25 | 5 | 2 | 13 | 11 | 7 | 2 | | |
| | | | PROJECT 7132-08-72 TOTALS | | 86.00 | 607.24 | 36 | 12 | 8 | 23 | 15 | 11 | 5 | | |

## SIGN REMOVALS

CATEGORY 0010

| SIGN # | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.2102 MOVING SIGNS TYPE II EACH | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|
| 2R03 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT [__] MPH |
| 3R01 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 3R02 | W1-6 | 1 | 1 | -- | -- | NIGHT ARROW (SINGLE) |
| 3R03 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 3R04 | R1-1 | 1 | 1 | -- | 3R05 | STOP SIGN |
| 3R05 | W1-6 | 1 | -- | -- | 3R04 | NIGHT ARROW (SINGLE) |
| 3R06 | W1-3R | 1 | 1 | -- | 3R07 | RIGHT REVERSE TURN |
| 3R07 | W13-1 | 1 | -- | -- | 3R06 | ADVISORY SPEED PLATE (YELLOW BACK) |
| 3R08 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 4R02 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 4R03 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 4R04 | W1-1R | 1 | 1 | -- | 4R05 | RIGHT TURN |
| 4R05 | W13-1 | 1 | -- | -- | 4R04 | ADVISORY SPEED PLATE (YELLOW BACK) |
| 4R06 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 5R01 | W1-6 | 1 | 1 | -- | -- | NIGHT ARROW (SINGLE) |
| 5R02 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 5R03 | W1-6 | 1 | 1 | -- | 5R04 | NIGHT ARROW (SINGLE) |
| 5R04 | R2-1 | 1 | -- | -- | 5R03 | SPEED LIMIT [__] MPH |
| 5R05 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 5R06 | D11-6 | 1 | 1 | -- | 5R07 | SNOWMOBILE ROUTE W/SYMBOL |
| 5R07 | R1-1 | 1 | -- | -- | 5R06 | STOP SIGN |
| 5R08 | R2-1 | 1 | -- | -- | ON LP | SPEED LIMIT [__] MPH |
| 6R01 | W1-1L | 1 | 1 | -- | 6R02/3 | LEFT TURN |
| 6R02 | W13-1 | 1 | -- | -- | 6R01/3 | ADVISORY SPEED PLATE (YELLOW BACK) |
| 6R03 | CUSTOM | 1 | -- | -- | 6R01/2 | COMPACT CARS PARKING NEED ## |
| 6R04 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 6R05 | CUSTOM | 1 | 1 | -- | 6R06 | COMPACT CARS PARKING NEED ## |
| 6R06 | R7-51L | 1 | -- | -- | 6R05 | NO PARKING HERE TO CORNER (LEFT ARROW) |
| 6R07 | R2-1 | 1 | -- | -- | -- | SPEED LIMIT [ ] MPH |
| 6R08 | R7-2D | 1 | -- | -- | -- | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R09 | R7-2D | 1 | 1 | -- | 6R10 | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R10 | CUSTOM | 1 | -- | -- | 6R09 | COMPACT CARS PARKING NEED ## |
| 6R11 | CUSTOM | 1 | 1 | -- | -- | COMPACT CARS PARKING NEED ## |
| 6R12 | R7-2D | 1 | 1 | -- | -- | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R13 | R7-2D | 1 | 1 | -- | 6R14 | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R14 | CUSTOM | 1 | -- | -- | 6R13 | COMPACT CARS PARKING NEED ## |
| 6R15 | J1-1 | 2 | -- | -- | -- | JUNCTION OR END ASSEMBLY |
| 6R16 | R7-2D | 1 | -- | -- | -- | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R17 | CUSTOM | 1 | -- | -- | 6R18 | COMPACT CARS PARKING NEED ## |
| 6R18 | R7-2D | 1 | -- | -- | 6R17 | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R19 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 6R20 | R7-2D | 1 | 1 | -- | -- | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R21 | R7-2D | 1 | -- | -- | -- | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 6R22 | CUSTOM | 1 | -- | -- | 6R23 | COMPACT CARS PARKING NEED ## |
| 6R23 | R7-2D | 1 | 1 | -- | 6R22 | NO PARKING TIME TO TIME (DOUBLE ARROW) |
| 7R01 | J13-2 | 4 | 1 | -- | -- | DIRECTIONAL WITHOUT CARDINAL |
| 7R02 | J13-2 | 4 | 1 | -- | | DIRECTIONAL WITHOUT CARDINAL |
| 7R03 | R7-5L | 1 | 1 | -- | 7R04 | [__] HOUR PARKING TIME TO TIME (LEFT ARROW) |
| 7R04 | CUSTOM | 1 | -- | -- | 7R03 | COMPACT CARS PARKING NEED ## |
| 7R05 | R1-1 | 2 | 1 | -- | -- | STOP SIGN |
| 7R06 | J13-2 | 2 | -- | -- | 7R05 | DIRECTIONAL WITH CARDINAL |
| 7R07 | R7-1D | 1 | 1 | -- | -- | NO PARKING ANY TIME (DOUBLE ARROW) |
| 7R08 | R5-1 | 1 | 1 | -- | -- | DO NOT ENTER |
| SUBTOTALS | | 62 | 32 | -- | | |

3

## SIGN REMOVALS

CATEGORY 0010

| SIGN # | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.2102 MOVING SIGNS TYPE II EACH | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|
| PREV. SUBTOTAL | | 62 | 32 | -- | | PREVIOUS SHEET SUBTOTAL |
| 7R09 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 7R10 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 7R11 | J13-1 | 2 | 1 | -- | -- | DIRECTIONAL WITHOUT CARDINAL |
| 7R12 | J13-1 | 2 | 1 | -- | -- | DIRECTIONAL WITHOUT CARDINAL |
| 7R13 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 7R14 | J12-1 | 2 | 1 | -- | -- | ROUTE TURN WITHOUT CARDINAL |
| 7R15 | CUSTOM | 1 | 1 | -- | -- | NO TRUCK PARKING |
| 7R16 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 7R17 | R9-56 | 1 | 1 | -- | -- | NO FISHING OR DIVING FROM BRIDGE |
| 7R18 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 7R19 | R3-4 | 1 | -- | -- | 7R05 | NO U TURN SYMBOL |
| 8R01 | R9-56 | 1 | 1 | -- | -- | NO FISHING OR DIVING FROM BRIDGE |
| 8R02 | D11-6 | 1 | 1 | -- | 8R03 | SNOWMOBILE ROUTE W/SYMBOL |
| 8R03 | CUSTOM | 1 | -- | -- | 8R02 | SNOWMOBILE SIGNS |
| 8R04 | J1-1 | 2 | 1 | -- | -- | JUNCTION OR END ASSEMBLY |
| 8R05 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT [__] MPH |
| 8R06 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT [__] MPH |
| 8R07 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 9R01 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 9R02 | J1-1 | 2 | 1 | -- | -- | JUNCTION OR END ASSEMBLY |
| 9R03 | W14-3 | 1 | 1 | -- | -- | NO PASSING ZONE |
| 9R04 | W14-3 | 1 | 1 | -- | -- | NO PASSING ZONE |
| 10R01 | J2-3 | 9 | 1 | -- | -- | ROUTE TURN ASSEMBLY |
| 10R02 | D1-3 | 1 | 1 | -- | -- | THREE DESTINATION (ARROWS) |
| 10R03 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT [__] MPH |
| 10R04 | J4-1 | 2 | 1 | -- | -- | REASSURANCE ASSEMBLY |
| 10R05 | J3-1 | 3 | 1 | -- | -- | DIRECTIONAL ASSEMBLY |
| 10R08 | R1-1 | 1 | 1 | -- | -- | STOP SIGN |
| 10R06 | J3-3 | 9 | 2 | -- | -- | DIRECTIONAL ASSEMBLY |
| 10R07 | J3-1 | 3 | 1 | -- | -- | DIRECTIONAL ASSEMBLY |
| 10R09 | R2-1 | 1 | -- | -- | ON POLE | SPEED LIMIT [__] MPH |
| 11R01 | J4-2 | 4 | 1 | -- | -- | REASSURANCE ASSEMBLY |
| 11R02 | D1-2 | 1 | 1 | -- | -- | TWO DESTINATION (ARROWS) |
| 11R03 | S1-1 | 1 | 1 | -- | -- | SCHOOL ADVANCE |
| 11R03 | W16-9P | 1 | -- | -- | -- | AHEAD PLAQUE (YELLOW) |
| 11R03 | R2-6P | 1 | -- | -- | -- | FINES HIGHER PLAQUE |
| 11R04 | J2-2 | 6 | 1 | -- | -- | ROUTE TURN ASSEMBLY |
| 11R05 | S4-51 | 1 | 1 | -- | -- | SCHOOL SPEED LIMIT |
| 11R06 | S4-5 | 1 | -- | -- | ON POLE | SCHOOL SPEED LIMIT _ AHEAD [ARROW] |
| 12R01 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT [__] MPH |
| 12M02 | S5-2 | -- | -- | 1 | 12R-01 | END SCHOOL ZONE |
| 12M03 | S1-1 | -- | 1 | 1 | | SCHOOL ADVANCE |
| 12M04 | M6-2 | -- | 1 | 1 | 12M03 | ARROW (TILT, RIGHT, OR LEFT) |
| 12R05 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT [__] MPH |
| 12M06 | S1-1 | -- | 1 | 1 | -- | SCHOOL ADVANCE |
| 12M07 | M6-2 | -- | -- | 1 | 12M07 | ARROW (TILT, RIGHT, OR LEFT) |
| 14R01 | J4-1 | 2 | 1 | -- | -- | REASSURANCE ASSEMBLY |
| 14R02 | D2-1 | 1 | -- | -- | -- | DESTINATION/DISTANCE (ONE DESTINATION) |
| 14R03 | D1-3 | 1 | 1 | -- | -- | THREE DESTINATION (ARROWS) |
| 14R04 | R2-1 | 1 | 1 | -- | -- | SPEED LIMIT [__] MPH |
| | | 142 | 74 | 5 | PROJECT 7132-08-72 TOTALS | |

## TRAFFIC CONTROL

| CATEGORY 0010<br>STAGE | 643.0100<br>7132-08-72<br>EACH | 643.0300<br>DRUMS<br>DAYS | 643.0420<br>BARRICADES<br>TYPE III<br>DAYS | 643.0705<br>LIGHTS<br>TYPE A<br>DAYS | 643.0715<br>LIGHTS<br>TYPE C<br>DAYS | 643.0900<br>SIGNS<br>DAYS | 643.0920<br>COVERING SIGNS<br>TYPE II<br>EACH | 643.2000<br>DETOUR<br>7132-08-72<br>EACH | 643.3000<br>DETOUR<br>SIGNS<br>DAYS |
|---|---|---|---|---|---|---|---|---|---|
| STAGE 1 | -- | 3,000 | 6,570 | 4,500 | 1,840 | 3,370 | 38 | -- | 37,980 |
| STAGE 2 | -- | 4,200 | 18,870 | 18,660 | 960 | 11,010 | 15 | -- | 23,700 |
| UNDISTRIBUTED | 1 | 1,080 | 3,560 | 3,840 | 420 | -- | 7 | 1 | -- |
| PROJECT 7132-08-72 TOTALS | 1 | 8,280 | 29,000 | 27,000 | 3,300 | 14,380 | 60 | 1 | 61,680 |

## PAVEMENT MARKING

| STAGE | STATION | TO | STATION | LOCATION | 646.0106<br>EPOXY<br>4-INCH<br>(YELLOW)<br>LF | 646.0126<br>EPOXY<br>8-INCH<br>(WHITE)<br>LF | 647.0166<br>ARROWS<br>EPOXY<br>TYPE 2<br>EACH | 647.0356<br>WORDS<br>EPOXY<br>EACH | 647.0456<br>CURB<br>PAINT<br>EPOXY<br>LF | 647.0566<br>STOP LINE<br>EPOXY<br>18-INCH<br>LF | 647.0656<br>PARKING STALL<br>EPOXY<br>LF | 647.0726<br>DIAGONAL<br>EPOXY<br>12-INCH<br>LF | 647.0766<br>CROSSWALK<br>EPOXY<br>6-INCH<br>LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY 0010 | | | | | | | | | | | | | |
| STAGE 1 | 104+75 | - | 121+00 | STH 93 | 3,850 | 160 | 2 | 1 | - | - | - | 65 | 255 |
| STAGE 2A | 85+00 | - | 94+50 | STH 93 | 1,865 | - | - | - | - | - | - | - | 990 |
| STAGE 2B | 50+25 | - | 85+00 | STH 93 | 6,865 | - | - | - | - | - | - | - | 1,870 |
| STAGE 2B | 94+50 | - | 104+75 | STH 93 & STH 121 | 3,080 | 380 | 2 | 1 | - | 35 | - | 40 | 380 |
| CATEGORY 0010 TOTALS | | | | | 15,660 | 540 | 4 | 2 | 0 | 35 | 0 | 105 | 3,495 |
| CATEGORY 0060 TOTALS | | | | | | | | | | | | | |
| STAGE 1 | 104+75 | - | 121+00 | STH 93 | - | - | - | - | 50 | - | - | - | - |
| STAGE 2A | 85+00 | - | 94+50 | STH 93 | - | - | - | - | 210 | - | 14 | - | - |
| STAGE 2B | 50+25 | - | 85+00 | STH 93 | - | - | - | - | 1,755 | - | 180 | - | - |
| STAGE 2B | 94+50 | - | 104+75 | STH 93 & STH 121 | - | - | - | - | 110 | - | - | - | - |
| CATEGORY 0060 TOTALS | | | | | 0 | 0 | 0 | 0 | 2,125 | 0 | 194 | 0 | 0 |
| PROJECT 7132-08-72 TOTALS | | | | | 15,660 | 540 | 4 | 2 | 2,125 | 35 | 194 | 105 | 3,495 |

## TEMPORARY PAVEMENT MARKING

| CATEGORY 0010<br>STAGE | STA | - | STA | LOCATION | 646.0600<br>REMOVING<br>PAVEMENT<br>MARKINGS<br>LF | 649.0100<br>TEMPORARY<br>PAVEMENT MARKING<br>4-INCH<br>WHITE<br>LF | 649.0100<br>YELLOW<br>LF | 649.0400<br>TEMPORARY<br>PAVEMENT MARKING<br>REMOVABLE TAPE<br>4-INCH<br>WHITE<br>LF | 649.0400<br>YELLOW<br>LF |
|---|---|---|---|---|---|---|---|---|---|
| 1A | P50+00 | - | P55+00 | STH 121 | -- | -- | -- | -- | -- |
| 1B | P50+00 | - | P55+00 | STH 121 | 1,200 | 1,250 | 850 | -- | -- |
| 2A | 105+00 | - | 120+50 | STH 93 | -- | -- | -- | 1,600 | 3,200 |
| 2B1 | P50+00 | - | P55+00 | STH 121 | 450 | 550 | -- | 650 | 1,200 |
| 2B2 | P50+00 | - | P55+00 | STH 121 | -- | -- | -- | -- | -- |
| | | | | | 1,650 | 1,800 | 850 | 2,250 | 4,400 |
| PROJECT 7132-08-72 TOTALS | | | | | 1,650 | 2,650 | | 6,650 | |

## CONSTRUCTION STAKING

| CATEGORY 0010 | | | | 650.4500 | 650.5000 | 650.5500 | 650.7000 | 650.9920 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | SUBGRADE | BASE | CURB & GUTTER | CONCRETE PAVEMENT | SLOPE STAKES | |
| STA | - | STA | ROADWAY | LF | LF | LF | LF | LF | REMARKS |
| 59+00 | - | 62+00 | STH 93 | 300 | -- | -- | 300 | 300 | |
| B10+16 | - | B10+69 | 7TH ST. | 53 | 23 | 46 | 30 | 53 | |
| B11+05 | - | B11+51 | 7TH ST. | 46 | 9 | 18 | 37 | 46 | |
| C10+16 | - | C11+10 | TRACY ST. | 94 | 59 | 118 | 35 | 94 | |
| 62+00 | - | 69+00 | STH 93 | 700 | -- | -- | 700 | 700 | |
| T10+15 | - | B10+46 | PARK ST. | 31 | 7 | 15 | 24 | 31 | |
| D10+36 | - | D11+00 | 6TH ST. | 64 | 6 | 12 | 58 | 64 | |
| D11+46 | - | D12+18 | 6TH ST. | 78 | 6 | 12 | 72 | 78 | |
| 69+00 | - | 97+00 | STH 93 | 2,800 | -- | -- | 2,800 | 2,800 | |
| E11+05 | - | E11+94 | WILSON STREET | 90 | 90 | 60 | -- | 90 | |
| F10+24 | - | F11+79 | WASHINGTON ST. | 155 | 8 | 12 | 148 | 155 | |
| G10+23 | - | G10+85 | HOWARD ST. | 62 | 39 | 38 | 23 | 62 | |
| G15+28 | - | G15+58 | 4 TH ST. | 30 | 6 | 12 | 24 | 30 | |
| H10+23 | - | H10+58 | 3 RD ST. | 35 | 6 | 12 | 29 | 35 | |
| 79+00 | - | 87+00 | STH 93 | 800 | -- | -- | 800 | 800 | |
| J10+22 | - | J10+60 | 2 ND ST. | 38 | 6 | 12 | 32 | 38 | |
| Q100+44 | - | Q101+20 | CTH Q | 76 | 6 | 12 | 70 | 76 | |
| K10+39 | - | K11+60 | CTH Q | 121 | 6 | 12 | 115 | 121 | |
| K11+97 | - | K12+36 | ADAMS ST. | 41 | 6 | 12 | 35 | 41 | |
| 90+00 | - | 99+00 | STH 93 | 900 | -- | -- | 900 | 900 | |
| M10+09 | - | M10+37 | CEDAR ST. | 28 | 6 | 12 | 22 | 28 | |
| N10+36 | - | N10+73 | ELM ST. | 37 | 6 | 12 | 31 | 37 | |
| 99+00 | - | 109+00 | STH 93 | 1,000 | -- | -- | 1,000 | 1,000 | |
| P50+33 | - | P53+95 | STH 121 | 362 | 37 | -- | 325 | 362 | |
| 109+00 | - | 120+50 | STH 93 | 1,150 | 40 | 20 | 1,150 | 1,150 | |
| PE20+33 | - | PE20+79 | STH 93 | 46 | 46 | -- | -- | 46 | PE 107+65 |
| PE10+31 | - | PE11+20 | STH 93 | 89 | 89 | -- | -- | 89 | PE 108+50 |
| PE30+28 | - | PE30+95 | STH 93 | 67 | 67 | -- | -- | 67 | PE 109+75 |
| PROJECT 7132-08-72 TOTALS | | | | 9,293 | 574 | 447 | 8,760 | 9,293 | |

## CONSTRUCTION STAKING STRUCTURE LAYOUT

| CATEGORY | ROADWAY | STRUCTURE | 650.6500 LS | BID ITEM SUFFIX |
|---|---|---|---|---|
| 0080 | STH 93 | R-61-012 | 1 | .01 R-61-0012 |
| 0090 | STH 93 | R-61-013 | 1 | .02 R-61-0013 |
| 0100 | STH 93 | R-61-014 | 1 | .03 R-61-0014 |
| 0110 | STH 93 | R-61-015 | 1 | .04 R-61-0015 |
| 0120 | STH 93 | M-61-002 | 1 | .06 M-61-002 (7132-08-72) |

## CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

| CATEGORY 0010 | | 650.9910 7132-08-72 |
|---|---|---|
| PROJECT | ROADWAY | LS |
| 7132-08-72 | STH 93 | 1 |
| PROJECT 7132-08-72 TOTALS | | 1 |

3

## LIGHTING CONTROL AND CABINET ITEMS

| CABINET # | STATION | R/L | SPV.0060.20 CONCRETE CONTROL CABINET BASES TYPE SPECIAL EACH | SPV.0060.21 LIGHTING CONTROL CABINET EACH | 656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS | 656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS | 650.8500.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (7132-08-72) LS |
|---|---|---|---|---|---|---|---|
| CATEGORY 0020 | | | | | | | |
| CB100 | 74+00.0 | 40.0' LT | 1 | 1 | 1 | -- | 1 |
| **CATEGORY 0020 TOTALS** | | | **1** | **1** | **1** | **--** | **1** |
| CATEGORY 0030 | | | | | | | |
| CB200 | 50"P"+52.1 | 74.0' LT | 1 | 1 | -- | 1 | -- |
| **CATEGORY 0030 TOTALS** | | | **1** | **1** | **--** | **1** | **--** |

## TRAFFIC SIGNAL CONDUIT ITEMS

| FROM | - | TO | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF |
|---|---|---|---|
| ALL ITEMS CATEGORY 0010 | | | |
| PB300 | - | PB301 | 95 |
| PB300 | - | PB301 | 95 |
| PB301 | - | PB302 | 50 |
| PB301 | - | PB302 | 50 |
| PB302 | - | PB303 | 105 |
| PB302 | - | PB303 | 105 |
| PB303 | - | PB304 | 45 |
| PB303 | - | PB304 | 45 |
| PB303 | - | PB305 | 80 |
| PB303 | - | PB305 | 80 |
| PB305 | - | PB306 | 70 |
| PB305 | - | PB306 | 70 |
| PB306 | - | PB300 | 65 |
| PB306 | - | PB300 | 65 |
| **CATEGORY 0010 TOTALS** | | | **1,020** |

## SPEAKER CABLE AND DUCT

| FROM | - | TO | SPV.0090.07 LF |
|---|---|---|---|
| ALL ITEMS CATEGORY 0060 | | | |
| PB106 | - | SL114 | 15 |
| PB106 | - | PB107 | 285 |
| SL115 | - | SL117 | 290 |
| PB107 | - | SL116 | 15 |
| PB107 | - | PB108 | 220 |
| SL117 | - | PB109 | 70 |
| PB108 | - | PB109 | 65 |
| PB108 | - | PB109 | 65 |
| PB109 | - | AUDIO SYS. | 20 |
| PB109 | - | AUDIO SYS. | 20 |
| PB109 | - | AUDIO SYS. | 20 |
| PB109 | - | AUDIO SYS. | 20 |
| PB108 | - | SL118 | 90 |
| PB109 | - | SL119 | 245 |
| SL118 | - | SL120 | 265 |
| SL119 | - | PB110 | 145 |
| PB110 | - | SL119-1 | 70 |
| PB110 | - | SL119-1 | 70 |
| PB110 | - | SL121 | 165 |
| SL120 | - | PB111 | 105 |
| PB111 | - | SL120-1 | 15 |
| PB111 | - | SL120-1 | 15 |
| PB111 | - | SL122 | 160 |
| **CATEGORY 0060 TOTALS** | | | **2,450** |

## LIGHTING PULLBOX ITEMS

| PULLBOX NUMBER | STATION | OFFSET | R/L | 653.0140 PULL BOXES STEEL 24X42-INCH EACH |
|---|---|---|---|---|
| ALL ITEMS CATEGORY 0010 | | | | |
| PB300 | 103+99.5 | 21.5' | LT | 1 |
| PB301 | 104+90.1 | 21.5' | LT | 1 |
| PB302 | 105+35.5 | 21.5' | LT | 1 |
| PB303 | 50"P"+82.4 | 50.1' | LT | 1 |
| PB304 | 50"P"+52.6 | 22.2' | LT | 1 |
| PB305 | 50"P"+82.4 | 25.9' | RT | 1 |
| PB306 | 103+96.4 | 42.8' | RT | 1 |
| **CATEGORY 0010 TOTALS** | | | | **7** |
| ALL ITEMS CATEGORY 0020 | | | | |
| PB100 | 52+05.0 | 27.5' | RT | 1 |
| PB101 | 53+99.3 | 23.0' | RT | 1 |
| PB102 | 61+59.0 | 20.0' | LT | 1 |
| PB103 | 61+59.0 | 28.3' | RT | 1 |
| PB104 | 73+98.0 | 31.0' | LT | 1 |
| PB105 | 73+70.0 | 28.0' | RT | 1 |
| PB205 | 120+47.0 | 26.0' | LT | 1 |
| PB206 | 120+46.0 | 27.0' | RT | 1 |
| **CATEGORY 0020 TOTALS** | | | | **8** |
| ALL ITEMS CATEGORY 0030 | | | | |
| PB106 | 74+84.0 | 31.4' | LT | 1 |
| PB107 | 77+63.3 | 30.5' | LT | 1 |
| PB108 | 79+86.5 | 29.0' | LT | 1 |
| PB109 | 79+86.5 | 32.0' | RT | 1 |
| PB110 | 101"Q"+01.3 | 33.8' | RT | 1 |
| PB111 | 84+68.0 | 39.5' | LT | 1 |
| PB112 | 87+06.0 | 28.5' | RT | 1 |
| PB113 | 87+50.0 | 28.5' | LT | 1 |
| PB114 | 89+39.5 | 20.5' | LT | 1 |
| PB115 | 89+35.5 | 28.5' | RT | 1 |
| PB200 | 94+70.5 | 26.0' | RT | 1 |
| PB201 | 94+78.5 | 25.5' | LT | 1 |
| PB202 | 103+90.6 | 42.5' | RT | 1 |
| PB203 | 50"P"+87.8 | 24.0' | RT | 1 |
| PB204 | 105+41.6 | 21.5' | LT | 1 |
| PB205 | 50"P"+87.8 | 49.4' | RT | 1 |
| PB206 | 50"P"+57.1 | 64.3' | RT | 1 |
| **CATEGORY 0030 TOTALS** | | | | **17** |

LIGHTING CONDUIT AND ELECTRICAL WIRE ITEMS

| FROM | - | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF | 655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF |
|---|---|---|---|---|---|
| ALL ITEMS CATEGORY 0020 | | | | | |
| SL100 | - | SL102 | 360 | 744 | 372 |
| PB100 | - | PB101 | 195 | -- | -- |
| PB101 | - | SL101 | 35 | -- | 216 |
| SL101 | - | SL103 | 320 | 664 | 996 |
| SL102 | - | SL104 | 365 | 754 | 377 |
| SL103 | - | SL105 | 335 | 694 | 1,041 |
| SL104 | - | PB102 | 190 | 404 | 202 |
| SL105 | - | PB103 | 80 | 184 | 276 |
| PB102 | - | PB103 | 50 | -- | -- |
| PB102 | - | SL106 | 75 | 174 | 87 |
| PB103 | - | SL107 | 255 | 534 | 801 |
| SL106 | - | SL108 | 345 | 714 | 357 |
| SL107 | - | SL109 | 340 | 704 | 2,112 |
| SL108 | - | SL110 | 345 | 714 | 1,428 |
| SL109 | - | SL111 | 330 | 684 | 2,052 |
| SL110 | - | SL112 | 300 | 624 | 1,248 |
| SL111 | - | SL113 | 275 | 574 | 1,722 |
| SL112 | - | PB104 | 200 | 424 | 848 |
| SL113 | - | PB105 | 15 | 54 | 162 |
| PB104 | - | PB105 | 70 | 164 | 328 |
| PB104 | - | PB105 | 70 | 164 | 492 |
| PB104 | - | CB100 | 10 | 44 | 88 |
| PB104 | - | CB100 | 10 | 44 | 88 |
| PB104 | - | CB100 | 10 | 44 | 132 |
| PB104 | - | CB100 | 10 | 44 | 88 |
| PB204 | - | SL212 | 325 | 674 | 1,011 |
| PB206 | - | SL211 | 155 | 334 | 167 |
| SL211 | - | SL213 | 365 | 754 | 377 |
| SL212 | - | SL214 | 370 | 764 | 1,146 |
| SL213 | - | SL215 | 345 | 714 | 357 |
| SL214 | - | SL216 | 335 | 694 | 1,041 |
| SL215 | - | SL217 | 350 | 724 | 362 |
| SL216 | - | SL218 | 350 | 724 | 1,086 |
| SL218 | - | PB207 | 305 | -- | 1,026 |
| SL217 | - | PB208 | 140 | 304 | 152 |
| PB207 | - | PB208 | 55 | -- | -- |
| PB208 | - | SL219 | 30 | 84 | 42 |
| **CATEGORY 0020 TOTALS** | | | **7,715** | **14,918** | **22,280** |

LIGHTING CONDUIT AND ELECTRICAL WIRE ITEMS

| FROM | - | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 652.0125 CONDUIT RIGID METALLIC 2-INCH LF | 655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF | 655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF |
|---|---|---|---|---|---|---|
| ALL ITEMS CATEGORY 0030 | | | | | | |
| PB104 | - | PB106 | 95 | -- | 214 | 428 |
| PB105 | - | SL115 | 135 | -- | 294 | 588 |
| PB106 | - | SL114 | 15 | -- | 108 | 216 |
| PB106 | - | PB107 | 285 | -- | 594 | 1,188 |
| SL115 | - | SL117 | 290 | -- | 604 | 1,208 |
| PB107 | - | SL116 | 15 | -- | 108 | 216 |
| PB107 | - | PB108 | 220 | -- | 464 | 928 |
| SL117 | - | PB109 | 70 | -- | 164 | 328 |
| PB108 | - | PB109 | 65 | -- | -- | -- |
| PB109 | - | AUDIO SYS. | 20 | -- | -- | -- |
| PB108 | - | SL118 | 90 | -- | 204 | 408 |
| PB109 | - | SL119 | 245 | -- | 514 | 1,028 |
| SL118 | - | SL120 | 265 | -- | 554 | 1,108 |
| SL119 | - | PB110 | 145 | -- | 314 | 628 |
| PB110 | - | SL119-1 | 70 | -- | 164 | 328 |
| PB110 | - | SL119-1 | 70 | -- | 164 | 328 |
| PB110 | - | SL121 | 165 | -- | 354 | 708 |
| SL120 | - | PB111 | 105 | -- | 234 | 468 |
| PB111 | - | SL120-1 | 15 | -- | 54 | 108 |
| PB111 | - | SL120-1 | 15 | -- | 54 | 108 |
| PB111 | - | SL122 | 160 | -- | 344 | 688 |
| SL121 | - | PB113 | 260 | -- | 544 | 1,088 |
| SL122 | - | PB112 | 80 | -- | 184 | 368 |
| PB112 | - | SL124 | -- | 60 | 144 | 288 |
| PB113 | - | SL123 | -- | 20 | 64 | 128 |
| SL124 | - | SL126 | -- | -- | 334 | 668 |
| SL123 | - | SL125 | -- | -- | 334 | 668 |
| SL126 | - | PB114 | -- | 25 | -- | -- |
| SL125 | - | PB115 | -- | 20 | -- | -- |
| PB114 | - | SL202 | 265 | -- | -- | -- |
| PB115 | - | SL201 | 125 | -- | -- | -- |
| SL201 | - | SL203 | 300 | -- | 624 | 1,248 |
| SL202 | - | PB201 | 265 | -- | 554 | 1,108 |
| SL203 | - | PB200 | 135 | -- | 294 | 588 |
| PB200 | - | PB201 | 55 | -- | -- | -- |
| PB200 | - | SL205 | 205 | -- | 434 | 868 |
| PB201 | - | SL204 | 10 | -- | 44 | 88 |
| SL204 | - | SL206 | 340 | -- | 704 | 1,408 |
| SL205 | - | SL207 | 325 | -- | 674 | 1,348 |
| SL206 | - | SL208 | 340 | -- | 704 | 1,408 |
| SL207 | - | SL209 | 345 | -- | 714 | 1,428 |
| SL208 | - | SL210 | 360 | -- | 744 | 1,488 |
| SL209 | - | PB202 | 55 | -- | 134 | 268 |
| PB202 | - | PB203 | 80 | -- | 184 | 368 |
| PB203 | - | PB205 | 75 | -- | 174 | 348 |
| SL210 | - | PB204 | 25 | -- | 74 | 148 |
| PB205 | - | SL209-1 | 40 | -- | 104 | 52 |
| SL209-1 | - | SL209-2 | 200 | -- | 424 | 212 |
| PB205 | - | PB206 | 40 | -- | 104 | 52 |
| PB205 | - | PB206 | 40 | -- | 104 | 208 |
| PB204 | - | PB206 | 80 | -- | 184 | 276 |
| PB204 | - | PB206 | 80 | -- | 184 | 368 |
| PB206 | - | CB200 | 15 | -- | 54 | 108 |
| PB206 | - | CB200 | 15 | -- | 54 | 108 |
| PB206 | - | CB200 | 15 | -- | 54 | 81 |
| PB206 | - | CB200 | 15 | -- | 54 | 27 |
| PB206 | - | CB200 | 15 | -- | 54 | 27 |
| **CATEGORY 0030 TOTALS** | | | **6,755** | **125** | **14,538** | **27,847** |

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LIGHTING UNIT ITEMS

| LIGHT UNIT | STATION | OFFSET | R/L | 654.0105 CONCRETE BASES TYPE 5 EACH | SPV.0060.22 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH | SPV.0060.23 POLES TYPE 5 ALUMINUM BLACK EACH | SPV.0060.24 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-INCH BLACK EACH | SPV.0060.25 LUMINAIRES UTILITY LED CATEGORY A BLACK EACH | SPV.0060.26 DECORATIVE LIGHT UNIT TYPE B EACH | 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF |
|---|---|---|---|---|---|---|---|---|---|---|
| ALL ITEMS CATEGORY 0020 | | | | | | | | | | |
| SL100 | 52+58.5 | 27.9 | LT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL101 | 54+35.0 | 23.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL102 | 55+98.5 | 28.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL103 | 57+73.5 | 23.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL104 | 59+53.5 | 27.7' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL105 | 60+90.0 | 43.3' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL106 | 62+34.5 | 21.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL107 | 64+07.0 | 27.0' | RT | -- | -- | -- | -- | -- | 1 | 164 |
| SL108 | 65+78.0 | 20.7' | LT | -- | -- | -- | -- | -- | 1 | 164 |
| SL109 | 67+47.0 | 23.0' | RT | -- | -- | -- | -- | -- | 1 | 164 |
| SL110 | 69+19.0 | 32.8' | LT | -- | -- | -- | -- | -- | 1 | 164 |
| SL111 | 70+59.5 | 22.0' | RT | -- | -- | -- | -- | -- | 1 | 164 |
| SL112 | 71+94.5 | 26.4 | LT | -- | -- | -- | -- | -- | 1 | 164 |
| SL113 | 73+46.0 | 27.4' | RT | -- | -- | -- | -- | -- | 1 | 164 |
| SL211 | 106+88.5 | 31.6' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL212 | 108+66.0 | 27.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL213 | 110+50.0 | 26.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL214 | 112+31.0 | 27.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL215 | 113+94.0 | 25.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL216 | 115+63.0 | 27.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL217 | 117+41.0 | 25.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL218 | 119+09.0 | 27.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| SL219 | 120+74.0 | 32.3' | RT | 1 | 1 | 1 | 1 | 1 | -- | 186 |
| **CATEGORY 0020 TOTALS** | | | | **16** | **16** | **16** | **16** | **16** | **7** | **4,121** |

LIGHTING UNIT ITEMS

| LIGHT UNIT | STATION | OFFSET | R/L | 654.0105 CONCRETE BASES TYPE 5 EACH | SPV.0060.22 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH | SPV.0060.23 POLES TYPE 5 ALUMINUM BLACK EACH | SPV.0060.24 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-INCH BLACK EACH | SPV.0060.25 LUMINAIRES UTILITY LED CATEGORY A BLACK EACH | SPV.0060.26 DECORATIVE LIGHT UNIT TYPE B EACH | SPV.0060.06 DECORATIVE LIGHT UNIT TYPE C EACH | SPV.0060.27 DECORATIVE LIGHT UNIT TYPE D EACH | 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALL ITEMS CATEGORY 0030 | | | | | | | | | | | | |
| SL114 | 74+94.0 | 33.0' | LT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL115 | 76+35.0 | 30.0' | RT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL116 | 77+74.0 | 30.6' | LT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL117 | 79+24.0 | 30.5' | RT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL118 | 80+82.0 | 30.0' | LT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL119 | 82+22.0 | 32.0' | RT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL119-1 | 100"Q"+46.4 | 27.6' | RT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL120 | 83+59.5 | 29.8' | LT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL120-1 | 10"K"+84.0 | 31.4' | RT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL121 | 84+98.0 | 28.8' | LT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL122 | 86+26.0 | 24.5' | LT | -- | -- | -- | -- | -- | -- | 1 | -- | 164 |
| SL123 | 87+68.0 | 27.5' | RT | -- | -- | -- | -- | -- | -- | -- | 1 | 152 |
| SL124 | 87+68.5 | 27.5' | LT | -- | -- | -- | -- | -- | -- | -- | 1 | 152 |
| SL125 | 89+18.5 | 28.0' | RT | -- | -- | -- | -- | -- | -- | -- | 1 | 152 |
| SL126 | 89+18.0 | 28.0' | LT | -- | -- | -- | -- | -- | -- | -- | 1 | 152 |
| SL201 | 90+57.0 | 28.1' | RT | -- | -- | -- | -- | -- | 1 | -- | -- | 164 |
| SL202 | 92+05.0 | 27.0' | LT | -- | -- | -- | -- | -- | 1 | -- | -- | 164 |
| SL203 | 93+43.5 | 27.1 | RT | -- | -- | -- | -- | -- | 1 | -- | -- | 164 |
| SL204 | 94+88.0 | 27.0' | LT | -- | -- | -- | -- | -- | 1 | -- | -- | 164 |
| SL205 | 96+71.0 | 27.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| SL206 | 98+26.0 | 27.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| SL207 | 99+95.0 | 27.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| SL208 | 101+64.0 | 27.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| SL209 | 103+36.0 | 39.0' | RT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| SL209-1 | 51"P"+24.7 | 41.6' | LT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| SL209-2 | 53"P"+19.6 | 27.0' | LT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| SL210 | 105+18.8 | 20.8' | LT | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | 186 |
| **CATEGORY 0030 TOTALS** | | | | **8** | **8** | **8** | **8** | **8** | **4** | **11** | **4** | **4,547** |

LIGHTING UNIT - FURNISH ONLY ITEMS

| | SPV.0060.08 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK FURNISH ONLY EACH | SPV.0060.09 POLES TYPE 5 ALUMINUM BLACK FURNISH ONLY EACH | SPV.0060.10 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-INCH BLACK FURNISH ONLY EACH | SPV.0060.11 LUMINAIRES UTILITY LED CATEGORY A BLACK FURNISH ONLY EACH | SPV.0060.07 DECORATIVE LIGHT UNIT TYPE C FURNISH ONLY EACH |
|---|---|---|---|---|---|
| ALL ITEMS CATEGORY 0060 | | | | | |
| FURNISH ONLY | 2 | 2 | 2 | 2 | 2 |
| **CATEGORY 0060 TOTALS** | **2** | **2** | **2** | **2** | **2** |

MISCELLANEOUS ITEMS

| | SPV.0105.07 STREET LIGHTING DIMMING CONTROL SYSTEM LS | SPV.0105.06 AUDIO SYSTEM ENCLOSURE LS |
|---|---|---|
| CATEGORY 0060 | | |
| PROJECT 7132-08-72 | 1 | 1 |
| **CATEGORY 0060 TOTALS** | **1** | **1** |

## SAWING ASPHALT AND CONCRETE

| CATEGORY 0010 | | *690.0150 SAWING ASPHALT | *690.0250 SAWING CONCRETE | |
|---|---|---|---|---|
| STATION | ROADWAY | LF | LF | REMARKS |
| B10+16 | 7TH STREET | 38 | -- | |
| B11+51 | 7TH STREET | 31 | 5 | |
| C10+16 | TRACY STREET | 27 | -- | |
| T10+51 | PARK STREET | 35 | 5 | |
| D10+36 | 6TH STREET | 32 | 44 | |
| D11+05 | 6TH STREET | 30 | -- | |
| E11+94 | WILSON AVE. | 26 | -- | |
| F10+44 | WASHINGTON | 50 | 12 | |
| G10+23 | HOWARD | 22 | -- | |
| G15+58 | 4TH STREET | 30 | 10 | |
| H10+58 | 3RD STREET | 40 | 16 | |
| D12+25 RT - 70+10 RT | STH 93 | -- | 130 | PARKING LOT |
| 74+60 RT - 74+85 RT | STH 93 | -- | 30 | BUILDING |
| 76+88 RT - 79+63 RT | STH 93 | -- | 275 | BUILDING |
| 77+56 LT - 77+80 LT | STH 93 | -- | 24 | BUILDING |
| 78+17 LT - 80+00 LT | STH 93 | -- | 183 | BUILDING |
| J10+60 | 2ND STREET | 39 | 21 | |
| 80+22 RT - 83+00 RT | STH 93 | -- | 278 | BUILDING |
| 80+75 LT - 82+32 LT | STH 93 | -- | 157 | BUILDING |
| Q100+44 | CTH Q | 40 | 23 | |
| 83+30 RT - 84+45 RT | STH 93 | -- | 115 | BUILDING |
| 84+37 LT - 84+65 LT | STH 93 | -- | 28 | BUILDING |
| K10+39 | CTH Q | 39 | 21 | |
| K10+39 RT - K10+57 RT | CTH Q | -- | 18 | BUILDING |
| K10+39 LT - K10+61 LT | CTH Q | -- | 22 | BUILDING |
| K11+00 LT - K11+30 LT | CTH Q | -- | 30 | BUILDING |
| | 1ST STREET | 44 | -- | |
| K12+36 | ADAMS STREET | 42 | 9 | |
| M10+09 | CEDAR STREET | 36 | 5 | |
| N10+36 | ELM STREET | 36 | 16 | |
| P53+95 | STH 121 | 36 | -- | |
| PE21+10 | PE107+65 | 15 | -- | |
| PE11+15 | PE108+50 | 12 | -- | |
| PE31+20 | PE109+75 | 36 | -- | |
| 109+10 | STH 93 | 12 | 10 | |
| 120+50 | STH 93 | 47 | 16 | |
| UNDISTRIBUTED | | 39 | 102 | |
| SHEET TOTALS | | 834 | 1,605 | |
| *QUANTITIES LISTED ELSEWHERE | | 816 | 395 | |
| PROJECT 7132-08-72 TOTALS | | 1,650 | 2,000 | |

| CATEGORY 0010 | | | SPV.0035.01 SHREDDED HARDWOOD BARK MULCH |
|---|---|---|---|
| STA | LOCATION | ROADWAY | CY |
| 111+00 | LEFT | STH 93 | 0.1 |
| | | UNDISTRIBUTED | 9.9 |
| | | PROJECT 7132-08-72 TOTALS | 10 |

## STREETSCAPING ITEMS

| CATEGORY 0060 | | | SPV.0060.02 METAL BENCH | SPV.0060.03 TRASH RECEPTACLE | SPV.0060.04 TREE GRATE |
|---|---|---|---|---|---|
| STA | O/S | ROADWAY | EACH | EACH | EACH |
| 77+18.65 | 30.17 'RT | STH 93 | -- | -- | 1 |
| 78+64.50 | 30.50' LT | STH 93 | 1 | 1 | -- |
| 78+02.40 | 30.16' LT | STH 93 | -- | -- | 1 |
| 78+16.68 | 30.17 'RT | STH 93 | -- | -- | 1 |
| 78+52.28 | 30.16' LT | STH 93 | -- | -- | 1 |
| 79+51.64 | 31.16 'RT | STH 93 | 1 | 1 | -- |
| 79+00.00 | 30.16 'RT | STH 92 | -- | -- | 1 |
| 79+02.16 | 30.16' LT | STH 93 | -- | -- | 1 |
| 79+54.07 | 29.43' LT | STH 93 | -- | -- | 1 |
| 79+67.80 | 28.80' LT | STH 93 | 1 | 1 | -- |
| 82+43.03 | 32.97 'RT | STH 93 | -- | -- | 1 |
| 84+54.20 | 35.00 'RT | STH 93 | 1 | 1 | -- |
| 86+91.50 | 27.20' LT | STH 93 | 1 | 1 | -- |
| 100+97.00 | 32.80 'RT | CTH Q | 1 | 1 | -- |
| | | UNDISTRIBUTED | -- | -- | -- |
| | | PROJECT 7132-08-72 TOTALS | 6 | 6 | 8 |

## REMOVE AND SALVAGE LIGHT POST

| CATEGORY 0060 | | | SPV.0060.71 |
|---|---|---|---|
| STA | O/S | ROADWAY | EACH |
| 84+62.00 | 38.00' LT | STH 93 | 1 |

## CONCRETE GAPS

| CATEGORY 0010 | | | 415.0210 CONCRETE GAPS | 416.0260 CONCRETE DRIVEWAY HES 6-INCH | SPV.0165.01 CONCRETE SIDEWALK HES 6-INCH | SPV.0180.02 CONCRETE PAVEMENT HES 9-INCH SPECIAL | |
|---|---|---|---|---|---|---|---|
| STA | ROADWAY | DESCRIPTION | EACH | SY | SF | SY | REMARKS |
| 111+00 | STH 93 | STAGE 1 | 1 | -- | -- | -- | PRIVATE ENTRANCES |
| 61+00 | STH 93 | STAGE 2 | 1 | -- | -- | -- | 7TH STREET |
| 68+25 | STH 93 | STAGE 2 | -- | -- | -- | 100 | 6TH STREET |
| 74+25 | STH 93 | STAGE 2 | 1 | -- | -- | -- | 4TH STREET |
| 80+25 | STH 93 | STAGE 2 | 1 | -- | -- | -- | 2ND STREET |
| 83+50 | STH 93 | STAGE 2 | -- | -- | -- | 100 | CTH Q |
| 85+50 | STH 93 | STAGE 2 | 1 | -- | -- | -- | ADAMS STREET |
| 92+25 | STH 93 | STAGE 2 | 1 | -- | -- | -- | CEDAR STREET |
| P52+75 | STH 121 | STAGE 1/2 | -- | -- | -- | 100 | |
| | | UNDISTRIBUTED | -- | 50 | 300 | -- | |
| | | PROJECT 7132-08-72 TOTALS | 6 | 50 | 300 | 300 | |

## CURE AND SEAL

| CATEGORY 0010 | | SPV.0090.01 CONCRETE CURB AND GUTTER CURE AND SEAL TREATMENT |
|---|---|---|
| BID ITEM | | LF |
| 601.0115 | CONCRETE CURB TYPE G | 105 |
| 601.0409 | CONCRETE CURB & GUTTER 30-INCH TYPE A | 12563 |
| 601.0411 | CONCRETE CURB & GUTTER 30-INCH TYPE D | 447 |
| 601.0600 | CONCRETE CURB PEDESTRIAN | 180 |
| SPV.0060.03 | REVEAL CURB | 160 |
| SPV.0060.06 | CONCRETE CURB & GUTTER 30-INCH TYPE SPECIAL | 75 |
| | PROJECT 7132-08-72 TOTALS | 13,530 |

## SIDEWALK SURVEY

| CATEGORY 0010 | | | | | SPV.0090.04 SIDEWALK SURVEY |
|---|---|---|---|---|---|
| STA | - | STA | LOCATION | O/S | LF |
| F10+84 | - | 74+25 | STH 93 | LT | 200 |
| 74+75 | - | 76+78 | STH 93 | LT | 275 |
| 77+65 | - | 79+90 | STH 93 | LT | 310 |
| 80+65 | - | 82+35 | STH 93 | LT | 175 |
| 77+05 | - | 80+25 | STH 93 | RT | 320 |
| 81+45 | - | 82+60 | STH 93 | RT | 115 |
| Q100+44 | - | 84+40 | CTH Q / STH 93 | RT | 175 |
| K12+05 | - | K12+36 | ADAMS ST | RT | 30 |
| N10+37 | - | N10+65 | ELM STREET | RT | 30 |
| PROJECT 7132-08-72 TOTALS | | | | | 1630 |

## SIDEWALK CURE AND SEAL

| CATEGORY | BID ITEM | SPV.0165.02 CONCRETE SIDEWALK CURE AND SEAL TREATMENT SF | REMARKS |
|---|---|---|---|
| 0010 | CONCRETE SIDEWALK 4-INCH | 900 | TEMPORARY PATH |
| 0010 | CONCRETE SIDEWALK 6-INCH | 11,100 | DRIVEWAYS |
| | CATEGORY 0010 TOTALS | 12,000 | |
| 0040 | CONCRETE SIDEWALK 4-INCH | 8,300 | NEW SIDEWALK |
| 0050 | CONCRETE SIDEWALK 4-INCH | 60,090 | REPLACEMENT SIDEWALK |
| | PROJECT 7132-08-72 TOTALS | 92,390 | |

## STAMP AND COLOR CONCRETE SIDEWALK 4-INCH

| CATEGORY 0060 | | | | | SPV. 0165.03 STAMP AND COLOR CONCRETE SIDEWALK 4-INCH |
|---|---|---|---|---|---|
| STA | - | STA | ROADWAY | O/S | SF |
| 76+95 | - | 77+46 | STH 93 | RT | 155 |
| 77+65 | - | 78+50 | STH 93 | LT | 260 |
| 77+86 | - | 78+51 | STH 93 | RT | 200 |
| 78+65 | - | 79+54 | STH 93 | LT | 265 |
| 78+75 | - | 79+45 | STH 93 | RT | 200 |
| 80+24 | - | 80+62 | STH 93 | RT | 90 |
| 80+77 | - | 81+13 | STH 93 | RT | 75 |
| 80+85 | - | 82+73 | STH 93 | LT | 365 |
| 81+49 | - | 82+72 | STH 93 | RT | 260 |
| 82+91 | - | 84+70 | STH 93 | LT | 330 |
| 83+30 | - | 84+48 | STH 93 | RT | 300 |
| 84+76 | - | 85+20 | STH 93 | RT | 90 |
| PROJECT 7132-08-72 TOTALS | | | | | 2,590 |

PLEASE NOTE: CONCRETE SIDEWALK 4-INCH AND CONCRETE SIDEWALK CURE & SEAL TREATMENT PAID SEPARATELY

## CONCRETE PAVEMENT 9-INCH SPECIAL

CATEGORY 0010

| STA | - | STA | ROADWAY | SPV.0180.01 CONCRETE PAVEMENT 9-INCH SPECIAL SY | REMARKS |
|---|---|---|---|---|---|
| 59+00 | - | 62+00 | STH 93 | 1,260 | |
| | | | 7 TH ST. | 170 | |
| | | | 7 TH ST. | 140 | |
| | | | TRACY ST. | 180 | |
| 62+00 | - | 69+00 | STH 93 | 2,910 | |
| | | | PARK | 120 | |
| | | | 6 TH ST. | 350 | |
| | | | 6 TH ST. | 250 | |
| 69+00 | - | 79+00 | STH 93 | 4,785 | |
| | | | WASHINGTON ST. | 840 | |
| | | | 4 TH ST. | 105 | |
| | | | 4 TH ST. | 105 | |
| | | | 3 RD ST. | 150 | |
| 79+00 | - | 87+00 | STH 93 | 4,140 | |
| | | | 2 ND ST. | 160 | |
| | | | CTH Q S. | 460 | |
| | | | CTH Q N. | 575 | |
| | | | ADAMS ST. | 160 | |
| 90+00 | - | 99+00 | STH 93 | 4,185 | |
| | | | CEDAR ST. | 120 | |
| | | | ELM ST. | 145 | |
| 99+00 | - | 109+00 | STH 93 | 5,125 | |
| P50+37 | - | P53+58 | STH 121 | 1,700 | |
| 109+00 | - | 120+50 | STH 93 | 5,320 | |
| | | | PROJECT 7132-08-72 TOTALS | 33,455 | |

## ASPHALTIC SURFACE SPECIAL

CATEGORY 0010

| STA | - | STA | ROADWAY | SPV.0195.03 ASPHALTIC SURFACE SPECIAL TON | REMARKS |
|---|---|---|---|---|---|
| B10+16 | - | B10+39 | 7TH ST. | 20 | 4-INCH |
| B11+42 | - | B11+51 | 7TH ST. | 10 | 4-INCH |
| C10+16 | - | C10+75 | TRACY ST. | 40 | 4-INCH |
| T10+39 | - | T10+44 | PARK ST. | 6 | 4-INCH |
| D10+36 | - | D10+42 | 6TH ST. | 4 | 4-INCH |
| D10+36 | - | D11+05 | 6TH ST. | 5 | 4-INCH |
| E11+10 | - | E11+94 | WILSON ST | 93 | 4-INCH |
| F10+44 | - | F10+50 | WASHINGTON ST. | 8 | 4-INCH |
| G15+52 | - | G15+58 | 4TH ST. | 4 | 4-INCH |
| G10+23 | - | G10+62 | HOWARD ST. | 24 | 4-INCH |
| H10+52 | - | H10+58 | 3RD ST. | 6 | 4-INCH |
| J10+54 | - | J10+60 | 2ND ST. | 6 | 4-INCH |
| Q100+44 | - | Q100+50 | CTH Q | 9 | 6-INCH |
| K10+39 | - | K10+45 | CTH Q | 9 | 6-INCH |
| K12+30 | - | K12+36 | ADAMS ST. | 6 | 4-INCH |
| M10+09 | - | M10+15 | CEDAR ST. | 5 | 4-INCH |
| N10+36 | - | N10+42 | ELM ST. | 5 | 4-INCH |
| P53+58 | - | P53+95 | STH 121 | 60 | 6-INCH |
| 120+40 | - | 120+50 | STH 93 | 20 | 7.75-INCH |
| | | | UNDISTRIBUTED | 80 | |
| | | | PROJECT 7132-08-72 TOTALS | 350 | |

## GATE VALVE AND BOX, 6-INCH

| STATION | LOCATION | SPV.0060.31 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 | 20'RT | 1 |
| 61+42 | 43'RT | 1 |
| 68+48 | 46'RT | 1 |
| 74+19 | 15'LT | 1 |
| 74+61 | 29'LT | 1 |
| 77+38 | 8'LT | 1 |
| 77+63 | 28'LT | 1 |
| 80+85 | 37'LT | 1 |
| 83+17 | 100'RT | 1 |
| 84+48 | 50'LT | 1 |
| 95+90 | 23'LT | 1 |
| 96+05 | 5'LT | 1 |
| 99+63 | 24'LT | 1 |
| 103+06 | 20'LT | 1 |
| 105+24 | 5'RT | 1 |
| 109+52 | 30'LT | 1 |
| 113+78 | 28'LT | 1 |
| 116+12 | 31'RT | 1 |
| 120+43 | 30'LT | 1 |
| STH 121 | | |
| 53+50 | 16'LT | 1 |
| ITEM TOTAL | | 20 |

## GATE VALVE AND BOX, 8-INCH

| STATION | LOCATION | SPV.0060.32 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 61+76 | 90'RT | 1 |
| 67+59 | 66'RT | 1 |
| 68+92 | 94'LT | 1 |
| 74+19 | 15'LT | 1 |
| 77+38 | 8'LT | 1 |
| 83+45 | 21'RT | 1 |
| 99+63 | 6'LT | 1 |
| 107+00 | 1.5'LT | 3 |
| WASHINGTON STREET | | |
| 302+00 | 19'LT | 1 |
| ITEM TOTAL | | 11 |

NOTE:

ALL ITEMS ON THIS MISCELLANEOUS QUANTITIES SHEET ARE CATEGORY 0070.

## TEE, 6-INCH x 6-INCH

| STATION | LOCATION | SPV.0060.33 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 121 | | |
| 53+50 | 12'LT | 1 |
| ITEM TOTAL | | 1 |

## TEE, 8-INCH x 6-INCH

| STATION | LOCATION | SPV.0060.34 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 | 5'LT | 1 |
| 61+42 | 60'RT | 1 |
| 68+48 | 41'LT | 1 |
| 68+75 | 74'LT | 1 |
| 74+19 | 15'LT | 1 |
| 74+61 | 10'LT | 1 |
| 77+38 | 8'LT | 1 |
| 77+63 | 8'LT | 1 |
| 80+85 | 11'LT | 1 |
| 95+90 | 5'LT | 1 |
| 96+05 | 5'LT | 1 |
| 99+63 | 6'LT | 1 |
| 103+06 | 2'LT | 1 |
| 105+24 | 5'RT | 1 |
| 109+52 | 7'LT | 1 |
| 113+78 | 7'LT | 1 |
| ITEM TOTAL | | 16 |

## TEE, 8-INCH x 8-INCH

| STATION | LOCATION | SPV.0060.35 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 107+00 | 1.5'LT | 1 |
| ITEM TOTAL | | 1 |

## TEE, 10-INCH x 6-INCH

| STATION | LOCATION | SPV.0060.36 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 82+98 | 82'RT | 1 |
| 84+48 | 50'LT | 1 |
| ITEM TOTAL | | 2 |

## TEE, 10-INCH x 8-INCH

| STATION | LOCATION | SPV.0060.37 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 83+45 | 21'RT | 1 |
| ITEM TOTAL | | 1 |

## PLUG, 6-INCH

| STATION | LOCATION | SPV.0060.38 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 87+98 | 456'LT | 1 |
| 94+30 | 53'LT | 1 |
| 96+05 | 42'RT | 1 |
| ITEM TOTAL | | 3 |

## PLUG, 8-INCH

| STATION | LOCATION | SPV.0060.39 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 | 5'LT | 1 |
| ITEM TOTAL | | 1 |

## REDUCER, 6-INCH x 4-INCH

| STATION | LOCATION | SPV.0060.40 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 77+38 | 46'LT | 1 |
| ITEM TOTAL | | 1 |

## REDUCER, 8-INCH x 6-INCH

| STATION | LOCATION | SPV.0060.41 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 94+07 | 42'RT | 1 |
| ITEM TOTAL | | 1 |

## CORPORATION, 1-INCH

| STATION | LOCATION | SPV.0060.42 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 to 83+445 | | 43 |
| 94+07 to 120+45 | | 41 |
| WASHINGTON STREET | | |
| 302+00 to 304+75 | | 6 |
| ITEM TOTAL | | 90 |

## CURB STOP & BOX, 1-INCH

| STATION | LOCATION | SPV.0060.43 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 to 83+445 | | 43 |
| 94+07 to 120+45 | | 41 |
| WASHINGTON STREET | | |
| 302+00 to 304+75 | | 6 |
| ITEM TOTAL | | 90 |

## FIRE HYDRANT

| STATION | LOCATION | SPV.0060.44 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+67 | 23'RT | 1 |
| 61+50 | 46'RT | 1 |
| 68+37 | 49'LT | 1 |
| 74+61 | 32'LT | 1 |
| 77+63 | 31'LT | 1 |
| 80+85 | 40'LT | 1 |
| 83+17 | 103'RT | 1 |
| 84+55 | 38'LT | 1 |
| 95+90 | 26'LT | 1 |
| 99+63 | 27'LT | 1 |
| 103+06 | 23'LT | 1 |
| 109+52 | 33'LT | 1 |
| 113+78 | 31'LT | 1 |
| 116+12 | 34'RT | 1 |
| 120+43 | 33'LT | 1 |
| STH 121 | | |
| 53+50 | 19'LT | 1 |
| ITEM TOTAL | | 16 |

## CONNECTING TO EXISTING WATERMAIN, 4-INCH

| STATION | LOCATION | SPV.0060.45 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 77+38 | 46'LT | 1 |
| ITEM TOTAL | | 1 |

## CONNECTING TO EXISTING WATERMAIN, 6-INCH

| STATION | LOCATION | SPV.0060.46 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 68+75 | 74'LT | 1 |
| 73+97 | 72'RT | 1 |
| 87+98 | 456'LT | 1 |
| 94+07 | 42'RT | 1 |
| 105+24 | 40'RT | 1 |
| STH 121 | | |
| 53+50 | 12'LT | 1 |
| ITEM TOTAL | | 6 |

## CONNECTING TO EXISTING WATERMAIN, 8-INCH

| STATION | LOCATION | SPV.0060.47 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 61+76 | 90'RT | 1 |
| 67+59 | 66'RT | 1 |
| 68+92 | 94'LT | 1 |
| 107+00 | 44'LT | 1 |
| 113+80 | 17'LT | 1 |
| WASHINGTON STREET | | |
| 302+00 | 19'LT | 1 |
| ITEM TOTAL | | 6 |

## CONNECTING TO EXISTING WATERMAIN, 10-INCH

| STATION | LOCATION | SPV.0060.48 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 83+45 | 21'RT | 1 |
| 84+48 | 50'LT | 1 |
| ITEM TOTAL | | 2 |

## ADJUSTING WATERMAIN VALVE

| STATION | LOCATION | SPV.0060.49 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 52+38 | 46'RT | 1 |
| 77+38 | 45'LT | 1 |
| 84+53 | 53.5'LT | 1 |
| 83+50 | 15'RT | 1 |
| 85+74 | 49.5'RT | 1 |
| ITEM TOTAL | | 5 |

## REMOVE HYDRANT AND LEAD

| STATION | LOCATION | SPV.0060.50 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+66 | 31'RT | 1 |
| 61+41 | 41'RT | 1 |
| 68+30 | 42'LT | 1 |
| 74+58 | 33'LT | 1 |
| 77+56 | 33'LT | 1 |
| 80+77 | 29.5'LT | 1 |
| 83+41 | 5.5'LT | 1 |
| 95+90 | 25'LT | 1 |
| 99+63 | 25'LT | 1 |
| 103+06 | 25'LT | 1 |
| 109+52 | 33'LT | 1 |
| 113+78 | 23'LT | 1 |
| 120+43 | 23'LT | 1 |
| ITEM TOTAL | | 13 |

## REMOVING GATE VALVE

| STATION | LOCATION | SPV.0060.51 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 74+18 | 25'LT | 1 |
| 77+30 | 19.5'LT | 1 |
| 94+30 | 53'LT | 1 |
| ITEM TOTAL | | 3 |

## REMOVING EXISTING CURB STOP & BOX

| STATION | LOCATION | SPV.0060.52 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 83+83 | 34'LT | 1 |
| 104+29 | 38'RT | 1 |
| 113+57 | 26'RT | 1 |
| ITEM TOTAL | | 3 |

## REMOVINGAND SALVAGING DRINKING FOUNTAIN

| STATION | LOCATION | SPV.0060.53 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 80+88 | 30'LT | 1 |
| ITEM TOTAL | | 1 |

## SANITARY MANHOLE, TYPE 1

| STATION | LOCATION | SPV.0060.54 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 | 0' | 1 |
| 57+90 | 9'RT | 1 |
| 60+64 | 30.5'RT | 1 |
| 61+07 | 55'LT | 1 |
| 68+73 | 55.5'LT | 1 |
| 74+74 | 1'RT | 1 |
| 77+29 | 1.5'RT | 1 |
| 79+25 | 2'RT | 1 |
| 80+29 | 0.5'RT | 1 |
| 82+98 | 14'RT | 1 |
| 92+13 | 14'RT | 1 |
| 93+35 | 13'RT | 1 |
| 94+79 | 14'RT | 1 |
| 97+06 | 13'RT | 1 |
| 101+06 | 13'RT | 1 |
| 105+01 | 39.5'RT | 1 |
| 108+15 | 18'RT | 1 |
| 111+16 | 12'RT | 1 |
| 114+17 | 12'RT | 1 |
| 117+70 | 12'RT | 1 |
| ITEM TOTAL | | 20 |

## SANITARY SEWER WYE, 8-INCH x 4-INCH

| STATION | LOCATION | SPV.0060.55 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 12 |
| 97+06 to 120+17 | | 12 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 2 |
| STH 121 | | |
| 50+41 to 53+28 | | 4 |
| ITEM TOTAL | | 30 |

## SANITARY SEWER WYE, 8-INCH x 6-INCH

| STATION | LOCATION | SPV.0060.56 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 30 |
| 97+06 to 120+17 | | 28 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 6 |
| ITEM TOTAL | | 64 |

## SANITARY SEWER WYE, 10-INCH x 4-INCH

| STATION | LOCATION | SPV.0060.57 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 92+13 to 97+06 | | 2 |
| ITEM TOTAL | | 2 |

## SANITARY SEWER WYE, 10-INCH x 6-INCH

| STATION | LOCATION | SPV.0060.58 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 92+13 to 97+06 | | 4 |
| ITEM TOTAL | | 4 |

## SANITARY SEWER WYE, 10-INCH x 8-INCH

| STATION | LOCATION | SPV.0060.59 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 96+00 | 14'RT | 1 |
| ITEM TOTAL | | 1 |

## BEND, 8-INCH 45-DEGREE

| STATION | LOCATION | SPV.0060.60 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 67+59 | 66'RT | 2 |
| 94+07 | 42'RT | 1 |
| 94+19 | 35'RT | 1 |
| 94+33 | 6'LT | 1 |
| WASHINGTON STREET | | |
| 302+00 | 19'LT | 1 |
| 302+11 | 9'LT | 1 |
| ITEM TOTAL | | 7 |

## BEND, 8-INCH 90-DEGREE

| STATION | LOCATION | SPV.0060.61 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 113+80 | 17'LT | 1 |
| 113+80 | 27'LT | 1 |
| ITEM TOTAL | | 2 |

## CONNECT TO EXISTING SANITARY SEWER

| STATION | LOCATION | SPV.0060.62 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 60+58 | 49'RT | 1 |
| ITEM TOTAL | | 1 |

## CONNECT TO EXISTING SANITARY SEWER SERVICE, 4-INCH

| STATION | LOCATION | SPV.0060.63 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 12 |
| 92+13 to 120+17 | | 14 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 2 |
| STH 121 | | |
| 50+41 to 53+28 | | 4 |
| ITEM TOTAL | | 32 |

## CONNECT TO EXISTING SANITARY SEWER SERVICE, 6-INCH

| STATION | LOCATION | SPV.0060.64 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 30 |
| 92+13 to 120+17 | | 32 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 6 |
| ITEM TOTAL | | 68 |

## CONNECT TO EXISTING SANITARY MANHOLE

| STATION | LOCATION | SPV.0060.65 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 67+65 | 71'RT | 1 |
| 68+99 | 87'LT | 1 |
| 83+23 | 69'RT | 1 |
| 92+13 | 83'RT | 1 |
| 120+17 | 20'RT | 1 |
| WASHINGTON STREET | | |
| 301+99 | 0.5'LT | 1 |
| STH 121 | | |
| 53+28 | 13.5'RT | 1 |
| ITEM TOTAL | | 7 |

NOTE:

ALL ITEMS ON THIS MISCELLANEOUS QUANTITIES SHEET ARE CATEGORY 0070.

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## CONNECT EXISTING SANITARY SEWER TO NEW SANITARY MANHOLE

| STATION | LOCATION | SPV.0060.66 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 68+73 | 55.5'LT | 1 |
| ITEM TOTAL | | 1 |

## CAPPING EXISTING SANITARY SEWER SERVICE, 4-INCH

| STATION | LOCATION | SPV.0060.67 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 1 |
| 92+13 to 120+17 | | 5 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 1 |
| STH 121 | | |
| 50+41 to 53+28 | | 1 |
| ITEM TOTAL | | 8 |

## CAPPING EXISTING SANITARY SEWER SERVICE, 6-INCH

| STATION | LOCATION | SPV.0060.68 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 4 |
| 92+13 to 120+17 | | 13 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 2 |
| ITEM TOTAL | | 19 |

## REMOVE EXISTING SANITARY MANHOLE

| STATION | LOCATION | SPV.0060.69 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+60 | 25'RT | 1 |
| 57+91 | 23'RT | 1 |
| 60+62 | 36'RT | 1 |
| 80+11 | 9'RT | 1 |
| 93+24 | 34'RT | 1 |
| 104+98 | 28'RT | 1 |
| 108+15 | 13'RT | 1 |
| 117+70 | 21'RT | 1 |
| ITEM TOTAL | | 8 |

## ABANDON EXISTING SANITARY SEWER

| STATION | LOCATION | SPV.0060.70 EACH |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+60 | 2'RT | 2 |
| 57+91 | 23'RT | 2 |
| 60+62 | 36'RT | 2 |
| 80+11 | 9'RT | 2 |
| 92+13 | 83'RT | 2 |
| 93+24 | 34'RT | 3 |
| 104+98 | 28'RT | 3 |
| 108+15 | 13'RT | 2 |
| 117+70 | 21'RT | 2 |
| ITEM TOTAL | | 20 |

## WATER SERVICE, 1-INCH

| STATION | LOCATION | SPV.0090.31 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 to 83+445 | | 1770 |
| 94+07 to 120+45 | | 1260 |
| WASHINGTON STREET | | |
| 302+00 to 304+75 | | 275 |
| ITEM TOTAL | | 3305 |

## WATERMAIN, 6-INCH

| STATION | LOCATION | SPV.0090.32 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 | 5'LT | 28 |
| 61+42 | 60'RT | 17 |
| 68+48 | 41'LT | 13 |
| 74+19 | 15'LT | 89 |
| 74+61 | 10'LT | 22 |
| 77+38 | 8'LT | 38 |
| 77+63 | 8'LT | 23 |
| 80+85 | 11'LT | 29 |
| 84+48 | 50'LT | 14 |
| 95+90 | 5'LT | 21 |
| 96+05 | 5'LT | 47 |
| 99+63 | 6'LT | 21 |
| 103+06 | 2'LT | 21 |
| 105+24 | 5'RT | 35 |
| 109+52 | 7'LT | 26 |
| 113+78 | 7'LT | 24 |
| 120+43 | 6'LT | 15 |
| ITEM TOTAL | | 483 |

## WATERMAIN, 8-INCH

| STATION | LOCATION | SPV.0090.33 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+71 to 83+45 | | 1692 |
| 94+07 to 113+80 | | 2057 |
| WASHINGTON STREET | | |
| 302+00 to 304+70 | | 280 |
| ITEM TOTAL | | 4029 |

## SANITARY SERVICE, 4-INCH

| STATION | LOCATION | SPV.0090.34 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 500 |
| 92+13 to 120+17 | | 508 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 114 |
| STH 121 | | |
| 50+41 to 53+28 | | 130 |
| ITEM TOTAL | | 1252 |

## SANITARY SERVICE, 6-INCH

| STATION | LOCATION | SPV.0090.35 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 83+20 | | 1170 |
| 92+13 to 120+17 | | 1187 |
| WASHINGTON STREET | | |
| 301+99 to 304+75 | | 267 |
| ITEM TOTAL | | 2624 |

## SANITARY SEWER, 8-INCH

| STATION | LOCATION | SPV.0090.36 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 56+40 to 60+64 | | 545 |
| 74+74 to 83+23 | | 890 |
| 97+06 to 120+17 | | 2340 |
| ITEM TOTAL | | 3775 |

## SANITARY SEWER, 10-INCH

| STATION | LOCATION | SPV.0090.37 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 92+13 to 97+06 | | 568 |
| 67+65 to 68+73 | | 166 |
| WASHINGTON STREET | | |
| 301+99 to 305+28 | | 330 |
| STH 121 | | |
| 50+41 to 53+28 | | 290 |
| ITEM TOTAL | | 1354 |

## SANITARY SEWER, 12-INCH

| STATION | LOCATION | SPV.0090.38 LF |
|---|---|---|
| PROJECT 7132-08-72 | | |
| STH 93 | | |
| 68+73 to 68+99 | | 42 |
| ITEM TOTAL | | 42 |

NOTE:

ALL ITEMS ON THIS MISCELLANEOUS QUANTITIES SHEET ARE CATEGORY 0070.

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# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.01

PART OF LOTS 5 & 6, BLOCK 2, PART OF LOTS 1, 2 & 3, BLOCK 3, TRACY'S OUTLOTS, & PART OF THE NE¼- SE¼ OF SECTION 26, T 22 N, R 9 W, ALL IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE, OSSEO ROAD (A STREET-INDIE BOULEVARD) TREMPEALEAU 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.

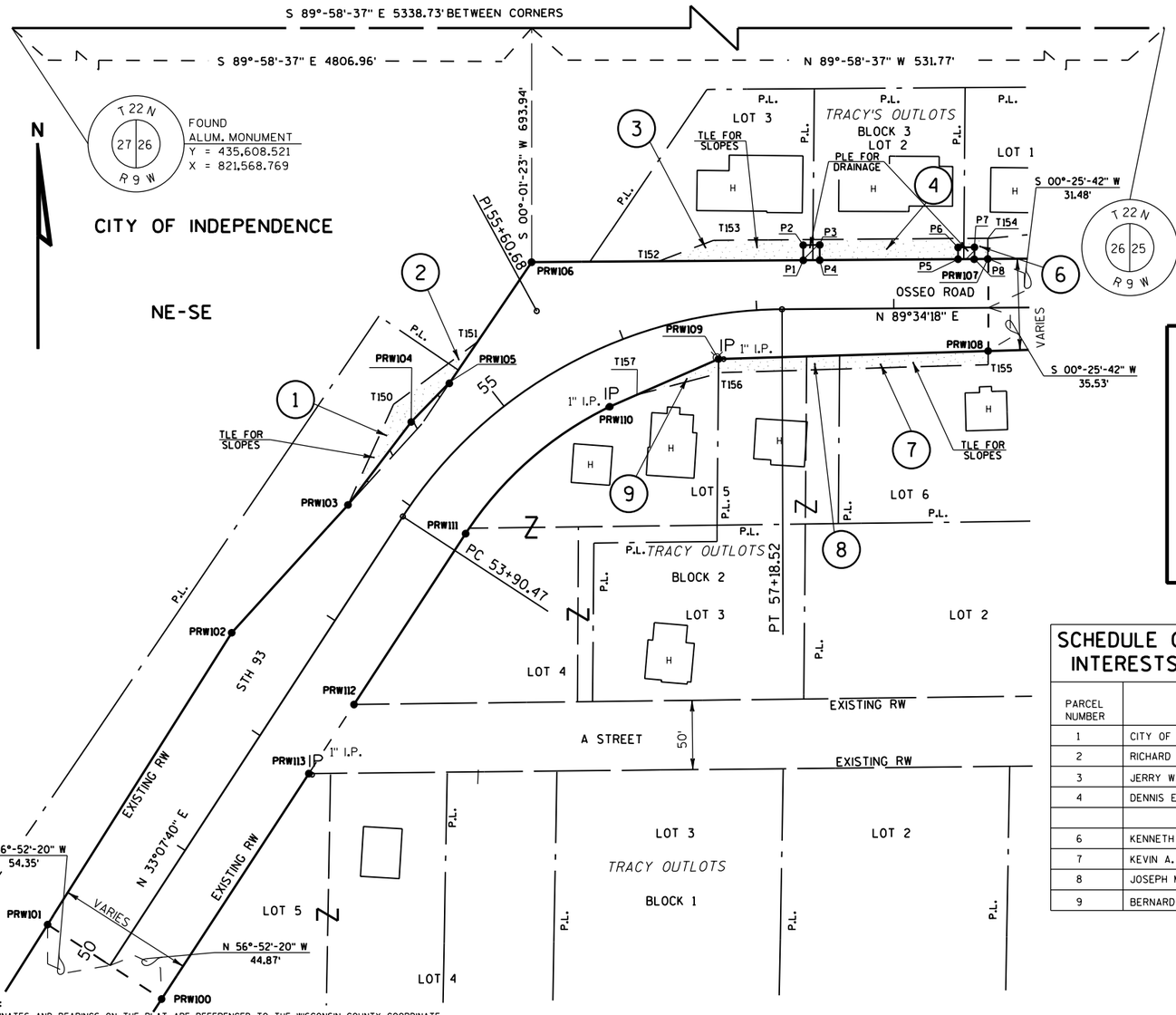
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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.

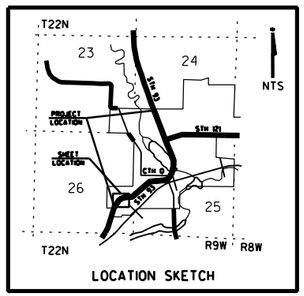
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 11:49 AM ON AUGUST 27, 2012 AS DOCUMENT # 418965 AND FILED IN PLAT CABINET A-102

ROSE OTTUM

SIGNATURE OF REGISTER OF DEEDS

**RESERVED FOR REGISTER OF DEEDS**
**PROJECT NUMBER 7132-08-22-4.01**
**AMENDMENT NO:**




| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 100-101 | N 56°52'20" W | 99.21' |
| 101-102 | N 32°14'56" E | 251.46' |
| 102-103 | N 42°19'17" E | 125.89' |
| 103-104 | N 37°18'55" E | 76.00' |
| 104-105 | N 44°11'48" E | 41.27' |
| 105-106 | N 34°11'16" E | 105.00' |
| 106-107 | N 89°35'54" E | 332.73' |
| 107-108 | S 00°25'42" E | 67.01' |
| 108-109 | S 88°18'03" W | 197.11' |
| 109-110 | S 66°18'52" W | 86.56' |
| 111-112 | S 33°09'57" W | 148.68' |
| 112-113 | S 33°09'57" W | 60.14' |
| 113-100 | S 33°09'57" W | 196.20' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN S.F. UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | PLE S.F. | TLE S.F. |
|---|---|---|---|---|---|---|---|
| 1 | CITY OF INDEPENDENCE | FEE,TLE | 399 | ---- | 399 | ---- | 1387 |
| 2 | RICHARD J. & KATHLEEN A. WARNER | TLE | ---- | ---- | ---- | ---- | 108 |
| 3 | JERRY WALETZKO & DEBBIE HAINES | PLE,TLE | ---- | ---- | ---- | 78 | 1340 |
| 4 | DENNIS E. DUBIEL & DIANE M. WALETZKO | PLE,TLE | ---- | ---- | ---- | 91 | 1657 |
| | | | | | | | |
| 6 | KENNETH J. & SHARON K. LESSMAN | PLE,TLE | ---- | ---- | ---- | 67 | 266 |
| 7 | KEVIN A. PLAFF | TLE | ---- | ---- | ---- | ---- | 1089 |
| 8 | JOSEPH M. GALEWSKI | TLE | ---- | ---- | ---- | ---- | 883 |
| 9 | BERNARD L. & JOYCE E. MAHUTGA | TLE | ---- | ---- | ---- | ---- | 314 |

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

## CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | LIP (1" UNLESS NOTED) | PROPOSED R/W LINE | |
| | | EXISTING H.E. LINE | |
| R/W MONUMENT | •(SET) | PROPERTY LINE | |
| R/W STANDARD | ▲(SET) | LOT & TIE LINES | |
| SIGN | SIGN | SLOPE INTERCEPTS | |
| SECTION CORNER MONUMENT | | CORPORATE LIMITS | |
| SECTION CORNER SYMBOL | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS CONTROLLED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PRW20 | QUARTER LINE | |
| PARCEL NUMBER | 10 | SIXTEENTH LINE | |
| UTILITY PARCEL NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-1 | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

**P.I. = 55+69.19**
**Y = 434,876.990**
**X = 826,379.250**
**DELTA = 56° 26' 38" (RT)**
**D = 17° 12' 21"**
**T = 178.72'**
**L = 328.05'**
**R = 333.00'**
**P.C. = 53+90.47**
**P.T. = 57+18.52**

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

CURVE DATA

110-111
L = 141.70'
LC = 139.99'
LCB = S 48°37'49" W
R = 262.50'

SCALE. FEET
0 50 100

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT, ALL DISTANCES ARE GROUND LENGTH.
RIGHT-OF-WAY MONUMENTS ARE ¾" X 24" REBAR 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 OR OTHER SURVEYS OF 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.
DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.
ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.
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.
EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 IS ESTABLISHED FROM PREVIOUS PROJECT 7130-08-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR A STREET IS ESTABLISHED FROM PLAT OF TRACY OUTLOTS.

**PLE STATION & OFFSET TABLE**

| Point Number | Station | Offset |
|---|---|---|
| P1 | 57+34.27 | -35.60' |
| P2 | 57+34.32 | -46.64' |
| P3 | 57+46.32 | -46.59' |
| P4 | 57+46.27 | -35.59' |
| P5 | 58+47.07 | -35.55' |
| P6 | 58+47.11 | -44.14' |
| P7 | 58+59.11 | -44.08' |
| P8 | 58+59.11 | -35.54' |

**TLE STATION & OFFSET TABLE**

| Point Number | Station | Offset |
|---|---|---|
| T150 | 54+46.12 | -55.72' |
| T151 | 55+12.11 | -49.18' |
| T152 | 56+38.97 | -46.42' |
| T153 | 56+75.63 | -53.83' |
| T154 | 58+69.00 | -50.54' |
| T155 | 58+69.00 | 41.48' |
| T156 | 56+67.43 | 42.39' |
| T157 | 55+93.92 | 41.46' |

**STATION & OFFSET TABLE**

| Point Number | Station | Offset |
|---|---|---|
| PRW100 | 50+00.00 | 44.87' |
| PRW101 | 50+00.00 | -54.35' |
| PRW102 | 52+51.43 | -58.20' |
| PRW103 | 53+75.70 | -38.09' |
| PRW104 | 54+45.56 | -37.60' |
| PRW105 | 54+82.58 | -38.75' |
| PRW106 | 55+65.64 | -78.28' |
| PRW107 | 58+69.00 | -35.54' |
| PRW108 | 58+69.00 | 31.48' |
| PRW109 | 56+66.74 | 32.22' |
| PRW110 | 55+69.62 | 41.35' |
| PRW111 | 54+07.29 | 44.77' |
| PRW112 | 52+56.34 | 45.04' |
| PRW113 | 51+96.20 | 45.00' |

**A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR DRAINAGE 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 DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.**

| PLE COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 107-P8 | S 89°35'54" W | 43.13' |
| P8-P5 | S 89°35'54" W | 12.00' |
| P5-P6 | N 00°10'12" W | 8.59' |
| P6-P7 | N 89°49'48" E | 12.00' |
| P7-P8 | S 00°10'12" E | 8.54' |
| 106-P1 | N 89°35'54" E | 198.00' |
| P1-P2 | N 00°10'12" W | 11.05' |
| P2-P3 | N 89°49'48" E | 12.00' |
| P3-P4 | S 00°10'12" E | 11.00' |
| P4-P1 | S 89°35'54" W | 12.00' |

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 2, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER



FILE NAME : G:\WDOTNW\10019\TPP\71320821_401.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
**APPRAISAL PLAT DATE :**

4.01

# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.02

PART OF LOT 7, BLOCK 2 & LOT 1, BLOCK 3, TRACY'S OUTLOTS IN THE NE¼- SE¼ OF SECTION 26, T 22 N, R 9 W, PART OF LOTS 1, 2, 3, 4, 5, 13,& 14, BLOCK 3, LOTS 5, 6, 7, 8, 10 AND PART OF VACATED ALLEY, BLOCK 2, & VACATED PARK ST, TUBBS & HUTCHINS ADDITION, IN THE NW¼- SW¼ OF SECTION 25, T 22 N, R 9 W, IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE, OSSEO ROAD (A STREET-INDIE BOULEVARD) TREMPEALEAU 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.

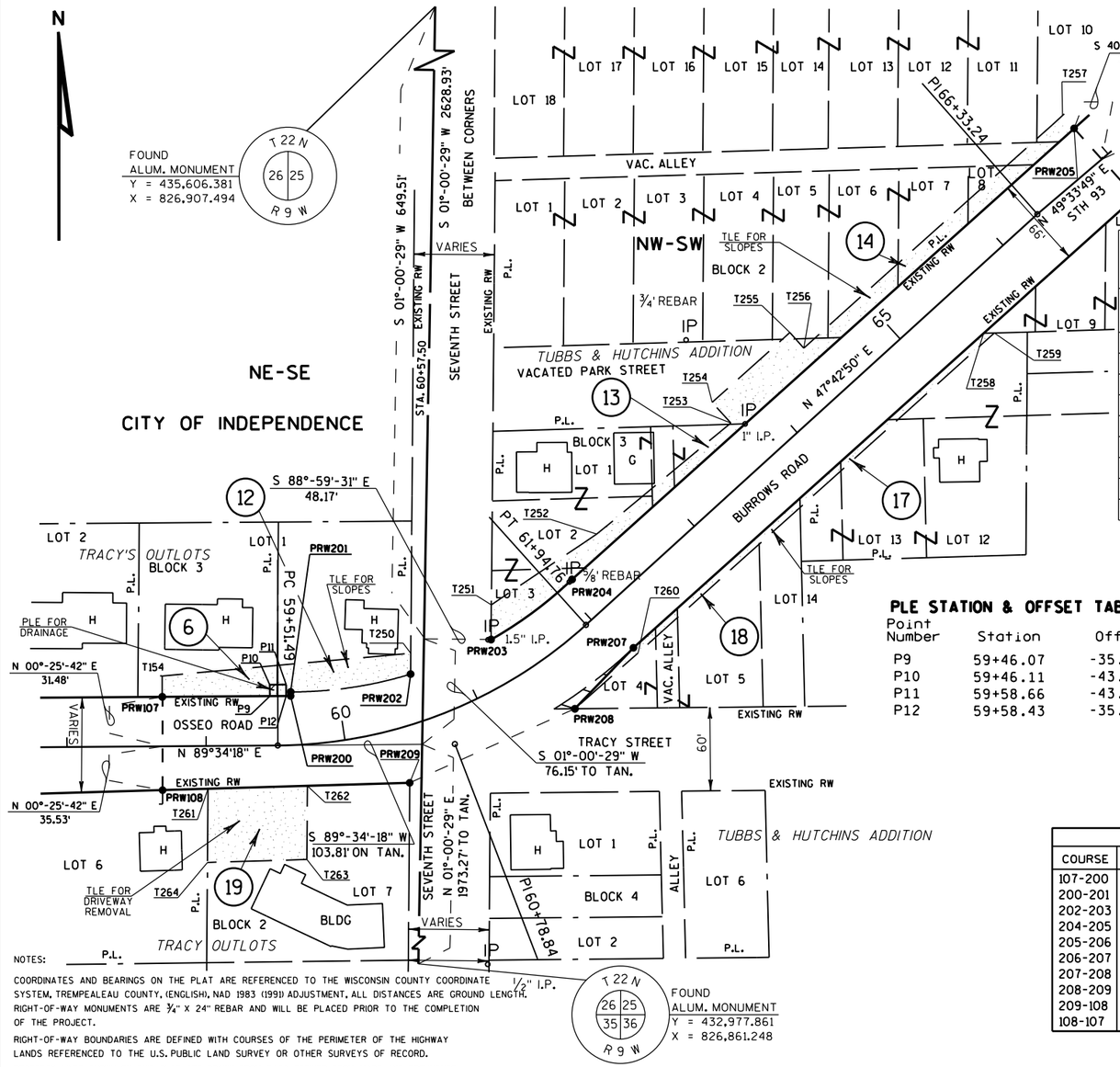
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 11:49 AM ON AUGUST 27, 2012 AS DOCUMENT #418966 AND FILED IN PLAT CABINET A-103

ROSE OTTUM

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7132-08-22-4.02
AMENDMENT NO:




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL S.F. SHOWN IN ACRES UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | PLE S.F. | TLE S.F. |
|---|---|---|---|---|---|---|---|
| 6 | KENNETH J. & SHARON K. LESSMAN | PLE,TLE | ---- | ---- | ---- | 43 | 1525 |
| 12 | PAUL & LORRAINE WAGNER REVOCABLE TRUST | PLE,TLE | ---- | ---- | ---- | 53 | 1914 |
| 13 | LINUS PRONSCHINSKE | TLE | ---- | ---- | ---- | ---- | 3083 |
| 14 | SCHOOL DISTRICT OF INDEPENDENCE | TLE | ---- | ---- | ---- | ---- | 5174 |
| | | | | | | | |
| | | | | | | | |
| 17 | ALPHONSE L. & PATRICIA P. SAVERINSKI | TLE | ---- | ---- | ---- | ---- | 912 |
| 18 | RICHARD F., PATRICK G. & JOHN H. STENDAHL &* | FEE,TLE | 238 | ---- | 238 | ---- | 945 |
| 19 | STEVEN A. & LINDA M. BAKER | TLE | ---- | ---- | ---- | ---- | 3775 |

* JEAN M. SOBOTA, & LIFE ESTATE OF MODESTA A. STENDAHL

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | | |
| HIGHWAY EASEMENT | H.E. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

## 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 | LS (1" UNLESS NOTED) | PROPOSED R/W LINE |
| | | EXISTING H.E. LINE |
| R/W MONUMENT | •(SET) | PROPERTY LINE |
| R/W STANDARD | ▲(SET) | LOT & TIE LINES |
| SIGN | ISIGN | SLOPE INTERCEPTS |
| SECTION CORNER MONUMENT | | CORPORATE LIMITS |
| SECTION CORNER SYMBOL | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) |
| FEE (HATCH VARIES) | | ACCESS CONTROLLED (BY PARCEL ACQUISTION) |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) |
| PERMANENT LIMITED EASEMENT | | SECTION LINE |
| R/W BOUNDARY POINT | PRW20 | QUARTER LINE |
| PARCEL NUMBER | 102 | SIXTEENTH LINE |
| UTILITY PARCEL NUMBER | 92 | EXISTING CENTERLINE |
| SIGN NUMBER (OFF PREMISE) | 21-1 | PROPOSED REFERENCE LINE |
| BUILDING | | PARALLEL OFFSET |

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET
0 50 100

## PLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| P9 | 59+46.07 | -35.50' |
| P10 | 59+46.11 | -43.69' |
| P11 | 59+58.66 | -43.58' |
| P12 | 59+58.43 | -35.43' |

## STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| PRW107 | 58+69.00 | -35.54' |
| PRW108 | 58+69.00 | 31.48' |
| PRW200 | 59+62.15 | -35.34' |
| PRW201 | 59+62.29 | -38.24' |
| PRW202 | 60+60.43 | -34.70' |
| PRW203 | 61+30.52 | -32.53' |
| PRW204 | 62+09.26 | -30.89' |
| PRW205 | 67+00.00 | -29.92' |
| PRW206 | 67+00.00 | 36.11' |
| PRW207 | 62+08.83 | 35.11' |
| PRW208 | 61+53.39 | 42.13' |
| PRW209 | 60+36.98 | 39.76' |

## TLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T154 | 58+69.00 | -50.54' |
| T250 | 60+66.34 | -48.78' |
| T251 | 61+46.19 | -53.48' |
| T252 | 62+44.32 | -43.01' |
| T253 | 63+69.28 | -37.24' |
| T254 | 63+69.41 | -57.24' |
| T255 | 64+44.40 | -56.78' |
| T256 | 64+44.31 | -41.78' |
| T257 | 67+00.00 | -42.00' |
| T258 | 65+47.04 | 37.28' |
| T259 | 65+52.91 | 42.31' |
| T260 | 62+08.80 | 40.11' |
| T261 | 59+01.18 | 30.76' |
| T262 | 59+70.85 | 29.79' |
| T263 | 59+67.73 | 82.56' |
| T264 | 59+00.36 | 83.65' |

## COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 107-200 | N 89°35'54" E | 92.02' |
| 200-201 | N 00°13'16" E | 2.90' |
| 202-203 | N 66°46'02" E | 62.93' |
| 204-205 | N 48°04'49" E | 491.69' |
| 205-206 | S 40°26'11" E | 66.03' |
| 206-207 | S 48°04'49" W | 489.98' |
| 207-208 | S 43°48'43" W | 60.70' |
| 208-209 | S 65°52'22" W | 130.08' |
| 209-108 | S 88°18'03" W | 177.18' |
| 108-107 | N 00°25'42" W | 67.01' |

CURVE DATA

201-202
L = 87.47'
LC = 87.15'
LCB = N 81°34'14" E
R = 291.30'

CURVE DATA

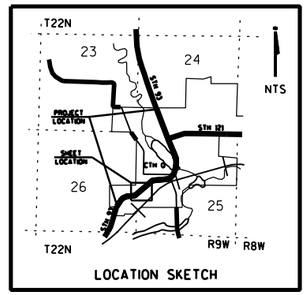
203-204
L = 72.65'
LC = 72.47'
LCB = N 53°25'17" E
R = 291.30'

P.I. = 60+78.84
Y = 434,881.020
X = 826,918.270
DELTA = 41° 51' 28" (LT)
D = 17° 12' 21"
T = 127.35'
L = 243.27'
R = 333.00'
P.C. = 59+51.49
P.T. = 61+94.76

P.I. = 66+33.24
Y = 435,261.730
X = 827,336.870
DELTA = 01° 50' 59" (RT)

## PLE COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 200-PLE12 | S 89°35'54" W | 3.26' |
| PLE12-PLE9 | S 89°35'54" W | 11.69' |
| PLE9-PLE10 | N 00°10'12" W | 8.19' |
| PLE10-PLE11 | N 89°49'54" E | 11.61' |
| PLE11-PLE12 | S 00°42'44" E | 8.16' |



LOCATION SKETCH

NOTES:

COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT. ALL DISTANCES ARE GROUND LENGTH. RIGHT-OF-WAY MONUMENTS ARE ¾" X 24" REBAR 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 OR OTHER SURVEYS OF 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.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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.

EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 IS ESTABLISHED FROM PREVIOUS PROJECT 7130-08-21.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SEVENTH STREET IS ESTABLISHED FROM THE PLAT OF TUBBS & HUTCHINS ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR TRACY STREET IS ESTABLISHED FROM THE PLAT OF TUBBS & HUTCHINS ADDITION.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR DRAINAGE 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 DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 2, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER



FILE NAME : G:\WDOTNW\10019\TPP\71320821_402.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
APPRAISAL PLAT DATE :

4.02

# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.03 AMENDMENT No. 1

THIS AMENDMENT REVISES PARCELS 31 & 32 AND ADDS PARCEL 30 TO TRANSPORTATION PROJECT PLAT 7132-08-22-4.03, RECORDED AS DOCUMENT #418967 AND FILED IN PLAT CABINET A-104 IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY.

PART OF LOTS B & 10, BLOCK 2, TUBBS & HUTCHINS ADDITION, PART OF LOTS 1 & 2, BLOCK 6, PART OF LOTS 3, 4 & 5, BLOCK 7, TUBBS & HUTCHINS SECOND ADDITION, PART OF LOTS 1, 2, 3, 5 &6, BLOCK 17, 1877 ADDITION, PART OF LOTS 1, 2, & 3, BLOCK 4, LOTS 1, 2, 3, 4, 5, 6 7, & 8, BLOCK 3, ORIGINAL PLAT OF INDEPENDENCE, AND PART OF OUT LOTS 77 & 81, ASSESSOR'S PLAT OF INDEPEPNDENCE, IN THE NW¼- SW¼ & THE SW¼- NW¼ OF SECTION 25, T 22 N, R 9 W, IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE, OSSEO ROAD (A STREET-INDIE BOULEVARD) TREMPEALEAU 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.

KL Engineering (A Better Experience)

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.03 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — THOMAS J. HANSEN S-2033 MADISON, WISCONSIN — LAND SURVEYOR

FEBRUARY 11, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER — DATE

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 9:30 AM ON FEBRUARY 15, 2013 AS DOCUMENT #422352 AND FILED IN PLAT CABINET A-104

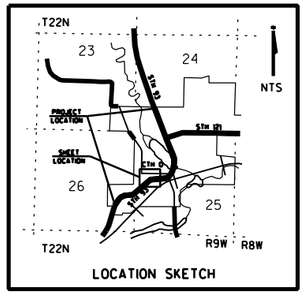
ROSE OTTUM

SIGNATURE OF REGISTER OF DEEDS

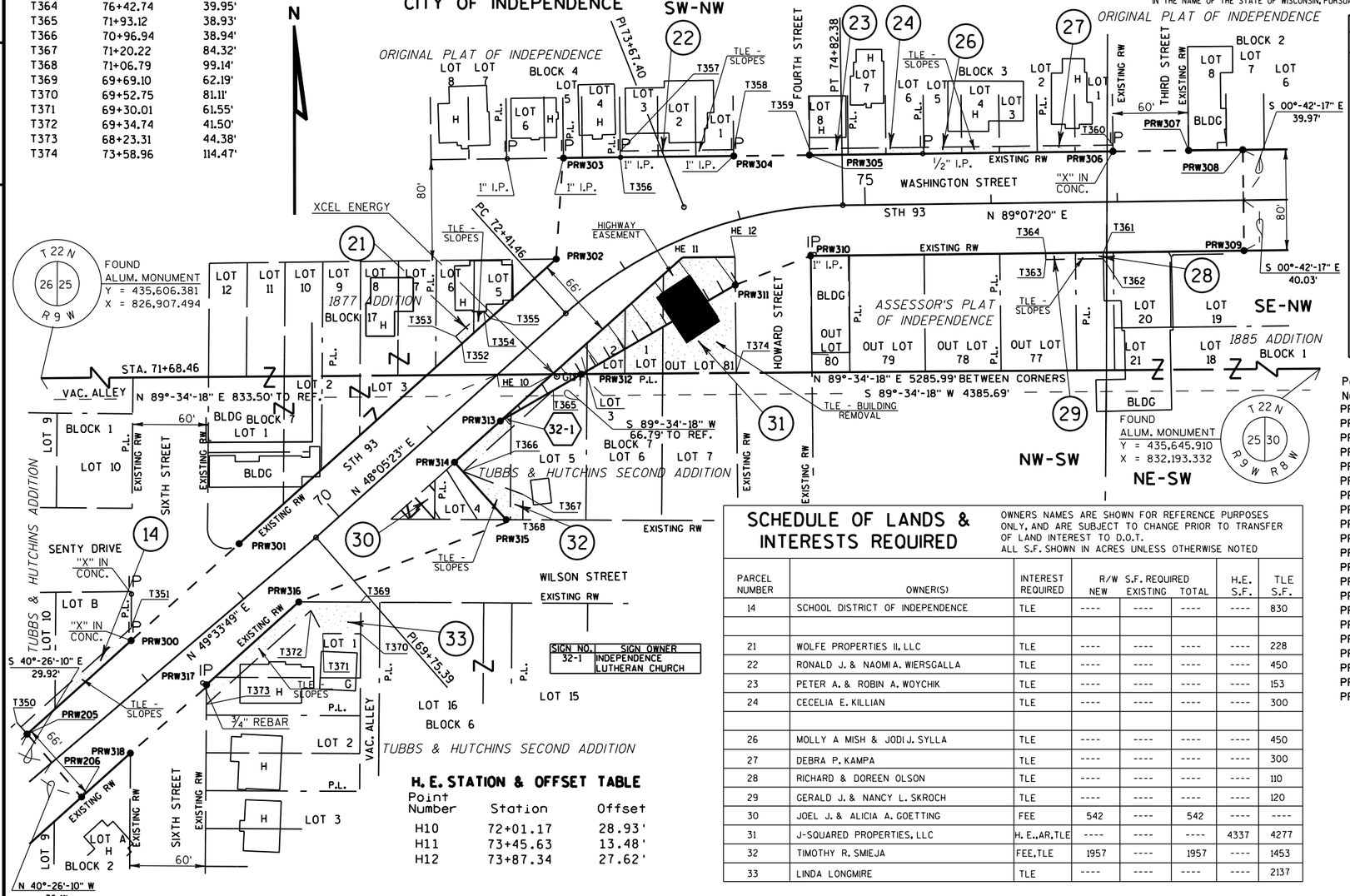
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7132-08-22-4.03
AMENDMENT NO: 1

## TLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T350 | 67+00.00 | -37.00' |
| T351 | 68+17.31 | -40.46' |
| T352 | 71+61.16 | -37.07' |
| T353 | 71+61.16 | -44.66' |
| T354 | 71+94.16 | -44.68' |
| T355 | 71.94.16 | -37.07' |
| T356 | 73+35.42 | -79.34' |
| T357 | 73+37.12 | -83.87' |
| T358 | 74+07.85 | -54.70' |
| T359 | 74+59.51 | -45.97' |
| T360 | 76+97.08 | -45.05' |
| T361 | 76+88.34 | 39.95' |
| T362 | 76+88.36 | 44.92' |
| T363 | 76+42.76 | 45.05' |
| T364 | 76+42.74 | 39.95' |
| T365 | 71+93.12 | 38.93' |
| T366 | 70+96.94 | 38.94' |
| T367 | 71+20.22 | 84.32' |
| T368 | 71+06.79 | 99.14' |
| T369 | 69+69.10 | 62.19' |
| T370 | 69+52.75 | 81.11' |
| T371 | 69+30.01 | 61.55' |
| T372 | 69+34.74 | 41.50' |
| T373 | 68+23.31 | 44.38' |
| T374 | 73+58.96 | 114.47' |



LOCATION SKETCH




## COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 205-300 | N 48°04'49" E | 110.72' |
| 300-301 | N 48°04'49" E | 115.07' |
| 301-302 | N 48°04'49" E | 337.84' |
| 302-303 | N 04°08'45" E | 80.29' |
| 303-304 | N 89°18'14" E | 135.00' |
| 304-305 | N 89°18'14" E | 60.00' |
| 305-306 | N 89°18'14" E | 240.69' |
| 306-307 | N 89°18'14" E | 60.00' |
| 307-308 | N 89°18'14" E | 42.93' |
| 308-309 | S 00°42'17" E | 80.00' |
| 309-310 | S 89°18'14" W | 343.66' |
| 310-311 | S 68°52'05" W | 64.04' |
| 311-312 | S 59°55'08" W | 140.88' |
| 312-313 | S 59°55'08" W | 74.67' |
| 313-314 | S 48°04'49" W | 48.48' |
| 314-315 | S 41°55'11" E | 61.28' |
| 315-316 | S 68°21'06" W | 176.86' |
| 316-317 | S 48°04'49" W | 98.38' |
| 317-318 | S 48°04'49" W | 81.14' |
| 318-206 | S 48°04'49" W | 52.35' |
| 206-205 | N 40°26'11" W | 66.03' |

## STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| PRW205 | 67+00.00 | -29.92' |
| PRW206 | 67+00.00 | 36.11' |
| PRW300 | 68+10.68 | -32.79' |
| PRW301 | 69+25.76 | -35.76' |
| PRW302 | 72+62.17 | -37.80' |
| PRW303 | 73+04.03 | -100.37' |
| PRW304 | 74+06.89 | -49.82' |
| PRW305 | 74+59.20 | -40.98' |
| PRW306 | 76+97.07 | -40.05' |
| PRW307 | 77+57.07 | -40.04' |
| PRW308 | 78+00.00 | -40.03' |
| PRW309 | 78+00.00 | 39.97' |
| PRW310 | 74+52.90 | 38.77' |
| PRW311 | 73+80.00 | 49.02' |
| PRW312 | 72+21.74 | 44.11' |
| PRW313 | 71+45.41 | 28.93' |
| PRW314 | 70+96.94 | 28.94' |
| PRW315 | 70+96.93 | 90.22' |
| PRW316 | 69+31.79 | 30.10' |
| PRW317 | 68+33.44 | 32.65' |
| PRW318 | 67+52.34 | 34.75' |

P.I. = 73+67.40
Y = 435,745.500
X = 827,889.020
DELTA = 41° 12' 21" (RT)
D = 17° 06' 12"
T = 125.94'
L = 240.92'
R = 335.00'
P.C. = 72+41.46
P.T. = 74+82.38

P.I. = 69+75.39
Y = 435,483.650
X = 827,597.290
DELTA = 01° 28' 26" (LT)

## H. E. STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| H10 | 72+01.17 | 28.93' |
| H11 | 73+45.63 | 13.48' |
| H12 | 73+87.34 | 27.62' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL S.F. SHOWN IN ACRES UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | H.E. S.F. | TLE S.F. |
|---|---|---|---|---|---|---|---|
| 14 | SCHOOL DISTRICT OF INDEPENDENCE | TLE | ---- | ---- | ---- | ---- | 830 |
| | | | | | | | |
| 21 | WOLFE PROPERTIES II, LLC | TLE | ---- | ---- | ---- | ---- | 228 |
| 22 | RONALD J. & NAOMI A. WIERSGALLA | TLE | ---- | ---- | ---- | ---- | 450 |
| 23 | PETER A. & ROBIN A. WOYCHIK | TLE | ---- | ---- | ---- | ---- | 153 |
| 24 | CECELIA E. KILLIAN | TLE | ---- | ---- | ---- | ---- | 300 |
| | | | | | | | |
| 26 | MOLLY A MISH & JODI J. SYLLA | TLE | ---- | ---- | ---- | ---- | 450 |
| 27 | DEBRA P. KAMPA | TLE | ---- | ---- | ---- | ---- | 300 |
| 28 | RICHARD & DOREEN OLSON | TLE | ---- | ---- | ---- | ---- | 110 |
| 29 | GERALD J. & NANCY L. SKROCH | TLE | ---- | ---- | ---- | ---- | 120 |
| 30 | JOEL J. & ALICIA A. GOETTING | FEE | 542 | ---- | 542 | ---- | ---- |
| 31 | J-SQUARED PROPERTIES, LLC | H. E.,AR,TLE | ---- | ---- | ---- | 4337 | 4277 |
| 32 | TIMOTHY R. SMIEJA | FEE,TLE | 1957 | ---- | 1957 | ---- | 1453 |
| 33 | LINDA LONGMIRE | TLE | ---- | ---- | ---- | ---- | 2137 |

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT, DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET. AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | | |
| HIGHWAY EASEMENT | H.E. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

## 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 | LE (1" UNLESS NOTED) | PROPOSED R/W LINE |
| | | EXISTING H.E. LINE |
| R/W MONUMENT | •(SET) | PROPERTY LINE |
| R/W STANDARD | ▲(SET) | LOT & TIE LINES |
| SIGN | ISIGN | SLOPE INTERCEPTS |
| SECTION CORNER MONUMENT | | CORPORATE LIMITS |
| SECTION CORNER SYMBOL | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) |
| FEE (HATCH VARIES) | | ACCESS CONTROLLED BY PARCEL ACQUISTION |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) |
| PERMANENT LIMITED EASEMENT | | SECTION LINE |
| R/W BOUNDARY POINT | PRW20 | QUARTER LINE |
| PARCEL NUMBER | 02 | SIXTEENTH LINE |
| UTILITY PARCEL NUMBER | 92 | EXISTING CENTERLINE |
| SIGN NUMBER (OFF PREMISE) | 21-1 | PROPOSED REFERENCE LINE |
| BUILDING | | PARALLEL OFFSET |

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET
0 50 100

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT, ALL DISTANCES ARE GROUND LENGTH.
RIGHT-OF-WAY MONUMENTS ARE ¾" X 24" REBAR 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 OR OTHER SURVEYS OF 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.
DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.
ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.
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.

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.

EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 IS ESTABLISHED FROM PREVIOUS PROJECT 7130-08-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIXTH STREET & WILSON STREET IS ESTABLISHED FROM THE PLAT OF TUBBS & HUTCHINS ADDITION).
EXISTING HIGHWAY RIGHT-OF-WAY FOR THIRD STREET AND FOURTH STREET IS ESTABLISHED FROM THE ORIGINAL PLAT OF INDEPENDENCE.



FILE NAME : \\K11nas\data1\WDOTNW\10019\tpp\amendments\amend_1_71320821_403.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
APPRAISAL PLAT DATE :

4.03

# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.04 AMENDMENT No. 1

THIS AMENDMENT REVISES PARCEL 37 OF TRANSPORTATION PROJECT PLAT 7132-08-22-4.04, RECORDED AS DOCUMENT 418968, IN PLAT CABINET A-105, IN THE OFFICE OF THE REGISTER OF DEEDS, TREMPEALEAU COUNTY.

PART OF LOT 11, BLOCK 1, 1885 ADDITION, PART OF LOTS 1, 2, & 3, BLOCK 18, 1877 ADDITION, PART OF LOTS 12, & 13, BLOCK 1, ORIGINAL PLAT OF INDEPENDENCE, PART OF OUT LOTS 72A, ASSESSOR'S PLAT OF INDEPEPNDENCE AND PART OF THE THE SE¼- NW¼ OF SECTION 25, T 22 N, R 9 W, IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE, OSSEO ROAD (A STREET-INDEE BOULEVARD) TREMPEALEAU 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 11:16 AM ON AUGUST 9, 2013 AS DOCUMENT #425334 AND FILED IN PLAT CABINET A-105

ROSE OTTUM

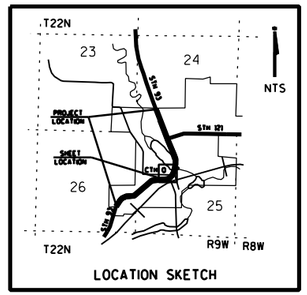
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7132-08-22-4.04
AMENDMENT NO: 1

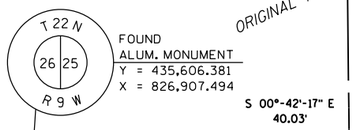
## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL S.F. SHOWN IN ACRES UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 34 | C. KEITH & NANCY EDISON | TLE | ---- | ---- | ---- | 170 |
| 36 | MARK R. & BARBARA N. FRANKLIN | FEE | 157 | ---- | 157 | ---- |
| 37 | MARCUS M. & DORIS J. MISH | FEE | 589 | ---- | 589 | ---- |
| 38 | EHMEN FAMILY TRUST OF 2010 | FEE | 1745 | ---- | 1745 | ---- |
| 39 | DONALD A. WEGMAN | FEE,TLE | 1807 | ---- | 1807 | 353 |
| | | | | | | |
| 41 | TAMI J. KEENEN | FEE,TLE | 169 | ---- | 169 | 540 |
| 42 | B & E INVESTMENTS, INC. | TLE | ---- | ---- | ---- | 150 |
| 43 | GENE J. & MARY K. SCHELLER | TLE | ---- | ---- | ---- | 306 |



LOCATION SKETCH



FOUND ALUM. MONUMENT
Y = 435,606.381
X = 826,907.494

CITY OF INDEPENDENCE

ORIGINAL PLAT OF INDEPENDENCE

ASSESSOR'S PLAT OF INDEPENDENCE

1877 ADDITION

1885 ADDITION

BLOCK 1885 ADDITION

BLOCK 1877 ADDITION

SECOND STREET

FIRST STREET

ADAMS STREET

WASHINGTON STREET

EAST RAILWAY STREET

OSSEO ROAD

SE-NW CTH O

CTH O

STH 93

ELK RIVER

BUGLE LAKE.

VARIES

ALLEY

EXISTING RW

BLOCK 10

BLOCK 2

BLOCK 1

BLOCK 18

S 78°-25'-10" E 69.69'

S 78°-25'-10" E 65.44'

N 11°34'50" E

N 16°53'48" E

N 29°47'35" E

N 65°32'39" E

N 89°17'43" E STH 93

N 89°-34'-18" E 1982.50'

S 89°-34'-18" W 3303.49'

N 89°-34'-18" E 5285.99' BETWEEN CORNERS

S 00°-42'-17" E 40.03'

N 00°-42'-17" W 39.97'

N 00°-42'-17" W 40.03'

N 00°-25'-42" W 285.25'

PT 87+08.87

PC 86+77.33

PI 86+93.11

PI 86+35.42

PC 85+92.22

PC 84+57.17

PT 84+23.35

PI 85+24.98

PC 82+13.20

PT 80+71.30

PC 79+30.69

PI 83+22.86

PI 80+02.19

PRW308 PRW309 PRW400 PRW401 PRW402 PRW403 PRW404 PRW405 PRW406 PRW407 PRW408 PRW409 PRW410 PRW411 PRW412 PRW413 PRW414 PRW415 PRW416 PRW417 PRW418 PRW419 PRW420 PRW421

T450 T451 T452 T453 T454 T455 T456 T457 T458

34 36 37 38 39 41 42 43

LOT 1 LOT A LOT 2 LOT 3 LOT 4 LOT 5 LOT 6 LOT 7 LOT 8 LOT 9 LOT 10 LOT 11 LOT 12 LOT 13 LOT 17 LOT 19

BLOCK 1 BLOCK 2 BLOCK 18

OUT LOT 72A

S

H

P.L.

BLDG

CSM 123

TLE - SLOPES

¾" REBAR IP

"X" IN CONC. IP

FOUND ALUM. MONUMENT
Y = 435,645.910
X = 832,193.332

T 22 N
25
30
R 9 W
R 8 W

## TLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T450 | 86+57.76 | 39.64' |
| T451 | 85+88.55 | 43.89' |
| T452 | 84+98.18 | 44.62' |
| T453 | 84+45.76 | 51.55' |
| T454 | 84+40.39 | 37.55' |
| T455 | 79+88.86 | 45.63' |
| T456 | 79+88.12 | 50.56' |
| T457 | 79+58.58 | 46.29' |
| T458 | 79+58.95 | 41.31' |

## STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| PRW308 | 78+00.00 | -40.03' |
| PRW309 | 78+00.00 | 39.97' |
| PRW400 | 80+04.73 | -32.74' |
| PRW401 | 80+76.10 | -36.34' |
| PRW402 | 82+35.99 | -36.02' |
| PRW403 | 83+15.73 | -52.27' |
| PRW404 | 83+83.70 | -101.81' |
| PRW405 | 84+19.53 | -62.20' |
| PRW406 | 84+60.76 | -85.55' |
| PRW407 | 85+24.80 | -112.89' |
| PRW408 | 85+51.84 | -57.54' |
| PRW409 | 85+60.41 | -37.01' |
| PRW410 | 86+55.34 | -66.59' |
| PRW411 | 87+13.35 | -60.58' |
| PRW412 | 89+00.00 | -69.69' |
| PRW413 | 89+00.00 | 65.45' |
| PRW414 | 87+26.71 | 78.93' |
| PRW415 | 86+59.39 | 69.22' |
| PRW416 | 86+57.34 | 32.00' |
| PRW417 | 85+86.26 | 36.39' |
| PRW418 | 85+25.79 | 36.81' |
| PRW419 | 83+69.46 | 47.06' |
| PRW420 | 82+72.13 | 49.02' |
| PRW421 | 80+09.27 | 50.38' |

P.I. = 86+93.11
Y = 436,230.090
X = 828,981.500
DELTA = 05° 18' 58" (LT)
D = 16° 51' 06"
T = 15.78'
L = 31.55'
R = 340.00'
P.C. = 86+77.33
P.T. = 87+08.87

P.I. = 80+02.19
Y = 435,753.442
X = 828,534.708
DELTA = 23° 45' 04" (LT)
D = 16° 51' 06"
T = 71.50'
L = 140.94'
R = 340.00'
P.C. = 79+30.69
P.T. = 80+71.63

P.I. = 83+22.86
Y = 435,887.049
X = 828,828.481
DELTA = 35° 45' 04" (LT)
D = 16° 51' 06"
T = 109.66'
L = 212.15'
R = 340.00'
P.C. = 82+13.20
P.T. = 84+25.35

P.I. = 85+24.98
Y = 436,068.669
X = 828,932.467
DELTA = 12° 53' 47" (LT)
D = 09° 32' 57"
T = 67.81'
L = 135.05'
R = 600.00'
P.C. = 84+57.17
P.T. = 85+92.22

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 103 | MIDWEST NATURAL GAS INCORPORATION | RELEASE OF RIGHTS |

(103) EASEMENT MIDWEST NATURAL GAS INC.
V. 152, P. 663, 185586 PARCEL 38

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT, DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

## CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | LS (IT UNLESS NOTED) | PROPOSED R/W LINE | |
| | | EXISTING H.E. LINE | |
| R/W MONUMENT | ○ =(SET) | PROPERTY LINE | |
| R/W STANDARD | △ =(SET) | LOT & TIE LINES | |
| SIGN | ISIGN | SLOPE INTERCEPTS | |
| SECTION CORNER MONUMENT | | CORPORATE LIMITS | |
| SECTION CORNER SYMBOL | (SEC) | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS CONTROLLED BY PARCEL ACQUISTION | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PRW20 | QUARTER LINE | |
| PARCEL NUMBER | (102) | SIXTEENTH LINE | |
| UTILITY PARCEL NUMBER | (92) | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | (21-) | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET
0 50 100

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 308-400 | N 89°18'14" E | 197.07' |
| 400-401 | N 67°36'49" E | 64.58' |
| 401-402 | N 65°24'48" E | 157.46' |
| 402-403 | N 41°51'47" E | 71.09' |
| 403-404 | N 00°40'22" W | 72.00' |
| 404-405 | N 89°18'14" E | 48.00' |
| 405-406 | N 00°40'22" W | 46.00' |
| 406-407 | N 00°40'22" W | 60.00' |
| 407-408 | N 89°18'14" E | 60.00' |
| 408-409 | N 89°18'14" E | 22.00' |
| 409-410 | N 00°19'03" W | 97.31' |
| 410-411 | N 21°41'38" E | 52.52' |
| 411-412 | N 08°47'19" E | 186.87' |
| 412-413 | S 78°25'10" E | 135.13' |
| 413-414 | S 07°07'54" W | 173.81' |
| 414-415 | S 21°41'38" W | 74.78' |
| 415-416 | N 76°15'09" W | 37.28' |
| 416-417 | S 13°24'12" W | 71.57' |
| 417-418 | S 19°58'55" W | 64.13' |
| 418-419 | S 26°39'29" W | 168.09' |
| 419-420 | S 46°24'25" W | 110.72' |
| 420-421 | S 65°24'48" W | 279.87' |
| 421-309 | S 89°18'14" W | 220.11' |
| 309-308 | N 00°42'17" W | 80.00' |

NOTES:
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DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.
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EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 WASHINGTON STREET IS ESTABLISHED FROM PLAT OF INDEPENDENCE AND ITS 1885 ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR FIRST STREET AND SECOND STREET IS ESTABLISHED FROM PLAT OF INDEPENDENCE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH O IS ESTABLISHED FROM PLAT OF INDEPENDENCE AND ITS 1885 ADDITION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR ADAMS STREET IS ESTABLISHED FROM 1877 ADDITION THE PLAT OF INDEPENDENCE .

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.04 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

MAY 28, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

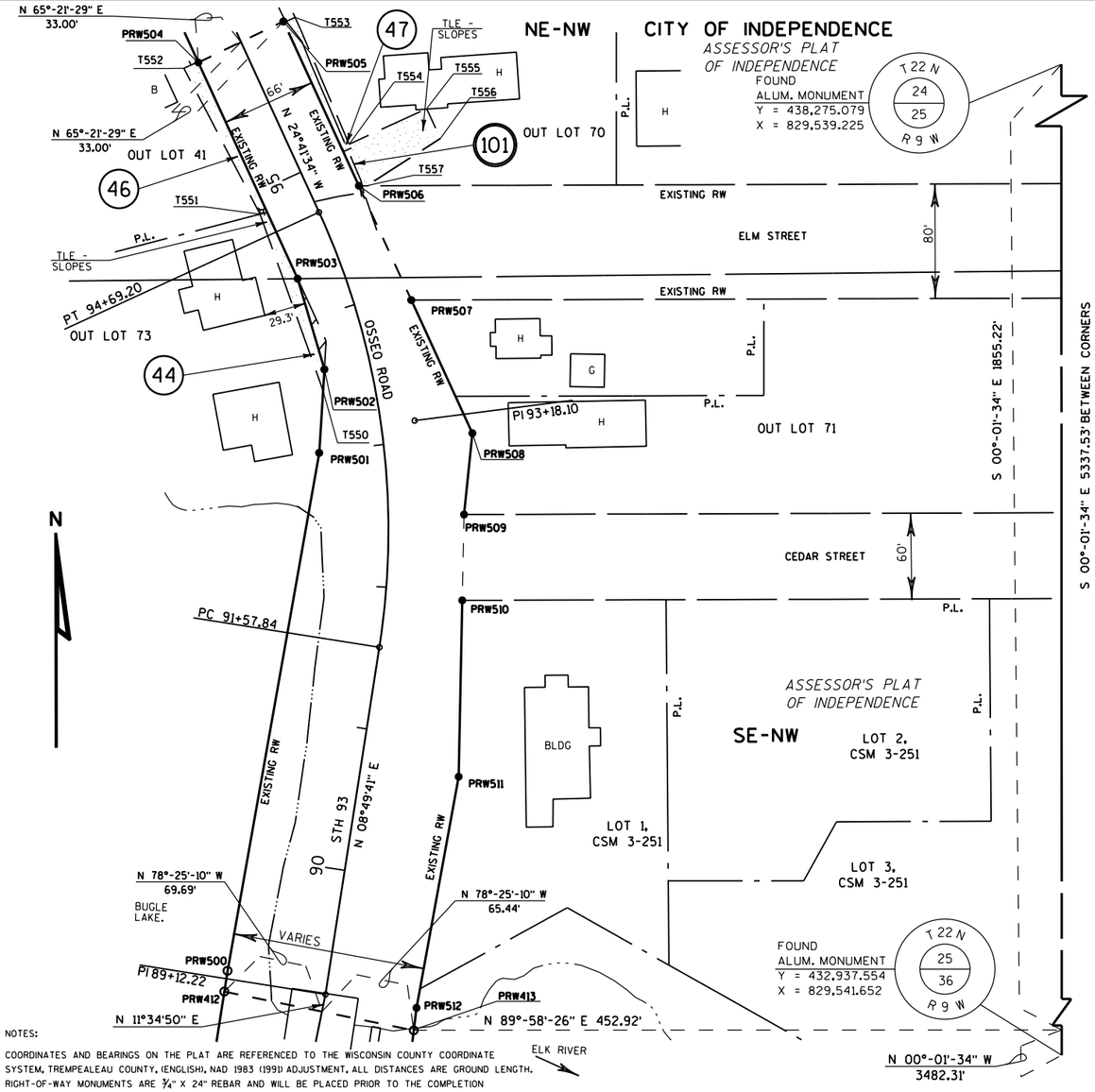
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER



FILE NAME : G:\WDOTNW\10019\TPP\amendments\amend_1_71320821_404.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
APPRAISAL PLAT DATE :

4.04




NOTES:

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DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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.

EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 IS ESTABLISHED FROM PREVIOUS PROJECT N.R.S. 490B.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CEDAR STREETIS ESTABLISHED FROM CSM #3-251.

EXISTING HIGHWAY RIGHT-OF-WAY FOR ELM STREET IS ESTABLISHED FROM ASSESSOR'S PLAT OF INDEPENDENCE.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN S.F. UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 44 | DOUGLAS J. & MARY K. KLIMEK | FEE,TLE | 225 | ---- | 225 | 922 |
| | | | | | | |
| 46 | WILLIAM J. & LINDA M. BAXA | TLE | ---- | ---- | ---- | 863 |
| 47 | WILLIAM G. & DONNA JESKE | TLE | ---- | ---- | ---- | 2489 |

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 101 | TRI-COUNTY ELECTRICAL COOPERATIVE | RELEASE OF RIGHTS |

# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.05

PART OF OUT LOTS 41, 70 & 73, ASSESSOR'S PLAT OF INDEPENDENCE, IN THE NE¼- NW¼ & THE SE¼- NW¼ OF SECTION 25, T 22 N, R 9 W, IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE, OSSEO ROAD (A STREET-INDEE BOULEVARD) TREMPEALEAU 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 11:49 AM ON AUGUST 27, 2012 AS DOCUMENT #418969 AND FILED IN PLAT CABINET A-106

ROSE OTTUM

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7132-08-22-4.05
AMENDMENT NO:

| Point Number | Station | Offset |
|---|---|---|
| PRW412 | 89+00.00 | -69.69' |
| PRW413 | 89+00.00 | 65.45' |
| PRW500 | 89+18.12 | -70.20' |
| PRW501 | 92+99.16 | -45.40' |
| PRW502 | 93+60.58 | -32.01 |
| PRW503 | 94+30.91 | -31.71' |
| PRW504 | 96+00.00 | -33.00' |
| PRW505 | 96+00.00 | 33.00' |
| PRW506 | 94+74.40 | 33.00' |
| PRW507 | 93+91.88 | 39.01' |
| PRW508 | 93+00.74 | 62.50' |
| PRW509 | 92+49.96 | 49.88' |
| PRW510 | 91+95.34 | 53.66' |
| PRW511 | 90+76.90 | 68.64' |
| PRW512 | 89+12.72 | 64.32' |

## TLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T550 | 93+45.15 | -36.07' |
| T551 | 94+85.17 | -38.00' |
| T552 | 96+00.00 | -43.00' |
| T553 | 96+00.00 | 41.55' |
| T554 | 95+03.64 | 38.64' |
| T555 | 95+03.69 | 98.64' |
| T556 | 94+80.70 | 98.66' |
| T557 | 94+72.13 | 38.00' |

P.I. = 93+18.10
Y = 436,845.830
X = 829,087.780
DELTA = 33° 28' 12" (LT)
D = 10° 44' 59"
T = 160.26'
L = 311.36'
R = 533.00'
P.C. = 91+57.84
P.T. = 94+69.20

P.I. = 89+12.22
Y = 436,444.760
X = 829,025.490
DELTA = 02° 45' 09" (LT)

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 412-500 | N 08°47'19" E | 14.76' |
| 500-501 | N 10°02'19" E | 367.58' |
| 501-502 | N 03°32'37" E | 58.47' |
| 502-503 | N 16°28'50" W | 66.08' |
| 503-504 | N 24°38'32" W | 166.79' |
| 504-505 | N 65°21'29" E | 66.00' |
| 505-506 | S 24°38'32" E | 125.60' |
| 506-507 | S 24°38'32" E | 87.89' |
| 507-508 | S 24°38'32" E | 102.40' |
| 508-509 | S 08°50'56" W | 57.51' |
| 509-510 | S 01°44'24" E | 60.02' |
| 510-511 | S 01°10'09" W | 123.28' |
| 511-512 | S 10°20'09" W | 164.24' |
| 512-413 | S 07°07'54" W | 15.85' |
| 413-412 | N 78°25'10" W | 135.13' |

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | | |
| HIGHWAY EASEMENT | H.E. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

## 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

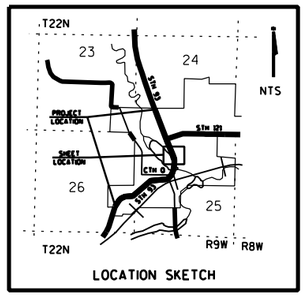
FOUND IRON PIPE/PIN — LS (1" UNLESS NOTED)
R/W MONUMENT — ● *(SET)
R/W STANDARD — ▲ *(SET)
SIGN — |SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER — PRW20
UTILITY PARCEL NUMBER — 102
SIGN NUMBER (OFF PREMISE) — 92
BUILDING — 21

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS CONTROLLED BY PARCEL ACQUISTION
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
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 | | |

SCALE, FEET
0 50 100



LOCATION SKETCH

KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

Thomas J. Hansen — AUGUST 2, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER

# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.06

PART OF OUT LOTS 35, 36, 37, 38, 39, 40, 41, 62, 63, 64, 65, 66, 67, 68, 69 & 70, ASSESSOR'S PLAT OF INDEPENDENCE, IN THE NE¼- NW¼ OF SECTION 25, T 22 N, R 9 W, IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE - OSSEO ROAD
(A STREET-INDIE BOULEVARD) TREMPEALEAU 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.

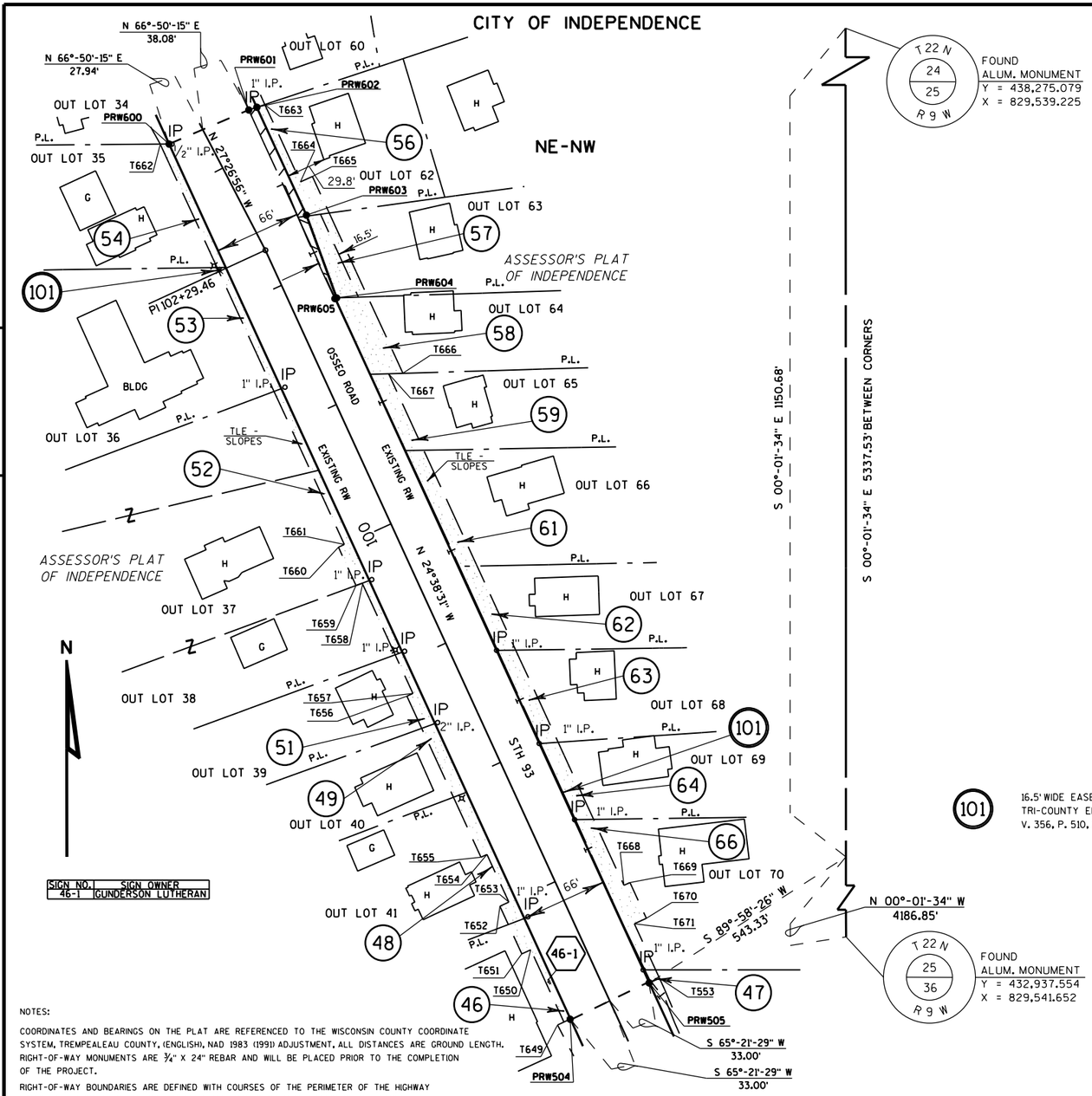
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 1:54 PM ON AUGUST 27, 2012 AS DOCUMENT #418971 AND FILED IN PLAT CABINET A-107

ROSE OTTUM

SIGNATURE OF REGISTER OF DEEDS

**RESERVED FOR REGISTER OF DEEDS**
**PROJECT NUMBER 7132-08-22-4.06**
**AMENDMENT NO:**




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN S.F. UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 46 | WILLIAM J. & LINDA M. BAXA | TLE | ---- | ---- | ---- | 636 |
| 47 | WILLIAM G. & DONNA JESKE | TLE | ---- | ---- | ---- | 77 |
| 48 | DENNIS G. SURA | TLE | ---- | ---- | ---- | 954 |
| 49 | KENNETH J. BROWN | TLE | ---- | ---- | ---- | 614 |
| | | | | | | |
| 51 | JACQUELINE PIENTOK | TLE | ---- | ---- | ---- | 476 |
| 52 | PATRICIA KULIG-SYLLA | TLE | ---- | ---- | ---- | 1446 |
| 53 | C. KEITH & NANCY N. EDISON | TLE | ---- | ---- | ---- | 612 |
| 54 | WILLIAM E. SUCHLA | TLE | ---- | ---- | ---- | 626 |
| | | | | | | |
| 56 | HEIDI M. BRAGGER | FEE,TLE | 589 | ---- | 589 | 885 |
| 57 | DANIEL, GARY & RANDY SYMICEK LIFE ESTATE OF GREGORY J. & IRENE SYMICEK | FEE,TLE | 257 | ---- | 257 | 1331 |
| 58 | EHMEN FAMILY TRUST OF 2010 | TLE | ---- | ---- | ---- | 1478 |
| 59 | ALLAN T. & MARY BETH GAMROTH | TLE | ---- | ---- | ---- | 842 |
| | | | | | | |
| 61 | CONNIE BRANDT | TLE | ---- | ---- | ---- | 1282 |
| 62 | THERESA SMIEJA TRUST | TLE | ---- | ---- | ---- | 937 |
| 63 | PATRICK J. SOBOTA | TLE | ---- | ---- | ---- | 1037 |
| 64 | JEROME & SHIRLEY FEULING | TLE | ---- | ---- | ---- | 862 |
| | | | | | | |
| 66 | DANIEL L. FEULING | TLE | ---- | ---- | ---- | 1652 |

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 101 | TRI-COUNTY ELECTRICAL COOPERATIVE | RELEASE OF RIGHTS |

101 — 16.5' WIDE EASEMENT
TRI-COUNTY ELECTRICAL COPPERATIVE
V. 356, P. 510, 271439 PARCEL 57

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT, DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

## CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN — LP (1" UNLESS NOTED)
R/W MONUMENT — ● *(SET)
R/W STANDARD — ▲ *(SET)
SIGN — ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY PARCEL NUMBER
SIGN NUMBER (OFF PREMISE)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS CONTROLLED BY PARCEL ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

## CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD | OH | |
| TRANSMISSION LINES | | |
| ELECTRIC | E | |
| CABLE TELEVISION | Tv | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

## STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| PRW504 | 96+00.00 | -33.00' |
| PRW505 | 96+00.00 | 33.00' |
| PRW600 | 103+35.10 | -27.87' |
| PRW601 | 103+30.17 | 37.97' |
| PRW602 | 103+29.14 | 44.43' |
| PRW603 | 102+38.78 | 40.00' |
| PRW604 | 101+73.83 | 34.14' |
| PRW605 | 101+74.31 | 33.00' |

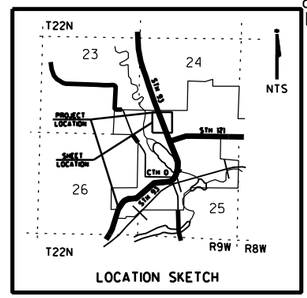
| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 504-600 | N 24°38'32" W | 733.61' |
| 600-601 | N 66°50'15" E | 66.02' |
| 601-602 | N 71°36'58" E | 6.54' |
| 602-603 | S 24°38'32" E | 90.47' |
| 603-604 | S 20°04'06" E | 67.11' |
| 604-605 | S 88°08'12" W | 1.25' |
| 605-505 | S 24°38'32" E | 574.31' |
| 505-504 | S 65°21'29" W | 66.00' |

## TLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T553 | 96+00.00 | 41.55' |
| T649 | 96+00.00 | -38.00' |
| T650 | 96+60.57 | -38.50' |
| T651 | 96+60.57 | -46.00' |
| T652 | 97+00.57 | -46.04' |
| T653 | 97+00.57 | -38.54' |
| T654 | 97+40.57 | -38.57' |
| T655 | 97+40.57 | -43.57' |
| T656 | 98+75.57 | -43.69' |
| T657 | 98+75.57 | -38.69' |
| T658 | 99+68.03 | -38.77' |
| T659 | 99+68.42 | -43.77' |
| T660 | 100+00.57 | -43.80' |
| T661 | 100+00.57 | -38.80' |
| T662 | 103+38.14 | -33.82' |
| T663 | 103+28.12 | 50.80' |
| T664 | 102+63.36 | 47.68' |
| T665 | 102+62.87 | 57.67' |
| T666 | 101+00.53 | 56.11' |
| T667 | 101+04.76 | 46.10' |
| T668 | 96+75.65 | 46.49' |
| T669 | 96+75.65 | 51.49' |
| T670 | 96+45.65 | 51.51' |
| T671 | 96+45.65 | 41.51' |

P.I. = 102+29.46
Y = 437,682.530
X = 828,703.970
DELTA = 02° 47' 25" (LT)

SCALE, FEET
0 50 100




NOTES:

COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT, ALL DISTANCES ARE GROUND LENGTH. RIGHT-OF-WAY MONUMENTS ARE ¾" X 24" REBAR 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 OR OTHER SURVEYS OF 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.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

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.

EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 / OSSEO RD IS ESTABLISHED FROM EXISTING CENTERLINE AND ASSESSOR'S PLAT OF INDEPENDENCE.

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 2, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER



FILE NAME : G:\WDOTNW\10019\TPP\71320821_406.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
APPRAISAL PLAT DATE :

# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.07 AMENDMENT No. 2

THIS AMENDMENT REVISES PARCELS 77 & 78 OF TRANSPORTATION PROJECT PLAT 7132-08-22-4.07, AMENDMENT No. 1, RECORDED AS DOCUMENT 422068, IN PLAT CABINET A-108, IN THE OFFICE OF THE REGISTER OF DEEDS, TREMPEALEAU COUNTY.

PART OF OUT LOTS 31, 32, 33, 34, 35, 42, 43, 44, 59, 60, 11 & 13, ASSESSOR'S PLAT OF INDEPENDENCE, IN THE NE¼- NW¼ OF SECTION 25, THE SW¼- SW¼ & THE SE¼- SW¼ OF SECTION 24, T 22 N, R 9 W, IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE - OSSEO ROAD
(A STREET-INDIE BOULEVARD) TREMPEALEAU 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.

KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.07 AMENDMENT No. 2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — THOMAS J. HANSEN S-2033 MADISON, WISCONSIN — LAND SURVEYOR

THOMAS J. HANSEN — JUNE 3, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER — DATE



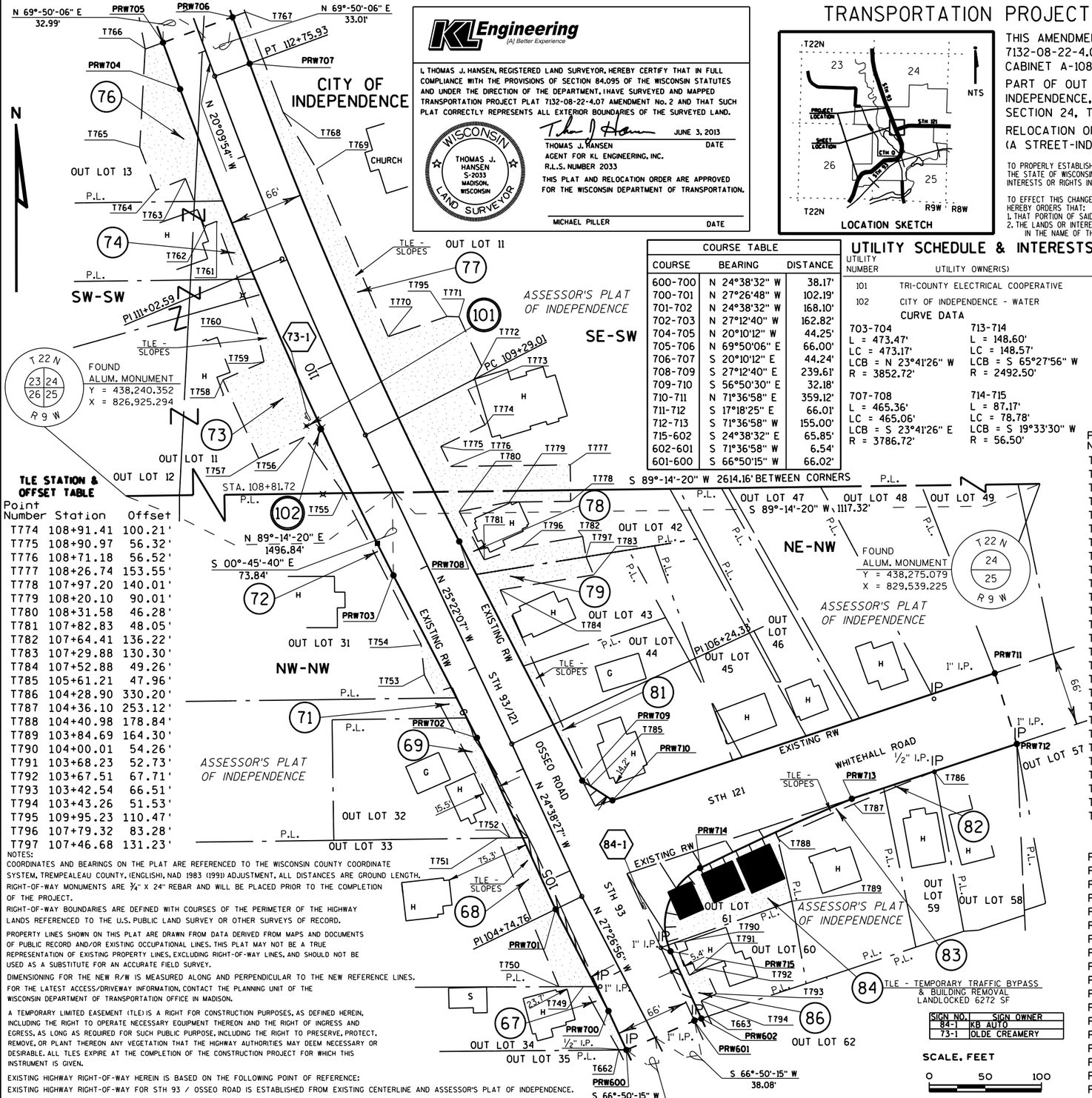
LOCATION SKETCH

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 9:21 AM ON JUNE 21, 2013 AS DOCUMENT # 424455 AND FILED IN PLAT CABINET A-108

ROSE OTTUM

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7132-08-22-4.07
AMENDMENT NO: 2




| SIGN NO. | SIGN OWNER |
|---|---|
| 84-1 | KB AUTO |
| 73-1 | OLDE CREAMERY |

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 600-700 | N 24°38'32" W | 38.17' |
| 700-701 | N 27°26'48" W | 102.19' |
| 701-702 | N 24°38'32" W | 168.10' |
| 702-703 | N 27°12'40" W | 162.82' |
| 704-705 | N 20°10'12" W | 44.25' |
| 705-706 | N 69°50'06" E | 66.00' |
| 706-707 | S 20°10'12" E | 44.24' |
| 708-709 | S 27°12'40" E | 239.61' |
| 709-710 | S 56°50'30" E | 32.18' |
| 710-711 | N 71°36'58" E | 359.12' |
| 711-712 | S 17°18'25" E | 66.01' |
| 712-713 | S 71°36'58" W | 155.00' |
| 715-602 | S 24°38'32" E | 65.85' |
| 602-601 | S 71°36'58" W | 6.54' |
| 601-600 | S 66°50'15" W | 66.02' |

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 101 | TRI-COUNTY ELECTRICAL COOPERATIVE | RELEASE OF RIGHTS |
| 102 | CITY OF INDEPENDENCE - WATER | RELEASE OF RIGHTS |

CURVE DATA

| 703-704 | 713-714 |
|---|---|
| L = 473.47' | L = 148.60' |
| LC = 473.17' | LC = 148.57' |
| LCB = N 23°41'26" W | LCB = S 65°27'56" W |
| R = 3852.72' | R = 2492.50' |
| **707-708** | **714-715** |
| L = 465.36' | L = 87.17' |
| LC = 465.06' | LC = 78.78' |
| LCB = S 23°41'26" E | LCB = S 19°33'30" W |
| R = 3786.72' | R = 56.50' |

### TLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T662 | 103+38.14 | -33.82' |
| T663 | 103+28.12 | 50.80 |
| T749 | 104+02.80 | -35.71' |
| T750 | 104+12.84 | -55.25' |
| T751 | 105+53.38 | -46.76' |
| T752 | 105+48.84 | -36.50' |
| T753 | 107+13.45 | -44.20' |
| T754 | 107+38.84 | -35.23' |
| T755 | 108+90.54 | -39.79' |
| T756 | 109+50.41 | -49.98' |
| T757 | 109+50.41 | -94.98' |
| T758 | 110+25.42 | -94.97' |
| T759 | 110+25.41 | -54.97' |
| T760 | 110+50.41 | -49.96' |
| T761 | 111+55.42 | -44.93' |
| T762 | 111+55.42 | -56.93' |
| T763 | 112+00.43 | -56.91' |
| T764 | 112+00.44 | -84.91' |
| T765 | 112+40.45 | -84.89' |
| T766 | 113+20.00 | -50.00' |
| T767 | 113+20.00 | 45.00' |
| T768 | 112+25.00 | 45.69' |
| T769 | 111+65.38 | 55.08' |
| T770 | 110+01.04 | 55.26' |
| T771 | 109+90.38 | 120.03' |
| T772 | 109+90.39 | 120.02' |
| T773 | 109+26.41 | 99.99' |
| T774 | 108+91.41 | 100.21' |
| T775 | 108+90.97 | 56.32' |
| T776 | 108+71.18 | 56.52' |
| T777 | 108+26.74 | 153.55' |
| T778 | 107+97.20 | 140.01' |
| T779 | 108+20.10 | 90.01' |
| T780 | 108+31.58 | 46.28' |
| T781 | 107+82.83 | 48.05' |
| T782 | 107+64.41 | 136.22' |
| T783 | 107+29.88 | 130.30' |
| T784 | 107+52.88 | 49.26' |
| T785 | 105+61.21 | 47.96' |
| T786 | 104+28.90 | 330.20' |
| T787 | 104+36.10 | 253.12' |
| T788 | 104+40.98 | 178.84' |
| T789 | 103+84.69 | 164.30' |
| T790 | 104+00.01 | 54.26' |
| T791 | 103+68.23 | 52.73' |
| T792 | 103+67.51 | 67.71' |
| T793 | 103+42.54 | 66.51' |
| T794 | 103+43.26 | 51.53' |
| T795 | 109+95.23 | 110.47' |
| T796 | 107+79.32 | 83.28' |
| T797 | 107+46.68 | 131.23' |

### STATION & OFFSET TABLE

| | | |
|---|---|---|
| PRW600 | 103+35.10 | -27.87' |
| PRW601 | 103+30.17 | 37.97' |
| PRW602 | 103+29.14 | 44.43' |
| PRW700 | 103+73.22 | -26.00' |
| PRW701 | 104+75.41 | -26.00' |
| PRW702 | 106+42.57 | -25.77' |
| PRW703 | 108+05.30 | -31.01' |
| PRW704 | 112+75.75 | -33.01' |
| PRW705 | 113+20.00 | -33.02' |
| PRW706 | 113+20.00 | 32.98' |
| PRW707 | 112+75.76 | 32.99' |
| PRW708 | 108+07.43 | 34.96' |
| PRW709 | 105+68.48 | 43.38' |
| PRW710 | 105+41.26 | 60.53' |
| PRW711 | 105+02.12 | 417.50' |
| PRW712 | 104+16.65 | 406.72' |
| PRW713 | 104+41.07 | 253.66' |
| PRW714 | 104+48.62 | 105.27' |
| PRW715 | 103+94.90 | 47.65' |

### CONVENTIONAL UTILITY SYMBOLS

| | |
|---|---|
| WATER | W |
| GAS | G |
| TELEPHONE | T |
| OVERHEAD TRANSMISSION LINES | OH |
| ELECTRIC | E |
| CABLE TELEVISION | TV |
| FIBER OPTIC | FO |
| SANITARY SEWER | SAN |
| STORM SEWER | SS |

| NON COMPENSABLE | COMPENSABLE |
|---|---|
| POWER POLE | |
| TELEPHONE POLE | |
| TELEPHONE PEDESTAL | |
| ELECTRIC TOWER | |

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | | |
| HIGHWAY EASEMENT | H.E. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

### 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 | ⌀ (1" UNLESS NOTED) |
| R/W MONUMENT | ●(SET) |
| R/W STANDARD | ▲(SET) |
| SIGN | ISIGN |
| SECTION CORNER MONUMENT | |
| SECTION CORNER SYMBOL | |
| FEE (HATCH VARIES) | |
| TEMPORARY LIMITED EASEMENT | |
| PERMANENT LIMITED EASEMENT | |
| R/W BOUNDARY POINT | |
| PARCEL NUMBER | PRW20 |
| UTILITY PARCEL NUMBER | 102 |
| SIGN NUMBER (OFF PREMISE) | 92 |
| BUILDING | 21 |

| | |
|---|---|
| PROPOSED R/W LINE | |
| EXISTING H.E. LINE | |
| PROPERTY LINE | |
| LOT & TIE LINES | |
| SLOPE INTERCEPTS | |
| CORPORATE LIMITS | |
| ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| ACCESS CONTROLLED BY PARCEL ACQUISITION | |
| NO ACCESS (BY STATUTORY AUTHORITY) | |
| SECTION LINE | |
| QUARTER LINE | |
| SIXTEENTH LINE | |
| EXISTING CENTERLINE | |
| PROPOSED REFERENCE LINE | |
| PARALLEL OFFSET | |

### REFERENCE LINE

P.I. = 104+74.76
Y = 437,900.210
X = 828,595.900
DELTA = 02° 48' 29" (RT)

P.I. = 106+24.33
Y = 438,036.160
X = 828,528.540
DELTA = 00° 43' 40" (LT)

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN S.F. UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 67 | TERRENCE NEUBAUER | FEE,TLE | 14 | ---- | 14 | 522 |
| 68 | JASON GAMROTH | FEE,TLE | 583 | ---- | 583 | 3562 |
| 69 | RICHARD F. STEVENS | FEE,TLE | 220 | ---- | 220 | 1605 |
| | | | | | | |
| 71 | SCOTT J. HALVERSON | TLE | ---- | ---- | ---- | 320 |
| 72 | JEROME HALVERSON | TLE | ---- | ---- | ---- | 1678 |
| 73 | JJM WOLFE PROPERTIES 1, LLC | TLE | ---- | ---- | ---- | 6687 |
| 74 | CONNIE J. SCHMITT | TLE | ---- | ---- | ---- | 1214 |
| | | | | | | |
| 76 | RICHARD C. THEISSEN & TIFFANY A. HAWKINS | TLE | ---- | ---- | ---- | 5486 |
| 77 | SAINTS PETER AND PAUL PARISH | TLE | ---- | ---- | ---- | 17461 |
| 78 | MICHAEL L. & BRENDA S. KOWALSKI | TLE | ---- | ---- | ---- | 3725 |
| 79 | JAY A. MIDDLETON | TLE | ---- | ---- | ---- | 2474 |
| | | | | | | |
| 81 | DIANE K. BILLERBECK | FEE,TLE | 203 | ---- | 203 | 822 |
| 82 | THOMAS J. WALDERA | TLE | ---- | ---- | ---- | 73 |
| 83 | BERNARD P. & ADELINE M. PIENTOK | FEE,TLE | 234 | ---- | 234 | 504 |
| 84 | KEVIN E. BENNING | FEE,AR,TLE | 3046 | ---- | 3046 | 6272 |
| | | | | | | |
| 86 | PATRICK J. & CYNTHIA L. KOTLARZ | FEE,TLE | 467 | ---- | 467 | 833 |

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT. ALL DISTANCES ARE GROUND LENGTH.

RIGHT-OF-WAY MONUMENTS ARE ¾" X 24" REBAR 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 OR OTHER SURVEYS OF 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.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

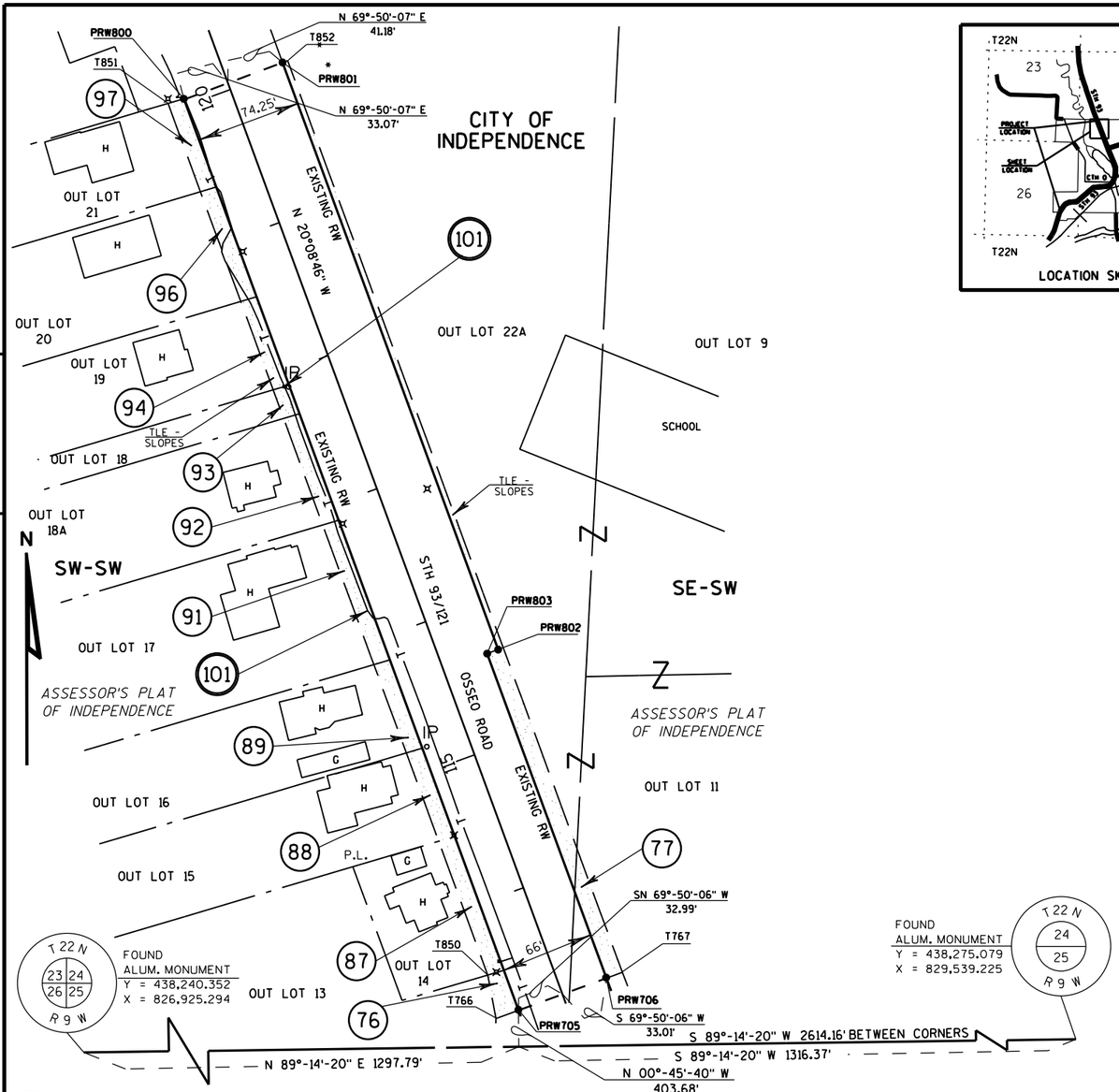
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

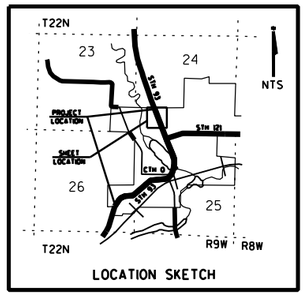
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY 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.

EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 / OSSEO ROAD IS ESTABLISHED FROM EXISTING CENTERLINE AND ASSESSOR'S PLAT OF INDEPENDENCE.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 121/ WHITNALL RD IS ESTABLISHED FROM ASSESSOR'S PLAT OF INDEPENDENCE.



FILE NAME : \\Kl1nas\data1\WDOTNW\10019\tpp\amendments\amend_2_71320821_407.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
APPRAISAL PLAT DATE :




# TRANSPORTATION PROJECT PLAT NO: 7132-08-22 - 4.08

PART OF OUT LOTS 11, 13, 14, 15, 16, 17, 18, 18A, 19, 20, 21 & 22A, ASSESSOR'S PLAT OF INDEPENDENCE, IN THE SW1/4- SW1/4 & SE1/4- SW1/4 OF SECTION 24, T 22 N, R 9 W, IN THE CITY OF INDEPENDENCE, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER STH 93 CITY OF INDEPENDENCE - OSSEO ROAD
(A STREET-INDIE BOULEVARD) TREMPEALEAU 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY, WISCONSIN AT 1:54 AM ON AUGUST 27, 2012 AS DOCUMENT #418973 AND FILED IN PLAT CABINET A-109

ROSE OTTUM

SIGNATURE OF REGISTER OF DEEDS

**RESERVED FOR REGISTER OF DEEDS**
**PROJECT NUMBER 7132-08-22-4.08**
**AMENDMENT NO:**

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN S.F. UNLESS OTHERWISE NOTED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 76 | RICHARD C. THEISSEN & TIFFANY A. HAWKINS | TLE | ---- | ---- | ---- | 440 |
| 77 | SAINTS PETER AND PAUL PARISH | TLE | ---- | ---- | ---- | 4613 |
| 87 | BERNARD G. & LAURIE L. HOLEN | TLE | ---- | ---- | ---- | 1187 |
| 88 | CLARENCE SMIEJA | TLE | ---- | ---- | ---- | 782 |
| 89 | ANN MIEMITZ | TLE | ---- | ---- | ---- | 780 |
| | | | | | | |
| 91 | ANTHONY J. & THOMAS J. PYKA, THERESA MARIE KULIG & MARY LOU BISEK | TLE | ---- | ---- | ---- | 1229 |
| 92 | GERALD & FLORENCE SALBY | TLE | ---- | ---- | ---- | 934 |
| 93 | GAY M. ALLWORDEN | TLE | ---- | ---- | ---- | 250 |
| 94 | RONALD STELLAR, CHAROLETTE BISEK, PATRICIA KNUDSEN & JOYCE SCHNEIDER | TLE | ---- | ---- | ---- | 772 |
| | | | | | | |
| 96 | ANTHONY, PETER, ADRIAN & TIMOTHY SKRUCH | TLE | ---- | ---- | ---- | 957 |
| 97 | MATTHEW J. PEDERSON & KARIL. GUNDERSON | TLE | ---- | ---- | ---- | 768 |

## UTILITY SCHEDULE & INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 101 | TRI-COUNTY ELECTRICAL COOPERATIVE | RELEASE OF RIGHTS |

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | | |
| HIGHWAY EASEMENT | H.E. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

## 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 — 1/2" (1" UNLESS NOTED)
R/W MONUMENT — ●(SET)
R/W STANDARD — ▲(SET)
SIGN — SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER — PRW20
UTILITY PARCEL NUMBER — 102
SIGN NUMBER (OFF PREMISE) — 92
BUILDING — 21-1

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS CONTROLLED BY PARCEL ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET
0 50 100

NOTES:

COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, TREMPEALEAU COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT. ALL DISTANCES ARE GROUND LENGTH. RIGHT-OF-WAY MONUMENTS ARE ¾" X 24" REBAR 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 OR OTHER SURVEYS OF RECORD.

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DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

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.

EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 93 / OSSEO RD IS ESTABLISHED FROM EXISTING CENTERLINE AND ASSESSOR'S PLAT OF INDEPENDENCE.

## STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| PRW705 | 113+20.00 | -33.02' |
| PRW706 | 113+20.00 | 32.98' |
| PRW800 | 120+05.26 | -33.08' |
| PRW801 | 120+05.26 | 41.18' |
| PRW802 | 115+63.95 | 41.21' |
| PRW803 | 115+63.95 | 32.96' |

## TLE STATION & OFFSET TABLE

| Point Number | Station | Offset |
|---|---|---|
| T766 | 113+20.00 | -50.00' |
| T767 | 113+20.00 | 45.00' |
| T850 | 113+50.89 | -44.85' |
| T851 | 120+05.26 | -44.63' |
| T852 | 120+06.00 | 45.00' |

## COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 705-800 | N 20°10'12" W | 685.26' |
| 800-801 | N 69°50'07" E | 74.25' |
| 801-802 | S 20°10'12" E | 441.32' |
| 802-803 | S 69°49'48" W | 8.25' |
| 803-706 | S 20°10'12" E | 243.95' |
| 706-705 | S 69°50'06" W | 66.00' |

KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 7132-08-22-4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 2, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

MICHAEL PILLER



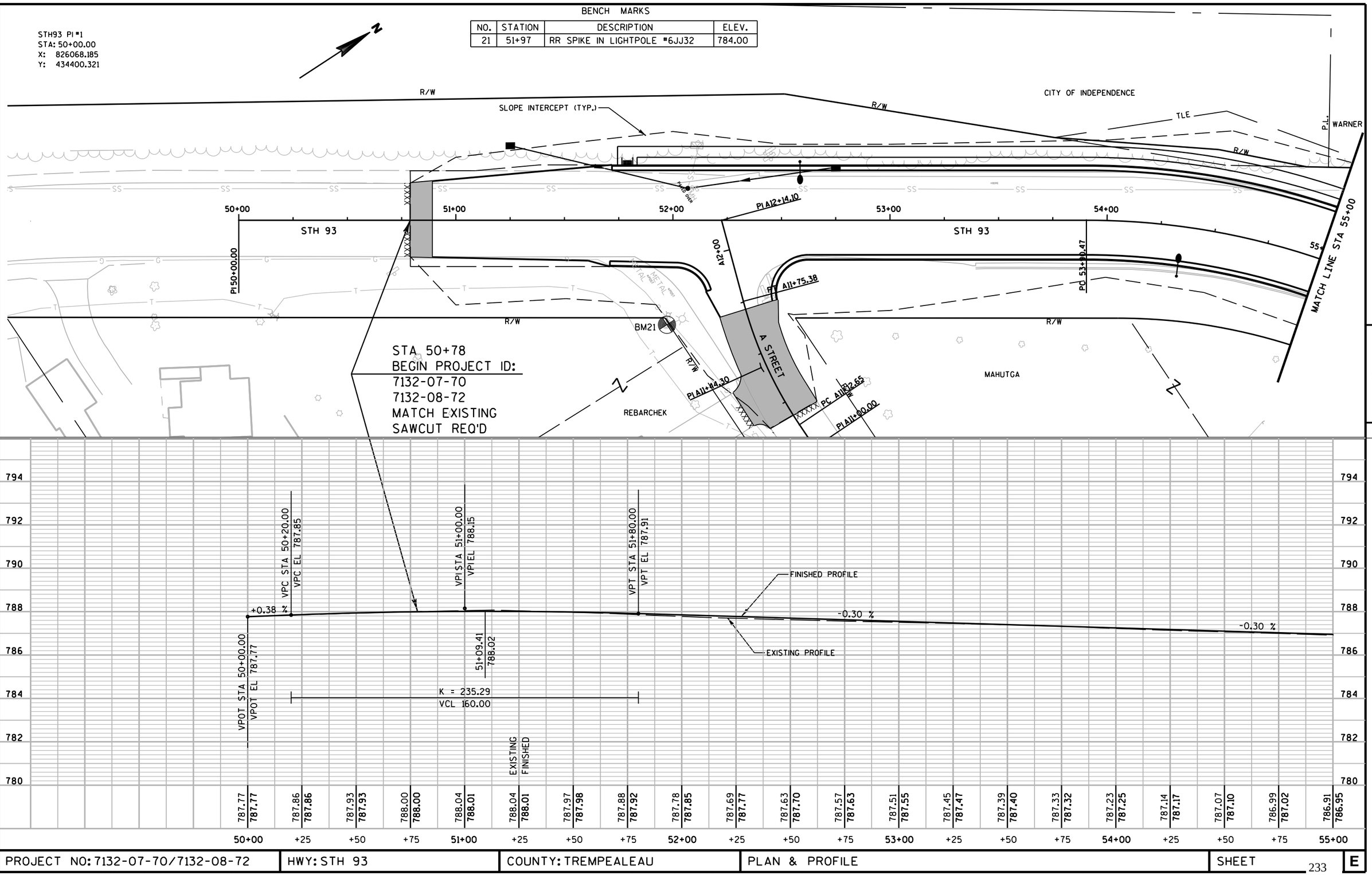
FILE NAME : G:\WDOTNW\10019\TPP\71320821_408.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
**APPRAISAL PLAT DATE :**

4. 08

STH93 PI #1
STA: 50+00.00
X: 826068.185
Y: 434400.321

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 21 | 51+97 | RR SPIKE IN LIGHTPOLE #6JJ32 | 784.00 |

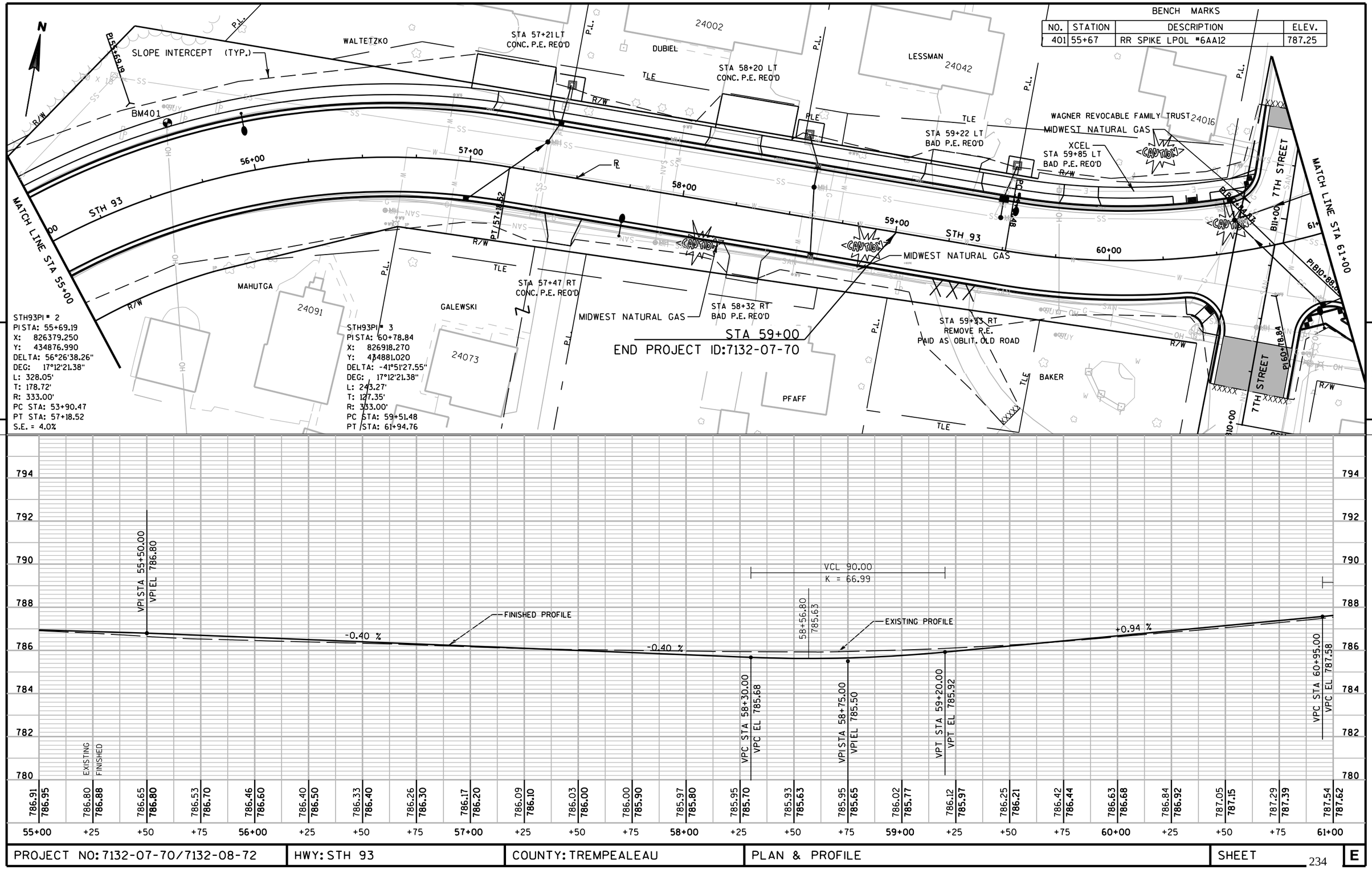



| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050101pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30



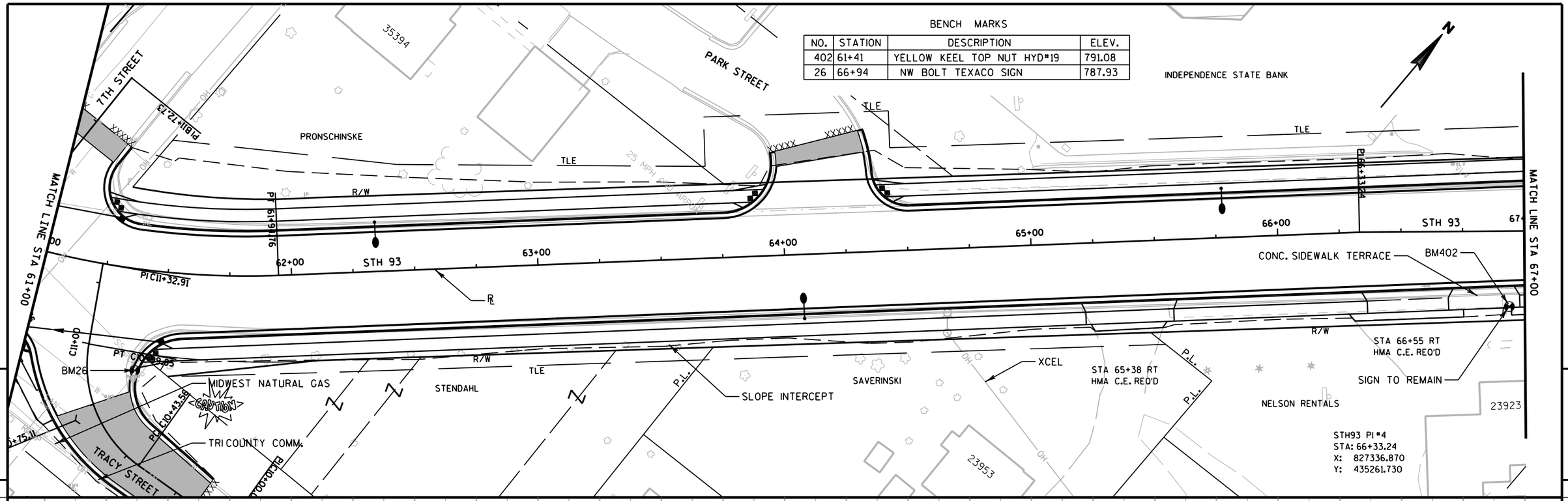

| PROJECT NO: 7132-07-70/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET 234 | E |
|---|---|---|---|---|---|

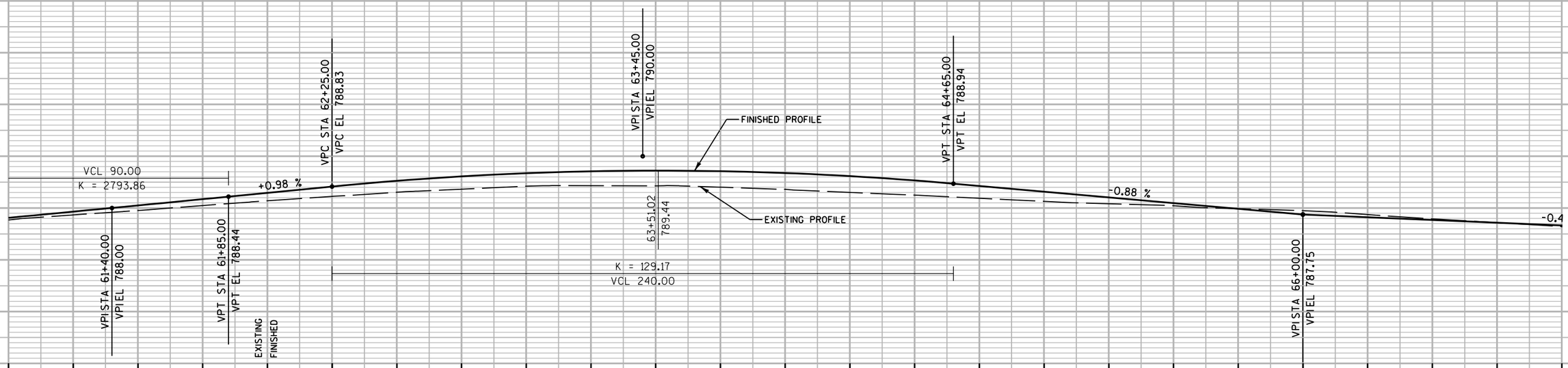
FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050102pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 402 | 61+41 | YELLOW KEEL TOP NUT HYD#19 | 791.08 |
| 26 | 66+94 | NW BOLT TEXACO SIGN | 787.93 |




| 61+00 | +25 | +50 | +75 | 62+00 | +25 | +50 | +75 | 63+00 | +25 | +50 | +75 | 64+00 | +25 | +50 | +75 | 65+00 | +25 | +50 | +75 | 66+00 | +25 | +50 | +75 | 67+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 787.54 / 787.62 | 787.73 / 787.86 | 787.90 / 788.10 | 788.10 / 788.34 | 788.28 / 788.59 | 788.45 / 788.83 | 788.61 / 789.05 | 788.73 / 789.22 | 788.84 / 789.34 | 788.86 / 789.42 | 788.86 / 789.44 | 788.80 / 789.42 | 788.72 / 789.35 | 788.60 / 789.23 | 788.50 / 789.06 | 788.38 / 788.85 | 788.26 / 788.63 | 788.16 / 788.41 | 788.09 / 788.19 | 787.97 / 787.97 | 787.90 / 787.75 | 787.75 / 787.64 | 787.58 / 787.54 | 787.44 / 787.43 | 787.28 / 787.33 |

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET 235 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050103pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30

STH93 PI #5
STA: 69+75.39
X: 827597.290
Y: 435483.650

INDEPENDENCE STATE BANK

TRI COUNTY COMM.

PIETREK

STA 69+70 LT
CONC. C.E. REQ'D

STA 70+38 LT
BAD P.E. REQ'D

GOETTING

STA 71+77 LT
CONC. P.E. REQ'D

WOLFE PROPERTIES LLC

WASHINGTON STREET

6TH STREET

STH 93

MATCH LINE STA 67+00

MATCH LINE STA 73+00

PT F11+76.97

PC 72+41.46

CAUTION

MIDWEST NATURAL GAS

STA 67+15 RT
HMA C.E. REQ'D

XCEL
LOW LEVEL PETROLEUM
CONTAMINATION
STA 67+50 TO 67+75 RT

LONGMORE

LAEHN

STA 69+50 RT
CONC. P.E. REQ'D

PT 9+55.98

PC 9+34.81

LONGMORE PE

SLOPE INTERCEPT

WILSON STREET

SMIEJA

LOW LEVEL PETROLEUM
CONTAMINATION
STA 71+00 TO 71+50 RT

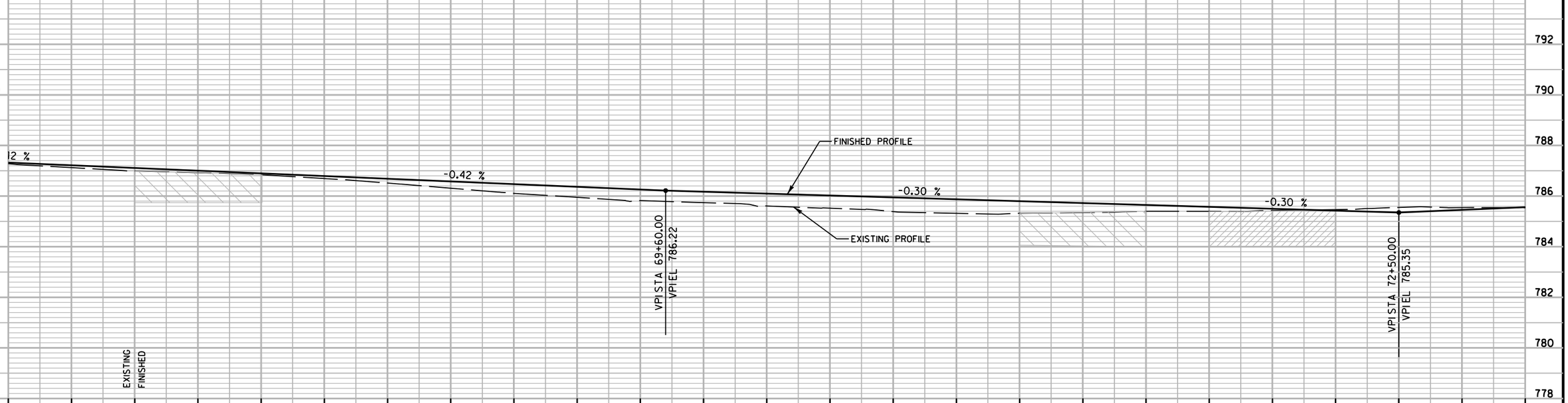
PETROLEUM CONTAMINATION
STA 71+75 TO 72+25 RT

J SQUARED
PROPERTIES LLC

TLE

R/W

P.I.




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050104pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30

STA 73+36 LT
CONC. P.E. REQ'D

WIERSGALLA
23826

4TH STREET

WOYCHIK
35534

23792

KILLIAN IRREVOCABLE TRUST

GAMROTH

23764

KAMPA

3RD STREET

WOLFE PROPERTIES LLC

THRONSON
23736

SYMICEK
23732

COOKE
23730

N

MATCH LINE STA 79+00

TLE
R/W

TRICOUNTY COMM. TLE

R/W

BM33

XCEL

BL73+67.40

LEAD IMPACTED SOILS
STA 74+00 TO 74+25 RT

75+00

76+00

77+00

78+00

79+

STH 93

XCEL

74+00

PT G11+05.40

PC110

PT 82.39

ENCROACHMENT TO BE REMOVED BY OTHERS

SLOPE INTERCEPT

XCEL

MATCH LINE STA 73+00

STH 93

BM403

23797

KLOSS

STA 75+03 RT
BAD C.E. REQ'D

SKROCH

HOWARD STREET

MIDWEST NATURAL GAS

CAUTION

J SQUARED PROPERTIES LLC

PC G10+16.04

STH93PI = 6
PI STA: 73+67.40
X: 827889.020
Y: 435745.500
DELTA: 41°12'20.51"
DEG: 17°06'11.58"
L: 240.92'
T: 125.94'
R: 335.00'
PC STA: 72+41.46
PT STA: 74+82.39 SKROCH

TLE

STA 76+73 RT
HMA C.E. REQ'D

STA 76+73 RT
HMA C.E. REQ'D
OLSON

23741

23739

STA 77+77 RT
CONC. C.E. REQ'D

23733

GRULKOWSKI

23725

CITY

STA 78+63 RT
HMA C.E. REQ'D

NELSON

VAN FLEET & FELTES LLC

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 403 | 73+91 | CHIS SQ TOP NE COR. VACUUM | 787.77 |
| 33 | 76+97 | CHIS X TOP COR CONC WALL | 789.67 |

STA 73+25 TO 74+00
LOW LEVEL PETROLEUM CONTAMINATION

EXISTING PROFILE

+0.43 %

+0.59 %

VCL 90.00
K = 100.09

+1.49 %

-0.41 %

K = 52.48
VCL 100.00

VPI STA 74+50.00
VPI EL 786.20

VPC STA 75+25.00
VPC EL 786.65

VPI STA 75+70.00
VPI EL 786.91

VPT STA 76+15.00
VPT EL 787.59

VPC STA 76+45.00
VPC EL 788.03

VPI STA 76+95.00
VPI EL 788.78

VPT STA 77+45.00
VPT EL 788.57

77+23.25
788.62

FINISHED PROFILE

LEAD IMPACTED SOILS

| | EXISTING | FINISHED |
|---|---|---|
| 73+00 | 785.54 | 785.56 |
| +25 | 785.57 | 785.67 |
| +50 | 785.45 | 785.78 |
| +75 | 785.82 | 785.88 |
| 74+00 | 786.04 | 785.99 |
| +25 | 786.42 | 786.10 |
| +50 | 786.53 | 786.20 |
| +75 | 786.71 | 786.35 |
| 75+00 | 786.89 | 786.50 |
| +25 | 787.07 | 786.65 |
| +50 | 787.32 | 786.83 |
| +75 | 787.58 | 787.07 |
| 76+00 | 787.83 | 787.37 |
| +25 | 788.06 | 787.73 |
| +50 | 788.30 | 788.10 |
| +75 | 788.54 | 788.39 |
| 77+00 | 788.68 | 788.56 |
| +25 | 788.76 | 788.62 |
| +50 | 788.78 | 788.55 |
| +75 | 788.78 | 788.45 |
| 78+00 | 788.74 | 788.34 |
| +25 | 788.69 | 788.24 |
| +50 | 788.60 | 788.14 |
| +75 | 788.50 | 788.03 |
| 79+00 | 788.45 | 787.93 |

794
792
790
788
786
784
782

5

5

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050105pp.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 30

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 404 | 80+77 | YELLOW KEEL TOP NUT HYD #27 | 790.28 |

STH93PI # 7
PI STA: 80+02.19
X: 828534.708
Y: 435753.442
DELTA: -23°45'04.18"
DEG: 16°51'06.12"
L: 140.94'
T: 71.50'
R: 340.00'
PC STA: 79+30.69
PT STA: 80+71.63
SE = N.C.

STH93PI # 8
PI STA: 83+22.86
X: 828828.481
Y: 435887.049
DELTA: -35°45'03.85"
DEG: 16°51'06.12"
L: 212.15'
T: 109.66'
R: 340.00'
PC STA: 82+13.20
PT STA: 84+25.35
SE = N.C.

WOYCHIK
SYLLA
FLORES
2ND STREET
WARNER RENTALS LLC
SUCHLA
MISH
FRANKLIN
BLASCHKO
WEGMAN REVOCABLE TRUST
EHMEN FAMILY TRUST
CLOSE FIRST STREET
MATCH LINE STA 79+00
MATCH LINE STA 85+00
STH 93
BM404
XCEL
EDISON
TLE
STA 79+74 RT
STA 80+11 RT
HMA C.E. REQ'D
VAN VLEET & FELTES
STA 81+32 RT
CONC. C.E. REQ'D
SLOPE INTERCEPT
TRI-COUNTY COMMUNICATIONS
STA 84+64 RT
BAD C.E. REQ'D
STA 84+25 RT
SW VAULT CLOSURE REQ'D
BUGLING HILLS RENTAL LLC
EAST END BAR LLC

VCL 120.00
K = 167.31
VPC STA 79+25.00
VPC EL 787.82
VPI STA 79+85.00
VPI EL 787.58
79+94.33
787.68
VPT STA 80+45.00
VPT EL 787.76
VPC STA 80+75.00
VPC EL 787.85
VPI STA 81+20.00
VPI EL 787.99
81+17.01
787.91
VPT STA 81+65.00
VPT EL 787.83
K = 138.72
VCL 90.00
+0.30 %
-0.35 %
-0.35 %
FINISHED PROFILE
EXISTING PROFILE
VPC STA 84+05.00
VPC EL 787.00
VPI STA 84+50.00
VPI EL 786.84
VPT STA 84+95.00
VPT EL 786.52
K = 242.80
VCL 90.00

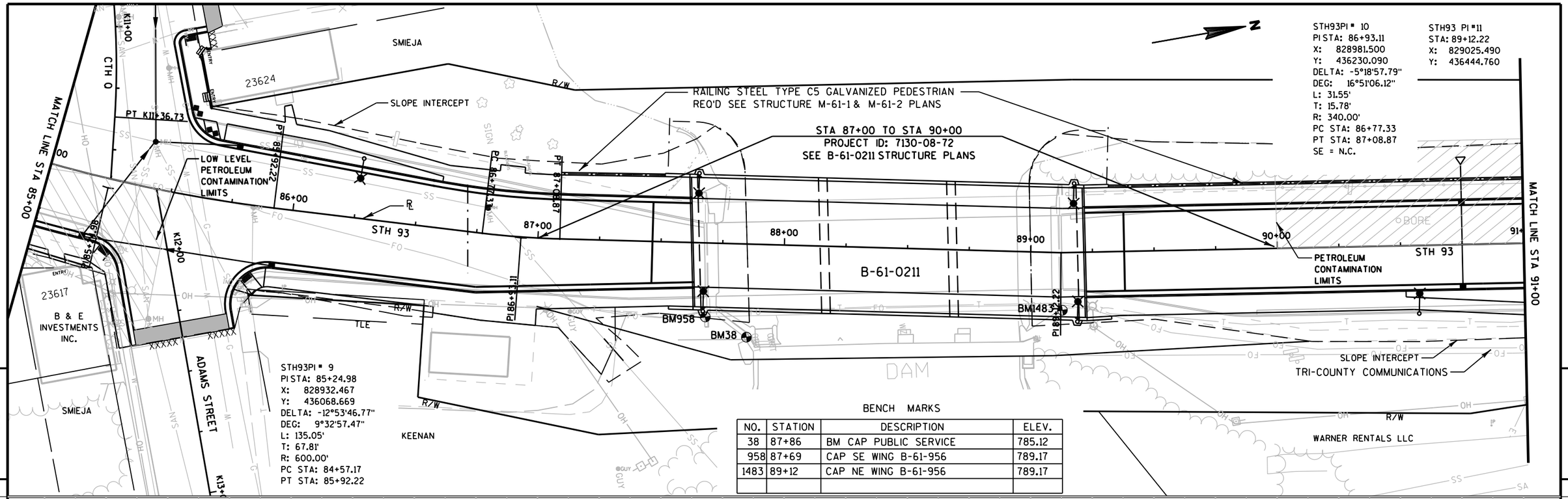
| | 79+00 | +25 | +50 | +75 | 80+00 | +25 | +50 | +75 | 81+00 | +25 | +50 | +75 | 82+00 | +25 | +50 | +75 | 83+00 | +25 | +50 | +75 | 84+00 | +25 | +50 | +75 | 85+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | 788.45 | 788.38 | 788.25 | 788.08 | 788.02 | 787.96 | 787.88 | 787.79 | 787.69 | 787.63 | 787.60 | 787.58 | 787.57 | 787.51 | 787.40 | 787.26 | 787.18 | 787.13 | 787.16 | 787.34 | 787.33 | 787.23 | 787.08 | 786.84 | 786.59 |
| FINISHED | 787.93 | 787.82 | 787.74 | 787.69 | 787.68 | 787.71 | 787.77 | 787.85 | 787.90 | 787.91 | 787.87 | 787.79 | 787.71 | 787.62 | 787.54 | 787.45 | 787.36 | 787.28 | 787.19 | 787.10 | 787.02 | 786.92 | 786.80 | 786.66 | 786.49 |

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|



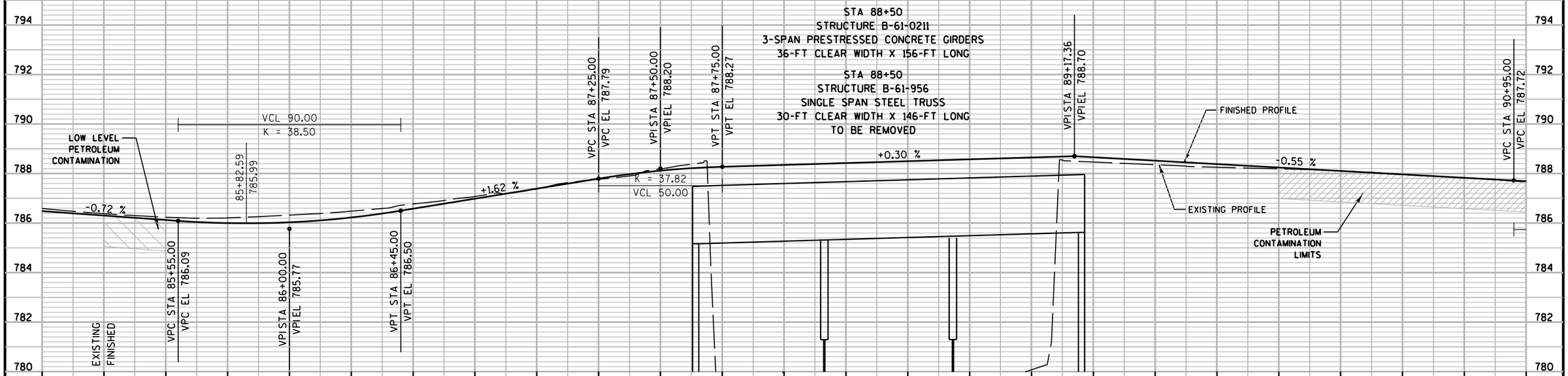
FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050106pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30




BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 38 | 87+86 | BM CAP PUBLIC SERVICE | 785.12 |
| 958 | 87+69 | CAP SE WING B-61-956 | 789.17 |
| 1483 | 89+12 | CAP NE WING B-61-956 | 789.17 |
| | | | |




| PROJECT NO: 7130-08-72/7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|



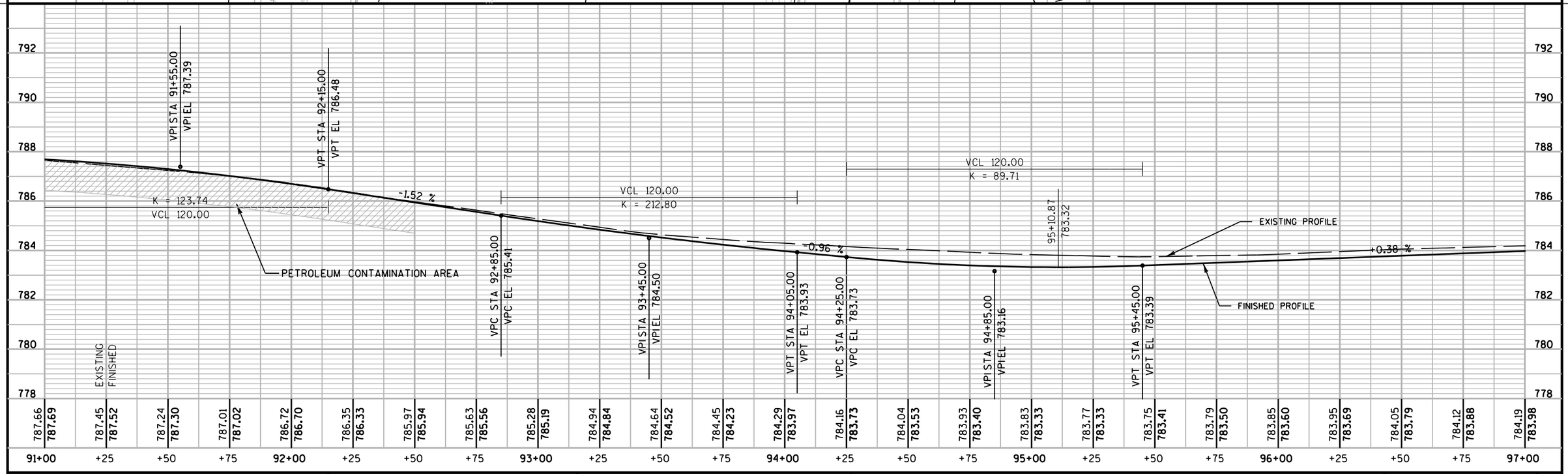
FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050107pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

STH93PI = 12
PI STA: 93+18.10
X: 829087.780
Y: 436845.830
DELTA: -33°28'11.51"
DEG: 10°44'58.84"
L: 311.36'
T: 160.26'
R: 533.00'
PC STA: 91+57.84
PT STA: 94+69.19
SE = 4.0%

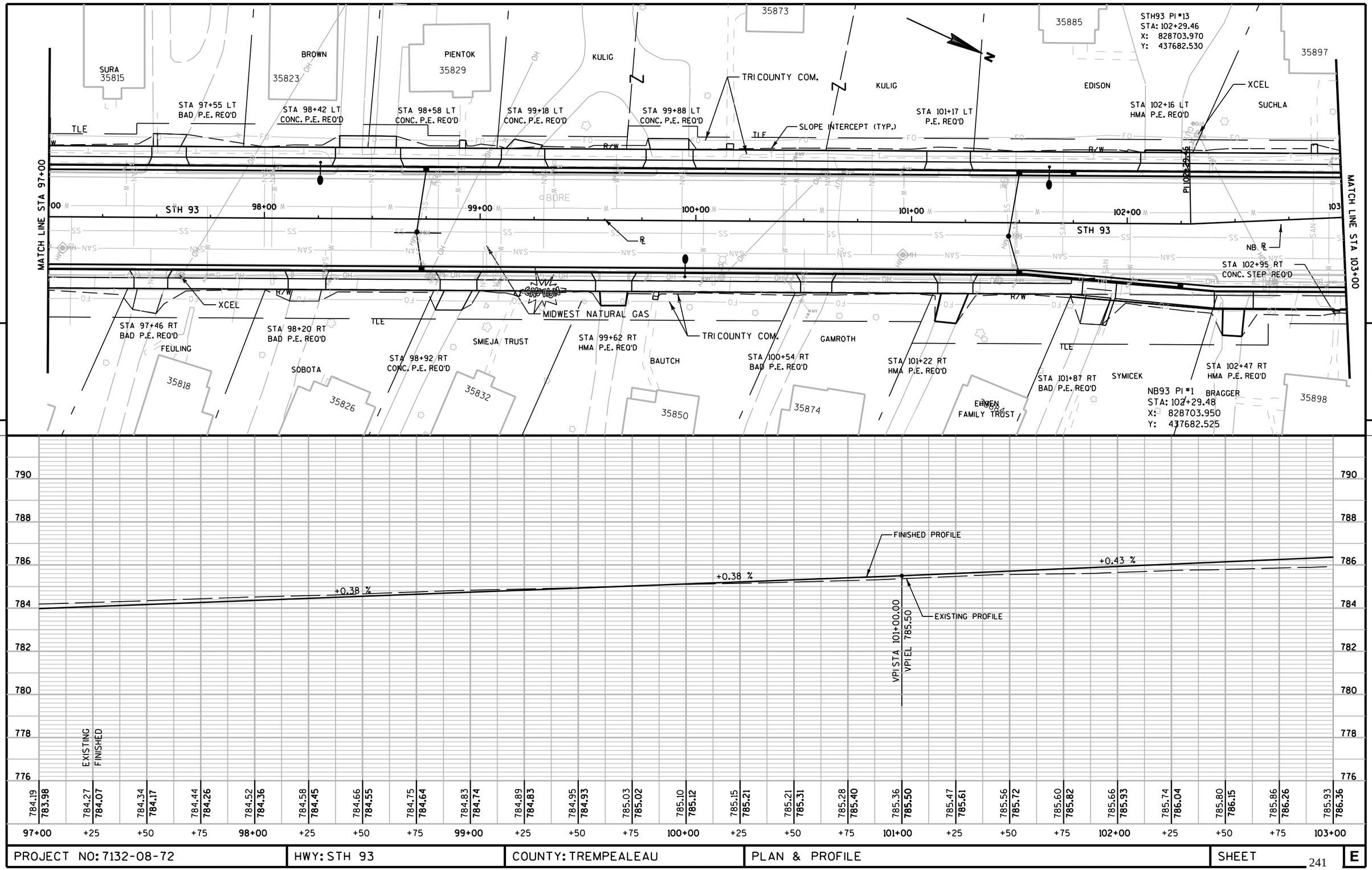
PETROLEUM CONTAMINATION AREA
MATCH LINE STA 91+00
MATCH LINE STA 97+00
STH 93
STA 93+20 LT CONC. C.E. REQ'D
STA 94+10 LT CONC. C.E. REQ'D
TRI-COUNTY COMM.
STA 96+05 LT CONC. STEP REQ'D
STA 95+43 LT HMA C.E. REQ'D
STA 96+77 LT CONC. P.E. REQ'D
BAXA
35741 KLIMEK
35783
35791
BM405
MIDWEST NATURAL GAS
CAUTION
XCEL
STA 96+57 RT BAD P.E. REQ'D
TRI-COUNTY COMM. FEULING
STA 94+95 RT REMOVE P.E. PAID AS OBLITERATE OLD ROAD JESKE
35774
SLOPE INTERCEPT
WARNER RENTALS LLC
CEDAR STREET
ELM STREET
STA 92+65 RT REMOVE P.E.
XCEL
WOYCHIK
TRI-COUNTY COMM.
SOBCZAK
R/W
TLE
BORE
PI 93+18.10
PI 91+57.84
PI 94+69.19

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 405 | 95+90 | YELLOW KEEL TOP NUT HYD #49 | 786.21 |




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET 240 E |
|---|---|---|---|---|

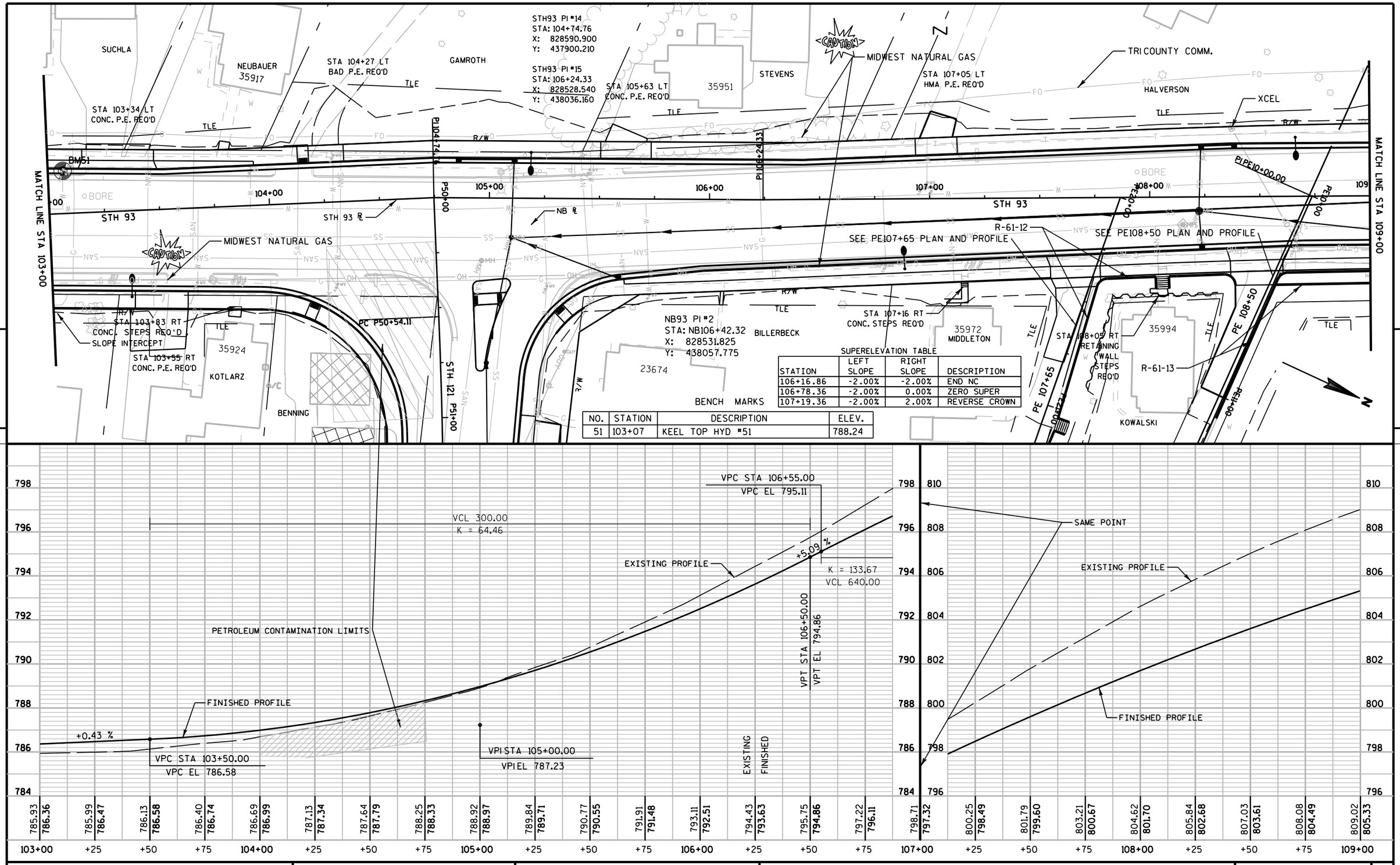



| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|

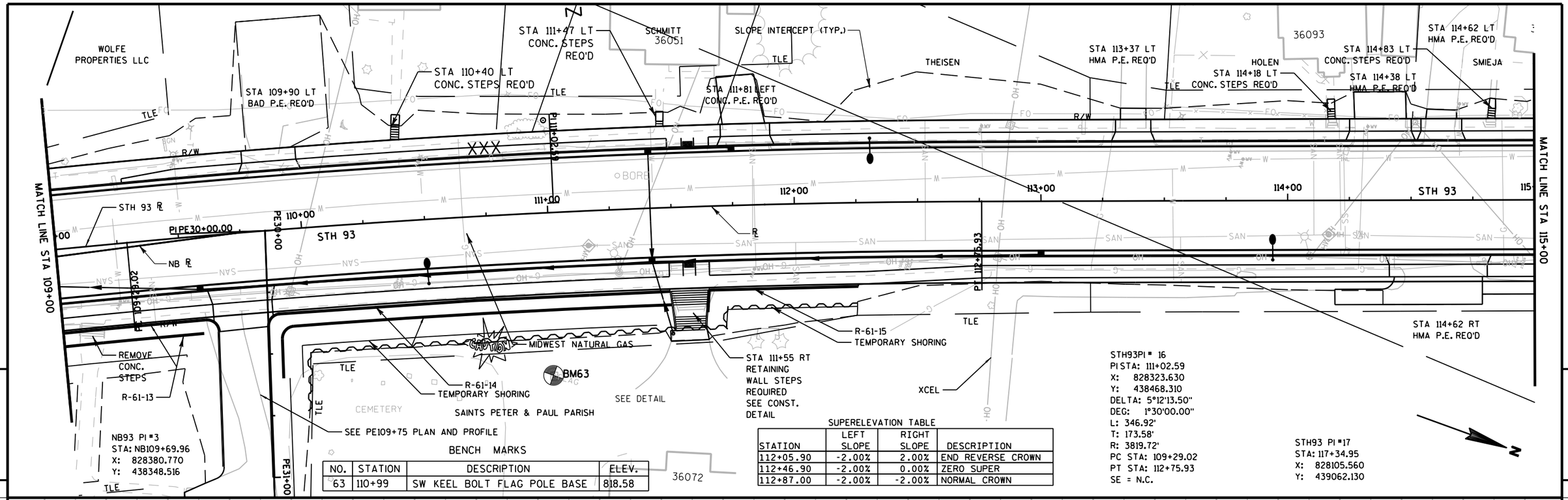


FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050109pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET 242 | E |
|---|---|---|---|---|---|

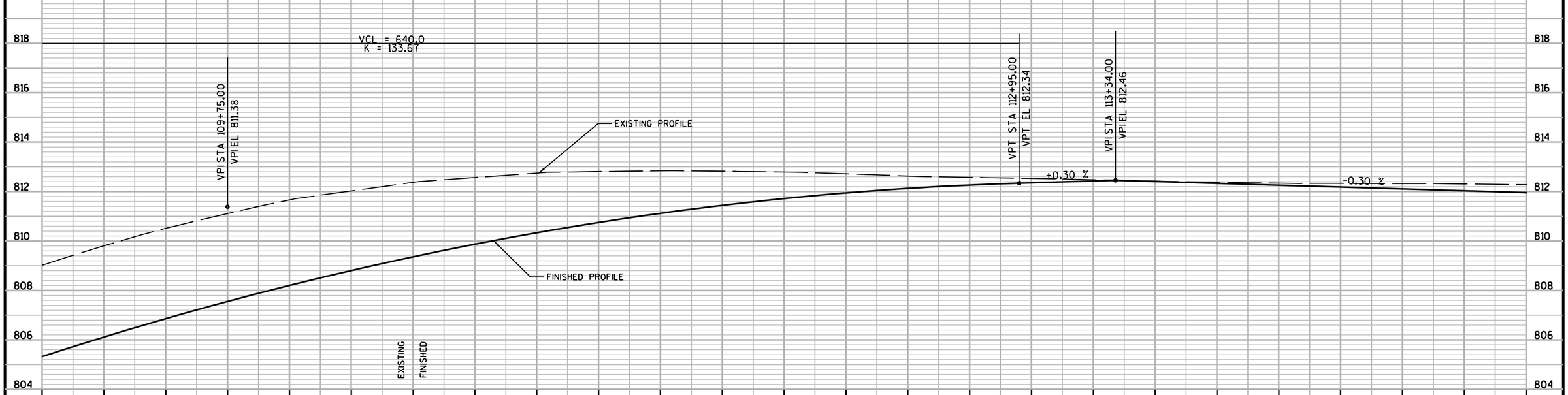



BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 63 | 110+99 | SW KEEL BOLT FLAG POLE BASE | 818.58 |

SUPERELEVATION TABLE

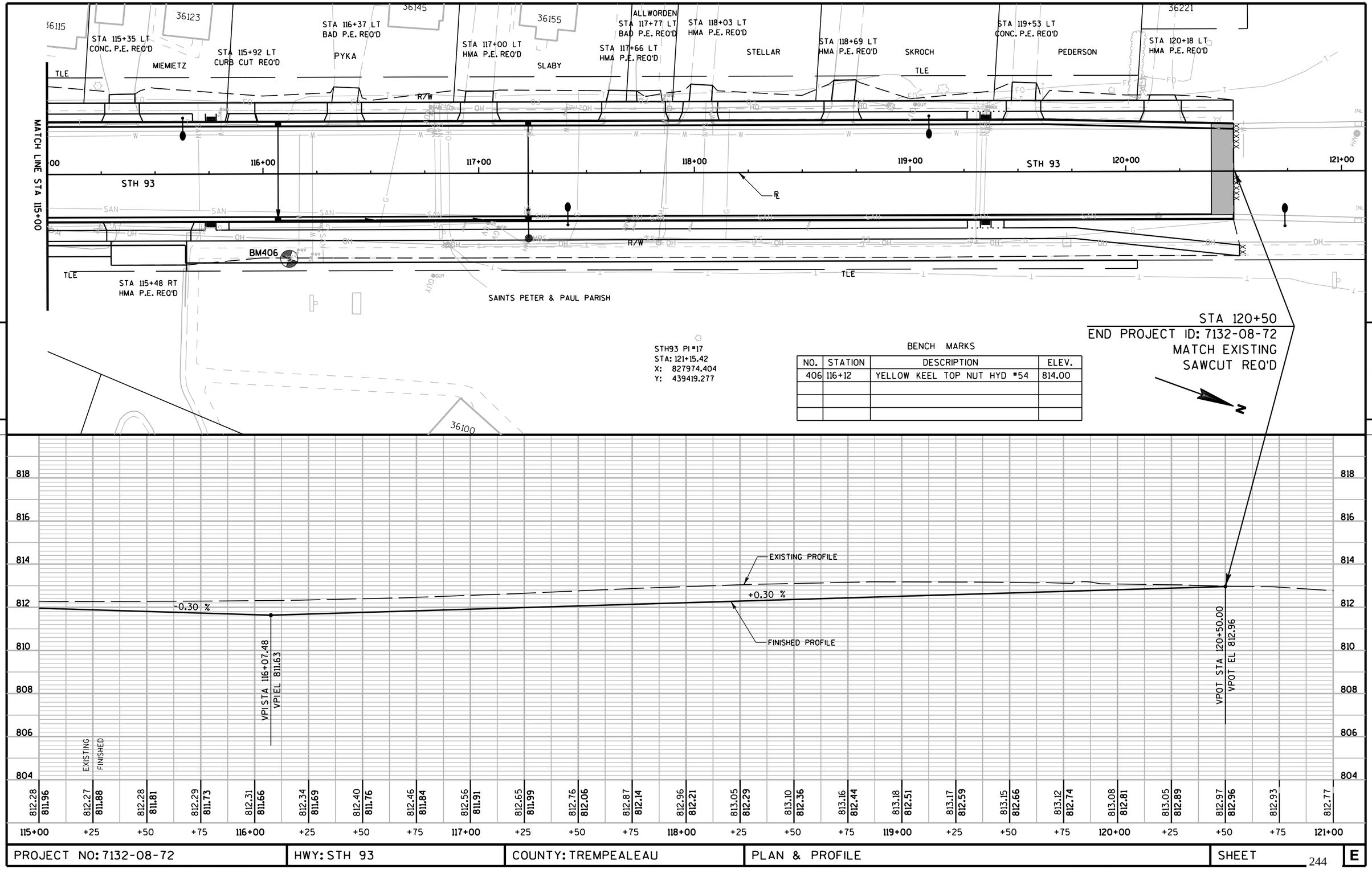
| STATION | LEFT SLOPE | RIGHT SLOPE | DESCRIPTION |
|---|---|---|---|
| 112+05.90 | -2.00% | 2.00% | END REVERSE CROWN |
| 112+46.90 | -2.00% | 0.00% | ZERO SUPER |
| 112+87.00 | -2.00% | -2.00% | NORMAL CROWN |




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|



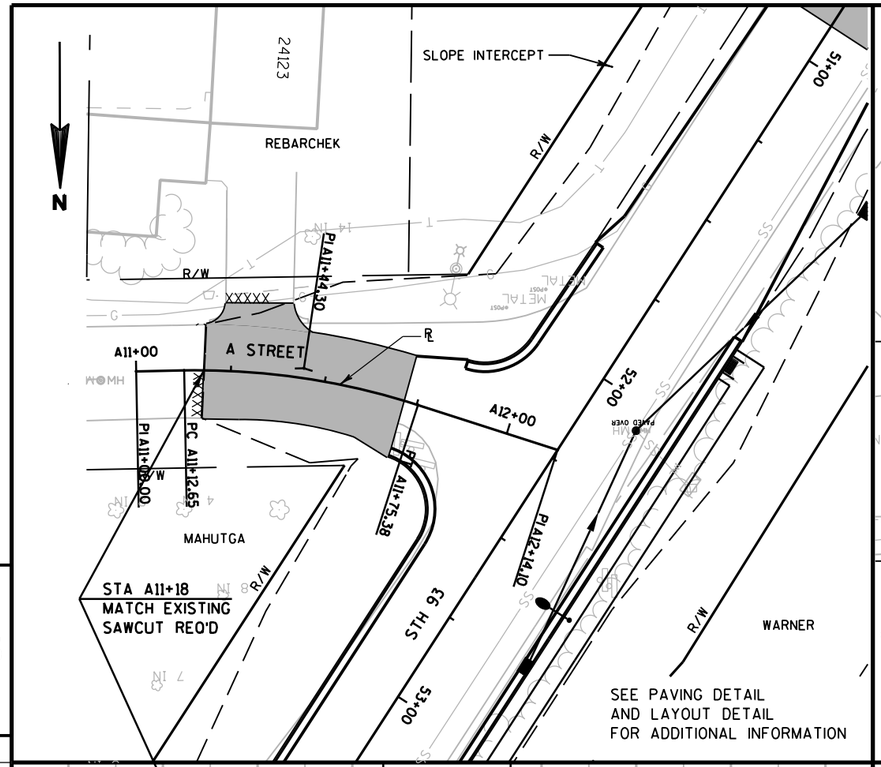
FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\050111pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

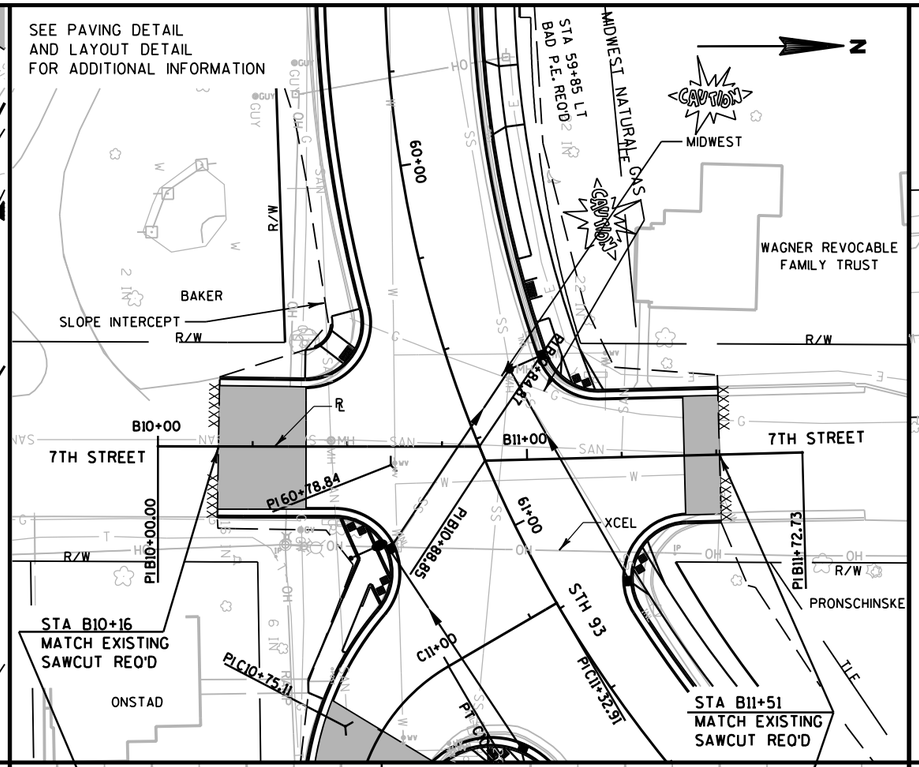


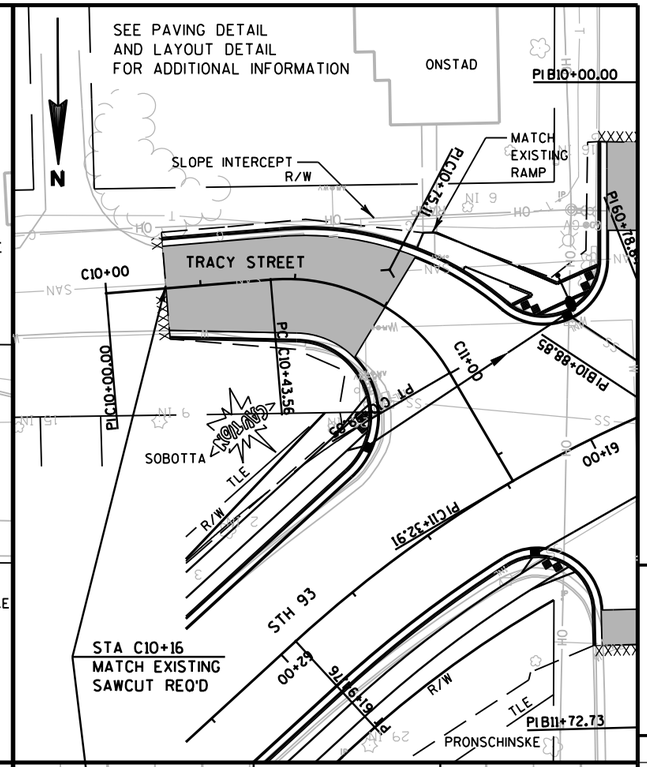

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|

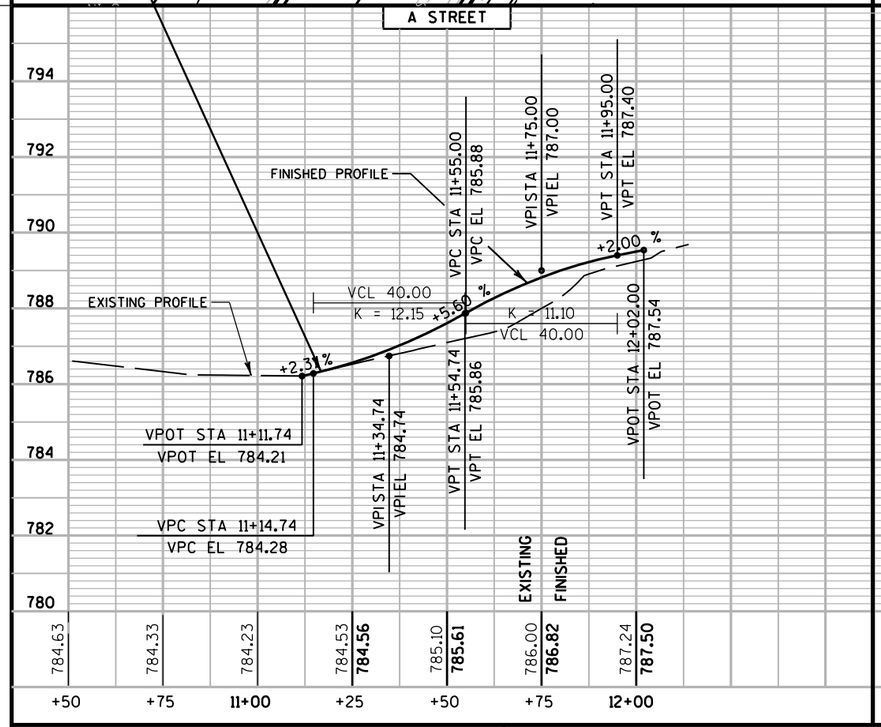


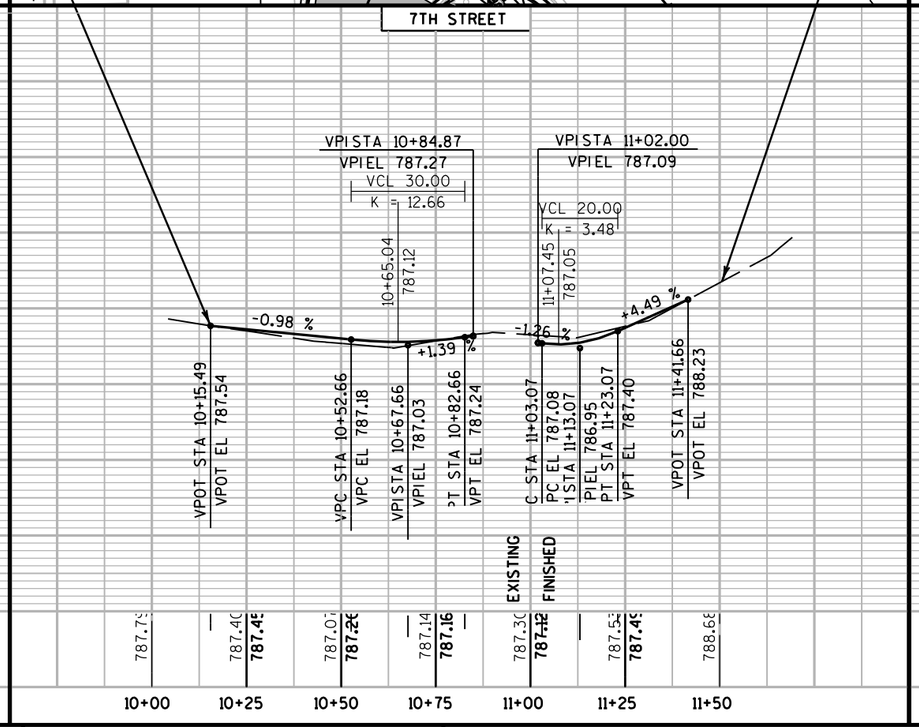
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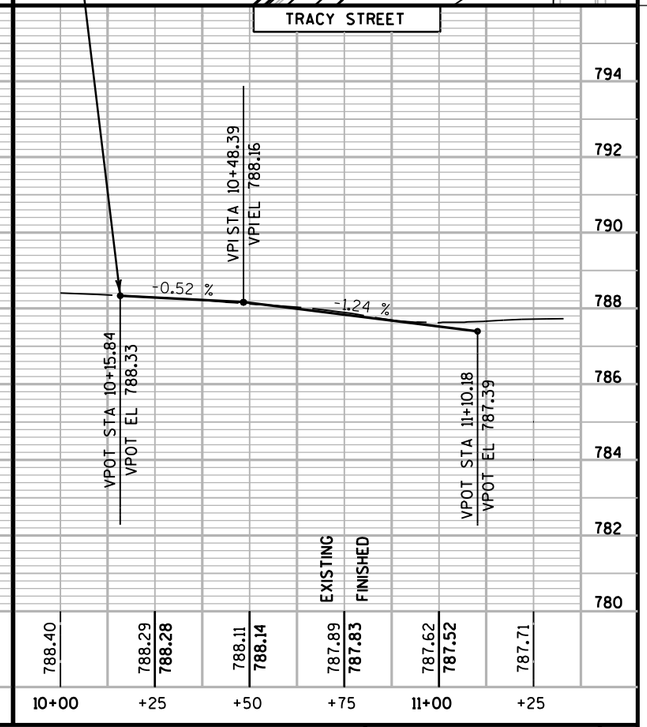


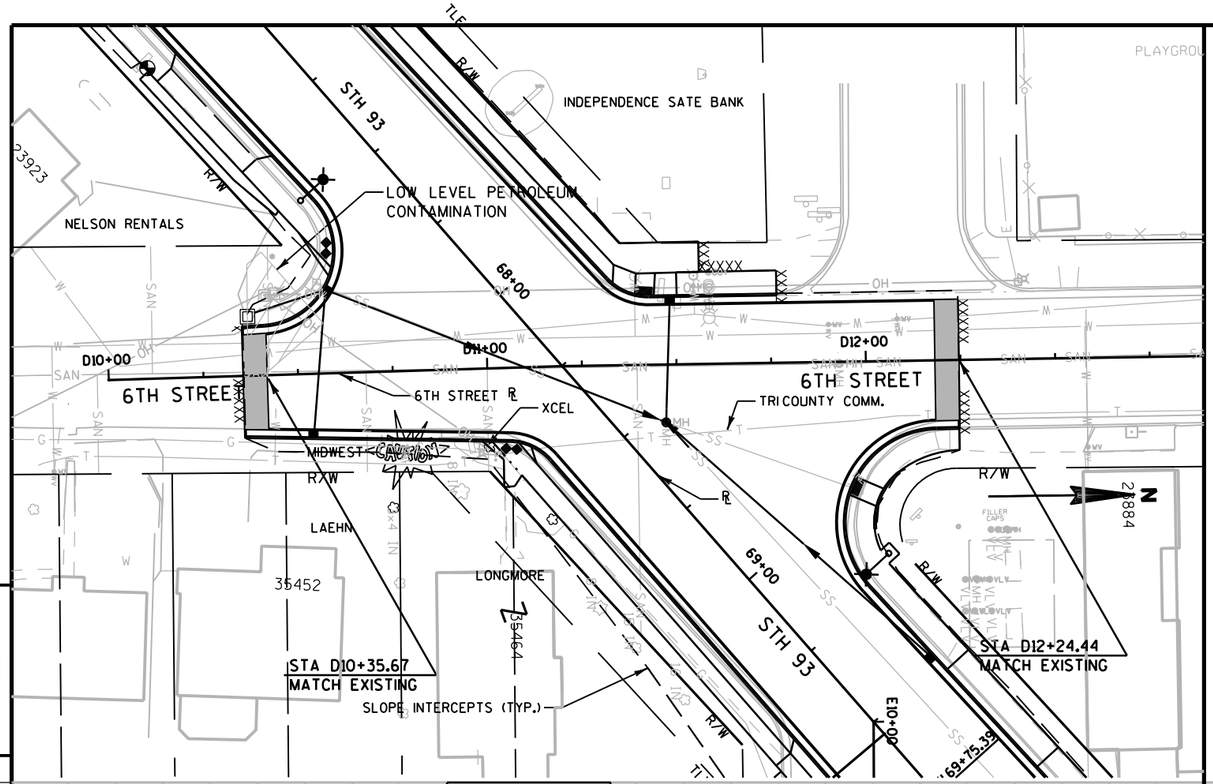



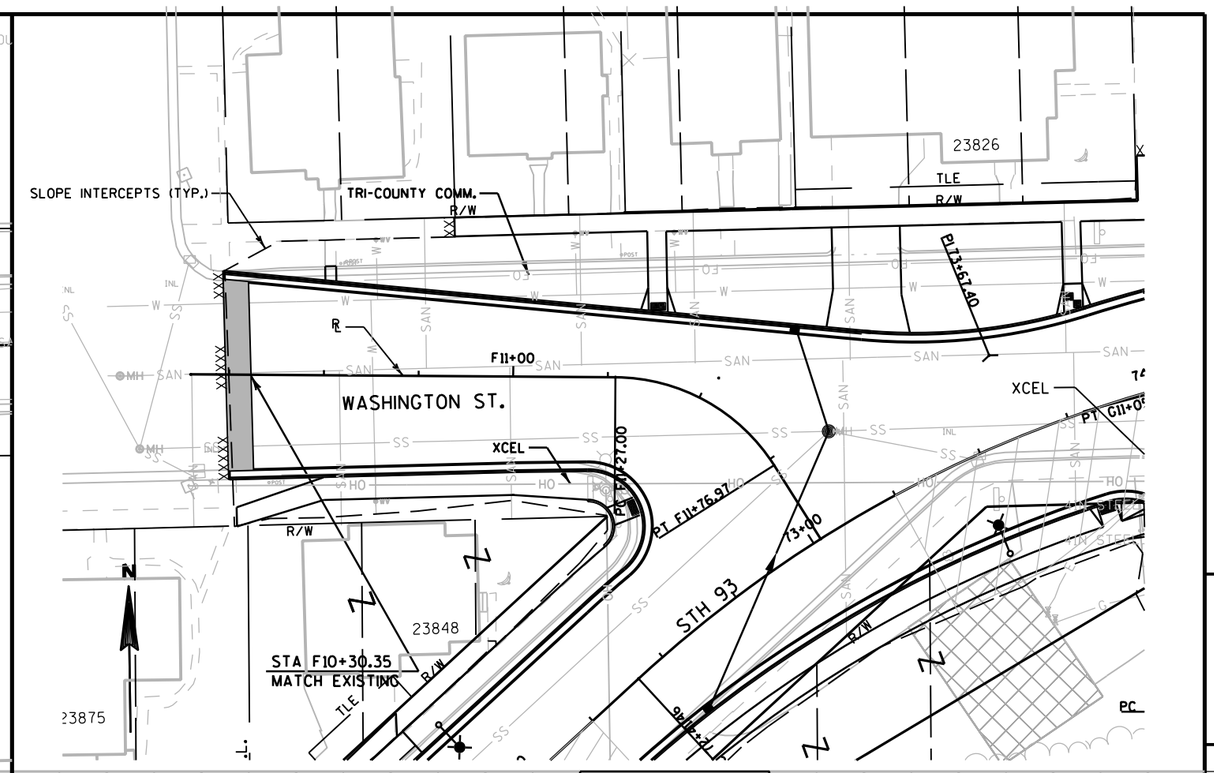



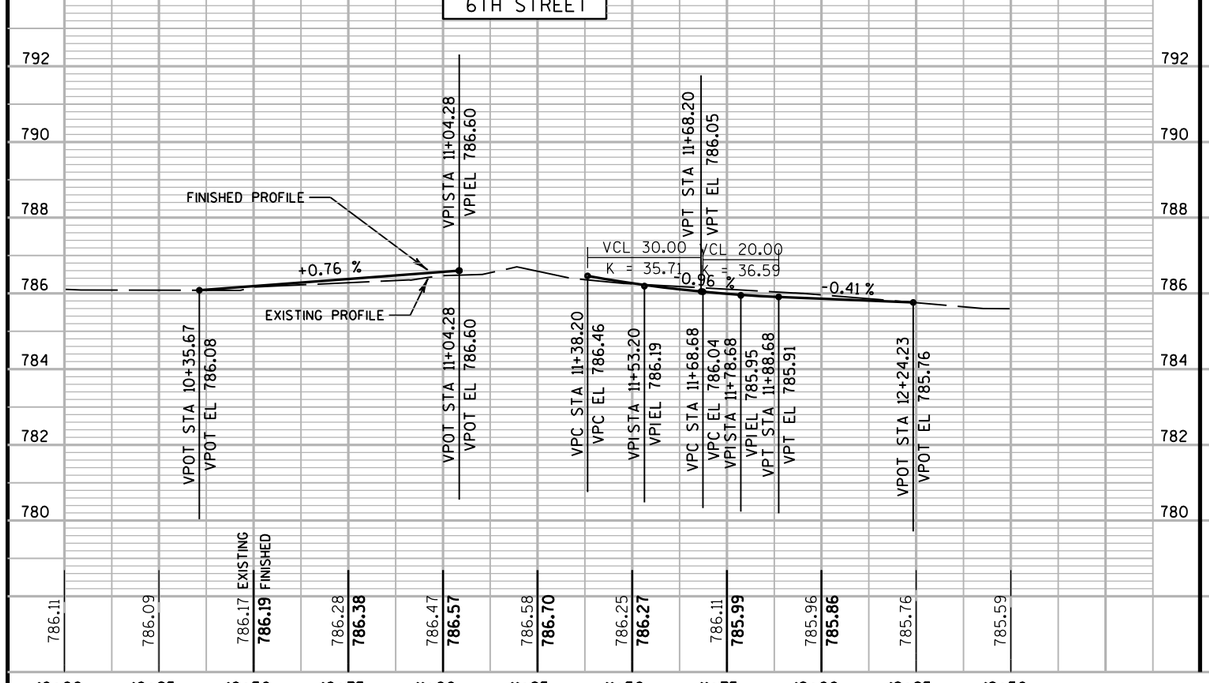



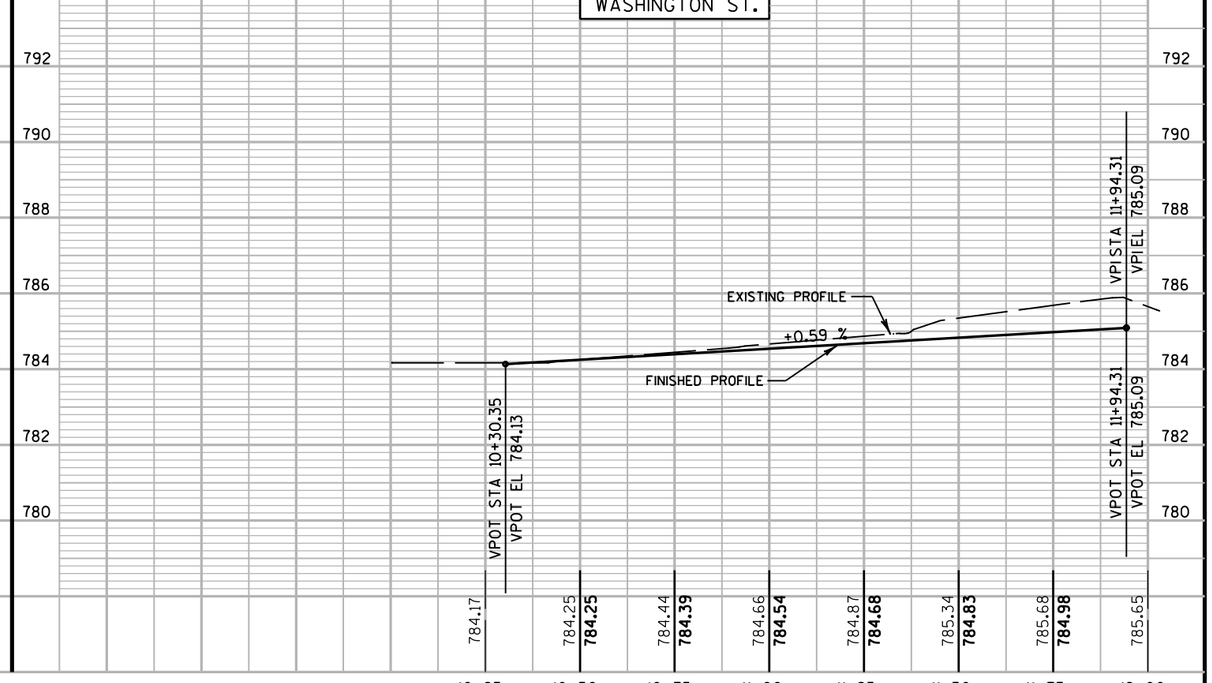




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | A STREET, TRACY STREET & 7TH STREET PLAN & PROFILE | SHEET 245 E |
|---|---|---|---|---|



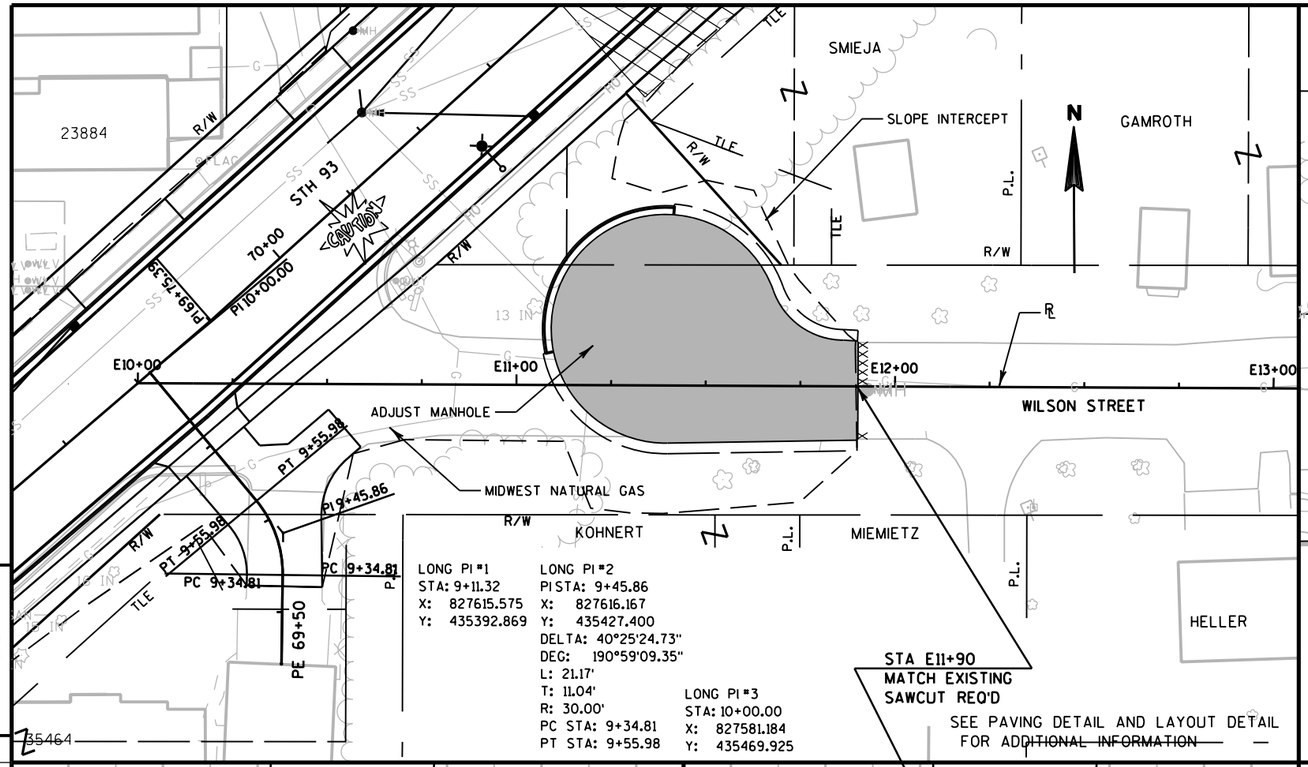



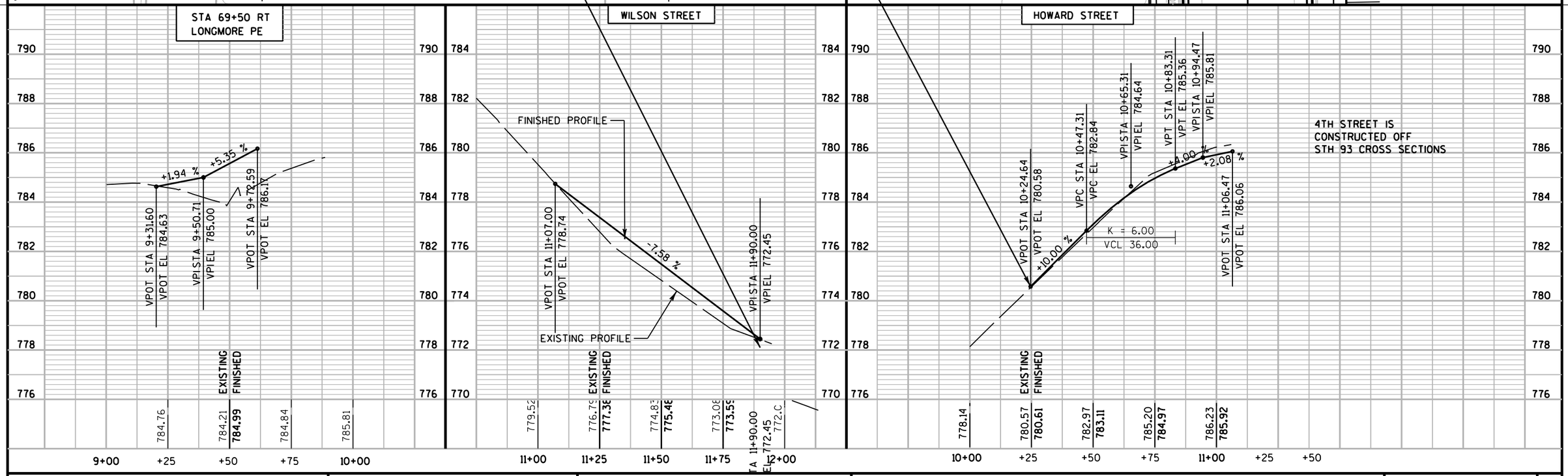




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE | SHEET 246 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\051002pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | WILSON STREET & HOWARD STREET PLAN & PROFILE | SHEET 247 E |
|---|---|---|---|---|

SEE PAVING DETAIL
AND LAYOUT DETAIL
FOR ADDITIONAL INFORMATION

TRI-COUNTY COMMUNICATIONS

STH 93

R/W

P.L.

P.L. R/W

355

PC 0100+05.89

PT 0101+24.09

PI 83+22.86

83+00

0100+00

0101+00

CTH O

84+00

CLOSE FIRST STREET

PI 84+23.55

PI 84+51.17

TCC

STH 93

23631

23633

23629

23621

WITTE

RAILROAD STREET

EAST END BAR LLC

BUGLING HILLS RENTAL LLC

STA 0100+44
MATCH EXISTING
SAWCUT REQ'D

CTH O

SEE PAVING DETAIL
AND LAYOUT DETAIL
FOR ADDITIONAL INFORMATION

CAUTION

MIDWEST

WALDERA

SMIEJA

KEENAN

PT 85+92.22

86+00

STH 93

ADAMS STREET IS
CONSTRUCTED OFF STH 93
CROSS SECTIONS

ADAMS STREET

ADAMS STREET
CTH O

K10+00

PC K10+52.34

SEE CONSTRUCTION DETAIL

K11+00

PT K11+36.73

K12+00

K13+0

XCEL

BLASCHKO

85+00

PI 84+57.17

86+57.01

B & E INVESTMENTS INC.

SMIEJA

WEGMAN REVOCABLE TRUST

BUGLING HILLS RENTAL LLC

STA K10+39
MATCH EXISTING
SAWCUT REQ'D

CTH O / ADAMS STREET

VPI STA 100+44.00
VPI EL 785.34

+1.99 %

VPI STA 101+00.98
VPI EL 786.47

VPI STA 101+18.60
VPI EL 786.60

+0.71 %

EXISTING PROFILE

FINISHED PROFILE

| | EXISTING | FINISHED |
|---|---|---|
| 100+00 | 784.25 | |
| +25 | 784.89 | |
| +50 | 785.50 | 785.46 |
| +75 | 786.11 | 785.96 |
| 101+00 | 786.62 | 786.46 |
| +25 | 787.35 | |

VPI STA 11+25.00
VPI EL 786.30

VPI STA 11+39.00
VPI EL 785.90

-0.07 %

-2.86 %

VPOT STA 10+38.00
VPOT EL 786.36

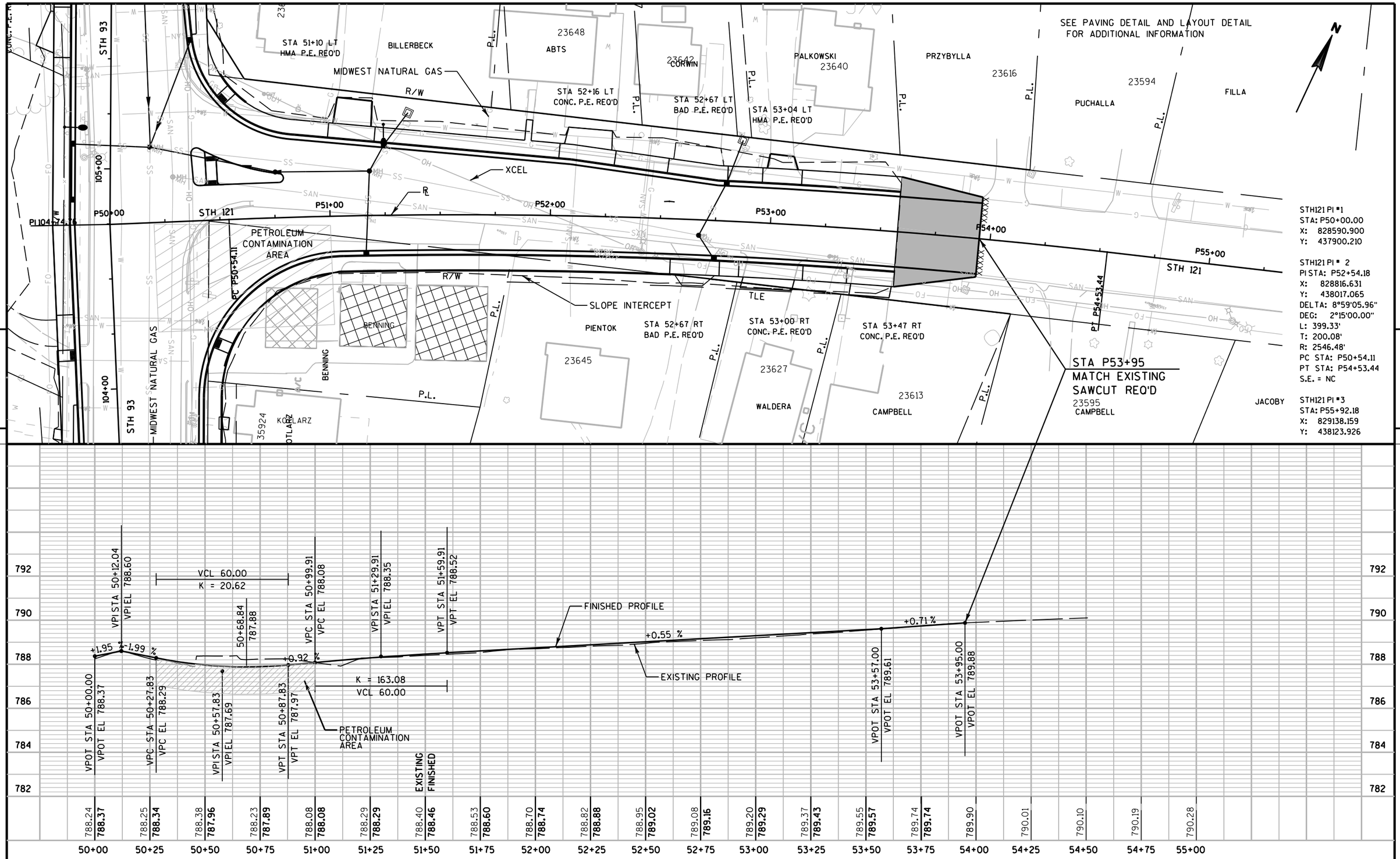
ADAMS STREET IS
CONSTRUCTED OFF STH 93
CROSS SECTIONS

| | EXISTING | FINISHED |
|---|---|---|
| 10+25 | 786.36 | |
| 10+50 | 786.34 | 786.35 |
| 10+75 | 786.31 | 786.33 |
| 11+00 | 786.43 | 786.32 |
| 11+25 | 786.57 | 786.30 |
| 11+50 | 786.47 | |

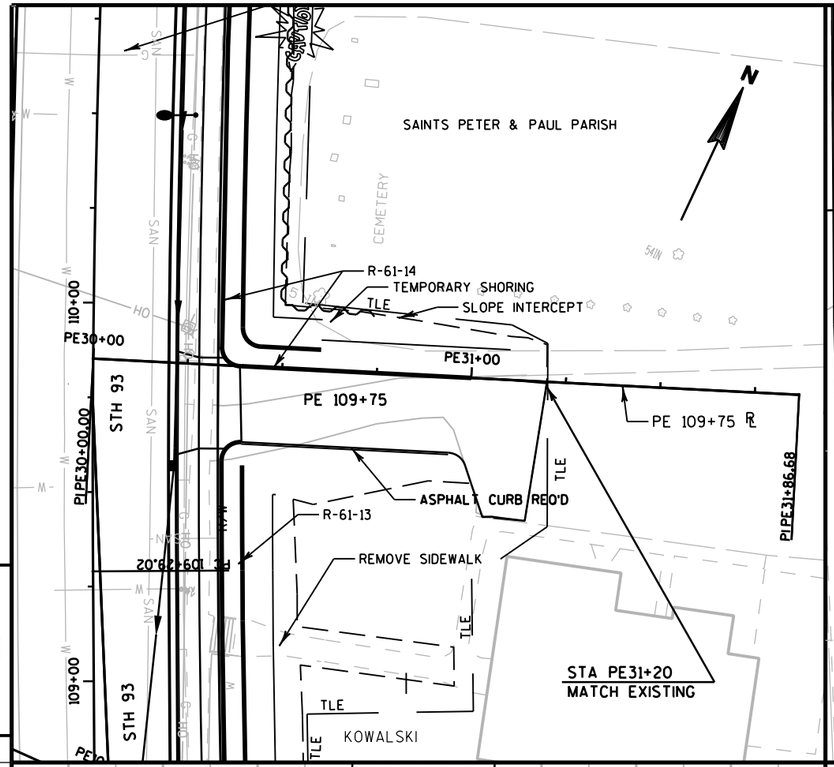
| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CTH Q & ADAMS STREET PLAN & PROFILE | SHEET 248 | E |
|---|---|---|---|---|---|

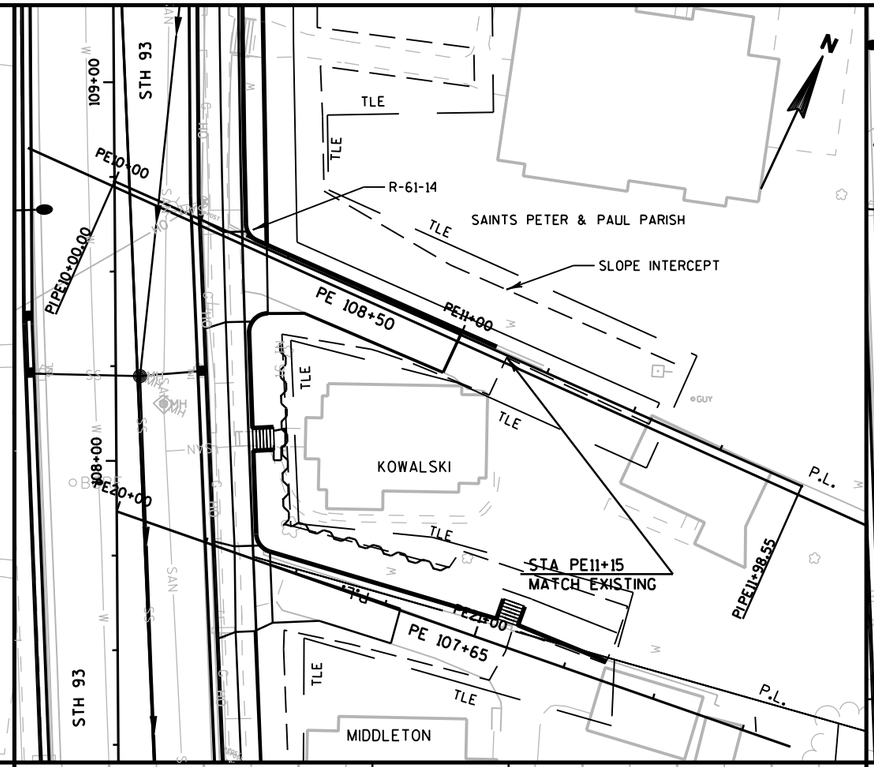
FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\051004pp.dgn
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :

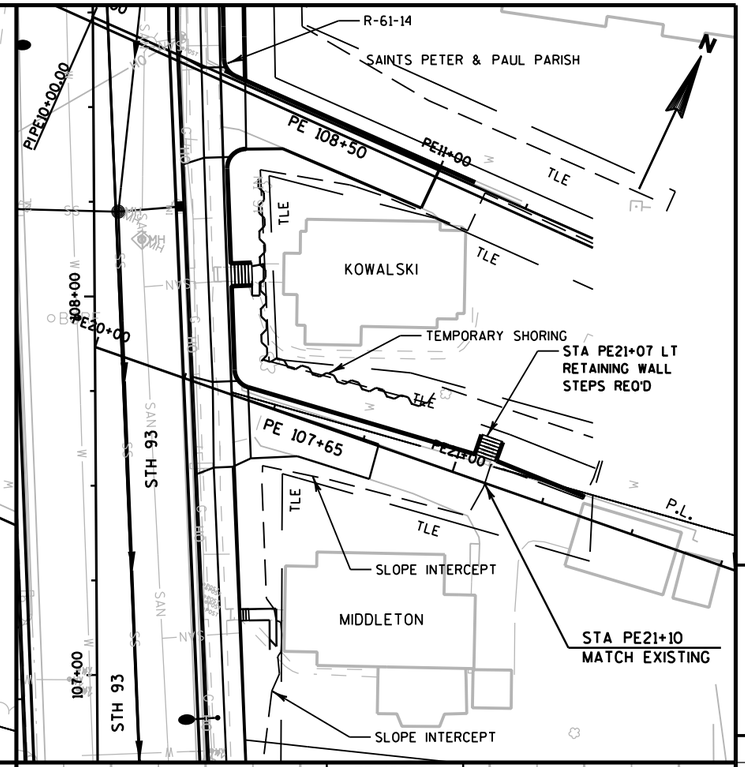
WISDOT/CADDS SHEET 30

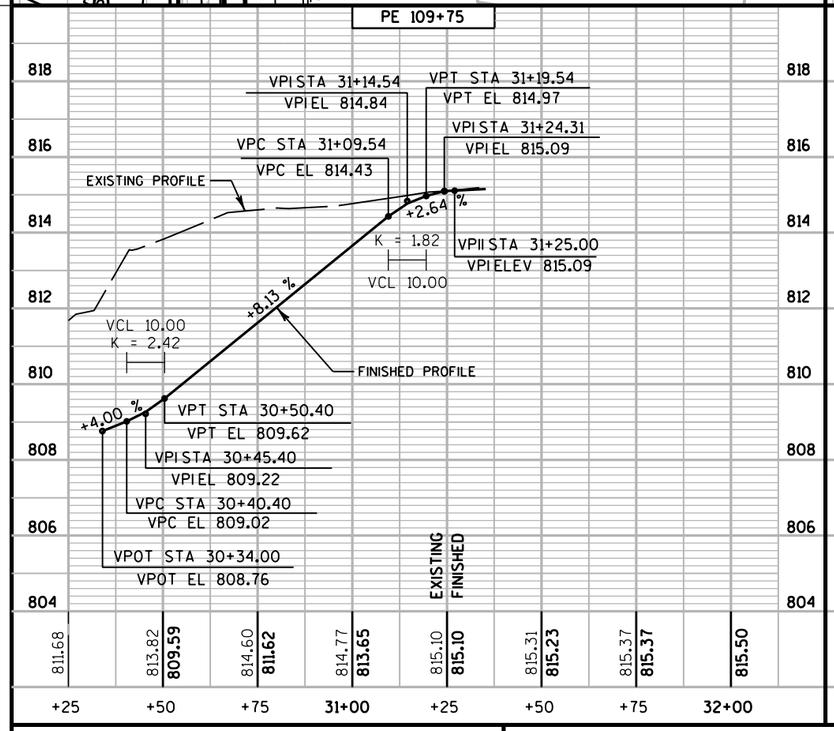


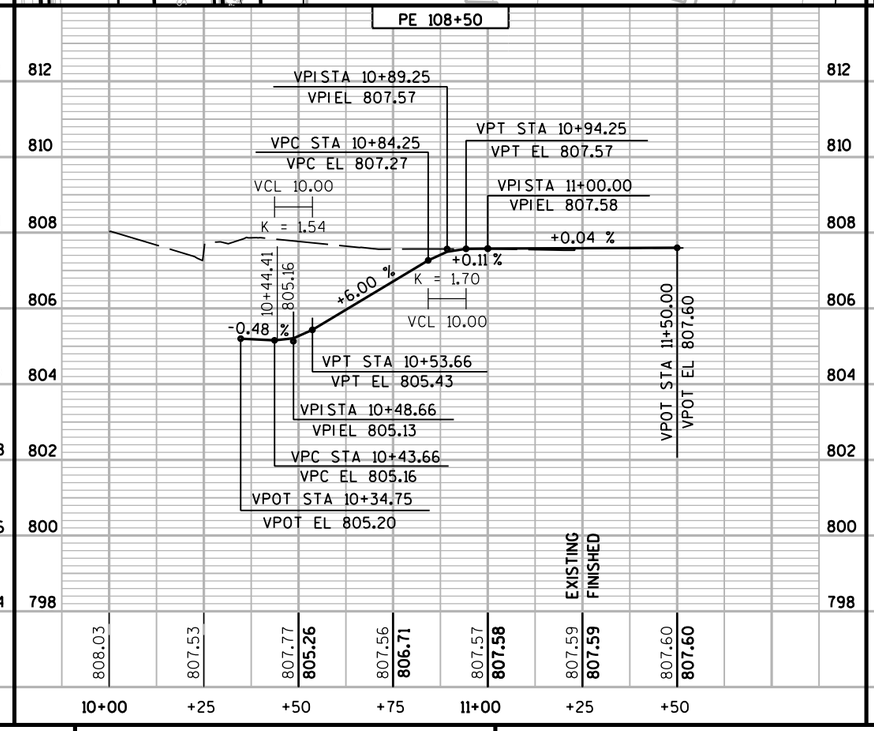

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE: STH 121 | SHEET 249 E |
|---|---|---|---|---|

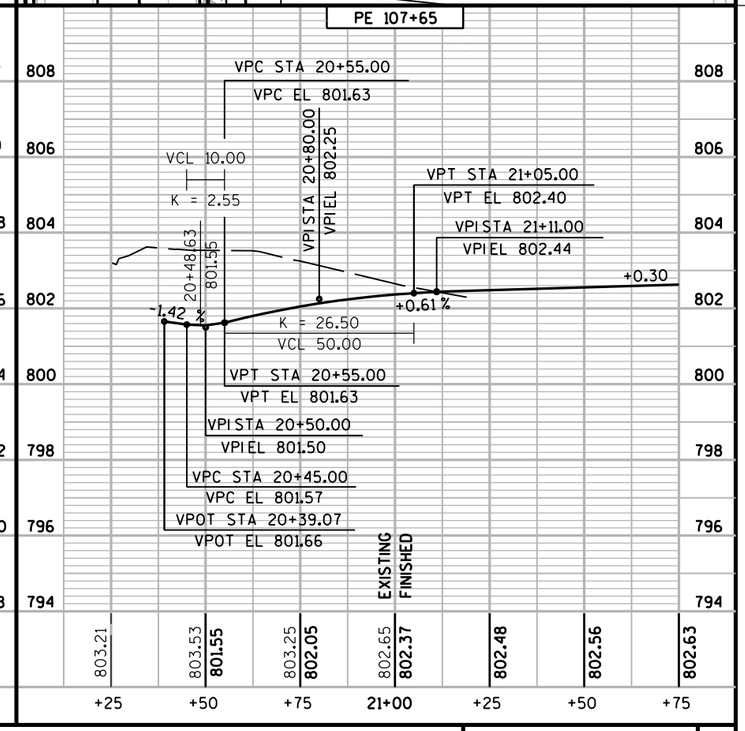


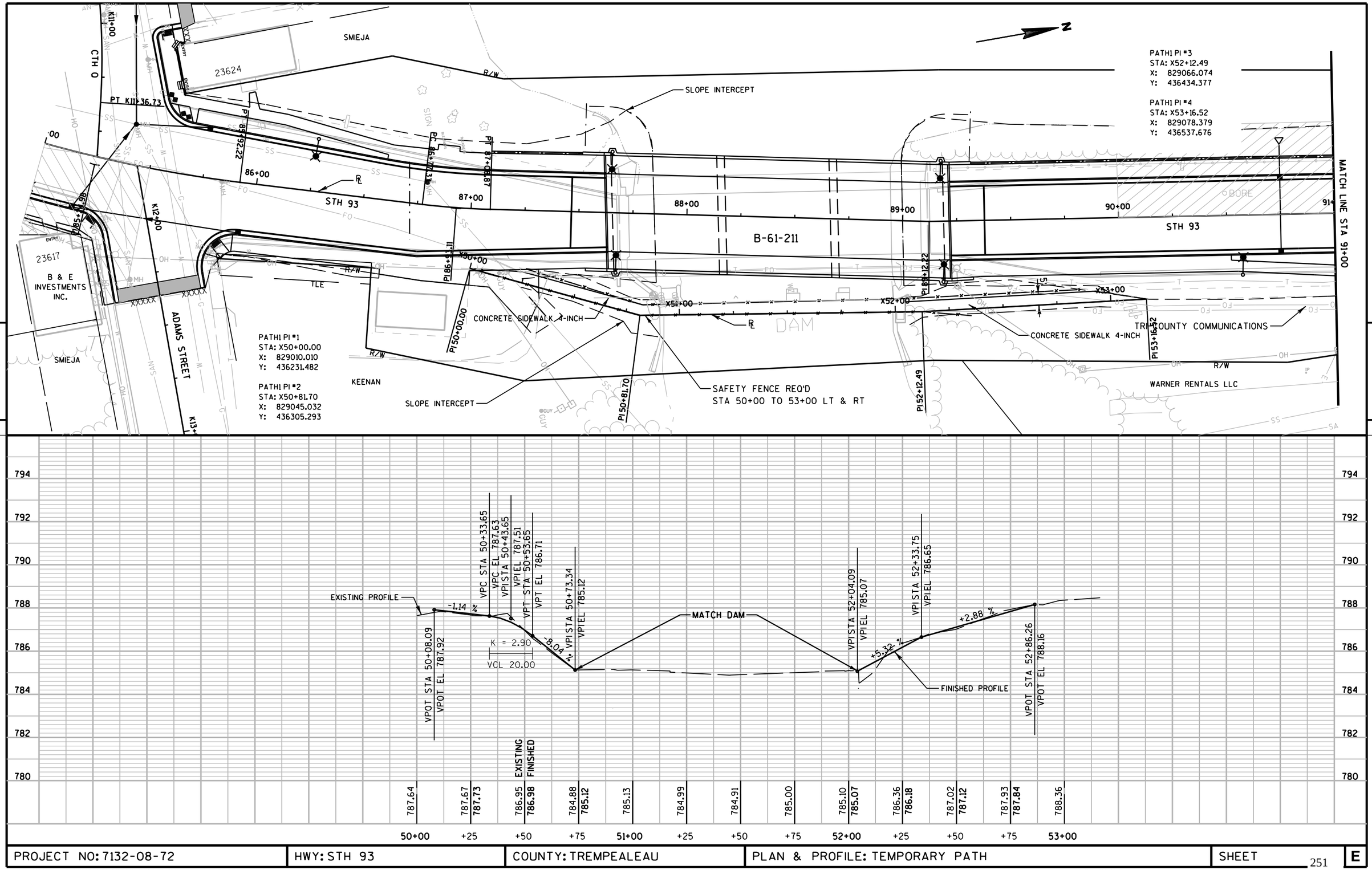




| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE PE 107+65, PE 108+50, PE 109+75 | SHEET 250 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\PLAN&PROFILE\051006pp.dgn PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 30







| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PLAN & PROFILE: TEMPORARY PATH | SHEET | E |
|---|---|---|---|---|---|

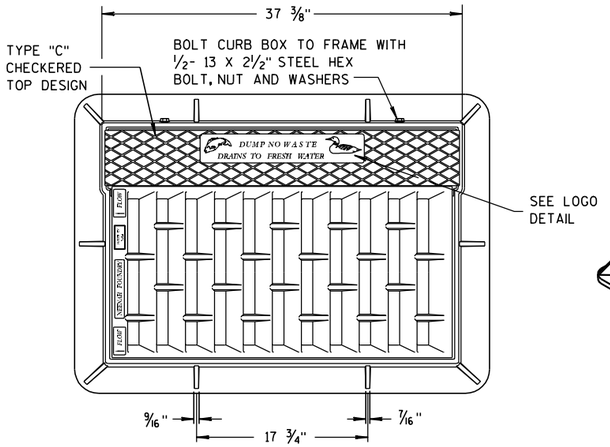


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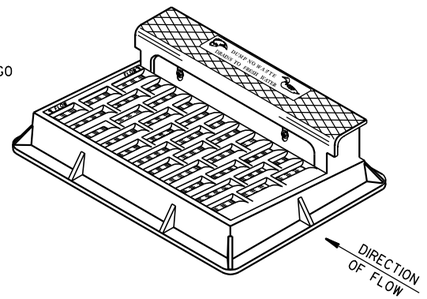
# Standard Detail Drawing List

| | |
|---|---|
| 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 |
| 08B09-01 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER |
| 08C06-01 | INLETS 3-FT AND 4-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 |
| 08E14-01 | TRACKING PAD |
| 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 |
| 09D01-04 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 09D02-02 | SIGNAL OR LIGHTING CONTROL CABINET |
| 09E01-12D | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET) |
| 09E01-12G | HARDWARE DETAILS FOR POLE MOUNTINGS |
| 09E03-04 | NON-FREEWAY LIGHTING UNIT POLE WIRING |
| 12A03-10 | NAME PLATE (STRUCTURES) |
| 13B02-06 | CONCRETE PAVEMENT APPROACH SLAB |
| 13C01-16 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C04-16 | URBAN NON-DOWELED CONCRETE PAVEMENT |
| 13C18-02A | CONCRETE PAVEMENT JOINTING |
| 13C18-02B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-02C | CONCRETE PAVEMENT JOINT TIES |
| 13C18-02D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES |
| 14A02-01 | TREE PLANTING DETAIL |
| 15C02-04A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-04B | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-04C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C03-01 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C04-01 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C05-01 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 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) |
| 15C12-03 | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING  OPERATIONS) |
| 15D28-01 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D29-02 | TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD |
| 15D30-01 | TRAFFIC CONTROL, SIDEWALK CLOSURE |

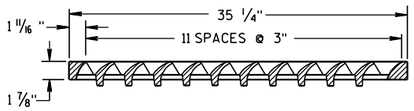

6

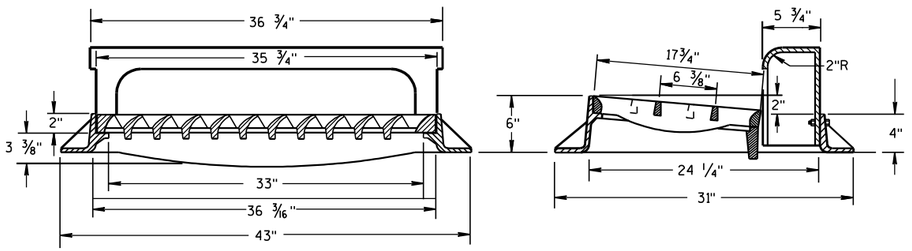



NOTE:
GRATE IS REVERSIBLE.



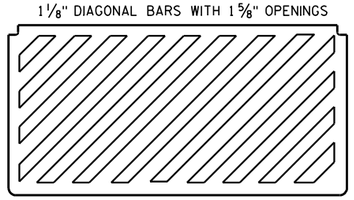

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"




## TYPE "H"

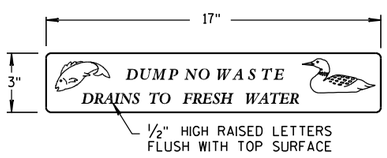
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.




## 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

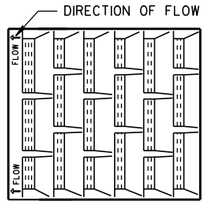
## GENERAL NOTES

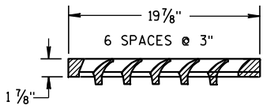
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

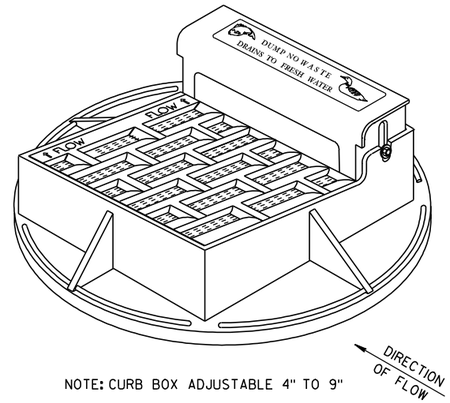
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

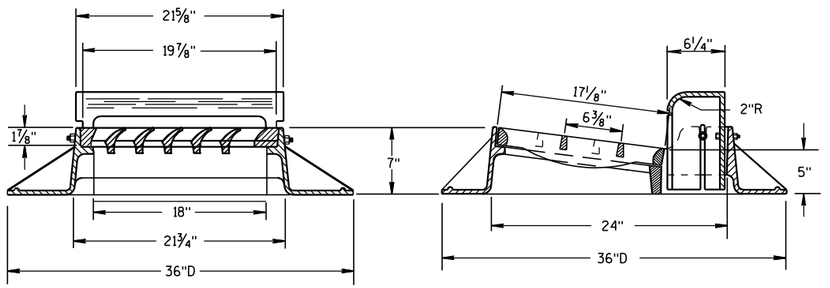
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



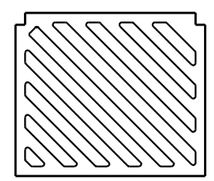




NOTE: CURB BOX ADJUSTABLE 4" TO 9"




## TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.




## 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)

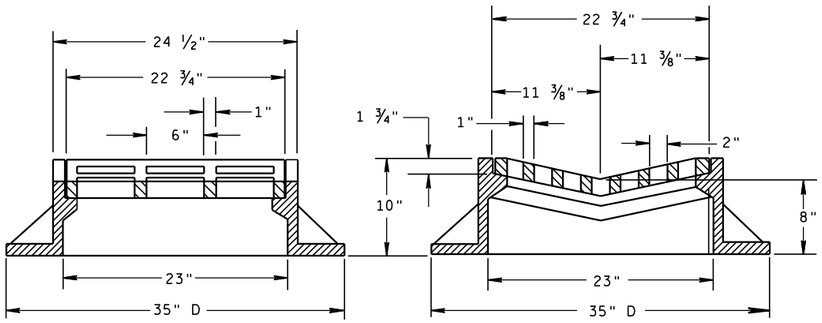
## INLET COVERS TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA

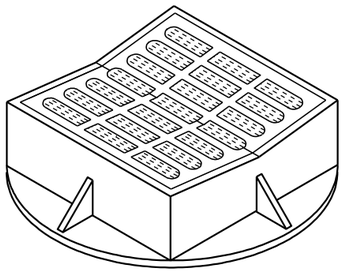



6
S.D.D. 8 A 5-18a





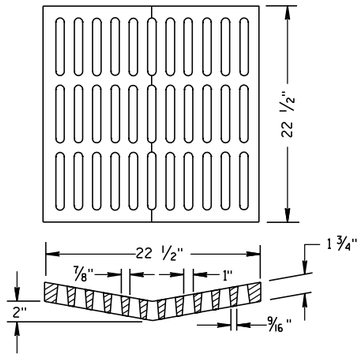




**TYPE "B"**

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

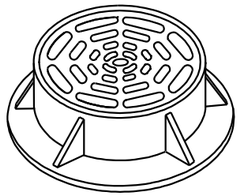


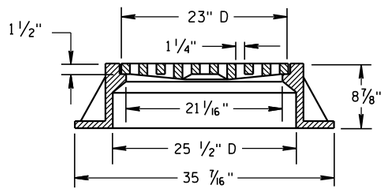

**ALTERNATIVE GRATE FOR TYPE "B" COVER**

(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.

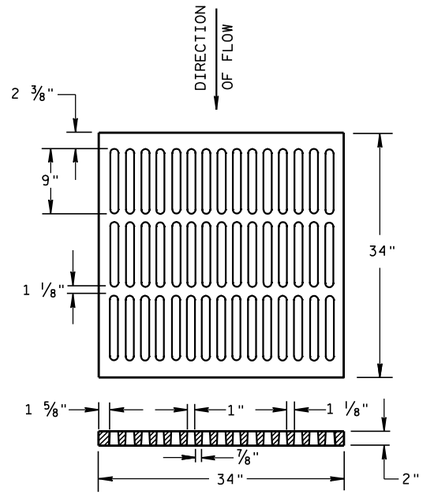
## GENERAL NOTES

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.

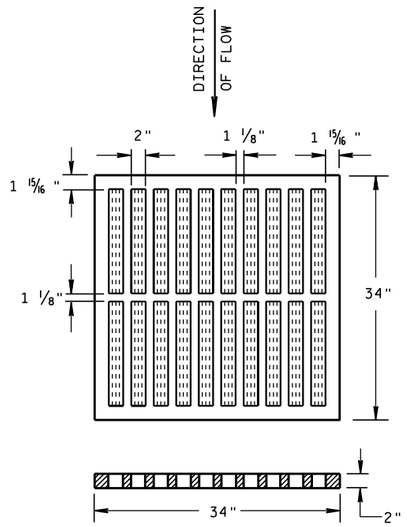



**ALTERNATIVE TYPE "MS"**

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

**NOTED AS TYPE MS-A ON THE DRAINAGE TABLE**

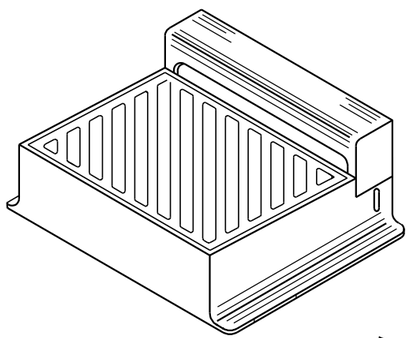


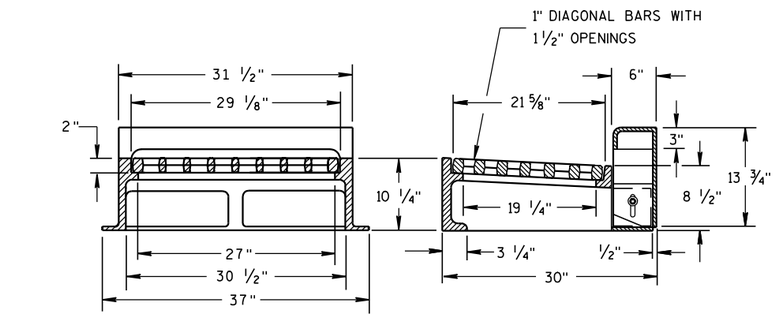

**TYPE "MS"**

(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

**NOTED AS TYPE MS ON DRAINAGE TABLE**






NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

**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

254

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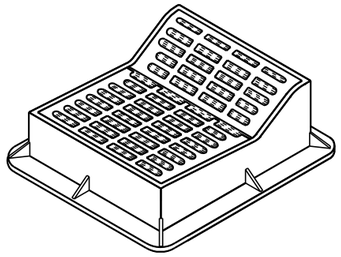
FHWA

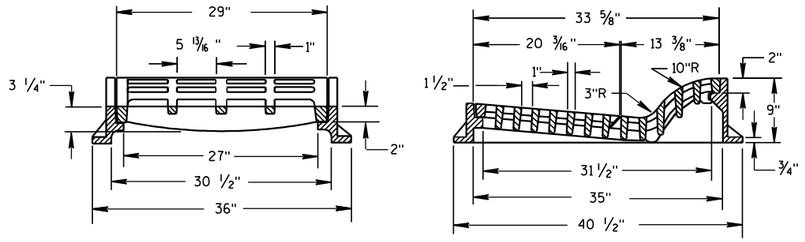
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S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b



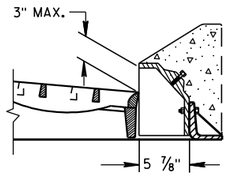



## TYPE "F"

(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

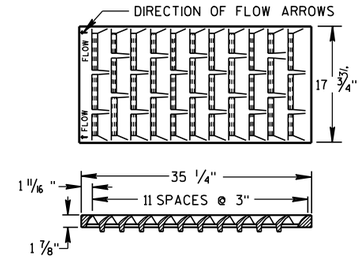
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

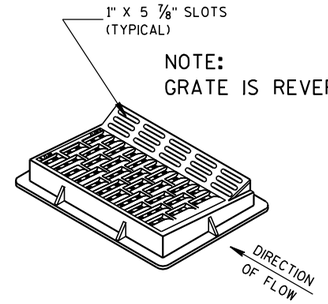
## GENERAL NOTES

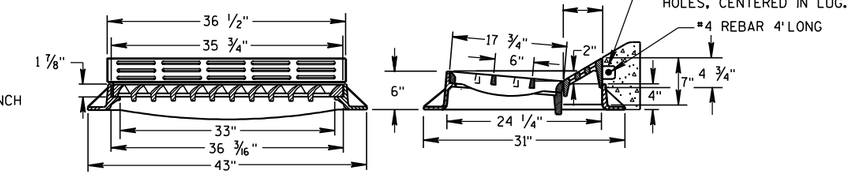
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.



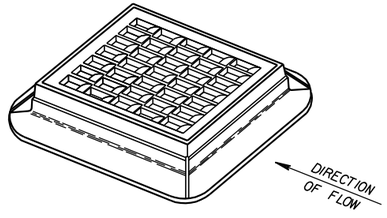



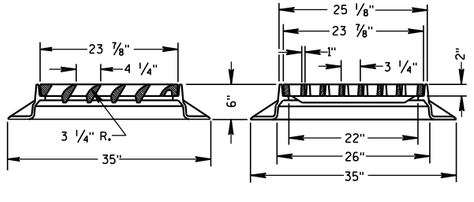

## TYPE "HM"

(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

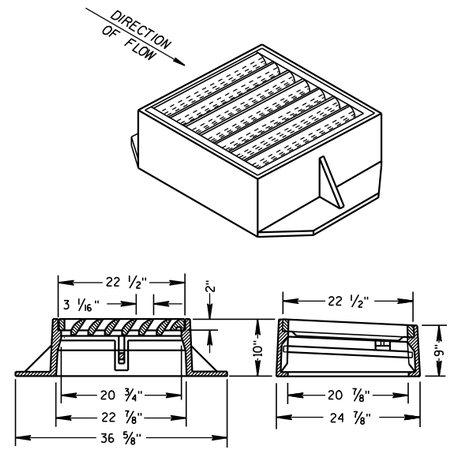



## TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

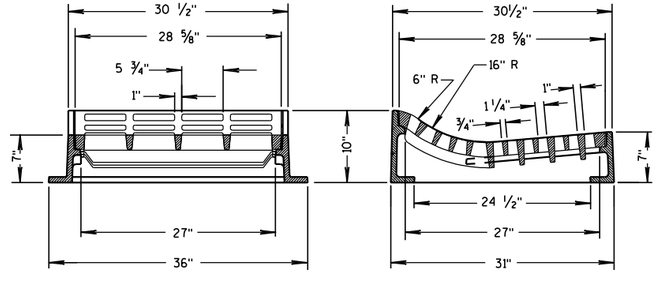
FRAME.....164 LBS.
GRATE..... 169 LBS.




## TYPE "V"

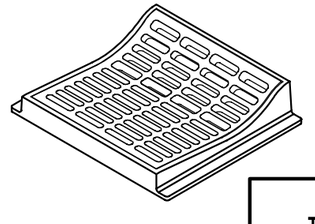
(APPROXIMATE WEIGHT 410 LBS.)

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

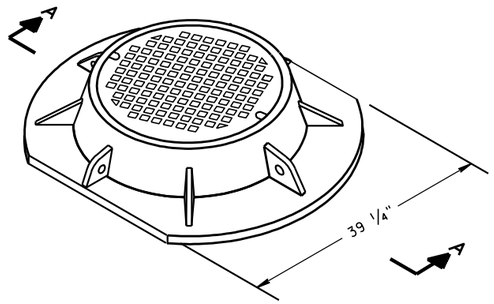
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
255
FHWA

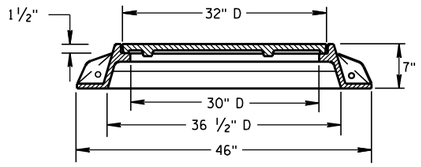
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S.D.D. 8 A 5-18c

6

S.D.D. 8 A 5-18c



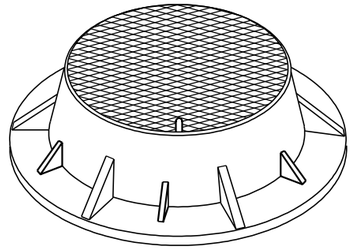



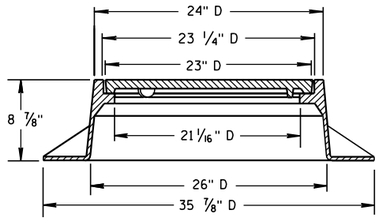

**SECTION A-A**

## TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.

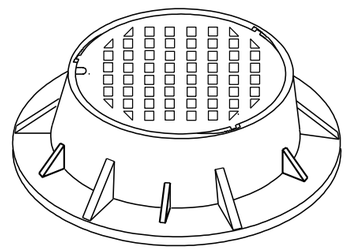


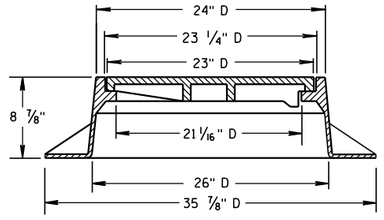



## TYPE "J"

(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)

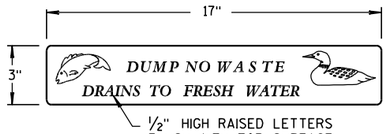
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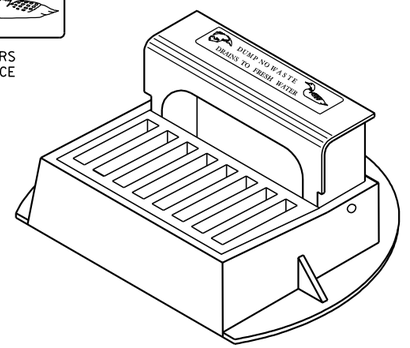
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

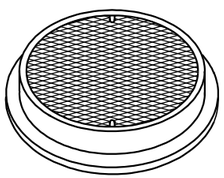
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

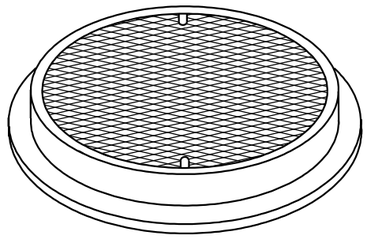
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

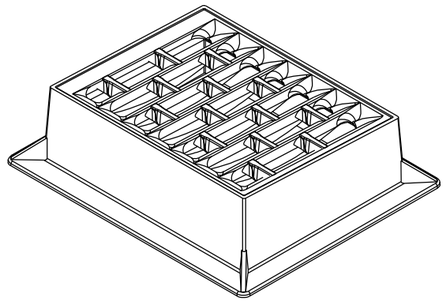


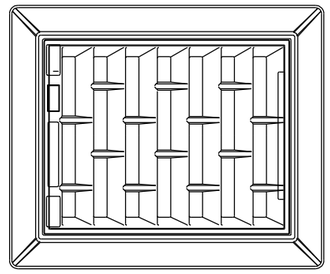

**LOGO DETAIL**

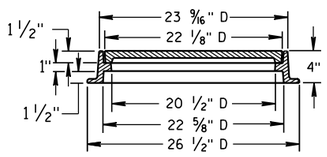






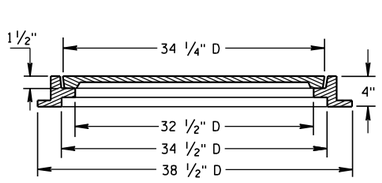





## TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

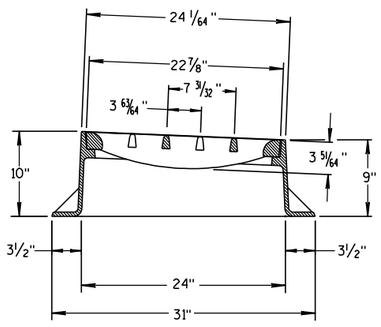
FRAME.....81 LBS.
LID.....77 LBS.

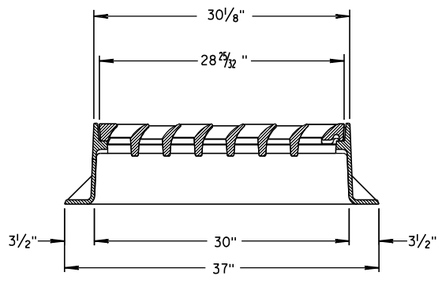



## TYPE "M"

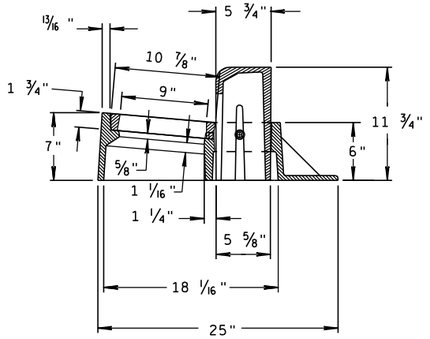
(APPROXIMATE WEIGHT 377 LBS.)

FRAME..... 125 LBS.
LID..... 252 LBS.



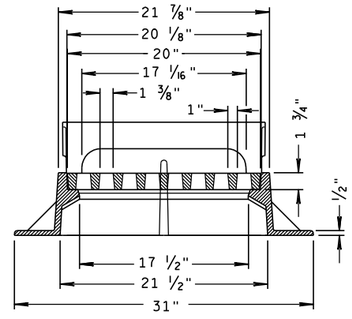

## INLET COVER TYPE "BW"




## INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.

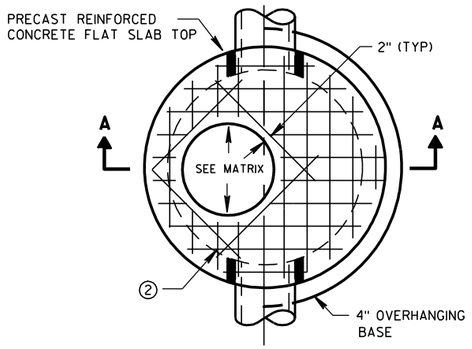



# INLET COVERS, TYPE BW, Z
# MANHOLE COVERS, TYPE K, J, J-S, L & M

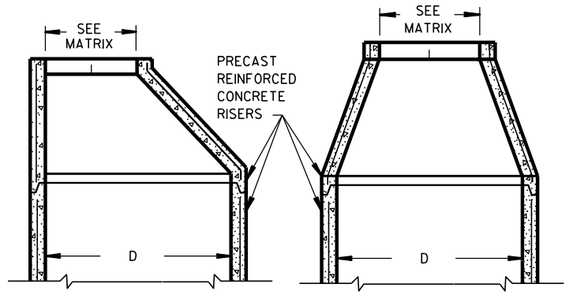
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

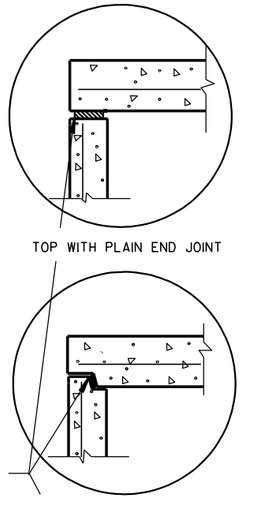


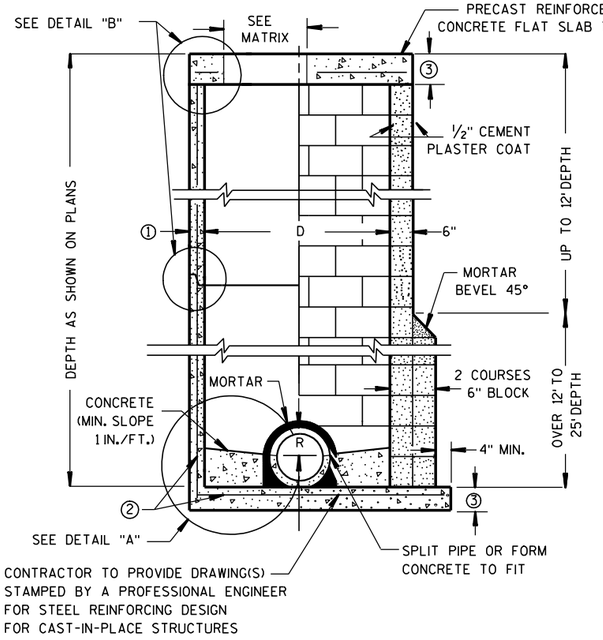

PLAN VIEW CIRCULAR OPENING




OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

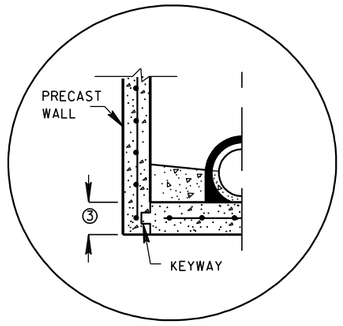
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



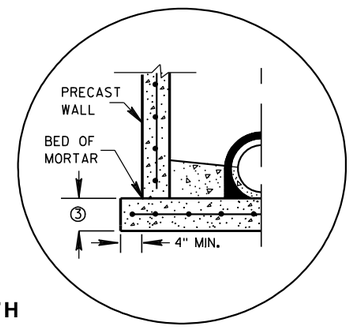




PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

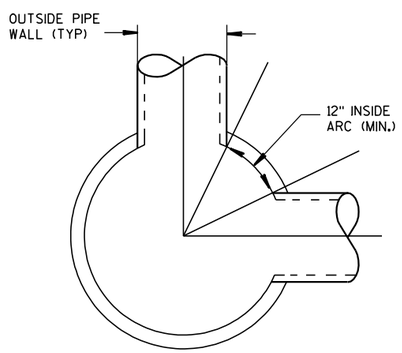



PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION

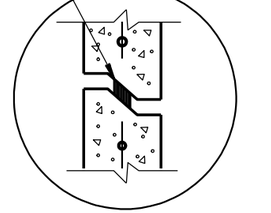



SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"




RISER WITH TONGUE AND GROOVE JOINT

DETAIL "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 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 257

FHWA

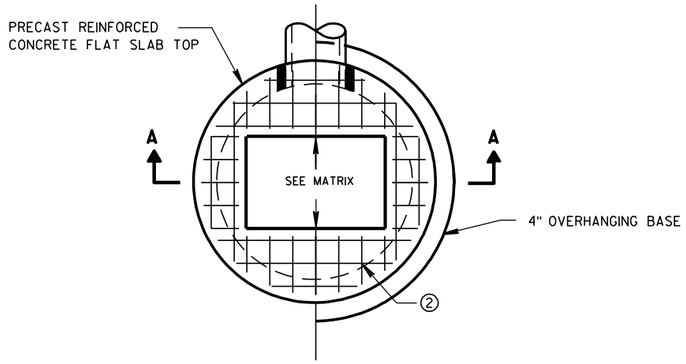
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

6

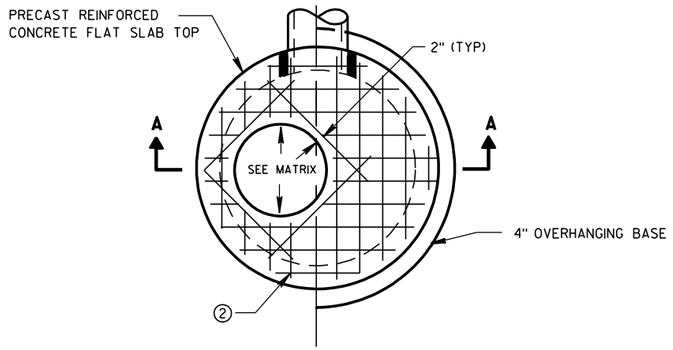
S.D.D. 8 B 9-1

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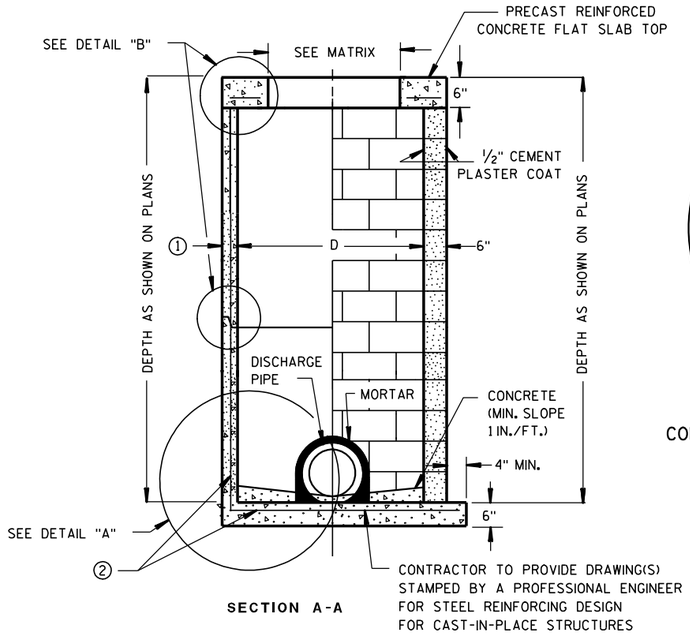
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PLAN VIEW RECTANGULAR OPENING




PLAN VIEW CIRCULAR OPENING

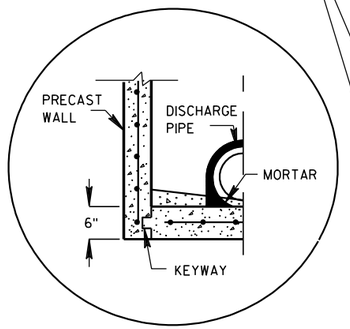



SECTION A-A

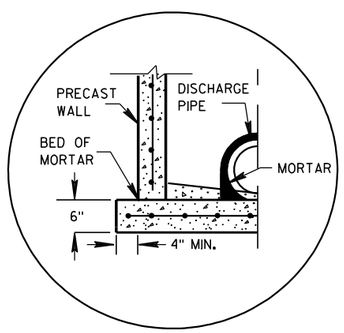
**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

**CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②**

**CIRCULAR INLETS W/ FLAT TOP**

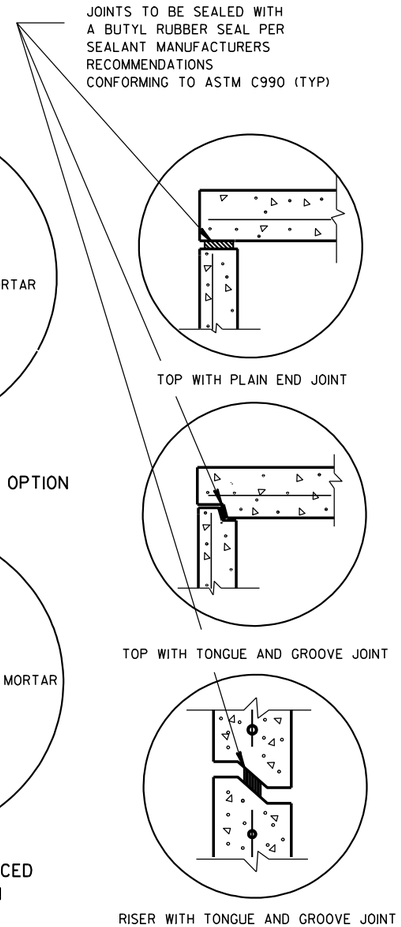



PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION




SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

**DETAIL "A"**




**DETAIL "B"**

## GENERAL NOTES

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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.

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.

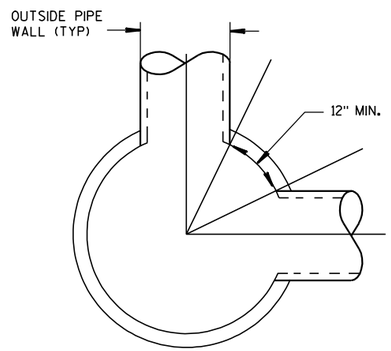
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

## INLET COVER OPENING MATRIX

| | INLET COVER TYPE | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V | WM | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INLET SIZE | OPENING SIZE (FT) | | | | | | | | | | | |
| 3-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2X2 | X | X | | | | | X | | X | | |
| 4-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2X2 | X | X | | | | | X | | X | | |
| | 2X2.5 | | | X | | | | X | X | X | X | |
| | 2X3 | | | | | | X | | | | | |
| | 2.5X3 | | | | | X | | | | | | |




**DETAIL "C"**

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |

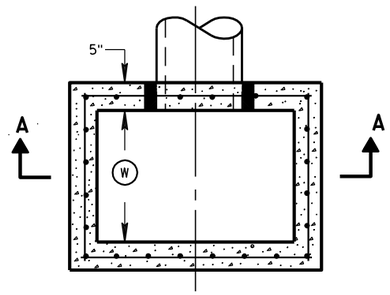
**INLETS 3-FT AND 4-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

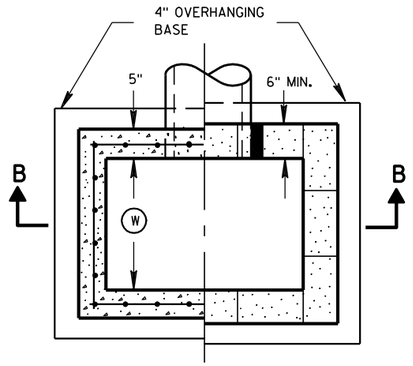
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



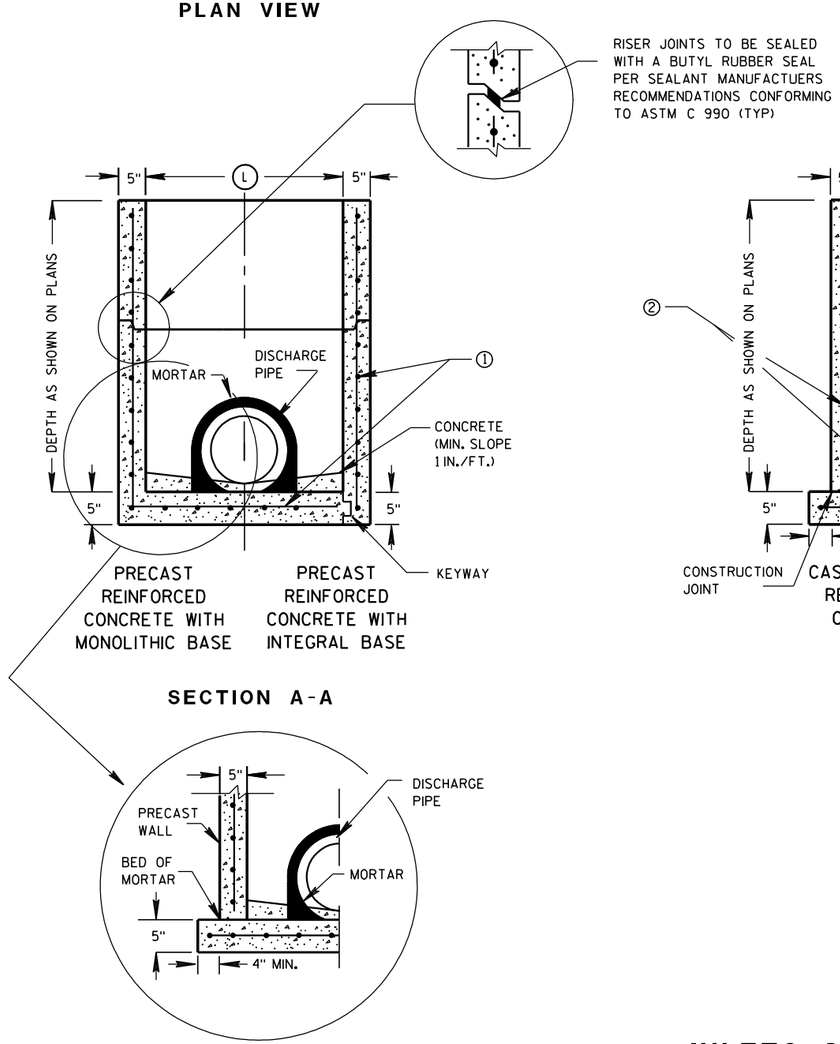

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S.D.D. 8 C 6-1



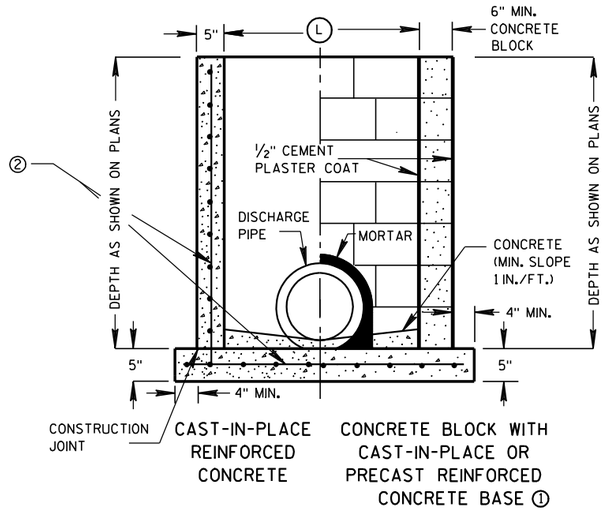

PLAN VIEW




PLAN VIEW




SECTION A-A




SECTION B-B




SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

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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.

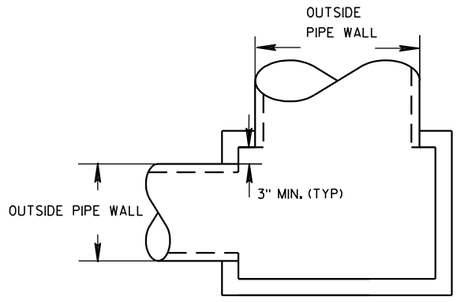
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## 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

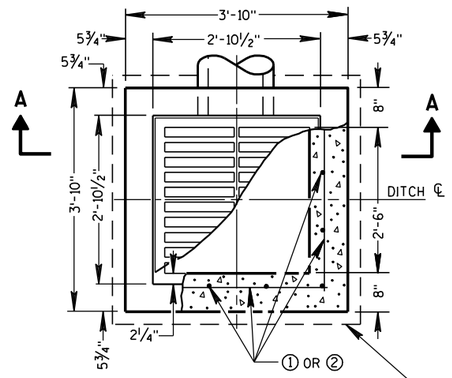
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D 259 — ENGINEER
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FHWA

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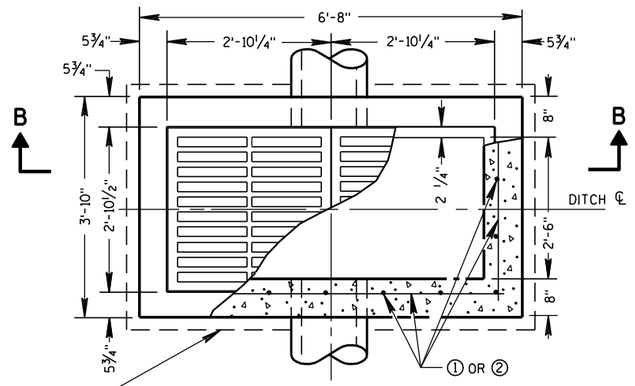
S.D.D. 8 C 7-1

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S.D.D. 8 C 7-1

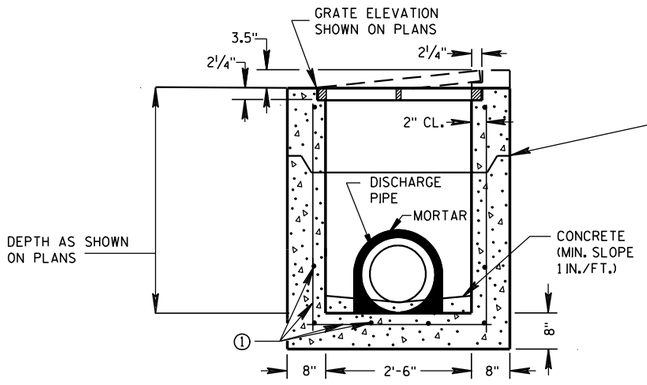



PLAN VIEW

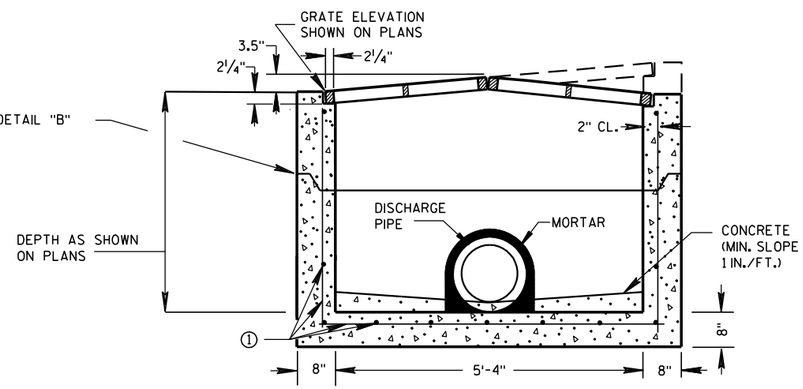



PLAN VIEW

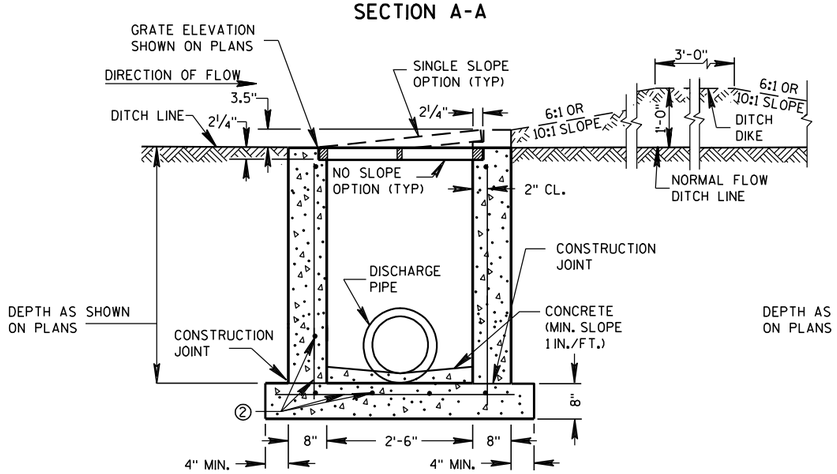
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



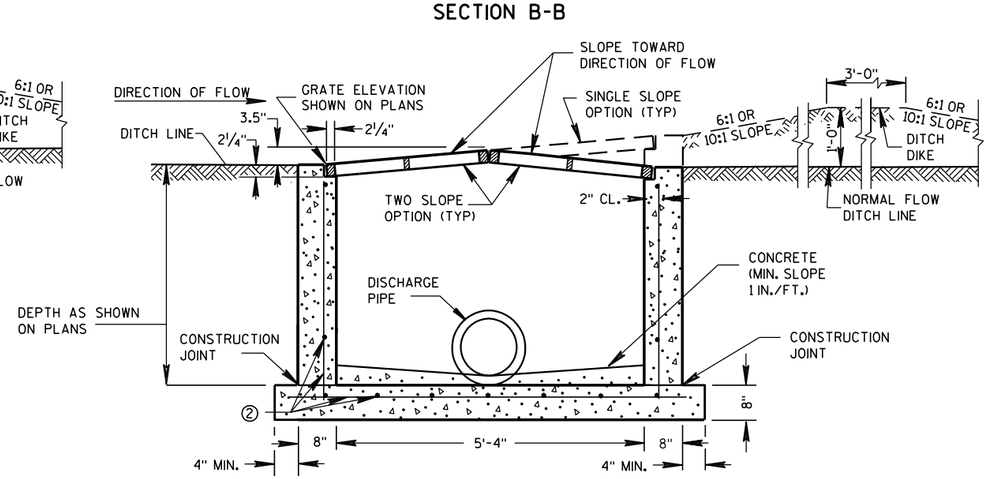

PRECAST REINFORCED CONCRETE SECTION A-A




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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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.

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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.

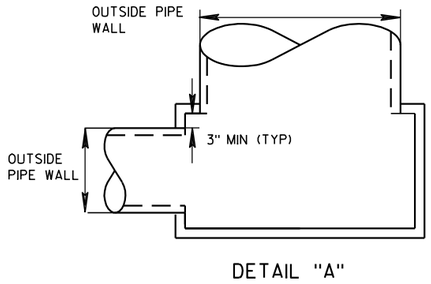
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

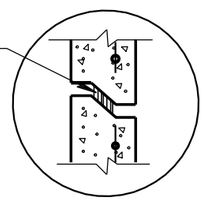
### PIPE MATRIX

| | 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

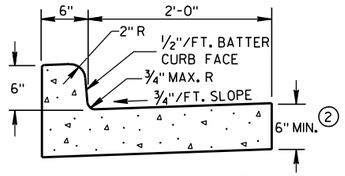


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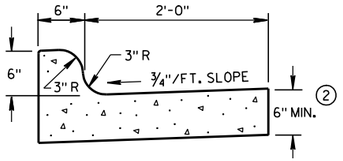
S.D.D. 8 C 8-1

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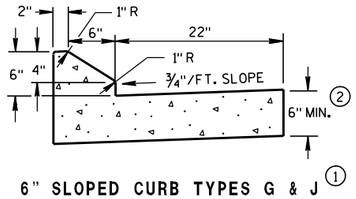
S.D.D. 8 C 8-1



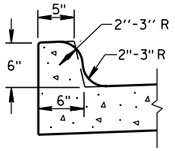

TYPES A & D (1)



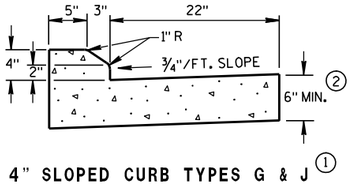

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

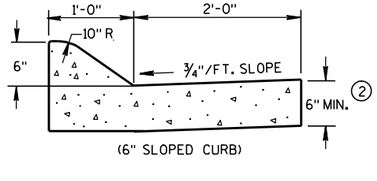



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

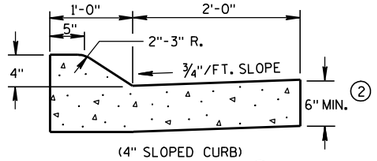



4" SLOPED CURB TYPES G & J (1)

## CONCRETE CURB & GUTTER 30"

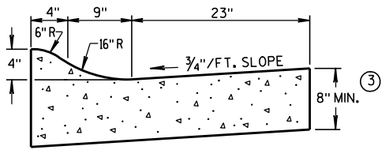



(6" SLOPED CURB)



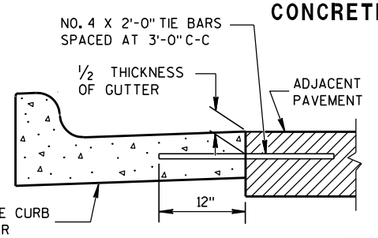

(4" SLOPED CURB)

TYPES A & D (1)

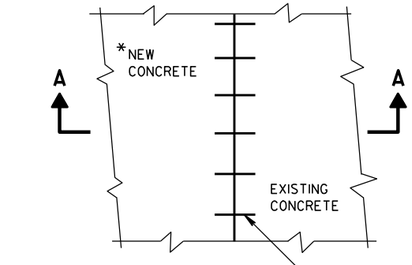



4" SLOPED CURB TYPES R & T (1) (4)

## CONCRETE CURB & GUTTER 36"

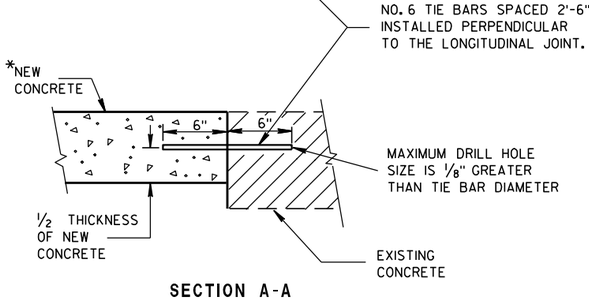



TYPICAL TIE BAR LOCATION (1)



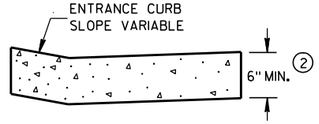

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

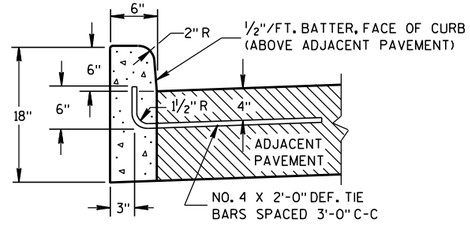



SECTION A-A

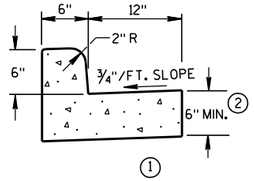
TIE BARS DRILLED INTO EXISTING PAVEMENT



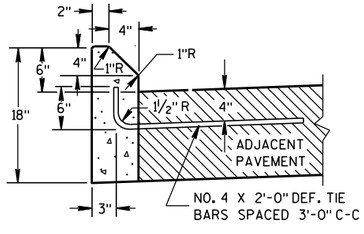

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)




(1)
TYPES A & D

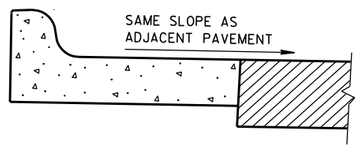



(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"




(1)
TYPES G & J

CONCRETE CURB




REVERSE SLOPE GUTTER (5)
(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.

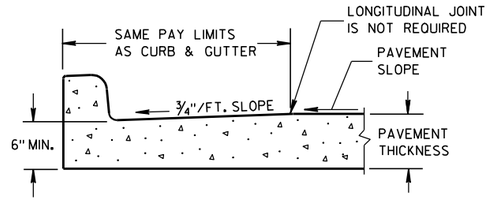
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

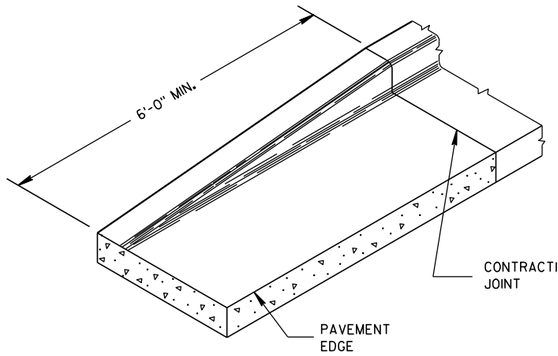
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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

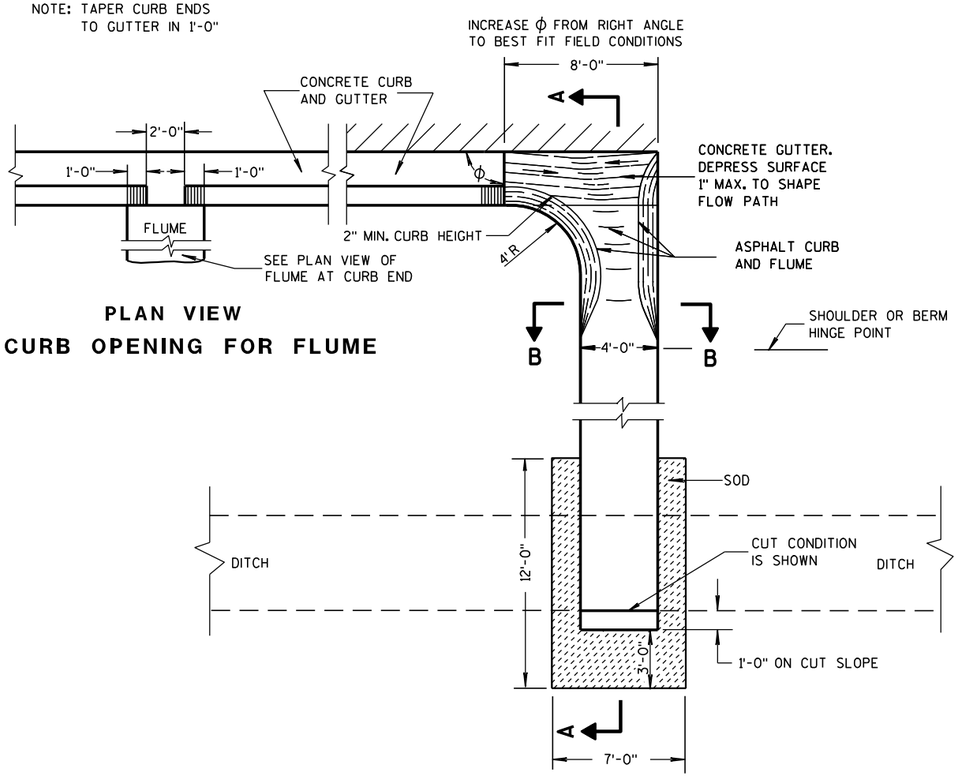
APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA



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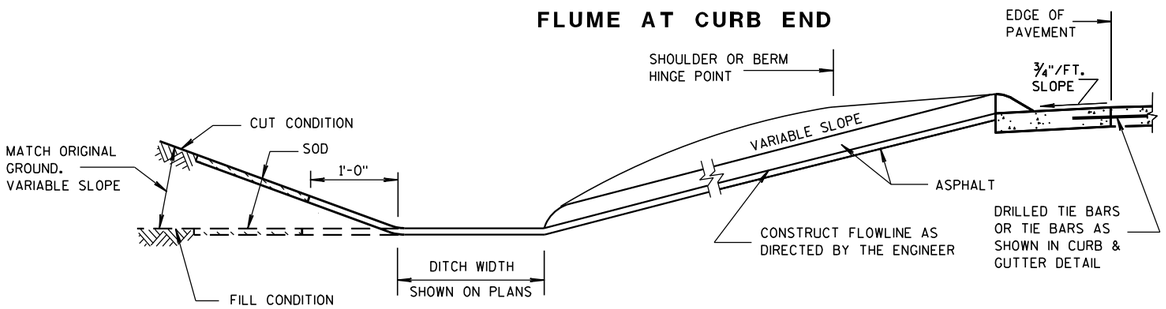
S.D.D. 8 D 1-17

## ASPHALTIC FLUME

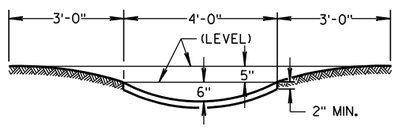



PLAN VIEW
CURB OPENING FOR FLUME

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.

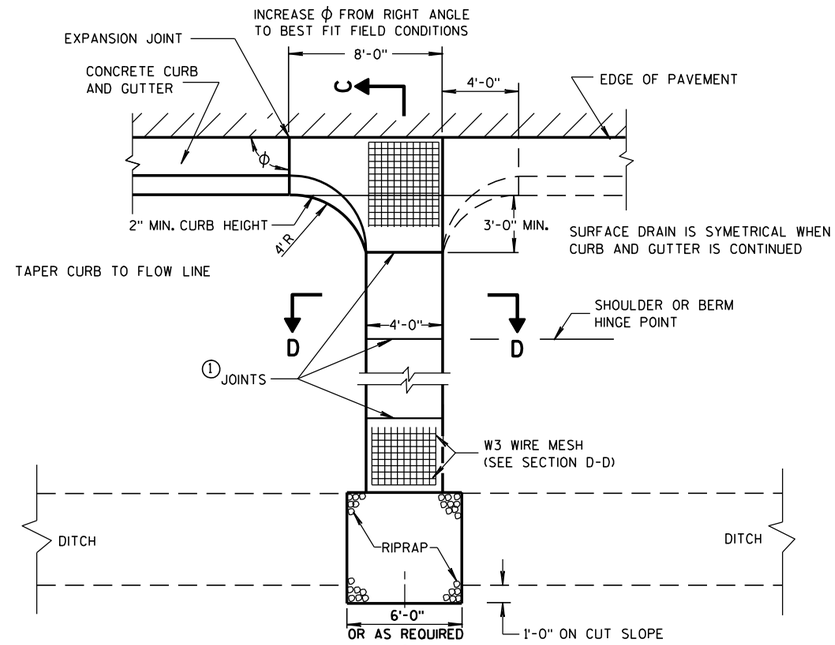
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

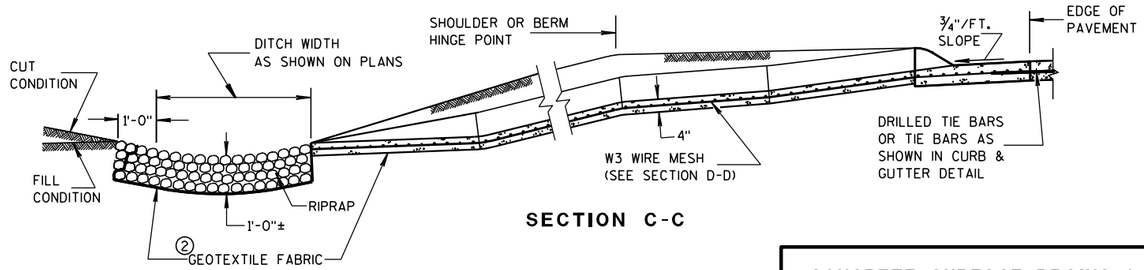
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

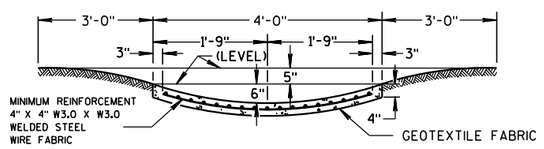
## ③ CONCRETE SURFACE DRAIN




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. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

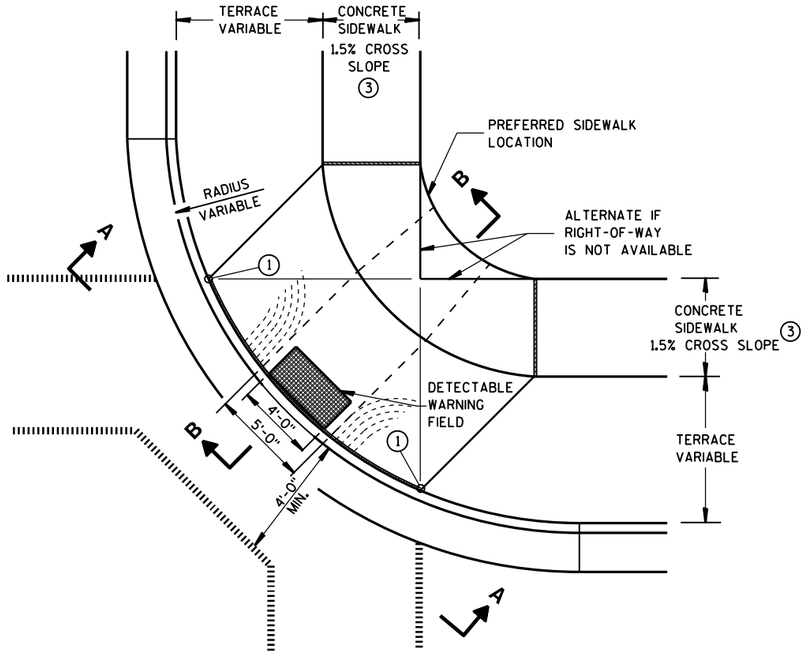


6

S.D.D. 8 D 4-5

6

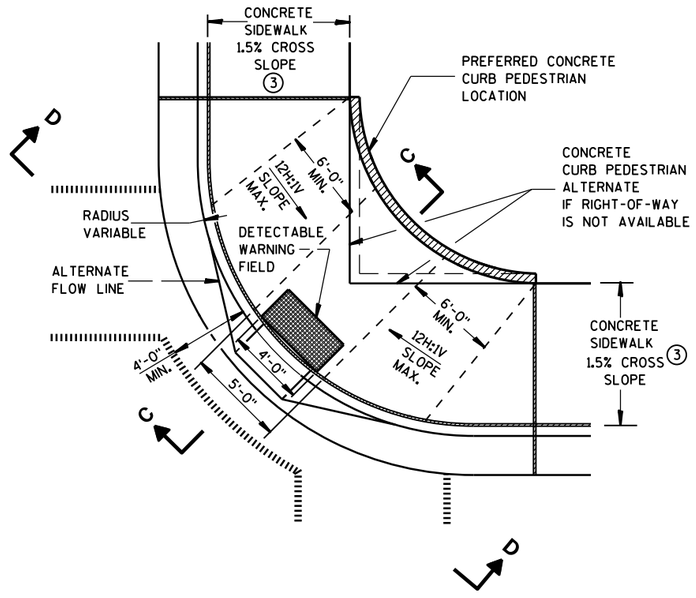
S.D.D. 8 D 4-5




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.

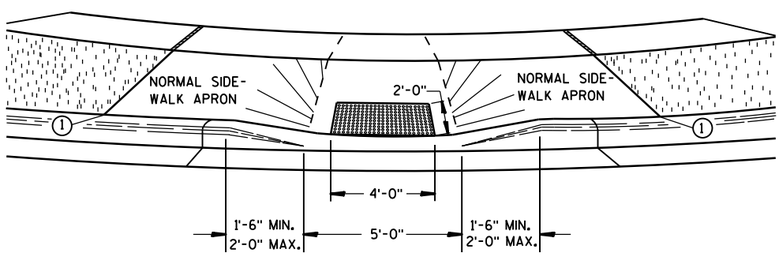
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

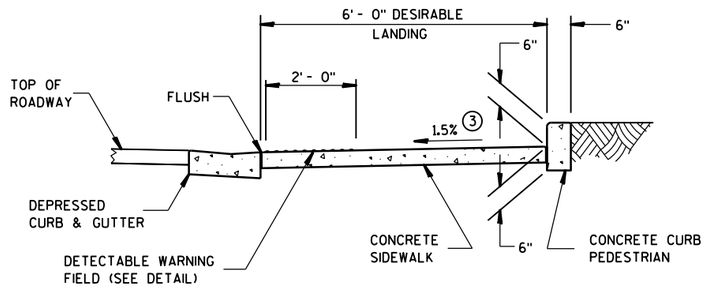
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

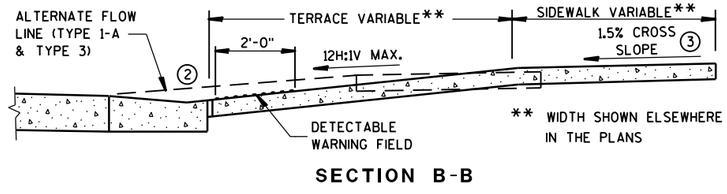
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



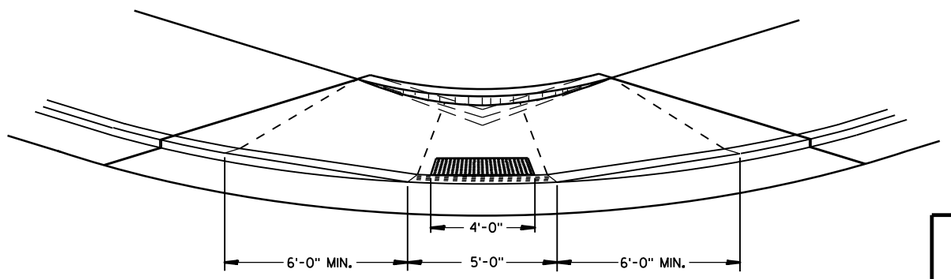

VIEW A-A




SECTION C-C




SECTION B-B




VIEW D-D

## CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

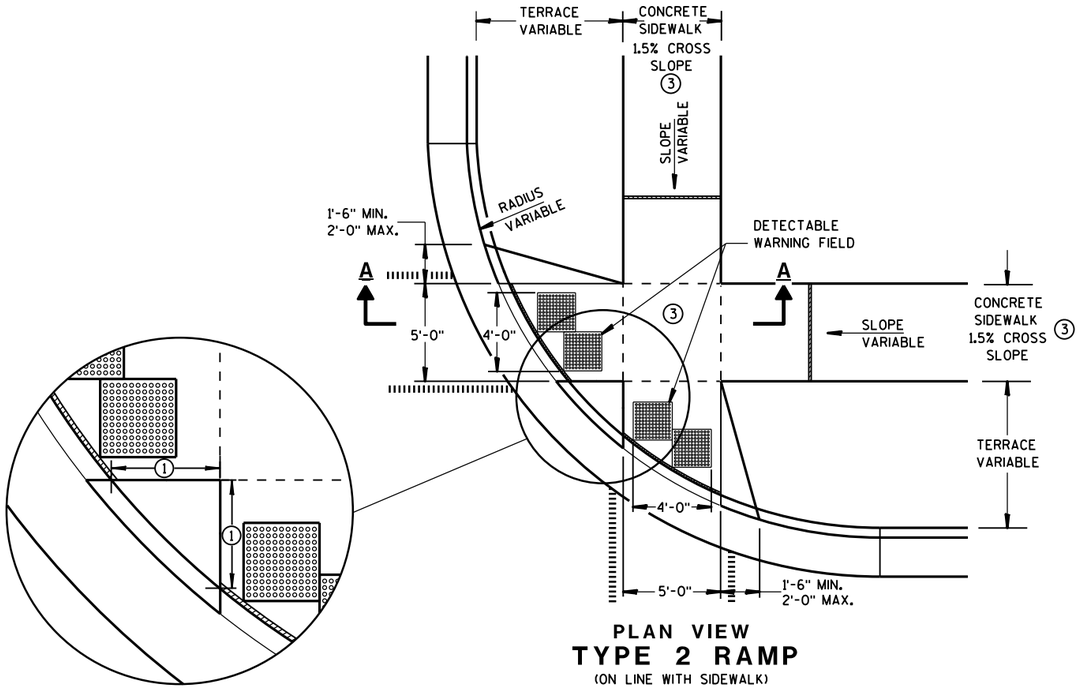


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S.D.D. 8 D 5-15a

6

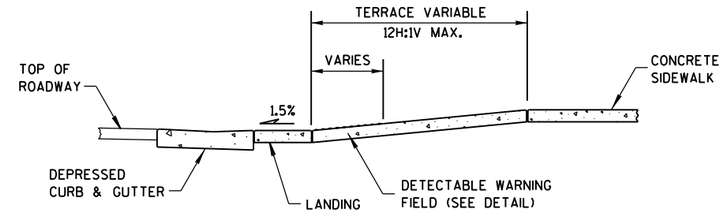
S.D.D. 8 D 5-15a



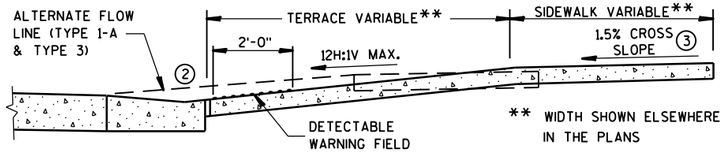

**PLAN VIEW**

## 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.

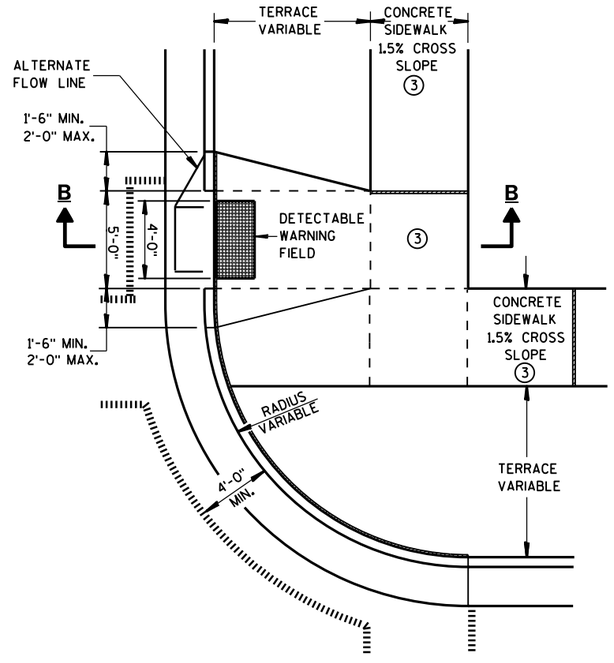
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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 TRANSPOI

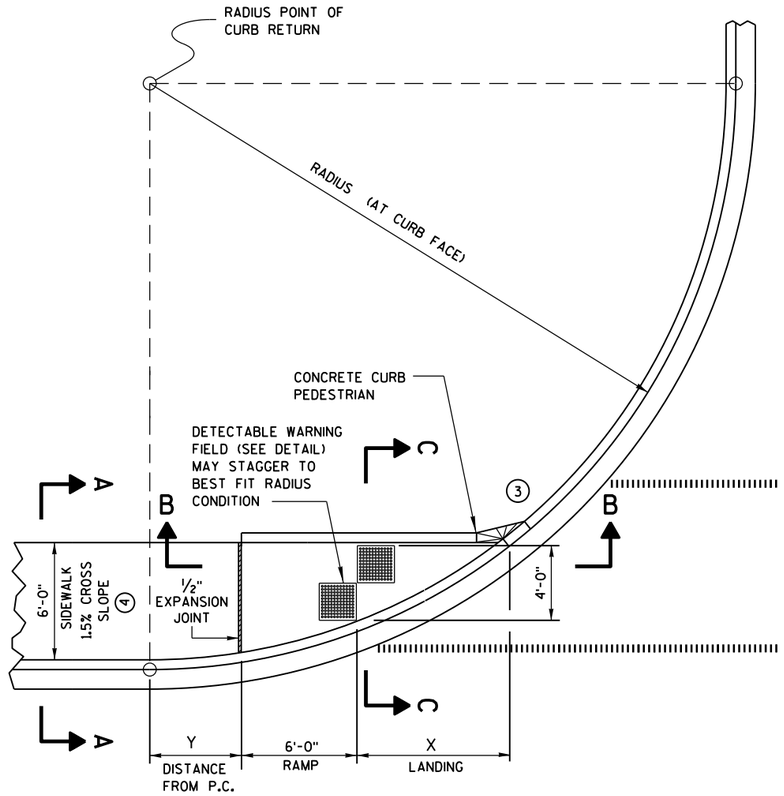




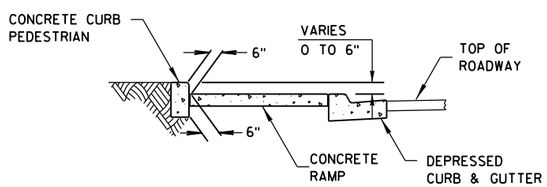


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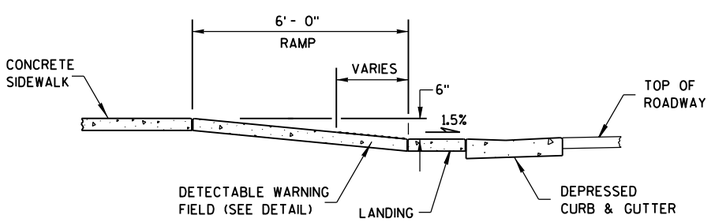
S.D.D. 8 D 5-15b




## CURB RAMP TYPE 4A
### PLAN VIEW



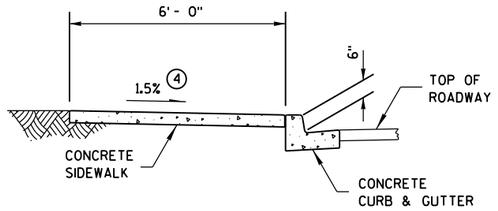

### SECTION C-C FOR TYPE 4A




### 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

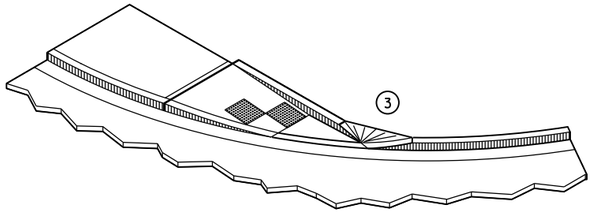
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

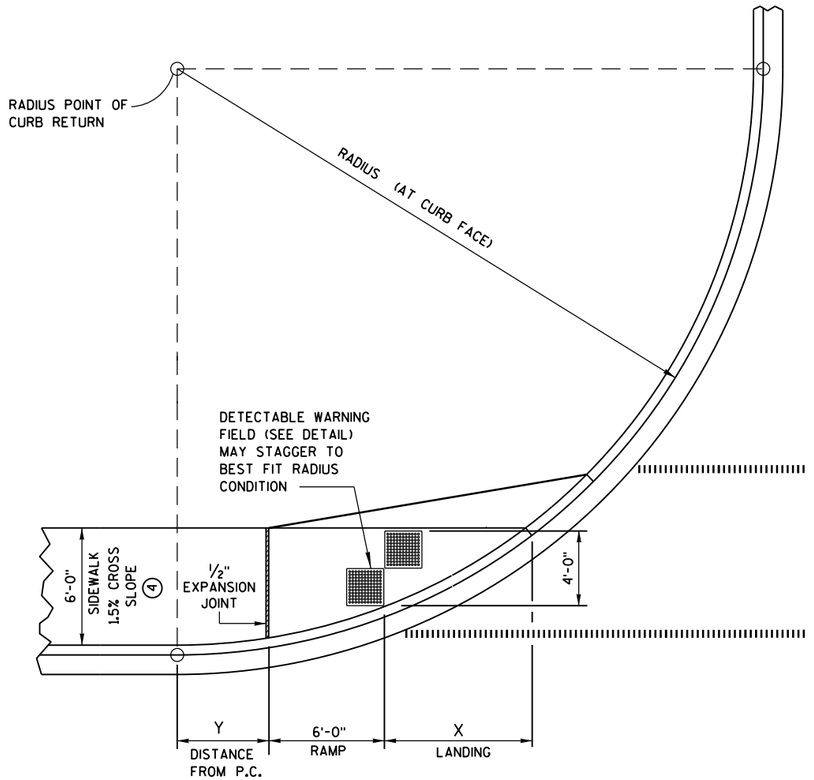
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

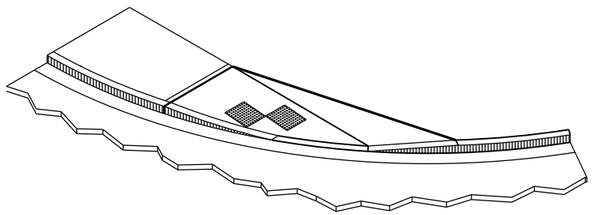
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




### 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)

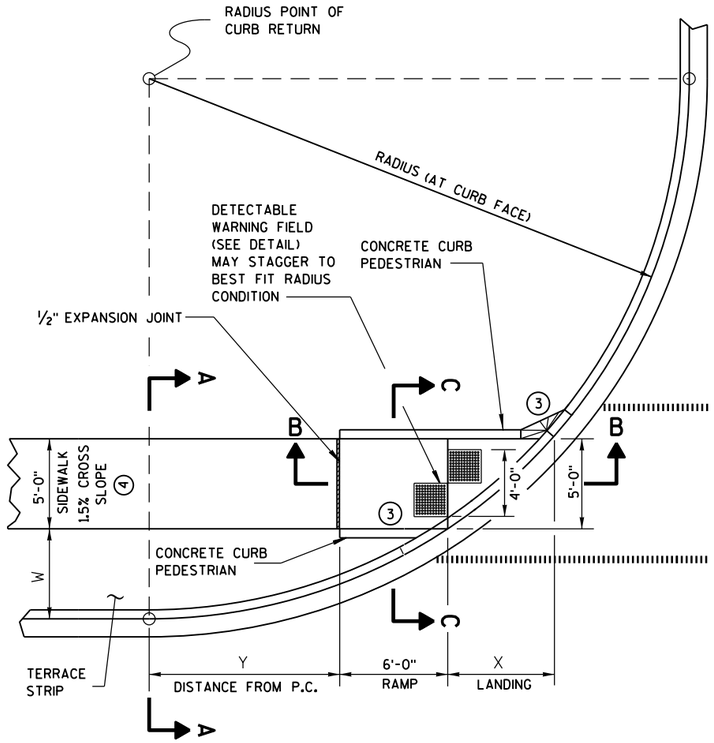
**CURB RAMPS TYPES 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

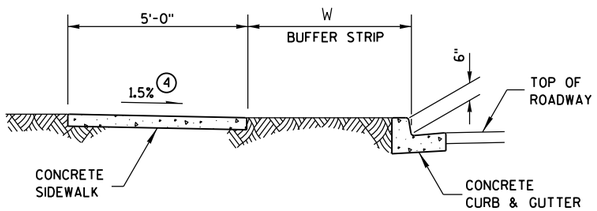



6

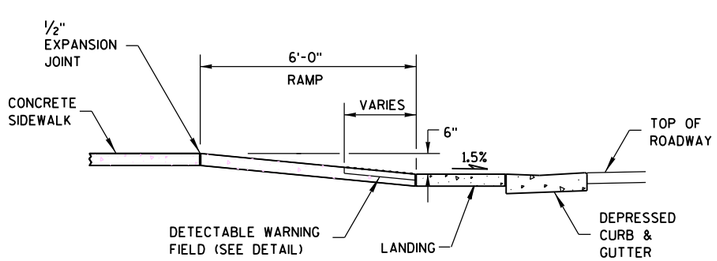
S.D.D. 8 D 5-15c




## CURB RAMP TYPE 4B
### PLAN VIEW




SECTION A-A FOR TYPE 4B



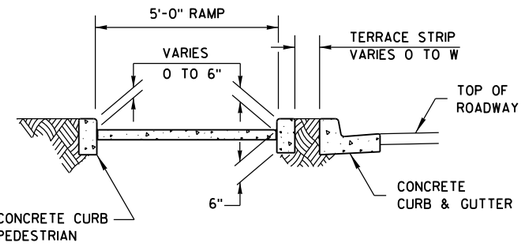

SECTION B-B FOR TYPE 4B

**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




SECTION C-C FOR TYPE 4B

## GENERAL NOTES

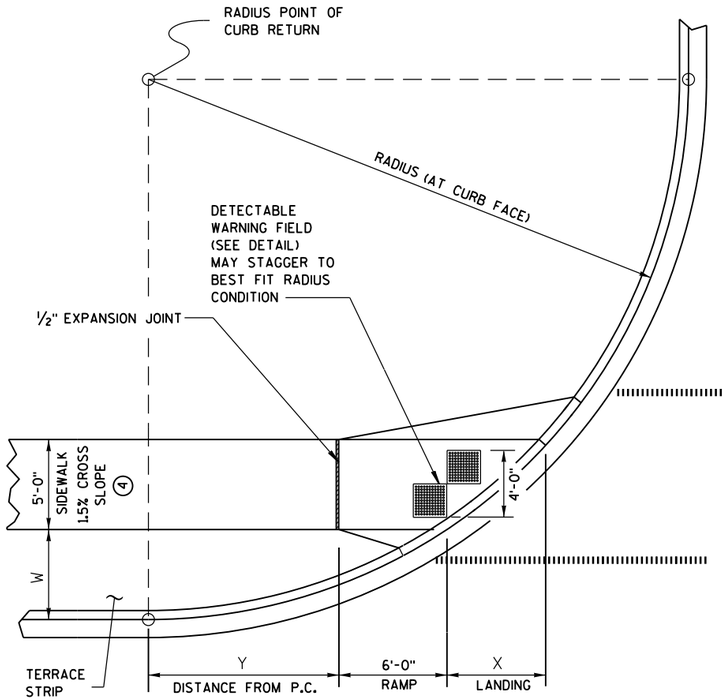
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

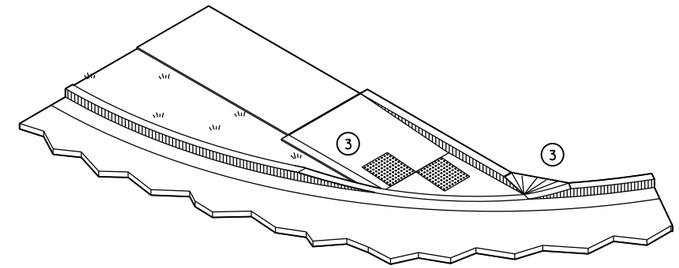
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

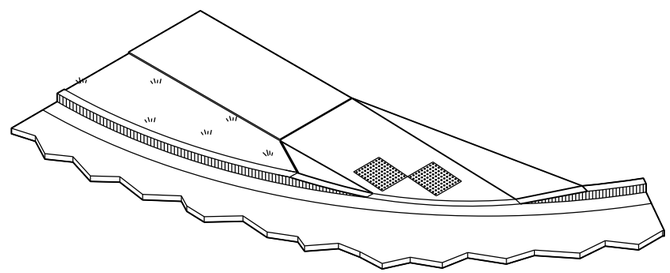
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




## CURB RAMP TYPE 4B1
### PLAN VIEW




ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

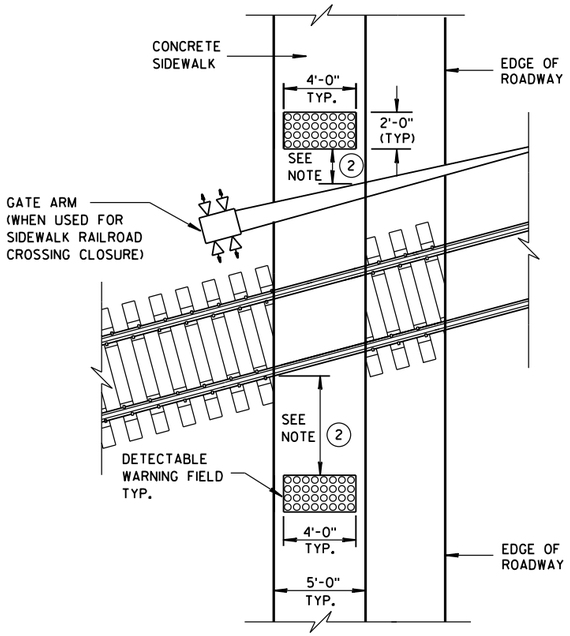
**CURB RAMPS TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

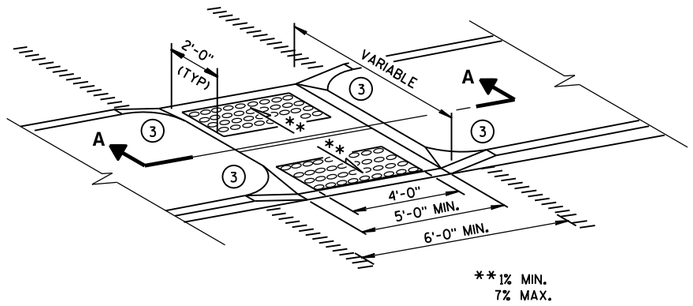



6

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%.

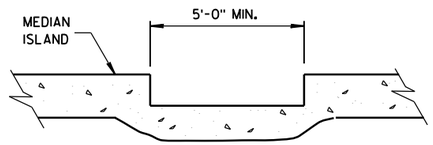
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

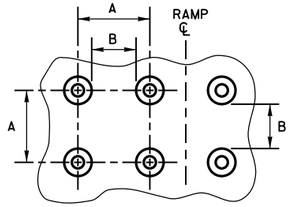
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET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



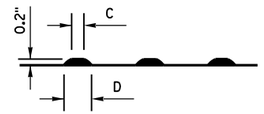

**SECTION A-A**



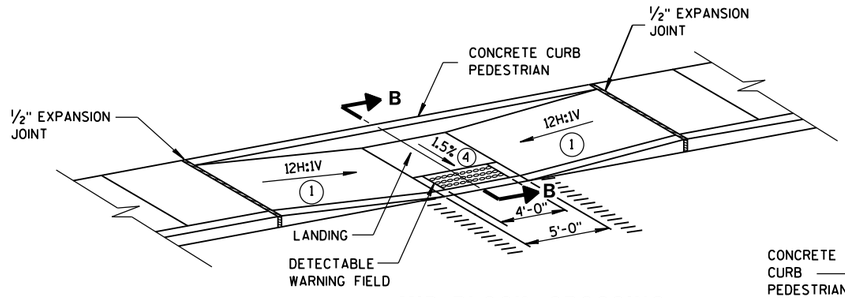

**PLAN VIEW**

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

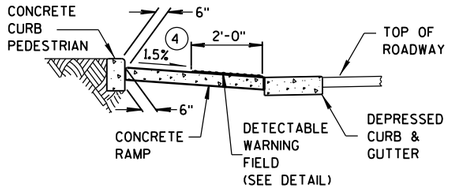
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**ELEVATION VIEW**

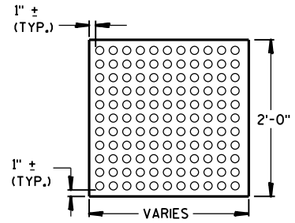



**MID-BLOCK CROSSING**
**TYPE 7A**



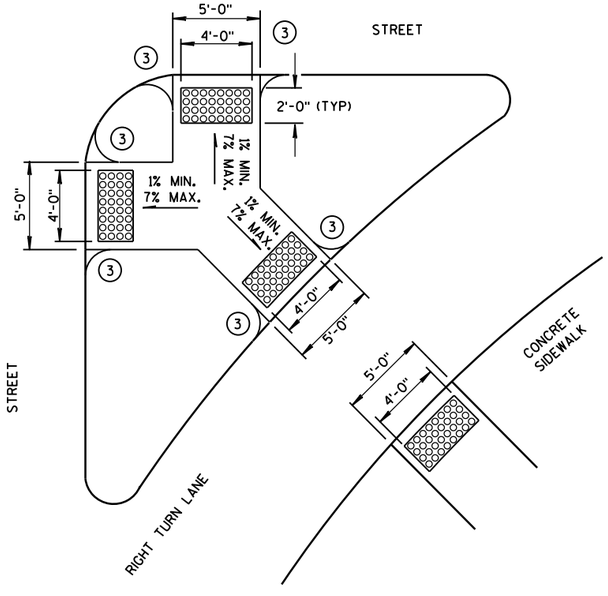

**SECTION B-B**

## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL

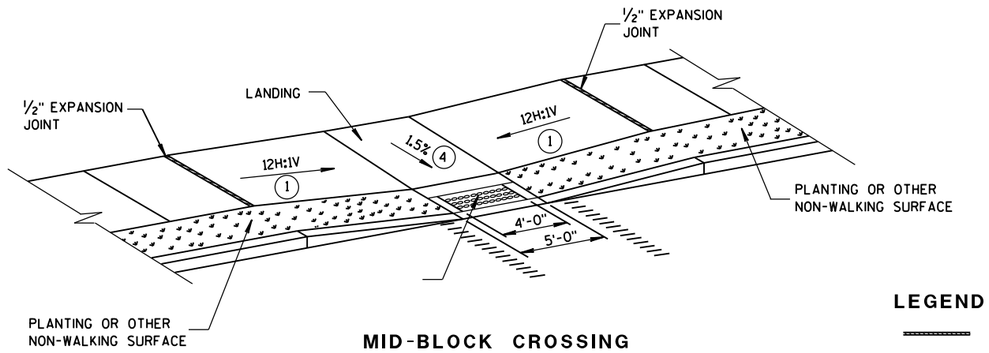



**PLAN VIEW**

## 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

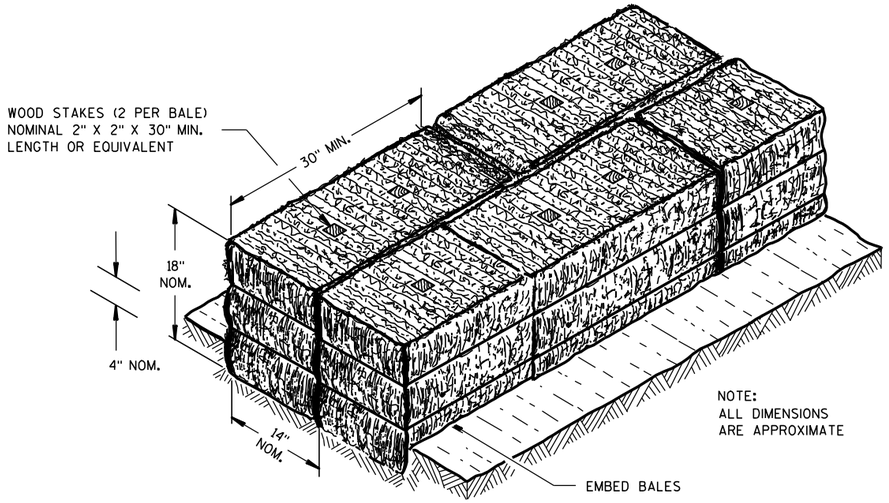


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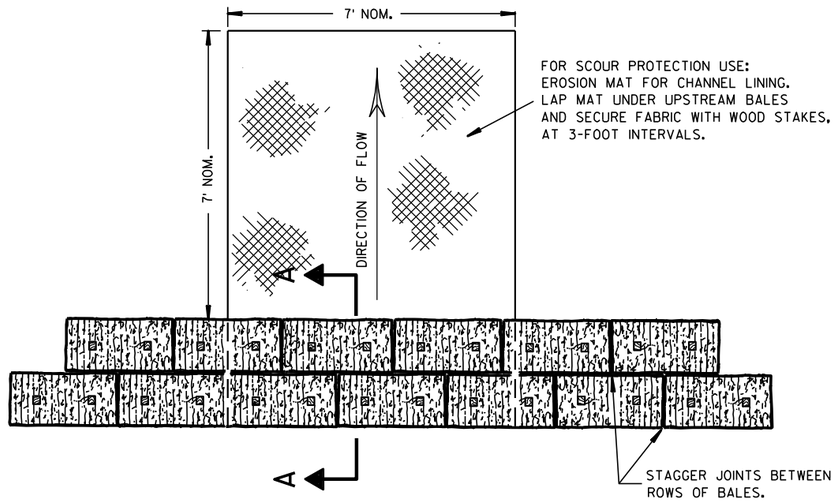
S.D.D. 8 D 5-15e

6

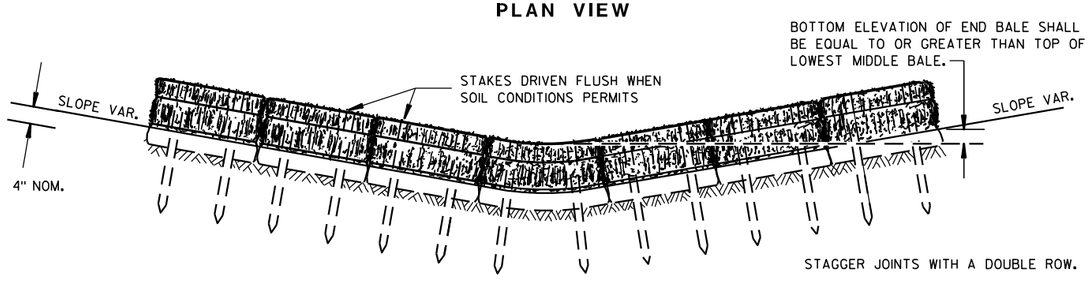
S.D.D. 8 D 5-15e




**SECTION A-A**




**PLAN VIEW**



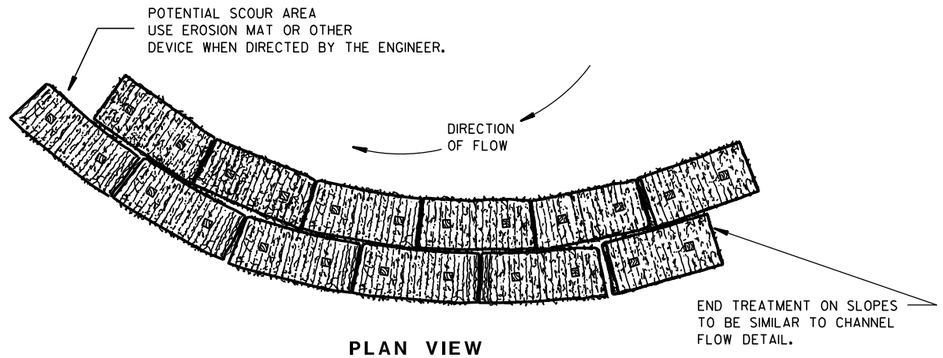

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES ①

## GENERAL NOTES

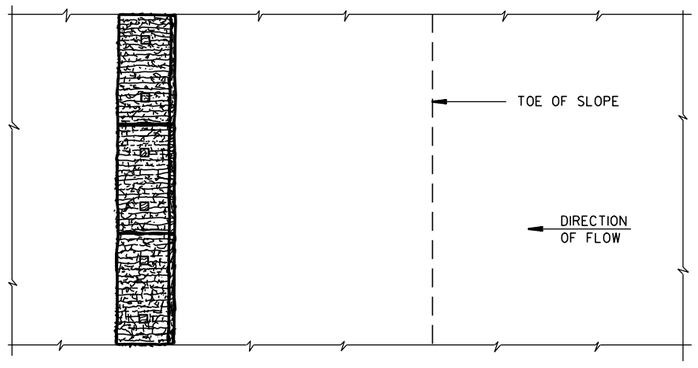
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

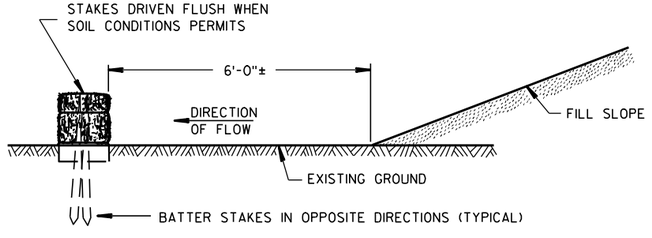



**PLAN VIEW**

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

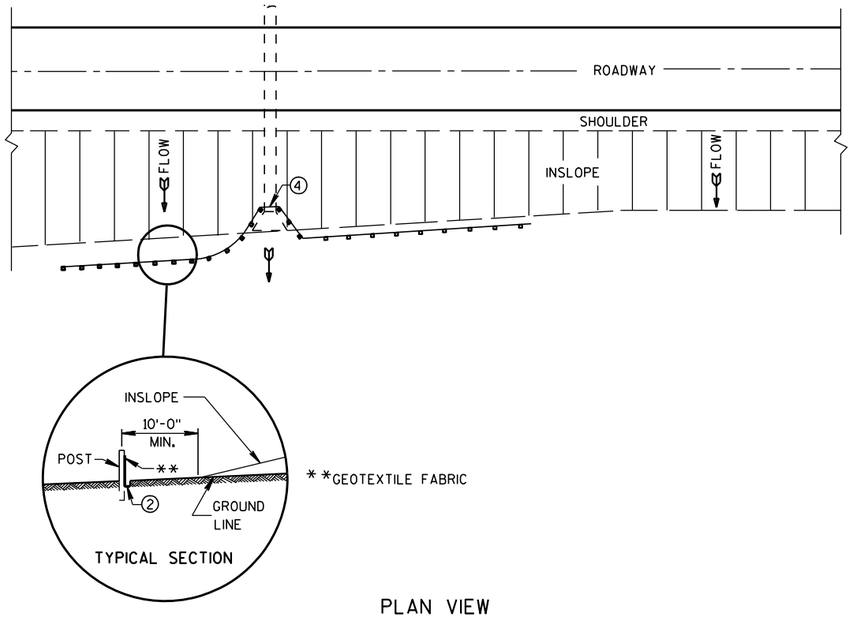


6

S.D.D. 8 E 8-3

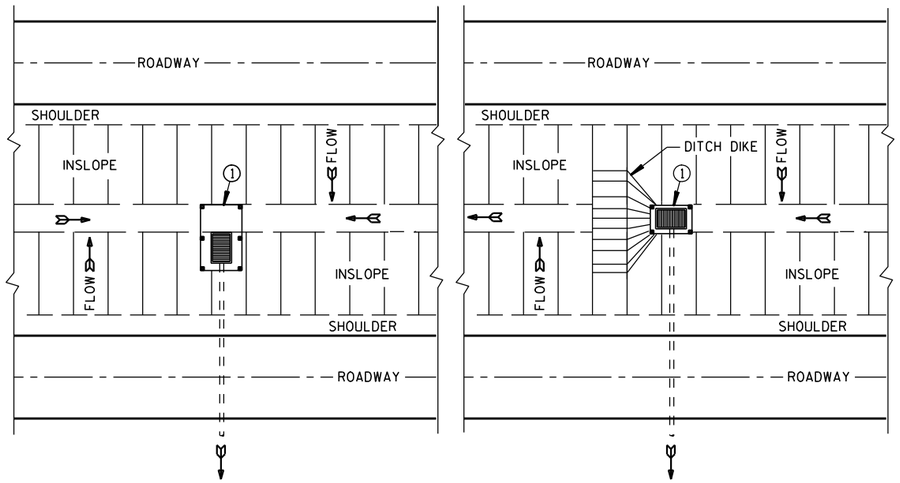
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



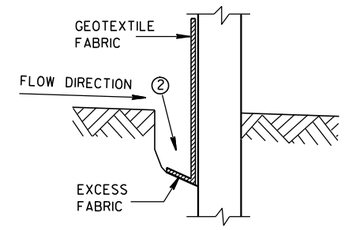

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

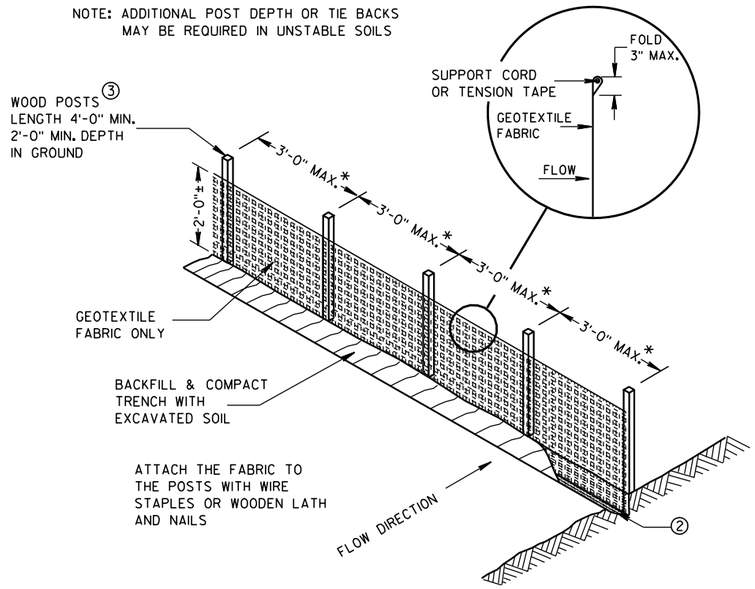
## GENERAL NOTES

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

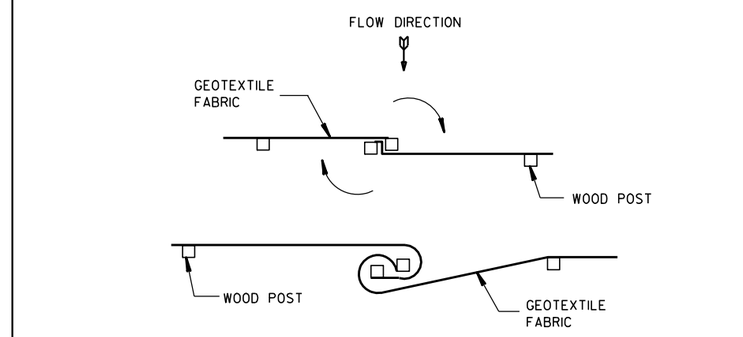
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



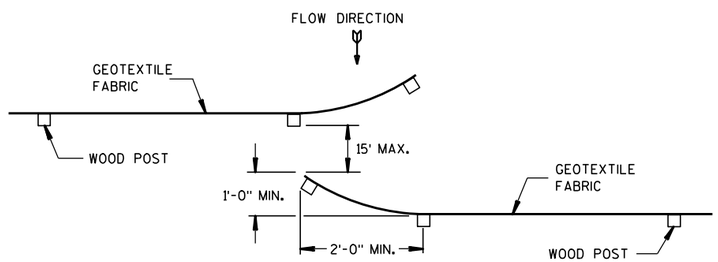

## TRENCH DETAIL




## SILT FENCE

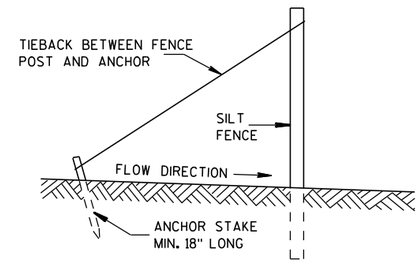



TWIST METHOD




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

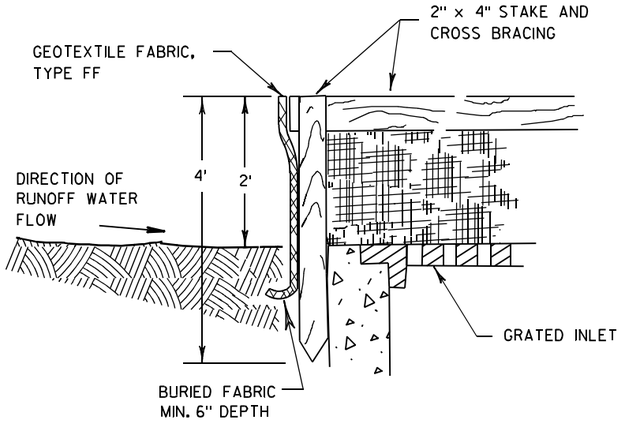


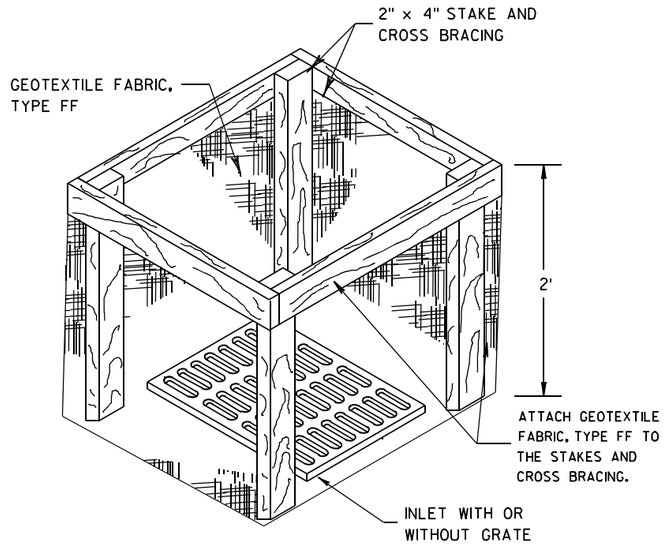
6

S.D.D. 8 E 9-6

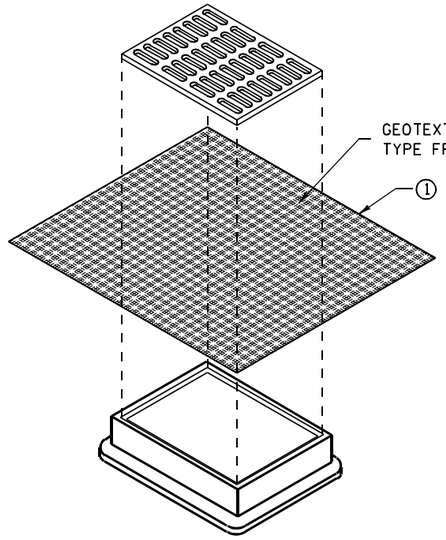
6

S.D.D. 8 E 9-6



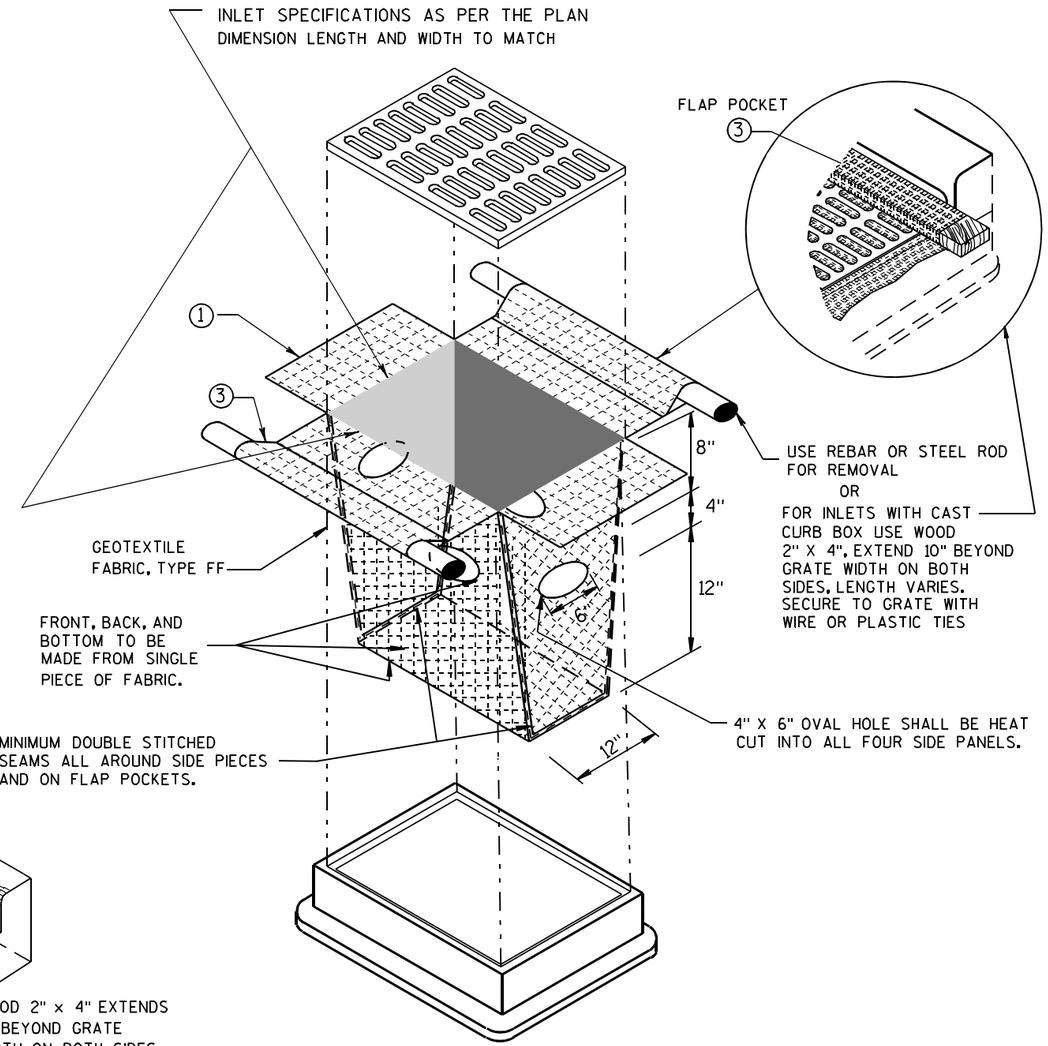



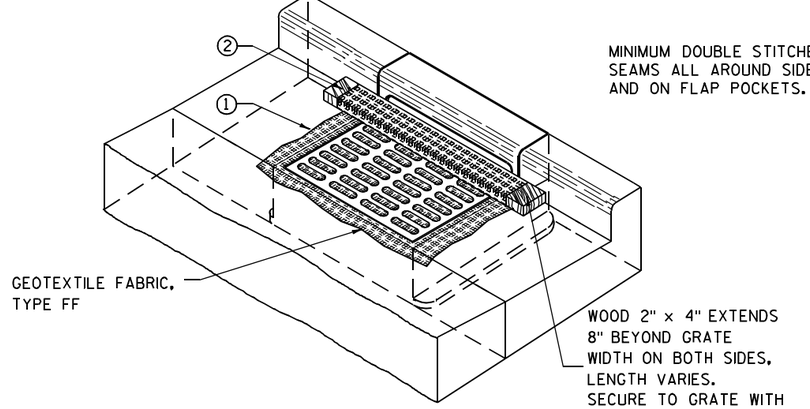

## INLET PROTECTION, TYPE A




## 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

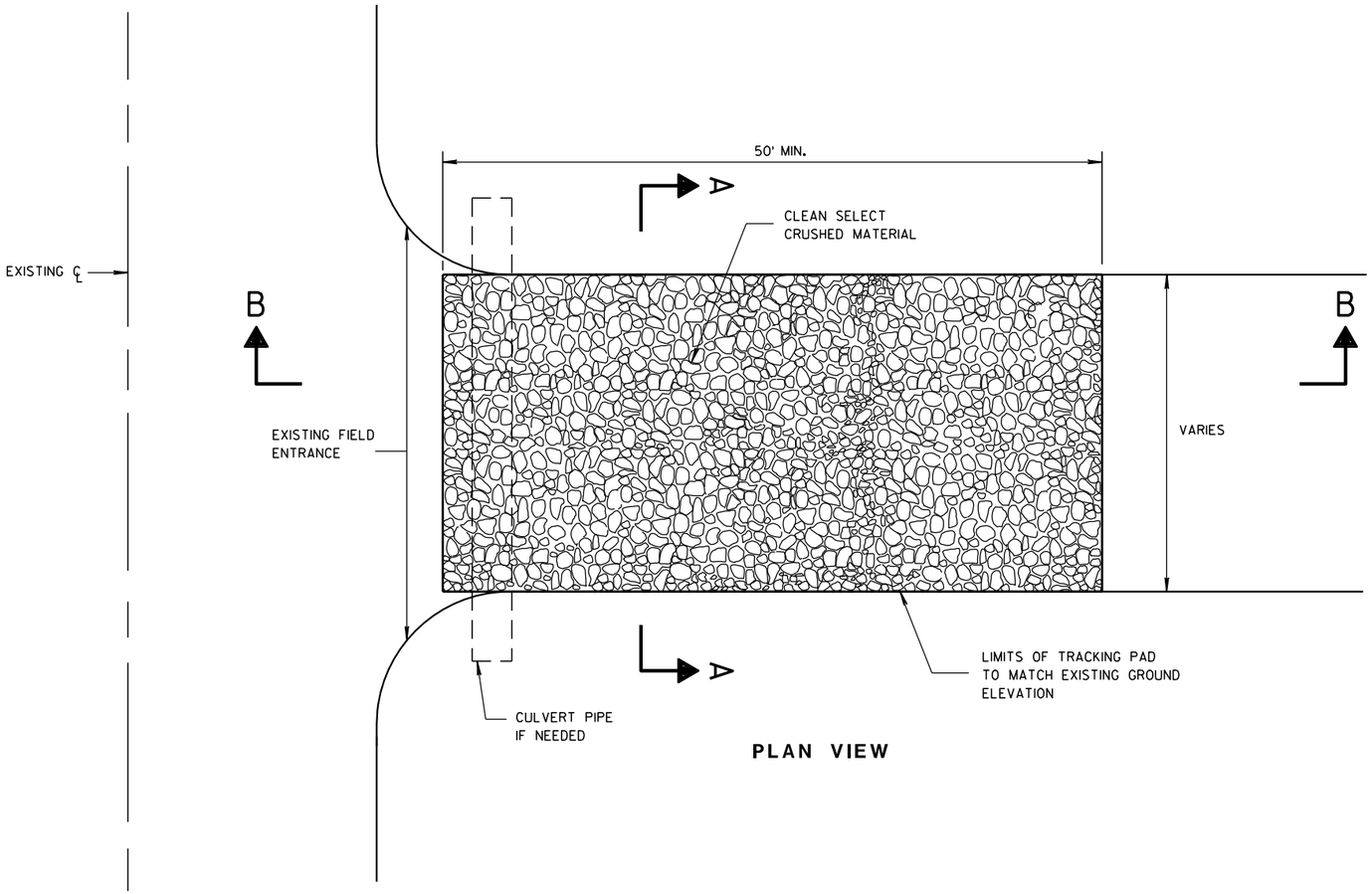


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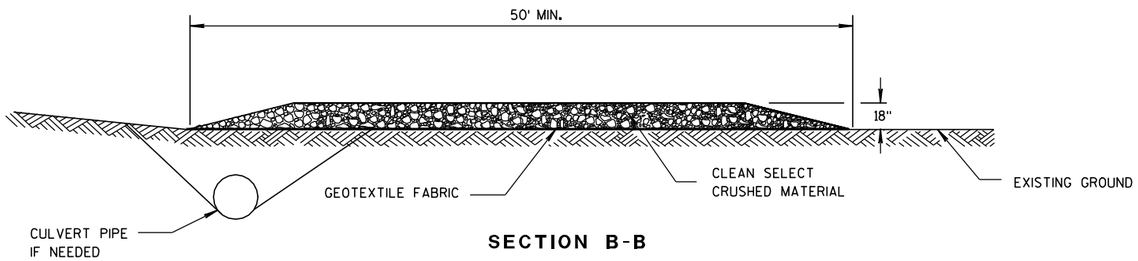
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2




PLAN VIEW




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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

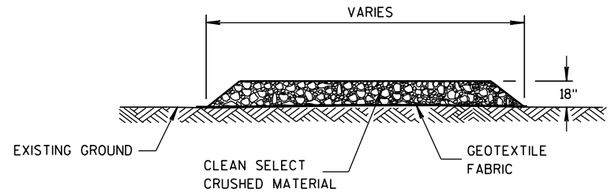
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.




SECTION A-A

# TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011 — DATE

/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER

271

ENT

FHWA

6

S.D.D. 8 E 14-1

## METAL APRON ENDWALLS

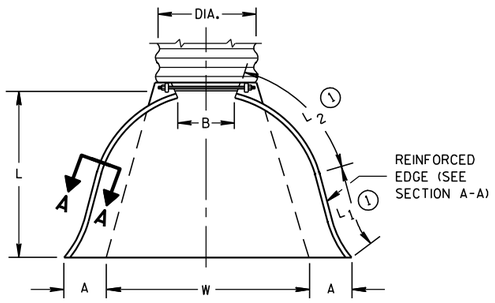
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 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

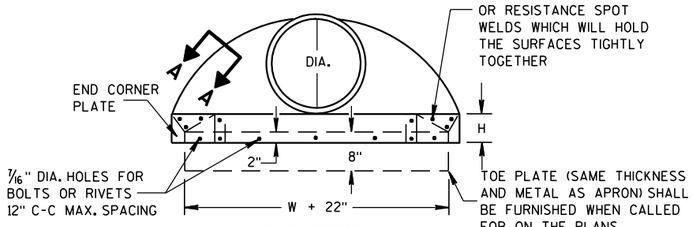
## REINFORCED CONCRETE APRON ENDWALLS

| 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 |

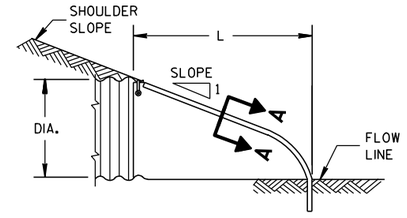
* MINIMUM
** MAXIMUM




PLAN VIEW

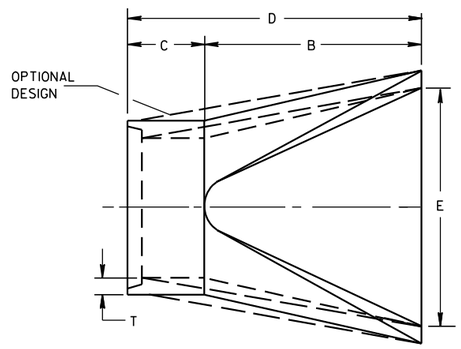



END VIEW

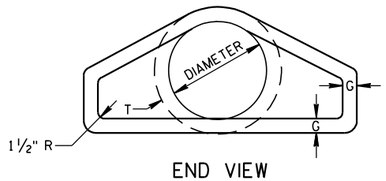



SIDE ELEVATION

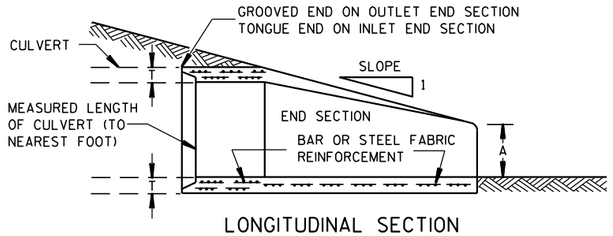
## METAL ENDWALLS




PLAN

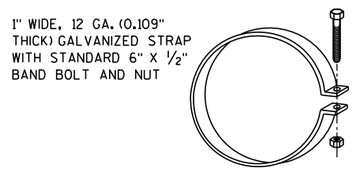



END VIEW



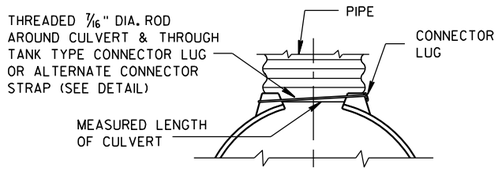

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

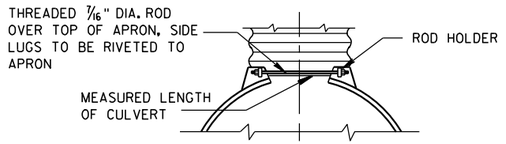



ALTERNATE FOR TYPE 1 CONNECTION

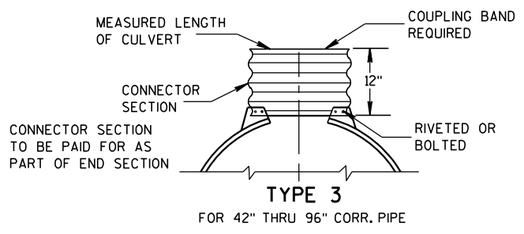
## END SECTION CONNECTOR STRAP



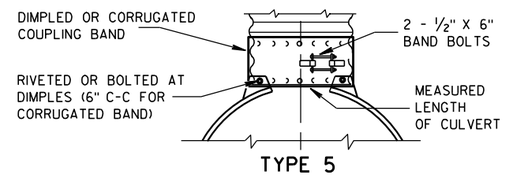

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

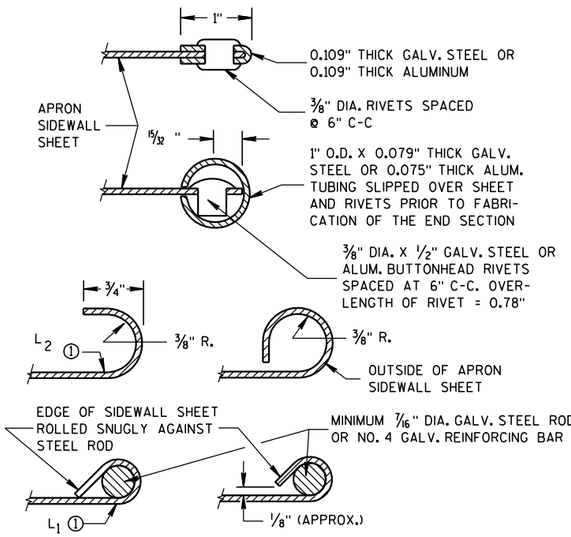
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

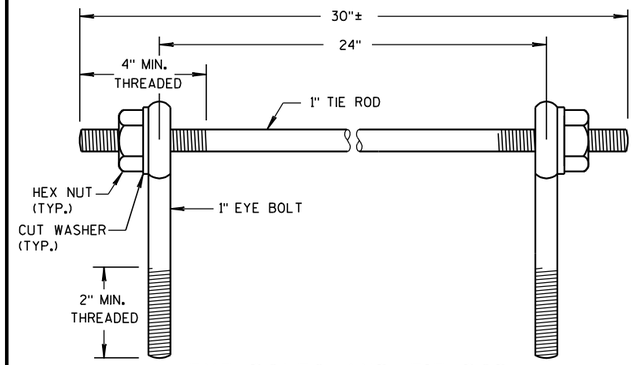
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

# APRON ENDWALLS FOR CULVERT PIPE

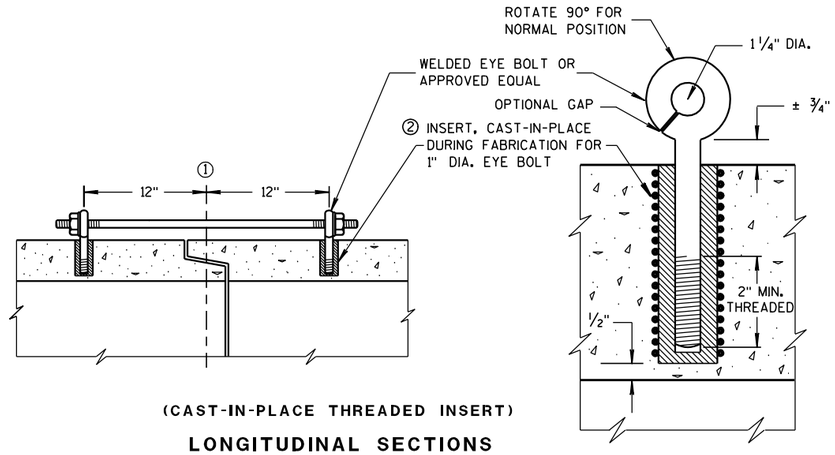
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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


6
S.D.D. 8 F 1-11




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.

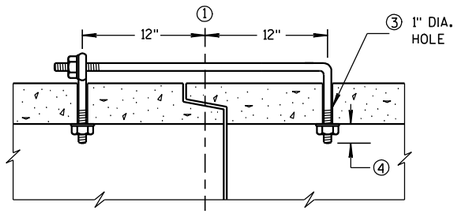
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

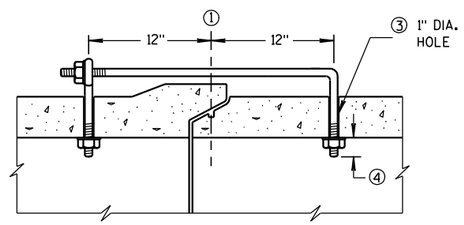
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

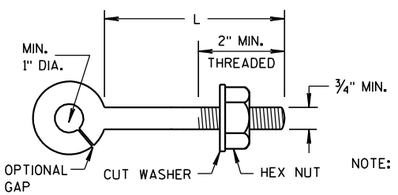



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

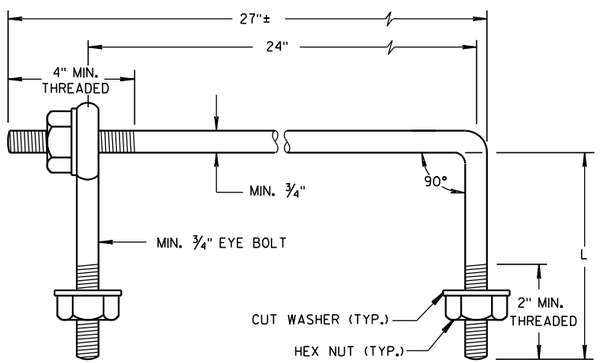
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

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

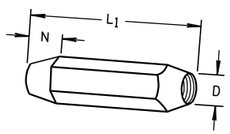
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

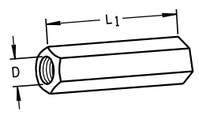
**ADJUSTABLE TIE ROD TABLE**

| 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



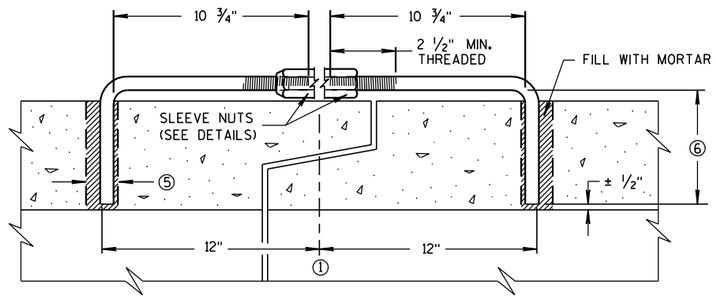

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PLAIN

RIGHT AND LEFT THREADS

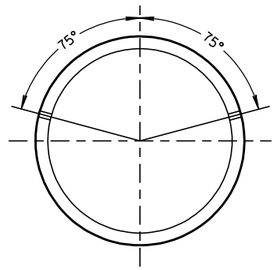
SLEEVE NUTS




LONGITUDINAL SECTION

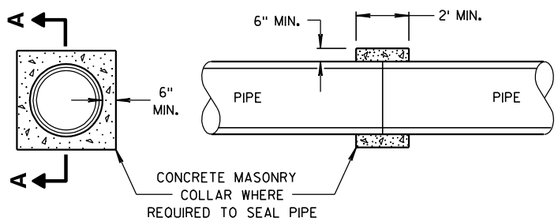
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# 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

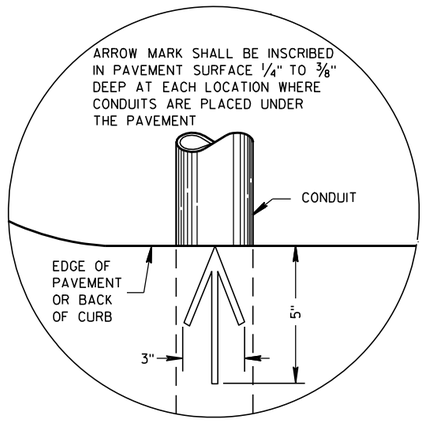
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
273
FHWA

6

S.D.D. 8 F 4-7

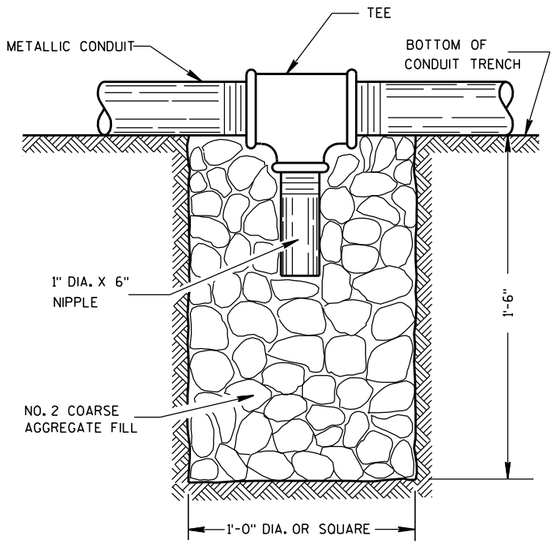
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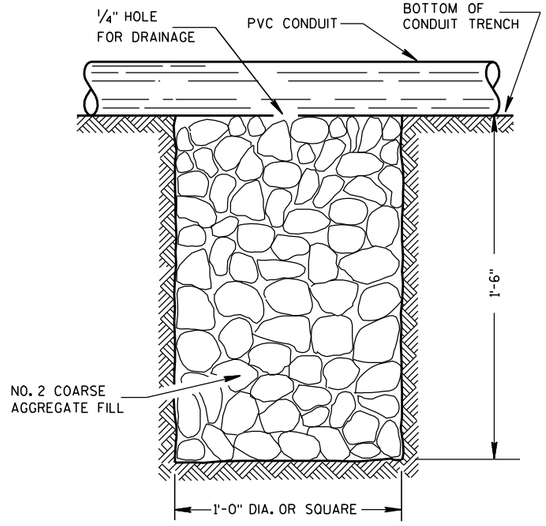

PLAN VIEW

**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.

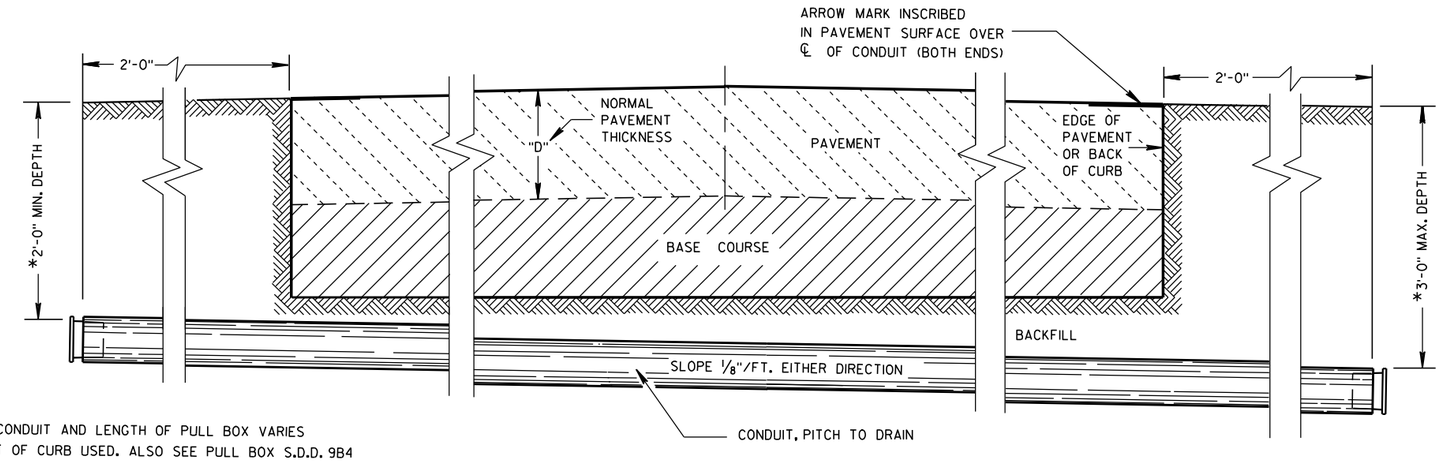
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

274

HWYS

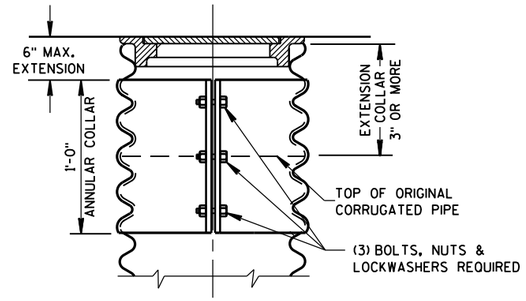
FHWA

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

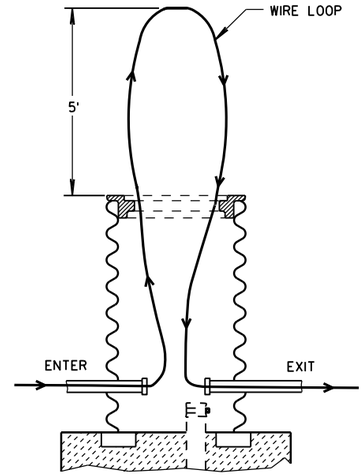
| DIMENSION IN INCHES | | CORRUGATED STEEL PIPE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 12 | 18 | 18 | 18 | 24 | 24 | 24 |
| PIPE LENGTH ** | B | 24 | 30 | 36 | 24 | 30 | 36 | 36 | 42 | 48 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 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.

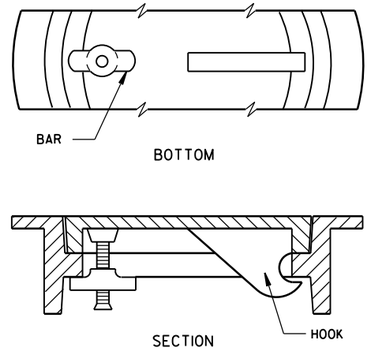
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.




CORRUGATED PIPE EXTENDER

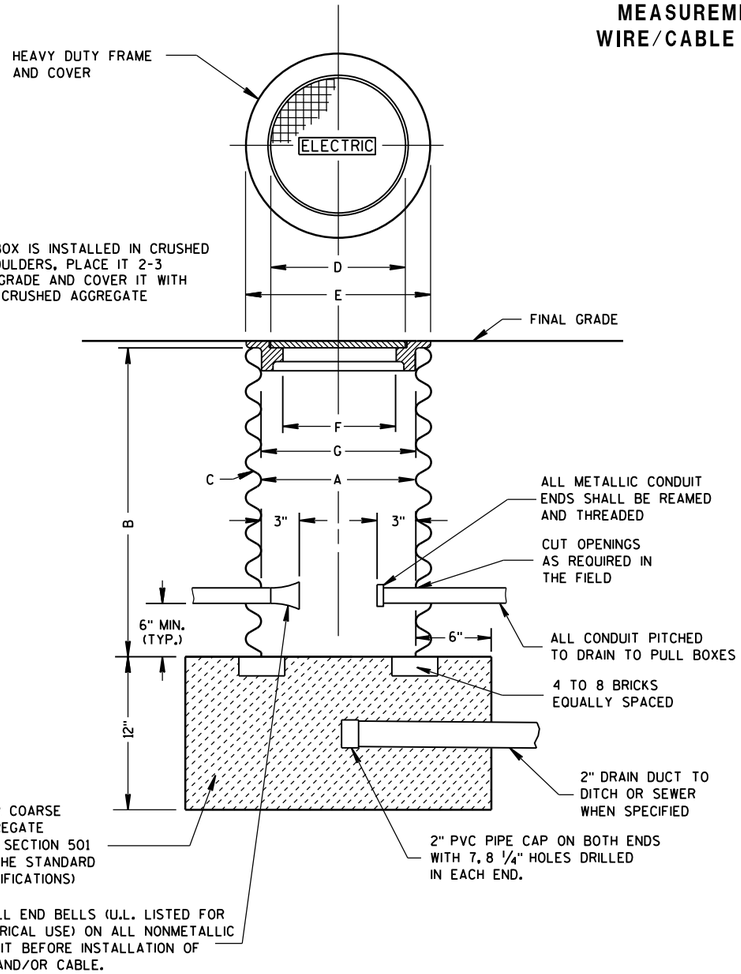



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



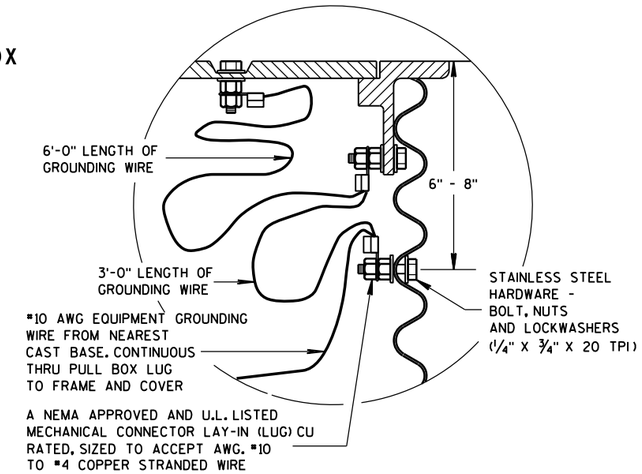

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

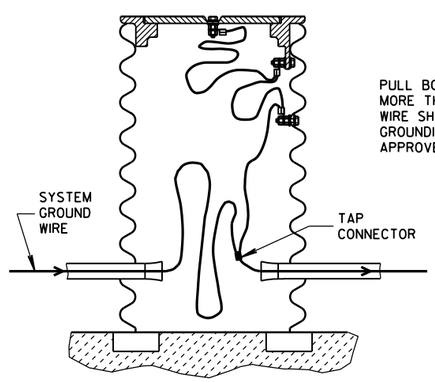



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

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.

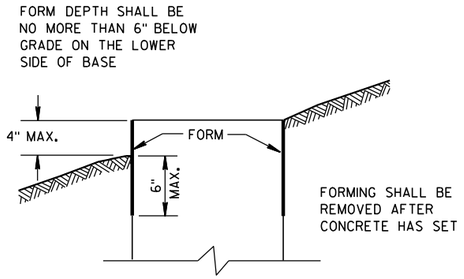
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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 | 275 |




## 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.

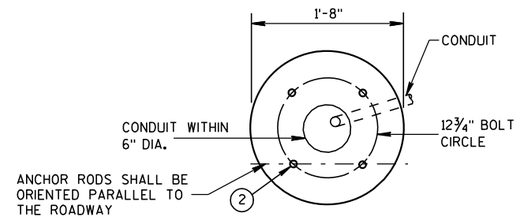
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

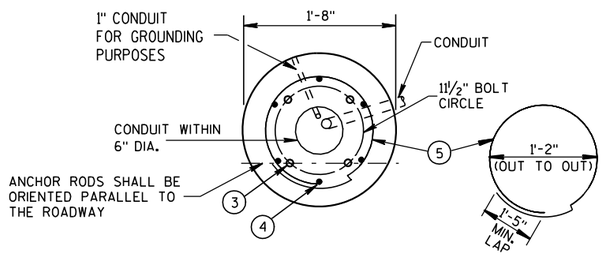
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

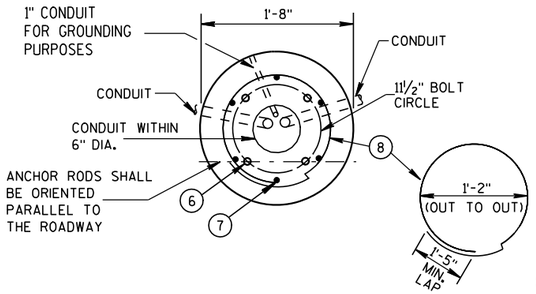
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

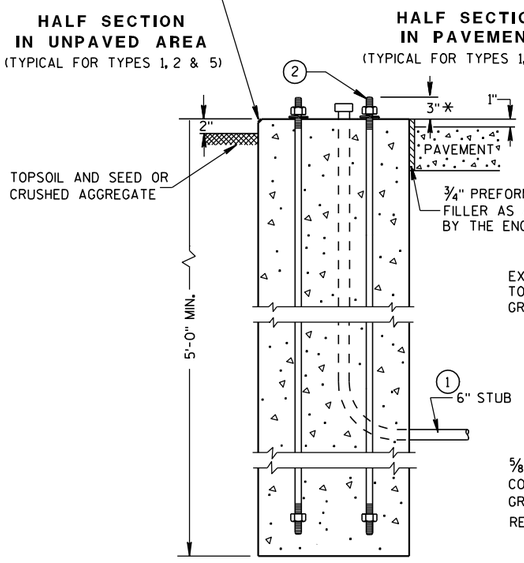



FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

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

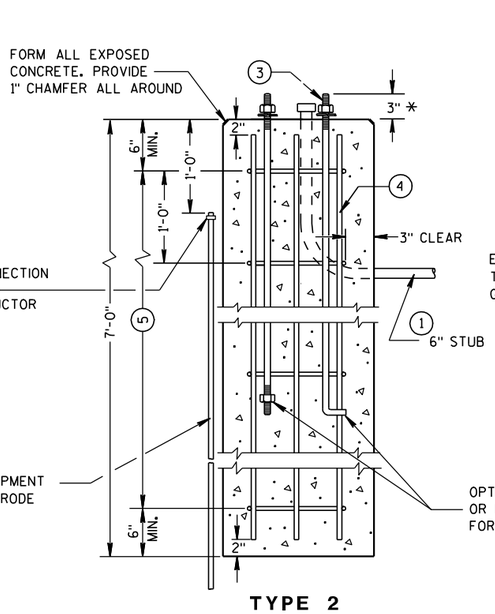



### HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)



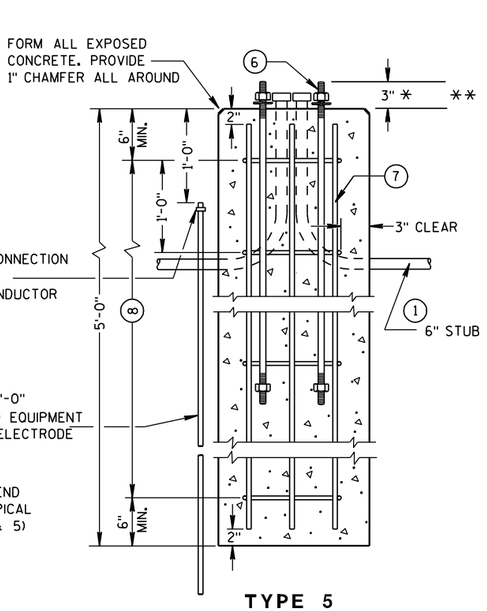

**TYPE 1**

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND




**TYPE 2**

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND




**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 276 — HWYS

FHWA

6

S.D.D. 9 C 2-6

6

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.

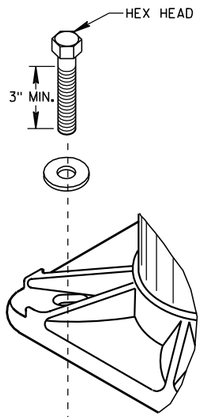
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

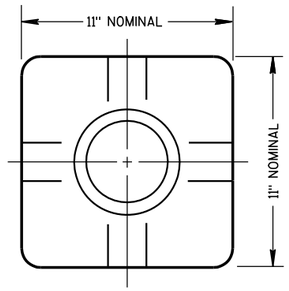
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

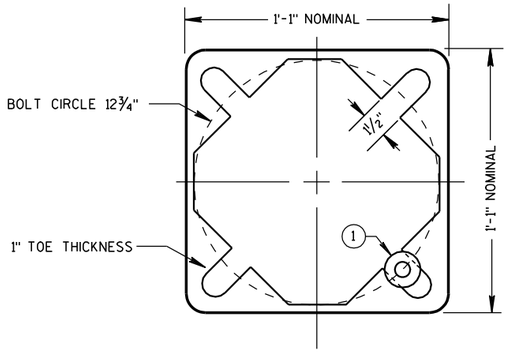
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

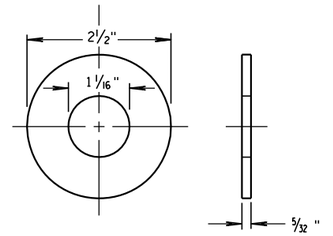



TOP VIEW
(PEDESTAL BASE)

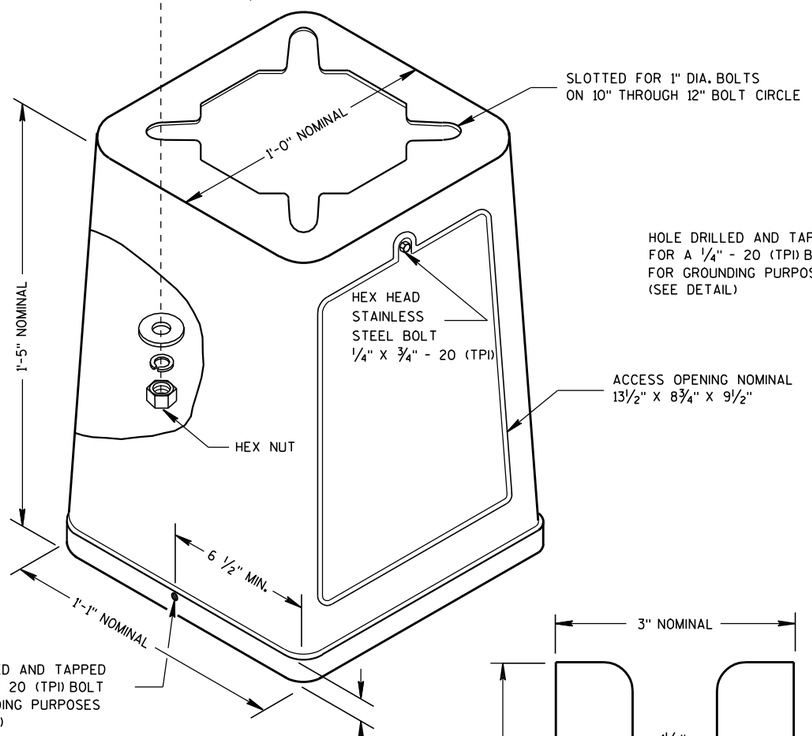



BOTTOM VIEW
(PEDESTAL BASE)

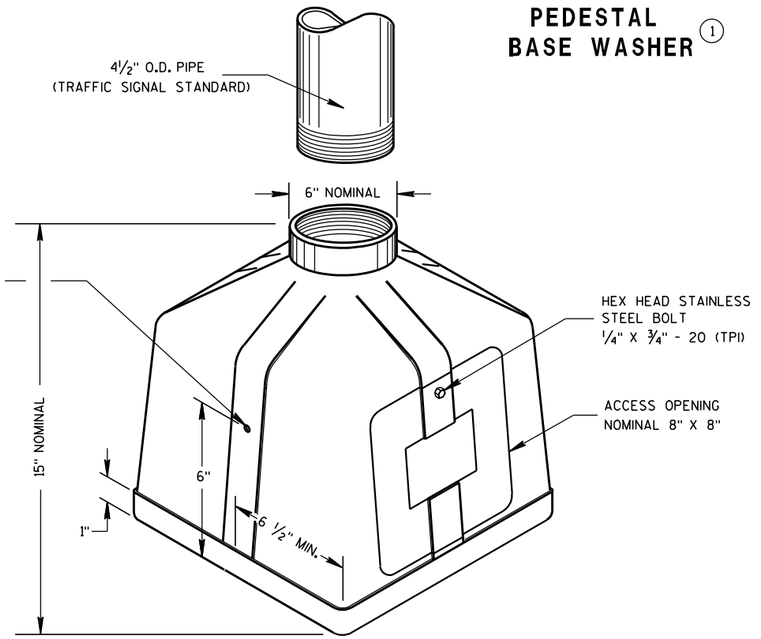



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

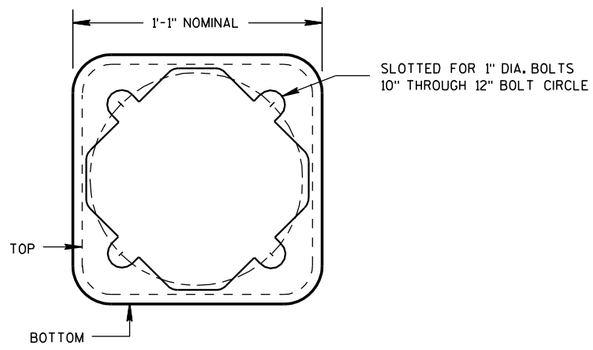



ISOMETRIC VIEW

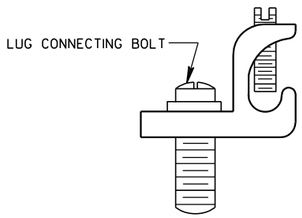



ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

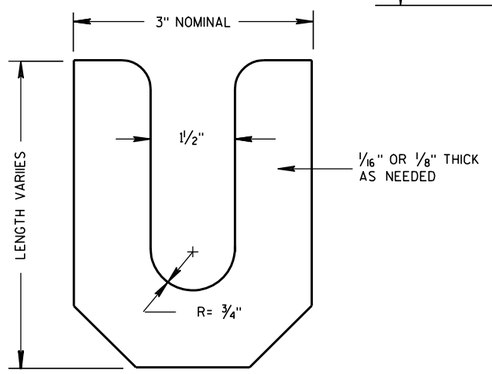



**TYPICAL MECHANICAL CONNECTOR LUG**

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 277 HWYS

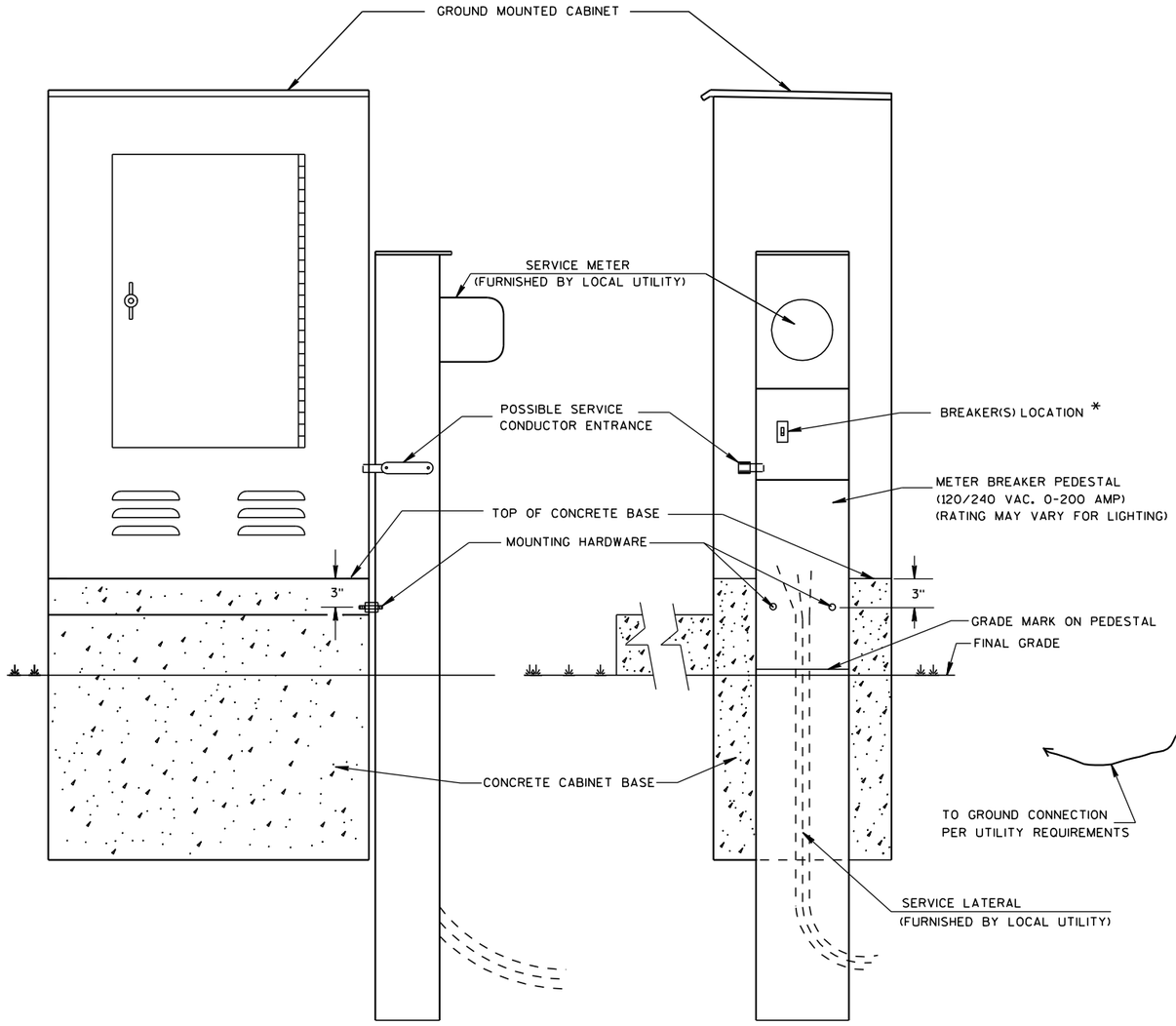
FHWA

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S.D.D. 9 C 3-3

6

S.D.D. 9 C 3-3




**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.

6

S.D.D. 9 D 1-4

6

S.D.D. 9 D 1-4

**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

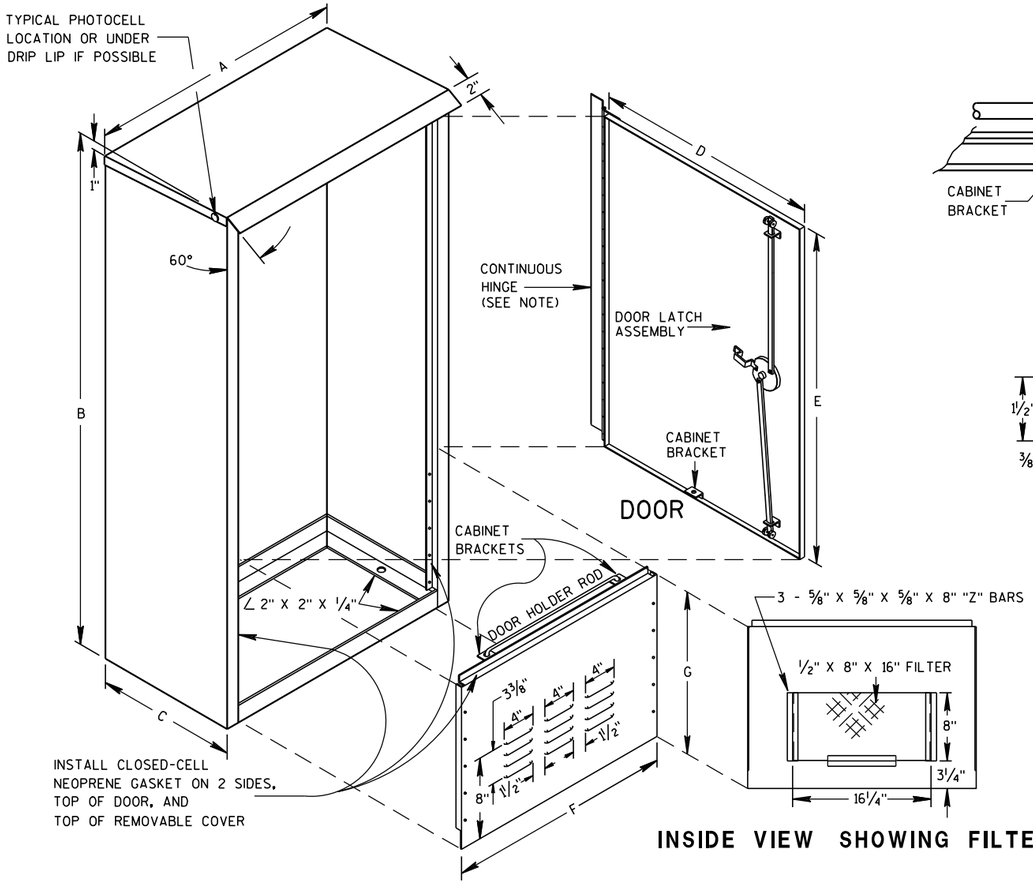
10/27/09
DATE

/S/ Joanna L. Bush
STATE ELECTRICAL ENGI

278

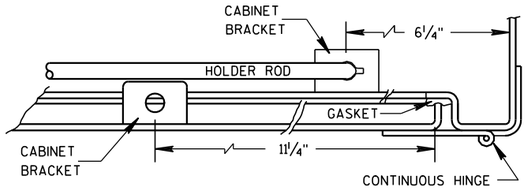
HWYS

FHWA

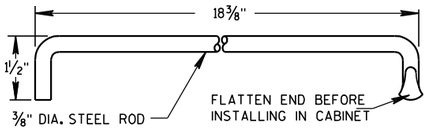



REMOVABLE COVER

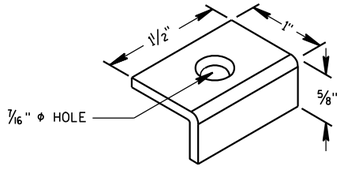
INSIDE VIEW SHOWING FILTER



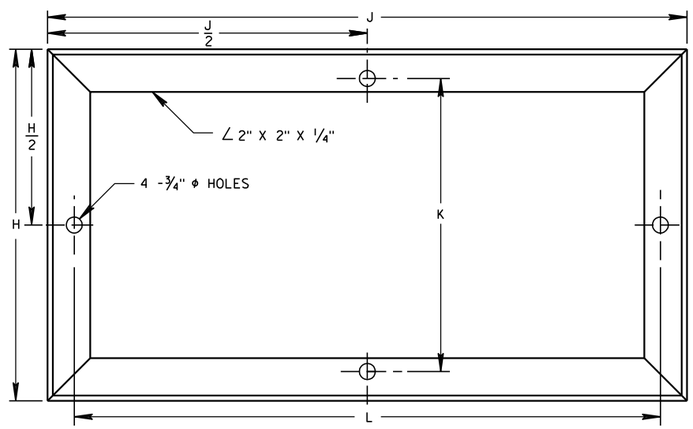

HINGE & DOOR HOLDER




HOLDER ROD




CABINET BRACKET




MOUNTING BASE

## TABLE OF DIMENSIONS (INCHES)

| MARK | CABINET TYPE | | |
|---|---|---|---|
| | 3060 | 3860 | 3866 |
| A | 30 | 38 | 38 |
| B | 60 | 60 | 66 |
| C | 16 1/2 | 16 1/2 | 24 |
| D | 26 1/2 | 34 3/4 | 33 3/4 |
| E | 38 3/4 | 38 3/4 | 38 3/4 |
| F | 26 1/2 | 34 3/4 | 33 3/4 |
| G | 19 | 19 | 25 |
| H | 16 1/2 | 16 1/2 | 24 |
| H/2 | 8 1/4 | 8 1/4 | 12 |
| J | 30 | 38 | 38 |
| J/2 | 15 | 19 | 19 |
| K | 13 3/4 | 13 3/4 | 21 1/4 |
| L | 27 1/2 | 35 1/2 | 35 1/2 |

## GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

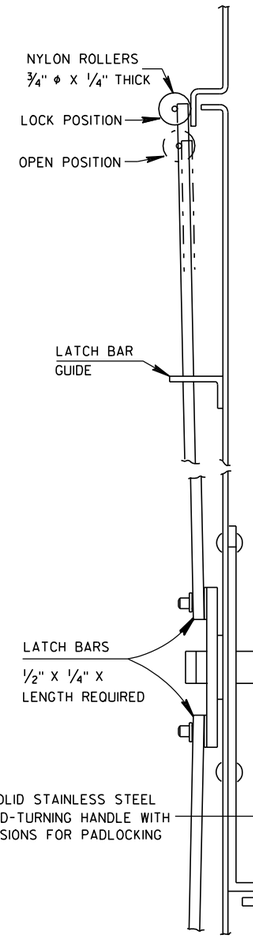
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

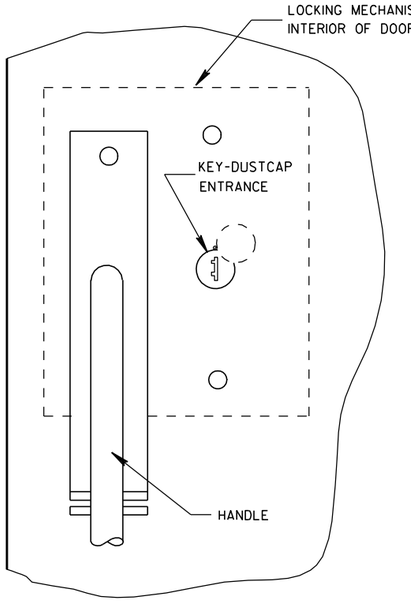
CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

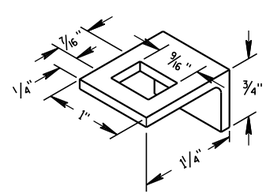



SIDE VIEW




FRONT VIEW

LATCH ASSEMBLY




LATCH BAR GUIDE

SIGNAL OR LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI
279
HWYS
FHWA

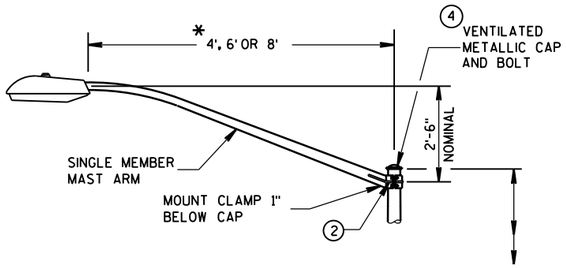
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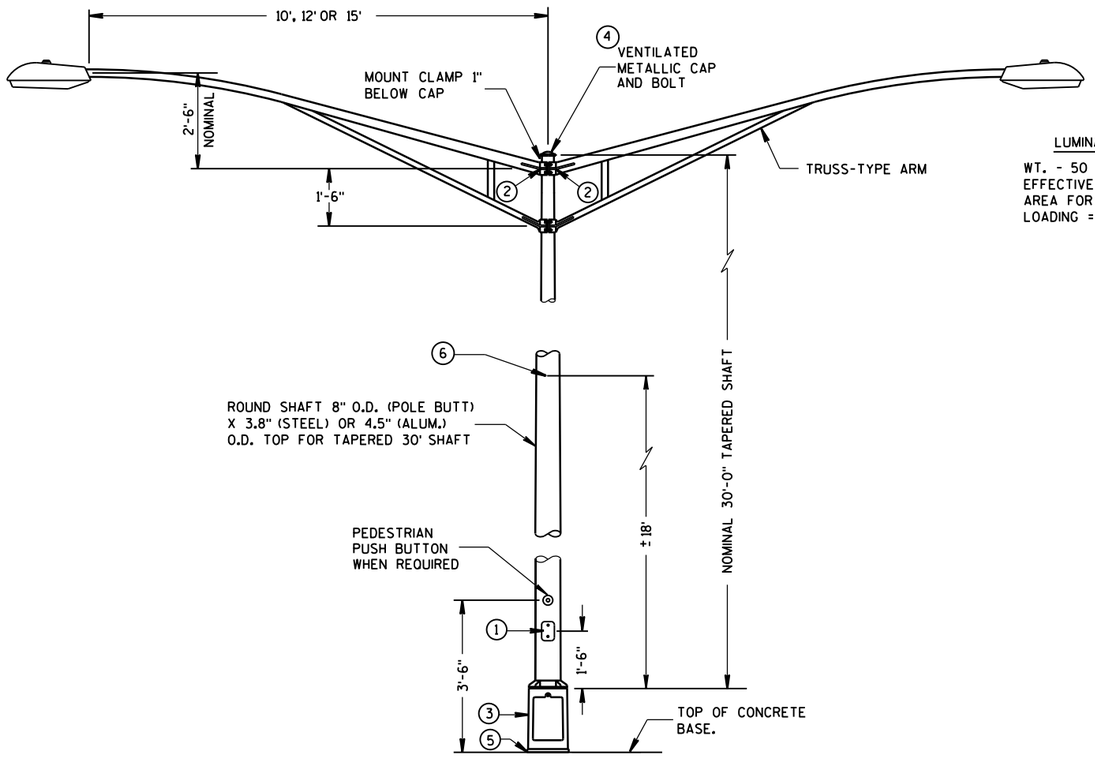
S.D.D. 9 D 2-2

6

S.D.D. 9 D 2-2

*RISE FOR 4' ARM SHALL BE 2'-0".

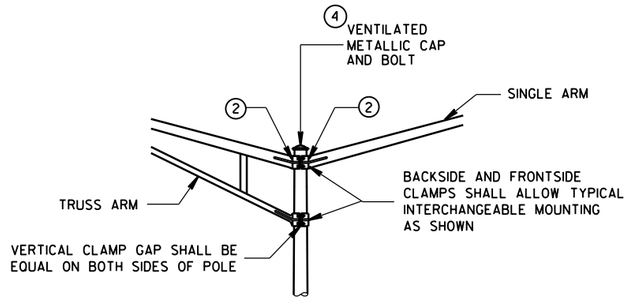



TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY




INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

## GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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 ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS 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) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-12d

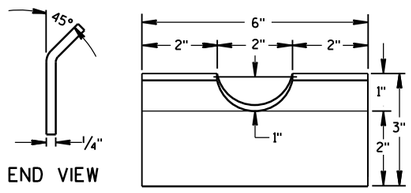
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



6

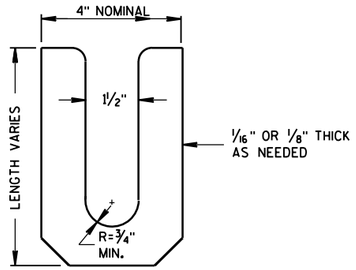
S.D.D. 9 E 1-12d




FRONT VIEW

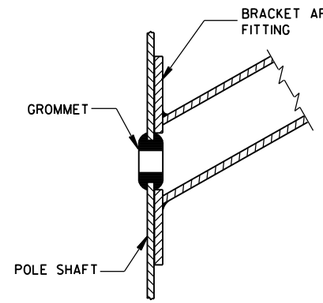
**RECTANGULAR CLAMP SHIM**

(4 TO A SET)

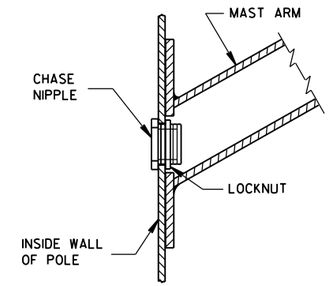



**LEVELING SHIM** (15)

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".

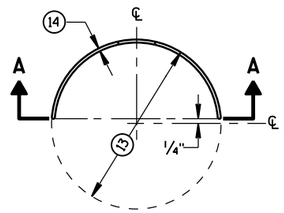
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

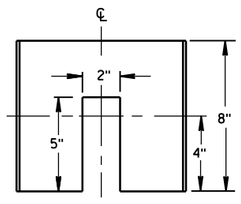
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



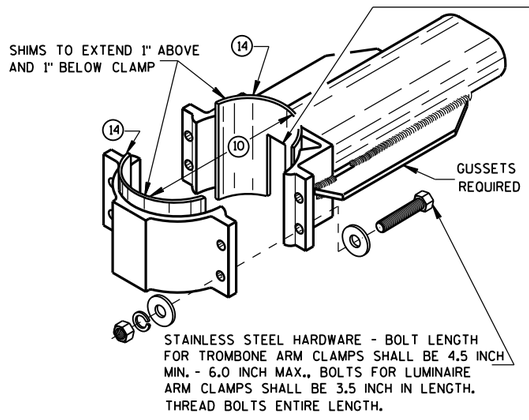

PLAN VIEW



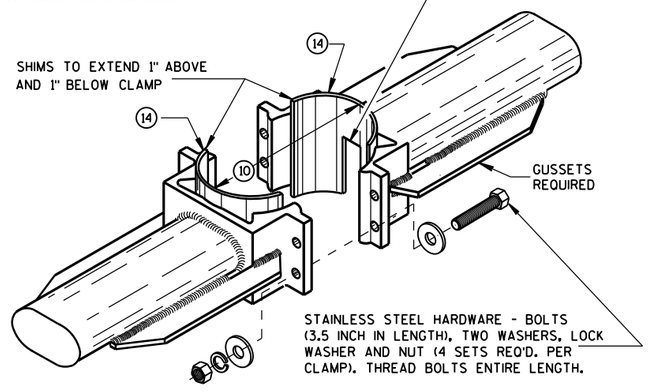

SECTION A-A

**CIRCULAR CLAMP SHIM**

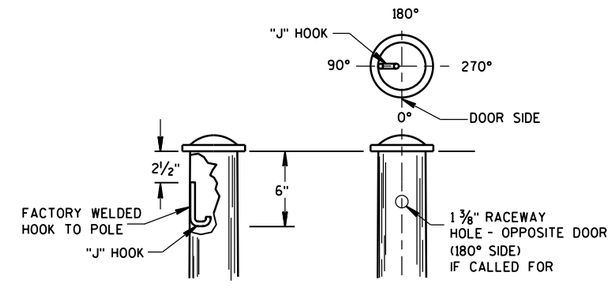
(2 TO A SET)



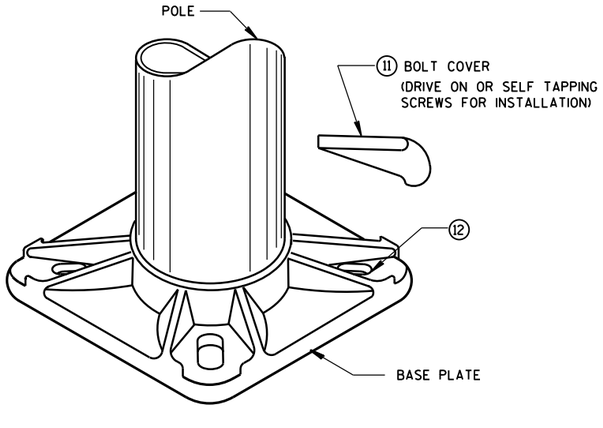

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



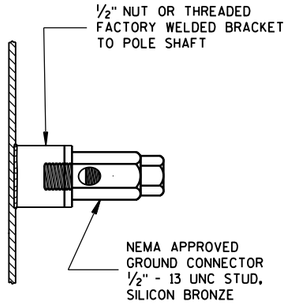

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

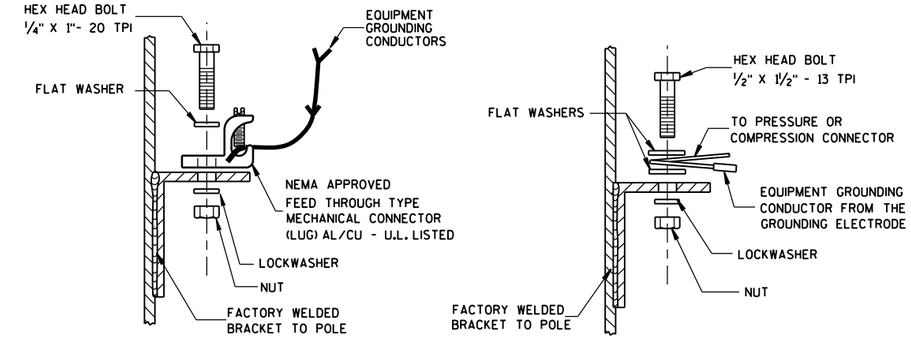



**TYPICAL "J" HOOK LOCATION**




**BASE PLATE**




**TYPICAL GROUNDING CONNECTIONS**

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

**HARDWARE DETAILS FOR POLE MOUNTINGS**

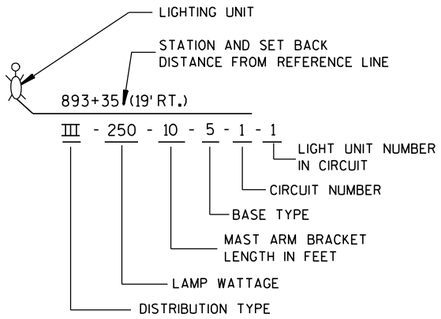
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/7/2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

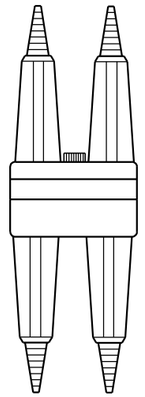



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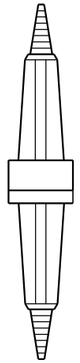
S.D.D. 9 E 1-12g



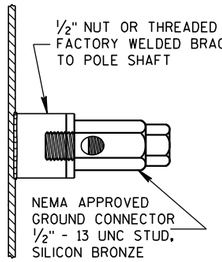

## LIGHTING UNIT CODE
(TYPICAL)

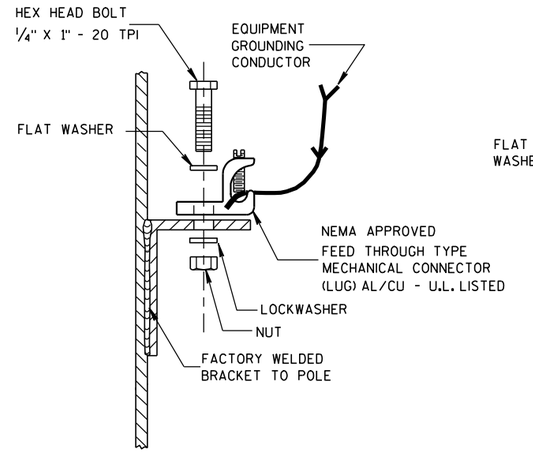


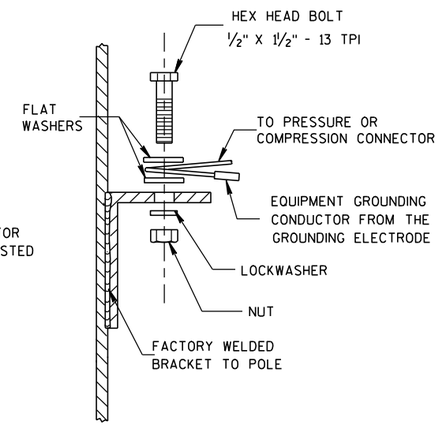
## DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



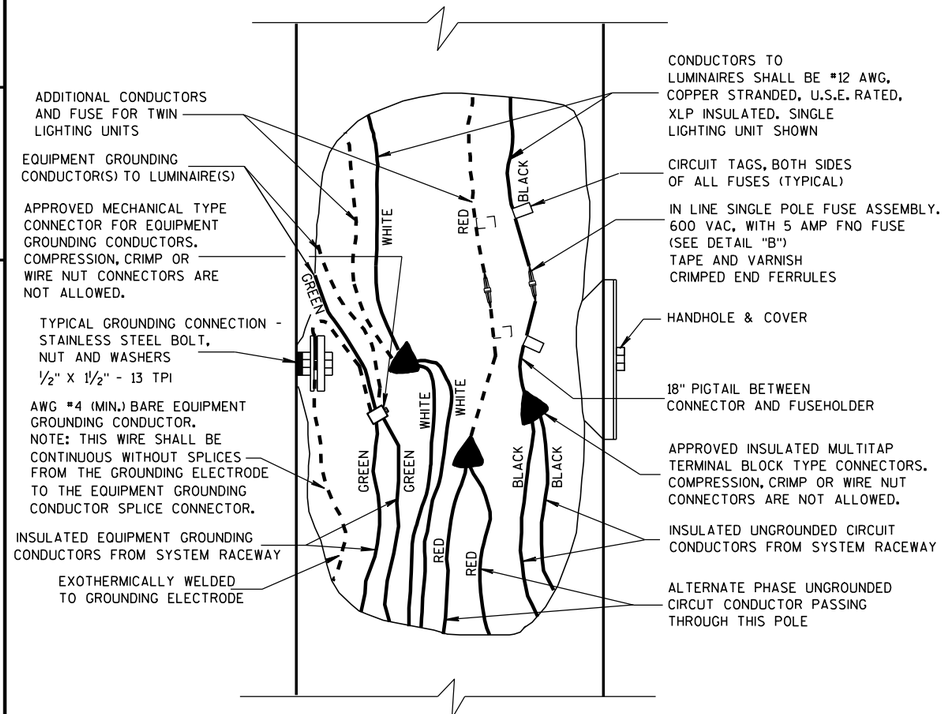
## DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



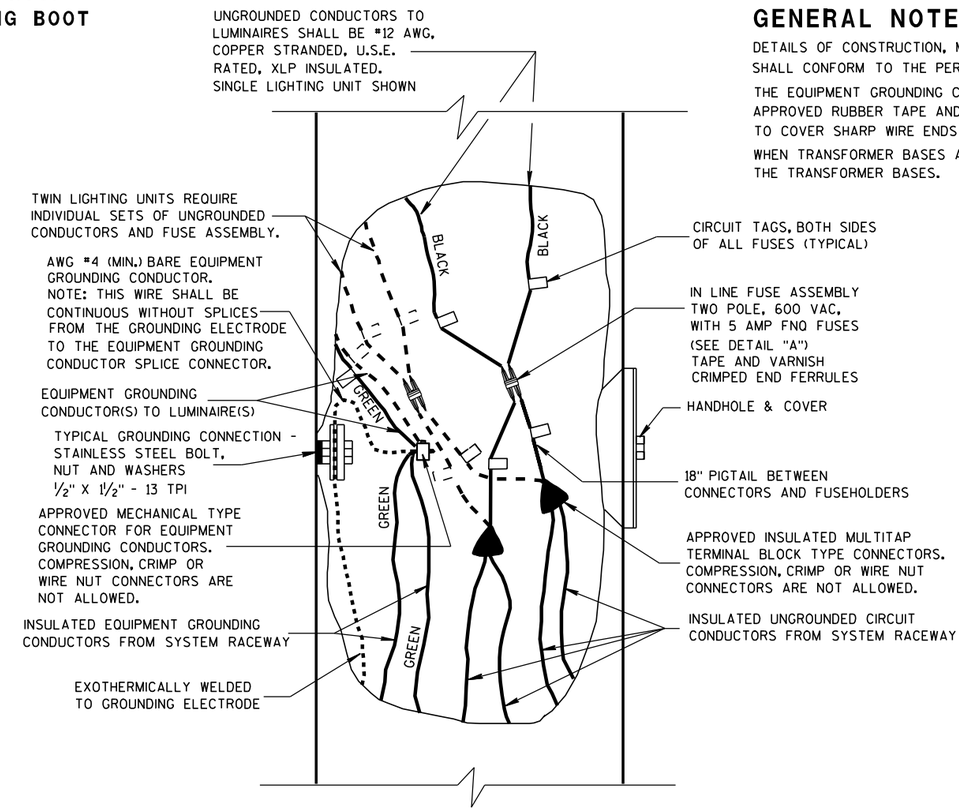




## TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL




## 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

APPROVED

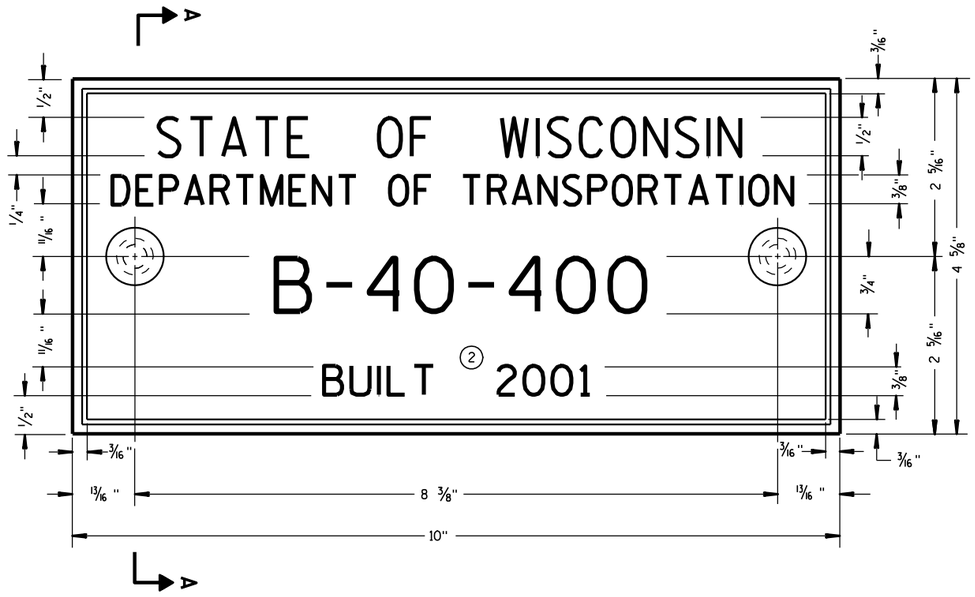
3/2/2011
DATE

/S/ Thomas J. Gosnell
STATE ELECTRICAL ENGI

282

HWYS

FHWA




**TYPICAL NAME PLATE**
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

**NUMBERING DESIGNATION**
**MULTI-UNIT STRUCTURES**

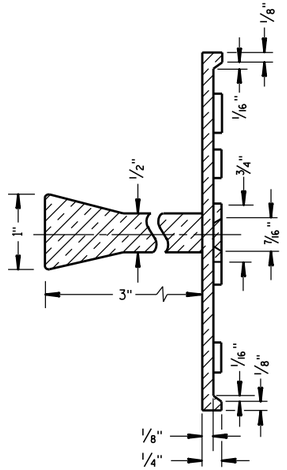
## GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

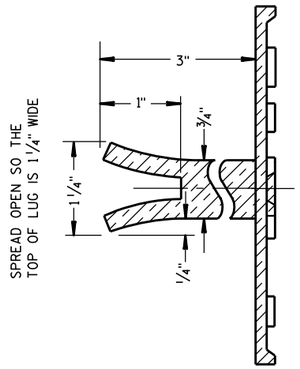
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

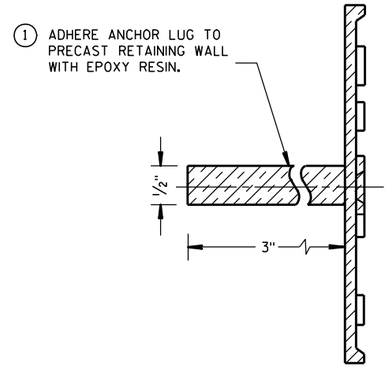
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.




**SECTION A-A**




**ALTERNATE LUG**




**ALTERNATE LUG**
(FOR ATTACHMENT TO PRECAST STRUCTURES)

**NAME PLATE (STRUCTURES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 283 ENGINEER

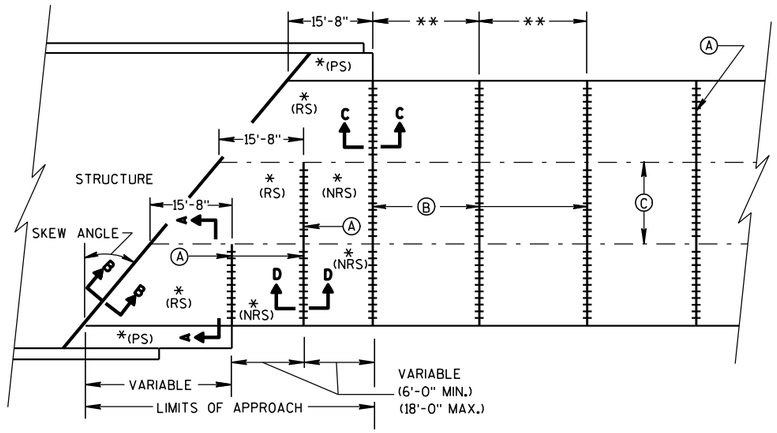
FHWA

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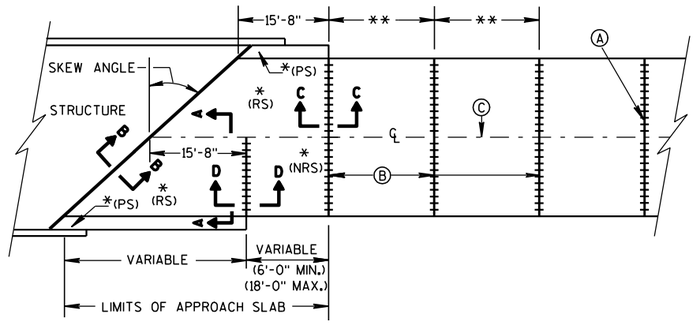
S.D.D. 12 A 3-10

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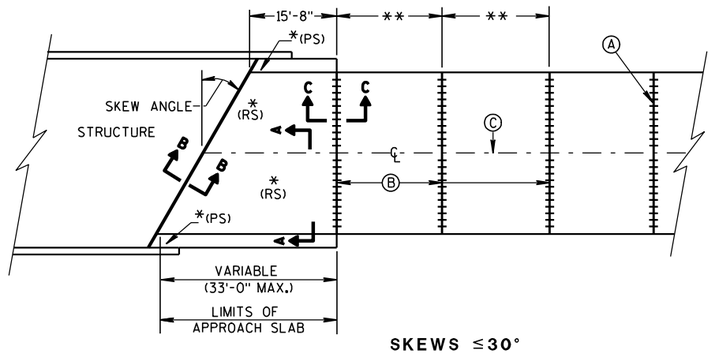
S.D.D. 12 A 3-10




**SKEWED APPROACH**
**(PAVEMENT MORE THAN 2 LANES)**




**SKEWS >30°**
**(PAVEMENT WIDTH ≤30')**



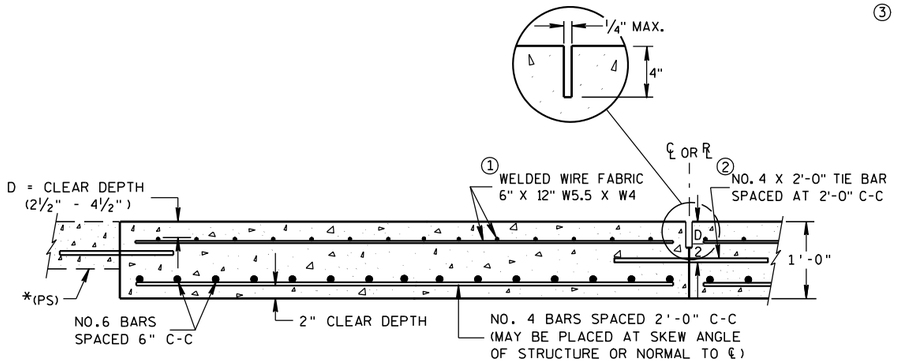

**SKEWS ≤30°**
**(PAVEMENT WIDTH ≤30')**

**APPROACH SLAB AND ADJACENT PAVEMENT**

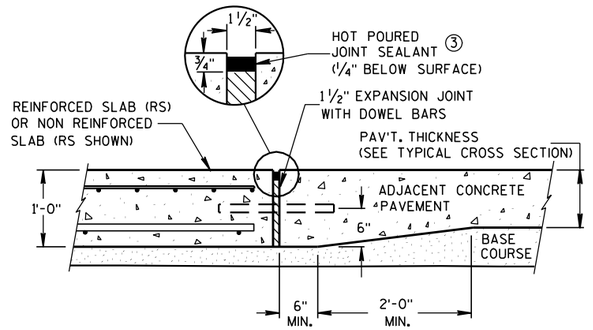
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

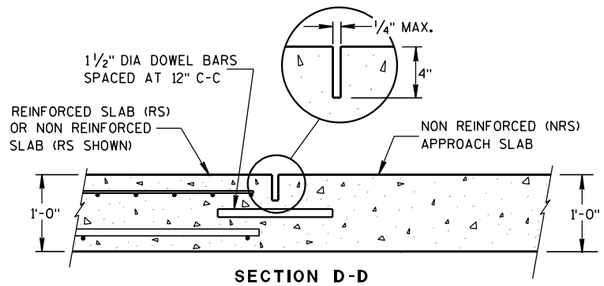
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.




**SECTION A-A**
**REINFORCEMENT POSITIONING DETAIL**




**SECTION C-C**
**TRANSITION DETAIL**
**APPROACH SLAB TO ADJACENT PAVEMENT**




**SECTION D-D**
**CONTRACTION JOINT**

## GENERAL NOTES

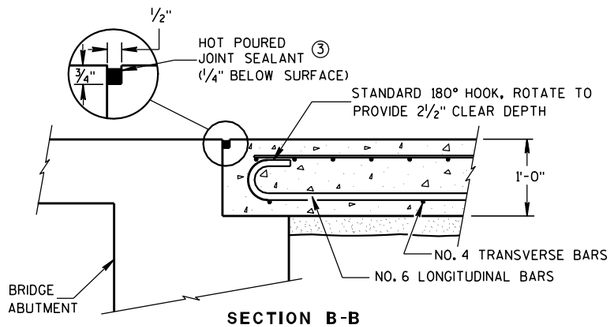
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

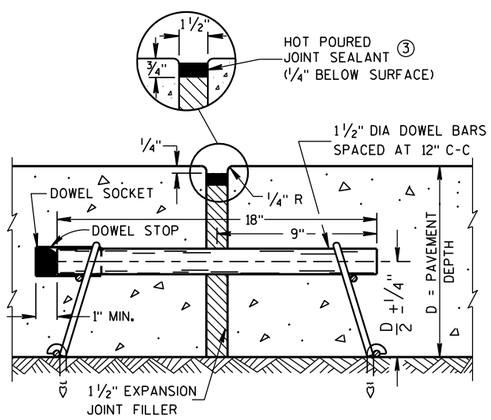
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

③ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.




**SECTION B-B**
**BEND DETAIL**
**BOTTOM REINFORCEMENT**




**EXPANSION JOINT**

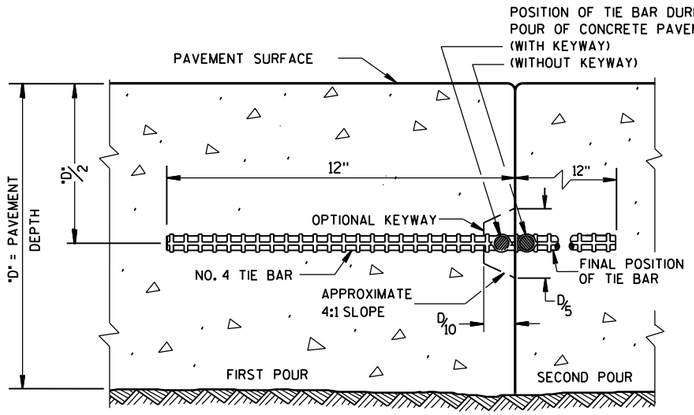
**CONCRETE PAVEMENT APPROACH SLAB**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

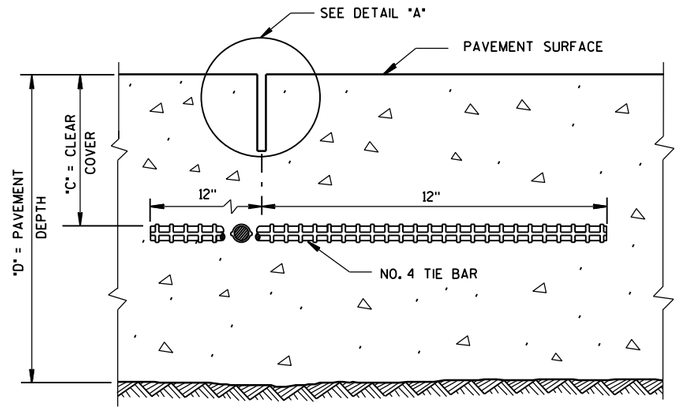
APPROVED
12/11/2009 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGN ENGINEER
FHWA




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S.D.D. 13 B 2-6




## CONSTRUCTION JOINT




## SAWED JOINT

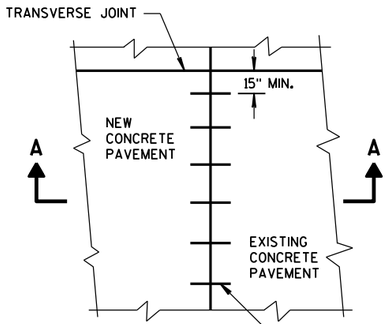
## GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

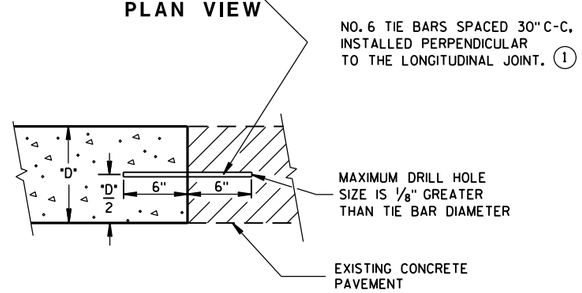
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

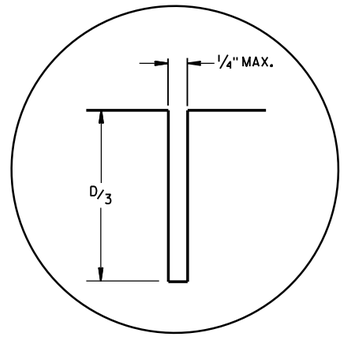



PLAN VIEW




SECTION A-A

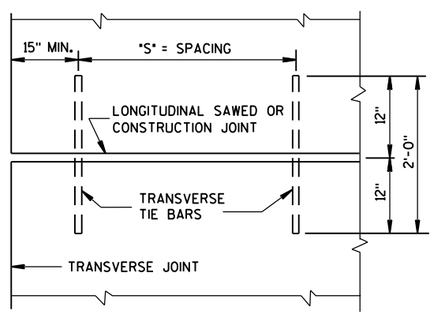
## LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT




## DETAIL "A"

### TIE BAR TABLE

| PAVEMENT DEPTH "D" | CLEAR COVER "C" | MAXIMUM TIE BAR SPACING "S" | |
|---|---|---|---|
| | | PAVEMENT WIDTH | |
| | | 24' OR 26' | ≥ 30' |
| 6, 6 1/2" | 3"±1/2" | 48" | 42" |
| 7, 7 1/2" | 3 1/4"±1" | 45" | 36" |
| 8, 8 1/2" | 3 3/4"±1" | 39" | 30" |
| 9, 9 1/2" | 4 1/4"±1" | 33" | 27" |
| 10, 10 1/2" | 4 3/4"±1" | 30" | 24" |
| 11, 11 1/2" | 5 1/4"±1" | 27" | 21" |
| 12" | 5 3/4"±1" | 24" | 21" |




PLAN VIEW
SHOWING LOCATION OF TIE BARS

## CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

FHWA

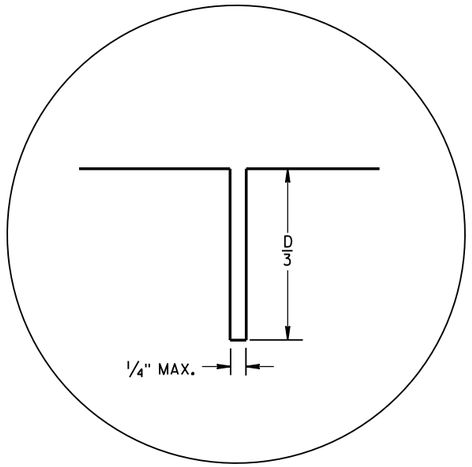


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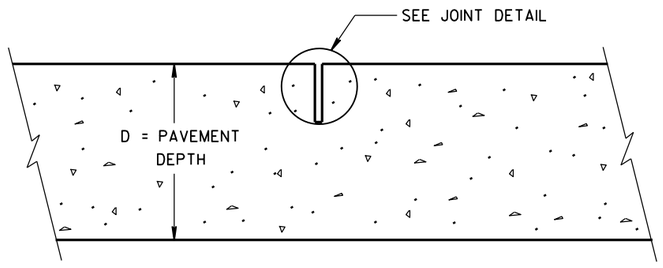
S.D.D. 13 C 1-16

6

S.D.D. 13 C 1-16



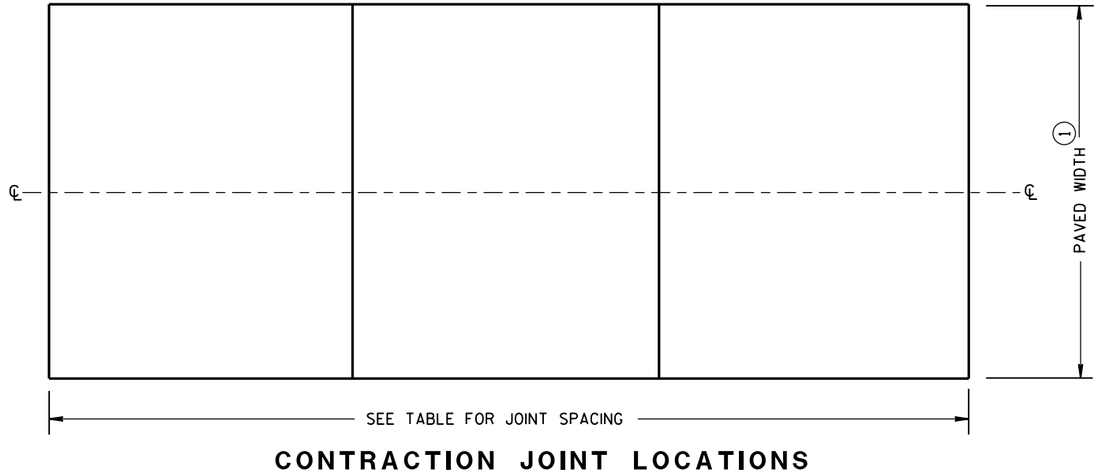

**JOINT DETAIL**




**CONTRACTION JOINT**

**PAVEMENT DEPTH AND JOINT SPACING TABLE**

| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6 1/2" | 12' |
| 7", 7 1/2" | 14' |
| 8" & ABOVE | 15' |




**CONTRACTION JOINT LOCATIONS**

## GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

CONSTRUCTION JOINTS

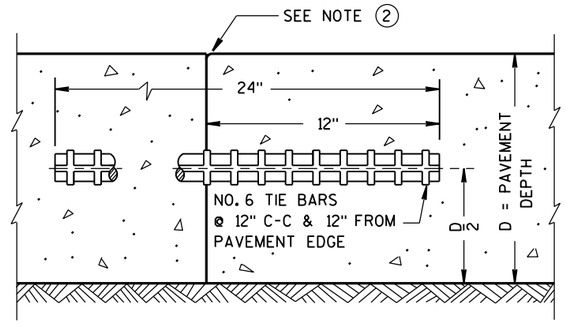
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.




**TIED TRANSVERSE CONSTRUCTION JOINT**

6

6

S.D.D. 13 C 4-16

S.D.D. 13 C 4-16

**URBAN NON-DOWELED CONCRETE PAVEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

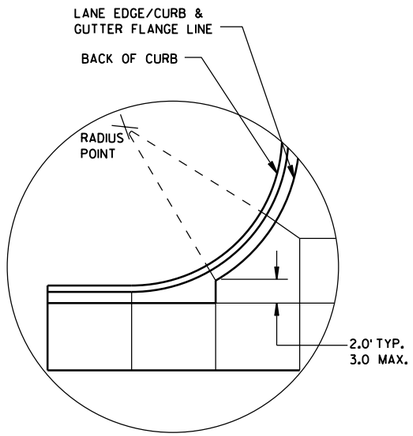
APPROVED

5/3/2013
DATE

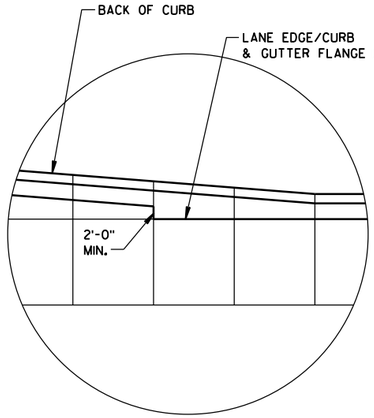
/S/ Deb Bischoff
PAVEMENT POLICY & DE

IEER

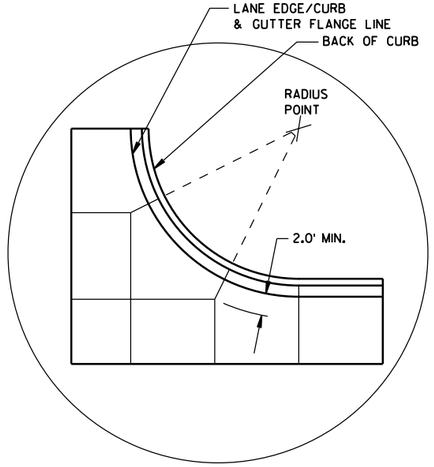
FHWA



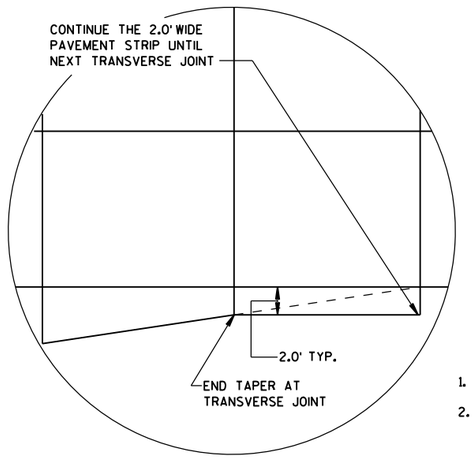

DETAIL "A"




DETAIL "B"




DETAIL "C"




DETAIL "D"

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

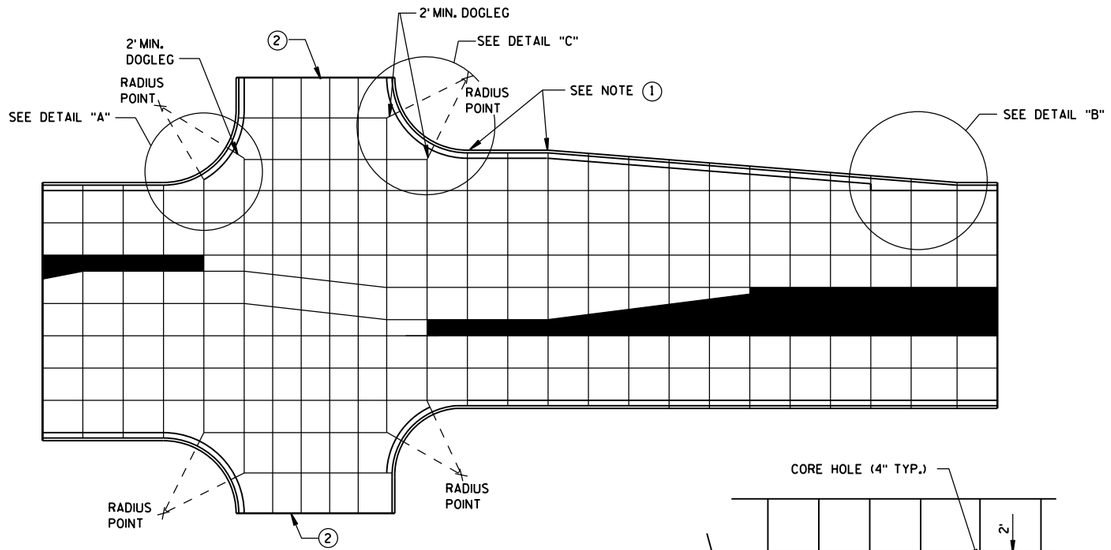
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

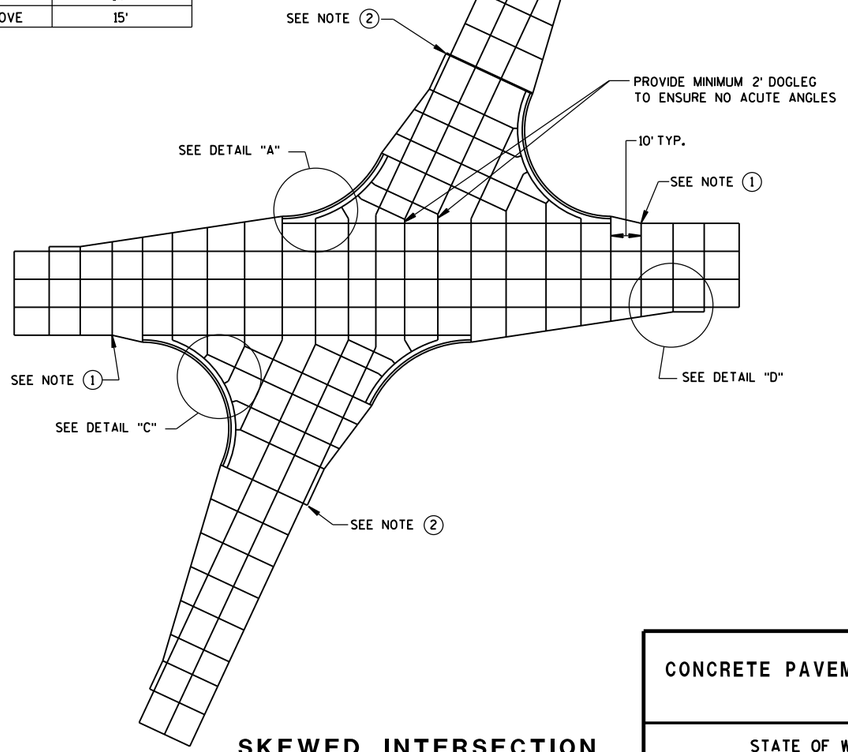
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



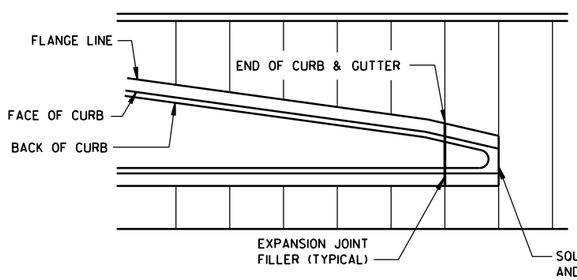

STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

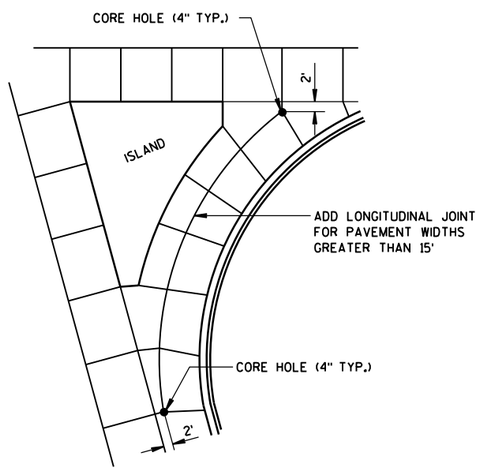
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6½" | 12' |
| 7", 7½" | 14' |
| 8" & ABOVE | 15' |




SKEWED INTERSECTION




APPROACH TO MEDIAN




LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR





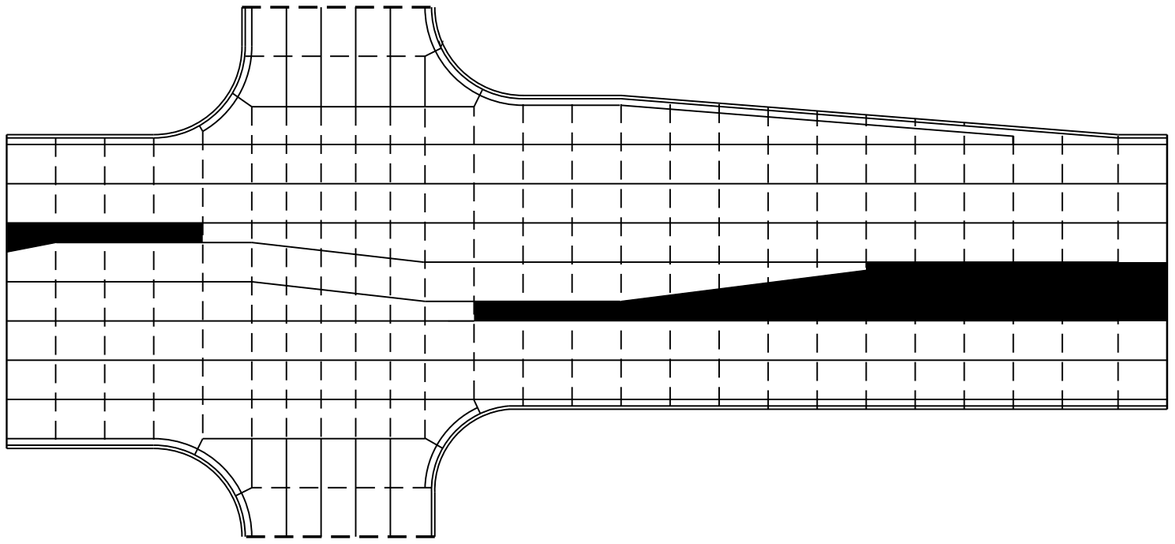
6
S.D.D. 13 C 18-2a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

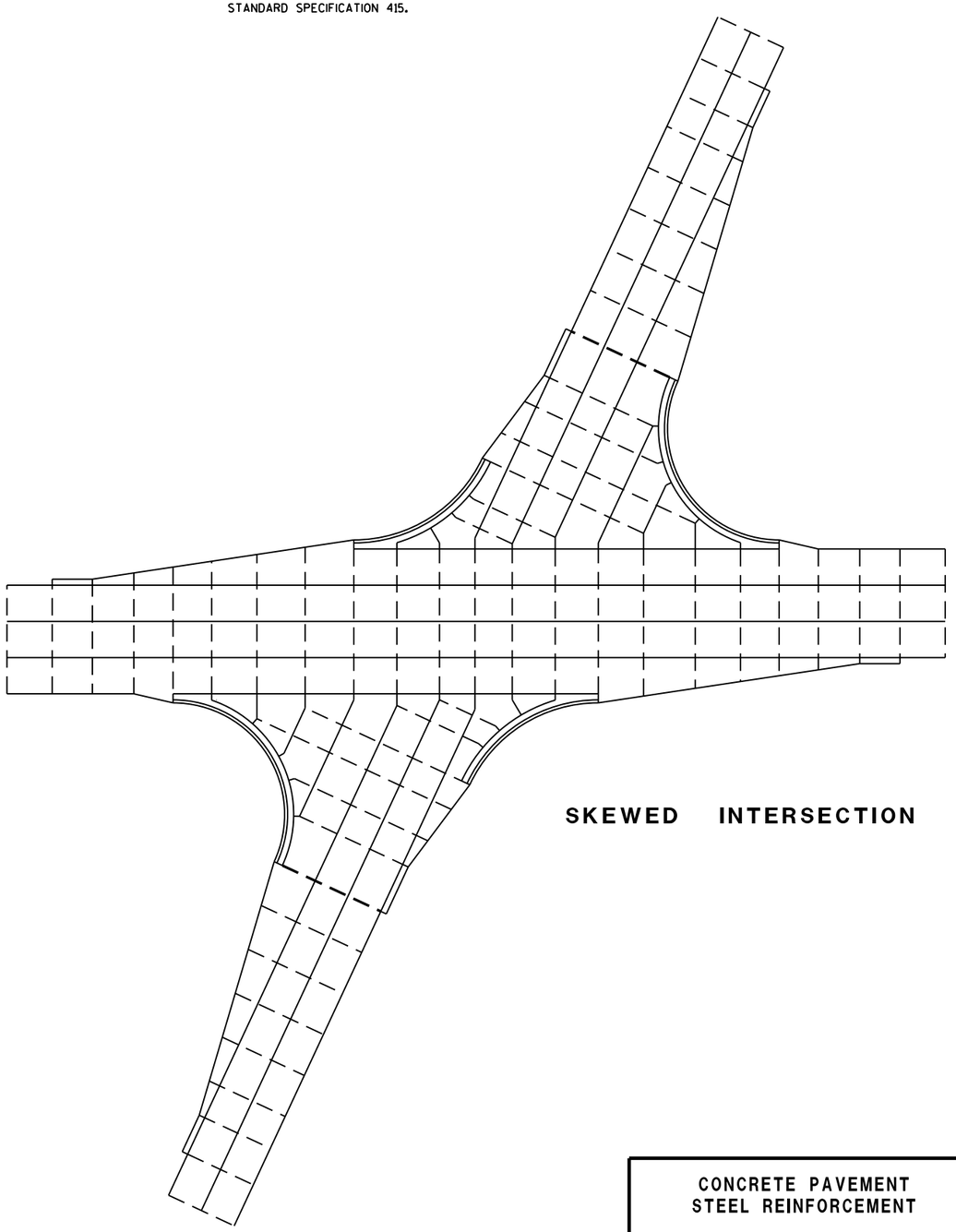
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

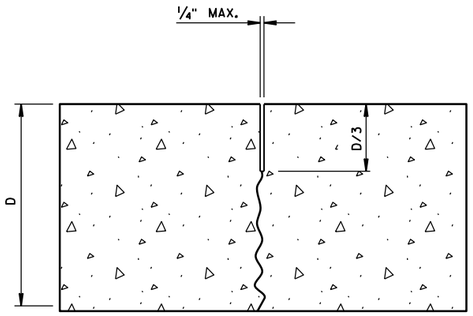


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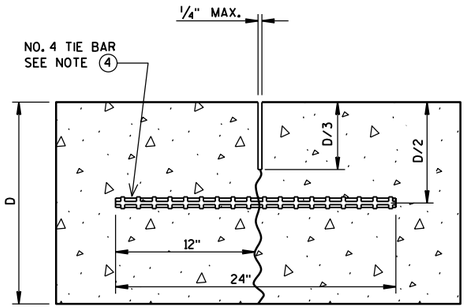
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



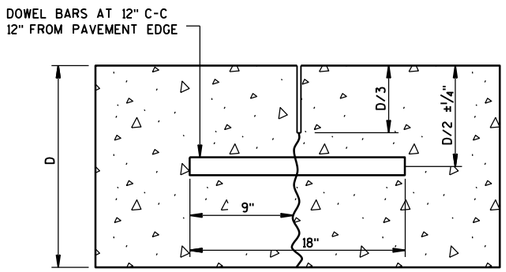

UNDOWELED-TRANSVERSE




TIED LONGITUDINAL

## GENERAL NOTES

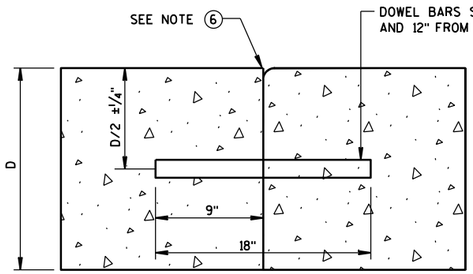
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



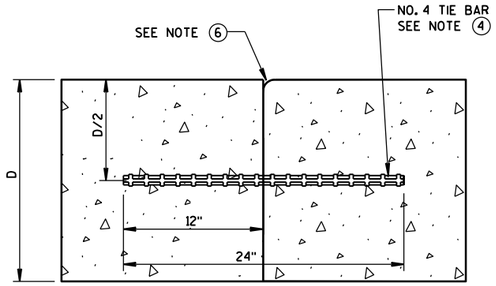

DOWELED-TRANSVERSE

## CONTRACTION JOINTS

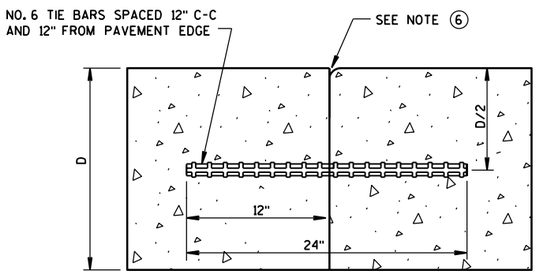
SEE NOTE (2)




DOWELED TRANSVERSE

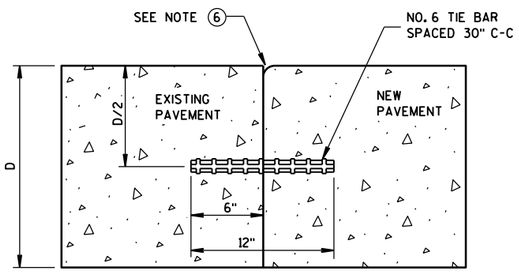



TIED LONGITUDINAL




TIED TRANSVERSE

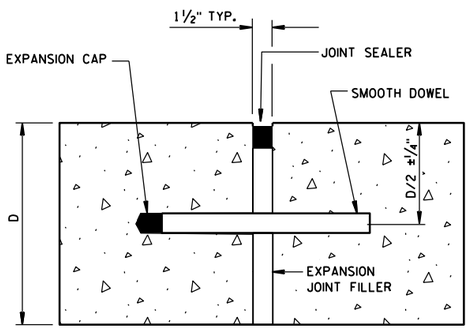
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




TIED LONGITUDINAL TO EXISTING

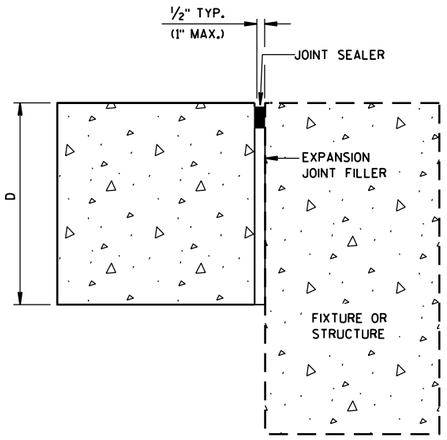
## CONSTRUCTION JOINTS

SEE NOTE (5)




DOWELED-TRANSVERSE

SEE NOTE (1)




UNTIED-LONGITUDINAL

## EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

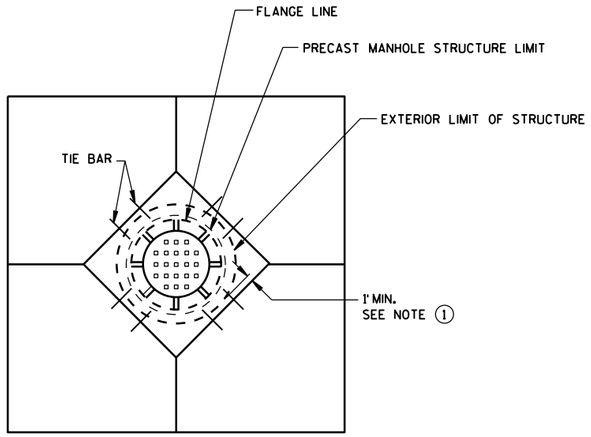


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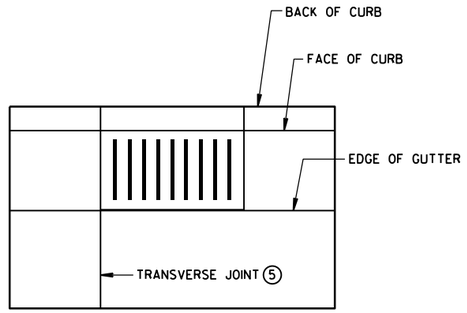
S.D.D. 13 C 18-2c

6

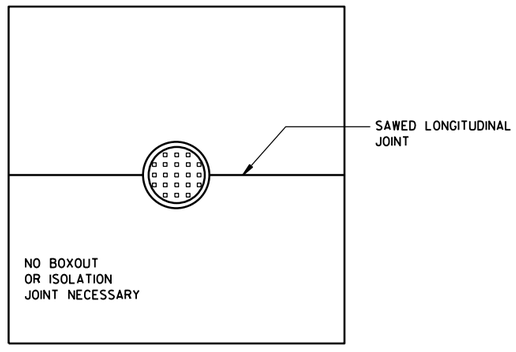
S.D.D. 13 C 18-2c



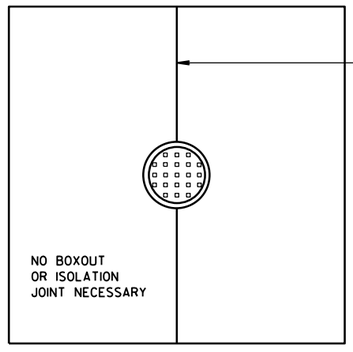

## DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



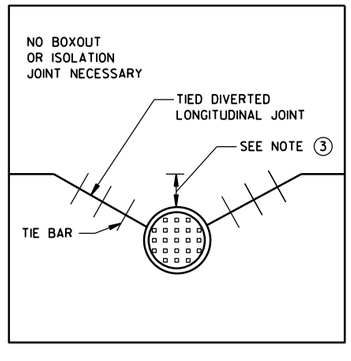

## INLET WITH TRANSVERSE JOINT



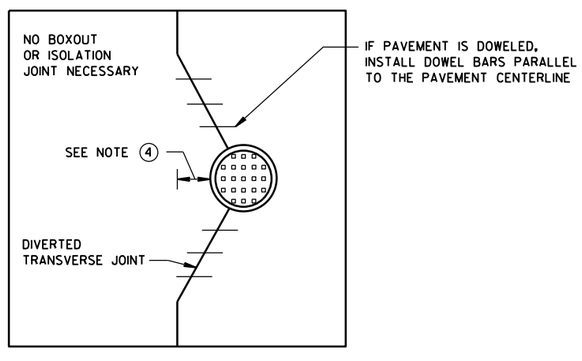

## MANHOLE WITH LONGITUDINAL JOINT




## MANHOLE WITH TRANSVERSE JOINT




## MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT




## MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

## GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

# CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

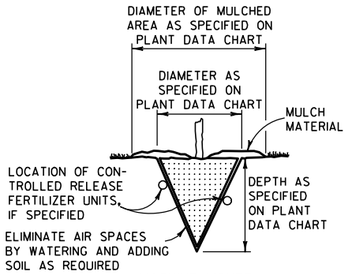
5-3-2013 DATE — /S/ Deb Bischoff PAVEMENT POLICY & DE — NEER

FHWA

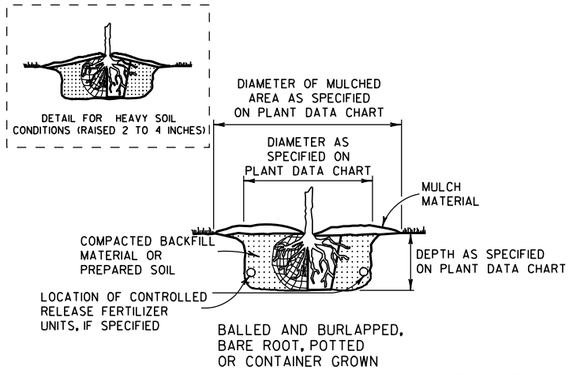



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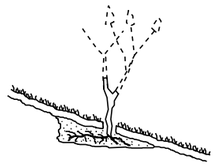

S.D.D. 13 C 18-2d




MACHINE MOVED

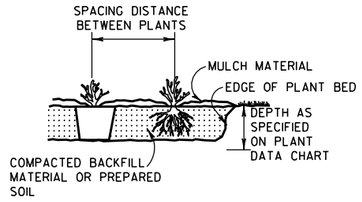



BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



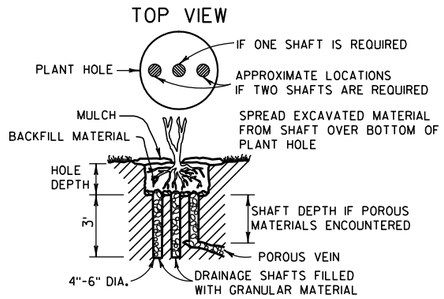
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



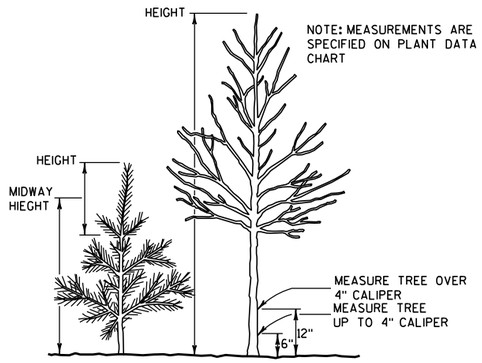

PREPARED BED (BARE ROOT AND POTTED)

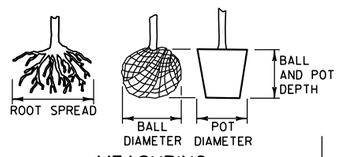
## PLANTING



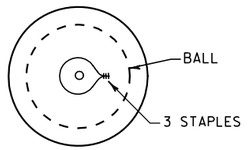

NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

## DRAINING

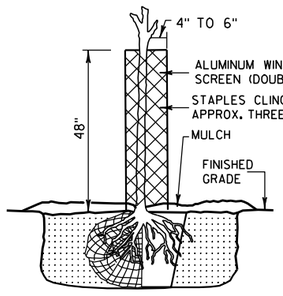


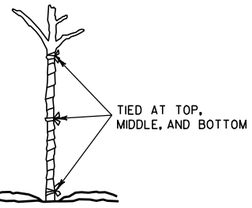

## MEASURING



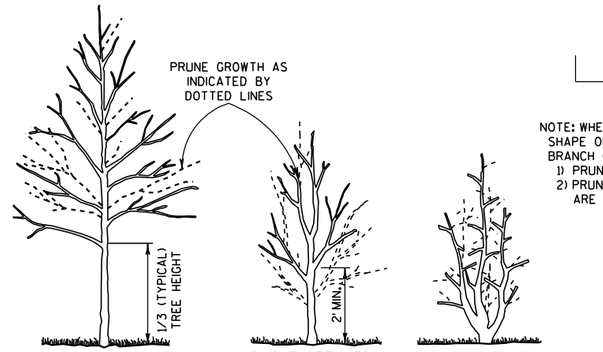

TOP VIEW



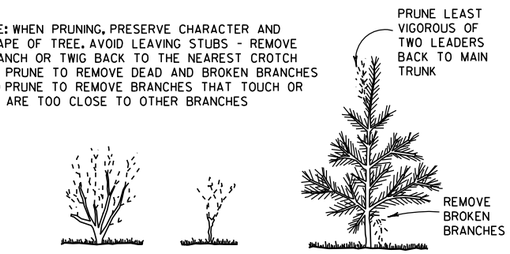

## RODENT PROTECTION



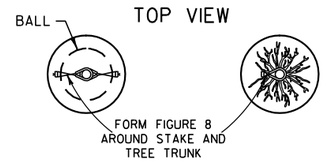

## WRAPPING

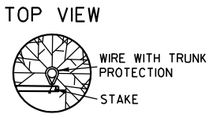


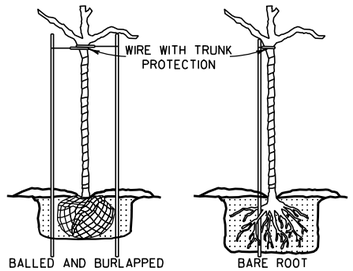

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

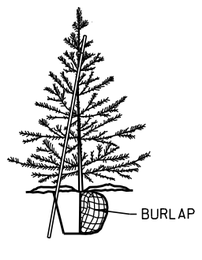



## PRUNING



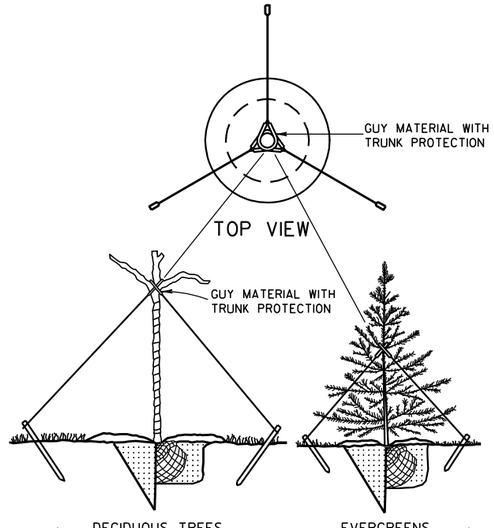



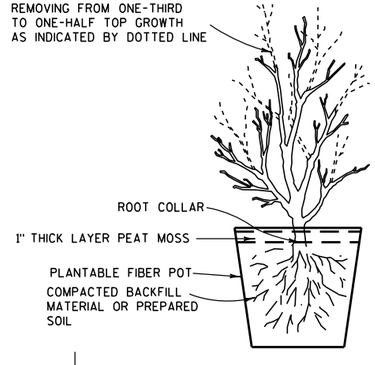




NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

## BRACING




## GUYING




## POTTING

## NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

# TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/11/94
DATE

/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER

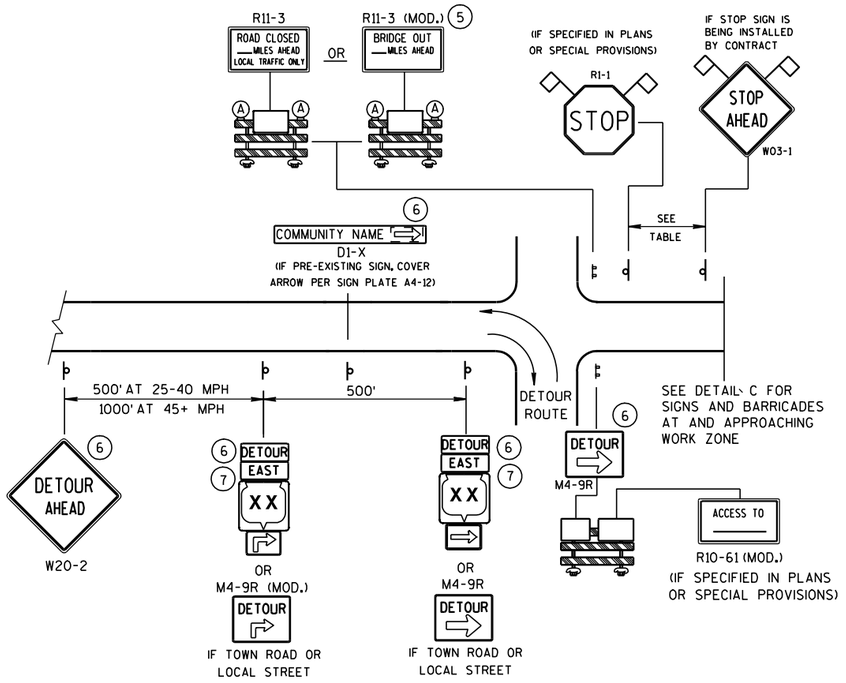
FHWA





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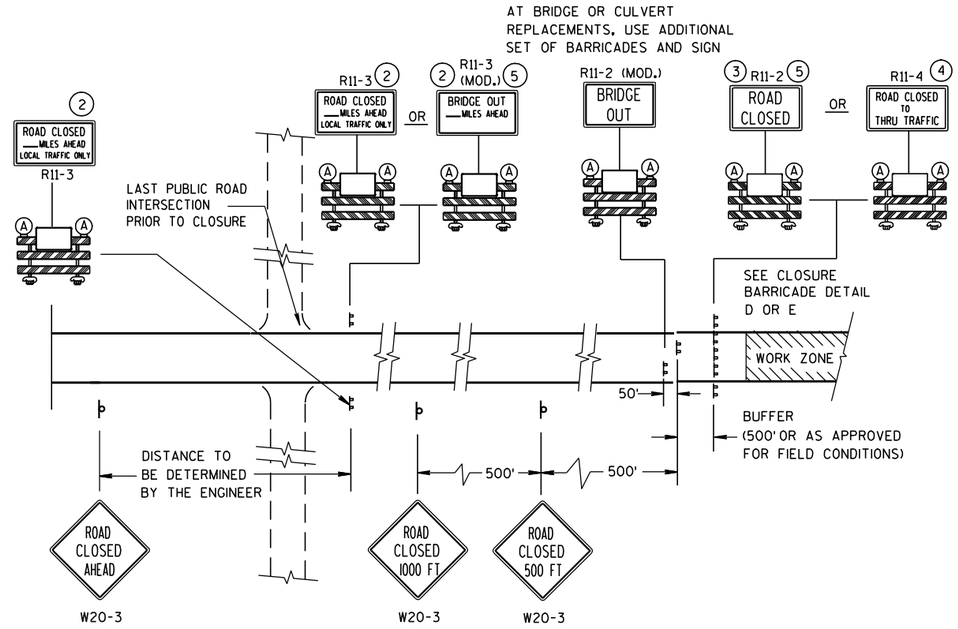
S.D.D. 14 A 2-1




**DETAIL A**

## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

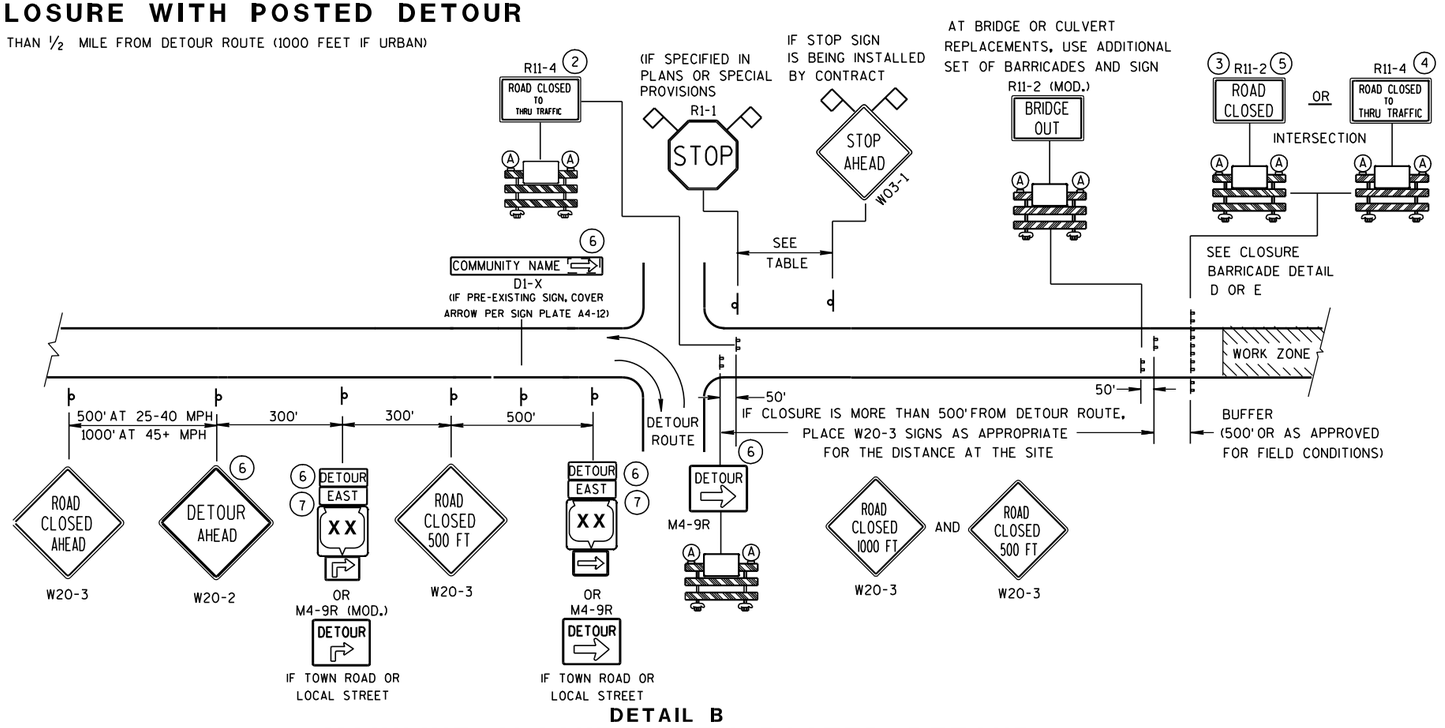



**DETAIL C**

## 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 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

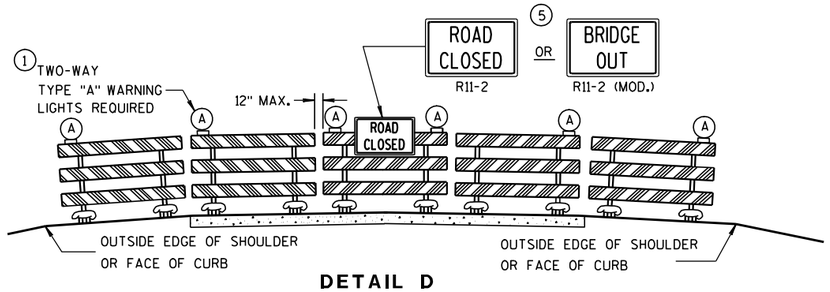
**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6

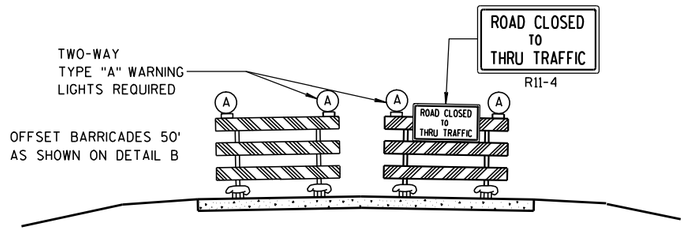
S.D.D. 15 C 2-4a




**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 MARKING ENGINEER

FHWA





6



S.D.D. 15 C 2-4b

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

## GENERAL NOTES

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

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

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

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

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

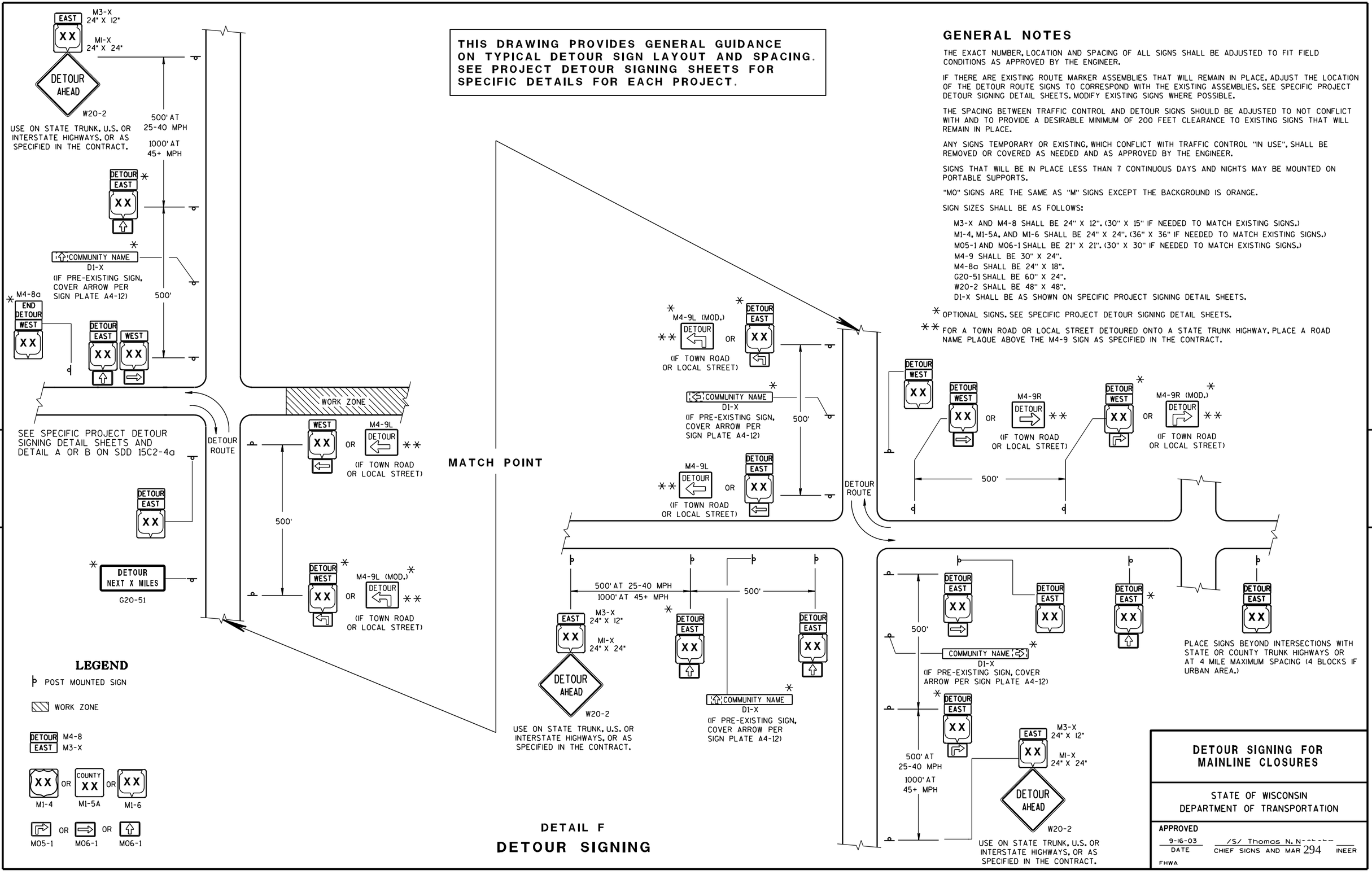
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X 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.)
M4-9 SHALL BE 30" X 24".
M4-8a SHALL BE 24" X 18".
G20-51 SHALL BE 60" X 24".
W20-2 SHALL BE 48" X 48".
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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

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




### LEGEND

- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

**DETAIL F**

**DETOUR SIGNING**

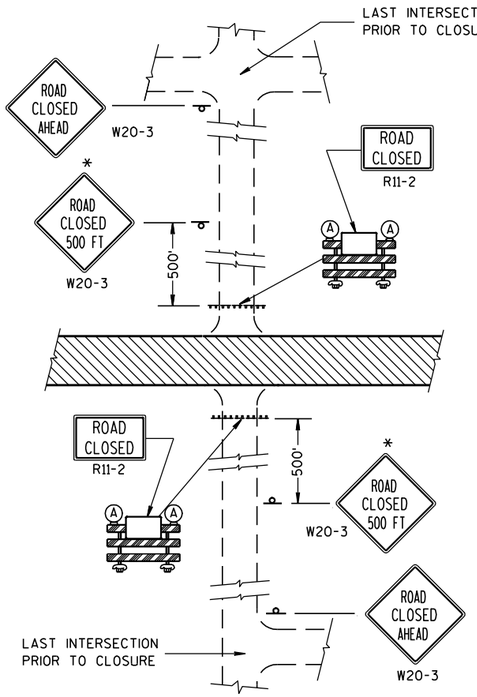
**DETOUR SIGNING FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03 DATE
/S/ Thomas N. [illegible] CHIEF SIGNS AND MAR INEER
FHWA

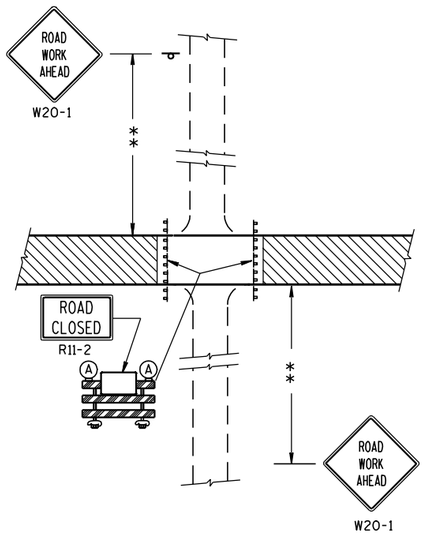



6 S.D.D. 15 C 2-4c



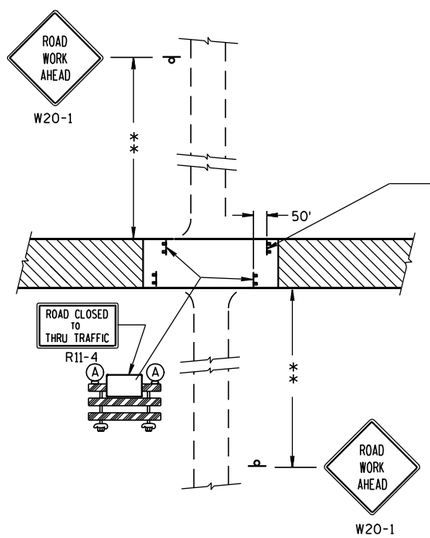

**DETAIL 1**

(NO ACCESS TO PROJECT)



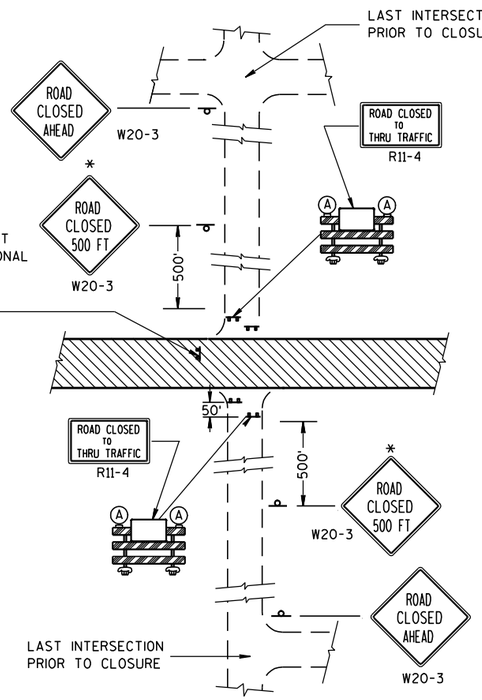

**DETAIL 2**

(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

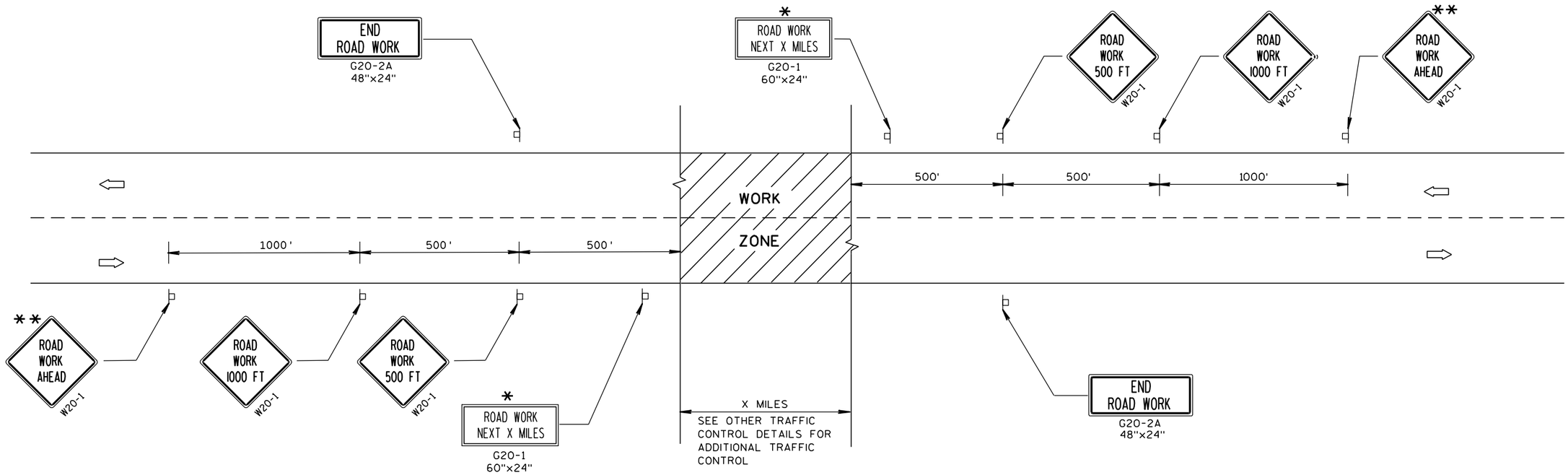


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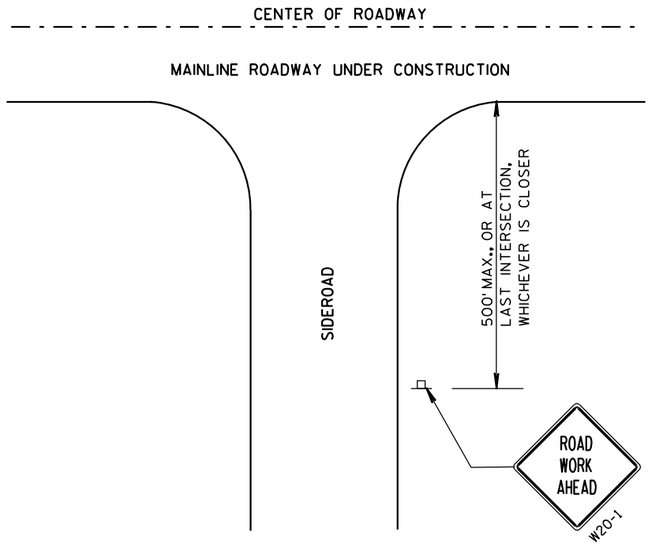
S.D.D. 15 C 3-1

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S.D.D. 15 C 3-1




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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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.

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

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

## LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER 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

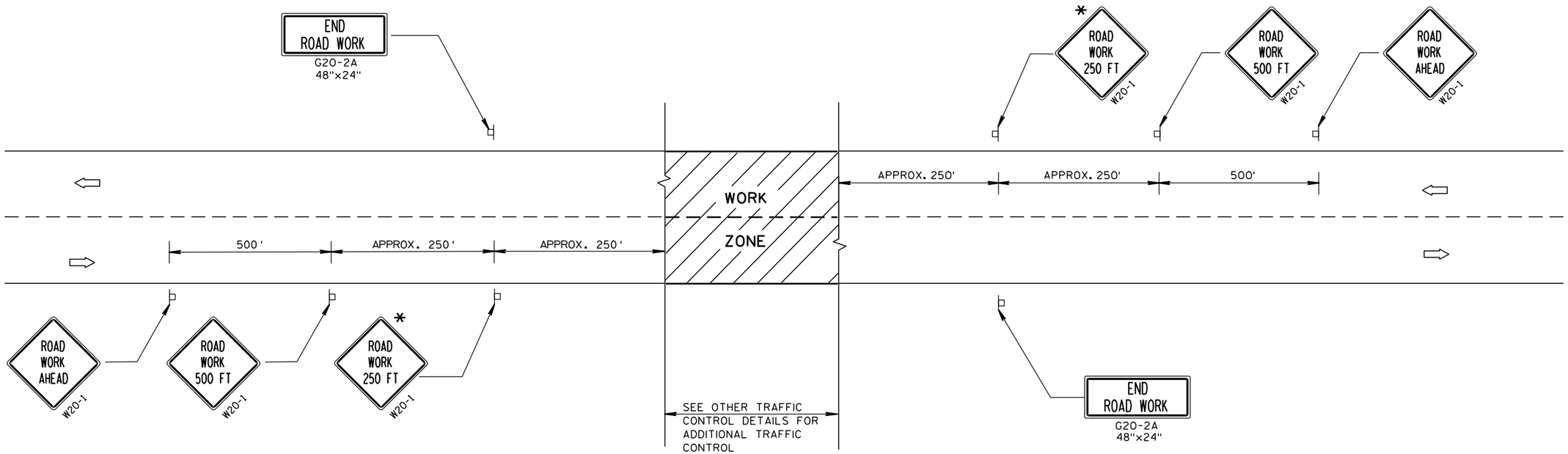


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S.D.D. 15 C 4-1

6

S.D.D. 15 C 4-1




## 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.

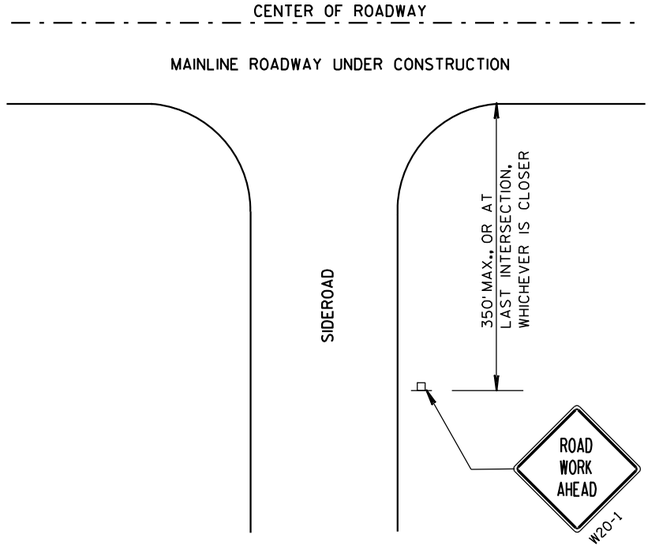
ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"×36" SIGNS MAY BE USED INSTEAD OF 48"×48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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





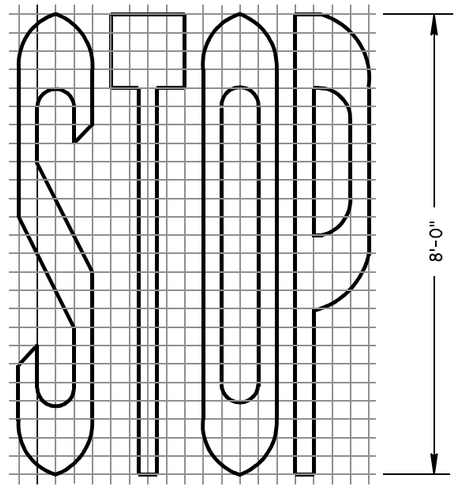
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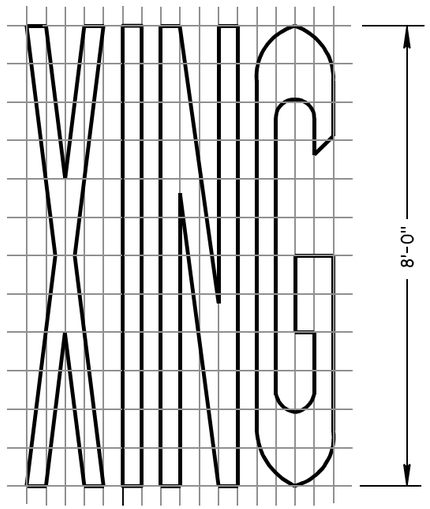
S.D.D. 15 C 5-1

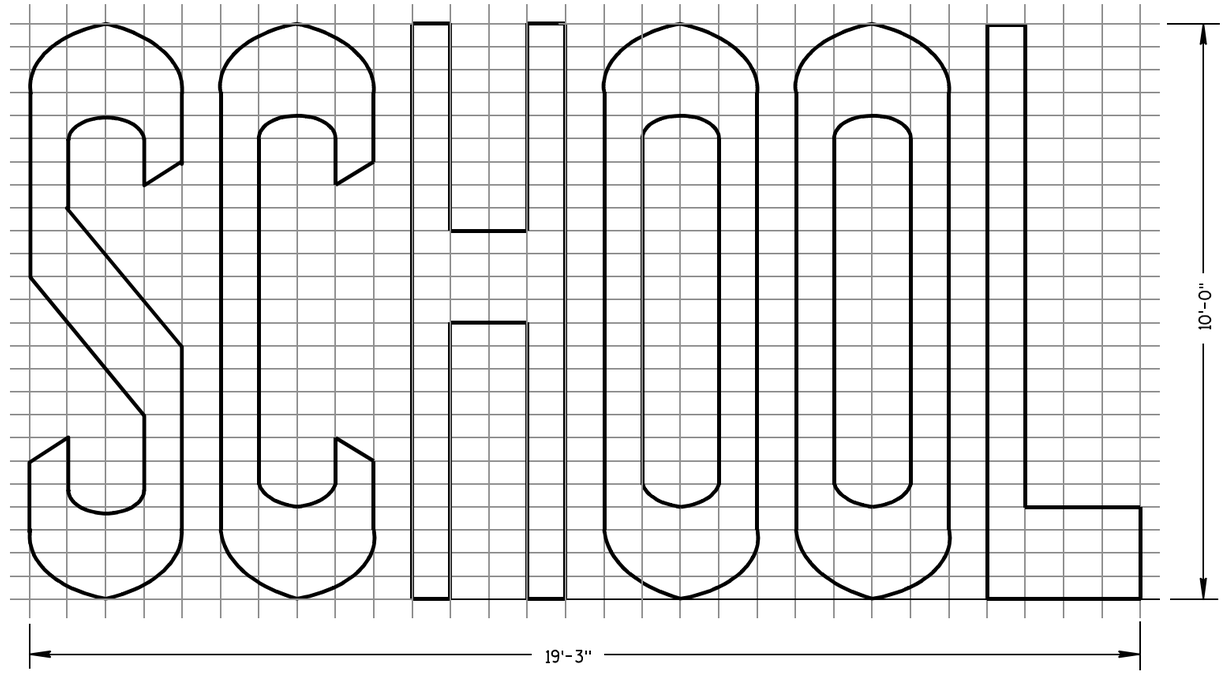
## GENERAL NOTES

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.

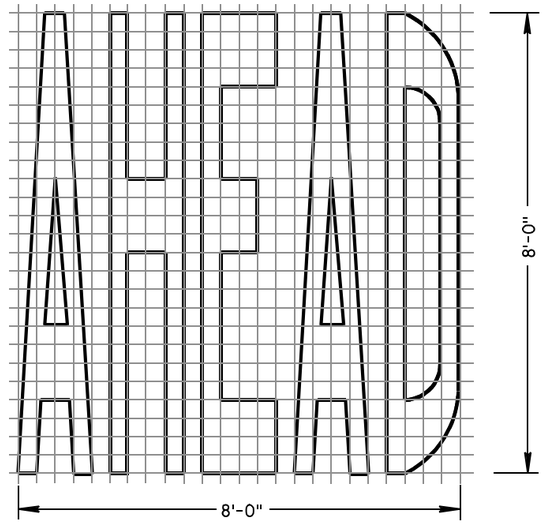
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

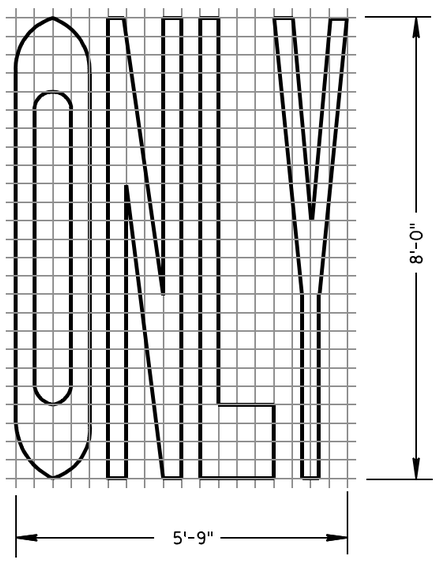


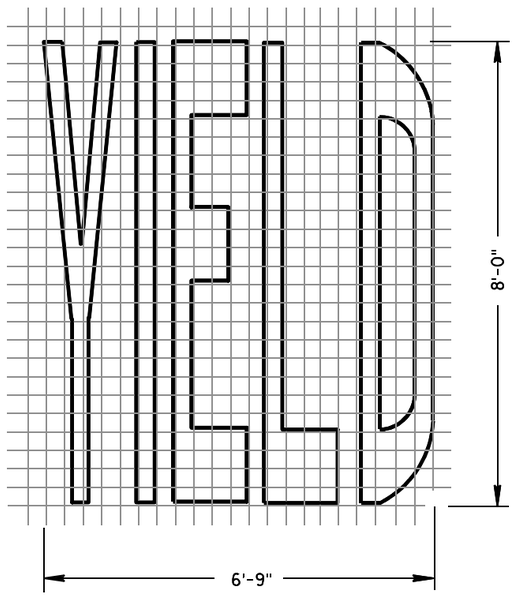



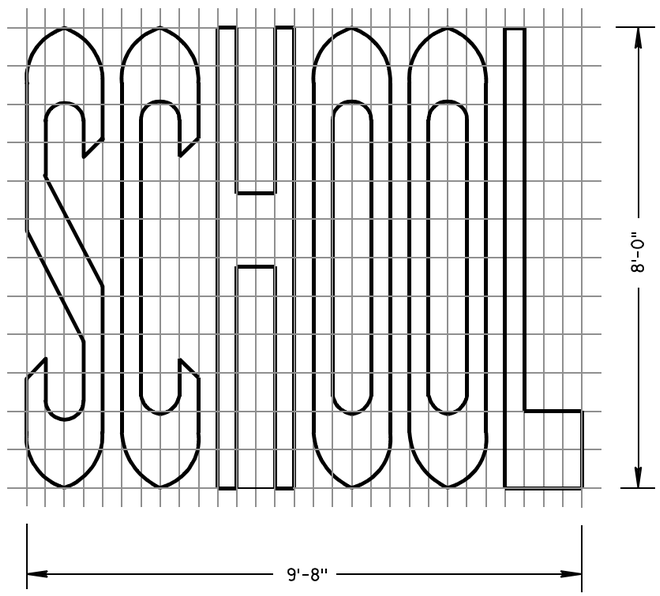




**TWO-LANE**




**SINGLE-LANE**

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nottbohm STATE TRAFFIC ENGINEER

FHWA



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S.D.D. 15 C 7-12b

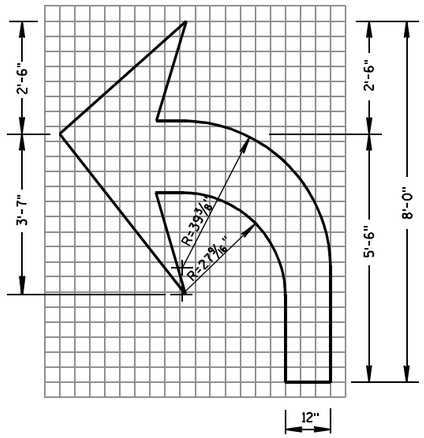
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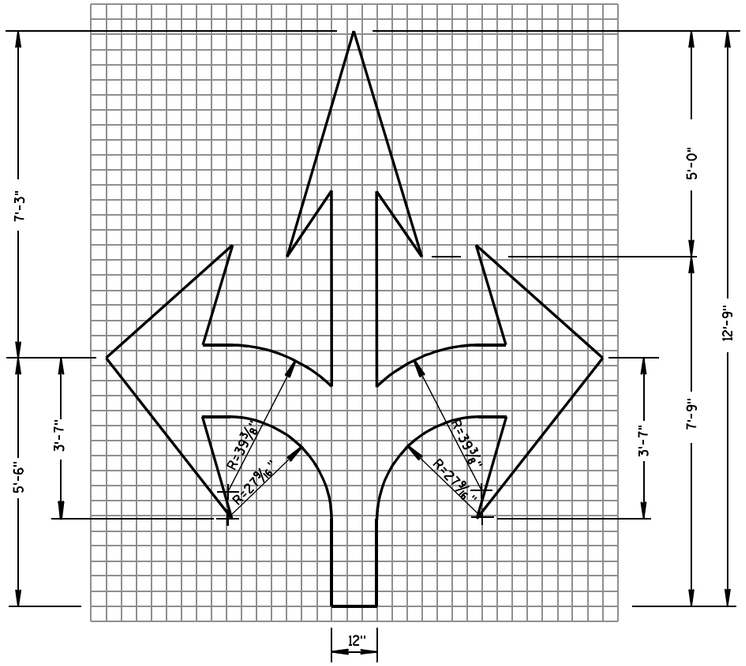
## GENERAL NOTES

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.

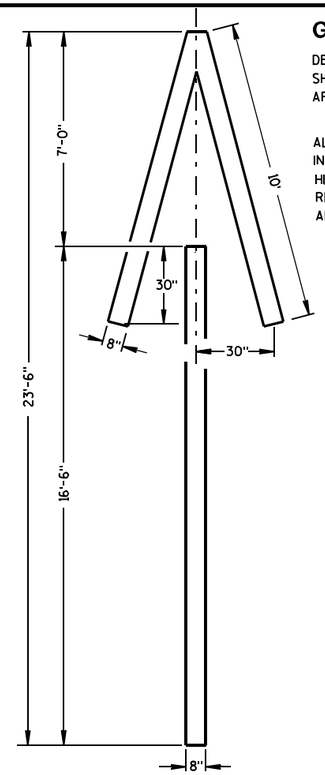
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



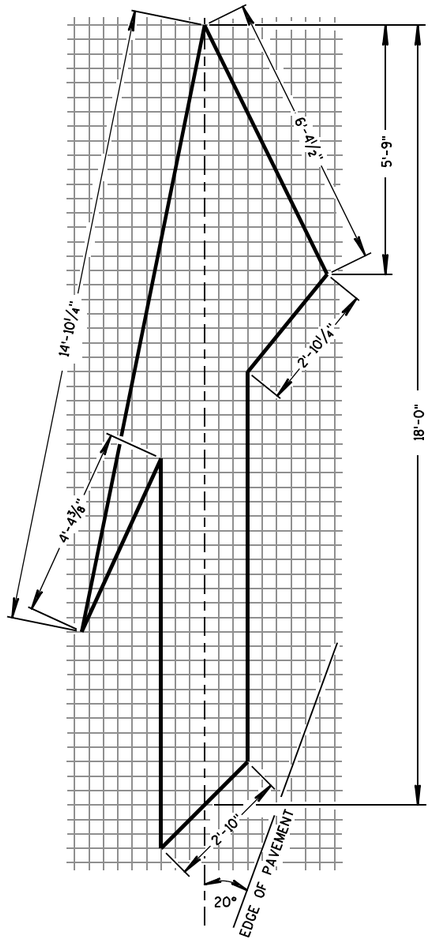

TYPE 2



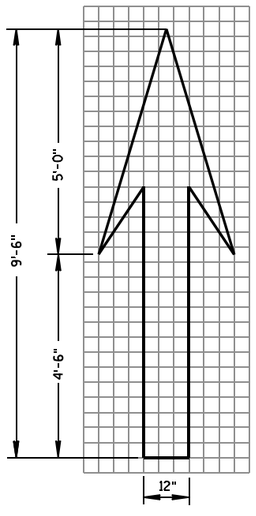

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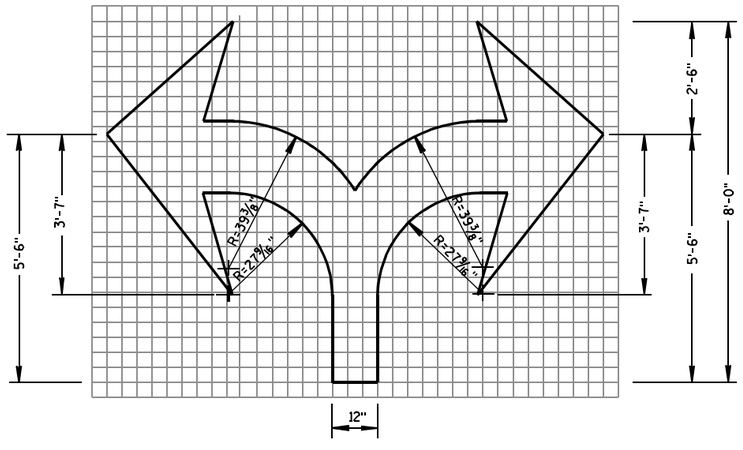

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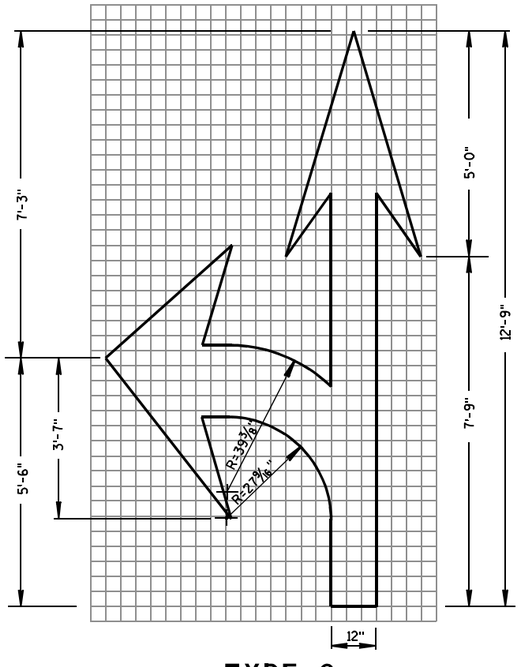

TYPE 5 LANE DROP ARROW




TYPE 1




TYPE 7




TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

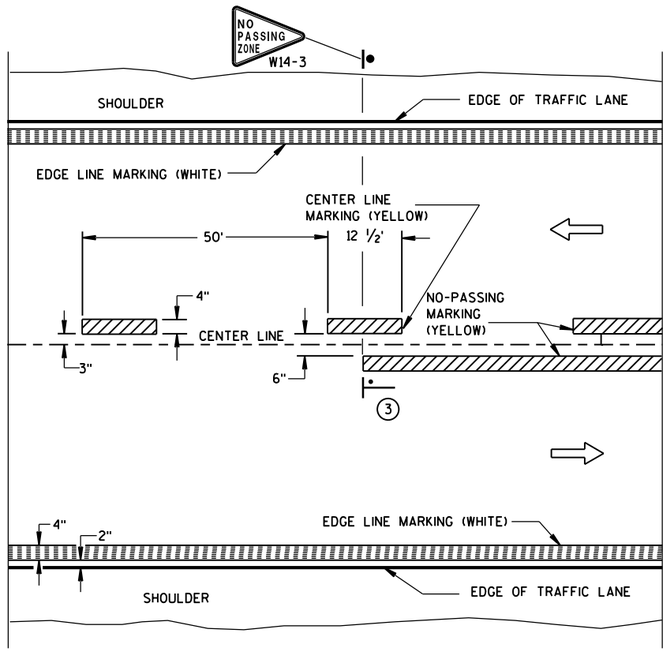
FHWA



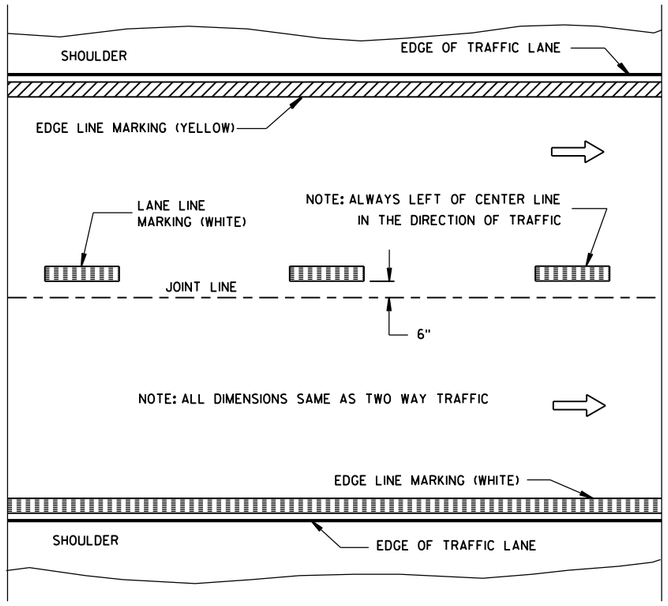


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S.D.D. 15 C 7-12c

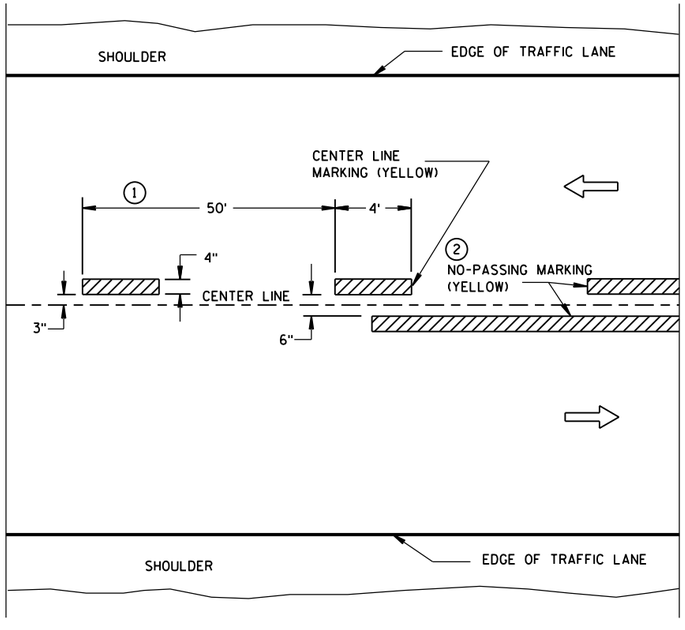



TWO WAY TRAFFIC

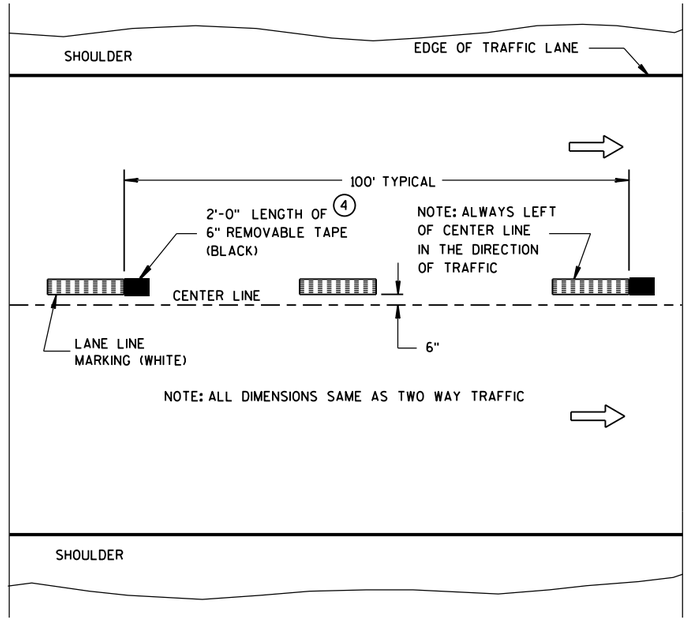



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

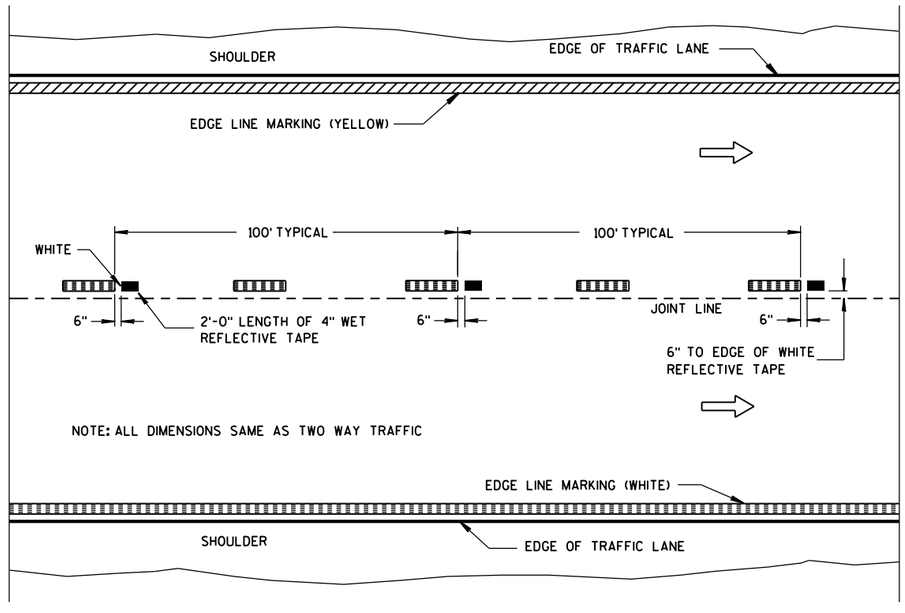
## GENERAL NOTES

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 300

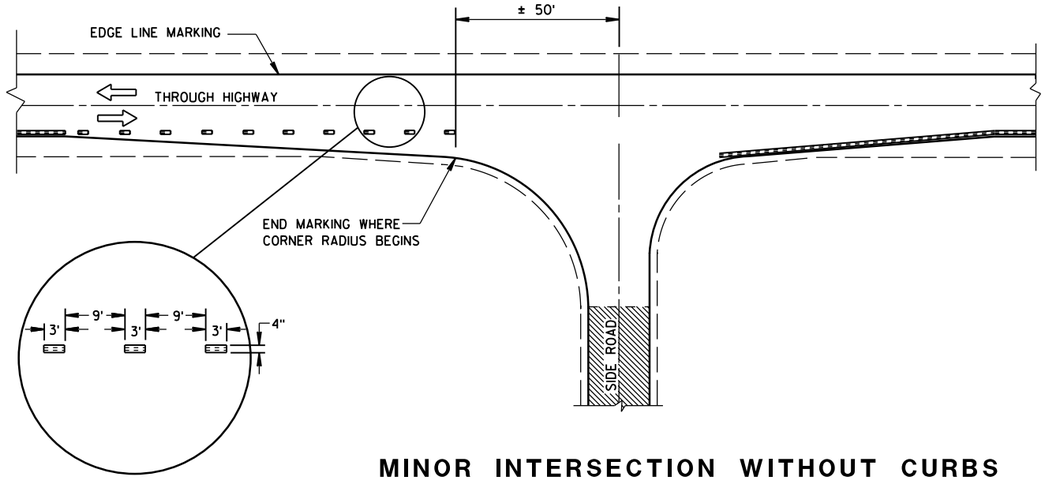
FHWA

6

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

6

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.

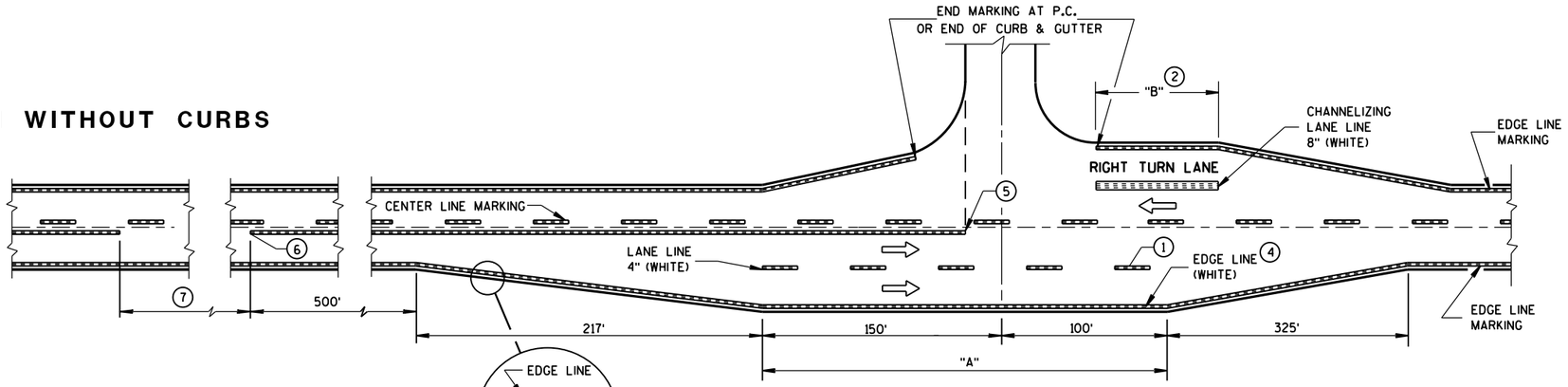
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

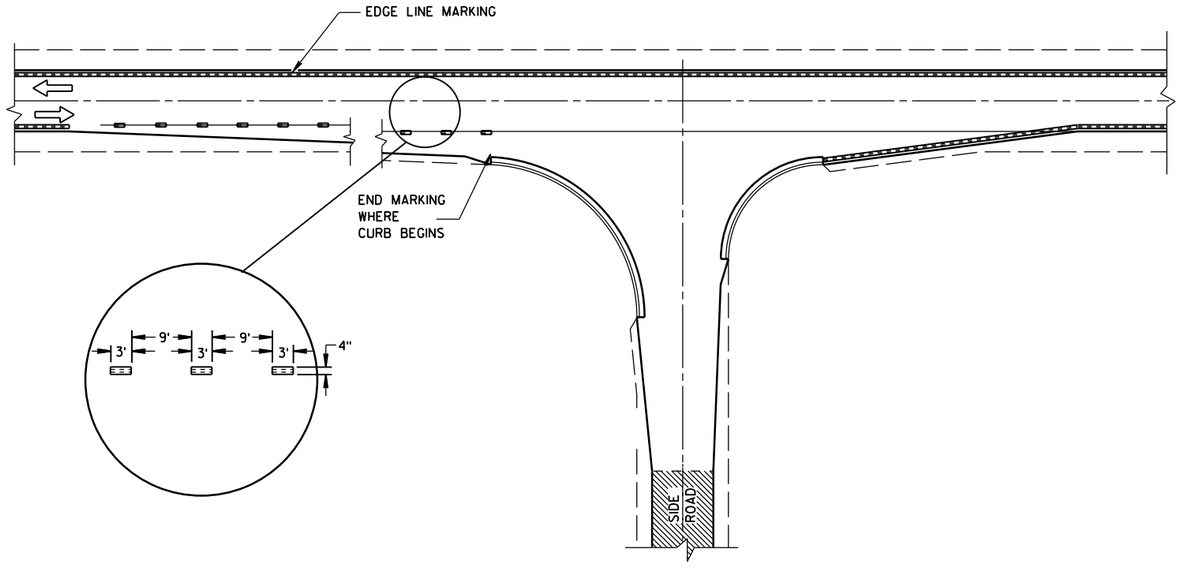
(7)

| POSTED SPEED (MPH) | MINIMUM DISTANCE BETWEEN ZONES (FEET) |
|---|---|
| 25 - 30 | 528 |
| 35 - 40 | 528 |
| 45 - 50 | 686 |
| 55 | 792 |



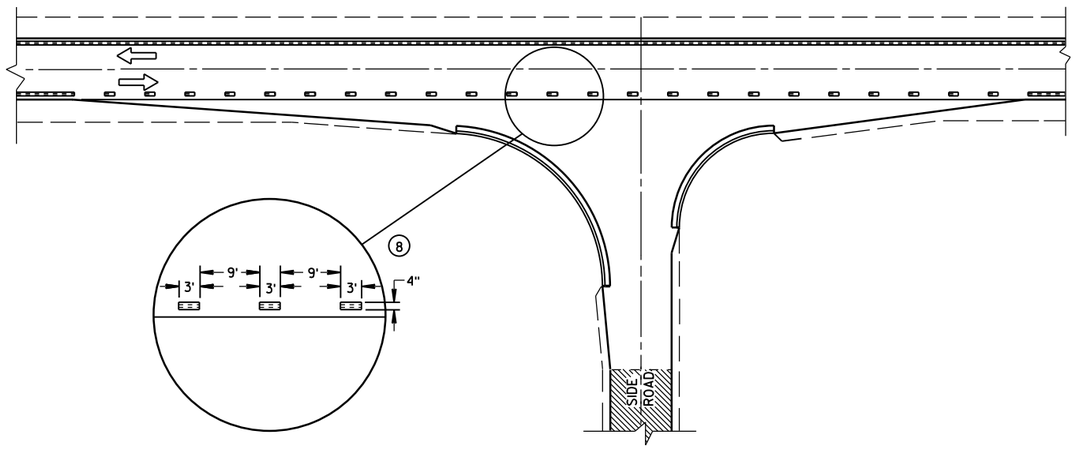

## MAJOR INTERSECTIONS

(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

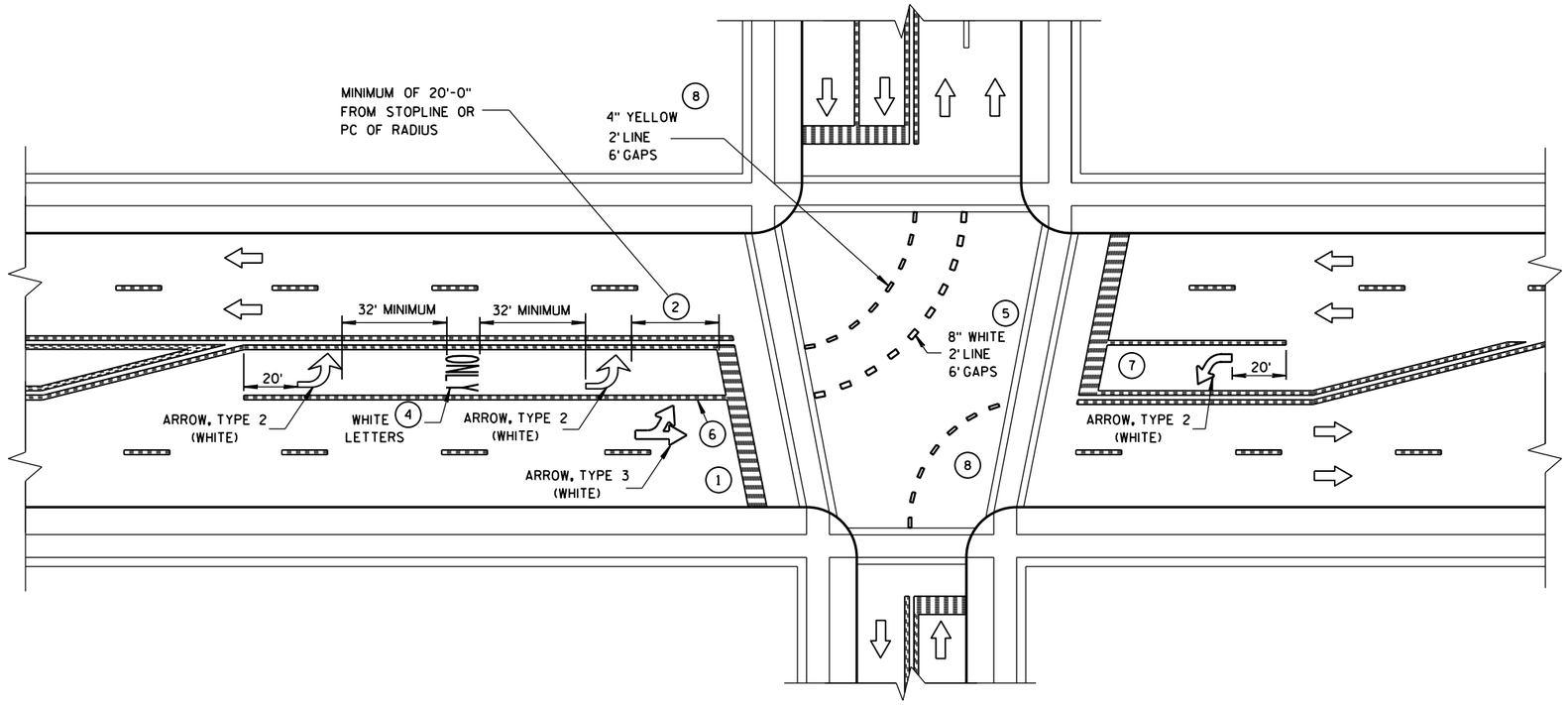


6

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

6

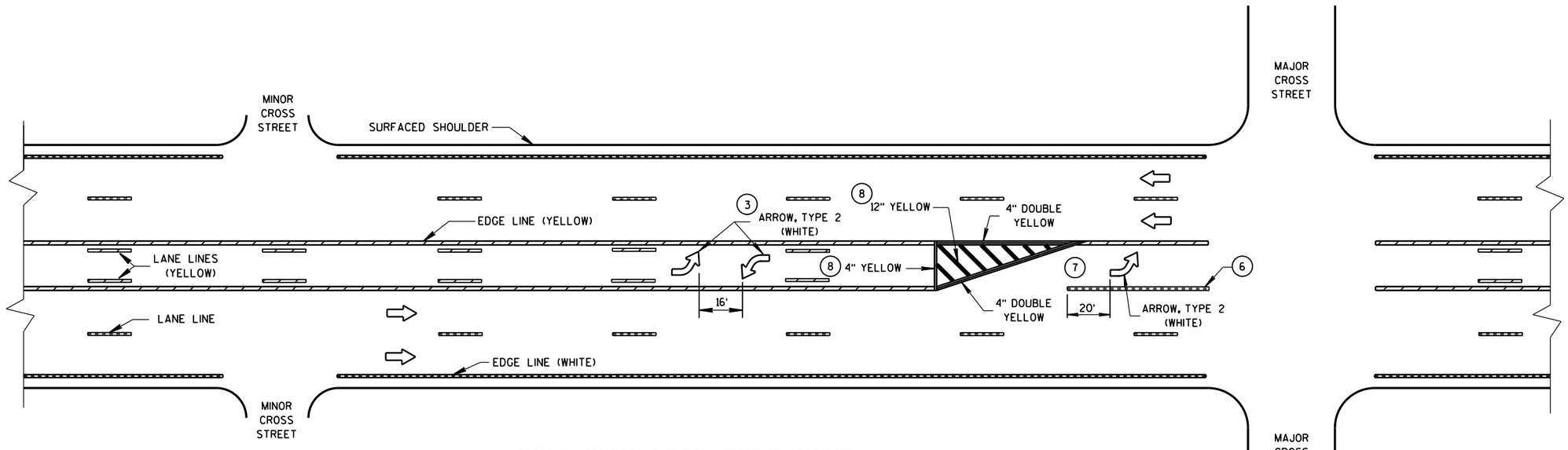
S.D.D. 15 C 8-16b




## 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 TRANSPO...

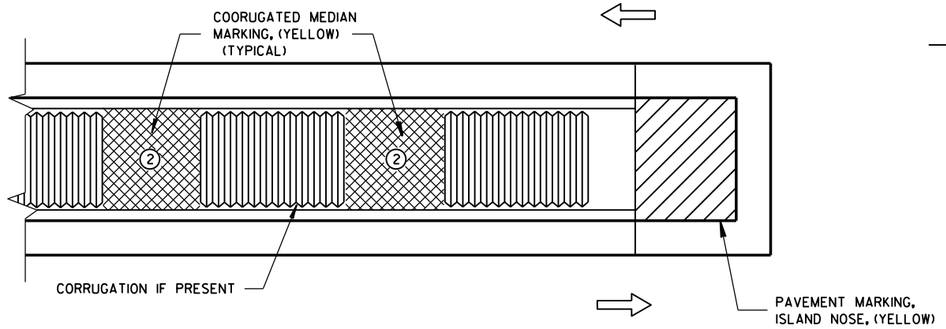


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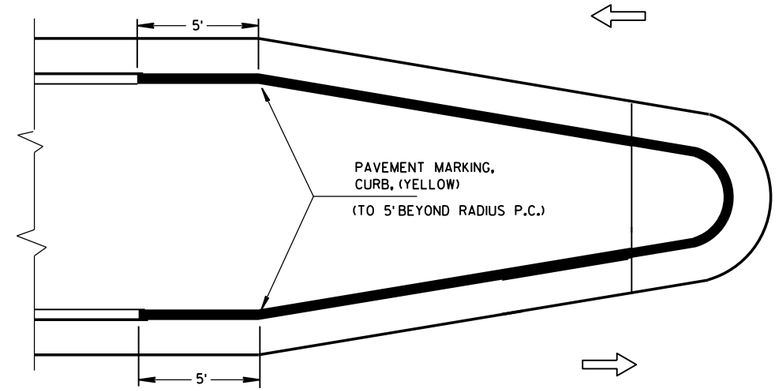
S.D.D. 15 C 8-16e

6

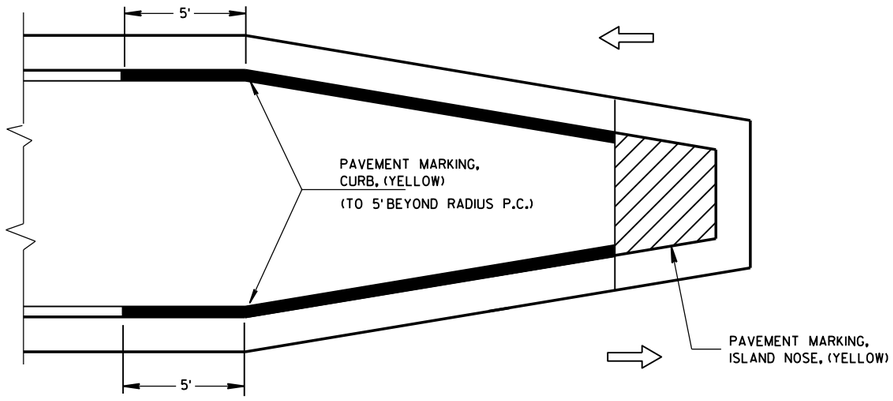
S.D.D. 15 C 8-16e




MEDIAN ISLAND WITH SQUARE BLUNT NOSE

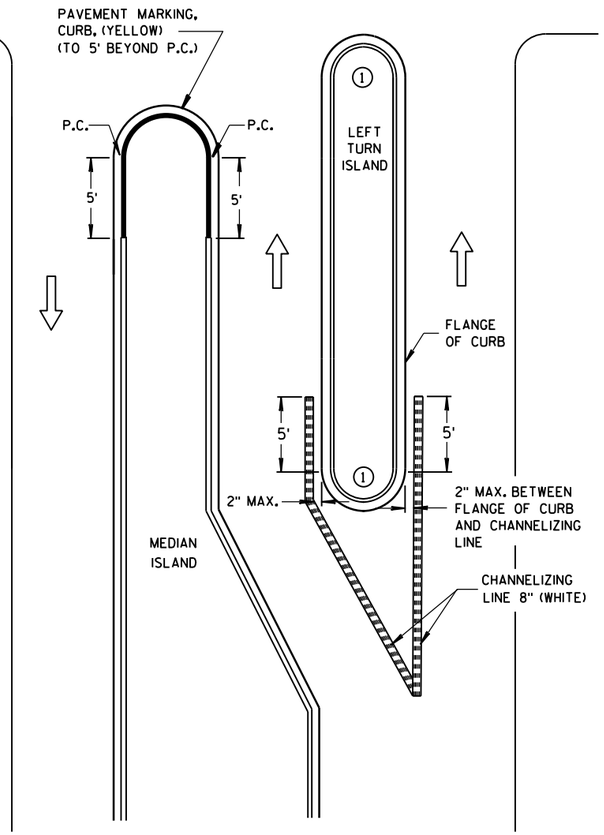



MEDIAN ISLAND WITH ROUND BLUNT NOSE




MEDIAN ISLAND WITH SLOPED NOSE

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

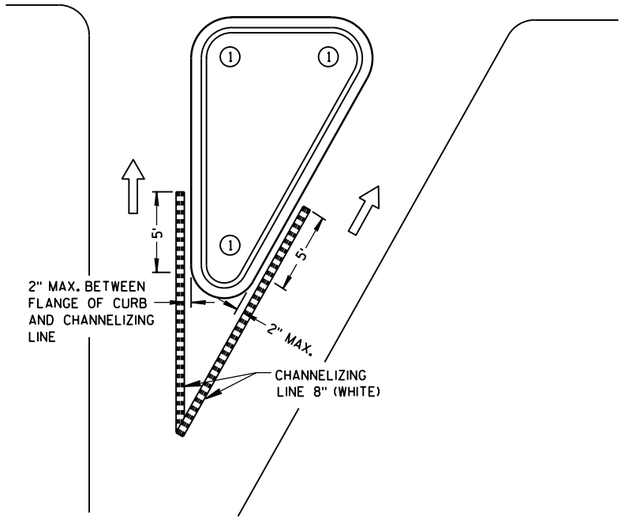



LEFT TURN & MEDIAN ISLAND

## 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







6

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

# TWO-LANE ROADWAY

## SYMBOLS

WORK AREA

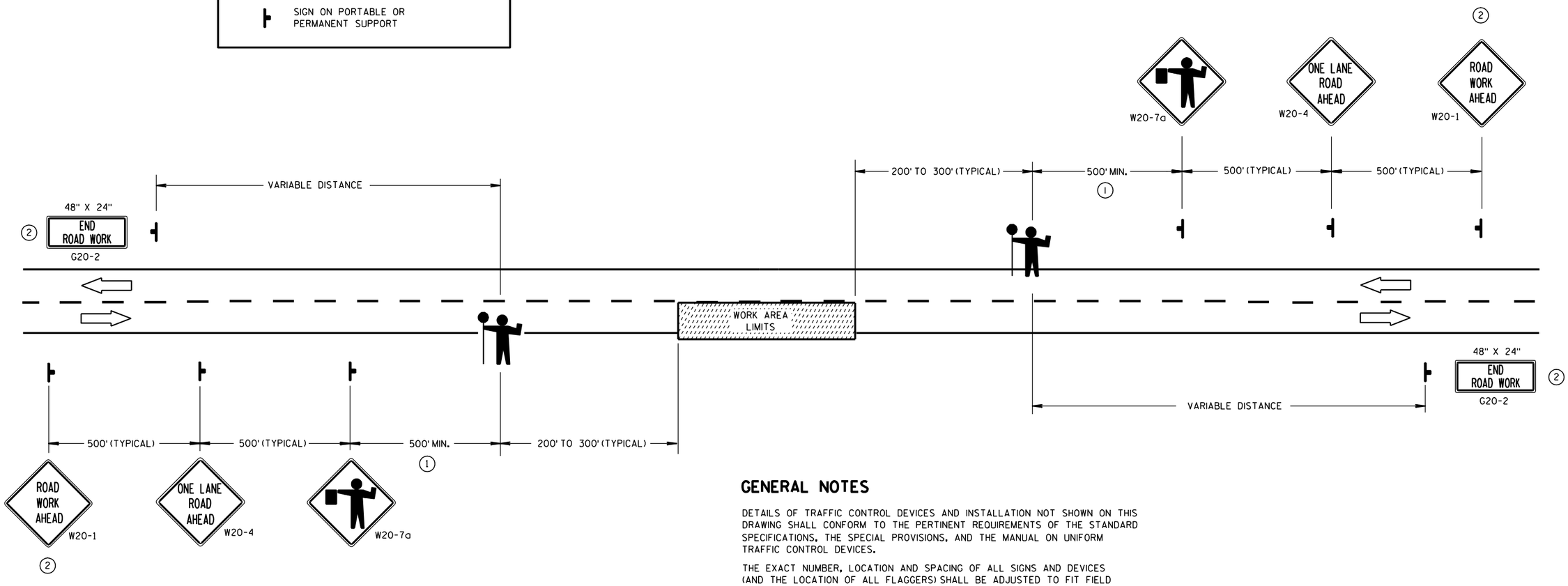
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT




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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

9/5/06 — DATE

/S/ Thomas N. Nathaam — STATE TRAFFIC ENGINEER

FHWA





6



S.D.D. 15 C 12-3

## 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.

ALL SIGNS ARE 48" X 48" 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 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.

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

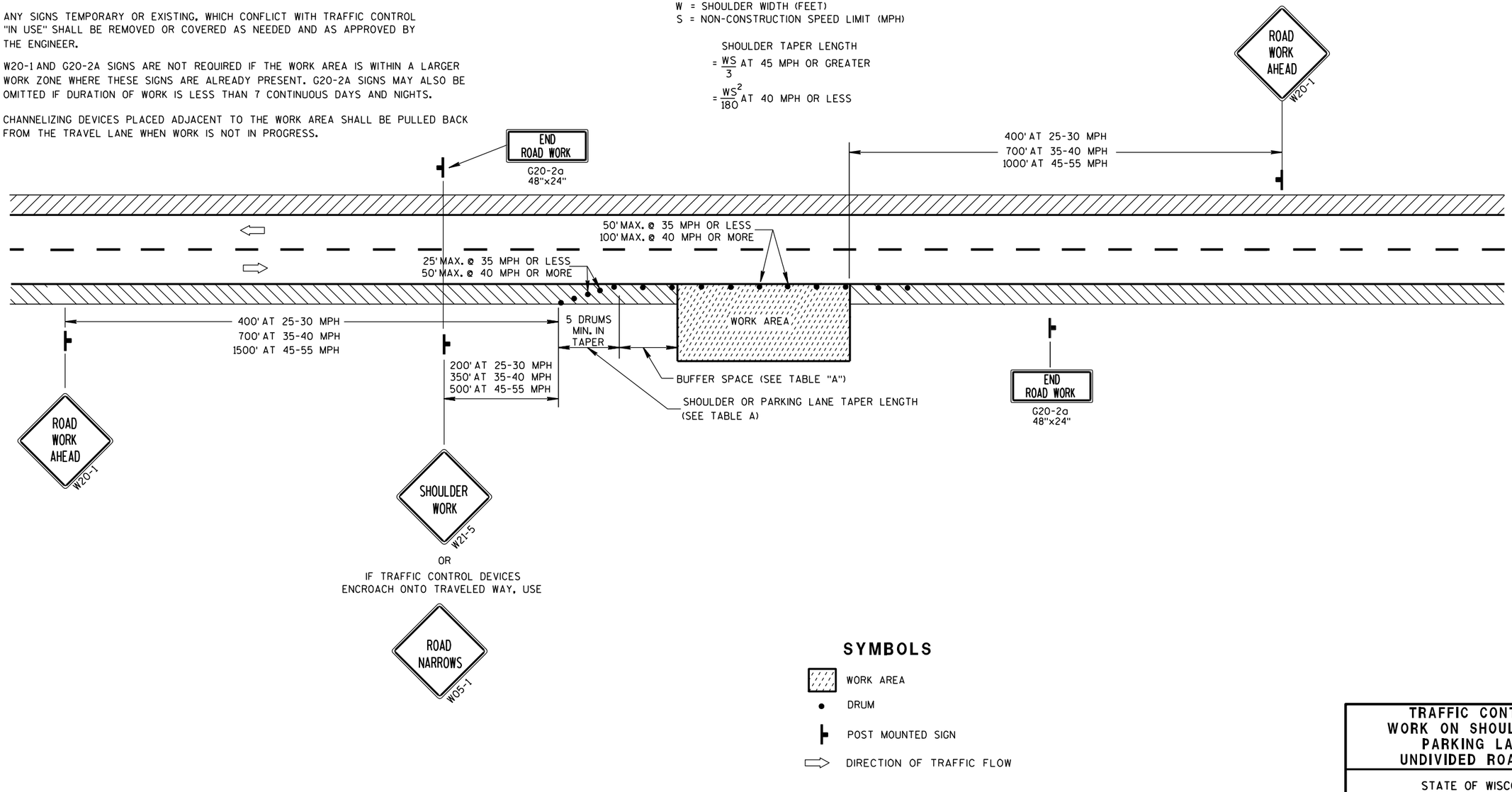
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

## TABLE A

| S \ W | SHOULDER TAPER LENGTH (FEET) 4 | 6 | 8 | 10 | BUFFER SPACE (FEET) |
|---|---|---|---|---|---|
| 30 | 20 | 30 | 40 | 50 | 85 |
| 35 | 30 | 45 | 55 | 70 | 120 |
| 40 | 40 | 55 | 75 | 90 | 170 |
| 45 | 60 | 90 | 120 | 150 | 220 |
| 50 | 70 | 100 | 135 | 170 | 280 |
| 55 | 75 | 110 | 150 | 185 | 335 |

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS




## SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

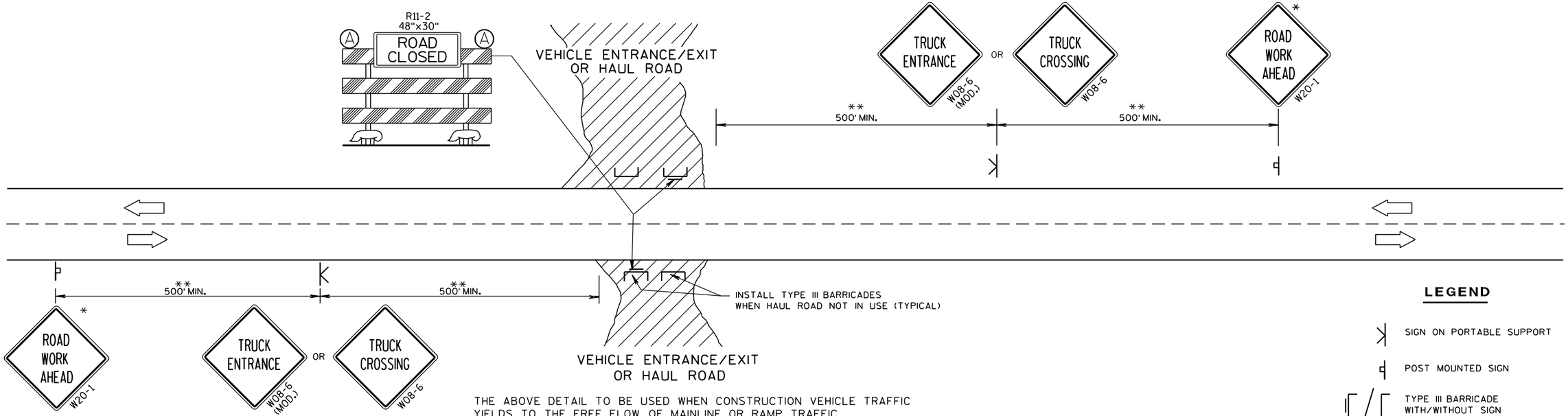
**TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA




6
S.D.D. 15 D 28-1




THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

## GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500' SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350'. FOR 25-30 MPH, USE 200'. USE 1000'/1500' FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

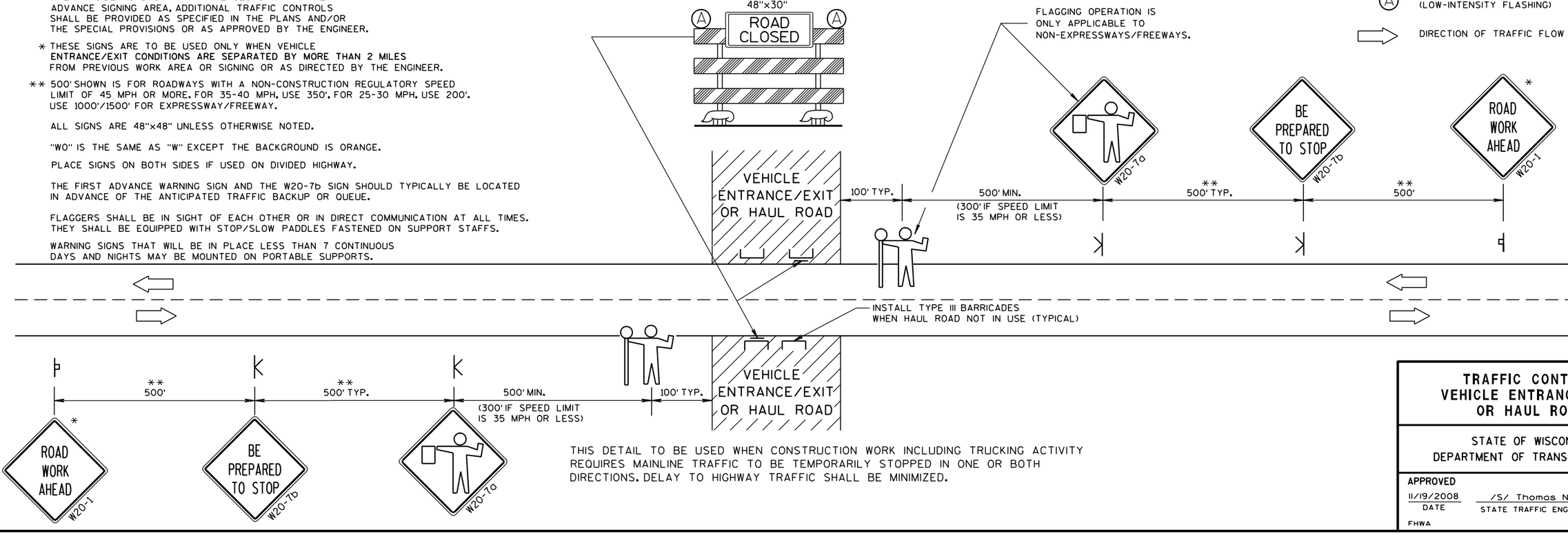
THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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

## LEGEND

- SIGN ON PORTABLE SUPPORT
- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) WARNING LIGHT, TYPE A, (LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC FLOW




THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

# TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/19/2008 DATE
/S/ Thomas N. N[illegible] STATE TRAFFIC ENGINEER
306 SIGN
FHWA

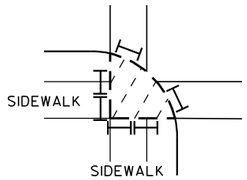
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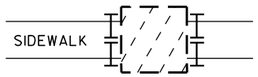
S.D.D. 15 D 29-2

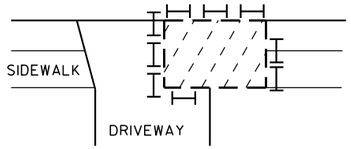
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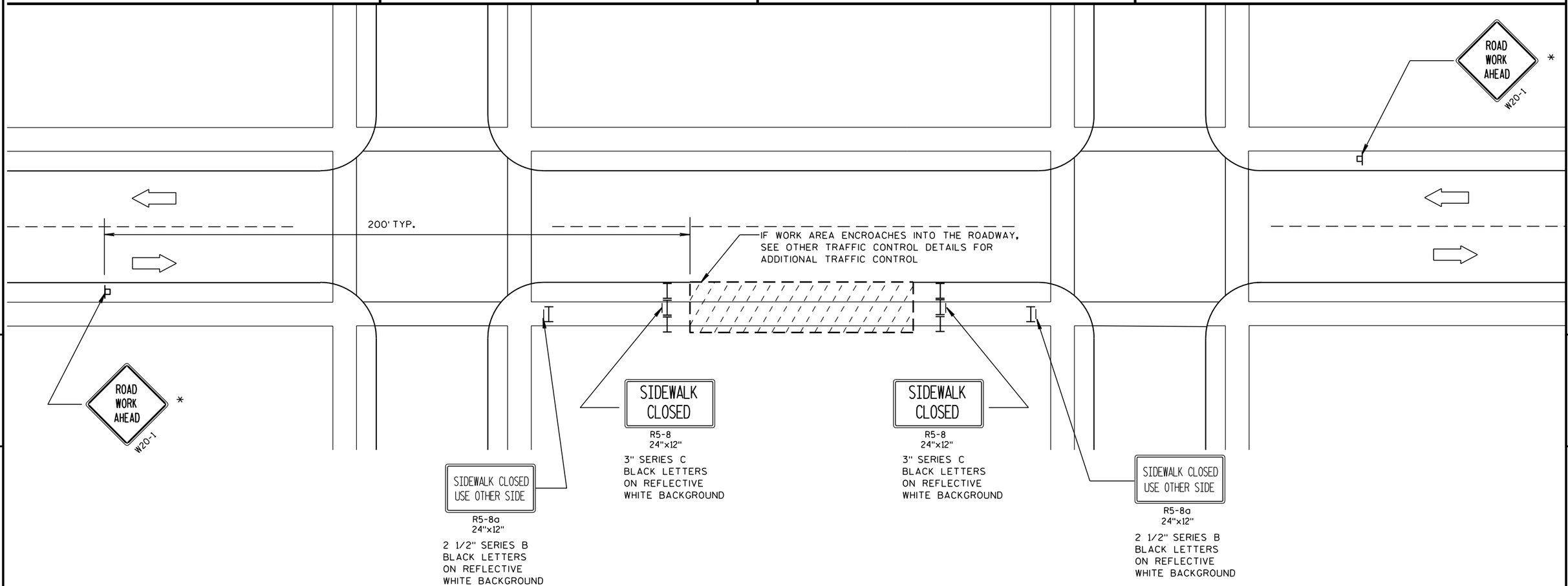
S.D.D. 15 D 29-2

# 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

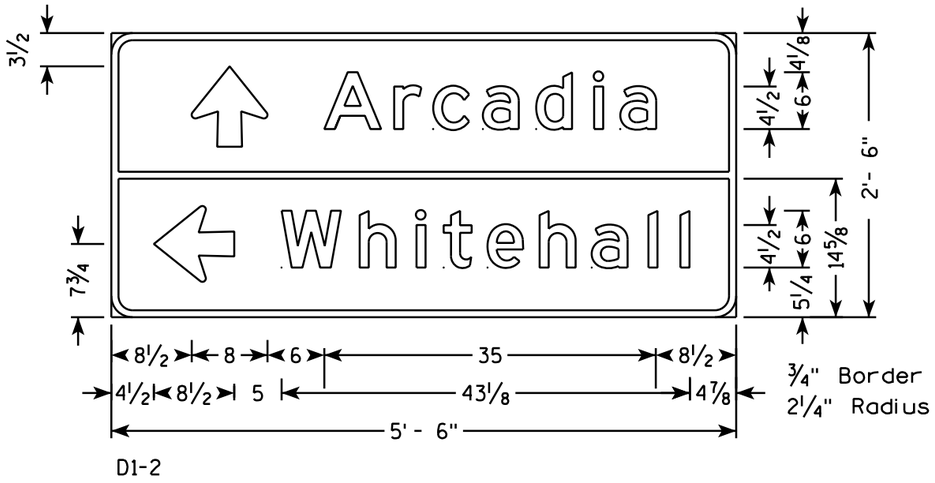




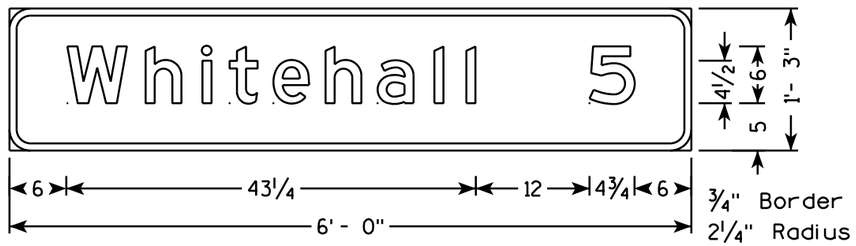
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S.D.D. 15 D 30-1



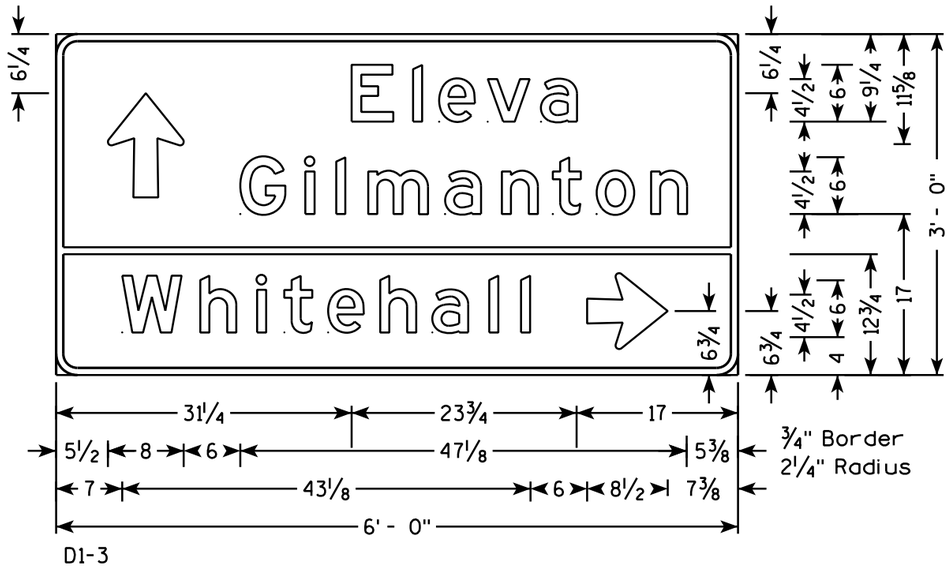

D1-2



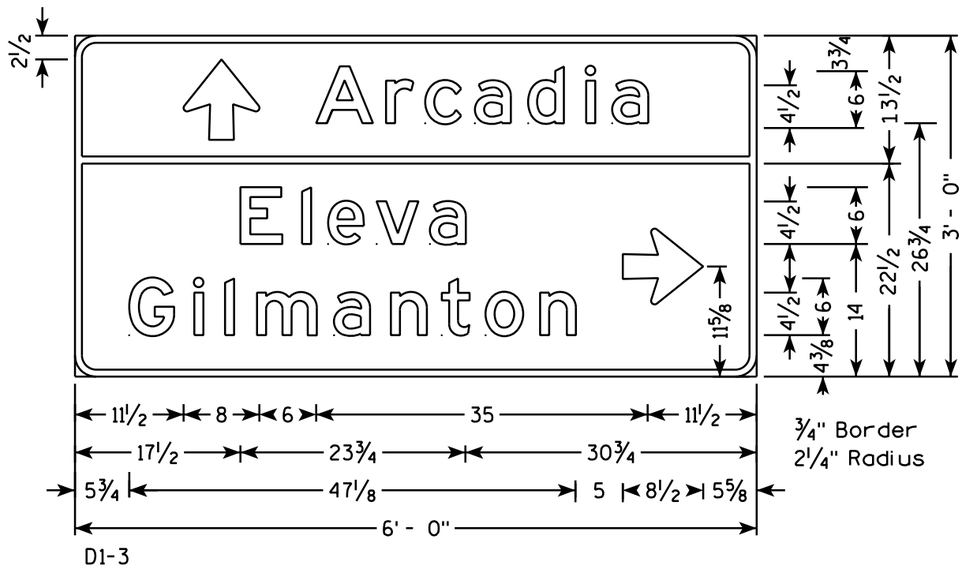

D2-1

NOTES

1. All Signs 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




D1-3




D1-3

7

7

| PROJECT NO: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | PERMANENT SIGNING | SHEET NO: 308 | E |
|---|---|---|---|---|---|

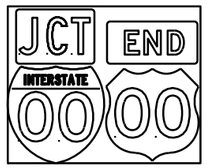
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WISDOT/CADDS SHEET 42

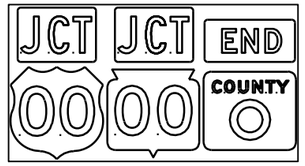
## TYPICAL ASSEMBLIES



J1-1



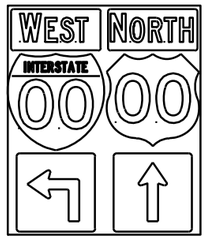
J1-2



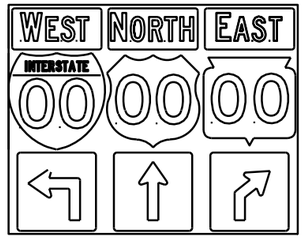
J1-3



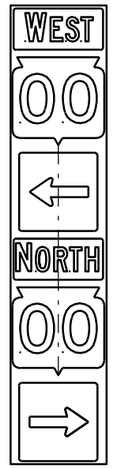
J2-1



J2-2

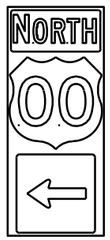


J2-3

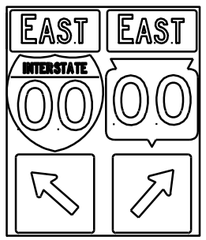


JV

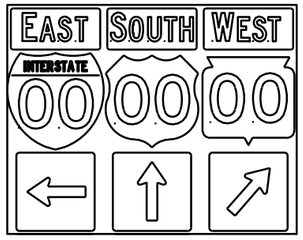
( Typical Vertical J-Assembly
See Note 10 and 11 )



J3-1



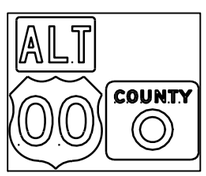
J3-2



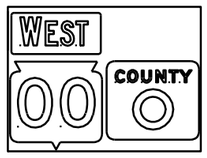
J3-3



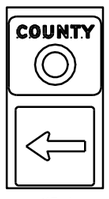
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

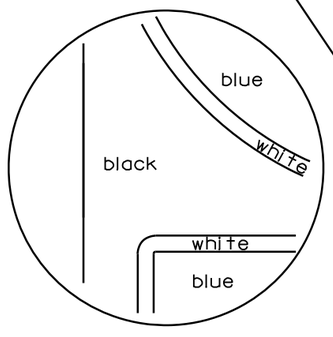


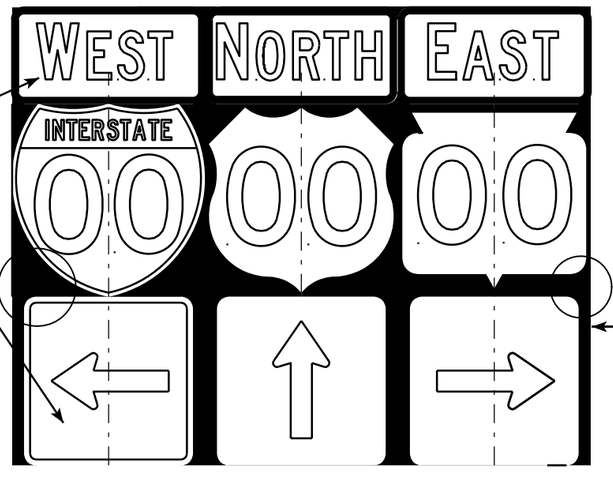
J23-1

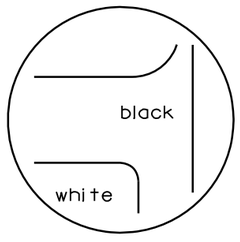


J22-1

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

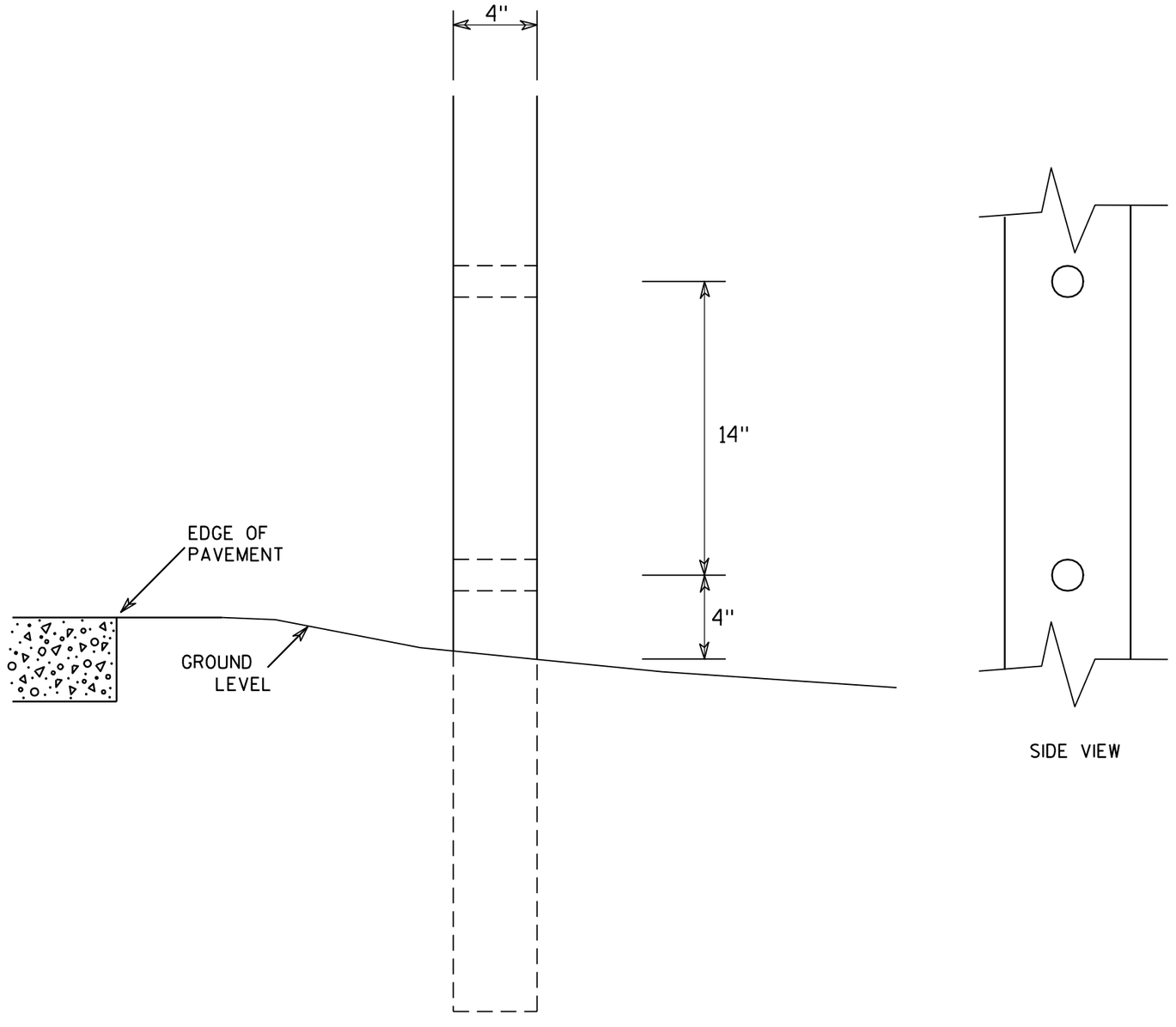
DATE 3/25/13 PLATE NO. A2-1S.7

7

7

PROJECT NO:

SHEET NO: 309 E






SIDE VIEW

GENERAL NOTES

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

# 4 X 6 WOOD POST MODIFICATIONS

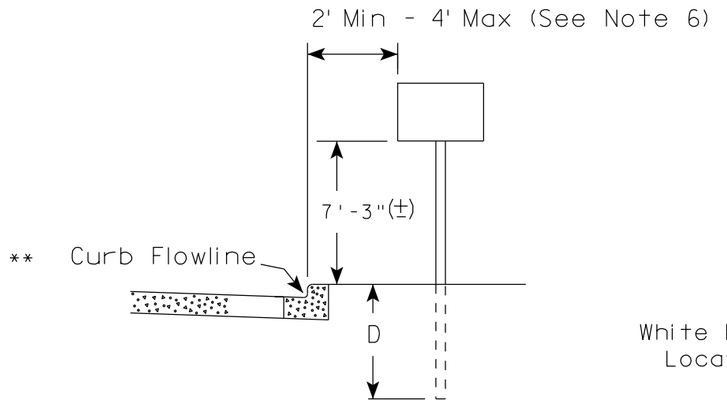
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

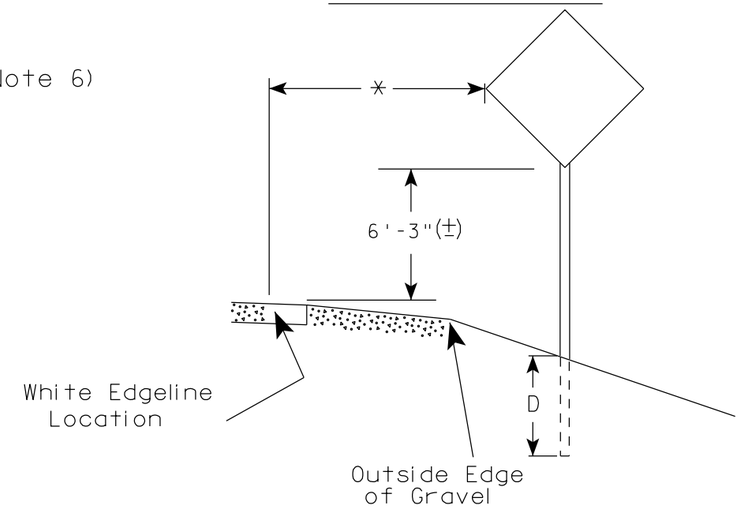
DATE 3/27/97 PLATE NO. A4-11.2

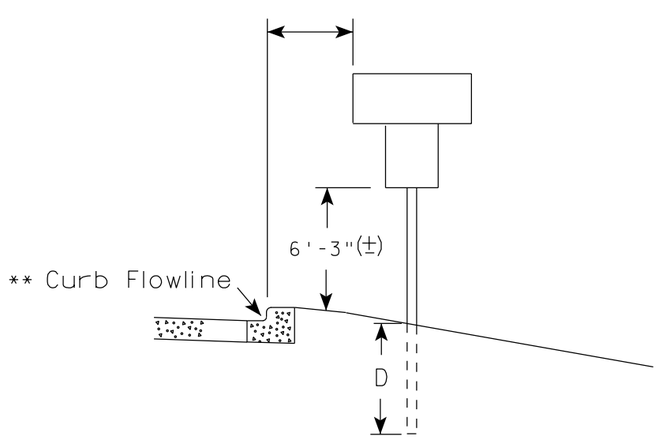
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 310 | E |
|---|---|---|---|---|---|

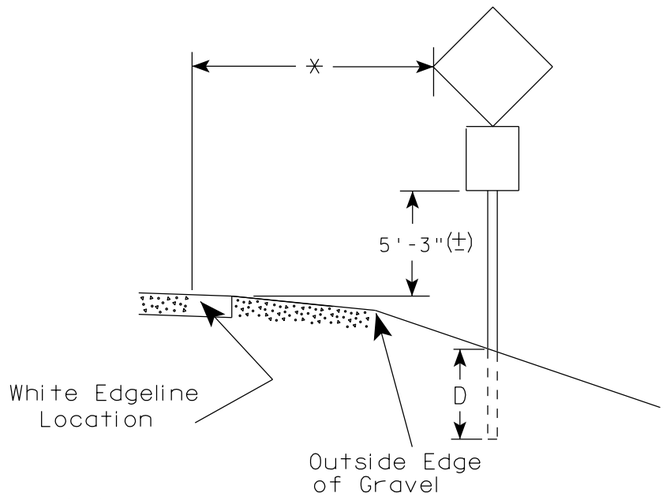
## URBAN AREA




## 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

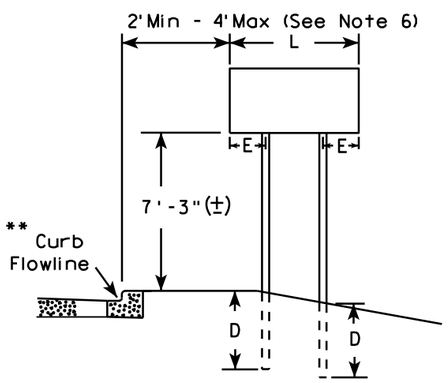


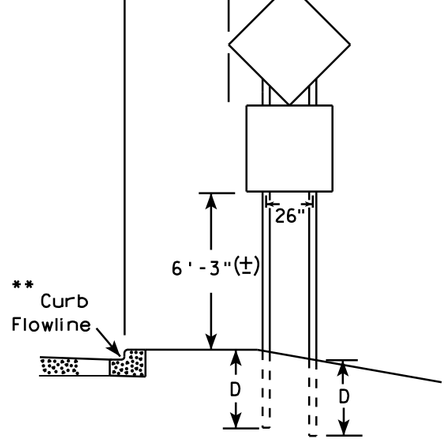
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




7

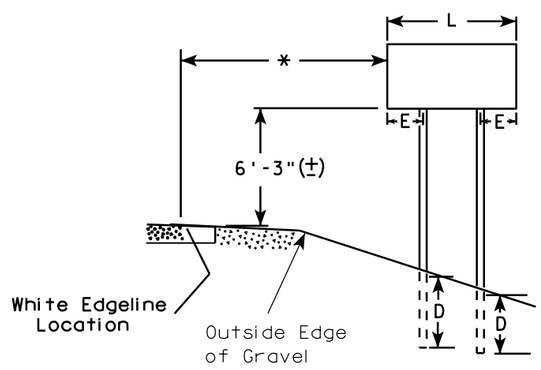
## URBAN AREA

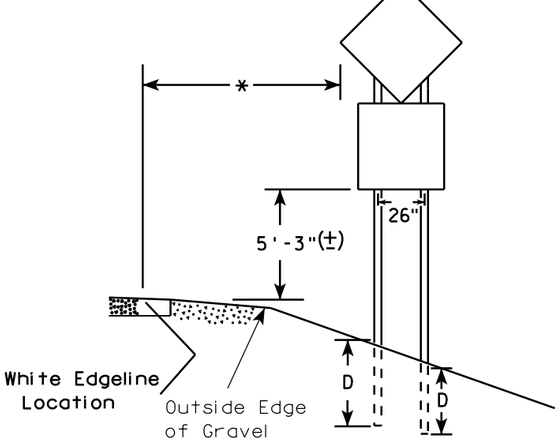


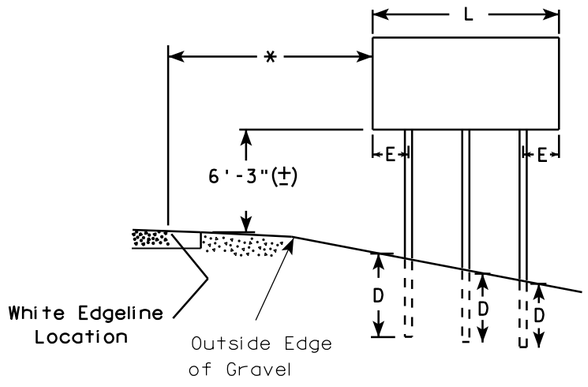

48" DIAMOND WARNING SIGN

## 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

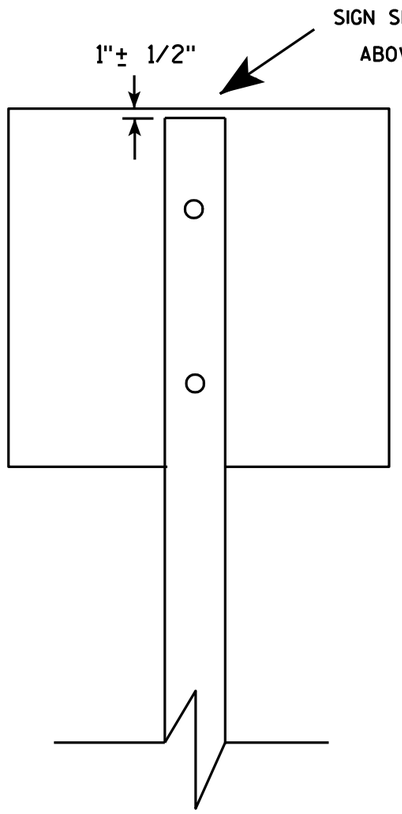
WISCONSIN DEPT OF TRANSPORTATION

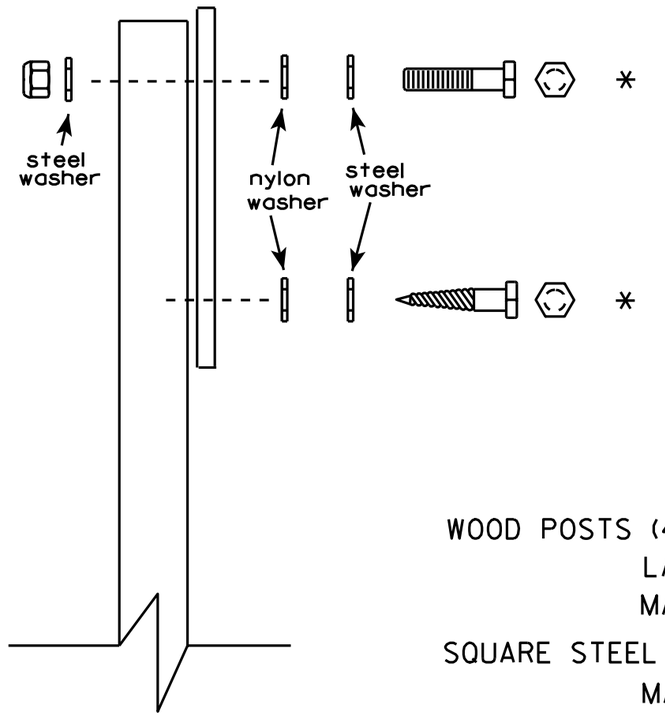
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-4 12



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




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

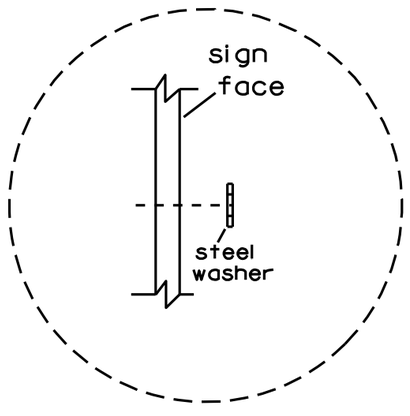
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

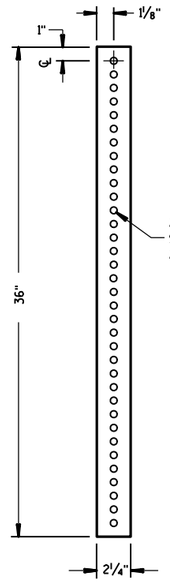
7

PROJECT NO:

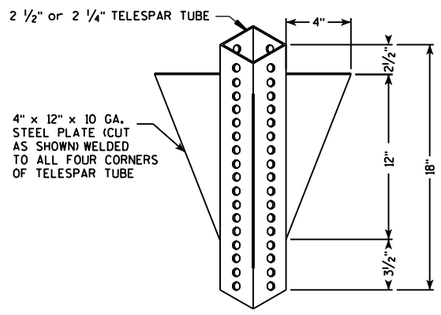
SHEET NO: 313 E

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

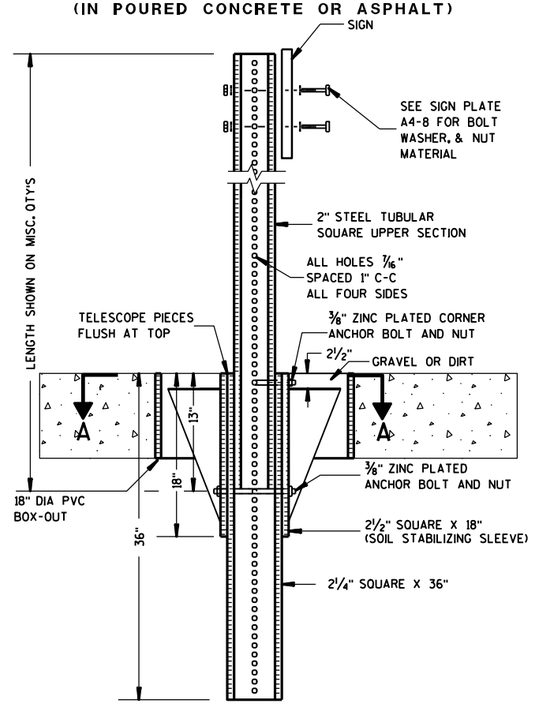
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



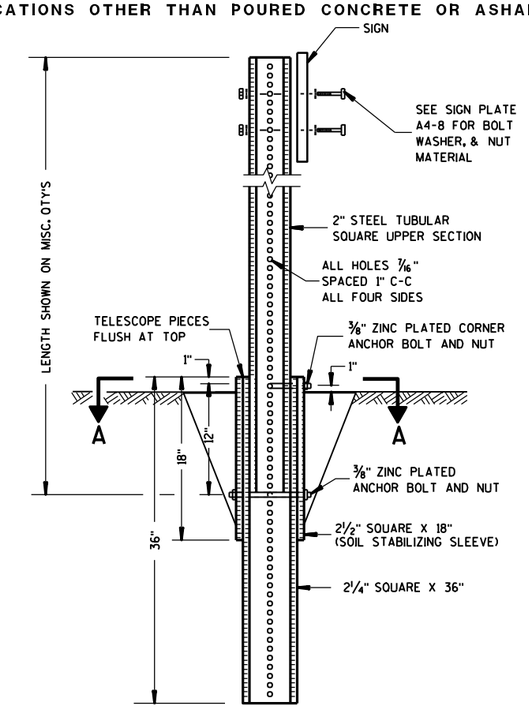

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

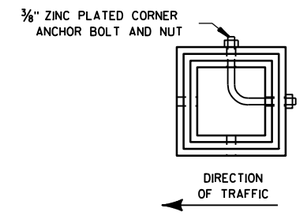



## DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)




## 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).**

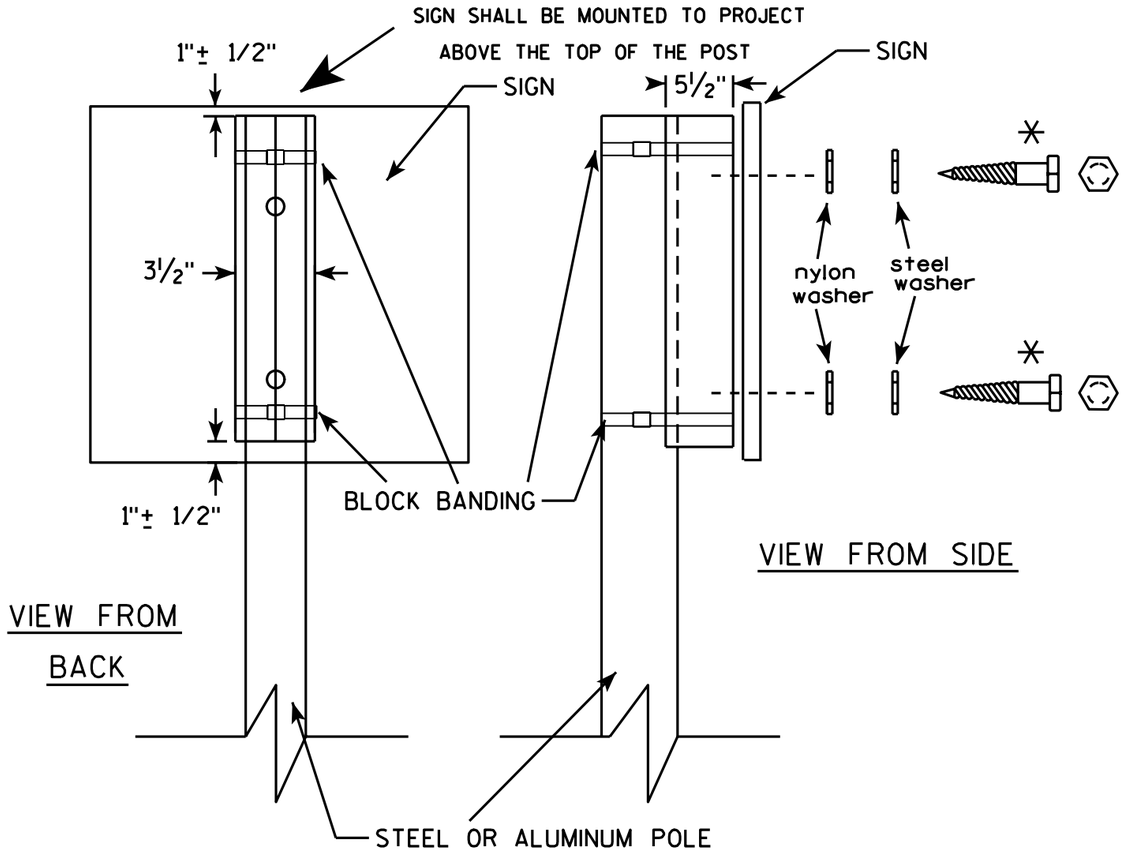
# TUBULAR STEEL SIGN POST A4-9

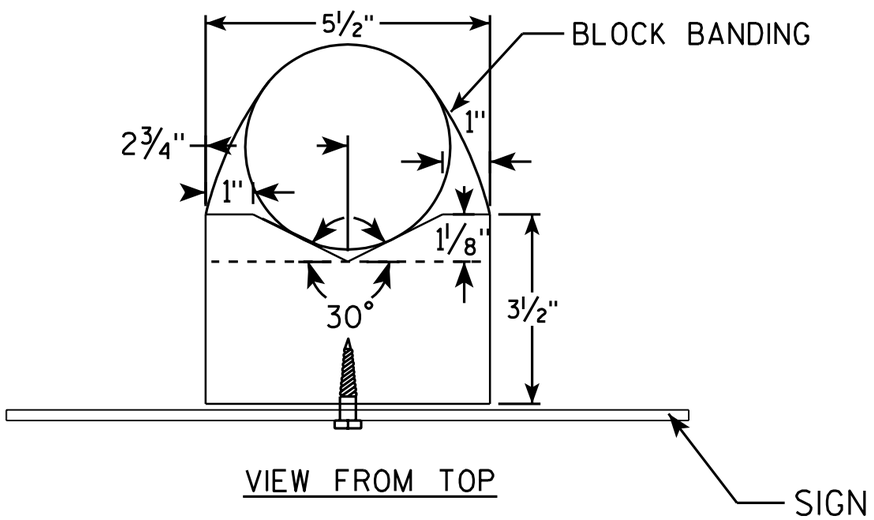
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 314 | 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:

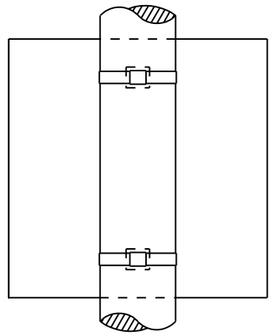
SHEET NO: 315 E

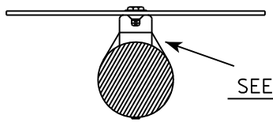
FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

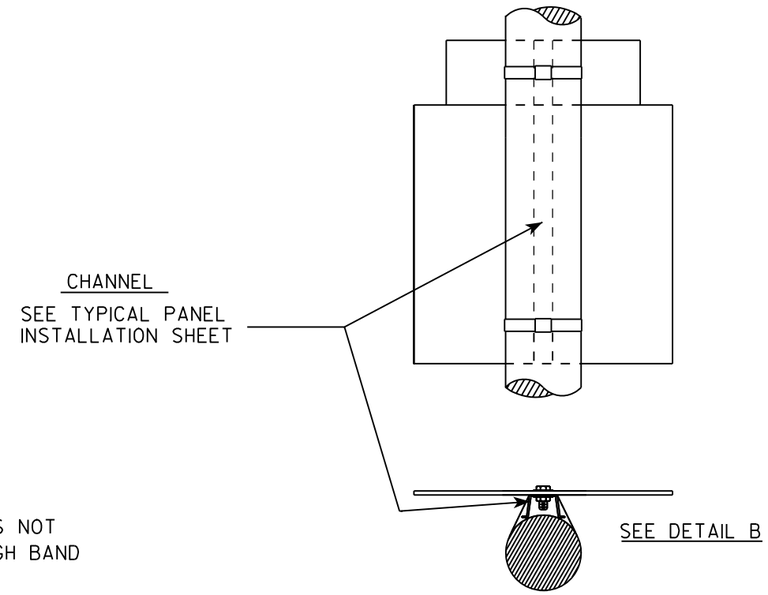
# BANDING

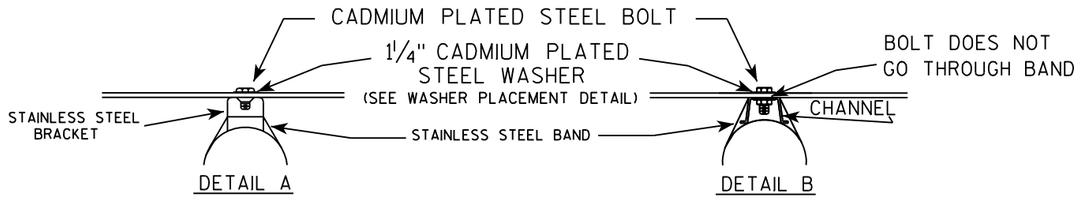
SINGLE SIGN



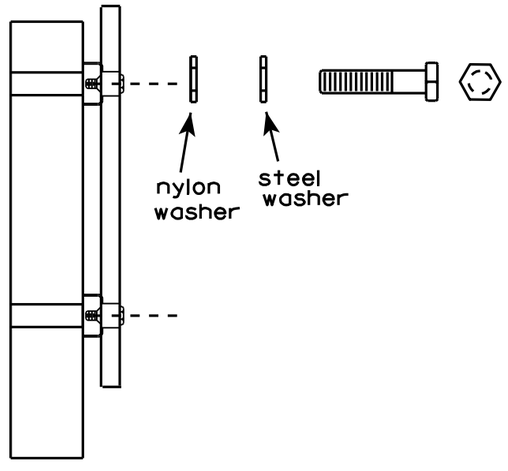



"J" ASSEMBLY




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.

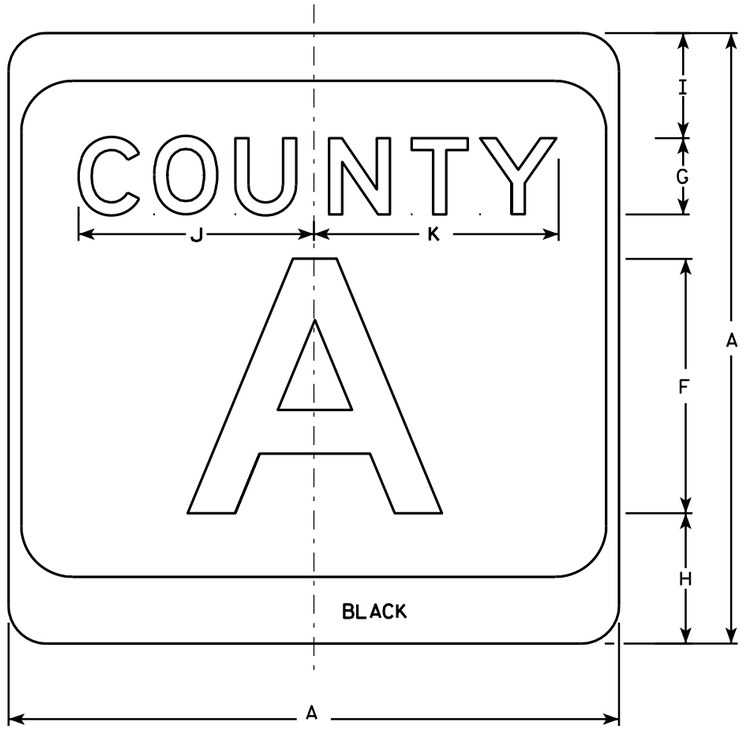
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

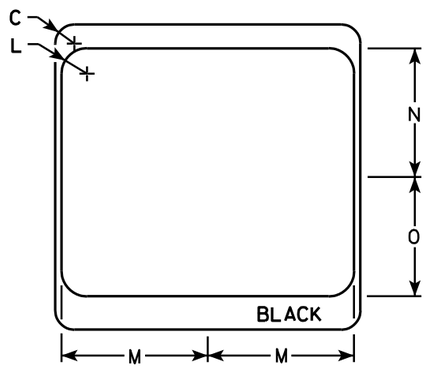
APPROVED Matthew R Rauch for State Traffic Engineer

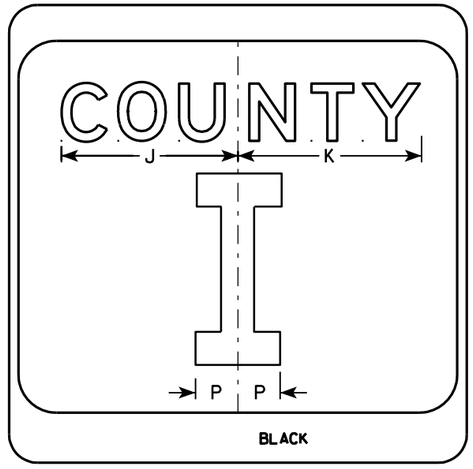
DATE 8/16/13 PLATE NO. A5-9.3

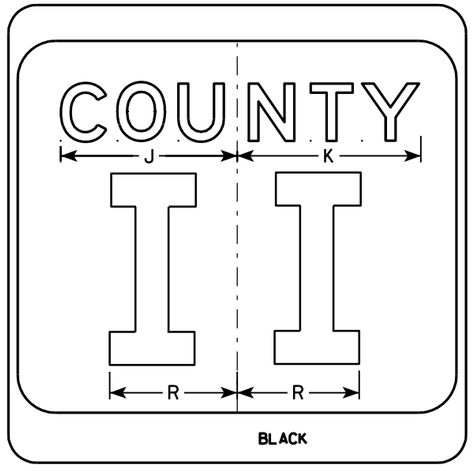
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 316 | E |
|---|---|---|---|---|---|




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 |

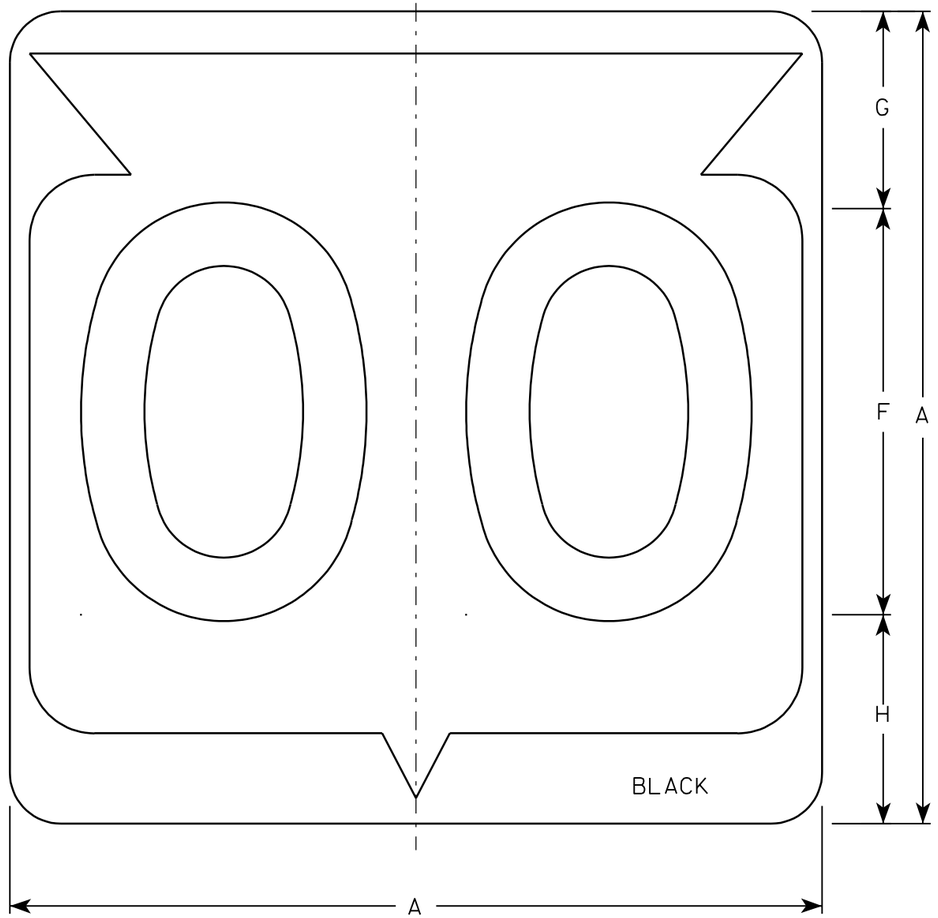
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

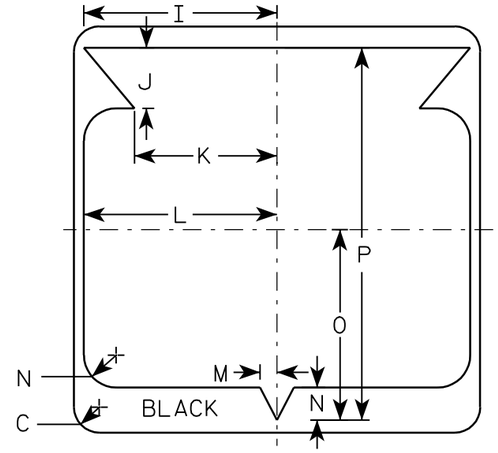
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 317 | E |
|---|---|---|---|---|---|




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 |

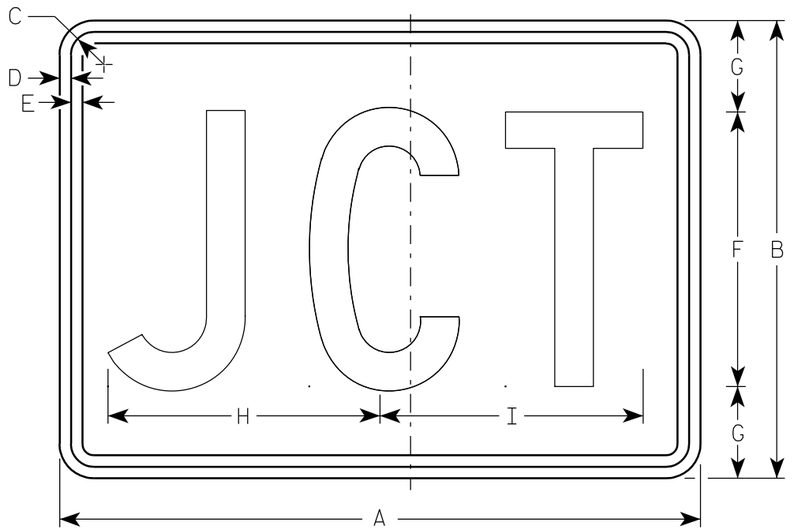
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

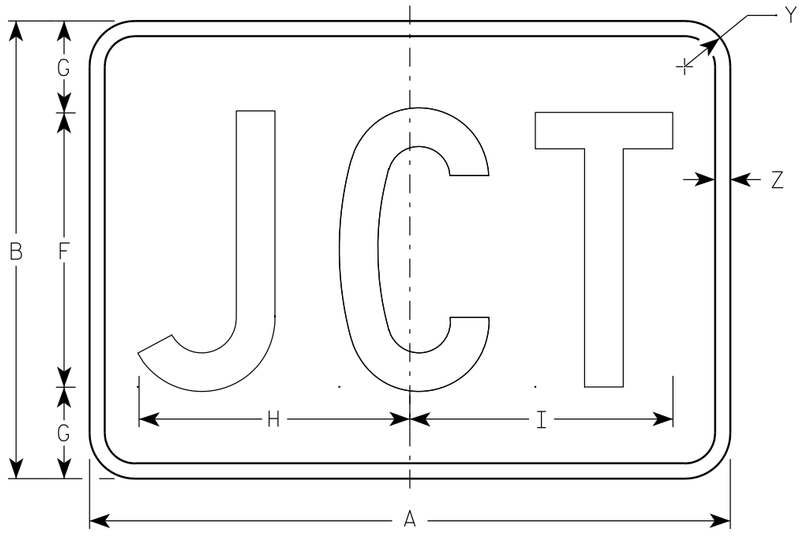
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 318 | 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 |

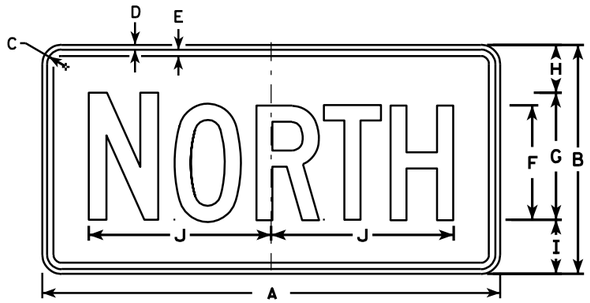
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

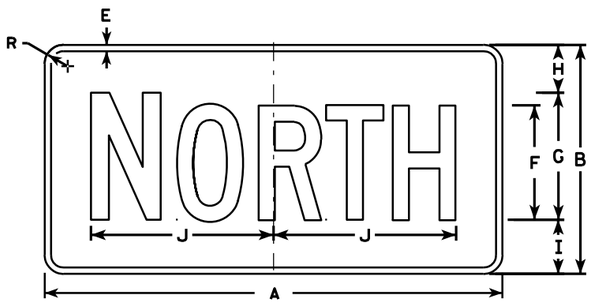
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

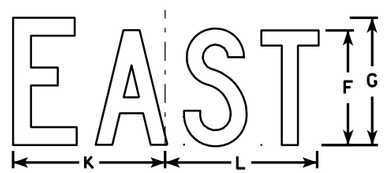
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 319 | E |
|---|---|---|---|---|---|




M3-1
MK3-1
MO3-1



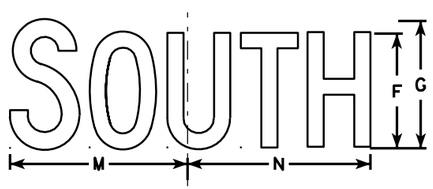

MB3-1
MG3-1
MM3-1
MN3-1



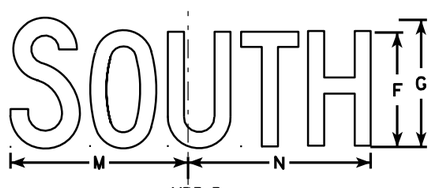

M3-2
MK3-2
MO3-2



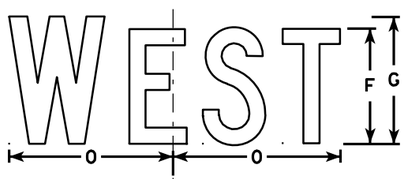

MB3-2
MG3-2
MM3-2
MN3-2



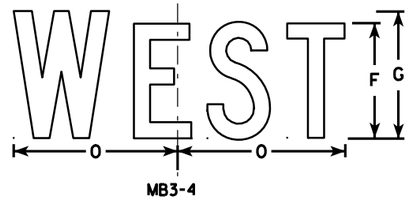

M3-3
MK3-3
MO3-3




MB3-3
MG3-3
MM3-3
MN3-3




M3-4
MK3-4
MO3-4




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
   MO3-1 thru MO3-4 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 |

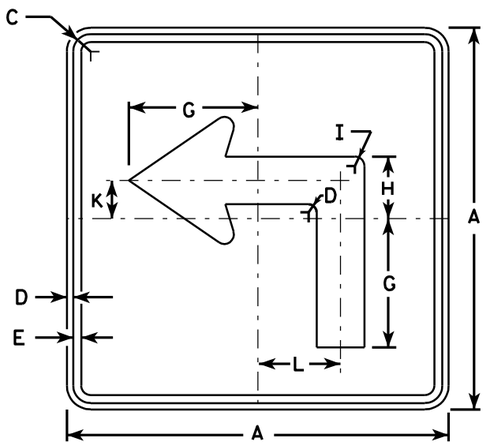
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

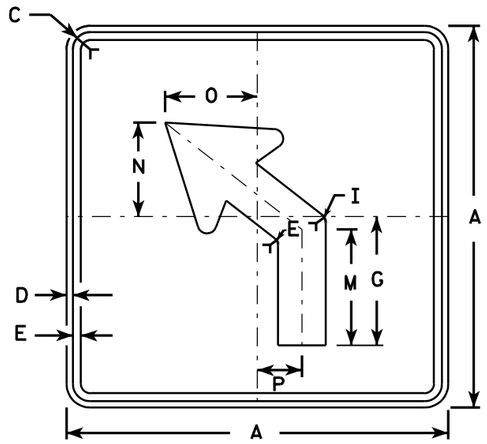
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

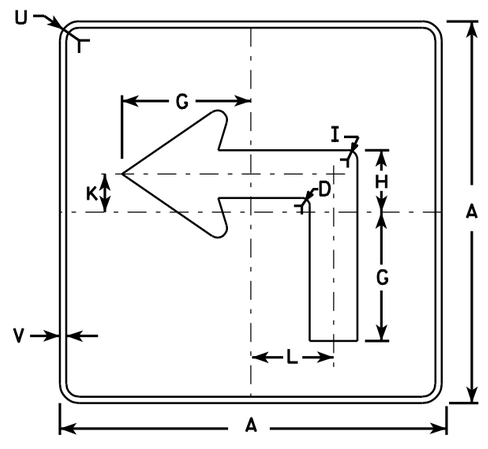
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 320 | E |
|---|---|---|---|---|---|



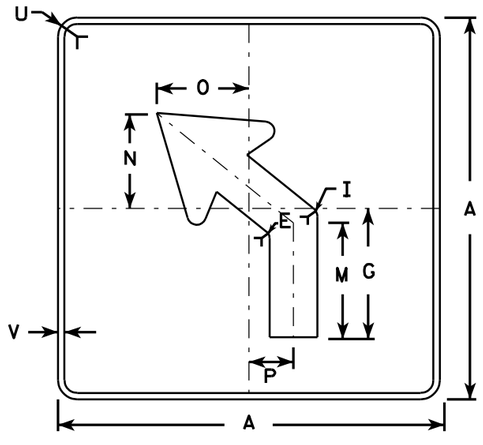

M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



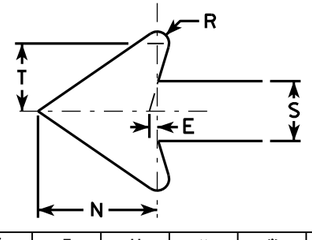

M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L




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 |

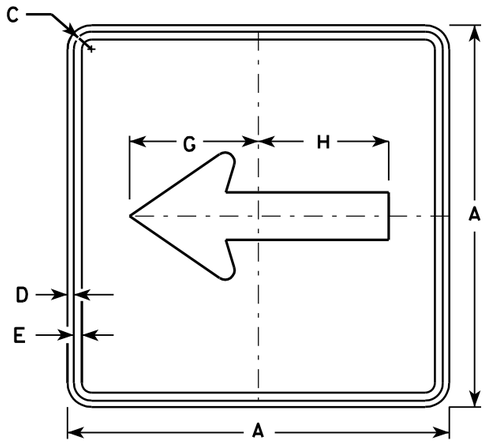
# STANDARD SIGN
# M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

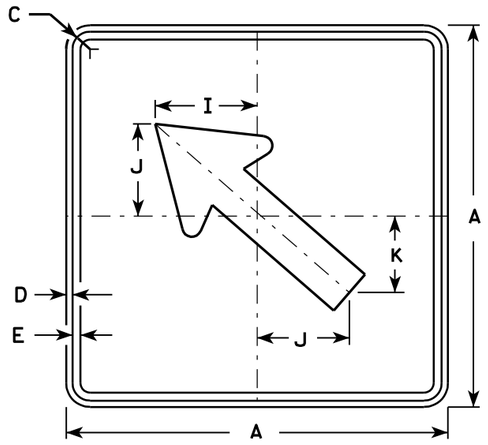
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

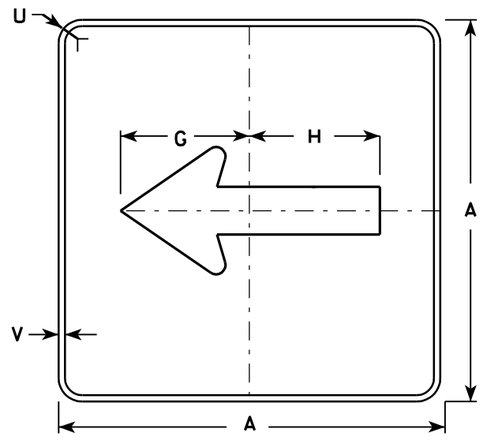
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E



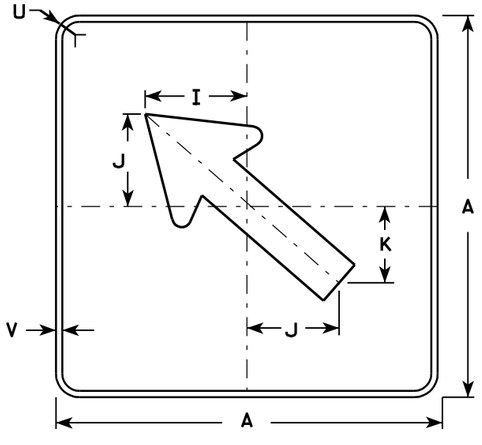

M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1




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

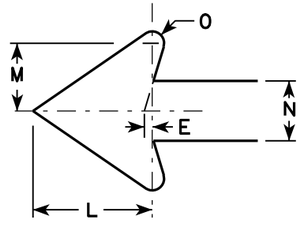
   MM6-1 and MM6-2 Background - White - Type H Reflective
   Message - Green

   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 |

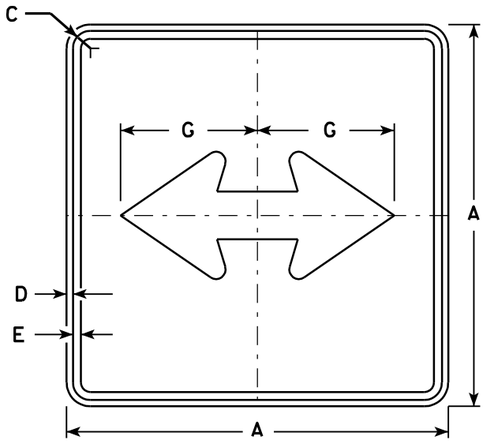
# STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

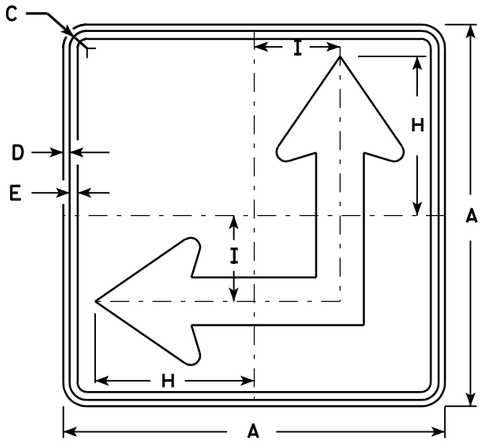
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-1.13

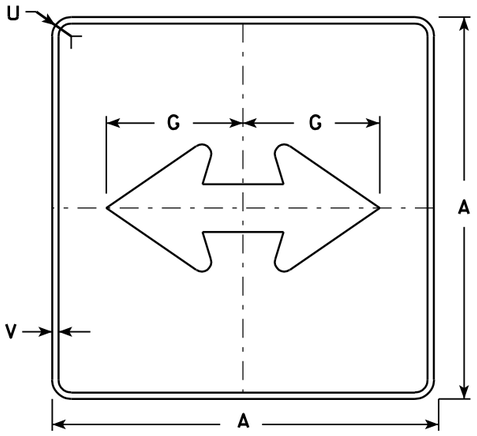
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 322 | E |
|---|---|---|---|---|---|



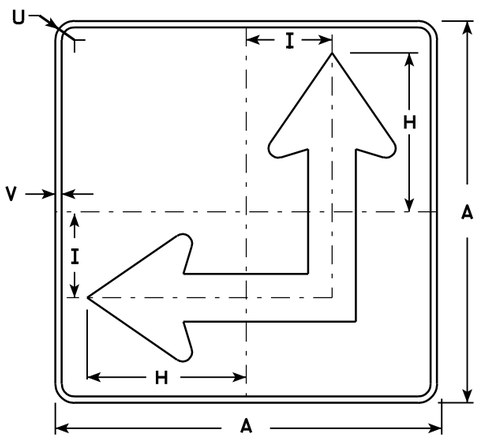

M6-4
MK6-4
MM6-4
MO6-4
MP6-4
MR6-4




M6-6
MK6-6
MM6-6
MO6-6
MP6-6
MR6-6



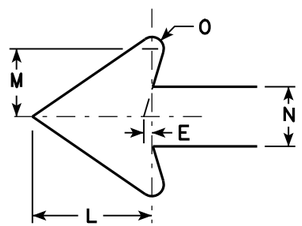

MB6-4
MG6-4
MN6-4




MB6-6
MG6-6
MN6-6

## 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. M6-4 and M6-6 Background - White - Type H Reflective
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White - Type H Reflective
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and 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 1/2 | 8 3/4 | 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 | 12 1/2 | 6 3/4 | | | 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 | 12 1/2 | 6 3/4 | | | 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 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |

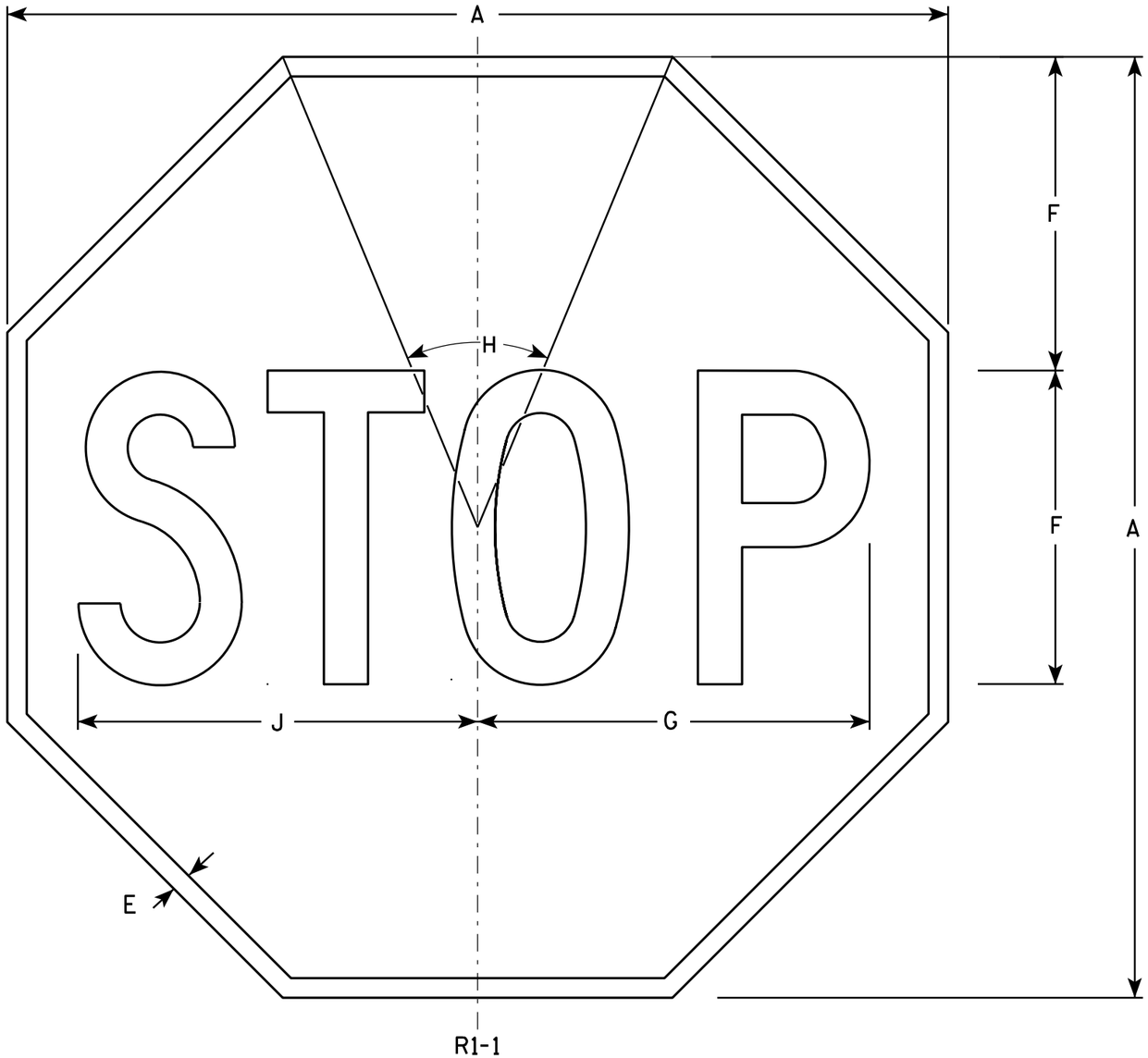
# STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-4.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | 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 |

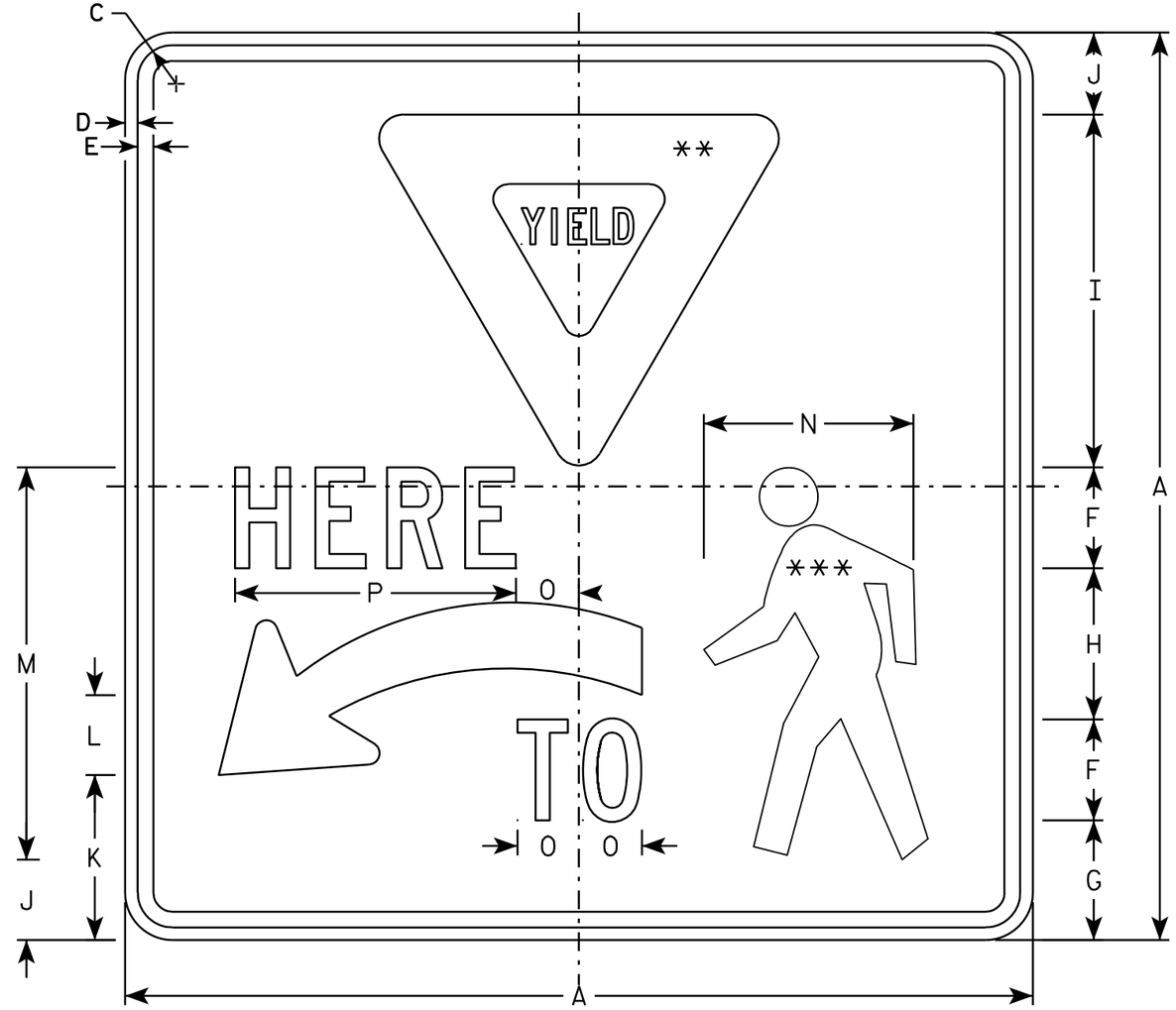
STANDARD SIGN
R1-1

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: 324 | E |
|---|---|---|---|---|---|



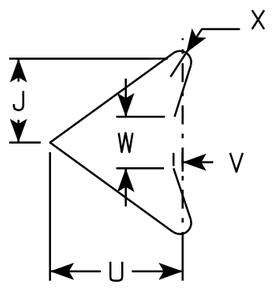

R1-5L

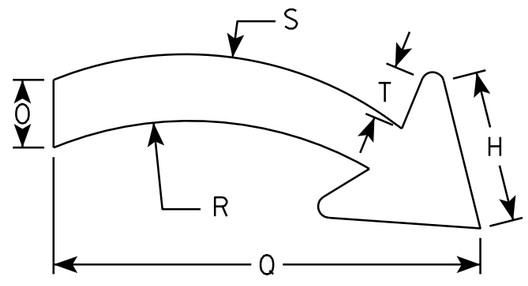
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
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.

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT




Arrow Detail

| 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 | 18 | | 1 1/8 | 3/8 | 3/8 | 2 | 2 3/8 | 3 | 7 | 1 5/8 | 3 1/4 | 1 5/8 | 7 3/4 | 4 1/8 | 1 1/4 | 5 5/8 | 1 3/8 | 14 1/4 | 13 3/4 | 1 1/8 | 2 5/8 | 1/8 | 1 | 1/2 | | | 2.25 |
| 2M | 18 | | 1 1/8 | 3/8 | 3/8 | 2 | 2 3/8 | 3 | 7 | 1 5/8 | 3 1/4 | 1 5/8 | 7 3/4 | 4 1/8 | 1 1/4 | 5 5/8 | 1 3/8 | 14 1/4 | 13 3/4 | 1 1/8 | 2 5/8 | 1/8 | 1 | 1/2 | | | 2.25 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 5 3/8 | 12 | 2 3/4 | 5 1/2 | 2 5/8 | 13 | 6 7/8 | 1 7/8 | 8 3/8 | 14 | 23 3/4 | 23 | 1 3/4 | 4 3/8 | 1/4 | 1 3/4 | 3/4 | | | 6.25 |
| 4 | 36 | | 1 3/8 | 1/2 | 5/8 | 4 | 4 3/4 | 6 | 14 | 3 1/4 | 6 1/2 | 3 1/8 | 15 | 8 1/4 | 2 1/2 | 11 1/8 | 16 3/4 | 28 1/2 | 27 3/4 | 2 1/8 | 5 1/4 | 3/8 | 2 | 1 | | | 9.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R1-5L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

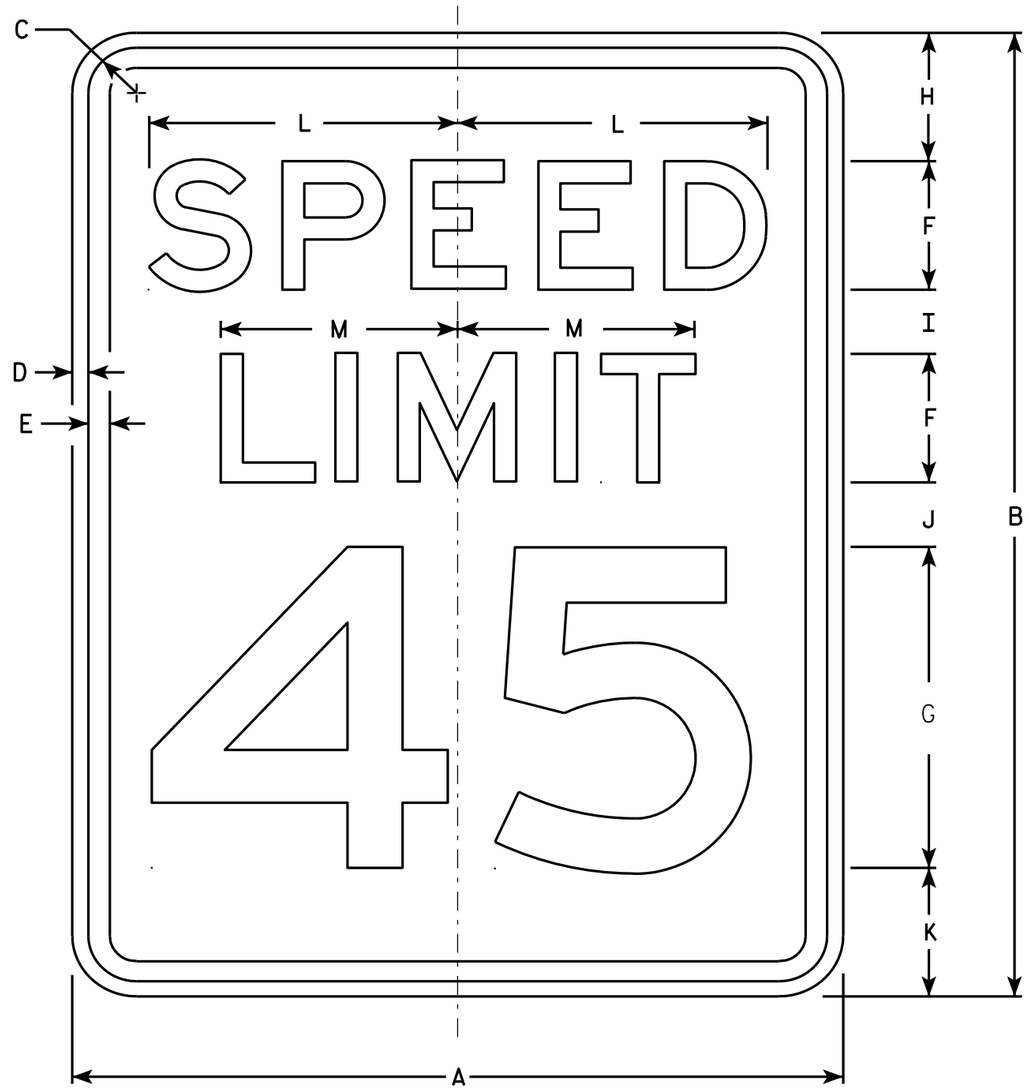
DATE 12/03/10 PLATE NO. R1-5L.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 325 | E




FILE NAME : C:\Users\PROJECTS\tr_stdplate\R15L.DGN PLOT DATE : 03-DEC-2010 09:07 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42




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 |

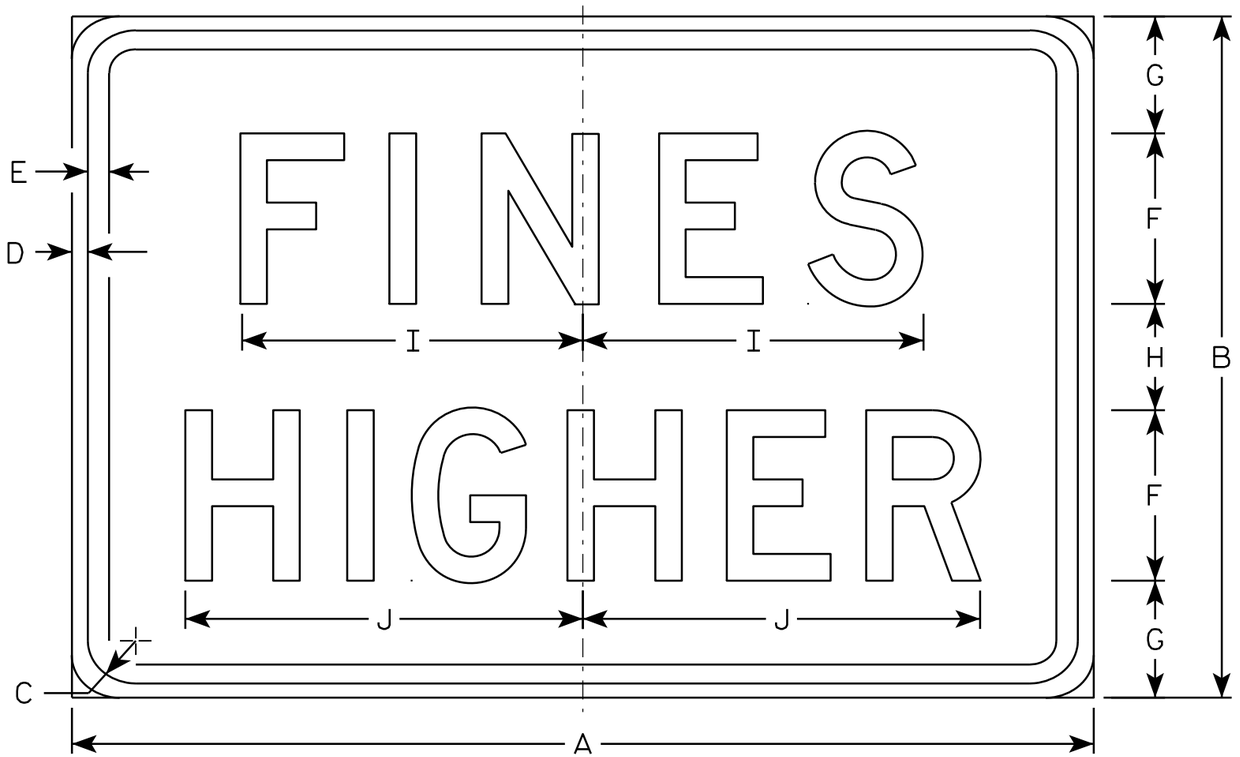
STANDARD SIGN
R2-1

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: 326 | E




R2-6P

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.

| 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 | 18 | 1 1/8 | 3/8 | 3/8 | 4 | 3 1/2 | 3 | 7 5/8 | 9 1/4 | | | | | | | | | | | | | | | | | 3.0 |
| 2M | 24 | 18 | 1 1/8 | 3/8 | 3/8 | 4 | 3 1/2 | 3 | 7 5/8 | 9 1/4 | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/8 | 3 3/4 | 12 | 14 | | | | | | | | | | | | | | | | | 6.0 |
| 4 | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/8 | 3 3/4 | 12 | 14 | | | | | | | | | | | | | | | | | 6.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 7 | 6 | 15 1/8 | 19 | | | | | | | | | | | | | | | | | 12.0 |

STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

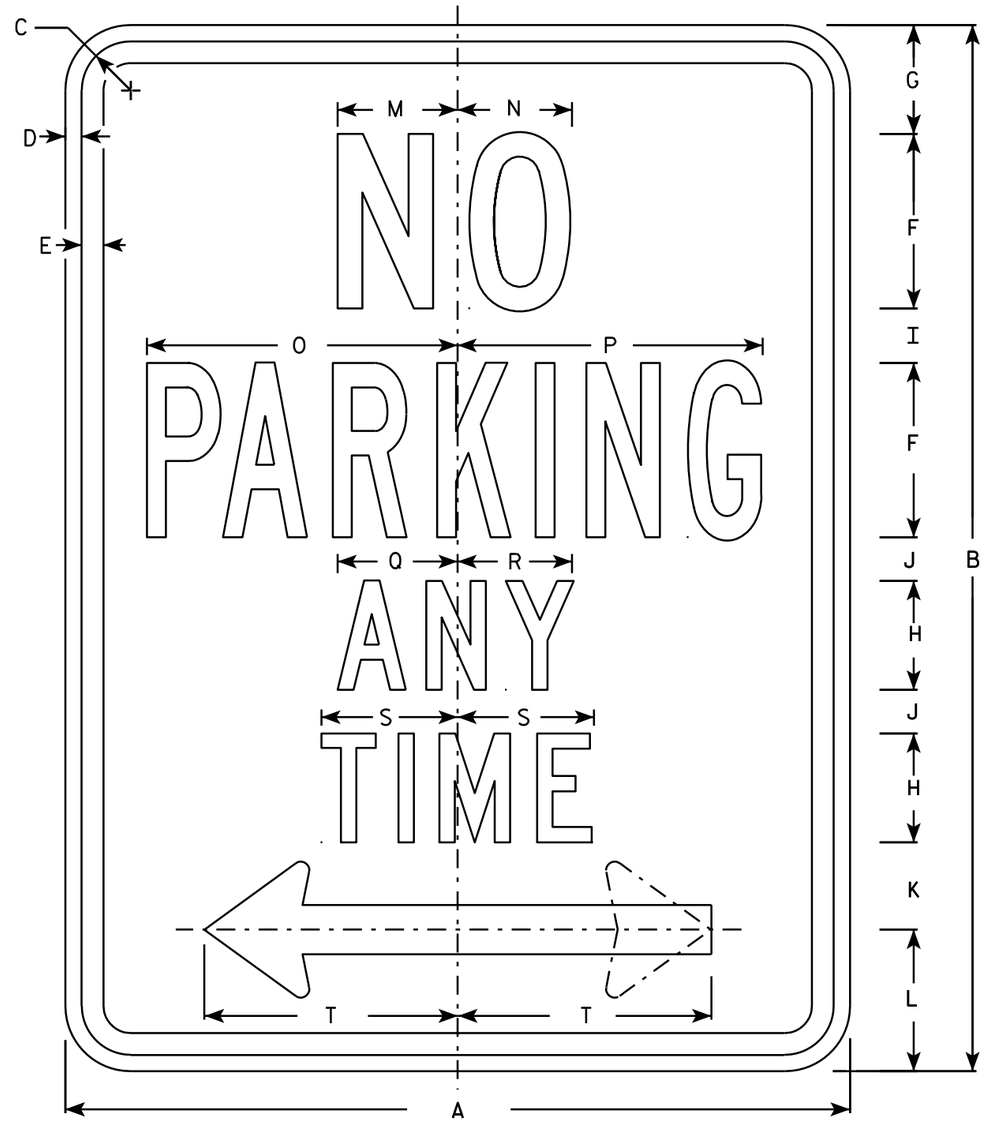
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E



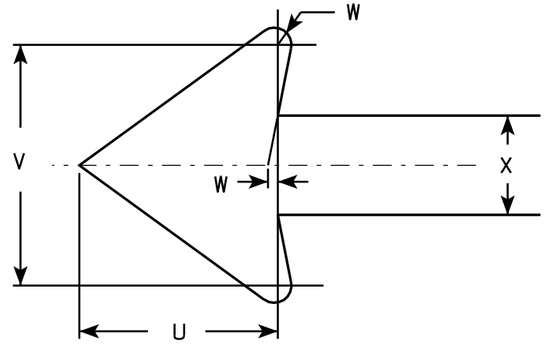

7




R7-1

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 - Red
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. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)




| 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 | 12 | 18 | 1 1/8 | 3/8 | 3/8 | 3 | 1 7/8 | 2 | 7/8 | 5/8 | 1 1/2 | 2 1/2 | 2 | 2 | 4 7/8 | 4 7/8 | 2 1/4 | 2 1/8 | 2 1/2 | 3 7/8 | 1 1/2 | 1 3/4 | 1/8 | 3/4 | | | 1.5 |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 4 | 2 1/2 | 2 1/2 | 1 1/4 | 1 | 2 | 3 1/4 | 2 3/4 | 2 5/8 | 7 1/8 | 7 | 2 3/4 | 2 5/8 | 3 1/8 | 5 7/8 | 2 1/4 | 2 5/8 | 1/4 | 1 1/8 | | | 3.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 3 1/4 | 3 1/4 | 3 3/4 | 7 3/4 | 3 | 3 1/2 | 1/4 | 1 1/2 | | | 5.0 |
| 3 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 3 1/4 | 3 1/4 | 3 3/4 | 7 3/4 | 3 | 3 1/2 | 1/4 | 1 1/2 | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 328 | E

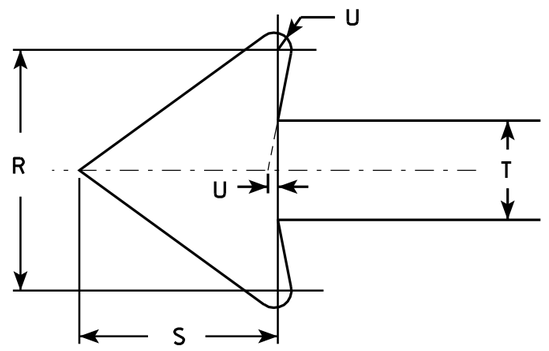



R7-2

*- See Note 5

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 - Red
3. Message Series - See Note 7
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 as required & adjust spacing to achieve proper balance.
6. R7-2D (double arrow)
   R7-2L (left arrow)
   R7-2R (right arrow)
7. Lines 1, 3 and 4 are series C, line 2 is series B.




| 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 | 12 | 18 | 1 1/8 | 3/8 | 3/8 | 3 | 1 7/8 | 1 1/2 | 7/8 | 7/8 | 2 | 2 1/2 | 2 | 2 | 4 7/8 | 4 7/8 | 3 7/8 | 1 3/4 | 1 1/2 | 3/4 | 1/8 | | | | | | 1.5 |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 4 | 2 1/2 | 2 1/2 | 1 1/4 | 1 | 2 | 3 1/4 | 2 3/4 | 2 5/8 | 7 1/8 | 7 | 5 7/8 | 2 5/8 | 2 1/4 | 1 1/8 | 1/4 | | | | | | 3.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 7 3/4 | 3 1/2 | 3 | 1 1/2 | 1/4 | | | | | | 5.0 |
| 3 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 7 3/4 | 3 1/2 | 3 | 1 1/2 | 1/4 | | | | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R7-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-2.9

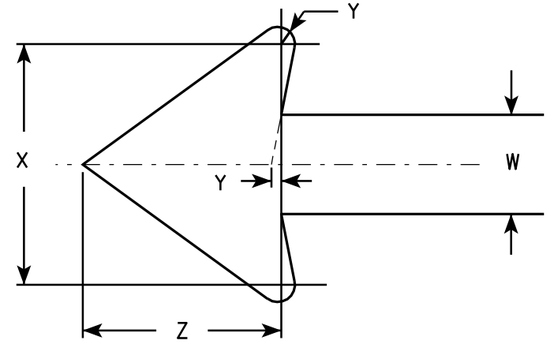
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 329 | E |
|---|---|---|---|---|---|




R7-51

## 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 - Red
3. Message Series - See Note 6
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. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.




ARROW DETAIL

| 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 | 12 | 18 | 1 1/8 | 3/8 | 3/8 | 3 | 1 7/8 | 2 | 7/8 | 5/8 | 1 1/2 | 2 1/2 | 2 | 2 | 4 7/8 | 4 7/8 | 4 7/8 | 5/8 | 1 3/4 | 2 1/2 | 4 3/8 | 3 7/8 | 3/4 | 1 3/4 | 1/8 | 1 1/2 | 1.5 |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 4 | 2 1/2 | 2 1/2 | 1 1/4 | 1 | 2 | 3 1/4 | 2 3/4 | 2 5/8 | 7 1/8 | 7 | 5 3/4 | 1 1/8 | 1 1/2 | 3 1/8 | 5 1/2 | 5 7/8 | 1 1/8 | 2 5/8 | 1/4 | 2 1/4 | 3.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 7 1/8 | 1 1/4 | 2 | 3 3/4 | 6 1/2 | 7 3/4 | 1 1/2 | 3 1/2 | 1/4 | 3 | 5.0 |
| 3 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 7 1/8 | 1 1/4 | 2 | 3 3/4 | 6 1/2 | 7 3/4 | 1 1/2 | 3 1/2 | 1/4 | 3 | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# STANDARD SIGN
# R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

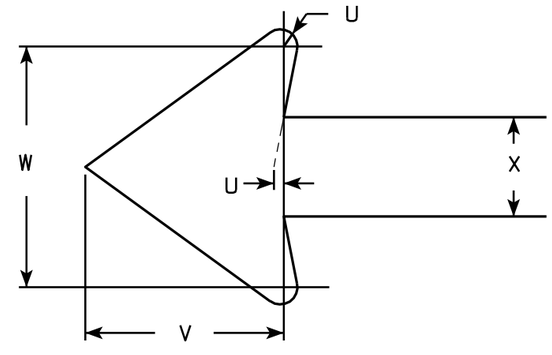
| PROJECT NO: | HWY: | COUNTY: | | | SHEET NO: 330 | E |
|---|---|---|---|---|---|---|




R7-52

## 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 - Red
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. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-52D (double arrow)
   R7-52L (left arrow)
   R7-52R (right arrow)




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | 18 | 1 1/8 | 3/8 | 3/8 | 3 | 1 7/8 | 1 1/2 | 7/8 | 7/8 | 2 | 2 1/2 | 2 | 2 | 4 7/8 | 4 7/8 | 5 1/8 | 5 | 3 1/8 | 3 7/8 | 1/8 | 1 1/2 | 1 3/4 | 3/4 | | | 1.5 |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 4 | 2 1/2 | 2 1/2 | 1 1/4 | 1 | 2 | 3 1/4 | 2 3/4 | 2 5/8 | 7 1/8 | 7 | 6 3/8 | 6 1/4 | 3 7/8 | 5 7/8 | 1/4 | 2 1/4 | 2 5/8 | 1 1/8 | | | 3.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 7 5/8 | 7 5/8 | 4 3/4 | 7 3/4 | 1/4 | 3 | 3 1/2 | 1 1/2 | | | 5.0 |
| 3 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 7 5/8 | 7 5/8 | 4 3/4 | 7 3/4 | 1/4 | 3 | 3 1/2 | 1 1/2 | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

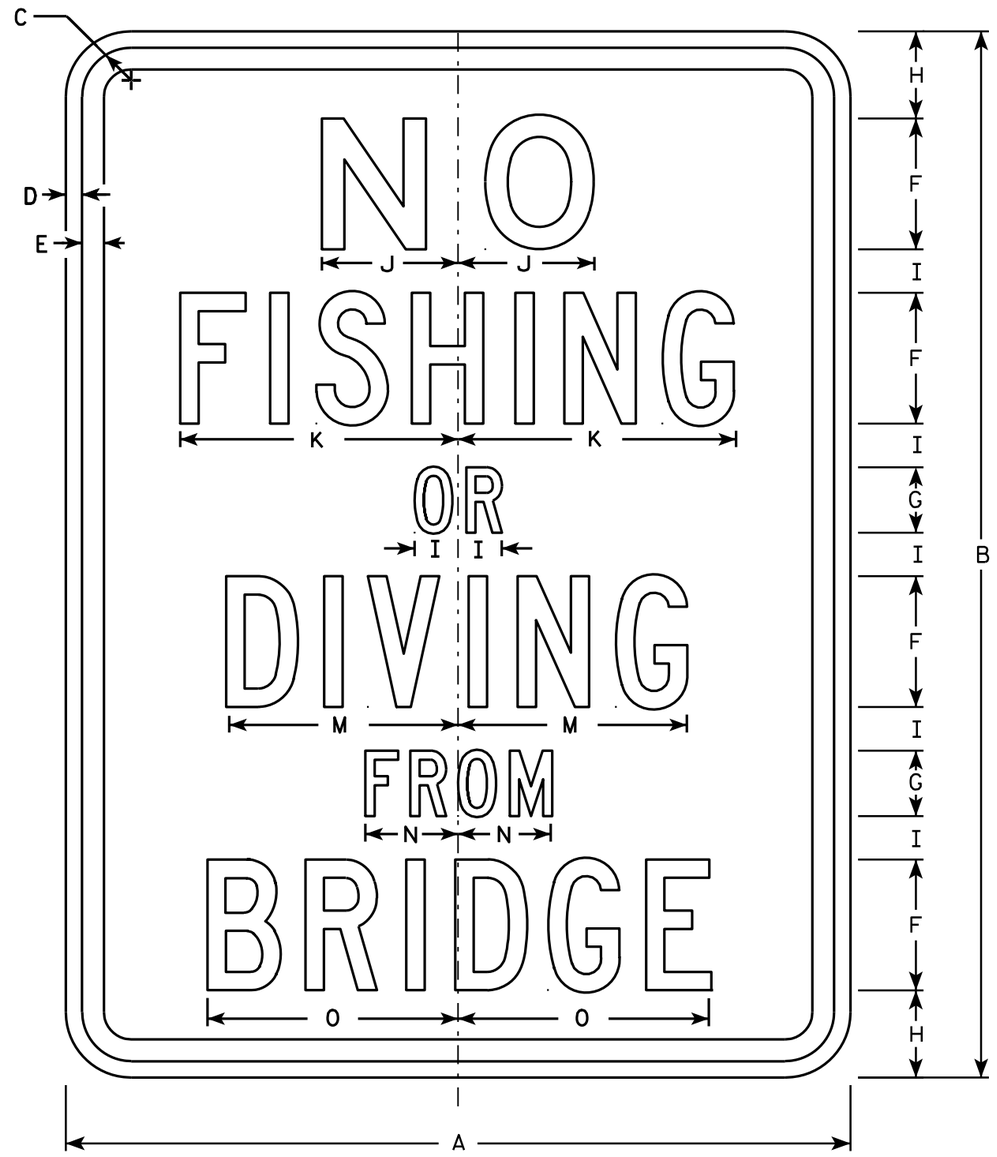
STANDARD SIGN
R7-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-52.6

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 331 | E |
|---|---|---|---|---|---|




R9-56

## 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 - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
   Lines 2, 3, 4, 5 and 6 are 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 1 1/2 | 2 | 1 | 3 1/8 | 6 3/8 | | 5 1/4 | 2 1/8 | 5 3/4 | | | | | | | | | | | | 3.0 |
| 2M | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 1 1/2 | 2 | 1 | 3 1/8 | 6 3/8 | | 5 1/4 | 2 1/8 | 5 3/4 | | | | | | | | | | | | 3.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

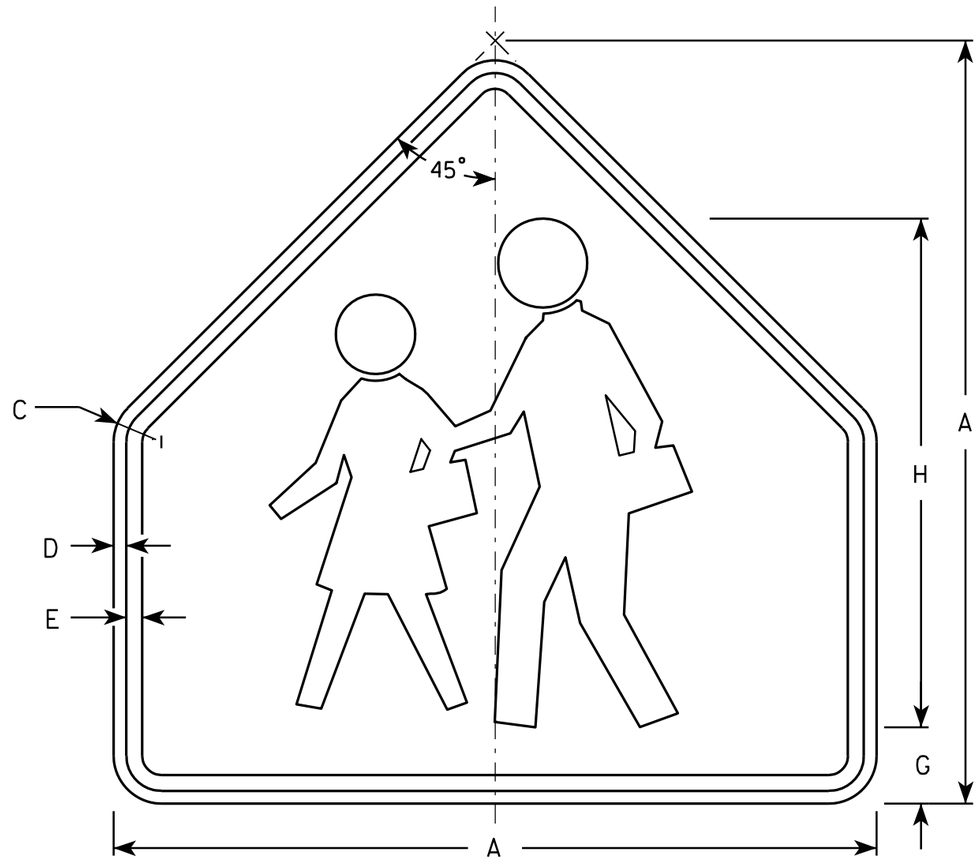
# STANDARD SIGN
# R9-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/2011 PLATE NO. R9-56.5

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 332 | E |
|---|---|---|---|---|---|




S1-1

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-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | | 3 | 20 | | | | | | | | | | | | | | | | | | | 4.69 |
| 2 | 36 | | 1 5/8 | 5/8 | 3/4 | | 3 1/2 | 24 | | | | | | | | | | | | | | | | | | | 6.75 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 3 1/2 | 24 | | | | | | | | | | | | | | | | | | | 6.75 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 4 3/4 | 32 | | | | | | | | | | | | | | | | | | | 12 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

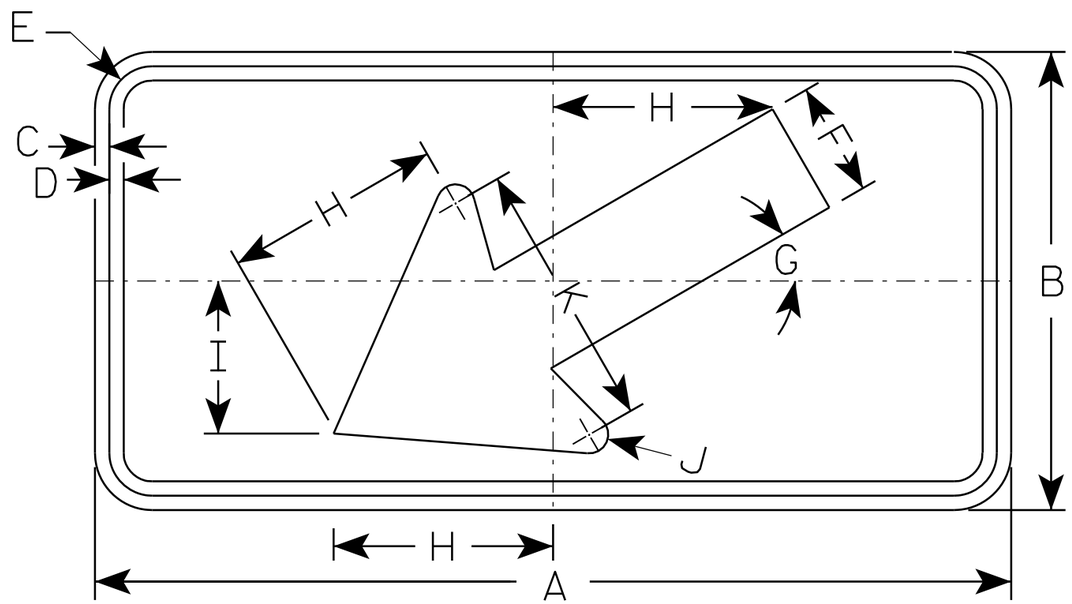
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 333 | E |
|---|---|---|---|---|---|




S16-7L

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-Green
   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.
4. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | 12 | 3/8 | 3/8 | 1 1/8 | 3 | 30° | 5 3/4 | 4 | 1/2 | 7 | | | | | | | | | | | | | | | | 2.0 |
| 2S | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 2M | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 3 | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 4 | 48 | 24 | 1/2 | 5/8 | 1 3/8 | 6 | 30° | 11 1/2 | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

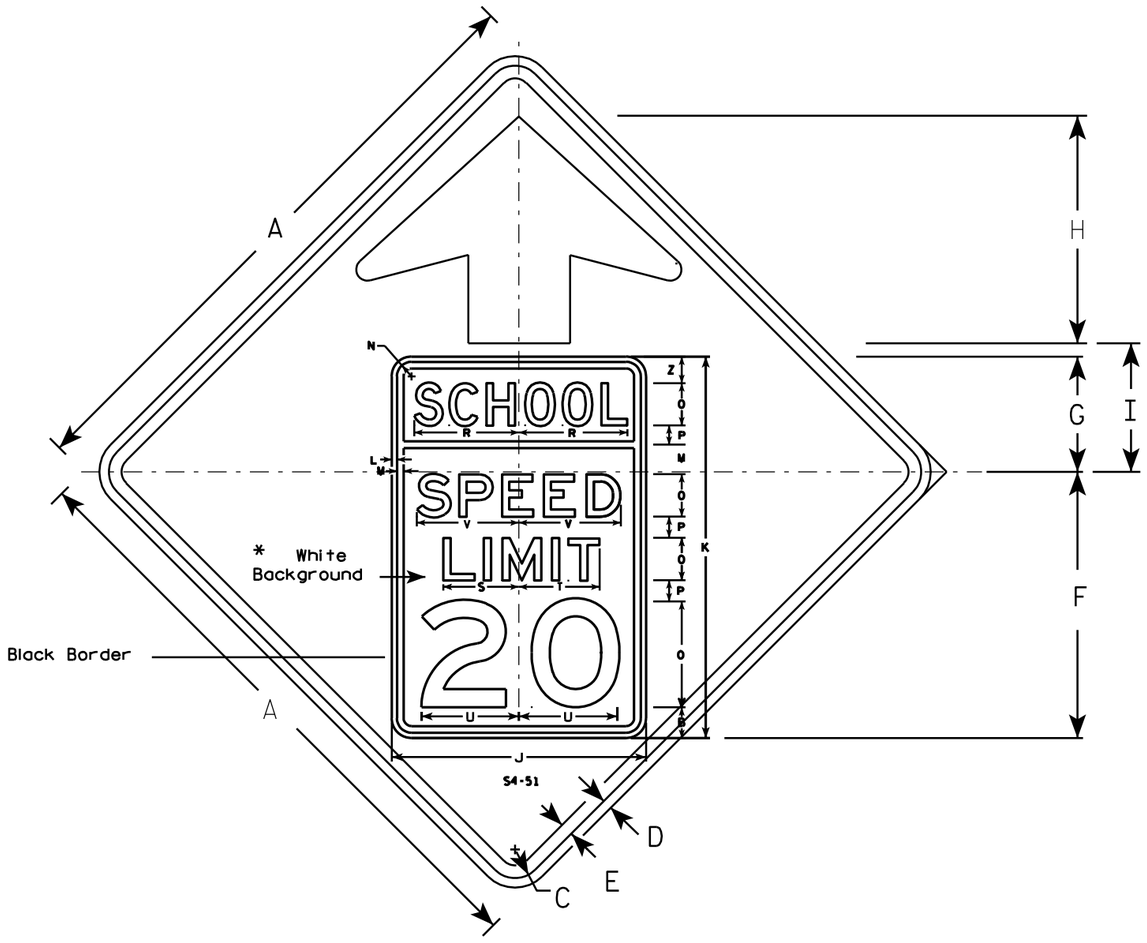
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-7.1

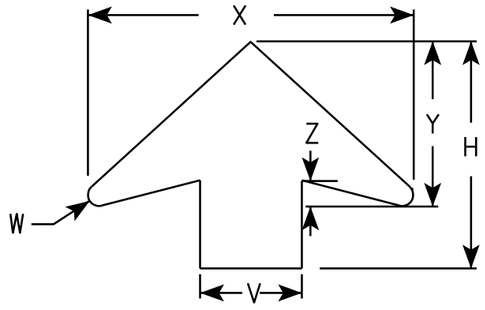
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 334 | E




S4-5

## NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: See Note 5
   Background - Flourescent Yellow Green
   Message - BLACK
3. Message Series - See note 6
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance
5. SCHOOL background - Yellow Green -Type F Reflective.
   Speed Limit panel background - White -Type H Reflective.
6. From top to bottom:
   School is series D
   All other lines are series E
7. 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 | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 36 | 1 7/8 | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 3/4 | 13 3/8 | 7 5/8 | 15 | 22 1/2 | 1/4 | 3/8 | 7/8 | 6 1/4 | 1 1/4 | 2 1/2 | 6 3/8 | 4 1/2 | 4 3/4 | 5 3/4 | 6 | 5/8 | 19 1/4 | 9 3/4 | 1 5/8 | 9.0 |
| 3 | 48 | 2 3/8 | 2 1/4 | 3/4 | 1 | 18 3/4 | 10 1/8 | 17 7/8 | 10 1/8 | 20 | 30 | 3/8 | 1/2 | 1 1/8 | 8 3/8 | 1 5/8 | 3 3/8 | 8 1/2 | 5 7/8 | 6 3/8 | 7 3/4 | 8 | 7/8 | 25 5/8 | 13 | 2 | 16.0 |
| 4 | 48 | 2 3/8 | 2 1/4 | 3/4 | 1 | 18 3/4 | 10 1/8 | 17 7/8 | 10 1/8 | 20 | 30 | 3/8 | 1/2 | 1 1/8 | 8 3/8 | 1 5/8 | 3 3/8 | 8 1/2 | 5 7/8 | 6 3/8 | 7 3/4 | 8 | 7/8 | 25 5/8 | 13 | 2 | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
S4-5

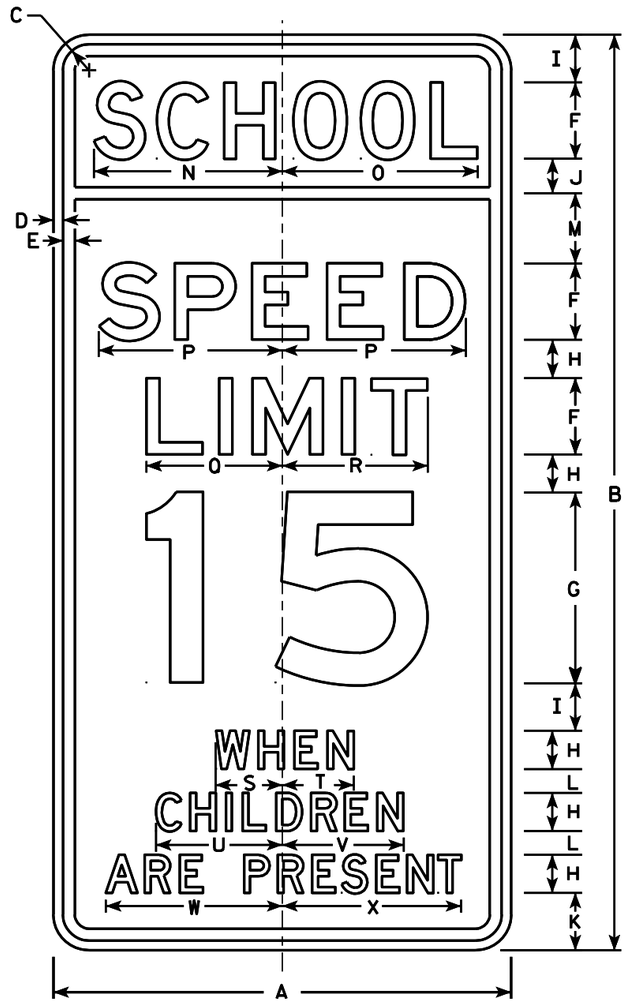
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/21/10 PLATE NO. S4-5.3

PROJECT NO:

SHEET NO: 335 E




S4-51

## NOTES

1. Sign is Type II - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. (See note 5).
2. Color:
   Background - See note 5
   Message - Black
3. Message Series - See note 6
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. Top panel (SCHOOL) background - Yellow Green -Type F Reflective.
   Lower panel background - White -Type H Reflective.
6. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
7. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 1200 mm |
| 3 | 900 mm X 1800 mm |
| 4 | |
| 5 | |

| 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 | 48 | 1 3/8 | 1/2 | 5/8 | 4 | 10 | 2 | 2 1/2 | 1 3/4 | 3 | 1 1/4 | 3 3/4 | 9 7/8 | 10 1/4 | 9 5/8 | 7 1/8 | 7 5/8 | 3 1/2 | 3 3/8 | 6 5/8 | 6 3/8 | 9 1/4 | 9 3/8 | | | 8.00 | 0.72 |
| 3 | 36 | 72 | 2 1/4 | 3/4 | 1 | 6 | 15 | 3 | 3 3/4 | 2 3/4 | 4 1/2 | 1 7/8 | 5 1/2 | 15 | 15 1/4 | 14 1/2 | 11 1/4 | 11 1/2 | 5 1/2 | 5 3/4 | 10 | 9 3/4 | 14 | 14 1/8 | | | 18.00 | 1.62 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

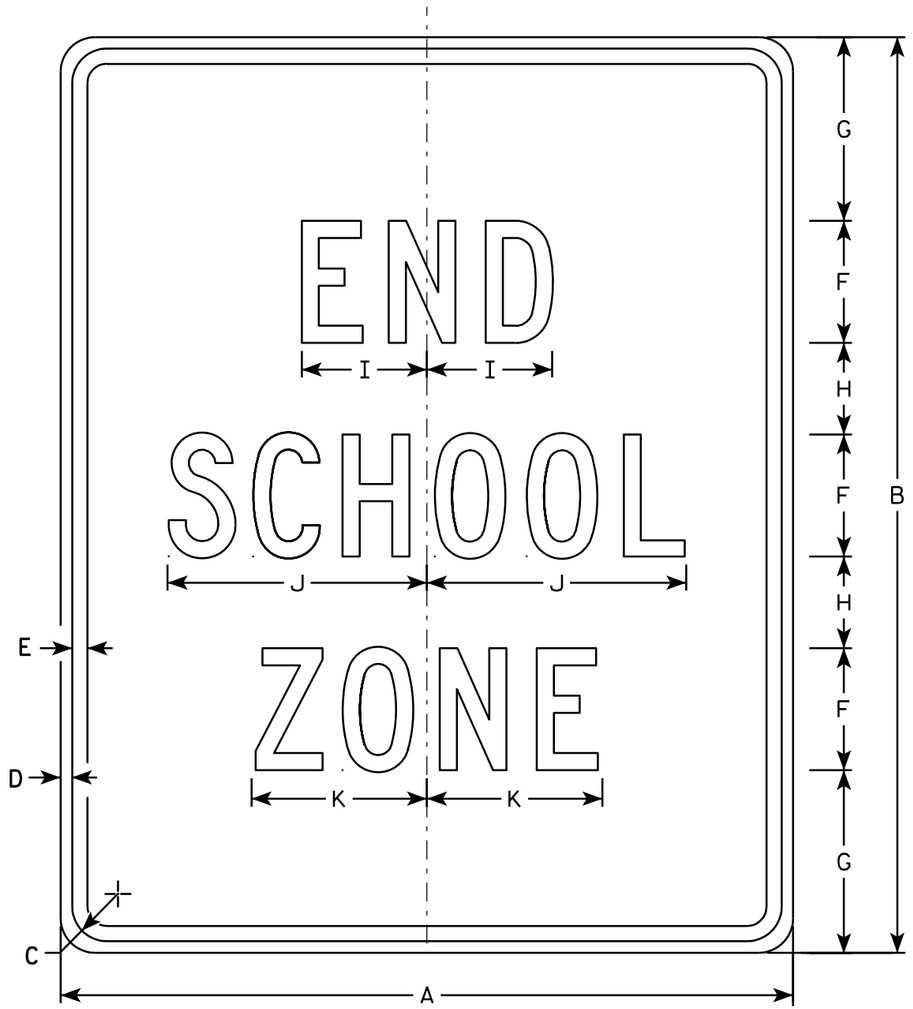
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/10 PLATE NO. S4-51.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 336 | E |
|---|---|---|---|---|---|




S5-2

NOTES

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

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 6 | 3 | 4 1/8 | 8 1/2 | 5 3/4 | | | | | | | | | | | | | | | | 5.0 |
| 3 | 36 | 42 | 1 5/8 | 5/8 | 3/4 | 6 | 7 | 5 | 6 1/8 | 12 5/8 | 8 5/8 | | | | | | | | | | | | | | | | 10.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

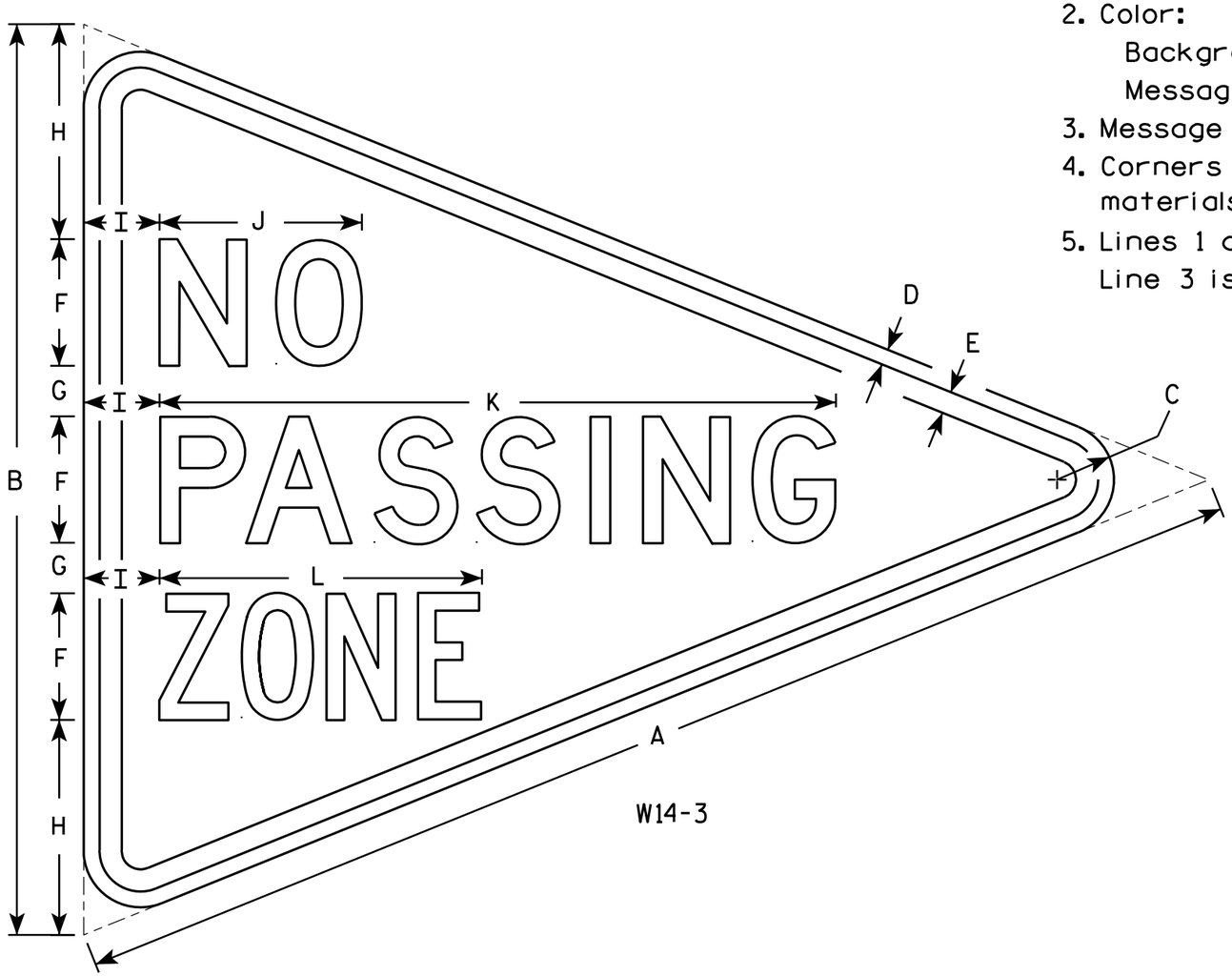
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 | 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. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.




W14-3

| 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 | 48 | 36 | 2 1/4 | 5/8 | 7/8 | 5 | 2 | 8 1/2 | 3 | 8 | 26 3/4 | 12 3/4 | | | | | | | | | | | | | | | 6.0 |
| 2M | 48 | 36 | 2 1/4 | 5/8 | 7/8 | 5 | 2 | 8 1/2 | 3 | 8 | 26 3/4 | 12 3/4 | | | | | | | | | | | | | | | 6.0 |
| 3 | 64 | 48 | 3 | 3/4 | 1 1/4 | 6 | 3 | 12 | 4 | 10 3/4 | 33 5/8 | 16 1/2 | | | | | | | | | | | | | | | 10.7 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

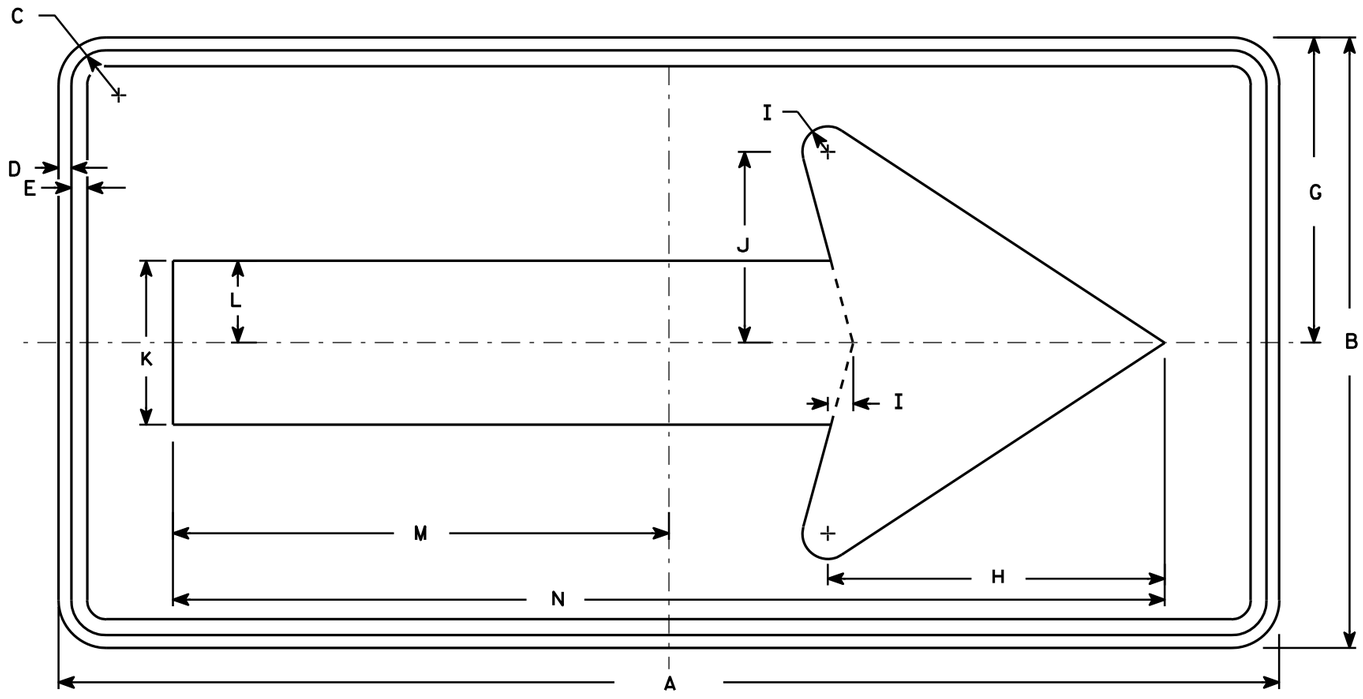
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 338 | E |
|---|---|---|---|---|---|




W1-6

## 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.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 3/8 | | 9 | 10 | 3/4 | 5 5/8 | 4 3/4 | 2 3/8 | 14 5/8 | 29 1/4 | | | | | | | | | | | | | 4.5 |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 96 | 48 | 2 1/4 | 3/4 | 1 | | 24 | 26 1/2 | 2 | 15 | 13 | 6 1/2 | 39 | 78 | | | | | | | | | | | | | 32.0 |

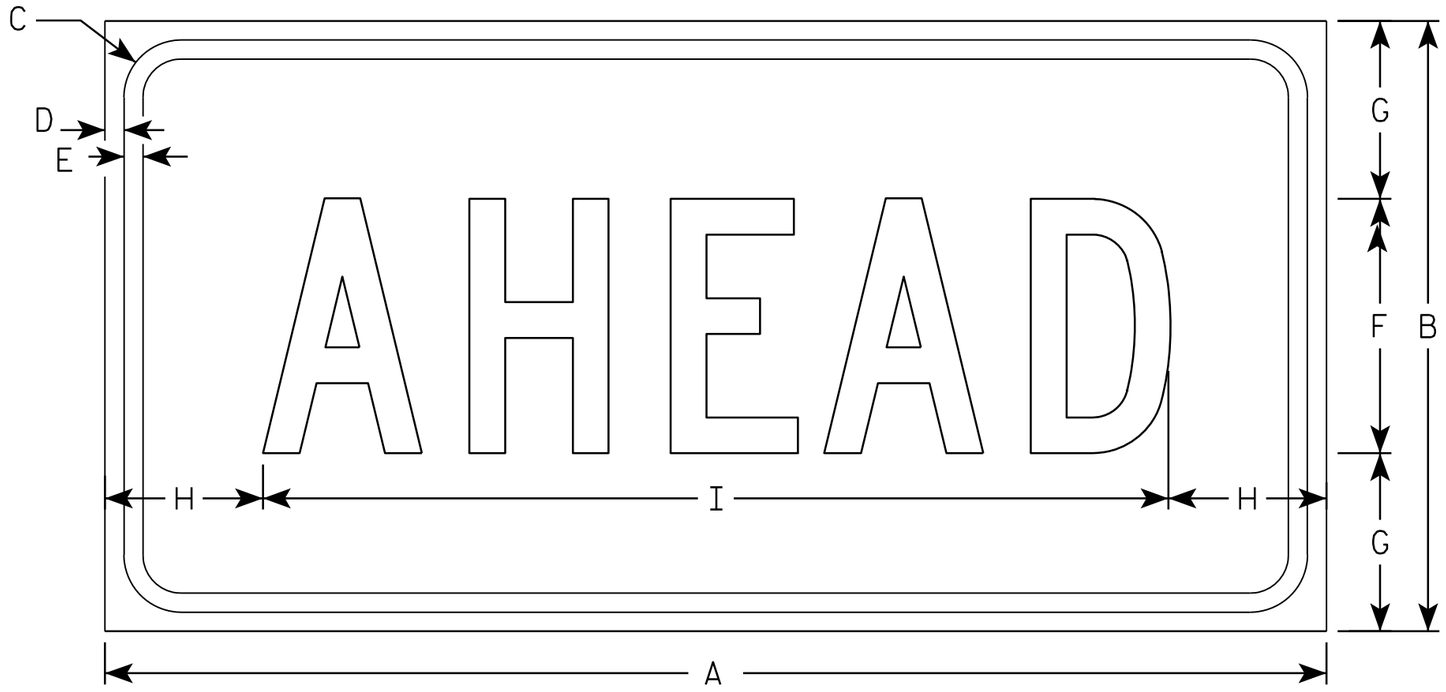
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 339 |
|---|---|---|---|---|




W16-9P

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. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 5 | 3 1/2 | 3 1/8 | 17 3/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 30 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 5 1/2 | 2 3/4 | 24 1/2 | | | | | | | | | | | | | | | | | | 3.75 |
| 3 | 30 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 3 1/2 | 2 3/4 | 24 1/2 | | | | | | | | | | | | | | | | | | 3.75 |
| 4 | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

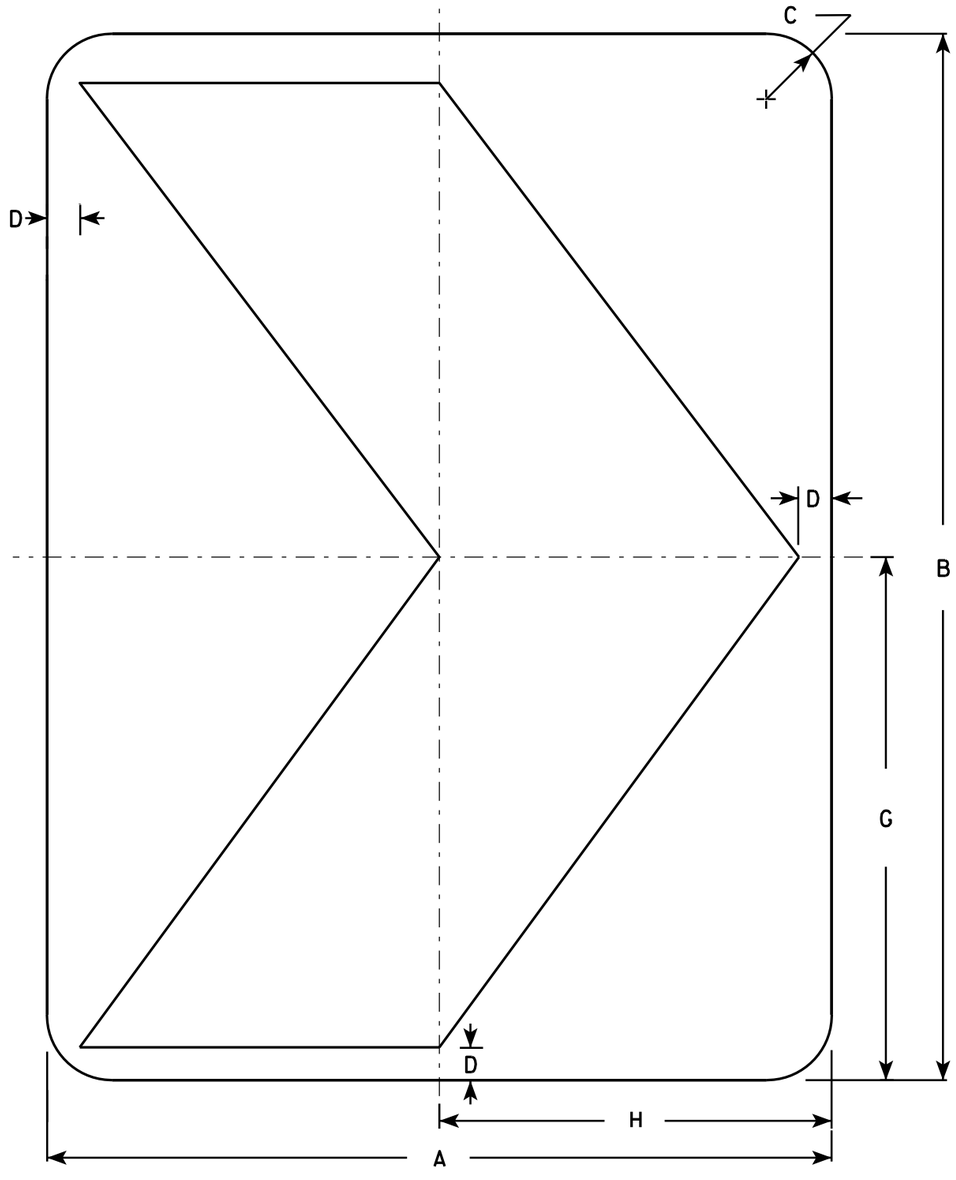
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | E




W1-8

NOTES

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

| 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 | 12 | 18 | 1 ½ | ½ | | | 9 | 6 | | | | | | | | | | | | | | | | | | | 1.5 |
| 2S | 18 | 24 | 1 ½ | ¾ | | | 12 | 9 | | | | | | | | | | | | | | | | | | | 3.0 |
| 2M | 18 | 24 | 1 ½ | ¾ | | | 12 | 9 | | | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 24 | 30 | 1 ½ | 1 | | | 15 | 12 | | | | | | | | | | | | | | | | | | | 5.0 |
| 4 | 30 | 36 | 1 ⅞ | 1 ¼ | | | 18 | 15 | | | | | | | | | | | | | | | | | | | 7.5 |
| 5 | 36 | 48 | 2 ¼ | 1 ½ | | | 24 | 18 | | | | | | | | | | | | | | | | | | | 12.0 |

STANDARD SIGN
W1-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

SHEET NO: 341 E

STATE PROJECT NUMBER

7130-08-72

INDICATES WING NUMBER

# DESIGN DATA

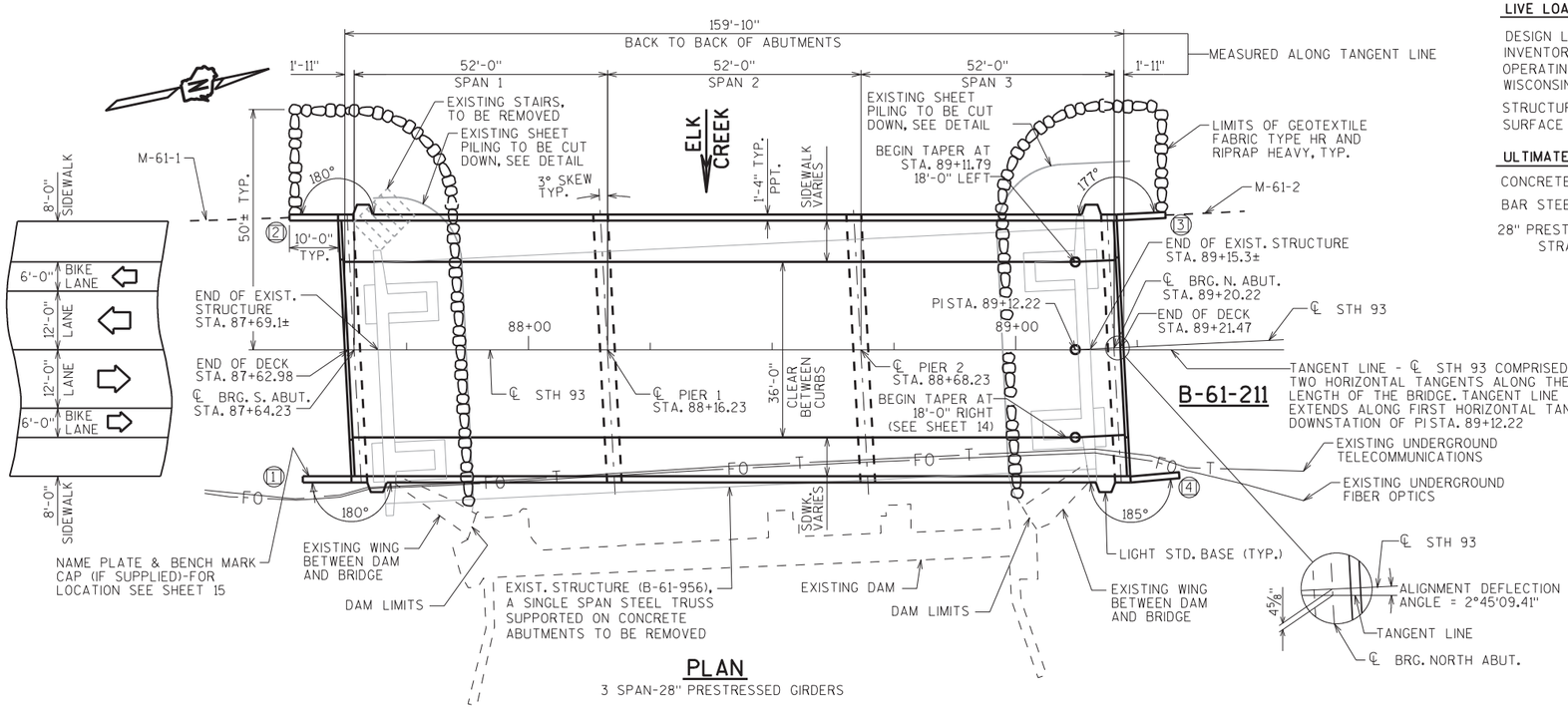
**LIVE LOAD:**

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.06
OPERATING RATING FACTOR: RF = 1.37
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 220 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

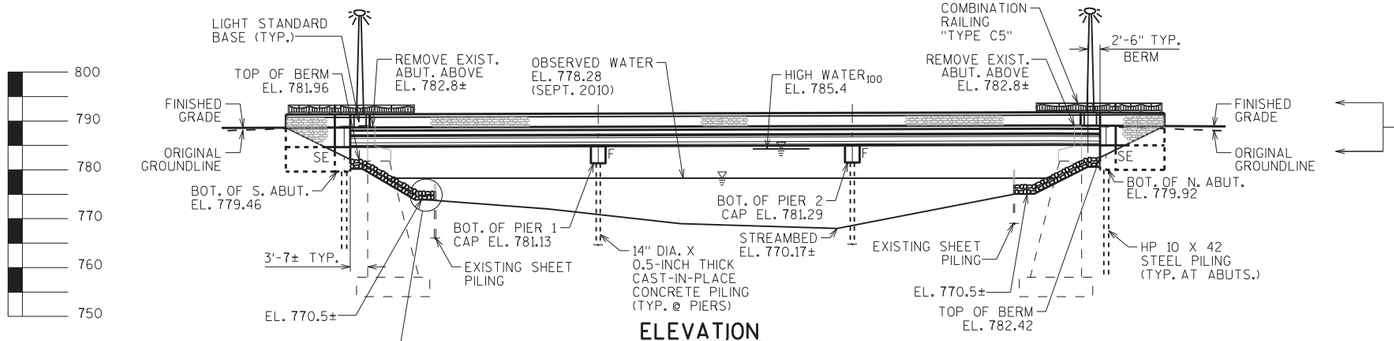
**ULTIMATE DESIGN STRESSES:**

CONCRETE MASONRY DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
28" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.



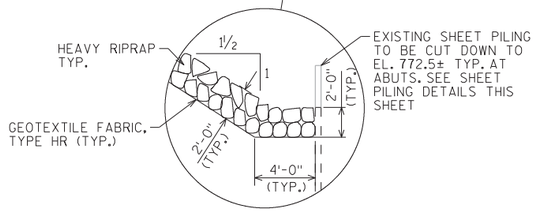

## PLAN

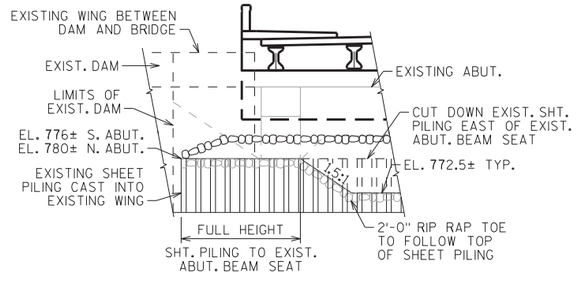
3 SPAN-28" PRESTRESSED GIRDERS




## ELEVATION

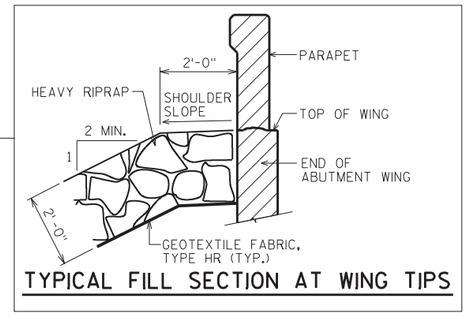
(NORMAL TO ELK CREEK)




## SHEET PILING DETAIL

SHOWING SHEET PILING AT S. ABUT. SHEET PILING AT N. ABUT. SIMILAR




## TYPICAL FILL SECTION AT WING TIPS

## FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 140 TONS ✱✱ PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 85 FEET OR 90 FEET LONG AT ABUTMENTS.
PREBORING REQUIRED TO 20 FEET BELOW ABUTMENT AT PILES WITHIN 15 FEET OF DAM.

PIERS TO BE SUPPORTED ON 14" DIA. X 0.5-INCH THICK CAST-IN-PLACE CONCRETE PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS ✱✱ PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 100 FEET LONG AT PIERS.
PREBORING REQUIRED TO 20 FEET BELOW STREAMBED AT PILES WITHIN 15 FEET OF DAM.

✱✱ THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

## TRAFFIC VOLUME

STH 93
A.D.T. = 10,150 (2033)
R.D.S. = 30 M.P.H.

## HYDRAULIC DATA

100 YEAR FREQUENCY

$Q_{100}$ =6,100 C.F.S.
HW.= EL. 785.4
DRAINAGE AREA= 113 SQ. MI.
ROAD OVERTOPPING = NA
SCOUR CRITICAL CODE = 5

HW IS CONTROLLED BY DOWNSTREAM DAM AND IS BASED ON TREMPEALEAU COUNTY FLOOD INSURANCE STUDY DATED APRIL 4, 2011

## LIST OF DRAWINGS


1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. ALTERNATE CONSTRUCTION JOINT
9. PIERS 1 & 2
10. 28" PRESTRESSED GIRDER DETAILS
11. STEEL DIAPHRAGM
12. SUPERSTRUCTURE CROSS SECTIONS
13. SUPERSTRUCTURE DETAILS
14. SUPERSTRUCTURE PLAN
15. SIDEWALK & MODIFIED VERTICAL FACE PARAPET 'A'
16. PARAPET 'A' LIGHT DETAILS
17. SUPERSTRUCTURE BAR DETAILS
18. AESTHETIC DETAILS
19. COMBINATION RAILING "TYPE C5"
20. RAILING DETAILS



**STRUCTURE DESIGN CONTACT:**

DANIELLE DE TENNIS (608) 266-8689
LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|

Plans Prepared By **WISDOT**
**BUREAU OF STRUCTURES**

ACCEPTED William C. Dreher 11/20/13
CHIEF STRUCTURES DESIGN ENGINEER — DATE

# STRUCTURE B-61-211

STH 93 OVER ELK CREEK

| COUNTY | CITY |
|---|---|
| TREMPEALEAU | INDEPENDENCE |

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5th EDITION

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| DFD | SDR | JPH | SDR |

GENERAL PLAN

SHEET 1 OF 20

342

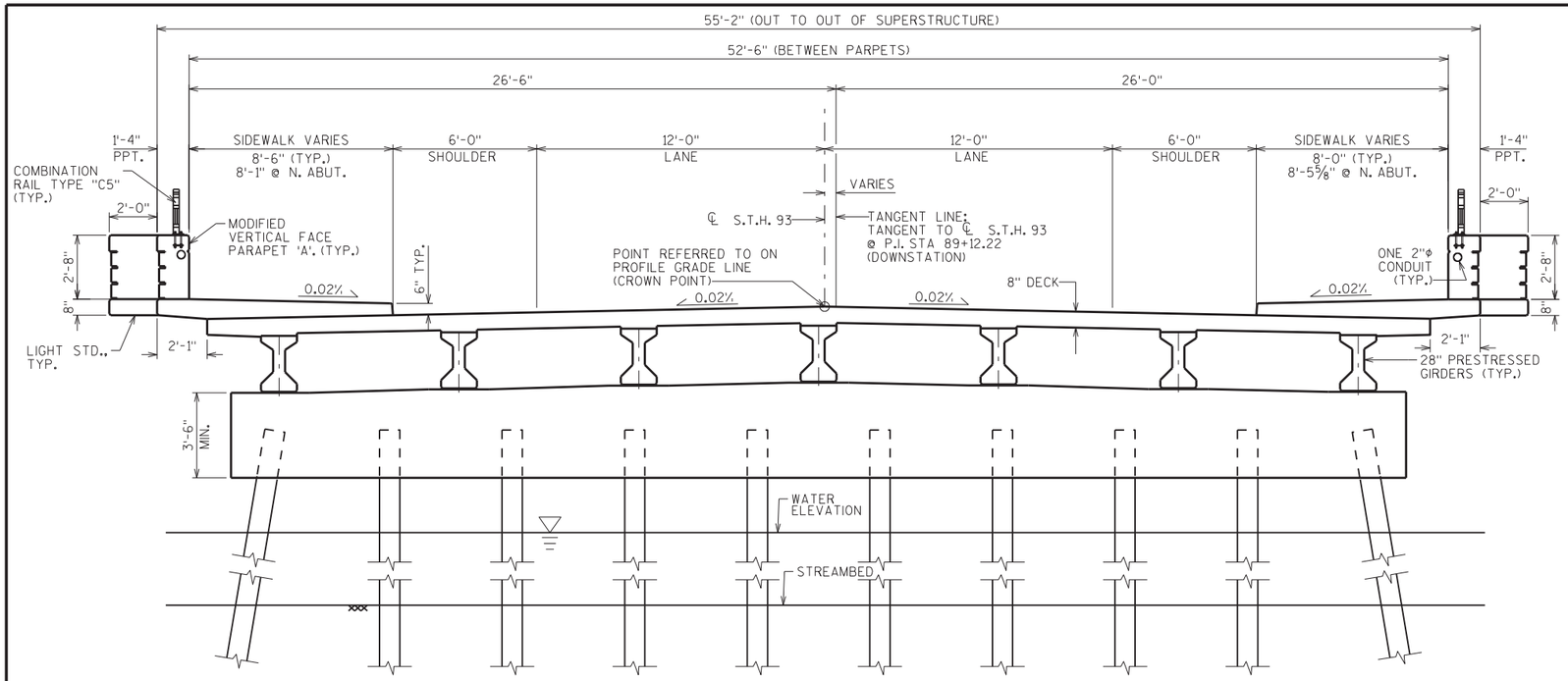
I.D. 7130-08-02

DATE: MAY 2013

SCALE = 15

8

8




CROSS SECTION THRU ROADWAY LOOKING NORTH

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECK AND SIDEWALK SURFACES, AND TO THE FRONT FACE AND TOP OF PARAPETS, INCLUDING PARAPETS ON ABUTMENT WINGS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE FABRIC TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

REMOVE THE EXISTING ABUTMENT BODIES DOWN TO EL. 782.8±.

APPLY "RANDOM CUT STONE" FORMLINER TO THE OUTSIDE FACE OF PARAPETS, WINGWALLS, AND ENTIRE ENDS OF ABUTMENT DIAPHRAGMS TO A MINIMUM DEPTH OF 1'-0" BELOW GROUNDLINE. WORK SHALL BE PAID FOR AS "ARCHITECTURAL SURFACE TREATMENT". INDIVIDUAL CUT STONES IN FORMLINED AREAS SHALL BE STAINED AS INDICATED IN THE SPECIAL PROVISIONS. WORK SHALL BE PAID FOR AS "CONCRETE STAINING MULTI-COLOR B-61-211".

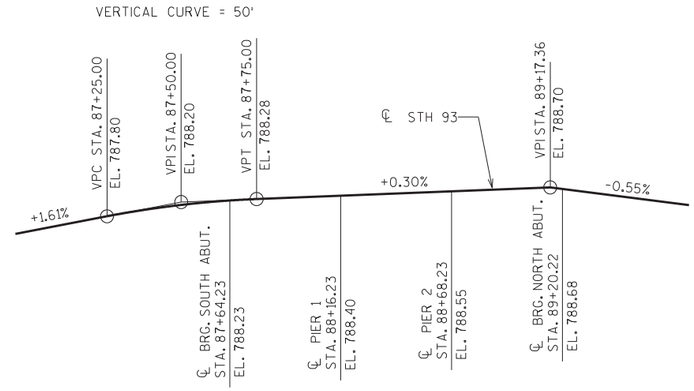
IF REQUIRED, TOUCH-UP STAINING IS TO BE DONE TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

ALL RAILINGS, POSTS AND ASSOCIATED HARDWARE SHALL BE PAINTED BLACK (FEDERAL COLOR NO. 27038). IF REQUIRED, TOUCH-UP PAINTING IS TO BE DONE AFTER INSTALLATION IS COMPLETE TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST. WORK SHALL BE PAID FOR UNDER THE BID ITEM "RAILING STEEL TYPE C5 B-61-211".

ACTUAL CONDITIONS OF EXISTING SHEET PILING DO NOT MATCH EXISTING PLANS, ESPECIALLY AT SOUTH ABUTMENT. CUT DOWN OR REPAIR SHEET PILING AS REQUIRED SO RIPRAP CAN BE ADEQUATELY PLACED.

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | SUPER. | SOUTH ABUT. | NORTH ABUT. | PIER 1 | PIER 2 | TOTALS |
|---|---|---|---|---|---|---|---|---|
| 203.0600.S | REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 88+42.2 | LS | ——— | ——— | ——— | ——— | ——— | 1 |
| 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES B-61-211 | LS | ——— | ——— | ——— | ——— | ——— | 1 |
| 210.0100 | BACKFILL STRUCTURE | CY | ——— | 160 | 160 | ——— | ——— | 320 |
| 502.0100 | CONCRETE MASONRY BRIDGES | CY | 384 | 54 | 54 | 22 | 22 | 536 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 1100 | ——— | ——— | ——— | ——— | 1100 |
| 503.0128 | PRESTRESSED GIRDER TYPE I 28-INCH | LF | 1096 | ——— | ——— | ——— | ——— | 1096 |
| 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | ——— | 3025 | 2995 | ——— | ——— | 6020 |
| 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 77,460 | 1655 | 1655 | 6290 | 6290 | 93,350 |
| 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | ——— | 7 | 7 | 14 | 14 | 42 |
| 506.4000 | STEEL DIAPHRAGMS B-61-211 | EACH | 18 | ——— | ——— | ——— | ——— | 18 |
| 513.7025 | RAILING STEEL TYPE C5 B-61-211 | LS | ——— | ——— | ——— | ——— | ——— | 1 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | ——— | 14 | 14 | ——— | ——— | 28 |
| 517.1015.S | CONCRETE STAINING MULTI-COLOR B-61-211 | SF | 715 | 135 | 135 | ——— | ——— | 985 |
| 517.1050.S | ARCHITECTURAL SURFACE TREATMENT B-61-211 | SF | 715 | 135 | 135 | ——— | ——— | 985 |
| 550.0010 | PRE-BORING (UNCONSOLIDATED MATERIALS) | LF | ——— | 40 | 60 | 20 | 40 | 160 |
| 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | ——— | 860 | 850 | ——— | ——— | 1710 |
| 550.2148 | PILING CIP CONCRETE 14 X 0.50-INCH | LF | ——— | ——— | ——— | 1000 | 1000 | 2000 |
| 606.0300 | RIPRAP HEAVY | CY | ——— | 140 | 145 | ——— | ——— | 285 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | ——— | 90 | 90 | ——— | ——— | 180 |
| 645.0120 | GEOTEXTILE FABRIC TYPE HR | SY | ——— | 210 | 215 | ——— | ——— | 425 |
| 652.0125 | CONDUIT RIGID METALLIC 2-INCH | LF | ——— | 42 | 42 | ——— | ——— | 84 |
| 652.0225 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | LF | 298 | ——— | ——— | ——— | ——— | 298 |
| 653.0222 | JUNCTION BOXES 18X12X6-INCH | EACH | 4 | ——— | ——— | ——— | ——— | 4 |
| 657.6005.S | ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES | EACH | 4 | ——— | ——— | ——— | ——— | 4 |
| 999.1000.S | SEISMOGRAPH | LS | ——— | ——— | ——— | ——— | ——— | 1 |
| | | | | | | | | |
| | NON-BID ITEMS | | | | | | | |
| | FILLER | SIZE | ——— | ——— | ——— | ——— | ——— | 1/2" & 3/4" |
| | PLASTIC OR ZINC PLATE | SIZE | ——— | ——— | ——— | ——— | ——— | 1/8" |




PROFILE GRADE LINE: ℄ STH 93

STATE PROJECT NUMBER

7130-08-72

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

CROSS SECTION & QUANTITIES

SHEET 2

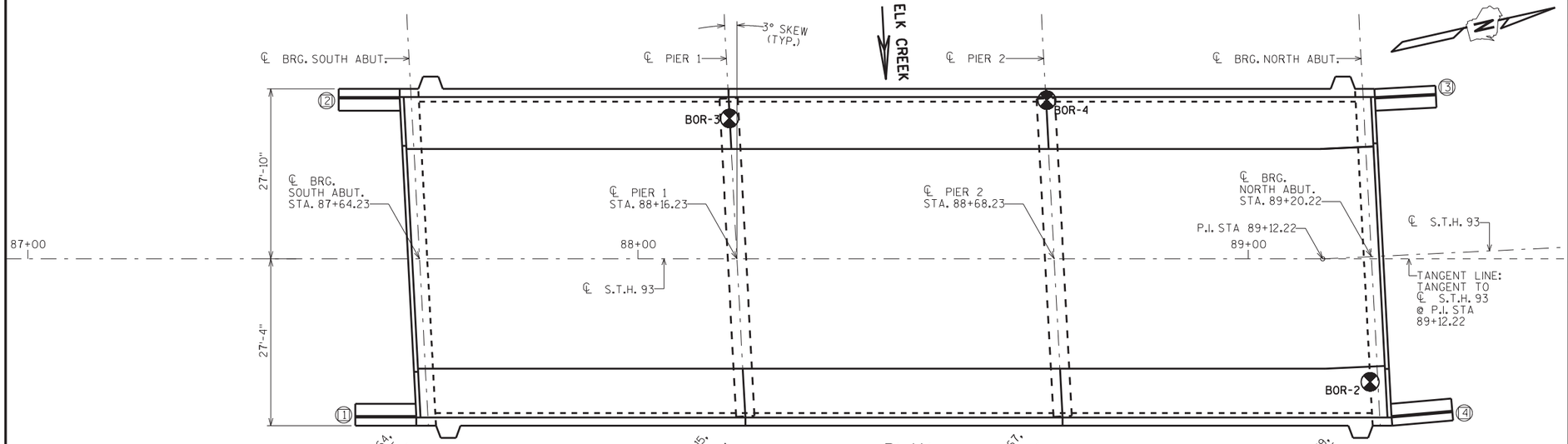
343

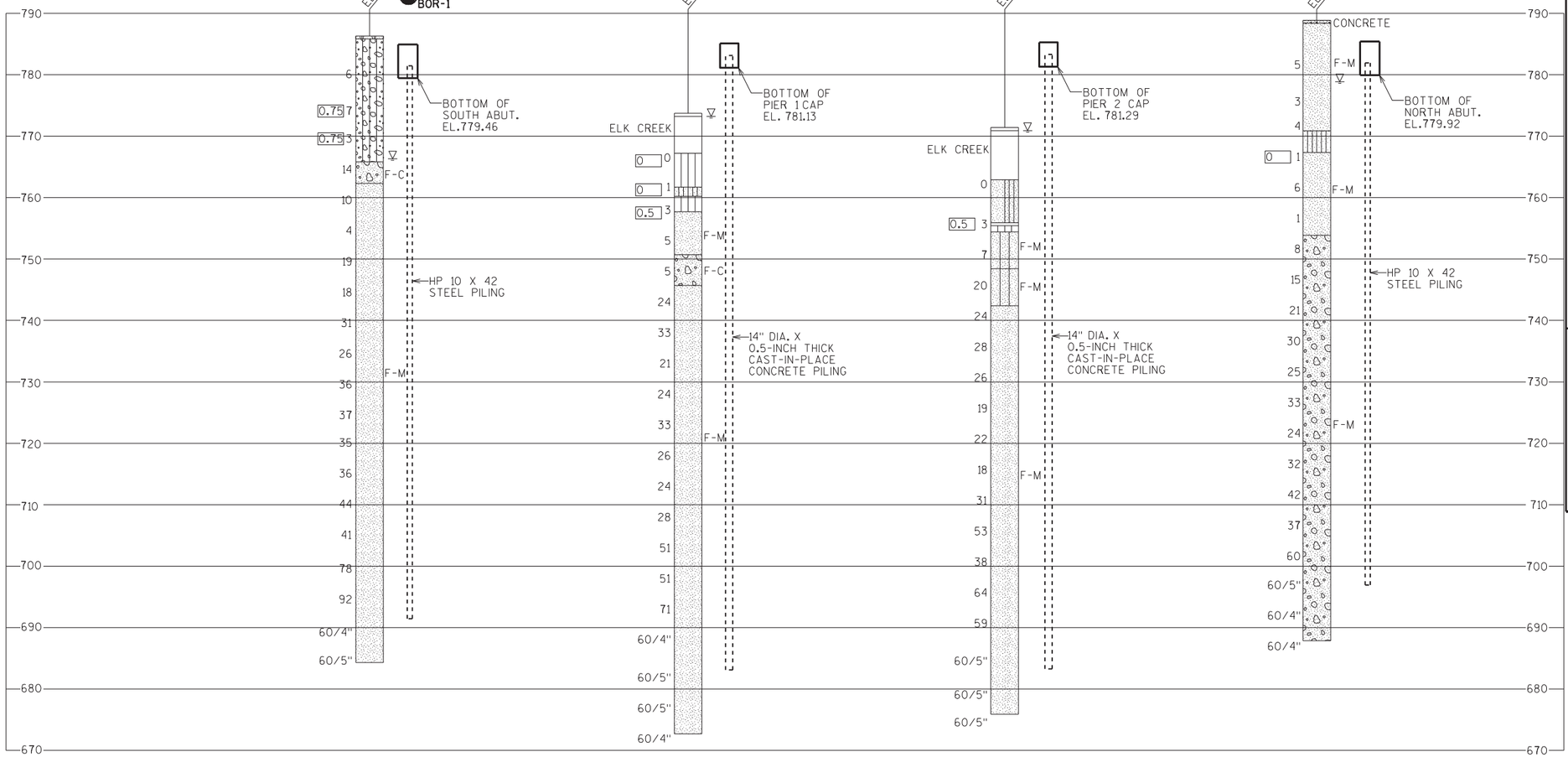
SCALE = 3

8

8

CITY OF INDEPENDENCE, OSSEO ROAD



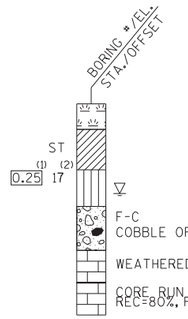

STATE PROJECT NUMBER

**7130-08-02**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SUBSURFACE EXPLORATION

SHEET 3

344

SCALE = 10

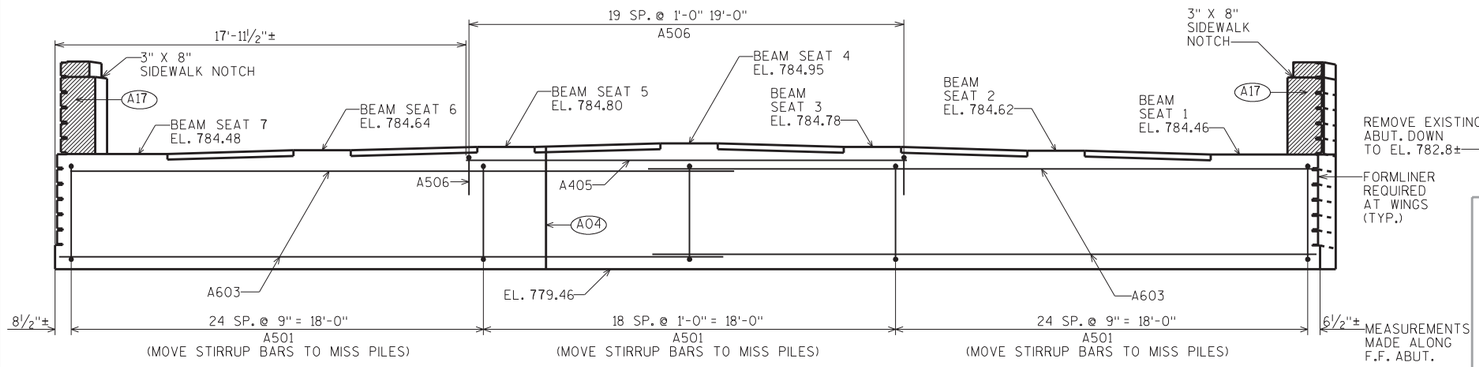
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8

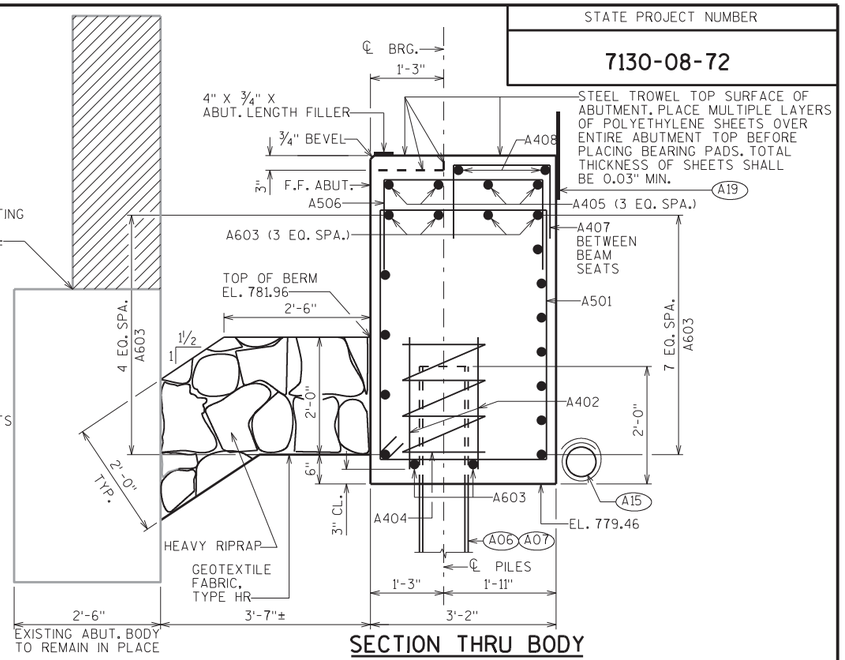
STATE PROJECT NUMBER

7130-08-72

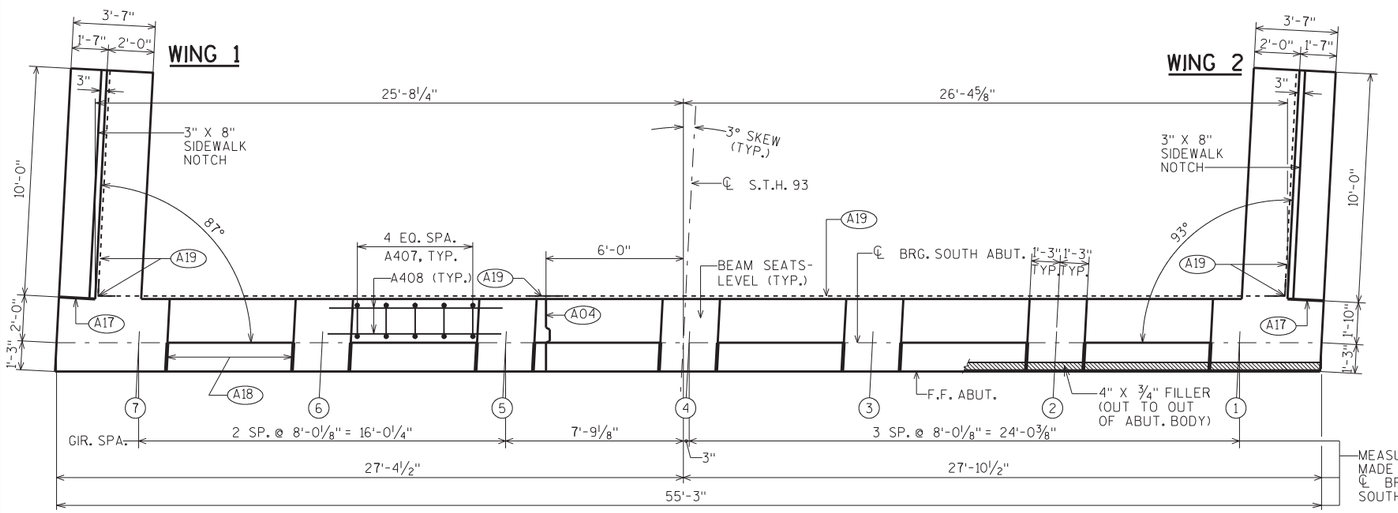
NOTE:
SEE SHEET 18 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.



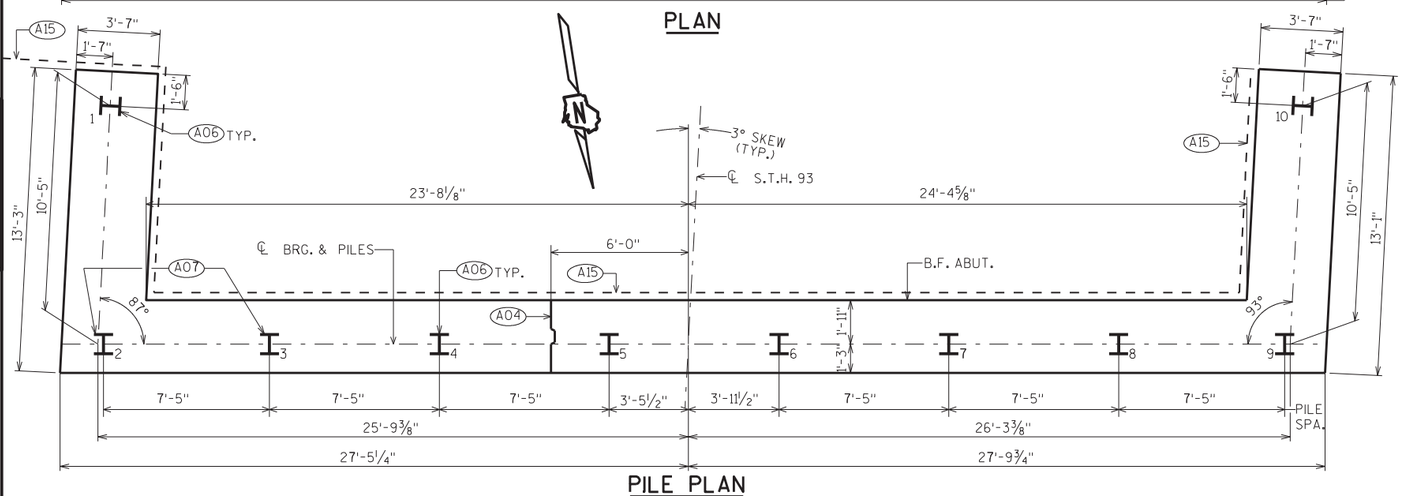

## ELEVATION LOOKING SOUTH



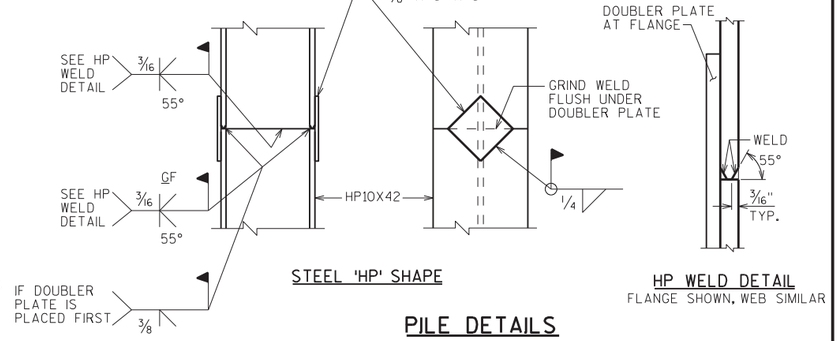

## SECTION THRU BODY




## PLAN




## PILE PLAN




## STEEL 'HP' SHAPE

## HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

## PILE DETAILS

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" × 8". ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) FOR PILES 1 & 4-10, SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING, ESTIMATED 85'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE.

(A07) FOR PILES 2 & 3, SUPPORT ABUTMENT ON HP 10 × 42 STEEL PILING, ESTIMATED 90'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE. PREBORING REQUIRED TO 20'-0" MIN. BELOW BOTTOM OF NEW ABUTMENT.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SOUTH ABUTMENT

SHEET 4

345

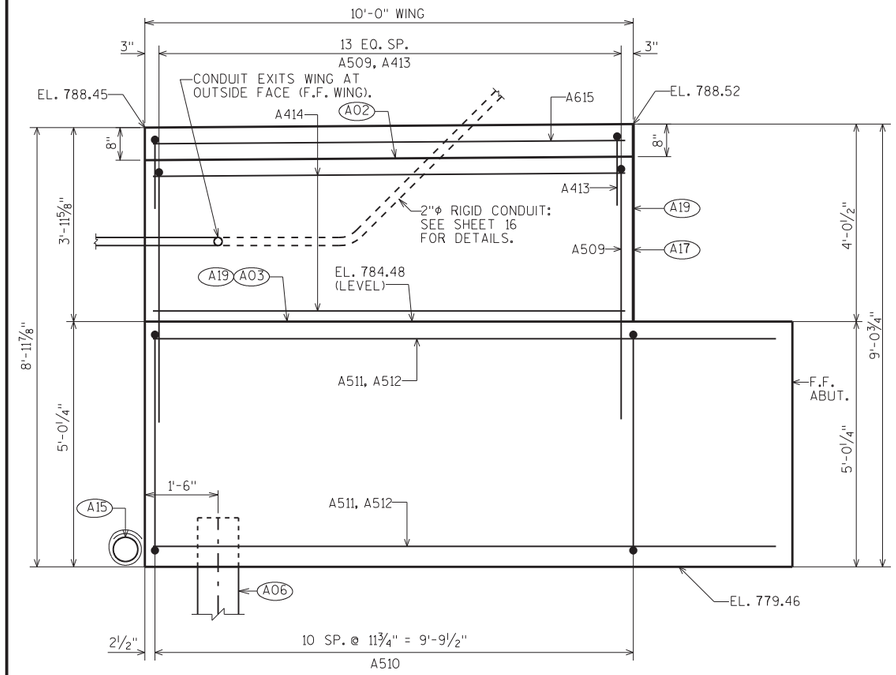
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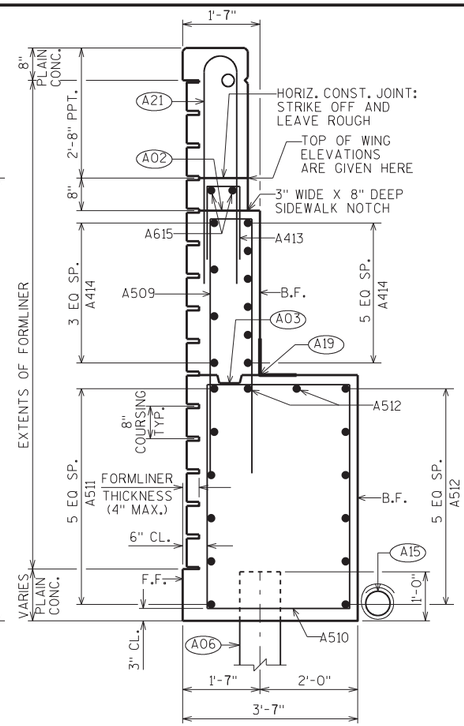
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STATE PROJECT NUMBER

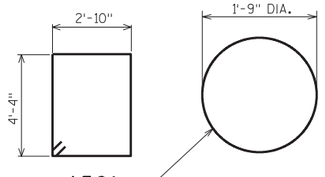
7130-08-72




WING 1 ELEVATION LOOKING @ F.F. WING



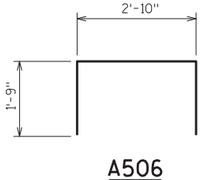

WING 1 SECTION



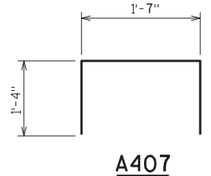

A501



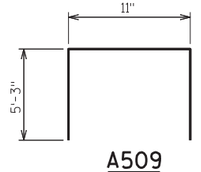

A404




A506




A407

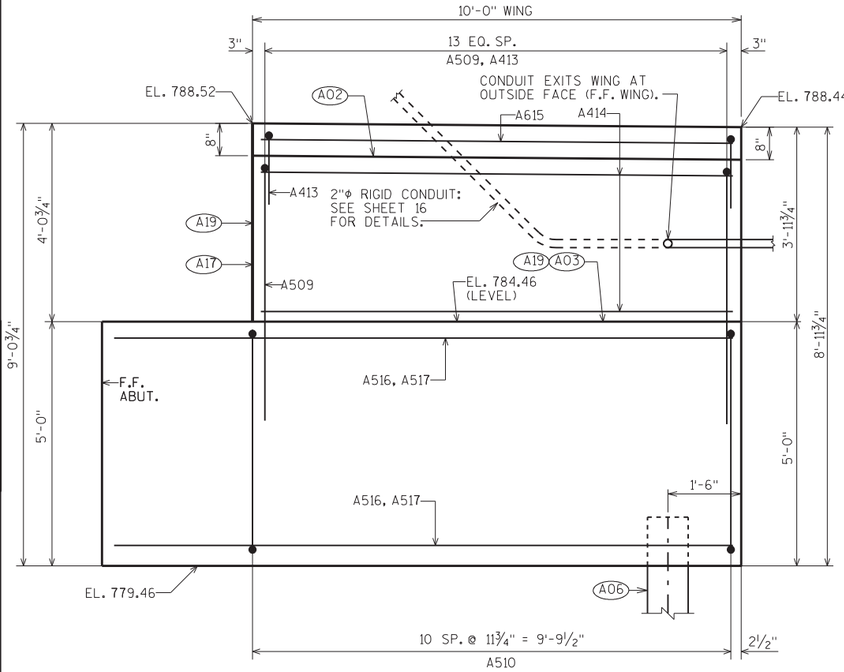



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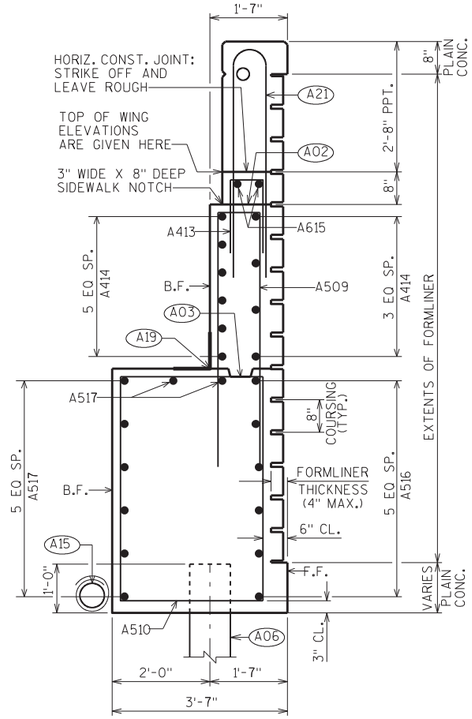
## BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

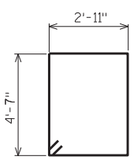
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| A501 | | 67 | 15'-0" | X | | BODY-STIRRUPS-VERT. |
| A402 | | 16 | 2'-3" | | | BODY-2 PER BODY PILE-VERT. |
| A603 | | 34 | 29'-0" | | | BODY-HORIZONTAL |
| A404 | | 8 | 28'-0" | X | | BODY-SPIRAL-1 PER BODY PILE-VERT. |
| A405 | | 4 | 19'-3" | | | BODY-TOP-HORIZ.-UNDER BEAM SEATS 3-5 |
| A506 | | 20 | 6'-1" | X | | BODY-TOP-VERT.-UNDER BEAM SEATS 3-5 |
| A407 | | 30 | 4'-1" | X | | BODY-TOP-VERT.-BETWEEN BEAM SEATS |
| A408 | | 12 | 7'-7" | | | BODY-TOP-HORIZ.-BETWEEN BEAM SEATS |
| A509 | X | 28 | 11'-2" | X | | WINGS 1&2-TOP-VERTICAL |
| A510 | X | 22 | 15'-8" | X | | WINGS 1&2-BOT.-STIRRUP-VERT. |
| A511 | X | 6 | 12'-9" | | | WING 1-BOT.-HORIZONTAL-F.F. |
| A512 | X | 8 | 11'-8" | | | WING 1-BOT.-HORIZONTAL |
| A413 | X | 28 | 3'-6" | X | | WINGS 1&2-TOP-VERTICAL |
| A414 | X | 20 | 9'-8" | | | WINGS 1&2-HORIZONTAL-F.F. & B.F. |
| A615 | X | 4 | 9'-8" | | | WINGS 1&2-TOP-HORIZONTAL-F.F. & B.F. |
| A516 | X | 6 | 12'-8" | | | WING 2-BOT.-HORIZONTAL-F.F. |
| A517 | X | 8 | 11'-9" | | | WING 2-BOT.-HORIZONTAL |



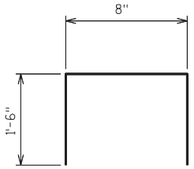

WING 2 ELEVATION LOOKING @ F.F. WING



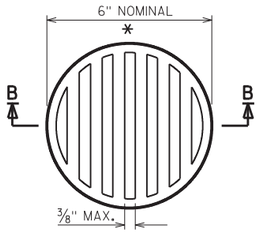

WING 2 SECTION



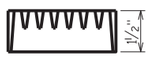

A510




A413




RODENT SHIELD DETAIL




SECTION B-B

(A02) CONSTRUCTION JOINT: POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 85'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET 15.

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SOUTH ABUTMENT DETAILS

SHEET 5

346

8

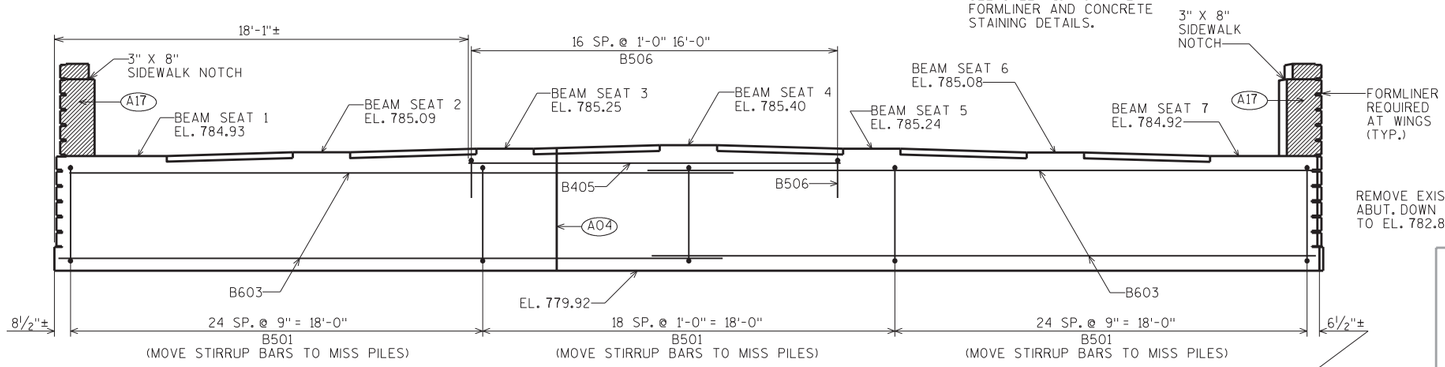
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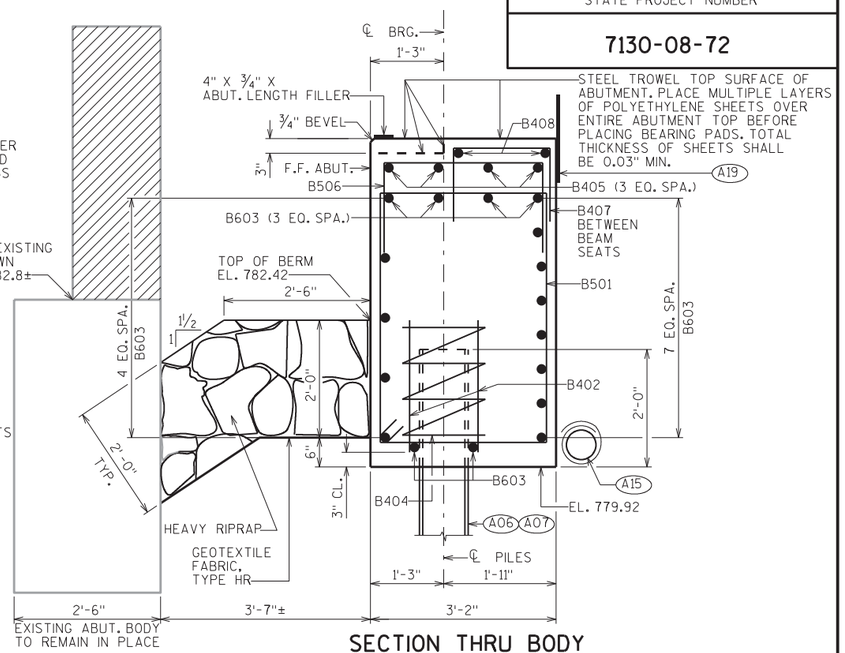
STATE PROJECT NUMBER

7130-08-72

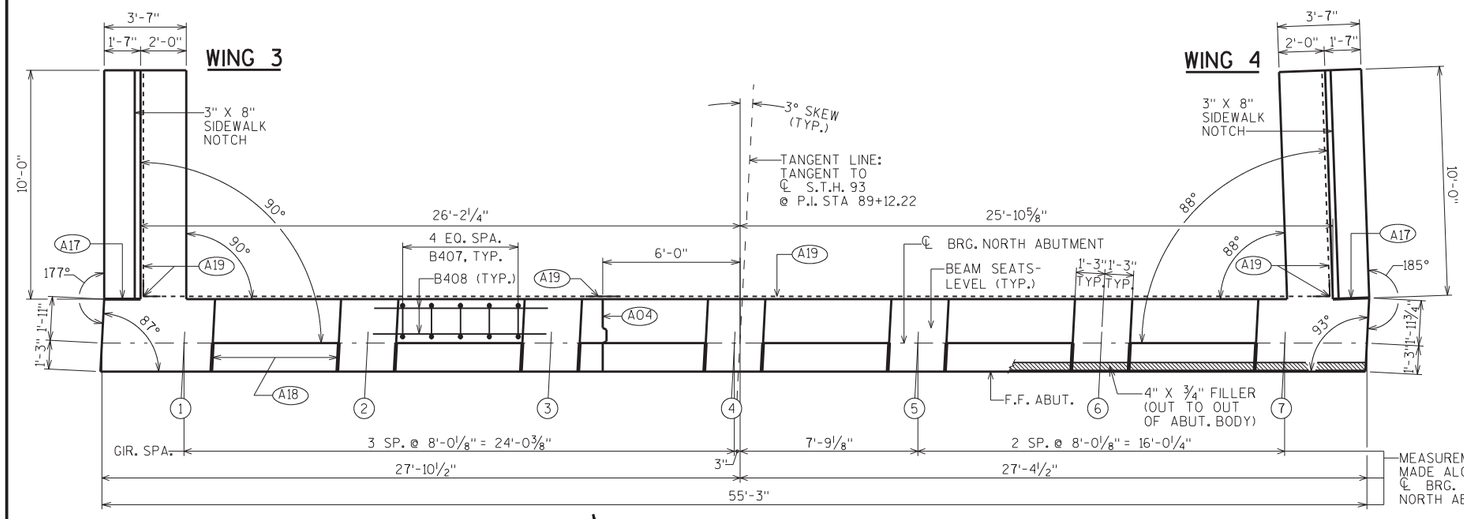
NOTE
SEE SHEET 18 FOR THE FORMLINER AND CONCRETE STAINING DETAILS.



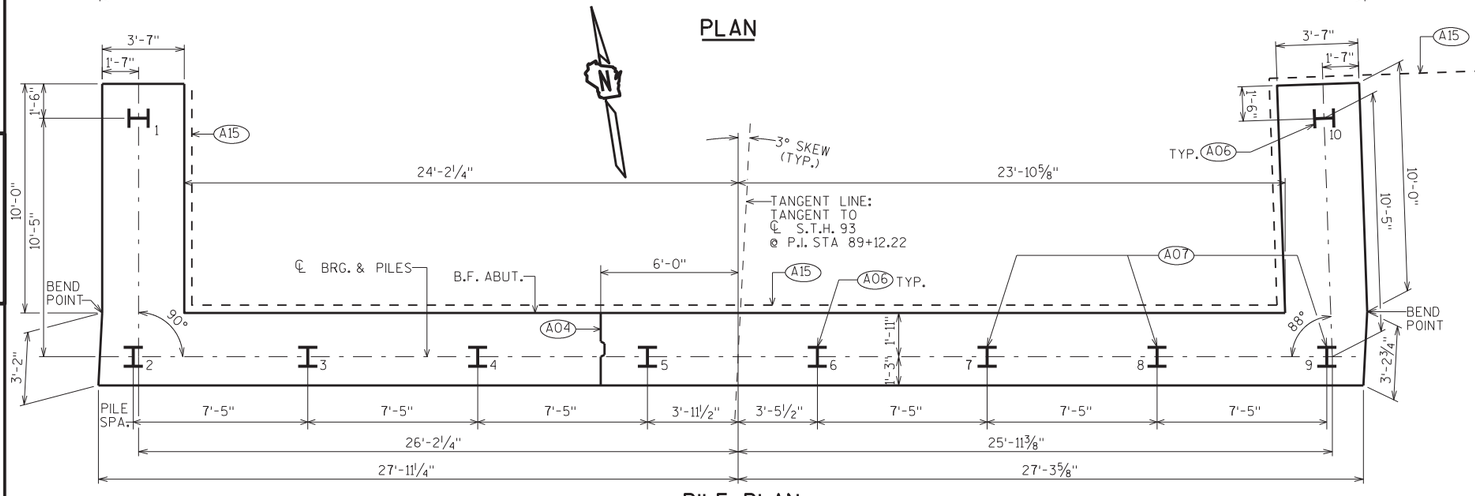

## ELEVATION LOOKING NORTH



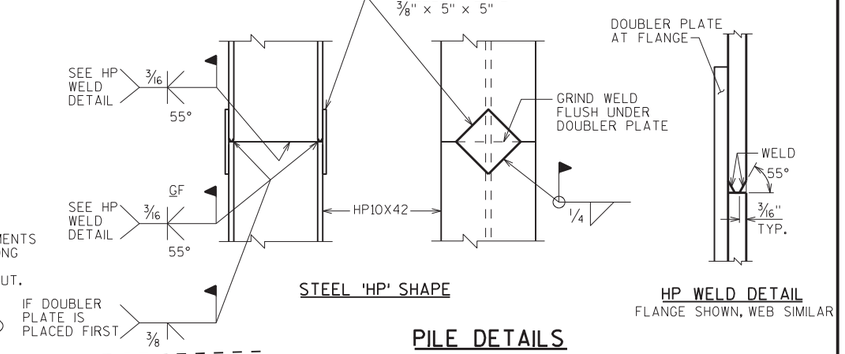

## SECTION THRU BODY




## PLAN




## PILE PLAN




## STEEL 'HP' SHAPE

## HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

## PILE DETAILS

A04 VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" x 8", ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

A06 FOR PILES 1-6 & 10, SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 85'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE.

A07 FOR PILES 7, 8 & 9, SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 85'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE. PREBORING REQUIRED TO 20'-0" MIN. BELOW BOTTOM OF NEW ABUTMENT.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A18 ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

NORTH ABUTMENT

SHEET 6

347

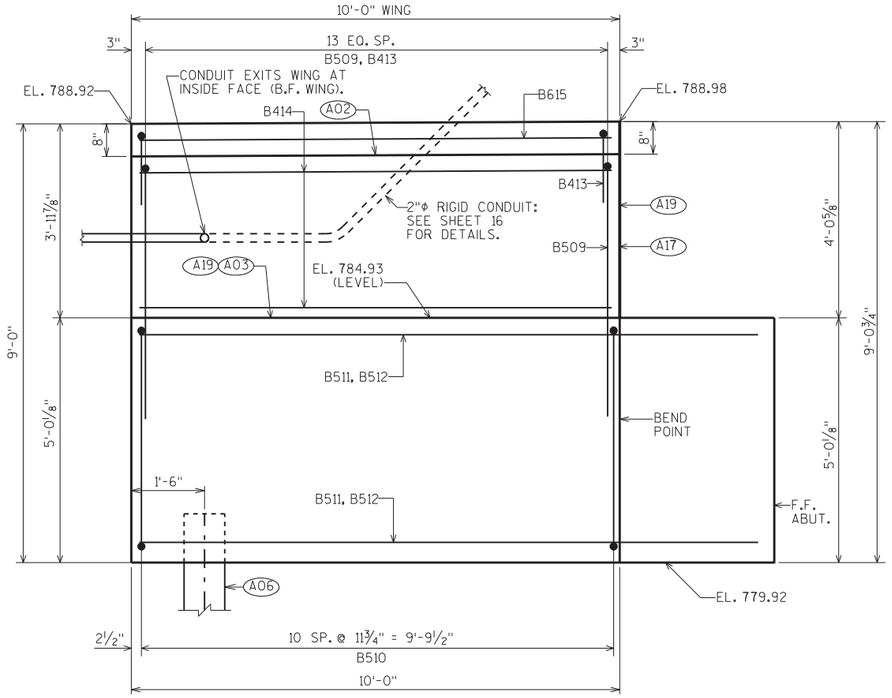
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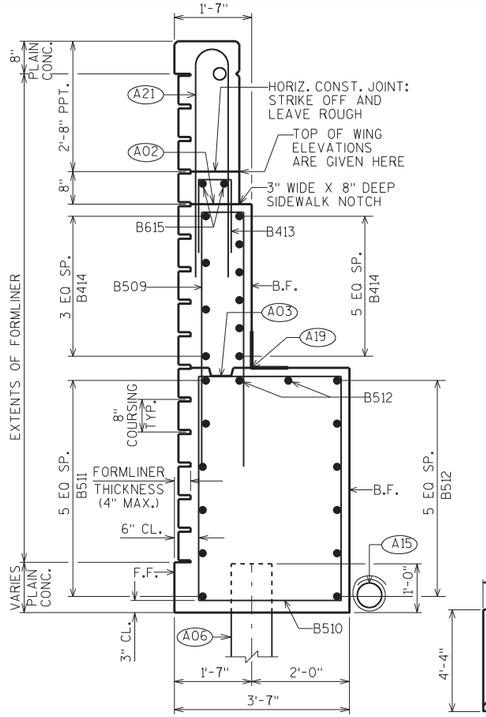
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STATE PROJECT NUMBER

7130-08-72




WING 3 ELEVATION LOOKING @ F.F. WING

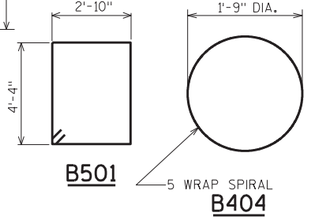



WING 3 SECTION

## BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

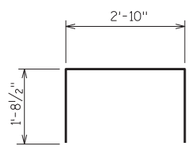
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| B501 | | 67 | 15'-0" | X | | BODY-STIRRUPS-VERT. |
| B402 | | 16 | 2'-3" | | | BODY-2 PER BODY PILE-VERT. |
| B603 | | 34 | 29'-0" | | | BODY-HORIZONTAL |
| B404 | | 8 | 28'-0" | X | | BODY-SPIRAL-1 PER BODY PILE-VERT. |
| B405 | | 4 | 16'-3" | | | BODY-TOP-HORIZ.-UNDER BEAM SEATS 3-4 |
| B506 | | 17 | 6'-0" | X | | BODY-TOP-VERT.-UNDER BEAM SEATS 3-4 |
| B407 | | 30 | 4'-1" | X | | BODY-TOP-VERT.-BETWEEN BEAM SEATS |
| B408 | | 12 | 7'-7" | | | BODY-TOP-HORIZ.-BETWEEN BEAM SEATS |
| B509 | X | 28 | 11'-2" | X | | WINGS 3&4-TOP-VERTICAL |
| B510 | X | 22 | 15'-8" | X | | WINGS 3&4-BOT.-STIRRUP-VERT. |
| B511 | X | 6 | 12'-8" | | | WING 3-BOT.-HORIZONTAL-F.F. |
| B512 | X | 8 | 11'-7" | | | WING 3-BOT.-HORIZONTAL |
| B413 | X | 28 | 3'-6" | X | | WINGS 3&4-TOP-VERTICAL |
| B414 | X | 20 | 9'-8" | | | WINGS 3&4-HORIZONTAL-F.F. & B.F. |
| B615 | X | 4 | 9'-8" | | | WINGS 3&4-TOP-HORIZONTAL-F.F. & B.F. |
| B516 | X | 6 | 12'-9" | X | | WING 4-BOT.-HORIZONTAL-F.F. |
| B517 | X | 8 | 11'-8" | | | WING 4-BOT.-HORIZONTAL |



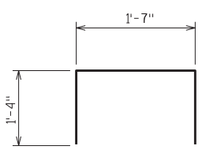

B501



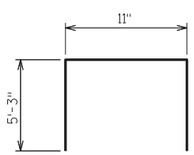

B404



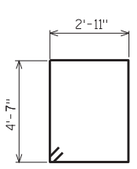

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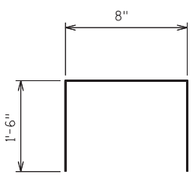

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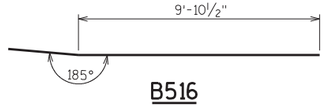

B509




B510




B413




B516

A02 CONSTRUCTION JOINT: POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

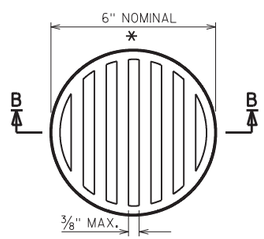
A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 85'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A21 FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET 15.




RODENT SHIELD DETAIL

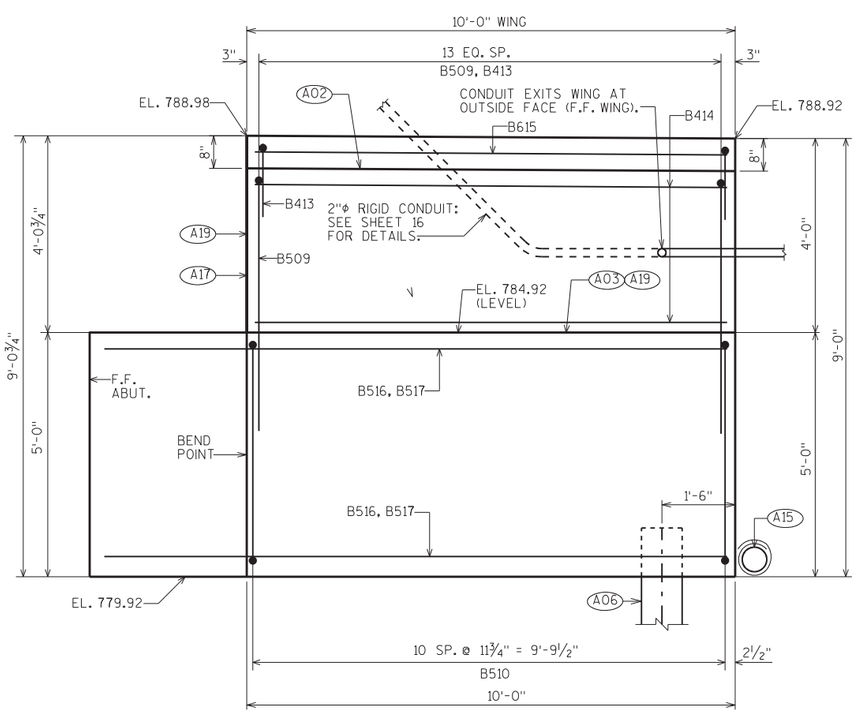



SECTION B-B

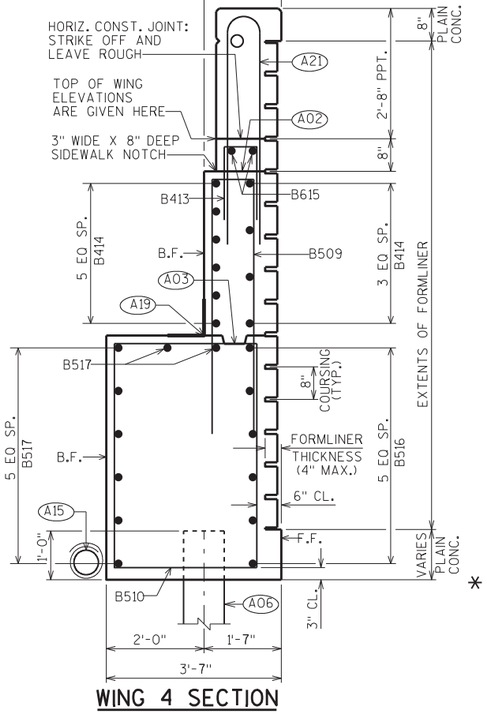
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.




WING 4 ELEVATION LOOKING @ F.F. WING




WING 4 SECTION

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

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NORTH ABUTMENT DETAILS

SHEET 7

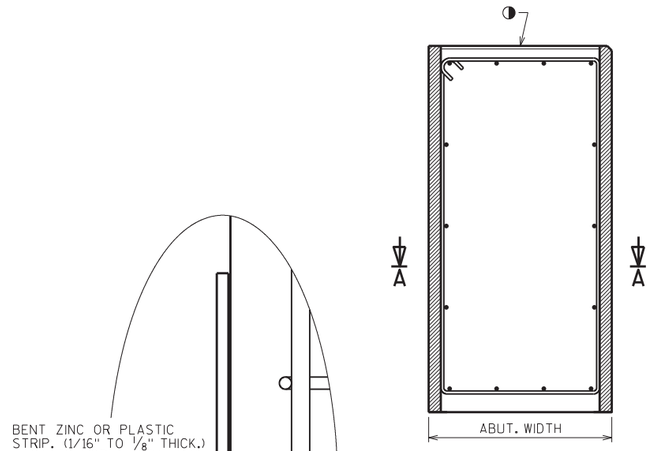
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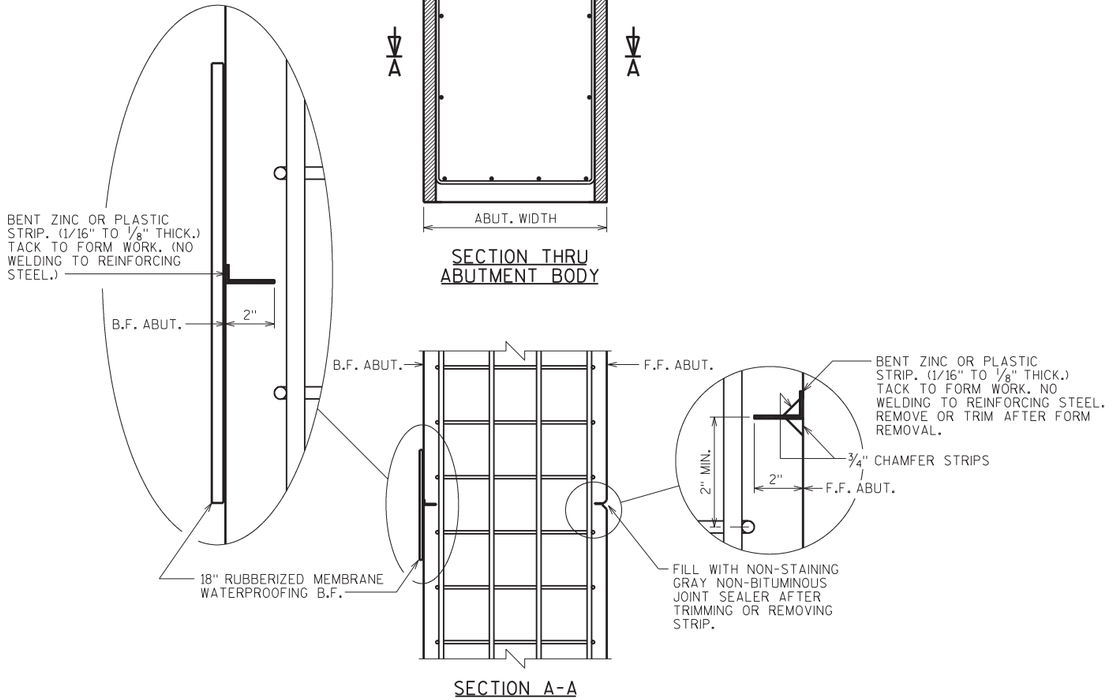
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8

| STATE PROJECT NUMBER |
| --- |
| 7130-08-72 |




SECTION THRU ABUTMENT BODY




SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

## NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
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STRUCTURE B-61-211

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ALTERNATE CONSTRUCTION JOINT

SHEET 8

349

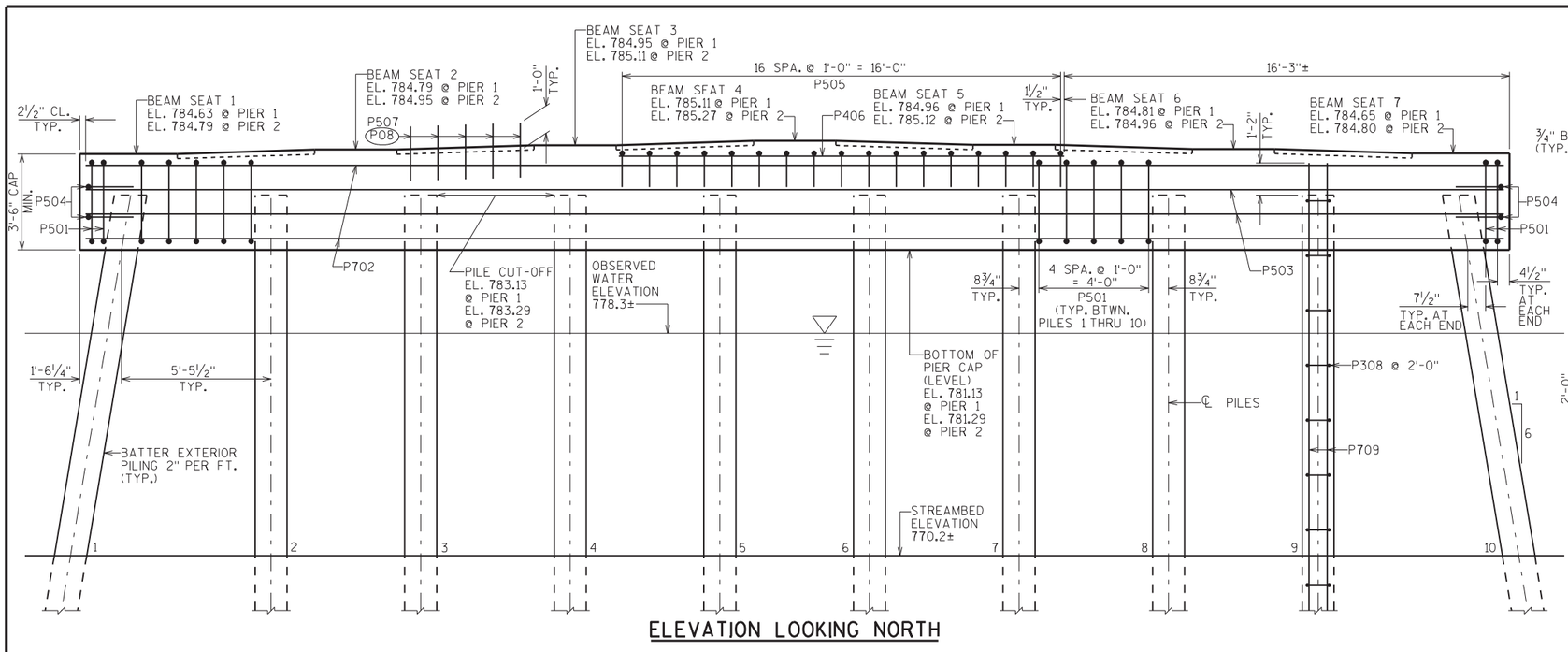
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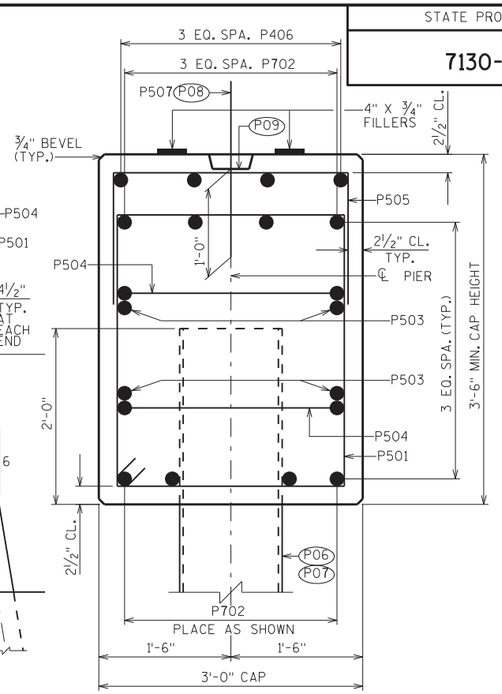
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STATE PROJECT NUMBER

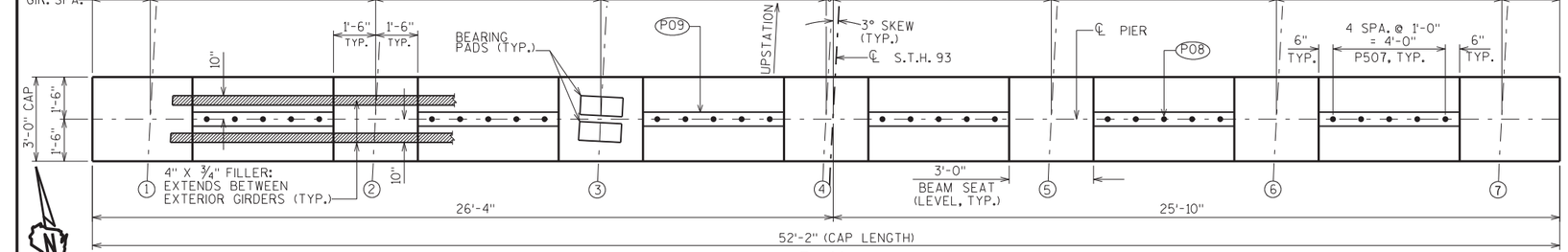
7130-08-72



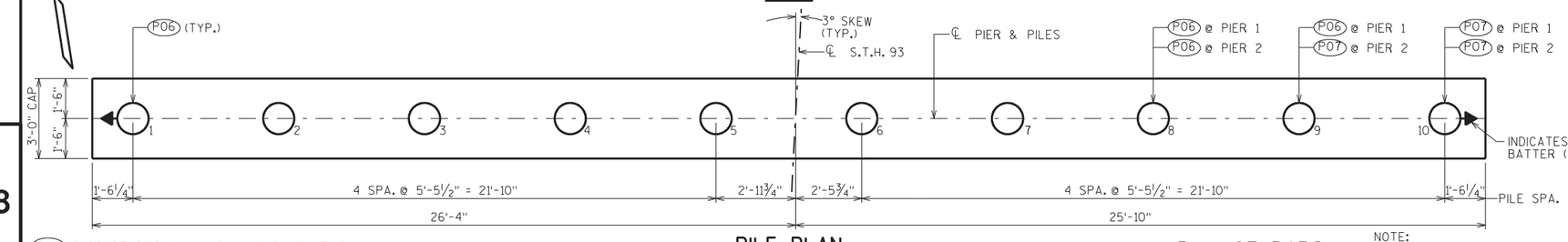

ELEVATION LOOKING NORTH



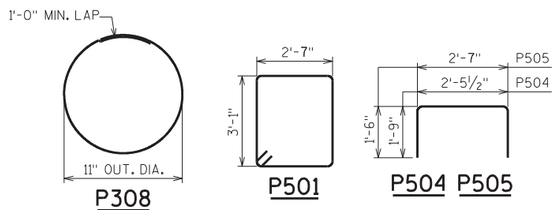

SECTION THRU CAP

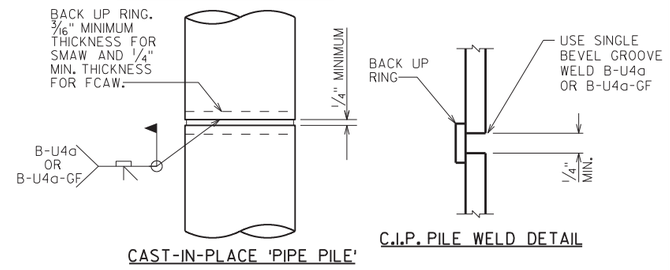



PLAN




PILE PLAN

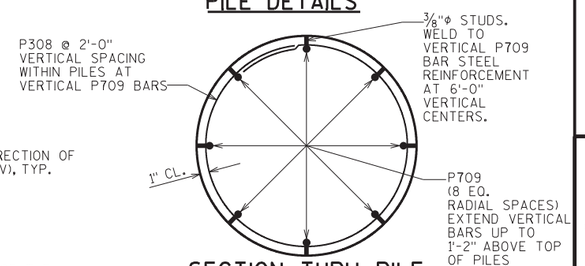



CAST-IN-PLACE 'PIPE PILE'

C.I.P. PILE WELD DETAIL

PILE DETAILS




SECTION THRU PILE

(P06) SUPPORT PIER ON 14" DIA. X 0.5-INCH THICK CAST-IN-PLACE CONCRETE PILING, ESTIMATED 100'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

(P07) SUPPORT PIER ON 14" DIA. X 0.5-INCH THICK CAST-IN-PLACE CONCRETE PILING, ESTIMATED 100'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE. PREBORING REQUIRED TO 20'-0" MIN. BELOW STREAMBED.

(P08) P507 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. PIER 1 | NO. REQ'D. PIER 2 | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|---|
| P501 | X | 49 | 49 | 12'-0" | X | PIER CAP-VERT.-STIRRUP |
| P702 | X | 8 | 8 | 51'-9" | | PIER CAP-HORIZ.-TOP & BOTTOM |
| P503 | X | 4 | 4 | 51'-9" | | PIER CAP-HORIZ.-BOTH SIDES |
| P504 | X | 4 | 4 | 5'-9" | X | PIER CAP-HORIZ.-BOTH ENDS |
| P505 | X | 17 | 17 | 5'-4" | X | PIER CAP-VERT.-TOP-UNDER BEAM SEATS 4-5 |
| P406 | X | 4 | 4 | 16'-3" | | PIER CAP-HORIZ.-TOP-UNDER BEAM SEATS 4-5 |
| P507 | X | 30 | 30 | 2'-0" | | PIER CAP-VERT.-TOP-DOWEL BARS-BTWN. BEAM SEATS |
| P308 | X | 130 | 130 | 3'-11" | X | PILES-HORIZ.-13 PER PILE AT TOP-SPIRAL BAR |
| P709 | X | 80 | 80 | 25'-8" | | PILES-VERTICAL-8 PER PILE AT TOP |

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

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PIERS 1 & 2

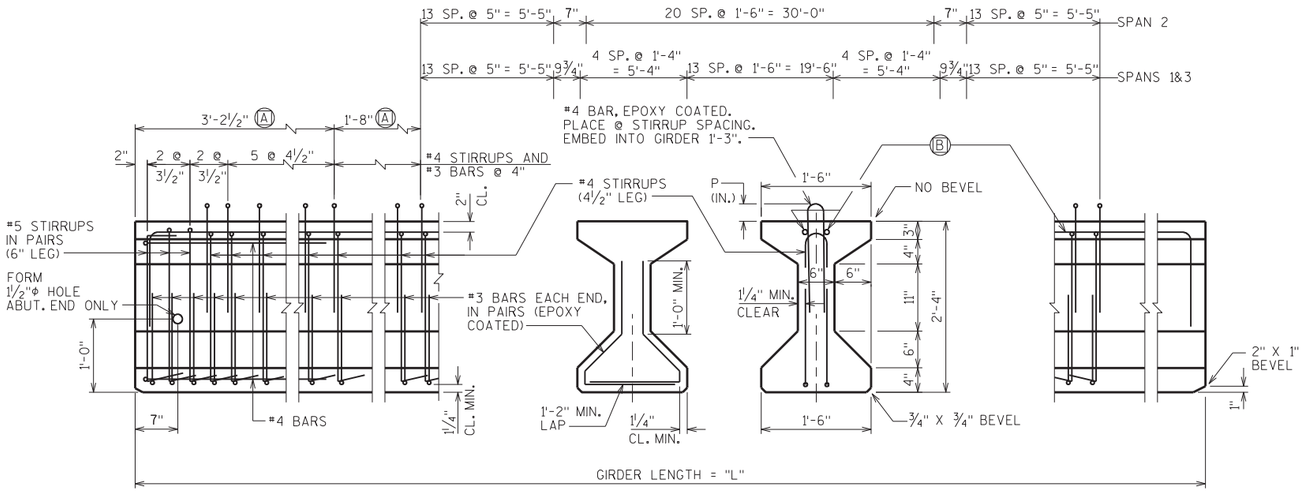
SHEET 9

350

SCALE = 2.5

STATE PROJECT NUMBER

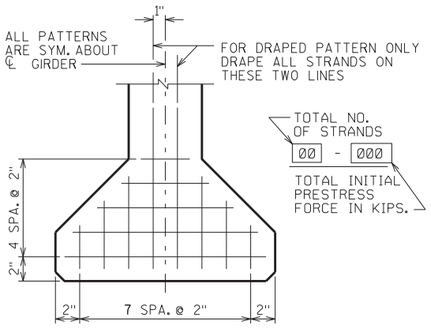
7130-08-72



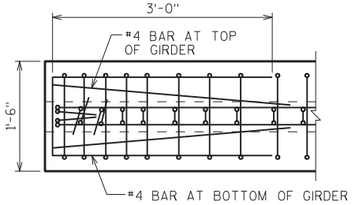

## SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

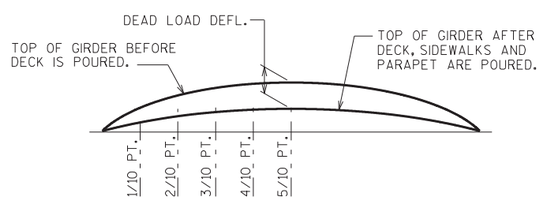
Ⓑ 2-BARS BEND DOWN 16 BAR DIA. AT ENDS (SPAN 1) 2 #4 BARS WITH 1'-11" MIN. LAP
(SPAN 2) 2 #5 BARS WITH 2'-5" MIN. LAP
(SPAN 3) 2 #4 BARS WITH 1'-11" MIN. LAP



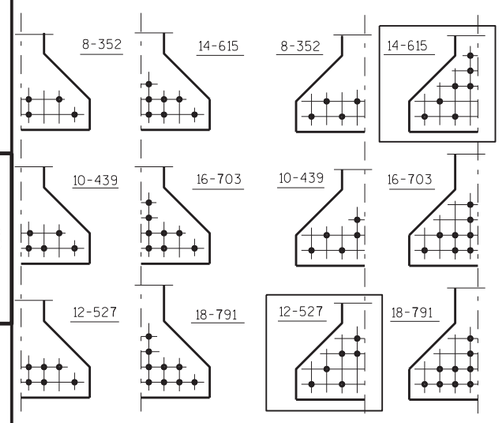

## TYP. STRAND PATTERN




## TOP VIEW OF GIRDER ENDS




## DEAD LOAD DEFLECTION DIAGRAM

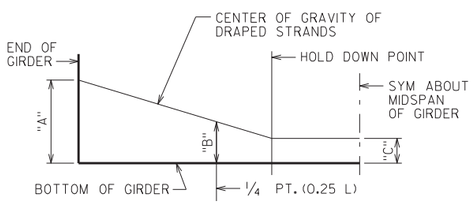



## DRAPED PATTERN

0.6"Φ STRANDS

## UNDRAPED PATTERN

0.6"Φ STRANDS




## DRAPED STRAND PROFILE

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

| SPAN | CAMBER (IN.) * |
|---|---|
| 1 | 1.65 |
| 2 | 1.50 |
| 3 | 1.65 |
| | |
| | |

**THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.**

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

## GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL BE TROWEL FINISHED.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

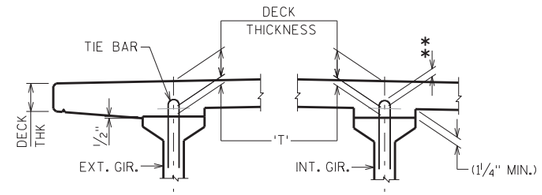
USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT CHIEF, (608)266-5161.

PRESTRESSING STRANDS SHALL BE 0.6" DIA.-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

BEND EACH END OF #4 STIRRUPS 4½" AND #5 STIRRUPS 6".

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.




## DECK HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SDECKTHICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE:
AN AVERAGE HAUNCH ('T') OF 2.5" WAS USED FOR COMPUTING THE SUPERSTRUCTURE QUANTITY "CONCRETE MASONRY BRIDGES".

* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

## GIRDER DATA

| SPAN | GIRDER | GIRDER LENGTH "L" | DEAD LOAD DEFL. (IN.) 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | CONC. STRGTH. f'c (p.s.i.) | "P" IST 1/3 OF GIRDER | "P" MID 1/3 OF GIRDER | "P" END 1/3 OF GIRDER | DIA. OF STRAND (IN.) | DRAPED PATTERN TOTAL NO. OF STRANDS | DRAPED PATTERN f'ci (P.S.I.) | DRAPED PATTERN ("A" | DRAPED PATTERN "B" MIN. | DRAPED PATTERN "B" MAX. | DRAPED PATTERN "C") | UNDRAPED PATTERN TOTAL NO. OF STRANDS | UNDRAPED PATTERN f'ci (P.S.I.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2-6 | 52.38' | 0.3 | 0.5 | 0.7 | 0.8 | 0.8 | 0.8 | 0.7 | 0.5 | 0.3 | 8000 | 6" | 6" | 6" | 0.60 | | | | | | | 14 | 6400 |
| 2 | 2-6 | 51.75' | 0.2 | 0.5 | 0.6 | 0.7 | 0.8 | 0.7 | 0.6 | 0.5 | 0.2 | 8000 | 6" | 6" | 6" | 0.60 | | | | | | | 12 | 6400 |
| 3 | 2-6 | 52.38' | 0.3 | 0.5 | 0.7 | 0.8 | 0.8 | 0.8 | 0.7 | 0.5 | 0.3 | 8000 | 6" | 6" | 6" | 0.60 | | | | | | | 14 | 6400 |
| 1 | 1, 7 | 52.38' | 0.2 | 0.4 | 0.5 | 0.6 | 0.6 | 0.6 | 0.5 | 0.3 | 0.2 | 8000 | 6" | 6" | 6" | 0.60 | | | | | | | 14 | 6400 |
| 2 | 1, 7 | 51.75' | 0.2 | 0.3 | 0.4 | 0.5 | 0.5 | 0.5 | 0.4 | 0.3 | 0.2 | 8000 | 6" | 6" | 6" | 0.60 | | | | | | | 12 | 6400 |
| 3 | 1, 7 | 52.38' | 0.2 | 0.3 | 0.5 | 0.6 | 0.6 | 0.6 | 0.5 | 0.4 | 0.2 | 8000 | 6" | 6" | 6" | 0.60 | | | | | | | 14 | 6400 |

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

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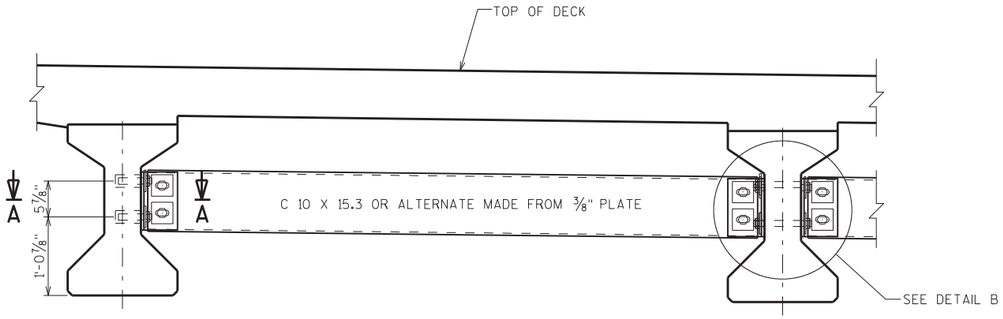
28" PRESTRESSED GIRDER DETAILS

SHEET 10

351

SCALE = 1.0

| STATE PROJECT NUMBER |
|---|
| 7130-08-72 |



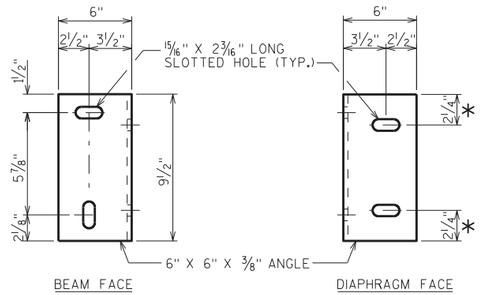

## PART TRANSVERSE SECTION AT DIAPHRAGM

## NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-61-211", EACH.

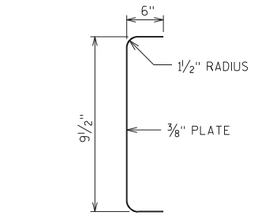
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT. ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

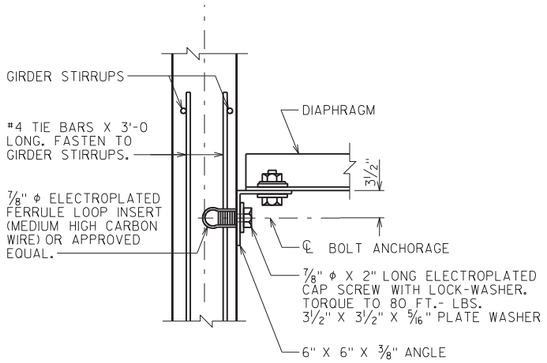



## DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM

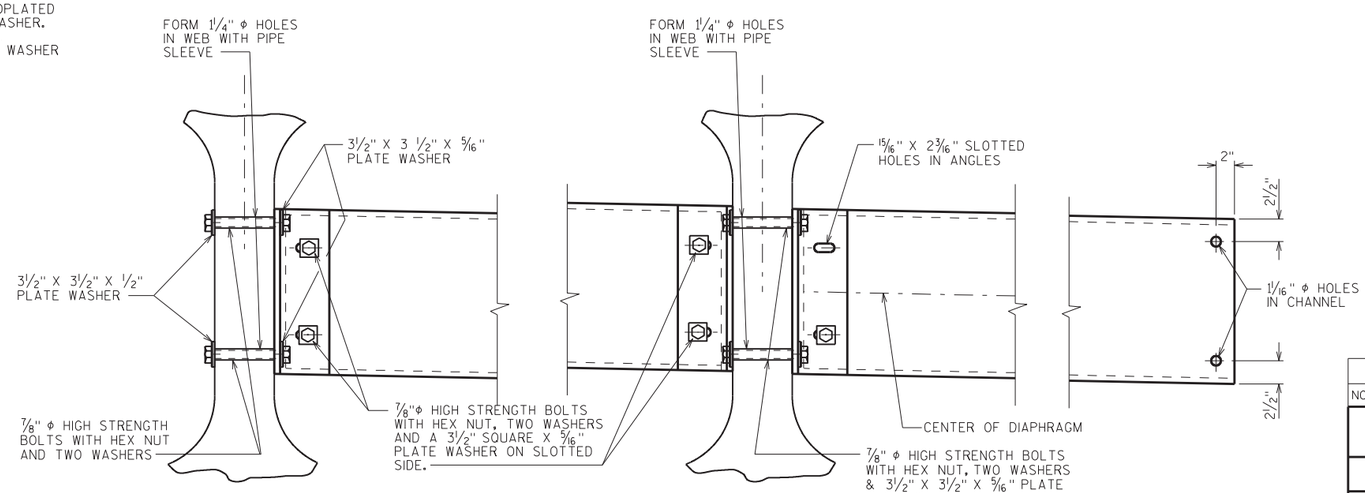



## SECTION THRU ALTERNATE DIAPHRAGM




## SECTION A-A

(FOR EXTERIOR ATTACHMENT)




## DETAIL B

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

STEEL DIAPHRAGM

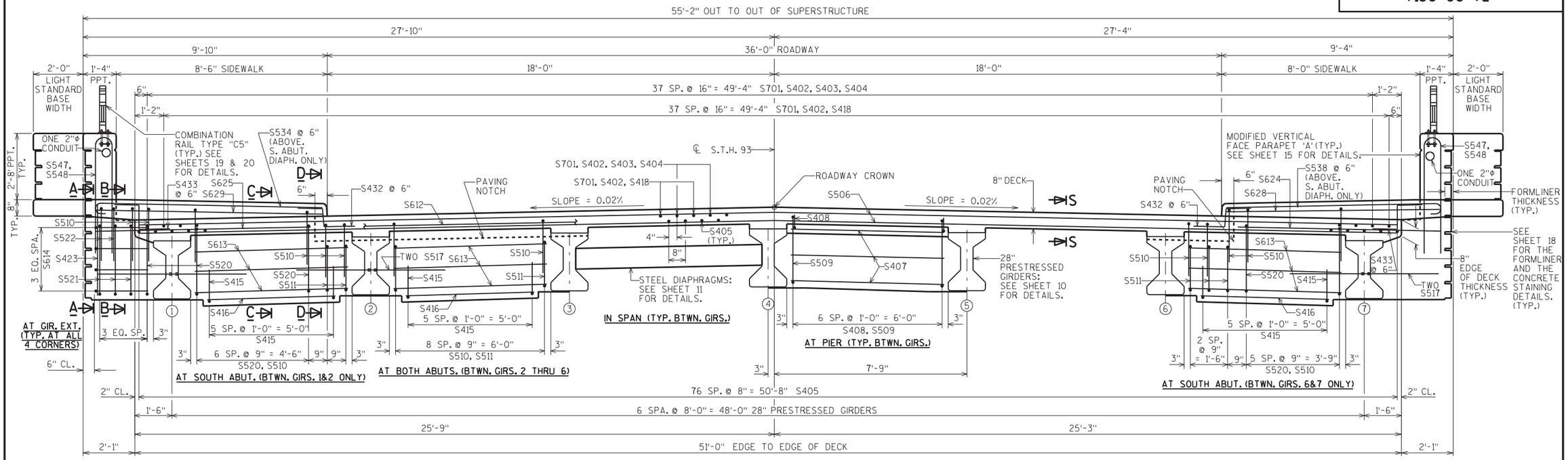
SHEET 11

352

SCALE = 1

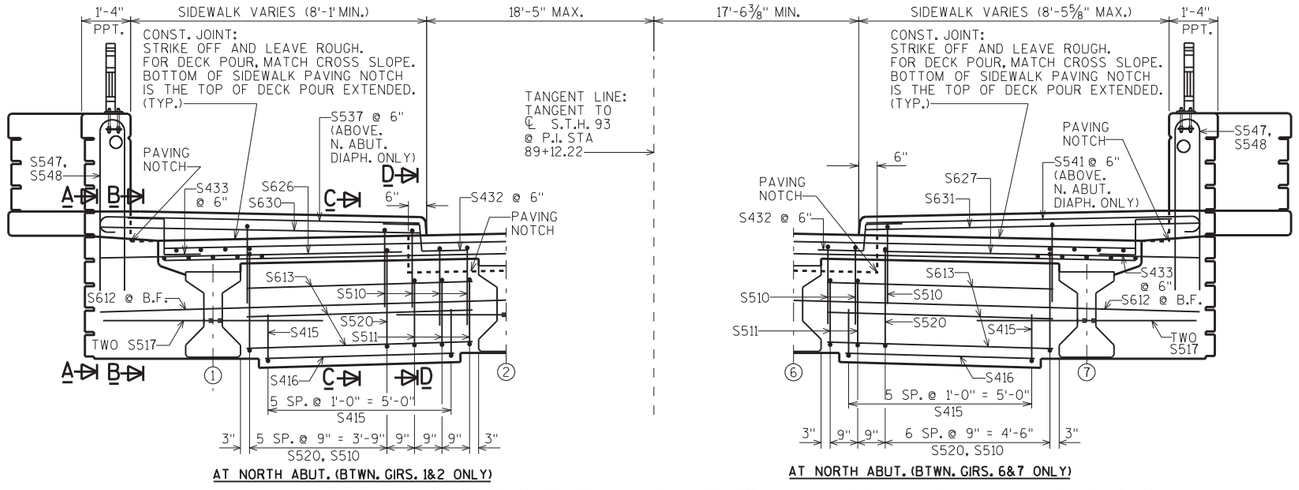
STATE PROJECT NUMBER

7130-08-72




## CROSS SECTION THRU BRIDGE LOOKING NORTH

(TYPICAL CROSS SECTION UP TO STA. 89+11.79)

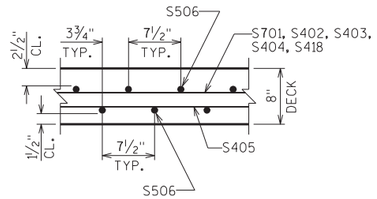



## PARTIAL CROSS SECTION THRU BRIDGE AT NORTH ABUTMENT DIAPHRAGM

(LOOKING NORTH)

NOTES:
FOR THE SECTIONS THRU THE ABUTMENT DIAPHRAGMS UNDERNEATH THE SIDEWALK (SECTIONS A-A THRU D-D) SEE SHEET 13.

SEE SHEET 13 FOR ABUTMENT DIAPHRAGM CORNER DETAILS




## SECTION S-S

## TOP OF DECK ELEVATIONS

EOD = EDGE OF DECK

| | ℄ BRG. S. ABUT. | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | ℄ PIER 1 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | ℄ PIER 2 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | ℄ BRG. N. ABUT. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| W. EOD | 787.70 | 787.73 | 787.75 | 787.77 | 787.79 | 787.80 | 787.82 | 787.83 | 787.85 | 787.86 | 787.88 | 787.90 | 787.91 | 787.93 | 787.94 | 787.96 | 787.97 | 787.99 | 788.00 | 788.02 | 788.04 | 788.05 | 788.07 | 788.08 | 788.10 | 788.11 | 788.13 | 788.14 | 788.16 | 788.18 | 788.18 | W. EOD |
| GIR. 1 | 787.73 | 787.76 | 787.78 | 787.80 | 787.82 | 787.83 | 787.85 | 787.86 | 787.88 | 787.89 | 787.91 | 787.93 | 787.94 | 787.96 | 787.97 | 787.99 | 788.00 | 788.02 | 788.03 | 788.05 | 788.07 | 788.08 | 788.10 | 788.11 | 788.13 | 788.14 | 788.16 | 788.18 | 788.19 | 788.21 | 788.21 | GIR. 1 |
| GIR. 2 | 787.90 | 787.93 | 787.95 | 787.96 | 787.98 | 787.99 | 788.01 | 788.02 | 788.04 | 788.06 | 788.07 | 788.09 | 788.10 | 788.12 | 788.13 | 788.15 | 788.16 | 788.18 | 788.20 | 788.21 | 788.23 | 788.24 | 788.26 | 788.27 | 788.29 | 788.31 | 788.32 | 788.34 | 788.35 | 788.37 | 788.37 | GIR. 2 |
| GIR. 3 | 788.06 | 788.09 | 788.11 | 788.12 | 788.14 | 788.15 | 788.17 | 788.19 | 788.20 | 788.22 | 788.23 | 788.25 | 788.26 | 788.28 | 788.29 | 788.31 | 788.33 | 788.34 | 788.36 | 788.37 | 788.39 | 788.40 | 788.42 | 788.44 | 788.45 | 788.47 | 788.48 | 788.50 | 788.51 | 788.53 | 788.53 | GIR. 3 |
| GIR. 4 | 788.22 | 788.25 | 788.27 | 788.28 | 788.30 | 788.32 | 788.33 | 788.35 | 788.36 | 788.38 | 788.39 | 788.41 | 788.42 | 788.44 | 788.46 | 788.47 | 788.49 | 788.50 | 788.52 | 788.53 | 788.55 | 788.57 | 788.58 | 788.60 | 788.61 | 788.63 | 788.64 | 788.66 | 788.67 | 788.69 | 788.68 | GIR. 4 |
| GIR. 5 | 788.07 | 788.10 | 788.12 | 788.14 | 788.15 | 788.17 | 788.18 | 788.20 | 788.21 | 788.23 | 788.24 | 788.26 | 788.28 | 788.29 | 788.31 | 788.32 | 788.34 | 788.35 | 788.37 | 788.39 | 788.40 | 788.42 | 788.43 | 788.45 | 788.46 | 788.48 | 788.49 | 788.51 | 788.53 | 788.54 | 788.52 | GIR. 5 |
| GIR. 6 | 787.92 | 787.94 | 787.96 | 787.98 | 787.99 | 788.01 | 788.02 | 788.04 | 788.05 | 788.07 | 788.09 | 788.10 | 788.12 | 788.13 | 788.15 | 788.16 | 788.18 | 788.20 | 788.21 | 788.23 | 788.24 | 788.26 | 788.27 | 788.29 | 788.30 | 788.32 | 788.34 | 788.35 | 788.37 | 788.38 | 788.36 | GIR. 6 |
| GIR. 7 | 787.76 | 787.78 | 787.80 | 787.82 | 787.83 | 787.85 | 787.87 | 787.88 | 787.90 | 787.91 | 787.93 | 787.94 | 787.96 | 787.97 | 787.99 | 788.01 | 788.02 | 788.04 | 788.05 | 788.07 | 788.08 | 788.10 | 788.11 | 788.13 | 788.15 | 788.16 | 788.18 | 788.19 | 788.21 | 788.21 | 788.20 | GIR. 7 |
| E. EOD | 787.73 | 787.75 | 787.77 | 787.79 | 787.80 | 787.82 | 787.84 | 787.85 | 787.87 | 787.88 | 787.90 | 787.91 | 787.93 | 787.94 | 787.96 | 787.98 | 787.99 | 788.01 | 788.02 | 788.04 | 788.05 | 788.07 | 788.08 | 788.10 | 788.12 | 788.13 | 788.15 | 788.16 | 788.18 | 788.18 | 788.17 | E. EOD |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SUPERSTRUCTURE CROSS SECTIONS

SHEET 12

353

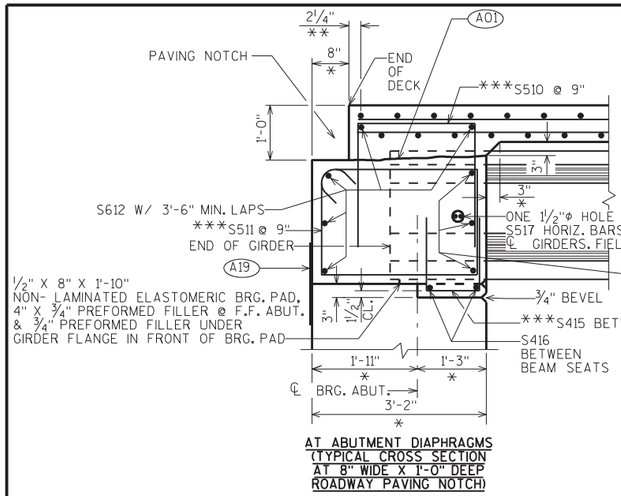
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8

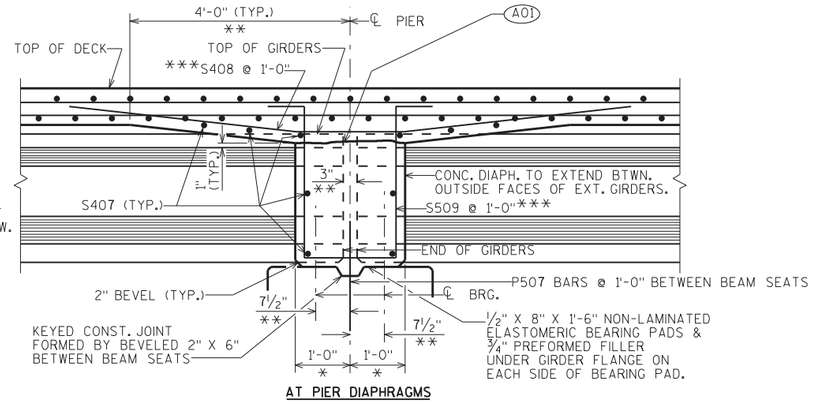
8

STATE PROJECT NUMBER

7130-08-72




AT ABUTMENT DIAPHRAGMS
(TYPICAL CROSS SECTION AT 8" WIDE X 1'-0" DEEP ROADWAY PAVING NOTCH)



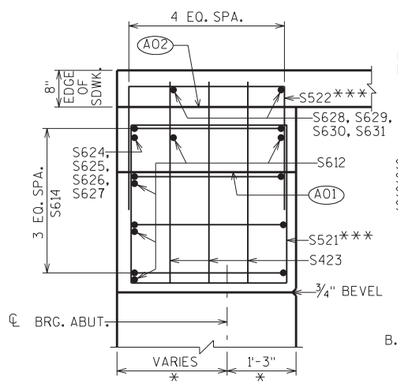

AT PIER DIAPHRAGMS

*DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

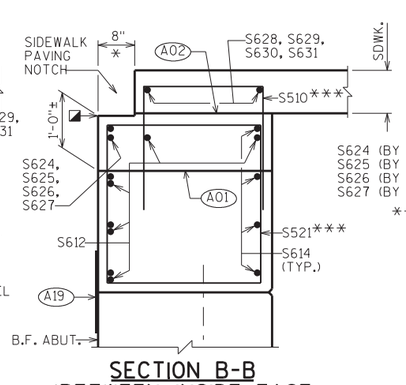
**DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

***BARS PLACED PARALLEL TO ℄ GIRDERS. BARS SPACING PERPENDICULAR TO ℄ GIRDERS

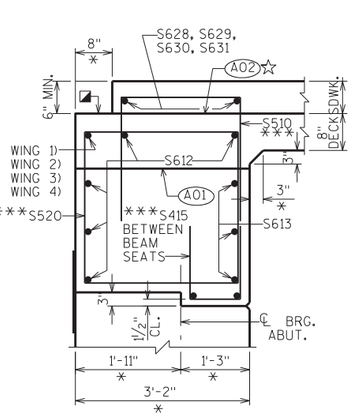
## PART LONGIT. SECTION



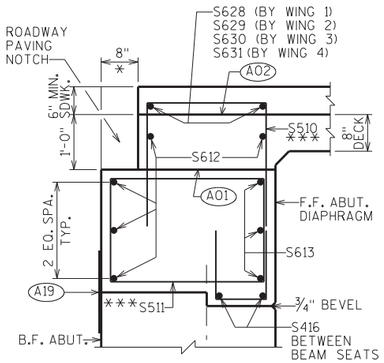

SECTION A-A
(UNDERNEATH PARAPET)



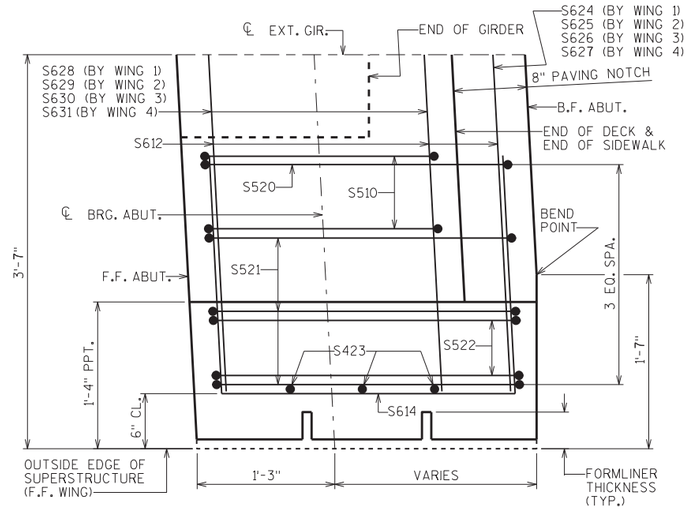

SECTION B-B
(BETWEEN INSIDE FACE OF PARAPET AND EDGE OF DECK)




SECTION C-C
(BETWEEN EXTERIOR GIRDERS)

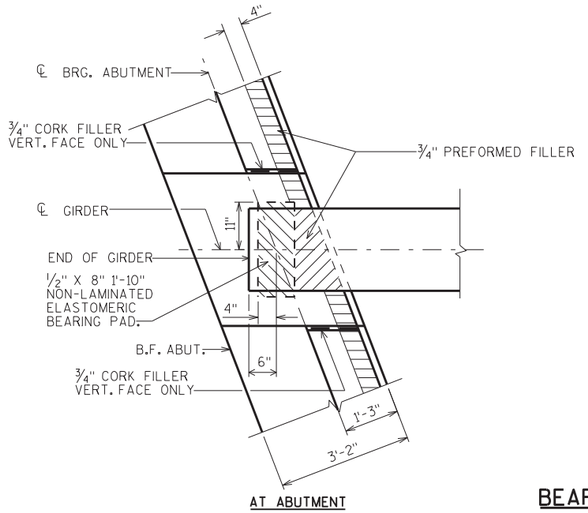



SECTION D-D
(AT 1'-0" DEEP PAVING NOTCH)

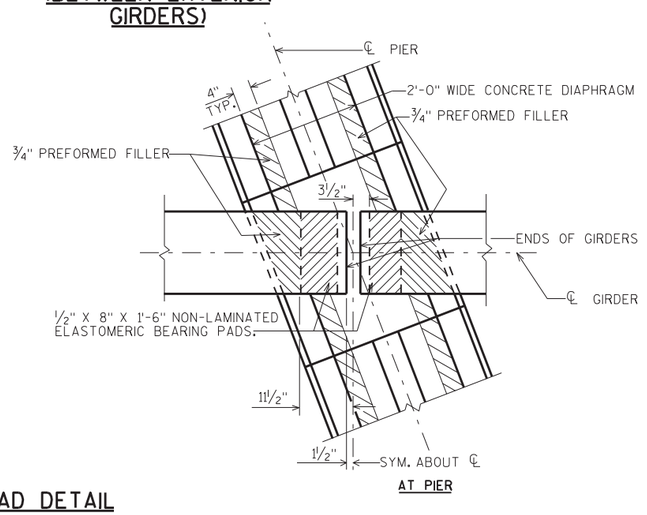



TYPICAL DIAPHRAGM CORNER DETAIL

TYPICAL DETAIL AT ALL FOUR CORNERS




AT ABUTMENT




AT PIER

BEARING PAD DETAIL

NOTE:
SEE SHEET 17 FOR 'BILL OF BARS' AND BAR DETAILS.

◪ MATCH BOTTOM OF SIDEWALK PAVING NOTCH WITH 0.02% SLOPE OF 'TOP OF DECK'

A01 OPTIONAL CONSTRUCTION JOINT: IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

A02 CONSTRUCTION JOINT: POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

☆ CONST. JOINT: STRIKE OFF AND LEAVE ROUGH. FOR DECK POUR, MATCH CROSS SLOPE. BOTTOM OF SIDEWALK PAVING NOTCH IS THE TOP OF DECK POUR EXTENDED.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SUPERSTRUCTURE DETAILS

SHEET 13

354

SCALE = 1.3333

8

8

STATE PROJECT NUMBER

7130-08-72

INDICATES WING NUMBER

21 SPA. @ 6'-10" = 143'-6"

253 SPA. @ 7½" = 158'-1½" S506 (TOP TRANSVERSE DECK BARS)

℄ LIGHT STANDARD BASE #2 @ STA. 87+66.02

℄ LIGHT STD. BASE #3 @ STA. 89+16.95

RAIL POST SPACING: DIMENSIONING ALONG ℄ RAILING

℄ PIER 1

℄ PIER 2

3° SKEW (TYP.)

DEFLECTION JOINT @ ℄ PIER (TYP.)

EDGE OF DECK

END OF DECK & SIDEWALK

93°

90°

SEE 'NW' PLAN DETAIL BELOW.

SEE 'NE' PLAN DETAIL BELOW.

TYPICAL LONGIT. SIDEWALK BARS

BOT. LONGIT. DECK BARS

TOP LONGIT. DECK BARS

1'-5" MIN. LAPS (TYP.) S443

1'-8" MIN. LAPS (TYP.) S443

1'-8" MIN. LAPS (TYP.) S444

1'-8" MIN. LAPS (TYP.) S405

1'-5" MIN. LAPS (TYP.) S444

S443

S445

S446

S506 (TOP & BOT. TRANSVERSE BARS)

7½" TYP.

IN SPAN STEEL DIAPHRAGMS (TYP.)

℄ GIRDERS (TYP.)

CONCRETE DIAPHRAGM AT PIER (TYP.)

℄ BRG. SOUTH ABUT.

℄ BRG. NORTH ABUT.

B.F. ABUT.

F.F. ABUT.

P.I. STA 89+12.22

℄ S.T.H. 93

TANGENT LINE: TANGENT TO ℄ S.T.H. 93 @ P.I. STA 89+12.22

END TAPER AT STA. 89+21.39 18'-0" LT. OF ℄ S.T.H. 93

BEGIN TAPER AT STA. 89+11.79 18'-0" LT. OF ℄ S.T.H. 93

182°-45'-10"

BEGIN TAPER (18' RT.)

END TAPER AT STA. 89+21.55 18'-0" RT. OF ℄ S.T.H. 93

52'-0" SPAN 1

52'-0" SPAN 2

52'-0" SPAN 3

159'-10" BACK TO BACK OF ABUTMENTS

43'-11⅞"

8'-0⅛"

PAVING NOTCH

S402

S403

S404

S418

S701

19'-10"

15'-10"

22'-6"

26'-6"

8" TYP.

1'-8" MIN. LAPS (TYP.)

8'-0" SDWK.

8'-6" SDWK.

1'-5" MIN. LAPS (TYP.) S443

1'-5" MIN. LAPS (TYP.) S444

1'-4" PPT.

1'-4" TYP. ℄ LIGHT STD. BASE #1 @ STA. 87+68.91

24'-5⅛"

27'-6⅞"

24'-8⅞"

27'-3⅛"

25'-0⅝"

26'-11⅜"

252 SPA. @ 7½" = 157'-6" S506 (BOT. TRANSVERSE DECK BARS)

158'-6" END TO END OF DECK & SIDEWALK

6'-10¾"

6'-11½"

1'-3"

2¼"

1'-4" TYP.

18'-6"

18'-0"

7'-6"

6"

5¼"

## PLAN DETAIL AT NW CORNER

℄ LIGHT STD. BASE #3

EDGE OF DECK

10'-0" ABUT. WING 3

RAIL POST SPACING: DIMENSIONING ALONG ℄ RAILING

S547 @ 1'-0" SPACING

S548

1½" FILLER

3" WIDE X 8" DEEP SIDEWALK NOTCH

S433 @ 6"

S442

S535 @ 6"

S536

S537

S539 @ 6"

S540

S541

S432 @ 6"

S445

S432

S433

LINE PERPENDICULAR TO ℄ S.T.H. 93 @ STA. 89+16.95

F.F. ABUT.

12 SPA. @ 6" = 6'-0"

S432, S433, S536

4 SPA. @ 6" = 2'-0"

S432, S433, S537

PAVING NOTCH

℄ BRG. NORTH ABUT.

177°-14'-50"

B.F. ABUT.

BEGIN TAPER

MEASURED NORMAL TO TANGENT LINE

8'-8¾"

9'-10"

8'-6" SDWK.

8'-1" SDWK.

7'-7"

1'-7"

3"

5"

## PLAN

9'-9"

177°-14'-50"

MEASURED NORMAL TO TANGENT LINE

BEGIN TAPER

END OF DECK & SIDEWALK

℄ BRG. NORTH ABUT.

B.F. ABUT.

F.F. ABUT.

LINE PERPENDICULAR TO ℄ S.T.H. 93 @ STA. 89+17.00

14 SPA. @ 6" = 7'-0"

S432, S433, S540

4 SPA. @ 6" = 2'-0"

S432, S433, S541

S548

PAVING NOTCH

BEND POINT

3" WIDE X 8" DEEP SIDEWALK NOTCH

℄ RAILING

S547

S443

EDGE OF DECK

1'-6" TYP.

S547 @ 1'-0" SPACING

10'-0" ABUT. WING 4

RAIL POST SPACING: DIMENSIONING ALONG ℄ RAILING

℄ LIGHT STD. BASE #4

9'-4"

8'-0" SDWK.

8'-5⅝" SDWK.

7'-11⅝"

1'-7"

3"

LIMITS OF 8" WIDE X 1'-0" DEEP ROADWAY PAVING NOTCH

LIMITS OF 8" WIDE X 6" MIN. SIDEWALK PAVING NOTCH

STEEL DIAPHRAGM SPACING FOR CONTINUOUS LINE OF DIAPHRAGMS: DIMENSIONING ALONG ℄ EXTERIOR GIRDERS BETWEEN ℄ SUBSTRUCTURES

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SUPERSTRUCTURE PLAN

SHEET 14

355

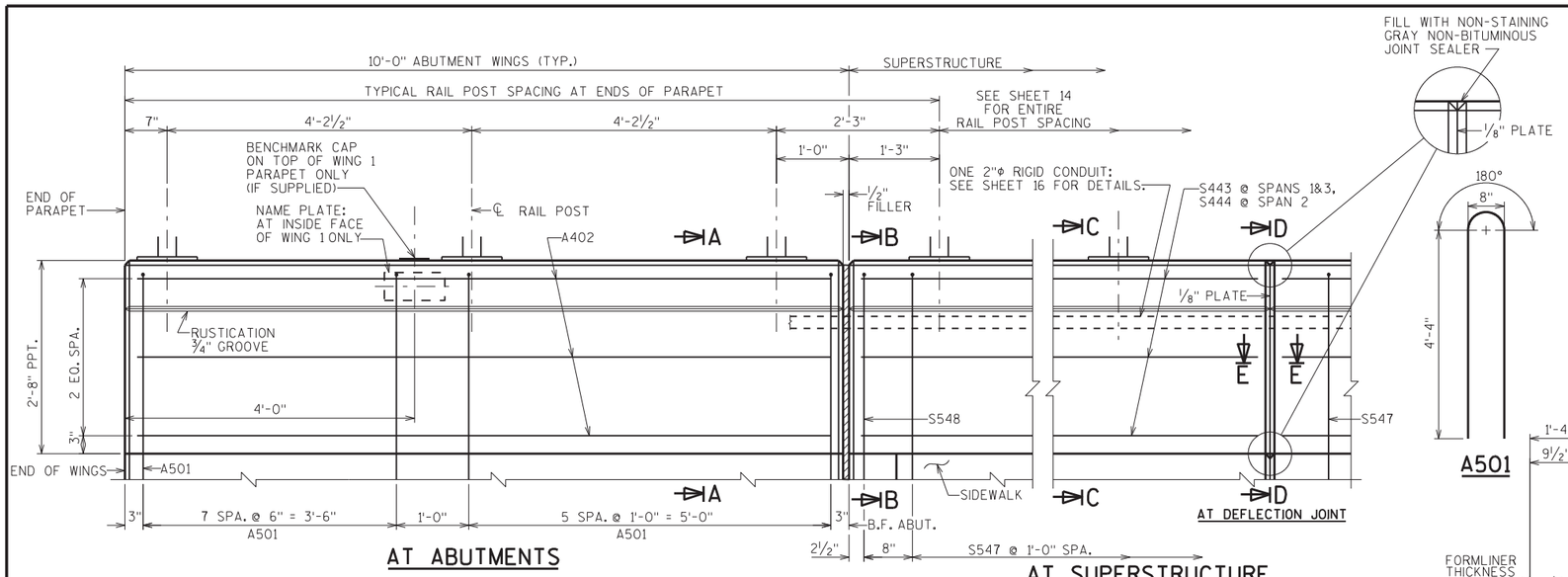
SCALE = 6

8

8

STATE PROJECT NUMBER

7130-08-72



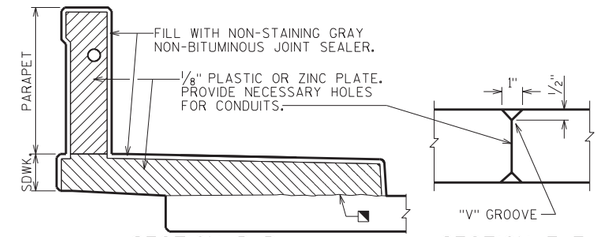




## BILL OF BARS

REBAR FOR ABUTMENT WING PARAPETS ONLY

| BAR MARK | COAT | NO. REQUIRED S.ABUT | NO. REQUIRED N.ABUT | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|---|
| A501 | X | 28 | 28 | 9'-9" | X | WING/PARAPET-VERT.-TRANS.-AT ALL 4 WINGS |
| A402 | X | 12 | 12 | 9'-8" | | PARAPET-HORIZ.-LONGIT.-BOTH FACES-AT ALL 4 WINGS |



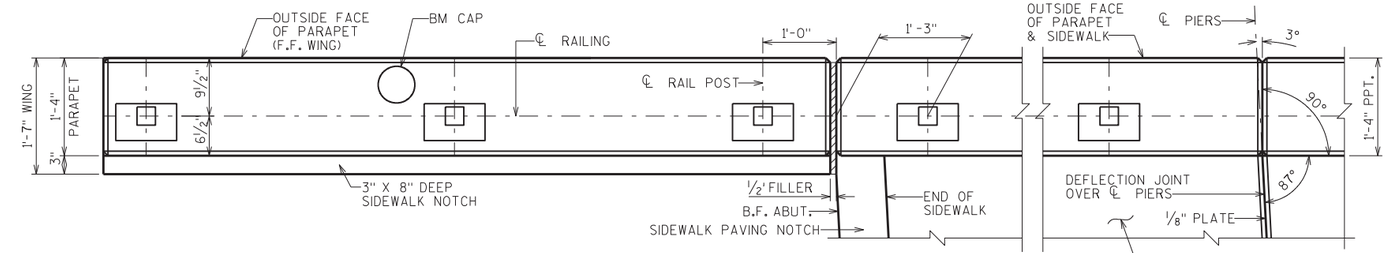

## SECTION D-D

## SECTION E-E

(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK.)

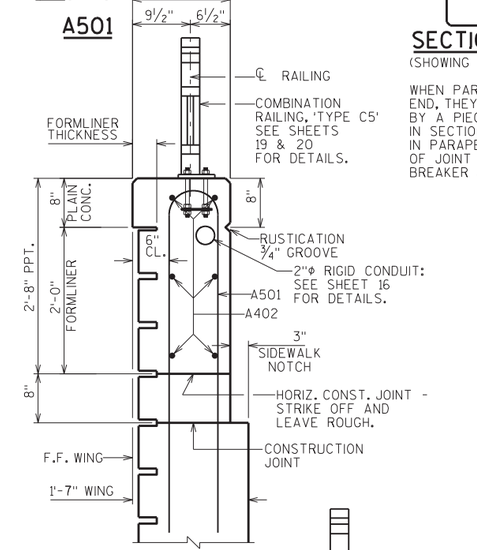
WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTION D-D BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.

## INSIDE ELEVATION OF PARAPET

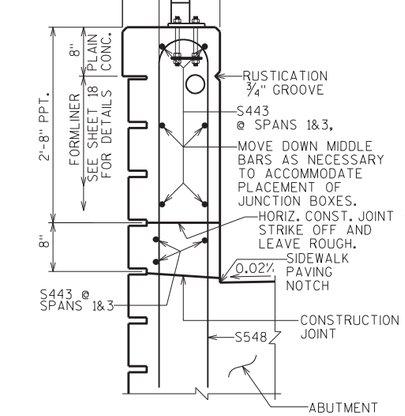



## PLAN OF PARAPET

(WING 2 SHOWN, WINGS 1,3&4 SIMILAR)

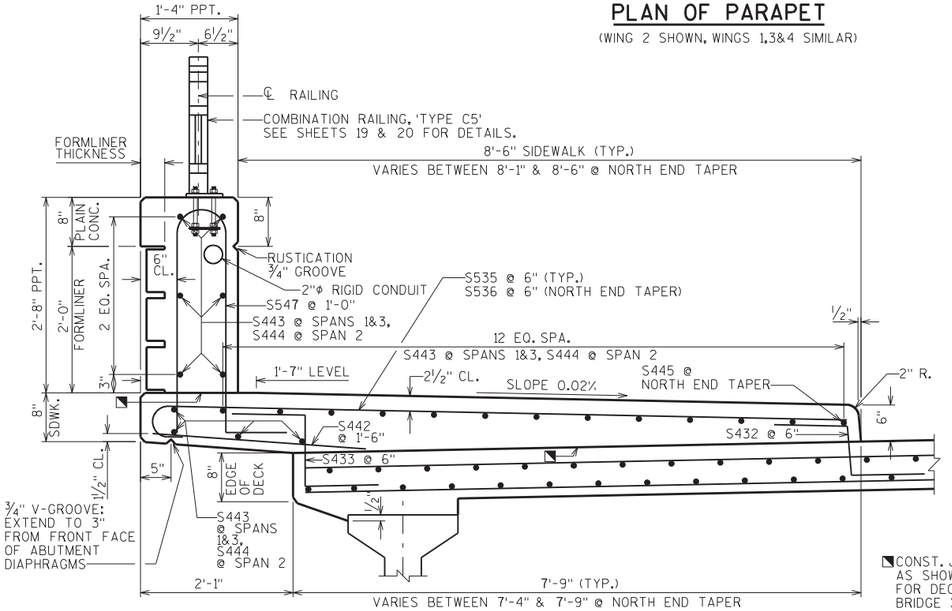



## SECTION A-A (AT WING)

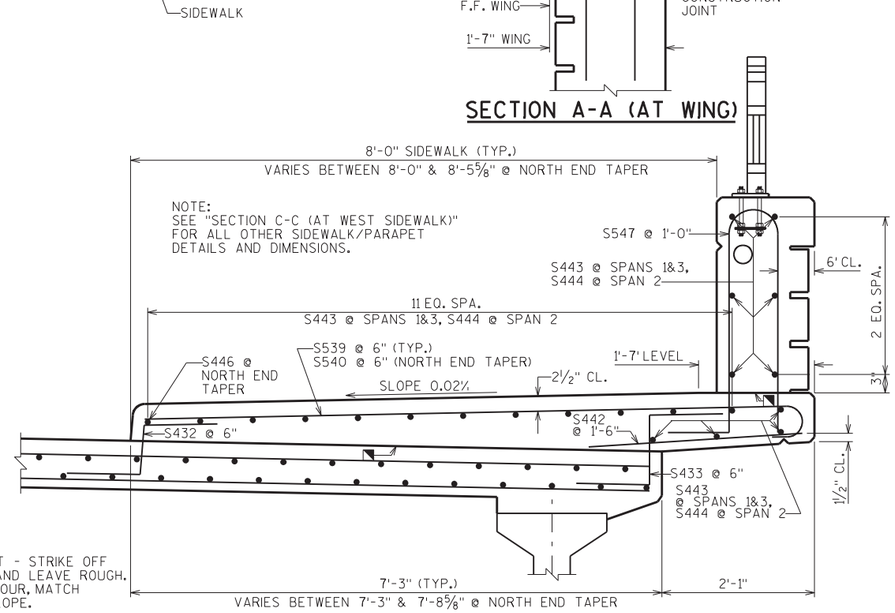



## SECTION B-B (AT PAVING NOTCH)

NOTE:
SEE SHEET 17 FOR THE BILL OF BARS AND BAR DETAILS.




## SECTION C-C (AT WEST SIDEWALK)




## SECTION C-C (AT EAST SIDEWALK)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SIDEWALK & MODIFIED VERTICAL FACE PARAPET 'A'

SHEET 15

356

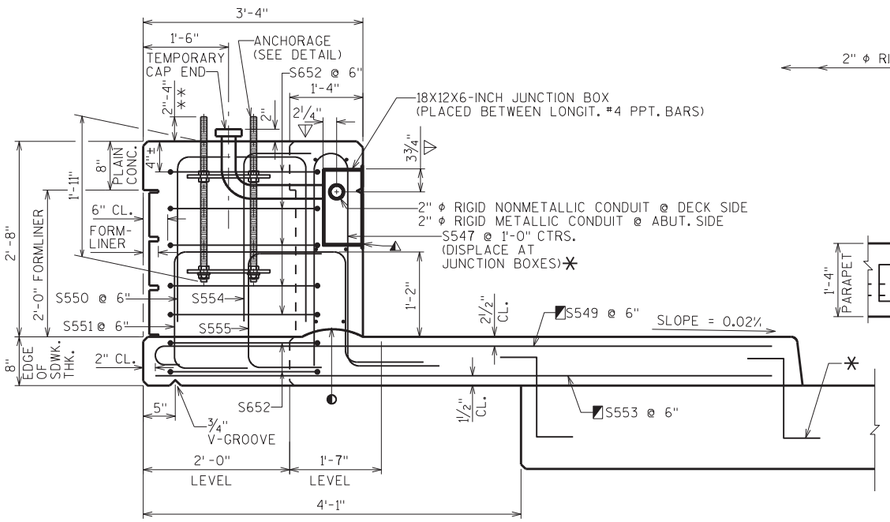
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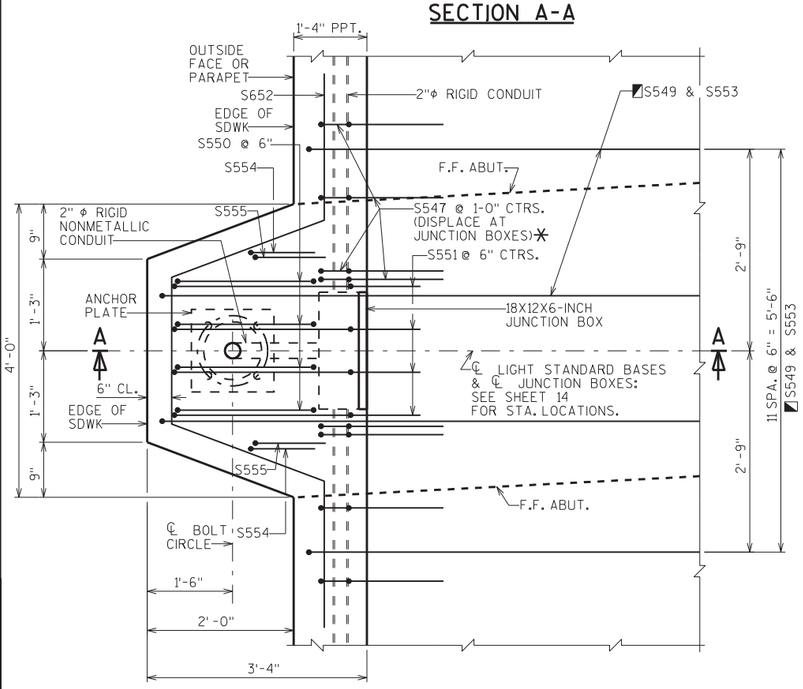
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STATE PROJECT NUMBER

7130-08-72

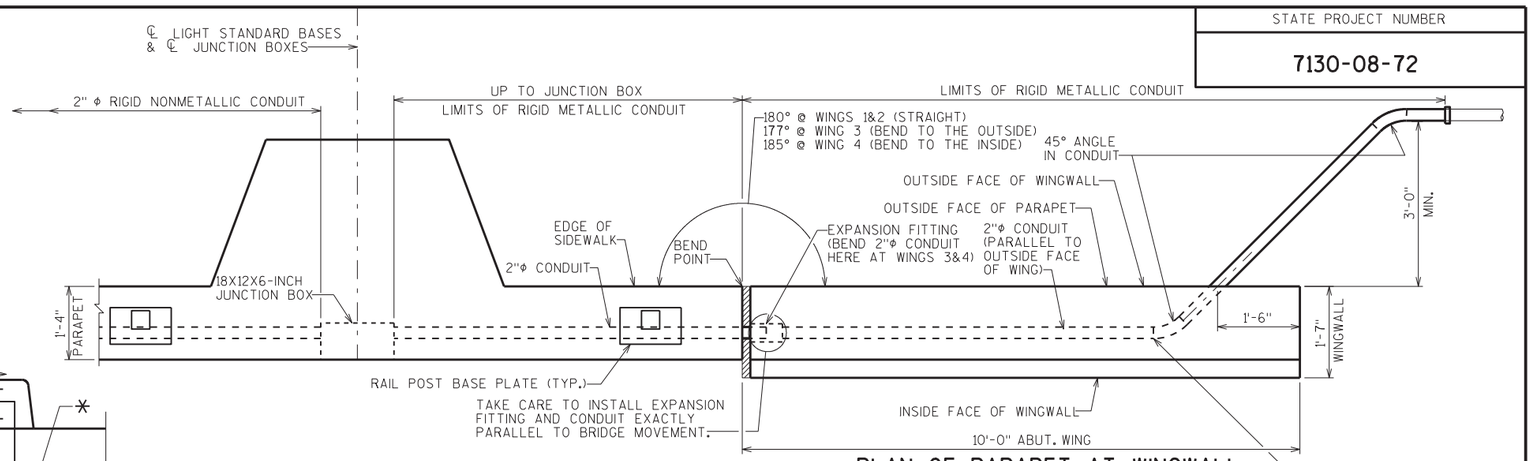



## SECTION A-A



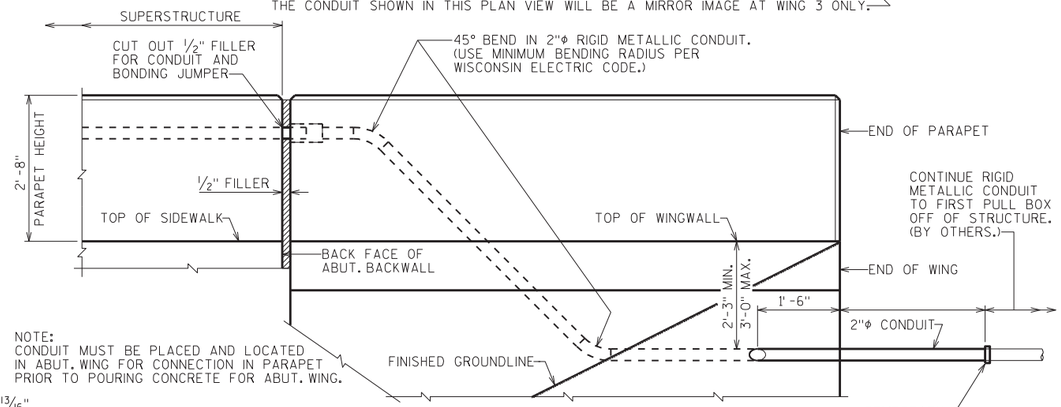

## PLAN AT LIGHT STANDARD BASE

NOTE;
SEE SHEET 17 FOR 'BILL OF BARS' AND BAR DETAILS.




## PLAN OF PARAPET AT WINGWALL

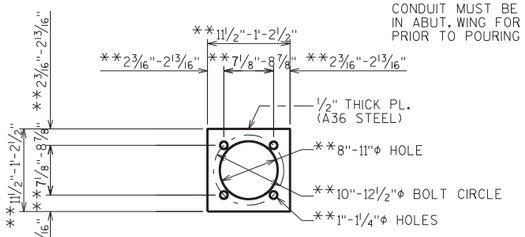
CONDUIT SHALL EXIT THE WING AT THE INSIDE FACE OF WINGWALL AT WING 3 ONLY AS OPPOSED TO EXITING THE WING AT THE OUTSIDE FACE OF WINGWALL AT WINGS 1,2&4 AS SHOWN HERE. THE CONDUIT SHOWN IN THIS PLAN VIEW WILL BE A MIRROR IMAGE AT WING 3 ONLY.




NOTE:
CONDUIT MUST BE PLACED AND LOCATED IN ABUT. WING FOR CONNECTION IN PARAPET PRIOR TO POURING CONCRETE FOR ABUT. WING.

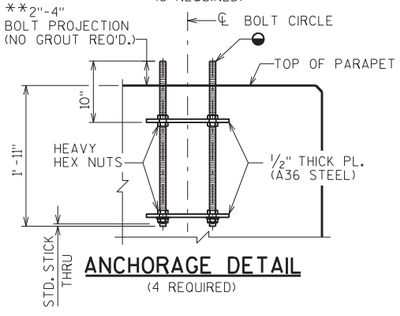
## OUTSIDE ELEVATION OF PARAPET AT WINGWALL

(TYPICAL AT ALL FOUR WINGS)




## PLATE DETAIL

(8 REQUIRED)




## ANCHORAGE DETAIL

(4 REQUIRED)

**LIGHT ANCHORAGE CONFIGURATION DEPENDS ON LIGHTING FIXTURE. COORDINATE WITH LIGHTING CONTRACTOR.

## NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH".

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

◐ CONSTR. JT. STRIKE OFF AS SHOWN

◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

◩ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN SIDEWALK.

◒ THREADED ANCHOR BOLTS TO BE OBTAINED FROM LIGHTING CONTRACTOR.

✳ SEE VERTICAL FACE PARAPET 'A' SHEET 15. FOR ADDITIONAL BAR STEEL DETAILS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

PARAPET 'A' LIGHT DETAILS

SHEET 16

357

SCALE = 1

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# BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

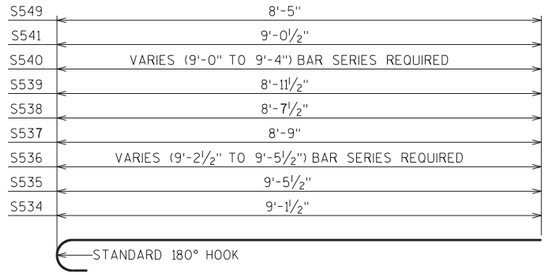
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| S701 | X | 152 | 46'-4" | | | DECK-TOP-LONGITUDINAL-HORIZ.-OVER PIERS |
| S402 | X | 76 | 35'-0" | | | DECK-TOP-LONGIT.-HORIZ.-SPANS 1&3 |
| S403 | X | 38 | 6'-5" | | | DECK-TOP-LONGIT.-HORIZ.-SPAN 2 |
| S404 | X | 38 | 31'-0" | | | DECK-TOP-LONGIT.-HORIZ.-SPAN 3 |
| S405 | X | 308 | 40'-10" | | | DECK-BOT.-LONGIT.-HORIZ. |
| S506 | X | 507 | 50'-9" | | | DECK-TOP & BOT.-TRANSVERSE-HORIZ. |
| S407 | X | 120 | 6'-2" | | | PIER DIAPHRAGMS-HORIZ.-BOTH FACES-BTWN. GIRS. |
| S408 | X | 84 | 10'-5" | X | | PIER DIAPHRAGMS/DECK-VERT.-BTWN. GIRS. |
| S509 | X | 84 | 8'-3" | X | | PIER DIAPHRAGMS/DECK-VERT.-BTWN. GIRS. |
| S510 | X | 116 | 6'-5" | X | | ABUT. DIAPHRAGMS/DECK/SIDEWALKS-VERT. |
| S511 | X | 82 | 10'-2" | X | | ABUT. DIAPHRAGMS-VERT.-BTWN. GIRS. |
| S612 | X | 20 | 29'-0" | | | ABUT. DIAPHRAGMS B.F. & DECK-HORIZ. |
| S613 | X | 36 | 6'-2" | | | ABUT. DIAPHRAGMS-F.F.-HORIZ.-BTWN. GIRS. |
| S614 | X | 16 | 6'-8" | X | | ABUT. DIAPHRAGMS-HORIZ.-AT ALL 4 GIR. EXT. CORNERS |
| S415 | X | 72 | 3'-5" | X | | ABUT. DIAPHRAGMS-BOT.-F.F.-VERT.-BTWN. BEAM SEATS |
| S416 | X | 24 | 5'-2" | | | ABUT. DIAPHRAGMS-BOT.-HORIZ.-BTWN. BEAM SEATS |
| S517 | X | 28 | 6'-0" | | | ABUT. DIAPHRAGMS-HORIZ.-THRU GIRDERS |
| S418 | X | 38 | 39'-0" | | | DECK-TOP-LONGIT.-HORIZ.-SPAN 1 |
| S419 | | -- | ---- | | | NOT USED |
| S520 | X | 30 | 11'-10" | X | | ABUT. DIAPHRAGMS/DECK-VERT.-UNDER SIDEWALKS |
| S521 | X | 12 | 12'-1" | X | | ABUT. DIAPHRAGMS-VERT.-AT ALL 4 GIR. EXT. CORNERS |
| S522 | X | 8 | 7'-1" | X | | ABUT. DIAPHRAGMS/SIDEWALKS-VERT.-AT ALL 4 GIR. EXT. CORNERS |
| S423 | X | 12 | 3'-8" | | | ABUT. DIAPHRAGMS/SIDEWALKS-VERT.-AT ALL 4 GIR. EXT. CORNERS |
| S624 | X | 1 | 8'-2" | | | SOUTH ABUT. DIAPHRAGM-TOP-B.F.-HORIZ.-UNDER EAST SIDEWALK |
| S625 | X | 1 | 8'-8" | | | SOUTH ABUT. DIAPHRAGM-TOP-B.F.-HORIZ.-UNDER WEST SIDEWALK |
| S626 | X | 1 | 8'-3" | | | NORTH ABUT. DIAPHRAGM-TOP-B.F.-HORIZ.-UNDER WEST SIDEWALK |
| S627 | X | 1 | 8'-7" | | | NORTH ABUT. DIAPHRAGM-TOP-B.F.-HORIZ.-UNDER EAST SIDEWALK |
| S628 | X | 2 | 8'-8" | | | SOUTH ABUT. DIAPHRAGM-TOP-HORIZ.-AT EAST SIDEWALK |
| S629 | X | 2 | 9'-2" | | | SOUTH ABUT. DIAPHRAGM-TOP-HORIZ.-AT WEST SIDEWALK |
| S630 | X | 2 | 8'-9" | | | NORTH ABUT. DIAPHRAGM-TOP-HORIZ.-AT WEST SIDEWALK |
| S631 | X | 2 | 9'-1" | | | NORTH ABUT. DIAPHRAGM-TOP-HORIZ.-AT EAST SIDEWALK |
| S432 | X | 636 | 2'-6" | X | | SIDEWALK/DECK-VERT.-TRANS.-AT INSIDE FACE OF BOTH SIDEWALKS |
| S433 | X | 636 | 2'-9" | X | | SIDEWALK/DECK-VERT.-TRANS.-AT OUTSIDE EDGE OF DECK-AT BOTH SIDEWALKS |
| S534 | X | 5 | 9'-9" | X | | WEST SIDEWALK-TOP-VERT.-TRANS.-ABOVE SOUTH ABUT. ONLY |
| S535 | X | 295 | 10'-1" | X | | WEST SIDEWALK-TOP-VERT.-TRANS. |
| ⚠ S536 | X | 13 | 10'-0" | X | X | WEST SIDEWALK-TOP-VERT.-TRANS.-AT NORTH END TAPER ONLY |
| S537 | X | 5 | 9'-4" | X | | WEST SIDEWALK-TOP-VERT.-TRANS.-ABOVE NORTH ABUT. ONLY |
| S538 | X | 5 | 9'-3" | X | | EAST SIDEWALK-TOP-VERT.-TRANS.-ABOVE SOUTH ABUT. ONLY |
| S539 | X | 293 | 9'-7" | X | | EAST SIDEWALK-TOP-VERT.-TRANS. |
| ⚠ S540 | X | 15 | 9'-9" | X | X | EAST SIDEWALK-TOP-VERT.-TRANS.-AT NORTH END TAPER ONLY |
| S541 | X | 5 | 9'-8" | X | | EAST SIDEWALK-TOP-VERT.-TRANS.-ABOVE NORTH ABUT. ONLY |
| S442 | X | 214 | 3'-0" | | | SIDEWALKS-BOT.-HORIZ.-TRANS.-AT OUTSIDE EDGE |
| S443 | X | 178 | 27'-8" | | | SIDEWALKS & PARAPETS-TOP & BOT.-HORIZ.-LONGIT.-AT SPANS 1&3 |
| S444 | X | 90 | 26'-8" | | | SIDEWALKS & PARAPETS-TOP & BOT.-HORIZ.-LONGIT.-AT SPAN 2 |
| S445 | X | 1 | 27'-0" | X | | WEST SIDEWALK-INSIDE EDGE-TOP-HORIZ.-LONGIT.-AT SPAN 3-AT NORTH TAPER ONLY |
| S446 | X | 1 | 27'-0" | X | | EAST SIDEWALK-INSIDE EDGE-TOP-HORIZ.-LONGIT.-AT SPAN 3-AT NORTH TAPER ONLY |
| S547 | X | 320 | 7'-2" | X | | PARAPETS/SIDEWALKS-VERT.-TRANS. |
| S548 | X | 4 | 9'-10" | X | | PARAPETS/ABUT. DIAPHRAGMS-VERT.-TRANS.-AT PAVING NOTCHES-AT ALL 4 DECK CORNERS |
| S549 | X | 48 | 9'-0" | X | | LIGHT STANDARD BASES/SIDEWALKS-TOP-VERT.-TRANS. |
| S550 | X | 16 | 6'-3" | X | | LIGHT STANDARD BASES/PARAPETS-VERT.-TRANS. |
| S551 | X | 16 | 7'-2" | X | | LIGHT STANDARD BASES/PARAPETS/SIDEWALKS-VERT.-TRANS. |
| S652 | X | 28 | 9'-10" | X | | LIGHT STANDARD BASES/PARAPETS/SIDEWALKS-HORIZ. |
| S553 | X | 48 | 8'-5" | | | LIGHT STANDARD BASES/SIDEWALKS-BOT-HORIZ.-TRANS. |
| S554 | X | 8 | 3'-3" | X | | LIGHT STANDARD BASES/PARAPETS-VERT.-TRANS.-SIDES |
| S555 | X | 8 | 3'-4" | X | | LIGHT STANDARD BASES/PARAPETS/SIDEWALKS-VERT.-TRANS.-SIDES |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

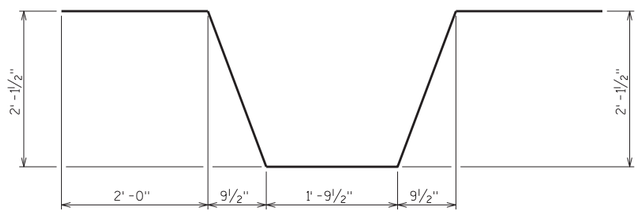
## BAR SERIES TABLE

| BAR MARK | NUMBER REQUIRED | TOTAL BAR LENGTH |
|---|---|---|
| S536 | 1 SERIES OF 13 BARS | 9'-10" TO 10'-1" |
| S540 | 1 SERIES OF 15 BARS | 9'-7" TO 9'-11" |

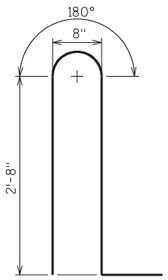
BUNDLE AND TAG EACH SERIES SEPARATELY.



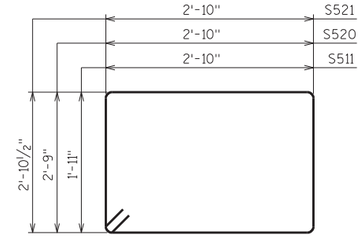

S534 S535 S536 S537 S538 S539 S540 S541 S549



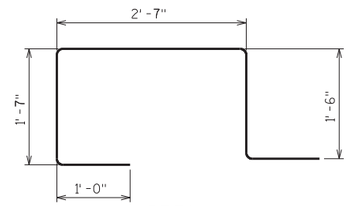

S652



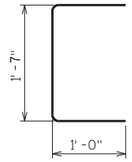

S547



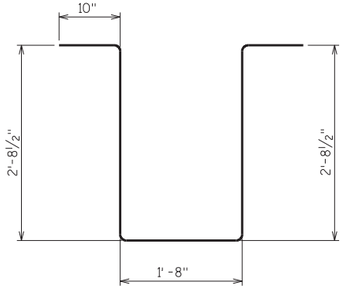

S511 S520 S521



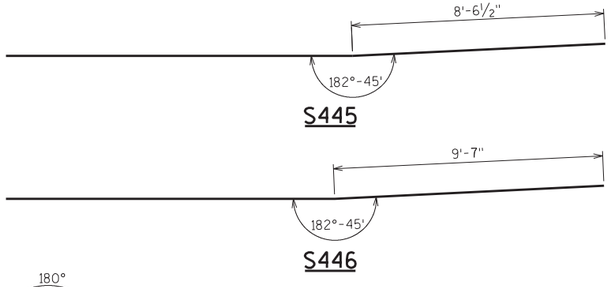

S551



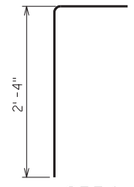

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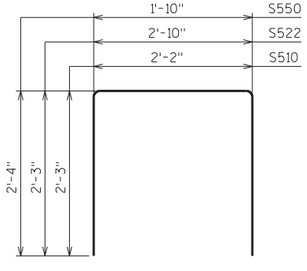

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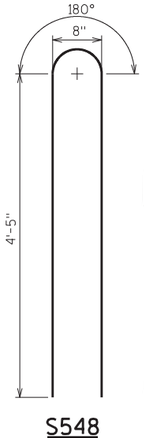

S445 S446



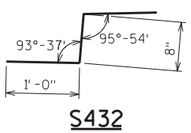

S554



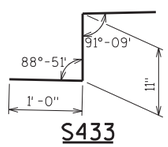

S510 S522 S550



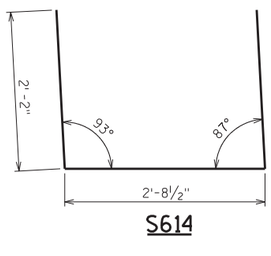

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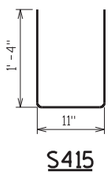

S432



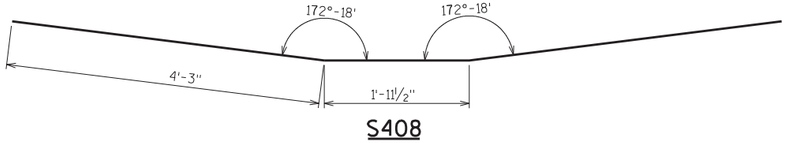

S433




S614




S415




S408

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

SUPERSTRUCTURE BAR DETAILS

SHEET 17

358

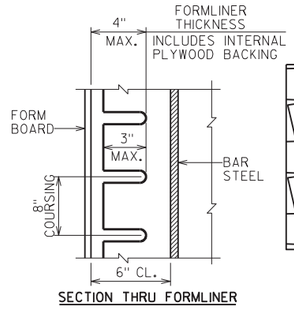
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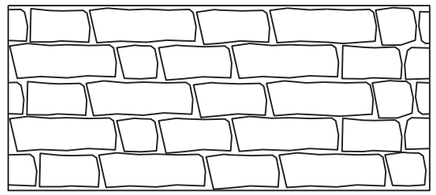
8

| STATE PROJECT NUMBER |
|---|
| 7130-08-72 |

⚠ ALL ARCHITECTURAL SURFACE TREATMENT FORMLINER AREAS SHALL BE STAINED. INDIVIDUAL CUT STONES IN FORMLINED AREAS SHALL BE STAINED AS INDICATED IN THE SPECIAL PROVISIONS. WORK SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING MULTI-COLOR B-61-211".

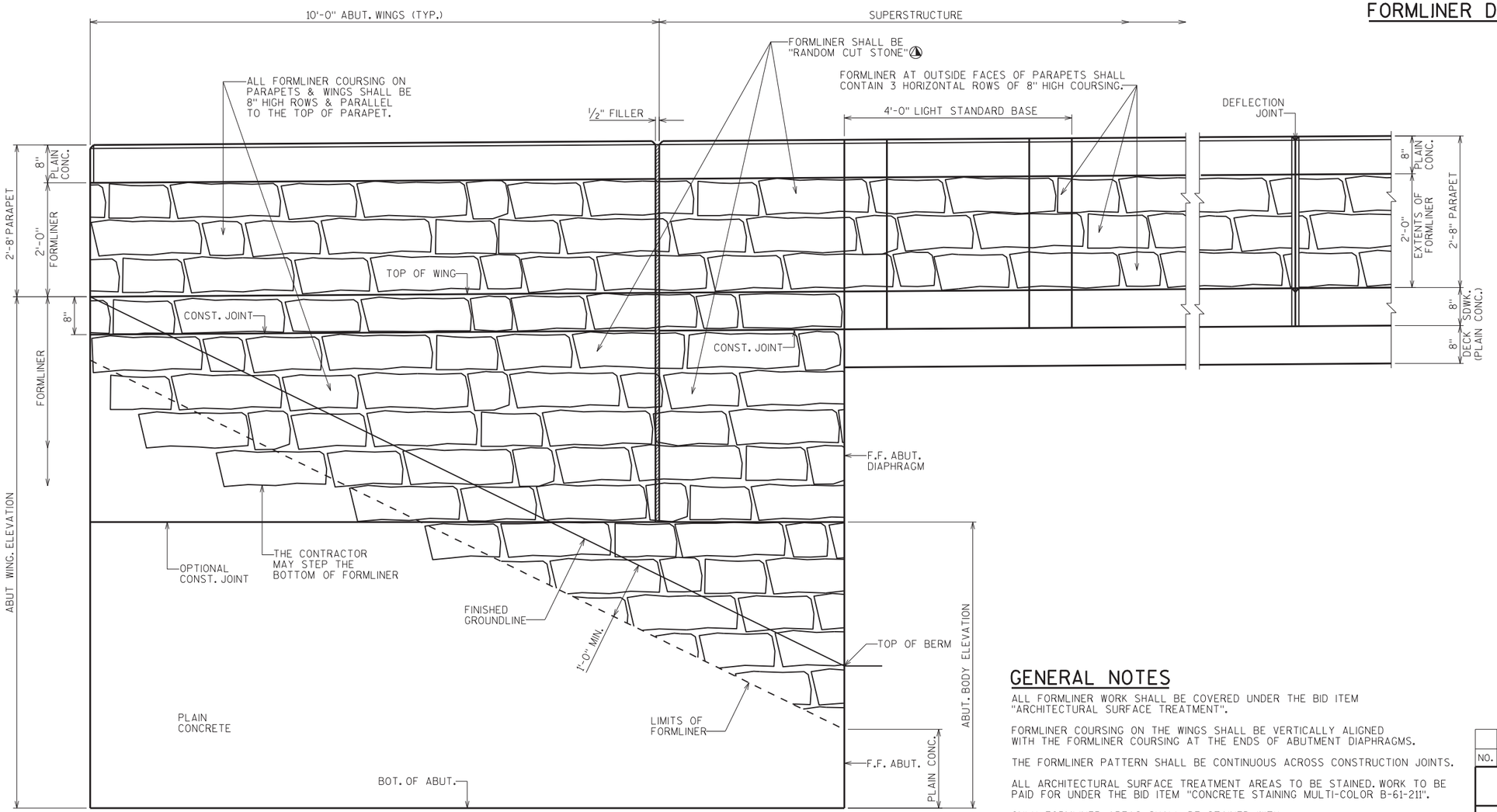



SECTION THRU FORMLINER

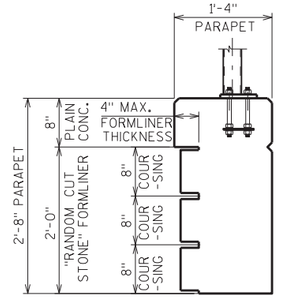


RANDOM CUT STONE
COURSE HEIGHT = 8"
RELIEF = 3" MAX.

# FORMLINER DETAILS




PARTIAL WING & PARAPET ELEVATION LOOKING @ OUTSIDE FACE SHOWING FORMLINER
(TYPICAL AT ALL WINGS & PARAPETS)




SECTION THRU PARAPET

## GENERAL NOTES

ALL FORMLINER WORK SHALL BE COVERED UNDER THE BID ITEM "ARCHITECTURAL SURFACE TREATMENT".

FORMLINER COURSING ON THE WINGS SHALL BE VERTICALLY ALIGNED WITH THE FORMLINER COURSING AT THE ENDS OF ABUTMENT DIAPHRAGMS.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

ALL ARCHITECTURAL SURFACE TREATMENT AREAS TO BE STAINED. WORK TO BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING MULTI-COLOR B-61-211".

ONLY FORMLINER AREAS SHALL BE STAINED WITH "CONCRETE STAINING MULTI-COLOR B-61-211".

FORMLINER COURSING ON ABUTMENT DIAPHRAGM ENDS AND WINGS SHALL BE PARALLEL TO TOP OF WING AND TOP OF PARAPET.

FORMLINER COURSING ON PARAPETS SHALL BE PARALLEL TO TOP OF PARAPET.

WRAP AROUND/MATCH FORMLINER PATTERN AT LIGHT STANDARD BASE CORNERS.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

AESTHETIC DETAILS

SHEET 18

359

SCALE = 1

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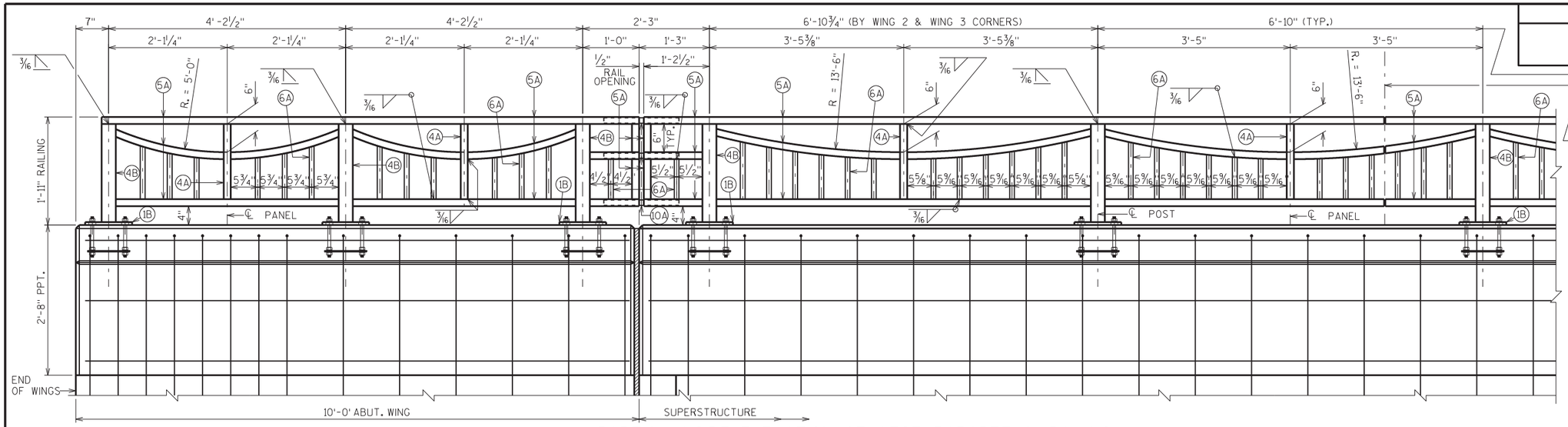
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STATE PROJECT NUMBER

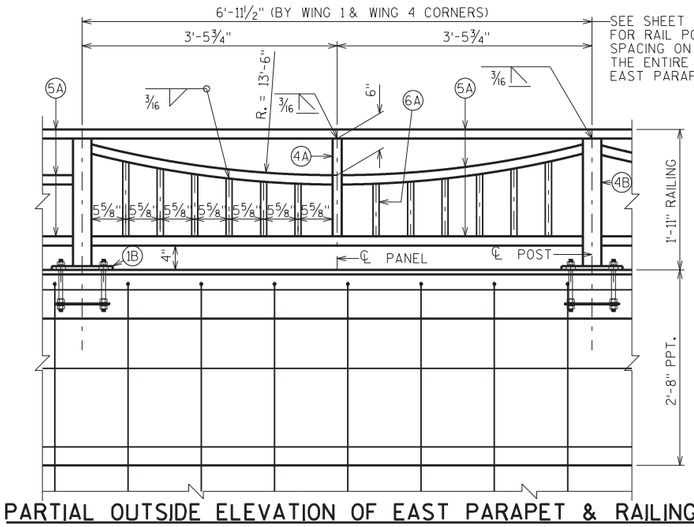
7130-08-72

SEE SHEET 14 FOR RAIL POST SPACING ON THE ENTIRE WEST PARAPET.

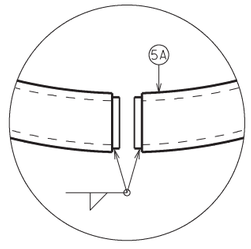
FIELD ERECTION JT. LOCATION. SEE "DETAIL A" FOR CURVED MEMBER END CLOSURE. SEE SHEET 20 FOR STRAIGHT MEMBER FIELD SPLICE DETAIL. (TYP.)




## PARTIAL INSIDE ELEVATION OF WEST PARAPET & RAILING

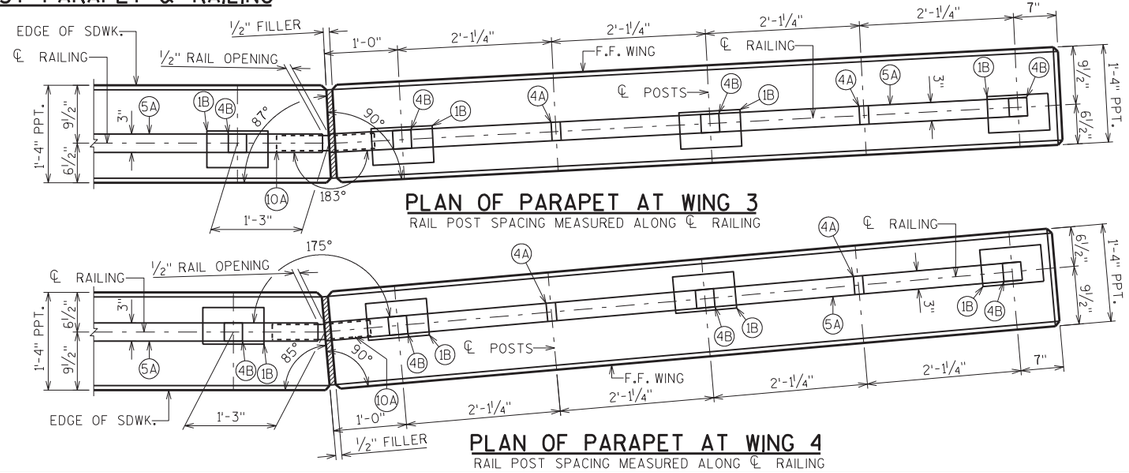



## PARTIAL OUTSIDE ELEVATION OF EAST PARAPET & RAILING




## DETAIL A

SEAL ENDS ON CURVED STRUCTURAL TUBING WITH ¼" PLATE. WELD AND GRIND SMOOTH.

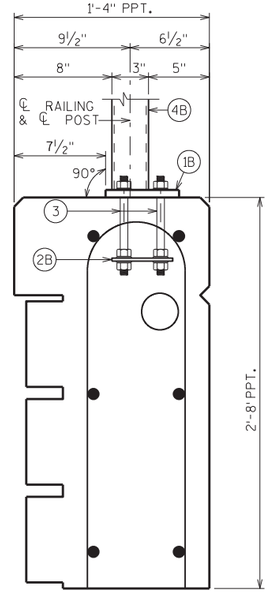



## PLAN OF PARAPET AT WING 3

RAIL POST SPACING MEASURED ALONG ℄ RAILING

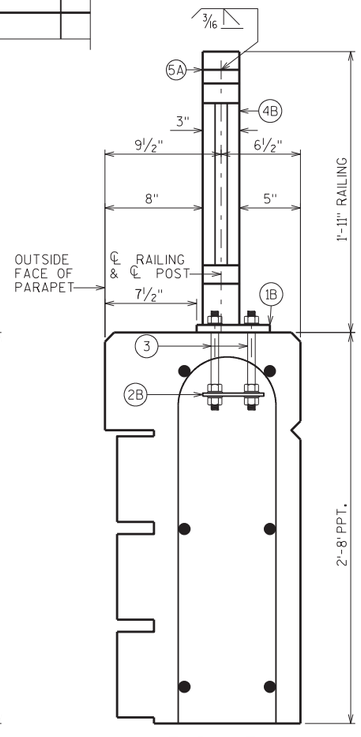
## PLAN OF PARAPET AT WING 4

RAIL POST SPACING MEASURED ALONG ℄ RAILING




## SECTION THRU PARAPET ON BRIDGE

ADJUST LOCATIONS OF REBAR TO ALLOW PLACEMENT OF ANCHOR ASSEMBLY FOR RAILING.




## END VIEW

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

COMBINATION RAILING "TYPE C5"

SHEET 19

360

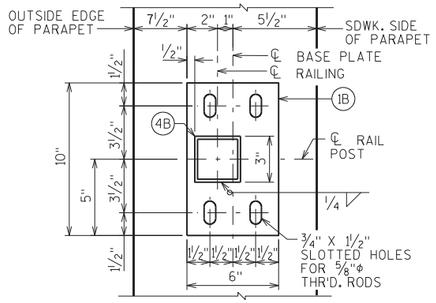
SCALE = 1

8

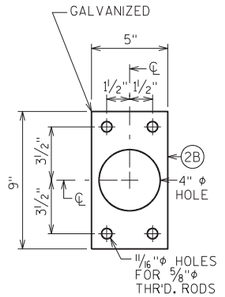
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STATE PROJECT NUMBER

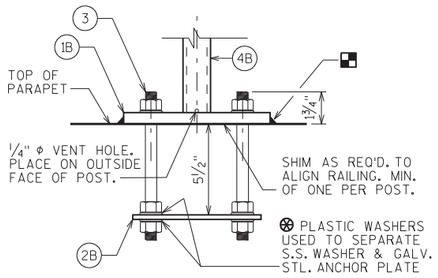
7130-08-72




## TYPICAL RAIL POST BASE PLATE

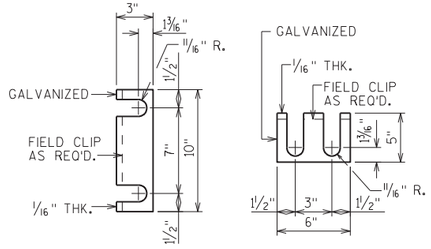



## ANCHOR PLATE



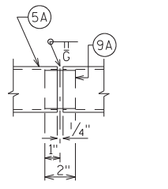

## ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.



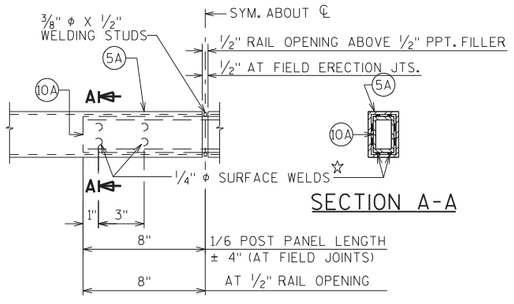

## RAIL POST SHIM DETAIL

(2 SETS PER POST)




## SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




## SECTION A-A

## FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

## LEGEND

(1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES

(2B) ¼" X 5" X 9" ANCHOR PLATE WITH 11/16"Φ HOLES FOR ANCHOR BOLTS NO. 3.

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE - 4 EQUIV. STAINLESS STEEL CONCRETE MASONRY ANCHORS, TYPE S (EPOXY), ⅝"Φ, MINIMUM PULLOUT CAPACITY OF 13 KIPS. EMBED A MIN. OF 7" FOR RAIL POSTS AND 5" FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" LONG @ AT ALL JOINTS)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C5 GALVANIZED B-61-211", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

NO. 1, 2, 6, 9, 10 SHALL CONFORM TO ASTM A709 GRADE 36. STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B (NO. 4 AND NO. 5).

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-61-211

DRAWN BY JPH | PLANS CK'D. SDR

RAILING DETAILS

SHEET 20

361

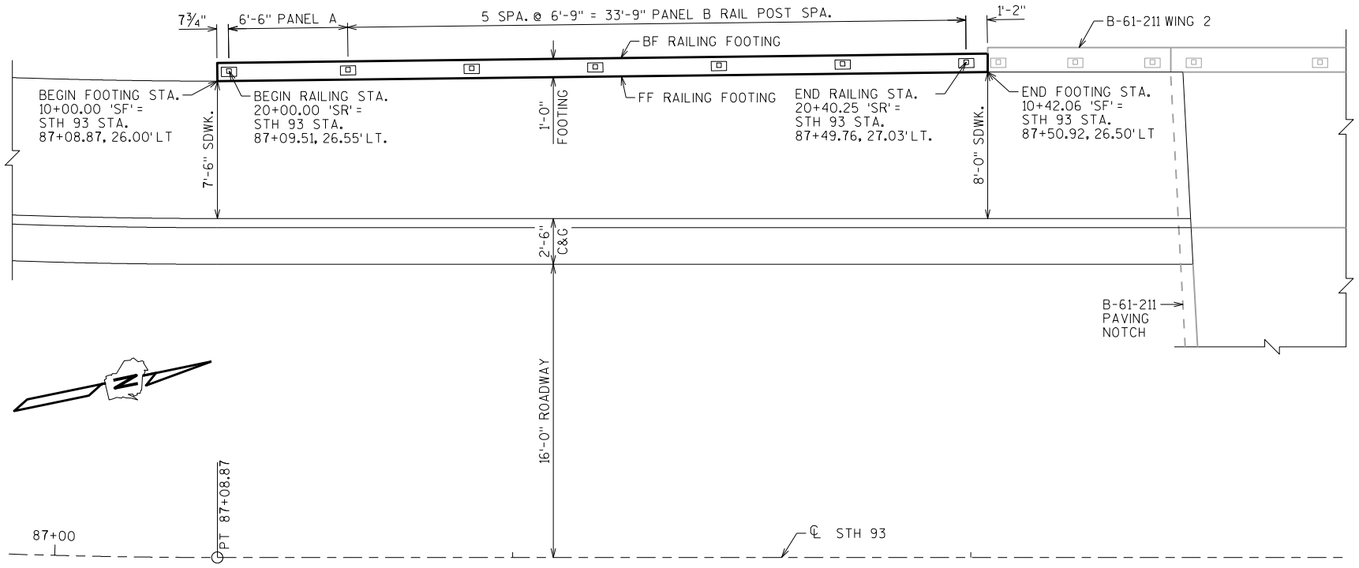
8

8

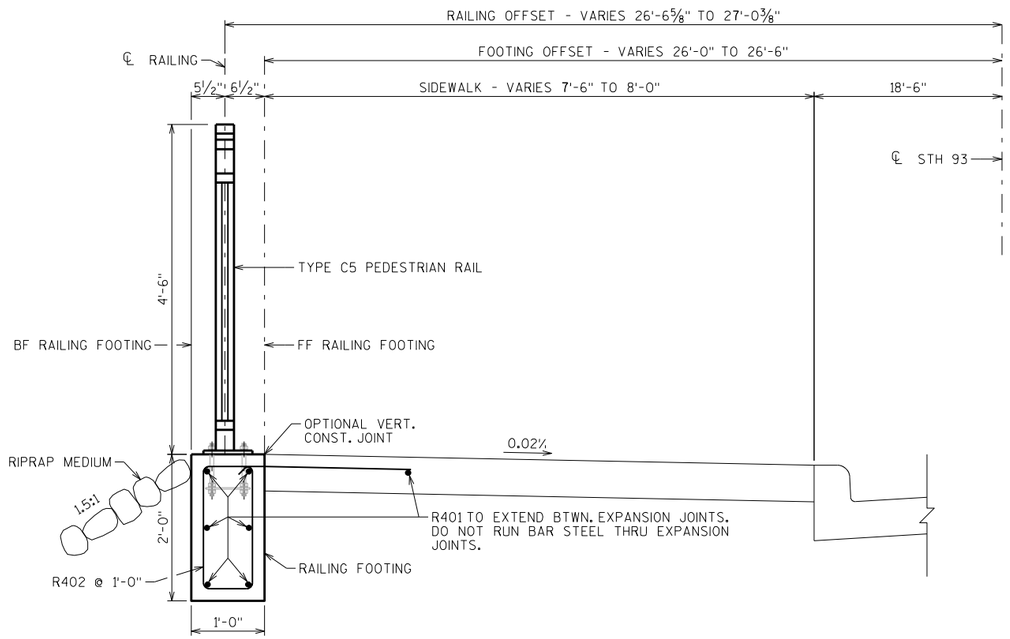
SCALE = 1

STATE PROJECT NUMBER

7130-08-72




PLAN




SECTION THRU SIDEWALK AND RAILING

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| SPV.0035 | CONCRETE MASONRY FOOTING | CY | 4 |
| SPV.0085 | BAR STEEL REINFORCEMENT HS COATED RAILING | LB | 400 |
| SPV.0105 | RAILING STEEL TYPE C5 GALVANIZED PEDESTRIAN M-61-1 | LS | 1 |

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE RAILING LOCATIONS, LENGTHS, AND HEIGHTS.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

CONSTRUCT EXPANSION AND CONTRACTION JTS. IN RAILING FOOTING TO MATCH SIDEWALK.

ALIGN SIDEWALK EXPANSION JTS. WITH RAIL FIELD ERECTION JTS. (SEE RAIL SHOP PLAN FOR LOCATIONS.)

RAILING FOOTING TO BE PAID FOR UNDER 'CONCRETE MASONRY FOOTING'

SIDEWALK TO BE PAID FOR UNDER 'SIDEWALK' BID ITEM. (NOT IN STRUCTURE PLANS)

RIPRAP HEAVY TO BE PAID FOR UNDER 'RIPRAP HEAVY' BID ITEM. (NOT IN STRUCTURE PLANS)

BEVEL ALL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

BAR STEEL SHALL HAVE A 2" CLEAR COVER UNLESS OTHERWISE SHOWN OR NOTED.

ALL RAILING FOOTING STATIONING AND OFFSETS ARE GIVEN TO THE FRONT FACE OF FOOTING

## DESIGN DATA

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (SIDEWALK & FOOTING) —— f'c = 3,000 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 —— fy = 60,000 P.S.I.

## FOOTING GEOMETRY TABLE

| FOOTING STATION | STH 93 STATION | OFFSET |
|---|---|---|
| 10+00.00 'SF' | 87+08.87 | 26.00' LT. |
| 10+21.03 'SF' | 87+29.90 | 26.25' LT. |
| 10+42.06 'SF' | 87+50.92 | 26.50' LT. |

NOTE: ALL FOOTING STATIONS AND OFFSETS ARE GIVEN AT THE F.F. OF THE FOOTING.

## RAILING GEOMETRY TABLE

| RAILING STATION | STH 93 STATION | OFFSET |
|---|---|---|
| 20+00.00 'SR' | 87+09.51 | 26.55' LT. |
| 20+20.13 'SR' | 87+29.64 | 26.79' LT. |
| 20+40.25 'SR' | 87+49.76 | 27.03' LT. |

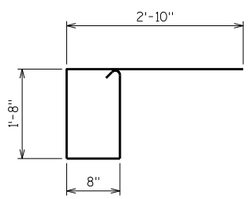
NOTE: ALL RAILING STATIONS AND OFFSETS ARE GIVEN AT THE ℄ OF THE RAILING

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| R401 | X | 7 | 41'-8" | | | FOOTING & SDWK.-LONGIT. |
| R402 | X | 43 | 7'-0" | X | | FOOTING & SDWK.-TRANS. |

⚠ NUMBER REQUIRED & LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS & NUMBER OF R401 BARS AFTER RAIL PANELS & FIELD ERECTION JOINTS HAVE BEEN LAID OUT BY RAIL SUPPLIER.




R402

## LIST OF DRAWINGS

1. GENERAL PLAN
2. COMBINATION RAIL TYPE "C5"

STRUCTURE DESIGN CONTACTS:

DANIELLE DE TENNIS (608) 266-8689

LAURA SHADEWALD (608) 267-9592

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher (U.S.) 11/20/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE M-61-1

RAILING ALONG STH 93

COUNTY TREMPEALEAU | ~~TOWN~~/CITY/~~VILLAGE~~ INDEPENDENCE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DFD | DESIGN CK'D. | BLB | DRAWN BY | DFD | PLANS CK'D. | BLB |
|---|---|---|---|---|---|---|---|

GENERAL PLAN

SHEET 1 OF 2

362

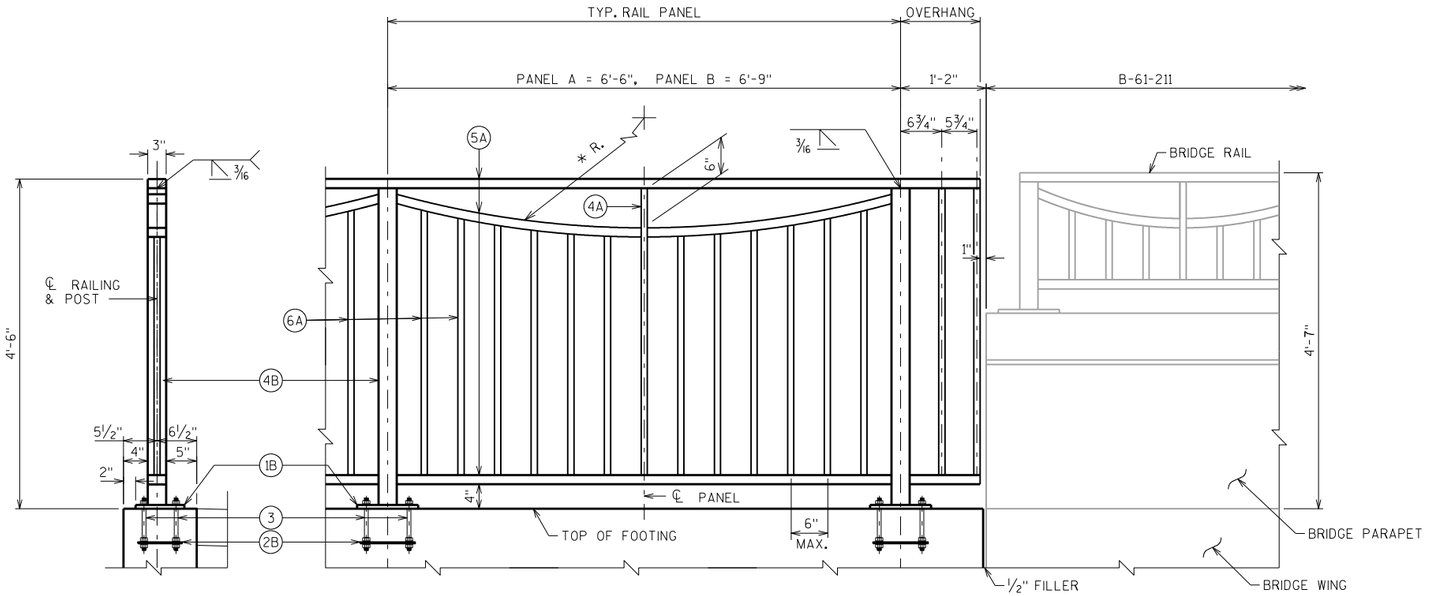
I.D. 7130-08-02E

DATE: MAY 2013

SCALE = 1.0

STATE PROJECT NUMBER

7130-08-72




## TYPICAL SECTION

## ELEVATION

| * | R. |
|---|---|
| PANEL A | 11'-11 1/8" |
| PANEL B | 12'-10 5/8" |

## LEGEND

(1B) PLATE 5/8" X 6" X 10" WITH 3/4" X 1 1/2" SLOTTED HOLES

(2B) 1/4" X 5" X 9" ANCHOR PLATE WITH 11/16" ϕ HOLES FOR ANCHOR BOLTS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE - 4 EQUIV. STAINLESS STEEL CONCRETE MASONRY ANCHORS, TYPE S (EPOXY), 5/8" ϕ, MINIMUM PULLOUT CAPACITY OF 13 KIPS. EMBED A MIN. OF 7" FOR RAIL POSTS AND 5" FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C5 GALVANIZED PEDESTRIAN M-61-1", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

NO. 1, 2, 6, 9, AND NO. 10 SHALL CONFORM TO ASTM A709 GRADE 36. STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B (NO. 4 AND NO. 5).

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

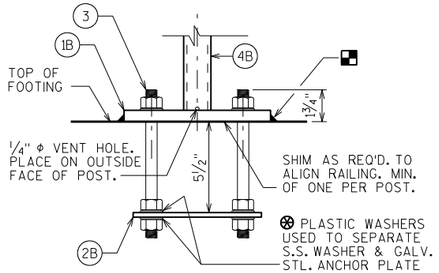
■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

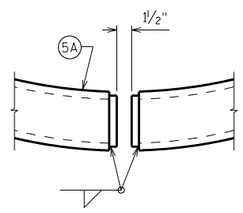
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



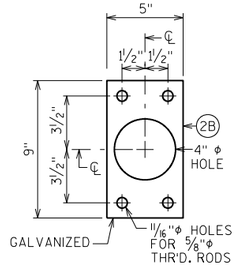

## ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

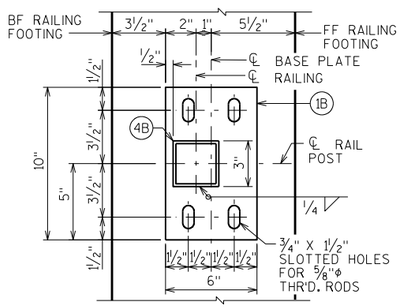



## CURVED MEMBER JOINT DETAIL

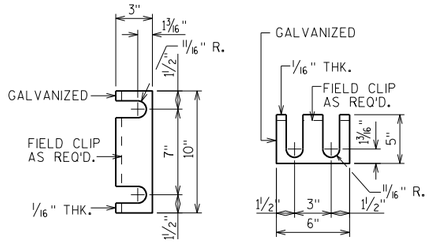
SEAL ENDS ON CURVED STRUCTURAL TUBING WITH 1/4" PLATE. WELD AND GRIND SMOOTH.




## ANCHOR PLATE

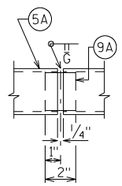



## TYPICAL RAIL POST BASE PLATE



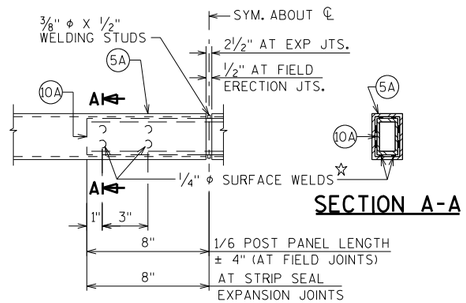

## RAIL POST SHIM DETAIL

(2 SETS PER POST)




## SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




## SECTION A-A

## FIELD ERECTION JOINT DETAIL

☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE M-61-1

DRAWN BY DFD | PLANS CK'D. BLB

COMBINATION RAIL TYPE "C5"

SHEET 2

363

SCALE = 1.000

8

8

| STATE PROJECT NUMBER |
|---|
| 7130-08-72/7132-08-72 |

## FOOTING GEOMETRY TABLE

| | FOOTING STATION | STH 93 STATION | OFFSET |
|---|---|---|---|
| | 30+00.00'NF' | 89+32.02 | 26.10' LT. |
| | 30+03.62'NF' | 89+35.64 | 26.00' LT. |
| | 30+17.98'NF' | 89+50.00 | 26.00' LT. |
| | 30+42.98'NF' | 89+75.00 | 26.00' LT. |
| * | 30+67.98'NF' | 90+00.00 | 26.00' LT. |
| | 30+92.98'NF' | 90+25.00 | 26.00' LT. |
| | 31+17.98'NF' | 90+50.00 | 26.00' LT. |
| | 31+42.98'NF' | 90+75.00 | 26.00' LT. |
| | 31+67.98'NF' | 91+00.00 | 26.00' LT. |
| | 31+82.25'NF' | 91+14.27 | 26.00' LT. |
| | 31+93.02'NF' | 91+25.00 | 26.98' LT. |
| | 32+25.99'NF' | 91+57.84 | 29.95' LT. |
| | 32+42.22'NF' | 91+75.00 | 31.15' LT. |
| | 32+71.36'NF' | 92+05.97 | 32.00' LT. |
| | 32+89.25'NF' | 92+25.00 | 32.00' LT. |
| | 33+14.63'NF' | 92+52.00 | 32.00' LT. |

NOTE: ALL FOOTING STATIONS AND OFFSETS ARE GIVEN AT THE F.F. OF THE FOOTING.

## RAILING GEOMETRY TABLE

| | RAILING STATION | STH 93 STATION | OFFSET |
|---|---|---|---|
| | 40+00.00'NR' | 89+33.19 | 26.61' LT. |
| | 40+02.46'NR' | 89+35.65 | 26.00' LT. |
| | 40+16.81'NR' | 89+50.00 | 26.55' LT. |
| | 40+41.81'NR' | 89+75.00 | 26.55' LT. |
| * | 40+66.81'NR' | 90+00.00 | 26.55' LT. |
| | 40+91.81'NR' | 90+25.00 | 26.55' LT. |
| | 41+16.81'NR' | 90+50.00 | 26.55' LT. |
| | 41+41.81'NR' | 90+75.00 | 26.55' LT. |
| | 41+66.81'NR' | 91+00.00 | 26.55' LT. |
| | 41+81.06'NR' | 91+14.25 | 26.55' LT. |
| | 41+91.86'NR' | 91+25.00 | 27.52' LT. |
| | 42+24.83'NR' | 91+57.84 | 30.49' LT. |
| | 42+41.03'NR' | 91+75.00 | 31.70' LT. |
| | 42+70.15'NR' | 92+05.97 | 32.54' LT. |
| | 42+88.02'NR' | 92+25.00 | 32.54' LT. |
| | 43+12.75'NR' | 92+51.24 | 32.54' LT. |

NOTE: ALL RAILING STATIONS AND OFFSETS ARE GIVEN AT THE ℄ OF THE RAILING.

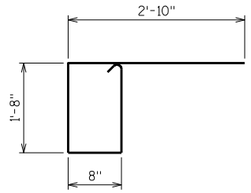
* PROJECT 7130-08-72 ENDS AND PROJECT 7132-08-72 BEGINS AT THIS STATION.

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| | BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|---|
| ⚠ | R401 | X | 7 | 314'-3" | | | FOOTING & SDWK.-LONGIT. |
| | R402 | X | 315 | 7'-0" | X | | FOOTING & SDWK.-TRANS. |

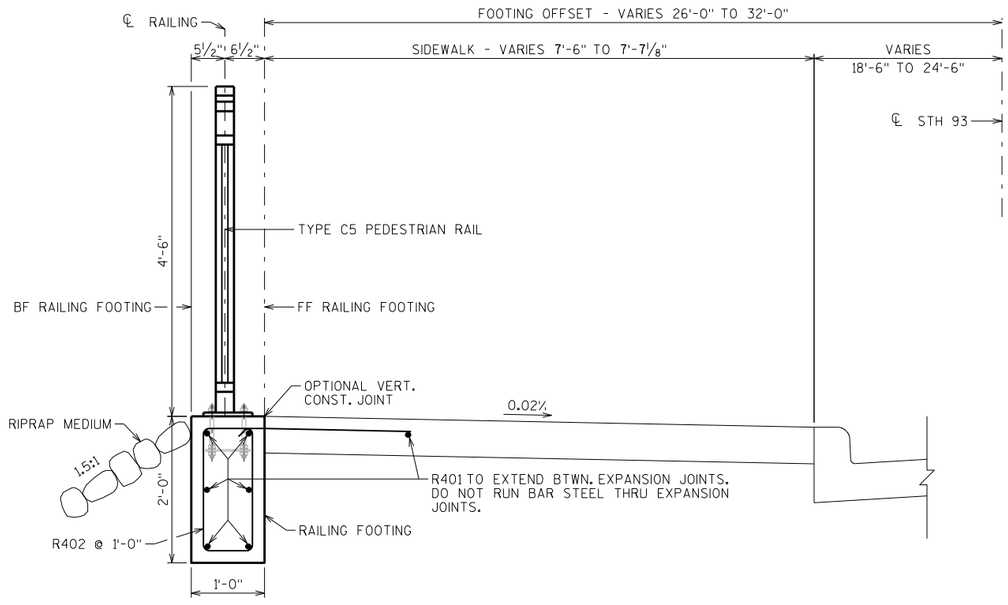
⚠ NUMBER REQUIRED & LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS & NUMBER OF R401 BARS AFTER RAIL PANELS & FIELD ERECTION JOINTS HAVE BEEN LAID OUT BY RAIL SUPPLIER.




R402

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | 7130-08-72 QUANTITY | 7132-08-72 QUANTITY |
|---|---|---|---|---|
| SPV.0035 | CONCRETE MASONRY FOOTING | CY | 6 | 19 |
| SPV.0085 | BAR STEEL REINFORCEMENT HS COATED RAILING | LB | 640 | 2,310 |
| SPV.0105 | RAILING STEEL TYPE C5 GALVANIZED PEDESTRIAN M-61-2 | LS | 1 | 1 |




SECTION THRU SIDEWALK AND RAILING

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE RAILING LOCATIONS, LENGTHS, AND HEIGHTS.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

CONSTRUCT EXPANSION AND CONTRACTION JTS. IN RAILING FOOTING TO MATCH SIDEWALK.

ALIGN SIDEWALK EXPANSION JTS. WITH RAIL FIELD ERECTION JTS. (SEE RAIL SHOP PLAN FOR LOCATIONS.)

RAILING FOOTING TO BE PAID FOR UNDER 'CONCRETE MASONRY FOOTING'

SIDEWALK TO BE PAID FOR UNDER 'SIDEWALK' BID ITEM. (NOT IN STRUCTURE PLANS)

RIPRAP HEAVY TO BE PAID FOR UNDER 'RIPRAP HEAVY' BID ITEM. (NOT IN STRUCTURE PLANS)

BEVEL ALL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

BAR STEEL SHALL HAVE A 2" CLEAR COVER UNLESS OTHERWISE SHOWN OR NOTED.

ALL RAILING FOOTING STATIONING AND OFFSETS ARE GIVEN TO THE FRONT FACE OF FOOTING

## DESIGN DATA

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (SIDEWALK & FOOTING) ——— f'c = 3,000 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.

## CURVE DATA

| FOOTING ALIGN. | RAILING ALIGN. | STH 93 |
|---|---|---|
| P.I. = 32+93.01 'NF' | P.I. = 42+91.42 'NR' | P.I. = 93+18.10 |
| Δ = 4°-56'-55" | Δ = 4°-52'-01" | Δ = 33°-28'-12" |
| D = 11°-26'-11" | D = 11°-26'-55" | D = 10°-44'-59" |
| T = 21.65' | T = 21.27' | T = 160.26' |
| L = 43.27' | L = 42.51' | L = 311.36' |
| R = 501.00' | R = 500.46' | R = 533.00' |
| P.C. = 32+71.36 'NF' | P.C. = 42+70.15 'NR' | S.E. = N.C. |
| P.T. = 33+14.63 'NF' | P.T. = 43+12.66 'NR' | P.C. = 91+57.84 |
| | | P.T. = 94+69.19 |

## LIST OF DRAWINGS

1. GENERAL PLAN
2. RAILING LAYOUT
3. COMBINATION RAIL TYPE "C5"


STRUCTURE DESIGN CONTACTS:

DANIELLE DE TENNIS (608) 266-8689

LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 11/20/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE M-61-2

RAILING ALONG STH 93

COUNTY TREMPEALEAU — ~~TOWN~~/CITY/~~VILLAGE~~ INDEPENDENCE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| DFD | BLB | DFD | BLB |

GENERAL PLAN

SHEET 1 OF 3

364

I.D. 7130-08-02F

DATE: MAY 2013

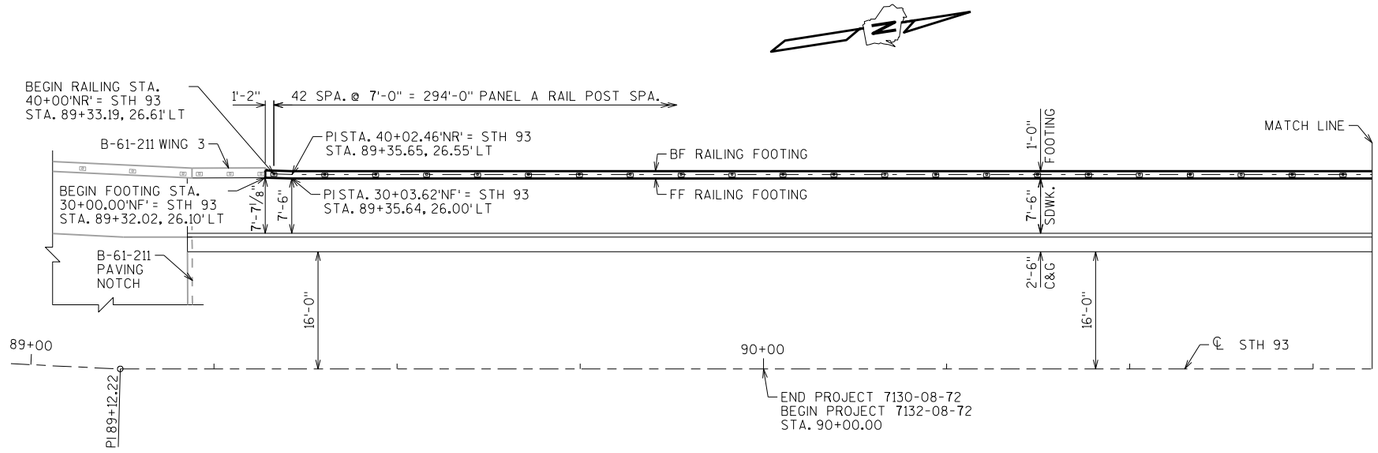
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8

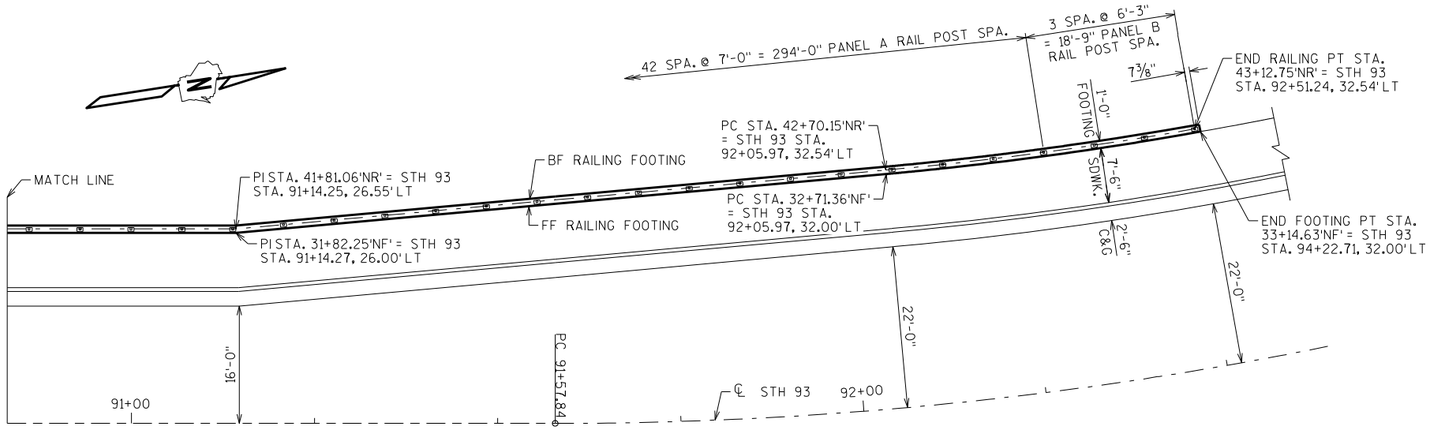
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STATE PROJECT NUMBER

7130-08-72/7132-08-72




PLAN




PLAN

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE M-61-2

DRAWN BY DFD | PLANS CK'D. BLB

RAILING LAYOUT

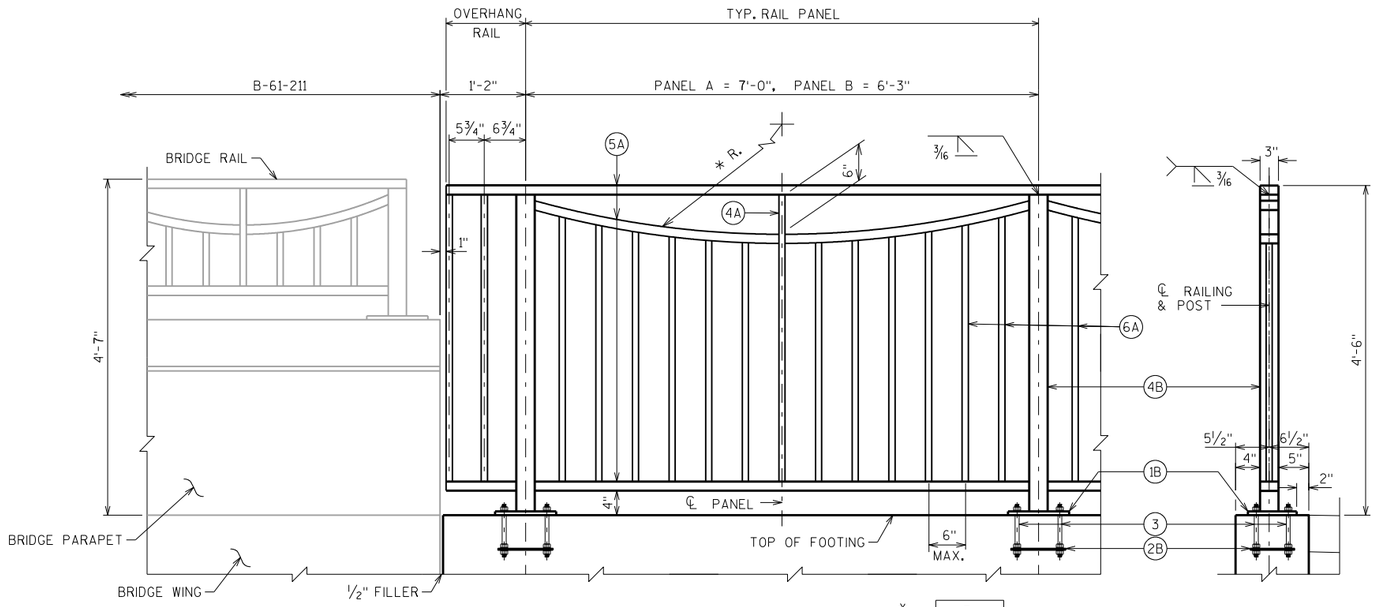
SHEET 2

365

SCALE = 10.0

STATE PROJECT NUMBER

7130-08-72/7132-08-72




ELEVATION

| * | R. |
|---|---|
| PANEL A | 14'-1" |
| PANEL B | 11'-2⅝" |

TYPICAL SECTION

## LEGEND

(1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES

(2B) ¼" X 5" X 9" ANCHOR PLATE WITH 11/16" ϕ HOLES FOR ANCHOR BOLTS NO. 3.

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE - 4 EQUIV. STAINLESS STEEL CONCRETE MASONRY ANCHORS, TYPE S (EPOXY), ⅝" ϕ, MINIMUM PULLOUT CAPACITY OF 13 KIPS. EMBED A MIN. OF 7" FOR RAIL POSTS AND 5" FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C5 GALVANIZED PEDESTRIAN M-61-2", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

NO. 1, 2, 6, 9, AND NO. 10 SHALL CONFORM TO ASTM A709 GRADE 36. STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B (NO. 4 AND NO. 5).

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

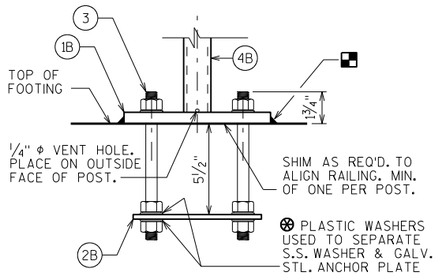
CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

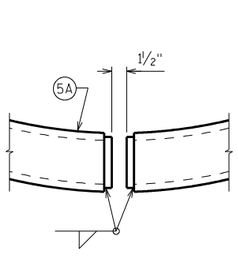
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



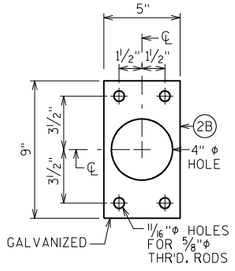

ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

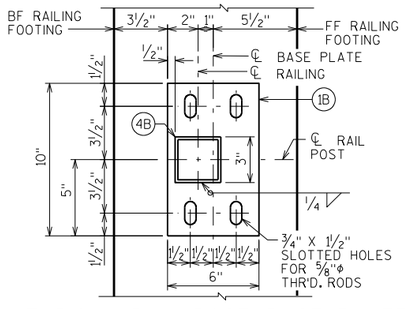



CURVED MEMBER JOINT DETAIL

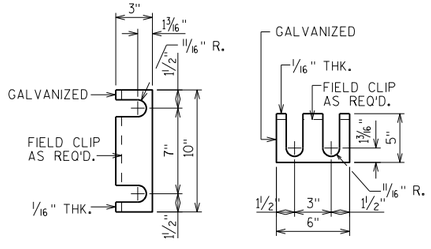
SEAL ENDS ON CURVED STRUCTURAL TUBING WITH ¼" PLATE. WELD AND GRIND SMOOTH.




ANCHOR PLATE

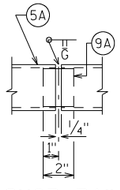



TYPICAL RAIL POST BASE PLATE



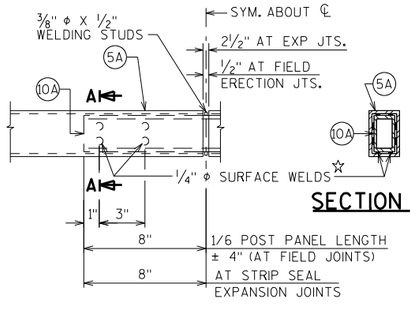

RAIL POST SHIM DETAIL

(2 SETS PER POST)




SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE M-61-2

DRAWN BY DFD | PLANS CK'D. BLB

COMBINATION RAIL TYPE "C5"

SHEET 3

366

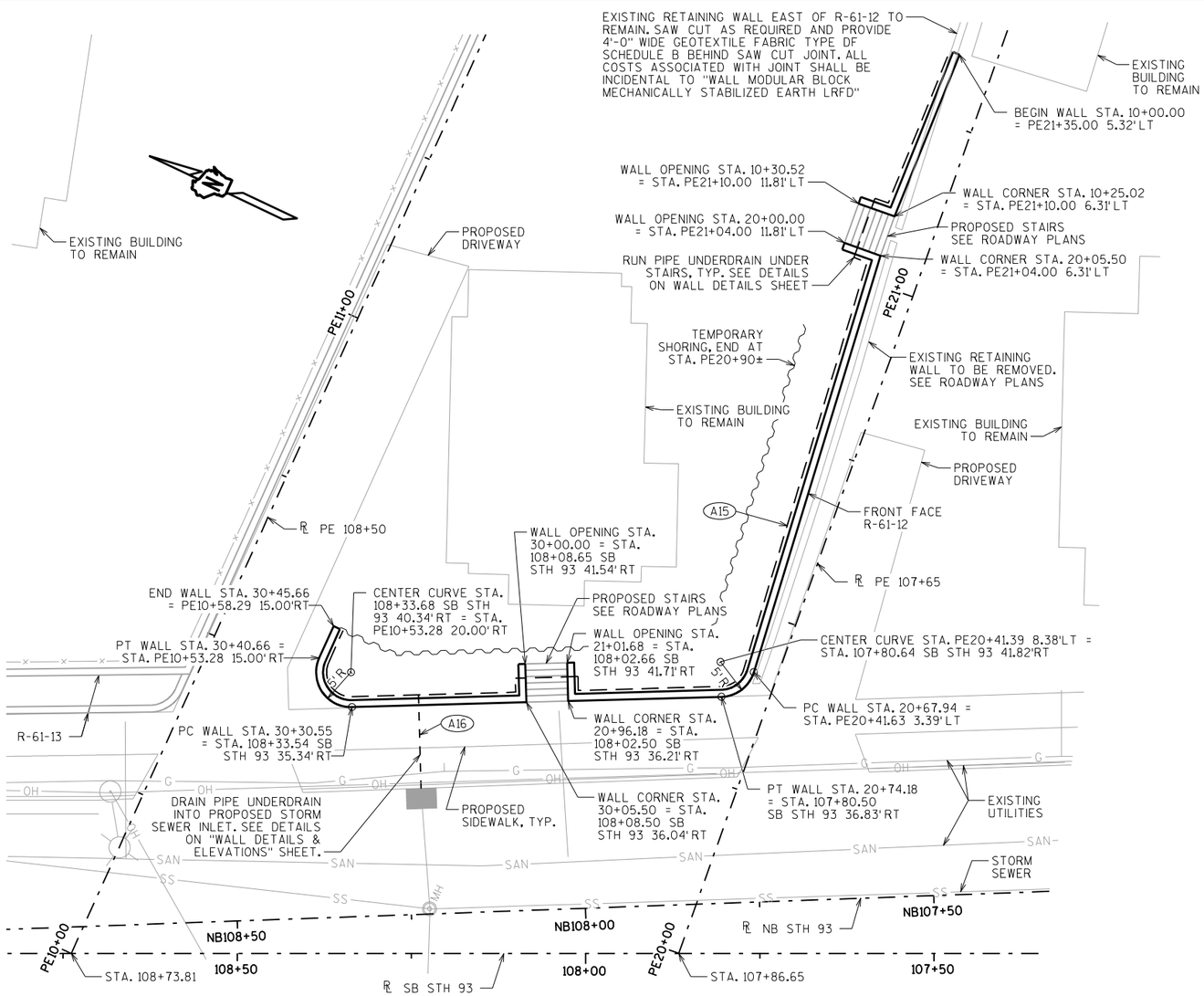
SCALE = 1.000

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8

STATE PROJECT NUMBER

7132-08-72




PLAN

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS PLAN.

DESIGN FOR RETAINING WALLS TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF

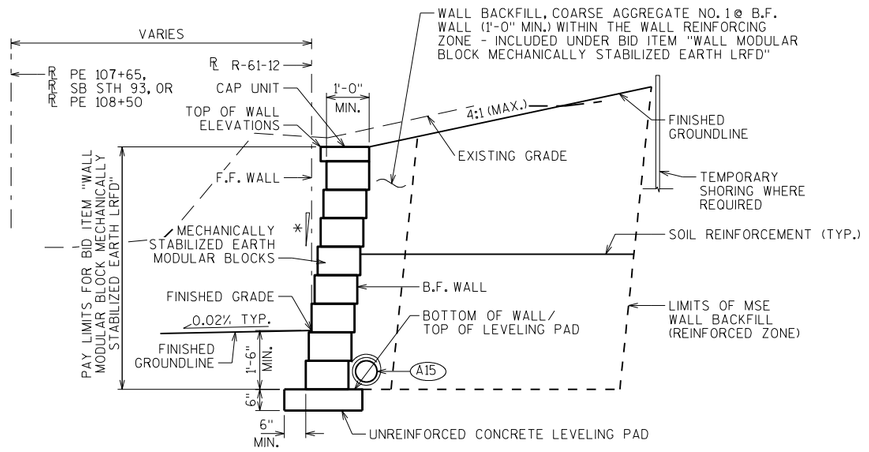
THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1.5' BELOW FINISHED GRADE

MODULAR BLOCKS TO BE 8" TALL BY 18" WIDE AND MATCH THE "KEYSTONE CENTURY WALL" OR "ANCHOR DIAMOND PRO STONE CUT", OR SIMILAR STYLE. BLOCKS TO BE A NATURAL LIMESTONE COLOR.

THE MAXIMUM VAUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

## ALLOWABLE WALL SYSTEMS

WALL MODULAR BLOCK M.S.E. LRFD




## SECTION THRU M.S.E. MODULAR BLOCK WALL

* SET BACK VARIES BY MANUFACTURER (MAXIMUM FRONT FACE FROM VERTICAL IS 1¼" HORIZ. TO 1'-0" VERT.)


STRUCTURE DESIGN CONTACTS:

DANIELLE DE TENNIS (608) 266-8689

LAURA SHADEWALD (608) 267-9592


## ELEVATION TABLE

| WALL STA. | ℄ PE 107+65 STA. | ℄ PE 107+65 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 10+00.00 | 21+35.00 | 5.32' LT. | 805.89' | 802.17' | BEGIN WALL |
| 10+10.01 | 21+25.00 | 5.72' LT. | 805.70' | 802.45' | |
| 10+20.02 | 21+15.00 | 6.12' LT. | 805.57' | 802.57' | |
| 10+25.02 | 21+10.00 | 6.31' LT. | 805.42' | 802.53' | CORNER AT STAIRS |
| 10+30.52 | 21+10.00 | 11.81' LT. | 805.80' | 805.80' | WALL OPENING |
| 20+00.00 | 21+04.00 | 11.81' LT. | 805.80' | 805.80' | WALL OPENING |
| 20+05.50 | 21+04.00 | 6.31' LT. | 805.42' | 802.53' | CORNER AT STAIRS |
| 20+09.51 | 21+00.00 | 6.12' LT. | 805.49' | 802.49' | |
| 20+19.52 | 20+90.00 | 5.65' LT. | 805.55' | 802.38' | |
| 20+29.53 | 20+80.00 | 5.19' LT. | 805.61' | 802.24' | |
| 20+39.54 | 20+70.00 | 4.72' LT. | 805.67' | 802.05' | |
| 20+49.55 | 20+60.00 | 4.25' LT. | 805.83' | 801.83' | |
| 20+59.56 | 20+50.00 | 3.78' LT. | 805.94' | 801.62' | |
| 20+67.94 | 20+41.63 | 3.39' LT. | 806.00' | 801.70' | PC |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL

| WALL STA. | ℄ STH SB 93 STA. | ℄ SB STH 93 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 20+74.18 | 107+80.50 | 36.83' RT. | 806.06' | 802.06' | PT |
| 20+83.68 | 107+90.00 | 36.56' RT. | 806.20' | 802.45' | |
| 20+93.68 | 108+00.00 | 36.28' RT. | 806.35' | 802.85' | |
| 20+96.18 | 108+02.50 | 36.21' RT. | 806.41' | 803.08' | CORNER AT STAIRS |
| 21+01.68 | 108+02.66 | 41.71' RT. | 806.74' | 806.74' | WALL OPENING |
| 30+00.00 | 108+08.65 | 41.54' RT. | 806.74' | 806.74' | WALL OPENING |
| 30+05.50 | 108+08.50 | 36.04' RT. | 806.41' | 803.08' | CORNER AT STAIRS |
| 30+12.00 | 108+15.00 | 35.86' RT. | 806.77' | 803.44' | |
| 30+22.01 | 108+25.00 | 35.58' RT. | 807.00' | 803.82' | |
| 30+30.55 | 108+33.54 | 35.34' RT. | 807.00' | 804.14' | PC |

| WALL STA. | ℄ PE 108+50 STA. | ℄ PE 108+50 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 30+40.66 | 10+53.28 | 15.00' RT. | 806.94' | 804.94' | PT |
| 30+45.66 | 10+58.29 | 15.00' RT. | 806.94' | 806.94' | END WALL |

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 206.6000.S | TEMPORARY SHORING | SF | 470 |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 15 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 200 |
| SPV.0165 | WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD | SF | 830 |

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. TEE CONNECTORS REQUIRED ARE CONSIDERED INCIDENTAL TO "PIPE UNDERDRAIN WRAPPED 6-INCH."

(A16) PIPE UNDERDRAIN UNPERFORATED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN.

## LIST OF DRAWINGS


1. M.S.E. MODULAR BLOCK WALL
2. WALL DETAILS & ELEVATIONS
3. SUBSURFACE EXPLORATION


| NO. | DATE | REVISION | BY |
|---|---|---|---|

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 11/20/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-61-12

MODULAR BLOCK WALL ALONG STH 93

COUNTY TREMPEALEAU | ~~TOWN~~/CITY/~~VILLAGE~~ INDEPENDENCE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY DFD | DESIGN CK'D. JDL | DRAWN BY DFD | PLANS CK'D. JDL

M.S.E. MODULAR BLOCK WALL

SHEET 1 OF 3

367

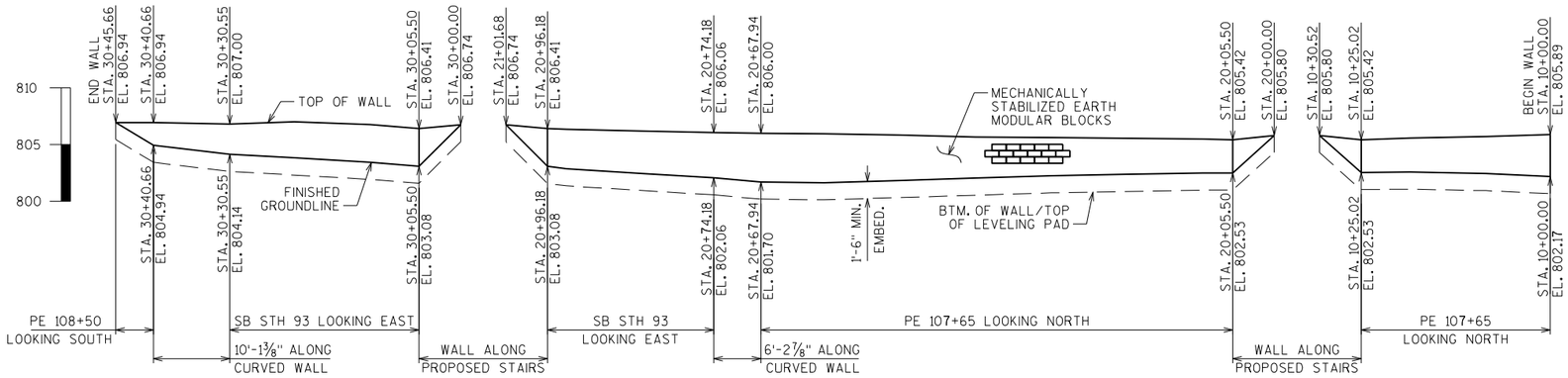
SCALE =

I.D. 7130-08-02A

DATE: MAY 2013

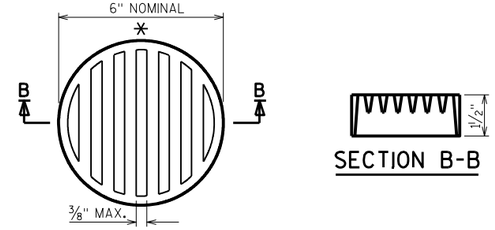
STATE PROJECT NUMBER

7132-08-72




## ELEVATION

LOOKING AT F.F. WALL




## SECTION B-B

## RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

## SOIL PARAMETERS

| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORCING ZONE | 30 | 0 | 120 |
| F-M SAND SOME SILT BEHIND REINFORCEMENT ZONE | 31 | 0 | 110 |
| BOR-1, STA. 107+79 | | | |
| FIRM F-M SAND ELEVATION 800.7 FT TO ELEVATION 792.5 FT | 31 | 0 | 115 |
| LOOSE F-M SILTY SAND, WITH SAND SEAMS ELEVATION 792.5 FT TO ELEVATION 786.0 FT | 30 | 0 | 110 |
| MEDIUM SILT, MOTTLED, WITH SAND SEAMS ELEVATION 786.0 FT TO ELEVATION 784.5 FT | 0 | 500 | 110 |
| FIRM FINE SAND, A FEW SILT SEAMS ELEVATION 784.5 FT TO ELEVATION 775.0 FT | 31 | 0 | 115 |
| BOR-2, STA. 107+72 | | | |
| FIRM F-M SAND ELEVATION 800.2 FT TO ELEVATION 799.3 FT | 31 | 0 | 115 |
| SILT ELEVATION 799.3 FT TO ELEVATION 798.8 FT | 0 | 250 | 105 |
| FIRM F-M SAND ELEVATION 798.8 FT TO ELEVATION 796.8 FT | 31 | 0 | 115 |
| MEDIUM F-M SANDY SILT ELEVATION 796.8 FT TO ELEVATION 795.8 FT | 0 | 1,000 | 110 |
| LOOSE TO FIRM F-M SAND, WITH FINE SILTY SAND SEAMS, TRACE OF SILT ELEVATION 795.8 FT TO ELEVATION 781.3 FT | 31 | 0 | 110 |
| MEDIUM SILT ELEVATION 781.3 FT TO ELEVATION 779.3 FT | 0 | 1,000 | 110 |
| FIRM TO DENSE F-M SAND ELEVATION 779.3 FT TO ELEVATION 773.8 FT | 32 | 0 | 115 |

NOTES:

THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 2.7 FEET TO 4.3 FEET. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE BEHIND THE WALL VARIES RANGES FROM HORIZONTAL TO 10H:1V.
2. THE SLOPE IN FRONT OF THE WALL IS HORIZONTAL
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH IS 1.5 FEET.
6. 1.5 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE MODULAR BLOCK IS 12.0 INCHES.
8. A SURCHARGE LOAD OF 100 PSF IS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
9. GLOBAL STABILITY IS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
10. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
11. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.
12. DESIGN COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.

## WALL EXTERNAL STABILITY EVALUATION

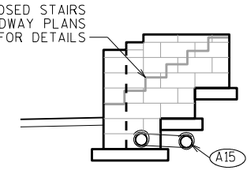
| DIMENSIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 5.2 | 4.5 | 5.1 | 5.8 | 5.5 | 4.8 | 4.8 | 4.2 |
| EXPOSED WALL HEIGHT (FEET) | 3.7 | 3.0 | 3.6 | 4.3 | 4.0 | 3.3 | 3.3 | 2.7 |
| LENGTH OF REINFORCEMENT (FEET)[3] | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| LENGTH OF REINFORCEMENT/WALL HEIGHT | NA | NA | NA | NA | NA | NA | NA | NA |
| WALL STATION | 10+00 | 20+09 | 20+39 | 20+67 | 20+74 | 20+96 | 30+12 | 30+30 |
| BORING USED | B-2 | B-2 | B-2 | B-1 | B-1 | B-1 | B-1 | B-1 |
| CAPACITY TO DEMAND RATIO (CDR)[2,4] | | | | | | | | |
| SLIDING (CDR > 1.0) | 2.4 | 2.5 | 2.3 | 2.1 | 2.4 | 2.3 | 2.8 | 3.1 |
| ECCENTRICITY (CDR > 1.0) | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| GLOBAL STABILITY (CDR > 1.0) | 1.9 | NA[5] | NA[5] | 2.0 | NA[5] | NA[5] | 2.1 | NA[5] |
| BEARING RESISTANCE (CDR > 1.0) | 6.1 | 7.0 | 6.2 | 5.4 | 6.7 | 7.7 | 7.8 | 8.8 |
| FACTORED BEARING RESISTANCE (PSF) | 6,000 | 6,000 | 6,000 | 6,000 | 7,000 | 7,000 | 7,000 | 7,000 |

NOTES:

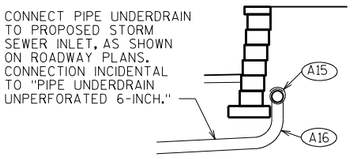
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. THE LENGTH OF REINFORCEMENT IS 6 FEET WHICH IS THE MINIMUM REQUIRED LENGTH.
4. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
5. NA = NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.

NOTES:

1. THE WALL EMBEDMENT DEPTH SHOULD BE 1.5 FEET.
2. THE MSE WALL WITH MODULAR BLOCK FACING WILL ACHIEVE THE EXTERNAL STABILITY CDR VALUES SHOWN IN THE ABOVE TABLE. THE ABOVE TABLE ALSO PRESENTS THE MINIMUM REQUIRED LENGTH OF THE REINFORCEMENT AT SPECIFIC LOCATIONS.
3. THE MINIMUM REQUIRED REINFORCEMENT LENGTH FOR THE WALL IS 6 FEET.
4. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1.0 INCH AND SHOULD OCCUR WITHIN WEEKS OF LOADING OF THE WALL. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM; THEREFORE, DIFFERENTIAL SETTLEMENT SHOULD NOT BE AN ISSUE.
5. THE CONTRACTOR SHOULD REMOVE THE TOPSOIL OR ANY SOFT MATERIAL BELOW THE WALL BASE AND REPLACE IT WITH GRANULAR FILL.
6. THE NORTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALLS.




## PIPE UNDERDRAIN AT PROPOSED STAIRS




## PIPE UNDERDRAIN AT PROPOSED INLET

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN. RODENT SCREEN REQUIRED. TEE CONNECTORS REQUIRED ARE CONSIDERED INCIDENTAL TO "PIPE UNDERDRAIN WRAPPED 6-INCH."

(A16) PIPE UNDERDRAIN UNPERFORATED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-12

DRAWN BY DFD | PLANS CK'D. JDL

WALL DETAILS & ELEVATIONS

SHEET 2

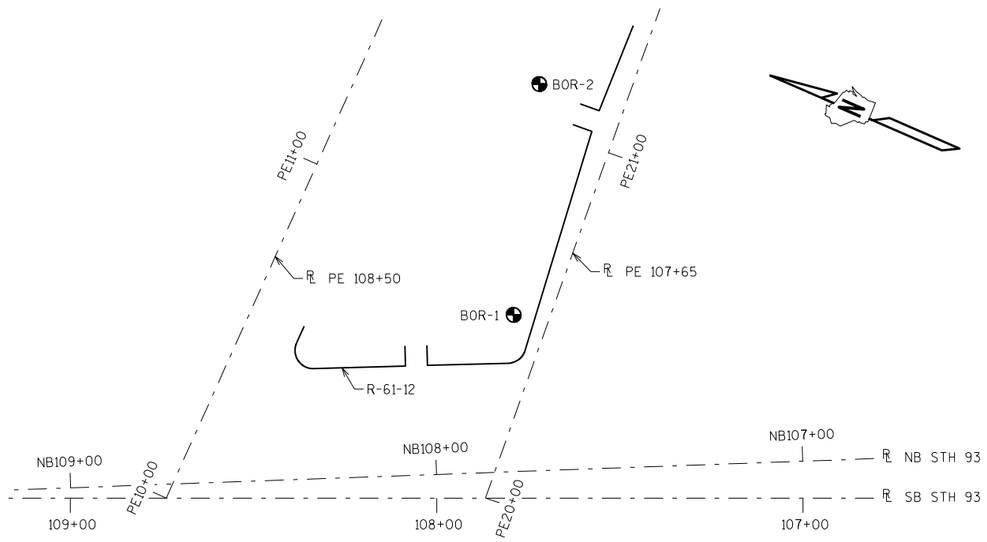
368

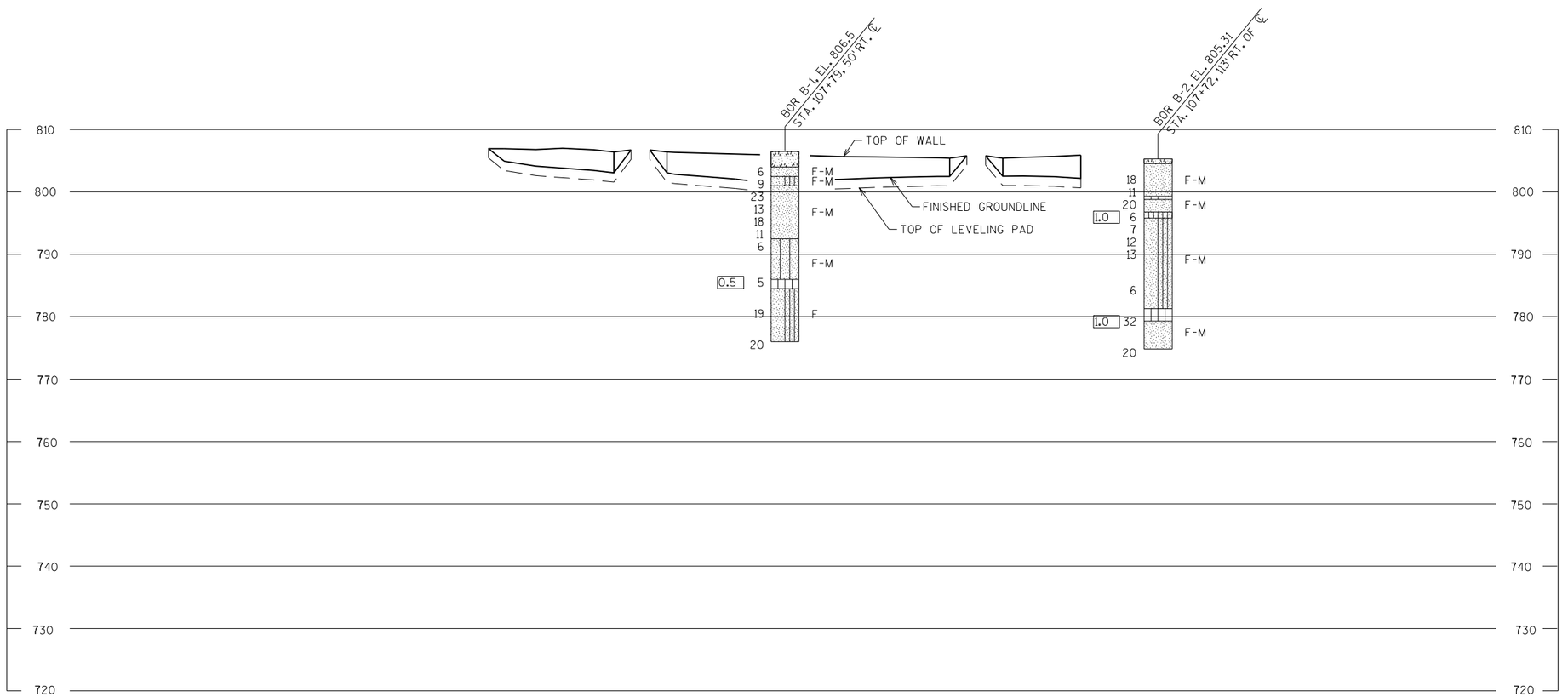
SCALE =

8

8

CITY OF INDEPENDANCE, OSSEO ROAD
ELK CREEK BRIDGE B-61-211



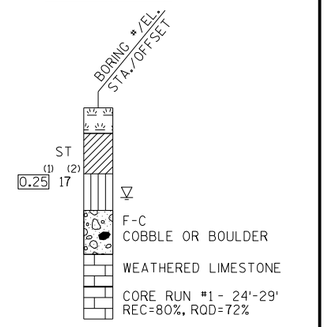

STATE PROJECT NUMBER

**7132-08-72**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-12

DRAWN BY PR/DFD | PLANS CK'D. JDL

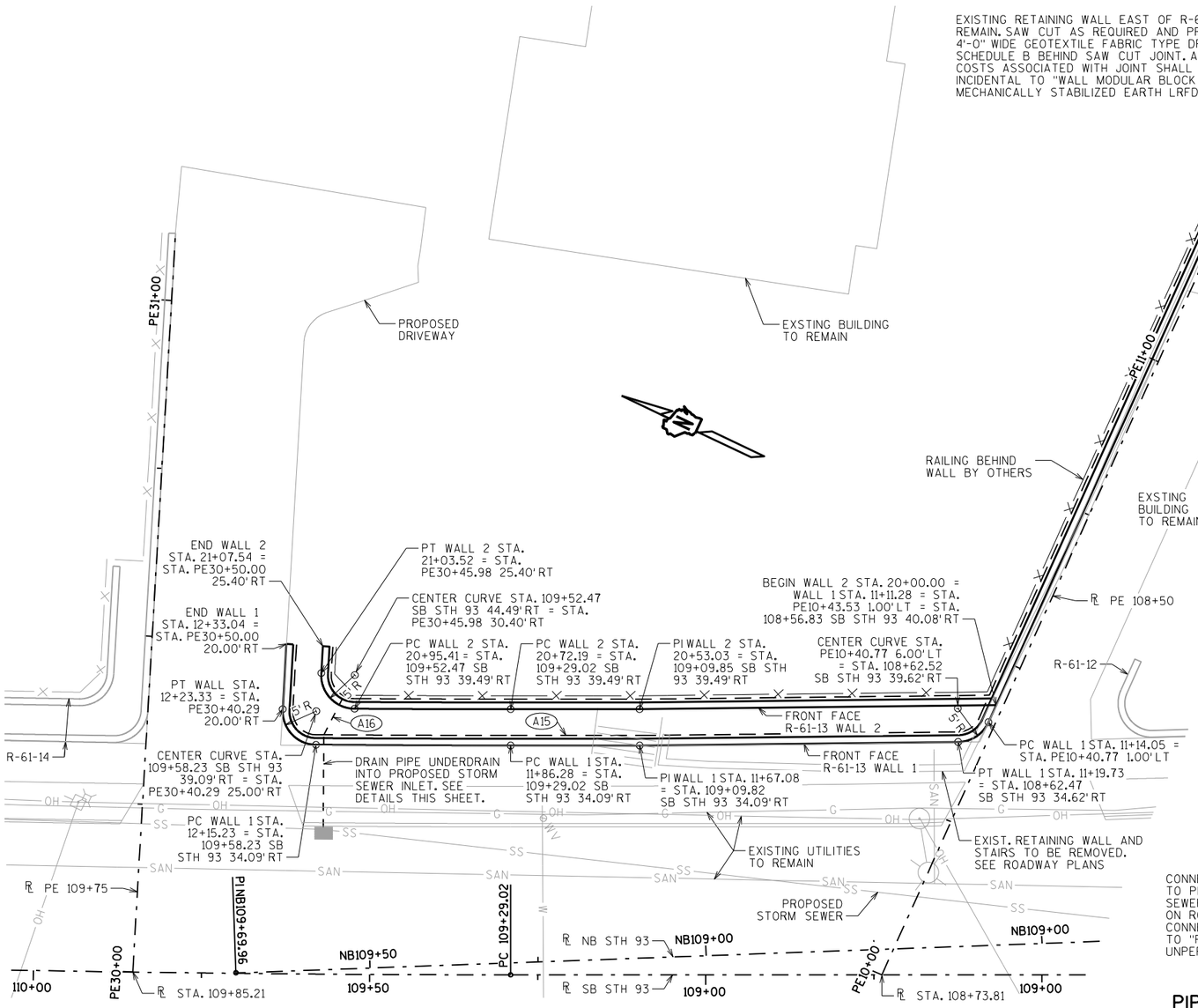
SUBSURFACE EXPLORATION

SHEET 3

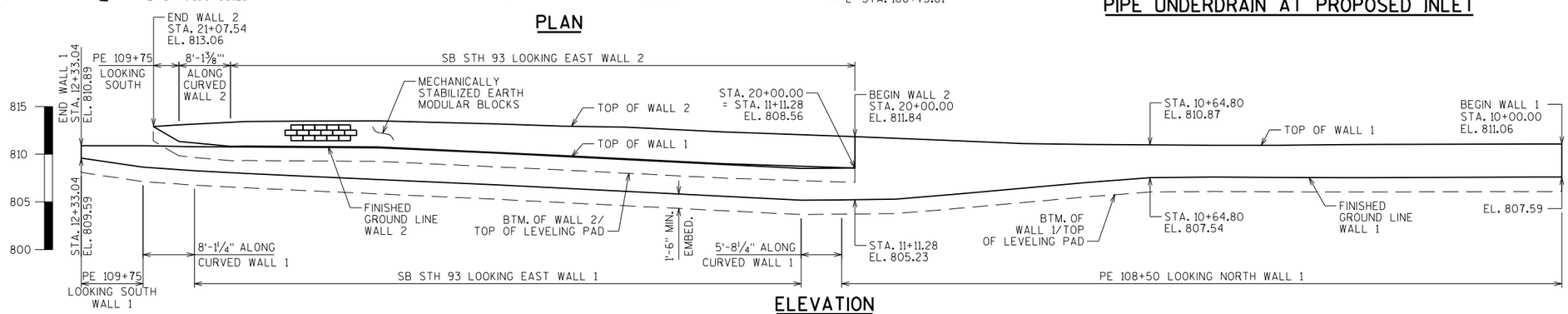
369

SCALE =

| STATE PROJECT NUMBER |
|---|
| 7132-08-72 |




## PLAN




## ELEVATION

LOOKING AT F.F. OF WALL

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS PLAN.

DESIGN FOR RETAINING WALLS TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1.5' BELOW FINISHED GRADE

MODULAR BLOCKS TO BE 8" TALL BY 18" WIDE AND MATCH THE "KEYSTONE CENTURY WALL" OR "ANCHOR DIAMOND PRO STONE CUT", OR SIMILAR STYLE. BLOCKS TO BE A NATURAL LIMESTONE COLOR.

THE MAXIMUM VAUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

## ALLOWABLE WALL SYSTEMS

WALL MODULAR BLOCK M.S.E. LRFD

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 25 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 350 |
| SPV.0165 | WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD | SF | 1650 |

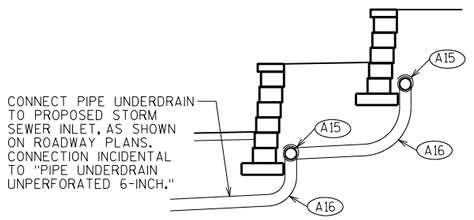
(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. TEE CONNECTORS REQUIRED ARE CONSIDERED INCIDENTAL TO "PIPE UNDERDRAIN WRAPPED 6-INCH."

(A16) PIPE UNDERDRAIN UNPERFORATED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN.

## CURVE DATA

STH 93

P.I. = STA. 111+02.59
Δ = 05°-12'-13.5" R.
D = 01°-30'-00"
T = 173.58
L = 346.92
R = 3,819.72
P.C. = STA. 109+29.02
P.T. = STA. 112+75.93




## PIPE UNDERDRAIN AT PROPOSED INLET

## LIST OF DRAWINGS

1. M.S.E. MODULAR BLOCK WALL
2. WALL DETAILS & ELEVATIONS
3. SUBSURFACE EXPLORATION

STRUCTURE DESIGN CONTACTS:


DANIELLE DE TENNIS (608) 266-8689
LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

Plans Prepared By **WISDOT**
**BUREAU OF STRUCTURES**

ACCEPTED William C. Dreher LLS 11/20/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

# STRUCTURE R-61-13

MODULAR BLOCK WALL ALONG STH 93

COUNTY TREMPEALEAU
~~TOWN~~/CITY/~~VILLAGE~~ INDEPENDENCE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DFD | DESIGN CK'D. | JDL | DRAWN BY | DFD | PLANS CK'D. | JDL |
|---|---|---|---|---|---|---|---|

**M.S.E. MODULAR BLOCK WALL**

SHEET 1 OF 3
370

I.D. 7130-08-02B

DATE: MAY 2013

SCALE =

STATE PROJECT NUMBER

7132-08-72

## SOIL PARAMETERS

| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORCING ZONE | 30 | 0 | 120 |
| F-M SAND SOME SILT BEHIND REINFORCEMENT ZONE | 31 | 0 | 110 |
| BOR-1, STA. 108+94 | | | |
| FIRM F-M SAND ELEVATION 807.5 FT TO ELEVATION 795.8 FT | 31 | 0 | 115 |
| MEDIUM F-M SANDY SILT, SAND SEAMS ELEVATION 795.8 FT TO ELEVATION 790.8 FT | 0 | 500 | 110 |
| FIRM F-M SAND , WITH SILT SEAMS ELEVATION 790.8 FT TO ELEVATION 786.8 FT | 31 | 0 | 110 |
| STIFF SANDY SILT, TRACE OF FINE SAND ELEVATION 786.8 FT TO ELEVATION 782.3 FT | 0 | 1,375 | 110 |
| BOR-2, STA. 108+60 | | | |
| FIRM F-M SAND ELEVATION 804.4 FT TO ELEVATION 798.9 FT | 31 | 0 | 115 |
| MEDIUM SILT, MOTTLED, TRACE OF SAND ELEVATION 798.FT TO ELEVATION 797.9 FT | 0 | 1,000 | 110 |
| LOOSE F-M SAND ELEVATION 797.9 FT TO ELEVATION 793.4 FT | 30 | 0 | 110 |
| VERY SOFT SILT, LITTLE SAND SEAMS ELEVATION 793.4 FT TO ELEVATION 788.4 FT | 0 | 250 | 105 |
| FIRM F-C SAND, LITTLE SILT ELEVATION 788.4 FT TO ELEVATION 783.4 FT | 30 | 0 | 110 |
| MEDIUM SILT ELEVATION 783.4 FT TO ELEVATION 782.4 FT | 0 | 500 | 105 |
| FIRM F-M SAND ELEVATION 782.4 FT TO ELEVATION 781.9 FT | 31 | 0 | 110 |

NOTES:

THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 3.3 FEET TO 6.6 FEET FOR THE LOWER WALL, AND 2.7 FEET TO 3.3 FEET FOR THE UPPER WALL. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE BEHIND THE WALLS VARIES RANGES FROM HORIZONTAL TO 4H:1V.
2. THE SLOPE IN FRONT OF THE WALL IS HORIZONTAL
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH IS 1.5 FEET.
6. 1.5 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE MODULAR BLOCK IS 12.0 INCHES.
8. A SURCHARGE LOAD OF 100 PSF IS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
9. AN ADDITIONAL SURCHARGE LOAD EQUIVALENT TO THE WEIGHT OF THE SOIL BEHIND THE SECOND WALL IS ALSO INCLUDED IN THE DESIGN OF THE LOWER WALL.
10. THE EXTERNAL STABILITY ANALYSES AT THE DOUBLE TIER WALL WERE DONE ON EACH WALL INDIVIDUALLY. THE GLOBAL STABILITY ANALYSES WERE DONE ON BOTH WALLS TOGETHER AND THEN ON THE UPPER WALL ONLY.
11. GLOBAL STABILITY IS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
12. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
13. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHOD DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.
14. DESIGN COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.

## WALL EXTERNAL STABILITY EVALUATION

| DIMENSIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | WALL 1 | | | | | WALL 2 | | |
| WALL HEIGHT (FEET)[1] | 5.2 | 5.5 | 7.1 | 8.1 | 4.8 | 4.8 | 4.5 | 4.2 |
| EXPOSED WALL HEIGHT (FEET) | 3.7 | 4.0 | 5.6 | 6.6 | 3.3 | 3.3 | 3.0 | 2.7 |
| LENGTH OF REINFORCEMENT (FEET)[3] | 6.0 | 6.0 | 6.0 | 6.0 | 7.0[6] | 6.0 | 6.0 | 6.0 |
| LENGTH OF REINFORCEMENT/WALL HEIGHT | NA | NA | NA | NA | NA | NA | NA | NA |
| WALL STATION | 10+00 | 10+30 | 10+50 | 10+66 | 10+87 | 20+00 | 20+53 | 20+83 |
| BORING USED | B-2 | B-2 | B-2 | B-2 | B-2 | B-1 | B-1 | B-1 |
| CAPACITY TO DEMAND RATIO (CDR)[2,4] | | | | | | | | |
| SLIDING (CDR > 1.0) | 1.8 | 2.5 | 1.5 | 1.4 | 1.3 | 2.8 | 2.6 | 2.9 |
| ECCENTRICITY (CDR > 1.0) | 17 | 17 | 17 | 17 | 20 | 17 | 17 | 17 |
| GLOBAL STABILITY (CDR > 1.0) | NA[5] | NA[5] | NA[5] | 1.5 | 1.6 | 1.5 | NA[5] | NA[5] |
| BEARING RESISTANCE (CDR > 1.0) | 3.5 | 4.8 | 3.6 | 2.7 | 3.6 | 5.5 | 5.9 | 6.3 |
| FACTORED BEARING RESISTANCE (PSF) | 3,500 | 5,000 | 5,500 | 5,000 | 6,000 | 5,000 | 5,000 | 5,000 |

NOTES:

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. THE LENGTH OF REINFORCEMENT IS THE MINIMUM REQUIRED LENGTH.
4. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
5. NA NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.
6. AT STATION 10+87 THE MINIMUM REINFORCEMENT LENGTH IS 7 FEET FOR THE LOWER WALL, THIS IS DUE TO THE TWO TIER WALL AND EXTRA SURCHARGE FROM THE UPPER WALL. 7-FEET MINIMUM REINFORCEMENT LENGTH SHOULD BE USED FOR THE LOWER WALL AT ALL DOUBLE TIER WALLS LOCATIONS.

NOTES:

1. THE WALLS EMBEDMENT DEPTH SHOULD BE 1.5 FEET.
2. THE MSE WALLS WITH MODULAR BLOCK FACING WILL ACHIEVE THE EXTERNAL STABILITY CDR VALUES SHOWN IN THE TABLE ABOVE. THE ABOVE TABLE ALSO PRESENTS THE MINIMUM REQUIRED LENGTH OF THE REINFORCEMENT AT SPECIFIC LOCATIONS.
3. AT STATION 10+87 THE MINIMUM REINFORCEMENT LENGTH IS 7 FEET FOR THE LOWER WALL, THIS IS DUE TO THE TWO TIER WALL AND EXTRA SURCHARGE FROM THE UPPER WALL. 7-FEET MINIMUM REINFORCEMENT LENGTH SHOULD BE USED FOR THE LOWER WALL AT ALL DOUBLE TIER WALLS LOCATIONS. AT THE LOCATIONS WHERE THE LOWER WALL IS A SINGLE WALL, THE MINIMUM REQUIRED REINFORCEMENT IS 6 FEET. AT THE UPPER WALL, THE REQUIRED MINIMUM REINFORCEMENT LENGTH IS 6 FEET.
4. SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1.0 INCHES AND SHOULD OCCUR WITHIN WEEKS OF LOADING OF THE WALL. THE LOW SETTLEMENT AMOUNT IS BECAUSE THE WALLS ARE TO BE CONSTRUCTED WITHIN A CUT AREA, THEREFORE, THE SOILS AT THE WALLS LOCATIONS ALREADY BEEN PRECONSOLIDATED. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM; THEREFORE DIFFERENTIAL SETTLEMENT SHOULD NOT BE AN ISSUE.
5. THE CONTRACTOR SHOULD REMOVE THE TOPSOIL OR ANY SOFT MATERIAL BELOW THE WALLS BASE AND REPLACE IT WITH GRANULAR FILL.
6. THE NORTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALLS.

## WALL 1 ELEVATIONS

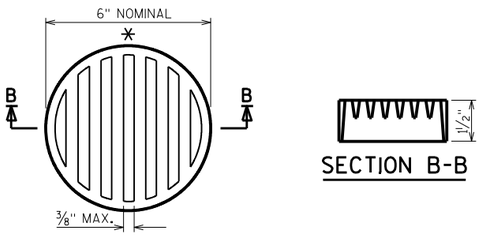
| WALL 1 STA. | ℄ PE 108+50 STA. | ℄ PE 108+50 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 10+00.00 | 11+54.80 | 1.00' LT. | 811.06' | 807.59' | BEGIN WALL 1 |
| 10+04.80 | 11+50.00 | 1.00' LT. | 811.06' | 807.59' | |
| 10+29.80 | 11+25.00 | 1.00' LT. | 811.02' | 807.53' | |
| 10+34.80 | 11+20.00 | 1.00' LT. | 810.99' | 807.54' | |
| 10+44.80 | 11+10.00 | 1.00' LT. | 810.92' | 807.56' | |
| 10+54.80 | 11+00.00 | 1.00' LT. | 810.93' | 807.60' | |
| 10+64.80 | 10+90.00 | 1.00' LT. | 810.87' | 807.54' | |
| 10+74.80 | 10+80.00 | 1.00' LT. | 811.03' | 807.03' | |
| 10+84.80 | 10+70.00 | 1.00' LT. | 811.10' | 806.43' | |
| 10+94.80 | 10+60.00 | 1.00' LT. | 811.39' | 805.83' | |
| 11+04.80 | 10+50.00 | 1.00' LT. | 811.67' | 805.28' | |
| 11+11.28 | 10+43.53 | 1.00' LT. | 811.84' | 805.23' | |
| 11+11.28 | 10+43.53 | 1.00' LT. | 808.56' | 805.23' | TERRACE |
| 11+14.05 | 10+40.77 | 1.00' LT. | 808.53' | 805.20' | PC |
| WALL 1 STA. | ℄ STH SB 93 STA. | ℄ SB STH 93 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
| 11+19.73 | 108+62.47 | 34.62' RT. | 808.50' | 805.17' | PT |
| 11+32.65 | 108+75.00 | 34.48' RT. | 808.93' | 805.60' | |
| 11+47.66 | 108+90.00 | 34.31' RT. | 809.44' | 806.11' | |
| 11+57.66 | 109+00.00 | 34.20' RT. | 809.77' | 806.44' | |
| 11+67.08 | 109+09.82 | 34.09' RT. | 810.09' | 806.76' | PI |
| 11+86.28 | 109+29.02 | 34.09' RT. | 810.68' | 807.35' | PC |
| 11+97.17 | 109+40.00 | 34.09' RT. | 810.72' | 807.68' | |
| 12+07.08 | 109+50.00 | 34.09' RT. | 810.76' | 807.97' | |
| 12+15.23 | 109+58.23 | 34.09' RT. | 810.78' | 808.21' | PC |
| WALL 1 STA. | ℄ PE 109+75 STA. | ℄ PE 109+75 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
| 12+23.33 | 30+40.29 | 20.00' RT. | 810.90' | 808.65' | PT |
| 12+33.04 | 30+50.00 | 20.00' RT. | 810.89' | 809.59' | END WALL 1 |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF WALL 1

## WALL 2 ELEVATIONS

| WALL 2 STA. | ℄ PE 108+50 STA. | ℄ PE 108+50 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 20+00.00 | 10+43.53 | 1.00' LT. | 811.84' | 808.56' | BEGIN WALL 2 |
| WALL 2 STA. | ℄ SB STH 93 STA. | ℄ SB STH 93 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
| 20+00.00 | 108+56.83 | 40.08' RT. | 811.84' | 808.56' | BEGIN WALL 2 |
| 20+18.17 | 108+75.00 | 39.88' RT. | 812.34' | 809.01' | |
| 20+33.17 | 108+90.00 | 39.71' RT. | 812.85' | 809.52' | |
| 20+43.18 | 109+00.00 | 39.60' RT. | 812.95' | 809.85' | |
| 20+53.03 | 109+09.85 | 39.49' RT. | 813.17' | 810.17' | PI |
| 20+72.19 | 109+29.02 | 39.49' RT. | 813.50' | 810.76' | PC |
| 20+83.06 | 109+40.00 | 39.49' RT. | 813.47' | 810.80' | |
| 20+92.96 | 109+50.00 | 39.49' RT. | 813.41' | 810.84' | |
| 20+95.41 | 109+52.47 | 39.49' RT. | 813.41' | 810.83' | PC |
| WALL 2 STA. | ℄ PE 109+75 STA. | ℄ PE 109+75 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
| 21+03.52 | 30+45.98 | 25.40' RT. | 813.06' | 811.33' | PT |
| 21+07.54 | 30+50.00 | 25.40' RT. | 813.06' | 813.06' | END WALL 2 |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF WALL 2

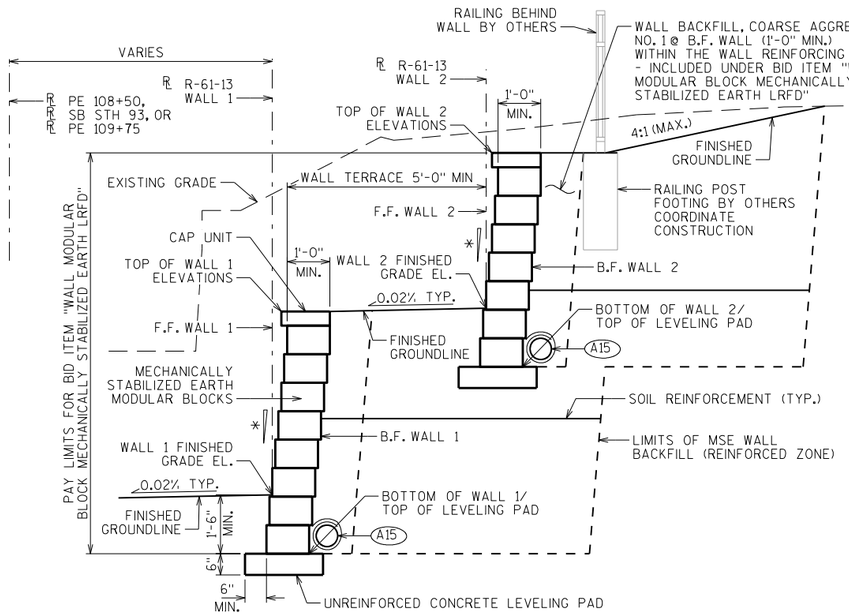



## RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.




## SECTION THRU MSE MODULAR BLOCK WALL

* SET BACK VARIES BY MANUFACTURER (MAXIMUM FRONT FACE FROM VERTICAL IS 1¼" HORIZ. TO 1'-0" VERT.)

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-13

DRAWN BY DFD | PLANS CK'D. JDL

WALL DETAILS & ELEVATIONS

SHEET 2

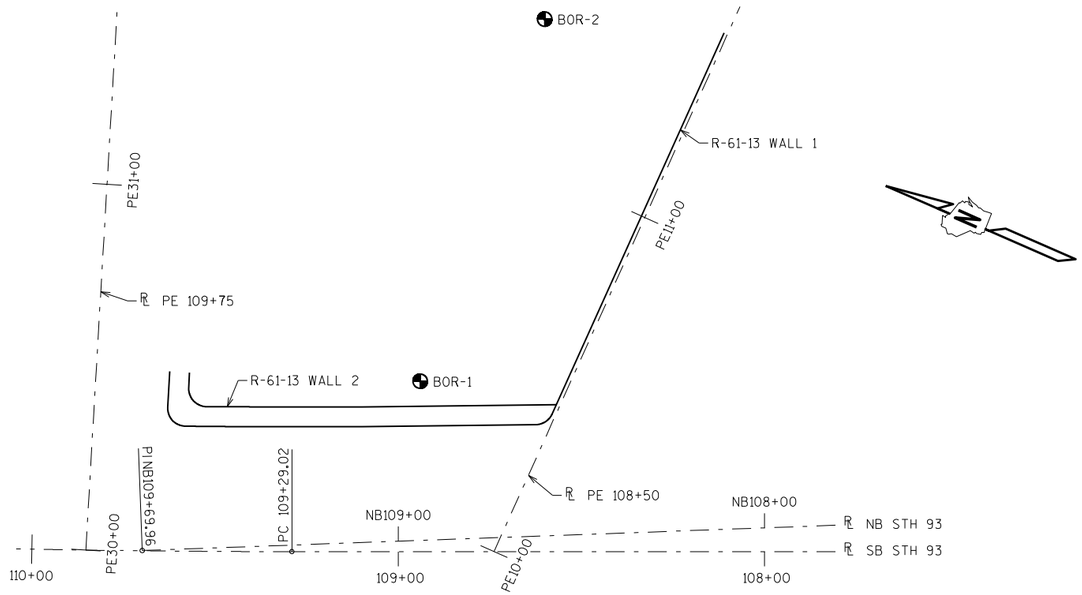
371

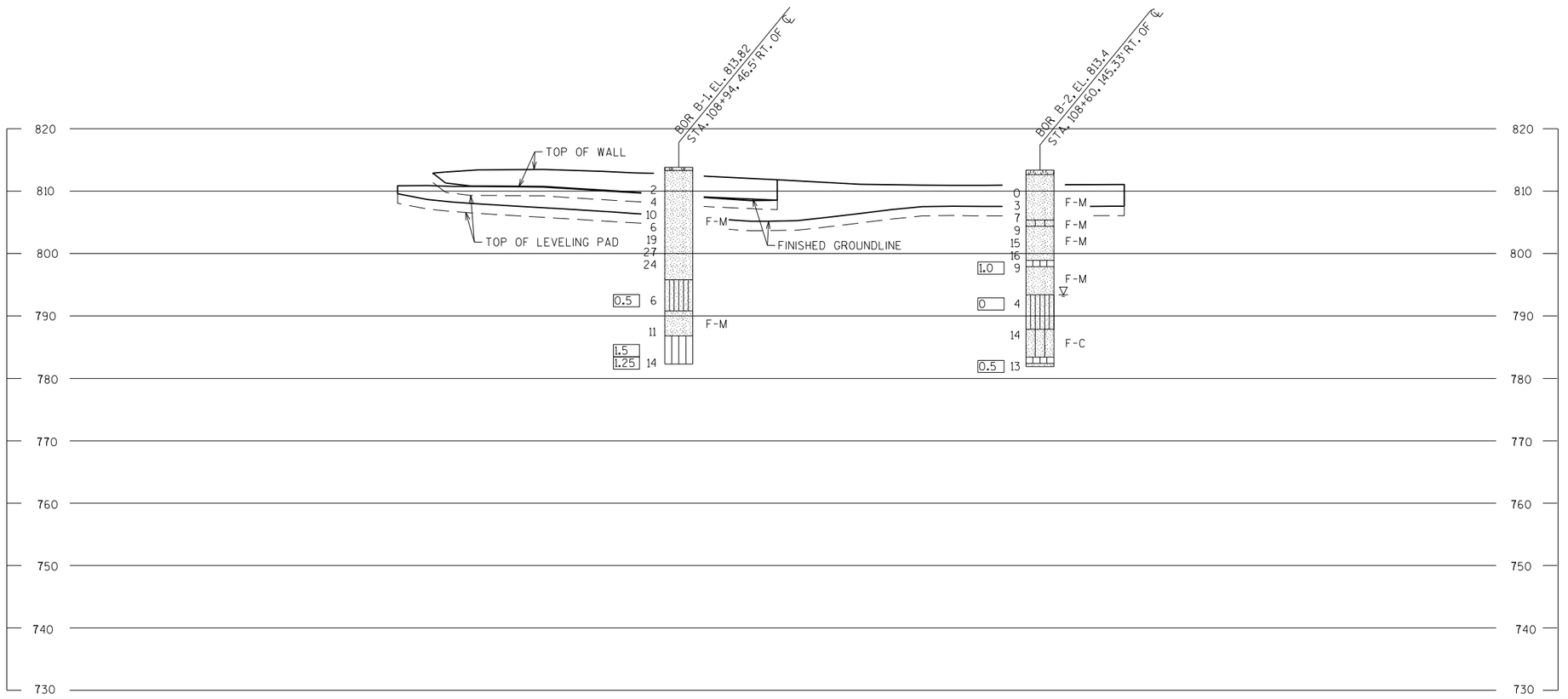
SCALE =

8

8

CITY OF INDEPENDANCE, OSSEO ROAD
ELK CREEK BRIDGE B-61-211



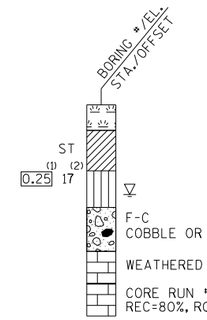

STATE PROJECT NUMBER

**7132-08-72**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-13

DRAWN BY PR/DFD | PLANS CK'D. JDL

SUBSURFACE EXPLORATION

SHEET 3

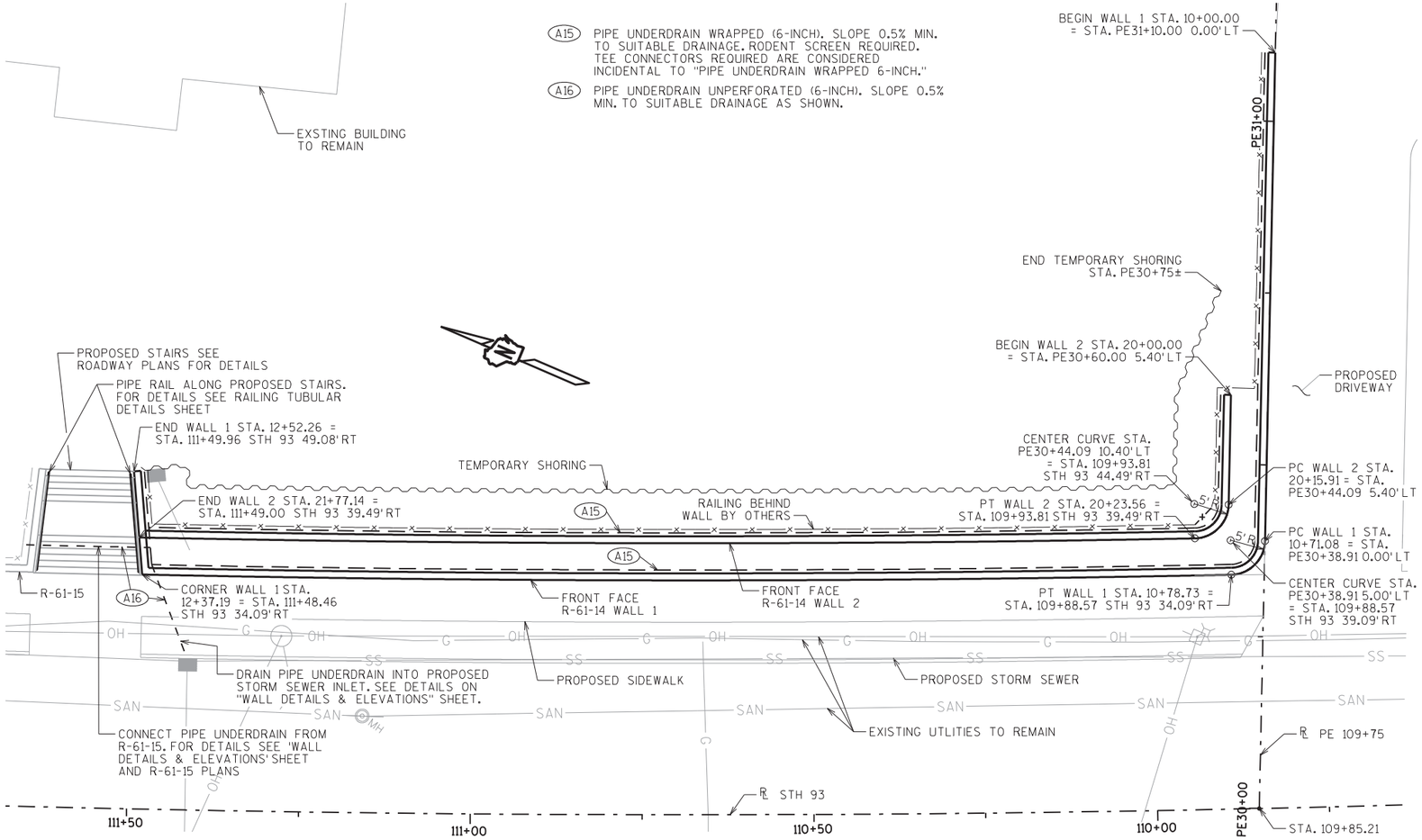
372

8

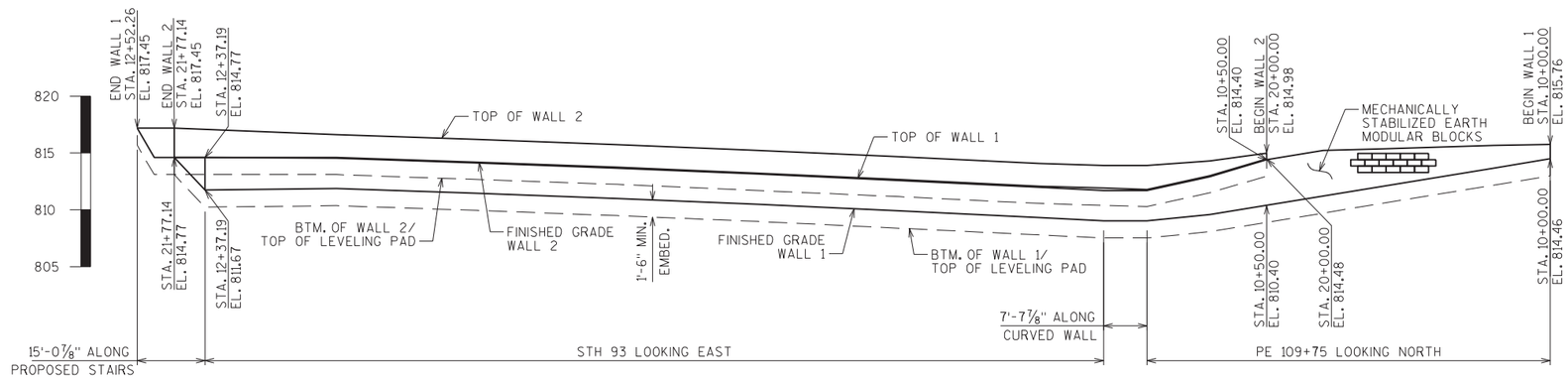
8

SCALE =

| STATE PROJECT NUMBER |
|---|
| 7132-08-72 |




## PLAN




## ELEVATION

LOOKING AT F.F. OF WALL

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS PLAN.

DESIGN FOR RETAINING WALLS TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1.5' BELOW FINISHED GRADE

MODULAR BLOCKS TO BE 8" TALL BY 18" WIDE AND MATCH THE "KEYSTONE CENTURY WALL" OR "ANCHOR DIAMOND PRO STONE CUT", OR SIMILAR STYLE. BLOCKS TO BE A NATURAL LIMESTONE COLOR.

THE MAXIMUM VAUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

## ALLOWABLE WALL SYSTEMS

WALL MODULAR BLOCK M.S.E. LRFD

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 206.600.S | TEMPORARY SHORING | SF | 860 |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 25 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 460 |
| SPV.0105 | RAILING PIPE GALVANIZED R-61-14 | LS | 1 |
| SPV.0165 | WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD | SF | 1690 |

## CURVE DATA

STH 93

P.I. = STA. 111+02.59
Δ = 05°-12'-13.5" R.
D = 01°-30'-00"
T = 173.58
L = 346.92
R = 3,819.72
P.C. = STA. 109+29.02
P.T. = STA. 112+75.93

## LIST OF DRAWINGS


1. M.S.E. MODULAR BLOCK WALL
2. WALL DETAILS & ELEVATIONS
3. RAILING TUBULAR DETAILS
4. SUBSURFACE EXPLORATION



STRUCTURE DESIGN CONTACTS:

DANIELLE DE TENNIS (608) 266-8689
LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

Plans Prepared By **WISDOT**
**BUREAU OF STRUCTURES**

ACCEPTED William C. Dreher LLS 11/20/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

# STRUCTURE R-61-14

MODULAR BLOCK WALL ALONG STH 93

COUNTY TREMPEALEAU
~~TOWN~~/CITY/~~VILLAGE~~ INDEPENDENCE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DFD | DESIGN CK'D. | JDL | DRAWN BY | DFD | PLANS CK'D. | JDL |
|---|---|---|---|---|---|---|---|

**M.S.E. MODULAR BLOCK WALL**

SHEET 1 OF 4

373

I.D. 7130-08-02C

DATE: MAY 2013

SCALE =

8

8

STATE PROJECT NUMBER

7132-08-72

## SOIL PARAMETERS

| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORCING ZONE | 30 | 0 | 120 |
| F-M SAND SOME SILT BEHIND REINFORCEMENT ZONE | 31 | 0 | 110 |
| BOR-1, STA. 109+91 | | | |
| FIRM F-M SAND ELEVATION 807.5 FT TO ELEVATION 795.8 FT | 31 | 0 | 115 |
| LOOSE F-M SAND, WITH SAND SEAMS ELEVATION 795.8 FT TO ELEVATION 790.8 FT | 0 | 500 | 110 |
| FIRM TO DENSE F-M SAND , WITH SILTY SAND SEAMS ELEVATION 790.8 FT TO ELEVATION 786.8 FT | 31 | 0 | 110 |

NOTES:

THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 2.7 FEET TO 4.0 FEET FOR THE LOWER WALL, AND 2.0 FEET FOR THE UPPER WALL. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE BEHIND THE WALLS VARIES RANGES FROM HORIZONTAL TO 25H:1V.
2. THE SLOPE IN FRONT OF THE WALL IS HORIZONTAL
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH IS 1.5 FEET.
6. 1.5 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE MODULAR BLOCK IS 12.0 INCHES.
8. A SURCHARGE LOAD OF 100 PSF IS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
9. AN ADDITIONAL SURCHARGE LOAD EQUIVALENT TO THE WEIGHT OF THE SOIL BEHIND THE SECOND WALL IS ALSO INCLUDED IN THE DESIGN OF THE LOWER WALL.
10. THE EXTERNAL STABILITY ANALYSES AT THE DOUBLE TIER WALL WERE DONE ON EACH WALL INDIVIDUALLY. THE GLOBAL STABILITY ANALYSES WERE DONE ON BOTH WALLS TOGETHER AND THEN ON THE UPPER WALL ONLY.
11. GLOBAL STABILITY IS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
12. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
13. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.
14. DESIGN COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.

## WALL EXTERNAL STABILITY EVALUATION

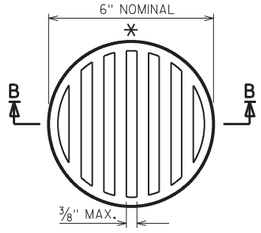
| | DIMENSIONS | | | | |
|---|---|---|---|---|---|
| | WALL 1 | | | WALL 2 | |
| WALL HEIGHT (FEET)[1] | 4.8 | 5.5 | 4.2 | 3.5 | 3.5 |
| EXPOSED WALL HEIGHT (FEET) | 3.3 | 4.0 | 2.7 | 2.0 | 2.0 |
| LENGTH OF REINFORCEMENT (FEET)[3] | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| LENGTH OF REINFORCEMENT/WALL HEIGHT | NA | NA | NA | NA | NA |
| WALL STATION | 10+30 | 10+60 | 11+15 | 20+54 | 21+53 |
| BORING USED | B-1 | B-1 | B-1 | B-1 | B-1 |
| CAPACITY TO DEMAND RATIO (CDR)[2,4] | | | | | |
| SLIDING (CDR > 1.0) | 2.5 | 2.3 | 3.1 | 3.1 | 3.1 |
| ECCENTRICITY (CDR > 1.0) | 17 | 17 | 17 | 17 | 17 |
| GLOBAL STABILITY (CDR > 1.0) | NA[5] | 2.1 | 1.8 | 2.8 | NA[5] |
| BEARING RESISTANCE (CDR > 1.0) | 6.6 | 5.7 | 7.6 | 8.9 | 8.9 |
| FACTORED BEARING RESISTANCE (PSF) | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 |

NOTES:

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. THE LENGTH OF REINFORCEMENT IS 6 FEET, WHICH IS THE MINIMUM REQUIRED LENGTH.
4. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
5. NA = NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.

NOTES:

1. THE WALLS EMBEDMENT DEPTH SHOULD BE 1.5 FEET.
2. THE MSE WALLS WITH MODULAR BLOCK FACING WILL ACHIEVE THE EXTERNAL STABILITY CDR VALUES SHOWN IN THE TABLE ABOVE. THE ABOVE TABLE ALSO PRESENTS THE MINIMUM REQUIRED LENGTH OF THE REINFORCEMENT AT SPECIFIC LOCATIONS.
3. THE MINIMUM REQUIRED REINFORCEMENT LENGTH IS 6 FEET.
4. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1 INCH. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM; THEREFORE, DIFFERENTIAL SETTLEMENT SHOULD NOT BE AN ISSUE.
5. THE CONTRACTOR SHOULD REMOVE THE TOPSOIL OR ANY SOFT MATERIAL BELOW THE WALLS BASE AND REPLACE IT WITH GRANULAR FILL PRIOR TO CONSTRUCTING THE WALLS.
6. THE NORTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALLS.




## RODENT SHIELD DETAIL

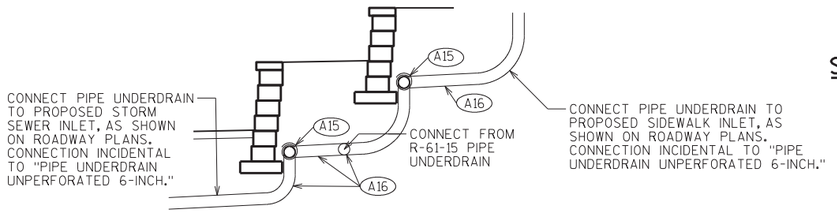
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.




## SECTION B-B




## PIPE UNDERDRAIN AT PROPOSED INLET

## WALL 1 ELEVATIONS

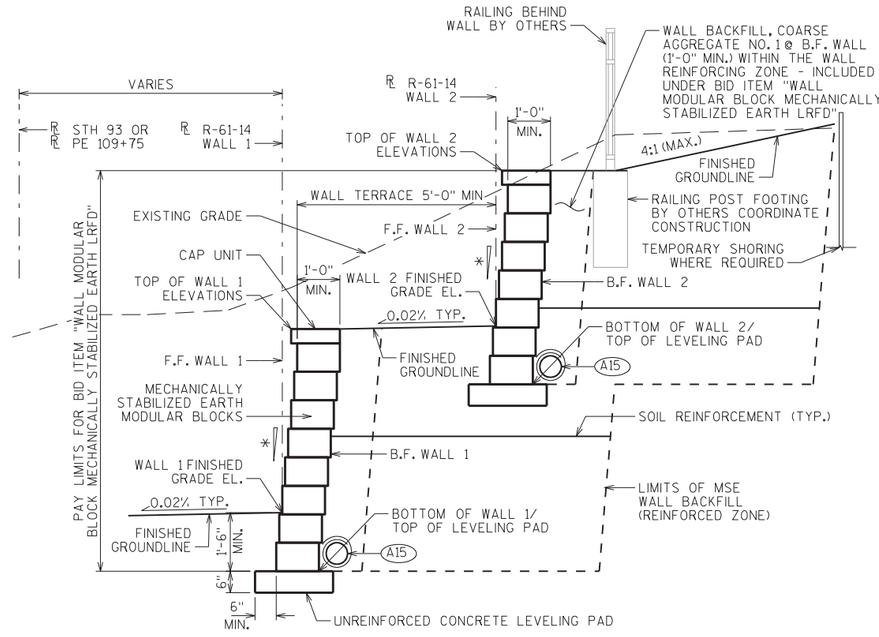
| WALL 1 STA. | ℄ PE 109+75 STA. | ℄ PE 109+75 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 10+00.00 | 31+10.00 | 0.00' LT. | 815.76' | 814.46' | BEGIN WALL 1 |
| 10+10.00 | 31+00.00 | 0.00' LT. | 815.66' | 813.66' | |
| 10+20.00 | 30+90.00 | 0.00' LT. | 815.51' | 812.84' | |
| 10+30.00 | 30+80.00 | 0.00' LT. | 815.36' | 812.03' | |
| 10+40.00 | 30+70.00 | 0.00' LT. | 815.22' | 811.22' | |
| 10+50.00 | 30+60.00 | 0.00' LT. | 814.40' | 810.40' | |
| 10+60.00 | 30+50.00 | 0.00' LT. | 812.92' | 809.59' | |
| 10+71.08 | 30+38.91 | 0.00' LT. | 811.70' | 809.03' | PC |
| WALL 1 STA. | ℄ STH 93 STA. | ℄ STH 93 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
| 10+78.73 | 109+88.57 | 34.09' RT. | 811.70' | 809.03' | PT |
| 10+90.06 | 110+00.00 | 34.09' RT. | 811.99' | 809.32' | |
| 11+14.84 | 110+25.00 | 34.09' RT. | 812.59' | 809.88' | |
| 11+39.61 | 110+50.00 | 34.09' RT. | 813.15' | 810.44' | |
| 11+64.39 | 110+75.00 | 34.09' RT. | 813.66' | 810.99' | |
| 11+89.17 | 111+00.00 | 34.09' RT. | 814.12' | 811.45' | |
| 12+13.94 | 111+25.00 | 34.09' RT. | 814.54' | 811.87' | |
| 12+37.19 | 111+48.46 | 34.09' RT. | 814.77' | 811.67' | CORNER AT STAIRS |
| 12+42.62 | 111+49.00 | 39.49' RT. | 814.77' | 814.77' | |
| 12+42.62 | 111+49.50 | 39.49' RT. | 817.45' | 814.77' | END TERRACE |
| 12+47.60 | 111+49.45 | 44.50' RT. | 817.45' | 814.87' | |
| 12+52.26 | 111+49.96 | 49.08' RT. | 817.45' | 817.45' | END WALL 1 |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF WALL 1

## WALL 2 ELEVATIONS

| WALL 2 STA. | ℄ PE 109+75 STA. | ℄ PE 109+75 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 20+00.0 | 30+60.00 | 5.40' LT. | 814.98' | 814.48' | BEGIN WALL 2 |
| 20+10.00 | 30+50.00 | 5.40' LT. | 814.31' | 813.00' | |
| 20+15.91 | 30+44.09 | 5.40' LT. | 813.91' | 811.78' | PC |
| WALL 2 STA. | ℄ STH 93 STA. | ℄ STH 93 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
| 20+23.56 | 109+93.81 | 39.49' RT. | 813.91' | 811.91' | PT |
| 20+29.69 | 110+00.00 | 39.49' RT. | 814.07' | 812.07' | |
| 20+54.43 | 110+25.00 | 39.49' RT. | 814.67' | 812.67' | |
| 20+79.17 | 110+50.00 | 39.49' RT. | 815.23' | 813.23' | |
| 21+03.91 | 110+75.00 | 39.49' RT. | 815.74' | 813.74' | |
| 21+28.66 | 111+00.00 | 39.49' RT. | 816.20' | 814.20' | |
| 21+53.40 | 111+25.00 | 39.49' RT. | 816.62' | 814.62' | |
| 21+77.14 | 111+49.00 | 39.49' RT. | 817.45' | 814.77' | END WALL 2 |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF WALL 2




## SECTION THRU MSE MODULAR BLOCK WALL

* SET BACK VARIES BY MANUFACTURER (MAXIMUM FRONT FACE FROM VERTICAL IS 1¼" HORIZ. TO 1'-0" VERT.)

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. TEE CONNECTORS REQUIRED ARE CONSIDERED INCIDENTAL TO "PIPE UNDERDRAIN WRAPPED 6-INCH."

(A16) PIPE UNDERDRAIN UNPERFORATED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-14

DRAWN BY DFD | PLANS CK'D. JDL

WALL DETAILS & ELEVATIONS

SHEET 2

374

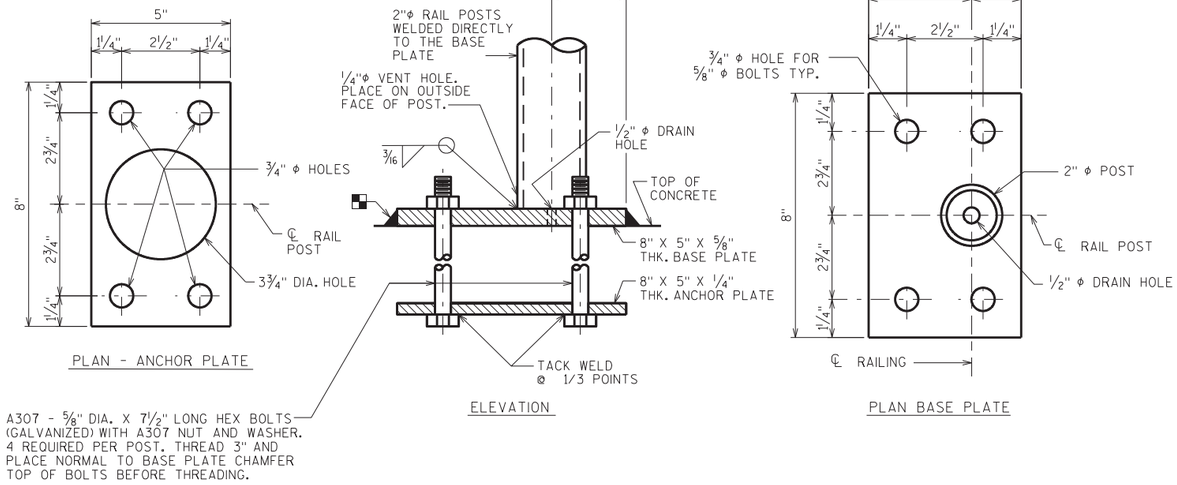
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8

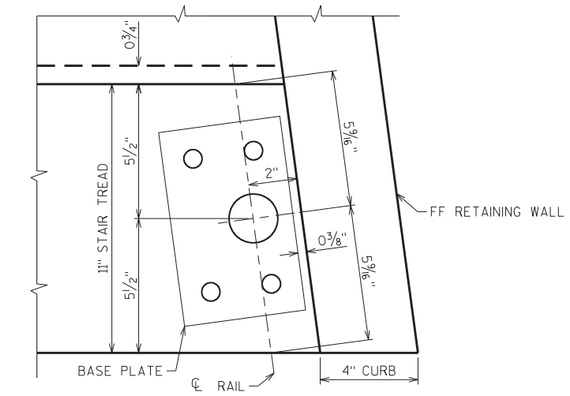
8

STATE PROJECT NUMBER

7132-08-72




## POST ATTACHMENT




## BASE PLATE PLAN AT STAIRS

## NOTES

BID ITEM SHALL BE "RAILING PIPE GALVANIZED R-61-14" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

RAILS AND POSTS TO BE ASTM A500, GRADE B. BASE PLATES AND SHIMS TO BE ASTM A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

■ CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

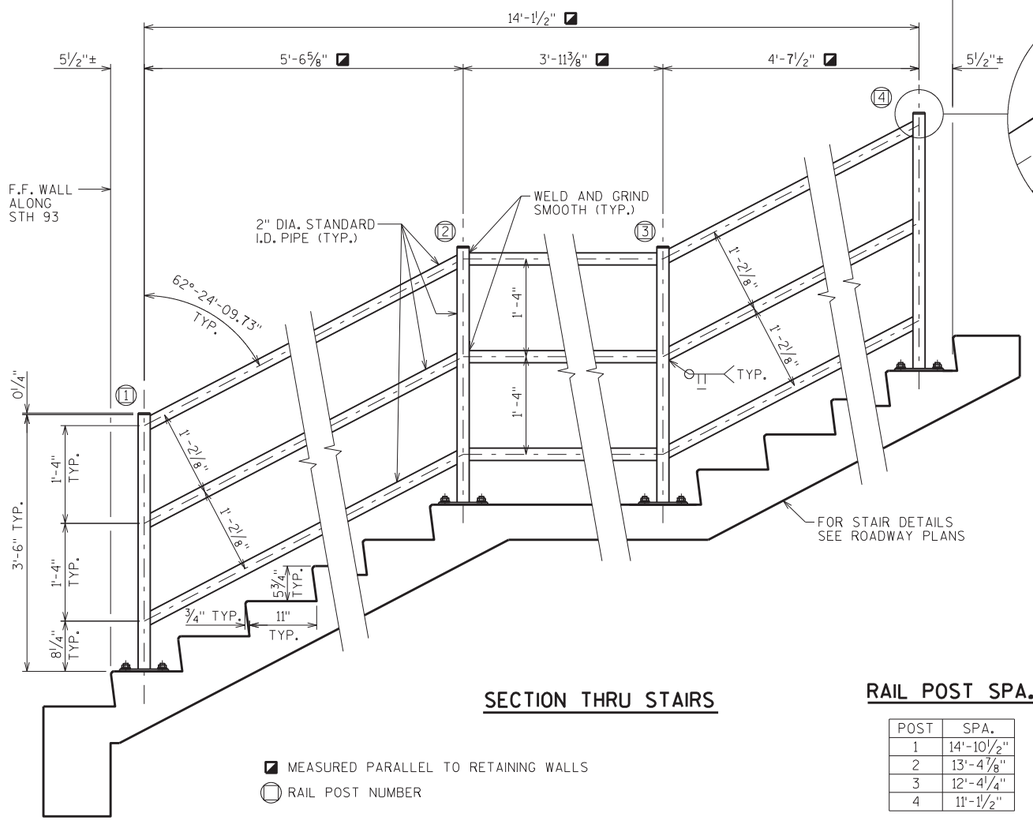
CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE AND LONGITUDINAL DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

¼"ϕ VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE SPECIAL PROVISIONS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



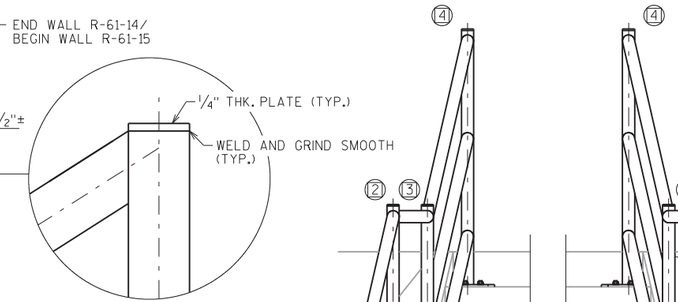

## SECTION THRU STAINS

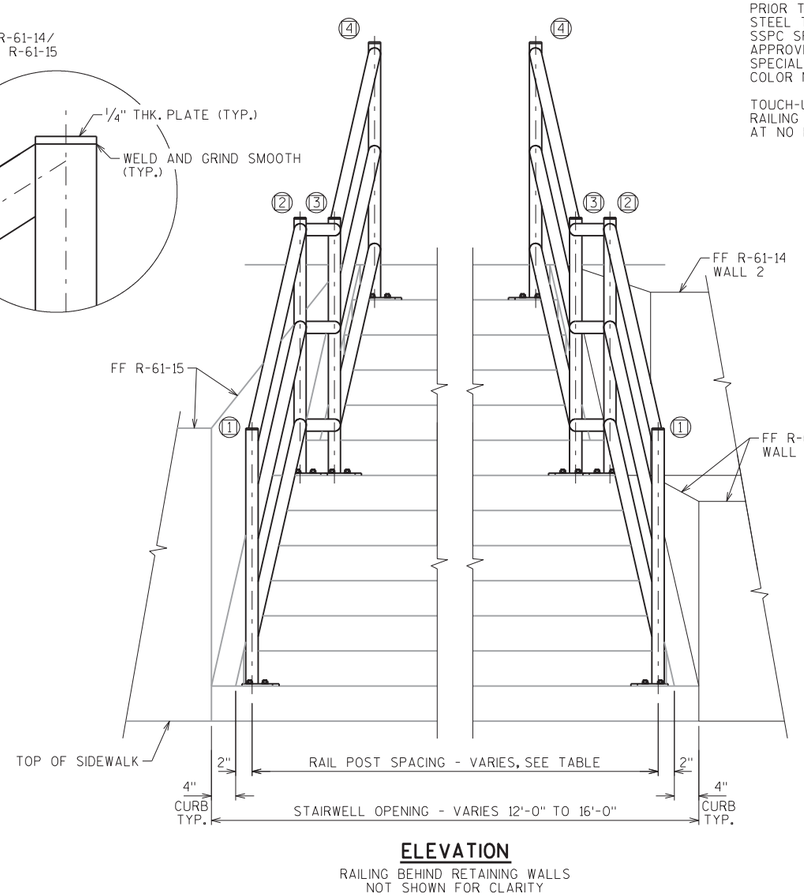
■ MEASURED PARALLEL TO RETAINING WALLS

⃝ RAIL POST NUMBER

## RAIL POST SPA.

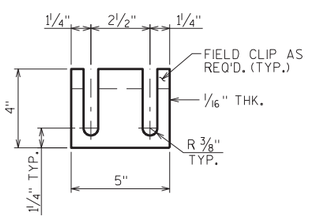
| POST | SPA. |
|---|---|
| 1 | 14'-10½" |
| 2 | 13'-4⅞" |
| 3 | 12'-4¼" |
| 4 | 11'-1½" |




## ELEVATION

RAILING BEHIND RETAINING WALLS NOT SHOWN FOR CLARITY




## POST SHIM DETAIL

PROVIDE 2 SHIMS PER POST.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-14

DRAWN BY DFD | PLANS CK'D. JDL

RAILING TUBULAR DETAILS

SHEET 3

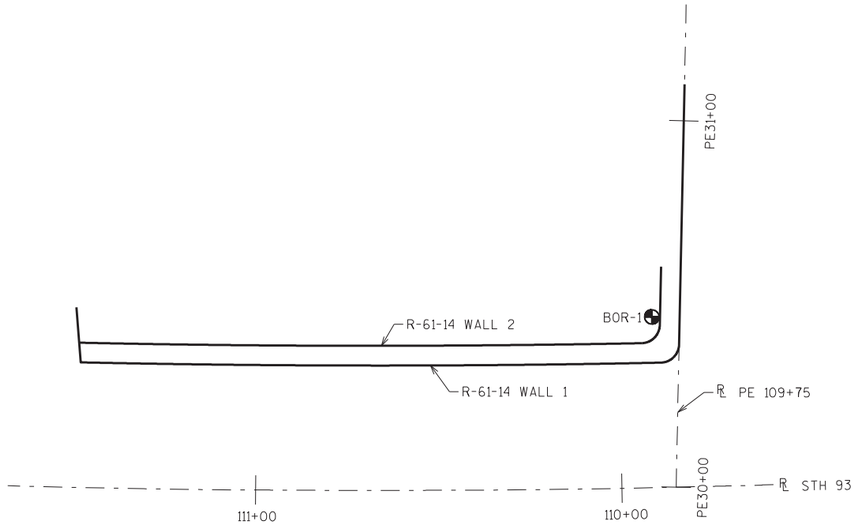
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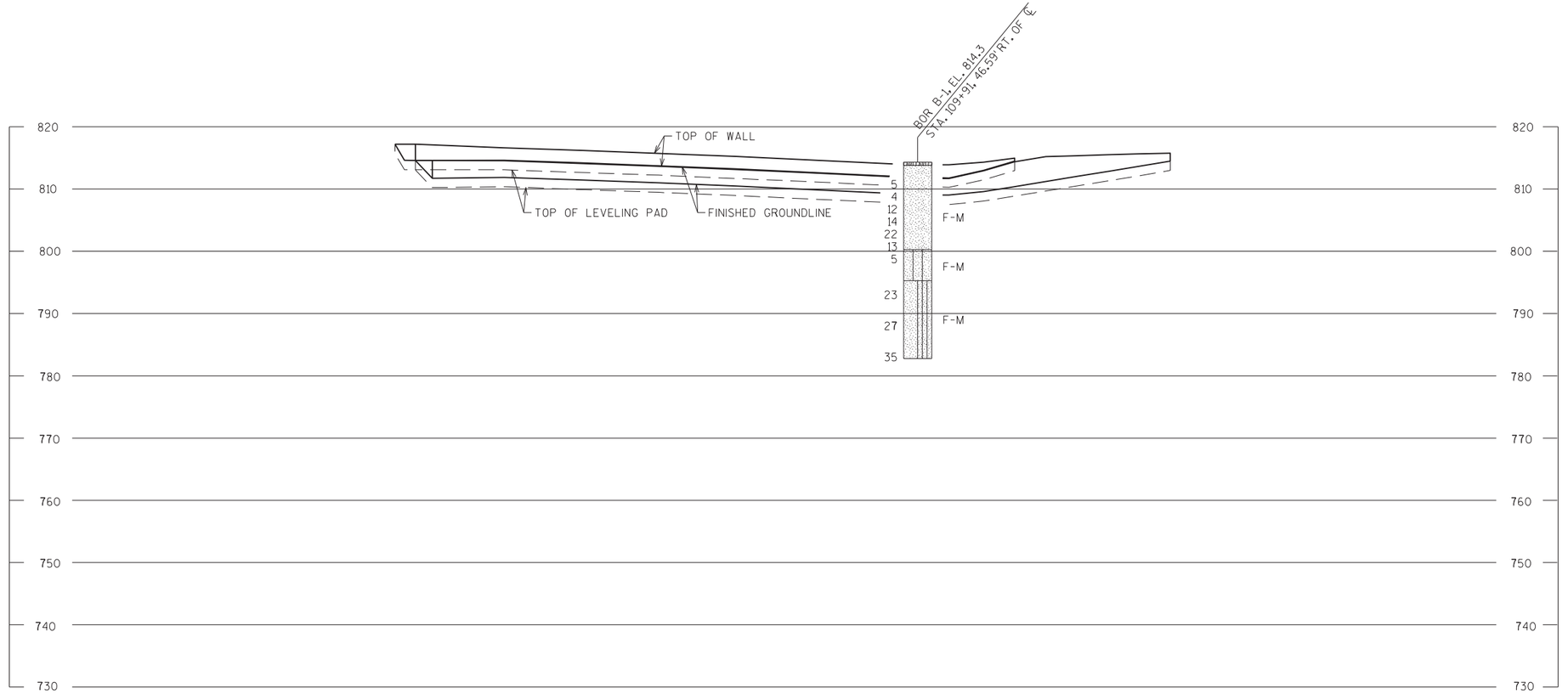
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8

CITY OF INDEPENDANCE, OSSEO ROAD
ELK CREEK BRIDGE B-61-211





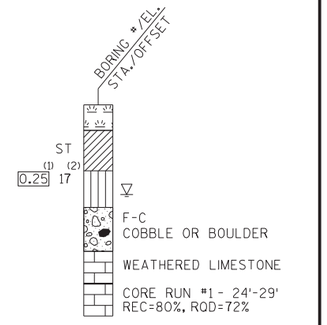

STATE PROJECT NUMBER

**7132-08-72**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-14

DRAWN BY PR/DFD | PLANS CK'D. JDL

SUBSURFACE EXPLORATION

SHEET 4

376

8

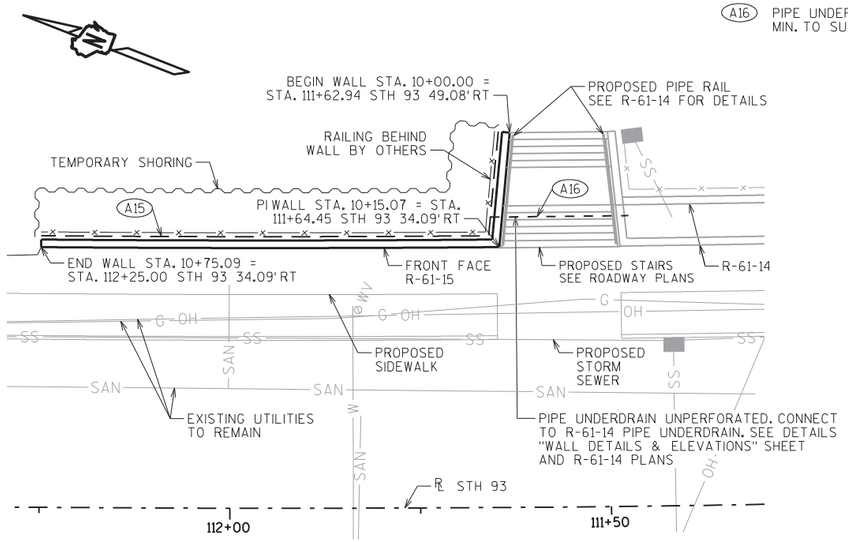
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SCALE =

| STATE PROJECT NUMBER |
|---|
| 7132-08-72 |

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED. TEE CONNECTORS REQUIRED ARE CONSIDERED INCIDENTAL TO "PIPE UNDERDRAIN WRAPPED 6-INCH."

(A16) PIPE UNDERDRAIN UNPERFORATED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN.




PLAN

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS PLAN.

DESIGN FOR RETAINING WALLS TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1.5' BELOW FINISHED GRADE

MODULAR BLOCKS TO BE 8" TALL BY 18" WIDE AND MATCH THE "KEYSTONE CENTURY WALL" OR "ANCHOR DIAMOND PRO STONE CUT", OR SIMILAR STYLE. BLOCKS TO BE A NATURAL LIMESTONE COLOR.

THE MAXIMUM VAUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

## ALLOWABLE WALL SYSTEMS

WALL MODULAR BLOCK M.S.E. LRFD

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 206.6000.S | TEMPORARY SHORING | SF | 360 |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 20 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 85 |
| SPV.0165 | WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD | SF | 310 |

## CURVE DATA

STH 93

P.I. = STA. 111+02.59
Δ = 05°-12'-13.5" R.
D = 01°-30'-00"
T = 173.58
L = 346.92
R = 3,819.72
P.C. = STA. 109+29.02
P.T. = STA. 112+75.93

## LIST OF DRAWINGS


1. M.S.E. MODULAR BLOCK WALL
2. WALL DETAILS & ELEVATIONS
3. SUBSURFACE EXPLORATION


## SOIL PARAMETERS

| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
|---|---|---|---|
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORCING ZONE | 30 | 0 | 120 |
| F-M SAND SOME SILT BEHIND REINFORCEMENT ZONE | 31 | 0 | 110 |
| BOR-1, STA. 111+58 | | | |
| FIRM F-M SAND, LITTLE SILT ELEVATION 810.5 FT TO ELEVATION 808.2 FT | 31 | 0 | 115 |
| MEDIUM SILT, TRACE OF CLAY, TRACE OF SAND ELEVATION 808.2 FT TO ELEVATION 807.2 FT | 0 | 500 | 105 |
| FIRM F-M SAND, WITH A FEW SILT SEAMS ELEVATION 807.2 FT TO ELEVATION 787.7 FT | 32 | 0 | 120 |
| SOFT SILT, TRACE OF SAND ELEVATION 787.7 FT TO ELEVATION 786.7 FT | 0 | 250 | 105 |
| FIRM F-M SAND ELEVATION 786.7 FT TO ELEVATION 786.2 FT | 31 | 0 | 115 |

NOTES:

THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 1.9 FEET TO 4.0 FEET. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. THE SLOPE BEHIND THE WALLS VARIES RANGES FROM 11H:1V TO 6.9H:1V.
2. THE SLOPE IN FRONT OF THE WALL IS HORIZONTAL
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH IS 1.5 FEET.
6. 1.5 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE MODULAR BLOCK IS 12.0 INCHES.
8. A SURCHARGE LOAD OF 100 PSF IS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT.
9. GLOBAL STABILITY IS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
10. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
11. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHODS DESCRIBED IN THE FHWA SOILS AND FOUNDATIONS MANUAL.
12. DESIGN COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.

## WALL EXTERNAL STABILITY EVALUATION

| DIMENSIONS | | | | | | |
|---|---|---|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 3.4 | 5.5 | 4.8 | 4.4 | 4.2 | 3.6 |
| EXPOSED WALL HEIGHT (FEET) | 1.9 | 4.0 | 3.3 | 2.9 | 2.7 | 2.1 |
| LENGTH OF REINFORCEMENT (FEET)[3] | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| LENGTH OF REINFORCEMENT/WALL HEIGHT | NA | NA | NA | NA | NA | NA |
| WALL STATION | 10+04 | 10+13 | 10+23 | 10+38 | 10+48 | 10+58 |
| BORING USED | B-1 | B-1 | B-1 | B-1 | B-1 | B-1 |
| CAPACITY TO DEMAND RATIO (CDR)[2,4] | | | | | | |
| SLIDING (CDR > 1.0) | 2.7 | 2.1 | 2.3 | 2.4 | 2.5 | 3.4 |
| ECCENTRICITY (CDR > 1.0) | 17 | 17 | 17 | 17 | 17 | 17 |
| GLOBAL STABILITY (CDR > 1.0) | NA[5] | 1.9 | NA[5] | NA[5] | NA[5] | NA[5] |
| BEARING RESISTANCE (CDR > 1.0) | 8.4 | 5.6 | 6.5 | 7.2 | 7.5 | 8.7 |
| FACTORED BEARING RESISTANCE (PSF) | 5,500 | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 |

NOTES:

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. THE LENGTH OF REINFORCEMENT IS 6 FEET, WHICH IS THE MINIMUM REQUIRED LENGTH.
4. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE BRIDGE MANUAL.
5. NA = NOT APPLICABLE, GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATION.

NOTES:

1. THE WALLS EMBEDMENT DEPTH SHOULD BE 1.5 FEET.
2. THE MSE WALLS WITH MODULAR BLOCK FACING WILL ACHIEVE THE EXTERNAL STABILITY CDR VALUES SHOWN IN THE TABLE ABOVE. THE ABOVE TABLE ALSO PRESENTS THE MINIMUM REQUIRED LENGTH OF THE REINFORCEMENT AT SPECIFIC LOCATIONS.
3. THE MINIMUM REQUIRED REINFORCEMENT LENGTH IS 6 FEET.
4. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1 INCH. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM; THEREFORE, DIFFERENTIAL SETTLEMENT SHOULD NOT BE AN ISSUE.
5. THE CONTRACTOR SHOULD REMOVE THE TOPSOIL OR ANY SOFT MATERIAL BELOW THE WALLS BASE AND REPLACE IT WITH GRANULAR FILL PRIOR TO CONSTRUCTING THE WALLS.
6. THE NORTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALLS.


STRUCTURE DESIGN CONTACTS:

DANIELLE DE TENNIS (608) 266-8689
LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 11/20/13
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-61-15

MODULAR BLOCK WALL ALONG STH 93

COUNTY TREMPEALEAU
~~TOWN~~/CITY/~~VILLAGE~~ INDEPENDENCE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| DFD | JDL | DFD | JDL |

M.S.E. MODULAR BLOCK WALL

SHEET 1 OF 3

377

I.D. 7130-08-02D

DATE: MAY 2013

SCALE =

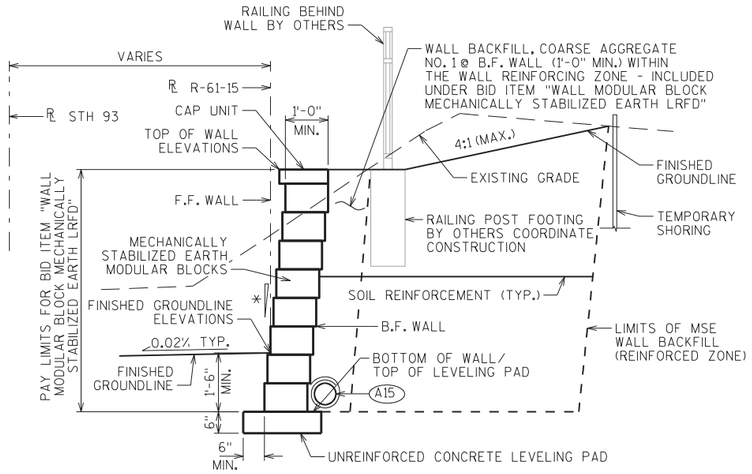
STATE PROJECT NUMBER

7132-08-72

## ELEVATION TABLE

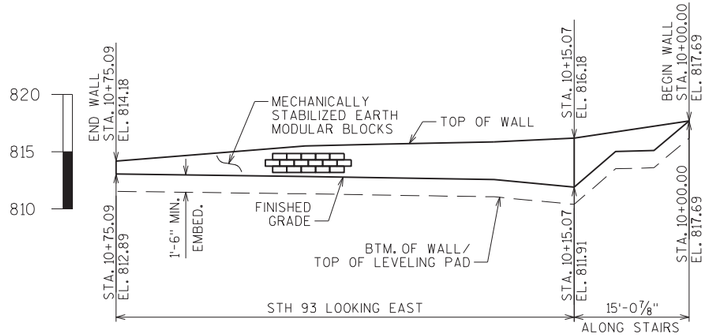
| WALL STA. | ℄ STH 93 STATION | ℄ STH 93 OFFSET | TOP OF WALL EL. | FINISHED GRADE EL. | LOCATION |
|---|---|---|---|---|---|
| 10+00.00 | 111+62.94 | 49.08' RT. | 817.69' | 817.69' | BEGIN WALL |
| 10+04.60 | 111+63.40 | 44.50' RT. | 817.23' | 815.11' | |
| 10+09.63 | 111+63.90 | 39.50' RT. | 816.73' | 815.01' | |
| 10+15.07 | 111+64.45 | 34.09' RT. | 816.18' | 811.91' | CORNER AT STAIRS |
| 10+25.53 | 111+75.00 | 34.09' RT. | 815.86' | 812.56' | |
| 10+40.40 | 111+90.00 | 34.09' RT. | 815.65' | 812.73' | |
| 10+50.31 | 112+00.00 | 34.09' RT. | 815.51' | 812.83' | |
| 10+60.22 | 112+10.00 | 34.09' RT. | 814.98' | 812.85' | |
| 10+70.13 | 112+20.00 | 34.09' RT. | 814.45' | 812.87' | |
| 10+75.09 | 112+25.00 | 34.09' RT. | 814.18' | 812.89' | END WALL |

NOTE: ALL WALL STATIONING & OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL



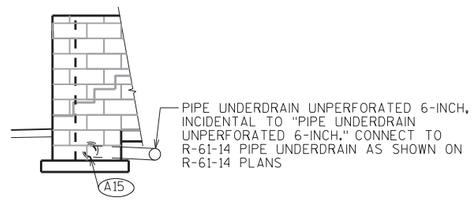

## SECTION THRU M.S.E. MODULAR BLOCK WALL

* SET BACK VARIES BY MANUFACTURER (MAXIMUM FRONT FACE FROM VERTICAL IS 1¼" HORIZ. TO 1'-0" VERT.)



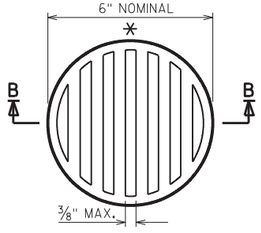

## ELEVATION

LOOKING AT F.F. OF WALL




## SECTION THRU PROPOSED STAIRS

SHOWING PIPE UNDERDRAIN CONNECTION DETAILS







## SECTION B-B

## RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN. RODENT SCREEN REQUIRED. TEE CONNECTORS REQUIRED ARE CONSIDERED INCIDENTAL TO "PIPE UNDERDRAIN WRAPPED 6-INCH."

A16 PIPE UNDERDRAIN UNPERFORATED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AS SHOWN.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-15

DRAWN BY DFD | PLANS CK'D. JDL

WALL DETAILS & ELEVATIONS

SHEET 2

378

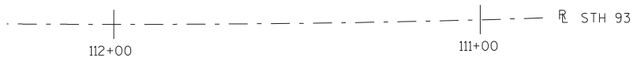
SCALE =

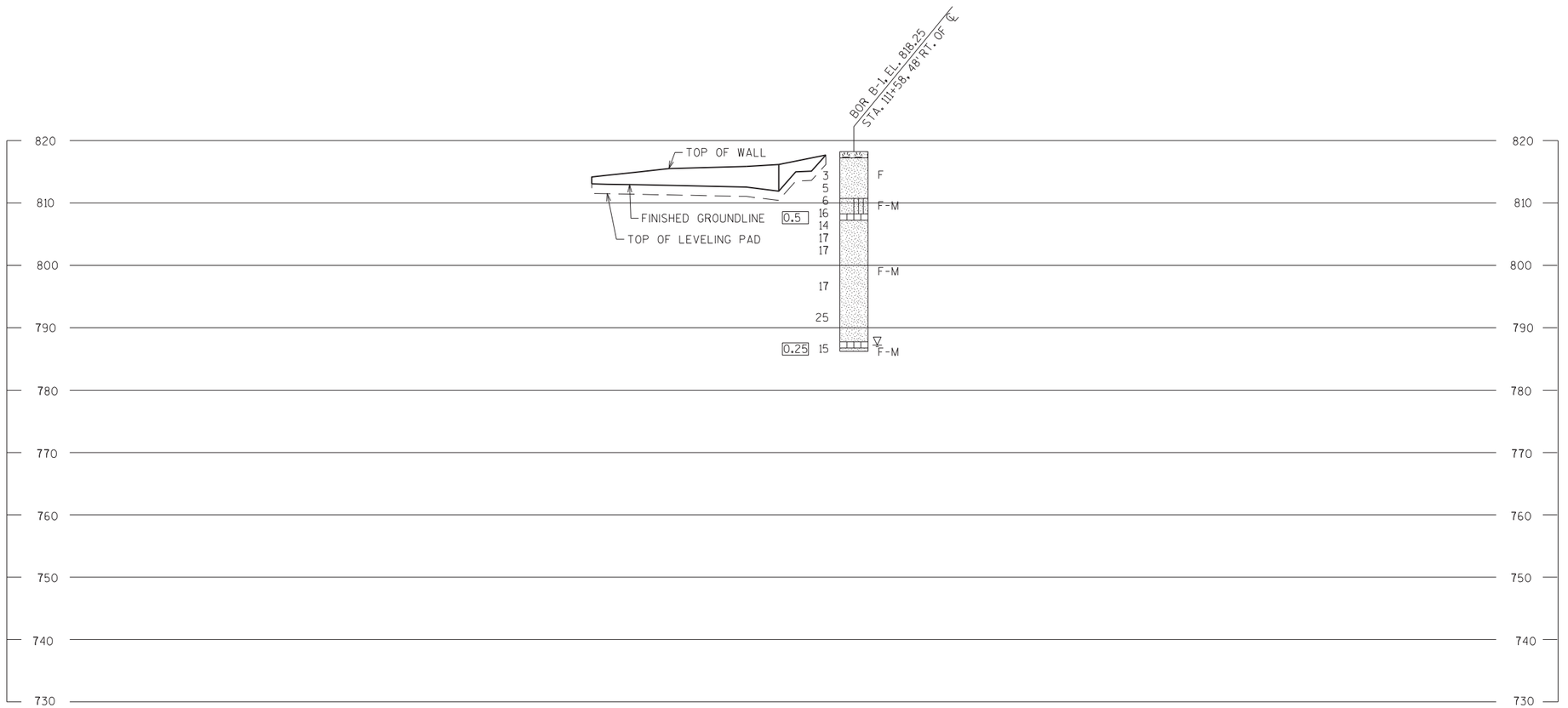
8

8

CITY OF INDEPENDANCE, OSSEO ROAD
ELK CREEK BRIDGE B-61-211




* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

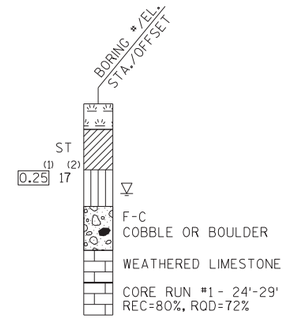
STATE PROJECT NUMBER

**7132-08-72**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-61-15

DRAWN BY PR/DFD | PLANS CK'D. JDL

SUBSURFACE EXPLORATION

SHEET 3

379

SCALE =

8

8

## STH 93 STAGE 2A

| STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL. | | CUMULATIVE VOL. | | | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| | | CUT | FILL | CUT CY | FILL CY | COMMON CY | EXPANDED FILL CY | MASS HAUL CY | |
| 87+00.00 | 50 | 59.8 | 2.2 | 111 | 4 | 111 | 5 | -106 | |
| 87+25.00 | 25 | 58.4 | 6.2 | 55 | 4 | 166 | 10 | -156 | |
| 87+50.00 | 25 | 65.5 | 22.8 | 57 | 13 | 223 | 26 | -197 | |
| 87+62.98 | 12.98 | -- | -- | 16 | 5 | 239 | 32 | -207 | |
| BRIDGE | | | | | | | | | B-61-211 |
| 89+21.47 | 158.49 | -- | -- | -- | -- | -- | -- | -- | |
| 89+50.00 | 28.53 | 49.6 | 7.2 | 26 | 4 | 26 | 5 | -21 | |
| 90+00.00 | 50 | 54.0 | 9.0 | 96 | 15 | 122 | 24 | -98 | |

## STH 93 - STAGE 2B

| STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL. | | CUMULATIVE VOL. | | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| | | CUT | FILL | CUT CY | FILL CY | CUT CY | EXPANDED FILL CY | |
| 50+78.00 | 0 | -- | -- | | | -- | -- | -- |
| 51+00.00 | 22 | 60.2 | 6.6 | 25 | 3 | 25 | 4 | -21 |
| 51+50.00 | 50 | 59.0 | 14.8 | 110 | 20 | 135 | 29 | -106 |
| 52+00.00 | 50 | 57.6 | 36.0 | 108 | 47 | 243 | 88 | -155 |
| 52+50.00 | 50 | 61.9 | 18.5 | 111 | 50 | 354 | 151 | -203 |
| 53+00.00 | 50 | 56.8 | 22.0 | 110 | 38 | 464 | 199 | -265 |
| 53+50.00 | 50 | 47.8 | 9.5 | 97 | 29 | 561 | 235 | -326 |
| 54+00.00 | 50 | 42.6 | 10.9 | 84 | 19 | 645 | 259 | -386 |
| 54+50.00 | 50 | 41.4 | 25.6 | 78 | 34 | 723 | 302 | -421 |
| 55+00.00 | 50 | 44.4 | 22.4 | 79 | 44 | 802 | 357 | -445 |
| 55+50.00 | 50 | 39.8 | 20.7 | 78 | 40 | 880 | 407 | -473 |
| 56+00.00 | 50 | 41.8 | 25.7 | 76 | 43 | 956 | 461 | -495 |
| 56+50.00 | 50 | 43.5 | 20.5 | 79 | 43 | 1,035 | 515 | -520 |
| 57+00.00 | 50 | 45.1 | 18.3 | 82 | 36 | 1,117 | 560 | -557 |
| 57+50.00 | 50 | 55.8 | 8.4 | 93 | 25 | 1,210 | 591 | -619 |
| 58+00.00 | 50 | 33.7 | 0.7 | 83 | 8 | 1,293 | 601 | -692 |
| 58+50.00 | 50 | 33.1 | 3.8 | 62 | 4 | 1,355 | 606 | -749 |
| 59+00.00 | 50 | 32.9 | 0.2 | 61 | 4 | 1,416 | 611 | -805 |

## A STREET - STAGE 2B

| STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL. | | CUMULATIVE VOL. | | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| | | CUT | FILL | CUT CY | FILL CY | CUT CY | EXPANDED FILL CY | |
| A11+12.65 | 0 | -- | -- | | | -- | -- | -- |
| A11+31.38 | 18.73 | 21.7 | -- | 8 | -- | 8 | -- | -8 |
| A11+50.00 | 18.62 | 13.1 | 2.7 | 12 | 1 | 20 | 1 | -19 |
| A11+60.94 | 10.94 | 4.1 | 2.3 | 3 | 1 | 23 | 2 | -21 |
| A11+71.64 | 10.7 | 28.4 | -- | 6 | -- | 29 | 2 | -27 |
| A11+84.36 | 12.72 | 56.1 | 1.5 | 20 | -- | 49 | 2 | -47 |

## STH 93 - STAGE 1A

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| 105+50.00 | 50 | 94.3 | 2.4 | -- | -- | -- | -- | -- |
| 106+00.00 | 50 | 102.6 | 2.3 | 182 | 4 | 182 | 5 | -177 |
| 106+50.00 | 50 | 116.8 | 6.8 | 203 | 8 | 385 | 15 | -370 |
| 107+00.00 | 50 | 164.3 | -- | 260 | 6 | 645 | 23 | -622 |
| 107+50.00 | 50 | 201.9 | -- | 339 | -- | 984 | 23 | -961 |
| 107+75.00 | 25 | 220.0 | -- | 195 | -- | 1,179 | 23 | -1,156 |
| 108+00.00 | 25 | 246.8 | -- | 216 | -- | 1,395 | 23 | -1,372 |
| 108+25.00 | 25 | 258.8 | 0.7 | 234 | -- | 1,629 | 23 | -1,606 |
| 108+50.00 | 25 | 270.8 | -- | 245 | -- | 1,874 | 23 | -1,851 |
| 108+75.00 | 25 | 307.4 | -- | 268 | -- | 2,142 | 23 | -2,119 |
| 109+00.00 | 25 | 312.3 | -- | 287 | -- | 2,429 | 23 | -2,406 |
| 109+25.00 | 25 | 301.2 | -- | 284 | -- | 2,713 | 23 | -2,690 |
| 109+50.00 | 25 | 309.6 | 0.4 | 283 | -- | 2,996 | 23 | -2,973 |
| 109+75.00 | 25 | 313.7 | -- | 289 | -- | 3,285 | 23 | -3,262 |
| 109+83.35 | 8.4 | 379.8 | -- | 107 | -- | 3,392 | 23 | -3,369 |
| 110+00.00 | 16.6 | 380.8 | -- | 235 | -- | 3,627 | 23 | -3,604 |
| 110+13.71 | 13.7 | 357.4 | -- | 187 | -- | 3,814 | 23 | -3,791 |
| 110+25.00 | 11.3 | 297.8 | 1.3 | 137 | -- | 3,951 | 23 | -3,928 |
| 110+50.00 | 25.0 | 268.7 | 2.9 | 262 | 2 | 4,213 | 26 | -4,187 |
| 110+75.00 | 25.0 | 238.4 | 3.9 | 235 | 3 | 4,448 | 30 | -4,418 |
| 111+00.00 | 25.0 | 218.1 | 4.6 | 211 | 4 | 4,659 | 35 | -4,624 |
| 111+25.00 | 25.0 | 192.9 | 4.1 | 190 | 4 | 4,849 | 40 | -4,809 |
| 111+75.00 | 50.0 | 151.8 | 4.5 | 319 | 8 | 5,168 | 50 | -5,118 |
| 112+00.00 | 25.0 | 115.8 | 4.2 | 124 | 4 | 5,292 | 55 | -5,237 |
| 112+25.00 | 25.0 | 96.9 | 7.4 | 98 | 5 | 5,390 | 61 | -5,329 |
| 112+50.00 | 25.0 | 80.9 | 11.6 | 82 | 9 | 5,472 | 72 | -5,400 |
| 113+00.00 | 50.0 | 66.4 | 8.6 | 136 | 19 | 5,608 | 96 | -5,512 |
| 113+50.00 | 50.0 | 59.5 | 6.2 | 117 | 14 | 5,725 | 114 | -5,611 |
| 114+00.00 | 50.0 | 62.1 | 11.0 | 113 | 16 | 5,838 | 134 | -5,704 |
| 114+50.00 | 50.0 | 69.5 | 6.0 | 122 | 16 | 5,960 | 154 | -5,806 |
| 115+00.00 | 50.0 | 81.4 | 13.0 | 140 | 18 | 6,100 | 177 | -5,923 |
| 115+50.00 | 50.0 | 94.3 | 6.9 | 163 | 18 | 6,263 | 200 | -6,063 |
| 116+00.00 | 50.0 | 108.0 | 0.3 | 187 | 7 | 6,450 | 209 | -6,241 |
| 116+50.00 | 50.0 | 110.0 | -- | 202 | -- | 6,652 | 209 | -6,443 |
| 117+00.00 | 50.0 | 108.6 | -- | 202 | -- | 6,854 | 209 | -6,645 |
| 117+50.00 | 50.0 | 109.0 | 2.1 | 201 | 2 | 7,055 | 212 | -6,843 |
| 118+00.00 | 50.0 | 116.9 | -- | 209 | 2 | 7,264 | 215 | -7,049 |
| 118+50.00 | 50.0 | 115.5 | -- | 215 | -- | 7,479 | 215 | -7,264 |
| 119+00.00 | 50.0 | 109.6 | -- | 208 | -- | 7,687 | 215 | -7,472 |
| 119+50.00 | 50.0 | 107.6 | -- | 201 | -- | 7,888 | 215 | -7,673 |
| 120+00.00 | 50.0 | 93.4 | 0.3 | 186 | -- | 8,074 | 215 | -7,859 |
| 120+50.00 | 50.0 | -- | -- | 86 | -- | 8,160 | 215 | -7,945 |

| STH 121 - STAGE 1A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | AREA (SF) | | INCREMENTAL VOL. | | CUMULATIVE VOL. | | MASS HAUL |
| STATION | DISTANCE | CUT | FILL | CUT | FILL | COMMON | EXPANDED FILL | (CY) |
| P50+50.00 | -- | 96 | -- | | | -- | -- | -- |
| P50+75.00 | 25.0 | 71.0 | -- | 77 | -- | 77 | -- | -77 |
| P51+00.00 | 25.0 | 72.7 | -- | 67 | -- | 144 | -- | -144 |
| P51+10.24 | 10.2 | 74.1 | -- | 28 | -- | 172 | -- | -172 |
| P51+50.00 | 39.8 | 61.1 | -- | 100 | -- | 272 | -- | -272 |
| P51+81.88 | 31.9 | 23.8 | -- | 50 | -- | 322 | -- | -322 |
| P52+00.00 | 18.1 | 22.7 | -- | 16 | -- | 338 | -- | -338 |
| P52+15.81 | 15.8 | 21.1 | -- | 13 | -- | 351 | -- | -351 |
| P52+50.00 | 34.2 | 17.5 | 0.1 | 24 | -- | 375 | -- | -375 |
| P52+66.96 | 17.0 | 21.0 | -- | 12 | -- | 387 | -- | -387 |
| P52+79.14 | 12.2 | 16.5 | 0.1 | 8 | -- | 395 | -- | -395 |
| P53+00.00 | 20.9 | 21.1 | -- | 15 | -- | 410 | -- | -410 |
| P53+03.96 | 4.0 | 20.9 | -- | 3 | -- | 413 | -- | -413 |
| P53+47.30 | 43.3 | 16.4 | -- | 30 | -- | 443 | -- | -443 |
| P53+50.00 | 2.7 | 16.2 | -- | 2 | -- | 445 | -- | -445 |
| P54+00.00 | 50.0 | 1.5 | 1.4 | 16 | 1 | 461 | 1 | -460 |
| P54+50.00 | 50.0 | -- | -- | 1 | 1 | 462 | 2 | -460 |
| P55+00.00 | 50.0 | -- | -- | -- | -- | 462 | 2 | -460 |
| P55+50.00 | 50.0 | -- | -- | -- | -- | 462 | 2 | -460 |

| PE 107+65 - STAGE 1A | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | AREA (SF) | | INCREMENTAL VOL. | | CUMULATIVE VOL. | | MASS |
| STATION | DISTANCE | CUT | FILL | CUT CY | FILL CY | COMMON CY | EXPANDED FILL CY | HAUL CY |
| PE20+39.07 | -- | 19.3 | -- | -- | -- | -- | -- | -- |
| PE20+44.4 | 5.33 | 47.5 | 0.1 | 7 | -- | 7 | -- | -7 |
| PE20+50 | 5.6 | 48.2 | 0.1 | 10 | -- | 17 | -- | -17 |
| PE20+60 | 10 | 36.2 | 0.2 | 16 | -- | 33 | -- | -33 |
| PE20+70 | 10 | 30.1 | 0.3 | 12 | -- | 45 | -- | -45 |
| PE20+80 | 10 | 24.9 | 0.1 | 10 | -- | 55 | -- | -55 |
| PE20+90 | 10 | 20.2 | 0.1 | 8 | -- | 63 | -- | -63 |
| PE21+00 | 10 | 15.6 | 0.2 | 7 | -- | 70 | -- | -70 |
| PE21+05.5 | 5.5 | 4.9 | 0.5 | 2 | -- | 72 | -- | -72 |
| PE21+08.5 | 3 | 3.6 | 1.3 | -- | -- | 72 | -- | -72 |
| PE21+10 | 1.5 | 4.0 | 0.1 | -- | -- | 72 | -- | -72 |
| PE21+25 | 15 | 1.8 | -- | 2 | -- | 74 | -- | -74 |
| PE21+35 | 10 | -- | 1.4 | -- | -- | 74 | -- | -74 |
| PE21+50 | 15 | -- | -- | -- | -- | 74 | -- | -74 |

## PE 108+50- STAGE 1A

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| PE10+38 | -- | -- | 1.3 | -- | -- | -- | -- | -- |
| PE10+40 | 2 | 34.0 | -- | 1 | -- | 1 | -- | -1 |
| PE10+46.5 | 6.5 | 72.7 | -- | 13 | -- | 14 | -- | -14 |
| PE10+50 | 3.5 | 55.7 | -- | 8 | -- | 22 | -- | -22 |
| PE10+60 | 10 | 40.1 | -- | 18 | -- | 40 | -- | -40 |
| PE10+70 | 10 | 28.8 | 1.6 | 13 | -- | 53 | -- | -53 |
| PE10+80 | 10 | 18.6 | 0.9 | 9 | -- | 62 | -- | -62 |
| PE10+90 | 10 | 10.9 | 0.1 | 5 | -- | 67 | -- | -67 |
| PE11+00 | 10 | 9.3 | -- | 4 | -- | 71 | -- | -71 |
| PE11+10 | 10 | -- | -- | 2 | -- | 73 | -- | -73 |
| PE11+20 | 10 | -- | -- | -- | -- | 73 | -- | -73 |
| PE11+25 | 5 | -- | -- | -- | -- | 73 | -- | -73 |
| PE11+50 | 25 | -- | -- | -- | -- | 73 | -- | -73 |
| PE11+54.8 | 4.8 | -- | -- | -- | -- | 73 | -- | -73 |

## PE 109+75- STAGE 1A

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| PE30+40.00 | 0 | 85.3 | 0 | | | 0 | 0 | 0 |
| PE30+50.00 | 10 | 79.3 | 0.4 | 30 | -- | 30 | -- | -30 |
| PE30+60.00 | 10 | 97.3 | 1.5 | 33 | -- | 63 | -- | -63 |
| PE30+70.00 | 10 | 86.2 | 0.9 | 34 | -- | 97 | -- | -97 |
| PE30+80.00 | 10 | 75.2 | 4.1 | 30 | 1 | 127 | 1 | -126 |
| PE30+90.00 | 10 | 57.3 | 5.2 | 25 | 2 | 152 | 4 | -148 |
| PE31+00.00 | 10 | 37.4 | 3.2 | 18 | 2 | 170 | 7 | -163 |
| PE31+10.00 | 10 | 31.0 | 4.1 | 13 | 1 | 183 | 8 | -175 |
| PE31+20.00 | 10 | -- | -- | 6 | 1 | 189 | 9 | -180 |

## TEMPORARY SIDEWALK - STAGE 1B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| X50+00 | -- | -- | -- | | | | | |
| X50+25 | 25.0 | 4.3 | 0.1 | 2 | -- | -- | -- | -- |
| X50+50 | 25.0 | 7.4 | 0.2 | 5 | -- | 6 | -- | -6 |
| X50+75 | 25.0 | 3.8 | 1.5 | 5 | 1 | 12 | 1 | -11 |
| X50+80 | 5.0 | 1.1 | 7.1 | -- | 1 | 12 | 2 | -10 |
| X50+90 | 10.0 | 1.4 | 14.4 | -- | 4 | 12 | 7 | -5 |
| DAM | | | | | | | | |
| X52+05 | 0.0 | 3.4 | 7.6 | -- | -- | -- | -- | -- |
| X52+12.5 | 7.5 | 4.0 | 0.8 | 1 | 1 | 1 | 1 | -- |
| X52+25 | 12.5 | 11.0 | -- | 3 | -- | 5 | 1 | -4 |
| X52+50 | 25.0 | 6.9 | 0.4 | 8 | -- | 15 | 1 | -14 |
| X52+75 | 25.0 | 7.7 | -- | 7 | -- | 24 | 1 | -23 |
| X52+94.4 | 19.4 | 5.4 | 0.3 | 5 | -- | 30 | 1 | -29 |
| X53+00 | 5.6 | 3.1 | 0.6 | 1 | -- | 31 | 1 | -30 |
| X53+16 | 16.0 | -- | -- | 1 | -- | 32 | 1 | -31 |

## STH 121 - STAGE 1B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT | INCREMENTAL VOL. FILL | CUMULATIVE VOL. COMMON | CUMULATIVE VOL. EXPANDED FILL | MASS HAUL (CY) |
|---|---|---|---|---|---|---|---|---|
| P50+00.00 | 5,000.0 | -- | -- | | | -- | -- | -- |
| P50+50.00 | 50.0 | 94.6 | -- | 88 | -- | 88 | -- | -88 |
| P50+75.00 | 25.0 | 111.3 | -- | 95 | -- | 183 | -- | -183 |
| P51+00.00 | 25.0 | 108.5 | -- | 102 | -- | 285 | -- | -285 |
| P51+10.24 | 10.2 | 103.0 | -- | 40 | -- | 325 | -- | -325 |
| P51+36.51 | 26.3 | 83.1 | -- | 91 | -- | 416 | -- | -416 |
| P51+50.00 | 13.5 | 75.0 | -- | 39 | -- | 455 | -- | -455 |
| P52+00.00 | 50.0 | 53.6 | -- | 119 | -- | 574 | -- | -574 |
| P52+15.81 | 15.8 | 48.2 | -- | 30 | -- | 604 | -- | -604 |
| P52+50.00 | 34.2 | 43.0 | -- | 58 | -- | 662 | -- | -662 |
| P52+66.96 | 17.0 | 39.1 | -- | 26 | -- | 688 | -- | -688 |
| P52+86.78 | 19.8 | 33.4 | 6.2 | 27 | 2 | 715 | 3 | -712 |
| P53+00.00 | 13.2 | 35.0 | 3.4 | 17 | 2 | 732 | 6 | -726 |
| P53+03.96 | 4.0 | 35.7 | 1.3 | 5 | -- | 737 | 6 | -731 |
| P53+47.30 | 43.3 | 28.3 | 0.3 | 51 | 1 | 788 | 7 | -781 |
| P53+50.00 | 2.7 | 28.2 | 0.8 | 3 | -- | 791 | 7 | -784 |
| P54+00.00 | 50.0 | 10.3 | 0.2 | 36 | 1 | 827 | 8 | -819 |
| P54+50.00 | 50.0 | 5.1 | 0.2 | 14 | -- | 841 | 8 | -833 |
| P55+00.00 | 50.0 | 0.5 | -- | 5 | -- | 846 | 8 | -838 |
| P55+50.00 | 50.0 | -- | -- | -- | -- | 846 | 8 | -838 |

## STH 93 - STAGE 2A

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 85+00.00 | 0 | 83.2 | -- | -- | -- | -- | -- | -- | |
| 85+50.00 | 50 | 131.9 | -- | 199 | -- | 199 | -- | -199 | INCLUDES ADAMS STREET |
| 85+63.17 | 13.17 | 119.3 | 0.2 | 61 | -- | 260 | -- | -260 | INCLUDES ADAMS STREET |
| 86+00.00 | 36.83 | 77.7 | 3.8 | 134 | 3 | 394 | 4 | -390 | |
| 86+50.00 | 50 | 73.2 | 2.9 | 140 | 6 | 534 | 12 | -522 | |
| 87+00.00 | 50 | 59.8 | 2.2 | 123 | 5 | **657** | **18** | -639 | END 7132-08-72 |
| **B-61-211 SEE PROJECT ID 7130-08-72 MQ TABLE** | | | | | | | | | |
| 90+00.00 | 0 | 54.0 | 9.0 | -- | -- | -- | -- | -- | BEGIN 7132-08-72 |
| 90+50.00 | 50 | 56.6 | 27.4 | 102 | 34 | 102 | 43 | -59 | |
| 91+00.00 | 50 | 52.0 | 26.5 | 101 | 50 | 203 | 106 | -97 | |
| 91+50.00 | 50 | 53.5 | 29.4 | 98 | 52 | 301 | 171 | -130 | |
| 92+00.00 | 50 | 71.5 | 22.5 | 116 | 48 | 417 | 231 | -186 | INCLUDES CEDAR STREET |
| 92+23.00 | 23.00 | 80.4 | 7.7 | 65 | 13 | 482 | 247 | -235 | INCLUDES CEDAR STREET |
| 92+40.00 | 17.00 | 88.0 | 7.7 | 53 | 5 | 535 | 253 | -282 | INCLUDES CEDAR STREET |
| 92+50.00 | 10.00 | 63.4 | 3.0 | 28 | 2 | 563 | 256 | -307 | |
| 93+00.00 | 50 | 68.7 | 0.8 | 122 | 4 | 685 | 261 | -424 | |
| 93+50.00 | 50 | 71.2 | 0.5 | 130 | 1 | 815 | 262 | -553 | |
| 94+00.00 | 50 | 86.7 | -- | 146 | -- | 961 | 262 | -699 | INCLUDES ELM STREET |
| 94+25.00 | 25 | 100.2 | -- | 87 | -- | 1,048 | 262 | -786 | INCLUDES ELM STREET |
| 94+50.00 | 25 | 88.2 | -- | 87 | -- | **1,135** | **262** | -873 | |

## CTH Q NORTH - STAGE2A

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| K10+38.75 | -- | -- | -- | -- | -- | -- | -- | -- |
| K10+50 | 11.25 | 64.8 | -- | 14 | -- | 14 | -- | -14 |
| K10+57.54 | 7.54 | 75.7 | -- | 20 | -- | 34 | -- | -34 |
| K10+65.24 | 7.7 | 64.4 | -- | 20 | -- | 54 | -- | -54 |
| K10+75 | 9.76 | 75.5 | -- | 25 | -- | 79 | -- | -79 |
| K10+82.5 | 7.5 | 78.8 | 0.1 | 21 | -- | 100 | -- | -100 |
| K11+00 | 17.5 | 93.2 | -- | 56 | -- | 156 | -- | -156 |
| K11+08 | 8 | 107.6 | -- | 30 | -- | 186 | -- | -186 |
| K11+25 | 17 | 128.9 | -- | 74 | -- | 260 | -- | -260 |
| K11+33.19 | 8.19 | 78.0 | -- | 31 | -- | 291 | -- | -291 |

## STH 93 - STAGE 2B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 59+00.00 | 50 | 32.9 | 0.2 | 61 | -- | 61 | -- | -61 | |
| 59+50.00 | 50 | 63.0 | 6.0 | 89 | 6 | 150 | 8 | -142 | |
| 60+00.00 | 50 | 62.2 | 2.6 | 116 | 8 | 266 | 18 | -248 | |
| 60+50.00 | 50 | 52.6 | 4.5 | 106 | 7 | 372 | 27 | -345 | |
| 61+00.00 | 50 | 48.4 | -- | 94 | 4 | 466 | 32 | -434 | |
| 61+50.00 | 50 | 96.8 | 1.2 | 134 | 1 | 600 | 33 | -567 | |
| 62+00.00 | 50 | 70.4 | 1.0 | 155 | 2 | 755 | 36 | -719 | |
| 62+50.00 | 50 | 58.7 | 0.8 | 120 | 2 | 875 | 39 | -836 | |
| 63+00.00 | 50 | 47.4 | 1.0 | 98 | 2 | 973 | 42 | -931 | |
| 63+50.00 | 50 | 41.4 | 2.0 | 82 | 3 | 1,055 | 46 | -1,009 | |
| 64+00.00 | 50 | 54.5 | 1.5 | 89 | 3 | 1,144 | 50 | -1,094 | |
| 64+50.00 | 50 | 41.3 | 1.5 | 89 | 3 | 1,233 | 54 | -1,179 | |
| 65+00.00 | 50 | 50.3 | 0.8 | 85 | 2 | 1,318 | 57 | -1,261 | |
| 65+50.00 | 50 | 63.2 | 0.2 | 105 | 1 | 1,423 | 58 | -1,365 | |
| 66+00.00 | 50 | 76.8 | 0.1 | 130 | -- | 1,553 | 58 | -1,495 | |
| 66+50.00 | 50 | 72.0 | 0.2 | 138 | -- | 1,691 | 58 | -1,633 | |
| 67+00.00 | 50 | 65.6 | 0.3 | 127 | -- | 1,818 | 58 | -1,760 | |
| 67+50.00 | 50 | 57.7 | 0.7 | 114 | 1 | 1,932 | 59 | -1,873 | |
| 68+00.00 | 50 | 58.0 | 0.4 | 107 | 1 | 2,039 | 60 | -1,979 | |
| 68+50.00 | 50 | 48.7 | 5.7 | 99 | 6 | 2,138 | 68 | -2,070 | |
| 69+00.00 | 50 | 38.5 | 8.5 | 81 | 13 | 2,219 | 84 | -2,135 | |
| 69+50.00 | 50 | 37.5 | 24.8 | 70 | 31 | 2,289 | 123 | -2,166 | |
| 70+00.00 | 50 | 34.7 | 26.9 | 67 | 48 | 2,356 | 183 | -2,173 | |
| 70+50.00 | 50 | 36.3 | 10.2 | 66 | 34 | 2,422 | 226 | -2,196 | |
| 71+00.00 | 50 | 36.2 | 12.1 | 67 | 21 | 2,489 | 252 | -2,237 | |
| 71+50.00 | 50 | 47.1 | 6.7 | 77 | 17 | 2,566 | 273 | -2,293 | |
| 72+00.00 | 50 | 59.1 | 3.3 | 98 | 9 | 2,664 | 284 | -2,380 | |
| 72+50.00 | 50 | 76.6 | 0.8 | 126 | 4 | 2,790 | 289 | -2,501 | |
| 73+00.00 | 50 | 38.7 | 0.1 | 107 | 1 | 2,897 | 290 | -2,607 | |
| 73+50.00 | 50 | 91.0 | -- | 120 | -- | 3,017 | 290 | -2,727 | |
| 74+00.00 | 50 | 46.7 | 4.2 | 128 | 4 | 3,145 | 295 | -2,850 | |
| 74+15.83 | 15.83 | 53.8 | -- | 29 | 1 | 3,174 | 296 | -2,878 | INCLUDES 4TH STREET |
| 74+30.00 | 14.17 | 55.4 | -- | 29 | -- | 3,203 | 296 | -2,907 | INCLUDES 4TH STREET |
| 74+50.00 | 20 | 91.6 | 3.8 | 54 | 1 | 3,257 | 297 | -2,960 | INCLUDES 4TH STREET |
| 75+00.00 | 50 | 89.3 | -- | 168 | 4 | 3,425 | 302 | -3,123 | |
| 75+50.00 | 50 | 93.6 | 1.5 | 169 | 1 | 3,594 | 303 | -3,291 | |
| 76+00.00 | 50 | 94.1 | 0.1 | 174 | 1 | 3,768 | 304 | -3,464 | |
| 76+50.00 | 50 | 80.5 | -- | 162 | -- | 3,930 | 304 | -3,626 | |
| 77+00.00 | 50 | 79.2 | 3.4 | 148 | 3 | 4,078 | 308 | -3,770 | |
| 77+08.66 | 8.66 | 104.6 | 0.2 | 29 | 1 | 4,107 | 309 | -3,798 | INCLUDES 3RD STREET |
| 77+24.24 | 15.58 | 112.5 | 1.4 | 63 | -- | 4,170 | 309 | -3,861 | INCLUDES 3RD STREET |
| 77+48.97 | 24.73 | 112.6 | 0.9 | 103 | 1 | 4,273 | 310 | -3,963 | INCLUDES 3RD STREET |
| 77+50.00 | 1.03 | 97.7 | 0.3 | 4 | -- | 4,277 | 310 | -3,967 | |
| 78+00.00 | 50 | 98.3 | 1.8 | 181 | 2 | 4,458 | 313 | -4,145 | |
| 78+50.00 | 50 | 99.8 | 1.4 | 183 | 3 | 4,641 | 317 | -4,324 | |
| 79+00.00 | 50 | 102.7 | 1.9 | 188 | 3 | 4,829 | 321 | -4,508 | |
| 79+50.00 | 50 | 100.7 | 2.4 | 188 | 4 | 5,017 | 326 | -4,691 | |
| 80+00.00 | 50 | 92.4 | 1.9 | 179 | 4 | 5,196 | 331 | -4,865 | |

## STH 93 - STAGE 2B

| STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL. | | CUMULATIVE VOL. | | MASS HAUL (CY) | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| | | CUT | FILL | CUT CY | FILL CY | COMMON CY | EXPANDED FILL CY | | |
| 80+00.00 | 50 | 92.4 | 1.9 | 179 | 4 | 5,196 | 331 | -4,865 | |
| 80+25.00 | 25 | 120.8 | 0.1 | 99 | 1 | 5,295 | 332 | -4,963 | INCLUDES 2ND STREET |
| 80+50.00 | 25 | 103.1 | -- | 104 | -- | 5,399 | 332 | -5,067 | INCLUDES 2ND STREET |
| 80+68.00 | 18 | 94.6 | -- | 66 | -- | 5,465 | 332 | -5,133 | INCLUDES 2ND STREET |
| 81+00.00 | 32 | 65.8 | 0.6 | 95 | -- | 5,560 | 332 | -5,228 | |
| 81+50.00 | 50 | 62.1 | 0.1 | 118 | 1 | 5,678 | 333 | -5,345 | |
| 82+00.00 | 50 | 73.4 | 0.7 | 125 | 1 | 5,803 | 334 | -5,469 | |
| 82+50.00 | 50 | 85.9 | -- | 148 | 1 | 5,951 | 335 | -5,616 | |
| 83+00.00 | 50 | 101.9 | -- | 174 | -- | 6,125 | 335 | -5,790 | |
| 83+50.00 | 50 | 144.3 | -- | 228 | -- | 6,353 | 335 | -6,018 | |
| 84+00.00 | 50 | 104.3 | 0.2 | 230 | -- | 6,583 | 335 | -6,248 | |
| 84+50.00 | 50 | 121.7 | -- | 209 | -- | 6,792 | 335 | -6,457 | |
| 85+00.00 | 50 | 83.2 | -- | 190 | -- | 6,982 | 335 | -6,647 | END STAGE 2B BEGIN 2A |

## STH 93 - STAGE 2B

| STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL. | | CUMULATIVE VOL. | | MASS HAUL CY | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| | | CUT | FILL | CUT CY | FILL CY | COMMON CY | EXPANDED FILL CY | | |
| 94+50.00 | 0 | 88.2 | -- | -- | -- | -- | -- | -- | END STAGE 2A BEGIN 2B |
| 95+00.00 | 50 | 87.0 | 0.3 | 162 | -- | 162 | -- | -162 | |
| 95+50.00 | 50 | 88.3 | -- | 162 | -- | 324 | -- | -324 | |
| 96+00.00 | 50 | 86.0 | -- | 161 | -- | 485 | -- | -485 | |
| 96+50.00 | 50 | 84.7 | -- | 158 | -- | 643 | -- | -643 | |
| 97+00.00 | 50 | 79.7 | -- | 152 | -- | 795 | -- | -795 | |
| 97+50.00 | 50 | 78.7 | -- | 147 | -- | 942 | -- | -942 | |
| 98+00.00 | 50 | 76.2 | -- | 143 | -- | 1,085 | -- | -1,085 | |
| 98+50.00 | 50 | 76.2 | -- | 141 | -- | 1,226 | -- | -1,226 | |
| 99+00.00 | 50 | 72.7 | -- | 138 | -- | 1,364 | -- | -1,364 | |
| 99+50.00 | 50 | 66.7 | 0.6 | 129 | 1 | 1,493 | 1 | -1,492 | |
| 100+00.00 | 50 | 64.6 | 0.7 | 122 | 1 | 1,615 | 2 | -1,613 | |
| 100+50.00 | 50 | 60.0 | 0.8 | 115 | 1 | 1,730 | 3 | -1,727 | |
| 101+00.00 | 50 | 58.1 | 1.5 | 109 | 2 | 1,839 | 6 | -1,833 | |
| 101+50.00 | 50 | 58.0 | 0.7 | 108 | 2 | 1,947 | 9 | -1,938 | |
| 102+00.00 | 50 | 58.2 | 1.1 | 108 | 2 | 2,055 | 12 | -2,043 | |
| 102+50.00 | 50 | 65.2 | 1.5 | 114 | 2 | 2,169 | 15 | -2,154 | |
| 103+00.00 | 50 | 60.8 | 2.9 | 117 | 4 | 2,286 | 20 | -2,266 | |
| 103+50.00 | 50 | 62.2 | 1.6 | 114 | 4 | 2,400 | 25 | -2,375 | |
| 104+00.00 | 50 | 73.1 | 0.3 | 125 | 2 | 2,525 | 28 | -2,497 | |
| 104+50.00 | 50 | 68.0 | 12.8 | 131 | 12 | 2,656 | 43 | -2,613 | |
| 105+00.00 | 50 | 80.5 | 32.5 | 138 | 42 | 2,794 | 96 | -2,698 | |
| 105+50.00 | 50 | 94.3 | 2.4 | 162 | 32 | 2,956 | 136 | -2,820 | END STAGE 2B BEGIN 1A |

## 7TH STREET - STAGE 2B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| B10+16.35 | -- | -- | -- | -- | -- | -- | -- | -- |
| B10+50.00 | 33.6 | 64.8 | -- | 40 | -- | 40 | -- | -40 |
| B10+60.32 | 10.3 | 84.3 | -- | 29 | -- | 69 | -- | -69 |
| STH 93 | | | | | | | | |
| B11+13.04 | -- | 17.0 | -- | -- | -- | 69 | -- | -69 |
| B11+29.62 | 16.6 | 49.4 | 2.4 | 20 | 1 | 89 | 1 | -88 |
| B11+41.66 | 12.0 | 50.1 | -- | 22 | 1 | 111 | 2 | -109 |
| B11+50.85 | 9.2 | -- | -- | 9 | -- | 120 | 2 | -118 |

## TRACY STREET - STAGE2B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| C10+15.84 | -- | -- | -- | -- | -- | -- | -- | -- |
| C10+51.6 | 35.8 | 46.1 | 1.2 | 31 | 1 | 31 | 1 | -30 |
| C10+74.75 | 23.2 | 38.2 | -- | 36 | 1 | 67 | 2 | -65 |
| C10+75 | 0.3 | 55.0 | -- | -- | -- | 67 | 2 | -65 |
| C10+95.07 | 20.1 | 67.2 | -- | 45 | -- | 112 | 2 | -110 |

## 6TH STREET - STAGE2B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| D10+41.66 | -- | -- | -- | -- | -- | -- | -- | -- |
| D10+50 | 8.3 | 46.7 | 1.3 | 7 | -- | 7 | -- | -7 |
| D10+75 | 25.0 | 48.3 | -- | 44 | 1 | 51 | 1 | -50 |
| D10+86.88 | 11.9 | 34.6 | -- | 18 | -- | 69 | 1 | -68 |
| D11+00 | 13.1 | -- | -- | 8 | -- | 77 | 1 | -76 |
| D11+54.23 | 54.2 | 32.8 | 0.2 | 33 | -- | 110 | 1 | -109 |
| D11+86.58 | 32.3 | 70.4 | 0.1 | 62 | -- | 172 | 1 | -171 |
| D12+00 | 13.4 | 56.2 | -- | 31 | -- | 203 | 1 | -202 |
| D12+18.23 | 18.2 | 52.2 | -- | 37 | -- | 240 | 1 | -239 |

## WILSON STREET - STAGE2B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| E11+12.5 | -- | 21.6 | 2.7 | -- | -- | -- | -- | -- |
| E11+25 | 12.5 | 19.2 | 10.8 | 9 | 3 | 9 | 4 | -5 |
| E11+37.5 | 12.5 | 16.2 | 23.0 | 8 | 8 | 17 | 14 | -3 |
| E11+50 | 12.5 | 9.2 | 68.4 | 6 | 21 | 23 | 40 | 17 |
| E11+62.5 | 12.5 | 13.7 | 41.9 | 5 | 26 | 28 | 73 | 45 |
| E11+75 | 12.5 | 21.8 | -- | 8 | 10 | 36 | 86 | 50 |
| E11+87.5 | 12.5 | 38.5 | -- | 14 | -- | 50 | 86 | 36 |
| E11+90 | 2.5 | -- | -- | 2 | -- | 52 | 86 | 34 |

## WASHINGTON STREET - STAGE2B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| F10+30.35 | -- | 74.6 | 0.2 | -- | -- | -- | -- | -- |
| F10+50.00 | 19.7 | 78.5 | 0.8 | 56 | -- | 56 | -- | -56 |
| F10+75.00 | 25.0 | 75.0 | 2.6 | 71 | 2 | 127 | 3 | -124 |
| F11+00.00 | 25.0 | 74.7 | 3.9 | 69 | 3 | 196 | 7 | -189 |
| F11+25.00 | 25.0 | 74.1 | 4.3 | 69 | 4 | 265 | 12 | -253 |
| F11+35.27 | 10.3 | 87.2 | 0.3 | 31 | 1 | 296 | 13 | -283 |
| F11+50.00 | 14.7 | 98.7 | 7.2 | 51 | 2 | 347 | 16 | -331 |
| F11+66.84 | 16.8 | 148.0 | -- | 77 | 2 | 424 | 19 | -405 |
| F11+75.00 | 8.2 | -- | -- | 22 | -- | 446 | 19 | -427 |

## HOWARD STREET - STAGE2B

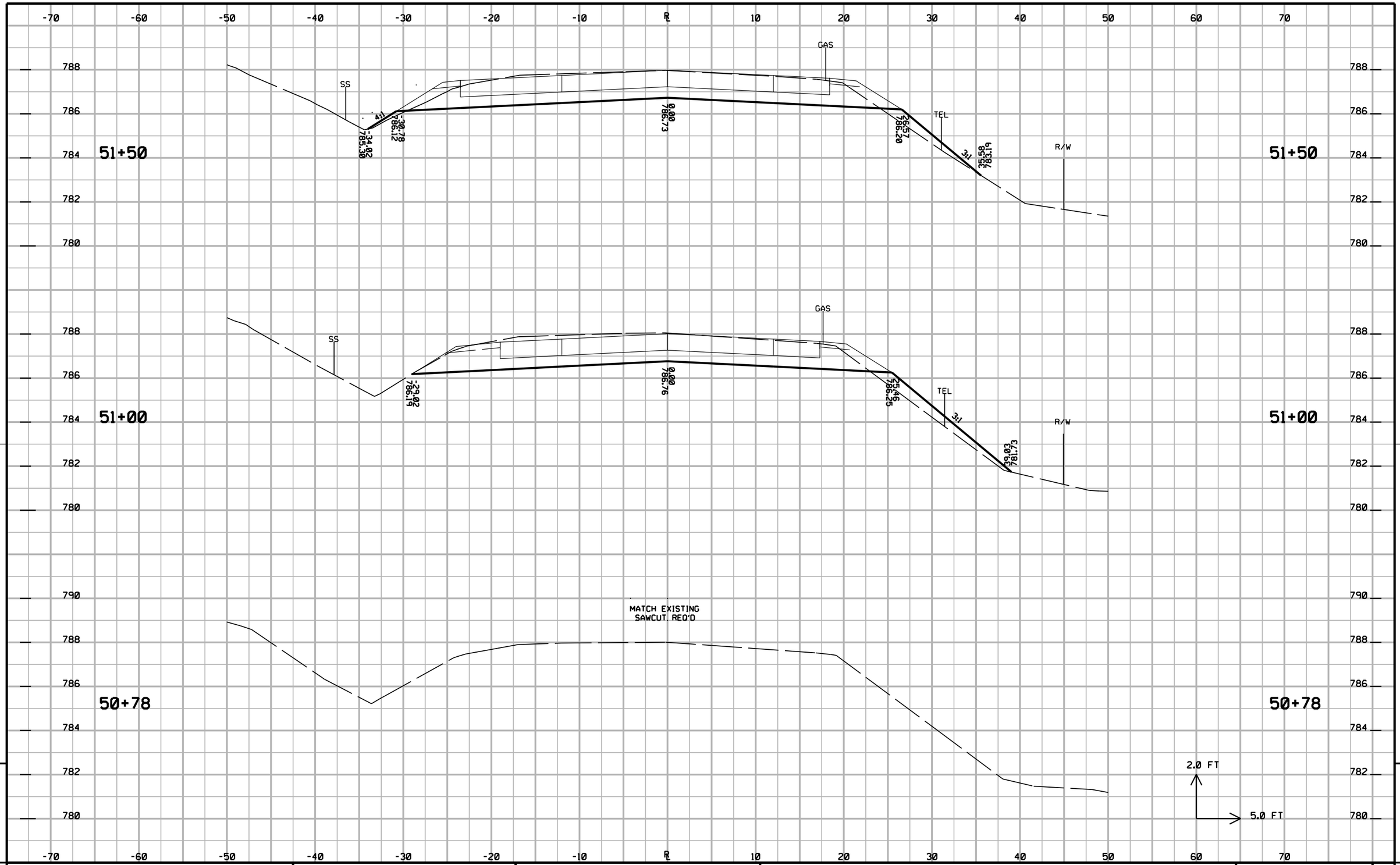
| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| G10+23.54 | -- | 23.7 | -- | | | -- | -- | -- |
| G10+37.5 | 14.0 | 31.9 | 5.5 | 14 | 1 | 14 | 1 | -13 |
| G10+50 | 12.5 | 35.5 | 2.2 | 16 | 2 | 30 | 4 | -26 |
| G10+61.62 | 11.6 | 62.0 | 1.9 | 21 | 1 | 51 | 5 | -46 |
| G10+68.03 | 6.4 | 72.2 | -- | 16 | -- | 67 | 5 | -62 |
| G10+71.23 | 3.2 | 54.3 | -- | 7 | -- | 74 | 5 | -69 |

## CTH Q SOUTH - STAGE2B

| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT CY | INCREMENTAL VOL. FILL CY | CUMULATIVE VOL. COMMON CY | CUMULATIVE VOL. EXPANDED FILL CY | MASS HAUL CY |
|---|---|---|---|---|---|---|---|---|
| Q100+44.25 | -- | -- | -- | -- | -- | -- | -- | -- |
| Q100+50 | 5.75 | 64.0 | 0.1 | 7 | -- | 7 | -- | -7 |
| Q100+59.97 | 9.97 | 73.6 | -- | 25 | -- | 32 | -- | -32 |
| Q100+67.82 | 7.85 | 75.5 | -- | 22 | -- | 54 | -- | -54 |
| Q100+75 | 7.18 | 74.6 | 0.7 | 20 | -- | 74 | -- | -74 |
| Q100+83.35 | 8.35 | 90.3 | 0.1 | 25 | -- | 99 | -- | -99 |
| Q101+00 | 16.65 | 115.3 | 1.2 | 63 | -- | 162 | -- | -162 |
| Q101+00.01 | 0.01 | -- | -- | -- | -- | 162 | -- | -162 |
| Q101+16.74 | 16.73 | -- | -- | -- | -- | 162 | -- | -162 |

## STH 121 - STAGE 2B

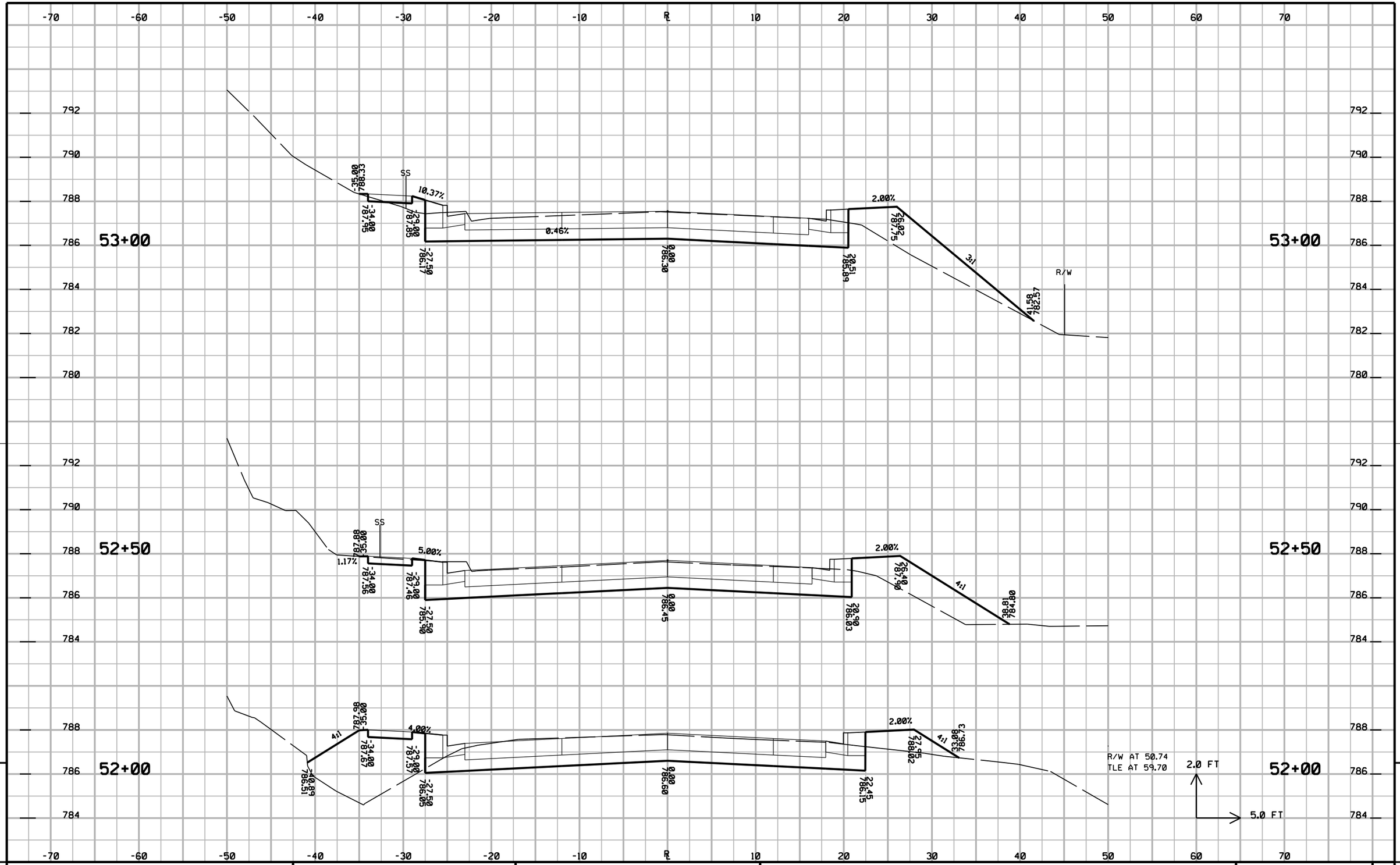
| STATION | DISTANCE | AREA (SF) CUT | AREA (SF) FILL | INCREMENTAL VOL. CUT | INCREMENTAL VOL. FILL | CUMULATIVE VOL. COMMON | CUMULATIVE VOL. EXPANDED FILL | MASS HAUL (CY) |
|---|---|---|---|---|---|---|---|---|
| P50+50.00 | -- | 83 | 0 | | | -- | -- | -- |
| P50+75.00 | 25.0 | 65.8 | 0.7 | 69 | 1 | 69 | 1 | -68 |
| P51+00.00 | 25.0 | 51.3 | 3.3 | 54 | 2 | 123 | 4 | -119 |
| P51+10.24 | 10.2 | 50.2 | 2.3 | 19 | 1 | 142 | 5 | -137 |
| P51+36.51 | 26.3 | 43.9 | 3.1 | 46 | 3 | 188 | 9 | -179 |
| P51+50.00 | 13.5 | 28.7 | 6.4 | 18 | 2 | 206 | 12 | -194 |
| P52+00.00 | 50.0 | 30.4 | 5.0 | 55 | 11 | 261 | 26 | -235 |
| P52+15.81 | 15.8 | 30.7 | 5.5 | 18 | 3 | 279 | 30 | -249 |
| P52+50.00 | 34.2 | 28.0 | 11.2 | 37 | 11 | 316 | 44 | -272 |
| P52+66.96 | 17.0 | 30.3 | 2.1 | 18 | 4 | 334 | 49 | -285 |
| P52+86.78 | 19.8 | 29.0 | 17.0 | 22 | 7 | 356 | 58 | -298 |
| P53+00.00 | 13.2 | 31.6 | 5.1 | 15 | 5 | 371 | 64 | -307 |
| P53+03.96 | 4.0 | 31.8 | 3.0 | 5 | 1 | 376 | 65 | -311 |
| P53+47.30 | 43.3 | 30.5 | 6.3 | 50 | 7 | 426 | 74 | -352 |
| P53+50.00 | 2.7 | 30.5 | 6.3 | 3 | 1 | 429 | 75 | -354 |
| P53+95.00 | 45.0 | -- | -- | 25 | 5 | 454 | 81 | -373 |




| PROJECT NUMBER: 7132-70-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 392 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

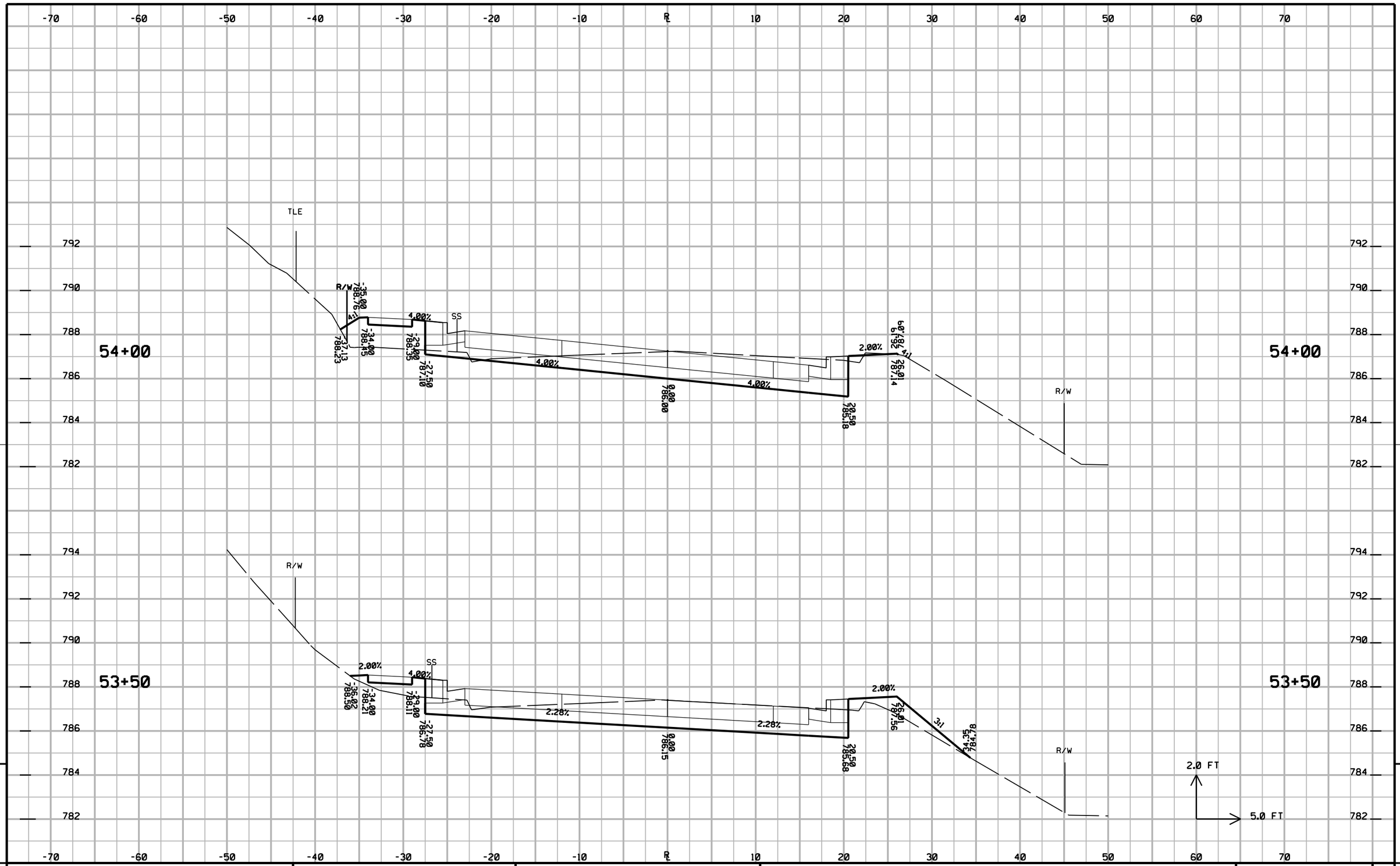



9

| PROJECT NUMBER: 7132-70-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 393 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

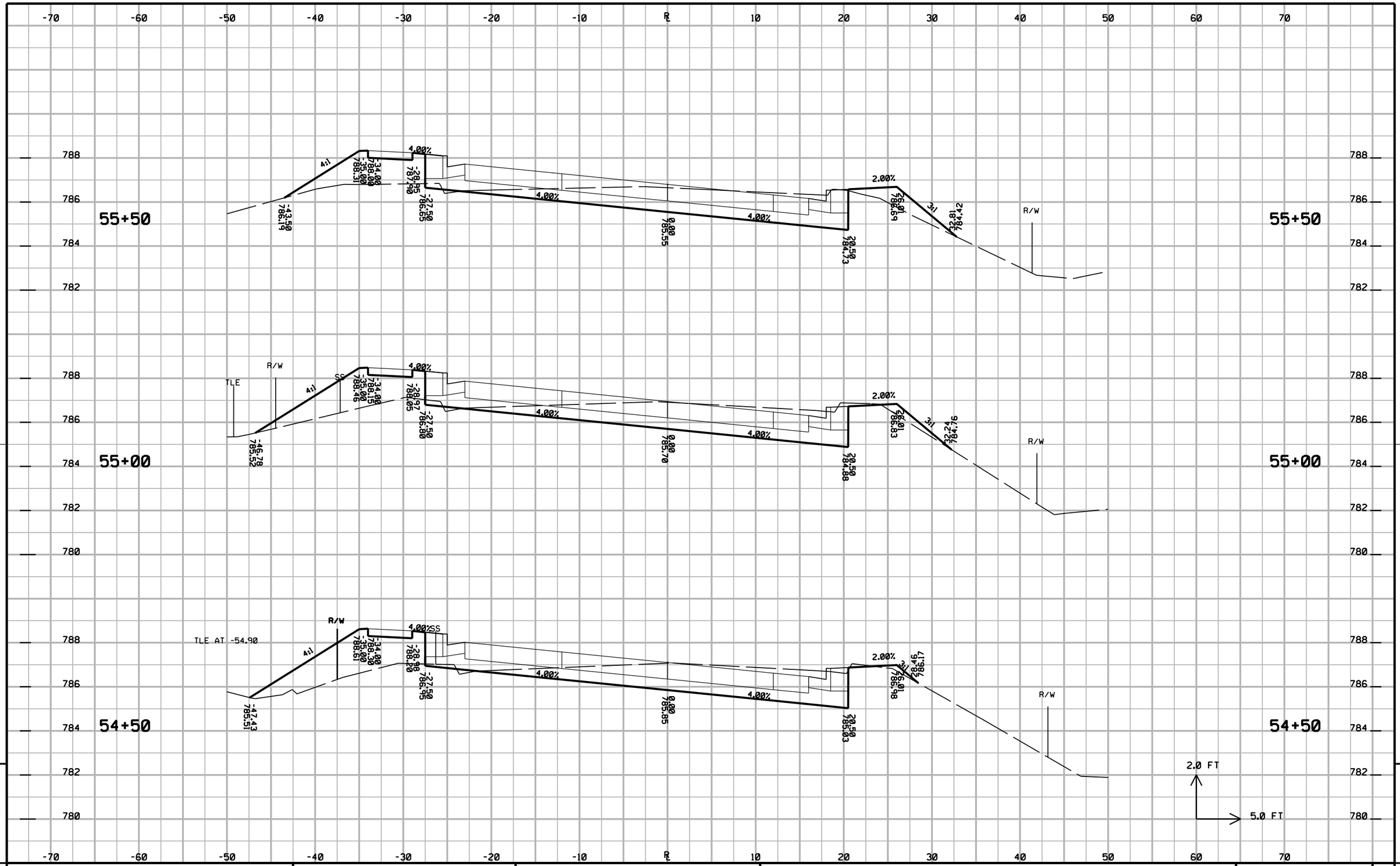
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-70-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 394 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

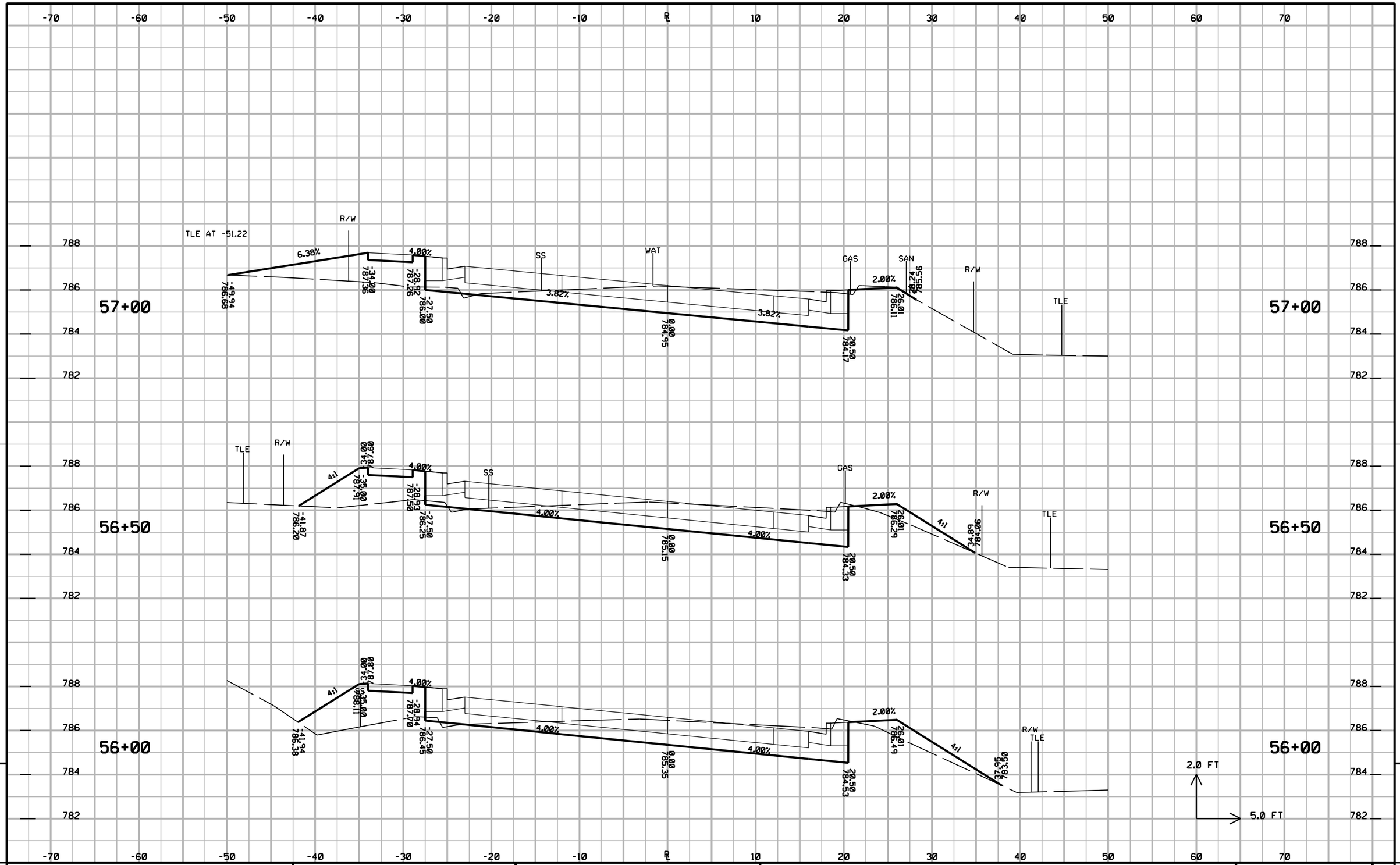
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-70-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 395 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

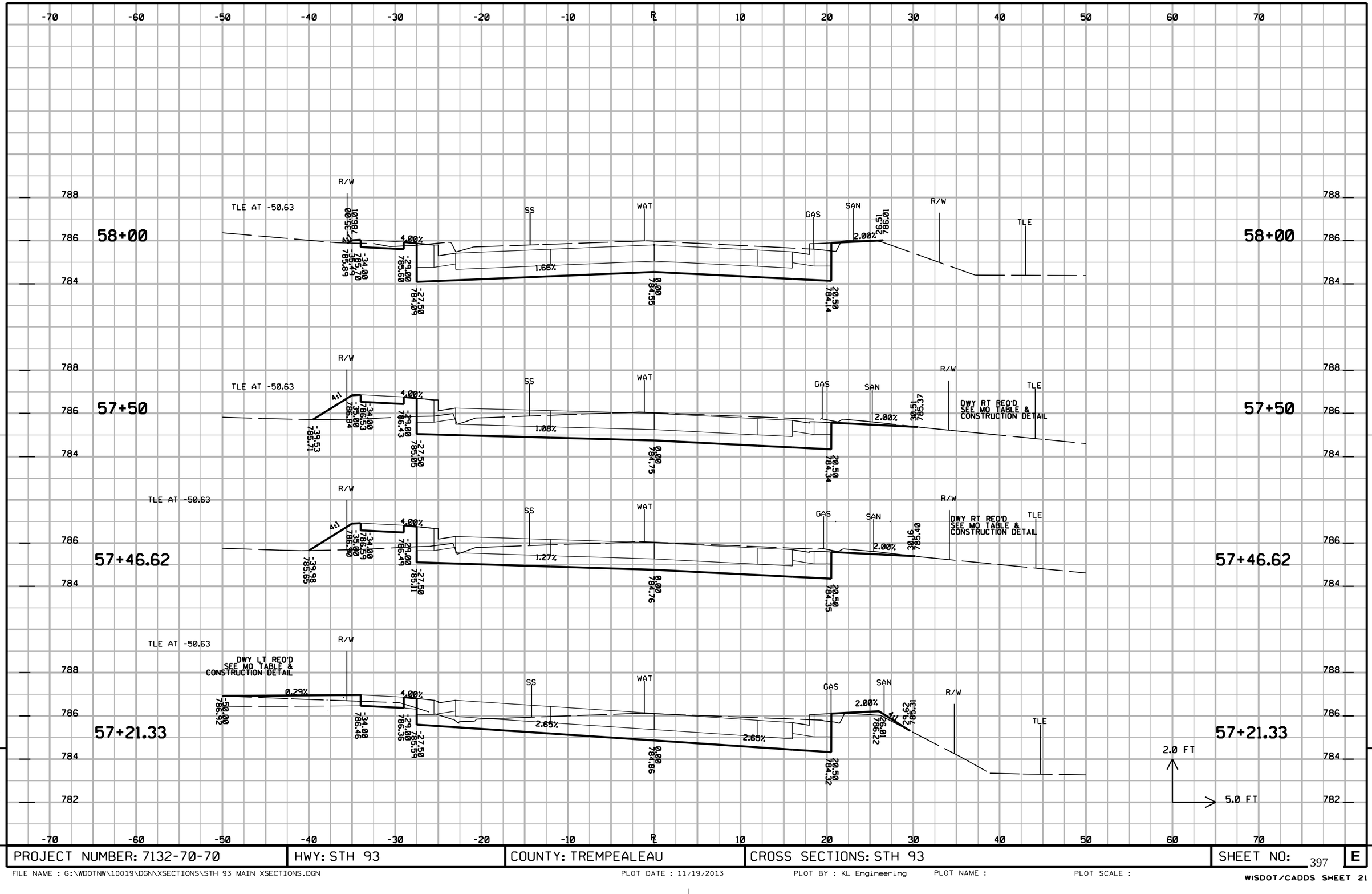



| PROJECT NUMBER: 7132-70-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

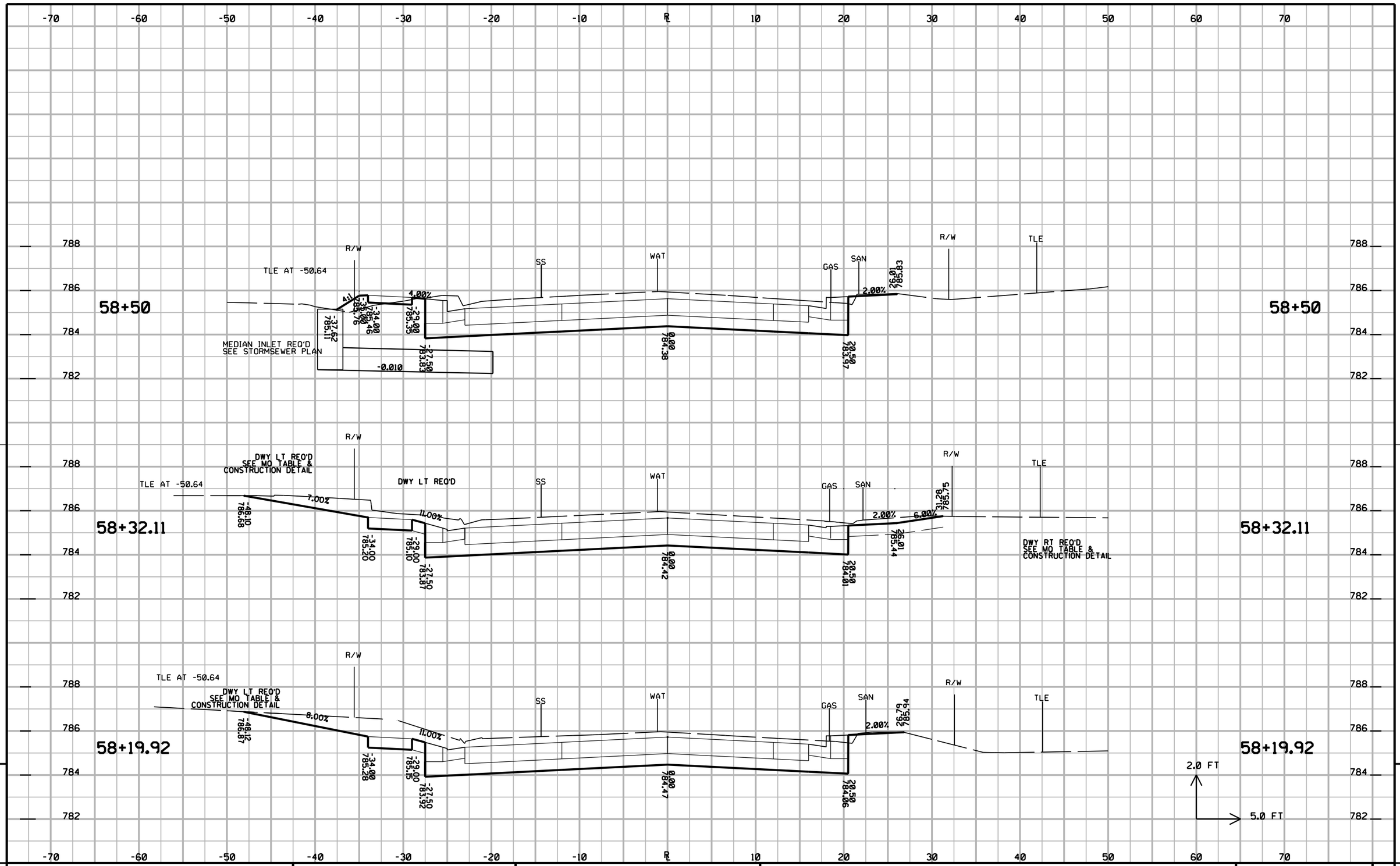
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-70-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 397 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

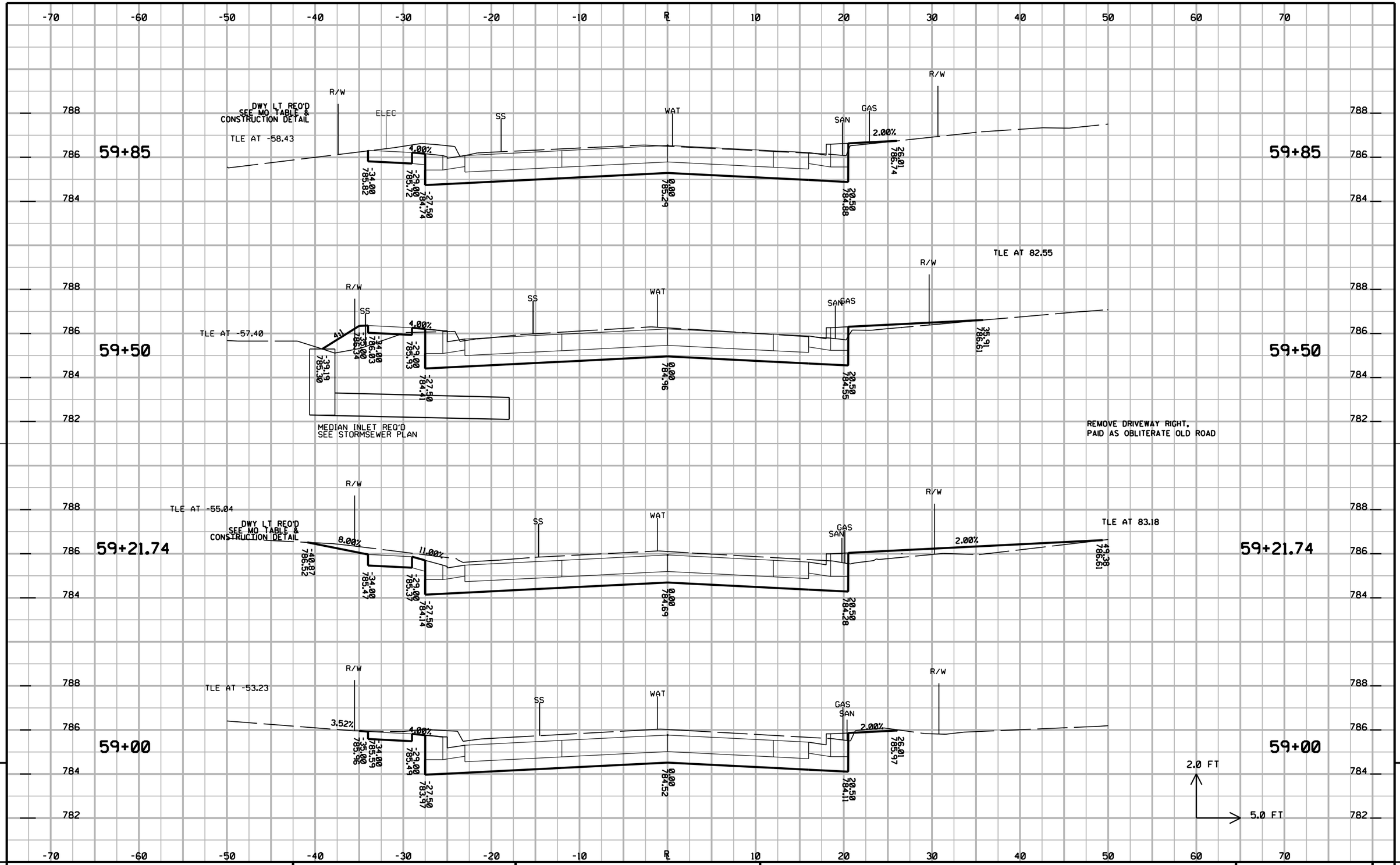
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-70-70 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 398 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

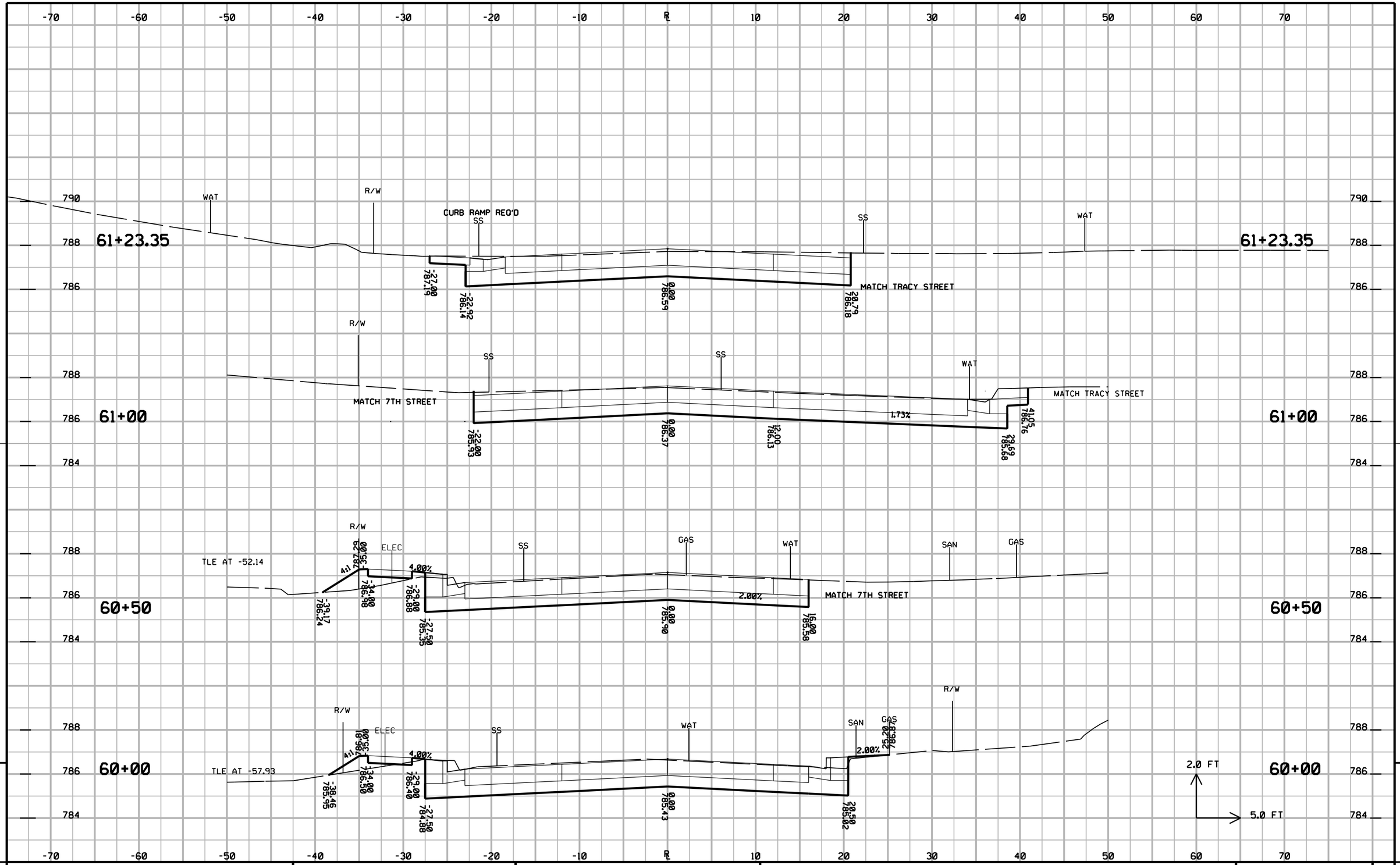
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 399 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

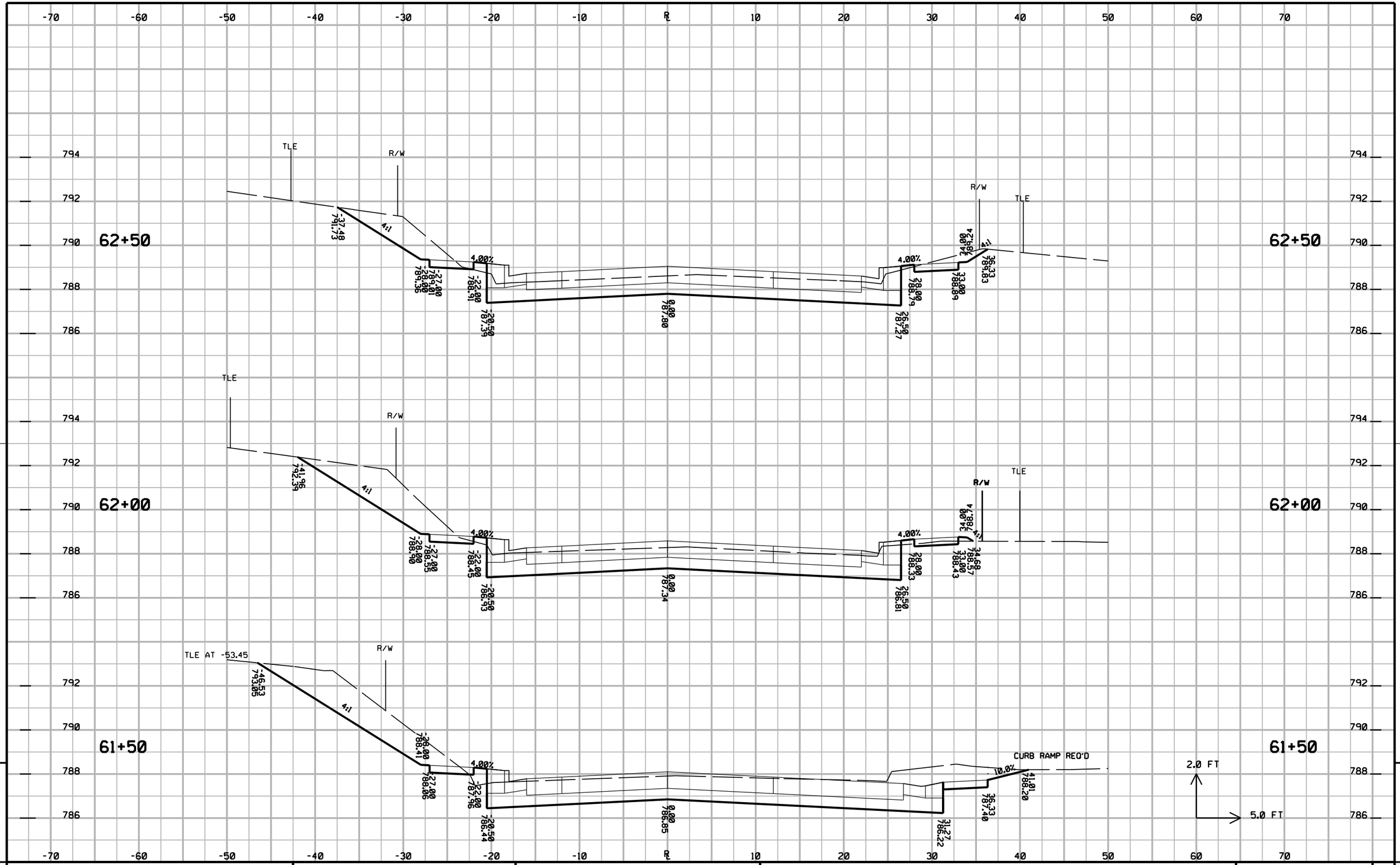
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 400 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

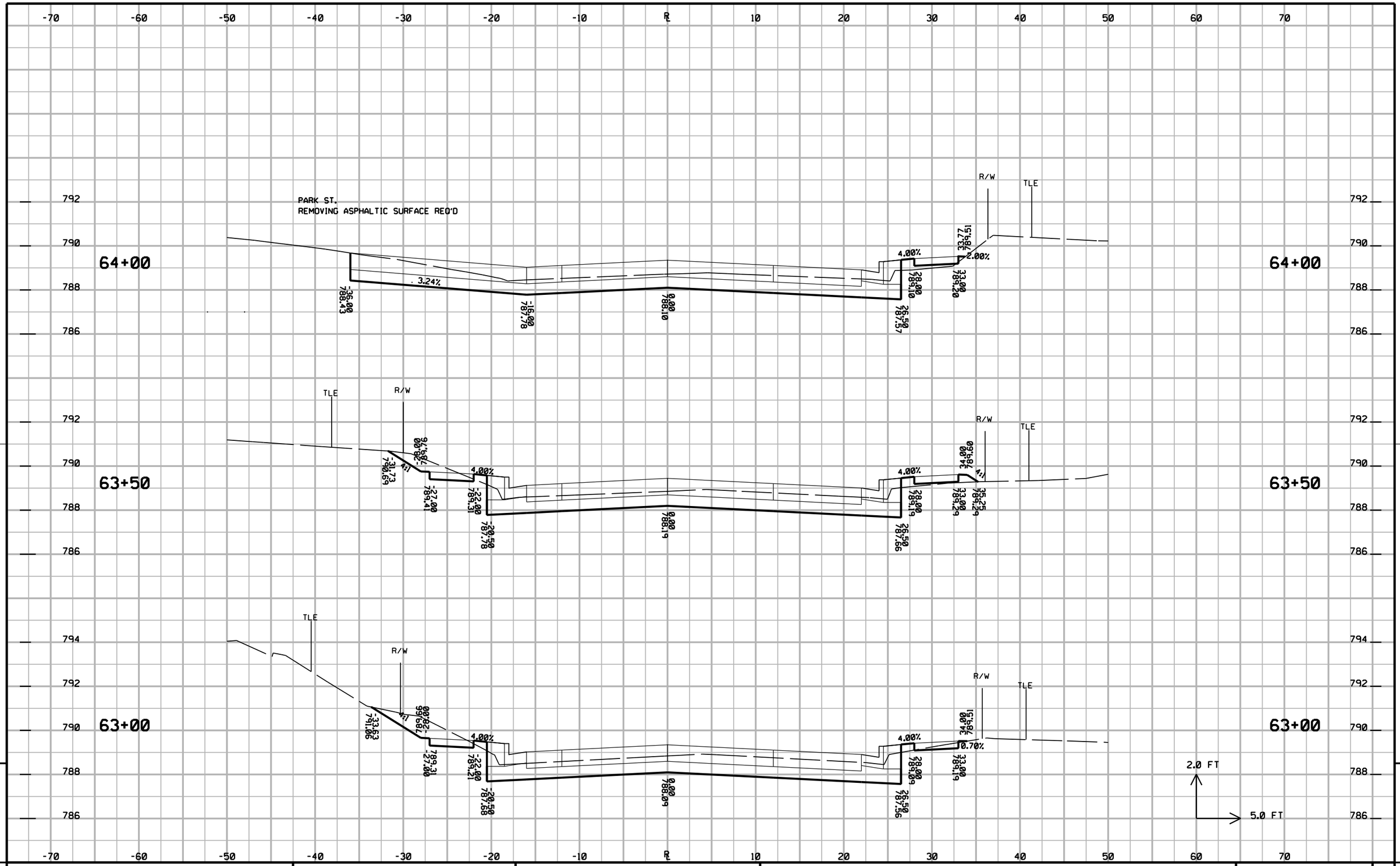
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 401 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

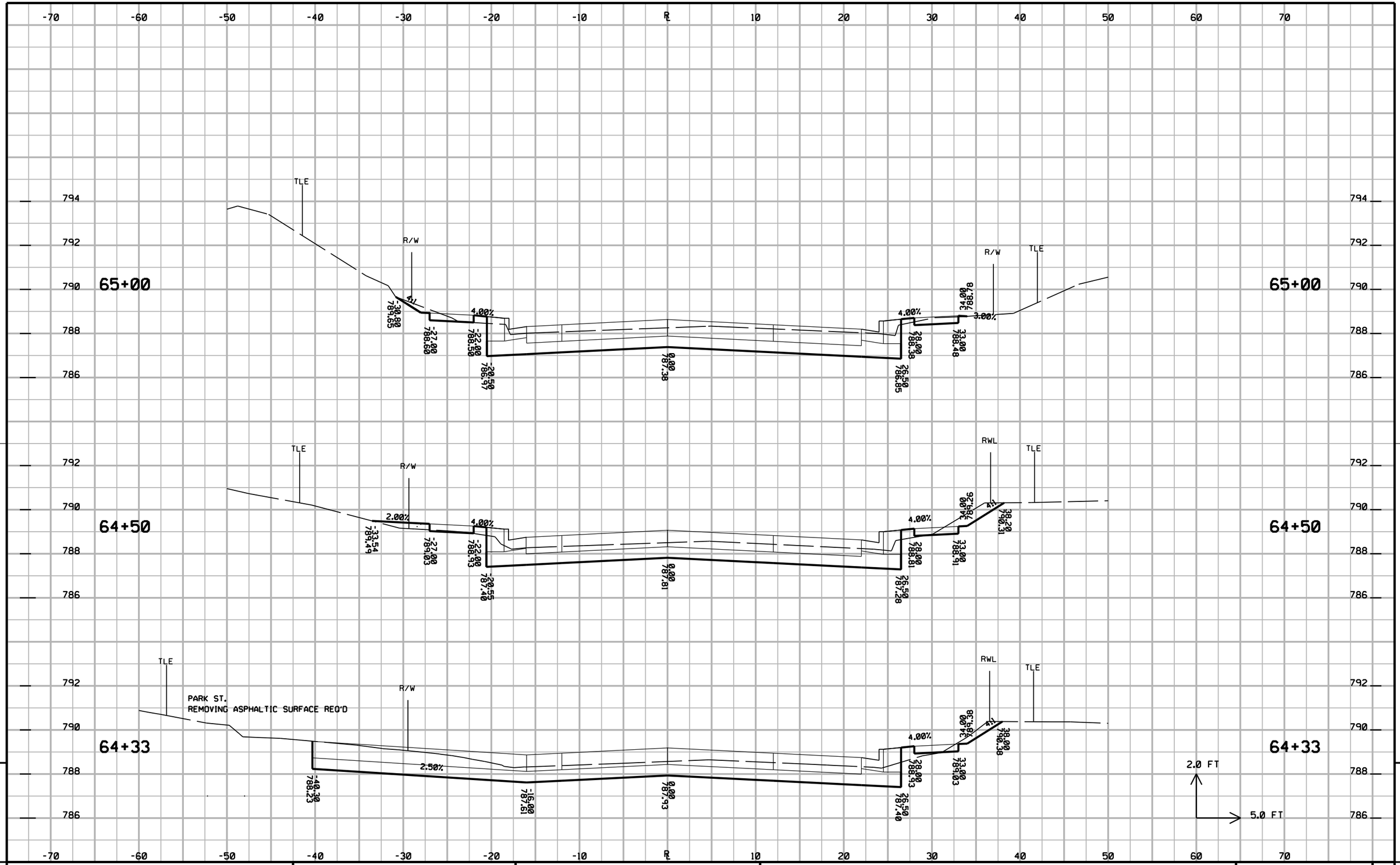
WISDOT/CADDS SHEET 21



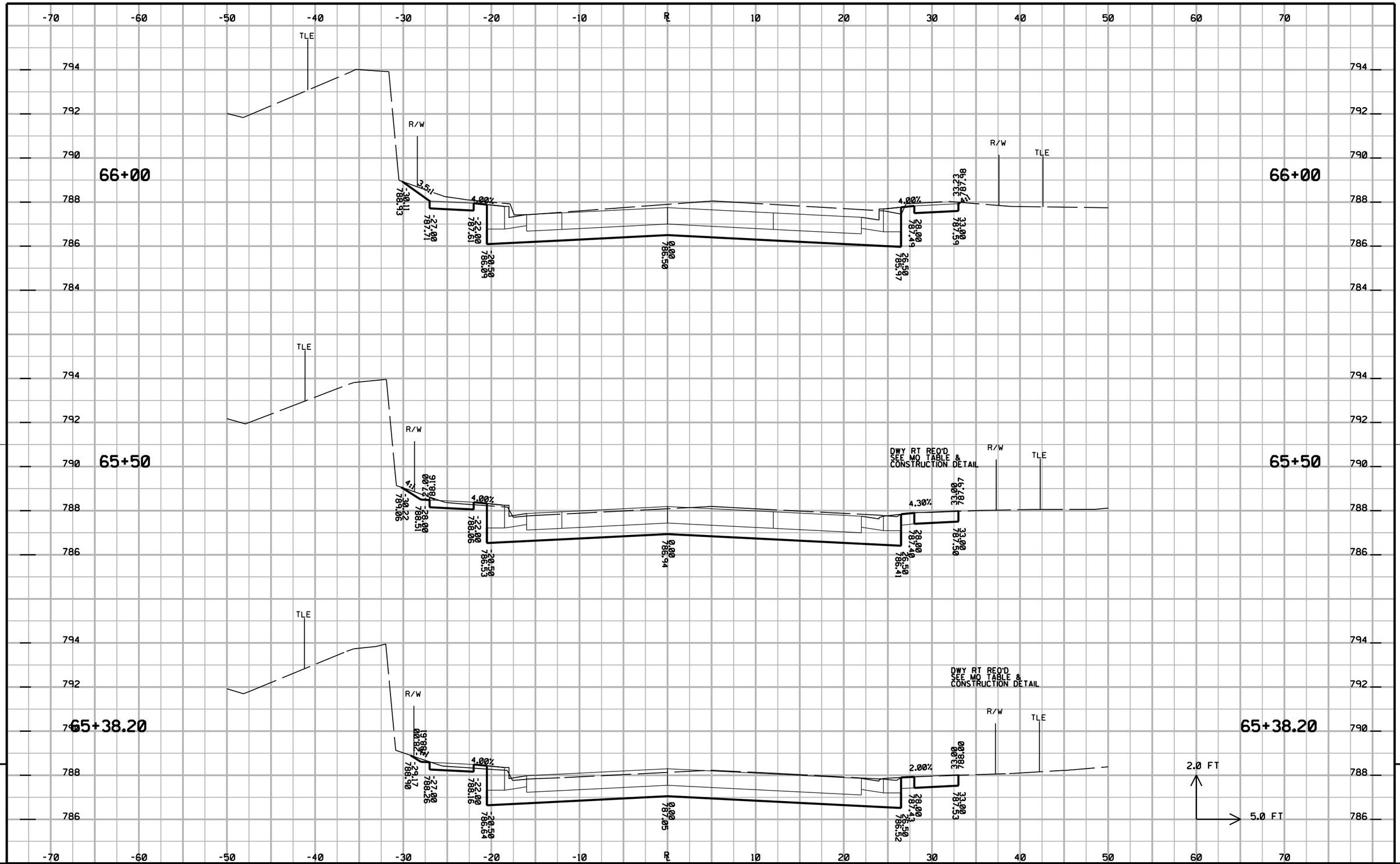

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 402 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



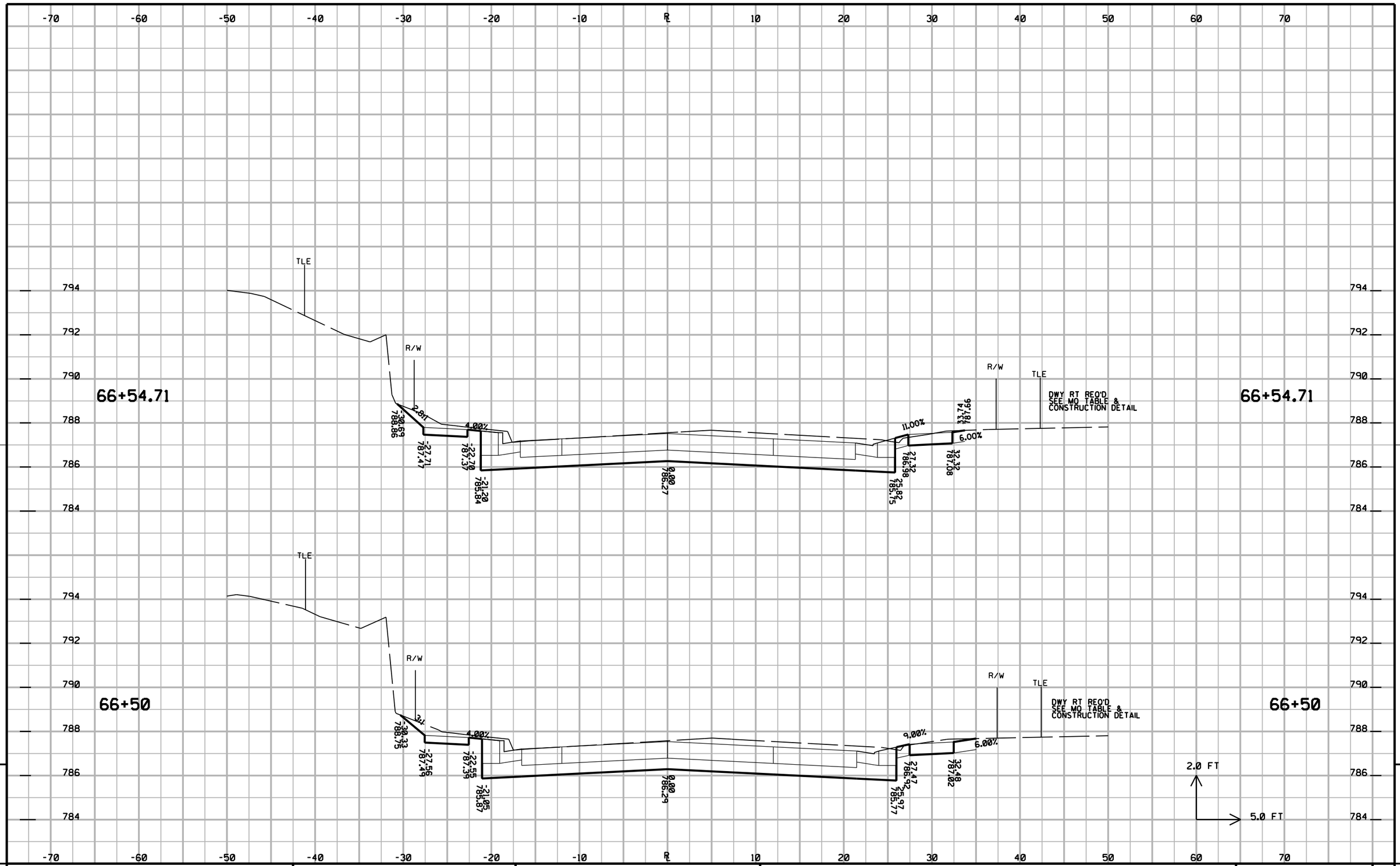

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 403 | E |
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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 404 E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

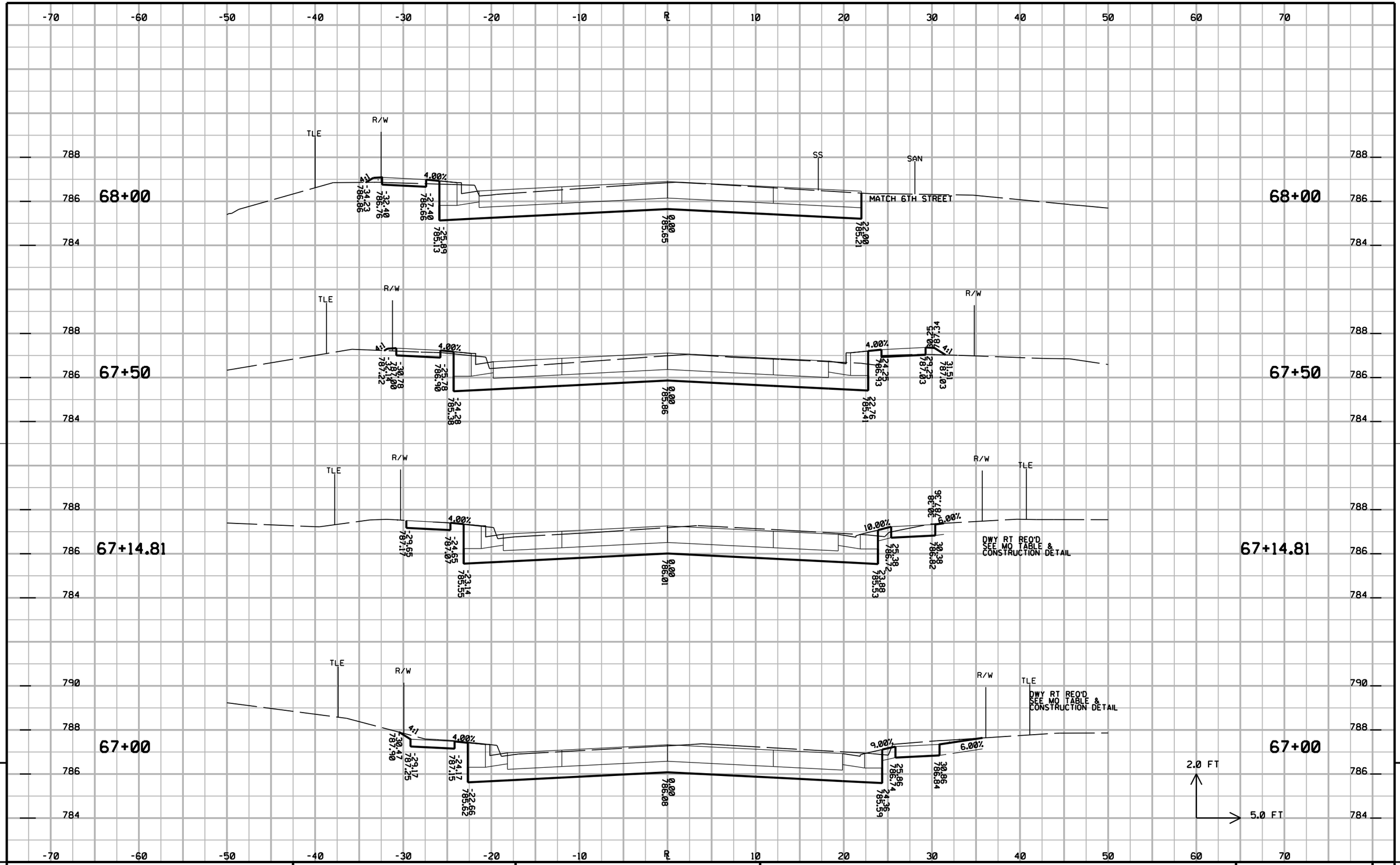
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 405 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

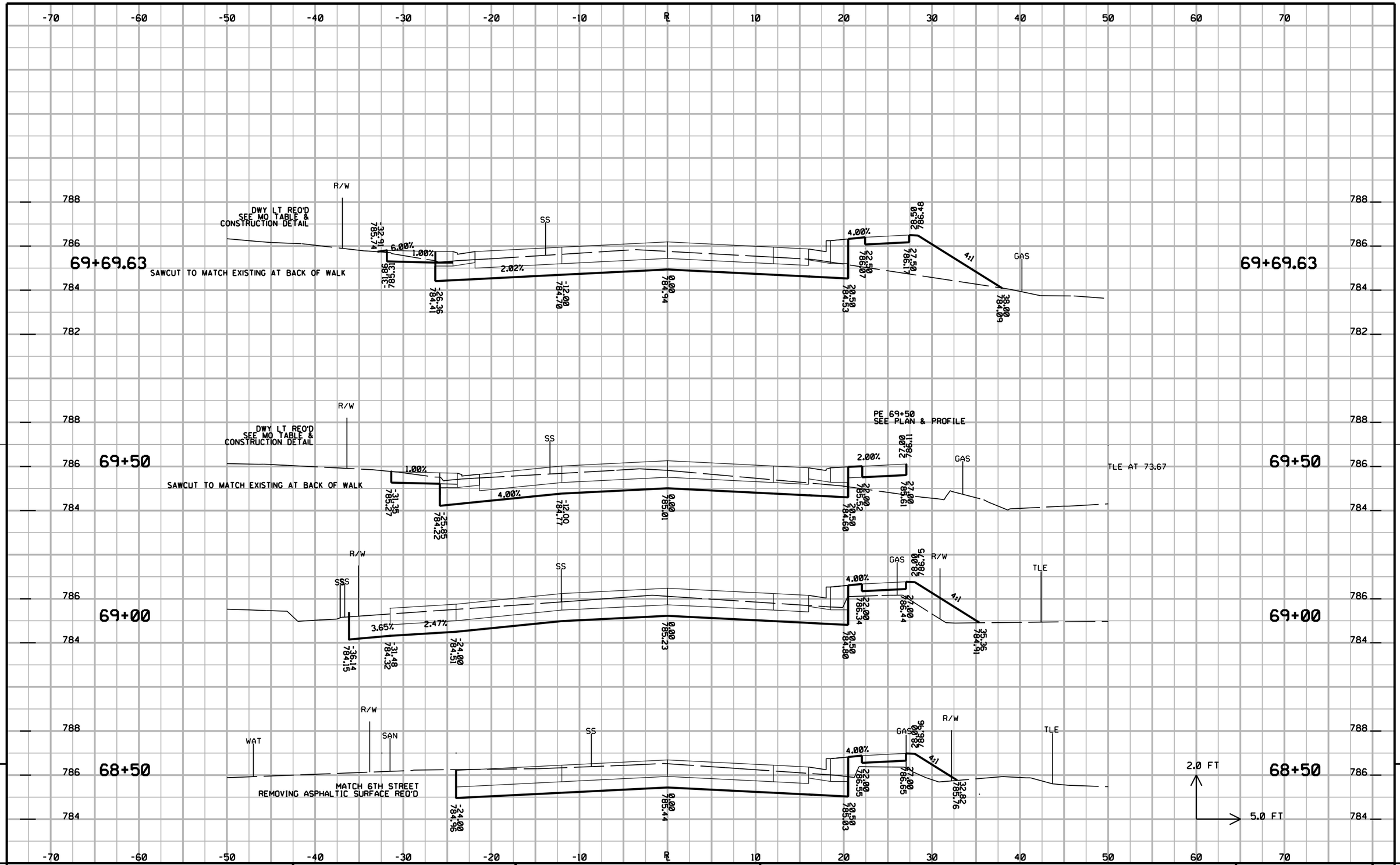



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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 406 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

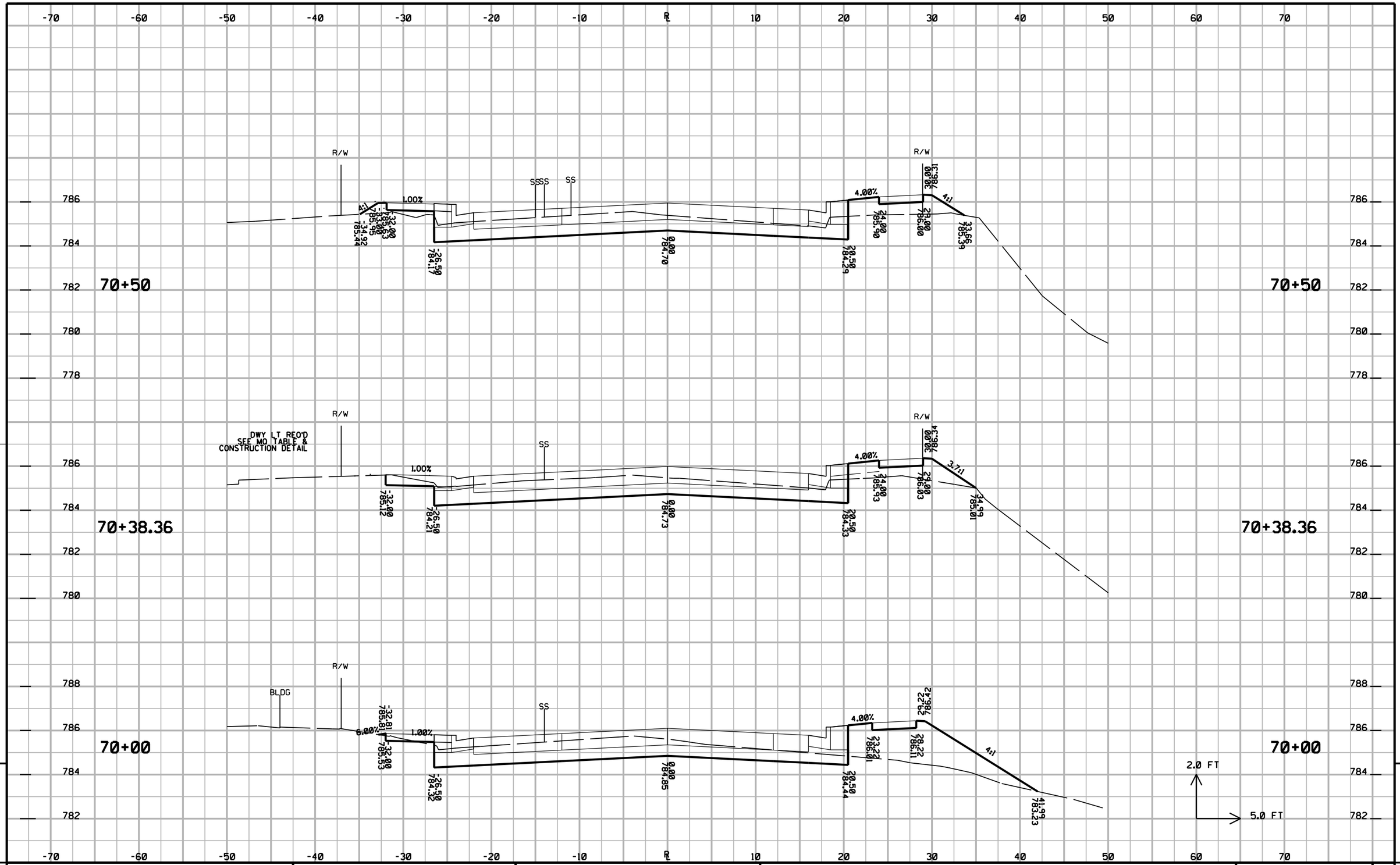
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 407 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

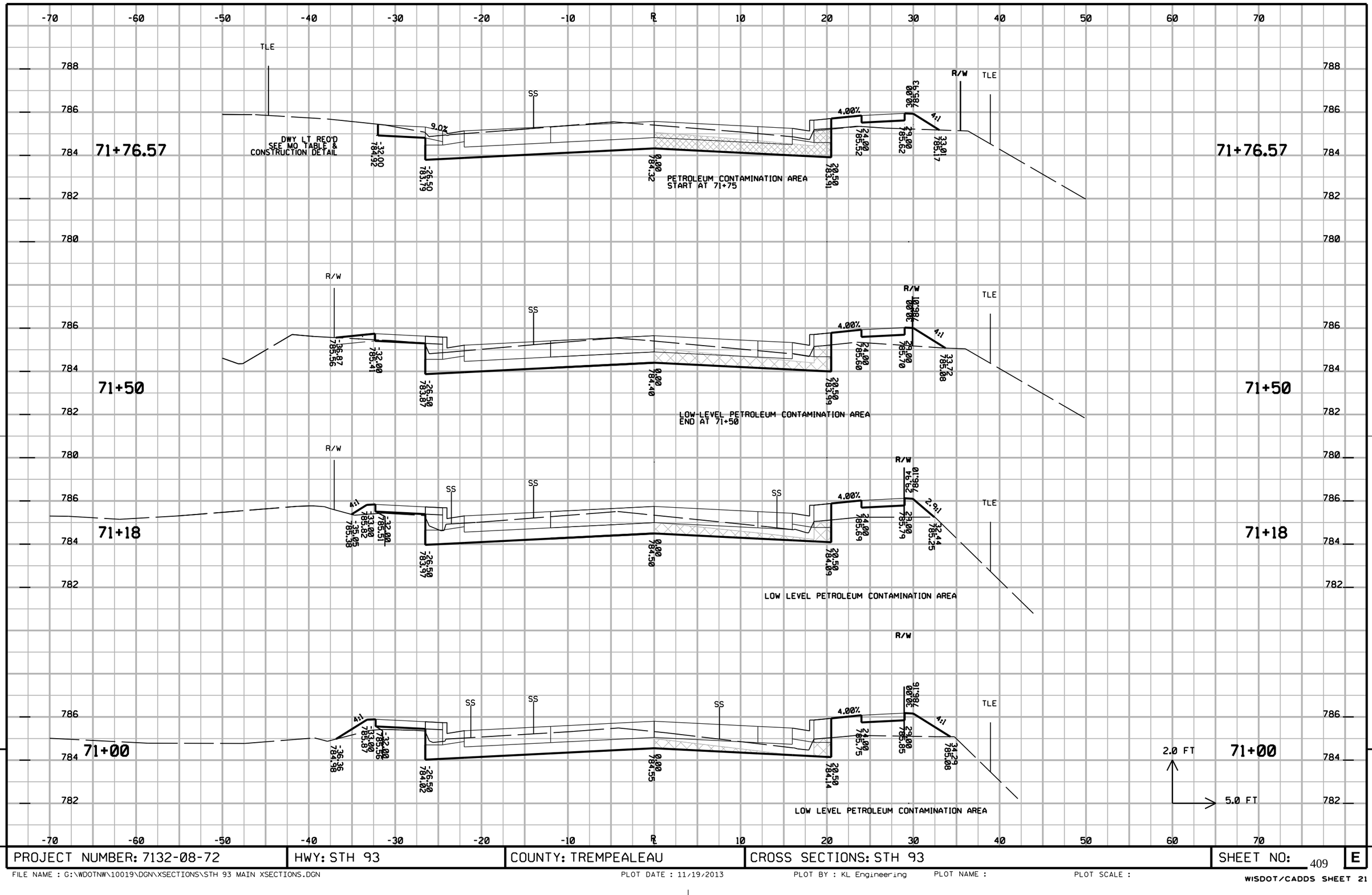
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 408 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

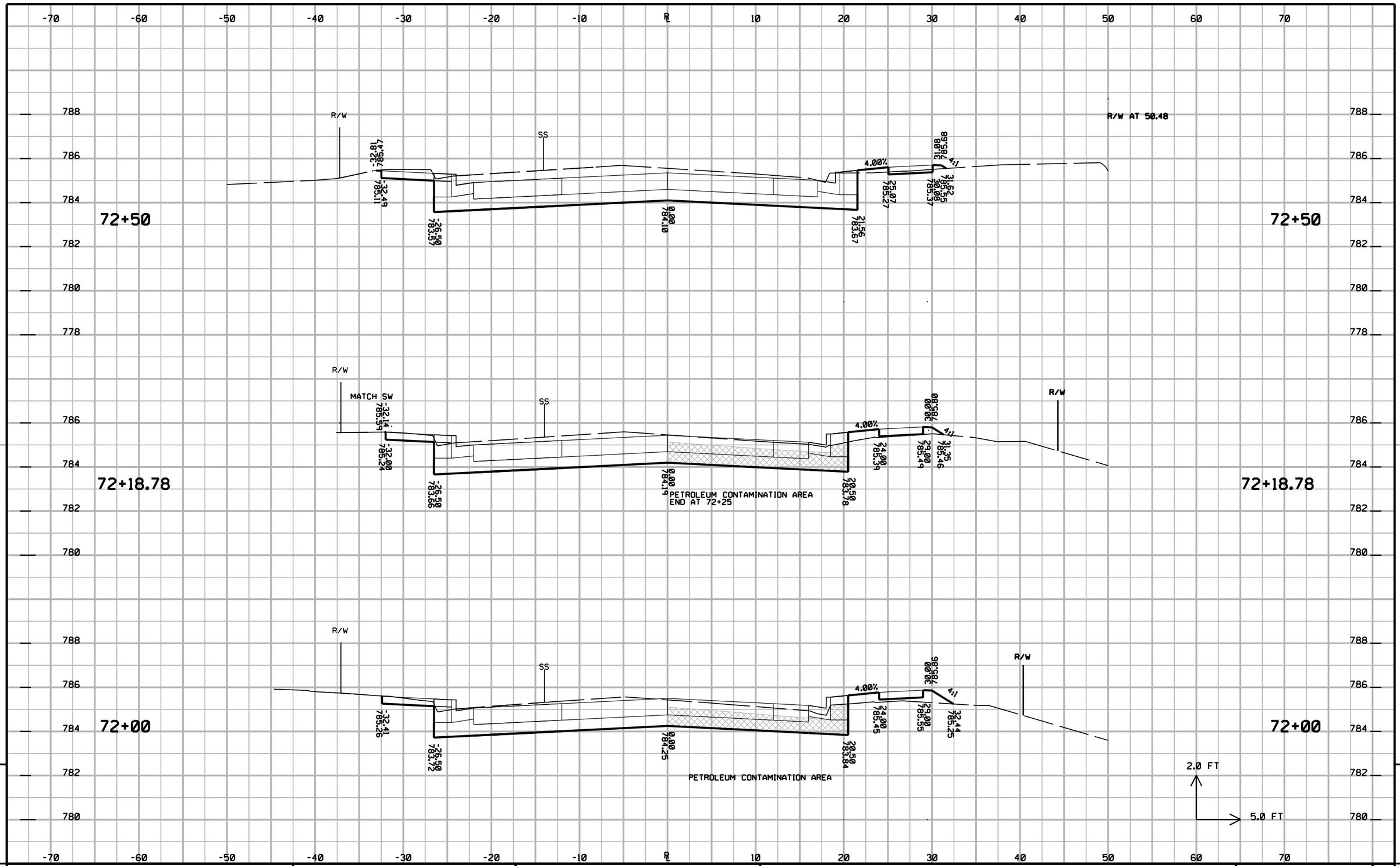
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 409 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

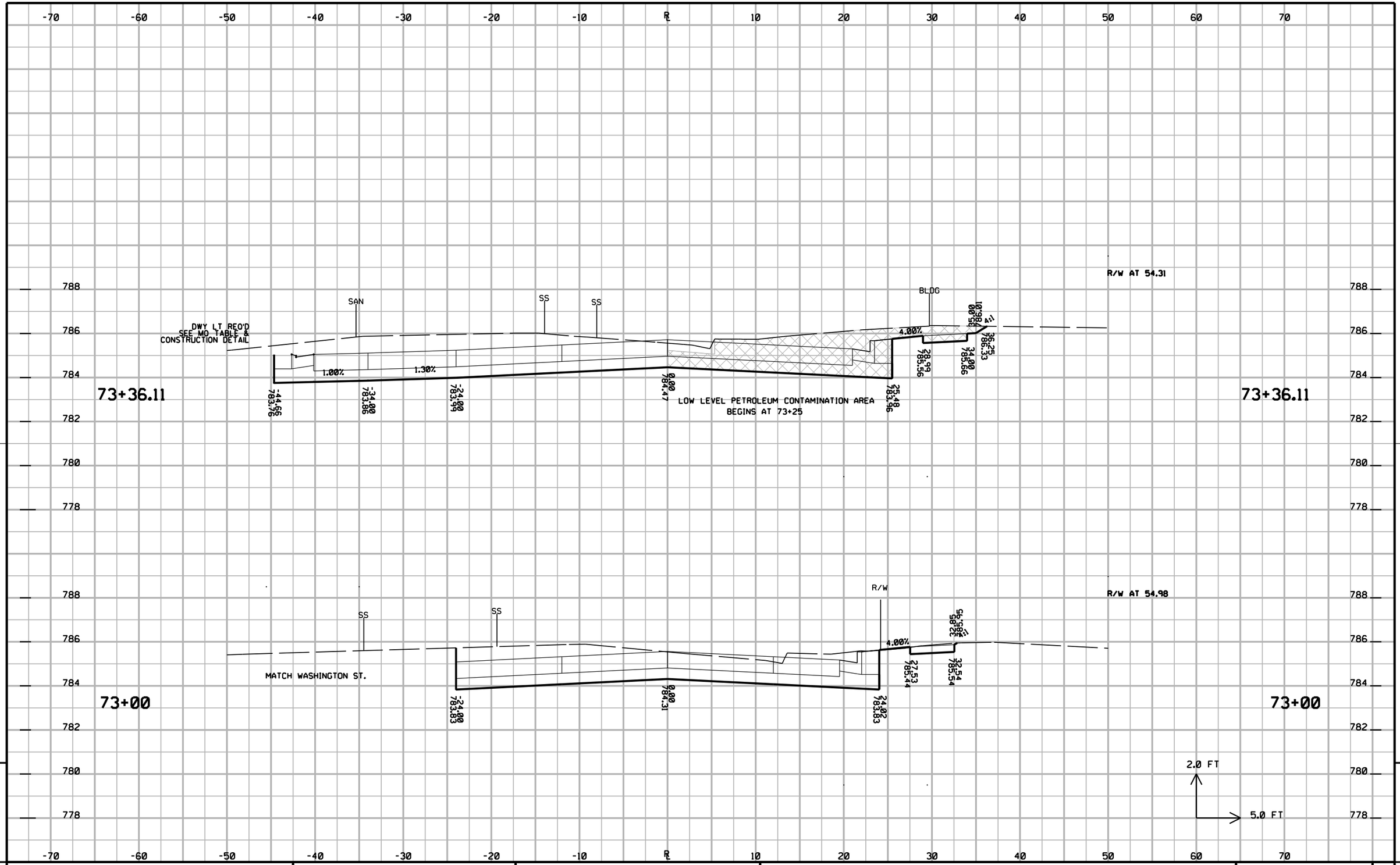
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 410 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

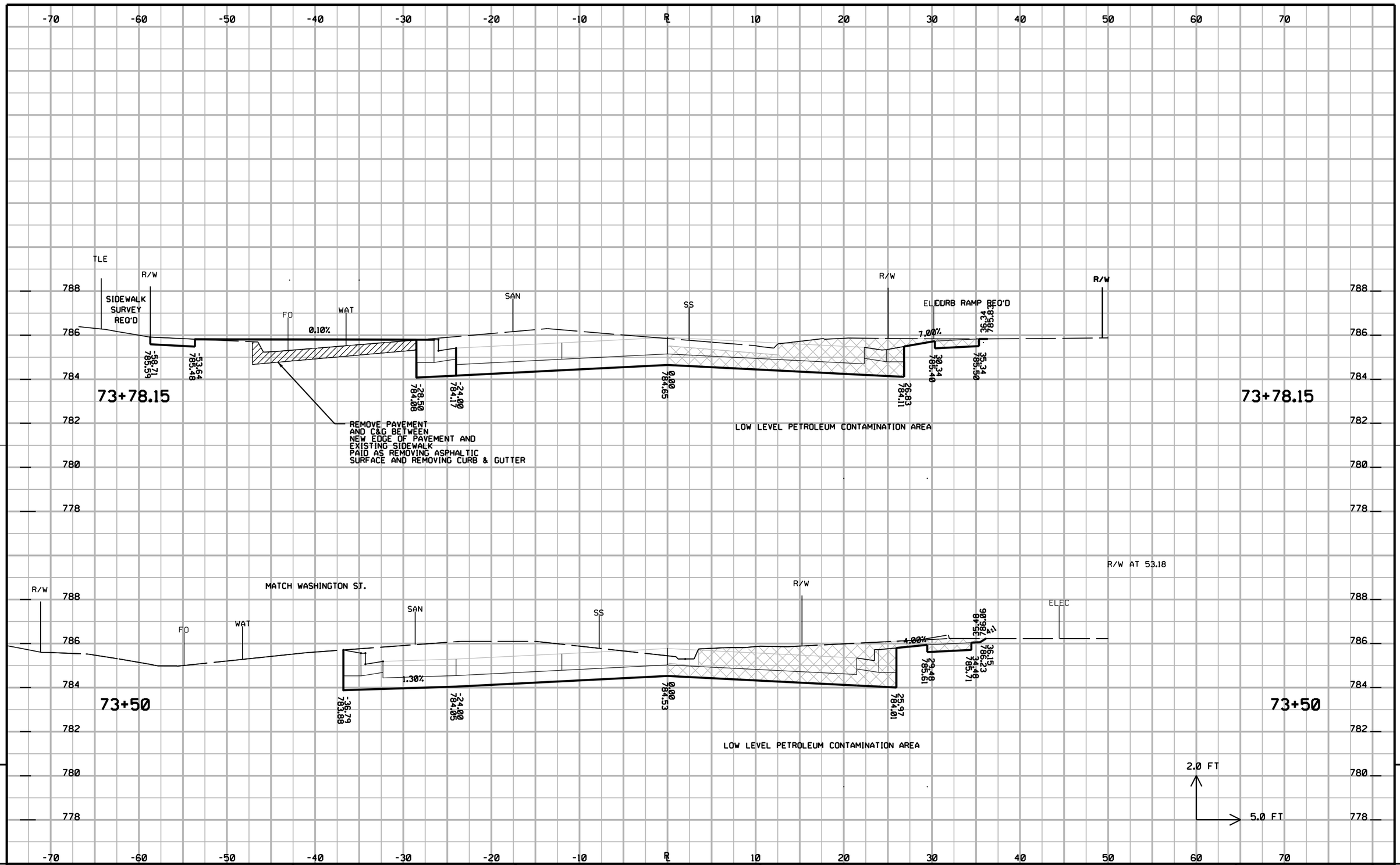



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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 411 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

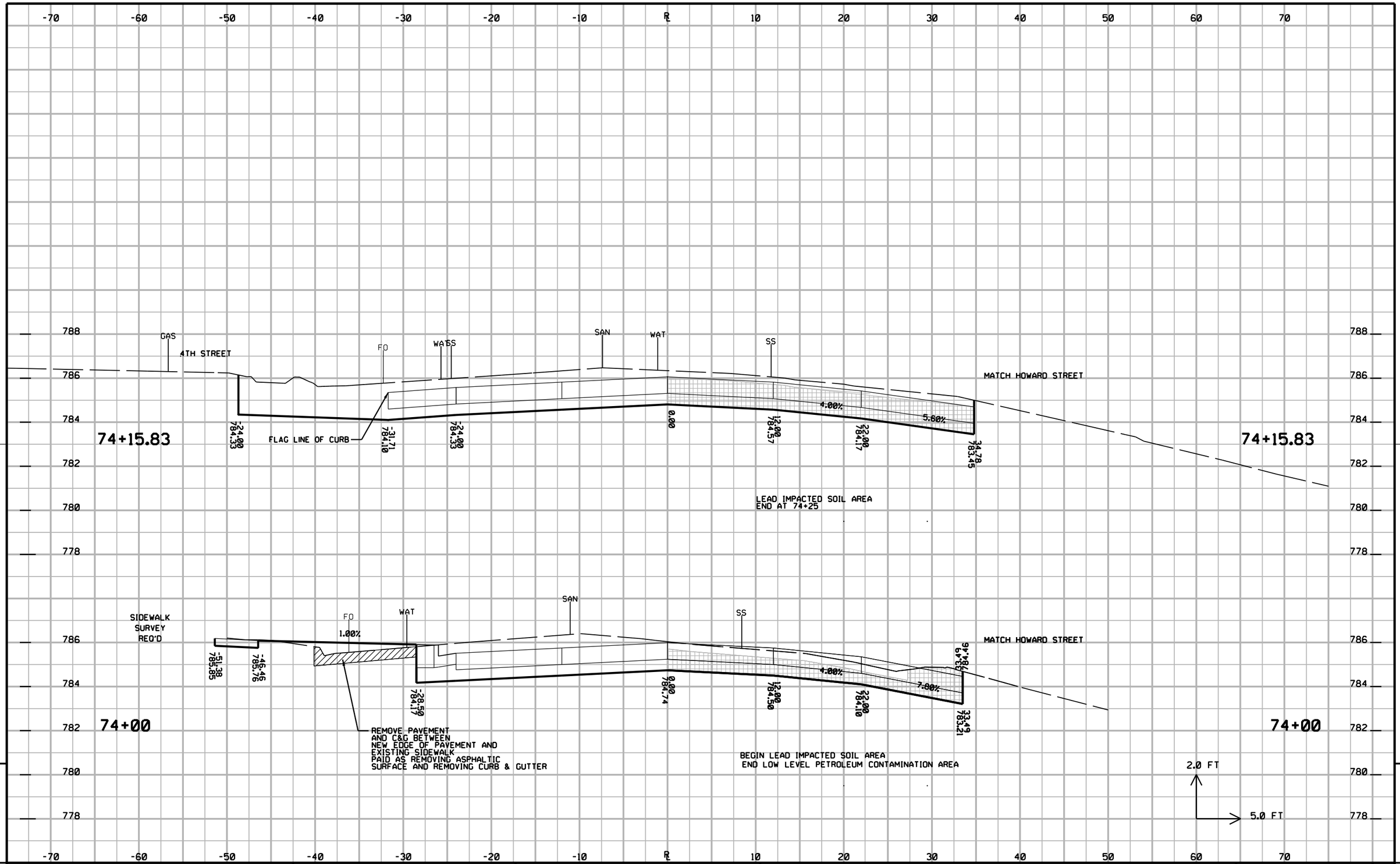
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 412 E |
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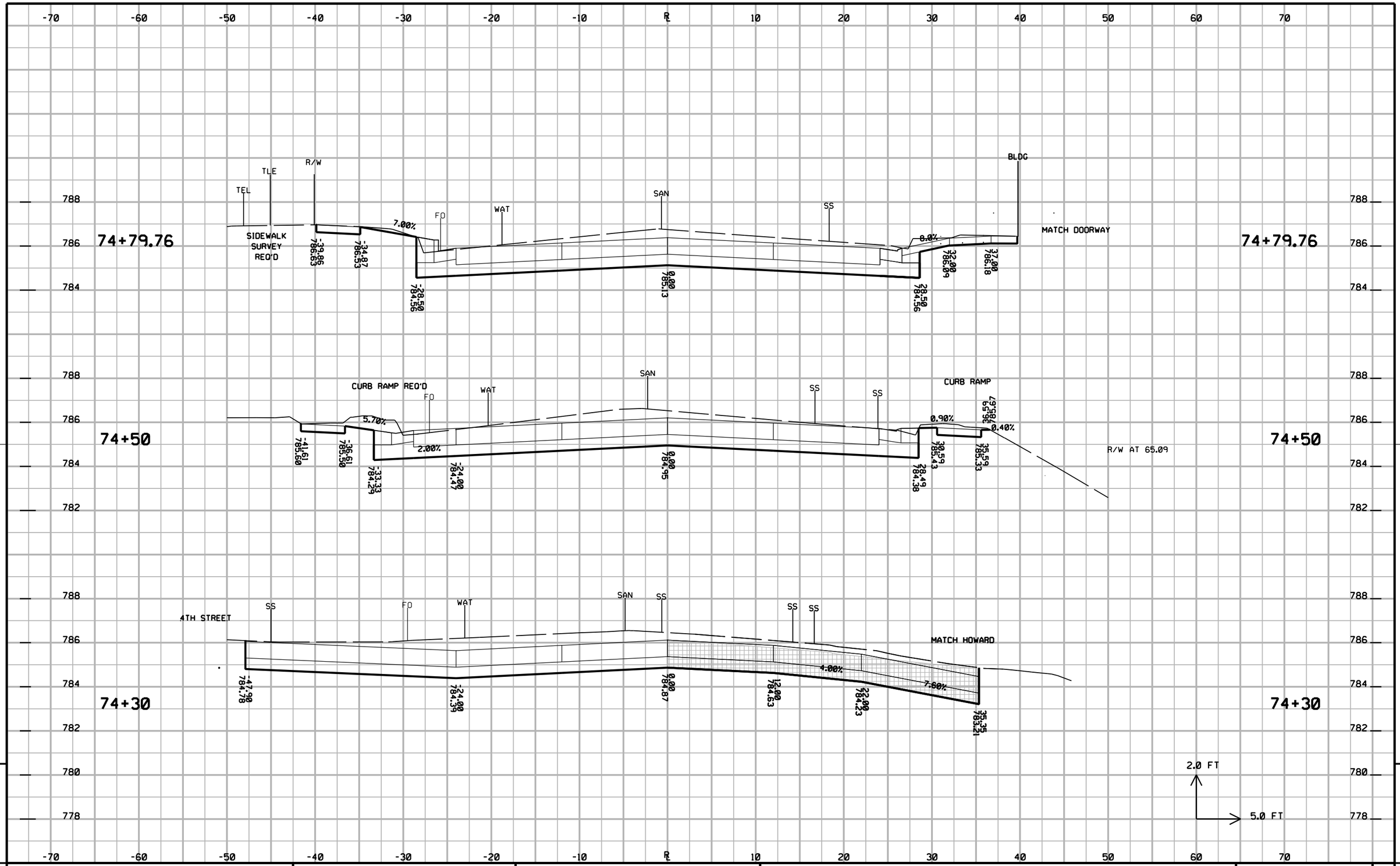
FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 413 | E |
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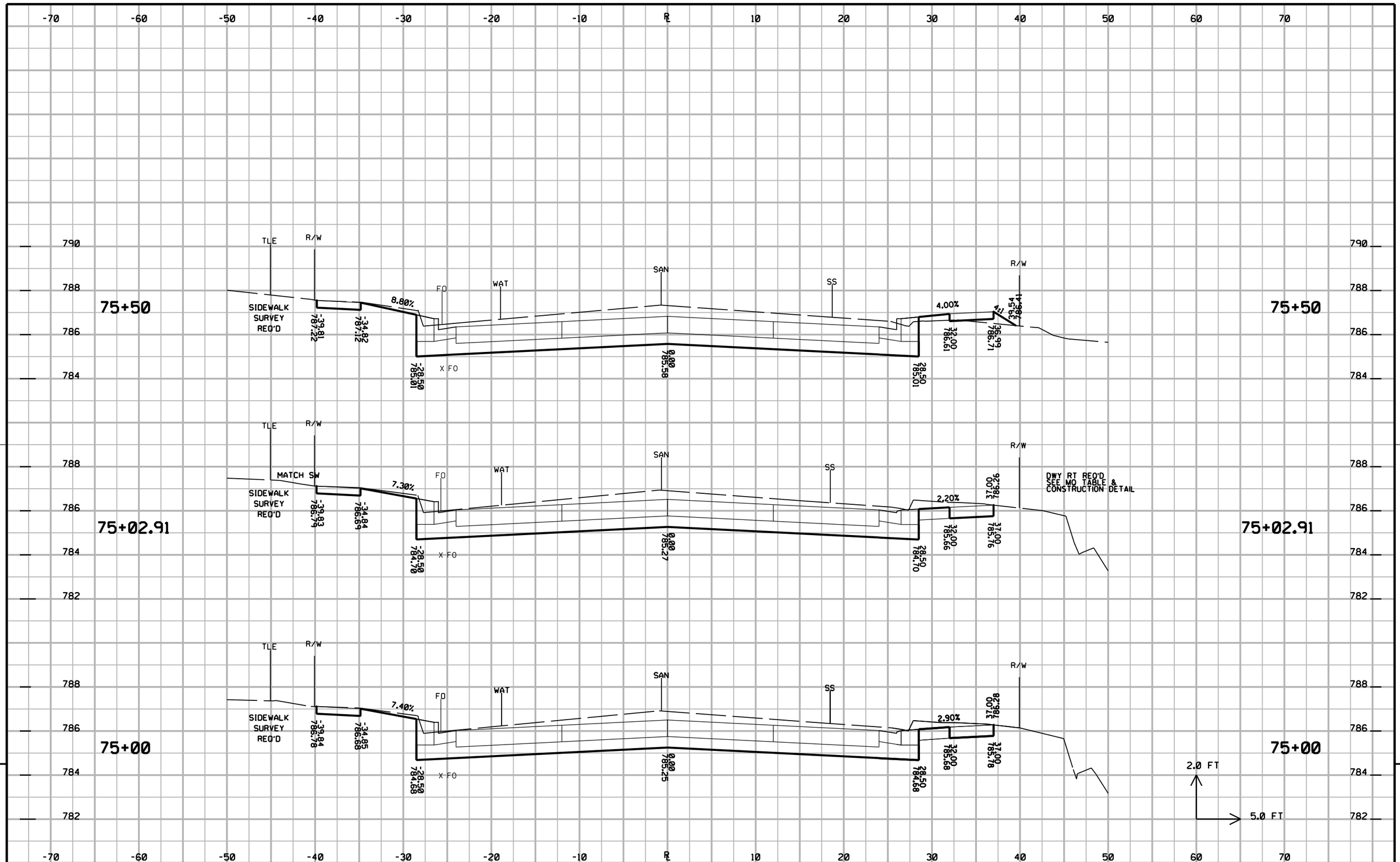



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 414 | E |
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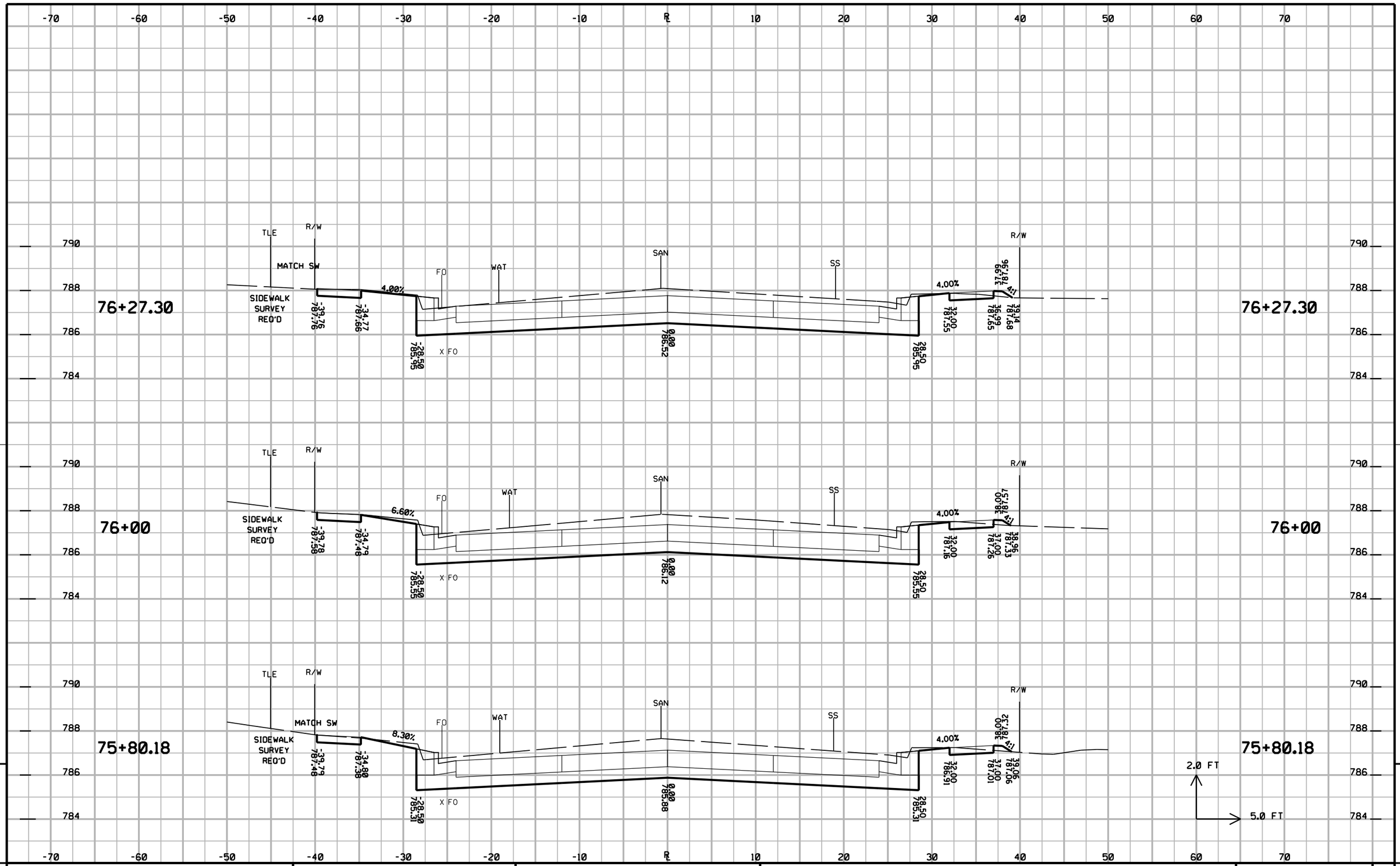
FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 415 | E |
|---|---|---|---|---|---|

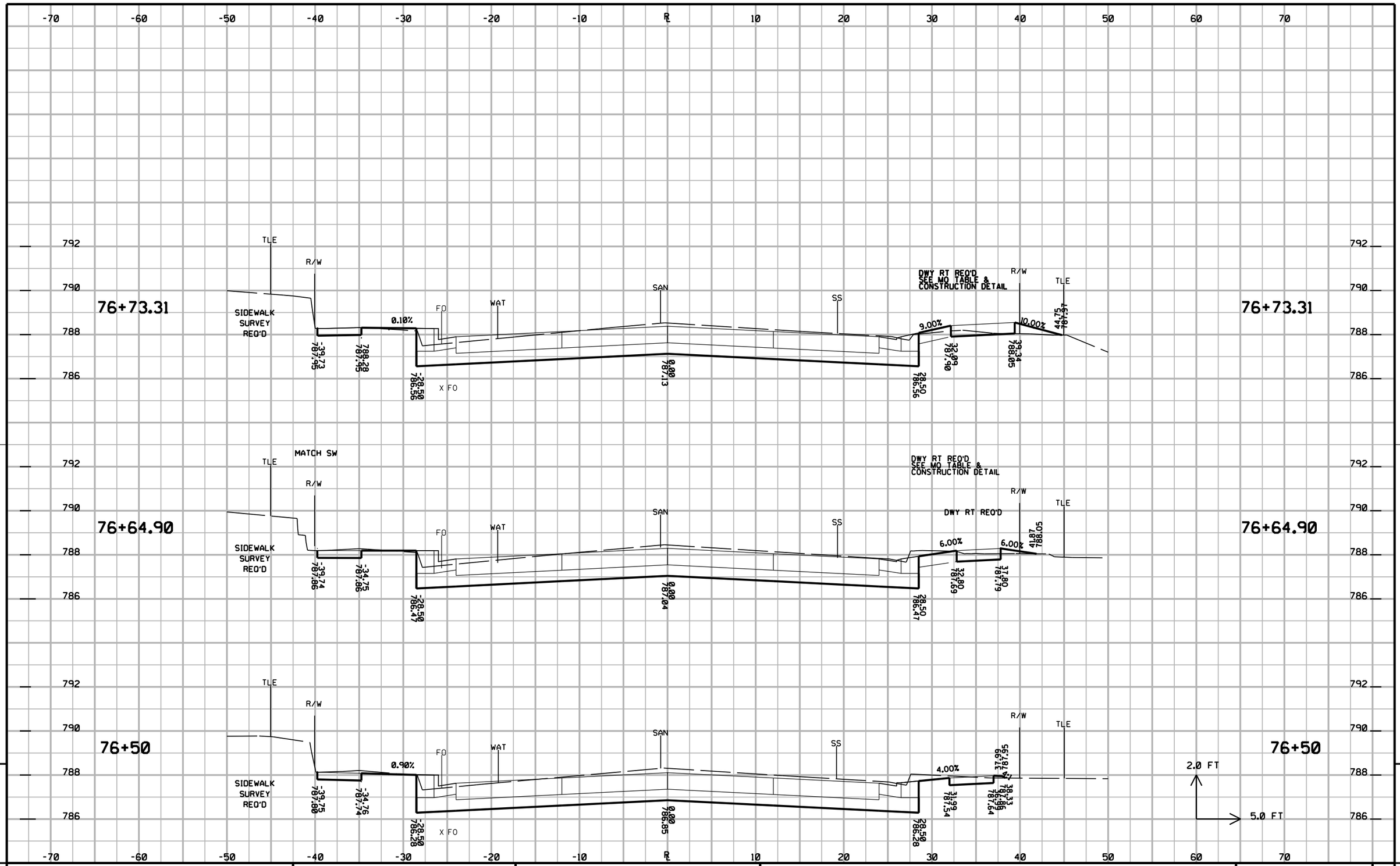
FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 416 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

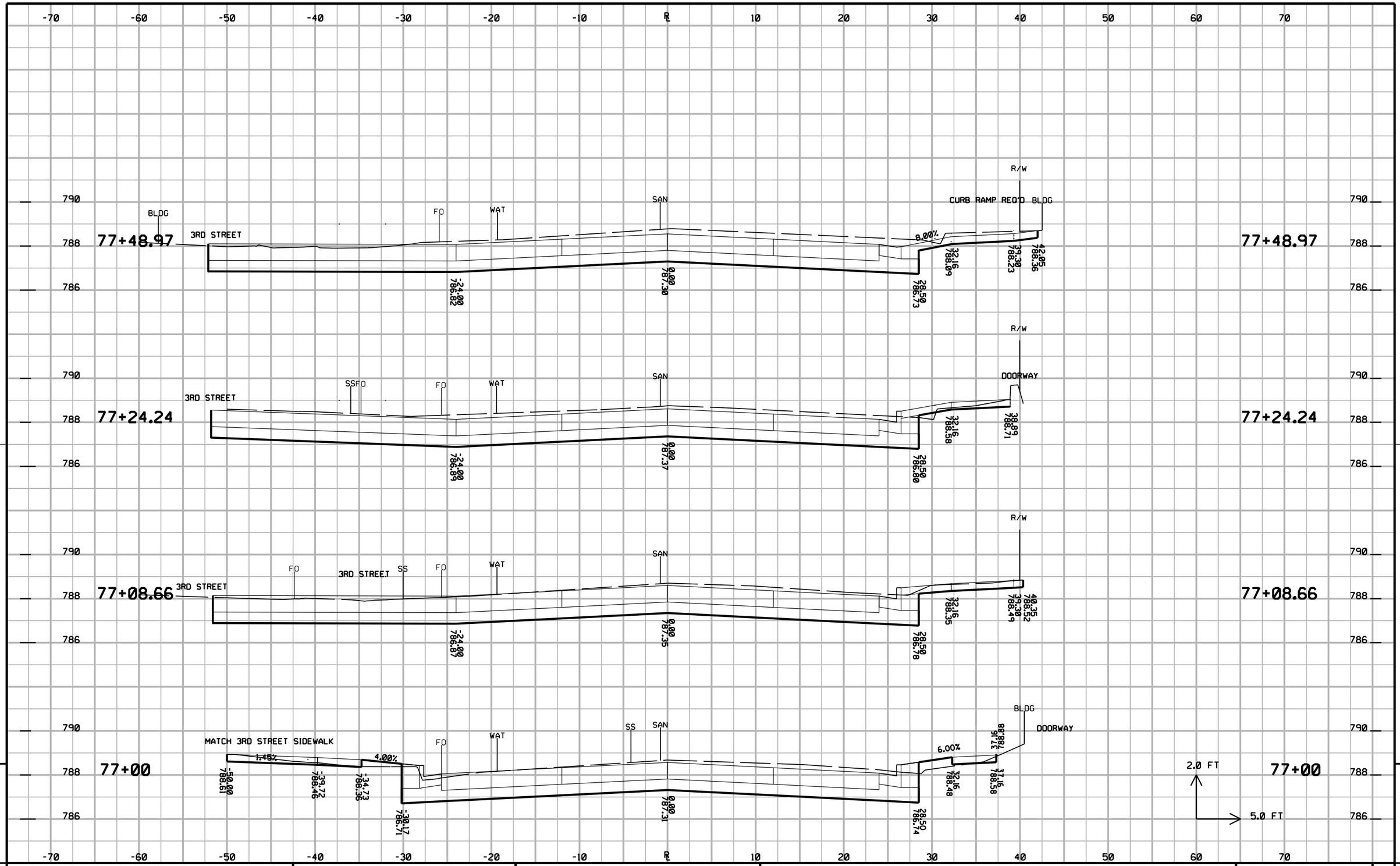
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 417 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

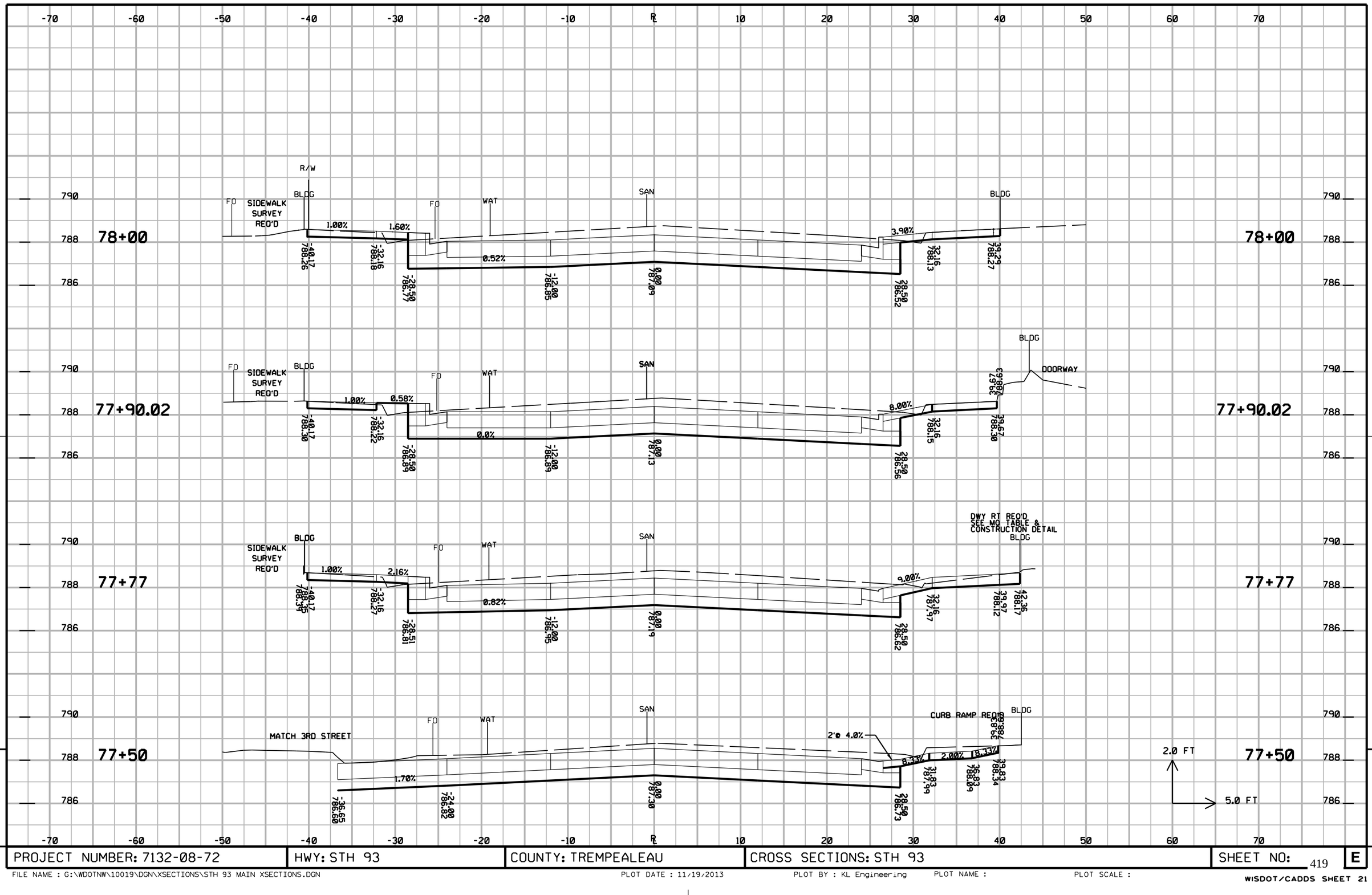



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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 418 E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

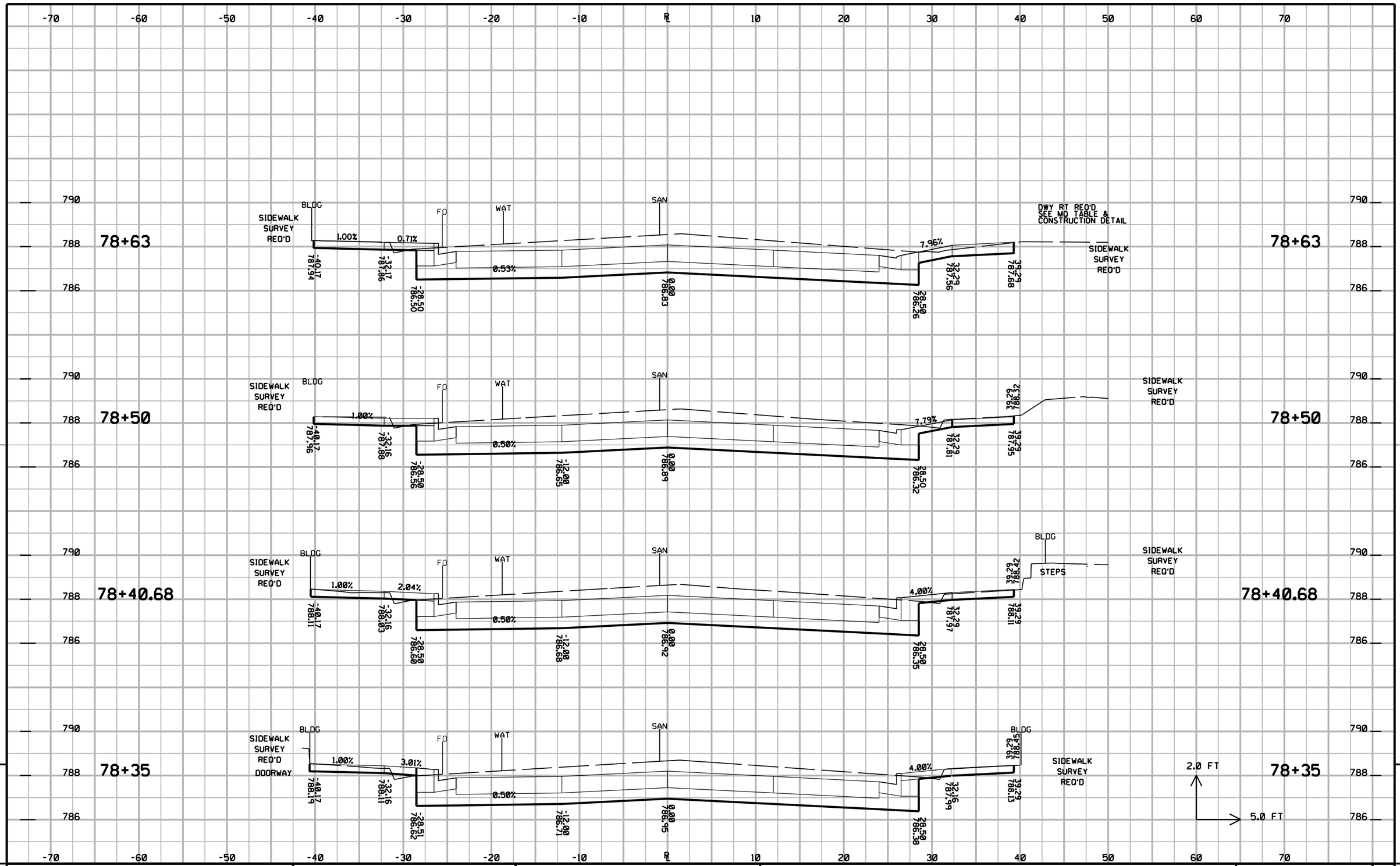



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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 419 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

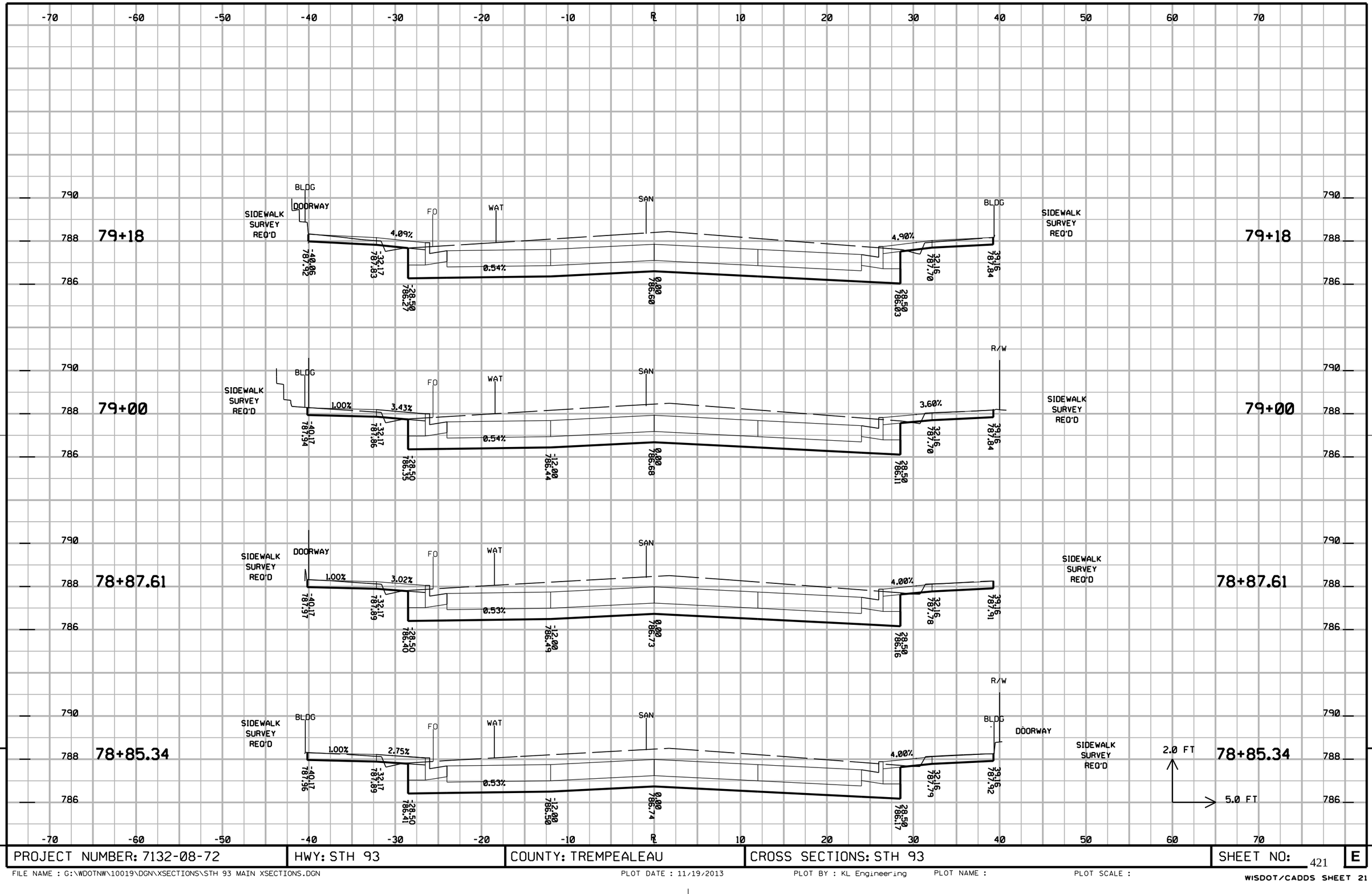



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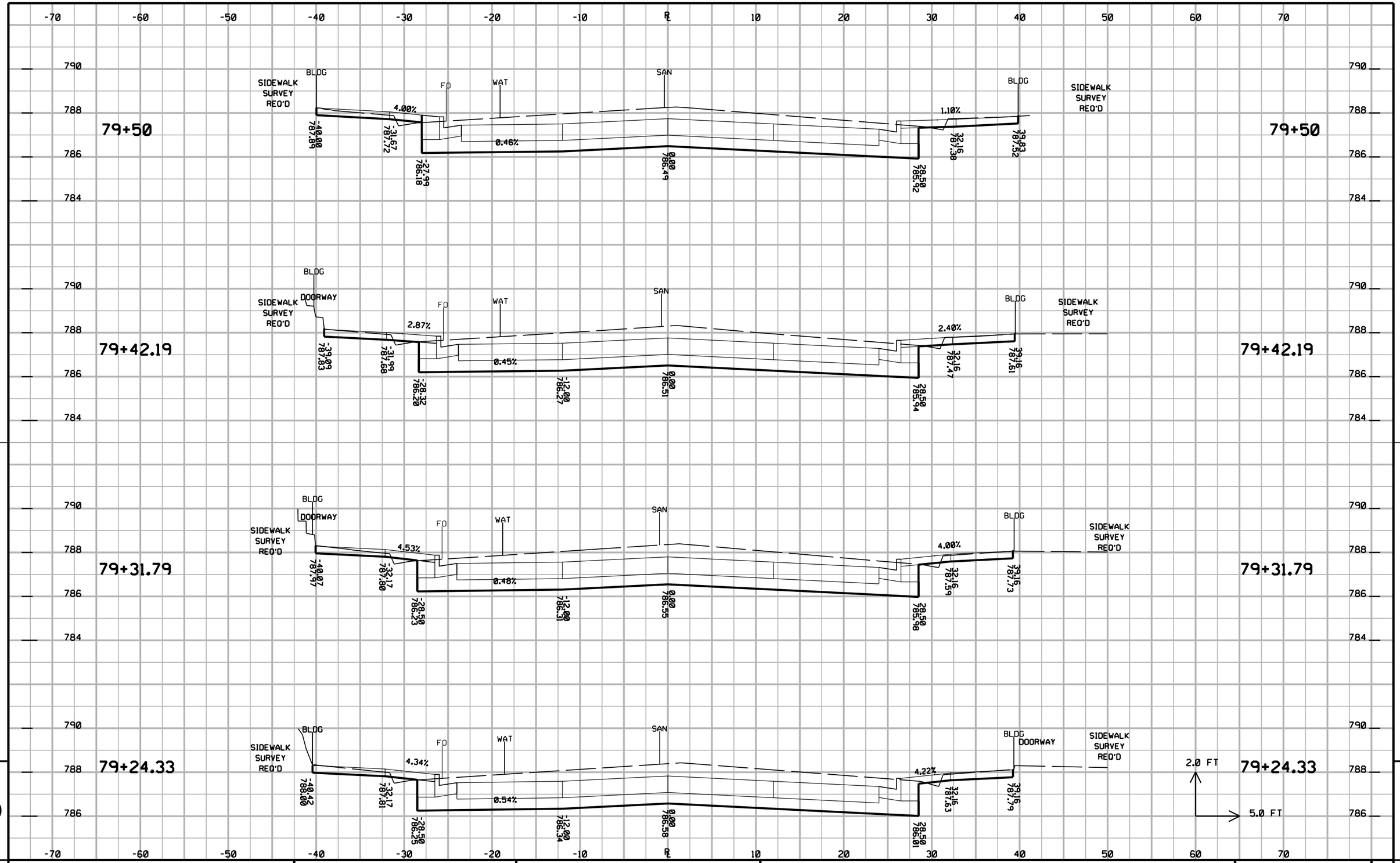
| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 420 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

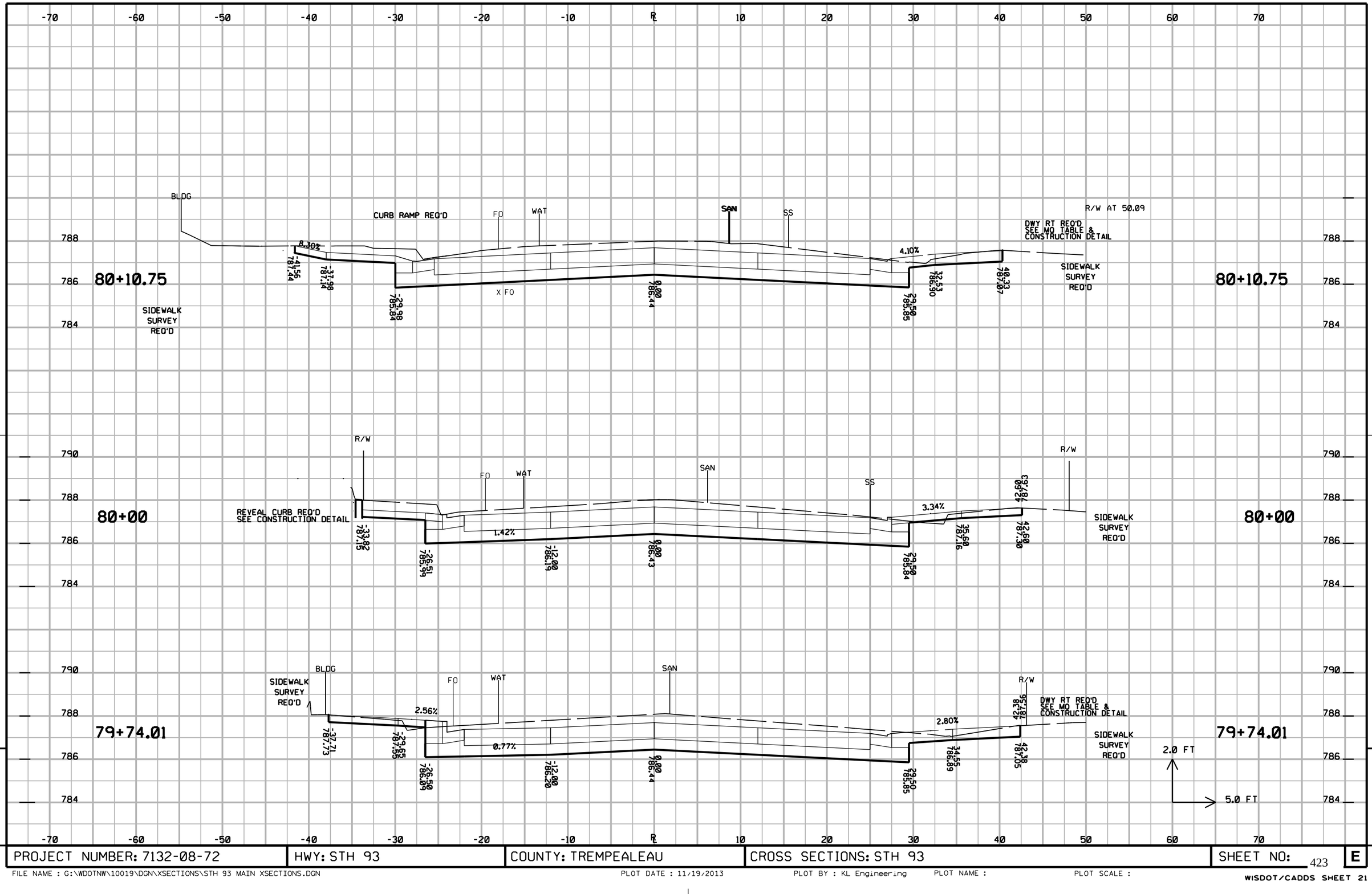
WISDOT/CADDS SHEET 21

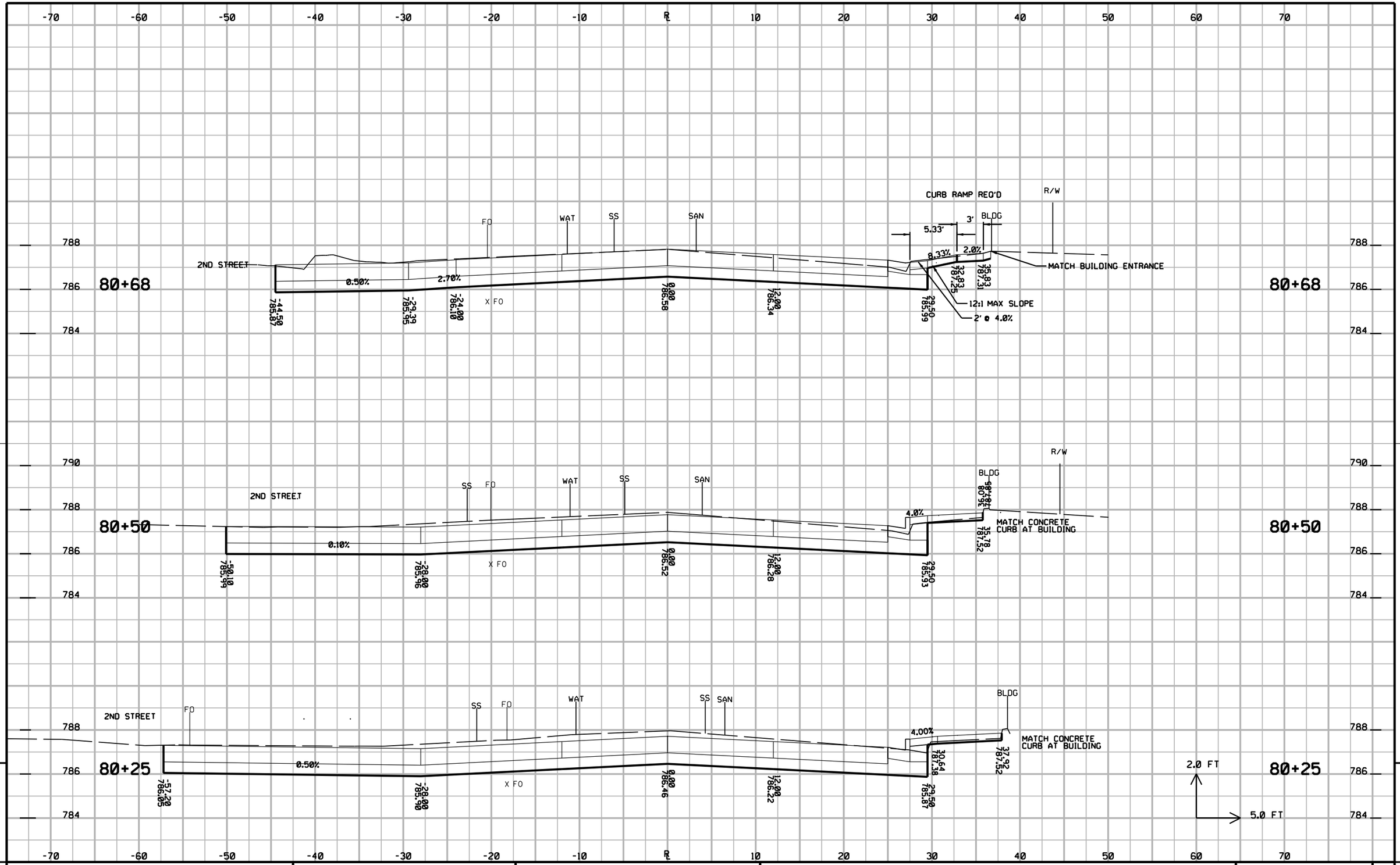



| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 421 | E |
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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 422 | E |
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788
786
784
790
BLDG
CURB RAMP REQ'D
FO
WAT
SAN
SS
R/W AT 50.09
DWY RT REQ'D
SEE MO TABLE &
CONSTRUCTION DETAIL
8.30%
4.10%
-41.56
787.44
-37.98
787.14
-29.98
785.84
X FO
0.00
786.44
29.50
785.85
32.53
786.90
40.33
787.07
80+10.75
SIDEWALK
SURVEY
REQ'D
R/W
REVEAL CURB REQ'D
SEE CONSTRUCTION DETAIL
1.42%
3.34%
-33.82
787.15
-26.51
785.44
-12.00
786.19
0.00
786.43
29.50
785.84
35.60
787.16
42.50
787.30
42.63
787.63
80+00
BLDG
2.56%
2.80%
-37.71
787.73
-29.85
787.55
-26.50
786.84
-12.00
786.20
0.00
786.44
29.50
785.85
34.55
786.89
42.38
787.05
45.24
787.24
79+74.01
2.0 FT
5.0 FT
9
PROJECT NUMBER: 7132-08-72
HWY: STH 93
COUNTY: TREMPEALEAU
CROSS SECTIONS: STH 93
SHEET NO:
423
E
FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN
PLOT DATE : 11/19/2013
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 21

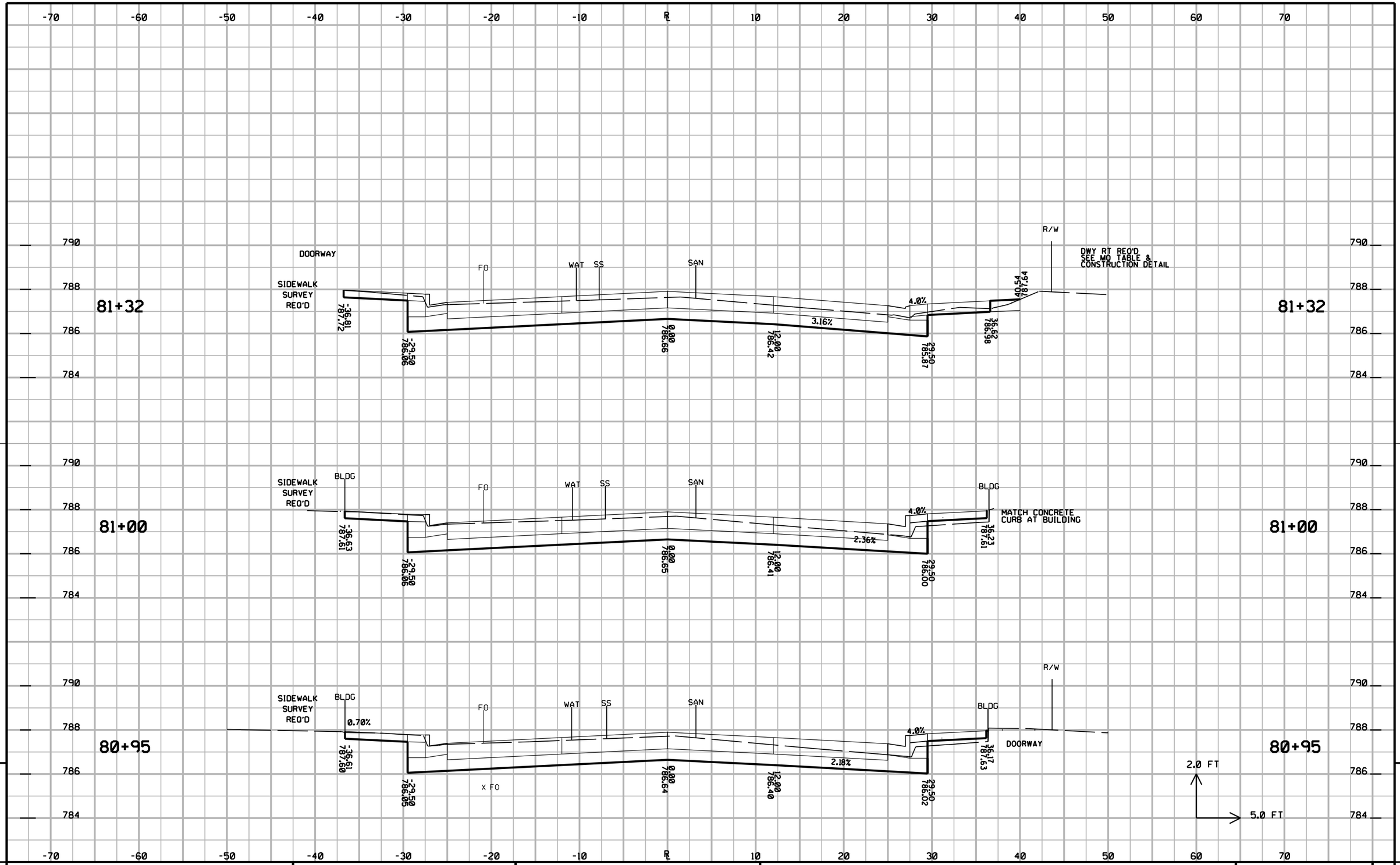



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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 424 | E |
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FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

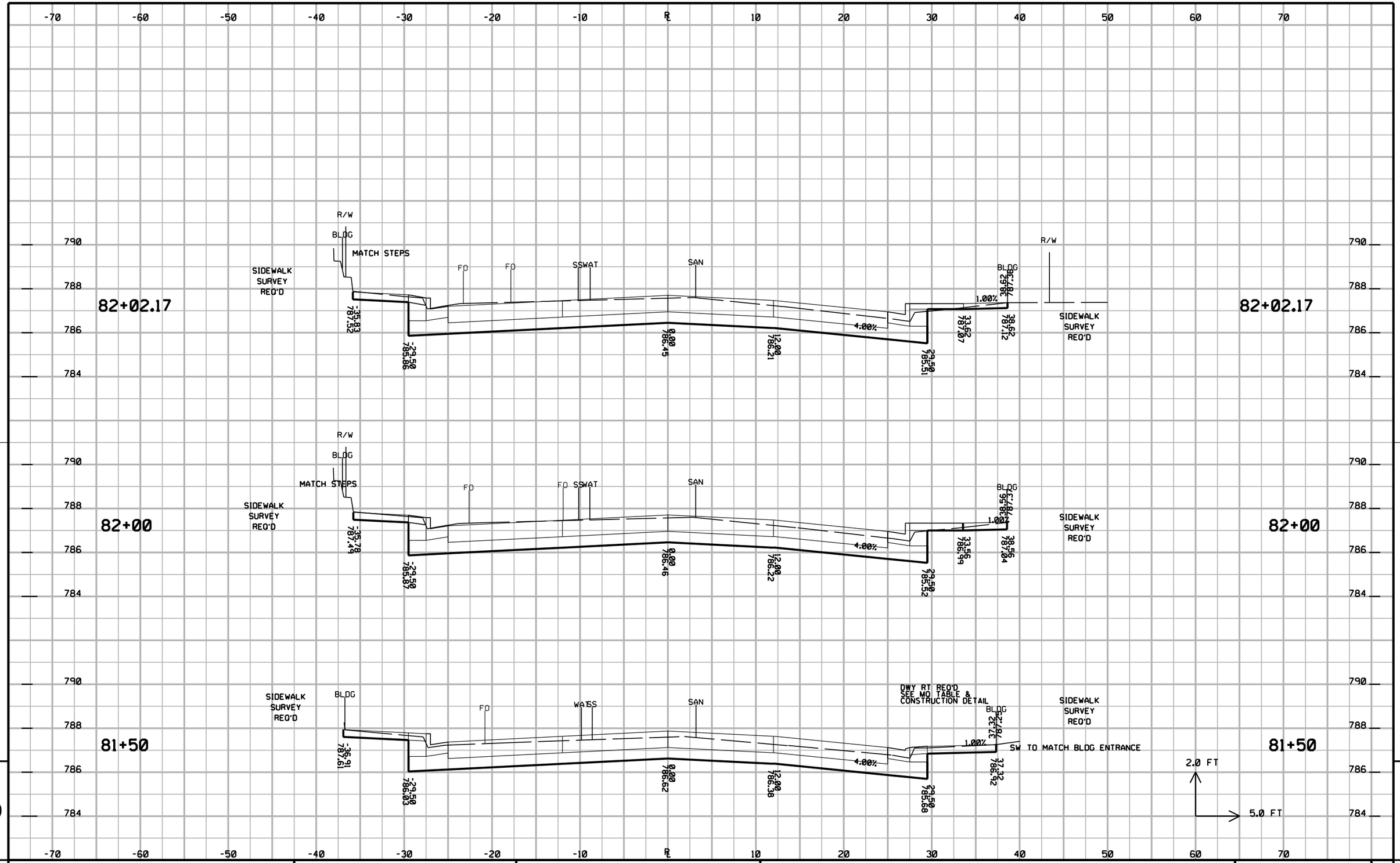
WISDOT/CADDS SHEET 21



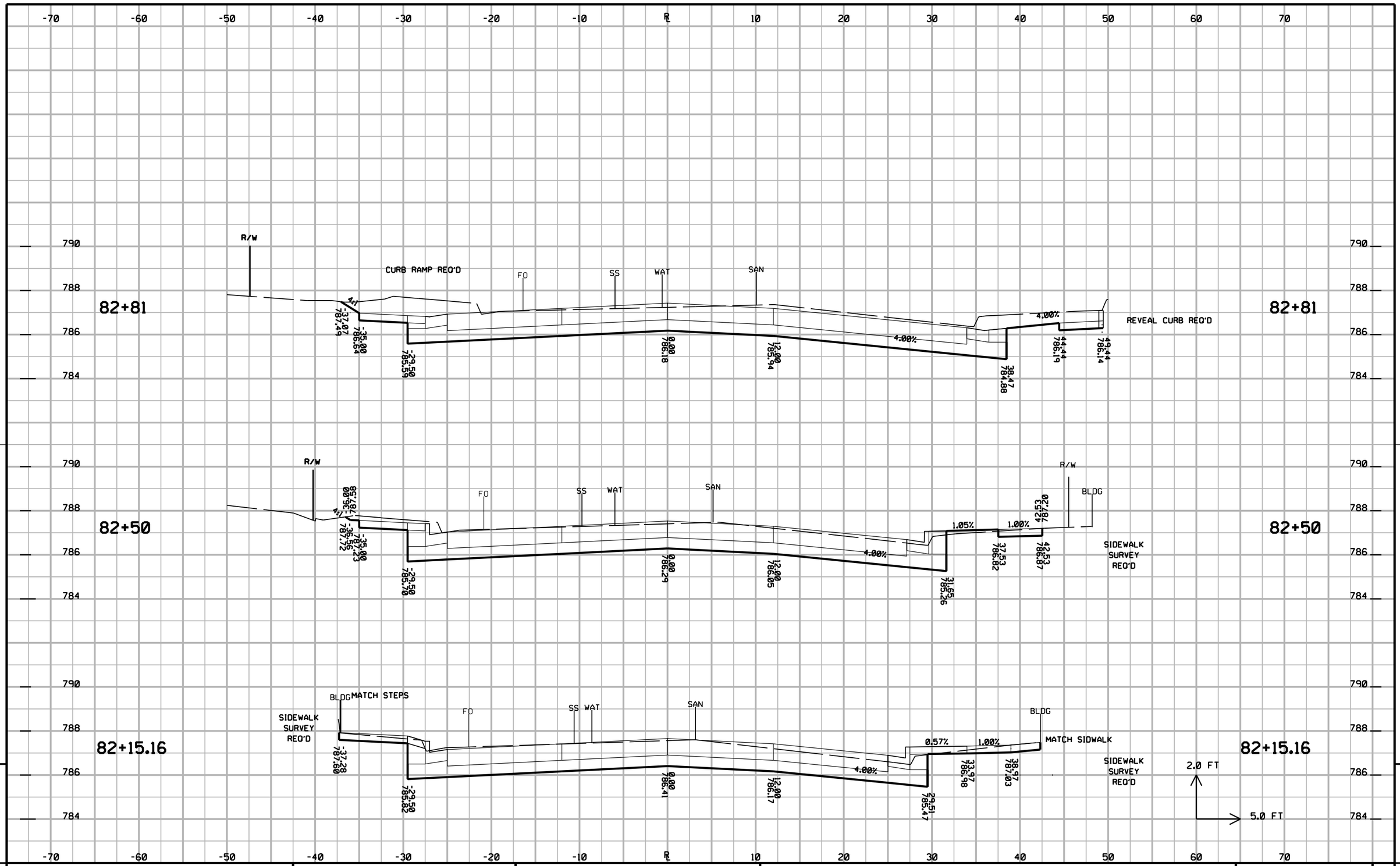

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 425 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



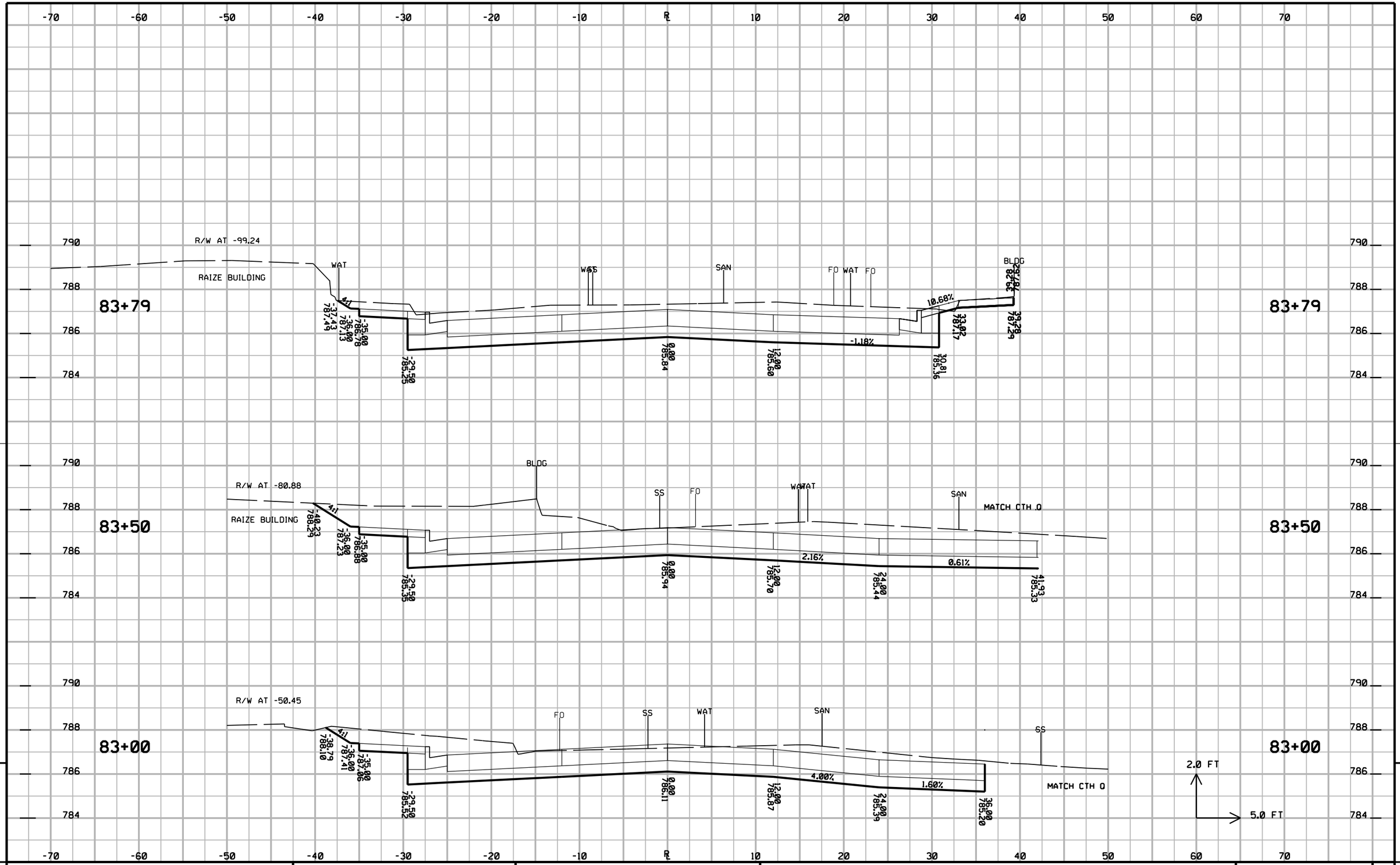

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 426 | E |
|---|---|---|---|---|---|




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 427 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 428 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

790 788 786 784

**84+50**

OBLITERATE FIRST STREET

SAN SS FO

DWY RT REQ'D SEE MO TABLE & CONSTRUCTION DETAIL

R/W

TLE AT 50.91

12.00% 10.00%

-45.36 786.82 | -35.00 786.50 | -29.50 784.96 | 0.00 785.55 | 28.50 784.98 | 34.00 786.17 | 43.70 787.60

**84+50**

**84+15.81**

R/W AT -67.06

WAT SAN SS FO BLDG

MATCH STEP

SIDEWALK SURVEY REQ'D

1.79%

-36.36 787.09 | -35.00 786.65 | -29.50 785.12 | 0.00 785.71 | 12.00 785.47 | 28.50 785.17 | 30.00 786.97 | 33.94 787.07

**84+15.81**

**84+02.09**

R/W AT -83.36

WAT SS SAN FO WAT BLDG

MATCH STEP

SIDEWALK SURVEY REQ'D

8.50% 11.5% 1.54%

-35.00 786.95 | -29.50 785.17 | 0.00 785.76 | 12.00 785.52 | 28.50 785.27 | 30.00 787.04 | 34.22 787.10

**84+02.09**

**84+00**

R/W AT -85.64

BUILDING REMOVAL

WAT SS SAN WAD BLDG

MATCH STEP

SIDEWALK SURVEY REQ'D

12.79% 1.50%

-36.50 786.90 | -35.00 786.71 | -29.50 785.18 | 0.00 785.77 | 12.00 785.53 | 28.50 785.28 | 30.12 787.11 | 34.30 787.20

2.0 FT

5.0 FT

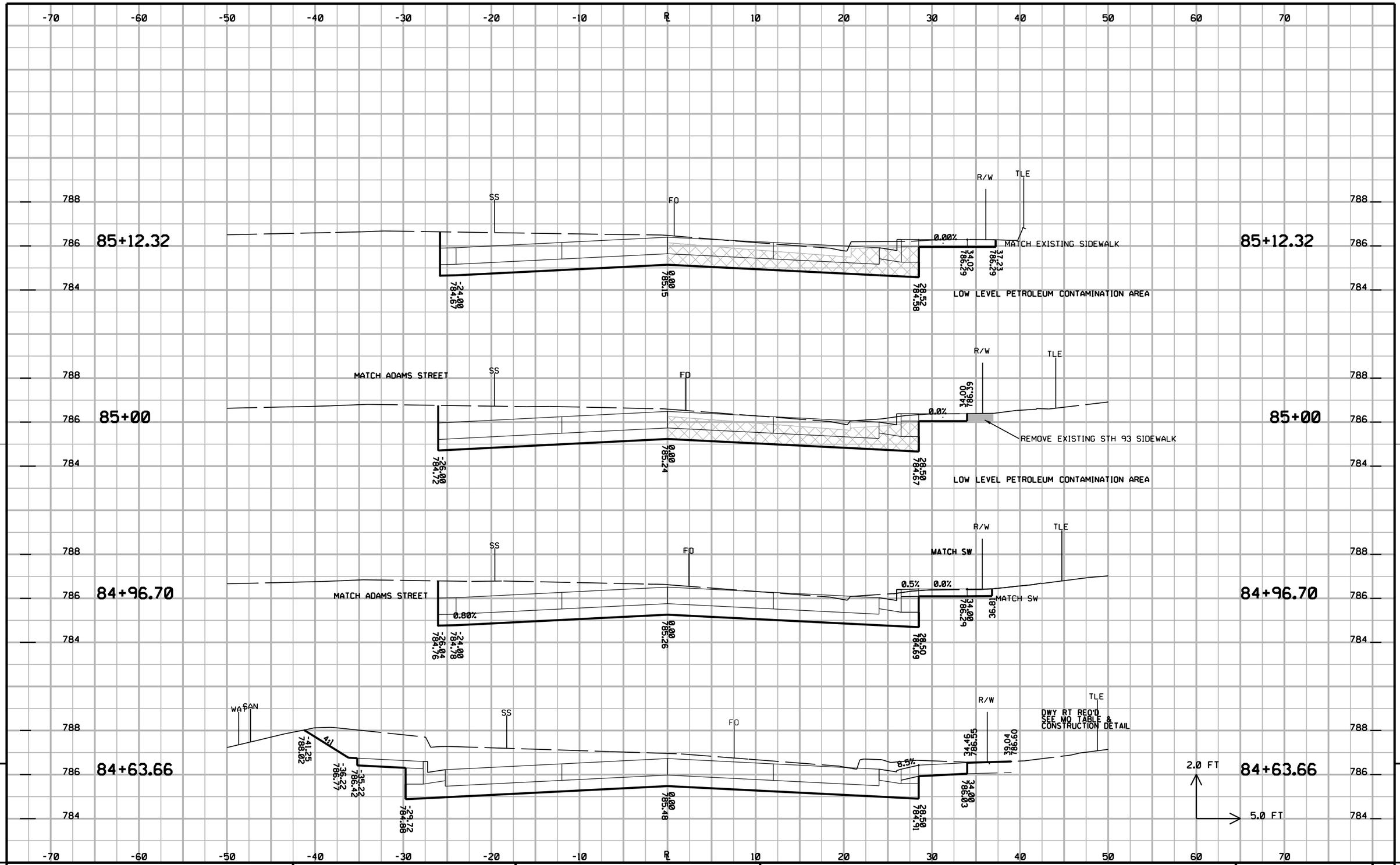
**84+00**

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 429 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

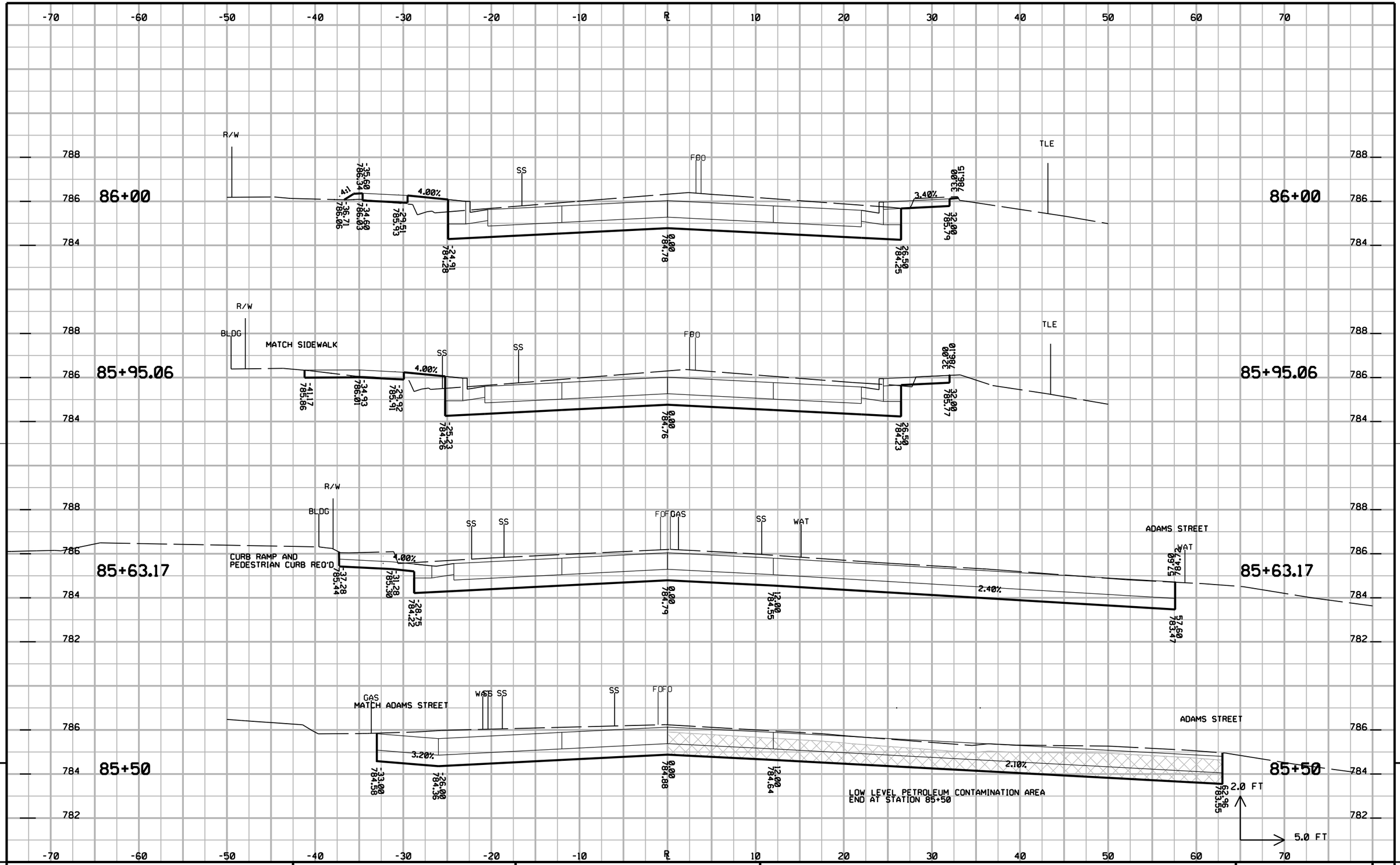
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 430 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 431 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

792 792

790 790

788 788

786 786

784 784

782 782

BEGIN M-61-001 RAILING
STATION 87+00
PROJECT ID: 7130-08-72

STATION 87+00
END PROJ. ID: 7132-08-72
BEGIN PROJ ID: 7130-08-72

R/W AT 73.96

87+00

4:1
-30.80
786.63
-27.00
787.57
-26.00
788.57
-20.50
785.73
0.00
786.14
23.86
785.66
29.31
787.21
34.31
787.57
0.70%
SS
FO

86+50

4:1
-29.72
786.41
-28.17
786.79
-27.22
787.74
-26.98
788.02
4.00%
-20.50
786.38
0.00
785.33
26.50
784.80
32.00
786.33
36.46
787.11
0.00%
SS
FO
R/W
TLE

2.0 FT
5.0 FT

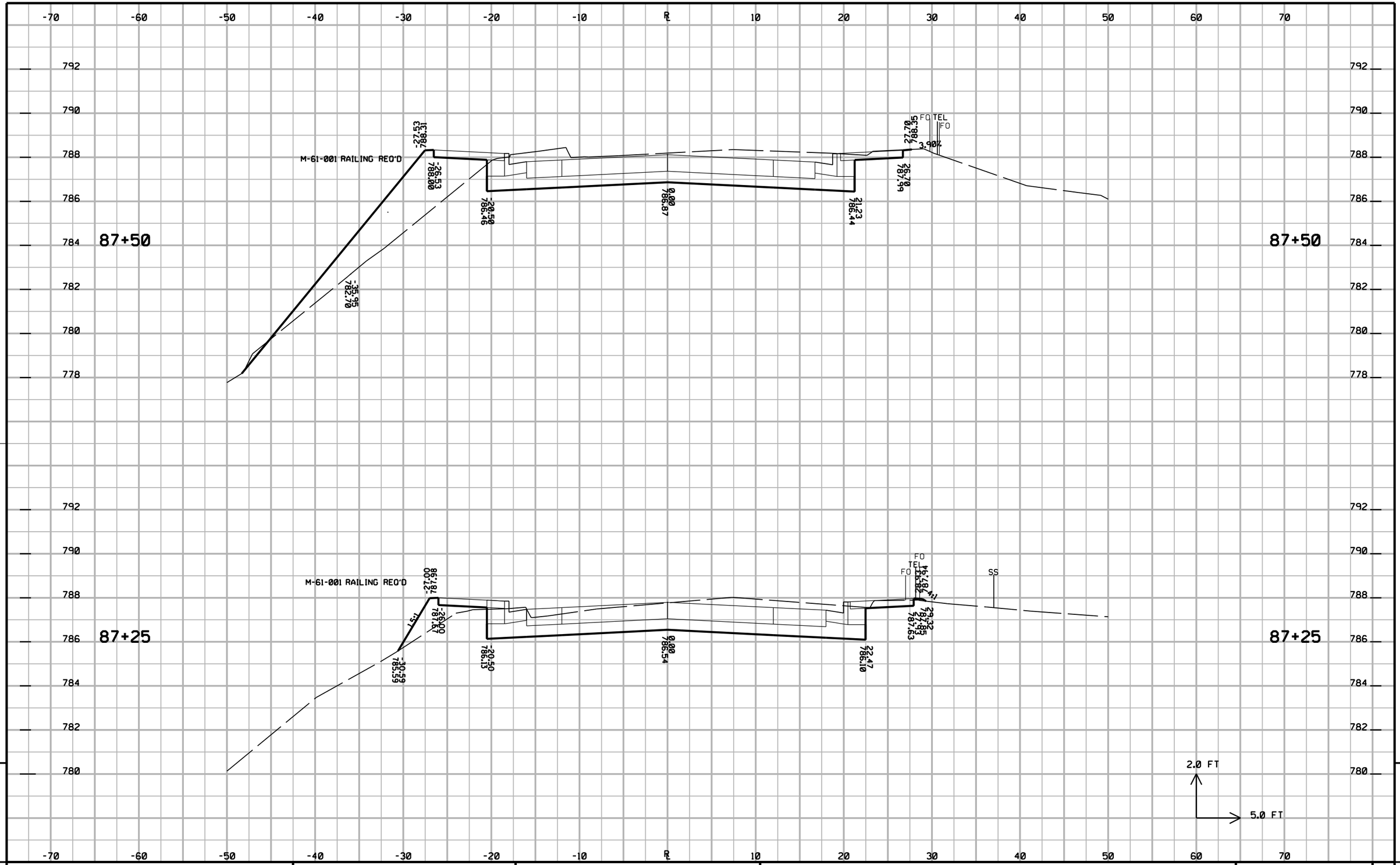
9 9

-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

| PROJECT NUMBER: 7130/7132 -08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 432 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

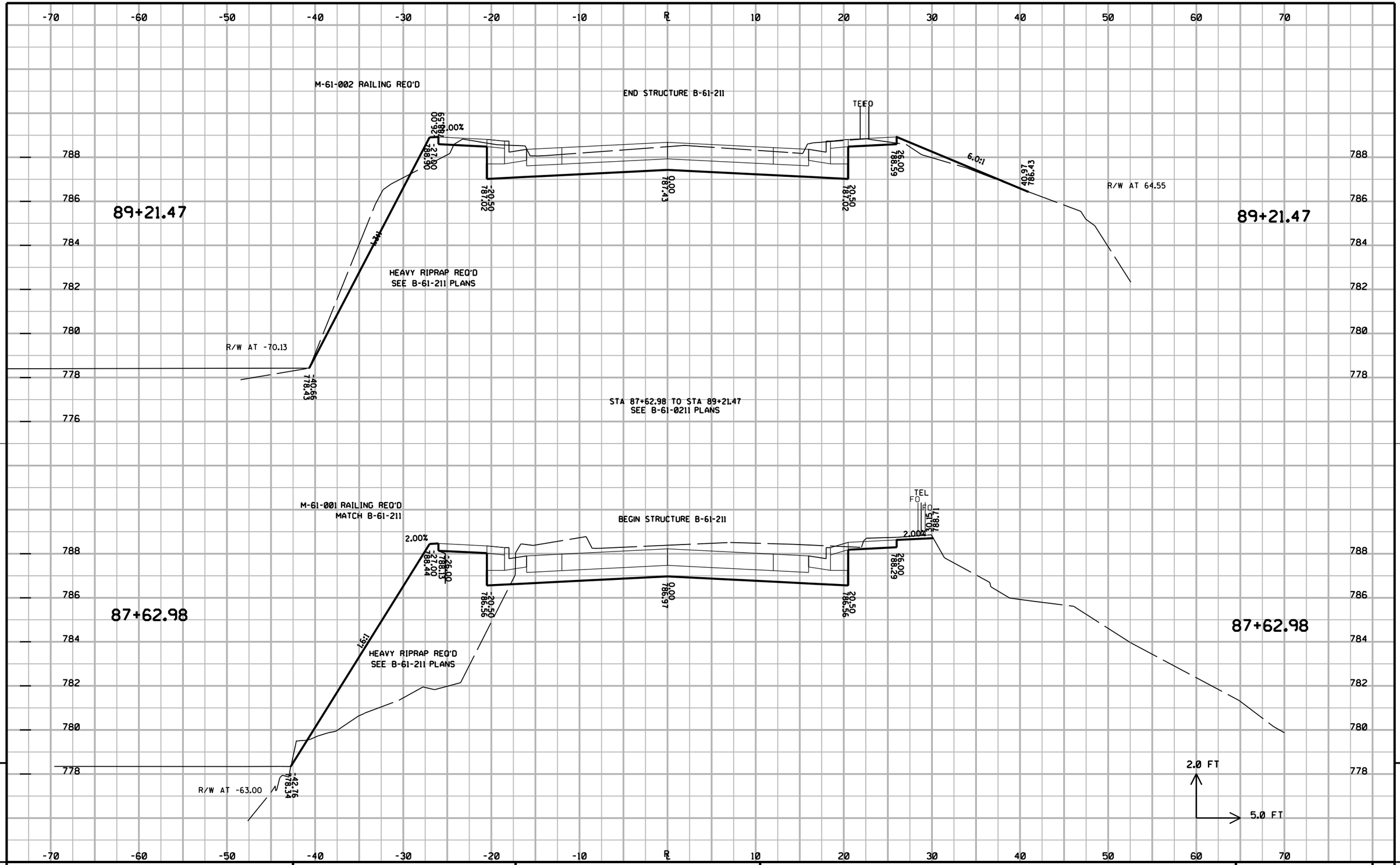
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7130-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 433 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

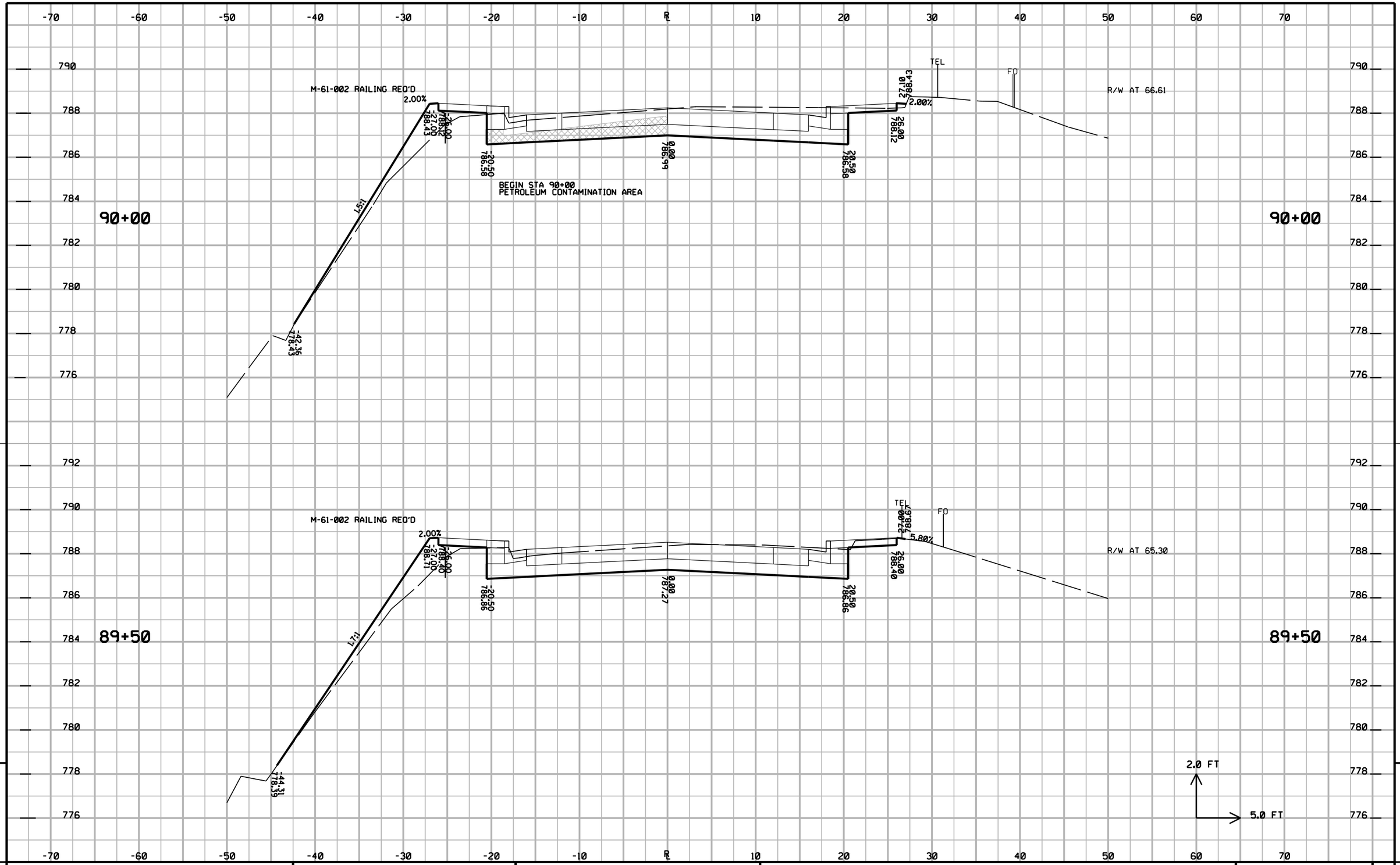



9

| PROJECT NUMBER: 7130-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 434 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

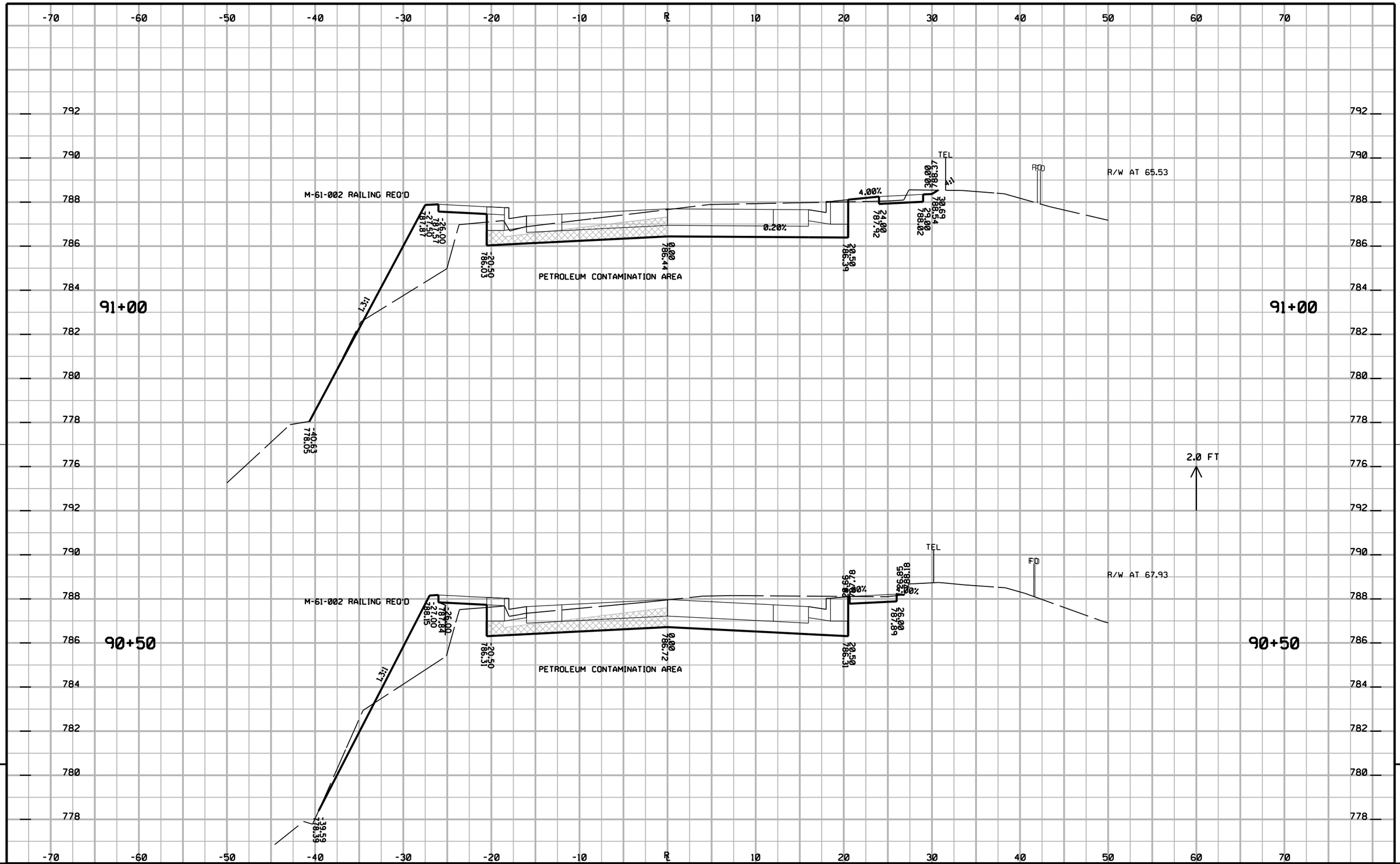
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7130-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 435 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

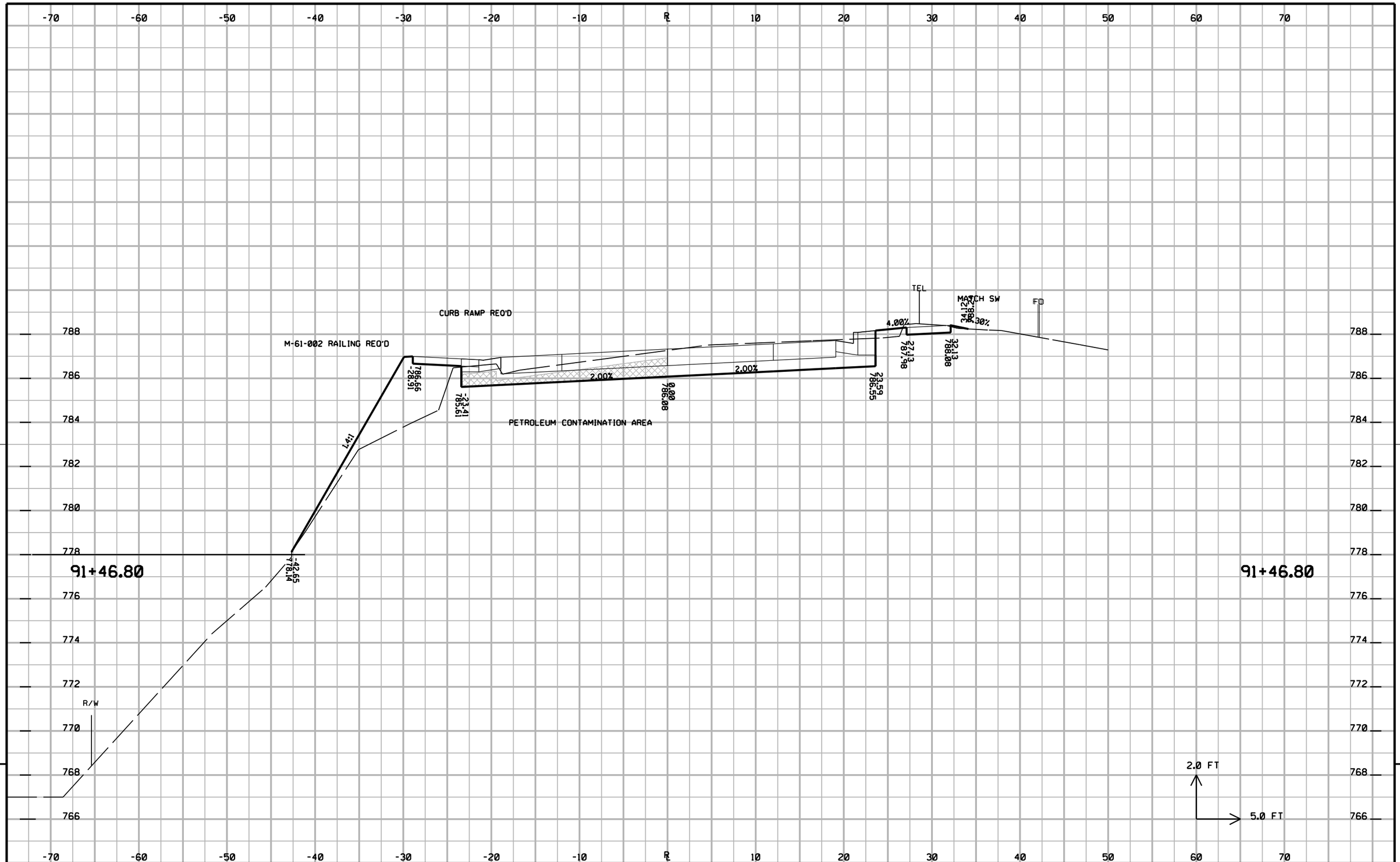
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 436 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



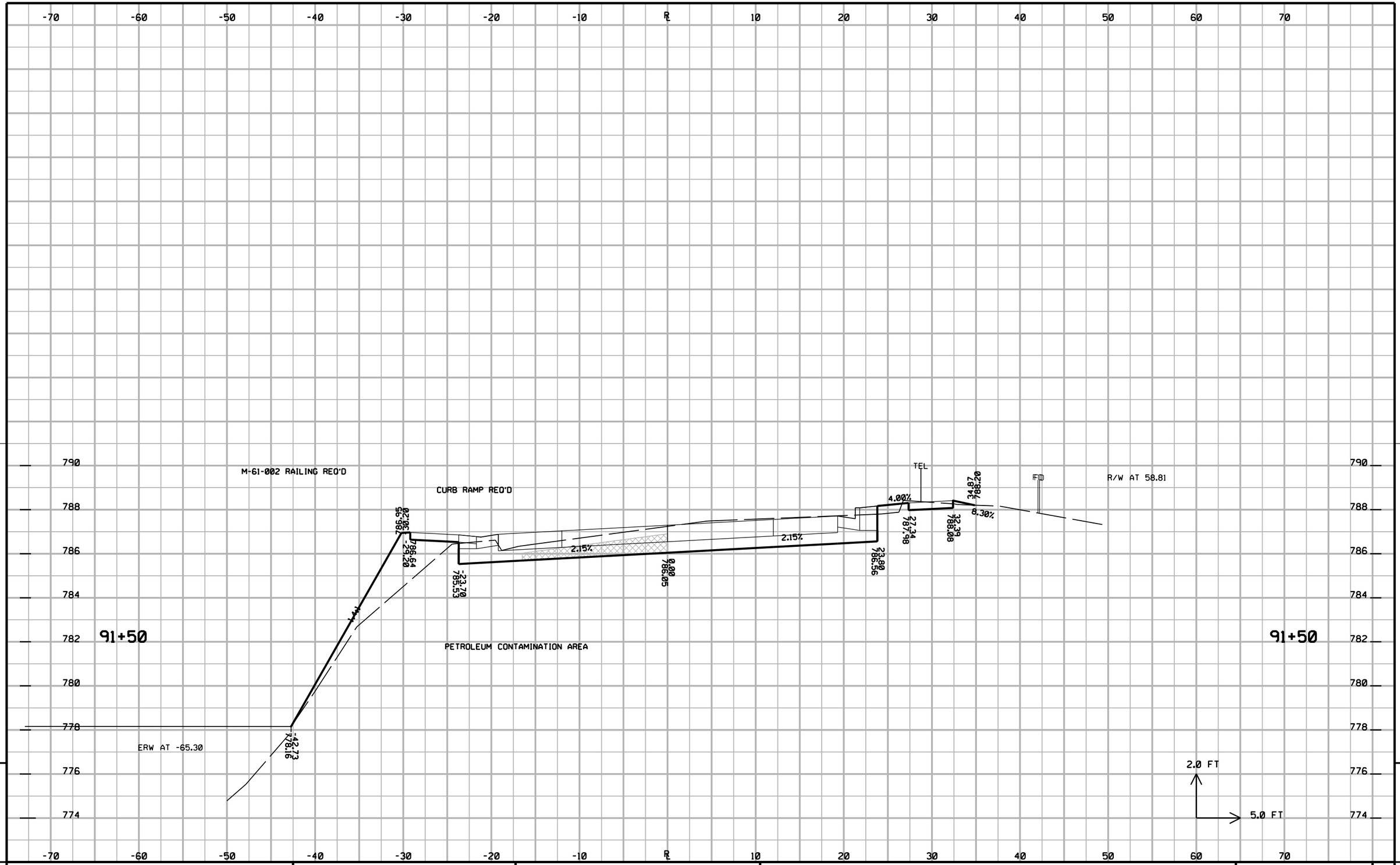

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 437 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



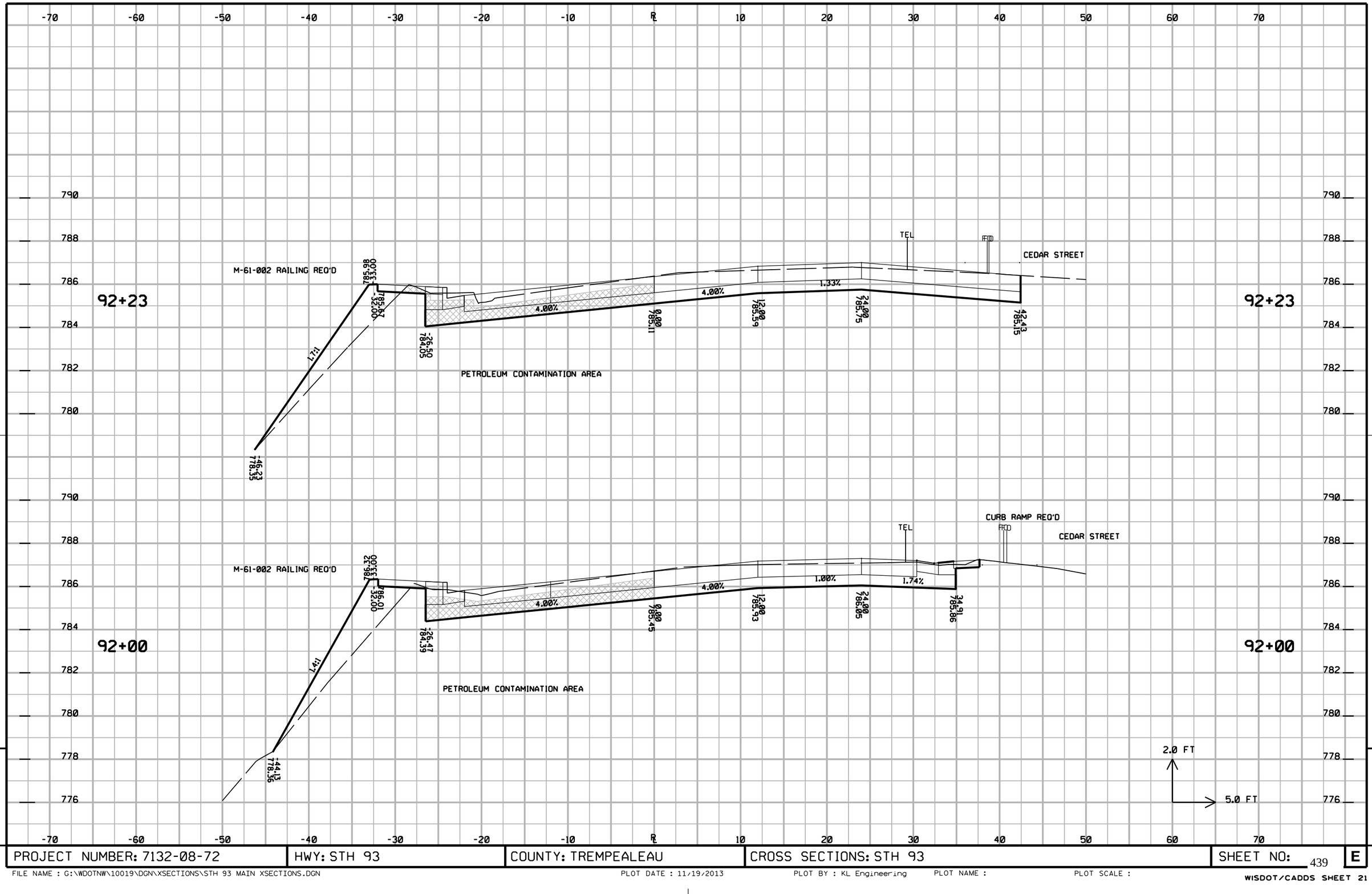

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 438 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

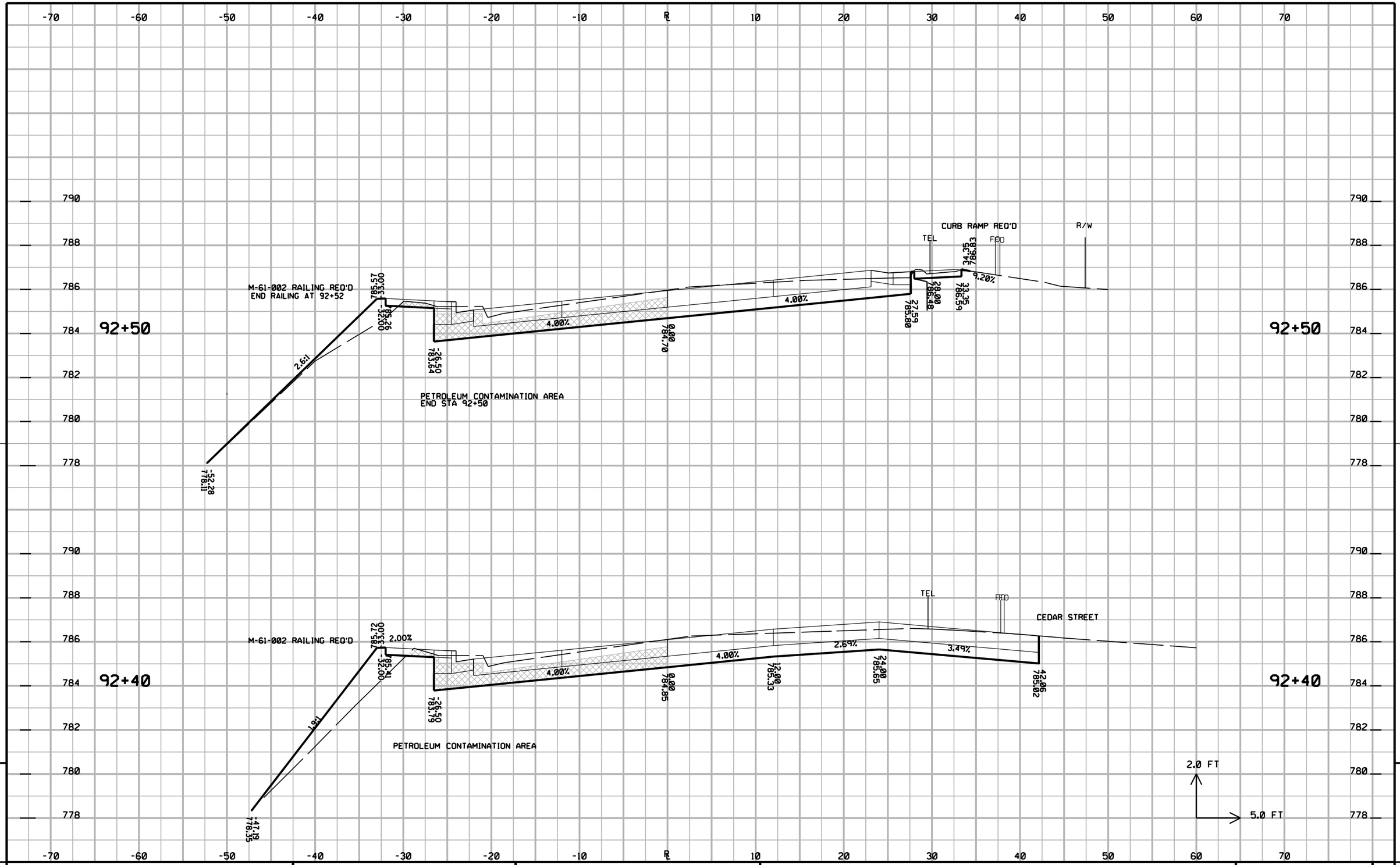
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 439 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

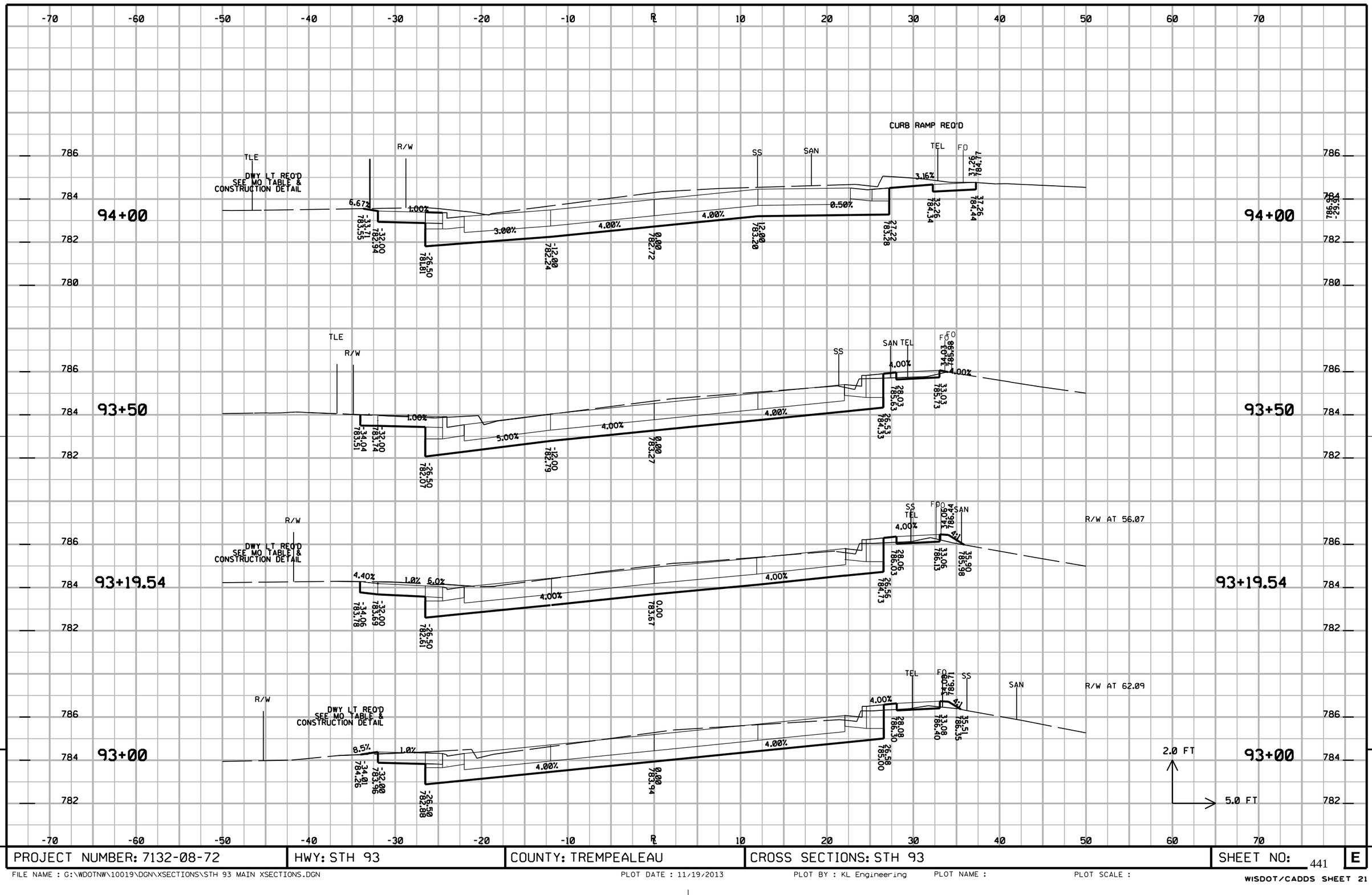
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 440 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

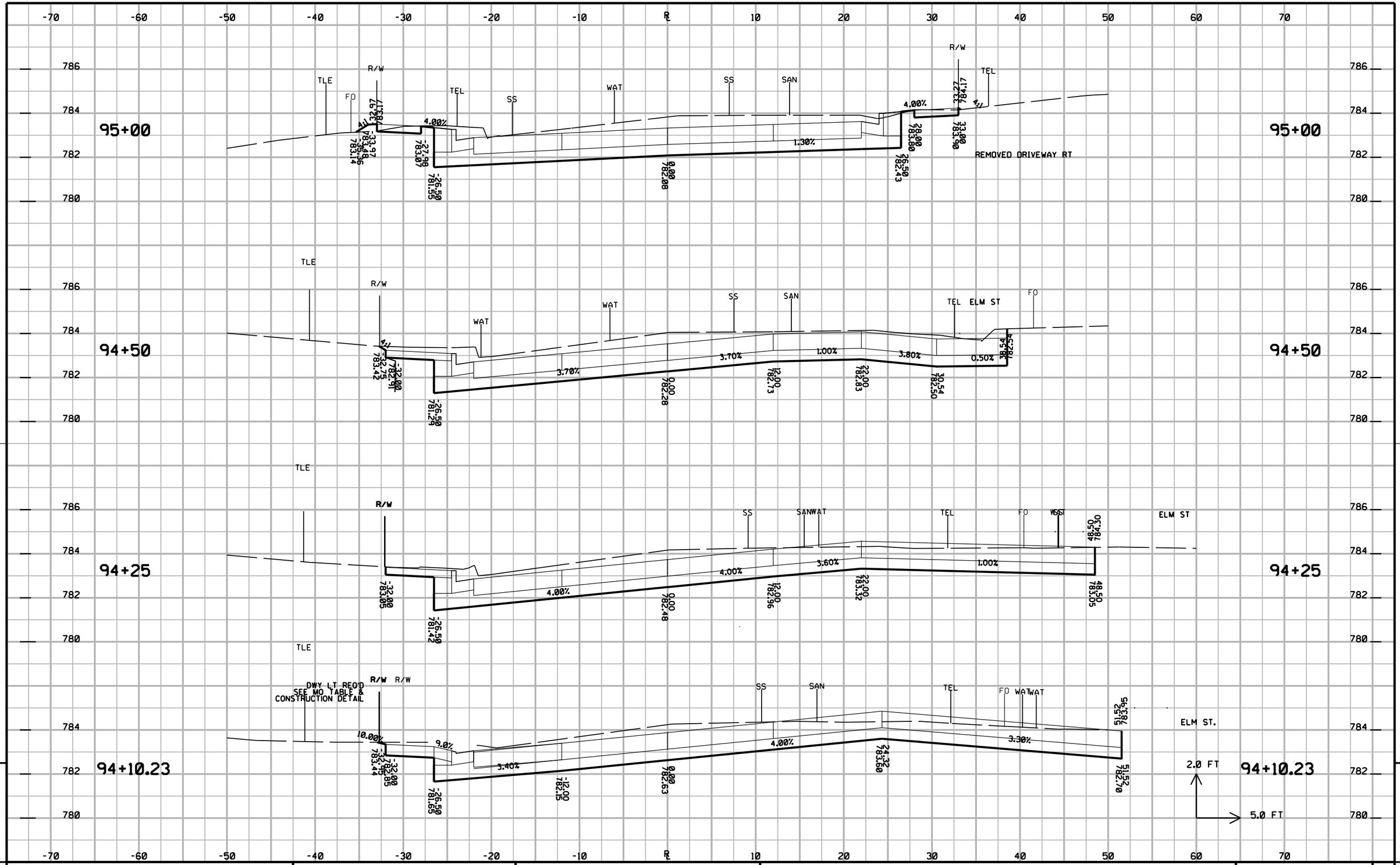
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 441 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

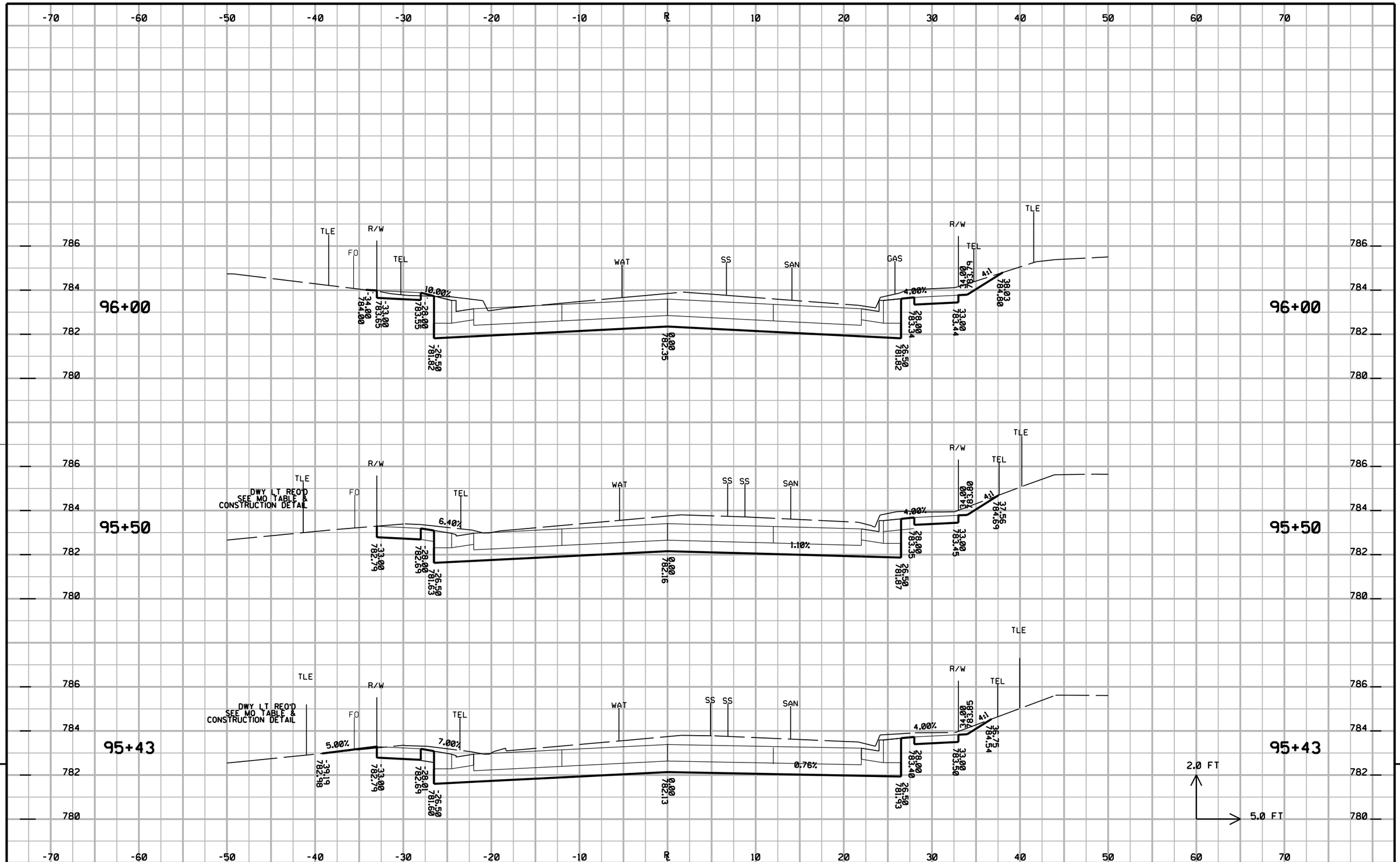
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 442 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

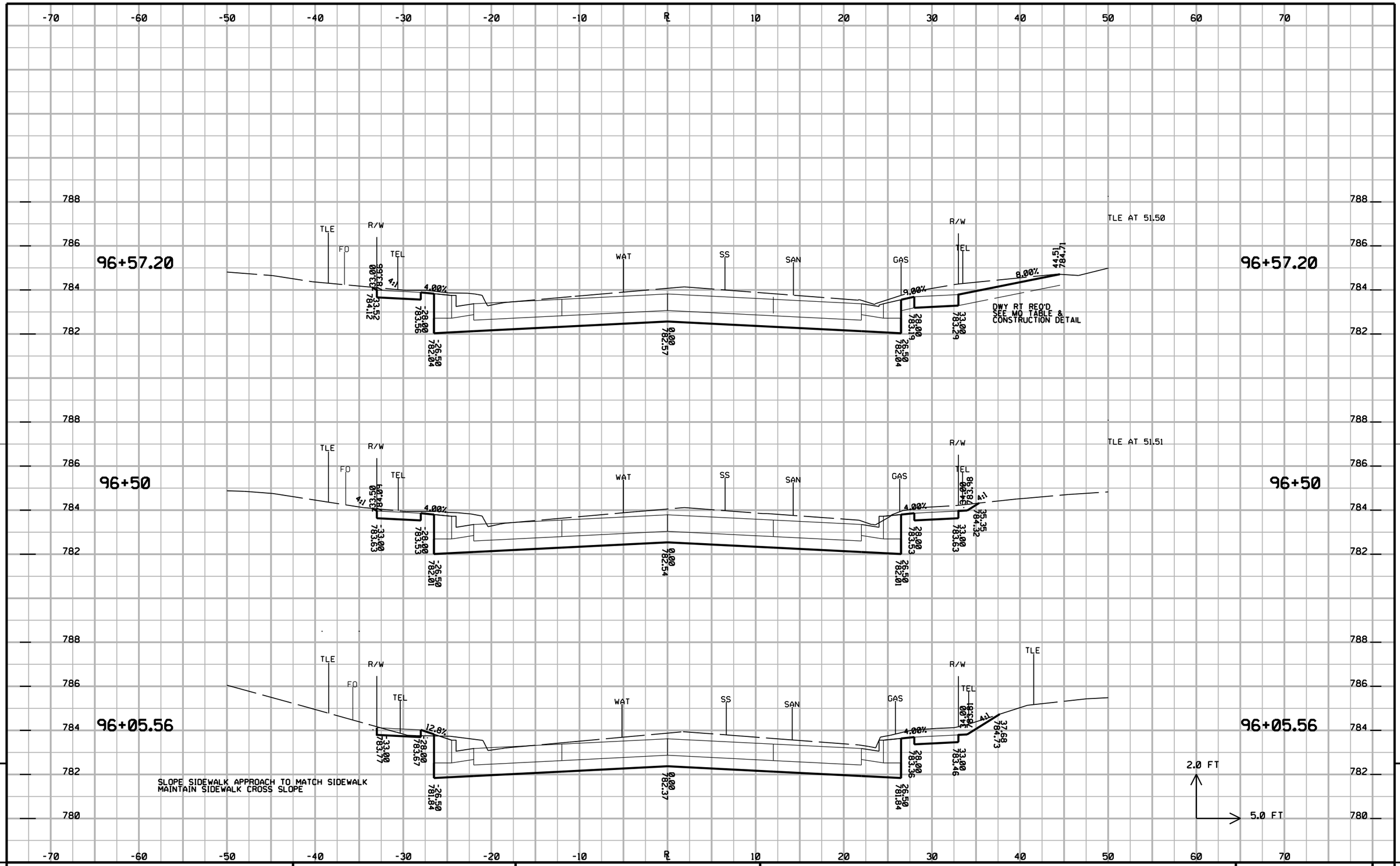



| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 443 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

9



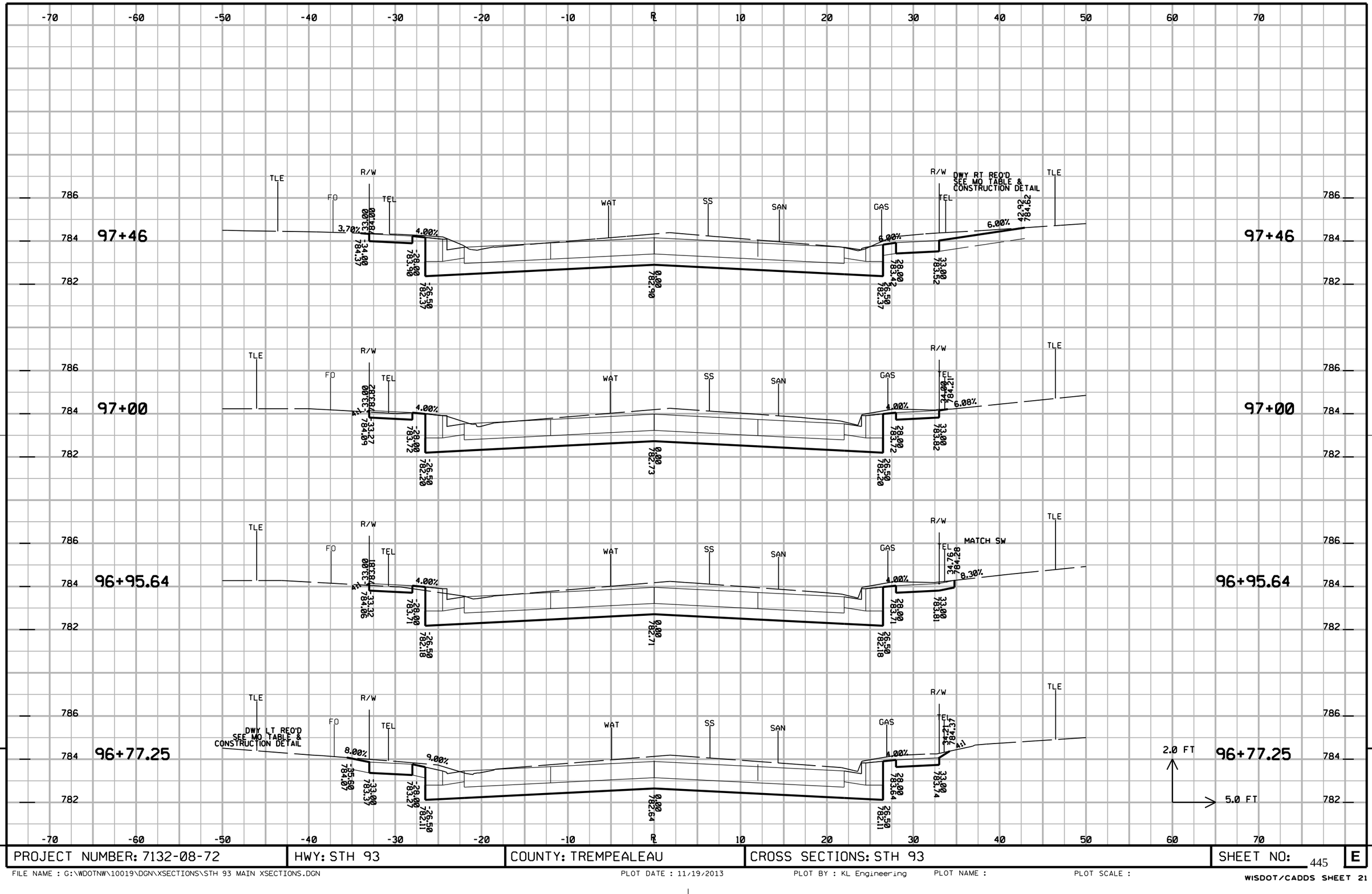

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 444 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

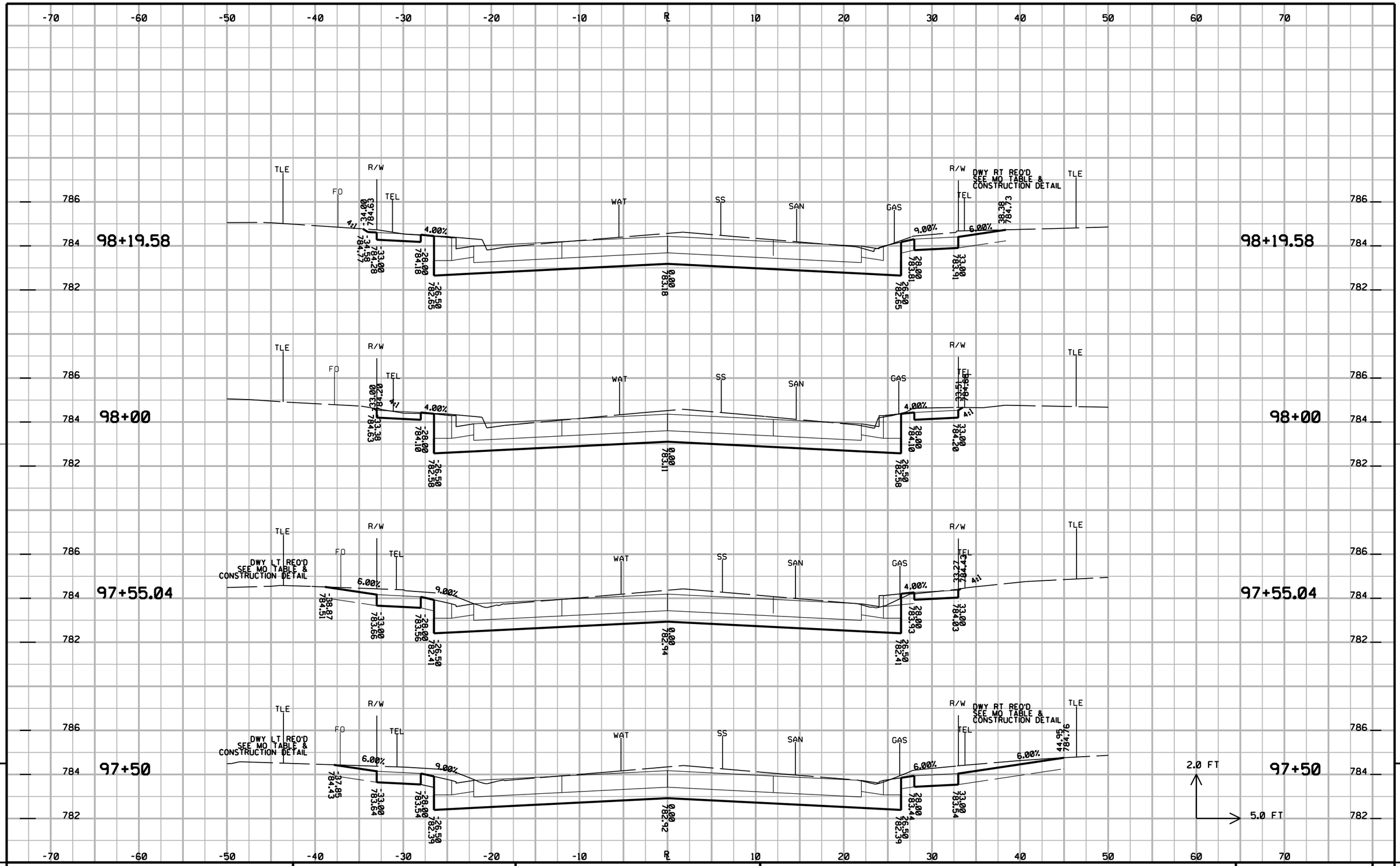
WISDOT/CADDS SHEET 21



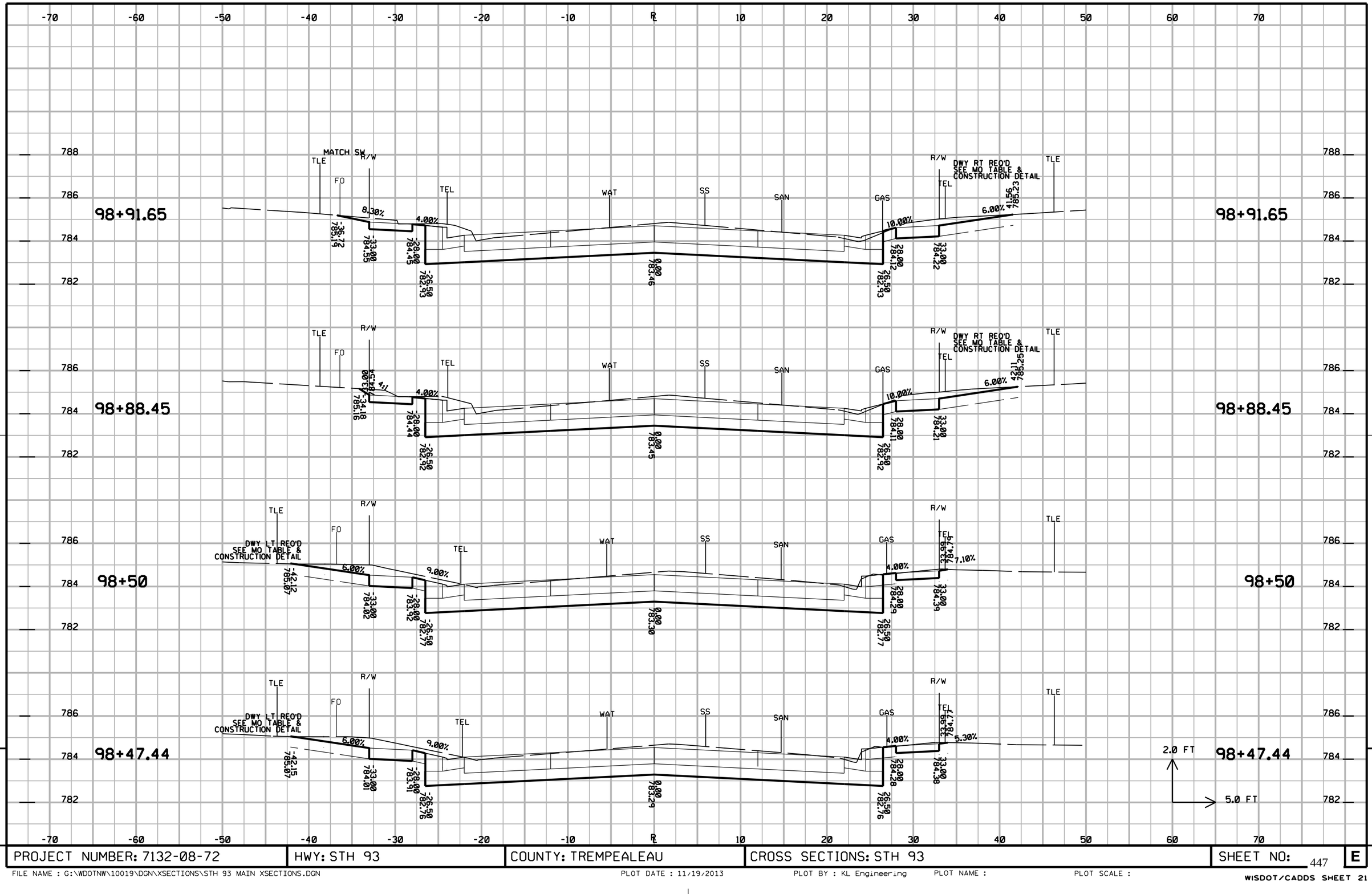

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 445 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

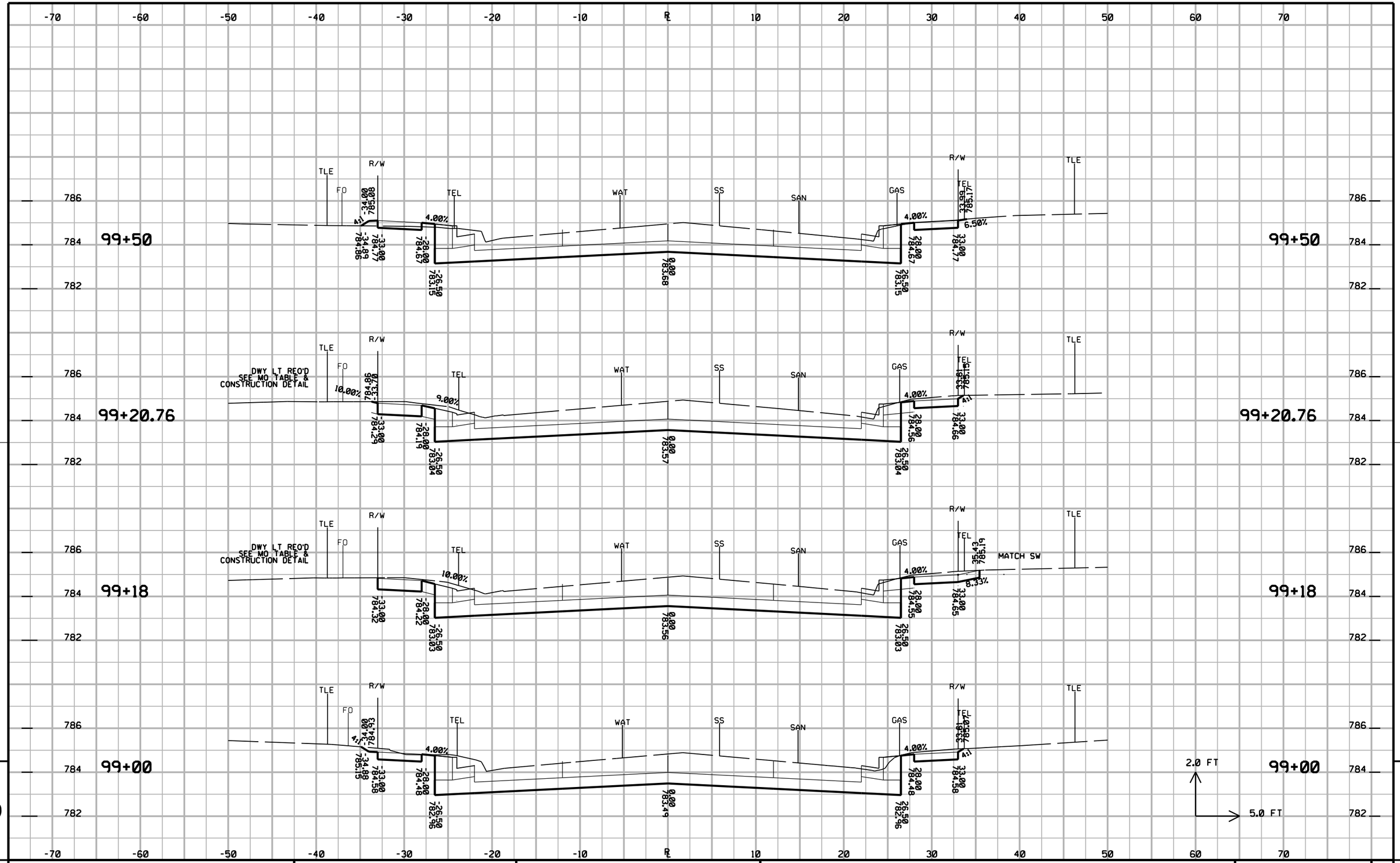
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 446 | E |
|---|---|---|---|---|---|




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 447 | E |
|---|---|---|---|---|---|

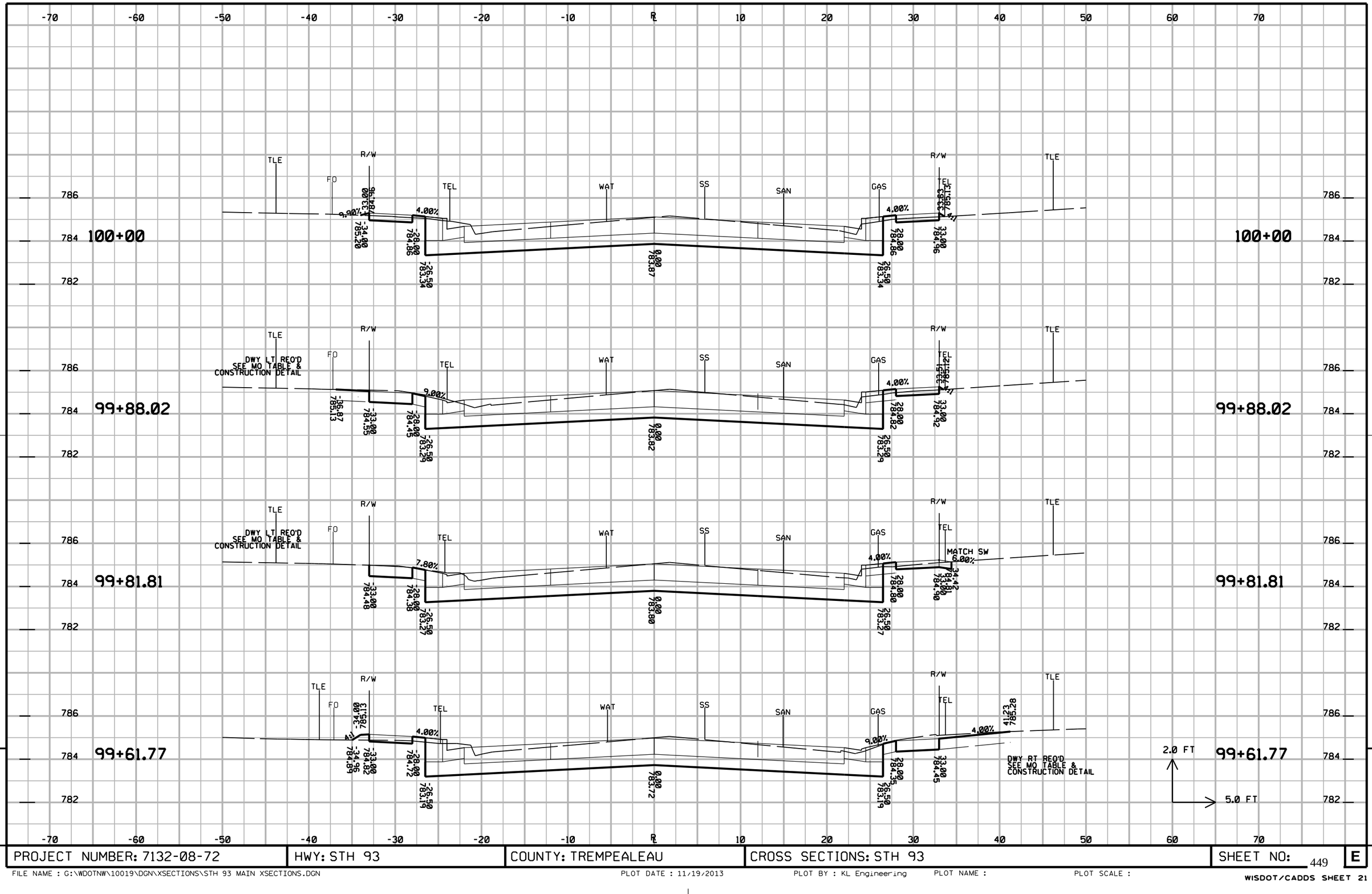



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 448 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

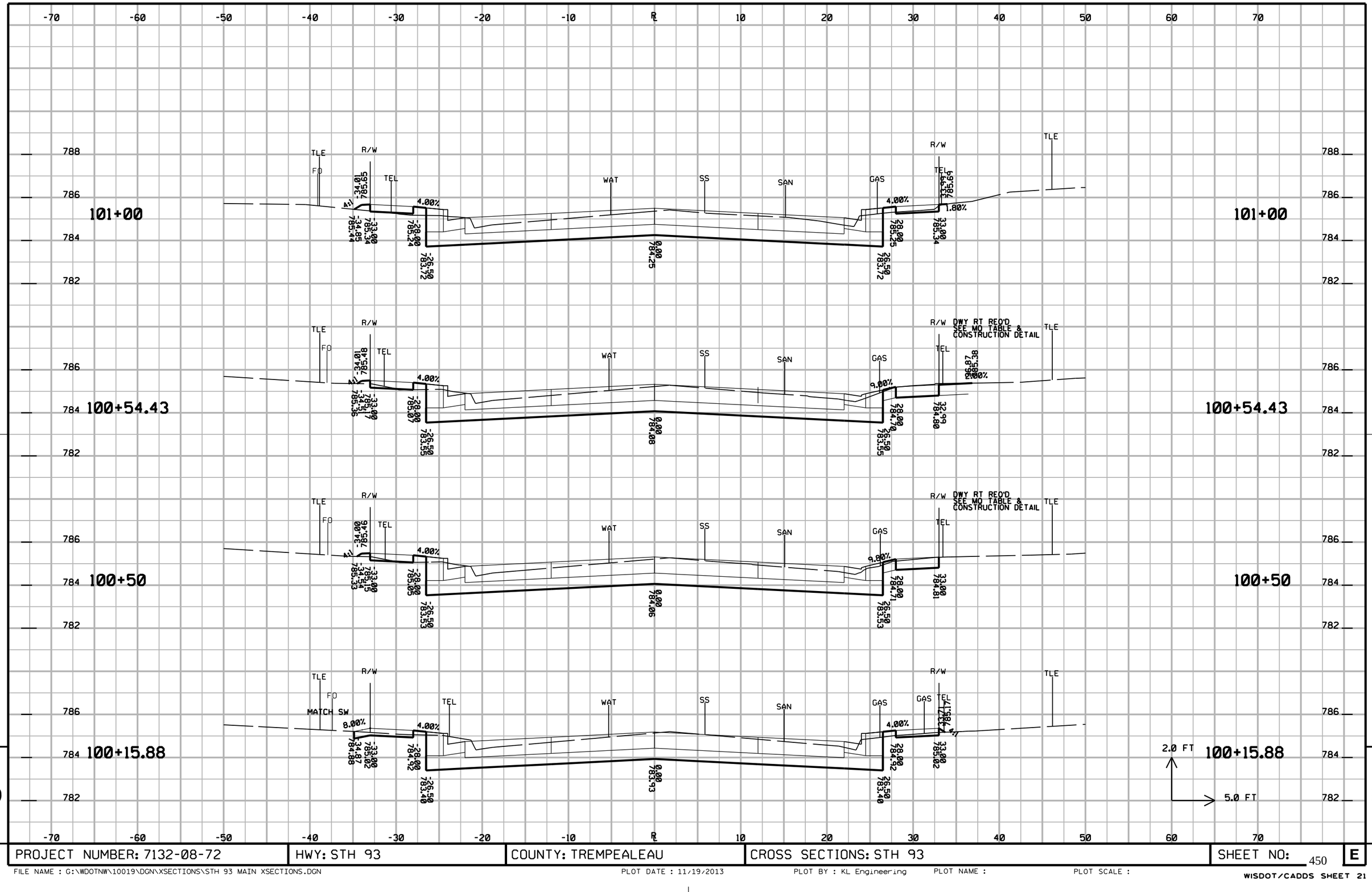
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 449 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



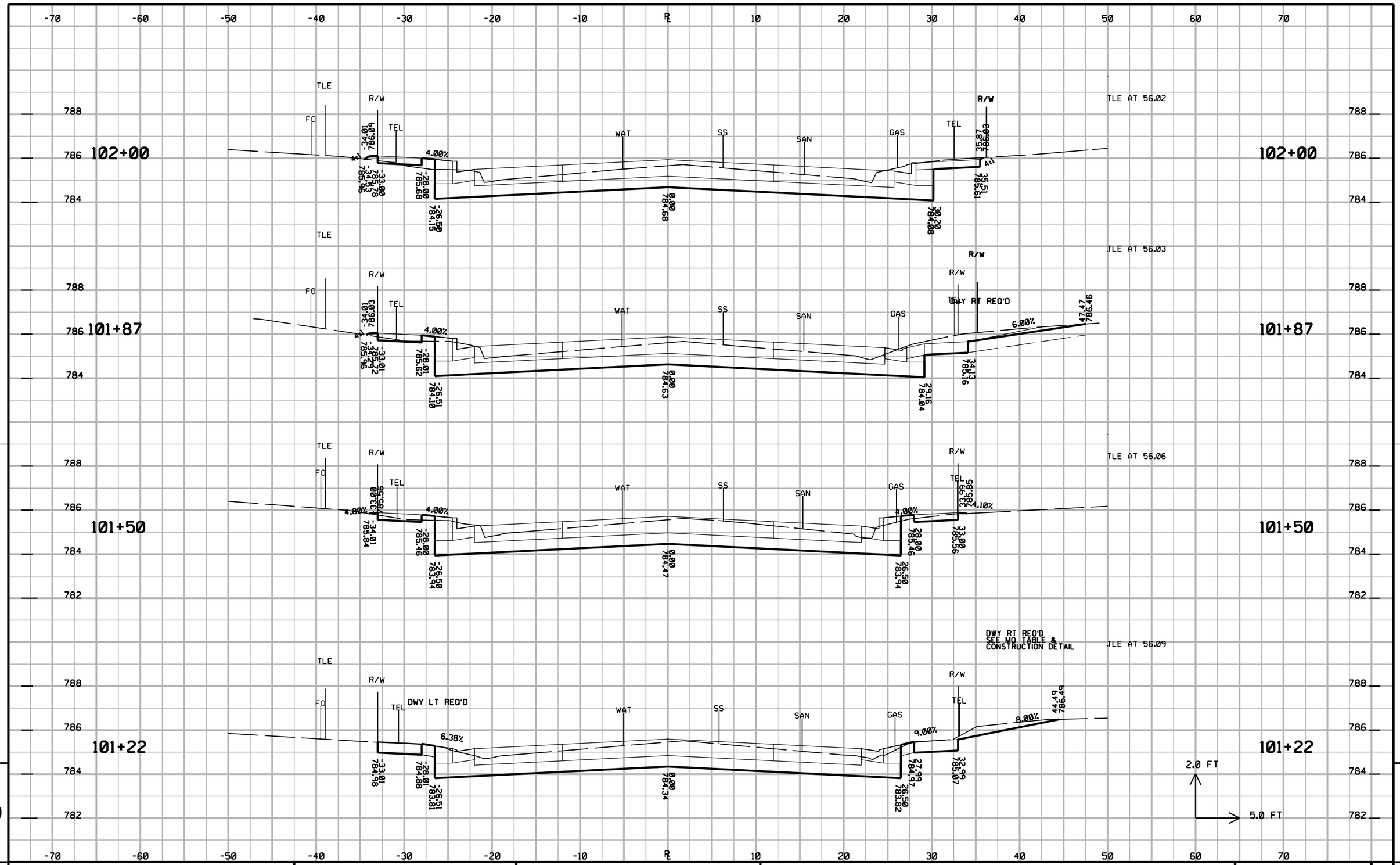

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 450 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

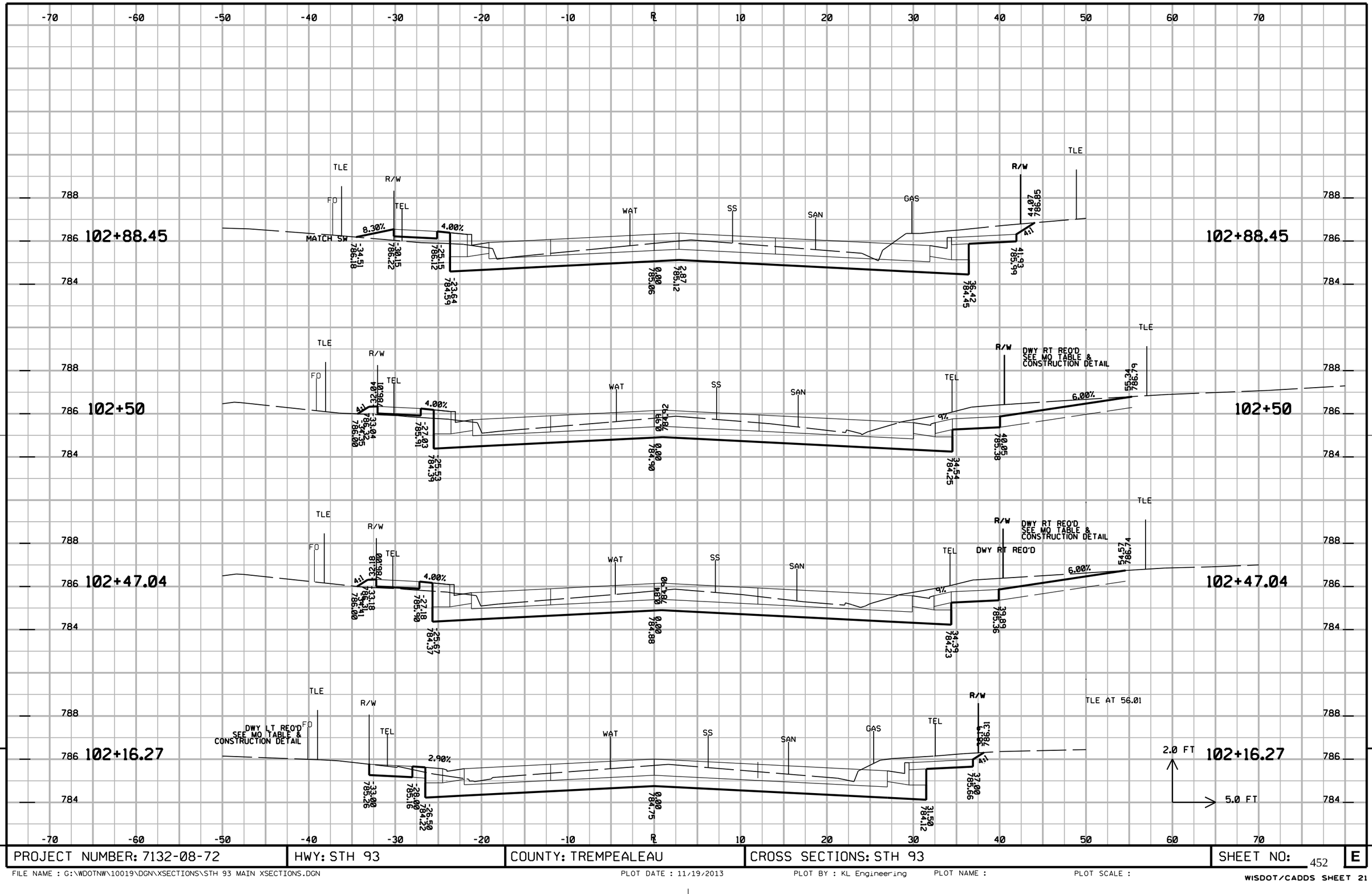



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 451 | E |
|---|---|---|---|---|---|

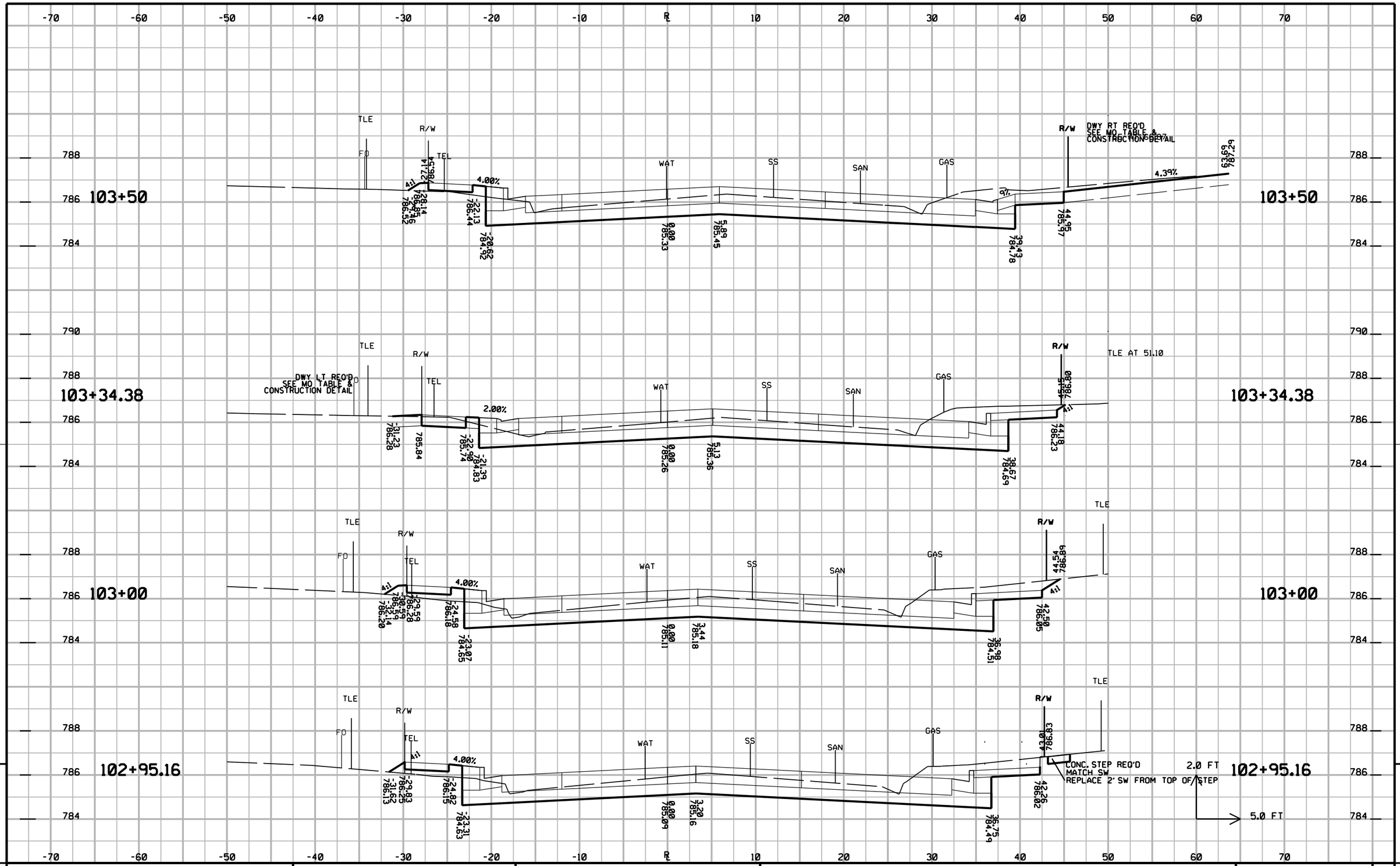
FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 452 | E |
|---|---|---|---|---|---|



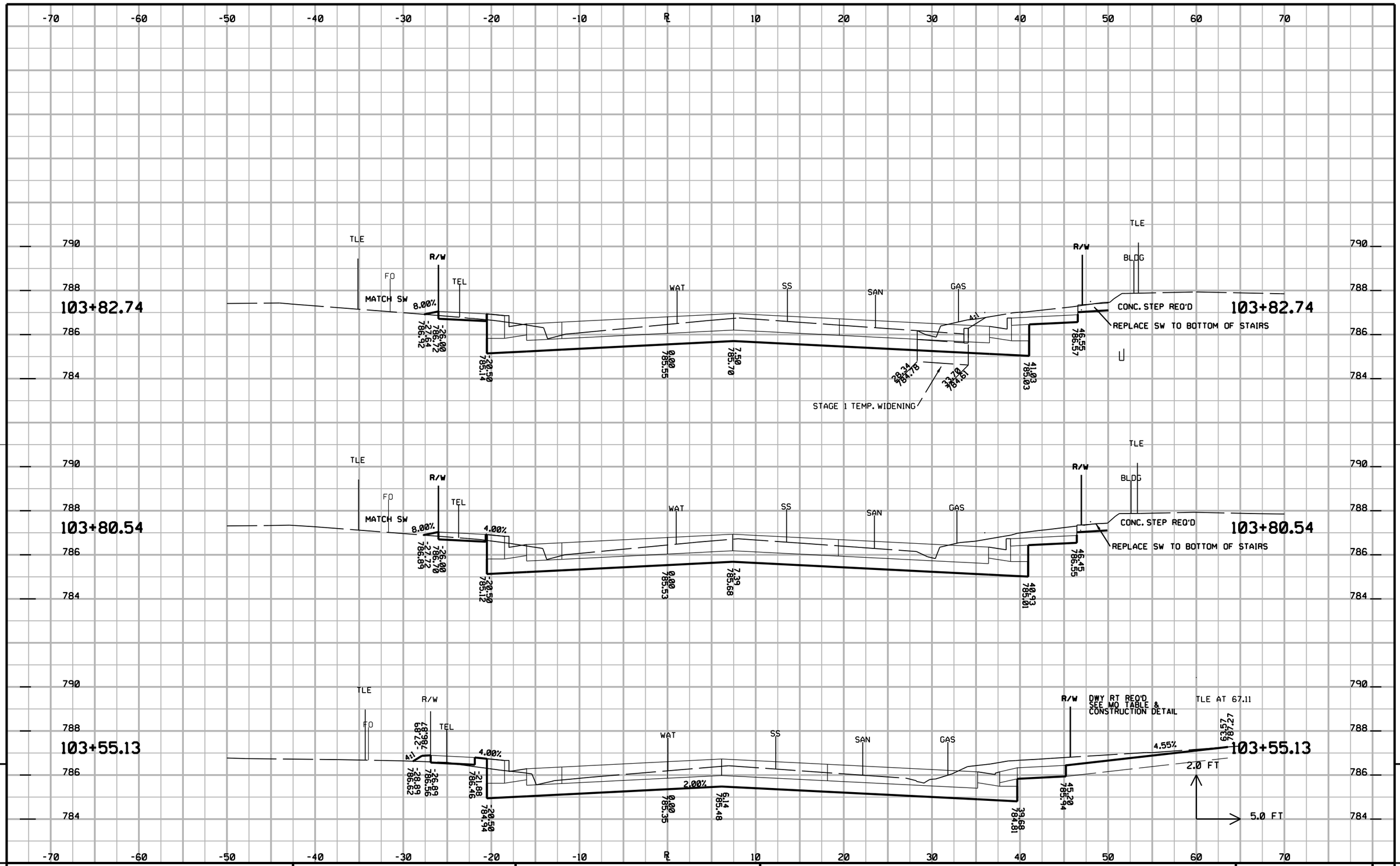

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 453 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

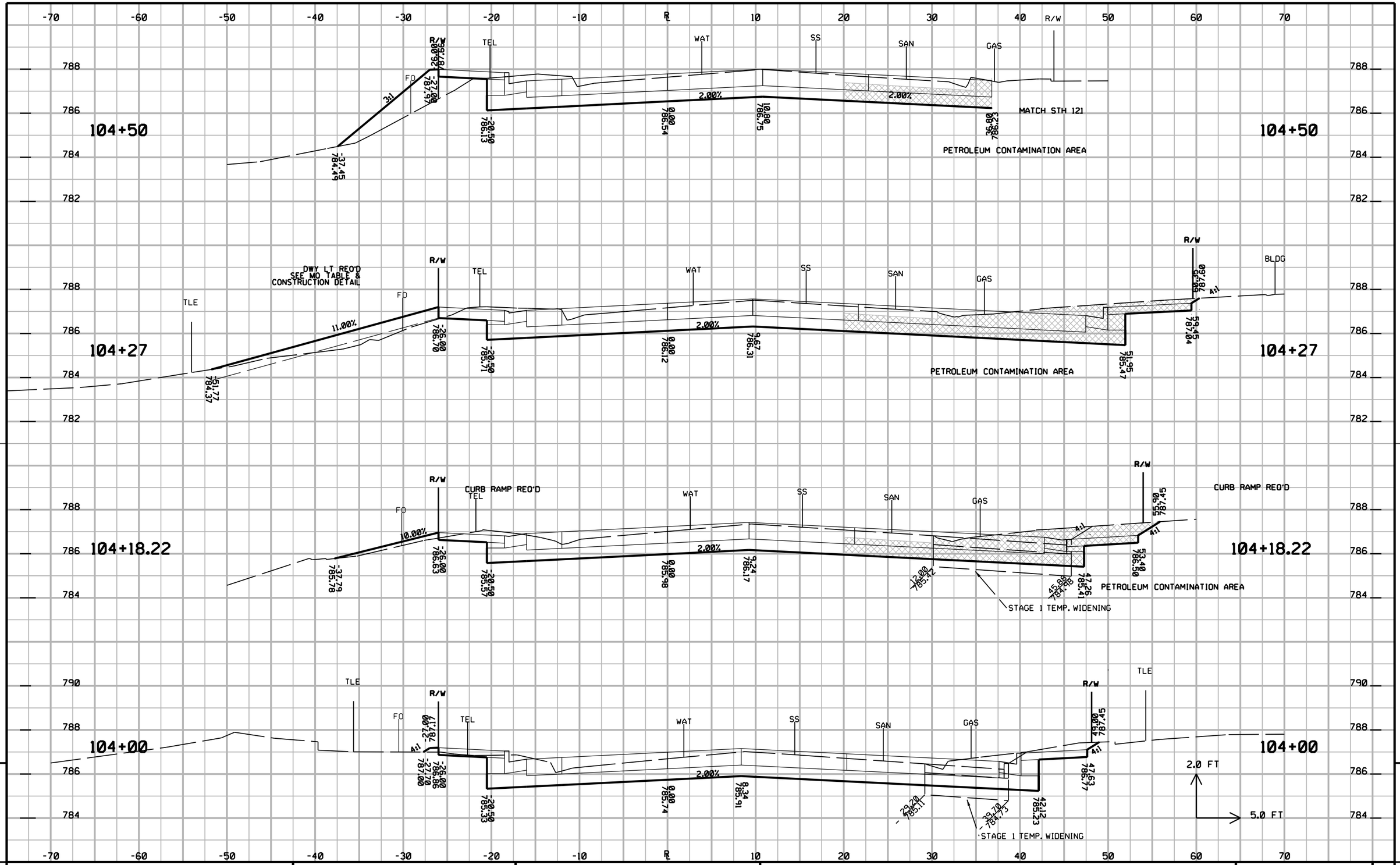
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 454 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

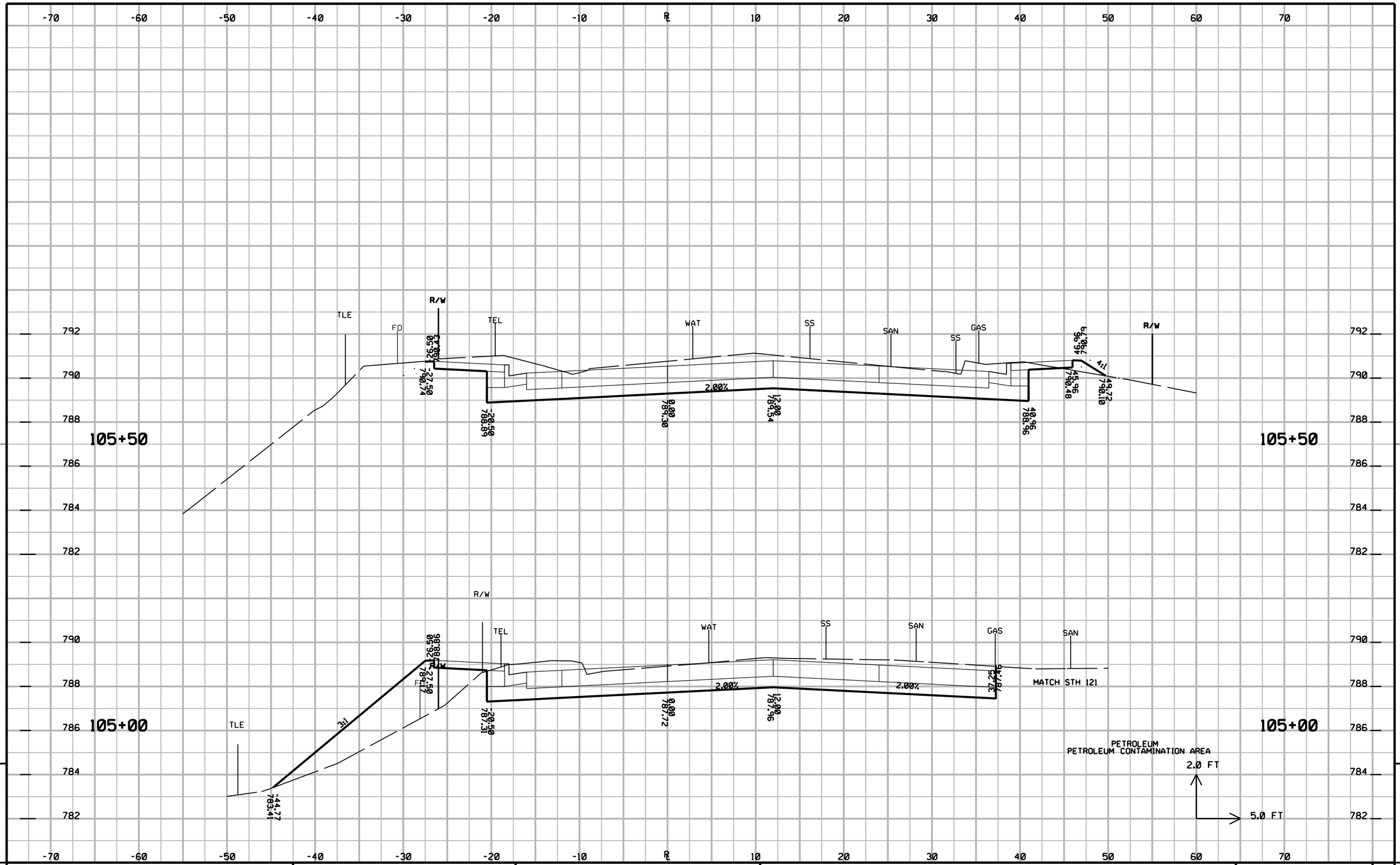
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 455 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

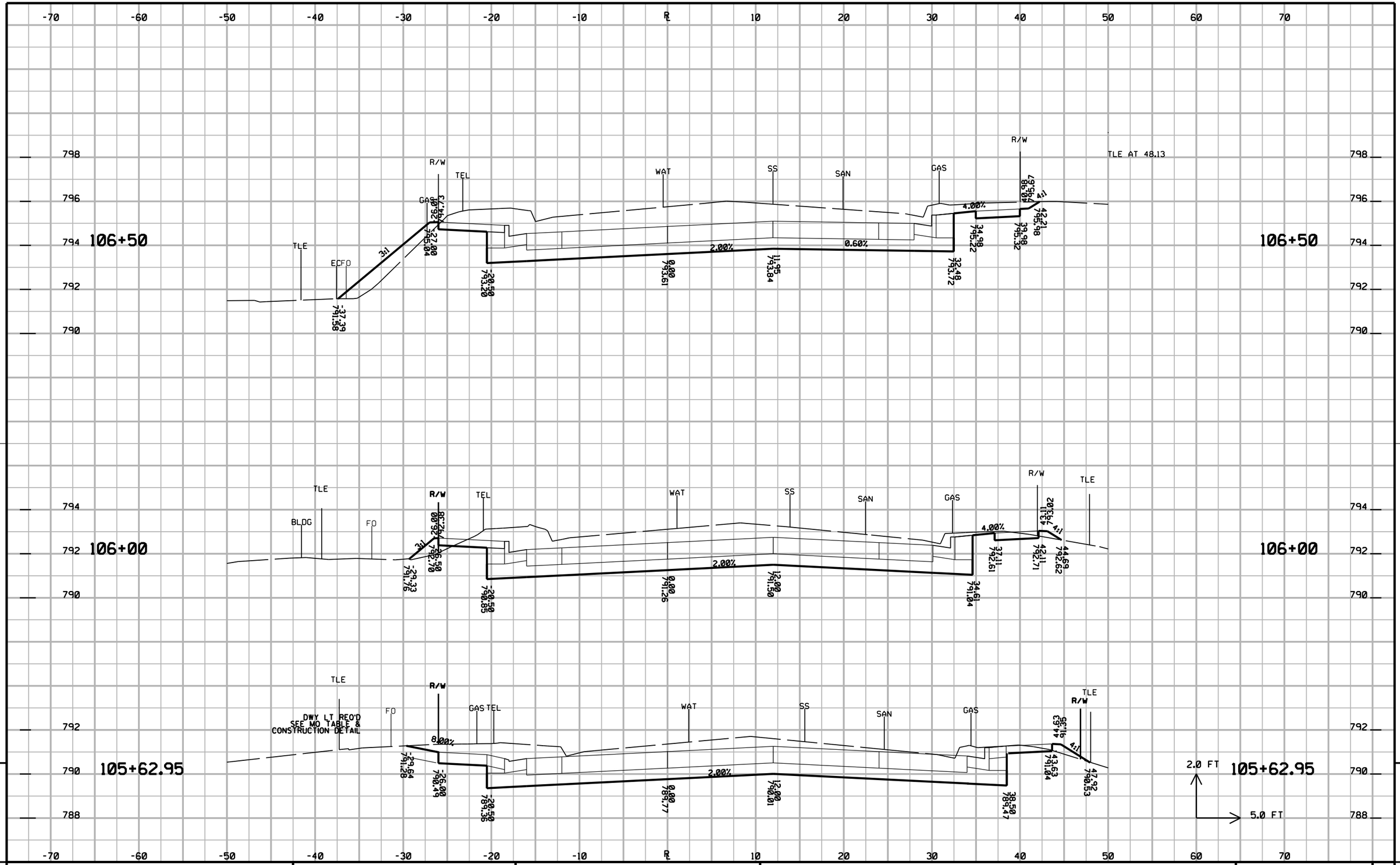
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 456 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

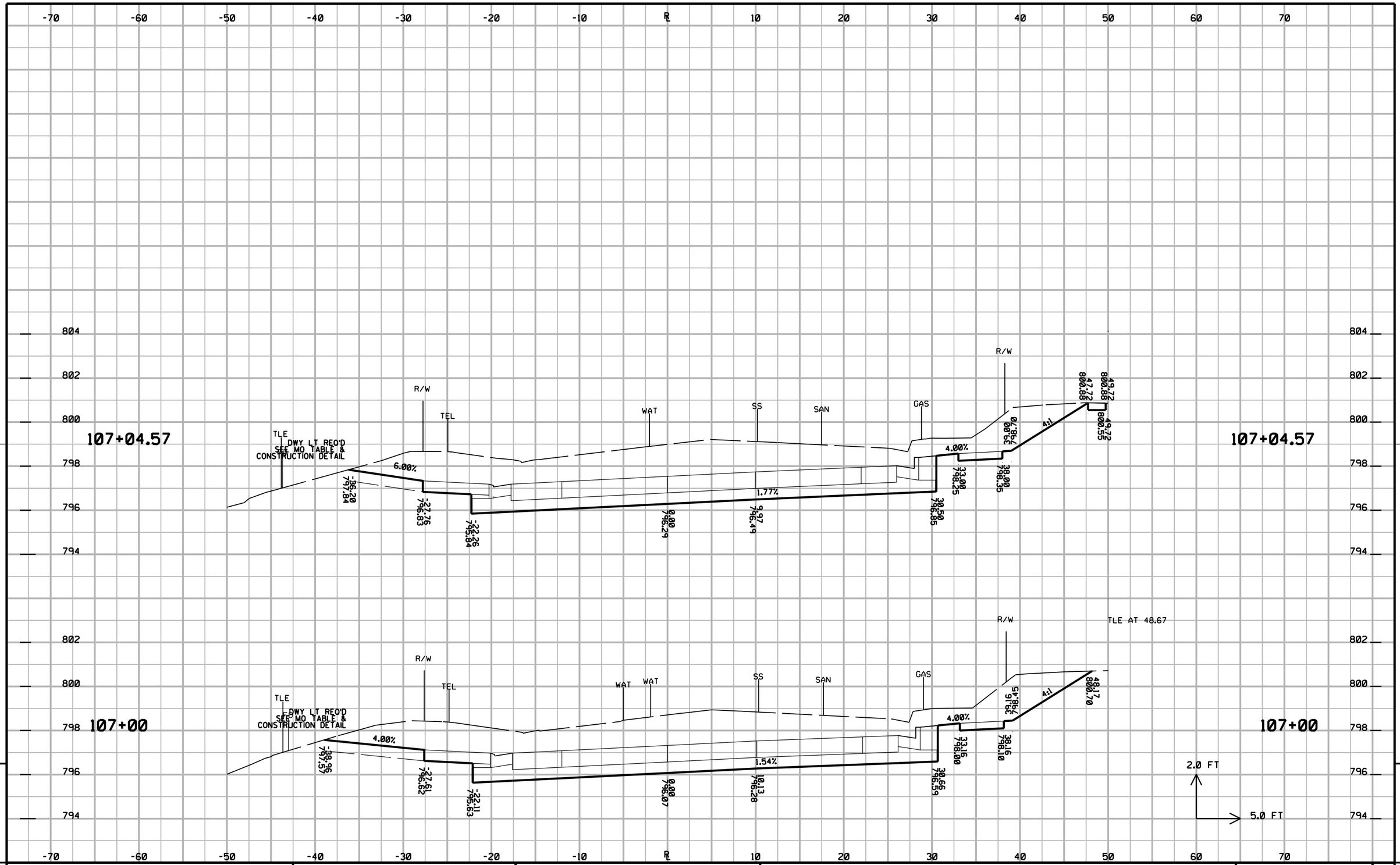
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 457 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



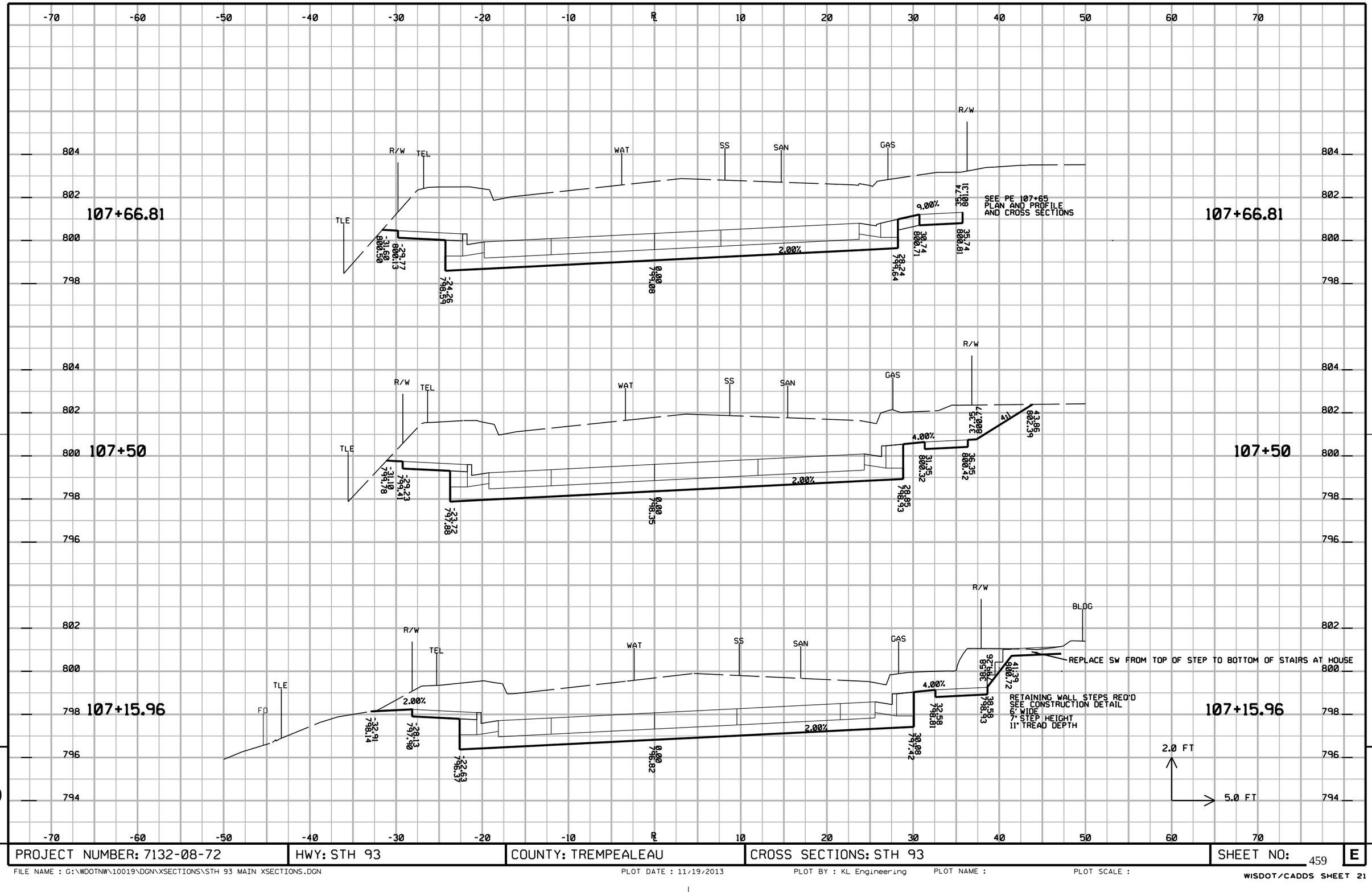

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 458 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

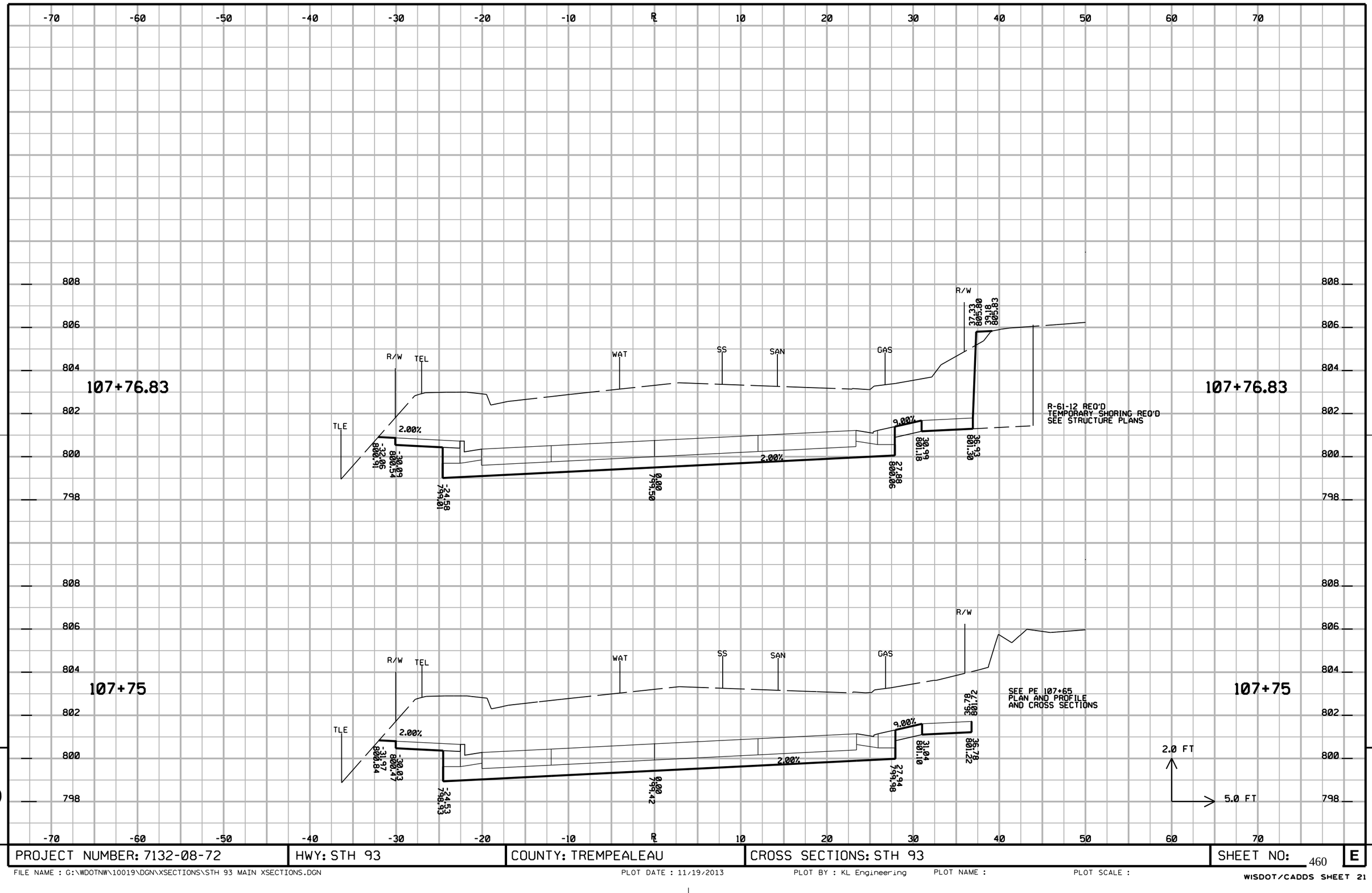



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 459 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

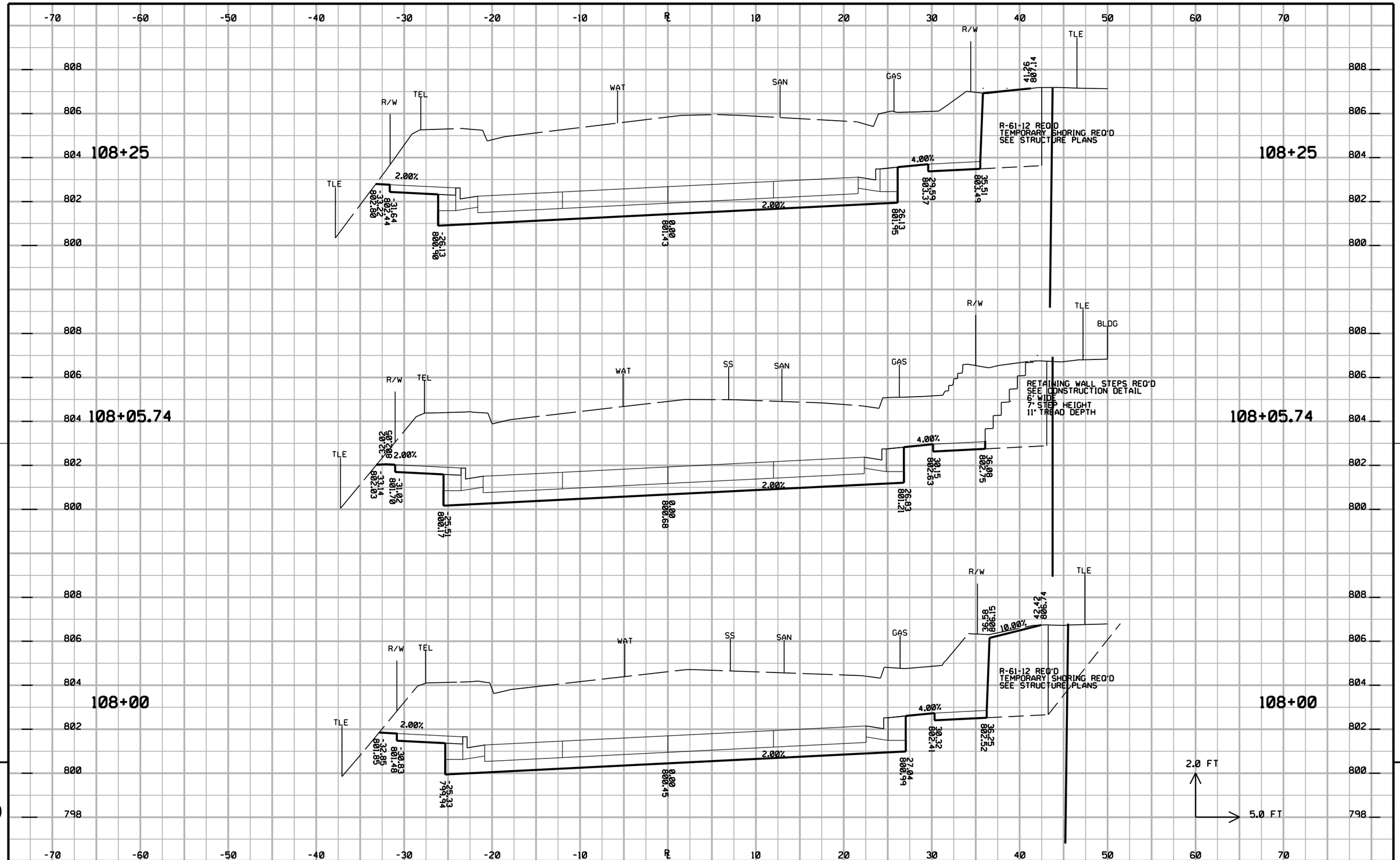
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 460 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

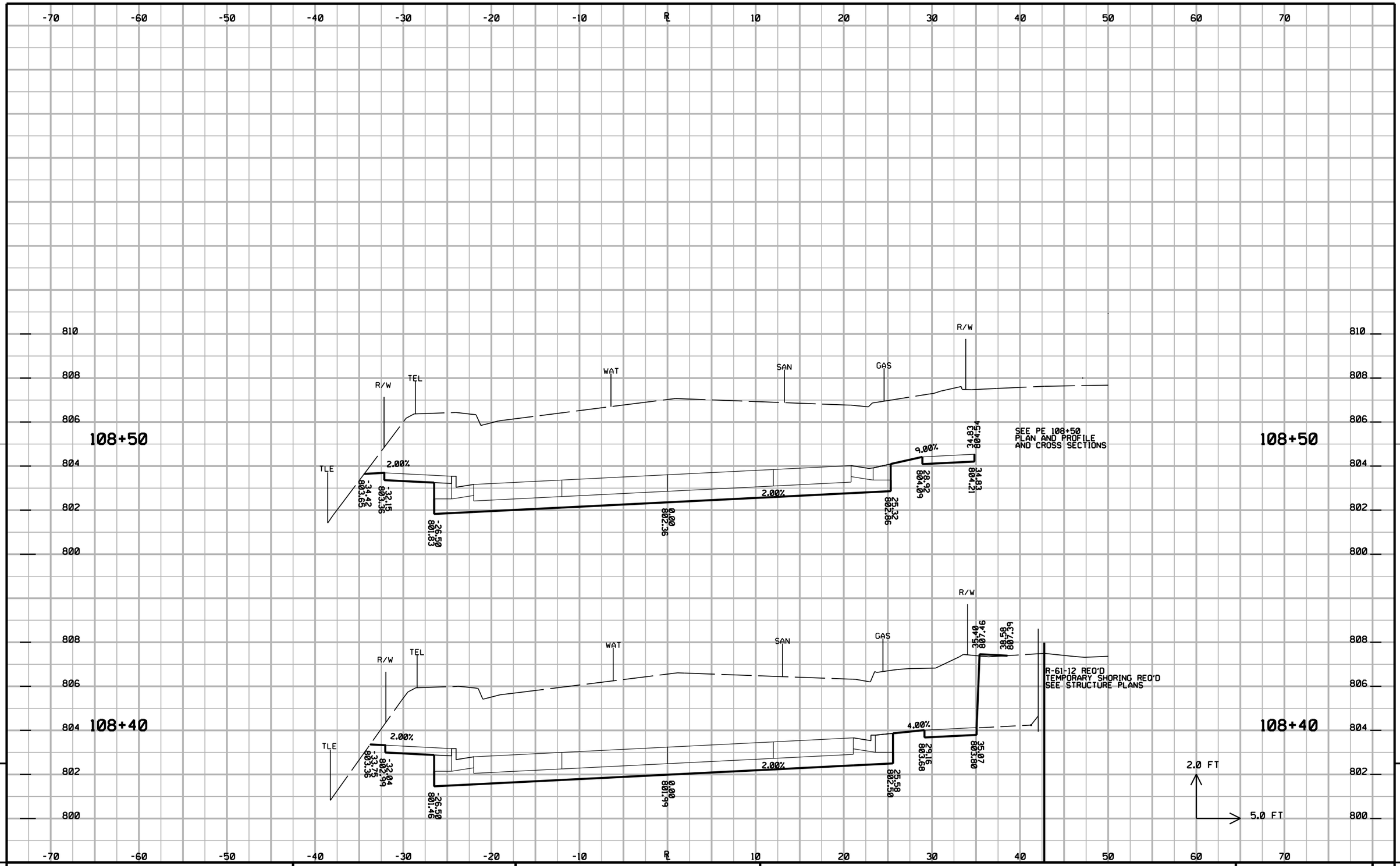
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 461 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



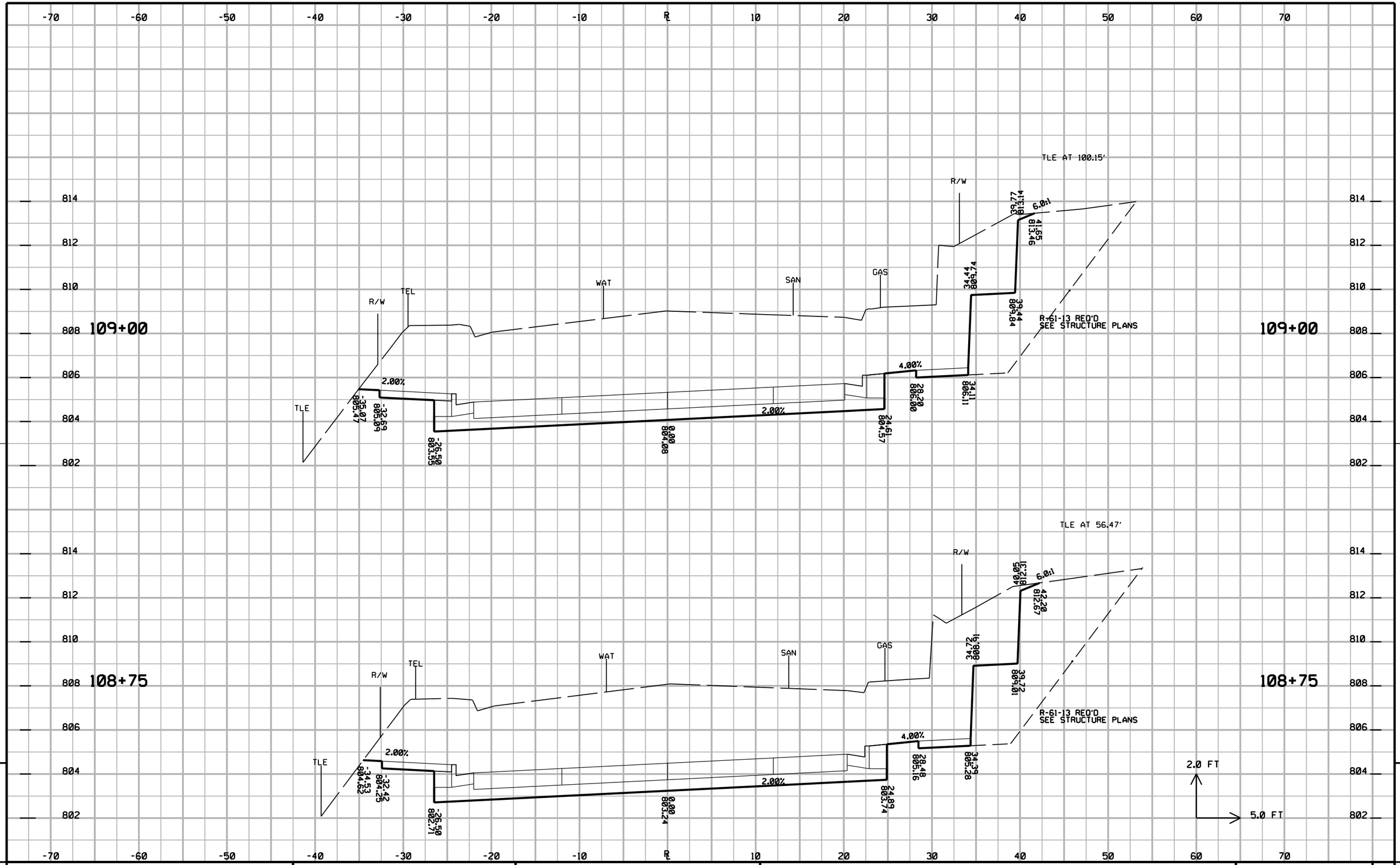

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 462 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

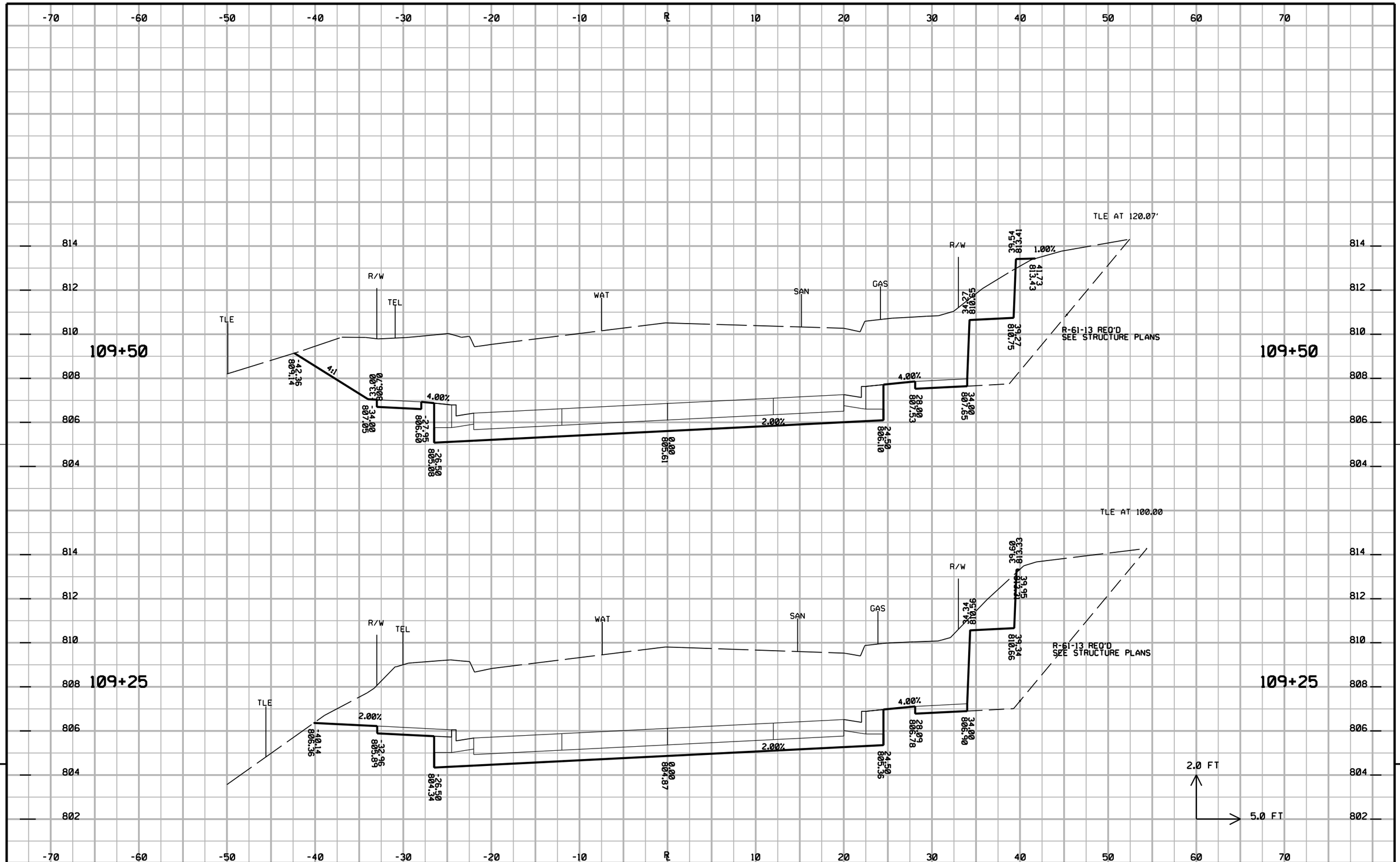
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 463 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

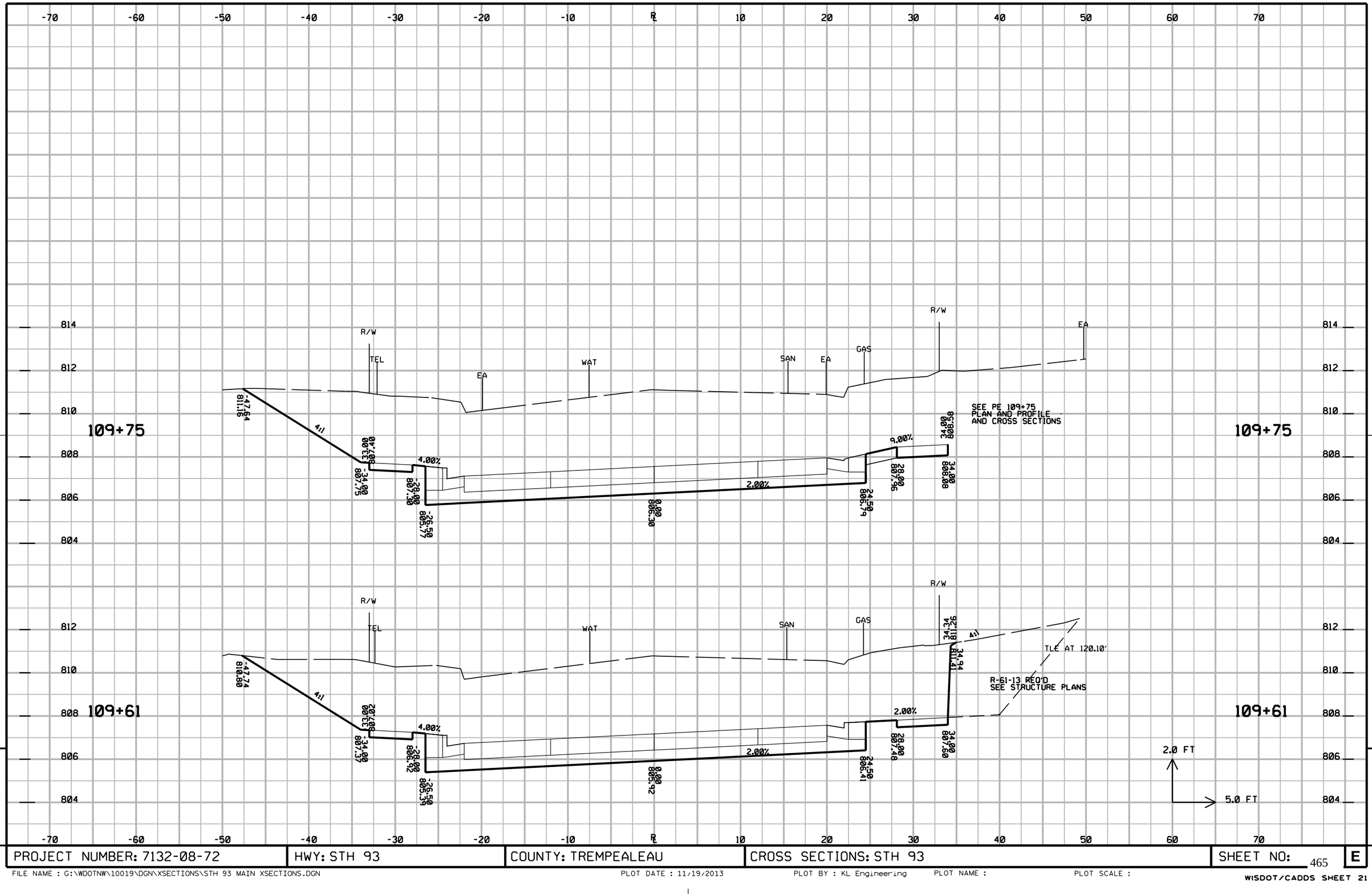



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 464 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




9

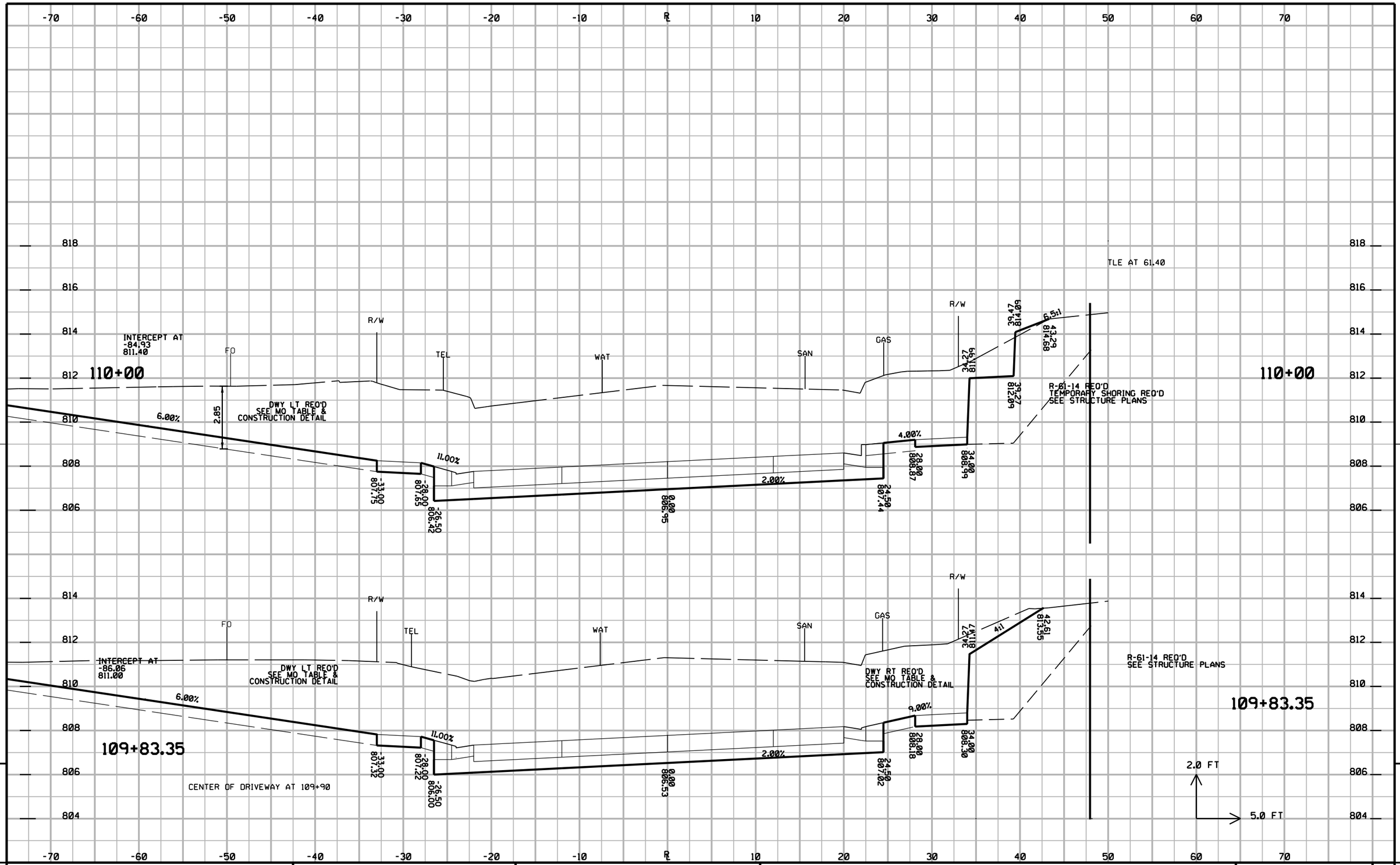
9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

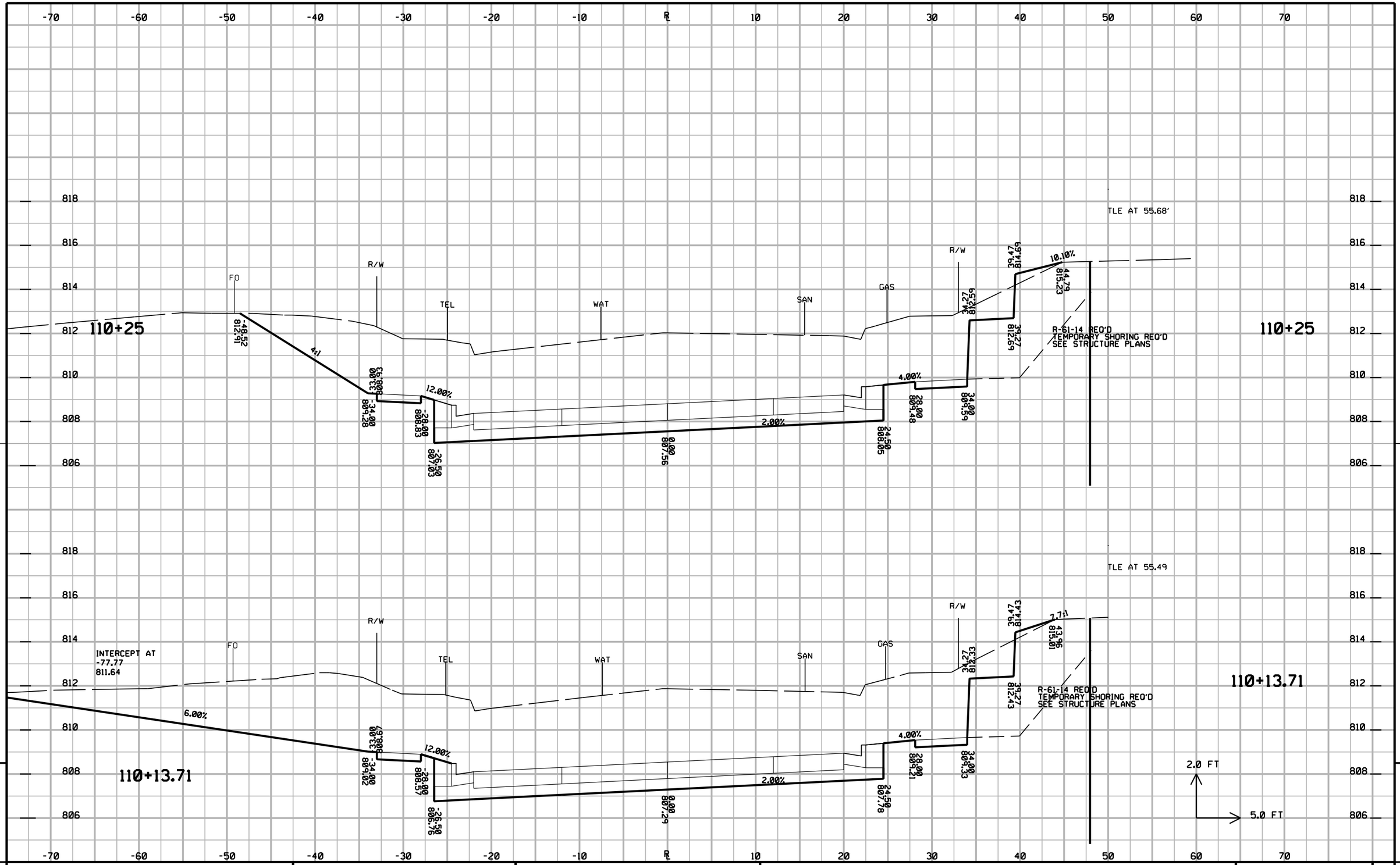
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 466 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



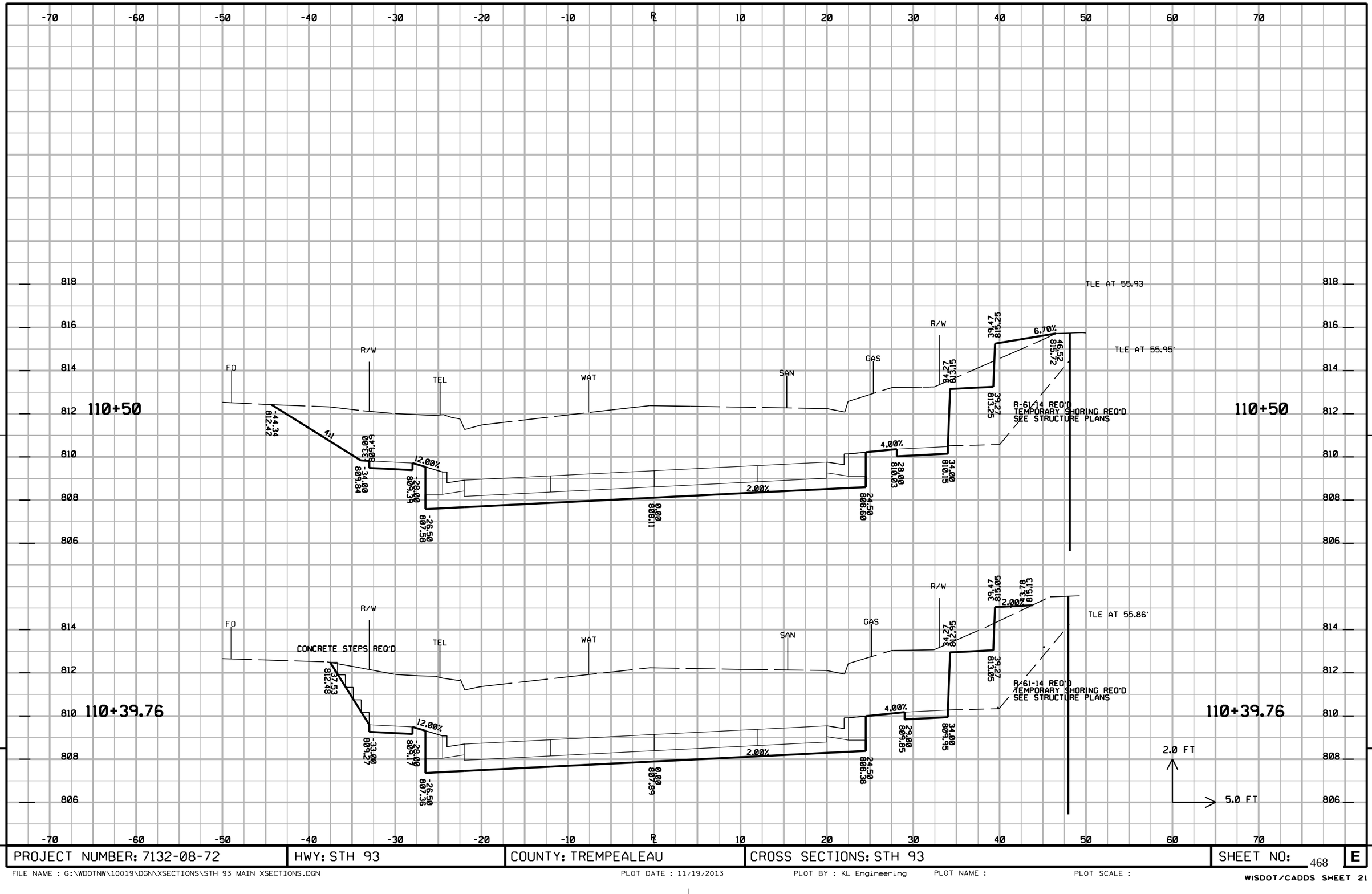

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 467 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

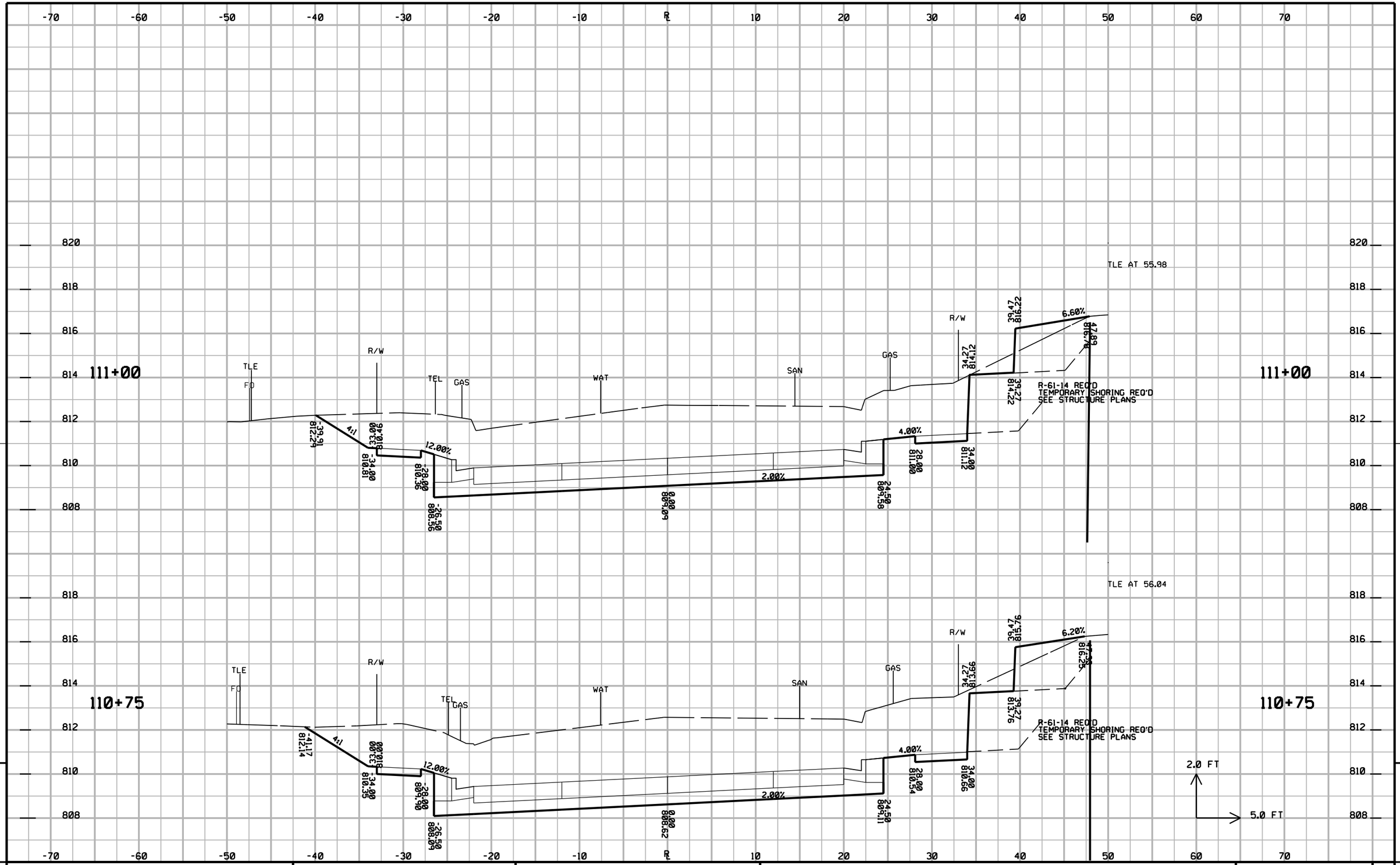



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 468 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

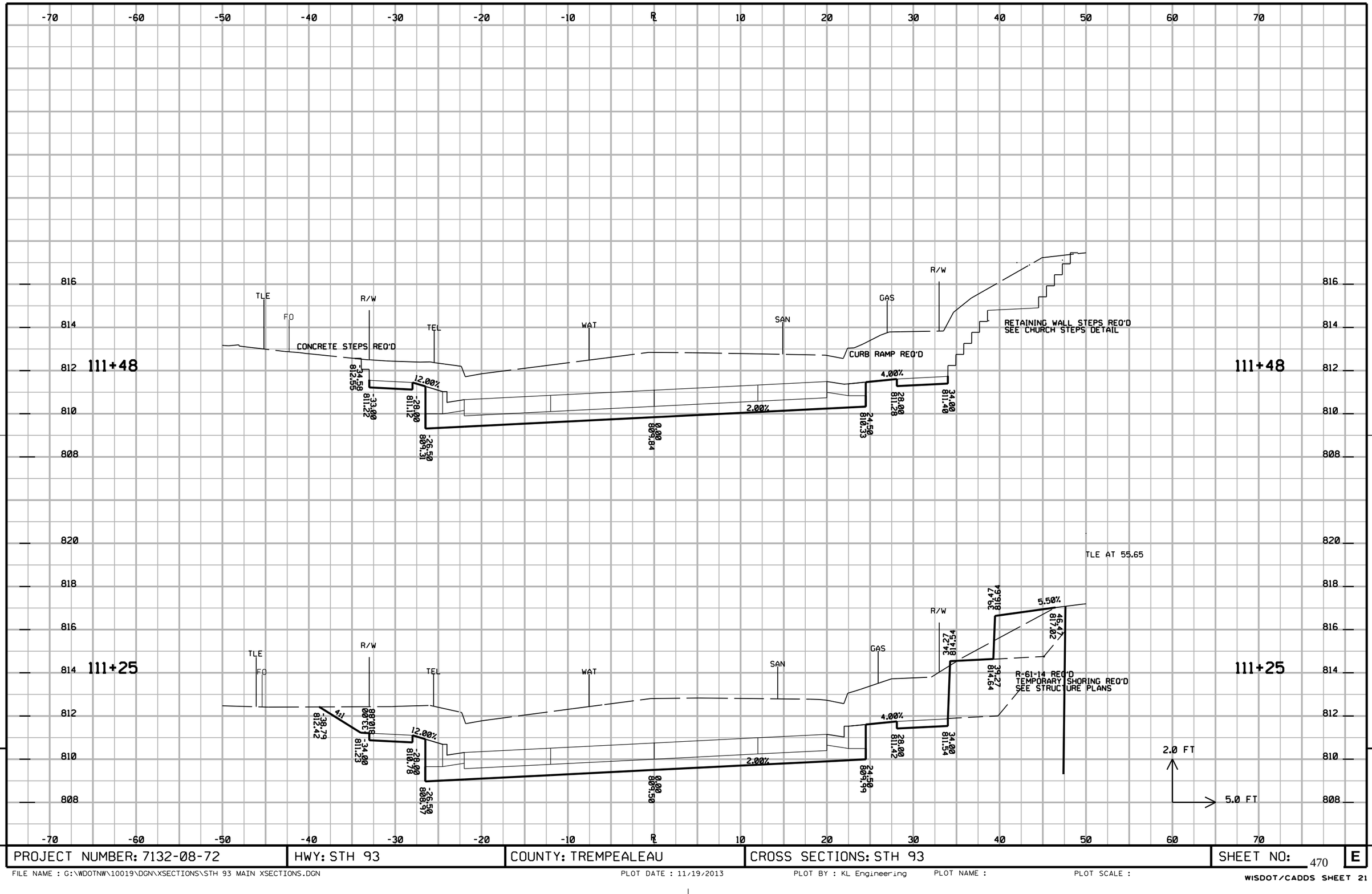
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 469 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

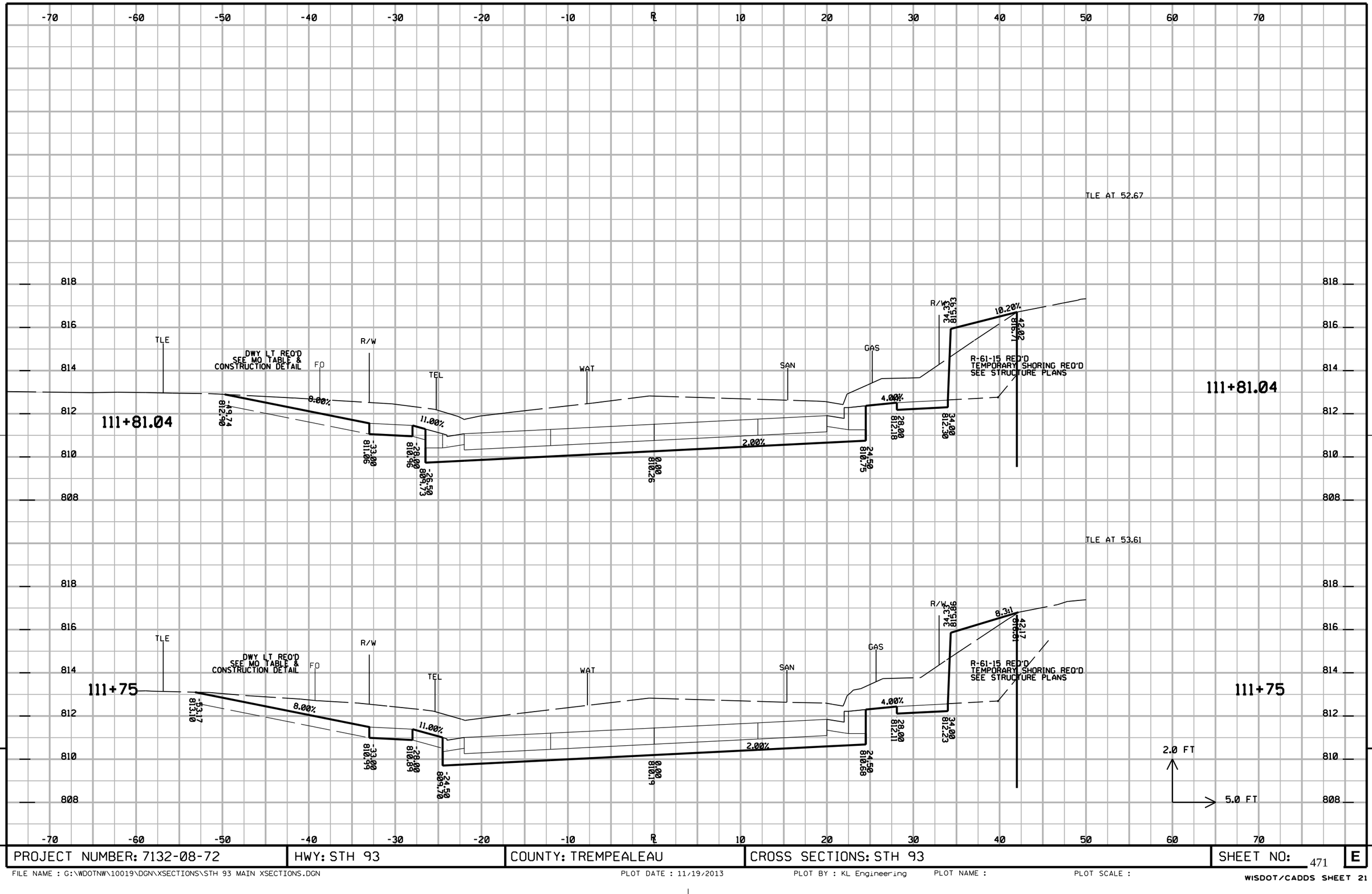
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 470 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

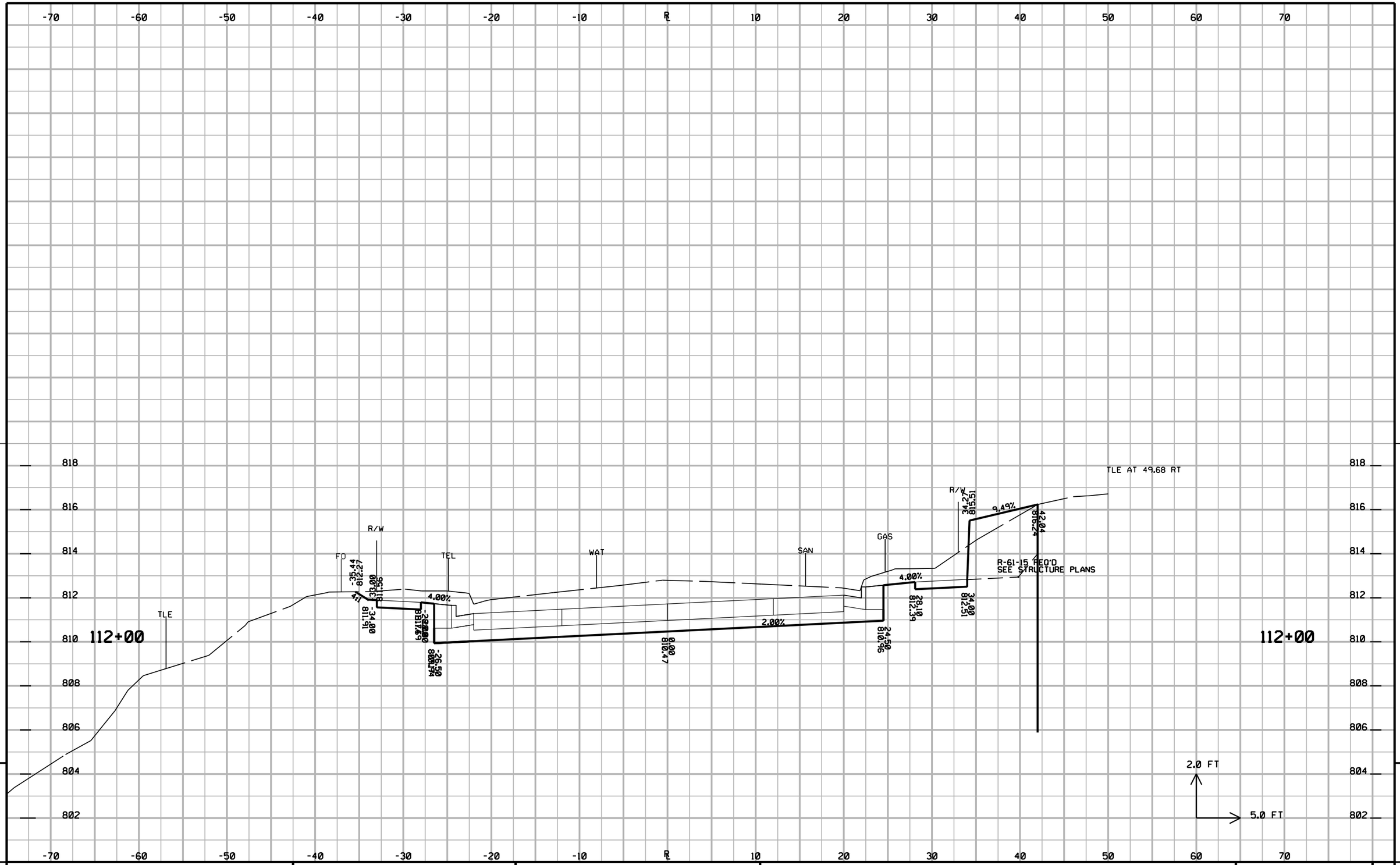
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 471 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

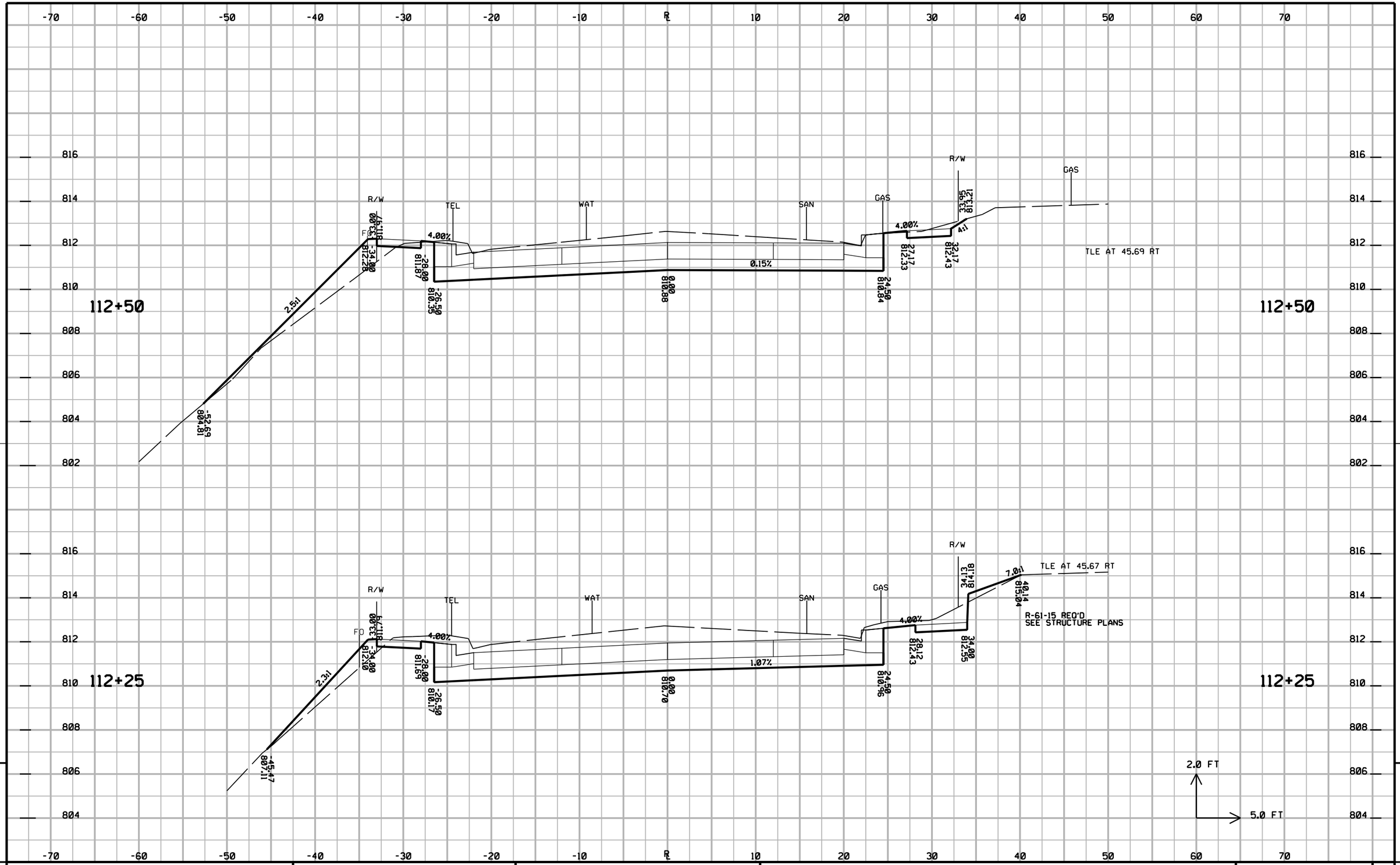
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 472 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

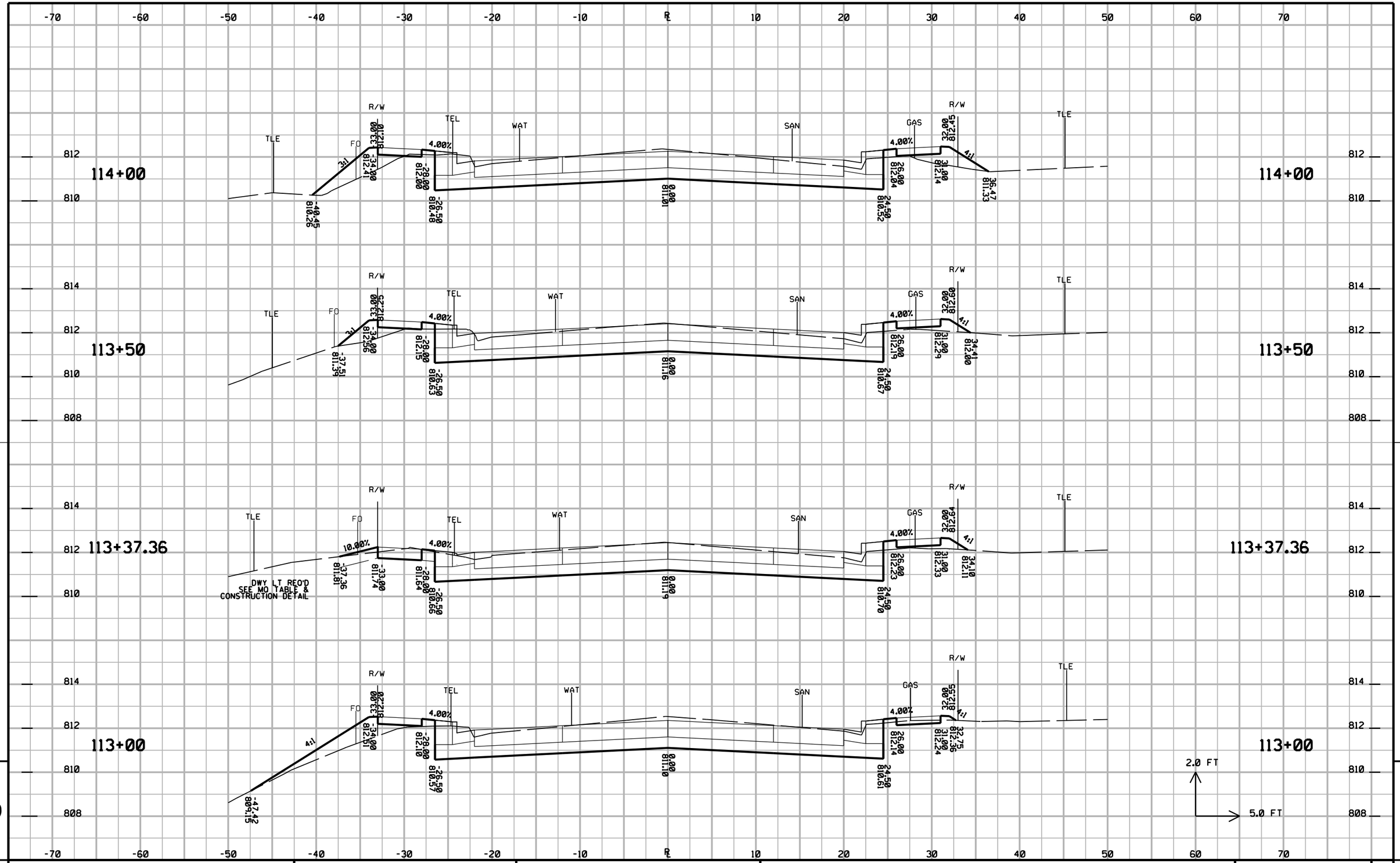
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 473 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



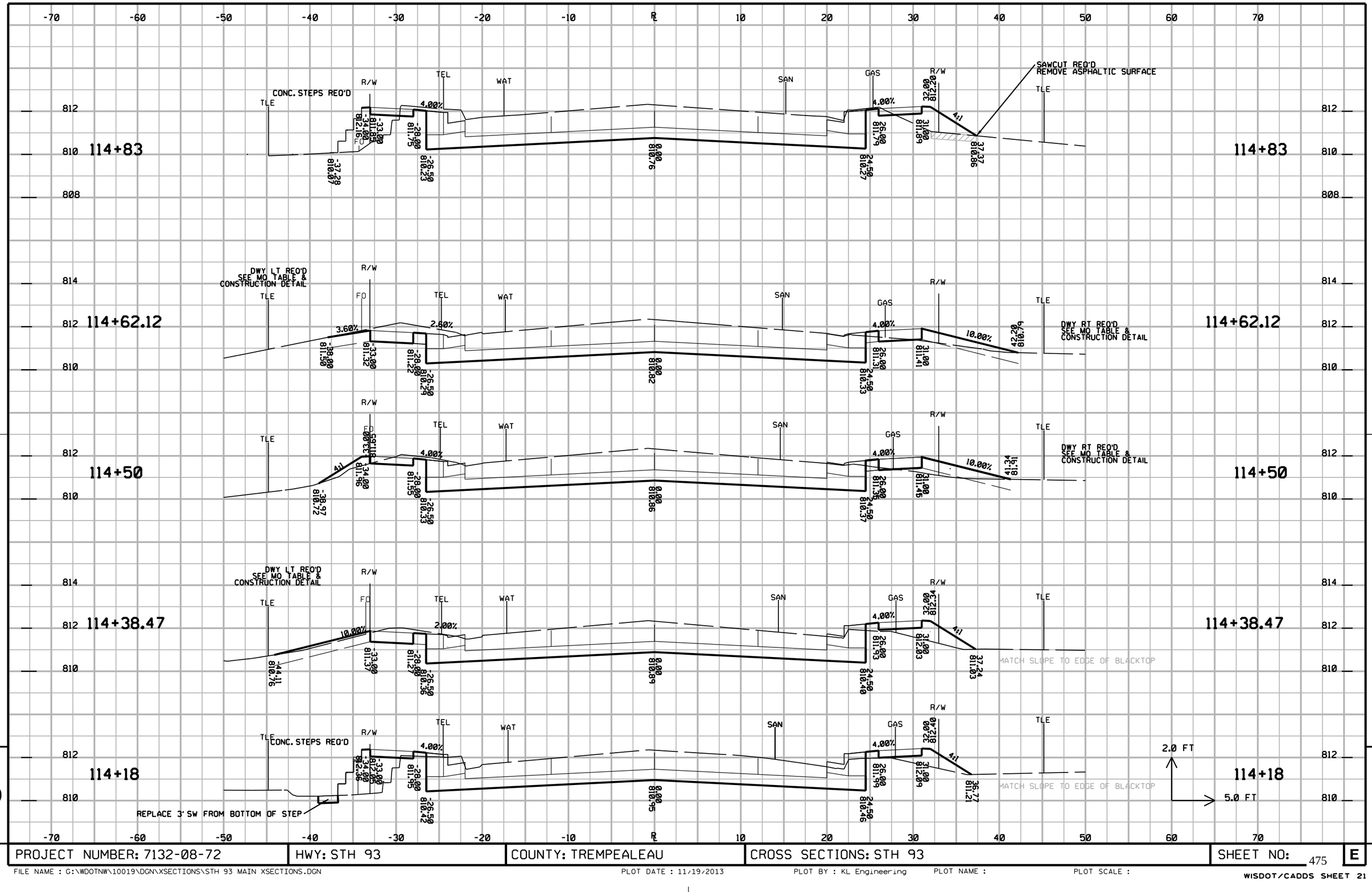

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| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 474 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

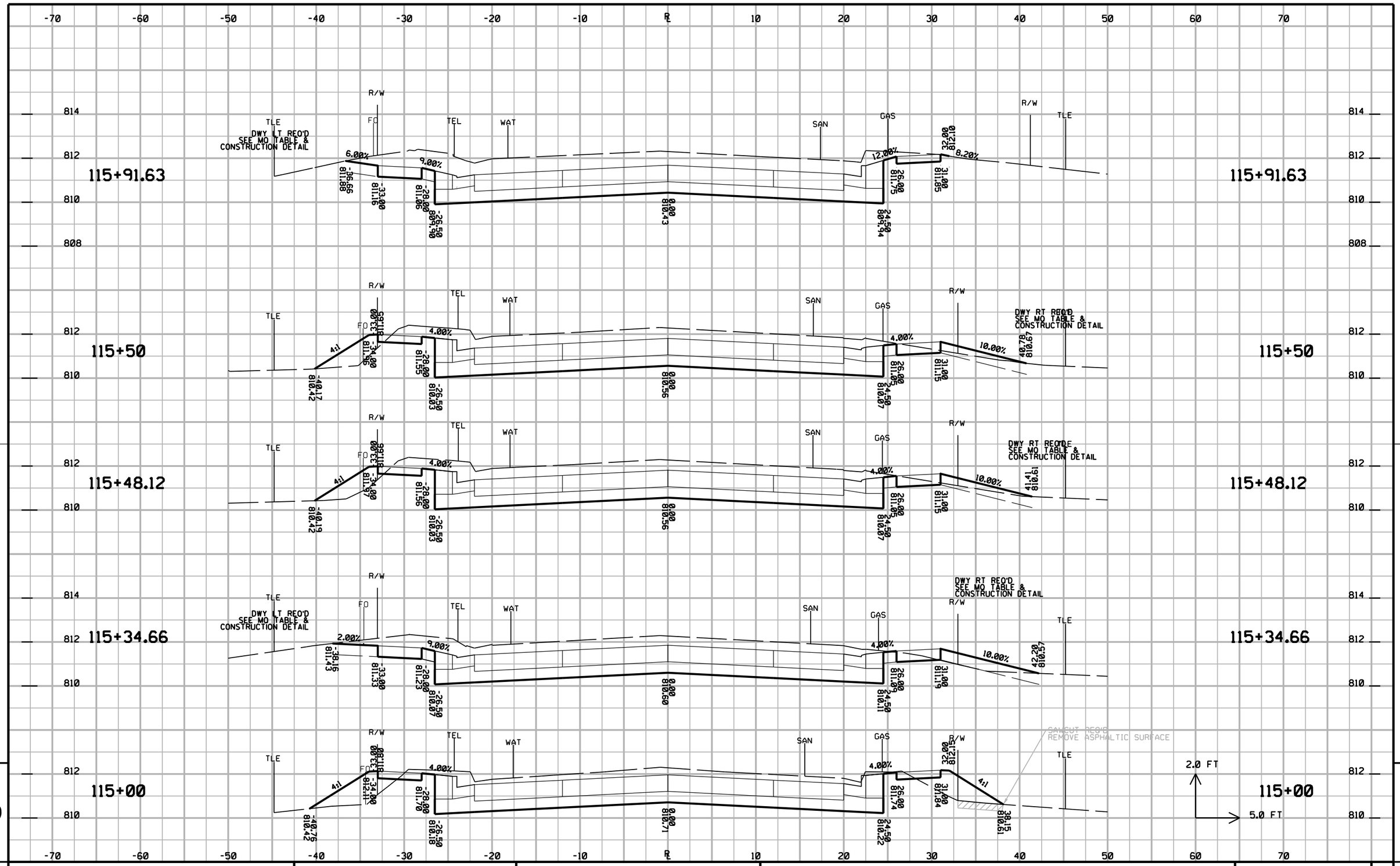
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 475 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

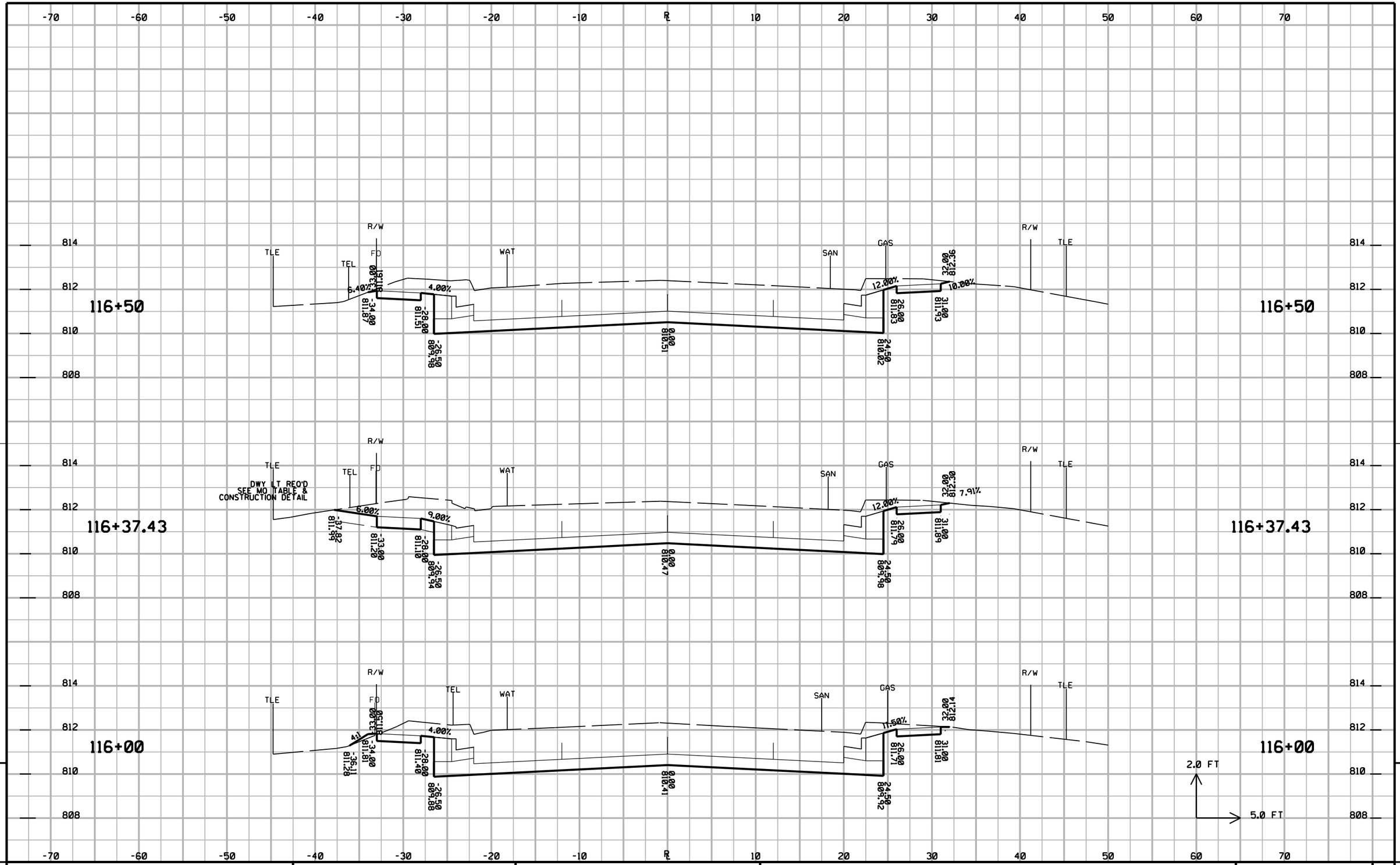



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 476 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

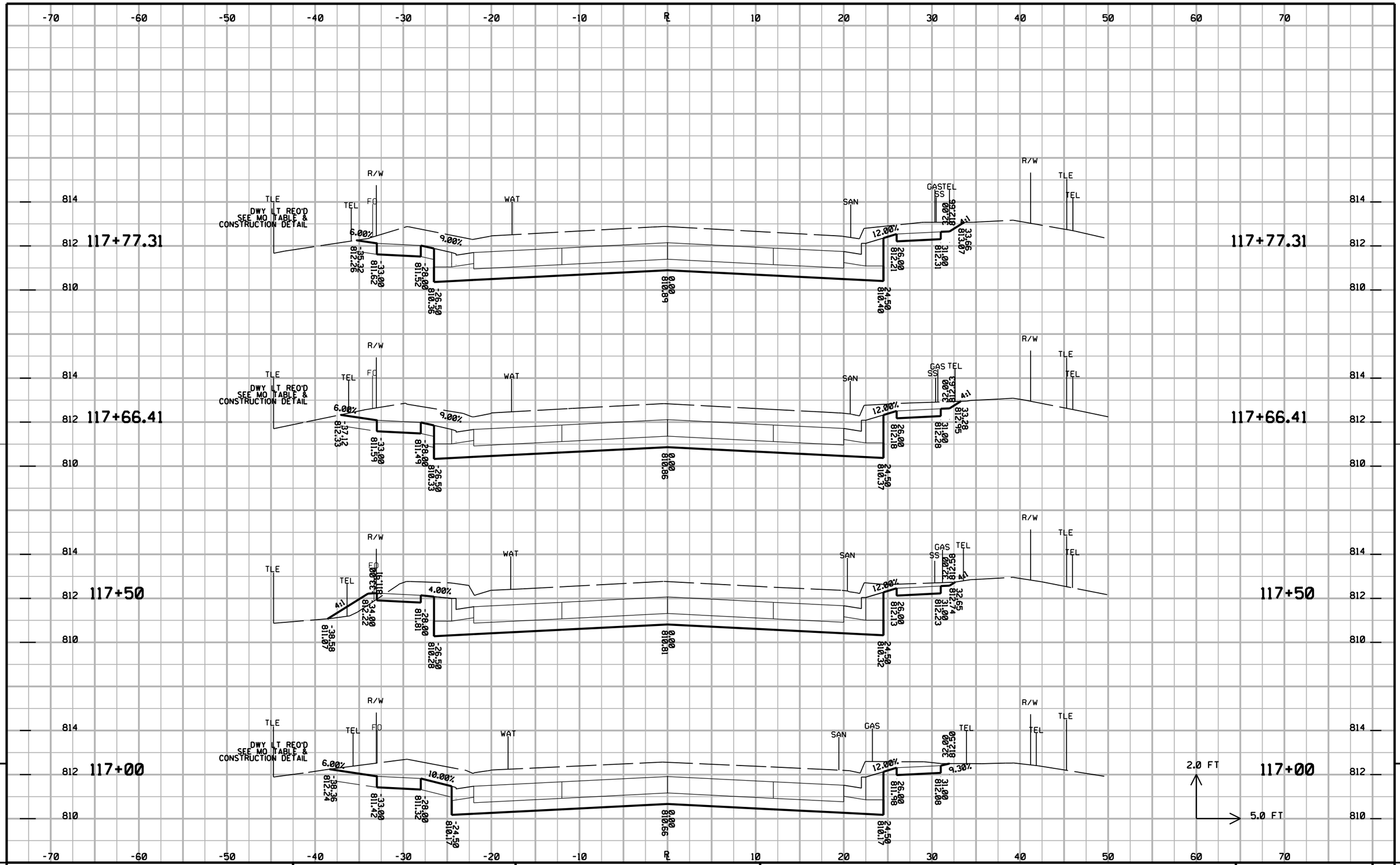
WISDOT/CADDS SHEET 21



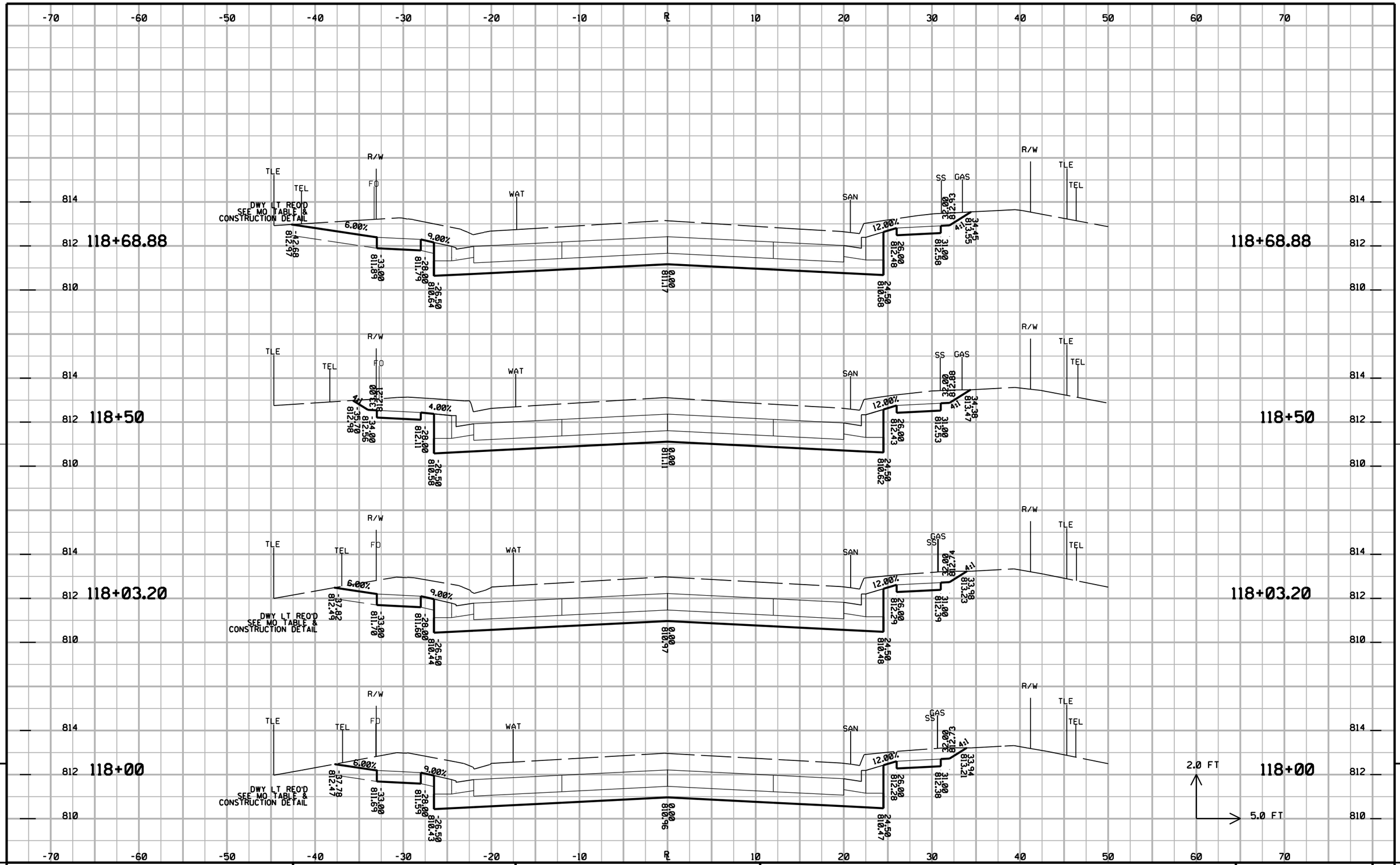

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 477 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

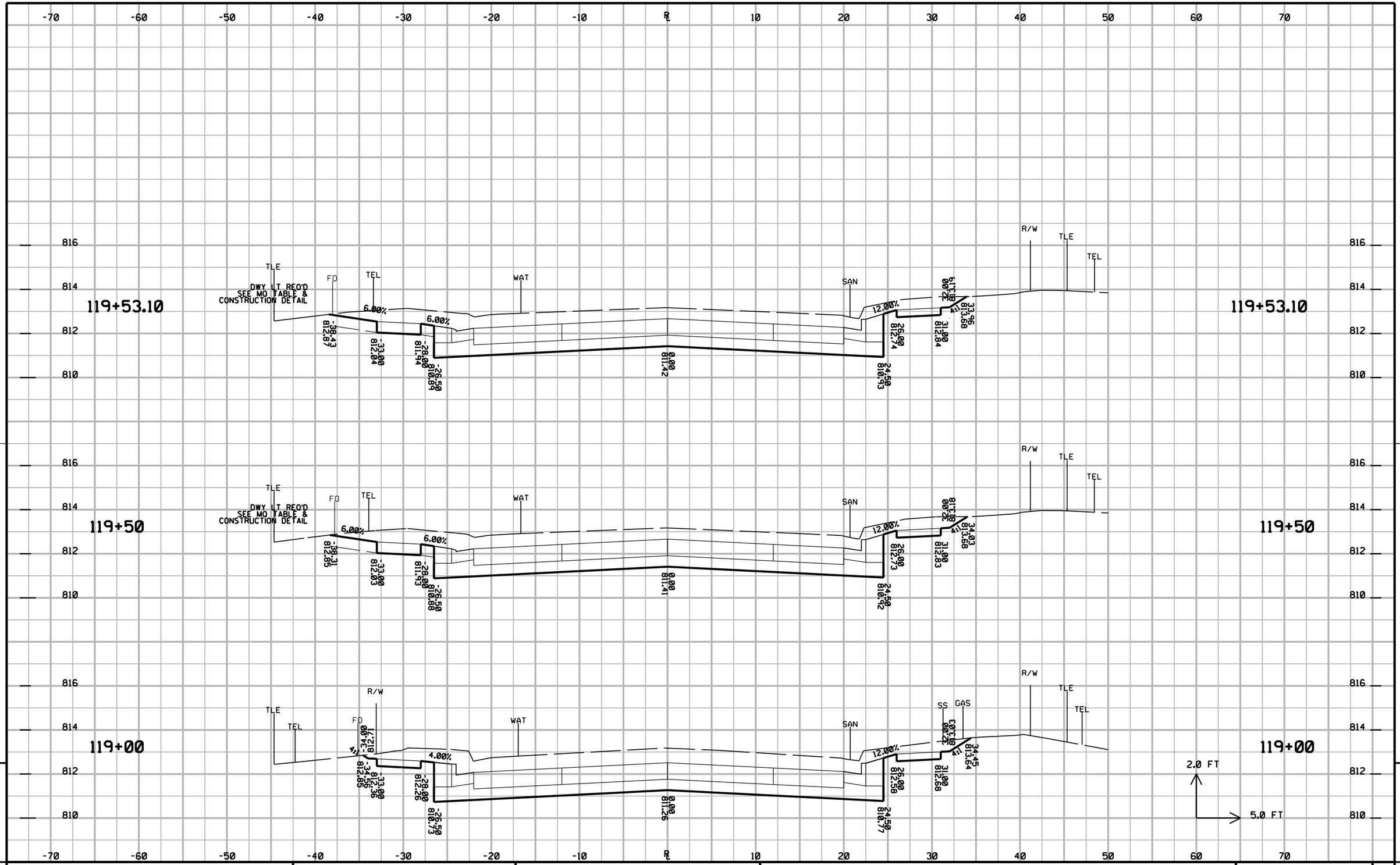
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 478 | E |
|---|---|---|---|---|---|



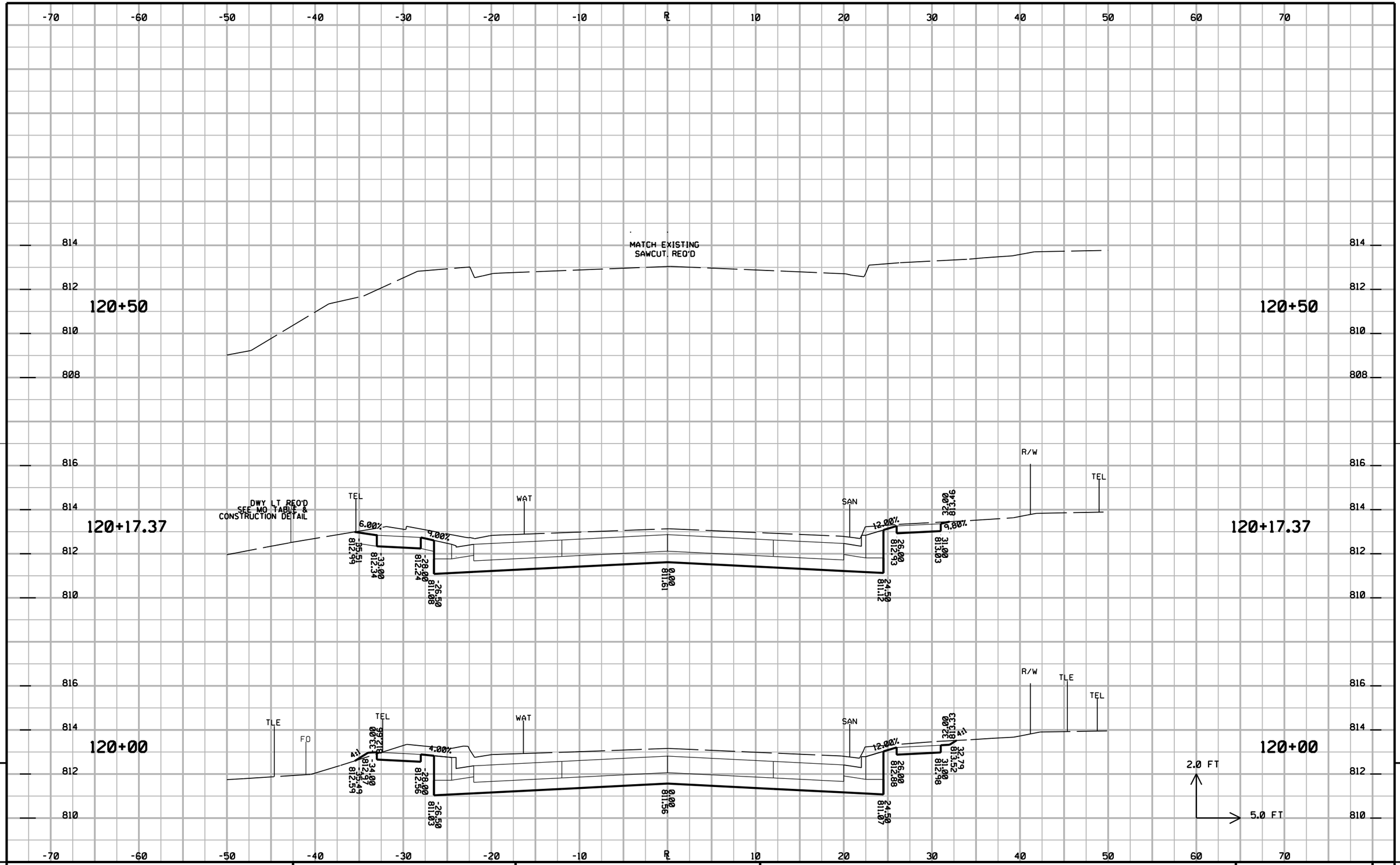

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 479 E |
|---|---|---|---|---|




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 480 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

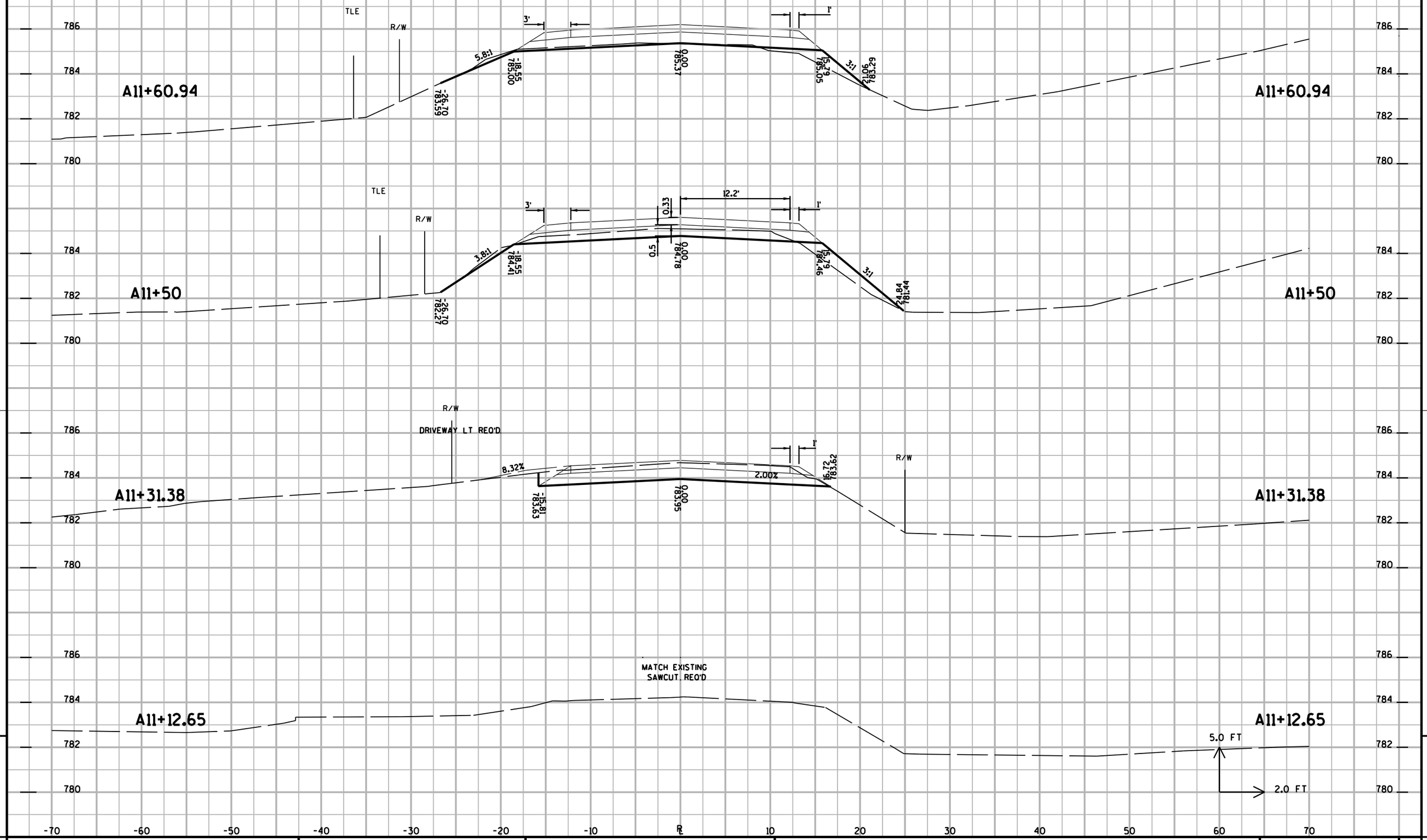
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 93 | SHEET NO: 481 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 93 MAIN XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: A STREET | SHEET NO: 482 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\A XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: A STREET | SHEET NO: 483 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\A XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

788 786 784

B11+13.04

CURB RAMP REQ'D

ELEC SAN GAS SS

MATCH STH 93

-31.36 786.71

2.30%

-21.36 785.34

0.00 785.84

MATCH STH 93

B11+13.04

B10+60.32

GAS

MATCH STH 93

1.40% 1.00% 0.70%

-20.71 785.58

0.00 785.87

22.92 785.65

43.84 785.80

43.84 787.05

MATCH TRACY ST.

B10+60.32

B10+49.99

CURB RAMP REQ'D

CURB RAMP REQ'D

10.00%

-31.52 787.06

-29.90 786.57

-23.90 785.46

2.10%

0.90%

0.00 785.95

21.16 785.76

29.10 786.01

MATCH TRACY STREET

B10+50

B10+16.35

MATCH EXISTING SAWCUT REQ'D

8.0 FT

8.0 FT

B10+16.35

9

-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: 7TH STREET | SHEET NO: 484 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\7TH ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

792 790 788 786

B11+50.85

MATCH EXISTING
SAWCUT REQ'D

B11+50.85

792 790 788 786

B11+41.66

ELEC
GAS
0.20%
-22.58
788.13
-20.00
786.31
3.40%
0.00
786.98
1.80%
19.97
786.63
45.98
787.97

B11+41.66

790 788 786

CURB RAMP REQ'D
MATCH STH 93 SW

MATCH SIDEWALK
8.30%
ELEC
GAS
SS
-23.37
787.63
-19.98
786.04
0.30%
0.00
786.44
24.97
786.51
34.97
787.60

B11+29.62

2.0 FT
5.0 FT

B11+29.62

788 786 784

9

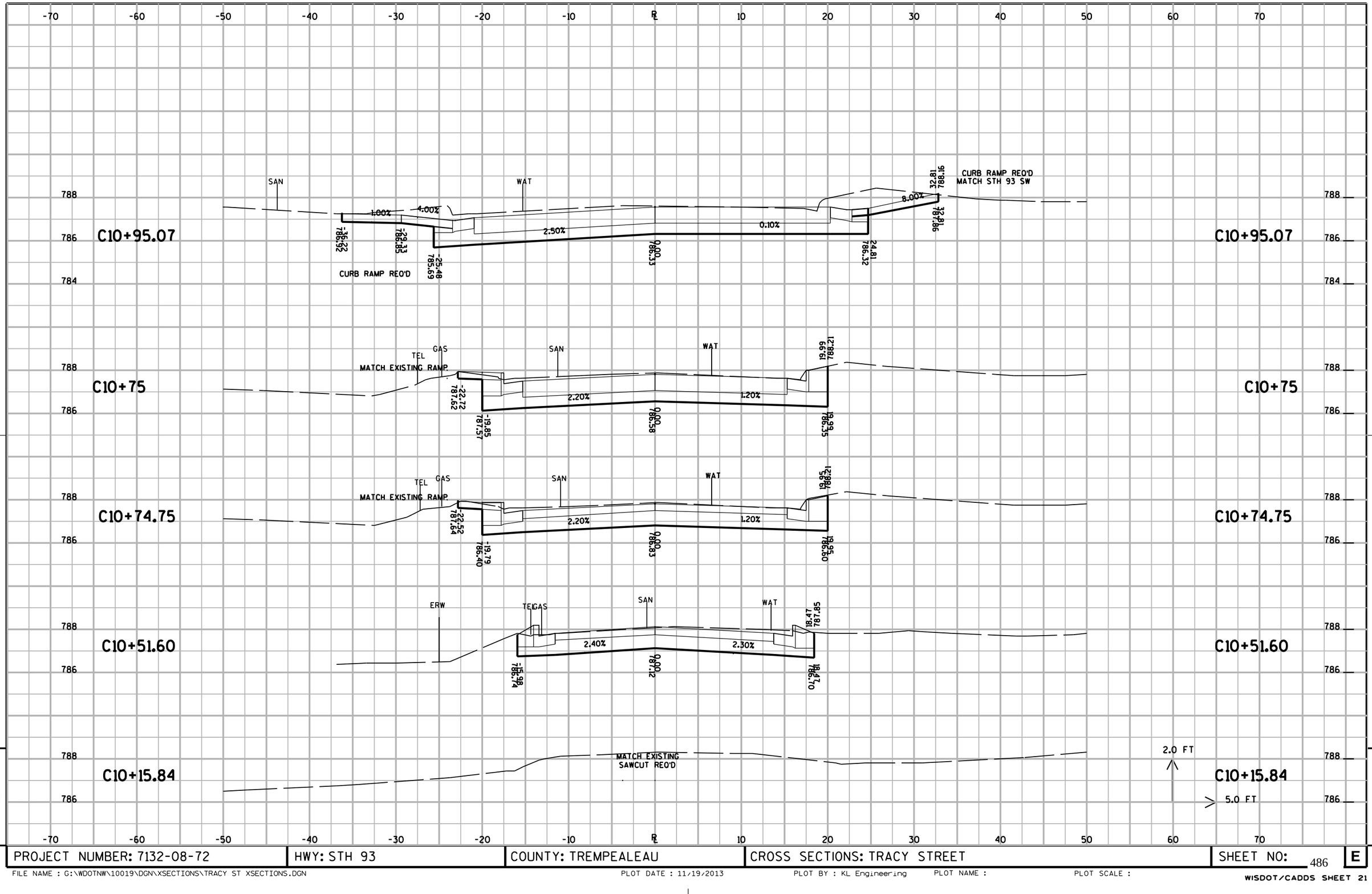
-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: 7TH STREET | SHEET NO: 485 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\7TH ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: TRACY STREET | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\TRACY ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

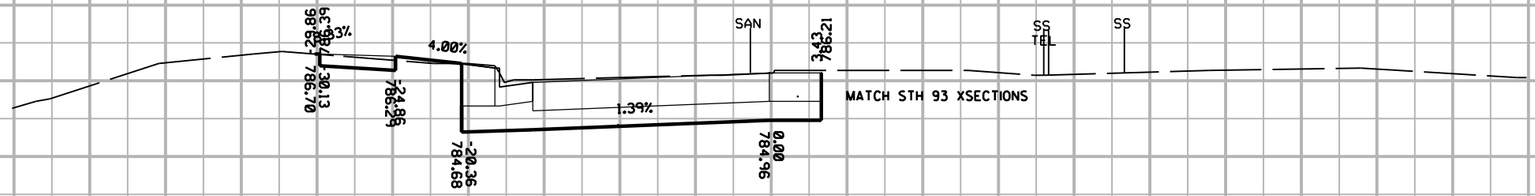
WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

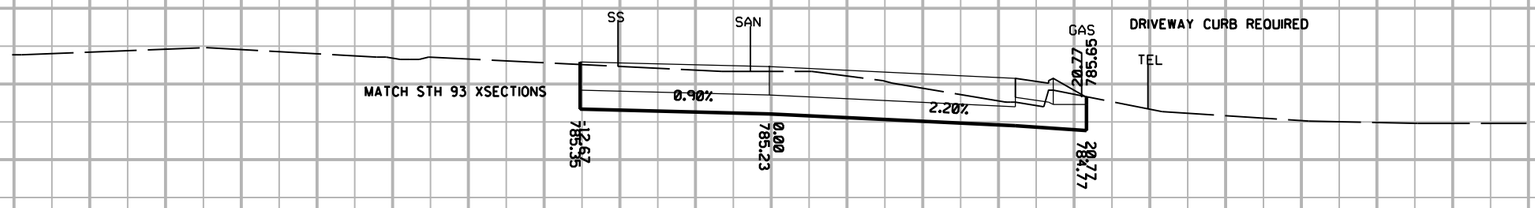
**D11+86.58**



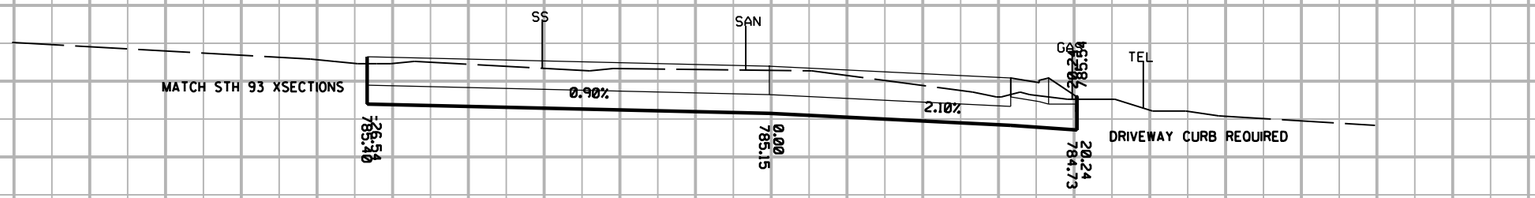

**D11+54.23**



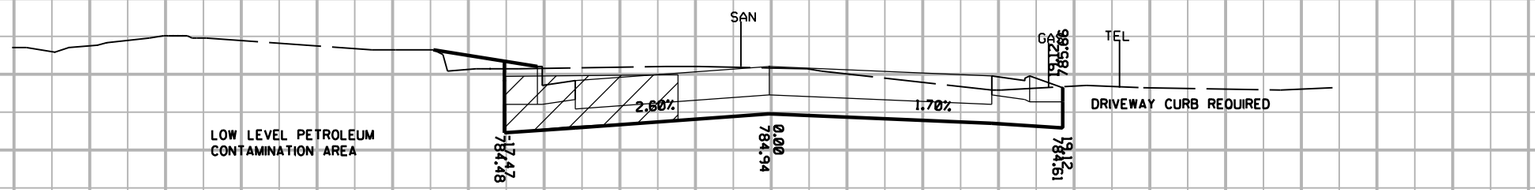

**D10+86.88**



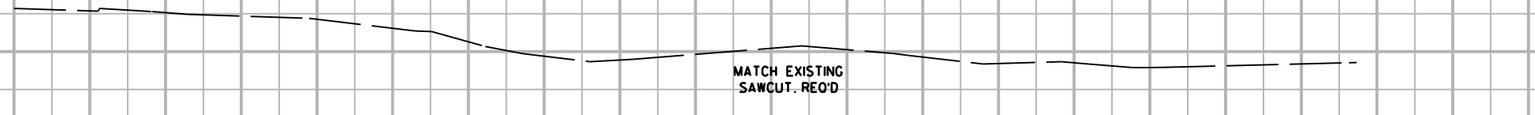

**D10+75**




**D10+50**




**D10+35.67**



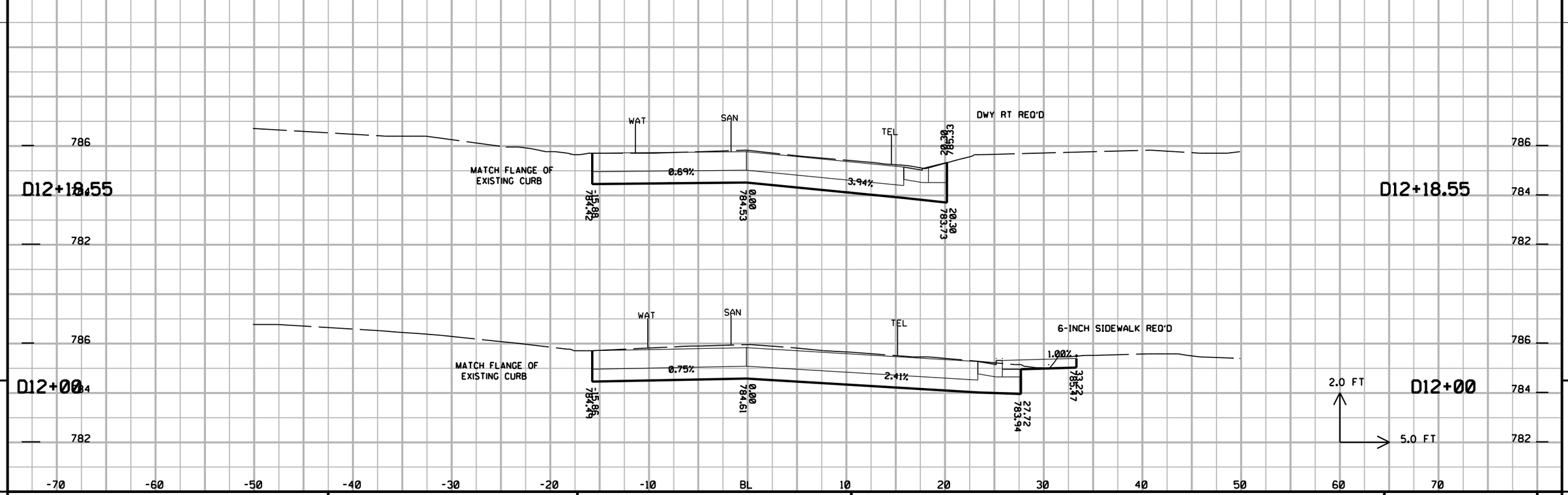




786 784 782 788

9

PROJECT NUMBER: 7732-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: 6TH STREET | SHEET NO: 487 | E

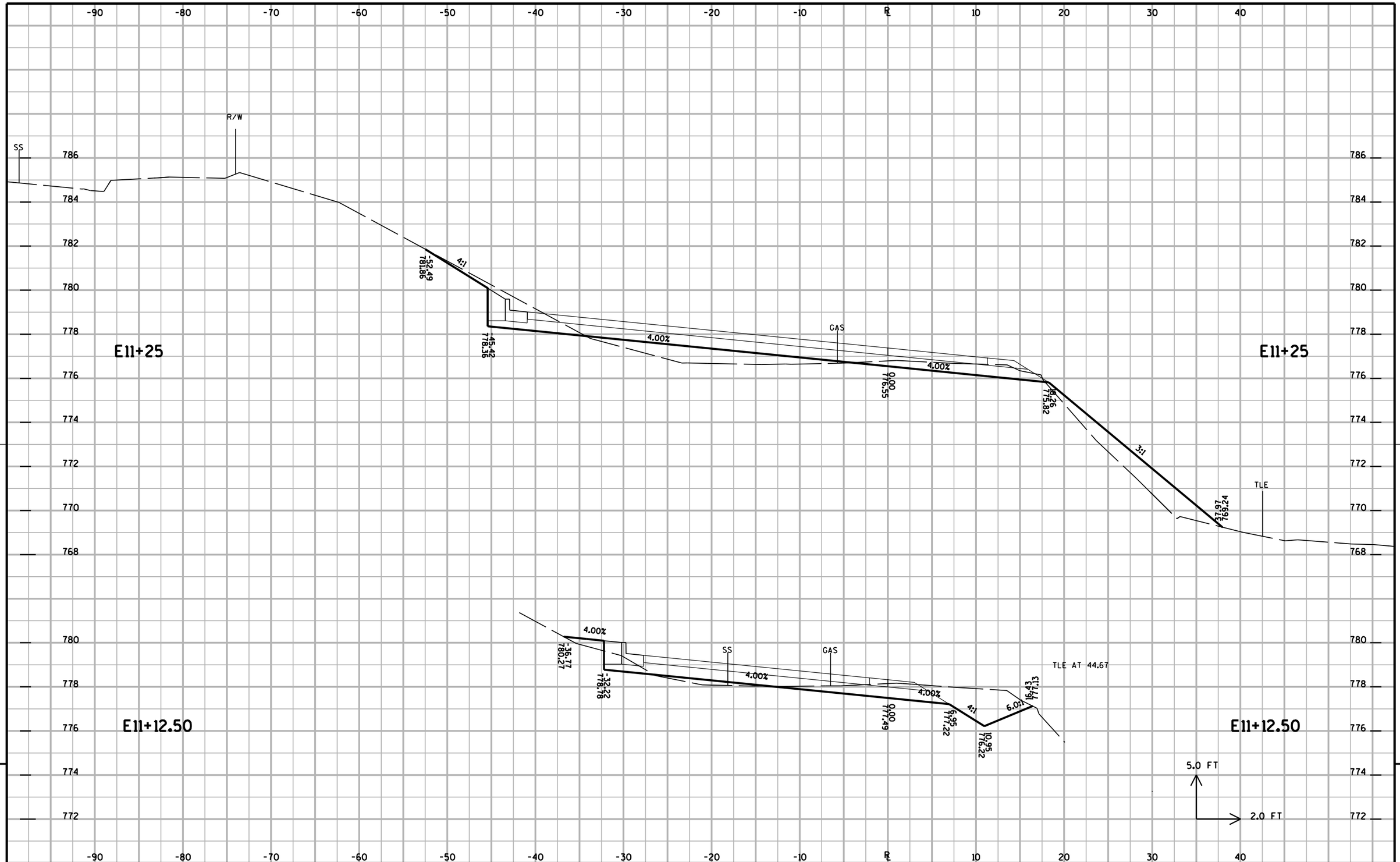



| PROJECT NUMBER: 7732087772 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: 6TH STREET | SHEET NO: E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\6TH ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

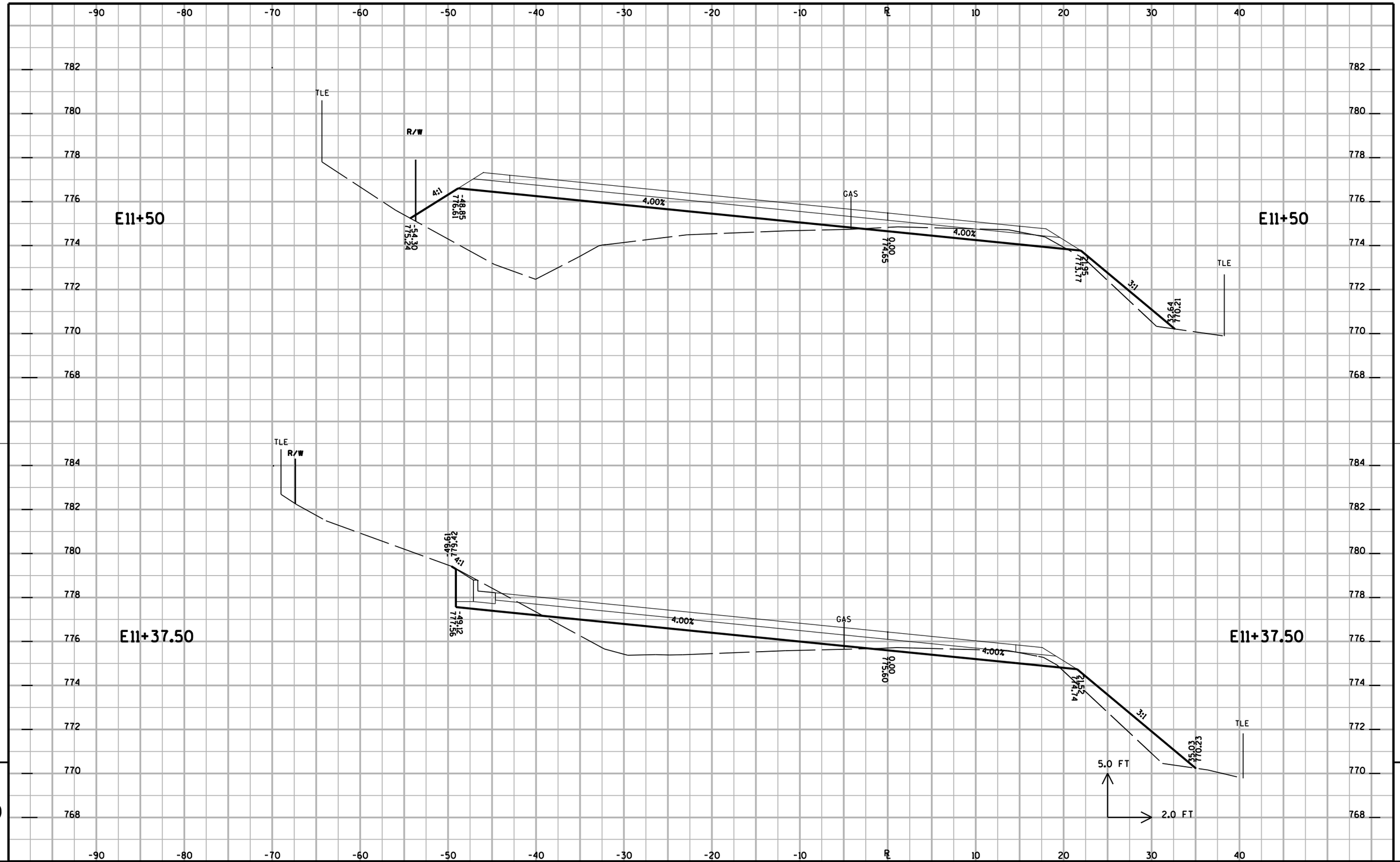



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: WILSON ST | SHEET NO: 489 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\WILSON ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: WILSON ST | SHEET NO: 490 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\WILSON ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-90 -80 -70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40

772 770 768

E11+90

MATCH EXISTING
SAWCUT REQ'D

E11+90

772 770 768

E11+87.50

1.00%
0.00%
18.67
771.81
13.58
771.87
0.00
771.81

E11+87.50

772 770 768

TLE

GAS

774 772 770 768

E11+75

4:1
25.71
772.16
28.75
772.00
0.00%
2.00%
0.00
772.76
21.35
772.33
4:1
30.62
770.01

TLE

E11+75

774 772 770 768

TLE

R/W AT -108.26

R/W

GAS

776 774 772 770 768

E11+62.50

4:1
39.48
772.48
51.66
771.45
2.00%
2.00%
0.00
773.70
21.35
773.28
3:1
30.69
770.16

TLE

5.0 FT

2.0 FT

E11+62.50

-90 -80 -70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40

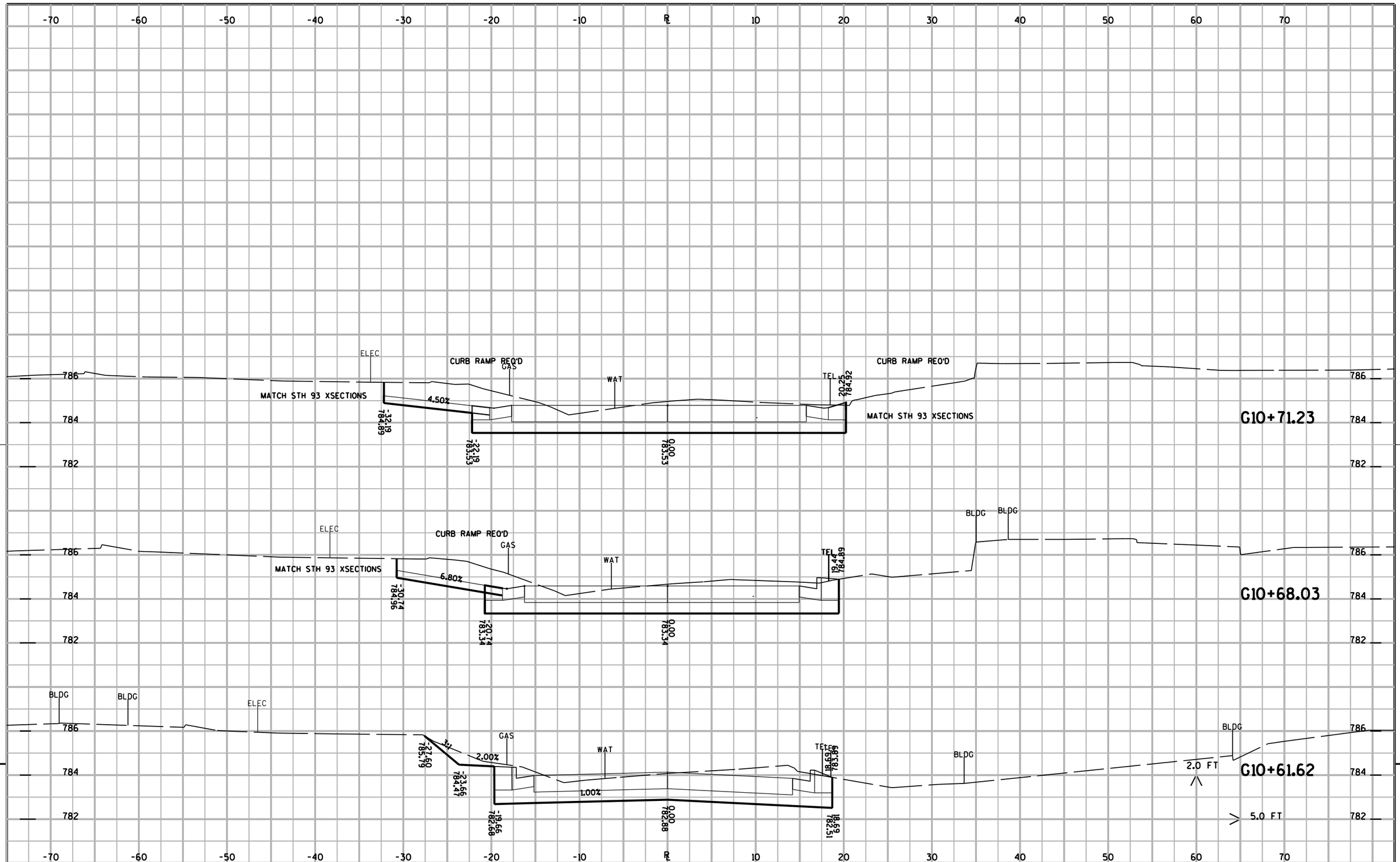
9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: WILSON ST | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\WILSON ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :




9

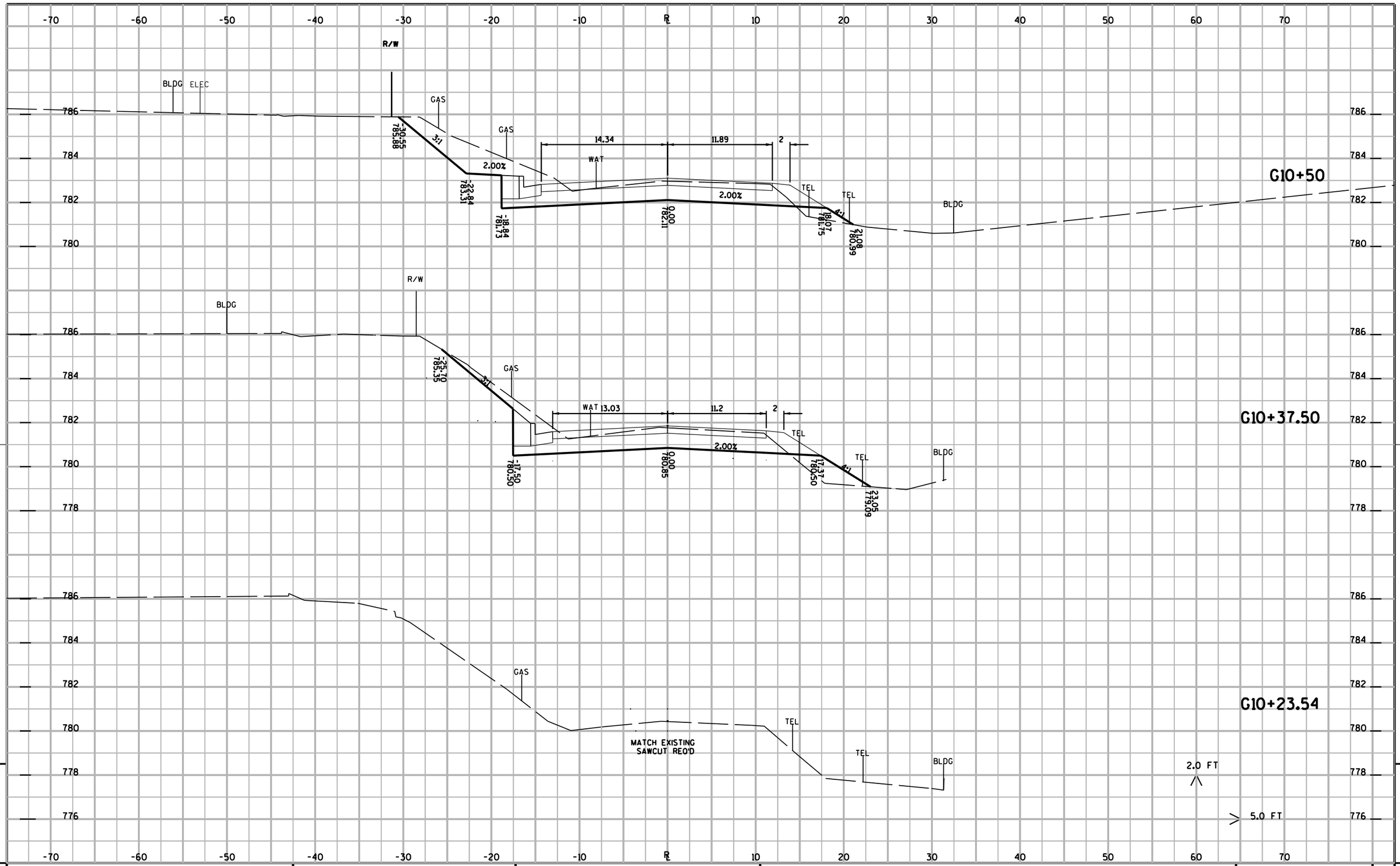
9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: HOWARD AVE. | SHEET NO: E |
|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\HOWARD ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

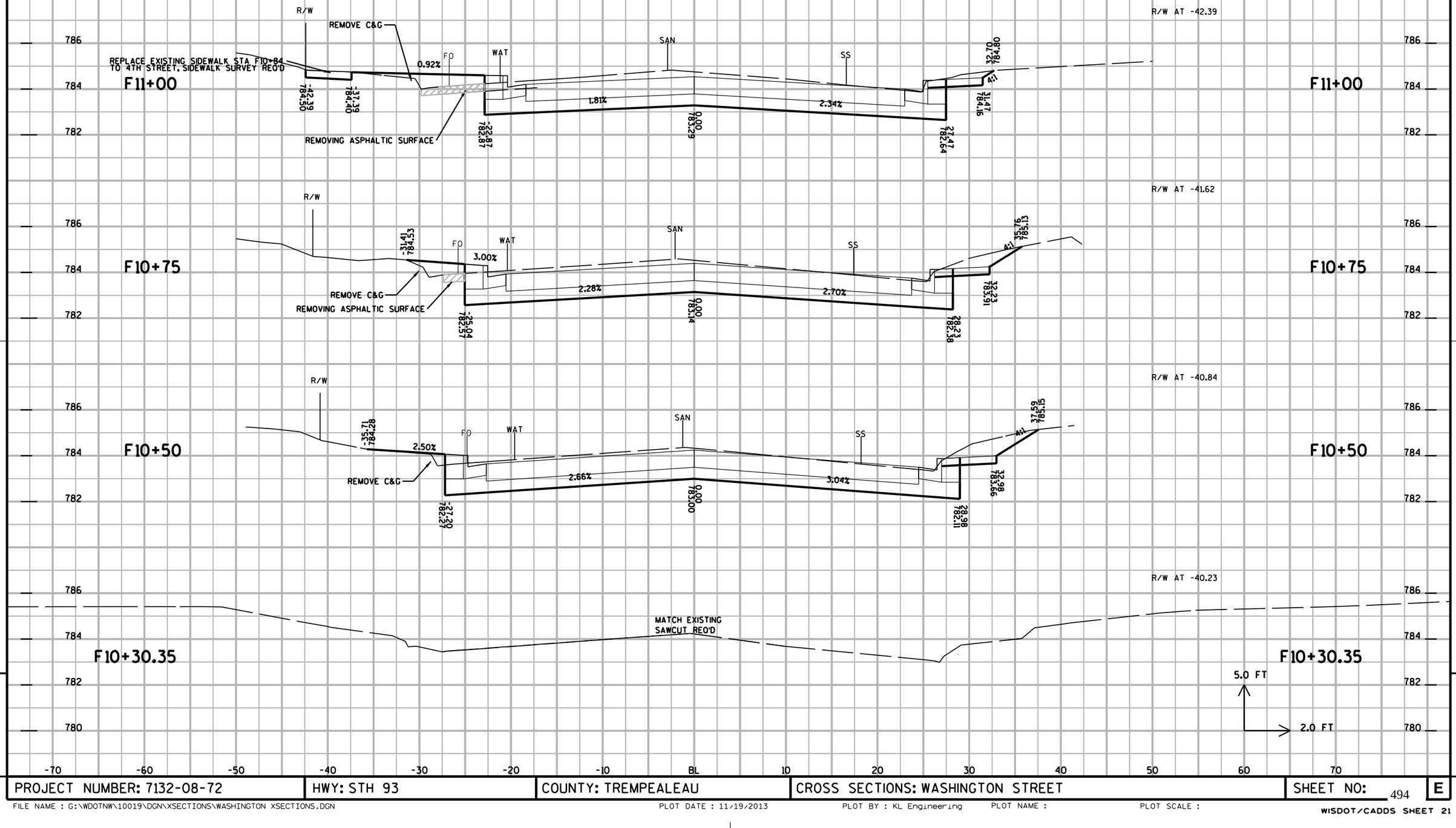
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: HOWARD AVE. | SHEET NO: 493 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\HOWARD ST XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

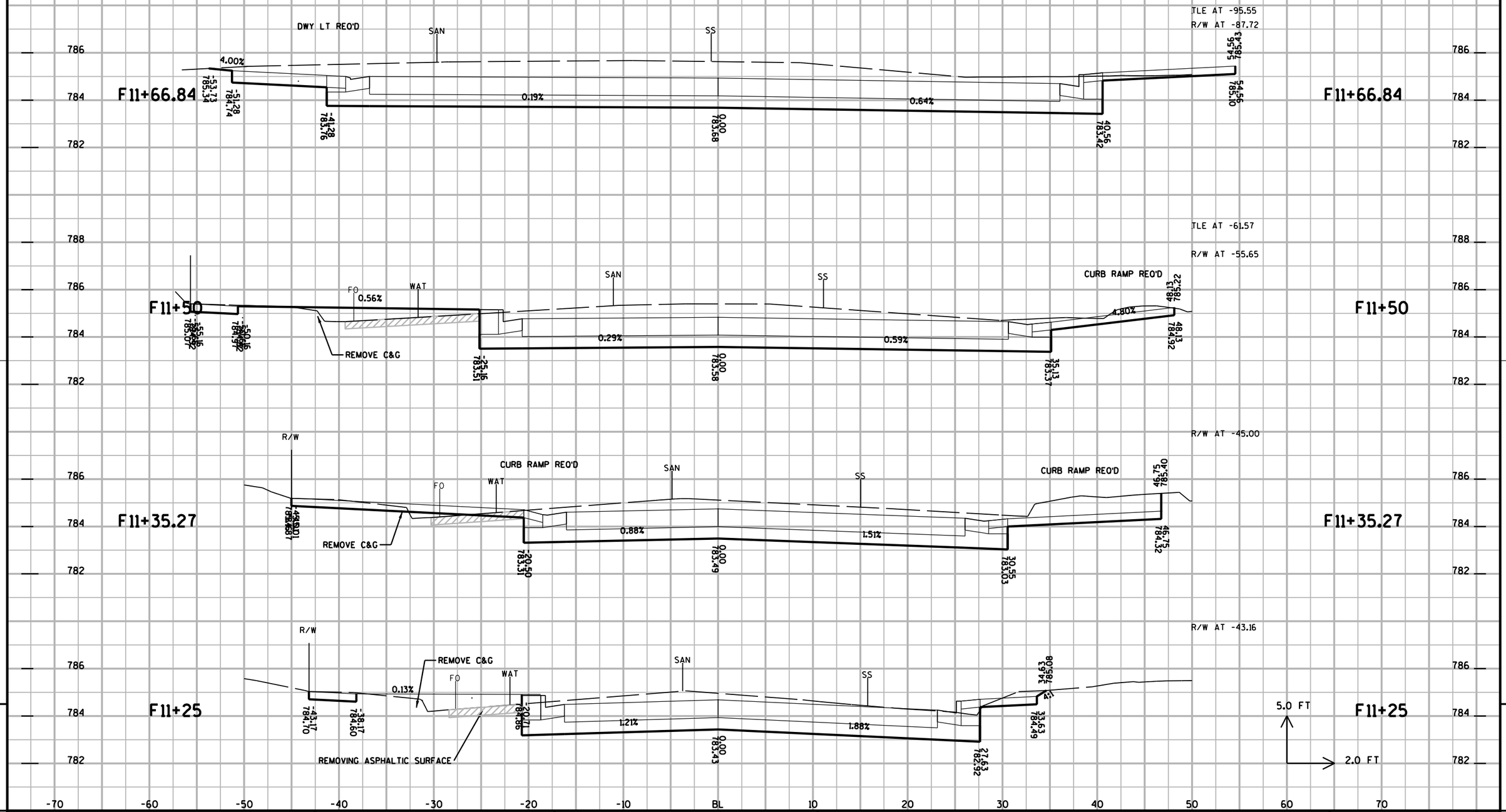
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: WASHINGTON STREET | SHEET NO: 494 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\WASHINGTON XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

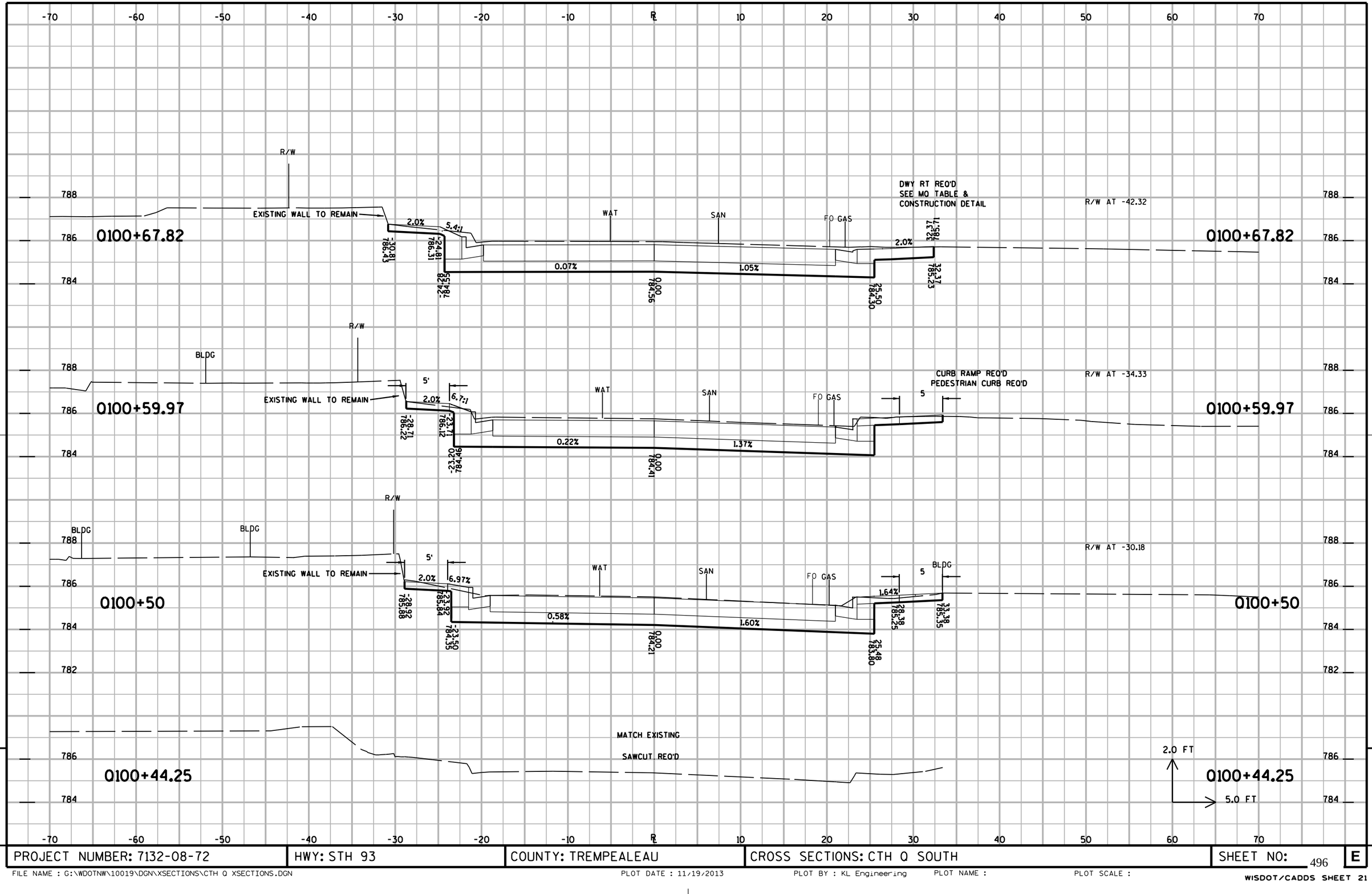
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: WASHINGTON STREET | SHEET NO: 495 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\WASHINGTON XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

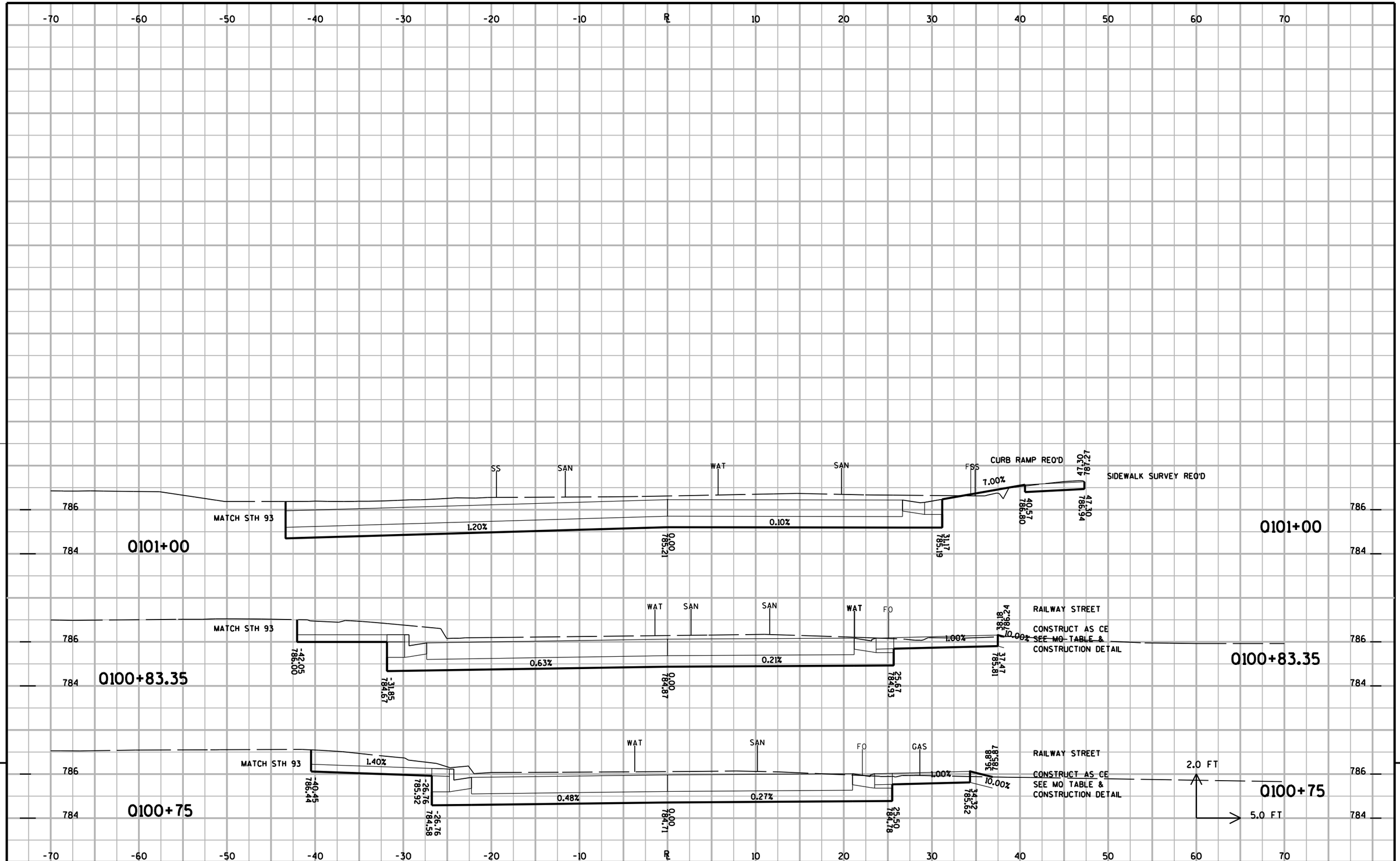
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: CTH Q SOUTH | SHEET NO: 496 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\CTH Q XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

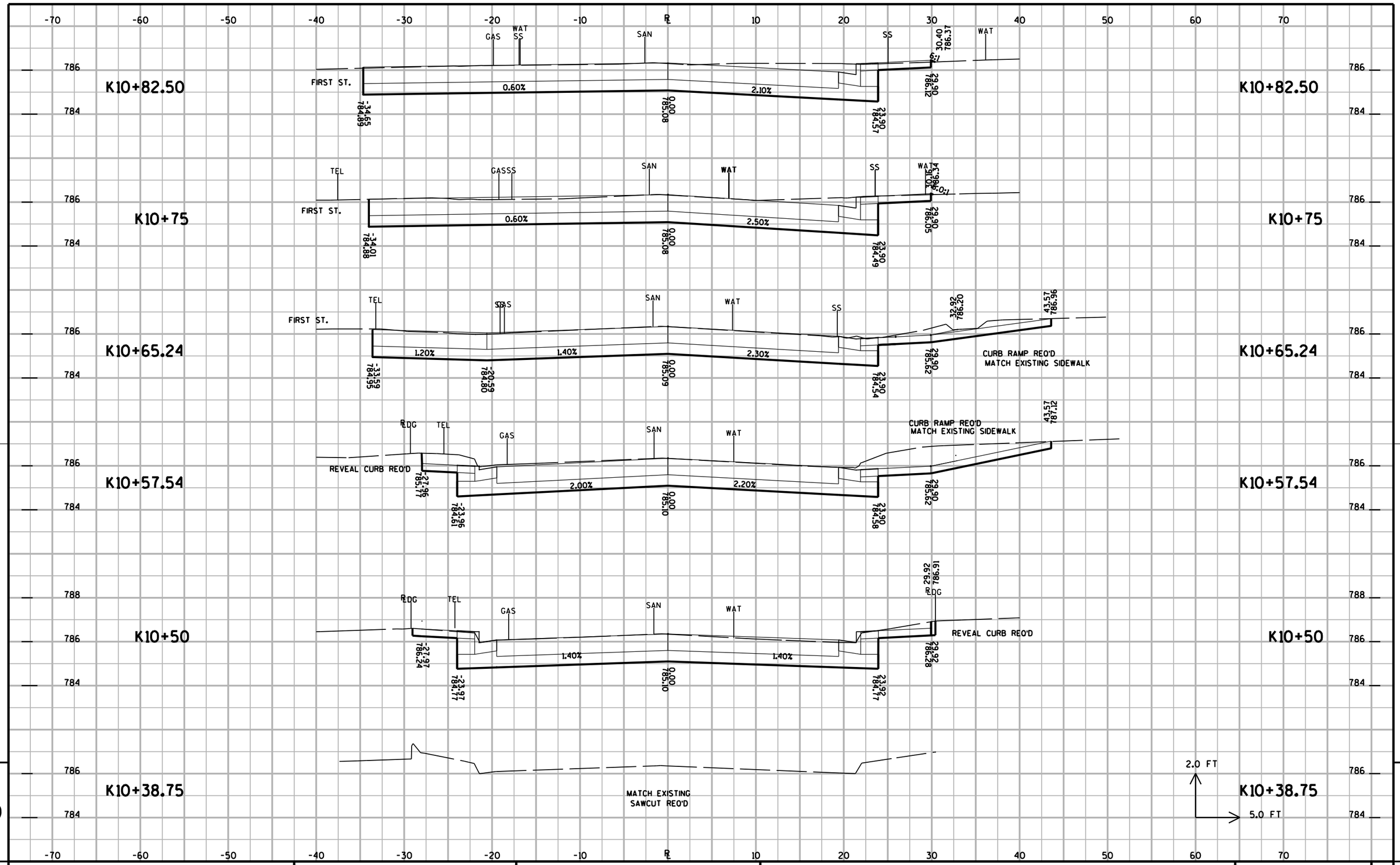
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: CTH Q SOUTH | SHEET NO: 497 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\CTH Q XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

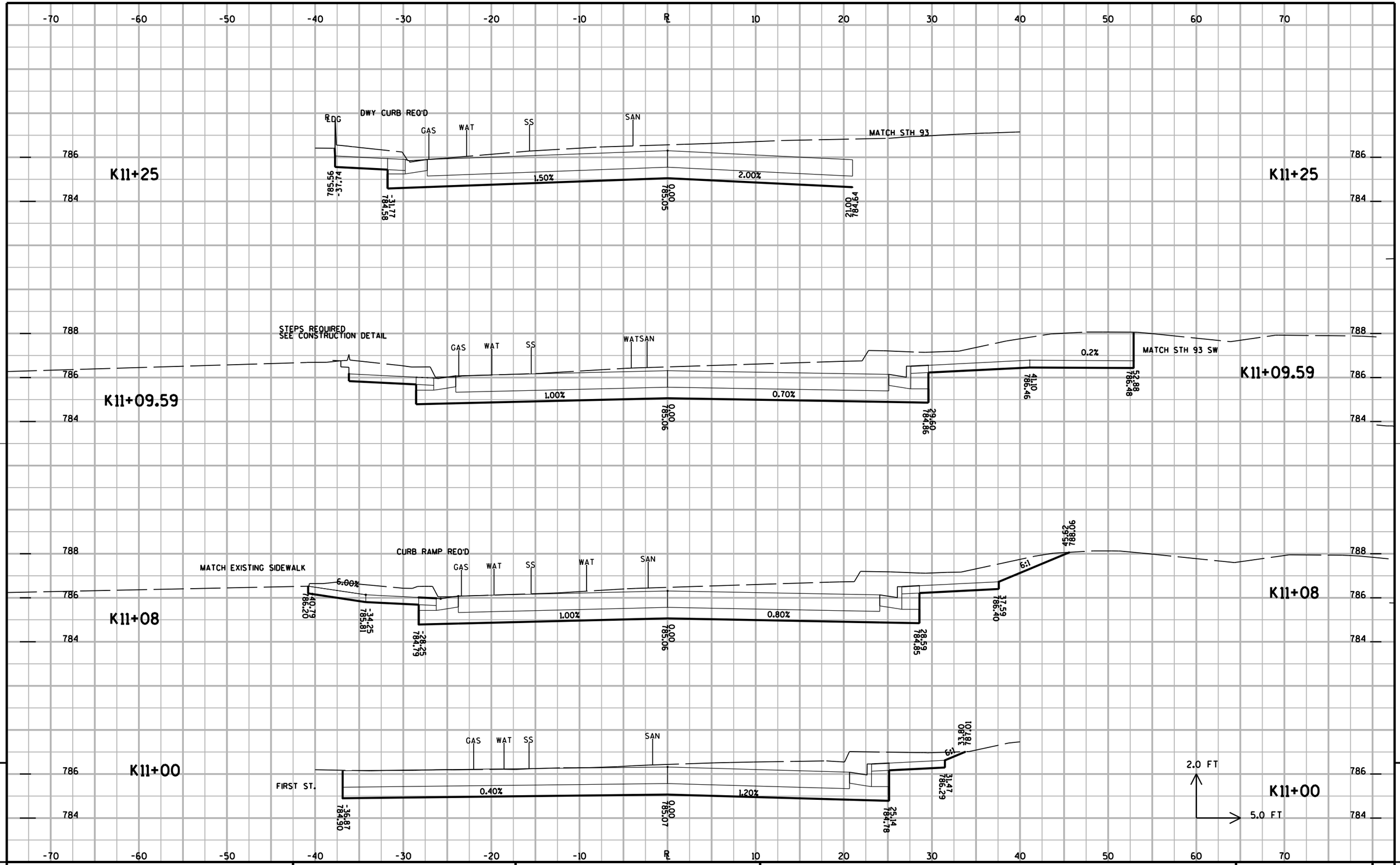



| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: ADAMS STREET | SHEET NO: |
|---|---|---|---|---|

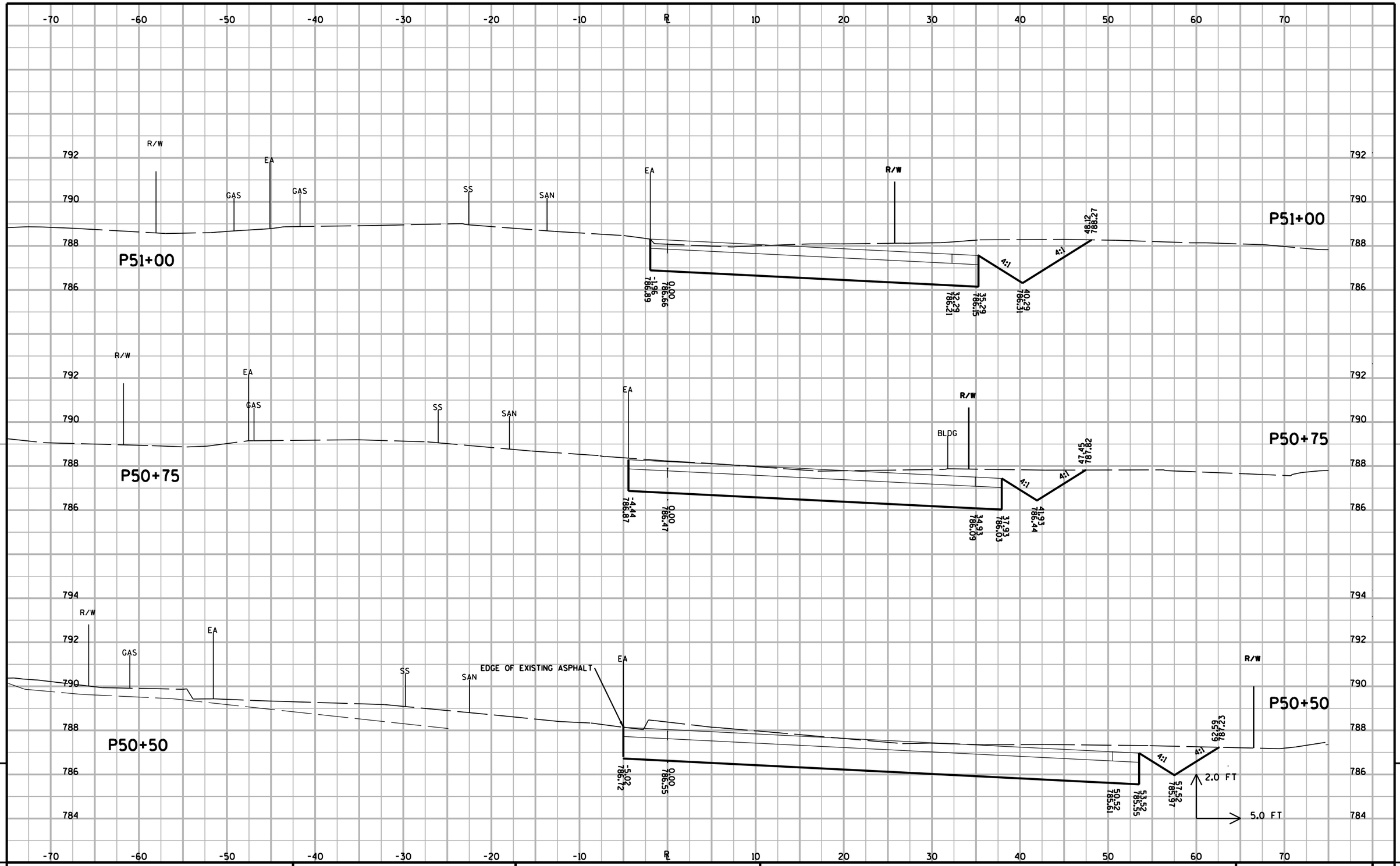


FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\ADAMS XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



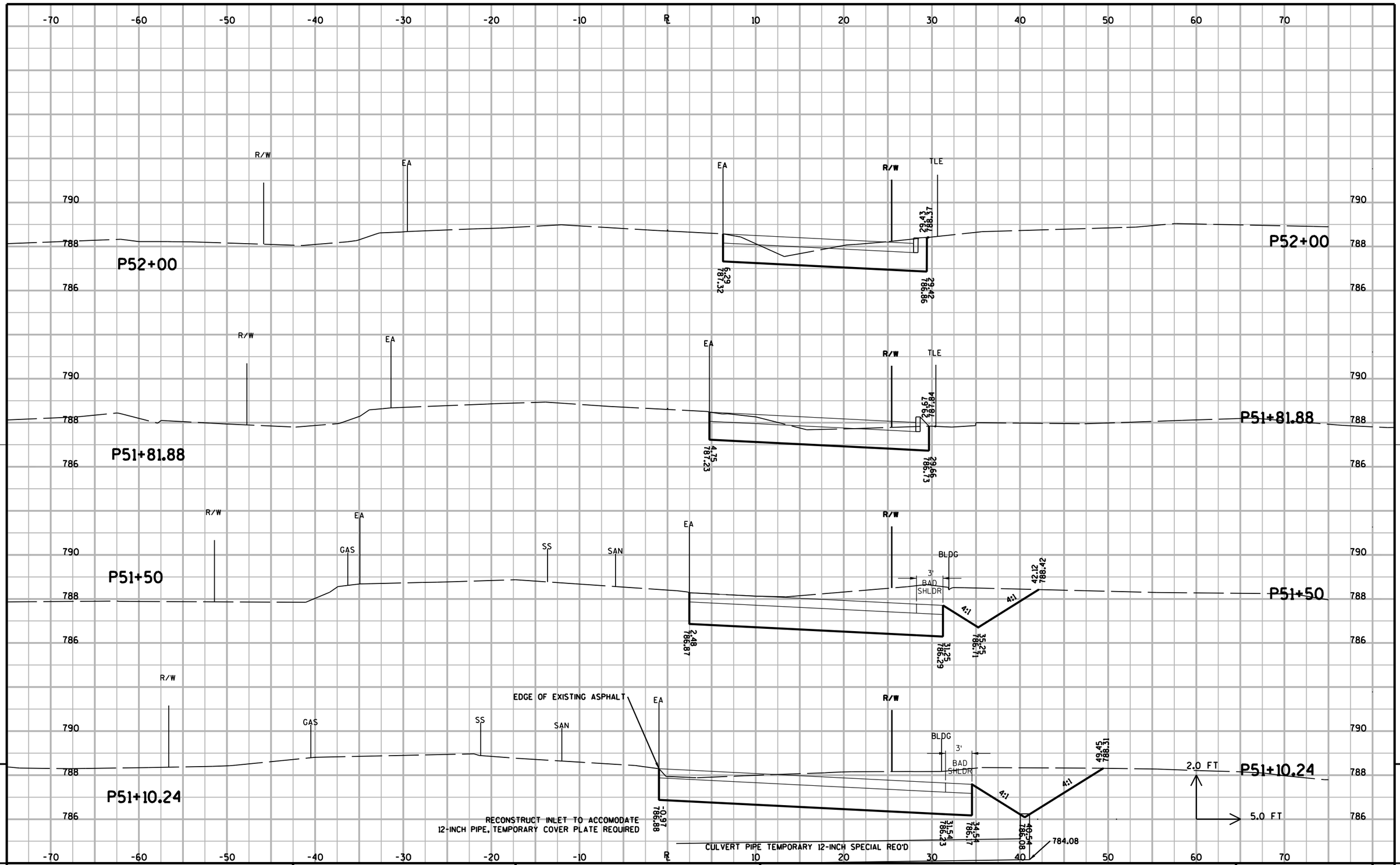

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: ADAMS STREET | SHEET NO: 499 | E |
|---|---|---|---|---|---|




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1A | SHEET NO: 500 |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1A XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

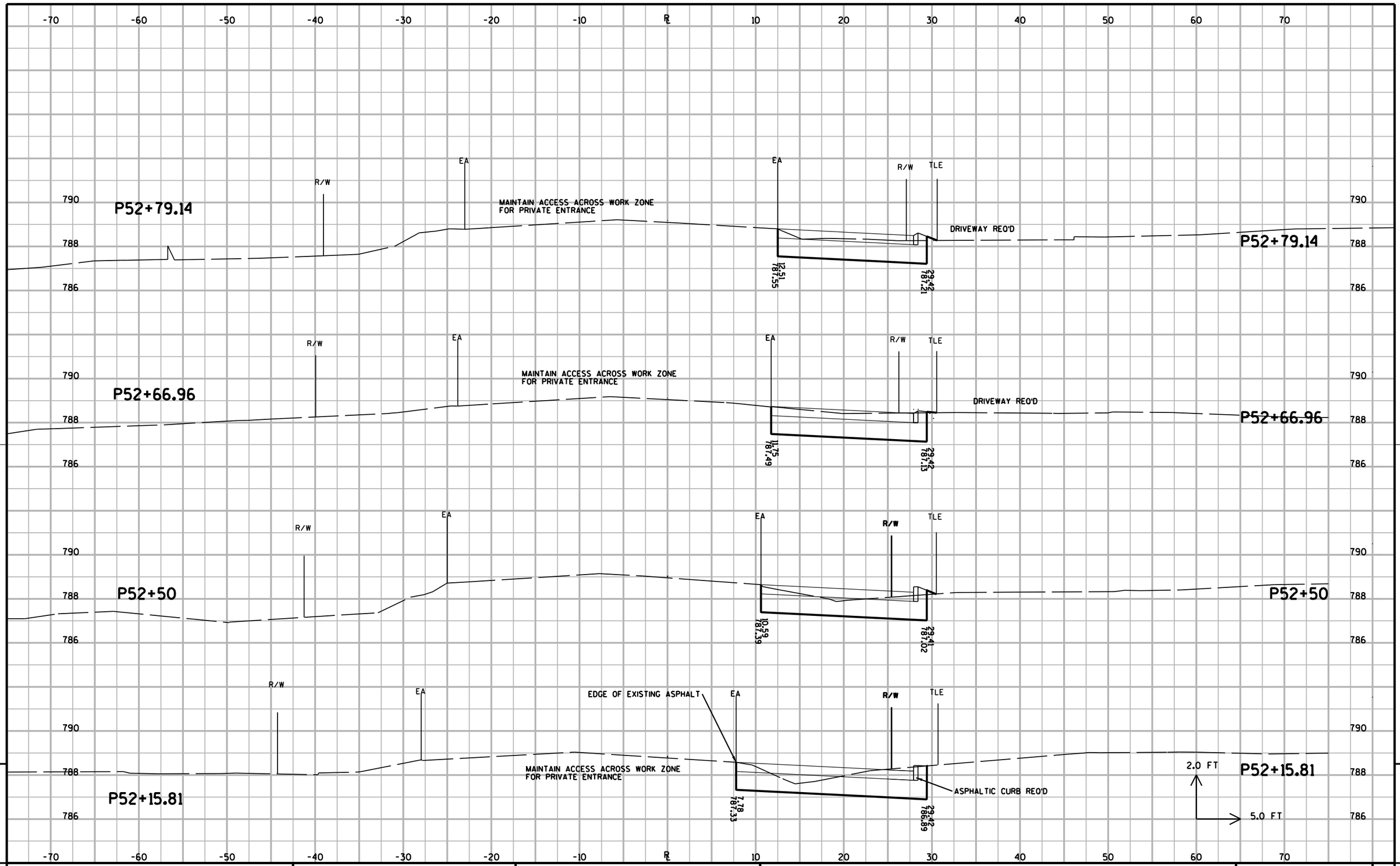



9 9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1A | SHEET NO: 501 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1A XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

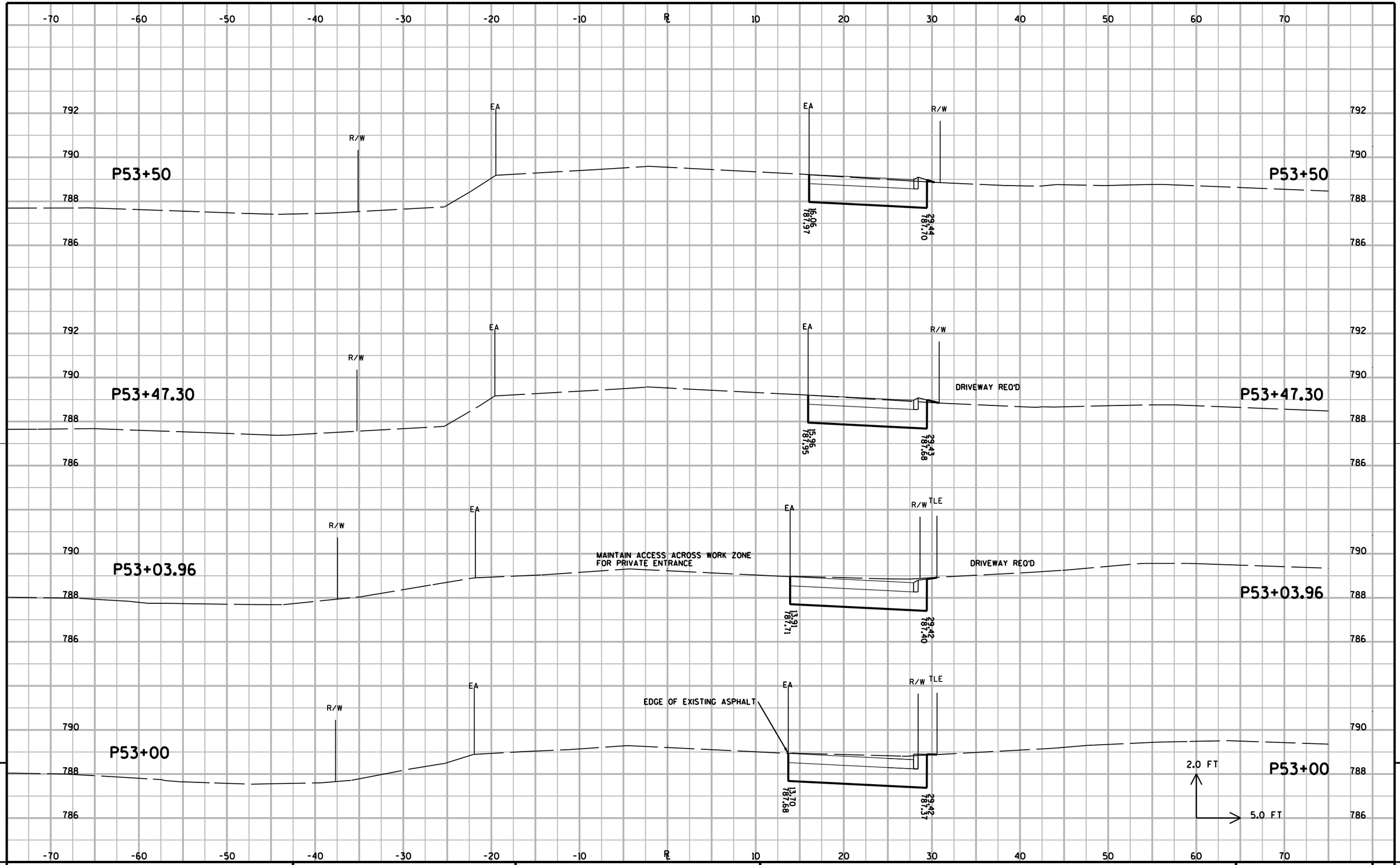
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1A | SHEET NO: 502 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1A XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



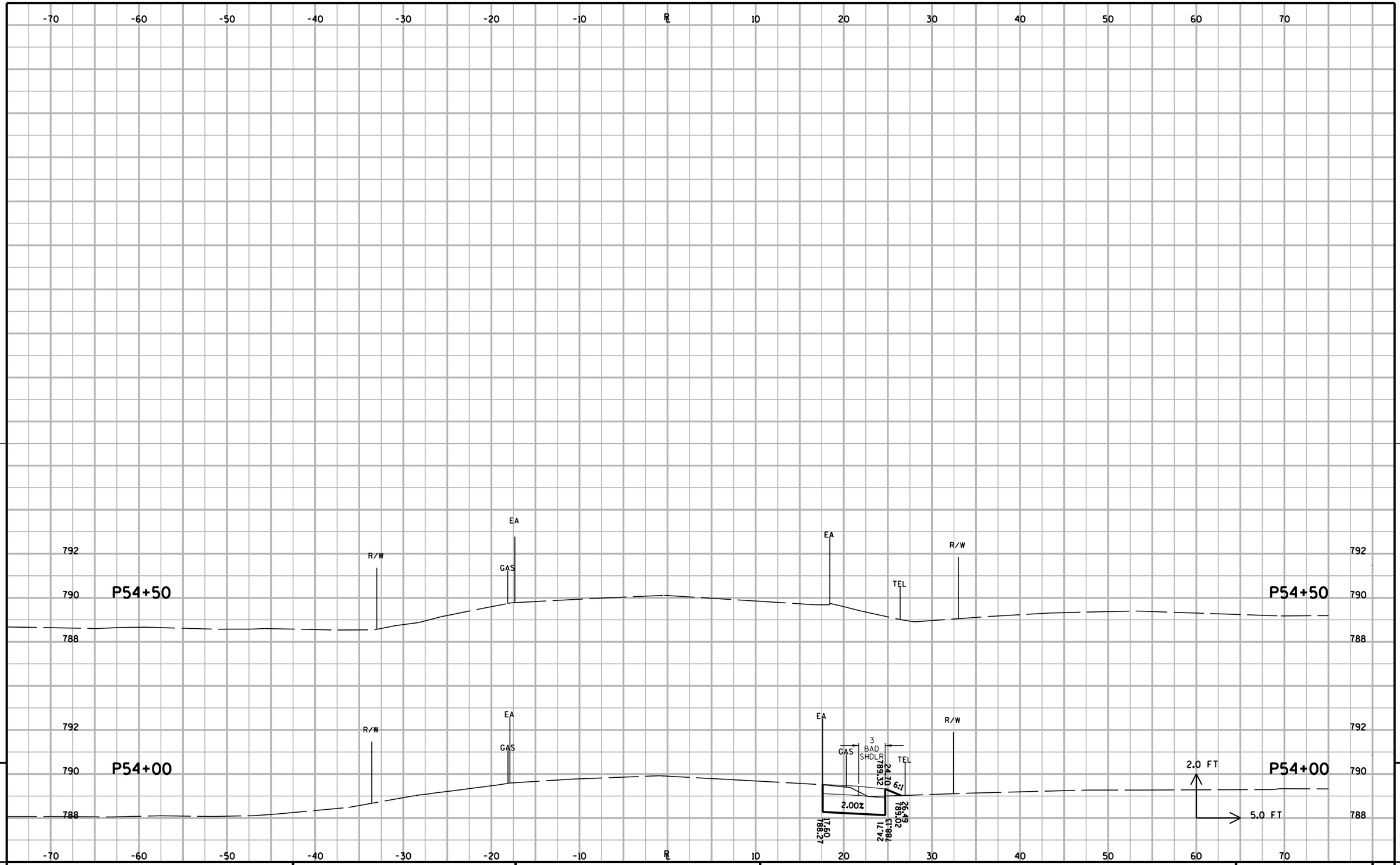

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1A | SHEET NO: 503 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1A XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



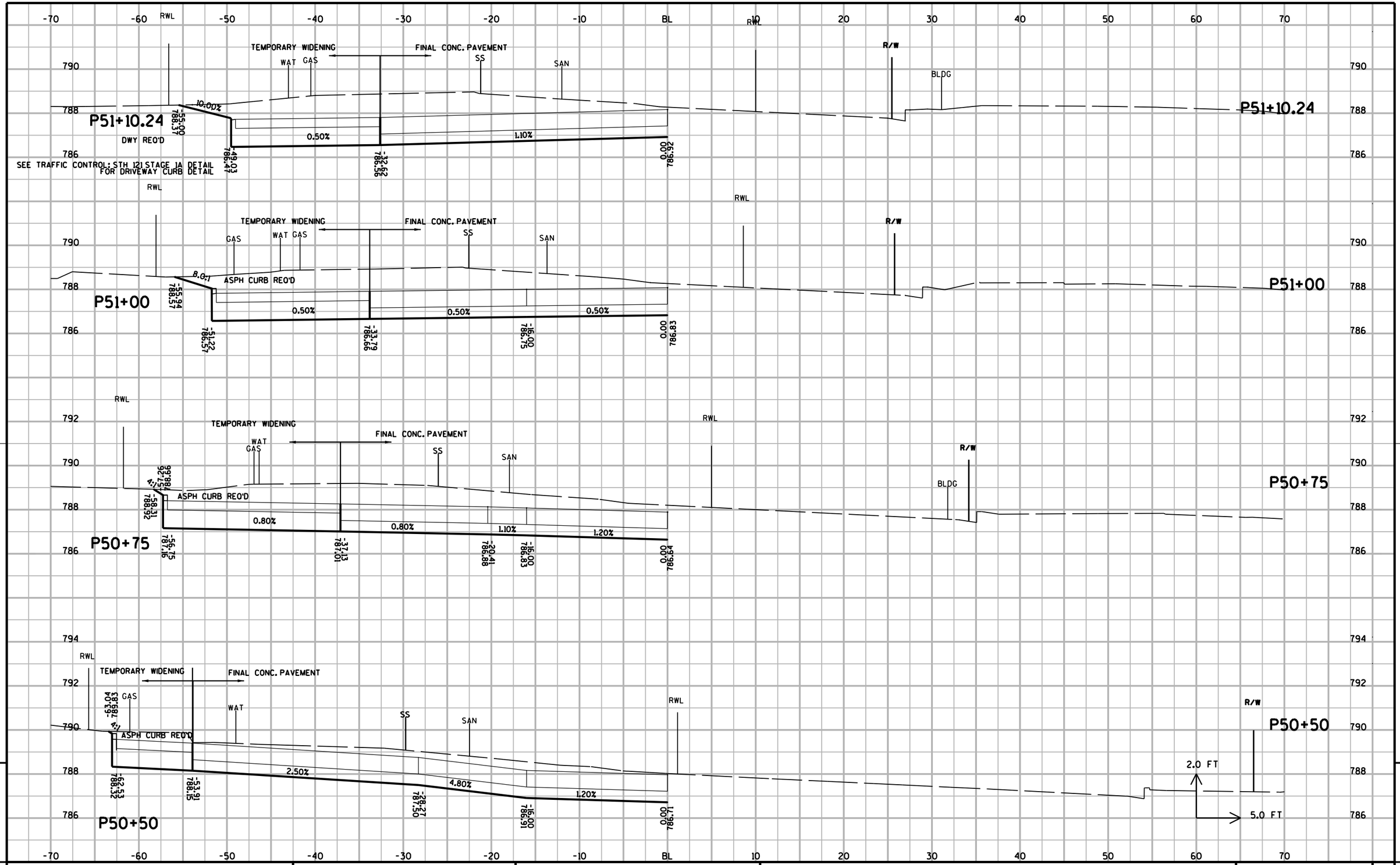

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1A | SHEET NO: 504 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1A XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



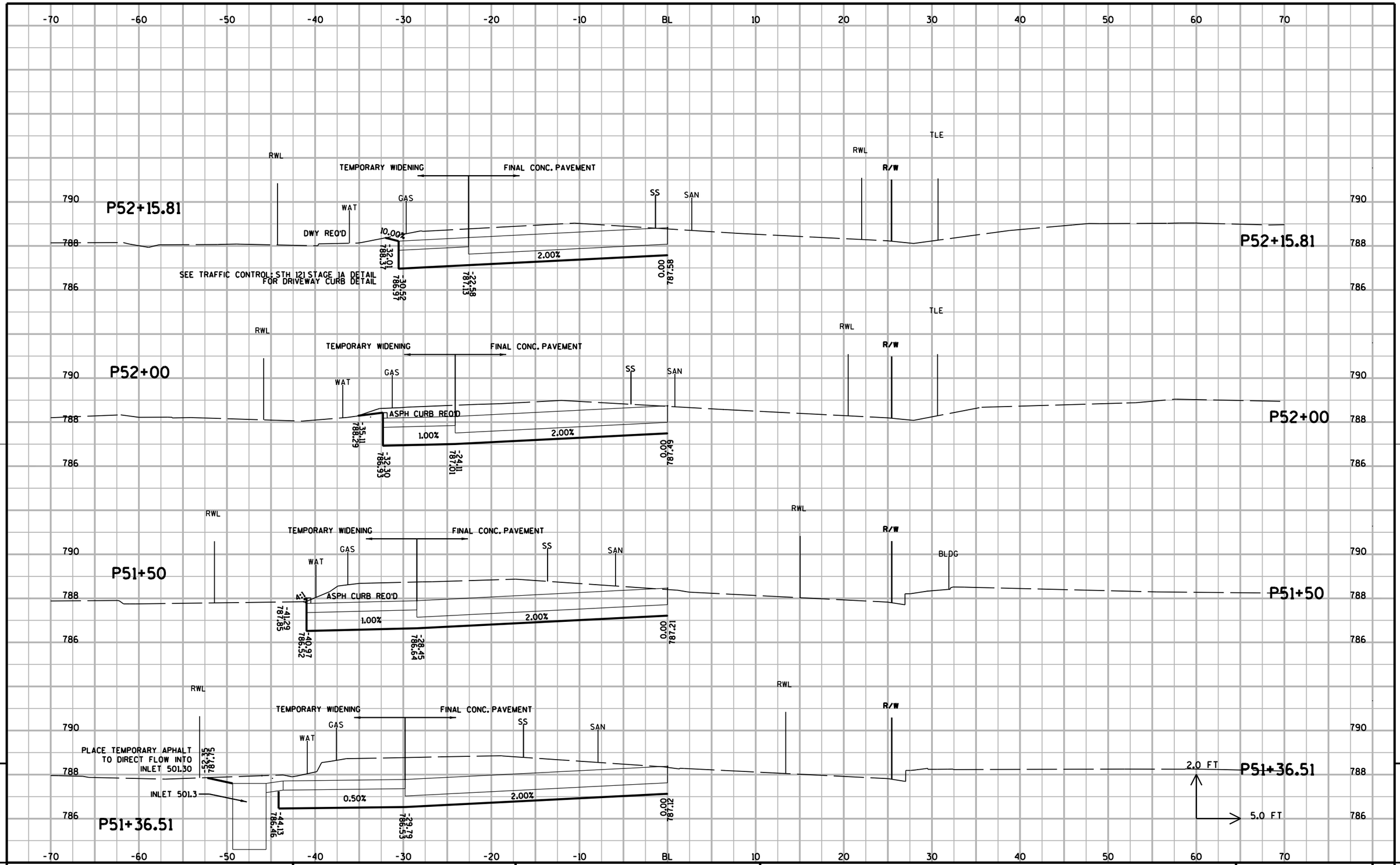

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1B | SHEET NO: 505 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1B XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



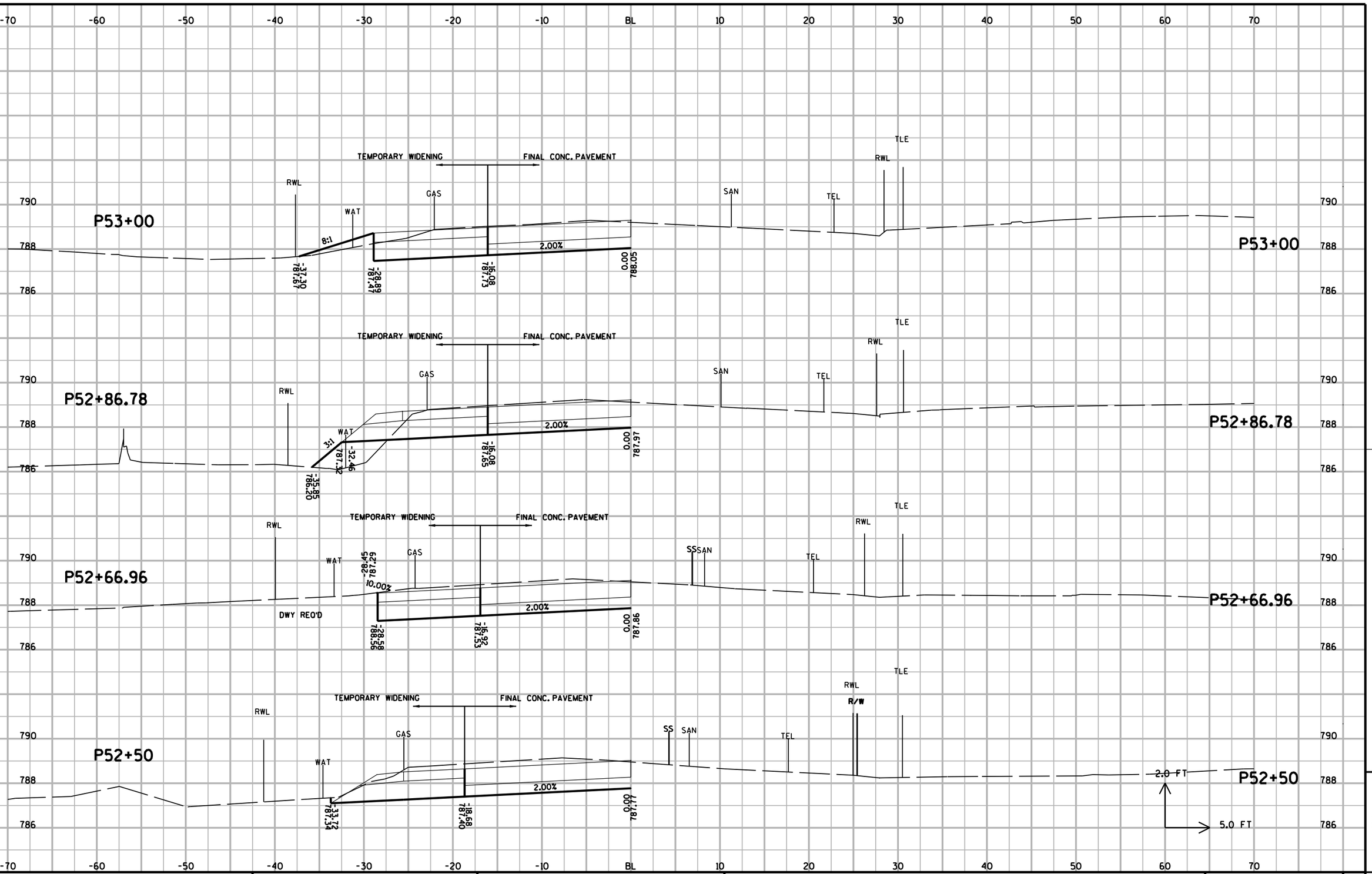

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1B | SHEET NO: 506 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1B XSEC.DGN | PLOT DATE : 11/19/2013 | PLOT BY : KL Engineering | PLOT NAME : | PLOT SCALE :

WISDOT/CADDS SHEET 21



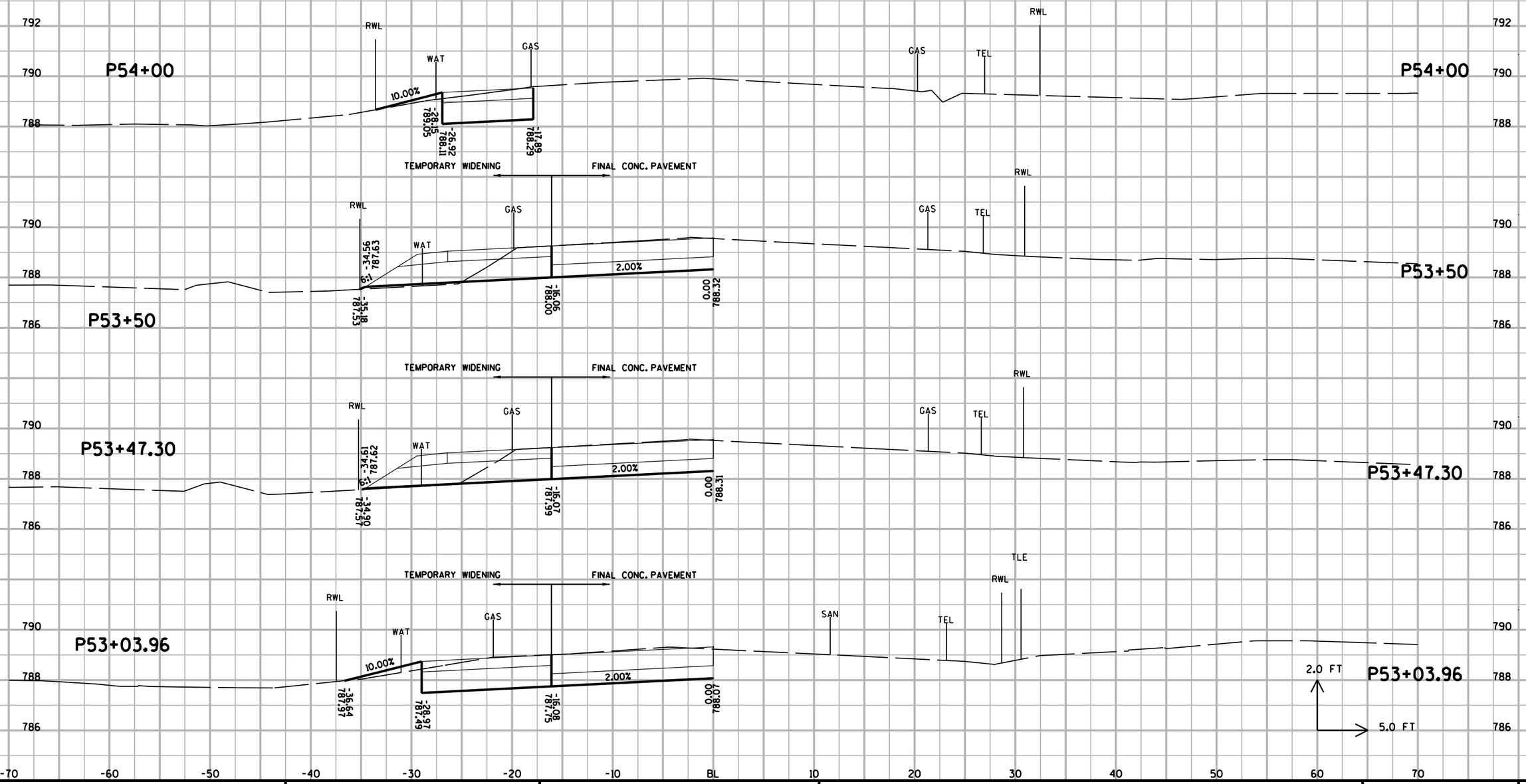

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1B | SHEET NO: 507 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1B XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1B | SHEET NO: 508 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1B XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

790
788
792
790
788
790
788

P55+50

P55+00

P54+50

RWL
WAT
GAS
4:1
-17.62
789.57
789.00
789.55

TEMPORARY WIDENING
EXISTING PAVEMENT
RWL
WAT
GAS
4:1
-26.96
787.51
787.96
789.50
-17.33
789.40

TEL
RWL

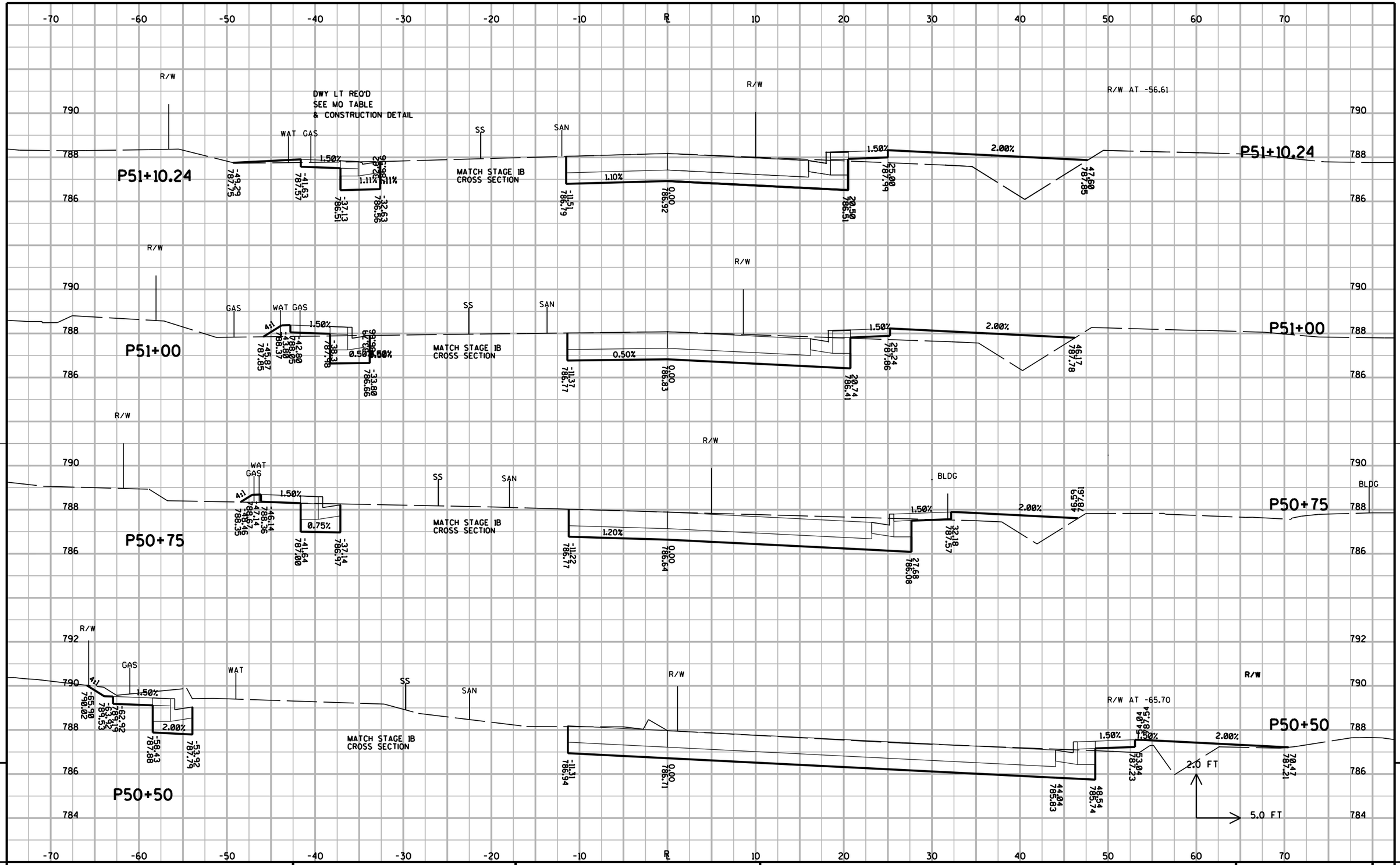
2.0 FT
5.0 FT

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 1B | SHEET NO: 509 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1B XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

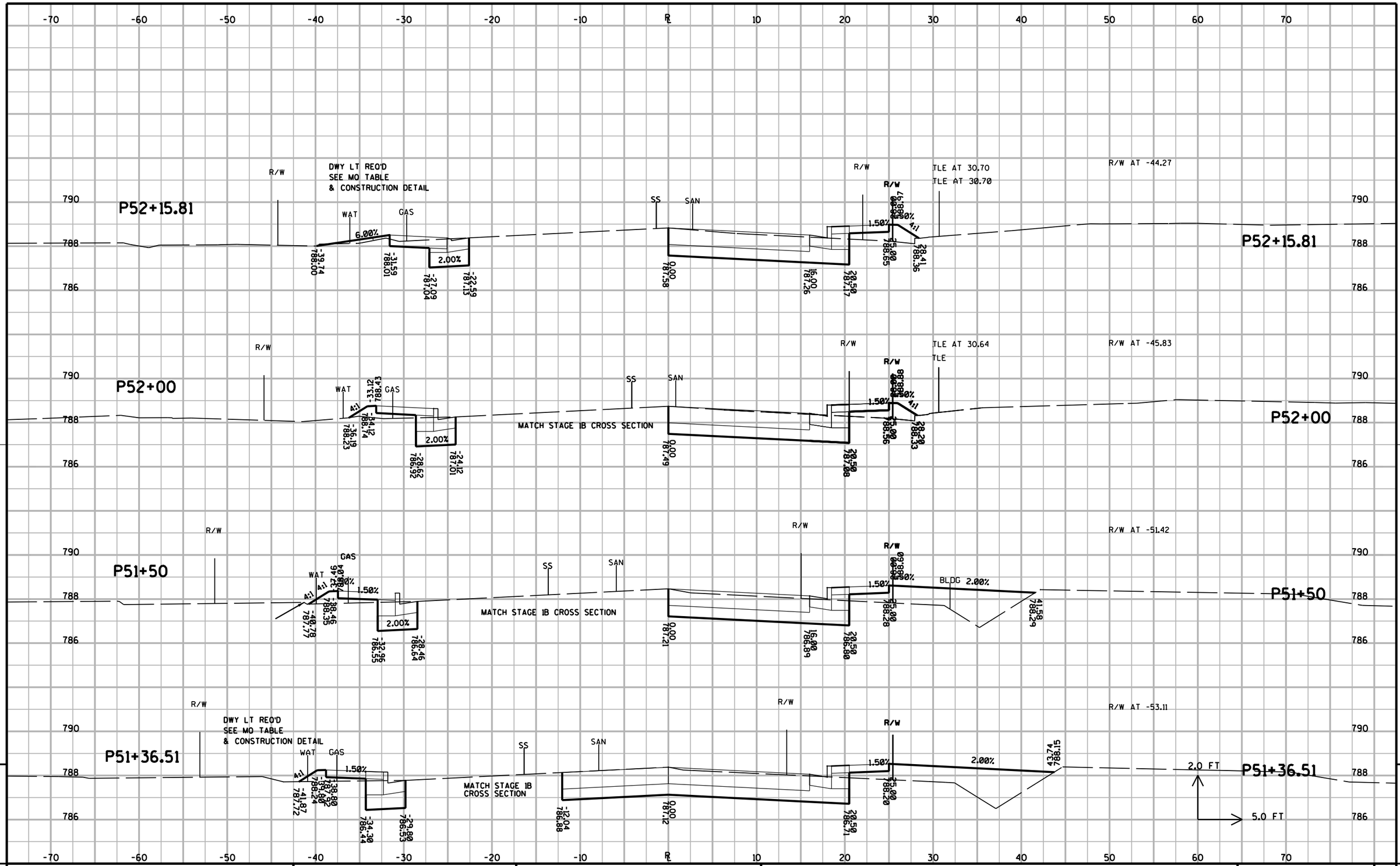
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 2B | SHEET NO: 510 E |
|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1C XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



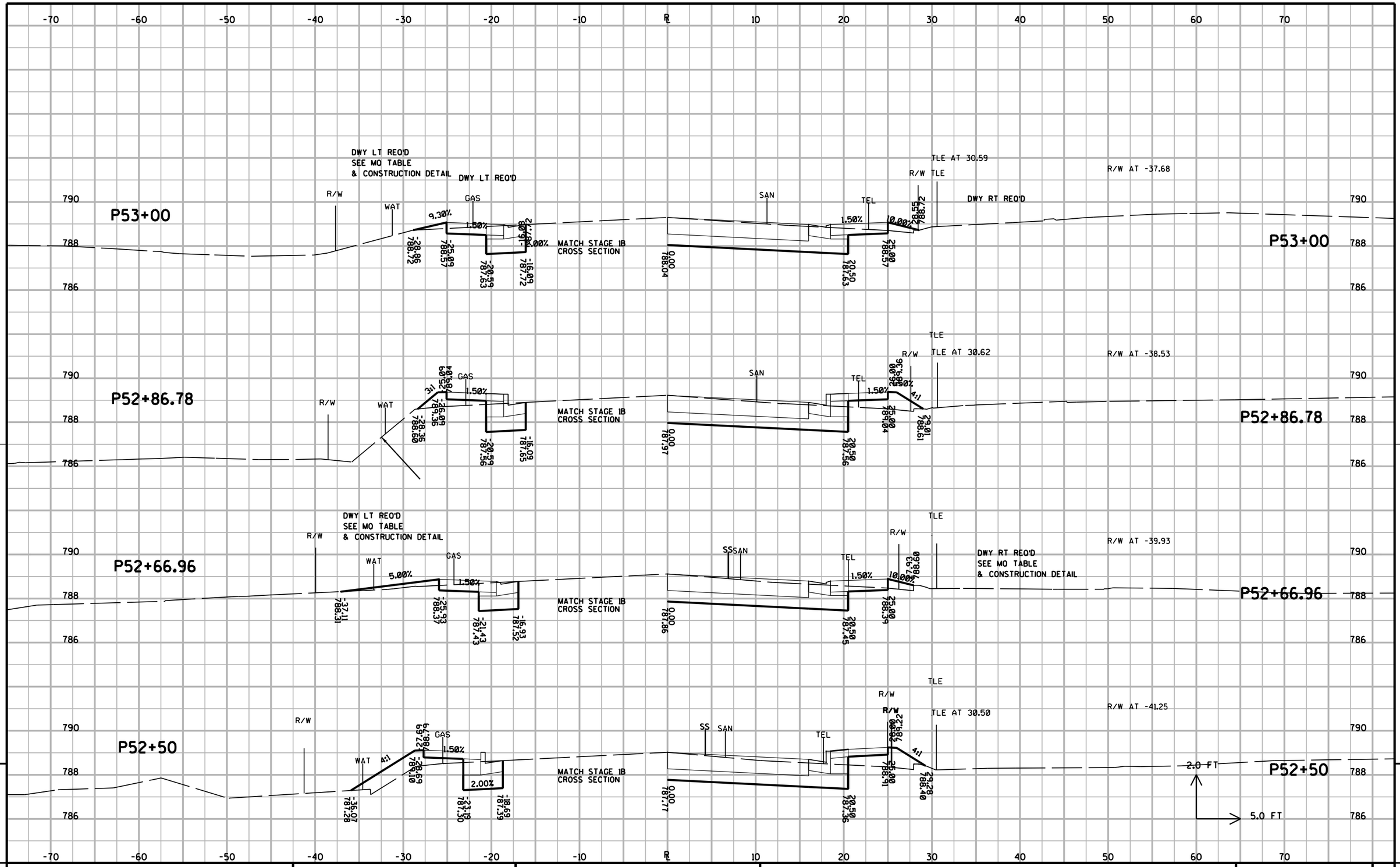

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 2B | SHEET NO: 511 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1C XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

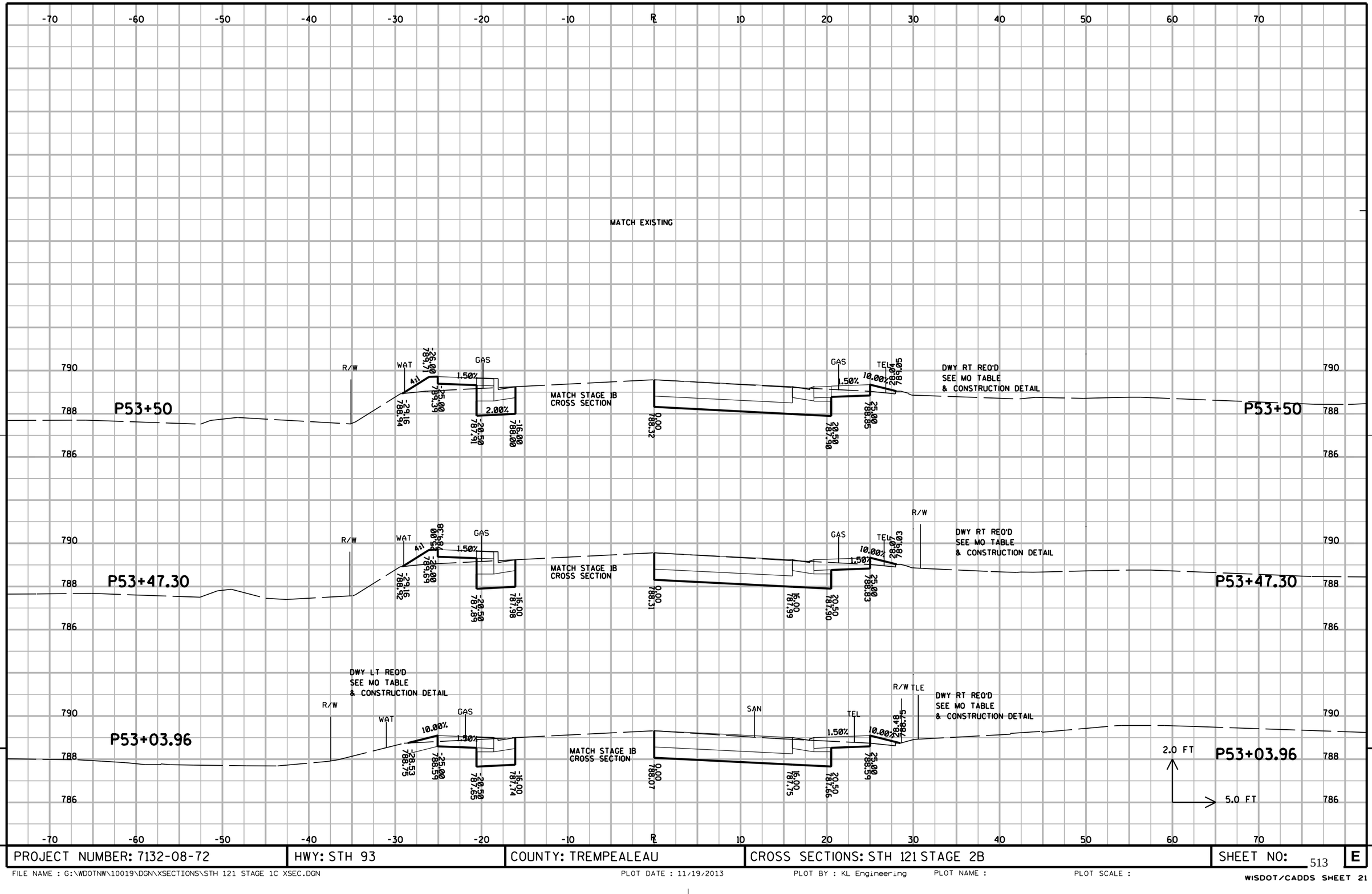



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 2B | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1C XSEC.DGN | PLOT DATE : 11/19/2013 | PLOT BY : KL Engineering | PLOT NAME : | PLOT SCALE :

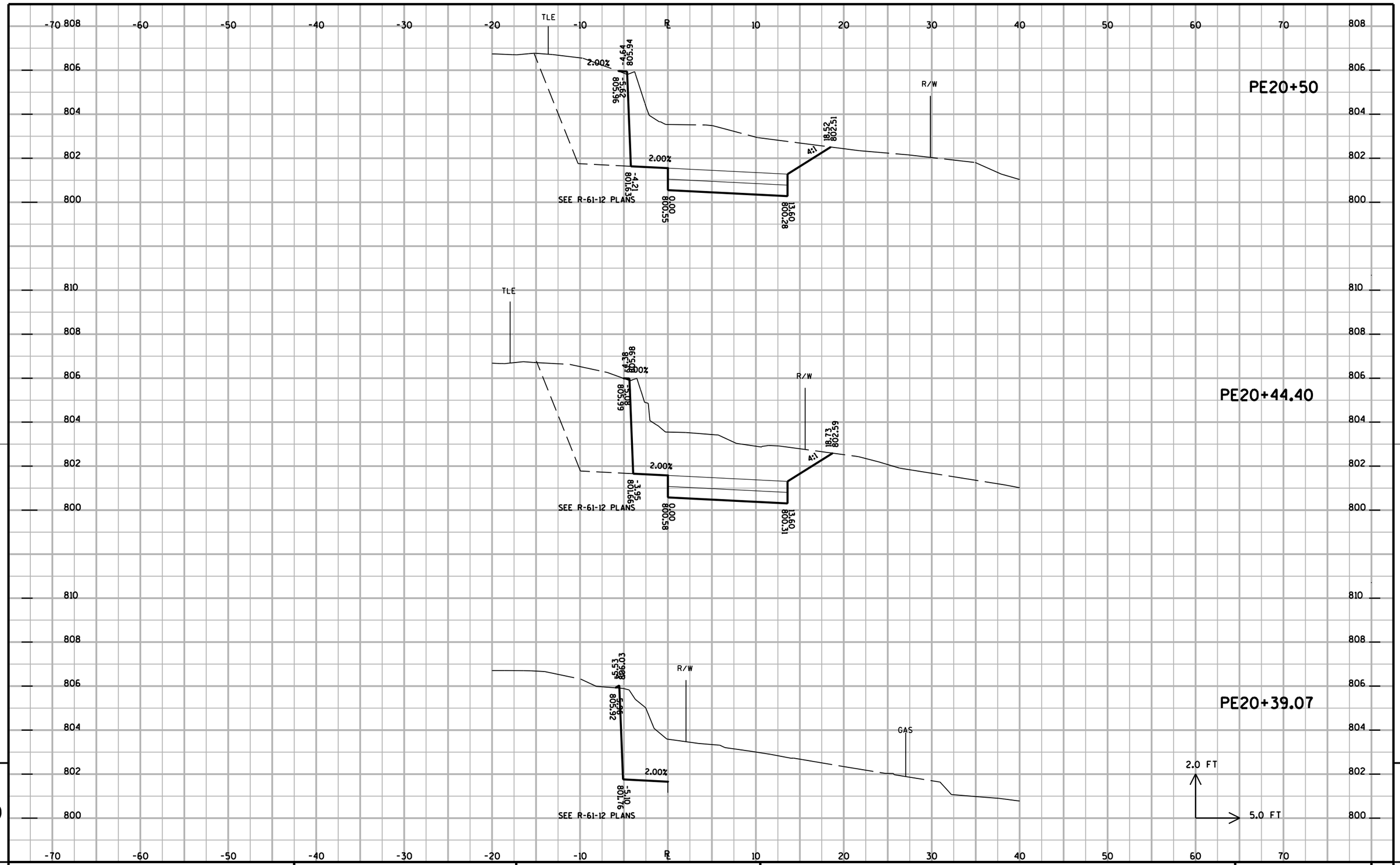
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: STH 121 STAGE 2B | SHEET NO: 513 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\STH 121 STAGE 1C XSEC.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

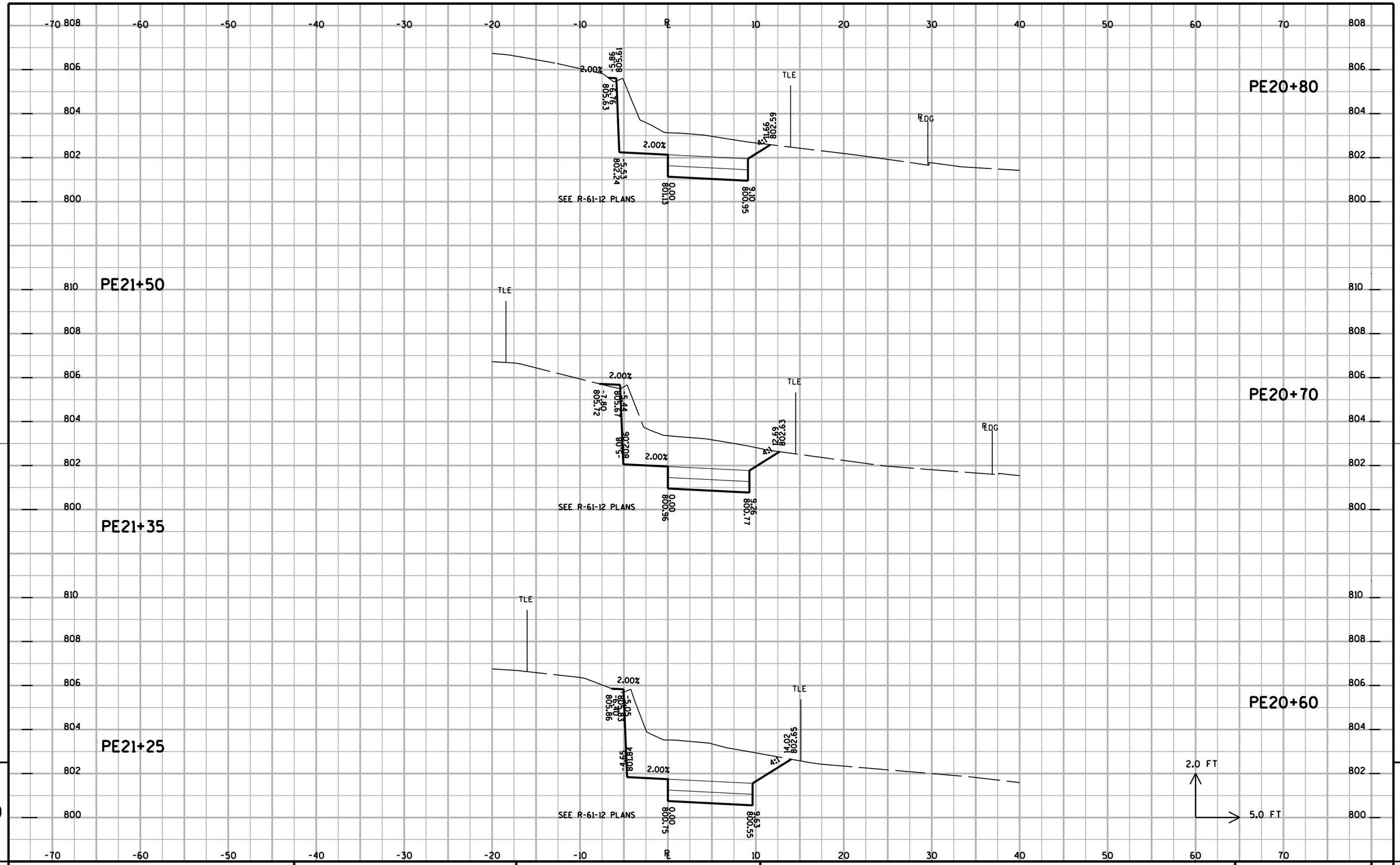
WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: PE107+65 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE107+65 | SHEET NO: 514 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 107+65 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

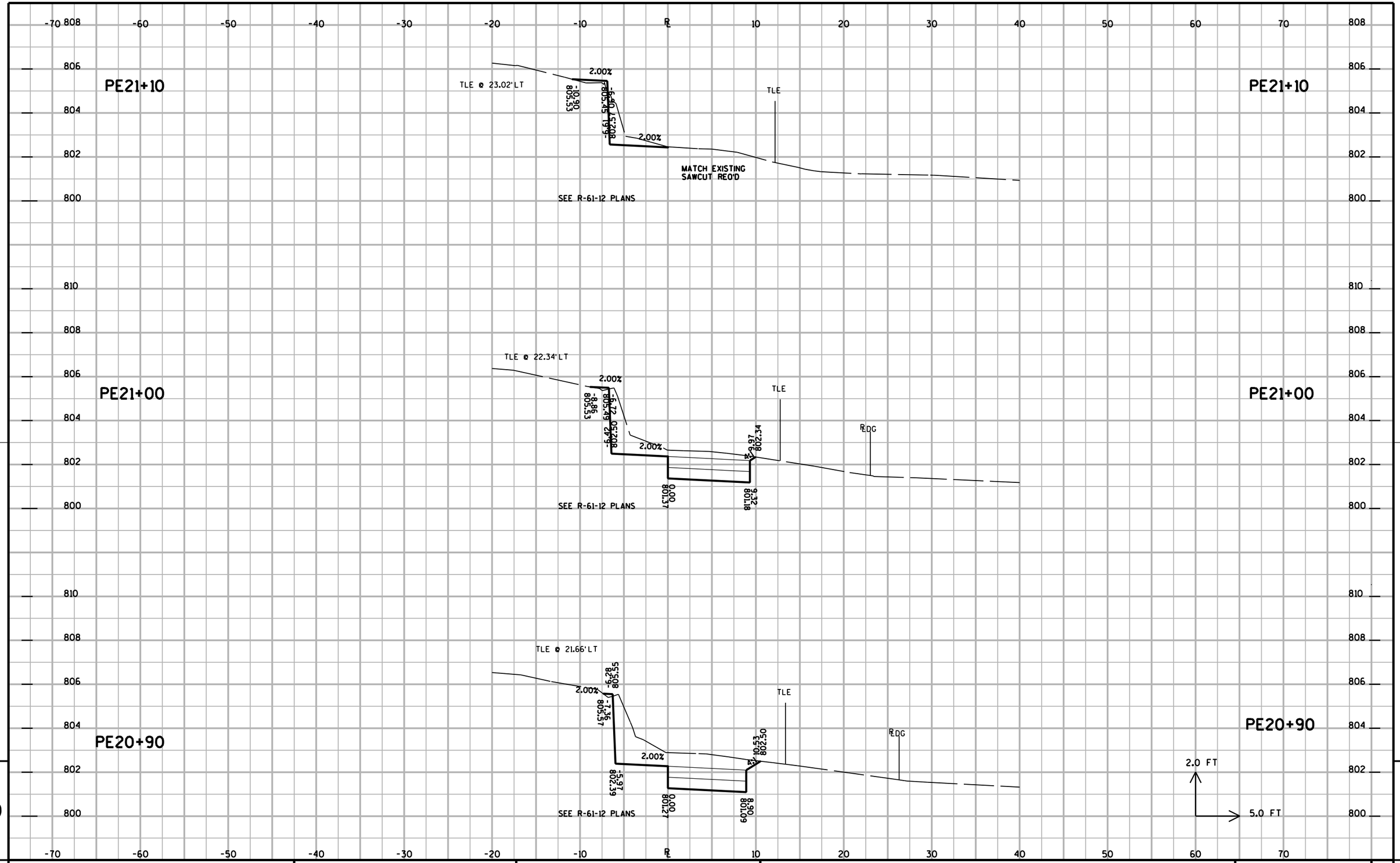



9

| PROJECT NUMBER: 7132-08-72 | HWY: PE107+65 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE107+65 | SHEET NO: 515 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 107+65 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




9

| PROJECT NUMBER: 7132-08-72 | HWY: PE107+65 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE107+65 | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 107+65 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 ℄ 10 20 30 40 50 60 70

814 812 810 808 806 804

PE10+40

PE10+38

SEE R-61-13 PLAN
FOR WALL ELEVATIONS

MATCH STH 93

-1.00
804.53

0.00
804.51

6.41
804.38

4.00%

-10.61
812.06

-6.66
807.90

2.00%

-6.39
808.08

-1.53
806.50

2.00%

0.00
804.52

-1.00
804.54

SEE R-61-13 PLAN
FOR WALL ELEVATIONS

MATCH STH 93

2.0 FT

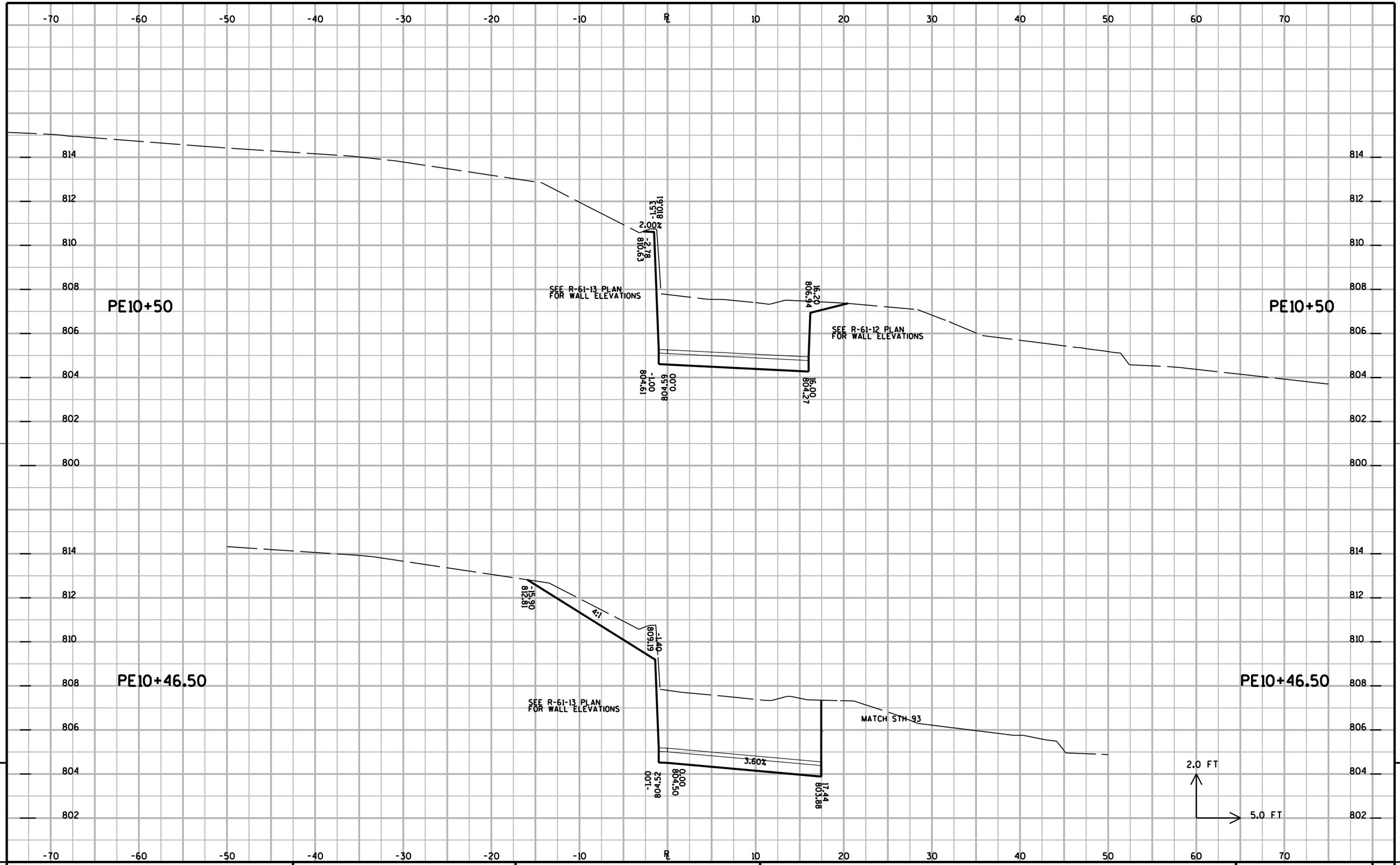
5.0 FT

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 108+50 | SHEET NO: 517 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 108+75 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



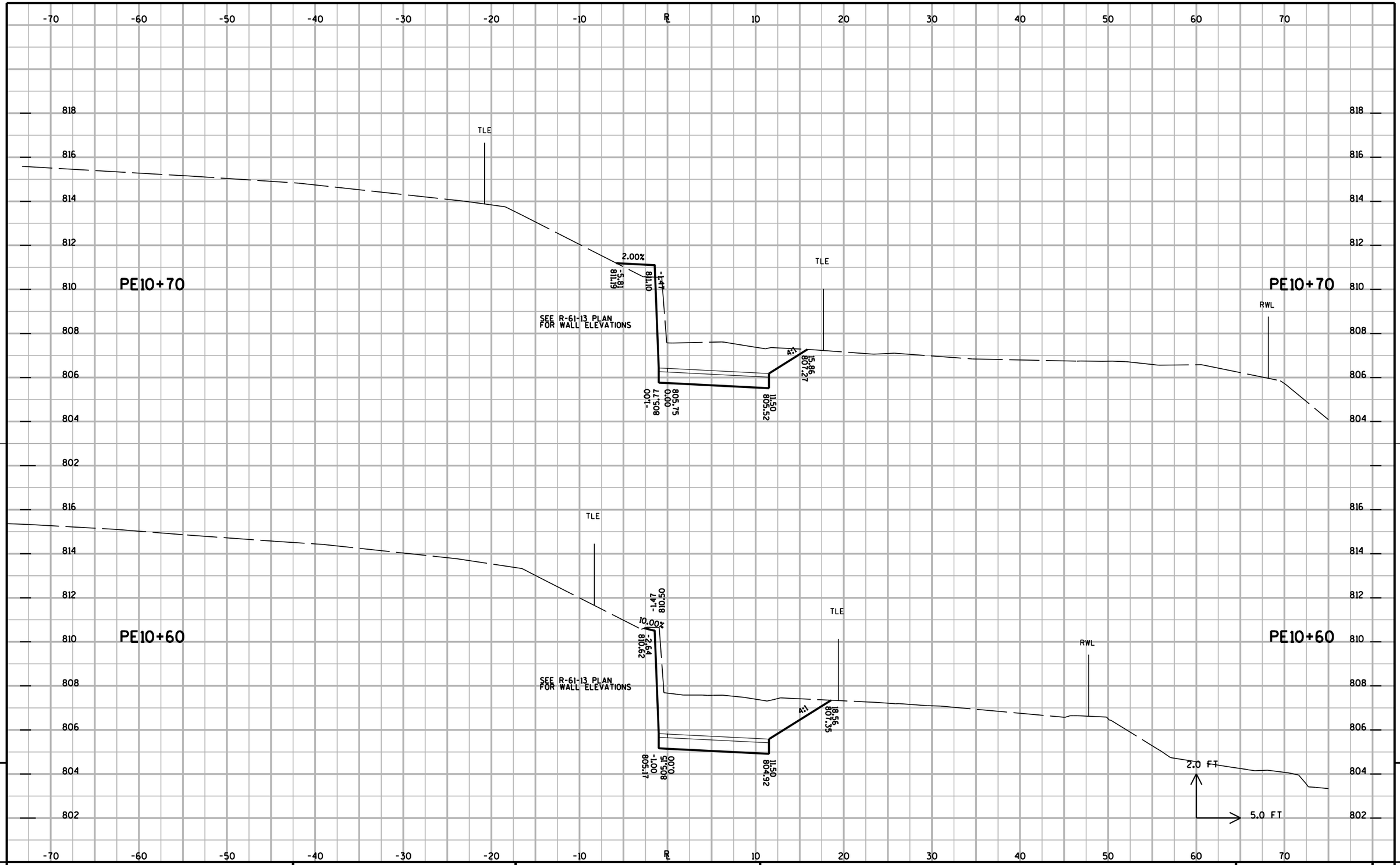

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 108+50 | SHEET NO: 518 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 108+75 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

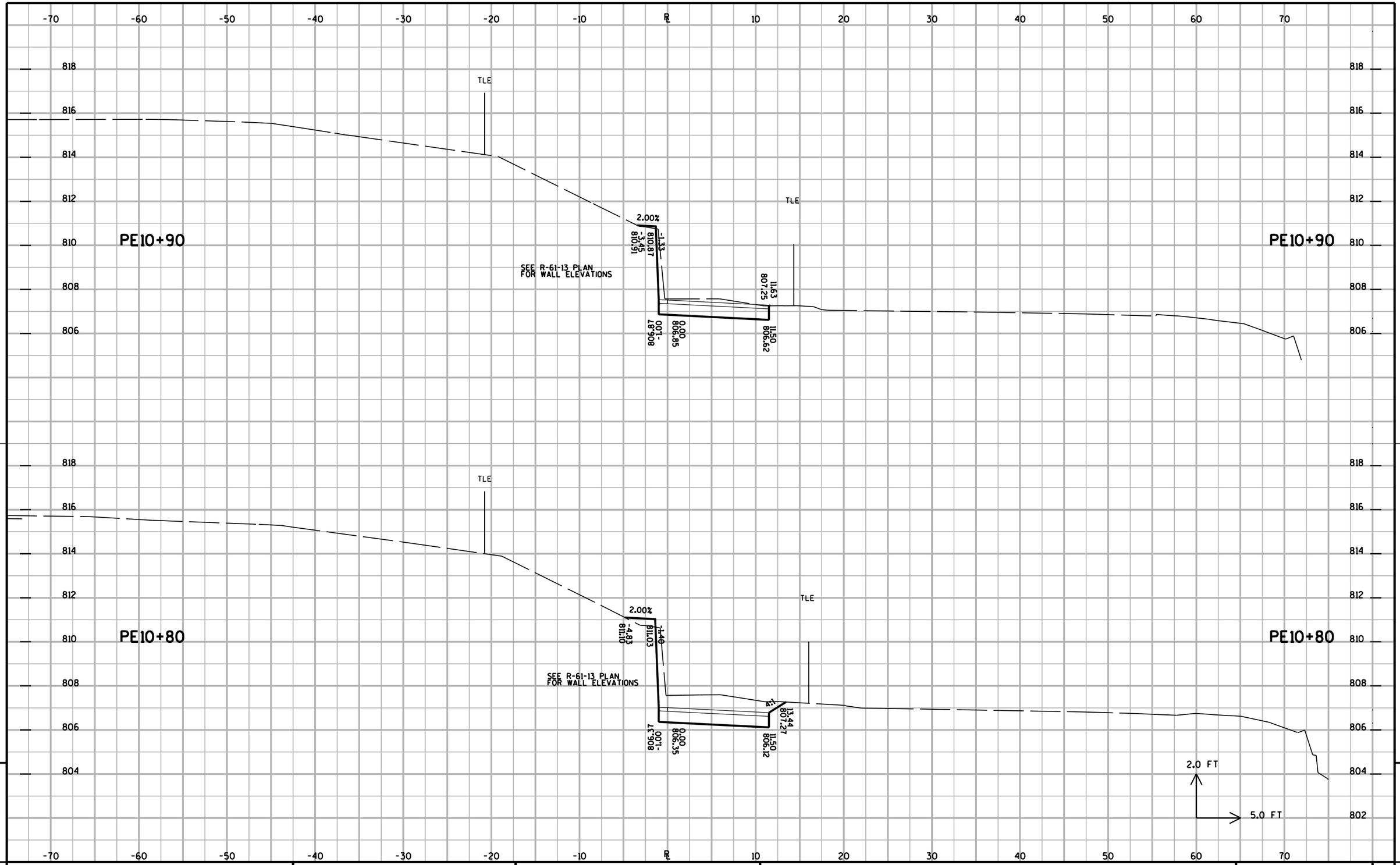



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 108+50 | SHEET NO: 519 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 108+75 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21



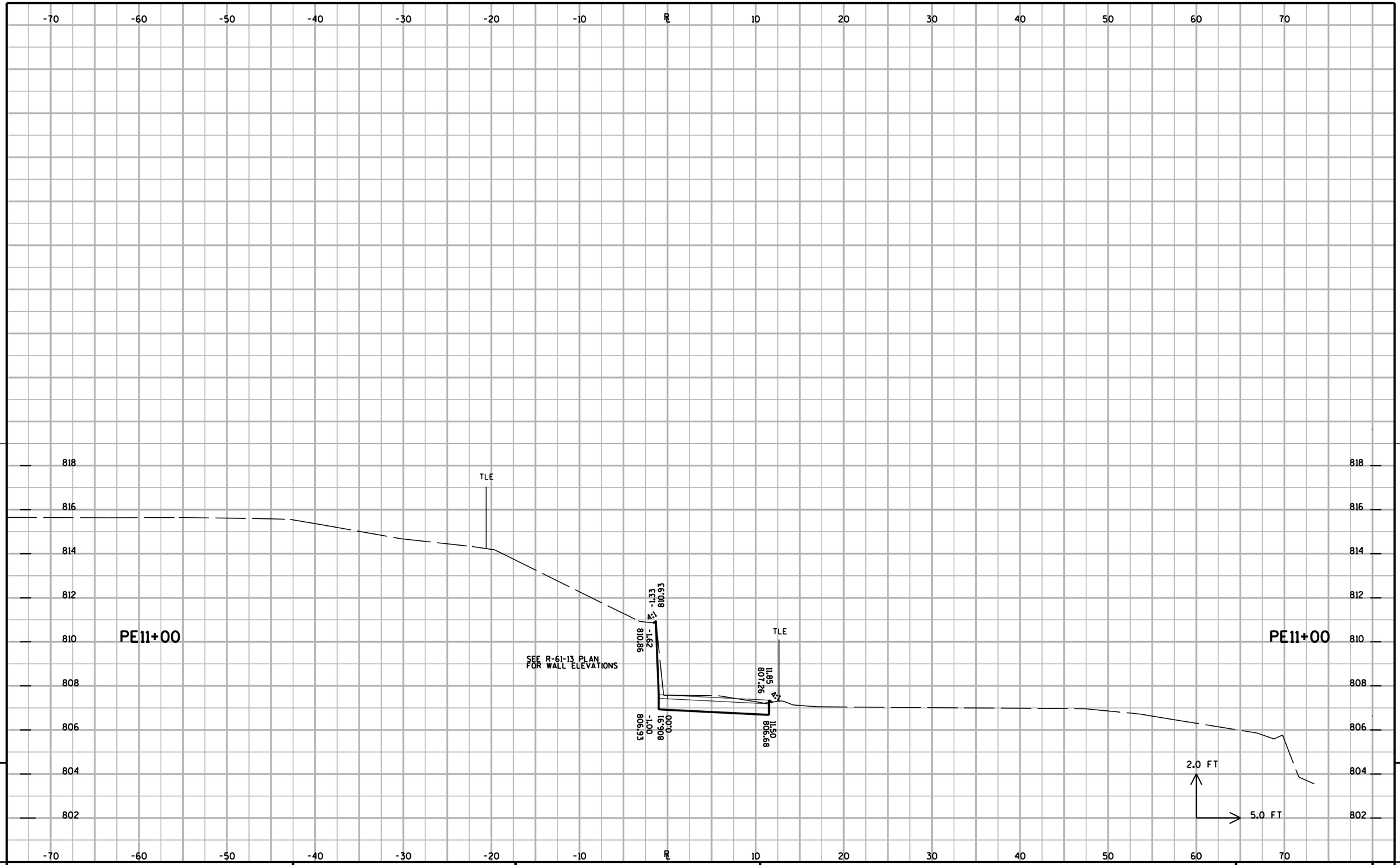

9

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 108+50 | SHEET NO: 520 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 108+75 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

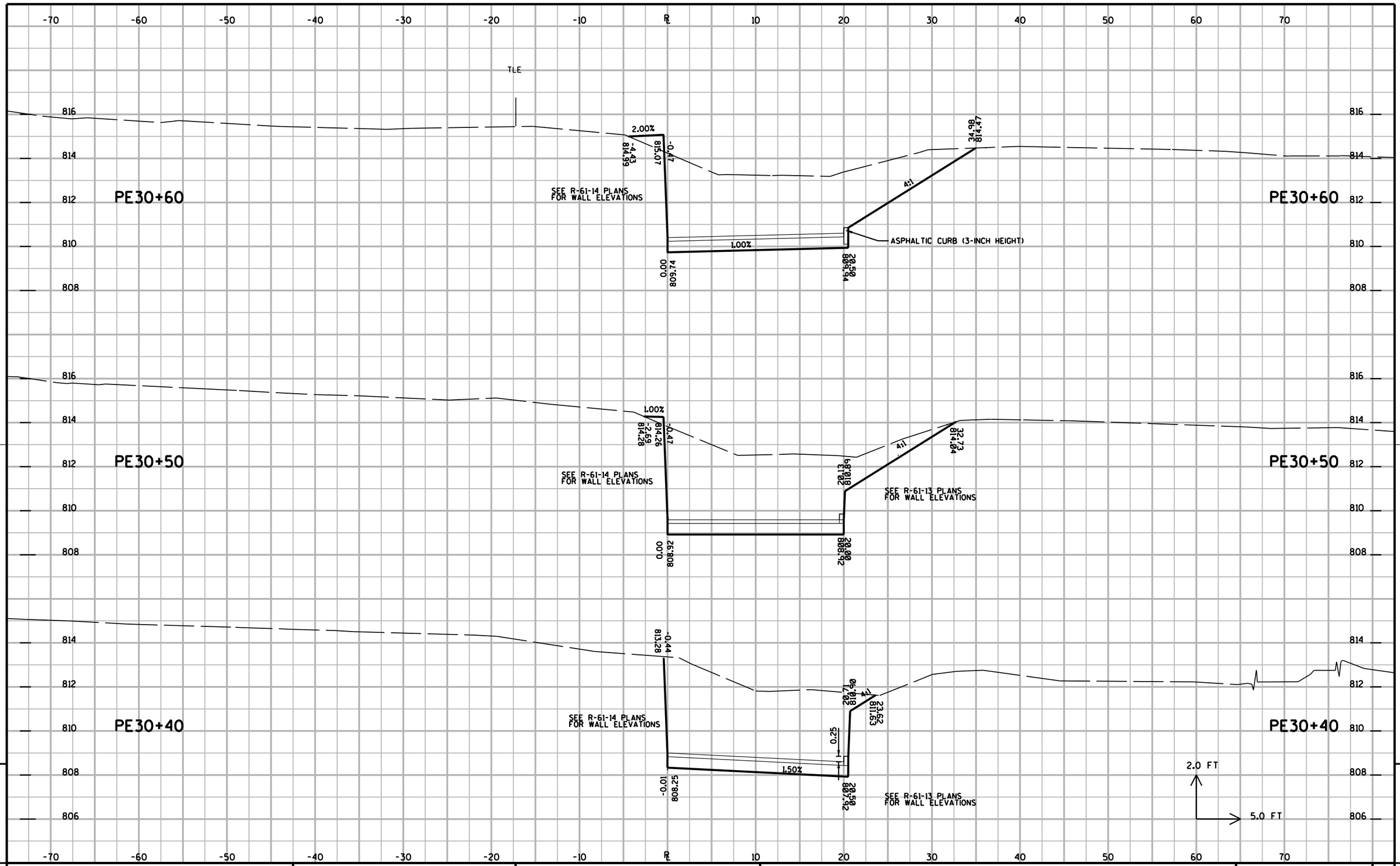
WISDOT/CADDS SHEET 21



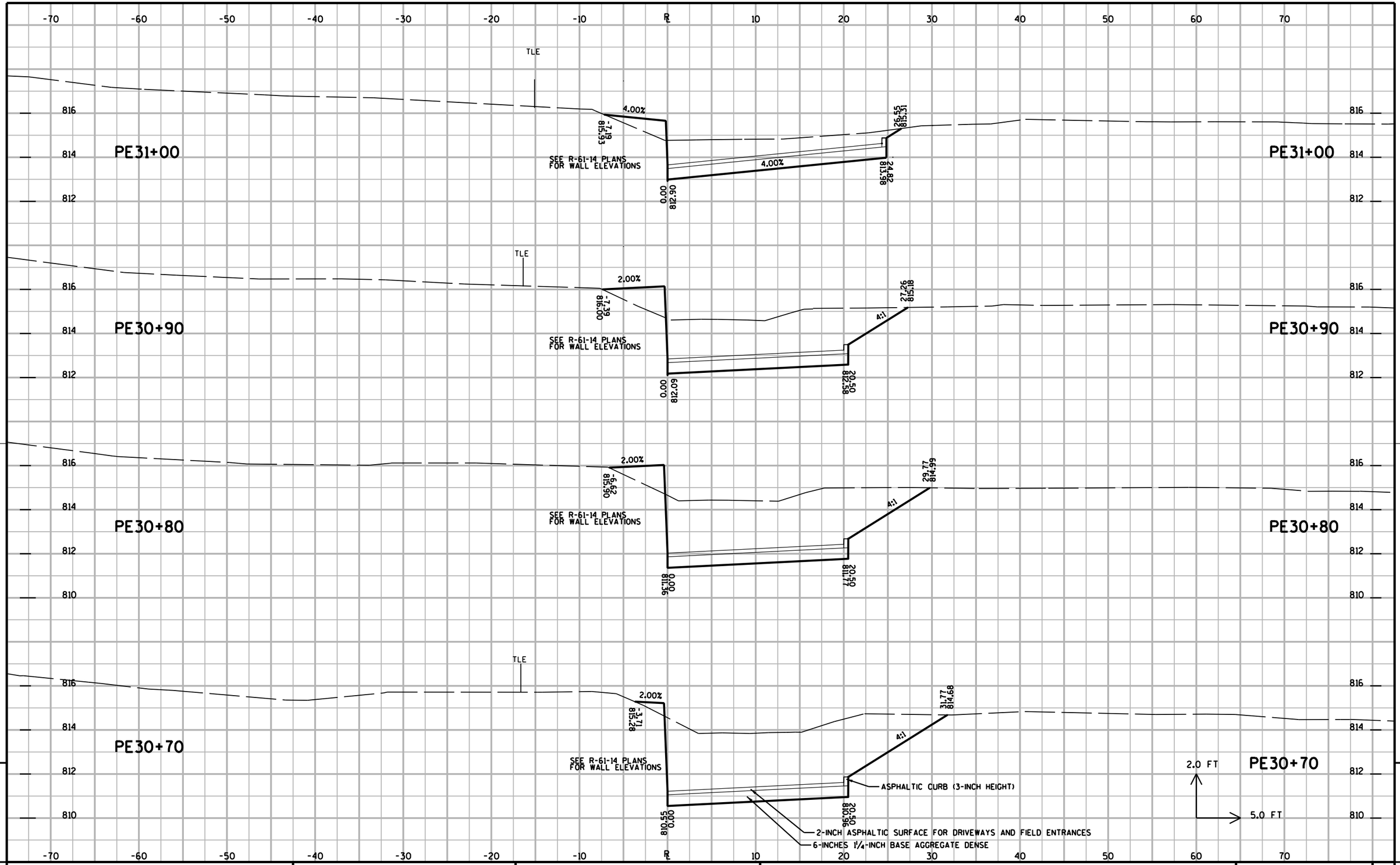

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 108+50 | SHEET NO: 521 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 108+75 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 109+75 | SHEET NO: 522 | E |
|---|---|---|---|---|---|

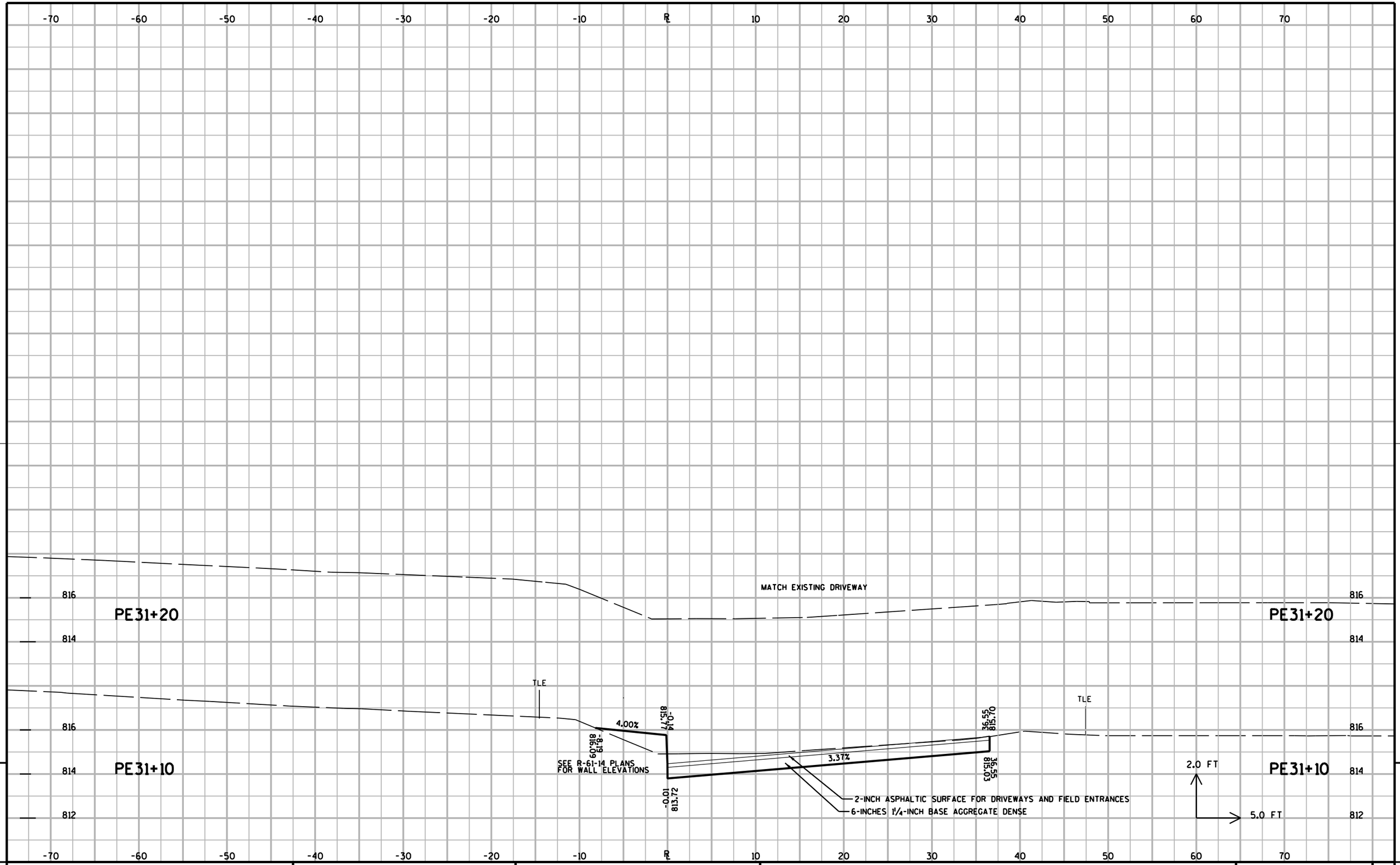



9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 109+75 | SHEET NO: 523 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 109+75 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21




9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: PE 109+75 | SHEET NO: 524 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PE 109+75 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

788
786
784

X53+16

MATCH EXISTING SW

X53+00

TEL
FO
FO
2.00%
2.77
787.96
5:1
788.40
150
0.00
787.67
-3.73
787.74

X52+94.40

TEL
-6.50
788.37
2.00%
2.33
787.94
FO
FO
2.00%
5:1
-7.36
788.96
788.50
150
0.00
787.41
-5.00
787.57

X52+75

TEL
FO
FO
3:1
2.18
787.69
2.00%
2.00%
6:1
-6.89
788.70
788.18
150
-6.50
787.91
-5.00
787.11
0.00
787.101

X52+50

TEL
FO
FO
3:1
2.42
786.72
2.00%
2.00%
5:1
-9.73
788.26
788.50
150
-6.50
787.19
-5.00
786.39
0.00
786.29

2.0 FT
5.0 FT

9

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: TEMPORARY PATH | SHEET NO: 525 | E |
|---|---|---|---|---|---|

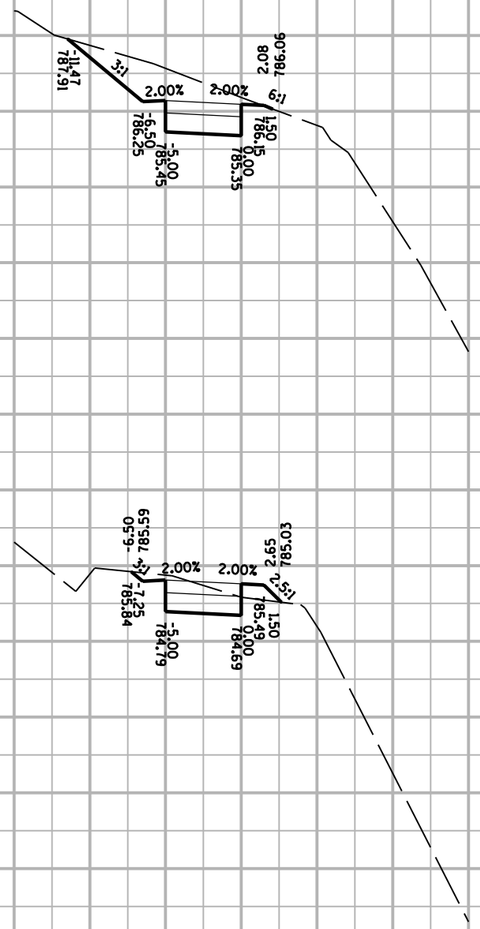
FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PATH1 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

788 786 784 782 780 778 776

X52+25




X52+25

X52+12.50

X52+12.50

2.0 FT

5.0 FT

9

9

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: TEMPORARY PATH | SHEET NO: | E |
|---|---|---|---|---|---|



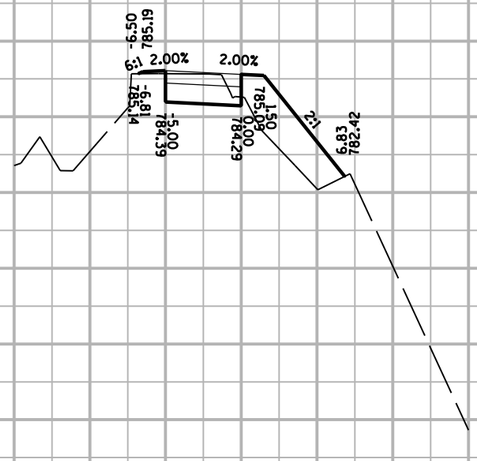
FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PATH1 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

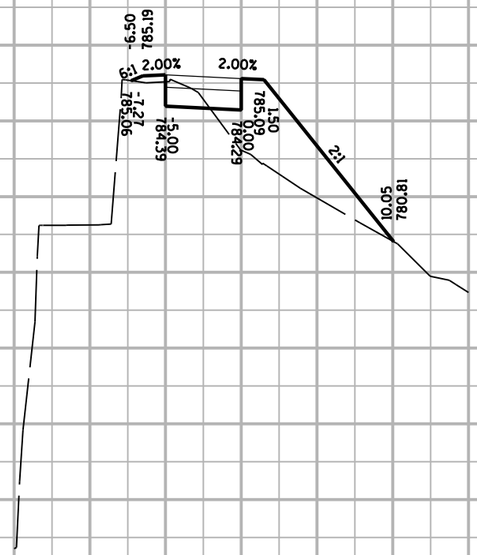
784 782 780 778 776 774

X52+05




X52+05

X50+90




X50+90

2.0 FT

5.0 FT

9

9

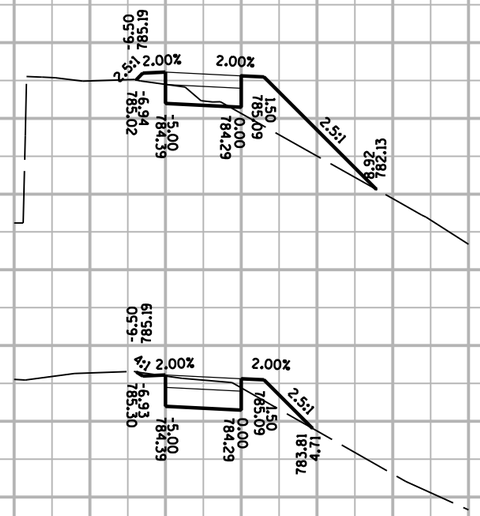
| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: TEMPORARY PATH | SHEET NO: 527 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PATH1 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

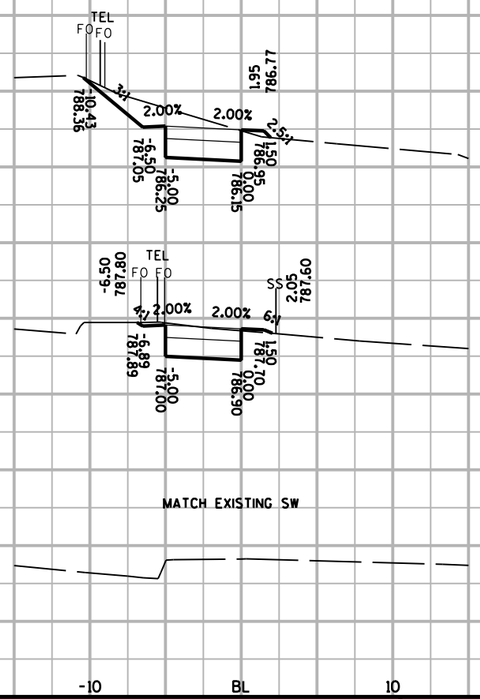
784
782 X50+80
780
784
782 X50+75
780




RWL AT 31.27

X50+80
X50+75

788
786 X50+50
788
786 X50+25
788
786 X50+00




RWL AT 39.51

RWL AT 44.31

X50+50
X50+25
X50+00

2.0 FT
5.0 FT

9 9

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

| PROJECT NUMBER: 7132-08-72 | HWY: STH 93 | COUNTY: TREMPEALEAU | CROSS SECTIONS: TEMPORARY PATH | SHEET NO: 528 | E |
|---|---|---|---|---|---|

FILE NAME : G:\WDOTNW\10019\DGN\XSECTIONS\PATH1 XSECTIONS.DGN PLOT DATE : 11/19/2013 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 21

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov