GRE MAR 2014

PROJECT ID: WITH: N/A

1481-07-71

COUNTY: BROWN

ORDER OF SHEETS

SECTION NO.	1	TITLE
SECTION NO.	2	TYPICAL SECTIONS AND DETAILS
SECTION NO.	3	ESTIMATE OF QUANTITIES
SECTION NO.	3	MISCELLANEOUS QUANTITIES
SECTION NO.	4	RIGHT OF WAY PLAT
SECTION NO.	5	PLAN AND PROFILE
SECTION NO.	6	STANDARD DETAIL DRAWINGS
SECTION NO.	7	SIGN PLATES
~~SECTION NO.~~	~~8~~	~~STRUCTURE PLANS~~
SECTION NO.	9	COMPUTER EARTHWORK DATA
SECTION NO.	9	CROSS SECTIONS

TOTAL SHEETS = 362

15

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MONROE AVENUE, GREEN BAY
CASS STREET - MAIN STREET
STH 29/54/57
BROWN COUNTY

STATE PROJECT NUMBER
1481-07-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1481-07-71	WISC 2014072	1

T. 24

END PROJECT
STA. 62+61.93

R. 20

BEGIN PROJECT
STA. 9+42.98
Y= 563564.39
X= 99544.65

DESIGN DESIGNATION

A.A.D.T. (2014)	12,700
A.A.D.T. (2034)	13,700
D.H.V. (2034)	1600
D.D.	59/41
T. (% OF ADT)	5.2%
DESIGN SPEED	30 MPH
ESALS	2,423,800

CONVENTIONAL SYMBOLS

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

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

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

LAYOUT
SCALE 0 500 FT 1000 FT

TOTAL NET LENGTH OF CENTERLINE = 1.007 MILES

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM," BROWN COUNTY

ACCEPTED FOR
CITY OF GREEN BAY
10/24/13 (DATE)
(SIGNATURE)
Director of Public Works
TITLE OF OFFICIAL

ORIGINAL PLANS PREPARED BY
McMAHON
ENGINEERS ARCHITECTS

WISCONSIN
MICHAEL R. SIMON
E-25860
APPLETON
WIS.
PROFESSIONAL ENGINEER

10-21-13 (DATE)
(SIGNATURE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
- SURVEYOR: McMAHON
- DESIGNER: McMAHON
- PROJECT MANAGER: KRISTIN VAN HOUT
- REGIONAL EXAMINER:
- REGIONAL SUPERVISOR: DAN SEGERSTROM

APPROVED FOR THE DEPARTMENT
DATE: 10/25/13 (SIGNATURE)

E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ Originator : _____ PLOT SCALE : _____

WISDOT/CADDS SHEET 10

gflohr, W:\PROJECTS\W0059\970220\00\01-Title\01 TITLE SHEET.dwg, 01 title sheet, Plot Date: 10/21/2013 9:19 AM, xrefs:none

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO CITY OF GREEN BAY DATUM.

ALL AREAS DISTURBED UNDER THIS CONTRACT, EXCEPT THE AREAS PERMANENTLY RESTORED WITH ASPHALT, CONCRETE, OR GRAVEL, SHALL BE RESTORED WITH TOPSOIL, FERTILIZER, AND SOD.

BEARINGS AND COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE BROWN COUNTY COORDINATE SYSTEM. DISTANCES SHOWN ARE GROUND DISTANCES.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLAN AND CROSS SECTIONS ARE APROXIMATE AND ARE BASED ON UTILITY LOCATES OBTAINED FROM THE UTILITIES WHEN THE SURVEY DATA WAS COLLECTED PRIOR TO THE FINAL DESIGN OF THE PROJECT. IT IS ANTICIPATED THAT UTILITY FACILITIES WILL BE RELOCATED AS PART OF THIS PROJECT AS DESCRIBED IN THE SPECIAL PROVISIONS. LOCATIONS OF THE PROPOSED RELOCATED UTILITY FACILITIES ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT LIMITS THAT ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS.

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

THE EXACT LOCATION OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL RADII SHOWN ON THE PLAN SHEETS ARE TO THE FACE OF CURB.

CONCRETE PAVEMENT JOINTS IN ADDITION TO THOSE REQUIRED TO MEET THE SPACING REQUIREMENTS OF THE STANDARD DETAIL DRAWING FOR URBAN DOWELED CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM CONCRETE PAVEMENT 8-INCH. THIS INCLUDES ALL ADDITIONAL JOINTS REQUIRED AT INTERSECTIONS, MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS.

THE ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FINISHED SUBGRADE ELEVATIONS AT THE REFERENCE LINE, PROFILE GRADE LINE, EDGE OF SUBGRADE, LANE LINE LONGITUDINAL CONCRETE PAVEMENT JOINTS AND FINISHED SURFACE ELEVATIONS AT FRONT OF WALK AND SLOPE INTERCEPTS.

THE EXACT LIMITS OF CONCRETE, ASPHALT OR GRAVEL DRIVEWAY REMOVALS AND REPLACEMENT, AND CONCRETE SIDEWALK REMOVAL AND REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL CURB RAMPS SHOWN ON THE PLAN SHALL BE TYPE 2 IN CONFORMANCE WITH THE CONSTRUCTION DETAIL IN THE PLANS. CURB RAMP DETECTABLE WARNING FIELDS ARE REQUIRED AT ALL CURB RAMP LOCATIONS. REFER TO THE PAVING DETAIL FOR CURB RAMP INFORMATION. CURB RAMPS IN COMMERCIAL AREAS ARE TO BE CONSTRUCTED WITH CONCRETE SIDEWALK 8-INCH.

FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM COMMON EXCAVATION. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPLETE THE VOLUME OF MATERIAL REQUIRED IS 30% FOR COMMON EXCAVATION.

EXCAVATION BELOW SUBGRADE (EBS) AREAS ARE NOT SHOWN ON THE CROSS SECTIONS. UNDISTRIBUTED EBS IS INCLUDED IN THE PLAN QUANTITIES FOR COMMON EXCAVATION. EBS IS NOT USED TO BALANCE YARDAGE. EBS AREAS ARE TO BE BACKFILLED WITH BREAKER RUN EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER.

THE EXACT LOCATION AND LIMITS OF PRIVATE ENTRANCES AND COMMERCIAL ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE REMOVAL OF CONCRETE DRIVEWAYS WILL BE MEASURED AND PAID FOR AS REMOVING PAVEMENT. THE REMOVAL OF SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY WILL BE PAID FOR AS REMOVING PAVEMENT. THE REMOVING OF ASPHALTIC DRIVEWAY APRONS AND ASPHALTIC DRIVEWAYS BEHIND THE SIDEWALK WILL BE PAID FOR AS COMMON EXCAVATION.

TEMPORARY ASPHALT SIDEWALK WILL BE REQUIRED AT STORM SEWER LOCATIONS AND AT UNDISTRIBUTED LOCATIONS THROUGHOUT THE PROJECT FOR MAINTAINING PEDESTRIAN ACCESS. QUANTITIES OF ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES AND BASE AGGREGATE DENSE 1 1/4-INCH HAVE BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY ASPHALT SIDEWALK. THE EXACT LOCATIONS FOR TEMPORARY ASPHALT SIDEWALK WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. TEMPORARY ASPHALT SIDEWALK SHOULD BE A MINIMUM OF 4-FEET WIDE AND A MAXIMUM OF 5-FEET WIDE AND WILL CONSIST OF 2-INCHES OF ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES OVER 2-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH.

WHERE SECTIONS OF EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES ARE REMOVED, ADJACENT ENDS OF PIPE LEFT IN PLACE SHALL BE SEALED IN ACCORDANCE WITH SECTION 204.3.3.2 OF THE STANDARD SPECIFICATIONS. SEALING OF PIPES SHALL BE INCIDENTAL TO THE REMOVING STORM SEWER AND REMOVING STORM SEWER STRUCTURE ITEMS.

REMOVAL, STOCKPILING, AND REPLACEMENT OF LANDSCAPING STONE AND MATERIALS IMPACTED BY CONSTRUCTION OUTSIDE OF THE RIGHT-OF-WAY SHALL BE CONSIDERED INCIDENTAL TO EXCAVATION COMMON.

THE LIMITS OF PAVEMENT REMOVAL ON SIDE STREETS IS APPROXIMATE AND SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

ALL CONCRETE PIPE SHALL HAVE THE APRON ENDWALL AND THE FIRST TWO PIPE JOINTS TIED (THREE JOINTS TOTAL).

REMOVAL OF EXISTING CONCRETE STEPS TO BE MEASURED AND PAID FOR UNDER THE ITEM OF REMOVING CONCRETE SIDEWALK. REMOVALS SHALL BE MEASURED BY THE SY OF SURFACE AREA OF STEP TREADS.

LOCATIONS OF EXISTING STORM SEWER LATERALS PROVIDED BY THE CITY OF GREEN BAY. EXISTING STORM SEWER LATERALS DETERMINED TO BE ACTIVE ARE TO BE RECONNECTED TO THE NEW MAIN. SIZES AND PIPE MATERIAL FOR EXISTING STORM LATERALS ALSO PROVIDED BY THE CITY. CONTRACTOR TO VERIFY THE SIZES AND MATERIAL OF THE EXISTING STORM LATERALS AT THE TIME OF CONNECTION TO THE NEW STORM LATERALS INSTALLED UNDER THIS CONTRACT. ADDITIONAL CONNECTIONS TO MAINS/INLETS MAY EXIST THAT REQUIRE RECONNECTION.

IF THE CONTRACTOR CAN CONFIRM THAT AN EXISTING CONNECTION IS BULKHEADED AND / OR NOT A LIVE CONNECTION, REPLACEMENT OF THE STORM SEWER LATERAL IN NOT NECESSARY.

STANDARD ABBREVIATIONS AND SYMBOLS

ADJ.	ADJUST
ASPH	ASPHALT
⌖	BENCH MARK
B.A.D.	BASE AGGREGATE DENSE
B.O.C. or B/C	BACK OF CURB
℄ or CL	CENTERLINE
CONC.	CONCRETE
C.M.P.	CORRUGATED METAL CULVERT PIPE
CL.	CLASS
DW	DRIVEWAY
EB	EASTBOUND
ELEV	ELEVATION
EOR	END OF RADIUS
EXIST.	EXISTING
FL	FLOWLINE
GRAV	GRAVEL
GV	GAS VALVE
HMA	HMA
H.P.	HIGH POINT
HYD.	HYDRANT
L.S.	LANDSCAPING
LT.	LEFT
MP	MATCH POINT
MH	MANHOLE
MAX	MAXIMUM
MIN	MINIMUM
NBPG	NORTH BOUND PROFILE GRADE LINE
NOR.	NORMAL
P.E.	PRIVATE ENTRANCE
P.I.	POINT OF INTERSECTION
PP	POWER POLE (OVERHEAD LINES)
P.T.	POINT OF TANGENCY
P.V.C.	POINT OF VERTICAL CURVATURE
P.V.I.	POINT OF VERTICAL INTERSECTION
P.V.T.	POINT OF VERTICAL TANGENCY
P/L	PROPERTY LINE
PVT.	PAVEMENT
PED.	PEDESTAL
R or RAD	RADIUS
R.C.P.	REINFORCED CONCRETE PIPE
RECON.	RECONSTRUCT
REQ'D	REQUIRED
R/L	REFERENCE LINE
REM.	REMOVE
R/W	RIGHT OF WAY
RD.	ROAD
RT.	RIGHT
SAN	SANITARY SEWER
SBPG	SOUTH BOUND PROFILE GRADE LINE
S.D.D.	STANDARD DETAIL DRAWING
S.I.	SLOPE INTERCEPT
STA.	STATION
S.T.H.	STATE TRUNK HIGHWAY
STO	STORM SEWER
SW	CONCRETE SIDEWALK
T.I.	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
TYP.	TYPICAL
USH	U.S. HIGHWAY
V.C.L.	VERTICAL CURVE LENGTH
WB	WESTBOUND
W	WATERMAIN
WV	WATER VALVE/SHUTOFF
	HYDRANT W/AUXILIARY VALVE
	LIGHT POLE

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hjalmquist_ds@co.brown.wi.us

DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
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GREEN BAY, WI 54313

ATTENTION: JAMES DOPERALSKI
(920) 662-5119
JAMES.DOPERALSKI@WISCONSIN.GOV

COUNTY SURVEYOR

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P.O. BOX 23600
GREEN BAY, WI. 54305-3600
PH: (920) 448-4493
FAX: (920) 448-4487
ford_pj@co.brown.wi.us

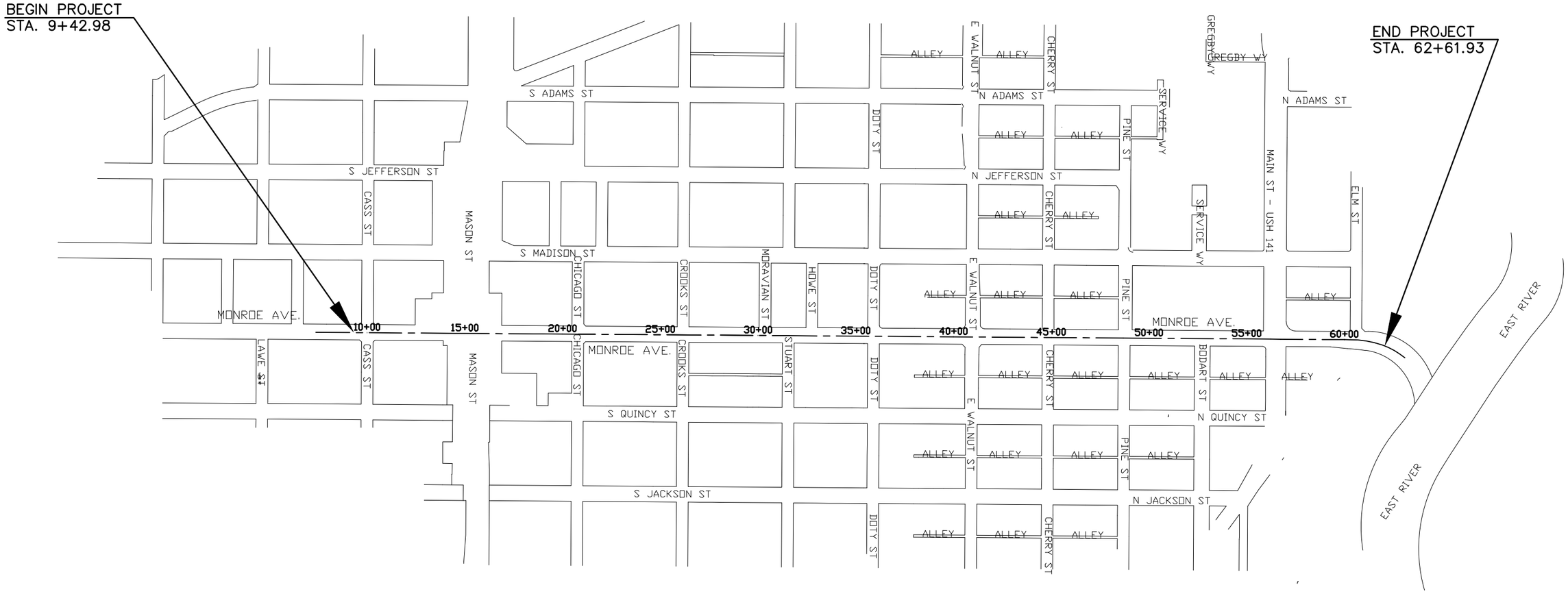
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

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

TOTAL PROJECT AREA= 11.32 ACRES
TOTAL DISTRUBED AREA= 10.39 ACRES

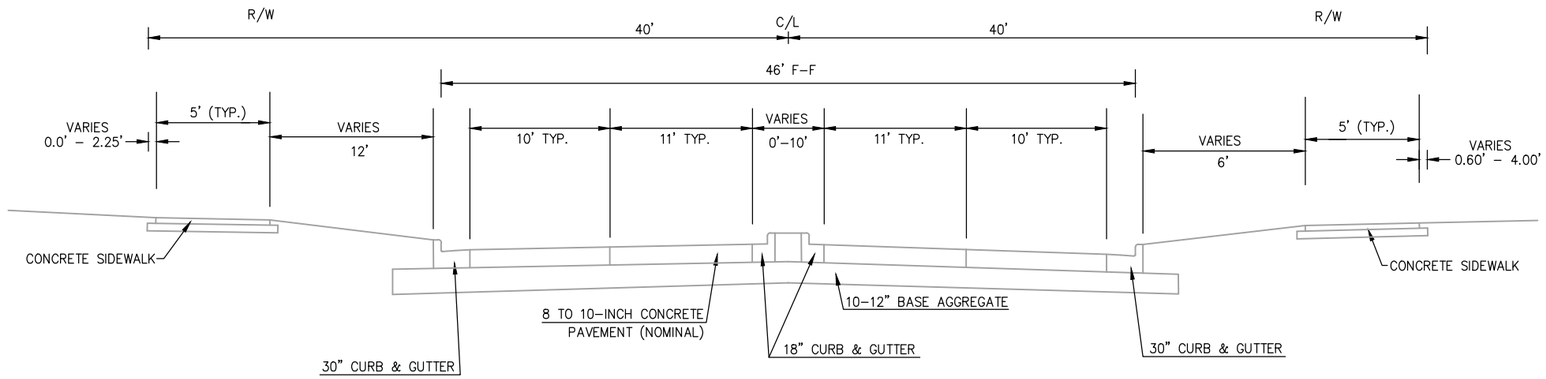
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY CONTACT INFORMATION AND HYDROLOGIC SOIL GROUP	SHEET:	E

2



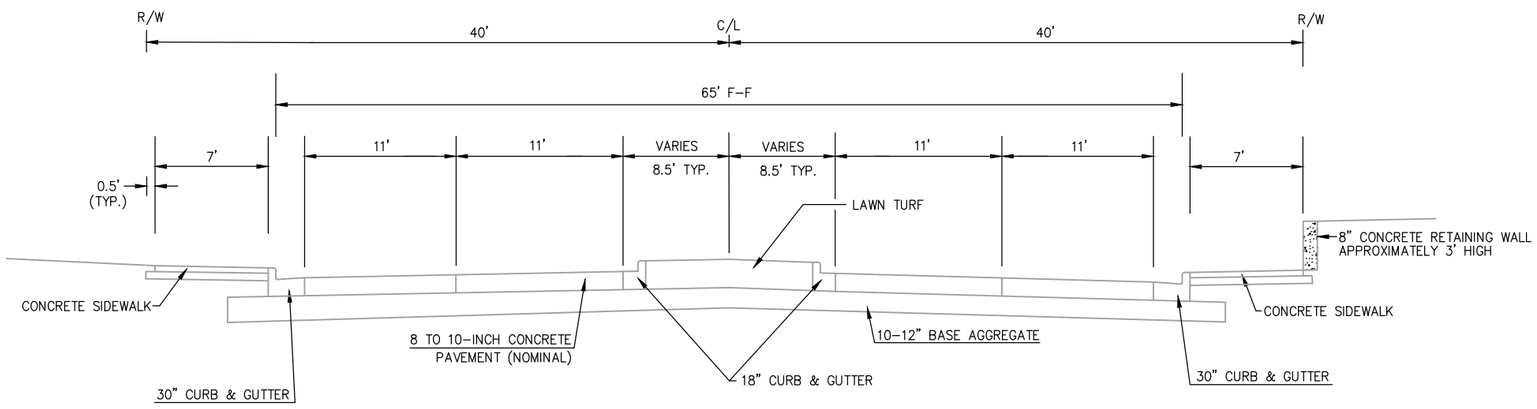
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PROJECT OVERVIEW	SHEET: 4	E

2



MONROE AVE EXISTING TYPICAL SECTION

STA 9+43 – STA. 10+00



MONROE AVE EXISTING TYPICAL SECTION

STA 10+00 – STA. 14+70

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET: 5	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Typical Sections\01 TYP.dwg, 01 typ, Plot Date: 1/15/2014 9:57 AM, xrefs: (x–monroe existing topo, x–monroe proposed, rw–comps–dew)

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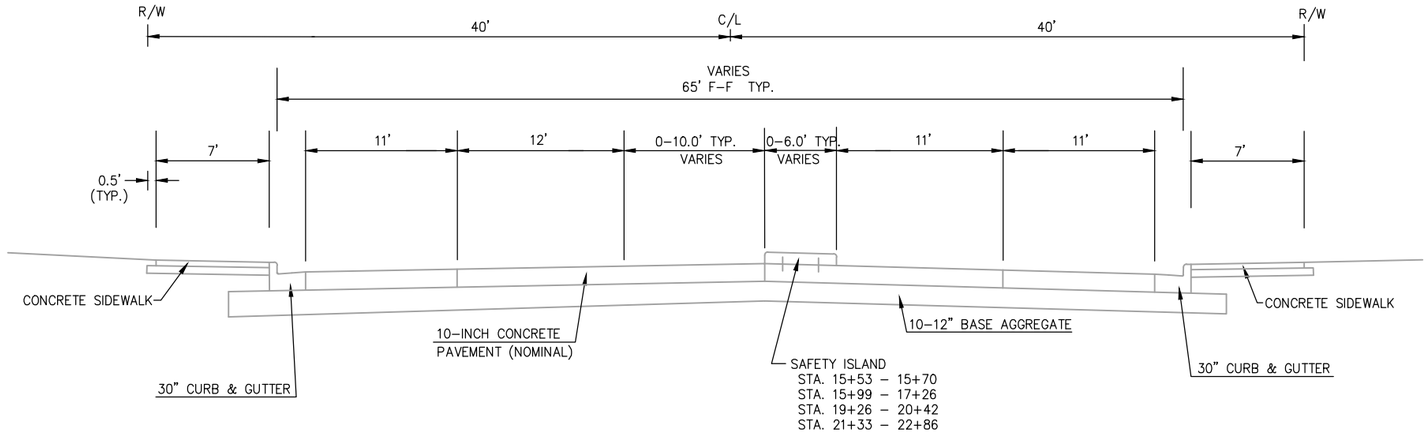
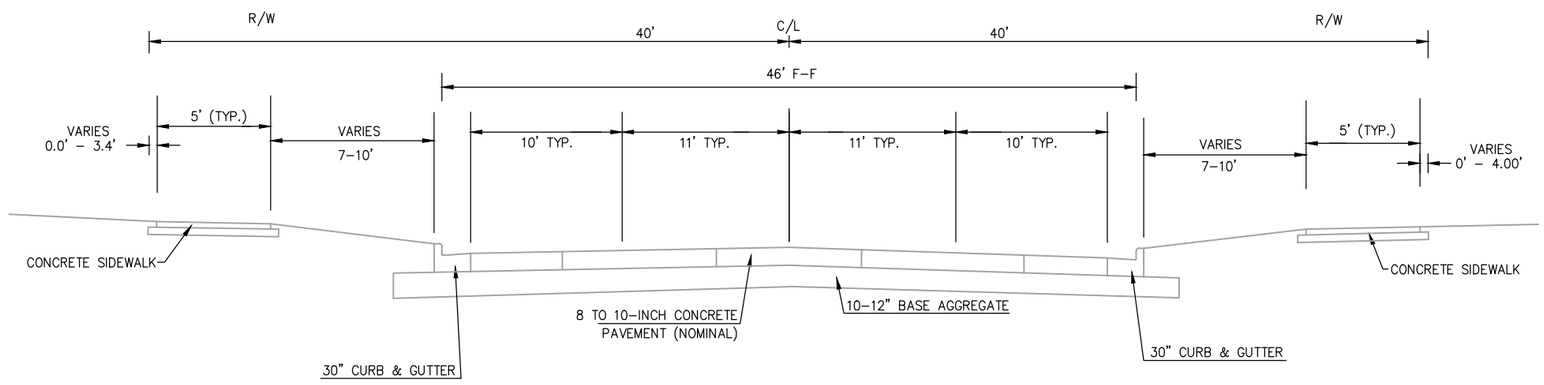


MONROE AVE EXISTING TYPICAL SECTION

STA 14+70 – STA. 20+82

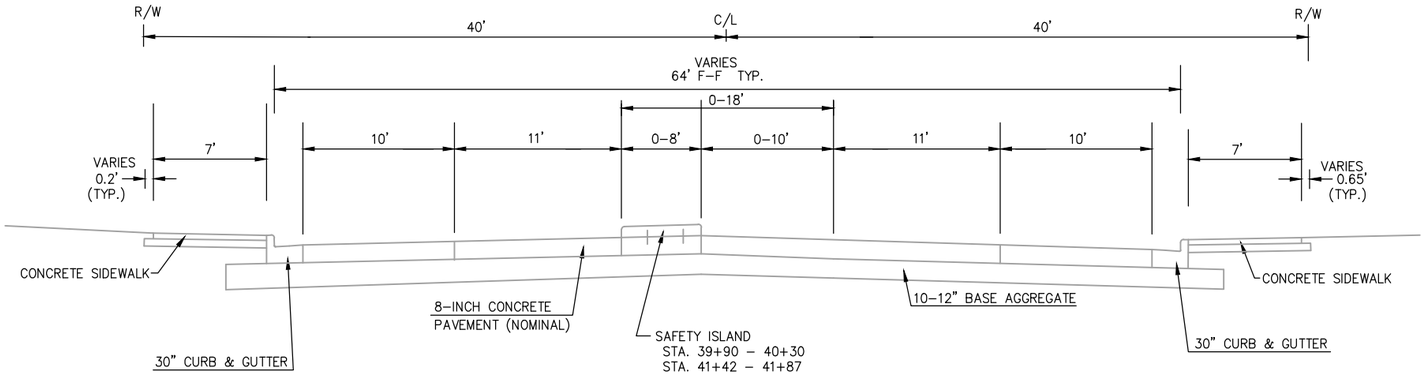


MONROE AVE EXISTING TYPICAL SECTION

STA 20+82 – STA. 35+82.13
STA. 44+78.60 – STA. 52+71.09

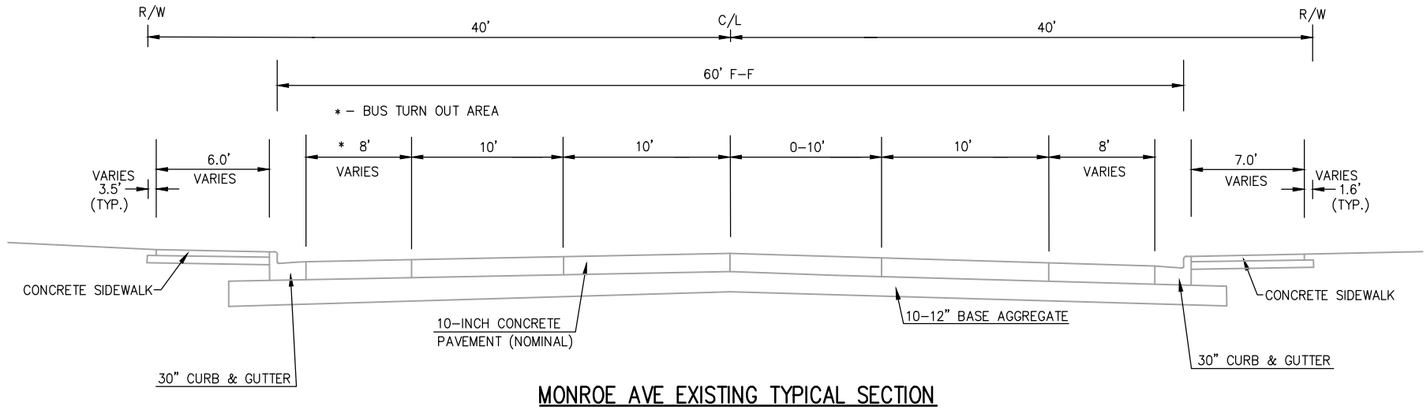
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET: 6	E

gflohr, W:\PROJECTS\W0059\970220\00\02-Typical Sections\02 TYP.dwg, 02 typ, Plot Date: 1/15/2014 9:57 AM, xrefs: (x-monroe existing topo, x-monroe proposed, rw-comps-dew)



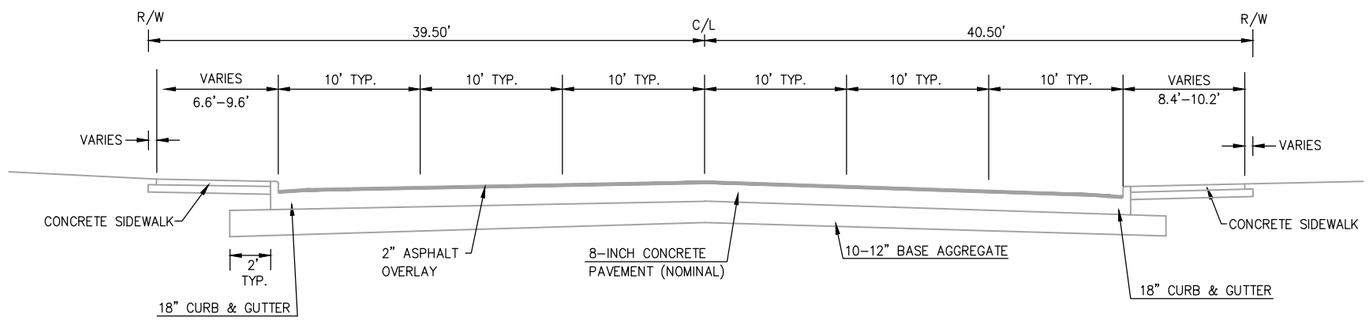
MONROE AVE EXISTING TYPICAL SECTION

STA 36+28.57 - STA. 44+78



MONROE AVE EXISTING TYPICAL SECTION

STA 52+71.09 - STA. 55+98.66



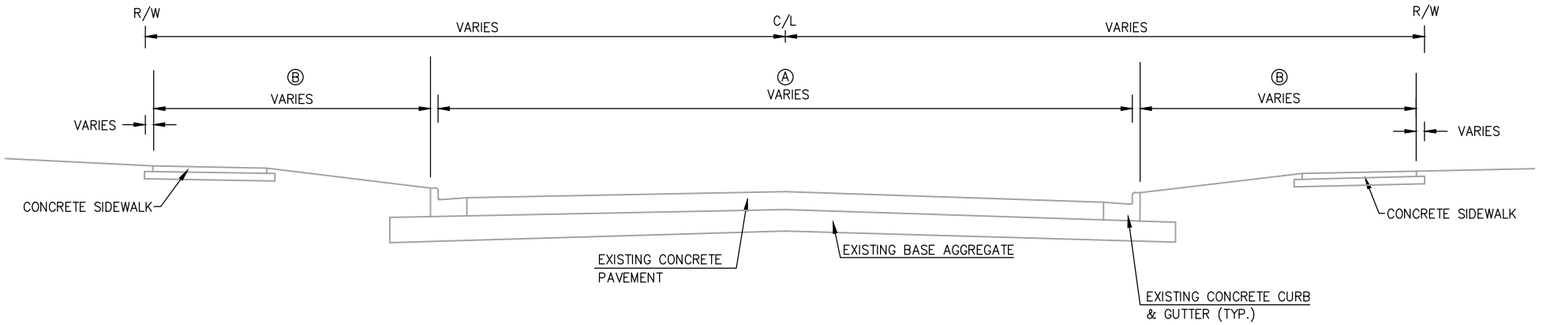
MONROE AVE EXISTING TYPICAL SECTION

NORTH OF MAIN STREET

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET: 7	E

STREET NAME	Ⓐ ROAD WIDTH	Ⓑ SIDEWALK & TERRACE WIDTH
EB STH '54' OFF RAMP	37'	N/A
EB STH '54' ON RAMP	27'	N/A
CHICAGO STREET EAST	44'	7' / 7'
CHICAGO STREET WEST	30'	13' / 14'
CROOKS STREET EAST	35'	11' / 11'
CROOKS STREET WEST	40'	8' / 9'
DOTY STREET WEST	44'	7' / 6'
WALNUT STREET	58'	9' / 8'
CHERRY STREET EAST	30'	13' / 14'
CHERRY STREET WEST	36'	11' / 11'
PINE STREET WEST	48'	9' / 7'

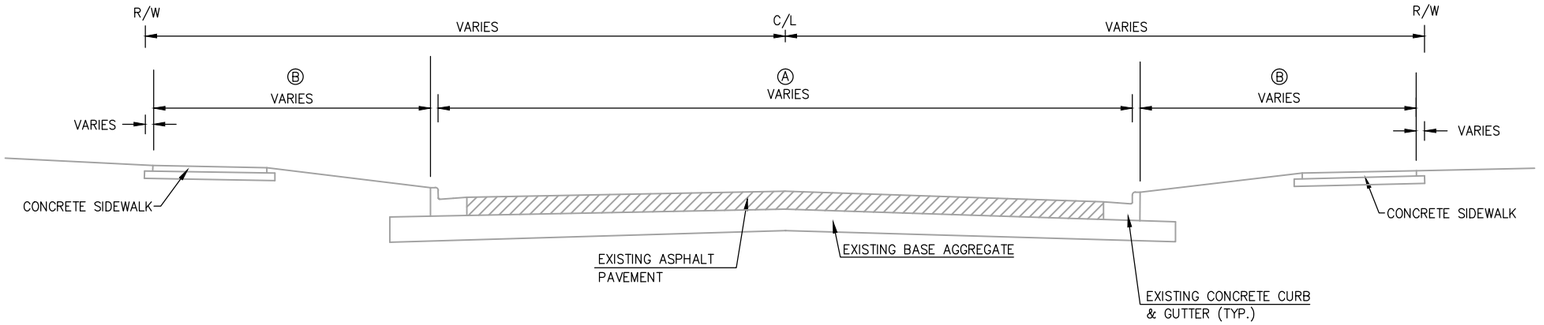
NOTE: WIDTHS SHOWN ARE AT E.O.R. LOCATIONS AND ARE APPROXIMATE.



SIDE STREET EXISTING TYPICAL SECTION – CONCRETE

STREET NAME	Ⓐ ROAD WIDTH	Ⓑ SIDEWALK & TERRACE WIDTH
WB STH '54' OFF RAMP	27'	N/A
HOWE STREET	27'	– / 12'
MORAVIAN STREET	27'	14' / 14'
PINE STREET EAST	44'	13' / 13'

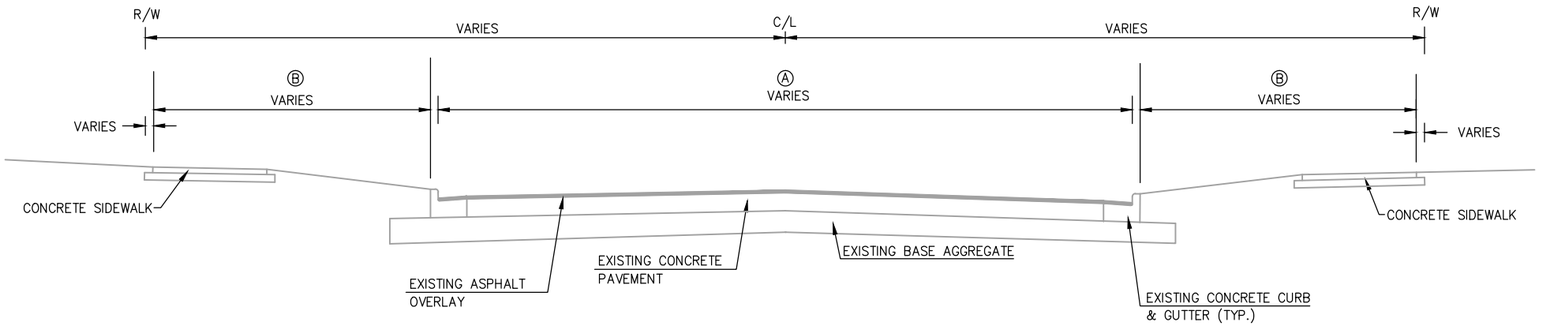
NOTE: WIDTHS SHOWN ARE AT E.O.R. LOCATIONS AND ARE APPROXIMATE.



SIDE STREET EXISTING TYPICAL SECTION – ASPHALT

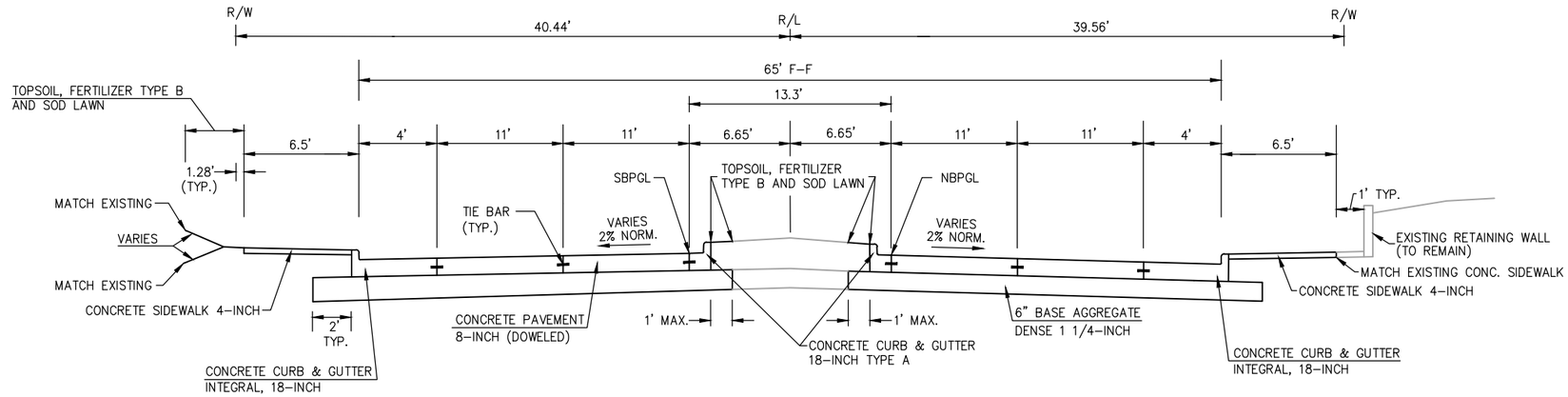
STREET NAME	Ⓐ ROAD WIDTH	Ⓑ SIDEWALK & TERRACE WIDTH
CASS STREET	27'	13' / 13'
STUART STREET	27'	13' / 13'
DOTY STREET EAST	40'	N/A
BODART STREET	48'	13' / 12'
MAIN STREET	94'	13' / 8'

NOTE: WIDTHS SHOWN ARE AT E.O.R. LOCATIONS AND ARE APPROXIMATE.



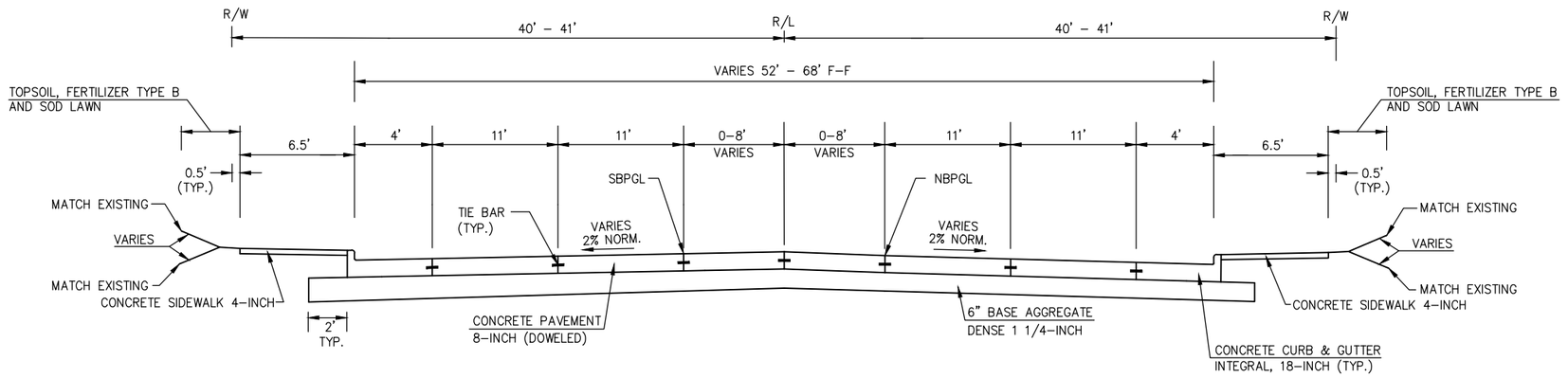
SIDE STREET EXISTING TYPICAL SECTION – ASPHALT PAVEMENT WITH CONCRETE BASE

2



MONROE AVE PROPOSED TYPICAL SECTION

STA 9+43 – STA. 14+70



MONROE AVE PROPOSED TYPICAL SECTION

STA 14+70 – STA. 15+48
STA 15+65 – STA. 15+99
STA 17+25 – STA. 19+37
STA 20+42 – STA. 21+33
STA 22+36 – STA. 23+58
STA 36+80 – STA. 37+33
STA 40+30 – STA. 41+42
STA 43+85 – STA. 44+39

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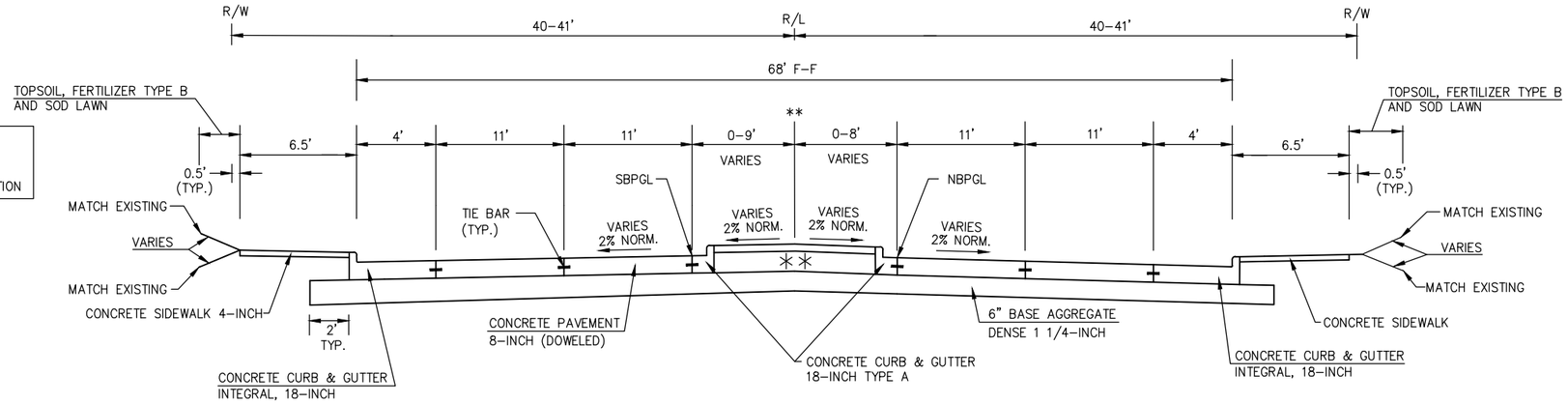
2

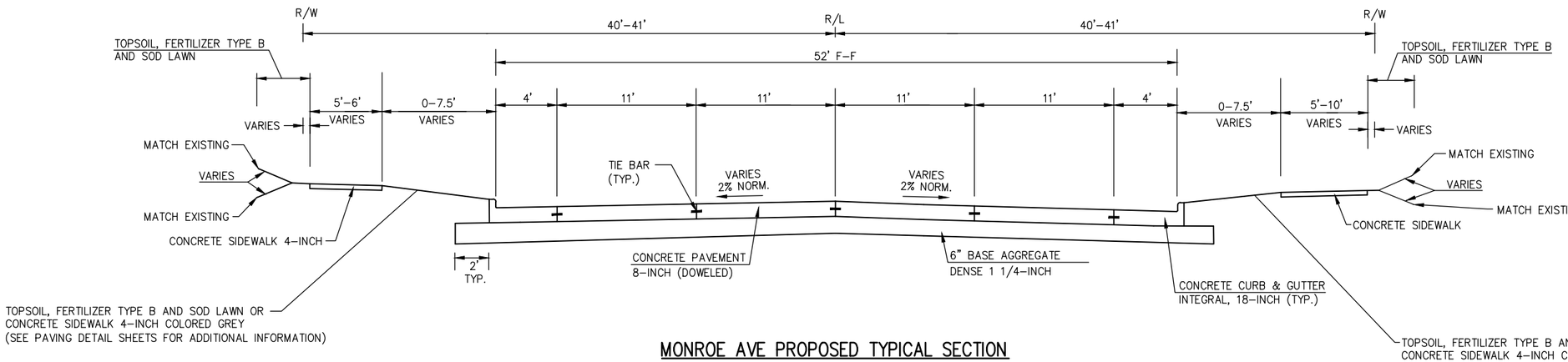
** MEDIAN CROSSOVER TO BE CONSTRUCTED:
STA. 37+65 – 39+25
STA. 42+35 – 43+80
SEE PAVING DETAILS FOR ADDITIONAL INFORMATION



MONROE AVE PROPOSED TYPICAL SECTION

STA 15+48 – STA. 15+65
STA 15+99 – STA. 17+25
STA 19+37 – STA. 20+42
STA 21+33 – STA. 22+36
STA 37+33 – STA. 40+30
STA 41+42 – STA. 43+85

** 8" BASE AGGREGATE DENSE 1 1/4–INCH AND 4" ASPHALTIC SURFACE (CONSTRUCTED IN TWO LIFTS, LOWER LIFT 2 1/4" AND UPPER LIFT 1 3/4" IN MEDIAN CROSSOVER AREAS OR 4–INCH CONCRETE SIDEWALK COLORED AND 8" BASE AGGREGATE DENSE 1 1/4–INCH. CROWN MEDIAN CROSSOVER AREAS AT 2%, STA. 37+33 – 39+25 AND STA. 42+35 – 43+90.
SEE PAVING DETAIL SHEETS FOR ADDITIONAL INFORMATION.



REFER TO PLAN FOR SPECIFIC LOCATIONS WHERE THE EXISTING SIDEWALK WILL REMAIN.

MONROE AVE PROPOSED TYPICAL SECTION

STA 23+58 – STA. 36+80
STA 44+39 – STA. 52+98

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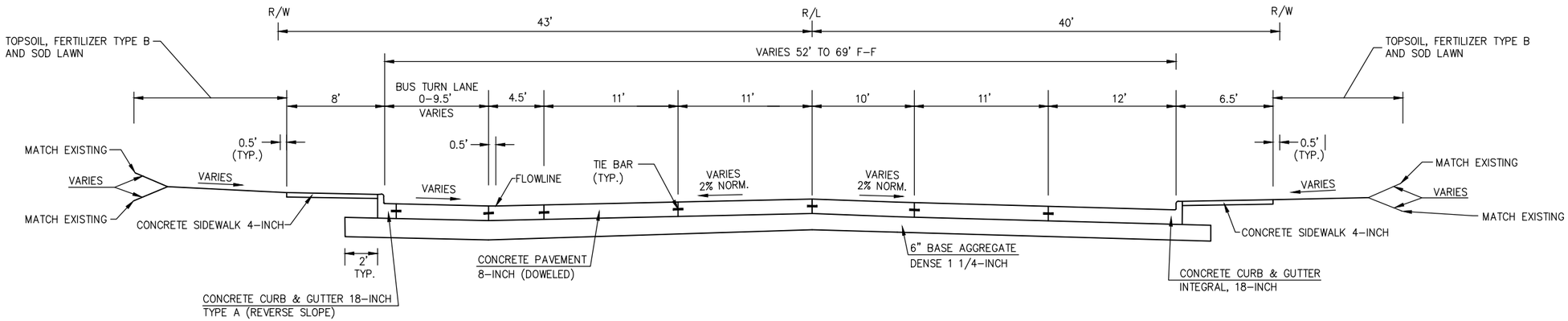
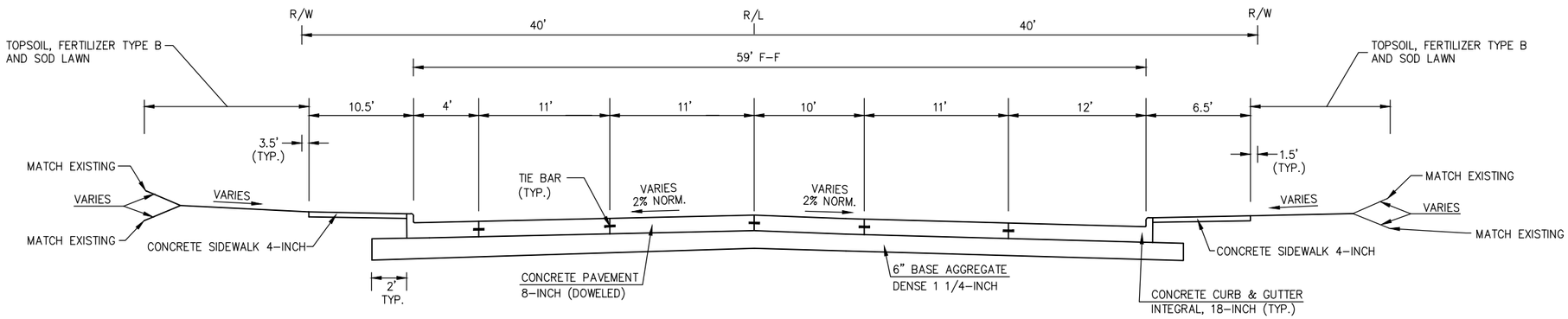


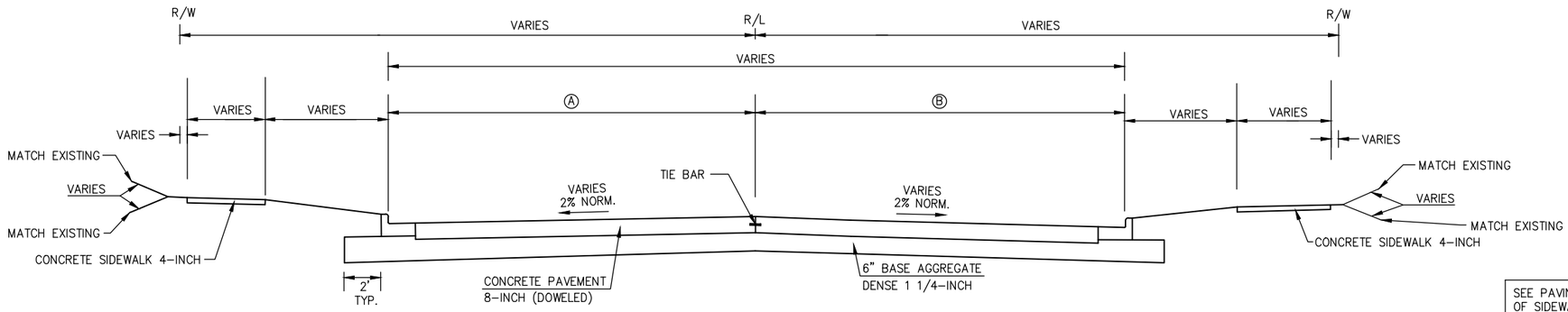
MONROE AVE PROPOSED TYPICAL SECTION

STA 52+98 – STA. 55+38



MONROE AVE PROPOSED TYPICAL SECTION

STA 55+38 – STA. 56+00



SEE TABLE BELOW FOR CURB AND GUTTER INFORMATION ON SIDE STREETS

SEE PAVING DETAILS FOR LOCATIONS OF SIDEWALK REPLACEMENT. EXISTING SIDEWALK SHALL REMAIN IN ALL AREAS NOT SHOWN AS BEING REPLACED.

SIDE STREET PROPOSED TYPICAL SECTION

(SEE PAVING DETAILS FOR PAVING LIMITS)

NOTES:

1. MATCH EXISTING JOINT SPACING, LONGITUDINAL JOINT SPACING SHALL NOT EXCEED 15'.
2. MATCH INTO SIDE STREETS WITH EXISTING ASPHALT WITH 3" OF ASPHALTIC SURFACE OVER 12" OF BASE AGGREGATE DENSE 1 1/4–INCH. SEE PAVING DETAILS FOR LOCATIONS.
3. MATCH INTO SIDE STREETS WITH EXISTING ASPHALT OVERLAYS WITH 2" OF ASPHALTIC SURFACE OVER CONCRETE BASE 7–INCH, OVER 7" OF BASE AGGREGATE DENSE 1 1/4–INCH. SEE PAVING DETAILS FOR LOCATIONS.

STREET NAME	Ⓐ WIDTH	Ⓑ WIDTH	CONCRETE CURB AND GUTTER
CASS STREET	15'	15'	24–INCH TYPE D, 30–INCH TYPE A
EB STH '54' OFF RAMP	18.65'	18.65'	30–INCH TYPE A
EB STH '54' ON RAMP	13.44'	13.34'	30–INCH TYPE A
(S) WB STH '54' OFF RAMP	8.86'	8.82'	30–INCH TYPE A & D
(N) WB STH '54' OFF RAMP	7.7'	7.7'	30–INCH TYPE A & D
CHICAGO STREET EAST	22.15'	22.15'	30–INCH TYPE A
CHICAGO STREET WEST	15.1'	15.1'	30–INCH TYPE A
CROOKS STREET EAST	17.28'	17.28'	30–INCH TYPE A
CROOKS STREET WEST	20.04'	20.04'	30–INCH TYPE A
MORAVIAN STREET	15'	15'	24–INCH TYPE D
STUART STREET	14.75'	16.35'	24–INCH TYPE D
HOWE STREET	15.1'	15.1'	24–INCH TYPE D
DOTY STREET EAST	19.67'	25.28'	24–INCH TYPE D
DOTY STREET WEST	22.07'	22.07'	24–INCH TYPE A
WALNUT STREET EAST	29.86'	27.69'	18–INCH INTERGAL TYPE A
WALNUT STREET WEST	28.84'	29.44'	24–INCH TYPE A
CHERRY STREET EAST	15.20'	22.73'	18–INCH INTERGAL TYPE A
CHERRY STREET WEST	18.18'	18.18'	24–INCH TYPE A
PINE STREET EAST	15'	15'	24–INCH TYPE D
PINE STREET WEST	24.07'	24.07'	24–INCH TYPE A
BODART STREET	25.41'	25.41'	24–INCH TYPE D

NOTE: WIDTHS OF SIDE STREETS ARE AT THE E.O.R.

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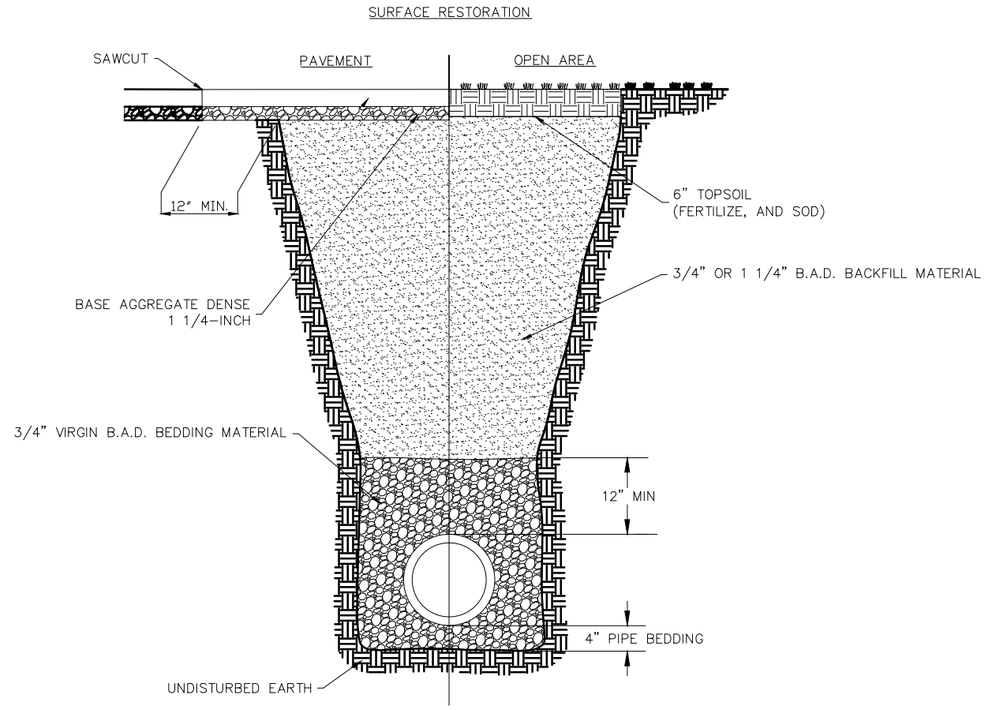
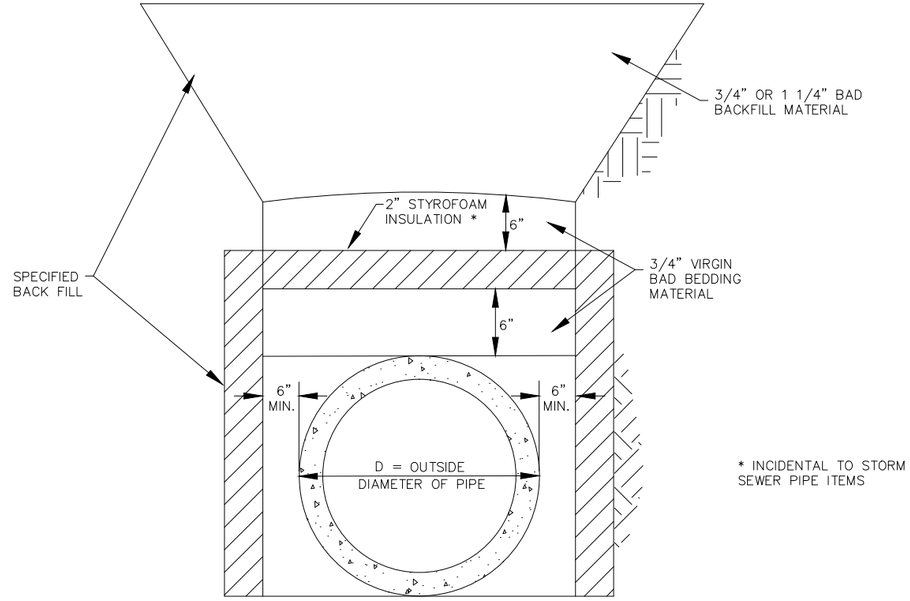


NOTES:
ALL PIPE SHALL BE INSTALLED IN ACCORDANCE WITH ASTM DESIGNATION D 2321

IF RUNNING, CAVING, OR SQUEEZING SOILS ARE ENCOUNTERED, THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED IN ORDER TO DETERMINE WHAT CORRECTIVE MEASURES SHALL BE TAKEN

BASE AGGREGATE DENSE USED FOR BEDDING AND BACKFILL MATERIAL IS INCIDENTAL TO THE STORM SEWER PIPE ITEMS

STORM SEWER, INLET LEAD, AND STORM LATERAL TYPICAL TRENCH DETAIL



* INCIDENTAL TO STORM SEWER PIPE ITEMS

FOR PIPES WITH LESS THAN THREE FEET OF COVER FROM FINISHED PAVEMENT

FROST PROTECTION DETAIL

GENERAL NOTES:

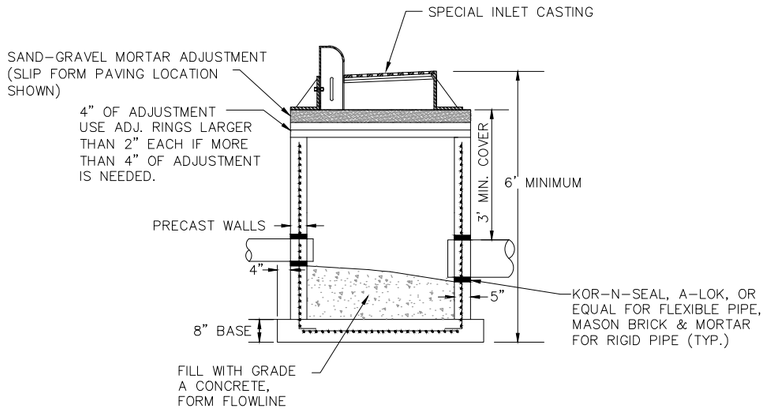
① ALL INLETS SHALL MEET ASTM C-478 STANDARDS FOR REINFORCED CONCRETE INLETS.

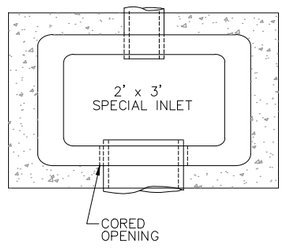
② SPECIAL INLET CASTINGS SHALL BE COMPLIANT WITH SPECIAL INLET CASTING DETAIL (SEE DETAIL "CITY SPECIAL INLET CASTING")

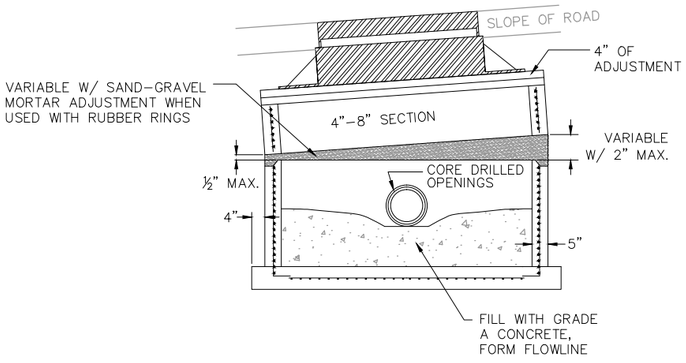
③ 6" UNDERDRAIN IN RESIDENTIAL AREAS. SEE DETAIL "UNDERDRAIN FOR SPECIAL INLETS".

④ TRACER WIRE IS REQUIRED ON UNDERDRAINS, STORM SEWER PIPE AND INLET LEADS.

⑤ FOR LOCATIONS IN ASPHALT OR HAND FORMED CONCRETE LOCATIONS, RUBBER GRADE ADJUSTMENT RINGS ARE REQUIRED. MAX AMOUNT OF RUBBER RINGS IS 4". IF MORE THAN 4" OF ADJUSTMENT IS NEEDED, THAN A 4" OR GREATER RING SHALL BE USED WITH RUBBER RINGS ON TOP.

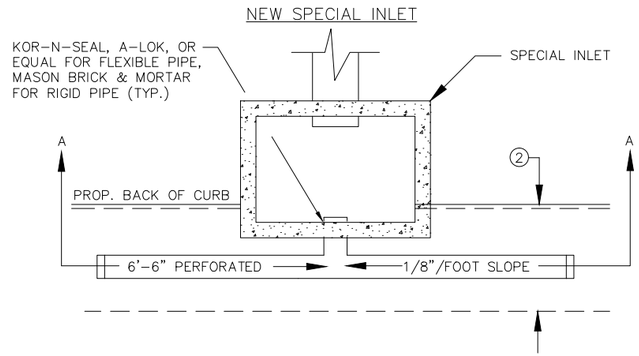


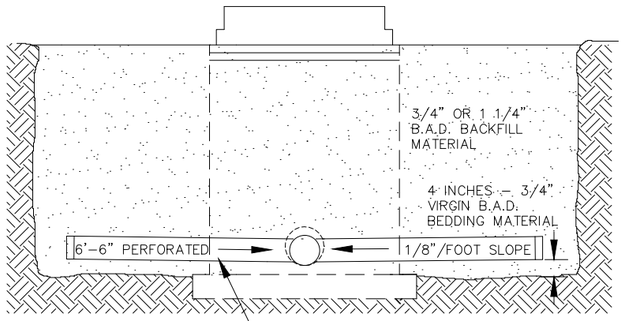




CITY SPECIAL INLET

NEW SPECIAL INLET





WRAPPED IN GEOTEXTILE FABRIC TYPE DF

ALL TEES TO BE MANUFACTURED OR CORE DRILLED

NOTE: CAP ALL UNDER DRAIN AND STUBS

SECTION A-A

GENERAL NOTES:

① ALL INLETS WILL BE CONSTRUCTED WITH PIPE UNDERDRAIN WRAPPED 6-INCH ATTACHED, AS SHOWN.

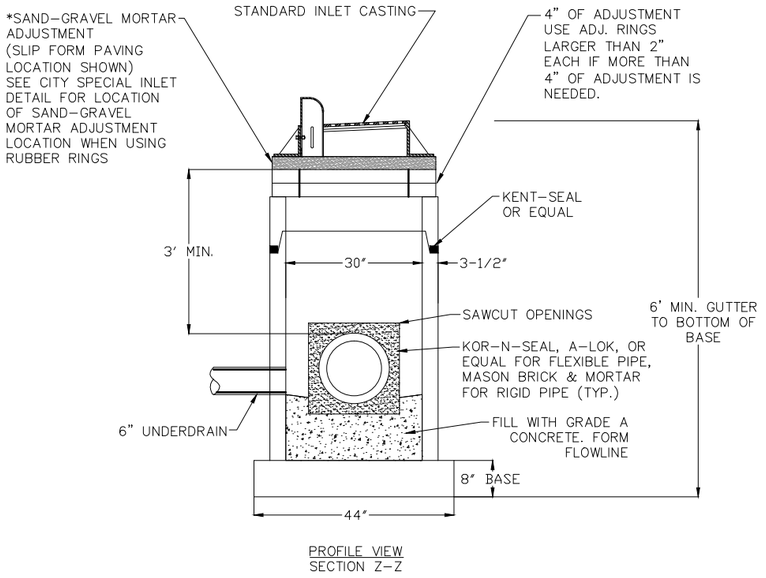
② TRENCH WIDTH TO BE IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS

③ TRACER WIRE REQUIRED ON UNDERDRAINS

UNDERDRAIN FOR CITY SPECIAL INLETS

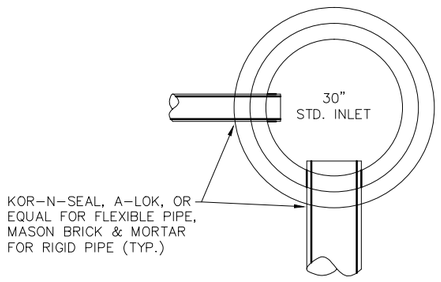
GENERAL NOTES:

1. ALL INLETS SHALL MEET ASTM C-478 STANDARDS FOR REINFORCED CONCRETE INLETS.
2. STANDARD INLET CASTINGS SHALL BE COMPLIANT WITH STANDARD INLET CASTING DETAIL (SEE DETAIL "CITY STANDARD INLET CASTING")
3. 6" UNDERDRAIN IN RESIDENTIAL AREAS. SEE DETAIL "UNDERDRAIN FOR STANDARD INLETS".
4. STANDARD INLETS SHALL ALSO MEET ASTM C-76 FOR CLASS III RCCP.
5. TRACER WIRE IS REQUIRED ON UNDERDRAINS, STORM SEWER PIPE, LATERALS AND INLET LEADS.

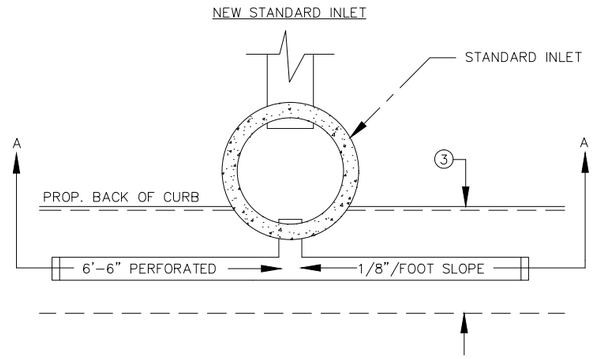


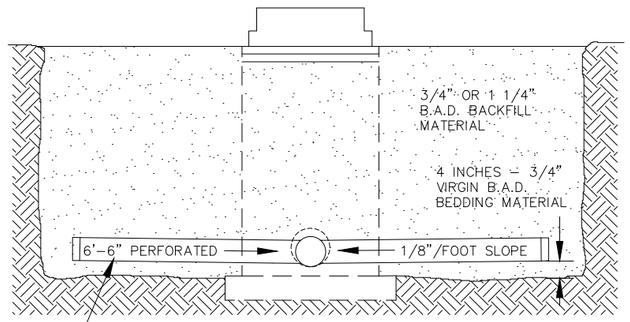
PROFILE VIEW
SECTION Z-Z

*SEE CITY SPECIAL INLET DETAIL FOR LOCATION OF SAND-GRAVEL MORTAR ADJUSTMENT WHEN USING RUBBER RINGS



CITY STANDARD INLET





SECTION A-A

GENERAL NOTES:

1. ALL INLETS WILL BE CONSTRUCTED WITH 6-INCH PERFORATED UNDERDRAIN ATTACHED, AS SHOWN.
2. KOR-N-SEAL, A-LOK, OR EQUAL FOR FLEXIBLE PIPE, MASON BRICK & MORTAR FOR RIGID PIPE (TYP.)
3. TRENCH WIDTH TO BE IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS
4. TRACER WIRE REQUIRED ON UNDERDRAINS

UNDERDRAIN FOR CITY STANDARD INLETS

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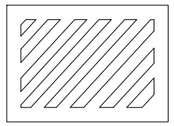

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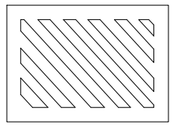

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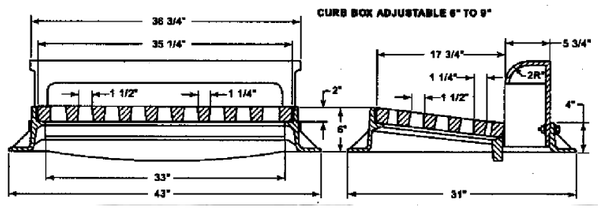
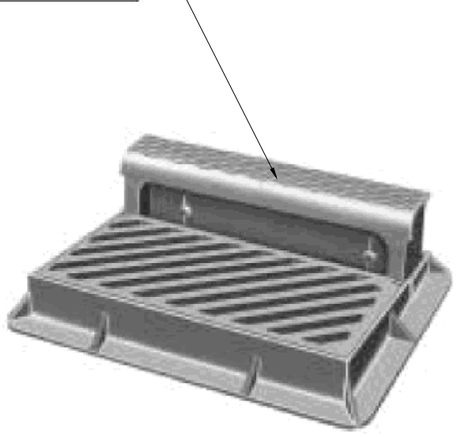


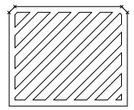
HEAVY DUTY CURB INLET FRAME, GRATE, AND CURB BOX WITH ENVIRO–CURB LOGO

IF APPLICABLE, A FLAT MOUNTABLE SOLID CURB PLATE CAN BE USED IN PLACE OF CURB BOX.

ENVIRO–CURB LOGO



INLET COVERS SPECIAL



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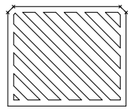

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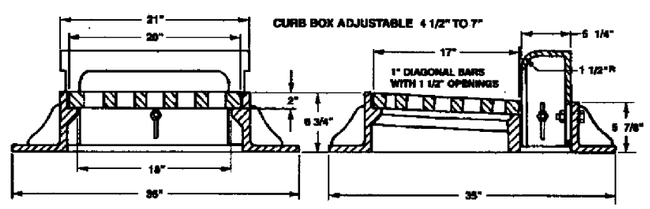
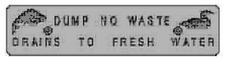
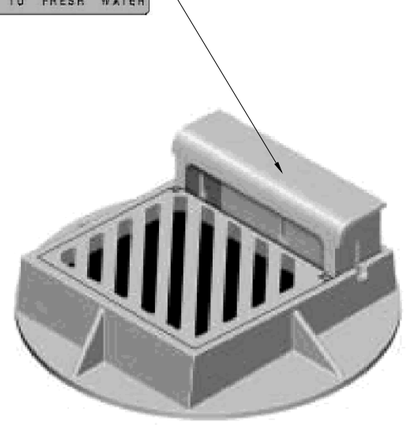


HEAVY DUTY CURB INLET FRAME, GRATE, AND CURB BOX WITH ENVIRO–CUB LOGO

ENVIRO–CURB LOGO



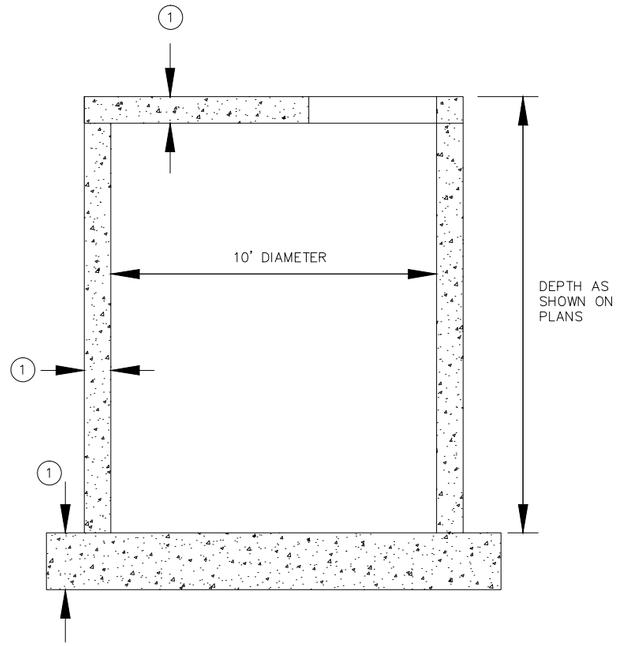


INLET COVERS STANDARD

NOTES:

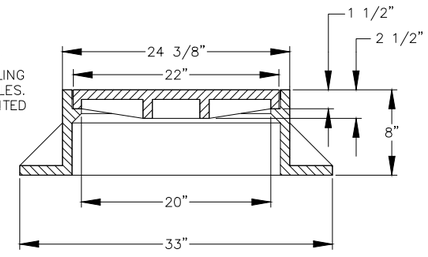
DETAILS NOT SHOWN SHALL CONFORM TO SDD FOR MANHOLES 3–FT, 4–FT, 5–FT, 6–FT, 7–FT, AND 8–FT

(1) 10–INCH MINIMUM THICKNESS

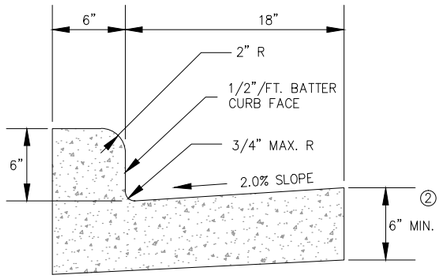


10–FOOT DIAMETER MANHOLE

CASTING COVER SHALL BE NON–ROCKING, SELF–SEALING AND HAVE OPEN PICK HOLES. COVER SHALL HAVE INDENTED TOP DESIGN.



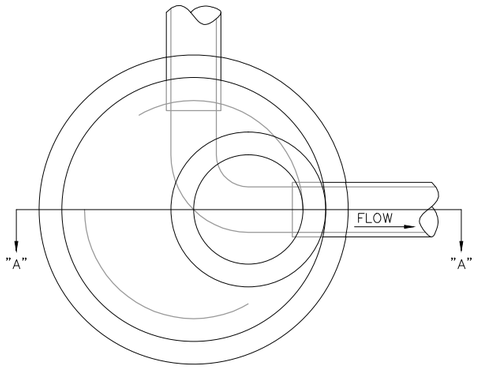
MANHOLE COVERS SPECIAL



① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPE A.

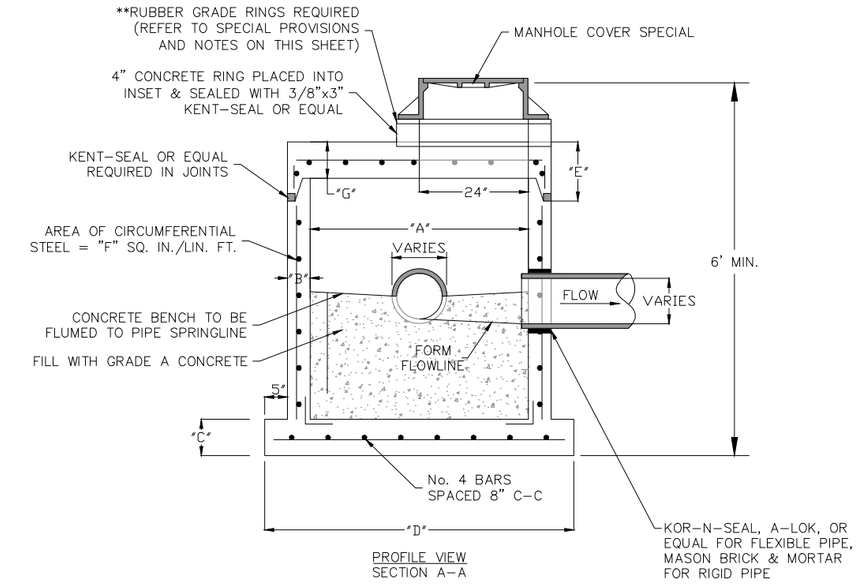
② THE BOTTOM OF THE CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

CONCRETE CURB AND GUTTER 24–INCH TYPE A & D ①



PLAN VIEW

MANHOLE INFORMATION KEY						
A	B	C	D	E	F	G
48"	5"	8"	68"	12"	0.12	8"
60"	6"	10"	80"	15"	0.17	10"
72"	7"	10"	96"	16"	0.18	10"
96"	9"	12"	126"	17"	0.24	12"



PROFILE VIEW
SECTION A–A

GENERAL NOTES:
NEW REINFORCED CONCRETE MANHOLE SECTIONS SHALL MEET ASTM C–478

NEW MANHOLE SECTIONS SHALL BE REINFORCED, PRE–CAST CONCRETE

OPENING TO BE PLACED OVER OUTFLOW PIPE

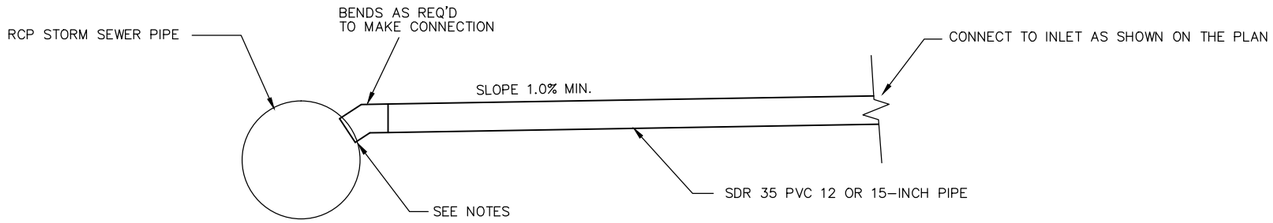
STEPS ARE PROHIBITED IN ALL MANHOLE SECTIONS

**NOTES:
PROVIDE AND SET RUBBER GRADE RINGS FOR MANHOLES WITHIN THE ROADWAY LIMITS (BACK OF CURB TO BACK OF CURB) OF AN ASPHALT ROADWAY.

PROVIDE AND SET RUBBER GRADE RINGS FOR MANHOLES WITHIN THE ROADWAY LIMITS (BACK OF CURB TO BACK OF CURB) OF A CONCRETE ROADWAY WHERE HAND POURING IS THE METHOD OF PLACEMENT.

MANHOLE DETAIL

4 FT., 5 FT., 6 FT. AND 8 FT DIA. STORM SEWER MANHOLES



STORM SEWER INLET LEAD CONNECTION DETAIL (CIRCULAR PIPE)

NOTES:

THE ELEVATION OF THE INLET LEAD MAINLINE CONNECTION AS SHOWN ON THE PLANS IS BASED ON THE FOLLOWING:

AT A MINIMUM THE SPRINGLINE OF THE INLET LEAD SHALL MATCH THE SPRINGLINE OF THE MAINLINE STORM SEWER. IDEALLY THE FLOWLINE OF THE INLET LEAD SHALL MATCH THE SPRINGLINE OF THE MAINLINE STORM SEWER.

INLET LEADS SHALL BE CONNECTED TO THE STORM SEWER MAIN USING MANUFACTURE TEES, FIELD TAP, OR BE CONNECTED TO MANHOLES.

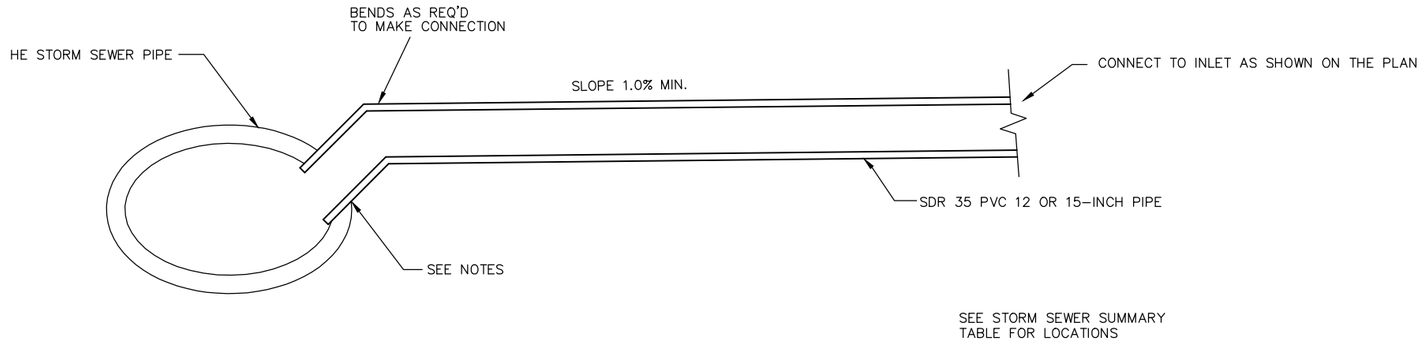
A FIELD TAP IS ALLOWED WHEN BOTH OF THE FOLLOWING CONDITIONS ARE SATISFIED: (A) STORM SEWER MAIN IS GREATER THAN 24 INCH DIAMETER, AND (B) STORM SEWER LATERALS (TAPPING PIPE) TO BE CONNECTED TO THE MAIN SHALL BE A MINIMUM OF TWO (2) PIPE SIZES SMALLER THAN THE MAIN. ALL OTHER SIZES SHALL BE CONNECTED USING MANUFACTURED WYES OR TEES.

ALL MANHOLES, PIPES, AND INLETS TO BE FIELD TAPPED WITH NON-RIDGED PIPE SHALL BE CORED DRILLED AND GASKETED WITH KOR-N-SEAL, INSERT-A-TEE, OR APPROVED EQUAL.

TRACER WIRE IS REQUIRED FOR ALL INLET LEADS.

LIMIT INLET LEAD PENETRATION INTO THE STORM SEWER PIPE TO 1" MAX.

IF A FIELD TAP IS REQUIRED, CONSTRUCT IT A MIN. OF 2' AWAY FROM ANY JOINTS PREFERABLY IN THE DOWNSTREAM DIRECTION.



STORM SEWER INLET LEAD CONNECTION DETAIL (ELLIPTICAL PIPE)

NOTES:

THE ELEVATION OF THE INLET LEAD MAINLINE CONNECTION AS SHOWN ON THE PLANS IS BASED ON THE FOLLOWING:

AT A MINIMUM THE SPRINGLINE OF THE INLET LEAD SHALL MATCH THE SPRINGLINE OF THE MAINLINE STORM SEWER. IDEALLY THE FLOWLINE OF THE INLET LEAD SHALL MATCH THE SPRINGLINE OF THE MAINLINE STORM SEWER.

INLET LEADS SHALL BE CONNECTED TO THE STORM SEWER MAIN USING MANUFACTURE TEES, FIELD TAP, OR BE CONNECTED TO MANHOLES.

A FIELD TAP IS ALLOWED WHEN BOTH OF THE FOLLOWING CONDITIONS ARE SATISFIED: (A) STORM SEWER MAIN IS GREATER THAN 24 INCH DIAMETER, AND (B) STORM SEWER LATERALS (TAPPING PIPE) TO BE CONNECTED TO THE MAIN SHALL BE A MINIMUM OF TWO (2) PIPE SIZES SMALLER THAN THE MAIN. ALL OTHER SIZES SHALL BE CONNECTED USING MANUFACTURED WYES OR TEES.

ALL MANHOLES, PIPES, AND INLETS TO BE FIELD TAPPED WITH NON-RIDGED PIPE SHALL BE CORED DRILLED AND GASKETED WITH KOR-N-SEAL, INSERT-A-TEE, OR APPROVED EQUAL.

TRACER WIRE IS REQUIRED FOR ALL INLET LEADS.

LIMIT INLET LEAD PENETRATION INTO THE STORM SEWER PIPE TO 1" MAX.

IF A FIELD TAP IS REQUIRED, CONSTRUCT IT A MIN. OF 2' AWAY FROM ANY JOINTS PREFERABLY IN THE DOWNSTREAM DIRECTION.

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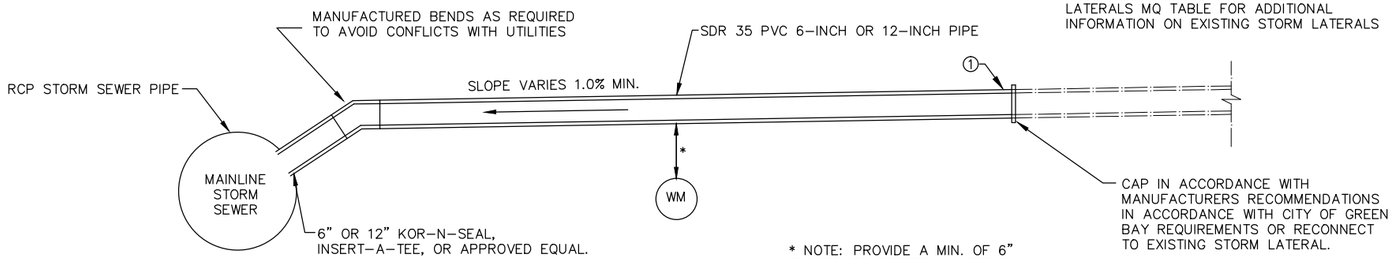


① CLEANOUT IF REQUIRED. REFER TO MISCELLANEOUS QUANTITIES SHEETS, THE STORM SEWER SHEETS, AND CLEANOUT DETAIL FOR ADDITIONAL INFORMATION.

RECONNECT EXISTING STORM LATERALS TO NEW MAIN. LOCATIONS OF EXISTING LATERALS SHOWN ON THE PLAN PROVIDED BY THE CITY OF GREEN BAY. THERE MAY BE ADDITIONAL CONNECTIONS TO MAINS/INLETS THAT REQUIRE RECONNECTION. SEE STORM SEWER LATERALS MQ TABLE FOR ADDITIONAL INFORMATION ON EXISTING STORM LATERALS

* NOTE: PROVIDE A MIN. OF 6" CLEARANCE BETWEEN WATER MAIN AND STORM LATERALS

PVC GASKETED SEWER FITTING OR SLEEVE REQUIRED WHEN CONNECTING TO EXISTING PVC STORM LATERAL. FLEXIBLE COUPLINGS ARE ALLOWED WHEN CONNECTING DISSIMILAR PIPE SIZES AND MATERIALS. CONTRACTOR TO VERIFY THE SIZE AND MATERIAL OF EXISTING LATERALS.

REMOVE AND REPLACE AND RELAY STORM SEWER LATERAL FROM MAIN TO A POINT TO 5 FT. BACK OF CURB OR PROPERTY LINE, WHICHEVER IS CLOSER. REDUCER REQUIRED AT A POINT 5 FT BEYOND THE PROPOSED BACK OF CURB FOR MATCHING EXISTING STORM LATERALS.

EXACT STORM SEWER LATERAL FIELD TAP ELEVATION TO BE DETERMINED IN THE FIELD.

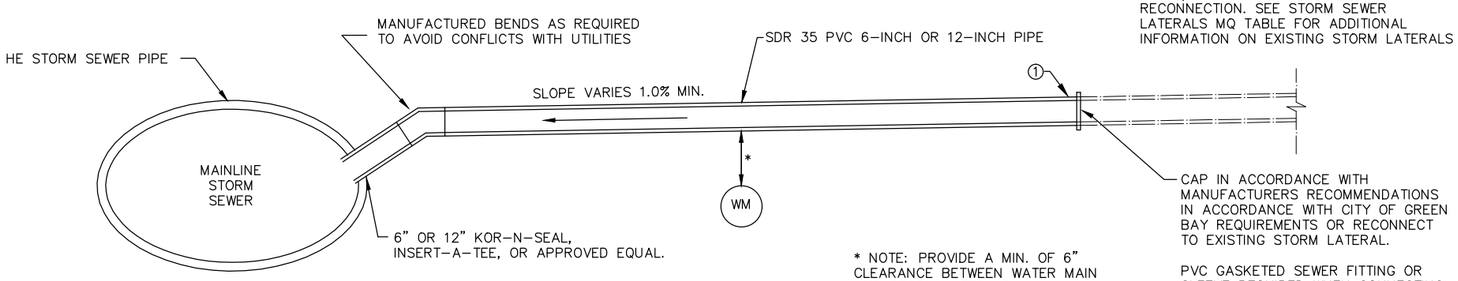
AT A MINIMUM THE FLOWLINE OF THE STORM LATERAL SHALL MATCH THE SPRINGLINE OF THE MAINLINE STORM SEWER.

TRACER WIRE IS REQUIRED FOR ALL STORM LATERALS.

LIMIT STORM SEWER LATERAL PENETRATION INTO STORM SEWER TO 1" MAX.

THE CONTRACTOR SHALL INSTALL STORM LATERALS TO AVOID CONFLICTS WITH OTHER UTILITIES. THIS IS TO BE ACCOMPLISHED BY HAVING A RISER AT THE STORM MAIN, IF NECCESSARY.

STORM SEWER LATERAL (CIRCULAR PIPE CONNECTION)



① CLEANOUT IF REQUIRED. REFER TO MISCELLANEOUS QUANTITIES SHEETS, THE STORM SEWER SHEETS, AND CLEANOUT DETAIL FOR ADDITIONAL INFORMATION.

RECONNECT EXISTING STORM LATERALS TO NEW MAIN. LOCATIONS OF EXISTING LATERALS SHOWN ON THE PLAN PROVIDED BY THE CITY OF GREEN BAY. THERE MAY BE ADDITIONAL CONNECTIONS TO MAINS/INLETS THAT REQUIRE RECONNECTION. SEE STORM SEWER LATERALS MQ TABLE FOR ADDITIONAL INFORMATION ON EXISTING STORM LATERALS

* NOTE: PROVIDE A MIN. OF 6" CLEARANCE BETWEEN WATER MAIN AND STORM LATERALS

PVC GASKETED SEWER FITTING OR SLEEVE REQUIRED WHEN CONNECTING TO EXISTING PVC STORM LATERAL. FLEXIBLE COUPLINGS ARE ALLOWED WHEN CONNECTING DISSIMILAR PIPE SIZES AND MATERIALS. CONTRACTOR TO VERIFY THE SIZE AND MATERIAL OF EXISTING LATERALS.

REMOVE AND REPLACE AND RELAY STORM SEWER LATERAL FROM MAIN TO A POINT TO 5 FT. BACK OF CURB OR PROPERTY LINE, WHICHEVER IS CLOSER. REDUCER REQUIRED AT A POINT 5 FT BEYOND THE PROPOSED BACK OF CURB FOR MATCHING EXISTING STORM LATERALS.

EXACT STORM SEWER LATERAL FIELD TAP ELEVATION TO BE DETERMINED IN THE FIELD.

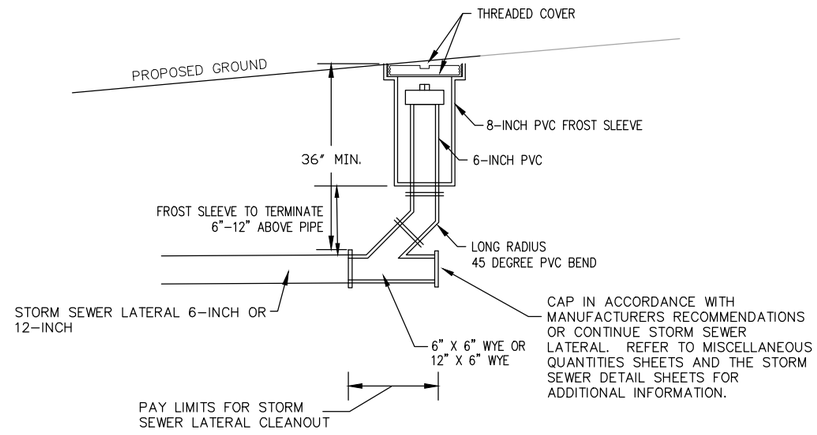
AT A MINIMUM THE FLOWLINE OF THE STORM LATERAL SHALL MATCH THE SPRINGLINE OF THE MAINLINE STORM SEWER.

TRACER WIRE IS REQUIRED FOR ALL STORM LATERALS.

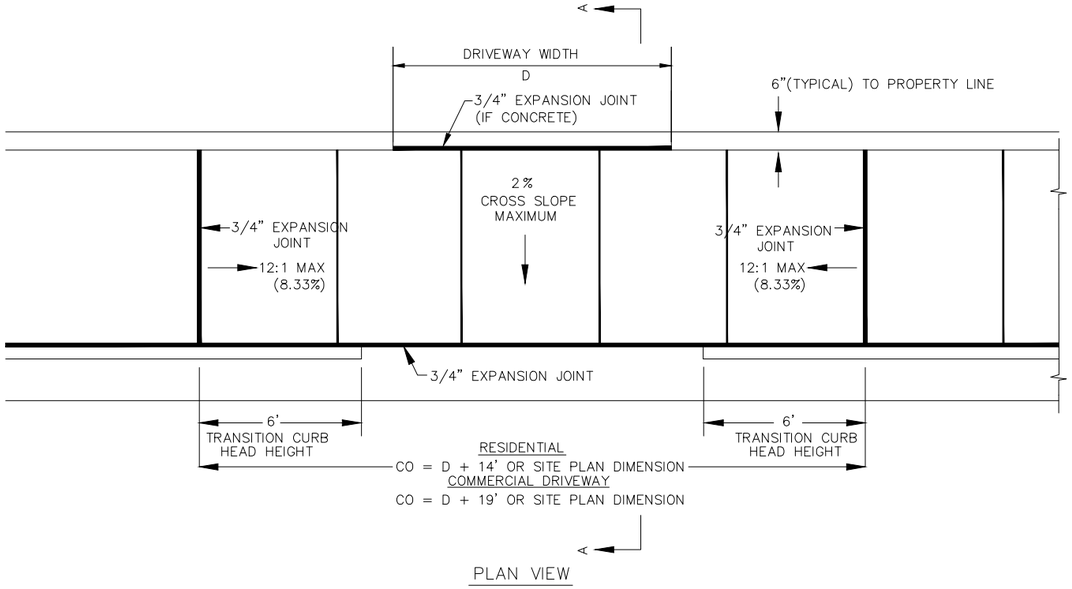
LIMIT STORM SEWER LATERAL PENETRATION INTO STORM SEWER TO 1" MAX.

THE CONTRACTOR SHALL INSTALL STORM LATERALS TO AVOID CONFLICTS WITH OTHER UTILITIES. THIS IS TO BE ACCOMPLISHED BY HAVING A RISER AT THE STORM MAIN, IF NECCESSARY.

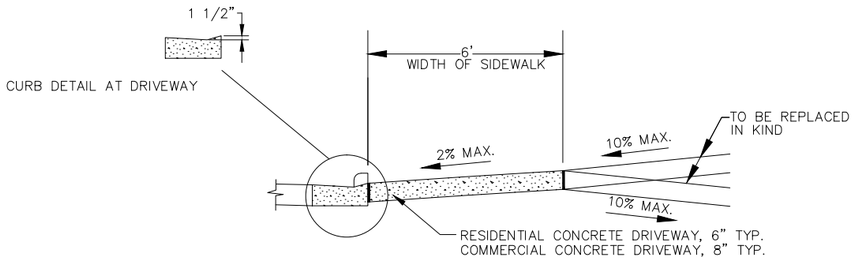
STORM SEWER LATERAL (ELLIPTICAL PIPE CONNECTION)



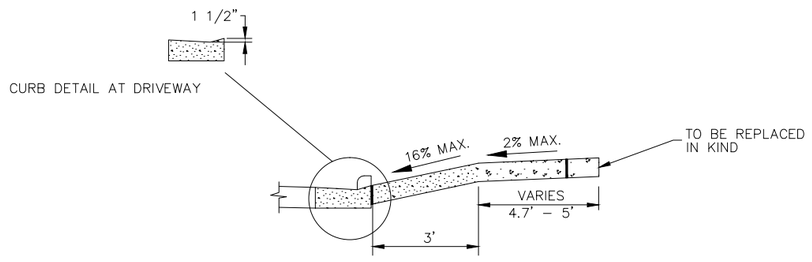
CLEANOUT DETAIL



PLAN VIEW



SECTION A–A

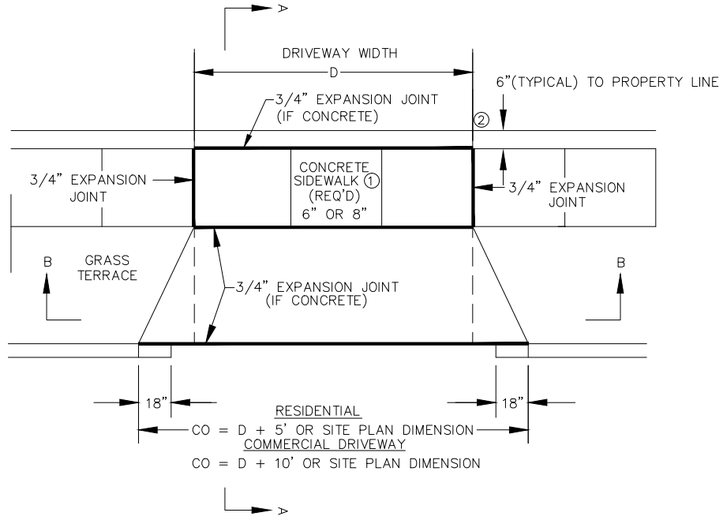


RESIDENTIAL CONCRETE DRIVEWAY, 6" TYP.

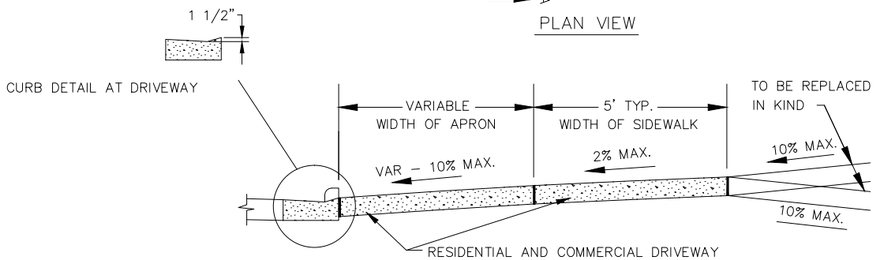
SECTION A–A

DRIVEWAYS AT STA. 11+00 RT. & STA. 12+72 RT.

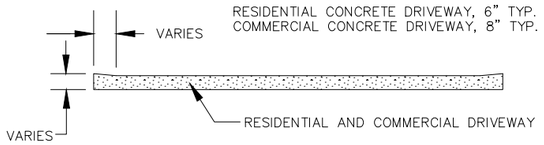
URBAN DRIVEWAY SIDEWALK ADJACENT TO CURB



PLAN VIEW



SECTION A–A



SECTION B–B

MAX D = 12' SINGLE WIDTH RESIDENTIAL
MAX D = 20' DOUBLE WIDTH RESIDENTIAL
MAX D = 15' COMMERCIAL ONE–WAY
MAX D = 25' COMMERCIAL TWO–WAY
MAX CO = 17' SINGLE WIDTH RESIDENTIAL
MAX CO = 25' DOUBLE WIDTH RESIDENTIAL
MAX CO = 25' COMMERCIAL ONE–WAY OR AS SHOWN ON APPROVED SITE PLAN
MAX CO = 35' COMMERCIAL TWO–WAY OR AS SHOWN ON AN APPROVED SITE PLAN

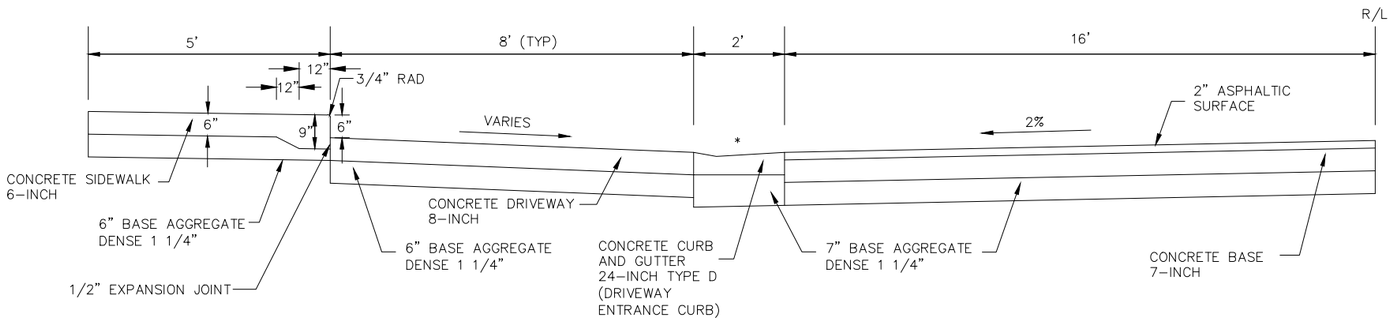
NOTES:

1. ① ALL DRIVEWAYS REQUIRE A 5' CONCRETE SIDEWALK SECTION.
2. ② ALL PARKING LOT CURBING MUST BE TAPERED TO MEET THE BACK OF THE SIDEWALK.
3. ③ SEE MQ TABLES FOR SPECIFIC LOCATIONS FOR CONCRETE DRIVEWAYS 6–INCH & 8–INCH.

URBAN DRIVEWAY

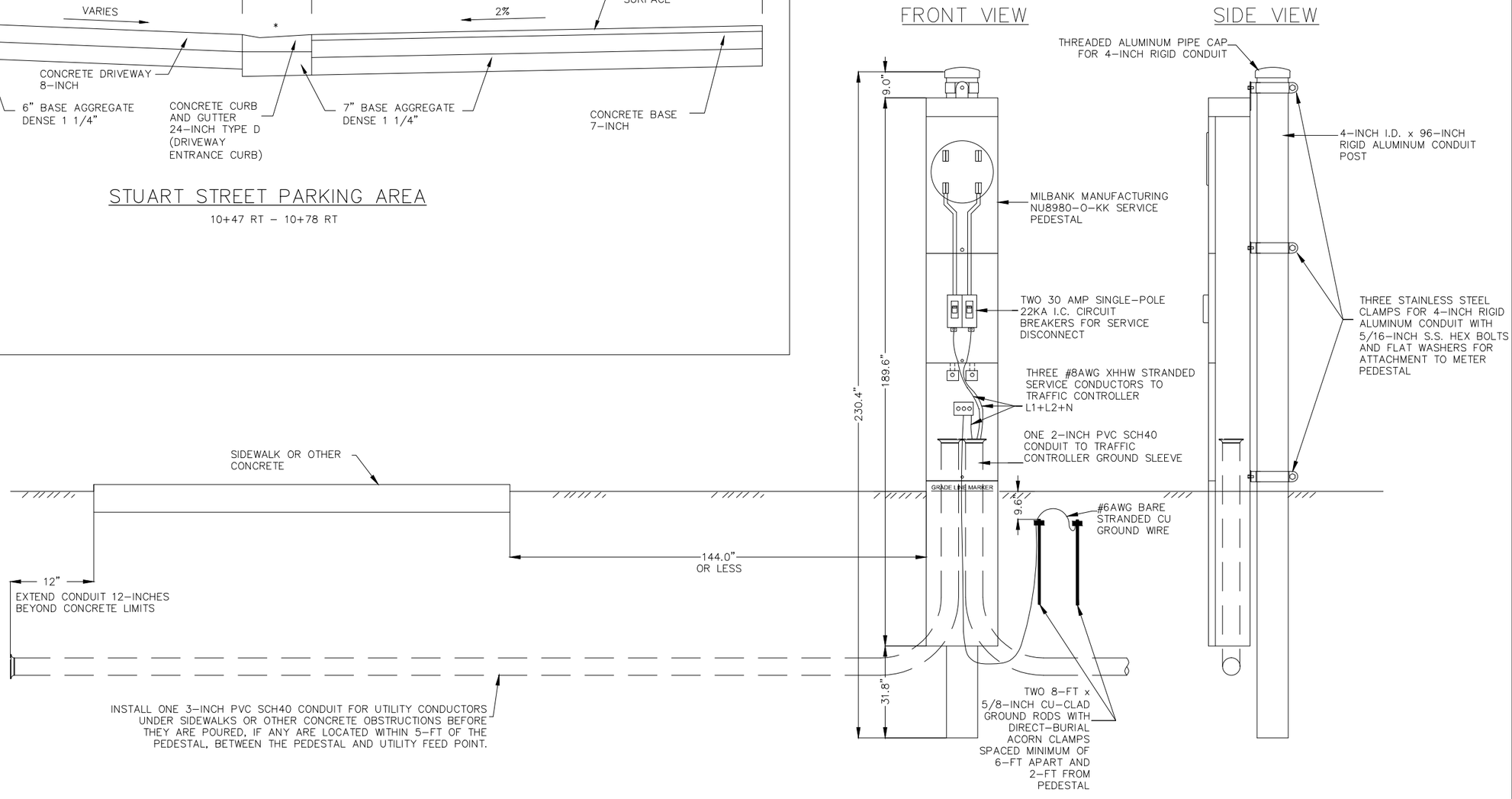
2

*MATCH EXISTING ASPH. OVERLAID CURB AND GUTTER.

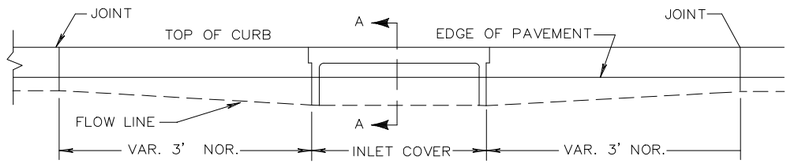


STUART STREET PARKING AREA

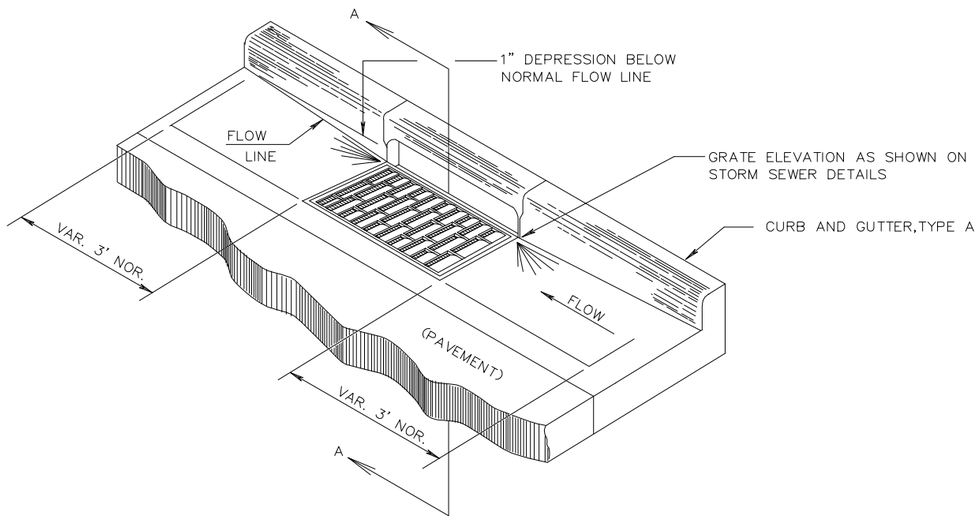
10+47 RT – 10+78 RT

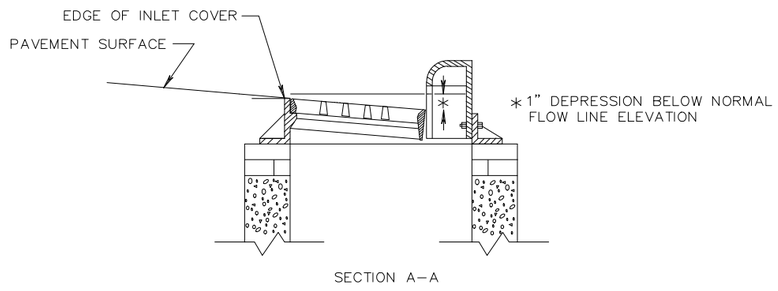


Electrical Service Meter Breaker Pedestal



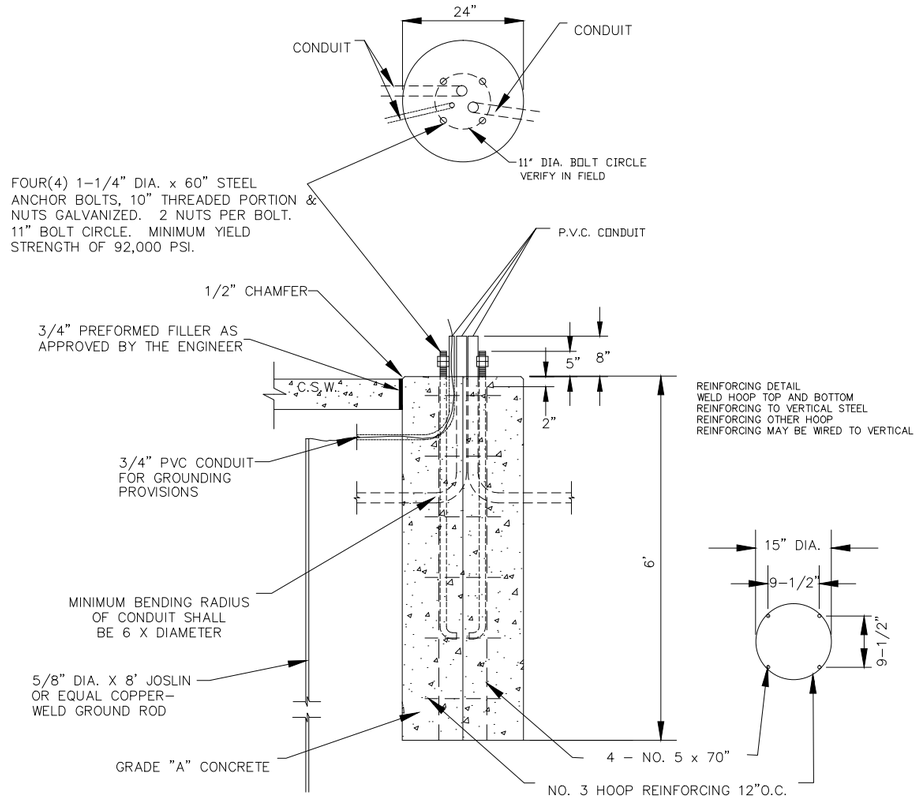
ELEVATION





SECTION A–A

DETAIL OF CURB AND GUTTER AT INLETS



NOTE :

LOCATION OF BASE SHALL BE A MINIMUM OF 30" FROM BACK OF CURB TO CENTER OF BASE AND 30" FROM END OF RADIUS.

GROUNDING WIRE TO BE #6 BARE COPPER. ACORN CONNECTOR TO BE SIZED FOR GROUNDING ROAD AND WIRE. WIRE TO BE EXPOSED A MINIMUM OF 3' ABOVE BASE FOR GROUNDING OF POLE.

SEE CONDUIT LAYOUT FOR PROPER CONDUIT SIZE.

ANCHOR BOLT SQUARE SHALL BE ORIENTED PARALLEL TO ROADWAY.

TOP OF BASE TO BE AT CURB GRADE PLUS 1" PLUS 1/4"/FT. BEHIND CURB.

BASE FORM SHALL NOT BE LEFT IN PLACE

CONCRETE BASE SPECIAL TYPE 2

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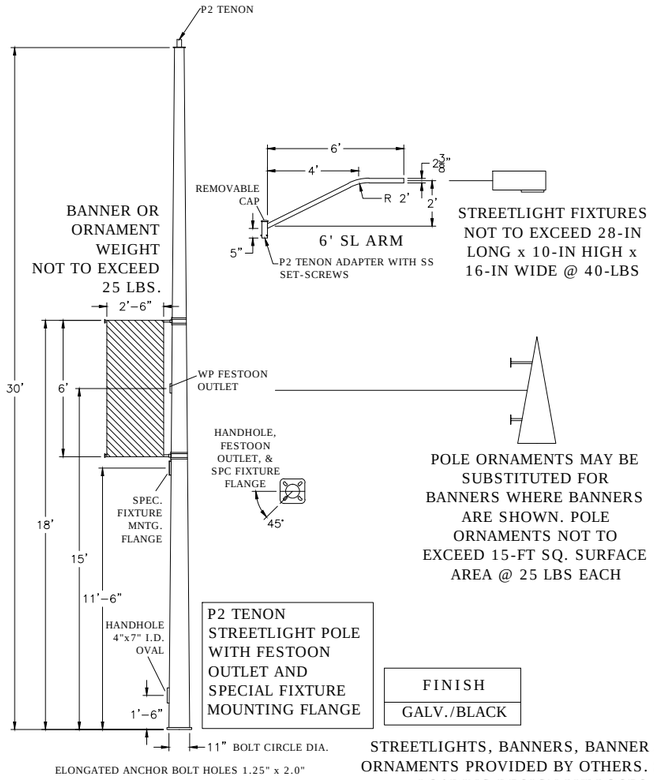


STREETLIGHT FIXTURES NOT TO EXCEED 28-IN LONG x 10-IN HIGH x 16-IN WIDE @ 40-LBS

POLE ORNAMENTS MAY BE SUBSTITUTED FOR BANNERS WHERE BANNERS ARE SHOWN. POLE ORNAMENTS NOT TO EXCEED 15-FT SQ. SURFACE AREA @ 25 LBS EACH

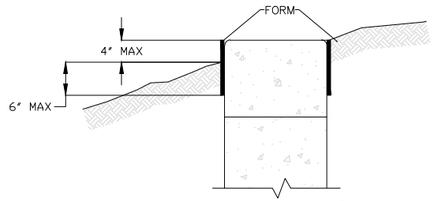
P2 TENON STREETLIGHT POLE WITH FESTOON OUTLET AND SPECIAL FIXTURE MOUNTING FLANGE

FINISH
GALV./BLACK

STREETLIGHTS, BANNERS, BANNER ARMS, AND ORNAMENTS PROVIDED BY OTHERS. SHOWN FOR LOADING DESIGN PURPOSES ONLY

POLE T2 30-FOOT

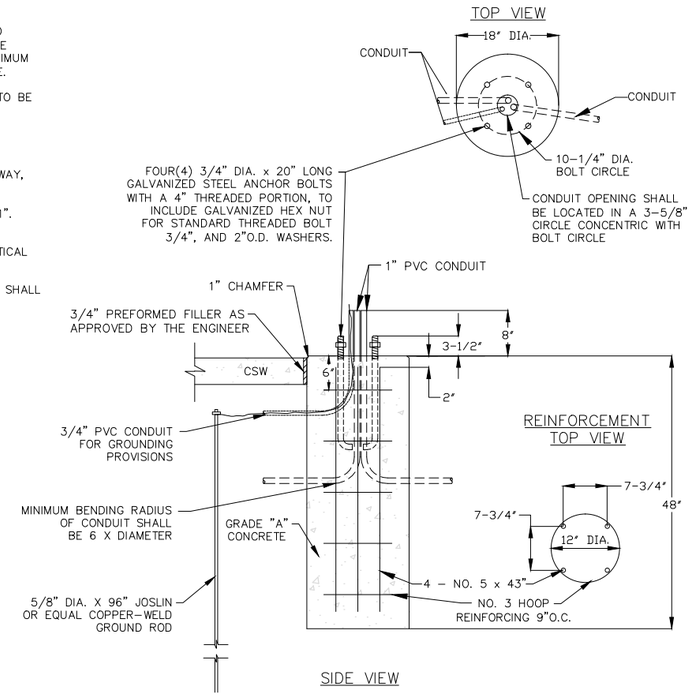
NOTES:
1. BASES LOCATED BETWEEN THE QUEUE LINE CONCRETE SLAB AND WATERFALL SHALL BE 15" FROM THE EDGE OF PAVEMENT TO THE CENTER OF BASE. ALL OTHER BASE LOCATIONS SHALL BE A MINIMUM OF 27" FROM EDGE OF PAVEMENT TO THE CENTER OF THE BASE.
2. GROUNDING WIRE TO BE #6 BARE COPPER. ACORN CONNECTOR TO BE SIZED FOR GROUNDING ROD AND WIRE. WIRE TO BE EXPOSED A MINIMUM OF 36" ABOVE BASE FOR GROUNDING POLE.
3. SEE CONDUIT LAYOUT FOR PROPER CONDUIT SIZE.
4. ANCHOR BOLT SQUARE SHALL BE ORIENTED PARALLEL TO ROADWAY, TRAIL, OR SLAB.
5. TOP OF BASE TO BE AT THE EDGE OF PAVEMENT GRADE PLUS 1".
6. WELD HOOP TOP AND BOTTOM REINFORCING TO VERTICAL STEEL REINFORCING. OTHER HOOP REINFORCING MAY BE WIRED TO VERTICAL REINFORCING.
7. LIGHT POLES SHALL BE PROVIDED AND PLACED BY OTHERS AND SHALL BE U.S. ARCHITECTURAL LIGHTING, RNTA SERIES.



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

B. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE.

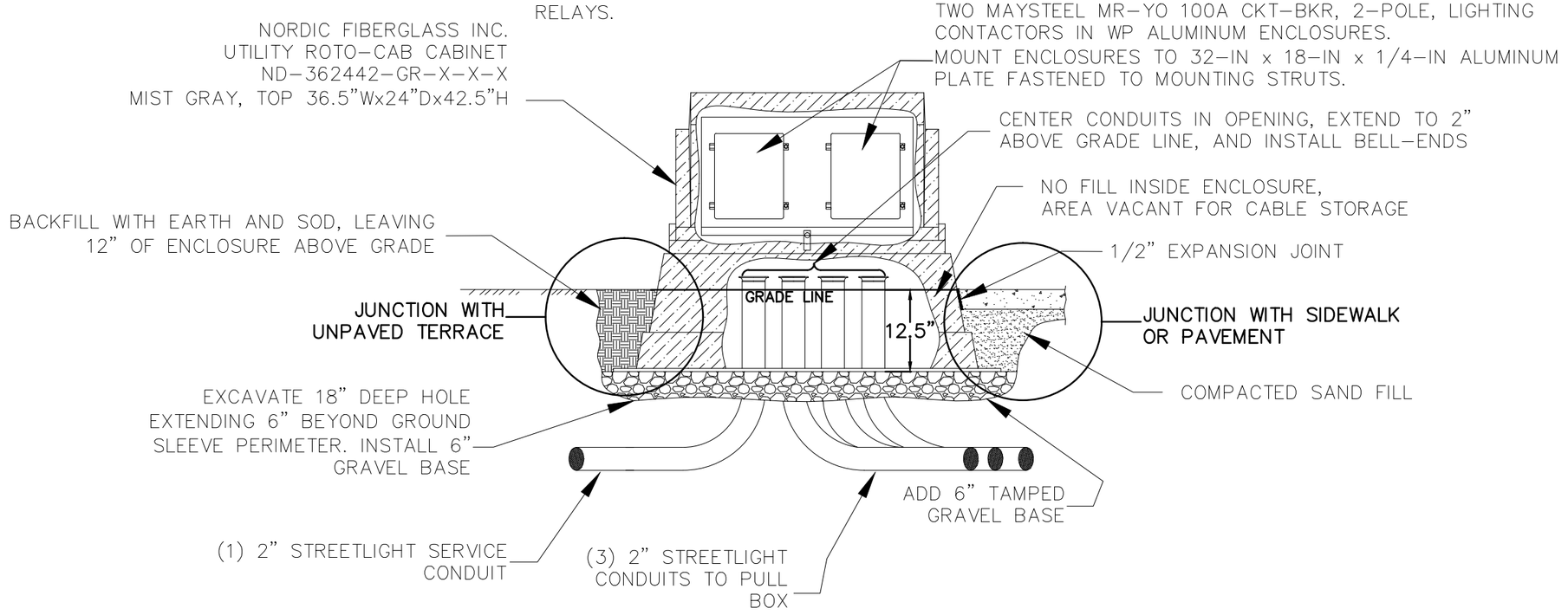
C. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 12" OR LESS.



CONCRETE BASE DECO

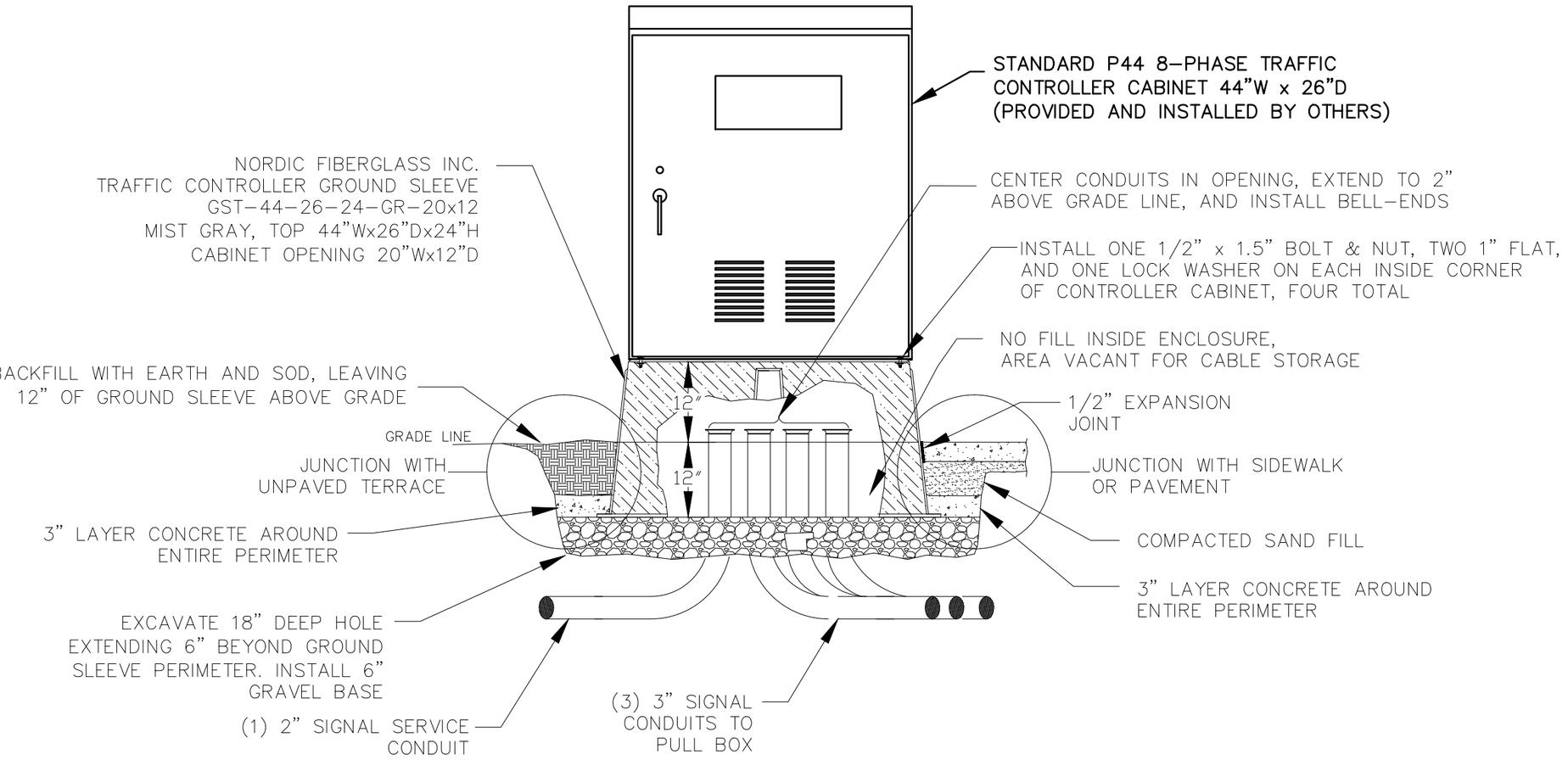
2

NOTE: INSTALL SHORTING CAPS IN PHOTOCELL SOCKETS ON LIGHTING RELAY ENCLOSURES. INSTALL ONE FLUSH–MOUNT PHOTOCELL ON UPPER NORTH SIDE OF FIBERGLASS ENCLOSURE AND CONNECT TO BOTH RELAYS.



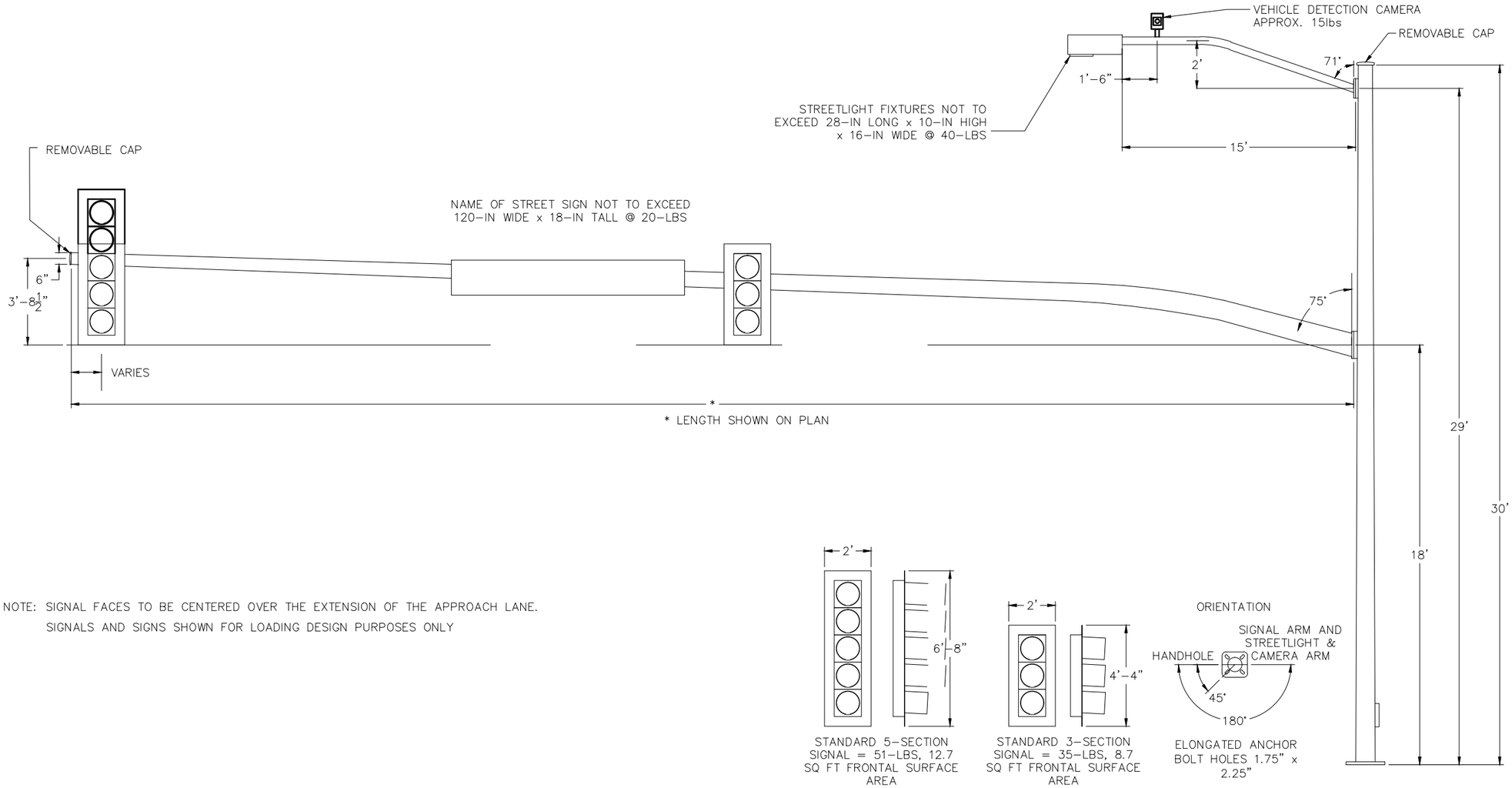
Streetlight Underground Service

2



TRAFFIC CONTROL GROUND SLEEVE

2



NOTE: SIGNAL FACES TO BE CENTERED OVER THE EXTENSION OF THE APPROACH LANE.
SIGNALS AND SIGNS SHOWN FOR LOADING DESIGN PURPOSES ONLY

MONOTUBE T4 WITH ARM

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET: 26	E

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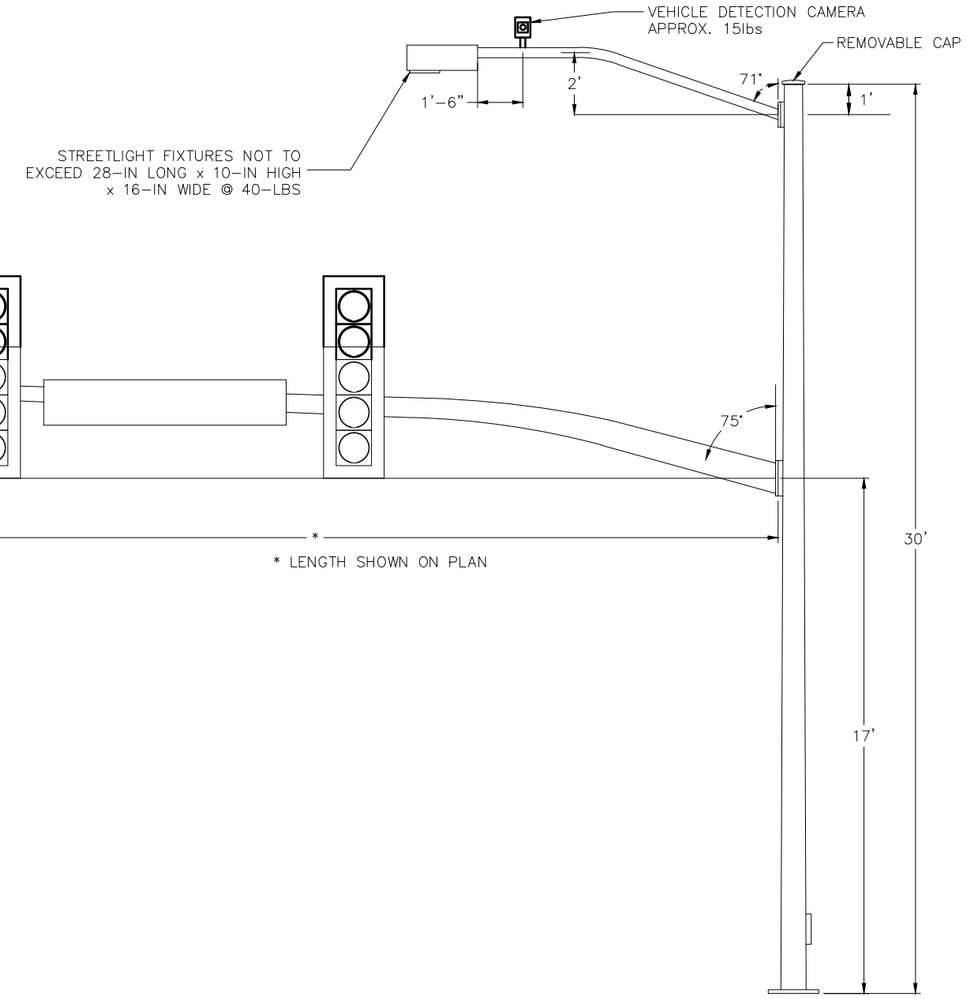
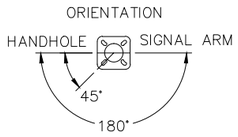
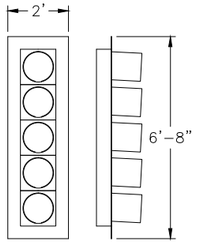
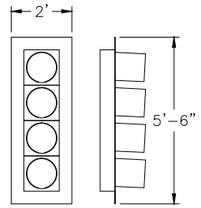




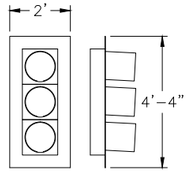
ELONGATED ANCHOR BOLT
HOLES 1.75" x 2.25"



STANDARD 5-SECTION
SIGNAL = 51-LBS, 12.7 SQ
FT FRONTAL SURFACE AREA



STANDARD 4-SECTION
SIGNAL = 43-LBS, 11 SQ FT
FRONTAL SURFACE AREA



STANDARD 3-SECTION
SIGNAL = 35-LBS, 8.7 SQ
FT FRONTAL SURFACE AREA

NOTE: SIGNAL FACES TO BE CENTERED OVER THE EXTENSION OF THE APPROACH LANE.
SIGNALS AND SIGNS SHOWN FOR LOADING DESIGN PURPOSES ONLY

MONOTUBE POLE T3 WITH ARM

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET: 27	E

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2

NOTES:

ALL RAILING PIPE ARE TO BE CLEANED, PRIMED AND PAINTED WITH AN EPOXY SYSTEM FEDERAL COLOR NO. 27038

HOLD PIPE 1/16" ABOVE BASE PLATE TO ALLOW POST AND BASE PLATE TO BE WELDED TOGETHER. PLACE PIPE POST VERTICAL AND CENTERED ON BASE PLATE.

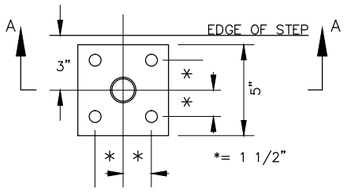
LANDING AREA MUST PROVIDE FOR RAIL OVERHANG.

RAILING POST SPACING SHALL VARY WITH TREAD LENGTH.

BASE PLATE SHALL CONFORM TO ASTM DESIGNATION A709 GRADE 36.

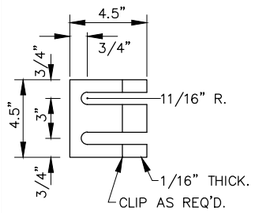
SHIM AS REQUIRED TO OBTAIN VERTICAL POSTS. FILL EXPOSED OPENINGS BETWEEN SHIMS, BASE PLATE, TOP OF CONCRETE, POST ANCHOR HOLES WITH NON-STAINING BLACK NON-BITUMINOUS JOINT SEALER.

RAILING TO BE PLACED ON LEFT ASCENDING SIDE OF STEPS ONLY.

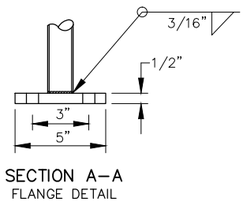


PLAN VIEW

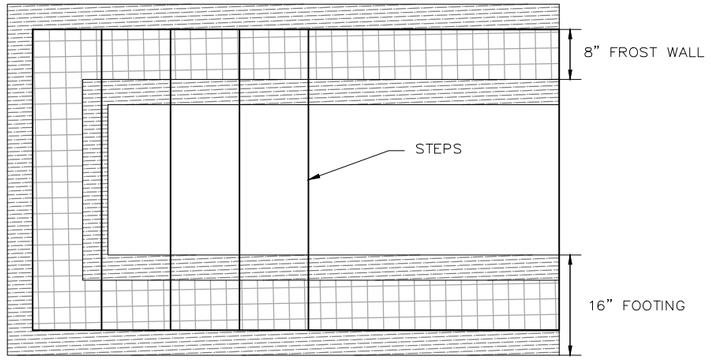
FOUR 11/16" HOLES. 5/8" CONCRETE MASONRY ANCHORS, TYPE S (EPOXY). MIN. PULLOUT CAPACITY OF 3.6 KIPS. EMBED A MIN. 4-INCHES.



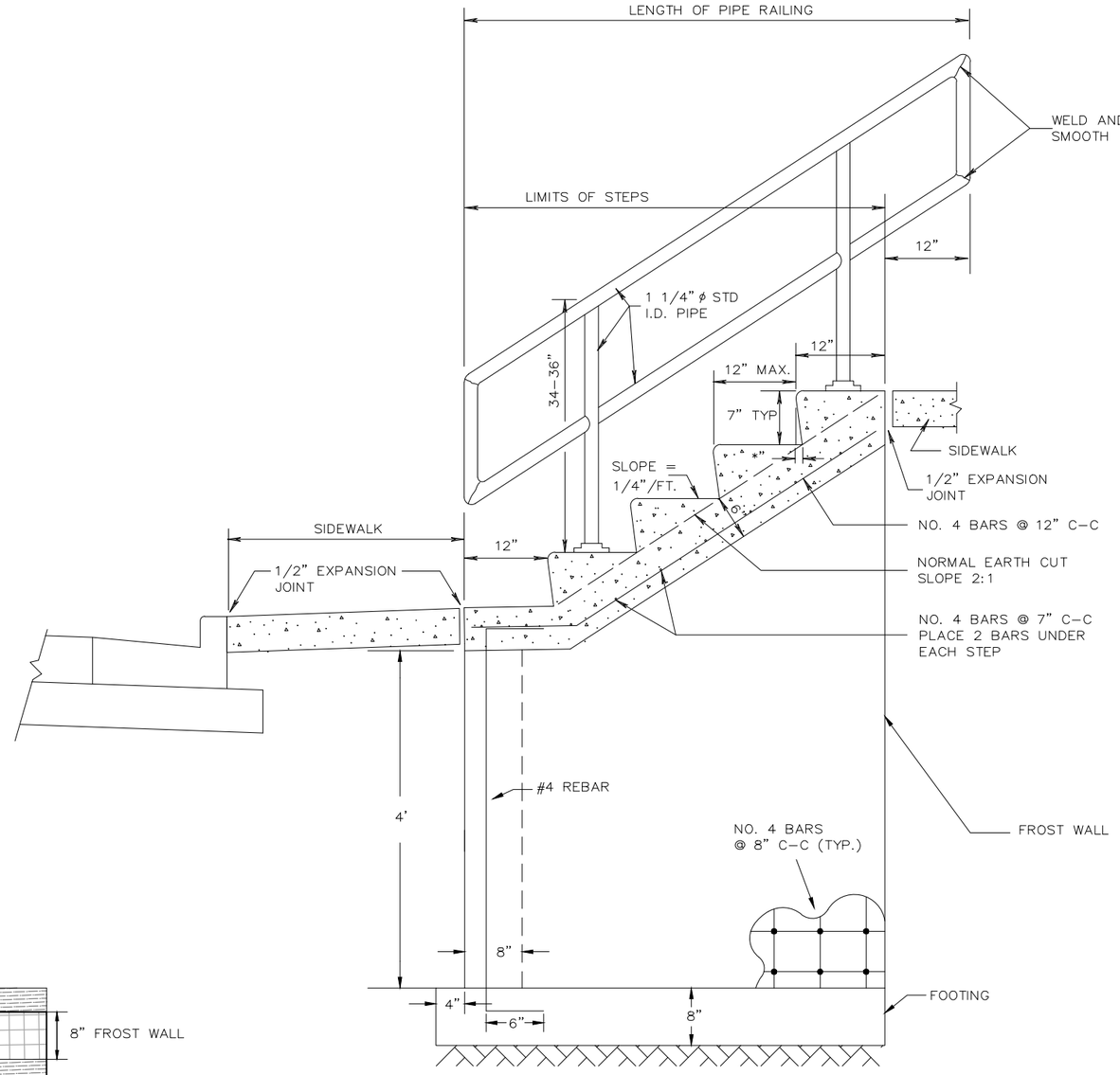
SHIM DETAIL



SECTION A-A
FLANGE DETAIL



PLAN VIEW



CONCRETE STEP DETAIL

FROST WALL REQUIRED AT STA. 21+98 RT. & 39+15 RT AND ARE PAID FOR UNDER THE ITEM OF CONCRETE MASONRY

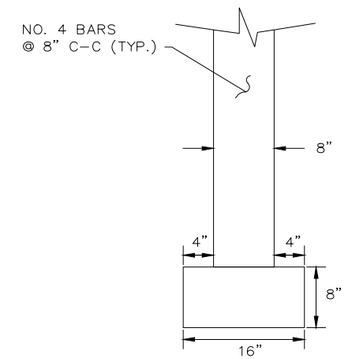
NOTE:
THE EXACT LOCATION, WIDTHS, RISER HEIGHT & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD. RISER HEIGHTS NOT TO EXCEED 8" AND TREAD WIDTH SHALL BE 11" FOR STEPS AT STA. 39+15 RT. PIPE RAILING TO BE CONSTUCTED BY OTHERS AT 39+15 RT. SEE DETAIL FOR STEPS AT 39+15 RT., HS. 113 S. MONROE.

STEEL REINFORCEMENT AND PIPE RAILING NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.

MINIMUM WIDTH OF STEP IS 4 FEET.

CONSTRUCT FOOTING ON NATIVE COMPACTED SOILS.

FILL VOID UNDER STEPS WITH 3/4" BAD.



FOOTING DETAIL

2

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	CONSTRUCTION DETAIL	SHEET: 28	E

NOTES :

LOCATION OF BASE SHALL BE A MINIMUM OF 30" FROM BACK OF CURB TO CENTER OF BASE AND 30" FROM END OF RADIUS.

GROUNDING WIRE TO BE #6 BARE COPPER. ACORN CONNECTOR TO BE SIZED FOR GROUNDING ROAD AND WIRE. WIRE TO BE EXPOSED A MINIMUM OF 3' ABOVE BASE FOR GROUNDING OF POLE.

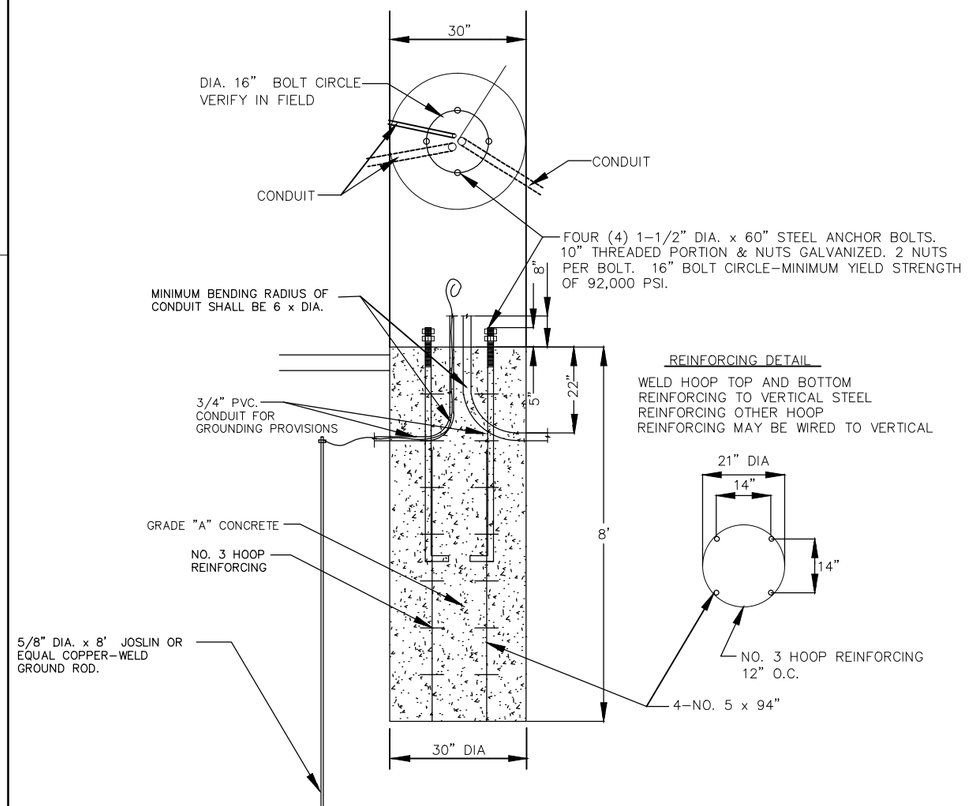
SEE CONDUIT LAYOUT FOR PROPER CONDUIT SIZE.

ANCHOR BOLT SQUARE SHALL BE ORIENTED PARALLEL TO ROADWAY.

TOP OF BASE TO BE AT CURB GRADE PLUS 1" PLUS 1/4"/FT. BEHIND CURB.

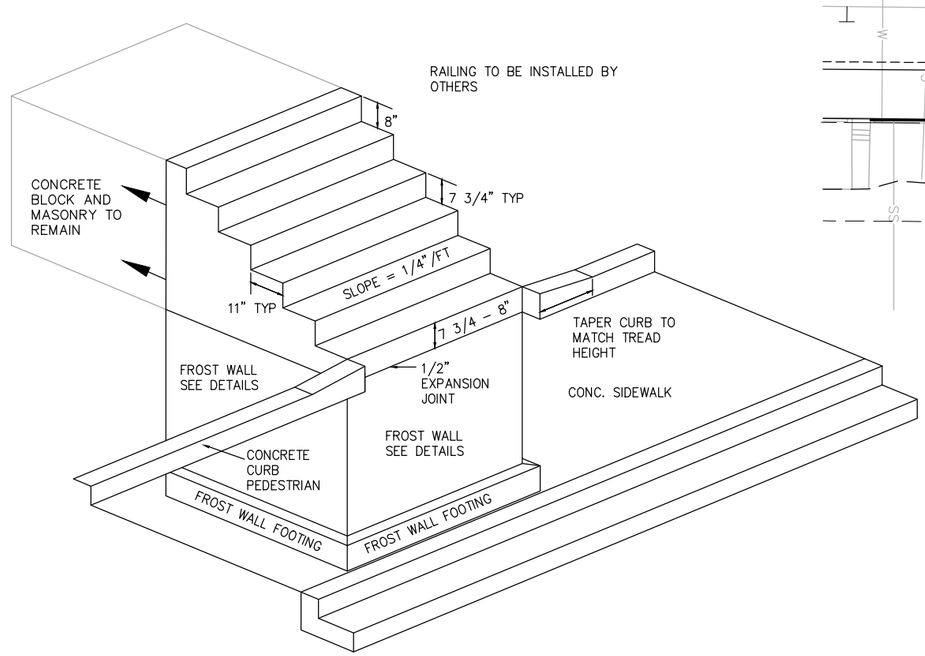
BASE FORM SHALL NOT BE LEFT IN PLACE

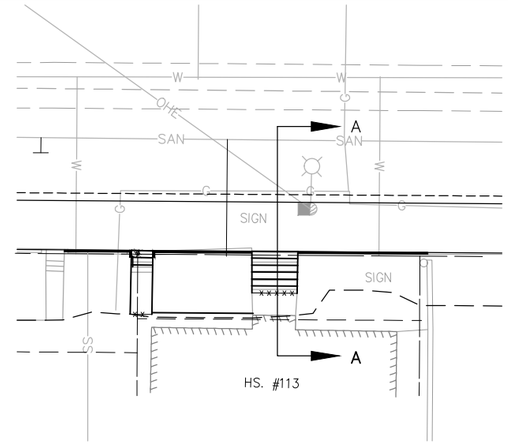
3/4" PREFORMED FILLER REQUIRED BETWEEN CONCRETE SIDEWALK (C.S.W.) AND ALL CONCRETE BASES.

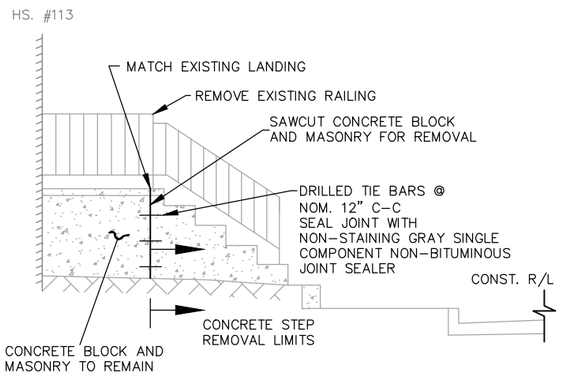


CONCRETE BASE SPECIAL TYPE 3

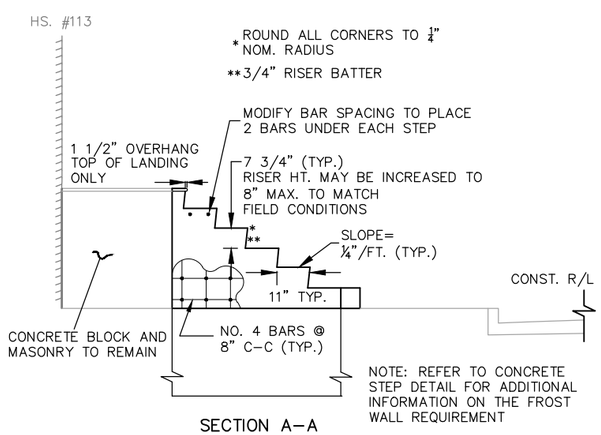
NORTH







SECTION A–A



SECTION A–A

CONCRETE STEP DETAIL

HS. #113 MONROE, STA. 39+15 RT.

gflohr, W:\PROJECTS\W0059\970220\00\02–Construction Details\17 CONSTRUCTION DETAILS.dwg, 17 construction details, Plot Date: 1/20/2014 3:23 PM, xrefs: (rw–comps–dew)

BENCH MARKS		
LOCATION	DESCRIPTION	ELEVATION
9+55.6, 38' RT	TAG BOLT HYDRANT	128.76

C/L – C/L DATA

(1A) STA. 10+00 = STA. 10+00 S. CASS STREET

(1B) STA. 10+00 = STA. 10+00.44 N. CASS STREET

MEDIAN RADIUS POINT DATA

RP1 10+37.97, 1.65' LT., 4' R. FACE
RP2 10+37.97, 1.65' RT., 4' R. FACE
RP3 14+65.96, 3.15' LT., 2.5' R. FACE
RP4 14+65.96, 3.15' RT., 2.5' R. FACE

SPOT ELEVATIONS TYPICALLY SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, NBPG, SBPG AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 25' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINT OF RADIUS, TAPER POINTS AND INLET LOCATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

SIDEROAD HORIZONTAL ALIGNMENTS ARE SPLIT OF EXISTING RIGHT OF WAY.

PAVEMENT WIDTH AT THE SIDEROAD END OF RADIUS IS INTENDED TO SPLIT THE EXISTING R/W AND TO MATCH BEST FIT OF THE EXISTING PAVEMENT. TAPERS MAY BE REQUIRED TO MATCH SIDEROAD WIDTH FROM END OF RADIUS TO THE MATCH POINTS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO FACE OF CURB

CURB FLANGE IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT MEDIAN AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

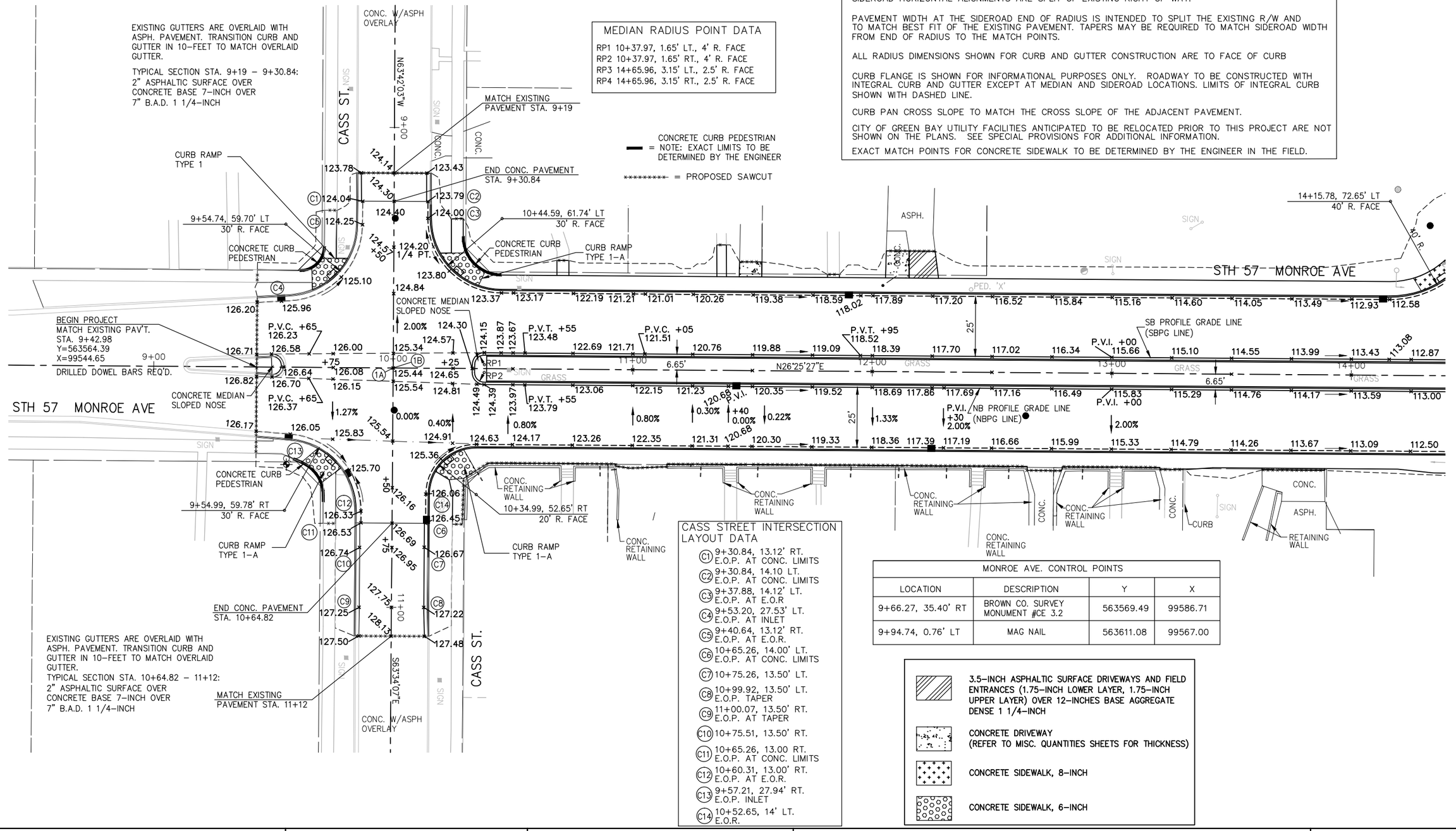
CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

CITY OF GREEN BAY UTILITY FACILITIES ANTICIPATED TO BE RELOCATED PRIOR TO THIS PROJECT ARE NOT SHOWN ON THE PLANS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

NORTH

20 10 0 20
SCALE – FEET



CASS STREET INTERSECTION LAYOUT DATA

(C1) 9+30.84, 13.12' RT. E.O.P. AT CONC. LIMITS
(C2) 9+30.84, 14.10 LT. E.O.P. AT CONC. LIMITS
(C3) 9+37.88, 14.12' LT. E.O.P. AT E.O.R
(C4) 9+53.20, 27.53' LT. E.O.P. AT INLET
(C5) 9+40.64, 13.12' RT. E.O.P. AT E.O.R.
(C6) 10+65.26, 14.00' LT. E.O.P. AT CONC. LIMITS
(C7) 10+75.26, 13.50' LT.
(C8) 10+99.92, 13.50' LT. E.O.P. TAPER
(C9) 11+00.07, 13.50' RT. E.O.P. AT TAPER
(C10) 10+75.51, 13.50' RT.
(C11) 10+65.26, 13.00 RT. E.O.P. AT CONC. LIMITS
(C12) 10+60.31, 13.00' RT. E.O.P. AT E.O.R.
(C13) 9+57.21, 27.94' RT. E.O.P. INLET
(C14) 10+52.65, 14' LT. E.O.R.

MONROE AVE. CONTROL POINTS			
LOCATION	DESCRIPTION	Y	X
9+66.27, 35.40' RT	BROWN CO. SURVEY MONUMENT #CE 3.2	563569.49	99586.71
9+94.74, 0.76' LT	MAG NAIL	563611.08	99567.00

3.5–INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75–INCH LOWER LAYER, 1.75–INCH UPPER LAYER) OVER 12–INCHES BASE AGGREGATE DENSE 1 1/4–INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8–INCH

CONCRETE SIDEWALK, 6–INCH

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 30	E

MONROE AVE. CONTROL POINTS			
LOCATION	DESCRIPTION	Y	X
15+03.72, 40.17' LT.	MAG NAIL	564084.38	99758.01
16+49.03, 39.58' LT.	MAG NAIL	564214.36	99823.27

C/L – C/L DATA

① STA. 14+77.51 = STA. 10+00
ELEV.= 111.81

② STA. 14+83.09 = STA. 10+00
ELEV.= 111.75

③ STA. 15+99.78 = STA. 10+00
ELEV.= 109.86

④ STA. 16+81 = STA. 10+00
ELEV.@ NBPG LINE= 109.86

MEDIAN RADIUS POINT DATA

RP5 15+54.77, 5.41' RT., 1.59' R.
RP6 15+68.36, 5.53' RT., 1.51' R.
RP7 16+02.11, 5' RT., 3' R. (NOSE)
RP8 17+22.34, 5' RT., 3' R. (NOSE)
RP9 19+39.93, 5' LT., 3' R. (NOSE)

SIDEROAD RADIUS POINT DATA

RP9.1 15+10.10, 50' LT. 16' R. (FACE)
RP9.2 16+93.51, 74.50' RT. 40.50' R. (FACE)
RP9.3 16+42.84, 39.50' RT. 5.50' R. (FACE)
RP9.4 16+12.90, 39.50' RT. 5.50' R (FACE)
RP9.5 15+79.04, 44.50' RT. 10.50' R (FACE)
RP9.6 15+09.57, 44.50' RT. 10.50' R (FACE)
RP9.7 14+43.20, 62.65' RT. 30' R (FACE)

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CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

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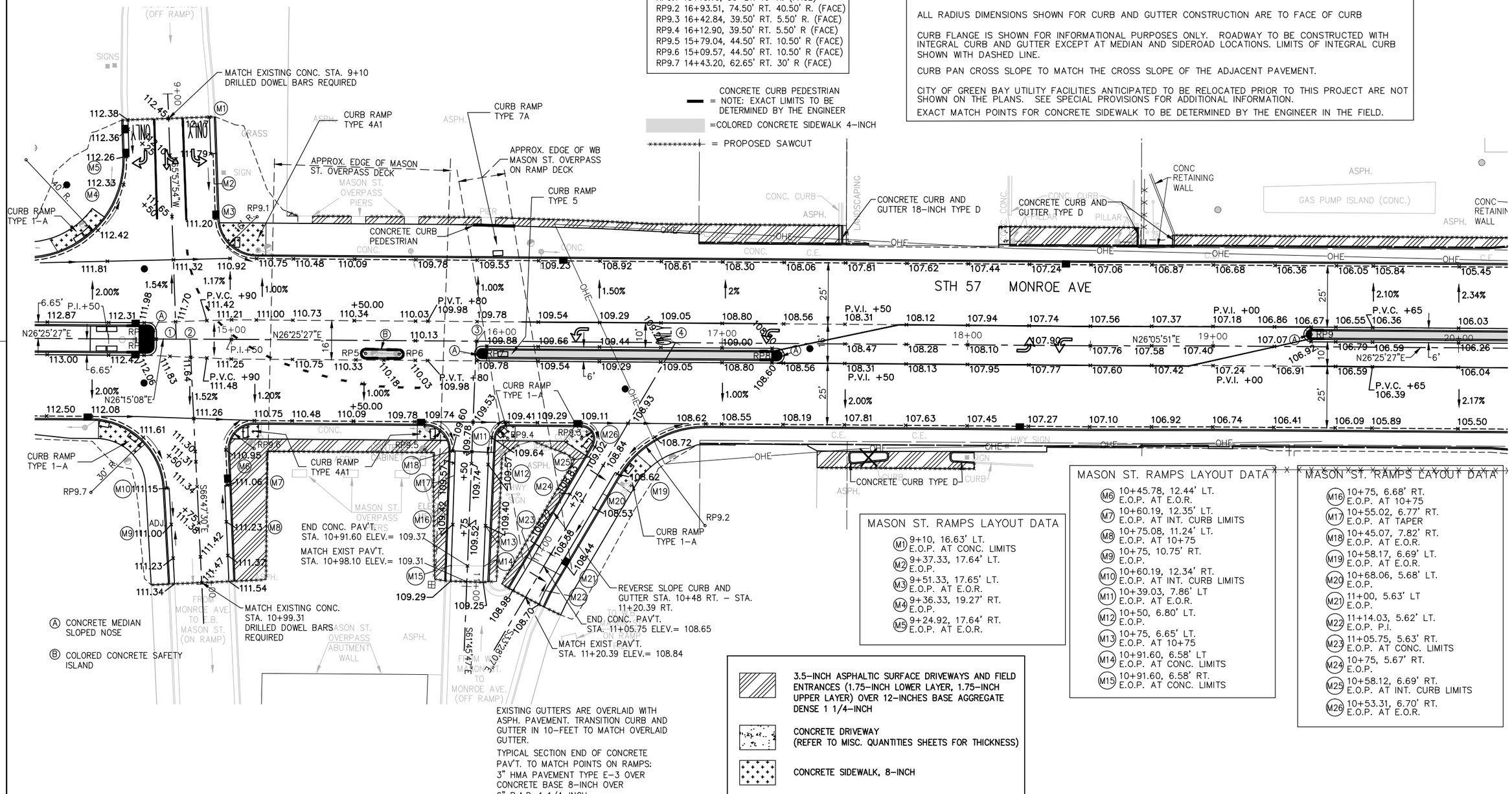
EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

NORTH
20 10 0 20
SCALE – FEET



MASON ST. RAMPS LAYOUT DATA

M1 9+10, 16.63' LT. E.O.P. AT CONC. LIMITS
M2 9+37.33, 17.64' LT. E.O.P.
M3 9+51.33, 17.65' LT. E.O.P. AT E.O.R.
M4 9+36.33, 19.27' RT. E.O.P.
M5 9+24.92, 17.64' RT. E.O.P. AT E.O.R.

MASON ST. RAMPS LAYOUT DATA

M6 10+45.78, 12.44' LT. E.O.P. AT E.O.R.
M7 10+60.19, 12.35' LT. E.O.P. AT INT. CURB LIMITS
M8 10+75.08, 11.24' LT. E.O.P. AT 10+75
M9 10+75, 10.75' RT. E.O.P.
M10 10+60.19, 12.34' RT. E.O.P. AT INT. CURB LIMITS
M11 10+39.03, 7.86' LT E.O.P. AT E.O.R.
M12 10+50, 6.80' LT. E.O.P.
M13 10+75, 6.65' LT. E.O.P. AT 10+75
M14 10+91.60, 6.58' LT E.O.P. AT CONC. LIMITS
M15 10+91.60, 6.58' RT. E.O.P. AT CONC. LIMITS

MASON ST. RAMPS LAYOUT DATA

M16 10+75, 6.68' RT. E.O.P. AT 10+75
M17 10+55.02, 6.77' RT. E.O.P. AT TAPER
M18 10+45.07, 7.82' RT. E.O.P. AT E.O.R.
M19 10+58.17, 6.69' LT. E.O.P. AT E.O.R.
M20 10+68.06, 5.68' LT. E.O.P.
M21 11+00, 5.63' LT E.O.P.
M22 11+14.03, 5.62' LT. E.O.P. P.I.
M23 11+05.75, 5.63' RT. E.O.P. AT CONC. LIMITS
M24 10+75, 5.67' RT. E.O.P.
M25 10+58.12, 6.69' RT. E.O.P. AT INT. CURB LIMITS
M26 10+53.31, 6.70' RT. E.O.P. AT E.O.R.

3.5–INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75–INCH LOWER LAYER, 1.75–INCH UPPER LAYER) OVER 12–INCHES BASE AGGREGATE DENSE 1 1/4–INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8–INCH

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 31	E

MEDIAN RADIUS POINT DATA

RP10 20+27.84, 68' RT., 75' R. FACE
RP11 20+39.93, 4.5' LT., 1.5' R. FACE
RP12 21+35.69, 4.5' RT., 1.5' R. FACE
RP13 21+47.77, 68' LT., 75' R. FACE
RP14 22+33.30, 4.39' RT., 1.39' R. FACE

C/L – C/L DATA

(5) STA. 20+80.63 = STA. 10+00 ELEV.= 106.18
(6) STA. 20+81.24 = STA. 10+00 ELEV.= 106.18

CHICAGO ST. LAYOUT DATA

(C1) NOT USED
(C2) 9+37.97, 14.10' LT. E.O.P. AT INT. CURB LIMITS
(C3) 9+37.97, 14.10 RT. E.O.P. AT INT. CURB LIMITS
(C4) NOT USED
(C5) 10+59.05, 21.15' LT. E.O.P. AT E.O.R.
(C6) 10+64.67, 20.15' LT. E.O.P. AT INLET
(C7) 10+67.86, 20.15' LT. E.O.P. AT TAPER
(C8) 10+66.57, 20.15' RT. E.O.P. AT TAPER
(C9) 10+58.94, 21.15' RT. E.O.P. AT E.O.R.

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EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

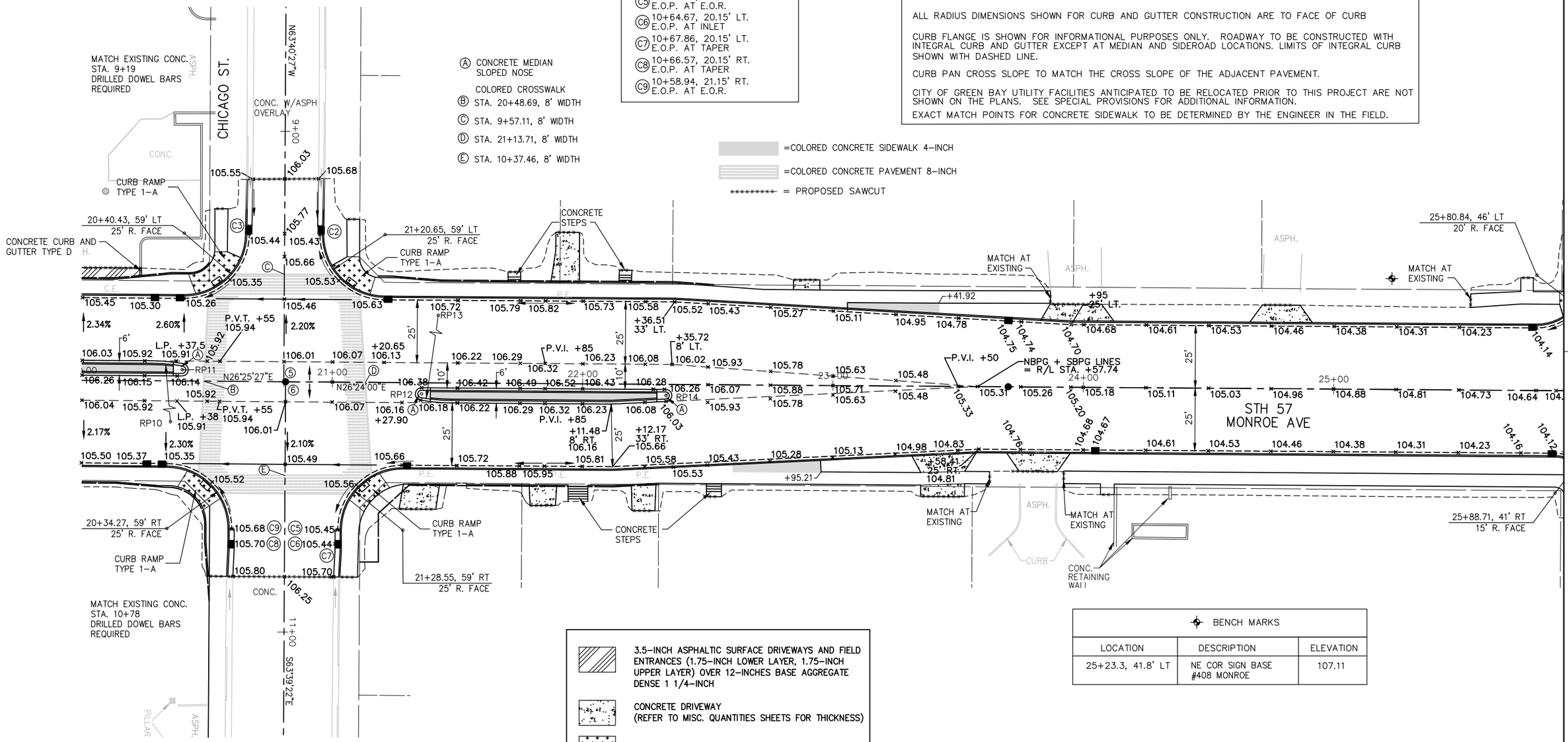
NORTH

20 10 0 20
SCALE – FEET

(A) CONCRETE MEDIAN SLOPED NOSE

COLORED CROSSWALK
(B) STA. 20+48.69, 8' WIDTH
(C) STA. 9+57.11, 8' WIDTH
(D) STA. 21+13.71, 8' WIDTH
(E) STA. 10+37.46, 8' WIDTH

=COLORED CONCRETE SIDEWALK 4–INCH
=COLORED CONCRETE PAVEMENT 8–INCH
********** = PROPOSED SAWCUT



3.5–INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75–INCH LOWER LAYER, 1.75–INCH UPPER LAYER) OVER 12–INCHES BASE AGGREGATE DENSE 1 1/4–INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8–INCH

BENCH MARKS		
LOCATION	DESCRIPTION	ELEVATION
25+23.3, 41.8' LT	NE COR SIGN BASE #408 MONROE	107.11

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 32	E

2

SPOT ELEVATIONS TYPICALLY SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, NBPG, SBPG AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 25' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINT OF RADIUS, TAPER POINTS AND INLET LOCATIONS.

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CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

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EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

NORTH

20 10 0 20

SCALE – FEET

MATCH EXISTING CONC. PAV'T. STA. 9+25.71 DRILLED TIE BARS REQUIRED

C/L – C/L DATA

⑦ STA. 26+20.94 = STA. 10+00 ELEV.= 104.52

⑧ STA. 30+40.94 = STA. 10+00 ELEV.= 103.80

******** = PROPOSED SAWCUT

MATCH EXISTING ASPH. OVERLAID CURB AND GUTTER.

MORAVIAN ST. LAYOUT DATA

(M1) 9+55.74, 14.00' LT. E.O.P. AT CONC. LIMITS

(M2) 9+59.04, 14.00' LT. E.O.P. AT E.O.R.

(M3) 9+58.96, 14.00' RT. E.O.P. AT E.O.R.

(M4) 9+55.74, 14.00' RT. E.O.P. AT CONC. LIMITS

CROOKS STREET

MORAVIAN ST.

STH 57
MONROE AVE

CURB RAMP TYPE 1

CURB RAMP TYPE 1–A

CURB RAMP TYPE 2

20+80.84' 46' LT 20' R. FACE

26+60.93, 46' LT 20' R. FACE

25+88.71, 41' RT 15' R. FACE

26+53.34, 41" RT 15' R. FACE

30+10.88' 41' LT 15' R. FACE

30+70.88' 41' LT 15' R. FACE

31+31.44, 41' RT 15' R. FACE

CONC. RETAINING WALL

MATCH EXISTING CURB

MATCH EXISTING PAV'T. STA. 9+37.47

END CONC. PAV'T. STA. 9+55.74

MATCH AT EXISTING

MATCH EXISTING CONC. PAV'T. STA. 10+75 DRILLED TIE BARS REQUIRED

BENCH MARKS

LOCATION	DESCRIPTION	ELEVATION
30+82.5, 40.5' RT.	NW COR. TOP STEP 612 STUART STREET	106.39

CROOKS ST. LAYOUT DATA

(C1) NOT USED

(C2) 9+51.08, 19.04' LT. E.O.P. AT INT. CURB LIMITS

(C3) 9+50.84, 19.04' RT. E.O.P. AT INT. CURB LIMITS

(C4) NOT USED

(C5) 10+43.94, 16.28' LT. E.O.P. AT INT. CURB LIMITS

(C6) NOT USED

(C7) NOT USED

(C8) 10+42.42, 16.28' RT. E.O.P. AT INT. CURB LIMITS

3.5–INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75–INCH LOWER LAYER, 1.75–INCH UPPER LAYER) OVER 12–INCHES BASE AGGREGATE DENSE 1 1/4–INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8–INCH

CONCRETE SIDEWALK, 6–INCH

MONROE AVE. CONTROL POINTS

LOCATION	DESCRIPTION	Y	X
30+10.79, 39.87' LT.	CHISELED X	565434.17	100428.62
30+53.97, 43.18' LT.	MAG NAIL	565474.31	100444.88
31+60.21, 32.88' LT.	MAG NAIL	565564.84	100501.40

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 33	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Paving Details\04 PAVING.dwg, 04 pm, Plot Date: 1/15/2014 10:11 AM, xrefs: none

C/L – C/L DATA

- (9) STA. 31+61.65 = STA. 10+00 ELEV.= 103.61
- (10) STA. 32+81.88 = STA. 10+00 ELEV.= 103.48
- (11) STA. 35+82.13 = STA. 10+00 ELEV.= 103.34

HOWE STREET LAYOUT DATA

- (H1) NOT USED
- (H2) 9+56.04, 14.06' LT. E.O.P. AT CONC. LIMITS.
- (H3) 9+59.04, 14.10 LT. E.O.P. AT E.O.R.
- (H4) 9+58.96, 14.10' RT. E.O.P. AT E.O.R.
- (H5) 9+56, 14.13' RT. E.O.P. AT CONC. LIMITS
- (H6) NOT USED

SPOT ELEVATIONS TYPICALLY SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, NBPG, SBPG AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 25' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINT OF RADIUS, TAPER POINTS AND INLET LOCATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

SIDEROAD HORIZONTAL ALIGNMENTS ARE SPLIT OF EXISTING RIGHT OF WAY.

PAVEMENT WIDTH AT THE SIDEROAD END OF RADIUS IS INTENDED TO SPLIT THE EXISTING R/W AND TO MATCH BEST FIT OF THE EXISTING PAVEMENT. TAPERS MAY BE REQUIRED TO MATCH SIDEROAD WIDTH FROM END OF RADIUS TO THE MATCH POINTS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO FACE OF CURB

CURB FLANGE IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT MEDIAN AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

CITY OF GREEN BAY UTILITY FACILITIES ANTICIPATED TO BE RELOCATED PRIOR TO THIS PROJECT ARE NOT SHOWN ON THE PLANS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

DOTY STREET LAYOUT DATA

- (D10) 9+25, 20.41' LT. E.O.P.
- (D11) 9+54.05, 21.07' LT. E.O.P. AT E.O.R.
- (D12) 9+53.95, 21.07' RT. E.O.P. AT E.O.R.
- (D13) 9+25, 20.85' RT. E.O.P.

NORTH

20 10 0 20

SCALE – FEET

COLORED CROSSWALK
(A) = STA. 31+84.99, 8' WIDTH

TYPICAL SECTION STA. 9+38.94 TO 9+56:
2" ASPHALTIC SURFACE OVER CONCRETE BASE 7–INCH OVER 7" B.A.D. 1 1/4–INCH

CONCRETE CURB PEDESTRIAN = NOTE: EXACT LIMITS TO BE DETERMINED BY THE ENGINEER

=COLORED CONCRETE PAVEMENT 8–INCH

******* = PROPOSED SAWCUT

END CONC. PAV'T. STA. 9+56 ELEV.=103.25

HOWE STREET

N63°39'58"W

9+00

BRICK WALL

MATCH EXISTING ASPH. OVERLAID CURB AND GUTTER.

MATCH EXISTING CONC. STA. 9+10 DRILLED TIE BARS REQUIRED

DOTY ST.

N63°23'W

9+00

32+51.74, 41' LT 15' R. FACE

33+11.94, 41' LT 15' R. FACE

MATCH EXISTING PAV'T. STA. 9+38.94

MATCH EXISTING

CONCRETE CURB TYPE D

CURB RAMP TYPE 1–A

MATCH EXISTING

35+40, 46' LT 20' R. FACE

CONCRETE CURB PEDESTRIAN

MATCH AT EXISTING

CURB RAMP TYPE 1–A

36+24.14, 46' LT 20' R. FACE

Ⓑ–NBPG + SBPG LINES = R/L STA. 36+80.76

CURB RAMP TYPE 1

MATCH EXISTING

CURB RAMP TYPE 2

31+92.11, 41' RT 15' R. FACE

31+32.04, 41' RT 15' R. FACE

END CONC. PAV'T. STA. 10+40.95 ELEV.=103.33

ASPH. PARKING LOT

SEE CONSTRUCTION DETAIL DRAWING FOR MATCHING PARKING AREA.

MATCH EXISTING PAV'T. STA. 10+78

MATCH EXISTING ASPH. OVERLAID CURB AND GUTTER.

TYPICAL SECTION STA. 10+40.95 TO 10+78:
2" ASPHALTIC SURFACE OVER CONCRETE BASE 7–INCH OVER 7" B.A.D. 1 1/4–INCH

STH 57
MONROE AVE

STUART ST.

S63°45'36"E

11+00

CONC. W/ASPH OVERLAY

STUART ST. LAYOUT DATA

- (S1) 10+41.02, 15.35' LT. E.O.P. AT CONC. LIMITS
- (S2) 10+49.79, 14.82' LT. E.O.P. AT INLET
- (S3) NOT USED
- (S4) 10+50.00, 13.25' RT. E.O.P. AT STA. 10+50
- (S5) 10+40.90, 13.75' RT. E.O.P. AT CONC. LIMITS

DOTY STREET LAYOUT DATA

- (D1) 10+38.92, 19.60' LT. E.O.P. AT CONC. LIMITS
- (D2) 10+62.17, 15.34' LT. P.C. E.O.P.
- (D3) 10+63.92, 27.21' LT. 10.5' R. FACE
- (D4) 10+68.39, 16.07' LT. P.T. E.O.P.
- (D5) 10+77.76, 19.83'' LT. P.C. E.O.P.
- (D6) 10+80.77, 20.41' LT. P.T. E.O.P.
- (D7) 10+80.74, 12.41' LT. 9.5' R. FACE
- (D8) 10+38.92, 24.28' RT. E.O.P. AT CONC. LIMITS
- (D9) 10+68.55, 13.21' RT. E.O.P. P.I.

END CONC. PAV'T. STA. 10+38.92 ELEV.=103.06

MATCH EXISTING PAV'T. STA. 10+85

MATCH EXISTING ASPH. OVERLAID CURB AND GUTTER.

TYPICAL SECTION STA. 10+38.92 TO 10+85:
2" ASPHALTIC SURFACE OVER CONCRETE BASE 7–INCH OVER 7" B.A.D. 1 1/4–INCH

3.5–INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75–INCH LOWER LAYER, 1.75–INCH UPPER LAYER) OVER 12–INCHES BASE AGGREGATE DENSE 1 1/4–INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8–INCH

CONCRETE SIDEWALK, 6–INCH

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 34	E

SPOT ELEVATIONS TYPICALLY SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, NBPG, SBPG AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 25' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINT OF RADIUS, TAPER POINTS AND INLET LOCATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

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PAVEMENT WIDTH AT THE SIDEROAD END OF RADIUS IS INTENDED TO SPLIT THE EXISTING R/W AND TO MATCH BEST FIT OF THE EXISTING PAVEMENT. TAPERS MAY BE REQUIRED TO MATCH SIDEROAD WIDTH FROM END OF RADIUS TO THE MATCH POINTS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO FACE OF CURB

CURB FLANGE IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT MEDIAN AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

CITY OF GREEN BAY UTILITY FACILITIES ANTICIPATED TO BE RELOCATED PRIOR TO THIS PROJECT ARE NOT SHOWN ON THE PLANS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

WALNUT ST. LAYOUT DATA

- (W1) 9+24.41, LT. 27.31' LT. E.O.P.
- (W2) 9+36.18, 27.84' LT. E.O.P. AT E.O.R.
- (W3) 9+34.94, 28.44' RT. E.O.P. AT E.O.R.
- (W4) 9+29.92, 27.91' RT. E.O.P.
- (W5) 10+62.43, 28.86' LT. E.O.P. AT E.O.R.
- (W6) 10+76.44, 28.08' LT. E.O.P. AT TAPER
- (W7) 10+72.43, 26.62' RT. E.O.P. AT INT. CURB LIMITS
- (W8) 10+62.73, 26.69' RT. E.O.P. AT E.O.R.

(A) CONCRETE MEDIAN SLOPED NOSE

(B) CONCRETE SAFETY ISLAND

=COLORED CONCRETE SIDEWALK 4–INCH

=COLORED CONCRETE PAVEMENT 8–INCH

********** =PROPOSED SAWCUT

C/L – C/L DATA

(12) STA. 40+87.48 = STA. 10+00 ELEV.= 105.56

(13) STA. 40+91.73 = STA. 10+00 ELEV.= 105.57

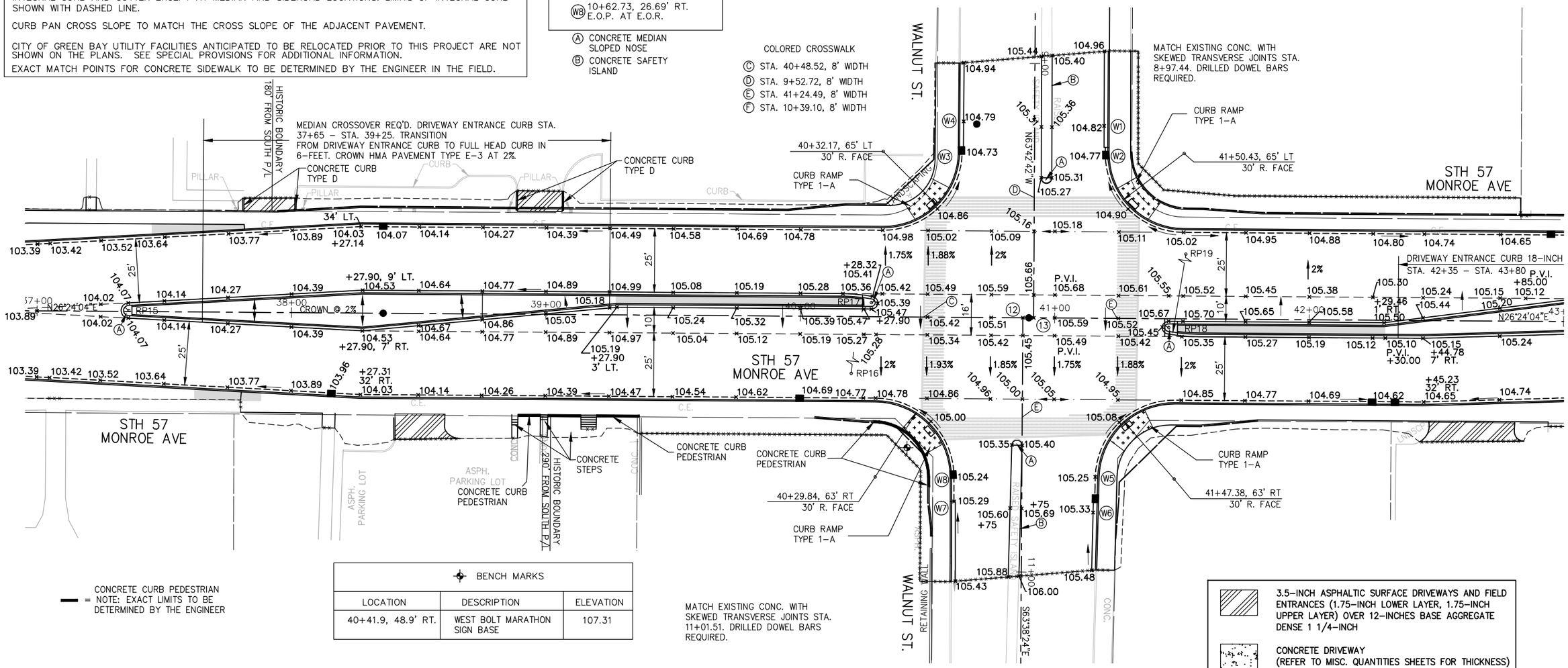
NORTH

20 10 0 20

SCALE – FEET

MEDIAN RADIUS POINT DATA

RP15 37+36.02, 0.37' LT., 2' R. FACE
RP16 40+15.79, 67' RT., 75' R. FACE
RP17 40+27.91, 5.5' LT., 1.5' R. FACE
RP18 41+44.78, 3.5' RT., 1.5' R. FACE
RP19 41+56.86, 69' LT., 75' R. FACE



CONCRETE CURB PEDESTRIAN = NOTE: EXACT LIMITS TO BE DETERMINED BY THE ENGINEER

BENCH MARKS		
LOCATION	DESCRIPTION	ELEVATION
40+41.9, 48.9' RT.	WEST BOLT MARATHON SIGN BASE	107.31

MONROE AVE. CONTROL POINTS			
LOCATION	DESCRIPTION	Y	X
41+38.33, 37.94' LT.	MAG NAIL	566443.19	100931.79

3.5–INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75–INCH LOWER LAYER, 1.75–INCH UPPER LAYER) OVER 12–INCHES BASE AGGREGATE DENSE 1 1/4–INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8–INCH

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 35	E

C/L – C/L DATA

(14) STA. 44+78.60 = STA. 10+00
ELEV.= 104.64

(15) STA. 48+69.49 = STA. 10+00
ELEV.= 103.83

(16) STA. 48+74.49 = STA. 10+00
ELEV.= 103.84

MONROE AVE. CONTROL POINTS			
LOCATION	DESCRIPTION	Y	X
45+09.23, 37.63' RT.	MAG NAIL	566741.80	101164.40

=COLORED CONCRETE PAVEMENT 8-INCH

********** = PROPOSED SAWCUT

SPOT ELEVATIONS TYPICALLY SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, NBPG, SBPG AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 25' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, E.O.R.'S, MID POINT OF RADIUS, TAPER POINTS AND INLET LOCATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F-F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F-F WIDTHS.

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PAVEMENT WIDTH AT THE SIDEROAD END OF RADIUS IS INTENDED TO SPLIT THE EXISTING R/W AND TO MATCH BEST FIT OF THE EXISTING PAVEMENT. TAPERS MAY BE REQUIRED TO MATCH SIDEROAD WIDTH FROM END OF RADIUS TO THE MATCH POINTS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO FACE OF CURB

CURB FLANGE IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT MEDIAN AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

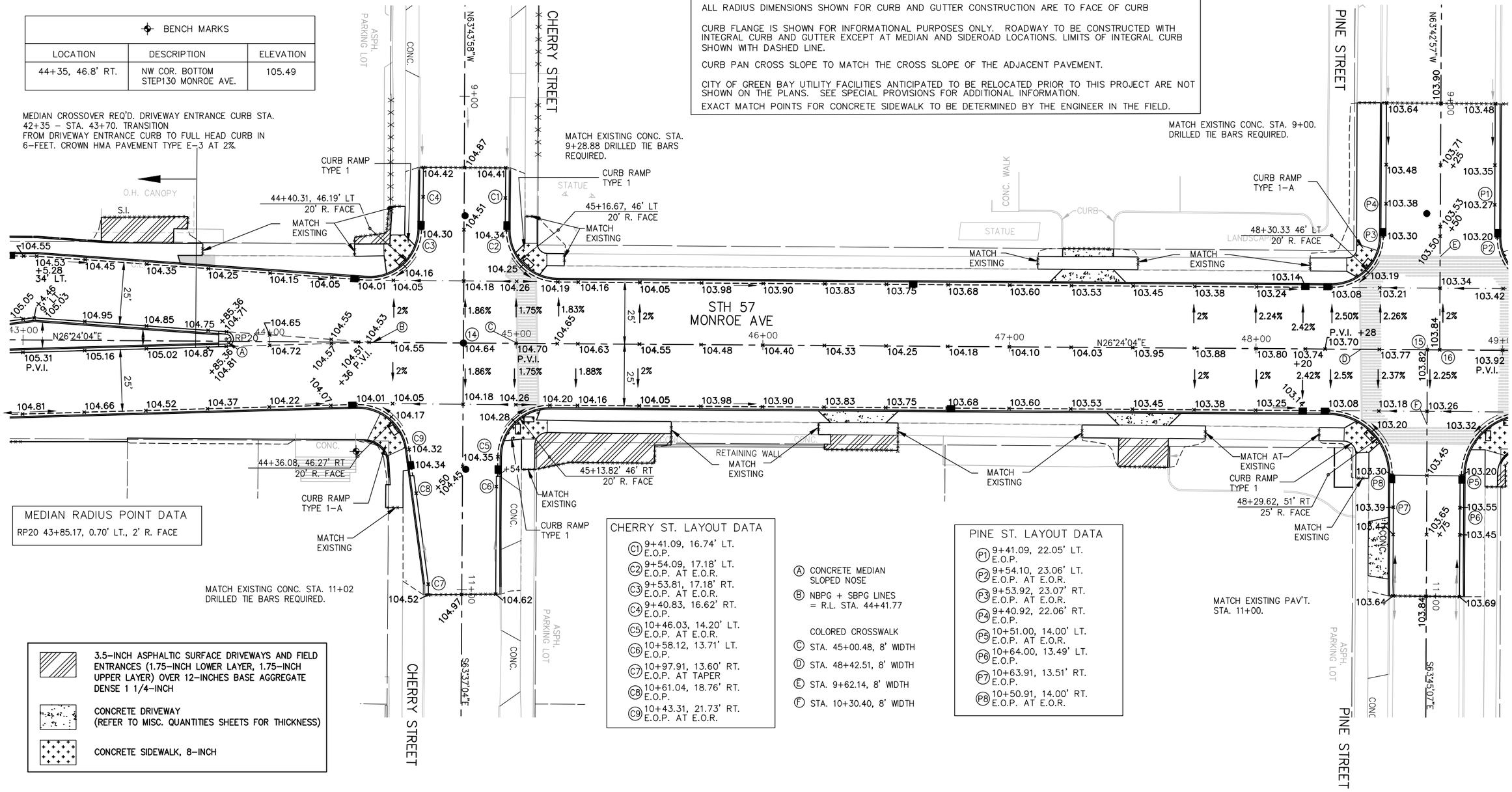
CITY OF GREEN BAY UTILITY FACILITIES ANTICIPATED TO BE RELOCATED PRIOR TO THIS PROJECT ARE NOT SHOWN ON THE PLANS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

NORTH

20 10 0 20
SCALE – FEET

BENCH MARKS		
LOCATION	DESCRIPTION	ELEVATION
44+35, 46.8' RT.	NW COR. BOTTOM STEP130 MONROE AVE.	105.49



MEDIAN RADIUS POINT DATA

RP20 43+85.17, 0.70' LT., 2' R. FACE

CHERRY ST. LAYOUT DATA

(C1) 9+41.09, 16.74' LT. E.O.P.
(C2) 9+54.09, 17.18' LT. E.O.P. AT E.O.R.
(C3) 9+53.81, 17.18' RT. E.O.P. AT E.O.R.
(C4) 9+40.83, 16.62' RT. E.O.P.
(C5) 10+46.03, 14.20' LT. E.O.P. AT E.O.R.
(C6) 10+58.12, 13.71' LT. E.O.P.
(C7) 10+97.91, 13.60' RT. E.O.P. AT TAPER
(C8) 10+61.04, 18.76' RT. E.O.P.
(C9) 10+43.31, 21.73' RT. E.O.P. AT E.O.R.

(A) CONCRETE MEDIAN SLOPED NOSE

(B) NBPG + SBPG LINES = R.L. STA. 44+41.77

COLORED CROSSWALK

(C) STA. 45+00.48, 8' WIDTH
(D) STA. 48+42.51, 8' WIDTH
(E) STA. 9+62.14, 8' WIDTH
(F) STA. 10+30.40, 8' WIDTH

PINE ST. LAYOUT DATA

(P1) 9+41.09, 22.05' LT. E.O.P.
(P2) 9+54.10, 23.06' LT. E.O.P. AT E.O.R.
(P3) 9+53.92, 23.07' RT. E.O.P. AT E.O.R.
(P4) 9+40.92, 22.06' RT. E.O.P.
(P5) 10+51.00, 14.00' LT. E.O.P. AT E.O.R.
(P6) 10+64.00, 13.49' LT. E.O.P.
(P7) 10+63.91, 13.51' RT. E.O.P.
(P8) 10+50.91, 14.00' RT. E.O.P. AT E.O.R.

3.5-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75-INCH LOWER LAYER, 1.75-INCH UPPER LAYER) OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8-INCH

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 36	E

C/L – C/L DATA

(15) STA. 48+69.49 = STA. 10+00
ELEV.= 103.83

(16) STA. 48+74.49 = STA. 10+00
ELEV.= 103.84

(17) STA. 52+71.09 = STA. 10+00
ELEV.= 103.05

=COLORED CONCRETE PAVEMENT 8-INCH

********** = PROPOSED SAWCUT

BENCH MARKS		
LOCATION	DESCRIPTION	ELEVATION
49+91.2, 97.2' LT.	EDGE OF LOADING DOCK BROWN CO. LIBRARY	105.49

SPOT ELEVATIONS TYPICALLY SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, NBPG, SBPG AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 25' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, E.O.R.'S, MID POINT OF RADIUS, TAPER POINTS AND INLET LOCATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

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PAVEMENT WIDTH AT THE SIDEROAD END OF RADIUS IS INTENDED TO SPLIT THE EXISTING R/W AND TO MATCH BEST FIT OF THE EXISTING PAVEMENT. TAPERS MAY BE REQUIRED TO MATCH SIDEROAD WIDTH FROM END OF RADIUS TO THE MATCH POINTS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO FACE OF CURB

CURB FLANGE IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT MEDIAN AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

CITY OF GREEN BAY UTILITY FACILITIES ANTICIPATED TO BE RELOCATED PRIOR TO THIS PROJECT ARE NOT SHOWN ON THE PLANS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

BODART ST. LAYOUT DATA

(B1) 10+50.29, 24.42' LT.
E.O.P. AT INT. CURB LIMITS

(B2) 10+60.28, 23.92' LT.
E.O.P. AT TAPER

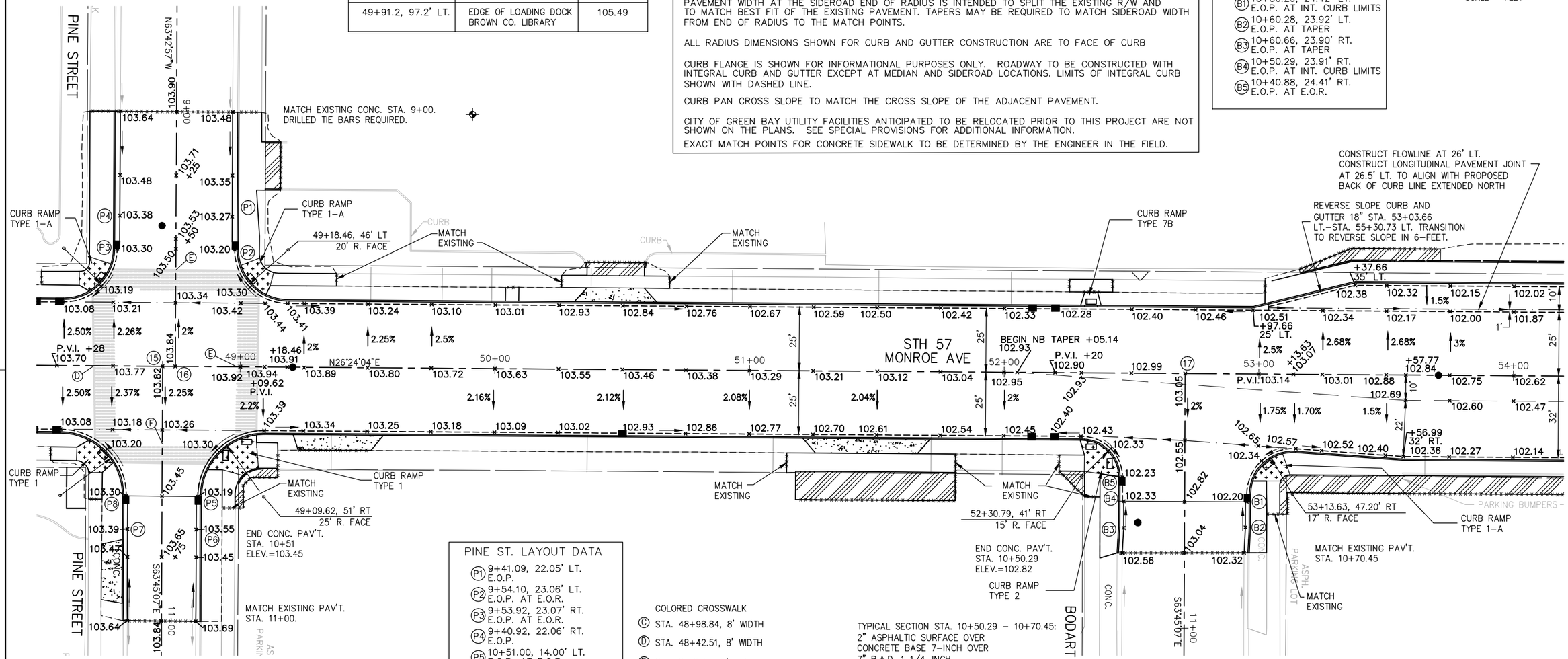
(B3) 10+60.66, 23.90' RT.
E.O.P. AT TAPER

(B4) 10+50.29, 23.91' RT.
E.O.P. AT INT. CURB LIMITS

(B5) 10+40.88, 24.41' RT.
E.O.P. AT E.O.R.

NORTH

20 10 0 20
SCALE – FEET



TYPICAL SECTION STA. 10+51 – 11+00:
2" ASPHALTIC SURFACE OVER
CONCRETE BASE 7–INCH OVER
7" B.A.D. 1 1/4–INCH

PINE ST. LAYOUT DATA

(P1) 9+41.09, 22.05' LT.
E.O.P.

(P2) 9+54.10, 23.06' LT.
E.O.P. AT E.O.R.

(P3) 9+53.92, 23.07' RT.
E.O.P. AT E.O.R.

(P4) 9+40.92, 22.06' RT.
E.O.P.

(P5) 10+51.00, 14.00' LT.
E.O.P. AT E.O.R.

(P6) 10+64.00, 13.49' LT.
E.O.P.

(P7) 10+63.91, 13.51' RT.
E.O.P.

(P8) 10+50.91, 14.00' RT.
E.O.P. AT E.O.R.

COLORED CROSSWALK

(C) STA. 48+98.84, 8' WIDTH

(D) STA. 48+42.51, 8' WIDTH

(E) STA. 9+62.14, 8' WIDTH

(F) STA. 10+30.40, 8' WIDTH

TYPICAL SECTION STA. 10+50.29 – 10+70.45:
2" ASPHALTIC SURFACE OVER
CONCRETE BASE 7–INCH OVER
7" B.A.D. 1 1/4–INCH

MONROE AVE. CONTROL POINTS			
LOCATION	DESCRIPTION	Y	X
53+09.40, 39.28' RT.	MAG NAIL	567457.79	101521.67

3.5–INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75–INCH LOWER LAYER, 1.75–INCH UPPER LAYER) OVER 12–INCHES BASE AGGREGATE DENSE 1 1/4–INCH

CONCRETE DRIVEWAY
(REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8–INCH

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 37	E

2

BENCH MARKS		
LOCATION	DESCRIPTION	ELEVATION
57+27, 56.1' LT.	NE COR. CAMERA COR. SIGN BASE	103.33
57+05.1, 33.6' RT.	TAG BOLT ON HYD.	103.32

SPOT ELEVATIONS TYPICALLY SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, NBPG, SBPG AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 25' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, E.O.R.'S, MID POINT OF RADIUS, TAPER POINTS AND INLET LOCATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F-F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F-F WIDTHS.

SIDEROAD HORIZONTAL ALIGNMENTS ARE SPLIT OF EXISTING RIGHT OF WAY.

PAVEMENT WIDTH AT THE SIDEROAD END OF RADIUS IS INTENDED TO SPLIT THE EXISTING R/W AND TO MATCH BEST FIT OF THE EXISTING PAVEMENT. TAPERS MAY BE REQUIRED TO MATCH SIDEROAD WIDTH FROM END OF RADIUS TO THE MATCH POINTS.

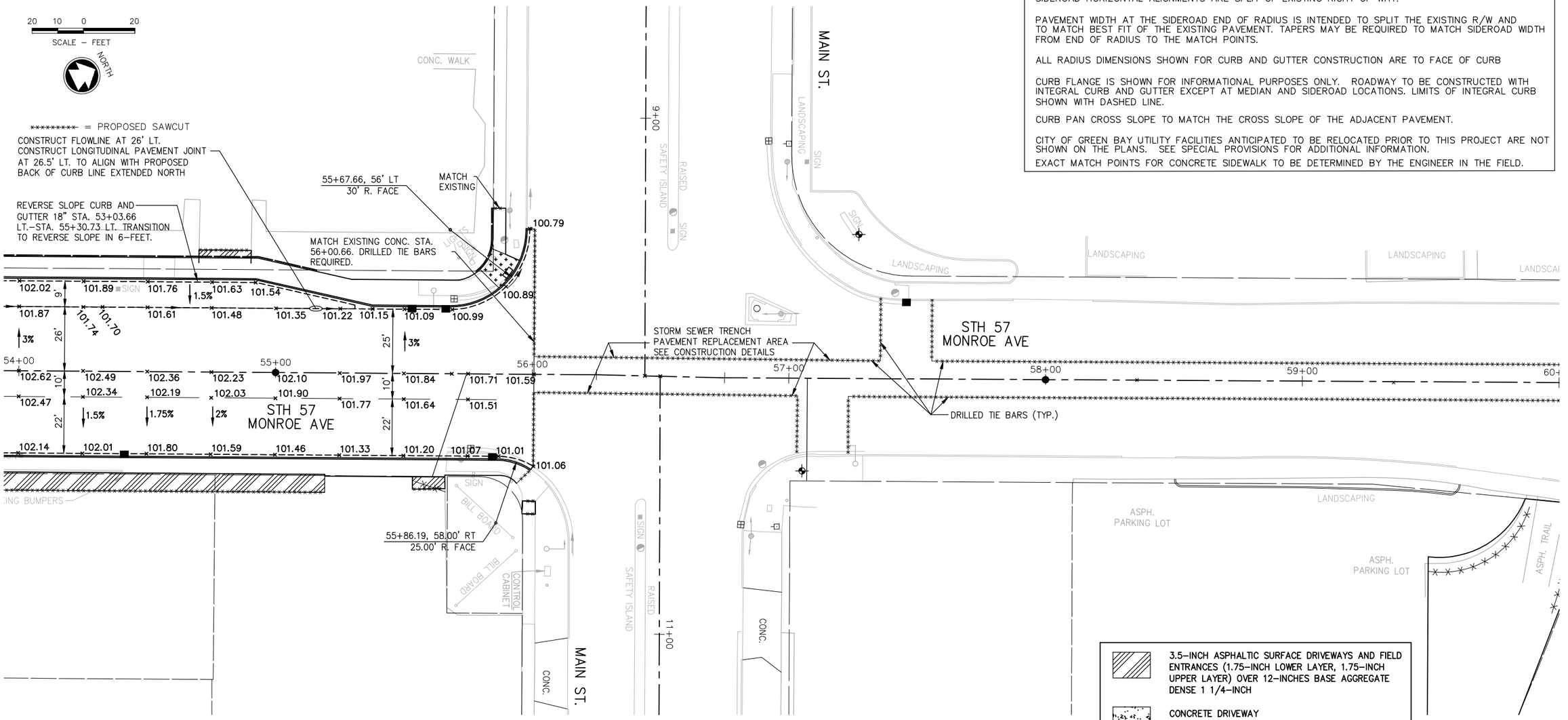
ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO FACE OF CURB

CURB FLANGE IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. ROADWAY TO BE CONSTRUCTED WITH INTEGRAL CURB AND GUTTER EXCEPT AT MEDIAN AND SIDEROAD LOCATIONS. LIMITS OF INTEGRAL CURB SHOWN WITH DASHED LINE.

CURB PAN CROSS SLOPE TO MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

CITY OF GREEN BAY UTILITY FACILITIES ANTICIPATED TO BE RELOCATED PRIOR TO THIS PROJECT ARE NOT SHOWN ON THE PLANS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

EXACT MATCH POINTS FOR CONCRETE SIDEWALK TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



MONROE AVE. CONTROL POINTS			
LOCATION	DESCRIPTION	Y	X
55+68.12, 32.64' RT.	BROWN CO. SURVEY MONUMENT #CE2-2.3 CHISELED X	568194.50	101790.54
60+83.92, 50.65' LT.	MAG NAIL	568194.50	101790.54

3.5-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (1.75-INCH LOWER LAYER, 1.75-INCH UPPER LAYER) OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

CONCRETE DRIVEWAY (REFER TO MISC. QUANTITIES SHEETS FOR THICKNESS)

CONCRETE SIDEWALK, 8-INCH

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVING DETAILS\ALIGNMENT DIAGRAM	SHEET: 38	E

2

NORTH

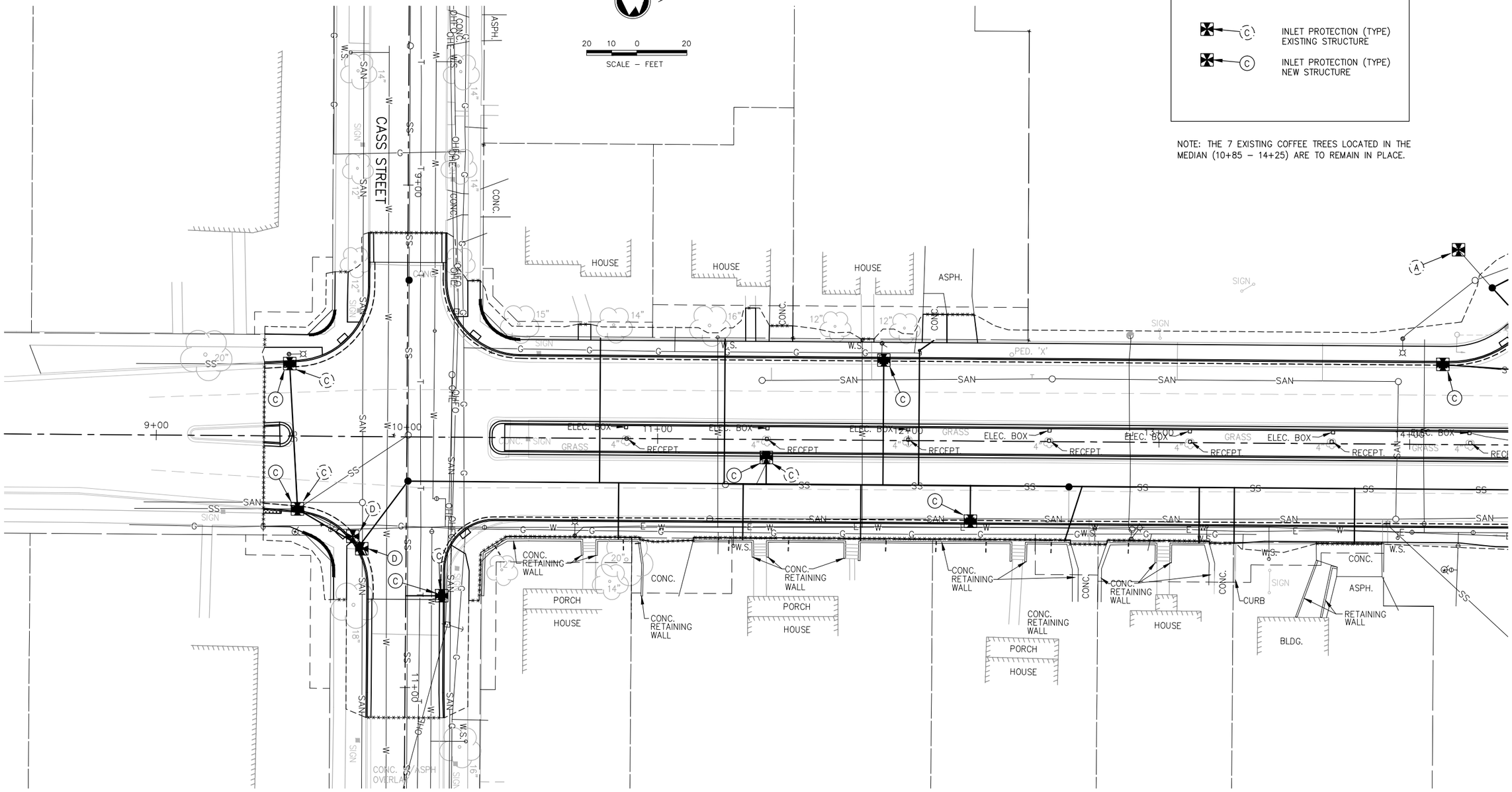
20 10 0 20

SCALE – FEET

LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE

NOTE: THE 7 EXISTING COFFEE TREES LOCATED IN THE MEDIAN (10+85 – 14+25) ARE TO REMAIN IN PLACE.



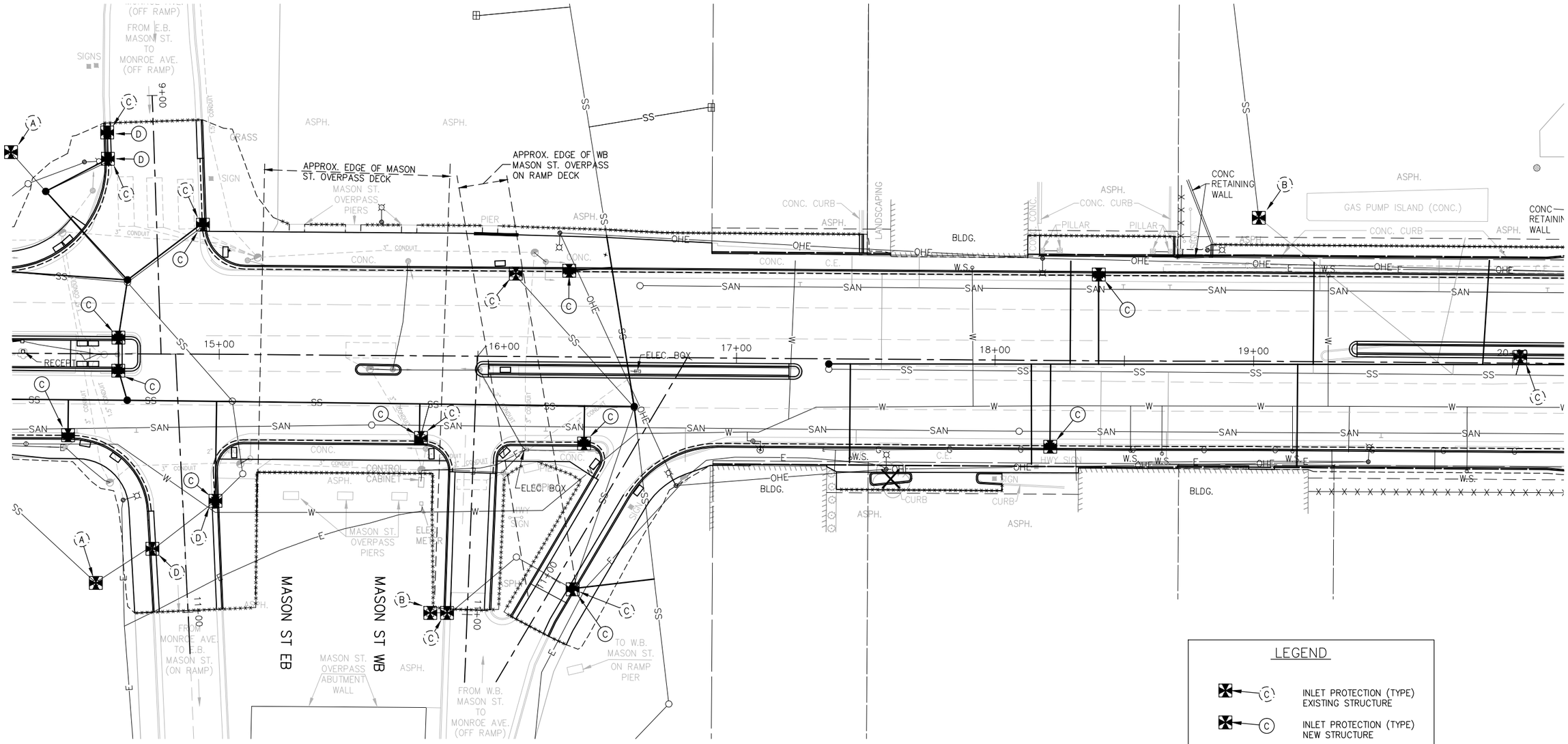
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 39	E

2

NORTH

20 10 0 20

SCALE – FEET



LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 40	E

gflohr, W:\PROJECTS\W0059\970220\00\02-Erosion Control\02 EC.dwg, 02 pm, Plot Date: 1/27/2014 2:08 PM, xrefs: (x-monroe existing topo, x-monroe proposed, rw-comps-dew)

2

PLANT LIST

SYMBOL	COMMON NAME
FE 1	FRONTIER ELM
KC 1	KENTUCKY COFFEETREE
HS 1	HONEYLOCUST, SHADEMASTER

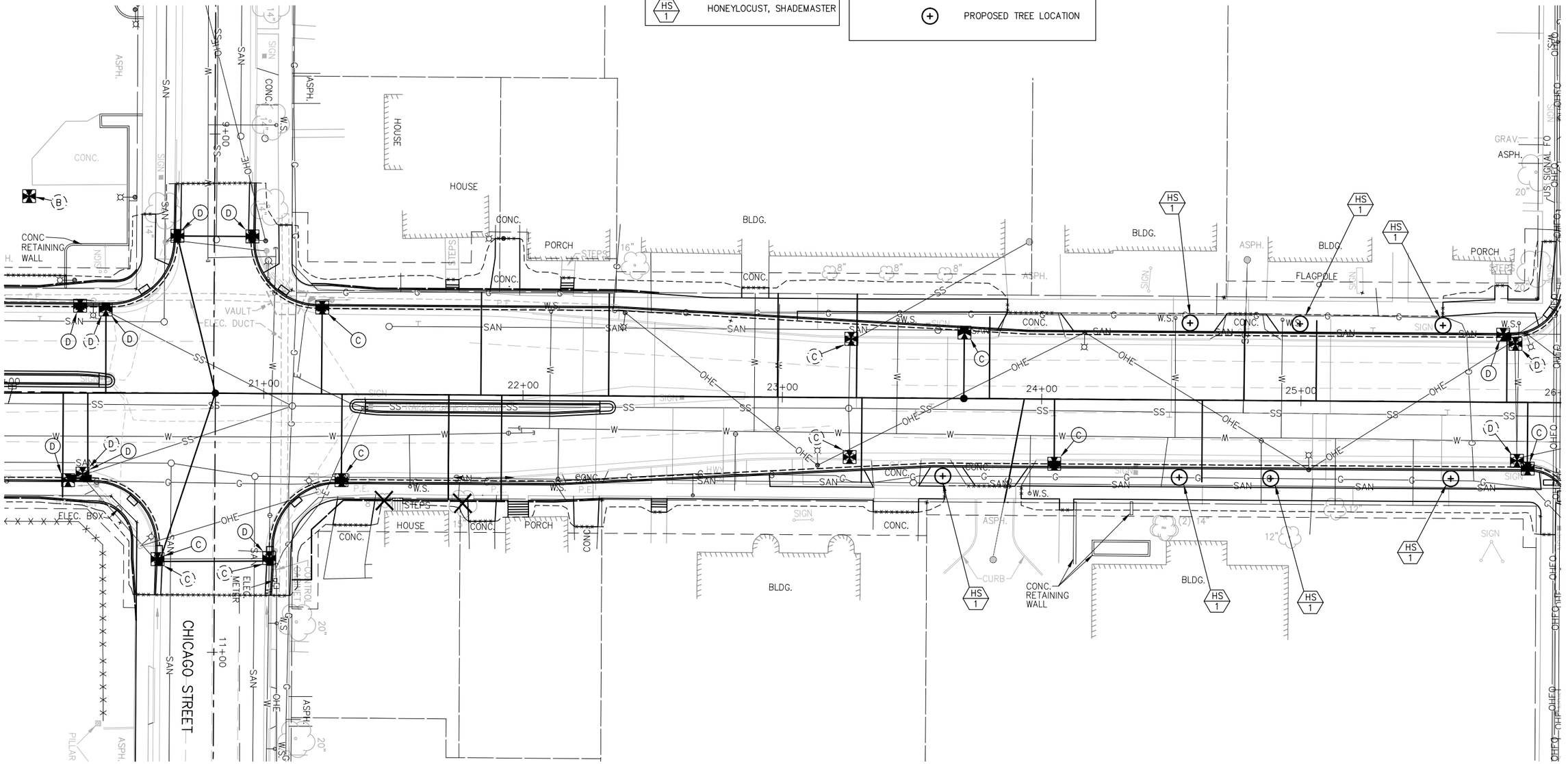
LEGEND

- INLET PROTECTION (TYPE) EXISTING STRUCTURE
- INLET PROTECTION (TYPE) NEW STRUCTURE
- PROPOSED TREE LOCATION

NORTH

20 10 0 20

SCALE – FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 41	E

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2

PLANT LIST

SYMBOL	COMMON NAME
FE 1	FRONTIER ELM
KC 1	KENTUCKY COFFEETREE
HS 1	HONEYLOCUST, SHADEMASTER

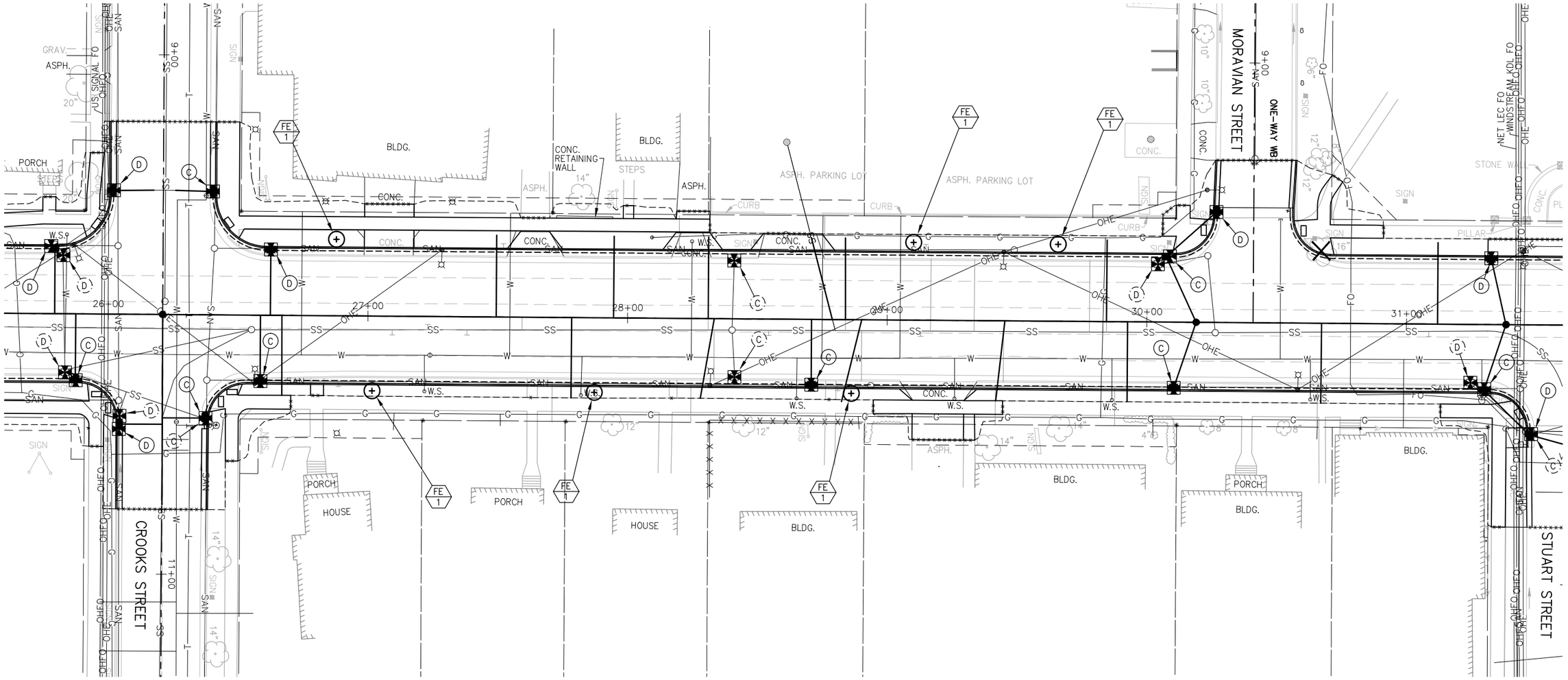
LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE
- (+) PROPOSED TREE LOCATION

NORTH

20 10 0 20

SCALE – FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 42	E

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2

PLANT LIST

SYMBOL	COMMON NAME
FE 1	FRONTIER ELM
KC 1	KENTUCKY COFFEETREE
HS 1	HONEYLOCUST, SHADEMASTER

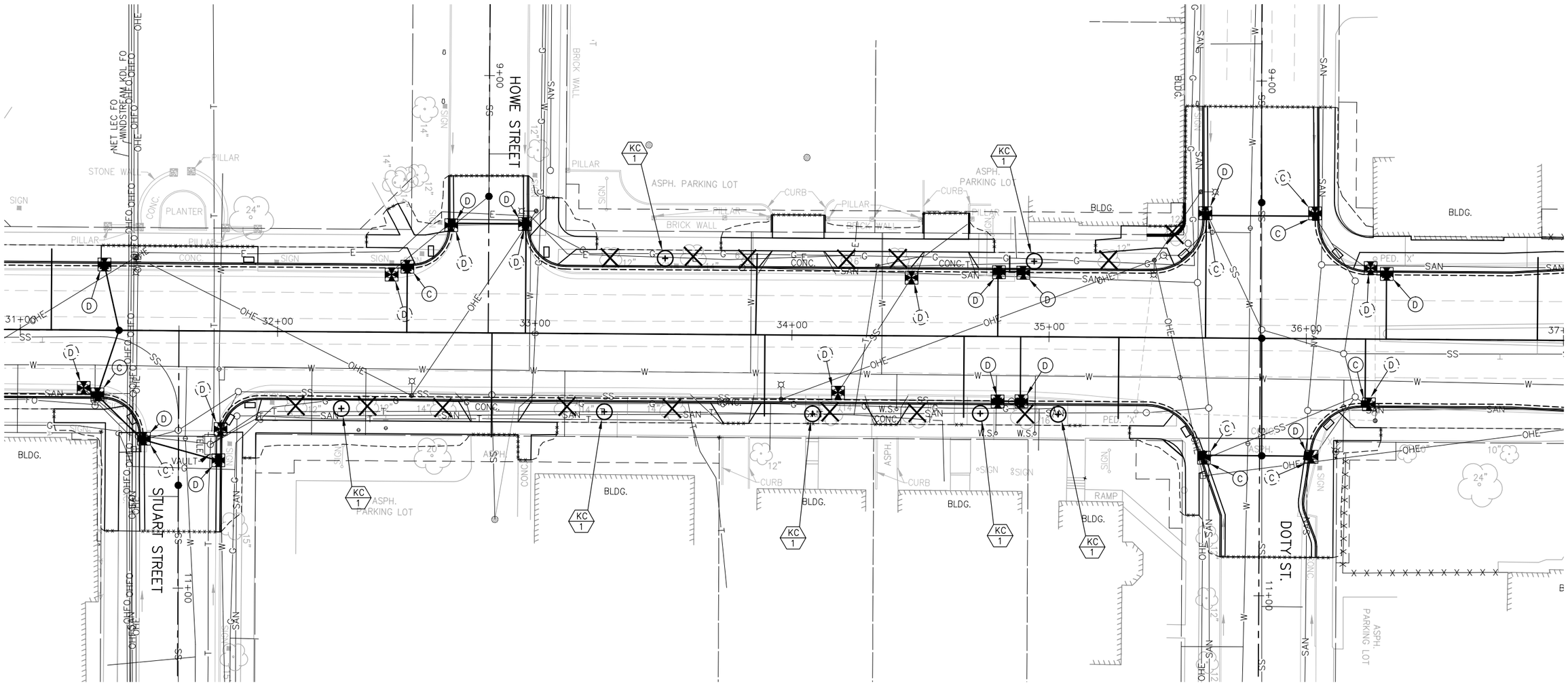
LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE
- PROPOSED TREE LOCATION

NORTH

20 10 0 20

SCALE – FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 43	E

2

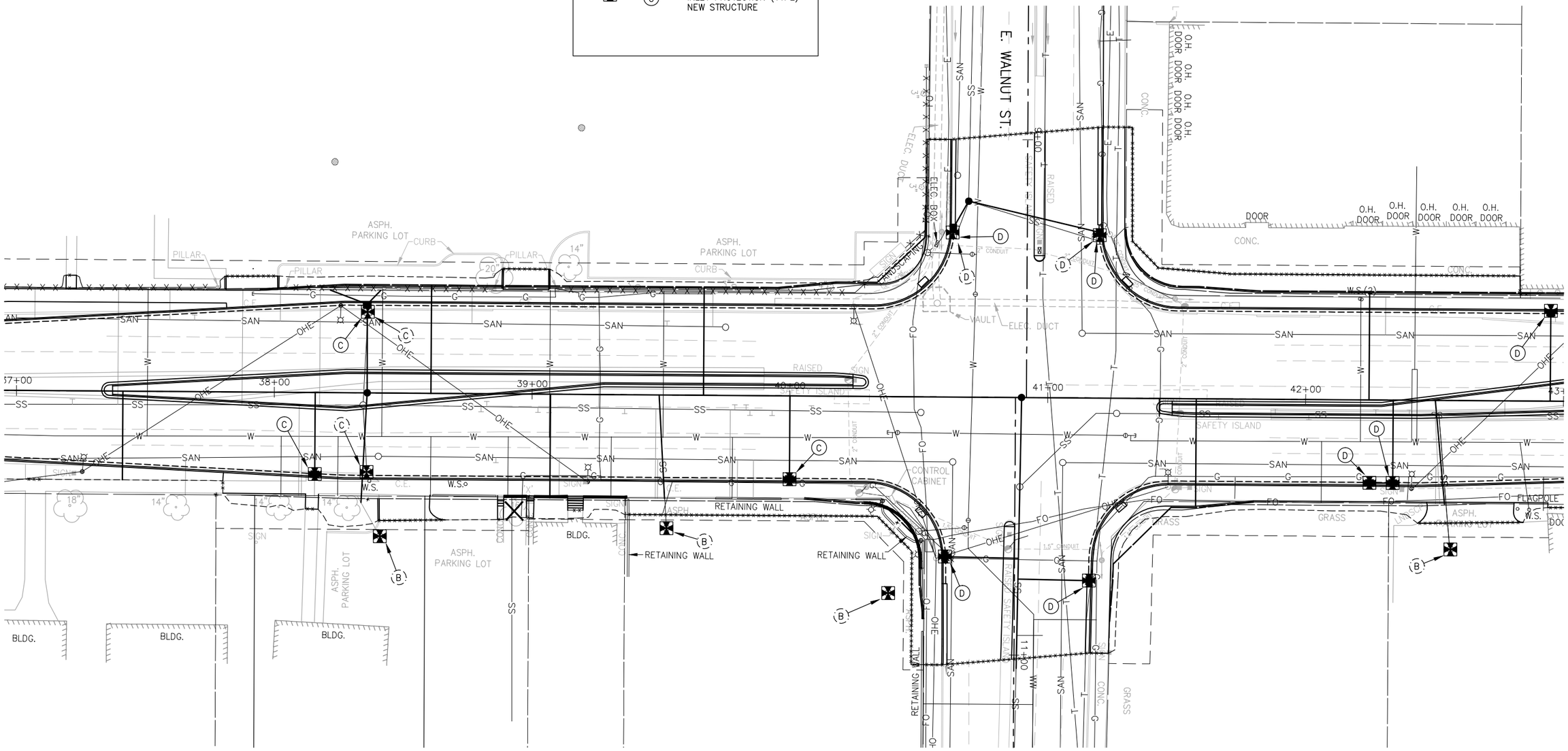
LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE

NORTH

20 10 0 20

SCALE – FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 44	E

2

PLANT LIST

SYMBOL	COMMON NAME
FE 1	FRONTIER ELM
KC 1	KENTUCKY COFFEETREE
HS 1	HONEYLOCUST, SHADEMASTER

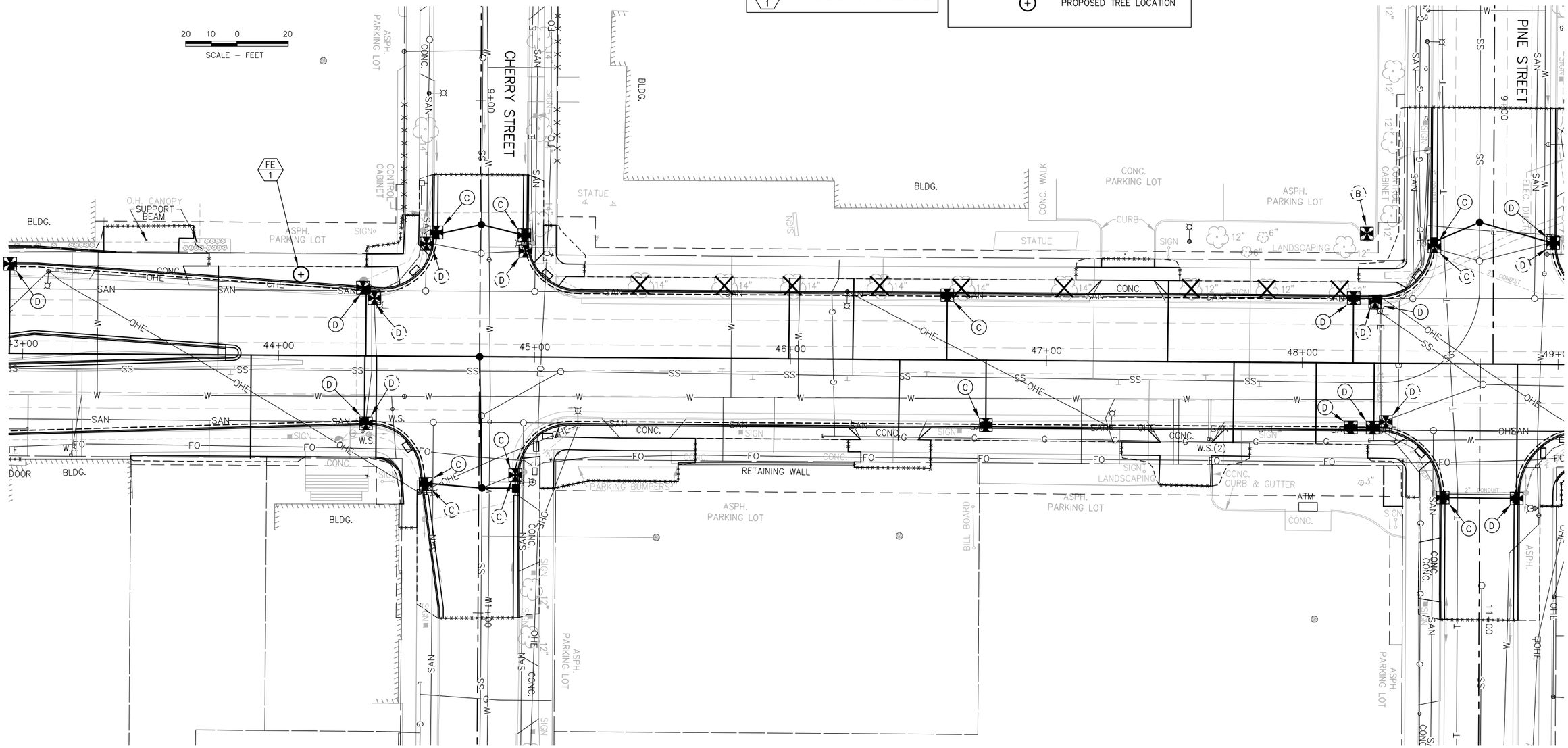
LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE
- (+) PROPOSED TREE LOCATION

NORTH

20 10 0 20

SCALE – FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 45	E

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2

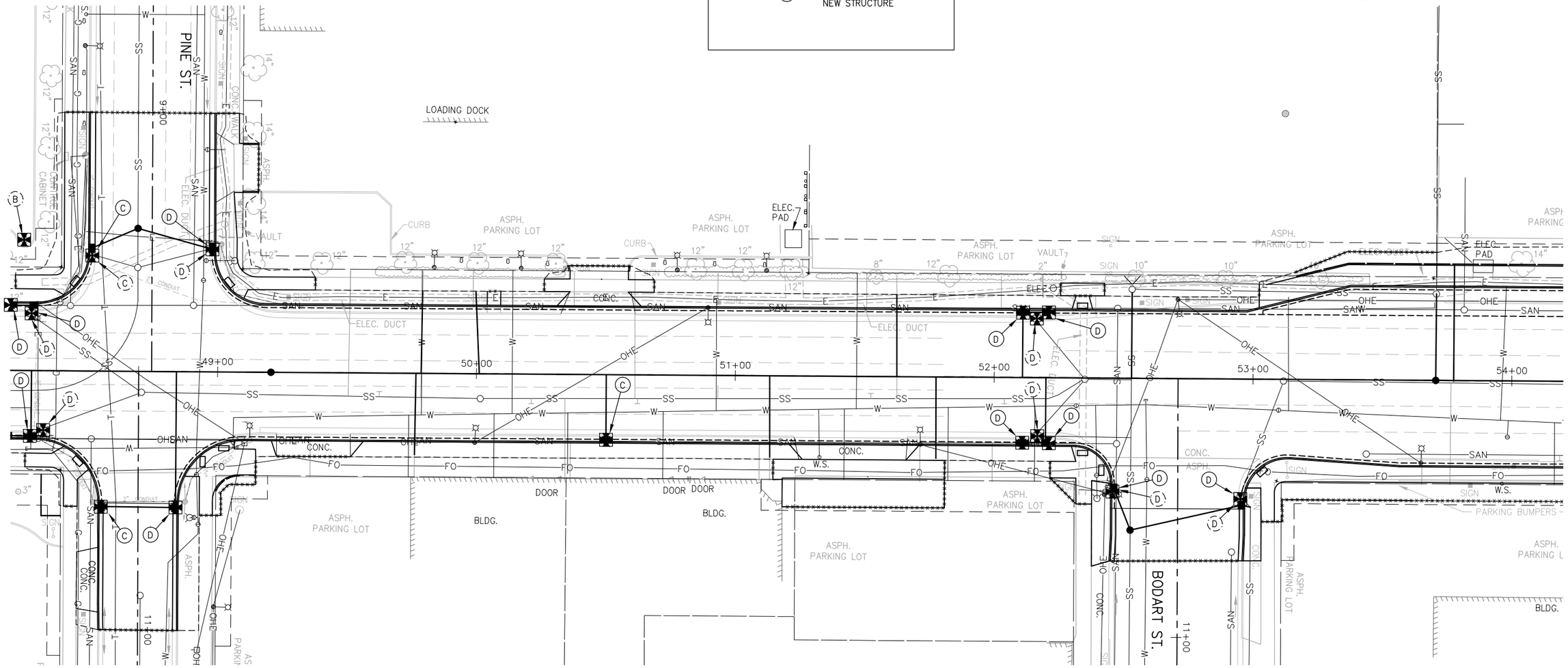
LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE

NORTH

20 10 0 20

SCALE – FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 46	E

2

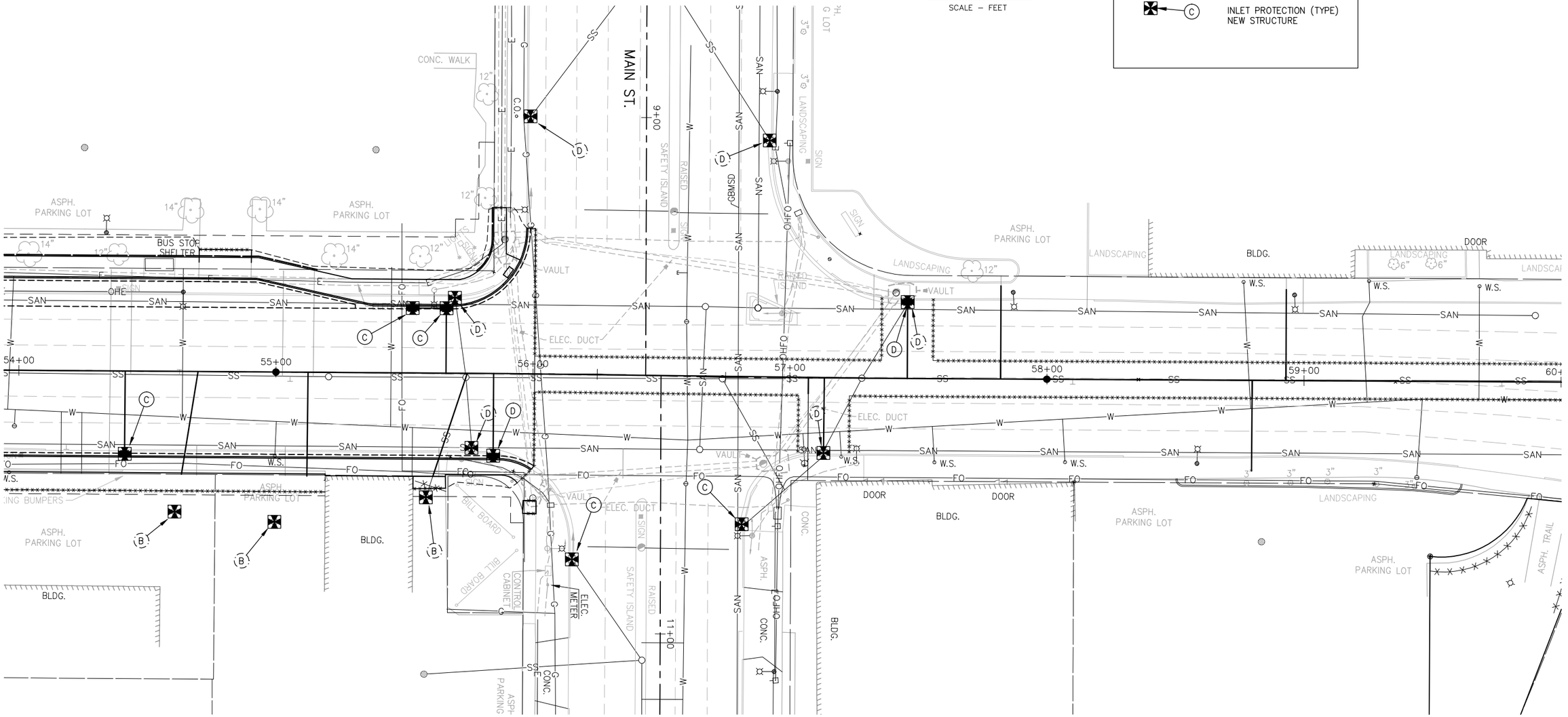
NORTH

20 10 0 20

SCALE – FEET

LEGEND

- (C) INLET PROTECTION (TYPE) EXISTING STRUCTURE
- (C) INLET PROTECTION (TYPE) NEW STRUCTURE



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 47	E

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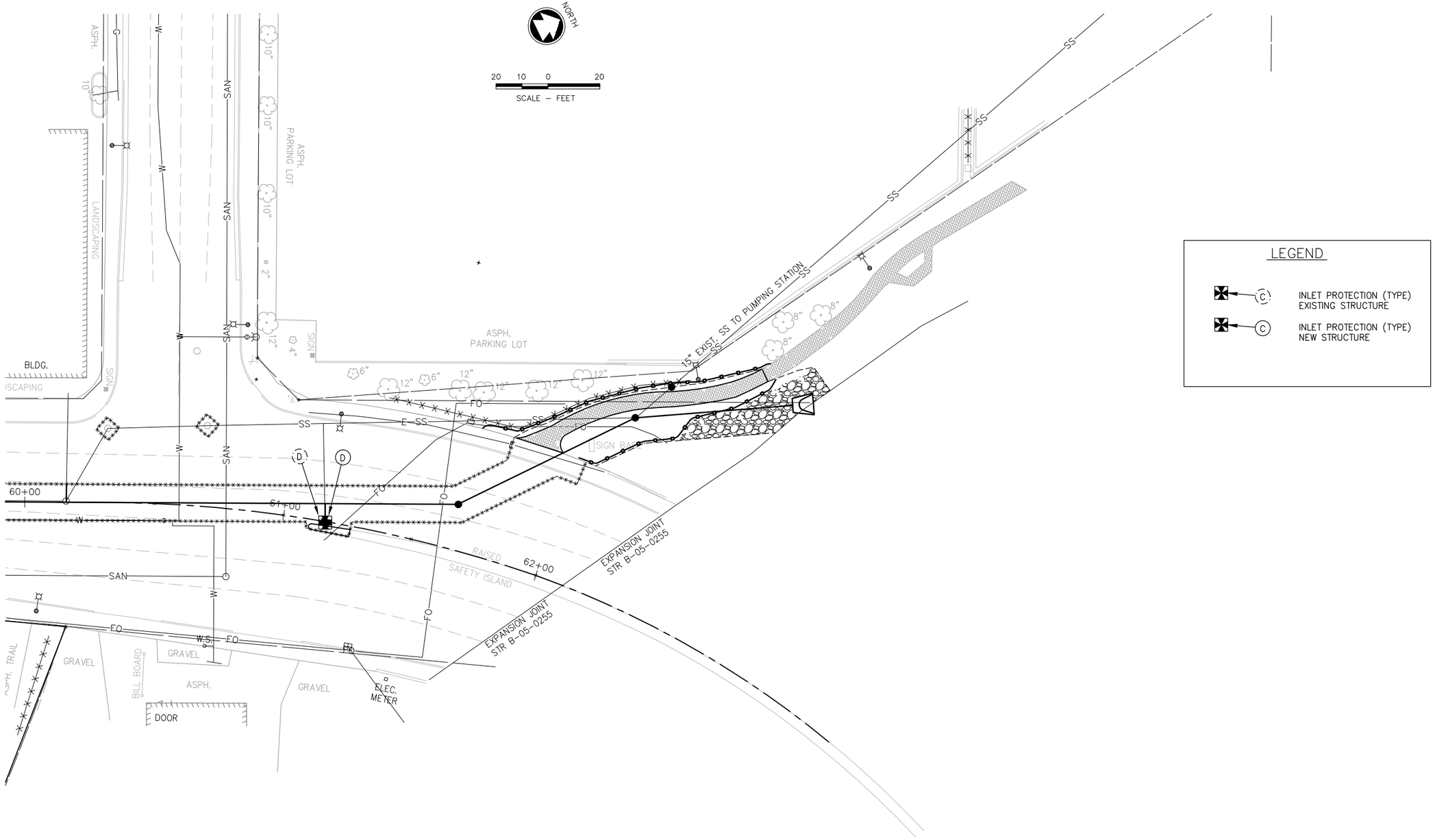
2



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	EROSION CONTROL AND PLANTING DETAIL	SHEET: 48	E

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2

PLANT DATA CHART

SYM	COMMON NAME	SCIENTIFIC NAME	TYPE	AVERAGE MATURE HEIGHT	SIZE WHEN PLANTED	ROOT ZONE MODE	MINIMUM BALL SIZE DIAMETER	MINIMUM BALL SIZE DEPTH	MINIMUM HOLE SIZE DIAMETER	MINIMUM HOLE SIZE DEPTH	BRACE OR GUY	RODENT PROTECTION*	FERTILIZER UNITS	MULCH RING DIAMETER
FE	FRONTIER ELM	ULMUS X FRONTIER	T1	40'	2" CAL.	B&B	24"	20"	48"	20"	BRACE	NO	4	4'
KC	KENTUCKY COFFEETREE, ESPRESSO	GYMNOCLADUS DIOICUS 'ESPRESSO'	T1	50'	3" CAL.	B&B	32"	20"	56"	20"	BRACE	NO	4	4'
HS	HONEYLOCUST, SHADEMASTER	GLEDITSIA TRIANCANTHOS VAR. INERMIS 'SHADEMASTER'	T1	45'	3" CAL.	B&B	32"	20"	56"	20"	BRACE	NO	4	4'

NOTES

*KEEP TRUNK WRAPS ON

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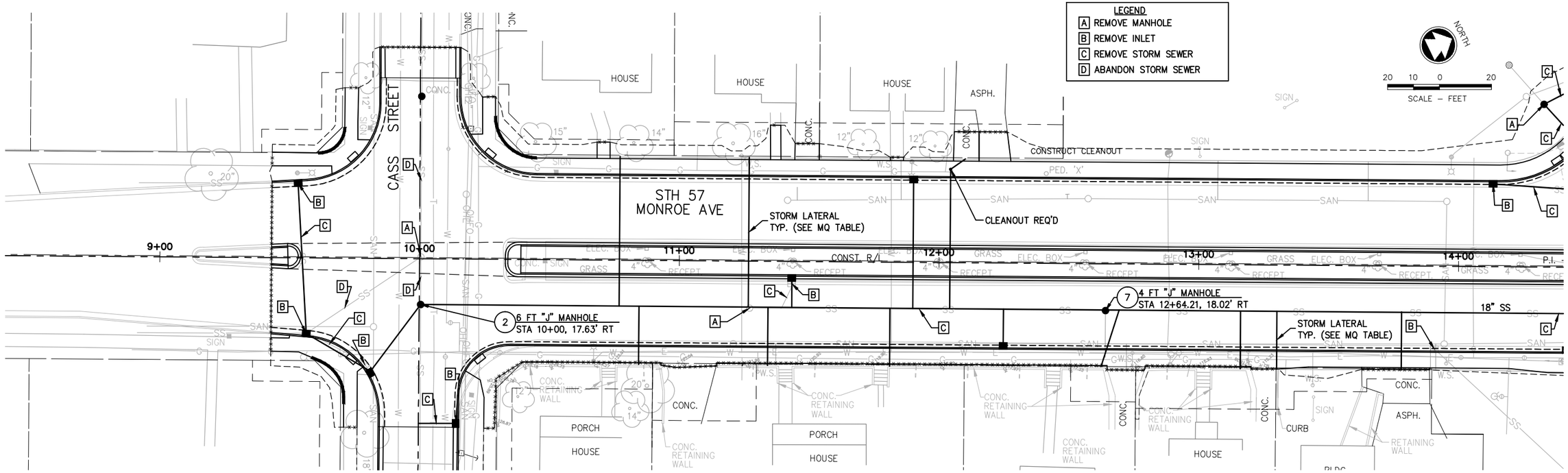
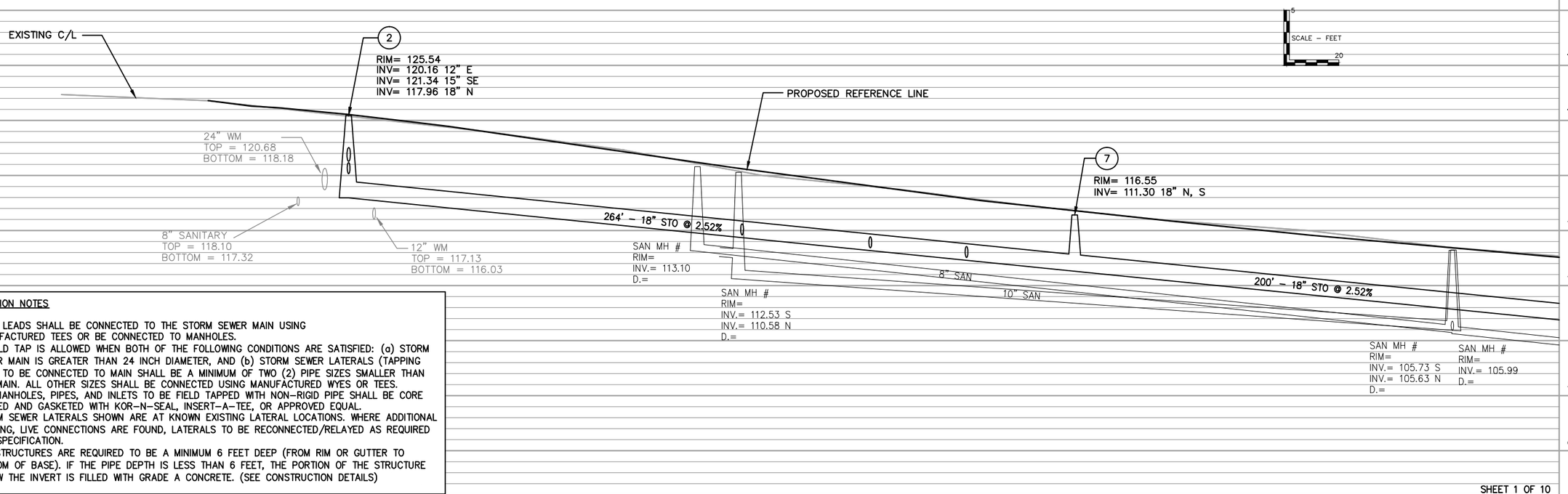
2





CONSTRUCTION NOTES

1. INLET LEADS SHALL BE CONNECTED TO THE STORM SEWER MAIN USING MANUFACTURED TEES OR BE CONNECTED TO MANHOLES.
2. A FIELD TAP IS ALLOWED WHEN BOTH OF THE FOLLOWING CONDITIONS ARE SATISFIED: (a) STORM SEWER MAIN IS GREATER THAN 24 INCH DIAMETER, AND (b) STORM SEWER LATERALS (TAPPING PIPE) TO BE CONNECTED TO MAIN SHALL BE A MINIMUM OF TWO (2) PIPE SIZES SMALLER THAN THE MAIN. ALL OTHER SIZES SHALL BE CONNECTED USING MANUFACTURED WYES OR TEES.
3. ALL MANHOLES, PIPES, AND INLETS TO BE FIELD TAPPED WITH NON–RIGID PIPE SHALL BE CORE DRILLED AND GASKETED WITH KOR–N–SEAL, INSERT–A–TEE, OR APPROVED EQUAL.
4. STORM SEWER LATERALS SHOWN ARE AT KNOWN EXISTING LATERAL LOCATIONS. WHERE ADDITIONAL EXISTING, LIVE CONNECTIONS ARE FOUND, LATERALS TO BE RECONNECTED/RELAYED AS REQUIRED PER SPECIFICATION.
5. ALL STRUCTURES ARE REQUIRED TO BE A MINIMUM 6 FEET DEEP (FROM RIM OR GUTTER TO BOTTOM OF BASE). IF THE PIPE DEPTH IS LESS THAN 6 FEET, THE PORTION OF THE STRUCTURE BELOW THE INVERT IS FILLED WITH GRADE A CONCRETE. (SEE CONSTRUCTION DETAILS)

SHEET 1 OF 10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE REMOVAL AND ABANDON DETAIL	SHEET: 50	E

2

LEGEND
- A REMOVE MANHOLE
- B REMOVE INLET
- C REMOVE STORM SEWER
- D ABANDON STORM SEWER

NORTH

20 10 0 20
SCALE – FEET

STH 57
MONROE AVE

APPROX. EDGE OF MASON ST. OVERPASS DECK

APPROX. EDGE OF WB MASON ST. OVERPASS ON RAMP DECK

MASON ST. OVERPASS PIERS

INVESTIGATE AND DETERMINE WHERE THE INLET LEAD DRAINS AND CONNECTS TO (SPV.0060.73).

GAS PUMP ISLAND (CONC.)

CONC. RETAINING WALL

CONC. CURB

LANDSCAPING

BLDG.

PILLAR

STORM LATERAL TYP. (SEE MQ TABLE)

(9) 5 FT "J" MANHOLE
STA 14+64.49, 17.92' RT

(13) 7 FT "J" MANHOLE
STA 16+60.65, 17.00' LT

(15) 4 FT "J" MANHOLE
STA 17+36, 2.00' RT

15+00 16+00 17+00 18+00 19+00 20+00

24" SS

CONST. R/L

CONTROL CABINET

ELEC. BOX

ELEC. METER

HWY SIGN

CONSTRUCTION NOTES:

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5
SCALE – FEET
20

PROPOSED REFERENCE LINE

EXISTING C/L

(9)
RIM= 111.86
INV= 106.26 18" S, W
INV= 105.76 24" N

(13)
RIM= 109.09
INV= 103.33 24" S
INV= 103.30 15" SE
INV= 102.25 36" E
INV= 101.42 42" W

(15)
RIM= 108.58
INV= 101.09 24" N

196' – 24" STO @ 1.24%

200' – 18" STO @ 2.52%

345' – 24" STO @ 0.22%

8" SAN

SAN MH #
RIM=
INV.= 102.27
D.=

SAN MH #
RIM=
INV.= 101.57
D.=

SAN MH #
RIM=
INV.= 100.36
D.=

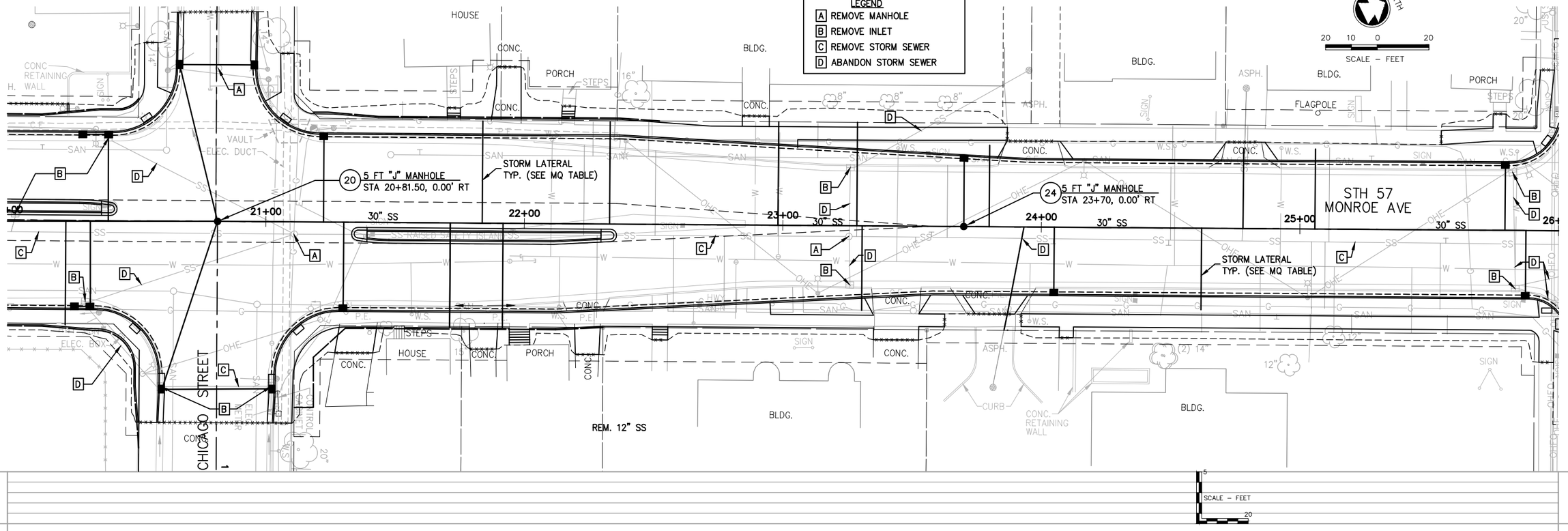
SAN MH #
RIM=
INV.= 97.97
D.=

115 110 105 100 95 90

SHEET 2 OF 10

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 51	E

2



CONSTRUCTION NOTES:

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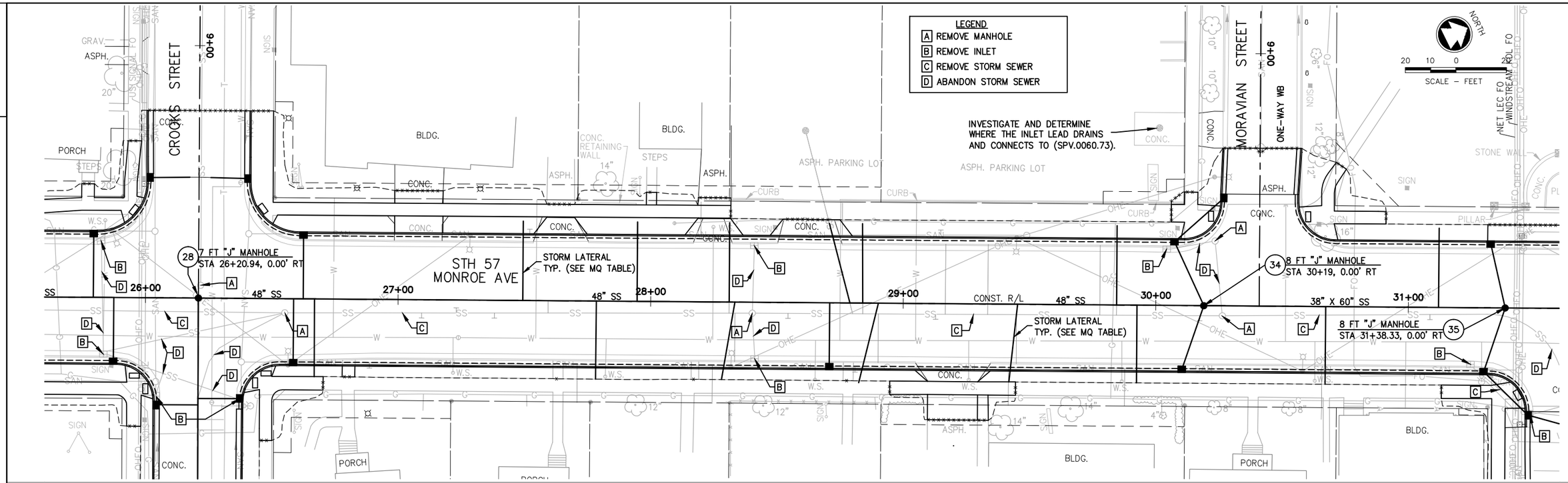
PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 52	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Storm Sewer Plan and Profile\03 SS.dwg, 03 ss, Plot Date: 1/15/2014 10:13 AM, xrefs: (x–monroe existing topo, e–san, x–monroe proposed, rw–comps–dew)

2



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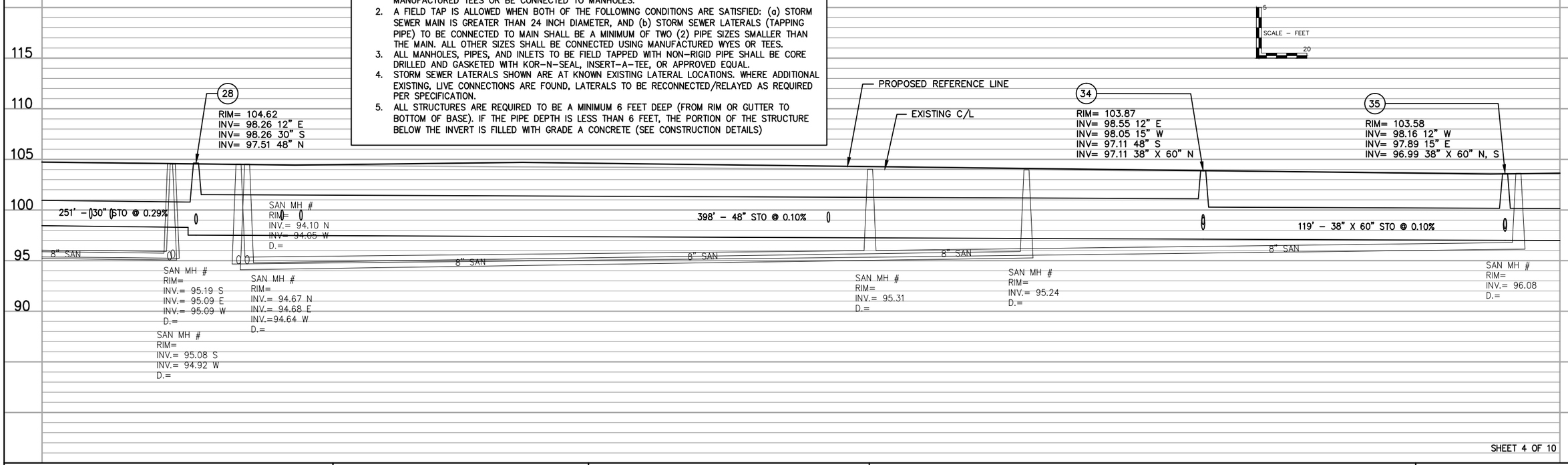

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 53	E

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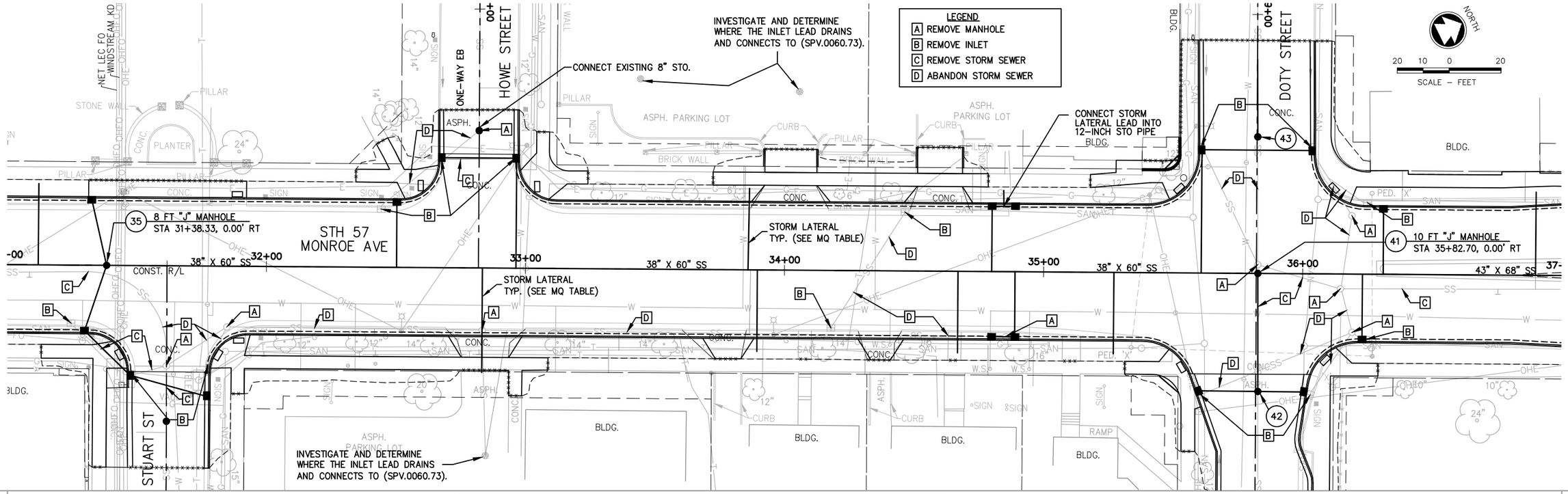

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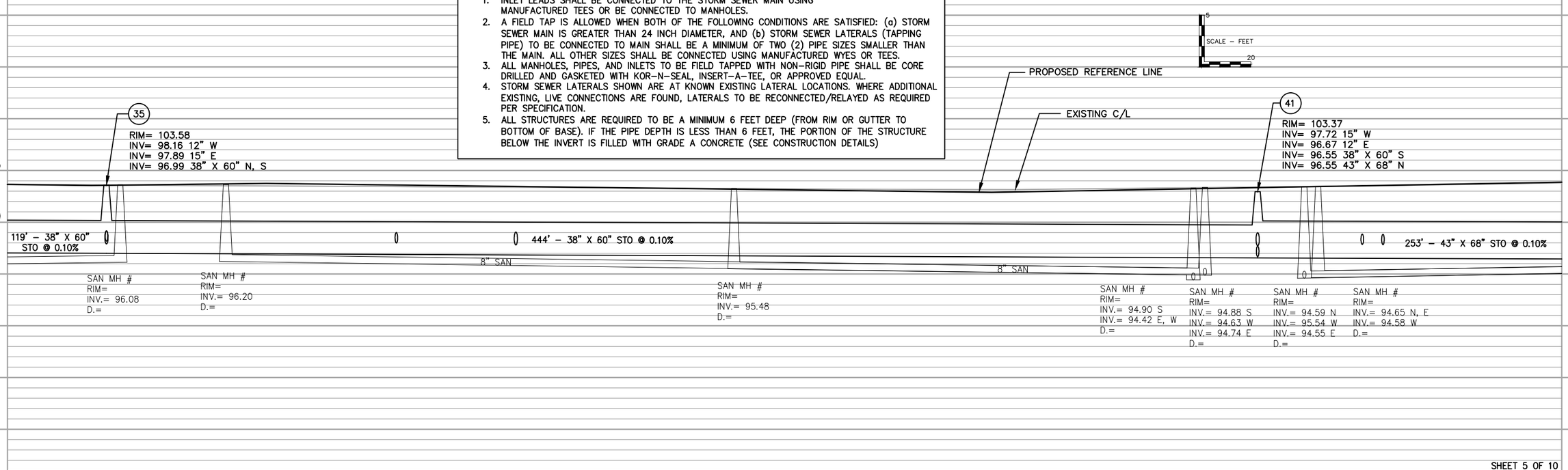
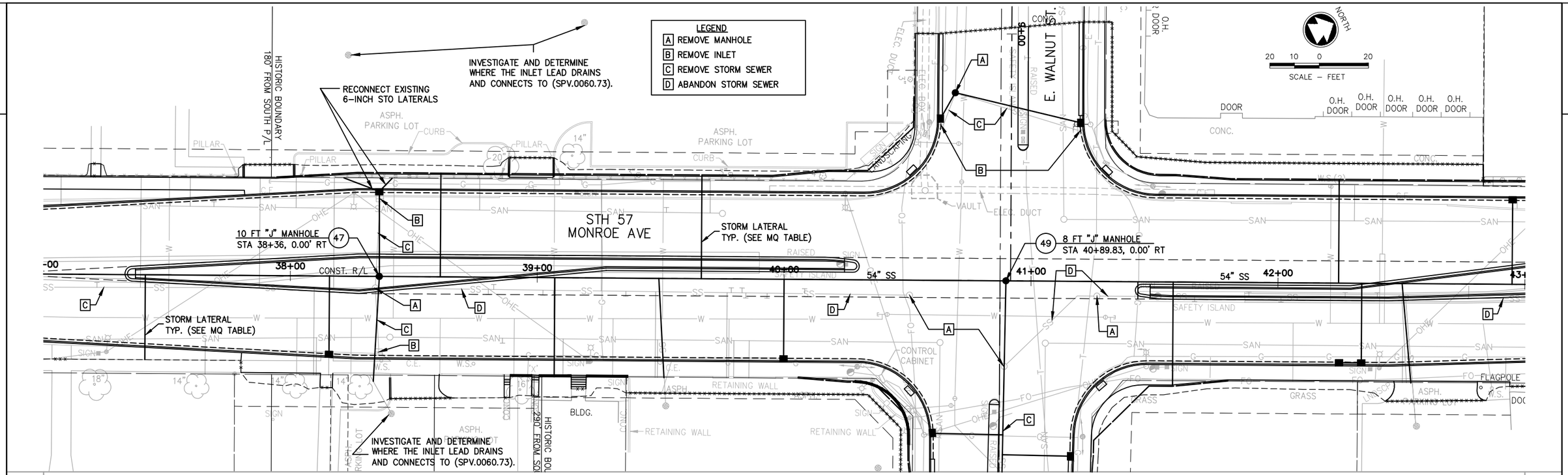
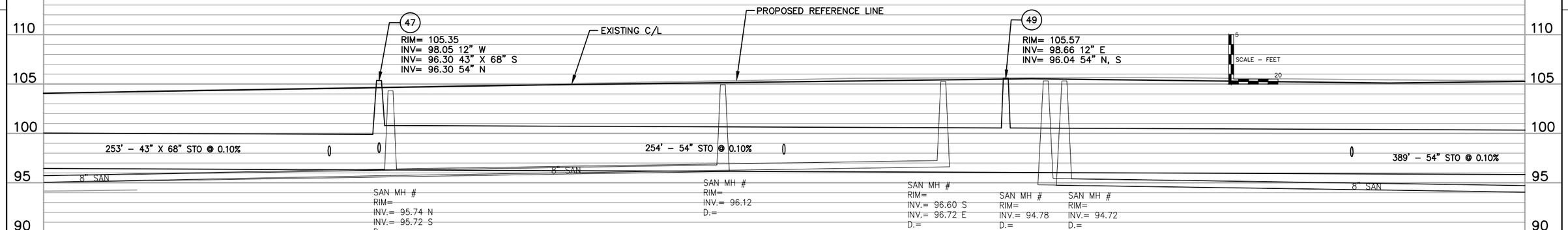
5. ALL STRUCTURES ARE REQUIRED TO BE A MINIMUM 6 FEET DEEP (FROM RIM OR GUTTER TO BOTTOM OF BASE). IF THE PIPE DEPTH IS LESS THAN 6 FEET, THE PORTION OF THE STRUCTURE BELOW THE INVERT IS FILLED WITH GRADE A CONCRETE (SEE CONSTRUCTION DETAILS)



SHEET 5 OF 10

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 54	E





CONSTRUCTION NOTES:

1. INLET LEADS SHALL BE CONNECTED TO THE STORM SEWER MAIN USING MANUFACTURED TEES OR BE CONNECTED TO MANHOLES.
2. A FIELD TAP IS ALLOWED WHEN BOTH OF THE FOLLOWING CONDITIONS ARE SATISFIED: (a) STORM SEWER MAIN IS GREATER THAN 24 INCH DIAMETER, AND (b) STORM SEWER LATERALS (TAPPING PIPE) TO BE CONNECTED TO MAIN SHALL BE A MINIMUM OF TWO (2) PIPE SIZES SMALLER THAN THE MAIN. ALL OTHER SIZES SHALL BE CONNECTED USING MANUFACTURED WYES OR TEES.
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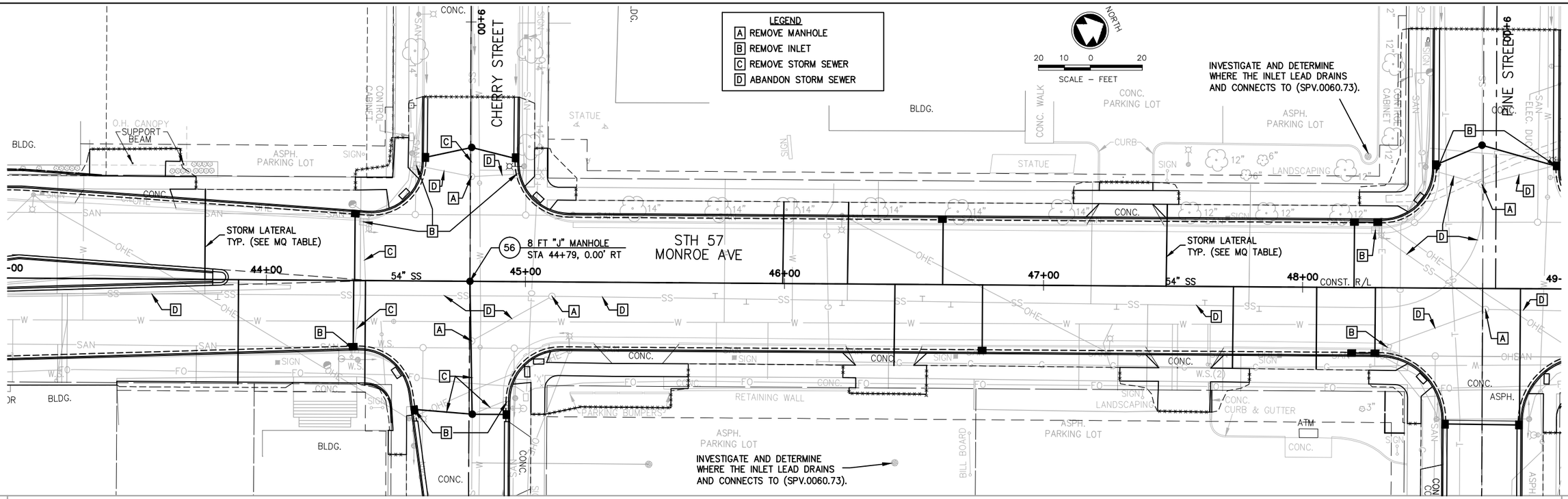
SHEET 6 OF 10

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 55	E



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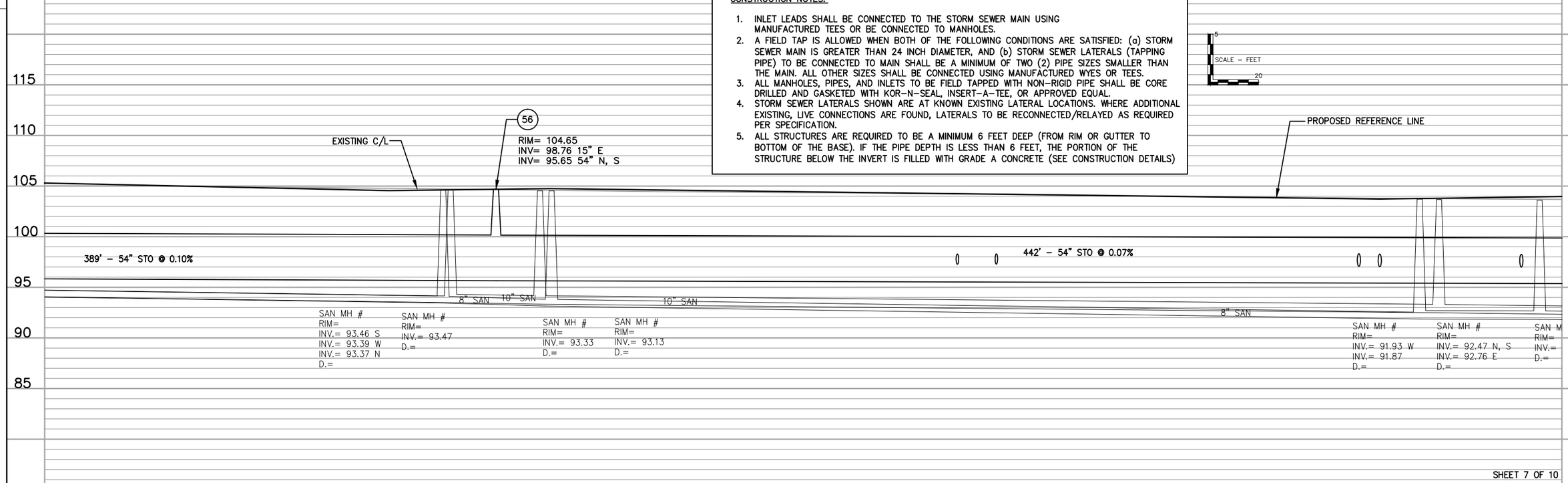
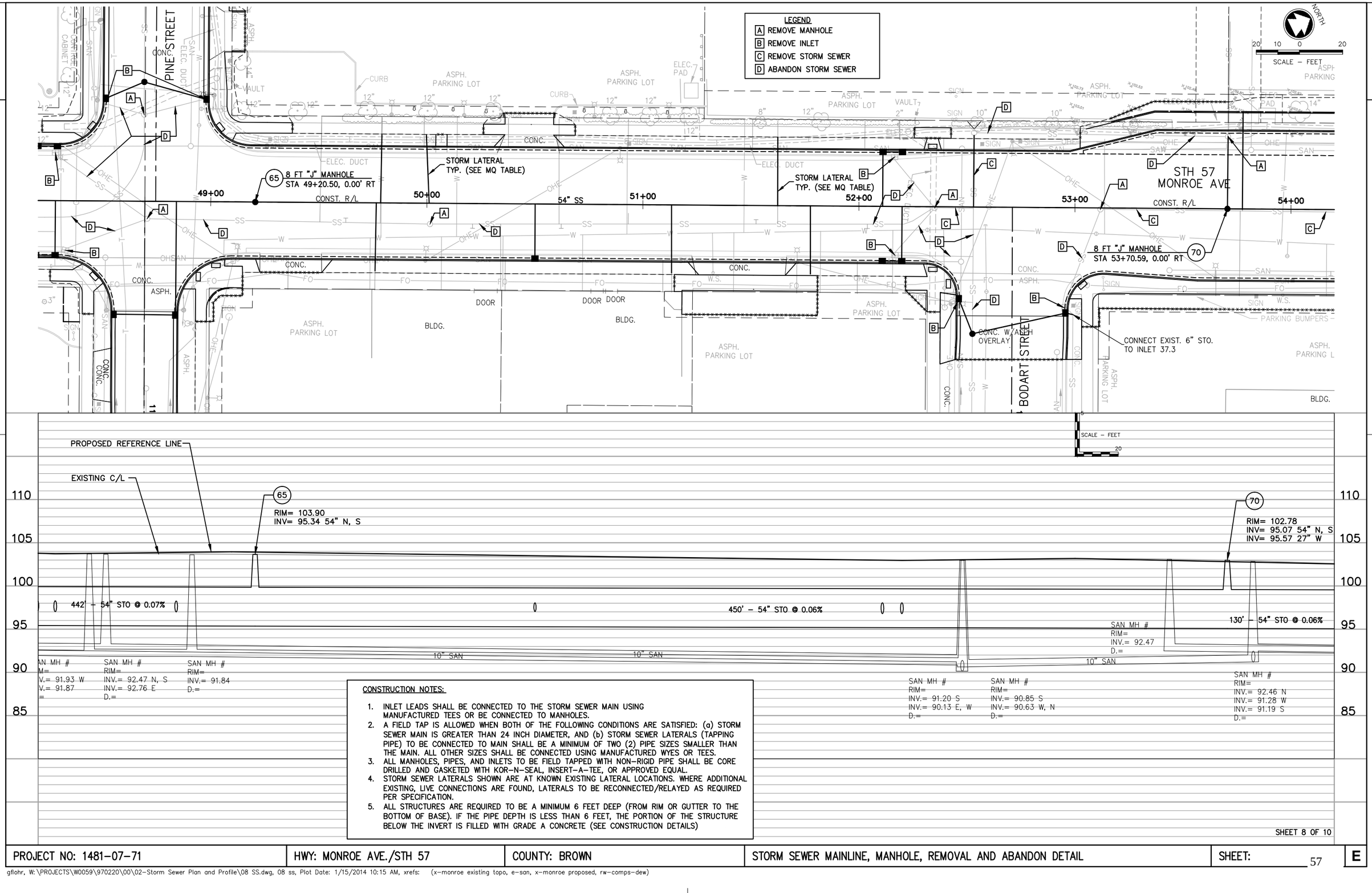


SHEET 7 OF 10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 56	E

2



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PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 57	E

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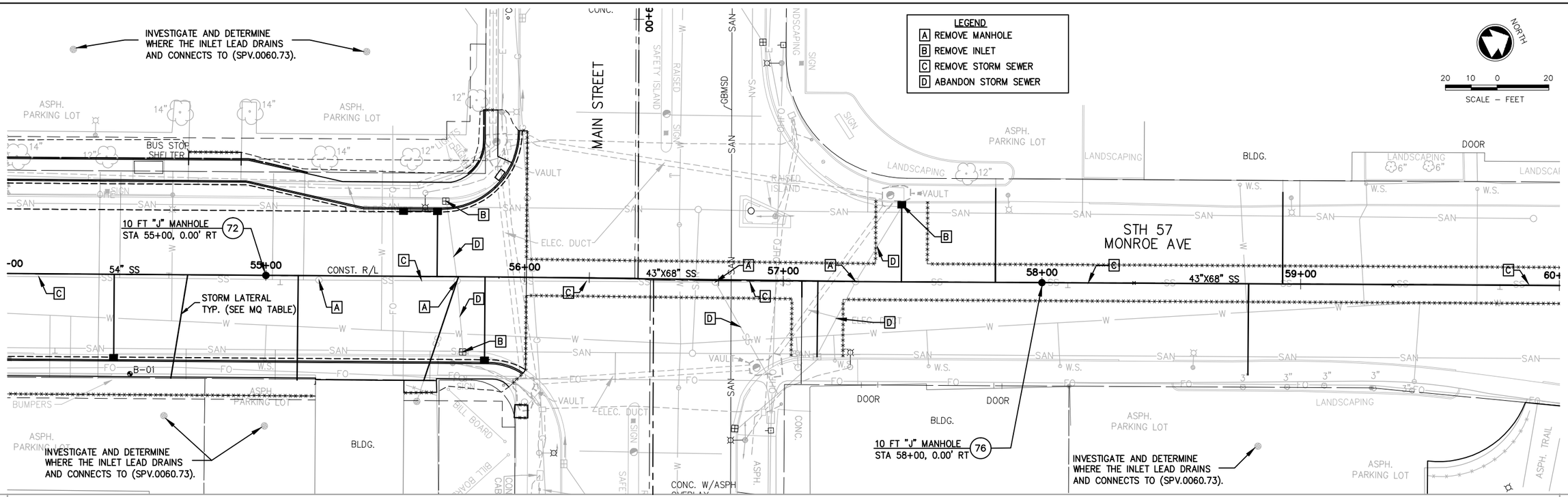

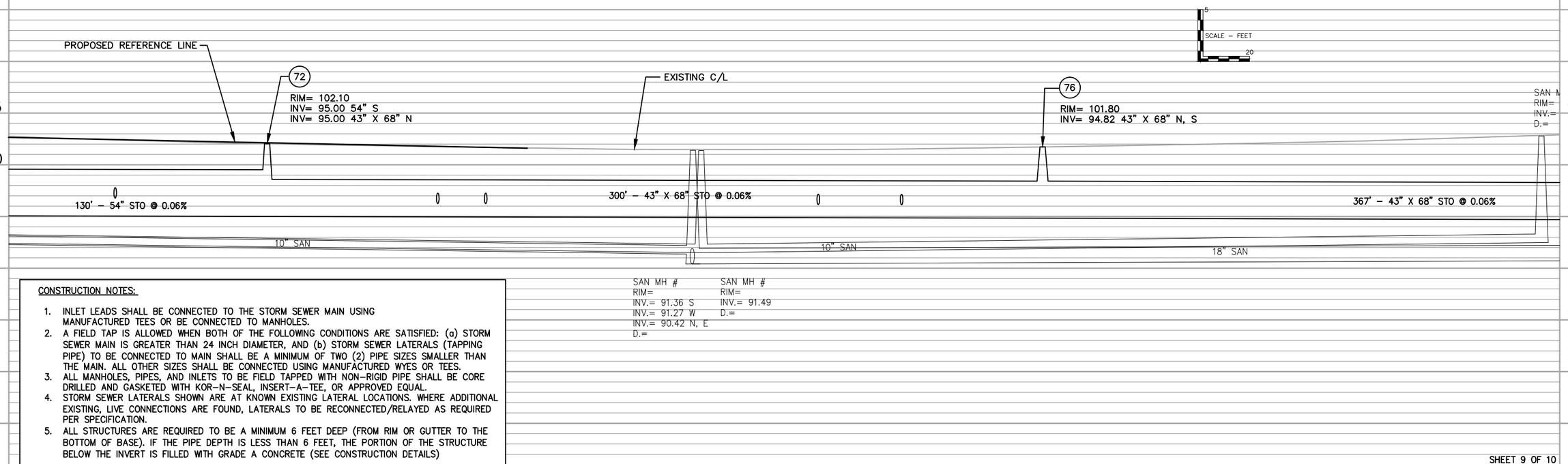

SAN MH #
RIM=
INV.= 91.36 S
INV.= 91.27 W
INV.= 90.42 N, E
D.=

SAN MH #
RIM=
INV.= 91.49
D.=

CONSTRUCTION NOTES:

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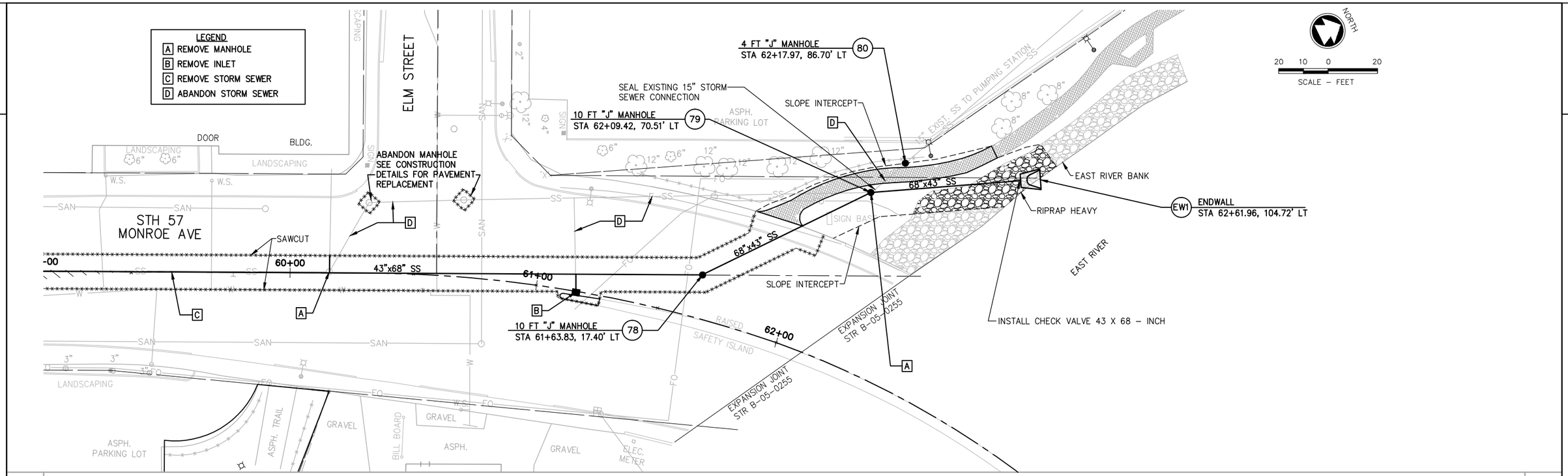
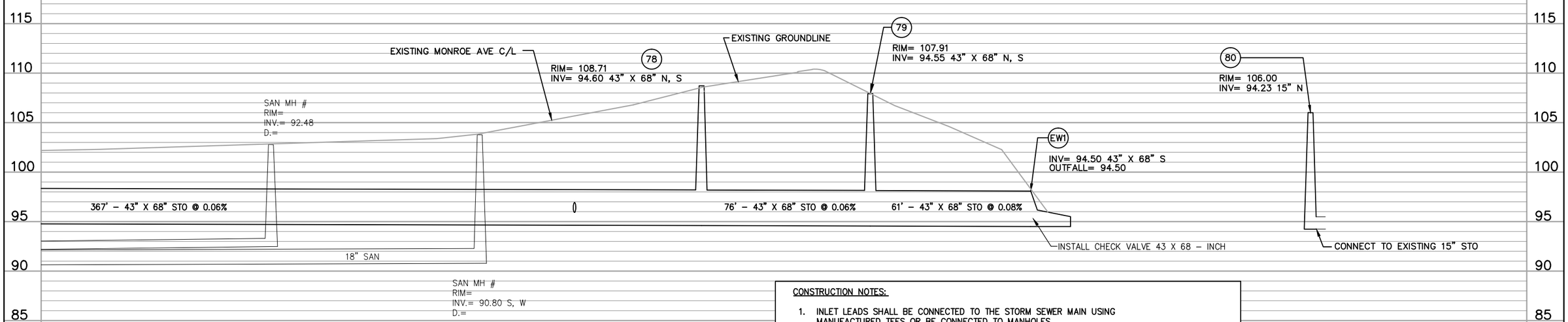
SHEET 9 OF 10

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 58	E





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SHEET 10 OF 10

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER MAINLINE, MANHOLE, REMOVAL AND ABANDON DETAIL	SHEET: 59	E

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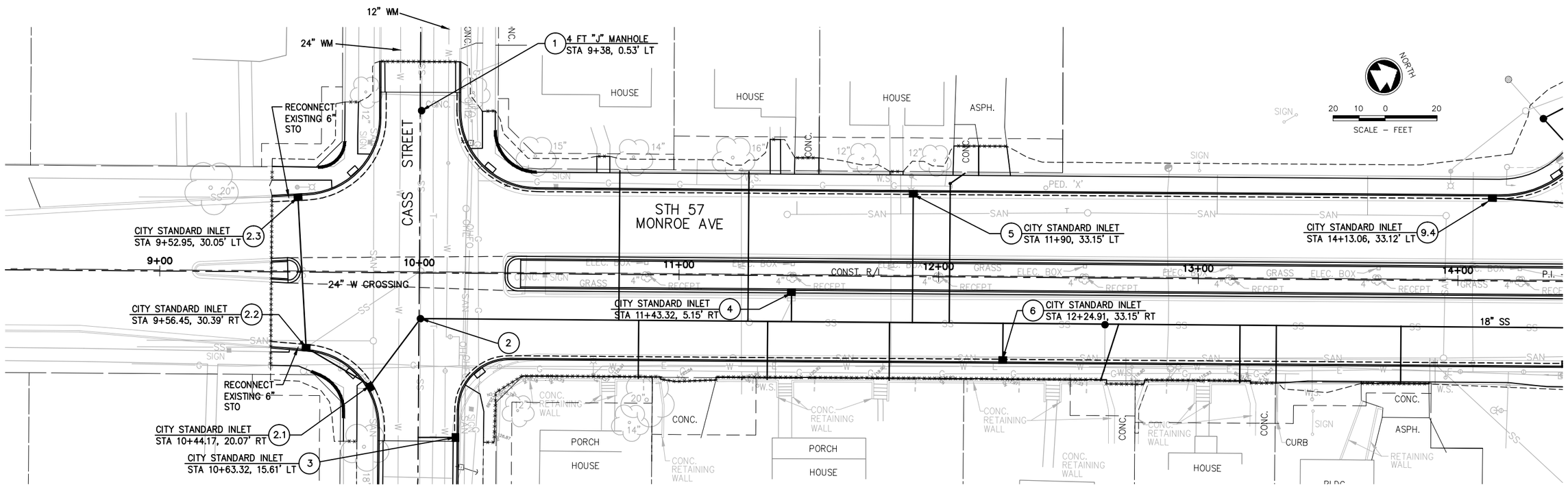

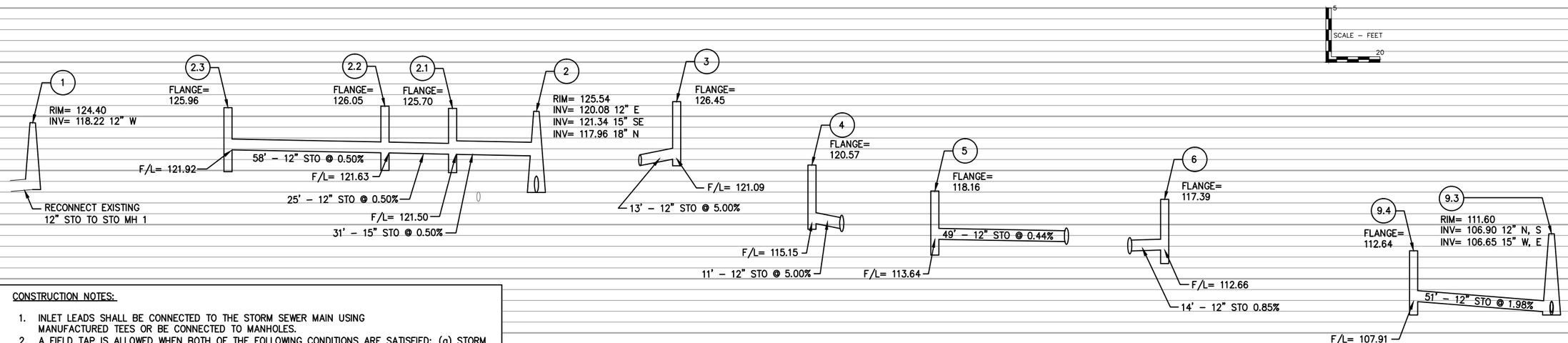

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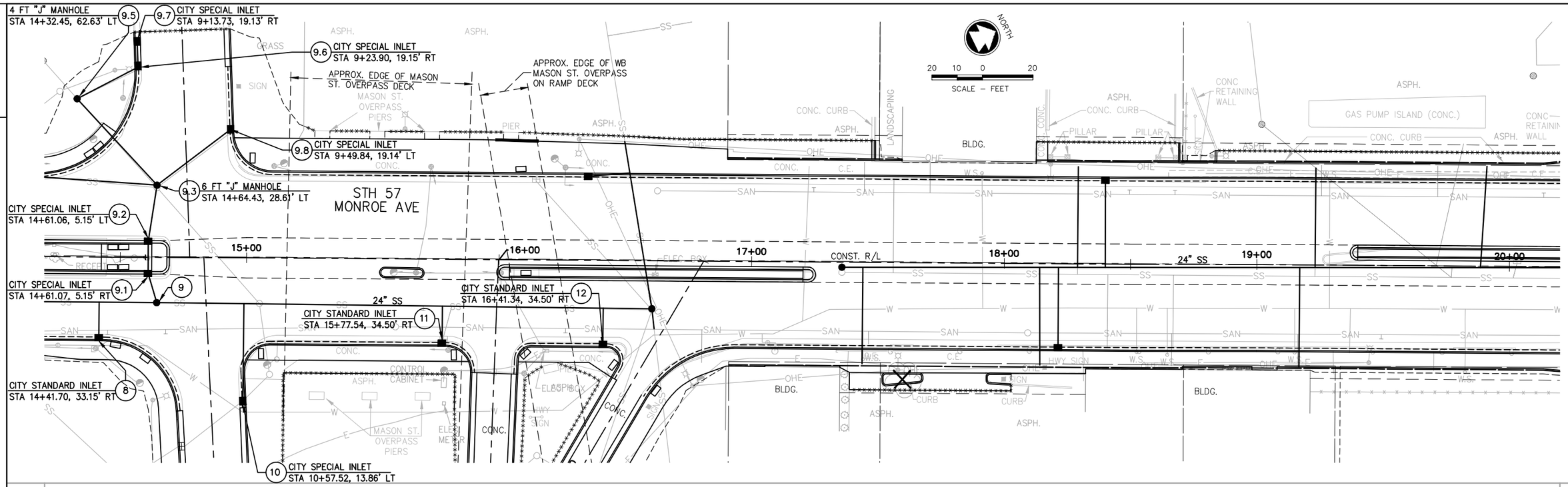
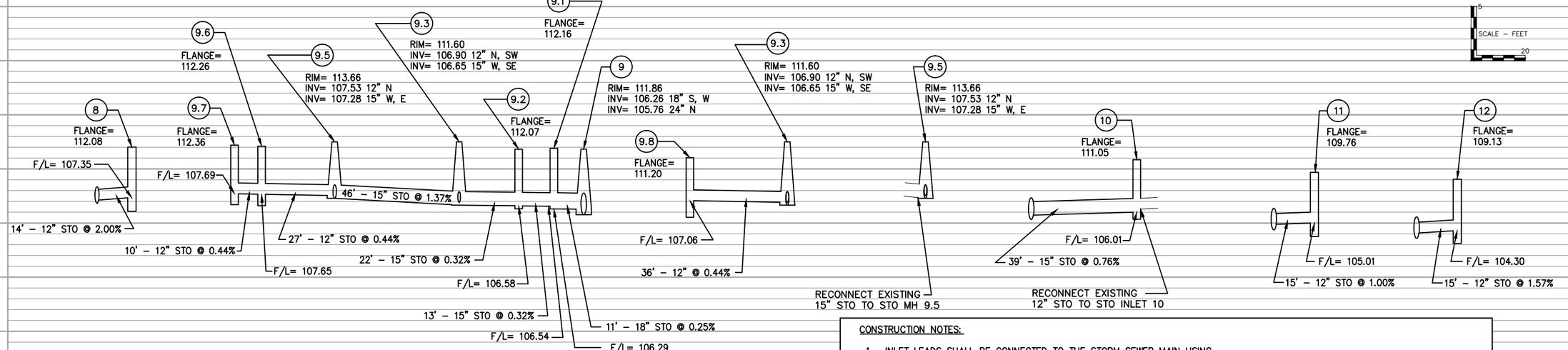
SHEET 1 OF 14

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 60	E





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PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 61	E

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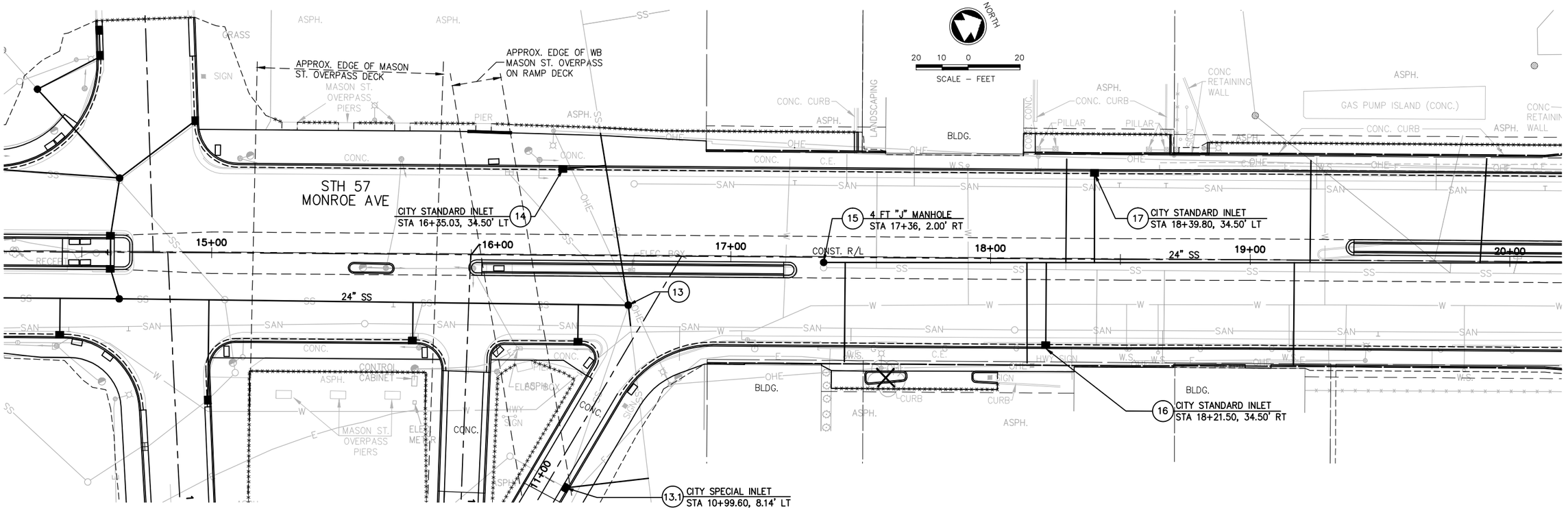

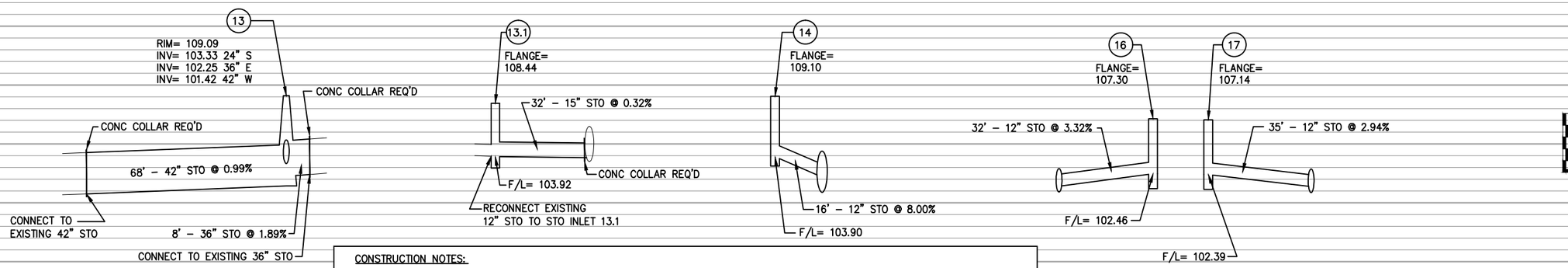

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PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 62	E

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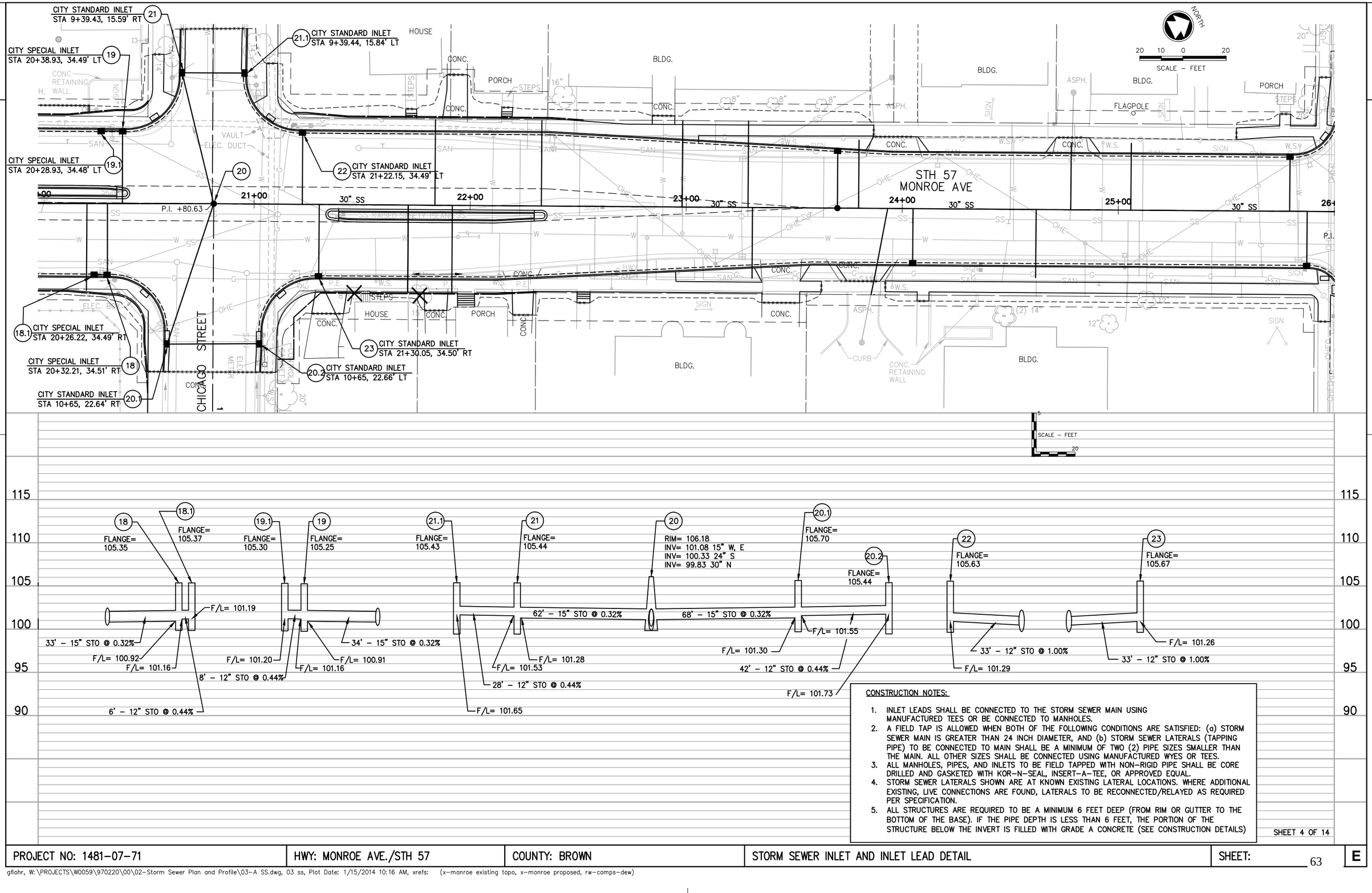

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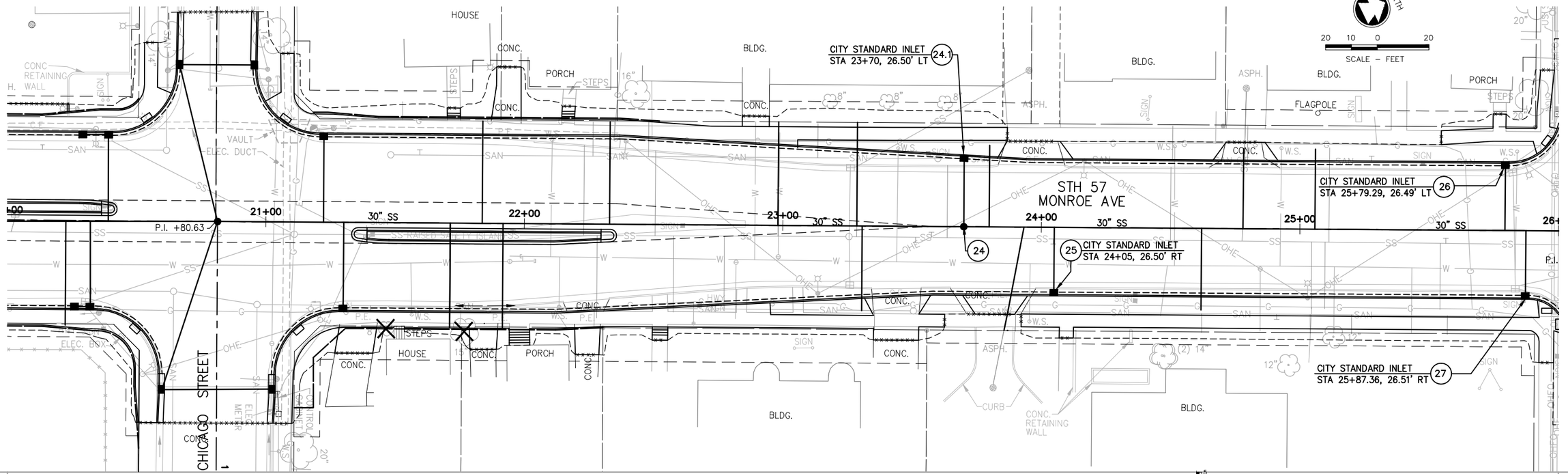
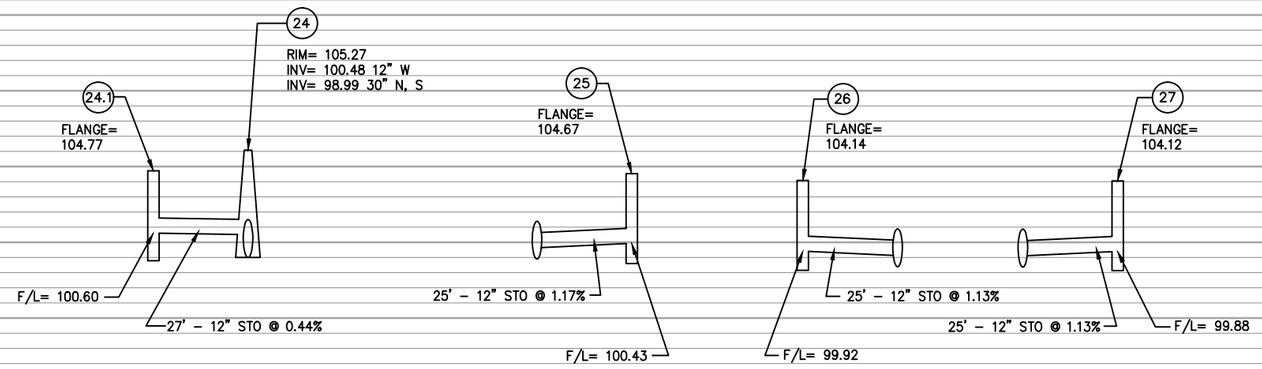
SHEET 4 OF 14

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 63	E





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PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 64	E

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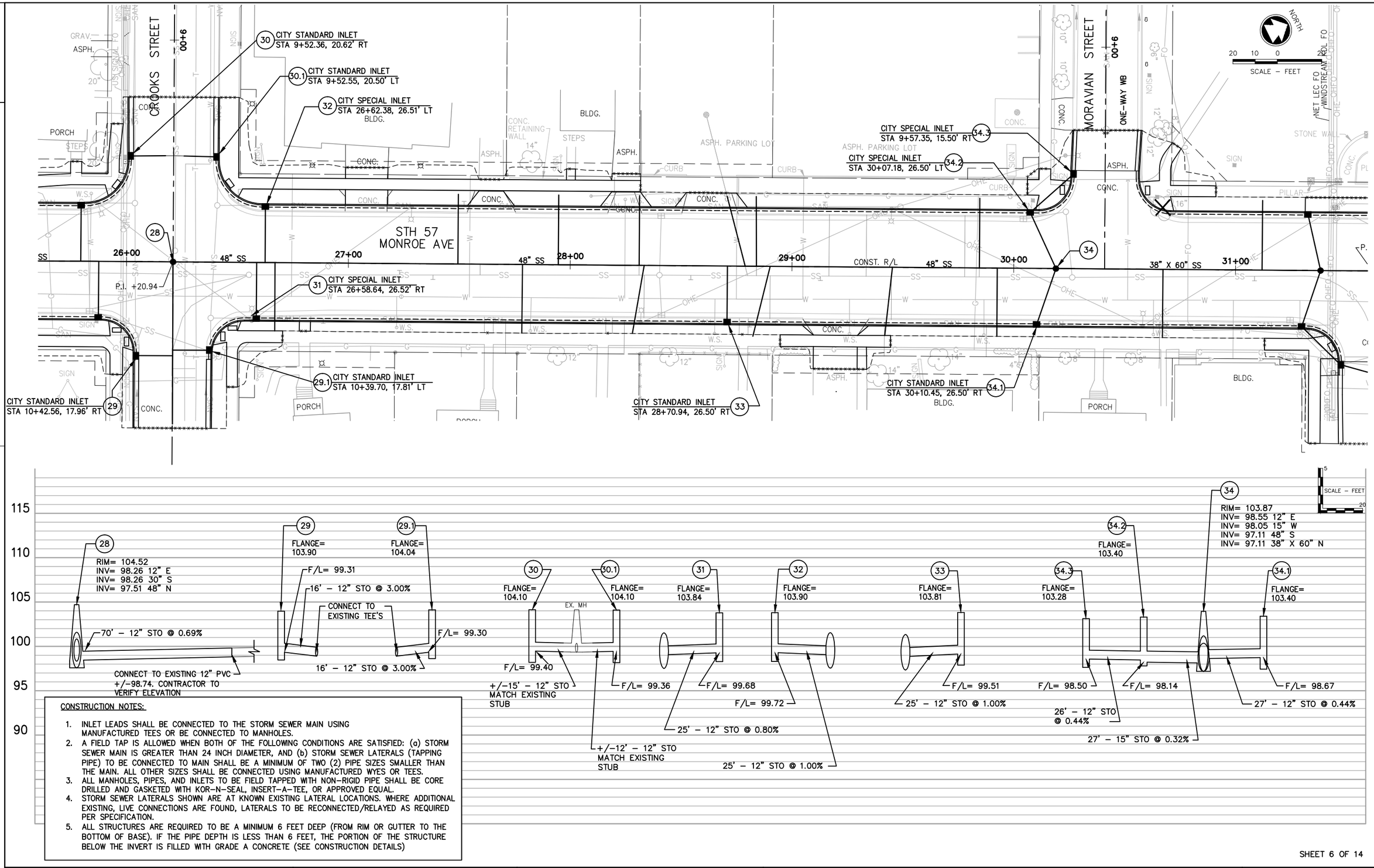

CONSTRUCTION NOTES:

1. INLET LEADS SHALL BE CONNECTED TO THE STORM SEWER MAIN USING MANUFACTURED TEES OR BE CONNECTED TO MANHOLES.
2. A FIELD TAP IS ALLOWED WHEN BOTH OF THE FOLLOWING CONDITIONS ARE SATISFIED: (a) STORM SEWER MAIN IS GREATER THAN 24 INCH DIAMETER, AND (b) STORM SEWER LATERALS (TAPPING PIPE) TO BE CONNECTED TO MAIN SHALL BE A MINIMUM OF TWO (2) PIPE SIZES SMALLER THAN THE MAIN. ALL OTHER SIZES SHALL BE CONNECTED USING MANUFACTURED WYES OR TEES.
3. ALL MANHOLES, PIPES, AND INLETS TO BE FIELD TAPPED WITH NON–RIGID PIPE SHALL BE CORE DRILLED AND GASKETED WITH KOR–N–SEAL, INSERT–A–TEE, OR APPROVED EQUAL.
4. STORM SEWER LATERALS SHOWN ARE AT KNOWN EXISTING LATERAL LOCATIONS. WHERE ADDITIONAL EXISTING, LIVE CONNECTIONS ARE FOUND, LATERALS TO BE RECONNECTED/RELAYED AS REQUIRED PER SPECIFICATION.
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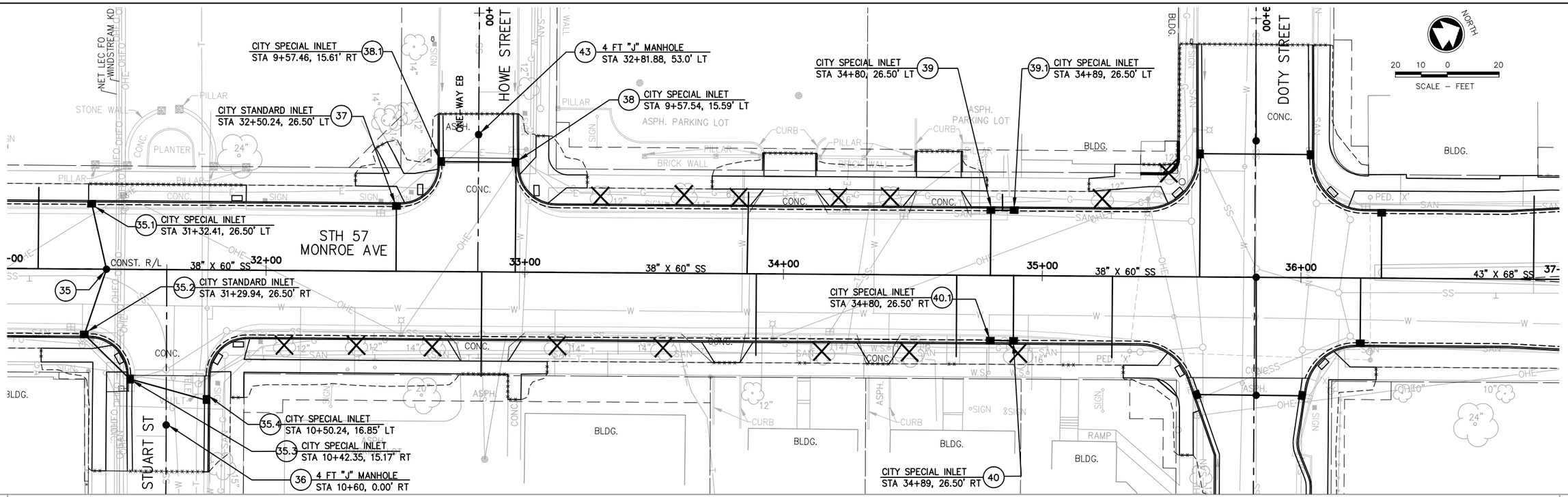
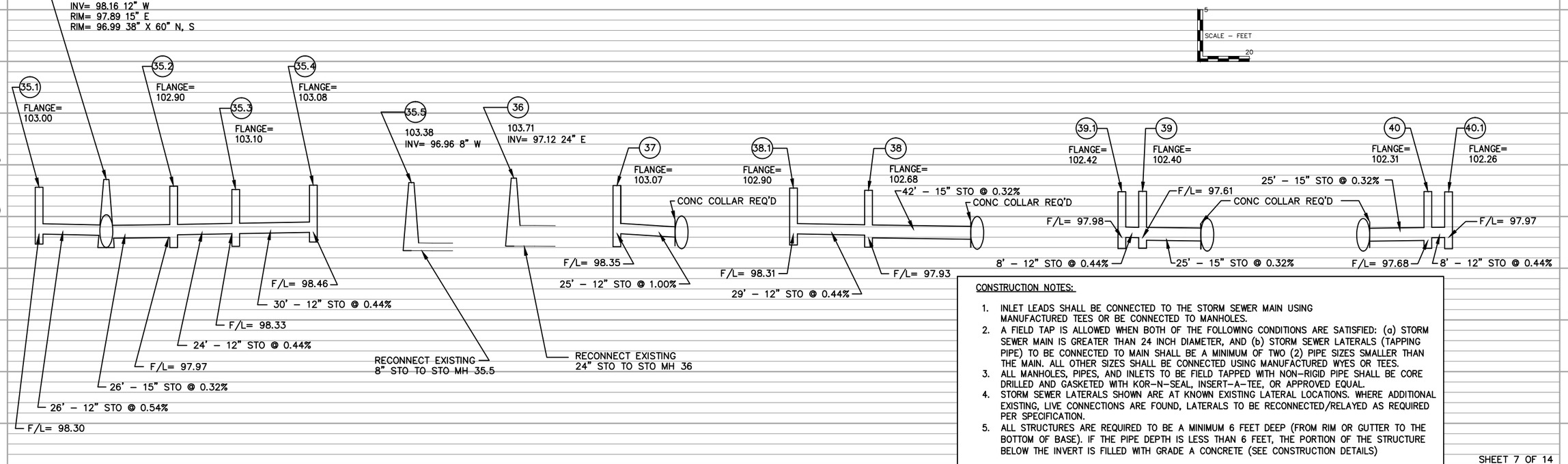
PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 65	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Storm Sewer Plan and Profile\04–A SS.dwg, 04 ss, Plot Date: 1/15/2014 10:17 AM, xrefs: (x–monroe existing topo, x–monroe proposed, rw–comps–dew)





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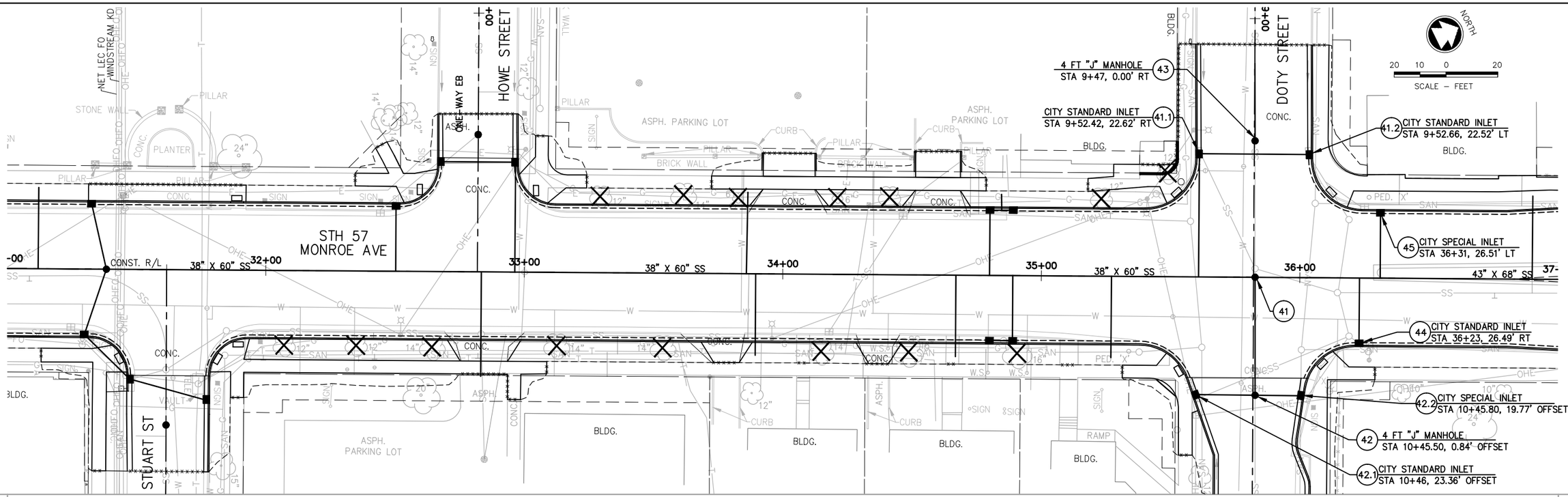
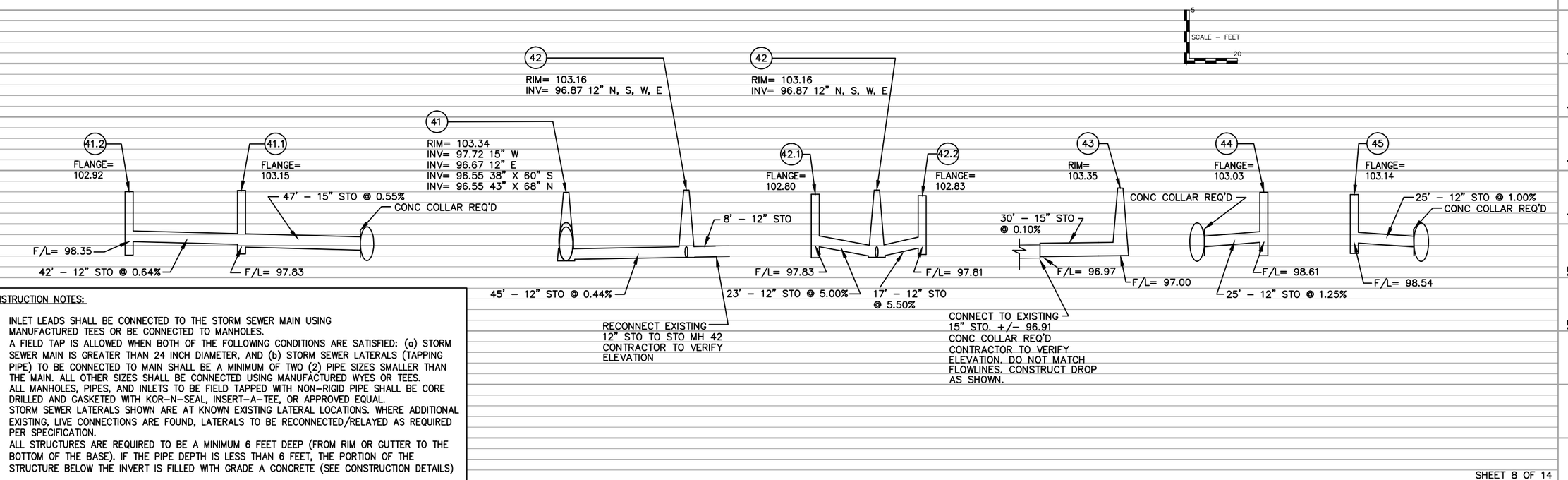
SHEET 7 OF 14

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 66	E





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PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 67	E

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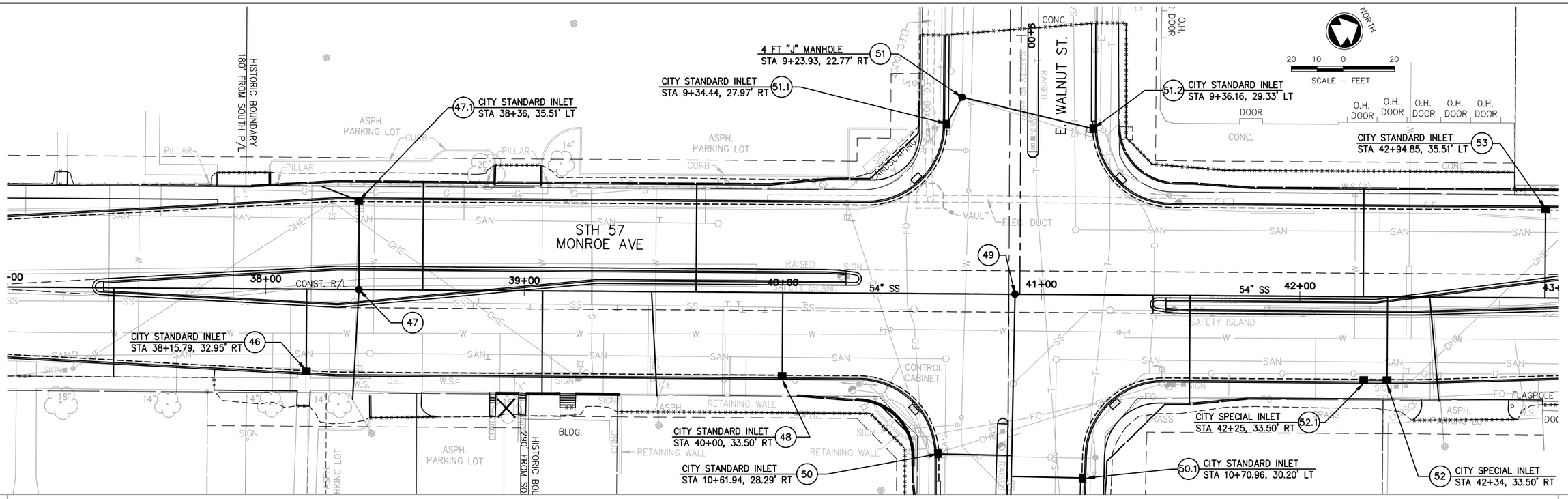

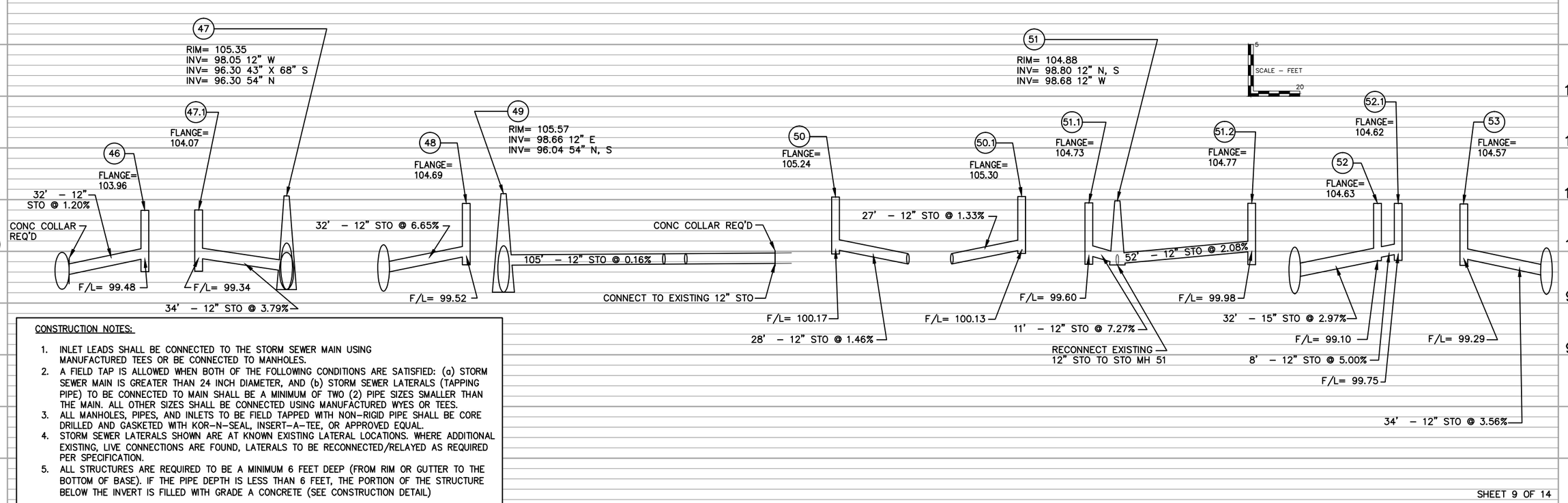

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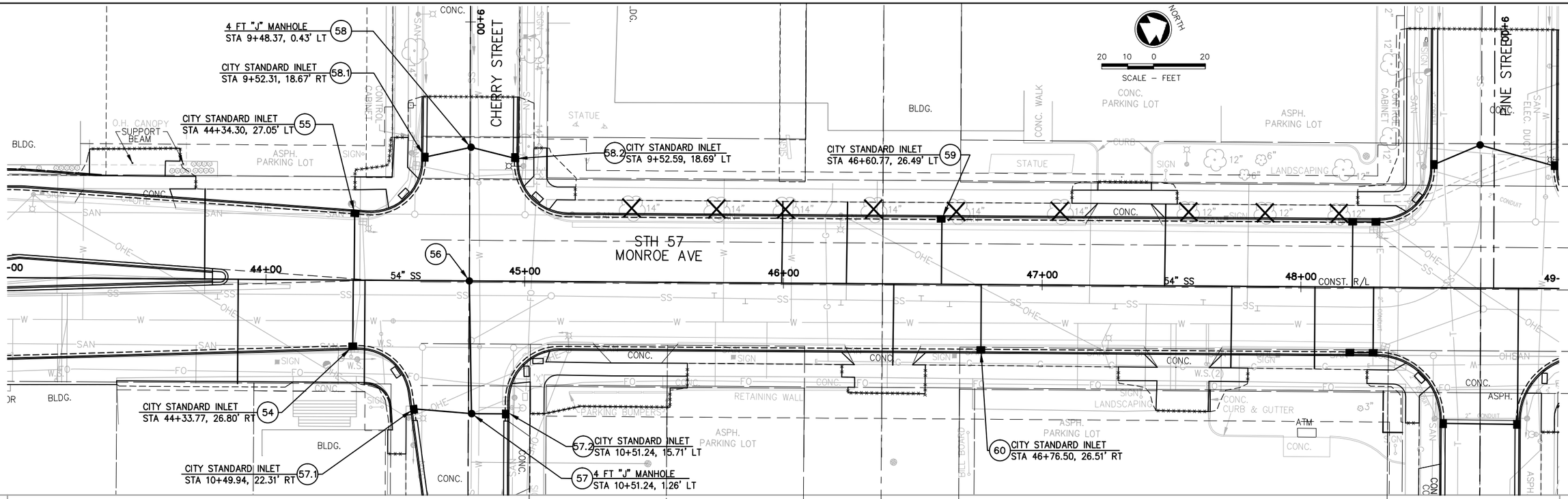
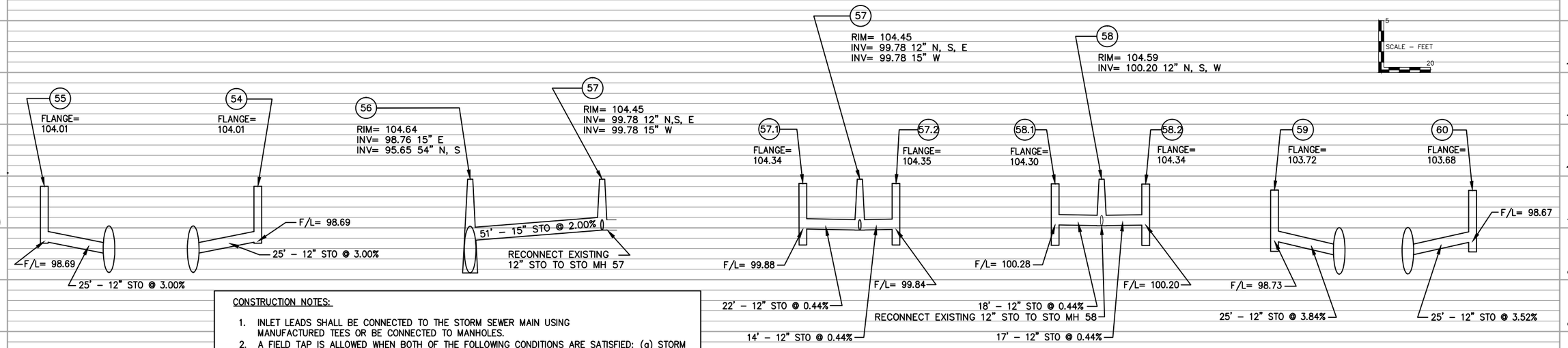
SHEET 9 OF 14

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 68	E





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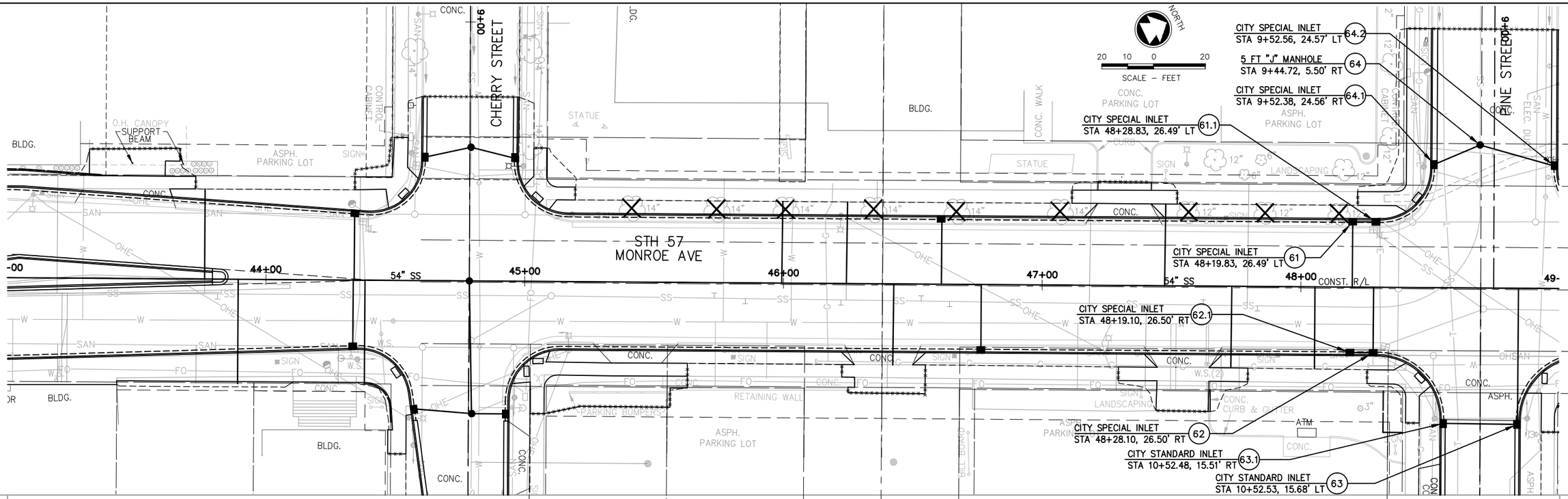
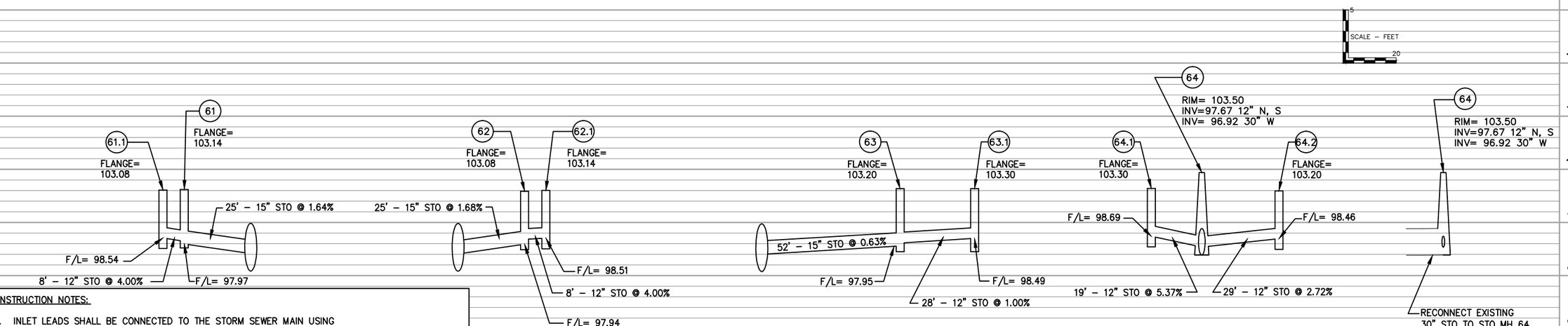
SHEET 10 OF 14

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 69	E





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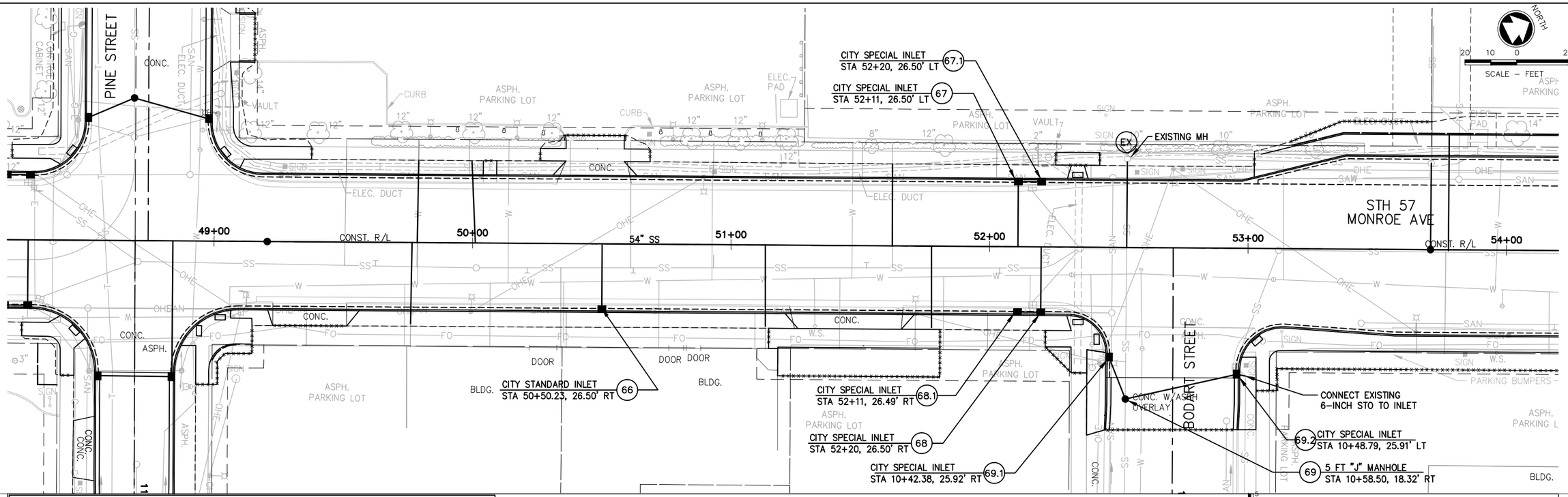
SHEET 11 OF 14

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 70	E



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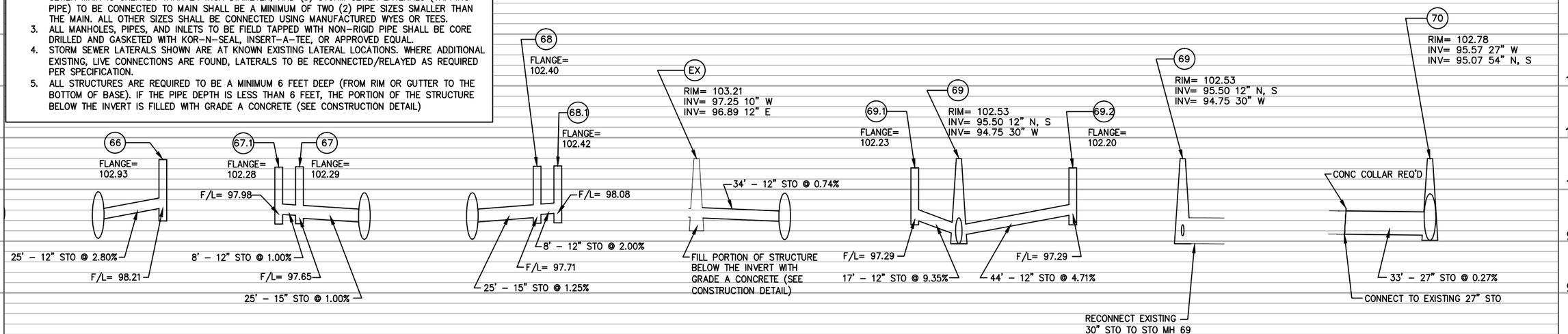
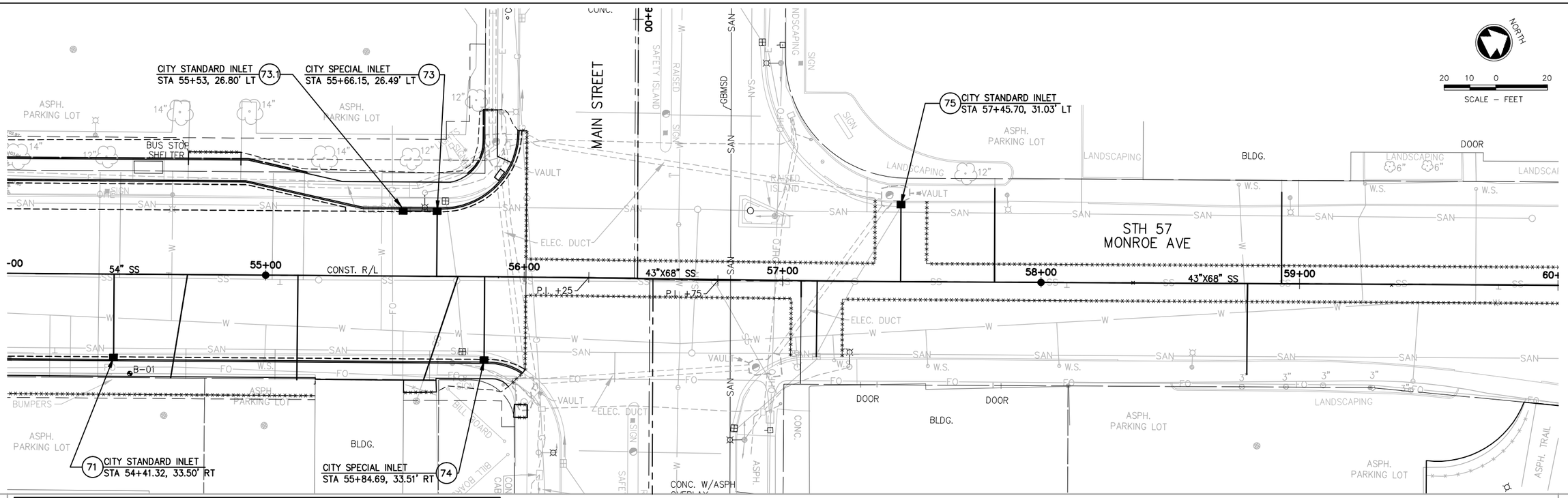


SHEET 12 OF 14

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 71	E



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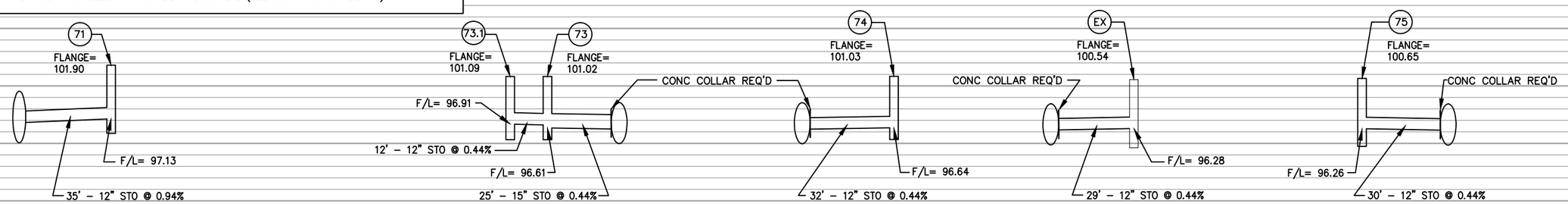
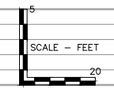
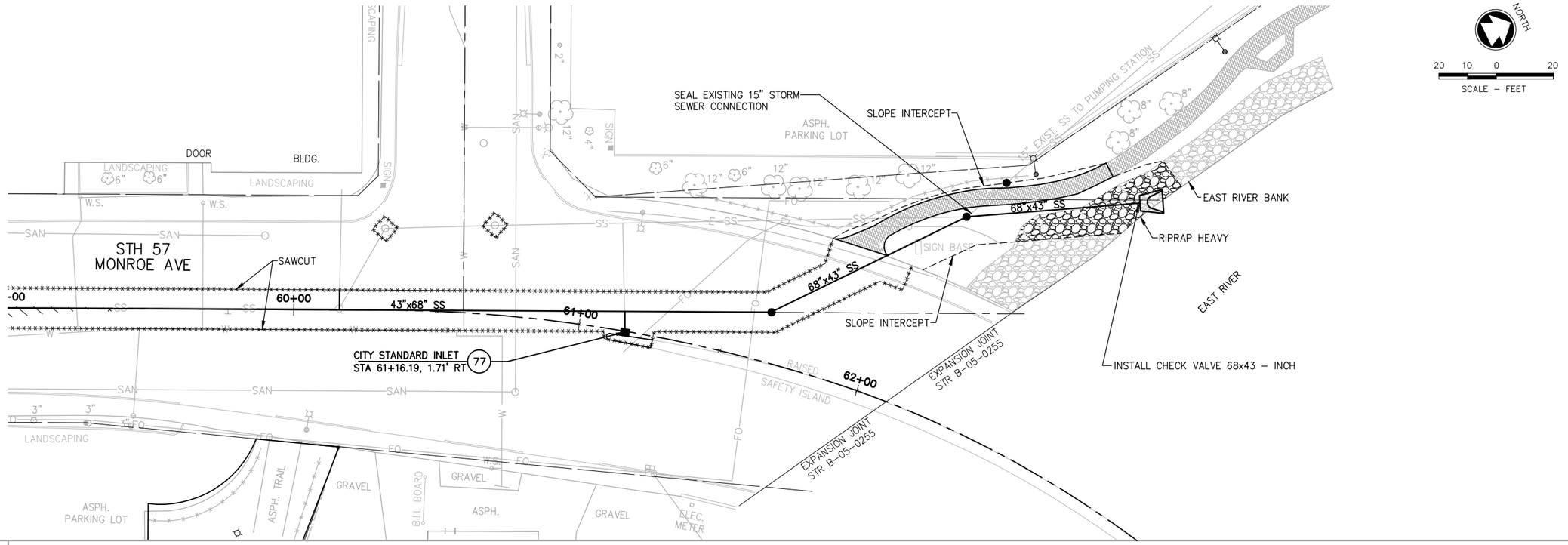
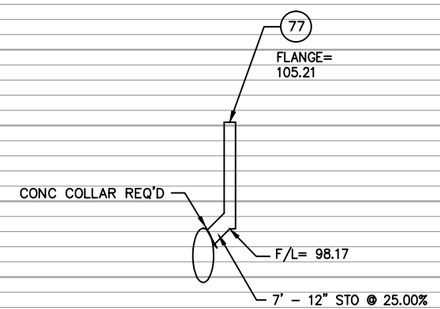




SHEET 13 OF 14

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 72	E





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PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STORM SEWER INLET AND INLET LEAD DETAIL	SHEET: 73	E

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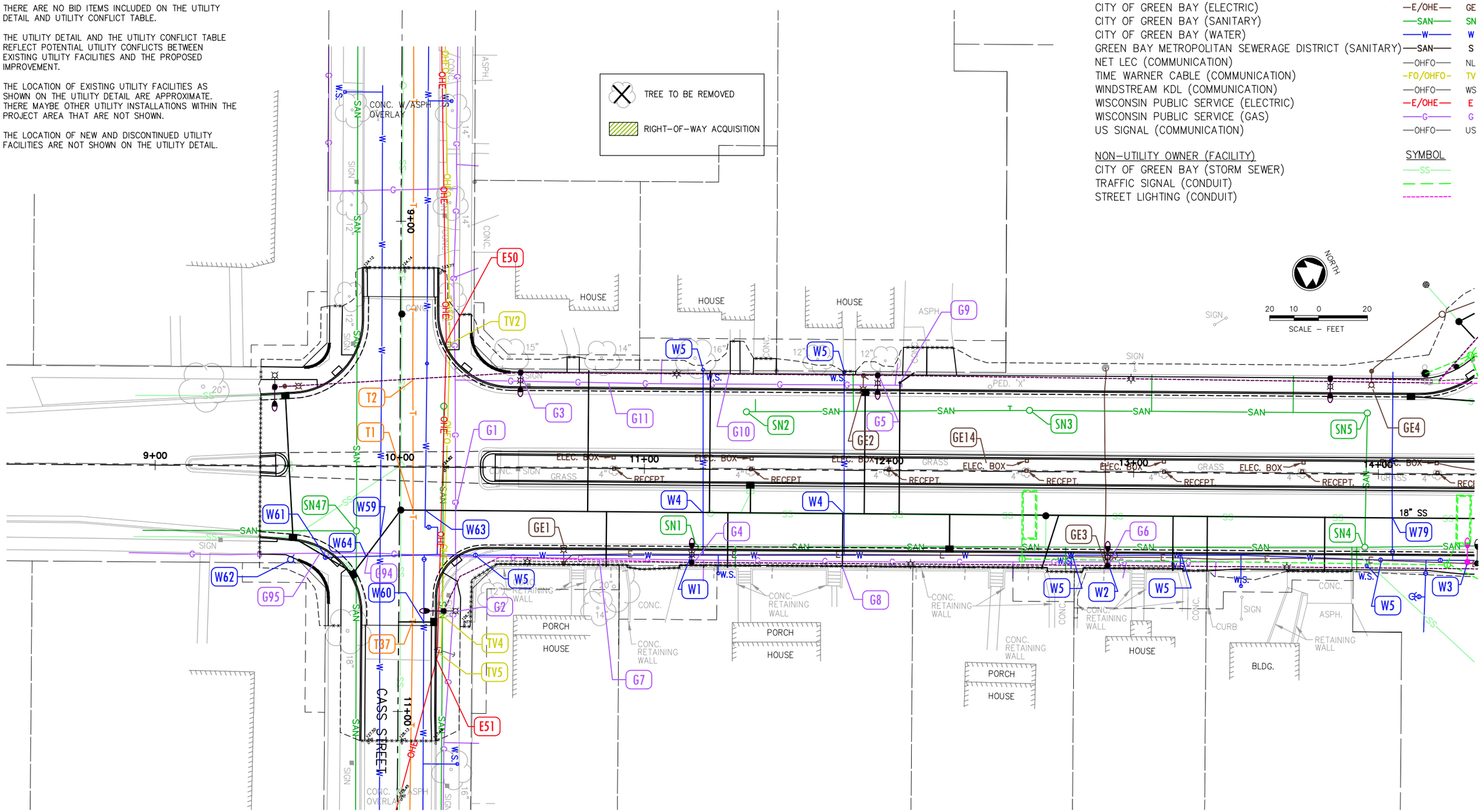
GENERAL NOTES

1. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE ARE FOR INFORMATIONAL PURPOSES ONLY.
2. THERE ARE NO BID ITEMS INCLUDED ON THE UTILITY DETAIL AND UTILITY CONFLICT TABLE.
3. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE REFLECT POTENTIAL UTILITY CONFLICTS BETWEEN EXISTING UTILITY FACILITIES AND THE PROPOSED IMPROVEMENT.
4. THE LOCATION OF EXISTING UTILITY FACILITIES AS SHOWN ON THE UTILITY DETAIL ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
5. THE LOCATION OF NEW AND DISCONTINUED UTILITY FACILITIES ARE NOT SHOWN ON THE UTILITY DETAIL.

UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	T	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	FO	BC
CITY OF GREEN BAY (ELECTRIC)	E/OHE	GE
CITY OF GREEN BAY (SANITARY)	SAN	SN
CITY OF GREEN BAY (WATER)	W	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	SAN	S
NET LEC (COMMUNICATION)	OHFO	NL
TIME WARNER CABLE (COMMUNICATION)	FO/OHFO	TV
WINDSTREAM KDL (COMMUNICATION)	OHFO	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	E/OHE	E
WISCONSIN PUBLIC SERVICE (GAS)	G	G
US SIGNAL (COMMUNICATION)	OHFO	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	SS
TRAFFIC SIGNAL (CONDUIT)	
STREET LIGHTING (CONDUIT)	



SHEET U1 OF U10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 74	E

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION				COORDINATE WITH OTHER UTILITIES	ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE	HAZ. MAT. LEFT IN-PLACE		
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)	(YES/NO)	(YES / NO)	(YES/NO)	
U1	T1	ATT FO	UG	STA 10+06	17' RT	STORM SEWER	NO	--	--	NO	NO	NO	--
U1	T2	ATT FO	UG	STA 9+64, CASS	5' LT	STR LIGHT CONDUIT	NO	--	--	NO	NO	NO	--
U1	T37	ATT FO	UG	STA 10+04	63'RT	STORM SEWER	NO	--	--	NO	NO	NO	--
U1	GE1	GB STREET LIGHT	UG	STA 10+67	39' RT	STREET LIGHT	YES	--	STA 10+67/39' RT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U1	GE2	GB STREET LIGHT	UG	STA 11+90	38' LT	STREET LIGHT	YES	--	STA 11+90/38'LT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U1	GE14	GB OWNED UG ELEC	UG	STA 10+33 - 14+69, MEDIAN	CL - 4' LT	CURB & GUTTER	YES	STA 10+33 - 14+69, MEDIAN	--	YES-CONDUIT/WIRING	NO	NO	GB TO RELOCATE
U1	GE3	GB STREET LIGHT	UG	STA 12+88	38' RT	STREET LIGHT	YES	--	STA 12+88/38'RT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U1	GE4	GB STREET LIGHT	UG	STA 13+97	42' LT	STREET LIGHT	YES	--	STA 13+97/42'LT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U1	SN1	GB SAN SEWER MH	UG	STA 11+20	31' RT	CURB & GUTTER	YES	STA 11+20/31'RT	--	NO	NO	NO	CITY TO ROTATE SO CASTING IS OUT OF CURB HEAD
U1	SN2	GB SAN SEWER MH	UG	STA 11+42	24' LT	CONCRETE PAVEMENT	YES	--	STA 11+42/24'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U1	SN3	GB SAN SEWER MH	UG	STA 12+55	25' LT	CONCRETE PAVEMENT	YES	--	STA 12+55/25'LT	NO	NO	NO	DOT CONTRACTOR TO RECONSTRUCT
U1	SN4	GB SAN SEWER MH	UG	STA 13+95	30' RT	CONCRETE PAVEMENT	YES	--	STA 13+95/30'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U1	SN5	GB SAN SEWER MH	UG	STA 13+95	25' LT	CONCRETE PAVEMENT	YES	--	STA 13+95/25'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U1	SN47	GB SAN SEWER MH	UG	STA 9+83	25' RT	CONCRETE PAVEMENT	YES	--	STA 9+83/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U1	--	--	--	--	--	--	--	--	--	--	--	--	NEW MH PROPOSED AT STA 10+86, 24'LT
U1	W1	GB WATERMAIN	UG	STA 11+20	38' RT	STREET LIGHT	YES	STA 11+20/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES, EXISTING MAIN TO BE ABANDONED IN PLACE
U1	W2	GB WATERMAIN	UG	STA 12+90	38' RT	STREET LIGHT	YES	STA 12+90/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES, EXISTING MAIN TO BE ABANDONED IN PLACE
U1	W4	GB WATER SERVICE	UG	STA 10+50 - 14+50	CL	STORM SEWER	YES	STA 10+50 - 14+50	--	YES	NO	NO	GB WILL REPLACE ALL WATER SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U1	W5	GB W VALVE & CRB STP	UG	STA 13+95 - 14+30	35' - 38' RT	SIDEWALK	YES	--	STA 13+95 - 14+30	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U1	W59	GB WATERMAIN	UG	STA 9+87	30' RT	STORM SEWER	NO	--	--	--	--	--	PLAN STORM SEWER GRADES HAVE BEEN ADJUSTED SO THAT THE STORM SEWER CROSSES ABOVE THE EXISTING WATERMAIN
U1	W60	GB WATERMAIN	UG	STA 10+09	63' RT	STORM SEWER	YES	STA 10+09/63'RT	--	NO	NO	NO	GB TO REPLACE EXISTING MAIN ALONG EXISTING ALIGNMENT
U1	W61	GB W VALVE	UG	STA 9+71	35' RT	CURB & GUTTER	YES	STA 9+71/35'RT	--	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U1	W62	GB HYDRANT	UG	STA 9+53	36' RT	SIDEWALK	YES	STA 9+43/38'RT	--	NO	NO	NO	GB TO INSTALL NEW HYDRANT AND REMOVE EXISTING.
U1	W63	GB WATERMAIN	UG	STA 10+11	18' RT	STORM SEWER	YES	STA 10+11/18'RT	--	NO	NO	NO	GB TO REPLACE EXISTING MAIN ALONG EXISTING ALIGNMENT
U1	W64	GB WATERMAIN	UG	STA 9+85	35'RT	STORM SEWER	YES	STA 9+85/10'RT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE.
U1	W79	GB WATERMAIN	UG	STA 14+05	18'RT	STORM SEWER	YES	STA 14+09/18'RT	--	NO	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE.

SHEET U1 MATRIX

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U1	G1	WPS GAS MAIN	UG	STA 10+22	17' RT	STORM SEWER	YES	STA 10+22/17'RT	--	YES	NO	NO	WPS WILL ABANDON IN-PLACE.
U1	G2	WPS GAS MAIN	UG	STA 10+58, CASS	22' RT	STREET LIGHT	NO	--	--	NO	NO	NO	--
U1	G3	WPS GAS MAIN	UG	STA 10+48	38' LT	STREET LIGHT	YES	STA 10+48	--	YES	NO	NO	WPS WILL ABANDON IN-PLACE.
U1	G4	WPS GAS MAIN	UG	STA 11+20	38' RT	STREET LIGHT	YES	STA 11+20	--	YES	NO	YES (GB WATER)	WPS WILL ABANDON IN-PLACE. NEW MAIN (2"PLASTIC)TO BE INSTALLED APPROX 2' WEST OF EXISTING
U1	G5	WPS GAS MAIN	UG	STA 11+98	38' LT	STREET LIGHT	YES	STA 11+98	--	YES	NO	NO	WPS WILL ABANDON IN-PLACE.
U1	G6	WPS GAS MAIN	UG	STA 12+90	38'Rt	STREET LIGHT	YES	STA 12+90	--	YES	NO	YES (GB WATER)	WPS WILL ABANDON IN-PLACE. NEW MAIN (2"PLASTIC)TO BE INSTALLED APPROX 2' WEST OF EXISTING
U1	G7	WPS GAS MAIN	UG	STA 10+25 - 13+38	31' - 37' RT	STR LIGHT CONDUIT	YES	STA 10+25 - 13+38	--	YES	YES	YES (GB WATER)	WPS WILL ABANDON IN-PLACE. NEW MAIN (2"PLASTIC)TO BE INSTALLED APPROX 2' WEST OF EXISTING
U1	G8	WPS GAS MAIN	UG	STA 10+23 - 13+38	31' - 37' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 10+23 - 13+38	--	YES	YES	YES (GB WATER)	WPS WILL ABANDON IN-PLACE. NEW MAIN (2"PLASTIC)TO BE INSTALLED APPROX 2' WEST OF EXISTING
U1	G9	WPS GAS MAIN	UG	STA 10+23 - 12+05	35' - 36' LT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 10+23 - 12+05	--	YES	YES	NO	WPS WILL ABANDON IN-PLACE.
U1	G10	WPS GAS MAIN	UG	STA 10+23 - 12+05	35' - 36' LT	STR LIGHT CONDUIT	YES	STA 10+23 - 12+05	--	YES	YES	NO	WPS WILL ABANDON IN-PLACE.
U1	G11	WPS GAS MAIN	UG	STA 10+23 - 12+05	35' - 36' LT	EXC FOR INTEGRAL C&G	YES	STA 10+23 - 12+05	--	YES	YES	NO	WPS WILL ABANDON IN-PLACE.
U1	G94	WPS GAS MAIN	UG	STA 9+88	33' RT	STORM SEWER	YES	STA 9+88	--	YES	YES	NO	WPS WILL ABANDON IN-PLACE. NEW MAIN (2"PLASTIC) TO BE INSTALLED APPROX 15'EAST OF EXISTING
U1	G95	WPS GAS MAIN	UG	STA 9+69	33' RT	STORM SEWER	YES	STA 9+69	--	YES	YES	NO	WPS WILL ABANDON IN-PLACE. NEW MAIN (2"PLASTIC) TO BE INSTALLED APPROX 15'EAST OF EXISTING
U1	TV2	TWC FO	OH	STA 9+50, CASS	19' LT	CURB & GUTTER	YES	STA 9+45, CASS/22'LT	--	NO	NO	YES	TWC WILL TRANSFER TO NEW WPS POLE
U1	TV4	TWC FO	OH	STA 10+60, CASS	18' LT	STREET LIGHT	YES	--	--	NO	NO	YES	TWC WILL TRANSFER TO NEW WPS POLE
U1	TV5	TWC FO	OH	STA 10+78, CASS	16' LT	CURB & GUTTER	YES	STA 11+10, CASS/16'LT	--	NO	NO	YES	TWC WILL TRANSFER TO NEW WPS POLE
U1	E50	WPS POLE AND OHE	OH	STA 9+50, CASS	19' LT	CURB & GUTTER	YES	STA 9+45, CASS/22'LT	--	NO	NO	YES	WPS WILL RELOCATE POLE
U1	E51	WPS POLE AND OHE	OH	STA 10+78, CASS	16' LT	CURB & GUTTER	YES	STA 11+10, CASS/16'LT	--	NO	NO	YES	WPS WILL RELOCATE POLE

SHEET U1 MATRIX CONT.

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UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	—T—	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	—FO—	BC
CITY OF GREEN BAY (ELECTRIC)	—E/OHE—	GE
CITY OF GREEN BAY (SANITARY)	—SAN—	SN
CITY OF GREEN BAY (WATER)	—W—	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	—SAN—	S
NET LEC (COMMUNICATION)	—OHFO—	NL
TIME WARNER CABLE (COMMUNICATION)	-FO/OHFO-	TV
WINDSTREAM KDL (COMMUNICATION)	—OHFO—	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	—E/OHE—	E
WISCONSIN PUBLIC SERVICE (GAS)	—G—	G
US SIGNAL (COMMUNICATION)	—OHFO—	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	—SS—
TRAFFIC SIGNAL (CONDUIT)	— — —
STREET LIGHTING (CONDUIT)	— — —

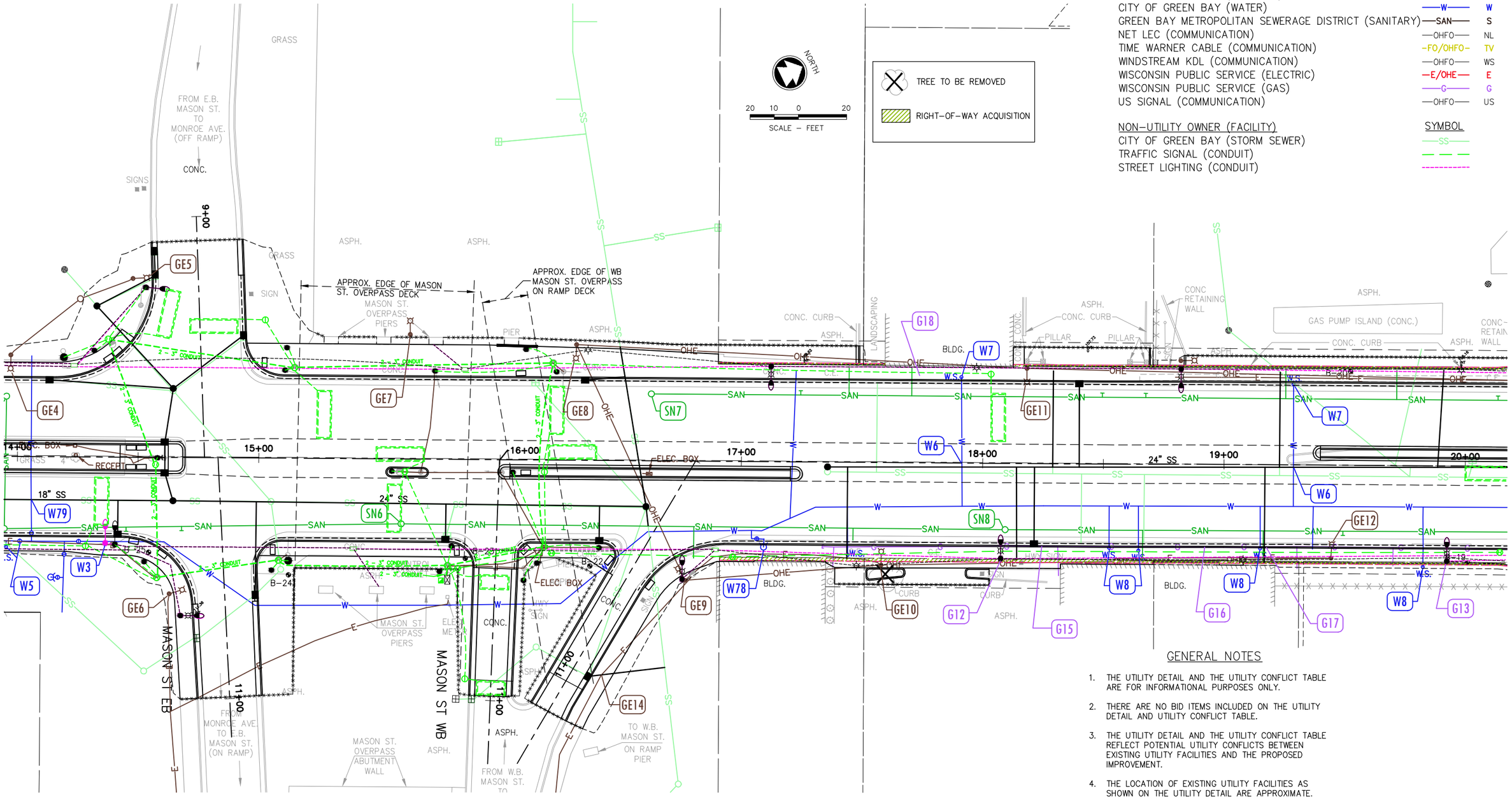
NORTH

20 10 0 20

SCALE – FEET

TREE TO BE REMOVED

RIGHT–OF–WAY ACQUISITION



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PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 77	E

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UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)	(YES/NO)	(YES / NO)	(YES/NO)	
U2	GE5	GB STREET LIGHT	UG	STA 14+48	73' LT	STREET LIGHT	YES	--	STA 14+48/73'LT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	GE6	GB STREET LIGHT	UG	STA 14+63	57' RT	STREET LIGHT	YES	--	STA 14+63/57'RT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	GE7	GB STREET LIGHT	UG	STA 15+63	52' LT	STREET LIGHT	YES	--	STA 15+63/52'LT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	GE8	GB STREET LIGHT	UG	STA 16+33	47' LT	STREET LIGHT	YES	--	STA 16+33/47'LT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	GE9	GB STREET LIGHT	UG	STA 16+75	47' RT	STREET LIGHT	YES	--	STA 16+75/47'RT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	GE10	GB STREET LIGHT	UG	STA 17+57	42' RT	STREET LIGHT	YES	--	STA 17+57/42'RT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	GE11	GB STREET LIGHT	UG	STA 18+17	42' LT	STREET LIGHT	YES	--	STA 18+17/42'LT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	GE12	GB STREET LIGHT	UG	STA 19+44	37' RT	STREET LIGHT	YES	--	STA 19+44/37'RT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U2	SN6	GB SAN SEWER MH	UG	STA 15+59	27' RT	CONCRETE PAVEMENT	YES	--	STA 15+59/27'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U2	SN7	GB SAN SEWER MH	UG	STA 16+63	27' LT	CONCRETE PAVEMENT	YES	--	STA 16+63/27'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U2	SN8	GB SAN SEWER MH	UG	STA 18+10	27' RT	CONCRETE PAVEMENT	YES	--	STA 18+10/27'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U2	W3	GB WATERMAIN	UG	STA 14+37	36' RT	STREET LIGHT	YES	STA 14+37/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDOEND IN PLACE
U2	W6	GB WATER SERVICES	UG	STA 17+00 - 20+80	CL	STORM SEWER	YES	STA 17+00 - 20+80	--	YES	NO	NO	GB TO REPACE ALL SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U2	W7	GB WATER CURB STOPS	UG	STA 17+00 - 20+80	33' - 37' LT	SIDEWALK, CURB & GUTTER	YES	--	STA 17+00 - 20+80	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U2	W8	GB WATER CURB STOPS	UG	STA 17+00 - 20+80	33' - 34' RT	SIDEWALK, CURB & GUTTER	YES	--	STA 17+00 - 20+80	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U2	G12	WPS GAS MAIN	UG	STA 18+05	38' RT	STREET LIGHT	YES	STA 18+05	--	YES	YES	NO	WPS WILL ABANDON THE EXISTING MAIN IN PLACE. A NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 2'EAST OF EXISTING.
U2	G13	WPS GAS MAIN	UG	STA 19+92	38' RT	STREET LIGHT	YES	STA 19+92	--	YES	YES	NO	WPS WILL ABANDON THE EXISTING MAIN IN PLACE. A NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 2'EAST OF EXISTING.
U2	G15	WPS GAS MAIN	UG	STA 17+34 - 20+80	24' RT	EXC FOR INTEGRAL C&G	YES	STA 17+34 - 20+80	--	YES	YES	NO	WPS WILL ABANDON THE EXISTING MAIN IN PLACE. A NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 2'EAST OF EXISTING.
U2	G16	WPS GAS MAIN	UG	STA 17+34 - 20+80	24' RT	SIGNAL & STR LIGHT CONDUIT	YES	STA 17+34 - 20+80	--	YES	YES	NO	WPS WILL ABANDON THE EXISTING MAIN IN PLACE. A NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 2'EAST OF EXISTING.
U2	G17	WPS GAS MAIN	UG	STA 17+34 - 20+80	24' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 17+34 - 20+80	--	YES	YES	NO	WPS WILL ABANDON THE EXISTING MAIN IN PLACE. A NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 2'EAST OF EXISTING.
U2	G18	WPS GAS MAIN	UG	STA 17+34 - 20+80	CL	LATERALS TO W SIDE NOT SHOWN. IF SERVED FROM E SIDE, LATERALS WILL CROSS ST SEWER. WPS WILL VERIFY.	?	?	?	?	?	?	NEED ADDITIONAL INFORMATION

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TREE TO BE REMOVED

RIGHT-OF-WAY ACQUISITION

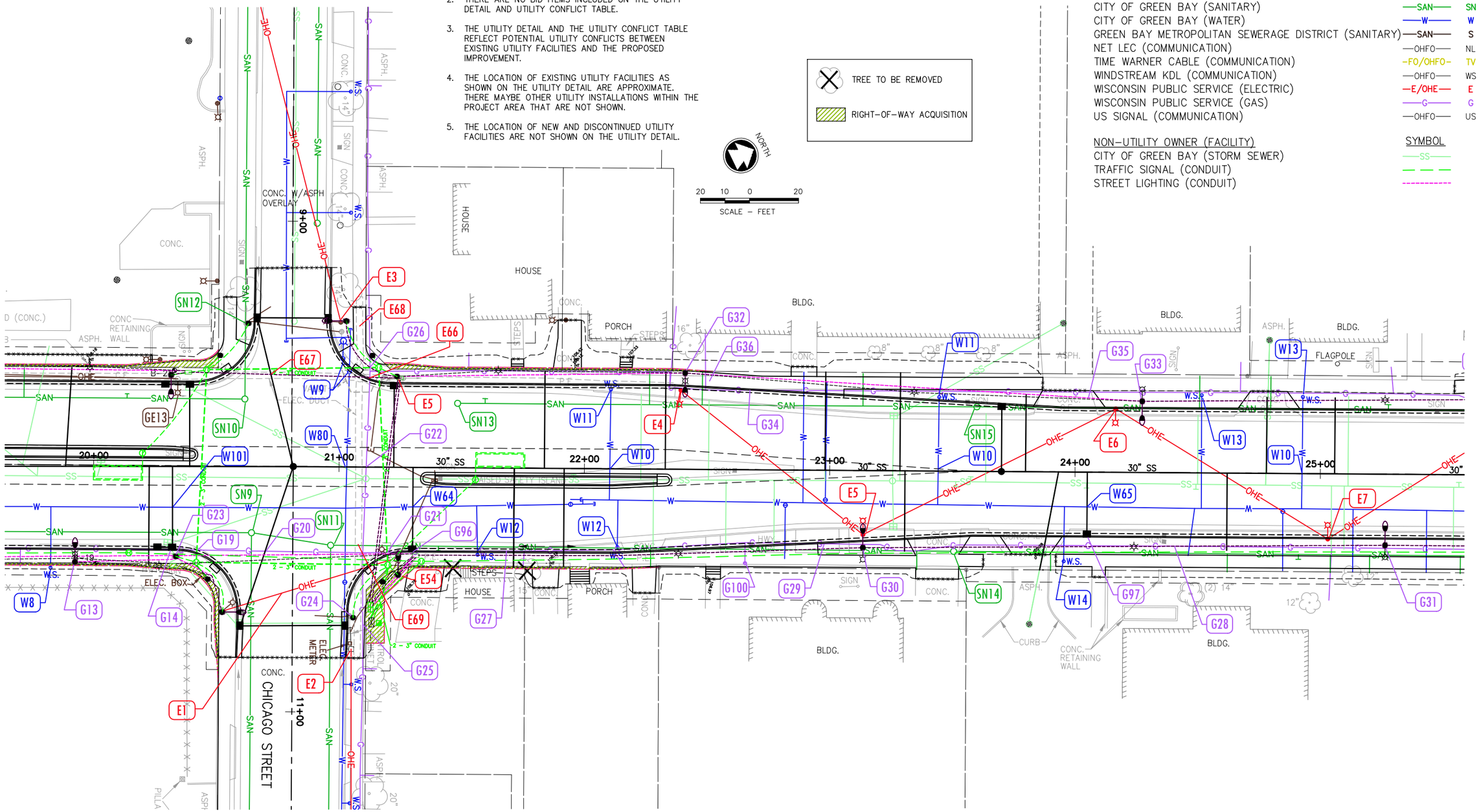
NORTH

20 10 0 20

SCALE – FEET

UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	T	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	FO	BC
CITY OF GREEN BAY (ELECTRIC)	E/OHE	GE
CITY OF GREEN BAY (SANITARY)	SAN	SN
CITY OF GREEN BAY (WATER)	W	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	SAN	S
NET LEC (COMMUNICATION)	OHFO	NL
TIME WARNER CABLE (COMMUNICATION)	FO/OHFO	TV
WINDSTREAM KDL (COMMUNICATION)	OHFO	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	E/OHE	E
WISCONSIN PUBLIC SERVICE (GAS)	G	G
US SIGNAL (COMMUNICATION)	OHFO	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	SS
TRAFFIC SIGNAL (CONDUIT)	
STREET LIGHTING (CONDUIT)	



SHEET U3 OF U10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 79	E

2

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION				COORDINATE WITH OTHER UTILITIES (YES/NO)	ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE (YES / NO)		
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)				
U3	GE13	GB STREET LIGHT	UG	STA 20+34	34' LT	STREET LIGHT	YES	--	STA 20+34/34'LT	YES-CONDUIT/WIRING	NO	NO	DOT CONTRACTOR TO REMOVE POLE
U3	SN9	GB SAN SEWER MH	UG	STA 20+64	27' RT	CONCRETE PAVEMENT	YES	--	STA 20+64/27'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	SN10	GB SAN SEWER MH	UG	STA 20+61	27' LT	CONCRETE PAVEMENT	YES	--	STA 20+61/27'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	SN11	GB SAN SEWER MH	UG	STA 20+95	32' RT	CONCRETE PAVEMENT	YES	--	STA 20+95/32'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	SN12	GB SAN SEWER MH	UG	STA 9+42, CHICAGO	18' RT	SIGNAL BASE	NO	--	--	NO	NO	NO	SAN MAIN ELEV 98.03 TO T.O.P. MOVE SIGNAL BASE TO AVOID CONFLICT
U3	SN13	GB SAN SEWER MH	UG	STA 21+48	26' LT	CONCRETE PAVEMENT	YES	--	STA 21+48/26'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	SN14	GB SAN SEWER MH	UG	STA 23+53	32' RT	CONCRETE DRIVEWAY	YES	--	STA 23+53/32'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	SN15	GB SAN SEWER MH	UG	STA 23+60	26' LT	CURB & GUTTER	YES	--	STA 23+60/26'LT	NO	NO	NO	ADJUST C&G TAPER TO AVOID MANHOLE
U3	W9	GB HYDRANT & VALVES	UG	STA 21+00	44' LT	CURB & GUTTER	YES	--	STA 21+00	NO	NO	NO	HYDRANT TO REMAIN IN PLACE. DOT CONTRACTOR TO ADJUST VALVE
U3	W10	GB WATER SERVICES	UG	STA 20+80 - 26+30	CL	STORM SEWER	YES	STA 20+80 - 26+30	--	YES	NO	NO	GB TO REPLACE ALL SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U3	W11	GB WATER CURB STOPS	UG	STA 20+80 - 23+00	33'-34' LT	SIDEWALK, C & G	YES	--	STA 20+80 - 23+00	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	W12	GB WATER CURB STOPS	UG	STA 20+80 - 23+00	33'-34' LT	SIDEWALK, C & G	YES	--	STA 20+80 - 23+00	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	W13	GB WATER CURB STOPS	UG	STA 23+00 - 26+20	30'-31' LT	GRADING & SIDEWALK	YES	--	STA 23+00 - 26+20	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	W14	GB WATER CURB STOPS	UG	STA 23+00 - 26+20	35'-36' RT	GRADING & SIDEWALK	YES	--	STA 23+00 - 26+20	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U3	W64	GB WATERMAIN	UG	STA 21+29	15' RT	STORM SEWER	YES	21+29/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U3	W65	GB WATERMAIN	UG	STA 24+05	14' RT	STORM SEWER	YES	STA 24+05/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U3	W101	GB WATERMAIN	UG	STA 20+32	17'RT	STORM SEWER	YES	STA 20+32/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U3	W80	GB WATERMAIN	UG	STA 21+03	CL	STORM SEWER	YES	STA 21+03/CL	--	NO	NO	NO	GB TO INSTALL NEW MAIN ALONG EXISTING ALIGNMENT
U3	E1	WPS AERIAL ELECTRIC	OH	STA 20+56 - 21+20	38'-60' RT	OHE TO CITY OWNED SIGNAL/STR LIGHT	N/A	N/A	N/A	N/A	N/A	N/A	NOT WPS FACILITY. REMOVE OHE WHEN REQUESTED BY GB
U3	E2	WPS POLE	OH	STA 10+75, CHICAGO	24' LT	CURB & GUTTER	YES	STA 10+75, CHICAGO/30'LT	--	NO	NO	NO	RELOC POLE E 5-7'.
U3	E3	WPS AERIAL ELECTRIC	OH	STA 9+40, CHICAGO	28' LT	OHE TO CITY OWNED SIGNAL/STREET LIGHT	YES	--	STA 9+40, CHICAGO/28'RT	NO	NO	NO	REMOVE WPS ST LT POLE & OHE SW. COORDINATE WITH GB
U3	E54	WPS AERIAL ELECTRIC	OH	STA 21+22	35' RT	OHE TO CITY OWNED SIGNAL/STREET LIGHT	YES	--	STA 21+22/35' RT	NO	NO	NO	REMOVE WHEN REQUESTED BY GB.
U3	E4	WPS STREET LIGHT	OH	STA 22+40	33' LT	OHE & STREET LIGHT	YES	--	STA 22+40/33'LT	NO	NO	NO	REMOVE WHEN REQUESTED BY GB.
U3	E5	WPS STREET LIGHT	OH	STA 23+16	27' RT	OHE & STREET LIGHT	YES	--	STA 23+16/27'RT	NO	NO	NO	REMOVE WHEN REQUESTED BY GB.
U3	E6	WPS STREET LIGHT	OH	STA 24+15	26' LT	OHE & STREET LIGHT	YES	--	STA 24+15/26'LT	NO	NO	NO	REMOVE WHEN REQUESTED BY GB.
U3	E7	WPS STREET LIGHT	OH	STA 25+03	26' RT	OHE & STREET LIGHT	YES	--	STA 25+03/26'RT	NO	NO	NO	REMOVE WHEN REQUESTED BY GB.
U3	E66	WPS MH/VAULT, APPROX. DIM.: 8'X14', 12' DEPTH	UG	STA 21+07	37'LT	GRADING,TRAFFIC SIGNALS,EXC FOR INTEGRAL C&G	YES	--	--	YES	NO	NO	THIS MH/VAULT IS NOT CURRENTLY IN USE. IF MH/VAULT IS IN CONFLICT IT WILL BE ABANDONED BY DOT CONTRACTOR
U3	E67	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 18+66 - STA 21+07	36' LT	GRADING,TRAFFIC SIGNALS, STREET LIGHTING,STORM SEWER	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U3	E68	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 9+30 - STA 9+63, CHICAGO	27'LT	GRADING,TRAFFIC SIGNALS	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U3	E69	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 9+63 - STA 10+78	27' LT	GRADING,TRAFFIC SIGNALS, STREET LIGHTING,STORM SEWER	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR

SHEET U3 MATRIX

gflohr, W:\PROJECTS\W0059\970220\00\02-Utility Conflicts\03 UTILITY MATRIX-01.dwg, 03 utility matrix-01, Plot Date: 1/21/2014 3:48 PM, xrefs: (x-monroe existing topo, rw-comps-dew, x-monroe proposed, x-utility conflicts, lighting design 08-09-12 on county coords, x-traffic signals)

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U3	G14	WPS GAS MAIN	UG	STA 20+32	34' Rt	STORM SEWER INLET	YES	STA 20+32	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G19	WPS GAS MAIN	UG	STA 20+44	34' Rt	SIGNAL BASE	YES	STA 20+44	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G20	WPS GAS MAIN	UG	STA 20+70	34' Rt	STORM SEWER	YES	STA 20+70	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G21	WPS GAS MAIN	UG	STA 21+20	34' Rt	SIGNAL CONDUIT	YES	STA 21+20	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G22	WPS GAS MAIN	UG	STA 21+11	CL	STORM SEWER	YES	STA 21+11	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G23	WPS GAS MAIN	UG	STA 20+33	36' Rt	SIGNAL BASE	YES	STA 20+33	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G24	WPS GAS MAIN	UG	STA 10+61, CHICAGO	24' Lt	SIGNAL BASE	YES	STA 10+61, CHICAGO	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G25	WPS GAS MAIN	UG	STA 10+63, CHICAGO	30' Lt	SIGNAL CONTROLLER BASE	YES	STA 10+63, CHICAGO	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G26	WPS GAS MAIN	UG	STA 21+12	40' Lt	SIGNAL CONDUIT & PULL BOX	YES	STA 21+12	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN TO BE INSTALLED APPROX 3'EAST OF EXISTING
U3	G27	WPS GAS MAIN	UG	STA 20+80 - 26+21	30' - 35' RT	EXC FOR INTEGRAL C & G	YES	STA 20+80 - 26+21	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G28	WPS GAS MAIN	UG	STA 20+80 - 26+21	30' - 35' RT	SIGNAL & STR LIGHT CONDUIT	YES	STA 20+80 - 26+21	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G29	WPS GAS MAIN	UG	STA 20+80 - 26+21	30' - 35' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 20+80 - 26+21	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G30	WPS GAS MAIN	UG	STA 23+15	32' RT	STREET LIGHT	YES	STA 23+15	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G31	WPS GAS MAIN	UG	STA 25+27	29' RT	STREET LIGHT	YES	STA 25+27	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G32	WPS GAS MAIN	UG	STA 22+40	40' LT	STREET LIGHT	YES	STA 22+40	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN TO BE INSTALLED APPROX 2' WEST OF EXISTING
U3	G33	WPS GAS MAIN	UG	STA 34+28	29' LT	STREET LIGHT	YES	STA 34+28	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN TO BE INSTALLED APPROX 3' WEST OF EXISTING
U3	G34	WPS GAS MAIN	UG	STA 22+00 - 24+00	33' LT	EXC FOR INTEGRAL C & G	YES	STA 22+00 - 24+00	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN TO BE INSTALLED APPROX 3' WEST OF EXISTING
U3	G35	WPS GAS MAIN	UG	STA 21+00 - 26+00	33' - 39' LT	STREET LIGHT CONDUIT	YES	STA 21+00 - 26+00	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN TO BE INSTALLED APPROX 3' WEST OF EXISTING
U3	G36	WPS GAS MAIN	UG	STA 21+00 - 26+00	33' - 39' LT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 21+00 - 26+00	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN TO BE INSTALLED APPROX 3' WEST OF EXISTING
U3	G96	WPS GAS MAIN	UG	STA 21+29	33' RT	STORM SEWER INLET	YES	STA 21+29	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G97	WPS GAS MAIN	UG	STA 24+05	25' RT	STORM SEWER INLET	YES	STA 24+05	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE
U3	G100	WPS GAS VALVE	UG	STA 22+66	38' RT	SIDEWALK, C & G	YES	STA 22+66	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE

SHEET U3 MATRIX CONT.

gflohr, W:\PROJECTS\W0059\970220\00\02-Utility Conflicts\03 UTILITY MATRIX-02.dwg, 03 utility matrix-02, Plot Date: 1/21/2014 3:48 PM, xrefs: (x-monroe existing topo, rw-comps-dew, x-monroe proposed, x-utility conflicts, lighting design 08-09-12 on county coords, x-traffic signals)

2

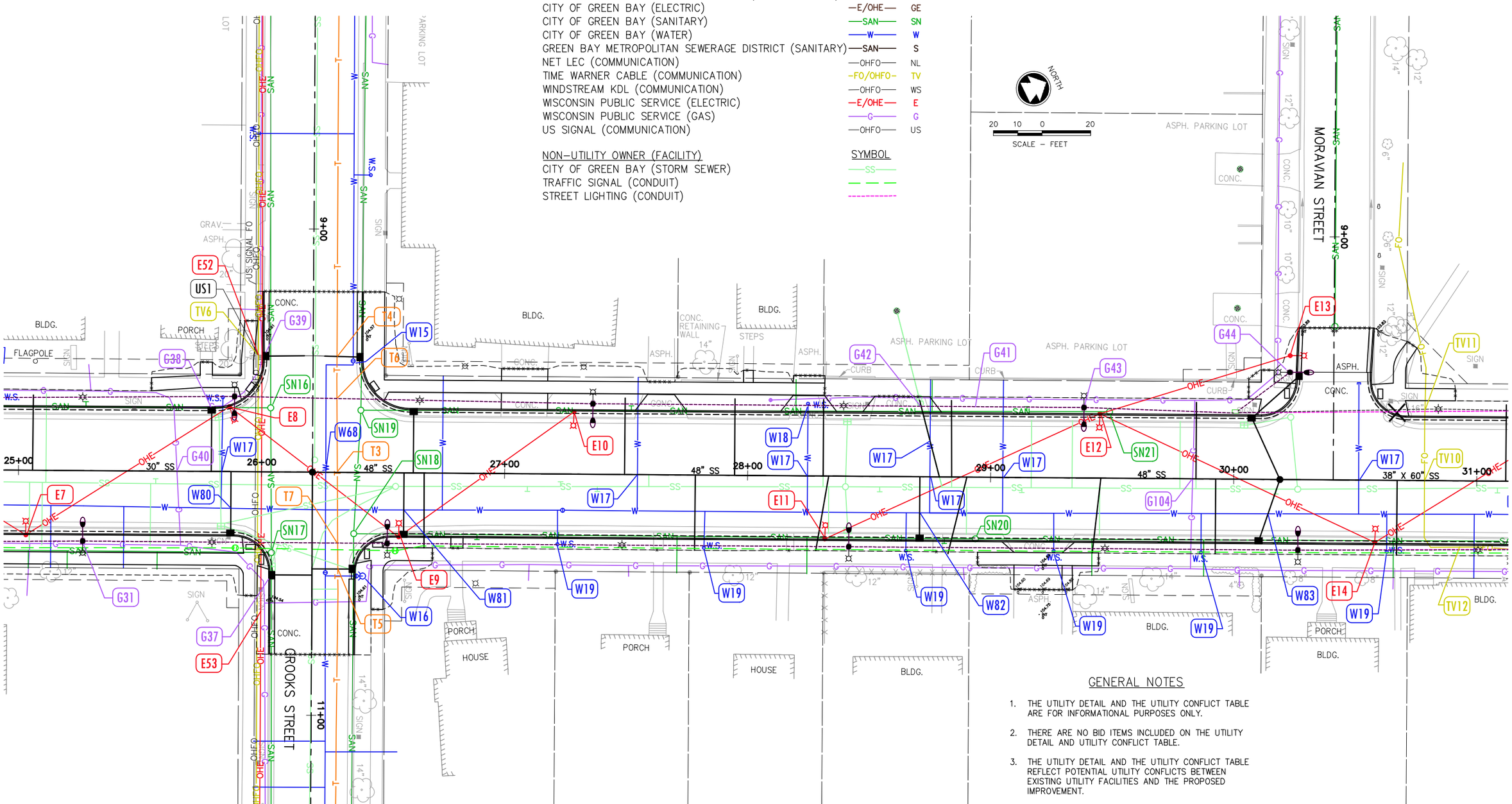
UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	—T—	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	—FO—	BC
CITY OF GREEN BAY (ELECTRIC)	—E/OHE—	GE
CITY OF GREEN BAY (SANITARY)	—SAN—	SN
CITY OF GREEN BAY (WATER)	—W—	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	—SAN—	S
NET LEC (COMMUNICATION)	—OHFO—	NL
TIME WARNER CABLE (COMMUNICATION)	—FO/OHFO—	TV
WINDSTREAM KDL (COMMUNICATION)	—OHFO—	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	—E/OHE—	E
WISCONSIN PUBLIC SERVICE (GAS)	—G—	G
US SIGNAL (COMMUNICATION)	—OHFO—	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	—SS—
TRAFFIC SIGNAL (CONDUIT)	— — —
STREET LIGHTING (CONDUIT)	----------

NORTH

20 10 0 20

SCALE – FEET



GENERAL NOTES

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SHEET U4 OF U10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 82	E

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES	ADDITIONAL INFORMATION
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)	(YES/NO)	(YES / NO)	(YES/NO)	
U4	T3	ATT FO	UG	STA 26+31	CL	STORM SEWER	YES	--	STA 26+31/CL	NO	NO	NO	RAISE BOTTOM OF DUCTS APPROX. 9" BY SPLAYING. REPLACE WITH SPLIT DUCT OVER TOP OF STORM SEWER AND CAP WITH CONCRETE
U4	T4	ATT FO	UG	STA 9+52, CROOKS	10' LT	STORM SEWER	YES	--	STA 9+52, CROOKS/10'LT	NO	NO	NO	RAISE BOTTOM OF DUCTS APPROX. 9" BY SPLAYING. REPLACE WITH SPLIT DUCT OVER TOP OF STORM SEWER AND CAP WITH CONCRETE
U4	T5	ATT FO	UG	STA 10+39, CROOKS	11' LT	STORM SEWER	YES	--	STA 10+39, CROOKS/11' LT	NO	NO	NO	RAISE BOTTOM OF DUCTS APPROX. 9" BY SPLAYING. REPLACE WITH SPLIT DUCT OVER TOP OF STORM SEWER AND CAP WITH CONCRETE
U4	T6	ATT FO	UG	STA 26+31	30' LT	STREET LIGHT CONDUIT	NO	--	--	--	--	--	--
U4	T7	ATT FO	UG	STA 26+31	29' RT	SIGNAL & STR LIGHT CONDUIT	NO	--	--	--	--	--	--
U4	SN16	GB SANITARY SEWER MH	UG	STA 26+04	26' LT	CONCRETE PAVEMENT	YES	--	STA 26+04/26'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U4	SN17	GB SANITARY SEWER MH	UG	STA 26+04	33' RT	CONCRETE PAVEMENT	YES	--	STA 26+04/33'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U4	SN18	GB SANITARY SEWER MH	UG	STA 26+38	25' RT	CONCRETE PAVEMENT	YES	--	STA 26+38/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U4	SN19	GB SANITARY SEWER MH	UG	STA 26+39	25' LT	CONCRETE PAVEMENT	YES	--	STA 26+39/25'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U4	SN20	GB SANITARY SEWER MH	UG	STA 28+95	25' RT	CURB & GUTTER	YES	STA 28+95/25'RT	--	NO	NO	NO	CITY TO ROTATE SO CASTING IS OUT OF CURB HEAD
U4	SN21	GB SANITARY SEWER MH	UG	STA 29+48	27' LT	CURB & GUTTER	YES	STA 29+48/27'LT	--	NO	NO	NO	CITY TO ROTATE SO CASTING IS OUT OF CURB HEAD
U4	W15	GB WATER VALVE	UG	STA 9+53, CROOKS	16' LT	CONCRETE PAVEMENT	YES	--	STA 9+53, CROOKS	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U4	W16	GB HYDRANT & VALVE	UG	STA 10+43, CROOKS	18' LT	CURB & GUTTER	YES	--	STA 10+43, CROOKS	NO	NO	NO	HYDRANT TO REMAIN IN PLACE. DOT CONTRACTOR TO ADJUST VALVE
U4	W17	GB WATER SERVICES	UG	STA 26+20 - 31+62	CL	STORM SEWER	YES	STA 26+20 - 31+62	--	NO	NO	NO	GB TO INSTALL NEW SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE.
U4	W18	GB WATER VALVES & CURB STOPS	UG	STA 26+20 - 31+62	35' - 36' RT	GRADING, DRIVEWAYS, & SIDEWALK	YES	--	STA 26+20 - 31+62	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U4	W19	GB WATER VAVLES & CURB STOPS	UG	STA 26+20 - 31+62	35' - 36' RT	GRADING, DRIVEWAYS, & SIDEWALK	YES	--	STA 26+20 - 31+62	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U4	W67	GB WATERMAIN	UG	STA 26+28	CL	STORM SEWER	YES	STA 26+13/CL	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXSISTING MAIN TO BE ABANDONED IN PLACE.
U4	W80	GB WATERMAIN	UG	STA 25+87	15'RT	STORM SEWER	YES	STA 25+87/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXSISTING MAIN TO BE ABANDONED IN PLACE.
U4	W81	GB WATERMAIN	UG	STA 26+58	15'RT	STORM SEWER	YES	STA 26+58/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXSISTING MAIN TO BE ABANDONED IN PLACE.
U4	W82	GB WATERMAIN	UG	STA 28+70	15'RT	STORM SEWER	YES	STA 28+70/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXSISTING MAIN TO BE ABANDONED IN PLACE.
U4	W83	GB WATERMAIN	UG	STA 30+14	15'RT	STORM SEWER	YES	STA 30+14/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXSISTING MAIN TO BE ABANDONED IN PLACE.
U4	E8	WPS STREET LIGHT	OH	STA 9+70, CROOKS	34' RT	OHE & STREET LIGHT	YES	--	STA 9+70, CROOKS/34'RT	NO	NO	NO	WPS TO REMOVE POLE WHEN REQUESTED BY GB
U4	ES2	WPS POLE AND OHE	OH	STA 9+54, CROOKS	21'RT	CURB&GUTTER AND STORM SEWER	YES	STA 8+92/21'RT	--	NO	NO	YES	WPS TO RELOCATE POLE
U4	ES3	NEW WPS POLE	OH	STA 10+57 RT, CROOKS	21'RT	--	NO	STA 10+57 RT/21'RT	--	NO	NO	YES	WPS TO INSTALL NEW IN-LINE POLE. US AND TWC TO UTILIZE NEW POLE
U4	E9	WPS STREET LIGHT	OH	STA 26+57	26' RT	OHE & STREET LIGHT	YES	--	STA 26+57/26'RT	NO	NO	NO	WPS TO REMOVE POLE WHEN REQUESTED BY GB
U4	E10	WPS STREET LIGHT	OH	STA 27+27	25' LT	OHE & STREET LIGHT	YES	--	STA 27+27/25'LT	NO	NO	NO	WPS TO REMOVE POLE WHEN REQUESTED BY GB
U4	E11	WPS STREET LIGHT	OH	STA 28+32	25' RT	OHE & STREET LIGHT	YES	--	STA 28+32/25'RT	NO	NO	NO	WPS TO REMOVE POLE WHEN REQUESTED BY GB
U4	E12	WPS STREET LIGHT	OH	STA 29+45	26' LT	OHE & STREET LIGHT	YES	--	STA 29+45/26'LT	NO	NO	NO	WPS TO REMOVE POLE WHEN REQUESTED BY GB
U4	E13	WPS STREET LIGHT	OH	STA 9+47, MORAVIAN	19' RT	OHE & STREET LIGHT	YES	--	STA 9+47, MORAVIAN/19'RT	NO	NO	NO	WPS TO REMOVE POLE WHEN REQUESTED BY GB
U4	E14	WPS STREET LIGHT	OH	STA 30+58	25' RT	OHE & STREET LIGHT	YES	--	STA 30+58/25'RT	NO	NO	NO	WPS TO REMOVE POLE WHEN REQUESTED BY GB

SHEET U4 MATRIX

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2

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION				COORDINATE WITH OTHER UTILITIES (YES/NO)	ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE		
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U4	G37	WPS GAS MAIN	UG	STA 10+43, CROOKS	17' RT	ST SEWER INLET	YES	STA 10+43, CROOKS	--	YES	YES	NO	WPS TO ABANDON MAIN IN PLACE. NEW MAIN (2" PLASTIC) TO BE INSTALLED APPROX 2' SOUTH OF EXISTING
U4	G38	WPS GAS MAIN	UG	STA 25+79	25' LT	C&G, ST SEWER INLET	YES	STA 25+79	--	YES	YES	NO	WPS TO ABANDON EXISTNG MAIN IN PLACE
U4	G39	WPS GAS MAIN	UG	STA 9+53, CROOKS	20' RT	C&G, ST SEWER INLET	YES	STA 9+53, CROOKS	--	YES	YES	NO	--
U4	G40	WPS GAS MAIN	UG	STA 25+65	CL	STORM SEWER	YES	STA 25+65	--	YES	YES	NO	WPS TO ABANDON MAIN IN PLACE. NEW MAIN (2" PLASTIC) TO BE INSTALLED APPROX 3' NORTH OF EXISTING
U4	G41	WPS GAS MAIN	UG	STA 28+00 - 30+50	31' - 33' LT	STR LIGHT CONDUIT	YES	STA 28+00 - 30+50	--	YES	YES	NO	WPS TO ABANDON EXISTNG MAIN IN PLACE
U4	G42	WPS GAS MAIN	UG	STA 28+00 - 30+50	31' - 33' LT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 28+00 - 30+50	--	YES	YES	NO	WPS TO ABANDON EXISTNG MAIN IN PLACE
U4	G43	WPS GAS MAIN	UG	STA 29+38	28' LT	STREET LIGHT	YES	STA 29+38	--	YES	YES	NO	WPS TO ABANDON EXISTNG MAIN IN PLACE
U4	G104	WPS GAS MAIN	UG	STA 29+82	CL	STORM SEWER	YES	STA 29+82	--	YES	YES	NO	WPS TO ABANDON EXISTNG MAIN IN PLACE
U4	G44	WPS GAS MAIN	UG	STA 9+56	18' RT	STREET LIGHT	YES	STA 9+56	--	YES	YES	NO	WPS TO ABANDON EXISTNG MAIN IN PLACE
U4	TV6	TWC OHFO	OH	STA 9+56, CROOKS	21.5' RT	C&G, ST SEWER INLET	YES	STA 9+56, CROOKS	--	NO	NO	YES	TWC WILL TRANSFER TO NEW WPS POLE
U4	TV10	TWC FO	UG	STA 30+78	CL	STORM SEWER	YES	STA 30+78/CL	--	NO	NO	YES	TWC WILL LOWER IN PLACE. NEW WPS POLE MUST BE INSTALLED BEFORE TWC CAN DO THEIR WORK
U4	TV11	TWC FO	UG	STA 30+78	28' LT	STREET LIGHT CONDUIT	YES	STA 30+78/28' LT	--	NO	NO	YES	TWC WILL LOWER IN PLACE. NEW WPS POLE MUST BE INSTALLED BEFORE TWC CAN DO THEIR WORK
U4	TV12	TWC FO	UG	STA 30+78 - 31+30	27' RT	SIGNAL & STR LIGHT CONDUIT, C&G	YES	STA 30+78 - 31+30/27' RT	--	NO	NO	YES	TWC WILL LOWER IN PLACE. NEW WPS POLE MUST BE INSTALLED BEFORE TWC CAN DO THEIR WORK
U4	US1	US OHFO	OH	STA 9+56, CROOKS	21.5' RT	C&G, ST SEWER INLET	YES	STA 8+92/21'RT	--	NO	NO	YES	US WILL TRANSFER TO NEW WPS POLE

2

SHEET U4 MATRIX CONT.

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2

UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	—T—	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	—FO—	BC
CITY OF GREEN BAY (ELECTRIC)	—E/OHE—	GE
CITY OF GREEN BAY (SANITARY)	—SAN—	SN
CITY OF GREEN BAY (WATER)	—W—	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	—SAN—	S
NET LEC (COMMUNICATION)	—OHFO—	NL
TIME WARNER CABLE (COMMUNICATION)	—FO/OHFO—	TV
WINDSTREAM KDL (COMMUNICATION)	—OHFO—	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	—E/OHE—	E
WISCONSIN PUBLIC SERVICE (GAS)	—G—	G
US SIGNAL (COMMUNICATION)	—OHFO—	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	—SS—
TRAFFIC SIGNAL (CONDUIT)	— — —
STREET LIGHTING (CONDUIT)	- - - -

TREE TO BE REMOVED

RIGHT–OF–WAY ACQUISITION

NORTH

20 10 0 20

SCALE – FEET

HOWE ST.

STUART STREET

DOTY ST.

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5. THE LOCATION OF NEW AND DISCONTINUED UTILITY FACILITIES ARE NOT SHOWN ON THE UTILITY DETAIL.

SHEET U5 OF U10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 85	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Utility Conflicts\05 UTILITY CONFLICTS.dwg, 05 utility conflicts, Plot Date: 1/21/2014 3:49 PM, xrefs: (x–monroe existing topo, x–monroe proposed, x–utility conflicts, lighting design 08–09–12 on county coords, x–traffic signals, rw–comps–dew)

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UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U5	T13	ATT FO	UG	STA 31+75	CL	STORM SEWER	YES	--	STA 31+75/CL	NO	NO	NO	RAISE BOTTOM OF DUCTS APPROX. 1',EXISTING 2 MTD-REPLACE WITH SPLIT DUCT OVER TOP OF STORM SEWER
U5	T14	ATT FO	UG	STA 31+75	30' LT	STR LIGHT CONDUIT	NO	--	--	--	--	--	--
U5	T15	ATT FO	UG	STA 31+75	28' RT	SIGNAL & STR LIGHT CONDUIT	NO	--	--	--	--	--	--
U5	T16	ATT FO	UG	STA 10 + 46	13' LT	STORM SEWER & INLET	YES	--	STA 10 + 46/13' LT	NO	NO	NO	RAISE BOTTOM OF DUCTS APPROX. 1',EXISTING 4 MTD-REPLACE WITH SPLIT DUCT OVER TOP OF STORM SEWER
U5	T17	ATT FO - MH/VAULT	UG	STA 10 + 43	13' LT	CONCRETE PAVING	YES	--	STA 10 + 43/13' LT	NO	NO	NO	MANHOLE FRAME AND COVER WILL BE ADJUSTED
U5	T18	ATT FO	UG	STA 31+95 - 33+60	32' RT & 34' RT (2 LINES)	SIGNAL & STR LIGHT CONDUIT, CLEARING & GRUBBING STR LT & TRAFFIC SIGNAL CONDUIT, CLEARING & GRUBBING	NO	--	--	--	--	--	--
U5	T19	ATT FO	UG	STA 33+60 -34+60	32' RT	SIGNAL & STR LIGHT CONDUIT, CLEARING & GRUBBING STR LT & TRAFFIC SIGNAL CONDUIT, CLEARING & GRUBBING	YES	--	STA 33+60 -34+60/ 34' RT	YES	NO	NO	INSTALL NEW CABLE 1' FROM FRONT OF SIDEWALK. OLD CABLE TO BE ABANDONED IN PLACE.
U5	T20	ATT FO	UG	STA 32+52	30' RT	STREET LIGHT	NO	--	--	--	--	--	--
U5	T21	ATT FO	UG	STA 34+46	30' Rt	STREET LIGHT	NO	--	--	--	--	--	--
U5	T22	ATT FO	UG	STA 34+ 29	CL	STORM SEWER	YES	--	STA 34+ 29/CL	YES	NO	NO	INSTALL NEW CABLE BELOW PROPOSED STORM SEWER
U5	T23	ATT PEDESTAL	UG	STA 34+33	27' LT	CURB & GUTTER	YES	--	STA 34+ 33/38'LT	NO	NO	NO	RELOCATE PED TO RIGHT OF WAY BEHIND SIDEWALK
U5	T24	ATT FO	UG	STA 34+33 - 36+20	27' - 32' LT	STR LT CONDUIT, C&G	YES	--	STA 34+33 - 36+20/ 38' LT	YES	NO	NO	INSTALL NEW CABLE BEHIND SIDEWALK
U5	T43	ATT FO	UG	STA 34 +74	26' Lt	STORM SEWER INLET	YES	--	STA 34+74/38'LT	YES	NO	NO	INSTALL NEW CABLE BEHIND SIDEWALK
U5	SN22	GB SANITARY SEWER MH	UG	STA 31+44	25' RT	CONCRETE PAVEMENT	YES	--	STA 31+44/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	SN23	GB SANITARY SEWER MH	UG	STA 31+83	33' RT	SIDEWALK	YES	--	STA 31+83/33'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	SN24	GB SANITARY SEWER MH	UG	STA 33+80	25' RT	CURB & GUTTER	YES	STA 33+80/25'RT	--	NO	NO	NO	CITY TO ROTATE SO CASTING IS OUT OF CURB HEAD
U5	SN25	GB SANITARY SEWER MH	UG	STA 35+38	28' RT	GRADING	YES	--	STA 35+38/28'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	SN26	GB SANITARY SEWER MH	UG	STA 35+58	22' LT	CONCRETE PAVEMENT	YES	--	STA 35+58/22'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	SN27	GB SANITARY SEWER MH	UG	STA 35+62	27' RT	CONCRETE PAVEMENT	YES	--	STA 35+62/27'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	SN28	GB SANITARY SEWER MH	UG	STA 36+05	27' LT	CONCRETE PAVEMENT	YES	--	STA 36+05/27'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	SN29	GB SANITARY SEWER MH	UG	STA 36+01	28' RT	CONCRETE PAVEMENT	YES	--	STA 36+01/28'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST

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SHEET U5 MATRIX

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U5	W20	GB HYDRANT & VALVE	UG	STA 31+30	28' RT	C&G, ST SEWER INLET	YES	--	STA 31+30	NO	NO	NO	HYDRANT TO REMAIN IN PLACE. DOT CONTRACTOR TO ADJUST VALVE
U5	W21	GB WATER VALVE	UG	STA 31+78	14' RT	CONCRETE PAVEMENT	YES	--	STA 31+78	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	W22	GB WATER VALVE	UG	STA 10+42, STUART	3' LT	CONCRETE PAVEMENT	YES	--	STA 10+42, STUART	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	W23	GB WATER SERVICES	UG	STA 31+62 - 35+82	CL	STORM SEWER	YES	STA 31+62 - 35+82	--	NO	NO	NO	GB TO REPLACE ALL SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U5	W24	GB WATER CURB STOPS	UG	STA 31+62 - 35+82	28' - 38' RT	GRADING, DRIVEWAYS & SIDEWALKS	YES	--	STA 31+62 - 35+82	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	W25	GB WATER VALVES	UG	STA 10+42, DOTY	5' RT	CONCRETE PAVEMENT	YES	--	STA 10+42, DOTY	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	W26	GB WATER VALVES	UG	STA 9+58, DOTY	4' & 19' RT	CONCRETE PAVEMENT	YES	--	STA 9+58, DOTY	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	W27	GB WATER VALVES	UG	STA 36+14	26' RT	CURB & GUTTER	YES	--	STA 36+14	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U5	W68	GB WATERMAIN	UG	STA 32+95	CL	STORM SEWER	YES	STA 32+95/CL	--	NO	NO	NO	GB TO INSTALL NEW MAIN ALONG EXISTING ALIGNMENT.
U5	W69	GB WATERMAIN	UG	STA 35+77	CL	STORM SEWER	YES	STA 35+73/CL	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U5	W70	GB WATERMAIN	UG	STA 35+77	46' LT	STORM SEWER	YES	STA 35+73/46'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U5	W84	GB WATERMAIN	UG	STA 31+33	15'RT	STORM SEWER	YES	STA 31+33/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE.
U5	W85	GB WATERMAIN	UG	STA 34+88	15'RT	STORM SEWER	YES	STA 34+88/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE.
U5	W86	GB WATERMAIN	UG	STA 36+23	15'RT	STORM SEWER	YES	STA 36+23/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE.
U5	E15	WPS POWER POLE W/STREET LIGHT	OH	STA 31+46	27' LT	EXC FOR INTEGRAL C&G, STREET LIGHT	YES	STA 31+46/28'-42'	--	NO	NO	NO	RELOC POLE W 3 OR 4'.
U5	E16	WPS STREET LIGHT	OH	STA 32+52	25' RT	OHE & STREET LIGHT	YES	--	STA 32+52/25'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U5	E17	WPS STREET LIGHT	OH	STA 9+51, HOWE	18' LT	OHE & STREET LIGHT	YES	--	STA 9+51, HOWE/18'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U5	E18	WPS STREET LIGHT	OH	STA 33+95	25' RT	OHE & STREET LIGHT	YES	--	STA 33+95/25'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U5	E19	WPS STREET LIGHT	OH	STA 35+41	29' LT	OHE & STREET LIGHT	YES	--	STA 35+41/29'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U5	E20	WPS POWER POLE	OH	STA 10+53, Doty	22' RT	CURB & GUTTER	YES	--	STA 10+53, DOTY/22'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U5	E49	WPS	UG	STA 31+46 - STA 33+00		CURB & GUTTER	YES	--	STA 31+46 - STA 33+00/	YES	NO	NO	TO REMOVE WHEN REQUESTED BY GB

SHEET U5 MATRIX CONT.

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UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U5	G45	WPS GAS MAIN	UG	STA 10+47, STUART	16' LT	STORM SEWER INLET	YES	STA 10+47, STUART	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	G105	WPS GAS VALVES	UG	STA 32+37	38' RT	SIDEWALK	YES	STA 32+37	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	G46	WPS GAS MAIN	UG	STA 33+00	CL	STORM SEWER	YES	STA 33+00	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 5' NORTH OF EXISTING.
U5	G47	WPS GAS MAIN	UG	STA 33+00	29' LT	STR LIGHT CONDUIT	YES	STA 33+00	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 5' NORTH OF EXISTING.
U5	G48	WPS GAS MAIN	UG	STA 33+00	41' LT	STORM SEWER INLET	YES	STA 33+00	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 5' NORTH OF EXISTING.
U5	G49	WPS GAS MAIN	UG	STA 33+13	28' LT	STREET LIGHT	YES	STA 33+13	--	YES	YES	NO	WPS TO ABANDON GAS MAIN IN PLACE
U5	G50	WPS GAS MAIN	UG	STA 35+37	28' LT	STREET LIGHT	YES	STA 35+37	--	YES	YES	NO	WPS TO ABANDON GAS MAIN IN PLACE
U5	G51	WPS GAS MAIN	UG	STA 33+00 - 35+60	29' - 31' LT	STREET LIGHT CONDUIT	YES	STA 33+00 - 35+60	--	YES	YES	NO	WPS TO ABANDON GAS MAIN IN PLACE
U5	G52	WPS GAS MAIN	UG	STA 33+00 - 35+60	29' - 31' LT	EXC FOR INTEGRAL C&G	YES	STA 33+00 - 35+60	--	YES	YES	NO	WPS TO ABANDON GAS MAIN IN PLACE
U5	G53	WPS GAS MAIN	UG	STA 33+00 - 35+60	29' - 31' LT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 33+00 - 35+60	--	YES	YES	NO	WPS TO ABANDON GAS MAIN IN PLACE
U5	G54	WPS GAS MAIN	UG	STA 32+53	28' RT	STREET LIGHT	YES	STA 32+53	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	G55	WPS GAS MAIN	UG	STA 34+47	28' RT	STREET LIGHT	YES	STA 34+47	--	YES	YES	NO	--
U5	G56	WPS GAS MAIN	UG	STA 31+90 - 35+05	27' - 29' RT	SIGNAL & STR LIGHT CONDUIT	YES	STA 31+90 - 35+05	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	G57	WPS GAS MAIN	UG	STA 31+90 - 35+05	27' - 29' RT	EXC FOR INTEGRAL C&G	YES	STA 31+90 - 35+05	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (2" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	G58	WPS GAS MAIN	UG	STA 31+90 - 35+05	27' - 29' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 31+90 - 35+05	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (4" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	G59	WPS GAS MAIN	UG	STA 34+75	26' RT	STORM SEWER INLET	YES	STA 34+75	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (2" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	G98	WPS GAS MAIN	UG	STA 34+80	26' RT	STORM SEWER INLET	YES	STA 34+80	--	YES	YES	NO	WPS TO ABANDON EXISTING MAIN IN PLACE. NEW MAIN (2" PLASTIC) TO BE INSTALLED APPROX 10' EAST OF EXISTING.
U5	TV7	TWC OHFO	OH	STA 31+44	27.5' LT	CURB & GUTTER	YES	--	STA 31+44/LT	NO	NO	YES	TWC WILL TRANSFER TO NEW WPS POLE
U5	TV8	TWC OHFO	OH	STA 10+47, STUART	17' RT	CURB & GUTTER	YES	--	STA 10+47, STUART/RT	NO	NO	YES	TWC WILL TRANSFER TO NEW WPS POLE
U5	TV13	TWC FO	UG	STA 31+30 - 31+46	28' - 42' RT	STORM SEWER	YES	STA 31+30 - 31+46/28'-42'	--	NO	NO	YES	TWC WILL LOWER IN PLACE. NEW WPS POLE MUST BE INSTALLED BEFORE TWC CAN DO THEIR WORK
U5	TV14	TWC FO	UG	STA 31+46	28' - 42' RT	STORM SEWER INLET	YES	STA 31+4[illegible]2'	--	NO	NO	YES	TWC WILL LOWER IN PLACE. NEW WPS POLE MUST BE INSTALLED BEFORE TWC CAN DO THEIR WORK
U5	NL1	NL OHFO	OH	STA 31+44	27.5' LT	CURB & GUTTER	YES	STA 31+44/ LT	--	NO	NO	YES	NL WILL TRANSFER TO NEW WPS POLE
U5	NL2	NL OHFO	OH	STA 10+47, STUART	17' RT	CURB & GUTTER	YES	ST..10+47, STUART/ RT	--	NO	NO	YES	NL WILL TRANSFER TO NEW WPS POLE
U5	WS1	WS OHFO	OH	STA 31+44	27.5' LT	CURB & GUTTER	YES	STA 31+44/ LT	--	NO	NO	YES	WS WILL TRANSFER TO NEW WPS POLE
U5	WS2	WS OHFO	OH	STA 10+47, STUART	17' RT	CURB & GUTTER	YES	STA 10+47, STUART/ RT	--	NO	NO	YES	WS WILL TRANSFER TO NEW WPS POLE

SHEET U5 MATRIX CONT.

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TREE TO BE REMOVED

RIGHT-OF-WAY ACQUISITION

NORTH

20 10 0 20

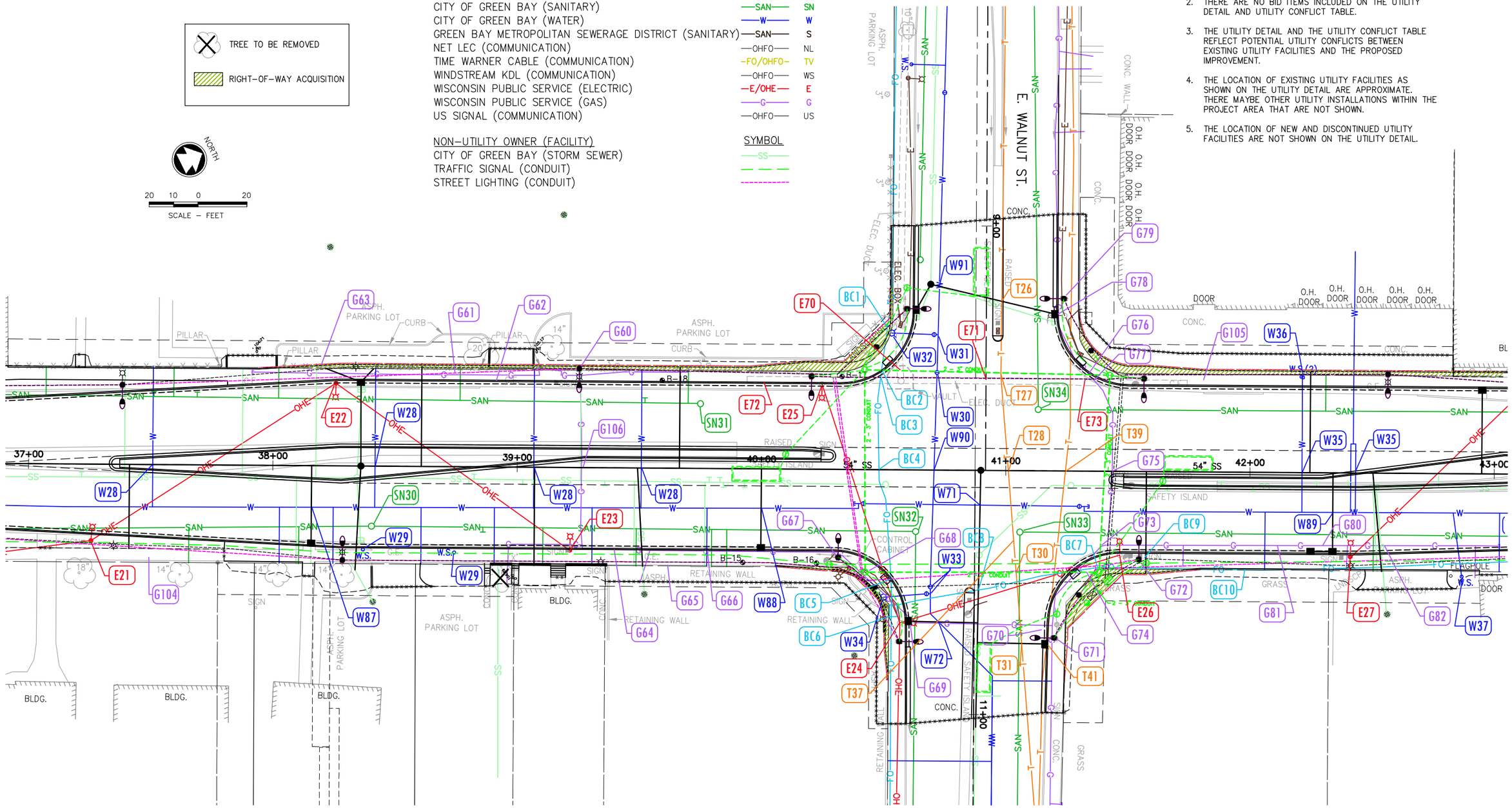
SCALE – FEET

UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	—T—	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	—FO—	BC
CITY OF GREEN BAY (ELECTRIC)	—E/OHE—	GE
CITY OF GREEN BAY (SANITARY)	—SAN—	SN
CITY OF GREEN BAY (WATER)	—W—	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	—SAN—	S
NET LEC (COMMUNICATION)	—OHFO—	NL
TIME WARNER CABLE (COMMUNICATION)	—FO/OHFO—	TV
WINDSTREAM KDL (COMMUNICATION)	—OHFO—	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	—E/OHE—	E
WISCONSIN PUBLIC SERVICE (GAS)	—G—	G
US SIGNAL (COMMUNICATION)	—OHFO—	US

NON-UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	—SS—
TRAFFIC SIGNAL (CONDUIT)	— — —
STREET LIGHTING (CONDUIT)	- - - - -

GENERAL NOTES

1. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE ARE FOR INFORMATIONAL PURPOSES ONLY.
2. THERE ARE NO BID ITEMS INCLUDED ON THE UTILITY DETAIL AND UTILITY CONFLICT TABLE.
3. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE REFLECT POTENTIAL UTILITY CONFLICTS BETWEEN EXISTING UTILITY FACILITIES AND THE PROPOSED IMPROVEMENT.
4. THE LOCATION OF EXISTING UTILITY FACILITIES AS SHOWN ON THE UTILITY DETAIL ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
5. THE LOCATION OF NEW AND DISCONTINUED UTILITY FACILITIES ARE NOT SHOWN ON THE UTILITY DETAIL.



SHEET U6 OF U10

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 89	E

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U6	T26	ATT FO	UG	STA 9+30, WALNUT	7' LT	STORM SEWER	NO	--	--	--	--	--	--
U6	T27	ATT FO	UG	STA 40+98	39' LT	SIGNAL & STR LIGHT CONDUIT	NO	--	--	--	--	--	--
U6	T28	ATT FO	UG	STA 41+01	CL	STORM SEWER	YES	--	--	--	--	--	EXPOSE AND REMOVE CONCRETE CAP. LOWER DUCT PACK TO ACCOMMODATE GRADING
U6	T30	ATT FO	UG	STA 10+42, WALNUT	17' LT	SIGNAL & STR LIGHT CONDUIT	NO	--	--	--	--	--	--
U6	T31	ATT FO	UG	STA 10+52, WALNUT	19' LT	STORM SEWER	NO	--	--	--	--	--	--
U6	T37	ATT FO	UG	STA 40+98	30' RT	GRADING	YES	--	STA 40+98/30'RT	NO	NO	NO	ATT WILL LOWER 1' IF POSSIBLE. IF NOT, A CONCRETE CAP WILL BE PLACED
U6	T41	ATT FO	UG	STA 41+18	71' RT	STORM SEWER AND INLET	YES	--	STA 41+16/71'RTNO	NO	NO	NO	AT&T WILL ADJUST 2 MTD 2' SOUTH OF INLET & RAISE APPROXIMATELY 10"
U6	T39	ATT FO	UG	STA 41+24	CL	STORM SEWER	YES	--	STA 41+24/CL	NO	NO	NO	AT&T WILL RAISE 2 MTD APPROXIMATELY 12"TO ACCOMMODATE STORM SEWER
U6	SN30	GB SANITARY SEWER MH	UG	STA 38+40	24' RT	CONCRETE PAVEMENT	YES	--	STA 38+40/24'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	SN31	GB SANITARY SEWER MH	UG	STA 39+73	26' LT	CONCRETE PAVEMENT	YES	--	STA 39+73/26'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	SN32	GB SANITARY SEWER MH	UG	STA 40+62	25' RT	CONCRETE PAVEMENT	YES	--	STA 40+62/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	SN33	GB SANITARY SEWER MH	UG	STA 41+07	25' RT	CONCRETE PAVEMENT	YES	--	STA 41+07/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	SN34	GB SANITARY SEWER MH	UG	STA 41+12	24' LT	CONCRETE PAVEMENT	YES	--	STA 41+12/24'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	W28	GB WATER SERVICES	UG	STA 35+82 - 40+87	CL	STORM SEWER	YES	STA 35+82 - 40+87	--	YES	NO	NO	GB TO REPLACE ALL SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U6	W29	GB WATER CURB STOPS	UG	STA 38+00 - 39+00	33' - 35' RT	C&G, SIDEWALK	YES	--	STA 38+00 - 39+00	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	W30	GB WATER VALVE	UG	STA 40+72	40' LT	CONCRETE PAVEMENT	YES	--	STA 40+72	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	W31	GB WATER VALVE	UG	STA 9+44, WALNUT	21' RT	CONCRETE PAVEMENT	YES	--	STA 9+44, WALNUT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	W32	GB HYDRANT	UG	STA 9+44, WALNUT	39' RT	SIDEWALK	YES	STA 9+44, WALNUT	--	NO	NO	NO	GB TO REPLACE EXISTING HYDRANT
U6	W33	GB WATER VALVES	UG	STA 10+51, WALNUT	18' RT	CONCRETE PAVEMENT	YES	--	STA 10+51, WALNUT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	W34	GB HYDRANT	UG	STA 10+52, WALNUT	37' RT	SIDEWALK	NO	STA 10+52, WALNUT/37'RT	--	NO	NO	NO	HYDRANT TO REMAIN IN PLACE
U6	W35	GB WATER SERVICES	UG	STA 40+87 - 44+78	CL	STORM SEWER	YES	STA 40+87 - 44+78	--	NO	NO	NO	GB TO REPLACE ALL SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U6	W36	GB WATER CURB STOPS	UG	STA 40+87 - 44+78	38' LT	SIDEWALK	YES	--	STA 40+87 - 44+78	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U6	W71	GB WATERMAIN	UG	STA 40+90	15' RT	STORM SEWER	YES	STA 40+90/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U6	W72	GB WATERMAIN	UG	STA 10+70, WALNUT	15' RT	STORM SEWER	YES	STA 10+70, WALNUT/7'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U6	W87	GB WATERMAIN	UG	STA 38+15	15' RT	STORM SEWER	YES	STA 38+15/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U6	W88	GB WATERMAIN	UG	STA 40+00	15' RT	STORM SEWER	YES	STA 40+00/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U6	W89	GB WATERMAIN	UG	STA 42+13	15' RT	STORM SEWER	YES	STA 42+13/15' LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U6	W90	GB WATERMAIN	UG	STA 40+90	CL	STORM SEWER	YES	STA 40+95/CL	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U6	W91	GB WATERMAIN	UG	STA 9+25, WALNUT	20'RT	STORM SEWER	YES	STA 9+25, WALNUT/15'RT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE

SHEET U6 MATRIX

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UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH	(YES / NO)	PRIOR TO CONSTRUCTION (STATION / OFFSET)	DURING CONSTRUCTION (STATION / OFFSET)	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE (YES / NO)	COORDINATE WITH OTHER UTILITIES (YES/NO)	ADDITIONAL INFORMATION
			UG / OH	STATION -- STATION	OFFSET								
U6	BC1	BC FO	UG	STA 9+45, WALNUT	40' RT	SIGNAL & STR LIGHT CONDUIT	YES	--	STA 9+45, WALNUT/40'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC2	BC FO	UG	STA 9+59, WALNUT	42' RT	SIGNAL CONDUIT	YES	--	STA 9+59, WALNUT/42'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC3	BC FO	UG	STA 9+62, WALNUT	43' RT	STR LIGHT CONDUIT	YES	--	STA 9+62, WALNUT/43'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC4	BC FO	UG	STA 40+48	CL	STORM SEWER AND GRADING	YES	--	STA 40+48/CL	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC5	BC FO	UG	STA 40+50	42' RT	SIGNAL CONDUIT	YES	--	STA 40+50/42'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC6	BC FO	UG	STA 40+48	44' RT	SIGNAL & STR LIGHT CONDUIT	YES	--	STA 40+48/44'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC7	BC FO	UG	STA 41+30	40' RT	SIGNAL CONDUIT & PULL BOX	YES	--	STA 41+30/40'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	B8	BC FO	UG	STA 40+99	45' RT	STORM SEWER AND GRADING	YES	--	STA 40+99/45'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC9	BC FO	UG	STA 41+53	35' RT	STR LT/SIGNAL BASE	YES	--	STA 41+53/35'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	BC10	BC FO	UG	STA 41+50 - 43+40	37' RT	SIGNAL & STR LIGHT CONDUIT	YES	--	STA 41+50 - 43+40/37'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U6	E21	WPS STREET LIGHT	OH	STA 37+27	31' RT	OHE & STREET LIGHT	YES	--	STA 37+27/31'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U6	E22	WPS STREET LIGHT	OH	STA 38+25	34' LT	OHE & STREET LIGHT	YES	--	STA 38+25/34'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U6	E23	WPS STREET LIGHT	OH	STA 39+21	34' Rt	OHE & STREET LIGHT	YES	--	STA 39+21/34'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U6	E24	WPS AERIAL ELECTRIC	OH	STA 9+60, WALNUT	30' RT	OHE TO CITY OWNED SIGN/STR LIGHT	YES	--	STA 9+60, WALNUT/30'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U6	E25	WPS AERIAL ELECTRIC	OH	STA 40+26	34' LT	OHE & STREET LIGHT	YES	--	STA 40+26/34'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U6	E26	WPS AERIAL ELECTRIC	OH	STA 41+47	34' RT	OHE TO CITY OWNED SIGN/STR LIGHT	YES	--	STA 41+47/34'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U6	E27	WPS STREET LIGHT	OH	STA 42+41	33' RT	OHE & STREET LIGHT	YES	--	STA 42+41/33'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U6	E70	WPS MH/VAULT. APPROX. DIM.: 8'X14', 11' DEPTH	UG	STA 40+57	37' LT	GRADING,TRAFFIC SIGNALS,STREET LIGHTING,EXC FOR INTEGRAL C&G	YES	--	--	YES	NO	NO	THIS MH/VAULT IS NOT CURRENTLY IN USE. IF MH/VAULT IS IN CONFLICT IT WILL BE ABANDONED BY DOT CONTRACTOR
U6	E71	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 9+00 - 9+62, WALNUT	36' RT	GRADING,TRAFFIC SIGNALS,STREET LIGHTING,EXC FOR INTEGRAL C&G	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U6	E72	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 39+93 - 40+57	37' LT	GRADING,TRAFFIC SIGNALS,STREET LIGHTING,EXC FOR INTEGRAL C&G	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U6	E73	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 40+57 - 41+78	37' LT	GRADING,TRAFFIC SIGNALS,STREET LIGHTING,EXC FOR INTEGRAL C&G	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR

SHEET U6 MATRIX CONT.

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UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION				COORDINATE WITH OTHER UTILITIES	ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE	HAZ. MAT. LEFT IN-PLACE		
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)	(YES/NO)	(YES / NO)	(YES/NO)	
U6	G60	WPS GAS MAIN	UG	STA 39+26	41' LT	STREET LIGHT	YES	STA 39+26	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G61	WPS GAS MAIN	UG	STA 37+90 - 39+60	38' - 39' LT	STR LIGHT CONDUIT	YES	STA 37+90 - 39+60	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G62	WPS GAS MAIN	UG	STA 37+90 - 39+60	38' - 39' LT	EXC FOR INTEGRAL C&G	YES	STA 37+90 - 39+60	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G106	WPS GAS MAIN	UG	STA 39+37	CL	STORM SEWER	YES	STA 39+37	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN CROSSING (2" PLASTIC) TO BE INSTALLED APPROX 55' NORTH OF EXISTING MAIN
U6	G63	WPS GAS MAIN	UG	STA 37+90 - 39+60	38' - 39' LT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 37+90 - 39+60	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G64	WPS GAS MAIN	UG	STA 38+90 - 40+60	28' RT	EXC FOR INTEGRAL C&G	YES	STA 38+90 - 40+60	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN CROSSING (2" PLASTIC) TO BE INSTALLED APPROX 4' EASTOF EXISTING MAIN
U6	G65	WPS GAS MAIN	UG	STA 38+90 - 40+60	28' RT	SIGNAL & STR LIGHT CONDUIT	YES	STA 38+90 - 40+60	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN CROSSING (2" PLASTIC) TO BE INSTALLED APPROX 4' EASTOF EXISTING MAIN
U6	G66	WPS GAS MAIN	UG	STA 38+90 - 40+60	28' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 38+90 - 40+60	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN CROSSING (2" PLASTIC) TO BE INSTALLED APPROX 4' EASTOF EXISTING MAIN
U6	G67	WPS GAS MAIN	UG	STA 40+31	36' RT	STR LT/SIGNAL BASE	YES	STA 40+31	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G68	WPS GAS MAIN	UG	STA 40+42	42' RT	SIGNAL CONDUIT & PULL BOX	YES	STA 40+42	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G69	WPS GAS MAIN	UG	STA 10+63, WALNUT	27' RT	STORM SEWER INLET	YES	STA 10+63, WALNUT	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G70	WPS GAS MAIN	UG	STA 10+63, WALNUT	29' LT	STORM SEWER INLET	YES	STA 10+63, WALNUT	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G71	WPS GAS MAIN	UG	STA 10+69, WALNUT	33' LT	STR LT/SIGNAL BASE	YES	STA 10+69, WALNUT	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G72	WPS GAS MAIN	UG	STA 41+55	35' RT	STR LT/SIGNAL BASE	YES	STA 41+55	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G73	WPS GAS MAIN	UG	STA 41+32	38' RT	SIGNAL & STR LIGHT CONDUIT	YES	STA 41+32	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G74	WPS GAS MAIN	UG	STA 41+34	38' RT	SIGNAL CONDUIT	YES	STA 41+34	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G75	WPS GAS MAIN	UG	STA 41+44	CL	STORM SEWER	YES	STA 41+44	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G76	WPS GAS MAIN	UG	STA 41+32	39' LT	SIGNAL CONDUIT	YES	STA 41+32	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN (2" PLASTIC) TO BE INSTALLED APPROX 8' NORTH OF EXISTING MAIN
U6	G77	WPS GAS MAIN	UG	STA 41+33	37' LT	STR LIGHT CONDUIT	YES	STA 41+334	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN (2" PLASTIC) TO BE INSTALLED APPROX 8' NORTH OF EXISTING MAIN
U6	G78	WPS GAS MAIN	UG	STA 9+35, WALNUT	28' LT	STORM SEWER INLET	YES	STA 9+35, WALNUT	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN (2" PLASTIC) TO BE INSTALLED APPROX 8' NORTH OF EXISTING MAIN
U6	G79	WPS GAS MAIN	UG	STA 9+30, WALNUT	32' LT	STR LT/SIGNAL BASE	YES	STA 9+30, WALNUT	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE. NEW GAS MAIN (2" PLASTIC) TO BE INSTALLED APPROX 8' NORTH OF EXISTING MAIN
U6	G80	WPS GAS MAIN	UG	STA 42+30	28' RT	STORM SEWER & INLET	YES	STA 42+30	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G81	WPS GAS MAIN	UG	STA 41+40 - 43+05	28' RT	EXC FOR INTEGRAL C&G	YES	STA 41+40 - 43+05	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE
U6	G82	WPS GAS MAIN	UG	STA 41+40 - 43+05	28' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 41+40 - 43+05	--	YES	YES	NO	WPS WILL ABANDON GAS MAIN IN PLACE

SHEET U6 MATRIX CONT.

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GENERAL NOTES

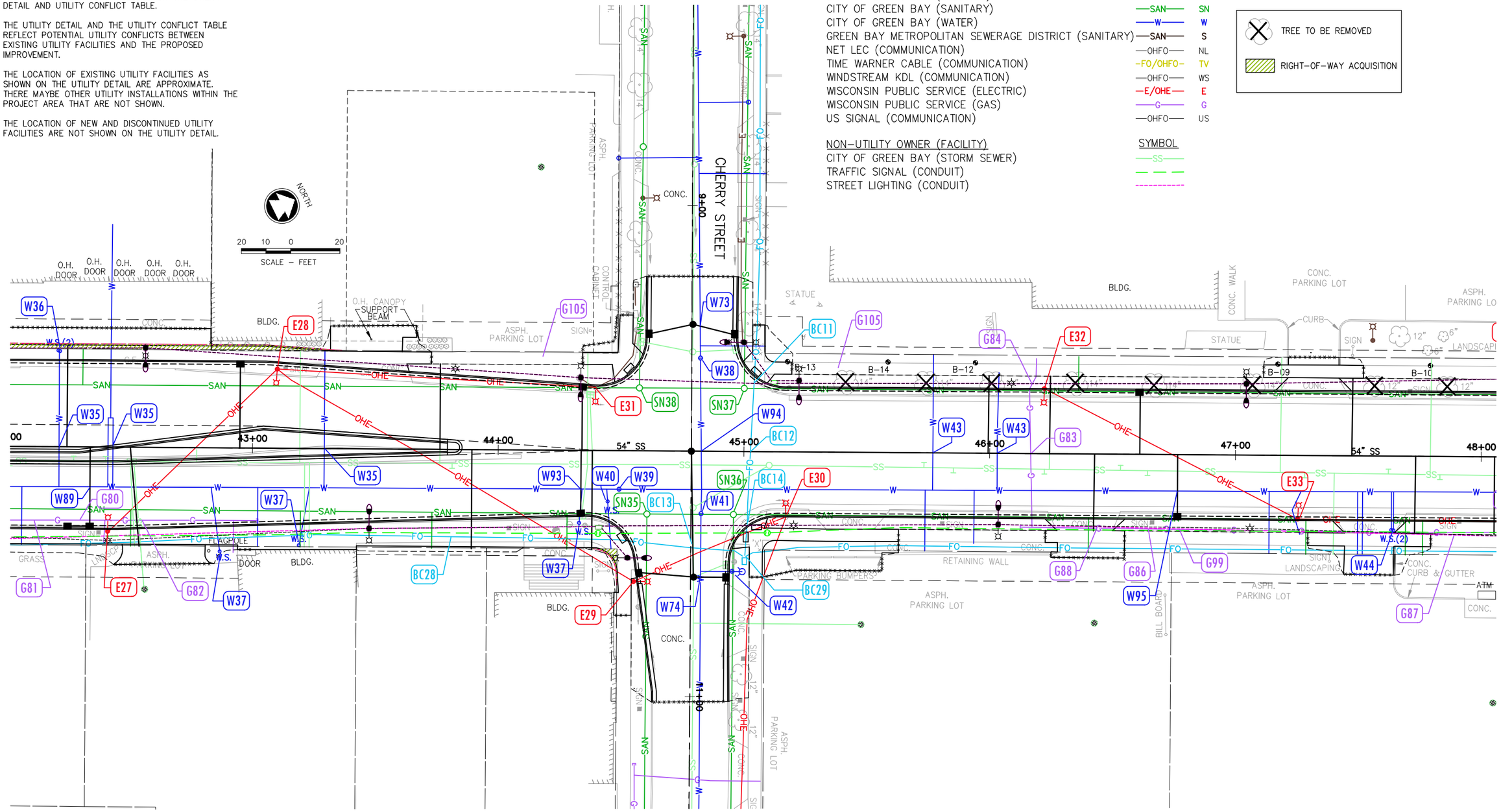
1. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE ARE FOR INFORMATIONAL PURPOSES ONLY.
2. THERE ARE NO BID ITEMS INCLUDED ON THE UTILITY DETAIL AND UTILITY CONFLICT TABLE.
3. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE REFLECT POTENTIAL UTILITY CONFLICTS BETWEEN EXISTING UTILITY FACILITIES AND THE PROPOSED IMPROVEMENT.
4. THE LOCATION OF EXISTING UTILITY FACILITIES AS SHOWN ON THE UTILITY DETAIL ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
5. THE LOCATION OF NEW AND DISCONTINUED UTILITY FACILITIES ARE NOT SHOWN ON THE UTILITY DETAIL.

UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	—T—	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	—FO—	BC
CITY OF GREEN BAY (ELECTRIC)	—E/OHE—	GE
CITY OF GREEN BAY (SANITARY)	—SAN—	SN
CITY OF GREEN BAY (WATER)	—W—	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	—SAN—	S
NET LEC (COMMUNICATION)	—OHFO—	NL
TIME WARNER CABLE (COMMUNICATION)	—FO/OHFO—	TV
WINDSTREAM KDL (COMMUNICATION)	—OHFO—	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	—E/OHE—	E
WISCONSIN PUBLIC SERVICE (GAS)	—G—	G
US SIGNAL (COMMUNICATION)	—OHFO—	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	—SS—
TRAFFIC SIGNAL (CONDUIT)	— — —
STREET LIGHTING (CONDUIT)	----------

TREE TO BE REMOVED

RIGHT–OF–WAY ACQUISITION



SHEET U7 OF U10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 93	E

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UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U7	SN35	GB SANITARY SEWER MH	UG	STA 44+60	25' RT	CONCRETE PAVEMENT	YES	--	STA 44+60/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	SN36	GB SANITARY SEWER MH	UG	STA 44+95	25' RT	CONCRETE PAVEMENT	YES	--	STA 44+95/25'RT	NO	YES	NO	DOT CONTRACTOR TO ADJUST
U7	SN37	GB SANITARY SEWER MH	UG	STA 45+00	25' LT	CONCRETE PAVEMENT	YES	--	STA 45+00/25'LT	NO	YES	NO	DOT CONTRACTOR TO ADJUST
U7	SN38	GB SANITARY SEWER MH	UG	STA 44+59	25' LT	CONCRETE PAVEMENT	YES	--	STA 44+59/25'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W35	GB WATER SERVICES	UG	STA 40+87 - 44+78	CL	STORM SEWER	YES	STA 40+87 - 44+78	--	YES	NO	NO	GB TO INSTALL NEW SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U7	W37	GB WATER CURB STOPS	UG	STA 40+87 - 44+78	30' - 42' RT	SIDEWALK & DRIVEWAY	YES	--	STA 40+87 - 44+78	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W38	GB WATER VALVES	UG	STA 9+62, CHERRY	3' LT	CONCRETE PAVEMENT	YES	--	STA 9+62, CHERRY	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W39	GB WATER VALVES	UG	STA 44+48	15' RT	CONCRETE PAVEMENT	YES	--	STA 44+48	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W40	GB WATER VALVES	UG	STA 44+45	20' RT	CONCRETE PAVEMENT	YES	--	STA 44+45	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W41	GB WATER CURB STOPS	UG	STA 44+83	25' RT	CONCRETE PAVEMENT	YES	--	STA 44+83	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W42	GB WATER VALVES	UG	STA 10+48, CHERRY	17' LT	CURB & GUTTER	YES	--	STA 10+48, CHERRY	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W43	GB WATER SERVICES	UG	STA 44+78 - 48+69	CL	STORM SEWER	YES	STA 44+78 - 48+69	--	YES	NO	NO	GB TO INSTALL NEW SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U7	W44	GB WATER CURB STOPS	UG	STA 44+78 - 48+69	30' RT	SIDEWALK & DRIVEWAY	YES	--	STA 44+78 - 48+69	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U7	W73	WATERMAIN	UG	STA 9+47, CHERRY	3' LT	STORM SEWER MH	YES	STA 9+47, CHERRY/9'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U7	W74	WATERMAIN	UG	STA 10+50, CHERRY	4' LT	STORM SEWER MH	YES	STA 10+50, CHERRY/10'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U7	W93	WATERMAIN	UG	STA 44+35	15'RT	STORM SEWER MH	YES	STA 44+35/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U7	W94	WATERMAIN	UG	STA 44+82	CL	STORM SEWER MH	YES	STA 44+88/CL	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U7	W95	WATERMAIN	UG	STA 46+77	15'RT	STORM SEWER MH	YES	STA 46+77/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U7	BC11	BC FO	UG	STA 45+04	27' LT	STR LIGHT CONDUIT	YES	--	STA 45+04/27'LT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U7	BC12	BC FO	UG	STA 45+03	CL	STORM SEWER AND GRADING	YES	--	STA 45+03/CL	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U7	BC13	BC FO	UG	STA 10+38, CHERRY	CL	STORM SEWER AND GRADING	YES	--	STA 10+38, CHERRY/CL	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U7	BC14	BC FO	UG	STA 45+02	30' RT	SIGNAL & STR LIGHT CONDUIT	YES	--	STA 45+02/30'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U7	BC28	BC FO	UG	STA 43+40 TO STA 45+00	37' RT	SIGNAL & STR LIGHT CONDUIT	YES	--	STA 43+40 TO STA 45+00/37'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U7	BC29	BC FO PULL BOX	UG	STA 45+00	45' RT	GRADING	YES	--	STA 45+00/45'RT	NO	NO	NO	COORDINATE WORK W/DOT CONTRACTOR
U7	E28	WPS STREET LIGHT	OH	STA 43+10	32' LT	OHE & STREET LIGHT	YES	--	STA 43+10/32'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U7	E29	WPS AERIAL ELECTRIC	OH	STA 10+54, CHERRY	23' RT	OHE TO CITY OWNED SIGNAL/ST LIGHT	YES	--	STA 10+54, CHERRY/23'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U7	E30	WPS AERIAL ELECTRIC	OH	STA 45+16	27' RT	OHE TO CITY OWNED SIGNAL/ST LIGHT	YES	--	STA 45+16/27'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U7	E31	WPS AERIAL ELECTRIC	OH	STA 44+38	26' LT	OHE TO CITY OWNED SIGNAL/STR LIGHT	YES	--	STA 44+38/26'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U7	E32	WPS STREET LIGHT	OH	STA 46+23	25' LT	OHE & STREET LIGHT	YES	--	STA 46+23/25'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U7	E33	WPS STREET LIGHT	OH	STA 47+25	26' RT	OHE & STREET LIGHT	YES	--	STA 47+25/26'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U7	G83	WPS GAS MAIN	UG	STA 46+17	CL	STORM SEWER	YES	STA 46+17	--	YES	YES	NO	WPS WILL ABANDON MAIN IN PLACE
U7	G84	WPS GAS MAIN	UG	STA 46+19	28' LT	STR LIGHT CONDUIT	YES	STA 46+19	--	YES	YES	NO	WPS WILL ABANDON MAIN IN PLACE
U7	G86	WPS GAS MAIN	UG	STA 46+15 - 48+40	36' RT	SIGNAL & STR LIGHT CONDUIT	YES	STA 46+15 - 48+40	--	YES	YES	NO	WPS WILL ABANDON MAIN IN PLACE
U7	G87	WPS GAS MAIN	UG	STA 46+15 - 48+40	36' RT	EX FOR INTEGRAL C&G	YES	STA 46+15 - 48+40	--	YES	YES	NO	WPS WILL ABANDON MAIN IN PLACE
U7	G88	WPS GAS MAIN	UG	STA 46+15 - 48+40	36' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	STA 46+15 - 48+40	--	YES	YES	NO	WPS WILL ABANDON MAIN IN PLACE
U7	G99	WPS GAS MAIN	UG	STA 46+75	26' RT	STORM SEWER INLET	YES	STA 46+75/26'RT	--	YES	YES	NO	WPS WILL ABANDON MAIN IN PLACE

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UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	—T—	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	—FO—	BC
CITY OF GREEN BAY (ELECTRIC)	—E/OHE—	GE
CITY OF GREEN BAY (SANITARY)	—SAN—	SN
CITY OF GREEN BAY (WATER)	—W—	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	—SAN—	S
NET LEC (COMMUNICATION)	—OHFO—	NL
TIME WARNER CABLE (COMMUNICATION)	—FO/OHFO—	TV
WINDSTREAM KDL (COMMUNICATION)	—OHFO—	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	—E/OHE—	E
WISCONSIN PUBLIC SERVICE (GAS)	—G—	G
US SIGNAL (COMMUNICATION)	—OHFO—	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	—SS—
TRAFFIC SIGNAL (CONDUIT)	— — —
STREET LIGHTING (CONDUIT)	- - - - -

GENERAL NOTES

1. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE ARE FOR INFORMATIONAL PURPOSES ONLY.
2. THERE ARE NO BID ITEMS INCLUDED ON THE UTILITY DETAIL AND UTILITY CONFLICT TABLE.
3. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE REFLECT POTENTIAL UTILITY CONFLICTS BETWEEN EXISTING UTILITY FACILITIES AND THE PROPOSED IMPROVEMENT.
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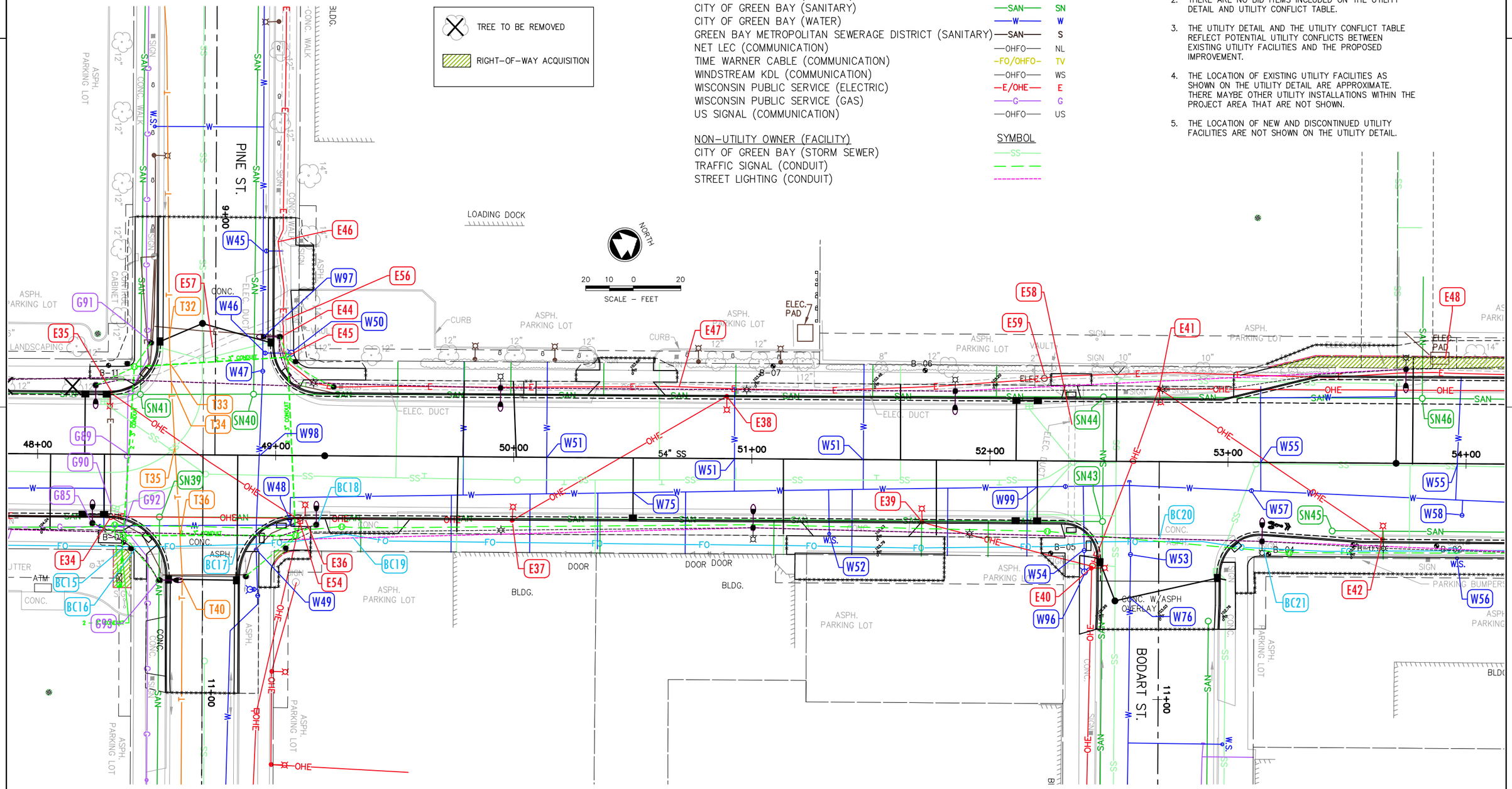
5. THE LOCATION OF NEW AND DISCONTINUED UTILITY FACILITIES ARE NOT SHOWN ON THE UTILITY DETAIL.

TREE TO BE REMOVED

RIGHT–OF–WAY ACQUISITION



SHEET U8 OF U10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 95	E

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U8	T32	ATT FO	UG	STA 9+47, PINE	18' RT	STORM SEWER	NO	--	--	--	--	--	--
U8	T33	ATT FO	UG	STA 9+62, PINE	19' RT	SIGNAL CONDUIT	NO	--	--	--	--	--	--
U8	T34	ATT FO	UG	STA 48+57	31' LT	STR LIGHT CONDUIT	NO	--	--	--	--	--	--
U8	T35	ATT FO	UG	STA 48+58	CL	STORM SEWER	YES	--	STA 48+58/CL	NO	NO	NO	AT&T WILL RAISE 4 MTD APPROX. 6" TO ACCOMMODATE STORM SEWER
U8	T40	ATT FO	UG	STA 10+50 PINE	8' RT	STORM SEWER	YES	--	--	--	--	--	AT&T WILL RAISE 4 MTD APPROX. 6" TO ACCOMMODATE STORM SEWER
U8	T36	ATT FO	UG	STA 48 +60	34' RT	SIGNAL & STR LIGHT CONDUIT	NO	--	--	--	--	--	--
U8	BC15	BC FO	UG	STA 48+38	32' RT	STR LIGHT CONDUIT	YES	--	STA 48+38/32'RT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U8	BC16	BC FO	UG	STA 48+41	32' RT	SIGNAL CONDUIT	YES	--	STA 48+41/32'RT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U8	BC17	BC FO	UG	STA 48+84	37' RT	STORM SEWER	YES	--	STA 48+84/37'RT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U8	BC18	BC FO	UG	STA 49+16	30' RT	STREET LIGHT	YES	--	STA 49+16/30'RT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U8	BC19	BC FO	UG	STA 49+00 - 50+00	32' - 35' RT	SIGNAL & STR LIGHT CONDUIT	YES	--	STA 49+00 - 50+00/32' - 35'RT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U8	BC20	BC FO	UG	STA 52+30 - 54+80	34' - 36' RT	SIGNAL & STR LIGHT CONDUIT	YES	--	STA 52+30 - 54+80/34'-36'RT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U8	BC21	BC FO	UG	STA 53+15	32' RT	STREET LIGHT	YES	--	STA 53+15/32'RT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U8	SN39	GB SANITARY SEWER MH	UG	STA 48+51	25' RT	CONCRETE PAVEMENT	YES	--	STA 48+51/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	SN40	GB SANITARY SEWER MH	UG	STA 48+90	25' LT	CONCRETE PAVEMENT	YES	--	STA 48+90/25'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	SN41	GB SANITARY SEWER MH	UG	STA 48+44	25' LT	CONCRETE PAVEMENT	YES	--	STA 48+44/25'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	SN42	GB SANITARY SEWER MH	UG	STA 9+55, Pine	27' RT	CONCRETE SIDEWALK	NO	--	--	NO	NO	NO	--
U8	SN43	GB SANITARY SEWER MH	UG	STA 52+48	25' RT	CONCRETE PAVEMENT	YES	--	STA 52+48/25'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	SN44	GB SANITARY SEWER MH	UG	STA 52+48	27' LT	CURB & GUTTER	YES	STA 52+48/27'LT	--	NO	NO	NO	CITY TO ROTATE SO CASTING IS OUT OF CURB HEAD
U8	SN45	GB SANITARY SEWER MH	UG	STA 53+44	27' RT	CONCRETE PAVEMENT	YES	--	STA 53+44/27'RT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	SN46	GB SANITARY SEWER MH	UG	STA 53+81	27' LT	CONCRETE PAVEMENT	YES	--	STA 53+81/27'LT	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W45	GB WATER VALVE	UG	STA 9+15, PINE	21' LT	CONCRETE PAVEMENT	YES	--	STA 9+15, PINE	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W46	GB WATER VALVE	UG	STA 9+58, PINE	20' LT	CONCRETE PAVEMENT	YES	--	STA 9+58, PINE	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W47	GB WATER VALVE	UG	STA 9+65, PINE	19' LT	CONCRETE PAVEMENT	YES	--	STA 9+65, PINE	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W48	GB WATER VALVE	UG	STA 49+05	27' RT	CURB & GUTTER	YES	--	STA 49+05	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W49	GB WATER VALVE	UG	STA 10+41, PINE	22' LT	SIDEWALK	YES	--	STA 10+41, PINE	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W50	GB HYDRANT	UG	STA 9+58, PINE	32' LT	SIDEWALK	YES	STA 9+58, PINE	--	NO	NO	NO	GB TO REMOVE AND REPLACE HYDRANT
U8	W51	GB WATER SERVICES	UG	STA 48+69 - 52+71	CL	STORM SEWER	YES	STA 48+69 - 52+71	--	YES	NO	NO	GB TO REPLACE ALL SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U8	W75	GB WATER MAIN	UG	STA 50+48	13' RT	STORM SEWER	YES	STA 50+48/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONDED IN PLACE
U8	W52	GB WATER CURB STOPS	UG	STA 48+69 - 52+71	32' RT	SIDEWALK & DRIVEWAY	YES	--	STA 48+69 - 52+71	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W53	GB WATER VALVE	UG	STA 10+39, BODART	12' RT	CONCRETE PAVEMENT	YES	--	STA 10+39, BODART	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W76	GB WATER MAIN	UG	STA 10+55, BODART	13' RT	STORM SEWER	YES	STA 10+55, BODART/6'RT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONED IN PLACE
U8	W54	GB WATER VALVE	UG	STA 10+38, BODART	32' RT	SIDEWALK	YES	--	STA 10+38, BODART	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W55	GB WATER SERVICES	UG	STA 52+71 - 61+00	CL	STORM SEWER	YES	--	STA 58+75 - 59+70	YES	NO	NO	GB TO REPLACE ALL SERVICES. EXISTING SERVICES TO BE ABANDONED IN PLACE
U8	W56	GB WATER CURB STOPS	UG	STA 52+71 - 56+00	33' - 40' RT	SIDEWALK, C&G	YES	--	STA 52+71 - 56+00	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W57	GB WATER VALVES	UG	STA 53+10	12' RT	CONCRETE PAVEMENT	YES	--	STA 53+10	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W58	GB WATER VALVES	UG	STA 53+97	21' RT	CONCRETE PAVEMENT	YES	--	STA 53+97	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U8	W96	GB HYDRANT	UG	STA 10+45, BODART	32'RT	GRADING	NO	--	--	NO	NO	NO	--
U8	W97	GB WATER MAIN	UG	STA 9+50,PINE	20'LT	STORM SEWER AND INLET	YES	STA 9+50,PINE/7'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONDED IN PLACE
U8	W98	GB WATER MAIN	UG	STA 48+94	CL	STORM SEWER	YES	STA 48+82/CL	--	YES	NO	NO	GB TO INSTALL NEW MAIN. EXISTING MAIN TO BE ABANDONDED IN PLACE
U8	W99	GB WATER MAIN	UG	STA 52+20	11'RT	STORM SEWER	YES	STA 52+20/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONDED IN PLACE

SHEET U8 MATRIX

gflohr, W:\PROJECTS\W0059\970220\00\02-Utility Conflicts\08 UTILITY MATRIX-01.dwg, 08 utility matrix-01, Plot Date: 1/21/2014 3:51 PM, xrefs: (x-monroe existing topo, rw-comps-dew, x-monroe proposed, x-utility conflicts, lighting design 08-09-12 on county coords, x-traffic signals)

2

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION				COORDINATE WITH OTHER UTILITIES (YES/NO)	ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE		
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U8	E34	WPS AERIAL ELECTRIC	OH	STA 48+32	26' RT	OHE TO CITY OWNED SIGNAL/STR LIGHT	N/A	N/A	N/A	N/A	N/A	N/A	POLE TO BE REMOVED AS PART OF PROJECT
U8	E35	WPS AERIAL ELECTRIC	OH	STA 48+30	26' LT	OHE TO CITY OWNED SIGNALS/STR LIGHT	YES	--	STA 48+30	NO	NO	NO	POLE TO BE REMOVED AS PART OF PROJECT
U8	E54	WPS POLE	OH	STA 49+10	28' RT	OHE & STREET LIGHT	YES	--	STA 49+10/28'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E36	WPS AERIAL ELECTRIC	OH	STA 49+13	26' RT	OHE TO CITY OWNED SIGNAL/STR LIGHT	YES	--	STA 49+13/26'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E37	WPS STREET LIGHT	OH	STA 49+99	26' RT	OHE & STREET LIGHT	YES	--	STA 49+99/26'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E38	WPS STREET LIGHT	OH	STA 50+90	26' LT	OHE & STREET LIGHT	YES	--	STA 50+90/26'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E39	WPS STREET LIGHT	OH	STA 51+72	26' RT	OHE & STREET LIGHT	YES	--	STA 51+72/26'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E40	WPS STREET LIGHT	OH	STA 10+46, BODART	28' RT	OHE & STREET LIGHT	YES	--	STA 10+46, BODART/28'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E41	WPS STREET LIGHT	OH	STA 52+71	31' LT	OHE & STREET LIGHT	YES	--	STA 52+71/31'LT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E42	WPS STREET LIGHT	OH	STA 53+64	32' RT	OHE & STREET LIGHT	YES	--	STA 53+64/32'RT	NO	NO	NO	TO REMOVE POLE WHEN REQUESTED BY GB
U8	E44	WPS BURIED ELECTRIC, CONCRETE ENCASED DUCT PACK	UG	STA 9+50, PINE	27' LT	STR LT/SIGNAL BASE	YES	STA 9+50,PINE/UNDER EXISTING SIDEWALK	--	YES	NO	NO	NEW CONCRETE ENCASED DUCT PACK TO BE INSTALLED UNDER EXISTING SIDEWALK, EXISTING DUCT PACT TO BE ABANDONED IN PLACE. SECTIONS OF ABONDONED DUCT PACK THAT IS IN CONFLICT WILL BE REMOVED BY DOT CONTRACTOR
U8	E45	WPS BURIED ELECTRIC, CONCRETE ENCASED DUCT PACK	UG	STA 9+60, PINE	30' LT	SIGNAL CONDUIT & PULL BOX	YES	STA 9+60,PINE/UNDER EXISTING SIDEWALK	--	YES	NO	NO	NEW CONCRETE ENCASED DUCT PACK TO BE INSTALLED UNDER EXISTING SIDEWALK, EXISTING DUCT PACT TO BE ABANDONED IN PLACE. SECTIONS OF ABONDONED DUCT PACK THAT IS IN CONFLICT WILL BE REMOVED BY DOT CONTRACTOR
U8	E46	WPS BURIED ELECTRIC, CONCRETE ENCASED DUCT PACK	UG	STA 9+11, PINE	26' LT	CURB & GUTTER	NO	--	--	NO	NO	NO	--
U8	E47	WPS BURIED ELECTRIC, CONCRETE ENCASED DUCT PACK	UG	STA 49+00 - 52+30	28' - 33' LT	EXC FOR INTEGRAL C&G, STREET LIGHTS	YES	STA 49+00 - 52+30/ UNDER EXISTING SIDEWALK	--	YES	NO	NO	NEW CONCRETE ENCASED DUCT PACK TO BE INSTALLED UNDER EXISTING SIDEWALK, EXISTING DUCT PACT TO BE ABANDONED IN PLACE. SECTIONS OF ABONDONED DUCT PACK THAT IS IN CONFLICT WILL BE REMOVED BY DOT CONTRACTOR
U8	E55	WPS BURIED ELECTRIC, CONCRETE ENCASED DUCT PACK	UG	STA 53+15 - 55+20	28' - 36' LT	EXC FOR INTEGRAL C&G, STREET LIGHTS	YES	STA 53+15 - 55+20/UNDER EXISTING SIDEWALK	--	YES	NO	NO	NEW CONCRETE ENCASED DUCT PACK TO BE INSTALLED UNDER EXISTING SIDEWALK, EXISTING DUCT PACT TO BE ABANDONED IN PLACE. SECTIONS OF ABONDONED DUCT PACK THAT IS IN CONFLICT WILL BE REMOVED BY DOT CONTRACTOR
U8	E56	WPS MH/VAULT. APPROX. DIM.: 8'X14', 12' DEPTH	UG	STA 9+45, PINE	27' LT	EXC FOR INTEGRAL C&G, STREET LIGHT/TRAFFIC SIGNAL	NO	--	--	NO	NO	NO	--
U8	E57	WPS BURIED ELECTRIC, CONCRETE ENCASED DUCT PACK	UG	STA 48+30 LT - 49+07 LT(MH/VAULT)	28' - 36' LT	GRADING, EXC FOR INTEGRAL C&G, STREET LIGHTS/TRAFFIC SIGNALS	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U8	E58	WPS BURIED ELECTRIC, CONCRETE ENCASED DUCT PACK	UG	STA 52+35	30'LT - 45' RT	EXC FOR INTEGRAL C&G, GRADING,STORM SEWER	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U8	E59	WPS MH/VAULT	UG	STA 52+22	34'LT	STREET LIGHTING	NO	--	--	NO	NO	NO	--
U8	E48	WPS TRANSFORMER	UG	STA 53+90	44' LT	SIDEWALK	YES	STA 53+90/BEHIND NEW SIDEWALK	--	NO	NO	NO	WPS WILL RELOCATE EXISTING TRANSFORMER

SHEET U8 MATRIX CONT.

gflohr, W:\PROJECTS\W0059\970220\00\02-Utility Conflicts\08 UTILITY MATRIX-02.dwg, 08 utility matrix-02, Plot Date: 1/21/2014 3:51 PM, xrefs: (x-monroe existing topo, rw-comps-dew, x-monroe proposed, x-utility conflicts, lighting design 08-09-12 on county coords, x-traffic signals)

2

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION				COORDINATE WITH OTHER UTILITIES (YES/NO)	ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE		
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)		(YES / NO)		
U8	G85	WPS GAS MAIN	UG	STA 48+23	29' RT	ST LT/SIGNAL BASE	YES	STA 48+23	--	YES	YES	NO	WPS WILL ABANDON EXISTING MAIN IN PLACE. NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 5' EAST OF EXISTING
U8	G89	WPS GAS MAIN	UG	STA 48+38	CL	STORM SEWER	YES	STA 48+38	--	YES	YES	NO	WPS WILL ABANDON EXISTING MAIN IN PLACE. NEW MAIN CROSSING (2" PLASTIC) WILL BE INSTALLED APPROX 35' SOUTH OF EXISTING
U8	G90	WPS GAS MAIN	UG	STA 48+38	26' RT	STORM SEWER INLET	YES	STA 48+38	--	YES	YES	NO	WPS WILL ABANDON EXISTING MAIN IN PLACE. NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 5' EAST OF EXISTING
U8	G91	WPS GAS MAIN	UG	STA 9+53, PINE	28' RT	SIGNAL BASE & ST SEWER INLET	YES	STA 9+53, PINE	--	YES	YES	NO	WPS WILL ABANDON EXISTING MAIN IN PLACE. NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 5' EAST OF EXISTING
U8	G92	WPS GAS MAIN	UG	STA 48+38	31' RT	SIGNAL CONDUIT & PULL BOX	YES	STA 48+38	--	YES	YES	NO	WPS WILL ABANDON EXISTING MAIN IN PLACE. NEW MAIN (2" PLASTIC) WILL BE INSTALLED APPROX 4' SOUTH OF EXISTING
U8	G93	WPS GAS MAIN	UG	STA 10+53, PINE	18' RT	ST LT/SIGNAL BASE	NO	--	--	NO	NO	NO	--

2

SHEET U8 MATRIX CONT.

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2

TREE TO BE REMOVED

RIGHT-OF-WAY ACQUISITION

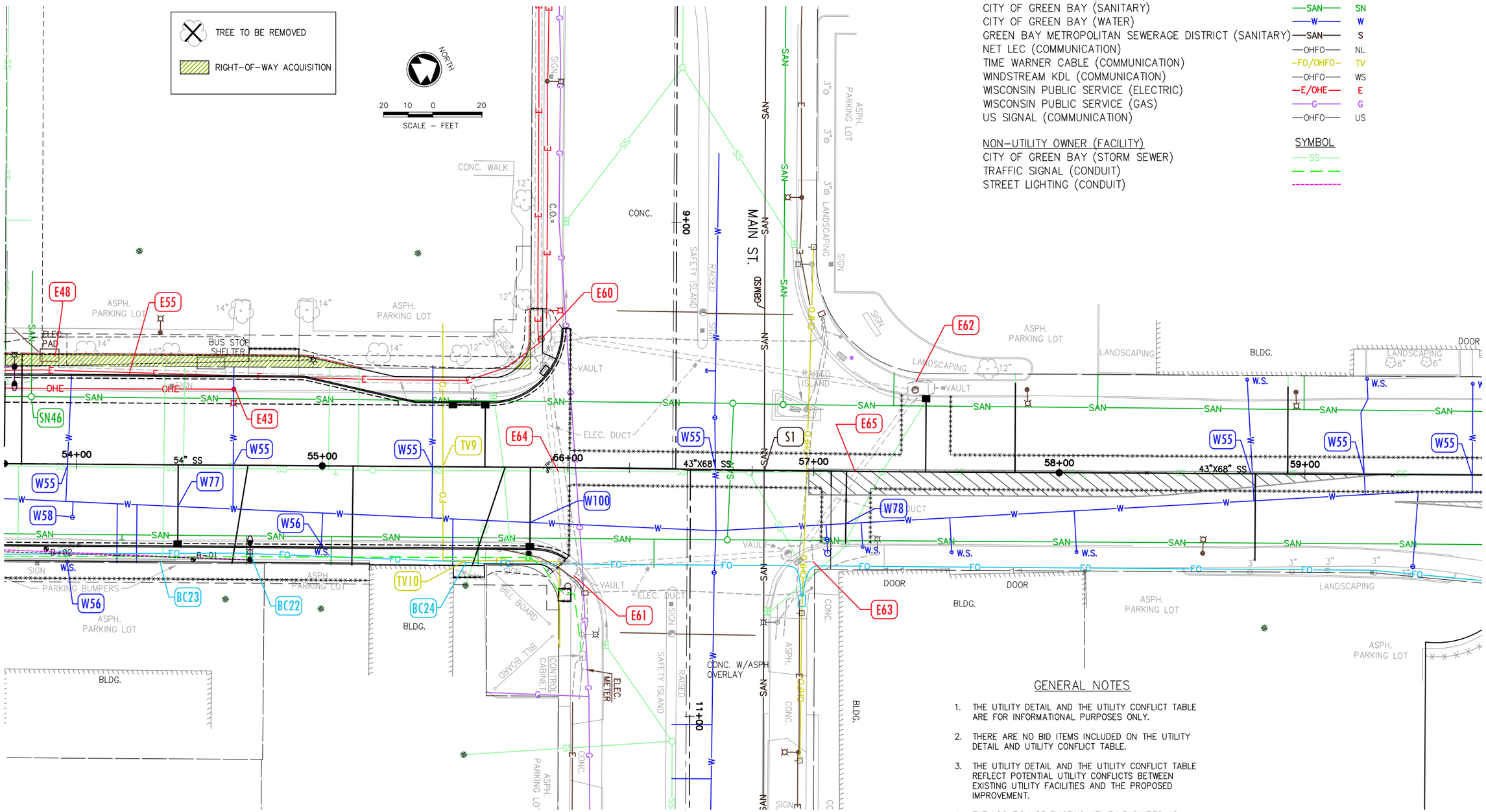
NORTH

20 10 0 20

SCALE – FEET

UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	—T—	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	—FO—	BC
CITY OF GREEN BAY (ELECTRIC)	—E/OHE—	GE
CITY OF GREEN BAY (SANITARY)	—SAN—	SN
CITY OF GREEN BAY (WATER)	—W—	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	—SAN—	S
NET LEC (COMMUNICATION)	—OHFO—	NL
TIME WARNER CABLE (COMMUNICATION)	—FO/OHFO—	TV
WINDSTREAM KDL (COMMUNICATION)	—OHFO—	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	—E/OHE—	E
WISCONSIN PUBLIC SERVICE (GAS)	—G—	G
US SIGNAL (COMMUNICATION)	—OHFO—	US

NON-UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	—SS—
TRAFFIC SIGNAL (CONDUIT)	— — —
STREET LIGHTING (CONDUIT)	- - - - -



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SHEET U9 OF U10

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 99	E

gflohr, W:\PROJECTS\W0059\970220\00\02-Utility Conflicts\09 UTILITY CONFLICTS.dwg, 09 utility conflicts, Plot Date: 1/22/2014 8:26 AM, xrefs: (x-monroe existing topo, x-monroe proposed, x-utility conflicts, lighting design 08-09-12 on county coords, x-traffic signals, rw-comps-dew)

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION	DURING CONSTRUCTION	DISCONTINUE IN-PLACE	HAZ. MAT. LEFT IN-PLACE	COORDINATE WITH OTHER UTILITIES	
			UG / OH	STATION -- STATION	OFFSET		(YES / NO)	(STATION / OFFSET)	(STATION / OFFSET)	(YES/NO)	(YES / NO)	(YES/NO)	
U9	W56	GB WATER CURB STOPS	UG	STA 52+71 - 56+00	33' - 40' RT	SIDEWALK AND C&G	YES	--	STA 52+71 - 56+00	NO	NO	NO	DOT CONTRACTOR TO ADJUST
U9	W77	GB WATERMAIN	UG	STA 54+40	16' RT	STORM SEWER	YES	STA 54+40/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U9	W78	GB WATERMAIN	UG	STA 57+13	21' RT	STORM SEWER	NO	--	--	--	--	--	--
U9	W100	GB WATERMAIN	UG	STA 55+85	22'RT	STORM SEWER	YES	STA 55+85/15'LT	--	YES	NO	NO	GB TO INSTALL NEW MAIN UNDER SB LANES. EXISTING MAIN TO BE ABANDONED IN PLACE
U9	BC22	BC FO	UG	STA 54+71	38' RT	STREET LIGHT	YES	--	STA 54+71/38'RT	NO	NO	NO	COORDINATE W/ DOT CONTRACTOR
U9	BC23	BC FO	UG	STA 53+50 - 55+50	32' - 35' RT	ST SEWER LATERALS TO EACH PARCEL, LOC TBD	YES	--	STA 53+50 - 55+50/32'-35'RT	NO	NO	NO	COORDINATE W/ DOT CONTRACTOR
U9	BC24	BC FO	UG	STA 55+58	38' RT	STORM SEWER	YES	--	STA 55+58/38'RT	NO	NO	NO	COORDINATE W/ DOT CONTRACTOR
U9	E55	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 53+15 - 55+20	28' - 36' LT	EXC FOR INTEGRAL C&G AND STREET LIGHTS	YES	STA 53+15 - 55+20/UNDER SIDEWALK	--	NO	NO	YES	NEW CONCRETE ENCASED DUCT PACK TO BE INSTALLED UNDER EXISTING SIDEWALK, EXISTING DUCT PACT TO BE ABANDONED IN PLACE. SECTIONS OF ABONDONED DUCT PACK THAT IS IN CONFLICT WILL BE REMOVED BY DOT CONTRACTOR
U9	E43	WPS STREET LIGHT	OH	STA 54+64	31' LT	OHE & STREET LIGHT	YES	--	STA 54+64/31'LT	NO	NO	YES	TO REMOVE POLE WHEN REQUESTED BY GB
U9	E60	WPS MH/VAULT	UG	STA 55+92	52'LT	SIDEWALK,GRADING	NO	--	--	NO	NO	NO	--
U9	E61	WPS MH/VAULT	UG	STA 56+00	43'RT	SIGNAL CONDUIT	NO	--	--	NO	NO	NO	--
U9	E62	WPS MH/VAULT	UG	STA 57+43	33'LT	STORM SEWER	NO	--	--	NO	NO	NO	--
U9	E63	WPS MH/VAULT	UG	STA 56+90	35'RT	--	NO	--	--	NO	NO	NO	--
U9	E64	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 55+96	CL	GRADING, STORM SEWER	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U9	E65	WPS ELECTRIC CONCRETE ENCASED DUCT PACK	UG	STA 57+19	CL	GRADING, STORM SEWER	YES	--	--	YES	NO	NO	THIS DUCT PACK IS NOT CURRENTLY IN USE. IF DUCT PACK IS IN CONFLICT IT WILL BE REMOVED BY DOT CONTRACTOR
U9	TV9	TWC FO	UG	STA 55+49	CL	STORM SEWER	YES	STA 55+49/CL	--	NO	NO	NO	WILL RELOCATE TO NEW DEPTH IN ROW
U9	TV10	TWC FO	UG	STA 55+58	38' RT	STORM SEWER LATERAL	YES	STA 55+58/38'RT	--	NO	NO	NO	WILL RELOCATE TO NEW DEPTH
U9	S1	GBMSD SAN SEWER	UG	STA 56+80	CL	STORM SEWER	NO	--	--	--	--	--	--

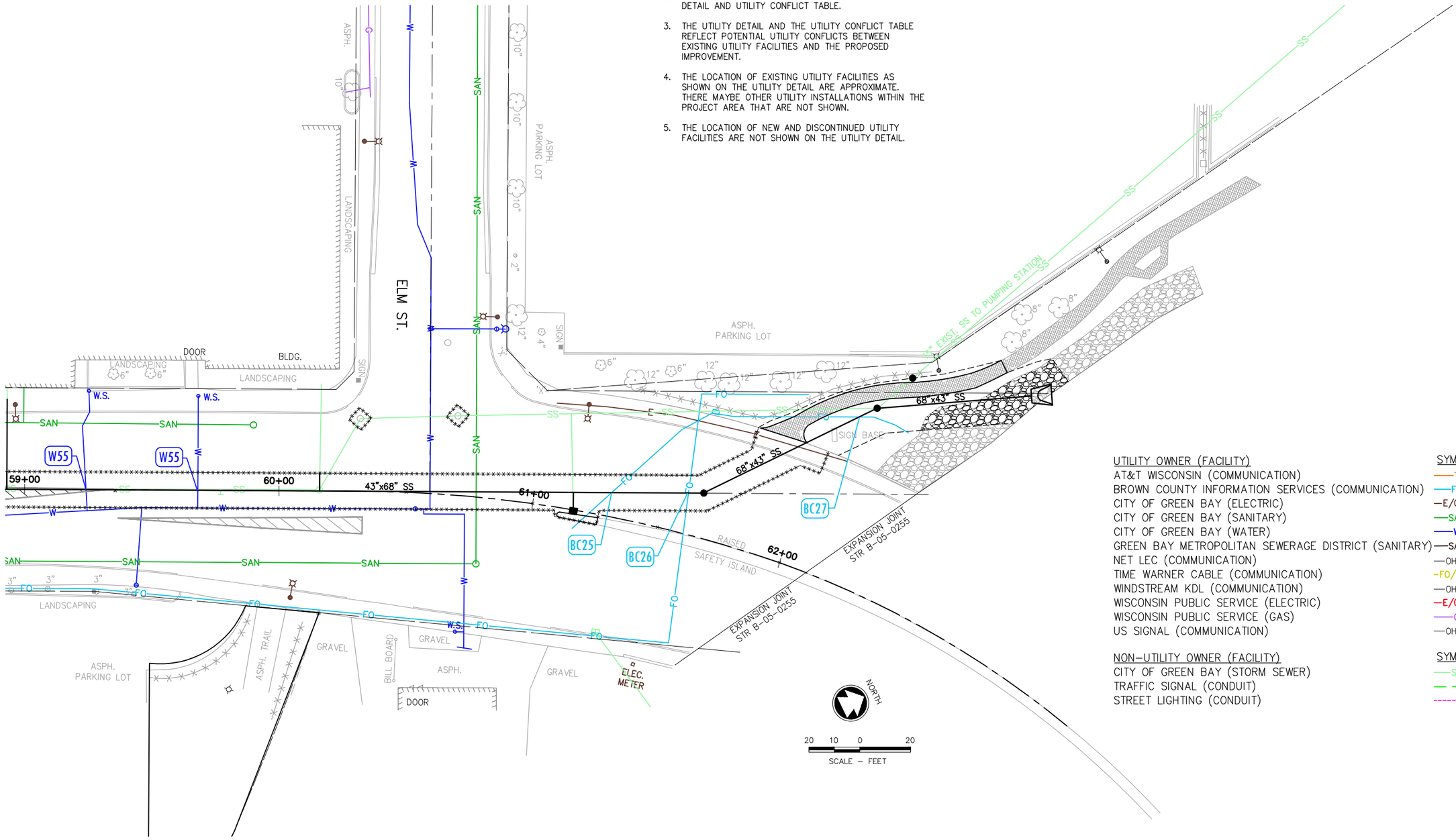
SHEET U9 MATRIX

gflohr, W:\PROJECTS\W0059\970220\00\02-Utility Conflicts\09 UTILITY MATRIX.dwg, 09 utility matrix, Plot Date: 1/21/2014 3:52 PM, xrefs: (x-monroe existing topo, rw-comps-dew, x-monroe proposed, x-utility conflicts, lighting design 08-09-12 on county coords, x-traffic signals)

2

GENERAL NOTES

1. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE ARE FOR INFORMATIONAL PURPOSES ONLY.
2. THERE ARE NO BID ITEMS INCLUDED ON THE UTILITY DETAIL AND UTILITY CONFLICT TABLE.
3. THE UTILITY DETAIL AND THE UTILITY CONFLICT TABLE REFLECT POTENTIAL UTILITY CONFLICTS BETWEEN EXISTING UTILITY FACILITIES AND THE PROPOSED IMPROVEMENT.
4. THE LOCATION OF EXISTING UTILITY FACILITIES AS SHOWN ON THE UTILITY DETAIL ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
5. THE LOCATION OF NEW AND DISCONTINUED UTILITY FACILITIES ARE NOT SHOWN ON THE UTILITY DETAIL.



UTILITY OWNER (FACILITY)	SYMBOL	I.D.
AT&T WISCONSIN (COMMUNICATION)	T	T
BROWN COUNTY INFORMATION SERVICES (COMMUNICATION)	FO	BC
CITY OF GREEN BAY (ELECTRIC)	E/OHE	GE
CITY OF GREEN BAY (SANITARY)	SAN	SN
CITY OF GREEN BAY (WATER)	W	W
GREEN BAY METROPOLITAN SEWERAGE DISTRICT (SANITARY)	SAN	S
NET LEC (COMMUNICATION)	OHFO	NL
TIME WARNER CABLE (COMMUNICATION)	FO/OHFO	TV
WINDSTREAM KDL (COMMUNICATION)	OHFO	WS
WISCONSIN PUBLIC SERVICE (ELECTRIC)	E/OHE	E
WISCONSIN PUBLIC SERVICE (GAS)	G	G
US SIGNAL (COMMUNICATION)	OHFO	US

NON–UTILITY OWNER (FACILITY)	SYMBOL
CITY OF GREEN BAY (STORM SEWER)	SS
TRAFFIC SIGNAL (CONDUIT)	
STREET LIGHTING (CONDUIT)	

SHEET U10 OF U10

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY DETAIL	SHEET: 101	E

2

UTILITY CONFLICT MATRIX

UTILITY CONFLICT DETAIL SHEET	EXISTING UTILITY FACILITIES						CONFLICT ANTICIPATED (YES / NO)	RESOLUTION					ADDITIONAL INFORMATION
	CONFLICT I.D.	FACILITY OWNER & TYPE	LOCATION			POTENTIAL CONFLICT WITH		PRIOR TO CONSTRUCTION (STATION / OFFSET)	DURING CONSTRUCTION (STATION / OFFSET)	DISCONTINUE IN-PLACE (YES/NO)	HAZ. MAT. LEFT IN-PLACE (YES / NO)	COORDINATE WITH OTHER UTILITIES (YES/NO)	
			UG / OH	STATION -- STATION	OFFSET								
U10	8C25	BC FO	UG	STA 61+25	9' LT	STORM SEWER	YES	--	STA 61+25/9'LT	NO	NO	NO	COORDINATE W/ DOT CONTRACTOR
U10	8C26	BC FO	UG	STA 61+56	15' LT	STORM SEWER	YES	--	STA 61+56/15'LT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR
U10	8C27	BC FO	UG	STA 62+13	68' LT	STORM SEWER	YES	--	STA 62+13/68'LT	NO	NO	NO	COORDINATE W/DOT CONTRACTOR

2

SHEET U10 MATRIX

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	UTILITY MATRIX	SHEET: 102	E

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2-INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED AT BACK OF SIDEWALK (LP).
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED IN TERRACE AREA (LP).
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB-L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB-C)
- FP1-A — CIRCUIT DESIGNATION / FEEDER POINT #

NORTH

20 10 0 20
SCALE – FEET

CASS ST.

MONROE AVE.

LP-1 150W FP1-C
LP-3 150W FP1-C
PLP-1 FP1-C
LP-5 150W FP1-C
PLP-3 FP1-C
LP-7 150W FP1-C
PB-L1 17X30X36
(1) 2-INCH CONDUIT
(2) 2-INCH CONDUIT
PLP-2 FP1-A
LP-2 150W FP1-A
LP-4 150W FP1-A
PLP-4 FP1-A
LP-6 150W FP1-A
PLP-6 FP1-A
HOUSE
PORCH
BLDG.
CONC. RETAINING WALL
9+00
10+00
11+00
12+00
13+00
14+00

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 103	E

gflohr, W:\PROJECTS\W0059\970220\00\02-Street Lighting\01 LIGHTING.dwg, 01 pm, Plot Date: 1/20/2014 3:08 PM, xrefs: (rw-comps-dew, x-monroe proposed, x-monroe existing topo, x-traffic signals)

2

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2-INCH.

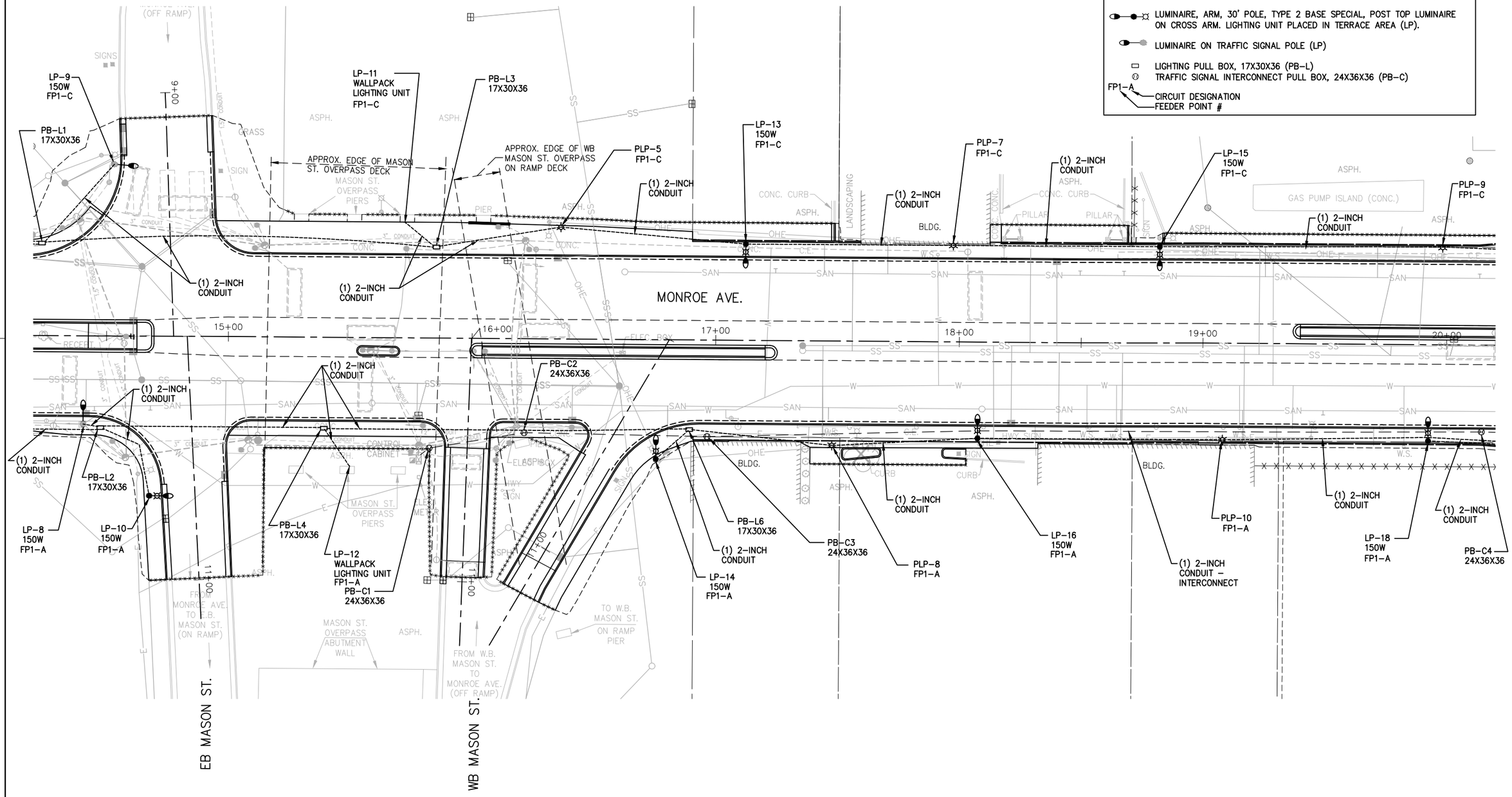
CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED AT BACK OF SIDEWALK (LP).
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED IN TERRACE AREA (LP).
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB-L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB-C)
- FP1-A — CIRCUIT DESIGNATION / FEEDER POINT #

NORTH

20 10 0 20
SCALE - FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 104	E

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2-INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED AT BACK OF SIDEWALK (LP).
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED IN TERRACE AREA (LP).
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB-L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB-C)
- FP1-A — CIRCUIT DESIGNATION / FEEDER POINT #

NORTH

20 10 0 20
SCALE – FEET

CHICAGO ST.

MONROE AVE.

PB-L5 17X30X36
LP-17 150W FP1-C
(1) 2-INCH CONDUIT
LP-19 250W FP1-C
PB-L7 17X30X36
(1) 2-INCH CONDUIT
PLP-11 FP1-D
LP-21 150W FP1-D
(1) 2-INCH CONDUIT
PLP-13 FP1-D
LP-23 150W FP1-D
(1) 2-INCH CONDUIT
PLP-15 FP1-D
LP-25 150W FP1-D
(1) 2-INCH CONDUIT
(2) 2-INCH CONDUIT
(1) 2-INCH CONDUIT
(2) 2-INCH CONDUIT
PB-L8 17X30X36
PLP-12 FP1-A
LP-20 250W FP1-A
(1) 2-INCH CONDUIT – INTERCONNECT
PB-L10 17X30X36
LP-22 150W FP1-B
FP-1 STREET LIGHT UNDERGROUND SERVICE
PB-C5 24X36X36
(1) 2-INCH CONDUIT
PLP-14 FP1-B
(1) 2-INCH CONDUIT
LP-24 150W FP1-B
(1) 2-INCH CONDUIT
PLP-16 FP1-B
(1) 2-INCH CONDUIT
(1) 2-INCH CONDUIT – INTERCONNECT
LP-26 150W FP1-B
(1) 2-INCH CONDUIT
PB-C6 24X36X36
PLP-18 FP1-B

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 105	E

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2-INCH.

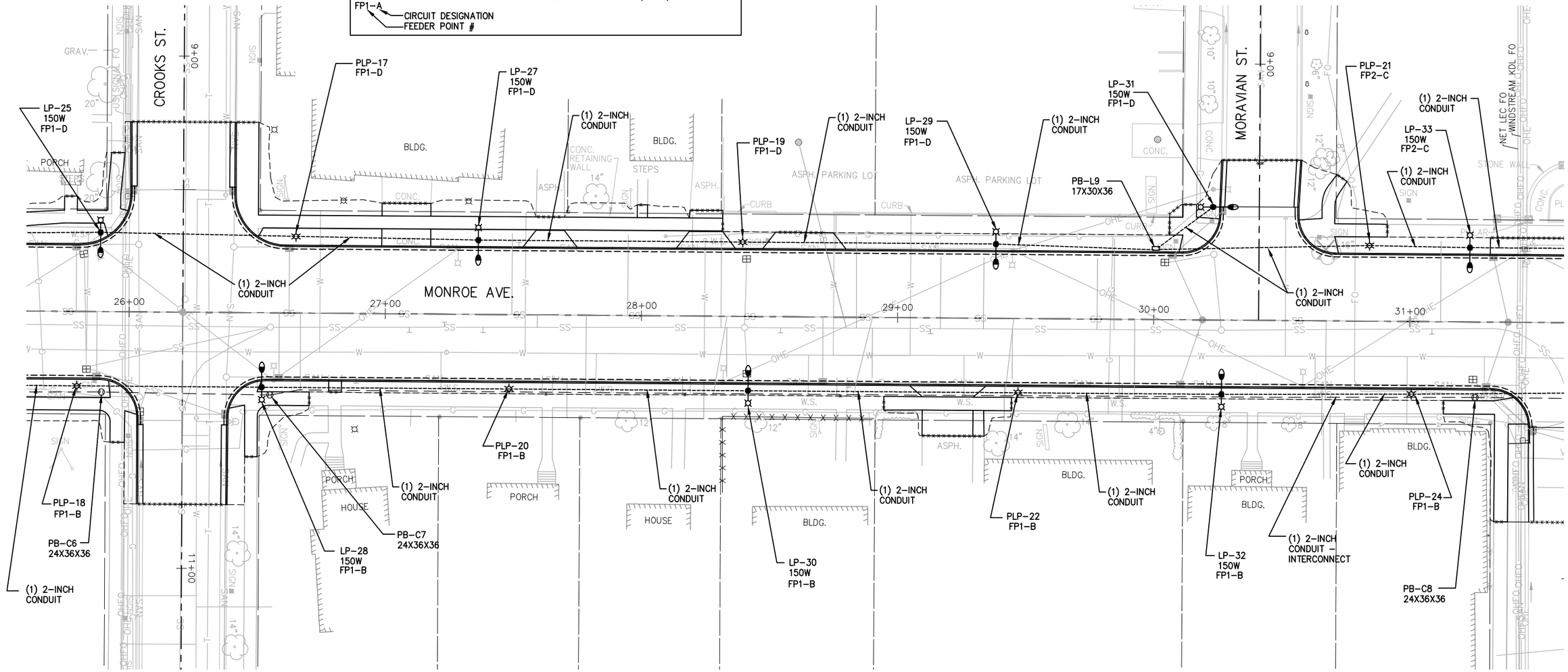
CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED AT BACK OF SIDEWALK (LP).
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED IN TERRACE AREA (LP).
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB-L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB-C)
- FP1-A — CIRCUIT DESIGNATION / FEEDER POINT #

NORTH

20 10 0 20
SCALE - FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 106	E

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED AT BACK OF SIDEWALK (LP).
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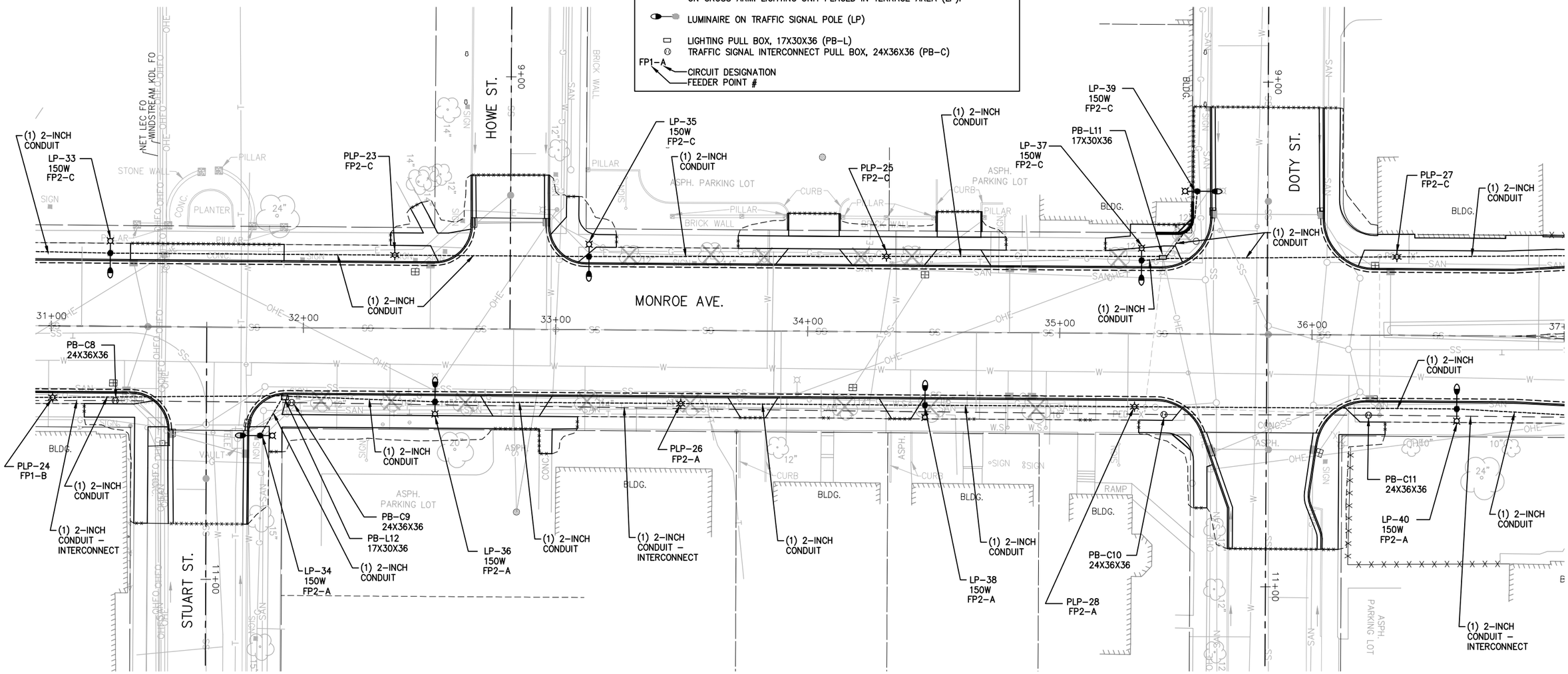
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB–L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB–C)
- FP1–A — CIRCUIT DESIGNATION / FEEDER POINT #

NORTH

20 10 0 20
SCALE – FEET



PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 107	E

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED AT BACK OF SIDEWALK (LP).
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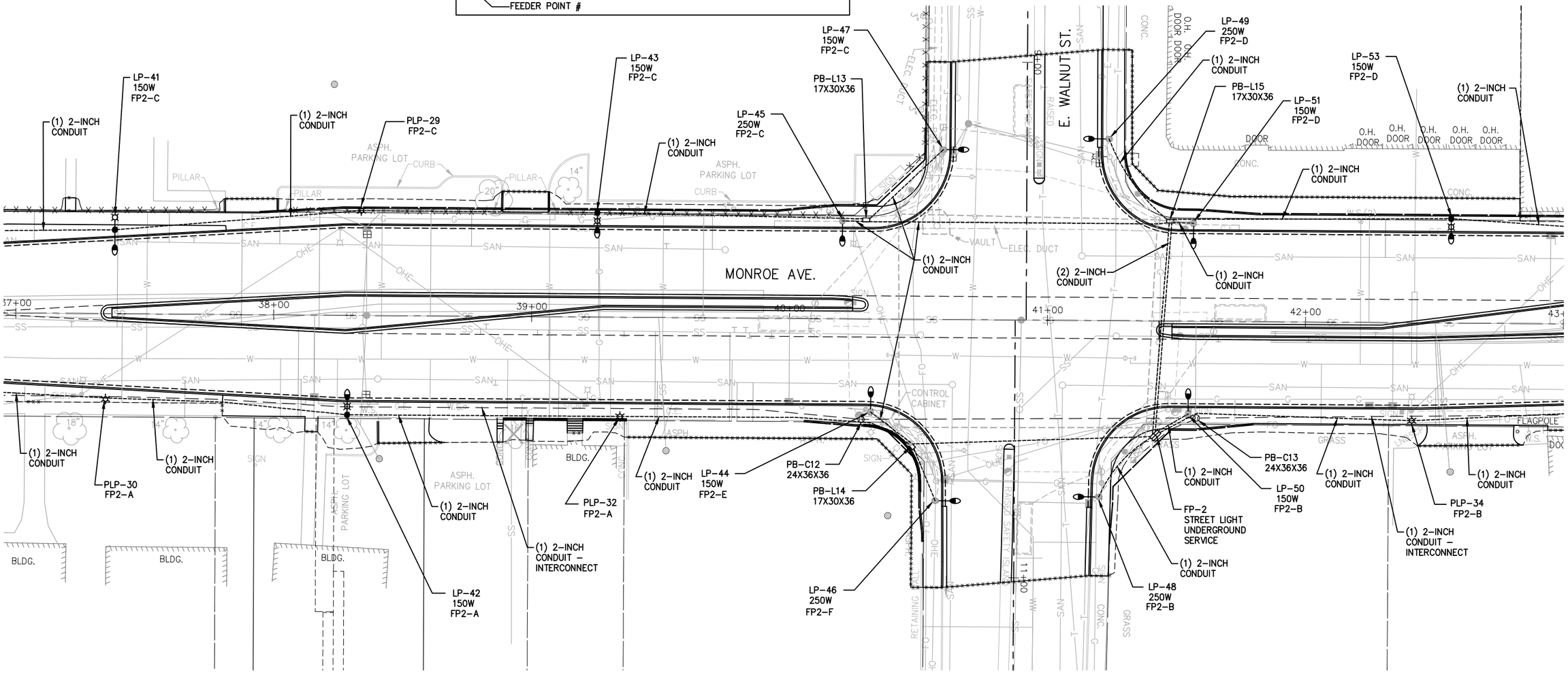
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB–L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB–C)
- FP1–A — CIRCUIT DESIGNATION / FEEDER POINT #

NORTH

20 10 0 20
SCALE – FEET



PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 108	E

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2-INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED AT BACK OF SIDEWALK (LP).
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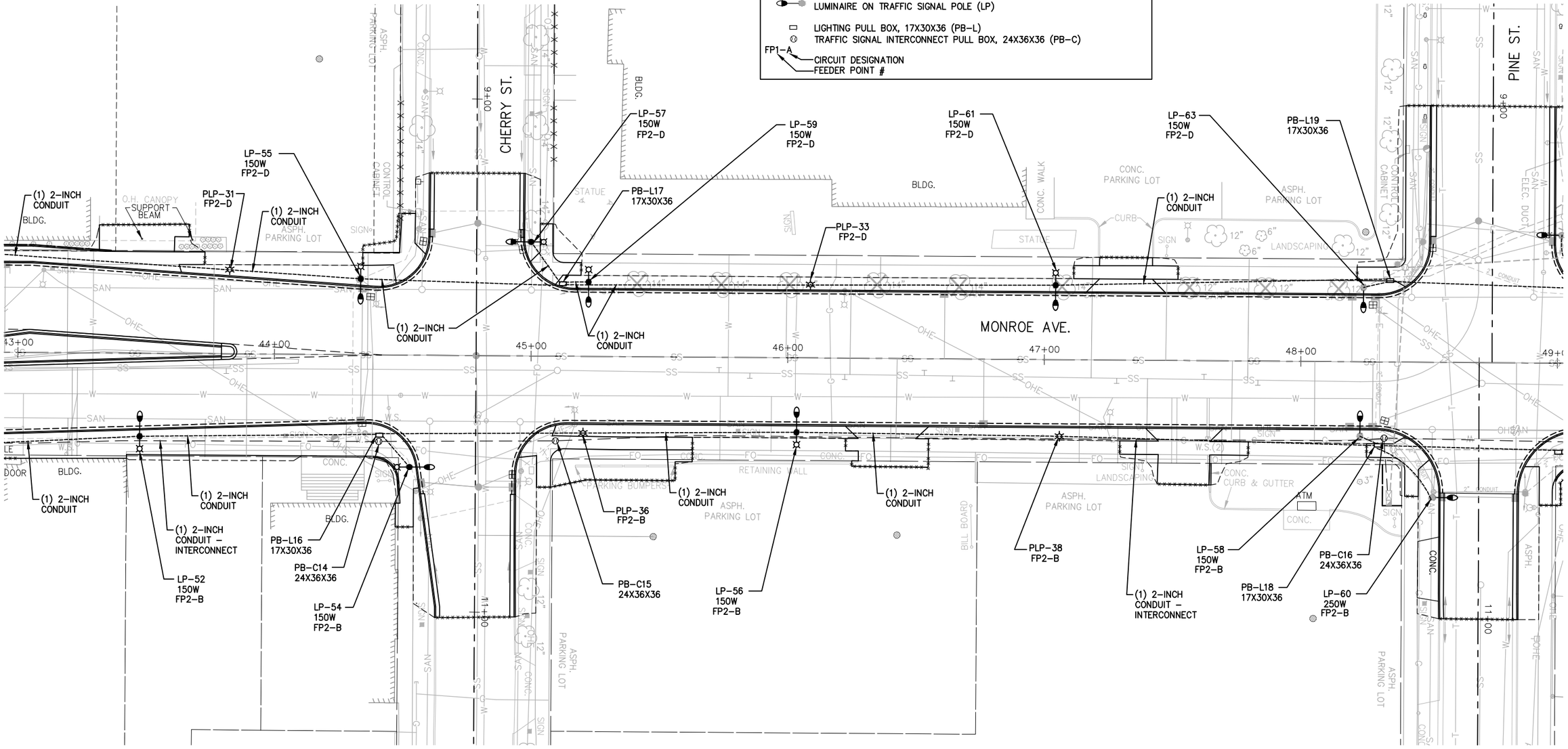
- LIGHTING PULL BOX, 17X30X36 (PB-L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB-C)
- FP1-A — CIRCUIT DESIGNATION / FEEDER POINT #

NORTH

20 10 0 20

SCALE - FEET



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 109	E

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
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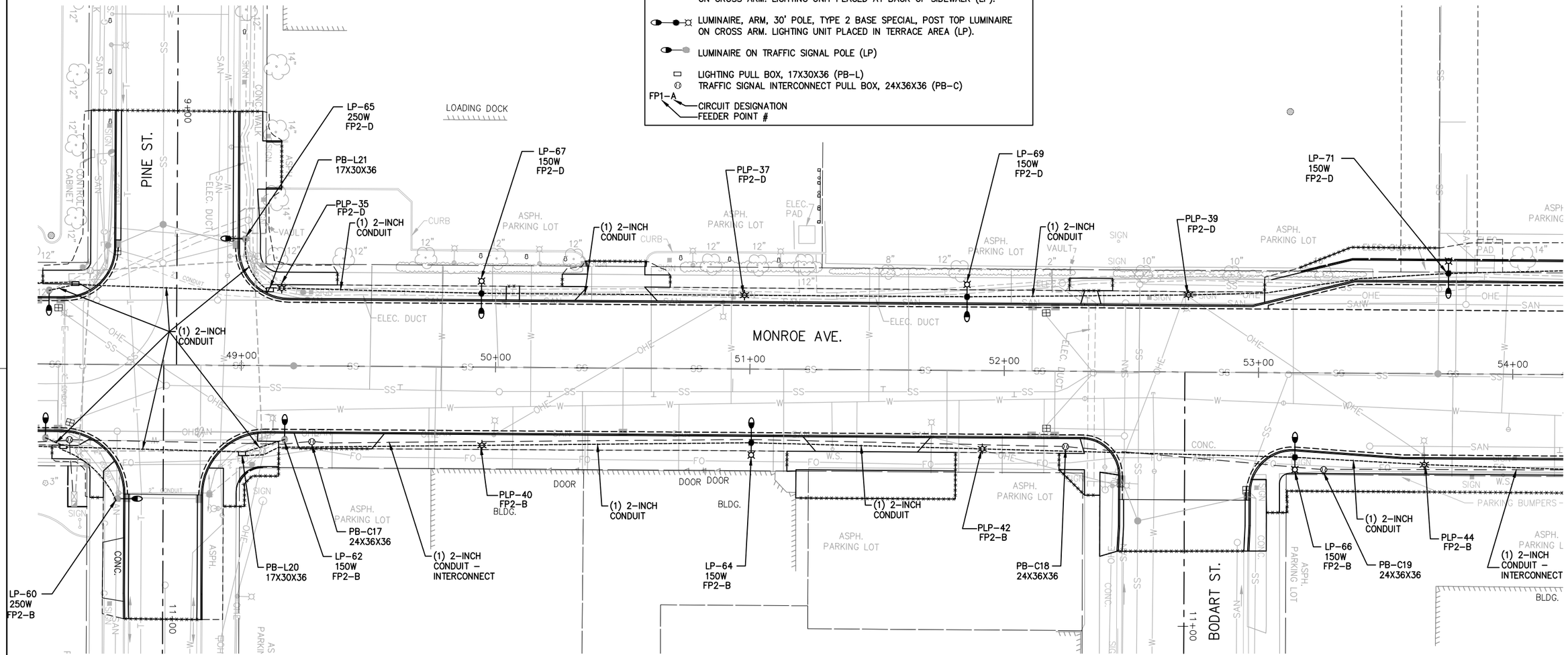
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED IN TERRACE AREA (LP).
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB–L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB–C)
- FP1–A — CIRCUIT DESIGNATION / FEEDER POINT #



PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 110	E

2

NORTH

20 10 0 20

SCALE – FEET

NOTES:
ALL CONDUIT FOR STREET LIGHTING AND TRAFFIC SIGNAL INTERCONNECT IS 2–INCH.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30".

LEGEND:

- POST TOP LUMINAIRE, 15' POLE, DECO BASE (PLP)
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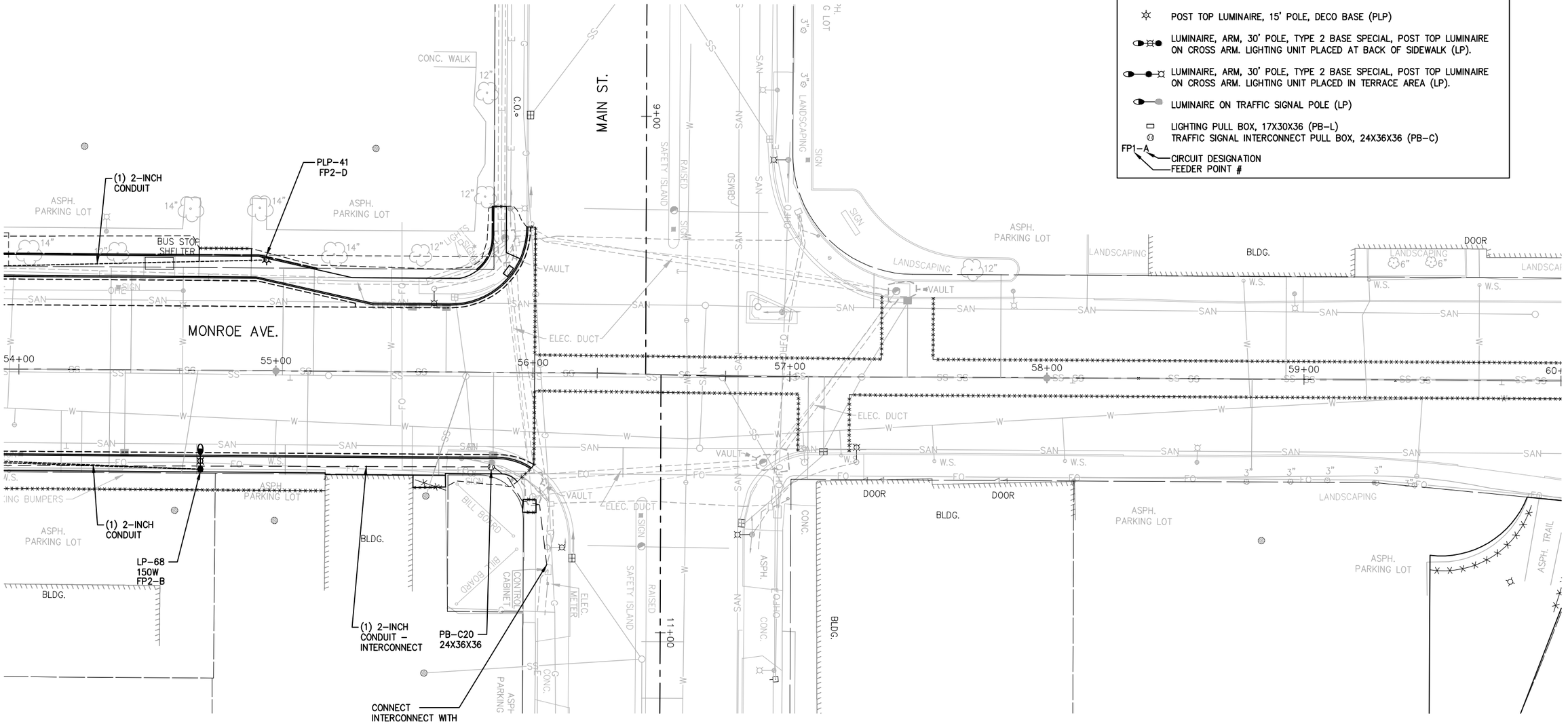
- LUMINAIRE, ARM, 30' POLE, TYPE 2 BASE SPECIAL, POST TOP LUMINAIRE ON CROSS ARM. LIGHTING UNIT PLACED IN TERRACE AREA (LP).
- LUMINAIRE ON TRAFFIC SIGNAL POLE (LP)
- LIGHTING PULL BOX, 17X30X36 (PB–L)
- TRAFFIC SIGNAL INTERCONNECT PULL BOX, 24X36X36 (PB–C)
- FP1–A — CIRCUIT DESIGNATION / FEEDER POINT #



PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	STREET LIGHTING/INTERCONNECT	SHEET: 111	E

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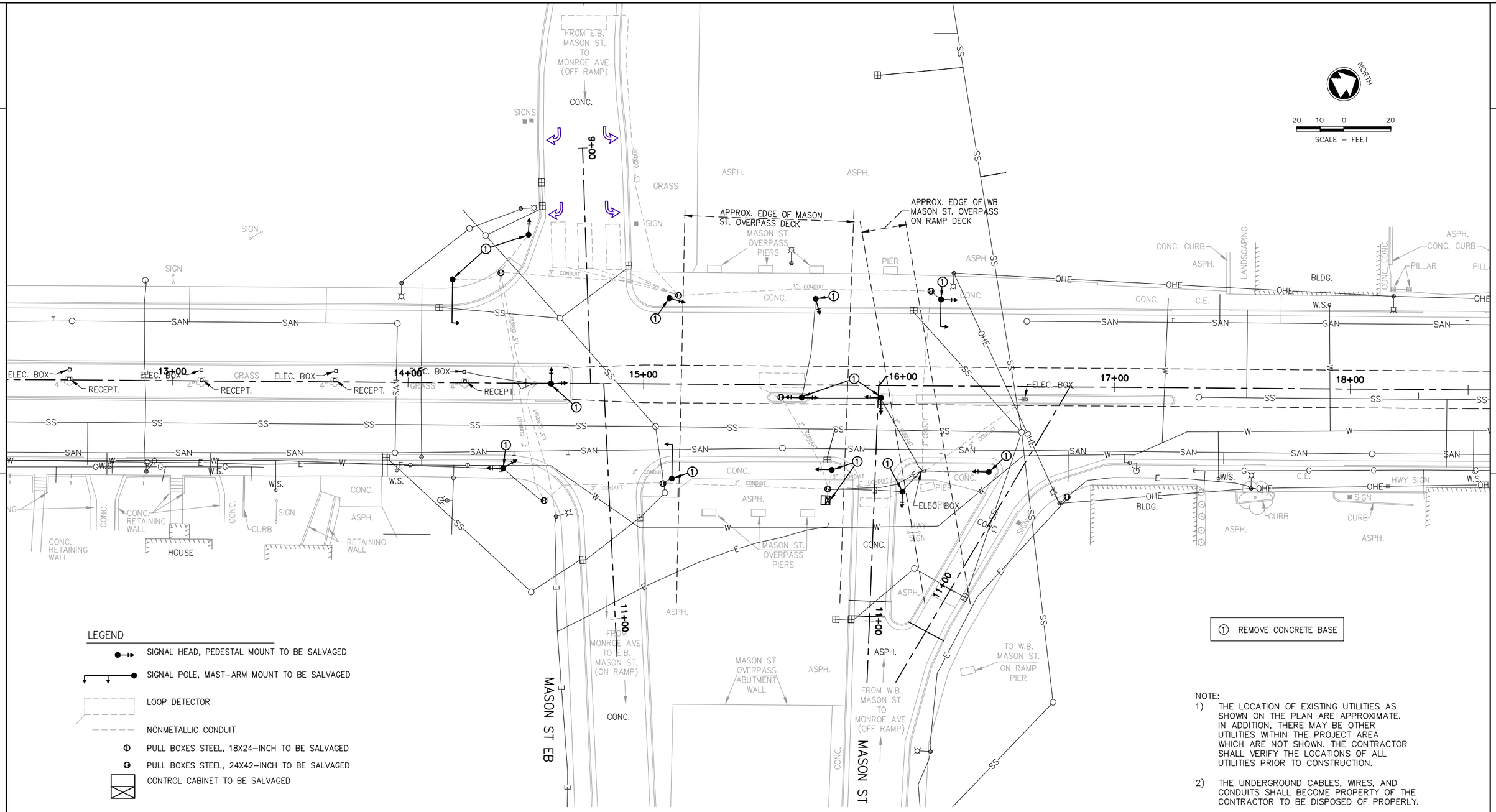
2



LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT TO BE SALVAGED
- SIGNAL POLE, MAST–ARM MOUNT TO BE SALVAGED
- LOOP DETECTOR
- NONMETALLIC CONDUIT
- PULL BOXES STEEL, 18X24–INCH TO BE SALVAGED
- PULL BOXES STEEL, 24X42–INCH TO BE SALVAGED
- CONTROL CABINET TO BE SALVAGED

① REMOVE CONCRETE BASE

NOTE:

1) THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN 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.

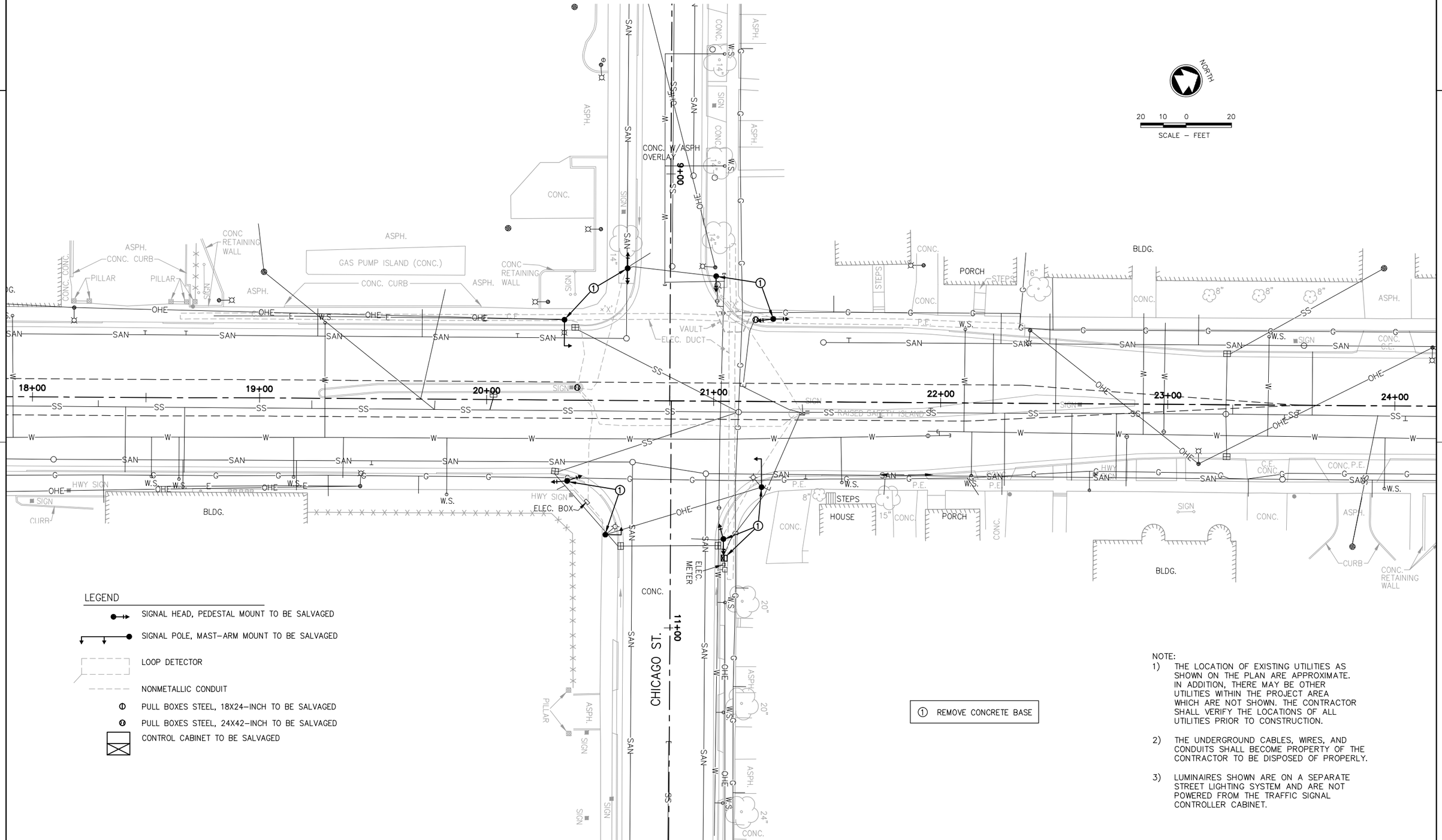
2) THE UNDERGROUND CABLES, WIRES, AND CONDUITS SHALL BECOME PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY.

3) LUMINAIRES SHOWN ARE ON A SEPARATE STREET LIGHTING SYSTEM AND ARE NOT POWERED FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	REMOVE AND SALVAGE TRAFFIC SIGNALS, MASON ST. INTERSECTION	SHEET: 112	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Remove and Salvage Traffic Signals\01 Mason Street Removals.dwg, 01 mason street removals, Plot Date: 1/15/2014 10:19 AM, xrefs: (x–monroe existing topo, x–monroe proposed)

2



NOTE:

1) THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN 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.

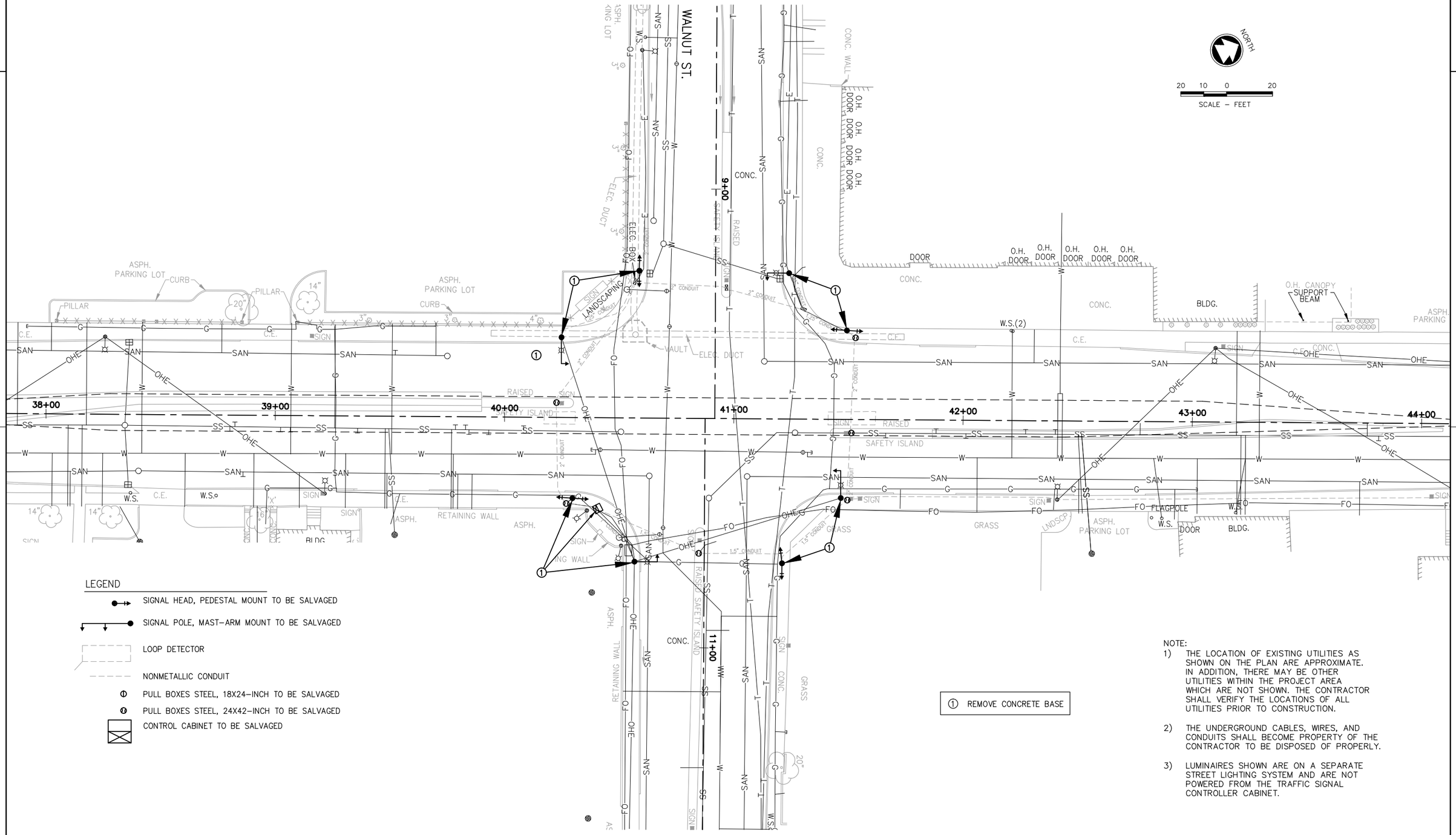
2) THE UNDERGROUND CABLES, WIRES, AND CONDUITS SHALL BECOME PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY.

3) LUMINAIRES SHOWN ARE ON A SEPARATE STREET LIGHTING SYSTEM AND ARE NOT POWERED FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	REMOVE AND SALVAGE TRAFFIC SIGNALS, CHICAGO ST. INTERSECTION	SHEET: 113	E

gflohr, W:\PROJECTS\W0059\970220\00\02-Remove and Salvage Traffic Signals\02 Chicago Street Removals.dwg, 02 chicago street removals, Plot Date: 1/15/2014 10:19 AM, xrefs:none

2



LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT TO BE SALVAGED
- SIGNAL POLE, MAST–ARM MOUNT TO BE SALVAGED
- LOOP DETECTOR
- NONMETALLIC CONDUIT
- PULL BOXES STEEL, 18X24–INCH TO BE SALVAGED
- PULL BOXES STEEL, 24X42–INCH TO BE SALVAGED
- CONTROL CABINET TO BE SALVAGED

① REMOVE CONCRETE BASE

NOTE:

1) THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN 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.

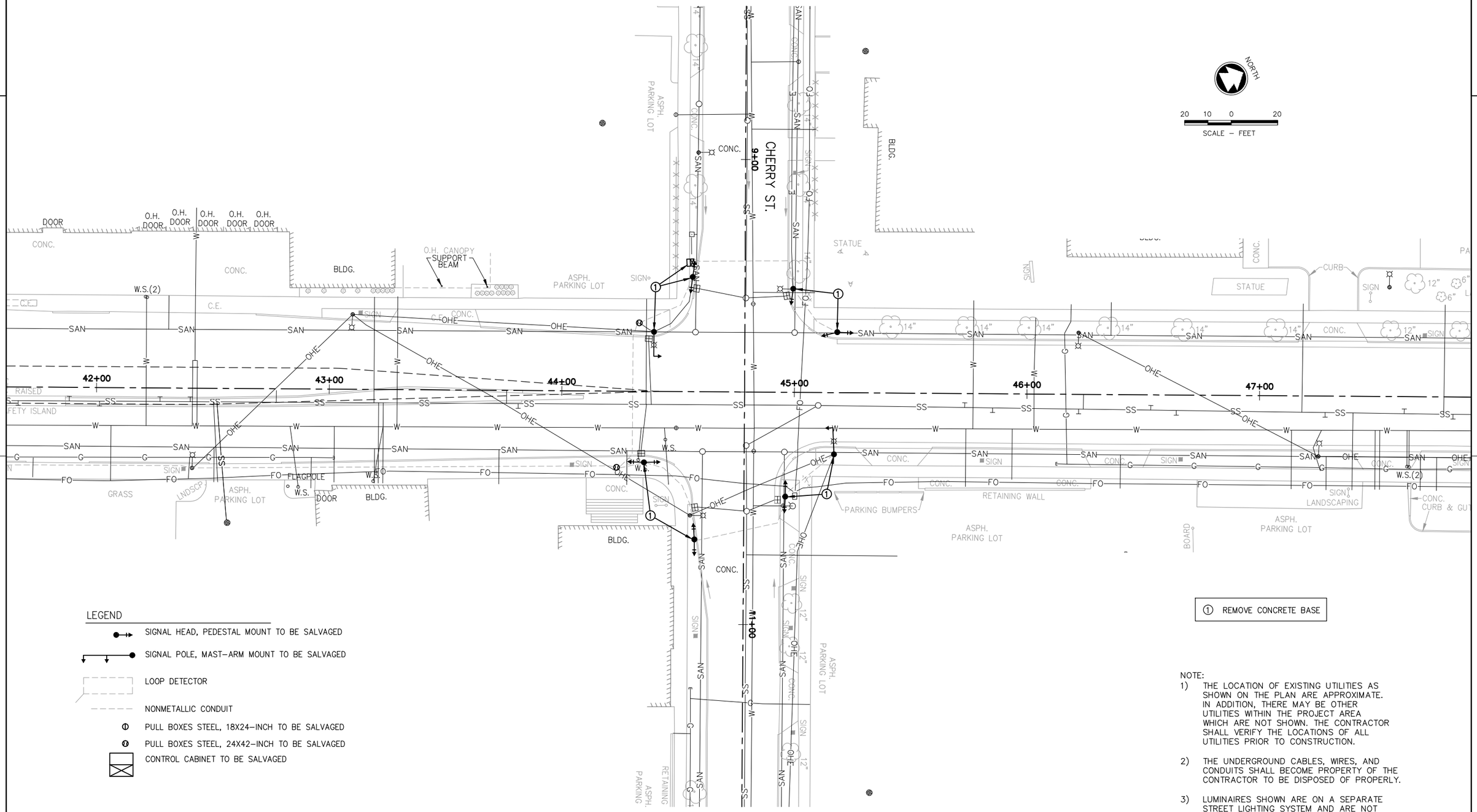
2) THE UNDERGROUND CABLES, WIRES, AND CONDUITS SHALL BECOME PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY.

3) LUMINAIRES SHOWN ARE ON A SEPARATE STREET LIGHTING SYSTEM AND ARE NOT POWERED FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	REMOVE AND SALVAGE TRAFFIC SIGNALS, WALNUT ST. INTERSECTION	SHEET: 114	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Remove and Salvage Traffic Signals\03 Walnut Street Removals.dwg, 03 walnut street removals, Plot Date: 1/15/2014 10:19 AM, xrefs: (x–monroe existing topo)

2



NOTE:

1) THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN 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) THE UNDERGROUND CABLES, WIRES, AND CONDUITS SHALL BECOME PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY.

3) LUMINAIRES SHOWN ARE ON A SEPARATE STREET LIGHTING SYSTEM AND ARE NOT POWERED FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	REMOVE AND SALVAGE TRAFFIC SIGNALS, CHERRY ST. INTERSECTION	SHEET: 115	E

gflohr, W:\PROJECTS\W0059\970220\00\02-Remove and Salvage Traffic Signals\04 Cherry Street Removals.dwg, 04 cherry street removals, Plot Date: 1/15/2014 10:20 AM, xrefs:none

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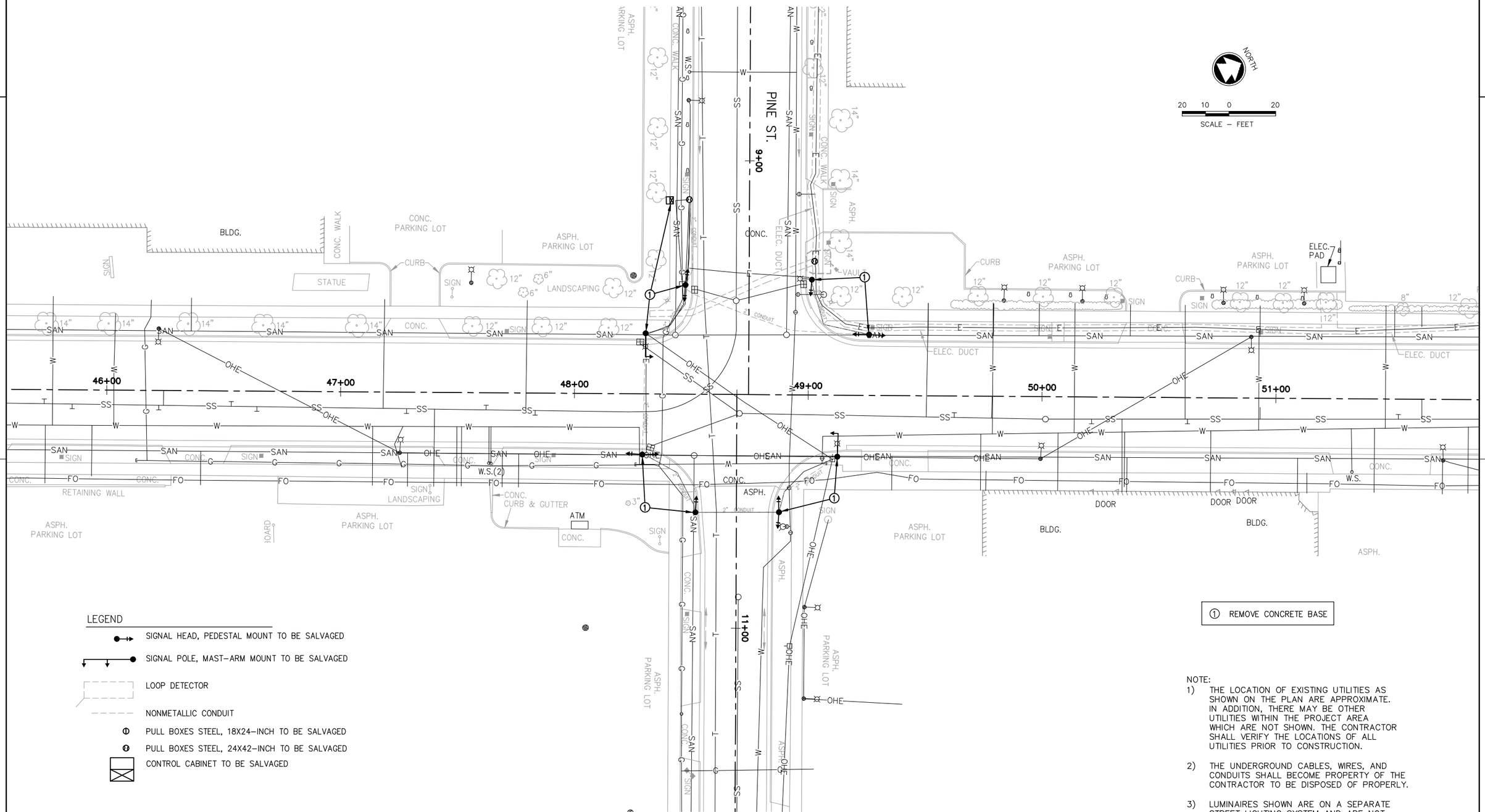


LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT TO BE SALVAGED
- SIGNAL POLE, MAST–ARM MOUNT TO BE SALVAGED
- LOOP DETECTOR
- NONMETALLIC CONDUIT
- PULL BOXES STEEL, 18X24–INCH TO BE SALVAGED
- PULL BOXES STEEL, 24X42–INCH TO BE SALVAGED
- CONTROL CABINET TO BE SALVAGED

① REMOVE CONCRETE BASE

NOTE:

1) THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN 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) THE UNDERGROUND CABLES, WIRES, AND CONDUITS SHALL BECOME PROPERTY OF THE CONTRACTOR TO BE DISPOSED OF PROPERLY.

3) LUMINAIRES SHOWN ARE ON A SEPARATE STREET LIGHTING SYSTEM AND ARE NOT POWERED FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	REMOVE AND SALVAGE TRAFFIC SIGNALS, PINE ST. INTERSECTION	SHEET: 116	E

MOUNTING CONFIGURATION WITH HEAD NUMBER				
PROPOSED SIGNAL FACES				
4–V R (R) SY (Y) FY (Y) G (G) 12, 13	3–V (R) (Y) (G) 2, 3, 5, 6, 7, 8, 11, 14, 15, 16, 17, 18, 19, 20, 21, 22	3–VL (R) (Y) (G) 9, 10	3–VA (R) (Y) (G) 1, 4	PH2–1 PH2–2 PH4–1 PH4–2 PH6–1 PH6–2 PH6–3 PH6–4 PH8–1 PH8–2
NOTE: ALL LENSES ARE 12–INCHES LED				

MONROE AVE.

EB MASON ST. (OFF RAMP)

EB MASON ST. (ON RAMP)

WB MASON ST. (OFF RAMP)

CONNECT EXISTING CONDUIT TO PB9

POSTED SPEED LIMIT = 25 MPH

APPROX. EDGE OF MASON ST. OVERPASS DECK

MASON ST. OVERPASS PIERS

APPROX. EDGE OF WB MASON ST. OVERPASS ON RAMP DECK

MASON ST. OVERPASS ABUTMENT WALL

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15 PB16

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12 SB13 SB14 SB15 SB16 SB17 SB18 SB19 SB20

CB-1

PH2–1 PH2–2 PH4–1 PH4–2 PH6–1 PH6–2 PH6–3 PH6–4 PH8–1 PH8–2

D–A D–S1 D–S2 B–S 2–A 2–S1 2–S2 5–S E–S E–A A–S S–9 A–9

2 – 3" CONDUIT

18" SS

13+00 14+00 15+00 16+00 17+00 18+00 P.I. +50 P.I. +00 11+00

CONC. CURB ASPH. BLDG. PILLAR CONC. RETAINING WALL HOUSE CURB RETAINING WALL PIER ASPH. BOX

180' TO NEAR RIGHT SIGNAL

LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE (WITH BACK PLATE)
- 25' SIGNAL POLE, MONOTUBE–ARM, TYPE 3 BASE (WITH BACK PLATE)
- PEDESTRIAN HEAD WITH PUSHBUTTON, TYPE 1 BASE
- SIGNAL POLE, TYPE 2 BASE, LUMINAIRE POWERED OUT OF SEPARATE LIGHTING CABINET
- WALK/DON'T WALK INDICATOR, 16–INCH (COUNTDOWN TIMER)
- 3 SIGNAL HEAD NUMBER
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL SDD FOR LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)
- NONMETALLIC CONDUIT 2", UNLESS NOTED OTHERWISE
- PULL BOXES CONCRETE, 11X18X18–INCH
- PULL BOXES CONCRETE, 24X36X36–INCH
- CONTROL CABINET (WITH GROUND SLEEVE)
- LANE DESIGNATION FOR REFERENCE ONLY
- EVP DETECTOR HEAD (MOUNTED ON SIGNAL STANDARD)
- METER BREAKER PEDESTAL

NORTH

20 10 0 20

SCALE – FEET

TRAFFIC CONTROL SIGNAL
MONROE AVENUE & MASON STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

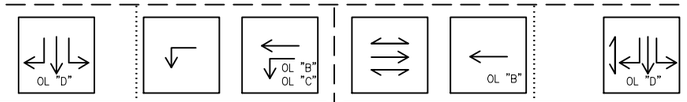
CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC SIGNAL PLAN MONROE AVENUE & MASON STREET	SHEET: 117	E

SEQUENCE OF OPERATION

RING 1 (NORTH RAMP)

PHASE	HEAD NUMBERS	#2 R/W	#2 CLEAR TO * *	#4 R/W	#4 CLEAR TO * *	#3 R/W	#3 CLEAR TO * *	#1 R/W	#1 CLEAR TO * *	FLASH
1										
2	1, 2, 3, 4	G	Y R	R	R R	R	R R	R	R R	R
3										
4										
5	12, 13	R	R R	R	R R	R	R R	R	R R	R
6	17, 18, 19	R	R R	R	R R	R	R R	R	R R	R
7										
8										
OL "A"	5, 6, 7, 8	G	Y R	R	R R	R	R R	G	Y R	R
OL "B"	14, 15, 16	R	R R	R	R R	R	R R	R	R R	R
OL "C"	12, 13	R	R R	R	R R	R	R R	R	R R	R
OL "D"	20, 21, 22	R	R R	R	R R	R	R R	R	R R	R
OL "E"	9, 10, 11	R	R R	G	Y R	G	Y R	R	R R	R
2P	PH2-1, 2	*	D D	D	D D	D	D D	D	D D	
4P	PH4-1, 2	D	D D	*	D D	D	D D	D	D D	
6P	PH6-1,2,3,4	D	D D	D	D D	D	D D	D	D D	
8P	PH8-1, 2	D	D D	D	D D	D	D D	D	D D	



RING 2 (SOUTH RAMP)

PHASE	HEAD NUMBERS	#7 R/W	#7 CLEAR TO * *	#5 R/W	#5 CLEAR TO * *	#6 R/W	#6 CLEAR TO * *	#8 R/W	#8 CLEAR TO * *
1									
2	1, 2, 3, 4	R	R R	R	R R	R	R R	R	R R
3									
4									
5	12, 13	R	R R	G	– –	–	– –	R	R R
6	17, 18, 19	R	R R	R	R R	G	Y R	R	R R
7									
8									
OL "A"	5, 6, 7, 8	R	R R	R	R R	R	R R	R	R R
OL "B"	14, 15, 16	R	R R	R	R R	G	Y R	R	R R
OL "C"	12, 13	R	R R	–	Y R	FY	Y R	R	R R
OL "D"	20, 21, 22	G	Y R	R	R R	R	R R	G	Y R
OL "E"	9, 10, 11	R	R R	R	R R	R	R R	R	R R
2P	PH2-1, 2	D	D D	D	D D	D	D D	D	D D
4P	PH4-1, 2	D	D D	D	D D	D	D D	D	D D
6P	PH6-1,2,3,4	D	D D	D	D D	*	D D	D	D D
8P	PH8-1, 2	D	D D	D	D D	D	D D	*	D D

BARRIER

* WHEN CALLED TIMED STEADY WALK, FOLLOWED BY A FLASHING DON'T WALK, THEN STEADY DON'T WALK

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

NOTES:

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

CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	2,6,7,8	3,4,5
2	1,5,6	3,4,7,8
3	4,5	1,2,6,7,8
4	3,5	1,2,6,7,8
5	2,3,4,6	1,7,8
6	1,2,5	3,4,7,8
7	1,8	2,3,4,5,6
8	1,7	2,3,4,5,6

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
1-S	–										
2-S1	1		X		2						
2-S2	2		X		2						
2-A	3	X			2	2					
5-S	4	X			5	5					
6-S	5		X		6	–					
6-A	6	X			6	6					
A-S	7		X		1&2	–					
A-A	–										
B-S	8		X		5&6	–					
B-A	–										
E-S	9	X			3	–					
E-A	10	X			3&4	3&4					
D-S1	11	X			7	–					
D-S2	12	X			7	–					
D-A	13	X			7&8	7&8					

TYPE OF INTERCONNECT	
NONE	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
HARDWIRE	
TONE (FREQ)	
SIGNAL SYSTEM: SS0122	

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

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	
IN SEPARATE CONTROL CABINET	X

CONTROLLER LOGIC

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

OVERLAPS

OL-A = 1&2
OL-B = 5&6
OL-C = PROTECTED 5, PERMITTED 6
OL-D = 7&8
OL-E = 3&4

MONROE AVENUE & MASON STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. REV.

CONTROLLER TYPE: EPAC

DATE: PAGE 4 OF 5

PROJECT ID:	1481-07-71
INTERSECTION:	MONROE AVE & MASON ST

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

CB-1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								WALK	PED BUTTON
					RED	YELLOW	GREEN	<RED>	<YELLOW> SOLID	<YELLOW> FLASHING	<GREEN>	D/WALK		
SB1		7	7	1	RED	ORG	GRN							
SB2		7	PH2-2	2P								BLK	BLU	
			2B	2P										WHT/BLK
SB3		15	17	6	RED	ORG	GRN							
			18	6	RED	ORG	GRN							
			20	7	RED/BLK	ORG/BLK	GRN/BLK							
SB4		7	PH6-1	6P								BLK	BLU	
			6B	6P										WHT/BLK
SB5		12	PH6-2	6P								BLK	BLU	
			6B	6P										WHT/BLK
			PH8-1	8P								BLK/WHT	BLU/BLK	
			8B	8P										RED/BLK
SB6		12	12	5				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			19	6	RED	ORG	BLK							
SB7		12	13	5				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			21	7	RED	ORG	BLK							
SB8		12	14	OL-B	RED	ORG	BLK							
			15	OL-B	RED	ORG	BLK							
SB9		12	PH6-4	6P								BLK	BLU	
			6B	6P										WHT/BLK
			PH8-2	8P								BLK/WHT	BLU/WHT	
			8B	8P										RED/BLK
SB10		7	22	7	RED	ORG	BLK							
SB11		7	PH6-3	6P								BLK	BLU	
			6B	6P										WHT/BLK
SB12		7	16	OL-B	RED	ORG	BLK							
SB13		12	2	2	RED	ORG	BLK							
			9	3				RED/BLK	ORG/BLK		GRN/BLK			
SB14		12	PH4-2	4P								BLK	BLU	
			4B	4P										WHT/BLK
SB15		7	3	2	RED	ORG	BLK							
SB16		15	4	2	RED	ORG	BLK							
			5	1	RED/WHT	BLU/WHT	GRN/WHT							
			10	3				RED/BLK	ORG/BLK		GRN/BLK			
SB17		7	6	1	RED	ORG	BLK							
SB18		12	PH2-1	2P								BLK	BLU	
			2B	2P										WHT/BLK
			PH4-1	4P								BLK/WHT	BLU/BLK	
			4B	4P										RED/BLK
SB19		7	11	3	RED	ORG	GRN							
SB20		12	1	2	RED/BLK	ORG/BLK					GRN/BLK			
			8	1	RED	ORG	GRN							

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GREEN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	SB17
SB17	SB18
SB18	SB19
SB19	SB20
SB20	CB1

NOTES:
1. USE THE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSHBUTTONS TO THE COLOR INDICATED IN THE CHART, CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

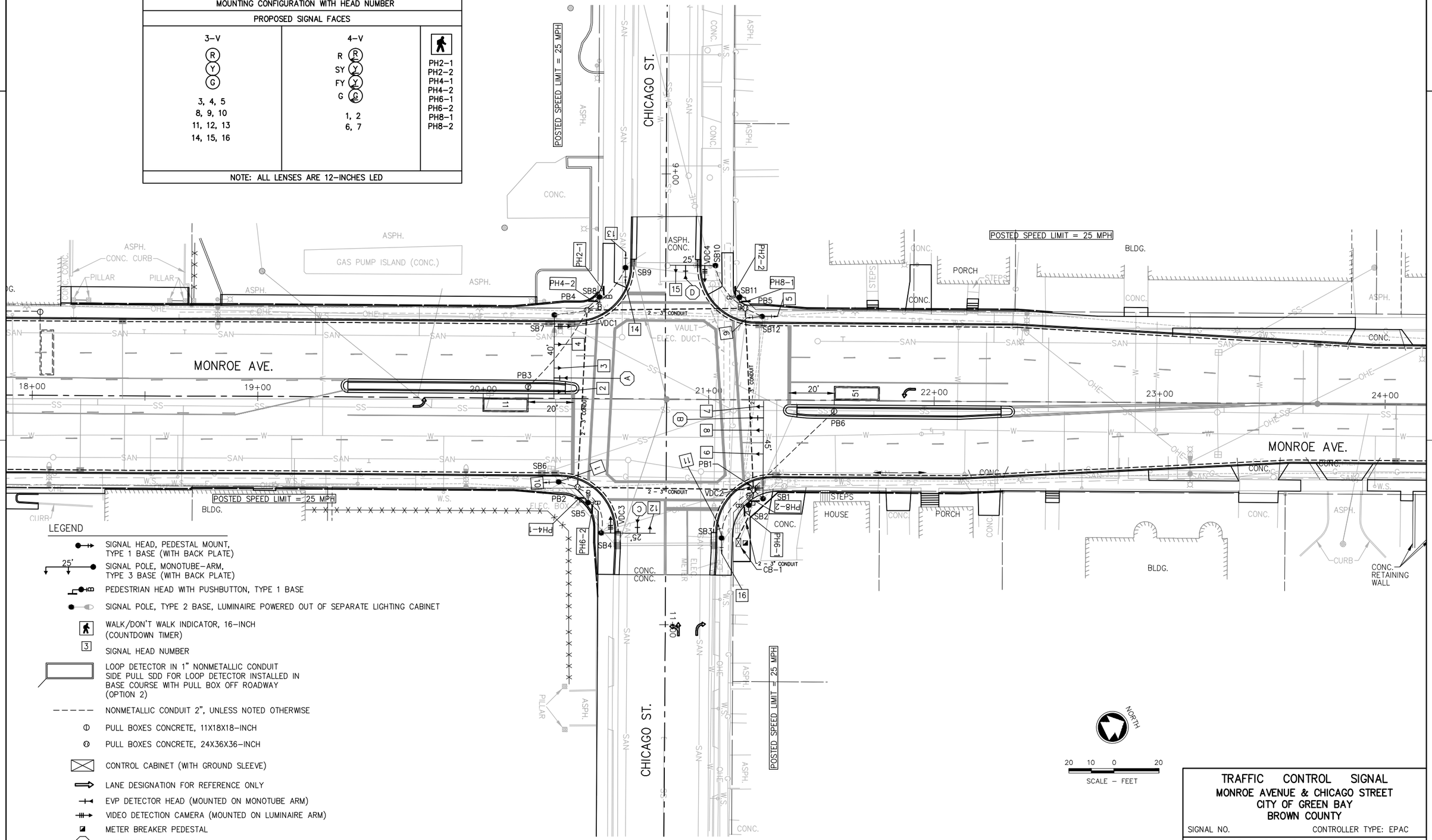
TRAFFIC CONTROL SIGNAL
MONROE AVENUE & MASON STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	CABLE ROUTING DIAGRAM (MONROE AVENUE & MASON STREET)	SHEET: 119	E

MOUNTING CONFIGURATION WITH HEAD NUMBER		
PROPOSED SIGNAL FACES		
3–V	4–V	
R Y G	R SY FY G	PH2–1 PH2–2 PH4–1 PH4–2 PH6–1 PH6–2 PH8–1 PH8–2
3, 4, 5 8, 9, 10 11, 12, 13 14, 15, 16	1, 2 6, 7	
NOTE: ALL LENSES ARE 12–INCHES LED		



LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE (WITH BACK PLATE)
- 25' SIGNAL POLE, MONOTUBE–ARM, TYPE 3 BASE (WITH BACK PLATE)
- PEDESTRIAN HEAD WITH PUSHBUTTON, TYPE 1 BASE
- SIGNAL POLE, TYPE 2 BASE, LUMINAIRE POWERED OUT OF SEPARATE LIGHTING CABINET
- WALK/DON'T WALK INDICATOR, 16–INCH (COUNTDOWN TIMER)
- 3 SIGNAL HEAD NUMBER
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL SDD FOR LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)
- NONMETALLIC CONDUIT 2", UNLESS NOTED OTHERWISE
- PULL BOXES CONCRETE, 11X18X18–INCH
- PULL BOXES CONCRETE, 24X36X36–INCH
- CONTROL CABINET (WITH GROUND SLEEVE)
- LANE DESIGNATION FOR REFERENCE ONLY
- EVP DETECTOR HEAD (MOUNTED ON MONOTUBE ARM)
- VIDEO DETECTION CAMERA (MOUNTED ON LUMINAIRE ARM)
- METER BREAKER PEDESTAL
- C EVP DETECTOR NUMBER
- VDC1 VIDEO DETECTION CAMERA NUMBER

TRAFFIC CONTROL SIGNAL

MONROE AVENUE & CHICAGO STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC SIGNAL PLAN MONROE AVENUE & CHICAGO STREET	SHEET: 120	E

SEQUENCE OF OPERATION

RING 1

PHASE	HEAD NUMBERS	#1 R/W	#1 CLEAR TO * *	#2 R/W	#2 CLEAR TO * *	#3 R/W	#3 CLEAR TO * *	#4 R/W	#4 CLEAR TO * *	FLASH
1	6, 7	G	– –	–	– –			–	– –	
2	3, 4, 5	R	R R	G	Y R			R	R R	R
4	11, 12, 13	R	R R	R	R R			G	Y R	R
5	1, 2	–	– –	–	– –			–	– –	
6	8, 9, 10	R	R R	R	R R			R	R R	R
8	14, 15, 16	R	R R	R	R R			R	R R	R
OL "A"	6, 7	–	Y R	FY	Y R			R	R R	R
OL "C"	1, 2	R	R R	R	R R			R	R R	R
2P	PH2–1, PH2–2	D	D D	*	D D	D	D D	D	D D	
4P	PH4–1, PH4–2	D	D D	D	D D	D	D D	*	D D	
6P	PH6–1, PH6–2	D	D D	D	D D	D	D D	D	D D	
8P	PH8–1, PH8–2	D	D D	D	D D	D	D D	D	D D	

RING 2

PHASE	HEAD NUMBERS	#5 R/W	#5 CLEAR TO * *	#6 R/W	#6 CLEAR TO * *	#7 R/W	#7 CLEAR TO * *	#8 R/W	#8 CLEAR TO * *
1	6, 7	–	– –	–	– –			–	– –
2	3, 4, 5	R	R R	R	R R			R	R R
4	13, 14, 15	R	R R	R	R R			R	R R
5	1, 2	G	– –	–	– –			–	– –
6	8, 9, 10	R	R R	G	Y R			R	R R
8	18, 19, 20	R	R R	R	R R			G	Y R
OL "A"	6, 7	R	R R	R	R R			R	R R
OL "C"	1, 2	–	Y R	FY	Y R			R	R R
2P	PH2–1, PH2–2	D	D D	D	D D	D	D D	D	D D
4P	PH4–1, PH4–2	D	D D	D	D D	D	D D	D	D D
6P	PH6–1, PH6–2	D	D D	*	D D	D	D D	*	D D
8P	PH8–1, PH8–2	D	D D	D	D D	D	D D	D	D D

BARRIER

* WHEN CALLED TIMED STEADY WALK, FOLLOWED BY A FLASHING DON'T WALK, THEN STEADY DON'T WALK

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

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON–CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART 1).
3. WHEN OPPOSING THRU PHASES ARE TIMED CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. VIDEO DETECTION LOCATIONS AND ZONE SIZES TO BE DETERMINED IN THE FIELD BY THE CITY OF GREEN BAY TRAFFIC DIVISION.

CHART 1

PHASE ON	NON–CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2, 4, 8
2	5 OR 6	1, 4, 8
3		
4	8	1, 2, 5, 6
5	1 OR 2	4, 6, 8
6	1 OR 2	4, 5, 8
7		
8	4	1, 2, 5, 6

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11		X			1	1				6' X 20'	3
51		X			5	5				6' X 20'	3

REFER TO NOTE #4 FOR ADDITIONAL DETECTOR LOCATION INFORMATION.

TYPE OF INTERCONNECT	
NONE	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
HARDWIRE	
TONE (FREQ)	
SIGNAL SYSTEM:	

EMERGENCY VEHICLE PREEMPTION SEQUENCE				
EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT	← ↓	↑ →	↓	↑
PHASE	2 AND 5	1 AND 6	4	8

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

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	
IN SEPARATE CONTROL CABINET	X

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				YES
2			MIN	YES
3				NO
4		8		YES
5				YES
6			MIN	YES
7				NO
8		4		YES

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OL "A"	1	2
OL "B"		
OL "C"	5	6
OL "D"		

MONROE AVENUE & CHICAGO STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. REV.

CONTROLLER TYPE:

DATE:

PROJECT NO: 1481–07–71 | HWY: MONROE AVE./STH 57 | COUNTY: BROWN | SEQUENCE OF OPERATIONS, MONROE AVENUE & CHICAGO STREET | SHEET: 121 | E

PROJECT ID: 1481-07-71
INTERSECTION: MONROE AVE & CHICAGO ST

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

CB-1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								WALK	PED BUTTON
					RED	YELLOW	GREEN	<RED>	<YELLOW> SOLID	<YELLOW> FLASHING	<GREEN>	D/WALK		
SB1		15	7	1				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			8	6	RED	ORG	GRN							
			9	6	RED	ORG	GRN							
SB2		12	PH6-1	6P								BLK	BLU	
			6B	6P										WHT/BLK
			PH8-2	8P								BLK/WHT	BLU/BLK	
			8B	8P										RED/BLK
SB3		12	11	4	RED	ORG	GRN							
			16	8	RED/BLK	ORG/BLK	GRN/BLK							
SB4		7	12	4	RED	ORG	GRN							
SB5		12	PH6-2	6P								BLK	BLU	
			6B	6P										WHT/BLK
			PH4-1	4P								BLK/WHT	BLU/BLK	
			4B	4P										RED/BLK
SB6		12	1	5				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			10	6	RED	ORG	GRN							
SB7		15	2	5				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			3	2	RED	ORG	GRN							
			4	2	RED	ORG	GRN							
SB8		12	PH4-2	4P								BLK	BLU	
			4B	4P										WHT/BLK
			PH2-1	2P								BLK/WHT	BLU/BLK	
			2B	2P										RED/BLK
SB9		12	13	4	RED	ORG	GRN							
			14	8	RED/BLK	ORG/BLK	GRN/BLK							
SB10		7	15	8	RED	ORG	GRN							
SB11		12	PH2-2	2P								BLK	BLU	
			2B	2P										WHT/BLK
			PH8-1	8P								BLK/WHT	BLU/BLK	
			8B	8P										RED/BLK
SB12		12	5	2	RED	ORG	GRN							
			6	1				RED/BLK	ORG/BLK	BLU	GRN/BLK			

NOTES:
1. USE THE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSHBUTTONS TO THE COLOR INDICATED IN THE CHART, CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GREEN XLP	
FROM	TO
CB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB1
SB1	CB1

EMERGENCY VEHICLE PREEPMPTION CABLE	
FROM	TO
CB1	SB7
SB7	HEAD A
CB1	SB1
SB1	HEAD B
CB1	SB4
SB4	HEAD C
CB1	SB10
SB10	HEAD D

VIDEO DETECTION CABLE	
FROM	TO
CB1	SB7
SB7	VDC1
CB1	SB1
SB1	VDC2
CB1	SB4
SB4	VDC3
CB1	SB10
SB10	VDC4

TRAFFIC CONTROL SIGNAL
MONROE AVENUE & CHICAGO STREET
CITY OF GREEN BAY
BROWN COUNTY

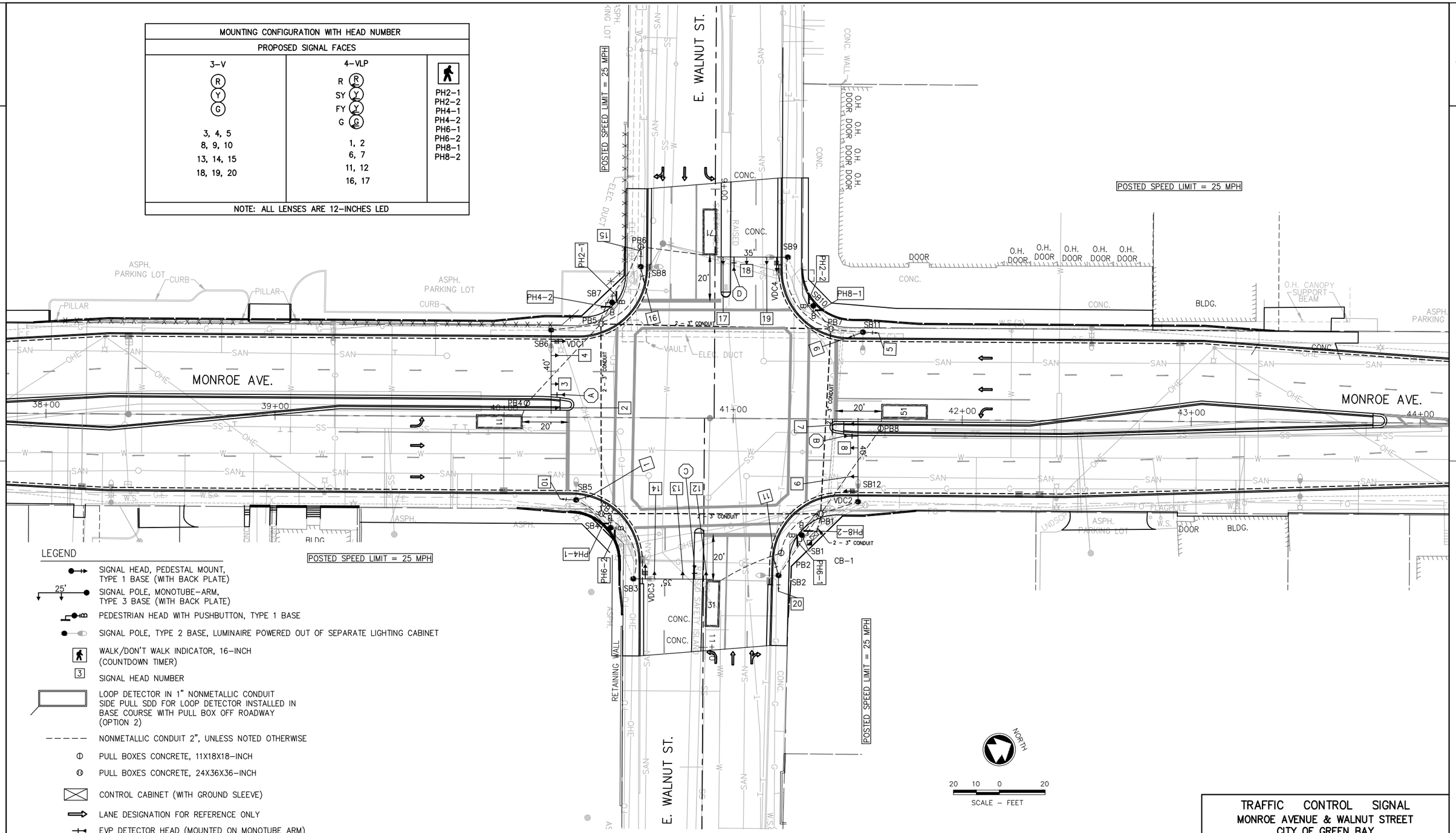
SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

gflohr, W:\PROJECTS\W0059\970220\00\02-Signal Plans\06 Cable Routing - Chicago Street.dwg, 06 cable routing - chicago street, Plot Date: 1/20/2014 8:42 AM, xrefs:none

2

MOUNTING CONFIGURATION WITH HEAD NUMBER		
PROPOSED SIGNAL FACES		
3–V	4–VLP	PH2–1 PH2–2 PH4–1 PH4–2 PH6–1 PH6–2 PH8–1 PH8–2
3, 4, 5 8, 9, 10 13, 14, 15 18, 19, 20	R 1, 2 SY 6, 7 FY 11, 12 G 16, 17	
NOTE: ALL LENSES ARE 12–INCHES LED		



LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE (WITH BACK PLATE)
- 25' SIGNAL POLE, MONOTUBE–ARM, TYPE 3 BASE (WITH BACK PLATE)
- PEDESTRIAN HEAD WITH PUSHBUTTON, TYPE 1 BASE
- SIGNAL POLE, TYPE 2 BASE, LUMINAIRE POWERED OUT OF SEPARATE LIGHTING CABINET
- WALK/DON'T WALK INDICATOR, 16–INCH (COUNTDOWN TIMER)
- 3 SIGNAL HEAD NUMBER
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL SDD FOR LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)
- NONMETALLIC CONDUIT 2", UNLESS NOTED OTHERWISE
- Φ PULL BOXES CONCRETE, 11X18X18–INCH
- Ø PULL BOXES CONCRETE, 24X36X36–INCH
- CONTROL CABINET (WITH GROUND SLEEVE)
- LANE DESIGNATION FOR REFERENCE ONLY
- EVP DETECTOR HEAD (MOUNTED ON MONOTUBE ARM)
- VIDEO DETECTION CAMERA (MOUNTED ON LUMINAIRE ARM)
- METER BREAKER PEDESTAL
- (C) EVP DETECTOR NUMBER
- VDC1 VIDEO DETECTION CAMERA NUMBER

TRAFFIC CONTROL SIGNAL
MONROE AVENUE & WALNUT STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC SIGNAL PLAN MONROE AVENUE & WALNUT STREET	SHEET: 123	E

SEQUENCE OF OPERATION

RING 1

PHASE	HEAD NUMBERS	#1 R/W	#1 CLEAR TO *	*	#2 R/W	#2 CLEAR TO *	*	#3 R/W	#3 CLEAR TO *	*	#4 R/W	#4 CLEAR TO *	*	FLASH
1	6, 7	G	–	–	–	–	–	–	–	–	–	–	–	
2	3, 4, 5	R	R	R	G	Y	R	R	R	R	R	R	R	R
3	16, 17	–	–	–	–	–	–	G	–	–	–	–	–	
4	13, 14, 15	R	R	R	R	R	R	R	R	R	G	Y	R	R
5	1, 2	–	–	–	–	–	–	–	–	–	–	–	–	
6	8, 9, 10	R	R	R	R	R	R	R	R	R	R	R	R	R
7	11, 12	–	–	–	–	–	–	–	–	–	–	–	–	
8	18, 19, 20	R	R	R	R	R	R	R	R	R	R	R	R	R
OL "A"	6, 7	–	Y	R	FY	Y	R	R	R	R	R	R	R	R
OL "B"	16, 17	R	R	R	R	R	R	–	Y	R	FY	Y	R	R
OL "C"	1, 2	R	R	R	R	R	R	R	R	R	R	R	R	R
OL "D"	11, 12	R	R	R	R	R	R	R	R	R	R	R	R	R
2P	PH2–1, PH2–2	D	D	D	*	D	D	D	D	D	D	D	D	
4P	PH4–1, PH4–2	D	D	D	D	D	D	D	D	D	*	D	D	
6P	PH6–1, PH6–2	D	D	D	D	D	D	D	D	D	D	D	D	
8P	PH8–1, PH8–2	D	D	D	D	D	D	D	D	D	D	D	D	

RING 2

PHASE	HEAD NUMBERS	#5 R/W	#5 CLEAR TO *	*	#6 R/W	#6 CLEAR TO *	*	#7 R/W	#7 CLEAR TO *	*	#8 R/W	#8 CLEAR TO *	*
1	6, 7	–	–	–	–	–	–	–	–	–	–	–	–
2	3, 4, 5	R	R	R	R	R	R	R	R	R	R	R	R
3	16, 17	–	–	–	–	–	–	–	–	–	–	–	–
4	13, 14, 15	R	R	R	R	R	R	R	R	R	R	R	R
5	1, 2	G	–	–	–	–	–	–	–	–	–	–	–
6	8, 9, 10	R	R	R	G	Y	R	R	R	R	R	R	R
7	11, 12	–	–	–	–	–	–	G	–	–	–	–	–
8	18, 19, 20	R	R	R	R	R	R	R	R	R	G	Y	R
OL "A"	6, 7	R	R	R	R	R	R	R	R	R	R	R	R
OL "B"	16, 17	R	R	R	R	R	R	R	R	R	R	R	R
OL "C"	1, 2	–	Y	R	FY	Y	R	R	R	R	R	R	R
OL "D"	11, 12	R	R	R	R	R	R	–	Y	R	FY	Y	R
2P	PH2–1, PH2–2	D	D	D	D	D	D	D	D	D	D	D	D
4P	PH4–1, PH4–2	D	D	D	D	D	D	D	D	D	D	D	D
6P	PH6–1, PH6–2	D	D	D	*	D	D	D	D	D	D	D	D
8P	PH8–1, PH8–2	D	D	D	D	D	D	D	D	D	*	D	D

BARRIER

* WHEN CALLED TIMED STEADY WALK, FOLLOWED BY A FLASHING DON'T WALK, THEN STEADY DON'T WALK

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

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON–CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART 1).
3. WHEN OPPOSING THRU PHASES ARE TIMED CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. VIDEO DETECTION LOCATIONS AND ZONE SIZES TO BE DETERMINED IN THE FIELD BY THE CITY OF GREEN BAY TRAFFIC DIVISION.

CHART 1

PHASE ON	NON–CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2, 3, 4, 7, 8
2	5 OR 6	1, 3, 4, 7, 8
3	7 OR 8	1, 2, 4, 5, 6
4	7 OR 8	1, 2, 3, 5, 6
5	1 OR 2	3, 4, 6, 7, 8
6	1 OR 2	3, 4, 5, 7, 8
7	3 OR 4	1, 2, 5, 6, 8
8	3 OR 4	1, 2, 5, 6, 7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11		X			1	1				6' X 20'	
31		X			3	3				6' X 20'	
51		X			5	5				6' X 20'	
71		X			7	7				6' X 20'	

REFER TO NOTE #4 FOR ADDITIONAL DETECTOR LOCATION INFORMATION.

TYPE OF INTERCONNECT	
NONE	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
HARDWIRE	
TONE (FREQ)	
SIGNAL SYSTEM:	

EMERGENCY VEHICLE PREEMPTION SEQUENCE				
EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT	← ↓	↑ →	↓ →	← ↑
PHASE	2 AND 5	1 AND 6	4 AND 7	3 AND 8

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

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	
IN SEPARATE CONTROL CABINET	X

CONTROLLER LOGIC

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OL "A"	1	2
OL "B"	3	4
OL "C"	5	6
OL "D"	7	8

MONROE AVENUE & WALNUT STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. REV.

CONTROLLER TYPE:

DATE:

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	SEQUENCE OF OPERATIONS, MONROE AVENUE & WALNUT STREET	SHEET: 124	E

PROJECT ID: 1481-07-71
INTERSECTION: MONROE AVE & WALNUT ST

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

CB-1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								WALK	PED BUTTON
					RED	YELLOW	GREEN	<RED>	<YELLOW> SOLID	<YELLOW> FLASHING	<GREEN>	D/WALK		
SB1		12	PH6-1	6P								BLK	BLU	
			6B	6P										WHT/BLK
			PH8-2	8P								BLK/WHT	BLU/BLK	
			8B	8P										RED/BLK
SB2		12	11	7				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			20	8	RED	ORG	GRN							
SB3		15	14	4	RED	ORG	GRN							
			12	7				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			13	4	RED	ORG	BLK							
SB4		12	PH4-1	4P								BLK	BLU	
			4B	4P										WHT/BLK
			PH6-2	6P								BLK/WHT	BLU/BLK	
			6B	6P										RED/BLK
SB5		12	1	5				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			10	6	RED	ORG	GRN							
SB6		15	2	5				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			3	2	RED	ORG	GRN							
			4	2	RED	ORG	GRN							
SB7		12	PH2-1	2P								BLK	BLU	
			2B	2P										WHT/BLK
			PH4-2	4P								BLK/WHT	BLU/BLK	
			4B	4P										RED/BLK
SB8		12	15	4	RED	ORG	BLK							
			16	3				RED/BLK	ORG/BLK	BLU	GRN/BLK			
SB9		15	17	3				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			18	8	RED	ORG	BLK							
			19	8	RED	ORG	BLK							
SB10		12	PH2-2	2P								BLK	BLU	
			2B	2P										WHT/BLK
			PH8-1	8P								BLK/WHT	BLU/BLK	
			8B	8P										RED/BLK
SB11		12	5	2	RED	ORG	BLK							
			6	1				RED/BLK	ORG/BLK	BLU	GRN/BLK			
SB12		15	7	1				RED/BLK	ORG/BLK	BLU	GRN/BLK			
			8	6	RED	ORG	BLK							
			9	6	RED	ORG	BLK							

NOTES:
1. USE THE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSHBUTTONS TO THE COLOR INDICATED IN THE CHART, CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GREEN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	CB1

EMERGENCY VEHICLE PREEPMPTION CABLE	
FROM	TO
CB1	SB6
SB6	HEAD A
CB1	SB12
SB12	HEAD B
CB1	SB3
SB3	HEAD C
CB1	SB9
SB9	HEAD D

VIDEO DETECTION CABLE	
FROM	TO
CB1	SB6
SB6	VDC1
CB1	SB12
SB12	VDC2
CB1	SB3
SB3	VDC3
CB1	SB9
SB9	VDC4

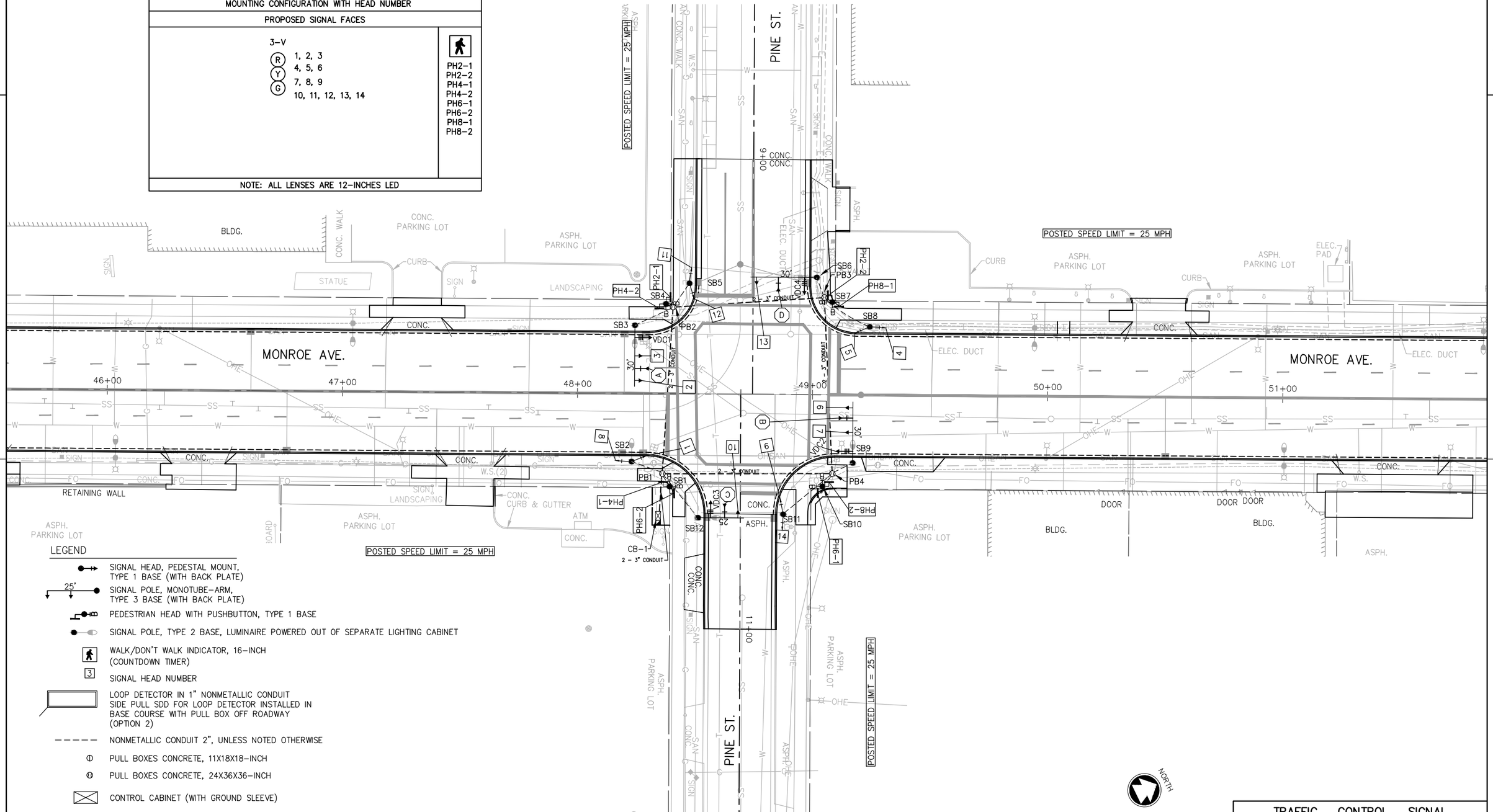
TRAFFIC CONTROL SIGNAL
MONROE AVENUE & WALNUT STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

gflohr, W:\PROJECTS\W0059\970220\00\02-Signal Plans\09 CABLE ROUTING - WALNUT STREET.dwg, 09 cable routing - walnut street, Plot Date: 1/20/2014 8:42 AM, xrefs:none

MOUNTING CONFIGURATION WITH HEAD NUMBER	
PROPOSED SIGNAL FACES	
3-V (R) 1, 2, 3 (Y) 4, 5, 6 (G) 7, 8, 9 10, 11, 12, 13, 14	PH2-1 PH2-2 PH4-1 PH4-2 PH6-1 PH6-2 PH8-1 PH8-2
NOTE: ALL LENSES ARE 12-INCHES LED	



LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE (WITH BACK PLATE)
- 25' SIGNAL POLE, MONOTUBE-ARM, TYPE 3 BASE (WITH BACK PLATE)
- PEDESTRIAN HEAD WITH PUSHBUTTON, TYPE 1 BASE
- SIGNAL POLE, TYPE 2 BASE, LUMINAIRE POWERED OUT OF SEPARATE LIGHTING CABINET
- WALK/DON'T WALK INDICATOR, 16-INCH (COUNTDOWN TIMER)
- 3 SIGNAL HEAD NUMBER
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL SDD FOR LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)
- NONMETALLIC CONDUIT 2", UNLESS NOTED OTHERWISE
- Ⓓ PULL BOXES CONCRETE, 11X18X18-INCH
- Ⓧ PULL BOXES CONCRETE, 24X36X36-INCH
- CONTROL CABINET (WITH GROUND SLEEVE)
- LANE DESIGNATION FOR REFERENCE ONLY
- EVP DETECTOR HEAD (MOUNTED ON MONOTUBE ARM)
- VIDEO DETECTION CAMERA (MOUNTED ON LUMINAIRE ARM)
- METER BREAKER PEDESTAL
- (C) EVP DETECTOR NUMBER
- VDC1 VIDEO DETECTION CAMERA NUMBER

NORTH

20 10 0 20
SCALE - FEET

TRAFFIC CONTROL SIGNAL
MONROE AVENUE & PINE STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC SIGNAL PLAN MONROE AVENUE & PINE STREET	SHEET: 126	E

SEQUENCE OF OPERATION

NOT USED | NOT USED

PHASE	HEAD NUMBERS	#1 R/W	#1 CLEAR TO * *	#2 R/W	#2 CLEAR TO * *	#3 R/W	#3 CLEAR TO * *	#4 R/W	#4 CLEAR TO * *	FLASH
RING 1										
2	1, 2, 3, 4			G	Y R			R	R R	R
4	9, 10, 11			R	R R			G	Y R	R
6	5, 6, 7, 8			R	R R			R	R R	R
8	12, 13, 14			R	R R			R	R R	R
2P	PH2–1, PH2–2			*	D D			D	D D	
4P	PH4–1, PH4–2			D	D D			*	D D	
6P	PH6–1, PH6–2			D	D D			D	D D	
8P	PH8–1, PH8–2			D	D D			D	D D	

NOT USED | NOT USED

PHASE	HEAD NUMBERS	#5 R/W	#5 CLEAR TO * *	#6 R/W	#6 CLEAR TO * *	#7 R/W	#7 CLEAR TO * *	#8 R/W	#8 CLEAR TO * *
RING 2									
2	1, 2, 3, 4			R	R R			R	R R
4	9, 10, 11			R	R R			R	R R
6	5, 6, 7, 8			G	Y R			R	R R
8	12, 13, 14			R	R R			G	Y R
2P	PH2–1, PH2–2			D	D D			D	D D
4P	PH4–1, PH4–2			D	D D			D	D D
6P	PH6–1, PH6–2			*	D D			D	D D
8P	PH8–1, PH8–2			D	D D			*	D D

BARRIER

* WHEN CALLED TIMED STEADY WALK, FOLLOWED BY A FLASHING DON'T WALK, THEN STEADY DON'T WALK

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

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON–CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART 1).
3. WHEN OPPOSING THRU PHASES ARE TIMED CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. VIDEO DETECTION LOCATIONS AND ZONE SIZES TO BE DETERMINED IN THE FIELD BY THE CITY OF GREEN BAY TRAFFIC DIVISION.

CHART 1

PHASE ON	NON–CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	6	4, 8
3		
4	8	2, 6
5		
6	2	4, 8
7		
8	4	2, 6,

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS

REFER TO NOTE #4 FOR ADDITIONAL DETECTOR LOCATION INFORMATION.

TYPE OF INTERCONNECT	
NONE	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
HARDWIRE	
TONE (FREQ)	
SIGNAL SYSTEM:	

EMERGENCY VEHICLE PREEMPTION SEQUENCE				
EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT	←	→	↓	↑
PHASE	2	6	4	8

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

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	
IN SEPARATE CONTROL CABINET	X

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				NO
2			X	YES
3				NO
4		8		YES
5				NO
6			X	YES
7				NO
8		4		YES

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
OL "A"		
OL "B"		
OL "C"		
OL "D"		

MONROE AVENUE & PINE STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. REV.

CONTROLLER TYPE:

DATE:

gflohr, W:\PROJECTS\W0059\970220\00\02-Signal Plans\11 Sequence – Pine Street.dwg, 11 sequence – pine street, Plot Date: 1/20/2014 8:43 AM, xrefs: (x–monroe existing topo, x–monroe proposed, rw–comps–dew)

PROJECT ID:	1481-07-71
INTERSECTION:	MONROE AVE & PINE ST

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

CB-1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								WALK	PED BUTTON
					RED	YELLOW	GREEN	<RED>	<YELLOW> SOLID	<YELLOW> FLASHING	<GREEN>	D/WALK		
SB1		12	PH4-1	4P								BLK	BLU	
			4B	4P										WHT/BLK
			PH6-2	6P								BLK/WHT	BLU/BLK	
			6B	6P										RED/BLK
SB2		12	1	2	RED	ORG	GRN							
			8	6	RED/BLK	ORG/BLK	GRN/BLK							
SB3		12	2	2	RED	ORG	GRN							
			3	2	RED	ORG	GRN							
SB4		12	PH4-2	4P								BLK	BLU	
			4B	4P										WHT/BLK
			PH2-1	2P								BLK/WHT	BLU/BLK	
			2B	2P										RED/BLK
SB5		12	11	4	RED	ORG	GRN							
			12	8	RED/BLK	ORG/BLK	GRN/BLK							
SB6		7	13	8	RED	ORG	GRN							
SB7		12	PH2-2	2P								BLK	BLU	
			2B	2P										WHT/BLK
			PH8-1	8P								BLK/WHT	BLU/BLK	
			8B	8P										RED/BLK
SB8		12	4	2	RED	ORG	GRN							
			5	6	RED/BLK	ORG/BLK	GRN/BLK							
SB9		12	6	6	RED	ORG	GRN							
			7	6	RED	ORG	GRN							
SB10		12	PH8-2	8P								BLK	BLU	
			8B	8P										WHT/BLK
			PH6-1	6P								BLK/WHT	BLU/BLK	
			6B	6P										RED/BLK
SB11		12	9	4	RED	ORG	GRN							
			14	8	RED/BLK	ORG/BLK	GRN/BLK							
SB12		7	10	4	RED	ORG	GRN							

NOTES:
1. USE THE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSHBUTTONS TO THE COLOR INDICATED IN THE CHART, CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GREEN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	CB1

EMERGENCY VEHICLE PREEPMPTION CABLE	
FROM	TO
CB1	SB3
SB3	HEAD A
CB1	SB9
SB9	HEAD B
CB1	SB12
SB12	HEAD C
CB1	SB6
SB6	HEAD D

VIDEO DETECTION CABLE	
FROM	TO
CB1	SB3
SB3	VDC1
CB1	SB9
SB9	VDC2
CB1	SB12
SB12	VDC3
CB1	SB6
SB6	VDC4

TRAFFIC CONTROL SIGNAL
MONROE AVENUE & PINE STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	CABLE ROUTING DIAGRAM (MONROE AVENUE & PINE STREET)	SHEET: 128	E

EXISTING MOUNTING CONFIGURATION WITH HEAD NUMBER		
PROPOSED SIGNAL FACES		
5–V (R, Y, G, Y, G)	3–V (R, Y, G)	
342, 313, 333, 314, 334, 343	322, 323, 344, 341, 312, 332, 311, 321, 331	PF–32, PF–31, PF–34, PF–33, PF–35, PF–36, PF–37, PF–38
NOTE: ALL LENSES ARE 12–INCHES LED		

POSTED SPEED LIMIT = 30 MPH

POSTED SPEED LIMIT = 25 MPH

POSTED SPEED LIMIT = 25 MPH

POSTED SPEED LIMIT = 30 MPH

CONC. WALK

BIKE LANE

ASPH. PARKING LOT

ELEC. DUCT

ELEC. PAD

BUS STOP SHELTER

VAULT

LANDSCAPING

BLDG.

W.S.

SAFETY ISLAND RAISED

CONTROL CABINET

ELEC. METER

BILL BOARD

DOOR

PARKING BUMPERS

REMOVE CONCRETE BASE

RELOCATE EXISTING SIGNAL ASSEMBLY TO NEW CONCRETE BASE

NEW BASE LOCATION CONCRETE BASE TYPE 1

P.I. +25

P.I. +75

9+00

11+00

54+00

55+00

56+00

57+00

58+00

59+00

PF–32 PF–31 PF–34 PF–33 PF–35 PF–36 PF–37 PF–38

322 323 344 341 312 332 311 321 331 342 313 333 314 334 343

LEGEND

- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE (WITH BACK PLATE)
- 25' SIGNAL POLE, MONOTUBE–ARM
- PEDESTRIAN HEAD WITH PUSHBUTTON
- LUMINAIRE POWERED OUT OF SEPARATE LIGHTING CABINET
- WALK/DON'T WALK INDICATOR, 16–INCH (COUNTDOWN TIMER)
- 3–H 8 MOUNTING CONFIGURATION SIGNAL HEAD NUMBER
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL SDD FOR LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)
- NONMETALLIC CONDUIT 2", UNLESS NOTED OTHERWISE
- PULL BOXES CONCRETE, 11X18X18–INCH
- PULL BOXES CONCRETE, 24X36X36–INCH
- CONTROL CABINET (WITH GROUND SLEEVE)
- LANE DESIGNATION FOR REFERENCE ONLY
- TRAFFIC CAMERA

NORTH

20 10 0 20

SCALE – FEET

TRAFFIC CONTROL SIGNAL
MONROE AVENUE & MAIN STREET
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: DAVE HANSEN
DESIGNED BY: MCMAHON
REVISED BY:

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC SIGNAL PLANS MONROE AVENUE & MAIN STREET	SHEET: 129	E

2

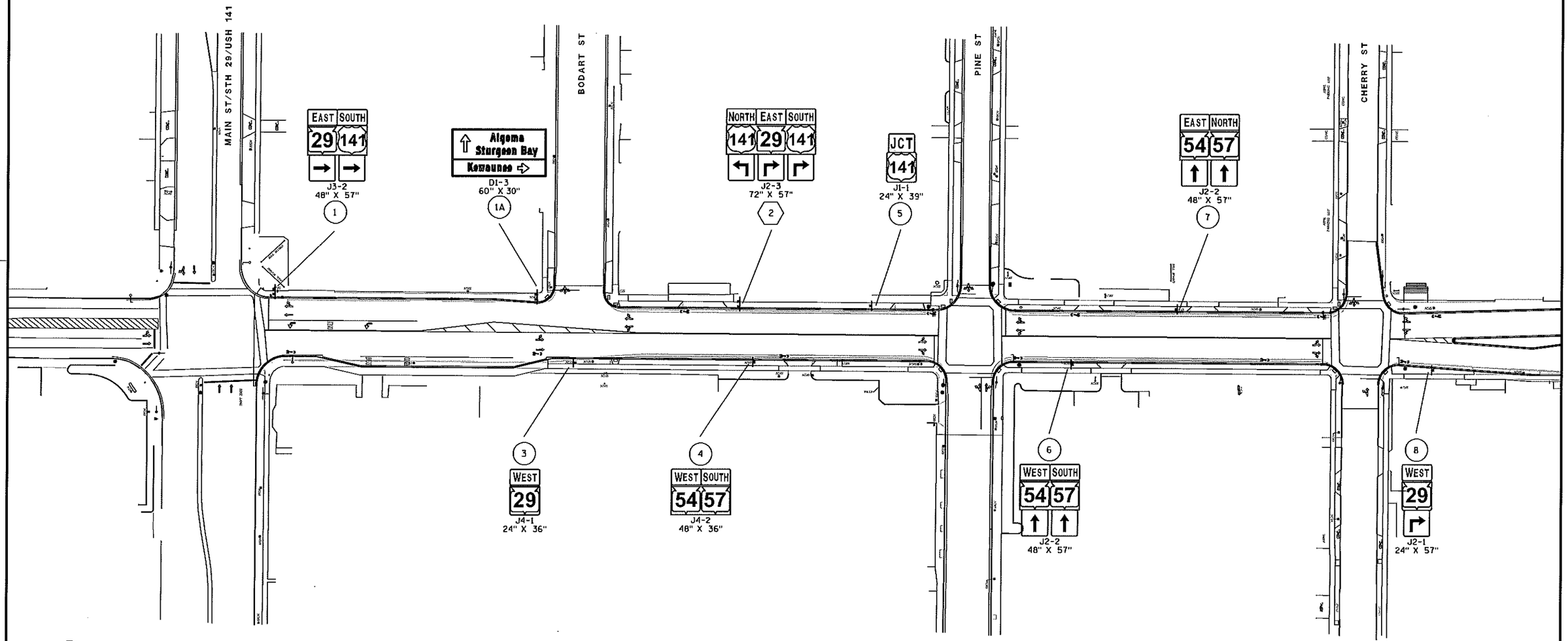
SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS AND SUPPORTS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.



SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1481-07-71	HWY: STH 57	COUNTY: BROWN	PERMANENT SIGNING	SHEET 130 E

2

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

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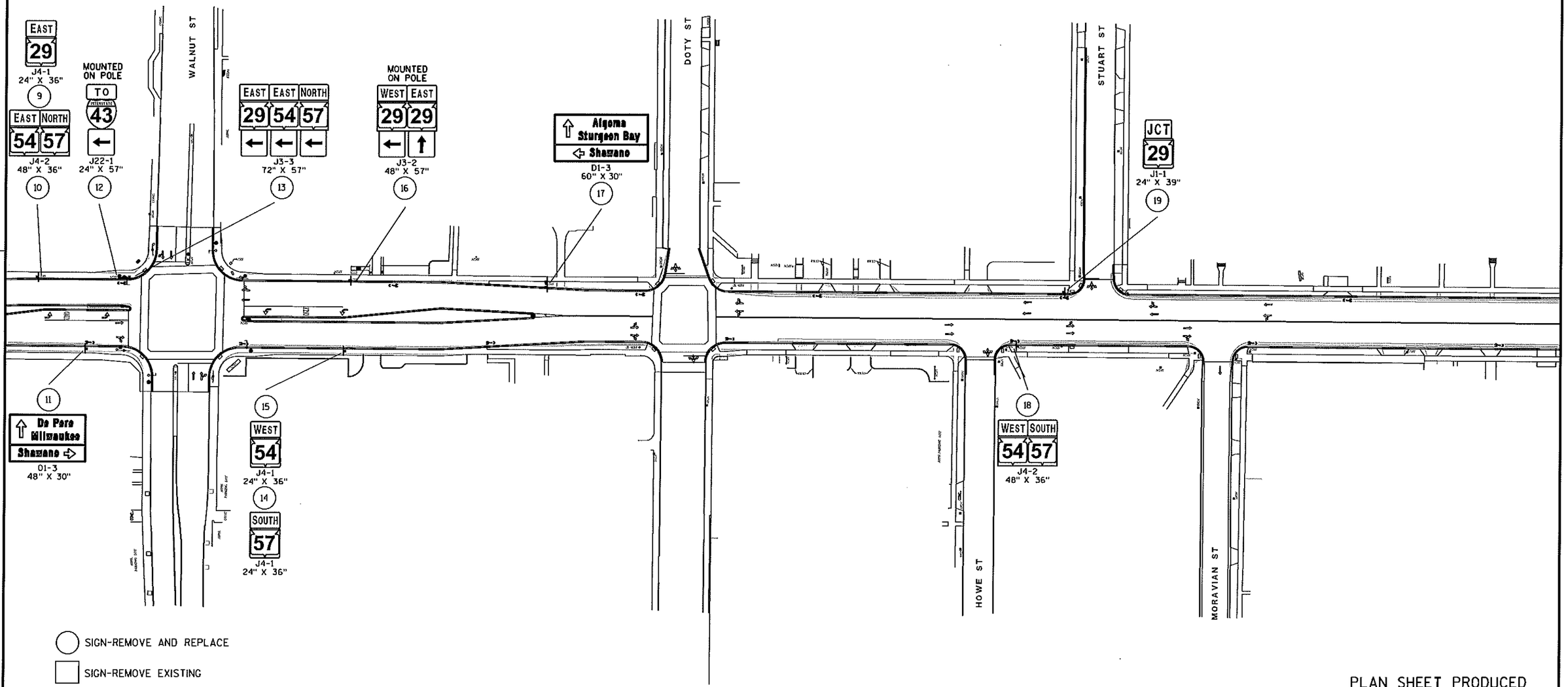

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1481-07-71	HWY: STH 57	COUNTY: BROWN	PERMANENT SIGNING	SHEET 131 E

FILE NAME : N:\spo\traffic\SIGNING\Projects\1481-07-71 STH 57 - Monroe Ave Downtown GB\023202_ps.dgn PLOT DATE : 10-APR-2013 16:48 PLOT BY : datj1f PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

SIGNING NOTES

THE CONTRACTOR SHALL NOTIFY THE REGIONAL TRAFFIC UNIT, 920-492-5653, A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.

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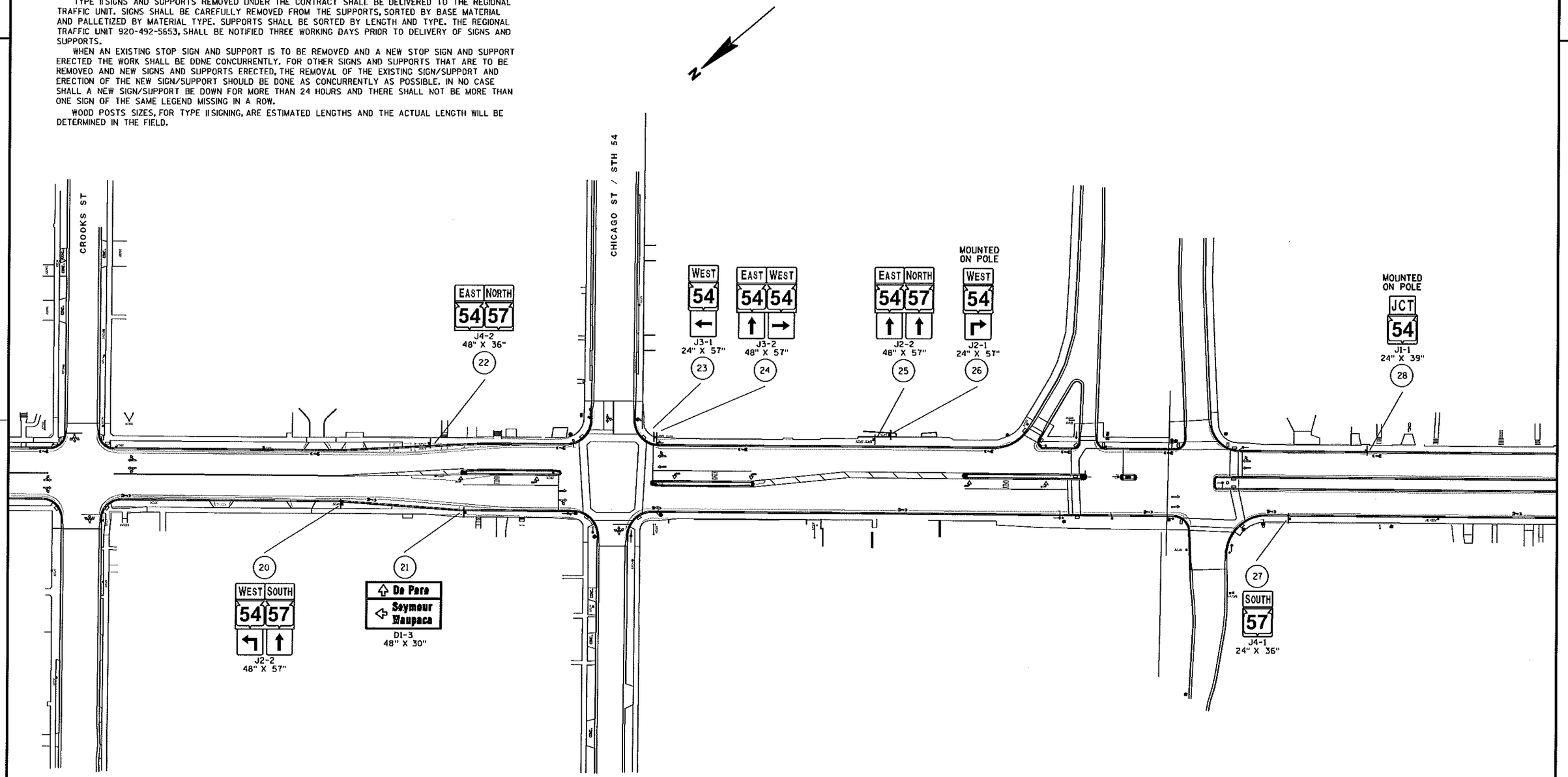

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1481-07-71	HWY: STH 57	COUNTY: BROWN	PERMANENT SIGNING	SHEET 132 E

2

NORTH

20 10 0 20
SCALE – FEET

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)

STOP
REMOVE
REMOVE

CONC.
ASPH.
CONC.
CONC.
REMOVE

REMOVE
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

REMOVE
AHEAD
REMOVE

ASPH.
CONC.

Hazelwood
Heritage Hill
Community Cir.
Village Hall
REMOVE CITY WAY FINDING SIGN

PED. 'X'

15' TYP TO FACE OF CURB

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

GRASS
GRASS
GRASS

11'
11'

15' TYP TO FACE OF CURB

CONC. RETAINING WALL
CONC. RETAINING WALL
CONC. RETAINING WALL
CONC. RETAINING WALL
CONC. RETAINING WALL
CONC.
CONC.
CURB
CONC.
ASPH.
RETAINING WALL

SPEED LIMIT 25
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

REMOVE
REMOVE
REMOVE

NO OUTLET
REMOVE

CASS STREET
11+00

STOP
REMOVE

STREET NAME SIGN
REMOVE

REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 133	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Pavement Marking\01 PM.dwg, 01 pm, Plot Date: 1/15/2014 10:24 AM, xrefs:none

2

NORTH

20 10 0 20

SCALE – FEET

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)

(OFF RAMP) FROM E.B. MASON ST. TO MONROE AVE. (OFF RAMP)

SIGNS

PAVT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

DO NOT ENTER R5–1 30" X 30"

REMOVE

DO NOT ENTER REMOVE

SOUTHBOUND TRAFFIC OBEY THIS SIGNAL REMOVE

PRIVATE SIGN TO REMAIN

APPROX. EDGE OF MASON ST. OVERPASS DECK

APPROX. EDGE OF WB MASON ST. OVERPASS ON RAMP DECK

MASON ST. OVERPASS PIERS

PIER

ASPH.

CONC.

CONC. CURB

LANDSCAPING

BLDG.

C.E.

CONC RETAINING WALL

PILLAR

SIGN

GAS PUMP ISLAND (CONC.)

CONC RETAINING WALL

15' TYP TO FACE OF CURB

11'

10'

ONLY

15+00

16+00

17+00

18+00

19+00

20+00

16'

2' LINE 6' GAP

MASON ST EB

MASON ST WB

CONTROL CABINET

ELEC. METER

HWY SIGN

MASON ST. OVERPASS ABUTMENT WALL

FROM MONROE AVE. TO E.B. MASON ST. (ON RAMP)

FROM W.B. MASON ST. TO MONROE AVE. (OFF RAMP)

TO W.B. MASON ST. ON RAMP PIER

STOP HERE ON RED REMOVE

STOP REMOVE

REMOVE AHEAD REMOVE

REMOVE

REMOVE

REMOVE

REMOVE

PRIVATE SIGN TO REMAIN

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT REMOVE

NO PARKING THIS SIDE OF STREET REMOVE

REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 134	E

2

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)

NORTH

20 10 0 20

SCALE – FEET

STREET NAME SIGN
REMOVE

REMOVE

REMOVE

REMOVE

NO TURN ON RED WHEN CHILDREN ARE PRESENT
REMOVE

REMOVE

REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
REMOVE

REMOVE
AHEAD
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

CONC RETAINING H. WALL

ASPH.

CONC.

GRAV.

STEPS

9+00

21+00

22+00

23+00

24+00

25+00

26+

11'

10'

15' TYP TO FACE OF CURB

CHICAGO STREET

11+00

CONTROL JOINT

RIP-RAP

P.E.

CURB

D Downtown
REMOVE SIGN

TRUCK ROUTE
REMOVE

CONC. RETAINING WALL

Chamber of Comm.
Childrens Museum
KI Conference Ctr.
Olde Main Street
REMOVE CITY WAY FINDING SIGN

REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 135	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Pavement Marking\03 PM.dwg, 03 pm, Plot Date: 1/15/2014 10:24 AM, xrefs:none

2

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
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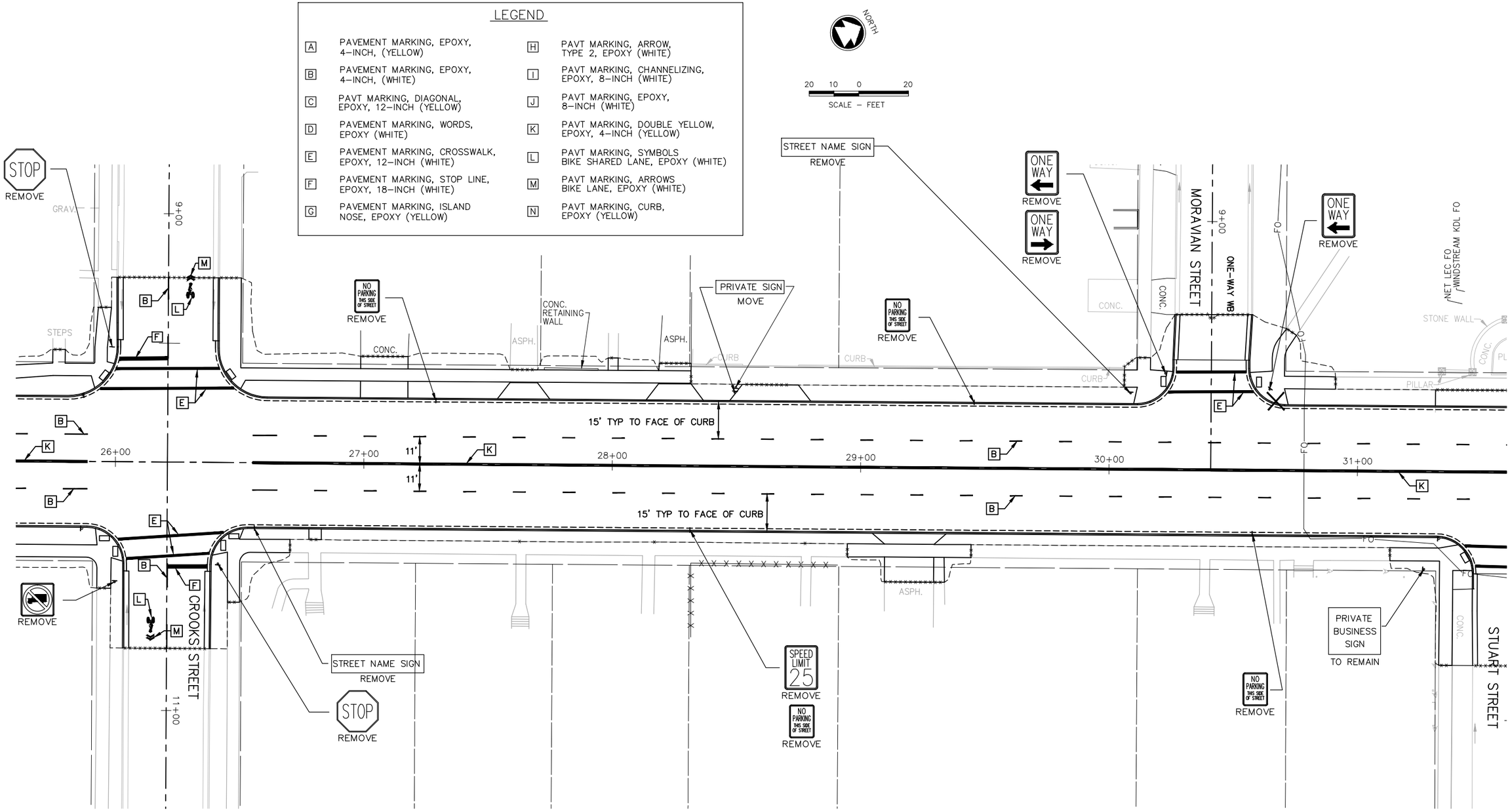
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)



REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 136	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Pavement Marking\04 PM.dwg, 04 pm, Plot Date: 1/15/2014 10:24 AM, xrefs: none

2

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 10–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB EPOXY (YELLOW)

NORTH

20 10 0 20
SCALE – FEET

ONE WAY REMOVE
ONE WAY REMOVE
SPEED LIMIT 25 REMOVE
STREET NAME SIGNS REMOVE
STOP REMOVE
NO PARKING THIS SIDE OF STREET REMOVE
NO PARKING HERE TO CORNER REMOVE
PED. "X" REMOVE

HOWE STREET
ONE–WAY EB
9+00
BRICK WALL
PILLAR
STONE WALL
CONC.
PLANTER
CURB
BRICK WALL
15' TYP TO FACE OF CURB
31+00
32+00
33+00
34+00
35+00
36+00
11'
11'

STUART STREET
11+00
ASPH.
PARKING LOT
CONC.
CURB
RAMP
PED. "X"
DOTY ST.
11+00
ASPH.
PARKING LOT

STREET NAME SIGNS REMOVE
NO PARKING THIS SIDE OF STREET REMOVE
STOP REMOVE
REMOVE
REMOVE
STREET NAME SIGNS REMOVE
STOP REMOVE

REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 137	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Pavement Marking\05 PM.dwg, 05 pm, Plot Date: 1/15/2014 10:25 AM, xrefs:none

2

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)

NORTH

20 10 0 20

SCALE – FEET

REMOVE

STREET NAME SIGN
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

HISTORIC BOUNDARY
180' FROM SOUTH P/L

PILLAR

CURB

C.E.

15' TYP TO FACE OF CURB

E. WALNUT ST.

RAISED ISLAND

HARDSCAPING

37+00 38+00 39+00 40+00 41+00 42+00 43+

11'

10'

RETAINING WALL

CONTROL CABINET

ASPH. PARKING LOT

CONC.

HISTORIC BOUNDARY
290' FROM SOUTH P/L

GRASS

REMOVE

STREET NAME SIGN
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 138	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Pavement Marking\06 PM.dwg, 06 pm, Plot Date: 1/15/2014 10:25 AM, xrefs: none

2

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)

NORTH

20 10 0 20
SCALE – FEET

CHERRY STREET

PINE STREET

STREET NAME SIGN
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

P ARKING
REMOVE

O.H. CANOPY

CONTROL CABINET

ASPH. PARKING LOT

CONC.

STATUE

CONC. WALK

CURB

LANDSCAPING

15' TYP TO FACE OF CURB

11'

43+00

44+00

45+00

46+00

47+00

48+00

9+00

11+00

CONC. CURB & GUTTER

RETAINING WALL

PARKING BUMPERS

PRIVATE BUSINESS SIGN
TO REMAIN

REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 139	E

2

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)

NORTH

20 10 0 20

SCALE – FEET

OVERFLOW PARKING USE PINE ST. RAMP
TO REMAIN

ENTER ONLY
TO REMAIN

PARKING
REMOVE

LIBRARY
REMOVE

LIBRARY
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

PINE ST.

9+00

CONTROL CABINET

CURB

CURB

15' TYP TO FACE OF CURB

15' TYP TO FACE OF CURB

49+00

50+00

51+00

52+00

53+00

54+00

11'

11'

11'

11'

15'

12'

PRIVATE BUSINESS SIGN
TO REMAIN

STREET NAME SIGN
REMOVE

NO PARKING THIS SIDE OF STREET
REMOVE

REMOVE

BODART ST.

11+00

CONC.

ASPH. PARKING LOT

PARKING BUMPERS

PRIVATE BUSINESS SIGN
TO REMAIN

KI Conference Ctr.
Childrens Museum
Bay Beach
Wildlife Sanct.
Olde Main St.
Neville Public Museum
REMOVE CITY WAY FINDING SIGN

ONLY ONLY ONLY
REMOVE

STREET NAME SIGN
REMOVE

STOP
REMOVE

REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 140	E

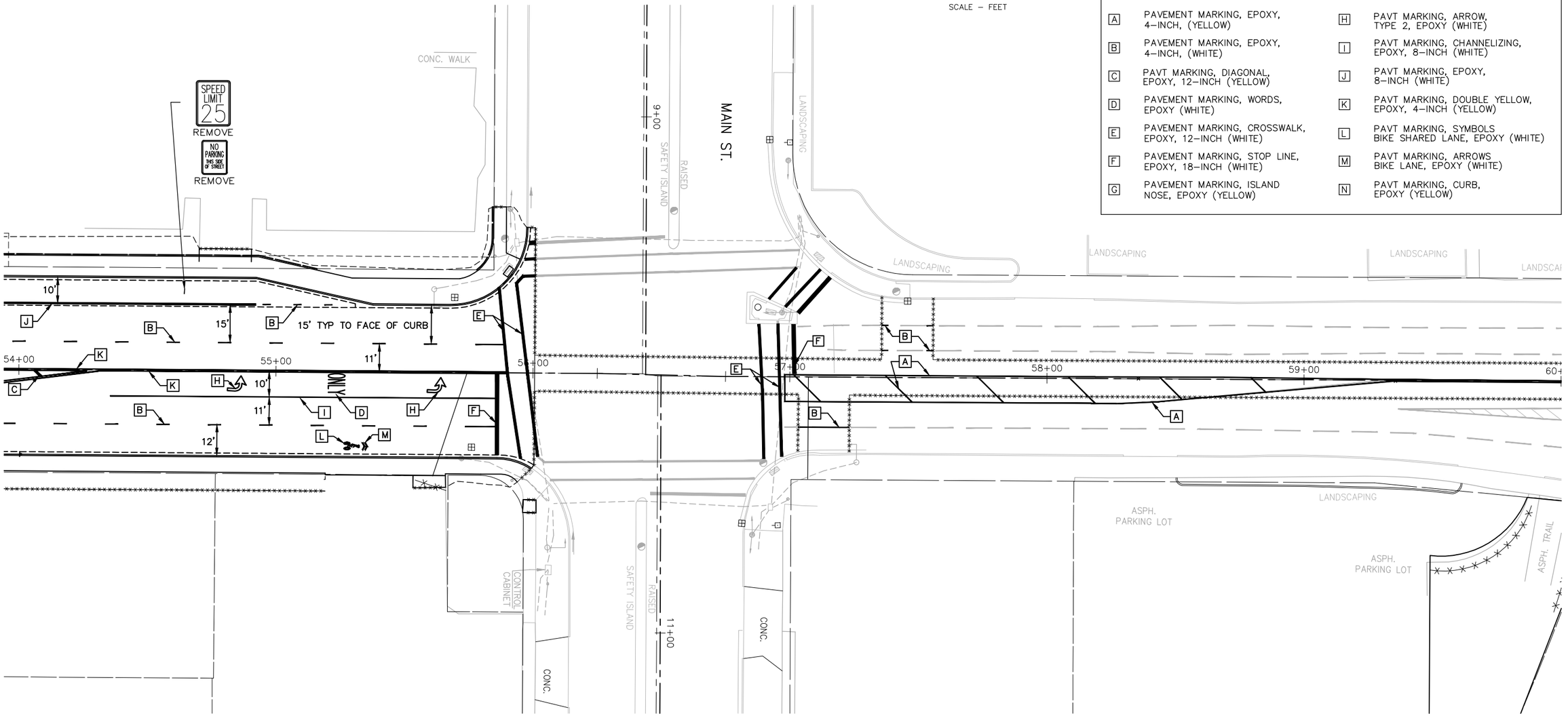
2

NORTH

20 10 0 20
SCALE – FEET

LEGEND

A	PAVEMENT MARKING, EPOXY, 4–INCH, (YELLOW)	H	PAVT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
B	PAVEMENT MARKING, EPOXY, 4–INCH, (WHITE)	I	PAVT MARKING, CHANNELIZING, EPOXY, 8–INCH (WHITE)
C	PAVT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)	J	PAVT MARKING, EPOXY, 8–INCH (WHITE)
D	PAVEMENT MARKING, WORDS, EPOXY (WHITE)	K	PAVT MARKING, DOUBLE YELLOW, EPOXY, 4–INCH (YELLOW)
E	PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)	L	PAVT MARKING, SYMBOLS BIKE SHARED LANE, EPOXY (WHITE)
F	PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)	M	PAVT MARKING, ARROWS BIKE LANE, EPOXY (WHITE)
G	PAVEMENT MARKING, ISLAND NOSE, EPOXY (YELLOW)	N	PAVT MARKING, CURB, EPOXY (YELLOW)

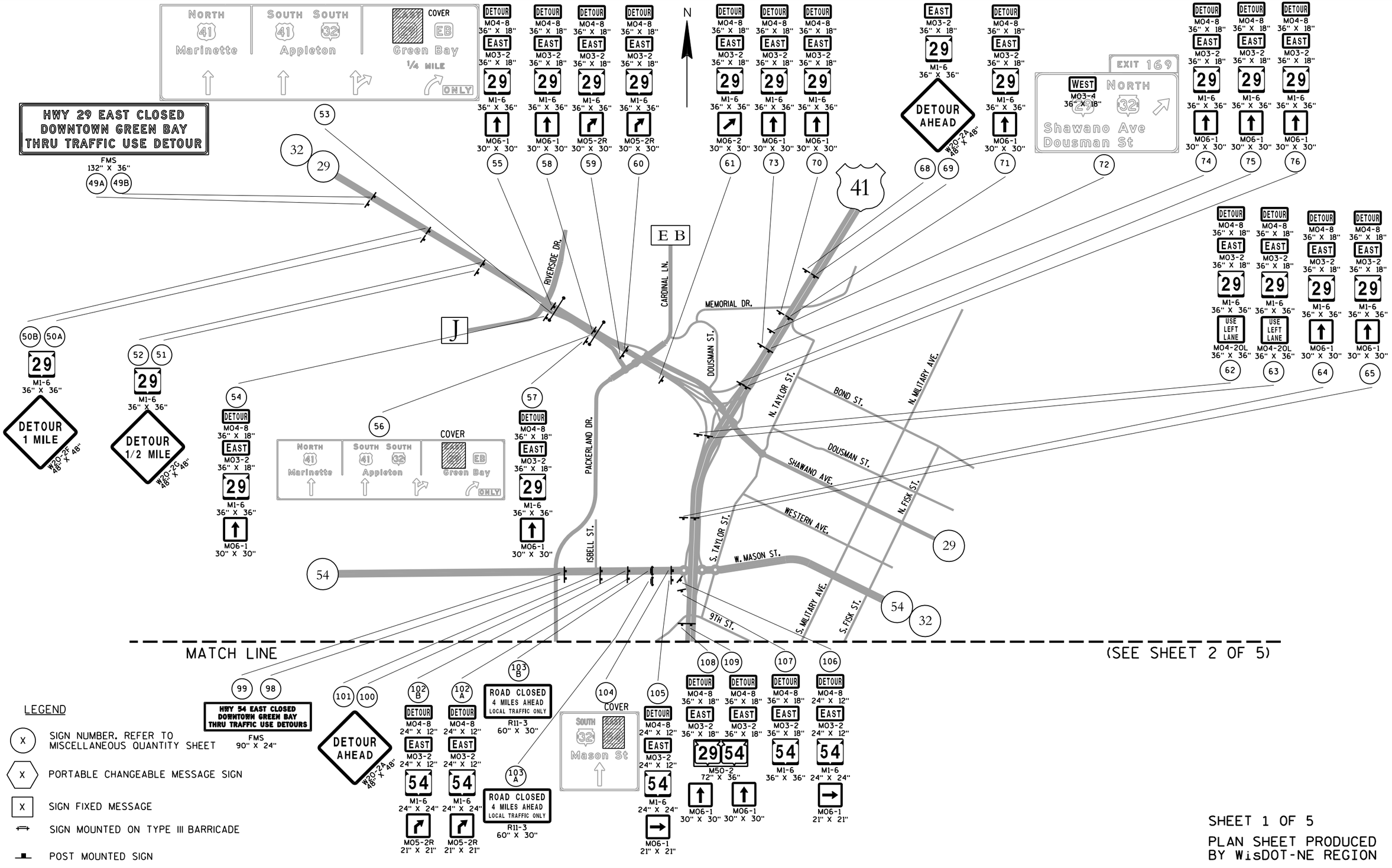


REFER TO STANDARD DETAIL DRAWINGS FOR INFORMATION NOT INCLUDED ON THIS SHEET

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PAVEMENT MARKINGS AND SIGN REMOVAL DETAIL	SHEET: 141	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Pavement Marking\09 PM.dwg, 09 pm, Plot Date: 1/15/2014 10:26 AM, xrefs:none

2



MATCH LINE

(SEE SHEET 2 OF 5)

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- (X) PORTABLE CHANGEABLE MESSAGE SIGN
- [X] SIGN FIXED MESSAGE
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 1 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1481-07-71	HWY: STH 29/54/57	COUNTY: BROWN	DETOUR SIGNING DETAIL	SHEET E

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

2

MATCH LINE (SEE SHEET 1 OF 5)

N

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- X PORTABLE CHANGEABLE MESSAGE SIGN
- X SIGN FIXED MESSAGE
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

MATCH LINE

(SEE SHEET 3 OF 5)

(SEE SHEET 4 OF 5)

MATCH LINE

W. POINT RD.
PACKERLAND DR.
WOOD LN.
HAZELWOOD LN.
SHADY LN.
CORMIER RD.
MARLEE LN.
S. MILITARY AVE.
9TH ST.
S. RIDGE RD.
LOMBARDI AVE.
MORRIS AVE.
S. ONEIDA ST.
S. ASHLAND AVE.
FOX RIVER
ALLOUEZ AVE.
LIBAL ST.
S. WEBSTER AVE.
HOFFMAN RD.
VK
E B
41
172
57
32

SHEET 2 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:1481-07-71	HWY: STH 29/54/57	COUNTY: BROWN	DETOUR SIGNING DETAIL	SHEET 143	E

2

N

EAST M03-2 36" X 18" | EAST M03-2 36" X 18"
29 54 M50-2 72" X 36"
DETOUR AHEAD W20-2A 48" X 48"
80 79

DETOUR M04-8 36" X 18" | DETOUR M04-8 36" X 18"
EAST M03-2 36" X 18" | EAST M03-2 36" X 18"
29 54 M50-2 72" X 36"
M05-2R 30" X 30" | M05-2R 30" X 30"
82 81

DETOUR M04-8 36" X 18" | DETOUR M04-8 36" X 18"
EAST M03-2 36" X 18" | EAST M03-2 36" X 18"
29 54 M50-2 72" X 36"
M06-2 30" X 30" | M06-2 30" X 30"
84 83

HWY 54 & HWY 29 EAST
CLOSED
DOWNTOWN GREEN BAY
THRU TRAFFIC USE DETOUR
FMS 162" X 66"
77

MATCH LINE

S. ONEIDA ST.

WAUBE LN.

32

N. ASHLAND AVE.

FOX RIVER

G

MAIN AVE.

78

HWY 54 & HWY 29 EAST
CLOSED
DOWNTOWN GREEN BAY
THRU TRAFFIC USE DETOUR
FMS 162" X 66"

41

GRANT ST.

GEORGE ST.

N. WEBSTER AVE.

RIDGEWAY BLVD.

CHICAGO ST.

4TH ST.

3RD ST.

MERRILL ST.

G

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M06-1 21" X 21"
221

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M06-1 21" X 21"
220

DETOUR M04-8 24" X 12" | DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
219

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M06-2 21" X 21"
218

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M05-2R 21" X 21"
217

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
216

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M06-1 21" X 21"
215

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M05-1R 21" X 21"
214

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
213

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
212

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
209

DETOUR M04-8 24" X 12" | NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M06-2 21" X 21"
208

Broadway COVER
207

(SEE SHEET 2 OF 5)

Main Ave NORTH 32 WEST G
Broadway SOUTH 32 | Broadway SOUTH 57 | SOUTH X
Broadway COVER
210

206 A
Broadway COVER
Main NORTH 32 WEST G

206 B
Broadway COVER
Wisconsin NORTH X EAST G

211
Wisconsin NORTH X EAST G
Broadway COVER

205
DETOUR M04-8 24" X 12"
NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M05-1L 21" X 21"

203 B
ROAD CLOSED 5 1/2 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3 60" X 30"

202 B
57 M1-6 24" X 24"
DETOUR AHEAD W20-2A 48" X 48"

LOST DAUPHIN RD.

201
57
32
HWY 57 NORTH CLOSED
DOWNTOWN GREEN BAY
THRU TRAFFIC USE DETOURS
FMS 90" X 24"

S. ERIE ST.

P P
200
HWY 57 NORTH CLOSED
DOWNTOWN GREEN BAY
THRU TRAFFIC USE DETOURS
FMS 90" X 24"

202 A
57 M1-6 24" X 24"
DETOUR AHEAD W20-2A 48" X 48"

203 A
ROAD CLOSED 5 1/2 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3 60" X 30"

204
DETOUR M04-8 24" X 12"
NORTH M03-1 24" X 12"
57 M1-6 24" X 24"
M05-1L 21" X 21"

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- (X) PORTABLE CHANGEABLE MESSAGE SIGN
- [X] SIGN FIXED MESSAGE
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 3 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1481-07-71	HWY: STH 29/54/57	COUNTY: BROWN	DETOUR SIGNING DETAIL	SHEET E

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

2

N

MATCH LINE (SEE SHEET 5 OF 5)

(SEE MATCH LINE 2 OF 5)

ALLOUEZ AVE. | VERLIN RD. | EATON RD. | MANITOWOC RD. | MAIN ST. | LIME KILN RD. | HOFFMAN RD. | MONROE RD. | ONTARIO RD. | S. HURON RD. | BIG CREEK RD. | KEWAUNEE RD. | GLENMORE RD. | ELM VIEW RD.

HWY 29 WEST CLOSED
DOWNTOWN GREEN BAY
THRU TRAFFIC USE DETOUR
FMS 132" X 36"

ROAD CLOSED
7 1/2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3 60" X 30"

DETOUR AHEAD — W20-2A 48" X 48"

DETOUR AHEAD — W20-2A 48" X 48"

MODIFY TO WEST NORTH 43 29 141

TO DETOUR M4-8 24" X 12" WEST 29

M05-1L 21" X 21"

COVER WEST NORTH 29 141

COVER

Denmark Manitowoc

MODIFY TO JCT 29

TO END DETOUR M04-8A 24" X 18" 29

LEGEND

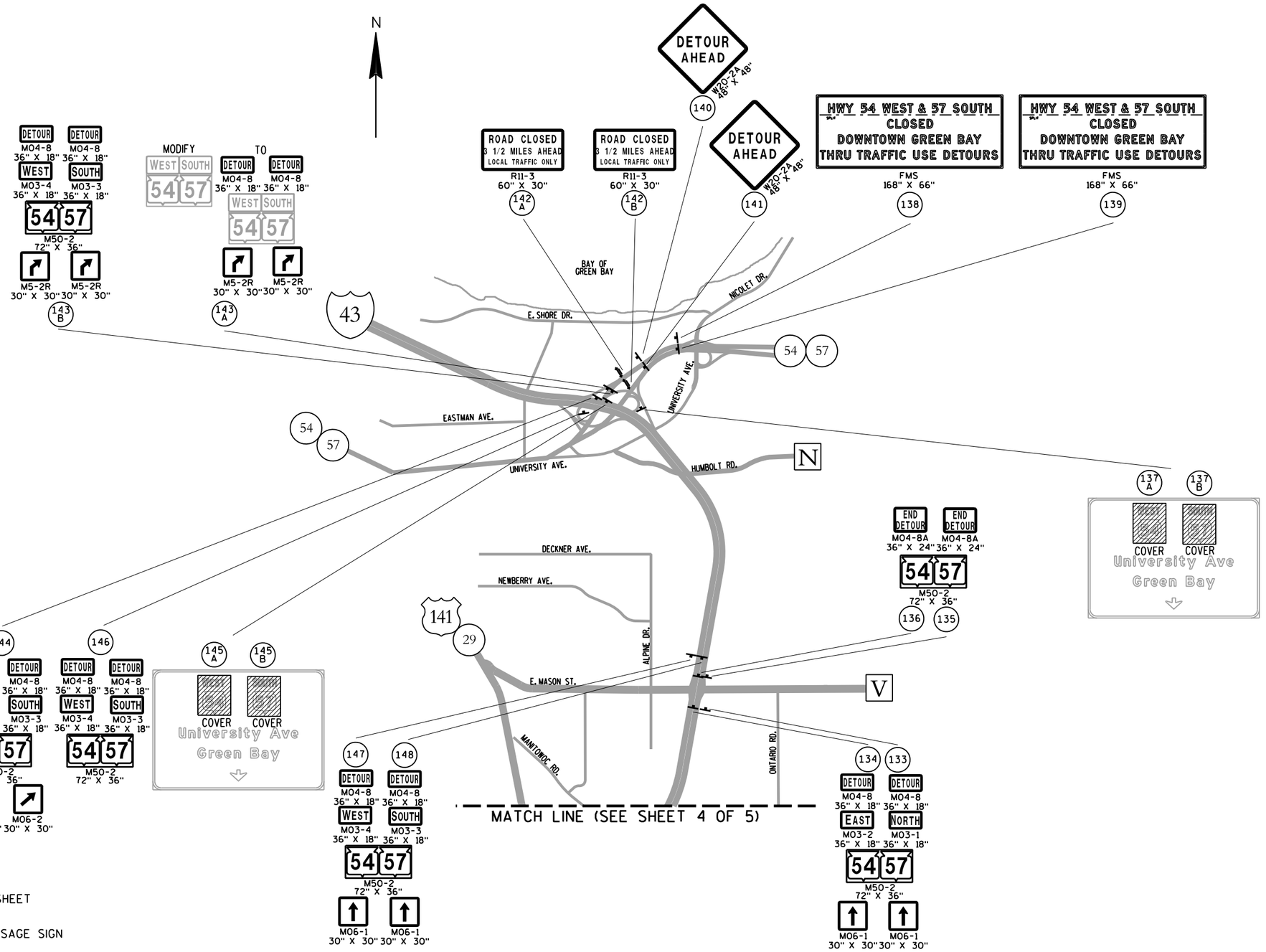
- X — SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- X — PORTABLE CHANGEABLE MESSAGE SIGN
- X — SIGN FIXED MESSAGE
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 4 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1481-07-71	HWY: STH 29/54/57	COUNTY: BROWN	DETOUR SIGNING DETAIL	SHEET 145	E

2



LEGEND

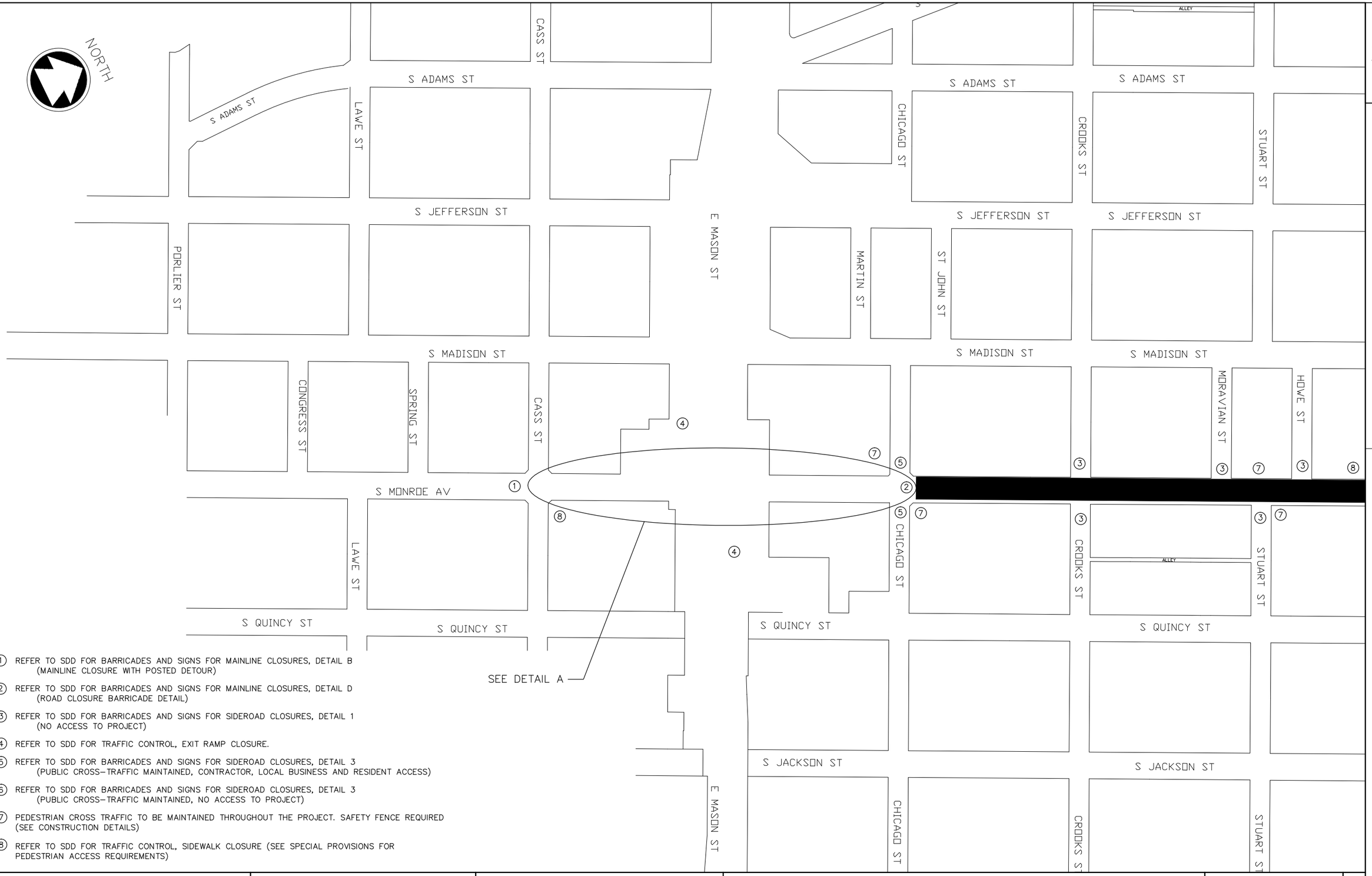
- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ⬡ X PORTABLE CHANGEABLE MESSAGE SIGN
- ▭ X SIGN FIXED MESSAGE
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 5 OF 5

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 1481-07-71	HWY: STH 29/54/57	COUNTY: BROWN	DETOUR SIGNING DETAIL	SHEET 146	E

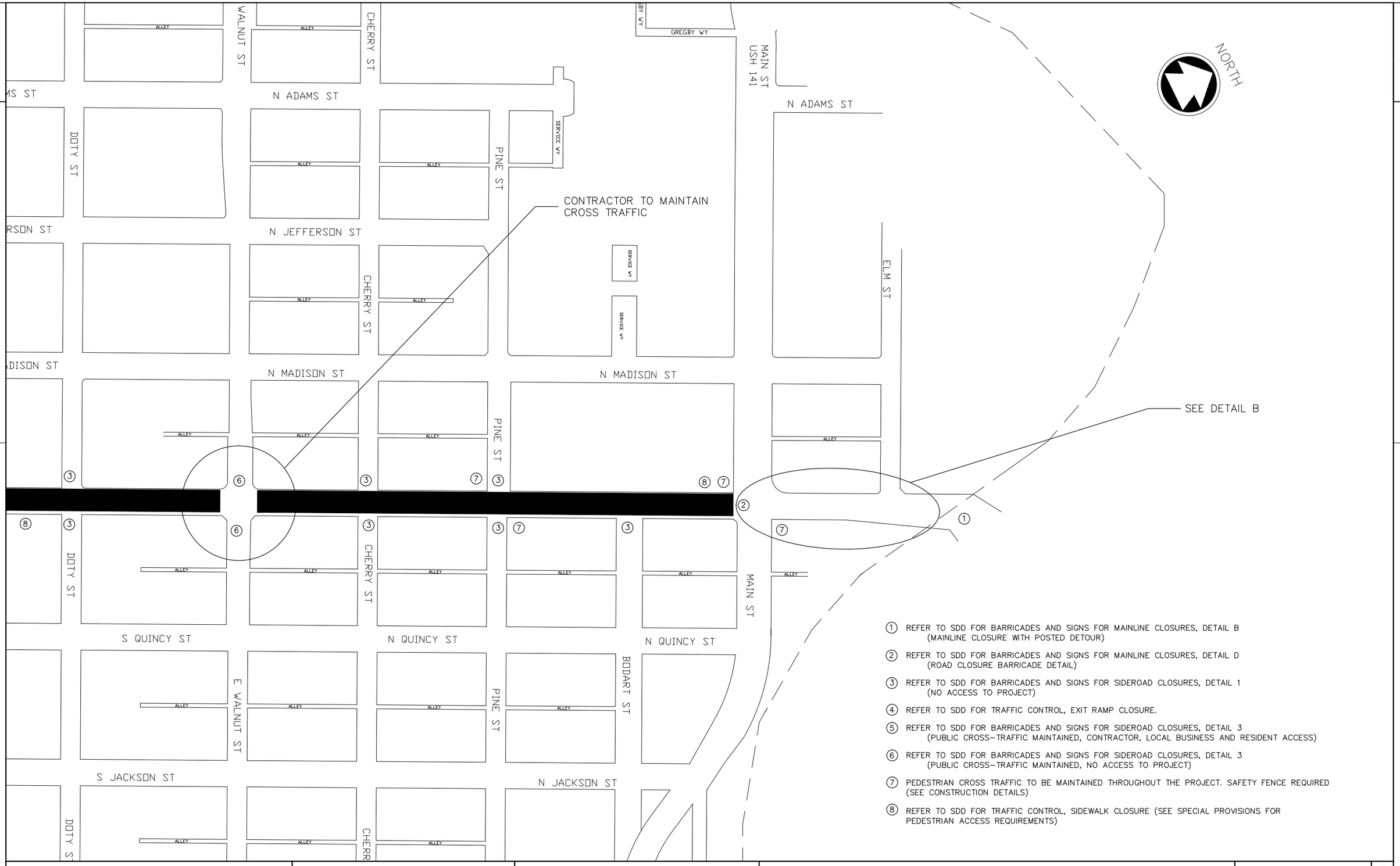
2



1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
3. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)
4. REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.
5. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS-TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
6. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS-TRAFFIC MAINTAINED, NO ACCESS TO PROJECT)
7. PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL	SHEET: 147	E

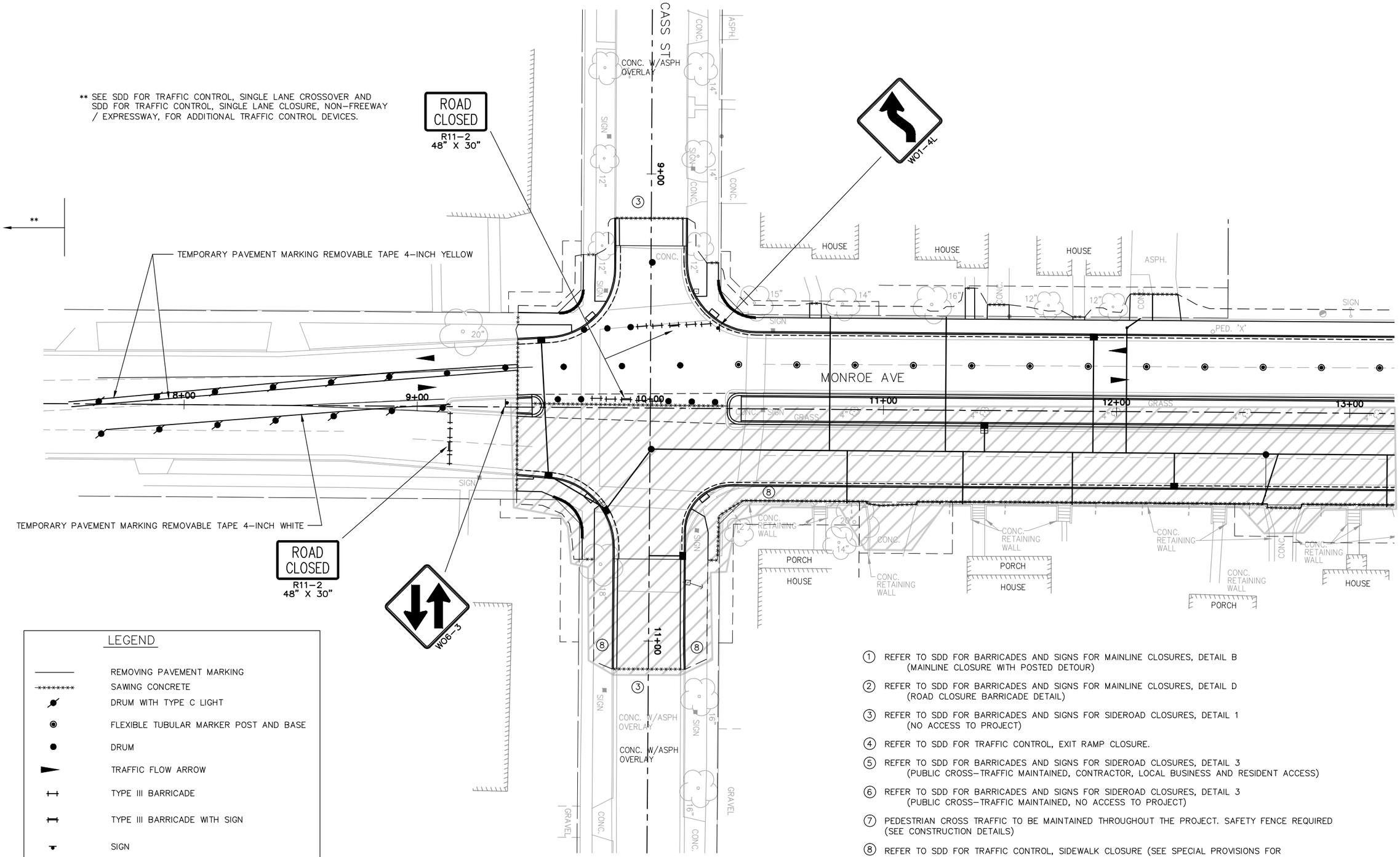
2



1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
3. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)
4. REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.
5. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS-TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
6. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS-TRAFFIC MAINTAINED, NO ACCESS TO PROJECT)
7. PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

2

** SEE SDD FOR TRAFFIC CONTROL, SINGLE LANE CROSSOVER AND SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON–FREEWAY / EXPRESSWAY, FOR ADDITIONAL TRAFFIC CONTROL DEVICES.



LEGEND

- REMOVING PAVEMENT MARKING
- SAWING CONCRETE
- DRUM WITH TYPE C LIGHT
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

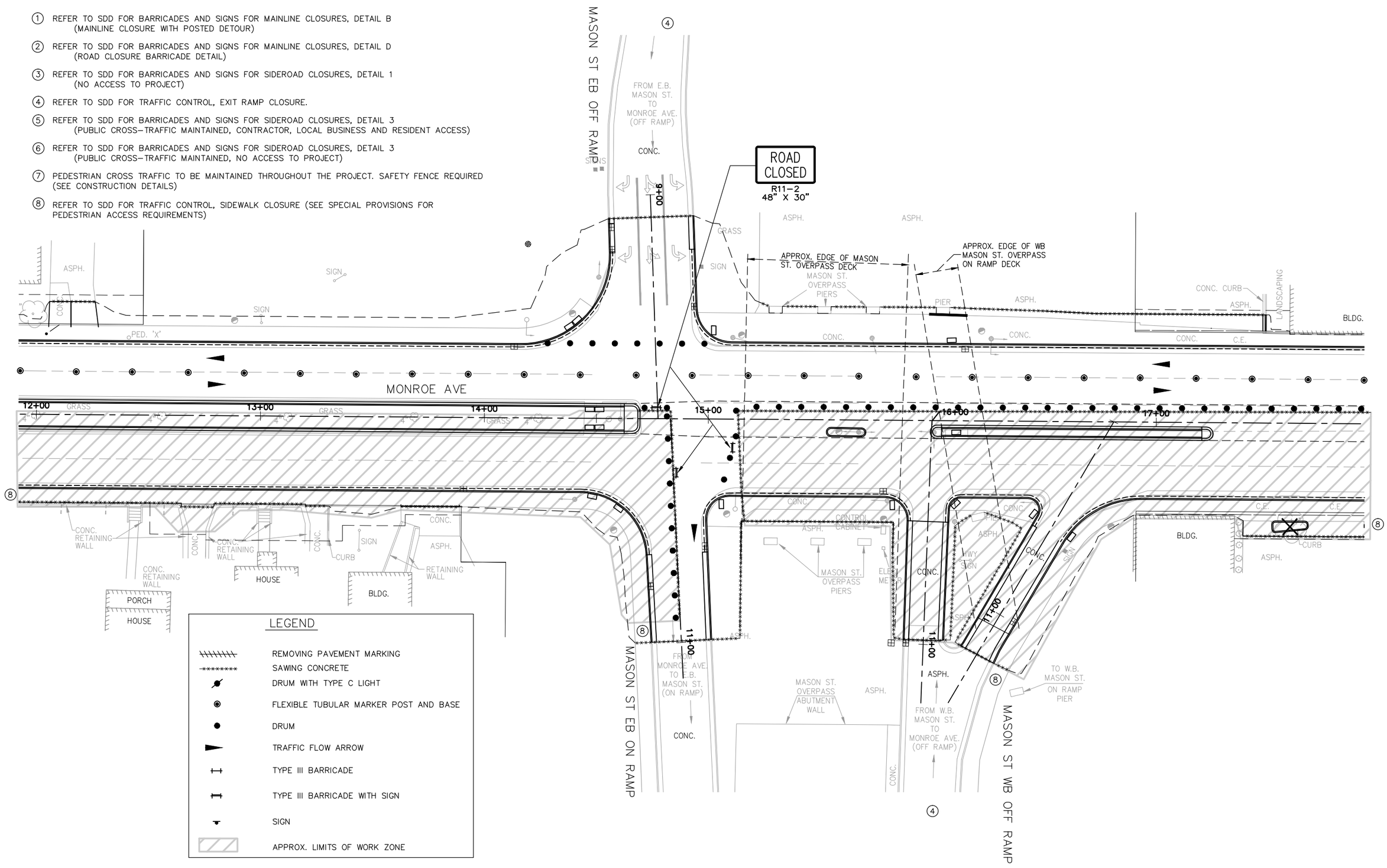
1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
3. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)
4. REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.
5. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
6. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, NO ACCESS TO PROJECT)
7. PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL DETAIL A (STAGE 1)	SHEET: 149	E

gflohr, W:\PROJECTS\W0059\970220\00\02–Traffic Control\03 TC.dwg, 03 tc, Plot Date: 1/15/2014 10:27 AM, xrefs: (x–monroe existing topo, x–monroe proposed, rw–comps–dew)

2

1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
3. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)
4. REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.
5. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
6. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, NO ACCESS TO PROJECT)
7. PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)



LEGEND

- REMOVING PAVEMENT MARKING
- SAWING CONCRETE
- DRUM WITH TYPE C LIGHT
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL DETAIL A (STAGE 1)	SHEET: 150	E

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2

(1) REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)

(2) REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)

(3) REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)

(4) REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.

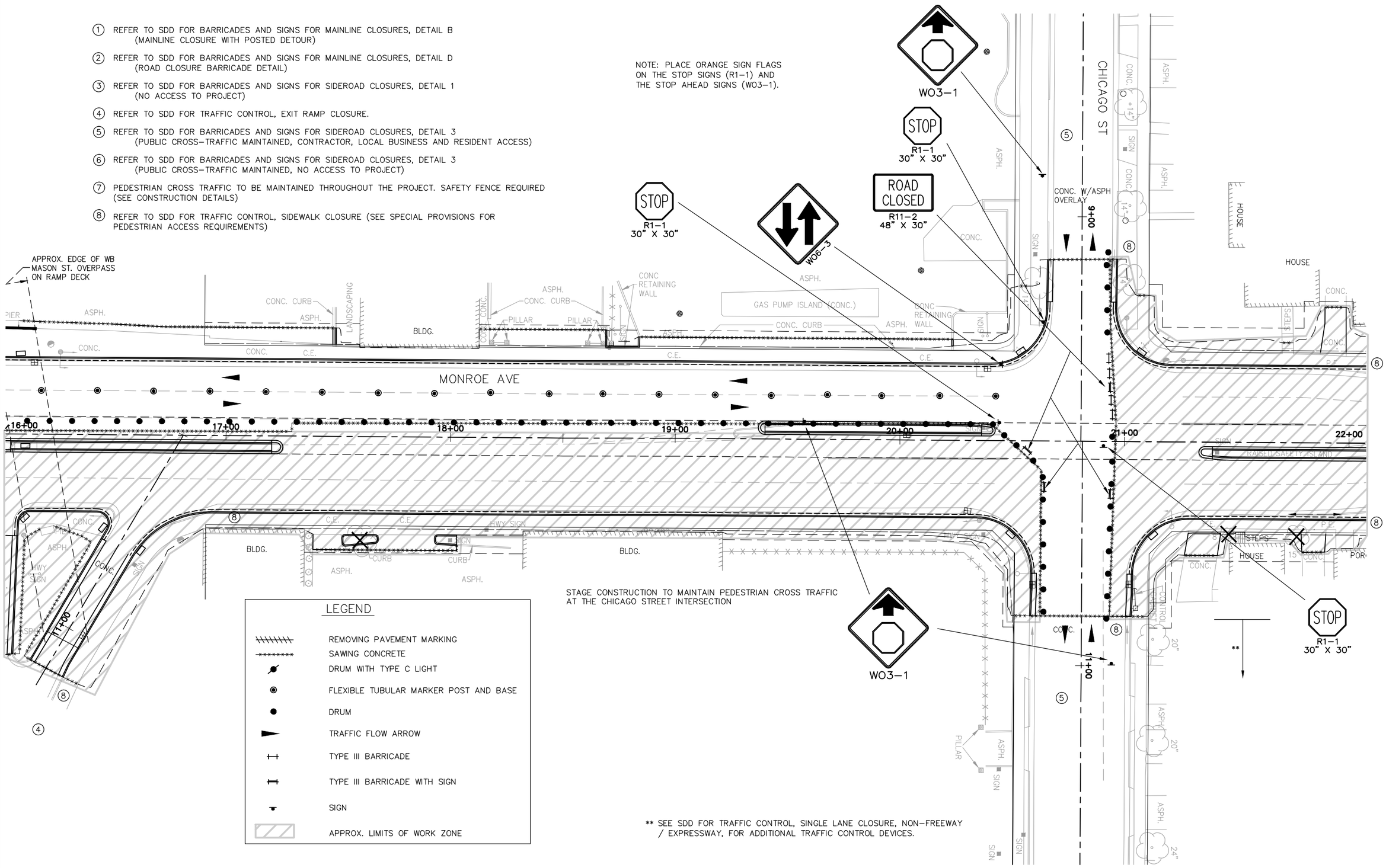
(5) REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS-TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)

(6) REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS-TRAFFIC MAINTAINED, NO ACCESS TO PROJECT)

(7) PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)

(8) REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

NOTE: PLACE ORANGE SIGN FLAGS ON THE STOP SIGNS (R1-1) AND THE STOP AHEAD SIGNS (W03-1).



LEGEND

- REMOVING PAVEMENT MARKING
- SAWING CONCRETE
- DRUM WITH TYPE C LIGHT
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

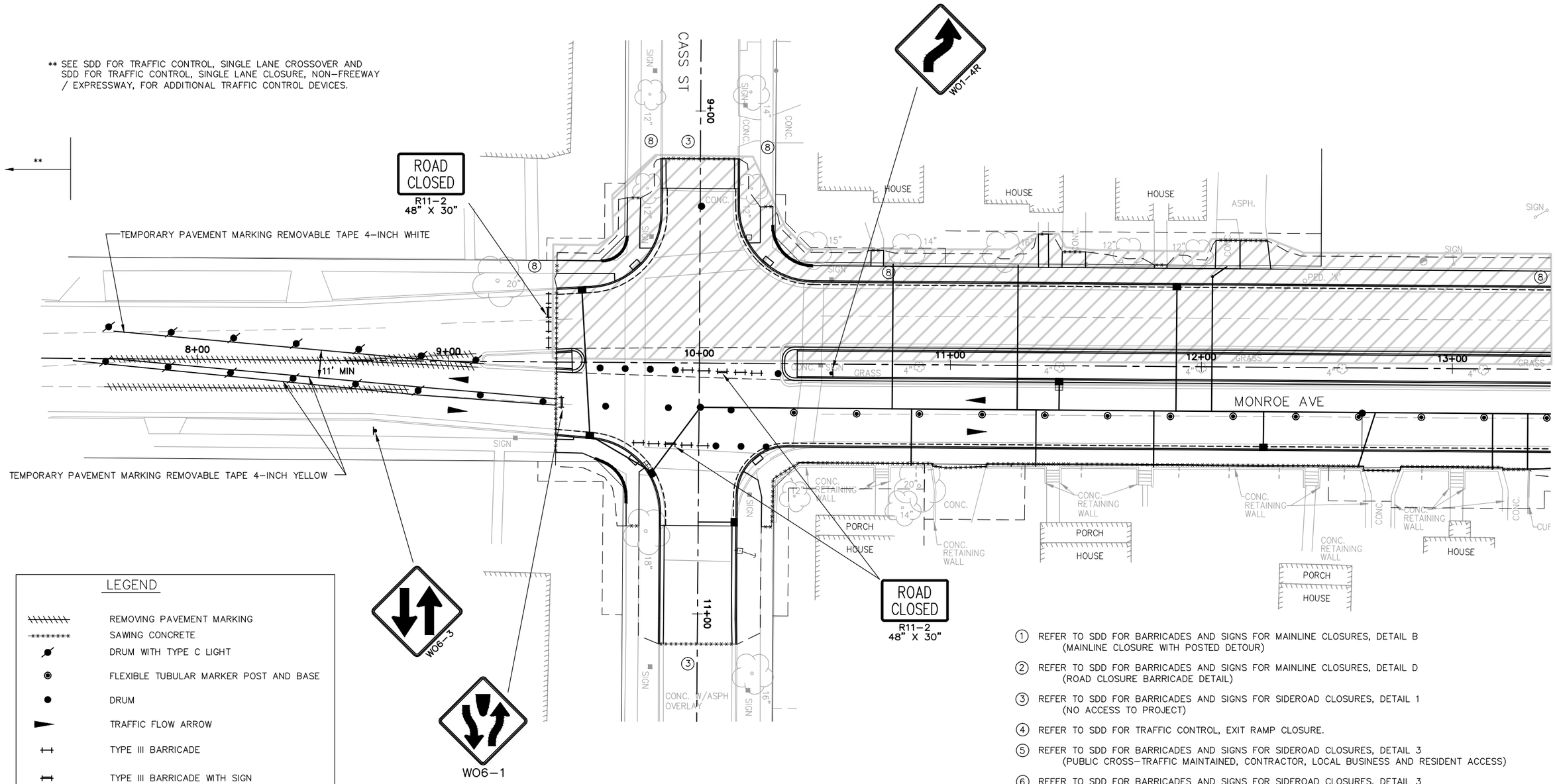
** SEE SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY / EXPRESSWAY, FOR ADDITIONAL TRAFFIC CONTROL DEVICES.

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL DETAIL A (STAGE 1)	SHEET: 151	E

gflohr, W:\PROJECTS\W0059\970220\00\02-Traffic Control\05 TC.dwg, 05 tc, Plot Date: 1/15/2014 10:27 AM, xrefs: (x-monroe proposed, rw-comps-dew, x-monroe existing topo, colored sidewalk)

2

** SEE SDD FOR TRAFFIC CONTROL, SINGLE LANE CROSSOVER AND SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON–FREEWAY / EXPRESSWAY, FOR ADDITIONAL TRAFFIC CONTROL DEVICES.



LEGEND

- REMOVING PAVEMENT MARKING
- SAWING CONCRETE
- DRUM WITH TYPE C LIGHT
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
3. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)
4. REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.
5. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
6. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, NO ACCESS TO PROJECT)
7. PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL DETAIL A (STAGE 2)	SHEET: 152	E

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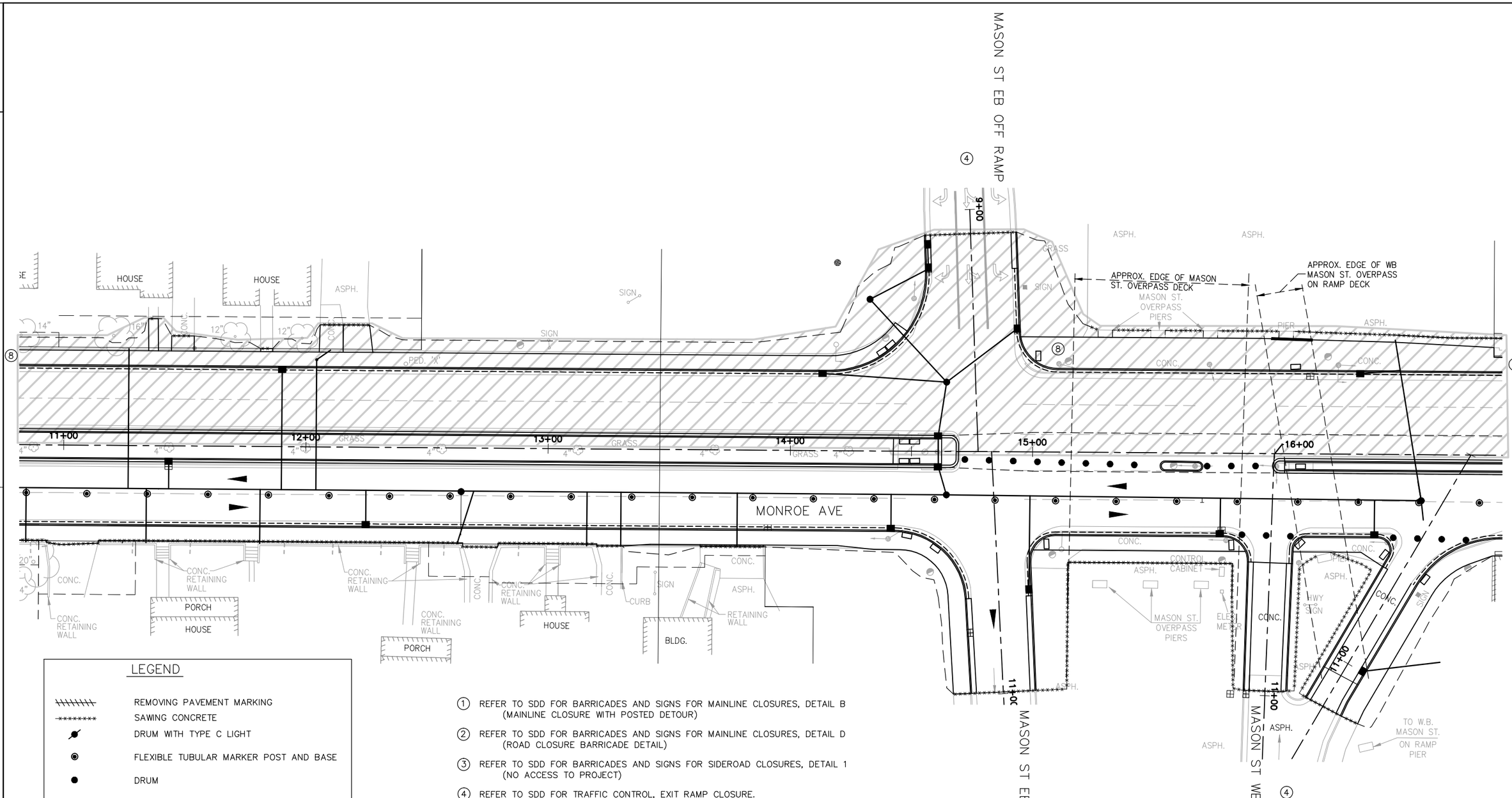
2



LEGEND

- REMOVING PAVEMENT MARKING
- SAWING CONCRETE
- DRUM WITH TYPE C LIGHT
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
3. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)
4. REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.
5. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
6. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS–TRAFFIC MAINTAINED, NO ACCESS TO PROJECT)
7. PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL DETAIL A (STAGE 2)	SHEET: 153	E

2

1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
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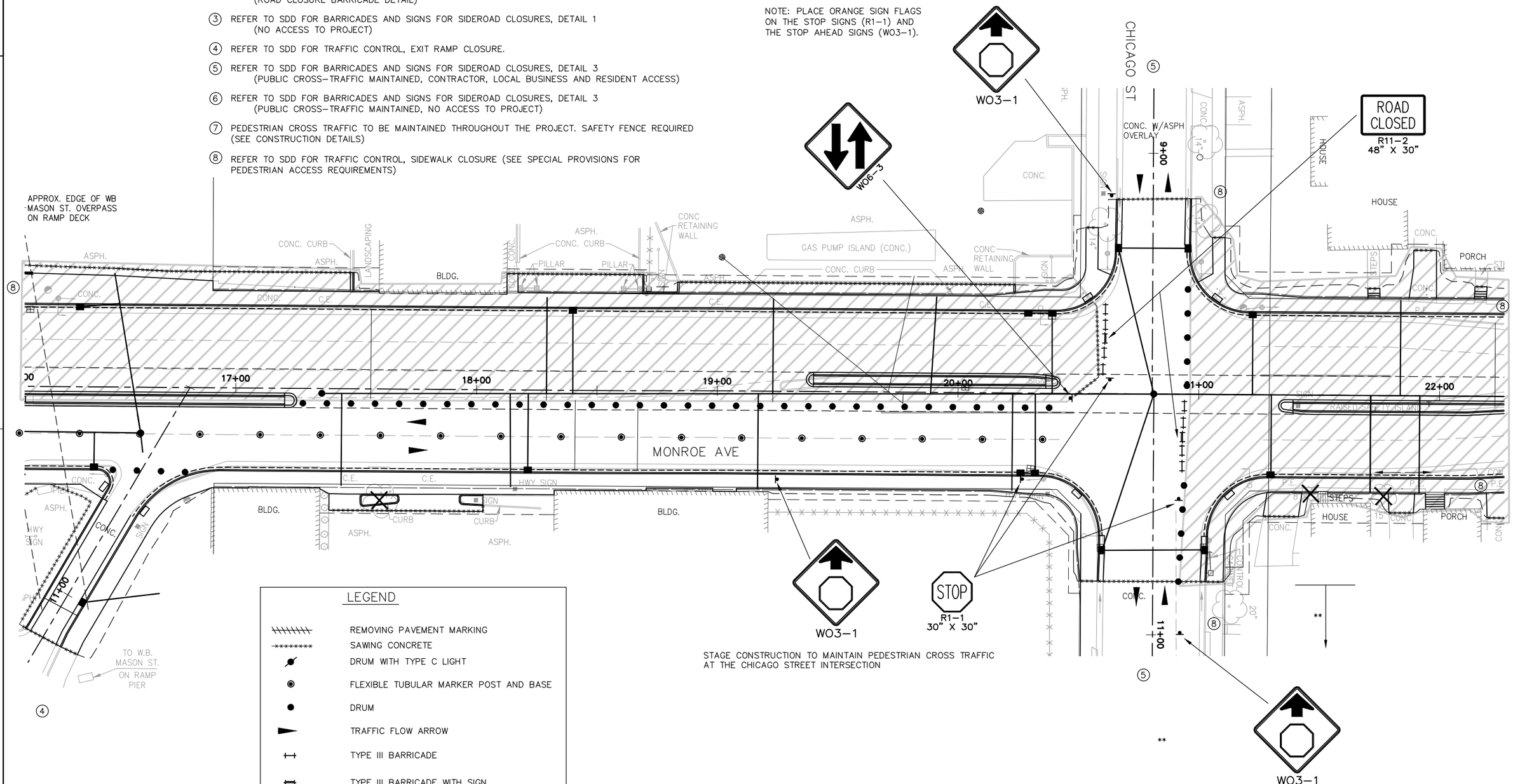
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

NOTE: PLACE ORANGE SIGN FLAGS ON THE STOP SIGNS (R1–1) AND THE STOP AHEAD SIGNS (W03–1).



LEGEND

- REMOVING PAVEMENT MARKING
- SAWING CONCRETE
- DRUM WITH TYPE C LIGHT
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

STAGE CONSTRUCTION TO MAINTAIN PEDESTRIAN CROSS TRAFFIC AT THE CHICAGO STREET INTERSECTION

SEE SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON–FREEWAY / EXPRESSWAY, FOR ADDITIONAL TRAFFIC CONTROL DEVICES.

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL DETAIL A (STAGE 2)	SHEET: 154	E

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2

1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
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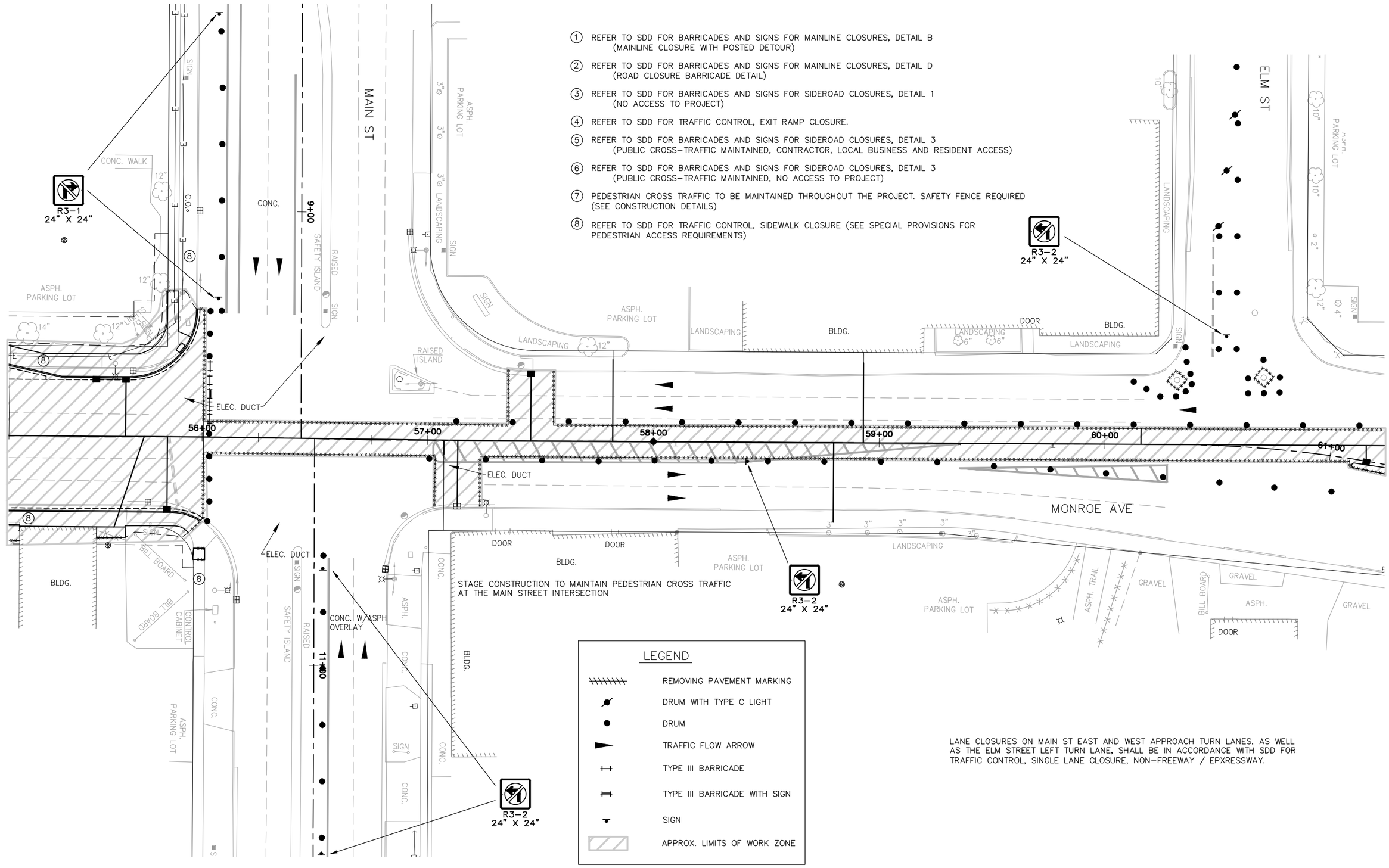

LEGEND

- REMOVING PAVEMENT MARKING
- DRUM WITH TYPE C LIGHT
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

LANE CLOSURES ON MAIN ST EAST AND WEST APPROACH TURN LANES, AS WELL AS THE ELM STREET LEFT TURN LANE, SHALL BE IN ACCORDANCE WITH SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON–FREEWAY / EPXRESSWAY.

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL – DETAIL B	SHEET: 155	E

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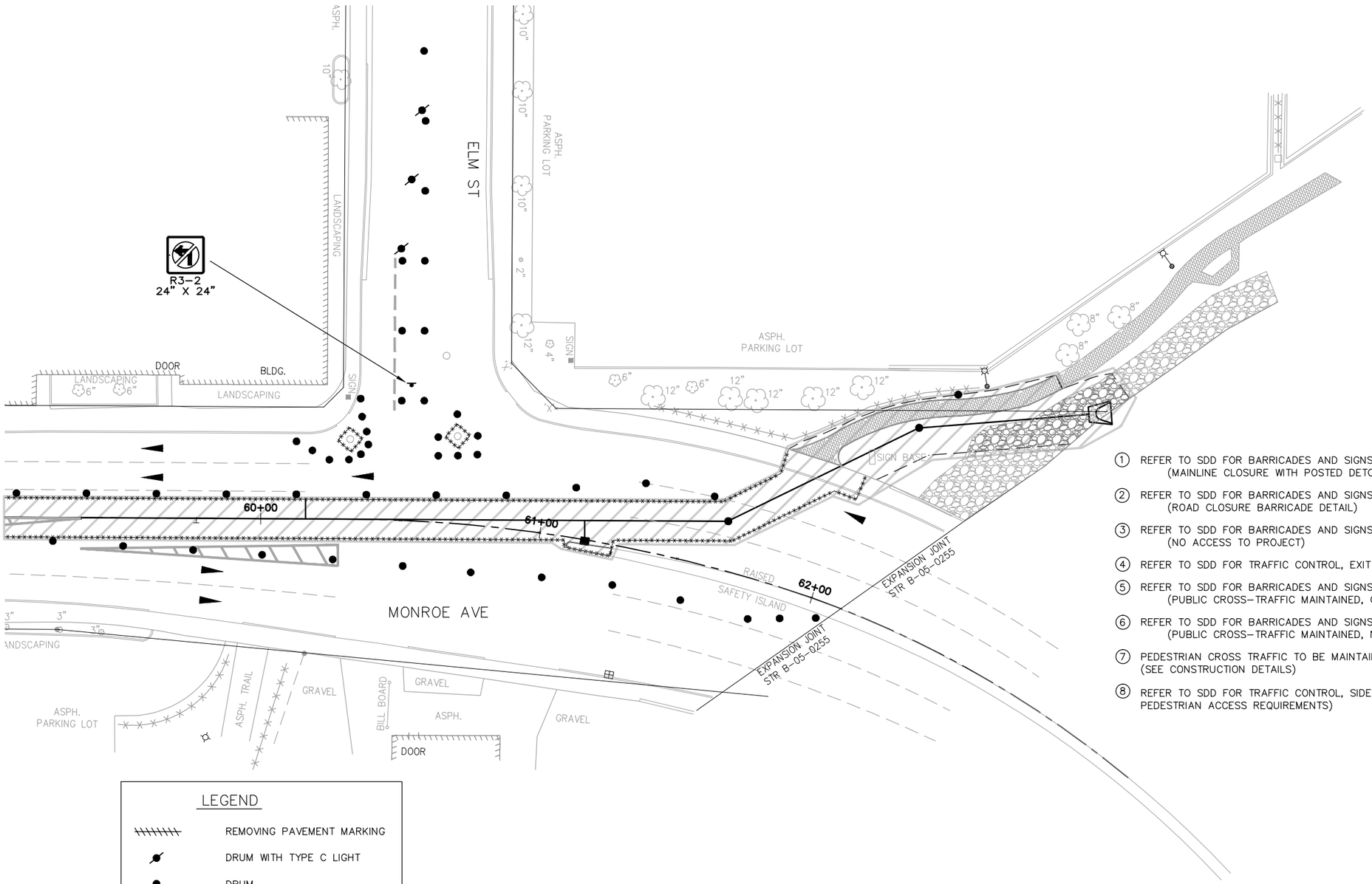
2



LEGEND

- REMOVING PAVEMENT MARKING
- DRUM WITH TYPE C LIGHT
- DRUM
- TRAFFIC FLOW ARROW
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN
- APPROX. LIMITS OF WORK ZONE

1. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B (MAINLINE CLOSURE WITH POSTED DETOUR)
2. REFER TO SDD FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D (ROAD CLOSURE BARRICADE DETAIL)
3. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1 (NO ACCESS TO PROJECT)
4. REFER TO SDD FOR TRAFFIC CONTROL, EXIT RAMP CLOSURE.
5. REFER TO SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 3 (PUBLIC CROSS-TRAFFIC MAINTAINED, CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
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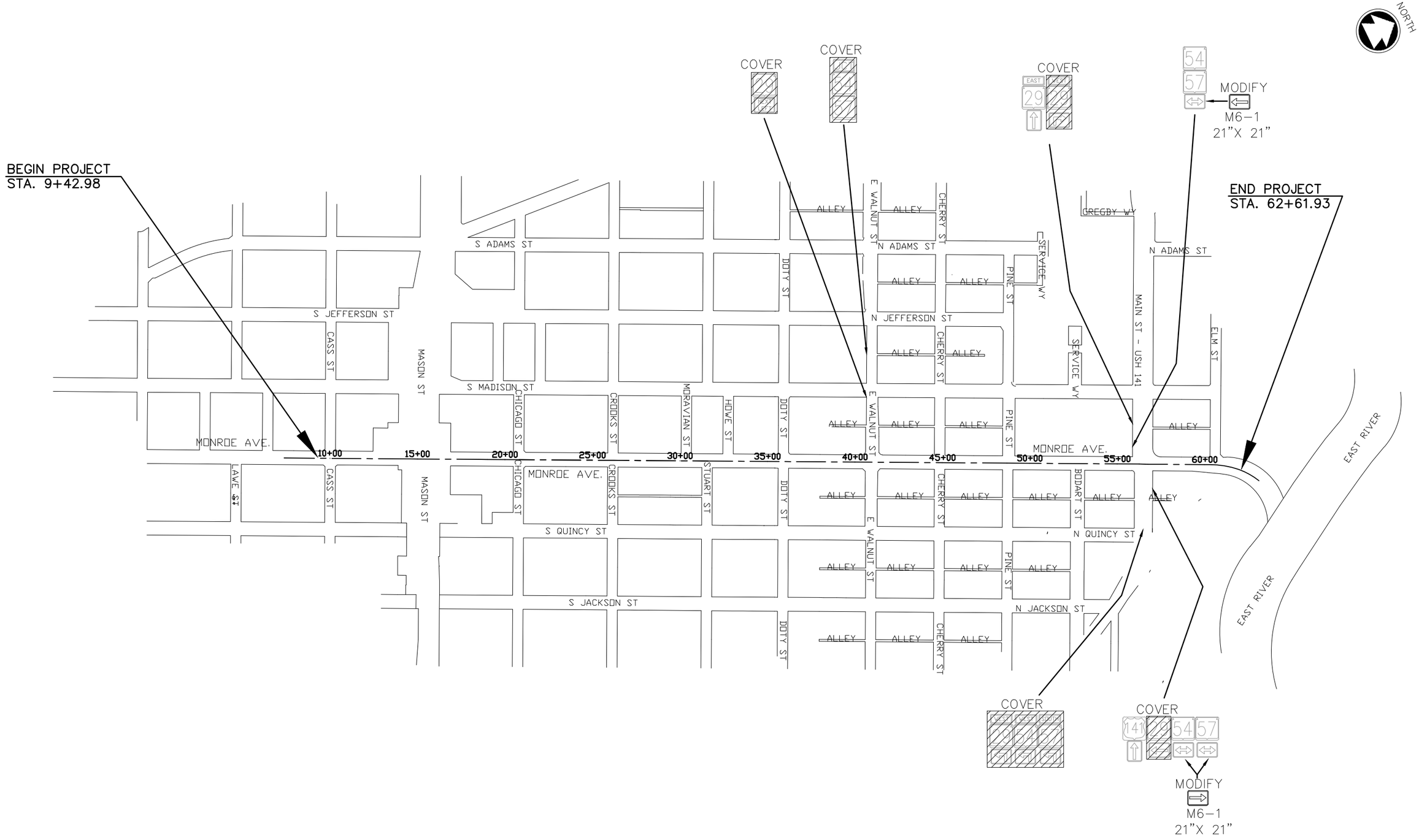
7. PEDESTRIAN CROSS TRAFFIC TO BE MAINTAINED THROUGHOUT THE PROJECT. SAFETY FENCE REQUIRED (SEE CONSTRUCTION DETAILS)
8. REFER TO SDD FOR TRAFFIC CONTROL, SIDEWALK CLOSURE (SEE SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS)

NOTE:
CONSTRUCTION OPERATIONS FROM APPROXIMATELY ELM STREET TO THE NORTH SHALL BE STAGED SO THAT TRAFFIC CONTROL IS IN ACCORDANCE WITH SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY / EXPRESSWAY OR SDD FOR TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY / EXPRESSWAY.

LANE CLOSURES ON ELM STREET LEFT TURN LANE SHALL BE IN ACCORDANCE WITH SDD FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY / EPXRESSWAY.

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL – DETAIL B	SHEET: 156	E

2



PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	TRAFFIC CONTROL – COVERING SIGNS	SHEET: 157	E

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DATE 28JAN14 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	1481-07-71 QUANTITY
0010	201.0120	CLEARING	ID	410.000	410.000
0020	201.0220	GRUBBING	ID	410.000	410.000
0030	204.0100	REMOVING PAVEMENT	SY	36,900.000	36,900.000
0040	204.0110	REMOVING ASPHALTIC SURFACE	SY	230.000	230.000
0050	204.0130	REMOVING CURB **P**	LF	220.000	220.000
0060	204.0150	REMOVING CURB & GUTTER **P**	LF	340.000	340.000
0070	204.0155	REMOVING CONCRETE SIDEWALK **P**	SY	4,800.000	4,800.000
0080	204.0185	REMOVING MASONRY	CY	163.000	163.000
0090	204.0195	REMOVING CONCRETE BASES	EACH	64.000	64.000
0100	204.0210	REMOVING MANHOLES	EACH	45.000	45.000
0110	204.0220	REMOVING INLETS	EACH	64.000	64.000
0120	204.0245	REMOVING STORM SEWER (SIZE) 01. LESS THAN 12-INCH	LF	680.000	680.000
0130	204.0245	REMOVING STORM SEWER (SIZE) 02. 12-INCH TO 24-INCH	LF	3,200.000	3,200.000
0140	204.0245	REMOVING STORM SEWER (SIZE) 03. GREATER THAN 24-INCH TO 36-INCH	LF	50.000	50.000
0150	204.0245	REMOVING STORM SEWER (SIZE) 04. GREATER THAN 36-INCH	LF	70.000	70.000
0160	205.0100	EXCAVATION COMMON	CY	20,000.000	20,000.000
0170	205.0501.S	EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL	TON	600.000	600.000
0180	213.0100	FINISHING ROADWAY (PROJECT) 01. 1481-07-71	EACH	1.000	1.000
0190	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	15,200.000	15,200.000
0200	311.0110	BREAKER RUN	TON	10,400.000	10,400.000
0210	320.0135	CONCRETE BASE 7-INCH	SY	775.000	775.000
0220	320.0145	CONCRETE BASE 8-INCH	SY	695.000	695.000
0230	415.0080	CONCRETE PAVEMENT 8-INCH	SY	32,750.000	32,750.000
0240	415.0210	CONCRETE PAVEMENT GAPS	EACH	25.000	25.000
0250	415.1080	CONCRETE PAVEMENT HES 8-INCH	SY	350.000	350.000
0260	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	235.000	235.000
0270	416.0180	CONCRETE DRIVEWAY 8-INCH	SY	1,360.000	1,360.000
0280	416.0610	DRILLED TIE BARS	EACH	443.000	443.000
0290	416.0620	DRILLED DOWEL BARS	EACH	277.000	277.000
0300	440.4410.S	INCENTIVE IRI RIDE	DOL	7,060.000	7,060.000
0310	455.0105	ASPHALTIC MATERIAL PG58-28	TON	12.000	12.000
0320	455.0605	TACK COAT	GAL	32.000	32.000
0330	460.1103	HMA PAVEMENT TYPE E-3	TON	210.000	210.000
0340	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	140.000	140.000
0350	465.0105	ASPHALTIC SURFACE	TON	160.000	160.000
0360	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	300.000	300.000
0370	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	50.000	50.000
0380	513.2050.S	RAILING PIPE	LF	80.000	80.000
0390	520.8000	CONCRETE COLLARS FOR PIPE	EACH	17.000	17.000
0400	523.0543	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 43X68-INCH	EACH	1.000	1.000
0410	601.0110	CONCRETE CURB TYPE D	LF	120.000	120.000
0420	601.0342	CONCRETE CURB & GUTTER INTEGRAL 18-INCH	LF	7,600.000	7,600.000
0430	601.0405	CONCRETE CURB & GUTTER 18-INCH TYPE A	LF	3,780.000	3,780.000
0440	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	32.000	32.000
0450	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	680.000	680.000
0460	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	43.000	43.000

3

DATE 28JAN14 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	1481-07-71 QUANTITY
0470	601.0600	CONCRETE CURB PEDESTRIAN	LF	181.000	181.000
0480	602.0405	CONCRETE SIDEWALK 4-INCH	SF	33,345.000	33,345.000
0490	602.0415	CONCRETE SIDEWALK 6-INCH	SF	580.000	580.000
0500	602.0515	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	SF	465.000	465.000
0510	602.1500	CONCRETE STEPS	SF	155.000	155.000
0520	602.2400	CONCRETE SAFETY ISLANDS	SF	528.000	528.000
0530	606.0300	RIPRAP HEAVY	CY	44.000	44.000
0540	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	475.000	475.000
0550	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	541.000	541.000
0560	608.0327	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 27-INCH	LF	33.000	33.000
0570	608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	539.000	539.000
0580	608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	8.000	8.000
0590	608.0342	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	68.000	68.000
0600	608.0354	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 54-INCH	LF	1,664.000	1,664.000
0610	608.0448	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 48-INCH	LF	398.000	398.000
0620	610.0138	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH	LF	563.000	563.000
0630	610.0143	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 43X68-INCH	LF	1,057.000	1,057.000
0640	611.8110	ADJUSTING MANHOLE COVERS	EACH	45.000	45.000
0650	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	1,208.000	1,208.000
0660	616.0700.S	FENCE SAFETY	LF	10,260.000	10,260.000
0670	619.1000	MOBILIZATION	EACH	1.000	1.000
0680	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	455.000	455.000
0690	624.0100	WATER	MGAL	240.000	240.000
0700	625.0100	TOPSOIL	SY	5,650.000	5,650.000
0710	627.0200	MULCHING	SY	520.000	520.000
0720	628.1504	SILT FENCE	LF	540.000	540.000
0730	628.1520	SILT FENCE MAINTENANCE	LF	540.000	540.000
0740	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	13.000	13.000
0750	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	3.000	3.000
0760	628.7005	INLET PROTECTION TYPE A	EACH	2.000	2.000
0770	628.7010	INLET PROTECTION TYPE B	EACH	13.000	13.000
0780	628.7015	INLET PROTECTION TYPE C	EACH	79.000	79.000
0790	628.7020	INLET PROTECTION TYPE D	EACH	87.000	87.000
0800	628.7560	TRACKING PADS	EACH	6.000	6.000
0810	629.0210	FERTILIZER TYPE B	CWT	4.000	4.000
0820	630.0200	SEEDING TEMPORARY	LB	100.000	100.000
0830	631.0300	SOD WATER	MGAL	130.000	130.000
0840	631.1000	SOD LAWN	SY	5,650.000	5,650.000
0850	632.0101	TREES (SPECIES, ROOT, SIZE) 01. KENTUCKY COFEETREE EXPRESSO, B&B, 3" CAL	EACH	7.000	7.000
0860	632.0101	TREES (SPECIES, ROOT, SIZE) 02. FRONTIER ELM, B&B, 2" CAL	EACH	7.000	7.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1481-07-71 QUANTITY
0870	632.0101	TREES (SPECIES, ROOT, SIZE) 03. HONEYLOCUST, B&B, 3" CAL	EACH	7.000	7.000
0880	632.9101	LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	EACH	14.000	14.000
0890	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	7.000	7.000
0900	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	17.000	17.000
0910	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	5.000	5.000
0920	637.2210	SIGNS TYPE II REFLECTIVE H	SF	370.500	370.500
0930	638.2602	REMOVING SIGNS TYPE II	EACH	237.000	237.000
0940	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	73.000	73.000
0950	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
0960	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1481-07-71	EACH	1.000	1.000
0970	643.0300	TRAFFIC CONTROL DRUMS	DAY	45,028.000	45,028.000
0980	643.0410	TRAFFIC CONTROL BARRICADES TYPE II	DAY	469.000	469.000
0990	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	20,247.000	20,247.000
1000	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	3,728.000	3,728.000
1010	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	3,728.000	3,728.000
1020	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	25,718.000	25,718.000
1030	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	4,130.000	4,130.000
1040	643.0900	TRAFFIC CONTROL SIGNS	DAY	20,806.000	20,806.000
1050	643.0910	TRAFFIC CONTROL COVERING SIGNS TYPE I	EACH	11.000	11.000
1060	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	3.000	3.000
1070	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	462.000	462.000
1080	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	42.000	42.000
1090	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1481-07-71	EACH	1.000	1.000
1100	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	104,747.000	104,747.000
1110	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	66.000	66.000
1120	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	9,090.000	9,090.000
1130	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	1,090.000	1,090.000
1140	646.0600	REMOVING PAVEMENT MARKINGS	LF	500.000	500.000
1150	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	10.000	10.000
1160	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	1.000	1.000
1170	647.0206	PAVEMENT MARKING ARROWS BIKE LANE EPOXY	EACH	8.000	8.000
1180	647.0306	PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY	EACH	4.000	4.000
1190	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	1.000	1.000
1200	647.0456	PAVEMENT MARKING CURB EPOXY	LF	185.000	185.000
1210	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	815.000	815.000
1220	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	15.000	15.000
1230	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	76.000	76.000
1240	647.0776	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH	LF	4,110.000	4,110.000
1250	647.0955	REMOVING PAVEMENT MARKINGS ARROWS	EACH	4.000	4.000
1260	647.0965	REMOVING PAVEMENT MARKINGS WORDS	EACH	4.000	4.000
1270	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	130.000	130.000
1280	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	5,920.000	5,920.000
1290	650.5000	CONSTRUCTION STAKING BASE	LF	105.000	105.000
1300	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	535.000	535.000
1310	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	5,820.000	5,820.000
1320	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 1481-07-71	LS	1.000	1.000
1330	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1481-07-71	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1481-07-71 QUANTITY
1340	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	5,920.000	5,920.000
1350	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	15,765.000	15,765.000
1360	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	3,075.000	3,075.000
1370	652.0800	CONDUIT LOOP DETECTOR	LF	1,305.000	1,305.000
1380	654.0101	CONCRETE BASES TYPE 1	EACH	35.000	35.000
1390	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	2,435.000	2,435.000
1400	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG	LF	2,425.000	2,425.000
1410	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	5,050.000	5,050.000
1420	655.0270	CABLE TRAFFIC SIGNAL 15-14 AWG	LF	1,065.000	1,065.000
1430	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	LF	3,857.000	3,857.000
1440	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	19,170.000	19,170.000
1450	655.0625	ELECTRICAL WIRE LIGHTING 6 AWG	LF	11,600.000	11,600.000
1460	655.0635	ELECTRICAL WIRE LIGHTING 2 AWG	LF	23,200.000	23,200.000
1470	655.0700	LOOP DETECTOR LEAD IN CABLE	LF	3,234.000	3,234.000
1480	655.0800	LOOP DETECTOR WIRE	LF	4,380.000	4,380.000
1490	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 01. MONROE AVENUE & MASON STREET	LS	1.000	1.000
1500	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 02. MONROE AVENUE & CHICAGO STREET	LS	1.000	1.000
1510	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 03. MONROE AVENUE & WALNUT STREET	LS	1.000	1.000
1520	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 04. MONROE AVENUE & PINE STREET	LS	1.000	1.000
1530	657.0100	PEDESTAL BASES	EACH	35.000	35.000
1540	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	EACH	16.000	16.000
1550	657.0430	TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT	EACH	19.000	19.000
1560	658.0110	TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL	EACH	58.000	58.000
1570	658.0115	TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL	EACH	14.000	14.000
1580	658.0215	BACKPLATES SIGNAL FACE 3 SECTION 12-INCH	EACH	58.000	58.000
1590	658.0220	BACKPLATES SIGNAL FACE 4 SECTION 12-INCH	EACH	14.000	14.000
1600	658.0500	PEDESTRIAN PUSH BUTTONS	EACH	34.000	34.000
1610	658.0635	LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH	EACH	34.000	34.000
1620	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 01. MONROE AVENUE & MASON STREET	LS	1.000	1.000
1630	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 02. MONROE AVENUE & CHICAGO STREET	LS	1.000	1.000
1640	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 03. MONROE AVENUE & WALNUT STREET	LS	1.000	1.000
1650	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 04. MONROE AVENUE & PINE STREET	LS	1.000	1.000
1660	690.0150	SAWING ASPHALT	LF	1,900.000	1,900.000
1670	690.0250	SAWING CONCRETE	LF	4,850.000	4,850.000
1680	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	2,207.000	2,207.000
1690	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	2,400.000	2,400.000
1700	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	2,100.000	2,100.000
1710	SPV.0035	SPECIAL 01. COLORING CONCRETE PUMPKIN	CY	187.000	187.000
1720	SPV.0035	SPECIAL 02. CONCRETE MASONRY	CY	6.200	6.200
1730	SPV.0045	SPECIAL 01. TEMPORARY CROSSWALK ACCESS	DAY	3,110.000	3,110.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	1481-07-71 QUANTITY
1740	SPV.0060	SPECIAL 01. MANHOLE 4 FOOT	EACH	12.000	12.000
1750	SPV.0060	SPECIAL 02. MANHOLE 5 FOOT	EACH	5.000	5.000
1760	SPV.0060	SPECIAL 03. MANHOLE 6 FOOT	EACH	2.000	2.000
1770	SPV.0060	SPECIAL 05. MANHOLE 8 FOOT	EACH	8.000	8.000
1780	SPV.0060	SPECIAL 06. MANHOLE 10 FOOT	EACH	6.000	6.000
1790	SPV.0060	SPECIAL 08. MANHOLE COVERS SPECIAL	EACH	33.000	33.000
1800	SPV.0060	SPECIAL 09. STORM SEWER LATERAL CLEANOUTS 6-INCH	EACH	10.000	10.000
1810	SPV.0060	SPECIAL 10. CITY STANDARD INLET	EACH	58.000	58.000
1820	SPV.0060	SPECIAL 11. CITY SPECIAL INLET	EACH	43.000	43.000
1830	SPV.0060	SPECIAL 12. INLET COVERS STANDARD	EACH	58.000	58.000
1840	SPV.0060	SPECIAL 13. INLET COVERS SPECIAL	EACH	43.000	43.000
1850	SPV.0060	SPECIAL 15. PULL BOXES POLYMER CONCRETE 17X30X36 INCH	EACH	21.000	21.000
1860	SPV.0060	SPECIAL 16. PULL BOXES POLYMER CONCRETE 24X36X36 INCH	EACH	41.000	41.000
1870	SPV.0060	SPECIAL 17. PULL BOXES POLYMER CONCRETE 11X18X18 INCH	EACH	12.000	12.000
1880	SPV.0060	SPECIAL 21. CONCRETE BASES SPECIAL TYPE 2	EACH	56.000	56.000
1890	SPV.0060	SPECIAL 22. CONCRETE BASES SPECIAL TYPE 3	EACH	14.000	14.000
1900	SPV.0060	SPECIAL 23. CONCRETE BASES DECO	EACH	43.000	43.000
1910	SPV.0060	SPECIAL 32. MONOTUBE POLE T3 WITH 25 FT ARM	EACH	3.000	3.000
1920	SPV.0060	SPECIAL 35. MONOTUBE POLE T3 WITH 30 FT ARM	EACH	4.000	4.000
1930	SPV.0060	SPECIAL 37. MONOTUBE POLE T3 WITH 35 FT ARM	EACH	3.000	3.000
1940	SPV.0060	SPECIAL 39. MONOTUBE POLE T4 WITH 40 FT ARM	EACH	3.000	3.000
1950	SPV.0060	SPECIAL 40. MONOTUBE POLE T4 WITH 45 FT ARM	EACH	1.000	1.000
1960	SPV.0060	SPECIAL 45. POLE T2 30-FOOT	EACH	56.000	56.000
1970	SPV.0060	SPECIAL 46. LUMINAIRE ARM SPECIAL 6-FOOT	EACH	68.000	68.000
1980	SPV.0060	SPECIAL 50. EMERGENCY VEHICLE PREEMPTION CARD RACK	EACH	4.000	4.000
1990	SPV.0060	SPECIAL 51. EMERGENCY VEHICLE PREEMPTION MULTIMODE PHASE SELECTOR	EACH	4.000	4.000
2000	SPV.0060	SPECIAL 52. EMERGENCY VEHICLE PREEMPTION INTERSECTION EQUIPMENT	EACH	16.000	16.000
2010	SPV.0060	SPECIAL 53. VIDEO DETECTION MONITOR	EACH	3.000	3.000
2020	SPV.0060	SPECIAL 54. RACK MOUNTED VIDEO DETECTION ETHERNET DEVICE	EACH	3.000	3.000
2030	SPV.0060	SPECIAL 55. TRAFFIC SIGNAL CONTROLLER AND CABINET	EACH	4.000	4.000
2040	SPV.0060	SPECIAL 56. TRAFFIC SIGNAL GROUND SLEEVE	EACH	4.000	4.000
2050	SPV.0060	SPECIAL 57. EMERGENCY VEHICLE PREEMPTION AUXILIARY INTERFACE PANEL	EACH	4.000	4.000
2060	SPV.0060	SPECIAL 60. STREET LIGHT UNDERGROUND SERVICE	EACH	2.000	2.000
2070	SPV.0060	SPECIAL 61. REMOVING STREET LIGHTS	EACH	12.000	12.000
2080	SPV.0060	SPECIAL 63. WALLPACK LIGHTING	EACH	2.000	2.000
2090	SPV.0060	SPECIAL 64. LUMINAIRE SPECIAL HPS 150 WATTS	EACH	60.000	60.000
2100	SPV.0060	SPECIAL 65. LUMINAIRE SPECIAL HPS 250 WATTS	EACH	8.000	8.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1481-07-71 QUANTITY
2110	SPV.0060	SPECIAL 66. LUMINAIRE UTILITY POST TOP	EACH	113.000	113.000
2120	SPV.0060	SPECIAL 67. LUMINAIRE CROSS ARM AND WALL BRACKET	EACH	51.000	51.000
2130	SPV.0060	SPECIAL 68. PEDESTRIAN POLE 15-FT WITH BASE	EACH	43.000	43.000
2140	SPV.0060	SPECIAL 70. ADJUSTING WATER VALVE BOXES	EACH	38.000	38.000
2150	SPV.0060	SPECIAL 71. ADJUSTING CURB BOXES	EACH	45.000	45.000
2160	SPV.0060	SPECIAL 73. DETERMINATION OF ACTIVE STORM SEWER LATERALS	EACH	26.000	26.000
2170	SPV.0060	SPECIAL 74. ADJUSTING TRACER WIRE BOXES	EACH	17.000	17.000
2180	SPV.0060	SPECIAL 75. CHECK VALVE 68 X 43-INCH	EACH	1.000	1.000
2190	SPV.0075	SPECIAL 01. STREET SWEEPING	HRS	125.000	125.000
2200	SPV.0090	SPECIAL 01. STORM SEWER LATERAL 6 INCH	LF	502.000	502.000
2210	SPV.0090	SPECIAL 02. STORM SEWER LATERAL 12 INCH	LF	2,368.000	2,368.000
2220	SPV.0090	SPECIAL 03. ABANDONING STORM SEWER LESS THAN 12-INCH	LF	1,770.000	1,770.000
2230	SPV.0090	SPECIAL 04. ABANDONING STORM SEWER 12-INCH TO 24-INCH	LF	1,770.000	1,770.000
2240	SPV.0090	SPECIAL 05. ABANDONING STORM SEWER GREATER THAN 24-INCH TO 36-INCH	LF	165.000	165.000
2250	SPV.0090	SPECIAL 10. CONCRETE CURB AND GUTTER SPECIAL 24 INCH TYPE A	LF	600.000	600.000
2260	SPV.0090	SPECIAL 11. CONCRETE CURB AND GUTTER SPECIAL 24 INCH TYPE D	LF	460.000	460.000
2270	SPV.0090	SPECIAL 51. FIBER OPTIC WARNING TAPE	LF	4,140.000	4,140.000
2280	SPV.0090	SPECIAL 52. FIBER OPTIC TRACER CABLE	LF	4,140.000	4,140.000
2290	SPV.0090	SPECIAL 53. EMERGENCY VEHICLE PREEMPTION GPS INSTALLATION CABLE	LF	2,846.000	2,846.000
2300	SPV.0090	SPECIAL 55. FIBER OPTIC INTERCONNECT CABLE	LF	4,430.000	4,430.000
2310	SPV.0090	SPECIAL 60. STORM SEWER PIPE PVC 12 INCH	LF	2,181.000	2,181.000
2320	SPV.0090	SPECIAL 61. STORM SEWER PIPE PVC 15-INCH	LF	832.000	832.000
2330	SPV.0105	SPECIAL 01. REMOVE AND SALVAGE TRAFFIC SIGNALS MONROE AVENUE & MASON STREET RAMP INTER	LS	1.000	1.000
2340	SPV.0105	SPECIAL 02. REMOVE AND SALVAGE TRAFFIC SIGNALS MONROE AVENUE & CHICAGO STREET	LS	1.000	1.000
2350	SPV.0105	SPECIAL 03. REMOVE AND SALVAGE TRAFFIC SIGNALS MONROE AVENUE & WALNUT STREET	LS	1.000	1.000
2360	SPV.0105	SPECIAL 04. REMOVE AND SALVAGE TRAFFIC SIGNALS MONROE AVENUE & CHERRY STREET	LS	1.000	1.000
2370	SPV.0105	SPECIAL 05. REMOVE AND SALVAGE TRAFFIC SIGNALS MONROE AVENUE & PINE STREET	LS	1.000	1.000
2380	SPV.0105	SPECIAL 10. VEHICULAR VIDEO DETECTION SYSTEM 4-CAMERA (MONROE AVE & CHICAGO STREET)	LS	1.000	1.000
2390	SPV.0105	SPECIAL 11. VEHICULAR VIDEO DETECTION SYSTEM 4-CAMERA (MONROE AVE & WALNUT STREET)	LS	1.000	1.000
2400	SPV.0105	SPECIAL 12. VEHICULAR VIDEO DETECTION SYSTEM 4-CAMERA (MONROE AVE & PINE STREET)	LS	1.000	1.000
2410	SPV.0105	SPECIAL 15. REMOVE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT MONROE AVE & MAIN ST INTERSECT	LS	1.000	1.000
2420	SPV.0105	SPECIAL 20. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1481-07-71 QUANTITY
2430	SPV.0165	SPECIAL 01. CONCRETE SIDEWALK 8-INCH	SF	8,300.000	8,300.000
2440	SPV.0165	SPECIAL 02. ABANDON VAULT	SF	480.000	480.000
2450	SPV.0165	SPECIAL 10. SALVAGE PAVER BRICKS	SF	570.000	570.000
2460	SPV.0180	SPECIAL 01. SEALING CONCRETE PAVEMENT JOINTS	SY	35,200.000	35,200.000

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CLEARING AND GRUBBING

STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
17+60	RT	14	14
21+47	RT	8	8
21+77	RT	15	15
30+67	LT	16	16
32+07	RT	12	12
32+35	RT	12	12
32+64	RT	14	14
33+13	RT	14	14
33+29	LT	12	12
33+53	RT	14	14
33+61	LT	14	14
33+83	LT	6	6
34+15	RT	14	14
34+21	LT	6	6
34+41	LT	12	12
34+49	RT	16	16
34+91	RT	16	16
35+23	LT	12	12
35+49	LT	12	12
38+93	RT	16	16
45+41	LT	14	14
45+74	LT	14	14
46+01	LT	14	14
46+35	LT	14	14
46+67	LT	14	14
47+07	LT	14	14
47+56	LT	12	12
47+86	LT	12	12
47+86	LT	12	12
48+14	LT	12	12
54+04	LT	14	14
54+38	LT	12	12
	PROJECT TOTALS	410	410

REMOVING PAVEMENT
204.0100 **P**

STATION	LOCATION	S.Y.	REMARKS
9+43 – 15+25	MONROE	4,690	
15+25 – 20+25	MONROE	4,110	
20+25 – 25+75	MONROE	4,055	
25+75 – 30+00	MONROE	2,796	
30+00 – 35+00	MONROE	3,196	
35+00 – 39+75	MONROE	3,884	
39+75 – 45+75	MONROE	5,995	
45+75 – 50+25	MONROE	3,095	
50+25 – 56+00	MONROE	4,059	
56+00 – 62+00	MONROE	1,068	STORM SEWER TRENCH
	PROJECT TOTAL	36,900	

NOTE: AREAS INCLUDE SIDEROADS, DRIVEWAYS SAFETY ISLANDS

REMOVING ASPHALTIC SURFACE
204.0110

STATION	LOCATION	S.Y.	REMARKS
49+38 LT. – 50+26 LT.	MONROE	50	ASPH. SIDEWALK PATCHES
50+69 LT. – 52+26 LT.	MONROE	87	ASPH. SIDEWALK PATCHES
52+43 LT. – 53+02 LT.	MONROE	33	ASPH. SIDEWALK PATCHES
UNDISTRIBUTED	MONROE	60	ASPH. SIDEWALK PATCHES
	PROJECT TOTAL	230	

REMOVING CURB AND GUTTER

STATION	LOCATION	CURB 204.0130 **P** LF	CURB AND GUTTER 204.0150 **P** LF
9+19 – 9+32	CASS LT & RT	–	26
10+79 – 11+12	CASS LT & RT	–	66
10+91 – 10+98	WB MASON RAMP S.	–	14
11+05 – 11+20	WB MASON RAMP N.	–	30
17+48	40.5' LT	–	8
17+60	44.5' RT	36	–
18+00	44' RT	21	–
18+69	41' LT	7	–
18+84	41' LT	4	–
20+24	42' LT	3	–
9+37 – 9+56	MORAVIAN	–	36
9+39 – 9+56	HOWE	–	34
33+92	38' LT	9	–
34+12	38' LT	9	–
34+51	38' LT	10	–
34+68	38' LT	10	–
37+81	40' LT	5	–
38+02	40' LT	5	–
38+40	40' RT	10	–
39+37	40' RT	7	–
39+84	40' RT	25	–
40+35	40' RT	45	–
47+65	37' RT	–	12
9+12	PINE – LT	–	6
9+31	PINE – LT	–	6
10+51 – 11+00	PINE	–	98
50+36	37' LT	5	–
50+58	37' LT	5	–
	PROJECT TOTALS	220	340

REMOVING CONCRETE SIDEWALK
204.0155 **P**

STATION	LOCATION	*S.Y.
9+43 – 14+80	MONROE	685
14+80 – 20+80	MONROE	1,036
20+80 – 26+20	MONROE	534
26+20 – 30+41	MONROE	249
30+41 – 35+80	MONROE	406
35+80 – 41+00	MONROE	723
41+00 – 44+75	MONROE	395
44+75 – 48+70	MONROE	206
48+70 – 52+70	MONROE	161
52+70 – 56+00	MONROE	380
	PROJECT TOTAL	4,800

*NOTE: INCLUDES REMOVAL OF EXISTING CONCRETE STEPS

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (Item # 205.0100) Cut	Common Excavation (Item # 205.0100) EBS Excavation	Salvaged/Unusable Pavement Material	Available Material	Unexpanded Fill	*Expanded Fill Factor 1.30	Mass Ordinate +/–	Comment:
0010	9+43 – 56+00.66	STH 57	14,017	0	8,970	5,047	58	75	4,972	MAINLINE
	9+43 – 56+00.66	STH 57	573	0	0	573	0	0	573	CONCRETE DRIVEWAYS
	9+43 – 56+00.66	STH 57	252	0	111	141	0	0	141	ASPHALT DRIVEWAYS
	9+43 – 56+00.66	STH 57	0	5,195	0	0	0	0	3,615	UNDISTRIBUTED
	9+19 – 9+68	CASS ST (WEST)	124	0	34	90	0	1	89	
	10+32.50 – 11+12	CASS ST (EAST)	175	0	31	144	2	2	141	
	9+10 – 9+65	MASON EB OFF RAMP	156	0	42	114	0	0	114	
	10+35 – 10+99.31	MASON EB ON RAMP	127	0	28	99	0	0	99	
	10+35 – 10+98.10	MASON WB OFF RAMP (LT TURN)	77	0	23	54	0	0	54	
	10+40 – 11+20.39	MASON WB OFF RAMP (RT TURN)	105	0	27	78	0	0	77	
	9+19 – 9+65	CHICAGO ST (WEST)	87	0	28	59	0	0	59	
	10+33 – 10+78	CHICAGO ST (EAST)	96	0	25	71	0	0	71	
	9+25.71 – 9+73	CROOKS ST (WEST)	129	0	37	92	0	0	92	
	10+26 – 10+75	CROOKS ST (EAST)	110	0	31	79	0	0	79	
	9+37.47 – 9+74	MORAVIAN ST	82	0	30	52	0	0	52	
	10+25 – 11+00	STUART ST	155	0	34	121	4	5	116	
	9+38.94 – 9+74	HOWE ST	80	0	30	50	2	3	48	
	9+10 – 9+74	DOTY ST (WEST)	184	0	41	143	0	0	143	
	10+26 – 10+85	DOTY ST (EAST)	145	0	50	95	0	0	95	
	9+00 – 9+65	WALNUT ST (WEST)	245	0	53	192	0	0	192	
	10+33 – 10+99	WALNUT ST (EAST)	252	0	76	176	0	0	176	
	9+28.88 – 9+74	CHERRY ST (WEST)	115	0	35	80	1	1	79	
	10+26 – 11+02	CHERRY ST (EAST)	184	0	36	148	0	0	148	
	9+00 – 9+74	PINE ST (WEST)	227	0	57	170	0	0	170	
	10+26 – 11+00	PINE ST (EAST)	167	0	28	139	0	0	139	
	10+30 – 10+70.45	BODART ST	112	0	39	73	0	0	73	
Subtotal			17,976	5,195	9,896	8,080	68	89	11,606	
Grand Total			17,976	5,195	9,896	8,080	68	89	11,606	
			Total Common Exc	20000						

*EXPANSION FACTOR FOR FILL = 30%

MASS ORDINATE: POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL ON THE PROJECT

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3

REMOVING MASONRY
204.0185

STATION	LOCATION	CY
18+66 – 21+07	MONROE AVE, 36' LT.	15
9+30 – 9+63	CHICAGO AVE., 27' LT.	2
9+63 – 10+78	CHICAGO AVE., 27' LT.	8
9+00 – 9+62	WALNUT ST., 36' RT.	6
39+93 – 40+57	MONROE AVE., 37' LT.	4
40+57 – 41+74	MONROE AVE., 37' LT.	3
9+50	PINE ST., 27' LT.	3
9+60	PINE ST., 30' LT.	6
48+30 – 49+07	MONROE AVE., 28'–36' LT.	10
*49+00 – 52+20	MONROE AVE., 28'–33' LT.	22
52+30	MONROE AVE., 30'–45' RT.	4
53+15 – 55+20	MONROE AVE., 28' – 33' LT.	50
55+96	MONROE AVE., C/L	6
57+19	MONROE AVE., C/L	6
62+03	55' LT	3
UNDISTRIBUTED	–	15
	PROJECT TOTAL	163

NOTE: REMOVAL OF ABANDONED CONC. ENCASED DUCT PACKAGES AT LOCATIONS WHERE ABANDONED DUCTS CONFLICT WITH PROPOSED WORK.

REMOVING CONCRETE BASES

STATION	LOCATION	204.0195 EACH
14+19	44' LT	1
14+41	36' RT	1
14+51	63' LT	1
14+61	0' RT	1
15+11	36' LT	1
15+12	40' RT	1
15+67	5' RT	1
15+73	37' LT	1
15+79	49' RT	1
15+80	36' RT	1
16+07	5' RT	1
16+10	45' RT	1
16+26	37' LT	1
16+47	36' RT	1
20+34	35' LT	1
20+36	36' RT	1
20+53	59' RT	1
20+62	58' LT	1
21+01	55' LT	1
21+04	69' RT	1
21+05	61' RT	1
21+21	38' RT	1
21+26	36' LT	1
40+25	35' LT	1
40+30	35' RT	1
40+40	40' RT	1
40+57	63' RT	1
40+58	64' LT	1
41+21	63' RT	1
41+24	64' LT	1
41+47	34' RT	1
41+49	39' LT	1
44+36	31' RT	1
44+39	26' LT	1
44+56	49' LT	1
44+56	56' LT	1
44+57	64' RT	1
44+96	45' RT	1
44+99	45' LT	1
45+17	27' RT	1
45+18	26' LT	1
48+29	26' RT	1
48+30	26' LT	1
48+41	83' LT	1
48+47	47' LT	1
48+52	51' RT	1
48+88	50' RT	1
49+01	49' LT	1
49+13	26' RT	1
49+26	26' LT	1
55+61	32' LT	1
55+72	33' RT	1
	PROJECT TOTAL	52

NOTE: ALL BASES INCLUDED IN THIS TABLE ARE TRAFFIC SIGNAL BASES

REMOVING MANHOLES AND INLETS

STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
9+53	29.0 ' LT	–	1
9+57	29.0' RT	–	1
10+00	0.00' RT	1	–
10+41	CASS ST – 21.0' RT	–	1
10+63	CASS ST – 14.0' LT	–	1
11+27	18.0' RT	1	–
11+43	8.5' RT	–	1
13+91	32.0' RT	–	1
14+13	32.0' LT	–	1
14+32	62.5' LT	1	–
9+14	EB MASON ST – 18.0' RT	–	1
9+24	EB MASON ST – 18.0' RT	–	1
9+50	EB MASON ST – 18.0' LT	–	1
14+64	27.5' LT	1	–
10+57	EB MASON ST – 12.5' LT	–	1
10+47	EB MASON ST – 23.5' LT	1	–
15+05	18.0 ' RT	1	–
15+75	31.5' RT	–	1
16+14	32.0' LT	–	1
11+00	WB MASON ST – 6.5' LT	–	1
16+60	19.5' RT	1	–
17+36	4.0' RT	1	–
20+03	2.0' LT	–	1
20+30	31.0' RT	–	1
20+39	32.0' LT	–	1
9+41	CHICAGO ST – 1.0' LT	1	–
10+64	CHICAGO ST – 22.0' RT	–	1
10+64	CHICAGO ST – 21.0' LT	–	1
21+11	4.5' RT	1	–
23+25	4.0' RT	1	–
23+26	22.5' RT	–	1
23+26	22.5' LT	–	1
25+82	22.5' LT	–	1
25+83	22.5' RT	–	1
26+22	5.0' LT	1	–
10+39	CROOKS ST – 16.5' RT	–	1
10+40	CROOKS ST – 16.5' LT	–	1
26+55	5.5' RT	1	–
28+40	4.5' RT	1	–
28+41	22.5' RT	–	1
28+41	22.5' LT	–	1
34+04	22.5' LT	–	1
30+23	25.5' LT	1	–
30+26	4.0' RT	1	–
31+25	22.5' RT	–	1
10+38	STUART ST – 16.5' LT	–	1
10+39	STUART ST – 0.0' RT	1	–
10+42	STUART ST – 13.5' RT	–	1
31+85	23.5' RT	1	–
32+44	22.5' LT	–	1
9+57	HOWE ST – 14.0' LT	–	1
9+58	HOWE ST – 14.5' RT	–	1
32+83	24.0' RT	1	–
34+18	22.0' RT	–	1
34+46	22.5' LT	–	1
34+86	25.0' RT	1	–
35+83	3.0' LT	1	–
9+51	DOTY ST – 22.0' RT	–	1
9+51	DOTY ST – 21.0' LT	–	1
10+47	DOTY ST – 22.0' RT	–	1
10+47	DOTY ST – 21.0' LT	–	1
36+15	5.5' RT	1	–
36+19	22.5' RT	1	–
36+19	22.5' LT	1	–
36+25	25.5' RT	–	1
36+25	27.5' LT	–	1
38+34	4.5' RT	1	–
38+36	30.5' RT	–	1
38+36	31.5' LT	–	1
40+51	6.0' RT	1	–
40+98	34.5' RT	1	–
9+24	E WALNUT ST – 22.5' RT	1	–
9+37	E WALNUT ST – 28.5' RT	–	1
9+39	E WALNUT ST – 28.0' LT	–	1
41+27	6.0' RT	1	–
44+34	26.5' RT	–	1
44+37	22.5' LT	–	1
44+79	23.0' RT	1	–
9+56	CHERRY ST – 21.0' RT	–	1
9+59	CHERRY ST – 17.5' LT	–	1
9+59	CHERRY ST – 0.0' RT	1	–
10+47	CHERRY ST – 13.5' LT	–	1
10+49	CHERRY ST – 22.5' RT	–	1
10+51	CHERRY ST – 1.0' LT	1	–
45+10	5.5' RT	1	–
48+28	22.0' LT	–	1
48+33	23.0' RT	–	1
48+71	8.0' RT	1	–
9+53	PINE ST – 23.5' LT	–	1
9+55	PINE ST – 23.5' RT	–	1
9+60	PINE ST – 5.5' RT	1	–
50+02	9.5' RT	1	–
52+16	23.0' LT	–	1
52+17	22.5' RT	–	1
52+35	0.5' RT	1	–
10+44	BODART ST – 25.0' RT	–	1
10+46	BODART ST – 24.0' LT	–	1
53+12	0.5' RT	1	–
53+71	33.5' LT	1	–
55+21	1.5' RT	1	–
55+70	28.0' LT	–	1
55+74	1.5' RT	1	–
55+76	28.0' RT	–	1
56+73	0.5' RT	1	–
57+28	0.0' RT	1	–
57+46	30.0' LT	–	1
60+16	0.5' LT	1	–
61+16	0.0' RT	–	1
62+12	70.4' LT	1	–
	PROJECT TOTALS	45	64

BASE AGGREGATE

STATION TO STATION	LOCATION	305.0120 DENSE 1–1/4–INCH TON	311.0110 BREAKER RUN TON
9+43 – 56+00.66	STH 57 MAINLINE	12979	–
56+00.66 – 62+10	STORM SEWER TRENCH	223	–
9+43 – 43+88	MEDIANS	223	–
9+43 – 56+00.66	DRIVEWAYS	505	–
9+43 – 56+00.66	UNDISTRIBUTED	1298	10390
	PROJECT TOTALS	15200	10400

CONCRETE BASE

STATION – STATION	LOCATION	320.0135 7–INCH SY	320.0145 8–INCH SY
9+19 – 9+30.84	CASS STREET	36	–
10+64.82 – 11+12	CASS STREET	142	–
10+91.60 – 10+98.10	MASON ST. OFFRAMP	–	10
11+05.75 – 11+20.39	MASON ST. OFFRAMP	–	19
10+40.95 – 10+78	STUART STREET	116	–
9+38.64 – 9+56	HOWE STREET	51	–
10+38.92 – 10+85	DOTY STREET	176	–
10+51 – 11+00	PINE STREET	147	–
10+50.29 – 10+70.45	BODART STREET	107	–
56+02 – 62+10	MONROE ST. STORM SEWER TRENCH	–	665
	PROJECT TOTALS	775	695

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REMOVING STORM SEWER

STATION	LOCATION	204.0245 LESS THAN 12" LF	204.0245 12" TO 24" LF	204.0245 GREATER THAN 24" TO 36" LF	204.0245 GREATER THAN 36" LF
9+55	–	55	–	–	–
9+68	RT	23	–	–	–
10+63	CASS ST	12	–	–	–
11+41	RT	–	8	–	–
11+27 – 15+05	RT	–	375	–	–
9+14 – 9+36	EB MASON ST	–	31	–	–
9+32 – 9+71	EB MASON ST	–	49	–	–
9+50 – 9+72	EB MASON ST	–	82	–	–
15+05 – 16+61	RT	–	152	–	–
15+80	RT	–	12	–	–
16+55	LT	–	–	–	66
16+59	RT	–	8	–	–
16+61	RT	–	–	6	–
11+00	WB MASON ST	–	8	–	–
17+36 – 21+11	RT	–	372	–	–
20+02	RT	6	–	–	–
20+76	RT	–	8	–	–
20+78	LT	–	8	–	–
10+64	CHICAGO ST	–	40	–	–
21+00	–	–	17	–	–
21+11 – 23+25	RT	–	212	–	–
23+25	–	–	7	–	–
23+25 – 26+55	RT	–	327	–	–
25+83	–	9	–	–	–
9+52	CROOKS ST	–	8	–	–
10+13	CROOKS ST	–	8	–	–
26+55 – 28+40	RT	–	182	–	–
28+40	–	7	–	–	–
28+40 – 30+26	RT	–	183	–	–
30+09	LT	7	–	–	–
30+26	–	7	–	–	–
30+26 – 31+44	RT	–	116	–	–
31+24 – 61+62	RT	39	–	–	–
10+40 – 10+58	STUART ST	–	18	–	–
9+58	HOWE ST	26	–	–	–
34+32	–	8	–	–	–
34+67 – 34+85	RT	17	–	–	–
9+96 – 10+50	DOTY ST	–	51	–	–
10+45	DOTY ST	7	–	–	–
35+83 – 36+14	–	30	–	–	–
36+16	–	8	–	–	–
36+15 – 38+34	RT	217	–	–	–
38+35	LT	33	–	–	–
38+35	RT	23	–	–	–
39+96 – 40+04	RT	8	–	–	–
9+31	E WALNUT ST	51	–	–	–
9+25 –9+37	E WALNUT ST	13	–	–	–
10+36 – 11+01	E WALNUT ST	–	66	–	–
42+26 – 42+34	RT	–	8	–	–
44+35	RT	–	29	–	–
44+38	–	–	27	–	–
9+54	CHERRY ST	–	9	–	–
10+37	CHERRY ST	–	25	–	–
10+50	CHERRY ST	20	–	–	–
10+47 – 10+51	CHERRY ST	11	–	–	–
46+72 – 46+80	RT	–	8	–	–
48+23 – 48+31	RT	–	8	–	–
48+48 – 48+60	–	–	14	–	–
48+52 – 48+69	–	21	–	–	–
50+46 – 50+54	RT	8	–	–	–
52+16 – 52+34	RT	16	–	–	–
52+36 – 52+53	–	–	17	–	–
52+53	–	–	–	37	–
10+54 – 10+62	BODART ST	–	–	8	–
53+13 – 55+19	–	–	206	–	–
55+22 – 55+72	–	–	50	–	–
55+75 – 56+72	–	–	97	–	–
56+75 – 57+27	–	–	52	–	–
57+29 – 60+15	–	–	286	–	–
61+16	LT	–	10	–	–
	PROJECT TOTALS	680	3,200	50	70

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CONCRETE PAVEMENT

CATEGORY	STATION – STATION	LIMITS	LOCATION	SPV.0035.01 COLORING CONCRETE PUMPKIN CY	415.0080 8–INCH SY	415.1080 H.E.S. 8–INCH SY
0010	9+43 – 10+00	PROJECT LIMITS – CASS ST	LT	–	254	–
	9+43 – 10+00	PROJECT LIMITS – CASS ST	RT	–	249	–
	10+00 – 14+85	CASS ST – MASON ST EB RAMPS	LT	–	1,650	–
	10+00 – 14+85	CASS ST – MASON ST EB RAMPS	RT	–	1,565	–
	14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	LT	–	2,340	–
	14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	RT	–	2,450	–
	20+20 – 26+20	CHICAGO ST – CROOKS ST	LT	–	1,902	–
	20+20 – 26+20	CHICAGO ST – CROOKS ST	RT	–	1,860	–
	26+20 – 30+50	CROOKS ST – MORAVIAN ST	LT	–	1,316	–
	26+20 – 31+60	CROOKS ST – STUART ST	RT	–	1,627	–
	30+50 – 32+80	MORAVIAN ST – HOWE ST	LT	–	745	–
	31+60 – 35+80	STUART ST – DOTY ST	RT	–	1,245	–
	32+80 – 35+80	HOWE ST – DOTY ST	LT	–	1,032	–
	35+80 – 41+00	DOTY ST – WALNUT ST	LT	–	1,880	–
	35+80 – 41+00	DOTY ST – WALNUT ST	RT	–	1,880	–
	41+00 – 44+75	WALNUT ST – CHERRY ST	LT	–	1,600	–
	41+00 – 44+75	WALNUT ST – CHERRY ST	RT	–	1,550	–
	44+75 – 48+70	CHERRY ST – PINE ST	LT	–	1,398	–
	44+75 – 48+70	CHERRY ST – PINE ST	RT	–	1,275	–
	48+70 – 52+70	PINE ST – BODART ST	RT	–	1,250	–
	48+70 – 56+02	PINE ST – MAIN ST	LT	–	2,420	–
	52+70 – 56+02	BODART – MAIN ST.	RT	–	1,245	–
	UNDISTRIBUTED	MONROE AVE	–	–	–	350
		SUBTOTAL CATEGORY 0010		–	32,750	350
0020	14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	LT	12	–	–
	14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	RT	13	–	–
	20+20 – 26+20	CHICAGO ST – CROOKS ST	LT	12	–	–
	20+20 – 26+20	CHICAGO ST – CROOKS ST	RT	13	–	–
	30+50 – 32+80	MORAVIAN ST – HOWE ST	LT	5	–	–
	31+60 – 35+80	STUART ST – DOTY ST	RT	5	–	–
	35+80 – 41+00	DOTY ST – WALNUT ST	LT	15	–	–
	35+80 – 41+00	DOTY ST – WALNUT ST	RT	15	–	–
	41+00 – 44+75	WALNUT ST – CHERRY ST	LT	15	–	–
	41+00 – 44+75	WALNUT ST – CHERRY ST	RT	15	–	–
	44+75 – 48+70	CHERRY ST – PINE ST	LT	18	–	–
	44+75 – 48+70	CHERRY ST – PINE ST	RT	11	–	–
	48+70 – 52+70	PINE ST – BODART ST	RT	10	–	–
	48+70 – 56+02	PINE ST – MAIN ST	LT	11	–	–
		SUBTOTAL CATEGORY 0020		170	–	–
		PROJECT TOTALS		170	32,750	350

ASPHALTIC PAVEMENT SUMMARY

LOCATION	455.0105 ASPHALTIC MATERIAL PG 58–28 TON	460.1103 HMA PAVEMENT TYPE E–3 TON	465.0105 ASPHALTIC SURFACE TON	455.0605 TACK COAT GAL
CASS STREET	–	–	7	1
CASS STREET	–	–	25	2
MASON ST. OFFRAMP STA. 9+91.60–9+98.10	0.10	2	–	1
MASON ST. OFFRAMP STA. 11+05.75 – 11+20.39	0.20	4	–	1
MONROE AVE. 37+65 – 39+25 MEDIAN	2.00	36	–	3
MONROE AVE. 42+35 – 43+80 MEDIAN	2	33	–	3
MORAVIAN STREET	–	–	13	1
STUART STREET	–	–	20	2
HOWE STREET	–	–	12	2
DOTY STREET	–	–	30	2
PINE STREET	–	–	33	2
BODART STREET	–	–	19	2
MONROE AVE. 56+02 – 62+10	7.5	135	–	10
PROJECT TOTALS	12	210	160	32

DRILLED TIE BARS
416.0610

LOCATION	EACH
CROOKS STREET STA. 9+25.71	15
CROOKS STREET STA. 10+75	13
DOTY STREET STA. 9+10	17
CHERRY STREET STA. 9+28.88	15
CHERRY STREET STA. 11+02	13
PINE STREET STA. 9+00	20
MONROE AVENUE STA. 56+00.66	40
MONROE AVENUE STORM SEWER TRENCH	260
UNDISTRIBUTED	50
PROJECT TOTAL	443

DRILLED DOWEL BARS
416.0620

LOCATION	EACH
MONROE AVENUE STA. 9+42.98	37
MASON EB OFF RAMP STA. 9+10	28
MASON ON RAMP STA. 10+88.78	18
CHICAGO STREET 9+19	22
CHICAGO STREET 10+78	34
WALNUT STREET STA. 8+97.44	44
WALNUT STREET STA. 11+01.51	44
UNDISTRIBUTED	50
PROJECT TOTAL	277

CONCRETE PAVEMENT GAPS
415.0210

LOCATION	EACH
MASON ST. EB ON RAMP	2
CHICAGO STREET	4
WALNUT STREET	4
DRIVEWAYS	10
UNDISTRIBUTED	5
PROJECT TOTAL	25

CONCRETE DRIVEWAYS

STATION	LOCATION	416.0160 6–INCH S.Y.	416.0180 8–INCH S.Y.
11+04	RT	27	–
11+49	LT	21	–
12+16	LT	36	–
12+72	RT	22	–
13+25	RT	18	–
13+76	RT	–	27
17+36	LT	–	27
17+66	RT	–	72
18+45	LT	–	24
19+00	LT	–	30
20+10	LT	–	32
21+37	RT	35	–
21+84	RT	26	–
21+93	LT	24	–
22+25	RT	27	–
23+44	RT	–	36
23+82	RT	–	16
23+97	LT	–	19
24+79	LT	–	15
27+10	LT	–	25
27+64	LT	–	18
28+25	LT	–	25
28+63	LT	–	20
29+20	RT	–	23
10+48 (STUART)	RT	–	25
32+85	RT	–	31
33+78	RT	–	13
34+02	LT	–	29
34+37	RT	–	11
34+59	LT	–	25
37+92	LT	–	26
38+51	RT	–	26
38+97	LT	–	38
39+54	RT	–	30
40+11	RT	–	35
41+70, 42+36	LT	–	192
42+64	RT	–	39
43+46	LT	–	33
10+69 (CHERRY)	RT	–	23
46+39	RT	–	27
47+31	LT	–	34
47+55	RT	–	26
9+22 (PINE)	LT	–	18
10+81 (PINE)	RT	–	21
49+37	RT	–	22
50+48	LT	–	29
51+45	RT	–	61
53+58	LT	–	41
54+27	RT	–	34
54+80	LT	–	36
55+60	RT	–	23
PROJECT TOTALS		235	1,360

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ASPHALTIC DRIVEWAYS AND ASPHALTIC SURFACE TEMPORARY

STATION	LOCATION	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TONS	465.0125 ASPHALTIC SURFACE TEMPORARY TONS	REMARKS
12+21	LT	3.5	–	–
10+42 – 10+88.78	EB MASON ON RAMP	14.0	–	–
10+42 – 11+20.39	MASON ST OFF RAMP	15.0	–	–
15+15 – 15+87	RT	7.0	–	–
15+42 – 17+47	LT	24.0	–	PARKING LOT
17+39 – 18+03	RT	8.7	–	PARKING LOT
18+44	LT	10.2	–	PARKING LOT
18+84 – 20+23	LT	14.7	–	GAS STATION
28+23	LT	1.0	–	–
29+20	RT	5.3	–	–
30+08	LT	0.5	–	PARKING LOT
32+85	RT	4.8	–	–
34+02	LT	4.8	–	–
34+60	LT	4.7	–	–
37+95	LT	2.0	–	–
38+51	RT	5.3	–	–
38+97	LT	2.0	–	–
39+38 – 40+51	RT	24.7	–	GAS STATION
42+64	RT	7.5	–	–
43+47	LT	8.9	–	–
44+41	LT	1.9	–	PARKING LOT
45+38	RT	17.0	–	PARKING LOT
46+39	RT	4.5	–	PARKING LOT
47+55	RT	6.2	–	PARKING LOT
9+21 (Pine)	LT	4.6	–	–
49+10	RT	2.2	–	PARKING LOT
50+48	LT	3.1	–	–
51+50	RT	16.0	–	–
52+27	RT	1.3	–	PARKING LOT
53+09 – 55+19	RT	40.0	–	PARKING LOT
53+50	LT	5.0	–	–
53+58	LT	3.5	–	–
54+80	LT	1.7	–	–
55+60	RT	1.6	–	–
9+43 – 56+00	RT	–	20.0	TEMPORARY SIDEWALK *
9+43 – 56+00	LT	–	12.0	TEMPORARY SIDEWALK *
UNDISTRIBUTED	MONROE	20	20	RETAINING PEDESTRIAN ACCESS
PROJECT TOTALS		300	50	

*REFER TO STORM SEWER LATERAL TABLE FOR LOCATIONS

CONCRETE SIDEWALK

STATION – STATION	LIMITS	LOCATION	602.0405 CONCRETE SIDEWALK 4–INCH SF	* 602.0415 CONCRETE SIDEWALK 6–INCH SF	*** SPV.0165.01 CONCRETE SIDEWALK 8–INCH SF	** SPV.0035.01 COLORING CONCRETE PUMPKIN CY
9+43 – 14+85	SOUTH PROJECT LIMITS TO EB MASON ST	LT	2,172	580		–
9+43 – 14+85	SOUTH PROJECT LIMITS TO EB MASON ST	RT	2,000	–	766	–
14+85 – 20+80	EB MASON ST TO CHICAGO ST	LT	3,428	–	355	–
14+85 – 20+80	EB MASON ST TO CHICAGO ST	RT	2,945	–	726	–
20+80 – 26+21	CHICAGO ST TO CROOKS ST	LT	1,919	–	291	1
20+80 – 26+21	CHICAGO ST TO CROOKS ST	RT	2,249	–	348	2
26+21 – 30+41	CROOKS ST TO MORAVIAN ST	LT	1,245	–	348	–
26+21 – 31+62	CROOKS ST TO STUART ST	RT	700	–	224	–
30+41 – 35+82	MORAVIAN ST TO DOTY ST	LT	1,578	–	715	–
31+62 – 35+82	STUART ST TO DOTY ST	RT	736	–	316	–
35+82 – 40+91	DOTY ST TO E WALNUT ST	LT	2,497	–	585	1
35+82 – 40+91	DOTY ST TO E WALNUT ST	RT	1,502	–	494	1
40+91 – 44+79	E WALNUT ST TO CHERRY ST	LT	968	–	479	1
40+91 – 44+79	E WALNUT ST TO CHERRY ST	RT	2,415	–	591	–
44+79 – 48+74	CHERRY ST TO PINE ST	LT	684	–	332	–
44+79 – 48+74	CHERRY ST TO PINE ST	RT	480	–	395	–
48+74 – 56+00	PINE ST TO NORTH PROJECT LIMITS	LT	1,959	–	592	–
48+74 – 56+00	PINE ST TO NORTH PROJECT LIMITS	RT	1,533	–	759	–
10+40 – 10+78	STUART ST	RT	–	204	–	–
16+04.71 – 17+20.34	MASON ST EB RAMPS – CHICAGO ST	MEDIAN	350	–	–	4
19+39.93 – 20+36.43	MASON ST EB RAMPS – CHICAGO ST	MEDIAN	288	–	–	3.5
21+39.19 – 22+29.69	CHICAGO ST – CROOKS ST	MEDIAN	260	–	–	3
39+27.83 – 40+24.41	DOTY ST – WALNUT ST	MEDIAN	290	–	–	3.5
41+48.28 – 42+29.56	WALNUT ST – CHERRY ST	MEDIAN	242	–	–	3
10+00 – 56+00.66	****CASS STREET TO MAIN STREET	LT. & RT.	905	–	–	–
	SUBTOTAL CATEGORY 0010		33,345	780	8,300	–
	SUBTOTAL CATEGORY 0020		–	–	–	17
	PROJECT TOTALS		33,345	580	8,300	17

*CURB RAMP LOCATIONS STA. 9+42.98 – 10+45
** CATEGORY 0020
***CURB RAMP LOCATIONS STA. 10+45 – 56+00.66
****QUANTITY INCLUDED FOR REPLACEMENT OF SIDEWALK FROM UTILITY RELOCATION WORK
NOTE: SIDEROAD QUANTITIES ARE INCLUDED

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

602.0515

INTERSECTION	LOCATION	SF
CASS	NW QUAD	8
CASS	NE QUAD	8
CASS	SE QUAD	8
CASS	SW QUAD	8
EB MASON	NW QUAD	8
EB MASON	NE QUAD	8
EB MASON	SE QUAD	16
EB MASON	SW QUAD	8
WB MASON	NE QUAD	16
WB MASON	SE QUAD	16
16+10	LT & RT	16
CHICAGO	NW QUAD	8
CHICAGO	NE QUAD	8
CHICAGO	SE QUAD	8
CHICAGO	SW QUAD	8
CROOKS	NW QUAD	8
CROOKS	NE QUAD	16
CROOKS	SE QUAD	16
CROOKS	SW QUAD	8
MORAVIAN	NW QUAD	8
MORAVIAN	SW QUAD	8
STUART	NW QUAD	8
STUART	NE QUAD	16
STUART	SE QUAD	8
31+90	LT	8
HOWE	NW QUAD	8
HOWE	SW QUAD	8
DOTY	NW QUAD	8
DOTY	NE QUAD	8
DOTY	SE QUAD	8
DOTY	SW QUAD	8
E WALNUT	NW QUAD	8
E WALNUT	NE QUAD	8
E WALNUT	SE QUAD	8
E WALNUT	SW QUAD	8
CHERRY	NW QUAD	8
CHERRY	NE QUAD	16
CHERRY	SE QUAD	8
CHERRY	SW QUAD	8
PINE	NW QUAD	8
PINE	NE QUAD	16
PINE	SE QUAD	8
PINE	SW QUAD	8
BODART	NE QUAD	8
BODART	SE QUAD	16
52+35	LT	8
MAIN	SE QUAD	8
MAIN	SW QUAD	8
PROJECT TOTAL		465

CONCRETE STEP ITEMS

LOCATION	513.2050.S RAILING PIPE LF	602.1500 CONCRETE STEPS SF	REMARKS
21+73, LT.	–	8	1 – 4–INCH RISER
21+98, RT.	14	48	5 – 6 1/2–INCH RISERS
22+17, LT.	6	15	2 – 6 1/8–INCH RISERS
22+52, RT.	6	20	2 – 5 3/4–INCH RISERS
38+88, RT.	8	10	3 – 6–INCH RISERS
38+99 RT.	6	10	2 – 6 3/4–INCH RISERS
39+15, RT.	39	44	7 – 6 1/4–INCH RISERS
PROJECT TOTALS	80	155	

CONCRETE SAFETY ISLANDS

602.2400

LOCATION	SF
15+53 – 15+70	70
61+10 – 61+26	38
8+97.44 – 9+44.90 WALNUT ST.	205
10+48 – 11+01.51 WALNUT ST.	215
PROJECT TOTAL	528

RIP RAP AND GEOTEXTILE FABRIC

LOCATION	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
STORM SEWER OUTFALL (EAST RIVER)	44	66
PROJECT TOTALS	44	66

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CONCRETE CURB AND GUTTER SUMMARY

STATION – STATION	LIMITS	LOCATION	601.0110 CONCRETE CURB TYPE D LF	601.0342 CONCRETE CURB AND GUTTER INTEGRAL 18–INCH LF	601.0405 CONCRETE CURB AND GUTTER 18–INCH TYPE A LF	601.0407 CONCRETE CURB AND GUTTER 18–INCH TYPE D LF	601.0409 CONCRETE CURB AND GUTTER 30–INCH TYPE A LF	601.0411 CONCRETE CURB AND GUTTER 30–INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.10 CONCRETE CURB AND GUTTER 24–INCH TYPE A LF	SPV.0090.11 CONCRETE CURB AND GUTTER 24–INCH TYPE D LF
9+43 – 10+00	PROJECT LIMITS – CASS ST	LT	–	–	–	–	69	–	16	–	12
9+43 – 10+00	PROJECT LIMITS – CASS ST	RT	–	–	–	–	64	–	24	–	47
9+43 – 10+00	PROJECT LIMITS – CASS ST	MEDIAN	–	–	13	–	–	–	–	–	–
10+00 – 14+85	CASS ST – MASON ST EB RAMPS	LT	–	371	119	–	15	–	25	–	12
10+00 – 14+85	CASS ST – MASON ST EB RAMPS	RT	–	408	93	–	78	–	–	–	47
10+00 – 14+85	CASS ST – MASON ST EB RAMPS	MEDIAN	–	–	847	–	–	–	–	–	–
14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	LT	–	530	64	–	63	–	–	–	–
14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	RT	–	440	162	–	238	43	–	–	–
14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	MEDIAN	–	–	425	–	–	–	–	–	–
15+99 – 16+16	MONROE AVE	LT	–	–	–	–	–	–	17	–	–
17+48	PARKING LOT	LT	–	–	–	7	–	–	–	–	–
17+60	PARKING LOT	RT	45	–	–	–	–	–	–	–	–
17+98	PARKING LOT	RT	23	–	–	–	–	–	–	–	–
18+75	PARKING LOT	LT	–	–	–	25	–	–	–	–	–
20+20 – 26+20	CHICAGO ST – CROOKS ST	LT	–	460	68	–	50	–	–	–	–
20+20 – 26+20	CHICAGO ST – CROOKS ST	RT	–	460	61	–	45	–	–	–	–
26+20 – 30+50	CROOKS ST – MORAVIAN ST	LT	–	350	60	–	26	–	–	–	18
26+20 – 31+60	CROOKS ST – STUART ST	RT	–	479	47	–	32	–	–	–	37
30+50 – 32+80	MORAVIAN ST – HOWE ST	LT	–	181	53	–	–	–	–	36	–
31+60 – 35+80	STUART ST – DOTY ST	RT	–	346	48	–	–	–	–	–	85
32+80 – 35+80	HOWE ST – DOTY ST	LT	–	229	59	–	–	–	24	42	17
34+02	DRIVEWAY	LT	13	–	–	–	–	–	–	–	–
34+60	DRIVEWAY	LT	15	–	–	–	–	–	–	–	–
35+80 – 41+00	DOTY ST – WALNUT ST	LT	–	410	82	–	–	–	–	75	–
35+80 – 41+00	DOTY ST – WALNUT ST	RT	–	410	80	–	–	–	75	31	48
35+80 – 41+00	DOTY ST – WALNUT ST	MEDIAN	–	–	575	–	–	–	–	–	–
37+92	DRIVEWAY	LT	10	–	–	–	–	–	–	–	–
39+00	DRIVEWAY	LT	16	–	–	–	–	–	–	–	–
41+00 – 44+75	WALNUT ST – CHERRY ST	LT	–	289	86	–	–	–	–	60	–
41+00 – 44+75	WALNUT ST – CHERRY ST	RT	–	289	94	–	–	–	–	76	–
41+00 – 44+75	WALNUT ST – CHERRY ST	MEDIAN	–	–	465	–	–	–	–	–	–
44+75 – 48+70	CHERRY ST – PINE ST	LT	–	315	67	–	–	–	–	75	–
44+75 – 48+70	CHERRY ST – PINE ST	RT	–	317	72	–	–	–	–	104	48
48+70 – 52+70	PINE ST – BODART ST	RT	–	322	72	–	–	–	–	50	69
48+70 – 56+00	PINE ST – MAIN ST	LT	–	700	34	–	–	–	–	51	–
52+70 – 56+00	BODART ST – MAIN ST	RT	–	292	32	–	–	–	–	–	20
		PROJECT TOTALS	120	7,600	3,780	32	680	43	181	600	460

ADJUSTING MANHOLE COVERS
611.8110

CATEGORY	STATION	* LOCATION	EACH
0040	10+17	CASS ST – 25' LT	1
	11+21	32' RT	1
	11+41	24' LT	1
	12+57	25' LT.	1
	13+95	30' RT	1
	13+95	25' LT	1
	15+59	27' RT	1
	16+62	28' LT	1
	18+10	27' RT	1
	20+61	27' LT	1
	20+65	27' RT	1
	20+97	32' RT	1
	21+48	26' LT	1
	23+41	33' RT	1
	23+64	26' LT	1
	26+04	26' LT	1
	26+04	33' RT	1
	26+38	25' RT	1
	26+41	26' LT	1
	28+94	25' RT	1
	29+49	27' LT	1
	31+44	25' RT	1
	31+84	33' RT	1
0050	33+80	26' LT	1
	35+58	22' LT	1
	35+62	27' RT	1
	36+01	28' RT	1
	36+06	29' LT	1
	38+41	25' RT	1
	39+75	27' LT	1
	40+63	25' RT	1
	41+06	25' RT	1
	41+13	25' LT	1
	44+57	26' LT	1
	44+61	26' RT	1
	44+96	26' RT	1
	45+00	26' LT	1
	48+43	25' LT	1
	48+51	26' RT	1
	48+91	26' LT	1
	52+47	25' RT	1
	52+48	27' LT	1
	10+67	BODART ST – 21 ' LT	1
	53+44	29' RT	1
	53+81	27' LT	1

* AT SANITARY MANHOLE LOCATIONS

PROJECT TOTAL 45

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STORM SEWER SUMMARY

FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	OUTLET ELEVATION	608.0318 RCPSS CLASS III 18–INCH LF	608.0324 RCPSS CLASS III 24–INCH LF	608.0327 RCPSS CLASS III 27–INCH LF	608.0330 RCPSS CLASS III 30–INCH LF	608.0330 RCPSS CLASS III 36–INCH LF	608.0342 RCPSS CLASS III 42–INCH LF	608.0354 RCPSS CLASS III 54–INCH LF	608.0448 RCPSS CLASS IV 48–INCH LF	610.0138 RCPHESS CLASS III 38x60–INCH LF	610.0143 RCPHESS CLASS III 43x68–INCH LF	SPV.0090.60 PVC 12–INCH LF	SPV.0090.61 PVC 15–INCH LF	520.8000.S CONCRETE COLLAR EA	SPV.0060.75 CHECK VALVE 68x43–INCH EA	SLOPE %	PIPE REMARKS
2	7	117.96	111.30	264	–	–	–	–	–	–	–	–	–	–	–	–	–	2.52	
2.1	2	121.50	121.34	–	–	–	–	–	–	–	–	–	–	–	31	–	–	0.50	
2.2	2.1	121.63	121.50	–	–	–	–	–	–	–	–	–	–	25	–	–	–	0.50	
2.3	2.2	121.92	121.63	–	–	–	–	–	–	–	–	–	–	58	–	–	–	0.50	
3	EXISTING	121.09	120.44 *	–	–	–	–	–	–	–	–	–	–	13	–	–	–	5.00	* CONTRACTOR TO VERIFY
4	MFD TEE	115.15	114.60	–	–	–	–	–	–	–	–	–	–	11	–	–	–	5.00	
5	MFD TEE	113.64	113.42	–	–	–	–	–	–	–	–	–	–	49	–	–	–	0.44	
6	MFD TEE	112.66	112.55	–	–	–	–	–	–	–	–	–	–	14	–	–	–	0.85	
7	9	111.30	106.26	200	–	–	–	–	–	–	–	–	–	–	–	–	–	2.52	
8	MFD TEE	107.35	107.09	–	–	–	–	–	–	–	–	–	–	14	–	–	–	2.00	
9	13	105.76	103.33	–	196	–	–	–	–	–	–	–	–	–	–	–	–	1.24	
9.1	9	106.29	106.26	11	–	–	–	–	–	–	–	–	–	–	–	–	–	0.25	
9.2	9.1	106.58	106.54	–	–	–	–	–	–	–	–	–	–	–	13	–	–	0.32	
9.3	9.2	106.65	106.58	–	–	–	–	–	–	–	–	–	–	–	22	–	–	0.32	
9.4	9.3	107.91	106.90	–	–	–	–	–	–	–	–	–	–	51	–	–	–	1.98	
9.5	9.3	107.28	106.65	–	–	–	–	–	–	–	–	–	–	–	46	–	–	0.32	
9.6	9.5	107.65	107.53	–	–	–	–	–	–	–	–	–	–	27	–	–	–	0.44	
9.7	9.6	107.69	107.65	–	–	–	–	–	–	–	–	–	–	10	–	–	–	0.44	
9.8	9.3	107.06	106.90	–	–	–	–	–	–	–	–	–	–	36	–	–	–	0.44	
10	MFD TEE	106.01	105.72	–	–	–	–	–	–	–	–	–	–	–	39	–	–	0.76	
11	MFD TEE	105.01	104.87	–	–	–	–	–	–	–	–	–	–	15	–	–	–	1.00	
12	MFD TEE	104.30	104.08	–	–	–	–	–	–	–	–	–	–	15	–	–	–	1.57	
13	EXISTING	101.42	100.75 *	–	–	–	–	–	68	–	–	–	–	–	–	1	–	0.99	* CONTRACTOR TO VERIFY
EXISTING	13	102.40 *	102.25	–	–	–	–	8	–	–	–	–	–	–	–	1	–	1.89	* CONTRACTOR TO VERIFY
13.1	EXISTING	103.92	103.82 *	–	–	–	–	–	–	–	–	–	–	–	32	1	–	0.32	* CONTRACTOR TO VERIFY
14	CORED	103.90	102.62	–	–	–	–	–	–	–	–	–	–	16	–	–	–	8.00	
15	20	101.09	100.33	–	345	–	–	–	–	–	–	–	–	–	–	–	–	0.22	
16	MFD TEE	102.46	101.40	–	–	–	–	–	–	–	–	–	–	32	–	–	–	3.32	
17	MFD TEE	102.39	101.36	–	–	–	–	–	–	–	–	–	–	35	–	–	–	2.94	
18	MFD TEE	100.92	100.81	–	–	–	–	–	–	–	–	–	–	–	33	–	–	0.32	
18.1	18	101.19	101.17	–	–	–	–	–	–	–	–	–	–	6	–	–	–	0.44	
19	MFD TEE	100.91	100.80	–	–	–	–	–	–	–	–	–	–	–	34	–	–	0.32	
19.1	19	101.20	101.16	–	–	–	–	–	–	–	–	–	–	8	–	–	–	0.44	
20	24	99.83	98.99	–	–	–	288	–	–	–	–	–	–	–	–	–	–	0.29	
20.1	20	101.30	101.08	–	–	–	–	–	–	–	–	–	–	–	68	–	–	0.32	
20.2	20.1	101.73	101.55	–	–	–	–	–	–	–	–	–	–	42	–	–	–	0.44	
21	20	101.28	101.08	–	–	–	–	–	–	–	–	–	–	–	62	–	–	0.32	
21.1	21	101.65	101.53	–	–	–	–	–	–	–	–	–	–	28	–	–	–	0.44	
22	CORED	101.29	100.96	–	–	–	–	–	–	–	–	–	–	33	–	–	–	1.00	
23	CORED	101.26	100.93	–	–	–	–	–	–	–	–	–	–	33	–	–	–	1.00	
24	28	98.99	98.26	–	–	–	251	–	–	–	–	–	–	–	–	–	–	0.29	
24.1	24	100.60	100.48	–	–	–	–	–	–	–	–	–	–	27	–	–	–	0.44	
25	CORED	100.43	100.14	–	–	–	–	–	–	–	–	–	–	25	–	–	–	1.17	
26	CORED	99.92	99.63	–	–	–	–	–	–	–	–	–	–	25	–	–	–	1.13	
27	CORED	99.88	99.60	–	–	–	–	–	–	–	–	–	–	25	–	–	–	1.13	
28	34	97.51	97.11	–	–	–	–	–	–	–	398	–	–	–	–	–	–	0.10	
EXISTING	28	98.74	98.26	–	–	–	–	–	–	–	–	–	–	70	–	–	–	0.69	* CONTRACTOR TO VERIFY
29	EXISTING TEE	99.31	98.83	–	–	–	–	–	–	–	–	–	–	16	–	–	–	3.00	* CONTRACTOR TO VERIFY
29.1	EXISTING TEE	99.30	98.82	–	–	–	–	–	–	–	–	–	–	16	–	–	–	3.00	* CONTRACTOR TO VERIFY
30	EXISTING STUB	99.40	99.27	–	–	–	–	–	–	–	–	–	–	20	–	–	–	0.65	
30.1	EXISTING STUB	99.36	99.27	–	–	–	–	–	–	–	–	–	–	18	–	–	–	0.50	
31	CORED	99.68	99.48	–	–	–	–	–	–	–	–	–	–	25	–	–	–	0.80	
32	CORED	99.72	99.47	–	–	–	–	–	–	–	–	–	–	25	–	–	–	1.00	
33	CORED	99.51	99.26	–	–	–	–	–	–	–	–	–	–	25	–	–	–	1.00	
34	35	97.11	96.99	–	–	–	–	–	–	–	–	119	–	–	–	–	–	0.10	
34.1	34	98.67	98.55	–	–	–	–	–	–	–	–	–	–	27	–	–	–	0.44	
34.2	34	98.14	98.05	–	–	–	–	–	–	–	–	–	–	–	27	–	–	0.32	
34.3	34.2	98.50	98.39	–	–	–	–	–	–	–	–	–	–	26	–	–	–	0.44	
35	41	96.99	96.55	–	–	–	–	–	–	–	–	444	–	–	–	–	–	0.10	
35.1	35	98.30	98.16	–	–	–	–	–	–	–	–	–	–	26	–	–	–	0.54	
35.2	35	97.97	97.89	–	–	–	–	–	–	–	–	–	–	–	26	–	–	0.32	
35.3	35.2	98.33	98.22	–	–	–	–	–	–	–	–	–	–	24	–	–	–	0.44	
35.4	35.3	98.46	98.33	–	–	–	–	–	–	–	–	–	–	30	–	–	–	0.44	
37	CORED	98.35	98.10	–	–	–	–	–	–	–	–	–	–	25	–	1	–	1.00	
38	CORED	97.93	97.79	–	–	–	–	–	–	–	–	–	–	–	42	1	–	0.32	
38.1	38	98.31	98.18	–	–	–	–	–	–	–	–	–	–	29	–	–	–	0.44	
39	CORED	97.69	97.61	–	–	–	–	–	–	–	–	–	–	–	25	1	–	0.32	
39.1	39	97.98	97.94	–	–	–	–	–	–	–	–	–	–	8	–	–	–	0.44	
40	CORED	97.68	97.60	–	–	–	–	–	–	–	–	–	–	–	25	1	–	0.32	
40.1	40	97.97	97.93	–	–	–	–	–	–	–	–	–	–	8	–	–	–	0.44	

3

STORM SEWER SUMMARY

FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	OUTLET ELEVATION	608.0318 RCPSS CLASS III 18–INCH LF	608.0324 RCPSS CLASS III 24–INCH LF	608.0327 RCPSS CLASS III 27–INCH LF	608.0330 RCPSS CLASS III 30–INCH LF	608.0330 RCPSS CLASS III 36–INCH LF	608.0342 RCPSS CLASS III 42–INCH LF	608.0354 RCPSS CLASS III 54–INCH LF	608.0448 RCPSS CLASS IV 48–INCH LF	610.0138 RCPHESS CLASS III 38x60–INCH LF	610.0143 RCPHESS CLASS III 43x68–INCH LF	SPV.0090.60 PVC 12–INCH LF	SPV.0090.61 PVC 15–INCH LF	520.8000.S CONCRETE COLLAR EA	SPV.0060.75 CHECK VALVE 68x43–INCH EA	SLOPE %	PIPE REMARKS
41	47	96.55	96.30	–	–	–	–	–	–	–	–	–	253	–	–	–	–	0.10	
41.1	CORED	97.83	97.57	–	–	–	–	–	–	–	–	–	–	–	47	1	–	0.55	
41.2	41.1	98.35	98.08	–	–	–	–	–	–	–	–	–	–	42	–	–	–	0.64	
EXISTING	42	*	96.87 *	–	–	–	–	–	–	–	–	–	–	8	–	–	–	MATCH	* CONTRACTOR TO VERIFY
42	41	96.87 *	96.67	–	–	–	–	–	–	–	–	–	–	45	–	–	–	0.44	* CONTRACTOR TO VERIFY
42.1	42	98.02	96.87	–	–	–	–	–	–	–	–	–	–	23	–	–	–	5.00	* CONTRACTOR TO VERIFY
42.2	42	97.81	96.87	–	–	–	–	–	–	–	–	–	–	17	–	–	–	5.50	* CONTRACTOR TO VERIFY
44	CORED	98.61	98.30	–	–	–	–	–	–	–	–	–	–	25	–	1	–	1.25	
45	CORED	98.54	98.29	–	–	–	–	–	–	–	–	–	–	25	–	1	–	1.00	
46	CORED	99.48	98.10	–	–	–	–	–	–	–	–	–	–	32	–	1	–	1.20	
47	49	96.30	96.04	–	–	–	–	–	–	254	–	–	–	–	–	–	–	0.10	
47.1	47	99.34	98.05	–	–	–	–	–	–	–	–	–	–	34	–	–	–	3.79	
48	CORED	99.52	97.39	–	–	–	–	–	–	–	–	–	–	32	–	–	–	6.65	
49	56	96.04	95.65	–	–	–	–	–	–	389	–	–	–	–	–	–	–	0.10	
EXISTING	49	98.83 *	98.66	–	–	–	–	–	–	–	–	–	–	105	–	1	–	0.16	* CONTRACTOR TO VERIFY
50	MFD TEE	100.17	99.76	–	–	–	–	–	–	–	–	–	–	28	–	–	–	1.46	
50.1	MFD TEE	100.13	99.77	–	–	–	–	–	–	–	–	–	–	27	–	–	–	1.33	
51.1	51	99.60	98.80	–	–	–	–	–	–	–	–	–	–	11	–	–	–	7.27	
51.2	51	99.98	98.80	–	–	–	–	–	–	–	–	–	–	52	–	–	–	2.08	
52	CORED	99.10	98.15	–	–	–	–	–	–	–	–	–	–	–	32	–	–	2.97	
52.1	52	99.75	99.35	–	–	–	–	–	–	–	–	–	–	8	–	–	–	5.00	
53	CORED	99.29	98.08	–	–	–	–	–	–	–	–	–	–	34	–	–	–	3.56	
54	CORED	98.69	97.94	–	–	–	–	–	–	–	–	–	–	25	–	–	–	3.00	
55	CORED	98.69	97.94	–	–	–	–	–	–	–	–	–	–	25	–	–	–	3.00	
56	65	95.65	95.34	–	–	–	–	–	–	442	–	–	–	–	–	–	–	0.07	
57	56	99.78	98.76	–	–	–	–	–	–	–	–	–	–	–	51	–	–	2.00	
57.1	57	99.88	99.78	–	–	–	–	–	–	–	–	–	–	22	–	–	–	0.44	
57.2	57	99.84	99.78	–	–	–	–	–	–	–	–	–	–	14	–	–	–	0.44	
58.1	58	100.28	100.20	–	–	–	–	–	–	–	–	–	–	18	–	–	–	0.44	
58.2	58	100.20	100.20	–	–	–	–	–	–	–	–	–	–	17	–	–	–	0.44	
59	CORED	98.73	97.77	–	–	–	–	–	–	–	–	–	–	25	–	–	–	3.84	
60	CORED	98.67	97.79	–	–	–	–	–	–	–	–	–	–	25	–	–	–	3.52	
61	CORED	97.97	97.56	–	–	–	–	–	–	–	–	–	–	–	25	–	–	1.64	
61.1	61	98.54	98.22	–	–	–	–	–	–	–	–	–	–	8	–	–	–	4.00	
62	CORED	97.94	97.52	–	–	–	–	–	–	–	–	–	–	–	25	–	–	1.68	
62.1	62	98.51	98.19	–	–	–	–	–	–	–	–	–	–	8	–	–	–	4.00	
63	CORED	97.95	97.62	–	–	–	–	–	–	–	–	–	–	–	52	–	–	0.63	
63.1	63	98.49	98.20	–	–	–	–	–	–	–	–	–	–	28	–	–	–	1.00	
64.1	64	98.69	97.67	–	–	–	–	–	–	–	–	–	–	19	–	–	–	5.37	
64.2	64	98.46	97.67	–	–	–	–	–	–	–	–	–	–	29	–	–	–	2.72	
65	71	95.34	95.07	–	–	–	–	–	–	450	–	–	–	–	–	–	–	0.06	
66	CORED	98.21	97.51	–	–	–	–	–	–	–	–	–	–	25	–	–	–	2.80	
67	CORED	97.65	97.40	–	–	–	–	–	–	–	–	–	–	–	25	–	–	1.00	
67.1	67	97.98	97.90	–	–	–	–	–	–	–	–	–	–	8	–	–	–	1.00	
68	CORED	97.71	97.40	–	–	–	–	–	–	–	–	–	–	–	25	–	–	1.25	
68.1	68	98.08	97.96	–	–	–	–	–	–	–	–	–	–	8	–	–	–	1.50	
EXISTING	CORED	97.25 *	97.00	–	–	–	–	–	–	–	–	–	–	34	–	–	–	0.74	* CONTRACTOR TO VERIFY
69.1	69	97.09	95.50	–	–	–	–	–	–	–	–	–	–	17	–	–	–	9.35	
69.2	69	97.57	95.50	–	–	–	–	–	–	–	–	–	–	44	–	–	–	4.71	
70	72	95.07	95.00	–	–	–	–	–	–	129	–	–	–	–	–	–	–	0.06	
EXISTING	70	95.66 *	95.57	–	–	33	–	–	–	–	–	–	–	–	–	1	–	0.27	* CONTRACTOR TO VERIFY
71	CORED	97.60	97.28	–	–	–	–	–	–	–	–	–	–	32	–	–	–	1.10	
72	76	95.00	94.82	–	–	–	–	–	–	–	–	–	300	–	–	–	–	0.06	
73	CORED	96.61	96.50	–	–	–	–	–	–	–	–	–	–	–	25	1	–	0.44	
73.1	73	96.91	96.86	–	–	–	–	–	–	–	–	–	–	13	–	–	–	0.44	
74	CORED	96.64	96.50	–	–	–	–	–	–	–	–	–	–	32	–	1	–	0.44	
EXISTING	CORED	96.28	96.15	–	–	–	–	–	–	–	–	–	–	29	–	1	–	0.44	
75	CORED	96.26	96.13	–	–	–	–	–	–	–	–	–	–	30	–	1	–	0.44	
76	78	94.82	94.60	–	–	–	–	–	–	–	–	–	367	–	–	–	–	0.06	
77	CORED	98.17	96.42	–	–	–	–	–	–	–	–	–	–	7	–	–	–	25.00	
78	79	94.60	94.55	–	–	–	–	–	–	–	–	–	76	–	–	–	–	0.06	
79	EW1	94.55	94.50	–	–	–	–	–	–	–	–	–	61	–	–	–	1	0.08	
PROJECT TOTALS				475	541	33	539	8	68	1,664	398	563	1,057	2,181	832	17	1		

gflohr, W:\PROJECTS\W0059\970220\00\03–Quantities\08 MQ.dwg, 08 mq, Plot Date: 1/20/2014 10:25 AM, xrefs:none

PIPE UNDERDRAIN WRAPPED 6-INCH
612.0406

STATION	* LOCATION	LF
10+44.17 (CASS)	20.07' RT	12
9+56.45	30.39' RT	12
9+52.95	30.05' LT	12
10+63.32 (CASS)	15.61' LT	12
11+43.32	5.15' RT	12
11+90	33.15' LT	12
12+24.91	33.15' RT	12
14+41.70	33.15' RT	12
14+61.07	5.15' RT	12
14+61.06	5.15' LT	12
14+13.06	33.12' LT	12
9+23.90 (MASON EB)	19.15' RT	12
9+13.73 (MASON EB)	19.13' RT	12
9+49.84 (MASON EB)	19.14' LT	12
10+57.52 (MASON EB)	13.86' LT	12
15+77.54	34.50' RT	12
16+41.34	34.50' RT	12
10+99.60 (MASON WB)	8.14' LT	12
16+35.03	34.50' LT	12
18+21.50	34.50' RT	12
18+39.80	34.50' LT	12
20+32.21	34.51' RT	10
20+26.22	34.49' RT	10
20+38.93	34.49' LT	12
20+28.93	34.48' LT	12
10+65.02 (CHICAGO)	22.65' RT	12
10+64+75 (CHICAGO)	22.66' LT	12
9+39.43 (CHICAGO)	15.59' RT	12
9+39.44 (CHICAGO)	15.84' LT	12
21+22.15	34.49' LT	12
21+30.05	34.50' RT	12
23+70	26.50' LT	12
24+05	26.50' RT	12
25+79.29	26.49' LT	12
25+87.36	26.51' RT	12
10+42.56 (CROOKS)	17.96' RT	12
10+39.70 (CROOKS)	17.81' LT	12
9+52.36 (CROOKS)	20.62' RT	12
9+52.55 (CROOKS)	20.50' LT	12
26+58.64	26.52' RT	12
26+62.38	26.51' LT	12
28+70.94	26.50' RT	12
30+10.45	26.50' RT	12
30+07.18	26.50' LT	12
9+57.35 (MORAVIAN)	15.50' RT	12
31+32.41	26.50' LT	12
31+29.94	26.50' RT	12
10+42.35	15.17' RT	12
10+50.24	16.85' LT	12
32+50.24	26.50' LT	12
9+57.54 (HOWE)	15.59' LT	12
9+57.46 (HOWE)	15.61' RT	12
34+80	26.50' LT	12
34+89	26.50' LT	12
34+89	26.50' RT	12
34+80	26.50' RT	12
9+52.42 (DOTY)	22.62' RT	12
9+52.66 (DOTY)	22.52' LT	12
10+46 (DOTY)	23.36' RT	12
10+45.80 (DOTY)	19.77' LT	12
36+23.13	26.49' RT	12
36+31.06	26.50' LT	12
38+15.79	32.95' RT	12
38+36	35.51' LT	12
40+00	33.50' RT	12
10+61.94 (E WALNUT)	28.29' RT	12
10+70.96 (E WALNUT)	30.20' LT	12
9+34.44 (E WALNUT)	27.97' RT	12
9+36.16 (E WALNUT)	29.33' LT	12
42+34	33.50' RT	12
42+25	33.50' RT	12
42+94.85	35.51' LT	12
44+33.77	26.80' RT	12
44+34.30	27.05' LT	12
10+49.94 (CHERRY)	22.31' RT	12
10+46.64 (CHERRY)	15.71' LT	12
9+52.31 (CHERRY)	18.67' RT	12
9+52.59 (CHERRY)	18.69' LT	12
46+60.77	26.49' LT	12
46+76.50	26.51' RT	12
48+19.83	26.49' LT	12
48+28.83	26.49' LT	12
48+28.10	26.50' RT	12
48+19.10	26.50' RT	12
10+52.53 (PINE)	15.68' LT	12
10+52.48 (PINE)	15.51' RT	12
9+52.38 (PINE)	24.56' RT	12
9+52.56 (PINE)	24.57' LT	12
50+50.23	26.50' RT	12
52+11	26.50' LT	12
52+20	26.50' LT	12
52+20	26.50' RT	12
52+11	26.49' RT	12
10+42.38	25.92' RT	12
10+48.79	25.91' LT	12
54+41.32	33.50' RT	12
55+66.15	26.49' LT	12
55+53	26.80' LT	12
55+84.69	33.51' RT	12
57+45.70	31.03' LT	12
61+16.19	1.71' RT	12

*AT PROPOSED INLET LOCATIONS

PROJECT TOTAL 1,208

FENCE SAFETY
616.0700.S

STATION TO STATION	LOCATION	LF	REMARKS
9+43 – 56+00	STH 57 LT	4645	INCLUDES CROSSINGS
9+43 – 56+00	STH 57 RT	4715	INCLUDES CROSSINGS
	STH 57 LT	300	JACKSON PARK *
	STH 57 LT & RT	600	HISTORIC RESOURCES **

PROJECT TOTAL 10260

* SEE SPECIAL PROVISON "NOTICE TO CONTRACTOR, JACKSON PARK"
** SEE SPECIAL PROVISON "NOTICE TO CONTRACTOR, HISTORIC RESOURCES"

CONCRETE MEDIAN SLOPED NOSE
620.0300

LOCATION	SF	REMARKS
9+49	39	TYPE 1
10+33	70	TYPE 1
14+62	87	TYPE 1
15+99	25	TYPE 1
17+20	25	TYPE 1
19+37	14	TYPE 1
20+37	28	TYPE 1
21+34	28	TYPE 1
22+30	27	TYPE 1
37+33	22	TYPE 1
40+24	28	TYPE 1
41+42	28	TYPE 1
43+79	32	TYPE 1

PROJECT TOTAL 455

WATER
624.0100

STATION TO STATION	*LOCATION	MGAL
9+43 – 56+00	MONROE AVE. AND SIDEROADS	240

PROJECT TOTAL 240

*FOR BASE AGGREGATE DENSE COMPACTION AND DUST CONTROL.

LANDSCAPING SUMMARY

STATION – STATION	LIMITS	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
9+00 – 10+00	PROJECT LIMITS – CASS ST	LT	45	–	0.03	–	1	45
9+00 – 10+00	PROJECT LIMITS – CASS ST	RT	99	–	0.06	–	2	99
9+00 – 10+00	PROJECT LIMITS – CASS ST	MEDIAN	7	–	0.01	–	1	7
10+00 – 14+85	CASS ST – MASON ST EB RAMPS	LT	392	–	0.25	–	9	392
10+00 – 14+85	CASS ST – MASON ST EB RAMPS	RT	169	–	0.11	–	4	169
10+00 – 14+85	CASS ST – MASON ST EB RAMPS	MEDIAN	222	–	0.14	–	5	222
14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	LT	136	–	0.09	–	3	136
14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	RT	89	–	0.06	–	2	89
20+20 – 26+20	CHICAGO ST – CROOKS ST	LT	392	–	0.25	–	9	392
20+20 – 26+20	CHICAGO ST – CROOKS ST	RT	386	–	0.24	–	9	386
26+20 – 30+50	CROOKS ST – MORAVIAN ST	LT	311	–	0.20	–	7	311
26+20 – 31+60	CROOKS ST – STUART ST	RT	294	–	0.19	–	7	294
30+50 – 32+80	MORAVIAN ST – HOWE ST	LT	147	–	0.09	–	3	147
31+60 – 35+80	STUART ST – DOTY ST	RT	400	–	0.25	–	9	400
32+80 – 35+80	HOWE ST – DOTY ST	LT	192	–	0.12	–	4	192
35+80 – 41+00	DOTY ST – WALNUT ST	LT	214	–	0.13	–	5	214
35+80 – 41+00	DOTY ST – WALNUT ST	RT	233	–	0.15	–	5	233
41+00 – 44+75	WALNUT ST – CHERRY ST	LT	89	–	0.06	–	2	89
41+00 – 44+75	WALNUT ST – CHERRY ST	RT	114	–	0.07	–	3	114
44+75 – 48+70	CHERRY ST – PINE ST	LT	239	–	0.15	–	5	239
44+75 – 48+70	CHERRY ST – PINE ST	RT	208	–	0.13	–	5	208
48+70 – 52+70	PINE ST – BODART ST	RT	239	–	0.15	–	5	239
48+70 – 56+25	PINE ST – MAIN ST	LT	358	–	0.23	–	8	358
52+70 – 56+25	BODART ST – MAIN ST	RT	64	–	0.04	–	2	64
61+00 – 63+00	STORM SEWER OUTFALL	LT	117		0.07	–	3	117
UNDISTRIBUTED	MONROE AVE	–	516	516	0.33	100	12	516
		PROJECT TOTALS	5,650	520	4	100	130	5,650

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PLANTING SUMMARY

CATEGORY	STATION	LOCATION	632.0101.01 KENTUCKY COFFEETREE (GYMNOCLADUS DIOICUS) EACH	632.0101.02 FRONTIER ELM (ULMUS X FRONTIER) EACH	632.0101.03 HONEYLOCUST, SHADEMASTER (GLEDITSIA TRIACANTHOS) EACH
0020	23+62	30.0' RT	–	–	1
	24+53	30.0' RT	–	–	1
	24+57	29.7' LT	–	–	1
	24+89	30.0' RT	–	–	1
	25+00	29.7' LT	–	–	1
	25+55	29.5' LT	–	–	1
	25+58	29.7' RT	–	–	1
	26+88	29.4' LT	–	1	–
	27+02	28.8' RT	–	1	–
	27+87	28.7' RT	–	1	–
	28+86	28.4' RT	–	1	–
	29+10	29.9' LT	–	1	–
	29+66	29.6' LT	–	1	–
	32+25	29.8' RT	1	–	–
	33+27	30.3' RT	1	–	–
	33+50	29.4' LT	1	–	–
	34+08	30.7' RT	1	–	–
	34+73	30.0' RT	1	–	–
	34+94	29.3' LT	1	–	–
	35+04	30.1' RT	1	–	–
	44+09	31.7' LT	–	1	–
	PROJECT TOTALS		7	7	7

SILT FENCE

STATION TO STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
12+30 – 14+40	LT	234	234
61+63 – 62+45	LT	120	120
61+95 – 62+50	LT	86	86
UNDISTRIBUTED		100	100
	PROJECT TOTALS	540	540

EROSION CONTROL MOBILIZATIONS

LOCATION	TIME FRAME	628.1905 MOBILIZATIONS EACH	628.1910 EMERGENCY MOBILIZATIONS EACH	REMARKS
STH 57	PRIOR TO START	1		
STH 57	DURING STORM SEWER	4		BI-WEEKLY
STH 57	AFTER PAVING	3		
STH 57	PRIOR TO STAGE 1	1		
STH 57	PRIOR TO STAGE 2	1		
STH 57	UNDISTRIBUTED	3	3	
	PROJECT TOTALS	13	3	

TRACKING PAD
628.7560

STATION	LOCATION	EACH	REMARKS
9+43	STH 57	1	STAGE 1
9+43	STH 57	1	STAGE 2
21+00	STH 57	1	STAGE 1
21+00	STH 57	1	STAGE 2
56+00	STH 57	1	STAGE 1
56+00	STH 57	1	STAGE 2
	PROJECT TOTAL	6	

LANDSCAPING PLANTING SURVEILLANCE AND CARE CYCLES
632.9101

CATEGORY	STATION – STATION	EACH
0020	9+43 – 56+00	14
	PROJECT TOTAL	14

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 29/54/57, S. OF MAIN ST	J3-2	48" X 57"	19.00		2		6	2	EAST STH 29, SOUTH USH 141, SEE PLAN SHEET
1A	"	D1-3	60" X 30"	12.50		2		1	2	ALGOMA, STURGEON BAY, KEWAUNEE, SEE SIGN DETAIL SHEET
2	"	J2-3	72" X 57"	28.50			2			NORTH USH 141, EAST STH 29, SOUTH USH 141, SEE PLAN SHEET
3	"	J4-1	24" X 36"	6.00	1			2	1	WEST STH 29
4	"	J4-2	48" X 36"	12.00	1			4	1	WEST STH 54, SOUTH STH 57
5	"	J1-1	24" X 39"	6.50	1			2		JCT USH 141
6	STH 29/54/57, S. OF PINE ST	J2-2	48" X 57"	19.00		1		6	1	WEST STH 54, SOUTH STH 57, SEE PLAN SHEET
7	"	J2-2	48" X 57"	19.00		1		6	1	EAST STH 54, NORTH STH 57, SEE PLAN SHEET
8	STH 29/54/57, S. OF CHERRY ST	J2-1	24" X 57"	9.50		1		3	1	WEST STH 29, SEE PLAN SHEET
9	"	J4-1	24" X 36"	6.00			1	2	1	EAST STH 29
10	"	J4-2	48" X 36"	12.00				4		EAST STH 54, NORTH STH 57
11	"	D1-3	48" X 30"	10.00		1		1	1	DEPERE, MILWAUKEE, SHAWANO, SEE SIGN DETAIL SHEET
12	"	J22-1	24" X 57"	9.50				3		MOUNT TO POLE, TO I-43, SEE PLAN SHEET
13	"	J3-3	72" X 57"	28.50		2		9	2	EAST STH 29, EAST STH 54, NORTH STH 57, SEE PLAN SHEET
14	STH 54/57, S. OF STH 29/WALNUT ST	J4-1	24" X 36"	6.00			1	2	1	SOUTH STH 57
15	"	J4-1	24" X 36"	6.00				2		MOUNT ABOVE SIGN #14, WEST STH 54
16	"	J3-2	48" X 57"	19.00				6		MOUNT TO POLE, WEST STH 29, EAST STH 29, SEE PLAN SHEET
17	"	D1-3	60" X 30"	12.50		2		1	1	ALGOMA, STURGEON BAY, SHAWANO, SEE SIGN DETAIL SHEET
18	STH 54/57, S. OF HOWE ST	J4-2	48" X 36"	12.00	1			4	1	WEST STH 54, SOUTH STH 57
19	"	J1-1	24" X 39"	6.50	1			2	1	JCT STH 29
20	STH 54/57, N. OF CHICAGO ST	J2-2	48" X 57"	19.00		1		6	1	WEST STH 54, SOUTH STH 57, SEE PLAN SHEET
21	"	D1-3	48" X 30"	10.00		1		1	1	DEPERE, SEYMOUR, WAUPACA, SEE SIGN DETAIL SHEET
22	"	J4-2	48" X 36"	12.00	1			4	1	EAST STH 54, NORTH STH 57
23	STH 57, S. OF STH 54/CHICAGO ST	J3-1	24" X 57"	9.50			1	3	1	WEST STH 54, SEE PLAN SHEET
24	"	J3-2	48" X 57"	19.00		1		6		EAST STH 54, WEST STH 54, SEE PLAN SHEET
25	"	J2-2	48" X 57"	19.00		1		6	1	EAST STH 54, NORTH STH 57, SEE PLAN SHEET
26	"	J2-1	24" X 57"	9.50		1		3	1	WEST STH 54, SEE PLAN SHEET
27	STH 57, S. OF MASON ST	J4-1	24" X 36"	6.00	1			2	1	SOUTH STH 57
28	"	J1-1	24" X 39"	6.50				2		JCT STH 54
	PROJECT TOTALS			370.50	7	17	5	99	24	

*QUANTITIES LISTED ELSEWHERE ON PLAN

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INLET PROTECTION

STRUCTURE NO.	STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
EXISTING	9+53	LT	–	–	1	–
2.3	9+52.95	LT	–	–	1	–
EXISTING	9+56	RT	–	–	1	–
2.2	9+56.45	RT	–	–	1	–
EXISTING	9+78	RT	–	–	–	1
2.1	10+44.17 (CASS)	RT	–	–	–	1
EXISTING	10+63 (CASS)	LT	–	–	1	–
3	10+63.32 (CASS)	LT	–	–	1	–
4	11+43.32	RT	–	–	1	–
EXISTING	11+43	RT	–	–	1	–
5	11+90	LT	–	–	1	–
6	12+24.91	RT	–	–	1	–
9.4	14+13.06	LT	–	–	1	–
EXISTING	14+19	LT	1	–	–	–
8	14+41.70	RT	–	–	1	–
9.7	9+13.73 (MASON EB)	RT	–	–	–	1
EXISTING	9+14 (MASON EB)	RT	–	–	1	–
9.6	9+23.90 (MASON EB)	RT	–	–	–	1
EXISTING	9+24 (MASON EB)	RT	–	–	1	–
9.2	14+61.06	LT	–	–	1	–
9.1	14+61.07	RT	–	–	1	–
9.8	9+49.84 (MASON EB)	LT	–	–	1	–
EXISTING	9+50 (MASON EB)	LT	–	–	1	–
10	10+57.52 (MASON EB)	LT	–	–	1	–
EXISTING	10+58 (MASON EB)	LT	–	–	–	1
EXISTING	10+74 (MASON EB)	RT	–	–	–	1
EXISTING	10+86 (MASON EB)	RT	1	–	–	–
11	15+77.54	RT	–	–	1	–
EXISTING	15+78	RT	–	–	1	–
EXISTING	11+00 (MASON WB LT)	LT	–	–	1	–
EXISTING	11+00 (MASON WB LT)	LT	–	1	–	–
13.1	10+99.60 (MASON WB RT)	RT	–	–	1	–
EXISTING	11+00 (MASON WB RT)	RT	–	–	1	–
EXISTING	16+00	LT	–	1	–	–
EXISTING	16+14	LT	–	–	1	–
14	16+35.03	LT	–	–	1	–
12	16+41.34	RT	–	–	1	–
EXISTING	16+90	LT	–	1	–	–
16	18+21.50	RT	–	–	1	–
17	18+39.80	LT	–	–	1	–
EXISTING	20+03	LT	–	–	1	–
18.1	20+26.22	RT	–	–	–	1
EXISTING	20+32	RT	–	–	–	1
18	20+32.21	RT	–	–	–	1
19.1	20+28.93	LT	–	–	–	1
EXISTING	20+39	LT	–	–	–	1
19	20.39.49	LT	–	–	–	1
21	9+39.43 (CHICAGO)	RT	–	–	–	1
21.1	9+39.44 (CHICAGO)	LT	–	–	–	1
20.1	10+65 (CHICAGO)	RT	–	–	1	–
EXISTING	10+65 (CHICAGO)	RT	–	–	1	–
20.2	10+65 (CHICAGO)	LT	–	–	–	1
EXISTING	10+65 (CHICAGO)	LT	–	–	1	–
22	21+22.15	LT	–	–	1	–
23	21+30.05	RT	–	–	1	–
EXISTING	23+26	LT	–	–	1	–
EXISTING	26+26	RT	–	–	1	–
24.1	23+70	LT	–	–	1	–
25	24+05	RT	–	–	1	–
26.0	25+79.29	LT	–	–	–	1
EXISTING	25+79	LT	–	–	–	1
27	25+87.36	RT	–	–	1	–
EXISTING	25+87	RT	–	–	–	1
30	9+52.36 (CROOKS)	RT	–	–	–	1
30.1	9+52.55 (CROOKS)	LT	–	–	1	–
29.1	10+39.70 (CROOKS)	LT	–	–	1	–
EXISTING	10+40 (CROOKS)	LT	–	–	1	–
29	10+42.56 (CROOKS)	RT	–	–	–	1
EXISTING	10+43 (CROOKS)	RT	–	–	–	1
31	26+58.64	RT	–	–	1	–
32	26+62.38	LT	–	–	–	1
EXISTING	28+42	LT	–	–	1	–
EXISTING	28+42	RT	–	–	1	–
33	28+70.94	RT	–	–	1	–
EXISTING	30+05	LT	–	–	–	1
34.2	30+07.18	LT	–	–	1	–
34.1	30+10+45	RT	–	–	1	–
34.3	9+57.35 (MORAVIAN)	RT	–	–	–	1
EXISTING	31+27	RT	–	–	–	1
35.2	31+29.94	RT	–	–	1	–
35.1	31+32.41	LT	–	–	–	1
EXISTING	32+47	LT	–	–	–	1
37	32+50.24	LT	–	–	–	1
EXISTING	9+57 (HOWE)	RT	–	–	–	1
38.1	9+57.46 (HOWE)	RT	–	–	–	1
EXISTING	9+57 (HOWE)	LT	–	–	–	1
38	9+57.54 (HOWE)	LT	–	–	–	1
EXISTING	34+05	LT	–	1	–	–
EXISTING	34+18	RT	–	–	–	1
EXISTING	34+35	LT	–	–	–	1
39	34+80	LT	–	–	–	1
39.1	34+89	LT	–	–	–	1
40.1	34+80	RT	–	–	–	1
40	34+89	RT	–	–	–	1
EXISTING	9+52 (DOTY)	RT	–	–	1	–
41.1	9+52.42 (DOTY)	RT	–	–	–	1
EXISTING	9+52 (DOTY)	LT	–	–	1	–
41.2	9+52.66 (DOTY)	LT	–	–	1	–
EXISTING	10+46 (DOTY)	RT	–	–	1	–
42.1	10+46 (DOTY)	RT	–	–	1	–
EXISTING	10+46 (DOTY)	LT	–	–	1	–
42.2	10+45.50 (DOTY)	LT	–	–	–	1
44	36+23	RT	–	–	1	–
EXISTING	36+23	RT	–	–	–	1
EXISTING	36+24	LT	–	–	–	1
45	36+31	LT	–	–	–	1
46	38+15.79	RT	–	–	1	–
EXISTING	38+36	RT	–	–	1	–
EXISTING	38+36	LT	–	–	1	–
47.1	38+36	LT	–	–	1	–
EXISTING	39+47	RT	–	1	–	–
48	40+00	RT	–	–	1	–
EXISTING	40+38	RT	–	1	–	–
51.1	9+34.44 (WALNUT)	RT	–	–	–	1
EXISTING	9+35 (WALNUT)	RT	–	–	–	1
EXISTING	9+37 (WALNUT)	LT	–	–	–	1
51.2	9+36.16 (WALNUT)	LT	–	–	–	1
50	10+61.94 (WALNUT)	RT	–	–	–	1
50.1	10+70.96 (WALNUT)	LT	–	–	–	1
52.1	42+25	RT	–	–	–	1
52	42+34	RT	–	–	–	1
EXISTING	42+44	RT	–	1	–	–
53	42+94.85	LT	–	–	–	1
54	44+33.77	RT	–	–	–	1
EXISTING	44+34	RT	–	–	–	1
55	44+34.30	LT	–	–	–	1
EXISTING	44+35	LT	–	–	–	1
58.1	9+52.31 (CHERRY)	RT	–	–	1	–
58.2	9+52.59 (CHERRY)	LT	–	–	1	–
EXISTING	9+53 (CHERRY)	RT	–	–	–	1
EXISTING	9+53 (CHERRY)	LT	–	–	–	1
57.2	10+46.64 (CHERRY)	LT	–	–	1	–
EXISTING	10+47 (CHERRY)	LT	–	–	1	–
57.1	10+49.94 (CHERRY)	RT	–	–	1	–
EXISTING	10+50 (CHERRY)	RT	–	–	1	–
EXISTING	45+45	RT	–	1	–	–
EXISTING	46+37	RT	–	1	–	–
59	46+60.77	RT	–	–	1	–
60	46+76.50	RT	–	–	1	–
EXISTING	48+22	LT	–	1	–	–
61	48+19.83	LT	–	–	–	1
61.1	48+28.83	LT	–	–	–	1
EXISTING	48+29	LT	–	–	–	1
62.1	48+19.10	RT	–	–	–	1
62	48+28.10	RT	–	–	–	1
EXISTING	48+31	RT	–	–	–	1
64.1	9+52.38 (PINE)	RT	–	–	1	–
64.2	9+52.56 (PINE)	L	–	–	–	1
EXISTING	9+53 (PINE)	RT	–	–	1	–
EXISTING	9+53 (PINE)	LT	–	–	–	1
63.1	10+52.48 (PINE)	RT	–	–	1	–
63	10+52.53 (PINE)	LT	–	–	–	1
66	50+50.23	RT	–	–	1	–
67	52+11	LT	–	–	–	1
67.1	52+20	LT	–	–	–	1
68.1	52+11	RT	–	–	–	1
68	52+20	RT	–	–	–	1
EXISTING	52+17	LT	–	–	–	1
EXISTING	52+17	RT	–	–	–	1
EXISTING	10+42 (BODART)	RT	–	–	–	1
EXISTING	10+42 (BODART)	LT	–	–	–	1
69.1	10+42.38 (BODART)	RT	–	–	–	1
69.2	10+48.79 (BODART)	LT	–	–	–	1
71	54+41.32	RT	–	–	1	–
EXISTING	54+62	RT	–	1	–	–
EXISTING	55+00	RT	–	1	–	–
EXISTING	55+57	RT	–	1	–	–
73.1	55+53	LT	–	–	1	–
73	55+66.13	LT	–	–	1	–
EXISTING	55+68	LT	–	–	–	1
EXISTING	55+70	RT	–	–	–	1
74	55+84.69	RT	–	–	–	1
EXISTING	56+15	RT	–	–	1	–
EXISTING	56+81	LT	–	–	1	–
EXISTING	9+00 (MAIN)	RT	–	–	–	1
EXISTING	9+05 (MAIN)	LT	–	–	–	1
EXISTING	57+12	RT	–	–	–	1
EXISTING	57+45	LT	–	–	–	1
75	57+45.70	LT	–	–	–	1
77.0	61+16.19	RT	–	–	–	1
EXISTING	61+16	RT	–	–	–	1
PROJECT TOTALS			2	13	79	87

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REMOVING SIGNS

STATION	LOCATION	* 638.2602 REMOVING SIGNS TYPE II EA	* 638.3000 REMOVING SMALL SIGN SUPPORTS EA	REMARKS
9+50	CASS ST – RT	2	1	
9+50	CASS ST – LT	1	–	ON POLE
10+62	CASS ST – RT	1	1	
10+76	CASS ST – LT	1	1	
10+20	RT	2	1	
10+48	RT	3	1	
10+52	LT	2	1	
10+67	RT	2	–	ON POLE
11+90	LT	1	–	ON POLE
12+41	LT	2	1	
12+89	RT	1	–	ON POLE
13+00	LT	1	2	
14+61	RT	2	–	ON TRAFFIC SIGNAL POLE
9+33	EB MASON ST – LT	1	1	
9+36	EB MASON ST – RT	1	–	ON POLE
15+11	LT	1	–	ON TRAFFIC SIGNAL POLE
15+73	LT	1	–	ON TRAFFIC SIGNAL POLE
10+45	WB MASON ST – LT	1	–	ON TRAFFIC SIGNAL POLE
16+46	RT	1	–	ON TRAFFIC SIGNAL POLE
10+61	WB MASON ST – LT	1	1	
19+28	LT	1	1	
19+44	RT	2	–	ON POLE
20+34	LT	1	–	ON SIGNAL HEAD ARM
20+35	RT	1	–	ON TRAFFIC SIGNAL POLE
21+37	RT	2	1	
9+42	CHICAGO ST – RT	3	–	ON TRAFFIC SIGNAL POLE
10+58	CHICAGO ST – RT	1	–	ON SIGNAL HEAD ARM
10+74	CHICAGO ST – LT	3	–	ON POLE
21+21	RT	2	–	ON SIGNAL HEAD ARM/SIGNAL POLE
21+27	LT	1	–	ON TRAFFIC SIGNAL POLE
21+29	LT	2	1	
21+41	RT	1	1	
22+40	LT	1	–	ON POLE
22+61	RT	1	1	
23+13	RT	2	–	ON POLE
24+17	LT	1	–	ON POLE
24+37	RT	1	2	
25+03	RT	2	–	ON POLE
25+04	LT	1	–	
25+87	LT	2	–	ON POLE
9+54	CROOKS ST – RT	1	–	ON POLE
10+41	CROOKS ST – LT	1	1	
10+48	CROOKS ST – RT	1	1	
26+56	RT	1	–	ON POLE
27+29	LT	1	–	ON POLE
28+32	RT	2	–	ON POLE
29+45	LT	1	–	ON POLE
30+08	LT	2	1	
9+61	MORAVIAN ST – RT	2	1	
9+67	MORAVIAN ST – LT	1	1	
30+58	RT	1	–	ON POLE
31+45	LT	1	–	ON POLE
10+44	STUART ST – LT	3	1	
31+98	RT	1	–	POST REMOVED WITH DOT SIGN
32+00	LT	1	1	
32+56	LT	2	1	
9+57	HOWE ST – RT	3	1	
33+55	LT	1	1	
35+34	LT	2	1	
35+41	LT	1	–	ON POLE
9+11	DOTY ST – RT	1	1	
9+11	DOTY ST – LT	1	1	
9+43	DOTY ST – RT	–	–	ON POLE
10+50	DOTY ST – LT	1	1	
36+27	RT	2	–	ON POLE
36+27	LT	2	1	
37+04	LT	1	1	
37+22	RT	1	1	
39+16	LT	1	–	POST REMOVED WITH DOT SIGN
39+21	RT	1	1	
40+24	LT	1	1	
40+25	LT	1	–	ON SIGNAL HEAD ARM
9+37	E. WALNUT ST – LT	1	–	ON SIGNAL HEAD ARM
9+40	E. WALNUT ST – LT	1	1	
10+53	E. WALNUT ST – RT	1	1	
10+62	E. WALNUT ST – RT	2	–	ON TRAFFIC SIGNAL POLE
41+46	RT	1	–	ON SIGNAL HEAD ARM
41+49	RT	1	1	
42+38	RT	1	–	POST REMOVED WITH DOT SIGN
43+12	LT	1	–	ON POLE
44+05	RT	1	1	
44+40	LT	1	–	ON SIGNAL HEAD ARM
10+44	CHERRY ST – LT	1	–	ON TRAFFIC SIGNAL POLE
10+53	CHERRY ST – RT	1	–	ON TRAFFIC SIGNAL POLE
10+84	CHERRY ST – LT	1	1	
45+17	RT	2	–	ON SIGNAL HEAD ARM/SIGNAL POLE
45+80	RT	1	1	
46+22	LT	1	–	ON POLE
47+71	LT	1	1	
47+91	RT	2	1	
48+31	LT	1	–	ON SIGNAL HEAD ARM
9+06	PINE ST – RT	1	1	
49+12	RT	1	–	ON SIGNAL HEAD ARM
49+26	LT	1	–	ON POLE
49+27	LT	2	1	
49+99	RT	1	–	ON POLE
52+57	LT	1	1	
10+44	BODART ST – RT	1	–	ON POLE
10+45	BODART ST – LT	3	1	
53+65	RT	2	–	ON POLE
54+64	LT	2	–	ON POLE
	PROJECT TOTALS	138	49	

*QUANTITIES LISTED ELSEWHERE ON PLAN

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TRAFFIC CONTROL SUMMARY

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

LOCATION	PURPOSE	SERVICE DAYS	643.0300 DRUMS NO	643.0300 DRUMS DAYS	643.0410 BARRICADES TYPE II NO	643.0410 BARRICADES TYPE II DAYS	* 643.0420 BARRICADES TYPE III NO	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A NO	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C NO	643.0715 WARNING LIGHTS TYPE C DAYS	643.0900 SIGNS NO	643.0900 SIGNS DAYS	643.1050 SIGNS PCMS NO	643.1050 SIGNS PCMS DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS NO	643.0500 FLEXIBLE TUBULAR MARKER POSTS DAYS	643.0600 FLEXIBLE TUBULAR MARKER BASES NO	643.0600 FLEXIBLE TUBULAR MARKER BASES DAYS
STH 57	BEGIN PROJECT	149	15	2235	–	–	5	745	8	1192	–	–	5	745	1	7	–	–	–	–
STH 57	END PROJECT	149	9	1341	–	–	5	745	8	1192	–	–	1	149	1	7	–	–	–	–
STH 57	MASON ST. RAMPS	88	20	1760	–	–	18	88	22	88	–	–	22	88	2	7	–	–	–	–
STH 57	MAIN ST	149	40	5960	–	–	–	–	–	–	–	–	4	596	2	7	–	–	–	–
STH 57	ELM ST	30	12	360	–	–	–	–	–	–	4	48	2	60	–	–	–	–	–	–
STH 57	SIDEROAD CLOSURES	149	80	11920	–	–	80	11920	96	14304	–	–	96	14304	–	–	–	–	–	–
STH 57	SIDEWALK CLOSURES	40	–	–	8	320	–	–	–	–	–	–	8	320	–	–	–	–	–	–
STH 57	CHICAGO TO MAIN	149	40	5960			10	1490	12	1788	–	–	10	1490	–	–	–	–	–	–
STH 57	STAGE 1	58	59	3422	–	–	32	1856	40	2320	24	1392	13	754	–	–	41	2378	41	2378
STH 57	STAGE 2	30	80	2400	–	–	29	870	32	960	24	720	15	450	–	–	45	1350	45	1350
STH 57	STORM SEWER (N OF MAIN)	30	74	2220	–	–	–	–	–	–	16	480	12	360	–	–	–	–	–	–
–	UNDISTRIBUTED	149	50	7450	1	149	10	1490	12	1788	10	1490	10	1490	–	–	–	–	–	–
	PROJECT TOTALS			45028		469		19204		23632		4130		20806		42		3728		3728

*QUANTITIES LISTED ELSEWHERE ON PLAN

REMOVING PAVEMENT MARKING

STATION	LOCATION	646.0600 REMOVING MARKINGS LF	647.0955 REMOVING ARROWS EACH	647.0965 REMOVING WORDS EACH
STH 57	UNDISTRIBUTED	500	4	4
	PROJECT TOTALS	500	4	4

PAVEMENT MARKING EPOXY

STATION TO STATION	LOCATION	646.0106 4–INCH YELLOW LF	646.0106 4–INCH WHITE LF	646.0126 8–INCH WHITE LF	647.0166 ARROWS TYPE 2 WHITE EA	647.0176 ARROWS TYPE 3 WHITE EA	647.0206 ARROWS BIKE LANE WHITE EA	647.0306 SYMBOLS BIKE SHARED LANE WHITE EA	647.0356 WORDS WHITE EA	647.0456 CURB YELLOW LF	647.0566 STOP LINE 18 INCH WHITE LF	647.0606 ISLAND NOSE YELLOW EA	647.0726 DIAGONAL 12 INCH YELLOW LF	647.0776 CROSS WALK 12 INCH WHITE LF
9+43 – 20+35	BEGIN PROJECT TO CHICAGO ST	411	462	313	6	1	–	–	–	60	226	9	–	890
20+35 – 35+50	CHICAGO ST TO DOTY ST	2,563	688	126	–	–	4	2	–	47	191	2	11	943
35+50 – 45+17	DOTY ST TO CHERRY ST	528	447	294	2	–	2	1	–	77	210	4	16	1,347
45+17 – 55+80	CHERRY ST TO MAIN ST	2,567	540	356	2	–	2	1	1	–	112	–	49	514
55+80 – 62+00	MAIN ST TO END PROJECT	760	125	–	–	–	–	–	–	–	75	–	–	419
	PROJECT TOTALS	6,830	2,260	1,090	10	1	8	4	1	185	815	15	76	4,110

SAWING ASPHALT

690.0150

STATION	LOCATION	LF	DESCRIPTION
WEST SIDE			
11+20	MONROE ST – LT	11	DRIVEWAY
15+22 – 17+47	MONROE ST – LT	202	PARKING LOT
27+64	MONROE ST – LT	11	DRIVEWAY
28+25	MONROE ST – LT	13	DRIVEWAY
18+17 – 18+69	MONROE ST – LT	52	PARKING LOT
18+84 – 20+23	MONROE ST – LT	139	GAS STATION
30+08	MONROE ST – LT	8	PARKING LOT
34+02	MONROE ST – LT	20	PARKING LOT
34+60	MONROE ST – LT	17	PARKING LOT
43+50	MONROE ST – LT	40	PARKING LOT
44+34	MONROE ST – LT	28	PARKING LOT
50+47	MONROE ST – LT	23	PARKING LOT
53+44	MONROE ST – LT	57	PARKING LOT
54+80	MONROE ST – LT	20	PARKING LOT
	WEST SIDE TOTAL	641	
EAST SIDE			
15+15 – 15+83	MONROE ST – RT	68	
16+11 – 16+40	MONROE ST – RT	27	
17+39 – 18+03	MONROE ST – RT	66	PARKING LOT
29+20	MONROE ST – RT	20	PARKING LOT
32+85	MONROE ST – RT	28	PARKING LOT
38+54	MONROE ST – RT	26	PARKING LOT
39+38 – 40+48	MONROE ST – RT	115	GAS STATION
42+64	MONROE ST – RT	41	PARKING LOT
45+02 – 45+56	MONROE ST – RT	56	PARKING LOT
46+40	MONROE ST – RT	37	PARKING LOT
47+54	MONROE ST – RT	20	PARKING LOT
49+03	MONROE ST – RT	30	PARKING LOT
52+27	MONROE ST – RT	14	PARKING LOT
51+18 – 51+81	MONROE ST – RT	75	PARKING LOT
53+12 – 55+20	MONROE ST – RT	208	PARKING LOT
55+60	MONROE ST – RT	13	PARKING LOT
	EAST SIDE TOTAL	844	
SIDE ROADS			
10+47 – 10+89	EB MASON ST – LT	55	
10+46 – 10+98	WB MASON ST – RT	56	
10+46 – 10+98	WB MASON ST – RT	54	
10+62 – 11+21	WB MASON ST – RT	61	
10+98	WB MASON ST	13	MATCH POINT
11+20	WB MASON ST	12	MATCH POINT
9+37	MORAVIAN ST	29	MATCH POINT
9+39	HOWE ST	27	MATCH POINT
10+61 – 11+04	E WALNUT ST – RT	49	GAS STATION
9+21	PINE ST – LT	18	PARKING LOT
11+00	PINE ST	27	MATCH POINT
10+47 – 10+55	BODART ST – LT	12	PARKING LOT
	SIDEROAD TOTAL	413	
	PROJECT TOTAL	1,900	

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4–INCH

STATION	LOCATION	649.0300 LF
STH 57	UNDISTRIBUTED	500
	PROJECT TOTALS	500

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4000 STORM SEWER EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB AND GUTTER LF	650.7000 CONCRETE PAVEMENT LF	650.9920 SLOPE STAKES LF	650.8500 ELECTRICAL INSTALLATIONS (PROJECT) LS	650.9110 SUPPLEMENTAL CONTROL (PROJECT) LS
9+43.00	–	56+00.66	MONROE ST MAINLINE	77	4,658	–	–	4,658	4,658	–	–
9+19.01	–	9+68.76	CASS ST	1	50	–	20	50	50	–	–
10+31.95	–	11+11.52	CASS ST	2	80	–	97	80	80	–	–
9+10.00	–	9+65.94	EB MASON ST	4	56	–	–	56	56	–	–
10+34.06	–	10+88.78	EB MASON ST	1	55	–	–	55	55	–	–
10+34.52	–	10+98.10	WB MASON ST (SOUTH)	–	64	6	14	58	64	–	–
10+39.88	–	11+20.41	WB MASON ST (NORTH)	1	81	15	30	66	81	–	–
9+19.00	–	9+65.48	CHICAGO ST	2	46	–	–	46	46	–	–
10+34.49	–	10+77.88	CHICAGO ST	2	43	–	–	43	43	–	–
9+25.71	–	9+73.51	CROOKS ST	2	48	–	–	48	48	–	–
10+26.50	–	10+75.00	CROOKS ST	2	49	–	–	49	49	–	–
9+37.47	–	9+73.50	MORAVIAN ST	1	36	18	36	18	36	–	–
10+26.49	–	10+78.00	STUART ST	3	52	–	74	52	52	–	–
9+38.94	–	9+73.50	HOWE ST	2	35	17	34	18	35	–	–
9+10.00	–	9+73.50	DOTY ST	3	64	–	–	64	64	–	–
10+26.50	–	10+85.00	DOTY ST	3	59	–	92	59	59	–	–
8+97.44	–	9+64.50	E WALNUT ST	3	67	–	–	67	67	–	–
10+33.50	–	11+01.51	E WALNUT ST	2	68	–	–	68	68	–	–
9+28.88	–	9+73.38	CHERRY ST	3	45	–	–	45	45	–	–
10+26.61	–	11+02.00	CHERRY ST	3	75	–	–	75	75	–	–
9+00.00	–	9+73.50	PINE ST	3	74	–	–	74	74	–	–
10+26.50	–	11+00.00	PINE ST	2	74	49	98	25	74	–	–
10+28.54	–	10+70.45	BODART ST	3	42	–	40	42	42	–	–
56+00.66	–	62+00	STORM SEWER TRENCH	7	–	–	–	–	–	–	–
			PROJECT TOTALS	130	5,920	105	535	5,820	5,920	1	1

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

SIGN NO.	LOCATION SECTION (1)	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
1	150' EAST OF HURON ROAD ON STH 29	W20-2-A	48"x48"	1	149	149										
2	ACROSS FROM SIGN #1 FACING EASTBOUND TRAFFIC	W20-2-A	48"x48"	1	149	149										
3	MODIFY J3-3 (TO-43-AH LT; WEST-29-AH RT; NORTH-141-AH RT)	M04-8	24"x12"	1	149	149										
	" "	M3-4	EXISTING													
	" "	M1-6	EXISTING													29
	" "	M05-1-L	21"x21"	1	149	149										
4	D1-3 (LT-DENMARK/MANITOWOC; GREEN BAY-RT)									1	1	1				GREEN BAY RT
5	MODIFY J2-2 (WEST-29-RT; NORTH-141-RT)	M04-8	24"x12"	1	149	149										
	" "	M3-4	EXISTING													
	" "	M1-6	EXISTING													29
	" "	M06-1	21"x21"	1	149	149										LEFT
6	LEFT OF J2-2 (TO-43-LT; TO-CTH R-LT; TO-CTH MM-LT)	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149											
	" "	M1-6	24"X24"	1	149											29
	" "	M06-1	21"x21"	1	149	149										LEFT
7	J4-2 (W 29; N 141)									1	1	1				WEST 29
8	NORTHEAST QUADRANT OF USH 141 & CTH R INTERSECTION	R11-3	60" x 30"	1	149	149	149	298								7 1/2 MILES
9	NORTHEAST QUADRANT OF 141 & R	FMS	11-0"x3-0"						33.00							SEE SIGN DETAIL
10	LEFT OF J3-2(TO-43-AH RT; S-141-AH RT)	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
	" "	M05-1-R	21"x21"	1	149	149										
11	MODIFY J1-1 (JCT 29)	M04-8-A	24"x18"	1	149	149										
	" "	M1-6	EXISTING													29
12	LEFT OF J2-2 (TO-43-RT; W-CTH MM-RT)	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
	" "	M06-1	21"x21"	1	149	149										RIGHT
13	RIGHT OF J4-2 (JCT 43; END 141)	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
14	RIGHT OF J3-3 (S 43 AH; W CTH MM AH; N 43 AH RT)	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
	" "	M05-1-R	21"x21"	1	149	149										
15	LEFT OF J2-3 (N-141-LT; TO-29-LT ; CTH R-RT)	M04-8	24"x12"	1	149	149										
	" "	M03-2	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
	" "	M06-1	21"x21"	1	149	149										LEFT
16	200' WEST OF D1-1 (BELLEVUE UNINCORPORATED)	M04-8	24"x12"	1	149	149										
	" "	M03-2	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
	" "	M05-1-L	21"x21"	1	149	149										
17	LEFT OF J2-1(NORTH-43-RT)	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
	" "	M06-1	21"x21"	1	149	149										RIGHT
18	RIGHT OF J2-1 (NORTH-43-RT) ISLAND	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
	" "	M06-1	21"x21"	1	149	149										RIGHT
19	300' NORTH OF CTH MM & NORTHBOUND ON RAMP INTERSECTION	M04-8	24"x12"	1	149	149										
	" "	M03-4	24"x12"	1	149	149										
	" "	M1-6	24"X24"	1	149	149										29
20	LEFT OF TYPE 1 (ASHWAUBENON EXIT 180)	M04-8	21"x21"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M05-2-R	30"x30"	1	149	149										
21	ACROSS FROM SIGN #20 (MEDIAN)	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										
	" "	M05-2-R	30"x30"	1	149	149										
22	1,700' N OF SIGN #21 ON I43 NB	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M05-2-R	30"x30"	1	149	149										
23	ACROSS FROM #22 (MEDIAN)	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M05-2-R	30"x30"	1	149	149										
24	200' SOUTH OF SIGN BRIDGE (43-NORTH MARINETTE/STURGEON BAY; WEST-172/32; A STRAUBLE AIRPORT)	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-2	30"x30"	1	149	149										RIGHT
25	LEFT OF J4-1 (WEST-172)	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
26	ACROSS FROM SIGN #27 (MEDIAN)	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
27	300' EAST OF TYPE 1 (CTH GV; MONROE RD; TILT RT-EXIT ONLY)	M04-8	36"x18"	3	149	447										
	" "	M03-4	36"x18"	2	149	298										
		M03-3	36"x18"	1	149	149										
	" "	M50-3	108"x36"	1	149	149										29/54/57
	" "	M06-1	30"x30"	2	149	298										AHEAD
	" "	M0 5-2-R	30"x30"	1	149	149										

*QUANTITY LISTED ELSEWHERE ON PLAN

TRAFFIC CONTROL DETOUR SIGN SUMMARY

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
	SECTION (1)															
28	ACROSS FROM #27 (MEDIAN)	M04-8	36"x18"	3	149	447										
	" "	M03-4	36"x18"	2	149	298										
		M0 3-3	36"x18"	1	149	149										
	" "	M50-3	108"x36"	1	149	149										29/54/57
	" "	M06-1	30"x30"	2	149	298										AHEAD
	" "	M0 5-2-R	30"x30"	1	149	149										
29	200' EAST OF TYPE 1 (X/TO 57; WEBSTER AVE/RIVERSIDE; TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-3	108"x36"	1	149	149										29/54/57
	" "	M06-1	30"x30"	2	149	298										
	" "	M06-2	30"x30"	1	149	149										AHEAD
30	ACROSS FROM #29 (MEDIAN)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	M06-1	30"x30"	2	149	298										AHEAD
31	LEFT OF TYPE 1 (TO 32 ONEIDA ST/ASHLAND AVE EXIT ONLY)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	M06-1	30"x30"	2	149	298										AHEAD
32	ACROSS FROM #31 (MEDIAN)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	M06-1	30"x30"	2	149	298										AHEAD
33	200' WEST OF EXIT SIGN IN THE WEST GORE	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	M06-1	36"x36"	2	149	298										AHEAD
34	ACROSS FROM #33 (MEIDAN)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	MO 6-1	36"x36"	2	149	298										AHEAD
35	~~700' EAST OF SIGN BRIDGE (172-A. STRAUBLE AIRPORT-2 LT LANES; 41 S. APPLETON-TILT RT; 41 N. MARINETTE 2 RT LANES-TILT RT)~~	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M1-6	36"x36"	1	149	149										29/54
	" "	M05-2-R	30"x30"	2	149	298										
36	ACROSS FROM #35 (MEDIAN)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M1-6	36"x36"	1	149	149										29/54
	" "	M05-2-R	30"x30"	2	149	298										
37	600' WEST OF SIGN #35	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M1-6	36"x36"	1	149	149										29/54
	" "	M06-2	30"x30"	2	149	298										RIGHT
38	RIGHT OF J4-2 (172 AH; 41 TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M1-6	36"x36"	1	149	149										29/54
	" "	M06-2	30"x30"	2	149	298										RIGHT
39	ACROSS FROM #40 RIGHT SIDE	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M1-6	36"x36"	1	149	149										29/54
	" "	M06-1	30"x30"	2	149	298										RIGHT
40	RIGHT OF J3-2 (SOUTH-41-TILT LT; NORTH-41-TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	2	149	298										
	" "	M1-6	36"x36"	1	149	149										29/54
	" "	M06-1	30"x30"	2	149	298										RIGHT
41	RIGHT LEG OF SIGN BRIDGE S-05-168	M04-8	36"x18"	1	149	149										
	" "	M04-8-A	30"x24"	1	149	149										
	" "	M03-4	36"x18"	2	149	298										
	" "	M 50-2	72"x36"	1	149	149										29/54
42	MEDIAN LEG OF SIGN BRIDGE S-05-168	M04-8	36"x18"	1	149	149										
	" "	M04-8-A	30"x24"	1	149	149										
	" "	M03-4	36"x18"	2	149	298										
	" "	M 50-2	72"x36"	1	149	149										29/54
43	RIGHT LEG OF SIGN BRIDGE S-05-172	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
44	MEDIAN LEG OF SIGN BRIDGE S-05-172	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
45	200' NORTH OF NORTHBOUND GORE @ LOMBARDI AVE	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
46	ACROSS FROM SIGN #45 (MEDIAN SIDE)	M04-8	36"x18"	1	149	149										
	" "	M03-4	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
47	200' NORTH OF NORTH ABUTMENT OF LOMBARDI BRIDGE	M04-8-A	30"x24"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
48	ACROSS FROM SIGN #47 (MEDIAN)	M04-8-A	30"x24"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	SECTION (1) SUBTOTAL			206		30,396	149	298	33	2			0			

*QUANTITY LISTED ELSEWHERE ON PLAN

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
	SECTION (2)															
49A	500' W OF SIGN # 50A	FMS	11'-0"x3'-0"						33.00							
49B	ACROSS FROM SIGN # 49A (MEDIAN)	FMS	7'-6"x2'-0"						33.00							
50A	RIGHT LEG OF SIGN BRIDGE S-05-109	W20-2-F	48" X 48"	1	149	149										
50B	MEDIAN LEG OF SIGN BRIDGE S-05-109	W20-2-F	48" X 48"	1	149	149										
51	2,600' EAST OF SIGN $49	W20-2-G	48" X 48"	1	149	149										
52	ACROSS FROM SIGN #51 (MEDIAN)	W20-2-G	48" X 48"	1	149	149										
53	NORTH-41, MARINETTE-AH; SOUTH-41, SOUTH-32--AH; E-29/EB-GREEN BAY-1/4 MILE-AH RT--ONLY				149					1	1	1				EAST STH 29
54	RIGHT LEG SIGN BRIDGE (N-41, MARINETTE-AH; S-41/S-32, AH; E-29/EB-GREEN BAY, 1/4 MILE-AH RT--ONLY)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
55	LEFT LEG SIGN BRIDGE (N-41, MARINETTE-AH; S-41/S-32, AH; E-29/EB-GREEN BAY, 1/4 MILE-AH RT--ONLY)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
56	N-41, MARINETTE- AH; S-41/S-32, APPLETON-AH; E-29/EB, GREEN BAY-RT--ONLY				149					1	1	1				EAST STH 29
57	RIGHT LEG OF SIGN BRIDGE (N-41, MARINETTE- AH; S-41/S-32, APPLETON-AH; E-29/EB, GREEN BAY-RT--ONLY)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
58	LEFT LEG SIGN BRIDGE (N-41, MARINETTE-AH; S-41/S-32, APPLETON-AH;E-29/EB,GREEN BAY-RT--ONLY)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
59	1,000' EAST OF SIGN #57	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M05-2-R	30"x30"	1	149	149										
60	ACROSS FROM SIGN #59	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M05-2-R	30"x30"	1	149	149										
61	RIGHT LEG SIGN BRIDGE(41-S-AH RT; 32-S-APPLETON-AH RT)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-2	30"x30"	1	149	149										RIGHT
62	RIGHT LEG SIGN BRIDGE (S-32/54; MASON ST; 1/2 MI--EXIT ONLY)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M04-20-L	36"x36"	1	149	149										
63	LEFT LEG SIGN BRIDGE (S-32/54; MASON ST; 1/2 MI--EXIT ONLY)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M04-20-L	36"x36"	1	149	149										
64	RIGHT LEG SIGN BRIDGE (S-41, APLLETON-AH; S-32-MASON ST--EXIT ONLY- AH RT; EXIT 168A)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
65	LEFT LEG SIGN BRIDGE (S-41, APLLETON-AH; S-32-MASON ST--EXIT ONLY- AH RT; EXIT 168A)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
	GAP IN SIGN NUMBERS (66, 67)				149											
68	500' NORTH OF NORTH ABUTMENT OF NORTH MEMORAL DR BRIDGE	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	W020-2-A	48"x48"	1	149	149										
69	ACROSS FROM SIGN #68 (MEDIAN)	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	W020-2-A	48"x48"	1	149	149										
70	LEFT OF SIS EXIT 169 (FOOD/LODGING)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
71	ACROSS FROM SIGN #70 (MEDIAN)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	M06-1	30"x30"	1	149	149										AHEAD
72	MODIFY TYPE 1 (29/N32, SHAWANO AVE/DOUSMAN ST, EXIT 169 TILT RT)	M03-4	36"x18"	1	149	149										ABOVE 29
	" "	M1-6	EXISTING		149											29

*QUANTITY LISTED ELSEWHERE ON PLAN

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
	SECTION (2)															
73	**200' S OF RAMP EXIT SIGN ON SB HWY 41	MO4-8	36"x18"	1	149	149										
	" "	MO3-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	MO6-1	30"x30"	1	149	149										AHEAD
74	**ACROSS FROM SIGN # 73 (MEDIAN SIDE)	MO4-8	36"x18"	1	149	149										
	" "	MO3-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	MO6-1	30"x30"	1	149	149										AHEAD
75	**1000' S OF SIGN # 73	MO4-8	36"x18"	1	149	149										
	" "	MO3-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	MO6-1	30"x30"	1	149	149										AHEAD
76	**ACROSS FROM SIGN # 75 (MEDIAN SIDE)	MO4-8	36"x18"	1	149	149										
	" "	MO3-2	36"x18"	1	149	149										
	" "	M1-6	36"x36"	1	149	149										29
	" "	MO6-1	30"x30"	1	149	149										AHEAD
77	200' NORTH OF SOUTHBOUND ASHLAND OVERPASS STRUCTURE	FMS	13'-6"x5'x6"						74.25							SEE SIGN DETAIL
78	LEFT SIDE MEDIAN ACROSS FROM #77	FMS	13'-6"x5'x6"						74.25							SEE SIGN DETAIL
79	200' NORTH OF GLORY RD OVERPASS	MO3-2	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	WO20-2-A	48"x48"	1	149	149										
80	ACROSS FROM SIGN #79 (MEDIAN)	MO3-2	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	WO20-2-A	48"x48"	1	149	149										
81	200' NORTH OF NORTH ABUTMENT OF WAUBEE LN	MO4-8	36"x18"	2	149	298										
	" "	MO3-2	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	MO5-2-R	30"x30"	2	149	298										
82	ACROSS FROM SIGN #81 (MEDIAN)	MO4-8	36"x18"	2	149	298										
	" "	MO3-2	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	MO5-2-R	30"x30"	2	149	298										
83	RIGHT OF D1-3(HWY 172 1/2;LOMBARDI AVE 2 1/2; MASON 3 1/4)	MO4-8	36"x18"	2	149	298										
	" "	MO3-2	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	MO6-2	30"x30"	2	149	298										RIGHT
84	ACROSS FROM SIGN #83 (MEDIAN)	MO4-8	36"x18"	2	149	298										
	" "	MO3-2	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	MO6-2	30"x30"	2	149	298										RIGHT
85	~~RIGHT LEG SIGN BRIDGE (172-W; A. STRAUBEL AIRPORT; E-172/TO 43; TILT RT.)~~	MO4-8	36"x18"	2	149	298										
	" "	MO3-2	36"x18"	2	149	298										
	" "	M50-2	72"x36"	1	149	149										29/54
	" "	MO6-2	30"x30"	2	149	298										RIGHT
	SECTION (2) SUBTOTALS			122	16,241	18,178	0	0	215	2			0			
	** HIGHLIGHTED LOCATIONS NEED TO BE COORDINATED WITH OTHER PROJECTS															

*QUANTITY LISTED ELSEWHERE ON PLAN

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 * BARRICADES TYPE III DAYS	643.0705 * WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
	SECTION (3)															
	GAP IN SIGN NUMBERING (86–97)															
98	500' W OF SIGN # 100	FMS	7'–6"x2'–0"						15							
99	ACROSS FROM SIGN # 98 (MEDIAN SIDE)	FMS	7'–6"x2'–0"						15							
100	250' EAST OF ISABELL ST	W20–2–A	48"x48"	1	149	149										
101	ACROSS FROM SIGN #100 (MEDIAN)	W20–2–A	48"x48"	1	149	149										
102A	100' WEST OF SIGN BRIDGE S–05–238	M04–8	24"x12"	1	149	149										
	" "	M03–2	24"x12"	1	149	149										54
	" "	M1–6	24"x24"	1	149	149										
	" "	M05–2–R	21"x21"	1	149	149										
102B	ACROSS FROM SIGN #102A (MEIDAN)	M04–8	24"x12"	1	149	149										
	" "	M03–2	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										54
	" "	M05–2–R	21"x21"	1	149	149										
103A	200' WEST OF SIGN BRIDGE S–05–238	R11–3	60"x30"	1	149	149	149	298								4 MILES
103B	ACROSS FROM SIGN #103A	R11–3	60"x30"	1	149	149	149	298								4 MILES
104	TYPE 1 (S–32; E–54; MASON ST–AH)			1	149					1	1	1				EAST 54
105	RIGHT LEG SIGN BRIDGE S–05–238	M04–8	24"x12"	1	149	149										
	" "	M03–2	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										54
	" "	M06–1	21"x21"	1	149	149										RIGHT
106	ABOVE D1–1 SOUTH SPILTTER ISLAND	M04–8	24"x12"	1	149	149										
	" "	M03–2	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										54
	" "	M06–1	21"x21"	1	149	149										RIGHT
107	300' SOUTH OF INTERSECTION OF SW RAMP AND STH 54	M04–8	36"x18"	1	149	149										
	" "	M03–2	36"x18"	1	149	149										54
	" "	M1–6	36"x36"	1	149	149										
108	RIGHT LEG SIGN BRIDGE S–05–178 (SB)	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 6–1	30"x30"	2	149	298										AHEAD
109	CENTER LEG SIGN BRIDGE S–05–178 (SB)	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 6–1	30"x30"	2	149	298										AHEAD
110	RIGHT LEG SIGN BRIDGE S–05–170	M04–8	36"x18"	2	149	298										JV
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 5–2–R	30"x30"	2	149	298										
111	LEFT LEG SIGN BRIDGE S–05–170 (MEDIAN)	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 5–2–R	30"x30"	2	149	298										
112	1,500' FROM SIGN #110	M04–8	36"x18"	2	149	298										JV
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 5–2–R	30"x30"	2	149	298										
113	ACROSS FROM SIGN #112 (MEDIAN)	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 5–2–R	30"x30"	2	149	298										
114	RIGHT LEG SIGN BRIDGE S–05–168	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 6–2	30"x30"	2	149	298										RIGHT
115	100' SOUTH OF SIGN – EXIT 165	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 6–1	30"x30"	2	149	298										AHEAD
116	ACROSS FROM SIGN #115 (RIGHT)	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 6–1	30"x30"	2	149	298										AHEAD
117	RIGHT OF J3–2 (E 173 TILT LT; W172 TILT RT)	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 6–1	30"x30"	2	149	298										AHEAD
118	ACROSS FROM SIGN #117 (LEFT)	M04–8	36"x18"	2	149	298										
	" "	M03–2	36"x18"	2	149	298										
	" "	M 50–2	72"x36"	1	149	149										29/54
	" "	MO 6–1	30"x30"	2	149	298										AHEAD

*QUANTITY LISTED ELSEWHERE ON PLAN

gflohr, W:\PROJECTS\W0059\970220\00\03–Quantities\18 MQ.dwg, 18 mq, Plot Date: 1/20/2014 10:26 AM, xrefs:none

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	*643.0420 BARRICADES TYPE III DAYS	*643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
119	RIGHT LEFT OF TYPE 1 SIGN (TO-32, ONEIDA ST/ASHLAND AVE--EXIT ONLY-TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	2	149	298										
	" "	M 50-2	72"x36"	1	149	149										29/54
	" "	M0 6-1	30"x30"	2	149	298										AHEAD
120	ACROSS FROM SIGN #119 (MEDIAN)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	2	149	298										
	" "	M 50-2	72"x36"	1	149	149										29/54
	" "	M0 6-1	30"x30"	2	149	298										AHEAD
121	RIGHT LEG TYPE 1 (172/TO 43, MILWAUKEE/STURGEON BAY- AH; X/57, WEBSTER AVE/RIVERSIDE DR, TILT RT)	M04-8	36"x18"	3	149	447										
	" "	M03-2	36"x18"	2	149	298										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-3	108"x36"	1	149	149										29/54/57
	" "	M0 6-1	30"x30"	3	149	447										AHEAD
122	ACROSS FROM SIGN #121 (MEDIAN)	M04-8	36"x18"	3	149	447										
	" "	M03-2	36"x18"	2	149	298										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-3	108"x36"	1	149	149										29/54/57
	" "	M0 6-1	30"x30"	3	149	447										AHEAD
123	RIGHT LEG TYPE 1 (CTY GV-MONROE RD, TILT RT)	M04-8	36"x18"	3	149	447										
	" "	M03-2	36"x18"	2	149	298										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-3	108"x36"	1	149	149										29/54/57
	" "	M0 6-1	30"x30"	3	149	447										AHEAD
124	ACROSS FROM SIGN #123 (MEDIAN)	M04-8	36"x18"	3	149	447										
	" "	M03-2	36"x18"	2	149	298										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-3	108"x36"	1	149	149										29/54/57
	" "	M0 6-1	30"x30"	3	149	447										AHEAD
125	LEFT OF TYPE 1 SIGN (43 MILWAUKEE - STURGEON BAY EXIT 1/2 MILE)	M04-8	36"x18"	1	149	149										
	" "	M03-2	36"x18"	1	149	149										
	" "	M 1-6	36"x36"	1	149	149										29
	" "	M0 5-2-R	30"x30"	1	149	149										
126	ACROSS FROM SIGN #125 (MEDIAN)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
	" "	M0 5-2-L	30"x30"	2	149	298										AHEAD
127	500' NORTH OF SIGN BRIDGE (43 NORTH-STURGEON BAY; SOUTH 43/TO EAST 29/ MILWAUKEE; TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
	" "	M0 5-2-L	30"x30"	2	149	298										AHEAD
128	ACROSS FROM SIGN #127 (MEDIAN)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
	" "	M0 5-2-L	30"x30"	2	149	298										AHEAD
129	300' EAST OF GORE OF SOUTH 43/29 & NORTH 43	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
130	ACROSS FROM SIGN #129 (LEFT)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										54
	" "	M 50-2	72"x36"	1	149	149										
131	300' SOUTH OF TYPE 1 SIGN (JJ MANITOWOC ROAD EXIT ONLY TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	1	149	149										AHEAD
132	ACROSS FROM SIGN #131 MEDIAN	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	1	149	149										AHEAD
133	LEFT OF TYPE 1 SIGN (V MASON ST TILT RT EXIT 183)	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	1	149	149										AHEAD

*QUANTITY LISTED ELSEWHERE ON PLAN

gflohr, W:\PROJECTS\W0059\970220\00\03-Quantities\19 MQ.dwg, 19 mq, Plot Date: 1/20/2014 10:26 AM, xrefs:none

TRAFFIC CONTROL DETOUR SIGN SUMMARY

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
134	ACROSS FROM SIGN #133 MEIDAN	M04-8	36"x18"	2	149	298										
	" "	M03-2	36"x18"	1	149	149										
	" "	M03-1	36"x18"	1	149	149										
	" "	M 50-2	72"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	1	149	149										AHEAD
135	500' NORTH OF NORTH ABUTMENT MASON ST BRIDGE	M04-8-A	36"x24"	2	149	298										
	" "	M50-2	36"x36"	1	149	149										54/57
136	ACROSS FROM SIGN #135 MEDIAN	M04-8-A	36"x24"	2	149	298										
	" "	M50-2	36"x36"	1	149	149										54/57
137A	TYPE 1 (W-54/S-57; UNIVERSITY AVE/GREEN BAY; DOWN ARROW)												1	1	1	WEST 54
137B	TYPE 1 (W-54/S-57; UNIVERSITY AVE/GREEN BAY; DOWN ARROW)												1	1	1	SOUTH 57
138	SIGN BRIDGE (43 SOUTH, MILWAUKEE -EXIT 1/2 MILE; 43 NORTH-TO HWY 41-141, AH-EXIT ONLY)	FMS	14'-0"x5' 6"						77.00							
139	ACROSS FROM SIGN #138 MEDIAN	FMS	14'-0"x5' 6"						77.00							
140	500' NORTH OF SIGN BIRDGE (N 43-MILWAUKEE-EXIT 1/4 MI; 43 NORTH/TO HWY 41-141, TILT RT--EXIT ONLY)	W20-2-A	48"x48"	1	149	149										
141	ACROSS FROM SIGN #140 LEFT	W20-2-A	48"x48"	1	149	149										
142A	300' SOUTH OF SIGN BIRDGE (N 43, MILWAUKEE, EXIT 1/4 MI; 43 NORTH/TO HWY 41-141, TILT RT--EXIT ONLY)	R11-3	60"x30"	1	149	149	149	298								3 1/2 MILES
142B	ACROSS FROM SIGN #142A RIGHT (IN GORE)	R11-3	60"x30"	1	149	149	149	298								3 1/2 MILES
143A	MODIFY J4-1 (WEST 54 SOUTH 57)	M04-8	36"x18"	2	149	298										
	" "	M3-4	EXIST													
	" "	M3-3	EXIST													
	" "	M50-2	EXIST													54/57
	" "	MO 5-2-R	30"x30"	2	149	298										
143B	ACROSS FROM SIGN #143A IN GORE	M04-8	36"x18"	2	149	298										
	" "	M3-4	36"x18"	1	149	149										
	" "	M3-3	36"x18"	1	149	149										54
	" "	M50-2	72"x36"	1	149	149										
	" "	MO 5-2-R	30"x30"	2	149	298										57
144	RIGHT LEG SIGN BRIDGE (W-54/S-57, UNIVERSITY AVE/GREEN BAY; 43 SOUTH-MILWAUKEE-TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	M06-2	30"x30"	2	149	298										RIGHT
145A	TYPE 1 SIGN (W-54/S-57, UNIVERTY AVE/GREEN BAY-AH)									1	1	1				WEST 54
145B	TYPE 1 SIGN (W-54/S-57, UNIVERTY AVE/GREEN BAY-AH)									1	1	1				SOUTH 57
146	500' WEST OF ON RAMP GOR TO 43 SB	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
147	LEFT OF TYPE 1 (V MASON ST EXIT 183 TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	2	149	298										AHEAD
148	ACROSS FROM SIGN #147 MEDIAN	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	2	149	298										AHEAD
149	LEFT OF TYPE 1 (JJ MANITOWOC RD EXIT 181 TILT RT)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	2	149	298										AHEAD
150	ACROSS FROM SIGN #149 LEFT	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	M06-1	30"x30"	2	149	298										AHEAD
151	RIGHT LEG OF SIGN BRIDGE S-05-39	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	MO 5-2-R	30"x30"	2	149	298										
152	LEFT LEG OF SIGN BRIDGE S-05-39 (MEDIAN)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	MO 5-2-R	30"x30"	2	149	298										
153	AT EXIT RAMP GORE TO 172 WB	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										
	" "	M50-2	36"x36"	1	149	149										54/57
	" "	M06-2	30"x30"	2	149	298										RIGHT
154	500' SOUTH OF J4-1 (JCT 172)	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										57
	" "	M50-2	36"x36"	1	149	149										
155	ACROSS FROM SIGN #154 LEFT	M04-8	36"x18"	2	149	298										
	" "	M03-4	36"x18"	1	149	149										
	" "	M03-3	36"x18"	1	149	149										57
	" "	M50-2	36"x36"	1	149	149										
	SECTION (3) SUBTOTALS			306		45,445	596	1,192	184	3			2			

*QUANTITY LISTED ELSEWHERE ON PLAN

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	643.0420 * BARRICADES TYPE III DAYS	643.0705 * WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
	SECTION (4)															
	GAP IN SIGN NUMBERING (156–199)															
200	250' SOUTH OF COOK ST	FMS	7'–6"x2'–0"						15.00							SEE DETAIL
201	ACROSS FROM SIGN #200 (MEDIAN)	FMS	7'–6"x2'–0"						15.00							SEE DETAIL
202A	200' NORTH OF J4–2 (N–32/N–57)	M01–6	24"x24"	1	149	149										57
	" "	W20–2–A	48"x48"	1	149	149										
202B	ACROSS FROM SIGN #202A (MEDIAN)	M01–6	24"x24"	1	149	149										57
	" "	W20–2–A	48"x48"	1	149	149										
203A	250' SOUTH OF SIGN 204	R11–3	60"x30"	1	149	149	149	298								5 1/2 MILES
203B	ACROSS FROM SIGN #203A (RIGHT)	R11–3	60"x30"	1	149	149	149	298								5 1/2 MILES
204	25' SOUTH OF R2–1 (15 MPH SCHOOL SPEED ZONE)	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
	" "	M05–1–L	21"x21"	1	149	149										
205	ACROSS FROM SIGN #204 (MEDIAN)	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
	" "	M05–1–L	21"x21"	1	149	149										
206A	TYPE 1 SIGN (MAIN–NORTH 32/WEST G;NORTH 57) OVERHEAD SIGN									1	1	1				NORTH 57
206B	TYPE 1 SIGN (NORTH 57; WISCONSIN, NORTH X/EAST G) OVERHEAD SIGN									1	1	1				NORTH 57
207	D1–1 (BROADWAY ST/NORTH 57) IN NORTH SPLITTER ISLAND (ROUNDABOUT)												1	1	1	NORTH 57
208	MAIN AVENUE / WESTBOUND 32 SPLITTER ISLAND (ROUNDABOUT)	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
	" "	M06–2	21"x21"	1	149	149										RIGHT
209	RIGHT OF J4–2 (NORTH 32/WEST CTH G)	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
210	TYPE 1 (BROADWAY–S–32/S–57/S–X; MAIN AVE– N–32/W–G; BROADWAY–N–57) WISCONSIN LEG OF ROUNDABOUT (OVERHEAD)									1	1	1				NORTH 57
211	TYPE 1 (BROADWAY–N–57; WISCONSIN–N–X, E–G) MAIN STREET LEG OF ROUNDABOUT (OVERHEAD)									1	1	1				NORTH 57
212	100' EAST OF J4–1 (NORTH 32)	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
213	RIGHT OF J4–1 (NORTH 32) WEST OF FORT HOWARD ROAD	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
214	ABOVE J2–2 (TO 41; NORTH 32) – WEST OF 7TH STREET	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
	" "	M05–1–R	21"x21"	1	149	149										
215	RIGHT OF J3–1 (NORTH 32) – EAST OF 8TH ST	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57
	" "	M06–1	21"x21"	1	149	149										RIGHT
216	ABOVE J4–1 (NORTH 32)	M04–8	24"x12"	1	149	149										
	" "	M03–1	24"x12"	1	149	149										
	" "	M1–6	24"x24"	1	149	149										57

*QUANTITY LISTED ELSEWHERE ON PLAN

gflohr, W:\PROJECTS\W0059\970220\00\03–Quantities\21 MQ.dwg, 21 mq, Plot Date: 1/20/2014 10:27 AM, xrefs: none

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 149 DAYS	643.3000 DETOUR SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE S.F.	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
	SECTION (4)															
217	250' SOUTH OF ROUNDABOUT AHEAD SIGN	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
	" "	M05-2-R	21"x21"	1	149	149										
218	RIGHT OF J3-1 (NORTH 32)	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
	" "	M06-2	21"x21"	1	149	149										RIGHT
219	RIGHT OF J4-1 (NORTH 32)	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
220	RIGHT OF J1-1 (JCT CTH HH)	M04-8	24"x12"	1	149	149										AHEAD
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
	" "	M06-1	21"x21"	1	149	149										AHEAD
221	ACROSS FROM SIGN #220 (MEDIAN)	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
	" "	M06-1	21"x21"	1	149	149										AHEAD
222	LEFT OF J3-2 (EAST 172; WEST 172)	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
	" "	M05-1-L	21"x21"	1	149	149										
223	MODIFY J3-2 (TO-57-AH LT; TO-43-AH LT)	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	EXIST													57
	" "	M05-1-L	EXIST													
224	RIGHT OF J2-2 (WEST CTH HH; EAST 172)	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
	" "	M06-1	21"x21"	1	149	149										LEFT
225	LEFT OF J1-1 (JCT 172)	M04-8	24"x12"	1	149	149										
	" "	M03-1	24"x12"	1	149	149										
	" "	M1-6	24"x24"	1	149	149										57
	" "	M06-2	21"x21"	1	149	149										RIGHT
226	MODIFY J3-2 (EAST 172; TO 57)	M04-8	24"x12"	1	149	149										
	" "	M03-1	EXIST													
	" "	M1-6	EXIST													57
	" "	M06-2	EXIST													RIGHT
	SECTION (4) SUBTOTAL			72	10,728	10,728	298	596	30	4			1			
	SECTION 1 SUBTOTAL			206		30,396	149	298	33	2			0			
	SECTION 2 SUBTOTAL			122		18,178	0	0	215	2			0			
	SECTION 3 SUBTOTAL			306		45,445	596	1,192	184	3			2			
	SECTION 4 SUBTOTAL			72		10,728	298	596	30	4			1			
	PROJECT TOTALS			*706*		*104,747*	*1,043*	*2,086*	*462*	*11*			*3*			
*QUANTITIES LISTED ELSEWHERE ON PLAN																

*QUANTITY LISTED ELSEWHERE ON PLAN

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SAWING CONCRETE
690.0250

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STATION	LOCATION	LF	DESCRIPTION
WEST SIDE			
9+43	LT	29	MATCH POINT
9+43	LT	5	SIDEWALK
10+71	LT	5	SERVICE WALK
11+37	LT	4	SERVICE WALK
11+49	LT	9	DRIVEWAY
11+83	LT	5	SERVICE WALK
12+10	LT	10	DRIVEWAY
17+48	LT	1.5	CURB
18+15	LT	4	SERVICE WALK
18+69	LT	0.5	CURB
21+72	LT	5	SERVICE WALK
21+94	LT	9	DRIVEWAY
22+17	LT	5	SERVICE WALK
22+89	LT	11	DRIVEWAY
23+87	LT	5	SIDEWALK
23+96	LT	20	DRIVEWAY
24+78	LT	14	DRIVEWAY
25+54	LT	5	SIDEWALK
25+77	LT	5	SERVICE WALK
27+08	LT	19	DRIVEWAY
28+00	LT	4	SERVICE WALK
28+31	LT	5	SIDEWALK
28+63	LT	20	DRIVEWAY
30+06	LT	7	SIDEWALK
30+91	LT	5	SIDEWALK
31+31 – 31+92	LT	61	SIDEWALK
32+34	LT	5	SIDEWALK
33+24	LT	5	SIDEWALK
33+72	LT	5	SIDEWALK
33+92	LT	0.5	CURB
34+12	LT	0.5	CURB
34+51	LT	0.5	CURB
34+69	LT	0.5	CURB
34+78	LT	5	SIDEWALK
35+18	LT	5	SIDEWALK
35+42	LT	8	SIDEWALK
37+21	LT	4	SERVICE WALK
37+91	LT	21	CURB/DRIVEWAY
38+97	LT	19	CURB/DRIVEWAY
41+32 – 42+83	LT	157	PARKING LOT
42+85	LT	4	SIDEWALK
43+73	LT	5	SIDEWALK
44+34	LT	5	SIDEWALK
45+19	LT	5	SIDEWALK
47+11	LT	5	SIDEWALK
47+32	LT	21	PARKING LOT
47+52	LT	5	SIDEWALK
48+22	LT	5	SIDEWALK
49+38	LT	5	SIDEWALK
50+07	LT	5	SIDEWALK
50+26	LT	5	SIDEWALK
50+35	LT	0.5	CURB
50+59	LT	0.5	CURB
50+68	LT	5	SIDEWALK
52+35	LT	9	SIDEWALK
53+02	LT	5	SIDEWALK
56+00	LT	53	MATCH POINT
56+00 – 62+00	LT	625	STORM SEWER TRENCH
60+30	LT	32	MH ABANDONMENT
60+67	LT	32	MH ABANDONMENT
	WEST SIDE TOTAL	1,341	

STATION	LOCATION	LF	DESCRIPTION
EAST SIDE			
9+43	RT	29	MATCH POINT
9+43	RT	5	SIDEWALK
10+30 – 13+31	RT	309	SIDEWALK/DRIVEWAY
13+76	RT	26	DRIVEWAY
18+03	RT	1	CURB
21+34	RT	15	DRIVEWAY
21+84	RT	10	DRIVEWAY
22+25	RT	9	DRIVEWAY
22+53	RT	6	SERVICE WALK
23+44	RT	17	DRIVEWAY
23+63	RT	5	SIDEWALK
23+82	RT	21	DRIVEWAY
23+92	RT	5	SIDEWALK
24+10	RT	6	SERVICE WALK
26+71	RT	5	SIDEWALK
26+81	RT	5	SERVICE WALK
27+64	RT	4	SERVICE WALK
28+18	RT	3	SERVICE WALK
28+78	RT	4	SERVICE WALK
28+95	RT	5	SIDEWALK
29+45	RT	5	SIDEWALK
29+32	RT	4	SERVICE WALK
29+45	RT	5	SIDEWALK
31+13	RT	5	SIDEWALK
32+96	RT	5	SERVICE WALK
33+09	RT	5	SIDEWALK
33+78	RT	11	DRIVEWAY
34+08	RT	5	SERVICE WALK
34+37	RT	10	DRIVEWAY
34+66	RT	5	SERVICE WALK
35+11	RT	7	SERVICE WALK
35+32	RT	5	SIDEWALK
36+29	RT	5	SIDEWALK
37+08	RT	8	SERVICE WALK
37+80	RT	5	SIDEWALK
38+15	RT	5	SERVICE WALK
38+41	RT	0.5	CURB
38+88	RT	2	SERVICE WALK
39+00	RT	3	SERVICE WALK
39+17	RT	6	SERVICE WALK
42+98	RT	7	SIDEWALK
45+63	RT	10	SIDEWALK
46+23	RT	5	SIDEWALK
46+55	RT	5	SIDEWALK
47+30	RT	5	SIDEWALK
47+65	RT	0.5	CURB
47+80	RT	5	SIDEWALK
48+26	RT	5	SIDEWALK
49+15	RT	8	SIDEWALK
49+37	RT	29	DRIVEWAY
51+15	RT	8	SIDEWALK
51+81	RT	6	SIDEWALK
52+22	RT	6	SIDEWALK
55+97	RT	7	SIDEWALK
56+00	RT	38	MATCH POINT
56+00 – 62+00	RT	661	STORM SEWER TRENCH
	EAST SIDE TOTAL	1,402	

STATION	LOCATION	LF	DESCRIPTION
SIDE ROADS			
9+19	CASS ST	31	MATCH POINT
9+35	CASS ST – RT	5	SIDEWALK
9+38	CASS ST – LT	5	SIDEWALK
10+65	CASS ST – RT	5	SIDEWALK
10+46 – 10+65	CASS ST – LT	24	SIDEWALK
11+12	CASS ST	31	MATCH POINT
9+10	EB MASON ST	38	MATCH POINT
10+89	EB MASON ST	34	MATCH POINT
10+98	WB MASON ST	5	CURB
11+20	WB MASON ST	12	CURB/SIDEWALK
9+19	CHICAGO ST	31	MATCH POINT
9+31	CHICAGO ST – RT	5	SIDEWALK
9+35	CHICAGO ST – LT	5	SIDEWALK
10+78	CHICAGO ST	60	MATCH POINT
9+38	CROOKS ST – RT	5	SIDEWALK
9+26	CROOKS ST	50	MATCH POINT
10+51	CROOKS ST – RT	6	SIDEWALK
10+56	CROOKS ST – RT	5	SIDEWALK
10+75	CROOKS ST	35	MATCH POINT
9+37	MORAVIAN ST	4	CURB
9+55	MORAVIAN ST – RT	5	SIDEWALK
9+44	MORAVIAN ST – LT	5	SIDEWALK
10+78	STUART ST	32	MATCH POINT
10+78	STUART ST – RT	5	SIDEWALK
10+49	STUART ST – LT	5	SIDEWALK
9+39	HOWE ST	4	CURB
9+51	HOWE ST – RT	5	SIDEWALK
9+47	HOWE ST – LT	5	SIDEWALK
9+10 – 9+56	DOTY ST – RT	46	SIDEWALK
9+10	DOTY ST	58	MATCH POINT
10+69	DOTY ST – RT	5	SIDEWALK
10+85	DOTY ST	44	MATCH POINT
8+98	E. WALNUT ST	77	MATCH POINT
8+95 – 9+39	E. WALNUT ST – LT	47	PARKING LOT
11+02	E. WALNUT ST	72	MATCH POINT
9+29	CHERRY ST	37	MATCH POINT
9+45	CHERRY ST – RT	5	SIDEWALK
9+49	CHERRY ST – LT	5	SIDEWALK
10+67	CHERRY ST – RT	7	SIDEWALK
10+51	CHERRY ST – LT	5	SIDEWALK
11+02	CHERRY ST	32	MATCH POINT
9+00	PINE ST	67	MATCH POINT
9+12	PINE ST – LT	0.5	CURB
9+30	PINE ST – LT	0.5	CURB
10+52	PINE ST – RT	5	SIDEWALK
10+56	PINE ST – LT	5	SIDEWALK
11+00	PINE ST	4	CURB
10+49	BODART ST – RT	6	SIDEWALK
10+55	BODART ST – LT	5	SIDEWALK
10+70	BODART ST	52	MATCH POINT
STAGING			
9+55 – 10+32	STAGE 1	77	MONROE AVE
14+70 – 14+83	STAGE 1	13	MONROE AVE
10+00 – 10+88	STAGE 1	88	MASON ST. EB
15+13 – 20+63	STAGE 1	630	MONROE AVE
20+96	STAGE 1	170	MONROE AVE
20+57	STAGE 2	30	MONROE AVE
	SIDE ROAD & STAGING TOTAL	2,055	

PROJECT TOTAL 4,850

REMOVING STREET LIGHTS AND CONCRETE BASES

STATION	LOCATION	SPV.0060.61 REMOVING STREET LIGHTS EACH	* 204.0195 REMOVING CONCRETE BASES EACH
10+67	39' RT	1	1
11+90	38' LT	1	1
12+88	38' RT	1	1
13+97	42' LT	1	1
14+48	73' LT	1	1
14+63	57' RT	1	1
16+33	47' LT	1	1
16+75	47' RT	1	1
17+57	42' RT	1	1
18+17	42' LT	1	1
19+44	37' RT	1	1
20+34	34' LT	1	1
PROJECT TOTAL		12	12

* QUANTITIES LISTED ELESWHERE ON PLAN

ADJUSTING WATER VALVE BOXES
SPV.0060.70

CATEGORY	STATION	EACH
0040	9+43 – 20+00	9
	20+00 – 30+00	9
	30+00 – 40+00	7
	40+00 – 56+00	13
	PROJECT TOTAL	38

ADJUSTING CURB BOXES
SPV.0060.71

CATEGORY	STATION	LOCATION	EACH
0040	11+24	41' LT	1
	11+31	42' RT	1
	11+81	40' LT	1
	12+75	34' RT	1
	13+19	33' RT	1
	13+44	46' RT	1
	13+95	37' RT	1
	17+44	28' RT	1
	17+91	36' LT	1
	18+52	35' RT	1
	18+65	36' RT	1
	19+15	35' RT	1
	19+29	33' LT	1
	19+83	42' RT	1
	21+57	35' RT	1
	22+11	32' LT	1
	22+14	32' RT	1
	23+44	30' LT	1
	23+96	36' RT	1
	24+51	32' LT	1
	24+93	31' LT	1
	25+84	31' LT	1
	27+22	29' RT	1
	27+82	30' RT	1
	28+25	30' LT	1
	28+65	30' RT	1
	29+26	30' RT	1
	29+87	30' RT	1
	30+63	29' RT	1
	34+41	28' RT	1
	34+80	38' RT	1
	34+95	38' RT	1
	38+37	34' RT	1
	38+74	35' RT	1
	42+21	39' LT	2
	42+87	42' RT	1
	43+19	39' RT	1
	44+33	29' RT	1
	44+45	21' RT	1
	47+64	30' RT	2
	51+33	31' RT	1
	53+96	40' RT	1
	55+00	33' RT	1
	PROJECT TOTAL		45

CONCRETE MASONRY

STATION	LOCATION	SPV.0035.02 CY
21+98	MONROE AVE., RT. STEPS	3.3
39+15	MONROE AVE., RT. STEPS	2.9
	PROJECT TOTALS	6.2

NOTE: FROST WALL LOCATIONS UNDER CONCRETE STEPS

TEMPORARY CROSSWALK ACCESS
SPV.0045.01

LOCATION	SEGMENT	SERVICE DAYS	NO	DAYS
STH 57 MAINLINE CROSSINGS	CHICAGO TO MAIN	130	3	390
SIDE STREET CROSSINGS	CHICAGO TO MAIN	130	14	1820
STH 57 MAINLINE CROSSINGS	SOUTH OF CHICAGO	90	2	180
SIDE STREET CROSSINGS	SOUTH OF CHICAGO	90	8	720
		PROJECT TOTAL		3110

STREET SWEEPING
SPV.0075.01

PROJECT	HOURS
1481-07-71	125
PROJECT TOTAL	125

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3

ABANDONING STORM SEWER

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STATION	LOCATION	SPV.0090.03 LESS THAN 12-INCH LF	SPV.0090.04 12-INCH TO 24-INCH LF	SPV.0090.05 GREATER THAN 24-INCH TO 36-INCH LF
9+58 – 10+00	RT	50	–	–
9+44 – 10+00	CASS ST	–	56	–
10+00 – 10+14	CASS ST	14	–	–
13+92 – 15+10	RT & LT	–	81	–
9+73 – 10+56	EB MASON ST	–	97	–
16+15 – 16+60	–	67	–	–
10+36 –10+94	WB MASON ST	–	59	–
20+31 – 20+72	RT	–	42	–
20+41 – 20+75	LT	–	39	–
20+80 – 21+09	RT	–	31	–
20+82 – 20+94	LT	–	14	–
10+33 – 10+64	CHICAGO ST	42	–	–
23+26	RT	–	16	–
23+26	LT	–	17	–
23+27 – 23+94	LT	–	76	–
25+83	RT	16	–	–
25+83	LT	17	–	–
25+85 – 26+17	RT	–	32	–
26+25 – 26+54	RT	29	–	–
10+22 – 10+33	CROOKS ST	40	–	–
28+41	RT	15	–	–
28+41	LT	17	–	–
30+13 – 30+22	LT	9	–	–
30+24	LT	20	–	–
10+05 – 10+37	STUART ST	–	39	–
10+24 – 10+38	STUART ST	38	–	–
31+86 – 32+82	RT	96	–	–
32+44 – 32+66	LT	28	–	–
9+48 – 9+56	HOWE ST	11	–	–
32+85 – 34+67	RT	182	–	–
34+19 – 34+30	RT	21	–	–
34+34 – 34+46	LT	21	–	–
9+52 – 9+76	DOTY ST	44	–	–
9+56 – 9+95	DOTY ST	–	39	–
9+53 – 9+95	DOTY ST	47	–	–
10+39 – 10+44	DOTY ST	12	–	–
10+23 – 10+36	DOTY ST	60	–	–
36+17	LT	17	–	–
36+15 – 36+19	RT	–	14	–
38+36 – 39+96	RT	160	–	–
40+04 – 40+49	RT	45	–	–
40+90 – 41+25	RT	–	46	–
41+28 – 42+26	RT	–	98	–
42+34 – 44+30	RT	–	195	–
44+39 – 44+74	RT	–	35	–
9+58	CHERRY ST	19	–	–
9+59	CHERRY ST	15	–	–
44+81 – 45+09	RT	–	58	–
45+12 – 46+72	RT	–	160	–
46+80 – 48+23	RT	–	142	–
48+28 – 48+52	LT	29	–	–
48+33 – 48+48	RT	–	16	–
9+56	PINE ST	–	27	–
9+57	PINE ST	–	15	–
9+61 – 9+95	PINE ST	–	36	–
10+08 – 10+21	PINE ST	38	–	–
48+72 – 50+00	RT	128	–	–
50+03 – 50+46	RT	43	–	–
50+54 – 52+16	RT	161	–	–
52+16 – 52+34	LT	27	–	–
52+23 – 52+32	RT	13	–	–
10+04 – 10+43	BODART ST	–	–	49
52+54 – 53+69	LT	–	–	115
52+95 – 53+13	RT	45	–	
55+71	LT	28	–	–
55+75	RT	24	–	–
56+74 – 56+97	RT	48	–	–
57+13 – 57+27	RT	–	29	–
57+28 – 57+45	LT	32	–	–
60+16 – 62+13	LT	–	261	–
	PROJECT TOTALS	1,770	1,770	165

SEALING CONCRETE PAVEMENT JOINTS

CATEGORY	STA. – STA.	*LIMITS	LOCATION	SPV.0180.01 SEALING CONCRETE PAVEMENT JOINTS SY
0060	9+43 – 10+00	PROJECT LIMITS – CASS ST	LT	274
	9+43 – 10+00	PROJECT LIMITS – CASS ST	RT	265
	10+00 – 14+85	CASS ST – MASON ST EB RAMPS	LT	1,700
	10+00 – 14+85	CASS ST – MASON ST EB RAMPS	RT	1,615
	14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	LT	2,473
	14+85 – 20+20	MASON ST EB RAMPS – CHICAGO ST	RT	2,630
	20+20 – 26+20	CHICAGO ST – CROOKS ST	LT	1,973
	20+20 – 26+20	CHICAGO ST – CROOKS ST	RT	1,925
	26+20 – 30+50	CROOKS ST – MORAVIAN ST	LT	1,365
	26+20 – 31+60	CROOKS ST – STUART ST	RT	1,693
	30+50 – 32+80	MORAVIAN ST – HOWE ST	LT	773
	31+60 – 35+80	STUART ST – DOTY ST	RT	1,290
	32+80 – 35+80	HOWE ST – DOTY ST	LT	1,072
	35+80 – 41+00	DOTY ST – WALNUT ST	LT	1,977
	35+80 – 41+00	DOTY ST – WALNUT ST	RT	1,972
	41+00 – 44+75	WALNUT ST – CHERRY ST	LT	1,675
	41+00 – 44+75	WALNUT ST – CHERRY ST	RT	1,630
	44+75 – 48+70	CHERRY ST – PINE ST	LT	1,450
	44+75 – 48+70	CHERRY ST – PINE ST	RT	1,335
	48+70 – 52+70	PINE ST – BODART ST	RT	1,300
	48+70 – 56+02	PINE ST – MAIN ST	LT	2,560
	52+70 – 56+02	BODART – MAIN ST.	RT	1,230
	56+02 – 62+10	STORM SEWER TRENCH	–	665
	UNDISTRIBUTED	MONROE AVE	–	350
			PROJECT TOTAL	35,200

*INCLUDES SIDEROAD LOCATIONS

SALVAGE BRICK PAVERS
SPV.0165.10

STATION	LOCATION	S.F.
62+00	LT	570
	PROJECT TOTAL	570

STORM SEWER LATERAL CLEANOUTS 6-INCH
SPV.0060.09

STATION	LOCATION	EACH
UNDISTRIBUTED	MONROE AVE	10
	PROJECT TOTALS	10

DETERMINATION OF ACTIVE STORM SEWER LATERALS
SPV.0060.73

STATION	LOCATION	EACH
19+02	57' LT	1
20+09	76' LT	1
32+85	73' RT	1
33+42	74' LT	1
34+05	69' LT	1
38+23	90' LT	1
38+41	55' RT	1
39+19	104' LT	1
46+43	69' RT	1
48+25	51' LT	1
54+25	87' LT	1
54+60	54' RT	1
55+00	58' RT	1
55+38	87' LT	1
58+84	63' RT	1
9+30 MORAVIAN ST	40' RT	1
UNDISTRIBUTED	–	10
	PROJECT TOTALS	26

12 AWG ELECTRICAL WIRE FOR STREET LIGHTING

LIGHT POLE	655.0612 12 AWG LF
30' POLES	
LP-1	255
LP-2	255
LP-3	255
LP-4	255
LP-5	255
LP-6	255
LP-7	255
LP-8	195
LP-9	195
LP-10	255
LP-11	195
LP-12	195
LP-13	255
LP-14	255
LP-15	255
LP-16	255
LP-17	195
LP-18	255
LP-19	195
LP-20	195
LP-21	255
LP-22	195
LP-23	255
LP-24	255
LP-25	255
LP-26	255
LP-27	255
LP-28	255
LP-29	255
LP-30	255
LP-31	255
LP-32	255
LP-33	255
LP-34	255
LP-35	255
30' POLE TOTAL	

LIGHT POLE	655.0612 12 AWG LF
30' POLES	
LP-36	255
LP-38	255
LP-37	255
LP-39	255
LP-40	255
LP-41	255
LP-42	255
LP-43	255
LP-44	195
LP-45	195
LP-46	195
LP-47	195
LP-48	195
LP-49	195
LP-50	195
LP-51	195
LP-52	255
LP-53	255
LP-54	255
LP-55	255
LP-56	255
LP-57	255
LP-58	195
LP-59	255
LP-60	195
LP-61	255
LP-62	195
LP-63	195
LP-64	255
LP-65	195
LP-66	255
LP-67	255
LP-68	255
LP-69	255
LP-71	255
30' POLE TOTAL	16,590

LIGHT POLE	655.0612 12 AWG LF
15' POLES	
PLP-1	60
PLP-2	60
PLP-3	60
PLP-4	60
PLP-5	60
PLP-6	60
PLP-7	60
PLP-8	60
PLP-9	60
PLP-10	60
PLP-11	60
PLP-12	60
PLP-13	60
PLP-14	60
PLP-15	60
PLP-16	60
PLP-17	60
PLP-18	60
PLP-19	60
PLP-20	60
PLP-21	60
PLP-22	60
15' POLE TOTAL	2,580

LIGHT POLE	655.0612 12 AWG LF
15' POLES	
PLP-23	60
PLP-24	60
PLP-25	60
PLP-26	60
PLP-27	60
PLP-28	60
PLP-29	60
PLP-30	60
PLP-31	60
PLP-32	60
PLP-33	60
PLP-34	60
PLP-35	60
PLP-36	60
PLP-37	60
PLP-38	60
PLP-39	60
PLP-40	60
PLP-41	60
PLP-42	60
PLP-44	60

NOTE: ITEM 655.0612 IS CATEGORY 0030
12 AGW FOR EACH LUMINAIRE AND OUTLET FESTOON

PROJECT TOTAL 19,170

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STORM SEWER STRUCTURES

STRUCT. NO.	STATION	LOCATION	MANHOLES SPV.0060.01 4–FT DIA. EACH	MANHOLES SPV.0060.02 5–FT DIA. EACH	MANHOLES SPV.0060.03 6–FT DIA. EACH	MANHOLES SPV.0060.05 8–FT DIA. EACH	MANHOLES SPV.0060.06 10–FT DIA. EACH	APRON ENDWALL 523.0543 CRPCHE 43X68 INCH EACH	INLETS SPV.0060.10 CITY STANDARD INLET EACH	INLETS SPV.0060.11 CITY SPECIAL INLET EACH	INLET COVERS SPV.0060.12 INLET COVERS STANDARD EACH	INLET COVERS SPV.0060.13 INLET COVERS SPECIAL EACH	MANHOLE COVERS SPV.0060.08 MANHOLE COVERS SPECIAL EACH	RIM ELEVATION	FLOWLINE OF STRUCTURE	STRUCTURE DEPTH
1	9+38	0.53' LT	1	–	–	–	–	–	–	–	–	–	1	124.40	118.22	5.18
2	10+00	17.63' RT	–	–	1	–	–	–	–	–	–	–	1	125.54	117.96	6.58
2.1	10+44.17 (CASS)	20.07' RT	–	–	–	–	–	–	1	–	1	–	–	125.70	121.50	3.43
2.2	9+56.45	30.39' RT	–	–	–	–	–	–	1	–	1	–	–	126.05	121.63	3.65
2.3	9+52.95	30.05' LT	–	–	–	–	–	–	1	–	1	–	–	125.96	121.92	3.27
3	10+63.32 (CASS)	15.61' LT	–	–	–	–	–	–	1	–	1	–	–	126.45	121.09	4.59
4	11+43.32	5.15' RT	–	–	–	–	–	–	1	–	1	–	–	120.57	115.15	4.65
5	11+90	33.15' LT	–	–	–	–	–	–	1	–	1	–	–	118.16	113.64	3.75
6	12+24.91	33.15' RT	–	–	–	–	–	–	1	–	1	–	–	117.39	112.66	3.96
7	12+64.21	18.02' RT	1	–	–	–	–	–	–	–	–	–	1	116.55	111.3	4.25
8	14+41.70	33.15' RT	–	–	–	–	–	–	1	–	1	–	–	112.08	107.35	3.96
9	14+64.49	17.92' RT	–	1	–	–	–	–	–	–	–	–	1	111.86	105.76	5.10
9.1	14+61.07	5.15' RT	–	–	–	–	–	–	–	1	–	1	–	112.16	106.29	5.16
9.2	14+61.06	5.15' LT	–	–	–	–	–	–	–	1	–	1	–	112.07	106.58	4.78
9.3	14+64.43	28.61' LT	–	–	1	–	–	–	–	–	–	–	1	111.60	106.65	3.95
9.4	14+13.06	33.12' LT	–	–	–	–	–	–	1	–	1	–	–	112.64	107.91	3.96
9.5	14+32.45	62.63' LT	1	–	–	–	–	–	–	–	–	–	1	113.66	107.28	5.38
9.6	9+23.90 (MASON EB)	19.15' RT	–	–	–	–	–	–	–	1	–	1	–	112.26	107.65	3.90
9.7	9+13.73 (MASON EB)	19.13' RT	–	–	–	–	–	–	–	1	–	1	–	112.36	107.69	3.96
9.8	9+49.84 (MASON EB)	19.14' LT	–	–	–	–	–	–	–	1	–	1	–	111.20	107.06	3.43
10	10+57.52 (MASON EB)	13.86' LT	–	–	–	–	–	–	–	1	–	1	–	111.05	106.01	4.33
11	15+77.54	34.50' RT	–	–	–	–	–	–	1	–	1	–	–	109.76	105.01	3.98
12	16+41.34	34.50' RT	–	–	–	–	–	–	1	–	1	–	–	109.13	104.30	4.06
13	16+60.65	17.00' RT	–	–	–	1	–	–	–	–	–	–	1	109.09	101.42	6.67
13.1	10+99.60 (MASON WB)	8.14' LT	–	–	–	–	–	–	–	1	–	1	–	108.44	103.92	3.81
14	16+35.03	34.50' LT	–	–	–	–	–	–	1	–	1	–	–	109.10	103.9	4.43
15	17+36	2.00' RT	1	–	–	–	–	–	–	–	–	–	1	108.58	101.09	6.49
16	18+21.50	34.50' RT	–	–	–	–	–	–	1	–	1	–	–	107.30	102.46	4.07
17	18+39.80	34.50' LT	–	–	–	–	–	–	1	–	1	–	–	107.14	102.39	3.98
18	20+32.21	34.51' RT	–	–	–	–	–	–	–	1	–	1	–	105.28	100.92	3.65
18.1	20+26.22	34.49' RT	–	–	–	–	–	–	–	1	–	1	–	105.31	101.19	3.41
19	20+38.93	34.49' LT	–	–	–	–	–	–	–	1	–	1	–	105.25	100.91	3.63
19.1	20+28.93	34.48' LT	–	–	–	–	–	–	–	1	–	1	–	105.30	101.20	3.39
20	20+81.50	0.00' RT	–	1	–	–	–	–	–	–	–	–	1	106.18	99.83	5.35
20.1	10+65.02 (CHICAGO)	22.65' RT	–	–	–	–	–	–	1	–	1	–	–	105.70	101.3	3.63
20.2	10+64+75 (CHICAGO)	22.66' LT	–	–	–	–	–	–	1	–	1	–	–	105.44	101.73	2.94
21	9+39.43 (CHICAGO)	15.59' RT	–	–	–	–	–	–	1	–	1	–	–	105.44	101.28	3.39
21.1	9+39.44 (CHICAGO)	15.84' LT	–	–	–	–	–	–	1	–	1	–	–	105.43	101.65	3.01
22	21+22.15	34.49' LT	–	–	–	–	–	–	1	–	1	–	–	105.63	101.29	3.57
23	21+30.05	34.50' RT	–	–	–	–	–	–	1	–	1	–	–	105.67	101.26	3.64
24	23+70	0.00' RT	–	1	–	–	–	–	–	–	–	–	1	105.27	98.99	5.28
24.1	23+70	26.50' LT	–	–	–	–	–	–	1	–	1	–	–	104.77	100.6	3.40
25	24+05	26.50' RT	–	–	–	–	–	–	1	–	1	–	–	104.67	100.43	3.47
26	25+79.29	26.49' LT	–	–	–	–	–	–	1	–	1	–	–	104.14	99.92	3.45
27	25+87.36	26.51' RT	–	–	–	–	–	–	1	–	1	–	–	104.12	99.88	3.47
28	26+20.94	0.00' RT	–	–	–	1	–	–	–	–	–	–	1	104.52	97.51	6.01
29	10+42.56 (CROOKS)	17.96' RT	–	–	–	–	–	–	1	–	1	–	–	103.90	99.31	3.82
29.1	10+39.70 (CROOKS)	17.81' LT	–	–	–	–	–	–	1	–	1	–	–	104.04	99.30	3.97
30	9+52.36 (CROOKS)	20.62' RT	–	–	–	–	–	–	1	–	1	–	–	104.10	99.4	3.93
30.1	9+52.55 (CROOKS)	20.50' LT	–	–	–	–	–	–	1	–	1	–	–	104.10	99.36	3.97
31	26+58.64	26.52' RT	–	–	–	–	–	–	–	1	–	1	–	103.84	99.68	3.45
32	26+62.38	26.51' LT	–	–	–	–	–	–	–	1	–	1	–	103.90	99.72	3.47
33	28+70.94	26.50' RT	–	–	–	–	–	–	1	–	1	–	–	103.81	99.51	3.53
34	30+19	0.00'	–	–	–	1	–	–	–	–	–	–	1	103.87	97.11	5.76
34.1	30+10.45	26.50' RT	–	–	–	–	–	–	1	–	1	–	–	103.40	98.67	3.96
34.2	30+07.18	26.50' LT	–	–	–	–	–	–	–	1	–	1	–	103.40	98.14	4.55
34.3	9+57.35 (MORAVIAN)	15.50' RT	–	–	–	–	–	–	–	1	–	1	–	103.28	98.5	4.07
35	31+38.33	0.00'	–	–	–	1	–	–	–	–	–	–	1	103.58	96.99	5.59
35.5	31+81.88	53.0' LT	1	–	–	–	–	–	–	–	–	–	1	103.38	96.96	5.42
35.1	31+32.41	26.50' LT	–	–	–	–	–	–	–	1	–	1	–	103.00	98.3	3.99
35.2	31+29.94	26.50' RT	–	–	–	–	–	–	1	–	1	–	–	102.90	97.97	4.16
35.3	10+42.35	15.17' RT	–	–	–	–	–	–	–	1	–	1	–	103.10	98.33	4.06
35.4	10+50.24	16.85' LT	–	–	–	–	–	–	–	1	–	1	–	102.40	98.46	3.23
36	10+60 (STUART)	0.00'	1	–	–	–	–	–	–	–	–	–	1	103.54	97.12	5.42
37	32+50.24	26.50' LT	–	–	–	–	–	–	1	–	1	–	–	103.07	98.35	3.95
38	9+57.54 (HOWE)	15.59' LT	–	–	–	–	–	–	–	1	–	1	–	102.68	97.93	4.04
38.1	9+57.46 (HOWE)	15.61' RT	–	–	–	–	–	–	–	1	–	1	–	102.90	98.31	3.88
39	34+80	26.50' LT	–	–	–	–	–	–	–	1	–	1	–	102.40	97.69	4.00
39.1	34+89	26.50' LT	–	–	–	–	–	–	–	1	–	1	–	102.42	97.98	3.73
40	34+89	26.50' RT	–	–	–	–	–	–	–	1	–	1	–	102.31	97.68	3.92
40.1	34+80	26.50' RT	–	–	–	–	–	–	–	1	–	1	–	102.26	97.97	3.58
41	35+82.70	0.00'	–	–	–	–	1	–	–	–	–	–	1	103.34	96.55	5.79
41.1	9+52.42 (DOTY)	22.62' RT	–	–	–	–	–	–	1	–	1	–	–	103.15	97.83	4.55
41.2	9+52.66 (DOTY)	22.52' LT	–	–	–	–	–	–	1	–	1	–	–	102.92	98.35	3.80
42	10+45.50 (DOTY)	0.84' LT	1	–	–	–	–	–	–	–	–	–	1	103.16	96.87	5.29

gflohr, W:\PROJECTS\W0059\970220\00\03-Quantities\25 MQ.dwg, 25 mq, Plot Date: 1/20/2014 10:27 AM, xrefs:none

STORM SEWER STRUCTURES

STRUCT. NO.	STATION	LOCATION	MANHOLES SPV.0060.01 4-FT DIA. EACH	MANHOLES SPV.0060.02 5-FT DIA. EACH	MANHOLES SPV.0060.03 6-FT DIA. EACH	MANHOLES SPV.0060.05 8-FT DIA. EACH	MANHOLES SPV.0060.06 10-FT DIA. EACH	APRON ENDWALL 523.0543 CRPCHE 43X68 INCH EACH	INLETS SPV.0060.10 CITY STANDARD INLET EACH	INLETS SPV.0060.11 CITY SPECIAL INLET EACH	INLET COVERS SPV.0060.12 INLET COVERS STANDARD EACH	INLET COVERS SPV.0060.13 INLET COVERS SPECIAL EACH	MANHOLE COVERS SPV.0060.08 MANHOLE COVERS SPECIAL EACH	RIM ELEVATION	FLOWLINE OF STRUCTURE	STRUCTURE DEPTH
42.1	10+46 (DOTY)	23.36' RT	–	–	–	–	–	–	1	–	1	–	–	102.80	98.02	4.01
42.2	10+45.80 (DOTY)	19.77' LT	–	–	–	–	–	–	–	1	–	1	–	102.83	97.81	4.31
43	9+47 (DOTY)	0.00'	1	–	–	–	–	–	–	–	–	–	1	103.35	97.00	5.35
44	36+23.13	26.49' RT	–	–	–	–	–	–	1	–	1	–	–	103.03	98.61	3.65
45	36+31.06	26.50' LT	–	–	–	–	–	–	–	1	–	1	–	103.14	98.54	3.89
46	38+15.79	32.95' RT	–	–	–	–	–	–	1	–	1	–	–	103.96	99.48	3.71
47	38+36	0.00'	–	–	–	–	1	–	–	–	–	–	1	105.35	96.3	8.05
47.1	38+36	35.51' LT	–	–	–	–	–	–	1	–	1	–	–	104.07	99.34	3.96
48	40+00	33.50' RT	–	–	–	–	–	–	1	–	1	–	–	104.69	99.52	4.40
49	40+89.83	0.00'	–	–	–	1	–	–	–	–	–	–	1	105.57	96.04	8.53
50	10+61.94 (E WALNUT)	28.29' RT	–	–	–	–	–	–	1	–	1	–	–	105.24	100.17	4.30
50.1	10+70.96 (E WALNUT)	30.20' LT	–	–	–	–	–	–	1	–	1	–	–	105.30	100.13	4.40
51	9+23.93 (E WALNUT)	22.77' RT	1	–	–	–	–	–	–	–	–	–	1	104.88	98.68	5.20
51.1	9+34.44 (E WALNUT)	27.97' RT	–	–	–	–	–	–	1	–	1	–	–	104.73	99.6	4.36
51.2	9+36.16 (E WALNUT)	29.33' LT	–	–	–	–	–	–	1	–	1	–	–	104.77	99.98	4.02
52	42+34	33.50' RT	–	–	–	–	–	–	–	1	–	1	–	104.63	99.1	4.82
52.1	42+25	33.50' RT	–	–	–	–	–	–	–	1	–	1	–	104.62	99.75	4.16
53	42+94.85	35.51' LT	–	–	–	–	–	–	1	–	1	–	–	104.57	99.29	4.51
54	44+33.77	26.80' RT	–	–	–	–	–	–	1	–	1	–	–	104.01	98.69	4.55
55	44+34.30	27.05' LT	–	–	–	–	–	–	1	–	1	–	–	104.01	98.69	4.55
56	44+78.60	0.00'	–	–	–	1	–	–	–	–	–	–	1	104.64	95.65	7.99
57	10+51.24 (CHERRY)	1.26' LT	1	–	–	–	–	–	–	–	–	–	1	104.45	99.78	3.67
57.1	10+49.94 (CHERRY)	22.31' RT	–	–	–	–	–	–	1	–	1	–	–	104.34	99.88	3.69
57.2	10+51.24 (CHERRY)	15.71' LT	–	–	–	–	–	–	1	–	1	–	–	104.32	99.84	3.71
58	9+48.37 (CHERRY)	0.43' LT	1	–	–	–	–	–	–	–	–	–	1	104.59	100.2	3.39
58.1	9+52.31 (CHERRY)	18.67' RT	–	–	–	–	–	–	1	–	1	–	–	104.30	100.28	3.25
58.2	9+52.59 (CHERRY)	18.69' LT	–	–	–	–	–	–	1	–	1	–	–	104.34	100.27	3.30
59	46+60.77	26.49' LT	–	–	–	–	–	–	1	–	1	–	–	103.72	98.73	4.22
60	46+76.50	26.51' RT	–	–	–	–	–	–	1	–	1	–	–	103.68	98.67	4.24
61	48+19.83	26.49' LT	–	–	–	–	–	–	–	1	–	1	–	103.14	97.97	4.46
61.1	48+28.83	26.49' LT	–	–	–	–	–	–	–	1	–	1	–	103.08	98.54	3.83
62	48+28.10	26.50' RT	–	–	–	–	–	–	–	1	–	1	–	103.08	97.94	4.43
62.1	48+19.10	26.50' RT	–	–	–	–	–	–	–	1	–	1	–	103.14	98.51	3.92
63	10+52.53 (PINE)	15.68' LT	–	–	–	–	–	–	1	–	1	–	–	103.20	97.95	4.48
63.1	10+52.48 (PINE)	15.51' RT	–	–	–	–	–	–	1	–	1	–	–	103.30	98.49	4.04
64	9+44.72 (PINE)	5.50' RT	–	1	–	–	–	–	–	–	–	–	1	103.50	96.92	5.58
64.1	9+52.38 (PINE)	24.56' RT	–	–	–	–	–	–	–	1	–	1	–	103.30	98.69	3.90
64.2	9+52.56 (PINE)	24.57' LT	–	–	–	–	–	–	–	1	–	1	–	103.20	98.46	4.03
65	49+20.5	0.00'	–	–	–	1	–	–	–	–	–	–	1	103.90	95.34	7.56
66	50+50.23	26.50' RT	–	–	–	–	–	–	1	–	1	–	–	102.93	98.21	3.95
67	52+11	26.50' LT	–	–	–	–	–	–	–	1	–	1	–	102.29	97.65	3.93
67.1	52+20	26.50' LT	–	–	–	–	–	–	–	1	–	1	–	102.28	97.98	3.59
68	52+20	26.50' RT	–	–	–	–	–	–	–	1	–	1	–	102.40	97.71	3.98
68.1	52+11	26.49' RT	–	–	–	–	–	–	–	1	–	1	–	102.42	98.08	3.63
69	10+58.5	18.32' RT	–	1	–	–	–	–	–	–	–	–	1	102.53	94.75	6.78
69.1	10+42.38	25.92' RT	–	–	–	–	–	–	–	1	–	1	–	102.23	97.09	4.43
69.2	10+48.79	25.91' LT	–	–	–	–	–	–	–	1	–	1	–	102.20	97.57	3.92
70	53+70.59	0.00'	–	–	–	1	–	–	–	–	–	–	1	102.78	95.07	6.71
71	54+41.32	33.50' RT	–	–	–	–	–	–	1	–	1	–	–	101.90	97.6	3.53
72	55+00	0.00'	–	–	–	–	1	–	–	–	–	–	1	102.10	95	6.10
73	55+66.15	26.49' LT	–	–	–	–	–	–	–	1	–	1	–	101.02	96.61	3.70
73.1	55+53	26.80' LT	–	–	–	–	–	–	–	1	–	1	–	101.09	96.91	3.47
74	55+84.69	33.51' RT	–	–	–	–	–	–	–	1	–	1	–	101.03	96.38	3.94
75	57+45.70	31.03' LT	–	–	–	–	–	–	1	–	1	–	–	100.65	96.26	3.62
76	58+00	0.00'	–	–	–	–	1	–	–	–	–	–	1	101.80	94.82	5.98
77	61+16.19	1.71' RT	–	–	–	–	–	–	1	–	1	–	–	105.21	98.17	6.27
78	61+63.83	17.40' LT	–	–	–	–	1	–	–	–	–	–	1	108.71	94.6	13.11
79	62+09.42	70.51' LT	–	–	–	–	1	–	–	–	–	–	1	107.91	94.55	12.36
EW1	62+61.96	104.72' LT	–	–	–	–	–	1	–	–	–	–	–	–	94.50	–
80	62+17.97	86.70' LT	1	–	–	–	–	–	–	–	–	–	1	106.00	94.23	10.77
		PROJECT TOTALS	12	5	2	8	6	1	58	43	58	43	33			

LOCATION IS TO CENTER OF STRUCTURE FOR THE MANHOLES
LOCATION IS TO CENTER BACK OF CURB FOR INLETS
LOCATION IS TO CENTER OF DISCHARGE FOR ENDWALL
FLOW LINE OF STRUCTURE = LOWEST PIPE FLOW LINE ELEVATION EXITING STRUCTURES

RIM ELEVATION = FINISHED EDGE OF PAVEMENT (FLANGE) FOR STUCTURES WITH CITY STANDARD AND CITY SPECIAL CASTINGS
RIM ELEVATION = TOP OF CASTING FOR STRUCTURES WITH SPECIAL MANHOLE CASTING

STRUCTURE DEPTH = RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 8 1/2" FOR CITY SPECIAL INLET WITH CITY SPECIAL CASTING
STRUCTURE DEPTH = RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 9 1/4" FOR CITY STANDARD INLET WITH CITY STANDARD CASTING
STRUCTURE DEPTH = RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 12" FOR ALL MANHOLES WITH MANHOLE COVER SPECIAL

NOTE: STRUCTURE DEPTH DOES NOT INCLUDE ANY PART OF THE STRUCTURE BELOW THE FLOW LINE OF THE STRUCTURE. PROVIDE STRUCTURES WITH A 6.0' MINIMUM DIMENSION FROM RIM ELEVATION TO BOTTOM OF BASE.

gflohr, W:\PROJECTS\W0059\970220\00\03-Quantities\26 MQ.dwg, 26 mq, Plot Date: 1/20/2014 10:28 AM, xrefs:none

STORM SEWER LATERALS

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STATION	LOCATION	SPV.0090.01 SS LATERAL 6–INCH LF	SPV.0090.02 SS LATERAL 12–INCH LF	REMARKS
*10+77	LT	58	–	
*10+85	RT	22	–	
*11+27	LT	–	58	CONNECT TO EXIST. 10" RCP
*11+34	RT	22	–	
*11+80	RT	–	22	CONNECT TO EXIST. 10" RCP
*12+04	LT	–	60	CONNECT TO EXIST. 10" RCP
*12+69	RT	–	23	CONNECT TO EXIST. 10" RCP
*13+16	RT	22	–	
*13+30	RT	–	22	CONNECT TO EXIST. 10" RCP
*13+78	RT	–	22	CONNECT TO EXIST. 10" RCP
*17+44	RT	–	38	CONNECT TO EXIST. 10" RCP
*18+14	RT	–	39	CONNECT TO EXIST. 10" RCP
*18+29	LT	–	40	CONNECT TO EXIST. 10" RCP
*19+17	RT	–	39	CONNECT TO EXIST. 10" RCP
*19+23	LT	–	40	CONNECT TO EXIST. 10" RCP
*19+89	LT	–	40	CONNECT TO EXIST. 10" RCP
*20+23	RT	–	40	
*21+71	RT	–	40	
*21+83	LT	–	40	
*21+92	RT	–	40	
*22+33	LT	–	40	
*22+98	LT	40	–	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
*23+29	LT	40	–	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
23+31	RT	–	33	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
23+80	LT	–	32	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
23+93	RT	–	32	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
24+62	RT	–	32	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
24+78	LT	–	32	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
26+67	RT	31	–	
27+49	LT	32	–	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
27+78	RT	–	31	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
27+94	LT	32	–	
28+31	LT	32	–	CONNECT TO EXIST. 6" CLAY
28+33	RT	31	–	CONNECT TO EXIST. 6" CLAY
28+79	LT	–	32	CONNECT TO EXIST. INLET LEAD
28+84	LT	–	32	CONNECT TO EXIST. 6" PVC
28+90	RT	–	32	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
29+45	RT	–	31	CONNECT TO EXIST. 6" CLAY
29+84	LT	–	32	CONNECT TO EXIST. 6" CLAY
29+93	RT	–	32	CONNECT TO EXIST. 6" CLAY
30+67	RT	31	–	CONNECT TO EXIST. 6" CLAY
31+12	LT	–	32	
*32+90	RT	–	32	CONNECT TO EXIST. 12" PVC
33+86	LT	–	32	CONNECT TO EXIST. 6" CLAY
33+89	RT	–	32	
34+67	RT	–	32	
34+84	LT	–	32	
35+27	RT	–	32	
36+90	LT	32	–	CONNECT TO EXIST. 6" CLAY
37+41	RT	–	34	CONNECT TO EXIST. 6" CLAY
*38+36	RT	–	43	CONNECT TO EXIST. 6" CLAY
*38+36	LT	–	22	**CONNECT TO EXIST. LATERALS
*38+61	LT	42	–	CONNECT TO EXIST. 6" CLAY
*39+07	RT	–	40	
*39+66	LT	–	42	CONNECT TO EXIST. 6" CLAY
*39+49	RT	–	40	CONNECT TO EXIST. 6" CLAY
*41+58	RT	–	42	
*42+25	LT	–	42	
*42+50	RT	–	40	CONNECT TO EXIST. 6" CLAY
43+76	LT	–	35	CONNECT TO EXIST. 6" CLAY
*43+89	RT	–	40	CONNECT TO EXIST. 6" CLAY
*44+38	RT	–	40	CONNECT TO EXIST. 6" CLAY
45+99	LT	–	32	**CONNECT TO EXIST. 6" LATERAL
46+24	LT	–	32	CONNECT TO EXIST. 6" CLAY
46+42	RT	–	31	CONNECT TO EXIST. 6" CLAY
47+47	LT	–	32	CONNECT TO EXIST. 6" CLAY
47+73	RT	–	32	CONNECT TO EXIST. 6" CLAY
48+05	RT	–	32	
49+77	RT	–	32	CONNECT TO EXIST. 6" CLAY
49+79	LT	–	32	CONNECT TO EXIST. 8" CONC.
50+01	LT	–	32	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
51+13	RT	–	32	CONNECT TO EXIST. 6" CLAY
51+62	LT	–	32	CONNECT TO EXIST. 8" CLAY
51+78	RT	–	32	CONNECT TO EXIST. 6" CLAY
*53+78	LT	–	45	CONNECT TO EXIST. 8" CONC.
*54+70	RT	–	40	CONNECT TO EXIST. 8" CONC.
*55+13	RT	–	40	CONNECT TO EXIST. 8" CONC.
*55+74	RT	–	43	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
57+14	RT	–	29	
*57+82	LT	–	36	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
*58+80	RT	–	35	
*58+93	LT	35	–	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
60+16	LT	–	7	**CONTRACTOR TO VERIFY LATERAL SIZE & PIPE MATERIAL
PROJECT TOTALS		502	2,368	

*TEMPORARY SIDEWALK (ASPHALTIC SURFACE TEMPORARY) REQUIRED. QUANTITIES LISTED ELSEWHERE ON PLAN
**CONNECT TO EXISTING LATERAL. CONTRACTOR TO VERIFY EXISTING LATERAL SIZE AND MATERIAL
REDUCERS REQUIRED TO MATCH EXISTING STORM LATERAL SIZES

ELECTRICAL WIRE & CONDUIT FOR STREET LIGHTING

LOCATION FROM	LOCATION TO	655.0625 6 AWG LF	655.0635 2 AWG LF	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
WEST SIDE				
LP-1	LP-3	111	222	101
LP-3	PLP-1	74	148	64
PLP-1	LP-5	92	184	82
LP-5	PLP-3	114	228	104
PLP-3	PB-L1	135	270	125
LP-7	PB-L1	53	106	43
PB-L1	LP-9	54	108	44
PB-L1	PB-L3	170	340	160
PB-L3	LP-11	27	54	17
PB-L3	PLP-5	62	124	52
PLP-5	LP-13	86	172	76
LP-13	PLP-7	95	190	85
PLP-7	LP-15	95	190	85
LP-15	PLP-9	126	252	116
PLP-9	PB-L5	51	102	41
PB-L5	LP-17	18	36	8
PB-L5	PB-L7	97	194	87
PB-L7	LP-19	44	88	34
PB-L7	PLP-11	51	102	41
PLP-11	LP-21	86	172	76
LP-21	PLP-13	104	208	94
PLP-13	LP-23	103	206	93
LP-23	PLP-15	109	218	99
PLP-15	LP-25	73	146	63
LP-25	PLP-17	86	172	76
PLP-17	LP-27	81	162	71
LP-27	PLP-19	113	226	103
PLP-19	LP-29	109	218	99
LP-29	PB-L9	73	146	63
PB-L9	LP-31	38	76	28
PB-L9	PLP-21	94	188	84
PLP-21	LP-33	49	98	39
LP-33	PLP-23	123	246	113
PLP-23	LP-35	87	174	77
LP-35	PLP-25	128	256	118
PLP-25	PB-L11	120	240	110
PB-L11	LP-37	20	40	10
PB-L11	LP-39	42	84	32
PB-L11	PLP-27	103	206	93
PLP-27	LP-41	115	230	105
LP-41	PLP-29	106	212	96
PLP-29	LP-43	102	204	92
LP-43	PB-L13	115	230	105
PB-L13	LP-45	20	40	10
PB-L13	LP-47	51	102	41
PB-L13	PB-L15	129	258	119
PB-L15	LP-49	51	102	41
PB-L15	LP-51	20	40	10
PB-L15	LP-53	120	240	110
LP-53	PLP-31	137	274	127
PLP-31	LP-55	61	122	51
LP-55	PB-L17	89	178	79
PB-L17	LP-57	31	62	21
PB-L17	LP-59	21	42	11
PB-L17	PLP-33	107	214	97
PLP-33	LP-61	106	212	96
LP-61	PB-L19	141	282	131
PB-L19	LP-63	22	44	12
PB-L19	PB-L21	87	174	77
PB-L21	LP-65	34	68	24
PB-L21	PLP-35	16	32	6
PLP-35	LP-67	89	178	79
LP-67	PLP-37	114	228	104
PLP-37	LP-69	98	196	88
LP-69	PLP-39	97	194	87
PLP-39	LP-71	113	226	103
LP-71	PLP-41	132	264	122
WEST SIDE TOTALS		5,620	11,240	4,950
EAST SIDE				
LP-2	PLP-2	55	110	45
PLP-2	LP-4	77	154	67
LP-4	PLP-4	100	200	90
PLP-4	LP-6	91	182	81
LP-6	PLP-6	83	166	73
PLP-6	PB-L2	95	190	85
PB-L2	LP-8	18	36	8
PB-L2	LP-10	50	100	40
PB-L2	PB-L4	102	204	92
PB-L4	LP-12	29	58	19
PB-L4	PB-L6	161	322	151
PB-L6	LP-14	29	58	19
PB-L6	PLP-8	69	138	59
PLP-8	LP-16	70	140	60
LP-16	PLP-10	111	222	101
PLP-10	PB-L8	135	270	125
PB-L8	PLP-12	16	32	6
PLP-12	LP-18	44	88	34
PB-L8	LP-20	42	84	32
PB-L8	PB-L10	110	220	100
PB-L10	FP-1	80	160	30
PB-L10	LP-22	21	42	11
PB-L10	PLP-14	118	236	108
PLP-14	LP-24	85	170	75
LP-24	PLP-16	121	242	111
PLP-16	LP-26	112	224	102
LP-26	PLP-18	63	126	53
PLP-18	LP-28	82	164	72
LP-28	PLP-20	107	214	97
PLP-20	LP-30	103	206	93
LP-30	PLP-22	116	232	106
PLP-22	LP-32	89	178	79
LP-32	PLP-24	84	168	74
PLP-24	PB-L12	102	204	92
PB-L12	LP-34	29	58	19
PB-L12	LP-36	70	140	60
LP-36	PLP-26	108	216	98
PLP-26	LP-38	107	214	97
LP-38	PLP-28	93	186	83
PLP-28	LP-40	138	276	128
LP-40	PLP-30	88	176	78
PLP-30	LP-42	104	208	94
LP-42	PLP-32	116	232	106
PLP-32	PB-L14	126	252	116
PB-L14	LP-44	31	62	21
PB-L14	LP-46	34	68	24
PB-L14	FP-2	105	210	95
FP-2	LP-48	43	86	33
FP-2	LP-50	26	52	16
FP-2	PLP-34	112	224	102
PLP-34	LP-52	116	232	106
LP-52	PB-L16	104	208	94
PB-L16	LP-54	27	54	17
PB-L16	PLP-36	90	180	80
PLP-36	LP-56	93	186	83
LP-56	PLP-38	113	226	103
PLP-38	PB-L18	134	268	124
PB-L18	LP-58	18	36	8
PB-L18	LP-60	40	80	30
PB-L18	PB-L20	81	162	71
PB-L20	LP-62	28	56	18
PB-L20	PLP-40	105	210	95
PLP-40	LP-64	116	232	106
LP-64	PLP-42	101	202	91
PLP-42	LP-66	133	266	123
LP-66	PLP-44	61	122	51
PLP-44	LP-68	116	232	106
EAST SIDE TOTALS		5,576	11,152	4,866
STREET LIGHT UNDERGROUND SERVICE				
PB-L7	FP-1	208	416	94
PB-L15	FP-2	186	372	83
UNDERGROUD TOTALS		394	788	177
PROJECT TOTALS		11,600	23,200	10,000

*QUANTITIES LISTED ELSEWHERE ON PLAN

NOTES ALL ITEMS ON THIS TABLE ARE CATEGORY 0020
2 AWG AND 6 AWG ARE FROM BASE TO BASE

ADJUST TRACER WIRE BOXES
SPV.0060.74

STATION	LOCATION	EACH
11+43	LT	1
11+82	LT	1
17+44	LT	1
17+47	RT	1
17+70	LT	1
18+67	RT	1
19+16	RT	1
19+25	LT	1
22+26	LT	1
28+24	RT	1
39+10	RT	1
42+26	LT	1
42+51	RT	1
43+22	RT	1
43+71	RT	1
55+14	RT	1
55+57	RT	1
PROJECT TOTALS		17

PULL BOXES FOR TRAFFIC SIGNAL INTERCONNECT

PULL BOX NO.	STATION	LOCATION	* SPV.0060.16 PULL BOXES POLYMER CONCRETE 24X36X36 INCH EACH
PB-C1	15+82.7	45.2' RT	1
PB-C2	16+21.6	38.6' RT	1
PB-C3	16+96.7	39.6' RT	1
PB-C4	20+14.6	35.6' RT	1
PB-C5	21+33.8	38.3' RT	1
PB-C6	25+89.4	31.4' RT	1
PB-C7	26+55.2	32.1' RT	1
PB-C8	31+25.6	29.5' RT	1
PB-C9	31+95.6	29.7' RT	1
PB-C10	35+41.5	32.0' RT	1
PB-C11	36+22.7	31.7' RT	1
PB-C12	40+28	39.0' RT	1
PB-C13	41+57.9	37.5' RT	1
PB-C14	44+40.9	33.7'RT	1
PB-C15	45+09.7	33.0' RT	1
PB-C16	48+33.8	29.3' RT	1
PB-C17	49+28	29.8' RT	1
PB-C18	52+24.3	29.7'RT	1
PB-C19	53+25.9	38.0' RT	1
PB-C20	55+84	36.8' RT	1
PROJECT TOTAL			20

*QUANTITIES LISTED ELSEWHERE ON PLAN

CONDUIT RIGID NONMETALLIC SCHEDULE 40, FIBER OPTIC WARNING TAPE, AND FIBER OPTIC TRACER CABLE

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	SPV.0090.51 FIBER OPTIC WARNING TAPE L.F.	SPV.0090.52 FIBER OPTIC TRACER CABLE L.F.	SPV.0090.55 FIBER OPTIC INTERCONNECT CABLE L.F.
CB-1	PB-C1	6	6	6	18
PB-C1	PB-C2	39	39	39	51
PB-C2	PB-C3	75	75	75	87
PB-C3	PB-C4	318	318	318	330
PB-C4	PB-C5	120	120	120	132
PB-C5	CB-1	32	32	32	44
PB-C5	PB-C6	456	456	456	468
PB-C6	PB-C7	66	66	66	78
PB-C7	PB-C8	470	470	470	482
PB-C8	PB-C9	70	70	70	82
PB-C9	PB-C10	346	346	346	358
PB-C10	PB-C11	81	81	81	93
PB-C11	PB-C12	410	410	410	422
PB-C12	PB-C13	130	130	130	142
PB-C13	CB-1	26	26	26	38
PB-C13	PB-C14	283	283	283	295
PB-C14	PB-C15	69	69	69	81
PB-C15	PB-C16	323	323	323	335
PB-C16	CB-1	22	22	22	34
PB-C16	PB-C17	95	95	95	107
PB-C17	PB-C18	296	296	296	308
PB-C18	PB-C19	102	102	102	114
PB-C19	PBC-20	258	258	258	270
PB-C20	EXIST CABINET	45	45	45	57
PROJECT TOTALS		4,140	4,140	4,140	4,430

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: QUANTITIES LISTED IN TABLE ARE FOR TRAFFIC SIGNAL INTERCONNECT

ABANDON VAULT
SPV.0165.02

STATION	LOCATION	SF	REMARKS
21+08, 35' LT.	MONROE	140	WPS VAULT
40+57, 36' LT.	MONROE	140	WPS VAULT
49+05, 57' LT.	MONROE	140	WPS VAULT
UNDISTRIBUTED	MONROE	60	
PROJECT TOTAL		480	

LIGHTING SUMMARY

CATEGORY	LP/PLP/PB/FP	STATION	LOCATION	SPV.0060.15 PULL BOXES POLYMER CONCRETE 17X30X36 INCH EACH	* SPV.0060.21 CONCRETE BASES SPECIAL TYPE 2 EACH	SPV.0060.23 CONCRETE BASE DECO EACH	* SPV.0060.45 POLE T2 30-FOOT EACH	SPV.0060.46 LUMINAIRE ARM SPECIAL 6-FOOT EACH	SPV.0060.60 STREET LIGHT UNDERGROUND SERVICE EACH	SPV.0060.63 WALLPACK LIGHTING EACH	SPV.0060.64 LUMINAIRES SPECIAL HPS 150 WATTS EACH	SPV.0060.65 LUMINAIRES SPECIAL HPS 250 WATTS EACH	SPV.0060.66 LUMINAIRE UTILITY POST TOP EACH	SPV.0060.67 LUMINAIRE CROSS ARM AND WALL BRACKET EACH	SPV.0060.68 PEDESTRIAN POLE 15 FOOT WITH BASE EACH	REMARKS
0020	LP-1	9+49	32.3' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-2	10+59 CASS ST	13.4' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-3	10+49	38.9' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-4	11+20	38.2' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-5	11+95	28.9' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-6	12+90	38.2' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-7	13+80	38.9' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-8	14+41	36.2' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-9	9+29 EB MASON ST OFF RAMP	21.8' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-10	10+65 EB MASON ST ON RAMP	18.8' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-11	15+72	47.4' LT	-	-	-	-	-	-	1	-	-	1	1	-	-
	LP-12	15+50	52.9' RT	-	-	-	-	-	-	1	-	-	1	1	-	-
	LP-13	17+12	39.5' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-14	16+76	49.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-15	18+82	39.5' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-16	18+08	39.5' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-17	20+31	37.0' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-18	19+93	39.5' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-19	9+41 CHICAGO ST	22.0' LT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-20	10+59 CHICAGO ST	28.7' RT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-21	22+41	39.3' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-22	21+24	43.8' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-23	24+27	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-24	23+14	31.5' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-25	25+89	30.9' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-26	25+27	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-27	27+36	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-28	26+52	29.1' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-29	29+38	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-30	28+42	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-31	9+56 MORAVIAN ST	18.1' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-32	30+27	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-33	31+23	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-34	10+43 STUART ST	21.4' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-35	33+13	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-36	32+52	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-37	35+32	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-38	34+47	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-39	9+43 DOTY ST	27.9' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-40	36+58	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-41	37+38	32.6' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-42	38+29	38.6' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-43	39+25	40.5' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-44	40+32	36.1' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-45	40+20	38.0' LT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-46	10+70 WALNUT ST	30.6' RT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-47	9+34 WALNUT ST	32.4' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-48	10+68 WALNUT ST	32.7' LT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-49	9+30 WALNUT ST	31.8' LT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-50	41+55	36.0' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-51	41+56	38.0' LT	-	-	-	-	1	-	-	1	-	1		-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-52	42+56	40.5' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-53	43+48	32.4' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-54	10+44 CHERRY ST	25.7' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-55	44+33	29.6' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-56	46+04	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-57	9+56 CHERRY ST	21.3' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-58	48+23	29.0' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-59	45+22	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-60	10+53 PINE ST	18.0' RT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-61	47+04	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-62	49+17	29.0' RT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-63	48+24	29.0' LT	-	-	-	-	1	-	-	1	-	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-64	51+01	29.0' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-65	9+50 PINE ST	27.0' LT	-	-	-	-	1	-	-	-	1	1	-	-	LIGHT ON TRAFFIC SIGNAL POLE
	LP-66	53+15	33.2' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-67	49+94	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-68	54+71	38.5' RT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-69	51+85	29.0' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	LP-71	53+74	39.5' LT	-	1	-	1	1	-	-	1	-	1	1	-	-
	"LP" TOTALS			0	49	0	49	68	0	2	60	8	70	51	0	

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LIGHTING SUMMARY

CATEGORY	LP/PLP/PB/FP	STATION	LOCATION	SPV.0060.15 PULL BOXES POLYMER CONCRETE 17X30X36 INCH EACH	* SPV.0060.21 CONCRETE BASES SPECIAL TYPE 2 EACH	SPV.0060.23 CONCRETE BASE DECO EACH	* SPV.0060.45 POLE T2 30-FOOT EACH	SPV.0060.46 LUMINAIRE ARM SPECIAL 6-FOOT EACH	SPV.0060.60 STREET LIGHT UNDERGROUND SERVICE EACH	SPV.0060.63 WALLPACK LIGHTING EACH	SPV.0060.64 LUMINAIRES SPECIAL HPS 150 WATTS EACH	SPV.0060.65 LUMINAIRES SPECIAL HPS 250 WATTS EACH	SPV.0060.66 LUMINAIRE UTILITY POST TOP EACH	SPV.0060.67 LUMINAIRE CROSS ARM AND WALL BRACKET EACH	SPV.0060.68 PEDESTRIAN POLE 15 FOOT WITH BASE EACH
0020	PLP-1	11+13	38.9' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-2	10+52	38.3' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-3	12+99	38.3' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-4	12+09	38.1' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-5	16+36	45.9' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-6	13+63	38.1' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-7	17+97	39.6' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-8	17+48	42.9' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-9	19+98	49.9' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-10	19+08	39.6' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-11	21+65	39.7' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-12	20+27	40.9' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-13	23+34	32.2' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-14	22+39	34.4' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-15	25+26	30.2' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-16	24+24	30.3' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-17	26+65	29.9' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-18	25+80	29.1' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-19	28+39	29.0' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-20	27+49	28.9' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-21	30+84	29.6' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-22	29+47	28.9' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-23	32+36	29.0' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-24	31+01	28.3' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-25	34+31	29.9' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-26	33+50	29.1' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-27	36+33	31.1' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-28	35+30	29.0' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-29	38+34	40.7' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-30	37+35	33.1' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-31	43+82	32.9' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-32	39+35	38.5' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-33	46+09	28.6' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-34	42+41	38.0' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-35	49+16	30.5' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-36	45+20	29.9' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-37	50+98	29.0' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-38	47+06	29.8' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-39	52+72	30.3' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-40	49+95	30.8' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-41	54+96	43.1' LT	-	-	1	-	-	-	-	-	-	1		1
	PLP-42	51+92	30.8' RT	-	-	1	-	-	-	-	-	-	1		1
	PLP-44	53+66	35.8' RT	-	-	1	-	-	-	-	-	-	1		1
	"PLP" TOTALS			0	0	43	0	0	0	0	0	0	43	0	43
	PB-L1	14+23	38.0' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L2	14+48	37.7' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L3	15+85	37.4' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L4	15+39	37.3' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L6	16+89	36.7' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L5	20+38	38.1' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L7	21+25	36.3' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L8	20+32	40.7' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L9	30+00	26.5' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L10	21+32	36.1' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L11	35+41	30.3' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L12	31+93	27.9' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L13	40+29	38.4' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L14	40+48	49.3' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L15	41+47	38.9' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L16	44+41	31.3' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L17	45+12	28.3' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L18	48+30	32.8' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L19	48+35	31.7' LT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L20	49+01	34.7' RT	1	-	-	-	-	-	-	-	-	-	-	-
	PB-L21	49+11	29.9' LT	1	-	-	-	-	-	-	-	-	-	-	-
	FP-1	10+57 CHICAGO ST	31.8' LT	-	-	-	-	-	1	-	-	-	-	-	-
	FP-2	41+42	44.3' RT	-	-	-	-	-	1	-	-	-	-	-	-
	"PB & FP" TOTALS			21	0	0	0	0	2	0	0	0	0	0	0
	PROJECT TOTALS			21	49	43	49	68	2	2	60	8	113	51	43

* QUANTITIES LISTED ELSEWHERE IN PLAN

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INTERSECTION OF MONROE AVENUE & MASON STREET

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CABLE TRAFFIC SIGNAL & LOOP DETECTOR LEAD IN CABLE

FROM	TO	* 655.0230 5–14 AWG LF	* 655.0240 7–14 AWG LF	* 655.0260 12–14 AWG LF	* 655.0270 15–14 AWG LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF
CB1	SB1	–	30	–	–	–
SB1	HEAD 7	20	–	–	–	–
CB1	SB2	–	26	–	–	–
SB2	HEAD PH2–2	18	–	–	–	–
SB2	B	–	–	–	–	6
CB1	SB3	–	–	–	102	–
SB3	HEAD 17	60	–	–	–	–
SB3	HEAD 18	50	–	–	–	–
SB3	HEAD 20	20	–	–	–	–
CB1	SB4	–	103	–	–	–
SB4	HEAD PH6–1	18	–	–	–	–
SB4	B	–	–	–	–	6
CB1	SB5	–	–	163	–	–
SB5	HEAD PH6–2	18	–	–	–	–
SB5	HEAD PH8–1	18	–	–	–	–
SB5	B	–	–	–	–	6
SB5	B	–	–	–	–	6
CB1	SB6	–	–	177	–	–
SB6	HEAD 12	–	20	–	–	–
SB6	HEAD 19	20	–	–	–	–
CB1	SB7	–	–	211	–	–
SB7	HEAD 13	–	20	–	–	–
SB7	HEAD 21	20	–	–	–	–
CB1	SB8	–	–	290	–	–
SB8	HEAD 14	60	–	–	–	–
SB8	HEAD 15	50	–	–	–	–
CB1	SB9	–	–	277	–	–
SB9	HEAD PH8–2	18	–	–	–	–
SB9	HEAD PH6–4	18	–	–	–	–
SB9	B	–	–	–	–	6
SB9	B	–	–	–	–	6
CB1	SB10	–	297	–	–	–
SB10	HEAD 22	20	–	–	–	–
CB1	SB11	–	274	–	–	–
SB11	HEAD PH6–3	18	–	–	–	–
SB11	B	–	–	–	–	6
CB1	SB12	–	269	–	–	–
SB12	HEAD 16	20	–	–	–	–
CB1	SB13	–	–	201	–	–
SB13	HEAD 2	20	–	–	–	–
SB13	HEAD 9	20	–	–	–	–
CB1	SB14	–	–	164	–	–
SB14	HEAD PH4–2	18	–	–	–	–
SB14	B	–	–	–	–	6
CB1	SB15	–	156	–	–	–
SB15	HEAD 3	20	–	–	–	–
CB1	SB16	–	–	–	102	–
SB16	HEAD 4	20	–	–	–	–
SB16	HEAD 5	20	–	–	–	–
SB16	HEAD 10	20	–	–	–	–
CB1	SB17	–	92	–	–	–
SB17	HEAD 6	20	–	–	–	–
CB1	SB18	–	–	76	–	–
SB18	HEAD PH4–1	18	–	–	–	–
SB18	HEAD PH2–1	18	–	–	–	–
SB18	B	–	–	–	–	6
SB18	B	–	–	–	–	6
CB1	SB19	–	85	–	–	–
SB19	HEAD 11	20	–	–	–	–
CB1	SB20	–	–	76	–	–
SB20	HEAD 1	20	–	–	–	–
SB20	HEAD 8	20	–	–	–	–
TOTALS		720	1,370	1,640	205	60

*QUANTITIES LISTED ELSEWHERE ON PLAN

CONCRETE BASES

BASE NO.	STATION	LOCATION	* 654.0101 CONCRETE BASES TYPE 1 EACH	* SPV.0060.21 CONCRETE BASES SPECIAL TYPE 2 EACH	* SPV.0060.22 CONCRETE BASES SPECIAL TYPE 3 EACH
SB1	15+80.1	36.0' RT	1	–	–
SB2	15+75.2	46.5' RT	1	–	–
SB3	15+12.5	42.5' RT	–	–	1
SB4	15+05.6	46.5' RT	1	–	–
SB5	14+52.6	43.2' RT	1	–	–
SB6	14+40.6	36.2' RT	–	1	–
SB7	14+58	0.00'	1	–	–
SB8	14+18.9	41.3' LT	–	–	1
SB9	14+31.5	44.2' LT	1	–	–
SB10	9+28.6 EB MASON ST. (OFF RAMP)	21.8' RT	–	1	–
SB11	15+11.4	45.8' LT	1	–	–
SB12	15+10.7	36.4' LT	1	–	–
SB13	15+72.8	36.6' LT	1	–	–
SB14	16+10.5	45.8' LT	1	–	–
SB15	16+23.2	36.6' LT	1	–	–
SB16	16+05.3	5.2' RT	1	–	–
SB17	16+41.2	36.2' RT	1	–	–
SB18	16+15.6	42.8' RT	1	–	–
SB19	10+49.6 WB MASON ST. (OFF RAMP)	11.9' LT	1	–	–
SB20	15+55.1	5.1' RT	1	–	–
	TOTALS		16	2	2

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	* 652.0225 2–INCH LF	* 652.0235 3–INCH LF
CB1	PB1	–	12
PB1	PB15	43	–
PB1	PB16	48	–
PB1	PB2	–	140
PB2	PB3	–	102
PB3	PB4	32	–
PB4	PB5	174	–
PB3	PB6	–	94
PB6	PB7	–	112
PB7	PB8	–	156
PB8	PB9	23	–
PB8	PB11	–	214
PB11	PB12	182	–
PB11	PB14	–	154
PB14	PB13	31	–
PB14	PB1	–	82
PB1	SB1	8	–
PB1	SB2	4	–
PB2	SB3	4	–
PB2	SB4	5	–
PB3	SB5	8	–
PB3	SB6	22	–
PB6	SB7	3	–
PB7	SB8	20	–
PB7	SB9	7	–
PB7	SB10	27	–
PB8	SB11	9	–
PB8	SB12	4	–
PB11	SB13	49	–
PB11	SB14	13	–
PB11	SB15	4	–
PB14	SB16	33	–
PB14	SB17	23	–
PB14	SB18	7	–
PB14	SB19	17	–
PB15	SB20	5	–
TOTALS		805	1,070

*QUANTITIES LISTED ELSEWHERE ON PLAN

ELECTRICAL SERVICE METER BREAKER PEDESTAL

BASE NO.	LOCATION	656.0200.01 L.S.
CB1	MONROE AVENUE & MASON STREET	1
	TOTAL	1

TRAFFIC SIGNAL CONTROLLER & CABINET

BASE NO.	* SPV.0060.55 TRAFFIC SIGNAL CONTROLLER & CABINET EACH	* SPV.0060.56 TRAFFIC SIGNAL GROUND SLEEVE EACH
CB1	1	1
TOTALS	1	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

LOOP DETECTORS

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE FT x FT	# OF TURNS	* 652.0800 CONDUIT LOOP DETECTOR LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	* 655.0800 LOOP DETECTOR WIRE L.F.
2–A	PB12	18+03	19.0' LT	6' X 20'	4	68	306	272
2–S1	PB13	16+20	20.7' LT	6' X 20'	3	84	78	252
2–S2	PB13	16+20	3.3' LT	6' X 20'	3	62	78	186
B–S	PB8	15+24	18.2' LT	6' X 20'	3	78	231	234
5–S	PB15	15+49	2.0' LT	6' X 20'	3	70	49	210
6–A	PB5	12+60	17.7' RT	6' X 20'	4	68	333	272
6–S	PB4	14+38	18.4' RT	6' X 20'	3	70	159	210
A–S	PB15	15+59	20.5' RT	6' X 20'	3	62	49	186
D–A	PB10	8+50	0.00'	6' X 20'	4	–	353	280
D–S1	PB9	9+49	5.6' LT	6' X 20'	3	74	254	222
D–S2	PB7	9+50	15.2' RT	6' X 20'	3	92	230	276
E–A	PB16	10+92	0.00'	6' X 12'	4	46	54	184
E–S	PB1	10+48	0.00'	6' X 12'	3	64	6	192
				TOTALS		840	2,180	2,980

*QUANTITIES LISTED ELSEWHERE ON PLAN
STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP

NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	* 655.0515 10 AWG LF
CB–1	SB1	20
SB1	SB2	18
SB2	SB3	90
SB3	SB4	15
SB4	SB5	76
SB5	SB6	36
SB6	SB7	84
SB7	SB8	91
SB8	SB9	33
SB9	SB10	40
SB10	SB11	126
SB11	SB12	19
SB12	SB13	172
SB13	SB14	68
SB14	SB15	23
SB15	SB16	126
SB16	SB17	62
SB17	SB18	36
SB18	SB19	30
SB19	SB20	124
SB20	CB–1	66
TOTAL		1,360

*QUANTITIES LISTED ELSEWHERE ON PLAN

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ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

INTERSECTION OF MONROE AVENUE & MASON STREET

PULL BOXES

PULL BOX NO.	STATION	LOCATION	* SPV.0060.16 PULL BOXES POLYMER CONCRETE 24X36X36 INCH EACH	* SPV.0060.17 PULL BOXES POLYMER CONCRETE 11X18X18 INCH EACH
PB1	15+78.5	44.1' RT	1	–
PB2	15+08.4	42.3' RT	1	–
PB3	10+48.4 EB MASON ST. (ON RAMP)	27.9' RT	1	–
PB4	14+28.5	36.9' RT	–	1
PB5	12+54.6	35.8' RT	–	1
PB6	14+57.2	3.0' RT	1	–
PB7	14+62.8	49.0' LT	1	–
PB8	15+14.6	37.5' LT	1	–
PB9	9+43.8 EB MASON ST. (OFF RAMP)	27.2' LT	–	1
PB11	16+21.7	40.2' LT	1	–
PB12	18+03.2	37.0' LT	–	1
PB13	16+18.4	4.9' RT	–	1
PB14	16+18.5	36.0' RT	1	–
PB15	15+60.5	5.3' RT	1	–
PB16	10+91.4 WB MASON ST. (OFF RAMP)	10.9' RT	–	1
	TOTALS		9	6

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 L.S.
MONROE AVENUE & MASON STREET	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION GPS INSTALLATION CABLE

FROM	TO	* SPV.0090.53 L.F.
CB1	HEAD A	230
CB1	HEAD B	120
CB1	HEAD C	120
CB1	HEAD D	220
	TOTAL	690

*QUANTITIES LISTED ELSEWHERE ON PLAN

EMERGENCY VEHICLE PREEMPTION

LOCATION	* SPV.0060.50 CARD RACK EACH	* SPV.0060.51 MULTIMODE PHASE SELECTOR EACH	* SPV.0060.52 INTERSECTION EQUIPMENT EACH	* SPV.0060.57 AUXILIARY INTERFACE PANEL EACH
CB1	1	1	–	1
SB7	–	–	1	–
SB16	–	–	1	–
SB4	–	–	1	–
SB13	–	–	1	–
TOTALS	1	1	4	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

TRAFFIC SIGNAL FACES, BACKPLATES, AND LED MODULES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0110 TRAFFIC SIGNAL FACE 3–12 INCH VERTICAL EACH	* 658.0115 TRAFFIC SIGNAL FACE 4–12 INCH VERTICAL EACH	* 658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12–INCH EACH	* 658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12–INCH EACH	* 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16–INCH EACH
1	SB20	1	–	1	–	–
2	SB13	1	–	1	–	–
3	SB15	1	–	1	–	–
4	SB16	1	–	1	–	–
5	SB16	1	–	1	–	–
6	SB17	1	–	1	–	–
7	SB1	1	–	1	–	–
8	SB20	1	–	1	–	–
9	SB13	1	–	1	–	–
10	SB16	1	–	1	–	–
11	SB19	1	–	1	–	–
12	SB6	–	1	–	1	–
13	SB7	–	1	–	1	–
14	SB8	1	–	1	–	–
15	SB8	1	–	1	–	–
16	SB12	1	–	1	–	–
17	SB3	1	–	1	–	–
18	SB3	1	–	1	–	–
19	SB6	1	–	1	–	–
20	SB3	1	–	1	–	–
21	SB7	1	–	1	–	–
22	SB10	1	–	1	–	–
PH2–1	SB18	–	–	–	–	1
PH2–2	SB2	–	–	–	–	1
PH4–1	SB18	–	–	–	–	1
PH4–2	SB14	–	–	–	–	1
PH6–1	SB4	–	–	–	–	1
PH6–2	SB5	–	–	–	–	1
PH6–3	SB11	–	–	–	–	1
PH6–4	SB9	–	–	–	–	1
PH8–1	SB5	–	–	–	–	1
PH8–2	SB9	–	–	–	–	1
TOTALS		20	2	20	2	10

*QUANTITIES LISTED ELSEWHERE ON PLAN

PEDESTAL BASES, TRAFFIC SIGNAL STANDARDS, PEDESTRIAN PUSH BUTTONS, POLES, MONOTUBE POLES & ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10–FT EACH	* 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13–FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH	SPV.0060.35 MONOTUBE POLE T3 WITH 30–FOOT ARM EACH	SPV.0060.37 MONOTUBE POLE T3 WITH 35–FOOT ARM EACH	* SPV.0060.42 POLE T2 30–FOOT EACH
SB1	1	–	1	–	–	–	–
SB2	1	1	–	1	–	–	–
SB3	–	–	–	–	–	1	–
SB4	1	1	–	1	–	–	–
SB5	1	1	–	2	–	–	–
SB6	–	–	–	–	–	–	1
SB7	1	–	1	–	–	–	–
SB8	–	–	–	–	1	–	–
SB9	1	1	–	2	–	–	–
SB10	–	–	–	–	–	–	1
SB11	1	1	–	1	–	–	–
SB12	1	–	1	–	–	–	–
SB13	1	–	1	–	–	–	–
SB14	1	1	–	1	–	–	–
SB15	1	–	1	–	–	–	–
SB16	1	–	1	–	–	–	–
SB17	1	–	1	–	–	–	–
SB18	1	1	–	2	–	–	–
SB19	1	–	1	–	–	–	–
SB20	1	–	1	–	–	–	–
TOTALS	16	7	9	10	1	1	2

*QUANTITIES LISTED ELSEWHERE ON PLAN

PROJECT NO: 1481–07–71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	MISCELLANEOUS QUANTITIES	SHEET: 196	E

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ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CABLE TRAFFIC SIGNAL & LOOP DETECTOR LEAD IN CABLE

FROM	TO	* 655.0230 5–14 AWG LF	* 655.0240 7–14 AWG LF	* 655.0260 12–14 AWG LF	* 655.0270 15–14 AWG LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF
CB1	SB1	–	–	–	46	–
SB1	HEAD 7	–	70	–	–	–
SB1	HEAD 8	60	–	–	–	–
SB1	HEAD 9	50	–	–	–	–
CB1	SB2	–	–	47	–	–
SB2	HEAD PH6–1	18	–	–	–	–
SB2	HEAD PH8–2	18	–	–	–	–
SB2	B	–	–	–	–	6
SB2	B	–	–	–	–	6
CB1	SB3	–	–	67	–	–
SB3	HEAD 11	20	–	–	–	–
SB3	HEAD 16	20	–	–	–	–
CB1	SB4	–	148	–	–	–
SB4	HEAD 12	20	–	–	–	–
CB1	SB5	–	–	132	–	–
SB5	HEAD PH4–1	18	–	–	–	–
SB5	HEAD PH6–2	18	–	–	–	–
SB5	B	–	–	–	–	6
SB5	B	–	–	–	–	6
CB1	SB6	–	–	133	–	–
SB6	HEAD 1	–	20	–	–	–
SB6	HEAD 10	20	–	–	–	–
CB1	SB7	–	–	–	218	–
SB7	HEAD 2	–	65	–	–	–
SB7	HEAD 3	55	–	–	–	–
SB7	HEAD 4	45	–	–	–	–
CB1	SB8	–	–	211	–	–
SB8	HEAD PH2–1	18	–	–	–	–
SB8	HEAD PH4–2	18	–	–	–	–
SB8	B	–	–	–	–	6
SB8	B	–	–	–	–	6
CB1	SB9	–	–	229	–	–
SB9	HEAD 13	20	–	–	–	–
SB9	HEAD 14	20	–	–	–	–
CB1	SB10	–	151	–	–	–
SB10	HEAD 15	20	–	–	–	–
CB1	SB11	–	–	132	–	–
SB11	HEAD PH2–2	18	–	–	–	–
SB11	HEAD PH8–1	18	–	–	–	–
SB11	B	–	–	–	–	6
SB11	B	–	–	–	–	6
CB1	SB12	–	–	135	–	–
SB12	HEAD 5	20	–	–	–	–
SB12	HEAD 6	–	20	–	–	–
	TOTALS	515	475	1,090	265	48

*QUANTITIES LISTED ELSEWHERE ON PLAN

CONCRETE BASES

BASE NO.	STATION	LOCATION	* 654.0101 CONCRETE BASES TYPE 1 EACH	* SPV.0060.22 CONCRETE BASES SPECIAL TYPE 3 EACH
SB1	21+24.4	43.8' RT	–	1
SB2	21+18.1	46.8' RT	1	–
SB3	10+61.4 CHICAGO ST.	24.7' LT	1	–
SB4	10+59.5 CHICAGO ST.	28.7' RT	–	1
SB5	20+46.8	46.1' RT	1	–
SB6	20+33.7	37.0' RT	1	–
SB7	20+31.3	37.0' LT	–	1
SB8	20+51.2	45.1' LT	1	–
SB9	9+41.7 CHICAGO ST.	17.9' RT	1	–
SB10	9+40.5 CHICAGO ST.	22.0' LT	–	1
SB11	21+13.3	45.5' LT	1	–
SB12	21+23.4	37.0' LT	1	–
		TOTALS	8	4

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

ELECTRICAL SERVICE METER BREAKER PEDESTAL

BASE NO.	LOCATION	656.0200.02 L.S.
CB1	MONROE AVENUE & CHICAGO STREET	1
	TOTAL	1

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	* 652.0225 2–INCH LF	* 652.0235 3–INCH LF
CB1	PB1	–	48
PB1	PB6	50	–
PB1	PB2	–	156
PB2	PB4	–	158
PB4	PB3	43	–
PB4	PB5	–	140
PB5	PB1	–	162
PB1	SB1	6	–
PB1	SB2	7	–
PB1	SB3	27	–
PB2	SB4	24	–
PB2	SB5	8	–
PB2	SB6	9	–
PB4	SB7	15	–
PB4	SB8	8	–
PB4	SB9	26	–
PB5	SB10	24	–
PB5	SB11	5	–
PB5	SB12	8	–
	TOTALS	260	665

*QUANTITIES LISTED ELSEWHERE ON PLAN

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.02 L.S.
MONROE AVENUE & CHICAGO STREET	1
TOTAL	1

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	* 655.0515 10 AWG LF
CB1	SB2	37
SB2	SB3	40
SB3	SB4	141
SB4	SB5	38
SB5	SB6	23
SB6	SB7	115
SB7	SB8	29
SB8	SB9	40
SB9	SB10	132
SB10	SB11	35
SB11	SB12	19
SB12	SB1	107
SB1	CB1	36
	TOTAL	792

*QUANTITIES LISTED ELSEWHERE ON PLAN

EMERGENCY VEHICLE PREEMPTION GPS INSTALLATION CABLE

FROM	TO	* SPV.0090.53 L.F.
CB1	HEAD A	266
CB1	HEAD B	106
CB1	HEAD C	184
CB1	HEAD D	185
	TOTAL	741

*QUANTITIES LISTED ELSEWHERE ON PLAN

EMERGENCY VEHICLE PREEMPTION

LOCATION	* SPV.0060.50 CARD RACK EACH	* SPV.0060.51 MULTIMODE PHASE SELECTOR EACH	* SPV.0060.52 INTERSECTION EQUIPMENT EACH	* SPV.0060.57 AUXILARY INTERFACE PANEL
CB1	1	1	–	1
SB1	–	–	1	–
SB4	–	–	1	–
SB7	–	–	1	–
SB10	–	–	1	–
TOTALS	1	1	4	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

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ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

LOOP DETECTORS

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE FT x FT	# OF TURNS	* 652.0800 CONDUIT LOOP DETECTOR LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	* 655.0800 LOOP DETECTOR WIRE L.F.
11	PB3	20+20	3' RT	6' X 20'	3	62	218	186
51	PB6	21+56	3' LT	6' X 20'	3	62	74	186
					TOTALS	125	295	370

*QUANTITIES LISTED ELSEWHERE ON PLAN
STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

PULL BOXES

PULL BOX NO.	STATION	LOCATION	* SPV.0060.16 PULL BOXES POLYMER CONCRETE 24X36X36 INCH EACH	* SPV.0060.17 PULL BOXES POLYMER CONCRETE 11X18X18 INCH EACH
PB1	21+20.1	39.9' RT	1	–
PB2	20+42.1	39.3' RT	1	–
PB3	20+19.9	5.1' LT	–	1
PB4	20+45.7	39.3' LT	1	–
PB5	21+15.9	40.6' LT	1	–
PB6	21+55.6	4.9' LT	–	1
	PROJECT TOTALS		4	2

*QUANTITIES LISTED ELSEWHERE ON PLAN

NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY.
REFER TO THE SPECIAL PROVISIONS.

TRAFFIC SIGNAL FACES, BACKPLATES, AND LED MODULES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0110 TRAFFIC SIGNAL FACE 3–12 INCH VERTICAL EACH	* 658.0115 TRAFFIC SIGNAL FACE 4–12 INCH VERTICAL EACH	* 658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12–INCH EACH	* 658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12–INCH EACH	* 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16–INCH EACH
1	SB6	–	1	–	1	–
2	SB7	–	1	–	1	–
3	SB7	1	–	1	–	–
4	SB7	1	–	1	–	–
5	SB12	1	–	1	–	–
6	SB12	–	1	–	1	–
7	SB1	–	1	–	1	–
8	SB1	1	–	1	–	–
9	SB1	1	–	1	–	–
10	SB6	1	–	1	–	–
11	SB3	1	–	1	–	–
12	SB4	1	–	1	–	–
13	SB9	1	–	1	–	–
14	SB9	1	–	1	–	–
15	SB10	1	–	1	–	–
16	SB3	1	–	1	–	–
PH2–1	SB8	–	–	–	–	1
PH2–2	SB11	–	–	–	–	1
PH4–1	SB5	–	–	–	–	1
PH4–2	SB8	–	–	–	–	1
PH6–1	SB2	–	–	–	–	1
PH6–2	SB5	–	–	–	–	1
PH8–1	SB11	–	–	–	–	1
PH8–2	SB2	–	–	–	–	1
	TOTALS	12	4	12	4	8

*QUANTITIES LISTED ELSEWHERE ON PLAN

VEHICULAR VIDEO DETECTION SYSTEM 4–CAMERA

LOCATION	SPV.0105.10 L.S.
MONROE AVENUE & CHICAGO STREET	1
TOTAL	1

VIDEO CAMERA NUMBER	SIGNAL BASE NO.
VDC1	SB7
VDC2	SB1
VDC3	SB4
VDC4	SB10

PEDESTAL BASES, TRAFFIC SIGNAL STANDARDS, PEDESTRIAN PUSH BUTTONS, POLES, MONOTUBE POLES & ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10–FT EACH	* 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13–FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH	* SPV.0060.32 MONOTUBE POLE T3 WITH 25–FOOT ARM EACH	* SPV.0060.39 MONOTUBE POLE T4 WITH 40–FOOT ARM EACH	* SPV.0060.40 MONOTUBE POLE T4 WITH 45–FOOT ARM EACH
SB1	–	–	–	–	–	–	1
SB2	1	1	–	2	–	–	–
SB3	1	–	1	–	–	–	–
SB4	–	–	–	–	1	–	–
SB5	1	1	–	2	–	–	–
SB6	1	–	1	–	–	–	–
SB7	–	–	–	–	–	1	–
SB8	1	1	–	2	–	–	–
SB9	1	–	1	–	–	–	–
SB10	–	–	–	–	1	–	–
SB11	1	1	–	2	–	–	–
SB12	1	–	1	–	–	–	–
TOTALS	8	4	4	8	2	1	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

VIDEO DETECTION AND TRAFFIC SIGNAL CONTROLLER & CABINET

BASE NO.	* SPV.0060.53 VIDEO DETECTION MONITOR EACH	* SPV.0060.54 RACK MOUNTED VIDEO DETECTION ETHERNET DEVICE EACH	* SPV.0060.55 TRAFFIC SIGNAL CONTROLLER & CABINET EACH	* SPV.0060.56 TRAFFIC SIGNAL GROUND SLEEVE EACH
CB1	1	1	1	1
TOTALS	1	1	1	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

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INTERSECTION OF MONROE AVENUE & WALNUT STREET

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CABLE TRAFFIC SIGNAL & LOOP DETECTOR LEAD IN CABLE

FROM	TO	* 655.0230 5–14 AWG LF	* 655.0240 7–14 AWG LF	* 655.0260 12–14 AWG LF	* 655.0270 15–14 AWG LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF
CB1	SB1	–	–	38	–	–
SB1	HEAD PH6–1	18	–	–	–	–
SB1	HEAD PH8–2	18	–	–	–	–
SB1	B	–	–	–	–	6
SB1	B	–	–	–	–	6
CB1	SB2	–	–	59	–	–
SB2	HEAD 11	–	20	–	–	–
SB2	HEAD 20	20	–	–	–	–
CB1	SB3	–	–	–	161	–
SB3	HEAD 12	–	62	–	–	–
SB3	HEAD 13	52	–	–	–	–
SB3	HEAD 14	40	–	–	–	–
CB1	SB4	–	–	135	–	–
SB4	HEAD PH4–1	18	–	–	–	–
SB4	HEAD PH6–2	18	–	–	–	–
SB4	B	–	–	–	–	6
SB4	B	–	–	–	–	6
CB1	SB5	–	–	141	–	–
SB5	HEAD 1	–	20	–	–	–
SB5	HEAD 10	20	–	–	–	–
CB1	SB6	–	–	–	239	–
SB6	HEAD 2	–	64	–	–	–
SB6	HEAD 3	54	–	–	–	–
SB6	HEAD 4	42	–	–	–	–
CB1	SB7	–	–	228	–	–
SB7	HEAD PH2–1	18	–	–	–	–
SB7	HEAD PH4–2	18	–	–	–	–
SB7	B	–	–	–	–	6
SB7	B	–	–	–	–	6
CB1	SB8	–	–	248	–	–
SB8	HEAD 15	20	–	–	–	–
SB8	HEAD 16	–	20	–	–	–
CB1	SB9	–	–	–	150	–
SB9	HEAD 17	–	58	–	–	–
SB9	HEAD 18	48	–	–	–	–
SB9	HEAD 19	40	–	–	–	–
CB1	SB10	–	–	126	–	–
SB10	HEAD PH2–2	18	–	–	–	–
SB10	HEAD PH8–1	18	–	–	–	–
SB10	B	–	–	–	–	6
SB10	B	–	–	–	–	6
CB1	SB11	–	–	127	–	–
SB11	HEAD 5	20	–	–	–	–
SB11	HEAD 6	–	20	–	–	–
CB1	SB12	–	–	–	43	–
SB12	HEAD 7	–	64	–	–	–
SB12	HEAD 8	54	–	–	–	–
SB12	HEAD 9	42	–	–	–	–
	TOTALS	600	330	1,100	595	48

*QUANTITIES LISTED ELSEWHERE ON PLAN

CONCRETE BASES

BASE NO.	STATION	LOCATION	* 654.0101 CONCRETE BASES TYPE 1 EACH	* SPV.0060.21 CONCRETE BASES SPECIAL TYPE 2 EACH	* SPV.0060.22 CONCRETE BASES SPECIAL TYPE 3 EACH
SB1	41+30.3	50.7' RT	1	–	–
SB2	10+68.4 WALNUT ST.	32.7' LT	–	1	–
SB3	10+70.3 WALNUT ST.	30.6' RT	–	–	1
SB4	40+46.8	48.2' RT	1	–	–
SB5	40+31.7	36.1' RT	–	1	–
SB6	40+20.3	38.0' LT	–	–	1
SB7	40+46.8	50.3' LT	1	–	–
SB8	9+34 WALNUT ST.	32.4' RT	–	1	–
SB9	9+29.6 WALNUT ST.	31.8' LT	–	–	1
SB10	41+34.6	49.3' LT	1	–	–
SB11	41+56.4	38.0' LT	–	1	–
SB12	41+54.7	36.0' RT	–	–	1
		TOTALS	4	4	4

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

ELECTRICAL SERVICE METER BREAKER PEDESTAL

BASE NO.	LOCATION	656.0200.03 L.S.
CB1	MONROE AVENUE & WALNUT STREET	1
	TOTAL	1

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	* 652.0225 2–INCH LF	* 652.0235 3–INCH LF
CB1	PB1	–	20
PB1	PB8	46	–
PB1	PB2	25	–
PB1	PB3	–	192
PB3	PB5	–	166
PB5	PB4	47	–
PB5	PB6	38	–
PB5	PB7	–	200
PB7	PB1	–	162
PB1	SB12	17	–
PB1	SB1	12	–
PB1	SB2	33	–
PB3	SB3	33	–
PB3	SB4	7	–
PB3	SB5	13	–
PB5	SB6	22	–
PB5	SB7	11	–
PB5	SB8	31	–
PB7	SB9	37	–
PB7	SB10	13	–
PB7	SB11	14	–
	TOTALS	400	740

*QUANTITIES LISTED ELSEWHERE ON PLAN

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.03 L.S.
MONROE AVENUE & WALNUT STREET	1
TOTAL	1

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	* 655.0515 10 AWG LF
CB–1	SB1	28
SB1	SB2	51
SB2	SB3	174
SB3	SB4	46
SB4	SB5	26
SB5	SB6	130
SB6	SB7	39
SB7	SB8	48
SB8	SB9	180
SB9	SB10	56
SB10	SB11	33
SB11	SB12	124
SB12	CB–1	33
	TOTAL	970

*QUANTITIES LISTED ELSEWHERE ON PLAN

EMERGENCY VEHICLE PREEMPTION GPS INTALLATION CABLE

FROM	TO	* SPV.0090.53 L.F.
CB1	HEAD A	287
CB1	HEAD B	92
CB1	HEAD C	208
CB1	HEAD D	194
	TOTAL	780

*QUANTITIES LISTED ELSEWHERE ON PLAN

EMERGENCY VEHICLE PREEMPTION

LOCATION	* SPV.0060.50 CARD RACK EACH	* SPV.0060.51 MULTIMODE PHASE SELECTOR EACH	* SPV.0060.52 INTERSECTION EQUPIMENT EACH	* SPV.0060.57 AUXILARY INTERFACE PANEL EACH
CB1	1	1	–	1
SB3	–	–	1	–
SB6	–	–	1	–
SB9	–	–	1	–
SB12	–	–	1	–
TOTALS	1	1	4	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

LOOP DETECTORS

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE FT x FT	# OF TURNS	* 652.0800 CONDUIT LOOP DETECTOR LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	* 655.0800 LOOP DETECTOR WIRE L.F.
11	PB4	40+08	2' RT	6' X 20'	3	64	236	192
31	PB2	10+71	5' LT	6' X 20'	3	110	35	330
51	PB8	41+65	4' LT	6' X 20'	3	62	56	186
71	PB6	9+29	2' RT	6' X 20'	3	106	227	318
				TOTALS		340	555	1,030

*QUANTITIES LISTED ELSEWHERE ON PLAN
STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

PULL BOXES

PULL BOX NO.	STATION	LOCATION	* SPV.0060.16 PULL BOXES POLYMER CONCRETE 24X36X36 INCH EACH	* SPV.0060.17 PULL BOXES POLYMER CONCRETE 11X18X18 INCH EACH
PB1	41+38.5	41.4' RT	1	–
PB2	10+58.6 WALNUT ST.	33.8' LT	–	1
PB3	40+42.7	42.0' RT	1	–
PB4	40+09.9	6.0' LT	–	1
PB5	40+42	40.8' LT	1	–
PB6	9+25.4 WALNUT ST.	32.5' RT	–	1
PB7	41+42.4	39.3' LT	1	–
PB8	41+64.4	3.9' LT	–	1
	PROJECT TOTALS		4	4

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

PEDESTAL BASES, TRAFFIC SIGNAL STANDARDS, PEDESTRIAN PUSH BUTTONS, POLES, MONOTUBE POLES & ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10–FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH	* SPV.0060.37 MONOTUBE POLE T3 WITH 35–FOOT ARM EACH	* SPV.0060.39 MONOTUBE POLE T4 WITH 40–FOOT ARM EACH	* SPV.0060.45 POLE T2 30–FOOT EACH
SB1	1	1	2	–	–	–
SB2	–	–	–	–	–	1
SB3	–	–	–	1	–	–
SB4	1	1	2	–	–	–
SB5	–	–	–	–	–	1
SB6	–	–	–	–	1	–
SB7	1	1	2	–	–	–
SB8	–	–	–	–	–	1
SB9	–	–	–	1	–	–
SB10	1	1	2	–	–	–
SB11	–	–	–	–	–	1
SB12	–	–	–	–	1	–
TOTALS	4	4	8	2	2	4

*QUANTITIES LISTED ELSEWHERE ON PLAN

TRAFFIC SIGNAL FACES, BACKPLATES, AND LED MODULES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0110 TRAFFIC SIGNAL FACE 3–12 INCH VERTICAL EACH	* 658.0115 TRAFFIC SIGNAL FACE 4–12 INCH VERTICAL EACH	* 658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12–INCH EACH	* 658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12–INCH EACH	* 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16–INCH EACH
1	SB5	–	1	–	1	–
2	SB6	–	1	–	1	–
3	SB6	1	–	1	–	–
4	SB6	1	–	1	–	–
5	SB11	1	–	1	–	–
6	SB11	–	1	–	1	–
7	SB12	–	1	–	1	–
8	SB12	1	–	1	–	–
9	SB12	1	–	1	–	–
10	SB5	1	–	1	–	–
11	SB2	–	1	–	1	–
12	SB3	–	1	–	1	–
13	SB3	1	–	1	–	–
14	SB3	1	–	1	–	–
15	SB8	1	–	1	–	–
16	SB8	–	1	–	1	–
17	SB9	–	1	–	1	–
18	SB9	1	–	1	–	–
19	SB9	1	–	1	–	–
20	SB2	1	–	1	–	–
PH2–1	SB7	–	–	–	–	1
PH2–2	SB10	–	–	–	–	1
PH4–1	SB4	–	–	–	–	1
PH4–2	SB7	–	–	–	–	1
PH6–1	SB1	–	–	–	–	1
PH6–2	SB4	–	–	–	–	1
PH8–1	SB10	–	–	–	–	1
PH8–2	SB1	–	–	–	–	1
	TOTALS	12	8	12	8	8

*QUANTITIES LISTED ELSEWHERE ON PLAN

VEHICULAR VIDEO DETECTION SYSTEM 4–CAMERA

LOCATION	SPV.0105.11 L.S.
MONROE AVENUE & WALNUT STREET	1
TOTAL	1

VIDEO CAMERA NUMBER	SIGNAL BASE NO.
VDC1	SB6
VDC2	SB12
VDC3	SB3
VDC4	SB9

VIDEO DETECTION AND TRAFFIC SIGNAL CONTROLLER & CABINET

BASE NO.	* SPV.0060.53 VIDEO DETECTION MONITOR EACH	* SPV.0060.54 RACK MOUNTED VIDEO DETECTION ETHERNET DEVICE EACH	* SPV.0060.55 TRAFFIC SIGNAL CONTROLLER & CABINET EACH	* SPV.0060.56 TRAFFIC SIGNAL GROUND SLEEVE EACH
CB1	1	1	1	1
TOTALS	1	1	1	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

gflohr, W:\PROJECTS\W0059\970220\00\03-Quantities\36 MQ.dwg, 36 mq, Plot Date: 1/20/2014 10:29 AM, xrefs:none

INTERSECTION OF MONROE AVENUE & PINE STREET

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CABLE TRAFFIC SIGNAL & LOOP DETECTOR LEAD IN CABLE

FROM	TO	* 655.0230 5-14 AWG LF	* 655.0240 7-14 AWG LF	* 655.0260 12-14 AWG LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF
CB1	SB1	–	–	40	–
SB1	HEAD PH4-1	18	–	–	–
SB1	HEAD PH6-2	18	–	–	–
SB1	B	–	–	–	6
SB1	B	–	–	–	6
CB1	SB2	–	–	48	–
SB2	HEAD 1	20	–	–	–
SB2	HEAD 8	20	–	–	–
CB1	SB3	–	–	129	–
SB3	HEAD 2	53	–	–	–
SB3	HEAD 3	43	–	–	–
CB1	SB4	–	–	115	–
SB4	HEAD PH2-1	18	–	–	–
SB4	HEAD PH4-2	18	–	–	–
SB4	B	–	–	–	6
SB4	B	–	–	–	6
CB1	SB5	–	–	123	–
SB5	HEAD 11	20	–	–	–
SB5	HEAD 12	20	–	–	–
CB1	SB6	–	190	–	–
SB6	HEAD 13	56	–	–	–
CB1	SB7	–	–	185	–
SB7	HEAD PH2-2	18	–	–	–
SB7	HEAD PH8-1	18	–	–	–
SB7	B	–	–	–	6
SB7	B	–	–	–	6
CB1	SB8	–	–	204	–
SB8	HEAD 4	20	–	–	–
SB8	HEAD 5	20	–	–	–
CB1	SB9	–	–	122	–
SB9	HEAD 6	53	–	–	–
SB9	HEAD 7	43	–	–	–
CB1	SB10	–	–	119	–
SB10	HEAD PH6-1	18	–	–	–
SB10	HEAD PH8-2	18	–	–	–
SB10	B	–	–	–	6
SB10	B	–	–	–	6
CB1	SB11	–	–	139	–
SB11	HEAD 9	20	–	–	–
SB11	HEAD 14	20	–	–	–
CB1	SB12	–	58	–	–
SB12	HEAD 10	47	–	–	–
	TOTALS	600	250	1,220	48

*QUANTITIES LISTED ELSEWHERE ON PLAN

ELECTRICAL WIRE TRAFFIC SIGNALS

FROM	TO	* 655.0515 10 AWG LF
CB-1	SB1	30
SB1	SB2	26
SB2	SB3	115
SB3	SB4	28
SB4	SB5	22
SB5	SB6	97
SB6	SB7	19
SB7	SB8	33
SB8	SB9	120
SB9	SB10	23
SB10	SB11	40
SB11	SB12	135
SB12	CB-1	48
	TOTAL	735

*QUANTITIES LISTED ELSEWHERE ON PLAN

CONCRETE BASES

BASE NO.	STATION	LOCATION	* 654.0101 CONCRETE BASES TYPE 1 EACH	* SPV.0060.21 CONCRETE BASES SPECIAL TYPE 2 EACH	* SPV.0060.22 CONCRETE BASES SPECIAL TYPE 3 EACH
SB1	48+39.5	39.6' RT	1	–	–
SB2	48+23.2	29.0' RT	–	1	–
SB3	48+24.2	29.0' LT	–	–	1
SB4	48+37.4	38.2' LT	1	–	–
SB5	9+52.9 PINE ST.	27.0' RT	1	–	–
SB6	9+50.2 PINE ST.	27.1' LT	–	–	1
SB7	49+08.2	39.5' LT	1	–	–
SB8	49+24.1	29.0' LT	1	–	–
SB9	49+17.2	29.0' RT	–	–	1
SB10	49+04.4	39.0' RT	1	–	–
SB11	10+51 PINE ST.	18.2' LT	1	–	–
SB12	10+52.7 PINE ST.	18.0' RT	–	–	1
		TOTALS	7	1	4

*QUANTITIES LISTED ELSEWHERE ON PLAN
NOTE: FINAL LOCATIONS TO BE DETERMINED BY THE CITY OF GREEN BAY. REFER TO THE SPECIAL PROVISIONS.

ELECTRICAL SERVICE METER BREAKER PEDESTAL

BASE NO.	LOCATION	656.0200.04 L.S.
CB1	MONROE AVENUE & PINE STREET	1
	TOTAL	1

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.04 L.S.
MONROE AVENUE & PINE STREET	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION GPS INSTALLATION CABLE

FROM	TO	* SPV.0090.53 L.F.
CB1	HEAD A	168
CB1	HEAD B	161
CB1	HEAD C	89
CB1	HEAD D	218
	TOTAL	635

*QUANTITIES LISTED ELSEWHERE ON PLAN

EMERGENCY VEHICLE PREEMPTION

LOCATION	* SPV.0060.50 CARD RACK EACH	* SPV.0060.51 MULTIMODE PHASE SELECTOR EACH	* SPV.0060.52 INTERSECTION EQUIPMENT EACH	* SPV.0060.57 AUXILIARY INTERFACE PANEL EACH
CB1	1	1	–	1
SB3	–	–	1	–
SB6	–	–	1	–
SB9	–	–	1	–
SB12	–	–	1	–
TOTALS	1	1	4	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	* 652.0225 2-INCH LF	* 652.0235 3-INCH LF
CB1	PB1	–	36
PB1	PB2	–	142
PB2	PB3	–	128
PB3	PB4	–	150
PB4	PB1	–	144
PB1	SB1	6	–
PB1	SB2	14	–
PB2	SB3	18	–
PB2	SB4	4	–
PB2	SB5	12	–
PB3	SB6	9	–
PB3	SB7	4	–
PB3	SB8	23	–
PB4	SB9	10	–
PB4	SB10	7	–
PB4	SB11	27	–
PB1	SB12	24	–
	TOTALS	160	600

*QUANTITIES LISTED ELSEWHERE ON PLAN

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

PULL BOXES

PULL BOX NO.	STATION	LOCATION	* SPV.0060.16 PULL BOXES POLYMER CONCRETE 24X36X36 INCH EACH
PB1	STATION'S AND LOCATION'S WILL BE INCLUDED IN THE FINAL PLAN SET AFTER SIGNAL PLAN IS APPROVED.		1
PB2			1
PB3			1
PB4			1
		TOTALS	4

*QUANTITIES LISTED ELSEWHERE ON PLAN

TRAFFIC SIGNAL FACES, BACKPLATES, AND LED MODULES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	* 658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	* 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
1	SB2	1	1	–
2	SB3	1	1	–
3	SB3	1	1	–
4	SB8	1	1	–
5	SB8	1	1	–
6	SB9	1	1	–
7	SB9	1	1	–
8	SB2	1	1	–
9	SB11	1	1	–
10	SB12	1	1	–
11	SB5	1	1	–
12	SB5	1	1	–
13	SB6	1	1	–
14	SB11	1	1	–
PH2-1	SB4	–	–	1
PH2-2	SB7	–	–	1
PH4-1	SB1	–	–	1
PH4-2	SB4	–	–	1
PH6-1	SB10	–	–	1
PH6-2	SB1	–	–	1
PH8-1	SB7	–	–	1
PH8-2	SB10	–	–	1
	TOTALS	14	14	8

*QUANTITIES LISTED ELSEWHERE ON PLAN

PEDESTAL BASES, TRAFFIC SIGNAL STANDARDS, PEDESTRIAN PUSH BUTTONS, POLES, MONOTUBE POLES & ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	* 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH	* SPV.0060.32 MONOTUBE POLE T3 WITH 25-FOOT ARM EACH	* SPV.0060.35 MONOTUBE POLE T3 WITH 30-FOOT ARM EACH	* SPV.0060.45 POLE T2 30-FOOT EACH
SB1	1	1	–	2	–	–	–
SB2	–	–	–	–	–	–	1
SB3	–	–	–	–	–	1	–
SB4	1	1	–	2	–	–	–
SB5	1	–	1	–	–	–	–
SB6	–	–	–	–	–	1	–
SB7	1	1	–	2	–	–	–
SB8	1	–	1	–	–	–	–
SB9	–	–	–	–	–	1	–
SB10	1	1	–	2	–	–	–
SB11	1	–	1	–	–	–	–
SB12	–	–	–	–	1	–	–
TOTALS	7	4	3	8	1	3	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

VEHICULAR VIDEO DETECTION SYSTEM 4-CAMERA

LOCATION	SPV.0105.12 L.S.
MONROE AVENUE & PINE STREET	1
TOTAL	1

VIDEO CAMERA NUMBER	SIGNAL BASE NO.
VDC1	SB3
VDC2	SB9
VDC3	SB12
VDC4	SB6

VIDEO DETECTION AND TRAFFIC SIGNAL CONTROLLER & CABINET

BASE NO.	* SPV.0060.53 VIDEO DETECTION MONITOR EACH	* SPV.0060.54 RACK MOUNTED VIDEO DETECTION ETHERNET DEVICE EACH	* SPV.0060.55 TRAFFIC SIGNAL CONTROLLER & CABINET EACH	* SPV.0060.56 TRAFFIC SIGNAL GROUND SLEEVE EACH
CB1	1	1	1	1
TOTALS	1	1	1	1

*QUANTITIES LISTED ELSEWHERE ON PLAN

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R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1481-07-21	4.01	18
FEDERAL PROJECT NUMBER ---		

PLAT OF RIGHT-OF-WAY REQUIRED FOR
STH 57 (MONROE AVENUE)
BROWN COUNTY

--- ---

CONSTRUCTION PROJECT NUMBER
1481-07-71

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	PROPERTY LINE	PL
ACCESS RIGHTS	AR	RECORDED AS	(100')
ACRES	AC.	REFERENCE LINE	R/L
AND OTHERS	ET.AL.	RELEASE OF RIGHTS	ROR
BUILDING	BLDG	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TELEPHONE MANHOLE	TEL MH
EASEMENT	EASE.	TEMPORARY LIMITED EASEMENT	TLE
ELECTRIC	ELEC.	VOLUME	V.
GAS VALVE	GV	WATER SERVICE	W.S.
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
LANDSCAPED AREA	L.S.		
MAIL BOX	MB		
MANHOLE	MH		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		

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

- 3/4" IRON REBAR FOUND
- 1" IRON PIPE FOUND
- 1 1/4" IRON REBAR FOUND
- 2" IRON PIPE FOUND
- 1/2" PIN FOUND
- R.R. SPIKE FOUND
- 3/4" IRON PIPE FOUND
- 1 1/2" IRON PIPE FOUND
- SECTION CORNER MONUMENT
- SECTION CORNER SYMBOL
- SIGN
- FEE (HATCH VARIES)
- TEMPORARY LIMITED EASEMENT
- HIGHWAY EASEMENT
- R/W BOUNDARY POINT (RWB2D)
- PARCEL NUMBER (10)
- UTILITY PARCEL NUMBER (92)
- SIGN NUMBER (OFF PREMISE) (1)
- BUILDING
- TRAFFIC SIGNAL LIGHT
- DOWN GUY
- RAILROAD TRACKS

- PROPOSED R/W LINE
- EXISTING H.E. LINE
- PROPERTY LINE
- LOT & TIE LINES
- SLOPE INTERCEPTS
- CORPORATE LIMITS
- NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
- NO ACCESS (BY ACQUISITION)
- NO ACCESS (BY STATUTORY AUTHORITY)
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- EXISTING CENTERLINE
- PROPOSED REFERENCE LINE
- PARALLEL OFFSET
- FIRE HYDRANT
- WATER/GAS VALVE
- CATCH BASIN INLET
- MANHOLE
- STREET LIGHT
- FENCE
- TREES

CONVENTIONAL UTILITY SYMBOLS

- WATER —W—
- GAS —G—
- TELEPHONE —T—
- OVERHEAD —OH—
- TRANSMISSION LINES ELECTRIC —E—
- CABLE TELEVISION —TV—
- FIBER OPTIC —FO—
- SANITARY SEWER —SAN—
- STORM SEWER —STO— —SS—

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

NOTES

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, BROWN COUNTY ZONE, NAD 83 (1991) ADJUSTMENT. THE COORDINATES SHOWN ARE GROUND COORDINATES AND ARE TO BE USED AS GROUND VALUES ON THIS PLAT.

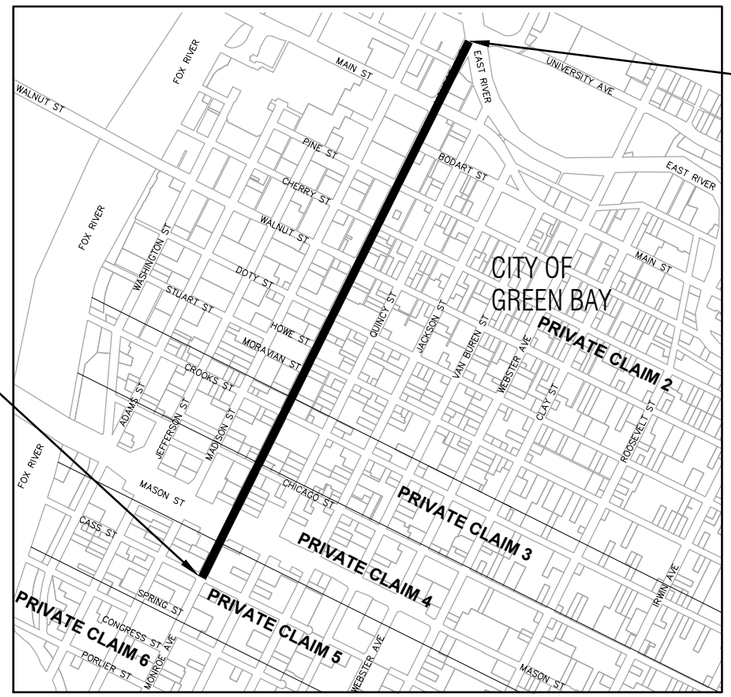
RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEY OF PUBLIC RECORD".

EXISTING RIGHT-OF-WAY ESTABLISHED FROM FIELD LOCATED MONUMENTATION, PREVIOUS SURVEYS AND CURRENT PROPERTY DEEDS.

T. 24

R. 20



END RELOCATION ORDER
STA. 62+61.93
282.84 FEET EAST AND
573.19 FEET NORTH OF
BROWN COUNTY
SURVEYOR'S MONUMENT
#CE2-23

BEGIN RELOCATION ORDER
STA. 9+42.98
42.07 FEET WEST AND
5.10 FEET NORTH OF
BROWN COUNTY
SURVEYOR'S MONUMENT
#CE 3.2

LAYOUT

SCALE 0 1/4 MI 1/2 MI

TOTAL NET LENGTH OF CENTERLINE = 1.007 MI.

N

ACCEPTED FOR
CITY OF GREEN BAY

DATE: _____ _____ (Signature)

_____ (Title of Official)

ORIGINAL RIGHT-OF-WAY
PLAT PREPARED BY:

WISCONSIN
DAVID M.
SCHMALZ
S-1284
NEENAH,
WI
LAND SURVEYOR

DATE: Feb. 20, 2013 David M. Schmalz (Signature)

REVISION DATE
4/18/13 - REVISE TLES & ADD HIGHWAY EASEMENTS
11/06/13 - REMOVE PARCELS 204 & 206 FROM PLAT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: _____ _____ (Signature)

SCHEDULE OF LAND & INTEREST REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	PARCEL ID NUMBER	INTEREST REQUIRED	TOTAL SQUARE FEET	R/W SQUARE FEET REQUIRED NEW	EXISTING	TOTAL	TOTAL SQUARE FEET REMAINING	TLE SQUARE FEET	HIGHWAY EASEMENT
1	4.06	FIDELITY NATIONAL BANK	15-157	TLE	26,350				26,350	405	
2	4.06	HARPARE INC., A WISCONSIN CORPORATION	14-353	TLE	19,750				19,750	646	
3	4.06	RICHARD A. KIME	14-360	TLE	9,850				9,850	856	
4	4.06	THE ASTOR HOUSE LLC	14-361	TLE	19,800				19,800	880	
6	4.06	CHRISTOPHER J. DANTOIN	14-362	TLE	10,890				10,890	338	
7	4.06	DRAKE C. SENN & TERESA L. BOUZEK	14-363	TLE	8,910				8,910	864	
8	4.06 & 4.07	APPRAISERS, INC. OF GREEN BAY	14-364	TLE	12,700				12,700	464	
9	4.06	JEFFREY P. & ROBIN D. SMET	15-142	TLE	5,149				5,149	490	
11	4.06	JASON A. & JESSICA J. WIITALA	15-144	TLE	4,674				4,674	728	
12	4.06	THE ARGYLE CONDOMINIUM OWNER'S ASSOCIATION	15-172, 15-173, 15-174, 15-175, 15-176, 15-177 & 15-178	TLE	10,200				10,200	1218	
16	4.07 & 4.08	GREEN BAY AREA PUBLIC SCHOOL DISTRICT	15-128 & 15-129	HWY E/TLE	27,044				27,044	1271	92
18	4.07 & 4.08	LTB PROPERTY LLP	15-122	HWY E/TLE	29,472				29,472	1519	246
19	4.07	LYNN M. CARLI	14-383	FEE/TLE	9,913	77		77	9,836	277	
21	4.07 & 4.08	JAMES R. & DIANE J. WARPINSKI	14-385	FEE/TLE	19,824	153		153	19,671	1045	
22	4.08	WARPINSKI PROPERTIES	14-386	FEE/TLE	9,911	62		62	9,849	137	
23	4.08	FAMILY SERVICES OF NORTHEAST WISCONSIN, INC., A WISCONSIN CORPORATION	14-387	HWY E/TLE	34,395				34,395	840	222
24	4.08	KAN RENTALS, LLC	14-400	FEE/TLE	5,532	312		312	5,220	890	
26	4.08	ROBERT Q. FRELICH	14-401	FEE/TLE	5,489	46		46	5,443	564	
27	4.08 & 4.09	ROBERT L. VERTZ	14-402	FEE/TLE	20,691				20,691	1628	
28	4.09	SCHIEGG INVESTMENTS LLC	14-403	TLE	78,470				78,470	1230	
29	4.08	DAVID BIRSCHBACH	13-168 & 13-169	FEE/TLE	10,289	138		138	10,151	1722	
32	4.08 & 4.09	MOSKI CORPORATION	13-165	FEE/TLE	46,726	9		9	46,717	1281	
33	4.09	TOM F. GALLOWAY & WILLIAM B. KULKOSKI (VENDORS) & LAWRENCE G. VESELY (PURCHASER) LAND CONTRACT	13-164	TLE	12,408				12,408		
34	4.09	MADISON MONROE INVESTMENTS LLP	13-163	TLE	37,995				37,995	825	
36	4.09 & 4.10	WARREN FAMILY FUNERAL HOMES, INC	13-153	TLE	19,851				19,851	944	
37	4.10	JOEY J. DEKEYSER	13-151	TLE	9,925				9,925	360	
38	4.10	GRACE EVANGELICAL LUTHERAN CHURCH CONGREGATION OF GREEN BAY	13-147 & 13-150	TLE	23,158				23,158	555	
41	4.09 & 4.10	JOHN C. & JULIE A. MAY REVOCABLE TRUST u/a/ dated 02/20/96	14-419, 14-420 & 14-421	TLE	28,750				28,750	589	
43	4.10	JEFFREY J. GIBEAULT AS TRUSTEE OF THE JEFFREY J. GIBEAULT REVOCABLE TRUST	14-422	TLE	9,583				9,583		
44	4.10	PROVENANCE, LLP	14-424	TLE	19,157				19,157	962	
46	4.10	PROVISIONAL INVESTMENTS, LLC	14-425	TLE	9,583				9,583		
47	4.10	DOS ESPIRITU, LLC	14-426	TLE	9,583				9,583	49	
48	4.10 & 4.11	CITY OF GREEN BAY	13-142-1	TLE	59,536				59,536	512	
49	4.10 & 4.11	FELD LIMITED PARTNERSHIP	14-439	TLE	36,416				36,416	1878	
51	4.11	KENNETH D. KRAUTKRAMER	14-442	TLE	9,929				9,929		
52	4.11	JOSEPH M. RECKA & JAMES T. JOANNES	14-443	TLE	9,932				9,932		
53	4.11	MARK S. AND KATHRYN A. GIGOT	14-444	FEE/TLE	9,935	22		22	9,913	365	
54	4.11	FIRST UNITED METHODIST CHURCH GREEN BAY	13-135 & 13-138	FEE/TLE	69,469	16		16	69,453	1899	

Owner's names are shown for reference purposes only and are subject to change prior to the transfer of land interests to the department.

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.02	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 204	E

SCHEDULE OF LAND & INTEREST REQUIRED											
PARCEL NUMBER	SHEET NUMBER	OWNER(S)	PARCEL ID NUMBER	INTEREST REQUIRED	TOTAL SQUARE FEET	R/W SQUARE FEET REQUIRED			TOTAL SQUARE FEET REMAINING	TLE SQUARE FEET	HIGHWAY EASEMENT
						NEW	EXISTING	TOTAL			
57	4.11 & 4.12	ST. FRANCIS XAVIER CONGREGATION	11-270	HWY E/TLE	112,245				112,245	4810	691
58	4.11 & 4.12	ST. VINCENT HOSPITAL OF THE HOSPITAL SISTERS OF THE THIRD ORDER OF ST. FRANCIS	11-272	FEE/TLE	57,542				57,542	361	
59	4.12	GANNETT GEORGIA L.P	11-246	FEE/TLE	18,891				18,891	1577	
61	4.12	GARY D. WISNESKI	11-243	FEE/TLE	5,898				5,898	314	
62	4.12	TKD PETROLEUM LLC	11-241	HWY E/TLE	18,390				18,390	1453	129
63	4.12 & 4.13	THM INVESTMENTS	11-202 & 11-228	FEE/TLE	27,283	279		279	27,004	2103	
66	4.13	THE FIRST CHURCH OF CHRIST SCIENTIST OF GREEN BAY, WISCONSIN	11-201	TLE	7,144				7,144	159	
67	4.13	TRUSTEES OF THE FIRST CHURCH OF CHRIST SCIENTISTS	11-200	FEE/TLE	5,576	23		23	5,553	397	
68	4.12 & 4.13	GANNETT SATELLITE INFORMATION NETWORK INC., A DELAWARE CORPORATION	11-225	HWY E/TLE	16,172				16,172	2596	390
69	4.13	COWLES LIMITED PARTNERSHIP	11-203	FEE/TLE	26,345	76		76	26,269	1656	
70	4.13 & 4.14	FIRST NORTHERN SAVINGS AND LOAN ASSOCIATION	11-188	TLE	52,704				52,704	1443	
71	4.13	KELLOGG CITIZENS NATIONAL BANK	11-191	TLE	17,511				17,511	1987	
72	4.14	ASSOCIATED BANK GREEN BAY, NATIONAL ASSOCIATION f/k/a KELLOGG-CITIZENS NATIONAL BANK	11-160	HWY E/TLE	35,153				35,153	2275	120
73	4.14	MAIN ORIENTAL MARKET, LLC	11-149	FEE/TLE	21,427	15		15	21,412	522	
74	4.14	BANK ONE TRUST COMPANY, N.A. TRUSTEES OF THE JOSEPH & SARAH VAN DRISSE CHARITABLE TRUST U/A/D DECEMBER 10, 1999, AN UNDIVIDED 1/2 INTEREST; ROGER T. VAN DRISSE, AN UNDIVIDED 1/10 INTEREST; CAROLE J. BURGESS, AN UNDIVIDED 1/10 INTEREST JOANNE LYNN, AN UNDIVIDED 1/10 INTEREST; LISA WINTERBOTTOM, AN UNDIVIDED 1/10 INTEREST; ANN M. ROSKAMS, JAMES R. BRUNETTE JR., SANDRA DICARLO, CAROLYN BRUNETTE MAMBU, BARBARA BRUNETTE, MARILYN N. DRAKE AND CYNTHIA DIBA, EACH AN UNDIVIDED 1/70TH INTEREST, AS TENANTS IN COMMON	11-45	TLE	7,943				7,943	116	
76	4.14 & 4.15	JOANNE LYNN, AN UNDIVIDED 7/21ST INTEREST AND LISA WINTERBOTTOM, AN UNDIVIDED 7/21ST INTEREST AND ANN M. ROSKAMS AND JAMES R. BRUNETTE JR. AND SANDRA DICARLO AND CAROLYN BRUNETTE MAMBU AND BARBARA BRUNETTE AND MARILYN N. DRAKE AND CYNTHIA DIBA, EACH AN UNDIVIDED 1/21ST INTEREST AS TENANTS IN COMMON	11-44	TLE	6,690				6,690	1295	
77	4.14	BROWN COUNTY	11-263	TLE	72,038				72,038	1514	
78	4.14 & 4.15	FELD LIMITED PARTNERSHIP	11-56	HWY E/TLE	80,092				80,092	3153	220
79	4.15 & 4.16	MONROE PLAZA APARTMENTS, LLC	11-66	FEE/TLE	71,075	707		707	70,368	3065	
81	4.15	ECONOPRINT CENTERS, INC.,	11-55	TLE	13,155				13,155	1434	
82	4.15 & 4.16	SUPER STOP INC.	11-92	TLE	12,010				12,010	458	
83	4.16	BEVERLY A. FRENCH	11-91	TLE	1,525				1,525	224	
84	4.16	JOYCE M. RYAN, (VENDOR) AND KEVIN PATRICK & JEFFREY JOHN RYAN, (PURCHASERS), LAND CONTRACT	11-102	TLE	17,544				17,544		
86	4.16 & 4.17	JNT VENTURE LLC	11-104	TLE	67,672				67,672		
87	4.16 & 4.17	RICO'S PARKING LOT, LLC	11-103-A	TLE	13,056				13,056		
88	4.16 & 4.17	RICHARD J. CHERNICK AS TRUSTEE OF THE RICHARD J. CHERNICK REVOCABLE TRUST, U/A/D 3/26/01	11-105	TLE	51,768				51,768		
89	4.17	HARBINGER DEVELOPMENT LLC	11-127	TLE	116,581				116,581		
91	4.17	CITY OF GREEN BAY	11-127-1	TLE	9,919				9,919		
201		AT&T WISCONSIN		RELEASE OF RIGHTS							
202		WISCONSIN PUBLIC SERVICE - ELECTRIC		RELEASE OF RIGHTS							
203		TIME WARNER CABLE		RELEASE OF RIGHTS							
205		WISCONSIN PUBLIC SERVICE - GAS		RELEASE OF RIGHTS							
		TOTAL						1935		61143	2110

Owner's names are shown for reference purposes only and are subject to change prior to the transfer of land interests to the department.

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.03	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 205	E

gflohr, W:\PROJECTS\W0059\970220\00\04-RW PLAT\03 Sched of Interest.dwg, 03 sched of interest, Plot Date: 1/15/2014 10:29 AM, xrefs:none

S JEFFERSON ST

S MADISON ST

S MONROE AV

S QUINCY ST

S JACKSON ST

SPRING ST

CASS ST

MASON ST

CHICAGO ST

CROOKS ST

MORAVIAN ST

HOWE ST

STUART ST

DOTY ST

PRIVATE CLAIM #5

PRIVATE CLAIM #4

PRIVATE CLAIM #3

NORTH

4

4

CITY OF GREEN BAY

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.04	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET —206	E

4

4

PRIVATE CLAIM #2

E WALNUT ST

N MADISON ST

PINE ST

MAIN ST

N JEFFERSON ST

ELM ST

N MONROE AV

DOTY ST

CHERRY ST

BODART ST

N QUINCY ST

UNIVERSITY AV

EAST RIVER

MAIN ST

CITY OF GREEN BAY

N JACKSON ST

NORTH

52 53 54 57 58 59 61 62 63 63 66 67 68 69 70 71 72 73 74 76 77 78 79 81 82 83 84 86 87 88 89 91

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.05	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 207	E

gflohr, W:\PROJECTS\W0059\970220\00\04-RW PLAT\05 Layout Sheet.dwg, 05 layout sheet, Plot Date: 1/15/2014 10:29 AM, xrefs: (x-monroe existing topo, x-monroe proposed, rw-comps-dew)

4

4

BASIS FOR EXISTING R/W
SUBDIVISION PLATS, CERTIFIED SURVEY MAPS AND PLAT OF SURVEYS OF RECORD

NORTH

LOT 13

1
TAX ID NO. 15-157
OWNERS: FIDELITY NATIONAL BANK
LOT 14

BLOCK 32

LOT 1
TLE FOR GRADING 0.009 ACRES
A PLAT OF THE TOWN OF ASTOR

9+61.85 71.44 LT 6'
9+61.89 49.44 LT
9+38.89 49.44 LT 6'
31'
20" SS

BEGIN RELOCATION ORDER
STA 9+42.98
X-99544.65
Y-563564.39

9+00

C/L MONROE ST
C/L CASS ST
X-99570.02
Y-563615.45

10+00

N63°37'45"W 35.37'

33.76'

9+35.99 47.56 RT

BROWN COUNTY SURVEYOR'S MONUMENT #CE 3.2
X 99586.71
Y 563569.49

LOT 15 BLOCK 33 LOT 16
TLE FOR GRADING 0.01 ACRES

2
TAX ID NO. 14-353
OWNERS: HARPARE INC., A WISCONSIN CORPORATION

9+61.99 47.56 RT
9+61.99 100.56 RT

A PLAT OF THE TOWN OF ASTOR

CASS STREET

11+00

CONC. W/ASPH OVERLAY 60' 30' 30'

CONC. W/ASPH OVERLAY

CONC. W/ASPH OVERLAY

LOT 8

A PLAT OF THE TOWN OF ASTOR

LOT 7

9
TAX ID NO. 15-142
OWNERS: JEFFREY P. & ROBIN D. SMET
TLE FOR GRADING 0.011 ACRES

10+29.85 67.43' LT
10+33.85 67.44 LT
10+97.69 46.43' LT
HOUSE
10+33.88 56.35 LT
10+43.81 46.43' LT

11
TAX ID NO. 15-144
OWNERS: JASON A. & JESSICA J. WITALA
TLE FOR GRADING 0.017 ACRES
10+97.66 53.43' LT
HOUSE
SLOPE INTERCEPT

BLOCK 31
UNRESTRICTED EASEMENT & ACCESS IN GROSS TO TIME WARNER CABLE PER AGREEMENT DOC 2353198

LOT 6

12
TAX ID NO. 15-172, 15-173, 15-174, 15-175, 15-176, 15-177 & 15-178
OWNERS: THE ARGYLE CONDOMINIUM OWNER'S ASSOCIATION

LOT 5

PRIVATE CLAIM 5

HOUSE

12+47.37 53.43' LT

TLE FOR GRADING 0.028 ACRES

MONROE AVENUE (S.T.H. "57")

C/L-N26°25'27"E 1080.63'

REF. LINE N26°25'27"E 450.00'

LINE BETWEEN BROWN COUNTY SURVEYOR'S MONUMENTS

DRIVEWAY EASEMENT (APPROX) DOC 179305

13+36.99 48.57 RT

MATCH LINE 13+46.11 SEE SHEET 4.07

4568.14'

4601.90'

BROWN COUNTY SURVEYOR'S MONUMENT #CE2-2.3
X 101630.79
Y 567692.51

3
TAX ID NO. 14-360
OWNERS: RICHARD A. KIME
LOT 9
TLE FOR GRADING 0.02 ACRES

10+89.99 49.57 RT
10+89.99 61.57' RT

4
TAX ID NO. 14-361
OWNERS: THE ASTOR HOUSE LLC
TLE FOR GRADING 0.02 ACRES
LOT 10
LOT 11

11+29.99 61.57' RT

CITY OF GREEN BAY

PRIVATE CLAIM 5

6
TLE FOR GRADING 0.008 ACRES
TAX ID NO. 14-362
OWNERS: CHRISTOPHER J. DANTOIN
LOT 12
BLOCK 34
A PLAT OF THE TOWN OF ASTOR

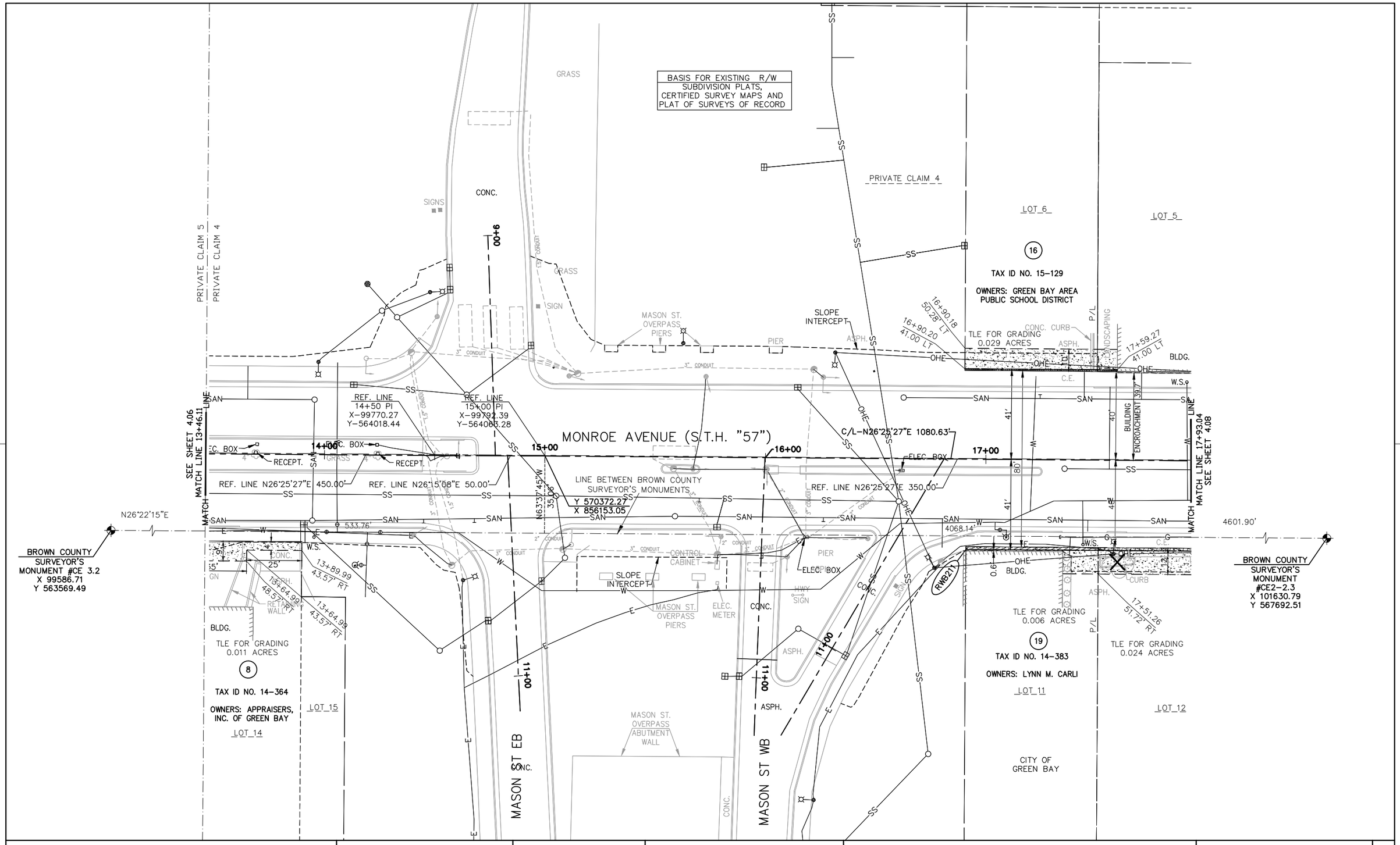
12+50.99 53.07' RT
12+75.99 53.07' RT

7
TAX ID NO. 14-363
OWNERS: DRAKE C. SENN & TERESA L. BOUZEK
LOT 13

12+75.99 55.57' RT
13+36.99 55.57' RT

TLE FOR GRADING 0.020 ACRES

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.06	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 208	E



REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.07
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 209 E

4

BASIS FOR EXISTING R/W SUBDIVISION PLATS, CERTIFIED SURVEY MAPS AND PLAT OF SURVEYS OF RECORD

NORTH

A PLAT OF THE TOWN OF ASTOR
BLOCK 30
LOT 4

16
TAX ID NO. 15-128
OWNERS: GREEN BAY AREA SCHOOL DISTRICT
TLE FOR GRADING 0.029

PRIVATE CLAIM 4

LOT 3 | LOT 2 | LOT 1

18
TAX ID NO. 15-122
OWNERS: LTB PROPERTY LLP

PRIVATE CLAIM 4
PRIVATE CLAIM 3

CHICAGO ST.
OVERLAY W/ ASPH

LOT 8 | LOT 7 | LOT 6

TLE FOR GRADING 0.040 ACRES
29
TAX ID NO. 13-169
OWNERS: DAVID BIRSCHBACH

TLE FOR GRADING 0.040 ACRES
29
TAX ID NO. 13-168
OWNERS: DAVID BIRSCHBACH

205

RWB226 | RWB227 | RWB228 | RWB229 | RWB230

REF. LINE 18+50 PI X-99948.14 Y-564376.71
REF. LINE 19+00 PI X-99970.14 Y-564421.62
REF. LINE 20+80.63 PI X-100050.52 Y-564583.38
C/L MONROE ST C/L CHICAGO ST X-100050.52 Y-564583.38
C/L MONROE ST C/L CHICAGO ST X-100050.84 Y-564584.01
X 100014.64 Y 564511.17

C/L-N26°25'27"E 1080.63'
REF. LINE N26°05'51"E 50.00'
REF. LINE N26°25'27"E 180.63'
REF. LINE N26°24'00"E 540.31'

SEE SHEET 4.07 MATCH LINE 17+93.04
MATCH LINE 22+73.05 SEE SHEET 4.09

MONROE AVENUE (S.T.H. "57")

N26°22'15"E 1033.76'
LINE BETWEEN BROWN COUNTY SURVEYOR'S MONUMENTS 3568.14'
4601.90'

BROWN COUNTY SURVEYOR'S MONUMENT #CE 3.2 X 99586.71 Y 563569.49

BROWN COUNTY SURVEYOR'S MONUMENT #CE2-2.3 X 101630.79 Y 567692.51

TLE FOR GRADING 0.024 ACRES
21
TAX ID NO. 14-385
OWNERS: JAMES R. & DIANE J. WARPINSKI
LOT 13
BLOCK 35
A PLAT OF THE TOWN OF ASTOR

TLE FOR GRADING 0.003 ACRES
22
TAX ID NO. 14-386
OWNERS: WARPINSKI PROPERTIES
LOT 14

TLE FOR GRADING 0.019 ACRES
23
TAX ID NO. 14-387
OWNERS: FAMILY SERVICES OF NORTHEAST WISCONSIN, INC., A WISCONSIN CORPORATION
LOT 15 | LOT 16

2' INGRESS EGRESS EASEMENT DOC 555258
LOT 1 VOL. 55 CSM PG. 200
CITY OF GREEN BAY

CROSS ACCESS EASEMENT AGREEMENT AFFECTS PARCELS 21,22 &123 BUT COULD NOT BE SPECIFICALLY LOCATED DOC 2459217

TLE FOR GRADING 0.020 ACRES
24
TAX ID NO. 14-400
OWNERS: KAN RENTALS, LLC
LOT 9

TLE FOR GRADING 0.013 ACRES
SLOPE INTERCEPT
26
TAX ID NO. 14-401
OWNERS: ROBERT Q. FRELICH
LOT 10

TLE FOR GRADING 0.037 ACRES
LOT 11

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.08
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 210 E

4

NORTH

BASIS FOR EXISTING R/W SUBDIVISION PLATS, CERTIFIED SURVEY MAPS AND PLAT OF SURVEYS OF RECORD

4' TEL CO GRANT DOC 577719

6' UTILITY EASEMENT DOC 1918952

CITY OF GREEN BAY

PRIVATE CLAIM 3

BLOCK 29

A PLAT OF THE TOWN OF ASTOR

LOT 4

LOT 5

LOT 3

LOT 1 VOL. 44 CSM PG. 48

LOT 7

LOT 6

INGRESS-EGRESS EASEMENT DOC 976582

INGRESS-EGRESS EASEMENT DOC 530964

(32) TAX ID NO. 13-165

OWNERS: MOSKI CORPORATION

TLE FOR GRADING 0.029 ACRES

BLDG.

23+95.47 48.00' LT

(33) TAX ID NO. 13-164

OWNERS: TOM F. GALLOWAY & WILLIAM B. KULKOSKI (VENDORS) & LAWRENCE G. VESELY (PURCHASER) LAND CONTRACT

BLDG.

24+70.90 46.00' LT

(34) TAX ID NO. 13-163

OWNERS: MADISON MONROE INVESTMENTS LLP

TLE FOR GRADING 0.019 ACRES

BLDG.

ASPH.

SLOPE INTERCEPT

PORCH

GRAV.

25+90.89 67.00' LT

25+85.89 67.00' LT

25+85.90 46.00' LT

FLAGPOLE

US SIGNAL FO

CONC.

(36) TAX ID NO. 13-153

OWNERS: WARREN FAMILY FUNERAL HOMES, INC.

BLDG.

TLE FOR GRADING 0.022 ACRES

26+50.83 78.00' LT

26+57.83 78.00' LT

26+57.86 46.00' LT

ASPH. PARKING LOT

SEE SHEET 4.08 MATCH LINE 22+73.05 LINE

C/L-N26°24'00"E 540.31'

MONROE AVENUE (S.T.H. 57")

23+00 24+00 25+00 26+00 27+00

REF. LINE N26°24'00"E 540.31'

REF. LINE 26+20.94 PI X-100290.76 Y-565067.33

C/L-N26°26'09"E 540.71'

REF. LINE N26°26'09"E 540.71'

X 100236.99 Y 564959.01

C/L MONROE ST C/L CROOKS ST X-100290.76 Y-565067.53

C.L. +20.94

LINE BETWEEN BROWN COUNTY SURVEYOR'S MONUMENTS

N62°37'45"W 634.59'

MATCH LINE 27+53.06 4.10 LINE SEE SHEET 4.10

N26°22'15"E

1533.76'

3868.14'

4601.90'

BROWN COUNTY SURVEYOR'S MONUMENT #CE 3.2 X 99586.71 Y 563569.49

BROWN COUNTY SURVEYOR'S MONUMENT #CE2-2.3 X 101630.79 Y 567692.51

TLE FOR GRADING 0.037 ACRES

BLDG.

23+55.99 45.00' RT

23+56.00 53.00' RT

CURB

CONC. RETAINING WALL

(27) TAX ID NO. 14-402

OWNERS: ROBERT L. VERTZ

BLOCK 36

A PLAT OF THE TOWN OF ASTOR

LOT 12

LOT 13

LOT 14

LOT 15

LOT 16

(28) TAX ID NO. 14-403

OWNERS: SCHIEGG INVESTMENTS LLC

TLE FOR GRADING 0.028 ACRES

SLOPE INTERCEPT

25+86.02 45.00' RT

25+86.04 56.00' RT

25+91.04 56.00' RT

CROOKS STREET

TLE FOR GRADING 0.014 ACRES

26+58.05 47.00' RT

26+58.06 61.00' RT

26+51.09 61.00' RT

27+21.16 47.00' RT

PORCH

HOUSE

(41) TAX ID NO. 14-419

OWNERS: JOHN C. & JULIE A. MAY REVOCABLE TRUST u/a/ dated 02/20/96

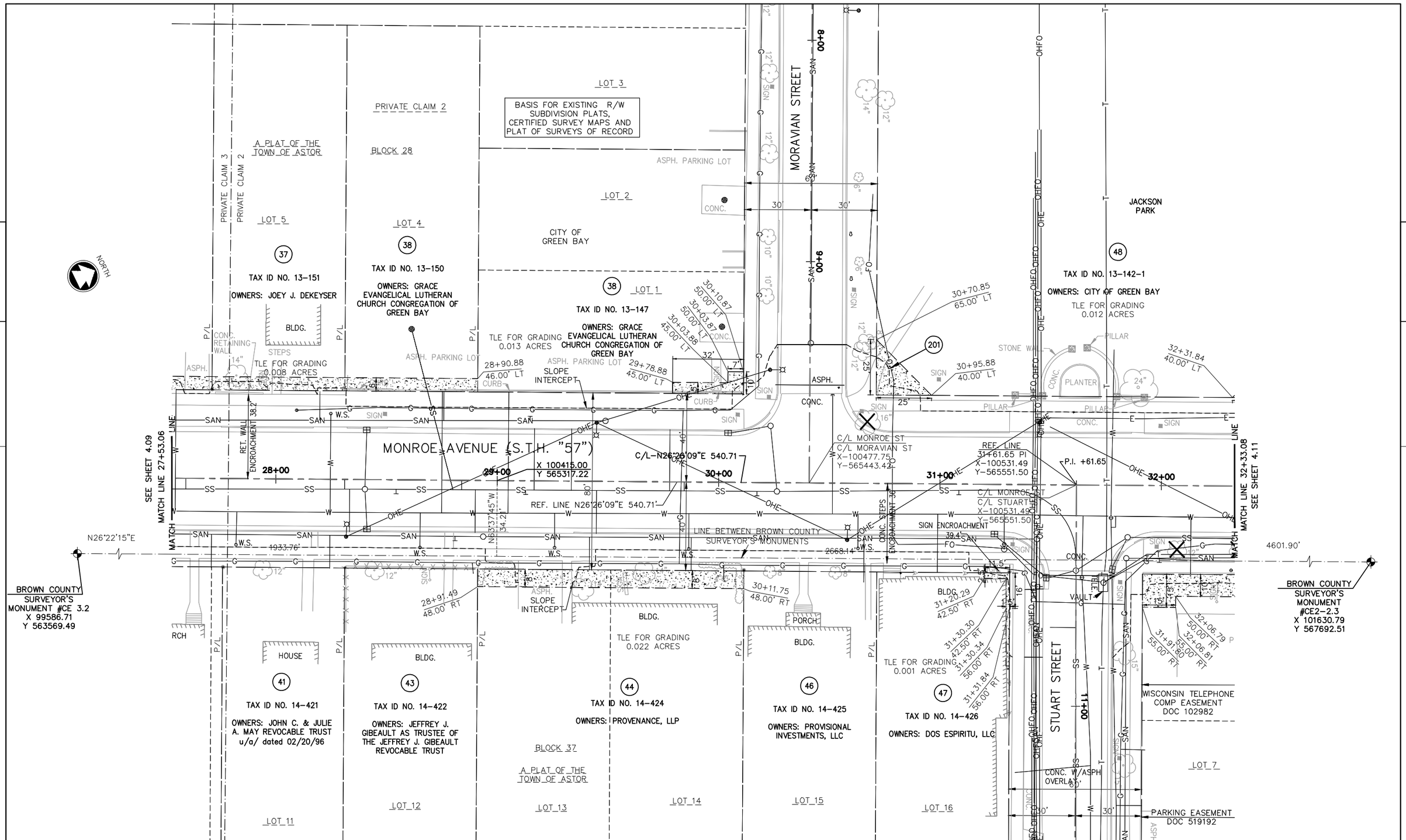
LOT 9

(41) TAX ID NO. 14-420

OWNERS: JOHN C. & JULIE A. MAY REVOCABLE TRUST u/a/ dated 02/20/96

LOT 10

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.09	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET —211	E



REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.10	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 212	E

gflohr, W:\PROJECTS\W0059\970220\00\04-RW PLAT\10 RW PLAT.dwg, 10 rw plat, Plot Date: 1/15/2014 10:31 AM, xrefs: (rw-comps-dew, x-monroe existing topo, x-monroe proposed, x-prop-info monroe st, x-acquisition hatching, x-tle hatch, x-tle area)

4

NORTH

HOWE STREET

MONROE AVENUE (S.T.H. "57")
C/L–N26°24'04"E 1707.84'

REF. LINE N26°24'04"E 1707.84'

N26°22'15"E

4601.90'

2533.76'

2068.14'

LOT 5

BASIS FOR EXISTING R/W SUBDIVISION PLATS, CERTIFIED SURVEY MAPS AND PLAT OF SURVEYS OF RECORD

PRIVATE CLAIM 2

CITY OF GREEN BAY

LOT 4

A PLAT OF THE TOWN OF ASTOR

BLOCK 27

LOT 3

LOT 2

LOT 1

54

TAX ID NO. 13–138

OWNERS: FIRST UNITED METHODIST CHURCH GREEN BAY

TLE FOR GRADING 0.044 ACRES

54

TAX ID NO. 13–135

OWNERS: FIRST UNITED METHODIST CHURCH GREEN BAY

ASPH. PARKING LOT

BRICK WALL

PILLAR

SLOPE INTERCEPT

CURB

P/L

BLDG.

CONC.

ASPH.

SIGN

RWB231

RWB232

RWB233

RWB234

32+51.82 60.00' LT

33+11.82 58.00' LT

33+16.82 58.00' LT

33+16.83 48.50' LT

35+52.06 52.50' LT

35+47.07 48.50' LT

36+12.01 92.00' LT

36+19.01 92.00' LT

36+19.06 51.00' LT

35+34.19 55.00' RT

35+47.19 55.00' RT

33+72.06 50.00' RT

36+17.18 47.00' RT

36+35.18 47.00' RT

36+17.22 87.00 RT

36+12.22 87.00 RT

35+47.21 74.00' RT

35+52.21 74.00' RT

CABLEVISION HAS BLANKET EASEMENT OVER THIS LOT DOC 1261693

201

WISCONSIN TELEPHONE COMP EASEMENT DOC 102982

PARKING EASEMENT DOC 519192

TAX ID NO. 14–439

OWNERS: FELD LIMITED PARTNERSHIP

LOT 8 49

TLE FOR GRADING 0.043 ACRES

A PLAT OF THE TOWN OF ASTOR

BLOCK 38

LOT 9

51

TAX ID NO. 14–442

OWNERS: KENNETH D. KRAUTKRAMER

LOT 10

52

TAX ID NO. 14–443

OWNERS: JOSEPH M. RECKA & JAMES T. JOANNES

LOT 11

53

LOT 12

TAX ID NO. 14–444

OWNERS: MARK S. AND KATHRYN A. GIGOT

TLE FOR GRADING 0.008 ACRES

58

TAX ID NO. 11–272

OWNERS: ST. VINCENT HOSPITAL OF THE HOSPITAL SISTERS OF THE THIRD ORDER OF ST. FRANCIS

LOT 5

A PLAT OF THE TOWN OF ASTOR

BLOCK 39

LOT 4

DOTY ST.

C/L MONROE ST
C/L HOWE ST
X–100584.95
Y–565659.20

C/L MONROE ST
C/L DOTY ST
X–100218.45
Y–565828.13

X 100681.93
Y 565854.57

S63°37'45"W 33.74'

LINE BETWEEN BROWN COUNTY SURVEYOR'S MONUMENTS

SEE SHEET 4.10 MATCH LINE 32+33.08

MATCH LINE 37+13.09 SEE SHEET 4.12

33+00 34+00 35+00 36+00 37+00 8+00 9+00 10+00 11+00

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481–07–21	PLAT SHEET 4.11	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481–07–71	PS&E SHEET 213	E

gflohr, W:\PROJECTS\W0059\970220\00\04–RW PLAT\11 RW PLAT.dwg, 11 rw plat, Plot Date: 1/15/2014 10:31 AM, xrefs: (x–prop–info monroe st, x–monroe existing topo, x–monroe proposed, rw–comps–dew, x–acquisition hatching, x–tle hatch, x–tle area)

4

NORTH

BASIS FOR EXISTING R/W
SUBDIVISION PLATS,
CERTIFIED SURVEY MAPS AND
PLAT OF SURVEYS OF RECORD

LOT 1
VOL. 49 CSM PG. 194

PRIVATE CLAIM 2

CITY OF
GREEN BAY

57

TAX ID NO. 11-270

OWNERS: ST. FRANCIS
XAVIER CONGREGATION

TLE FOR GRADING
0.110 ACRES

E. WALNUT ST.

TRAFFIC SIGNAL
EASEMENT DOC
133732 TO BE
RELEASED UNDER
A SEPARATE
DOCUMENT DOOR

MONROE AVENUE (S.T.H. "57")

SLOPE
INTERCEPT
205

X 100859.80
Y 566212.85

C/L-N26°24'04"E 1707.84'

REF. LINE N26°24'04"E 1707.84'

C/L MONROE ST
C/L E. WALNUT ST
X-100943.16
Y-566380.77

SEE SHEET 4.11
MATCH LINE 37+13.09

SEE SHEET 4.13
MATCH LINE 41+93.10

N26°22'15"E 2933.76'

2068.14' 4601.90'

BROWN COUNTY
SURVEYOR'S
MONUMENT #CE 3.2
X 99586.71
Y 563569.49

BROWN COUNTY
SURVEYOR'S
MONUMENT
#CE2-2.3
X 101630.79
Y 567692.51

LINE BETWEEN BROWN COUNTY
SURVEYOR'S MONUMENTS

59
TAX ID NO. 11-246
OWNERS: GANNETT GEORGIA L.P.

TLE FOR GRADING
0.036 ACRES

TLE FOR GRADING
0.007 ACRES

61
TAX ID NO. 11-243
OWNERS: GARY D. WISNESKI

62
TAX ID NO. 11-241
OWNERS: TKD PETROLEUM LLC

TLE FOR GRADING
0.033 ACRES

NAVARINO

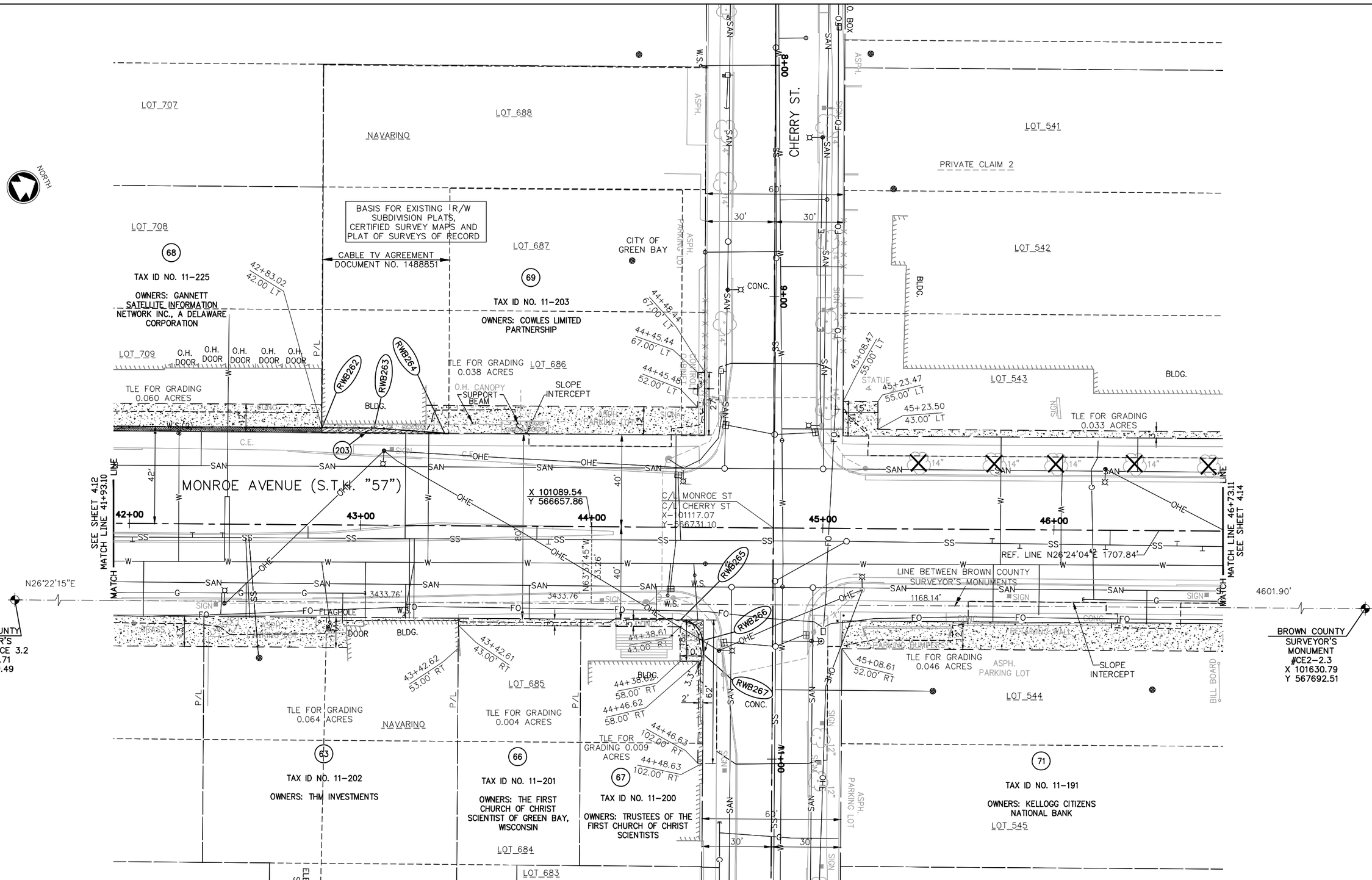
63
TLE FOR GRADING
0.048 ACRES

TAX ID NO. 11-228
OWNERS: THM INVESTMENTS

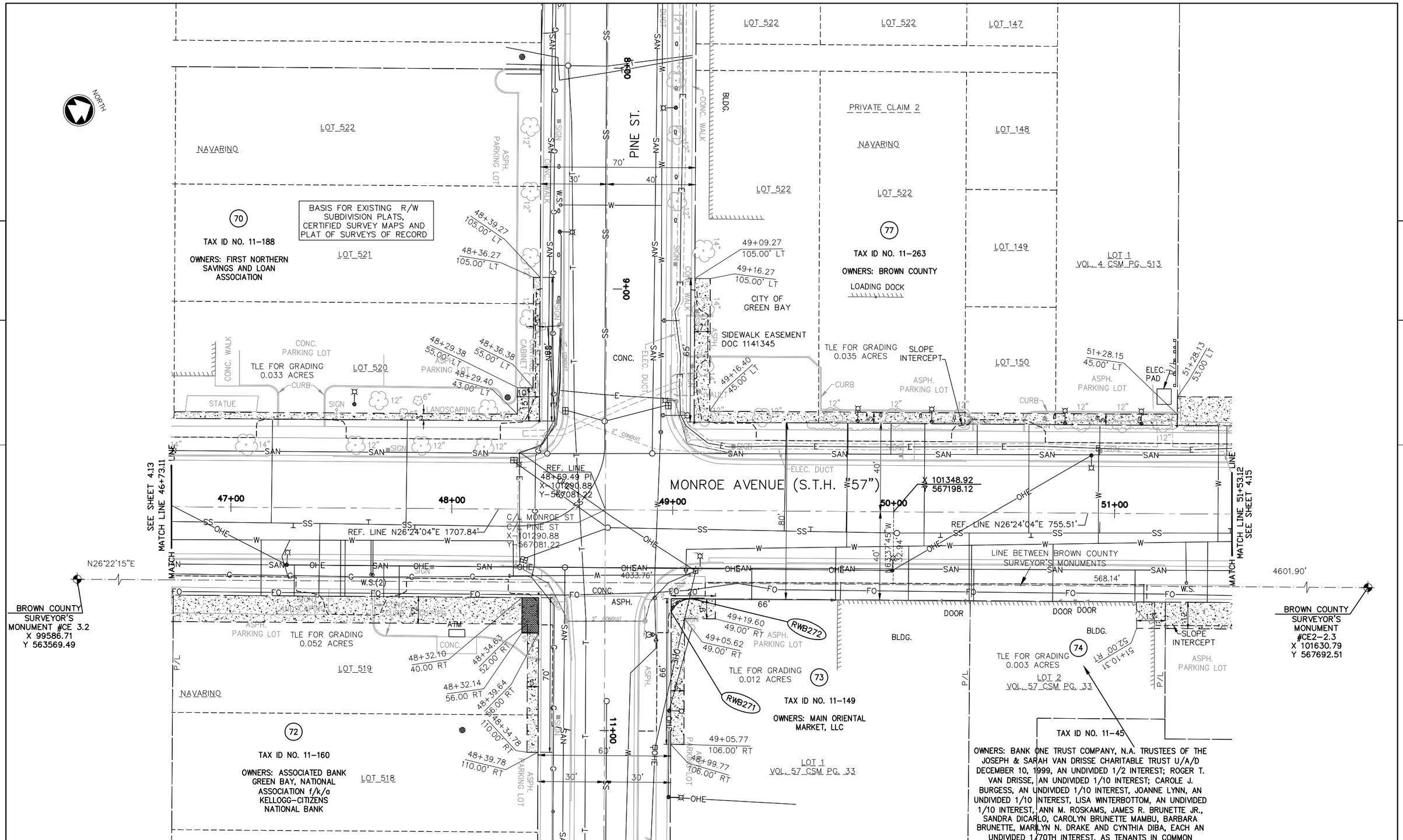
LOT 6
LOT 849
LOT 850
LOT 851
LOT 710
LOT 711
LOT 712

EASEMENT DOC #133732
EASEMENT DOC 190635

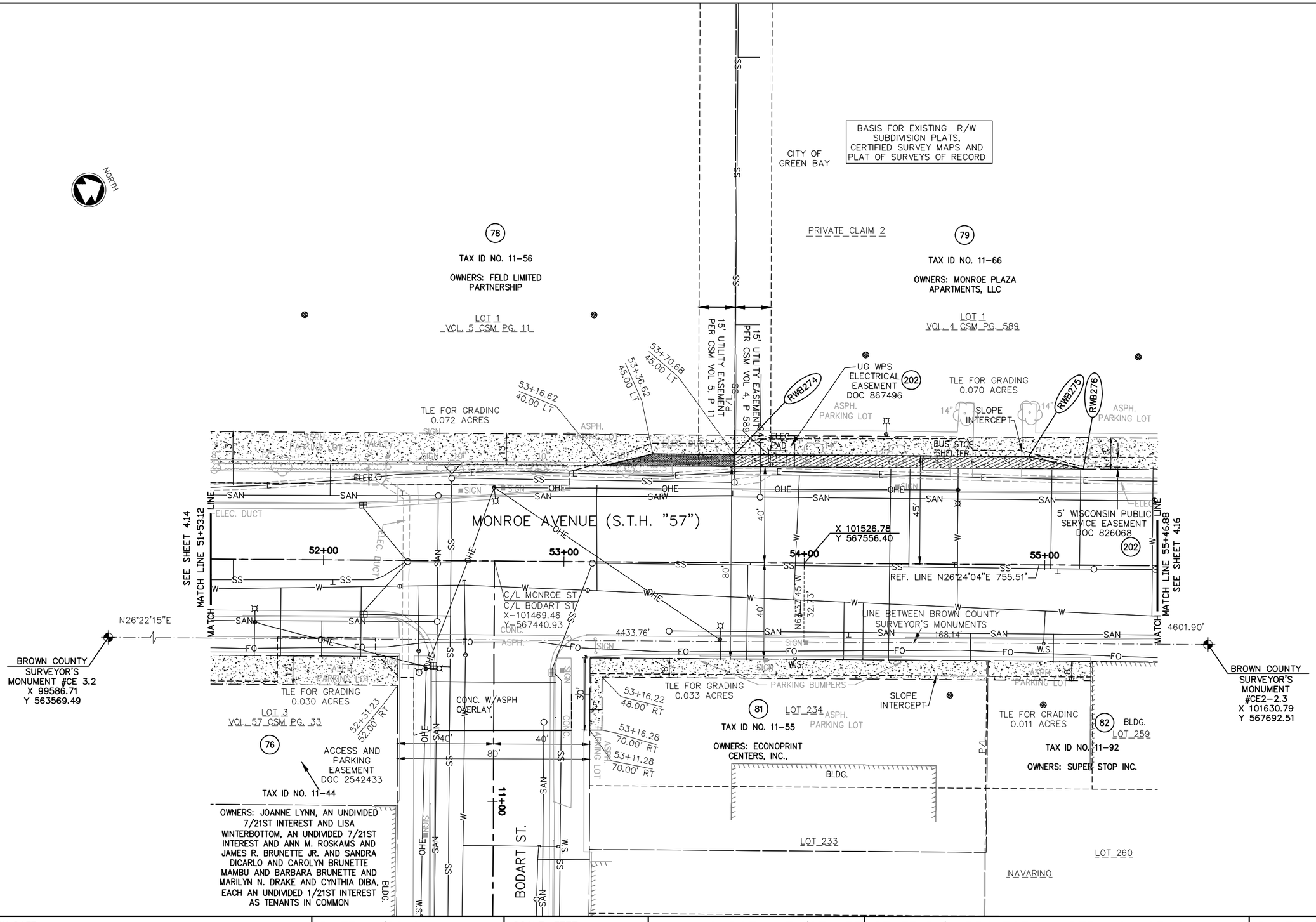
REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.12	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET —214	E



REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.13	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 215	E



REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.14	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 216	E



REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.15	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET —217	E

4

NORTH

MAIN ST.

MONROE AVENUE (S.T.H. "57")

BASIS FOR EXISTING R/W SUBDIVISION PLATS, CERTIFIED SURVEY MAPS AND PLAT OF SURVEYS OF RECORD

CITY OF GREEN BAY

LOT 331 | LOT 330 | LOT 329 | LOT 350 | NAVARINO | LOT 351 | PRIVATE CLAIM 2 | LOT 352

TAX ID NO. 11-105

OWNERS: RICHARD J. CHERNICK AS TRUSTEE OF THE RICHARD J. CHERNICK REVOCABLE TRUST, U/A/D 3/26/01

CONC. C/L MONROE ST C/L MAIN ST X-101635.48 Y-567774.67

REF. LINE 56+25 PI X-101626.82 Y-567757.93

REF. LINE 56+75 PI X-101649.77 Y-567802.50

X 101705.21 Y 567914.33

REF. LINE 60+00 PI X-101793.90 Y-568093.59

C/L MONROE ST C/L MAIN ST X-101638.24 Y-567780.00

REF. LINE N26°19'38"E 325.00'

N63°37'45"W 31.86'

NORTHERLY EXTENSION OF LINE BETWEEN BROWN COUNTY SURVEYOR'S MONUMENTS

N26°22'15"E 231.80'

REF. LINE N71°20'47"E 49.95'

N26°22'15"E 4601.90'

BROWN COUNTY SURVEYOR'S MONUMENT #CE 3.2 X 99586.71 Y 563569.49

BROWN COUNTY SURVEYOR'S MONUMENT #CE2-2.3 X 101630.79 Y 567692.51

TLE FOR GRADING 0.005 ACRES

TAX ID NO. 11-91 OWNERS: BEVERLY A. FRENCH

BILLBOARD EASEMENT ON ENTIRE PARCEL 83 DOC 2257276

5' WISCONSIN PUBLIC SERVICE EASEMENT DOC 826068

TAX ID NO. 11-102 OWNERS: JOYCE M. RYAN, (VENDOR) AND KEVIN PATRICK & JEFFREY JOHN RYAN, (PURCHASERS), LAND CONTRACT

TAX ID NO. 11-104 OWNERS: JNT VENTURE LLC

LOT 323 | LOT 324 | LOT 325 | LOT 326 | LOT 327

CONC. W/ASPH OVERLAY

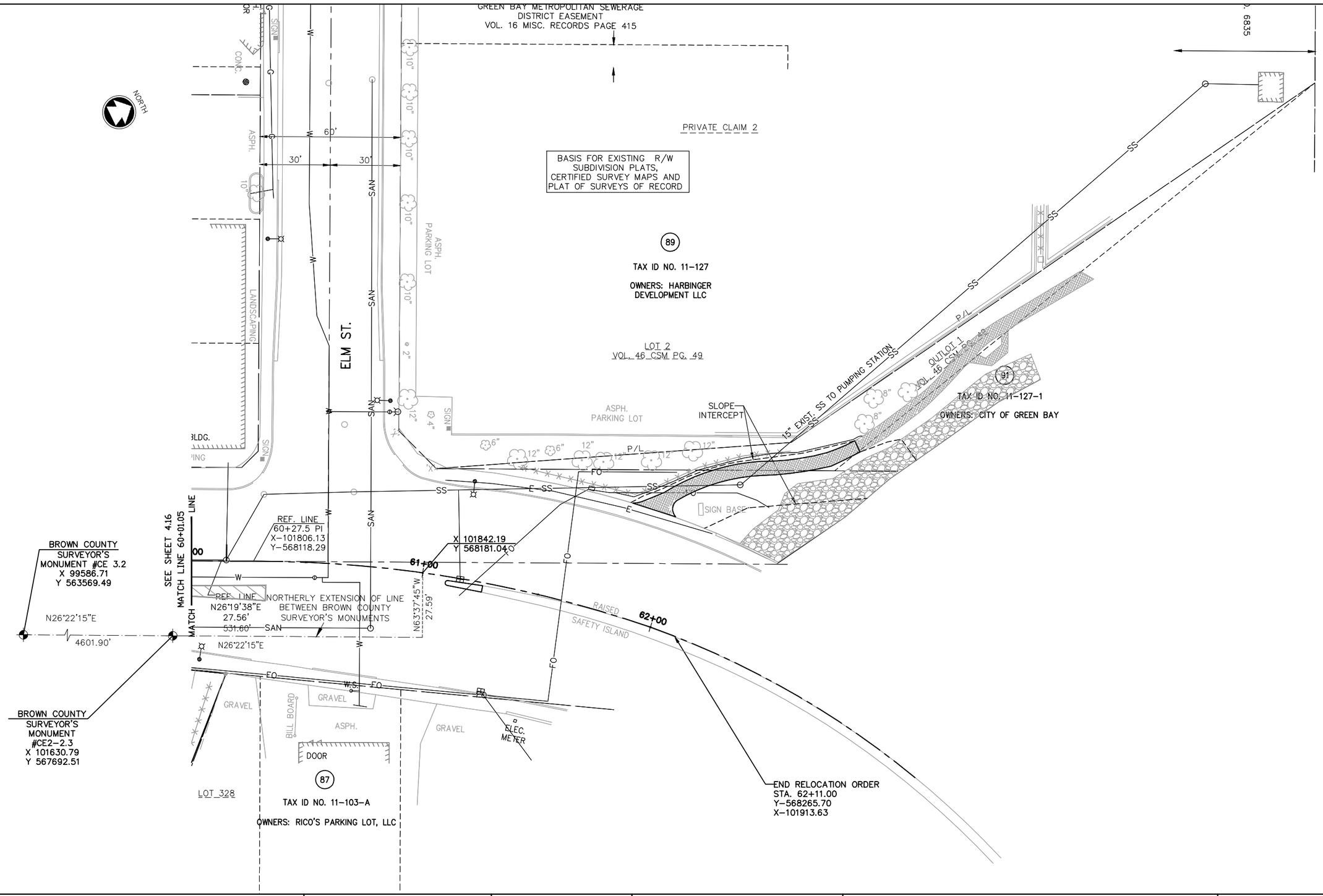
RWB277 | RWB278 | RWB279 | RWB280

SEE SHEET 4.15 MATCH LINE 55+46.88

MATCH LINE 60+01.05 SEE SHEET 4.17

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.16
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 218 E

4



REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.17	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 219	E

4

COORDINATE TABLE

POINT NO.	X	Y	STATION	OFFSET
211	99914.20	564216.27	16+91.22	41.00′ RT
212	99984.91	564358.57	18+50.00	41.00′ RT
213	100006.91	564403.48	19+00.12	41.00′ RT
214	100020.80	564431.43	19+31.34	41.00′ RT
220	100128.50	564579.03	21+11.41	71.78′ RT
221	100131.79	564585.77	21+18.91	71.73′ RT
222	100114.33	564594.28	21+18.77	52.30′ RT
223	100109.63	564610.23	21+30.97	41.00′ RT
224	100145.83	564683.16	22+12.39	41.00′ RT
225	100153.07	564699.99	22+30.68	40.00′ RT
226	100029.10	564635.81	21+18.07	42.50′ LT
227	100031.59	564640.83	21+23.67	42.50′ LT
228	100041.71	564657.84	21+43.41	41.00′ LT
229	100083.22	564741.46	22+36.77	41.00′ LT
230	100090.90	564754.68	22+52.03	40.00′ LT
231	100664.15	565921.53	35+52.07	40.00′ LT
232	100666.73	565913.89	35+46.38	45.70′ LT
233	100737.75	565877.05	35+44.96	40.00′ RT
234	100746.40	565880.82	35+52.18	46.07′ RT

COORDINATE TABLE

POINT NO.	X	Y	STATION	OFFSET
253	101037.23	566375.53	41+24.61	86.59′ RT
254	101023.33	566383.68	41+25.73	70.51′ RT
255	101017.86	566386.53	41+25.85	64.35′ RT
256	101007.95	566416.26	41+48.08	42.25′ RT
257	101012.15	566424.72	41+57.52	42.25′ RT
258	101020.14	566445.87	41+80.02	40.00′ RT
262	100992.49	566574.59	42+83.02	42.00′ LT
263	101002.50	566594.76	43+05.54	42.00′ LT
264	101017.86	566621.21	43+36.05	40.00′ LT
265	101135.19	566677.64	44+38.78	40.00′ RT
266	101147.38	566682.18	44+48.26	48.90′ RT
267	101152.69	566679.94	44+48.62	54.65′ RT
271	101345.49	567087.74	48+99.61	46.00′ RT
272	101344.16	567098.58	49+08.73	40.00′ RT
274	101473.43	567550.15	53+70.68	45.00′ LT
275	101527.82	567659.69	54+92.98	45.00′ LT
276	101542.43	567677.89	55+15.75	40.00′ LT
277	101570.01	567733.45	55+77.81	40.00′ LT
278	101561.72	567744.26	55+83.80	52.23′ LT
279	101550.69	567749.74	55+84.48	64.55′ LT
280	101550.98	567750.34	55+83.81	64.55′ LT

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
265	266	9.50′	14.33′	N69°36′11″E	13.01′
271	272	10.00′	11.55′	N06°58′22″W	10.92′
277	278	15.50′	14.10′	N37°30′35″W	13.62′

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
211	212	N26°25′27″E	158.90′
212	213	N26°05′51″E	50.00′
213	214	N26°25′27″E	31.22′
220	221	N26°00′00″E	7.50′
221	222	N64°00′00″W	19.43′
222	223	N16°26′14″W	16.63′
223	224	N26°24′00″E	81.42′
224	225	N23°16′10″E	18.32′
226	227	N26°24′00″E	5.60′
227	228	N30°45′40″E	19.79′
228	229	N26°24′00″E	93.36′
229	230	N30°09′00″E	15.29′
231	231	S18°38′09″E	8.06′
233	234	N66°26′28″E	9.43′

COURSE TABLE

FROM POINT	TO POINT	BEARING	DISTANCE
253	254	N59°36′25″W	16.11′
254	255	N62°30′39″W	6.17′
255	256	N18°26′13″W	31.34′
256	257	N26°24′04″E	9.44′
257	258	N20°41′26″E	22.61′
262	263	N26°24′04″E	22.52′
263	264	N30°09′04″E	30.58′
266	267	S67°11′43″E	5.76′
268	269	S63°45′07″E	16.00′
271	272	N06°58′22″W	10.92′
274	275	N26°24′04″E	122.30′
275	276	N38°46′11″E	23.34′
278	279	N63°34′10″W	12.32′
279	280	N26°25′50″E	0.67′

REVISION DATE	DATE 11/2012	SCALE, FEET 0 20 40	HWY: MONROE AVE./STH 57	STATE R/W PROJECT NUMBER 1481-07-21	PLAT SHEET 4.18	
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 1481-07-71	PS&E SHEET 220	E

BEGIN PROJECT
STA. 9+42.98

STH 57
MONROE AVE

CASS STREET

LEGEND
SAW CUT
REM. TREE/SHRUB
REM LP = REM. CITY OWNED ST LIGHT

NORTH

SAVE TREE
ADJ MH
REM LP
CLEANOUT
SLOPE INTERCEPT
SB PROFILE GRADE LINE (SBPG LINE)
NB PROFILE GRADE LINE (NBPG LINE)
CONST. R/W
18" SS
HOUSE
PORCH
CURB
ASPH.
CONC.
CONC. RETAINING WALL
TLE
SIGN
PED. 'X'
ELEC. BOX
RECEPT
GRASS
SAN
SS
W.S.
25'
30' R.
40' R.
9+00
10+00
11+00
12+00
13+00
14+00
P.I.

MATCH 9+42.98
ELEV.= 126.71
S= -2.19%
K= 52.10
VCL= 90'
P.V.C. 9+65
ELEV.= 126.23
P.V.I. 10+10
ELEV.= 125.24
P.V.T. 10+55
ELEV.= 123.48
S= -3.92%
K= 75.63
VCL= 90'
P.V.C. 11+05
ELEV.= 121.51
P.V.I. 11+50
ELEV.= 119.75
P.V.T. 11+95
ELEV.= 118.52
S= -2.73%
FINISHED PROFILE @ SBPG LINE
EXISTING PROFILE @ SBPG LINE
P.V.I. 13+00
ELEV.= 115.66
S= -2.23%

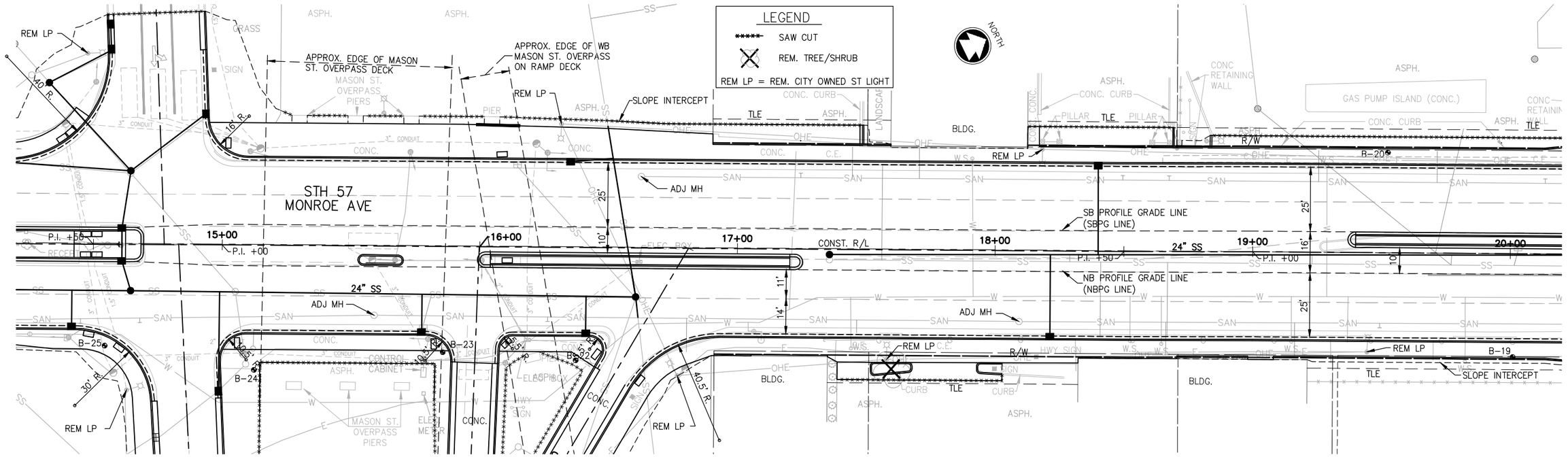
MATCH 9+42.98
ELEV.= 126.82
S= -2.06%
K= 56.19
VCL= 90'
P.V.C. 9+65
ELEV.= 126.37
P.V.I. 10+10
ELEV.= 125.44
P.V.T. 10+55
ELEV.= 123.79
S= -3.66%
P.V.I. 11+40
ELEV.= 120.68
FINISHED PROFILE @ NBPG LINE
EXISTING PROFILE @ NBPG LINE
S= -3.32%
P.V.I. 12+30
ELEV.= 117.89
S= -2.66%
P.V.I. 13+00
ELEV.= 115.83
S= -2.14%
P.V.I. 13+50
ELEV.= 114.76
S= -2.35%

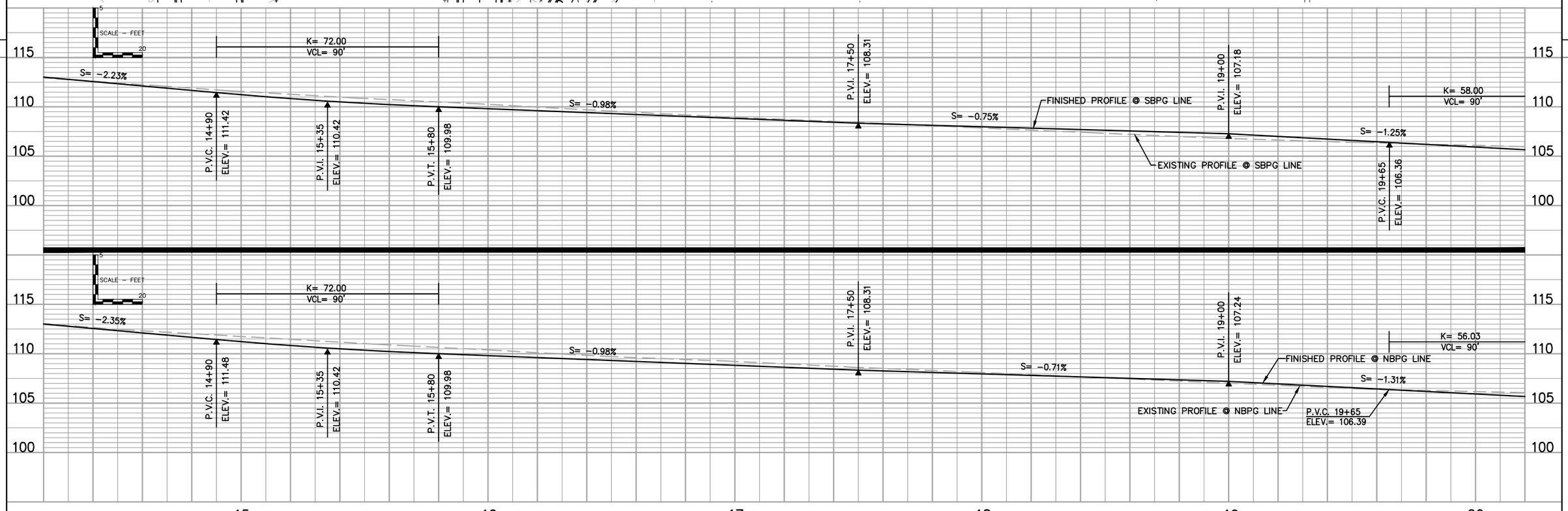
SCALE - FEET
5
20

125
120
115
110

9
10
11
12
13
14

PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE	SHEET: 221	E





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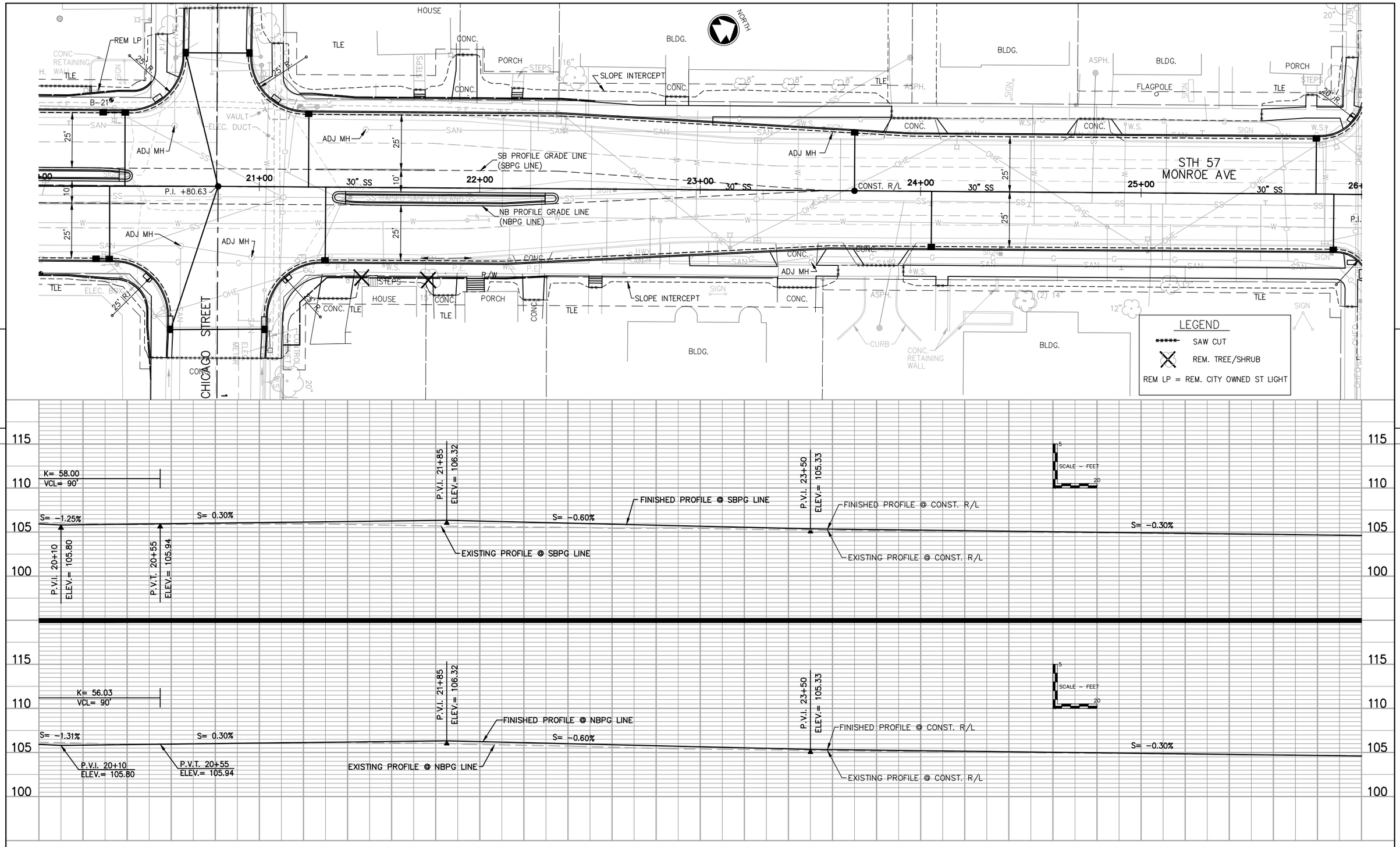

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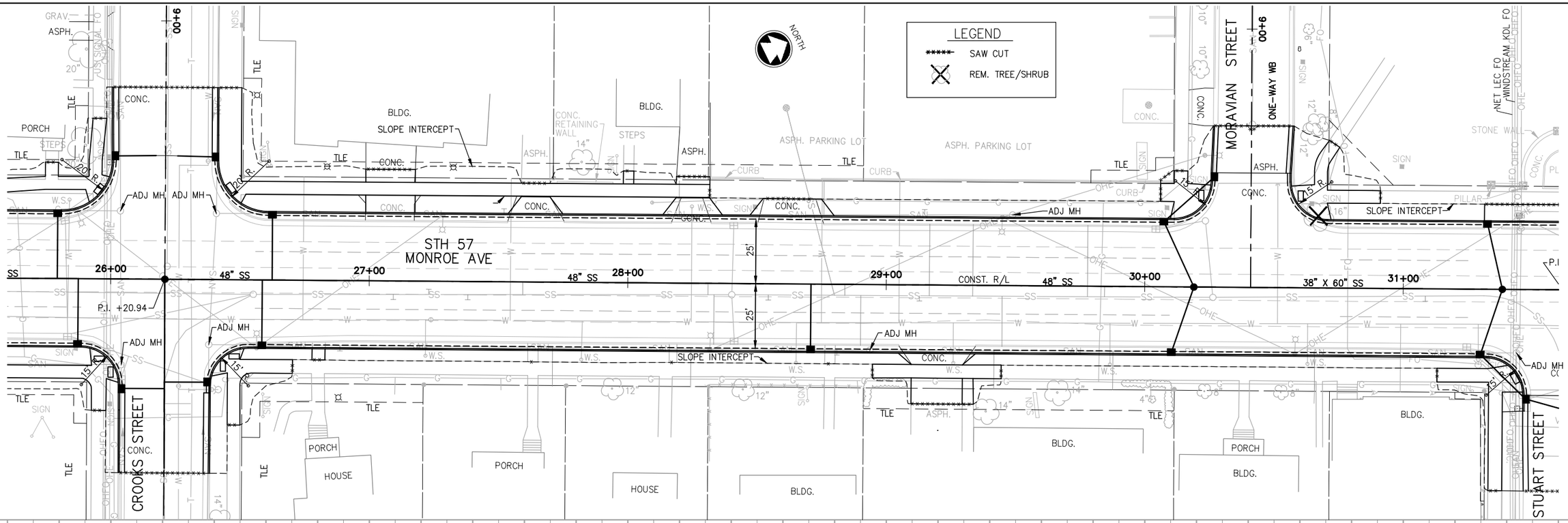
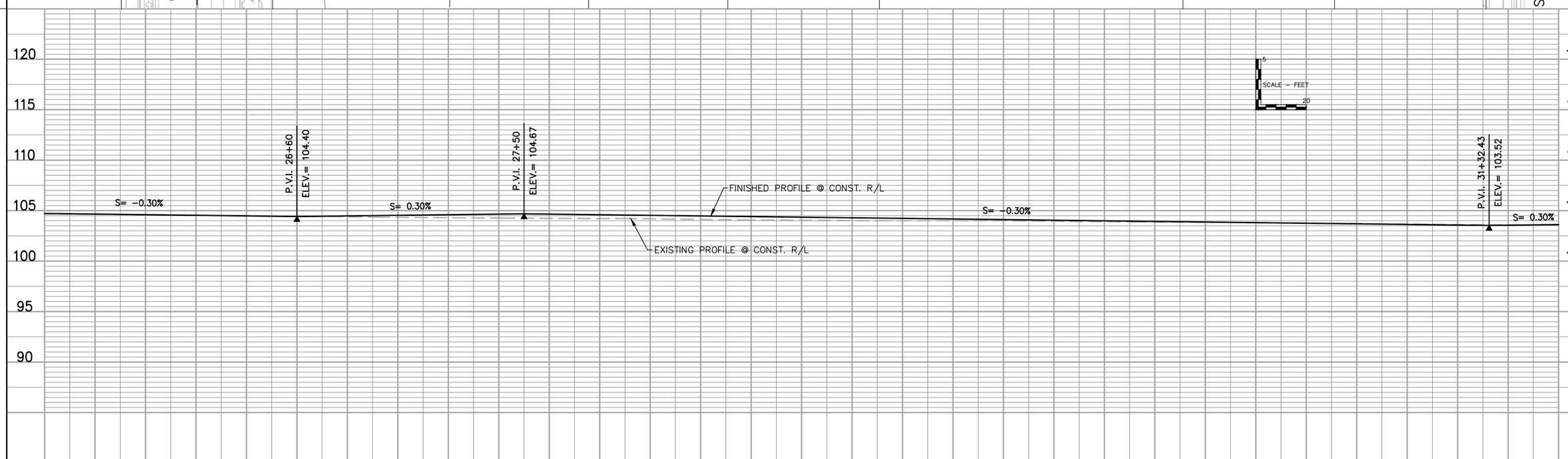
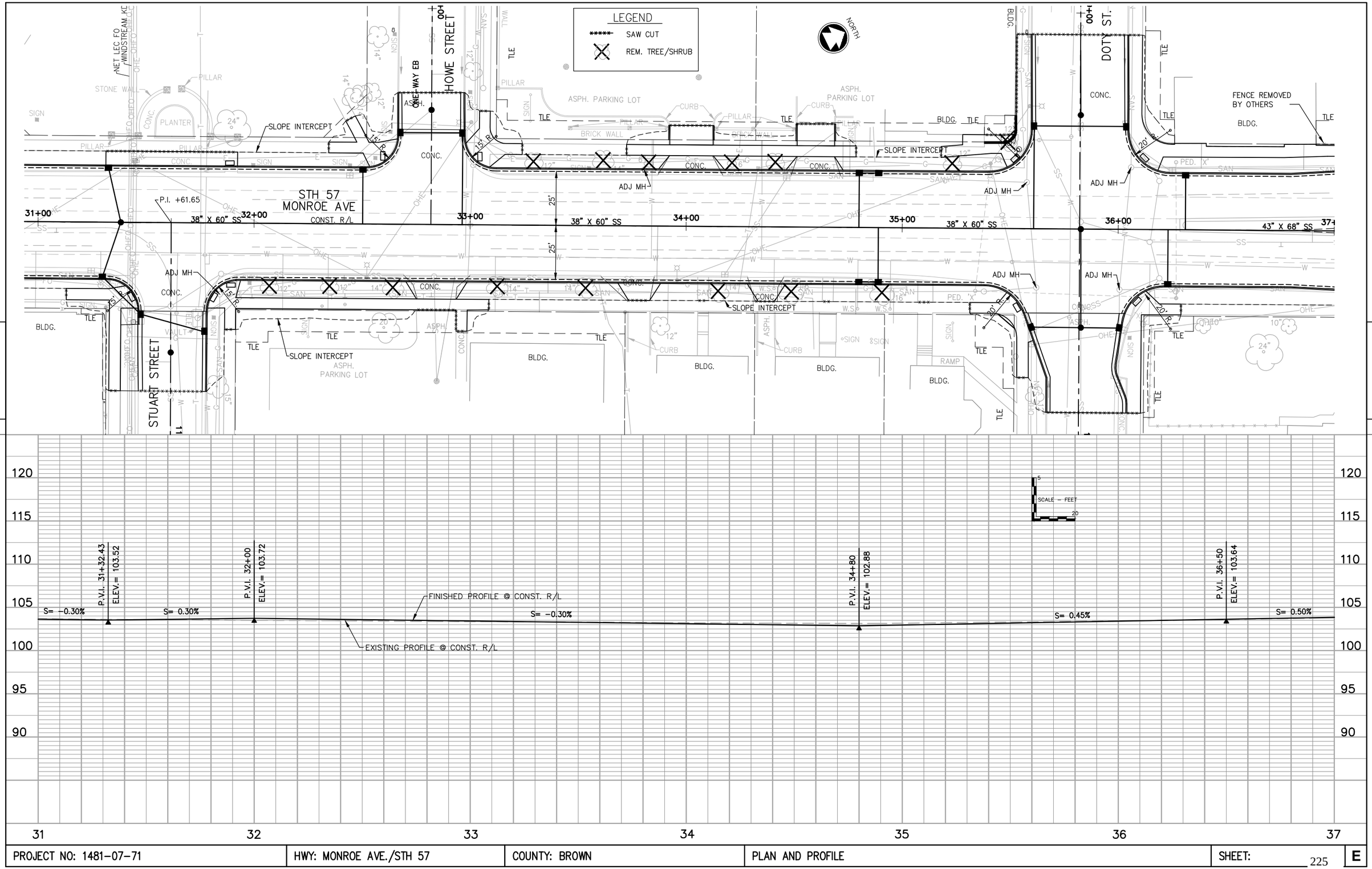




PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE	SHEET: 224	E



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE	SHEET: 225	E

LEGEND

SAW CUT

REM. TREE/SHRUB

NORTH

HISTORIC BOUNDARY 180' FROM SOUTH P/L

FENCE REMOVED BY OTHERS

ASPH. PARKING LOT

CURB

PILLAR

SLOPE INTERCEPT

TLE

B-18

B-17

ADJ MH

STH 57
MONROE AVE

SB PROFILE GRADE LINE (SBPG LINE)

NB PROFILE GRADE LINE (NBPG LINE)

37+00

38+00

39+00

40+00

41+00

42+00

CONST. R/L

25'

10'

54" SS

B-15

B-16

RETAINING WALL

CONTROL CABINET

VAULT

ELEC. DUCT

2" CONDUIT

1.5" CONDUIT

RAISED SAFETY ISLAND

E. WALNUT ST.

30' R.

DOOR

O.H. DOOR

CONC.

GRASS

FLAGPOLE

BLDG.

HISTORIC BOUNDARY 290' FROM SOUTH P/L

SCALE — FEET 20

P.V.I. 39+00
ELEV.= 104.89

P.V.I. 41+00
ELEV.= 105.68

P.V.I. 42+85
ELEV.= 105.12

FINISHED PROFILE @ SBPG LINE

EXISTING PROFILE @ SBPG LINE

S= 0.50%

S= 0.40%

S= -0.30%

S= -0.40%

P.V.I. 39+00
ELEV.= 104.89

P.V.I. 41+00
ELEV.= 105.49

P.V.I. 42+30
ELEV.= 105.10

P.V.I. 43+00
ELEV.= 105.31

FINISHED PROFILE @ NBPG LINE

EXISTING PROFILE @ NBPG LINE

S= 0.50%

S= 0.30%

S= -0.30%

S= 0.30%

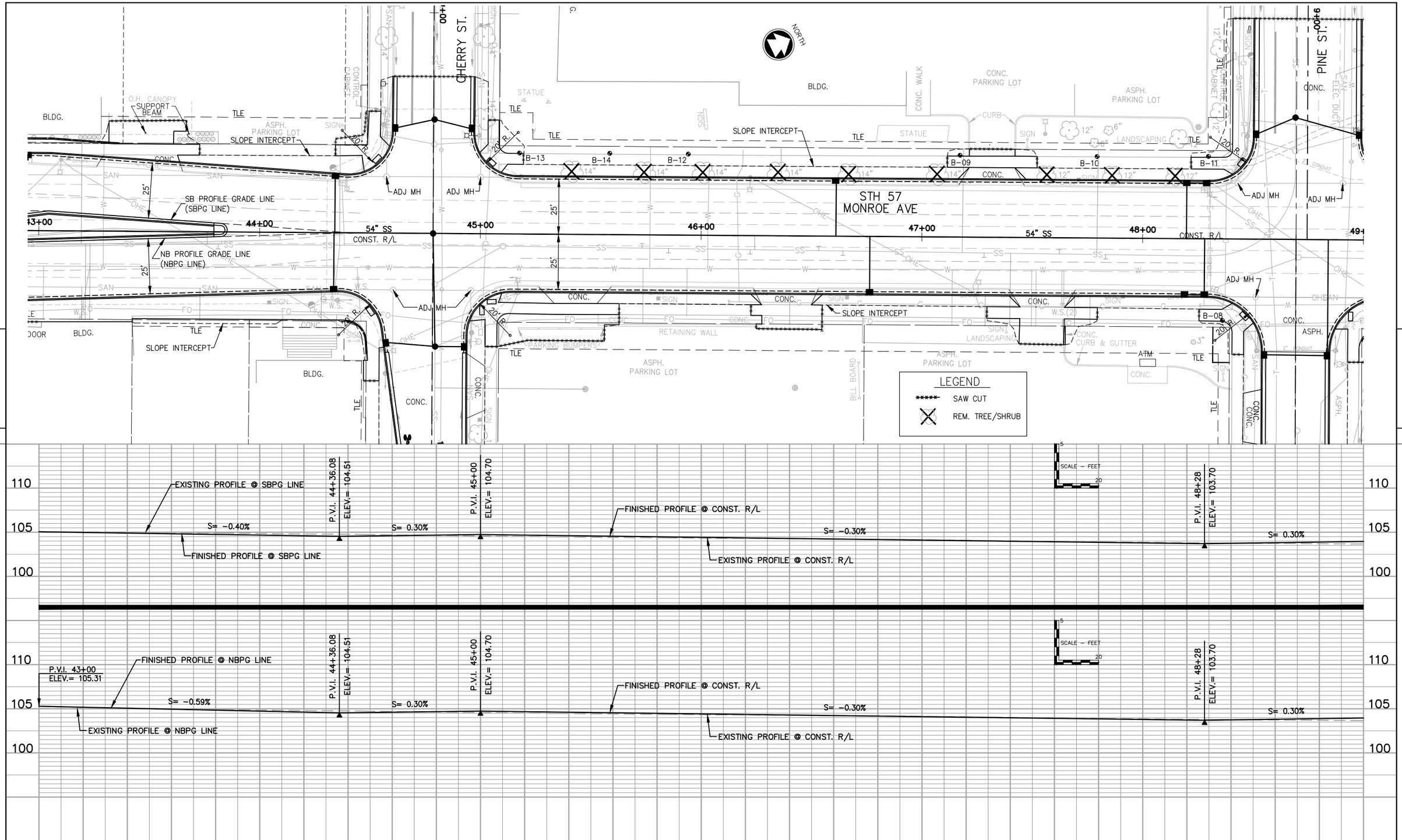
110

105

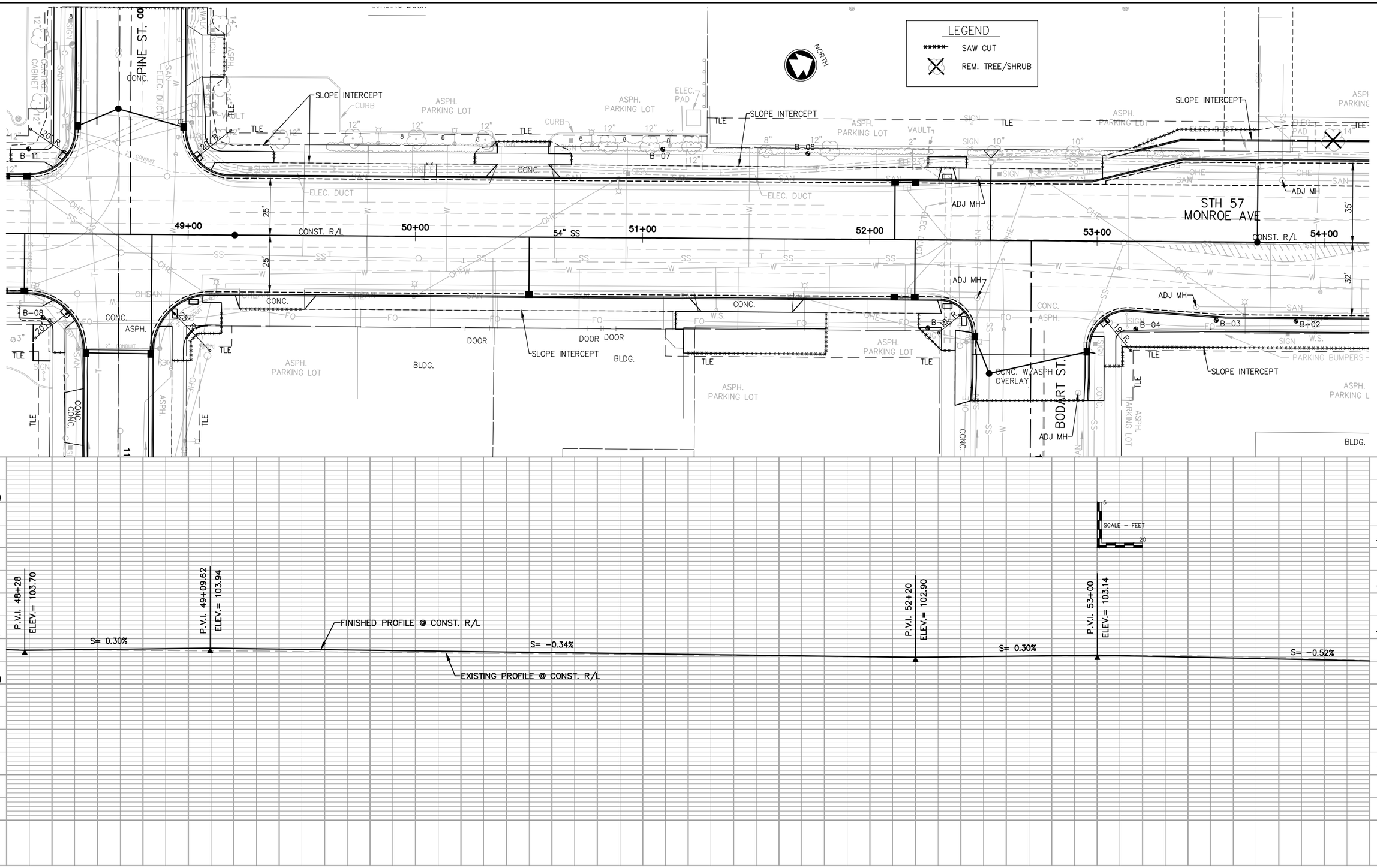
100

37 38 39 40 41 42 43

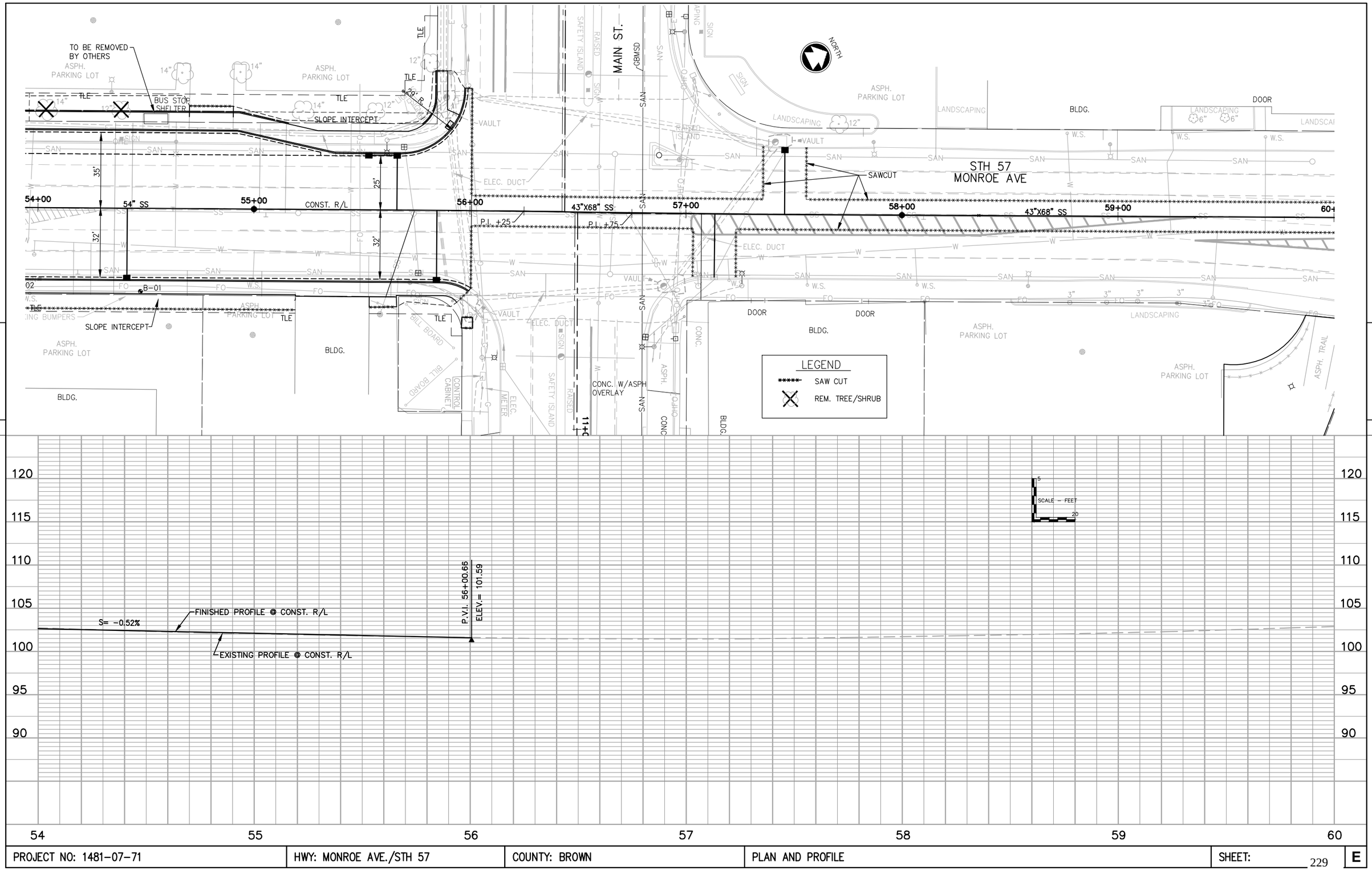
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE	SHEET: 226	E



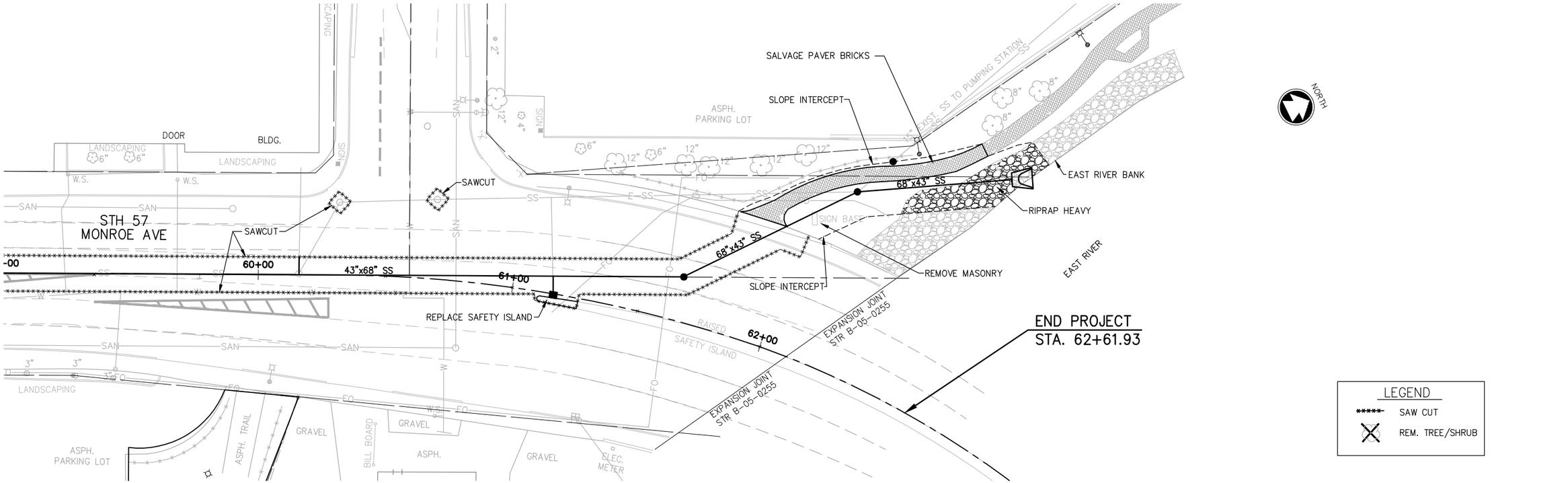
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE	SHEET: 227	E



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE	SHEET: 228	E



PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE	SHEET: 229	E



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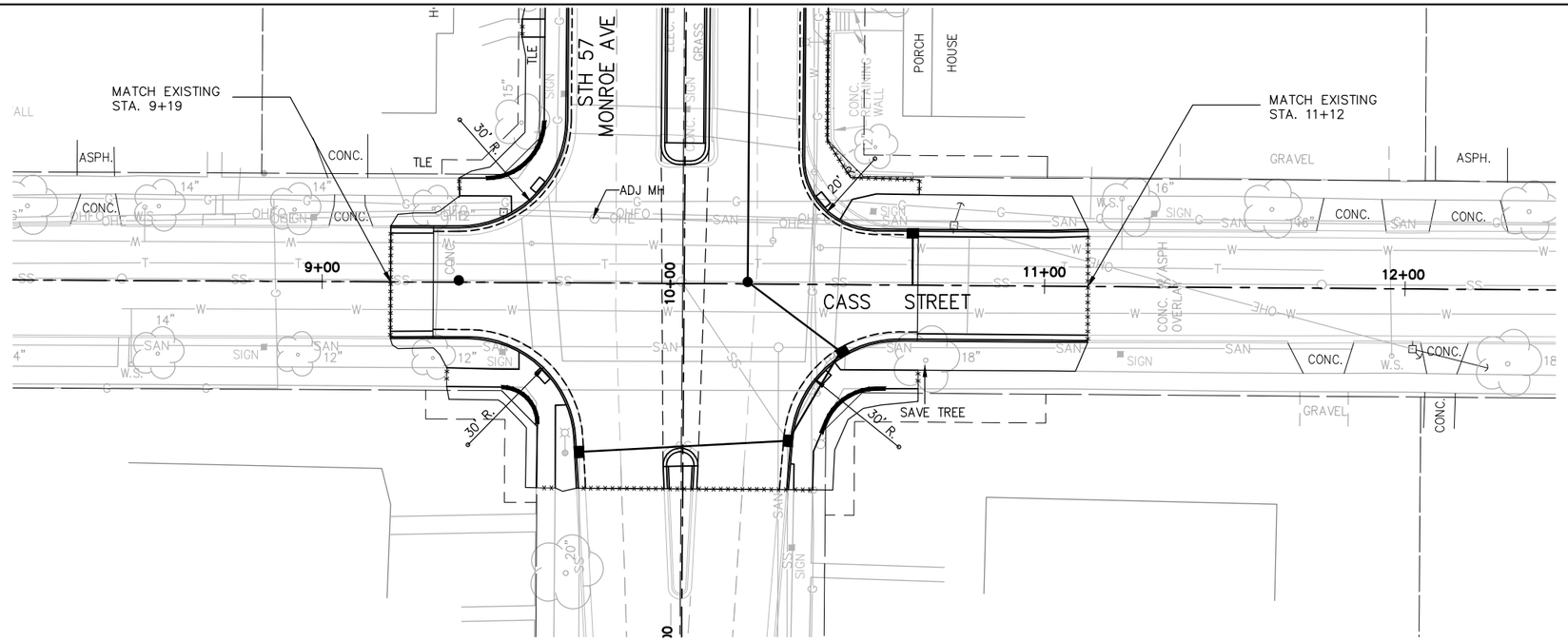

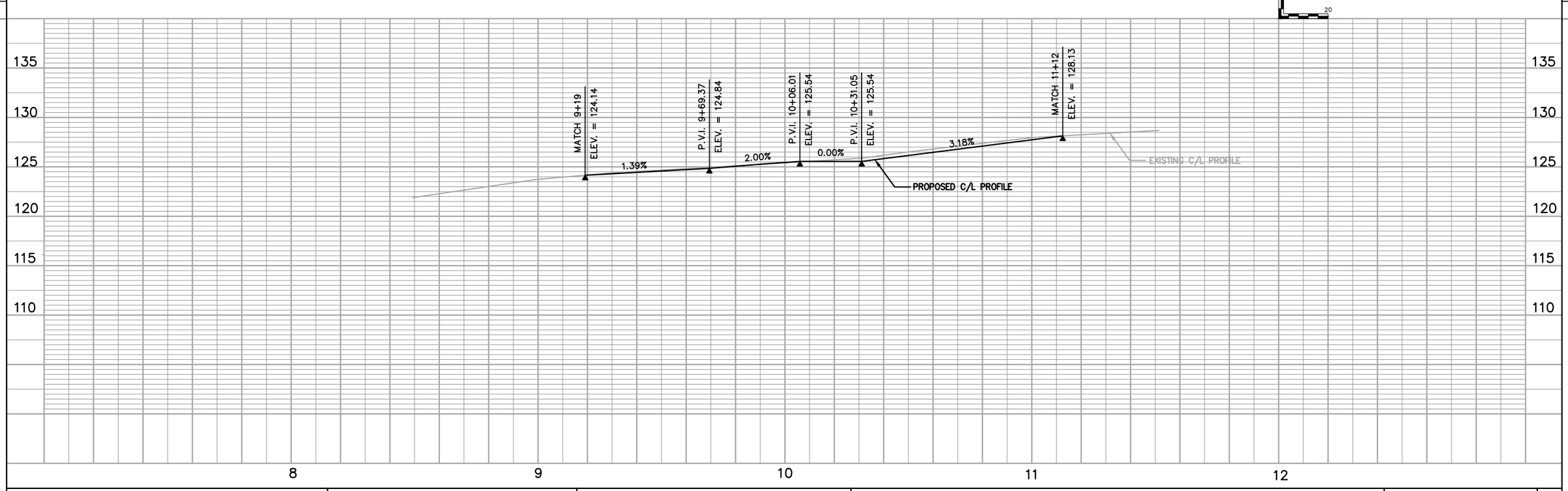

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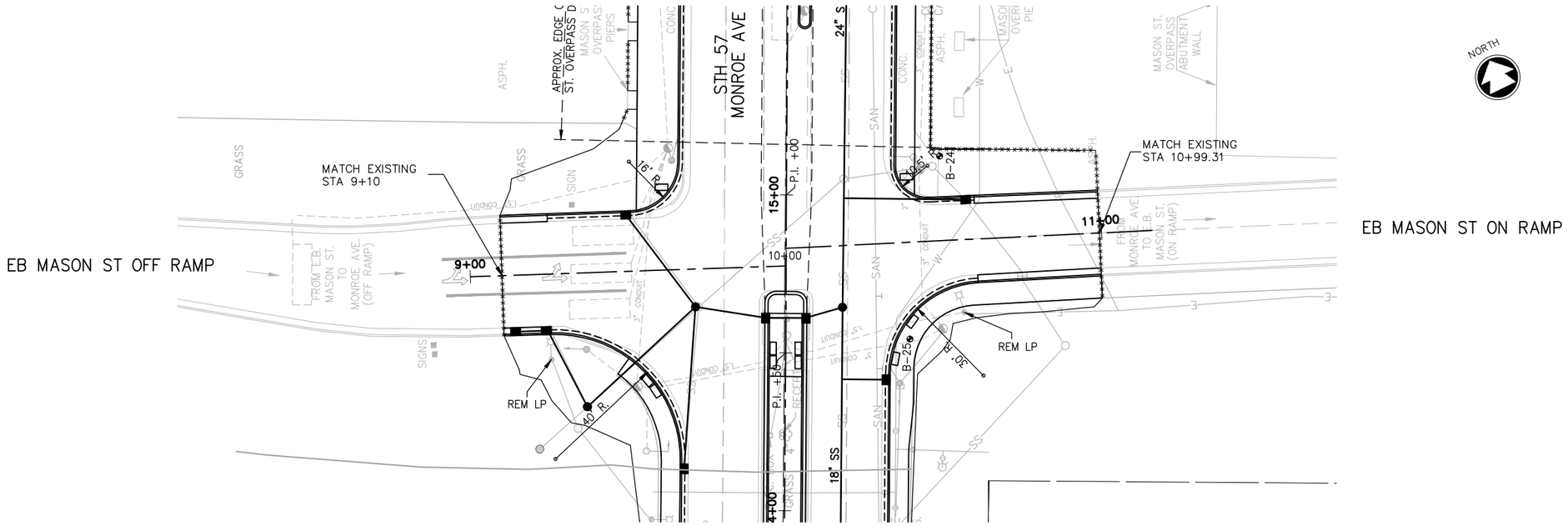

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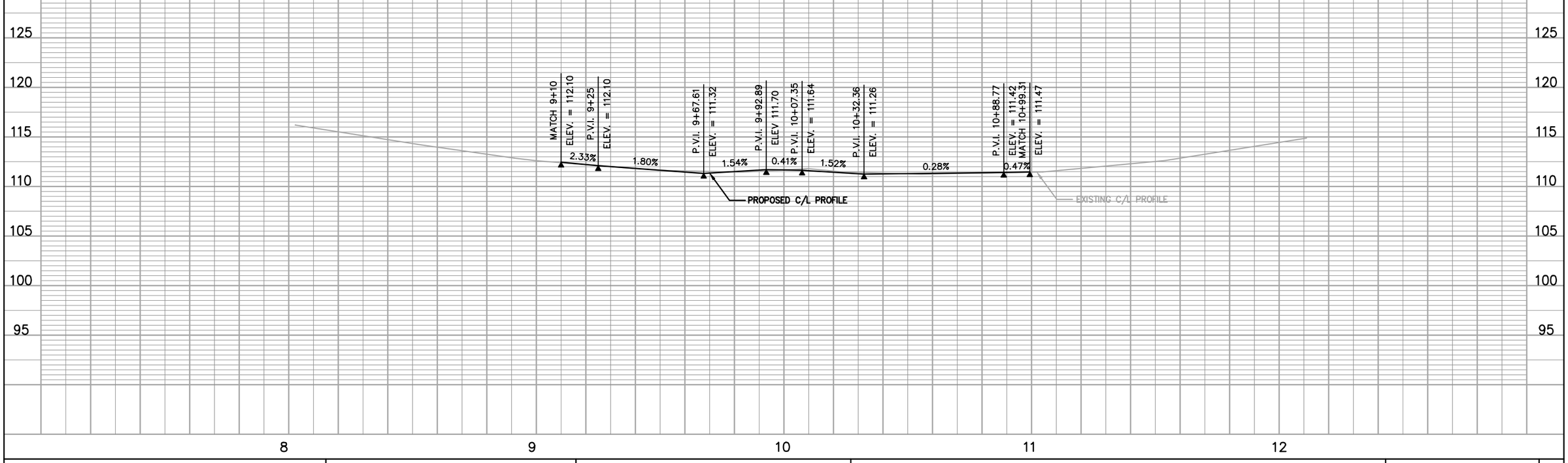
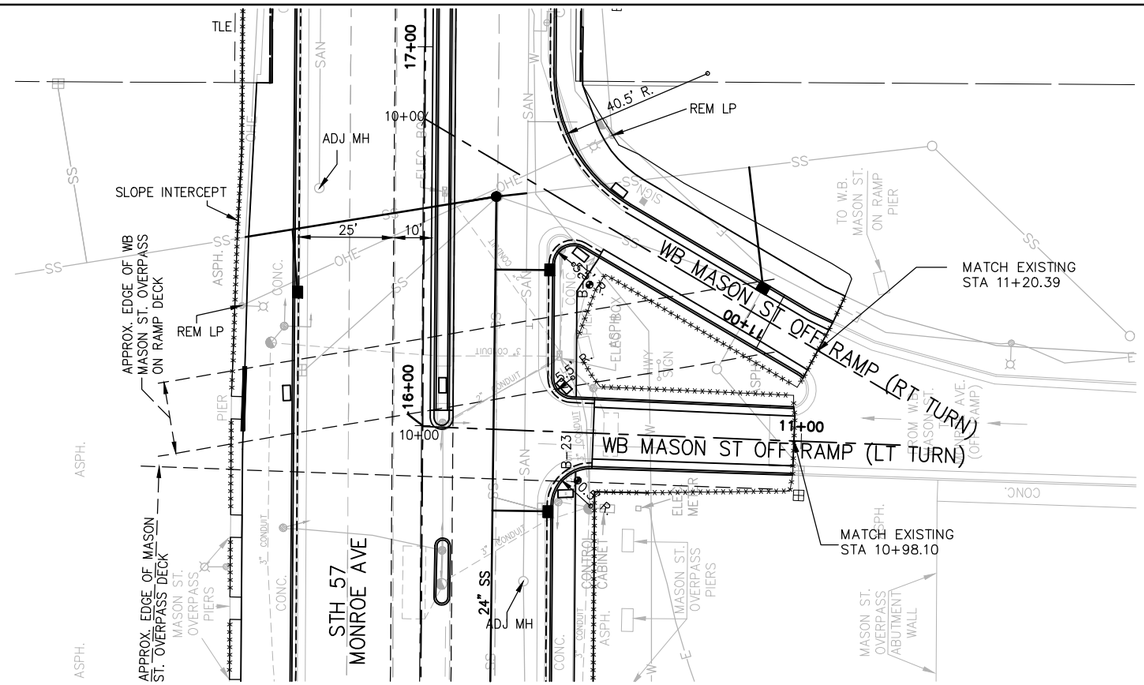
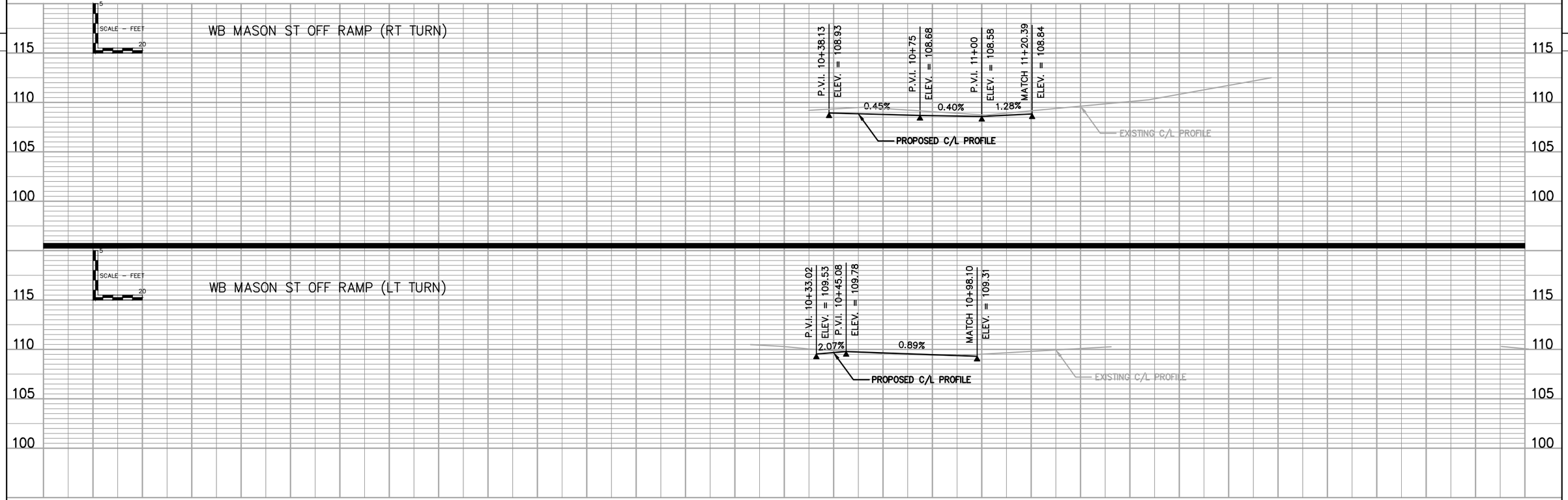
5

SCALE – FEET
5
20



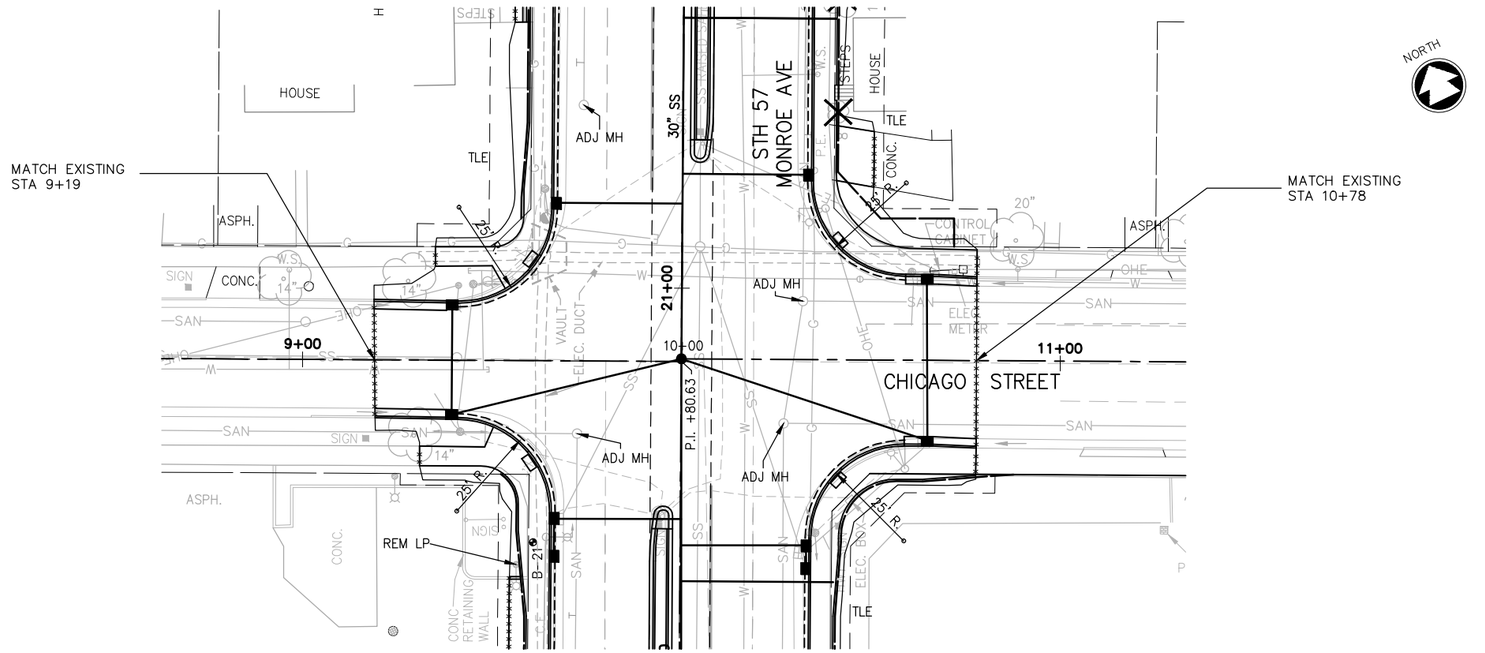
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – EB MASON ON/OFF RAMP	SHEET: 232	E

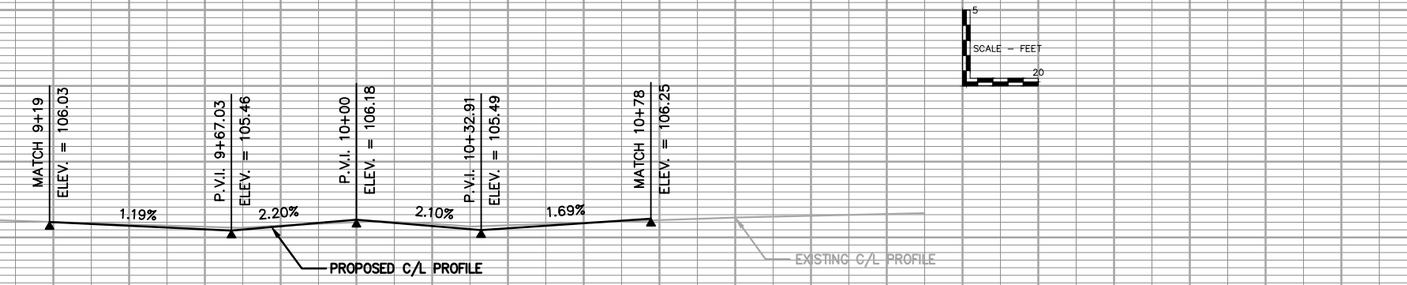




PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – WB MASON ST OFF RAMP	SHEET: 233	E

gflohr, W:\PROJECTS\W0059\970220\00\05-Plan and Profile\13 WB MASON ST OFF RAMP.dwg, 13 wb mason st off ramp, Plot Date: 1/15/2014 10:34 AM, xrefs: (x-monroe existing topo, x-monroe proposed, rw-comps-dew)





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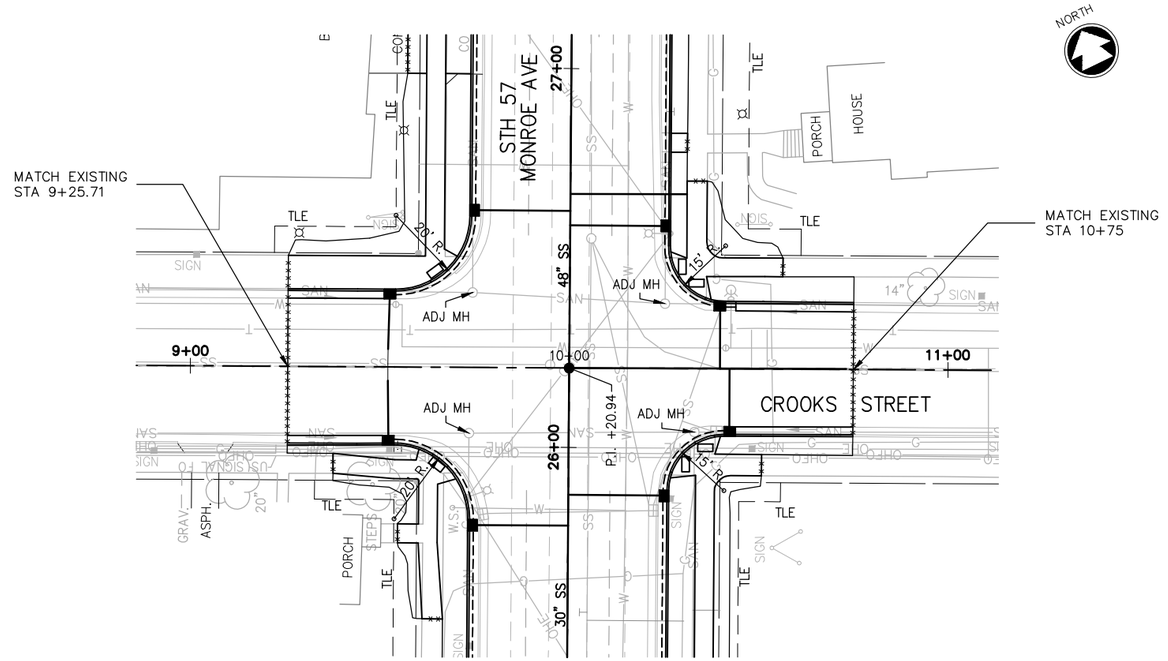
gflohr, W:\PROJECTS\W0059\970220\00\05-Plan and Profile\14 CHICAGO ST.dwg, 14 chicago st, Plot Date: 1/15/2014 10:35 AM, xrefs: (x-monroe existing topo, x-monroe proposed, rw-comps-dew)



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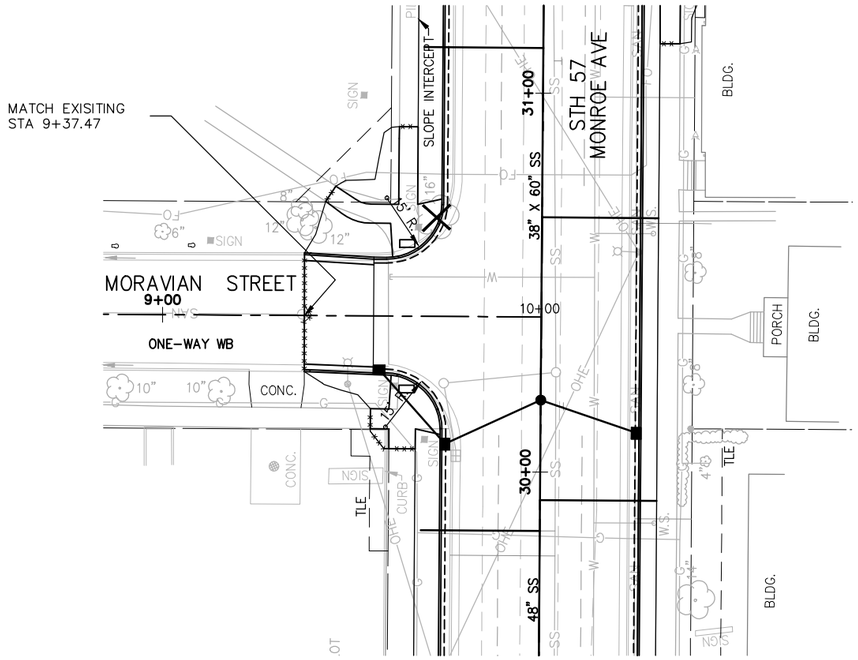
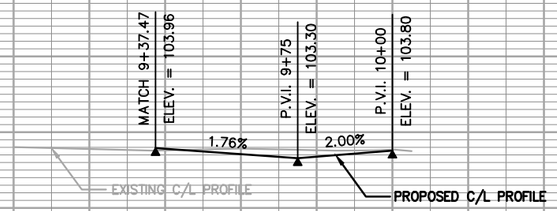
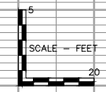
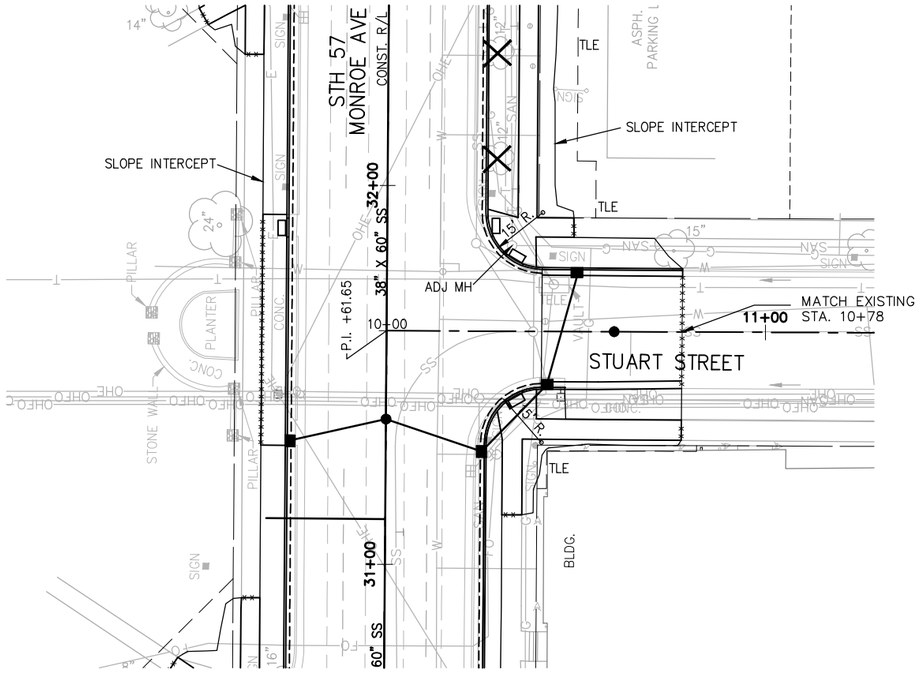
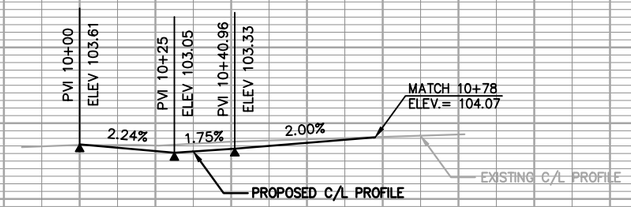


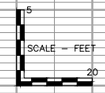




PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – MORAVIAN ST	SHEET: 236	E







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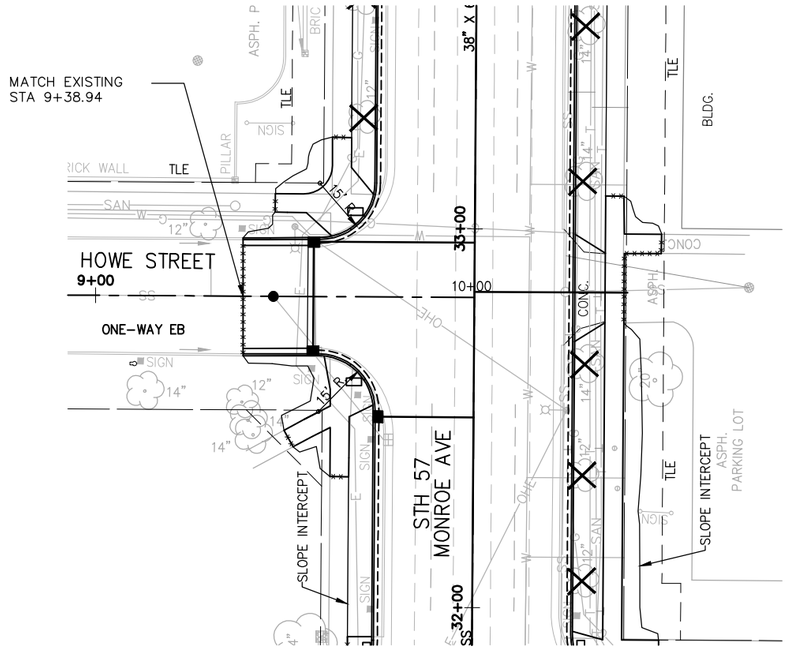
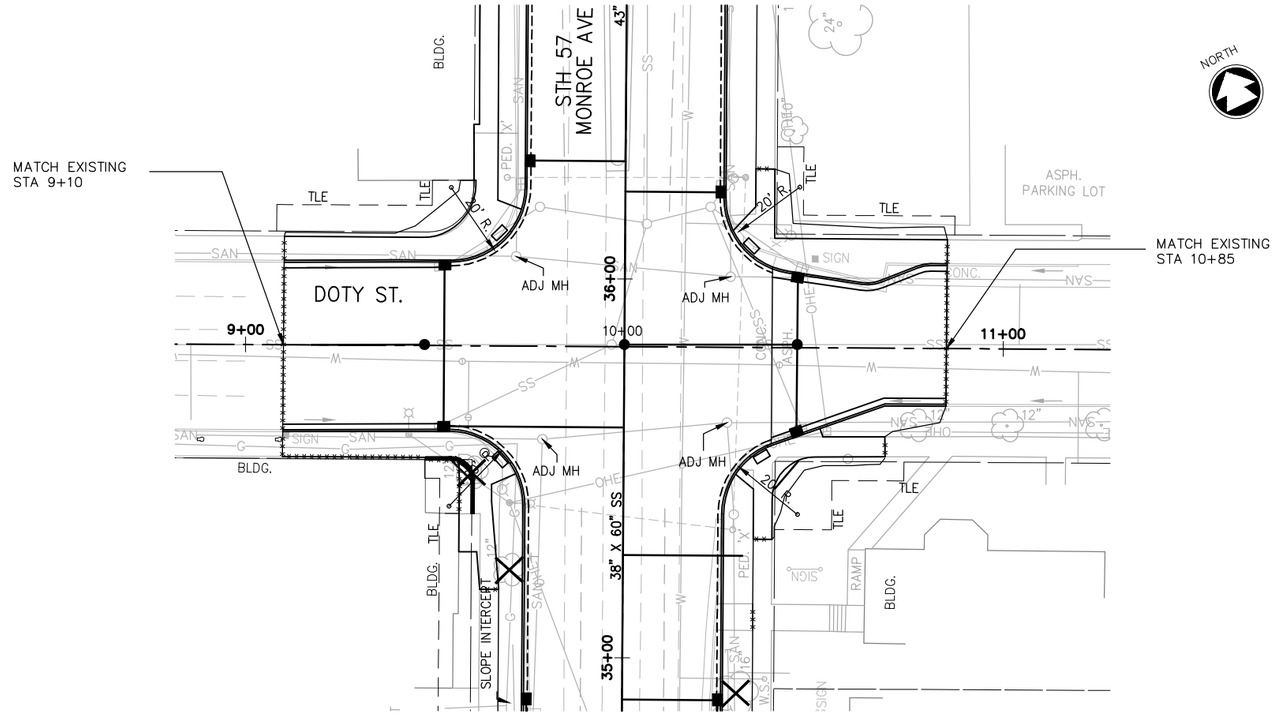
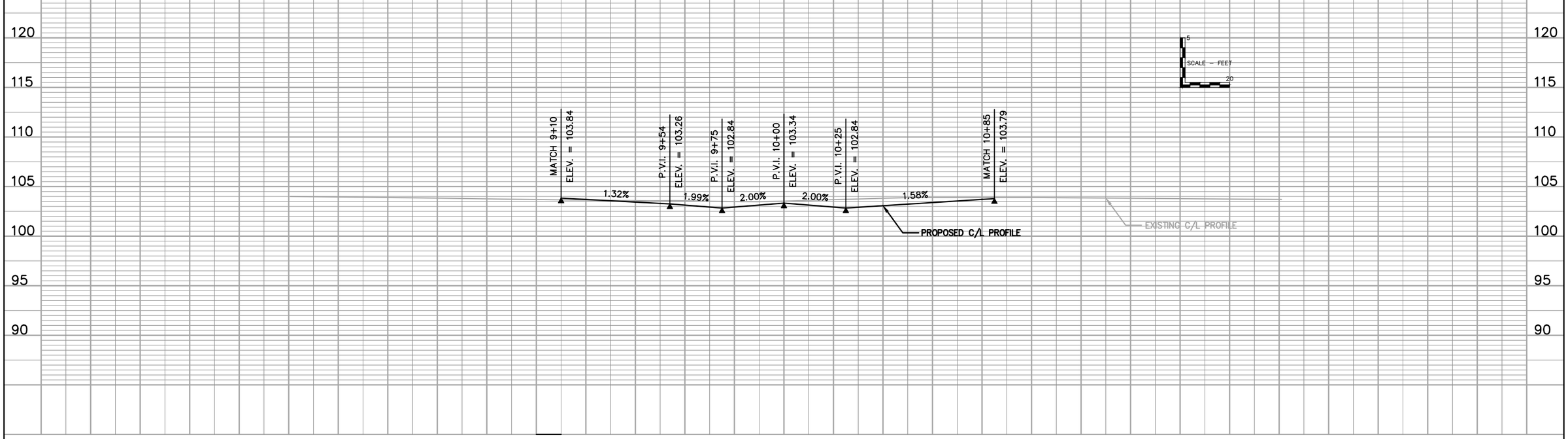


PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – HOWE ST	SHEET: 238	E





PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – DOTY ST	SHEET: 239	E

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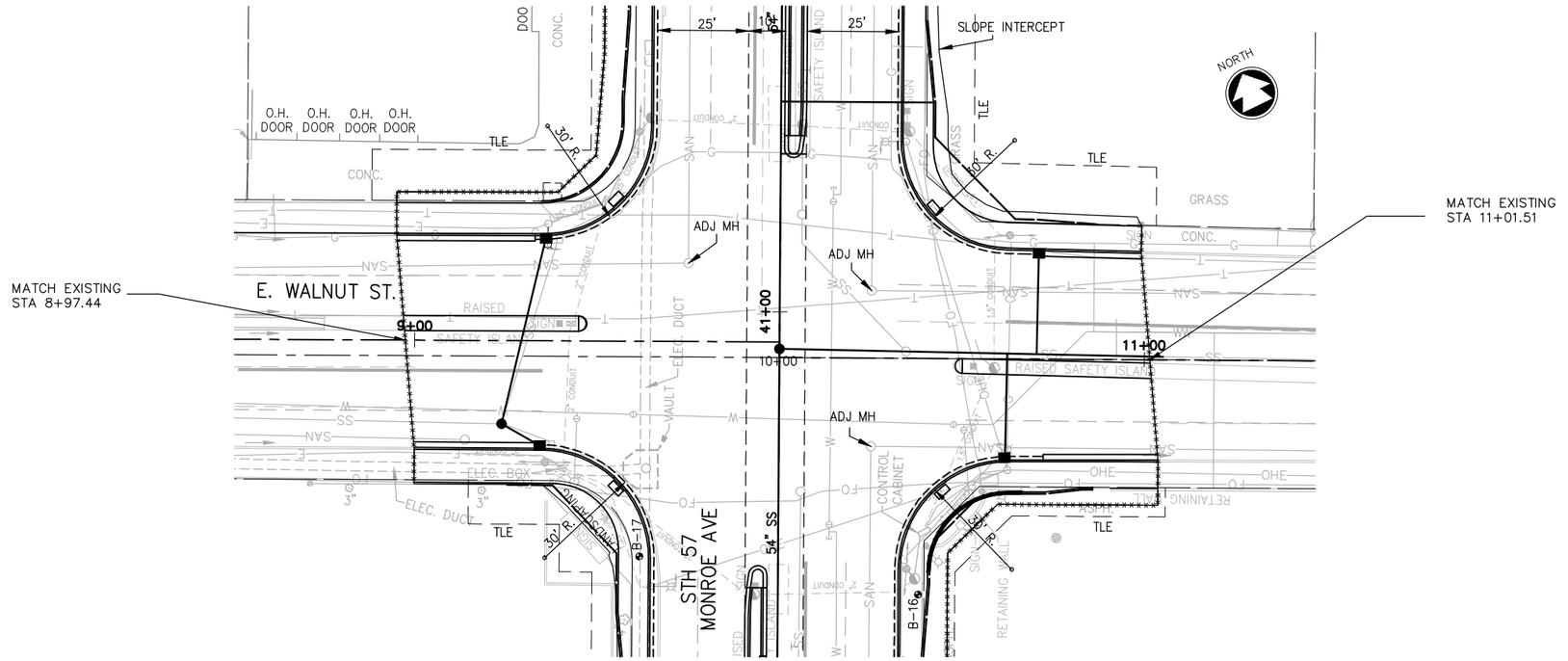
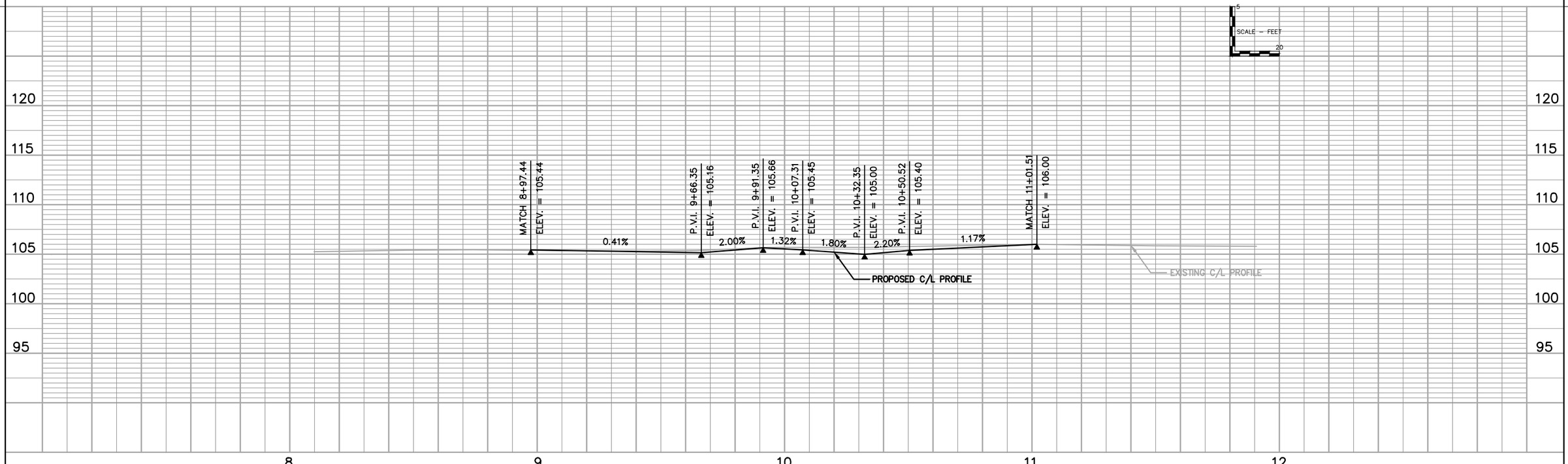
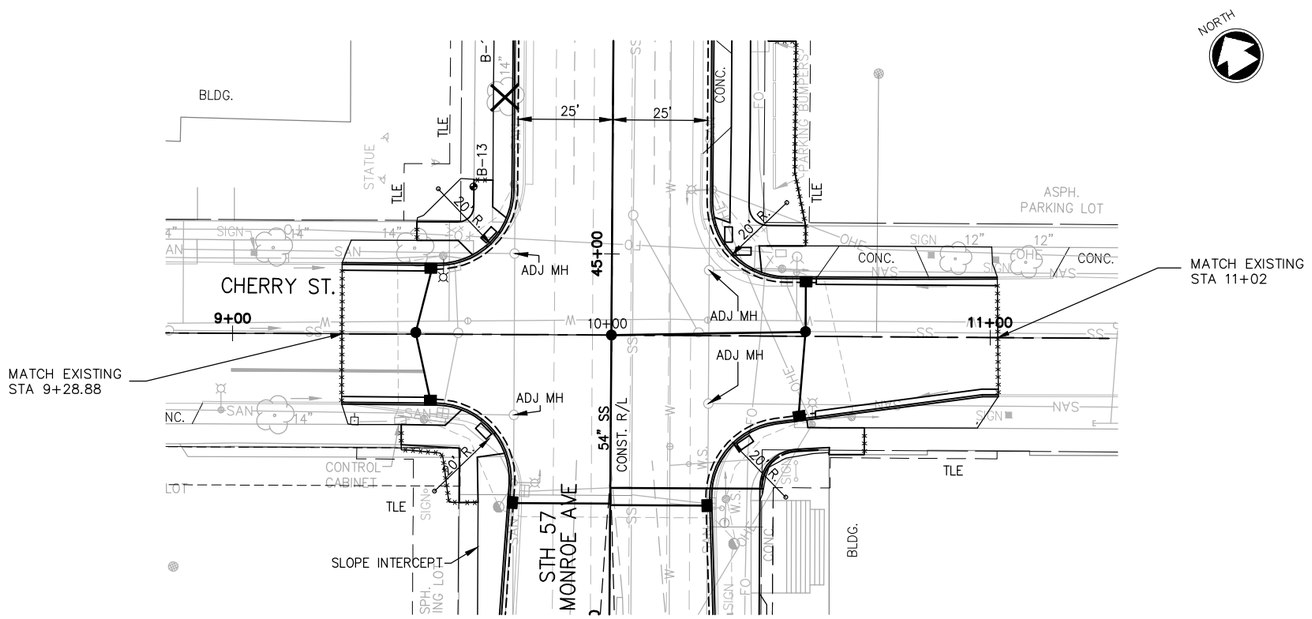
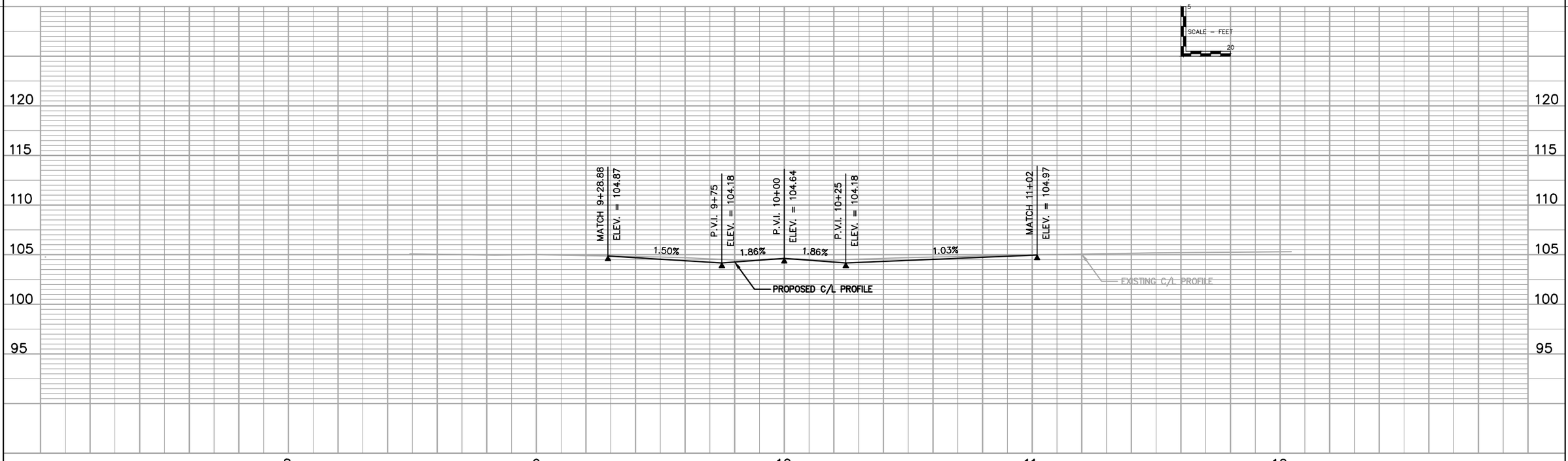


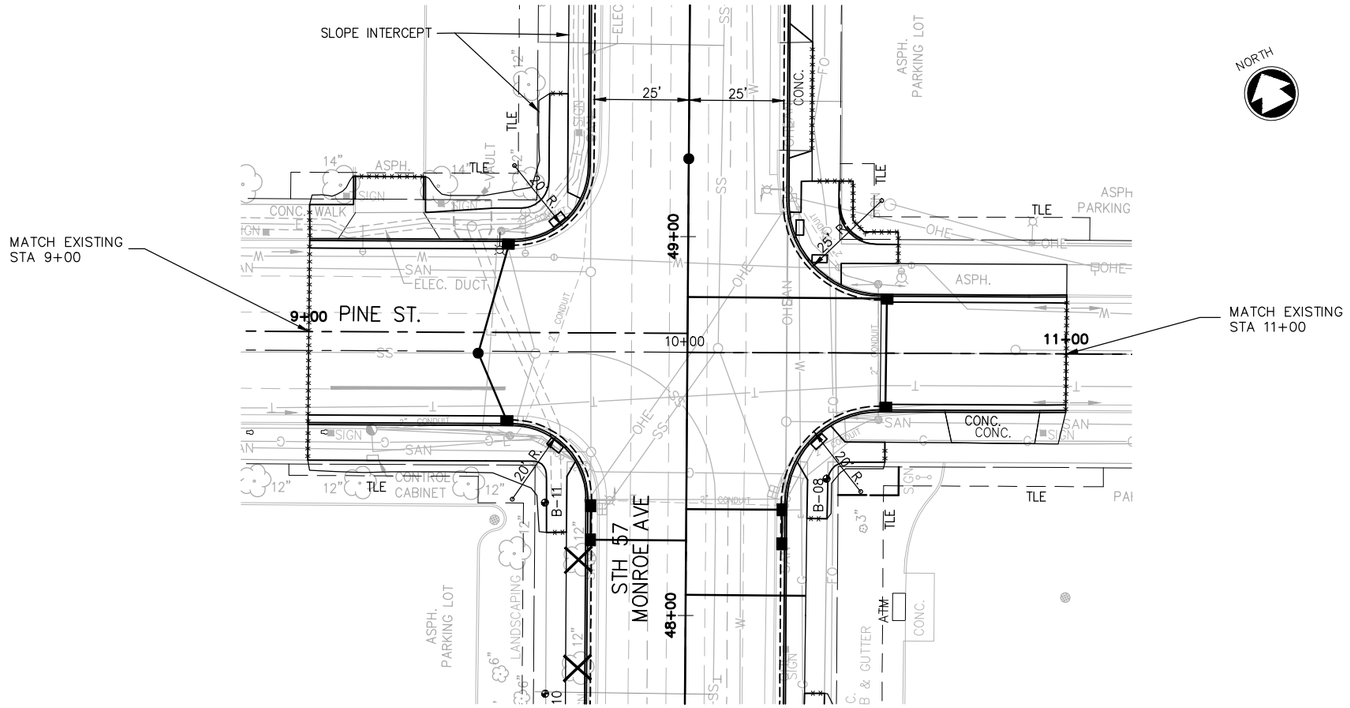


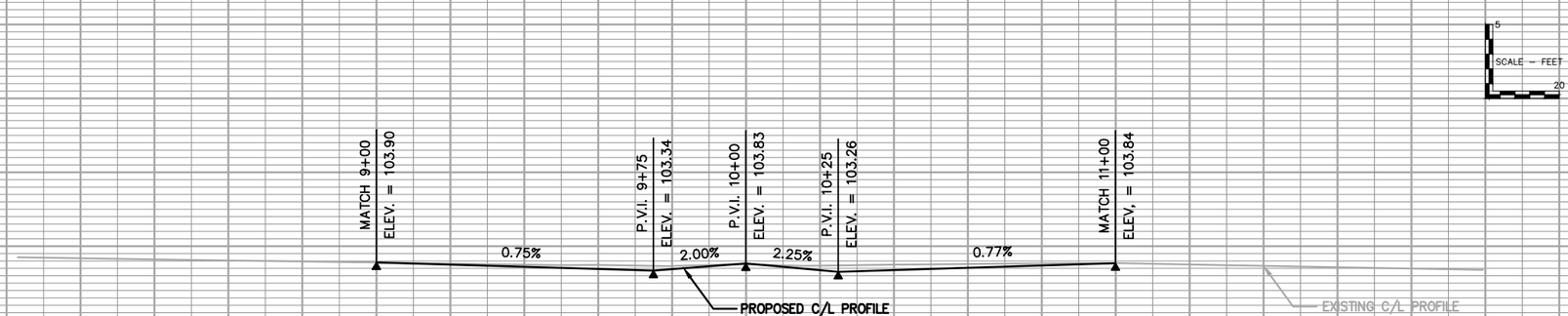
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – WALUNT ST	SHEET: 240	E



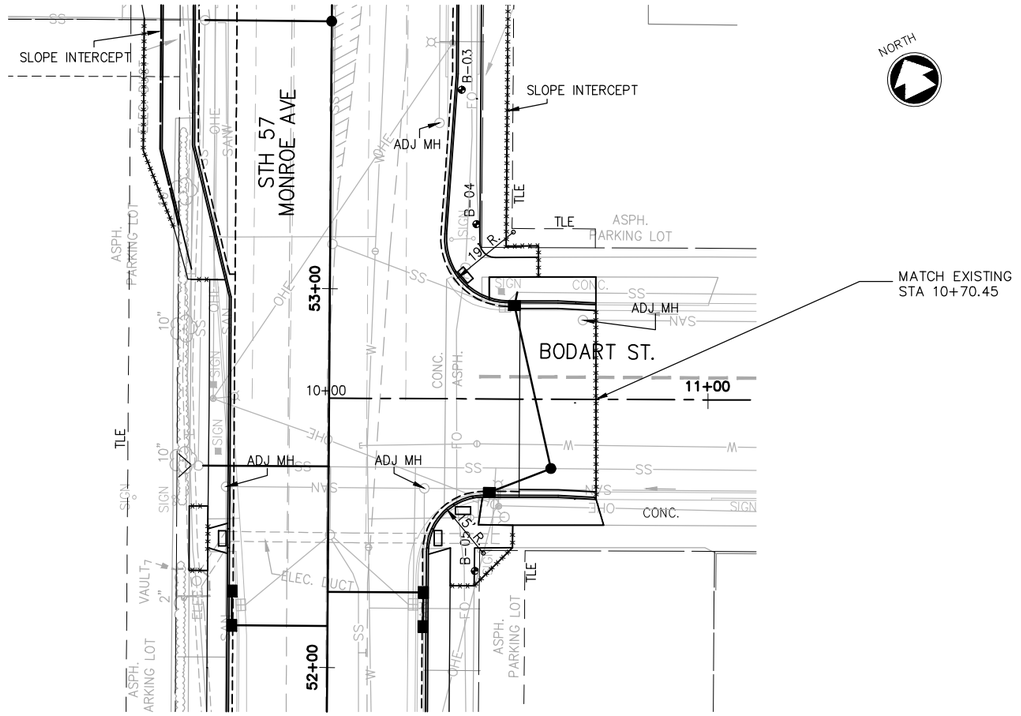


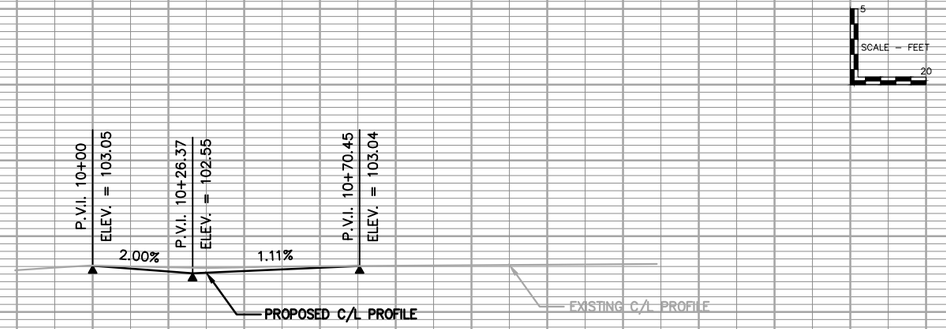
PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE - CHERRY ST	SHEET: 241	E





PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – PINE ST	SHEET: 242	E



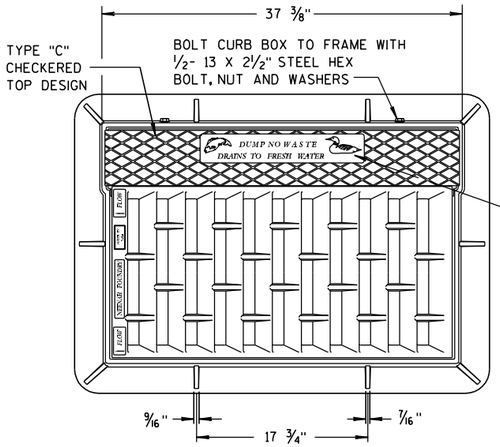


PROJECT NO: 1481-07-71	HWY: MONROE AVE./STH 57	COUNTY: BROWN	PLAN AND PROFILE – BODART ST	SHEET: 243	E

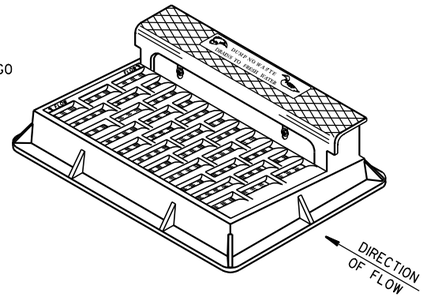
Standard Detail Drawing List

08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
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
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL 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
09E01-12C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-12G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-04	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09F09-03	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
11B02-02	CONCRETE MEDIAN NOSE
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C15-05A	CONCRETE BASE
13C15-05B	CONCRETE BASE
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
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C29-03E	PAVEMENT MARKING FOR BIKE LANES
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D11-04	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D16-02	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE

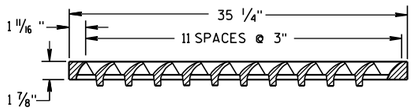
6

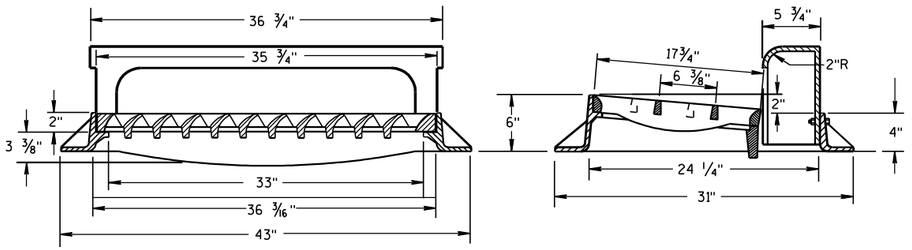


NOTE:
GRATE IS REVERSIBLE.



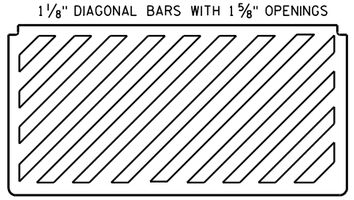
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

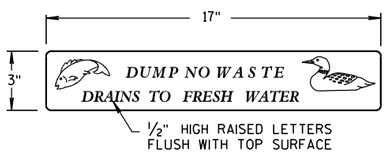
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 159 LBS.)
GRATE..... 159 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL

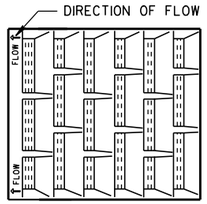
GENERAL NOTES

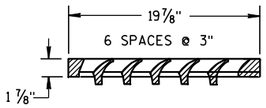
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

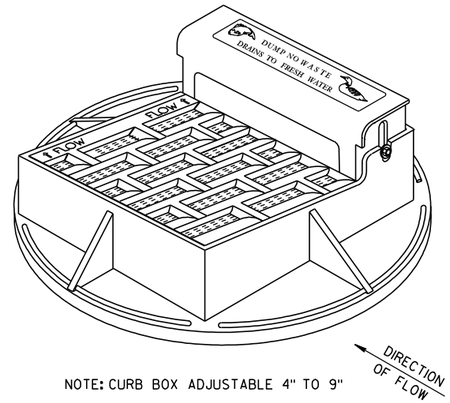
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

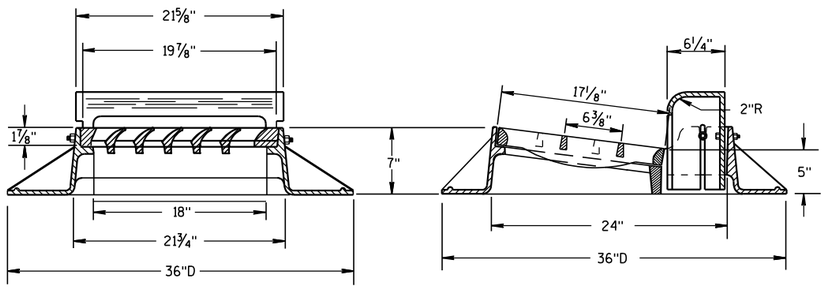
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





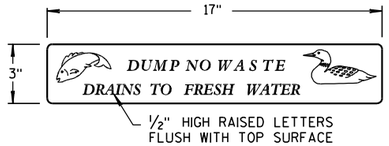


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



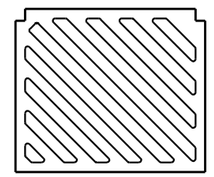
TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.



LOGO DETAIL

NOTE:
GRATE IS REVERSIBLE.



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

INLET COVERS
TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

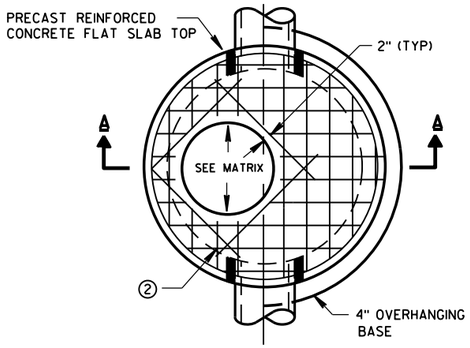
APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
245
FHWA

6

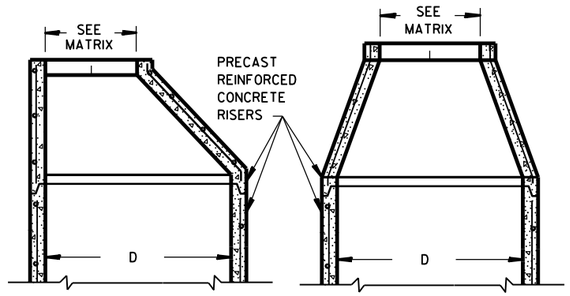
S.D.D. 8 A 5-18a

6

S.D.D. 8 A 5-18a

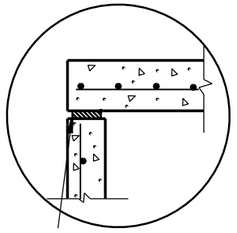


PLAN VIEW CIRCULAR OPENING

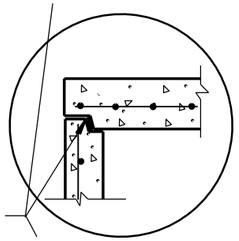


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

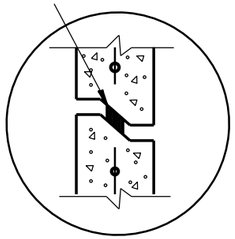


TOP WITH PLAIN END JOINT



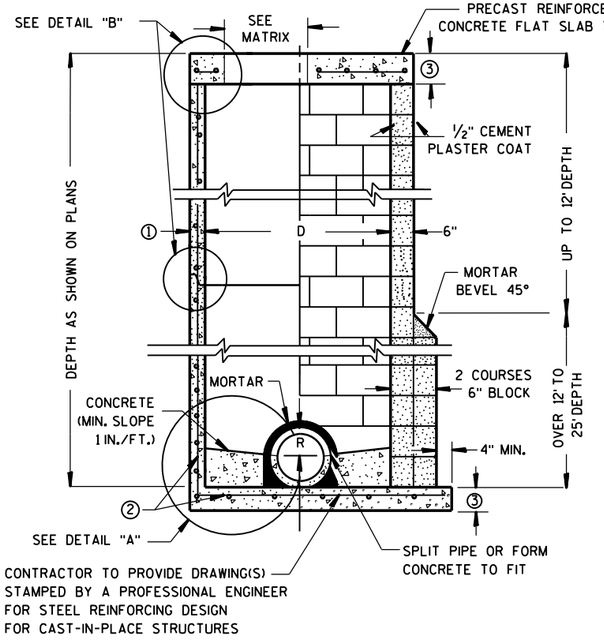
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



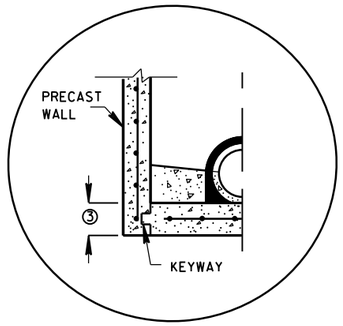
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

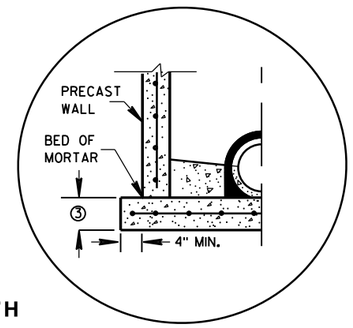


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

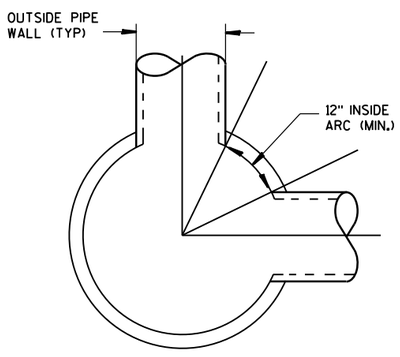


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

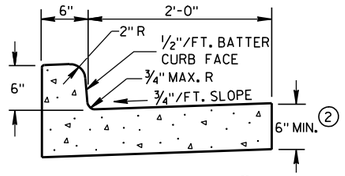
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

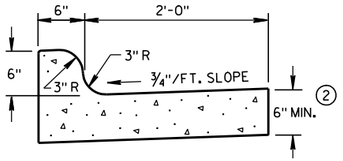
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

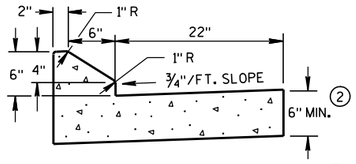
6
S.D.D. 8 B 9-1



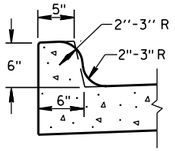
TYPES A & D (1)



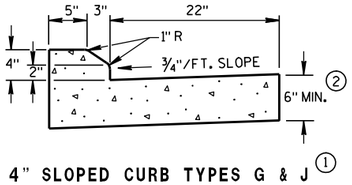
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

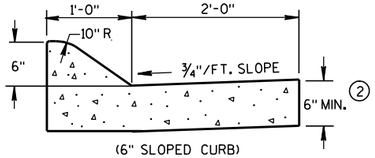


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

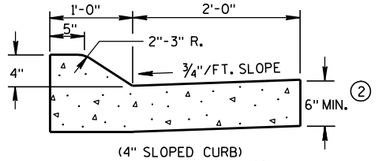


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

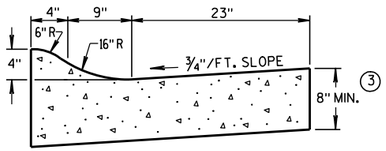


(6" SLOPED CURB)



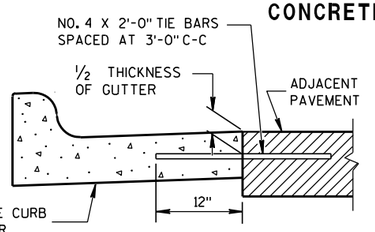
(4" SLOPED CURB)

TYPES A & D (1)

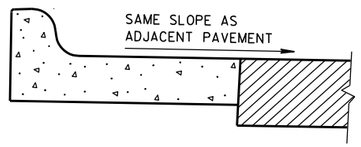


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



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.

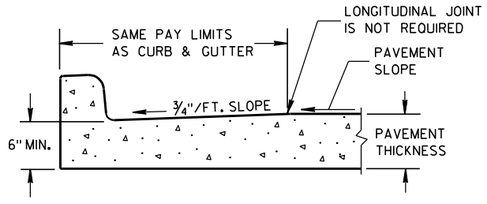
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

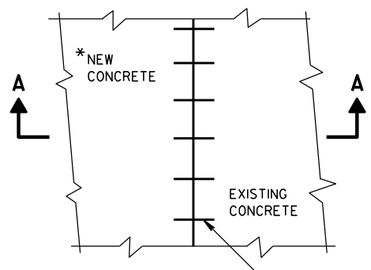
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

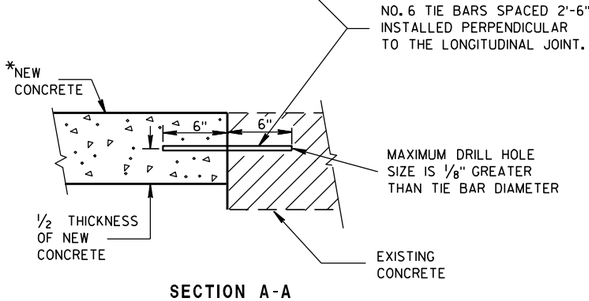


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



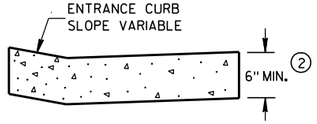
PLAN VIEW

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

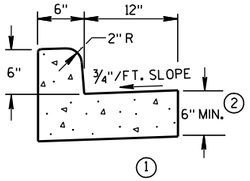


SECTION A-A

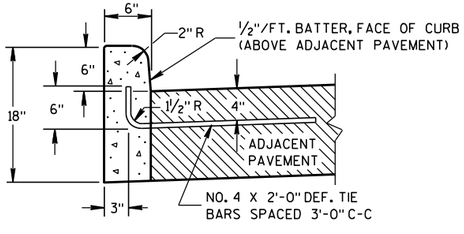
TIE BARS DRILLED INTO EXISTING PAVEMENT



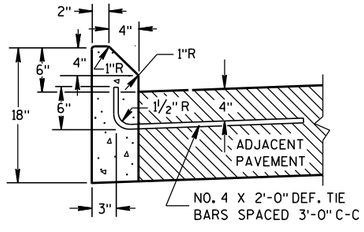
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



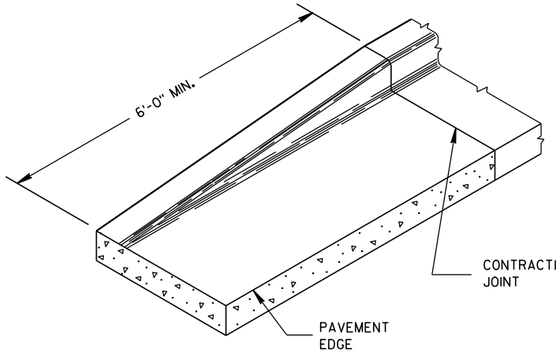
(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES A & D



(1)
TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

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
247
FHWA
ENT

6

S.D.D. 8 D 1-17

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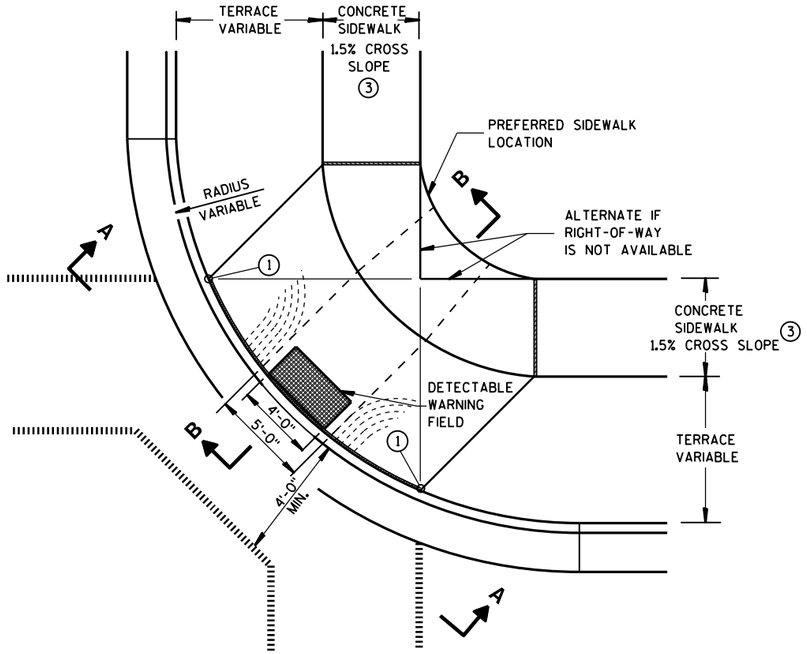
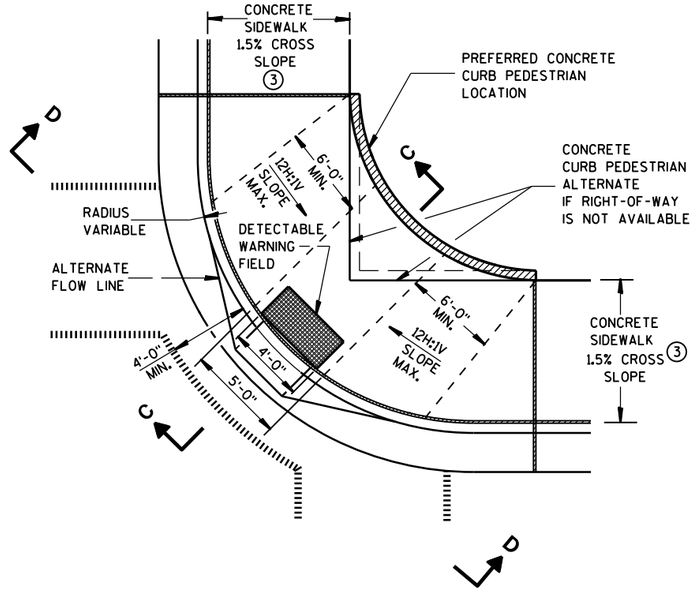
S.D.D. 8 D 1-17



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

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

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

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

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

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

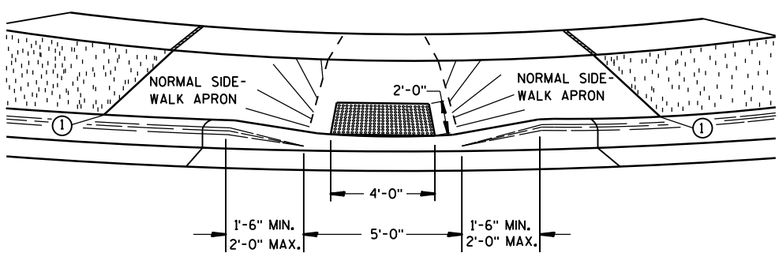
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

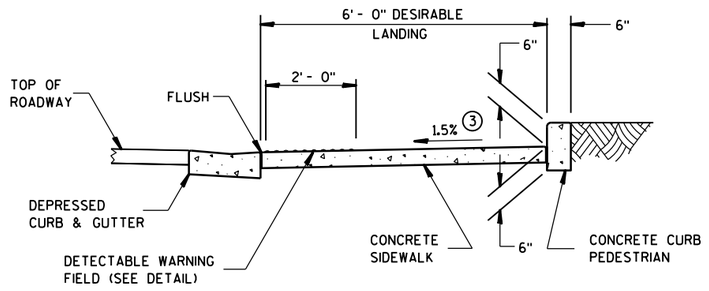
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

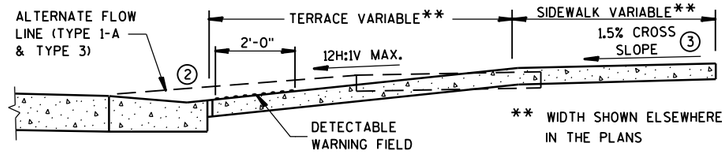
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



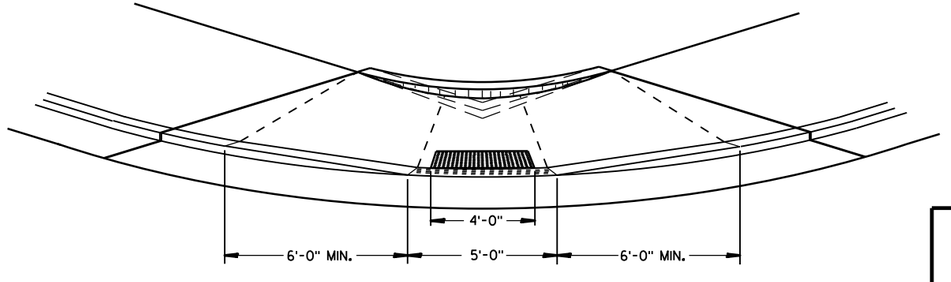
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

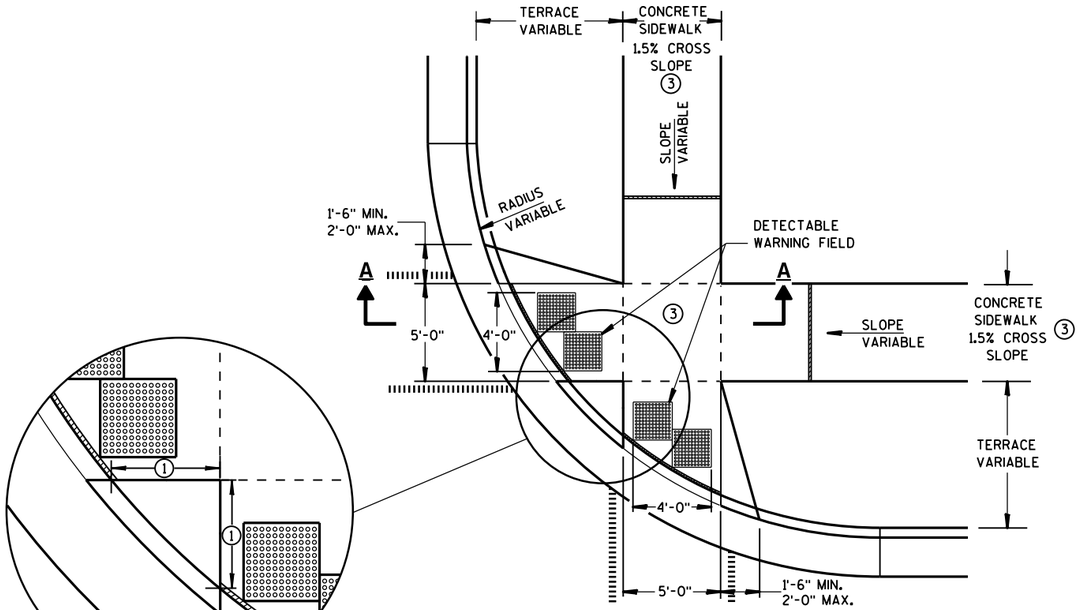
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

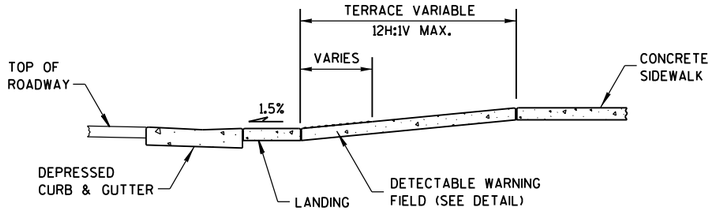
S.D.D. 8 D 5-15a



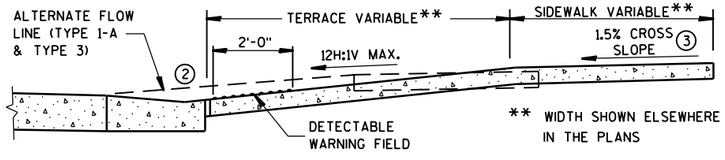
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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

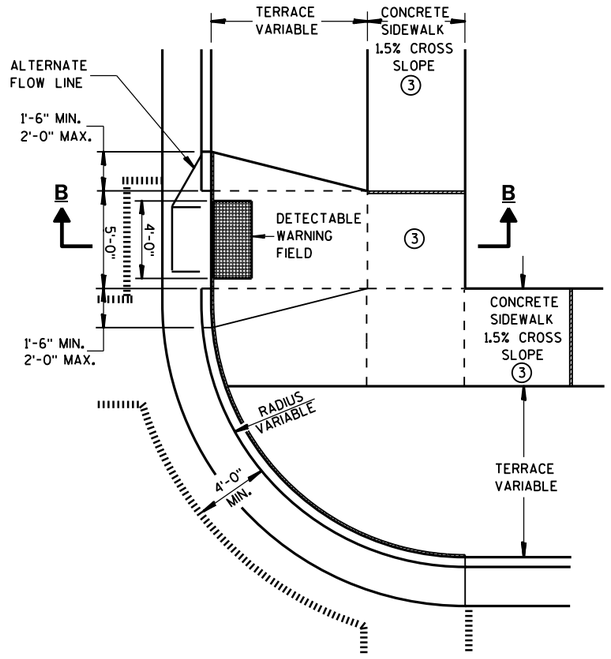
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

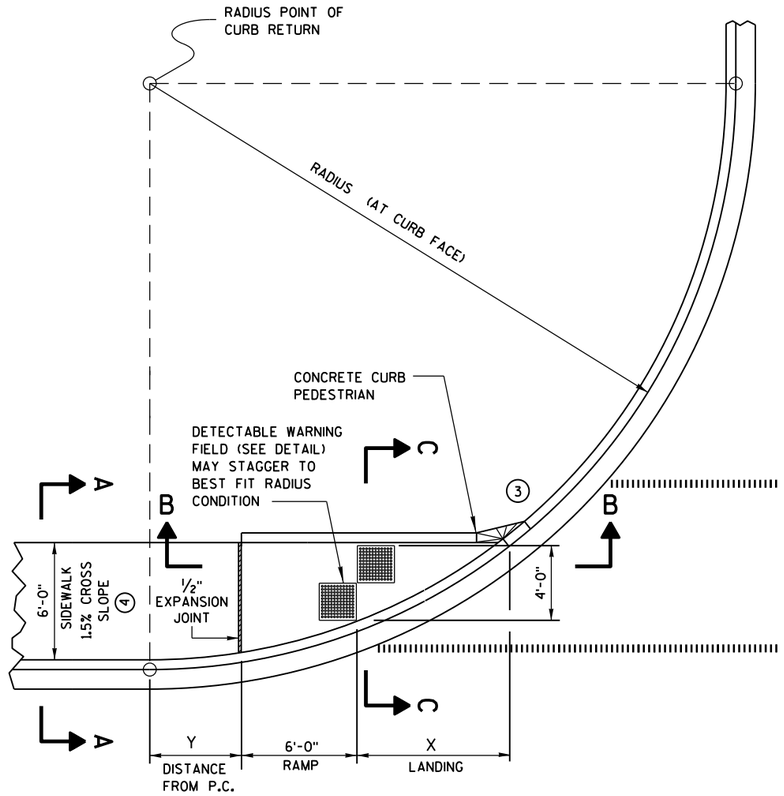
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

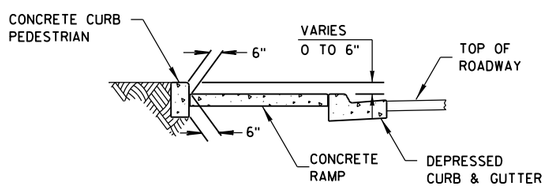
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

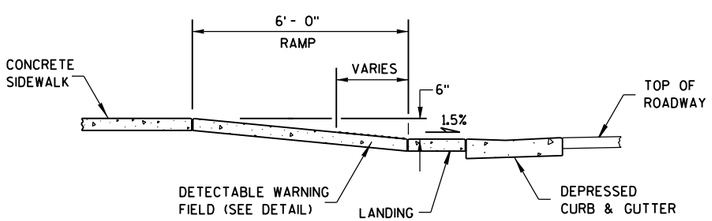
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



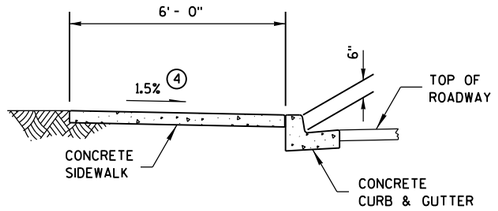
SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

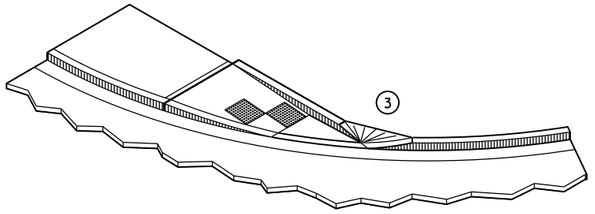
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

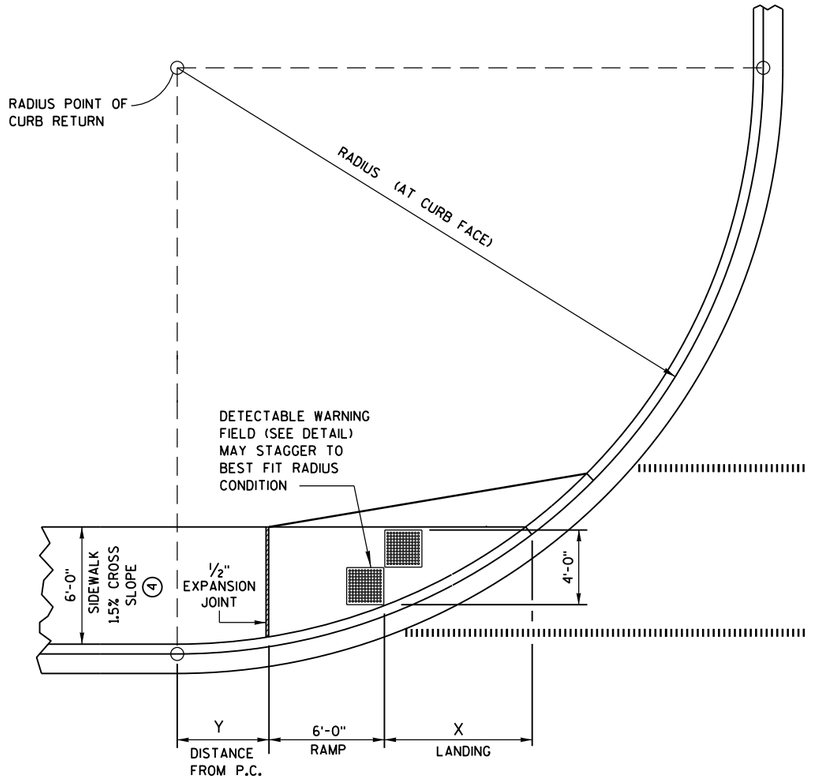
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

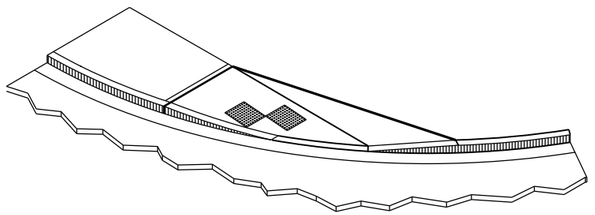
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

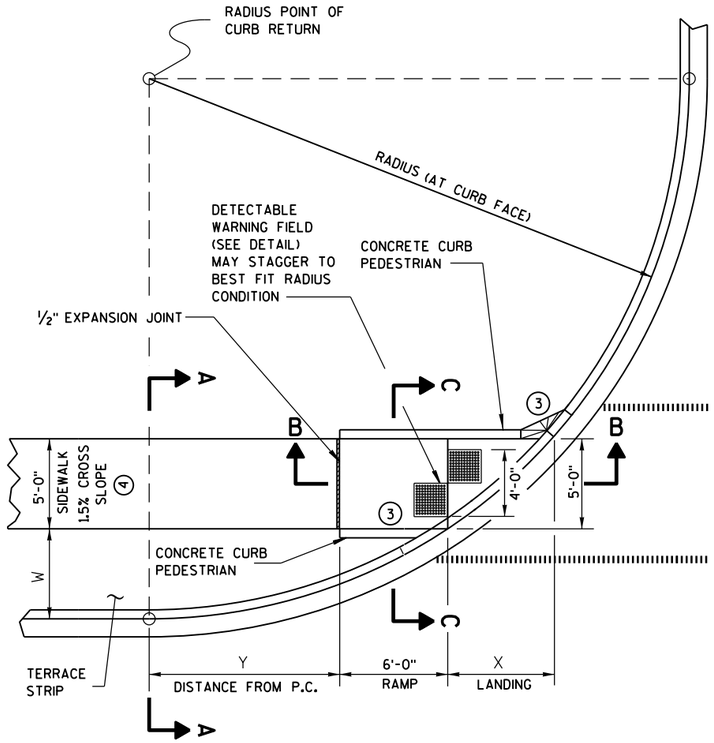
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

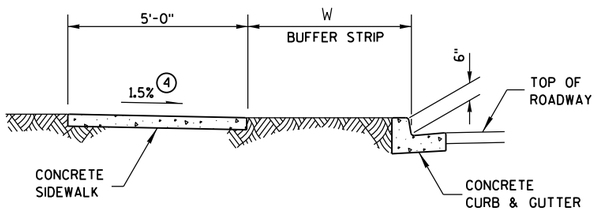
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

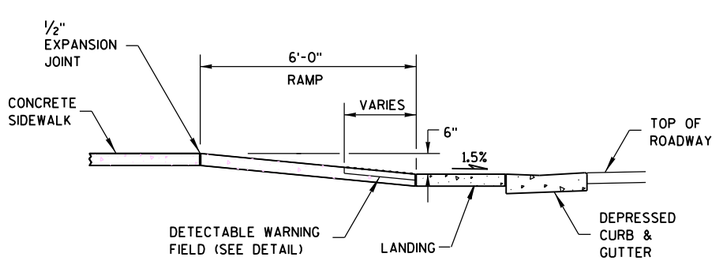
S.D.D. 8 D 5-15c



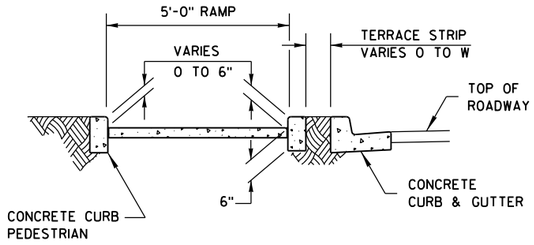
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

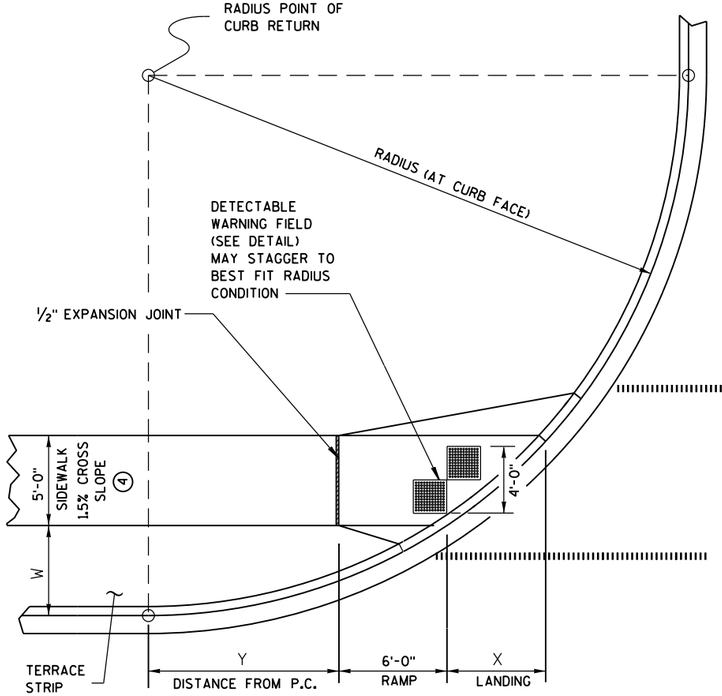
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

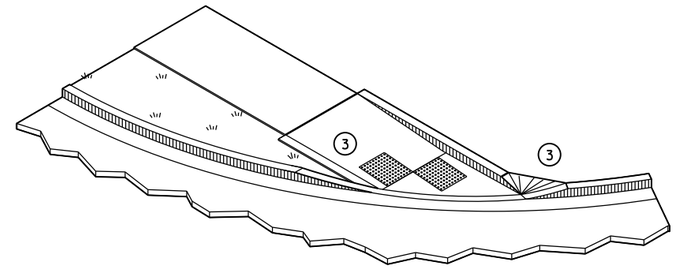
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

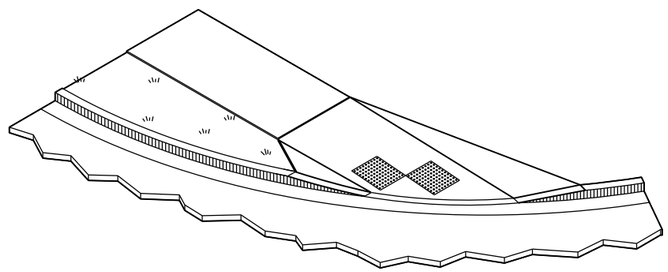
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



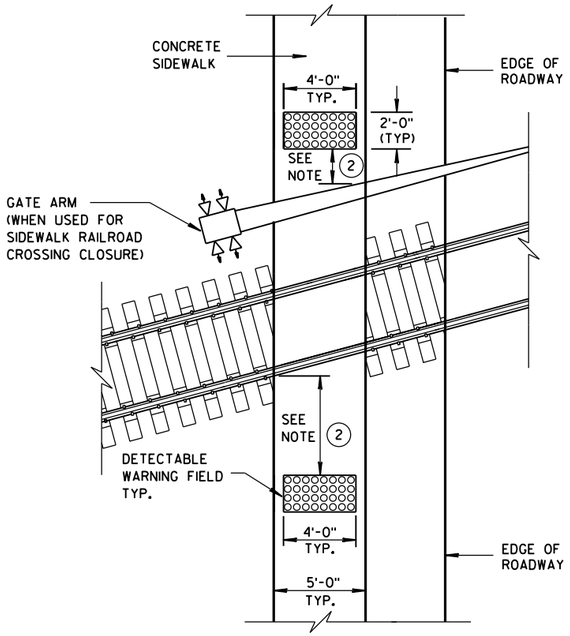
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

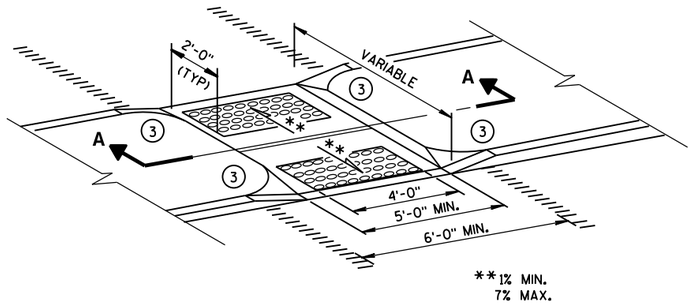
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

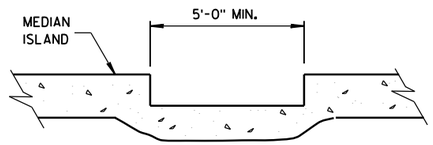
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

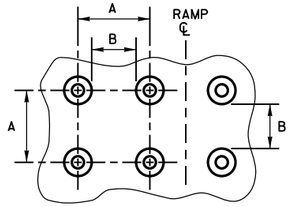
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET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

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

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



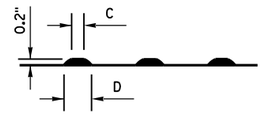
SECTION A-A



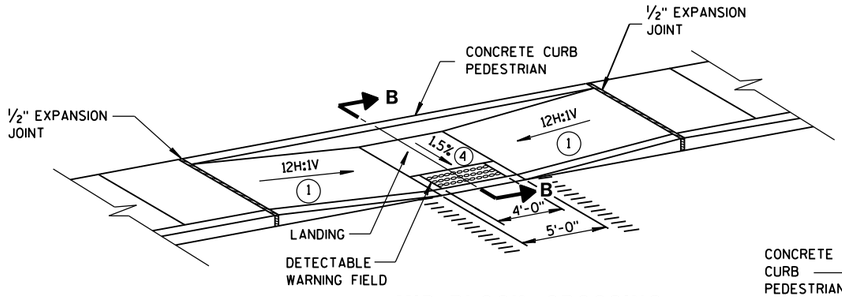
PLAN VIEW

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

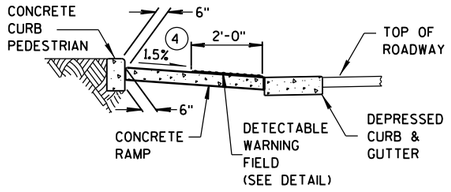
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

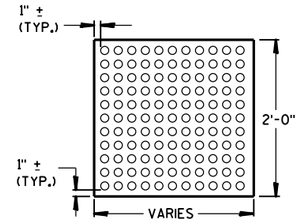


MID-BLOCK CROSSING
TYPE 7A



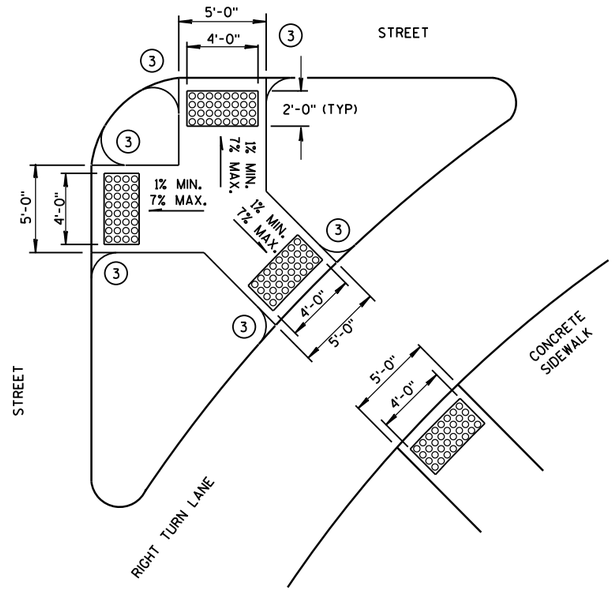
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

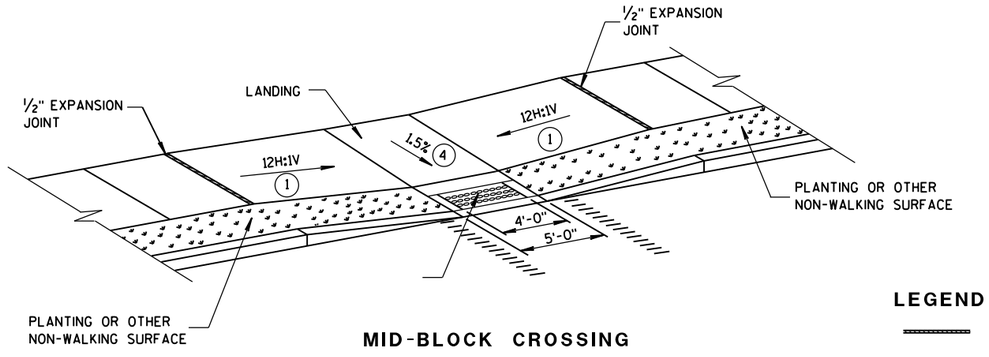


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

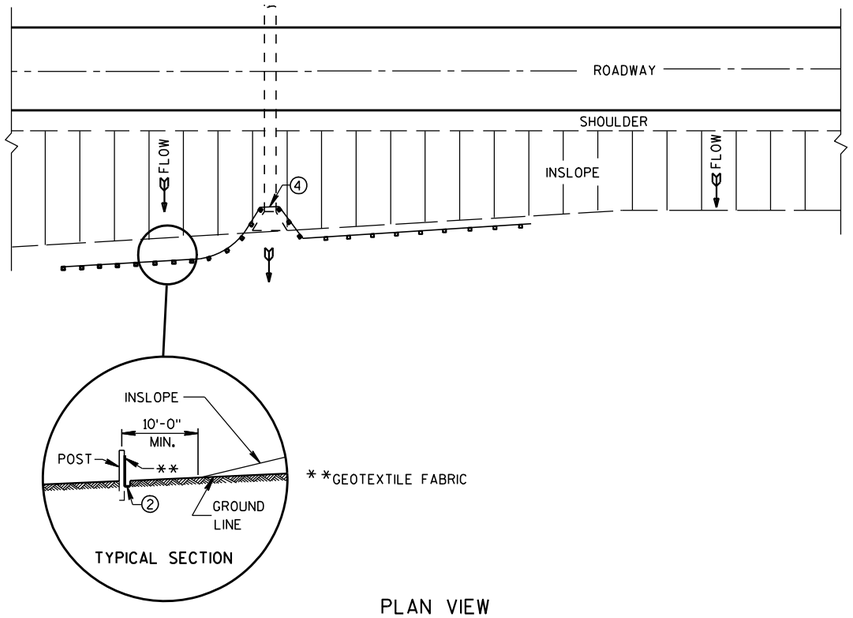
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

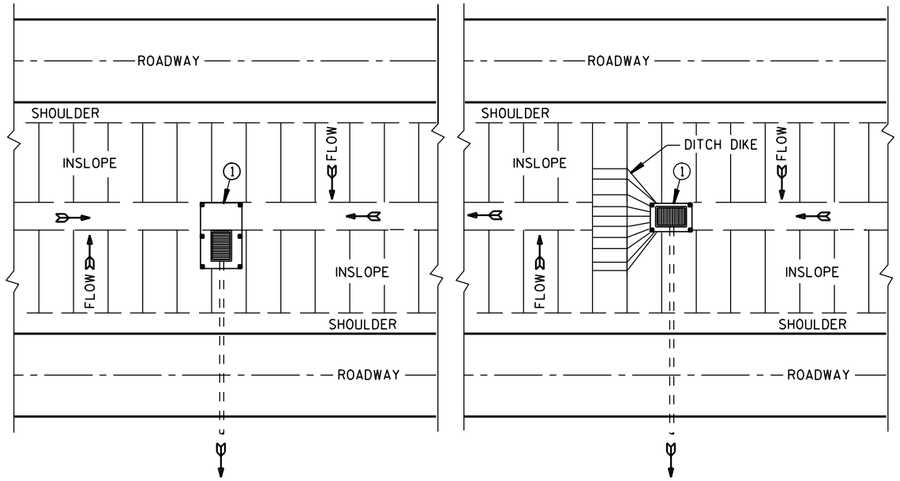
6

S.D.D. 8 D 5-15e



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



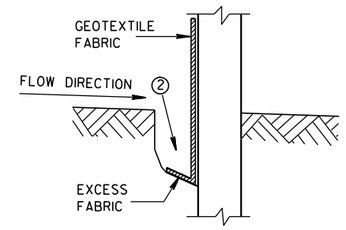
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

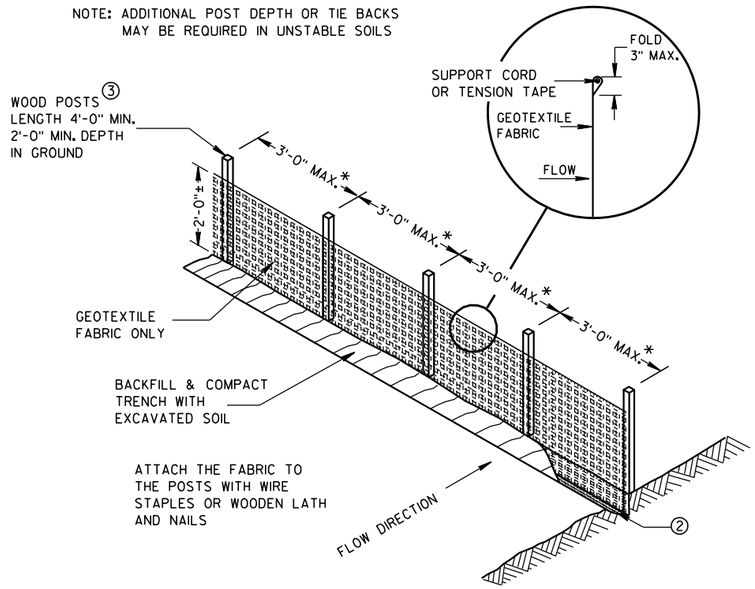
GENERAL NOTES

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

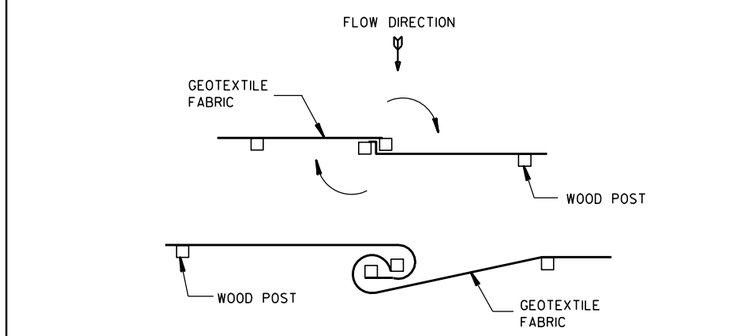
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



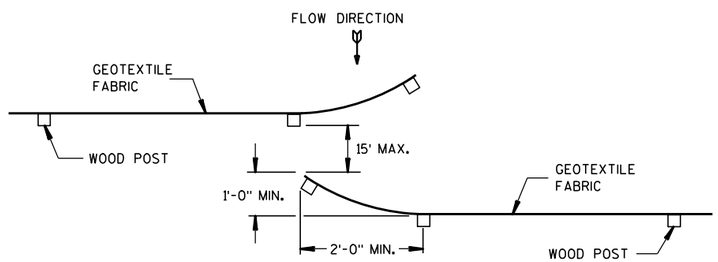
TRENCH DETAIL



SILT FENCE

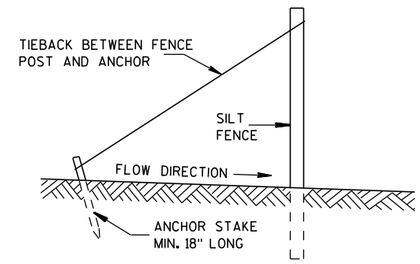


TWIST METHOD



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

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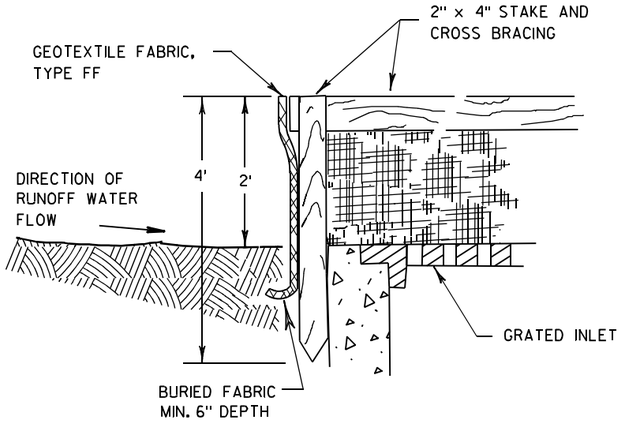
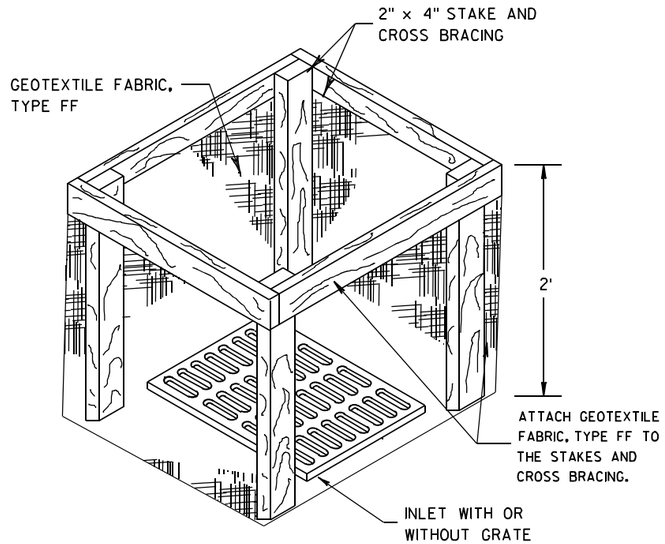
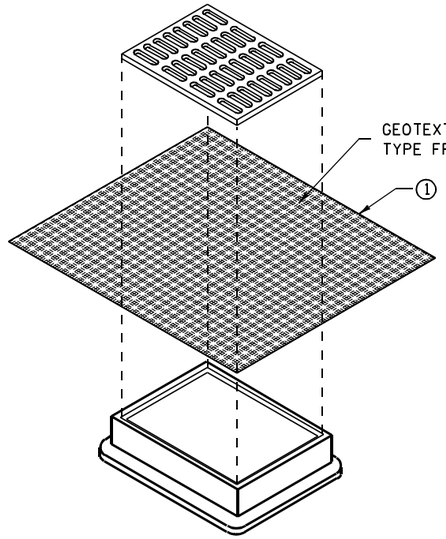
S.D.D. 8 E 9-6



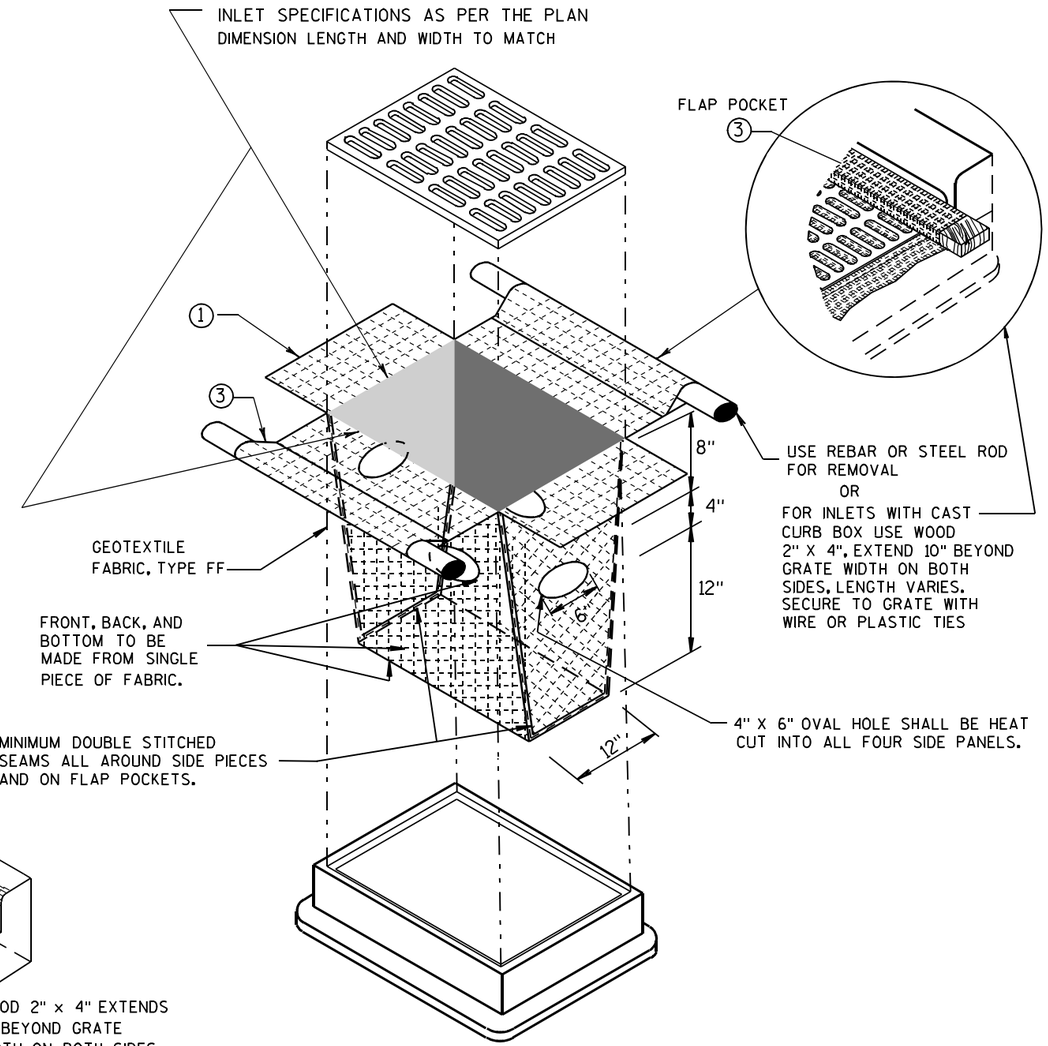


INLET PROTECTION, TYPE A



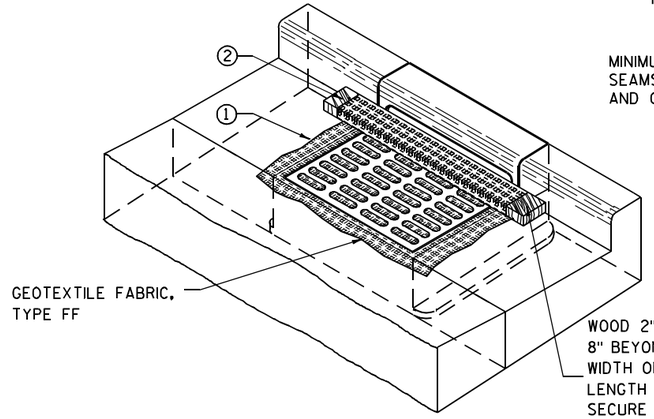
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

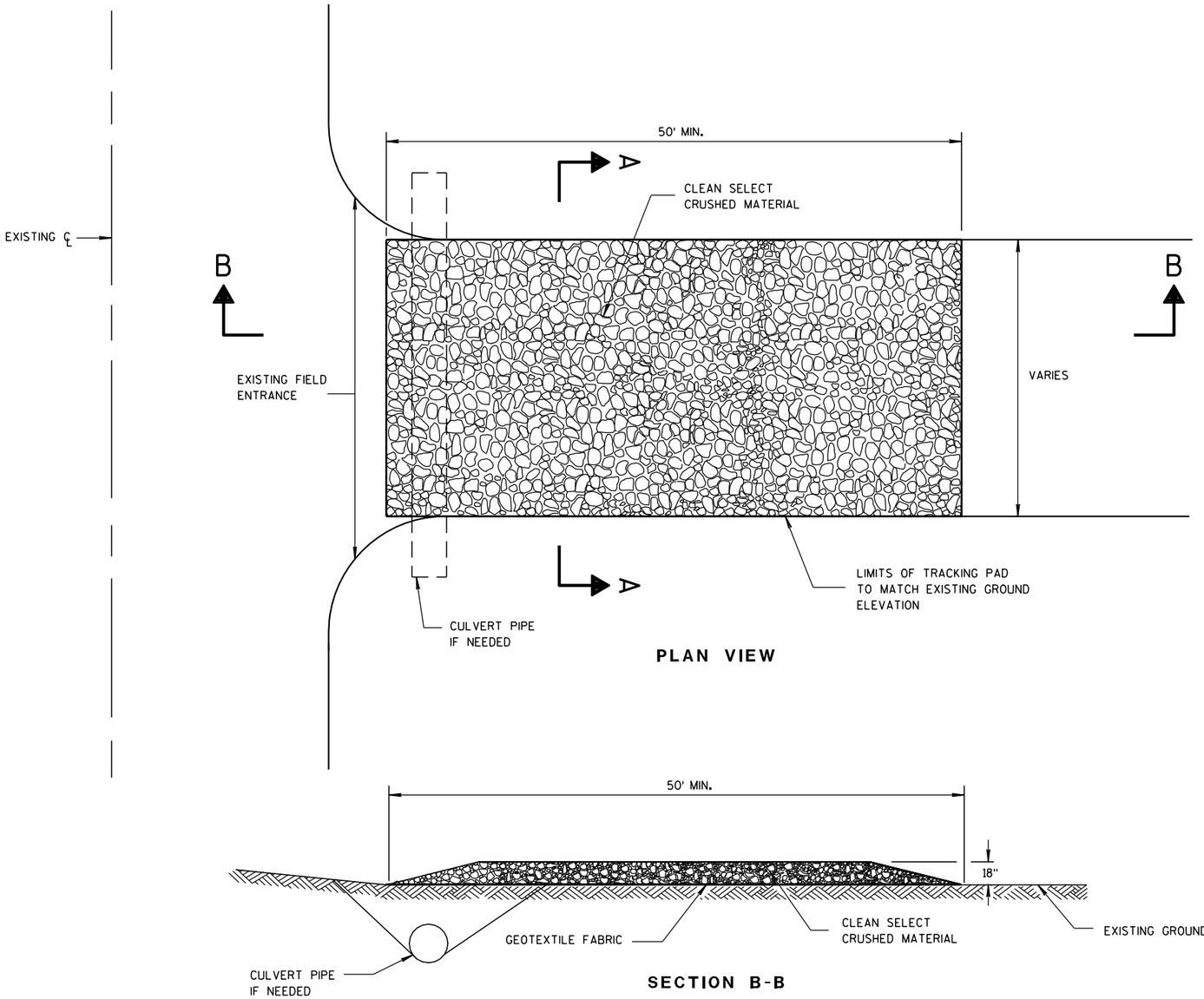
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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.

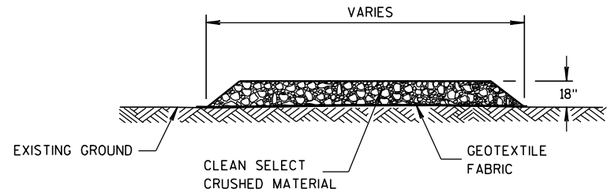
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

FHWA

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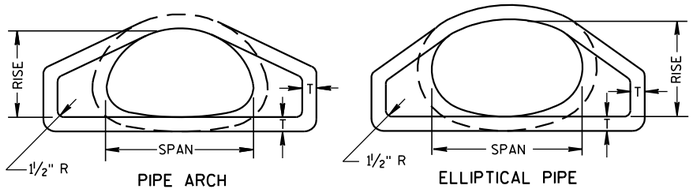
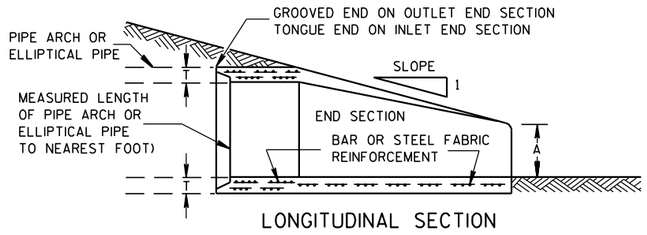
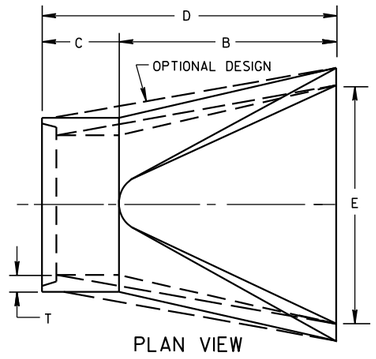
S.D.D. 8 E 14-1



END VIEW

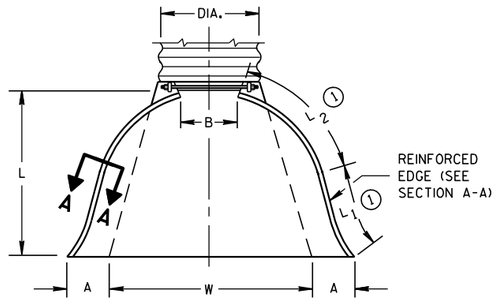


LONGITUDINAL SECTION

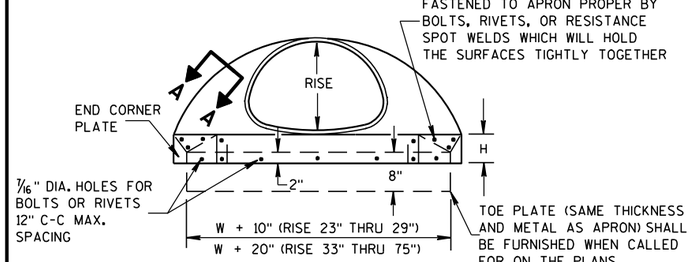


PLAN VIEW

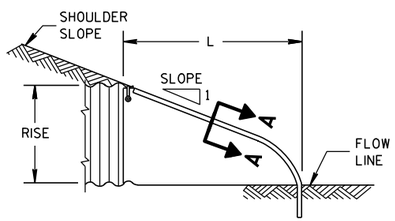
CONCRETE ENDWALLS



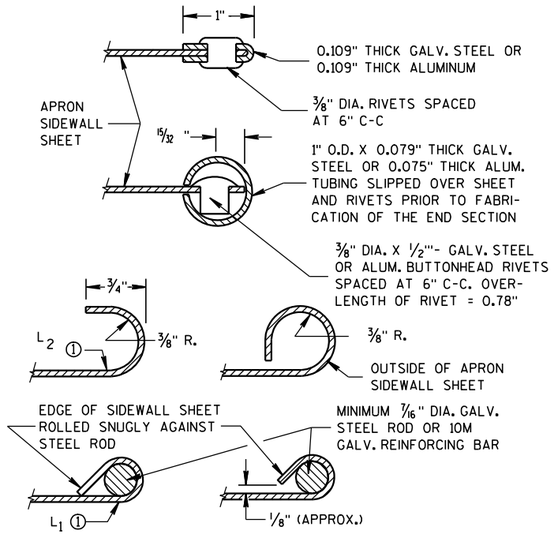
PLAN VIEW



END VIEW



SIDE ELEVATION



SECTION A-A

METAL ENDWALLS

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

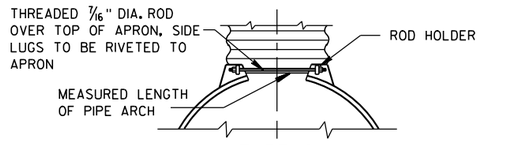
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

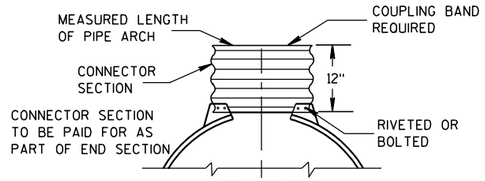
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



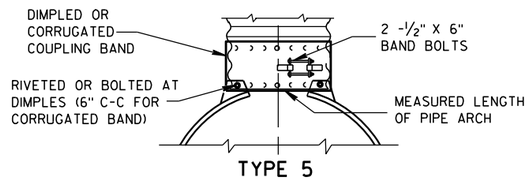
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH 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 ARCH 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 77" X 52" THROUGH 112" X 75" 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 ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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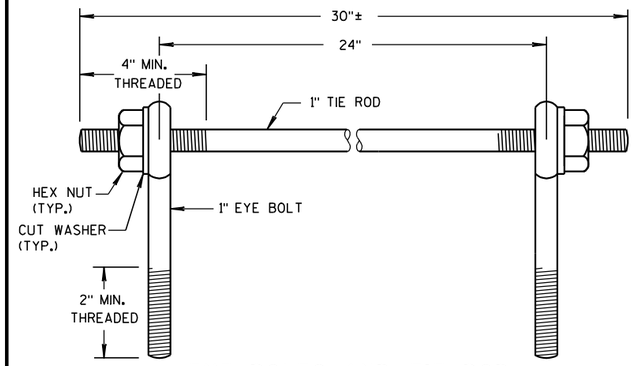
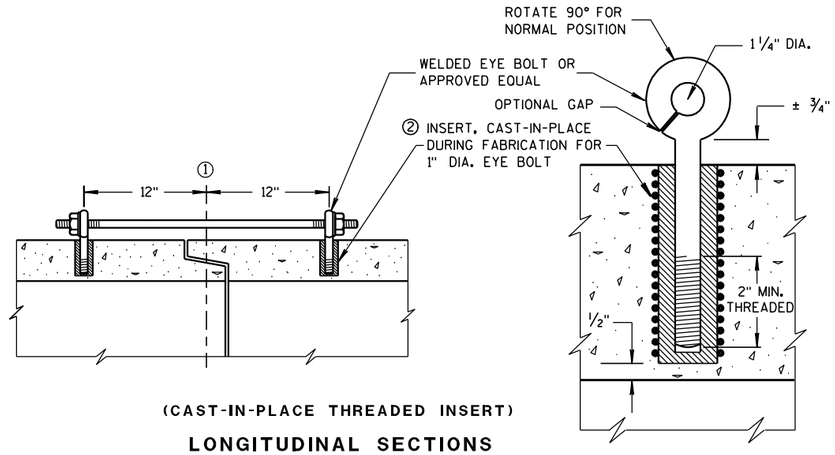
S.D.D. 8 F 2-1



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.

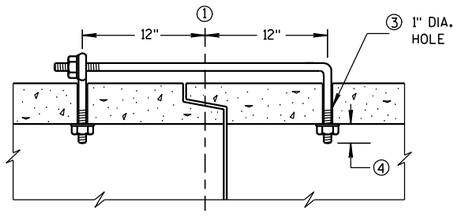
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

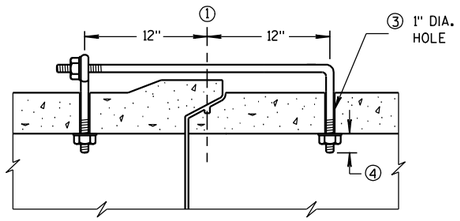
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

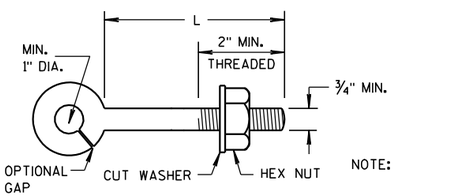


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

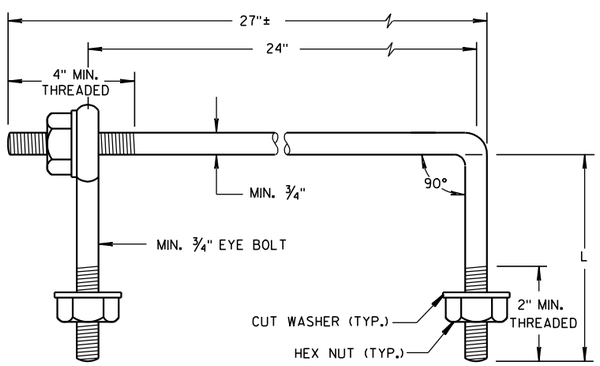
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

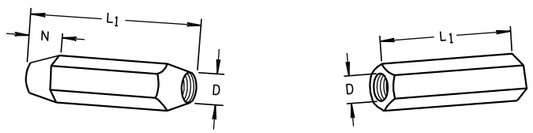
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

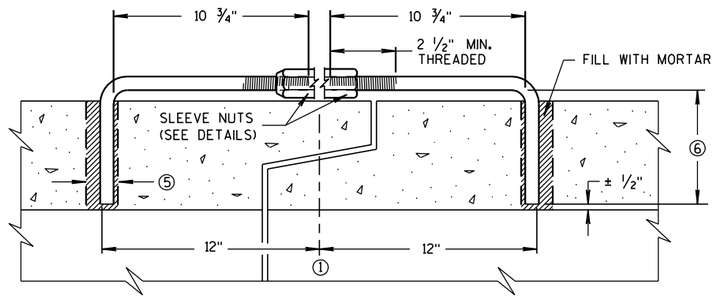
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

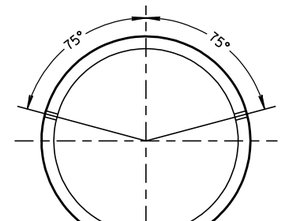
SLEEVE NUTS



LONGITUDINAL SECTION

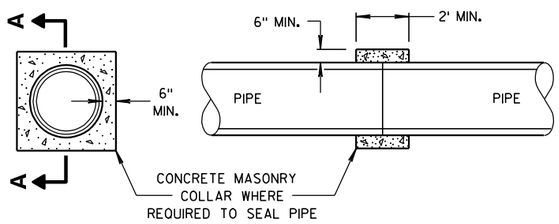
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
257
FHWA

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S.D.D. 8 F 4-7

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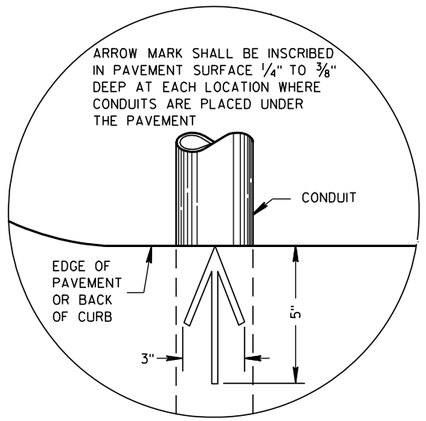
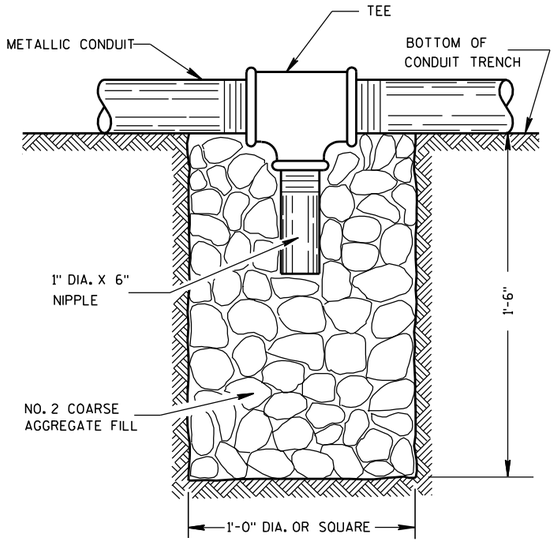
S.D.D. 8 F 4-7



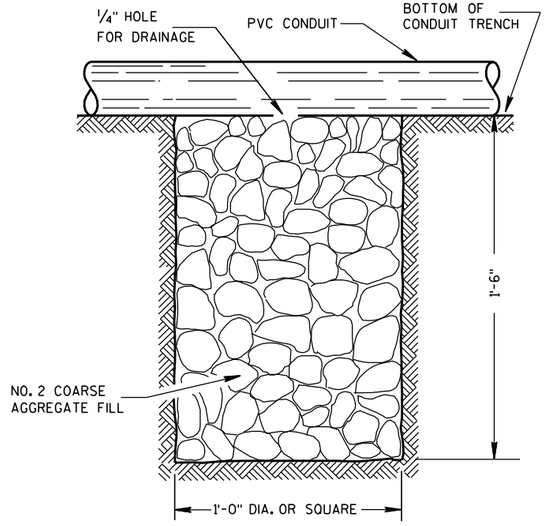
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

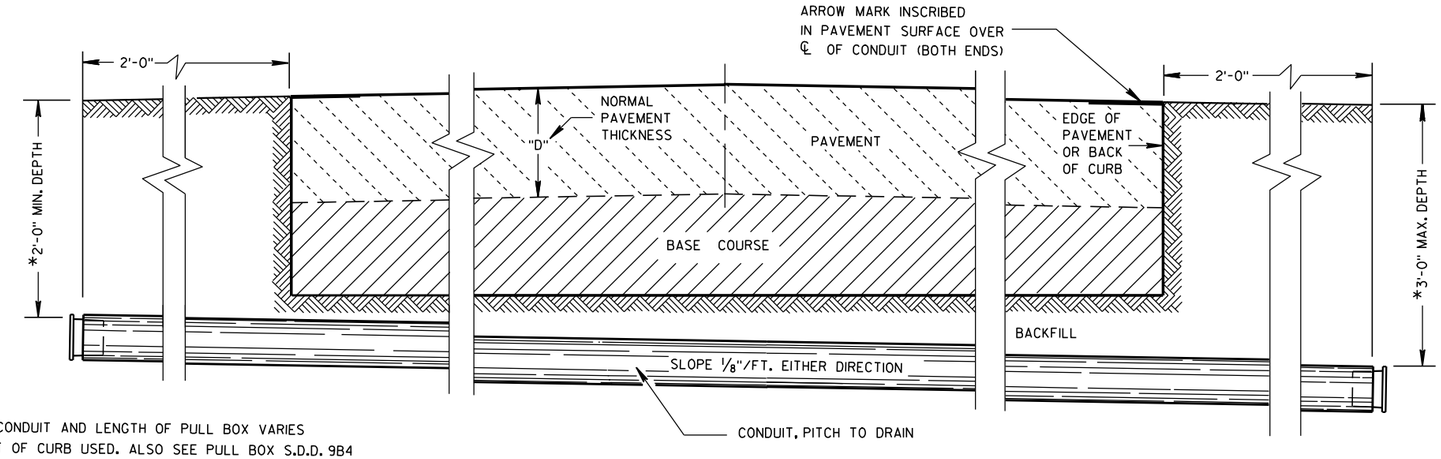
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI

258 HWYS

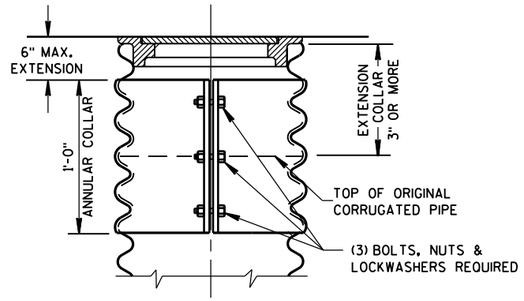
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

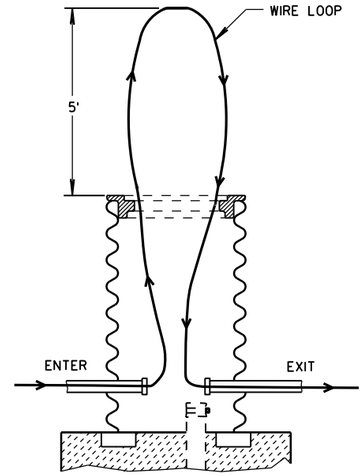
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

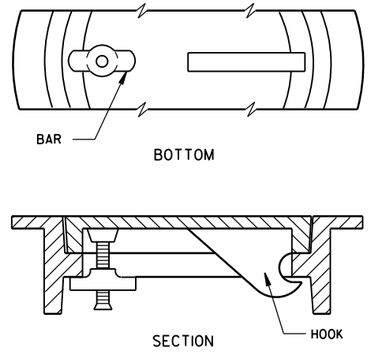
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

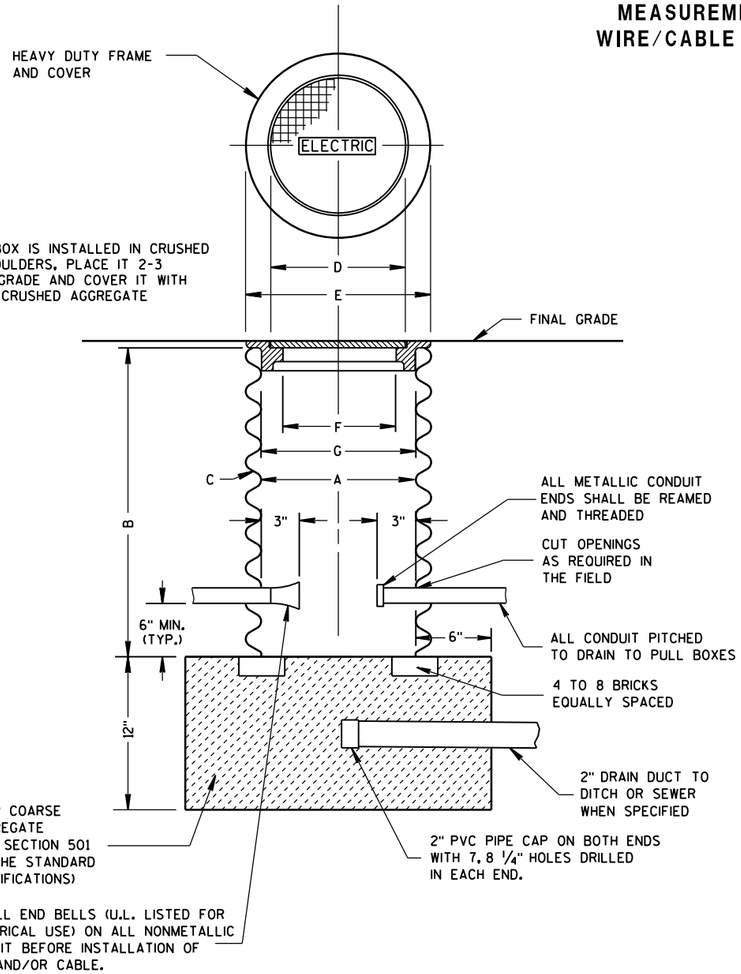


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



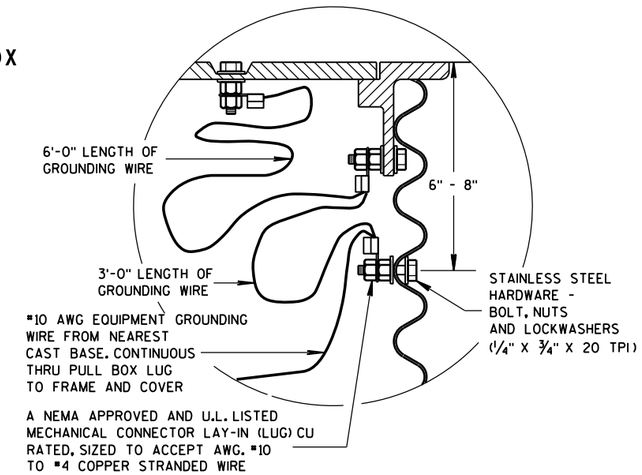
ALTERNATE COVER (LOCKING)

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

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.

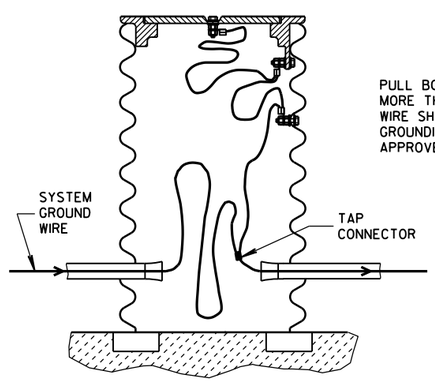
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-7-2013 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

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S.D.D. 9 B 4-10

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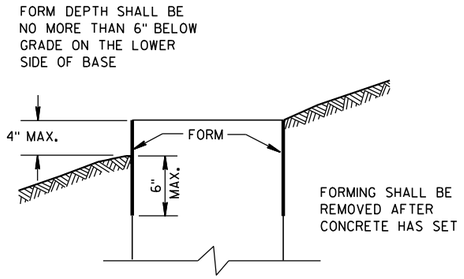
S.D.D. 9 B 4-10



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

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

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

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

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

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

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

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

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

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

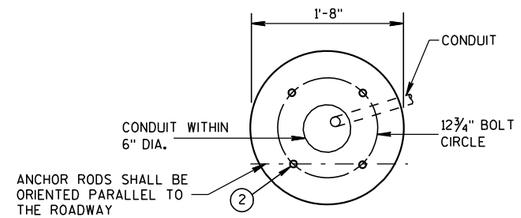
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

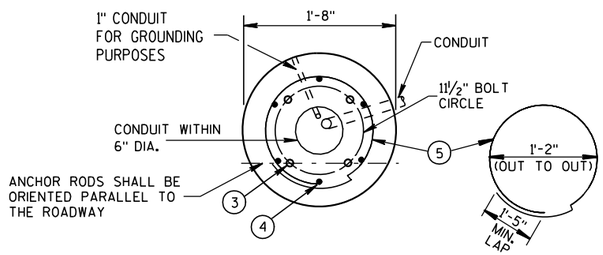
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

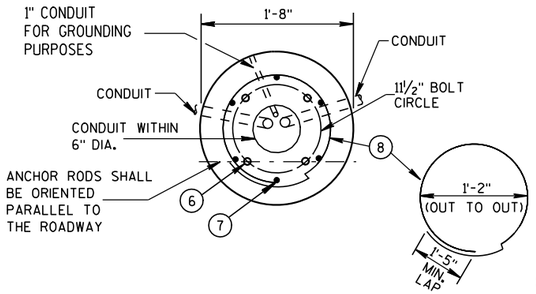
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

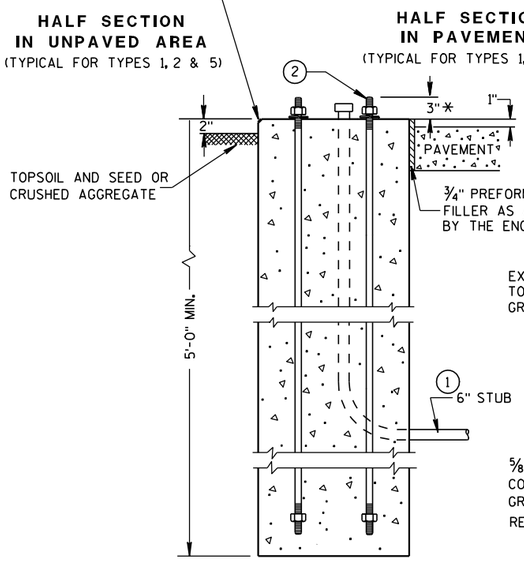






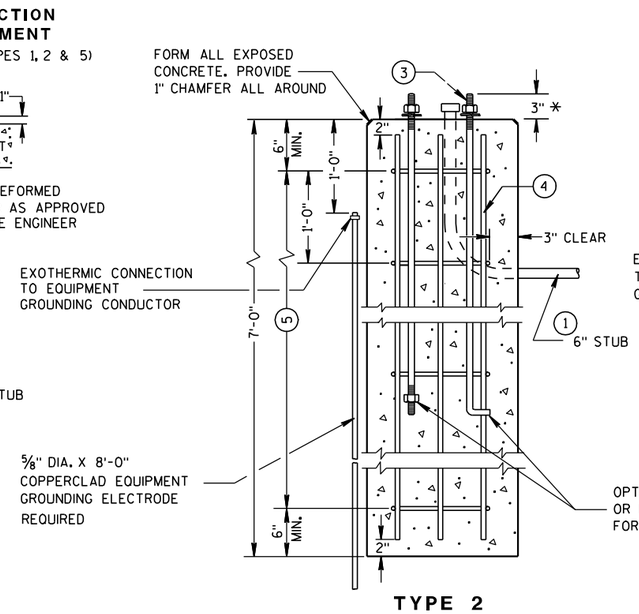
FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

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

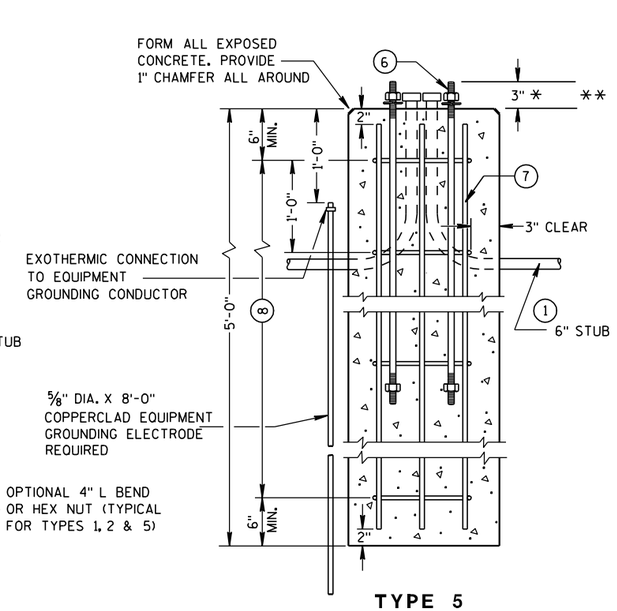


HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI 260 — HWYS
FHWA

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S.D.D. 9 C 2-6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

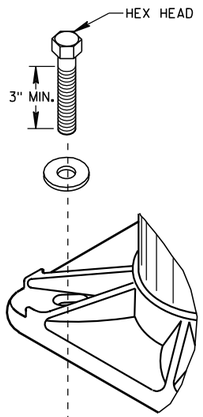
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

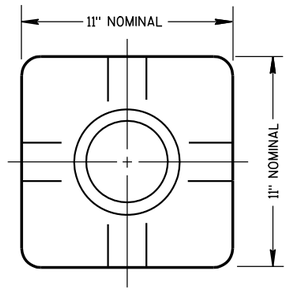
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

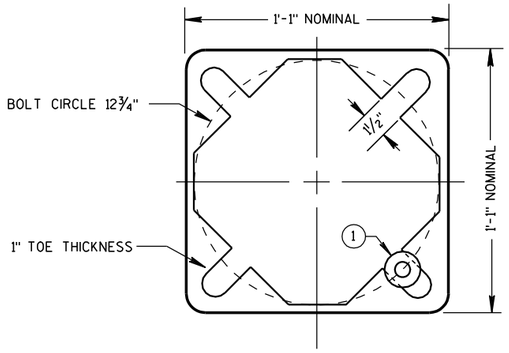
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

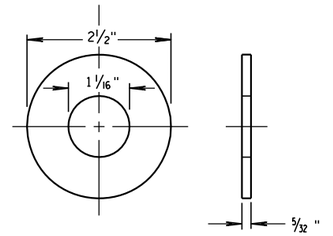




TOP VIEW
(PEDESTAL BASE)

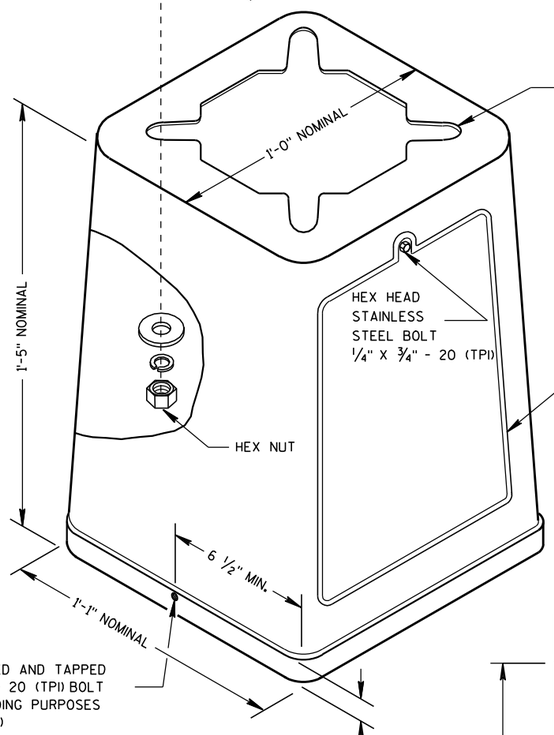


BOTTOM VIEW
(PEDESTAL BASE)

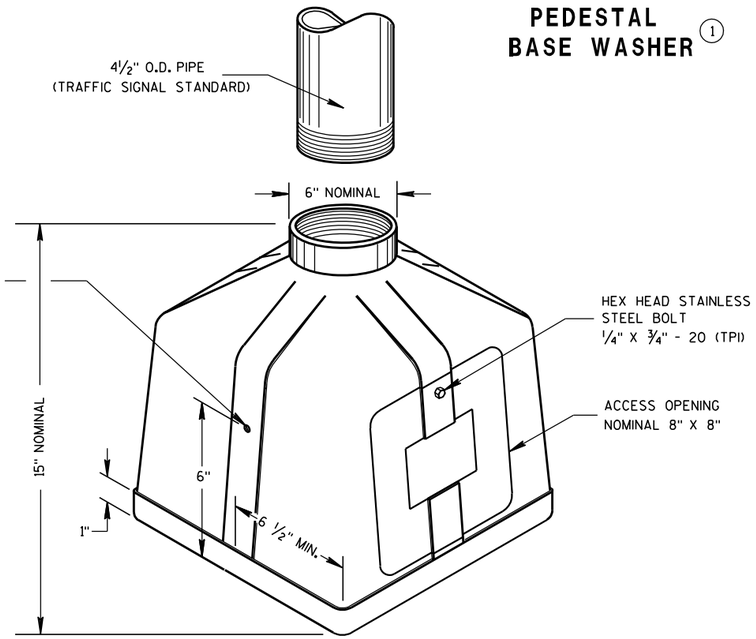


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

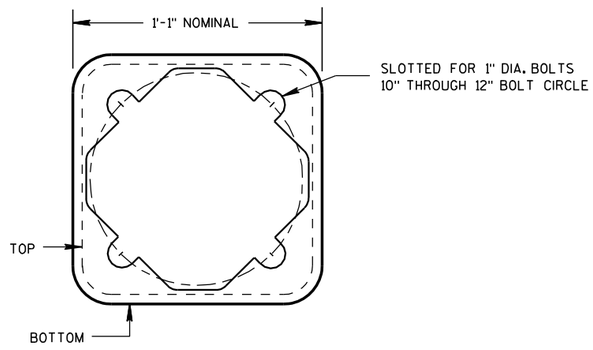


ISOMETRIC VIEW

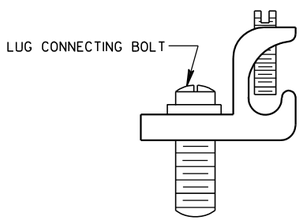


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

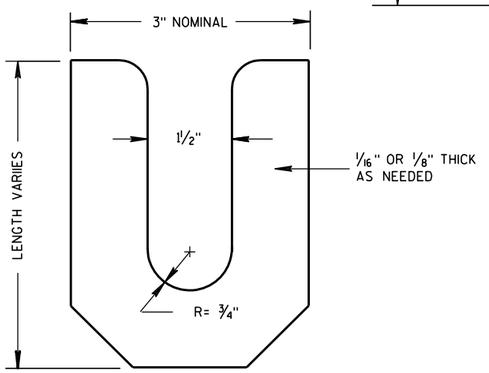


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 — DATE
/S/ Joanna L. Rich — STATE ELECTRICAL ENGI
261
HWYS
FHWA

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S.D.D. 9 C 3-3

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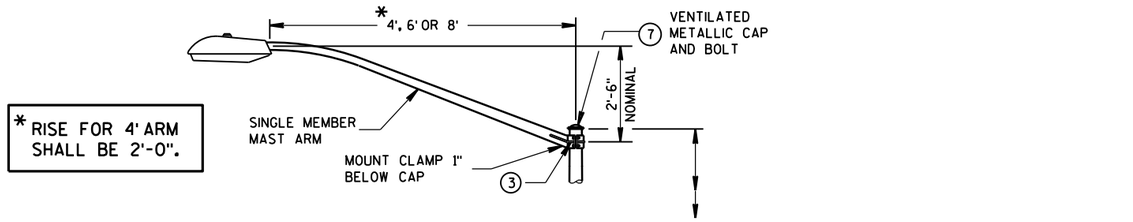
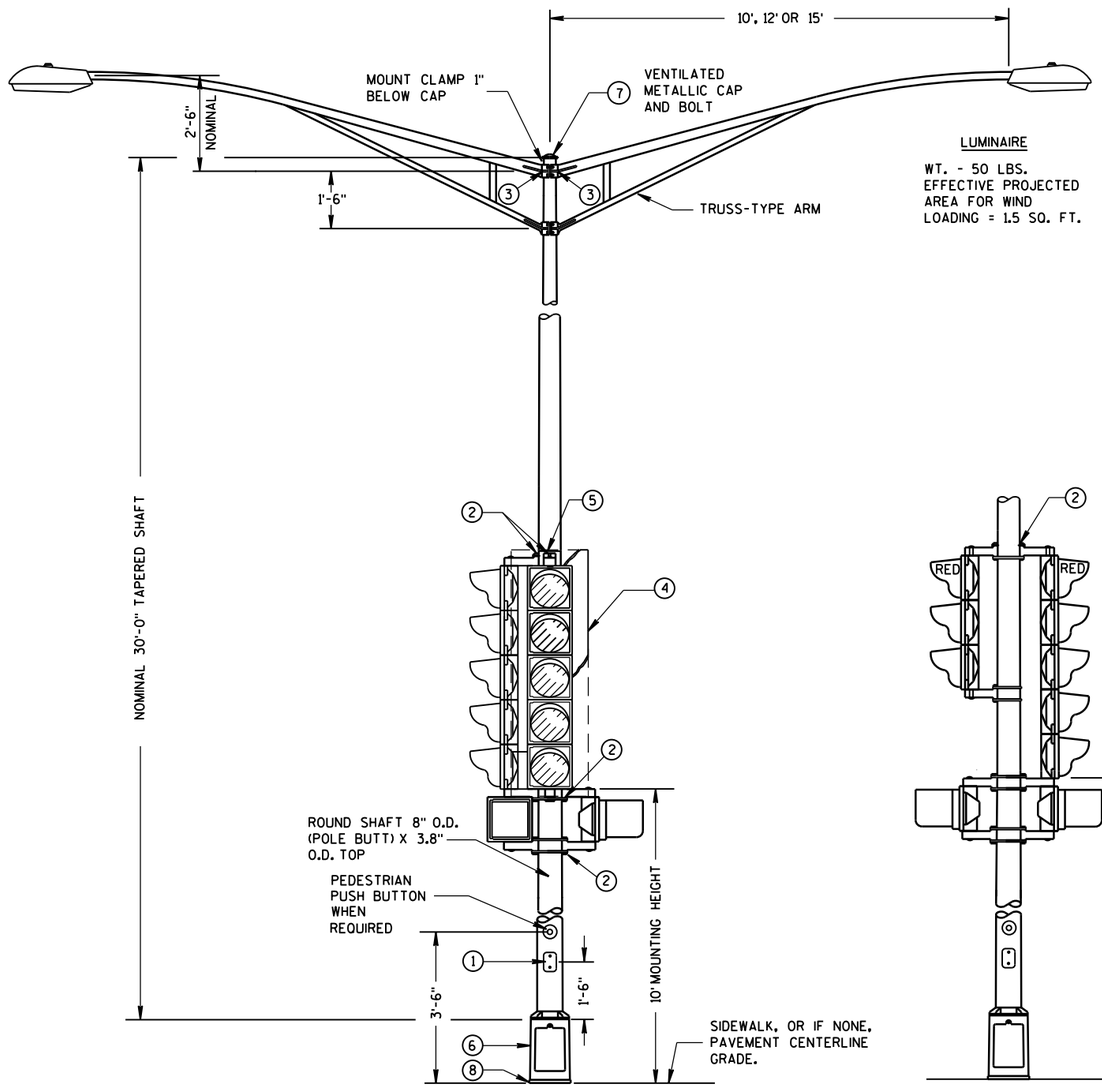
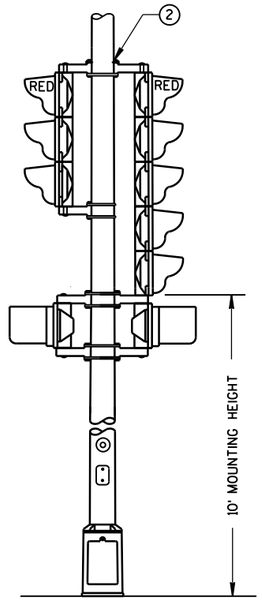
S.D.D. 9 C 3-3

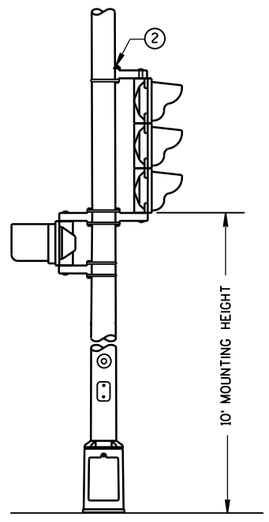




(MAXIMUM LOAD)

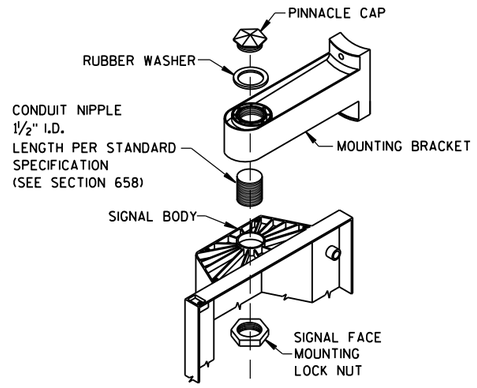


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

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

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

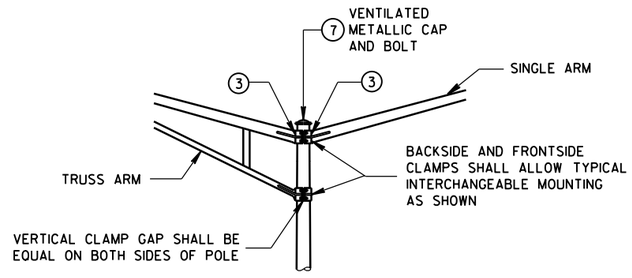
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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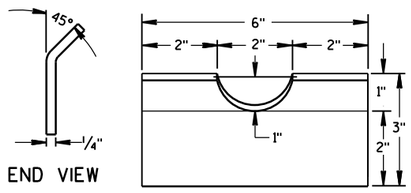
S.D.D. 9 E 1-12c

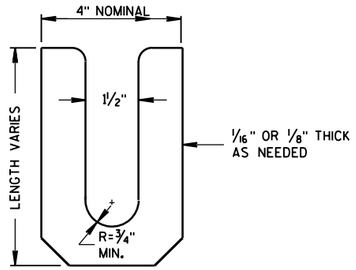


END VIEW

FRONT VIEW

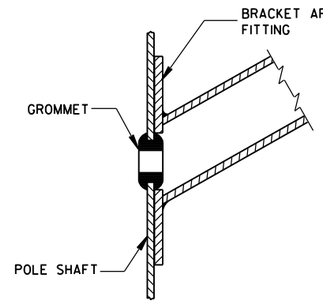
RECTANGULAR CLAMP SHIM

(4 TO A SET)

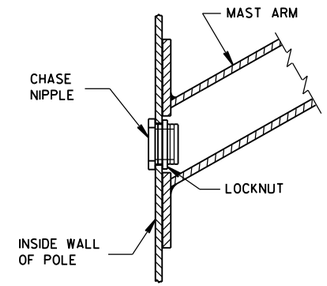


LEVELING SHIM (15)

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".

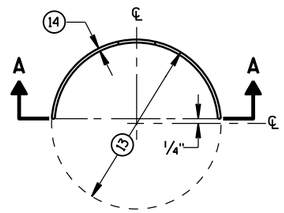
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

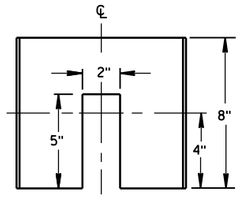
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



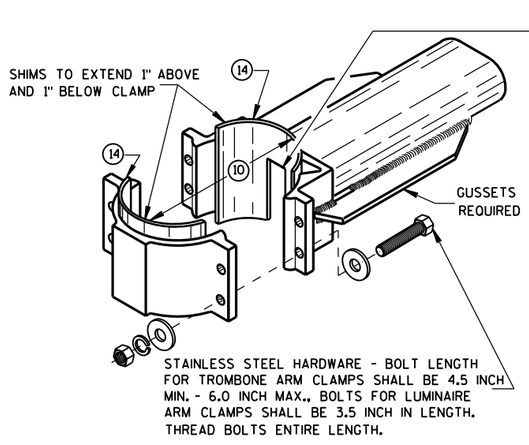
PLAN VIEW



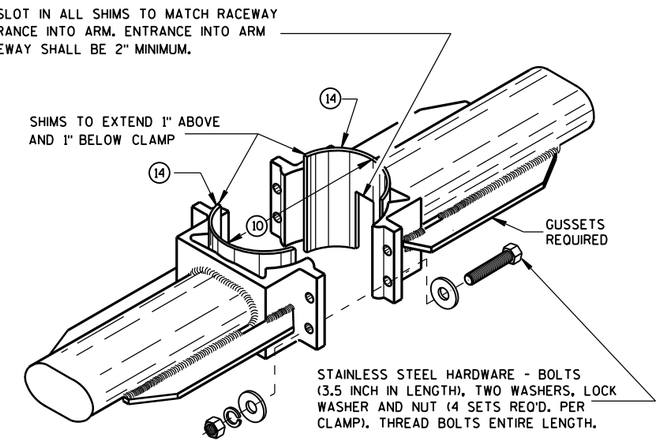
SECTION A-A

CIRCULAR CLAMP SHIM

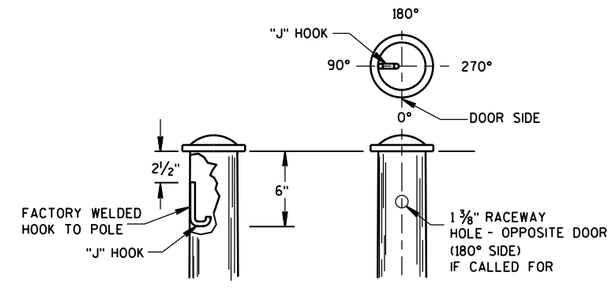
(2 TO A SET)



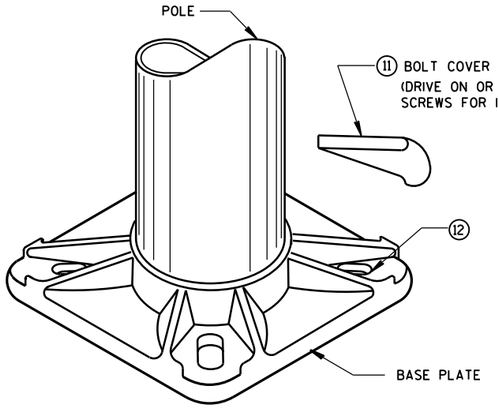
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



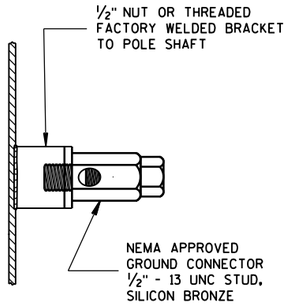
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

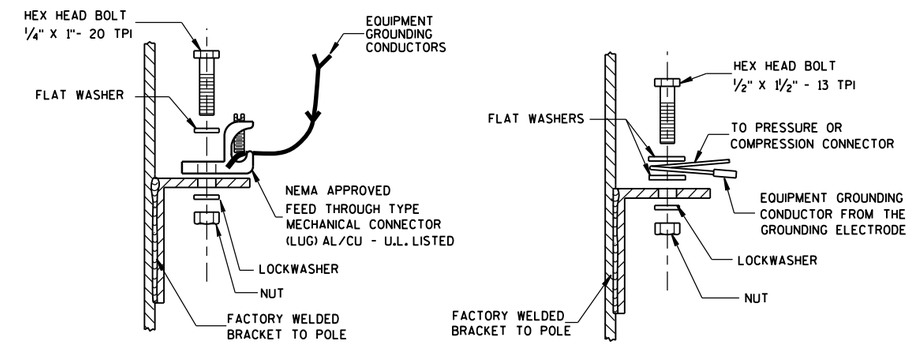


TYPICAL "J" HOOK LOCATION



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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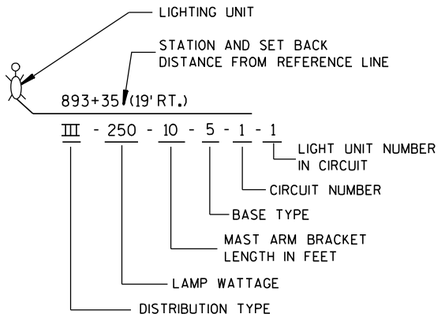
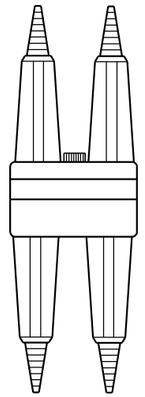
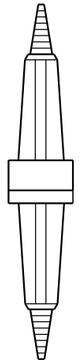


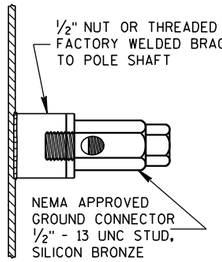
LIGHTING UNIT CODE
(TYPICAL)

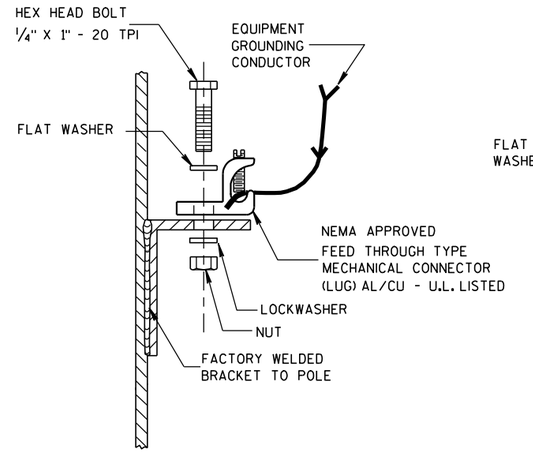


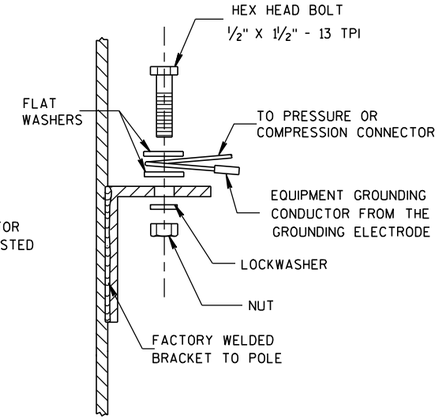
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



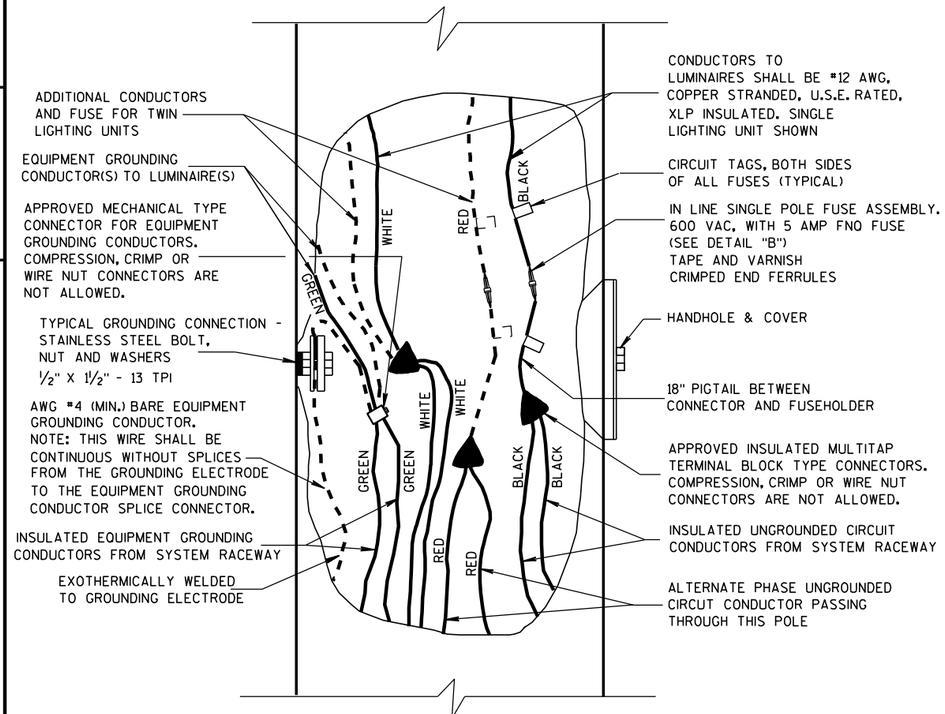
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



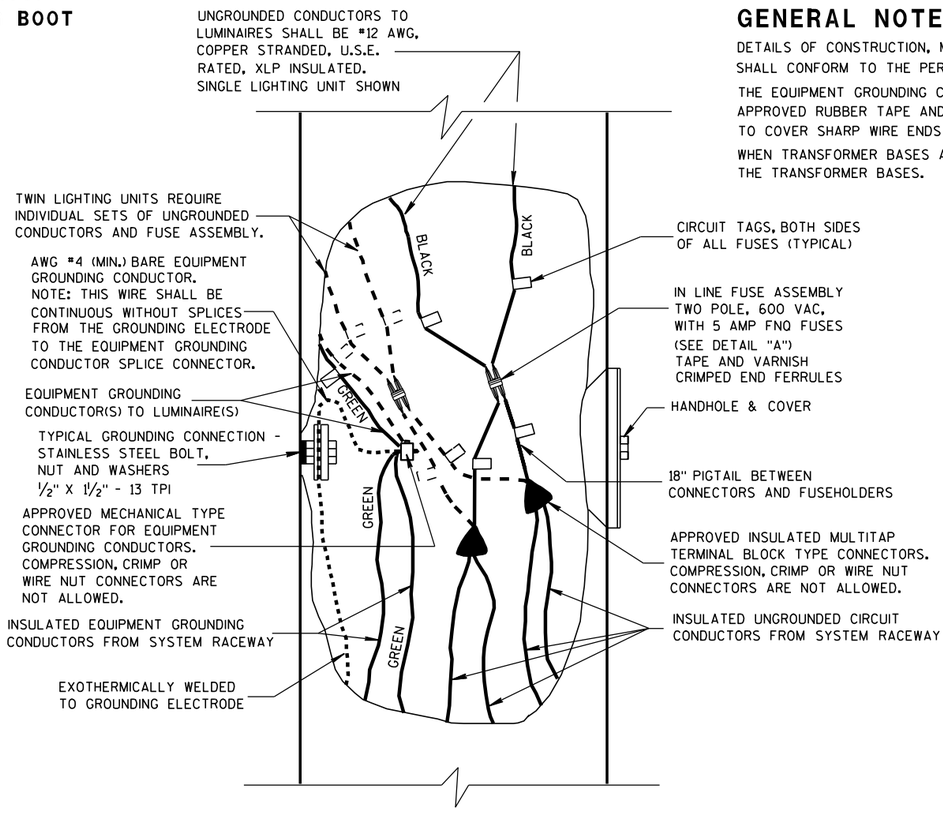




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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



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

GENERAL NOTES

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

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

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

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/2011 — DATE

/S/ Thomas J. Gosnine — STATE ELECTRICAL ENGI

HWYS

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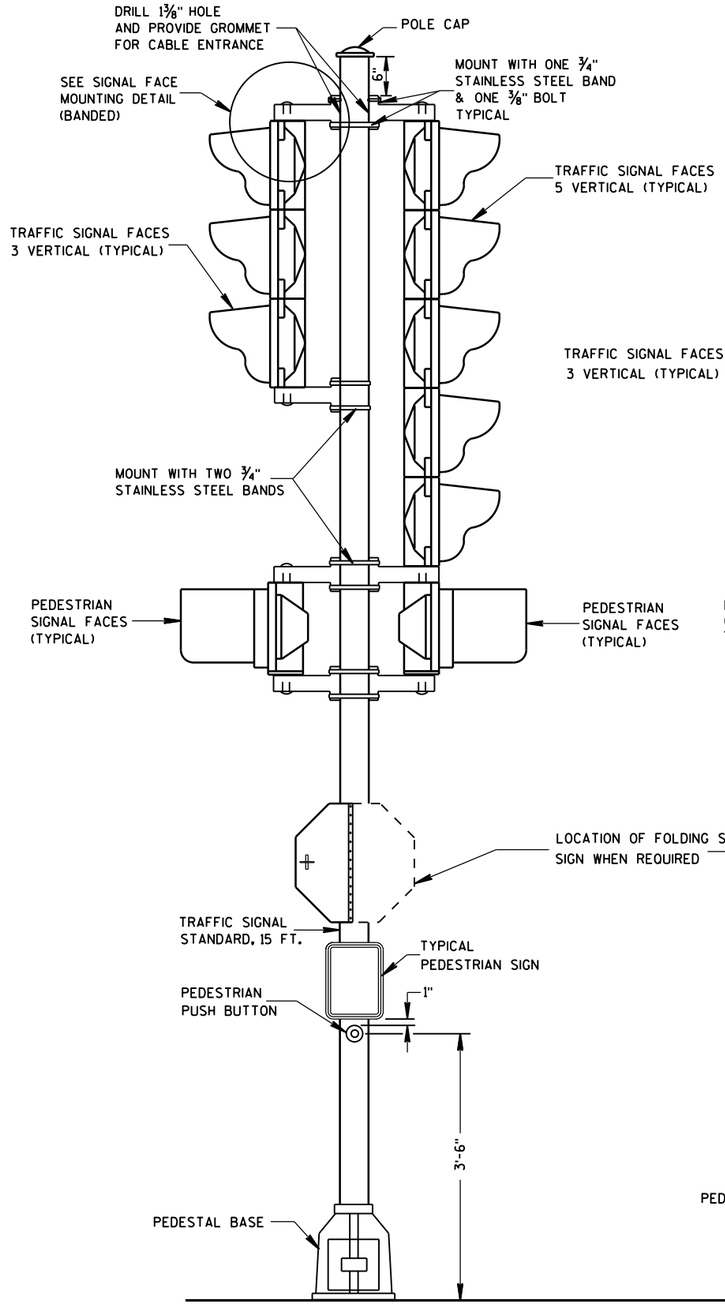
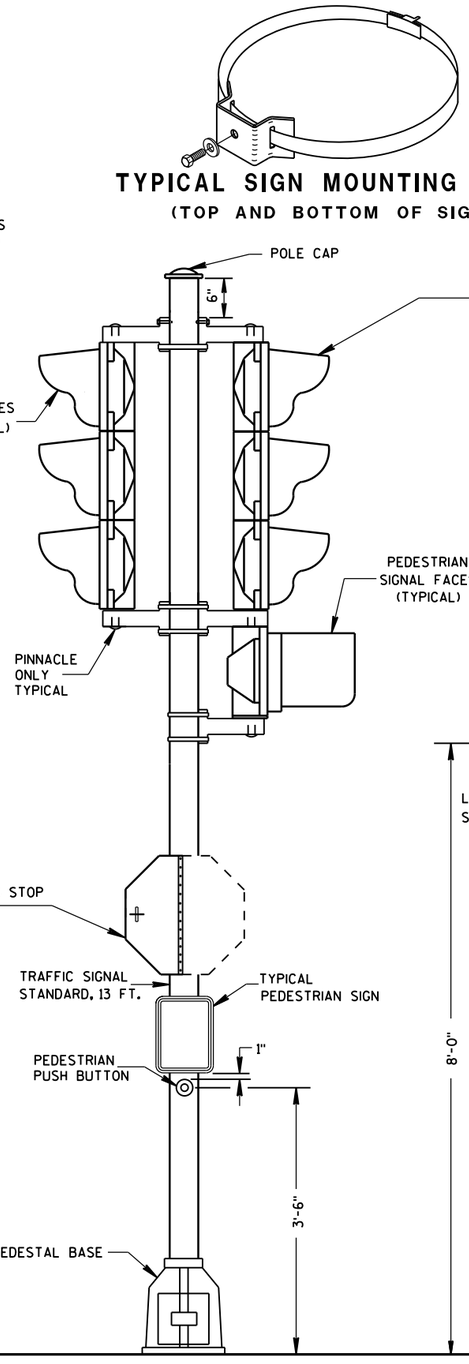
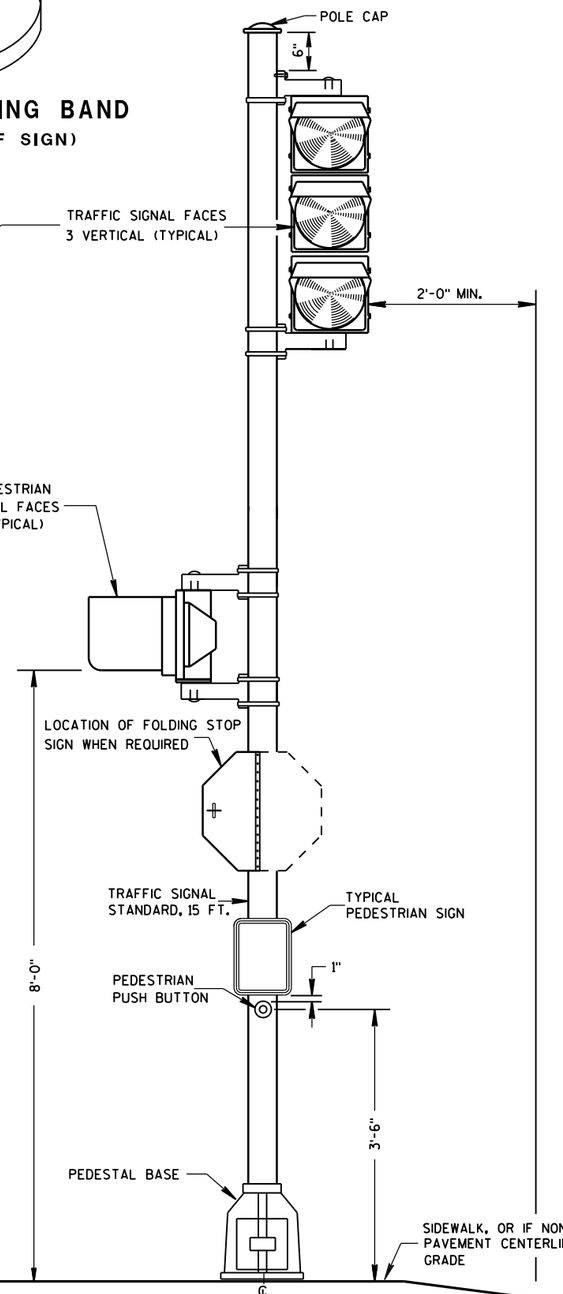


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

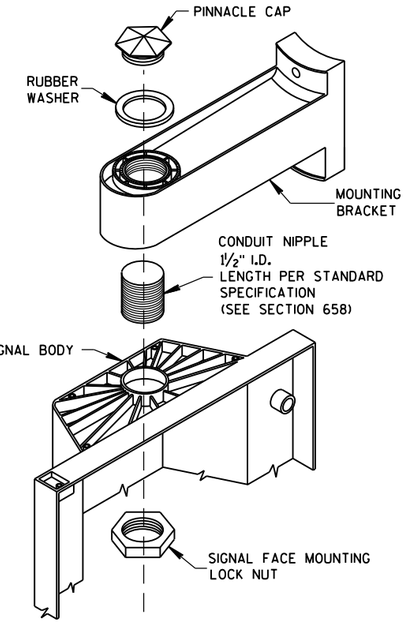
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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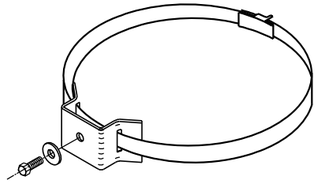
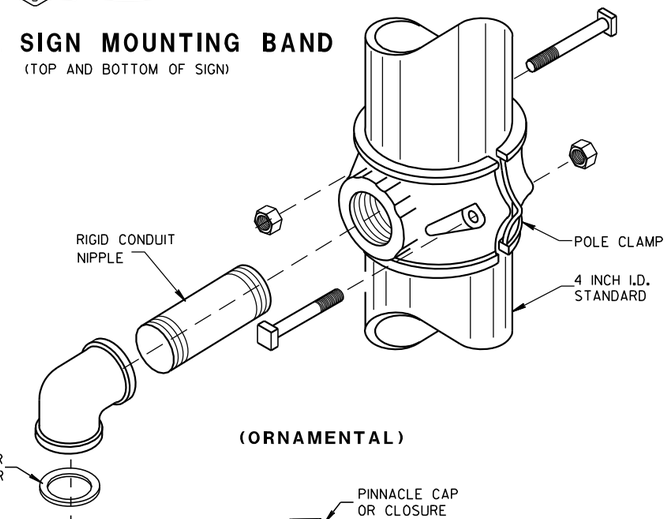


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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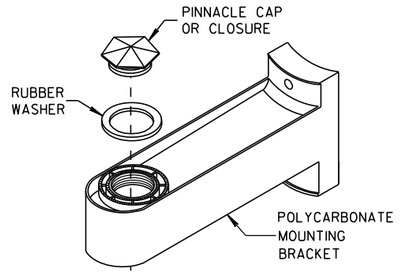
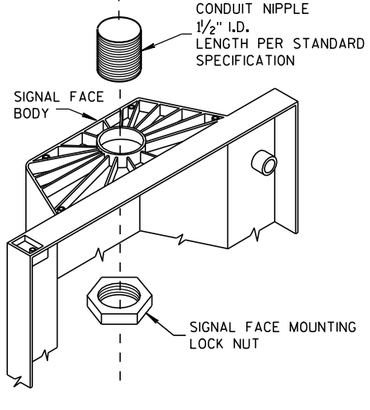
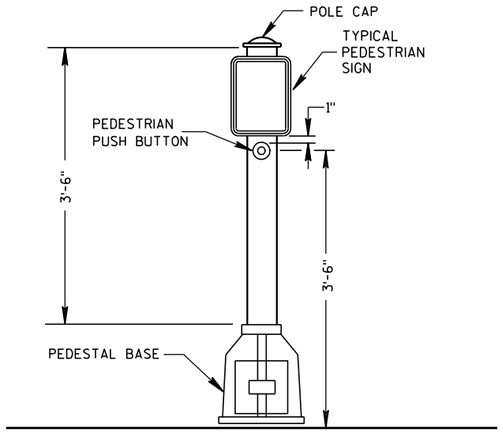


(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

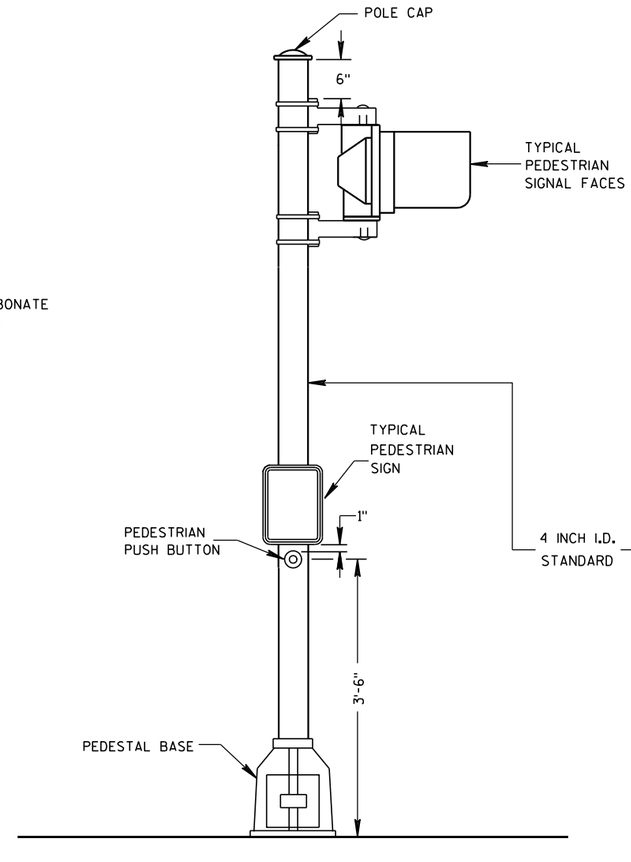
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

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

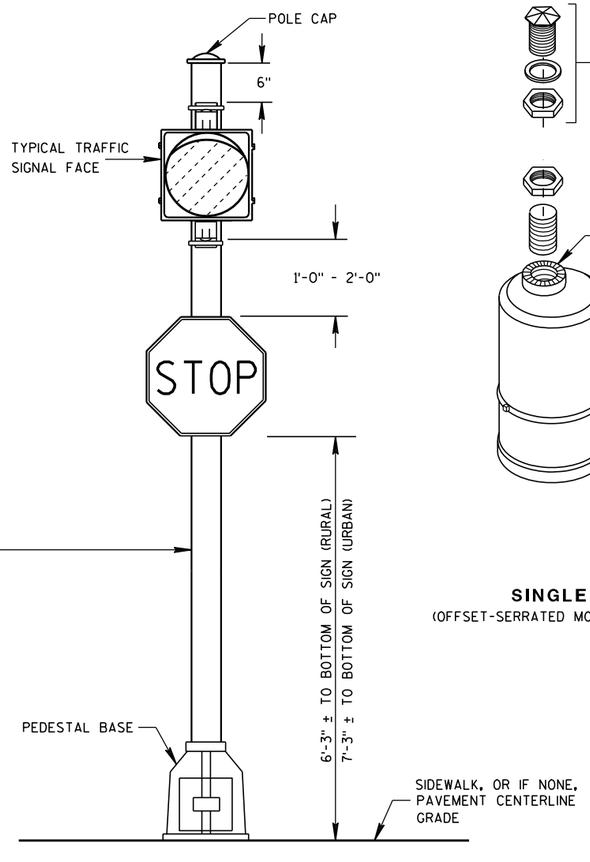
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

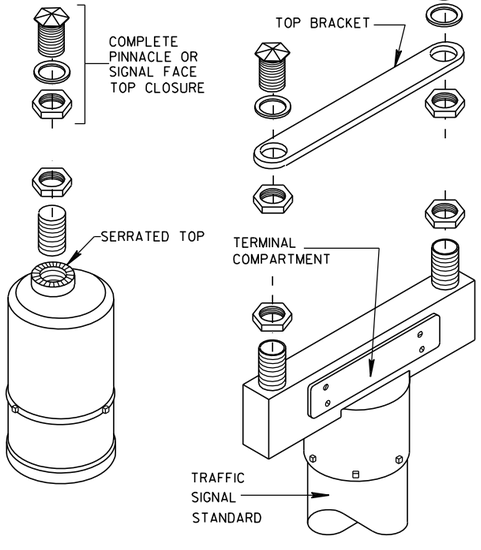
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



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



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



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

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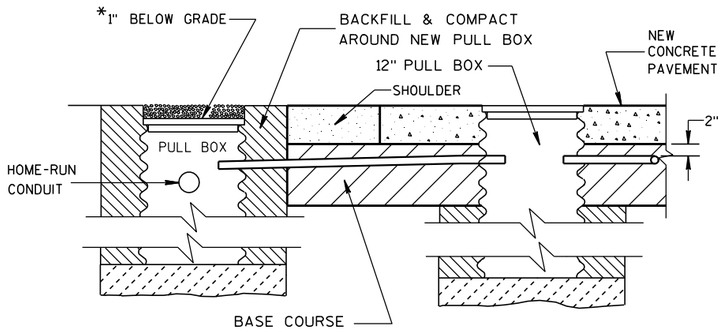


SECTION A-A

NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

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

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

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

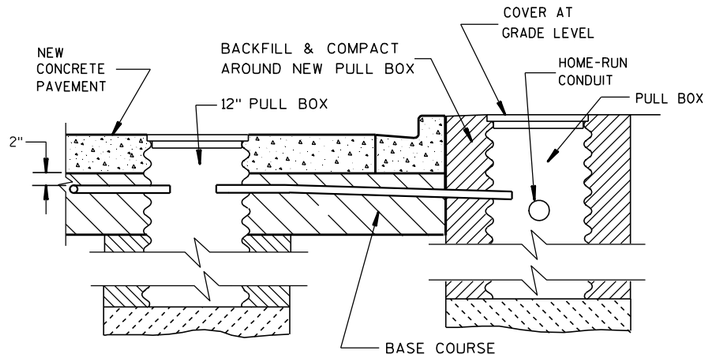
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

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

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

PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

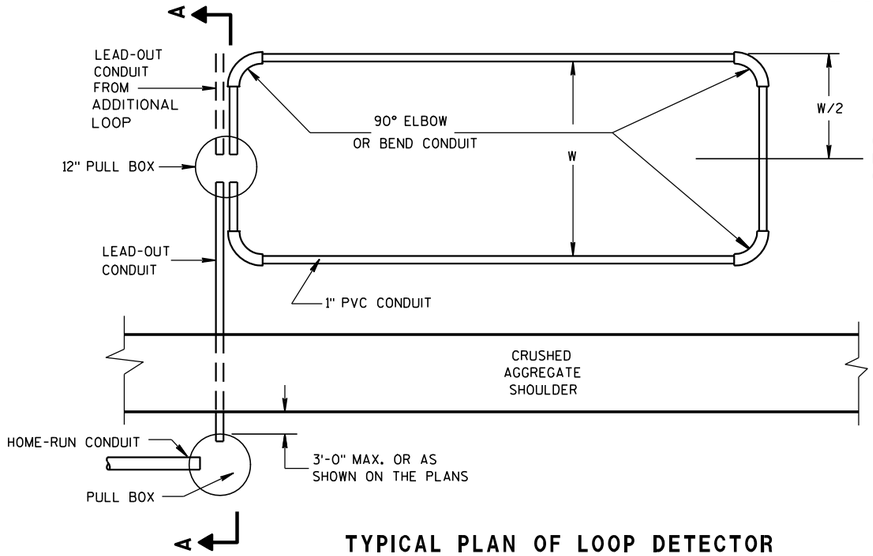
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



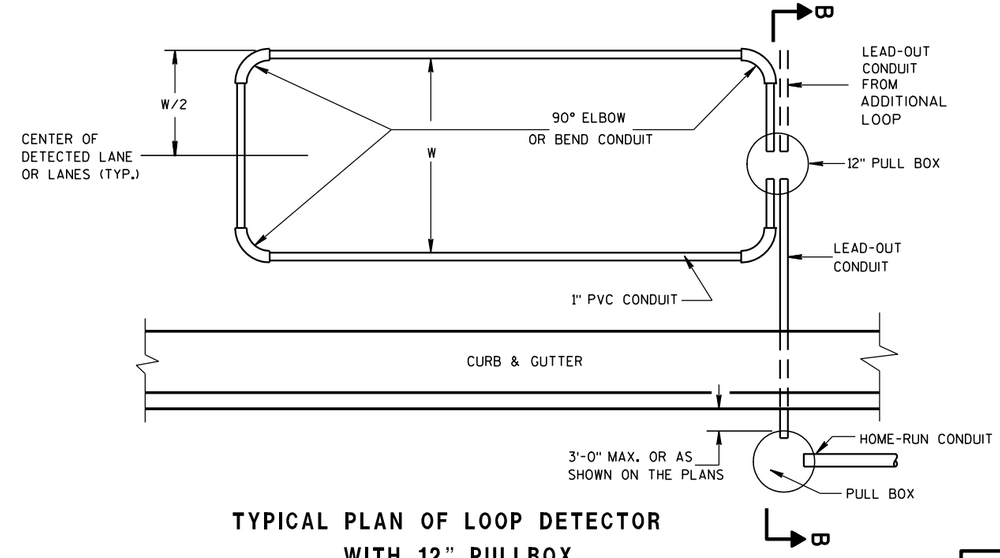
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMNET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-7-06 DATE — /S/ Balu Ananthanarayanan, STATE ELECTRICAL ENGI — HWYS

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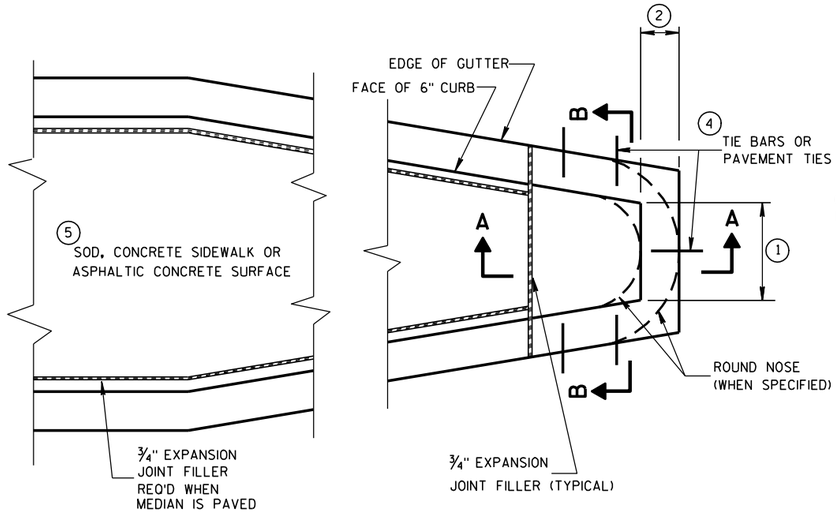
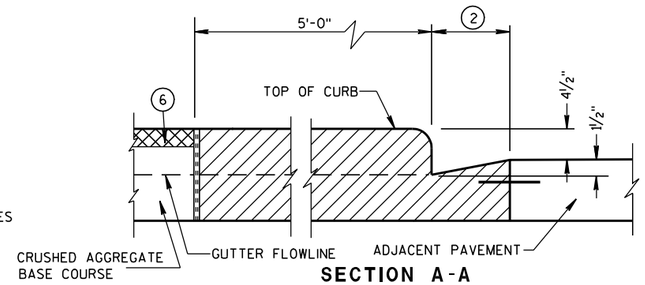
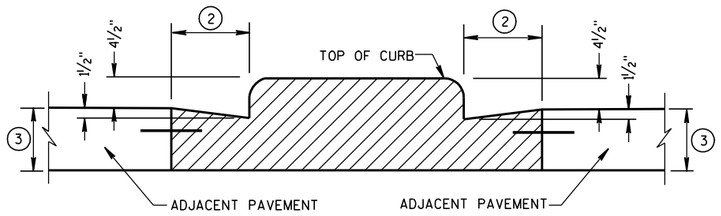




SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

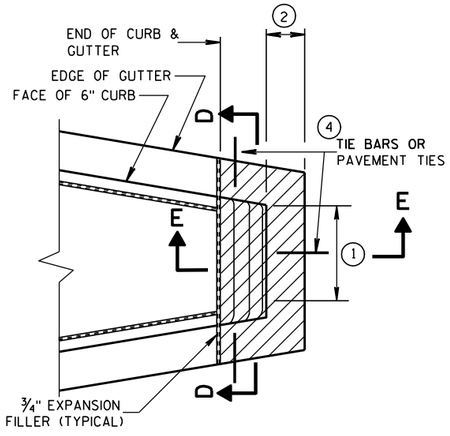
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

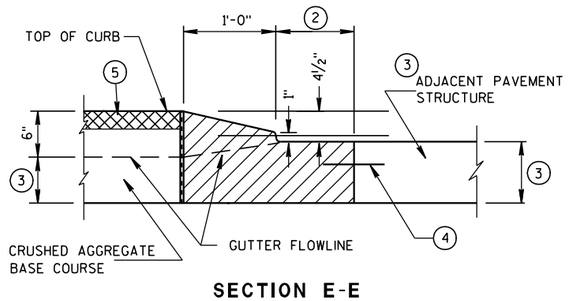
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

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

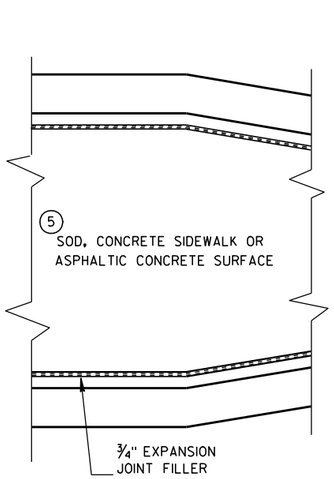
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

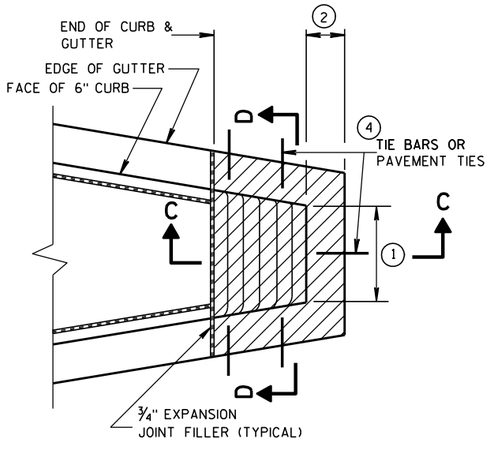




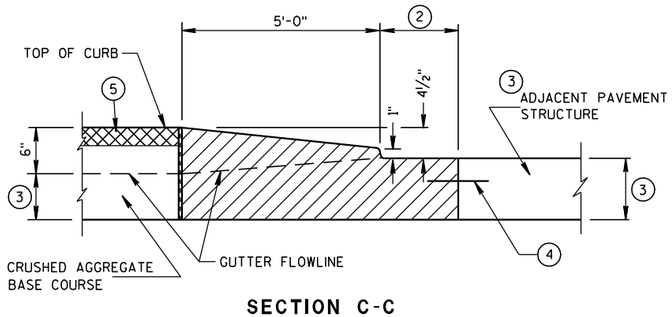
SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

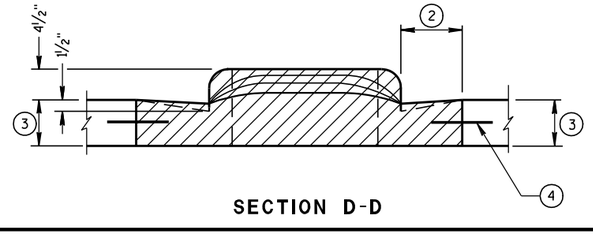




CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION C-C



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER 268
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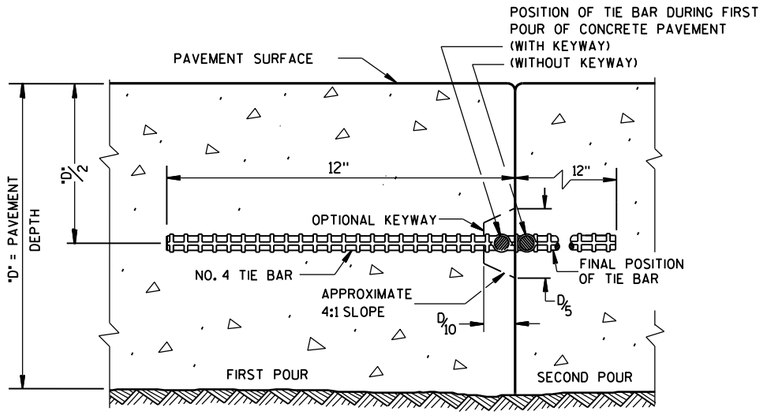
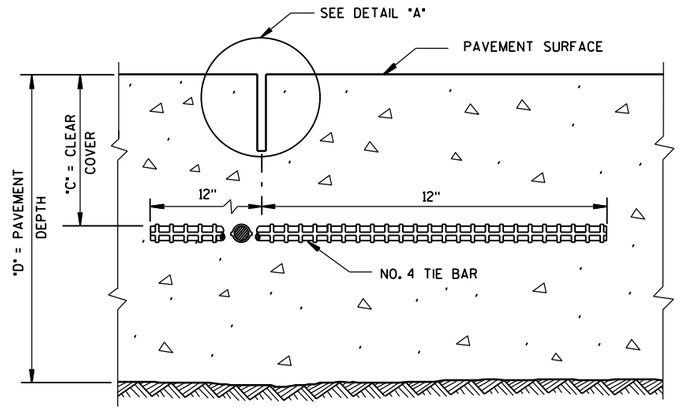


CONSTRUCTION JOINT



SAWED JOINT

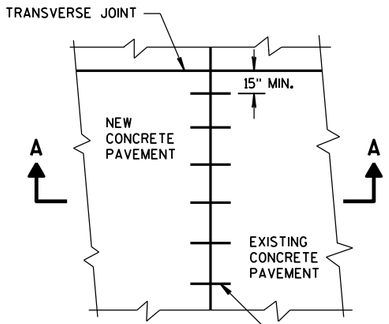
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

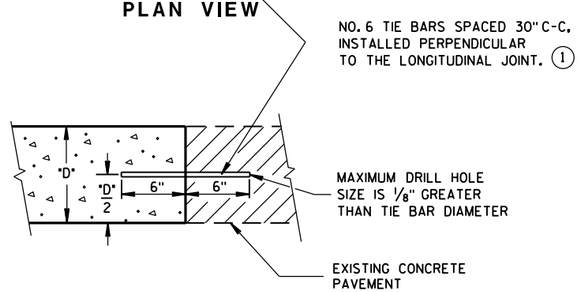
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

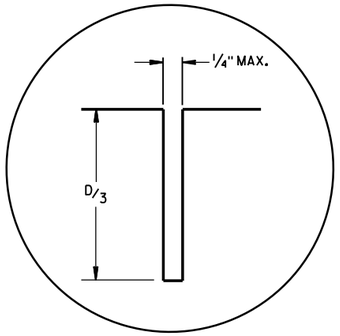


PLAN VIEW



SECTION A-A

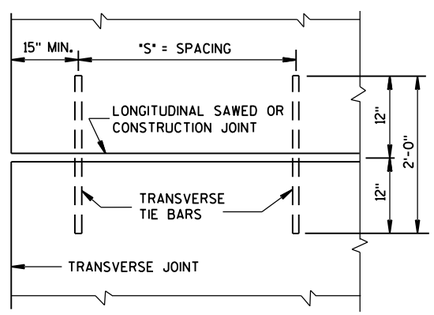
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



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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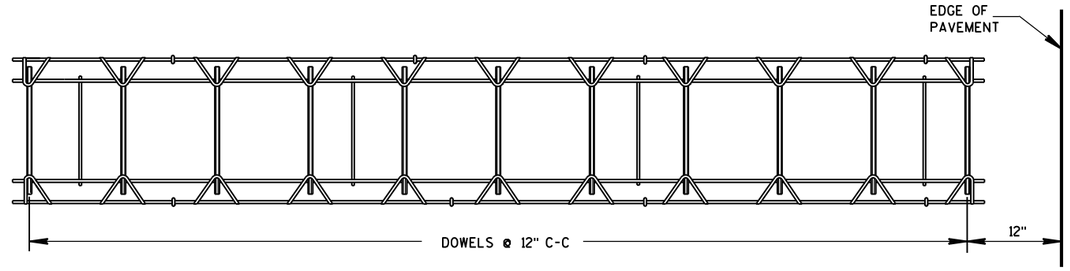
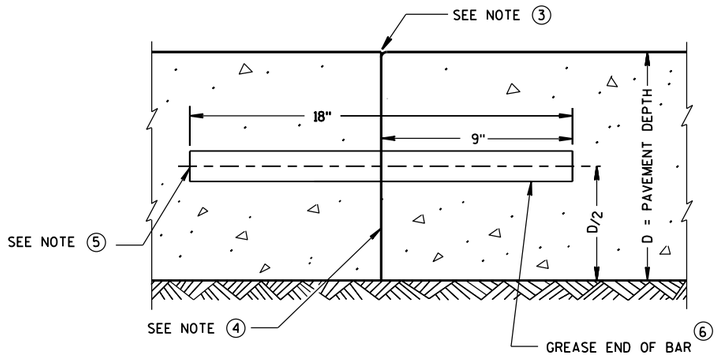


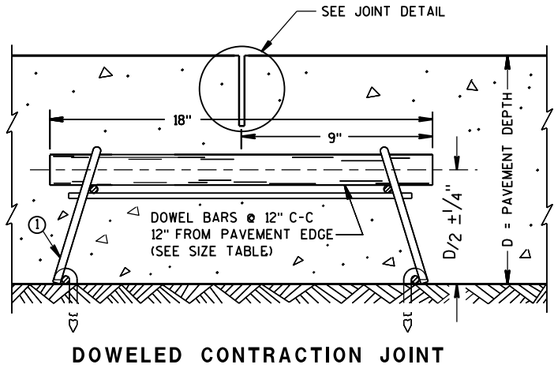
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



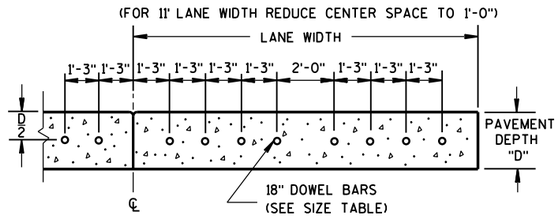
TRANSVERSE CONSTRUCTION JOINT



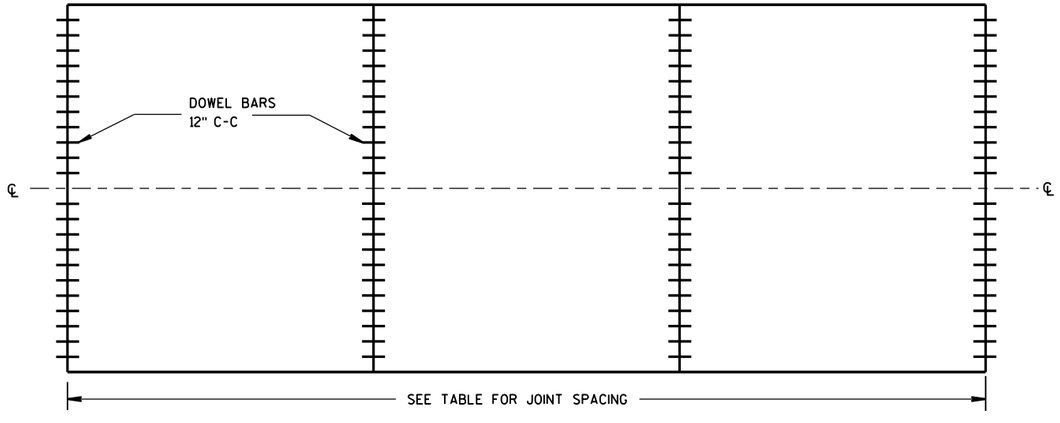
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

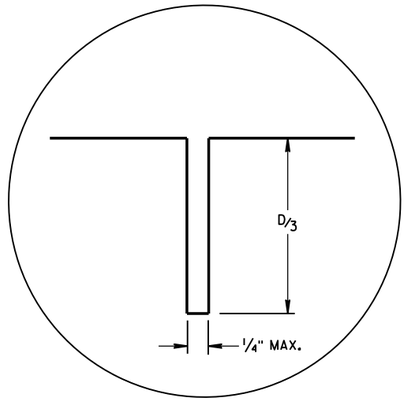
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

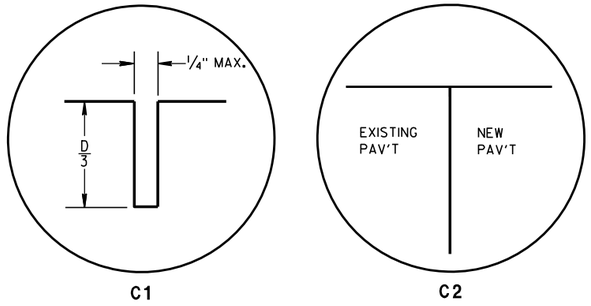
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

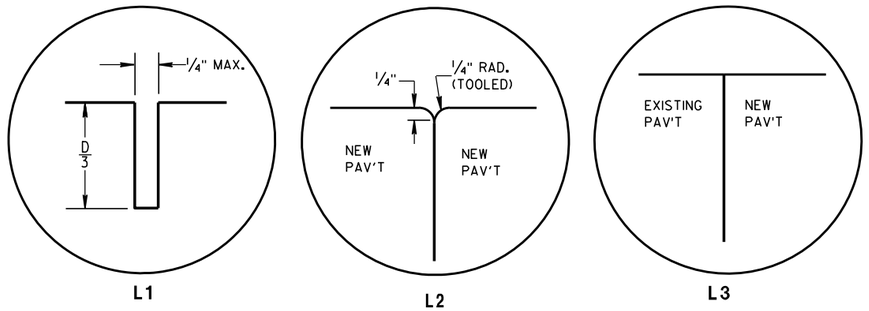
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

6

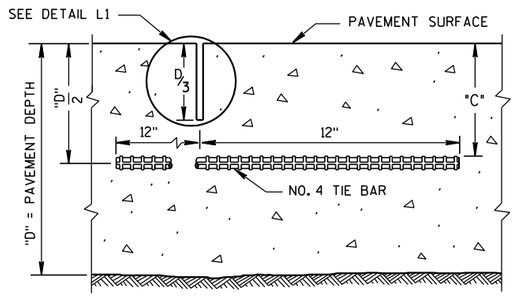
S.D.D. 13 C 13-8



TRANSVERSE JOINTS

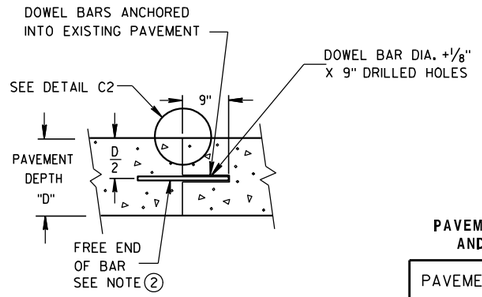


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

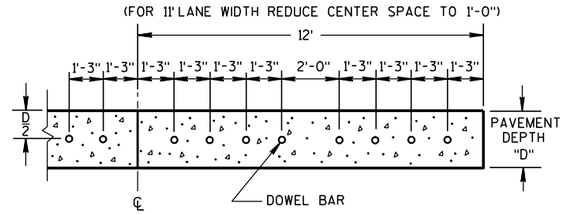
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION E-E

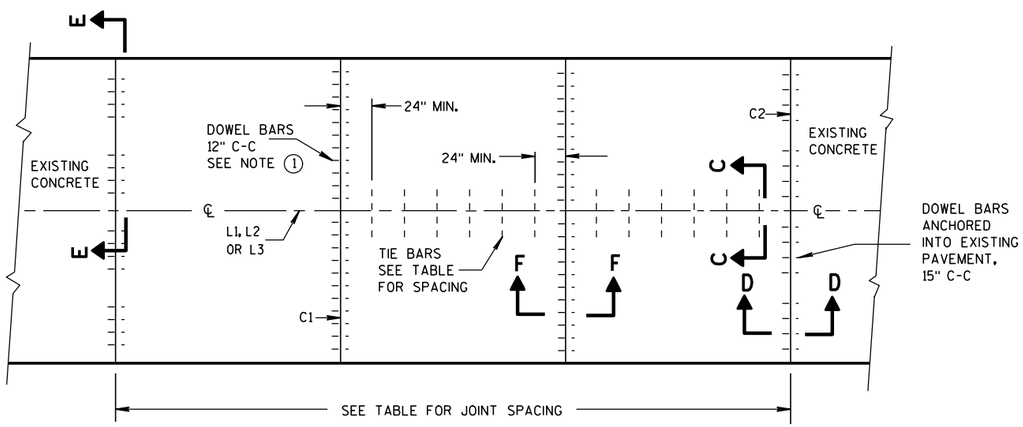
SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH "D"	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

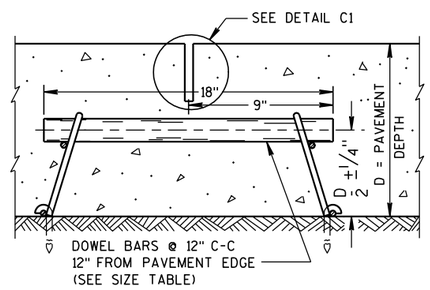
TIE BAR LOCATION TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING C-C	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 ½"	3"±½"	48"	42"
7, 7 ½"	3 ¼"±1"	45"	36"
8, 8 ½"	3 ¾"±1"	39"	30"
9, 9 ½"	4 ¼"±1"	33"	27"
10, 10 ½"	4 ¾"±1"	30"	24"
11, 11 ½"	5 ¼"±1"	27"	21"
12"	5 ¾"±1"	24"	21"



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

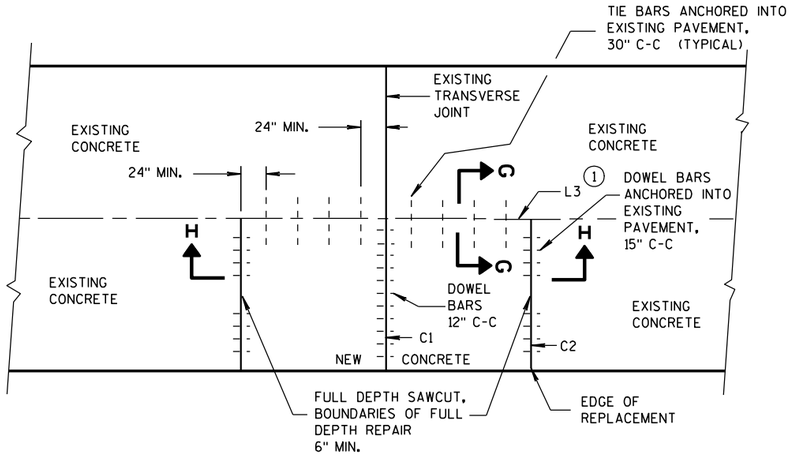
CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 15-5a

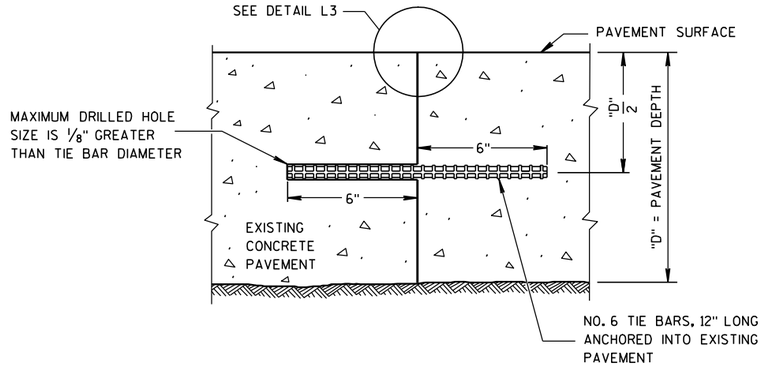


PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

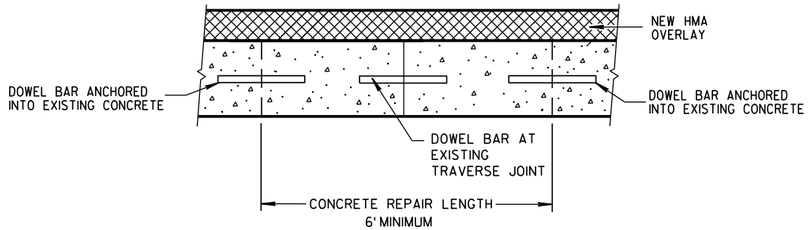
GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

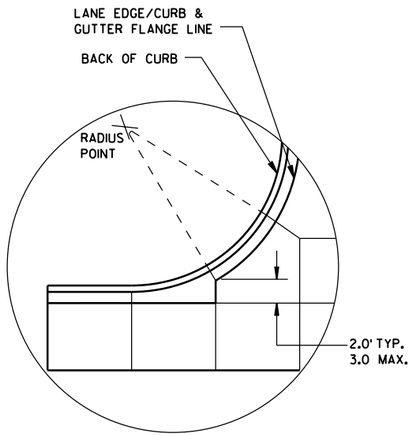
12-11-2009
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & D272 ENGINEER

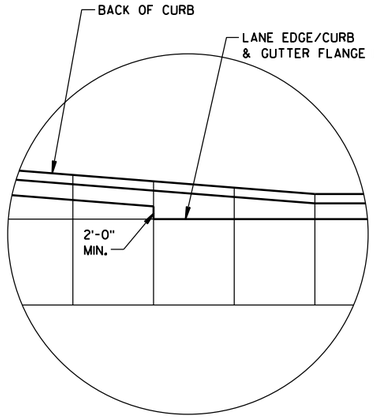
FHWA

6

S.D.D. 13 C 15-5b



DETAIL "A"



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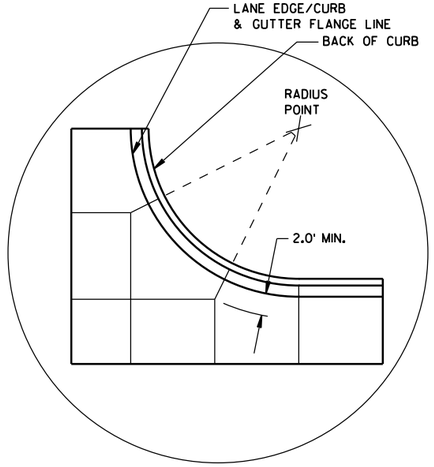
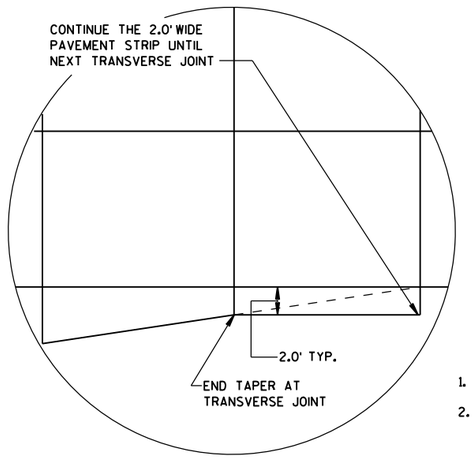


DETAIL "C"



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.

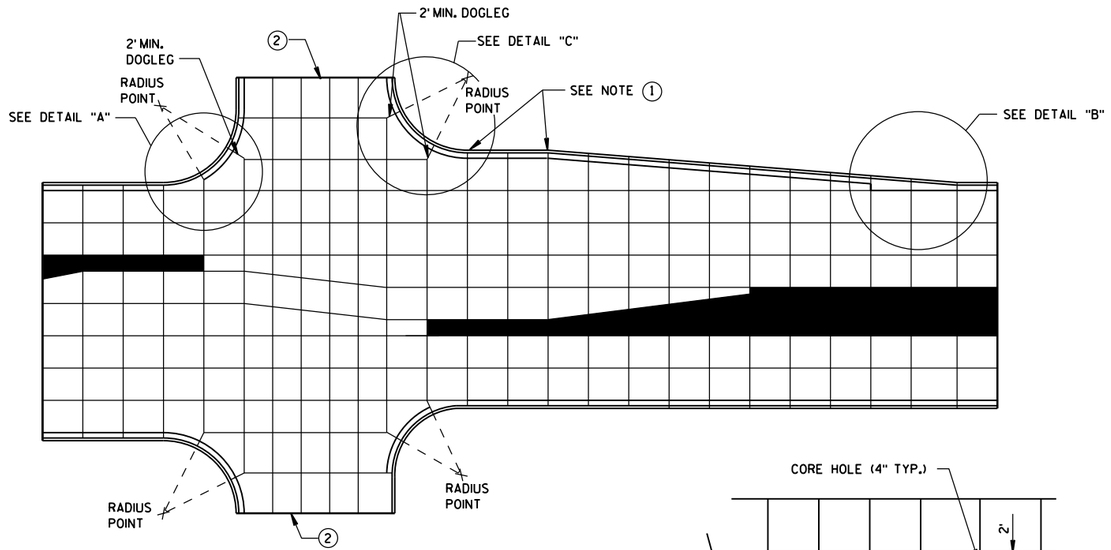
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

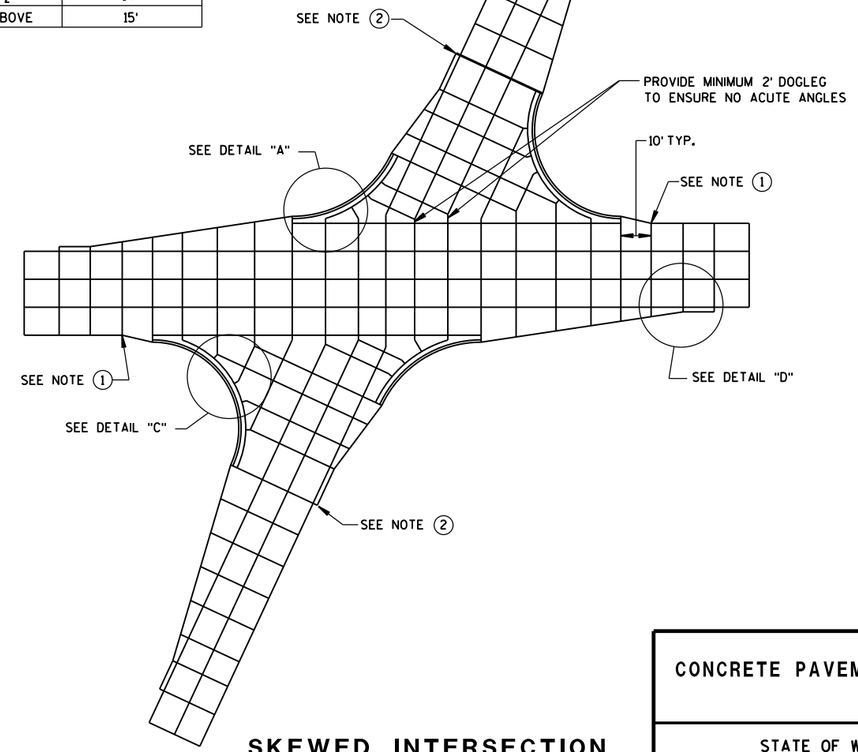
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



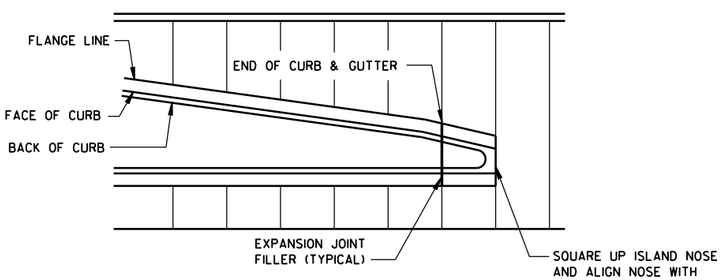
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

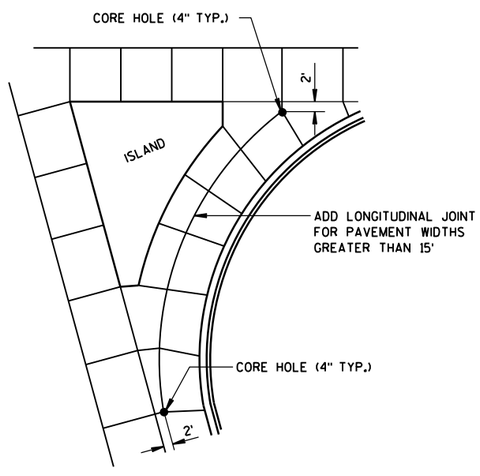
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

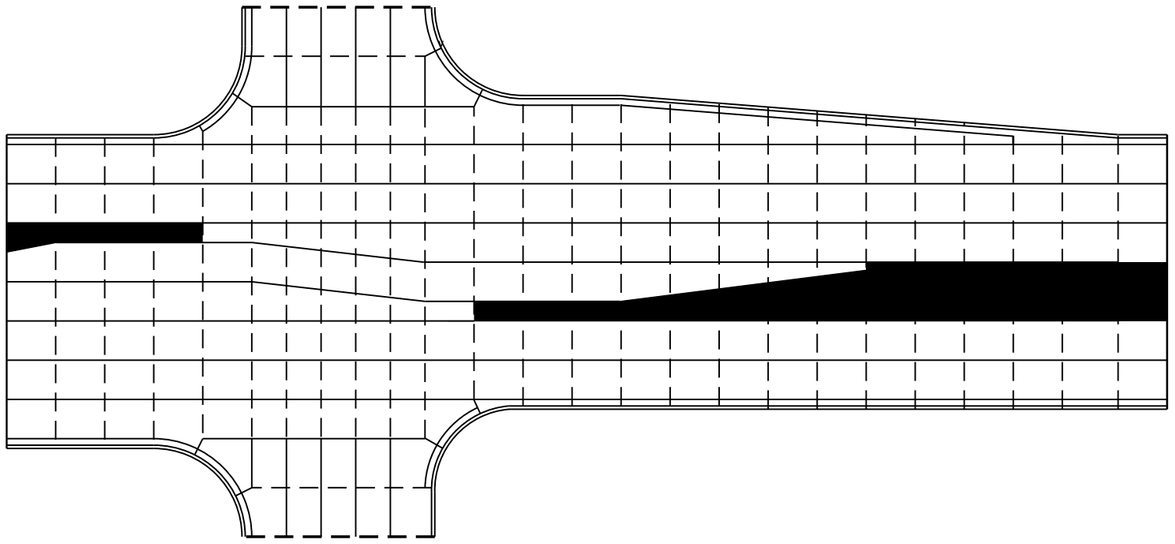
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

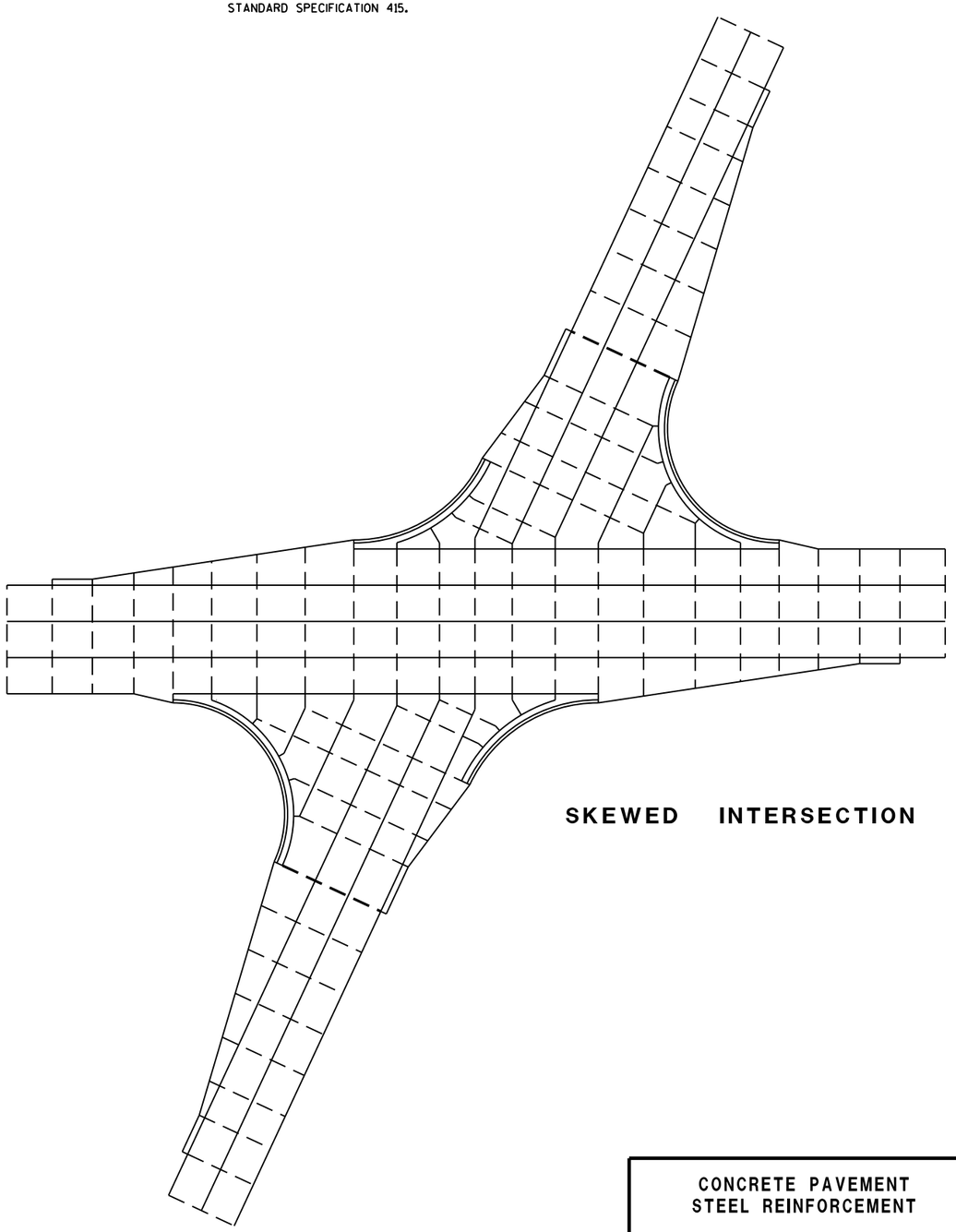
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

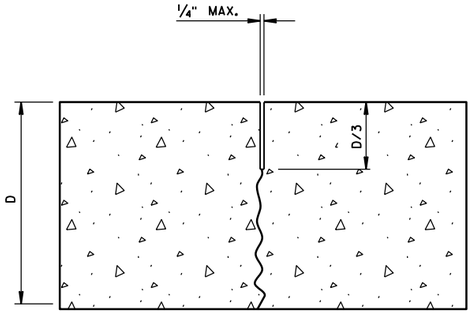
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

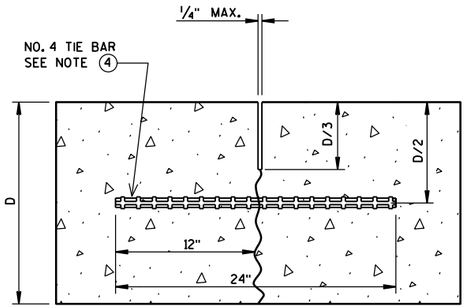
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



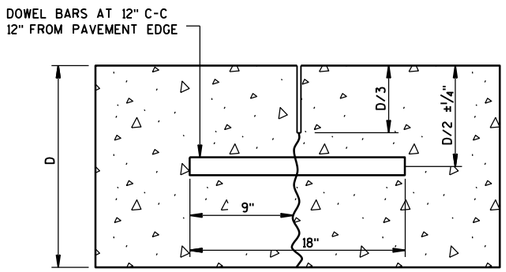
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

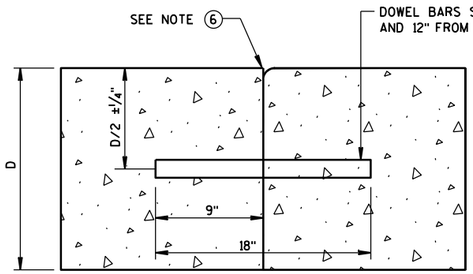
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



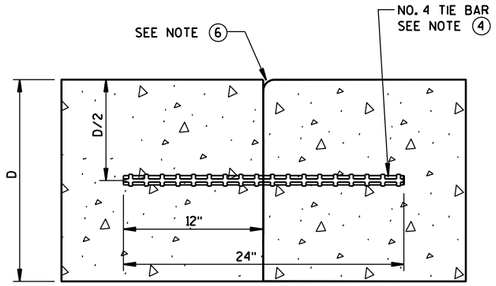
DOWELED-TRANSVERSE

CONTRACTION JOINTS

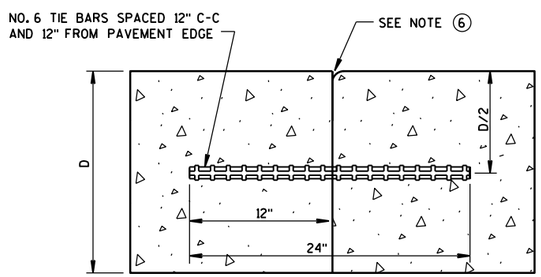
SEE NOTE (2)



DOWELED TRANSVERSE

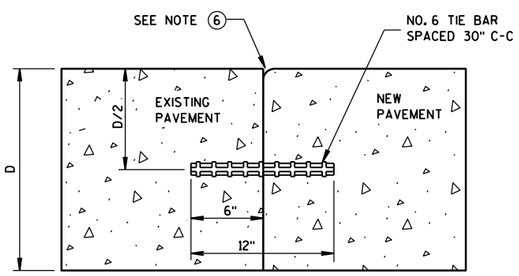


TIED LONGITUDINAL



TIED TRANSVERSE

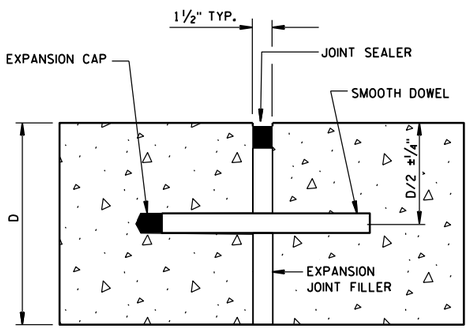
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

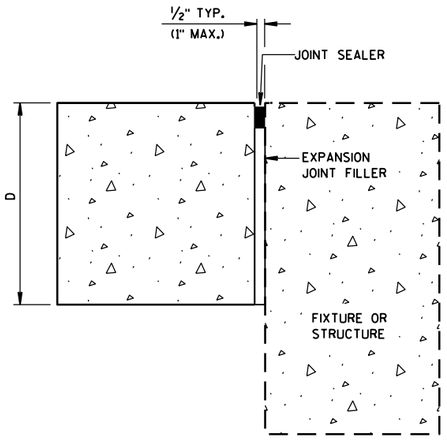
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 18-2c

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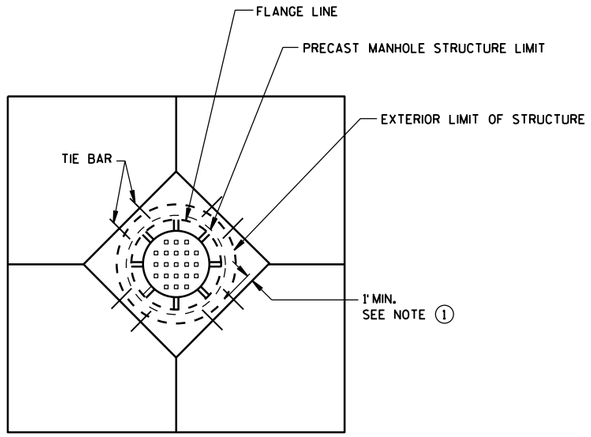
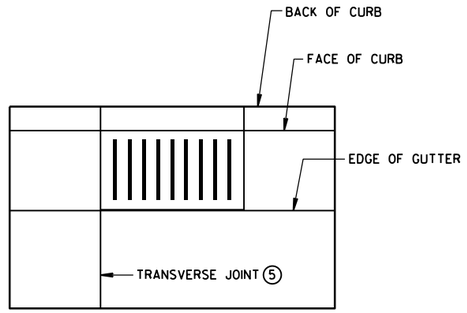
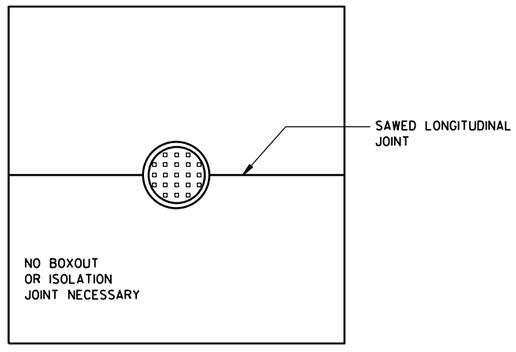
S.D.D. 13 C 18-2c



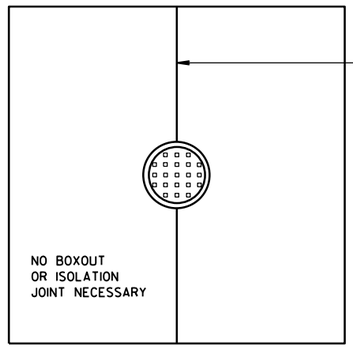
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



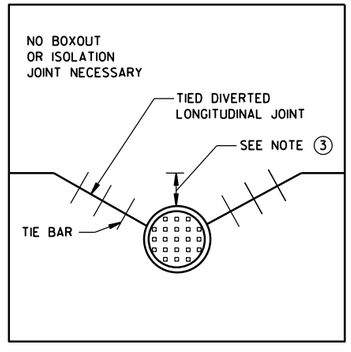
INLET WITH TRANSVERSE JOINT



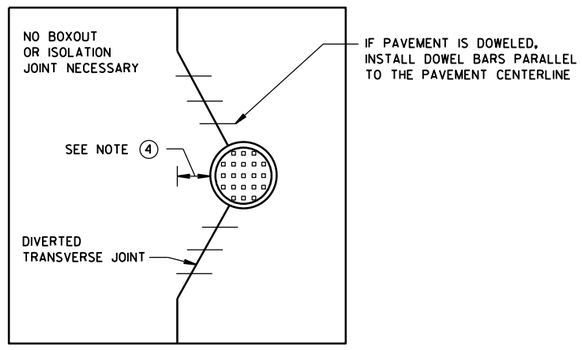
MANHOLE WITH LONGITUDINAL JOINT



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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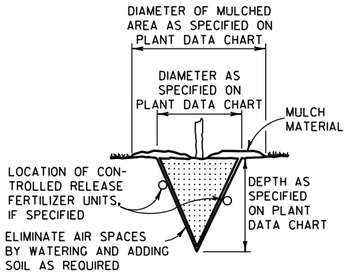
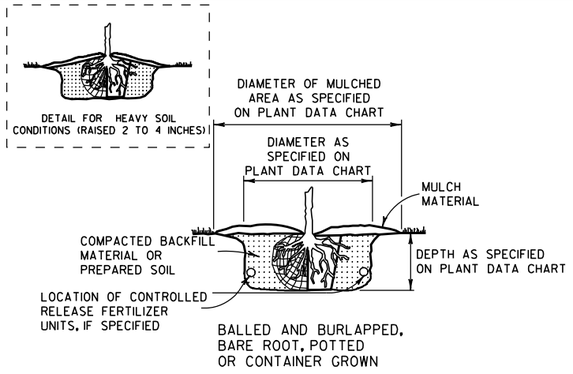
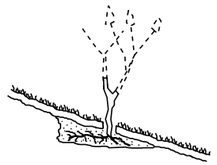
S.D.D. 13 C 18-2d



MACHINE MOVED

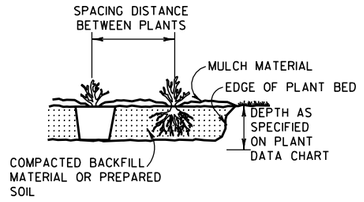


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



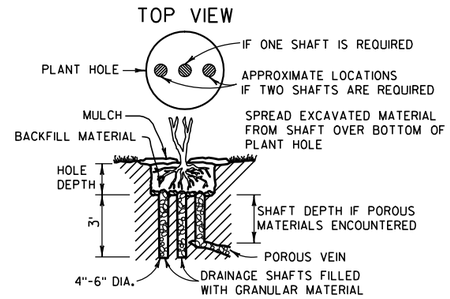
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

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



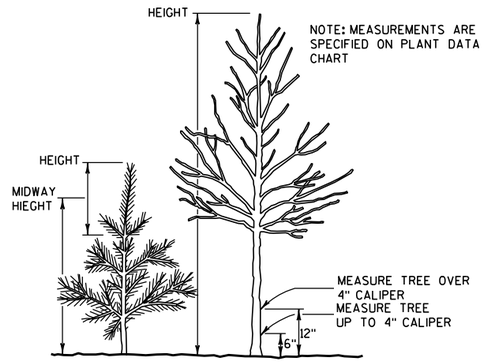
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

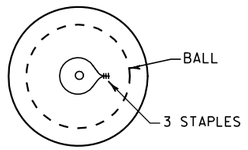


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

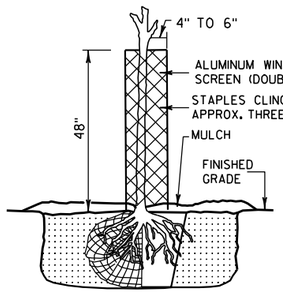
DRAINING



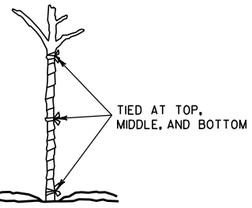
MEASURING



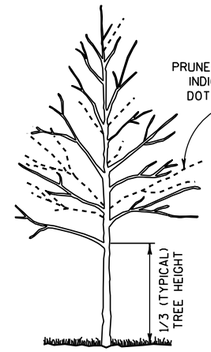
TOP VIEW



RODENT PROTECTION



WRAPPING

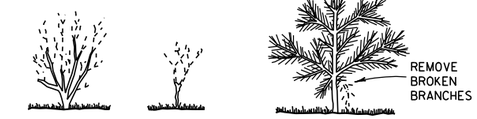


TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

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

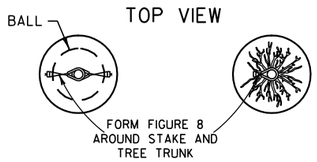


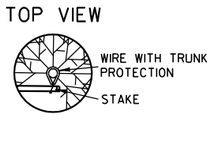
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

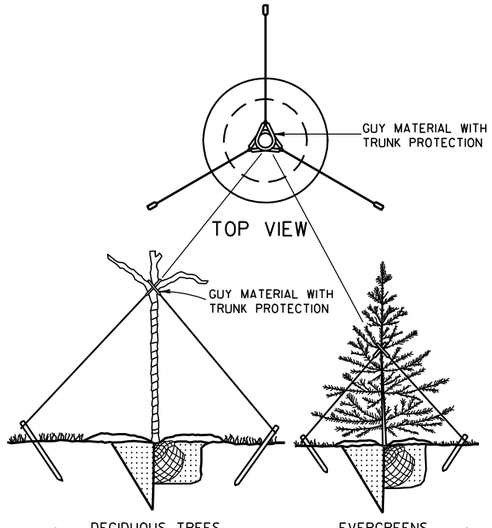
PRUNING



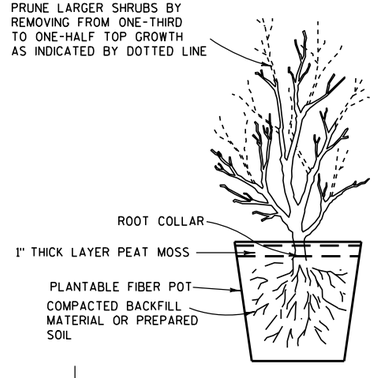


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE 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.

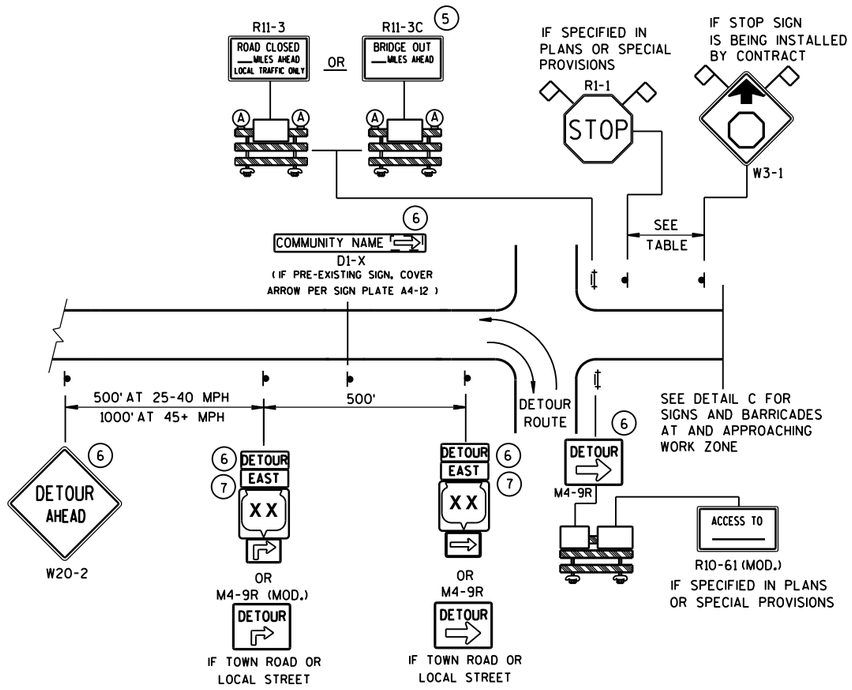
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/11/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

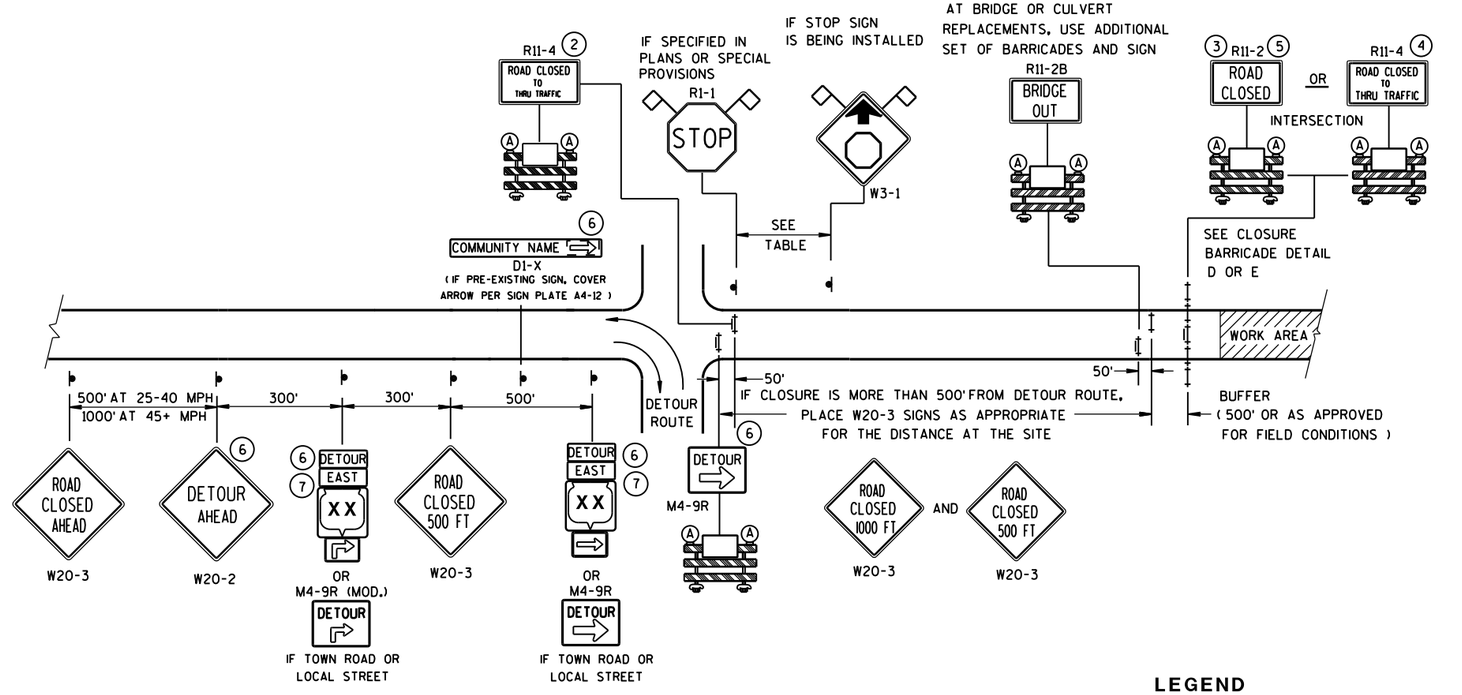
6

S.D.D. 14 A 2-1



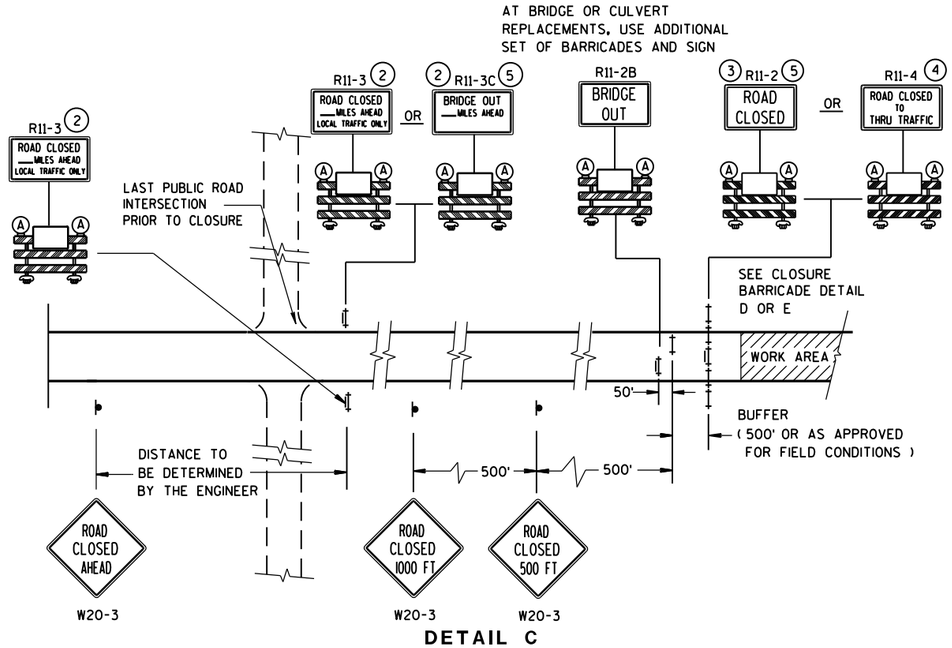
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

278

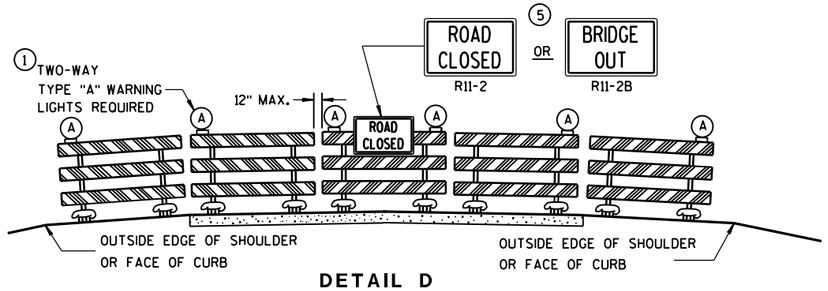
FHWA

6

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

6

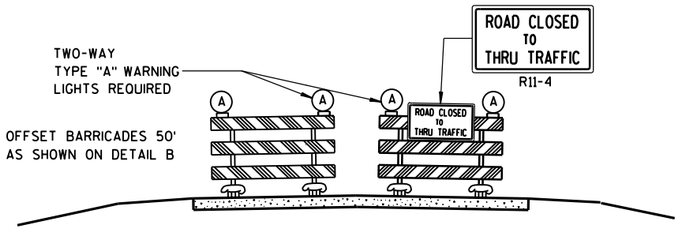
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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

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

GENERAL NOTES

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

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

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

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

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

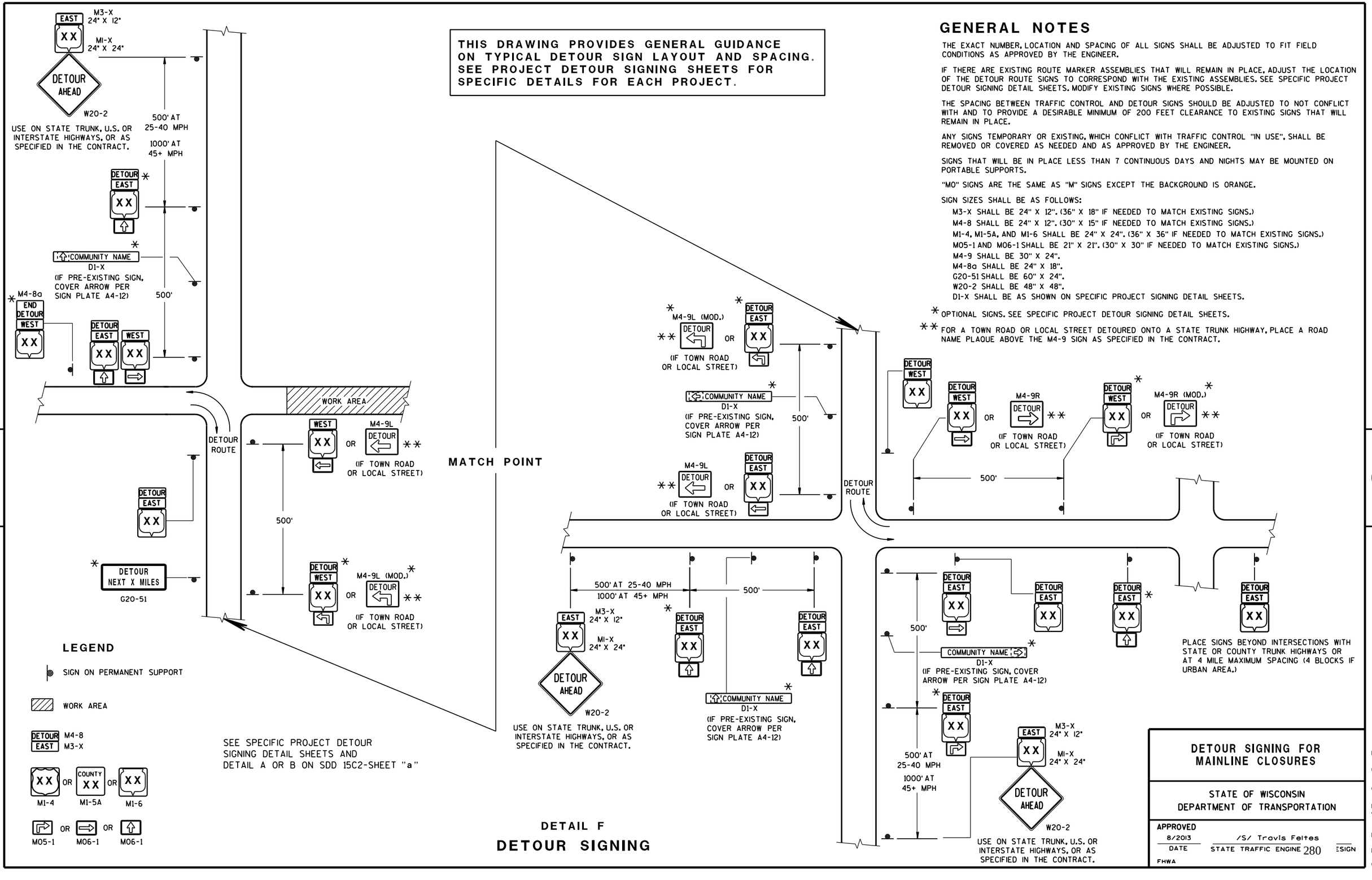
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 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

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- 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

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

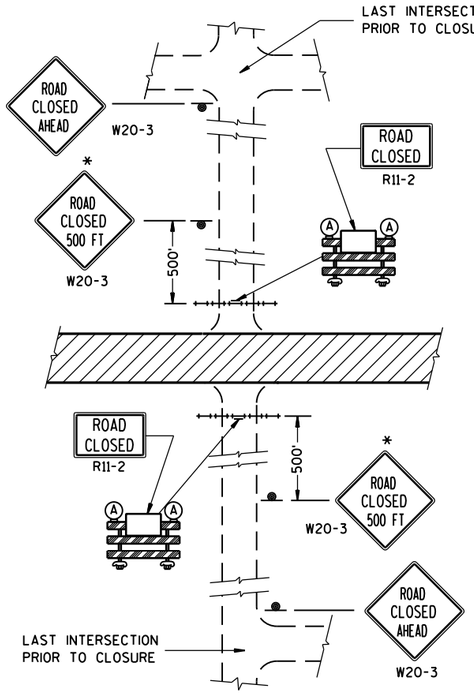
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

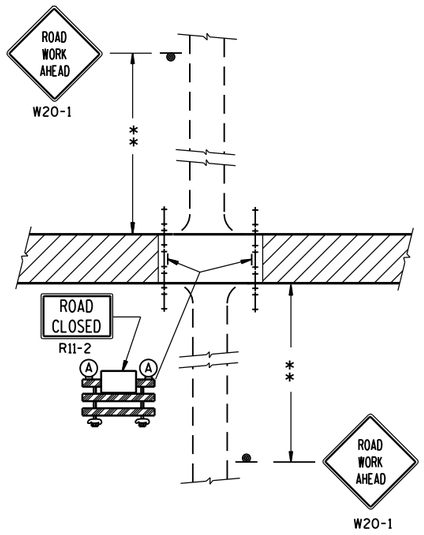
6

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



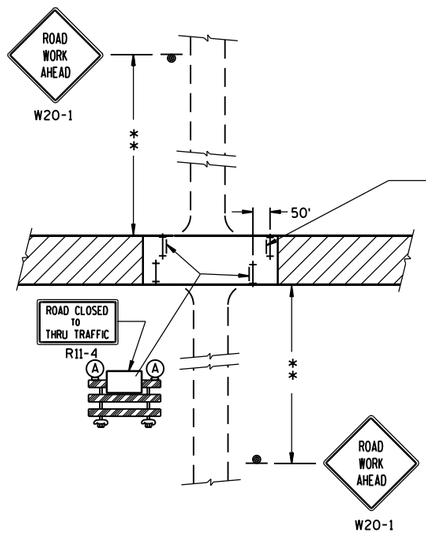
DETAIL 1

(NO ACCESS TO PROJECT)



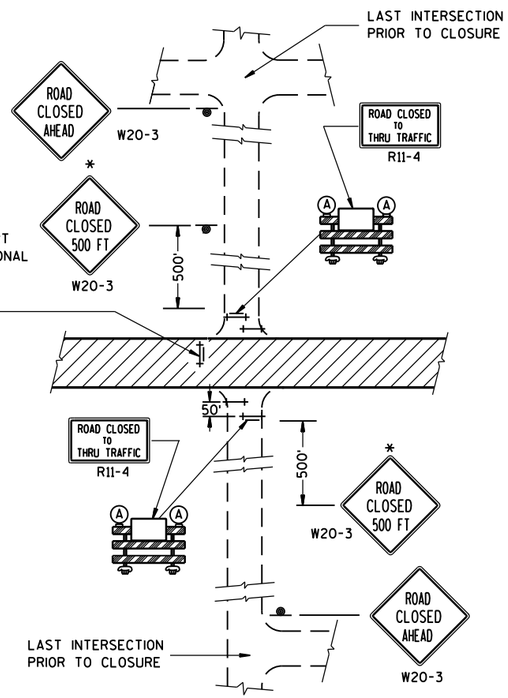
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 C 3-2

6

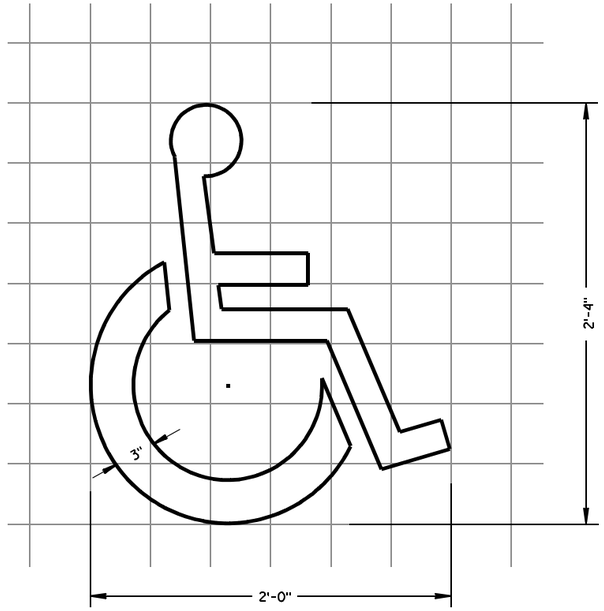
S.D.D. 15 C 3-2

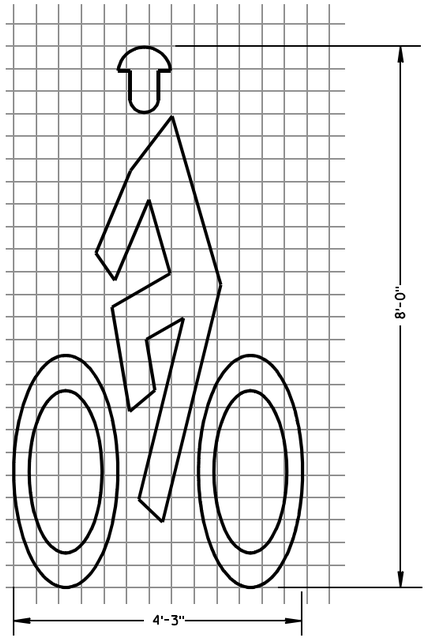
GENERAL NOTES

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

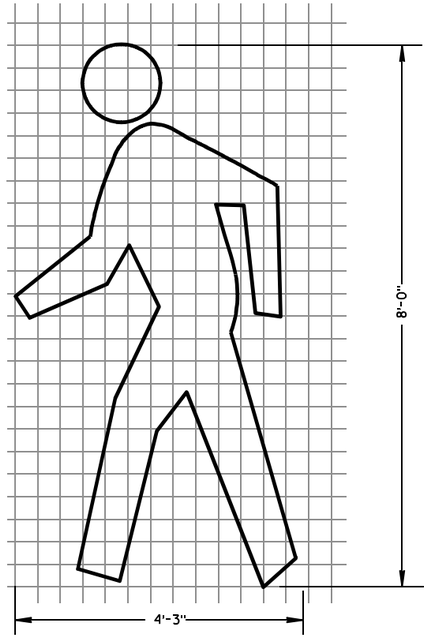
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

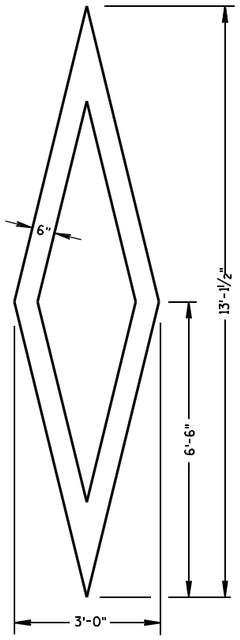




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 DATE

/S/ Thomas N Nathan STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12a

6

S.D.D. 15 C 7-12a

GENERAL NOTES

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

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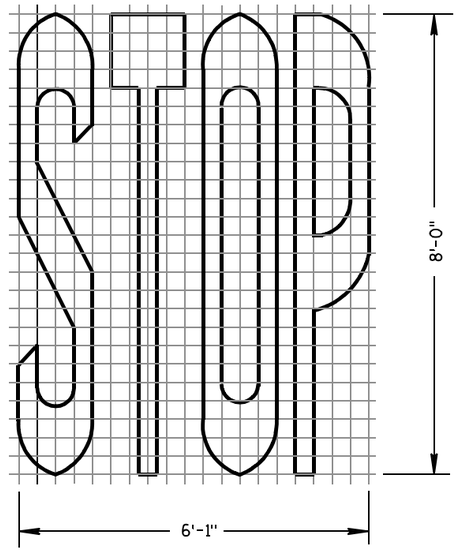
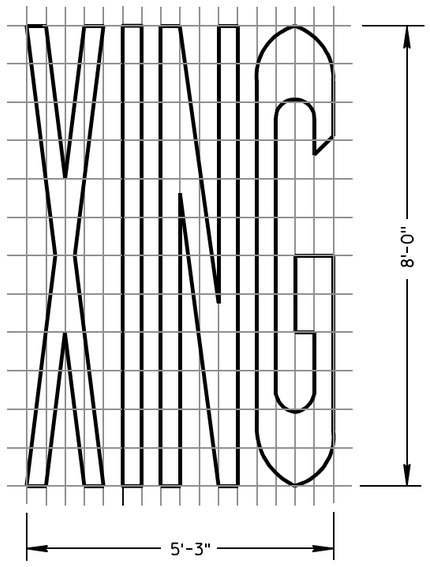
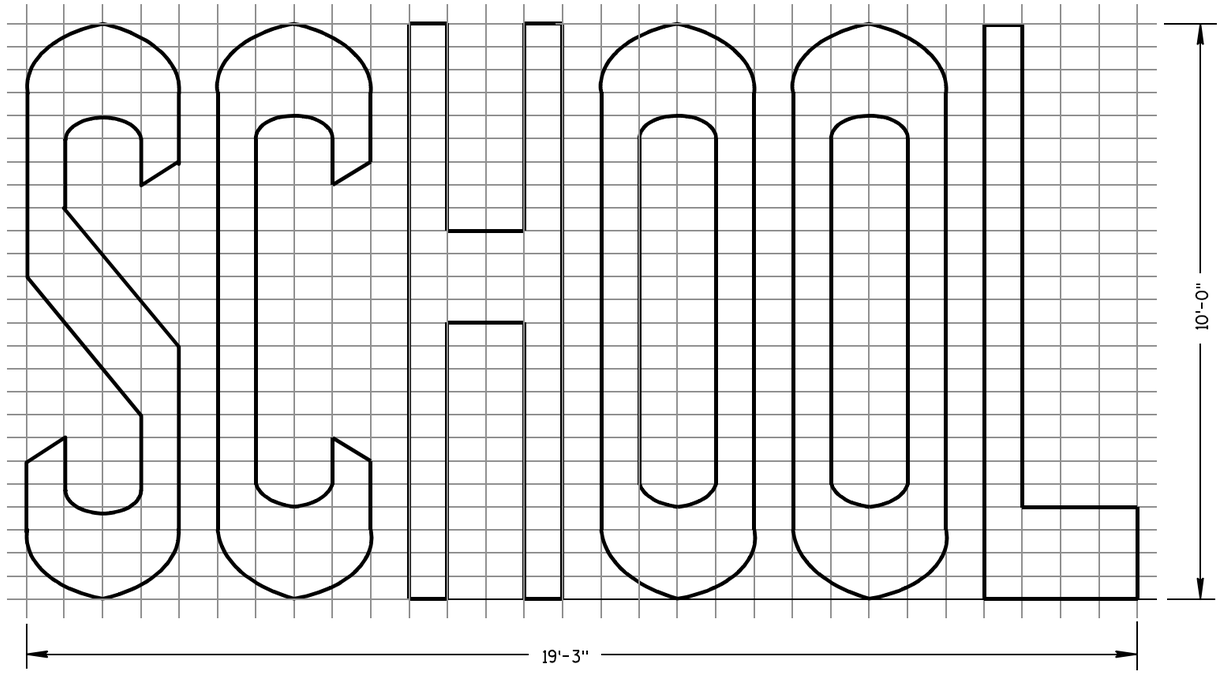
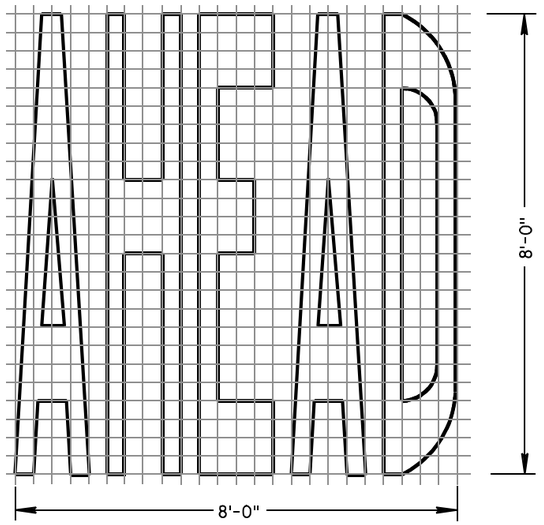
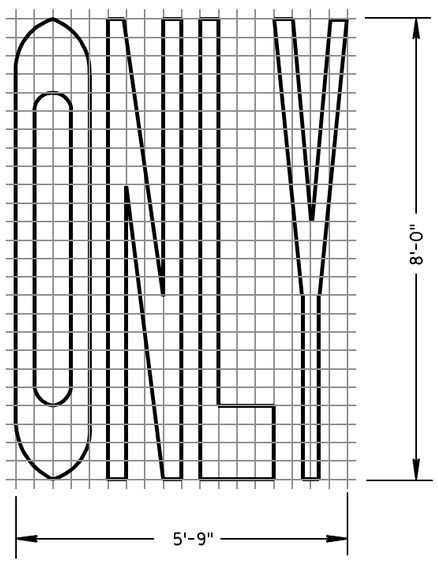


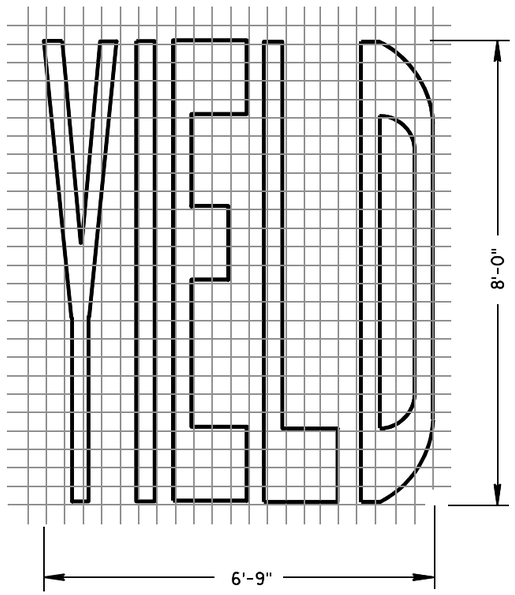


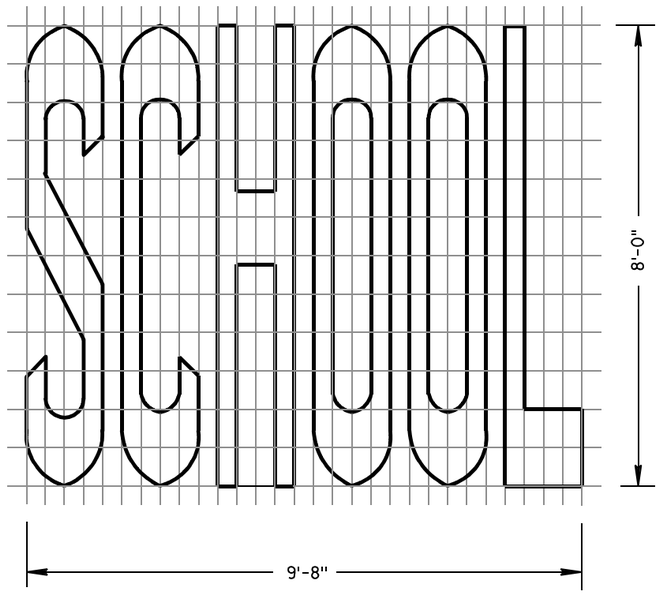


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER — IGN

FHWA

6

S.D.D. 15 C 7-12b

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S.D.D. 15 C 7-12b

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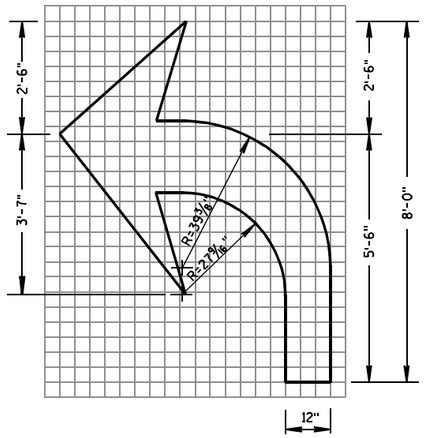
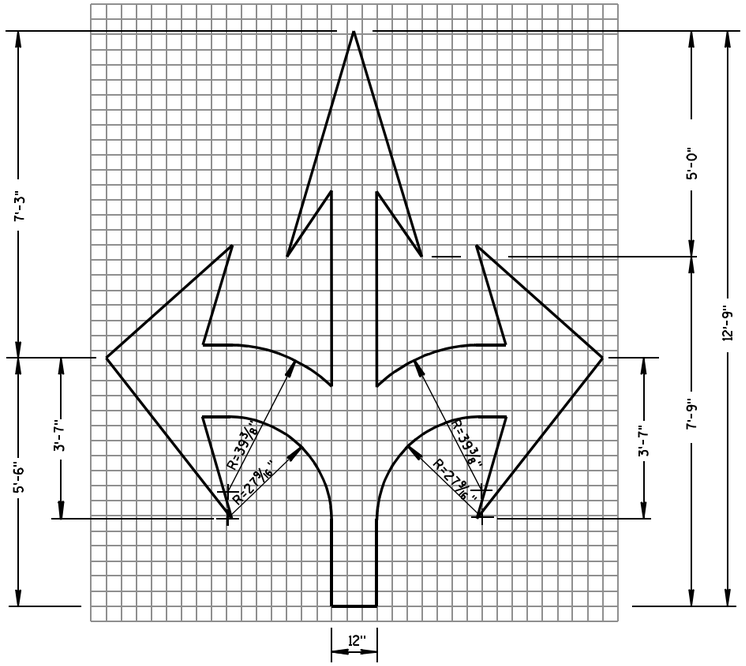
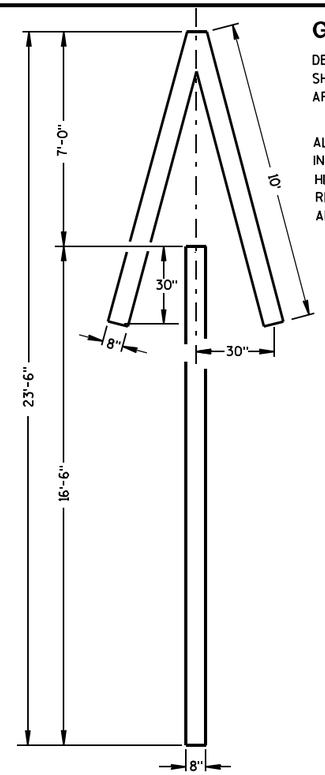


TYPE 2



TYPE 6



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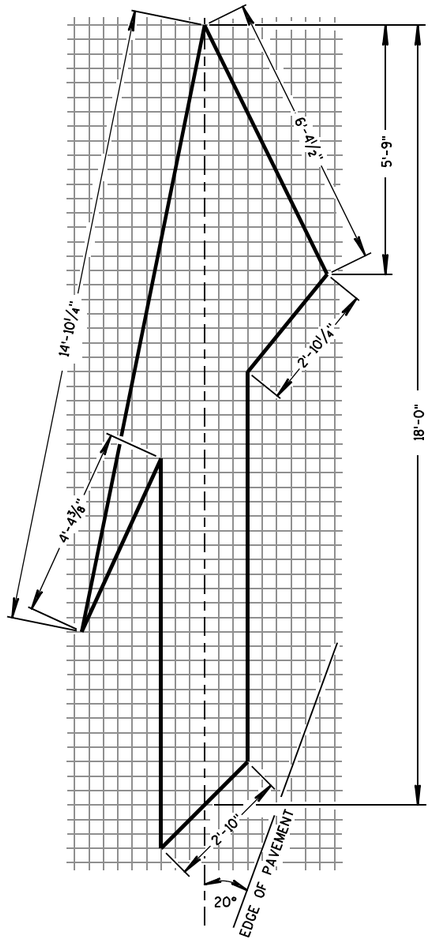
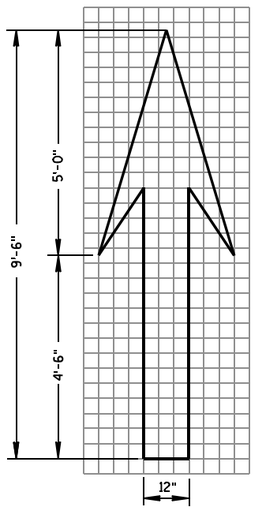
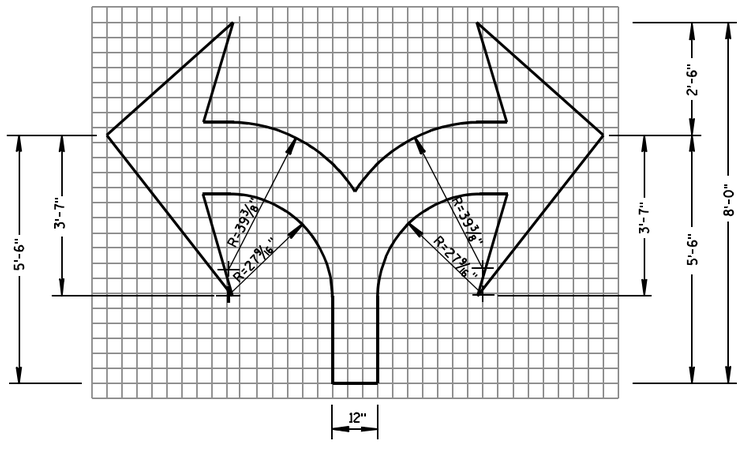


TYPE 5 LANE DROP ARROW



TYPE 1



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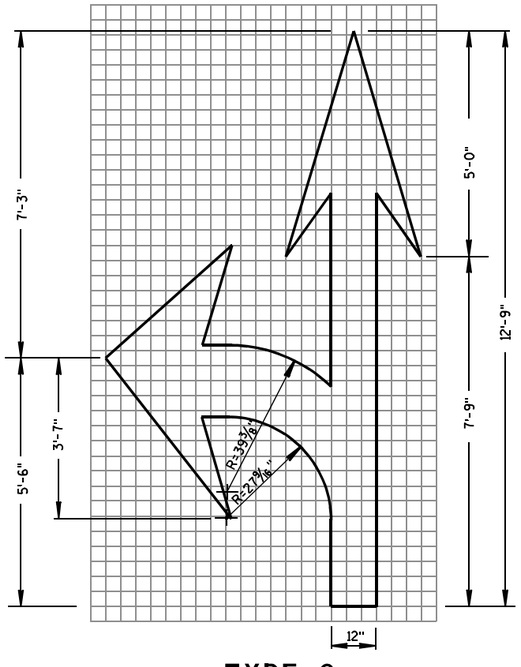

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12c

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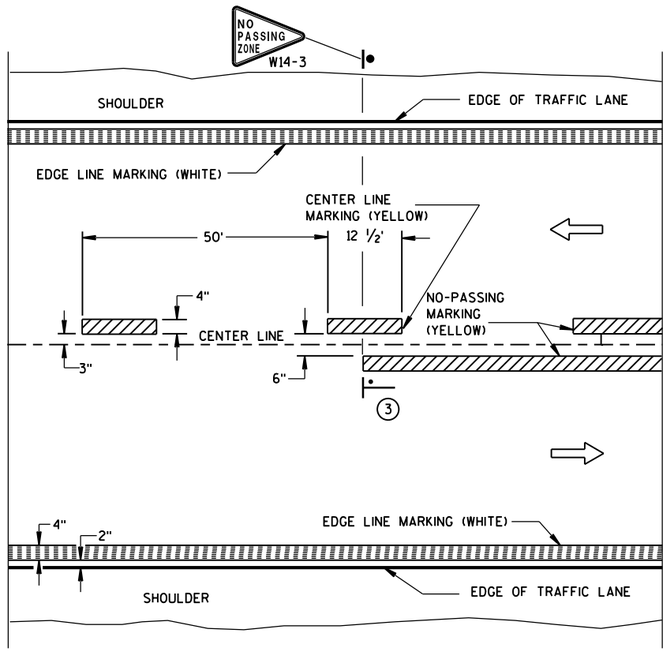
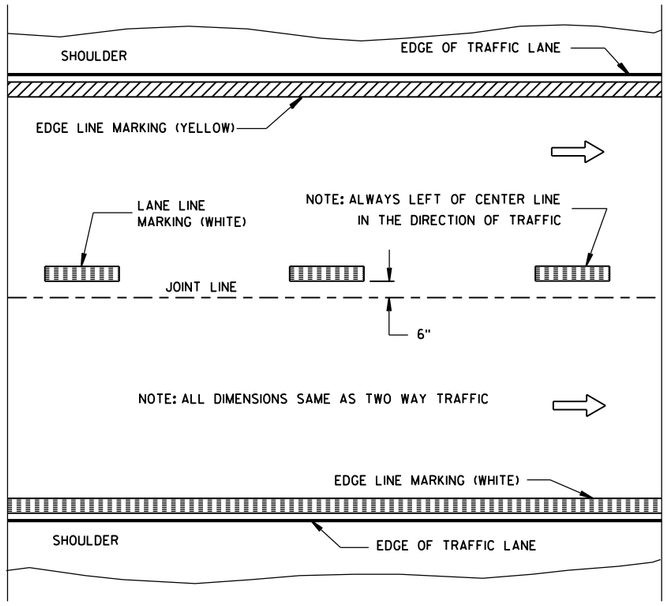
S.D.D. 15 C 7-12c

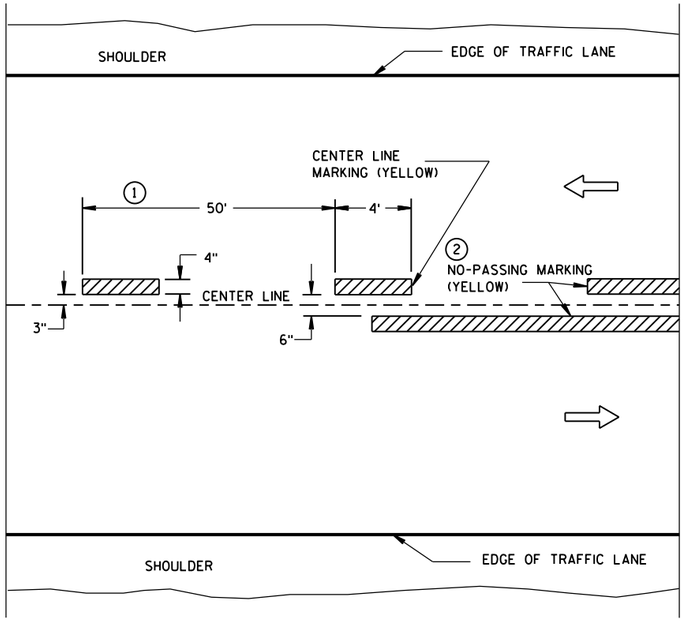


TWO WAY TRAFFIC

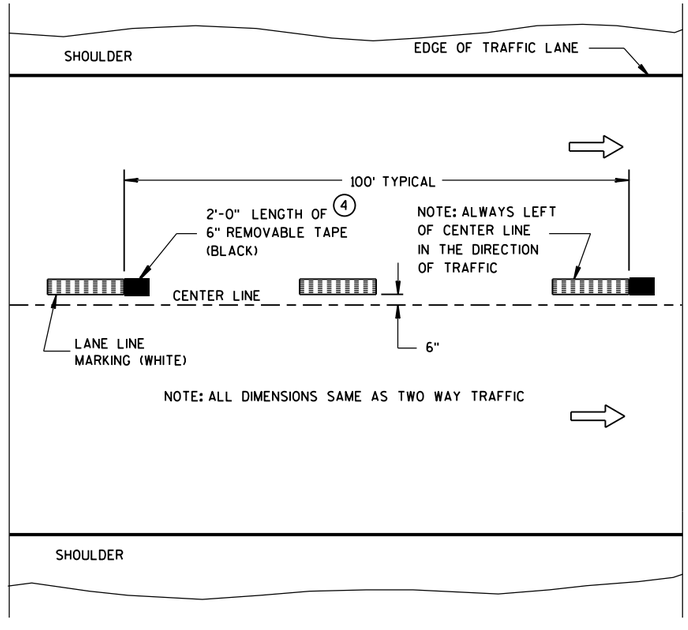


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

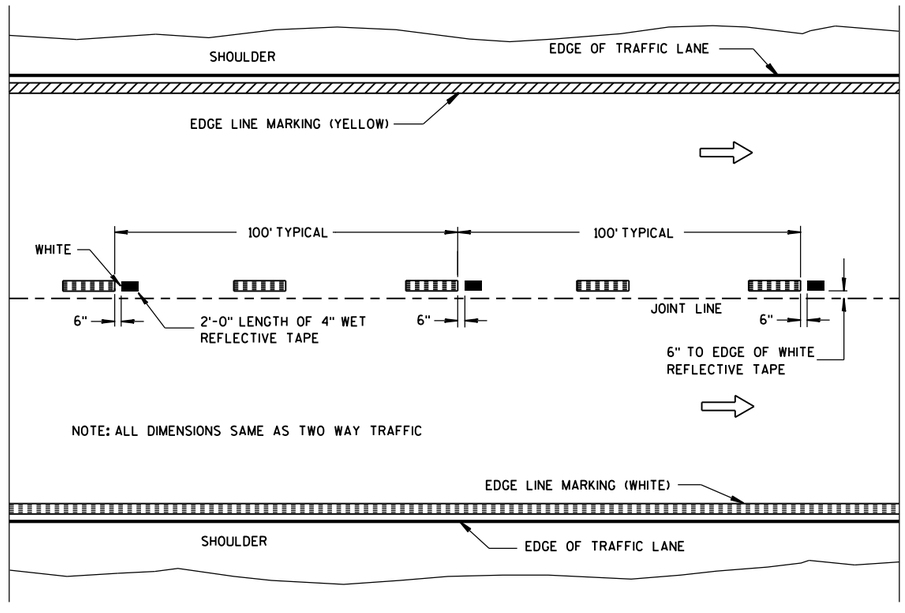
GENERAL NOTES

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
FHWA

6

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

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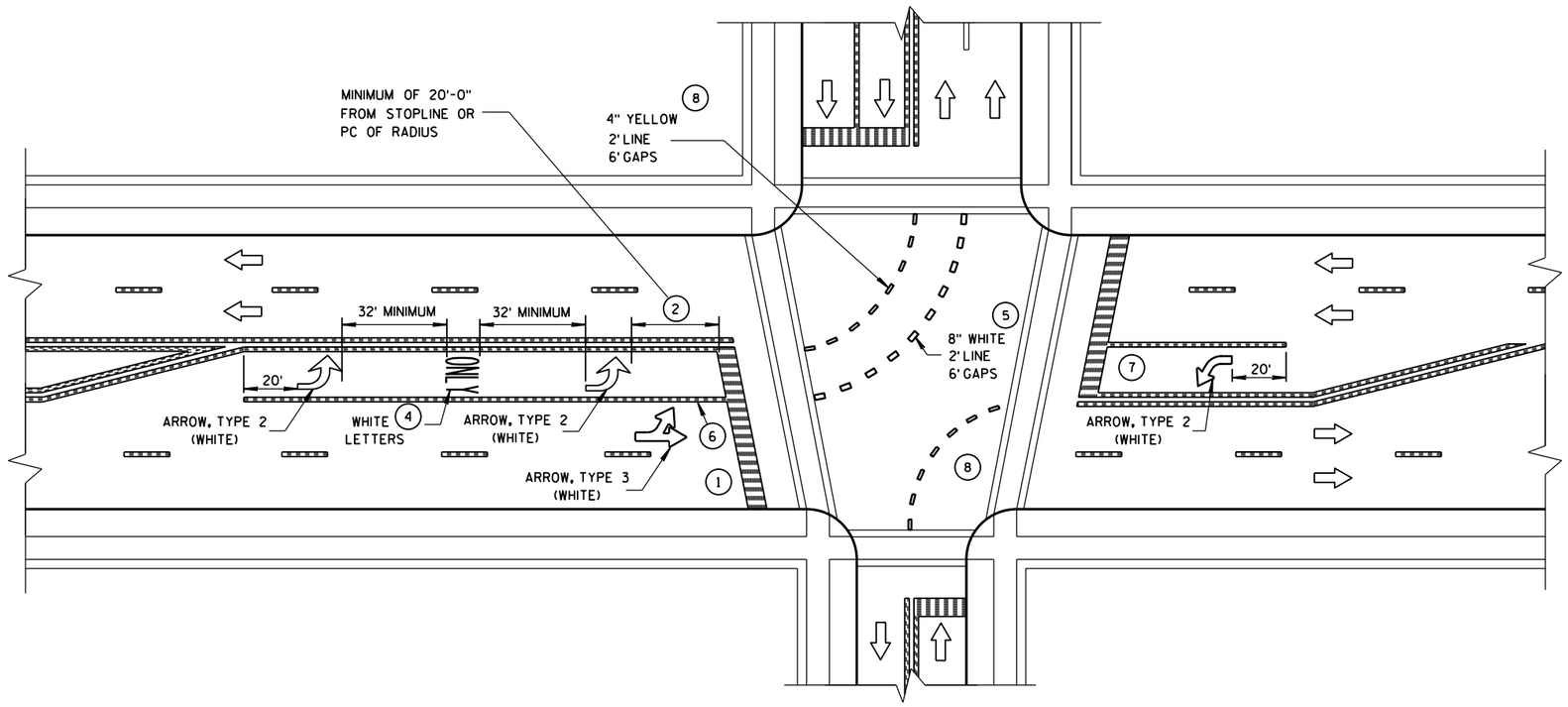
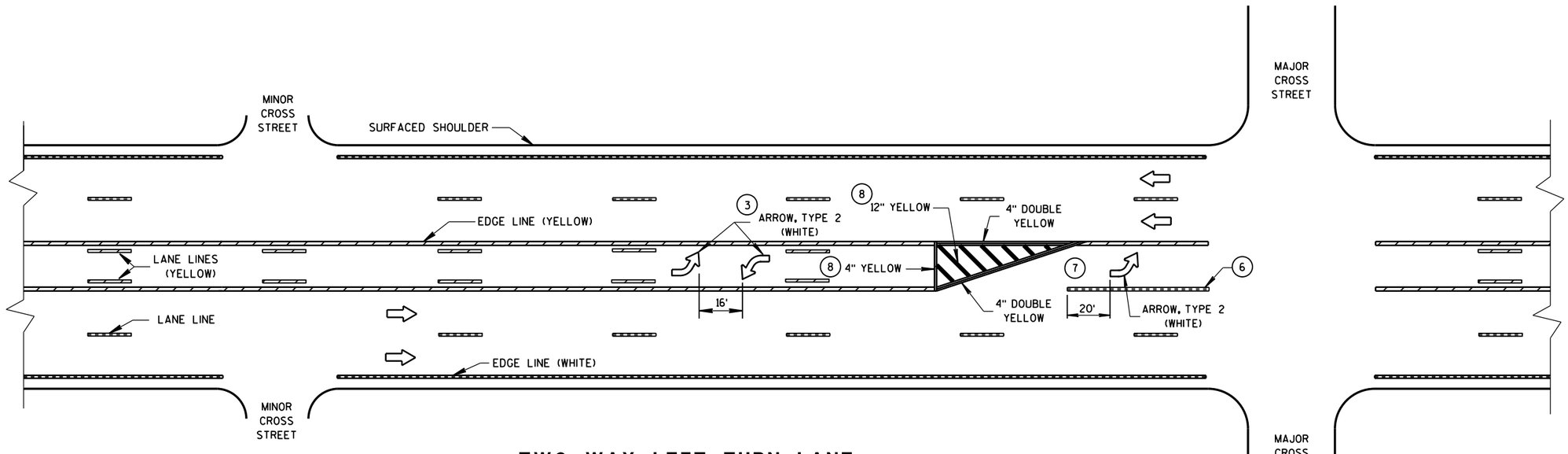
S.D.D. 15 C 8-16a



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



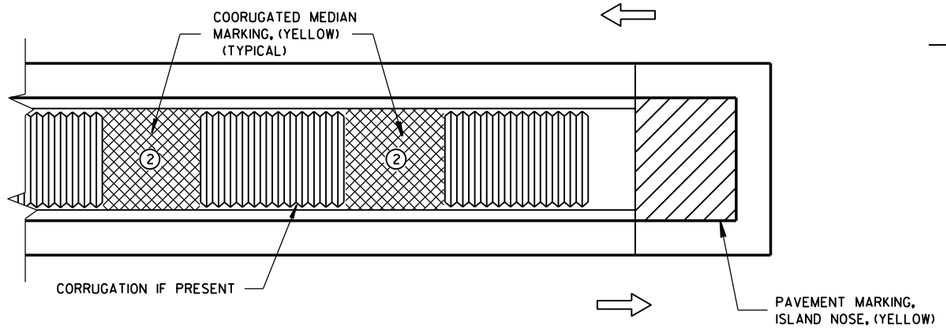
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

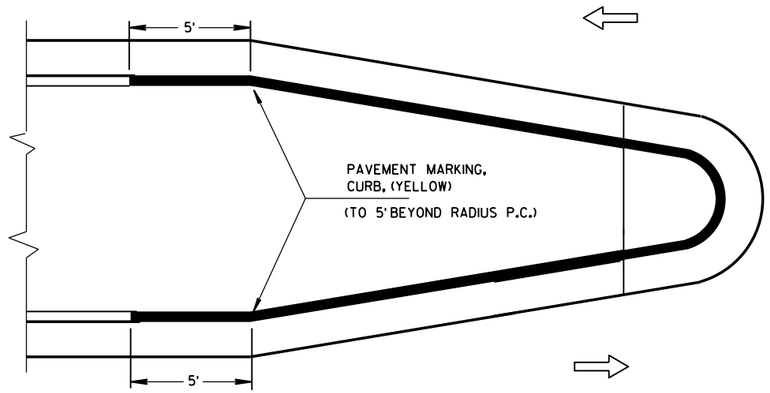
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

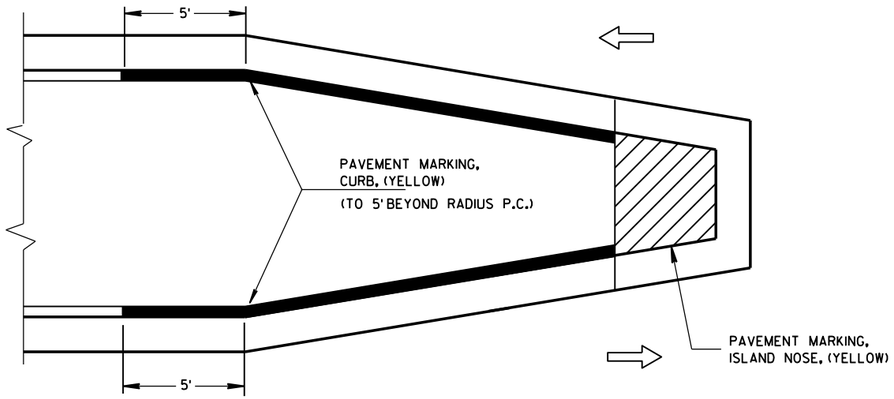
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

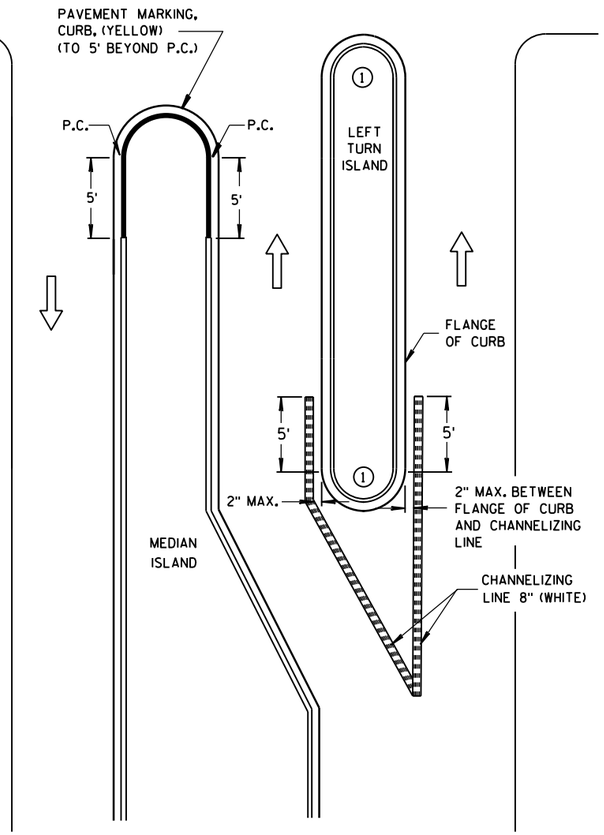


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

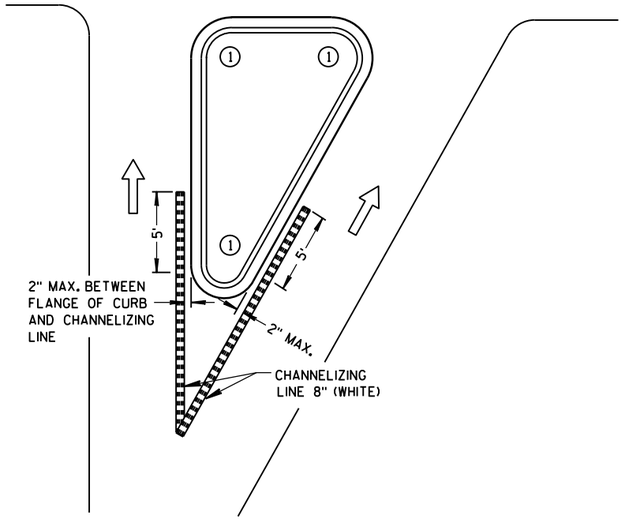


LEFT TURN & MEDIAN ISLAND

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

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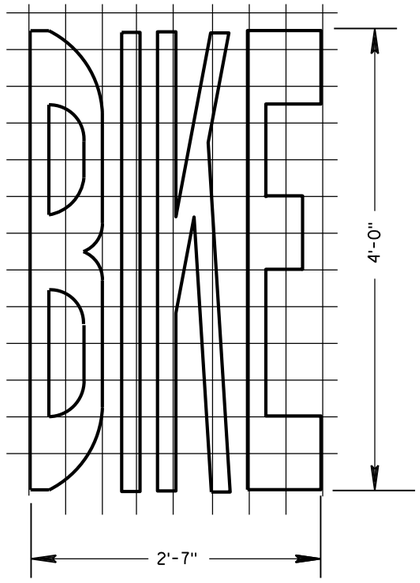
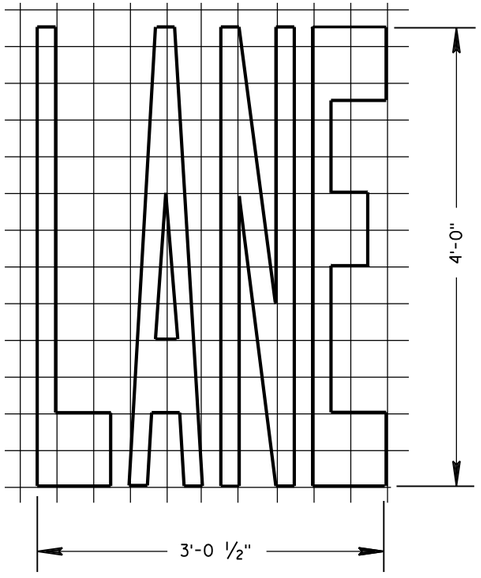
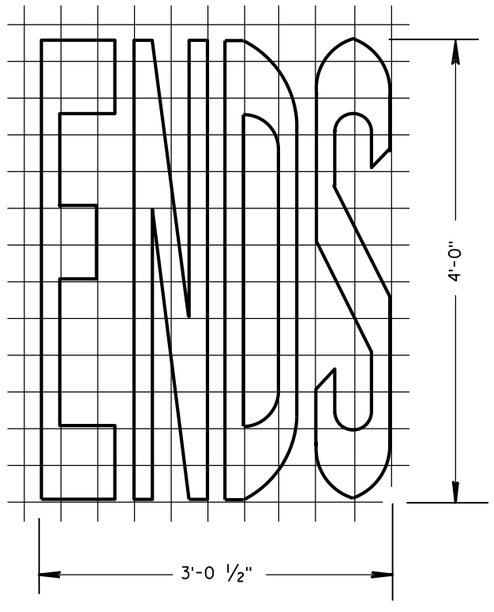
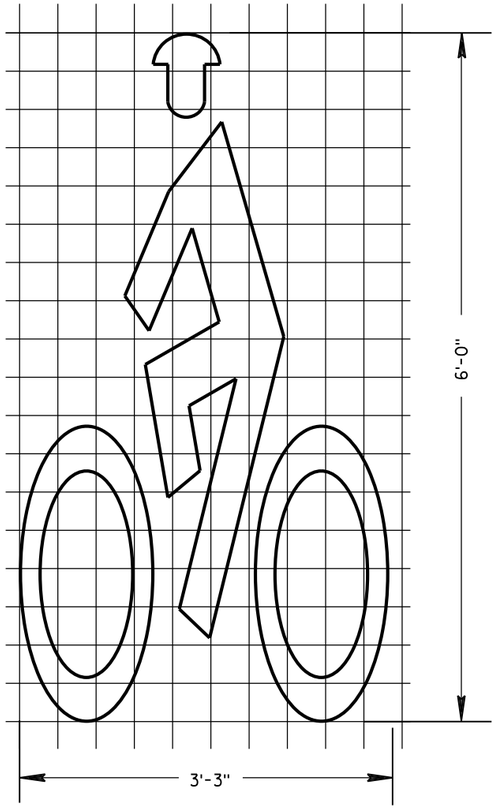


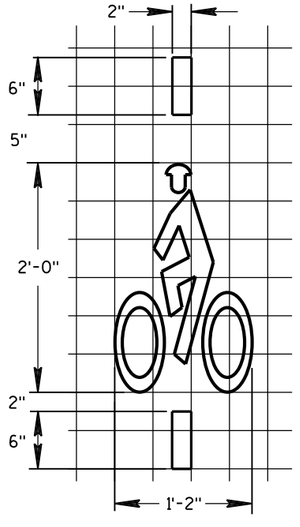




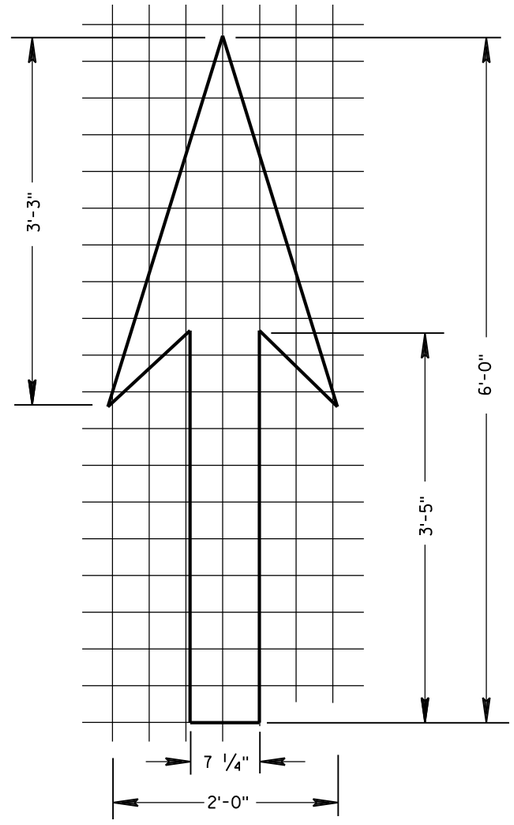
BIKE LANE WORDS



BIKE LANE SYMBOL



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE ARROW

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

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S.D.D. 15 C 29-3e

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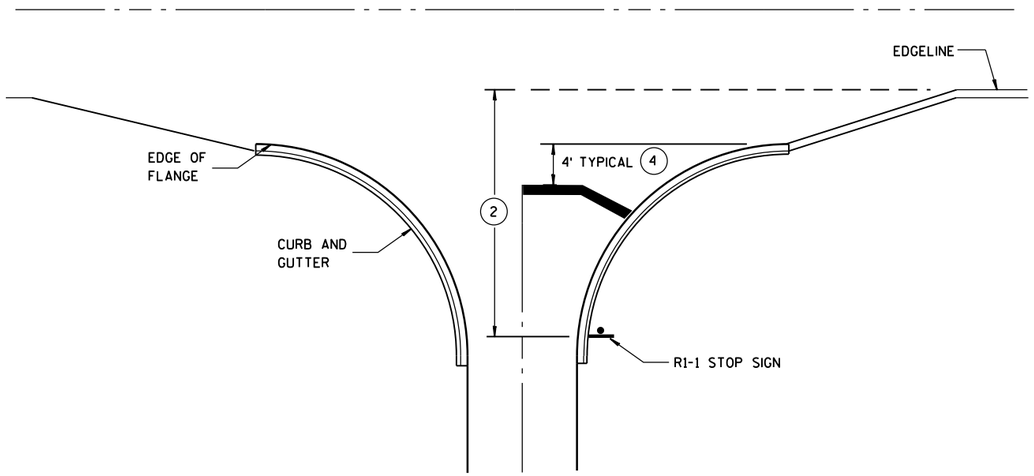
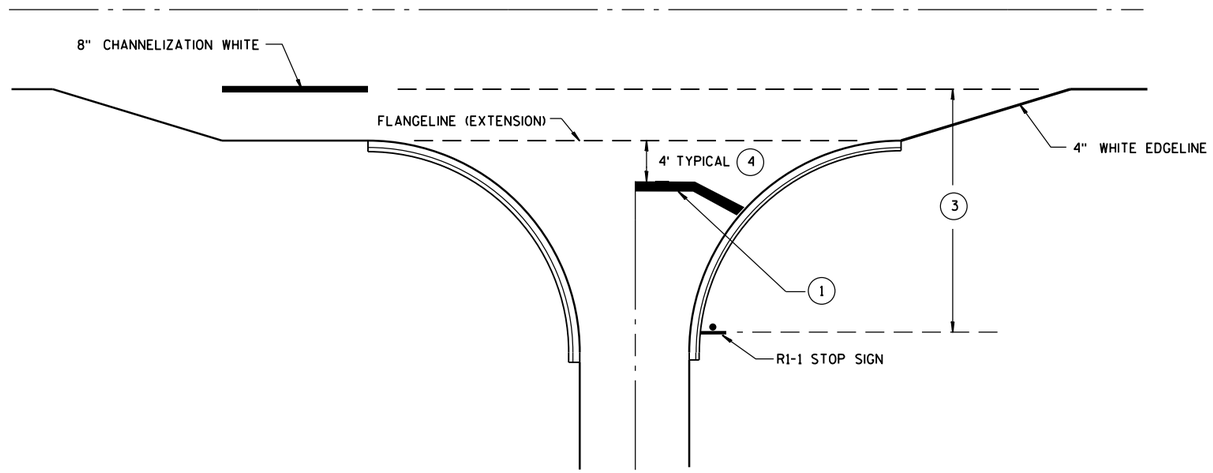
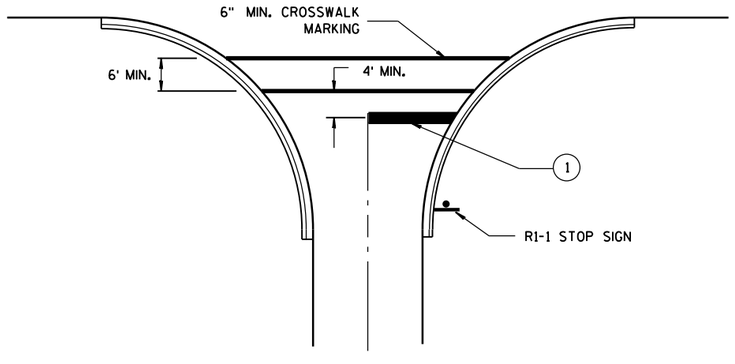
S.D.D. 15 C 29-3e



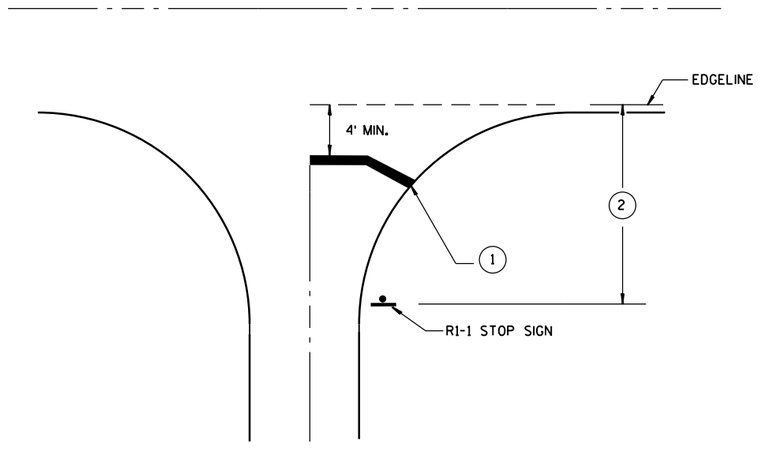
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

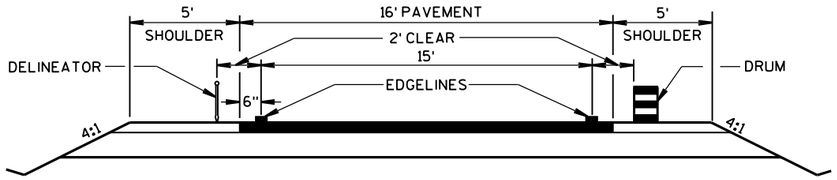
/S/ Travis Feltes
STATE TRAFFIC E

FHWA

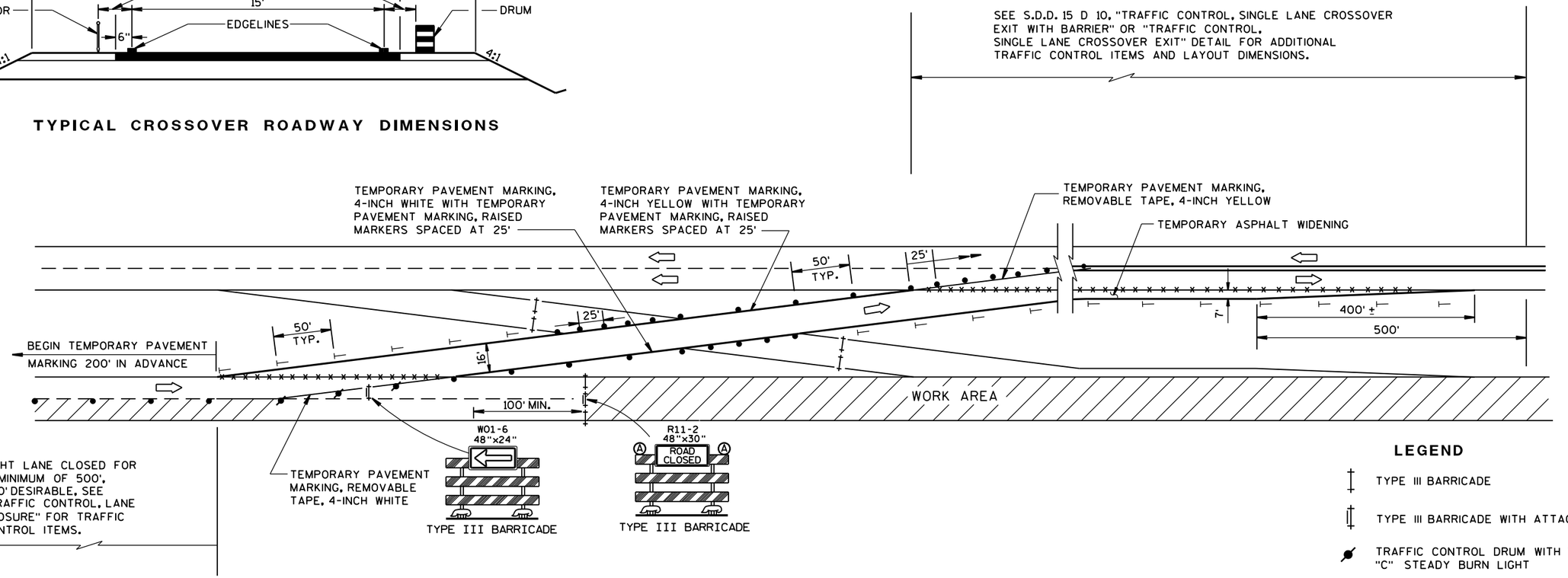
6

S.D.D. 15 C 33-1

S.D.D. 15 C 33-1



TYPICAL CROSSOVER ROADWAY DIMENSIONS



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

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

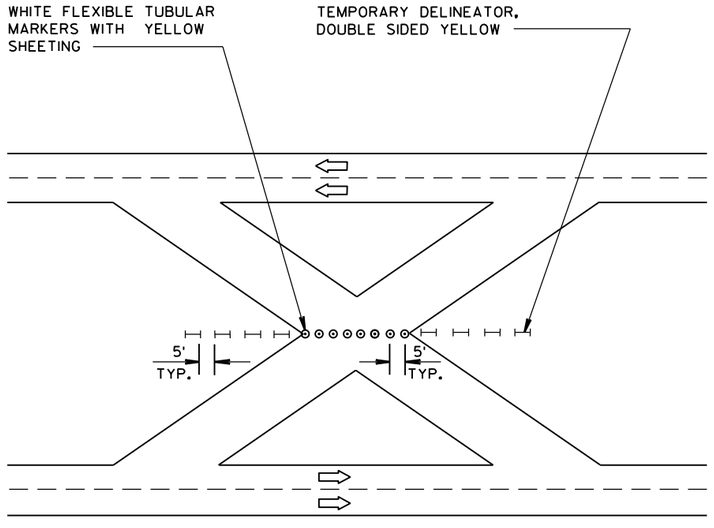
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.



PROTECTION OF CROSSOVER NOT IN USE WHEN CONSTRUCTION IS NOT TAKING PLACE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 D 11-4

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S.D.D. 15 D 11-4

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

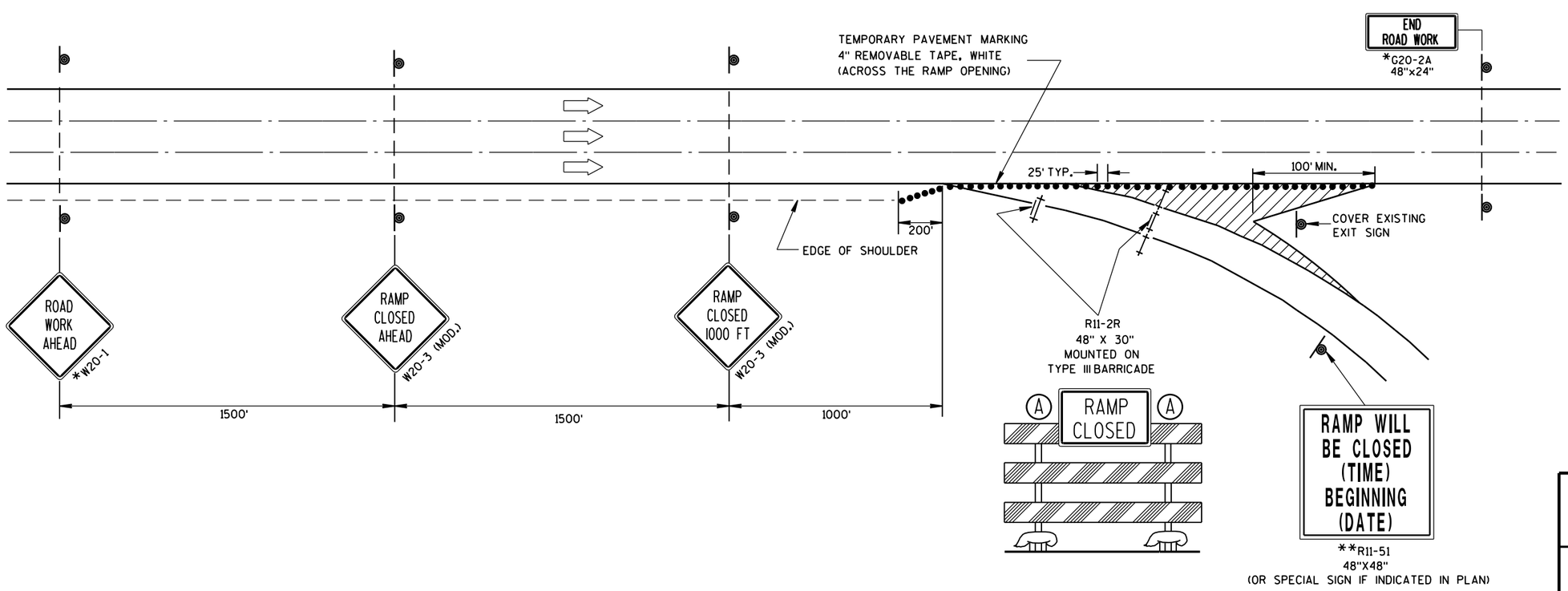
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

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

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



TRAFFIC CONTROL,
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

DESIGN

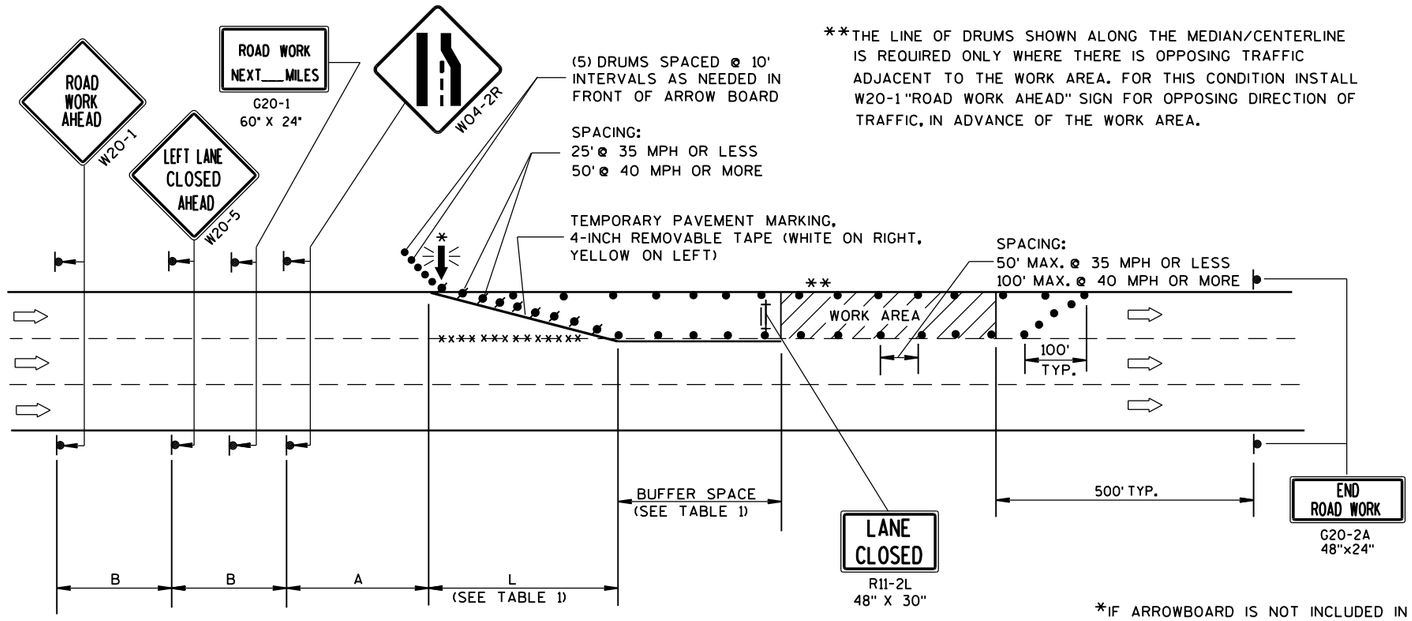
FHWA

6

S.D.D. 15 D 16-2

6

S.D.D. 15 D 16-2



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

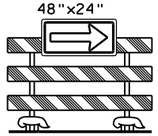


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

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

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

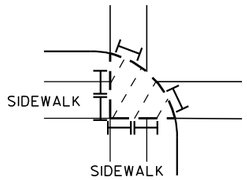
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

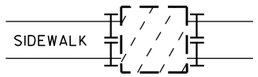
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

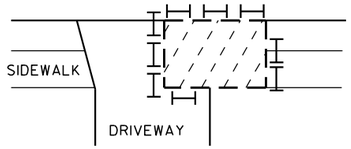
6

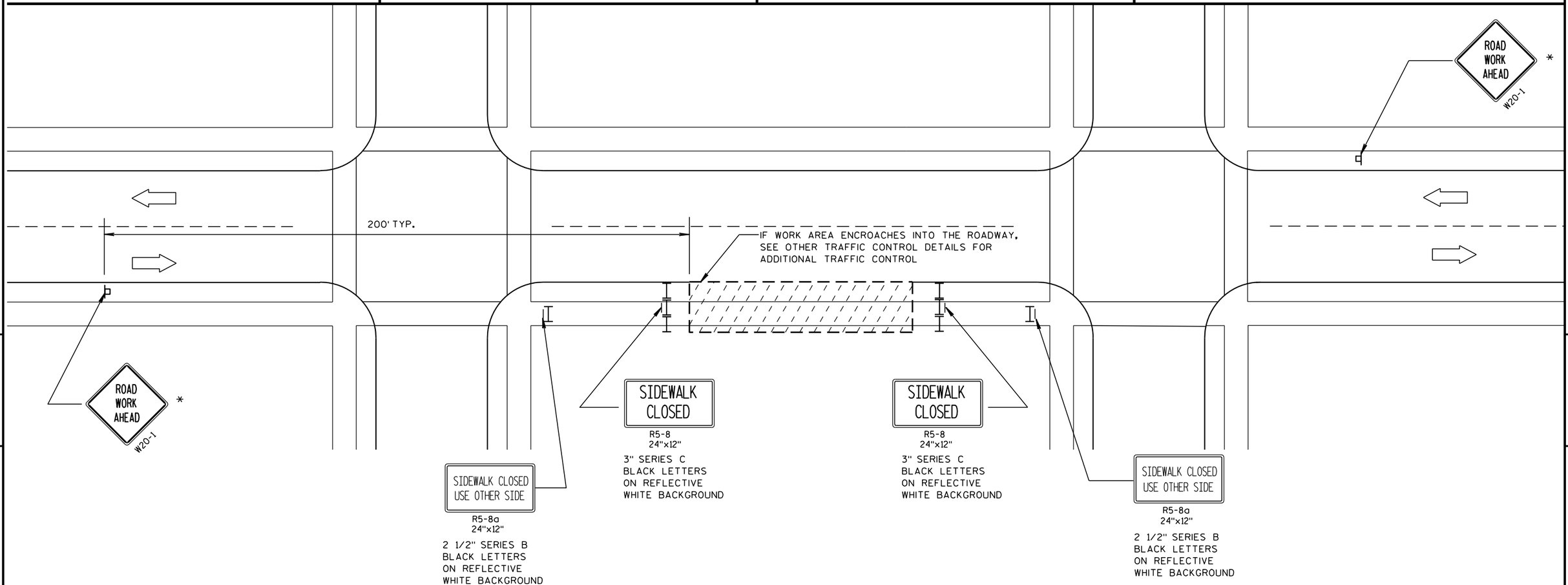
S.D.D. 15 D 20-2

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

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

TRAFFIC CONTROL, SIDEWALK CLOSURE

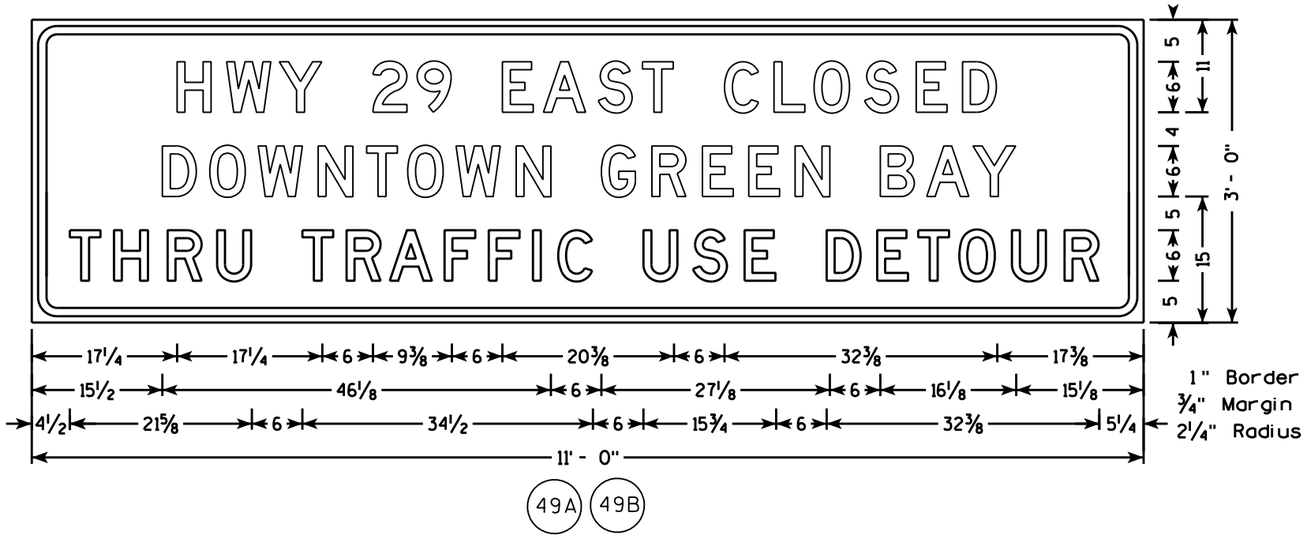
TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

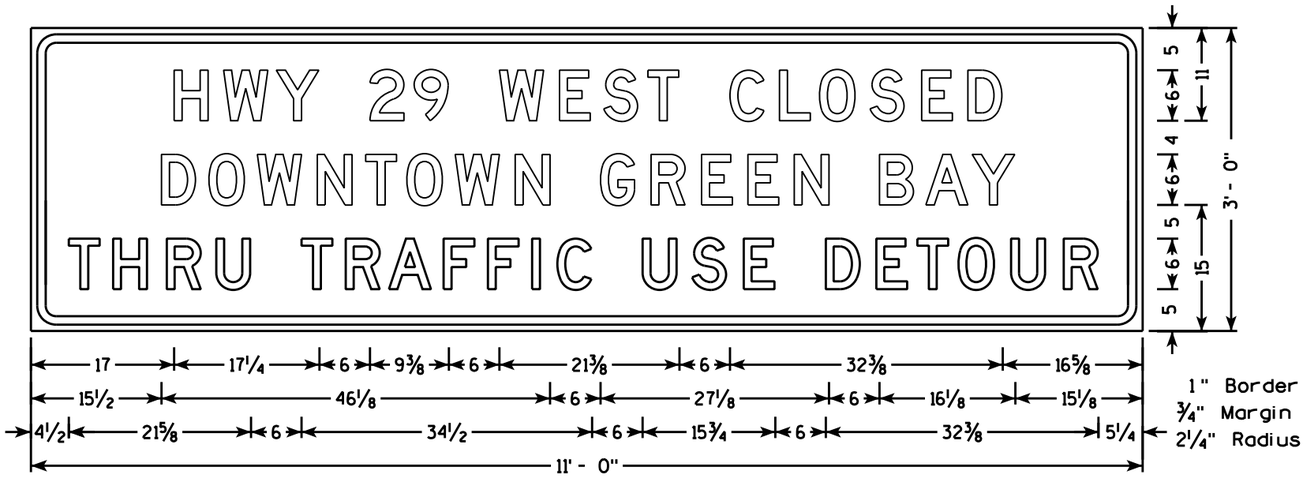
APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA

6

S.D.D. 15 D 30-1



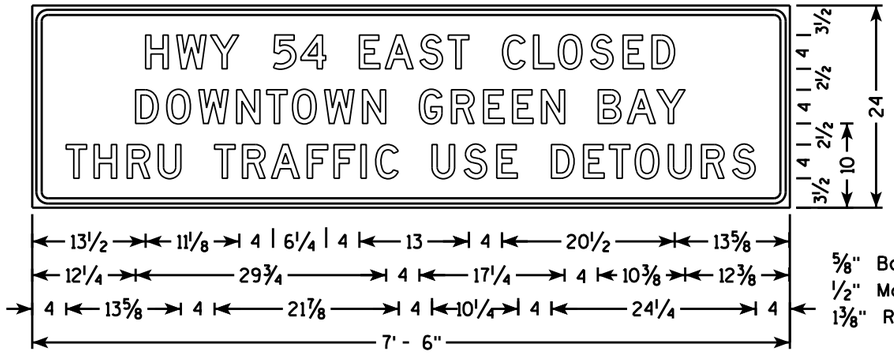
49A 49B



9

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - D



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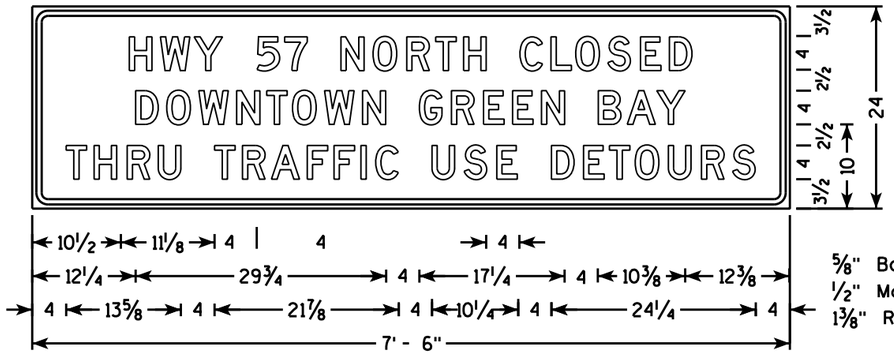
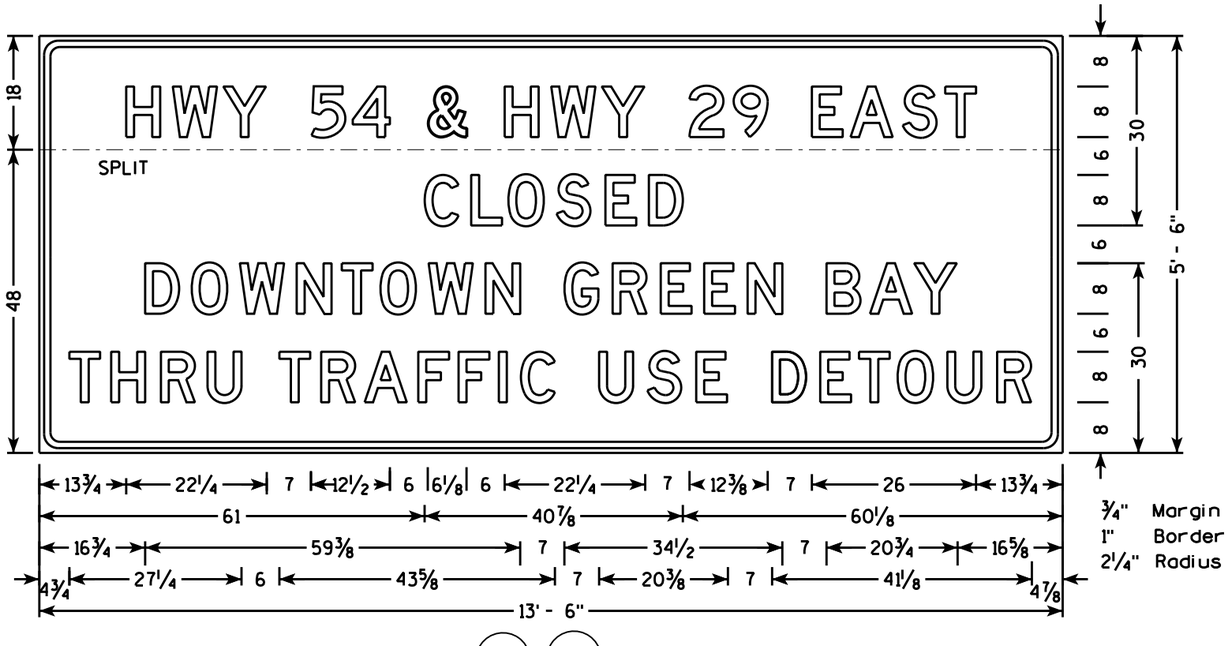


200 201

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

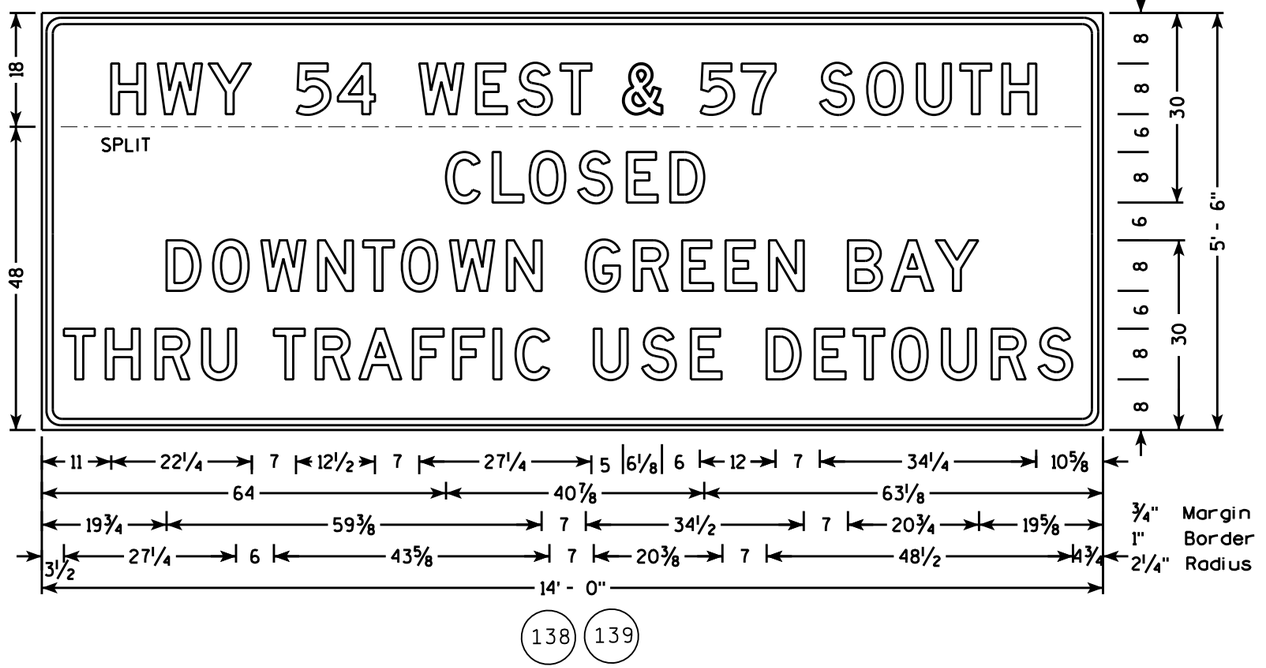
PROJECT NO: 1481-07-71	HWY: STH 29/54/57	COUNTY: BROWN	TEMPORARY SIGNS	SHEET NO: 294	E



77 78

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - D



138 139

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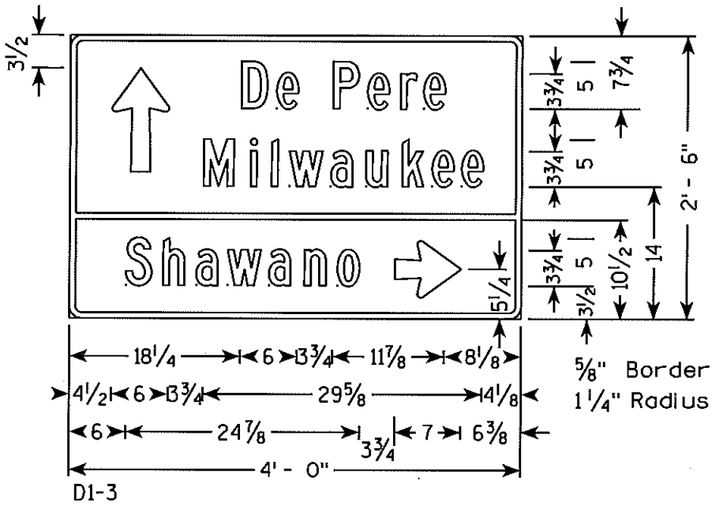
7

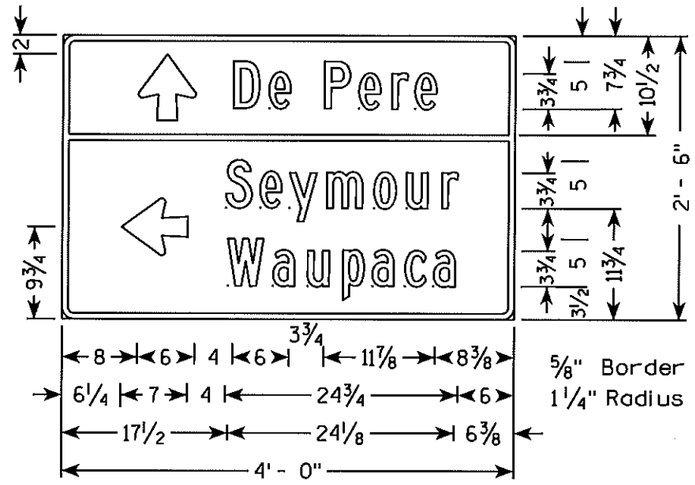
PLAN SHEET PRODUCED BY WisDOT-NE REGION

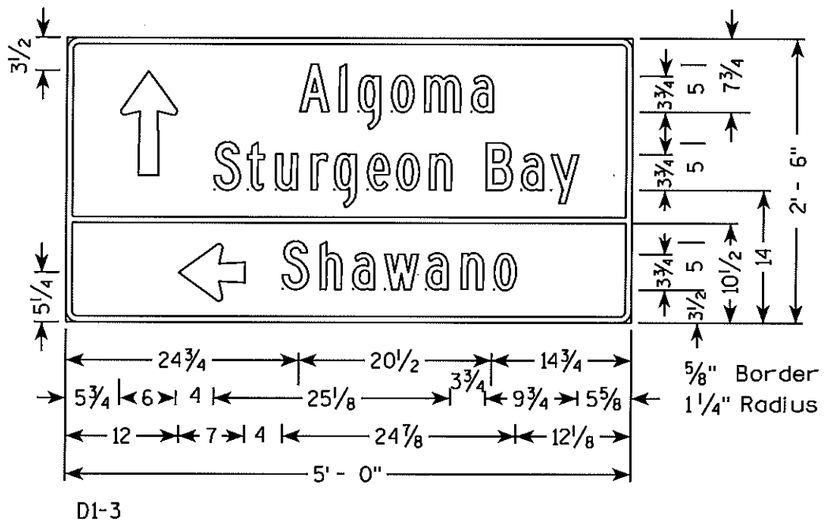
PROJECT NO: 1481-07-71	HWY: STH 29/54/57	COUNTY: BROWN	TEMPORARY SIGNING	SHEET NO: 295	E

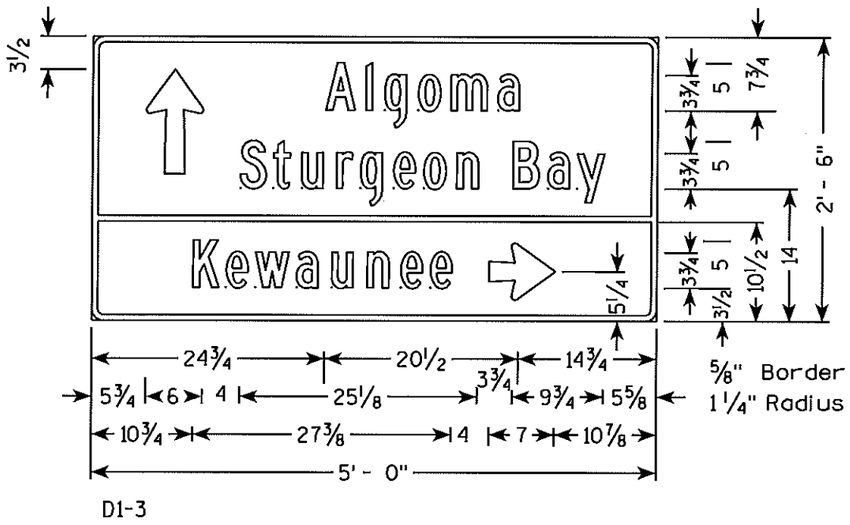
NOTES

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 - C









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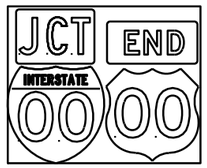
7

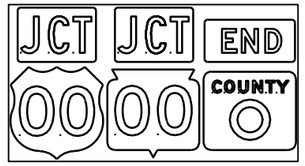
PROJECT NO: 1481-07-71	HWY: STH 57	COUNTY: BROWN	PERMANENT SIGNING	SHEET NO: 296	E

TYPICAL ASSEMBLIES

J1-1

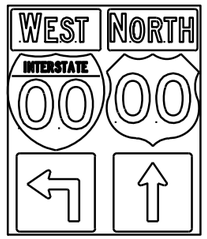


J1-2

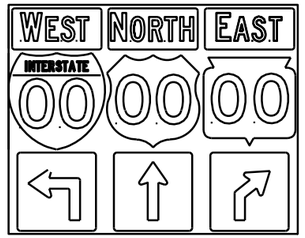


J1-3

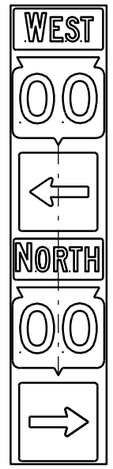
J2-1



J2-2

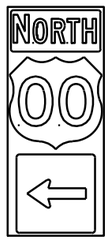


J2-3

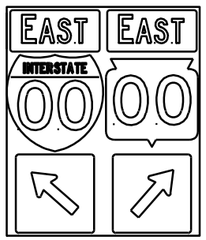


JV

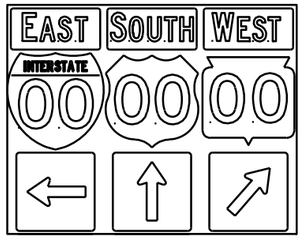
(Typical Vertical J-Assembly
See Note 10 and 11)



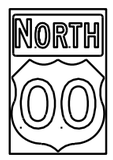
J3-1



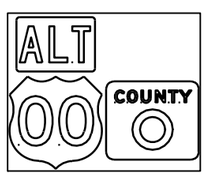
J3-2



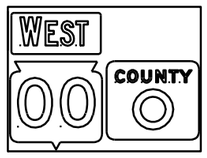
J3-3



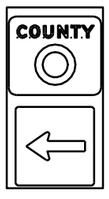
J4-1



J4-2



J4-2



J13-1

J12-1

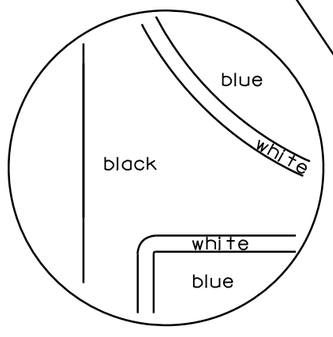
J32-1

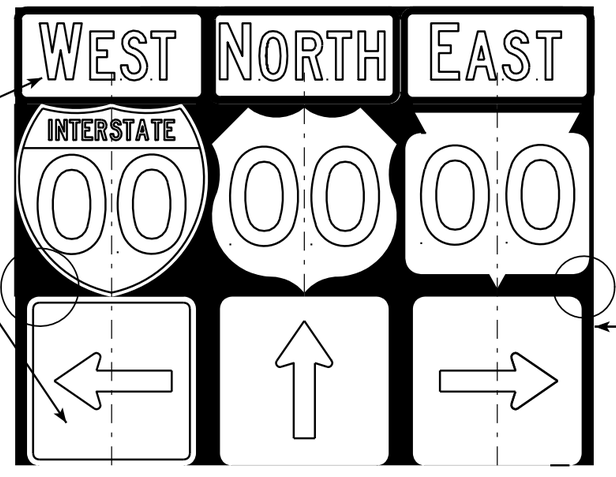
J33-1

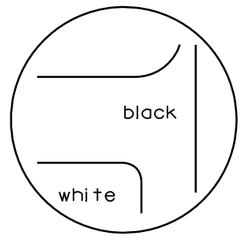
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of interstate and non interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

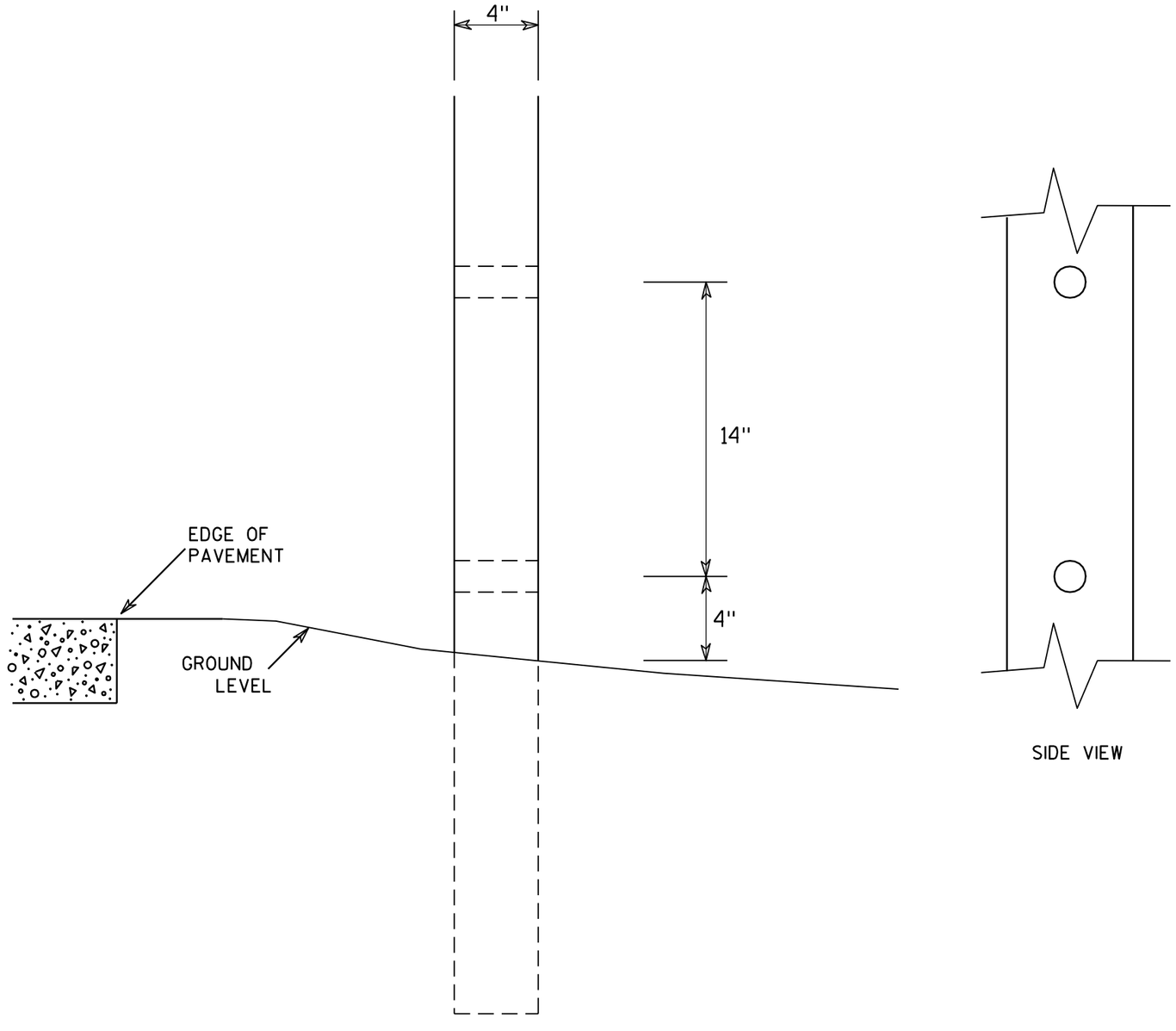
DATE 3/25/13 PLATE NO. A2-1S.7

7

7

PROJECT NO:

SHEET NO: 297 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

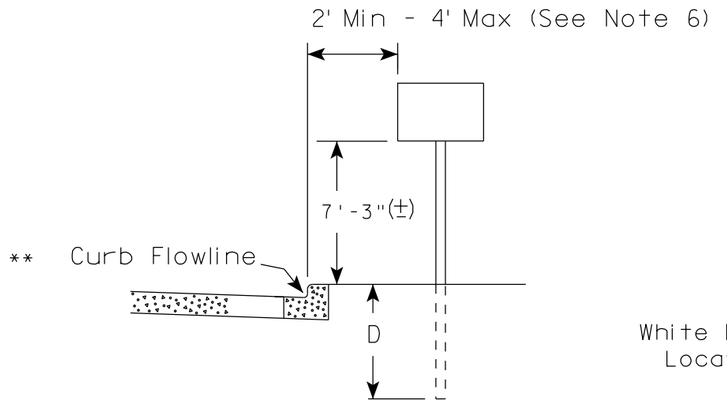
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

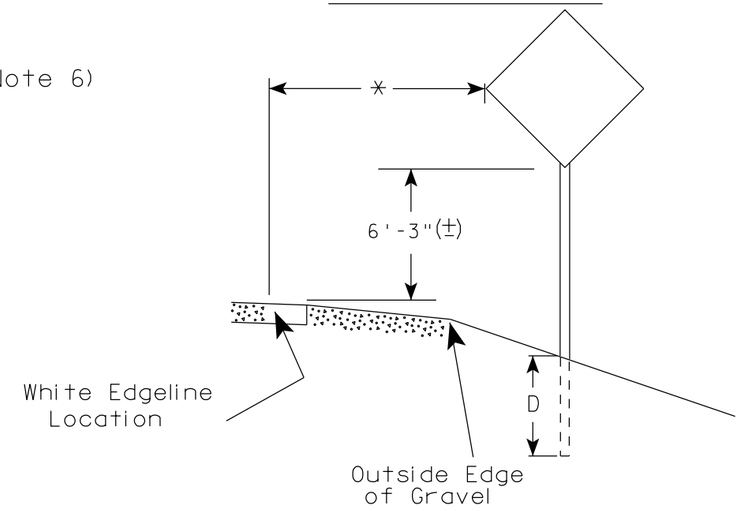
DATE 3/27/97 PLATE NO. A4-11.2

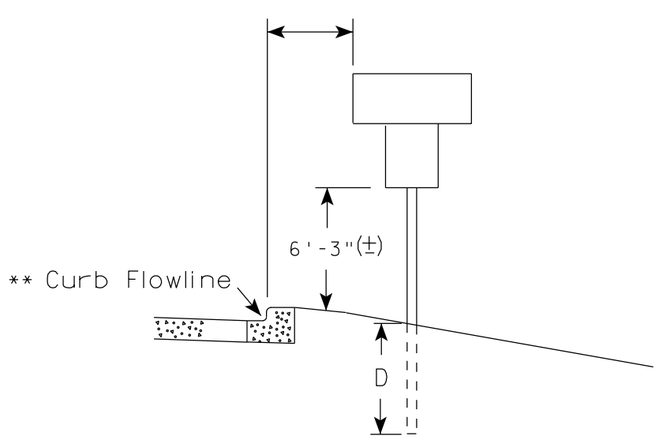
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 298	E

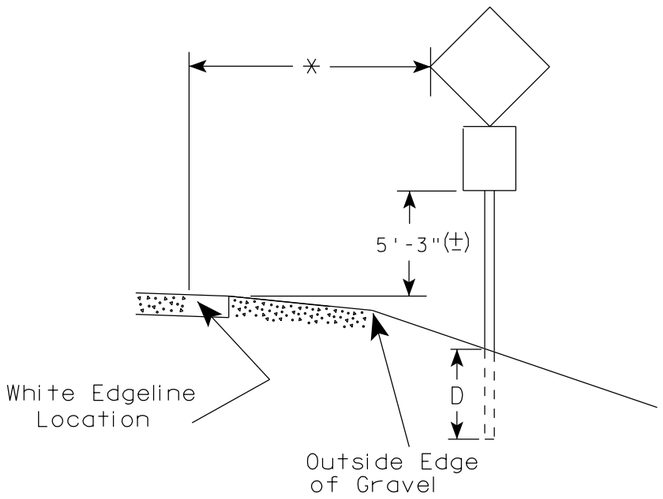
URBAN AREA



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

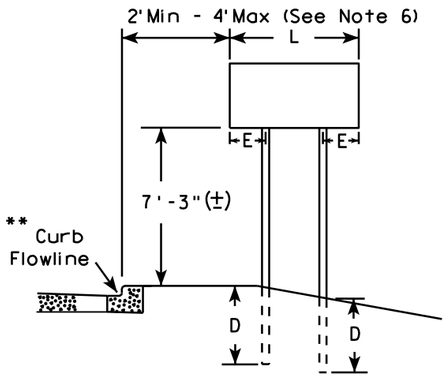
APPROVED Matthew R Rauch
for State Traffic Engineer

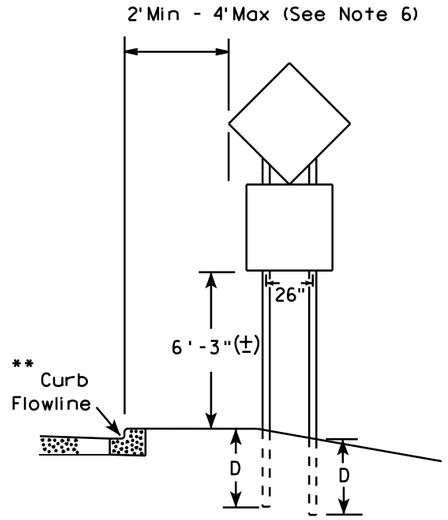
DATE 9/30/13 PLATE NO. A4-3.18

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 30-SEP-2013 13:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 99.237937:1.000000 WISDOT/CADDS SHEET 42

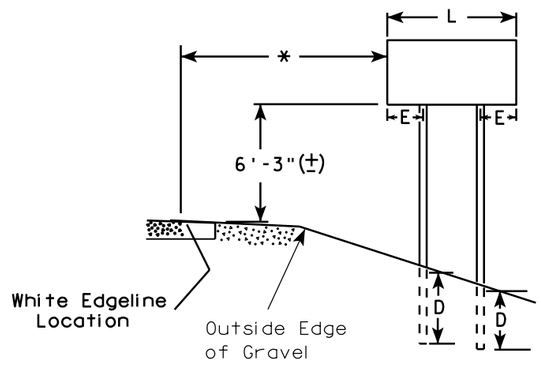
URBAN AREA

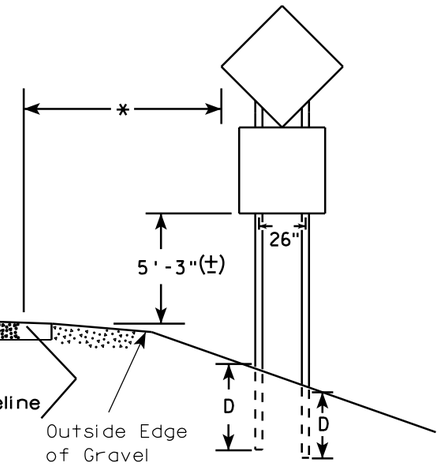




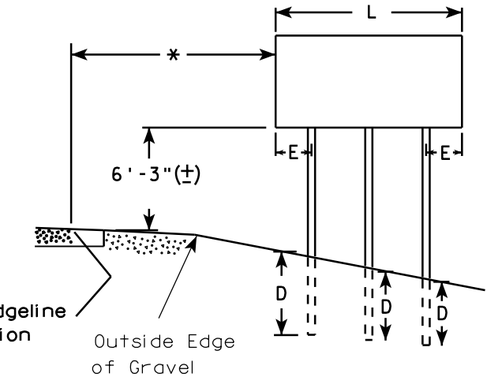
48" DIAMOND WARNING SIGN

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

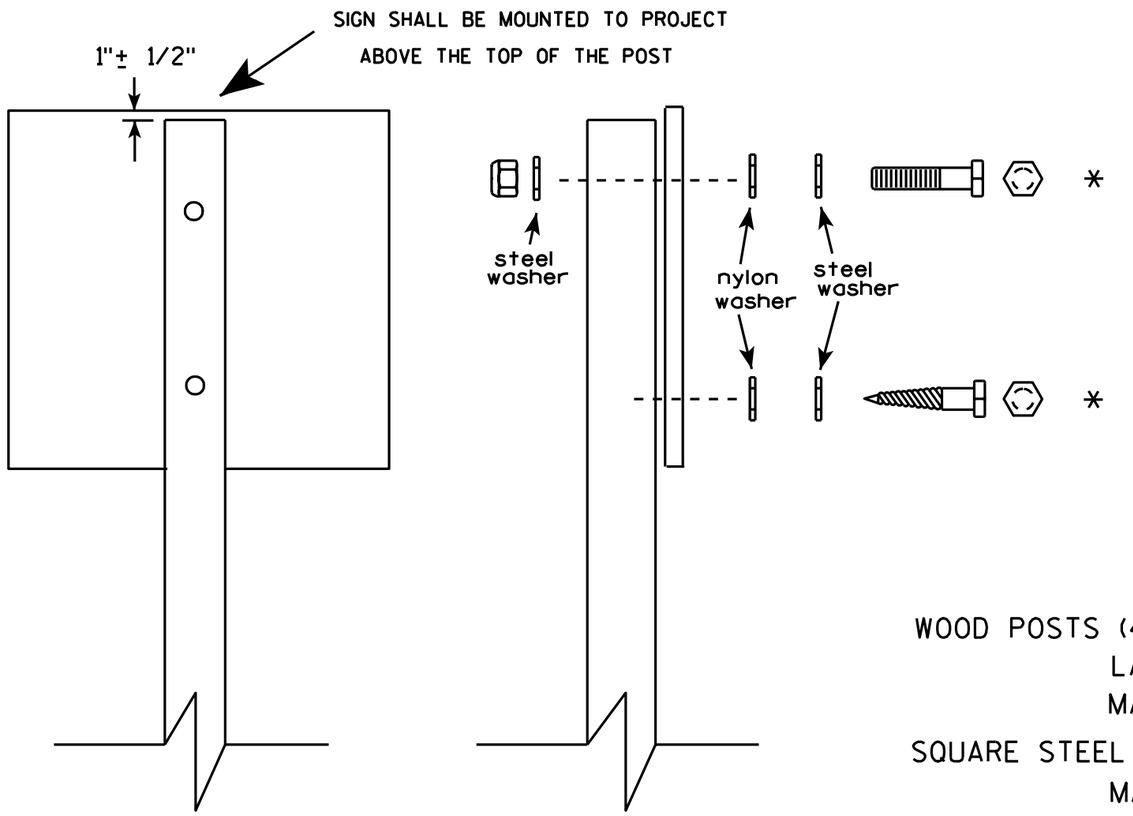
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-4 12 300

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 30-SEP-2013 13:27 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000



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

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

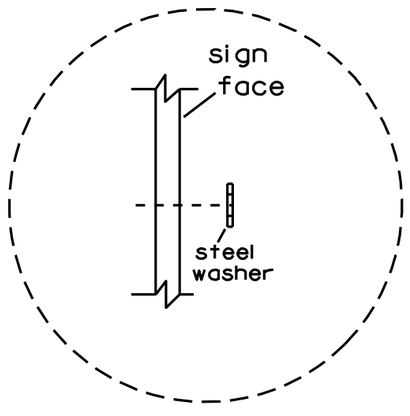
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

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



Washer Placement when Sign Has Other Than Type H or Type F Face

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

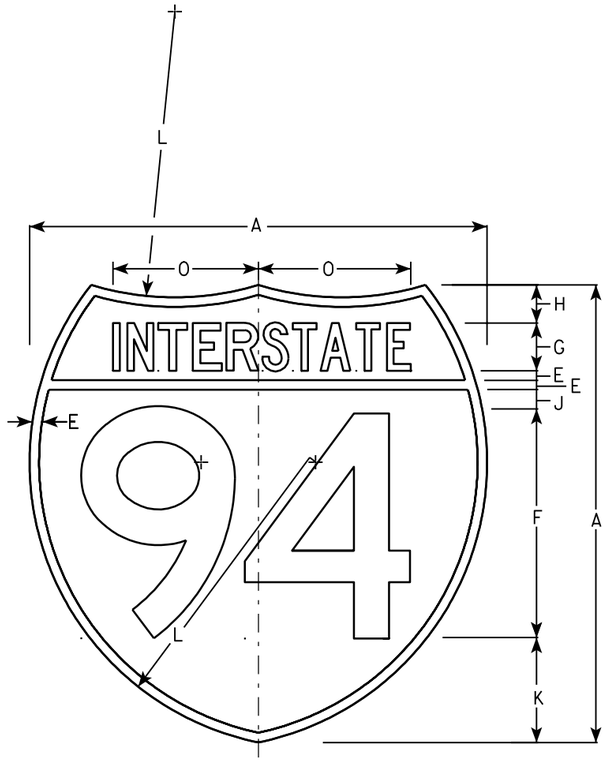
DATE 3/23/10 PLATE NO. A4-8.7

7

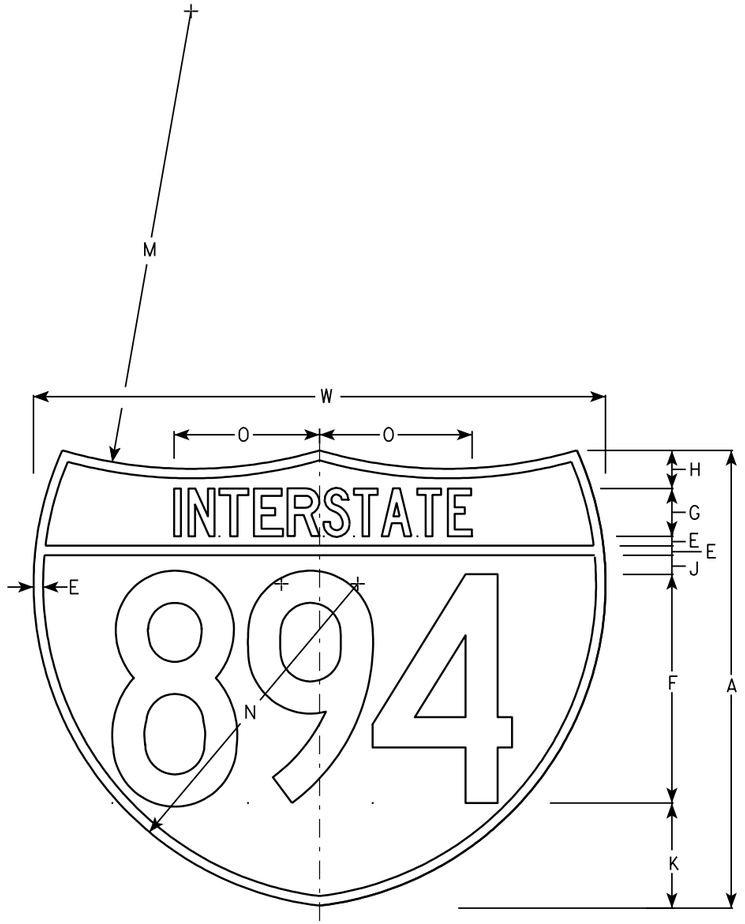
7

PROJECT NO:

SHEET NO: 301 E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 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	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

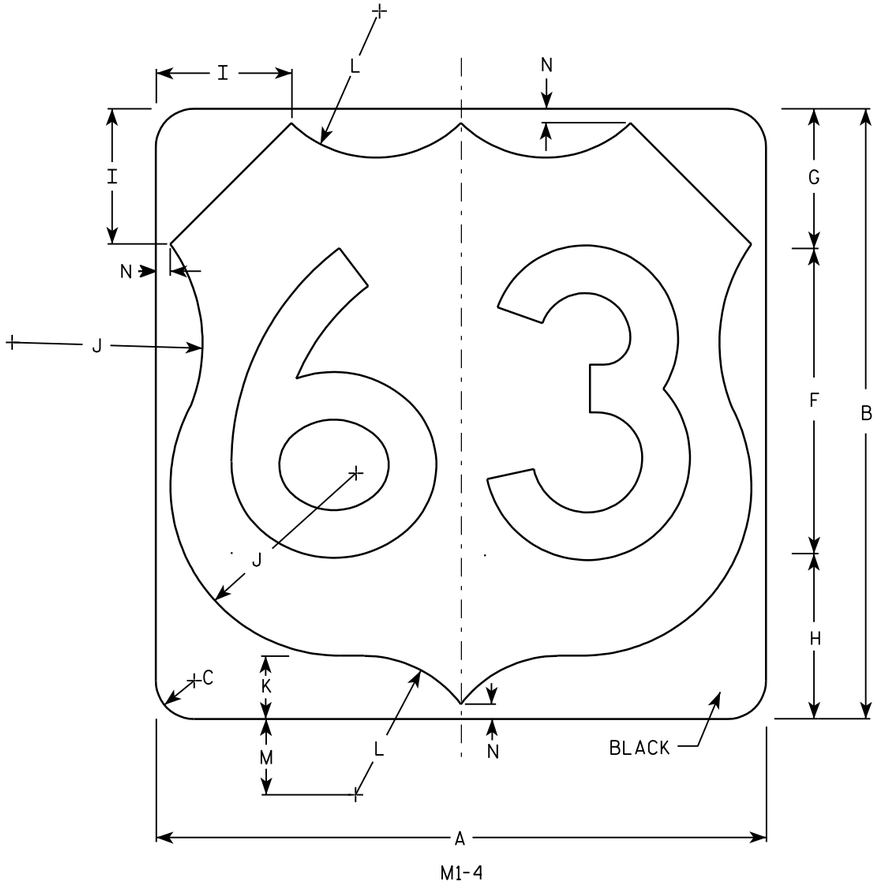
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

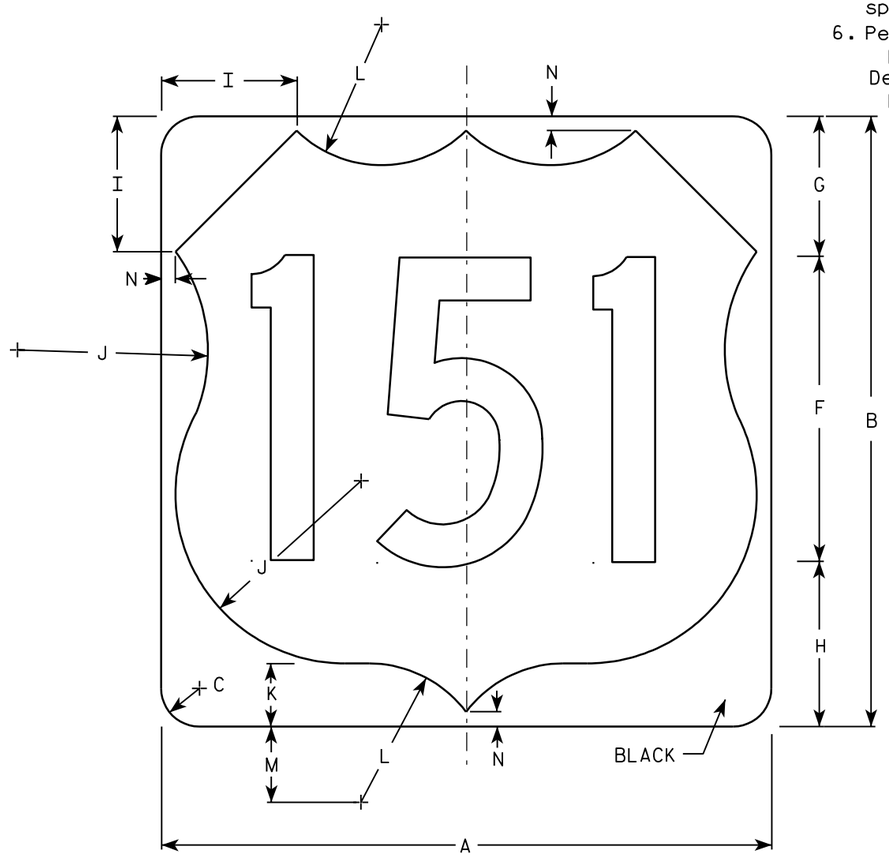
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

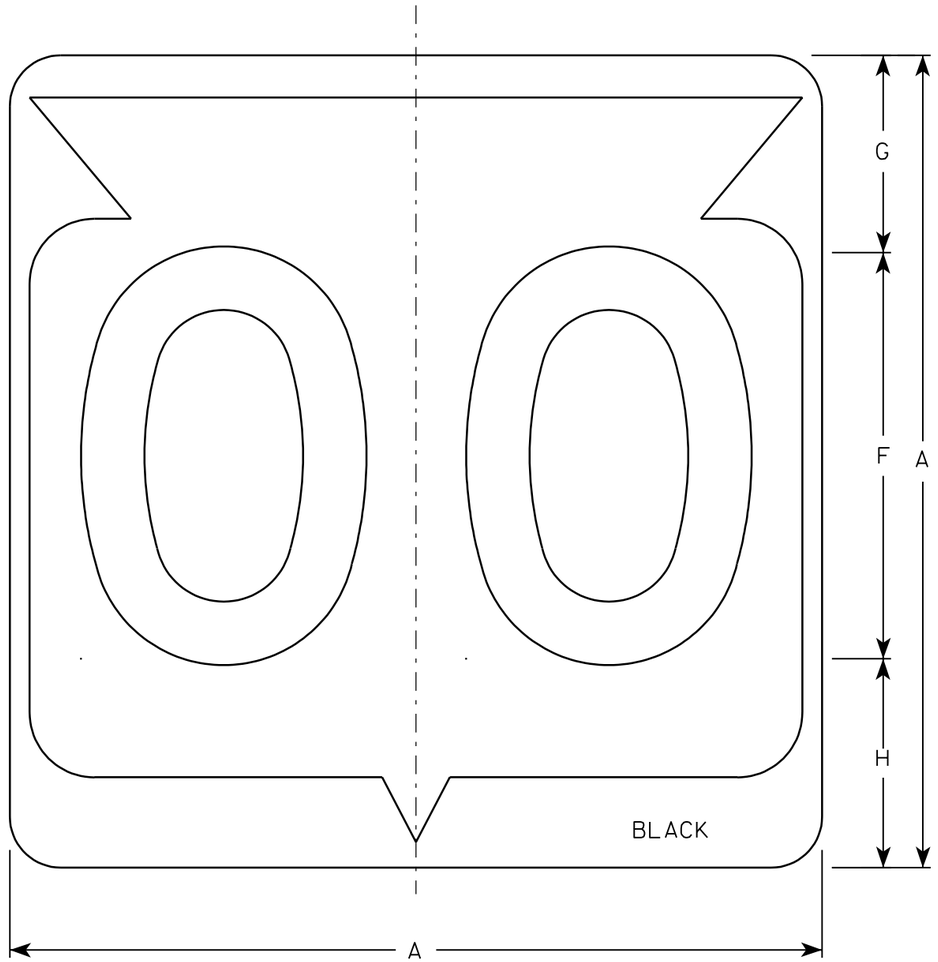
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

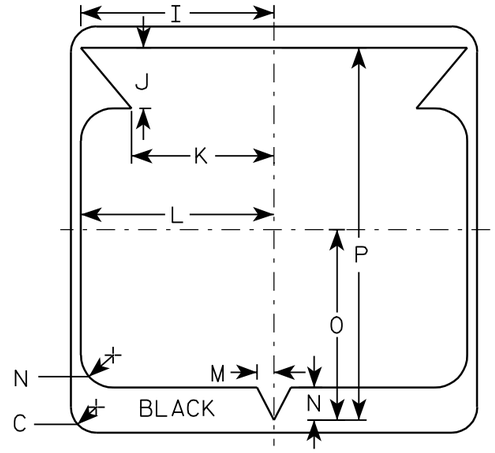
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	E



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

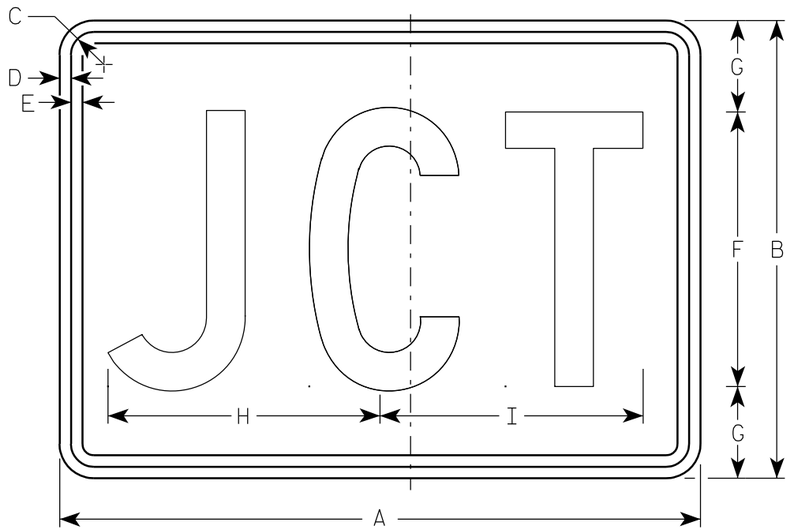
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

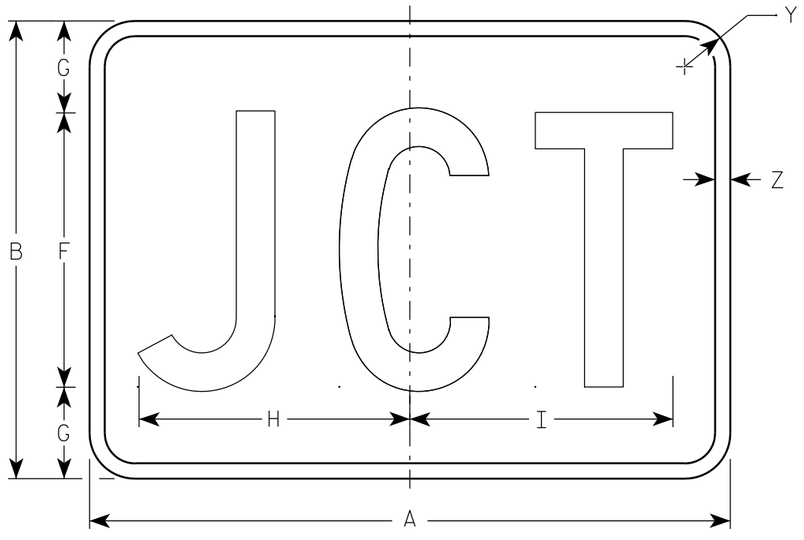
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	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

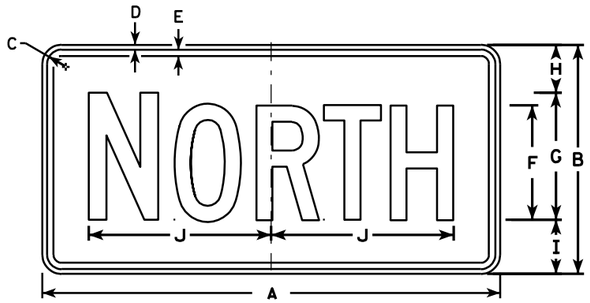
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

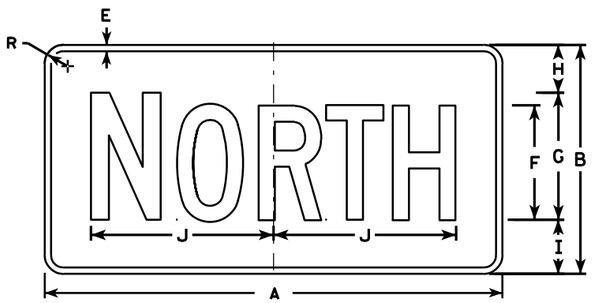
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E

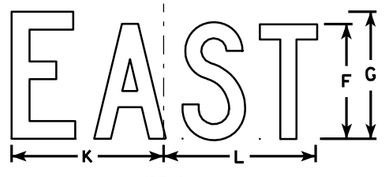


M3-1
MK3-1
MO3-1



MB3-1
MG3-1
MM3-1
MN3-1

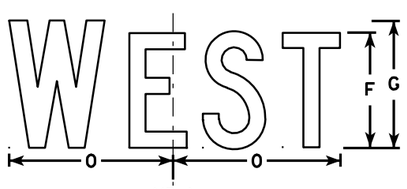
M3-2
MK3-2
MO3-2



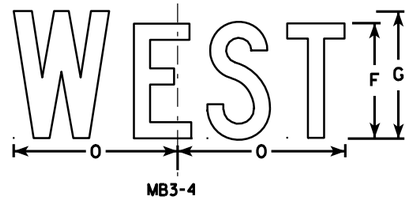
MB3-2
MG3-2
MM3-2
MN3-2

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
   M03-1 thru M03-4 Background - Orange - Reflective Message - Black
6. Note the first letter of each direction is larger than the remainder of the message.

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

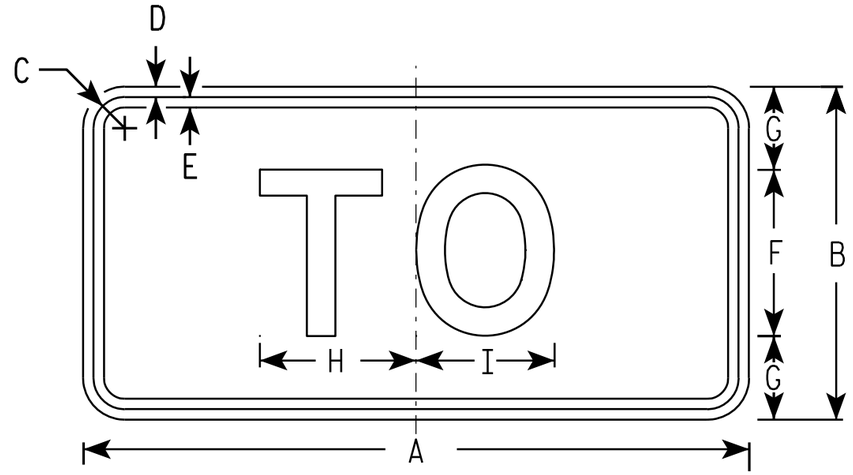
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

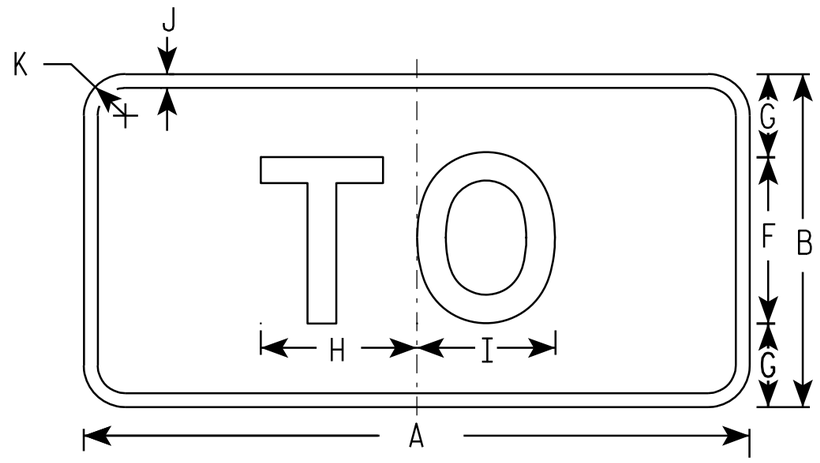
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E



M4-5
MK4-5
MM4-5



MB4-5
MG4-5
MN4-5

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 - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 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	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

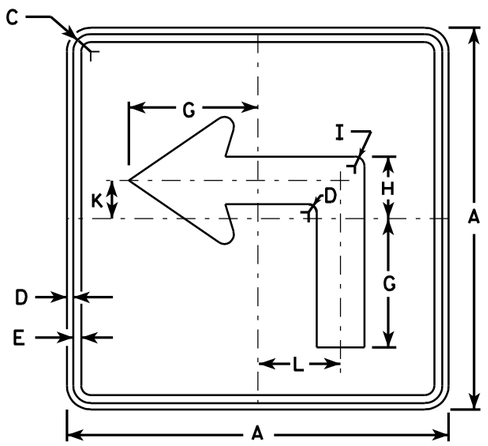
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

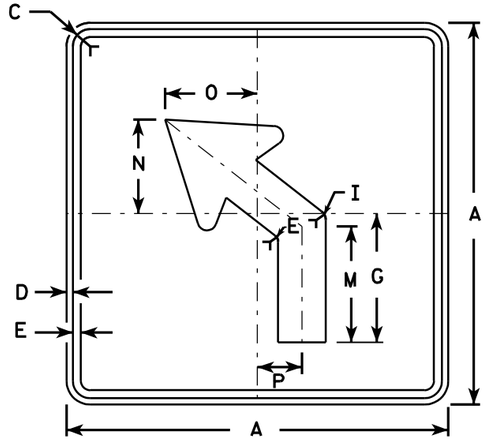
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

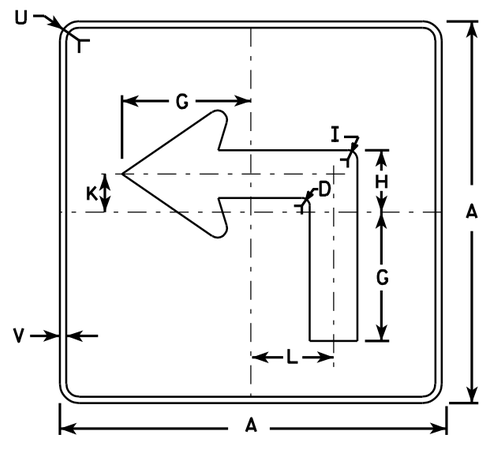
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E



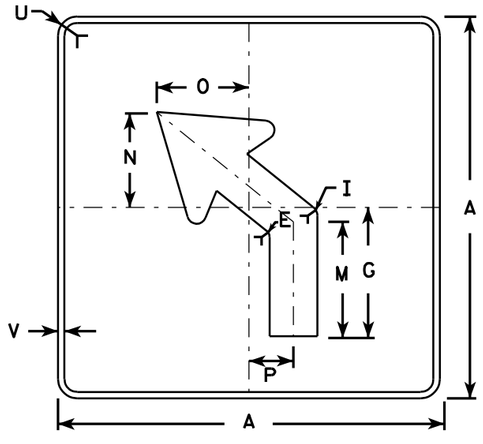
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



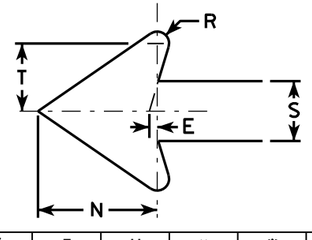
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

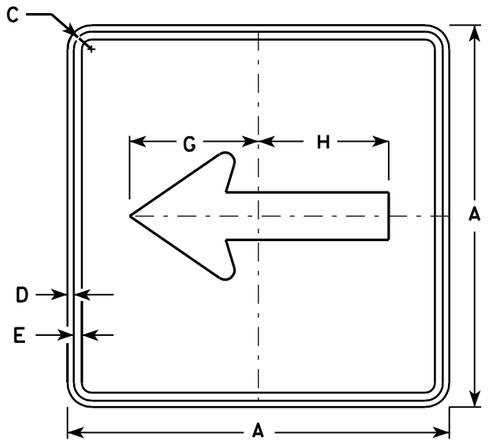
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

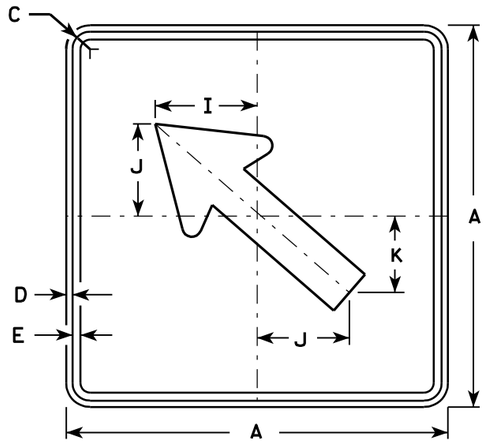
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

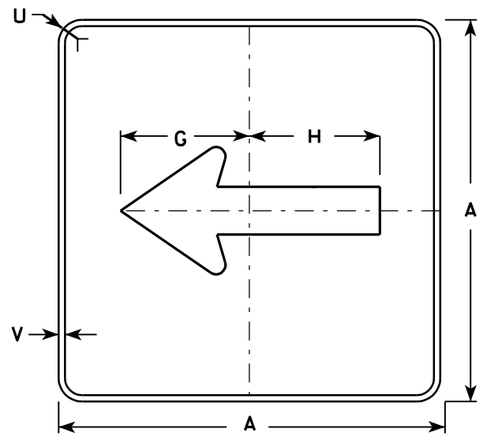
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 308 | E



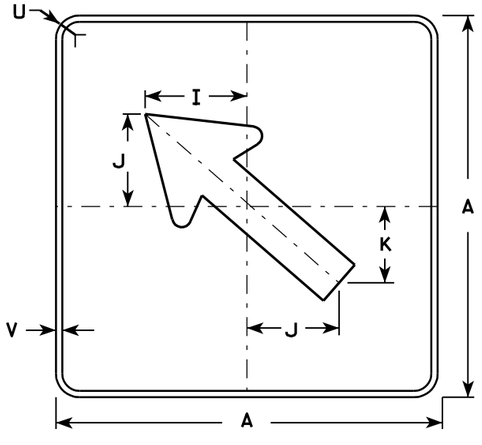
M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1



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

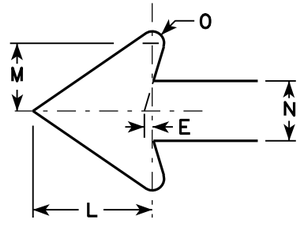
   MM6-1 and MM6-2 Background - White - Type H Reflective
   Message - Green

   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 - Yellow - 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: 309 | E

Total Volume Table

Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9+43.00	0.07	78.46	0.05	62.48	0.05	62.48	62.42
9+50.00	0.00	60.58	0.01	18.02	0.06	80.50	80.44
10+00.00	0.00	66.97	0.00	118.11	0.06	198.61	198.55
10+50.00	0.33	85.72	0.30	141.38	0.37	339.99	339.63
11+00.00	0.36	92.59	0.64	165.11	1.00	505.10	504.10
11+50.00	0.02	92.70	0.36	171.57	1.36	676.67	675.31
12+00.00	0.21	85.44	0.22	164.95	1.58	841.62	840.04
12+15.00	0.00	87.40	0.06	48.01	1.64	889.63	887.99
12+50.00	0.07	84.09	0.05	111.15	1.69	1000.78	999.09
12+70.00	0.29	82.64	0.13	61.75	1.82	1062.53	1060.71
13+00.00	1.15	82.92	0.80	91.98	2.61	1154.51	1151.90
13+25.00	0.65	76.93	0.83	74.01	3.44	1228.52	1225.07
13+50.00	0.83	72.06	0.68	68.98	4.13	1297.49	1293.37
13+75.00	0.26	71.27	0.51	66.36	4.63	1363.85	1359.22
14+00.00	0.74	71.95	0.46	66.31	5.10	1430.16	1425.06
14+50.00	0.01	80.00	0.70	140.69	5.79	1570.85	1565.06
15+00.00	0.00	103.32	0.01	169.74	5.81	1740.59	1734.79
15+50.00	0.00	141.23	0.00	226.44	5.81	1967.03	1961.22
16+00.00	0.00	130.37	0.00	251.48	5.81	2218.51	2212.70
16+50.00	0.30	108.70	0.28	221.36	6.09	2439.86	2433.78
17+00.00	0.00	107.86	0.28	200.52	6.37	2640.38	2634.01
17+35.00	0.00	109.72	0.00	141.02	6.37	2781.40	2775.03
17+50.00	0.00	115.89	0.00	62.67	6.37	2844.07	2837.70
17+80.00	0.00	105.35	0.00	122.91	6.37	2966.98	2960.61
18+00.00	0.00	99.94	0.00	76.03	6.37	3043.01	3036.64
18+50.00	5.41	79.34	5.01	166.00	11.38	3209.02	3197.63
19+00.00	0.19	70.46	5.19	138.71	16.57	3347.73	3331.16
19+50.00	0.01	89.91	0.19	148.49	16.76	3496.22	3479.47
20+00.00	0.01	101.57	0.02	177.30	16.78	3673.52	3656.74
20+50.00	0.00	81.25	0.01	169.28	16.79	3842.80	3826.01
21+00.00	0.00	76.77	0.00	146.32	16.79	3989.11	3972.32
21+35.00	0.15	89.67	0.10	107.88	16.88	4096.99	4080.11
21+50.00	0.63	78.19	0.22	46.63	17.10	4143.62	4126.52
21+88.00	0.74	61.80	0.97	98.51	18.07	4242.13	4224.06
22+00.00	3.40	57.15	0.92	26.43	18.99	4268.56	4249.57
22+25.00	0.70	63.83	1.90	56.01	20.89	4324.57	4303.69
22+50.00	0.00	69.22	0.33	61.60	21.21	4386.17	4364.96
22+90.00	0.00	75.46	0.00	107.17	21.21	4493.34	4472.12
23+00.00	0.52	71.61	0.10	27.23	21.31	4520.57	4499.26
23+50.00	0.90	74.17	1.31	134.98	22.63	4655.55	4632.93
23+80.00	0.39	68.45	0.71	79.23	23.34	4734.78	4711.45
24+00.00	0.58	70.65	0.36	51.52	23.70	4786.30	4762.61
24+50.00	0.77	70.46	1.25	130.66	24.95	4916.97	4892.02
24+80.00	1.32	70.20	1.16	78.15	26.11	4995.12	4969.01

Total Volume Table

Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
25+00.00	1.11	71.20	0.90	52.37	27.01	5047.49	5020.48
25+50.00	0.34	76.90	1.35	137.12	28.35	5184.61	5156.26
26+00.00	0.00	67.86	0.32	134.04	28.67	5318.65	5289.98
26+20.94	0.00	71.27	0.00	53.95	28.67	5372.60	5343.93
26+50.00	0.00	66.39	0.00	74.08	28.67	5446.69	5418.02
27+00.00	0.04	72.36	0.03	128.48	28.70	5575.16	5546.46
27+50.00	1.51	54.90	1.43	117.84	30.13	5693.00	5662.87
27+65.00	0.52	53.68	0.56	30.16	30.69	5723.16	5692.47
28+00.00	1.01	58.16	0.99	72.49	31.68	5795.65	5763.97
28+25.00	0.72	59.10	0.80	54.29	32.48	5849.94	5817.45
28+50.00	0.06	54.13	0.36	52.42	32.85	5902.36	5869.51
28+65.00	0.01	53.69	0.02	29.95	32.87	5932.31	5899.44
29+00.00	0.11	69.40	0.08	79.78	32.95	6012.09	5979.14
29+20.00	0.08	74.31	0.07	53.23	33.02	6065.32	6032.30
29+50.00	0.00	69.23	0.05	79.74	33.07	6145.06	6111.99
30+00.00	0.30	69.23	0.28	128.20	33.34	6273.26	6239.91
30+50.00	0.00	74.17	0.28	132.78	33.62	6406.04	6372.42
31+00.00	0.00	77.98	0.00	140.88	33.62	6546.92	6513.30
31+50.00	0.05	66.04	0.05	133.35	33.67	6680.27	6646.60
31+61.65	0.00	72.35	0.01	29.86	33.68	6710.13	6676.45
32+00.00	0.66	67.55	0.47	99.35	34.15	6809.48	6775.32
32+50.00	3.40	77.51	3.75	134.31	37.91	6943.78	6905.88
32+80.00	0.09	73.26	1.94	83.76	39.85	7027.54	6987.70
33+00.00	1.94	69.99	0.75	53.05	40.60	7080.59	7040.00
33+50.00	0.00	84.56	1.79	143.10	42.39	7223.69	7181.30
33+80.00	0.00	87.35	0.00	95.51	42.39	7319.20	7276.81
34+00.00	0.01	90.98	0.00	66.05	42.40	7385.25	7342.85
34+35.00	0.00	85.73	0.01	114.53	42.40	7499.78	7457.38
34+50.00	0.56	82.68	0.16	46.78	42.56	7546.56	7504.00
34+60.00	0.09	90.52	0.12	32.07	42.68	7578.63	7535.96
35+00.00	0.00	96.04	0.07	138.19	42.74	7716.83	7674.08
35+50.00	0.00	71.62	0.00	155.24	42.74	7872.07	7829.33
36+00.00	0.00	71.05	0.00	132.10	42.74	8004.17	7961.43
36+50.00	0.20	79.84	0.19	139.71	42.93	8143.88	8100.96
37+00.00	0.02	79.76	0.21	147.77	43.13	8291.66	8248.53
37+50.00	0.60	80.50	0.58	148.39	43.71	8440.05	8396.33
38+00.00	1.06	86.15	1.54	154.30	45.25	8594.35	8549.10
38+50.00	1.49	80.49	2.35	154.30	47.60	8748.64	8701.04
39+00.00	0.39	87.81	1.74	155.83	49.34	8904.48	8855.14
39+50.00	0.55	86.02	0.87	160.95	50.21	9065.42	9015.21
40+00.00	0.04	94.66	0.55	167.29	50.76	9232.72	9181.96
40+10.00	0.01	95.99	0.01	35.31	50.77	9268.02	9217.26
40+50.00	0.00	81.79	0.01	131.69	50.77	9399.71	9348.94
41+00.00	0.00	90.56	0.00	159.58	50.77	9559.30	9508.52
41+50.00	0.11	95.67	0.11	172.44	50.88	9731.73	9680.85

Total Volume Table

Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
41+70.00	0.00	94.97	0.04	70.61	50.92	9802.34	9751.42
42+00.00	0.11	84.96	0.06	99.96	50.99	9902.30	9851.31
42+50.00	0.40	87.32	0.48	159.52	51.47	10061.82	10010.36
43+00.00	1.75	73.88	1.99	149.26	53.46	10211.08	10157.62
43+50.00	0.13	87.18	1.74	149.13	55.20	10360.21	10305.01
44+00.00	0.00	86.62	0.12	160.93	55.32	10521.14	10465.81
44+50.00	0.00	69.86	0.00	144.89	55.32	10666.02	10610.70
45+00.00	0.00	58.55	0.00	118.90	55.32	10784.93	10729.60
45+50.00	0.06	71.91	0.06	120.79	55.38	10905.72	10850.34
46+00.00	0.00	70.62	0.06	131.97	55.44	11037.69	10982.25
46+50.00	0.00	71.78	0.00	131.84	55.44	11169.53	11114.09
47+00.00	0.00	74.50	0.00	135.44	55.44	11304.98	11249.54
47+30.00	0.00	82.20	0.00	87.06	55.44	11392.03	11336.60
47+50.00	0.00	86.44	0.00	62.46	55.44	11454.49	11399.05
48+00.00	0.00	74.10	0.00	148.65	55.44	11603.14	11547.70
48+50.00	0.00	66.55	0.00	130.23	55.44	11733.38	11677.94
48+69.49	0.00	66.71	0.00	48.10	55.44	11781.48	11726.03
49+00.00	0.00	52.94	0.00	67.60	55.44	11849.08	11793.64
49+50.00	0.08	61.34	0.07	105.82	55.51	11954.90	11899.38
50+00.00	0.14	62.06	0.20	114.26	55.71	12069.16	12013.45
50+50.00	0.00	72.71	0.13	124.78	55.84	12193.94	12138.10
51+00.00	0.00	73.20	0.00	135.10	55.84	12329.04	12273.21
51+50.00	0.00	84.09	0.00	145.64	55.84	12474.69	12418.85
52+00.00	0.04	72.39	0.04	144.89	55.87	12619.58	12563.71
52+50.00	0.00	70.72	0.04	132.51	55.91	12752.09	12696.18
53+00.00	0.01	75.64	0.01	135.51	55.92	12887.60	12831.69
53+50.00	0.36	110.40	0.34	172.26	56.26	13059.86	13003.60
54+00.00	0.03	114.82	0.36	208.54	56.62	13268.40	13211.77
54+25.00	0.15	102.80	0.08	100.75	56.70	13369.15	13312.44
54+50.00	0.13	100.41	0.13	94.08	56.83	13463.23	13406.39
54+75.00	0.82	89.48	0.44	87.91	57.27	13551.14	13493.87
55+00.00	0.04	93.81	0.39	84.85	57.67	13635.99	13578.32
55+50.00	0.70	77.12	0.68	158.27	58.35	13794.26	13735.91
55+60.00	2.38	73.03	0.57	27.81	58.92	13822.06	13763.14
56+00.00	0.00	99.54	1.77	127.83	60.69	13949.90	13889.21
56+25.00	0.00	0.00	0.00	46.09	60.69	13995.99	13935.30
56+50.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
56+74.95	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
57+00.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
57+50.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
58+00.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
58+50.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
59+00.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
59+50.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
60+00.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30

Total Volume Table

Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
60+27.50	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
60+50.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
61+00.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
61+50.00	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30
61+75.98	0.00	0.00	0.00	0.00	60.69	13995.99	13935.30

CASS ST WEST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+19.00	0.00	53.54	0.00	0.00	0.00	0.00	0.00
9+38.26	0.48	59.50	0.17	40.32	0.17	40.32	40.15
9+68.00	0.00	91.88	0.27	83.37	0.44	123.69	123.25

CASS ST EAST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+32.50	0.00	81.30	0.00	0.00	0.00	0.00	0.00
10+64.82	1.24	58.58	0.75	83.72	0.75	83.72	82.98
11+12.00	0.00	47.69	1.09	92.85	1.83	176.57	174.74

MASON EB OFF RAMP

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+10.00	0.04	51.90	0.00	0.00	0.00	0.00	0.00
9+50.00	0.01	82.65	0.04	99.67	0.04	99.67	99.64
9+65.00	0.00	117.90	0.00	55.71	0.04	155.38	155.34

MASON EB ON RAMP

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+35.00	0.00	62.28	0.00	0.00	0.00	0.00	0.00
10+50.00	0.00	54.33	0.00	32.39	0.00	32.39	32.39
10+99.31	0.01	49.30	0.01	94.63	0.01	127.03	127.02

MASON WB OFF (LT TURN)

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+35.00	0.00	38.11	0.00	0.00	0.00	0.00	0.00
10+50.00	0.00	34.04	0.00	20.04	0.00	20.04	20.04
10+91.60	0.00	30.33	0.00	49.58	0.00	69.62	69.62
10+98.10	0.00	32.79	0.00	7.60	0.00	77.22	77.22

MASON WB OFF (RT TURN)

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+40.00	0.00	16.37	0.00	0.00	0.00	0.00	0.00
10+58.12	0.25	41.96	0.08	19.57	0.08	19.57	19.49
11+00.00	0.00	33.68	0.19	58.66	0.28	78.23	77.96
11+05.75	0.00	31.11	0.00	6.90	0.28	85.13	84.86
11+20.39	0.02	41.53	0.01	19.69	0.28	104.83	104.54

CHICAGO ST WEST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+19.00	0.02	46.44	0.00	0.00	0.00	0.00	0.00
9+50.00	0.00	44.64	0.01	52.29	0.01	52.29	52.28
9+65.00	0.00	78.58	0.00	34.23	0.01	86.52	86.51

CHICAGO ST EAST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+33.00	0.00	15.30	0.00	0.00	0.00	0.00	0.00
10+50.00	0.00	64.85	0.00	25.23	0.00	25.23	25.23
10+78.00	0.00	71.65	0.00	70.78	0.00	96.01	96.01

CROOKS ST WEST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+25.71	0.00	59.48	0.00	0.00	0.00	0.00	0.00
9+50.00	0.00	71.87	0.00	59.08	0.00	59.08	59.08
9+73.00	0.00	91.17	0.00	69.44	0.00	128.52	128.52

CROOKS ST EAST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+26.00	0.00	83.91	0.00	0.00	0.00	0.00	0.00
10+50.00	0.02	56.27	0.01	62.30	0.01	62.30	62.29
10+75.00	0.07	45.59	0.04	47.15	0.05	109.45	109.40

MORAVAIN ST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+37.47	0.00	45.76	0.00	0.00	0.00	0.00	0.00
9+50.00	0.40	54.10	0.09	23.17	0.09	23.17	23.08
9+74.00	0.00	77.70	0.18	58.58	0.27	81.75	81.48

STUART ST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+25.00	0.00	83.54	0.00	0.00	0.00	0.00	0.00
10+50.00	1.81	65.96	0.84	69.21	0.84	69.21	68.37
10+78.00	2.42	55.26	2.19	62.85	3.03	132.06	129.03
11+00.00	0.00	0.00	0.98	22.51	4.02	154.57	150.56

HOWE ST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+38.94	0.00	42.57	0.00	0.00	0.00	0.00	0.00
9+50.00	3.31	58.71	0.68	20.74	0.68	20.74	20.07
9+74.00	0.00	75.32	1.47	59.57	2.15	80.31	78.16

DOTY ST WEST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+10.00	0.00	68.22	0.00	0.00	0.00	0.00	0.00
9+45.00	0.00	66.43	0.00	87.27	0.00	87.27	87.27
9+74.00	0.00	113.73	0.00	96.75	0.00	184.03	184.03

DOTY ST EAST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+26.00	0.00	116.94	0.00	0.00	0.00	0.00	0.00
10+38.92	0.00	61.22	0.00	42.63	0.00	42.63	42.63
10+69.00	0.00	59.43	0.00	67.21	0.00	109.83	109.83
10+85.00	0.01	60.36	0.00	35.49	0.00	145.33	145.32

WALNUT ST WEST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+00.00	0.02	89.18	0.00	0.00	0.00	0.00	0.00
9+32.00	0.06	90.51	0.05	106.49	0.05	106.49	106.44
9+65.00	0.00	136.30	0.04	138.61	0.08	245.09	245.01

WALNUT ST EAST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+33.00	0.00	173.20	0.00	0.00	0.00	0.00	0.00
10+47.00	0.00	95.70	0.00	69.71	0.00	69.71	69.71
10+75.00	0.01	96.95	0.00	99.89	0.00	169.61	169.61
10+99.00	0.00	88.12	0.00	82.26	0.00	251.87	251.86

CHERRY ST WEST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+28.88	0.00	58.30	0.00	0.00	0.00	0.00	0.00
9+50.00	0.75	61.43	0.29	46.83	0.29	46.83	46.53
9+74.00	0.00	92.60	0.33	68.46	0.62	115.28	114.66

CHERRY ST EAST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+26.00	0.00	99.22	0.00	0.00	0.00	0.00	0.00
10+50.00	0.06	68.01	0.03	74.33	0.03	74.33	74.30
11+02.00	0.00	45.49	0.06	109.29	0.09	183.62	183.53

PINE ST EAST

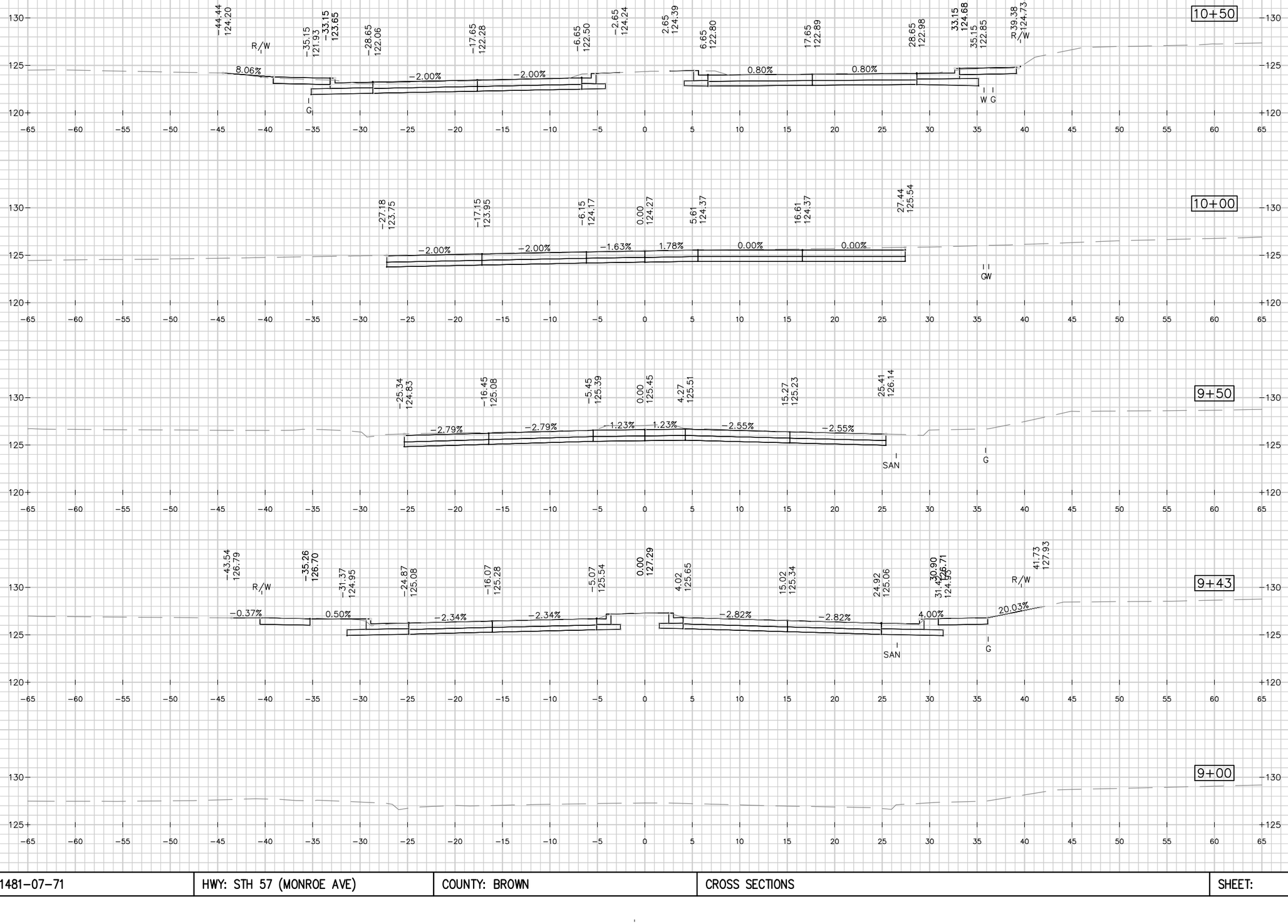
Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+26.00	0.00	99.61	0.00	0.00	0.00	0.00	0.00
10+51.00	0.00	54.35	0.00	71.28	0.00	71.28	71.28
11+00.00	0.33	50.73	0.30	95.35	0.30	166.63	166.33

PINE ST WEST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
9+00.00	0.04	76.82	0.00	0.00	0.00	0.00	0.00
9+20.00	0.02	77.60	0.02	57.19	0.02	57.19	57.17
9+50.00	0.02	77.81	0.02	86.34	0.04	143.53	143.49
9+74.00	0.00	110.23	0.01	83.57	0.05	227.10	227.06

BODART ST

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+30.00	0.00	88.17	0.00	0.00	0.00	0.00	0.00
10+50.00	0.00	65.03	0.00	56.74	0.00	56.74	56.74
10+70.45	0.04	79.31	0.02	54.66	0.02	111.40	111.38



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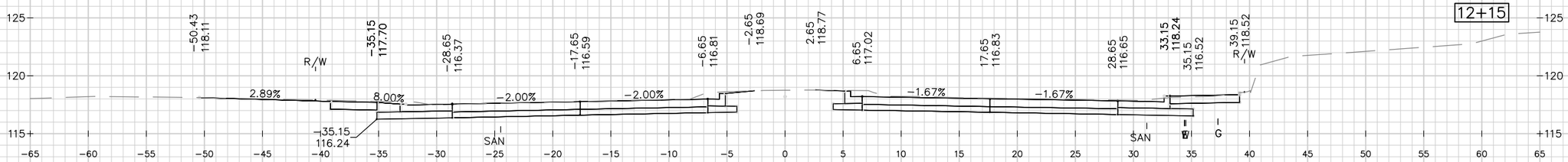
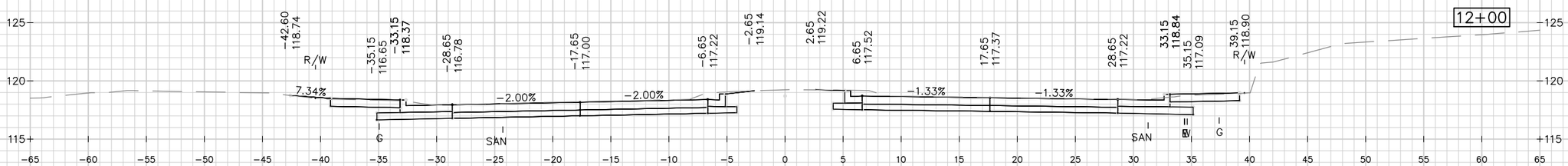
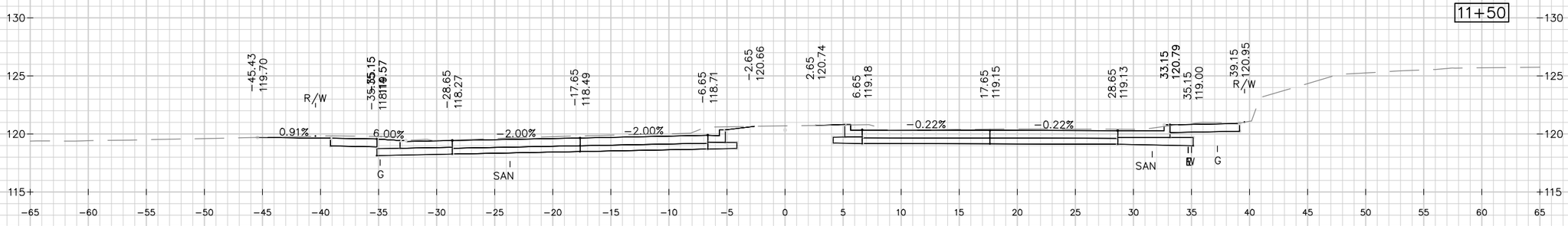
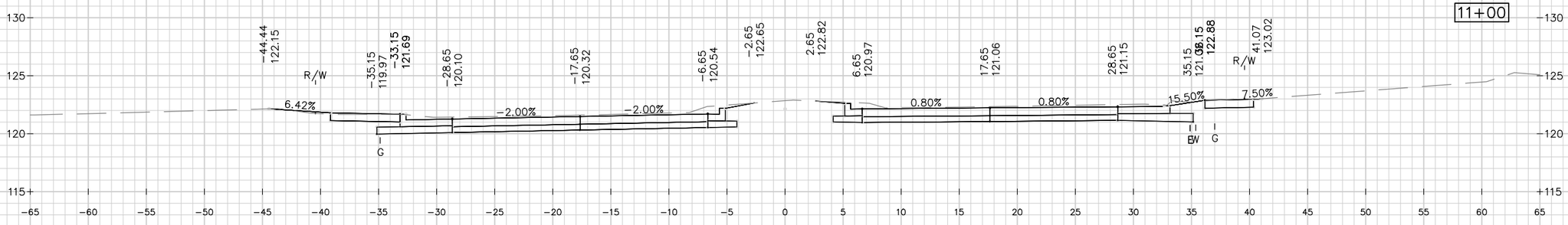
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 315	E

WISDOT/CADDS SHEET 42



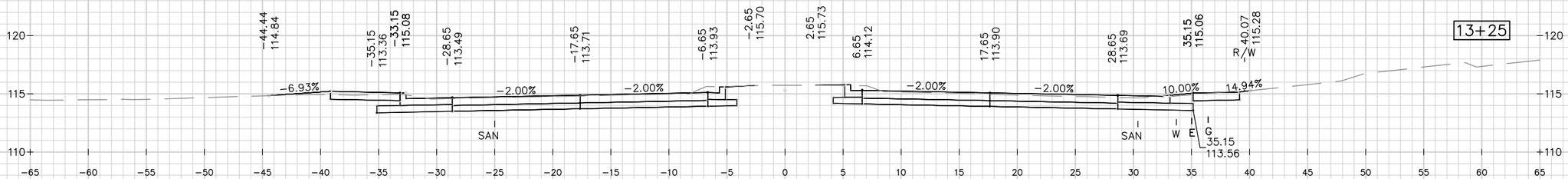


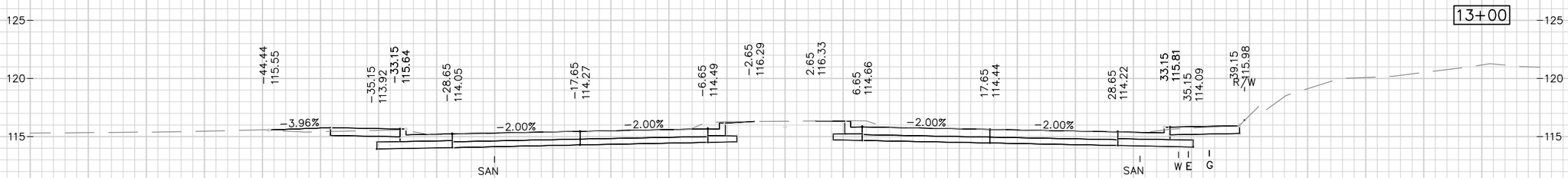


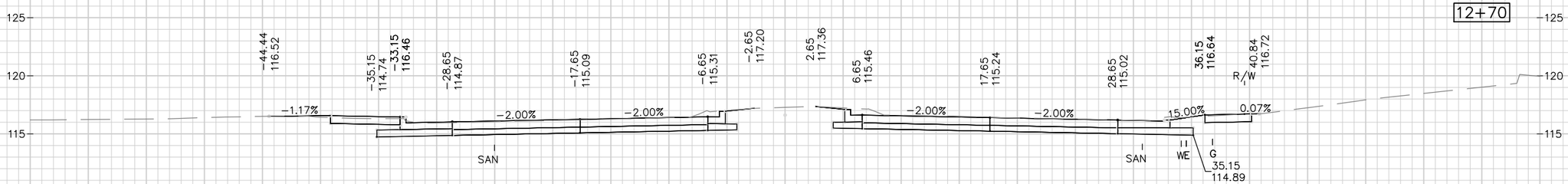


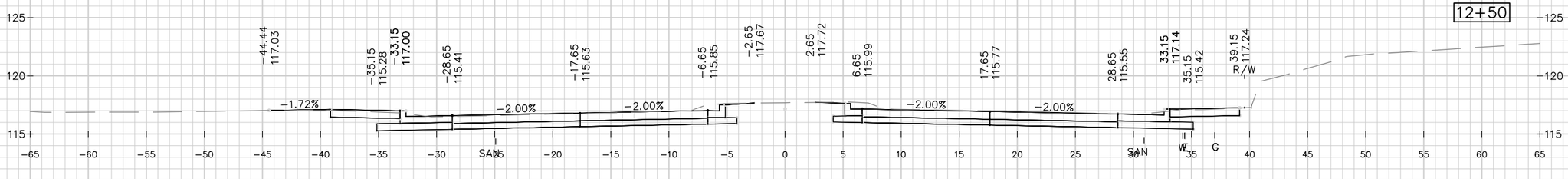
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 316	E

WISDOT/CADDS SHEET 42



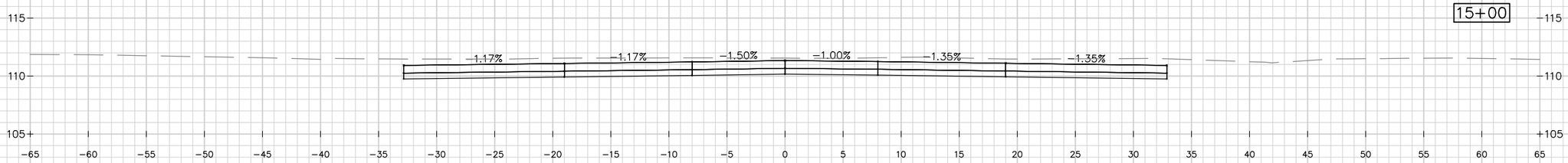


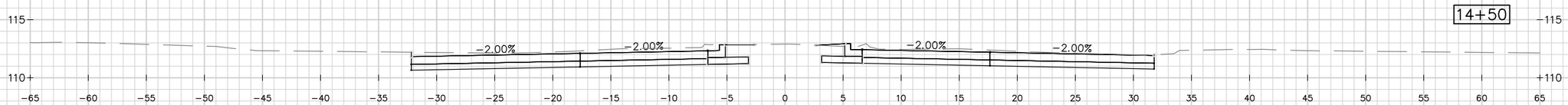


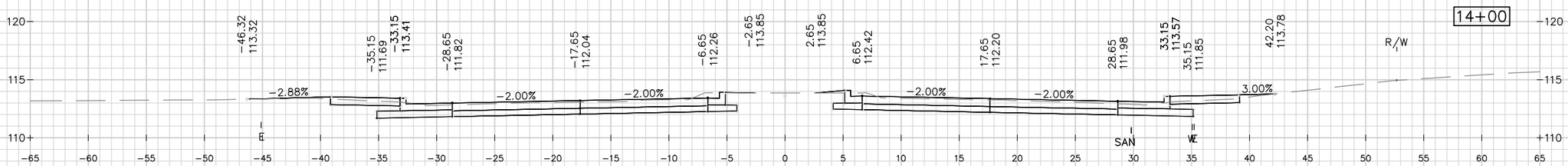


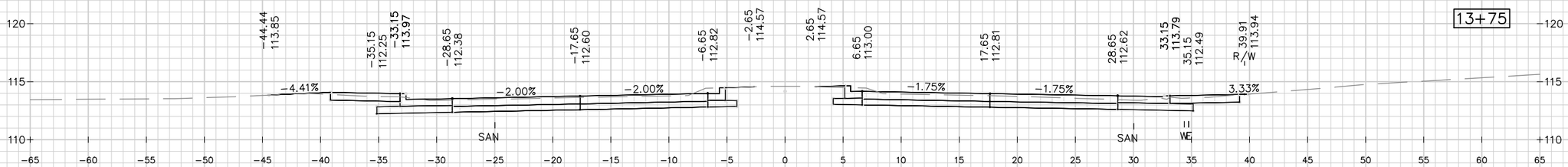
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 317	E

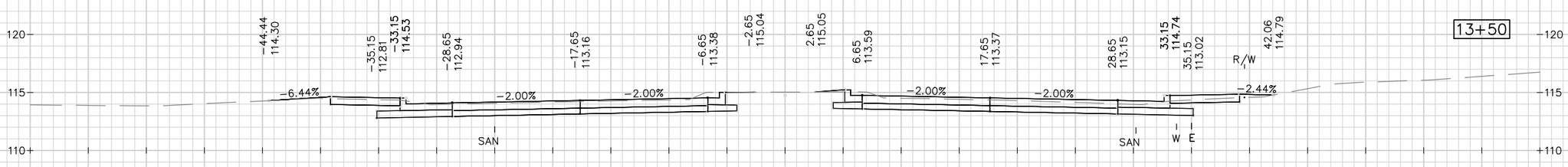
WISDOT/CADDS SHEET 42











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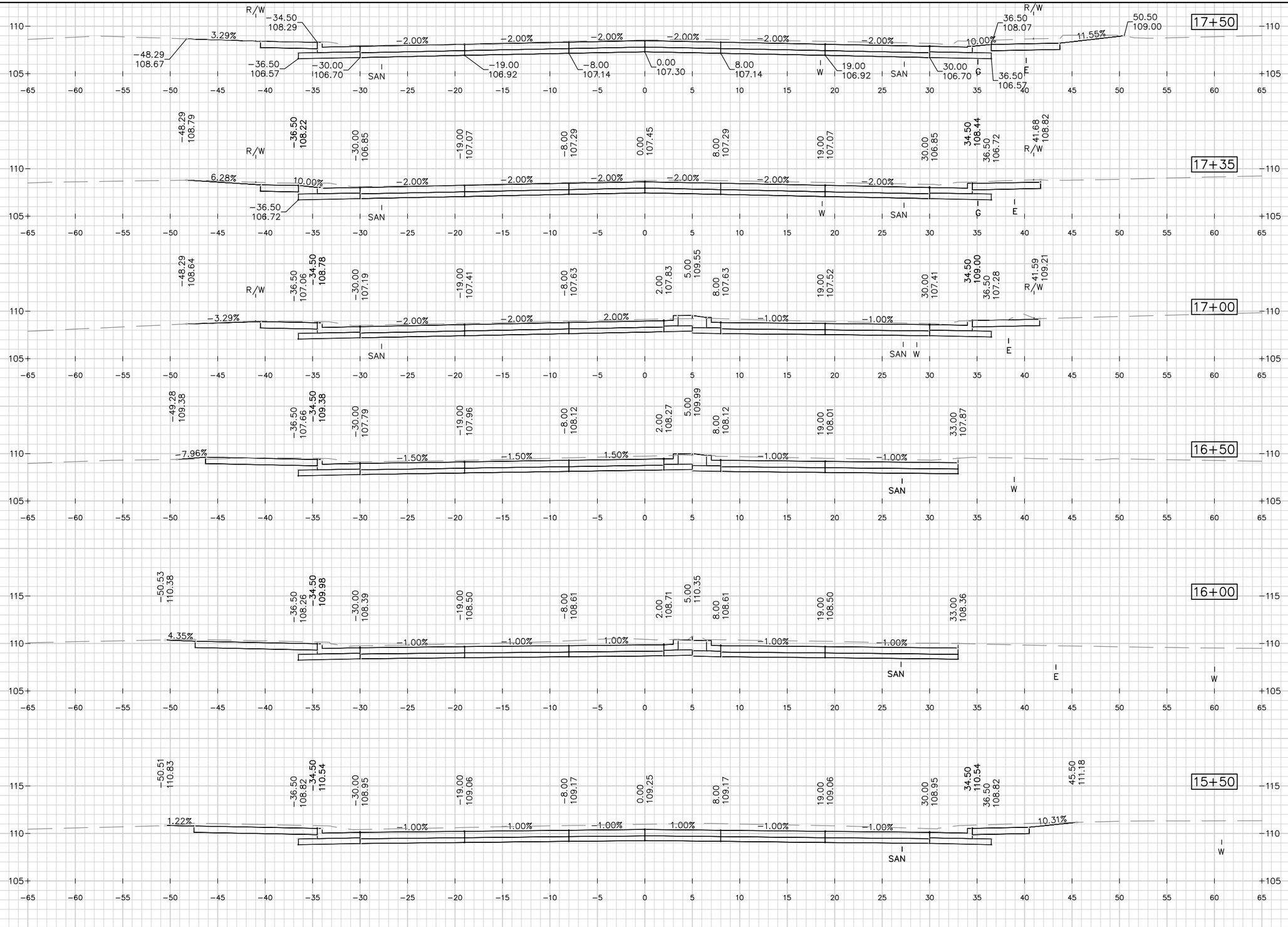
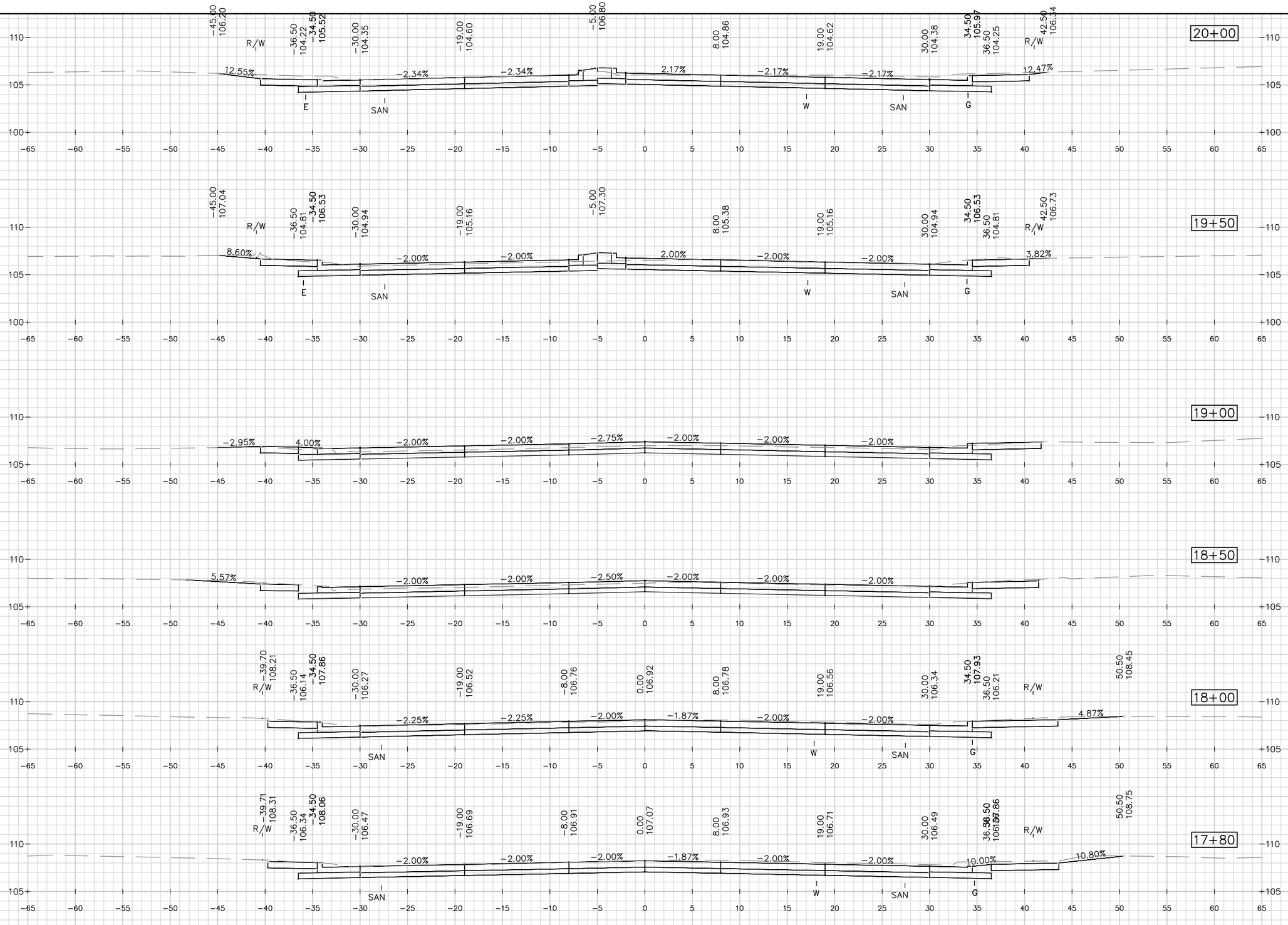
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 318	E

WISDOT/CADDS SHEET 42



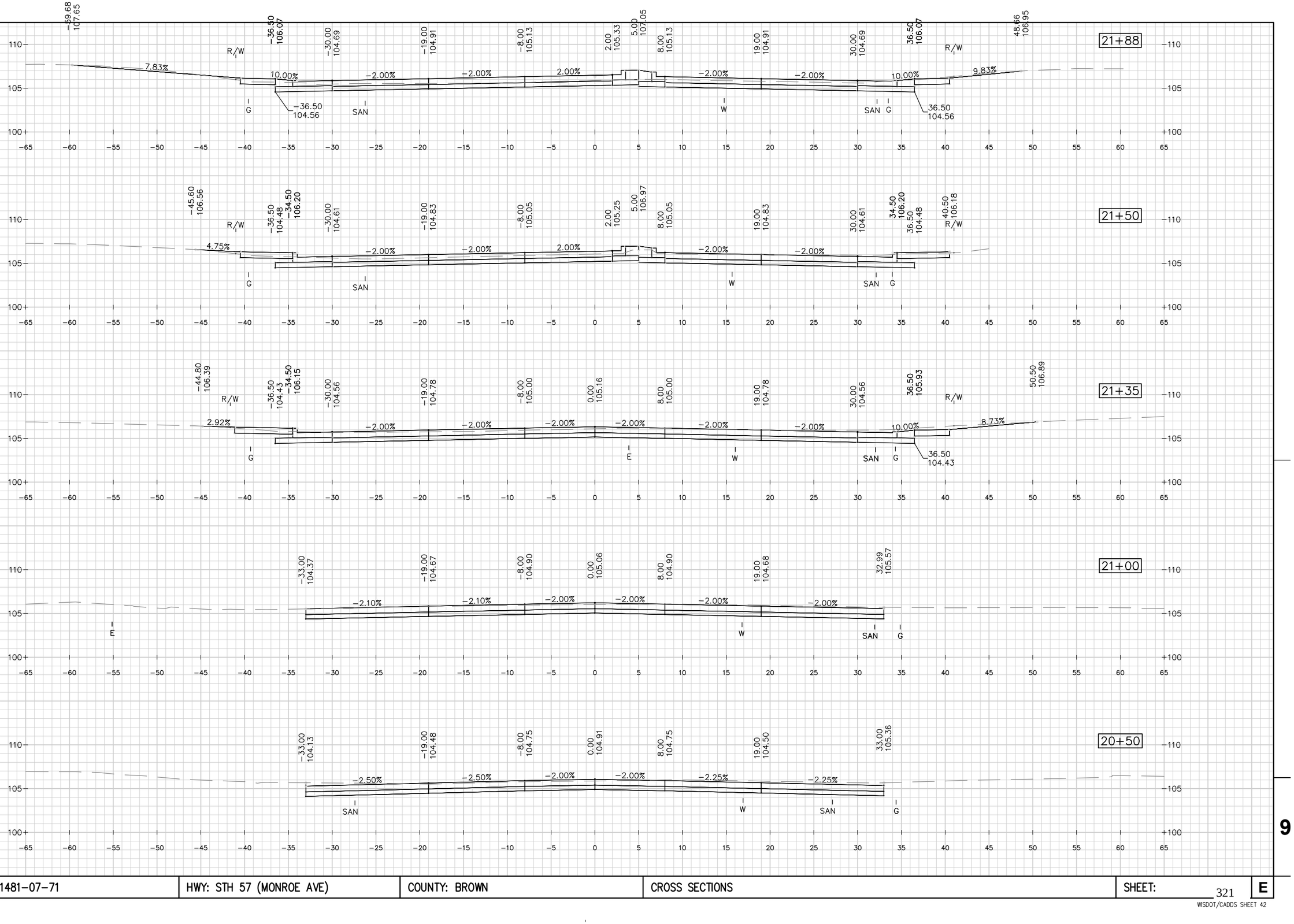
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 319	E

WISDOT/CADDS SHEET 42



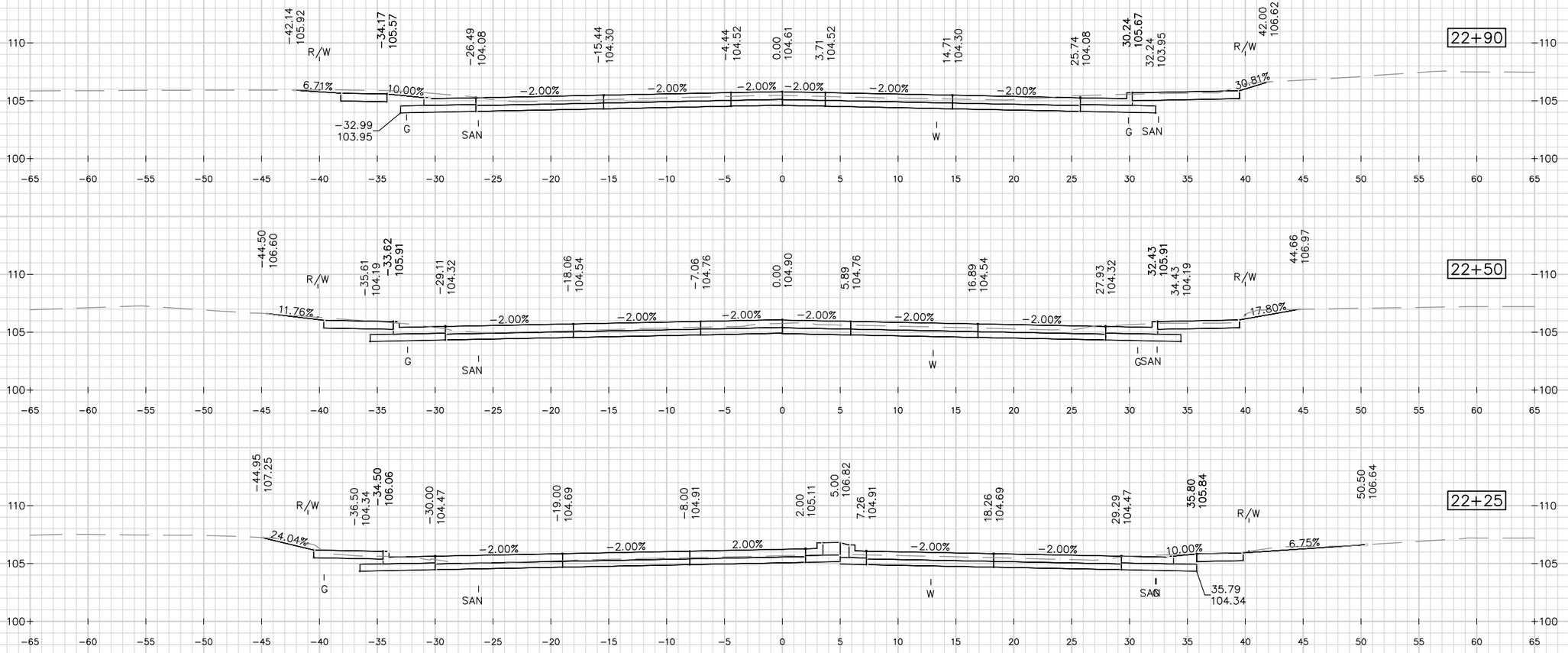
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 320	E

WISDOT/CADDS SHEET 42



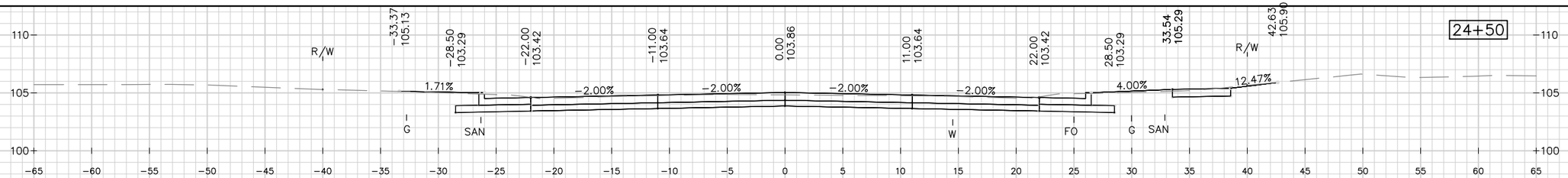
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 321	E

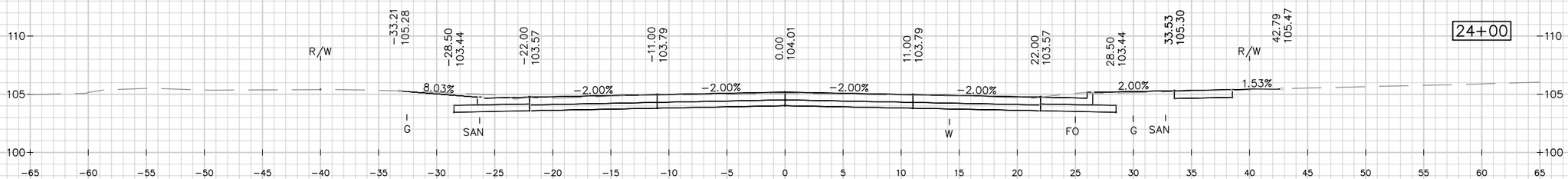
WISDOT/CADDS SHEET 42

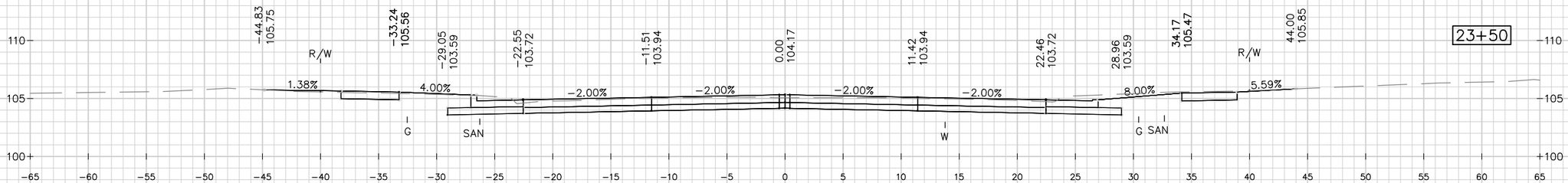


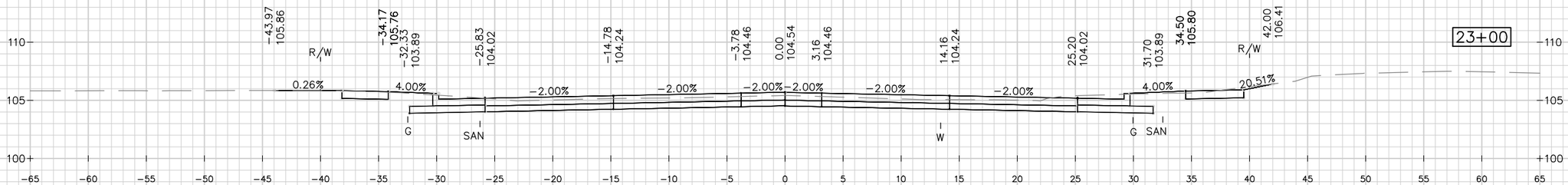
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 322	E

WISDOT/CADDS SHEET 42

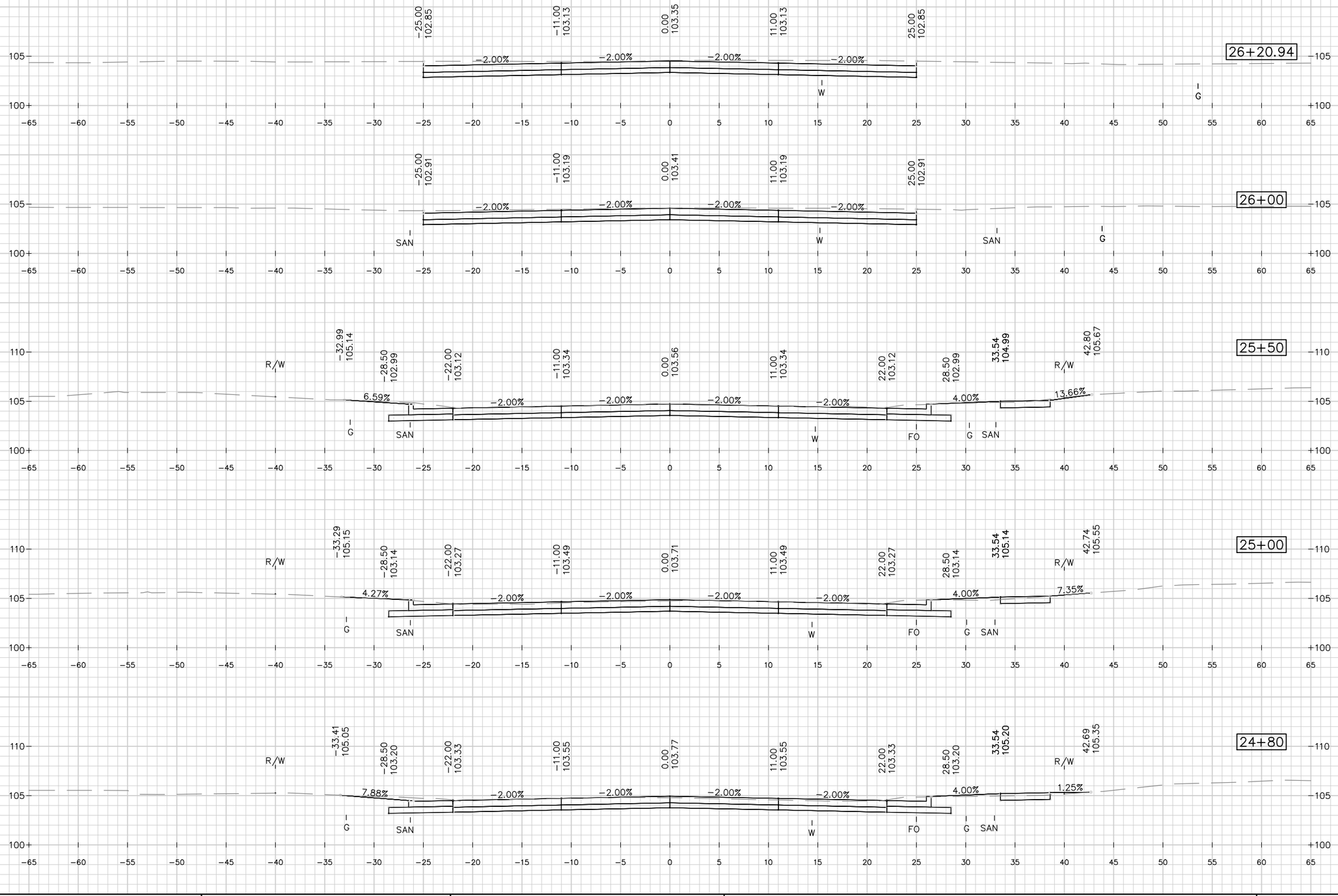




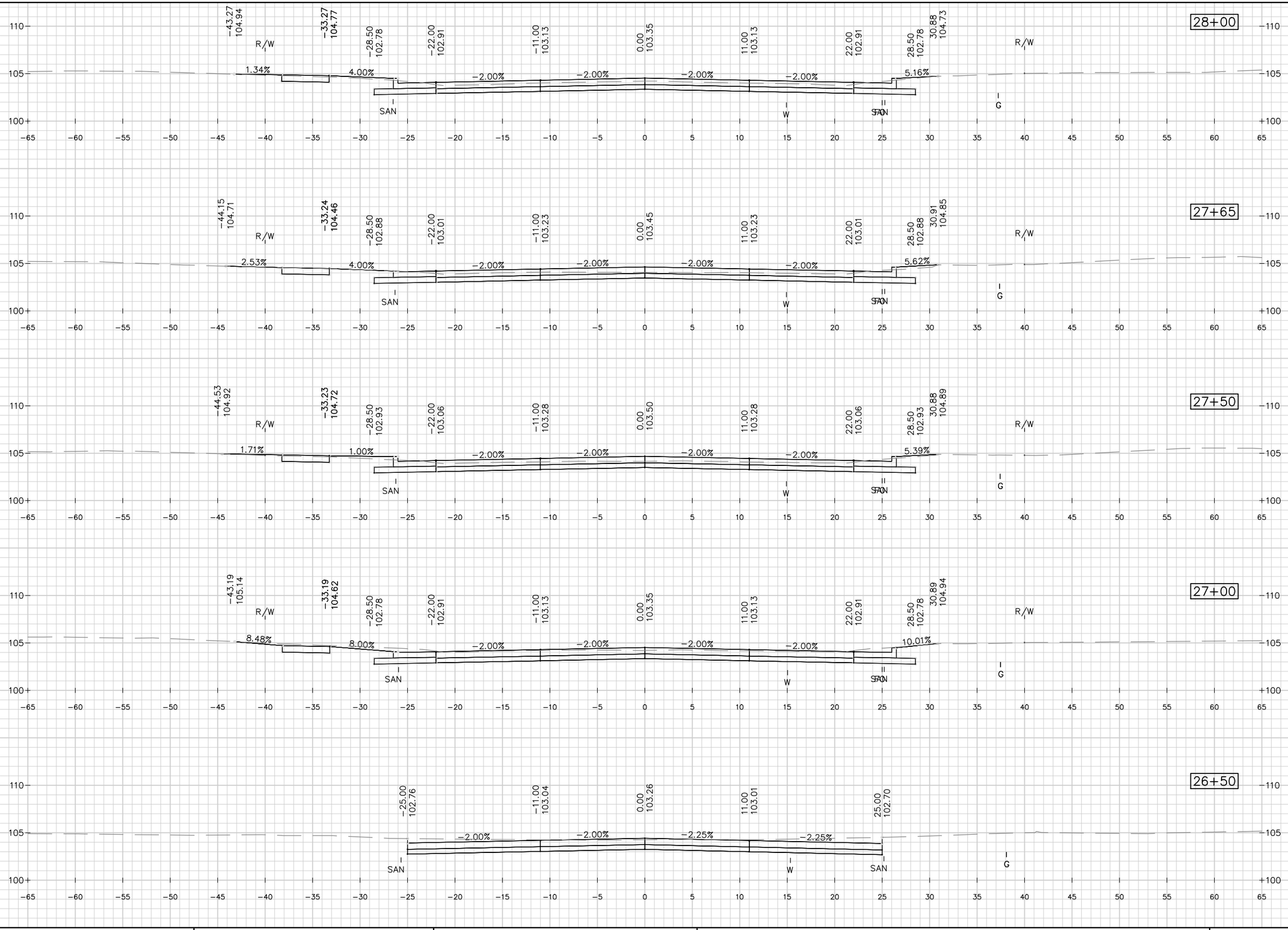




PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 323	E

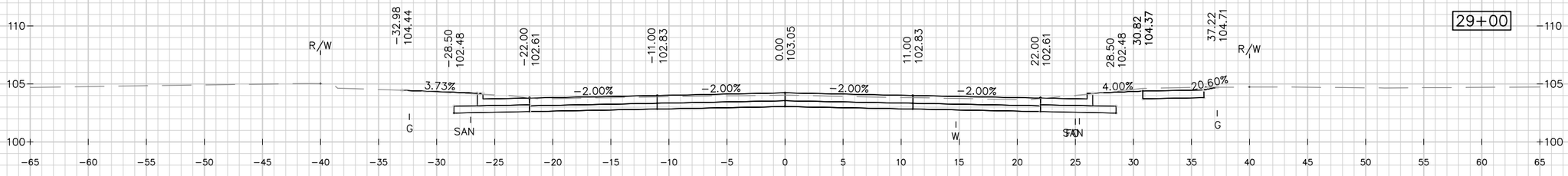


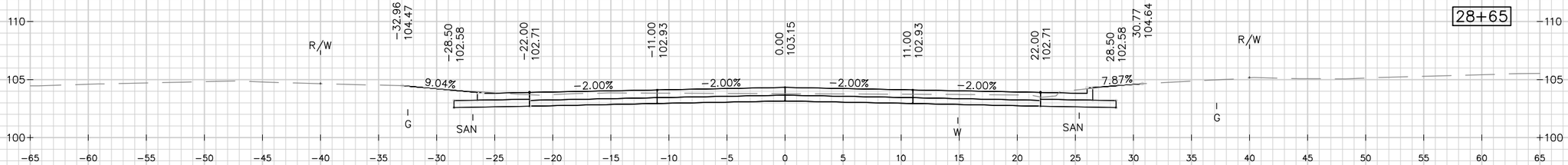
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 324	E

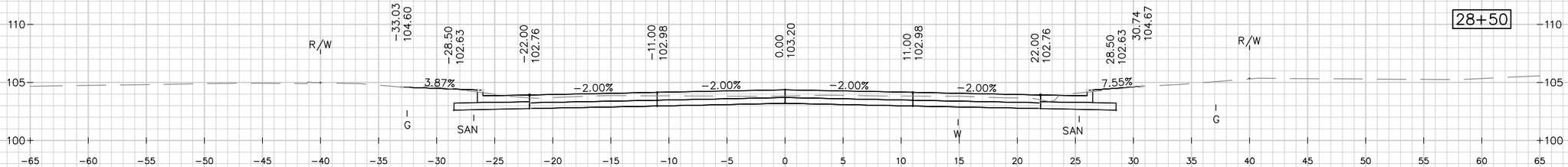


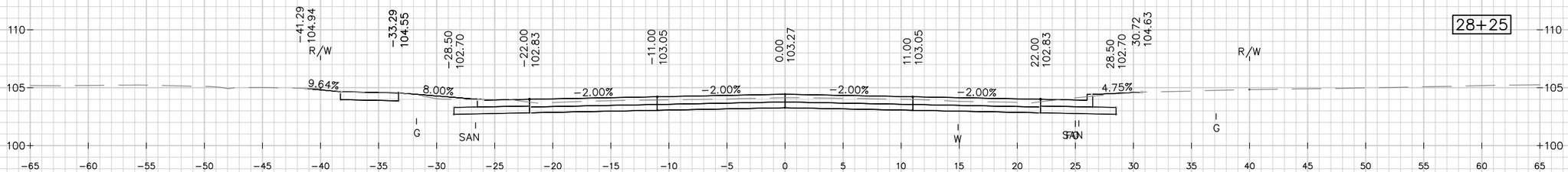
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 325	E

WSDOT/CADDS SHEET 42









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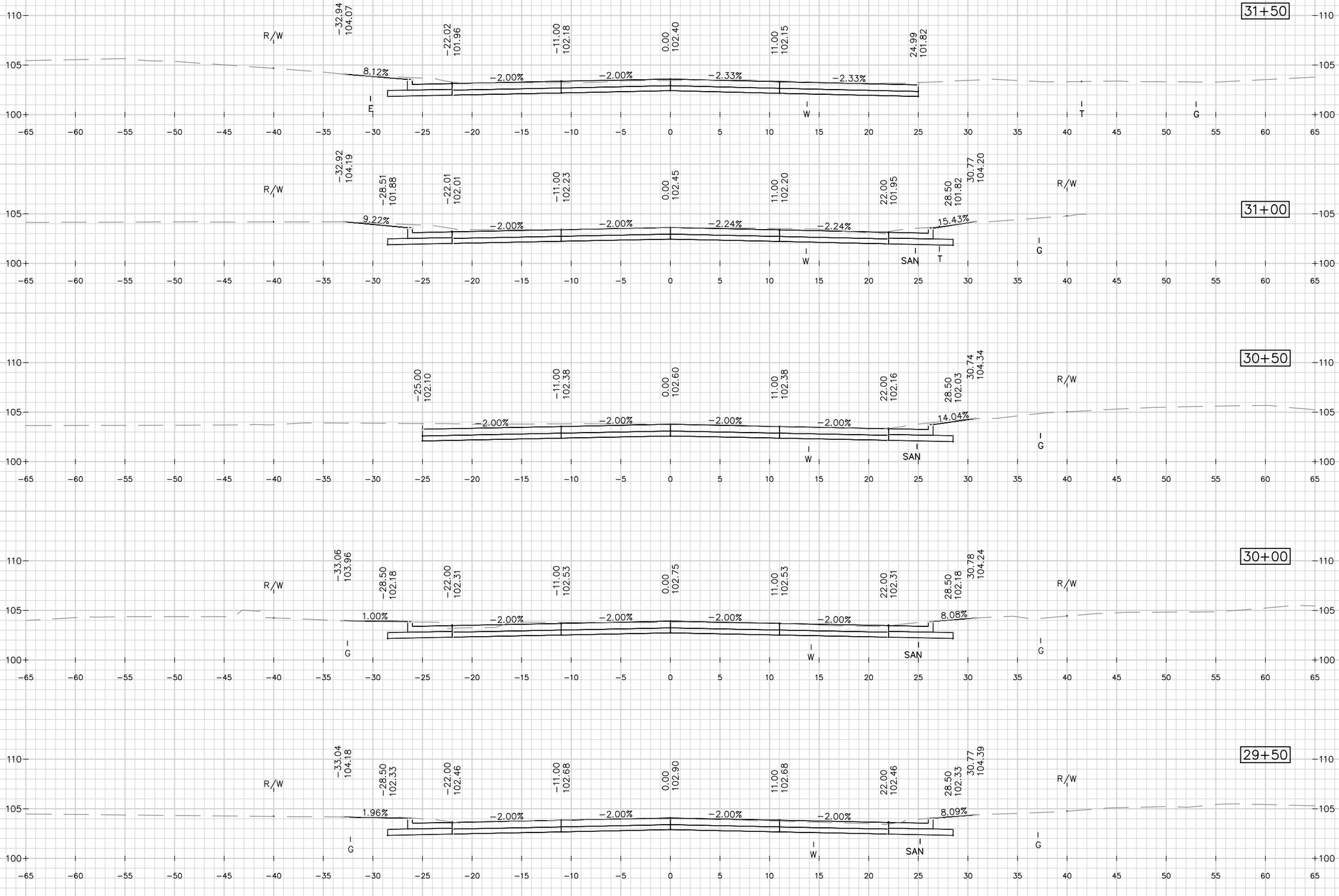
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 326	E



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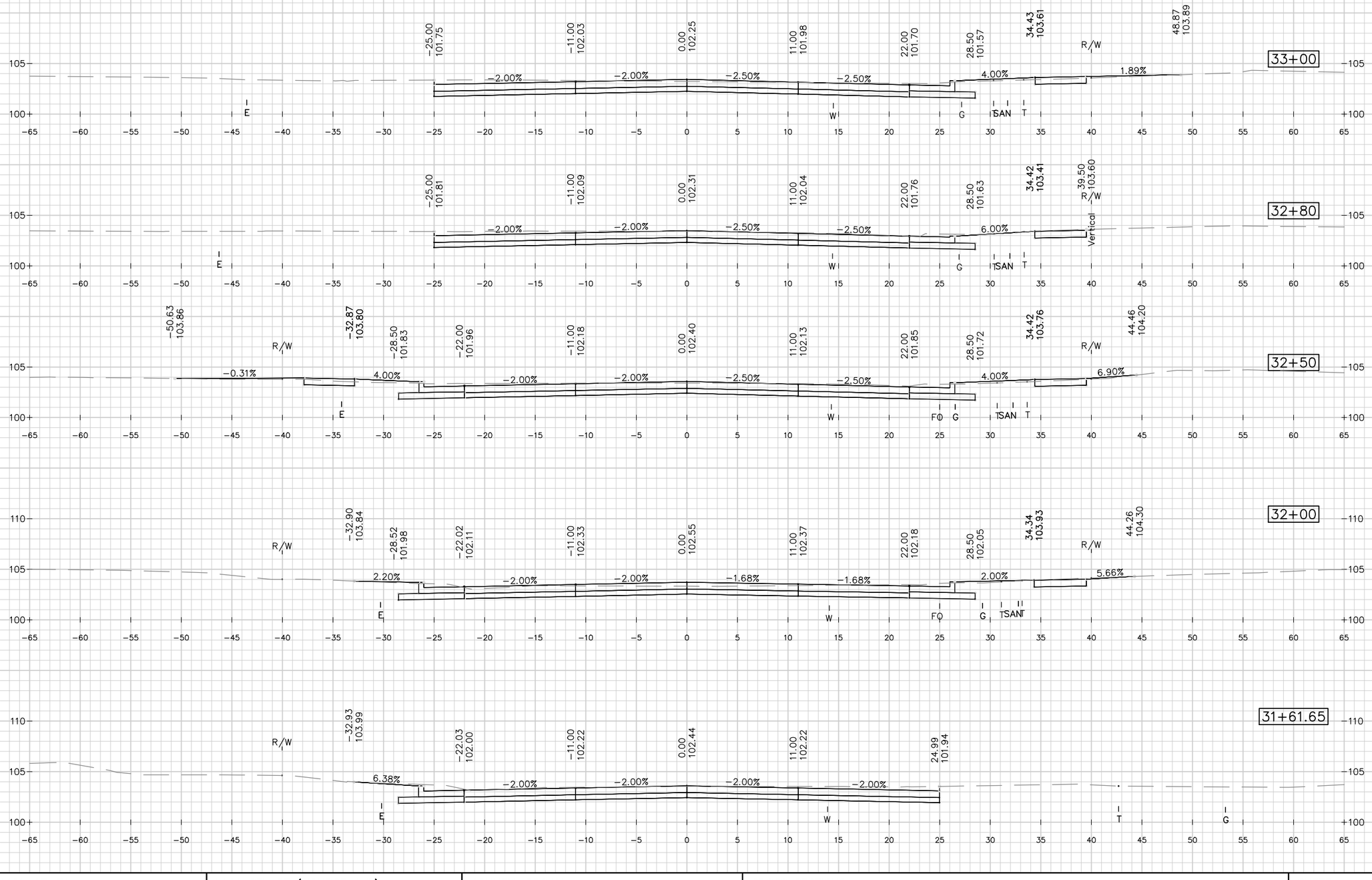
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 327	E

WISDOT/CADDS SHEET 42



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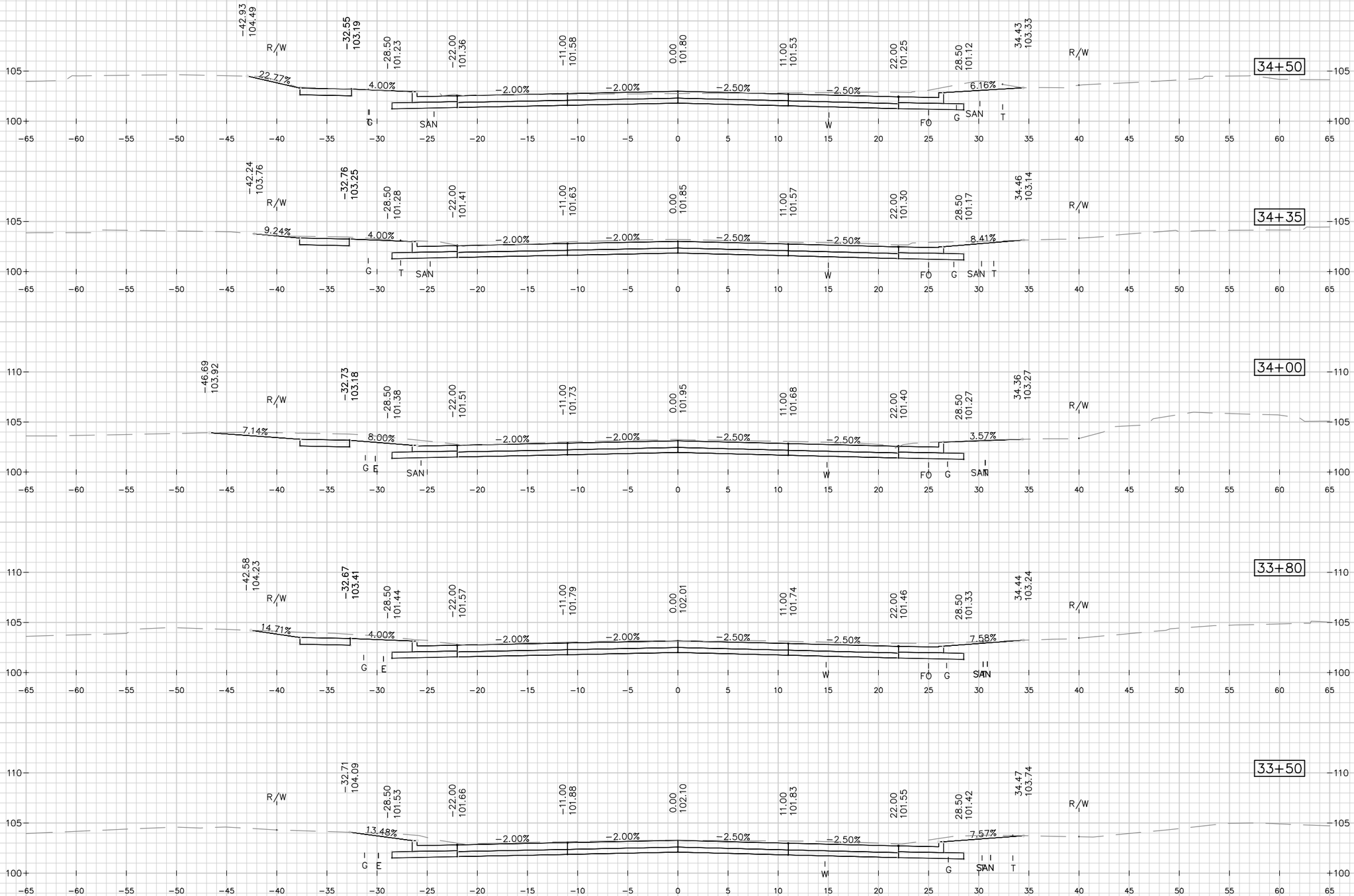
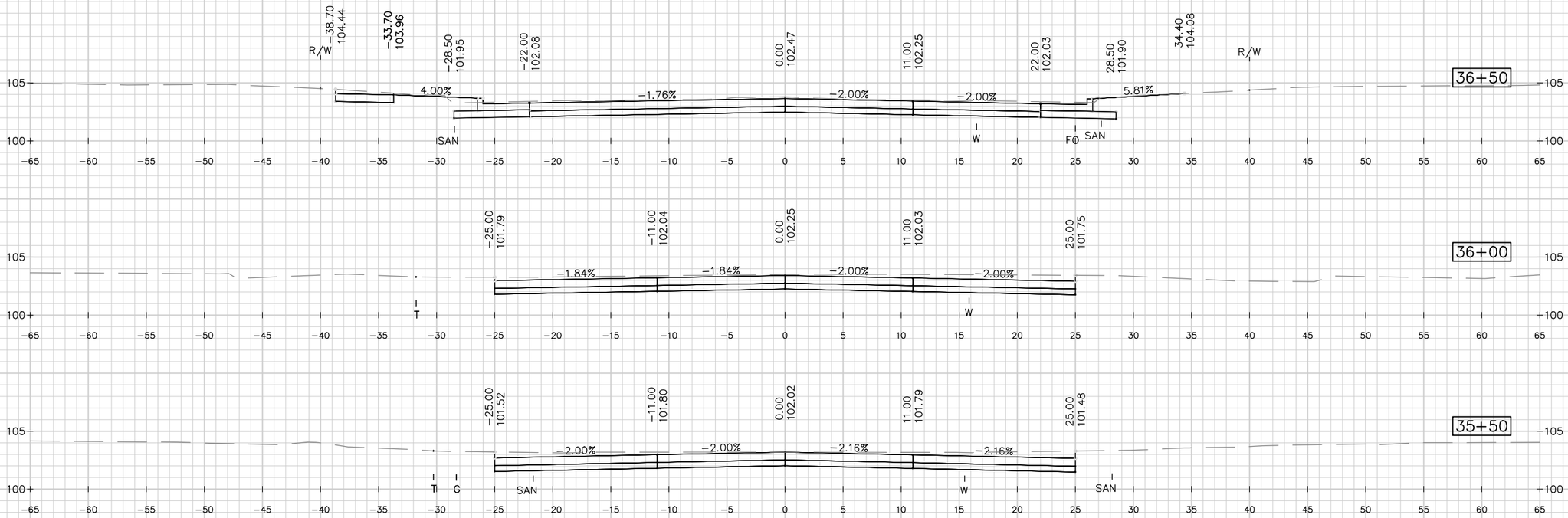
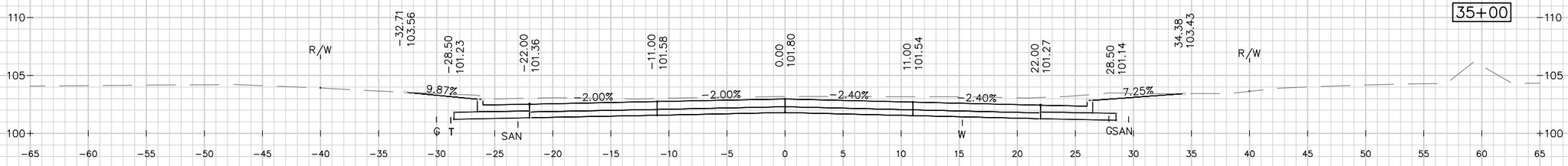
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 328	E

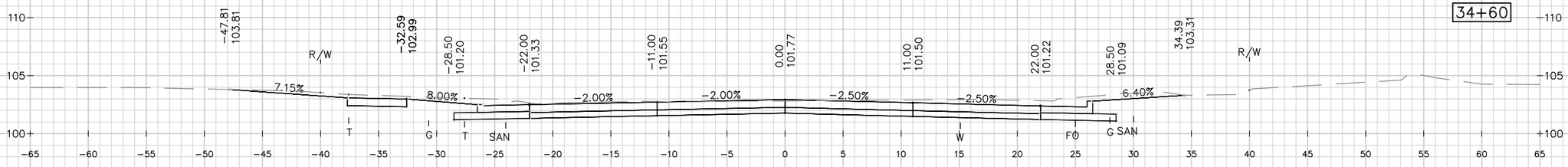


PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 329	E

WISDOT/CADDS SHEET 42







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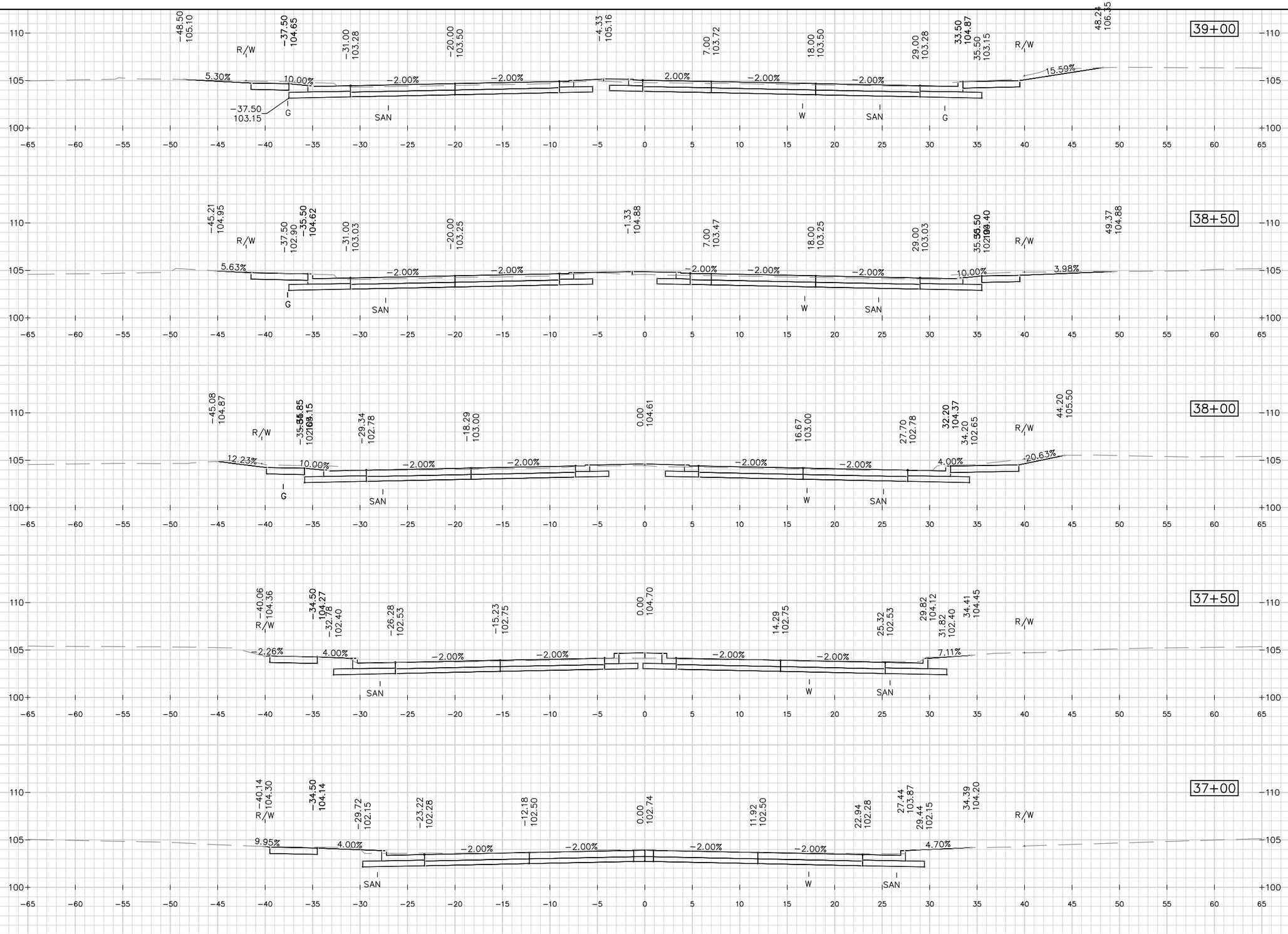
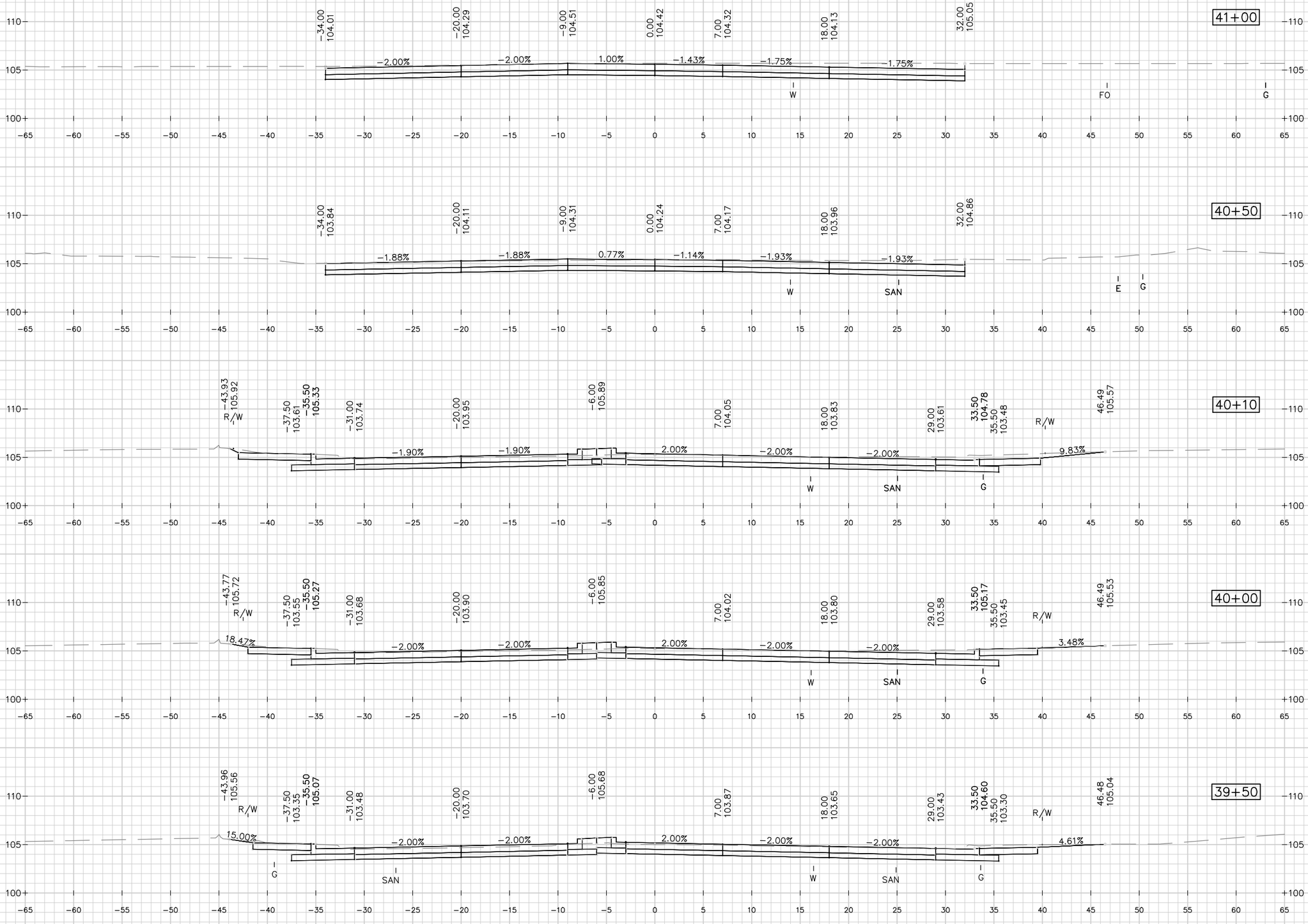
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 330	E

WSDOT/CADDS SHEET 42



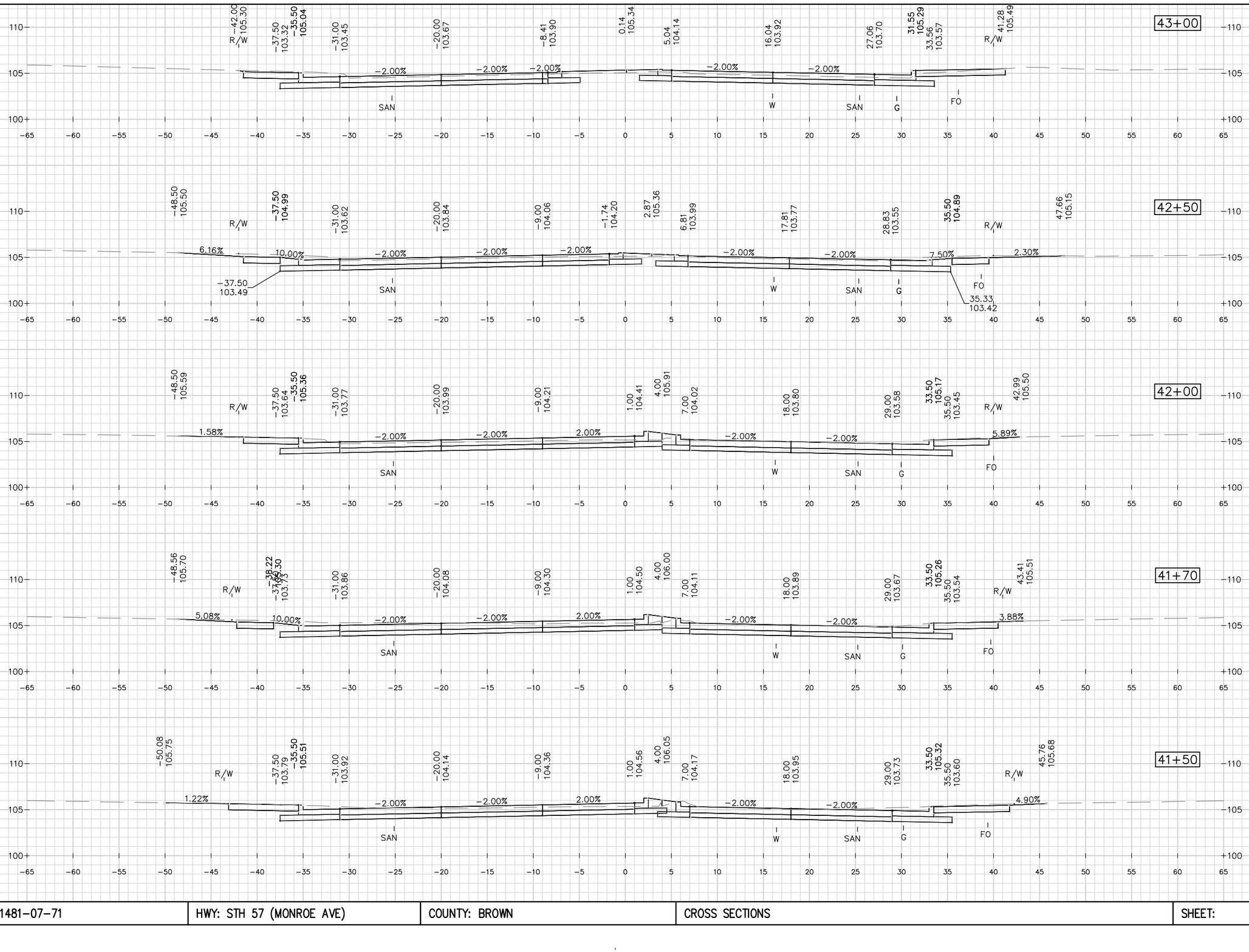
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 331	E

WSDOT/CADDS SHEET 42



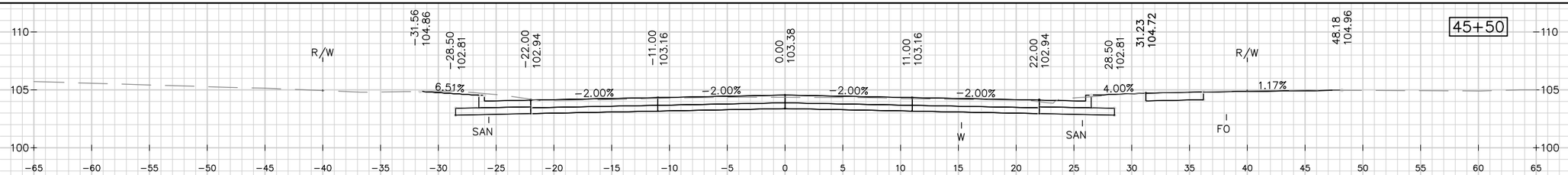
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 332	E

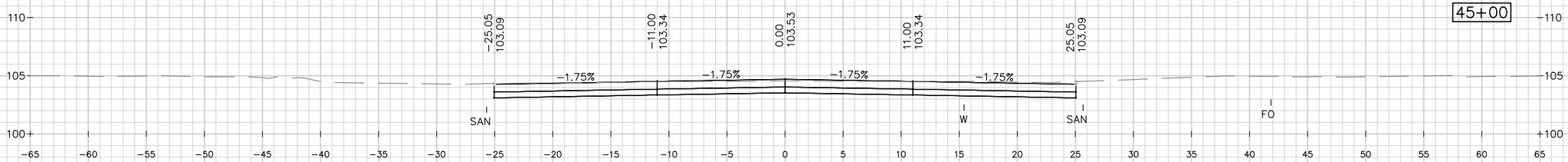
WSDOT/CADDS SHEET 42

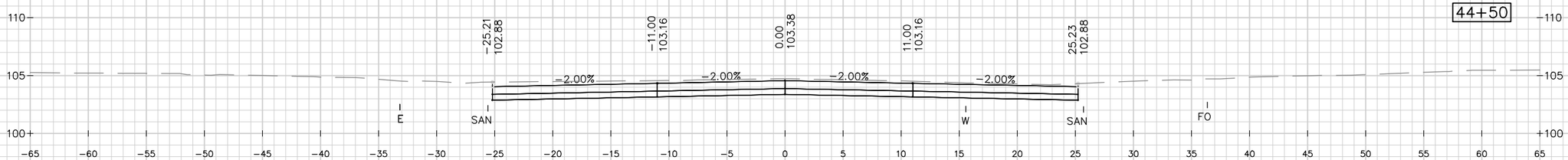


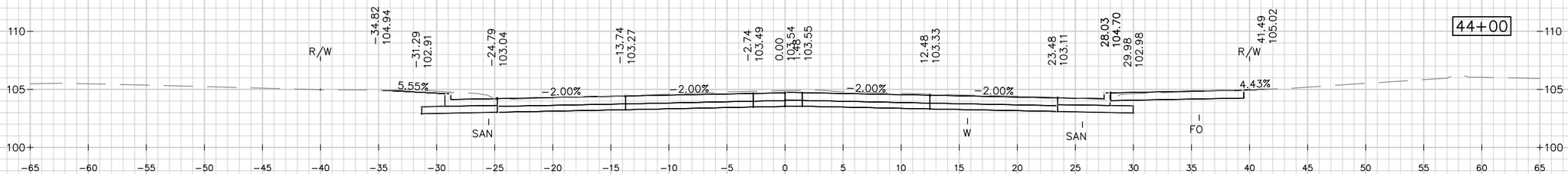
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 333	E

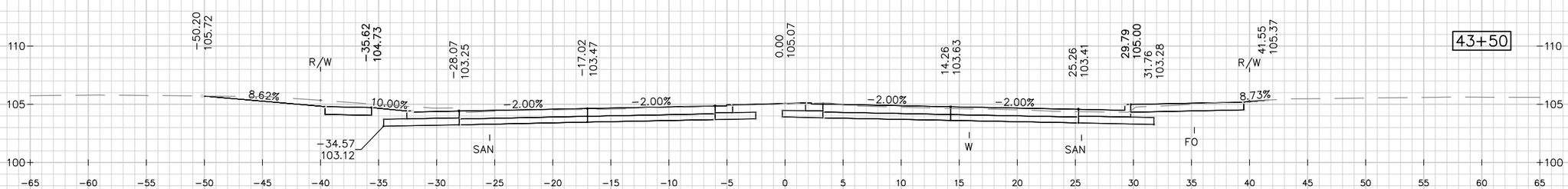
WISDOT/CADDS SHEET 42





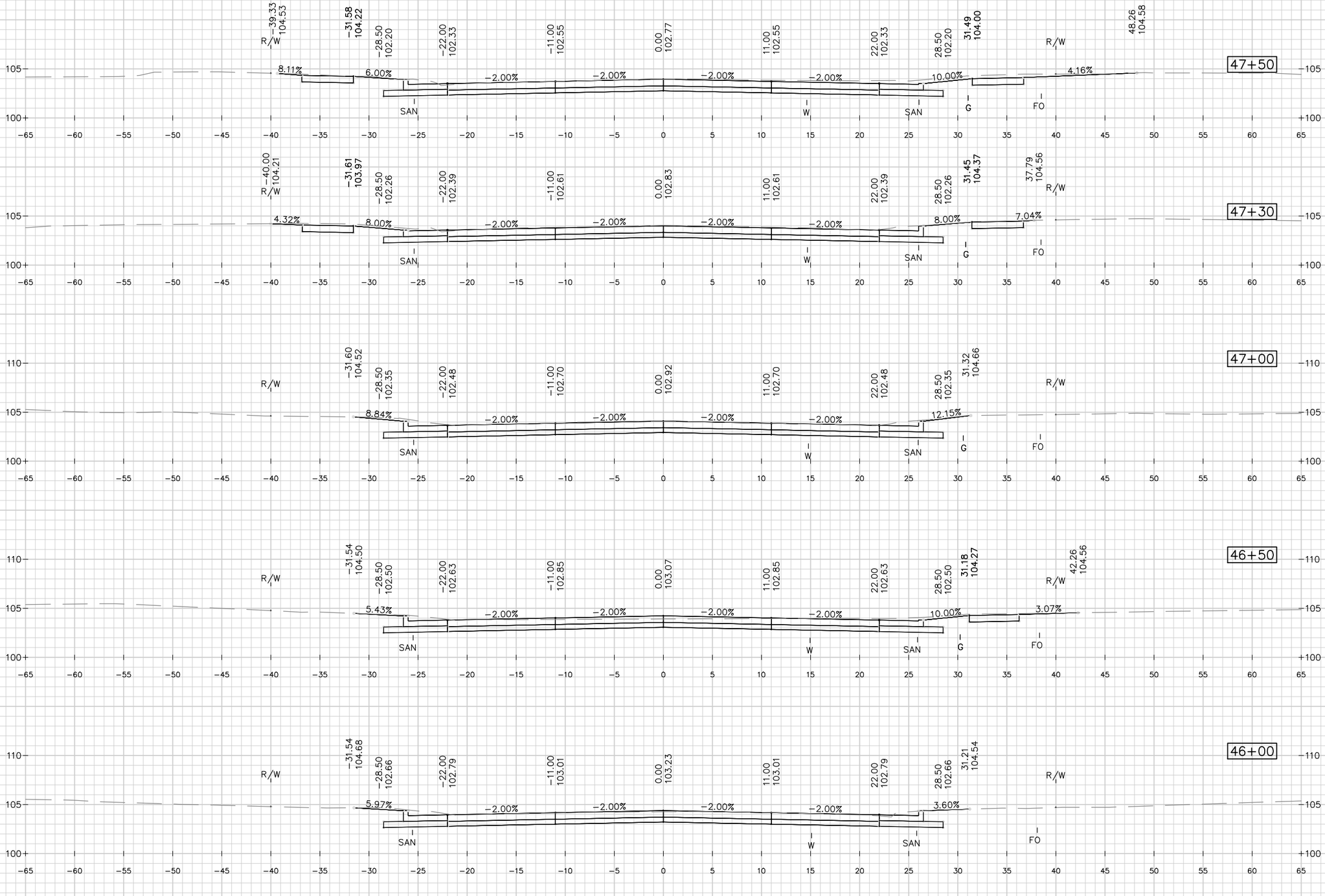






PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 334	E

WISDOT/CADDS SHEET 42



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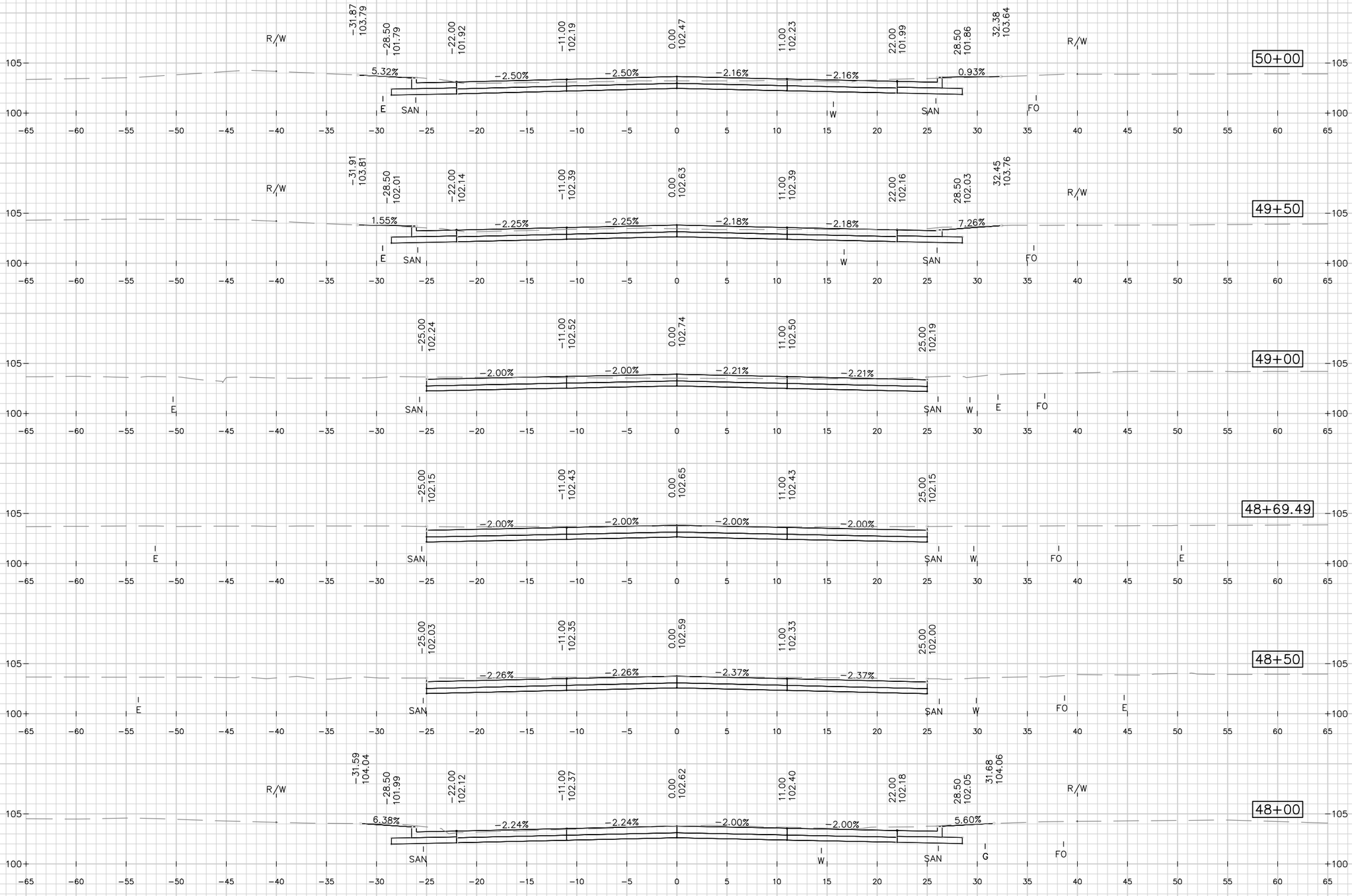
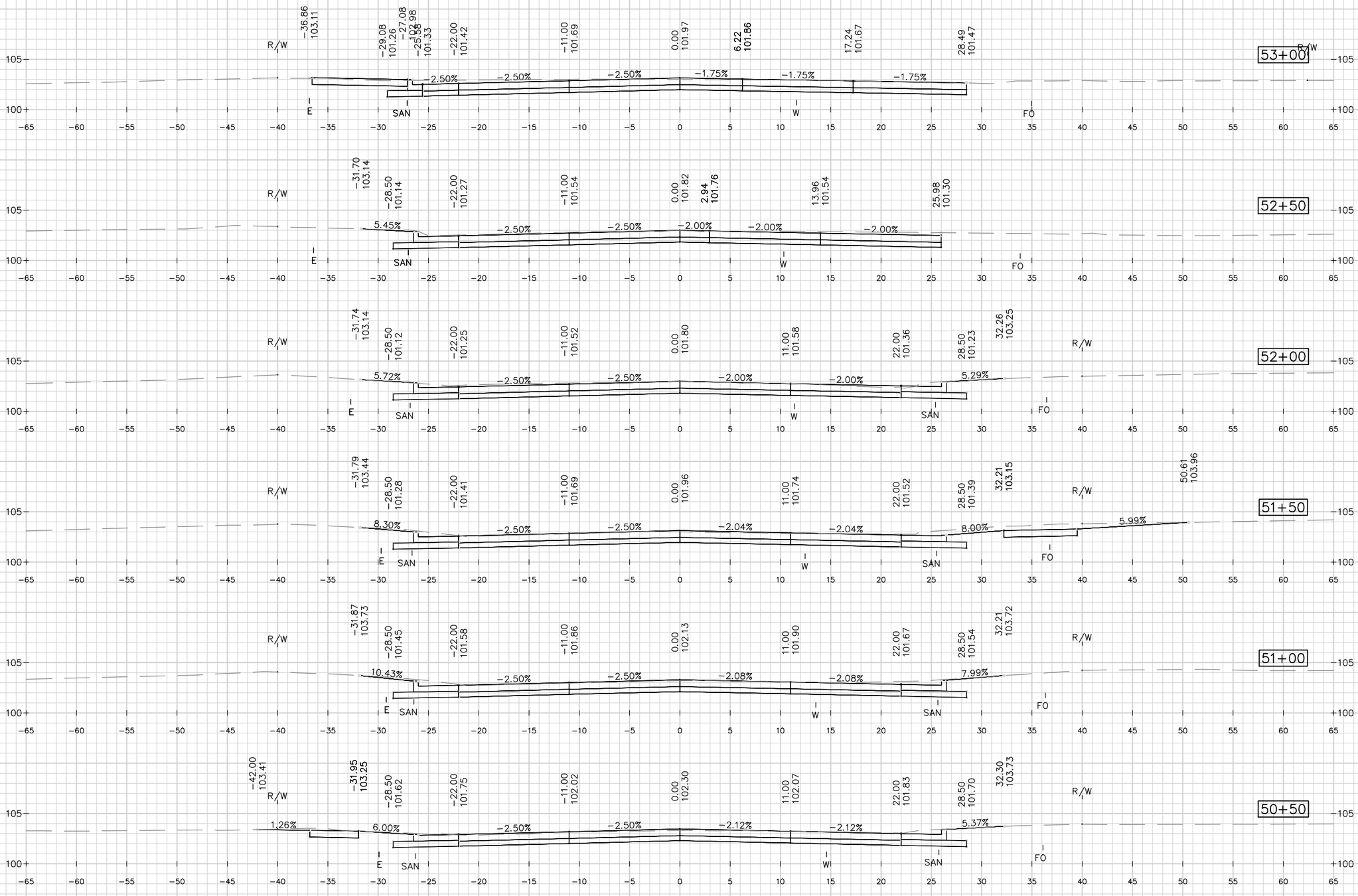
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 335	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 336	E

WISDOT/CADDS SHEET 42



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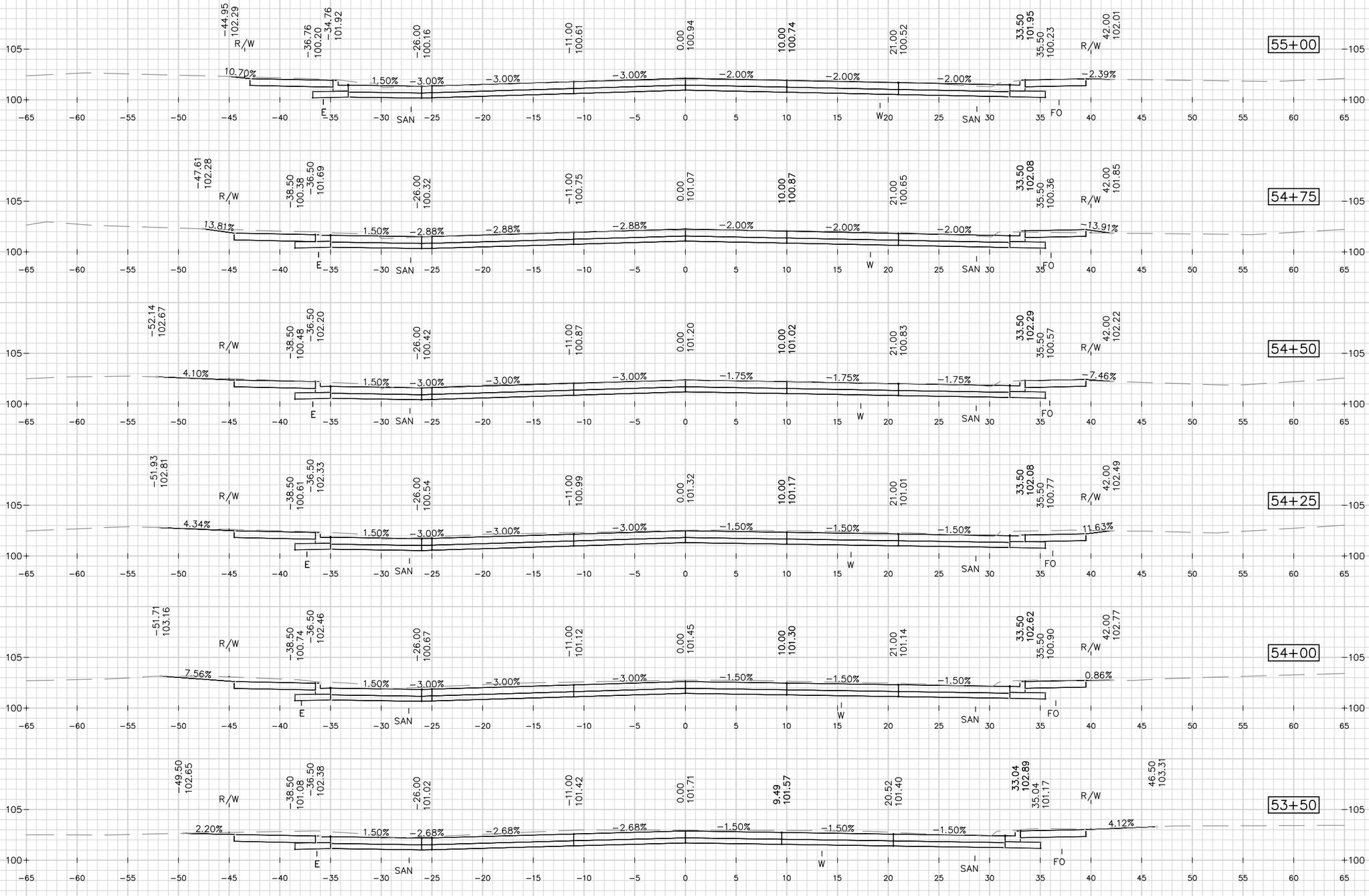
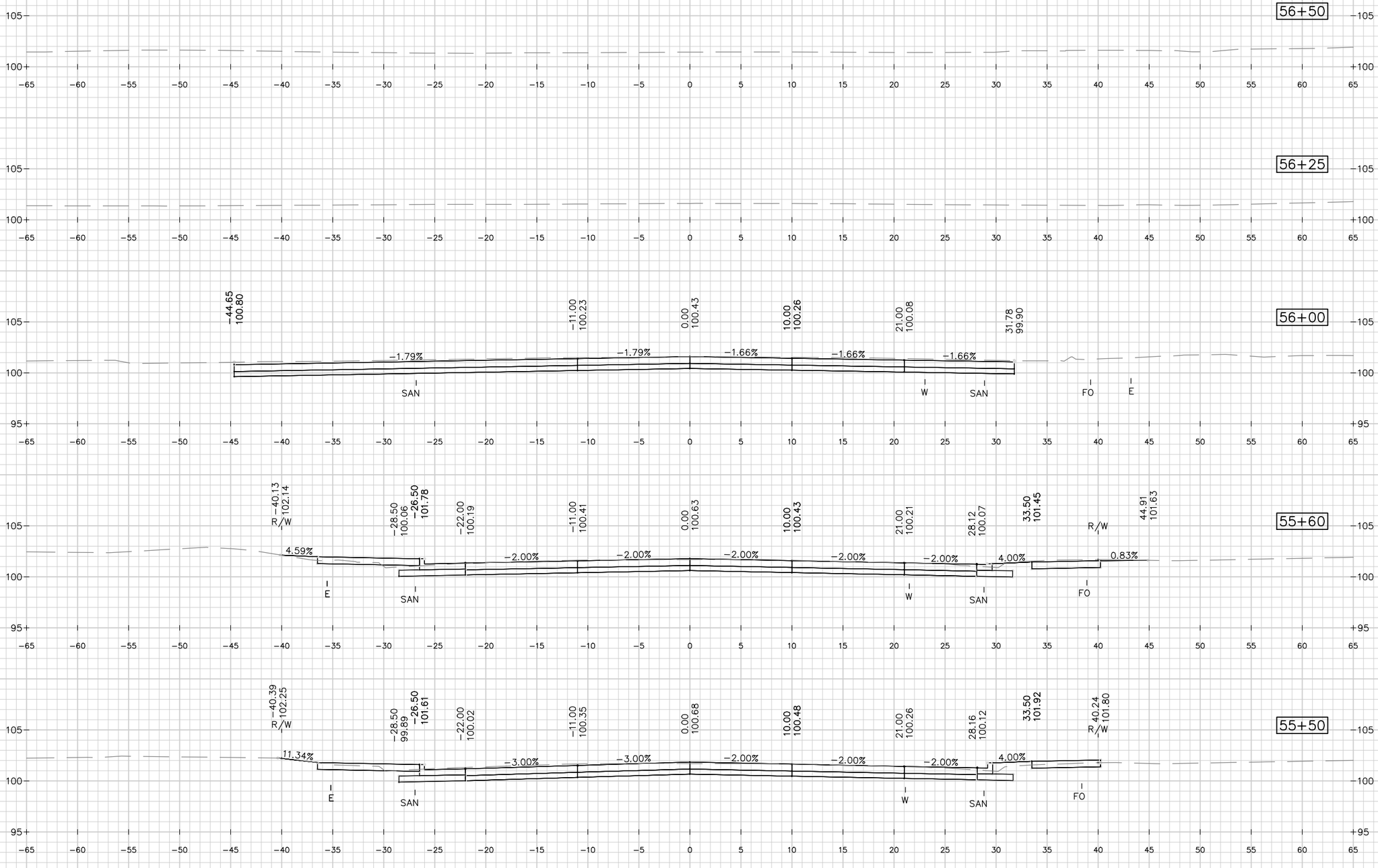
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 337	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 338	E

WISDOT/CADDS SHEET 42



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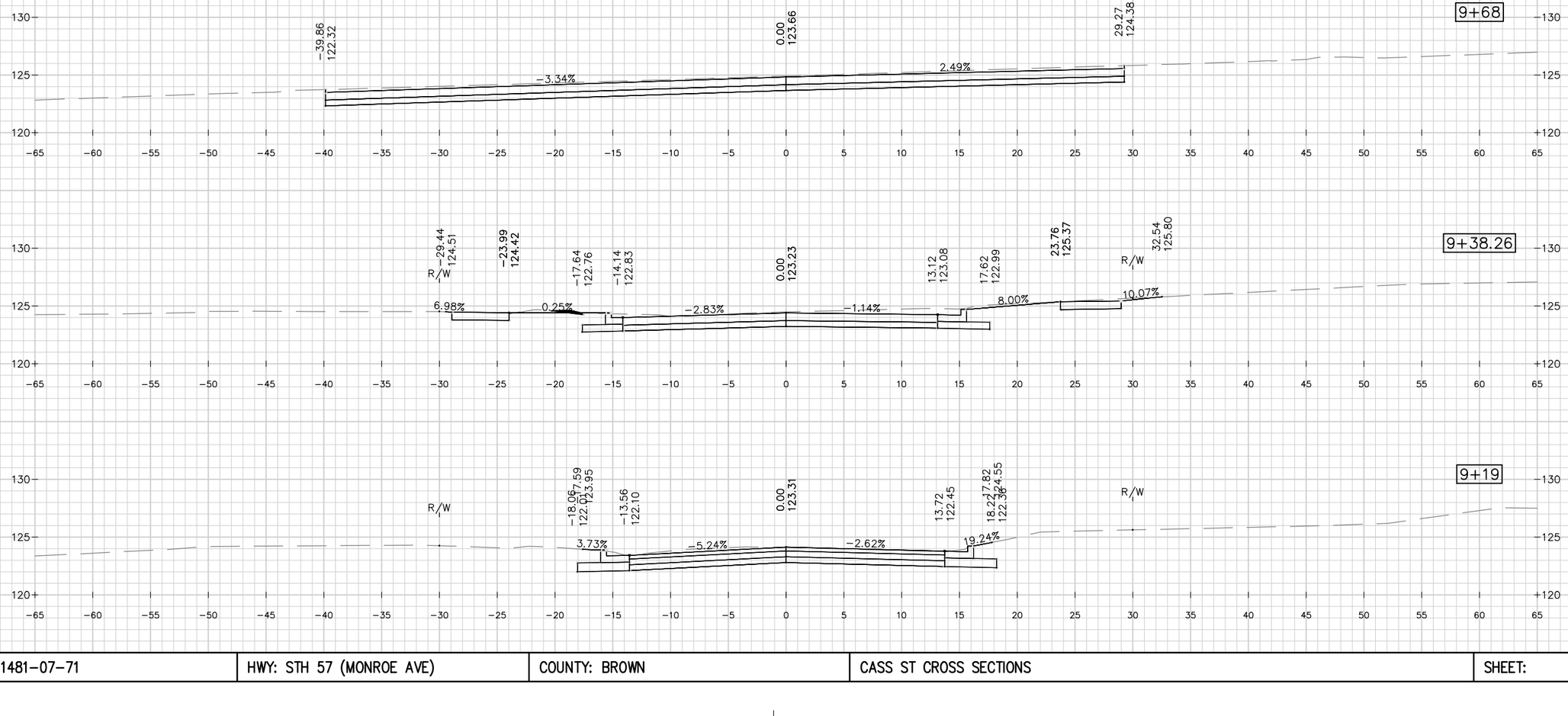
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROSS SECTIONS	SHEET: 339	E

WISDOT/CADDS SHEET 42



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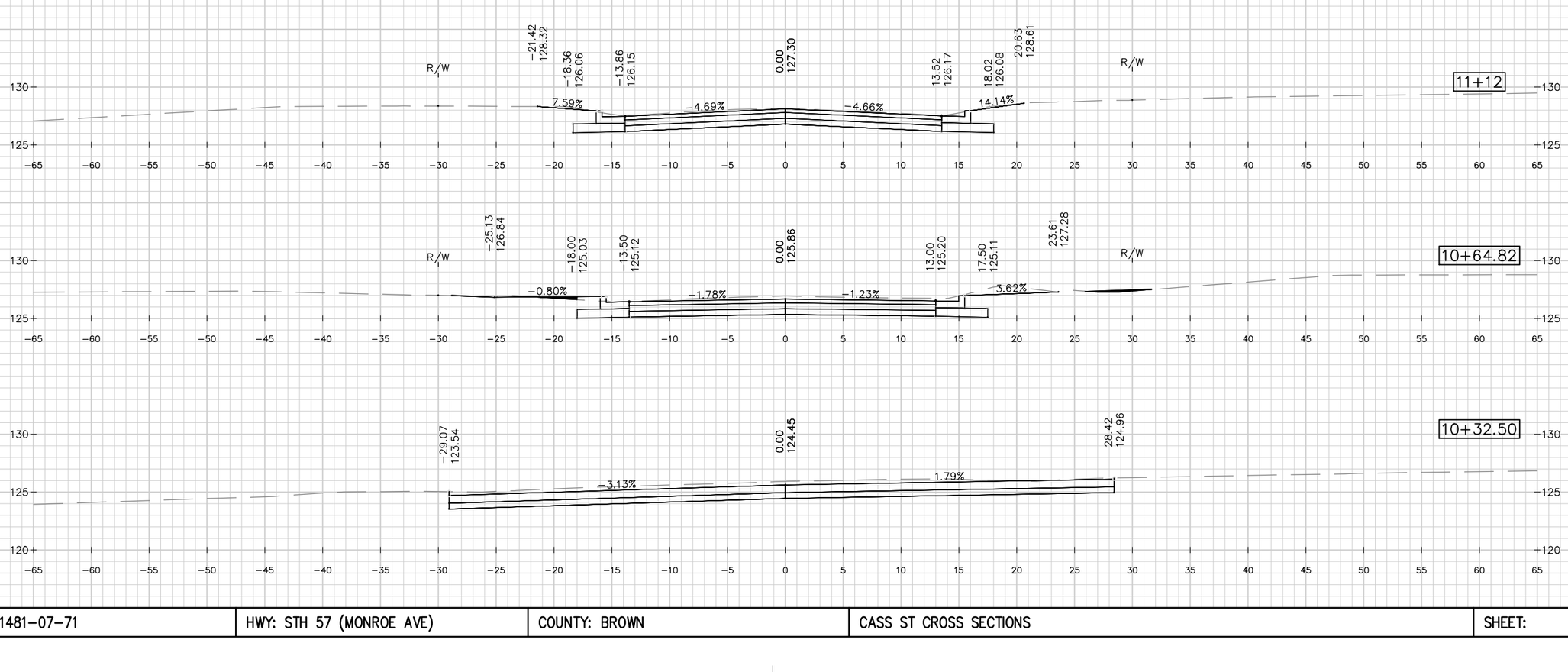
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CASS ST CROSS SECTIONS	SHEET: 340	E

WISDOT/CADDS SHEET 42



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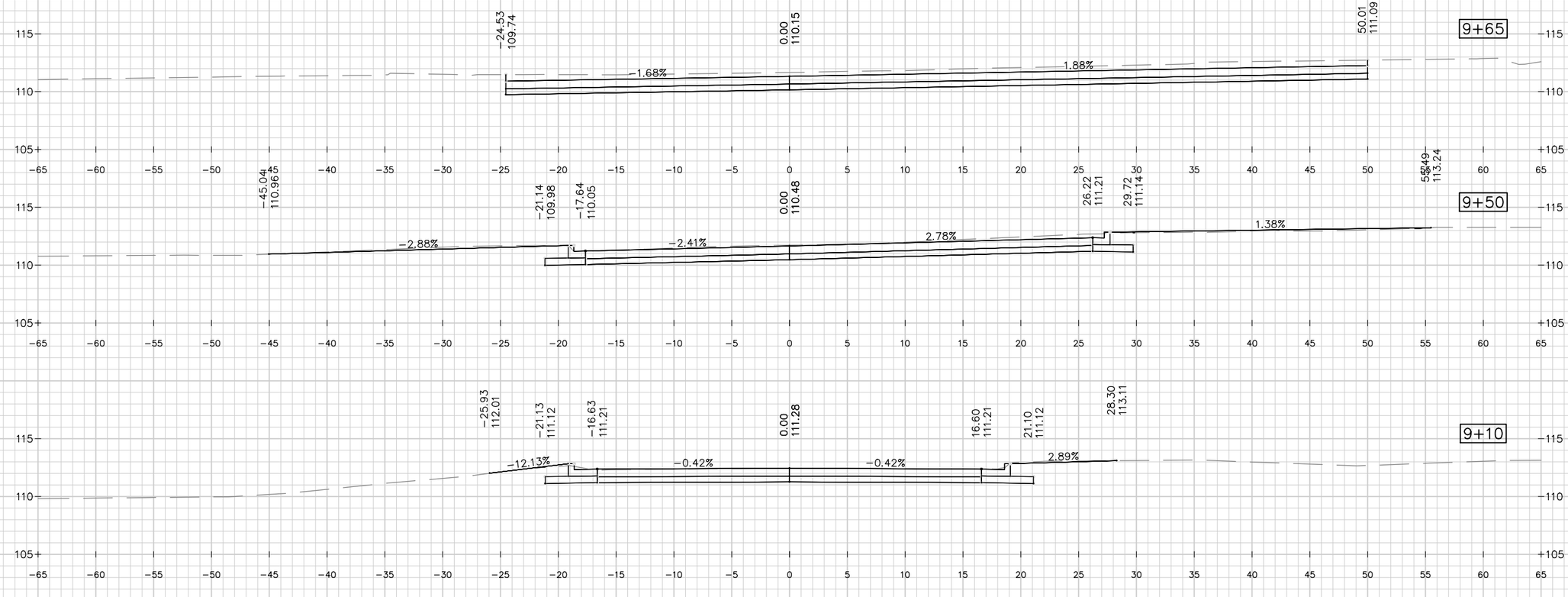
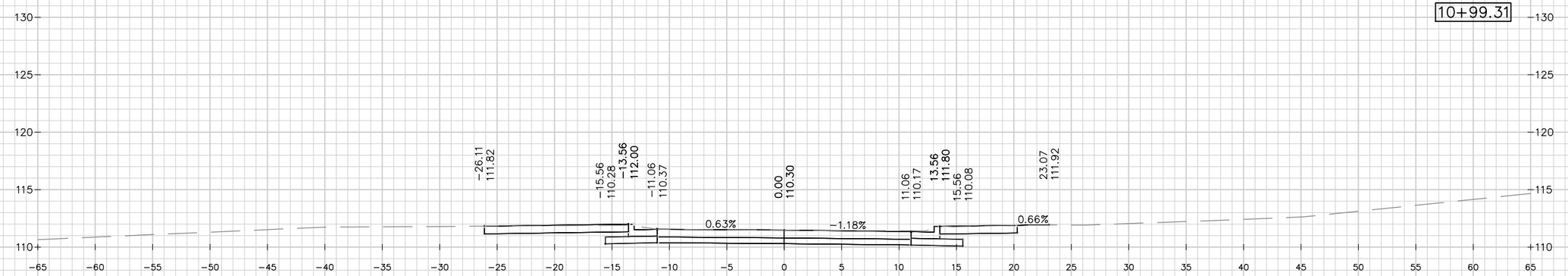
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CASS ST CROSS SECTIONS	SHEET: 341	E

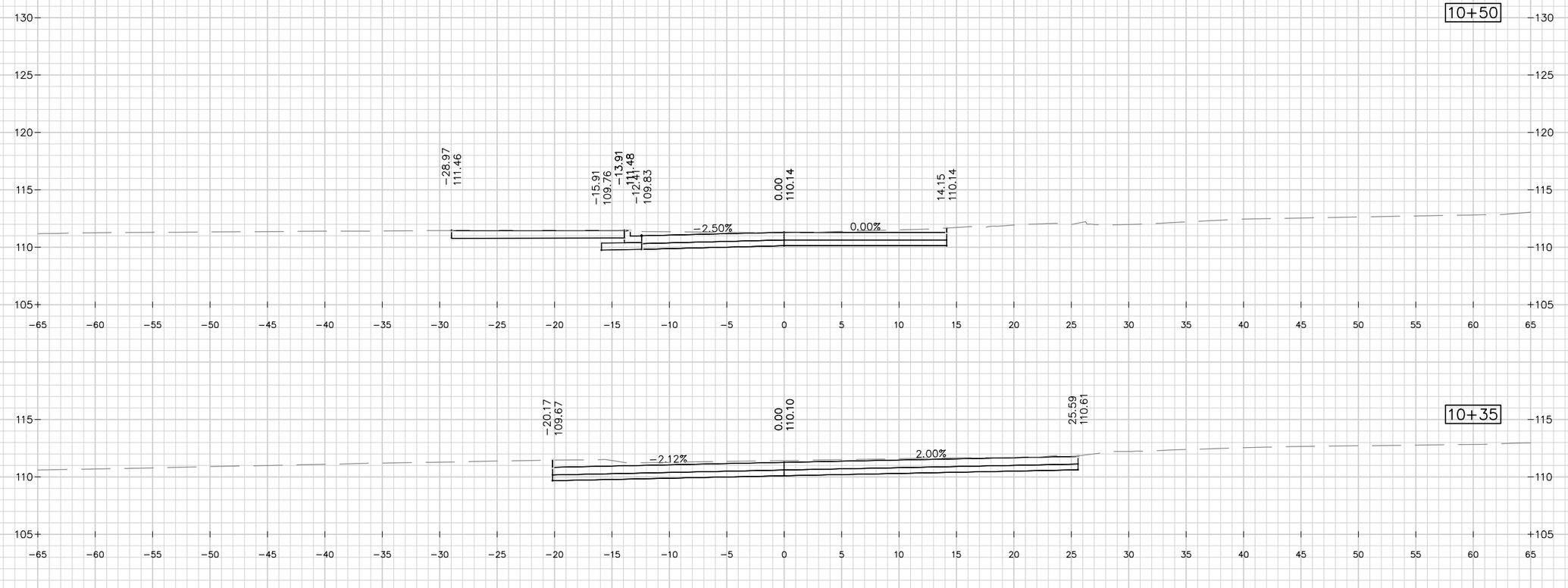
WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	MASON ST EB ON RAMP CROSS SECTIONS	SHEET: 342	E

WISDOT/CADDS SHEET 42





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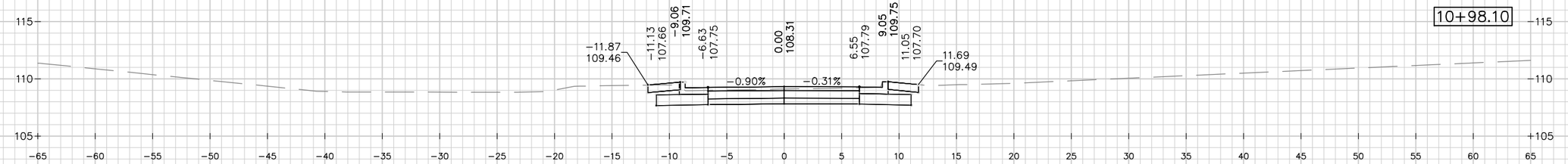
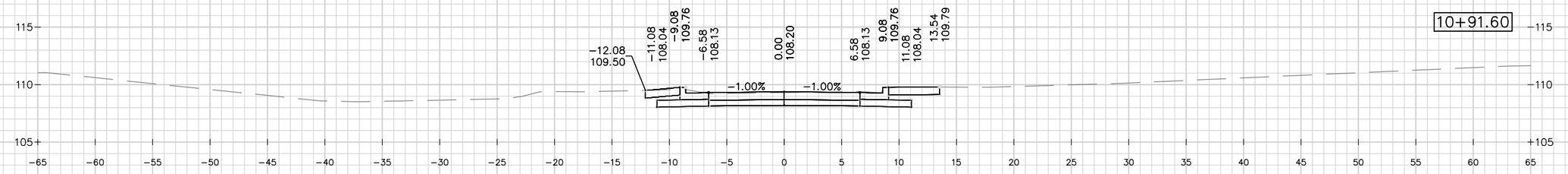
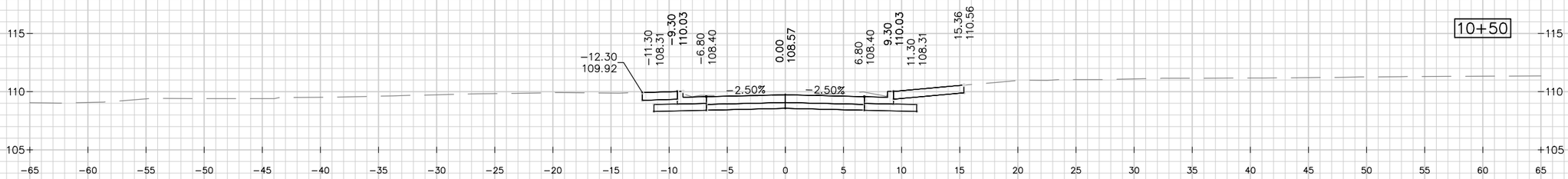
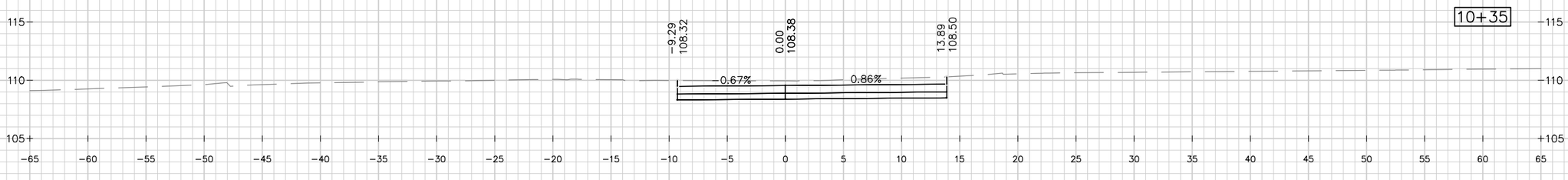
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	MASON ST EB ON RAMP CROSS SECTIONS	SHEET: 343	E









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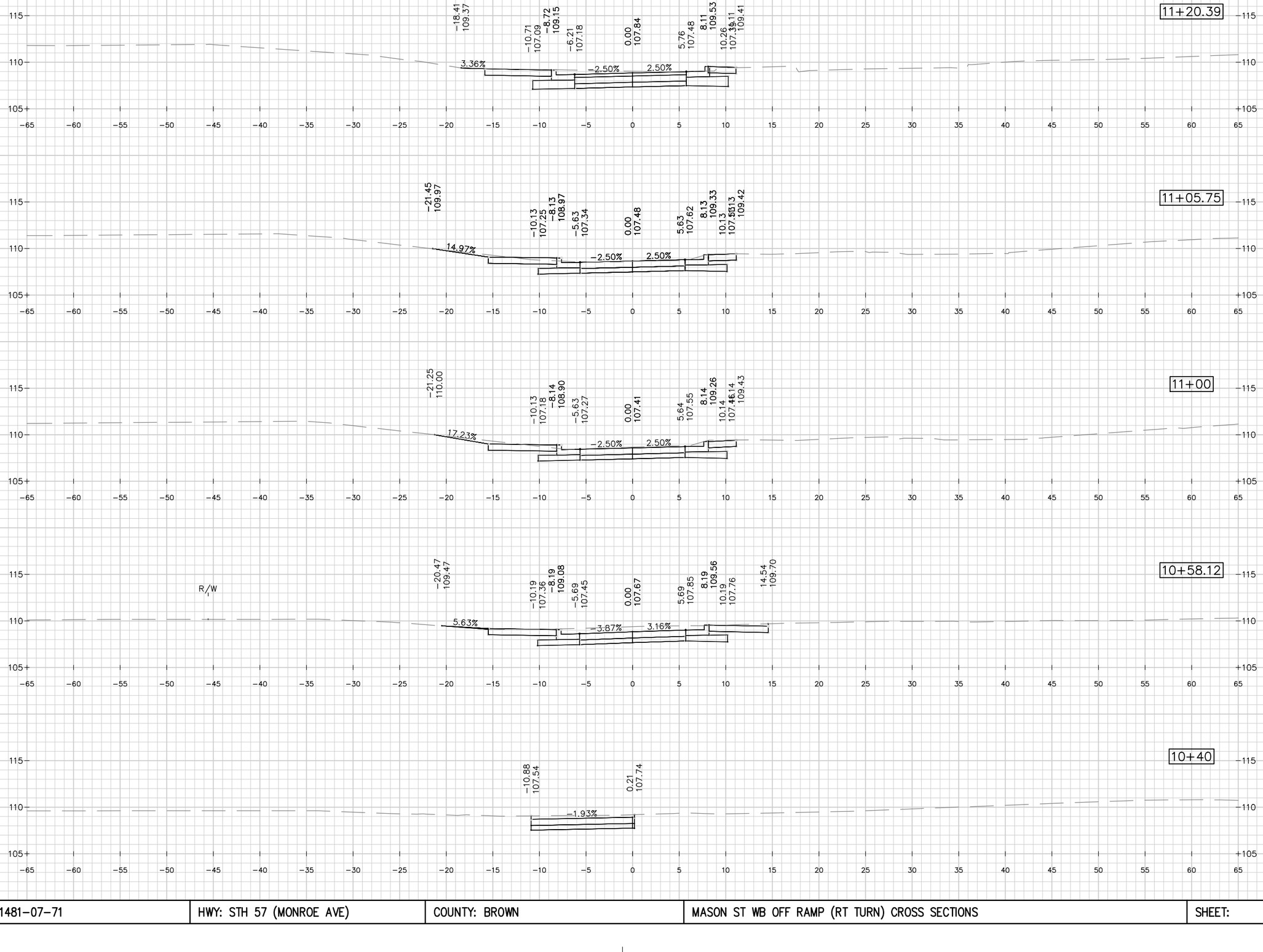
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	MASON ST WB OFF RAMP (LT TURN) CROSS SECTIONS	SHEET: 344	E

WISDOT/CADDS SHEET 42



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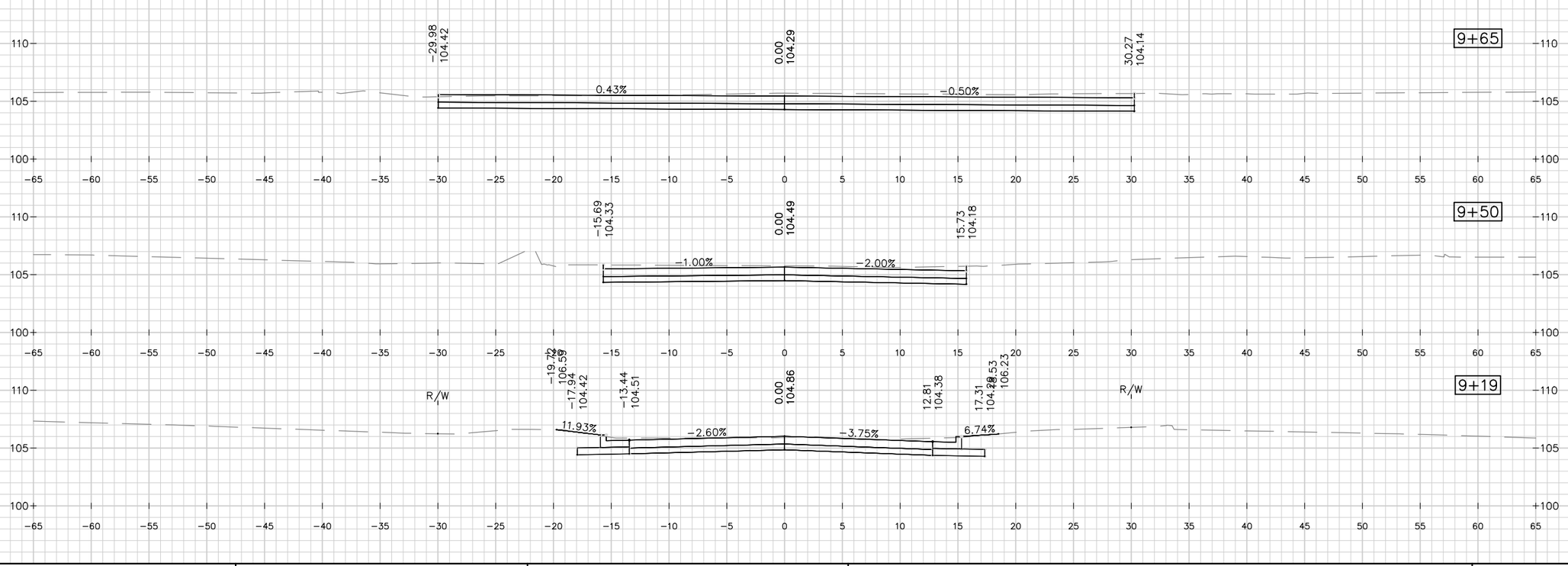
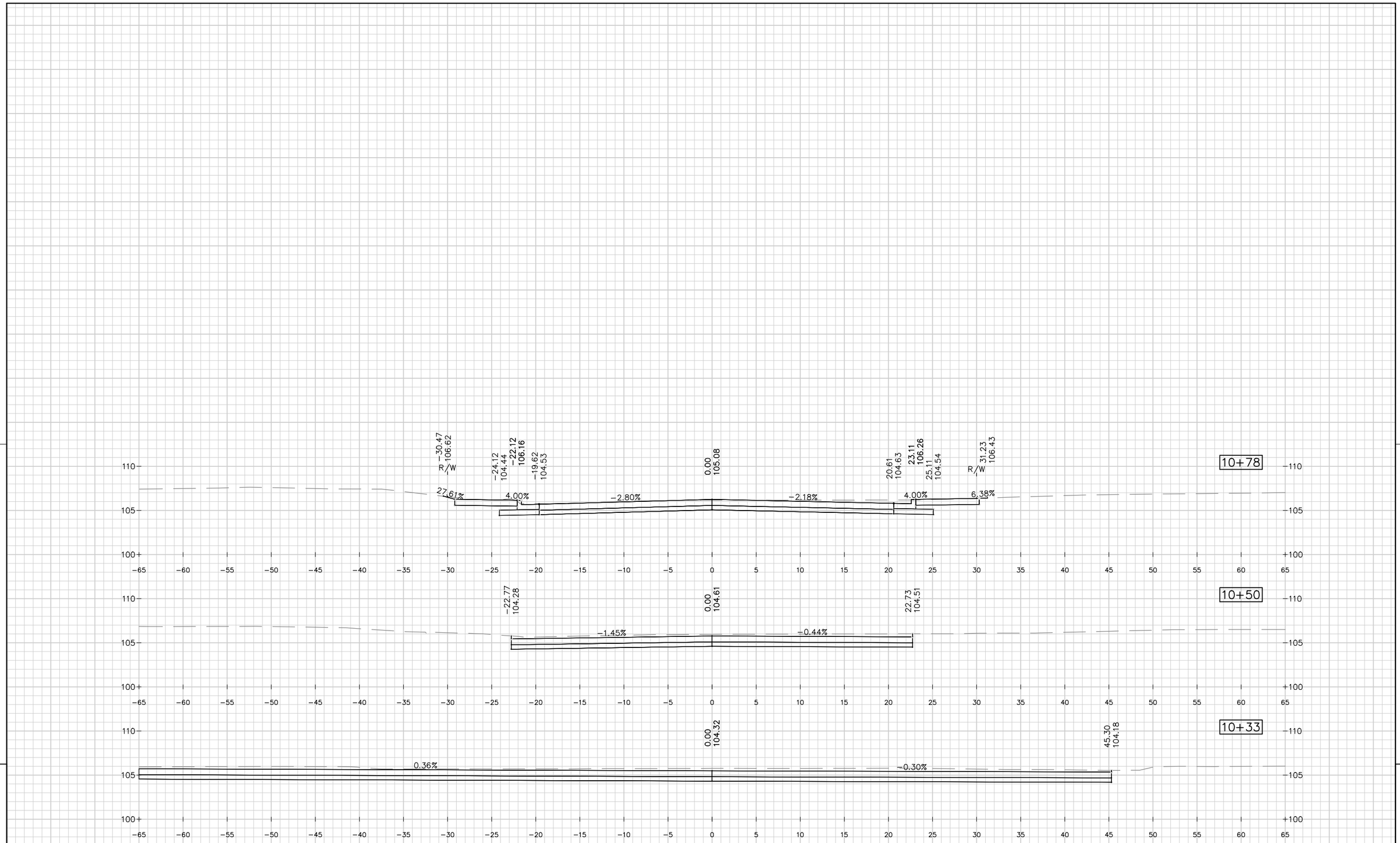
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	MASON ST WB OFF RAMP (RT TURN) CROSS SECTIONS	SHEET: 345	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CHICAGO ST CROSS SECTIONS	SHEET: 346	E

WISDOT/CADDS SHEET 42



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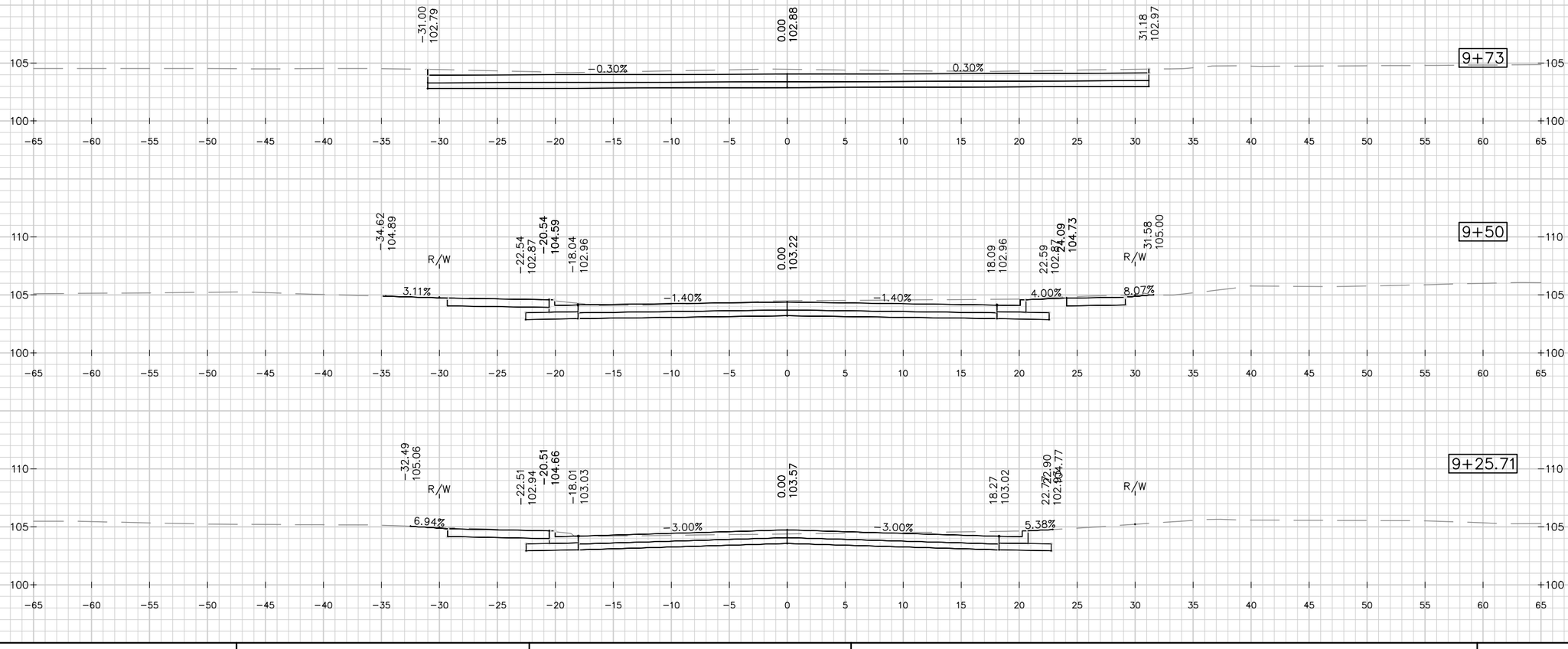
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CHICAGO ST CROSS SECTIONS	SHEET: 347	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROOKS ST CROSS SECTIONS	SHEET: 348	E

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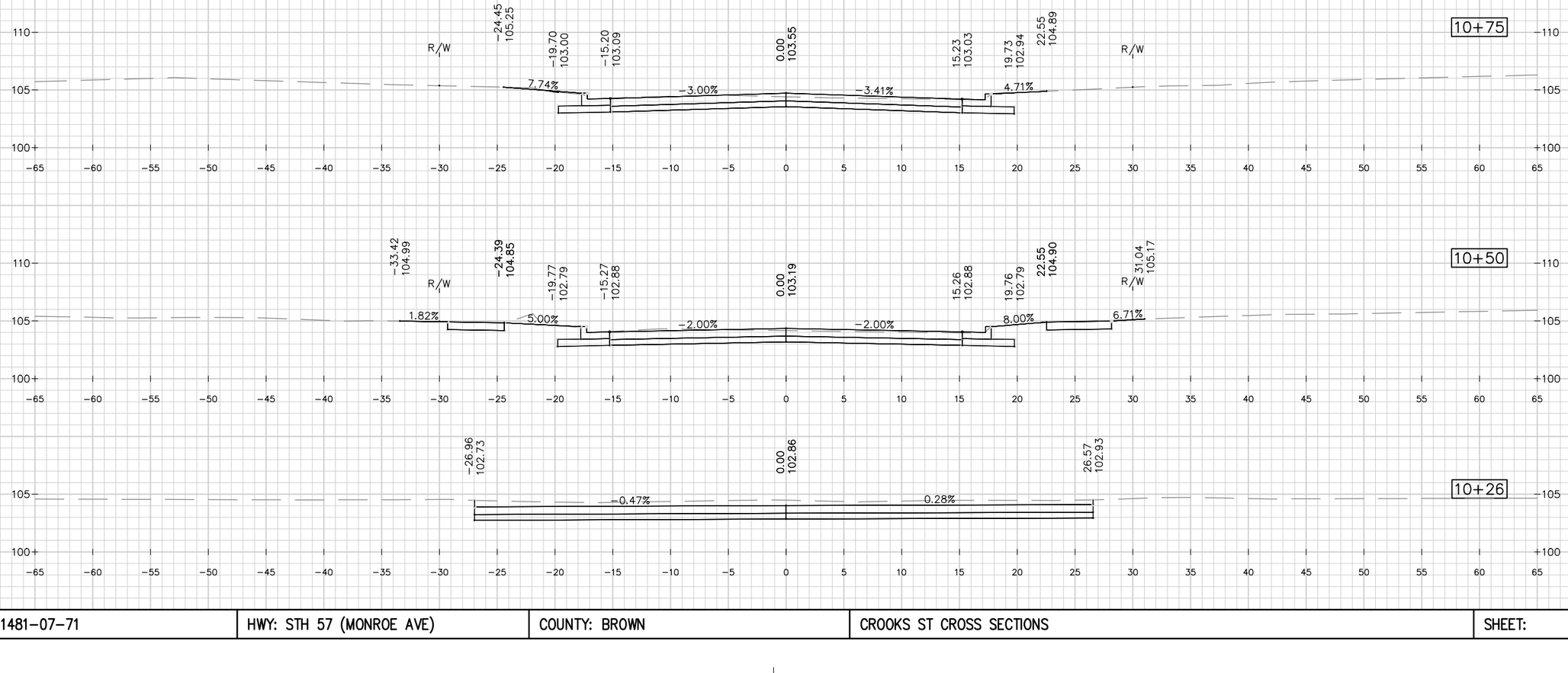
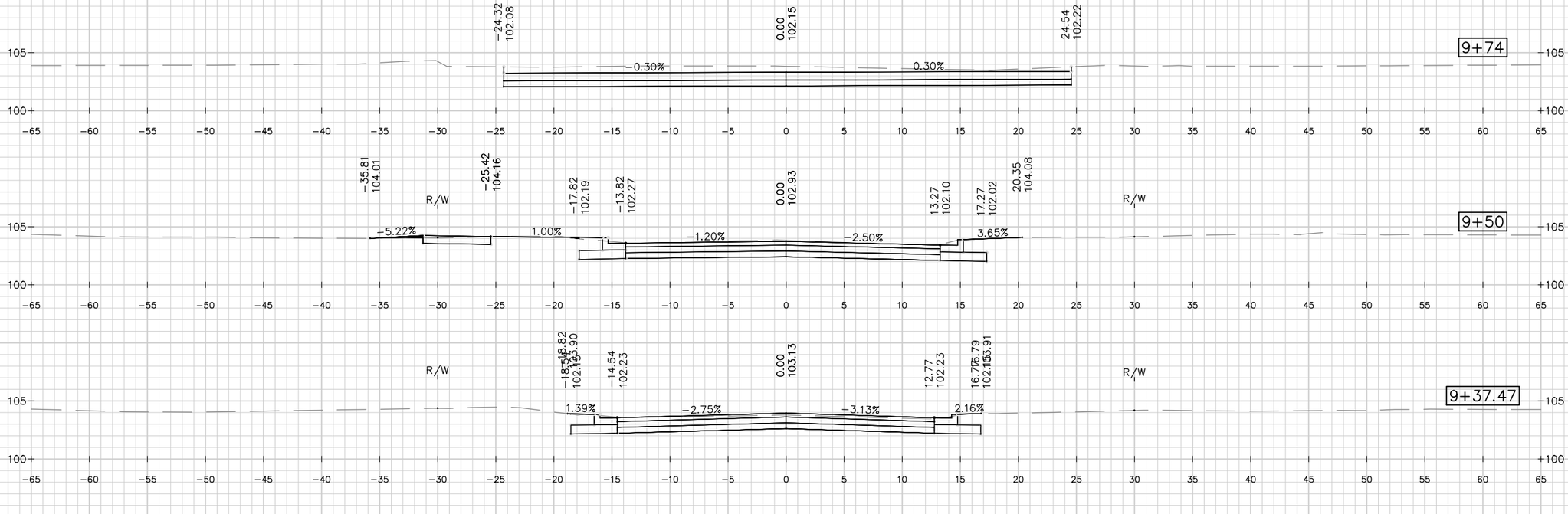
WISDOT/CADDS SHEET 42

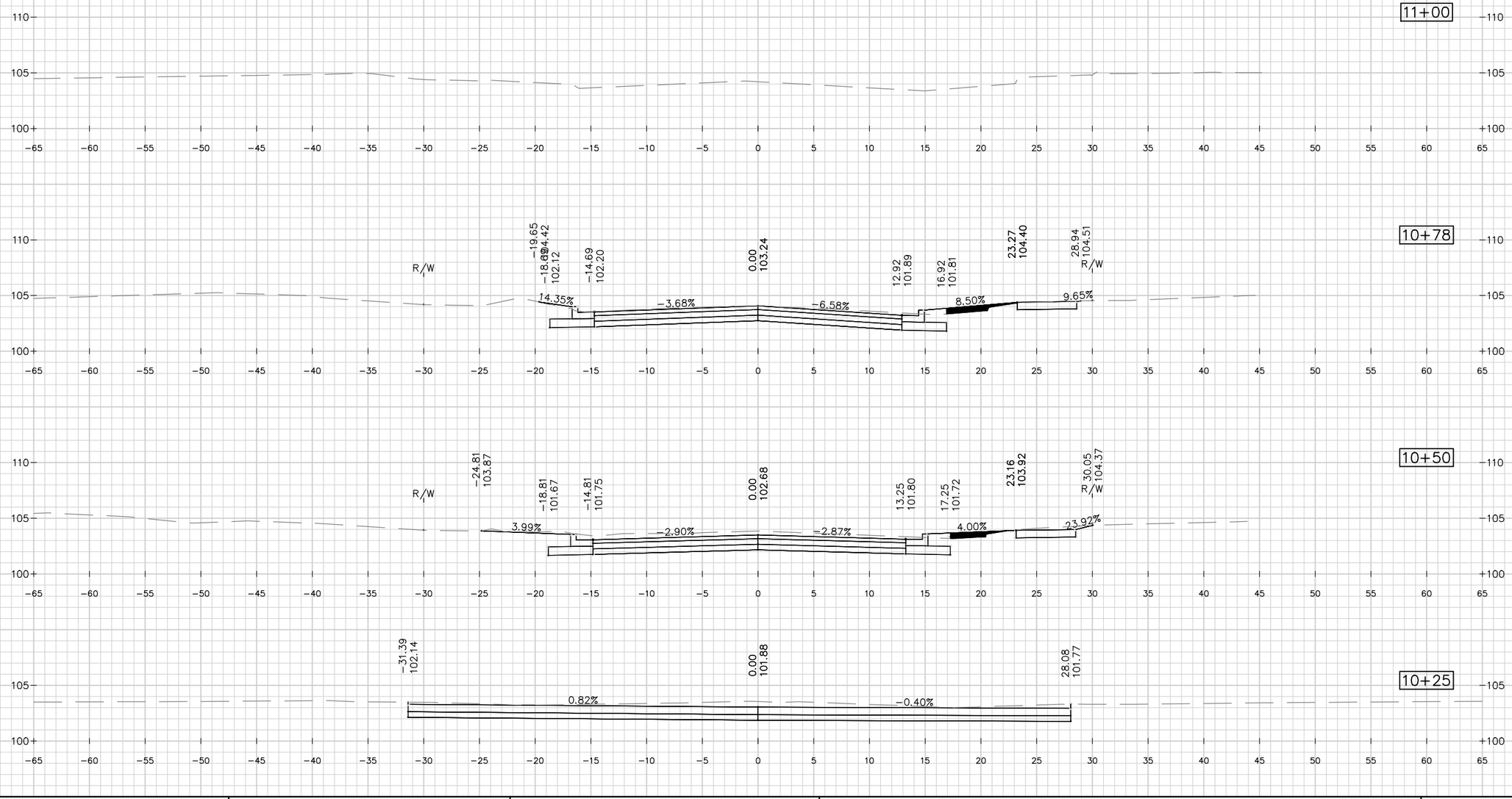


PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CROOKS ST CROSS SECTIONS	SHEET: 349	E



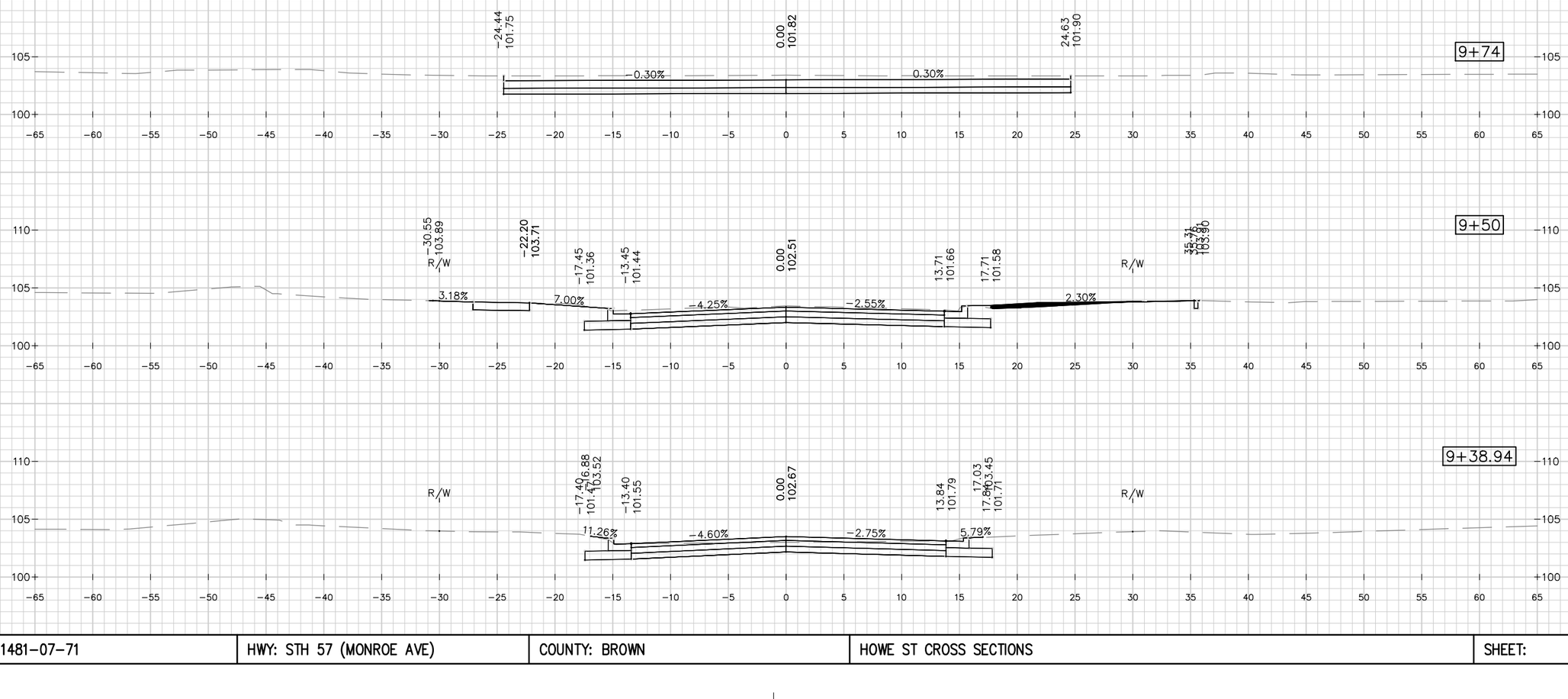
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	MORAVIAN ST CROSS SECTIONS	SHEET: 350	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	STUART ST CROSS SECTIONS	SHEET: 351	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	HOWE ST CROSS SECTIONS	SHEET: 352	E

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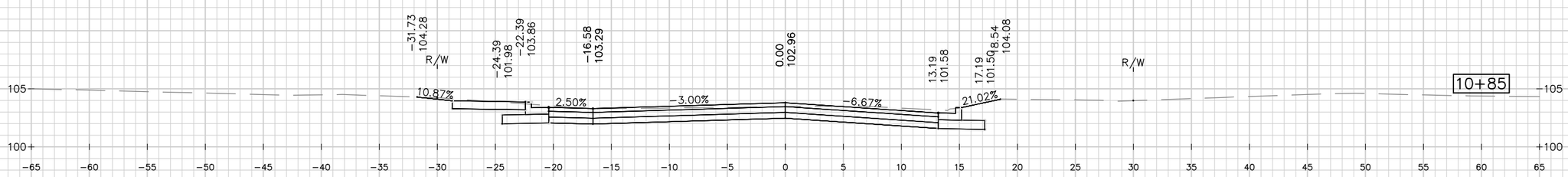
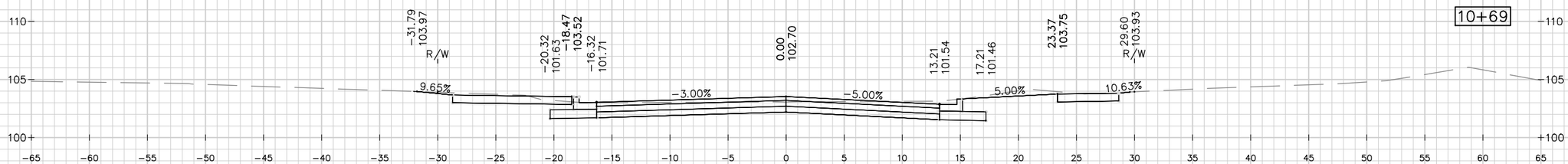
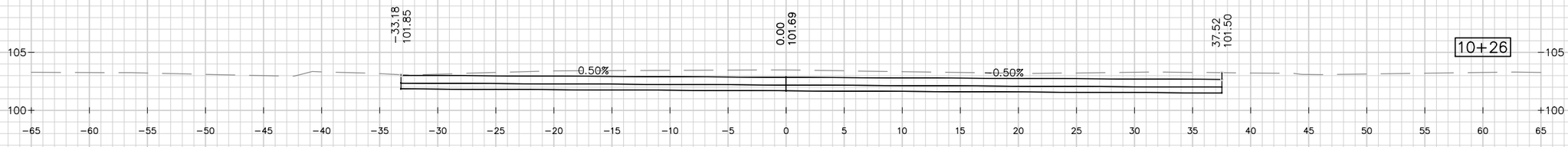
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	DOTY ST CROSS SECTIONS	SHEET: 353	E

WISDOT/CADDS SHEET 42







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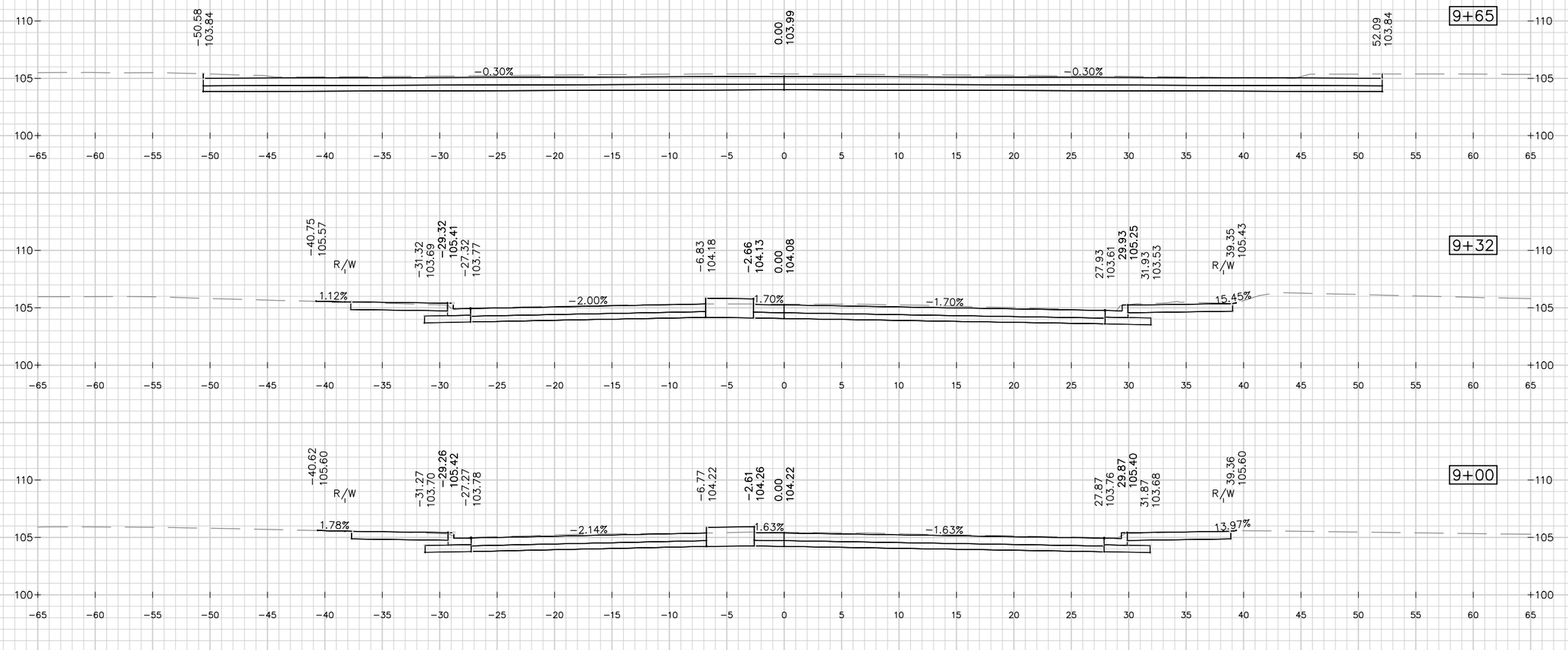
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	DOTY ST CROSS SECTIONS	SHEET: 354	E



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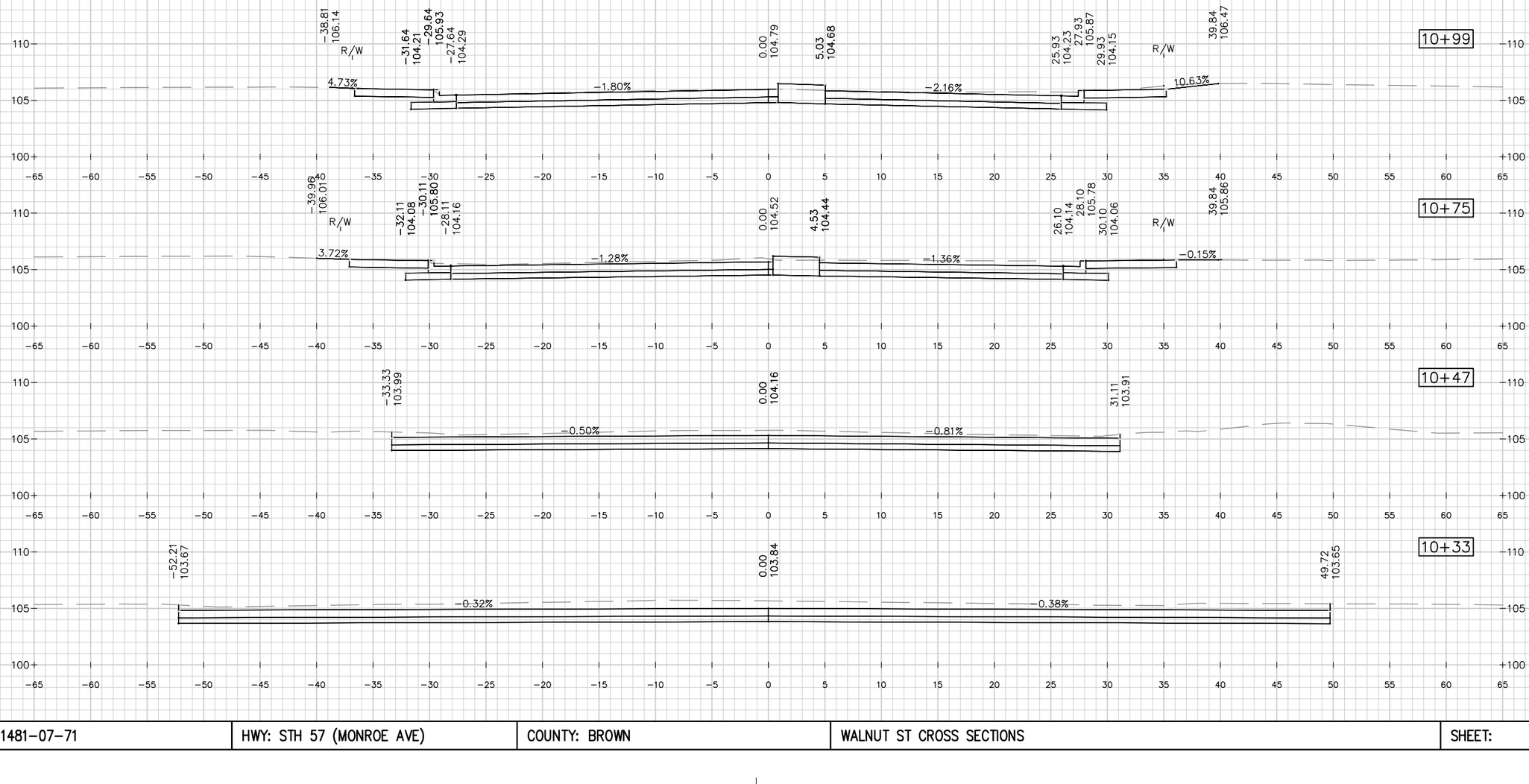
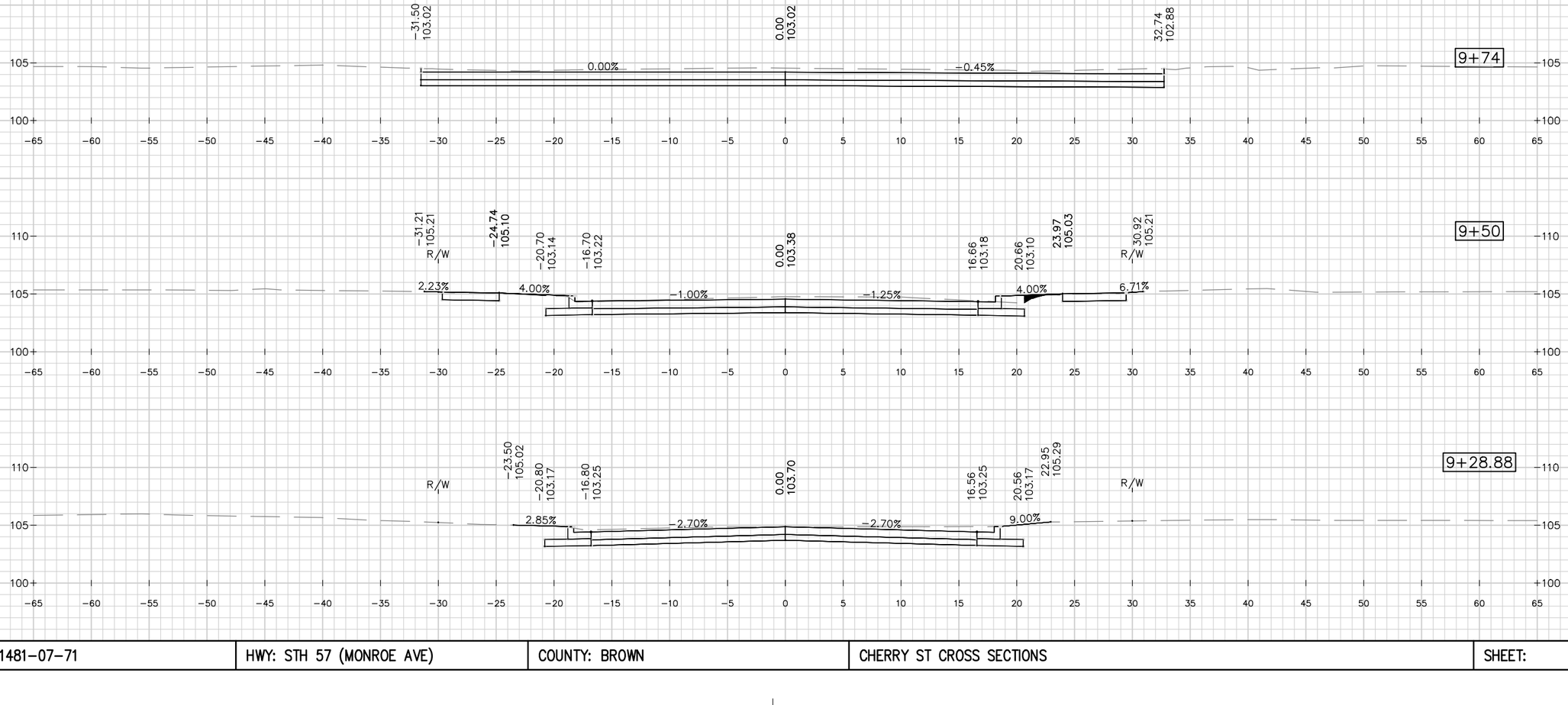
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	WALNUT ST CROSS SECTIONS	SHEET: 355	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	WALNUT ST CROSS SECTIONS	SHEET: 356 E

WISDOT/CADDS SHEET 42



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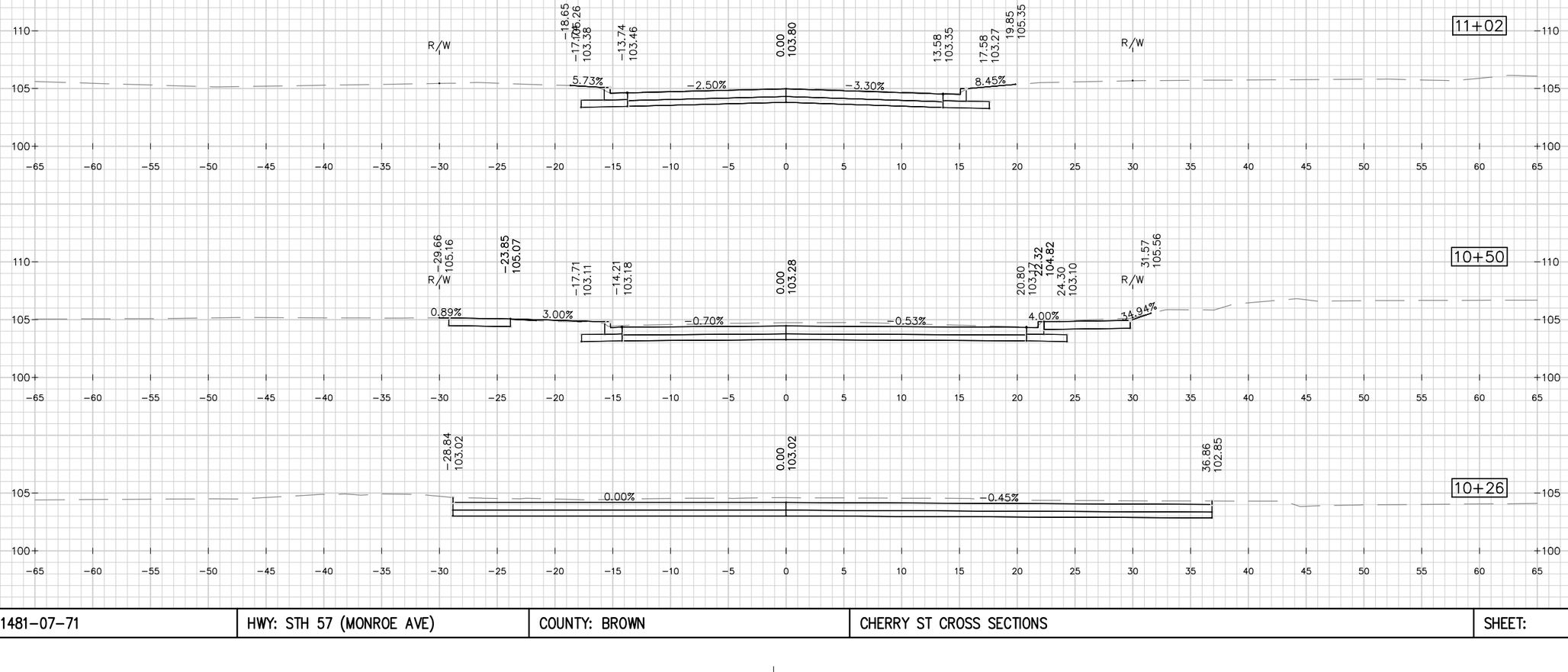
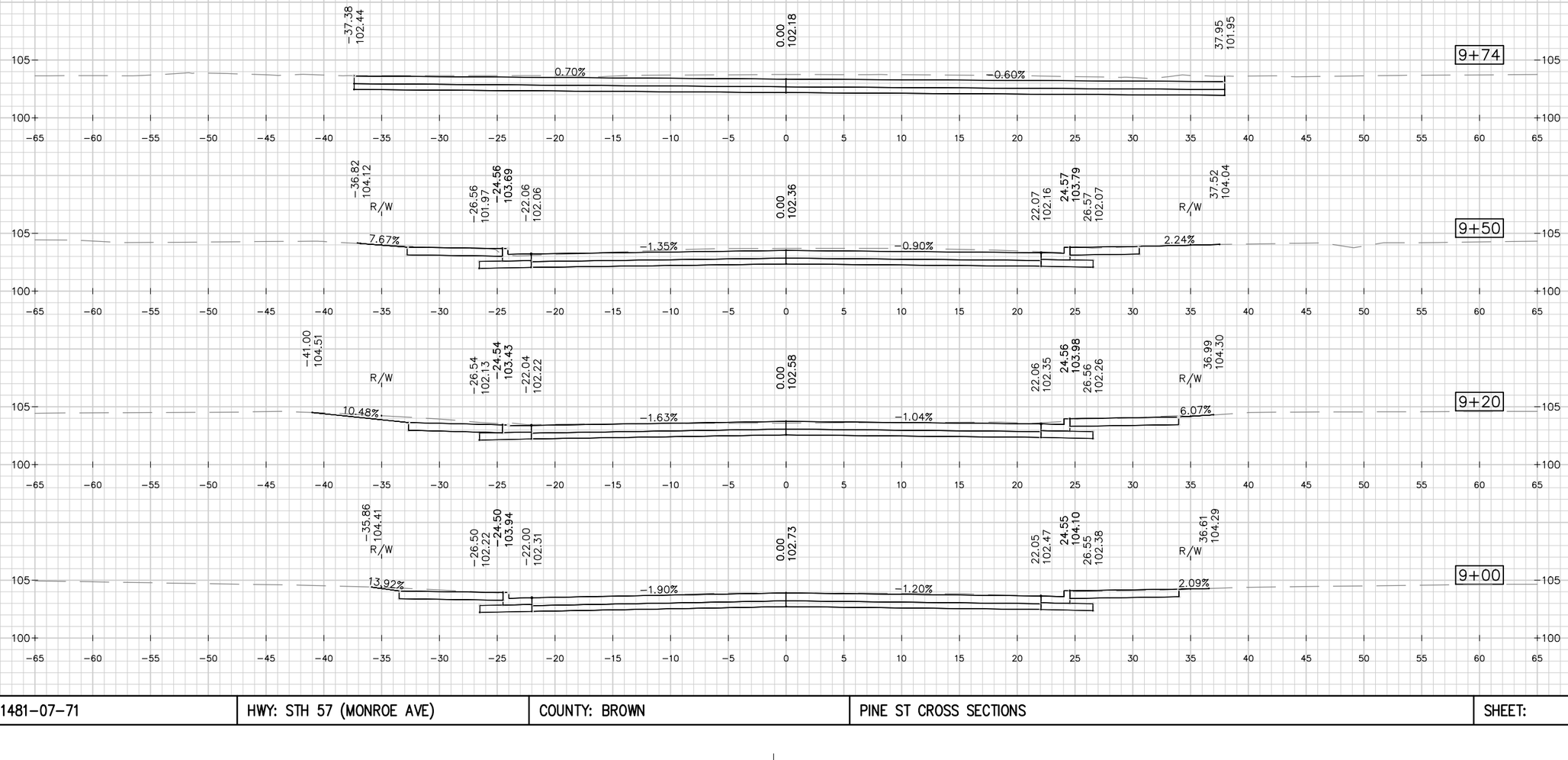
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CHERRY ST CROSS SECTIONS	SHEET: 357	E

WISDOT/CADDS SHEET 42



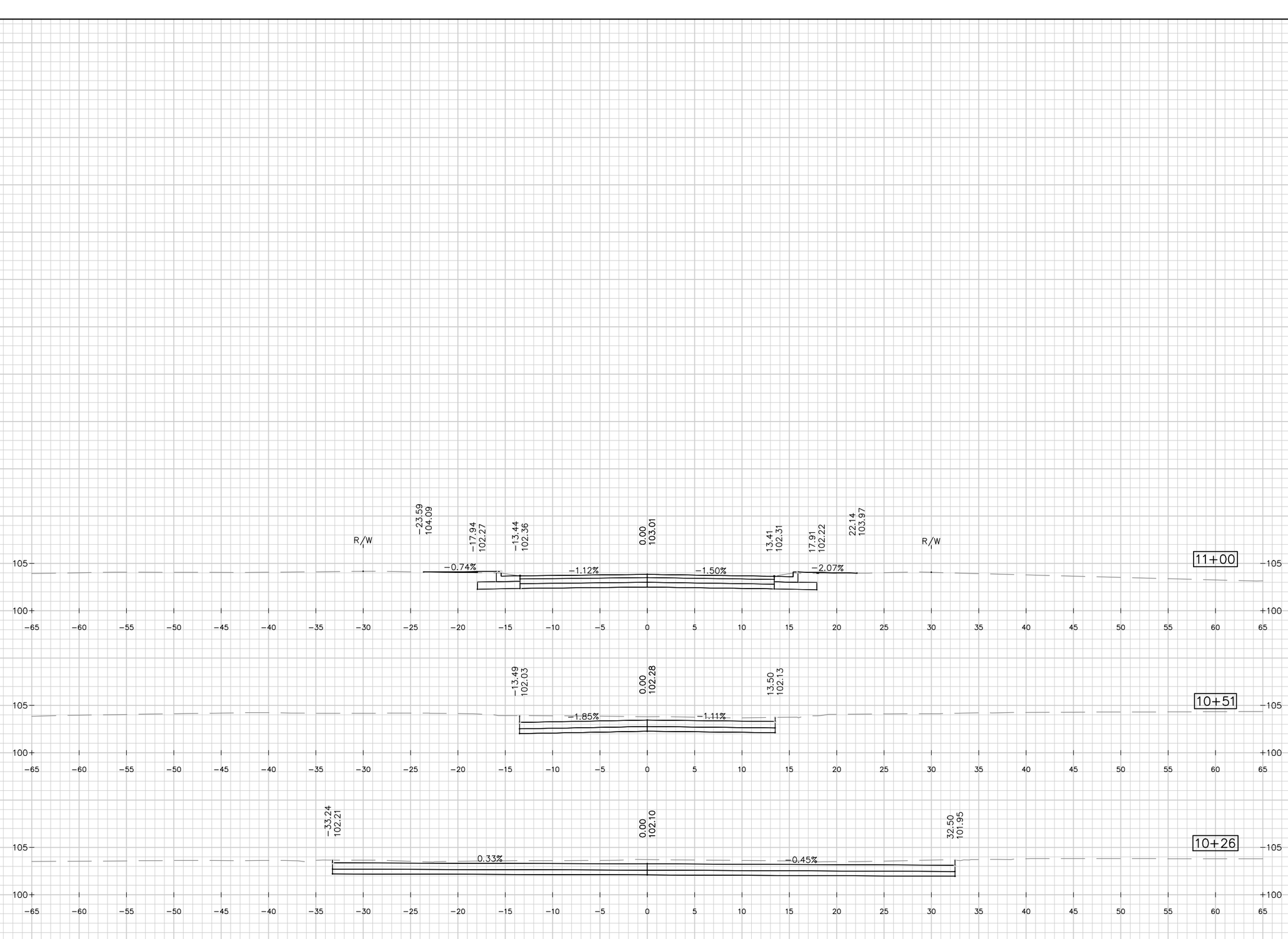
PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	CHERRY ST CROSS SECTIONS	SHEET: 358	E

WISDOT/CADDS SHEET 42

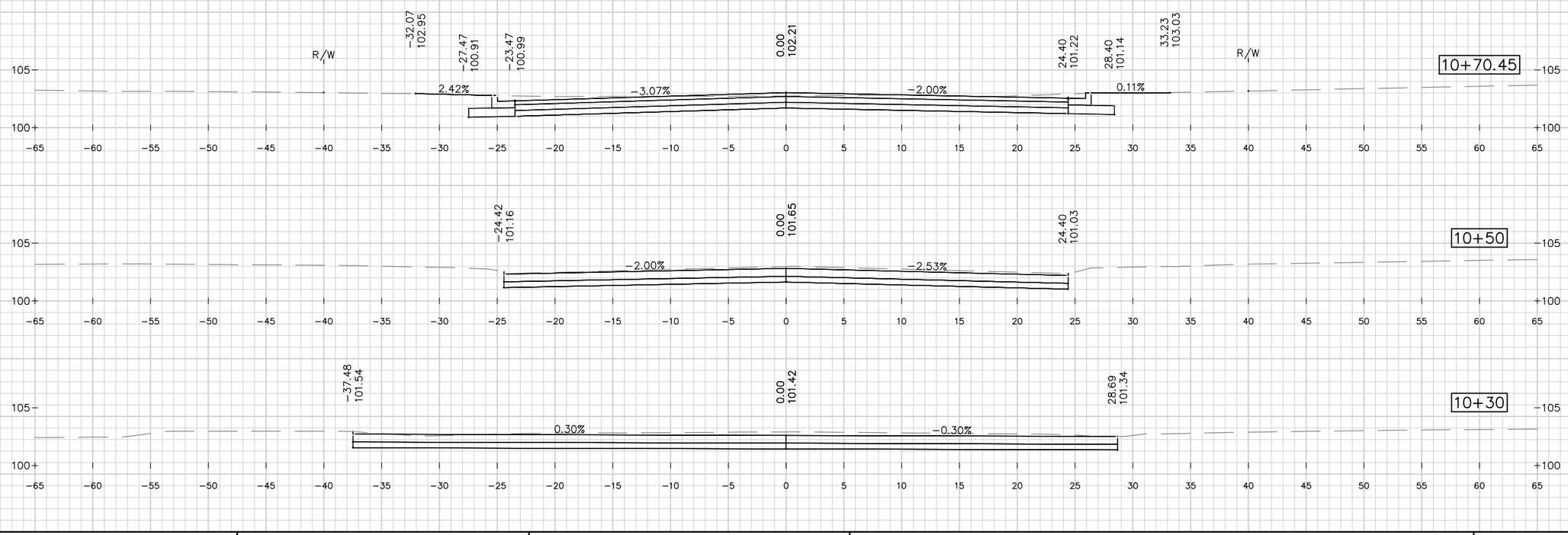


PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	PINE ST CROSS SECTIONS	SHEET: 359	E

WISDOT/CADDS SHEET 42



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	PINE ST CROSS SECTIONS	SHEET: 360	E



PROJECT NUMBER: 1481-07-71	HWY: STH 57 (MONROE AVE)	COUNTY: BROWN	BODART ST CROSS SECTIONS	SHEET: 361	E

WISDOT/CADDS SHEET 42

Wisconsin Department of Transportation

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