LAX

MARCH 2014

PROJECT ID: 1661-05-73
WITH: 1661-05-83

COUNTY: CRAWFORD

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	Standard Detail Drawings

TOTAL SHEETS = 712

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

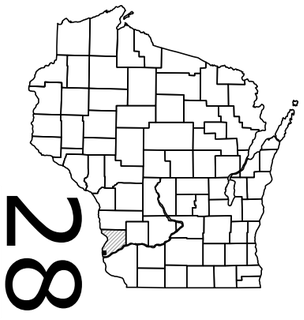
MARQUETTE ROAD, PRAIRIE DU CHIEN

MOONEY STREET TO WASHINGTON STREET

STH 35
CRAWFORD COUNTY

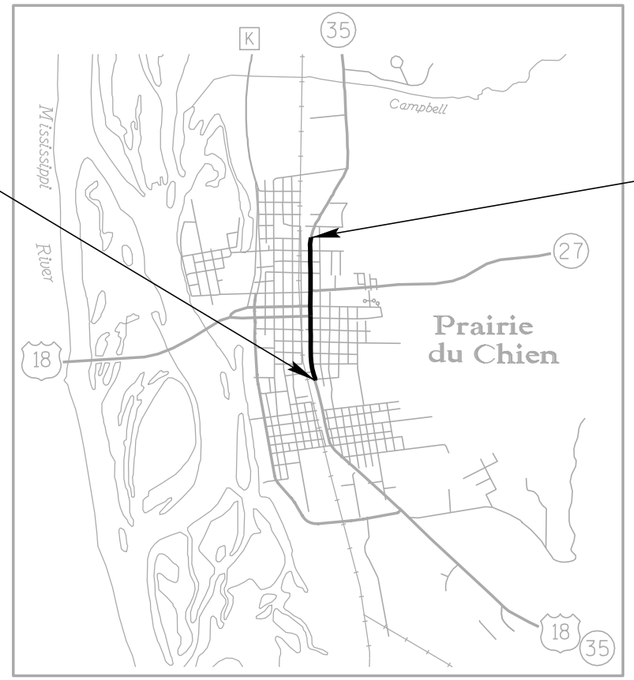
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1661-05-73	wisc 2014018	1

STATE PROJECT NUMBER
1661-05-73



28

N



BEGIN PROJECT 1661-05-73
STATION 78+97.00
X = 319129.13
Y = 118677.82

END PROJECT 1661-05-73
STATION 137+00

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.999 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), CRAWFORD COUNTY.

DESIGN DESIGNATION

A.A.D.T. 2010	=	11,780
A.A.D.T. 2030	=	19,200
D.H.V.	=	1,750
D.D.	=	62/38
T.	=	6.1%
DESIGN SPEED	=	35 MPH
ESALS	=	3,985,800

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JULIE M. JOLIVETTE
Designer	CRAIG FISHER
Project Manager	DAN KLEINERTZ
Regional Examiner	
Regional Supervisor	STEPHEN FLOTTMEYER
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 8/1/13 Stephen A. Flottmeyer (Signature)

E

GENERAL NOTES

- CURVE DATA IS BASED ON ARC DEFINITION.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY AT THE INTERSECTIONS. SEE DETAIL SHEETS AND CROSS SECTIONS FOR SLOPES AND GRADES.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT OR FLAG OF CURB UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER OR AT LOCATIONS SHOWN ON THE PLAN.
- THE FACE OF THE STEEL PLATE BEAM GUARD RAIL SHALL BE FLUSH WITH THE FACE OF THE CURB AND GUTTER.
- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.
- WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED AT SIDE ROADS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.
- CONCRETE STORM SEWER PIPES REQUIRE ANNULAR RUBBER GASKETS.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.
- TOPSOIL OR SALVAGED TOPSOIL WHERE REQUIRED, IS TO BE PLACED ON ALL CUT AND FILL SLOPES TO AN APPROXIMATE DEPTH OF 6 INCHES AT THE TIME OF PLACING.
- IN THE PERFORMANCE OF THE WORK UNDER THE ITEM "MULCHING", ALL AREAS SEEDED AND FERTILIZED SHALL BE MULCHED AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.
- THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER, EXCEPT FOR THE CONTROLLED LOCATIONS SHOWN ON THE PLAT.
- ALL EXISTING PRIVATE ENTRANCES ALONG THE CONTROLLED ACCESS PORTIONS OF THE RIGHT OF WAY SHALL BE REMOVED AND THE SLOPES FINISHED TO BLEND WITH THE ADJACENT TERRAIN.
- EASEMENTS FOR P.E. AND F.E. CONSTRUCTION HAVE BEEN OBTAINED.
- WHEN THE QUANTITIES OF ASPHALTIC SURFACE IS MEASURED FOR PAYMENT BY THE TON, *THE DEPTH OF THICKNESS OF THE* MATERIAL THAT IS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
- THE RATE OF APPLICATION FOR TACK COAT IS COMPUTED AT 0.025 GAL/SY.
- ASPHALTIC SURFACE WEIGHT CALCULATIONS ARE BASED ON 110 LB/SY/IN
- THE COST OF CONNECTING CULVERT PIPE OR STORM SEWER TO EXISTING DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO THE COST OF THE INSTALLING THE CULVERT OR STORM SEWER.
- BROKEN CONCRETE SHALL NOT BE USED AS RIPRAP
- SILT FENCE SHALL BE PLACED AS SHOWN ON PLANS AND/OR DIRECTED BY THE ENGINEER.
- COORDINATES AND BEARINGS REFERENCED IN THE PLAN ARE IN A WISCONSIN COUNTY COORDINATE SYSTEM, CRAWFORD COUNTY.
- PLAN ELEVATIONS: NORTH AMERICAN VERTICAL DATUM 1988 (1991) ADJUSTMENT
- THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS AHD SHALL BE RESPONSIBLE FOR REMONUMENTATION IF NECESSARY.
- CONCRETE ISLANDS BOX OUT LOCATIONS WILL BE DETERMINED IN THE FIELD BY SW REGION SIGNING PERSONEL. CONTACT IVER PERTERSON AT 608-785-9060 TWO WEEKS PRIOR TO PLACING PAVEMENT IN ISLANDS.
- THE CONTRACTOR SHALL MAINTIAN ACCESS TO ALL FIRE HYDRANTS, WATER AND GAS VALVES AND ALL SEWER, WATER AND UTILITY MANHOLES.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGUTUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

STANDARD ABBREVIATIONS

AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

UTILITY COMPANIES & PERSONNEL

Alliant Energy
4902 N. Biltmore Lane
P.O. Box 7707
Madison, WI 53707-1007
ATTN: Jason Hogan
PHONE: (608) 395-7395
jasonhogan@alliantenergy.com

City of Prairie du Chien - Water
214 Blackhawk Ave.
P.O. Box 324
Prairie du Chien, WI 53821
ATTN: Larry Gates
PHONE: (608) 326-8213
CELL: (608) 306-0360
pdcwater@mhtc.net

City of Prairie du Chien - Sanitary Sewer
400 W. Lockwood
Prairie du Chien, WI 53821
ATTN: Terry Meyer
PHONE: (608) 326-8534
CELL: (608) 306-0365
pdcwwtf@mhtc.net

Mediacom LLC Wisconsin
115 S. Marquette Rd.
Prairie du Chien, WI 53821
ATTN: Tim Orcutt
PHONE: (608) 326-0478
torcutt@mediacom.com

CenturyTel
333 N. Front St.
La Crosse, WI 54601
ATTN: Bob Dewitt
PHONE: (608) 796-5077

Wis. Dept. of Transportation
Southwest Region - La Crosse Office
3550 Mormon Coulee Rd.
La Crosse, WI 54601
ATTN: Gary Jackson (Utilities Coordinator)
PHONE: (608) 785-9082
gary.jackson@dot.wi.gov

Wis. DOT RWIS Program - Communication Tower
Hill Farms State Office Building, RM 501
Madison, WI 53707
ATTN: Mike Adams
PHONE: (608) 267-7856
micheal.adams@dot.wi.gov

Northern Natural Gas Company
8101 Birchwood Ct., Suite F
Johnston, IA 50131
ATTN: Jim Carlson
PHONE: (515) 226-2016

Scenic Rivers Energy Cooperative
231 N. Sheridan St.
Lancaster, WI 53813-1342
ATTN: Daniel Stelpflug
PHONE: (608) 723-2121
dstelpflug@srec.net

Madison Gas & Electric Company
P.O. Box 1231
Madison, WI 53701-1231
ATTN: Tim Statz
PHONE: (608) 252-4727
tstatz@mge.com

ATC Management, Inc.
801 O'Keefe Rd.
P.O. Box 6113
De Pere, WI 54115-6113
ATTN: Mike Olsen
PHONE: (920) 338-6582

DNR CONTACT

Wisconsin Department of Natural Resources
La Crosse Office
ATTN: Karen Kalvelage
3550 Mormon Coulee Rd
La Crosse, WI 54601
(608) 785-9115
kalvek@dnr.state.wi.us

BNSF UTILITY HOTLINE

1-800-533-2891 (RR SIGNAL LINES ONLY)

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

SOILS ENGINEER CONTACT

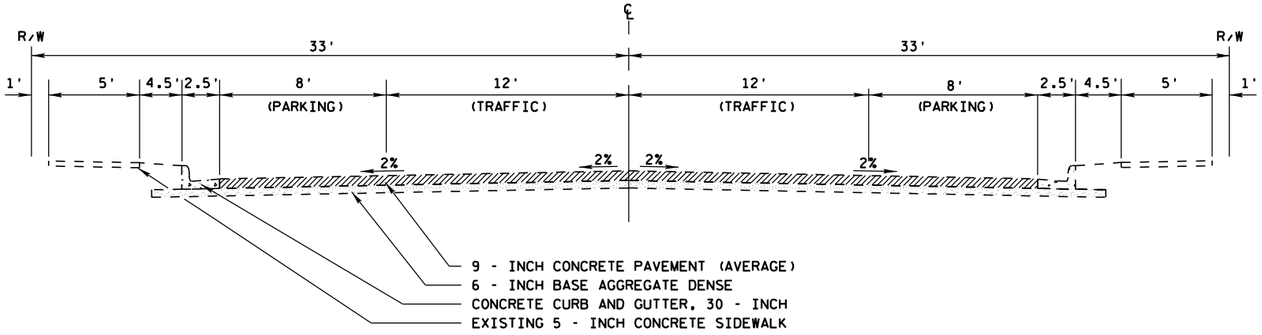
Wisconsin Department of Transportation
Southwest Region - La Crosse Office
Soils Engineer
ATTN: Russ Frank
3550 Mormon Coulee Rd.
La Crosse, WI 54601
(608) 785-9047
russell.frank@dot.wi.gov

PAVEMENT DESIGN ENGINEER CONTACT

Wisconsin Department of Transportation
Southwest Region - Madison Office
Pavement Engineer
ATTN: Tim McCarthy
2101 Wright St.
Madison, WI 53704-2583
(608) 246-5623
timothy.mccarthy@dot.wi.gov

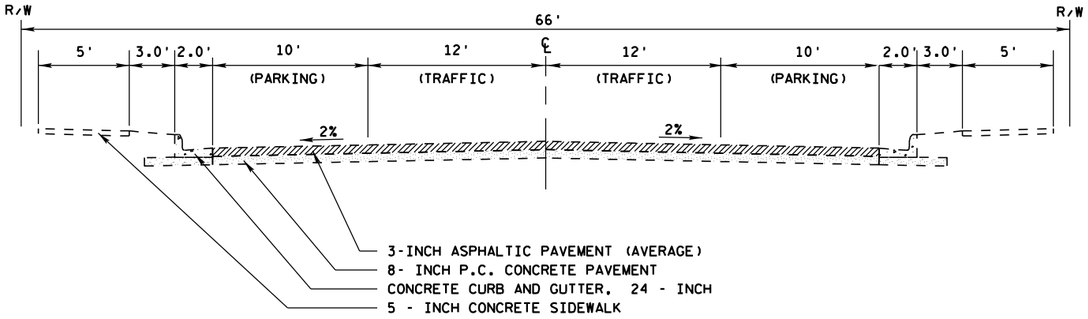
DESIGN ENGINEER CONTACT

Wisconsin Department of Transportation
Southwest Region - La Crosse Office
Project Engineer
ATTN: Craig Fisher
3550 Mormon Coulee Road
La Crosse, WI 54601
(608) 785-9946
craig.fisher@dot.wi.gov



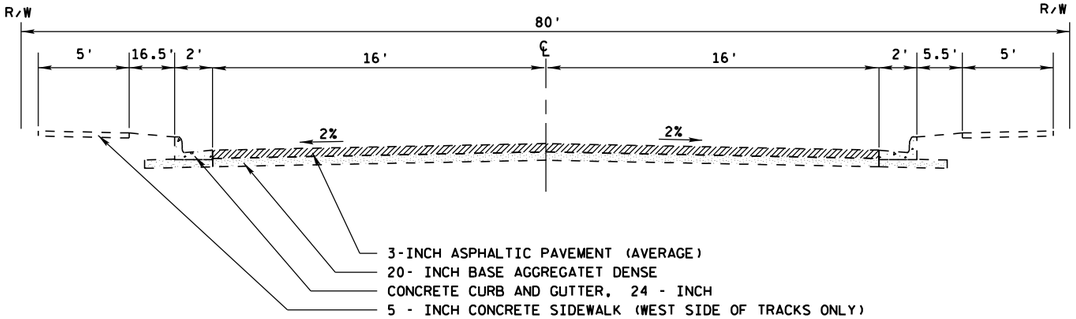
TYPICAL EXISTING SECTION

MARQUETTE ROAD



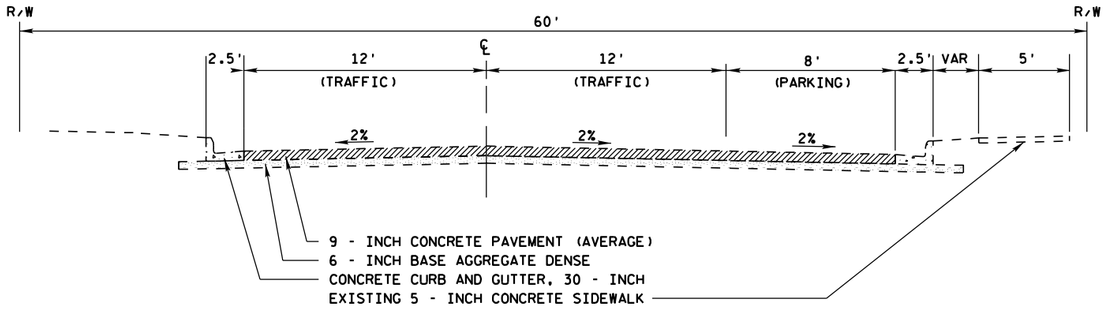
TYPICAL EXISTING SECTION

BLACKHAWK AVENUE TO WEST OF MARQUETTE - LOOKING EAST



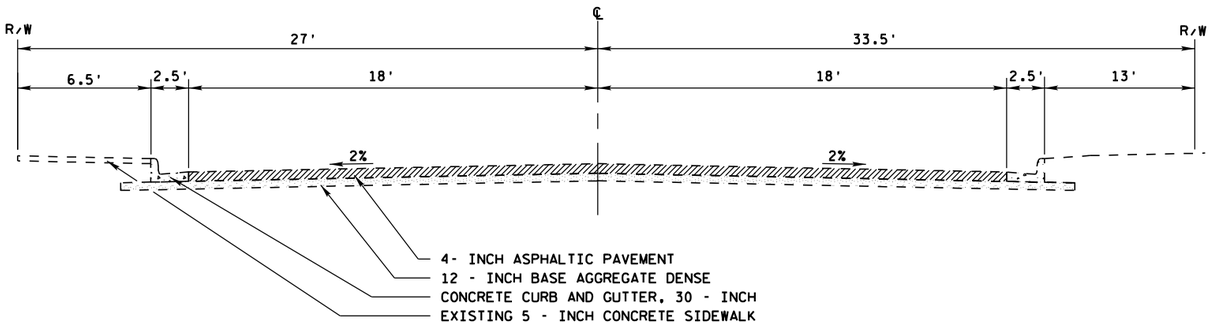
TYPICAL EXISTING SECTION

WASHINGTON STREET TO WEST OF MARQUETTE - LOOKING EAST



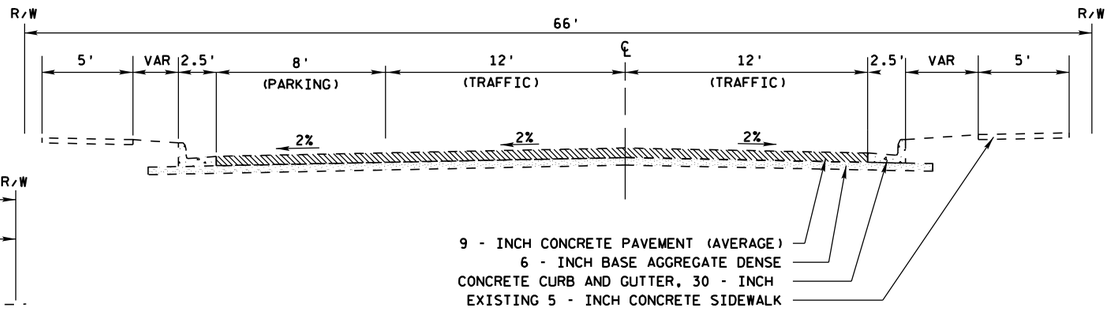
TYPICAL EXISTING SECTION

IOWA STREET TO WEST OF MARQUETTE - LOOKING EAST



TYPICAL EXISTING SECTION

MOONEY STREET TO WEST OF MARQUETTE - LOOKING EAST

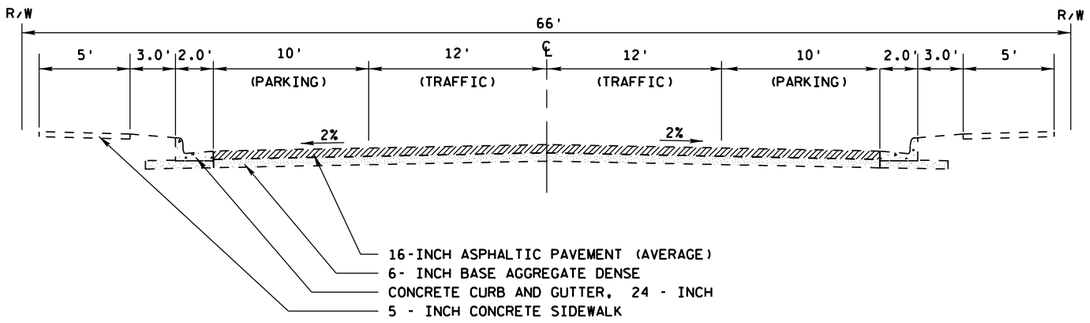


TYPICAL EXISTING SECTION

WISCONSIN STREET TO WEST OF MARQUETTE - LOOKING EAST

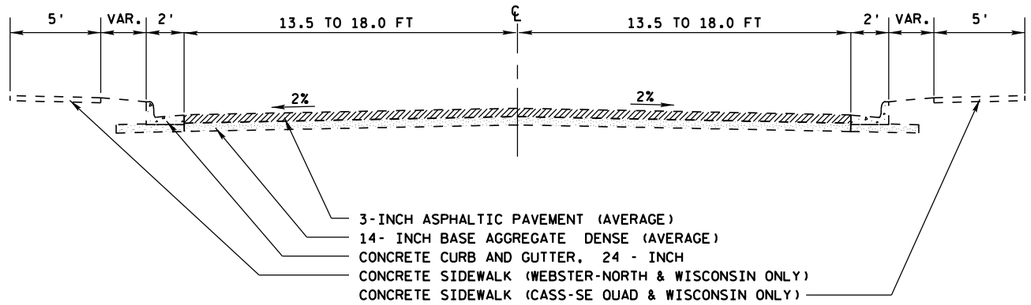
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	EXISTING TYPICAL SECTIONS	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Typical Sections\At RR\TypicalSectionsExist.dgn PLOT DATE : 28-OCT-2010 11:04 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 10:1
WISDOT/CADDS SHEET 42



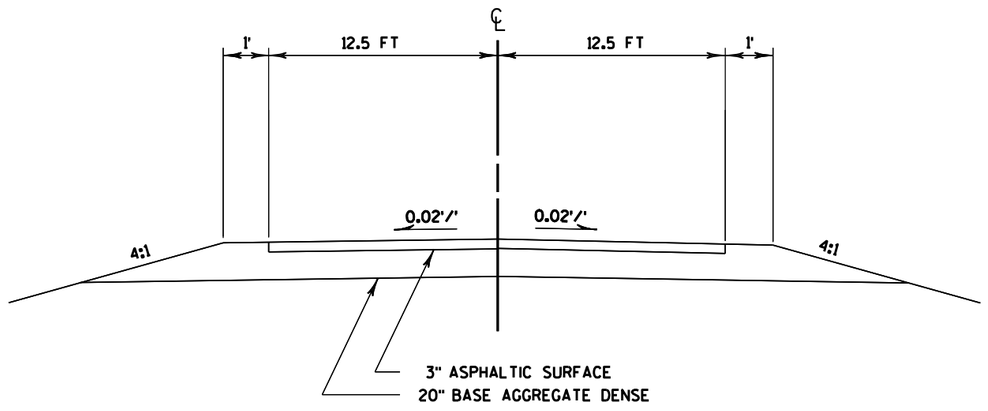
TYPICAL EXISTING SECTION

BLACKHAWK AVENUE TO EAST OF MARQUETTE - LOOKING EAST



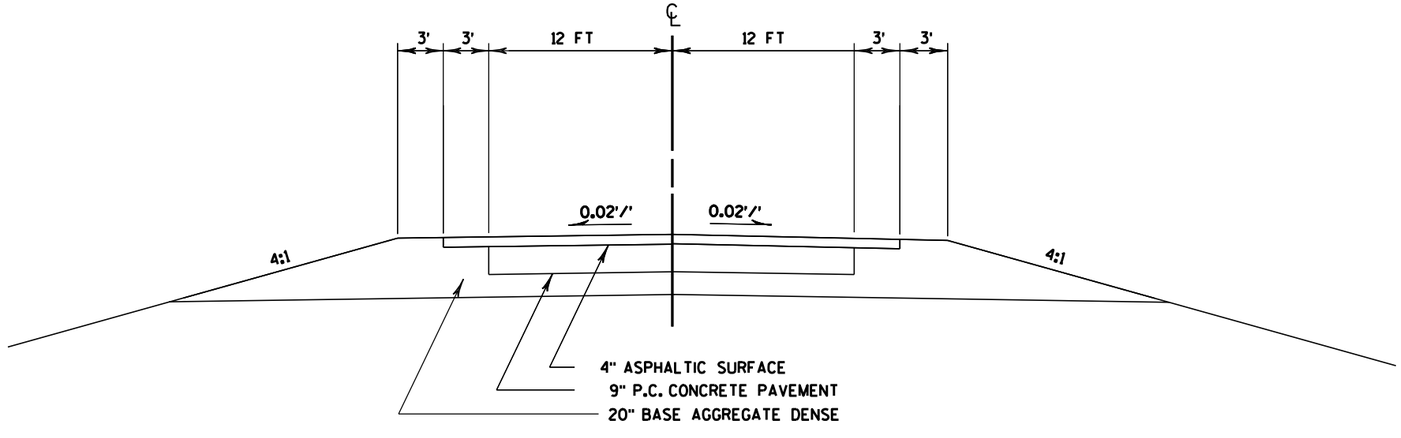
TYPICAL EXISTING SECTION

TAYLOR STREET
DUNN STREET
WEBSTER STREET
CASS STREET
IOWA STREET (EAST)
WISCONSIN STREET (EAST)
HAYDEN STREET
PARK STREET



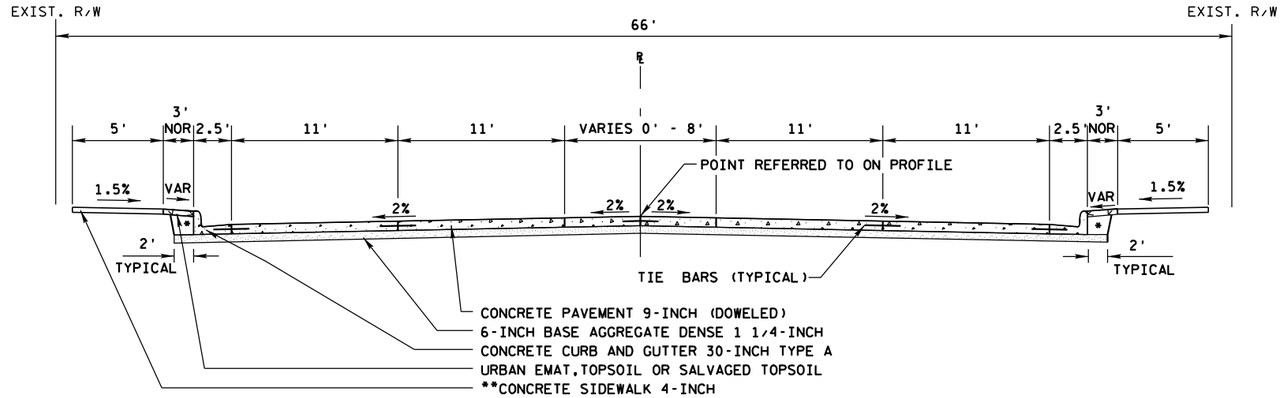
TYPICAL EXISTING SECTION

WASHINGTON STREET (EAST OF MARQUETTE)



TYPICAL EXISTING SECTION

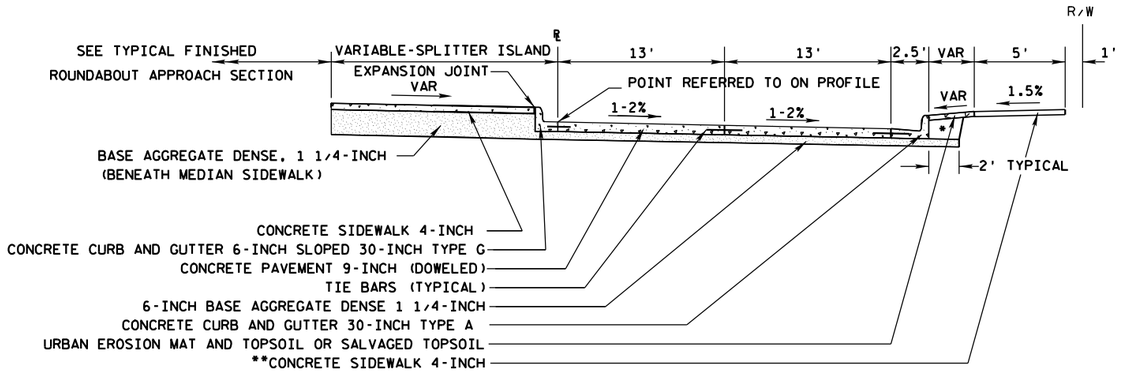
MARQUETTE ROAD (NORTH OF WASHINGTON STREET)



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED TANGENT SECTION

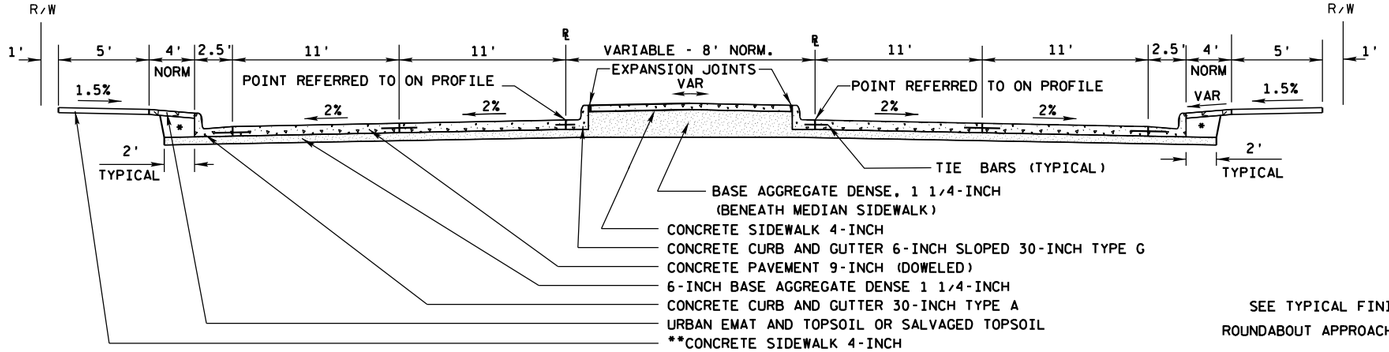
MAROUETTE ROAD - TAYLOR TO IOWA
MAROUETTE ROAD - BLACKHAWK TO PARK



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED ROUNDABOUT APPROACH SECTION (NEAR YIELD LINE)

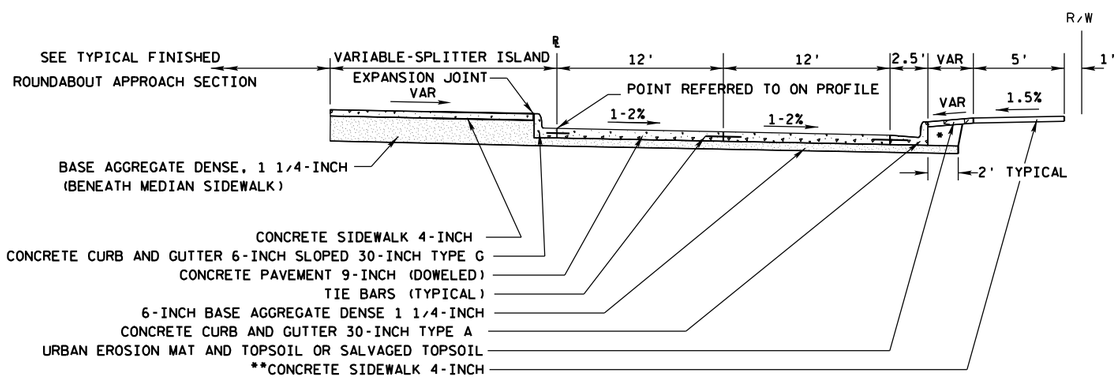
MAROUETTE ROAD - ALL APPROACHES TO ALL ROUNDABOUTS
BLACKHAWK AVENUE - WEST LEG OF ROUNDABOUT



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED SECTION

MAROUETTE ROAD - MID-BLOCK - BETWEEN ROUNDABOUTS
MAROUETTE ROAD - NEAR MOONEY STREET

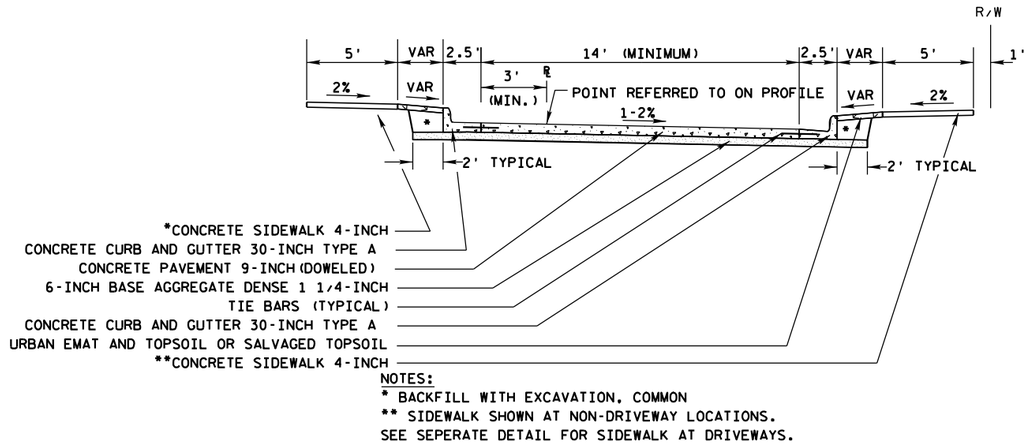


NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED ROUNDABOUT EXIT SECTION (NEAR YIELD LINE)

MAROUETTE ROAD - ALL EXITS TO ALL ROUNDABOUTS

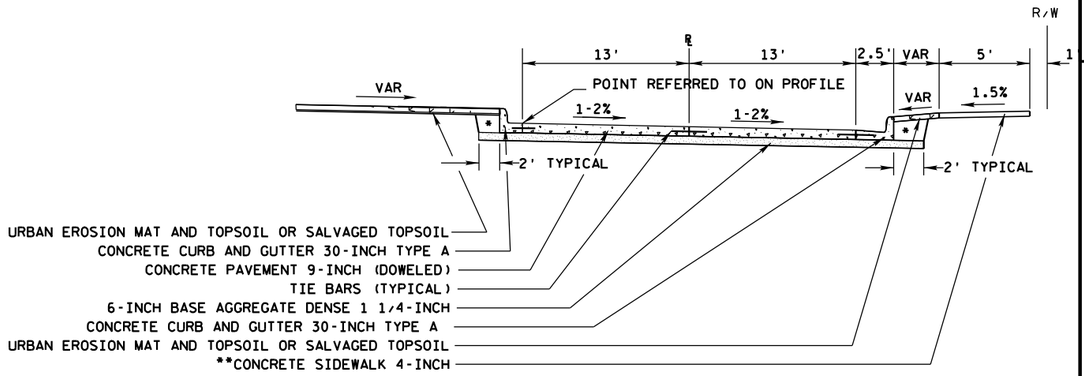
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET	E



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED ROUNDABOUT EXIT SECTION (NEAR YIELD LINE)

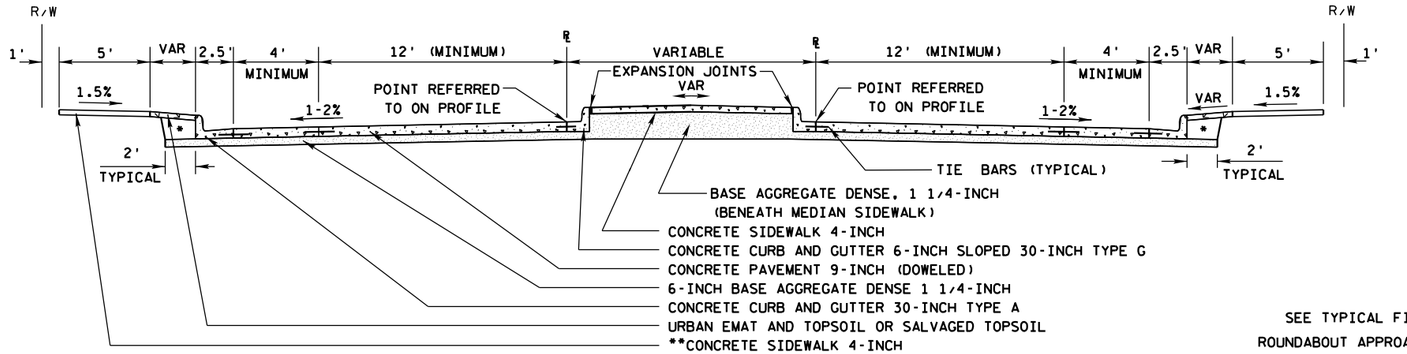
WISCONSIN STREET - WEST LEG OF ROUNDABOUT



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED ROUNDABOUT APPROACH SECTION (NEAR YIELD LINE)

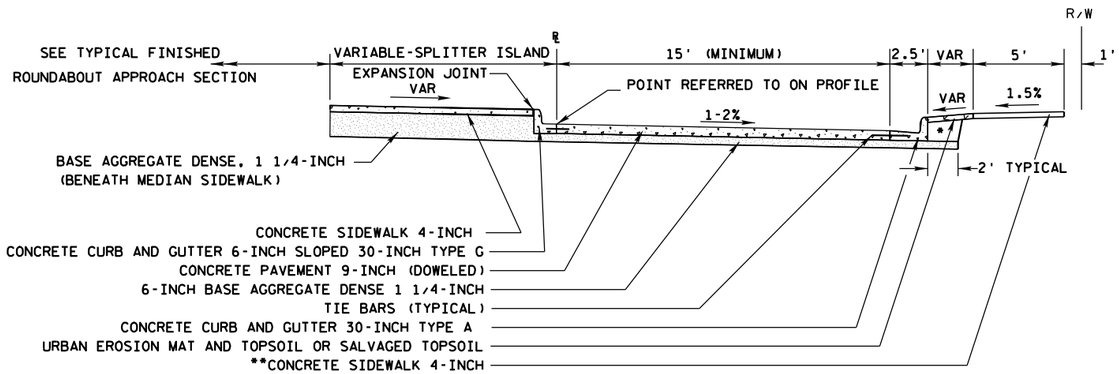
IOWA STREET - WEST LEG OF ROUNDABOUT



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED SECTION

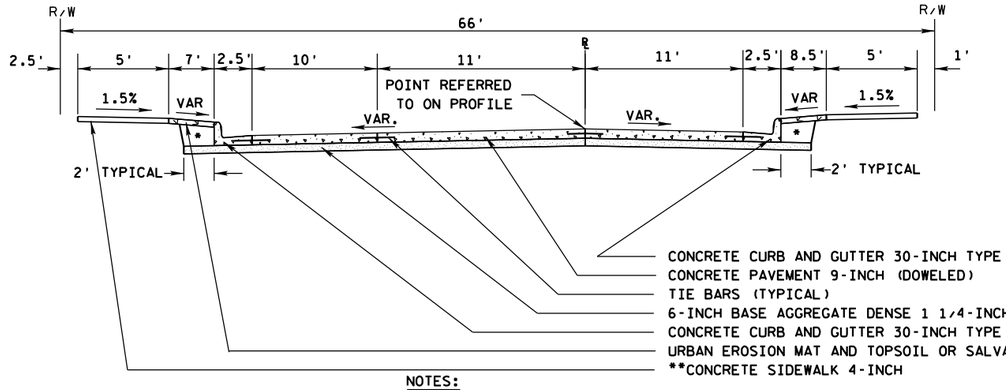
IOWA STREET- EAST LEG - APPROACH AND EXIT
WISCONSIN STREET - EAST LEG -APPROACH AND EXIT
BLACKHAWK AVENUE- EAST LEG- APPROACH AND EXIT



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED ROUNDABOUT EXIT SECTION (NEAR YIELD LINE)

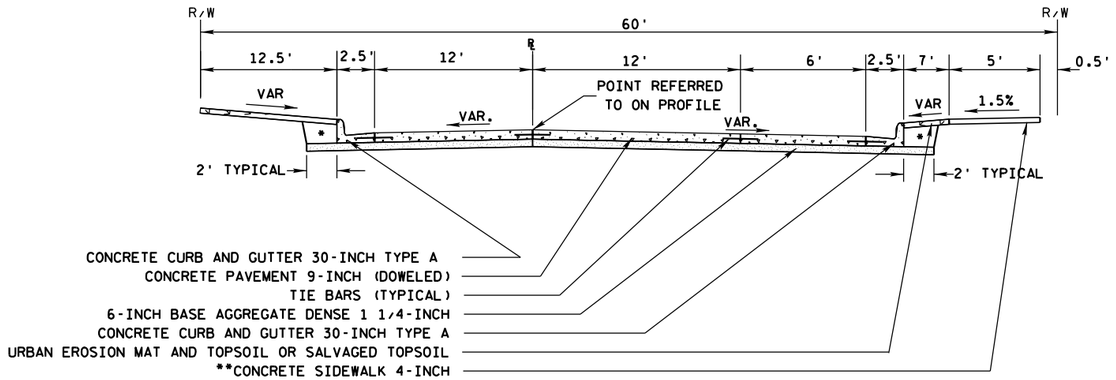
BLACKHAWK AVENUE - WEST LEG OF ROUNDABOUT



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED SECTION

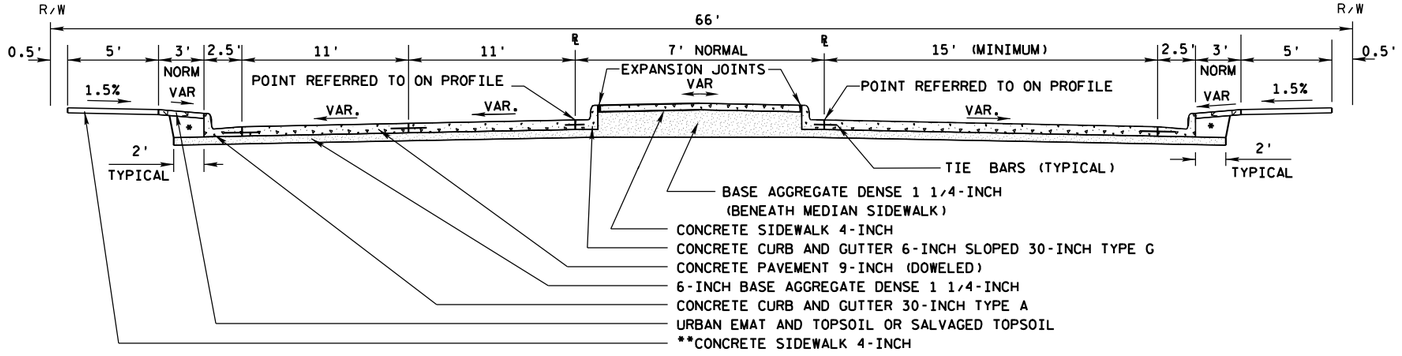
WISCONSIN STREET- NEAR RR-TRACKS



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED SECTION

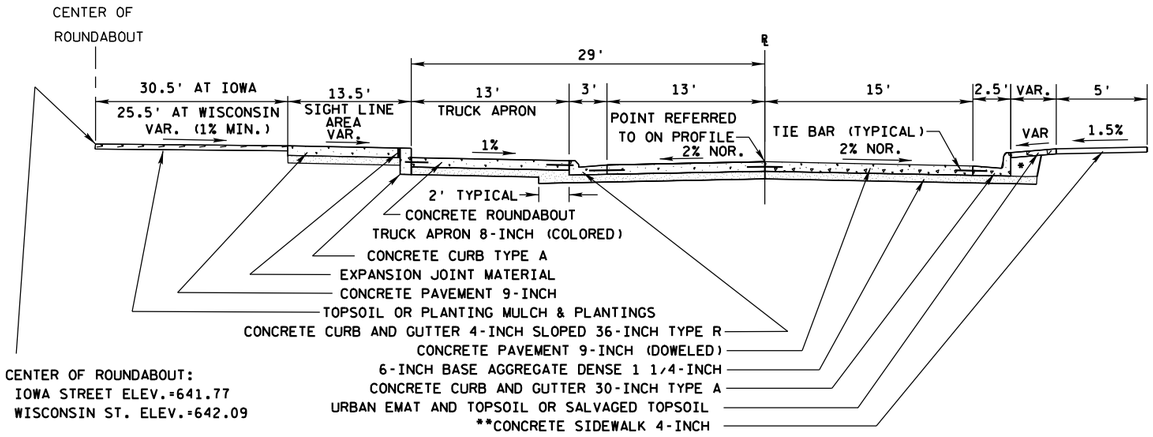
IOWA STREET- NEAR RR-TRACKS



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED SECTION

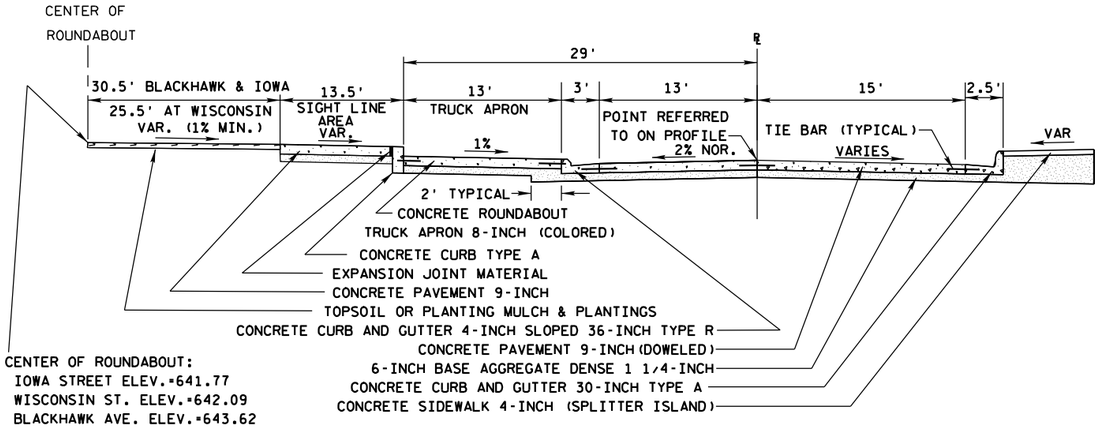
BLACKHAWK AVENUE (NEAR RR-TRACKS)



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

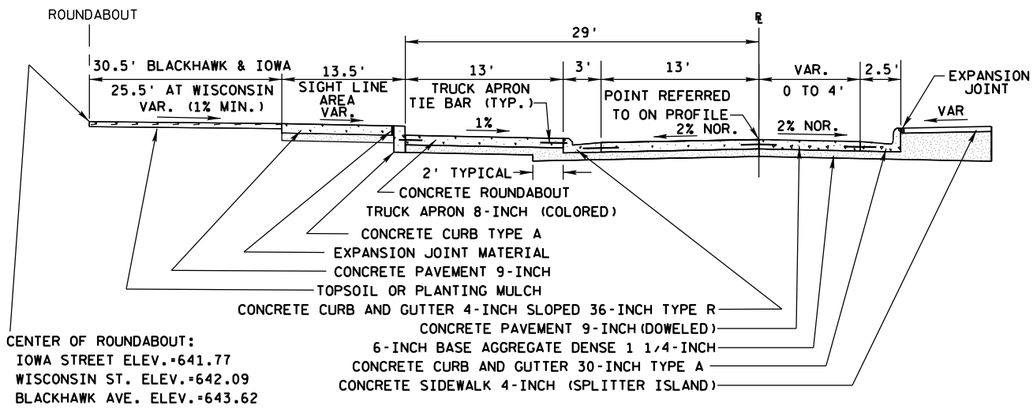
TYPICAL FINISHED SECTION

WISCONSIN STREET ROUNDABOUT - WEST SIDE - LOOKING SOUTH
IOWA STREET ROUNDABOUT - WEST SIDE - LOOKING SOUTH



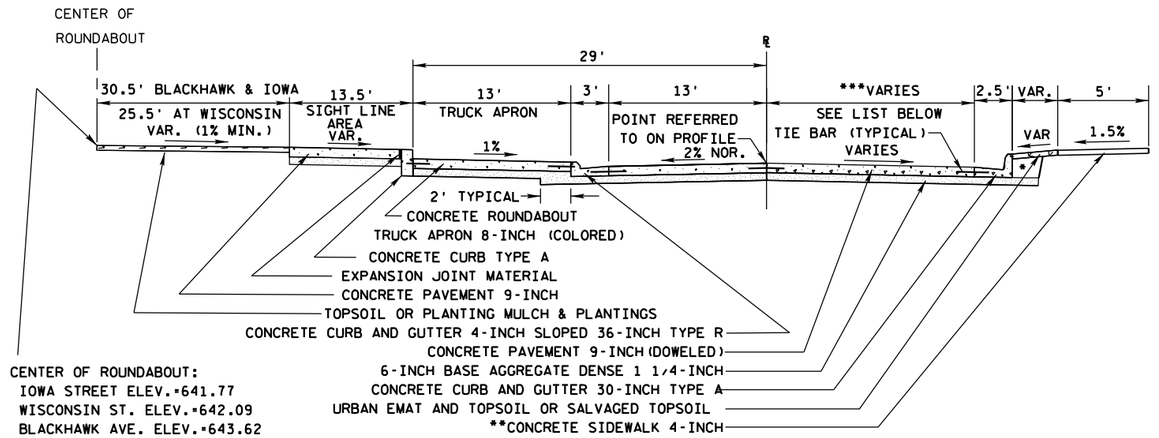
TYPICAL FINISHED SECTION

BLACKHAWK AVENUE ROUNDABOUT - EAST SIDE - LOOKING NORTH
BLACKHAWK AVENUE ROUNDABOUT - WEST SIDE - LOOKING SOUTH
WISCONSIN STREET ROUNDABOUT - EAST SIDE - LOOKING NORTH
IOWA STREET ROUNDABOUT - EAST SIDE - LOOKING NORTH



TYPICAL FINISHED SECTION

BLACKHAWK AVENUE ROUNDABOUT - SOUTH SIDE - LOOKING EAST
BLACKHAWK AVENUE ROUNDABOUT - NORTH SIDE - LOOKING WEST
WISCONSIN STREET ROUNDABOUT - SOUTH SIDE- LOOKING EAST
WISCONSIN STREET ROUNDABOUT - NORTH SIDE- LOOKING WEST
IOWA STREET ROUNDABOUT - SOUTH SIDE - LOOKING EAST
IOWA STREET ROUNDABOUT - NORTH SIDE - LOOKING WEST



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED SECTION (BETWEEN ADJACENT SPLITTER ISLANDS)

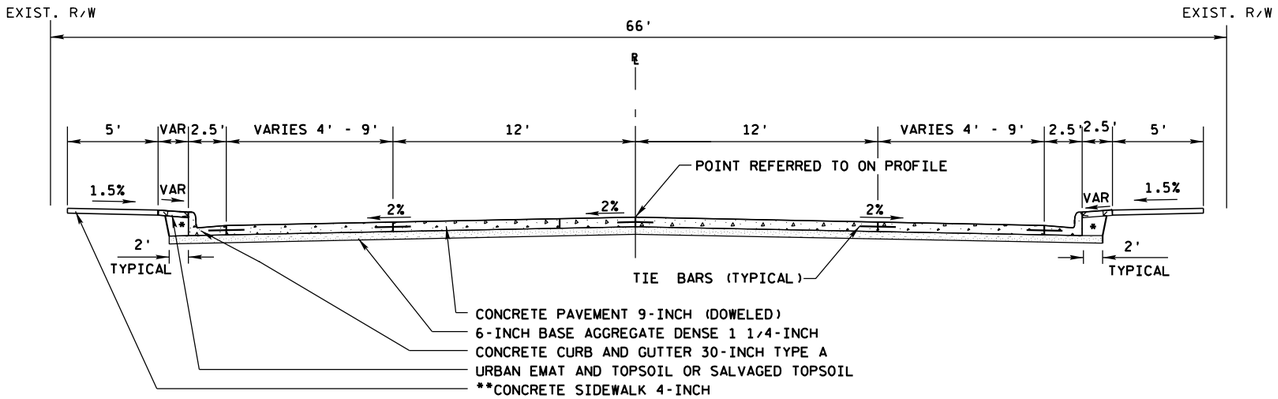
BLACKHAWK AVENUE ROUNDABOUT - SE QUADRANT
BLACKHAWK AVENUE ROUNDABOUT - NE QUADRANT
BLACKHAWK AVENUE ROUNDABOUT - NW QUADRANT
BLACKHAWK AVENUE ROUNDABOUT - SW QUADRANT
WISCONSIN STREET ROUNDABOUT - SE QUADRANT
WISCONSIN STREET ROUNDABOUT - NE QUADRANT
WISCONSIN STREET ROUNDABOUT - NW QUADRANT
WISCONSIN STREET ROUNDABOUT - SW QUADRANT
IOWA STREET ROUNDABOUT - SE QUADRANT
IOWA STREET ROUNDABOUT - NE QUADRANT
IOWA STREET ROUNDABOUT - NW QUADRANT
IOWA STREET ROUNDABOUT - SW QUADRANT

***MINIMUM WIDTHS - MAXIMUM CROSS SLOPES

BLACKHAWK AVENUE ROUNDABOUT -
SE QUADRANT -15' / 2.0%
NE QUADRANT -15' / 2.3%
NW QUADRANT - 15'/2.4%
SW QUADRANT - 22.1'/ 2.0%
WISCONSIN STREET ROUNDABOUT -
SE QUADRANT- 16.4' / 2.0%
NE QUADRANT - 15' /2.0%
NW QUADRANT- 16.7' / 2.0%
SW QUADRANT - 15' /2.3%
IOWA STREET ROUNDABOUT -
SE QUADRANT- 15' / 2.0%
NE QUADRANT - 15' /2.0%
NW QUADRANT- 15' / 2.0%
SW QUADRANT - 23.0' /2.0%

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET E

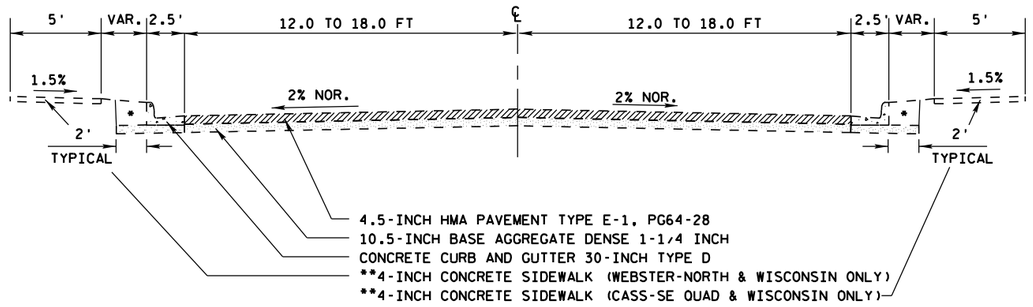
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NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

TYPICAL FINISHED SECTION

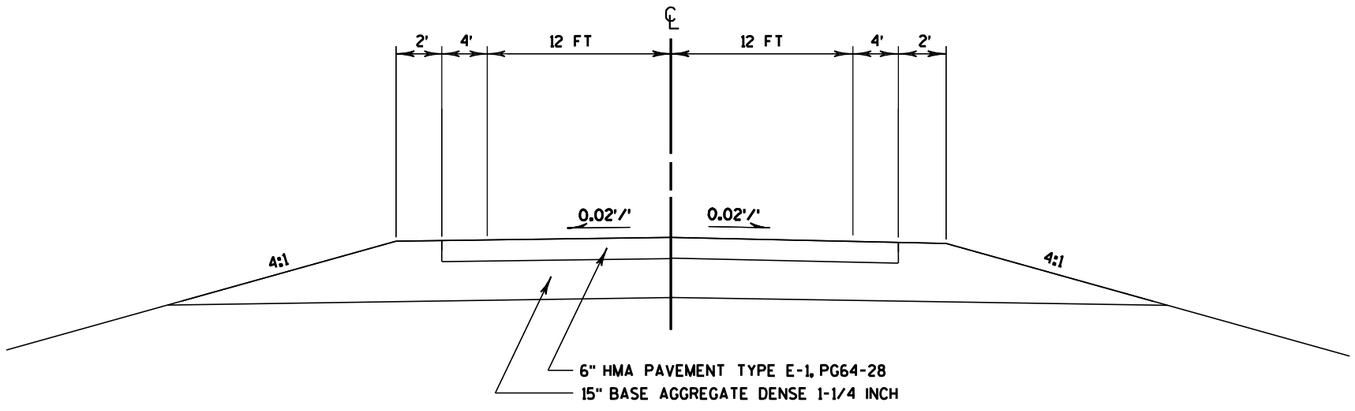
BLACKHAWK AVENUE TO EAST OF MARQUETTE - LOOKING EAST



NOTES:
* BACKFILL WITH EXCAVATION, COMMON
** SIDEWALK SHOWN AT NON-DRIVEWAY LOCATIONS.
SEE SEPERATE DETAIL FOR SIDEWALK AT DRIVEWAYS.

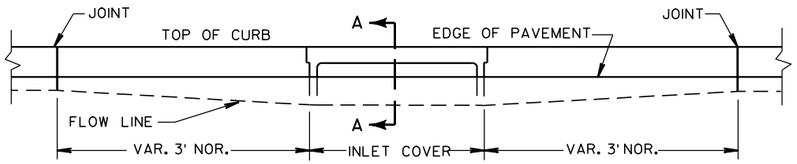
TYPICAL FINISHED SECTION

TAYLOR STREET
DUNN STREET
WEBSTER STREET
CASS STREET
IOWA STREET (EAST)
WISCONSIN STREET (EAST)
HAYDEN STREET
PARK STREET
WASHINGTON STREET (EAST)

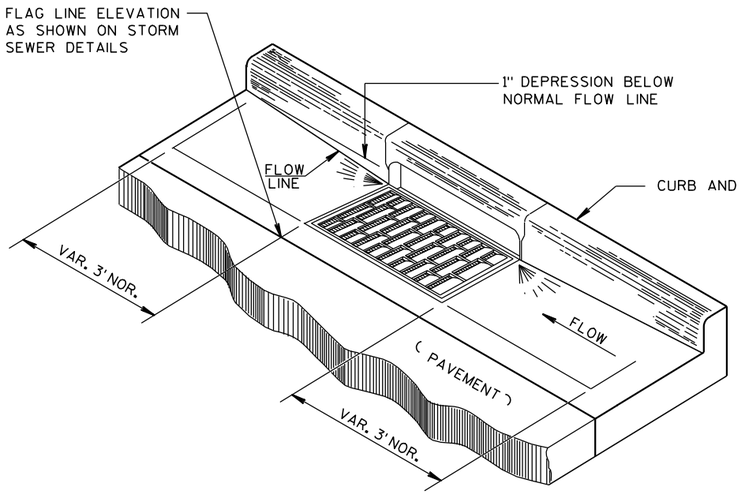


TYPICAL FINISHED SECTION

MARQUETTE ROAD (NORTH OF WASHINGTON STREET)



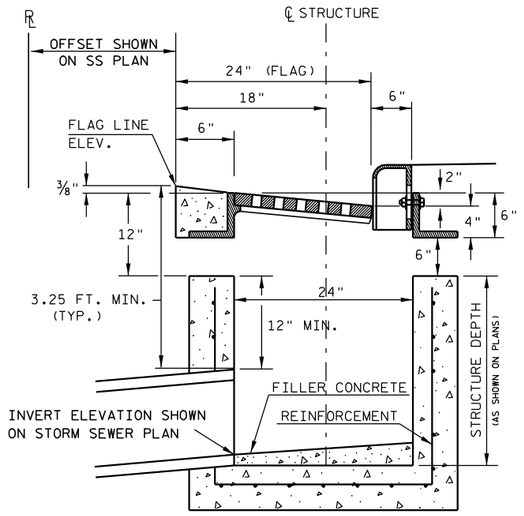
ELEVATION



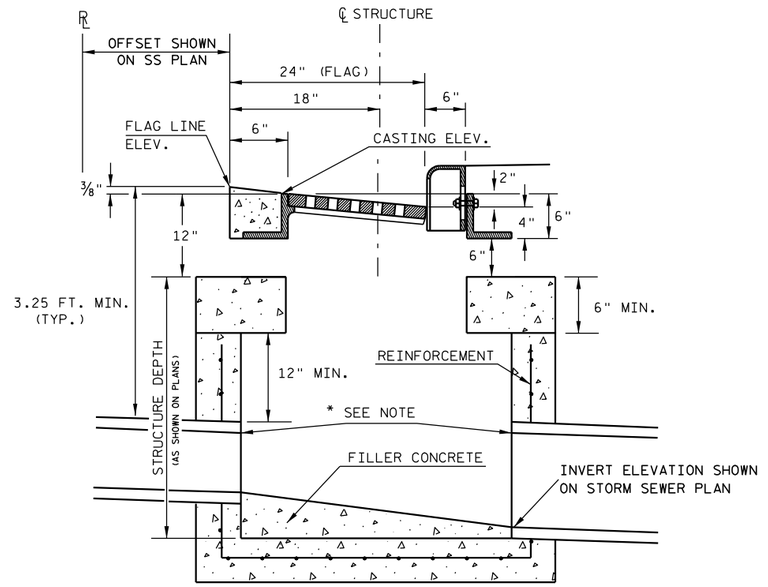
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H COVER SHOWN)

DETAILS FOR COMPUTING INLET ELEVATIONS

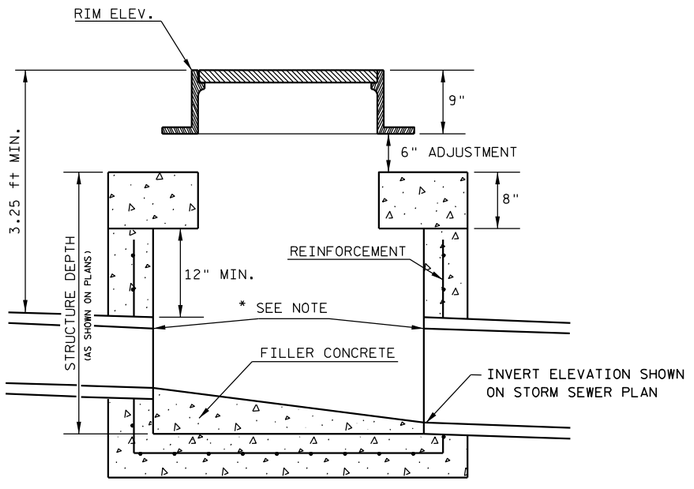


INLETS 2x3-FT
WITH TYPE H CASTING
(REINFORCED & PRECAST REINFORCED CONCRETE)



INLETS 4-FT DIAMETER
WITH TYPE H CASTING
(REINFORCED & PRECAST REINFORCED CONCRETE)

DETAIL FOR COMPUTING MANHOLE ELEVATIONS

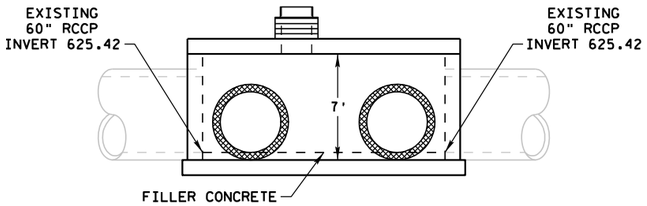


MANHOLES 4-FT DIAMETER
(REINFORCED & PRECAST REINFORCED CONCRETE)

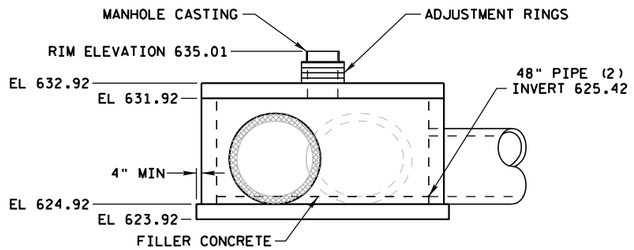
USED IN DEPTH COMPUTATIONS

PIPE	WALL THICKNESS
12"	2" = 0.17'
15"	2¼" = 0.19'
18"	2½" = 0.21'
21"	2¾" = 0.23'
24"	3" = 0.25'
27"	3¼" = 0.27'
30"	3½" = 0.29'
36"	4 " = 0.33'

*NOTE: WHEN THE DIA OF THE DISCHARGE PIPE IS LARGER THAN THAT OF THE INLET PIPE, THE ELEVATION OF THE INSIDE TOP OF THE INLET PIPE SHOULD BE THE SAME AS (OR HIGHER THAN) THE ELEVATION OF THE INSIDE TOP OF THE DISCHARGE PIPE.

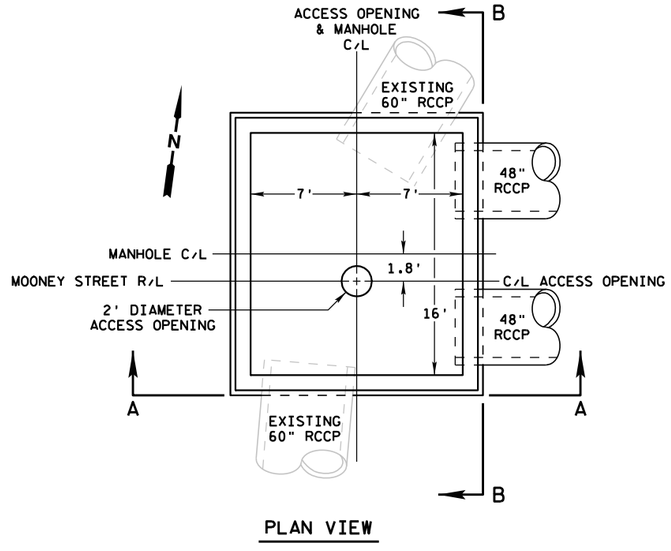


SECTION BB



SECTION AA

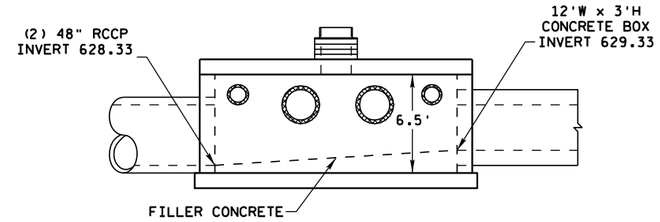
PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE (12" THICK) BOTTOM, SIDES AND TOP. IF CAST-IN-PLACE, CONTRACTOR TO PROVIDE DRAWINGS STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN.



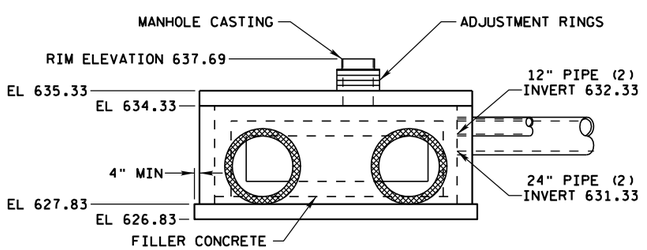
PLAN VIEW

SPV.0060. SPECIAL 42. MANHOLE 14X16 FT

MANHOLE 78.0 (14'L x 16'W x 7'H INSIDE)
STATION 79'BB'+77.16 --- 1.8' LT

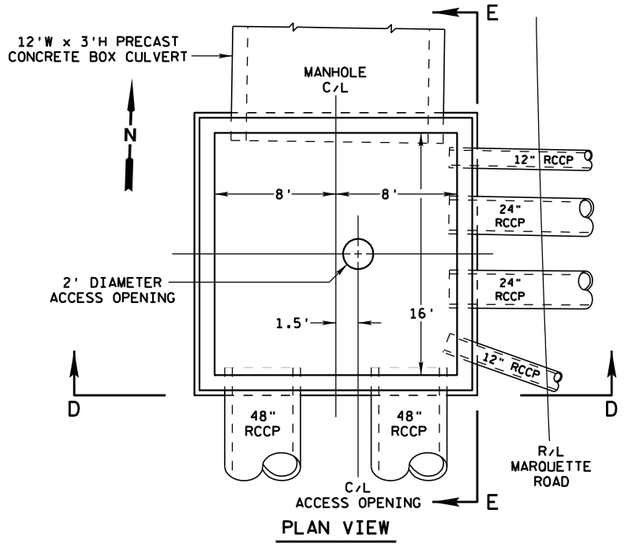


SECTION EE



SECTION DD

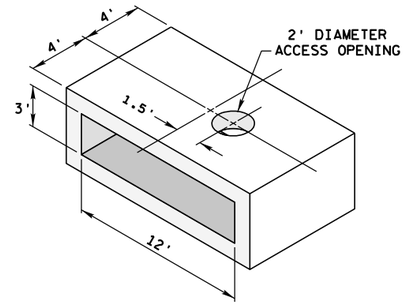
PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE (12" THICK) BOTTOM, SIDES AND TOP. IF CAST-IN-PLACE, CONTRACTOR TO PROVIDE DRAWINGS STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN.



PLAN VIEW

SPV.0060. SPECIAL 43. MANHOLE 16X16 FT

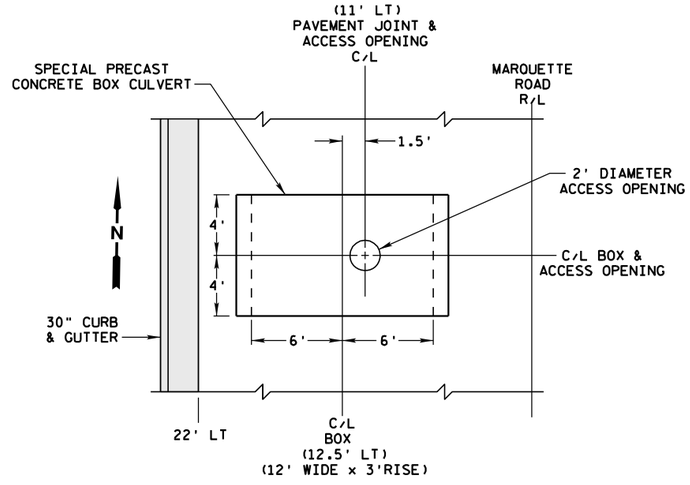
MANHOLE 72.0 (16'L x 16'W x 6.5'H INSIDE)
STATION 85'A'+68.64 --- 13.61' LT



PRECAST CONCRETE BOX CULVERT (SPECIAL)

(2) REQUIRED

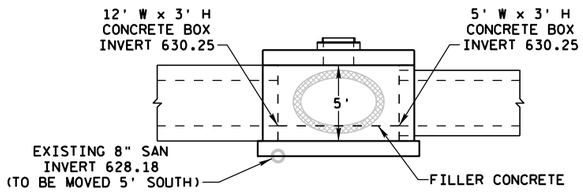
NOTES:
1. TYPE 'J' MANHOLE COVER NOT SHOWN (2 REQUIRED)
2. LONGITUDINAL LOCATION (STATION) OF ACCESS IS APPROXIMATE AND CAN BE ADJUSTED AS NEEDED. TRANSVERSE LOCATION TO BE AS SHOWN.



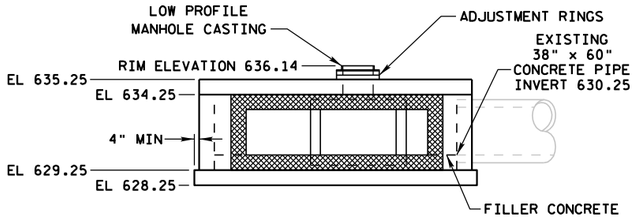
PLAN VIEW

SPV.0060. SPECIAL 37. BOX WITH ACCESS OPENING

STATION 89'A'+00.81 --- 12.5' LT
STATION 92'A'+28.92 --- 12.5' LT

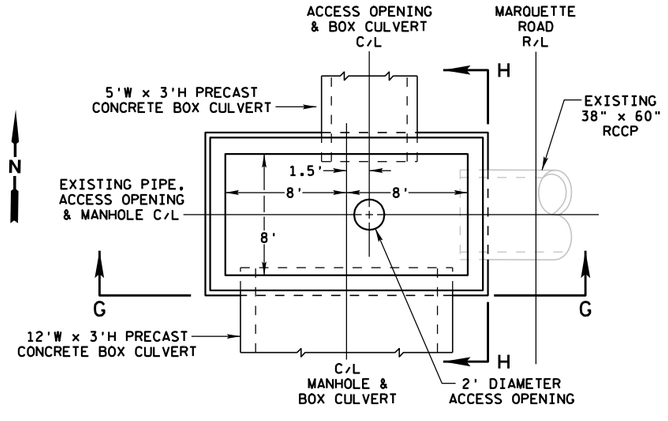


SECTION HH



SECTION GG

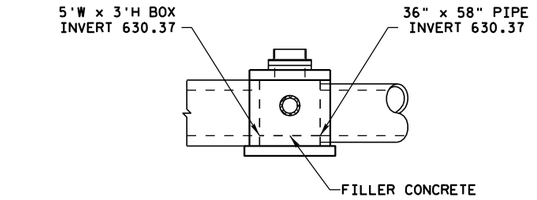
PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE (12" THICK) BOTTOM.
CAST-IN-PLACE REINFORCED CONCRETE (12" THICK) SIDES AND TOP.
IF CAST-IN-PLACE, CONTRACTOR TO PROVIDE DRAWINGS STAMPED
BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN.



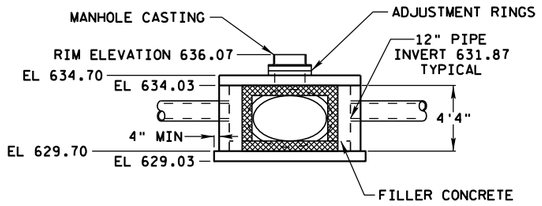
PLAN VIEW

SPV.0060. SPECIAL 40. MANHOLE 8X16 FT

MANHOLE 56.0 (8'L x 16'W x 5'H INSIDE)
STATION 95'A'+39.07 --- 12.5' LT

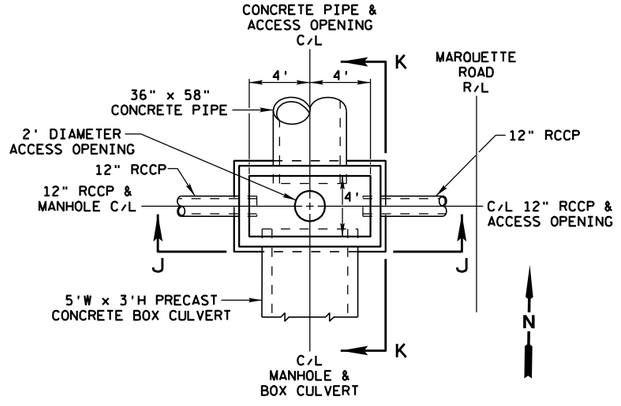


SECTION KK



SECTION JJ

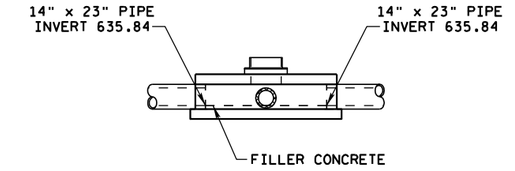
PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE (8" THICK) BOTTOM.
CAST-IN-PLACE REINFORCED CONCRETE (8" THICK) SIDES AND TOP.
IF CAST-IN-PLACE, CONTRACTOR TO PROVIDE DRAWINGS STAMPED
BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN.



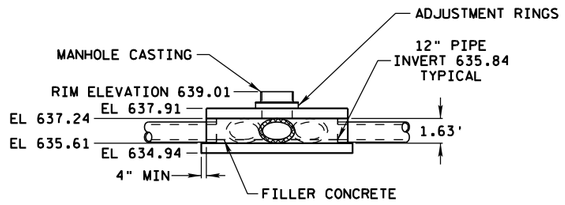
PLAN VIEW

SPV.0060. SPECIAL 38. MANHOLE 4X8 FT

MANHOLE 54.0 (4'L x 8'W x 4.33'H INSIDE)
STATION 96'A'+37.5 --- 11' LT

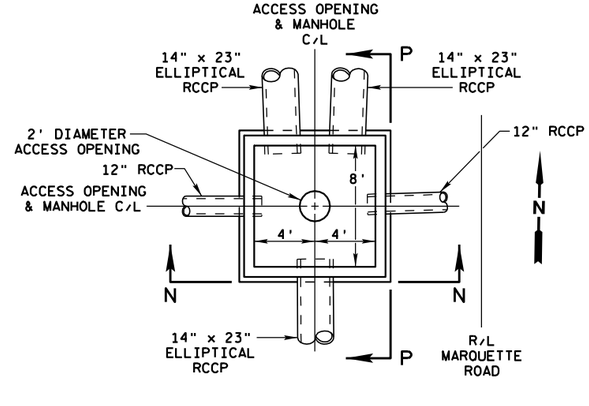


SECTION PP



SECTION NN

PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE (8" THICK) BOTTOM.
CAST-IN-PLACE REINFORCED CONCRETE (8" THICK) SIDES AND TOP.
IF CAST-IN-PLACE, CONTRACTOR TO PROVIDE DRAWINGS STAMPED
BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN.

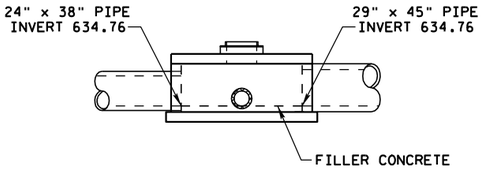


PLAN VIEW

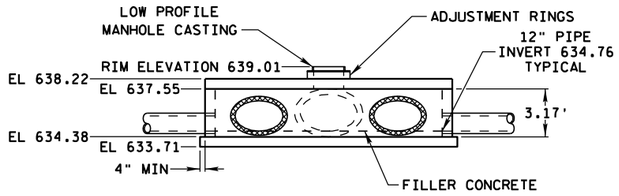
SPV.0060. SPECIAL 39. MANHOLE 8X8 FT

MANHOLE 103.0 (8'L x 8'W x 1.63'H INSIDE)
STATION 219'H'+33.0 --- 11' LT

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET 13	E

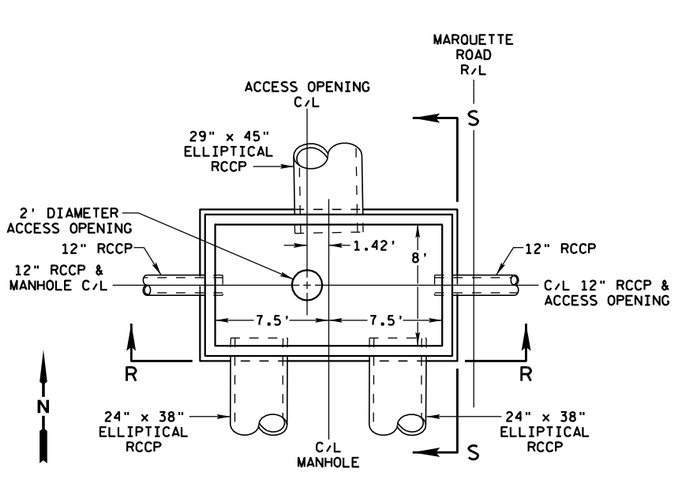


SECTION SS



SECTION RR

PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE (8" THICK) BOTTOM.
CAST-IN-PLACE REINFORCED CONCRETE (8" THICK) SIDES AND TOP.
IF CAST-IN-PLACE, CONTRACTOR TO PROVIDE DRAWINGS STAMPED
BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN.



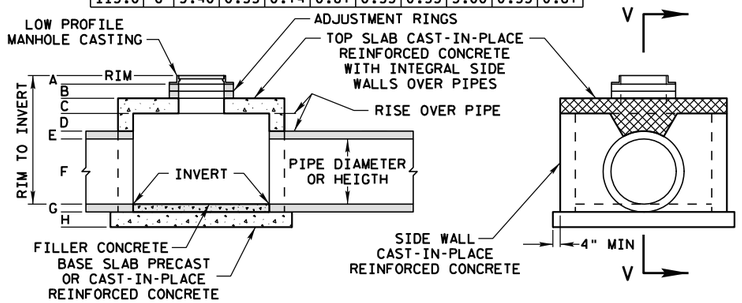
PLAN VIEW

SPV.0060. SPECIAL 41. MANHOLE 8X15 FT

MANHOLE 111.0 (8'L x 15'W x 3.17'H INSIDE)
STATION 126'G'+05 --- 9.58' LT

MEASUREMENTS ARE IN FEET

MANHOLE NUMBER	DIAMETER	RIM TO INVERT	CASTING HEIGHT A	ADJUSTMENT B	TOP SLAB THICKNESS C	RISE OVER PIPE D	PIPE WALL THICKNESS E	PIPE DIA. OR HEIGHT F	FILLER CONC. THICKNESS G	BASE SLAB THICKNESS H
26.0	6	5.35	0.74	0.25	0.67	0.90	0.29	2.50	0.29	0.67
27.0	6	5.23	0.74	0.25	0.67	0.78	1.29	2.50	1.29	0.67
44.0	4	3.39	0.74	0.25	0.50	0.73	0.17	1.00	0.17	0.50
52.0	8	5.88	0.74	0.25	0.67	0.80	0.42	3.00	0.42	0.67
53.0	8	5.77	0.74	0.25	0.67	0.69	0.42	3.00	0.42	0.67
101.0	4	3.46	0.74	0.25	0.50	0.80	0.17	1.00	0.17	0.50
102.0	4	3.69	0.74	0.25	0.50	0.80	0.23	1.17	0.23	0.50
104.A	4	2.97	0.33	0.42	0.50	0.32	0.23	1.17	0.23	0.50
104.B	4	3.19	0.33	0.42	0.50	0.54	0.23	1.17	0.23	0.50
105.A	4	2.85	0.33	0.42	0.50	0.20	0.23	1.17	0.23	0.50
105.B	4	3.07	0.33	0.42	0.50	0.42	0.23	1.17	0.23	0.50
106.A	4	2.75	0.33	0.42	0.50	0.10	0.23	1.17	0.23	0.50
106.B	4	2.97	0.33	0.42	0.50	0.32	0.23	1.17	0.23	0.50
108.A	6	3.12	0.33	0.42	0.67	0.20	0.33	1.17	0.33	0.67
108.B	6	3.28	0.33	0.42	0.67	0.36	0.33	1.17	0.33	0.67
108.7	4	2.88	0.33	0.24	0.50	0.10	0.21	1.50	0.21	0.50
109.A	6	3.43	0.33	0.42	0.67	0.10	0.33	1.58	0.33	0.67
109.B	6	3.65	0.33	0.42	0.67	0.32	0.33	1.58	0.33	0.67
110.A	6	3.83	0.33	0.42	0.67	0.10	0.31	2.00	0.31	0.67
110.B	6	4.05	0.33	0.42	0.67	0.32	0.31	2.00	0.31	0.67
112.0	6	4.82	0.33	0.42	0.67	0.07	0.33	3.00	0.33	0.67
113.0	6	5.12	0.33	0.49	0.67	0.30	0.33	3.00	0.33	0.67
115.0	6	5.40	0.33	0.74	0.67	0.33	0.33	3.00	0.33	0.67

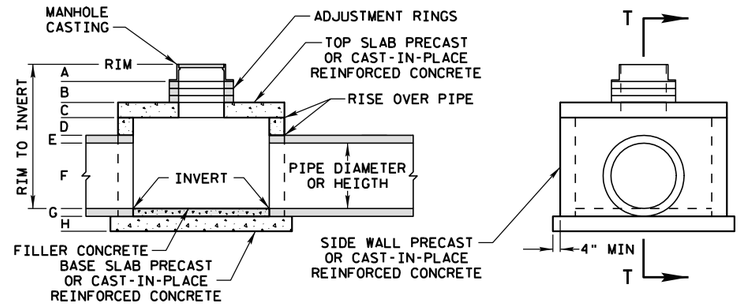


SECTION VV

FRONT VIEW

SPV.0060. SPECIAL 34. MANHOLE 4 FT
SPV.0060. SPECIAL 35. MANHOLE 6 FT
SPV.0060. SPECIAL 36. MANHOLE 8 FT

SPECIAL LOW PROFILE MANHOLE DETAIL
WHEN RISE OVER PIPE IS LESS THAN 0.69'



SECTION TT

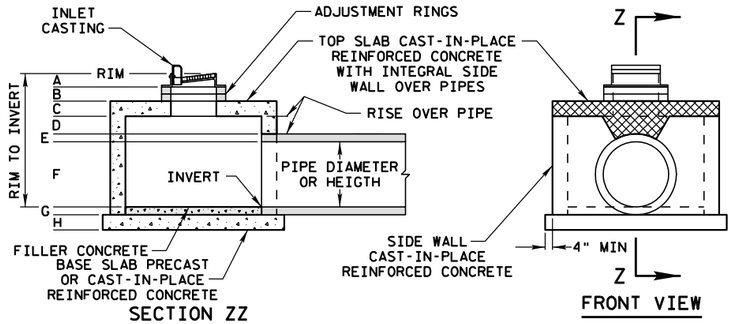
FRONT VIEW

SPV.0060. SPECIAL 34. MANHOLE 4 FT
SPV.0060. SPECIAL 35. MANHOLE 6 FT
SPV.0060. SPECIAL 36. MANHOLE 8 FT

SPECIAL LOW PROFILE MANHOLE DETAIL
WHEN RISE OVER PIPE 0.69' OR GREATER

MEASUREMENTS ARE IN FEET

INLET NUMBER	COVER	SIZE OR DIAMETER	RIM TO INVERT	CASTING HEIGHT A	ADJUSTMENT B	TOP SLAB THICKNESS C	RISE OVER PIPE D	PIPE WALL THICKNESS E	PIPE DIA. OR HEIGHT F	FILLER CONC. THICKNESS G	BASE SLAB THICKNESS H
87.2	B-A	4	3.06	0.86	0.25	0.50	0.28	0.17	1.00	0.17	0.50
87.4	H-S	4	3.26	0.53	0.37	0.50	0.69	0.17	1.00	0.17	0.50
101.2	H	4	3.19	0.53	0.30	0.50	0.69	0.17	1.00	0.17	0.50
101.6	H	4	3.26	0.53	0.37	0.50	0.69	0.17	1.00	0.17	0.50
104.1	H	2x3	2.75	0.53	0.36	0.00	0.69	0.17	1.00	0.17	0.50
104.2	H	2x3	2.66	0.53	0.27	0.00	0.69	0.17	1.00	0.17	0.50
104.3	H	2x3	2.81	0.53	0.42	0.00	0.69	0.17	1.00	0.17	0.50
104.4	H	2x3	2.73	0.53	0.34	0.00	0.69	0.17	1.00	0.17	0.50
105.1	H	2x3	2.64	0.53	0.25	0.00	0.69	0.17	1.00	0.17	0.50
105.2	H	2x3	2.55	0.53	0.16	0.00	0.69	0.17	1.00	0.17	0.50
105.3	H	2x3	2.70	0.53	0.31	0.00	0.69	0.17	1.00	0.17	0.50
105.4	H	2x3	2.62	0.53	0.23	0.00	0.69	0.17	1.00	0.17	0.50
106.1	H	2x3	2.54	0.53	0.25	0.00	0.59	0.17	1.00	0.17	0.50
106.2	H	2x3	2.44	0.53	0.25	0.00	0.49	0.17	1.00	0.17	0.50
106.3	H	2x3	2.62	0.53	0.23	0.00	0.69	0.17	1.00	0.17	0.50
106.4	H	2x3	2.52	0.53	0.25	0.00	0.57	0.17	1.00	0.17	0.50
107.1	H-S	2x3	2.33	0.53	0.25	0.00	0.38	0.17	1.00	0.17	0.50
107.2	H-S	2x3	2.40	0.53	0.25	0.00	0.45	0.17	1.00	0.17	0.50
108.1	H-S	4	2.93	0.53	0.25	0.50	0.23	0.25	1.17	0.25	0.50
108.2	H	4	2.96	0.53	0.25	0.50	0.26	0.25	1.17	0.25	0.50
108.5	H-S	4	2.93	0.53	0.25	0.50	0.48	0.17	1.00	0.17	0.50

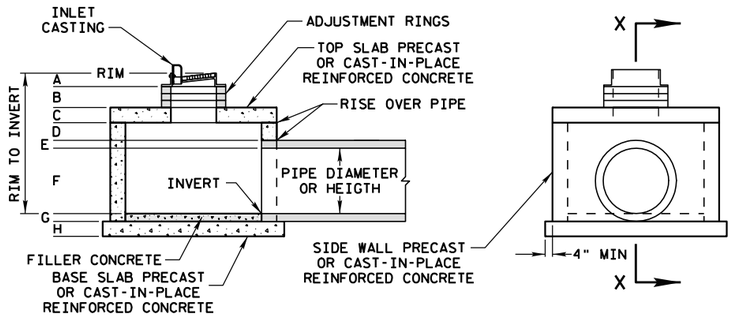


SECTION ZZ

FRONT VIEW

SPV.0060. SPECIAL 45. INLET 2X3 FT
SPV.0060. SPECIAL 46. INLET 4 FT

SPECIAL LOW PROFILE INLET DETAIL
WHEN RISE OVER PIPE IS LESS THAN 0.69'



SECTION XX

FRONT VIEW

SPV.0060. SPECIAL 45. INLET 2X3 FT
SPV.0060. SPECIAL 46. INLET 4 FT

SPECIAL LOW PROFILE INLET DETAIL
WHEN RISE OVER PIPE 0.69' OR GREATER

NOTE:

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

STEEL REINFORCEMENT NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR

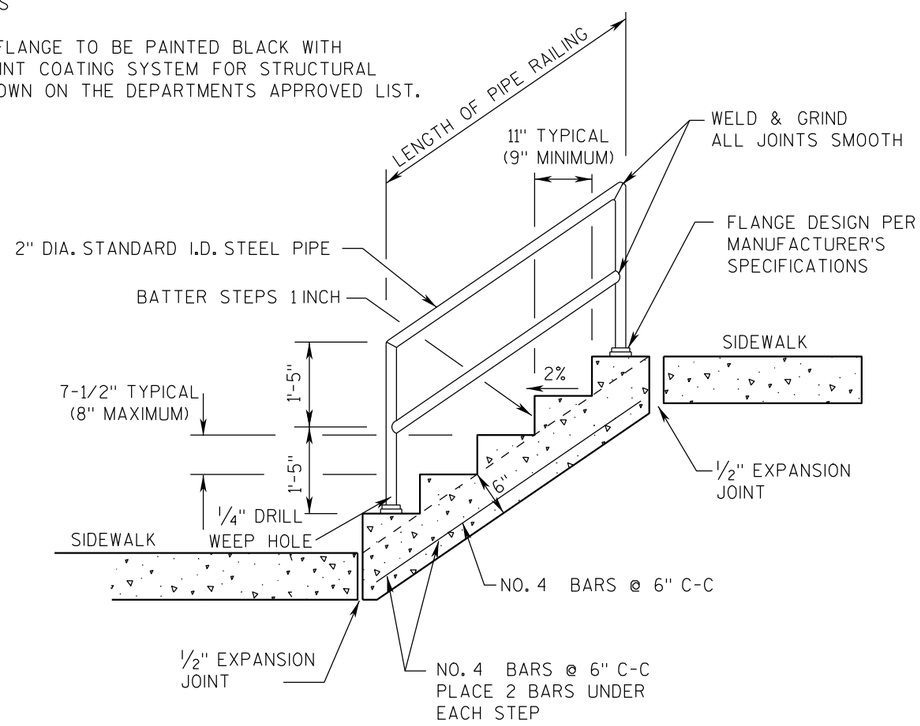
PIPE RAILING NOT REQUIRED ON STEPS WITH 3 RISERS OR LESS

MINIMUM WIDTH OF STEPS EQUALS 3 FEET. MATCH EXISTING SIDEWALK WIDTH IF OVER 3 FEET

RAILING TO BE PLACED ON RIGHT ASCENDING SIDE OF STEPS UNLESS OTHERWISE SHOWN

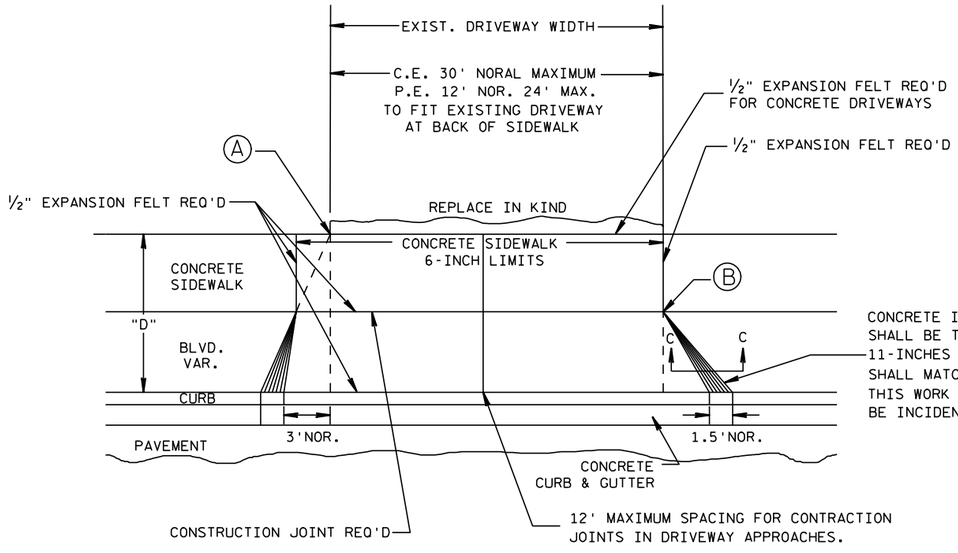
RAILING AND FLANGE MAY BE INSTALLED AFTER STEP CONSTRUCTION OR PER MANUFACTURER'S SPECIFICATIONS

RAILING AND FLANGE TO BE PAINTED BLACK WITH AN EPOXY PAINT COATING SYSTEM FOR STRUCTURAL STEEL AS SHOWN ON THE DEPARTMENTS APPROVED LIST.



TYPICAL CONCRETE STEPS AND RAILING

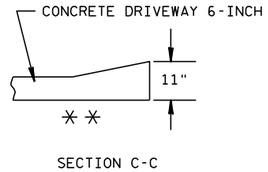
DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



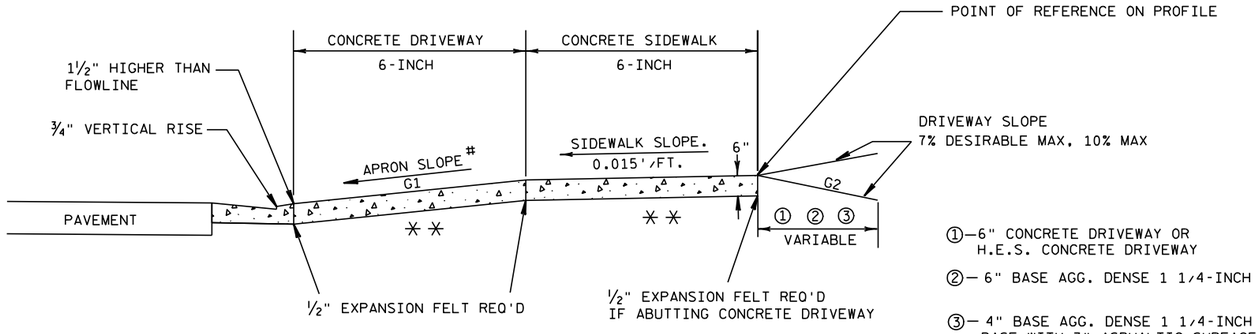
PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

①—6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

②— 6" BASE AGG. DENSE 1 1/4-INCH

③— 4" BASE AGG. DENSE 1 1/4-INCH BASE WITH 3" ASPHALTIC SURFACE

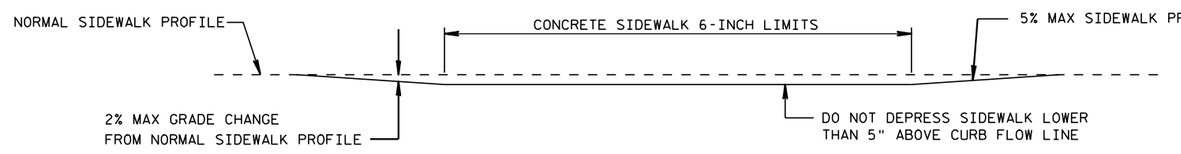
✳✳ = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

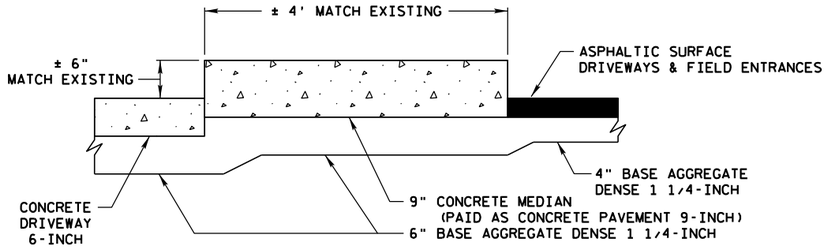
TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

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

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

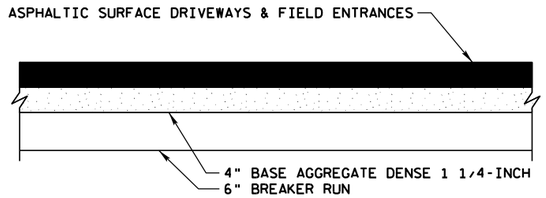


DEPRESSED SIDEWALK PROFILE DETAIL



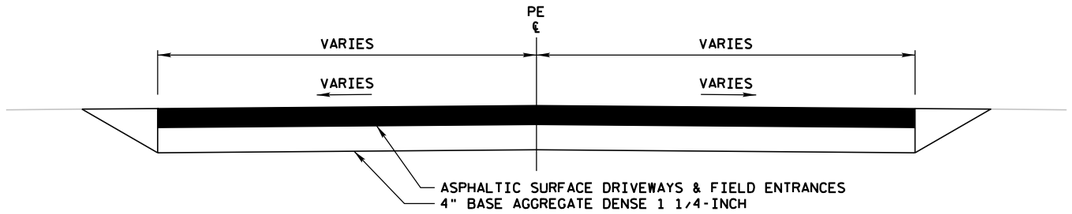
PRIVATE MEDIAN DETAIL

STATION 213'F'+38 --- LT

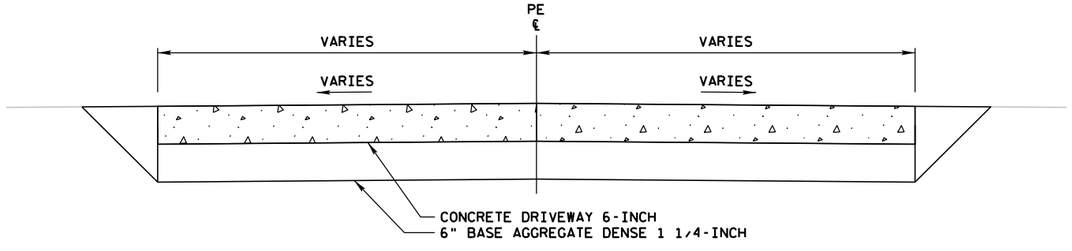


FOUR CORNERS PARKING AREA PAVING DETAIL

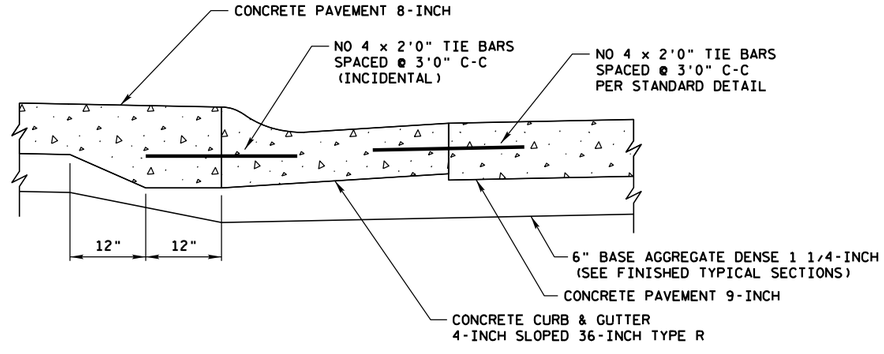
STATION 502'T'+45 TO 117'G'+25 RT



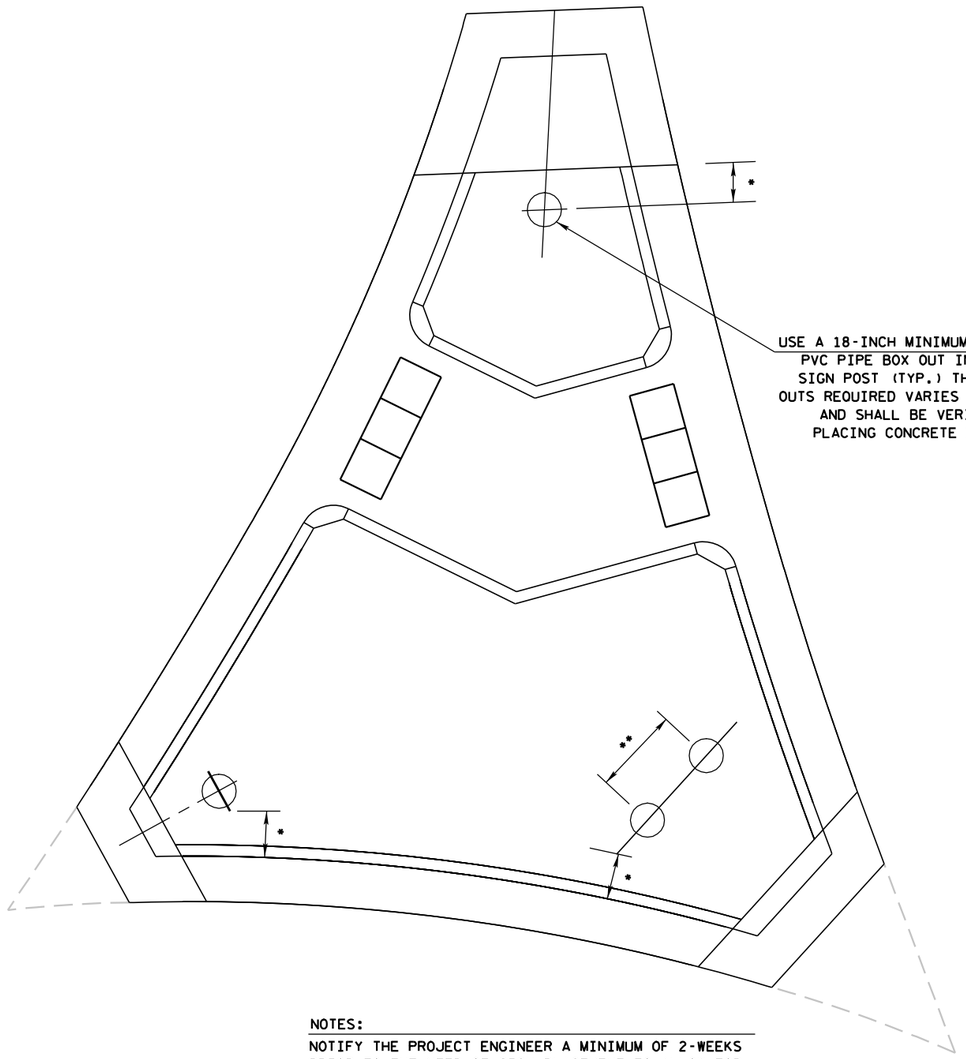
ASPHALTIC PAVEMENT PRIVATE ENTRANCE DETAIL



CONCRETE PAVEMENT PRIVATE ENTRANCE DETAIL



TRUCK OVERTRACKING PAD DETAIL



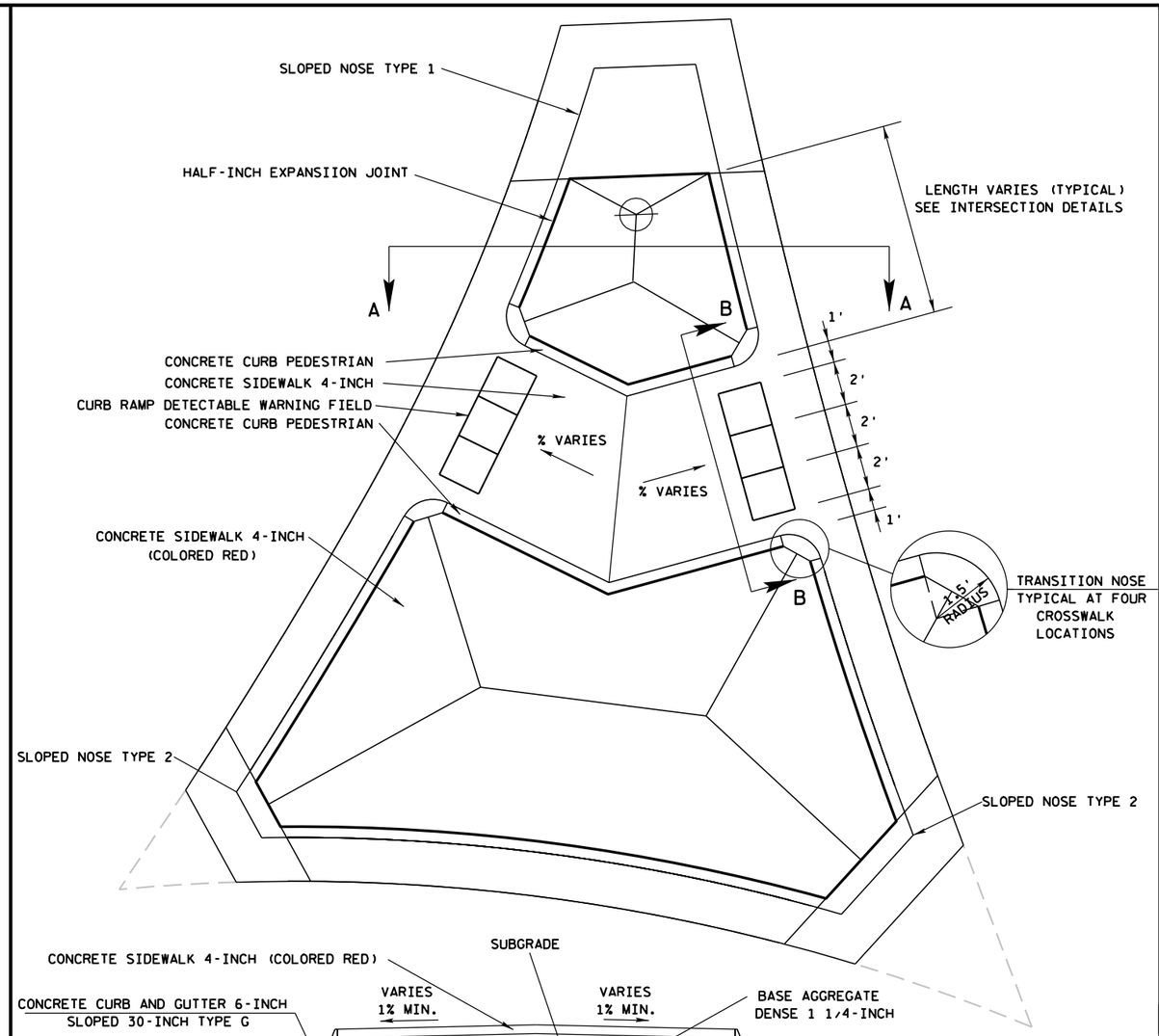
NOTES:

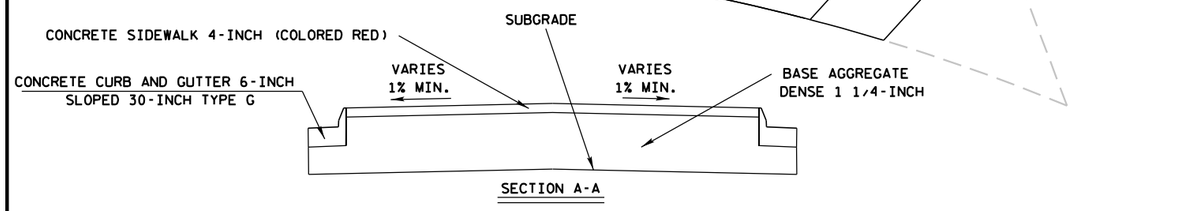
NOTIFY THE PROJECT ENGINEER A MINIMUM OF 2-WEEKS PRIOR TO THE NEED OF SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED FOR THE PROJECT.

* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

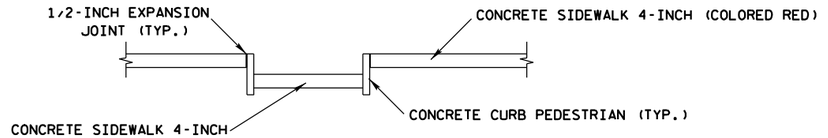
** SEE SIGN DETAILS FOR POST SPACING.

ISLAND SIGN LOCATION DETAIL



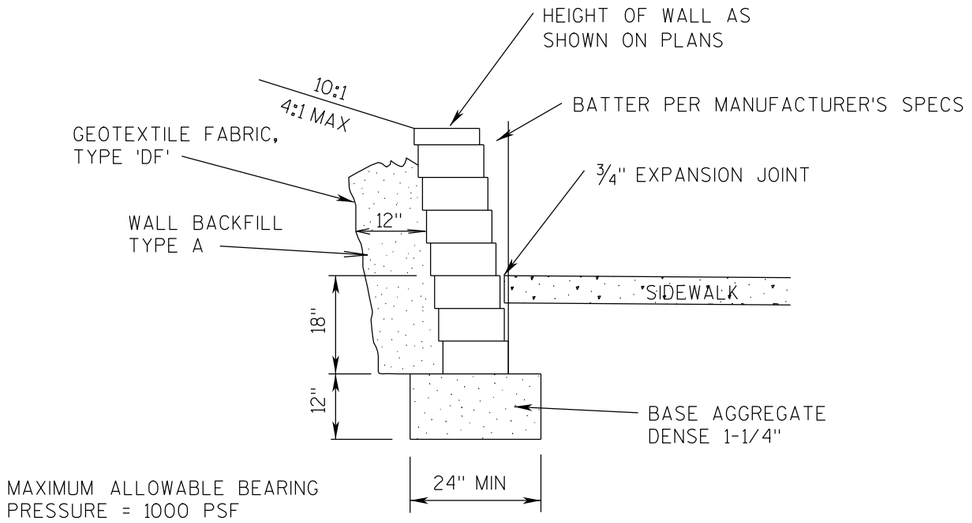


SECTION A-A



SECTION B-B

SPLITTER ISLAND DETAIL (TYP.)



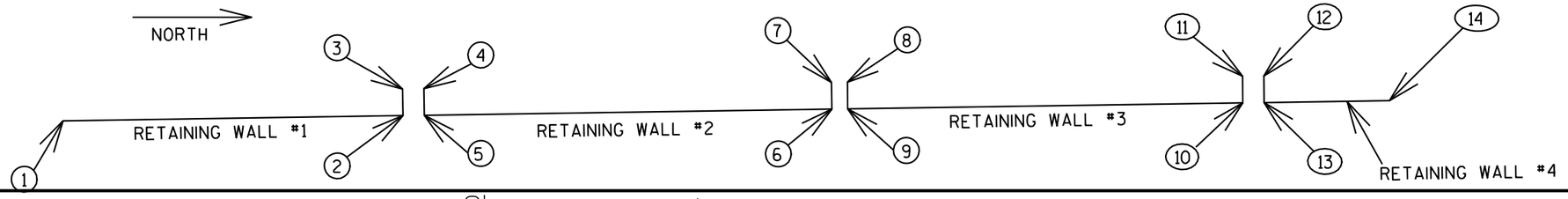
TYPICAL CROSS SECTION

RETAINING WALLS 1 TO 4 POINT DATA

POINT NUMBER	STATION OFFSET INFORMATION ROADWAY STATION	LOCATION	WALL STATION
1	97'A'+18	32.50'LT	0+00.00 (WALL #1)
2	97'A'+81.77	32.50'LT	0+63.78
3	97'A'+81.77	37.50'LT	0+68.78
4	97'A'+85.77	37.50'LT	0+00.00 (WALL #2)
5	97'A'+85.77	32.50'LT	0+05.00
6	98'A'+62.21	32.50'LT	0+81.44
7	98'A'+62.21	37.50'LT	0+86.44
8	98'A'+65.21	37.50'LT	0+00.00 (WALL #3)
9	98'A'+65.21	32.50'LT	0+05.00
10	99'A'+39.32	32.50'LT	0+79.12
11	99'A'+39.32	37.50'LT	0+84.11
12	99'A'+43.32	37.50'LT	0+00.00 (WALL #4)
13	99'A'+43.32	32.50'LT	0+05.00
14	99'A'+66.82	32.50'LT	0+28.50

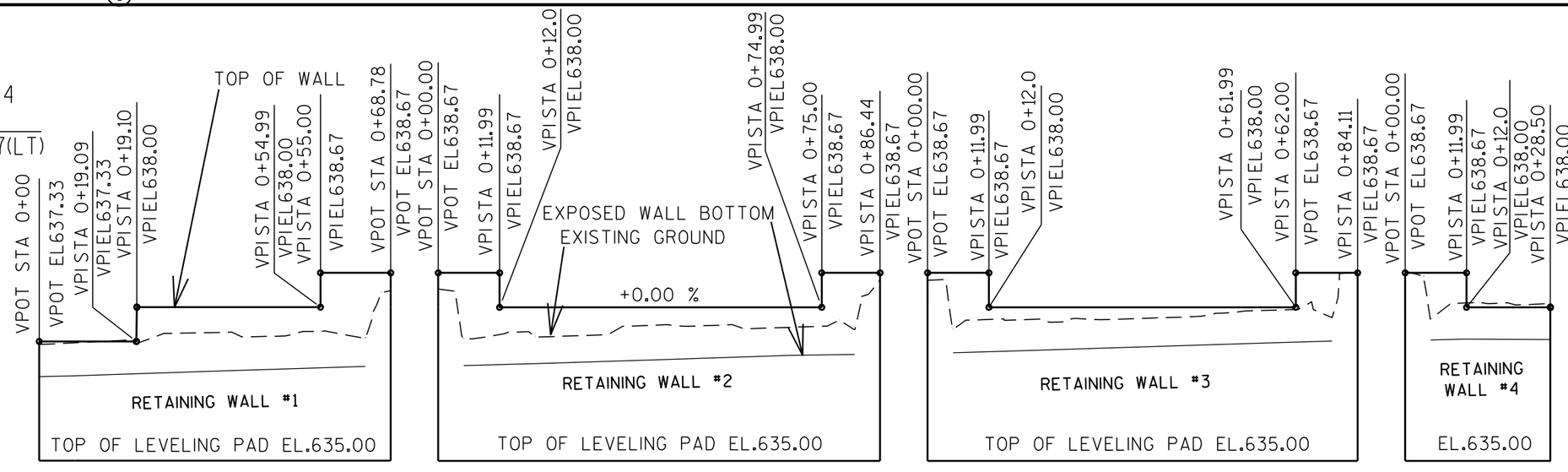
RETAINING WALLS 1 TO 4 PLAN VIEW

STATION 97'A'+18 TO 99'A'+67(LT)

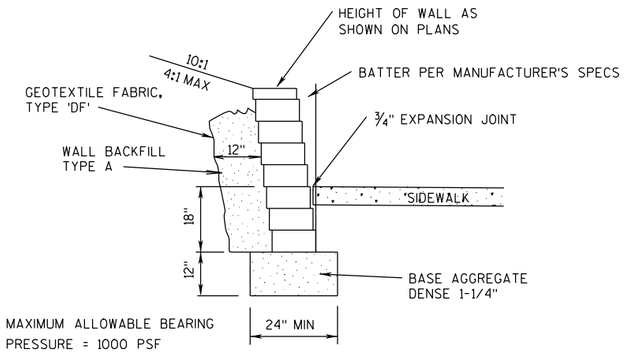


RETAINING WALLS 1 TO 4 PROFILE VIEW

STATION 97'A'+18-99'A'+67(LT)



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E



TYPICAL CROSS SECTION

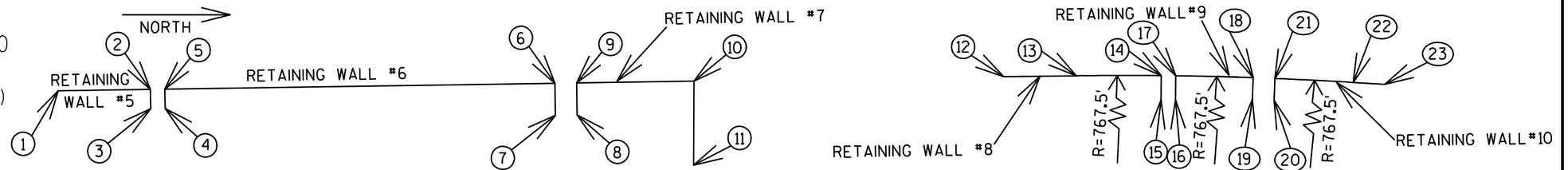
RETAINING WALLS 5 TO 10 POINT DATA

POINT NUMBER	STATION OFFSET INFORMATION		
	ROADWAY STATION	LOCATION	WALL STATION
1	98'A'+35.00	32.50'RT	0+0.00 (WALL#5)
2	98'A'+54.10	32.50'RT	0+19.10
3	98'A'+54.10	36.50'RT	0+23.10
4	98'A'+57.10	36.50'RT	0+0.00 (WALL#6)
5	98'A'+57.10	32.50'RT	0+4.00
6	99'A'+37.89	32.50'RT	0+84.81
7	99'A'+37.91	37.50'RT	0+91.43
8	99'A'+42.41	37.50'RT	0+0.00 (WALL#7)
9	99'A'+42.39	32.50'RT	0+05.00
10	99'A'+66.77	32.50'RT	0+29.31
11	99'A'+66.38	49.90'RT	0+48.25
12	100'A'+30.96	32.50'RT	0+0.00 (WALL#8)

POINT NUMBER	STATION OFFSET INFORMATION			
	ROADWAY STATION	LOCATION	WALL STATION	COMMENT
13	100'A'+45.96	32.50'RT	0+15.05	BEGIN RADIUS
14	100'A'+64.31	32.50'RT	0+32.65	END RADIUS
15	100'A'+64.31	37.50'RT	0+37.65	
16	100'A'+67.44	37.50'RT	0+0.00 (WALL#9)	
17	100'A'+67.44	32.50'RT	0+05.00	BEGIN RADIUS
18	100'A'+84.14	32.51'RT	0+21.06	END RADIUS
19	100'A'+84.14	37.01'RT	0+25.56	
20	100'A'+88.89	36.97'RT	0+0.00 (WALL10)	
21	100'A'+88.84	32.47'RT	0+04.54	BEGIN RADIUS
22	101'A'+05.80	32.50'RT	0+20.74	END RADIUS
23	101'A'+12.31	32.50'RT	0+27.26	

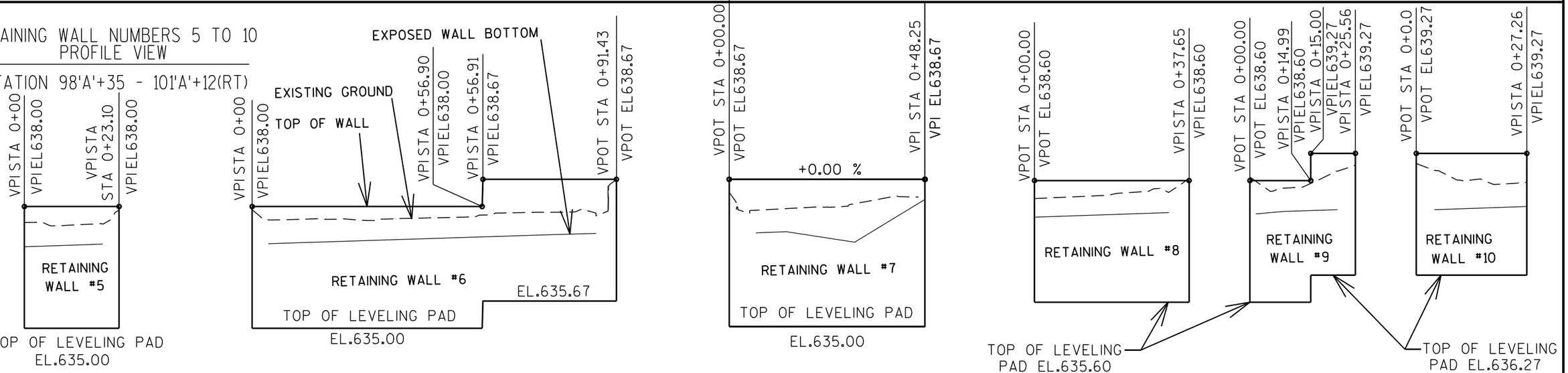
RETAINING WALL NUMBERS 5 TO 10 PLAN VIEW

STATION 98'A'+35 TO 101'A'+12(RT)



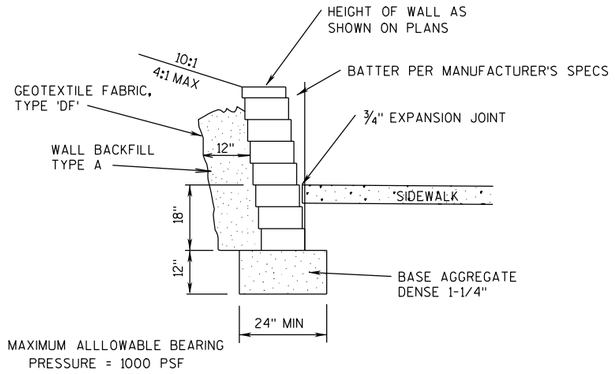
RETAINING WALL NUMBERS 5 TO 10 PROFILE VIEW

STATION 98'A'+35 - 101'A'+12(RT)



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Details\021006_cd.dgn PLOT DATE : 18-JUL-2013 06:54 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 25:1
WISDOT/CADDS SHEET 42



TYPICAL CROSS SECTION

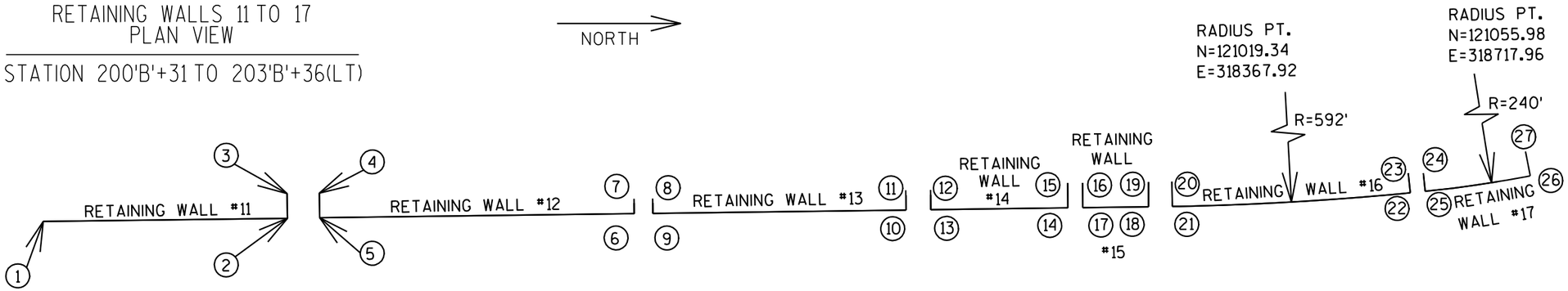
RETAINING WALLS 11 TO 17 POINT DATA

POINT NUMBER	STATION OFFSET INFORMATION ROADWAY STATION	LOCATION	WALL STATION
1	200'B'+31.96	32.00'LT	0+0.0 (WALL*11)
2	200'B'+81.20	32.00'LT	0+49.24
3	200'B'+81.20	37.00'LT	0+54.24
4	200'B'+87.70	37.00'LT	0+0.0 (WALL*12)
5	200'B'+87.70	32.00'LT	0+05.00
6	201'B'+51.10	32.00'LT	0+68.40
7	201'B'+51.10	35.00'LT	0+71.40
8	201'B'+54.85	35.00'LT	0+0.0 (WALL*13)
9	201'B'+54.85	32.00'LT	0+02.14
10	202'B'+05.90	32.00'LT	0+53.19
11	202'B'+05.90	36.00'LT	0+58.01
12	202'B'+10.90	36.00'LT	0+0.0 (WALL*14)
13	202'B'+10.90	32.00'LT	0+03.00
14	202'B'+38.53	32.00'LT	0+30.62
15	202'B'+38.52	37.00'LT	0+36.62

POINT NUMBER	STATION OFFSET INFORMATION ROADWAY STATION	LOCATION	WALL STATION	COMMENT
16	202'B'+41.53	37.00'LT	0+0.0 (WALL*15)	
17	202'B'+41.53	32.00'LT	0+05.00	
18	202'B'+54.77	32.00'LT	0+18.24	
19	202'B'+54.85	37.00'LT	0+23.24	
20	202'B'+59.56	37.00'LT	0+0.0 (WALL*16)	
21	202'B'+59.58	32.00'LT	0+05.00	BEGIN 592' RADIUS
22	203'B'+09.17	33.46'LT	0+53.06	END 592' RADIUS
23	203'B'+09.00	37.45'LT	0+57.05	
24	203'B'+12.20	37.27'LT	0+0.0 (WALL*17)	
25	203'B'+12.34	33.58'LT	0+03.69	BEGIN 240' RADIUS
26	203'B'+36.18	34.53'LT	0+25.10	END 240' RADIUS
27	203'B'+35.88	39.52'LT	0+30.10	END WALL

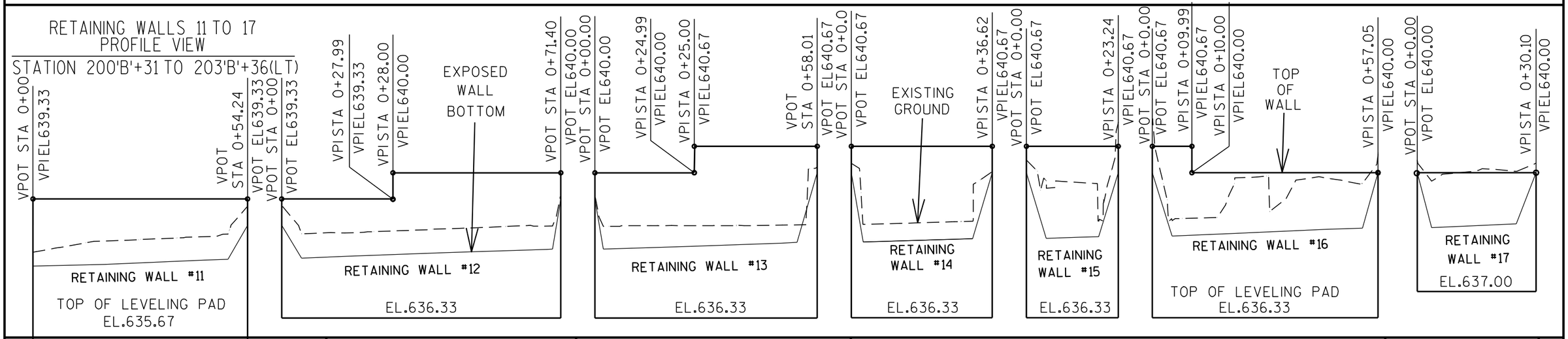
RETAINING WALLS 11 TO 17 PLAN VIEW

STATION 200'B'+31 TO 203'B'+36(LT)

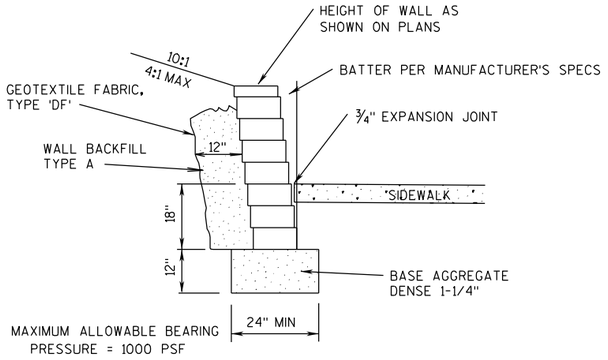


RETAINING WALLS 11 TO 17 PROFILE VIEW

STATION 200'B'+31 TO 203'B'+36(LT)



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET E

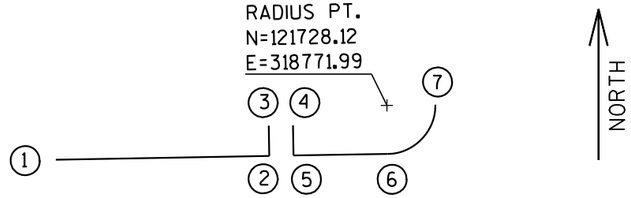


TYPICAL CROSS SECTION

RETAINING WALLS 18 TO 21
POINT DATA

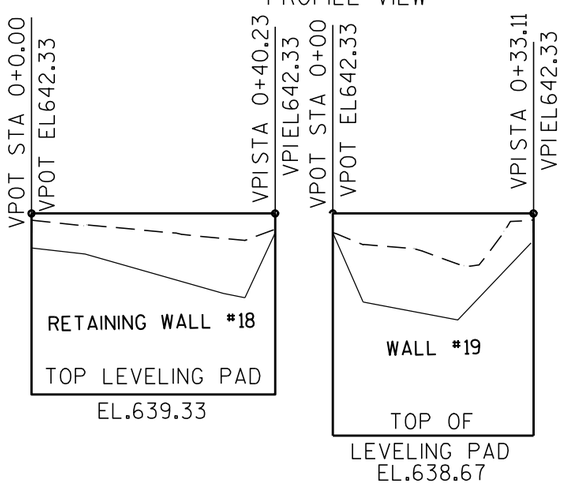
POINT NUMBER	STATION OFFSET INFORMATION ROADWAY STATION	LOCATION	WALL STATION	COMMENT
1	397'M'+41.18	35.75'LT	0+0.0 (WALL #18)	
2	397'M'+78.79	34.89'LT	0+35.23	
3	397'M'+79.16	39.88'LT	0+40.23	
4	397'M'+83.58	39.58'LT	0+0.0 (WALL #19)	
5	397'M'+83.15	34.60'LT	0+05.00	
6	398'M'+00.00	33.07'LT	0+20.55	BEGIN 8' RADIUS
7	398'M'+09.85	39.96'LT	0+33.11	END 8' RADIUS
8	123'G'+36.94	32.50'RT	0+0.00 (WALL #20)	
9	123'G'+51.18	32.50'RT	0+14.24	
10	123'G'+51.18	40.25'RT	0+21.99	
11	123'G'+54.18	40.25'RT	0+0.00 (WALL #21)	
12	123'G'+54.18	32.50'RT	0+07.75	
13	123'G'+87.00	32.50'RT	0+40.59	

RETAINING WALLS #18 & 19 - STA 397'M'+41 TO 398'M'+10
PLAN VIEW

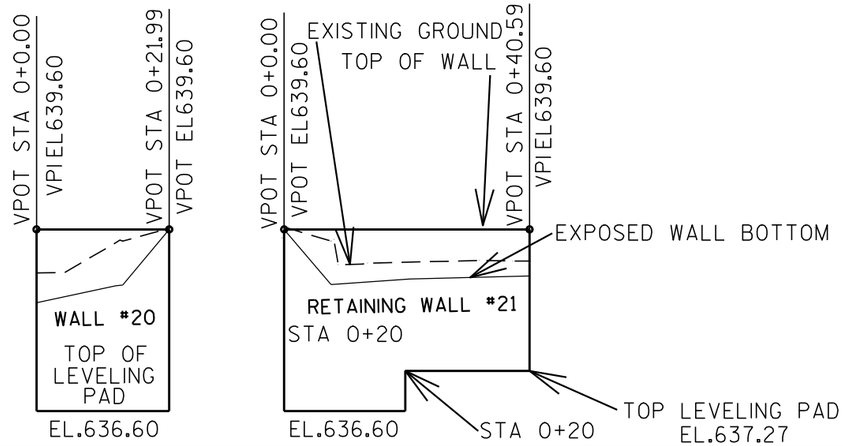


RETAINING WALLS #20 & 21 - STA 123'G'+37 TO 123'G'+87
PLAN VIEW

RETAINING WALLS #18 & 19 - STA 397'M'+41 TO 398'M'+10
PROFILE VIEW

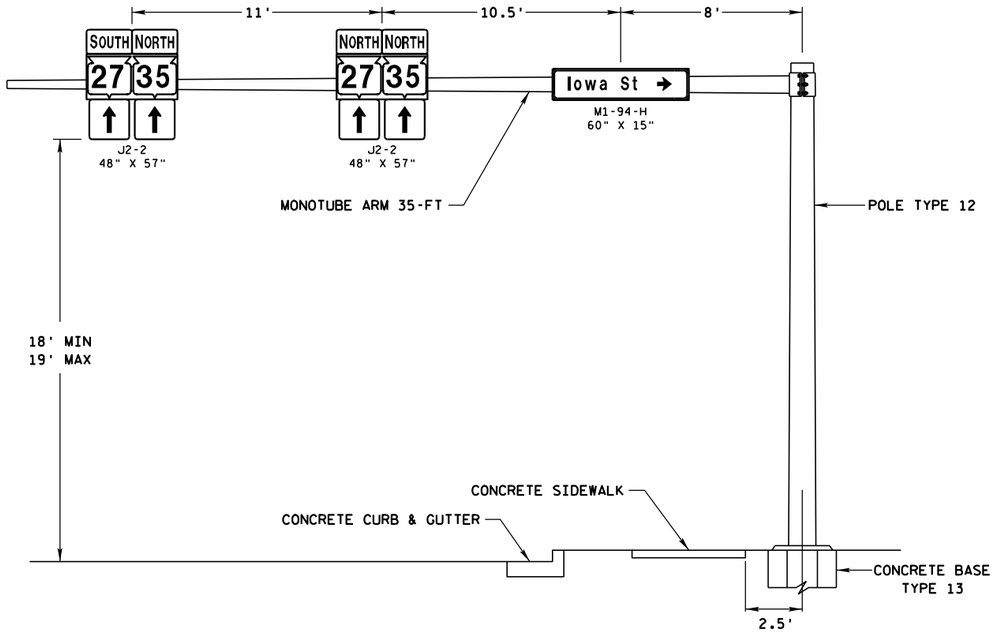


RETAINING WALLS #20 & 21 - STA 123'G'+37 TO 123'G'+87
PROFILE VIEW



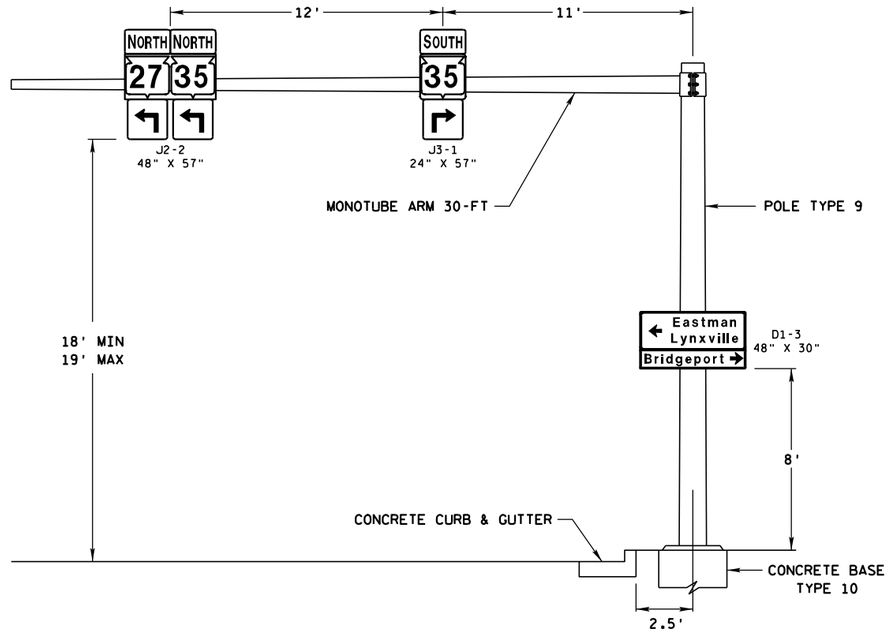
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Details\021008_cd.dgn PLOT DATE : 18-JUL-2013 06:54 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 25:1
WISDOT/CADDS SHEET 42



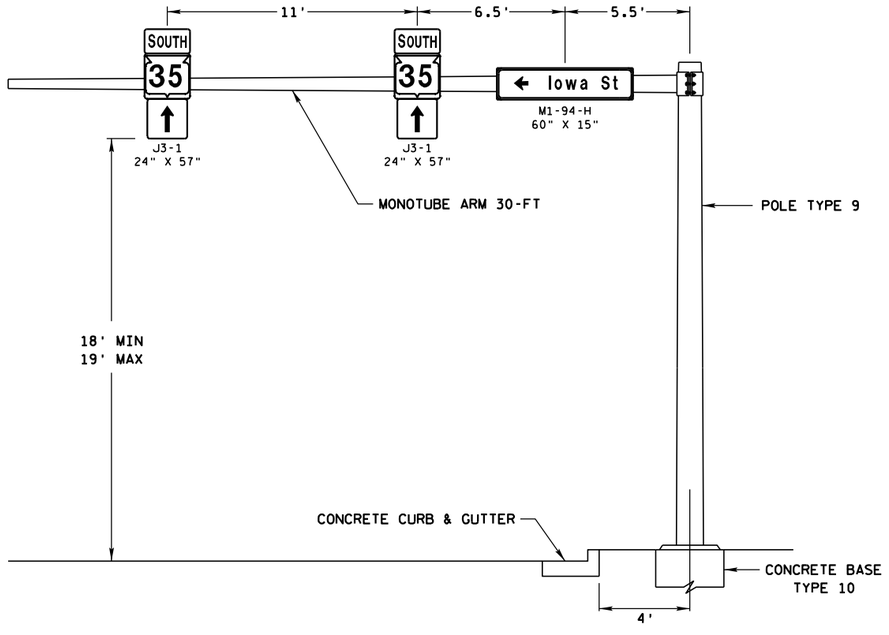
MONOTUBE SIGN STRUCTURE S-12-0001

STATION 101'A'+26 --- 36' RT



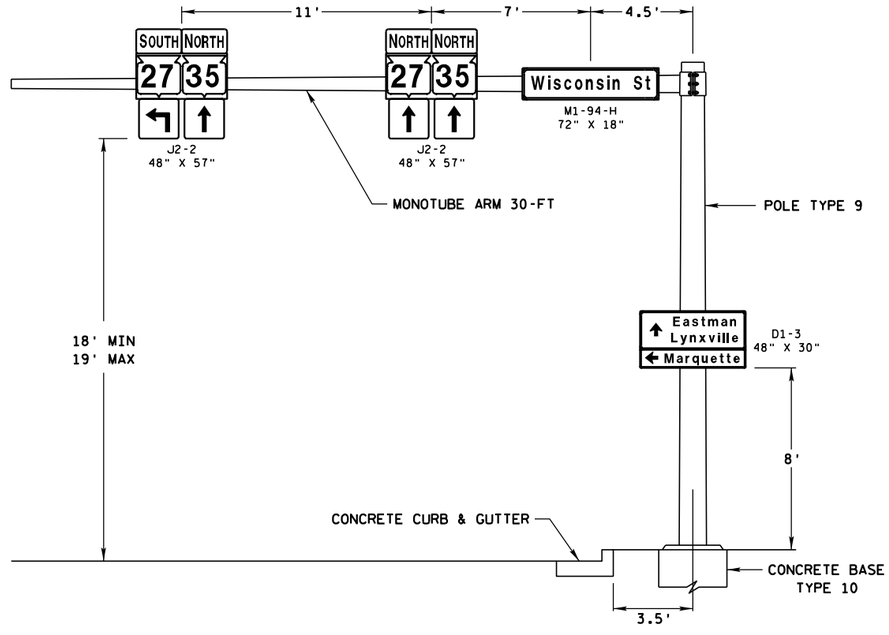
MONOTUBE SIGN STRUCTURE S-12-0002

STATION 298'J'+52 --- 17' RT



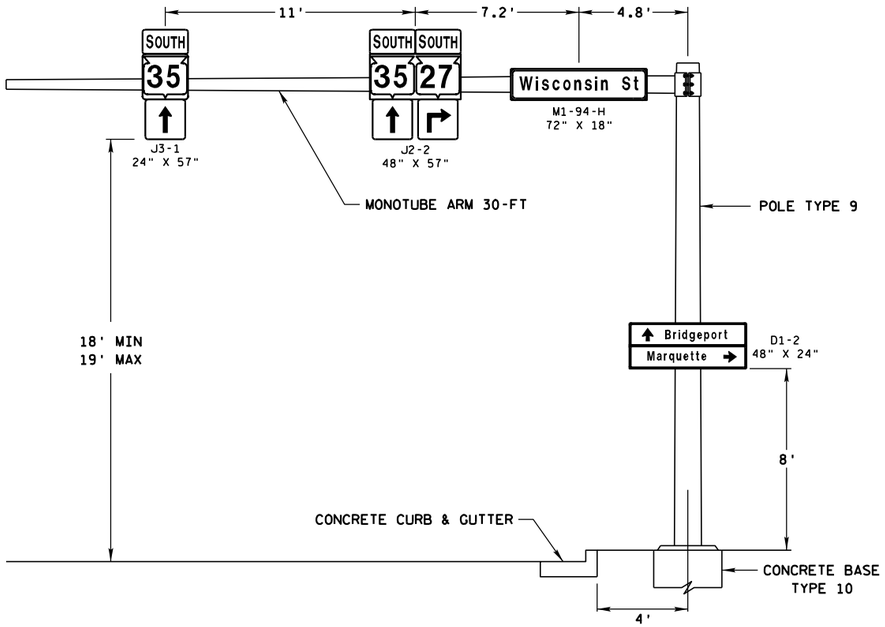
MONOTUBE SIGN STRUCTURE S-12-0003

STATION 206'D'+50 --- 30' LT



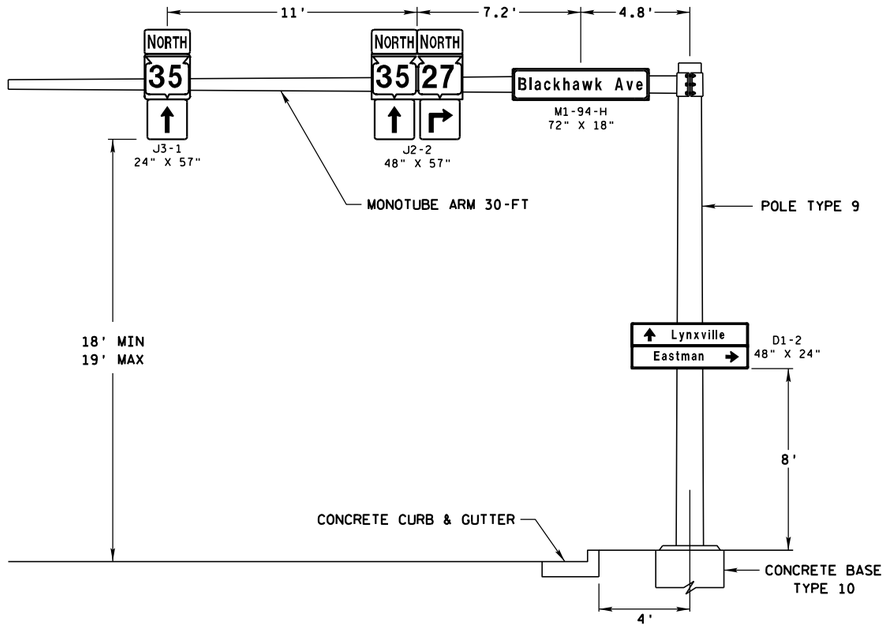
MONOTUBE SIGN STRUCTURE S-12-0004

STATION 107'C'+52 --- 28' RT



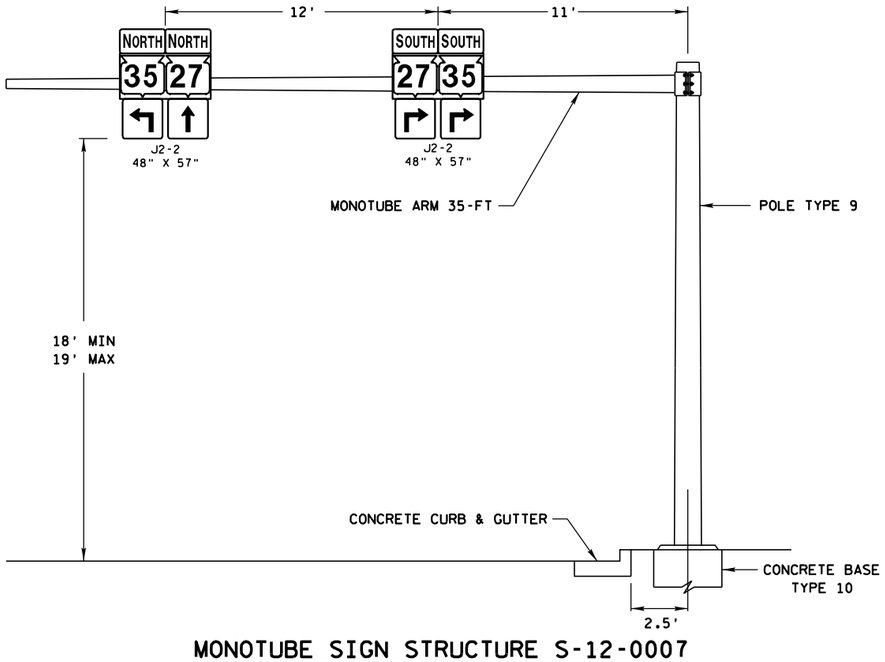
MONOTUBE SIGN STRUCTURE S-12-0005

STATION 211'F'+22 --- 29' LT



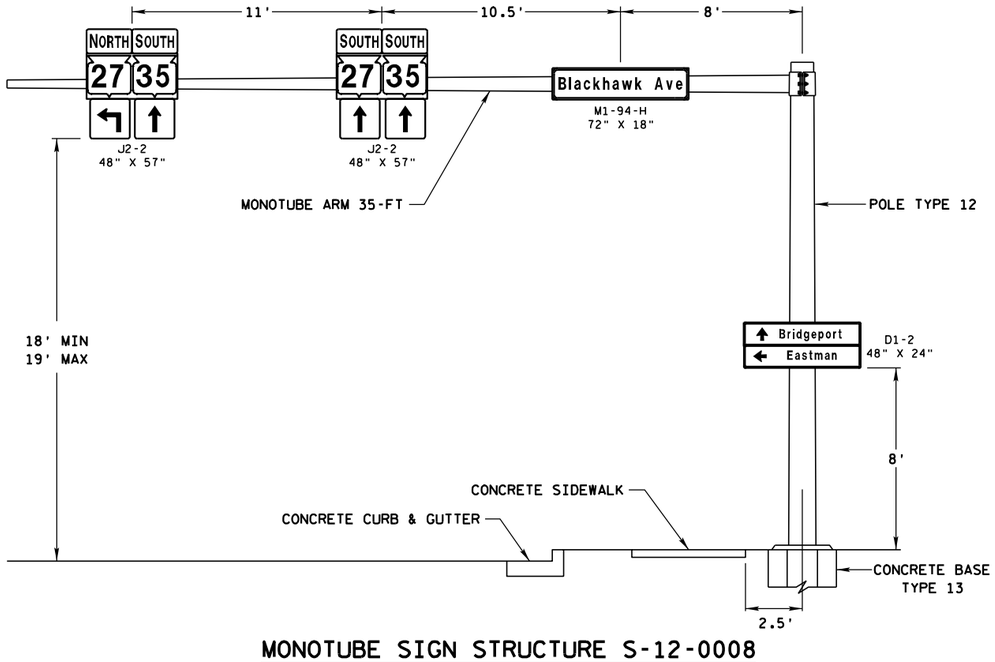
MONOTUBE SIGN STRUCTURE S-12-0006

STATION 113'E'+54 --- 29' RT



MONOTUBE SIGN STRUCTURE S-12-0007

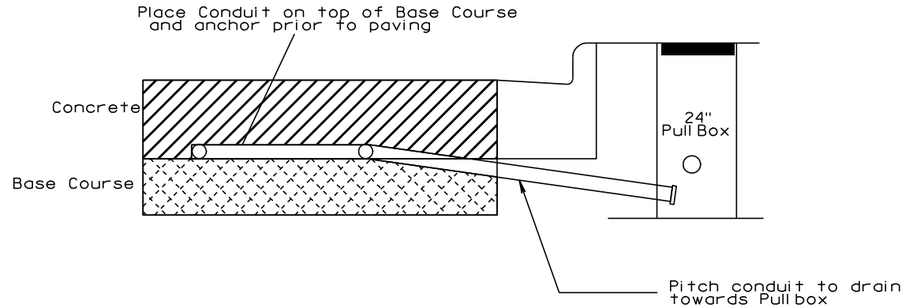
STATION 499'O'+02 --- 30' RT



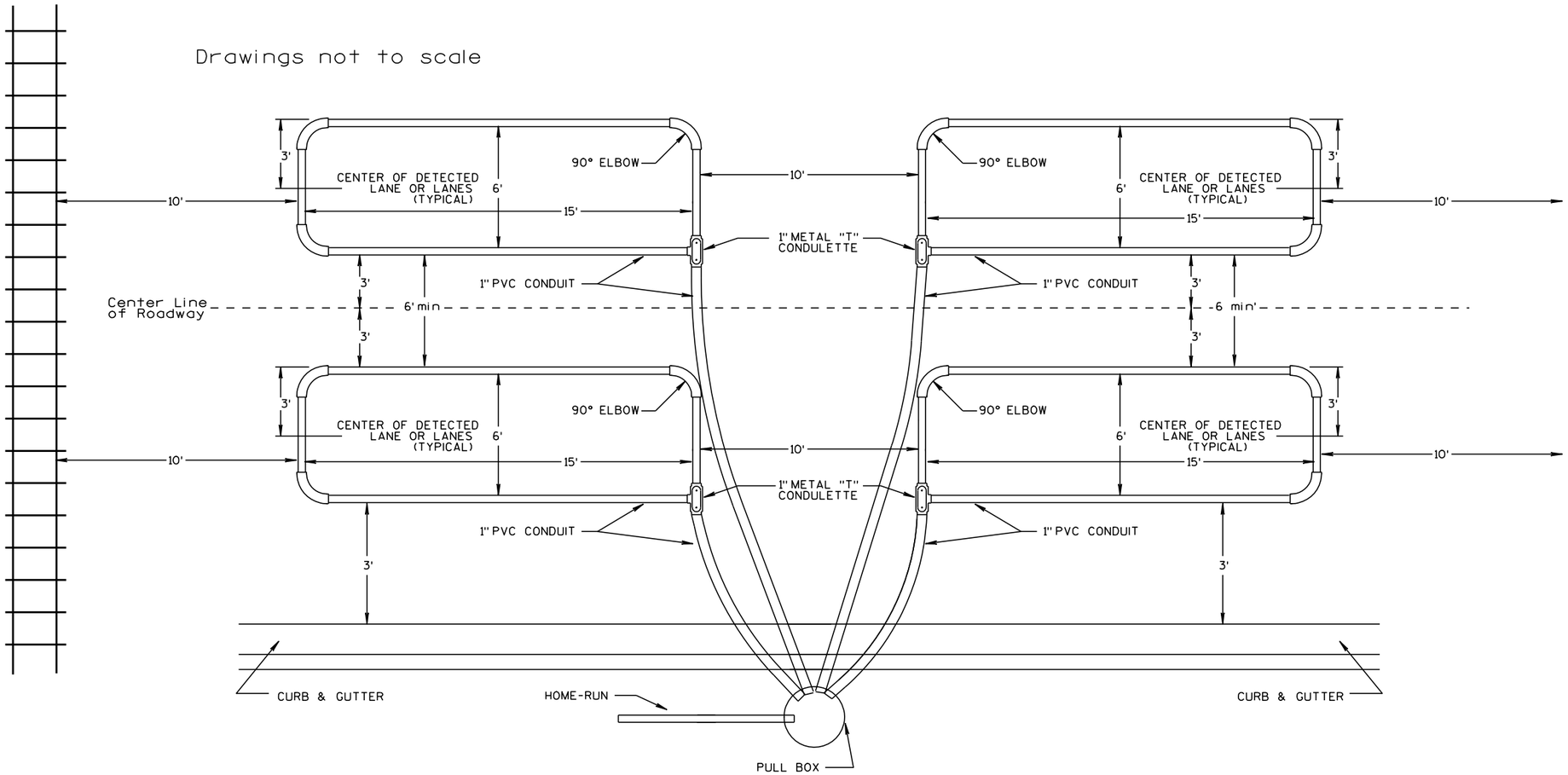
MONOTUBE SIGN STRUCTURE S-12-0008

STATION 219'H'+00 --- 36' LT

2

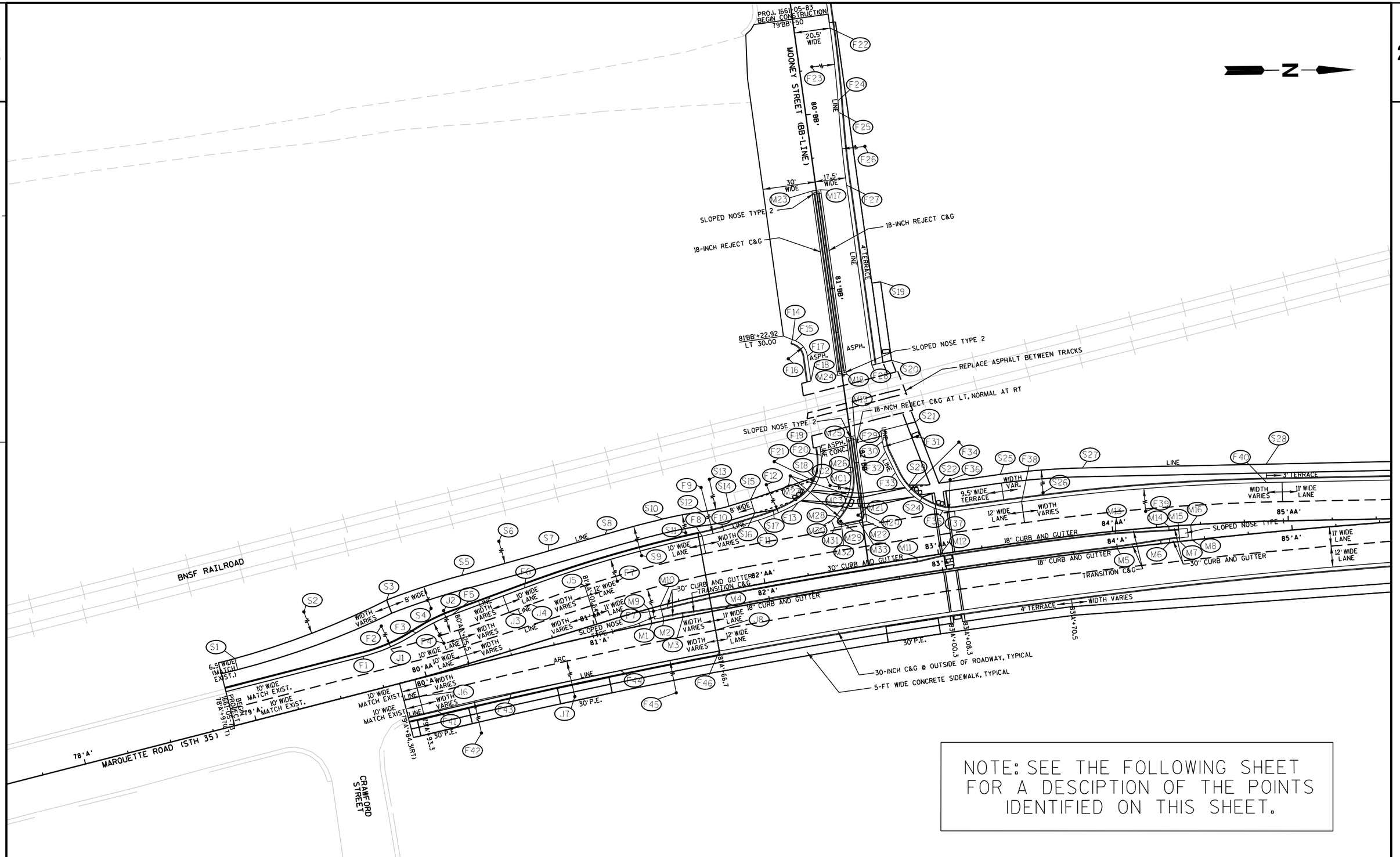


Drawings not to scale



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Loop Layout Detail for Queue Signal	SHEET 25	E

2



NOTE: SEE THE FOLLOWING SHEET FOR A DESCIPTION OF THE POINTS IDENTIFIED ON THIS SHEET.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET	E

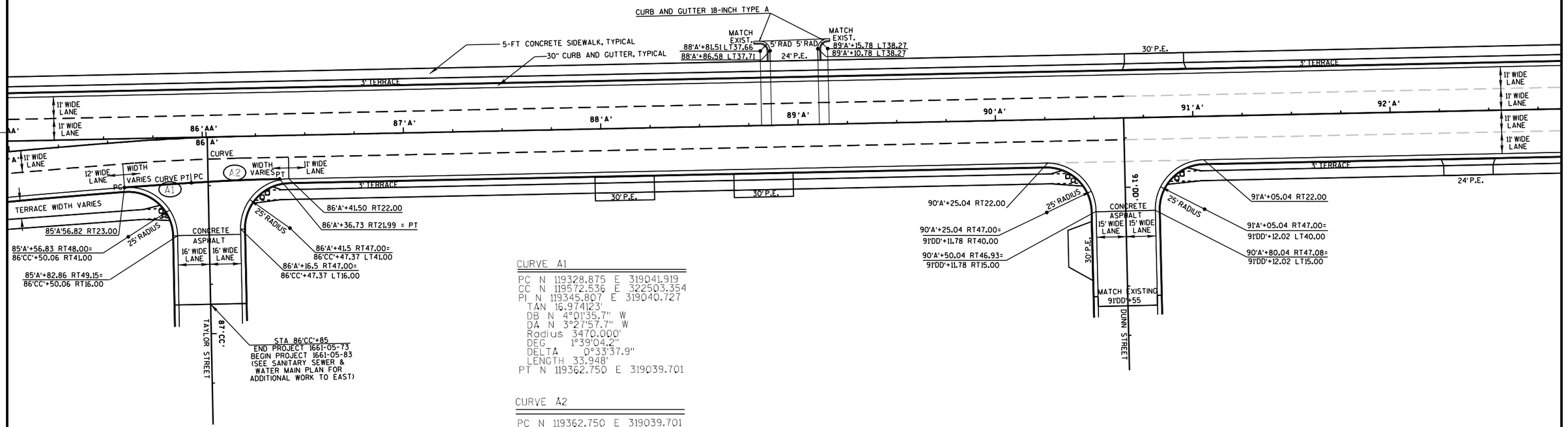
TABLE OF POINTS LOCATED NEAR MARQUETTE-MOONEY INTERSECTION

(ASSOCIATED WITH PREVIOUS INTERSECTION DETAIL SHEET)

POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
F1	79+68.02A	LT 20.00	118741.83	319092.45	P.C. -100-FT
F2	79+68.02A	LT 120.00	118717.5	318995.45	RADIUS POINT - 100-FT
F3	80+01.24AA	LT 25.27	118772.14	319079.21	P.T. - 100-FT / PC -100-FT
F4	80+29.95AA	RT 70.52	118826.78	319162.96	RADIUS POINT - 100-FT
F5	80+24.28AA	LT 29.32	118792.52	319069.01	P.T. - 100-FT
F6	80A+68.28AA	LT 31.82	118833.93	319053.91	P.C. - 733-FT
F7	81+09.84AA	RT 700.00	119085.01	319742.57	RADIUS POINT - 733-FT
F8	81+70.62AA	LT 33.00	118935.03	319025.08	P.T. - 733-FT / PC -152.50-FT
F9	81+70.62AA	LT 185.5	118903.82	318875.8	RADIUS POINT - 152.50-FT
F10	81+82.80AA	LT 33.65	118941.25	319023.64	P.T. - 152.50-FT
F11	82+02.31AA	LT 35.91	118966.78	319016.16	P.C. - 107.19-FT
F12	81+90.51AA	LT 142.38	118936.14	318913.44	RADIUS POINT - 107.19-FT
F13	82+26.35AA	LT 41.82	118989.76	319006.27	P.T. - 107.19-FT / PC -27-FT
F14	81+25.59BB	RT 25.24	118986.91	318913.52	BEGIN C&G
F15	81+26.51BB	RT 23.61	118914.22	318914.22	P.C. - 11-FT
F16	81+36.10BB	RT 29.00	118984.58	318924.43	RADIUS POINT - 11-FT
F17	81+36.10BB	RT 18.00	118995.48	318922.98	P.T. - 11-FT
F18	81+50.37BB	RT 18.00	118997.37	318937.12	END C&G
F19	81+87.90BB	RT 18.00	119002.35	318974.31	BEGIN C&G
F20	81+92.93BB	RT 18.00	119003.02	318979.3	P.C. - 27-FT
F21	81+92.93BB	RT 45.00	118976.25	318982.89	RADIUS POINT - 27-FT
F22	79+53.02BB	LT 20.50	119009.37	318736.4	P.C. - 670-FT
F23	79+53.02BB	RT 649.50	118345.28	318825.22	RADIUS POINT - 670-FT
F24	79+94.69BB	LT 19.20	119013.61	318777.88	P.T. - 670-FT
F25	80+01.20BB	LT 18.80	119014.07	318784.39	P.C. - 670-FT
F26	80+42.87BB	LT 687.50	119682.4	318737.05	RADIUS POINT - 670-FT
F27	80+42.87BB	LT 17.50	119018.31	318825.86	P.T. - 670-FT
F28	81+46.32BB	LT 17.50	119032.02	318928.4	END C&G
F29	81+83.90BB	LT 17.50	119037	318965.65	BEGIN C&G
F30	81+90.06BB	LT 17.50	119037.82	318971.75	P.C. - 20-FT
F31	81+90.06BB	LT 37.50	119057.64	318969.1	RADIUS POINT - 20-FT
F32	81+96.14BB	LT 18.45	119039.56	318977.65	P.T. - 20-FT
F33	82+08.59BB	LT 22.42	119045.16	318989.47	P.C. - 40-FT
F34	81+96.43BB	LT 60.53	119081.31	318972.36	RADIUS POINT - 40-FT
F35	83+06.19AA	LT 24.25	119072.08	319011.28	P.T. - 40-FT / PC -18-FT
F36	83+12.72AA	LT 41.03	119076.24	318993.74	RADIUS POINT - 18-FT
F37	83+12.72AA	LT 23.00	119078.77	319011.59	P.T - 18-FT / P.C. - 3526.5-FT
F38	83+50.92AA	LT23.00	119116.87	319006.42	P.T-3526.5-FT/P.C.-1222.5 -FT
F39	83+50.92AA	RT1199.5	119274.83	320218.67	RADIUS POINT - 1222.5-FT
F40	84+88.26AA	LT 22.03	119256.18	318996.31	P.T. - 1222.5-FT
F41	80+01.07A	RT 20.00	118783.63	319123.2	P.C. - 897.34-FT
F42	80+01.07A	RT 917.34	119002.01	319993.56	RADIUS POINT - 897.34-FT
F43	80+44.84A	RT 20.94	118826.14	319113.62	P.T. - 897.34-FT
F44	81+08.69A	RT 22.52	118888.19	319101.22	P.C. - 3503.32-FT
F45	87+50.73A	RT3522.74	119574.82	322536.6	RADIUS POINT -3503.32-FT
F46	81+66.54A	RT 22.96	118944.46	319090.45	P.T. -3503.32'/P.C.-3503.32'
S1	78+97.10A	LT 37.00	118668.91	319093.22	P.C. - 496.6-FT
S2	78+97.10A	LT 496.60	118557.43	318647.34	RADIUS POINT - 496.6-FT
S3	79+88.96A	LT47.70	118755.4	319060.48	P.T- 496.6-FT/P.C.- 414.5 -FT
S4	80+42.93A	RT 363.61	118904.61	319447.19	RADIUS POINT - 414.5-FT
S5	80+36.20AA	LT 49.15	118798.21	319046.58	P.T- 414.5' / P.C.- 2781.36'
S6	81+13.60AA	LT2829.02	118084.24	316358.42	RADIUS POINT - 2781.36-FT
S7	80+87.34AA	LT 47.92	118847.53	319033	P.T. - 2781.36-FT
S8	81+20.27AA	LT 47.50	118879.87	319023.77	P.C. - 747.5-FT
S9	81+09.84AA	RT700.00	119085.01	319742.57	RADIUS POINT - 747.5-FT
S10	81+51.92AA	LT 47.50	118912.58	319015.23	P.T- 747.5-FT / P.C.- 208-FT
S11	81+51.92AA	RT 160.5	118960.56	319217.62	RADIUS POINT - 208-FT
S12	81+73.53AA	LT 46.58	118935.29	319011.16	P.T- 208-FT / P.C.- 92-FT
S13	81+79.68AA	LT 138.31	118924.11	318919.84	RADIUS POINT - 92-FT
S14	81+88.00AA	LT 46.50	118950.41	319008	P.T. - 92-FT
S15	82+00.34AA	LT48.26	118962.7	319004.34	
S16	82+01.26AA	LT 40.32	118964.98	319012	
S17	82+12.00AA	LT 40.11	118975.72	319010.37	
S18	82+37.67AA	LT 54.44	118999.94	318991.94	
S19	81+00.00BB	LT 29.06	119037.34	318880.96	BEGIN CONC. SIDEWALK
S20	81+45.00BB	LT 29.06	119043.3	318925.56	END CONC. SIDEWALK
S21	81+81.64BB	LT 37.56	119056.59	318960.75	BEGIN CONC. SIDEWALK
S22	83+06.25AA	LT 40.00	119069.91	318995.68	P.C. - 3543.5-FT
S23	82+89.36AA	LT 41.51	119052.78	318996.65	
S24	82+95.85AA	LT 33.62	119060.42	319003.51	
S25	83+41.07AA	LT 40.00	119104.79	318990.86	P.T - 3543.5-FT / P.C. -400-FT
S26	83+41.07AA	RT 360.00	119157.59	319387.36	RADIUS POINT - 400-FT
S27	83+86.86AA	LT 37.71	119151.5	318987.41	P.T. - 400-FT
S28	84+88.33AA	LT 32.53	119256.02	318985.81	
S29	82+16.73BB	LT 29.03	119052.78	318996.66	
M1	81+31.86A	RT 0.00			BEGIN SLOPED NOSE
M2	81+38.79A	RT 0.00			END SLPD NOSE/BEGIN 30"
M3	81+50.00A	RT 0.00			END 30" / BEGIN TRANS. C&G
M4	81+75.00A	RT 0.00			END TRANS. C&G/BEGIN 18"
M5	84+00.00A	RT 0.00			END 18" / BEGIN TRANS. C&G
M6	84+29.98A	RT 0.00			END TRANS. C&G/BEGIN 30"
M7	84+35.78A	RT 0.00			END 30"/BEGIN SLPD NOSE
M8	84+42.78A	RT 0.00			END SLOPED NOSE
M9	81+32.13AA	RT 0.00			BEGIN SLOPED NOSE
M10	81+39.06AA	RT 0.00			END SLPD NOSE/BEGIN 30"
M11	82+87.52AA	RT 0.00			END 30" / BEGIN TRANS. C&G
M12	83+01.39AA	RT 0.00			END TRANS. C&G/BEGIN 18"
M13	84+01.41AA	RT 0.00			END 18" / BEGIN TRANS. C&G
M14	84+32.00AA	RT 0.00			END TRANS. C&G/BEGIN 30"
M15	84+37.45AA	RT 0.00			END 30"/BEGIN SLPD NOSE
M16	84+44.45AA	RT 0.00			END SLOPED NOSE
M17	80+43.33BB	LT 2.50	119003.51	318828.31	BEGIN SLOPED NOSE
M18	81+49.32BB	LT 2.50	119017.55	318933.36	END SLOPED NOSE
M19	81+84.57BB	LT 2.50	119022.23	318968.3	BEGIN SLOPED NOSE
M20	82+29.67BB	LT 2.50	119028.2	319013	P.C. - 3.5-FT TO FACE
M21	82+29.67BB	LT 2.00	119013.6	319013.6	RADIUS PT. - 3.5-FT TO FACE
M22	82+33.92BB	LT 2.50	119028.77	319017.22	
M23	81+85.13BB	RT 2.50	118998.55	318829.04	BEGIN SLOPED NOSE
M24	81+49.32BB	RT 2.50	119012.59	318934.02	END SLOPED NOSE
M25	81+85.13BB	RT 2.50	119017.34	318969.52	BEGIN SLOPED NOSE
M26	82+02.24BB	RT 2.50	119019.61	318986.48	P.C. - 34.55-FT TO FLAG
M27	82+02.24BB	RT 37.05	118985.36	318991.06	RADIUS PT. - 34.55' TO FLAG
M28	82+28.67BB	RT 14.80	119010.93	319014.31	PT-34.55'@FLAG/PC-2'@FACE
M29	82+31.73BB	RT 12.22	119013.89	319017	RADIUS PT. - 2-FT TO FACE
M30	82+30.59BB	RT 17.30	119008.7	319016.54	
M31	82+24.21AA	LT 24.21	119010.34	319020.73	
M32	82+48.31AA	LT 24.33	119014.45	319019.94	P.T. - 2-FT TO FACE
M33	82+58.66AA	LT 24.65	119024.69	319018	P.T. - 3.5-FT TO FACE
J1	79+84.27AA	LT 20.00	118757.6	319088.49	P.C. - 680-FT
J2	79+84.27AA	LT 700.00	118592.11	318428.93	RADIUS POINT - 680-FT
J3	80+55.77AA	LT 21.09	118825.04	319067.8	P.T. - 680-FT
J4	80+68.85AA	LT 21.84	118837.35	319063.31	P.C. - 723-FT
J5	81+01.27AA	LT 22.95	118868.07	319052.88	P.T - 723-FT / P.C. -723-FT
J6	79+93.29A	RT 10.00	118773.65	319115.39	P.C. - 2744.33-FT
J7	79+93.29A	RT2754.33	119441.51	321777.22	RADIUS POINT - 2744.33-FT
J8	81+66.66A	RT 10.96	118942.38	319078.63	P.T - 2744.33'/ P.C. -3515.32'
MC1	82+04.87BB	RT 1.50	119020.95	318988.95	P.C. - 32.62-FT TO FACE
MC2	82+04.87BB	RT 34.12	118988.62	318993.27	RADIUS PT. - 32.62' TO FACE
MC3	82+26.59BB	RT 9.79	119015.61	319011.58	P.T - 32.62-FT/ P.C. -36.55-FT

2

N



CURVE A1

PC N 119328.875 E 319041.919
CC N 119572.536 E 322503.354
PI N 119345.807 E 319040.727
TAN 16.974123'
DB N 4°01'35.7" W
DA N 3°27'57.7" W
Radius 3470.000'
DEG 1°39'04.2"
DELTA 0°33'37.9"
LENGTH 33.948'
PT N 119362.750 E 319039.701

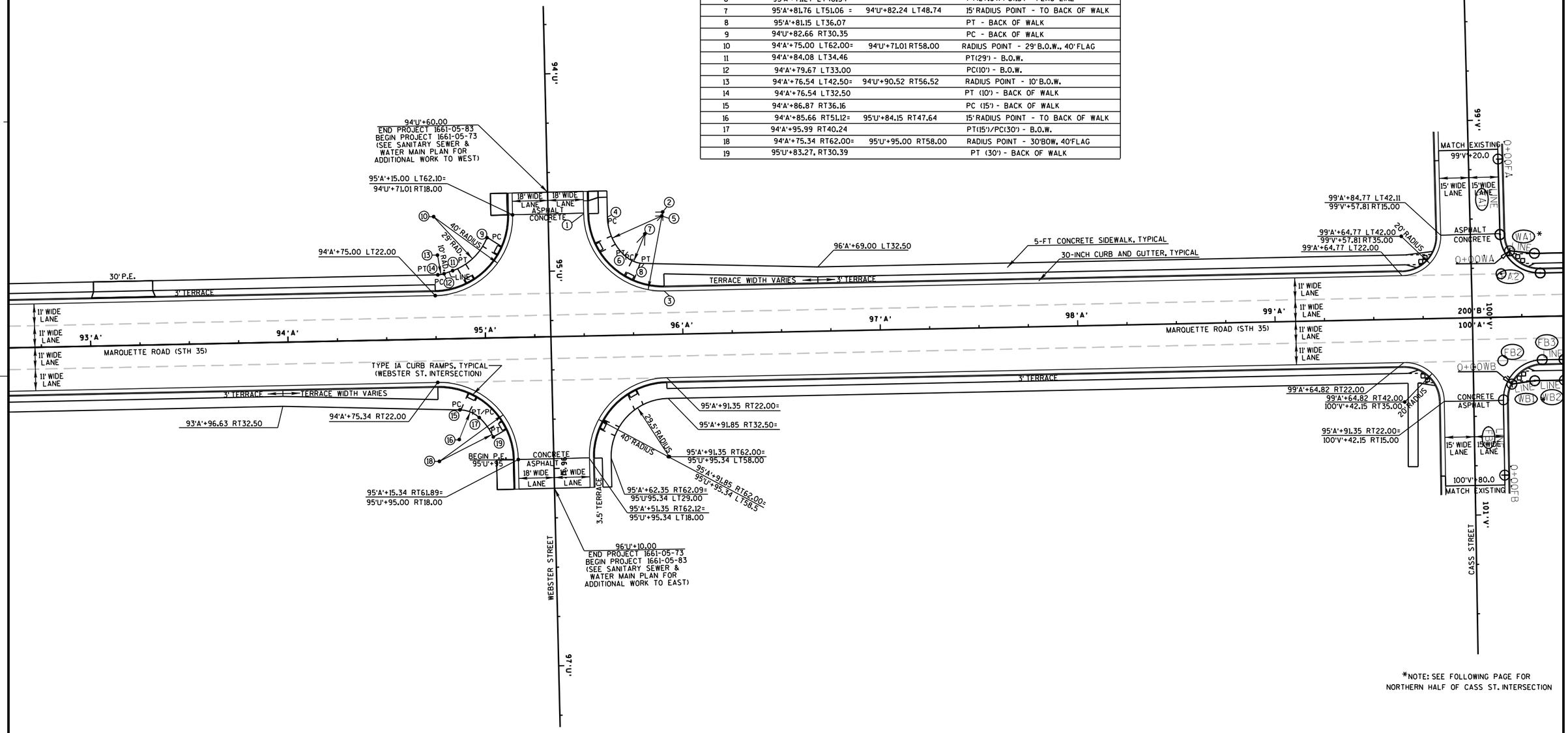
CURVE A2

PC N 119362.750 E 319039.701
CC N 119422.542 E 320026.892
PI N 119385.082 E 319038.349
TAN 22.372'
DB N 3°27'57.7" W
DA N 0°52'27.5" W
Radius 989.000'
DEG 5°47'35.9"
DELTA 2°35'30.2"
LENGTH 44.736'
PT N 119407.451 E 319038.007

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET	E

2

POINT NUMBER	STATION / OFFSET	STATION / OFFSET	DESCRIPTION:
1	95'A'+51.00 LT61.89 =	94'U'+71.33 LT18.00	PC - FLAG LINE
2	95'A'+91.00 LT62.00 =	94'U'+71.33 LT58.00	40' RADIUS POINT - TO FLAG
3	95'A'+91.00 LT22.00		PT - FLAG LINE
4	95'A'+63.00 LT59.92 =	94'U'+77.33 LT30.00	PC - BACK OF WALK
5	95'A'+90.50 LT60.33 =	94'U'+73.33 LT57.50	27.5' RADIUS POINT - TO BACK OF WALK
6	95'A'+71.27 LT40.34		PT(27.5')/PC(15') - FLAG LINE
7	95'A'+81.76 LT51.06 =	94'U'+82.24 LT48.74	15' RADIUS POINT - TO BACK OF WALK
8	95'A'+81.15 LT36.07		PT - BACK OF WALK
9	94'U'+82.66 RT30.35		PC - BACK OF WALK
10	94'A'+75.00 LT62.00=	94'U'+71.01 RT58.00	RADIUS POINT - 29' B.O.W., 40' FLAG
11	94'A'+84.08 LT34.46		PT(29') - B.O.W.
12	94'A'+79.67 LT33.00		PC(10') - B.O.W.
13	94'A'+76.54 LT42.50=	94'U'+90.52 RT56.52	RADIUS POINT - 10' B.O.W.
14	94'A'+76.54 LT32.50		PT (10') - BACK OF WALK
15	94'A'+86.87 RT36.16		PC (15') - BACK OF WALK
16	94'A'+85.66 RT51.12=	95'U'+84.15 RT47.64	15' RADIUS POINT - TO BACK OF WALK
17	94'A'+95.99 RT40.24		PT(15')/PC(30') - B.O.W.
18	94'A'+75.34 RT62.00=	95'U'+95.00 RT58.00	RADIUS POINT - 30'BOW, 40'FLAG
19	95'U'+83.27, RT30.39		PT (30') - BACK OF WALK

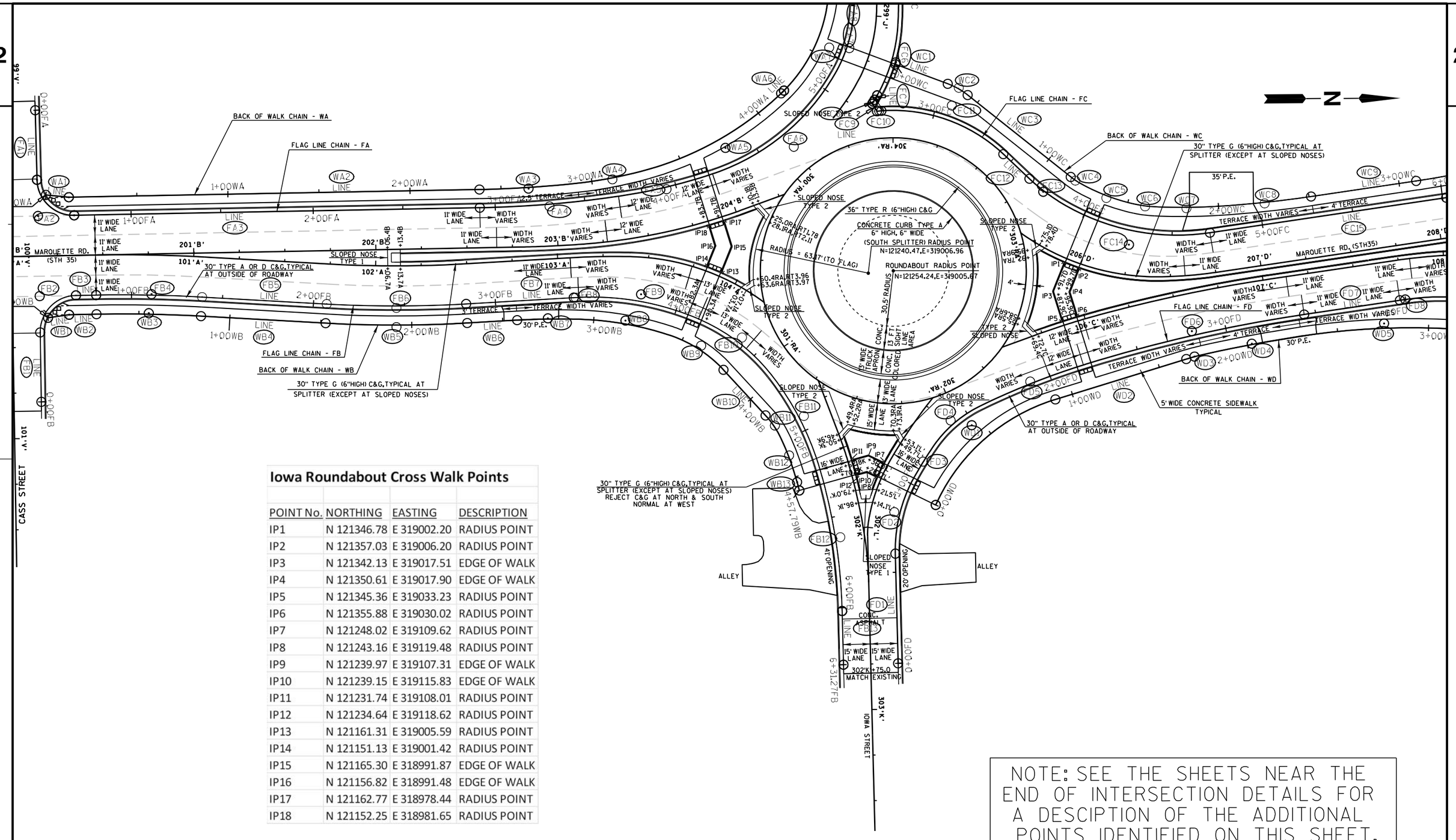


*NOTE: SEE FOLLOWING PAGE FOR NORTHERN HALF OF CASS ST. INTERSECTION

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Intersection Details\021105_id.dgn PLOT DATE : 18-JUL-2013 18:42 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 50:1
WISDOT/CADDS SHEET 42

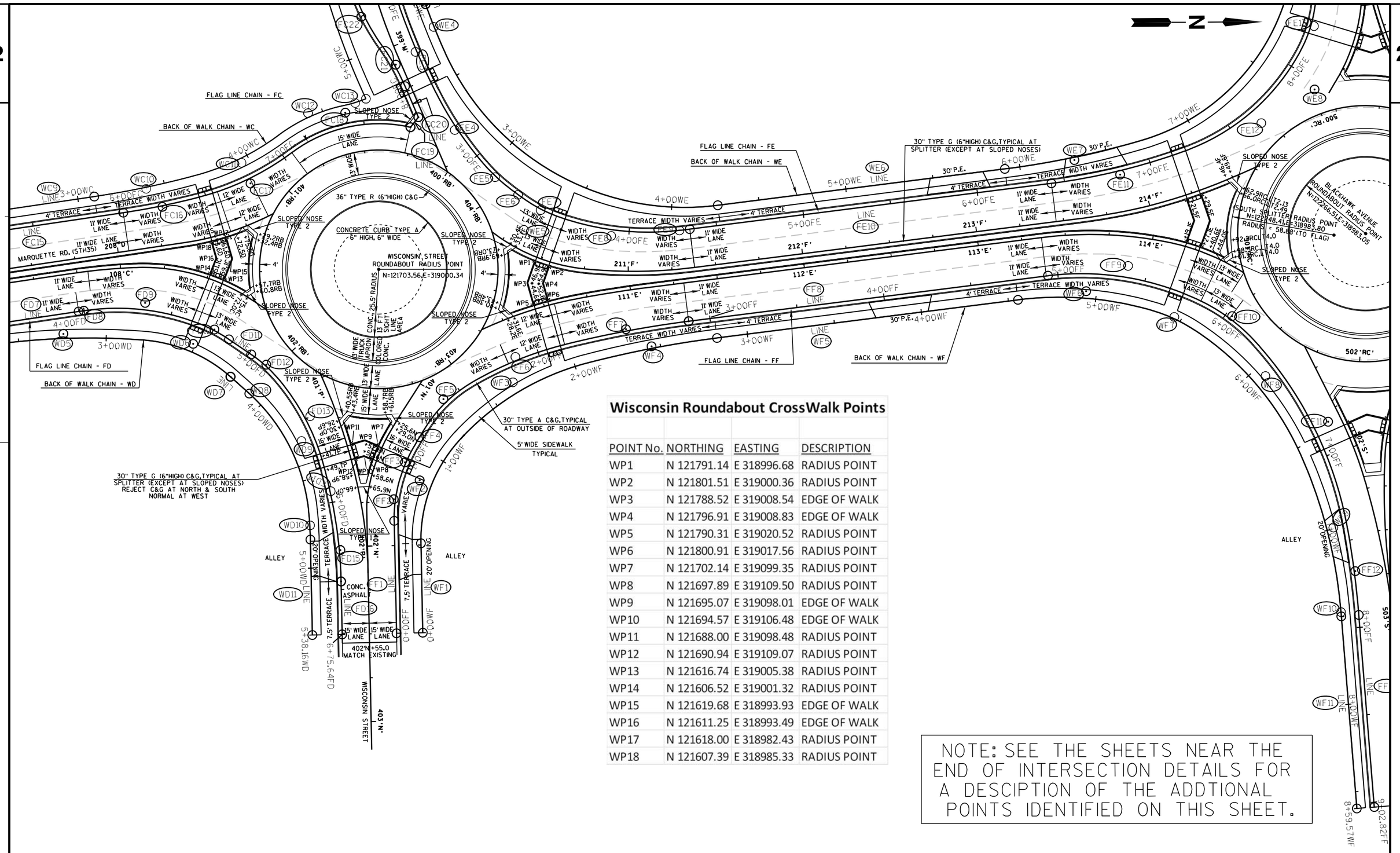
2



Iowa Roundabout Cross Walk Points

POINT No.	NORTHING	EASTING	DESCRIPTION
IP1	N 121346.78	E 319002.20	RADIUS POINT
IP2	N 121357.03	E 319006.20	RADIUS POINT
IP3	N 121342.13	E 319017.51	EDGE OF WALK
IP4	N 121350.61	E 319017.90	EDGE OF WALK
IP5	N 121345.36	E 319033.23	RADIUS POINT
IP6	N 121355.88	E 319030.02	RADIUS POINT
IP7	N 121248.02	E 319109.62	RADIUS POINT
IP8	N 121243.16	E 319119.48	RADIUS POINT
IP9	N 121239.97	E 319107.31	EDGE OF WALK
IP10	N 121239.15	E 319115.83	EDGE OF WALK
IP11	N 121231.74	E 319108.01	RADIUS POINT
IP12	N 121234.64	E 319118.62	RADIUS POINT
IP13	N 121161.31	E 319005.59	RADIUS POINT
IP14	N 121151.13	E 319001.42	RADIUS POINT
IP15	N 121165.30	E 318991.87	EDGE OF WALK
IP16	N 121156.82	E 318991.48	EDGE OF WALK
IP17	N 121162.77	E 318978.44	RADIUS POINT
IP18	N 121152.25	E 318981.65	RADIUS POINT

NOTE: SEE THE SHEETS NEAR THE END OF INTERSECTION DETAILS FOR A DESCIPTION OF THE ADDITIONAL POINTS IDENTIFIED ON THIS SHEET.

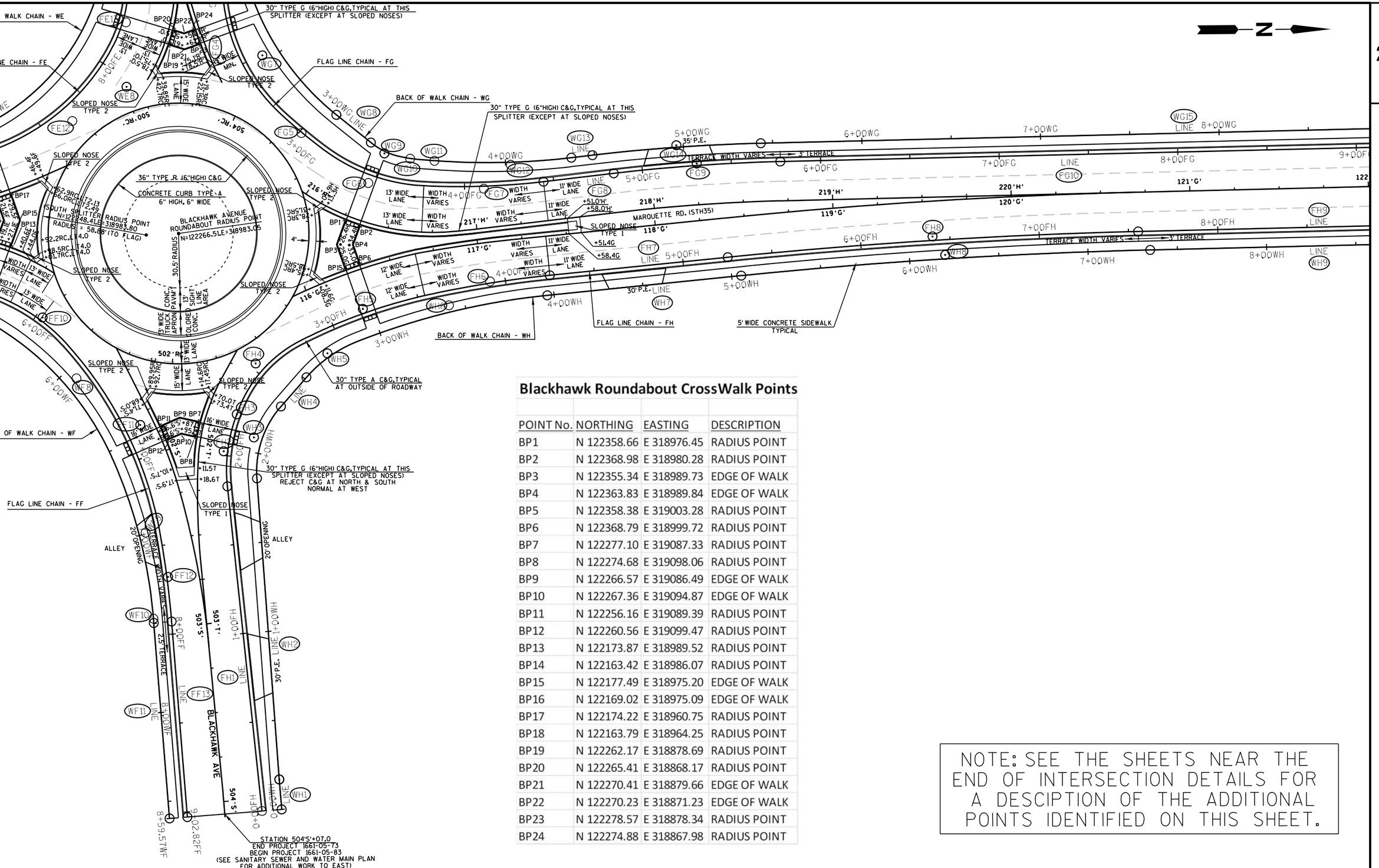


Wisconsin Roundabout CrossWalk Points

POINT No.	NORTHING	EASTING	DESCRIPTION
WP1	N 121791.14	E 318996.68	RADIUS POINT
WP2	N 121801.51	E 319000.36	RADIUS POINT
WP3	N 121788.52	E 319008.54	EDGE OF WALK
WP4	N 121796.91	E 319008.83	EDGE OF WALK
WP5	N 121790.31	E 319020.52	RADIUS POINT
WP6	N 121800.91	E 319017.56	RADIUS POINT
WP7	N 121702.14	E 319099.35	RADIUS POINT
WP8	N 121697.89	E 319109.50	RADIUS POINT
WP9	N 121695.07	E 319098.01	EDGE OF WALK
WP10	N 121694.57	E 319106.48	EDGE OF WALK
WP11	N 121688.00	E 319098.48	RADIUS POINT
WP12	N 121690.94	E 319109.07	RADIUS POINT
WP13	N 121616.74	E 319005.38	RADIUS POINT
WP14	N 121606.52	E 319001.32	RADIUS POINT
WP15	N 121619.68	E 318993.93	EDGE OF WALK
WP16	N 121611.25	E 318993.49	EDGE OF WALK
WP17	N 121618.00	E 318982.43	RADIUS POINT
WP18	N 121607.39	E 318985.33	RADIUS POINT

NOTE: SEE THE SHEETS NEAR THE END OF INTERSECTION DETAILS FOR A DESCIPTION OF THE ADDTIONAL POINTS IDENTIFIED ON THIS SHEET.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET	E



Blackhawk Roundabout CrossWalk Points

POINT No.	NORTHING	EASTING	DESCRIPTION
BP1	N 122358.66	E 318976.45	RADIUS POINT
BP2	N 122368.98	E 318980.28	RADIUS POINT
BP3	N 122355.34	E 318989.73	EDGE OF WALK
BP4	N 122363.83	E 318989.84	EDGE OF WALK
BP5	N 122358.38	E 319003.28	RADIUS POINT
BP6	N 122368.79	E 318999.72	RADIUS POINT
BP7	N 122277.10	E 319087.33	RADIUS POINT
BP8	N 122274.68	E 319098.06	RADIUS POINT
BP9	N 122266.57	E 319086.49	EDGE OF WALK
BP10	N 122267.36	E 319094.87	EDGE OF WALK
BP11	N 122256.16	E 319089.39	RADIUS POINT
BP12	N 122260.56	E 319099.47	RADIUS POINT
BP13	N 122173.87	E 318989.52	RADIUS POINT
BP14	N 122163.42	E 318986.07	RADIUS POINT
BP15	N 122177.49	E 318975.20	EDGE OF WALK
BP16	N 122169.02	E 318975.09	EDGE OF WALK
BP17	N 122174.22	E 318960.75	RADIUS POINT
BP18	N 122163.79	E 318964.25	RADIUS POINT
BP19	N 122262.17	E 318878.69	RADIUS POINT
BP20	N 122265.41	E 318868.17	RADIUS POINT
BP21	N 122270.41	E 318879.66	EDGE OF WALK
BP22	N 122270.23	E 318871.23	EDGE OF WALK
BP23	N 122278.57	E 318878.34	RADIUS POINT
BP24	N 122274.88	E 318867.98	RADIUS POINT

NOTE: SEE THE SHEETS NEAR THE END OF INTERSECTION DETAILS FOR A DESCIPTION OF THE ADDITIONAL POINTS IDENTIFIED ON THIS SHEET.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET	E

2

N

MATCH EXISTING 122'W'+20.0

122'W'

13' WIDE LANE

13' WIDE LANE

BACK OF WALK CHAIN - WG

FLAG LINE CHAIN - FG

9+00WG

WG16

LINE

EP: 9+69.80WG

10+46.09FG

FG12

LINE

ASPH.

CONCRETE

FG11

9+00FG

122'W'+61.91,LT13.00

R = 20'

RADIUS POINT STA 123'G'+37.29,LT42.00
= 122'W'+61.91,LT33.00

STA 123'G'+37.29,LT22.00

3' WIDE TERRACE

11' WIDE LANE

11' WIDE LANE

11' WIDE LANE

11' WIDE LANE

122'G'

123'G'

123'W'

124'G'

125'G'

126'G'

127'G'

128'G'

129'G'

MARQUETTE ROAD-STH35 (G-LINE)

30' P.E.

LINE

LINE

3' WIDE TERRACE

CURVE,R=1030.63'

4' WIDE TERRACE

LINE

LINE

CURVE,R=589'

LINE

LINE

CURVE,R=600'

LINE

LINE

CURVE,R=360'

LINE

LINE

11' WIDE LANE

11' WIDE LANE

STA 128'G'+98.29,LT36.67,PT

STA 128'G'+99.31,LT25.22,PT

STA 128'G'+60.15,LT22.80,PC

STA 128'G'+30.37,LT32.53,PC

STA 127'G'+83.95,RT22.00,PC

STA 128'G'+60.78,LT0.80,PC

STA 128'G'+24.81,LT0.00

STA 129'G'+00.35,LT14.27,PT

STA 129'G'+01.47,LT3.33,PT

STA 129'G'+29.37,LT5.99

STA 129'G'+26.35,LT2.86

RADIUS POINT, R = 3'
N=123662.30,E=318946.70

FLAG LINE CHAIN - FH

9+00FH

FH10

9+00WH

WH10

LINE

EP: 9+44.29WH

9+00FH10+21.04FH

FH11

LINE

BACK OF WALK CHAIN - WH

CONCRETE ASPHALT

3' WIDE LANE

13' WIDE LANE

123'W'+85.0
MATCH EXISTING

HAYDEN STREET (W-LINE)

R = 20'

STA 123'G'+36.89,RT22.00

RADIUS POINT STA 123'G'+36.89,RT42.00
= 123'W'+45.93,LT33.00

123'W'+50.00,LT13.00

3' WIDE TERRACE

30" TYPE A OR D C&G,TYPICAL

5' WIDE CONCRETE SIDEWALK, TYPICAL

STA 127'G'+11.97,RT22.00

RADIUS POINT STA 127'G'+11.97,RT42.00
= 127'X'+89.90,RT36.00

STA 127'X'+89.90,RT16.00

R = 20'

CONCRETE ASPHALT

128'X'

16' WIDE LANE

16' WIDE LANE

128'X'+38.0
MATCH EXISTING

PARK STREET (X-LINE)

30' P.E.

R = 20'

STA 127'G'+83.95,RT22.00

RADIUS POINT STA 127'G'+83.95,RT42.00
= 127'X'+89.95,LT36.00

STA 127'X'+90.00,LT16.00

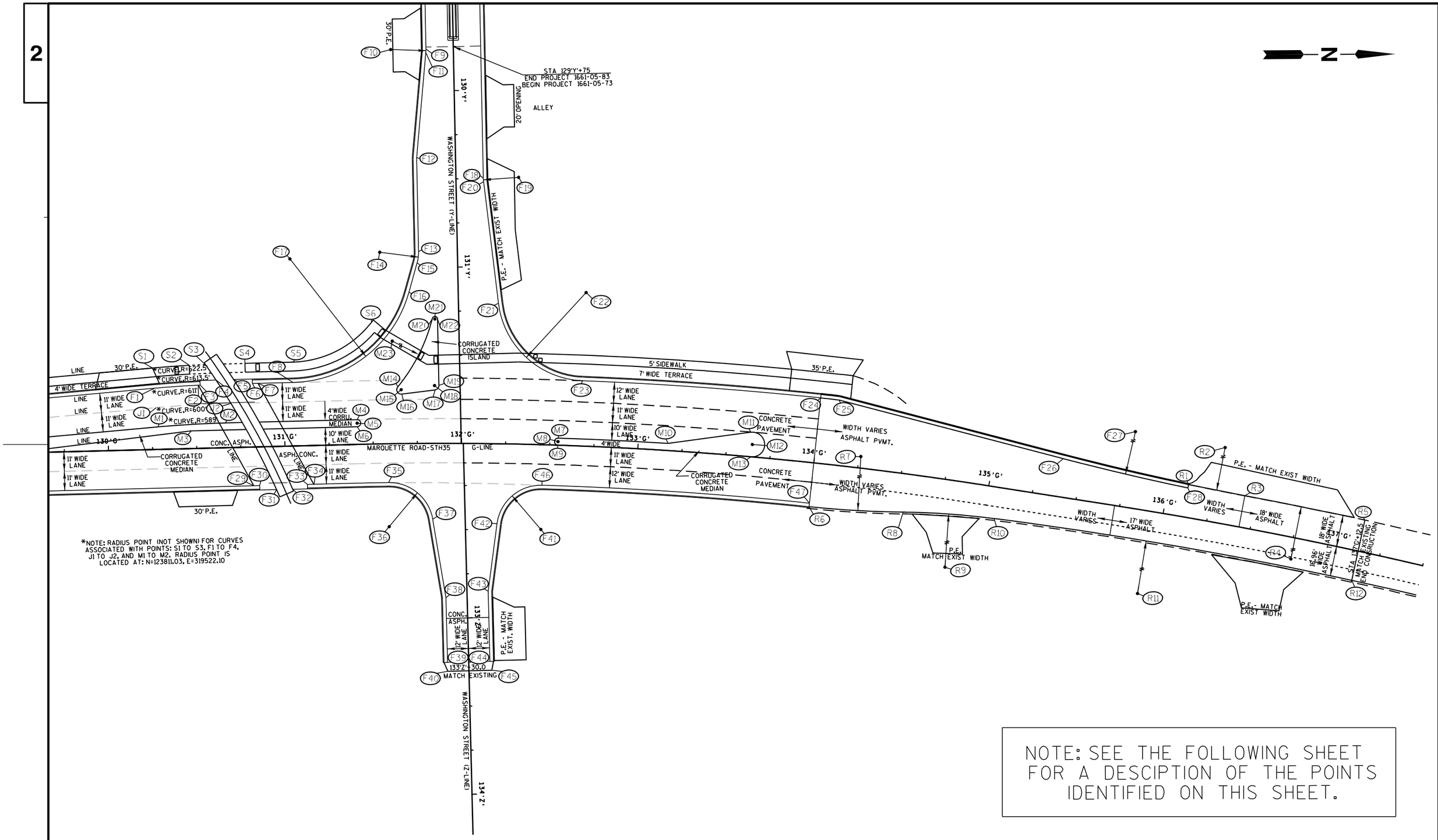
STA 129'G'+29.65,LT0.00

STA 129'G'+46.34,LT0.00

NOTE: SEE THE SHEETS NEAR THE END OF INTERSECTION DETAILS FOR A DESCIPTION OF THE POINTS IDENTIFIED ON THIS SHEET.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET	E

2



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Intersection Details\021115_id.dgn PLOT DATE : 18-JUL-2013 18:43 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 50:1

TABLE OF POINTS LOCATED NEAR MARQUETTE-WASHINGTON INTERSECTION

(ASSOCIATED WITH PREVIOUS INTERSECTION DETAIL SHEET)

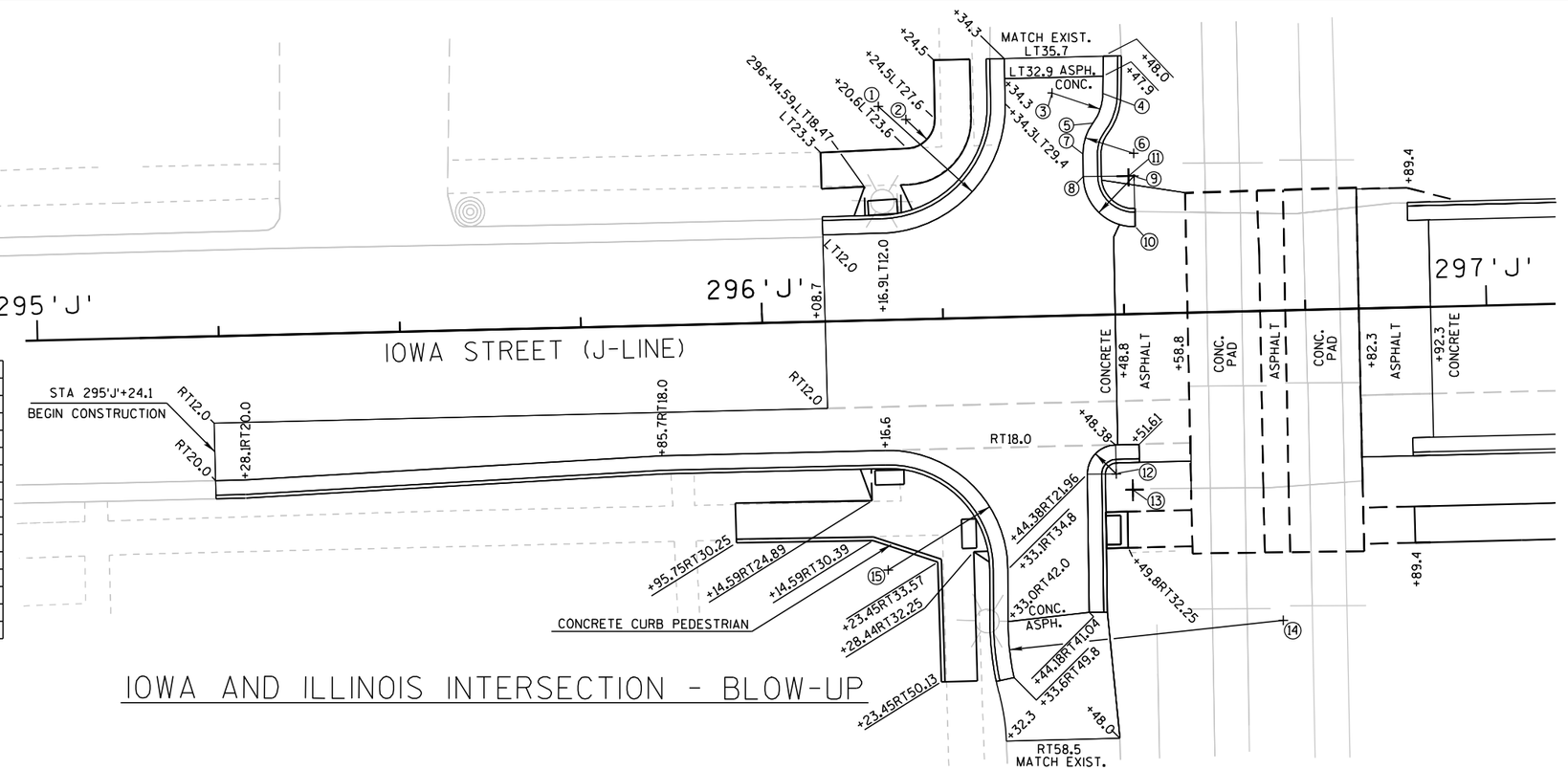
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
F1	130+26.91G	LT 34.68	123758.83	318913.33	P.C. -611-FT
F2	130+51.76G	LT 35.81	123783.65	318783.65	
F3	130+52.86G	LT 35.83	123784.75	318911.66	P.T. -611-FT
F4	130+61.89G	LT 38.50	123793.73	318908.84	P.T. - 613.5-FT
F5	130+71.88G	LT 38.50	123803.72	318908.62	
F6	130+82.50G	LT 36.00	123814.38	318910.91	
F7	130+85.67G	LT36.00	123817.55	318910.85	
F8	131+05.49	LT 36.00	123837.37	318910.45	P.C. -70-FT
F9	129+76.01Y	RT 15.50	123913.68	318721.85	P.C. -20-FT
F10	129+76.01Y	RT 35.50	123893.69	318722.14	RADIUS PT. - 20-FT TO FLAG
F11	129+78.15Y	RT 15.61	123913.6	318723.98	P.T. -20-FT
F12	130+37.55Y	RT 22.00	123908.09	318783.48	
F13	130+90.73Y	RT 22.00	123908.88	318836.64	P.C. -22-FT
F14	130+90.73Y	RT 44.00	123886.88	318836.97	RADIUS PT. - 22-FT TO FLAG
F15	130+97.06Y	RT 22.93	123908.04	318842.99	P.T. -22-FT
F16	131+13.63Y	RT 27.92	123903.3	318859.64	P.T. - 70-FT/P.C. - 70-FT
F17	131+05.49G	LT 106.00	123835.98	318840.46	RADIUS PT. - 70-FT TO FLAG
F18	130+49.89Y	LT 15.50	123945.77	318795.26	P.C. -20-FT
F19	130+49.89Y	LT 35.50	123965.77	318794.96	RADIUS PT. - 20-FT TO FLAG
F20	130+51.93Y	LT 15.60	123945.9	318797.29	P.T. -20-FT
F21	131+21.02Y	LT 22.68	123954	318866.27	P.C. -50-FT
F22	132+67.25G	LT 87.00	124003.66	318860.44	RADIUS PT. - 50-FT TO FLAG
F23	132+67.25G	LT 37.00	124001.44	318910.39	P.T. -50-FT
F24	134+00.00G	LT 37.00	124136.22	318920.87	
F25	134+10.38G	LT 36.92	124146.72	318922.14	
F26	135+39.32G	LT21.74	124273.5	318956.04	P.C. - 1500-FT
F27	136+43.56G	LT1516.0	124660.54	317506.83	RADIUS PT. -1500-FT TO FLAG
F28	136+11.33G	LT 16.57	124343.96	318973.04	P.T. - 1500-FT
F29	130+81.78	RT 22.00	123814.82	318968.91	
F30	130+85.11G	RT 22.00	123818.14	318968.85	

POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
F31	130+94.60G	RT 24.50	123827.68	318971.16	
F32	131+03.80G	RT 24.50	123836.88	318970.97	
F33	131+12.16G	RT 22.00	123845.19	318968.31	
F34	131+15.81G	RT 22.00	123848.84	318968.24	
F35	131+58.34G	RT 22.00	123891.15	318967.48	P.C. -25-FT
F36	131+58.35G	RT 47.00	123891.41	318992.48	RADIUS PT. - 25-FT TO FLAG
F37	132+43.66'Z'	RT 18.40	123916.08	318988.45	P.T. -25-FT
F38	132+88.22'Z'	RT 12.00	123923.34	319032.88	
F39	133+25.00'Z'	RT 12.00	123924.06	319069.65	
F40	133+30.00'Z'	RT 12.00	123924.16	319074.65	MATCH EXISTING
F41	132+50.90'Z'	LT 42.66	123977.27	318994.51	RADIUS PT. - 25-FT TO FLAG
F42	132+47.04'Z'	LT 17.96	123952.5	318991.12	P.C. - 25-FT/P.T. - 25-FT
F43	132+85.17'Z'	LT 12.00	123947.28	319029.37	
F44	133+25.00'Z'	LT 12.00	123948.05	319069.19	
F45	133+30.00'Z'	LT 13.00	123949.12	319074.17	MATCH EXISTING
F46	132+46.33G	RT 23.00	123978.12	318969.52	
F47	134+00.00G	RT 23.00	124129.56	318980.5	
J1	130+27.64G	LT 23.70	123759.77	318924.29	P.C. - 600-FT
J2	130+69.75G	LT 25.00	123801.85	318922.16	P.T. - 600-FT
M1	130+28.36G	LT12.73	123760.72	318935.25	P.C. - 589-FT
M2	130+67.03G	LT 14.00	123798.92	318933.22	P.T. - 589-FT
M3	130+47.20G	LT 10.00	123779.61	318937.6	
M4	131+41.22G	LT 14.00	123873.52	318931.74	P.T. - 2-FT
M5	131+41.22G	LT 12.00	123873.56	318933.74	RADIUS PT. - 2-FT TO EDGE
M6	131+41.22G	LT 10.00	123873.6	318935.74	P.C. - 2-FT
M7	132+54.66G	LT 4.00	123987.37	318942.84	P.T. - 2-FT
M8	132+54.66G	LT 2.00	123987.3	318944.84	RADIUS PT. - 2-FT TO EDGE
M9	132+54.66G	LT 0.00	123987.22	318946.83	P.C. - 2-FT
M10	133+16.89G	LT 4.00	124049.64	318946.18	
M11	133+62.86G	LT 13.83	124096.46	318940.11	P.T. - 7-FT

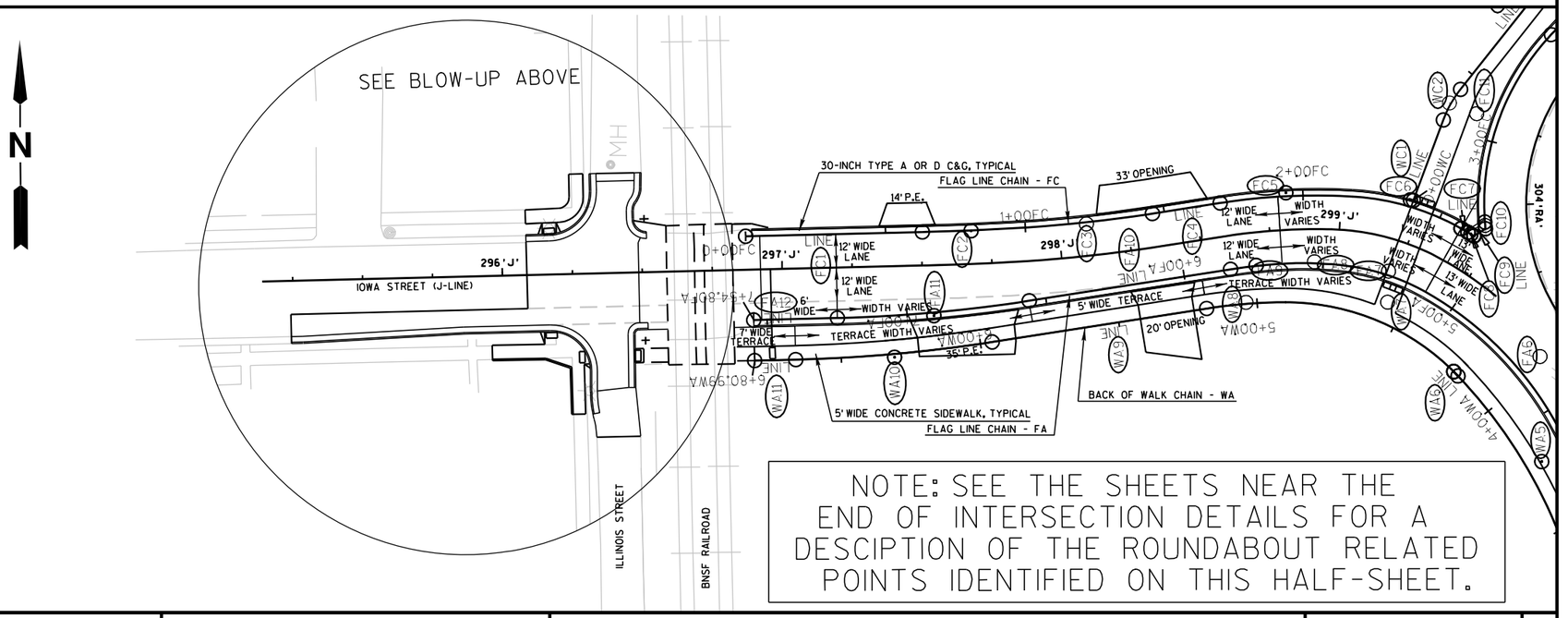
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
M12	133+64.39G	LT 7.00	124097.36	318947.05	RADIUS PT. - 7-FT TO EDGE
M13	133+64.39G	LT 0.00	124096.71	318954.02	P.C. - 7-FT
M14	131+64.33G	LT 32.13	123896.68	318913.31	P.T. - 2.5-FT
M15	131+66.21G	LT 30.52	123898.61	318914.9	RADIUS PT. - 2.5-FT TO FLAG
M16	131+66.49G	LT 28.04	123898.9	318917.38	P.C. - 2.5-FT
M17	131+85.12G	LT 30.26	123917.8	318915.13	P.C. - 2.5-FT
M18	131+84.82G	LT32.74	123917.5	318912.65	RADIUS PT. - 2.5-FT TO FLAG
M19	131+87.28G	LT 32.79	123920	318912.61	P.T. - 2.5-FT
M20	131+28.79Y	RT 14.95	123916.49	318874.6	P.T. - 2.5-FT
M21	131+29.19Y	RT 13.50	123917.95	318874.98	P.T. - 1.5-FT
M22	131+29.19Y	RT 12.00	123919.45	318874.95	RADIUS PT. - 1.5-FT TO FLAG
M23	131+02.25Y	RT 111.36	123819.7	318849.48	P.C. - 1.5-FT
R1	136+11.40G	LT 18.57	124344.38	318971.09	P.C. -1498-FT
R2	136+43.66G	LT1516.00	124660.54	317506.83	RADIUS PT. - 1498' TO EOP
R3	136+43.57G	LT 18.00	124376.14	318977.59	P.T. -1498-FT/P.C. -7792-FT
R4	135+72.08G	LT2380	123920.87	321331.98	RADIUS PT. - 7792' TO EOP
R5	137+12.50G	LT 18.00	124444.13	318991.76	P.T. - 7792-FT
R6	134+00.00G	LT 25.00	124129.33	318982.49	P.C. -602-FT
R7	133+98.26G	LT577	124193.74	318383.94	RADIUS PT. - 602' TO EOP
R8	134+53.87G	RT 21.72	124182.6	318985.84	P.T. -602-FT/P.C. -450-FT
R9	135+18.28G	RT467.68	124174.28	319435.76	RADIUS PT. - 450' TO EOP
R10	135+05.78G	RT 17.86	124234.04	318989.75	P.C. -2363.07-FT
R11	135+72.08G	RT2380	123920.87	321331.98	RADIUS PT. - 2363' TO EOP
R12	137+12.50G	RT 17.00	124436.5	319025.91	P.T. - 2363-FT
S1	130+26.15G	LT 46.15	123757.84	318901.87	P.C. -622.5-FT
S2	130+46.94G	LT 47.17	123778.61	318900.44	
S3	130+56.13G	LT 47.40	123787.79	318900.03	P.T. - 622.5-FT
S4	130+78.52G	LT 47.50	123810.18	318899.49	
S5	131+05.49G	LT 47.50	123837.14	318898.95	P.C.- 58.5-FT
S6	131+50.42G	LT 69.04	123882.02	318876.55	P.T. - 58.5-FT

2

POINT NUMBER	STATION / OFFSET	DESCRIPTION:
1	296'J'+16.78 LT29.50	RADIUS POINT= 17.5' TO FLAG
2	296'J'+20.52 LT27.60	RADIUS POINT= 4' TO BACK OF WALK
3	296'J'+40.80 LT30.78	RADIUS POINT= 7' TO FLAG
4	296'J'+47.80 LT30.54	PT
5	296'J'+46.32 LT26.48	PC/PT
6	296'J'+51.85 LT22.18	RADIUS POINT= 7' TO FLAG
7	296'J'+44.85 LT22.25	PC
8	296'J'+44.81 LT19.13	PT
9	296'J'+51.81 LT19.06	RADIUS POINT= 7' TO FLAG
10	296'J'+51.81 LT12.06	PC
11	296'J'+51.06 LT19.06	CENTER OF RAILROAD SIGNAL - 4.25 FT FROM CURB FACE
12	296'J'+48.38 RT22.00	RADIUS = 4' TO FLAG
13	296'J'+50.61 RT24.25	CENTER OF RAILROAD SIGNAL - 4.25 FT FROM CURB FACE
14	296'J'+70.93 RT42.78	RADIUS = 38' TO FLAG
15	296'J'+16.58 RT34.50	RADIUS = 16.5' TO FLAG

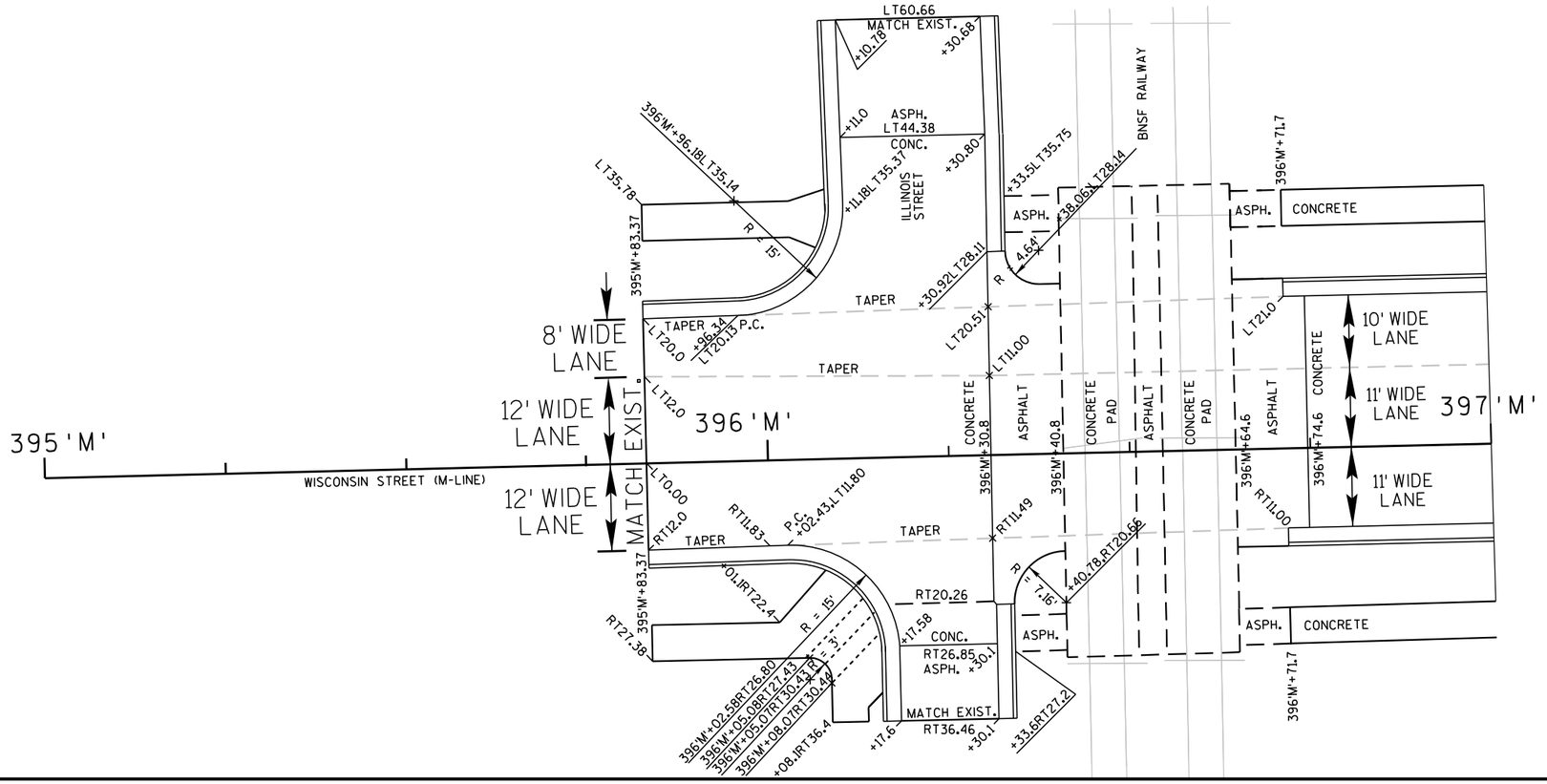


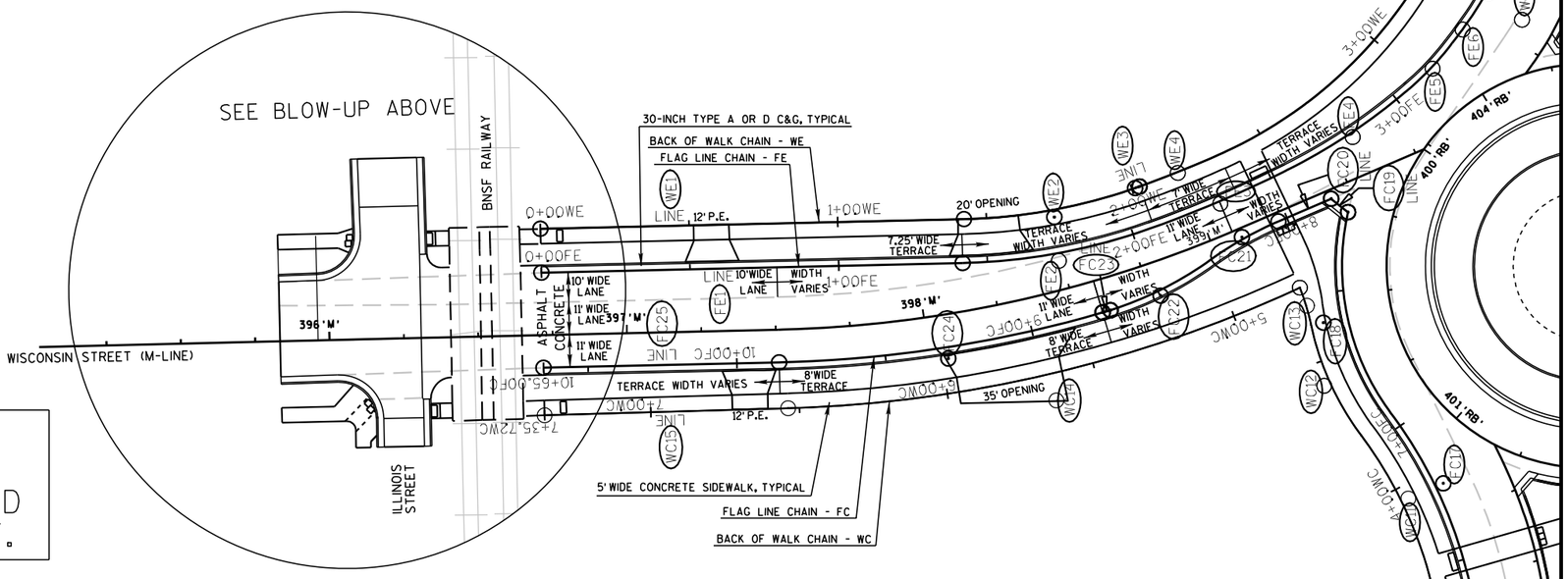
IOWA AND ILLINOIS INTERSECTION - BLOW-UP



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET 36	E

WISCONSIN AND ILLINOIS INTERSECTION - BLOW-UP

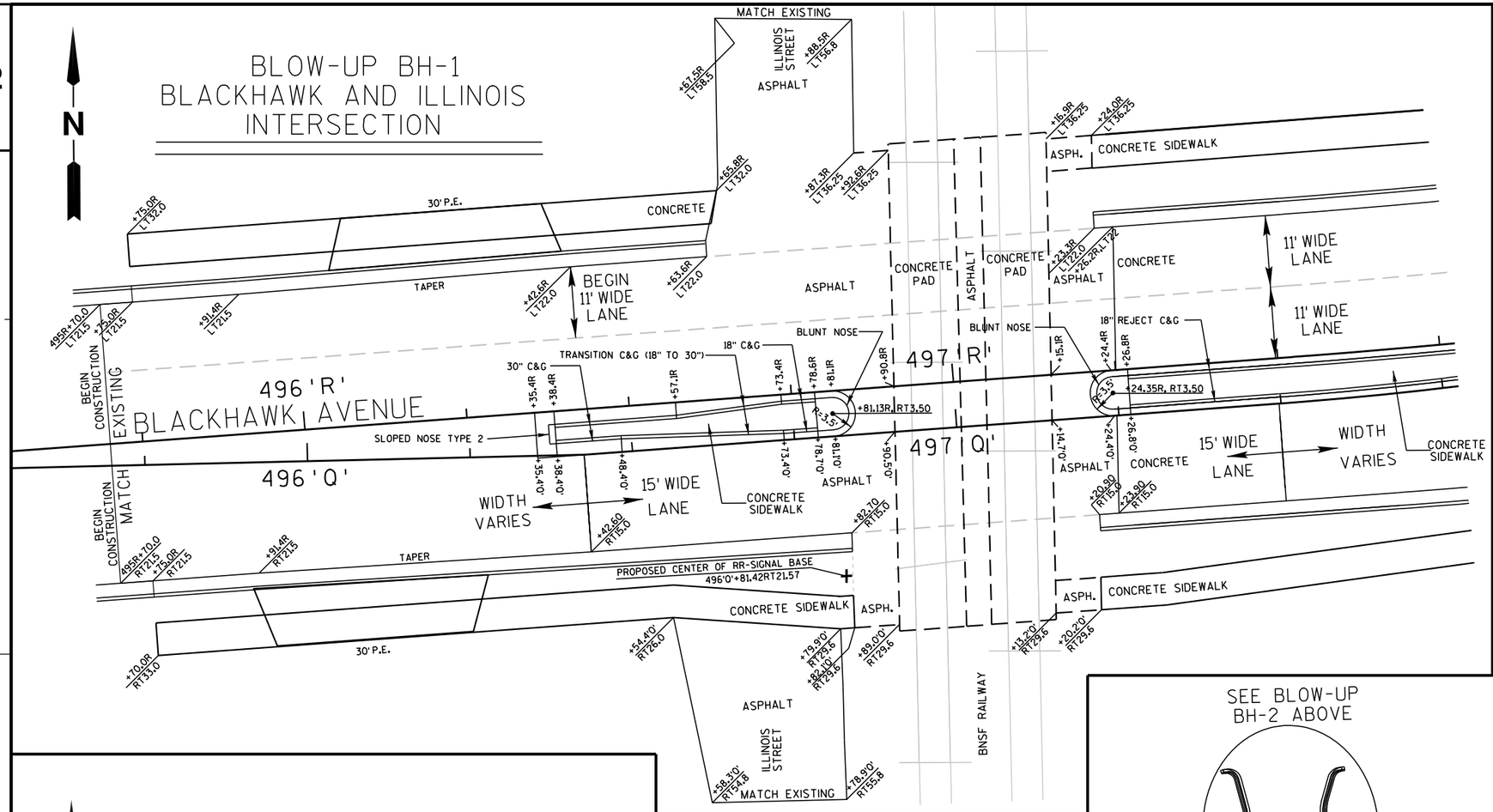




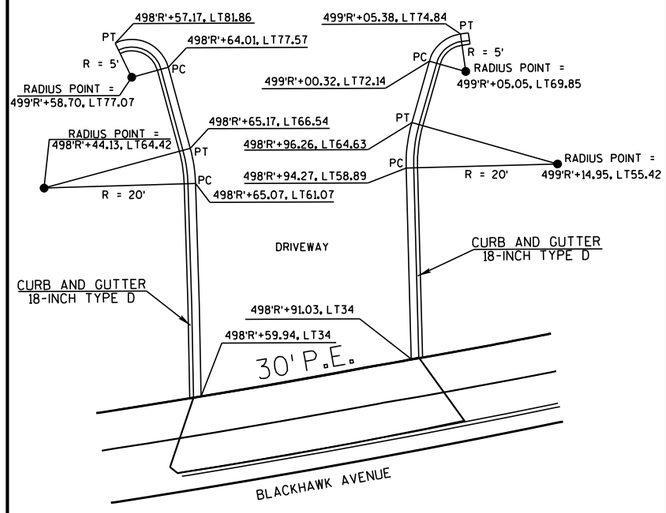
NOTE: SEE THE SHEETS NEAR THE END OF INTERSECTION DETAILS FOR A DESCIPTION OF THE ROUNDABOUT RELATED POINTS IDENTIFIED ON THIS HALF-SHEET.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET E

BLOW-UP BH-1
BLACKHAWK AND ILLINOIS INTERSECTION

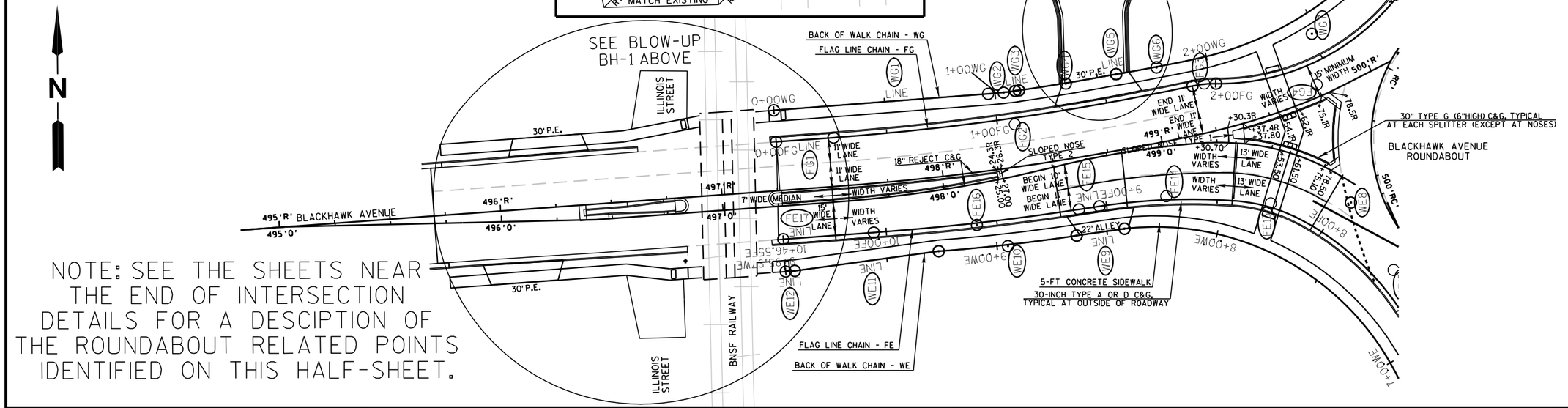


BLOW-UP BH-2
COMMERCIAL DRIVEWAY



SEE BLOW-UP BH-2 ABOVE

SEE BLOW-UP BH-1 ABOVE



NOTE: SEE THE SHEETS NEAR THE END OF INTERSECTION DETAILS FOR A DESCIPTION OF THE ROUNDABOUT RELATED POINTS IDENTIFIED ON THIS HALF-SHEET.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET E

FLAG LINE CHAINS FA AND FB

LINE FA1	CURVE FA7	LINE FB1	CURVE FB8 - CONTINUED
PI N 120783.55 E 318914.99	PC N 121223.27 E 318896.50	PI N 120786.07 E 319075.12	External Distance 0.004'
PI STA 0+00.00	STA 5+11.66	PI STA 0+00.00	Middle Ordinate 0.004'
Distance 38.22'	CC N 121156.40 E 318858.32	Bearing S 89°23'03.3" W	Radius 402.00'
Bearing N 88°48'58.9" E	PI N 121230.76 E 318883.37	Distance 38.13'	DEG 14°15'09.7"
	STA 5+26.77		DELTA 0°29'56.0"
CURVE FA2	TAN 15.11'	CURVE FB2	LENGTH 3.50'
PC N 120784.34 E 318953.20	DB N 60°16'51.3" W	PC N 120785.66 E 319036.99	PT N 121081.44 E 319019.40
PC STA 0+38.22	DA N 82°29'17.9" W	PC STA 0+38.13	PT STA 3+45.83
CC N 120804.34 E 318952.79	Lchord Distance 29.66'	CC N 120805.66 E 319036.78	
PI N 120784.75 E 318973.07	Bearing N 71°23'04.6" W	PI N 120785.44 E 319017.06	CURVE FB9
PI STA 0+58.09	External Distance 1.47'	PI STA 0+58.06	PC N 121081.44 E 319019.40
TAN 19.874810'	Middle Ordinate 1.44'	TAN 19.93'	PC STA 3+45.83
DB N 88°49'01.9" E	Radius 77.00'	DB S 89°23'04.0" W	CC N 121087.93 E 319167.80
DA N 0°49'22.9" W	DEG 74°24'36.4"	DA N 0°49'22.9" W	PI N 121115.68 E 319017.90
Lchord Distance 28.20'	DELTA -22°12'26.7"	Lchord Distance 28.23'	STA 3+80.10
Bearing N 43°59'49.5" E	LENGTH 29.84'	Bearing N 45°43'09.5" W	TAN 34.26'
External Distance 8.20'	PT N 121232.74 E 318868.39	External Distance 8.233199'	DB N 2°30'02.9" W
Middle Ordinate 5.81'	PT STA 5+41.50	Middle Ordinate 5.83'	DA N 23°28'38.6" E
Radius 20.00'		Radius 20.00'	Lchord Distance 66.78'
DEG 286°28'44.0"	CURVE FA8	DEG 286°28'44.0"	Bearing N 10°29'17.8" E
DELTA -89°38'24.8"	PC N 121232.74 E 318868.39	DELTA 89°47'33.1"	External Distance 3.90'
LENGTH 31.29'	STA 5+41.50	LENGTH 31.34'	Middle Ordinate 3.80'
PT N 120804.62 E 318972.78	CC N 121110.32 E 318852.25	PT N 120805.37 E 319016.78	Radius 148.55'
PT STA 0+69.51	PI N 121234.26 E 318856.89	PT STA 0+69.47	DEG 38°34'15.3"
	PI STA 5+53.11		DELTA 25°58'41.5"
LINE FA3	TAN 11.60'	LINE FB3	LENGTH 67.35'
Distance 222.76	DB N 82°29'17.9" W	Bearing N 0°34'50.7" W	PT N 121147.10 E 319031.55
Bearing N 0°45'19.6" W	DA S 86°46'33.1" W	Distance 11.09'	PT STA 4+13.19
	Lchord Distance 23.10'		
CURVE FA4	Bearing N 87°51'22.4" W	CURVE FB4	CURVE FB10
PC N 121027.36 E 318969.85	External Distance 0.54'	PC N 120816.46 E 319016.67	PC N 121147.10 E 319031.55
PC STA 2+92.27	Middle Ordinate 0.54'	PC STA 0+80.56	PC STA 4+13.19
CC N 121019.33 E 318367.90	Radius 123.48'	CC N 120826.84 E 319794.60	CC N 121106.47 E 319125.11
PI N 121065.66 E 318969.34	DEG 46°23'59.3"	PI N 120845.57 E 319016.28	PI N 121170.92 E 319041.89
PI STA 3+30.57	DELTA -10°44'09.0"	PI STA 1+09.67	PI STA 4+39.15
TAN 38.30'	LENGTH 23.14'	TAN 29.11'	TAN 25.96'
DB N 0°45'52.4" W	PT N 121233.60 E 318845.30	DB N 0°45'52.4" W	DB N 23°28'32.5" E
DA N 8°02'44.0" W	PT STA 5+64.64	DA N 3°31'16.1" E	DA N 52°02'10.7" E
Lchord Distance 76.45'		Lchord Distance 58.18'	Lchord Distance 50.32'
Bearing N 4°24'18.2" W	CURVE FA9	Bearing N 1°22'41.8" E	Bearing N 37°45'21.6" E
External Distance 1.22'	PC N 121233.60 E 318845.30	External Distance 0.54'	External Distance 3.25'
Middle Ordinate 1.21'	PC STA 5+64.64	Middle Ordinate 0.54'	Middle Ordinate 3.15'
Radius 602.00'	CC N 121034.92 E 318856.50	Radius 778.00'	Radius 102.00'
DEG 9°31'03.3"	PI N 121233.08E 318836.05	DEG 7°21'52.2"	DEG 56°10'20.4"
DELTA -7°16'51.6"	PI STA 5+73.91	DELTA 4°17'08.5"	DELTA 28°33'38.3"
LENGTH 76.50'	TAN 9.26'	LENGTH 58.19'	LENGTH 50.84'
PT N 121103.59 E 318963.98	DB S 86°46'33.1" W	PT N 120874.62 E 319018.06	PT N 121186.89 E 319062.36
PT STA 3+68.77	DA S 81°26'41.1" W	PT STA 1+38.76	PT STA 4+64.03
	Lchord Distance 18.51'		
CURVE FA5	Bearing S 84°06'37.1" W	LINE FB5	CURVE FB11
PC N 121103.59 E 318963.98	External Distance 0.22'	Bearing N 3°31'16.1" E	PC N 121186.89 E 319062.36
PC STA 3+68.77	Middle Ordinate 0.22'	Distance 68.53'	PC STA 4+64.03
CC N 121061.32 E 318664.95	Radius 199.00'		CC N 121067.05 E 319155.87
PI N 121129.96 E 318960.25	DEG 28°47'30.7"	CURVE FB6	PI N 121204.69 E 319085.17
PI STA 3+95.40	DELTA -5°19'51.9"	PC N 120943.02 E 319022.27	PI STA 4+92.97
TAN 26.63	LENGTH 18.52'	PC STA 2+07.29	TAN 28.94'
DB N 8°02'44.0" W	PT N 121231.70 E 318826.89	CC N 120984.36 E 318350.54	DB N 52°02'10.7" E
DA N 18°07'31.2" W	PT STA 5+83.16	PI N 120981.29 E 319024.63	DA N 73°35'32.4" E
Lchord Distance 53.06'		PI STA 2+45.63	Lchord Distance 56.85'
Bearing N 13°05'07.6" W	LINE FA10	TAN 38.34'	Bearing N 62°48'51.6" E
External Distance 1.17'	Distance 72.81'	DB N 3°31'17.1" E	External Distance 2.73'
Middle Ordinate 1.17'	Bearing S 81°26'41.1" W	DA N 2°59'58.9" W	Middle Ordinate 2.68'
Radius 302.00'		LChord Distance 76.56'	Radius 152.00'
DEG 18°58'19.6"	CURVE FA11	Bearing N 0°15'39.1" E	DEG 37°41'40.5"
DELTA -10°04'47.1"	PC N 121220.87 E 318754.89	External Distance 1.09'	DELTA 21°33'21.6"
LENGTH 53.13'	PC STA 6+55.97	Middle Ordinate 1.09'	LENGTH 57.19'
PT N 121155.27 E 318951.96	CC N 121743.00 E 318676.34	Radius 673.00'	PT N 121212.86 E 319112.93
PT STA 4+21.90	PI N 121215.74 E 318720.77	DEG 8°30'48.6"	PT STA 5+21.22
	PI STA 6+90.47	DELTA -6°31'16.0"	
CURVE FA6	TAN 34.50'	LENGTH 76.60'	CURVE FB12
PC N 121155.27 E 318951.96	DB S 81°26'41.1" W	PT N 121019.58 E 319022.62	PC N 121212.86 E 319112.93
PC STA 4+21.90	DA S 88°55'19.2" W	PT STA 2+83.88	PC STA 5+21.22
CC N 121117.32 E 318836.02	Lchord Distance 68.86'		CC N 120923.16 E 319198.24
PI N 121199.96 E 318937.33	Bearing S 85°11'00.2" W	LINE FB7	PI N 121224.31 E 319151.81
PI STA 4+68.92	External Distance 1.13'	Bearing N 2°59'58.9" W	PI STA 5+61.75
TAN 47.02'	Middle Ordinate 1.12'	Distance 58.45'	TAN 40.53'
DB N 18°07'31.2" W	Radius 528.00'		DB N 73°35'32.4" E
DA N 60°16'51.3" W	DEG 10°51'05.3"	CURVE FB8	DA N 88°52'51.4" E
Lchord Distance 87.75'	DELTA 7°28'38.1"	PC N 121077.95 E 319019.56	Lchord Distance 80.34'
Bearing N 39°12'11.2" W	LENGTH 68.90'	PC STA 3+42.33	Bearing N 81°14'11.9" E
External Distance 8.75'	PT N 121215.09 E 318686.27	CC N 121098.99 E 319421.01	External Distance 2.71'
Middle Ordinate 8.16'	STA 7+24.88	PI N 121079.70 E 319019.47	Middle Ordinate 2.68'
Radius 122.00'		PI STA 3+44.08	Radius 302.00'
DEG 46°57'49.5"	LINE FA12	TAN 1.75'	DEG 18°58'19.6"
DELTA -42°09'20.1"	Distance 29.92'	DB N 2°59'58.9" W	DELTA 15°17'19.0"
LENGTH 89.761959'	Bearing S 88°55'19.2" W	DA N 2°30'02.9" W	LENGTH 80.58
PT N 121223.27 E 318896.50	PI N 121214.53 E 318656.36	LChord Distance 3.50'	PT N 121225.10 E 319192.34
PT STA 5+11.66	PI STA 7+54.80	Bearing N 2°45'00.9" W	PT STA 6+01.80

PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

INTERSECTION DETAILS-ALIGNMENT POINTS DESCRIPTION

SHEET:

PLOT DATE : June 14, 1911

PLOT BY : A.R.H.

PLOT NAME:

PLOT SCALE : 1:1

E

CHAIN FC

LINE FC1
N 121244.48 E 318653.63
PI STA 0+00.00
Bearing N 88°55'19.2" E
Distance 63.17'

CURVE FC2
PC N 121245.67 E 318716.79
PC STA 0+63.17
CC N 122229.50 E 318698.28
PI N 121246.00 E 318734.21
PI STA 0+80.59
TAN 17.42'
DB N 88°55'19.2" E
DA N 86°53'38.8" E
Lchord Distance 34.82'
Bearing N 87°54'29.0" E
External Distance 0.154'
Middle Ordinate 0.154'
Radius 984.00'
DEG 5°49'21.9"
DELTA -2°01'40.5"
LENGTH 34.83'
PT N 121246.94 E 318751.60
PT STA 0+98.00

CURVE FC3
PC N 121246.94 E 318751.60
STA 0+98.00
CC N 121748.20 E 318724.40
PI N 121248.23 E 318775.45
STA 1+21.89
TAN 23.89'
DB N 86°53'38.8" E
DA N 81°26'41.1" E
Lchord Distance 47.73'
Bearing N 84°10'10.0" E
External Distance 0.568'
Middle Ordinate 0.568'
Radius 502.00'
DEG 11°24'48.6"
DELTA -5°26'57.6"
LENGTH 47.74'
PT N 121251.79 E 318799.08
PT STA 1+45.74

LINE FC4
Bearing N 81°26'41.1" E
Distance 24.52'

CURVE FC5
PC N 121255.44 E 318823.32
PC STA 1+70.26
CC N 121034.92 E 318856.50
PI N 121258.97 E 318846.84
PI STA 1+94.04
TAN 23.78'
DB N 81°26'41.1" E
DA S 86°22'47.7" E
Lchord Distance 47.30'
Bearing N 87°31'56.7" E
External Distance 1.265'
Middle Ordinate 1.26'
Radius 223.00'
DEG 25°41'35.4"
DELTA 12°10'31.2"
LENGTH 47.39'
PT N 121257.47 E 318870.58
PT STA 2+17.65

CURVE FC6
PC N 121257.47 E 318870.58
PC STA 2+17.65
CC N 121167.94 E 318864.91
PI N 121256.16 E 318891.33
PI STA 2+38.44
TAN 20.79'
DB S 86°22'47.8" E
DA S 60°16'51.3" E
Lchord Distance 40.51'
Bearing S 73°19'49.6" E
External Distance 2.378'
Middle Ordinate 2.317'
Radius 89.71'
DEG 63°51'52.9"
DELTA 26°05'56.6"
LENGTH 40.87'

CURVE FC6 - CONTINUED
PT N 121245.85 E 318909.39
PT STA 2+58.51

LINE FC7
Bearing S 59°44'12.0" E
Distance 2.81'

CURVE FC8
PC N 121244.43 E 318911.82
PC STA 2+61.33
CC N 121117.32 E 318836.02
PI N 121243.81E 318912.87
PI STA 2+62.55
TAN 1.224'
DB S 59°11'32.7" E
DA S 58°14'40.3" E
Lchord Distance 2.448'
Bearing S 58°43'06.5" E
External Distance 0.005'
Middle Ordinate 0.005'
Radius 148.00'
DEG 38°42'48.1"
DELTA 0°56'52.4"
LENGTH 2.448'
PT N 121243.16 E 318913.91
PT STA 2+63.77

LINE FC9
Bearing N 58°25'12.1" E
Distance 4.90'

CURVE FC10
PC N 121245.73 E 318918.09
PC STA 2+68.68
CC N 121254.24 E 319005.67
PI N 121246.92 E 318917.97
PI STA 2+69.87
TAN 1.193'
DB N 5°32'52.2" W
DA N 3°59'41.7" W
Lchord Distance 2.385'
Bearing N 4°46'16.9" W
External Distance 0.008'
Middle Ordinate 0.008'
Radius 88.00'
DEG 65°06'31.8"
DELTA 1°33'10.5"
LENGTH 2.38'
PT N 121248.11 E 318917.89
PT STA 2+71.06

CURVE FC11
PC N 121248.11 E 318917.89
PC STA 2+71.06
CC N 121254.24 E 319005.67
PI N 121286.86 E 318915.18
PI STA 3+09.91
TAN 38.850'
DB N 3°59'41.7" W
DA N 43°38'44.4" E
Lchord Distance 71.08'
Bearing N 19°49'31.3" E
External Distance 8.19'
Middle Ordinate 7.50'
Radius 88.00'
DEG 65°06'31.8"
DELTA 47°38'26.0"
LENGTH 73.17'
PT N 121314.98 E 318942.00
PT STA 3+44.23

LINE FC12
Bearing N 43°38'44.4" E
Distance 19.72'

CURVE FC13
PC N 121329.25 E 318955.61
PC STA 3+63.96
CC N 121399.65 E 318881.80
PI N 121336.76 E 318962.77
PI STA 3+74.33
TAN 10.38'
DB N 43°38'44.4" E
DA N 32°01'38.6" E
Lchord Distance 20.65'
Bearing N 37°50'11.5" E

CURVE FC13-CONTINUED
External Distance 0.526'
Middle Ordinate 0.524'
Radius 102.00'
DEG 56°10'20.4"
DELTA -11°37'05.7"
LENGTH 20.68'
PT N 121345.55 E 318968.27
PT STA 3+84.64

CURVE FC14
PC N 121345.55 E 318968.27
PC STA 3+84.64
CC N 121410.78 E 318863.99
PI N 121383.66 E 318992.11
STA 4+29.59
TAN 44.95'
DB N 32°01'38.6" E
DA N 8°07'17.2" W
Lchord Distance 84.44'
Bearing N 11°57'10.7" E
External Distance 7.96'
Middle Ordinate 7.47'
Radius 123.00'
DEG 46°34'55.0"
DELTA -40°08'55.8"
LENGTH 86.19'
PT N 121428.16 E 318985.76
PT STA 4+70.83

LINE FC15
Bearing N 8°07'17.3" W
Distance 131.16'

CURVE FC16
PC N 121558.01 E 318967.23
PC STA 6+01.99
CC N 121501.22 E 318569.26
PI N 121580.38 E 318964.04
STA 6+24.60
TAN 22.60'
DB N 8°07'17.3" W
DA N 14°33'27.1" W
Lchord Distance 45.13'
Bearing N 11°20'22.2" W
External Distance 0.635'
Middle Ordinate 0.63'
Radius 402.00'
DEG 14°15'09.7"
DELTA -6°26'09.8"
LENGTH 45.157'
PT N 121602.26 E 318958.36
PT STA 6+47.15

CURVE FC17
PC N 121602.26 E 318958.36
STA 6+47.15
CC N 121564.06 E 318811.24
PI N 121630.67 E 318950.98
STA 6+76.51
TAN 29.35'
DB N 14°33'27.1" W
DA N 36°25'07.6" W
Lchord Distance 57.64'
Bearing N 25°29'17.4" W
External Distance 2.809'
Middle Ordinate 2.758'
Radius 152.00'
DEG 37°41'40.5"
DELTA -21°51'40.5"
LENGTH 58.00'
PT N 121654.30 E 318933.55
PT STA 7+05.15

CURVE FC18
PC N 121654.30 E 318933.55
PC STA 7+05.15
CC N 121703.57 E 319000.34
PI N 121684.95 E 318910.94
PI STA 7+43.24
TAN 38.089381'
DB N 36°25'07.6" W
DA N 12°52'58.0" E
Lchord Distance 69.24'
Bearing N 11°46'04.8" W
External Distance 8.32'
Middle Ordinate 7.56'

CURVE FC18-CONTINUED
Radius 83.00'
DEG 69°01'51.8"
DELTA 49°18'05.6"
LENGTH 71.42'
PT N 121722.08 E 318919.43
PT STA 7+76.57

LINE FC19
Bearing N 51°16'00.1" W
Distance 7.25'

LINE FC20
POT STA 7+83.82
N 121726.62 E 318913.77
Bearing S 67°01'49.8" W
Distance 19.27'

CURVE FC21
PC N 121719.09 E 318896.02
PC STA 8+03.09
CC N 121606.77 E 318943.63
PI N 121713.88 E 318883.73
PI STA 8+16.44
TAN 13.35'
DB S 67°01'49.8" W
DA S 54°32'23.9" W
Lchord Distance 26.54'
Bearing S 60°47'06.9" W
External Distance 0.728'
Middle Ordinate 0.724'
Radius 122.00'
DEG 46°57'49.5"
DELTA -12°29'25.9"
LENGTH 26.60'
PT N 121706.14 E 318872.86
PT STA 8+29.69

CURVE FC22
PC N 121706.14 E 318872.86
PC STA 8+29.69
CC N 121802.25 E 318804.40
PI N 121694.34 E 318856.30
PI STA 8+50.02
TAN 20.33'
DB S 54°32'23.9" W
DA S 74°05'23.3" W
Lchord Distance 40.07'
Bearing S 64°18'53.6" W
External Distance 1.74'
Middle Ordinate 1.71'
Radius 118.00'
DEG 48°33'20.7"
DELTA 19°32'59.3"
LENGTH 40.26'
PT N 121688.77 E 318836.75
PT STA 8+69.95

LINE FC23
Bearing N 73°54'17.1" E
Distance 2.74'

CURVE FC24
PC N 121689.53 E 318839.38
PC STA 8+72.69
CC N 122096.53 E 318720.52
PI N 121673.58 E 318784.78
PI STA 9+29.58
TAN 56.88'
DB S 73°43'10.9" W
DA S 89°00'08.0" W
Lchord Distance 112.76'
Bearing S 81°21'39.4" W
External Distance 3.80'
Middle Ordinate 3.76'
Radius 424.00'
DEG 13°30'47.4"
DELTA 15°16'57.2"
LENGTH 113.09'
PT N 121672.59 E 318727.90
PT STA 9+85.78

LINE FC25
Bearing S 89°00'08.1" W
Distance 79.21'
PI N 121671.21 E 318648.70
PI STA 10+65.00

PROJECT NO: 1661-05-73
HWY: STH 35
COUNTY: CRAWFORD
INTERSECTION DETAILS-ALIGNMENT POINTS DESCRIPTION
SHEET:
PLOT DATE : June 14, 1911
PLOT BY : A.R.H.
PLOT NAME:
PLOT SCALE : 1:1
40
E

PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

INTERSECTION DETAILS-ALIGNMENT POINTS DESCRIPTION

SHEET:

PLOT DATE : June 14, 1911

PLOT BY : A.R.H.

PLOT NAME:

PLOT SCALE : 1:1

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E

CHAINS FD AND FE

LINE FD1
PI N 121255.67 E 319221.21
PI STA 0+00.00
Bearing S 88°52'51.0" W
Distance 60.227280'

CURVE FD2
PC N 121254.49 E 319161.00
PC STA 0+60.23
CC N 121336.48 E 319159.39
PI N 121254.05 E 319138.20
PI STA 0+83.03
TAN 22.80'
DB S 88°52'48.6" W
DA N 60°02'40.7" W
Lchord Distance 43.93'
Bearing N 75°34'56.0" W
External Distance 3.11'
Middle Ordinate 3.00'
Radius 82.00'
DEG 69°52'22.4"
DELTA 31°04'30.7"
LENGTH 44.47'
PT N 121265.43 E 319118.45
PT STA 1+04.70

CURVE FD3
PC N 121265.43 E 319118.45
PC STA 1+04.70
CC N 121483.77 E 319244.28
PI N 121269.98 E 319110.56
PI STA 1+13.80
TAN 9.10'
DB N 60°02'40.7" W
DA N 55°54'24.9" W
Lchord Distance 18.19'
Bearing N 57°58'32.8" W
External Distance 0.164'
Middle Ordinate 0.164'
Radius 252.00'
DEG 22°44'11.1"
DELTA 4°08'15.8"
LENGTH 18.20'
PT N 121275.08 E 319103.02
PT STA 1+22.90

CURVE FD4
PC N 121275.08 E 319103.02
PC STA 1+22.90
CC N 121330.57 E 319140.59
PI N 121285.21 E 319088.06
PI STA 1+40.97
TAN 18.07'
DB N 55°54'24.9" W
DA N 25°43'01.0" W
Lchord Distance 34.90'
Bearing N 40°48'42.9" W
External Distance 2.394'
Middle Ordinate 2.312'
Radius 67.00'
DEG 85°30'57.9"
DELTA 30°11'23.9"
LENGTH 35.30'
PT N 121301.49 E 319080.21
PT STA 1+58.20

CURVE FD5
PC N 121301.49 E 319080.21
PC STA 1+58.20
CC N 121475.93 E 319442.40
PI N 121329.06 E 319066.94
PI STA 1+88.80
TAN 30.60'
DB N 25°43'01.0" W
DA N 17°00'41.9" W
Lchord Distance 61.02'
Bearing N 21°21'51.4" W
External Distance 1.163'
Middle Ordinate 1.159'
Radius 402.00'
DEG 14°15'09.7"
DELTA 8°42'19.1"
LENGTH 61.08'
PT N 121358.32 E 319057.99
PT STA 2+19.28

CURVE FD6
PC N 121358.32 E 319057.99
PC STA 2+19.28
CC N 121592.96 E 319824.89
PI N 121417.94 E 319039.75

CURVE FD6-CONTINUED
PI STA 2+81.63
TAN 62.34'
DB N 17°00'41.9" W
DA N 8°07'17.4" W
Lchord Distance 124.32'
Bearing N 12°33'59.6" W
External Distance 2.42'
Middle Ordinate 2.41'
Radius 802.00'
DEG 7°08'38.8"
DELTA 8°53'24.5"
LENGTH 124.44'
PT N 121479.66 E 319030.94
PT STA 3+43.72

LINE FD7
Bearing N 8°07'17.3" W
Distance 53.13'

CURVE FD8
PC N 121532.25 E 319023.43
PC STA 3+96.85
CC N 121574.92 E 319322.40
PI N 121535.22 E 319023.01
PI STA 3+99.85
TAN 3.004'
DB N 8°07'17.3" W
DA N 6°58'54.2" W
Lchord Distance 6.007'
Bearing N 7°33'05.8" W
External Distance 0.015'
Middle Ordinate 0.015'
Radius 302.00'
DEG 18°58'19.6"
DELTA 1°08'23.1"
LENGTH 6.007'
PT N 121538.21 E 319022.64
PT STA 4+02.86

CURVE FD9
PC N 121538.21 E 319022.64
PC STA 4+02.86
CC N 121553.77 E 319149.69
PI N 121570.22 E 319018.72
PI STA 4+35.11
TAN 32.26'
DB N 6°58'54.3" W
DA N 21°18'24.0" E
Lchord Distance 62.56'
Bearing N 7°09'44.8" E
External Distance 4.002'
Middle Ordinate 3.88'
Radius 128.00'
DEG 44°45'43.6"
DELTA 28°17'18.3"
LENGTH 63.20'
PT N 121600.28 E 319030.44
PT STA 4+66.05

CURVE FD10
PC N 121600.28 E 319030.44
PC STA 4+66.05
CC N 121568.66 E 319111.50
PI N 121609.63 E 319034.09
PI STA 4+76.10
TAN 10.044'
DB N 21°18'23.5" E
DA N 34°28'39.6" E
Lchord Distance 19.956'
Bearing N 27°53'31.5" E
External Distance 0.578'
Middle Ordinate 0.574'
Radius 87.00'
DEG 65°51'26.0"
DELTA 13°10'16.0"
LENGTH 20.00'
PT N 121617.91 E 319039.78
PT STA 4+86.05

LINE FD11
Bearing N 34°28'38.0" E
Distance 15.282249'

CURVE FD12
PC N 121630.51 E 319048.43
PC STA 5+01.34
CC N 121586.92 E 319111.90
PI N 121639.11 E 319054.34
PI STA 5+11.77
TAN 10.434'

CURVE FD12-CONTINUED
DB N 34°28'38.0" E
DA N 49°54'38.0" E
Lchord Distance 20.68
Bearing N 42°11'38.0" E
External Distance 0.704'
Middle Ordinate 0.700'
Radius 77.00'
DEG 74°24'36.4"
DELTA 15°26'00.0"
LENGTH 20.74'
PT N 121645.83 E 319062.32
PT STA 5+22.08

CURVE FD13
PC N 121645.83 E 319062.32
PC STA 5+22.08
CC N 121548.67 E 319144.10
PI N 121663.94 E 319083.83
PI STA 5+50.20
TAN 28.119'
DB N 49°54'38.0" E
DA N 74°52'47.4" E
Lchord Distance 54.91'
Bearing N 62°23'42.7" E
External Distance 3.076'
Middle Ordinate 3.003'
Radius 127.00'
DEG 45°06'53.2"
DELTA 24°58'09.4"
LENGTH 55.35'
PT N 121671.27 E 319110.98
PT STA 5+77.42

CURVE FD14
PC N 121671.27 E 319110.98
PC STA 5+77.42
CC N 121379.73 E 319189.75
PI N 121675.50 E 319126.61
PI STA 5+93.62
TAN 16.195'
DB N 74°52'47.4" E
DA N 81°01'07.9" E
Lchord Distance 32.34'
Bearing N 77°56'57.6" E
External Distance 0.434'
Middle Ordinate 0.433'
Radius 302.00'
DEG 18°58'19.6"
DELTA 6°08'20.5"
LENGTH 32.36'
PT N 121678.03 E 319142.60
PT STA 6+09.78

CURVE FD15
PC N 121678.03 E 319142.60
PC STA 6+09.78
CC N 121429.12E 319181.94
PI N 121680.82 E 319160.25
PI STA 6+27.65
TAN 17.86'
DB N 81°01'07.9" E
DA N 89°07'42.5" E
Lchord Distance 35.64'
Bearing N 85°04'25.2" E
External Distance 0.632'
Middle Ordinate 0.631'
Radius 252.00'
DEG 22°44'11.1"
DELTA 8°06'34.6"
LENGTH 35.67'
PT N 121681.09 E 319178.11
PT STA 6+45.45

LINE FD16
Bearing N 89°07'45.3" E
Distance 30.20'
PI N 121681.55 E 319208.30
PI STA 6+75.64

CHAIN FE

LINE FE1
POT N 121703.21 E 318648.14
PI STA 0+00.00
Bearing N 89°00'08.7" E
Distance 141.67'

CURVE FE2
PC N 121705.68 E 318789.78
PC STA 1+41.67

CURVE FE2-CONTINUED
CC N 121907.64 E 318786.27
PI N 121706.24 E 318822.12
PI STA 1+74.01
TAN 32.35'
DB N 89°00'08.1" E
DA N 70°48'26.5" E
Lchord Distance 63.88'
Bearing N 79°54'17.3" E
External Distance 2.57'
Middle Ordinate 2.54'
Radius 202.00'
DEG 28°21'51.3"
DELTA -18°11'41.5"
LENGTH 64.15'
PT N 121716.87 E 318852.67
PT STA 2+05.81

CURVE FE3
PC N 121716.87 E 318852.67
PC STA 2+05.81
CC N 122096.53 E 318720.52
PI N 121725.17 E 318876.50
PI STA 2+31.04
TAN 25.225'
DB N 70°48'26.5" E
DA N 63°37'34.5" E
Lchord Distance 50.35'
Bearing N 67°13'00.5" E
External Distance 0.791'
Middle Ordinate 0.789'
Radius 402.00'
DEG 14°15'09.7"
DELTA -7°10'52.1"
LENGTH 50.38'
PT N 121736.37 E 318899.10
PT STA 2+56.20

CURVE FE4
PC N 121736.37 E 318899.10
PC STA 2+56.20
CC N 121917.35 E 318809.36
PI N 121747.31 E 318921.16
PI STA 2+80.83
TAN 24.63'
DB N 63°37'34.5" E
DA N 49°43'23.0" E
Lchord Distance 48.90'
Bearing N 56°40'28.7" E
External Distance 1.496'
Middle Ordinate 1.485'
Radius 202.00'
DEG 28°21'51.3"
DELTA -13°54'11.5"
LENGTH 49.02'
PT N 121763.23 E 318939.95
PT STA 3+05.22

CURVE FE5
PC N 121763.23 E 318939.95
PC STA 3+05.22
CC N 121841.05 E 318874.01
PI N 121770.18 E 318948.15
PI STA 3+15.96
TAN 10.745'
DB N 49°43'23.0" E
DA N 37°41'44.5" E
Lchord Distance 21.372'
Bearing N 43°42'33.8" E
External Distance 0.564'
Middle Ordinate 0.561'
Radius 102.00'
DEG 56°10'20.4"
DELTA -12°01'38.5"
LENGTH 21.41'
PT N 121778.68 E 318954.72
PT STA 3+26.63

CURVE FE6
PC N 121778.68 E 318954.72
PC STA 3+26.63
CC N 121915.91 E 318777.14
PI N 121783.27 E 318958.26
PI STA 3+32.42
TAN 5.79'
DB N 37°41'44.5" E
DA N 34°44'19.4" E
Lchord Distance 11.58'
Bearing N 36°13'01.9" E
External Distance 0.075'
Middle Ordinate 0.075'

CURVE FE6-CONTINUED
Radius 224.43'
DEG 25°31'47.0"
DELTA -2°57'25.2"
LENGTH 11.58'
PT N 121788.03 E 318961.56
PT STA 3+38.21

CURVE FE7
PC N 121788.03 E 318961.56
PC STA 3+38.21
CC N 121831.90 E 318898.29
PI N 121796.02 E 318967.11
PI STA 3+47.94
TAN 9.73'
DB N 34°44'19.4" E
DA N 20°20'20.4" E
Lchord Distance 19.30'
Bearing N 27°32'19.9" E
External Distance 0.612'
Middle Ordinate 0.607'
Radius 77.00'
DEG 74°24'36.4"
DELTA -14°23'59.0"
LENGTH 19.35'
PT N 121805.14 E 318970.49
PT STA 3+57.56

CURVE FE8
PC N 121805.14 E 318970.49
PC STA 3+57.56
CC N 121857.97 E 318827.96
PI N 121836.22 E 318982.01
PI STA 3+90.70
TAN 33.14'
DB N 20°20'20.4" E
DA N 4°15'42.2" W
Lchord Distance 64.76'
Bearing N 8°02'19.1" E
External Distance 3.57'
Middle Ordinate 3.49'
Radius 152.00'
DEG 37°41'40.5"
DELTA -24°36'02.6"
LENGTH 65.26'
PT N 121869.27 E 318979.54
PT STA 4+22.82

CURVE FE9
PC N 121869.27 E 318979.54
PC STA 4+22.82
CC N 121850.24 E 318724.25
PI N 121875.17 E 318979.10
PI STA 4+28.74
TAN 5.916'
DB N 4°15'42.2" W
DA N 6°54'34.1" W
Lchord Distance 11.83'
Bearing N 5°35'08.2" W
External Distance 0.068'
Middle Ordinate 0.068'
Radius 256.00'
DEG 22°22'52.2"
DELTA -2°38'51.8"
LENGTH 11.83'
PT N 121881.04 E 318978.39
PT STA 4+34.66

LINE FE10
Bearing N 6°54'34.1" W
Distance 207.912299'

CURVE FE11
PC N 122087.44 E 318953.38
PC STA 6+42.57
CC N 122045.10 E 318603.94
PI N 122126.68 E 318948.62
PI STA 6+82.09
TAN 39.525'
DB N 6°54'34.1" W
DA N 19°43'23.0" W
Lchord Distance 78.56'
Bearing N 13°18'58.5" W
External Distance 2.21'
Middle Ordinate 2.20'
Radius 352.00'
DEG 16°16'38.0"
DELTA -12°48'48.9"
LENGTH 78.72'
PT N 122163.89 E 318935.29
PT STA 7+21.29

CURVE FE12
PC N 122163.89 E 318935.29
PC STA 7+21.29
CC N 122122.72 E 318820.44
PI N 122207.33 E 318919.71
STA 7+67.43
TAN 46.15'
DB N 19°43'23.0" W
DA N 61°09'41.2" W
Lchord Distance 86.32'
Bearing N 40°26'32.1" W
External Distance 8.44'
Middle Ordinate 7.89'
Radius 122.00'
DEG 46°57'49.5"
DELTA -41°26'18.2"
LENGTH 88.23'
PT N 122229.59 E 318879.29
PT STA 8+09.52

CURVE FE13
PC N 122229.59 E 318879.29
PC STA 8+09.52
CC N 122162.14 E 318842.15
PI N 122237.68 E 318864.58
PI STA 8+26.31
TAN 16.786'
DB N 61°09'41.2" W
DA N 85°45'26.8" W
Lchord Distance 32.801'
Bearing N 73°27'34.0" W
External Distance 1.808'
Middle Ordinate 1.767'
Radius 77.00'
DEG 74°24'36.4"
DELTA -24°35'45.6"
LENGTH 33.05'
PT N 122238.92 E 318847.84
PT STA 8+42.58

CURVE FE14
PC N 122238.92 E 318847.84
PC STA 8+42.58
CC N 121963.68 E 318827.43
PI N 122241.18 E 318817.49
PI STA 8+73.02
TAN 30.44'
DB N 85°45'26.8" W
DA S 81°39'15.4" W
Lchord Distance 60.52'
Bearing S 87°56'54.3" W
External Distance 1.674'
Middle Ordinate 1.664'
Radius 276.00'
DEG 20°45'33.6"
DELTA -12°35'17.8"
LENGTH 60.64'
PT N 122236.76 E 318787.37
PT STA 9+03.22

LINE FE15
Bearing S 81°39'15.4" W
Distance 9.35'

CURVE FE16
PC N 122235.40 E 318778.12
PC STA 9+12.56
CC N 123420.72 E 318604.23
PI N 122228.64 E 318732.05
PI STA 9+59.13
TAN 46.56'
DB S 81°39'15.4" W
DA S 86°06'21.3" W
Lchord Distance 93.06'
Bearing S 83°52'48.3" W
External Distance 0.905'
Middle Ordinate 0.904'
Radius 1198.00'
DEG 4°46'57.4"
DELTA 4°27'05.9"
LENGTH 93.08'
PT N 122225.48 E 318685.59
PT STA 10+05.64

LINE FE17
Bearing S 86°06'20.6" W
Distance 40.91'
PI N 122222.70 E 318644.78
PI STA 10+46.55

CHAINS FF AND FG

LINE FF1
PI N 121712.54 E 319207.83
PI STA 0+00.00
Bearing S 89°07'42.0" W
Distance 64.10'

CURVE FF2
PC N 121711.57 E 319143.74
PC STA 0+64.10
CC N 121788.56 E 319142.57
PI N 121711.38 E 319131.41
PI STA 0+76.43
TAN 12.33'
DB S 89°07'42.5" W
DA N 72°40'36.0" W
Lchord Distance 24.35'
Bearing N 81°46'26.7" W
External Distance 0.98'
Middle Ordinate 0.97'
Radius 77.00'
DEG 74°24'36.4"
DELTA 18°11'41.5"
LENGTH 24.45'
PT N 121715.05 E 319119.64
PT STA 0+88.56

CURVE FF3
PC N 121715.05 E 319119.64
PC STA 0+88.56
CC N 121798.10 E 319145.54
PI N 121717.93 E 319110.40
STA 0+98.23
TAN 9.68'
DB N 72°40'36.0" W
DA N 59°58'55.2" W
Lchord Distance 19.24'
Bearing N 66°19'45.6" W
External Distance 0.537'
Middle Ordinate 0.533'
Radius 87.00'
DEG 65°51'26.0"
DELTA 12°41'40.8"
LENGTH 19.28'
PT N 121722.77 E 319102.02
PT STA 1+07.83

CURVE FF4
PC N 121722.77 E 319102.02
PC STA 1+07.83
CC N 121984.27 E 319253.10
PI N 121726.21 E 319096.08
PI STA 1+14.69
TAN 6.86'
DB N 59°58'55.2" W
DA N 57°22'48.3" W
Lchord Distance 13.71'
Bearing N 58°40'51.7" W
External Distance 0.078'
Middle Ordinate 0.078'
Radius 302.00'
DEG 18°58'19.6"
DELTA 2°36'06.9"
LENGTH 13.71'
PT N 121729.90 E 319090.30
PT STA 1+21.55

CURVE FF5
PC N 121729.90 E 319090.30
PC STA 1+21.55
CC N 121794.76 E 319131.81
PI N 121739.99 E 319074.54
PI STA 1+40.26
TAN 18.71'
DB N 57°22'48.3" W
DA N 30°03'32.0" W
Lchord Distance 36.37'
Bearing N 43°43'10.1" W
External Distance 2.24'
Middle Ordinate 2.18'
Radius 77.00'
DEG 74°24'36.4"
DELTA 27°19'16.3"
LENGTH 36.72'
PT N 121756.19 E 319065.17
PT STA 1+58.26

CURVE FF6
PC N 121756.19 E 319065.17
PC STA 1+58.26
CC N 121857.37 E 319240.00
PI N 121781.21 E 319050.68
PI STA 1+87.18
TAN 28.91'
DB N 30°03'32.0" W
DA N 13°46'01.1" W
Lchord Distance 57.24'
Bearing N 21°54'46.6" W
External Distance 2.059'
Middle Ordinate 2.038'
Radius 202.00'
DEG 28°21'51.3"
DELTA 16°17'30.9"
LENGTH 57.44'
PT N 121809.30 E 319043.80
PT STA 2+15.70

CURVE FF7
PC N 121809.30 E 319043.80
PC STA 2+15.70
CC N 121952.56 E 319628.51
PI N 121844.33 E 319035.22
PI STA 2+51.77
TAN 36.07'
DB N 13°46'01.1" W
DA N 6°54'34.1" W
Lchord Distance 72.01'
Bearing N 10°20'17.6" W
External Distance 1.080'
Middle Ordinate 1.078'
Radius 602.00'
DEG 9°31'03.3"
DELTA 6°51'27.1"
LENGTH 72.05'
PT N 121880.14 E 319030.88
PT STA 2+87.75

LINE FF8
Bearing N 6°54'31.8" W
Distance 206.552470'

CURVE FF9
PC N 122085.19 E 319006.04
PC STA 4+94.31
CC N 122103.34 E 319161.98
PI N 122130.92 E 319000.71
PI STA 5+40.35
TAN 46.04'
DB N 6°38'25.3" W
DA N 26°02'54.5" E
Lchord Distance 88.36'
Bearing N 9°42'14.6" E
External Distance 6.612'
Middle Ordinate 6.345'
Radius 157.00'
DEG 36°29'38.9"
DELTA 32°41'19.8"
LENGTH 89.573'
PT N 122172.29 E 319020.93
PT STA 5+83.88

CURVE FF10
PC N 122172.29 E 319020.93
PC STA 5+83.88
CC N 122127.50 E 319112.57
PI N 122190.11 E 319029.64
PI STA 6+03.71
TAN 19.83'
DB N 26°02'54.5" E
DA N 48°03'19.4" E
Lchord Distance 38.94'
Bearing N 37°03'06.9" E
External Distance 1.910'
Middle Ordinate 1.875'
Radius 102.00'
DEG 56°10'20.4"
DELTA 22°00'24.9"
LENGTH 39.18'
PT N 122203.36 E 319044.39
PT STA 6+23.06

CURVE FF11
PC N 122203.36 E 319044.39
PC STA 6+23.06
CC N 122043.45 E 319188.10
PI N 122244.48 E 319090.15
PI STA 6+84.58
TAN 61.52'
DB N 48°03'19.4" E
DA N 79°59'28.7" E
Lchord Distance 118.29'
Bearing N 64°01'24.1" E
External Distance 8.63'
Middle Ordinate 8.30'
Radius 215.00'
DEG 26°38'57.1"
DELTA 31°56'09.3"
LENGTH 119.84'
PT N 122255.18 E 319150.73
PT STA 7+42.89

CURVE FF12
PC N 122255.18 E 319150.73
PC STA 7+42.89
CC N 121760.82 E 319237.98
PI N 122259.53 E 319175.40
PI STA 7+67.94
TAN 25.05'
DB N 79°59'28.7" E
DA N 85°42'14.2" E
Lchord Distance 50.03'
Bearing N 82°50'51.5" E
External Distance 0.624'
Middle Ordinate 0.624'
Radius 502.00'
DEG 11°24'48.6"
DELTA 5°42'45.5"
LENGTH 50.05'
PT N 122261.40 E 319200.37
PT STA 7+92.95

LINE FF13
Bearing N 85°42'14.4" E
Distance 109.87'
PI N 122269.64 E 319309.94
PI STA 9+02.82

CHAIN FG

LINE FG1
PI N 122266.60 E 318641.79
PI STA 0+00.00
Bearing N 86°06'19.0" E
Distance 25.95'

CURVE FG2
PC N 122268.36 E 318667.68
PC STA 0+25.95
CC N 123443.64 E 318587.68
PI N 122273.92 E 318749.38
PI STA 1+07.84
TAN 81.90'
DB N 86°06'21.4" E
DA N 78°09'08.2" E
Lchord Distance 163.40'
Bearing N 82°07'44.8" E
External Distance 2.843'
Middle Ordinate 2.836'
Radius 1178.00'
DEG 4°51'49.7"
DELTA -7°57'13.2"
LENGTH 163.53'
PT N 122290.74 E 318829.53
PT STA 1+89.48

CURVE FG3
PC N 122290.74 E 318829.53
PC STA 1+89.48
CC N 122243.76 E 318839.39
PI N 122291.84E 318834.81
PI STA 1+94.87
TAN 5.39'
DB N 78°09'08.2" E
DA S 89°01'59.9" E
Lchord Distance 10.71'

CURVE FG3-CONTINUED
Bearing N 84°33'34.1" E
External Distance 0.302'
Middle Ordinate 0.300'
Radius 48.00'
DEG 119°21'58.3"
DELTA 12°48'51.9"
LENGTH 10.74'
PT N 122291.75 E 318840.20
PT STA 2+00.21

CURVE FG4
PC N 122291.75 E 318840.20
PC STA 2+00.21
CC N 122393.74 E 318841.92
PI N 122290.99 E 318885.58
PI STA 2+45.59
TAN 45.38'
DB S 89°01'59.9" E
DA N 42°59'41.7" E
Lchord Distance 82.93'
Bearing N 66°58'50.9" E
External Distance 9.640'
Middle Ordinate 8.808'
Radius 102.00'
DEG 56°10'20.4"
DELTA -47°58'18.4"
LENGTH 85.40'
PT N 122324.18 E 318916.52
PT STA 2+85.61

CURVE FG5
PC N 122324.18 E 318916.52
PC STA 2+85.61
CC N 122530.13 E 318695.64
PI N 122335.59 E 318927.16
PI STA 3+01.21
TAN 15.60'
DB N 42°59'41.7" E
DA N 37°04'56.0" E
Lchord Distance 31.15'
Bearing N 40°02'18.9" E
External Distance 0.402'
Middle Ordinate 0.402'
Radius 302.00'
DEG 18°58'19.6"
DELTA -5°54'45.7"
LENGTH 31.16'
PT N 122348.03 E 318936.56
PT STA 3+16.78

CURVE FG6
PC N 122348.03 E 318936.56
PT STA 3+16.78
CC N 122409.53 E 318855.19
PI N 122372.87 E 318955.34
PI STA 3+47.91
TAN 31.14'
DB N 37°04'56.0" E
DA N 3°07'57.4" E
Lchord Distance 59.56'
Bearing N 20°06'26.7" E
External Distance 4.646'
Middle Ordinate 4.444'
Radius 102.00'
DEG 56°10'20.4"
DELTA -33°56'58.6"
LENGTH 60.44'
PT N 122403.96 E 318957.04
PT STA 3+77.22

CURVE FG7
PC N 122403.96E 318957.04
PC STA 3+77.22
CC N 122425.93 E 318555.64
PI N 122437.55 E 318958.88
PI STA 4+10.85
TAN 33.64'
DB N 3°07'57.4" E
DA N 6°25'58.6" W
Lchord Distance 67.04'
Bearing N 1°39'00.6" W
External Distance 1.405'
Middle Ordinate 1.400'
Radius 402.00'

CURVE FG7-CONTINUED
DEG 14°15'09.7"
DELTA -9°33'56.0"
LENGTH 67.11'
PT N 122470.97 E 318955.11
PT STA 4+44.33

LINE FG8
Bearing N 6°25'58.6" W
Distance 39.592545'

CURVE FG9
PC N 122510.31 E 318950.67
STA 4+83.92
CC N 122622.13 E 319942.39
PI N 122556.81 E 318945.43
PI STA 5+30.71
TAN 46.79'
DB N 6°25'58.6" W
DA N 1°03'52.5" W
Lchord Distance 93.47'
Bearing N 3°44'55.6" W
External Distance 1.096'
Middle Ordinate 1.095'
Radius 998.00'
DEG 5°44'27.8"
DELTA 5°22'06.2"
LENGTH 93.51'
PT N 122603.59 E 318944.56
PT STA 5+77.43

LINE FG10
Bearing N 1°03'52.5" W
Distance 400.10'

CURVE FG11
PC N 123003.62 E 318937.13
PC STA 9+77.53
CC N 123003.24 E 318917.13
PI N 123023.51 E 318936.76
PI STA 9+97.42
TAN 19.89'
DB N 1°03'52.5" W
DA S 89°14'18.2" W
Lchord Distance 28.21'
Bearing N 45°54'47.2" W
External Distance 8.21'
Middle Ordinate 5.82'
Radius 20.00'
DEG 286°28'44.0"
DELTA -89°41'49.3"
LENGTH 31.31'
PT N 123023.24 E 318916.86
PT STA 10+08.84

LINE FG12
Bearing S 89°14'16.4" W
Distance 37.254810'
PI N 123022.75 E 318879.61
PI STA 10+46.09

PROJECT NO: 1661-05-73
HWY: STH 35
COUNTY: CRAWFORD
INTERSECTION DETAILS-ALIGNMENT POINTS DESCRIPTION
SHEET:
PLOT DATE : June 14, 1911
PLOT BY : A.R.H.
PLOT NAME:
PLOT SCALE : 1:1
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E

CHAINS FH AND WA

LINE FH1
PI N 122311.44 E 319306.79
PI STA 0+00.00
Bearing S 84°14'16.6" W
Distance 182.89'

CURVE FH2
PC N 122293.08 E 319124.83
PC STA 1+82.89
CC N 122379.64 E 319116.10
PI N 122291.10 E 319105.18
PI STA 2+02.63
TAN 19.75'
DB S 84°14'16.6" W
DA N 70°11'08.4" W
Lchord Distance 38.51'
Bearing N 82°58'25.9" W
External Distance 2.213'
Middle Ordinate 2.158'
Radius 87.00'
DEG 65°51'26.0"
DELTA 25°34'35.0"
LENGTH 38.84'
PT N 122297.79 E 319086.61
PT STA 2+21.72

CURVE FH3
PC N 122297.79 E 319086.61
PC STA 2+21.72
CC N 122581.91 E 319188.98
PI N 122298.56 E 319084.49
PI STA 2+23.98
TAN 2.254'
DB N 70°11'08.4" W
DA N 69°19'49.6" W
Lchord Distance 4.51'
Bearing N 69°45'29.0" W
External Distance 0.0084'
Middle Ordinate 0.0084'
Radius 302.00'
DEG 18°58'19.6"
DELTA 0°51'18.8"
LENGTH 4.51'
PT N 122299.35 E 319082.38
PT STA 2+26.23

CURVE FH4
PC N 122299.35 E 319082.38
PC STA 2+26.23
CC N 122366.72 E 319107.79
PI N 122309.27 E 319056.09
PI STA 2+54.33
TAN 28.10'
DB N 69°19'49.6" W
DA N 26°41'32.0" W
Lchord Distance 52.35'
Bearing N 48°00'40.8" W
External Distance 5.29'
Middle Ordinate 4.93'
Radius 72.00'
DEG 79°34'38.9"
DELTA 42°38'17.6"
LENGTH 53.58'
PT N 122334.37 E 319043.46
PT STA 2+79.81

CURVE FH5
PC N 122334.37 E 319043.46
PC STA 2+79.81
CC N 122470.03 E 319313.28
PI N 122369.42 E 319025.84
PI STA 3+19.04
TAN 39.23'
DB N 26°41'32.0" W
DA N 11°53'25.0" W
Lchord Distance 77.80'
Bearing N 19°17'28.5" W

CURVE FH5-CONTINUED
External Distance 2.537'
Middle Ordinate 2.516'
Radius 302.00'
DEG 18°58'19.6"
DELTA 14°48'07.0"
LENGTH 78.02'
PT N 122407.81 E 319017.76
PT STA 3+57.83

CURVE FH6
PC N 122407.81 E 319017.76
PC STA 3+57.83
CC N 122531.84 E 319606.84
PI N 122440.72 E 319010.83
PI STA 3+91.46
TAN 33.63'
DB N 11°53'25.0" W
DA N 5°29'41.7" W
Lchord Distance 67.16'
Bearing N 8°41'33.4" W
External Distance 0.939'
Middle Ordinate 0.937'
Radius 602.00'
DEG 9°31'03.3"
DELTA 6°23'43.3"
LENGTH 67.20'
PT N 122474.20 E 319007.61
PT STA 4+25.03

LINE FH7
Bearing N 5°29'41.7" W
Distance 100.16'

CURVE FH8
PC N 122573.90 E 318998.02
PC STA 5+25.19
CC N 122859.06 E 321962.33
PI N 122688.56 E 318986.99
PI STA 6+40.38
TAN 115.19'
DB N 5°29'41.7" W
DA N 1°03'52.5" W
Lchord Distance 230.21'
Bearing N 3°16'47.1" W
External Distance 2.22'
Middle Ordinate 2.22'
Radius 2978.00'
DEG 1°55'26.3"
DELTA 4°25'49.2"
LENGTH 230.27'
PT N 122803.73 E 318984.85
PT STA 7+55.46

LINE FH9
Bearing N 1°03'52.5" W
Distance 200.31'

CURVE FH10
PC N 123004.01 E 318981.13
PC STA 9+55.77
CC N 123004.38 E 319001.12
PI N 123024.10 E 318980.75
PI STA 9+75.87
TAN 20.10'
DB N 1°03'52.5" W
DA N 89°12'26.9" E
Lchord Distance 28.35'
Bearing N 44°04'17.2" E
External Distance 8.352'
Middle Ordinate 5.891'
Radius 20.00'
DEG 286°28'44.0"
DELTA 90°16'19.4"
LENGTH 31.51'
PT N 123024.38 E 319000.85
PT STA 9+87.28

LINE FH11
Bearing N 89°12'25.9" E
Distance 33.76'
PI N 123024.85 E 319034.61
PI STA 10+21.04

LINE WA1
PI N 120789.18 E 318961.52
PI STA 0+00.00
Bearing N 6°03'18.7" E
Distance 12.63'

LINE WA2
PI N 120801.74 E 318962.86
PI STA 0+12.63
Bearing N 0°45'52.4" W
Distance 225.51'

CURVE WA3
PC N 121027.23 E 318959.85
PC STA 2+38.15
CC N 121019.33 E 318367.90
PI N 121054.17 E 318959.49
PI STA 2+65.09
TAN 26.94'
DB N 0°45'52.4" W
DA N 5°58'33.3" W
Lchord Distance 53.83'
Bearing N 3°22'12.8" W
External Distance 0.613'
Middle Ordinate 0.612'
Radius 592.00'
DEG 9°40'42.0"
DELTA -5°12'40.9"
LENGTH 53.84'
PT N 121080.97 E 318956.68
PT STA 2+91.99

CURVE WA4
PC N 121080.96 E 318956.68
PC STA 2+91.99
CC N 121055.98 E 318717.99
PI N 121100.279 E 318954.66
PI STA 3+11.40
TAN 19.41'
DB N 5°58'33.3" W
DA N 15°13'18.7" W
Lchord Distance 38.69'
Bearing N 10°35'56.0" W
External Distance 0.783'
Middle Ordinate 0.781'
Radius 240.00'
DEG 23°52'23.7"
DELTA -9°14'45.5"
LENGTH 38.73'
PT N 121118.99 E 318949.57
PT STA 3+30.72

CURVE WA5
PC N 121118.9 E 318949.57
PC STA 3+30.72
CC N 121073.04 E 318780.71
PI N 121162.40 E 318937.76
PI STA 3+75.71
TAN 44.99'
DB N 15°13'18.7" W
DA N 44°03'27.1" W
Lchord Distance 87.15'
Bearing N 29°38'22.9" W
External Distance 5.69'
Middle Ordinate 5.51'
Radius 175.00'
DEG 32°44'25.6"
DELTA -28°50'08.3"
LENGTH 88.07'
PT N 121194.74 E 318906.47
PT STA 4+18.79

LINE WA6
Bearing S 43°42'01.0" E
Distance 2.18'

CURVE WA7
PC N 121193.16 E 318907.98
PC STA 4+20.98
CC N 121134.82 E 318846.16
PI N 121219.66 E 318882.97
PI STA 4+57.41
TAN 36.44'
DB N 43°20'35.0" W
DA N 89°44'51.7" W
Lchord Distance 66.98'
Bearing N 66°32'43.4" W
External Distance 7.480'
Middle Ordinate 6.875'
Radius 85.00'
DEG 67°24'24.5"
DELTA -46°24'16.8"
LENGTH 68.84'
PT N 121219.82 E 318846.54
STA 4+89.82

CURVE WA8
PC N 121219.82 E 318846.54
PC STA 4+89.82
CC N 121035.32 E 318845.72
PI N 121219.88 E 318832.33
PI STA 5+04.03
TAN 14.21'
DB N 89°44'51.7" W
DA S 81°26'41.1" W
Lchord Distance 28.33'
Bearing S 85°50'54.7" W
External Distance 0.546'
Middle Ordinate 0.545'
Radius 184.50'
DEG 31°03'16.6"
DELTA -8°48'27.1"
LENGTH 28.36'
PT N 121217.77 E 318818.28
PT STA 5+18.18

LINE WA9
Bearing S 81°26'41.1" W
Distance 77.59'

CURVE WA10
PC N 121206.22 E 318741.55
PC STA 5+95.77
CC N 121740.71 E 318661.14
PI N 121200.97 E 318706.62
PI STA 6+31.09
TAN 35.32'
DB S 81°26'41.1" W
DA S 88°55'19.2" W
Lchord Distance 70.49'
Bearing S 85°11'00.2" W
External Distance 1.153'
Middle Ordinate 1.150'
Radius 540.50'
DEG 10°36'01.9"
DELTA 7°28'38.1"
LENGTH 70.54'
PT N 121200.30 E 318671.31
PT STA 6+66.31

LINE WA11
Bearing S 88°55'19.2" W
Distance 14.68'
PI N 121200.03 E 318656.63
PI STA 6+80.99

PROJECT NO: 1661-05-73
HWY: STH 35
COUNTY: CRAWFORD
INTERSECTION DETAILS-ALIGNMENT POINTS DESCRIPTION
SHEET:
PLOT DATE : June 14, 1911
PLOT BY : A.R.H.
PLOT NAME:
PLOT SCALE : 1:1
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E

CHAINS WB AND WC

LINE WB1
PI N 120789.99 E 319029.02
PI STA 0+00.00
Bearing N 8°07'41.1" W
Distance 11.703744'

LINE WB2
PI N 120801.55 E 319027.36
PI STA 0+11.70
Bearing N 0°45'52.4" W
Distance 15.04'

CURVE WB3
PC N 120816.60 E 319027.16
PC STA 0+26.75
CC N 120826.84 E 319794.60
PI N 120845.31 E 319026.78
PI STA 0+55.47
TAN 28.72'
DB N 0°45'52.4" W
DA N 3°31'16.1" E
Lchord Distance 57.40'
Bearing N 1°22'41.9" E
External Distance 0.537'
Middle Ordinate 0.537'
Radius 767.50'
DEG 7°27'54.9"
DELTA 4°17'08.5"
LENGTH 57.41'
PT N 120873.98 E 319028.54
PT STA 0+84.16

LINE WB4
Bearing N 3°31'16.1" E
Distance 68.529192'

CURVE WB5
PC N 120942.38 E 319032.75
PC STA 1+52.69
CC N 120984.36 E 318350.54
PI N 120981.24 E 319035.15
PI STA 1+91.63
TAN 38.94'
DB N 3°31'17.1" E
DA N 2°59'58.9" W
Lchord Distance 77.75'
Bearing N 0°15'39.1" E
External Distance 1.11'
Middle Ordinate 1.11'
Radius 683.50'
DEG 8°22'57.7"
DELTA -6°31'16.0"
LENGTH 77.79'
PT N 121020.13E 319033.11
PT STA 2+30.48

LINE WB6
Bearing N 2°59'58.9" W
Distance 27.46'

CURVE WB7
PC N 121047.54 E 319031.67
PC STA 2+57.94
CC N 121068.03 E 319422.64
PI N 121064.43 E 319030.79
PI STA 2+74.84
TAN 16.90'
DB N 2°59'58.9" W
DA N 1°56'42.1" E
Lchord Distance 33.78'
Bearing N 0°31'38.4" W
External Distance 0.365'
Middle Ordinate 0.364'
Radius 391.50'
DEG 14°38'05.8"
DELTA 4°56'41.1"
LENGTH 33.79'
PT N 121081.32 E 319031.36
PT STA 2+91.72

CURVE WB8
PC N 121081.32 E 319031.36
PC STA 2+91.72
CC N 121075.38 E 319206.26
PI N 121107.01 E 319032.23
PI STA 3+17.43

CURVE WB8-CONTINUED
TAN 25.70'
DB N 1°56'42.1" E
DA N 18°39'24.9" E
Lchord Distance 50.86'
Bearing N 10°18'03.5" E
External Distance 1.878'
Middle Ordinate 1.858'
Radius 175.00'
DEG 32°44'25.6"
DELTA 16°42'42.8"
LENGTH 51.04'
PT N 121131.36 E 319040.46
PT STA 3+42.77

CURVE WB9
PC N 121131.36 E 319040.46
PC STA 3+42.77
CC N 121108.97 E 319106.78
PI N 121148.49 E 319046.24
STA 3+60.84
TAN 18.07'
DB N 18°39'24.6" E
DA N 47°36'44.5" E
Lchord Distance 35.00'
Bearing N 33°08'04.5" E
External Distance 2.296'
Middle Ordinate 2.223'
Radius 70.00'
DEG 81°51'04.0"
DELTA 28°57'20.0"
LENGTH 35.38'
PT N 121160.67 E 319059.59
PT STA 3+78.14

LINE WB10
Bearing N 47°36'44.5" E
Distance 34.050574'

CURVE WB11
PC N 121183.63 E 319084.74
PC STA 4+12.19
CC N 121146.70 E 319118.44
PI N 121188.73 E 319090.33
STA 4+19.76
TAN 7.571'
DB N 47°36'44.5" E
DA N 64°50'02.0" E
Lchord Distance 14.98'
Bearing N 56°13'23.3" E
External Distance 0.570'
Middle Ordinate 0.564'
Radius 50.00'
DEG 114°35'29.6"
DELTA 17°13'17.5"
LENGTH 15.03'
PT N 121191.95E 319097.18
PT STA 4+27.22

CURVE WB12
PC N 121191.95 E 319097.18
PC STA 4+27.22
CC N 121067.05 E 319155.86
PI N 121196.44 E 319106.75
PI STA 4+37.79
TAN 10.57'
DB N 64°50'02.0" E
DA N 73°35'32.4" E
Lchord Distance 21.07'
Bearing N 69°12'47.2" E
External Distance 0.404'
Middle Ordinate 0.403'
Radius 138.00'
DEG 41°31'07.3"
DELTA 8°45'30.4"
LENGTH 21.10'
PT N 121199.43 E 319116.88
PT STA 4+48.32

CURVE WB13
PC N 121199.43 E 319116.89
PC STA 4+48.32
CC N 120923.16 E 319198.24
PI N 121200.77 E 319121.43
PI STA 4+53.06
TAN 4.739'

CURVE WB13-CONTINUED
DB N 73°35'32.4" E
DA N 75°28'39.6" E
Lchord Distance 9.476'
Bearing N 74°32'06.0" E
External Distance 0.039'
Middle Ordinate 0.039'
Radius 288.00'
DEG 19°53'39.7"
DELTA 1°53'07.3"
LENGTH 9.48'
PT N 121201.96 E 319126.02
PT STA 4+57.79

CHAIN WC

LINE WC1
PI N 121255.96 E 318892.39
STA 0+00.00
Bearing N 20°42'51.9" E
Distance 30.68'

CURVE WC2
PC N 121284.66 E 318903.24
PC STA 0+30.68
CC N 121270.51 E 318940.65
PI N 121290.61 E 318905.49
PI STA 0+37.04
TAN 6.36'
DB N 20°42'51.9" E
DA N 38°46'49.9" E
Lchord Distance 12.56'
Bearing N 29°44'50.9" E
External Distance 0.502'
Middle Ordinate 0.496'
Radius 40.00'
DEG 143°14'22.0"
DELTA 18°03'58.1"
LENGTH 12.61'
PT N 121295.57 E 318909.47
PT STA 0+43.30

LINE WC3
Bearing N 38°46'49.9" E
Distance 72.29'

CURVE WC4
PC N 121351.92 E 318954.75
PC STA 1+15.58
CC N 121376.97 E 318923.57
PI N 121354.43 E 318956.77
PI STA 1+18.80
TAN 3.22'
DB N 38°46'49.9" E
DA N 29°34'34.3" E
Lchord Distance 6.42'
Bearing N 34°10'42.1" E
External Distance 0.129'
Middle Ordinate 0.129'
Radius 40.00'
DEG 143°14'22.0"
DELTA -9°12'15.6"
LENGTH 6.42'
PT N 121357.23 E 318958.36
PT STA 1+22.01

CURVE WC5
PC N 121357.23 E 318958.36
PC STA 1+22.01
CC N 121410.78E 318863.99
PI N 121371.39 E 318966.39
PI STA 1+38.29
TAN 16.28'
DB N 29°34'34.3" E
DA N 12°30'21.3" E
Lchord Distance 32.21'
Bearing N 21°02'27.8" E
External Distance 1.215'
Middle Ordinate 1.202'
Radius 108.50'
DEG 52°48'25.8"
DELTA -17°04'13.0"
LENGTH 32.32'
PT N 121387.29 E 318969.92
PT STA 1+54.33

CURVE WC6
PC N 121387.29 E 318969.92
PC STA 1+54.33
CC N 121401.36 E 318906.46
PI N 121392.63 E 318971.10
PI STA 1+59.81
TAN 5.47'
DB N 12°30'21.3" E
DA N 2°52'37.7" E
Lchord Distance 10.91'
Bearing N 7°41'29.5" E
External Distance 0.230'
Middle Ordinate 0.229'
Radius 65.00'
DEG 88°08'50.5"
DELTA -9°37'43.6"
LENGTH 10.92'
PT N 121398.10 E 318971.38
PT STA 1+65.26

CURVE WC7
PC N 121398.10 E 318971.38
PC STA 1+65.26
CC N 121414.41 E 318646.79
PI N 121415.34 E 318972.24
PI STA 1+82.52
TAN 17.26'
DB N 2°52'37.7" E
DA N 3°12'07.6" W
Lchord Distance 34.47'
Bearing N 0°09'44.9" W
External Distance 0.458'
Middle Ordinate 0.457'
Radius 325.00'
DEG 17°37'46.1"
DELTA -6°04'45.3"
LENGTH 34.48'
PT N 121432.57 E 318971.28
PT STA 1+99.74

CURVE WC8
PC N 121432.57 E 318971.28
PC STA 1+99.74
CC N 121399.05 E 318372.22
PI N 121458.30 E 318969.84
PI STA 2+25.52
TAN 25.77'
DB N 3°12'07.6" W
DA N 8°07'17.3" W
Lchord Distance 51.50'
Bearing N 5°39'42.5" W
External Distance 0.553'
Middle Ordinate 0.553'
Radius 600.00'
DEG 9°32'57.5"
DELTA -4°55'09.7"
LENGTH 51.52'
PT N 121483.82 E 318966.20
PT STA 2+51.26

LINE WC9
Bearing N 8°07'17.3" W
Distance 58.31'

CURVE WC10
PC N 121541.54 E 318957.96
PC STA 3+09.57
CC N 121470.91 E 318462.98
PI N 121571.18 E 318953.73
PI STA 3+39.51
TAN 29.94'
DB N 8°07'17.3" W
DA N 14°58'28.3" W
Lchord Distance 59.77'
Bearing N 11°32'52.8" W
External Distance 0.895'
Middle Ordinate 0.894'
Radius 500.00'
DEG 11°27'33.0"
DELTA -6°51'11.0"
LENGTH 59.80'
PT N 121600.10 E 318946.00
PT STA 3+69.37

CURVE WC11
PC N 121600.10 E 318946.00
PC STA 3+69.37
CC N 121564.06 E 318811.24
PI N 121625.62 E 318939.17
PI STA 3+95.79
TAN 26.41'
DB N 14°58'28.3" W
DA N 36°25'07.6" W
Lchord Distance 51.91'
Bearing N 25°41'47.9" W
External Distance 2.479'
Middle Ordinate 2.436'
Radius 139.50'
DEG 41°04'20.1"
DELTA -21°26'39.3"
LENGTH 52.21'
PT N 121646.87 E 318923.49
PT STA 4+21.58

CURVE WC12
PC N 121646.87 E 318923.49
PC STA 4+21.58
CC N 121703.57 E 319000.34
PI N 121663.65 E 318911.12
PI STA 4+42.42
TAN 20.84'
DB N 36°25'07.6" W
DA N 11°47'46.0" W
Lchord Distance 40.72'
Bearing N 24°06'26.8" W
External Distance 2.248'
Middle Ordinate 2.196'
Radius 95.50'
DEG 59°59'44.1"
DELTA 24°37'21.6"
LENGTH 41.04'
PT N 121684.05 E 318906.86
PT STA 4+62.62

CURVE WC13
PC N 121684.05 E 318906.86
PC STA 4+62.62
CC N 121667.69 E 318828.55
PI N 121690.55 E 318905.50
PI STA 4+69.27
TAN 6.64'
DB N 11°47'46.0" W
DA N 21°17'30.7" W
Lchord Distance 13.24'
Bearing N 16°32'38.4" W
External Distance 0.275'
Middle Ordinate 0.274'
Radius 80.00'
DEG 71°37'11.0"
DELTA -9°29'44.7"
LENGTH 13.26'
PT N 121696.74E 318903.08
PT STA 4+75.88

CURVE WC14
PC N 121696.74 E 318903.08
PC STA 4+75.88
CC N 122096.53E 318720.52
PI N 121659.27E 318821.03
PI STA 5+66.09
TAN 90.21'
DB S 65°27'19.9" W
DA S 88°39'15.5" W
Lchord Distance 176.74'
Bearing S 77°03'17.7" W
External Distance 9.163'
Middle Ordinate 8.976'
Radius 439.50'
DEG 13°02'11.7"
DELTA 23°11'55.6"
LENGTH 177.95'
PT N 121657.15 E 318730.84
PT STA 6+53.83

LINE WC15
Bearing S 88°39'15.5" W
Distance 81.88'
PI N 121655.23 E 318648.98
PI STA 7+35.72

PLOT DATE : June 14, 1911
PLOT BY : A.R.H.
PLOT NAME:
PLOT SCALE : 1:1

CHAINS WD, WE, AND WF

CURVE WD1
PC N 121276.79 E 319134.40
PC STA 0+00.00
CC N 121373.66 E 319178.82
PI N 121296.82 E 319090.72
PI STA 0+48.05
TAN 48.05'
DB N 65°21'52.4" W
DA N 16°49'26.5" W
Lchord Distance 87.61'
Bearing N 41°05'39.5" W
External Distance 10.33'
Middle Ordinate 9.42'
Radius 106.57'
DEG 53°45'48.0"
DELTA 48°32'25.8"
LENGTH 90.28'
PT N 121342.82 E 319076.82
PT STA 0+90.29

LINE WD2
Bearing N 16°49'26.5" W
Distance 75.21'

CURVE WD3
PC N 121414.81 E 319055.05
PC STA 1+65.50
CC N 121449.54 E 319169.91
PI N 121419.30 E 319053.69
PI STA 1+70.18
TAN 4.687'
DB N 16°49'26.5" W
DA N 12°21'02.3" W
Lchord Distance 9.367'
Bearing N 14°35'14.4" W
External Distance 0.091
Middle Ordinate 0.091'
Radius 120.00'
DEG 47°44'47.3"
DELTA 4°28'24.3"
LENGTH 9.37'
PT N 121423.87 E 319052.69
PT STA 1+74.87

CURVE WD4
PC N 121423.87 E 319052.69
PC STA 1+74.87
CC N 121592.96 E 319824.89
PI N 121450.84 E 319046.78
PI STA 2+02.47
TAN 27.60'
DB N 12°21'02.3" W
DA N 8°21'04.0" W
Lchord Distance 55.17'
Bearing N 10°21'03.1" W
External Distance 0.482'
Middle Ordinate 0.481'
Radius 790.50'
DEG 7°14'53.0"
DELTA 3°59'58.3"
LENGTH 55.18'
PT N 121478.14 E 319042.78
PT STA 2+30.05

CURVE WD5
PC N 121478.14 E 319042.78
PC STA 2+30.05
CC N 121536.24E 319438.53
PI N 121523.50 E 319036.12
PI STA 2+75.88
TAN 45.84'
DB N 8°21'04.0" W
DA N 4°43'22.2" E
Lchord Distance 91.08'
Bearing N 1°48'50.9" W
External Distance 2.618'
Middle Ordinate 2.600'
Radius 400.00'
DEG 14°19'26.2"
DELTA 13°04'26.2"
LENGTH 91.27'
PT N 121569.18 E 319039.89
PT STA 3+21.32

CURVE WD6
PC N 121569.18 E 319039.89

CURVE WD6-CONTINUED
PC STA 3+21.32
CC N 121562.18 E 319124.60
PI N 121597.48 E 319042.23
PI STA 3+49.72
TAN 28.40'
DB N 4°43'22.2" E
DA N 41°40'29.8" E
Lchord Distance 53.87'
Bearing N 23°11'56.0" E
External Distance 4.62'
Middle Ordinate 4.38'
Radius 85.00'
DEG 67°24'24.5"
DELTA 36°57'07.6"
LENGTH 54.82'
PT N 121618.69 E 319061.12
PT STA 3+76.14

LINE WD7
Bearing S 41°40'16.5" W
Distance 0.116'

CURVE WD8
PC N 121618.61 E 319061.04
PC STA 3+76.26
CC N 121020.28 E 319733.35
PI N 121624.025 E 319065.86
PI STA 3+83.51
TAN 7.25'
DB N 41°40'03.3" E
DA N 42°35'27.4" E
Lchord Distance 14.50'
Bearing N 42°07'45.3" E
External Distance 0.029'
Middle Ordinate 0.029'
Radius 900.00'
DEG 6°21'58.3"
DELTA 0°55'24.2"
LENGTH 14.50'
PT N 121629.36 E 319070.77
PT STA 3+90.76

CURVEWD9
PC N 121629.36 E 319070.77
PC STA 3+90.76
CC N 121558.30E 319148.07
PI N 121658.96E 319097.97
PI STA 4+30.96
TAN 40.20'
DB N 42°35'27.4" E
DA N 84°29'12.4" E
Lchord Distance 75.08'
Bearing N 63°32'19.9" E
External Distance 7.43'
Middle Ordinate 6.94'
Radius 105.00'
DEG 54°34'02.7"
DELTA 41°53'44.9"
LENGTH 76.78'
PT N 121662.82 E 319137.98
PT STA 4+67.54

CURVE WD10
PC N 121662.82 E 319137.98
PI STA 4+67.54
CC N 121463.74 E 319157.20
PI N 121663.60 E 319146.05
PI STA 4+75.64
TAN 8.105739'
DB N 84°29'12.4" E
DA N 89°07'42.5" E
Lchord Distance 16.20'
Bearing N 86°48'27.4" E
External Distance 0.164'
Middle Ordinate 0.164'
Radius 200.00'
DEG 28°38'52.4"
DELTA 4°38'30.1"
LENGTH 16.20'
PT N 121663.72 E 319154.15
PT STA 4+83.74

LINE WD11
Bearing N 89°07'42.5" E
Distance 54.41'

LINE WD11-CONTINUED
PI N 121664.55 E 319208.56
STA 5+38.16

CHAIN WE

LINE WE1
PI N 121717.96 E 318647.88
PI STA 0+00.00
Bearing N 89°00'08.1" E
Distance 142.42'

CURVE WE2
PC N 121720.44 E 318790.28
PC STA 1+42.42
CC N 121907.91 E 318787.02
PI N 121720.97 E 318820.68
PI STA 1+72.83
TAN 30.41'
DB N 89°00'08.1" E
DA N 70°34'45.8" E
Lchord Distance 60.03'
Bearing N 79°47'26.9" E
External Distance 2.45'
Middle Ordinate 2.42'
Radius 187.50'
DEG 30°33'27.9"
DELTA -18°25'22.3"
LENGTH 60.29'
PT N 121731.08 E 318849.36
PT STA 2+02.71

LINE WE3
Bearing S 70°41'36.2" W
Distance 1.54'

CURVE WE4
PC N 121730.57 E 318847.91
PC STA 2+04.25
CC N 122096.53 E 318720.52
PI N 121735.57 E 318862.28
PI STA 2+19.48
TAN 15.22'
DB N 70°48'26.5" E
DA N 66°18'26.5" E
Lchord Distance 30.43'
Bearing N 68°33'26.5" E
External Distance 0.300'
Middle Ordinate 0.299'
Radius 387.50'
DEG 14°47'09.6"
DELTA -4°29'60.0"
LENGTH 30.43'
PT N 121741.69 E 318876.23
PT STA 2+34.69

CURVE WE5
PC N 121741.69E 318876.23
PC STA 2+34.69
CC N 121879.05 E 318815.95
PI N 121786.47 E 318978.27
PI STA 3+46.12
TAN 111.43'
DB N 66°18'26.5" E
DA N 6°54'34.1" W
Lchord Distance 178.90'
Bearing N 29°41'56.2" E
External Distance 36.86'
Middle Ordinate 29.59'
Radius 150.00'
DEG 38°11'49.9"
DELTA -73°13'00.6"
LENGTH 191.68'
PT N 121897.09 E 318964.86
PT STA 4+26.37

LINE WE6
Bearing N 6°54'34.1" W
Distance 165.01'

CURVE WE7
PC N 122060.91 E 318945.01
PC STA 5+91.38
CC N 122000.76 E 318448.64
PI N 122100.63 E 318940.20

CURVE WE7-CONTINUED
PI STA 6+31.40
TAN 40.01'
DB N 6°54'34.1" W
DA N 16°03'38.4" W
Lchord Distance 79.77'
Bearing N 11°29'06.2" W
External Distance 1.599'
Middle Ordinate 1.594'
Radius 500.00'
DEG 11°27'33.0"
DELTA -9°09'04.3"
LENGTH 79.86'
PT N 122139.08 E 318929.13
PT STA 6+71.24

CURVE WE8
PC N 122139.08 E 318929.13
PC STA 6+71.24
CC N 122105.33 E 318811.89
PI N 122237.81 E 318900.70
PI STA 7+73.97
TAN 102.73'
DB N 16°03'38.4" W
DA S 83°44'22.6" W
Lchord Distance 157.16'
Bearing N 56°09'37.9" W
External Distance 37.49'
Middle Ordinate 28.68'
Radius 122.00'
DEG 46°57'49.5"
DELTA -80°11'59.0"
LENGTH 170.77'
PT N 122226.60 E 318798.58
PT STA 8+42.01

LINE WE9
Bearing S 82°06'52.4" W
Distance 21.81'

CURVE WE10
PC N 122223.61 E 318776.98
PC STA 8+63.82
CC N 123020.09 E 318660.14
PI N 122219.07 E 318746.02
PI STA 8+95.11
TAN 31.29'
DB S 81°39'15.4" W
DA S 86°06'21.3" W
Lchord Distance 62.53'
Bearing S 83°52'48.3" W
External Distance 0.608'
Middle Ordinate 0.607'
Radius 805.00'
DEG 7°07'03.0"
DELTA 4°27'05.9"
LENGTH 62.54'
PT N 122216.94E 318714.81
PT STA 9+26.37

LINE WE11
Bearing S 82°30'07.0" W
Distance 65.47'
PI N 122208.40 E 318649.89
PI STA 9+91.84

LINE WE12
Bearing S 86°06'21.3" W
Distance 4.13'
PI N 122208.12 E 318645.77
PI STA 9+95.97

CHAIN WF

LINE WF1
PI N 121727.54 E 319207.60
PI STA 0+00.00
Bearing S 89°07'42.5" W
Distance 51.00'

CURVE WF2
PC N 121726.76 E 319156.61
PC STA 0+51.00
CC N 121811.76 E 319155.31
PI N 121726.22 E 319120.71

CURVE WF2-CONTINUED
PI STA 0+86.91
TAN 35.90'
DB S 89°07'42.5" W
DA N 45°04'31.7" W
Lchord Distance 66.14'
Bearing N 67°58'24.6" W
External Distance 7.271'
Middle Ordinate 6.698'
Radius 85.00'
DEG 67°24'24.5"
DELTA 45°47'45.8"
LENGTH 67.94'
PT N 121751.57 E 319095.29
PT STA 1+18.94

LINE WF3
Bearing S 46°00'23.5" E
Distance 2.76'

CURVE WF4
PC N 121749.65 E 319097.28
PC STA 1+21.71
CC N 121859.24 E 319199.70
PI N 121779.71E 319065.12
PI STA 1+65.72
TAN 44.02'
DB N 46°56'15.3" W
DA N 14°13'49.7" W
Lchord Distance 84.47'
Bearing N 30°35'02.5" W
External Distance 6.32'
Middle Ordinate 6.07'
Radius 150.00'
DEG 38°11'49.9"
DELTA 32°42'25.6"
LENGTH 85.63'
PT N 121822.37 E 319054.30
PT STA 2+07.33

CURVE WF5
PC N 121822.37 E 319054.30
PC STA 2+07.33
CC N 121967.04 E 319624.74
PI N 121858.87 E 319045.04
PI STA 2+44.98
TAN 37.65'
DB N 14°13'49.7" W
DA N 6°54'34.1" W
Lchord Distance 75.14'
Bearing N 10°34'11.9" W
External Distance 1.20'
Middle Ordinate 1.20'

Radius 588.50'
DEG 9°44'09.2"
DELTA 7°19'15.6"
LENGTH 75.20'
PT N 121896.24 E 319040.51
PT STA 2+82.53

LINE WF6
Bearing N 6°54'34.1" W
Distance 173.00'

CURVE WF7
PC N 122067.99 E 319019.70
PC STA 4+55.54
CC N 122090.67 E 319206.83
PI N 122106.91 E 319014.99
PI STA 4+94.73
TAN 39.20'
DB N 6°54'34.1" W
DA N 16°35'02.2" E
Lchord Distance 76.75'
Bearing N 4°50'14.0" E
External Distance 4.03'
Middle Ordinate 3.95'
Radius 188.50'
DEG 30°23'44.3"
DELTA 23°29'36.3"
LENGTH 77.29'
PT N 122144.47 E 319026.17
PT STA 5+32.83

CURVE WF8
PC N 122144.47E 319026.17
PC STA 5+32.83
CC N 122118.78 E 319112.43
PI N 122157.11 E 319029.94
PI STA 5+46.02
TAN 13.18'
DB N 16°35'02.2" E
DA N 33°15'13.4" E
Lchord Distance 26.09'
Bearing N 24°55'07.8" E
External Distance 0.961
Middle Ordinate 0.951'
Radius 90.00'
DEG 63°39'43.1"
DELTA 16°40'11.3"
LENGTH 26.18'
PT N 122168.14 E 319037.17
PT STA 5+59.01

CURVE WF9
PC N 122168.14 E 319037.17
PC STA 5+59.01
CC N 122077.66 E 319175.15
PI N 122208.90 E 319063.90
PI STA 6+07.76
TAN 48.75'
DB N 33°15'13.4" E
DA N 66°10'16.6" E
Lchord Distance 93.50'
Bearing N 49°42'45.0" E
External Distance 7.05'
Middle Ordinate 6.76'
Radius 165.00'
DEG 34°43'29.0"
DELTA 32°55'03.2"
LENGTH 94.80'
PT N 122228.59 E 319108.49
PT STA 6+53.81

CURVE WF10
PC N 122228.59 E 319108.49
PC STA 6+53.81
CC N 121977.04E 319219.59
PI N 122247.15E 319150.51
PI STA 6+99.75
TAN 45.94'
DB N 66°10'16.6" E
DA N 85°08'18.1" E
Lchord Distance 90.62'
Bearing N 75°39'17.3" E
External Distance 3.81'
Middle Ordinate 3.76'
Radius 275.00'
DEG 20°50'05.4"
DELTA 18°58'01.5"
LENGTH 91.04'
PT N 122251.05 E 319196.28
PT STA 7+44.85

CURVE WF11
PC N 122251.05 E 319196.28
PC STA 7+44.85
CC N 121760.82 E 319237.98
PI N 122251.25 E 319198.70
PI STA 7+47.27
TAN 2.43'
DB N 85°08'18.1" E
DA N 85°42'14.2" E
Lchord Distance 4.86'
Bearing N 85°25'16.2" E
External Distance 0.006'
Middle Ordinate 0.006'
Radius 492.00'
DEG 11°38'43.7"
DELTA 0°33'56.2"
LENGTH 4.86'
PT N 122251.43 E 319201.12
PT STA 7+49.70

LINE WF12
Bearing N 85°42'14.2" E
Distance 109.7'
PI N 122259.66 E 319310.68
PI STA 8+59.57

PROJECT NO: 1661-05-73
HWY: STH 35
COUNTY: CRAWFORD
INTERSECTION DETAILS-ALIGNMENT POINTS DESCRIPTION
SHEET:
E
PLOT DATE : June 14, 1911
PLOT BY : A.R.H.
PLOT NAME:
PLOT SCALE : 1:1
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CHAINS WG AND WH

LINE WG1	CURVE WG7-CONTINUED	CURVE WG12-CONTINUED	CURVE WH3-CONTINUED
PI N 122280.82 E 318640.82	Lchord Distance 100.19'	DB N 3°20'34.5" E	PT N 122323.29 E 319080.25
PI STA 0+00.00	Bearing N 58°37'01.6" E	DA N 6°25'58.6" W	PT STA 2+29.55
Bearing N 85°55'32.3" E	External Distance 9.14'	Lchord Distance 68.17'	
Distance 96.87'	Middle Ordinate 8.61'	Bearing N 1°32'42.1" W	LINE WH4
	Radius 150.00'	External Distance 1.46'	Bearing N 48°33'17.8" W
CURVE WG2	DEG 38°11'49.9"	Middle Ordinate 1.45'	Distance 21.67'
PC N 122287.71 E 318737.45	DELTA -39°01'14.7"	Radius 400.00'	
PC STA 0+96.87	LENGTH 102.16'	DEG 14°19'26.2"	CURVE WH5
CC N 122487.20 E 318723.24	PT N 122355.20 E 318917.04	DELTA -9°46'33.1"	PC N 122337.63 E 319064.00
PI N 122288.20E 318744.40	PT STA 2+97.71	LENGTH 68.25'	PC STA 2+51.22
PI STA 1+03.84		PT N 122486.64E 318941.77	CC N 122392.70 E 319112.63
TAN 6.97'	LINE WG8	PT STA 4+37.01	PI N 122349.44 E 319050.63
DB N 85°55'32.3" E	Bearing N 39°06'24.2" E		PI STA 2+69.06
DA N 81°55'59.2" E	Distance 24.83'	LINE WG13	TAN 17.84
Lchord Distance 13.93'		Bearing N 6°25'58.6" W	DB N 48°33'17.8" W
Bearing N 83°55'45.7" E	CURVE WG9	Distance 11.86'	DA N 21°14'58.5" W
External Distance 0.121'	PC N 122374.46 E 318932.70		Lchord Distance 34.68'
Middle Ordinate 0.121'	PC STA 3+22.54	CURVE WG14	Bearing N 34°54'08.2" W
Radius 200.00'	CC N 122399.69 E 318901.66	PC N 122498.43 E 318940.44	External Distance 2.14'
DEG 28°38'52.4"	PI N 122381.96E 318938.79	PC STA 4+48.86	Middle Ordinate 2.08'
DELTA -3°59'33.1"	PI STA 3+32.20	CC N 122611.8 E 319943.09	Radius 73.46'
LENGTH 13.94'	TAN 9.66'	PI N 122545.43 E 318935.14	DEG 77°59'38.0"
PT N 122289.18 E 318751.30	DB N 39°06'24.2" E	PI STA 4+96.17	DELTA 27°18'19.3"
PT STA 1+10.81	DA N 11°57'21.4" E	TAN 47.30'	LENGTH 35.01'
	Lchord Distance 18.78'	DB N 6°25'58.6" W	PT N 122366.08 E 319044.16
LINE WG3	Bearing N 25°31'52.8" E	DA N 1°03'52.5" W	PT STA 2+86.23
Bearing S 81°58'27.3" W	External Distance 1.15'	Lchord Distance 94.50'	
Distance 1.67'	Middle Ordinate 1.12'	Bearing N 3°44'55.6" W	CURVE WH6
	Radius 40.00'	External Distance 1.11'	PC N 122366.08 E 319044.16
CURVE WG4	DEG 143°14'22.0"	Middle Ordinate 1.11'	PC STA 2+86.23
PC N 122288.95 E 318749.64	DELTA -27°09'02.9"	Radius 1009.00'	CC N 122511.05 E 319416.96
PC STA 1+12.48	LENGTH 18.95'	DEG 5°40'42.5"	PI N 122417.66E 319024.10
CC N 123443.64 E 318587.68	PT N 122391.41 E 318940.79	DELTA 5°22'06.2"	PI STA 3+41.57
PI N 122292.15 E 318772.48	PT STA 3+41.49	LENGTH 94.54'	TAN 55.34'
PI STA 1+35.54		PT N 122592.73 E 318934.26	DB N 21°14'58.5" W
TAN 23.06'	CURVE WG10	PT STA 5+43.40	DA N 5°29'41.7" W
DB N 82°00'55.3" E	PC N 122391.41 E 318940.79		Lchord Distance 109.64'
DA N 79°44'58.9" E	PC STA 3+41.49	LINE WG15	Bearing N 13°22'20.1" W
Lchord Distance 46.10'	CC N 122409.53 E 318855.19	Bearing N 1°03'52.5" W	External Distance 3.81'
Bearing N 80°52'57.1" E	PI N 122396.38 E 318941.85	Distance 410.71'	Middle Ordinate 3.77'
External Distance 0.228'	PI STA 3+46.58	PI N 123003.37 E 318926.63	Radius 400.00'
Middle Ordinate 0.228'	TAN 5.08'	PI STA 9+54.12	DEG 14°19'26.2"
Radius 1166.00'	DB N 11°57'21.4" E		DELTA 15°45'16.8"
DEG 4°54'49.9"	DA N 5°18'10.9" E	LINE WG16	LENGTH 109.99'
DELTA -2°15'56.4"	Lchord Distance 10.15'	Bearing N 6°33'06.5" W	PT N 122472.74 E 319018.80
LENGTH 46.11'	Bearing N 8°37'46.2" E	Distance 15.66'	PT STA 3+96.22
PT N 122296.25 E 318795.17	External Distance 0.148'	PI N 123018.96 E 318924.84	
PT STA 1+58.59	Middle Ordinate 0.147'	PI STA 9+69.80	LINE WH7
	Radius 87.50'		Bearing N 5°29'41.7" W
LINE WG5	DEG 65°28'51.2"		Distance 109.13'
Bearing N 79°44'54.9" E	DELTA -6°39'10.4"	CHAIN WH	
Distance 0.44'	LENGTH 10.16'		CURVE WH8
	PT N 122401.45 E 318942.32		PC N 122581.38 E 319008.35
CURVE WG6	PT STA 3+51.65	LINE WH1	PC STA 5+05.35
PC N 122296.26 E 318795.21		PI N 122322.49 E 319305.96	CC N 122865.54 E 321962.22
PC STA 1+58.63	CURVE WG11	PI STA 0+00.00	PI N 122695.63 E 318997.36
CC N 123085.91 E 318666.92	PC N 122401.45 E 318942.32	Bearing S 85°42'14.2" W	PI STA 6+20.14
PI N 122299.22 E 318813.43	PC STA 3+51.65	Distance 16.83'	TAN 114.79'
PI STA 1+77.09	CC N 122447.66E 318444.46		DB N 5°29'41.7" W
TAN 18.46'	PI N 122409.96 E 318943.11	LINE WH2	DA N 1°03'52.5" W
DB N 80°46'18.1" E	PI STA 3+60.21	PI N 122321.23 E 319289.18	Lchord Distance 229.40'
DA N 78°07'38.9" E	TAN 8.55'	PI STA 0+16.83	Bearing N 3°16'47.1" W
Lchord Distance 36.92'	DB N 5°18'10.9" E	Bearing S 86°04'11.6" W	External Distance 2.22'
Bearing N 79°26'58.5" E	DA N 3°20'34.5" E	Distance 169.12'	Middle Ordinate 2.22'
External Distance 0.213'	Lchord Distance 17.10'		Radius 2967.50'
Middle Ordinate 0.213'	Bearing N 4°19'22.7" E	CURVE WH3	DEG 1°55'50.8"
Radius 800.00'	External Distance 0.073'	PC N 122309.63 E 319120.45	DELTA 4°25'49.2"
DEG 7°09'43.1"	Middle Ordinate 0.073'	PC STA 1+85.96	LENGTH 229.46'
DELTA -2°38'39.2"	Radius 500.00'	CC N 122364.55 E 319116.68	PT N 122810.40 E 318995.23
LENGTH 36.92'	DEG 11°27'33.0"	PI N 122308.08 E 319097.50	PT STA 7+34.81
PT N 122303.02 E 318831.50	DELTA -1°57'36.5"	PI STA 2+08.97	
PT STA 1+95.55	LENGTH 17.10'	TAN 23.01'	LINE WH9
	PT N 122418.50 E 318943.61	DB S 86°04'11.6" W	Bearing N 1°03'52.5" W
CURVE WG7	PT STA 3+68.76	DA N 48°33'17.8" W	Distance 193.88'
PC N 122303.02 E 318831.50		Lchord Distance 42.46'	PI N 123004.25 E 318991.62
PC STA 1+95.55	CURVE WG12	Bearing N 71°14'33.1" W	PI STA 9+28.69
CC N 122449.81 E 318800.64	PC N 122418.50 E 318943.61	External Distance 4.62'	
PI N 122313.96 E 318883.51	PC STA 3+68.76	Middle Ordinate 4.26'	LINE WH9
PI STA 2+48.70	CC N 122441.83 E 318544.29	Radius 55.04'	Bearing N 4°27'22.1" E
TAN 53.15	PI N 122452.65 E 318945.60	DEG 104°05'46.4"	Distance 15.59'
DB N 78°07'38.9" E	PI STA 4+02.96	DELTA 45°22'30.6"	PI N 123019.80 E 318992.84
DA N 39°06'24.2" E	TAN 34.21'	LENGTH 43.59'	PI STA 9+44.29

PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

INTERSECTION DETAILS-ALIGNMENT POINTS DESCRIPTION

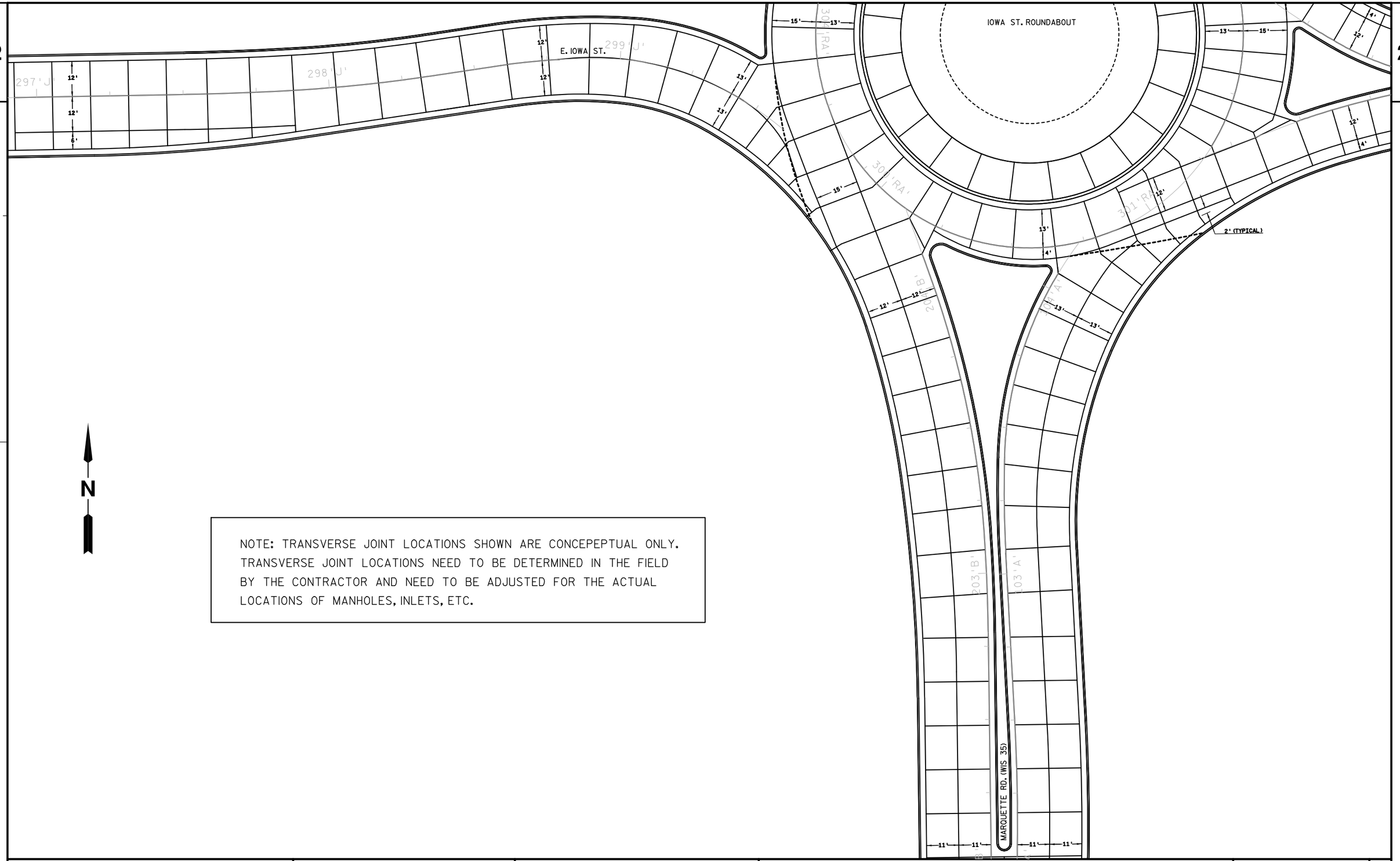
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PLOT BY : A.R.H.

PLOT NAME:

PLOT SCALE : 1:1



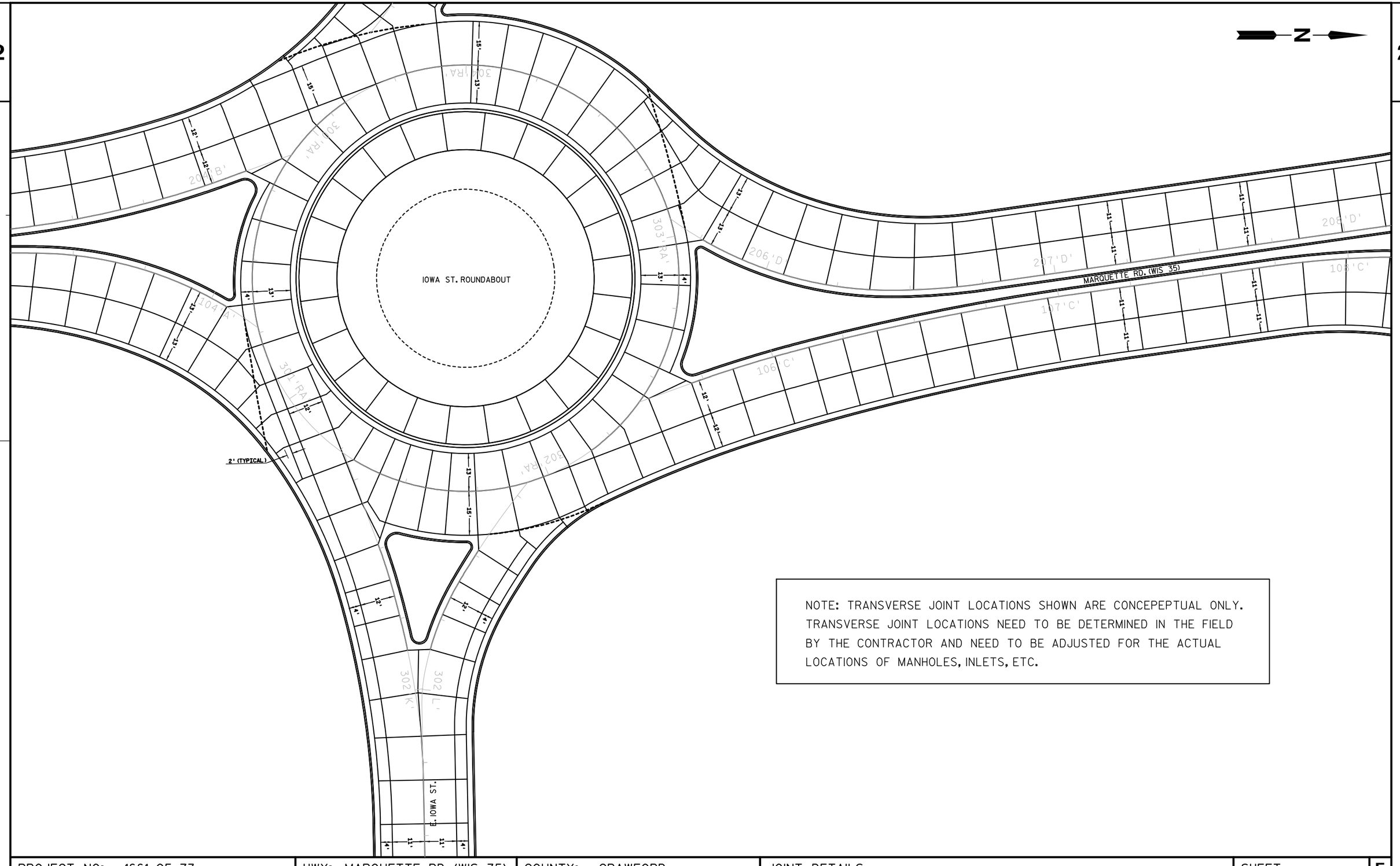
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NOTE: TRANSVERSE JOINT LOCATIONS SHOWN ARE CONCEPEPTUAL ONLY. TRANSVERSE JOINT LOCATIONS NEED TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND NEED TO BE ADJUSTED FOR THE ACTUAL LOCATIONS OF MANHOLES, INLETS, ETC.

PROJECT NO: 1661-05-73	HWY: MARQUETTE RD. (WIS 35)	COUNTY: CRAWFORD	JOINT DETAILS	SHEET E

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WISDOT/CADDS SHEET 42

2

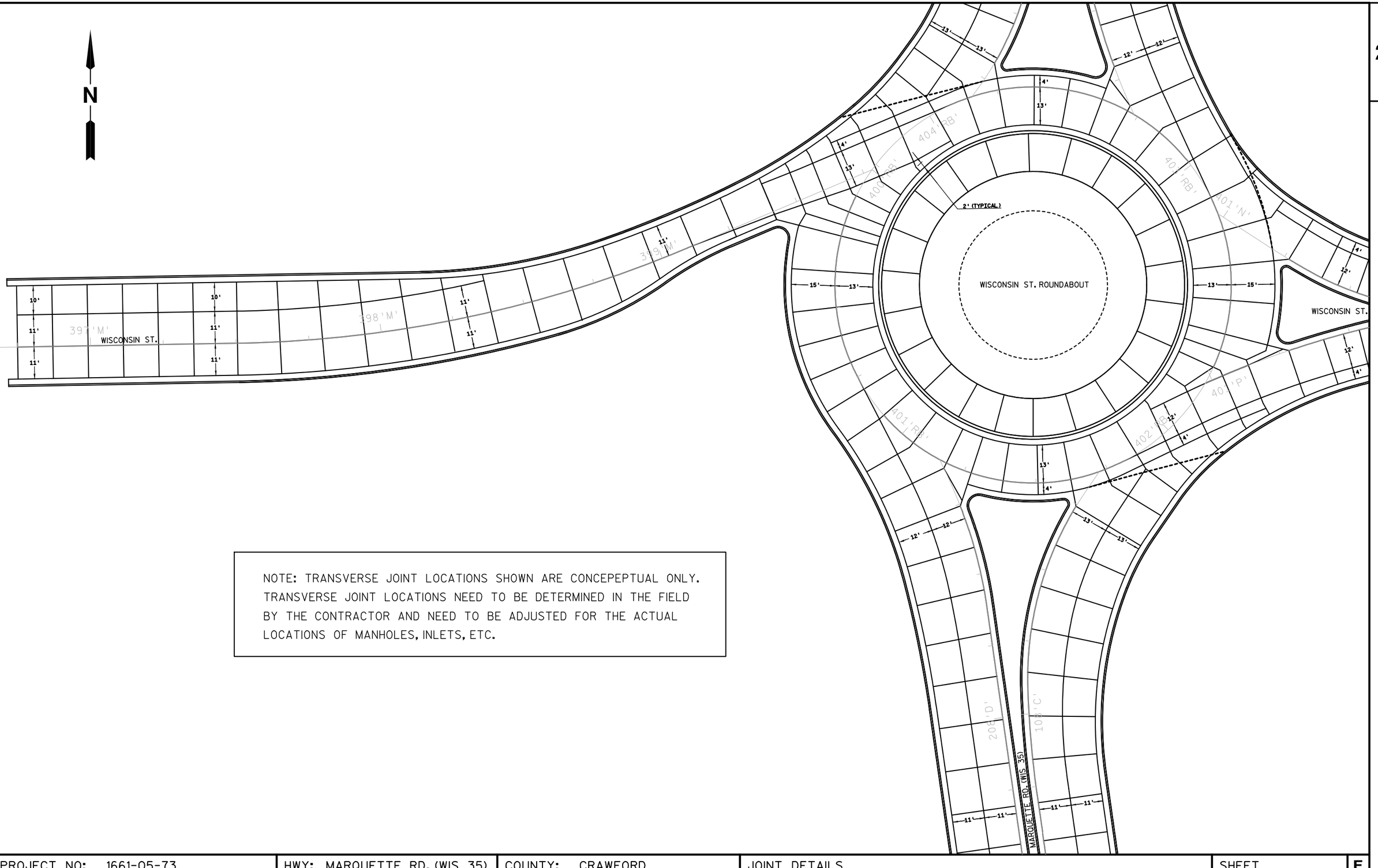


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PROJECT NO: 1661-05-73	HWY: MARQUETTE RD. (WIS 35)	COUNTY: CRAWFORD	JOINT DETAILS	SHEET	E

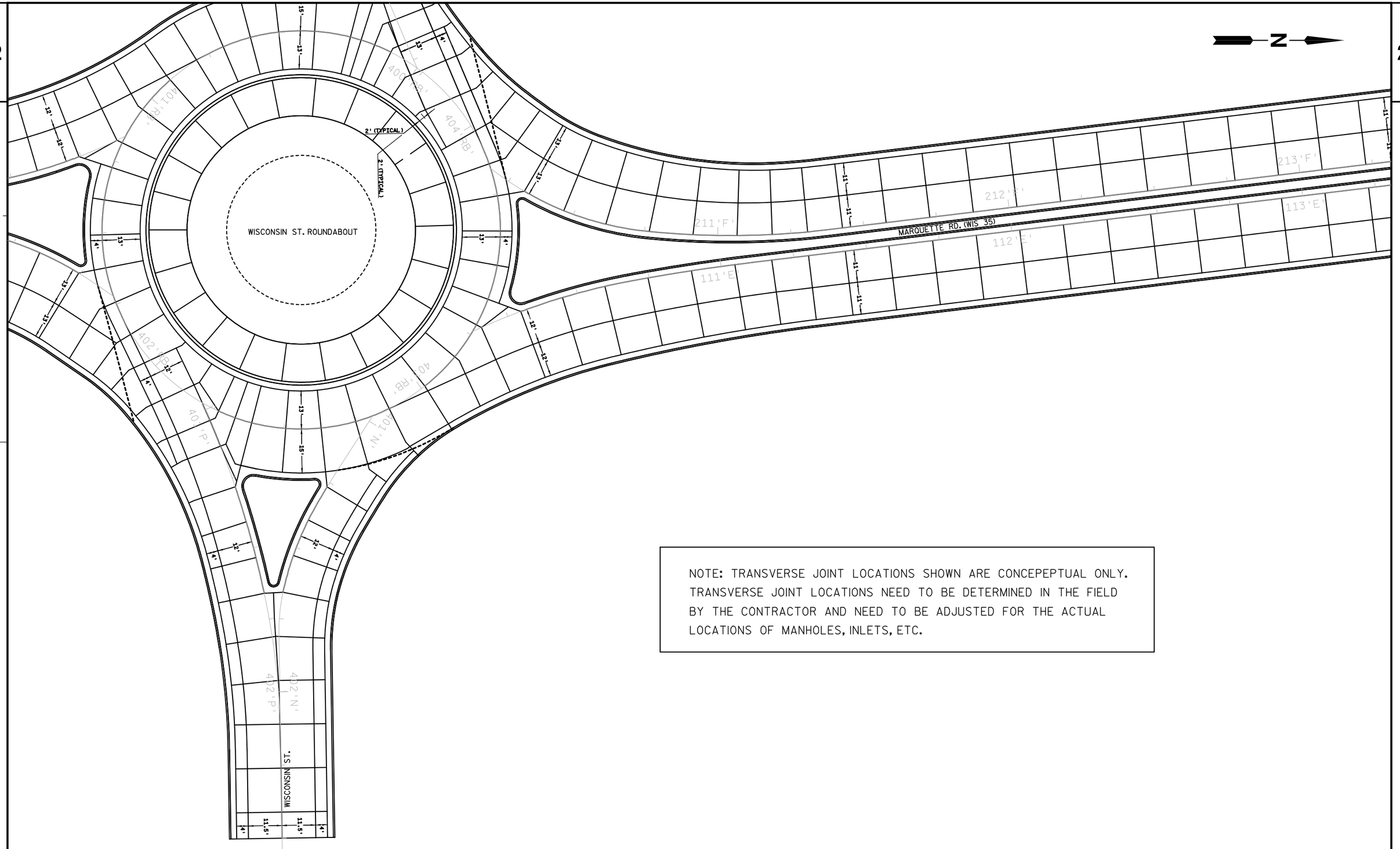
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NOTE: TRANSVERSE JOINT LOCATIONS SHOWN ARE CONCEPEPTUAL ONLY. TRANSVERSE JOINT LOCATIONS NEED TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND NEED TO BE ADJUSTED FOR THE ACTUAL LOCATIONS OF MANHOLES, INLETS, ETC.

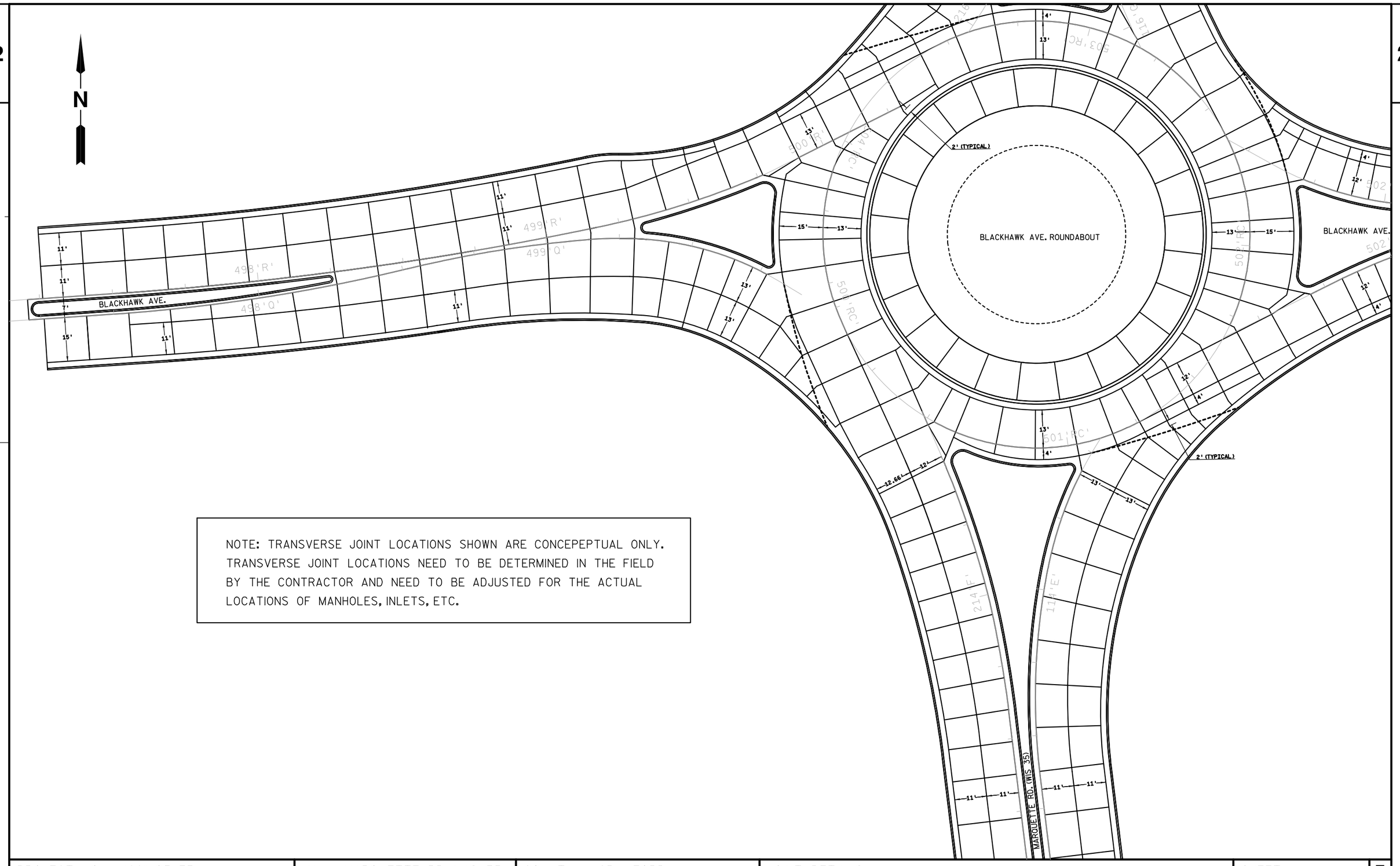
PROJECT NO: 1661-05-73	HWY: MARQUETTE RD. (WIS 35)	COUNTY: CRAWFORD	JOINT DETAILS	SHEET	E



NOTE: TRANSVERSE JOINT LOCATIONS SHOWN ARE CONCEPEPTUAL ONLY. TRANSVERSE JOINT LOCATIONS NEED TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND NEED TO BE ADJUSTED FOR THE ACTUAL LOCATIONS OF MANHOLES, INLETS, ETC.

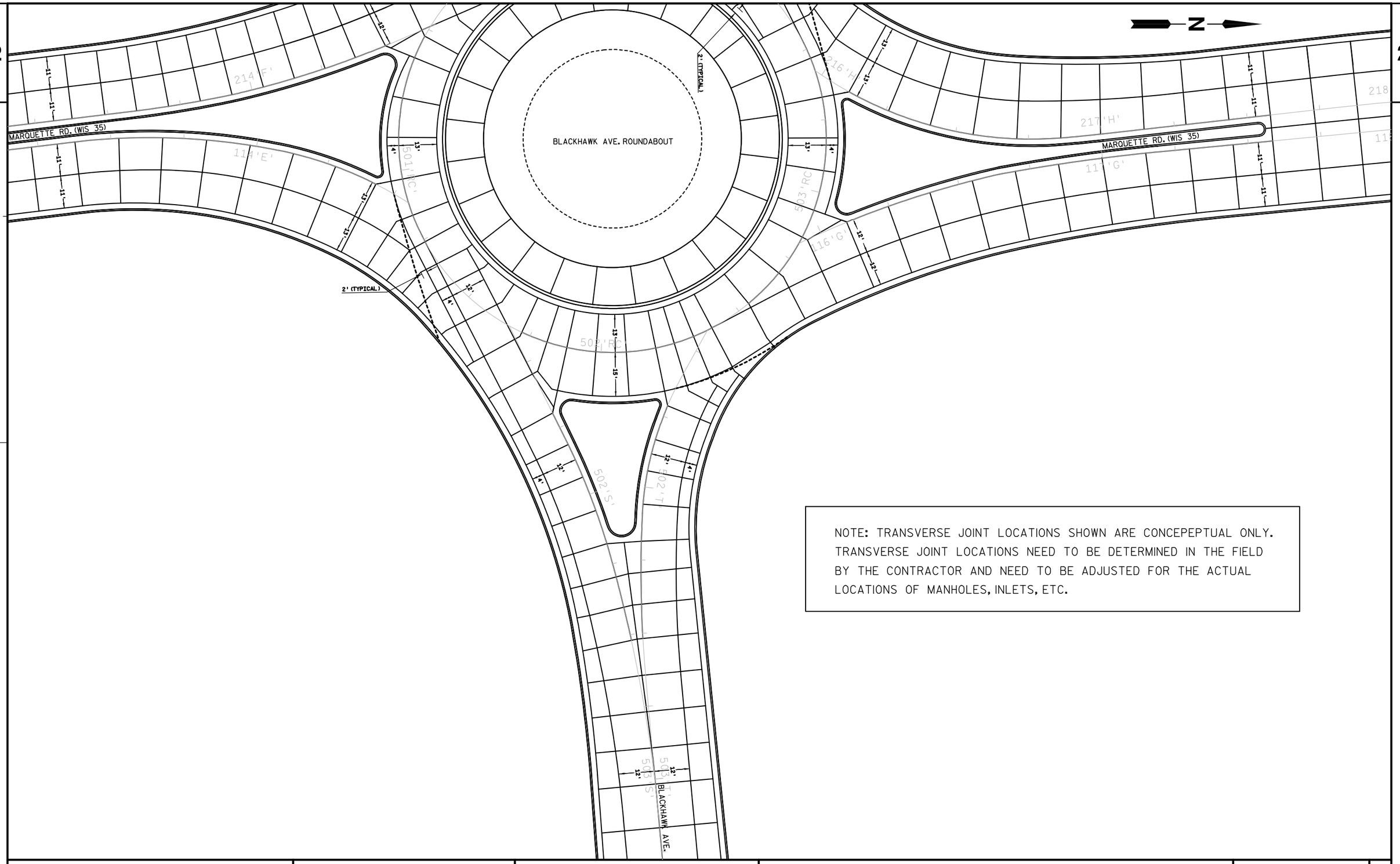
PROJECT NO: 1661-05-73	HWY: MARQUETTE RD. (WIS 35)	COUNTY: CRAWFORD	JOINT DETAILS	SHEET E

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NOTE: TRANSVERSE JOINT LOCATIONS SHOWN ARE CONCEPEPTUAL ONLY. TRANSVERSE JOINT LOCATIONS NEED TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND NEED TO BE ADJUSTED FOR THE ACTUAL LOCATIONS OF MANHOLES, INLETS, ETC.

PROJECT NO: 1661-05-73	HWY: MARQUETTE RD. (WIS 35)	COUNTY: CRAWFORD	JOINT DETAILS	SHEET	E



NOTE: TRANSVERSE JOINT LOCATIONS SHOWN ARE CONCEPEPTUAL ONLY. TRANSVERSE JOINT LOCATIONS NEED TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND NEED TO BE ADJUSTED FOR THE ACTUAL LOCATIONS OF MANHOLES, INLETS, ETC.

PROJECT NO: 1661-05-73	HWY: MARQUETTE RD. (WIS 35)	COUNTY: CRAWFORD	JOINT DETAILS	SHEET	E

2

N

FLAG LINE LOW POINT

MAROUETTE ROAD

MAROUETTE ROAD

FLAG LINE LOW POINT

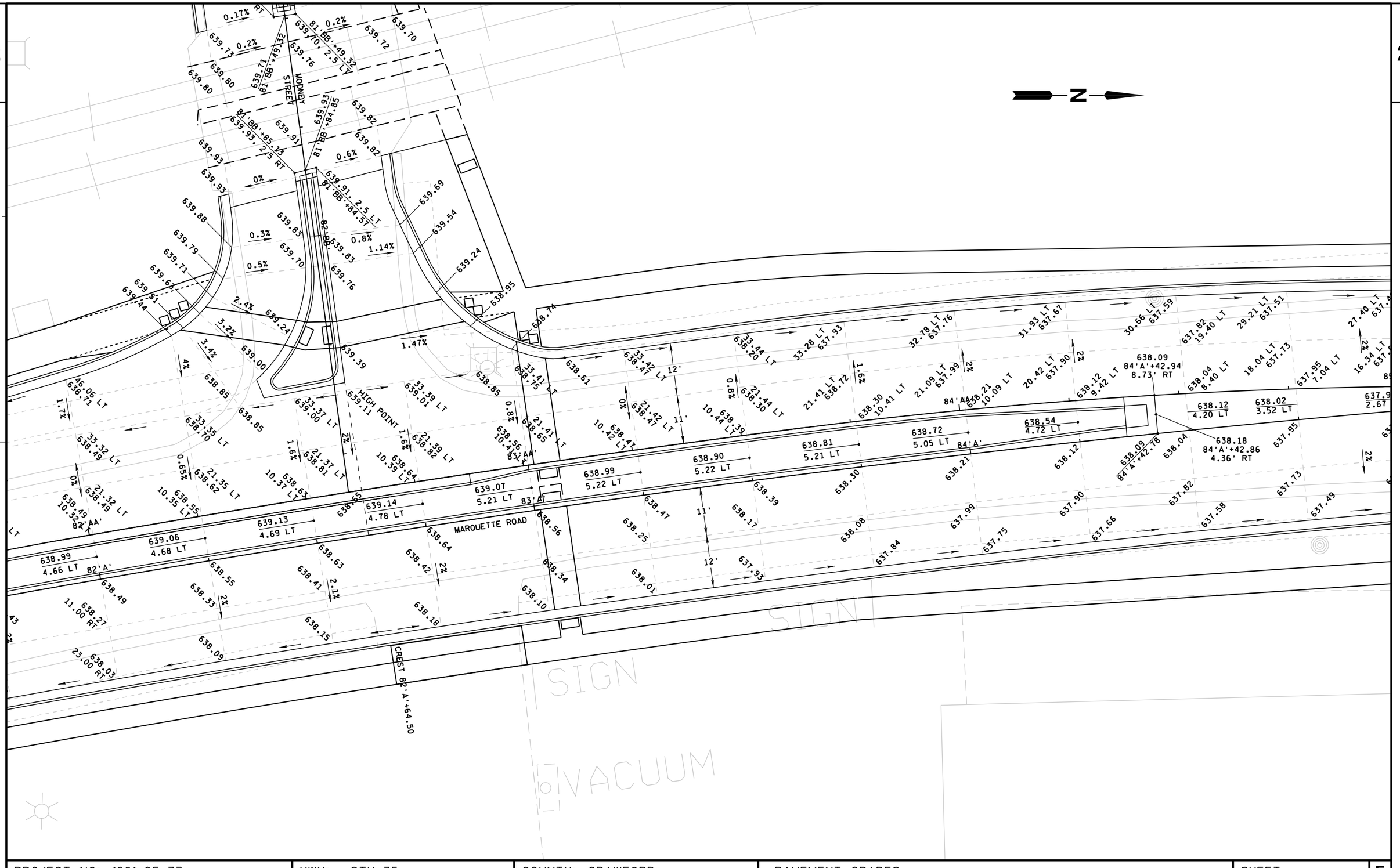
CRAWFORD STREET

INL MH

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021201_pg.dgn PLOT DATE : 12-NOV-2013 09:40 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2

MAROUETTE ROAD

TAYLOR STREET

SEPARATE POUR

SEPARATE POUR

SAG - 637.18
85'A'+70.92
27.11' RT

637.21
85'A'+80.30
37.46' RT

637.05
86'A'+23.70
29.45' RT

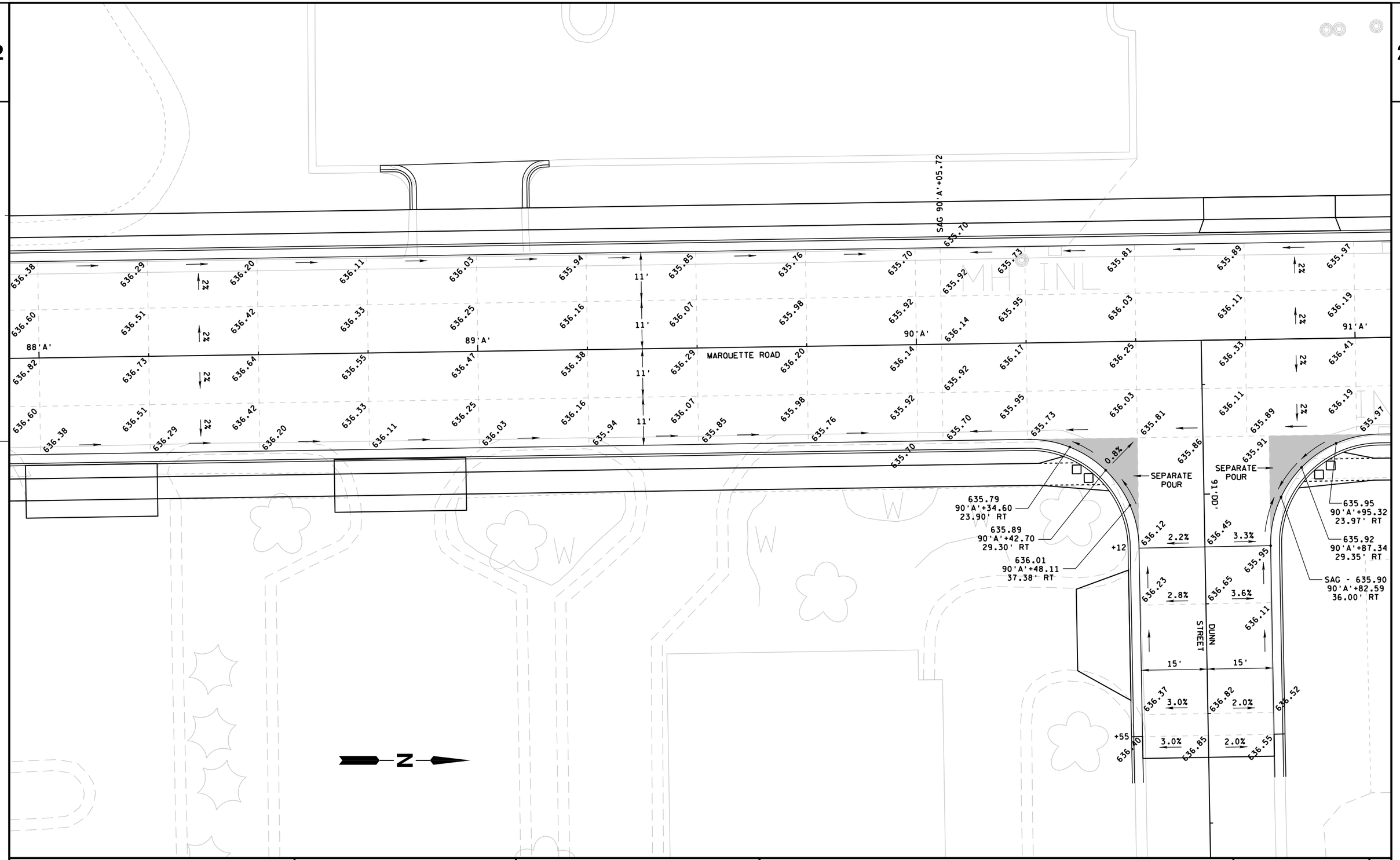
636.97
86'A'+31.84
23.94' RT

637.14
86'A'+17.90
38.74' RT

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2

2

N

SIGN

CANOPY

INL

SIGN

SIGN

W

SIGN

CREST 93'A'+01.11

636.06 636.14 636.22 636.30 636.38 636.47 636.55 636.59 636.56 636.48 636.40 636.33 636.2

636.28 636.36 636.44 636.52 636.60 636.69 636.77 636.81 636.78 636.70 636.62 636.55 636.4

92'A' 93'A' 94'A'

636.50 636.58 636.66 636.74 636.82 636.91 636.99 637.03 637.00 636.92 636.84 636.77 636.7

MARQUETTE ROAD

11' 11' 11'

2% 2% 2%

636.28 636.36 636.44 636.52 636.60 636.69 636.77 636.81 636.78 636.70 636.62 636.55 636.4

636.06 636.14 636.22 636.30 636.38 636.47 636.55 636.59 636.56 636.48 636.40 636.33 636.2

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2

N

WEBSTER STREET

MAROUETTE ROAD

SAG 635.90
95'A'+12.70
48.61' LT

635.94
95'A'+03.84
34.28' LT

636.02
94'A'+90.67
25.20' LT

SEPARATE POUR

636.01
95'A'+54.07
46.61' LT

635.92
95'A'+62.75
33.67' LT

635.84
95'A'+75.72
25.03' LT

SAG 95'A'+99.25

SAG 636.05
94'A'+93.45
26.33' RT

636.08
95'A'+04.39
34.50' RT

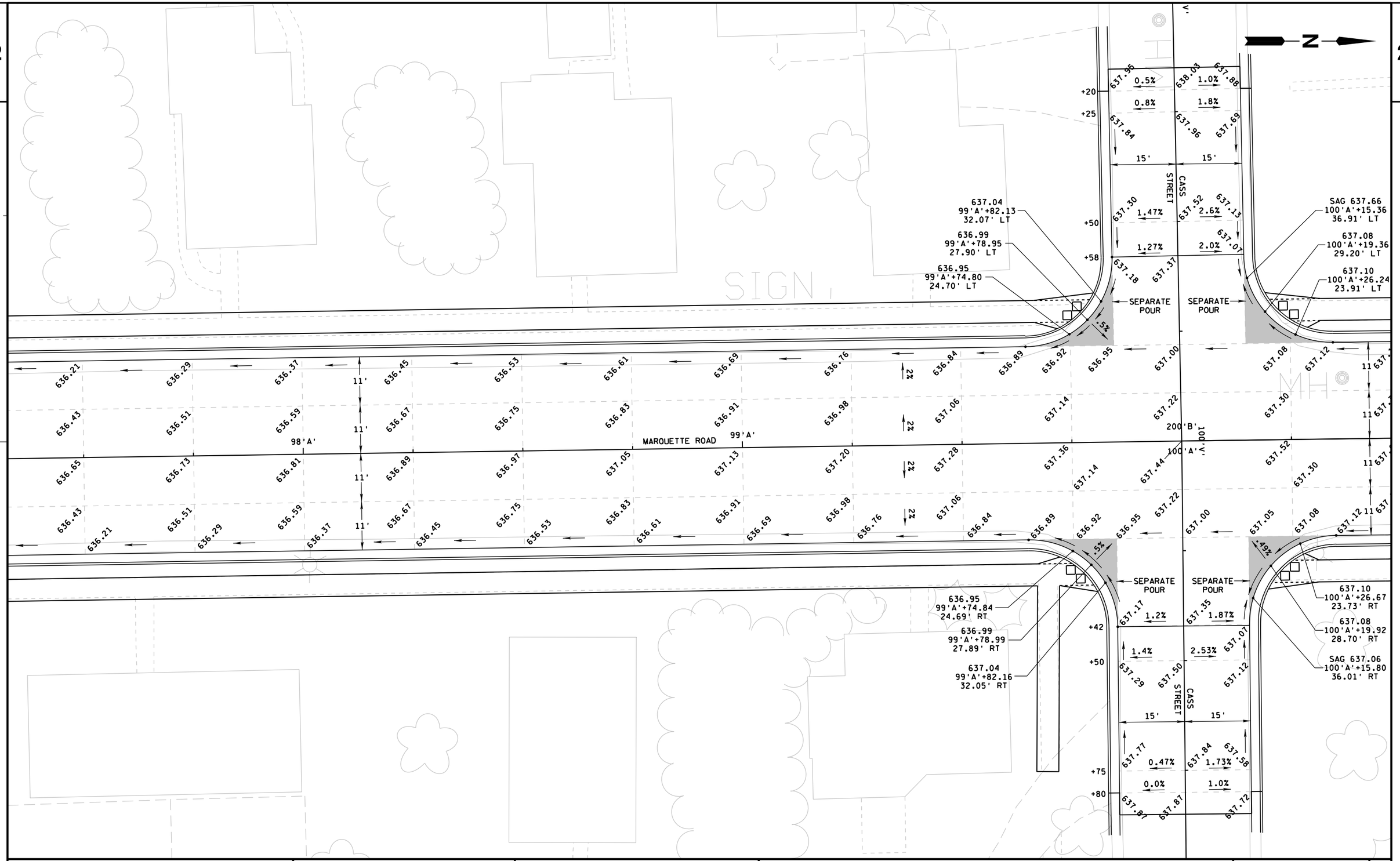
636.18
95'A'+12.48
47.15' RT

635.87
95'A'+76.81
28.06' RT

636.02
95'A'+63.03
33.76' RT

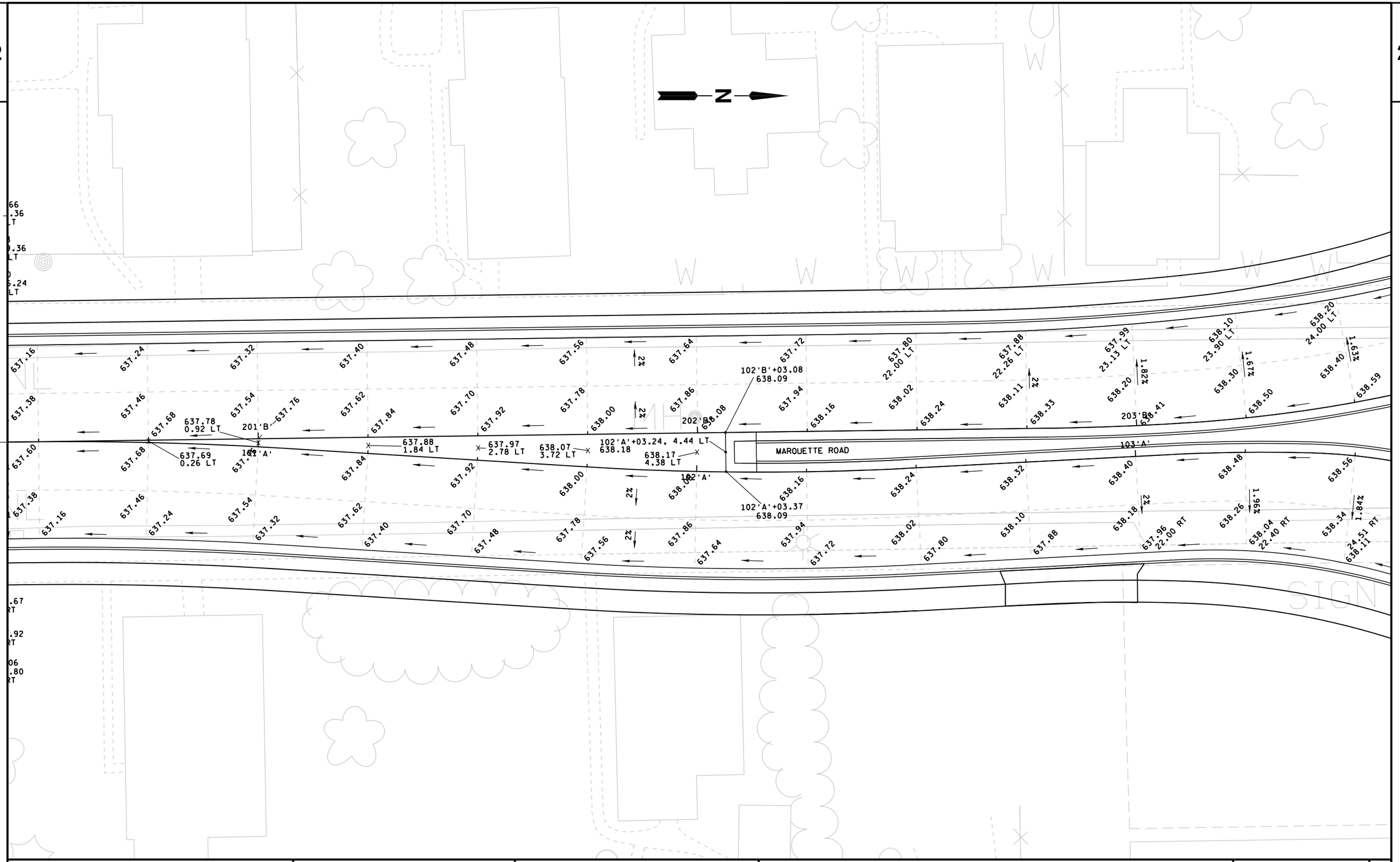
636.17
95'A'+54.36
46.78' RT

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

2



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021215_pg.dgn PLOT DATE : 04-NOV-2013 06:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2

2

IOWA STREET ROUNDABOUT

MARQUETTE ROAD

MARQUETTE ROAD

304'RA'

300'RA'

301'RA'

302'RA'

303'RA'

104'A'

204'B'

206'D'

106'C'

+43.91 LOW POINT

+73.50 HI POINT

CREST PT. 304+58.60 638.47

CREST PT. +32.90 639.01

SAG PT. +26.02 638.64

SAG PT. +36.89 639.12

SAG PT. +80.49 638.90

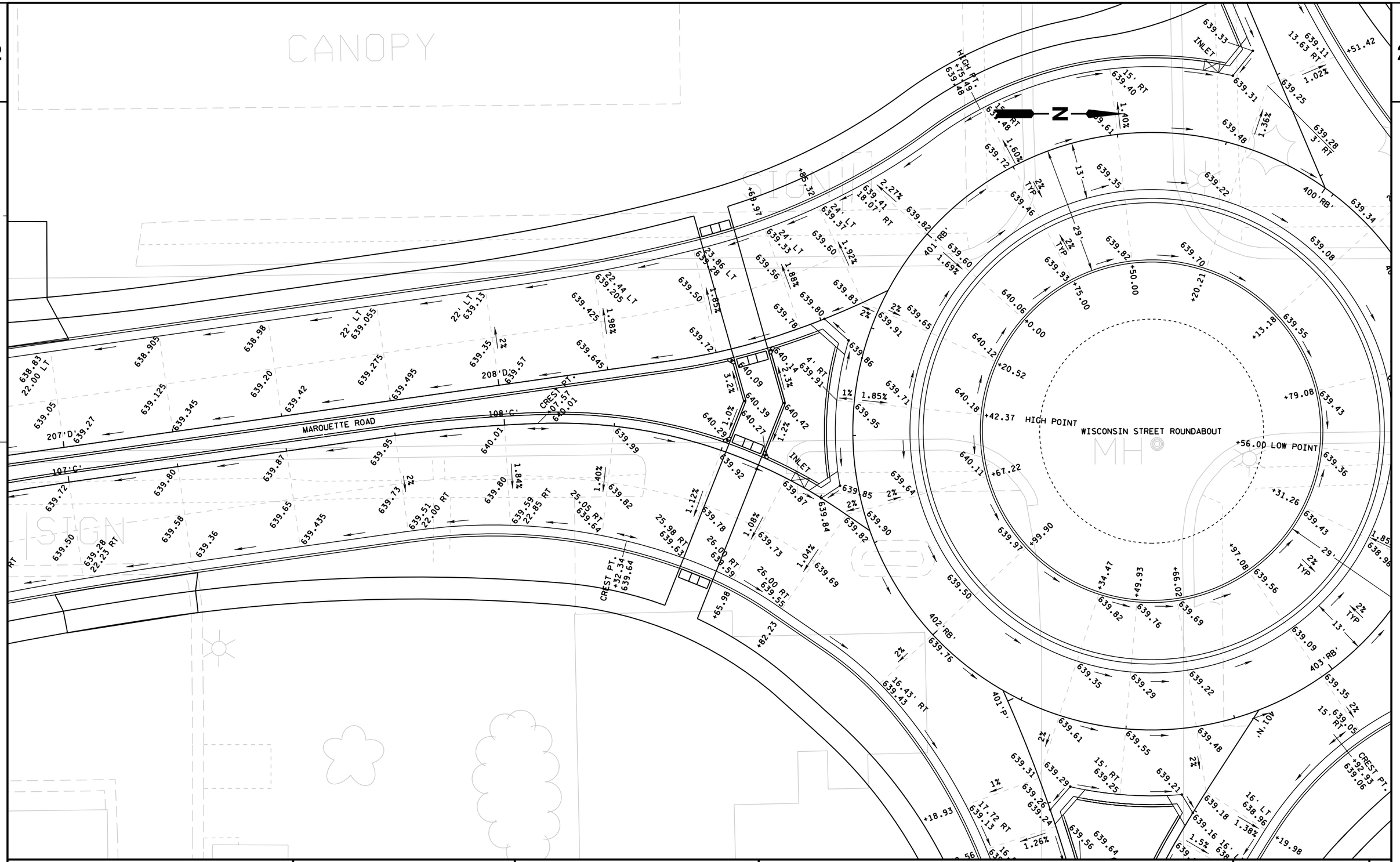
CREST PT. +03.83 638.64

CREST PT. +22.98 638.99

INLET 639.34 639.32

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021217_pg.dgn PLOT DATE : 04-NOV-2013 06:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1
WISDOT/CADDS SHEET 42



2

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2

2

N

MARQUETTE ROAD

WISCONSIN STREET ROUNDABOUT

+56.00 LOW POINT

INLET 4' RT

CREST PT. +92.93 639.06

SAG PT. +80.71 638.64

SAG PT. +68.59 639.02

SAG PT. +72.16 638.99

SAG PT. +82.17 638.57

400' RB'

403' RB'

404' RB'

212' F'

111' F'

112' F'

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\plans\Pavement Grades\021221_pg.dgn PLOT DATE : 04-NOV-2013 06:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2

2

N

MARQUETTE ROAD

BLACKHAWK AVENUE ROUNDABOUT

HIGH POINT +31.00

LOW POINT +01.50

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021223_pg.dgn PLOT DATE : 04-NOV-2013 06:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 42

2

N

MARQUETTE ROAD

BLACKHAWK AVENUE ROUNDABOUT

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021225_pg.dgn PLOT DATE : 04-NOV-2013 06:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2

N

638.915 639.135 639.355 639.28 639.205 639.13 639.055 638.98 638.905 638.83 638.755 638.68 638.605 638.53 638.455

638.84 639.06 638.985 638.91 638.835 638.76 638.685 638.61 638.535 638.46 638.385 638.31 638.235

638.765 638.69 638.615 638.54 638.465 638.39 638.315 638.24 638.165 638.09 638.015

219'H 220'H 121'G' 122'G' 119'G' 120'G'

639.28 639.40 0.42 LT

639.28 639.31 1.26 LT

639.205 639.23 1.21 LT

639.13 639.14 0.76 LT

639.055 639.06 0.42 LT

638.98 0.17 LT

638.905 0.04 LT

MARQUETTE ROAD

2% 11'

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2

2

N

HAYDEN STREET

MARQUETTE ROAD

638.18
122'G'+88.59
31.94' LT

638.07
122'G'+85.40
27.82' LT

637.98
122'G'+81.27
24.66' LT

LOW POINT

+62

638.24
123'G'+19.94
32.06' LT

638.14
123'G'+23.95
27.10' LT

SAG 638.09
123'G'+31.72
22.79' LT

SEPARATE POUR

SEPARATE POUR

SAG 638.09
123'G'+33.35
22.32' RT

638.12
123'G'+22.62
22.99' RT

638.14
123'G'+19.60
31.95' RT

638.00
122'G'+85.06
27.89' RT

122+57.87

+47

+80

123'G'

124'G'

125'G'

123'W'

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021229_pg.dgn PLOT DATE : 04-NOV-2013 06:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2

N

638.64 638.71 638.79 638.86 638.94 639.01 639.09 639.16 639.24 639.31 639.39 639.46 639.54

638.86 638.93 639.01 639.08 639.16 639.23 639.31 639.36 639.46 639.53 639.61 639.68 639.76

639.08 639.15 639.23 639.30 639.38 639.45 639.53 639.60 639.68 639.75 639.83 639.90 639.98

MARQUETTE ROAD

638.86 638.93 639.01 639.08 639.16 639.23 639.31 639.38 639.46 639.53 639.61 639.68 639.76

638.64 638.71 638.79 638.86 638.94 639.01 639.09 639.16 639.24 639.31 639.39 639.46 639.54

11' 2% 11' 2% 11' 2% 11' LT 22

126'G' 127'G' 128'G'

639.24 639.26 639.31 639.31 639.35 639.39

1.9% 1.4%

SEPARATE POUR SEPARATE POUR

639.24
127'G'+69.87
27.86' RT

HIGH POINT - 639.11
127'G'+15, 22.24' RT

639.11
127'G'+26.15
27.80' RT

638.81 0.63% 0.44%

+90

638.61 638.91 638.81

1.06% 1.06%

128'X'

PARK STREET

638.78 638.61

SAG +90

638.33 2% 2%

638.35 638.65 638.33

1.5% 2%

+33

638.67 638.35

16' 16'

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021231_pg.dgn PLOT DATE : 04-NOV-2013 06:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 42

2

2

N

MAROUETTE ROAD

129'G'

130'G'

131'G'

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021233_pg.dgn PLOT DATE : 04-NOV-2013 06:47 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2

N

MARQUETTE ROAD

LOW PT +72.12

LOW PT +72.12

HIGH PT +35.96 640.56

HIGH POINT - 639.77
132'G'+28.18, 30.44' RT

639.94
131'G'+69.8
24.7' RT

639.86
131'G'+78.5
31.6' RT

SAG 638.51
132'Z'+92.0
12' RT

WASHINGTON STREET

132'G'

133'G'

134'G'

133'Z'

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2

2

N

SIGN

SIGN

SIGN

SIGN

MARQUETTE ROAD

135'G'

136'G'

137'G'

639.91 LT 31.42 | 639.97 LT 28.39 | 640.03 LT 25.68 | 640.09 LT 23.18 | 640.15 LT 20.70 | 640.21 LT 18.59 | 640.27 LT 17.04 | 640.21 LT 18 | 640.13 | 640.06 | 639.98 LT 18

2.0% | 1.8% | 1.4% | 1.0% | 0.5% | 0.2% | 1.0% | 1.0% | 2.0%

640.54 | 640.48 | 640.40 | 640.33 | 640.25 | 640.18 | 640.10 | 640.03 | 639.95 | 639.88 | 639.80

RT 22.16 640.10 | 640.32 | RT 19.59 640.08 | 640.26 | RT 18.06 640.04 | 640.18 | RT 17.40 639.98 | 640.11 | RT 17.04 639.91 | 640.03 | RT 17 639.84 | 639.96 | 639.76 | 639.88 | 639.69 | 639.81 | 639.61 | 639.73 | 639.54 | 639.66 | RT 17.46 639.58

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021237_pg.dgn PLOT DATE : 04-NOV-2013 06:47 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2

N

MARQUETTE ROAD

LEACHERS

MH

80'BB' MOONEY STREET

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

2

N

CONCRETE PAVEMENT | ASPHALTIC PAVEMENT | CONCRETE PAVEMENT

+48.75 +93.00 +83.00 +35.00

IOWA STREET

296'J' 297'J' 298'J' 295'J'+24

640.58 640.67 640.54 640.55 640.98 640.72 640.96 640.96 640.93 641.18 641.11 640.99 640.95 640.92 640.90 640.87 640.84 640.83 640.82 640.80 640.78 640.73 640.68 640.62 640.57 640.20 640.74 640.56 640.12 639.88 639.60 639.14 638.76 641.99 641.63 641.31 641.08 641.00 641.89 641.49 641.19 640.96 640.88

12.00 LT 12.00 LT 12' 6' 20.50 RT 18.00 RT 17.97 RT 17.85 RT 17.17 RT 15.32 RT 13.19 RT

640.24 640.00 639.78 639.42 639.13 640.42 640.24 640.22 640.00 639.94 639.70 639.45 639.21 639.02 638.78

.4% 1.5% 2% 1.3% .2% .6% .67% .8% .4% .9% 1.7% 2%

2

N

IOWA STREET

HI POINT

LOW POINT

CREST PT.

SAG PT.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

2

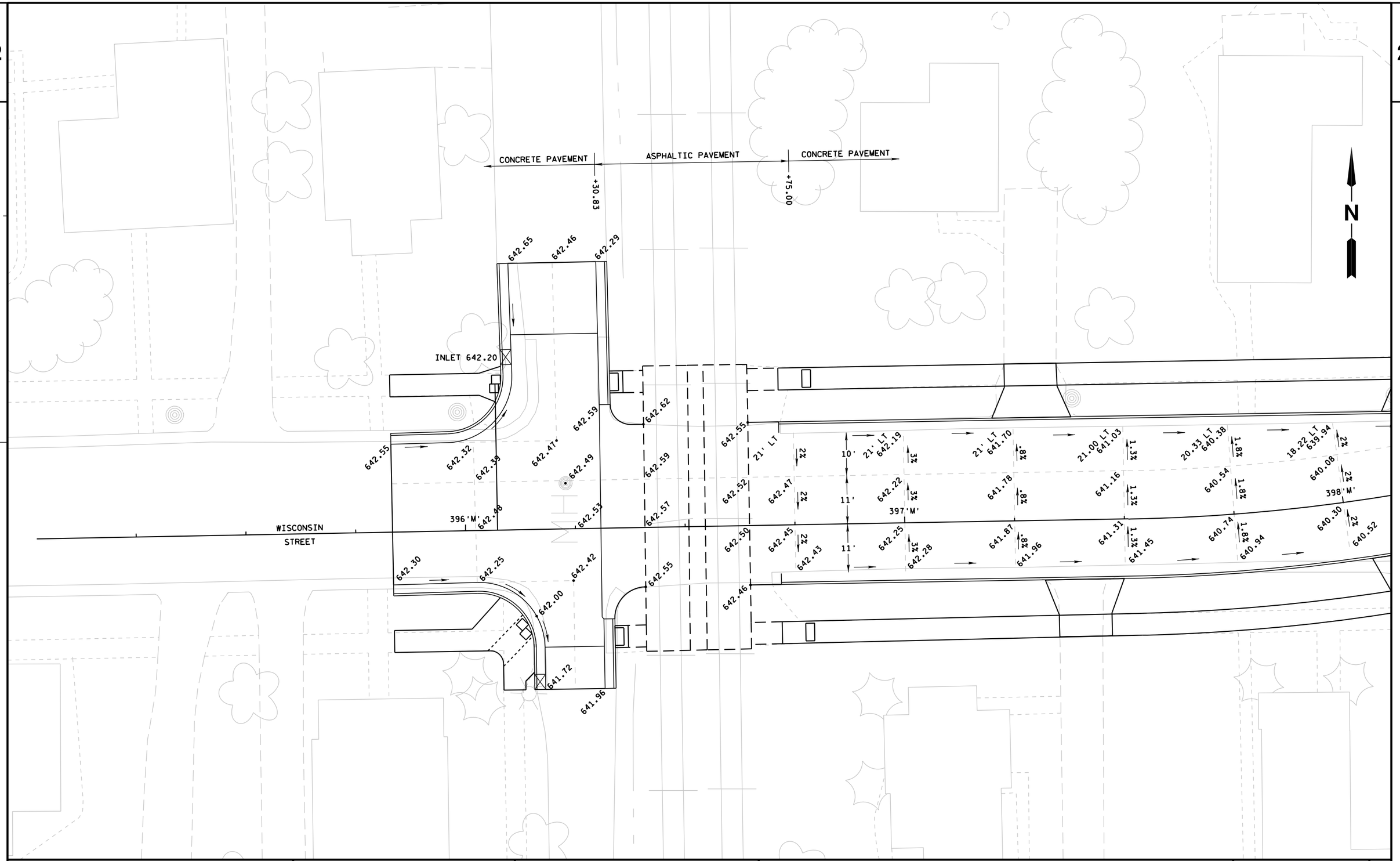
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IOWA STREET

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021245_pg.dgn PLOT DATE : 04-NOV-2013 06:48 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

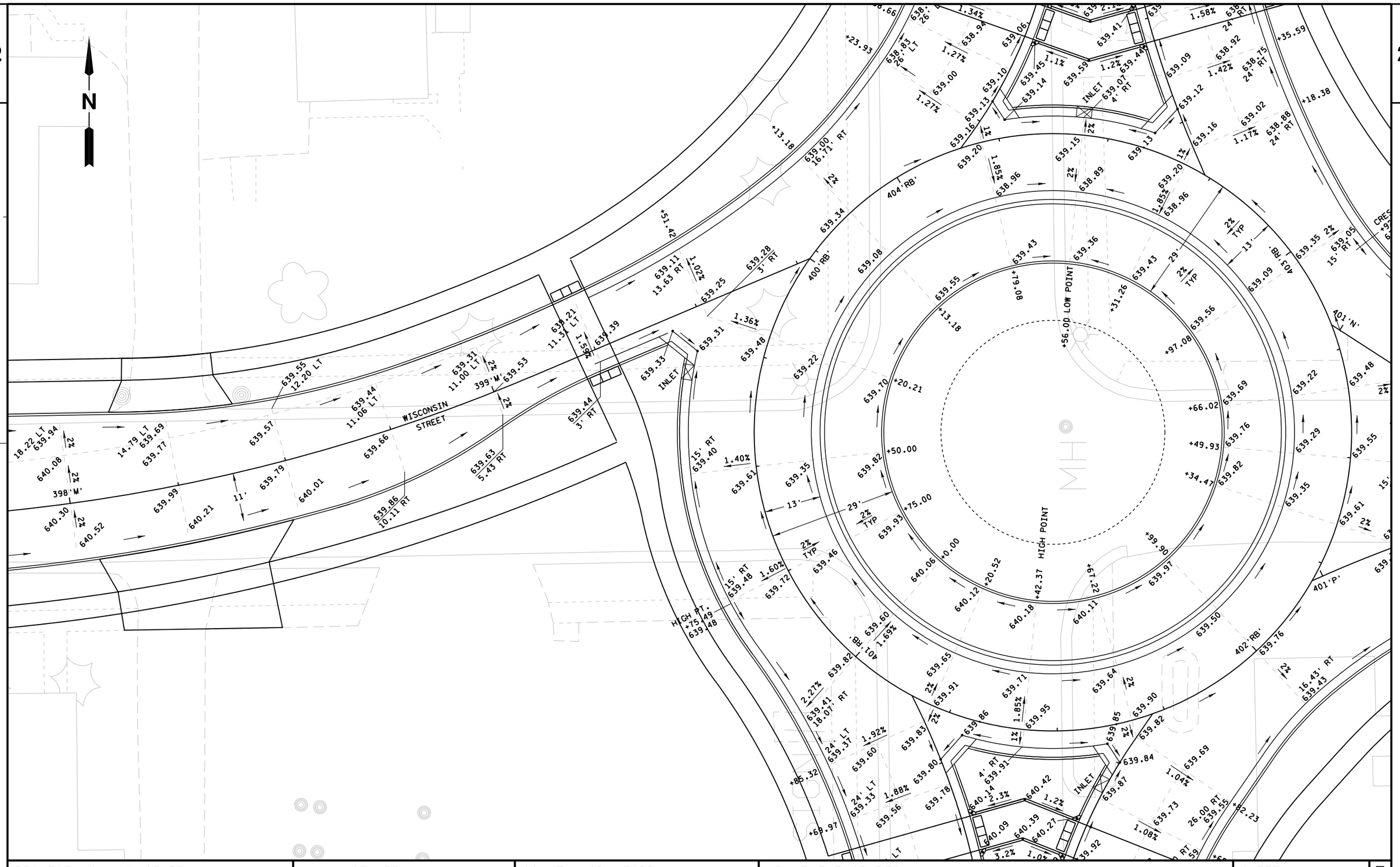
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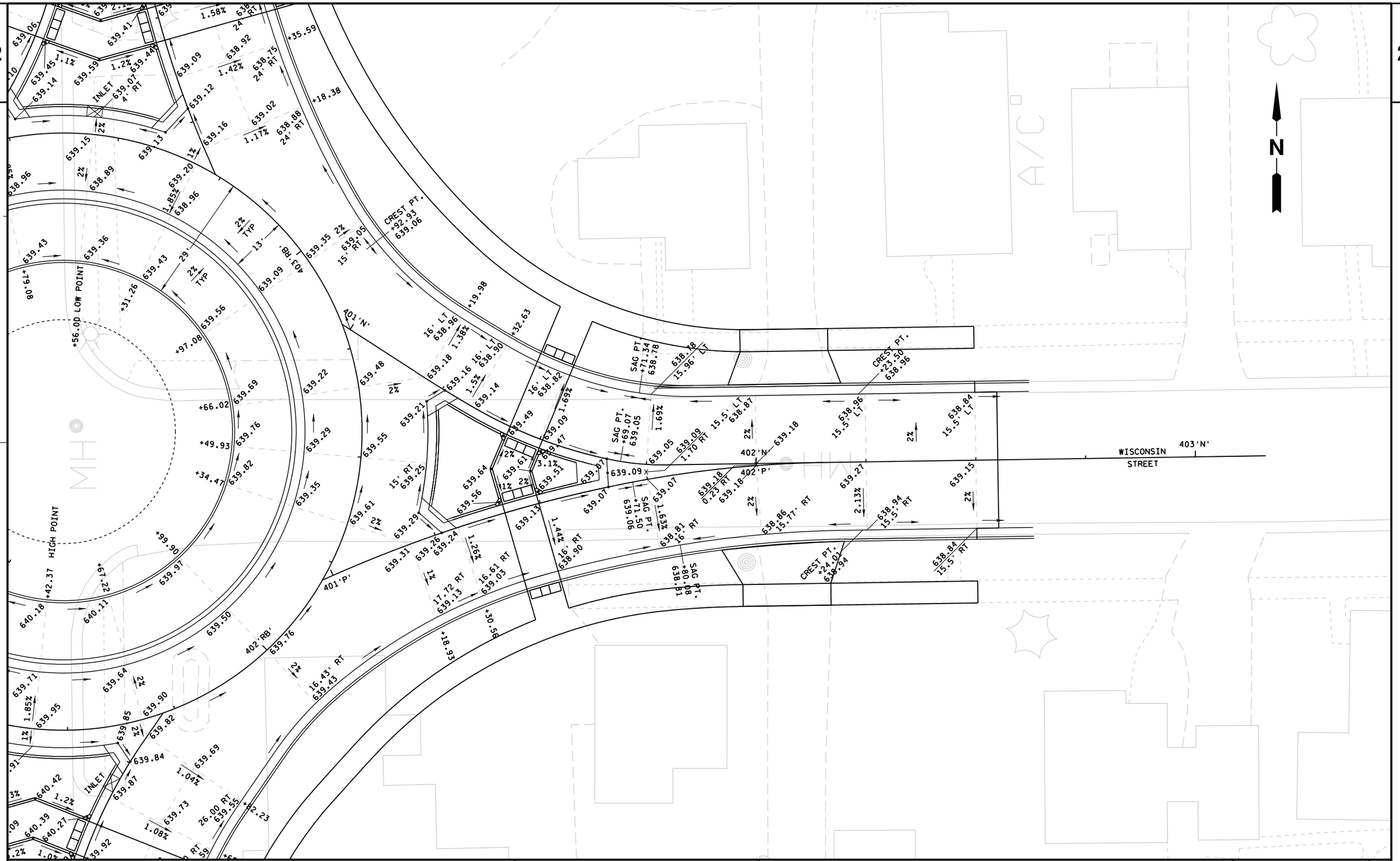
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021247_pg.dgn PLOT DATE : 04-NOV-2013 06:48 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2


N
WISCONSIN STREET
INLET
INLET
INL

2

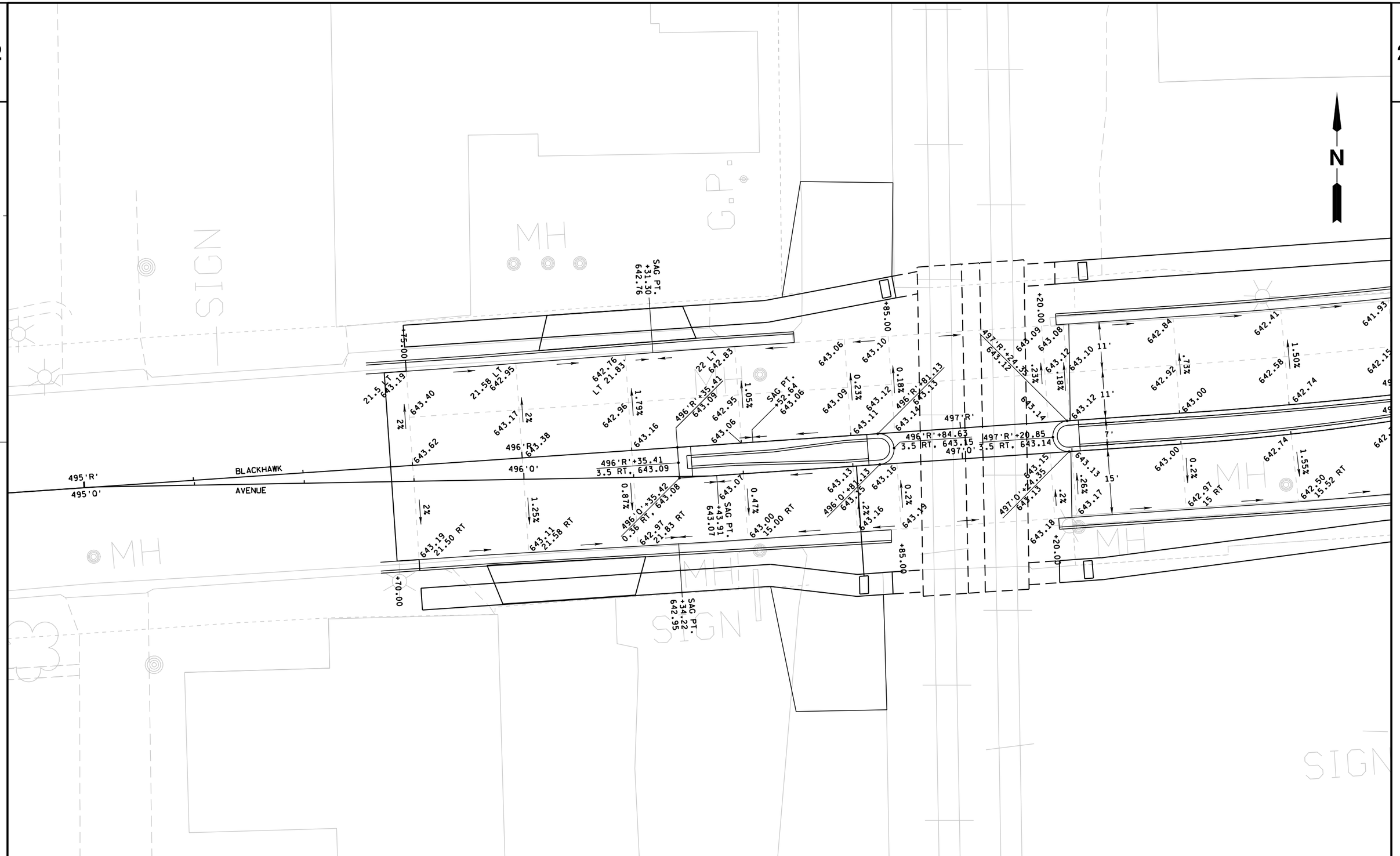


PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E

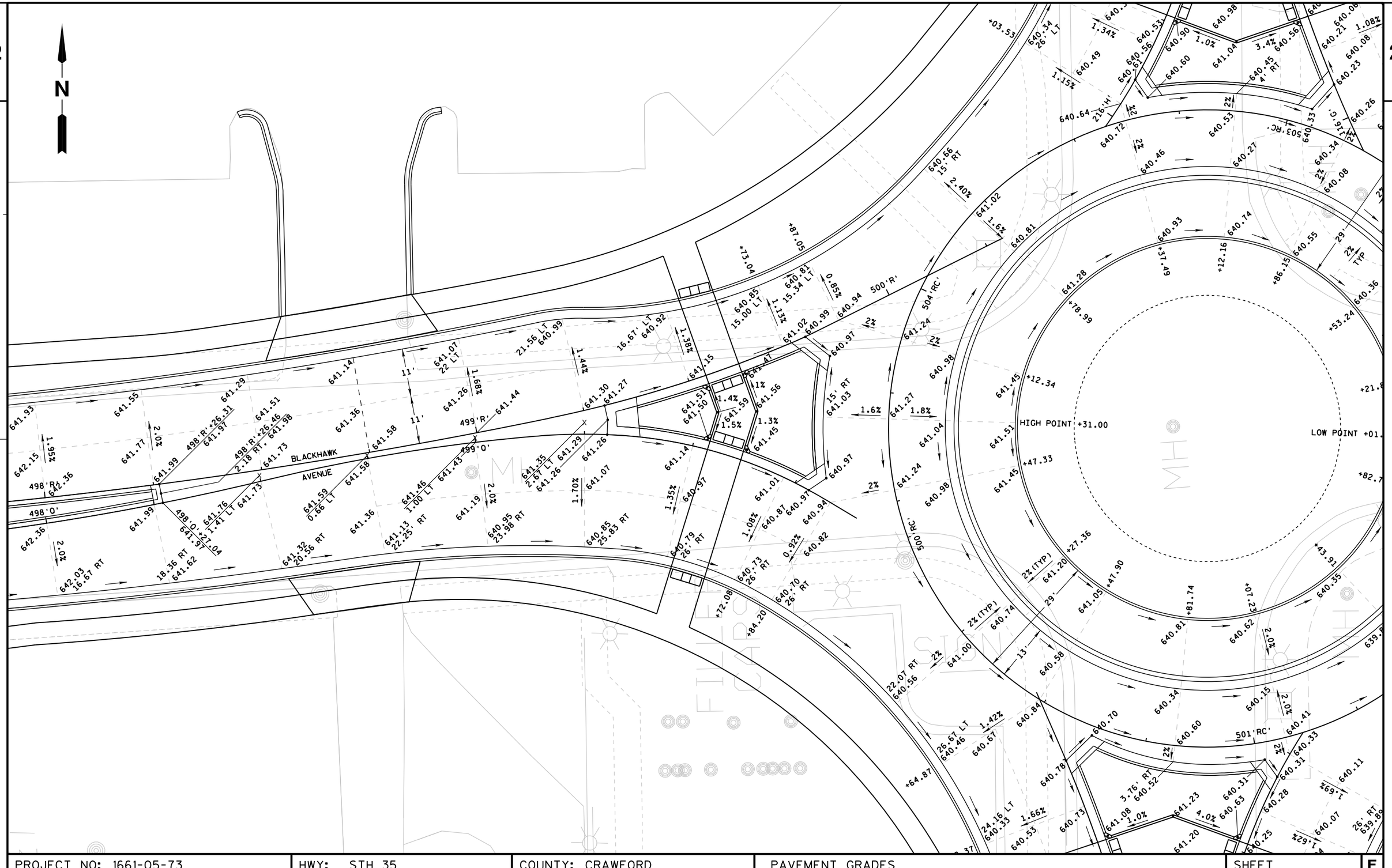
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WISDOT/CADDS SHEET 42

2



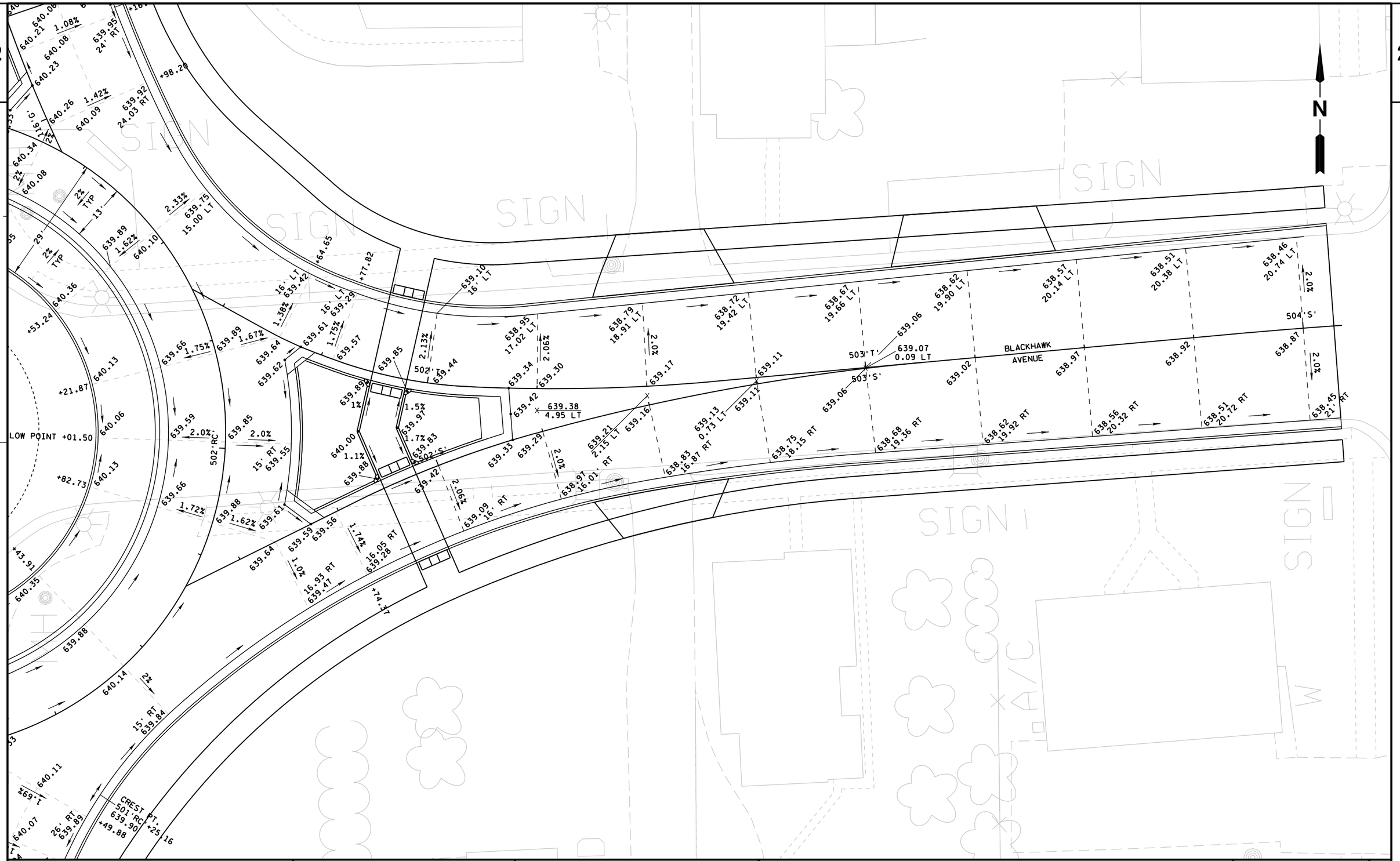
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET E



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021255_pg.dgn PLOT DATE : 04-NOV-2013 06:48 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2


N
BLACKHAWK AVENUE
LOW POINT +01.50
CREST PT. 501+RC 639.90 +25.16
SIGN
SIGN
SIGN
SIGN
SIGN
640.08
640.21
1.08%
639.95 24' RT
640.23
640.26
1.42%
639.92 24.03 RT
640.09
640.34
2%
640.08
2% TYP
13'
29'
2% TYP
639.75 15.00 LT
2.33%
639.89
1.62%
640.10
640.36
640.13
640.06
640.13
640.35
640.14
640.11
1.69%
640.07
639.59
639.85
639.66
639.64
639.62
639.61
639.57
639.89
639.88
639.66
639.64
639.59
639.56
639.61
639.88
639.84
639.90
639.89
639.85
639.83
639.88
639.97
639.42
639.44
639.38 4.95 LT
639.34
639.30
639.33
639.29
639.42
639.17
639.16
639.21 2.15 LT
639.13 0.73 LT
639.12
639.11
639.06
639.07 0.09 LT
639.06
639.02
639.09 16' RT
638.97 16.01' RT
638.95 17.02 LT
638.79 18.91 LT
638.72 19.42 LT
638.67 19.66 LT
638.62 19.90 LT
638.57 20.14 LT
638.51 20.38 LT
638.46 20.14 LT
638.83 16.87 RT
638.75 18.15 RT
638.68 19.36 RT
638.62 19.92 RT
638.56 20.32 RT
638.51 20.72 RT
638.45 21' RT
638.97
638.92
638.87
639.10 16' LT
639.42
639.29
639.27
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638.83
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638.77
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638.71
638.69
638.67
638.65
638.63
638.61
638.59
638.57
638.55
638.53
638.51

2

N

ASPHALTIC PAVEMENT | CONCRETE PAVEMENT

WASHINGTON STREET

MARQUETTE ROAD

LOW PT +72.12

CREST 639.71
131'Y' +42.72
LT 30.21

SAG +70.67

639.22
LT 18

639.29
RT 22

LT 35.84
639.70

LT 37
639.62

LT 36.5
639.84

LT 23.26
639.64

LT 20.53
639.43

LT 15.50
639.34

LT 17.52
639.22

639.58

639.56

639.68

639.80

639.75

639.89

639.96

639.84

639.66
RT 32.45

639.62
639.42
RT 23.82

639.49
639.29
RT 22

639.73
639.57
RT 20.65

639.50
639.38
RT 22

640.09
RT 17.96

640.57
RT 15.50

640.32

639.95

639.65

639.57

639.65

639.72

640.05

640.17

640.11
RT 53.66

640.41

640.58

640.49
640.56

640.70

640.76

640.84

640.07

640.08

639.86

639.67

639.59
639.46

639.43

639.70

639.93
641.14
131'Y'
RT 33.74

641.68

641.61

641.76

641.80

641.78

641.71

641.62

641.79

641.70

641.69

641.75

641.41
641.42

641.04

641.06

640.95

640.48

640.72
640.76

640.70

640.03

639.64

641.40

641.08

640.74

640.28

640.50

640.36

640.66

640.82

640.76

640.80

640.78

640.79

640.74

640.82

640.86

640.90

640.94

640.98

641.02

641.06

641.10

641.14

641.18

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641.66

641.70

641.74

641.78

641.82

641.86

641.90

641.94

641.98

642.02

642.06

642.10

642.14

642.18

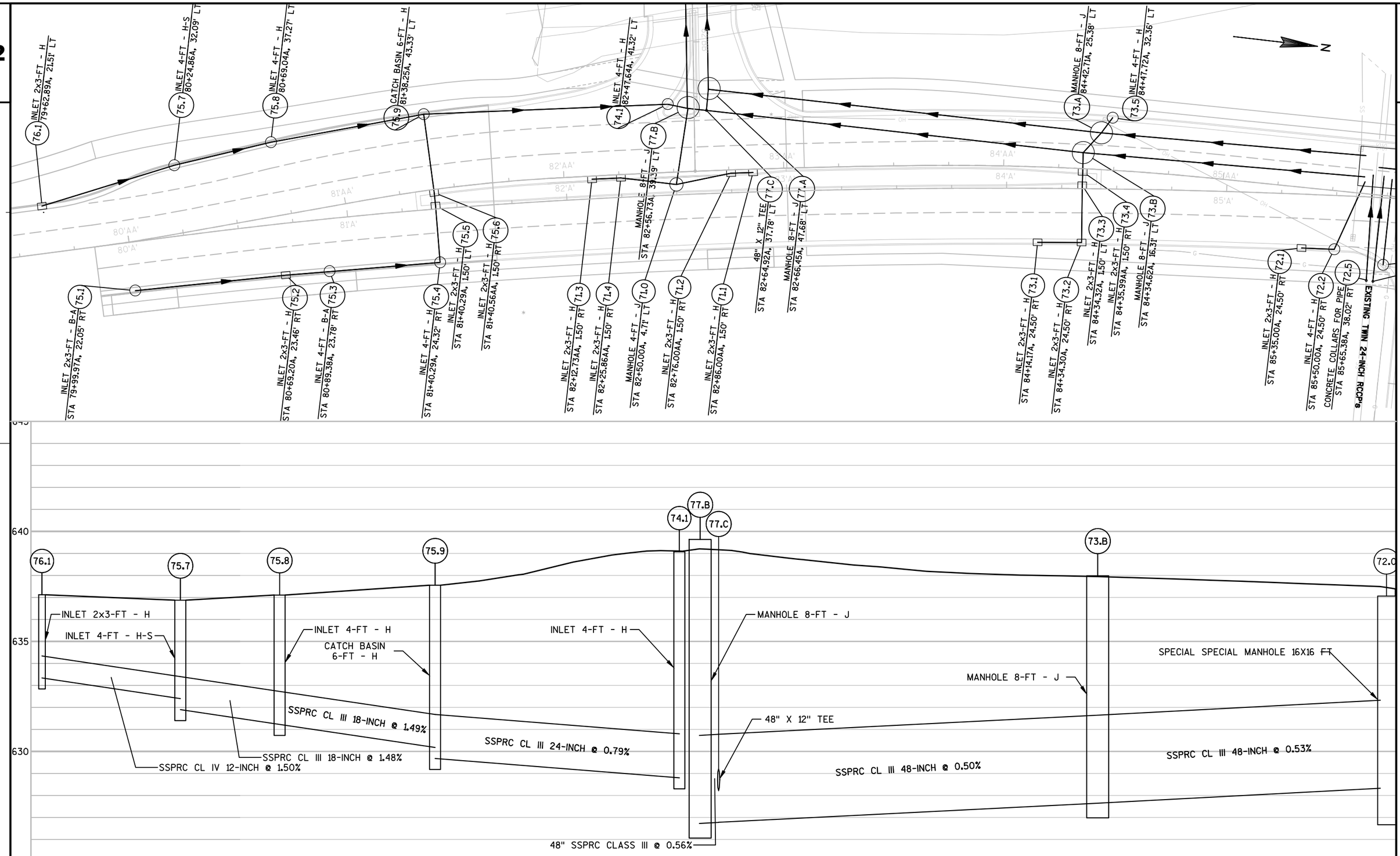
642.22

642.26

642.30

642.34

642.38



PROJECT NO:1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:22 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

INLET 4-FT - H
STA 85+50.00A, 24.50' RT
72.2

CONCRETE COLLARS FOR PIPE
STA 85+65.38A, 38.02' RT
72.5

CONCRETE COLLARS FOR PIPE
STA 85+68.64A, 38.22' RT
72.4

INLET 4-FT - H-S
STA 85+72.92A, 30.47' RT
72.3

EXISTING TMA 24-INCH RCCPs

SPECIAL MANHOLE 16X16 FT
85+68.64A, 13.61' LT
72.0

INLET 2x3-FT - H
86+45.00A, 23.50' LT
70.2

INLET 2x3-FT - H
STA 86+45.00A, 23.50' RT
70.1

CONNECT PIPE TO BOX 2-EA.
STA 86+45.00A, 12.50' LT
70.0

INLET 2x3-FT - H
87+53.00A, 23.50' LT
69.3

INLET 2x3-FT - H
STA 87+33.00A, 23.50' RT
69.1

INLET 2x3-FT - H
STA 87+53.00A, 23.50' RT
69.2

CONNECT PIPE TO BOX 2-EA.
STA 87+53.00A, 12.50' LT
69.0

INLET 2x3-FT - H
88+61.00A, 23.50' LT
68.3

INLET 2x3-FT - H
STA 88+36.00A, 23.50' RT
68.1

INLET 2x3-FT - H
STA 88+61.00A, 23.50' RT
68.2

CONNECT PIPE TO BOX 2-EA.
STA 88+61.00A, 12.50' LT
68.0

BOX W/ ACCESS OPENING
STA 89+00.81A, 12.50' LT
67.0

INLET 2x3-FT - H
STA 89+25.00A, 23.50' RT
66.1

INLET 2x3-FT - H
STA 89+69.00A, 23.50' RT
66.2

INLET 2x3-FT - H
89+69.00A, 23.50' LT
66.4

INLET 2x3-FT - H
STA 89+69.00A, 23.50' RT
66.3

CONNECT PIPE TO BOX 2-EA.
STA 89+69.00A, 12.50' LT
66.0

INLET 2x3-FT - H-S
90+05.72A, 23.50' LT
65.2

INLET 2x3-FT - H-S
STA 90+05.72A, 23.50' RT
65.1

CONNECT PIPE TO BOX 2-EA.
STA 90+05.76A, 12.50' LT
65.0

INLET 2x3-FT - H
91+10.04A, 23.50' LT
64.4

CONNECT PIPE TO BOX 2-EA.
91+10.06A, 12.50' LT
64.0

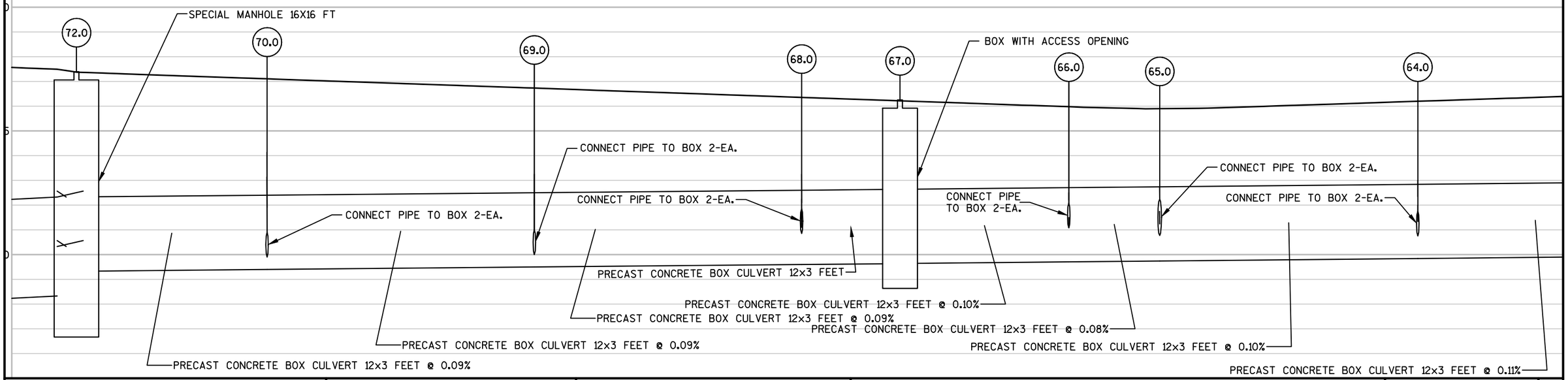
INLET 4-FT - H-S
STA 90+84.39A, 36.88' RT
64.3

INLET 4-FT - H
STA 91+10.04A, 23.50' RT
64.2

INLET 2x3-FT - H
STA 91+25.00A, 23.50' RT
64.1

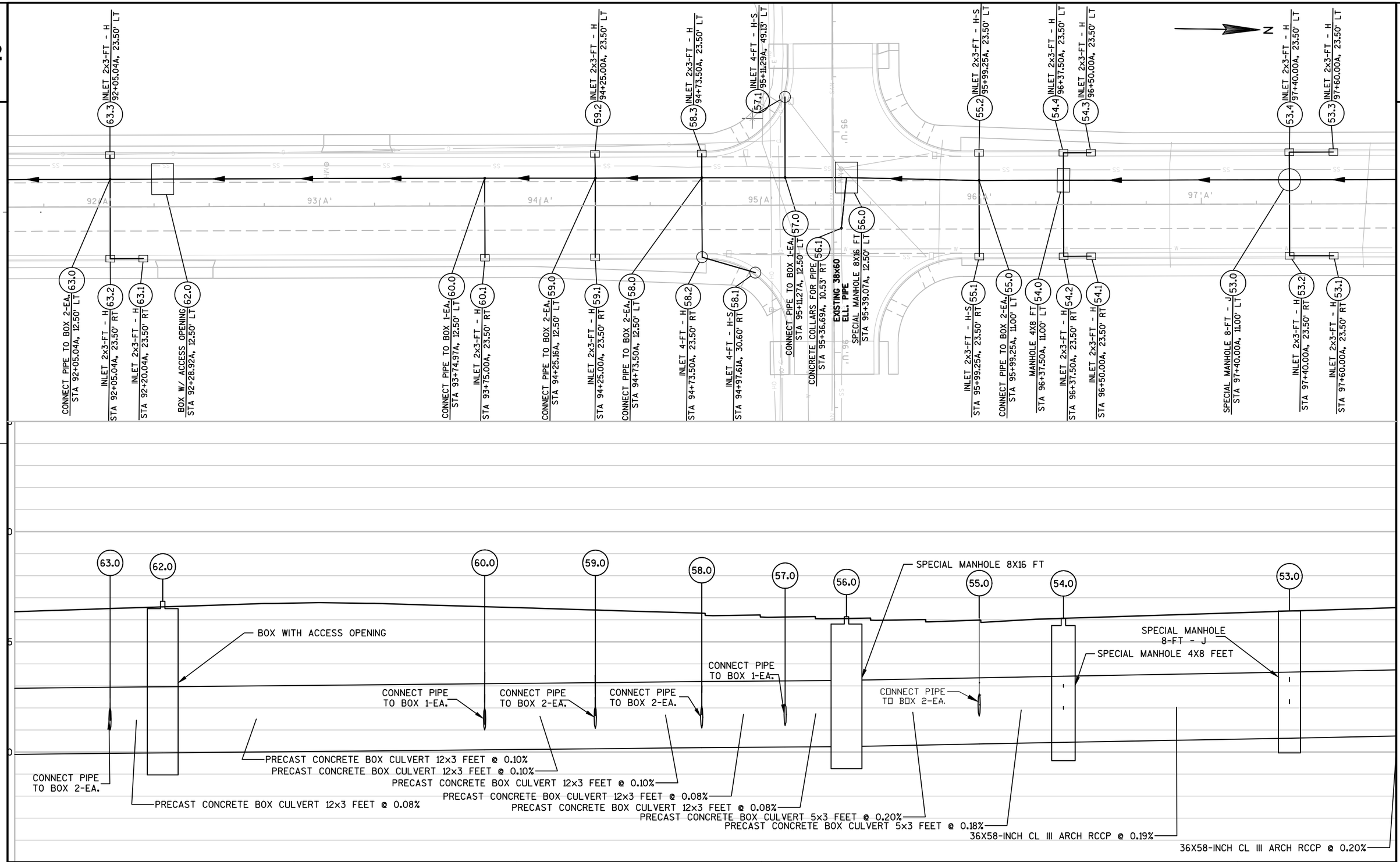
N

86'A'
87'A'
88'A'
89'A'
90'A'
91'A'



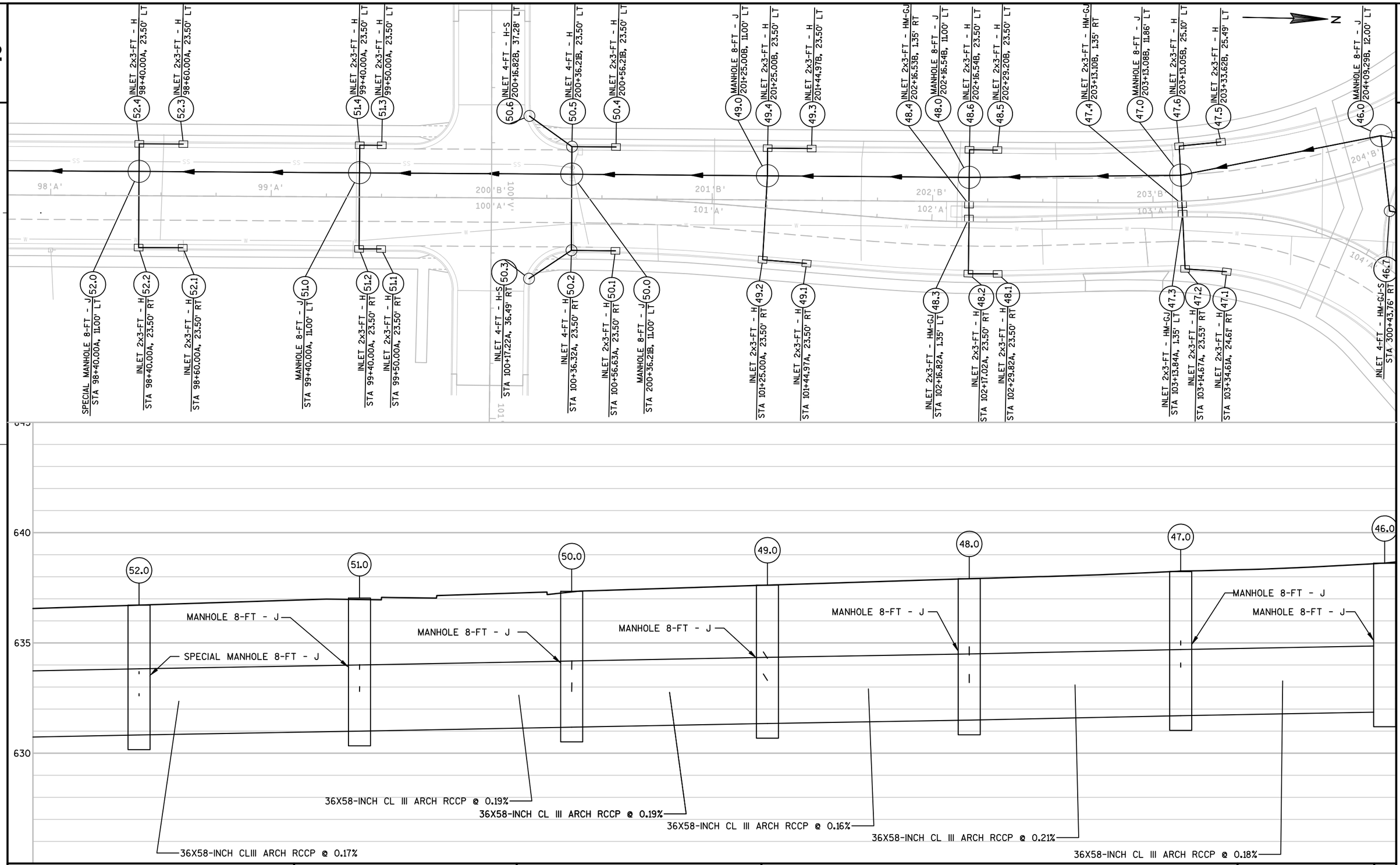
PROJECT NO:1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:22 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



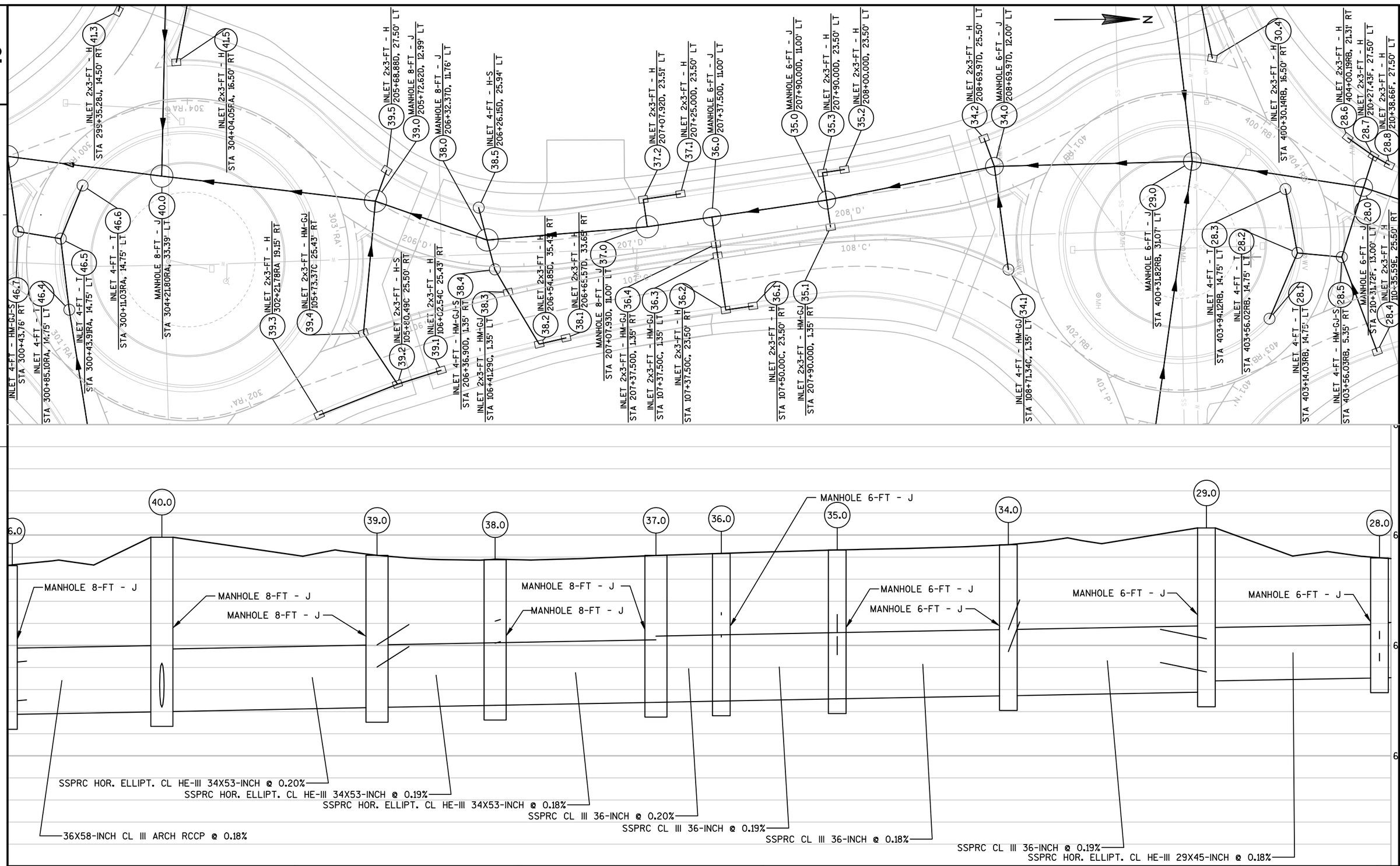
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:22 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



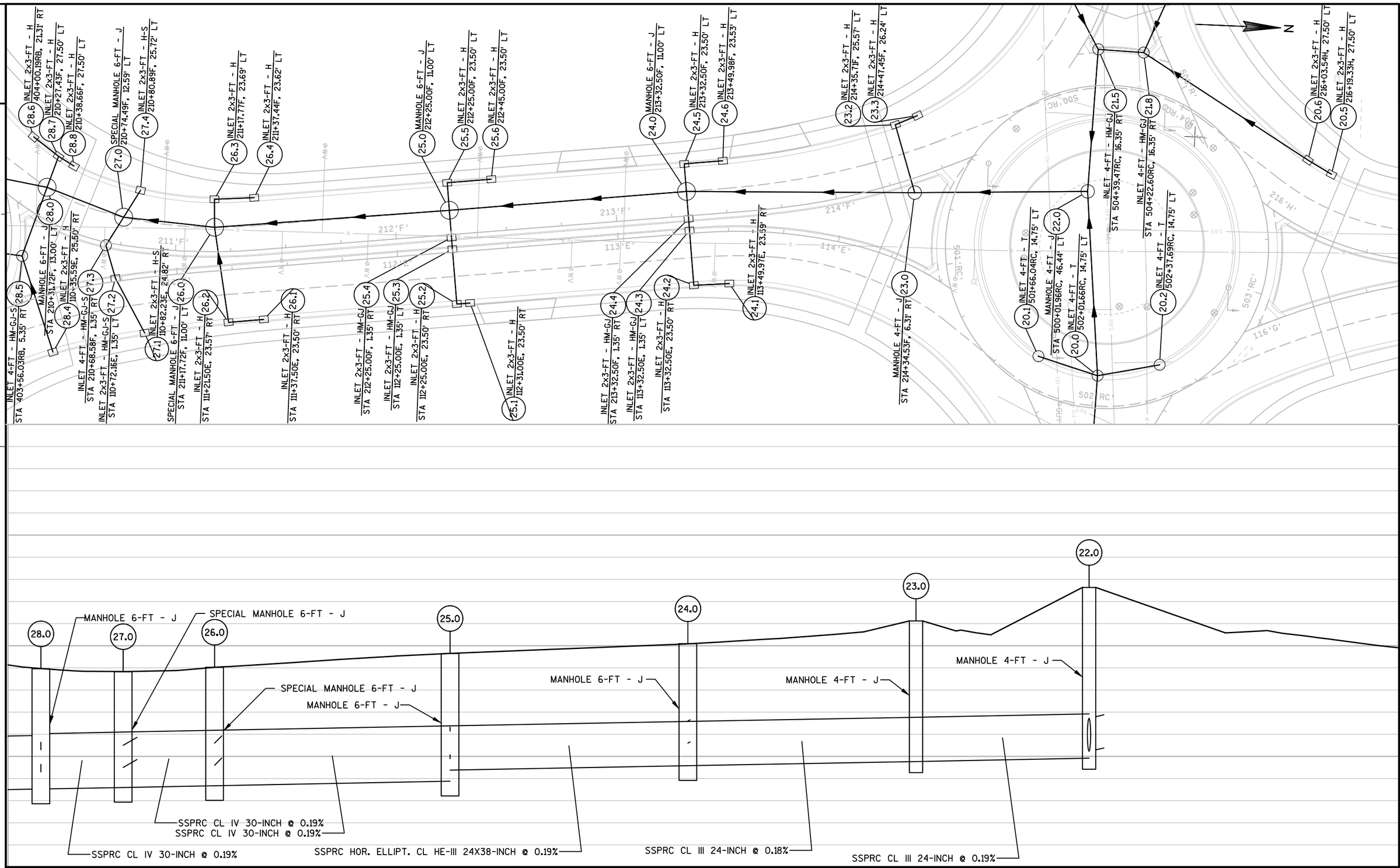
PROJECT NO:1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:23 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



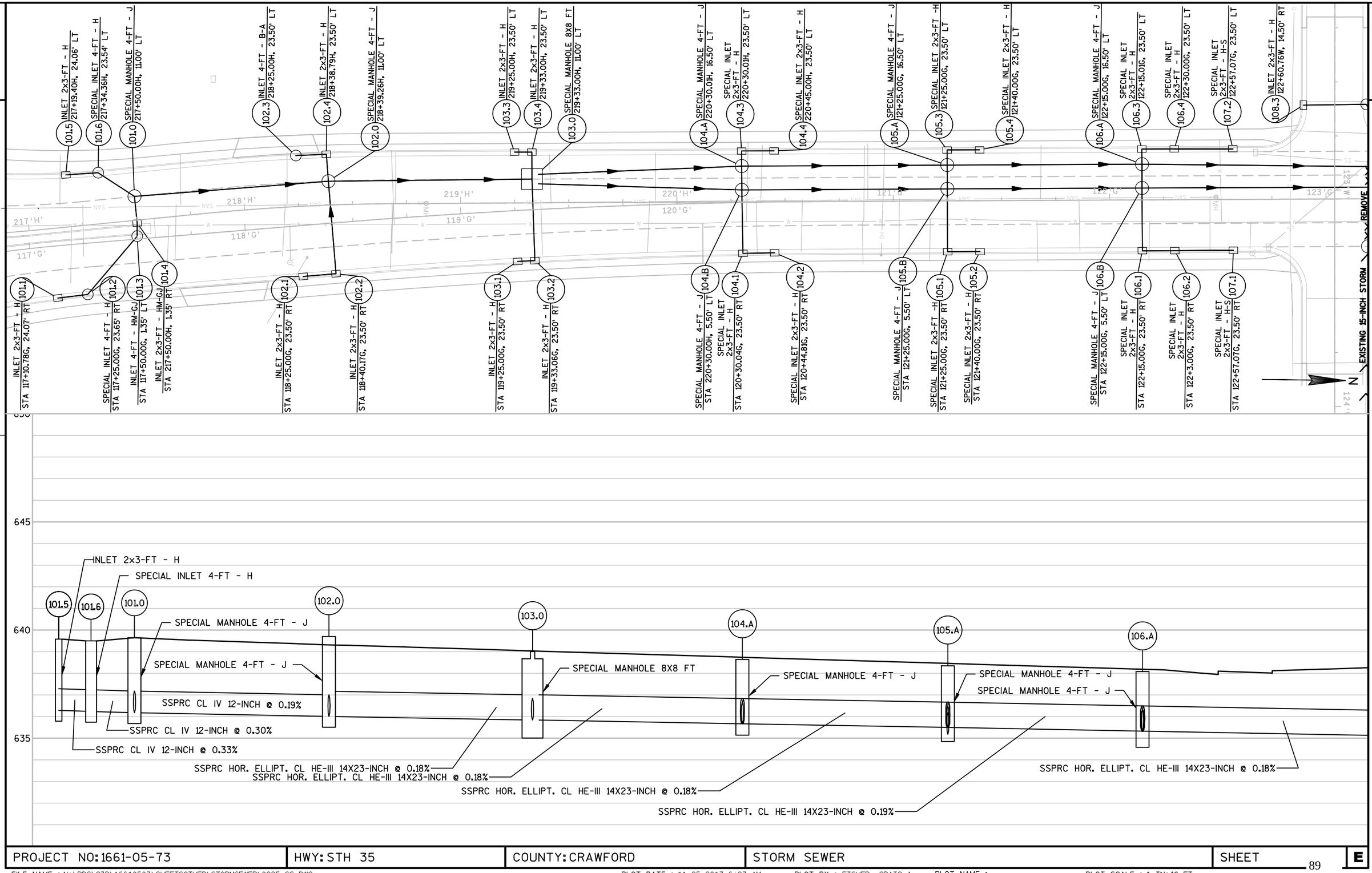
PROJECT NO:1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:23 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:23 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO:1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:23 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT

EXISTING 15-INCH STORM SEWER TO REMAIN

REMOVE 15-INCH

MANHOLE 4-FT - J
STA 123+19.28G, 22.00' RT
108.7

INLET 4-FT - H
122+60.42W, 14.50' LT
108.4

INLET 4-FT - H-S
STA 123+33.62G, 23.79' RT
108.1

SPECIAL INLET 4-FT - H-S
123+32.14G, 24.23' LT
108.5

INLET 4-FT - H
STA 123+39.24G, 23.50' RT
108.2

INLET 2x3-FT - H
123+45.00G, 23.50' LT
108.6

SPECIAL MANHOLE 6-FT - J
STA 123+45.00G, 5.34' LT
108.B

SPECIAL MANHOLE 6-FT - J
123+45.00G, 14.50' LT
108.A

SPECIAL MANHOLE 6-FT - J
STA 124+19.00G, 5.34' LT
109.B

SPECIAL MANHOLE 6-FT - J
124+19.00G, 14.50' LT
109.A

INLET 2x3-FT - H
STA 124+19.00G, 23.50' RT
109.1

INLET 2x3-FT - H
124+19.00G, 23.50' LT
109.3

INLET 2x3-FT - H
STA 124+35.00G, 23.50' RT
109.2

INLET 2x3-FT - H
124+35.00G, 23.50' LT
109.4

SPECIAL MANHOLE 6-FT - J
STA 125+15.00G, 5.34' LT
110.B

SPECIAL MANHOLE 6-FT - J
125+15.00G, 14.50' LT
110.A

INLET 2x3-FT - H
STA 125+15.00G, 23.50' RT
110.1

INLET 2x3-FT - H
125+15.00G, 23.50' LT
110.3

INLET 2x3-FT - H
STA 125+25.00G, 23.50' RT
110.2

INLET 2x3-FT - H
125+25.00G, 23.50' LT
110.4

SPECIAL MANHOLE 8X15 FT
STA 126+05.00G, 9.58' LT
111.0

INLET 2x3-FT - H
STA 126+05.00G, 23.50' RT
111.1

INLET 2x3-FT - H
126+05.00G, 23.50' LT
111.3

INLET 2x3-FT - H
STA 126+15.00G, 23.50' RT
111.2

INLET 2x3-FT - H
126+15.00G, 23.50' LT
111.4

SPECIAL MANHOLE 6-FT - J
STA 126+95.00G, 11.00' LT
112.0

INLET 2x3-FT - H
STA 126+95.00G, 23.50' RT
112.1

INLET 2x3-FT - H
126+95.00G, 23.50' LT
112.3

INLET 2x3-FT - H
STA 127+05.00G, 23.50' RT
112.2

INLET 2x3-FT - H
127+05.00G, 23.50' LT
112.4

INLET 2x3-FT - H-S
128+23.35X, 17.50' RT
114.2

INLET 2x3-FT - H
128+08.00X, 17.50' RT
114.1

SPECIAL MANHOLE 6-FT - J
127+47.92G, 11.00' LT
113.0

MANHOLE 4-FT - J
128+08.00X, 0.00' LT
114.0

INLET 2x3-FT - H
128+08.00X, 17.50' LT
114.3

INLET 2x3-FT - H-S
128+23.35X, 17.50' LT
114.4

INLET 2x3-FT - H
STA 127+85.00G, 23.50' RT
115.1

INLET 2x3-FT - H
127+85.00G, 23.50' LT
115.3

INLET 2x3-FT - H
STA 128+00.00G, 23.50' RT
115.2

INLET 2x3-FT - H
128+00.00G, 23.50' LT
115.4

SPECIAL MANHOLE 6-FT - J
STA 128+00.00G, 11.00' LT
115.0

INLET 2x3-FT - H
STA 128+85.00G, 23.50' RT
116.1

INLET 2x3-FT - H
128+84.90G, 25.49' LT
116.3

INLET 2x3-FT - H
STA 129+00.00G, 23.50' RT
116.2

INLET 2x3-FT - H
128+99.86G, 26.78' LT
116.4

MANHOLE 6-FT - J
129+00.00G, 14.24' LT
116.0

124'G'
125'G'
126'G'
127'G'
128'G'
129'G'

N

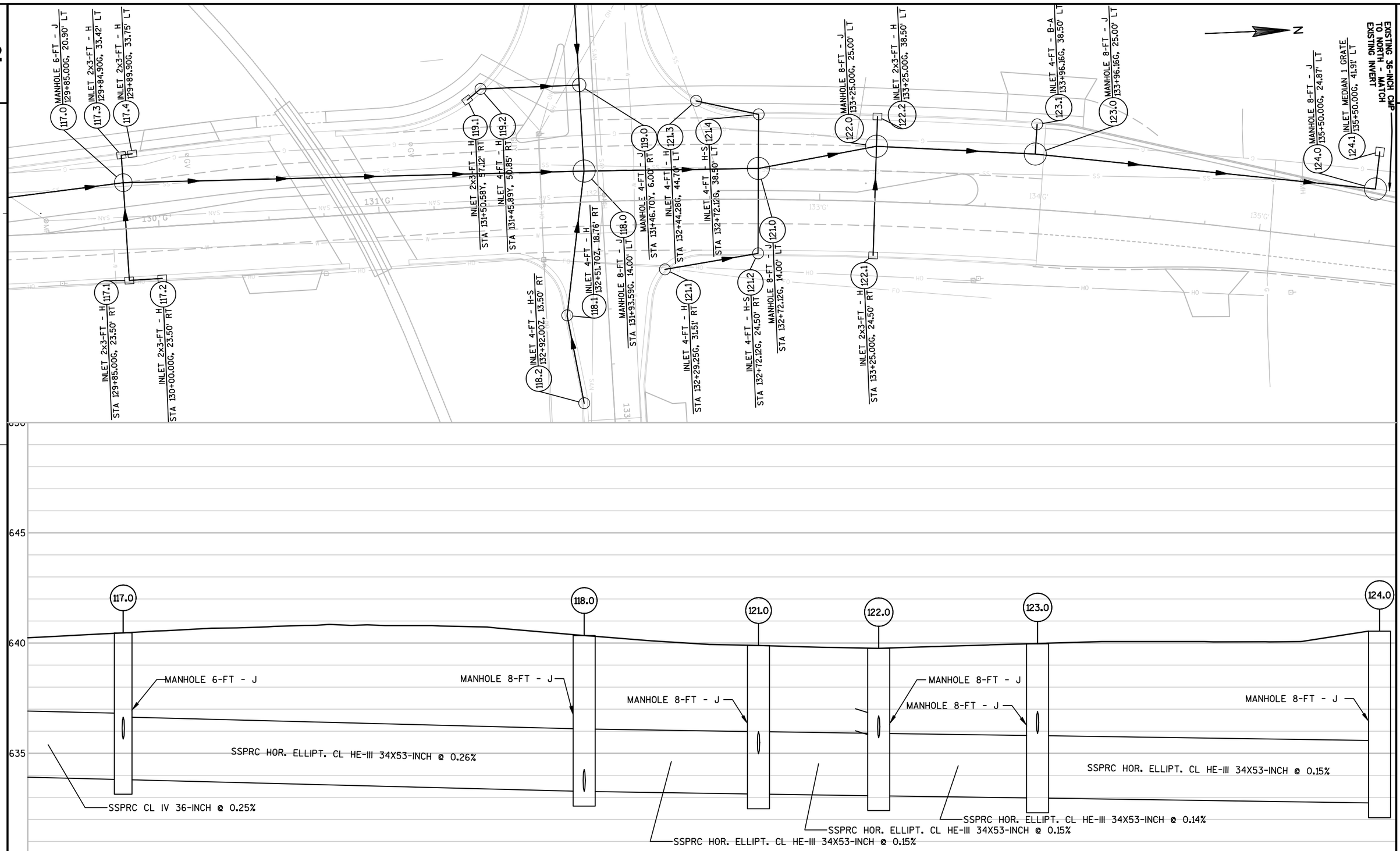
645
640
635

SPECIAL MANHOLE 6-FT - J
SPECIAL MANHOLE 6-FT - J
SPECIAL MANHOLE 6-FT - J
SPECIAL MANHOLE 8X15 FT
SPECIAL MANHOLE 6-FT - J
SPECIAL MANHOLE 6-FT - J
SPECIAL MANHOLE 6-FT - J
MANHOLE 6-FT - J
SPECIAL MANHOLE 6-FT - J

PRECAST CONCRETE BOX CULVERT 2.5X1.58 FT @ 0.11%
SSPRC HOR. ELLIPT. CL HE-III 24X38-INCH @ 0.15%
SSPRC HOR. ELLIPT. CL HE-III 29X45-INCH @ 0.24%
SSPRC CL IV 36-INCH @ 0.25%
SSPRC CL IV 36-INCH @ 0.25%
SSPRC CL IV 36-INCH @ 0.26%
SSPRC CL IV 36-INCH @ 0.26%
SSPRC CL IV 36-INCH @ 0.25%
PRECAST CONCRETE BOX CULVERT 2.5X1.17 FT @ 0.12%

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG
PLOT DATE : 11/25/2013 6:24 AM
PLOT BY : FISHER, CRAIG A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:24 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTE: SEE PLAN & PROFILE SHEET FOR MOONEY STREET FOR DETAILS REGARDING BORING & JACKING OF PIPE NEAR TRACKS.

N

78.2 STA 79+85.66BB, 20.43' LT
CONCRETE COLLARS FOR PIPE

EXISTING STORM MANHOLE
SOUTH-60" RCCP INV. 625.42
WEST-24" RCCP INV. 627.84
NORTHEAST 60" RCCP INV. 625.42

78.0 STA 79+77.16BB, 1.80' LT
SPECIAL MANHOLE 14X16 FT

77.A STA 82+66.45A, 47.68' LT
MANHOLE 8-FT - J

77.C STA 82+64.92A, 37.78' LT
48" X 12" TEE

71.1 STA 82+86.00AA, 1.50' RT
INLET 2x3-FT - H

71.2 STA 82+76.00AA, 1.50' RT
INLET 2x3-FT - H

77.B STA 82+56.73A, 39.39' LT
MANHOLE 8-FT - J

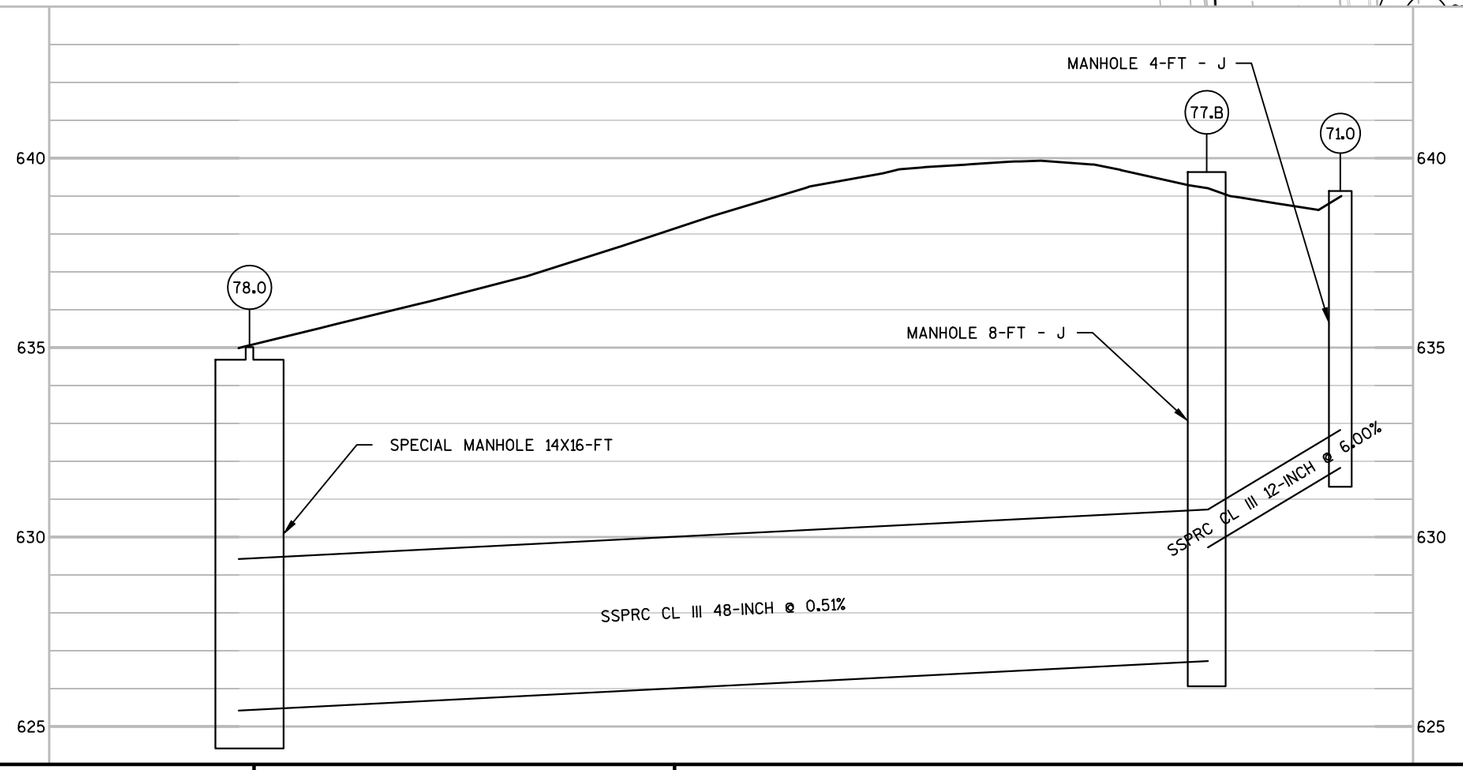
71.0 STA 82+50.00A, 4.71' LT
MANHOLE 4-FT - J

82+47.64A, 41.32' LT
INLET 4-FT - H
74.1

71.4 STA 82+25.86AA, 1.50' RT
INLET 2x3-FT - H

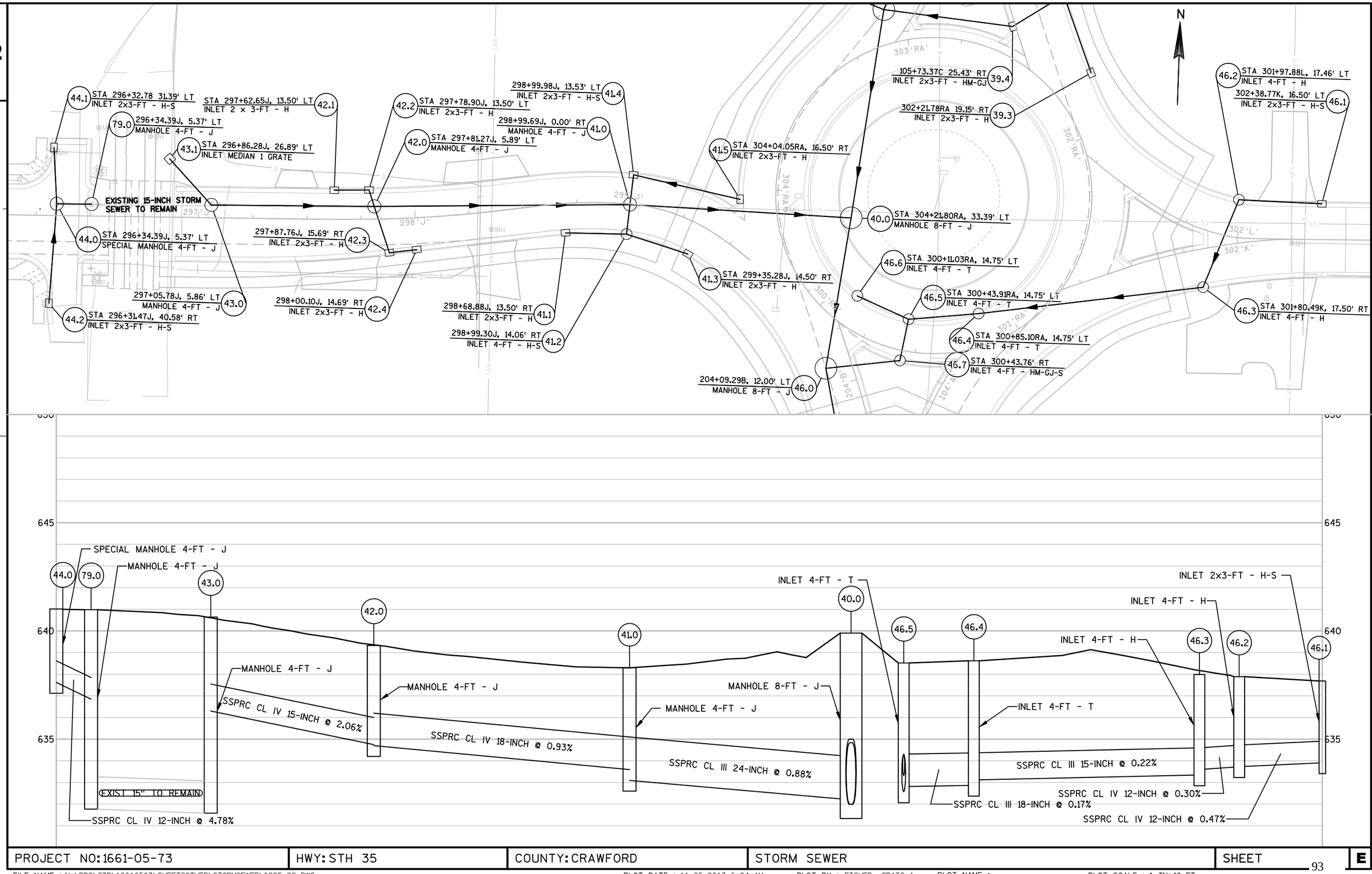
71.3 STA 82+12.73AA, 1.50' RT
INLET 2x3-FT - H

75.6 STA 81+40.56AA, 1.50' RT
INLET 2x3-FT - H



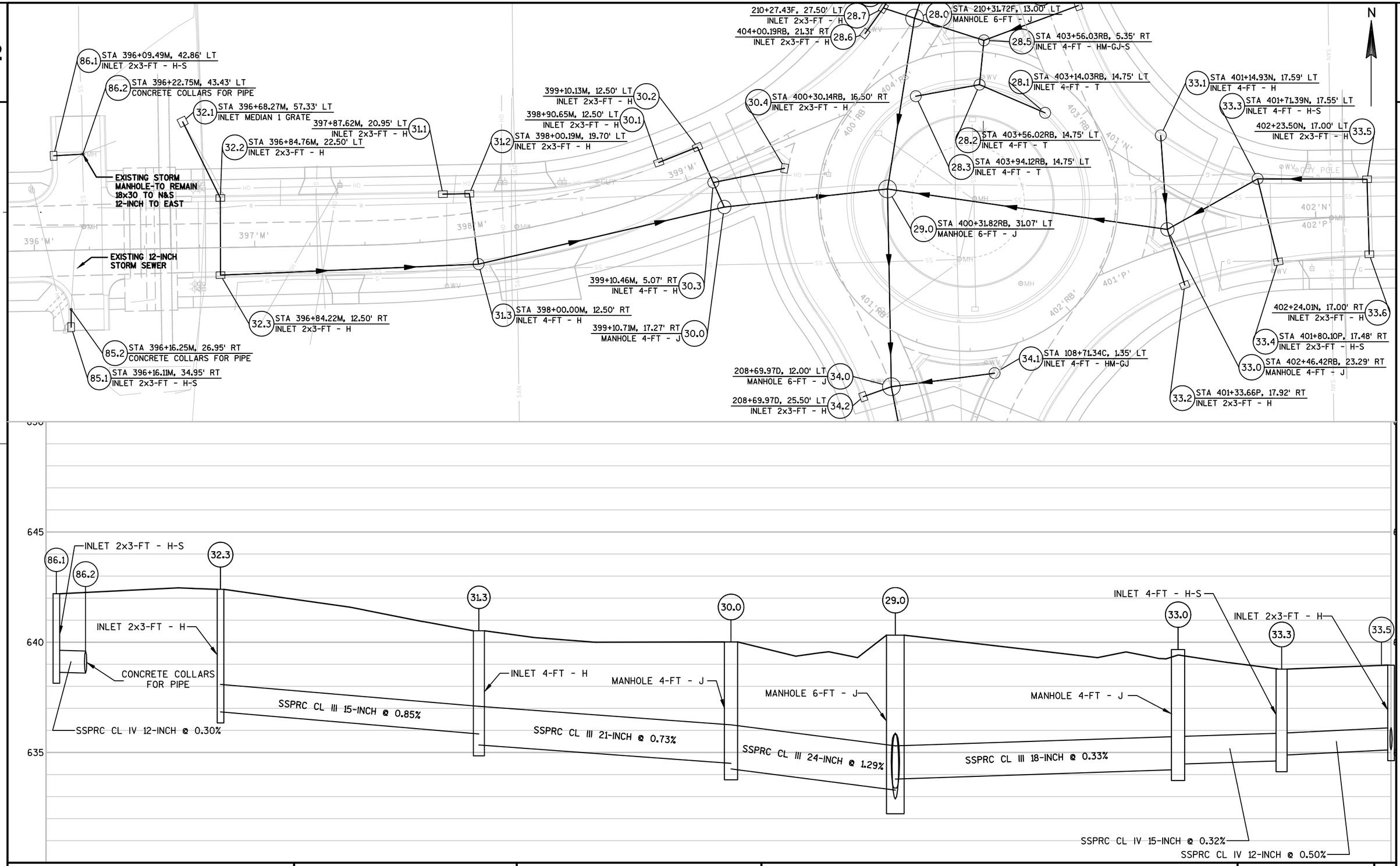
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:24 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT



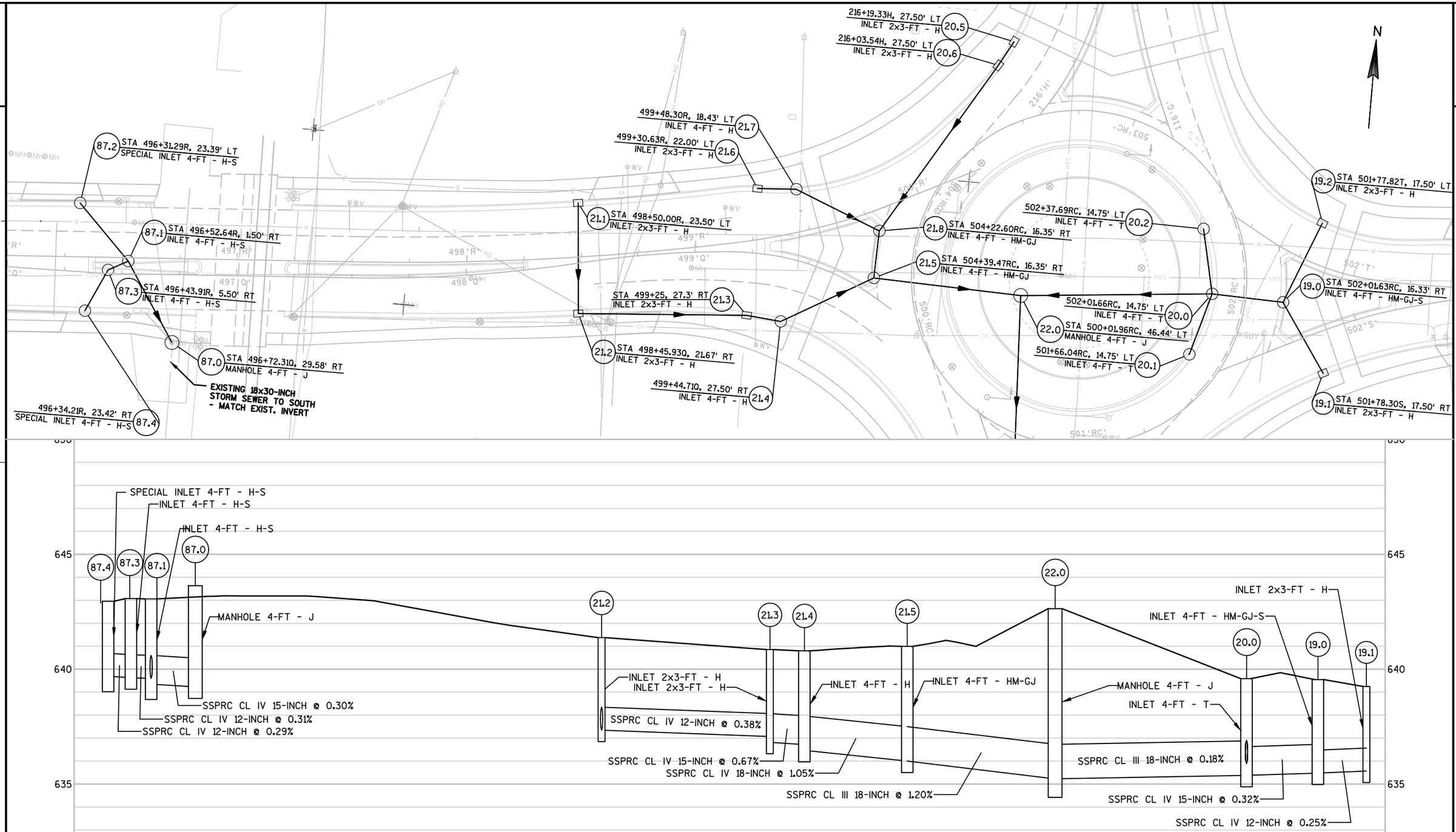
PROJECT NO:1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:24 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



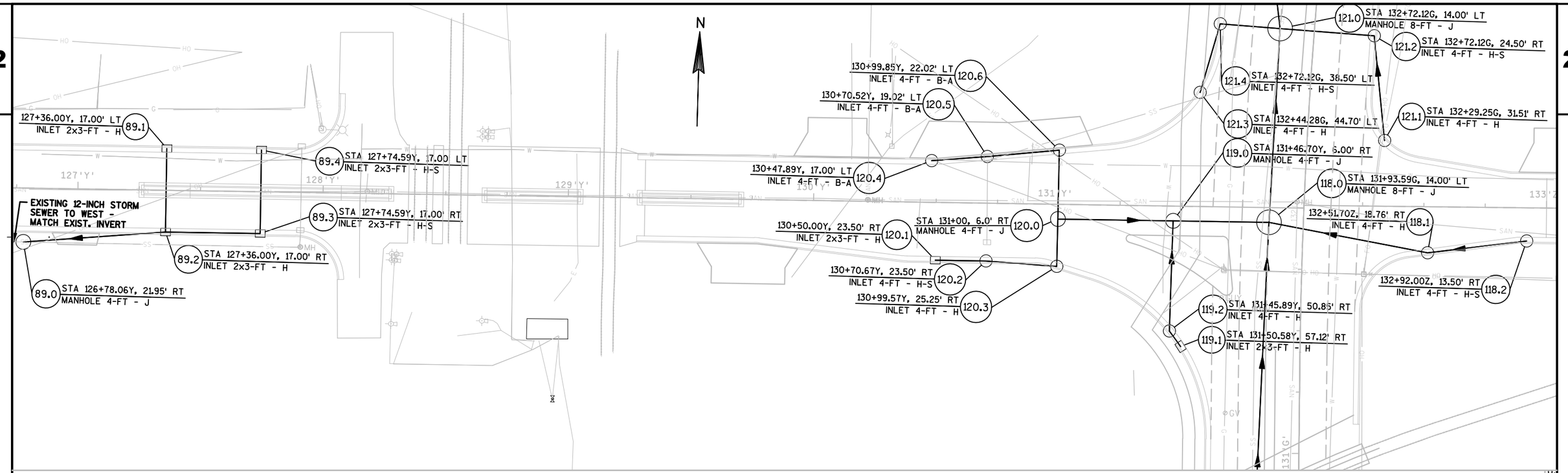
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

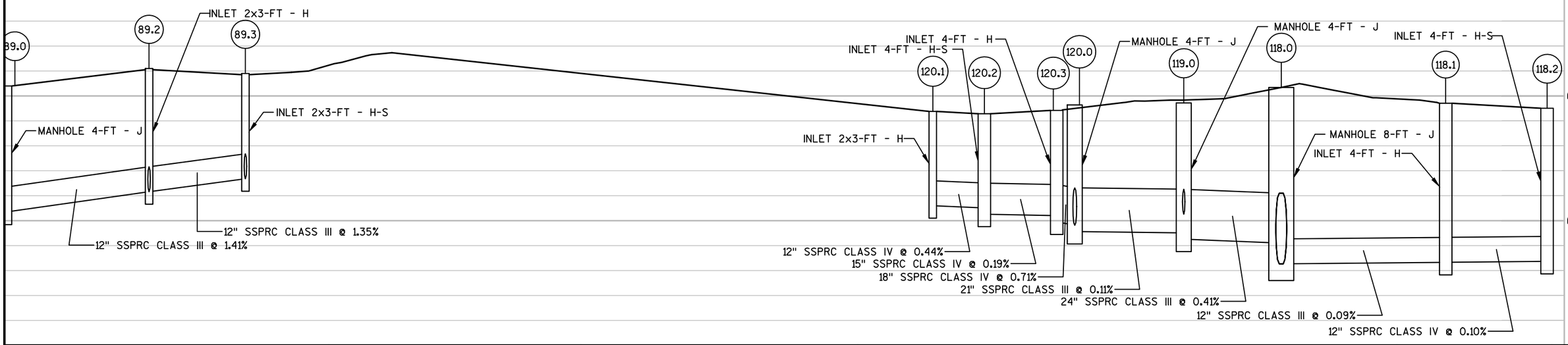
FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:24 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\16610503\SHEETSOTHER\STORMSEWER\0225_SS.DWG PLOT DATE : 11/25/2013 6:24 AM PLOT BY : FISHER, CRAIG A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 1661-05-83	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET 96	E

PLANT LIST

SYM.	NO.	BOTANICAL NAME	COMMON NAME	AVG. MATURE HGT.	SIZE AT PLNTG	ROOT TYPE	MIN. BALL OR POT SIZE		MINIMUM HOLE SIZE		BRACE OR GUY	FERT UNITS REQ'D	RODENT PROT. REQ'D	MULCH RING DIAMETER	PLANT BED DETAIL	REMARKS
							DIAM.	DEPTH	DIAM.	DEPTH						
		LARGE DECIDUOUS TREE														
GB	6	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	40'	2"CAL.	B&B	28"	24"	56"	24"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
GT	10	GLEDITSIA TRIACANTHOS VAR INERMIS 'SKYLINE'	SKYLINE HONEY LOCUST	30'	2" CAL	B&B	33"	28"	66"	28"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
UP	7	ULMUS 'PATRIOT'	PATRIOT HYBRID ELM	35'	2" CAL	B&B	28"	24"	56"	24"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
PC	3	PYRUS CALLERYANA 'CHANTICLEER'	CLEVELAND SELECT PEAR	35'	2" CAL	B&B	28"	24"	56"	24"	NO	4	NO	YES	N/A	LOCATE AS SHOWN

STA 98+09, 26.5 LT
NEW TREE 1–18
TREE TYPE GT

STA 99+19, 26.5 LT
NEW TREE 1–19
TREE TYPE UP

STA 102+54, 44.5LT
NEW TREE 1–20
TREE TYPE GB

STA 103+86, 188.6 RT
NEW TREE 1–25
TREE TYPE UP

STA 103+81, 109.8 LT
NEW TREE 1–24
TREE TYPE PC

STA 103+76, 90.6 LT
NEW TREE 1–23
TREE TYPE PC

STA 103+61, 69.0 LT
NEW TREE 1–22
TREE TYPE PC

STA 103+50, 56.3 LT
NEW TREE 1–21
TREE TYPE GB

COLORED & TEXTURED CONCRETE CROSSWALKS TYPICAL – SEE DETAIL

ROUNDABOUT PLANTING PLAN – SEE DETAIL

STA 96+83, 26.5 RT
NEW TREE 2–8
TREE TYPE UP

STA 97+61, 26.5 RT
NEW TREE 2–9
TREE TYPE GT

STA 98+35, 26.5 RT
NEW TREE 2–10
TREE TYPE UP

STA 98+85, 26.5 RT
NEW TREE 2–11
TREE TYPE GT

STA 101+50, 26.5 RT
NEW TREE 2–12
TREE TYPE UP

STA 102+39, 26.5 RT
NEW TREE 2–13
TREE TYPE GT

COLORED & TEXTURED CONCRETE CROSSWALKS TYPICAL – SEE DETAIL

STA 104+85.3, 30.3 LT
FLAGPOLE ILLUMINATED
SEE DETAILS

COLORED & TEXTURED CONCRETE CROSSWALKS TYPICAL – SEE DETAIL

STA 107+36, 49.3 LT
NEW TREE 1–27
TREE TYPE UP

STA 108+03, 45.2 LT
NEW TREE 1–28
TREE TYPE UP

STA 106+59, 53.6 LT
NEW TREE 1–26
TREE TYPE UP

ROUNDABOUT PLANTING PLAN – SEE DETAIL

STA 104+85.3, 30.3 LT
FLAGPOLE ILLUMINATED
SEE DETAILS

COLORED & TEXTURED CONCRETE CROSSWALKS TYPICAL – SEE DETAIL

STA 109+50.3, 28.8 LT
FLAGPOLE ILLUMINATED
SEE DETAILS

ROUNDABOUT PLANTING PLAN – SEE DETAIL

STA 111+10, 57.9 LT
NEW TREE 1–39
TREE TYPE GB

STA 111+87, 50.7 LT
NEW TREE 1–41
TREE TYPE GT

STA 112+21, 48.1 LT
NEW TREE 1–42
TREE TYPE GT

STA 112+60, 45.3 LT
NEW TREE 1–43
TREE TYPE GB

STA 111+51, 53.5 LT
NEW TREE 1–40
TREE TYPE GT

STA 110+50, 46.0 RT
NEW TREE 2–14
TREE TYPE GB

STA 111+10, 40.1 RT
NEW TREE 2–15
TREE TYPE GT

STA 112+05, 39.8 RT
NEW TREE 2–17
TREE TYPE GT

STA 111+57, 39.2 RT
NEW TREE 2–16
TREE TYPE GT

STA 113+13, 37.5 RT
NEW TREE 2–19
TREE TYPE GB

PROJECT NO:1661-05-73	HWY:STH 35 / USH 18	COUNTY:CRAWFORD	COMMUNITY SENSITIVE DESIGN	SCALE, FEET: 0 60	SHEET NO: 97	E

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STA 115+22.8, 29' LT
FLAGPOLE ILLUMINATED
SEE DETAILS

COLORED & TEXTURED
CONCRETE CROSSWALKS
TYPICAL – SEE DETAIL

STA 117+06, 48.5 LT
NEW TREE 1–44
TREE TYPE GB

STA 117+61, 45.0 LT
NEW TREE 1–45
TREE TYPE GB

STA 118+93, 31.8 LT
NEW TREE 1–46
TREE TYPE UP

STA 120+25, 26.8 LT
NEW TREE 1–47
TREE TYPE GT

STA 121+20, 26.4 LT
NEW TREE 1–49
TREE TYPE GT

STA 122+08, 26.5 LT
NEW TREE 1–50
TREE TYPE UP

STA 114+08, 51.9 RT
NEW TREE 2–20
TREE TYPE GDE

STA 114+55, 81.5 RT
NEW TREE 2–23
TREE TYPE GDE

SEE POCKET PARK SHEET
FOR ADDITIONAL PLANT
LISTINGS

STA 116+96, 27.8 RT
NEW TREE 2–37
TREE TYPE UP

STA 117+65, 26.7 RT
NEW TREE 2–38
TREE TYPE GT

STA 118+60, 26.5 RT
NEW TREE 2–39
TREE TYPE UP

STA 119+20, 26.6 RT
NEW TREE 2–40
TREE TYPE GT

STA 120+19, 26.5 RT
NEW TREE 2–41
TREE TYPE UP

STA 121+49, 26.5 RT
NEW TREE 2–42
TREE TYPE GT

STA 122+05, 26.5 RT
NEW TREE 2–43
TREE TYPE UP

HARTIG DRUG

FILLER CAPS

HOUSE

RETAIL PLUMBING STORE

AHN & ROSE LUMBER

FOUND

PLANT LIST

SYM.	NO.	BOTANICAL NAME	COMMON NAME	AVG. MATURE HGT.	SIZE AT PLNTG	ROOT TYPE	MIN. BALL OR POT SIZE DIAM.	MIN. BALL OR POT SIZE DEPTH	MINIMUM HOLE SIZE DIAM.	MINIMUM HOLE SIZE DEPTH	BRACE OR GUY	FERT UNITS REQ'D	RODENT PROT. REQ'D	MULCH RING DIAMETER	PLANT BED DETAIL	REMARKS
		LARGE DECIDUOUS TREE														
GB	2	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	40'	2"CAL.	B&B	28"	24"	56"	24"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
GT	10	GLEDITSIA TRIACANTHOS VAR INERMIS 'SKYLINE'	SKYLINE HONEY LOCUST	30'	2" CAL	B&B	33"	28"	66"	28"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
UP	9	ULMUS 'PATRIOT'	PATRIOT HYBRID ELM	35'	2" CAL	B&B	28"	24"	56"	24"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
GDE	2	GYMNOCLADUS DIOICUS 'ESPRESSO'	ESPRESSO COFFEETREE	40'	2"CAL.	B&B	28"	24"	56"	24"	NO	4	NO	YES	N/A	LOCATE AS SHOWN

STA 124+35, 26.0 LT
NEW TREE 1–51
TREE TYPE GT

STA 125+51, 26.0 LT
NEW TREE 1–52
TREE TYPE UP

STA 126+86, 26.0 LT
NEW TREE 1–53
TREE TYPE GT

STA 128+74, 28.0 LT
NEW TREE 1–54
TREE TYPE UP

STA 129+54, 26.5 LT
NEW TREE 1–55
TREE TYPE GT

STA 123+95, 26.5 RT
NEW TREE 2–44
TREE TYPE GT

STA 125+02,26.5 RT
NEW TREE 2–45
TREE TYPE UP

STA 126+43, 26.5 RT
NEW TREE 2–46
TREE TYPE GT

S.T.H. 35

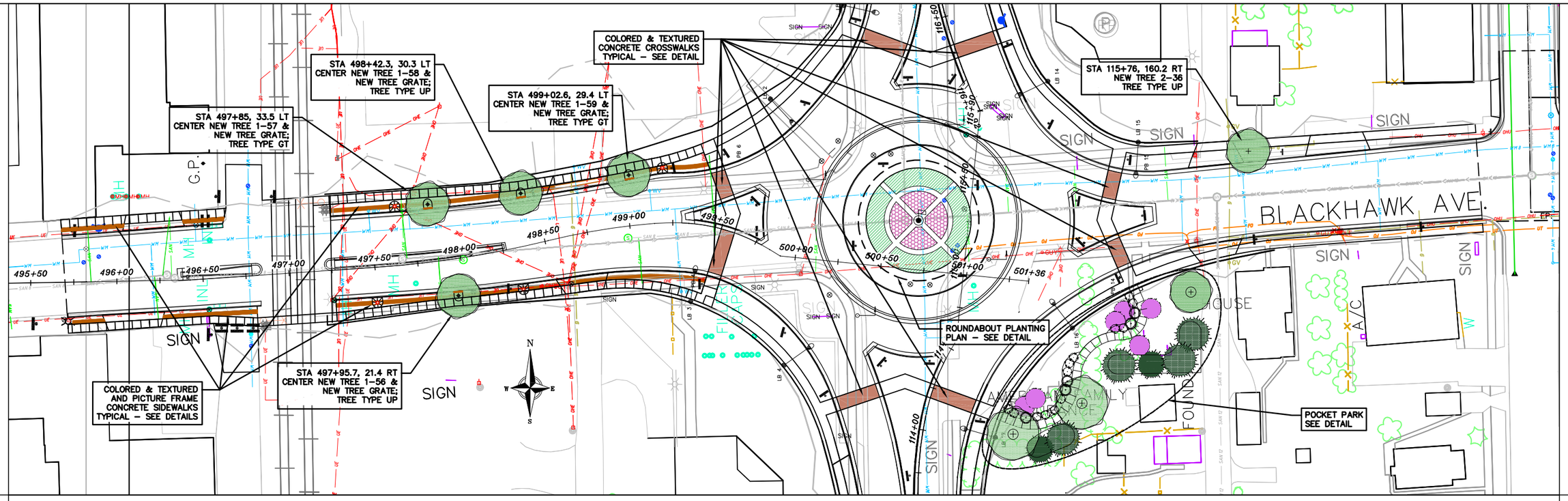
CANNERY

PROJECT NO:1661-05-73	HWY:STH 35 / USH 18	COUNTY:CRAWFORD	COMMUNITY SENSITIVE DESIGN	SCALE, FEET 0 60	SHEET NO: 98 E

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

WISDOT/CADDS SHEET 42

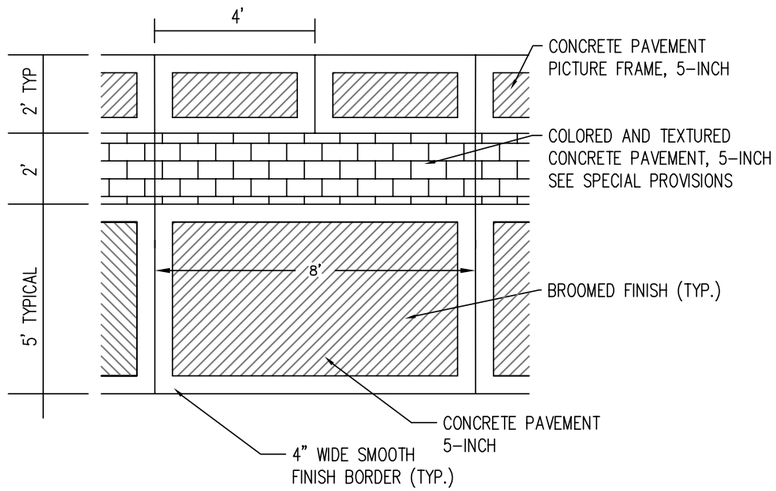
LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



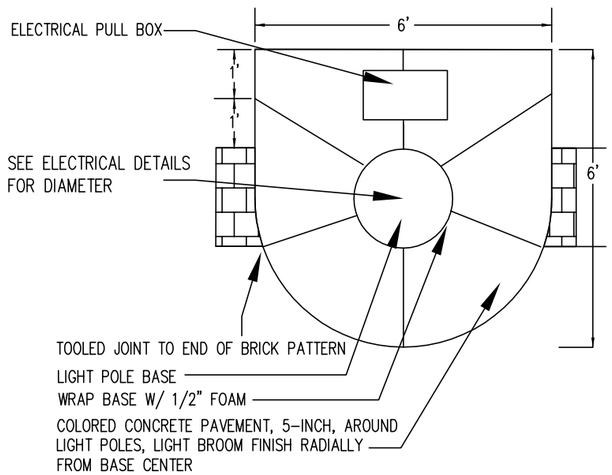
PLANT LIST

SYM.	NO.	BOTANICAL NAME	COMMON NAME	AVG. MATURE HGT.	SIZE AT PLNTG	ROOT TYPE	MIN. BALL OR POT SIZE		MINIMUM HOLE SIZE		BRACE OR GUY	FERT UNITS REQ'D	RODENT PROT. REQ'D	MULCH RING DIAMETER	PLANT BED DETAIL	REMARKS
							DIAM.	DEPTH	DIAM.	DEPTH						
		LARGE DECIDUOUS TREE														
GT	2	GLEDITSIA TRIACANTHOS VAR INERMIS 'SKYLINE'	SKYLINE HONEY LOCUST	30'	2" CAL	B&B	33"	28"	66"	28"	NO	4	NO	GRATE	N/A	LOCATE AS SHOWN
UP	2	ULMUS 'PATRIOT'	PATRIOT HYBRID ELM	35'	2" CAL	B&B	28"	24"	56"	24"	NO	4	NO	GRATE	N/A	LOCATE AS SHOWN

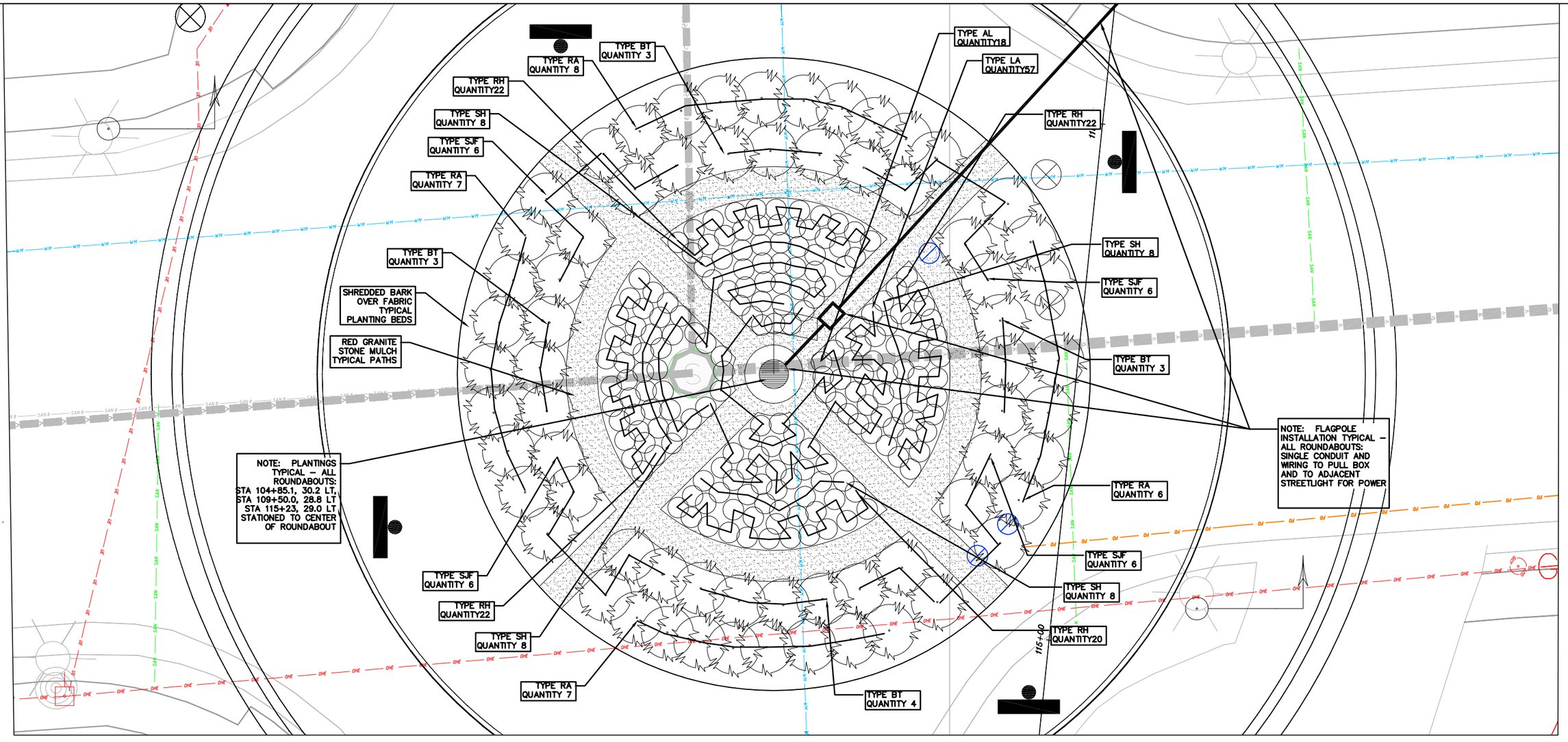
NOTE: NO GRATE FOR PATRIOT HYBRID ELM AT STA 115+76, 160.2 RT



CONCRETE FINISHING DETAIL
(NOT TO SCALE)



CONCRETE FINISHING DETAIL AROUND LIGHT POLES IN SIDEWALKS
(NOT TO SCALE)



ROUNDABOUT PLANT LIST – ALL

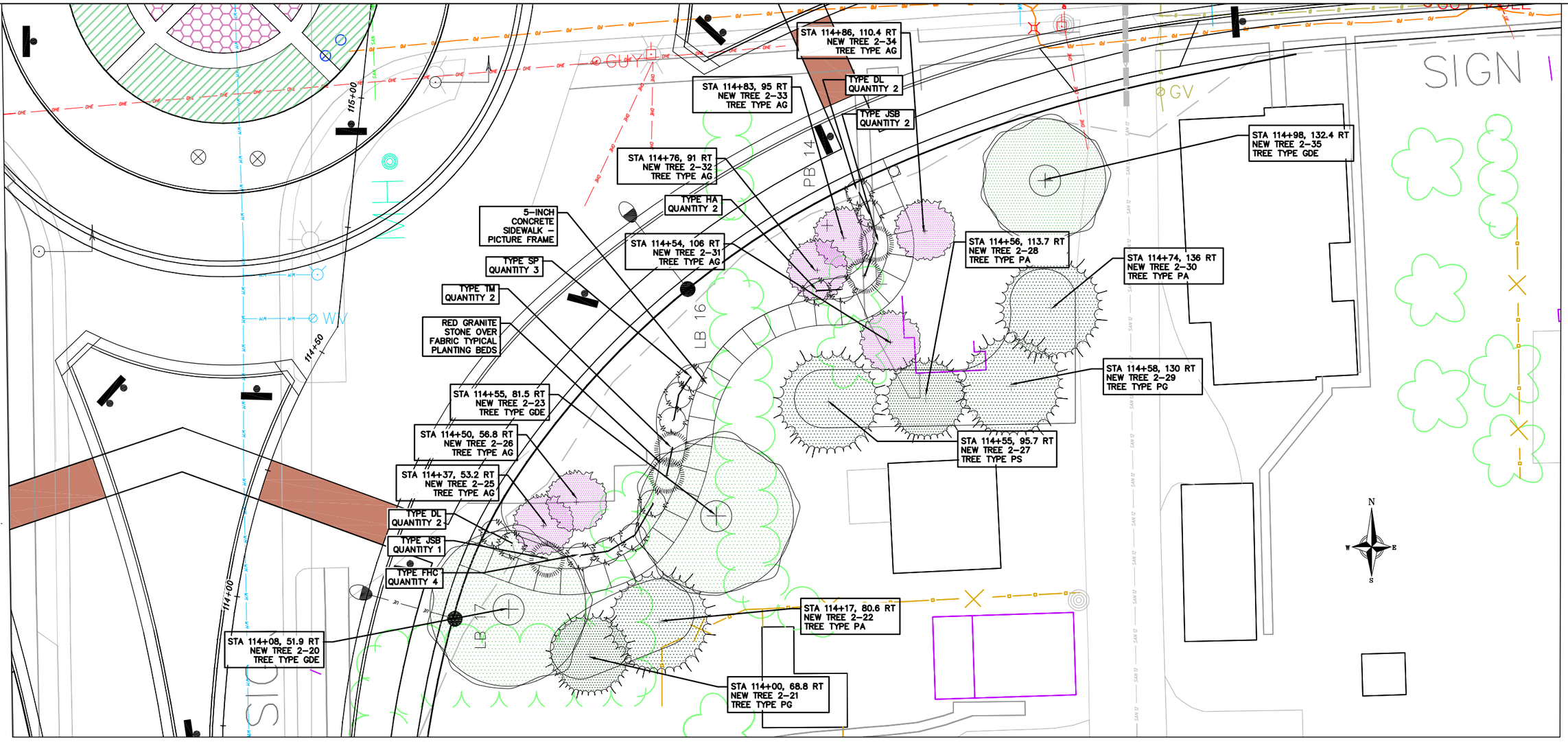
SYM.	TYPE	BOTANICAL NAME	COMMON NAME	AVG. MATURE HGT./SIZE	SIZE AT PLNTG	ROOT TYPE	MIN. BALL OR POT SIZE DIAM.	MIN. BALL OR POT SIZE DEPTH	MINIMUM HOLE SIZE DIAM.	MINIMUM HOLE SIZE DEPTH	BRACE OR GUY	FERT UNITS REQ'D	RODENT PROT. REQ'D	MULCH RING DIAMETER	PLANT BED DETAIL	REMARKS
		DECIDUOUS SHRUBS														
BT	39	BERBERIS THUNBERGII 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	3.0'	18"HGT.	CONT.	#3	--	24"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
SJF	72	SPIRAEA JAPONICA 'FROEBELI'	FROEBEL SPIREA	3.0'	18"HGT	CONT.	#3	--	22"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
RA	87	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	3.0'	18"HGT.	CONT.	#3	--	22"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
		PERENNIALS														
AL	54	ASTER LAEVIS	SMOOTH BLUE ASTER	36"X24"	8"HGT.	CONT.	#1	--	6"	6"	NO	0	NO	BED	SHT X	LOCATE AS SHOWN
LA	171	LIATRIS ASPERA	ROUGH BLAZING STAR	30"X24"	8"HGT.	CONT.	#1	--	6"	6"	NO	0	NO	BED	SHT X	LOCATE AS SHOWN
RH	258	RUDBECKIA HIRTA	BLACK-EYED SUSAN	24"X24"	8"HGT.	CONT.	#1	--	6"	6"	NO	0	NO	BED	SHT X	LOCATE AS SHOWN
SH	99	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	24"X24"	8"HGT.	CONT.	#1	--	6"	6"	NO	0	NO	BED	SHT X	LOCATE AS SHOWN

PROJECT NO:1661-05-73	HWY:STH 35 / USH 18	COUNTY:CRAWFORD	CSD DETAIL PLAN	SCALE, FEET 0 10	SHEET NO: 100 E

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

WISDOT/CADDS SHEET 42

LEVELS ON 1#2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



POCKET PARK TREE PLANTING LIST

SYM.	NO.	BOTANICAL NAME	COMMON NAME	AVG. MATURE HGT.	SIZE AT PLNTG	ROOT TYPE	MIN. BALL OR POT SIZE DIAM.	MIN. BALL OR POT SIZE DEPTH	MINIMUM HOLE SIZE DIAM.	MINIMUM HOLE SIZE DEPTH	BRACE OR GUY	FERT UNITS REQ'D	RODENT PROT. REQ'D	MULCH RING DIAMETER	PLANT BED DETAIL	REMARKS
		LARGE DECIDUOUS TREE														
GDE	2	GYMNOCLADUS DIOICUS 'ESPRESSO'	ESPRESSO COFFEETREE	40'	2"CAL.	B&B	28"	24"	56"	24"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
PA	4	PICEA ABIES	NORWAY SPRUCE	60'	6'	B&B	22"	22"	48"	22"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
PG	4	PICEA GLAUCA VAR. DENSATA	BLACK HILLS SPRUCE	35'	6'	B&B	22"	22"	48"	22"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
PS	4	PINUS STROBUS	EASTERN WHITE PINE	60'	6'	B&B	22"	22"	48"	22"	NO	4	NO	YES	N/A	LOCATE AS SHOWN
AG	3	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	25'	1⅛" CAL	B&B	20"	18"	40"	18"	NO	4	NO	YES	N/A	LOCATE AS SHOWN

POCKET PARK SHRUB PLANTING LIST

SYM.	NO.	BOTANICAL NAME	COMMON NAME	AVG. MATURE HGT./SIZE	SIZE AT PLNTG	ROOT TYPE	MIN. BALL OR POT SIZE DIAM.	MIN. BALL OR POT SIZE DEPTH	MINIMUM HOLE SIZE DIAM.	MINIMUM HOLE SIZE DEPTH	BRACE OR GUY	FERT UNITS REQ'D	RODENT PROT. REQ'D	MULCH RING DIAMETER	PLANT BED DETAIL	REMARKS
		DECIDUOUS SHRUBS														
DL	4	DIERVILLA LONICERA	DWARF BUSH HONEYSUCKLE	3.0'	18"HGT.	CONT.	#3	--	24"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
FHC	4	FORYSTHIA X 'HAPPY CENTENNIAL'	HAPPY CENTENNIAL FORYSTHIA	3.0'	18"HGT.	CONT.	#3	--	22"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
HA	2	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	4.0'	18"HGT.	CONT.	#3	--	22"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
SP	3	SALIX PURPUREA 'CANYON BLUE'	CNAYOND BLUE LEAF WILLOW	4.0'	18"HGT.	CONT.	#3	--	22"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
		CONIFEROUS SHRUBS														
JSB	3	JUNIPERUS SABINA 'BLUE FOREST'	BLUE FOREST JUNIPER	1.0'	18"HGT.	CONT.	#3	--	22"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN
TM	2	TAXUS X MEDIA 'TAUNTONII'	TAUNTON YEW	3.0'	18"HGT.	CONT.	#3	--	22"	8"	NO	1	NO	BED	SHT X	LOCATE AS SHOWN

LEVELS ON 1#2,3,4,5,6,7,8,9,10 11 12 13 14 15 16 17 18 19,20,21,22,23,24,25,26,27,28,29,30 31 32,33,34 35 36 37 38,39,40 41 42,43

PROJECT NO 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	CSD DETAIL PLAN	SCALE, FEET 0 20	SHEET NO: 101 E

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

WISDOT/CADDS SHEET 42

STA. 499+20, 33 RT
Y-150-SP-X-1-32)

STA. 497+65, 35 RT
Y-150-SP-X-1-31)

PB-203
STA. 499+20, 30 RT

PB-202
STA. 497+65, 32 RT

PB-201
STA. 497+50, 18 RT

STA. 498+32, 24 RT
Y-150-SP-X-1-29)

PB111

SC 4

PB114

STA. 497+50, 21 RT
Y-150-SP-X-1-30

PB-200
STA. 498+32, 21 RT

LEGEND

NOTE: ELECTRICAL SERVICE FOR LIGHTING SHALL BE CONNECTED TO SIGNAL CABINET (SC 4) THROUGH PB114 AND PB111. SEE QUEUE CUTTER SIGNAL DETAILS FOR BLACKHAWK AVE.

DECORATIVE POLE AND LUMINAIRE ASSEMBLY, SPECIAL PROVISION (SPV.0060.09). PROVIDE WITH CONCRETE DECORATIVE LIGHT BASE (654.0105).

PULL BOX 24"X42".

PULL BOX 13"X24" (SPV.0060.30)

ONE 2" CONDUIT RUN. SEE PLAN FOR LOCATION.

LIGHTING FIXTURE DESIGNATION

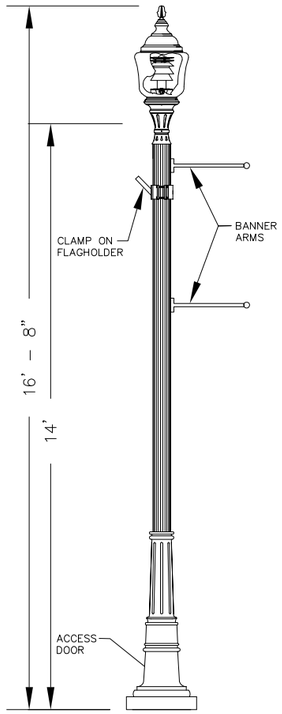
LAMP WATTAGE
FIXTURE DISTRIBUTION
SPECIAL PROVISION
POWER PEDESTAL #
CIRCUIT # & POLE #

Y-250-SP-X-X-X

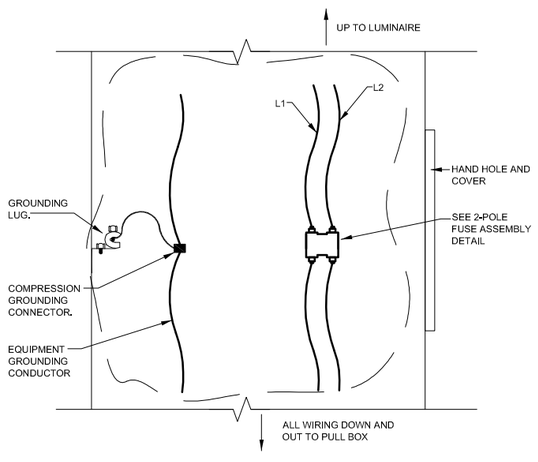
LEVELS ON 1#2,3,4,5,6,7,8,9,10 11 12 13 14 15 16 17 18 19,20,21 22,23,24,25,26,27,28,29,30 31 32,33,34,35,36 37 38,39,40 41 42,43,44,45,46,47,48,49,50 51 52,53,54,55,56,57,58,59,60 61 62,63

PROJECT NO:1661-05-73	HWY:STH 35 / USH 18	COUNTY:CRAWFORD	CSD - LIGHTING PLAN	SCALE, FEET 0 10	SHEET NO: 102	E

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

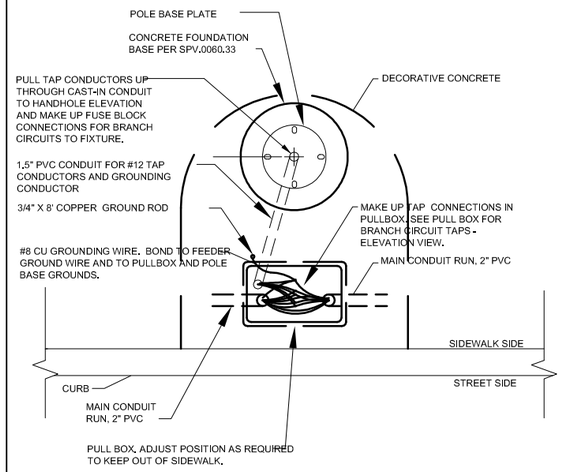


SPV.0060.28
DECORATIVE LUMINAIRE AND POLE ASSEMBLY, 14-FT
NTS

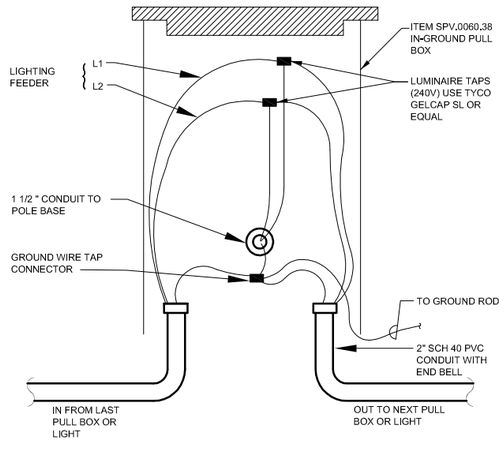


NOTES:
1. VIEW IS ELEVATION VIEW INSIDE POLE BASE.
2. ALL TAP CONDUCTORS #12 AWG.

FUSING & GROUNDING INSIDE POLE BASE - ELEVATION VIEW
NTS

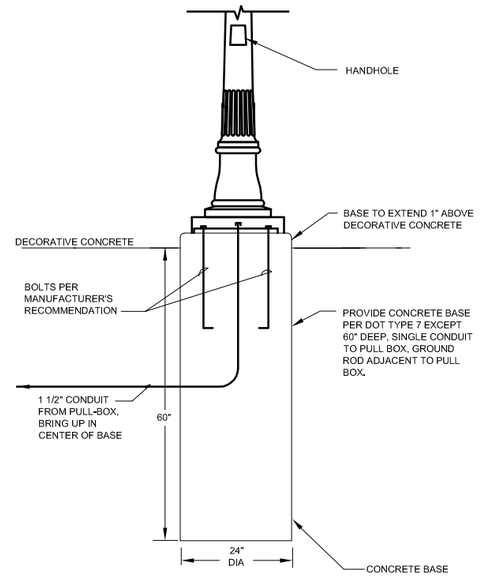


CONCRETE DECORATIVE LIGHT BASE
AND PULLBOX INSTALLATION DETAIL (PLAN VIEW)
NTS



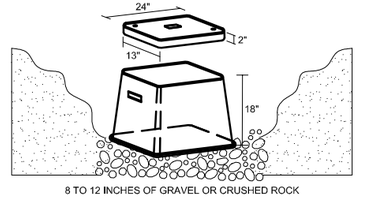
NOTES:
1. ALL TAP CONDUCTORS #12 AWG. SIZE FEEDER CONDUCTORS PER ONE-LINE.

PULL BOX FOR BRANCH CIRCUIT TAPS - ELEVATION VIEW
NTS



NOTES:
1. BASE SHALL EXTEND 6" ABOVE GRADE

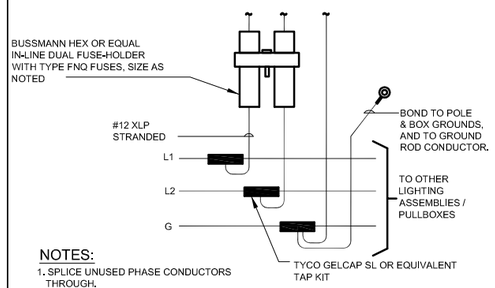
SPV.0060.29
CONCRETE DECORATIVE LIGHT BASE
NTS



8 TO 12 INCHES OF GRAVEL OR CRUSHED ROCK

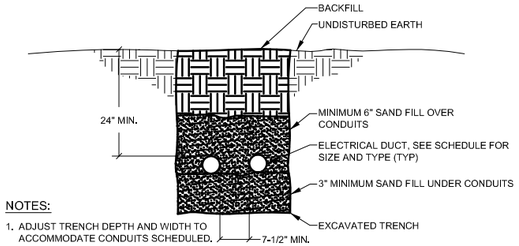
NOTES:
USE QUAZITE TYPE PT OR EQUIVALENT PREFABRICATED PULL-BOX MINIMUM DIMENSIONS AS SHOWN.
USE QUAZITE OR EQUIVALENT PREFABRICATED COVER WITH STAINLESS STEEL BOLTS FOR TYPE PT PULL-BOX SHOWN. COVER MINIMUM DIMENSIONS AS SHOWN.

SPV.0060.30
PULL BOX ASSEMBLY
NTS



NOTES:
1. SPLICE UNUSED PHASE CONDUCTORS THROUGH.
2. USE AT EACH POLE LOCATION.
3. MAKE UP TAPS IN PULL BOX, FUSING IN POLE BASE.

2-POLE FUSE ASSEMBLY DETAIL
NTS



NOTES:
1. ADJUST TRENCH DEPTH AND WIDTH TO ACCOMMODATE CONDUITS SCHEDULED.
COORDINATE ROUTING TO AVOID
2. CONFLICTS WITH MECHANICAL PIPING.

DIRECT BURIED
UNDERGROUND CONDUIT
NTS

PROJECT NO:1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	COMMUNITY SENSITIVE DESIGN	SCALE, FEET 0 NOTED	SHEET NO: 103	E

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

2

N

MOONEY ST.

81'BB'

82'BB'

104R

STOP
REMOVE

102R

REMOVE

83'AA'

83'A'

82'AA'

82'A'

81'AA'

81'A'

80'AA'

80'A'

79'A'

STH 35

78'A'

77'A'

INL

INL

INL

MH

103R

REMOVE

VACUUM

SCHOOL
SPEED
LIMIT
15
WHEN
CHILDREN
ARE PRESENT

SIGN

E. CRAWFORD ST.

101R

REMOVE

POST W/ FLASHER
TO BE REMOVED
BY OTHERS

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

2

2

N

STH 35

83'AA'
83'A'
84'AA'
84'A'
85'AA'
85'A'
86'AA'
86'A'
87'A'
88'A'
89'A'

E. TAYLOR ST.

87'CC'

MH

INL

SIGN

CITY SIGN
TO BE REMOVED
BY OTHERS

CITY SIGN
TO BE REMOVED
BY OTHERS

203R
SCHOOL
SPEED LIMIT 15
REMOVE

CITY SIGN
HOSPITAL
CITY SIGN

CITY SIGN
TO BE REMOVED
BY OTHERS

201R
STOP
REMOVE

202R
SCHOOL
SPEED LIMIT 15
REMOVE

VACUUM

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023202_ps.dgn PLOT DATE : 25-JUL-2013 05:30 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

SIGN

FILLER CAPS

CANOPY

INL

INL

MH

FILLER CAPS

SIGN

CANOPY

INL

SIGN

SIGN

MH

INL

MH

307R

EMERGENCY VEHICLES ENTERING HIGHWAY

REMOVE

SIGN

89'A'

90'A'

91'A'

92'A'

93'A'

94'A'

95'A'

STH 35

E. DUNN ST.

91'DD'

SIGN

W

W

W

SIGN

W

SIGN

301R

EMERGENCY VEHICLES ENTERING HIGHWAY

REMOVE

INL

302R

STOP

REMOVE

303R

REMOVE

304R

REMOVE

INL

W

SIGN

305R

306R

18

35

60

REMOVE

REMOVE

SIGN

MOBILE HOMES STORAGE

A/C

MH

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023203_ps.dgn PLOT DATE : 25-JUL-2013 05:31 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

N

WEBSTER ST.

CASS ST.

STH 35

95'A'

96'A'

97'A'

98'A'

99'A'

100'A'

101'A'

200'B'

201'B'

94'U'

95'U'

96'U'

97'U'

99'V'

100'V'

101'V'

401R STOP REMOVE

405R REMOVE

406R REMOVE

407R REMOVE

408R DEAD END REMOVE

409R STOP REMOVE

410R DEAD END REMOVE

412R REMOVE

403R REMOVE

402R STOP REMOVE

404R REMOVE

411R STOP REMOVE

MH

INL

SIGN

CANOPY

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023204_ps.dgn PLOT DATE : 25-JUL-2013 05:31 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

N

W POOL

502R REMOVE

504R SOUTH SOUTH 35 REMOVE

505R SPEED LIMIT 30 REMOVE

509R SOUTH SOUTH 35 REMOVE

514R REMOVE

506R STOP REMOVE

IOWA ST.

299'J'

513R STOP REMOVE

516R STOP REMOVE

517R DO NOT ENTER REMOVE

518R NORTH NORTH NORTH 27 35 REMOVE

519R ONE WAY REMOVE

304'RA'

300'RA'

520R NORTH REMOVE

523R NORTH REMOVE

512R DO NOT ENTER REMOVE

521R 35 REMOVE

522R REMOVE

524R REMOVE

303'RA'

STH 35

201'B' 202'B' 203'B' 204'B'

101'A' 102'A' 103'A' 104'A'

206'D' 207'D'

107'C' 106'C'

SIGN

507R REMOVE

508R NO LEFT TURN REMOVE

CITY SIGN TO BE REMOVED BY OTHERS

301'RA'

515R STOP REMOVE

527R SOUTH NORTH 27 27 REMOVE

525R REMOVE

526R REMOVE

CITY SIGN TO BE REMOVED BY OTHERS

503R JCT 27 REMOVE

501R Road To Villa Louis State Historic Site 1/2 Mile REMOVE

NO PARKING ANY TIME

CITY SIGN TO BE REMOVED BY OTHERS

A/C

510R REMOVE

511R TWO WAY TRAFFIC REMOVE

FILLER CAPS

302'K' 302'L' IOWA ST.

CITY SIGN TO BE REMOVED BY OTHERS

A/C

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

2

2

FILLER CAPS

CANOPY

SIGN

INL

MH

POOL

N

WISCONSIN ST.

399'M'

400'RB'

401'RB'

402'RB'

403'RB'

404'RB'

401'P'

401'N'

402'P'

402'N'

STH 35

207'D'

208'D'

107'C'

108'C'

211'F'

212'F'

213'F'

111'E'

112'E'

113'E'

601R Lynxville La Crosse Marquette REMOVE

602R SOUTH SOUTH 35 REMOVE

603R SOUTH NORTH 27 27 REMOVE

604R SOUTH 27 REMOVE

605R ONE WAY REMOVE

606R R R REMOVE

607R ONE WAY REMOVE

608R ONE WAY REMOVE

609R STOP REMOVE

610R REMOVE

611R SOUTH 27 REMOVE

612R Bridgeport Madison Marquette REMOVE

613R NORTH REMOVE

614R 35 27 REMOVE

615R REMOVE

616R NORTH REMOVE

617R REMOVE

618R NORTH REMOVE

619R REMOVE

620R SOUTH SOUTH 35 REMOVE

CITY SIGN TO BE REMOVED BY OTHERS

CITY SIGN TO BE REMOVED BY OTHERS

CITY SIGN TO BE REMOVED BY OTHERS

CITY SIGN TO BE REMOVED BY OTHERS

NO TRUCKS

CITY SIGN TO BE REMOVED BY OTHERS

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET E

2

STH 35

213'F'

214'F'

113'E'

114'E'

501'RC'

500'RC'

504'RC'

216'H'

217'H'

218'H'

117'G'

118'G'

116'G'

503'RC'

502'RC'

502'S'

502'T'

503'T'

503'S'

BLACKHAWK AVE.

E. BLACKHAWK AVE.
CITY SIGN
TO BE REMOVED
BY OTHERS

701R SPEED LIMIT 30 REMOVE

702R Lynxville / Eastman REMOVE

703R NORTH REMOVE

704R 27 REMOVE

705R REMOVE

706R NORTH REMOVE

707R 27 REMOVE

708R STOP REMOVE

709R SOUTH 27 REMOVE

710R Bridgeport / Lynxville REMOVE

711R RIGHT LANE ENDS 300 FT REMOVE

712R NORTH REMOVE

713R REMOVE

714R AMERICAN BIKEWAYS REMOVE

715R REMOVE

CITY SIGN
TO BE REMOVED
BY OTHERS

CITY SIGN
TO BE REMOVED
BY OTHERS

SIGN

MH

FOUND

W

A/C

N

2

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023207_ps.dgn PLOT DATE : 25-JUL-2013 05:31 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

N

BLACKHAWK AVE.

499'L'

499'O'

500'R'

504'RC'

500'RC'

501'RC'

502'RC'

503'RC'

502'S'

502'T'

214'F'

213'F'

113'E'

114'E'

216'H'

217'H'

218'H'

219'H'

117'G'

118'G'

119'G'

116'G'

STH 35

801R
SOUTH 27
REMOVE
CITY SIGN

802R
STOP
REMOVE

803R
REMOVE

804R
27
REMOVE

805R
Bridgeport
Eastman
REMOVE

806R
SOUTH SOUTH 35
REMOVE

FILLER CAPS

E. BLACKHAWK AVE.
CITY SIGN TO BE REMOVED BY OTHERS

MH

SIGN

W

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023208_ps.dgn PLOT DATE : 25-JUL-2013 05:32 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

N

902R
AMERICAN BYWAYS
REMOVE

903R
REMOVE

904R
NORTH SOUTH
27 27
REMOVE

CITY SIGN

NO TRUCKS
CITY SIGN
TO BE REMOVED
BY OTHERS

JCT
906R
REMOVE
27
907R
REMOVE

908R
REMOVE

910R
STOP
REMOVE

INL

HAYDN ST.

122'W'

911R
REMOVE

913R
REMOVE

SIGN

MH

INL

MH

219'H'

220'H'

119'G'

120'G'

STH 35

121'G'

122'G'

123'G'

123'W'

124'G'

STH 35

125'G'

INL

901R
NORTH NORTH
35
REMOVE

905R
SPEED LIMIT
30
REMOVE

909R
REMOVE

912R
STOP
REMOVE

124'W'

HAYDN ST.

FOUND

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

2

N

1001R
STOP
REMOVE

1009R
RAIL ROAD CROSSING
REMOVE
1010R
EXEMPT
REMOVE
1011R
YIELD
REMOVE

MH
MH
MH INL
MH
MH

125'G' 126'G' 127'G' 128'G' 129'G' 130'G' STH 35 131'G'

STH 35

1003R
TRUCK ROUTE
REMOVE

INL
128'X'
INL
PARK ST.

1004R
R R
REMOVE
1005R
EXEMPT
REMOVE
1002R
STOP
REMOVE

1006R
RAIL ROAD CROSSING
REMOVE
1007R
EXEMPT
REMOVE
1008R
YIELD
REMOVE

W
W
W

CANNERY

MH

2

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023210_ps.dgn PLOT DATE : 25-JUL-2013 05:32 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

WASHINGTON ST.

130'Y'

131'Y'

133'Z'

WASHINGTON ST.

131'G'

132'G'

133'G'

134'G'

135'G'

136'G'

137'G'

STH 35

N

1102R
SPEED LIMIT 30
REMOVE

1103R
STOP
REMOVE

1104R
TRUCK ROUTE 35N
REMOVE

1105R
REMOVE

1106R
STOP
REMOVE

1107R
Villa Louis State Historic Site
REMOVE

1108R
SPEED LIMIT 30
REMOVE

1109R
REMOVE

1110R
EXEMPT
REMOVE

CITY SIGN TO BE REMOVED BY OTHERS

1101R
Villa Louis State Historic Site
REMOVE

1111R
Lynxville 15
La Crosse 59
REMOVE

1112R
NORTH
REMOVE

1113R
35
REMOVE

1114R
NORTH
REMOVE

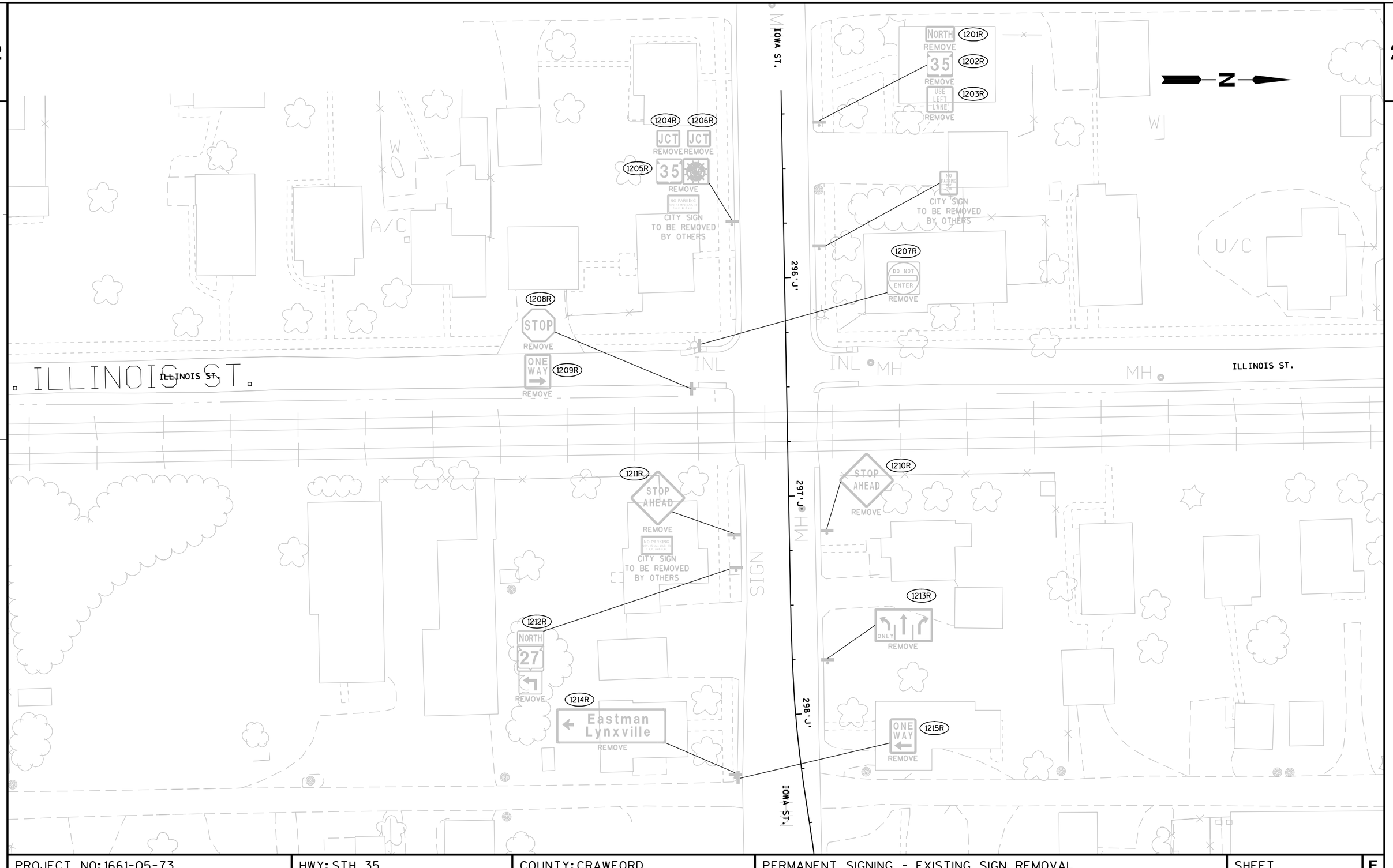
1115R
REMOVE

MH
INL
A/C
SIGN
W
FILLER CAPS

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023211_ps.dgn PLOT DATE : 25-JUL-2013 05:32 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

2

2

N

WISCONSIN ST.

396.'M'

397.'M'

398.'M'

N. ILLINOIS ST.

N. ILLINOIS ST.

W

INL

MH

U/C

CITY SIGN TO BE REMOVED BY OTHERS

SPEED LIMIT 25 REMOVE

1301R

1302R

ONE WAY REMOVE

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

2

2

N

BLACKHAWK AVE.

495'R'
495'O'
496'R'
496'O'
497'O'
497'R'
498'O'
498'R'

MH
SIGN
INL
G.P.

NO SKATE BOARDING BICYCLE RIDING ROLLER BLADING SCOOTER RIDING

CITY SIGN TO BE REMOVED BY OTHERS

NO PARKING NOV. 15 thru MAR. 30 2:30 a.m. to 6:00 a.m.

CITY SIGN TO BE REMOVED BY OTHERS

STOP
REMOVE
1401R

1402R
DO NOT ENTER
REMOVE

NO PARKING NOV. 15 thru MAR. 30 2:30 a.m. to 6:00 a.m.

CITY SIGN TO BE REMOVED BY OTHERS

ILLINOIS ST.

ILLINOIS ST.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023214_ps.dgn PLOT DATE : 25-JUL-2013 05:33 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

N

WASHINGTON ST.

127'Y'

128'Y'

129'Y'

130'Y'

ILLINOIS ST.

ILLINOIS ST.

1501R
DO NOT ENTER
REMOVE

1502R
STOP
REMOVE

1503R
STOP
REMOVE

1504R
RAIL ROAD CROSS SIGN
REMOVE

1505R
YIELD
REMOVE

1506R
RAIL ROAD CROSS SIGN
REMOVE

1507R
YIELD
REMOVE

W

T

A.G.

MH

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023215_ps.dgn PLOT DATE : 25-JUL-2013 05:33 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

W

FOUND

MH

SIGN

A/C

W

SIGN

INL

OHIO ST.

2'T'

2'S'

BLACKHAWK AVE.

503'T'

503'S'

504'S'

SIGN

SIGN

1601R

SOUTH

27 35

REMOVE

SIGN

W

W

INL

OHIO ST.

MH

INL

INL

MH

INL

SIGN

W

W

SIGN

MH

BLACKHAWK AVE.

RUINS

POOL

WALLS

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING - EXISTING SIGN REMOVAL	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023216_ps.dgn PLOT DATE : 25-JUL-2013 05:33 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

Z

AT STA 79'BB'+35(RT)

MOONEY ST.

116
W10-1
36" X 36"

117
DO NOT STOP ON TRACKS
R8-8
24" X 30"

111
R4-7
24" X 30"

115
R4-7
24" X 30"

81'BB'

NOTE:
BY OTHERS

112

104
YIELD
R1-2
36" X 31"

W12-1R
24" X 24"

NOTE:
BY OTHERS

105
ONE WAY
R6-2R
24" X 30"

103
ONE WAY
R6-2R
24" X 30"

107
RIGHT TURN ONLY
R3-53R
24" X 30"

114
W4-2R
36" X 36"

82'BB'

113
W10-1
36" X 36"

101
SPEED LIMIT 30
R2-1
24" X 30"

83'AA'

83'A'

82'AA'

82'A'

81'AA'

81'A'

80'AA'

80'A'

79'A'

78'A'

77'A'

INL

MH

SIGN

VACUUM

102
R4-7
24" X 30"

106
DO NOT ENTER
R5-1
30" X 30"

108
ONE WAY
R6-2R
24" X 30"

109
W11-2
30" X 30"
AHEAD
W16-9P
24" X 12"

110

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

2

N

201
R4-7
24" X 30"

203
W10-3
36" X 36"

204
W11-2
30" X 30"

205
AHEAD
W16-9P
24" X 12"

202
SPEED LIMIT 30
R2-1
24" X 30"

206
STOP
R1-1
30" X 30"

U.S.H. 18/S.T.H. 35

E. TAYLOR ST.

87'CC'

83'AA' 83'A' 84'AA' 84'A' 85'AA' 85'A' 86'AA' 86'A' 87'A' 88'A' 89'A'

INL MH SIGN VACUUM

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023252_ps.dgn PLOT DATE : 24-OCT-2013 16:16 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

SIGN

FILLER CAPS

CANOPY

N

INL

INL

MH

FILLER CAPS

SIGN

301

SPEED LIMIT 30

R2-1
24" X 30"

CANOPY

INL

SIGN

SIGN

SIGN

MH

INL

MH

89'A'

90'A'

91'A'

92'A'

93'A'

94'A'

95'A'

INL

SIGN

W

W

W

SIGN

SIGN

91.00'

E. DUNN ST.

302

STOP

R1-1
30" X 30"

W SIGN

303

W3-3
36" X 36"

SIGN

MOBILE HOMES STORAGE

A/C

MH

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023253_ps.dgn PLOT DATE : 24-OCT-2013 16:16 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

N

E. WEBSTER ST.

E. CASS ST.

94'U'

95'U'

96'U'

97'U'

99'V'

101'V'

95'A'

96'A'

97'A'

98'A'

99'A'

100'A'

100'B'

200'B'

101'A'

201'B'

MH

INL

SIGN

CANOPY

403
W3-3
36" X 36"

406
STOP
R1-1
30" X 30"

408
SPEED LIMIT 30
R2-1
24" X 30"

401
SPEED LIMIT 30
R2-1
24" X 30"

402
JCT 27
J1-1
24" X 39"

404
W2-6
30" X 30"

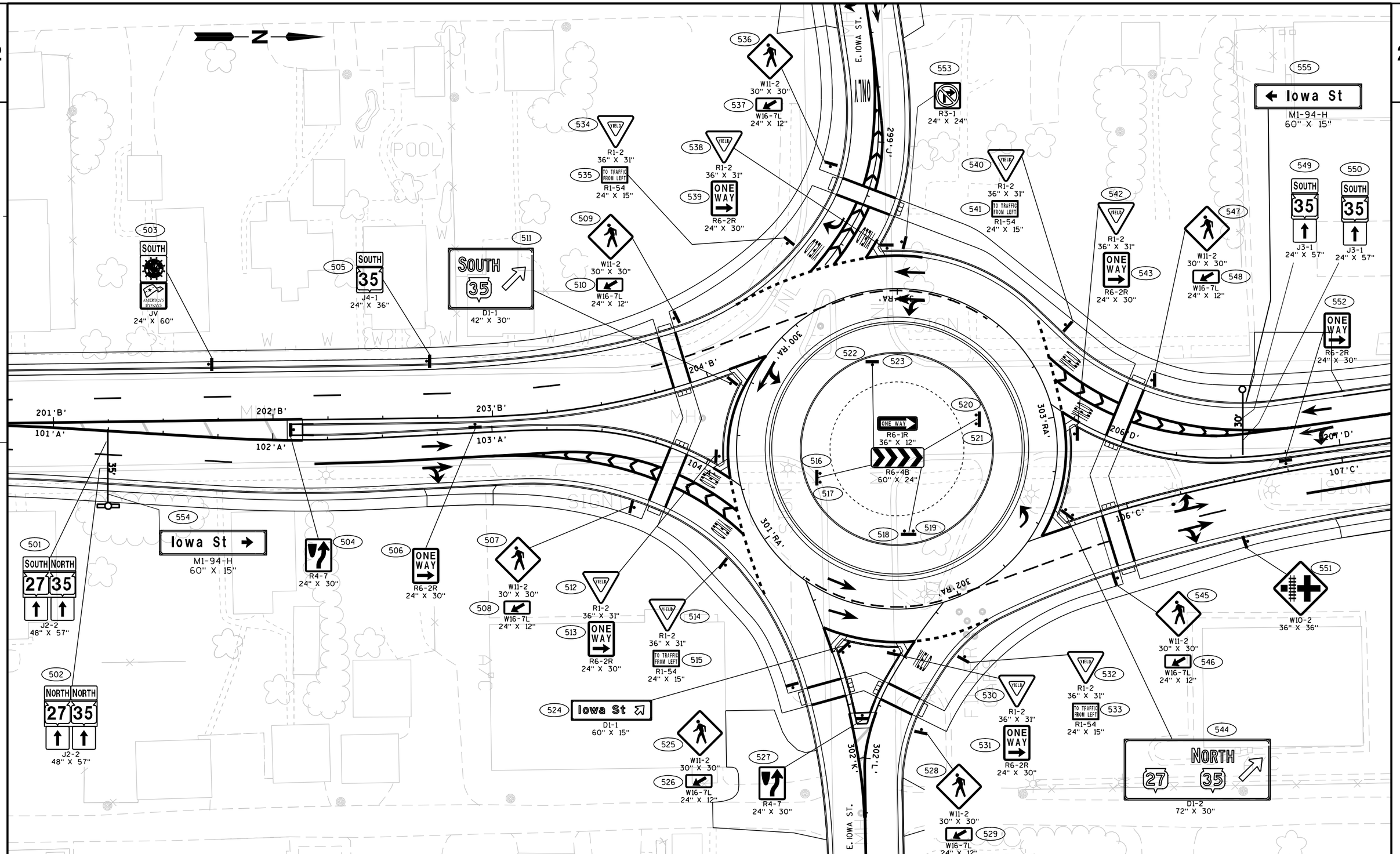
405
15 M.P.H.
W13-1
18" X 18"

407
STOP
R1-1
30" X 30"

409
ONLY
R3-8G
36" X 30"

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023254_ps.dgn PLOT DATE : 24-OCT-2013 16:17 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1



PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023255_ps.dgn PLOT DATE : 24-OCT-2013 16:17 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

Z

E. WISCONSIN ST.

E. WISCONSIN ST.

N. 6TH ST.

FILLER CAP

CANOPY

CANOPY

INLET

INLET

INLET

633 W10-1 36" X 36"

634 200 FEET AHEAD W57-52 36" X 24"

635 W11-2 30" X 30"

636 W16-7L 24" X 12"

637 27 SOUTH Wisconsin St D1-2 84" X 30"

610 SOUTH 35 D1-1 42" X 30"

638 YIELD R1-2 36" X 31"

639 TO TRAFFIC FROM LEFT R1-54 24" X 15"

640 YIELD R1-2 36" X 31"

641 ONE WAY R6-2R 24" X 30"

643 W11-2 30" X 30"

644 W16-7L 24" X 12"

656 Bridgeport Marquette D1-2 48" X 24"

646 SOUTH SOUTH 35 27 J2-2 48" X 57"

647 SOUTH 35 J3-1 24" X 57"

608 W11-2 30" X 30"

609 W16-7L 24" X 12"

602 R3-8CC 36" X 30"

655 Wisconsin St M1-94-H 72" X 18"

648 R3-8CC 36" X 30"

650 W10-2 36" X 36"

652 ONE WAY R6-2R 24" X 30"

400'RB'

401'RB'

404'RB'

208'D'

207'D'

108'C'

107'C'

619 ONE WAY R6-1R 36" X 12"

620

R6-4B 60" X 24"

615

616

617

618

211'F'

212'F'

213'F'

112'E'

113'E'

111'E'

653 Wisconsin St M1-94-H 72" X 18"

601 ONE WAY R6-2R 24" X 30"

606 W11-2 30" X 30"

607 W16-7L 24" X 12"

611 YIELD R1-2 36" X 31"

612 ONE WAY R6-2R 24" X 30"

613 YIELD R1-2 36" X 31"

614 TO TRAFFIC FROM LEFT R1-54 24" X 15"

624 W11-2 30" X 30"

625 W16-7L 24" X 12"

604 SOUTH NORTH 27 35 J2-2 48" X 57"

603 R3-8CC 36" X 30"

654 Eastman Lynxville Marquette D1-3 48" X 30"

605 NORTH NORTH 27 35 J2-2 48" X 57"

621 Wisconsin St D1-1 84" X 15"

626 R4-7 24" X 30"

627

626

402'P'

402'N.

E. WISCONSIN ST.

401'P'

403'RB'

401'N.

631 W11-2 30" X 30"

632 W16-7L 24" X 12"

622 YIELD R1-2 36" X 31"

623 ONE WAY R6-2R 24" X 30"

629 YIELD R1-2 36" X 31"

630 TO TRAFFIC FROM LEFT R1-54 24" X 15"

627 W11-2 30" X 30"

628 W16-7L 24" X 12"

642 NORTH NORTH 27 35 D1-2 72" X 30"

645 W10-2 36" X 36"

649 R3-8CC 36" X 30"

651 ONE WAY R6-2R 24" X 30"

MH

MH

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023256_ps.dgn PLOT DATE : 24-OCT-2013 16:17 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

ONE WAY
R6-1R
36" X 12"

R6-4B
60" X 24"

707 708 709 710

731
Lynxville
Eastman
D1-2
48" X 24"

730
Blackhawk Ave
M1-94-H
78" X 18"

703
W11-2
30" X 30"

704
W16-7L
24" X 12"

705
R1-2
36" X 31"

706
ONE WAY
R6-2R
24" X 30"

711
R1-2
36" X 31"

712
TO TRAFFIC FROM LEFT
R1-54
24" X 15"

716
W11-2
30" X 30"

717
W16-7L
24" X 12"

713
27 NORTH
Blackhawk Ave
D1-2
84" X 30"

720
R4-7
24" X 30"

721
NORTH
27
J4-1
24" X 36"

701
NORTH
35
J2-1
24" X 57"

702
NORTH NORTH
35 27
J3-2
48" X 57"

714
R1-2
36" X 31"

715
ONE WAY
R6-2R
24" X 30"

723
R1-2
36" X 31"

724
TO TRAFFIC FROM LEFT
R1-54
24" X 15"

726
W11-2
30" X 30"

727
W16-7L
24" X 12"

718
W11-2
30" X 30"

719
W16-7L
24" X 12"

722
SOUTH SOUTH NORTH
27 35 35
J2-3
72" X 57"

732
Bridgeport
Lynxville
D1-2
48" X 24"

725
NORTH
35
D1-1
42" X 30"

728
NORTH
35
J4-1
24" X 36"

729
NORTH
AMERICAN BIKEWAYS
JV
24" X 60"

BLACKHAWK AVE
E. BLACKHAWK AVE

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET E

2

N

812 R3-8DD ONLY 36" X 30"

811 R4-7 24" X 30"

813 SPEED LIMIT 25 R2-1 24" X 30"

815 NORTH NORTH 35 27 J2-2 48" X 57"

816 R R W10-1 36" X 36"

817 200 FEET AHEAD W57-52 36" X 24"

814 SOUTH SOUTH 27 35 J2-2 48" X 57"

820 R4-7 24" X 30"

818 W11-2 30" X 30"

819 W16-7L 24" X 12"

821 W11-2 30" X 30"

822 W16-7L 24" X 12"

823 Blackhawk Ave D1-1 84" X 15"

805 YIELD R1-2 36" X 31"

806 TO TRAFFIC FROM LEFT R1-54 24" X 15"

824 YIELD R1-2 36" X 31"

825 ONE WAY R6-2R 24" X 30"

826 YIELD R1-2 36" X 31"

827 TO TRAFFIC FROM LEFT R1-54 24" X 15"

828 YIELD R1-2 36" X 31"

829 ONE WAY R6-2R 24" X 30"

804 SOUTH 27 SOUTH 35 D1-2 72" X 30"

802 W11-2 30" X 30"

803 W16-7L 24" X 12"

830 W11-2 30" X 30"

831 W16-7L 24" X 12"

832 R4-7 24" X 30"

837 Bridgeport Eastman D1-2 48" X 24"

833 NORTH SOUTH 27 35 J2-2 48" X 57"

834 SOUTH SOUTH 27 35 J2-2 48" X 57"

836 Blackhawk Ave M1-94-H 78" X 18"

801 ONE WAY R6-2R 24" X 30"

808

807

809

810

ONE WAY R6-1R 36" X 12"

R6-4B 60" X 24"

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

E. BLACKHAWK AVE.

ONLY

499'O'

RR

500'RC'

504'RC'

501'RC'

502'RC'

214'F'

213'F'

113'E'

114'E'

216'H'

217'H'

218'H'

219'H'

119'G'

118'G'

117'G'

116'G'

35'

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

2

2

N

901
R3-8CC
36" X 30"

902
W10-2
36" X 36"

903
W2-6
30" X 30"

904
15 M.P.H.
W13-1
18" X 18"

905
STOP
R1-1
30" X 30"

907
JCT
27
J1-1
24" X 39"

908
RIGHT LANE ENDS
W9-1R
36" X 36"

906
STOP
R1-1
30" X 30"

909
W4-2R
36" X 36"

E. HAYDN ST.

122'W'

124'W'

219'H'

220'H'

119'G'

120'G'

121'G'

122'G'

123'G'

124'G'

125'G'

INL

MH

SIGN

FOUND

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023259_ps.dgn PLOT DATE : 24-OCT-2013 16:17 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

N

1005
SPEED LIMIT 30
R2-1
24" X 30"

1006
SOUTH
AMERICA'S BYWAYS
JV
24" X 60"

1007
SOUTH 35
J4-1
24" X 36"

NOTE:
BY OTHERS
RAIL ROAD CROSSING

1010
EXEMPT
R15-3
24" X 12"

NOTE:
BY OTHERS
YIELD

125'G' 126'G' 127'G' 128'G' 129'G'

MH MH INL MH

180' TAPER

70' TAPER

INL

1001
SPEED LIMIT 30
R2-1
24" X 30"

128'X'

INL

PARK ST.

W

1002
STOP
R1-1
30" X 30"

1003
R R
W10-1
36" X 36"

1004
EXEMPT
W10-1A
24" X 12"

1008
ONLY ONLY ONLY
R3-8W
54" X 30"

CANNERY

MH

NOTE:
BY OTHERS
RAIL ROAD CROSSING

1009
EXEMPT
R15-3
24" X 12"

NOTE:
BY OTHERS
YIELD

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

2

2

1114
R3-8
36" X 30"

1113
W10-2
36" X 36"

1112
R1-2
36" X 31"

1104
R1-1
30" X 30"

1103
J12-1
24" X 45"

1101
R2-1
24" X 30"

1102
W10-1
36" X 36"

1116
W10-1A
24" X 12"

1107
W10-1
36" X 36"

1108
W10-1A
24" X 12"

1110
R3-8W
54" X 30"

1105
R1-1
30" X 30"

1106
J4-1
24" X 36"

1109
JV
24" X 60"

1111
R2-1
24" X 30"

1115
W10-2
36" X 36"

130'Y'
131'Y'
131'G'
132'G'
133'G'
134'G'
135'G'
136'G'
137'G'
133'Z'
E. WASHINGTON ST.
MH
INL
A/C
SIGN
N

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET 130	E

2

AT STA 294'J'+60 (RT)

1210
W10-1
36" X 36"

1214
EXEMPT
W10-1A
24" X 12"

1216
NO PARKING ANY TIME
R7-1L
18" X 24"

NOTE:
BY OTHERS

1201
EXEMPT
R15-3
24" X 12"

1211
W10-1
36" X 36"

1215
EXEMPT
W10-1A
24" X 12"

NOTE:
BY OTHERS

1202
EXEMPT
R15-3
24" X 12"

E. IOWA ST.

296'J'

S. ILLINOIS ST.

S. ILLINOIS ST.

NOTE: ILLINOIS ST IS PROPOSED TO BE A SOUTHBOUND ONE-WAY STREET
TO THE SOUTH OF IOWA AND NORTHBOUND ONE-WAY TO NORTH OF IOWA

1203
ONE WAY
R6-2R
24" X 30"

1204
ONE WAY
R6-2L
24" X 30"

1212
DO NOT ENTER
R5-1
30" X 30"

AT NORTHEAST QUADRANT OF
CASS/ILLINOIS ST. INTERSECTION

1205
W2-6
30" X 30"

1206
15 M.P.H.
W13-1
18" X 18"

1207
ONLY
R3-8DD
36" X 30"

1208
NORTH 27 NORTH 35
J2-2
48" X 57"

1209
SOUTH 35
J3-1
24" X 57"

1213
Eastman
Lynxville
Bridgeport
D1-3
48" X 30"

298'J'

ONLY

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

2

N

1310
NO PARKING ANY TIME
R7-1R
18" X 24"

1309
NO PARKING 1 HOUR 8AM-6PM
R7-1L
18" X 24"

1301
W4-2R
36" X 36"

E. WISCONSIN ST.

396'M.

1303
RIGHT LANE ENDS
W9-1R
30" X 30"

1302
ONE WAY
R6-2R
24" X 30"

1304
STOP
R1-1
30" X 30"

S. ILLINOIS ST.

NOTE: ILLINOIS ST IS PROPOSED TO BE A NORTHBOUND ONE-WAY STREET TO THE SOUTH OF WISCONSIN ST AND A TWO-WAY STREET TO NORTH OF WISCONSIN ST

S. ILLINOIS ST.

1305
STOP
R1-1
30" X 30"

1306
DO NOT ENTER
R5-1
30" X 30"

NOTE: BY OTHERS

NOTE: BY OTHERS

397'M.

E. WISCONSIN ST.

1307
SPEED LIMIT 25
R2-1
24" X 30"

1308
SOUTH 27
J4-1
24" X 36"

398'M.

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

2

2

N

1401 W10-1 36" X 36"

1419 EXEMPT W10-1A 24" X 12"

1402 W2-6 30" X 30"

1403 15 M.P.H. W13-1 18" X 18"

1405 R4-7 24" X 30"

1408 R3-1 24" X 24"

S. ILLINOIS ST.

1410 W5-56A 18" X 18"

1411 W5-56A 18" X 18"

1412 W5-56A 18" X 18"

4 FT MOUNTING HEIGHT

NOTE: BY OTHERS

1420 EXEMPT R15-3 24" X 12"

E. BLACKHAWK AVE.

495.0'

495.8'

496.0'

496.8'

497.0'

497.8'

498.0'

498.8'

1418 NO PARKING ANY TIME R7-1R 18" X 24"

1417 NO PARKING ANY TIME R7-1L 18" X 24"

1404 W4-2R 36" X 36"

1406 DO NOT ENTER R5-1 30" X 30"

1407 RIGHT LANE ENDS W9-1R 30" X 30"

1409 ONE WAY R6-2R 24" X 30"

1415 W5-56A 18" X 18"

1414 W5-56A 18" X 18"

1413 W5-56A 18" X 18"

4 FT MOUNTING HEIGHT

1416 ONE WAY R6-2R 24" X 30"

NOTE: BY OTHERS & NO EXEMPT FOR WESTBOUND

N. ILLINOIS ST.

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023264_ps.dgn PLOT DATE : 24-OCT-2013 16:18 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

2

N

1501
W10-1
36" X 36"

1502
R4-7
24" X 30"

1503
DO NOT ENTER
R5-1
30" X 30"

1504
ONE WAY
R6-2R
24" X 30"

1505
ONE WAY
R6-2R
24" X 30"

1506
ONE WAY
R6-2R
24" X 30"

1507
ONE WAY
R6-2R
24" X 30"

1508
DO NOT ENTER
R5-1
30" X 30"

1509
R4-7
24" X 30"

1510
DO NOT ENTER
R5-1
30" X 30"
AT NORTHEAST QUADRANT OF PARK/ILLINOIS ST. INTERSECTION

1511
EXEMPT
R15-3
24" X 12"

1512
EXEMPT
R15-3
24" X 12"

NOTE: BY OTHERS

E. WASHINGTON ST.

N. ILLINOIS ST.

N. ILLINOIS ST.

127'Y'

128'Y'

129'Y'

130'Y'

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023265_ps.dgn PLOT DATE : 24-OCT-2013 16:18 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

302'K'

302'L'

E. IOWA ST.

303'K'

A/C

1601

W2-6
30" X 30"

15
M.P.H.

1602

W13-1
18" X 18"

402'P'

402'N'

E. WISCONSIN ST.

403'N'

N

A/C

1603

W2-6
30" X 30"

15
M.P.H.

1604

W13-1
18" X 18"

2

MH

INL

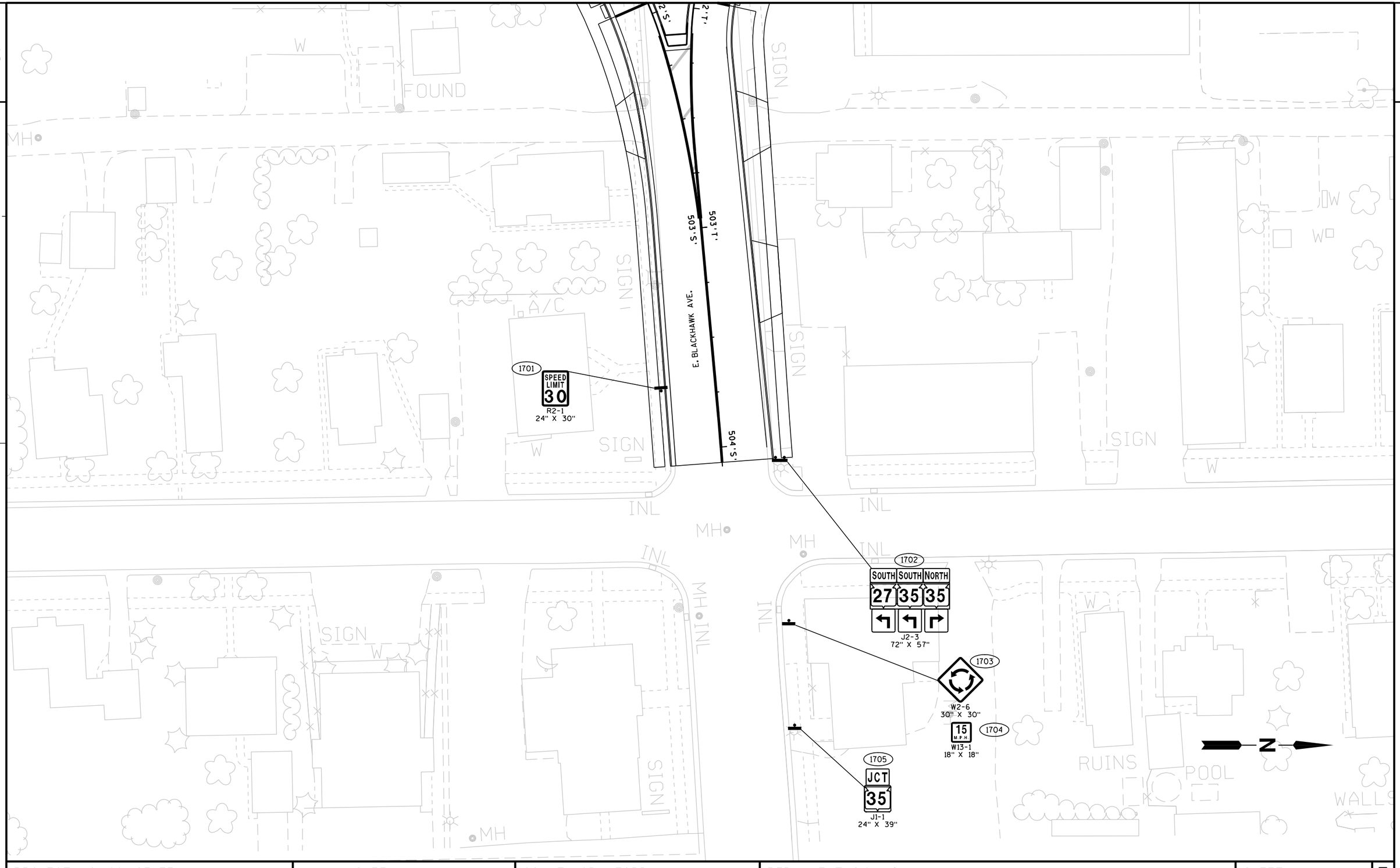
OHIO ST.

PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Permanent Signing\023266_ps.dgn PLOT DATE : 24-OCT-2013 16:19 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1661-05-73	HWY: WIS 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET	E

2

LEGEND

- SERVICE POLE
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

N

POOL

HORSE

PB 94
PB 91
PB 92
PB 93
PB 107
PB 109
PB 9
PB 8
PB 20
PB 81
PB 82
PB 17
PB 18

LB 12 — 299J+05 (29.9'RT) LED B-15-6-2-5
LB 13 — 204B+07 (42.9'LT) LED B-15-6-2-6
LB 11 — 303R+60 (30.5'RT) LED B-15-6-2-4
LB 10 — 206D+10 (41.5'LT) LED B-15-6-2-3
LB 28 — 103A+73 (41.5'RT) LED B-15-6-4-7
LB 27 — 301K+27 (34.1'RT) LED B-15-6-4-6
LB 24 — 105C+65 (38.8'RT) LED B-15-6-4-3
LB 25 — 302RA+00 (37'RT) LED B-15-6-4-4
LB 26 — 301L+88 (33.8'LT) LED B-15-6-4-5

Empty Conduit for Possible Future Pre-Signal

Empty Conduit for Possible Future Pre-Signal

201'B' 101'A' 202'B' 102'A' 203'B' 103'A' 204'B' 104'A' 206'D' 106'C'

300'RA' 301'RA' 302'RA' 303'RA' 304'RA'

302'K' 302'L'

CARPETS TO GO

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Lighting Plan - Iowa	SHEET E

FILE NAME : p:\State\u18\16610503\Traffic\Final\023501_lp.dgn PLOT DATE : 25-NOV-2013 13:57 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

- SERVICE POLE
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

N

LC 1

PB 1

PB 2

PB 3

LB 7

399M+52 (32.7'LT)
LED B-15-6-1-1

LB 8

400RB+89 (29.6'RT)
LED B-15-6-2-1

41.5'LT)
6-2-3

207D+71 (35.5'LT)
LED B-15-6-2-2

LB 9

PB 7

401.RB'

400'RB'

404'RB'

399'M'

LB 6

210F+69 (47.6'LT)
LED B-15-6-1-2

212F+94 (35.2'LT)
LED B-15-6-1-3

LB 5

PB 121

PB 81

208'D'

207'D'

108'C'

PB 10

PB 19

212'F'

211'F'

112'E'

111'E'

PB 82

107'C'

LB 23

106C+84 (35.8'RT)
LED B-15-6-4-2

LB 22

108C+40 (44.1'RT)
LED B-15-6-4-1

PB 11

SB 103

402'RB'

403'RB'

401'P'

401'N'

LB 18

111E+80 (35'RT)
LED B-15-6-3-4

LB 19

110E+18 (42.4'RT)
LED B-15-6-3-3

HOLIDAY STATION

A/C

HOUSE

Dynamic Message Sign By Others

LB 21

PB 12

401P+17 (35.7'RT)
LED B-15-6-3-1

PB 13

LB 20

401N+65 (35.4'LT)
LED B-15-6-3-2

402'P'

402'N'

MH

MH

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Lighting Plan - Wisconsin	SHEET	E

2

2

LEGEND

- SERVICE POLE
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"

N

Empty Conduit for Possible Future Pre-Signal

504RC+58 (68.1'RT)
LED B-15-6-1-5

503RC+84(38.4'RT)
LED B-15-6-1-6

61 (45.8'LT)
3-15-6-1-4

212F+94 (35.2'LT)
LED B-15-6-1-3

216H+48 (42.1'LT)
LED B-15-6-1-7

11E+80 (35'RT)
ED B-15-6-3-4

114E+02 (41.4'RT)
LED B-15-6-3-5

501S+46 (35.5'RT)
LED B-15-6-3-6

502T+05 (34.7'LT)
LED B-15-6-3-7

502RC+64 (36.6'RT)
LED B-15-6-3-8

Dynamic Message Sign By Others

LB 1 LB 2 LB 3 LB 4 LB 5 LB 14 LB 15 LB 16 LB 17

PB 4 PB 5 PB 6 PB 14 PB 15 PB 18 PB 65 PB 66 PB 119 PB 120 PB122 PB118 SB 113

104 120 103 119 102 118 101 117

489'R' 500'R' 504'RC' 501'RC' 503'RC' 502'RC' 502'T' 502'S'

212'F' 213'F' 214'F' 216'H' 218'H' 217'H' 112'E' 113'E' 114'E' 118'G' 117'G' 116'G'

POOL

RETAIL PLUMBING STORE

RICKLEFF PLUMBING

FOUND

HOUSE

MH MH

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Lighting Plan - Blackhawk	SHEET E

FILE NAME : p:\State\u18\16610503\Traffic\Final\023503_lp.dgn PLOT DATE : 25-NOV-2013 13:58 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

Structure numbers

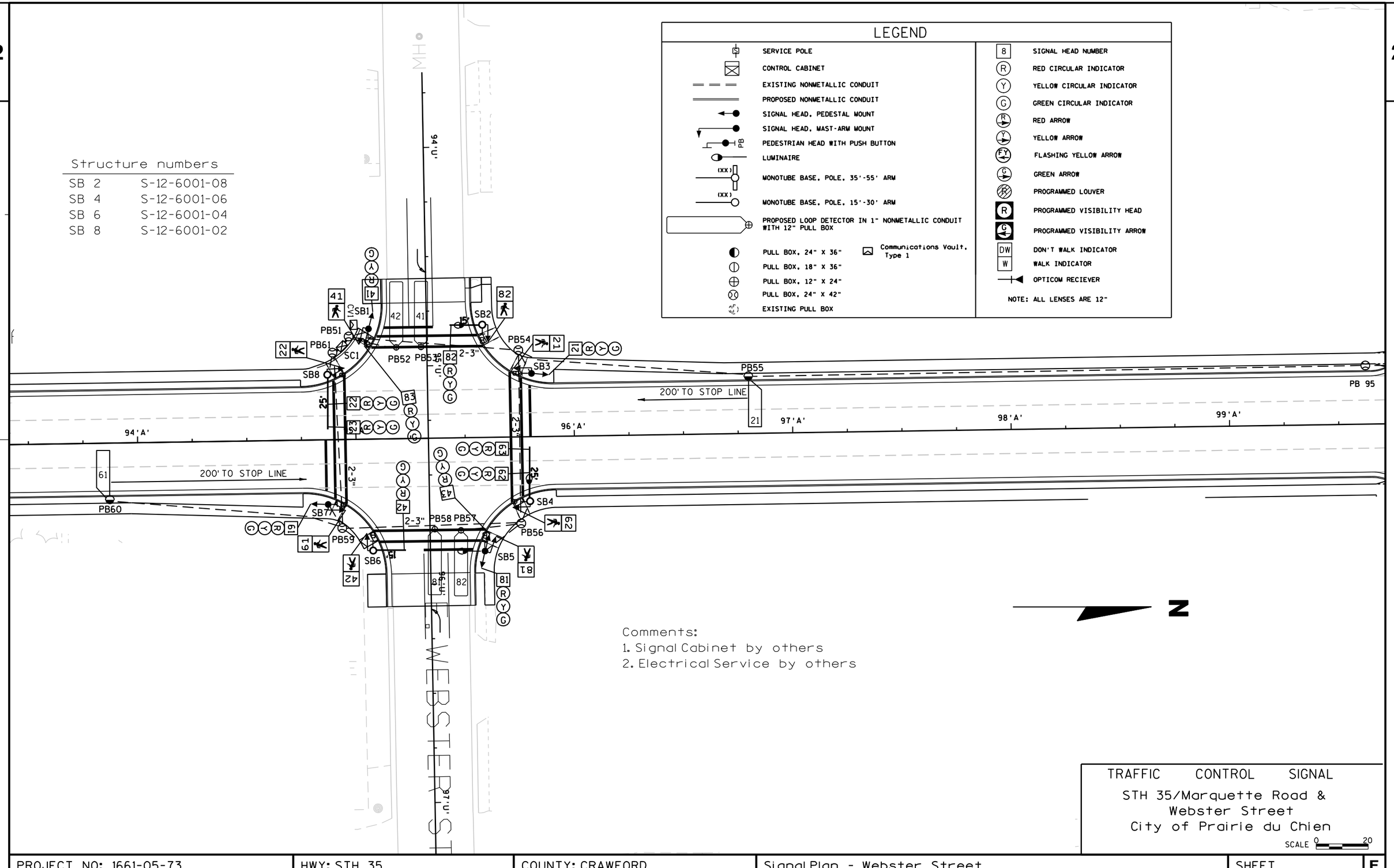
SB 2	S-12-6001-08
SB 4	S-12-6001-06
SB 6	S-12-6001-04
SB 8	S-12-6001-02

LEGEND

- SERVICE POLE
- CONTROL CABINET
- EXISTING NONMETALLIC CONDUIT
- PROPOSED NONMETALLIC CONDUIT
- SIGNAL HEAD, PEDESTAL MOUNT
- SIGNAL HEAD, MAST-ARM MOUNT
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PROPOSED LOOP DETECTOR IN 1" NONMETALLIC CONDUIT WITH 12" PULL BOX
- PULL BOX, 24" X 36"
- PULL BOX, 18" X 36"
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- EXISTING PULL BOX
- Communications Vault, Type 1

- 8 SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- FY FLASHING YELLOW ARROW
- G GREEN ARROW
- PROGRAMMED LOUVER
- R PROGRAMMED VISIBILITY HEAD
- G PROGRAMMED VISIBILITY ARROW
- DW DON'T WALK INDICATOR
- W WALK INDICATOR
- OPTICOM RECIEVER

NOTE: ALL LENSES ARE 12"



Comments:
1. Signal Cabinet by others
2. Electrical Service by others

N

TRAFFIC CONTROL SIGNAL

STH 35/Marquette Road &
Webster Street
City of Prairie du Chien

SCALE 0 20

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Signal Plan - Webster Street	SHEET E

LEGEND

- SERVICE POLE
- CONTROL CABINET
- EXISTING NONMETALLIC CONDUIT
- PROPOSED NONMETALLIC CONDUIT
- SIGNAL HEAD, PEDESTAL MOUNT
- SIGNAL HEAD, MAST-ARM MOUNT
- PB — PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE
- (XX) — MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) — MONOTUBE BASE, POLE, 15'-30' ARM
- PROPOSED LOOP DETECTOR IN 1" NONMETALLIC CONDUIT WITH 12" PULL BOX
- PULL BOX, 24" X 36"
- PULL BOX, 18" X 36"
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- EXISTING PULL BOX
- Communications Vault, Type 1

- 8 — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- FY — FLASHING YELLOW ARROW
- G — GREEN ARROW
- PROGRAMMED LOUVER
- R — PROGRAMMED VISIBILITY HEAD
- G — PROGRAMMED VISIBILITY ARROW
- DW — DON'T WALK INDICATOR
- W — WALK INDICATOR
- OPTICOM RECIEVER

NOTE: ALL LENSES ARE 12"

ILLINOIS STREET

Conduit provided by Railroad

ALLEY

IOWA STREET

IOWA STREET ROUNDABOUT

PB 100 PB 101 PB 102 PB 103 PB 104 PB 105 PB 106 PB 107 PB 108 PB 109 PB 8 PB 81 PB 82 PB 91 PB 92 PB 93

SB 101 SB 102 SC 2 SB 100 CV2

LB 10 LB 11 LB 12 LB 13 LB 24 LB 27 LB 28

2060+10 (41.5'LT) LED B-15-6-2-3

299J+05 (29.9'RT) LED B-15-6-2-5

204B+07 (42.9'LT) LED B-15-6-2-6

105C+65 (38.8'RT) LED B-15-6-4-3

103A+73 (41.5'RT) LED B-15-6-4-7

Empty Conduit for Possible Future Pre-Signal

Empty Conduit for Possible Future Pre-Signal

296'J' 297'J' 298'J' 299'J' 303'RA' 304'RA' 302'RA' 300'RA' 301'RA' 206'D' 106'C' 204'B' 104'A' 203'B' 103'A'

Comments:
1. Signal Cabinet by others
2. Electrical Service by others
3. All Loops have two seperate loops in each, one with 1 turn and one with 3 turns. Two lead in cables are required.
4. Loops 1-32 should be placed on top of base prior to placement of concrete, anchored to the base so they do not move during paving.
5. Conduit lead-ins should drain towards the curb.

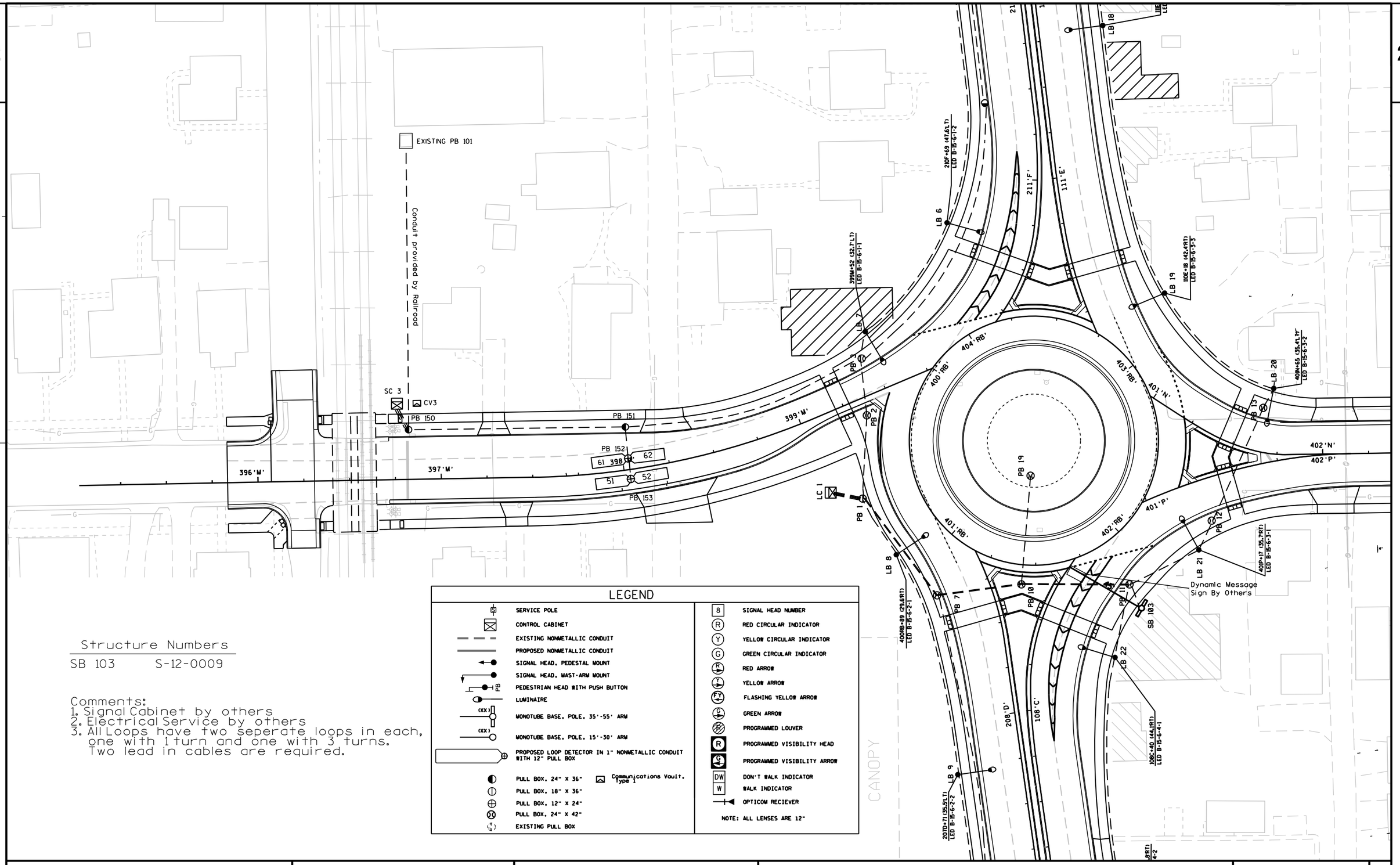
Structure Numbers

SB 102 S-12-6002-02

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Queue Cutter Signal Plan - Iowa Street	SHEET E

2



Structure Numbers

SB 103 S-12-0009

Comments:
1. Signal Cabinet by others
2. Electrical Service by others
3. All Loops have two seperate loops in each, one with 1 turn and one with 3 turns. Two lead in cables are required.

LEGEND

- SERVICE POLE
- CONTROL CABINET
- EXISTING NONMETALLIC CONDUIT
- PROPOSED NONMETALLIC CONDUIT
- SIGNAL HEAD, PEDESTAL MOUNT
- SIGNAL HEAD, MAST-ARM MOUNT
- PB — PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE
- (XX) — MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) — MONOTUBE BASE, POLE, 15'-30' ARM
- PROPOSED LOOP DETECTOR IN 1" NONMETALLIC CONDUIT WITH 12" PULL BOX
- PULL BOX, 24" X 36" — Communications Vault, Type 1
- PULL BOX, 18" X 36"
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- EXISTING PULL BOX

- 8 — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- FY — FLASHING YELLOW ARROW
- G — GREEN ARROW
- PROGRAMMED LOUVER
- R — PROGRAMMED VISIBILITY HEAD
- G — PROGRAMMED VISIBILITY ARROW
- DW — DON'T WALK INDICATOR
- W — WALK INDICATOR
- OPTICOM RECIEVER

NOTE: ALL LENSES ARE 12"

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Queue Control - Wisconsin Street	SHEET E

2

N

EXISTING PB 102

ILLINOIS STREET

Conduit provided by Railroad

G.P.

BLACKHAWK AVENUE

BLACKHAWK AVENUE ROUNDABOUT

ILLINOIS STREET (NO THRU TRAFFIC, (DEADEND)

Empty Conduit for Possible Future Pre-Signal

Dynamic Message Sign By Others

FOUND

PB110 PB111 PB112 PB113 PB114 PB115 PB116 PB117 PB118 PB122

SC 4 CV4

SB 110 SB 111 SB 112 SB 113

LB 1 LB 2 LB 3 LB 4 LB 5 LB 14 LB 15 LB 16 LB 17

PB 3 PB 4 PB 5 PB 6 PB 14 PB 15 PB 16 PB 18

495'R' 495'O' 496'R' 496'O' 497'R' 497'O' 498'R' 498'O' 499'R' 499'O' 500'R' 501'RC' 502'RC' 502'T' 502'S' 503'RC' 504'RC' 500'RC'

217'H' 117'G' 216'H' 116'G' 214'F' 114'E' 213'F' 113'E'

216+48 (142.7'LT) LED B-15-6-1-7

503RC+64 (38.4'RT) LED B-15-6-1-6

502RC+64 (35.6'RT) LED B-15-6-3-8

502+05 (34.7'LT) LED B-15-6-3-7

505+46 (35.5'RT) LED B-15-6-3-6

114+02 (41.4'RT) LED B-15-6-3-5

4TH "SUITCASE LT" LED B-15-6-1-4

LED B-15-6-1-3

LEGEND

- SERVICE POLE
- CONTROL CABINET
- EXISTING NONMETALLIC CONDUIT
- PROPOSED NONMETALLIC CONDUIT
- SIGNAL HEAD, PEDESTAL MOUNT
- SIGNAL HEAD, MAST-ARM MOUNT
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE
- MONOTUBE BASE, POLE, 35'-55' ARM
- MONOTUBE BASE, POLE, 15'-30' ARM
- PROPOSED LOOP DETECTOR IN 1" NONMETALLIC CONDUIT WITH 12" PULL BOX
- PULL BOX, 24" X 36"
- PULL BOX, 18" X 36"
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- EXISTING PULL BOX
- Communications Vault, Type 1

- 8 SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- FYA FLASHING YELLOW ARROW
- GA GREEN ARROW
- PROGRAMMED LOUVER
- R PROGRAMMED VISIBILITY HEAD
- PROGRAMMED VISIBILITY ARROW
- DW DON'T WALK INDICATOR
- W WALK INDICATOR
- OPTICOM RECIEVER

NOTE: ALL LENSES ARE 12"

Structure Numbers

SB 112	S-12-6003-02
SB 113	S-12-0010

Comments:
1. Signal Cabinet by others
2. Electrical Service by others
3. Signal Equipmenty by others
4. All Loops have two seperate loops in each, one with 1 turn and one with 3 turns. Two leadin cables are required.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Queue Cutter Signal - Blackhawk Ave.	SHEET E

FILE NAME : p:\State\u18\16610503\Traffic\Final\024004_sp.dgn PLOT DATE : 25-NOV-2013 13:59 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 48:1

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 **	01 CLEAR TO	02 R/W	02 **	02 CLEAR TO	03 R/W	03 **	03 CLEAR TO	04 R/W	04 **	04 CLEAR TO	FLASH
		NOT USED			⇕			NOT USED			⇄			
01														
02	21,22,23				G	Y	R				R	R	R	R
03														
04	41,42,43				R	R	R				G	Y	R	R
05														
06	61,62,63				R	R	R				R	R	R	R
07														
08	81,82,83				R	R	R				R	R	R	R
02P	21,22				*	D	D				D	D	D	
04P	41,42				D	D	D				*	D	D	
06P	61,62				D	D	D				D	D	D	
08P	81,82				D	D	D				D	D	D	

RING 2

	HEAD NUMBERS	05 R/W	05 **	05 CLEAR TO	06 R/W	06 **	06 CLEAR TO	07 R/W	07 **	07 CLEAR TO	08 R/W	08 **	08 CLEAR TO
		NOT USED			⇅			NOT USED			⇆		
01													
02	21,22,23				R	R	R				R	R	R
03													
04	41,42,43				R	R	R				R	R	R
05													
06	21,22,23				G	Y	R				R	R	R
07													
08	81,82,83				R	R	R				G	Y	R
02P	21,22				D	D	D				D	D	D
04P	41,42				D	D	D				D	D	D
06P	61,62				*	D	D				D	D	D
08P	81,82				D	D	D				*	D	D

N

BARRIER

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

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

CHART 1

PHASE ON	NONCONFLICTING 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
21	1	X			2	2				6X20	3
41	2	X			4	4		3 SEC		6X30	3
42	3	X			4	4		10 SEC		6X30	3
61	4	6			6	6				6X20	3
81	5	8			8	8		3 SEC		6X30	3
82	6	8			8	8		10 SEC		6X30	3

CONTROLLER LOGIC

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

OVERLAPS

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

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

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

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

GENERAL NOTES:

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

STH 35 & WEBSTER
PRAIRIE DU CHIEN
CRAWFORD COUNTY

SIGNAL NO.

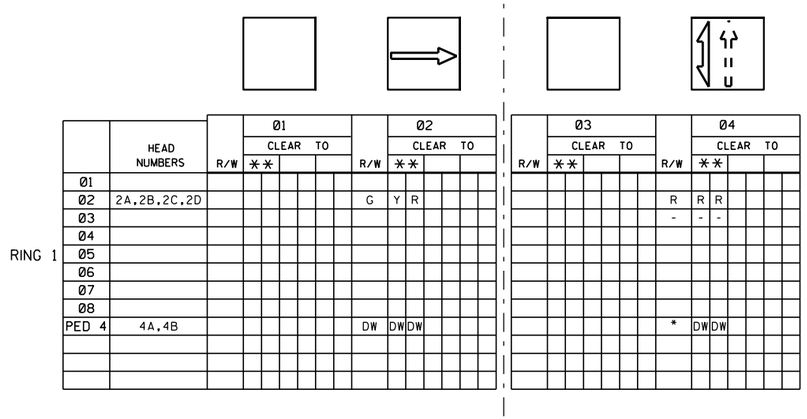
CONTROLLER TYPE:

DATE 1/7/2013 PAGE NO. OF

2

USH 18/Marquette Road AT Webster St

HOME RUN	JUMPER	CABLE	BASE #	INDICATION / WIRE COLOR											
				BLACK	WHITE	RED	GREEN	ORANGE	BLUE	WHITE/BLK	RED/BLK	GREEN/BLK	ORANGE/BLK	BLUE/BLK	BLK/WHITE
SC1 - SB1		12/C	SB1	4-DW	NUETRAL	4-RED	4-GRN	4-YEL	4-WALK	2-PB	8-RED	8-GRN	8-YEL		
SC1 - SB2		9/C	SB2	8-DW	NUETRAL	8-RED	8-GRN	8-YEL	8-WALK	2-PB					
SC1 - SB3		9/C	SB3	2-DW	NUETRAL	2-RED	2-GRN	2-YEL	2-WALK	8-PB					
SC1 - SB4		9/C	SB4	6-DW	NUETRAL	6-RED	6-GRN	6-YEL	6-WALK	8-PB					
SC1 - SB5		12/C	SB5	8-DW	NUETRAL	4-RED	4-GRN	4-YEL	8-WALK	6-PB	8-RED	8-GRN	8-YEL		
SC1 - SB6		9/C	SB6	4-DW	NUETRAL	4-RED	4-GRN	4-YEL	4-WALK	6-PB					
SC1 - SB7		9/C	SB7	6-DW	NUETRAL	6-RED	6-GRN	6-YEL	6-WALK	4-PB					
SC1 - SB8		9/C	SB8	2-DW	NUETRAL	2-RED	2-GRN	2-YEL	2-WALK	4-PB					



	HEAD NUMBERS	R/W	01 CLEAR TO **	R/W	02 CLEAR TO **	R/W	03 CLEAR TO **	R/W	04 CLEAR TO **
01									
02	2A,2B,2C,2D			G	Y R			R	R R
03								-	- -
04									
05									
06									
07									
08									
PED 4	4A,4B			DW	DW DW			*	DW DW

RING 1

N

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP(Fiber)	X
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	X
EMERGENCY VEHICLE	

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

DETECTOR LOGIC

DETECTOR NUMBER	SIZE	NUMBER OF TURNS
1	6'X15'	3 / 1
2	6'X15'	3 / 1
3	6'X15'	3 / 1
4	6'X15'	3 / 1
5	6'X15'	3 / 1
6	6'X15'	3 / 1
7	6'X15'	3 / 1
8	6'X15'	3 / 1
9	6'X15'	3 / 1
10	6'X15'	3 / 1
11	6'X15'	3 / 1
12	6'X15'	3 / 1
13	6'X15'	3 / 1
14	6'X15'	3 / 1
15	6'X15'	3 / 1
16	6'X15'	3 / 1
17	6'X15'	3 / 1
18	6'X15'	3 / 1
19	6'X15'	3 / 1
20	6'X15'	3 / 1

DETECTOR NUMBER	SIZE	NUMBER OF TURNS
21	6'X15'	3 / 1
22	6'X15'	3 / 1
23	6'X15'	3 / 1
24	6'X15'	3 / 1
25	6'X15'	3 / 1
26	6'X15'	3 / 1
27	6'X15'	3 / 1
28	6'X15'	3 / 1
29	6'X15'	3 / 1
30	6'X15'	3 / 1
31	6'X15'	3 / 1
32	6'X15'	3 / 1

Note:
Loops labled 3 / 1 have two seperate loops of wire.
One loop is 3 turns and one loop is 1 turn.
Both loops are placed in the same conduit. Two
seperate lead-in cables are required.

STH 27/Iowa Street
& Illinios/BNSF Rail
Queue Cutter Signal

SIGNAL NO.

DATE SHEET NO. OF

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Queue Cutter Signal Plan - Iowa Street	SHEET	E

2

2

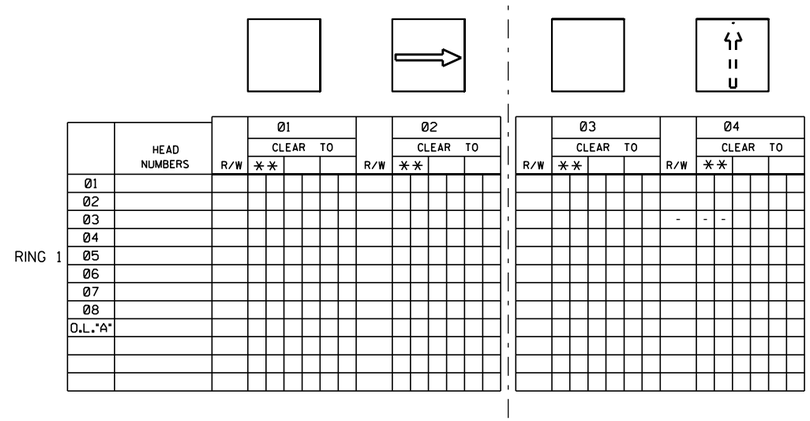
USH 18/Marquatte Road AT Iowa-Illinois

HOME RUN	JUMPER	CABLE	BASE #	INDICATION / WIRE COLOR											
				BLACK	WHITE	RED	GREEN	ORANGE	BLUE	WHITE/BLK	RED/BLK	GREEN/BLK	ORANGE/BLK	BLUE/BLK	BLK/WHITE
SC2 - SB100		5/C	SB100			2-RED	2-GRN	2-YEL							
SC2 - SB101		5/C	SB101			2-RED	2-GRN	2-YEL							
SC2 - SB102		5/C	SB102			2-RED	2-GRN	2-YEL							

STATE PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC SIGNAL WIRE DIAGRAM	SHEET NO: 147	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

2



DETECTOR LOGIC

DETECTOR NUMBER	SIZE	NUMBER OF TURNS
51	6'X20'	3
52	6'X20'	3
61	6'X20'	3
62	6'X20'	3

N

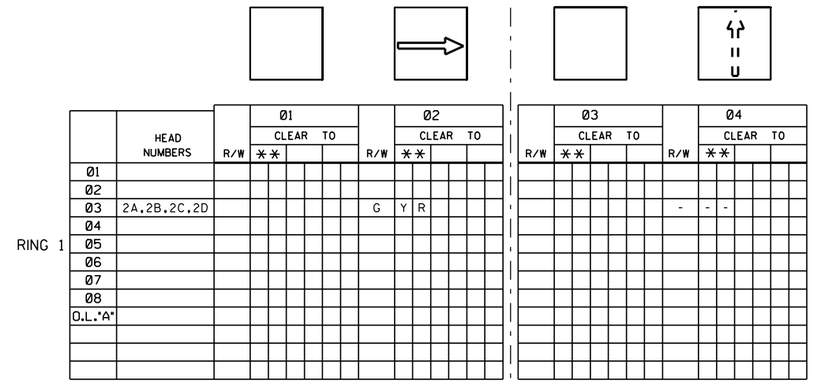
TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP(Fiber)	X
HARDWIRE	
TONE (FREQ)	

Add Master to this cabinet

TYPE OF PRE-EMPT	
NONE	
RAILROAD	X
EMERGENCY VEHICLE	

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

2



	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **
01									
02									
03	2A,2B,2C,2D			G	Y R			-	- -
04									
05									
06									
07									
08									
O.L."A"									

RING 1

N

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP(Fiber)	X
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	X
EMERGENCY VEHICLE	

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

DETECTOR LOGIC

DETECTOR NUMBER	SIZE	NUMBER OF TURNS
101	6'X15'	3/1
102	6'X15'	3/1
103	6'X15'	3/1
104	6'X15'	3/1
105	6'X15'	3/1
106	6'X15'	3/1
107	6'X15'	3/1
108	6'X15'	3/1
109	6'X15'	3/1
110	6'X15'	3/1
111	6'X15'	3/1
112	6'X15'	3/1
113	6'X15'	3/1
114	6'X15'	3/1
117	6'X15'	3/1

DETECTOR NUMBER	SIZE	NUMBER OF TURNS
118	6'X15'	3/1
119	6'X15'	3/1
120	6'X15'	3/1
121	6'X15'	3/1
122	6'X15'	3/1
123	6'X15'	3/1
124	6'X15'	3/1
31	6'X20'	3
32	6'X20'	3
41	6'X20'	3
42	6'X20'	3

Note:
Loops labled 3 / 1 have two seperate loops of wire.
One loop is 3 turns and one loop is 1 turn.
Both loops are placed in the same conduit. Two
seperate lead-in cables are required.

2

2

USH 18/Marquatte Road AT Blackhawk-Illinois

HOME RUN	JUMPER	CABLE	BASE #	INDICATION / WIRE COLOR											
				BLACK	WHITE	RED	GREEN	ORANGE	BLUE	WHITE/BLK	RED/BLK	GREEN/BLK	ORANGE/BLK	BLUE/BLK	BLK/WHITE
SC4 - SB110		5/C	SB110			2-RED	2-GRN	2-YEL							
SC4 - SB111		5/C	SB111			2-RED	2-GRN	2-YEL							
SC4 - SB112		5/C	SB112			2-RED	2-GRN	2-YEL							

STATE PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC SIGNAL WIRE DIAGRAM	SHEET NO: 150	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

2

N

Comments:
1. Poles or trailers are allowed.
2. No Pavement is to be removed
3. Signals should have the ability to be coordinated
4. Two far indications per approach

MAIN STREET

IOWA STREET

183+00
182+00
181+00
180+00
179+00
178+00
13'B',+00
14'B',+00
15'B',+00
16'B',+00

Signal Timing
(seconds)

	Iowa	BlackHawk
Red	1.0	1.0
Yellow	4.0	4.0
Green	52.0	23.0

2

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Traffic Control - Temporary Signal - Iowa & Main	SHEET 151	E

2

Comments:
1. Poles or trailers are allowed.
2. No Pavement is to be removed
3. Signals should have the ability to be coordinated
4. Two far indications per approach

N

MAIN STREET

WISCONSIN STREET

13'A'+00
14'A'+00
15'A'+00
16'A'+00

178+00
177+00
176+00
175+00
174+00
173+00

Signal Timing
(seconds)

	Wisconsin	BlackHawk
Red	1.0	1.0
Yellow	4.0	4.0
Green	52.0	23.0

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Traffic Control - Temporary Signal - Wis & Main	SHEET	E

FILE NAME : p:\State\u18\16610503\Traffic\Final\025101_tc.dgn PLOT DATE : 25-NOV-2013 14:00 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

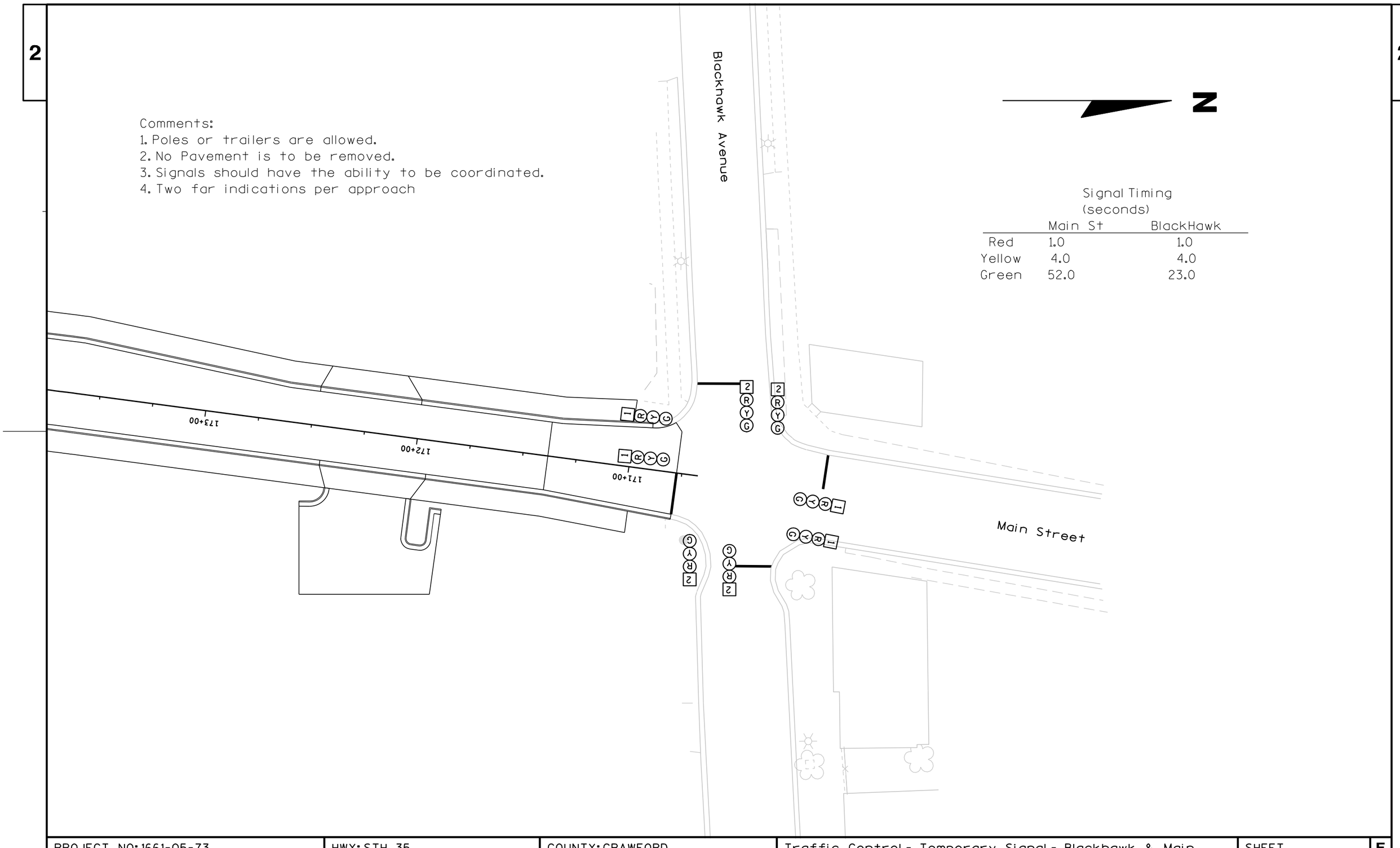
2

Comments:
1. Poles or trailers are allowed.
2. No Pavement is to be removed.
3. Signals should have the ability to be coordinated.
4. Two far indications per approach

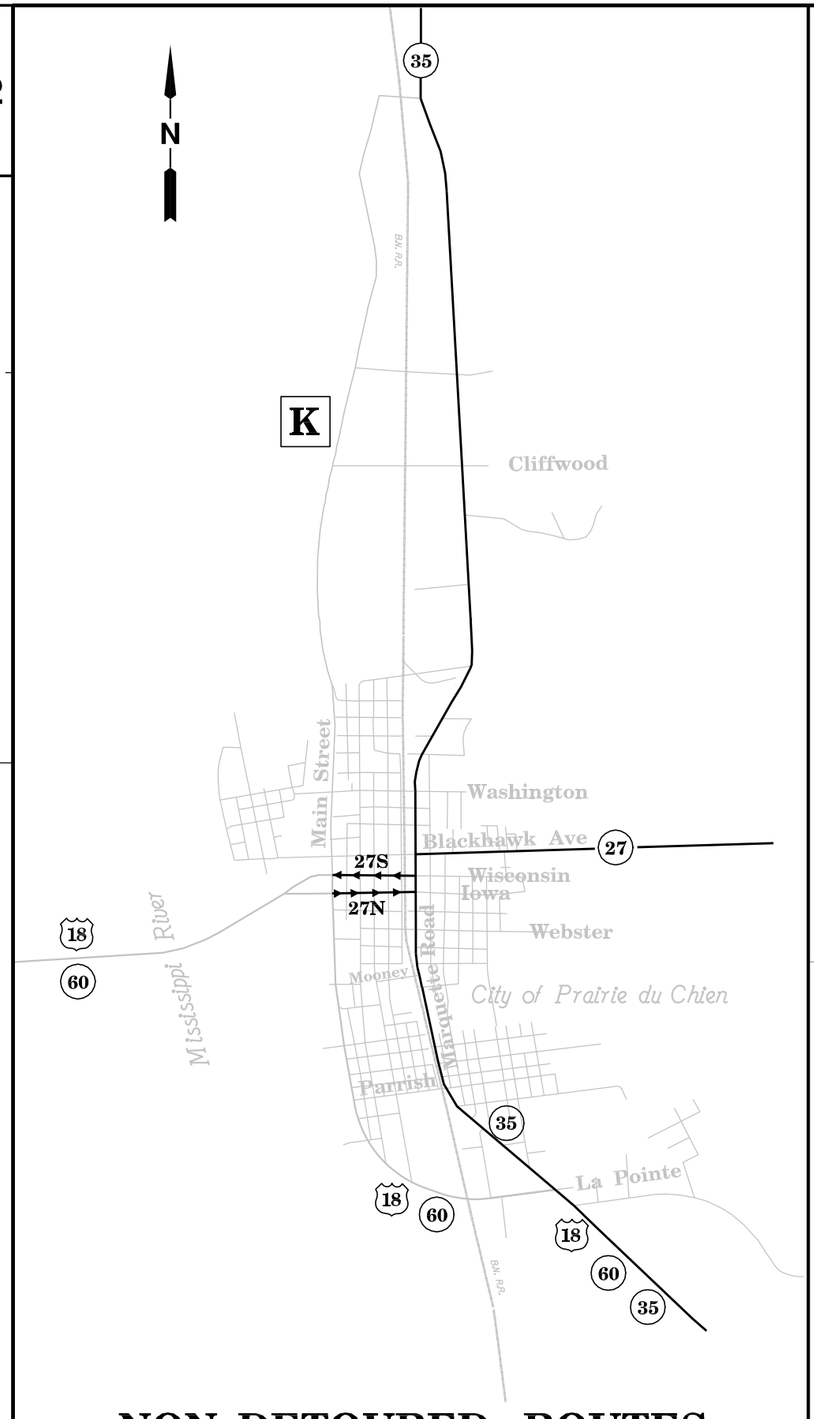
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Signal Timing
(seconds)

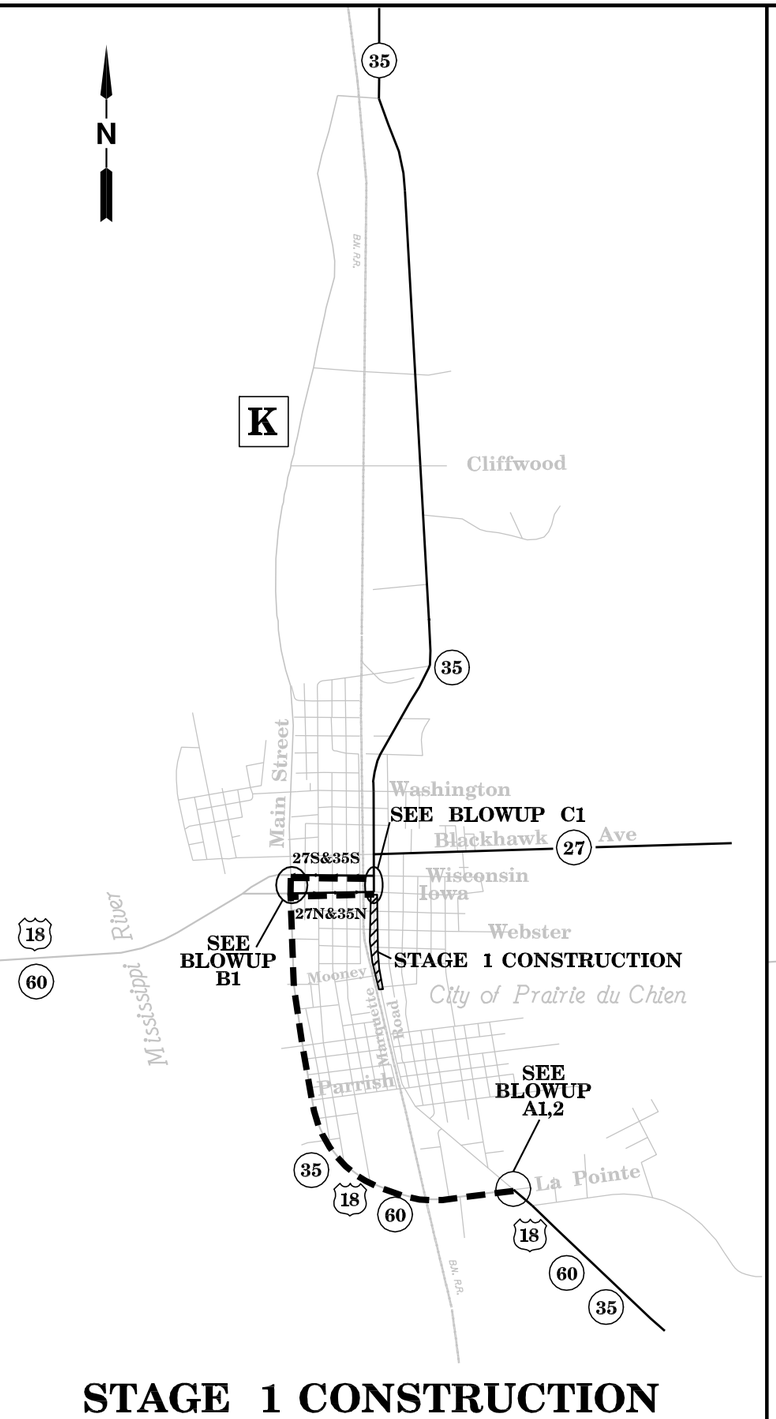
	Main St	BlackHawk
Red	1.0	1.0
Yellow	4.0	4.0
Green	52.0	23.0



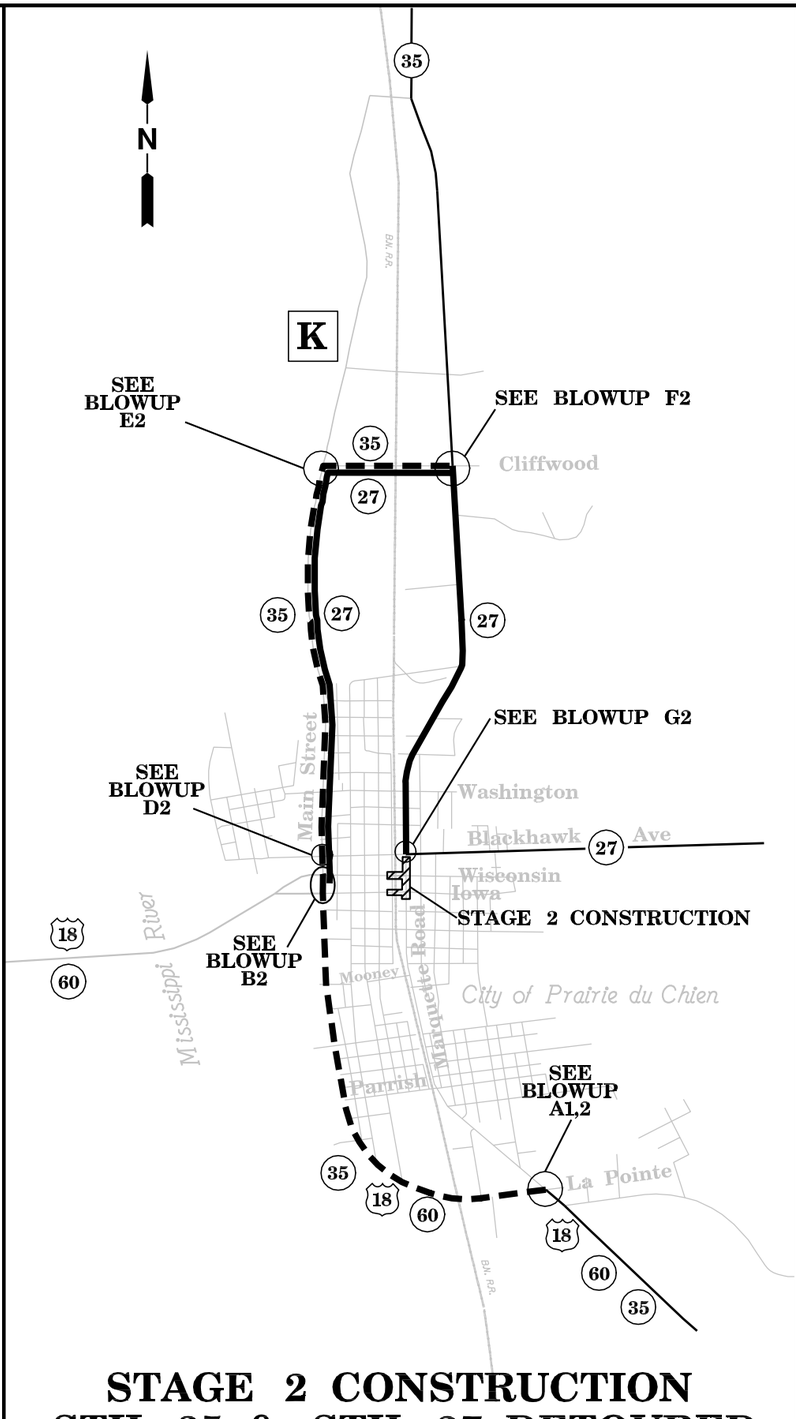
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	Traffic Control - Temporary Signal - Blackhawk & Main	SHEET	E



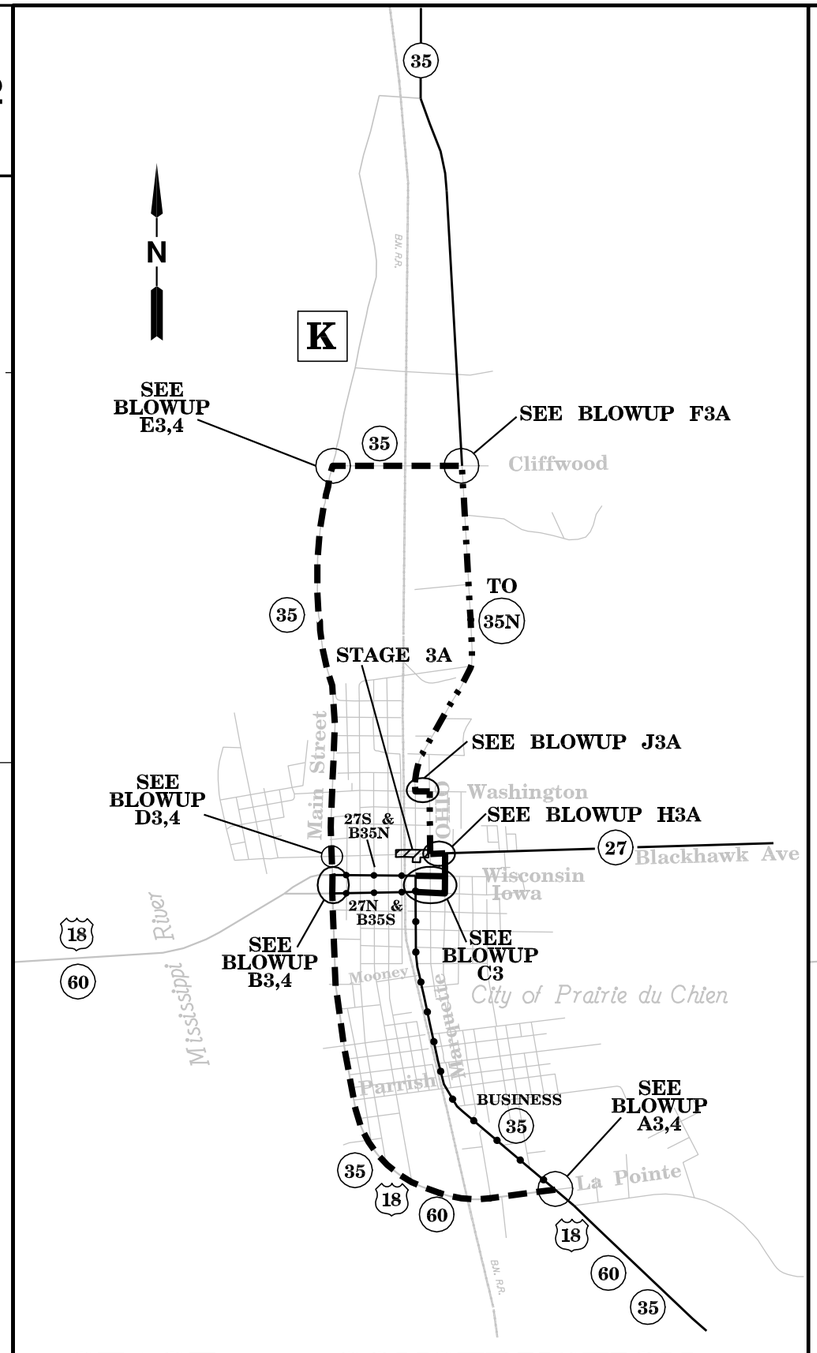
NON-DETOURED ROUTES



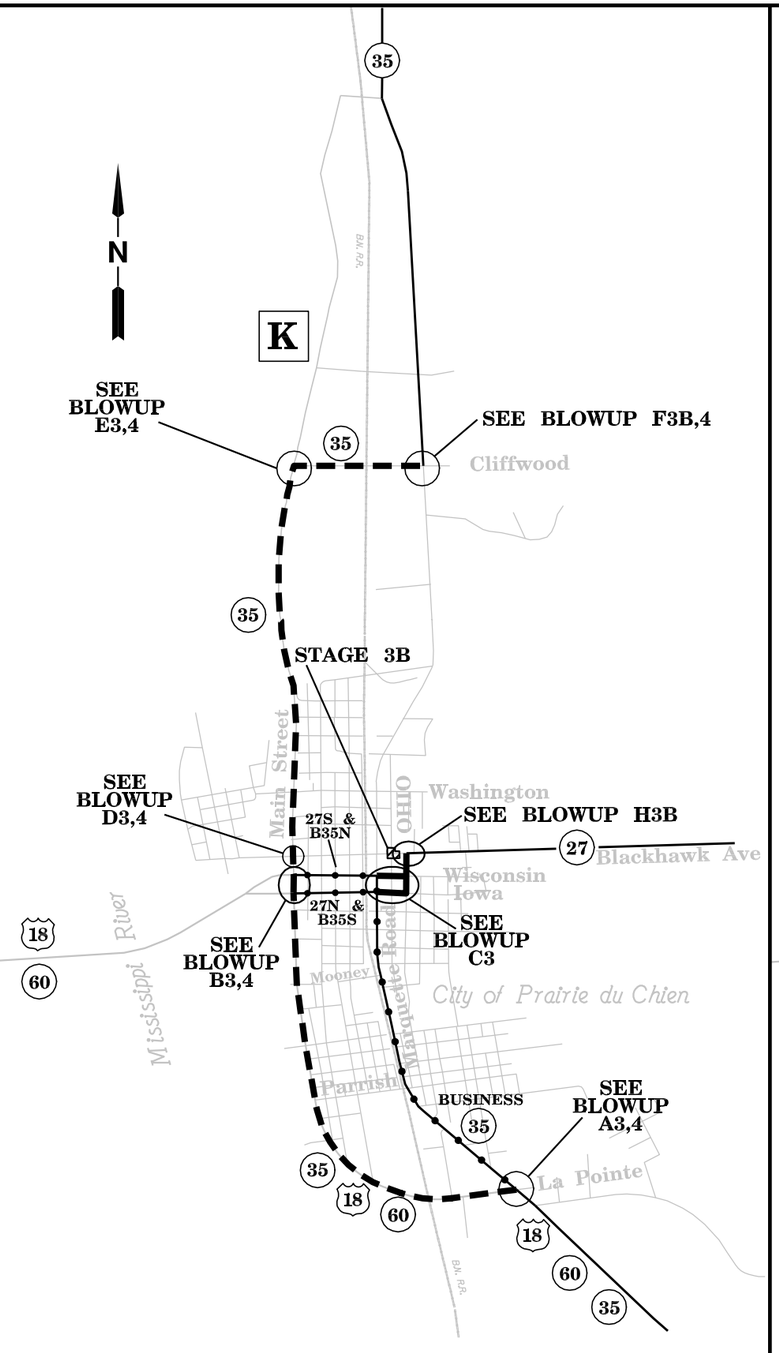
STAGE 1 CONSTRUCTION
STH 35 DETOURED



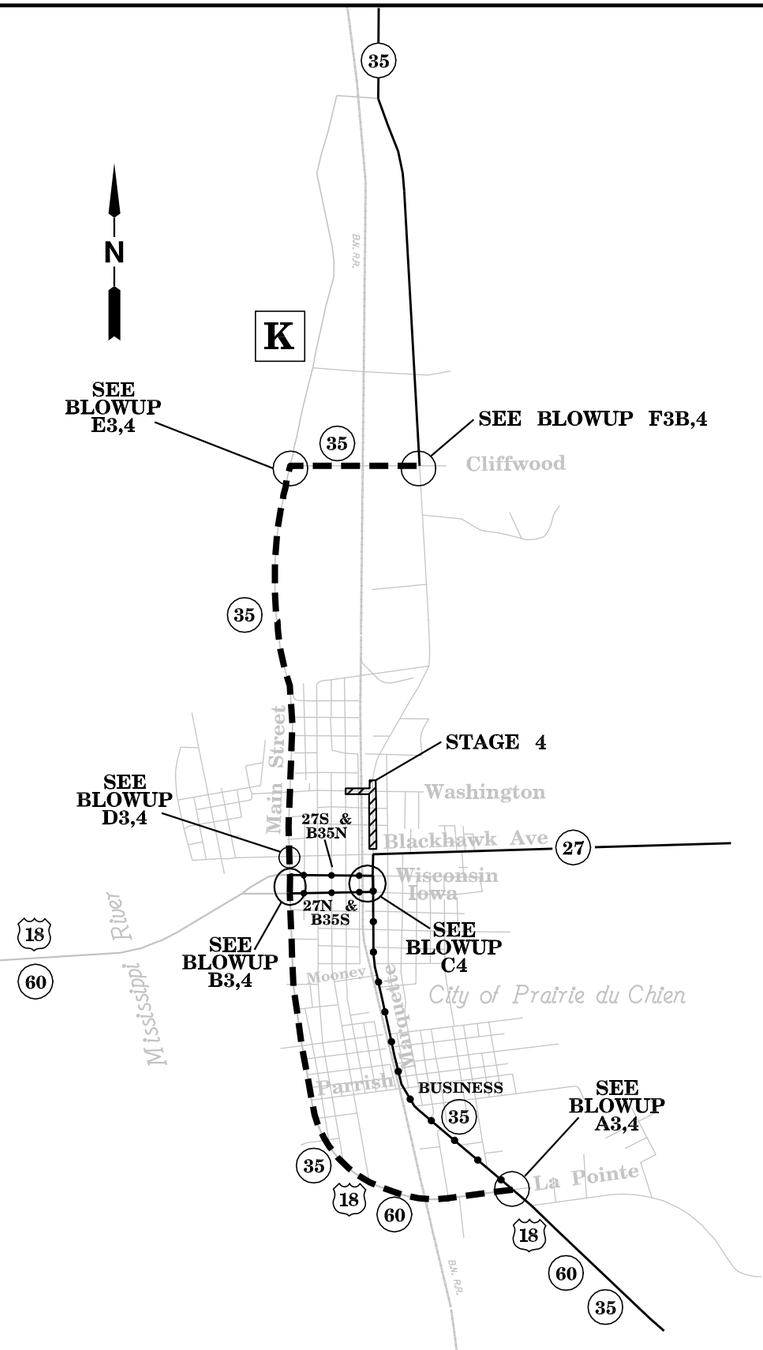
STAGE 2 CONSTRUCTION
STH 35 & STH 27 DETOURED



STAGE 3A CONSTRUCTION – STH 35 & STH 27 DETOURED – WITH TO STH 35N ROUTE



STAGE 3B CONSTRUCTION – STH 35 & STH 27 DETOURED –



STAGE 4 CONSTRUCTION STH 35 DETOURED

2

WAL-MART (OLD)

NOTE: TIMING OF SIGNAL LIGHTS AT MARQUETTE/LAPOINTE INTERSECTION TO BE ADJUSTED AS NEEDED FOR EACH CONSTRUCTION STAGE BY WISDOT REGION PERSONNEL. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

M4-6 24" X 12" END
M4-8 24" X 12" DETOUR
M3-3 24" X 12" SOUTH
M1-6 24" X 24" 35

LA POINTE STREET (USH 18)

1.25 MILE

M4-8 24" X 12" DETOUR
M3-1 24" X 12" NORTH
M1-6 24" X 24" 35

NOTE: TO BE PLACED ADJACENT TO EXISTING USH 18 & STH 60 ROUTE SIGNS.

M4-8 24" X 12" DETOUR
M3-1 24" X 12" NORTH
M1-6 24" X 24" 35

MARQUETTE ROAD (USH 18/STH 35)

MARQUETTE ROAD

500 FT

W20-5 CENTER LANE CLOSED AHEAD

W20-2 DETOUR AHEAD

M3-1 24" X 12" NORTH
M1-6 24" X 24" 35

R11-3 60" X 30" ROAD CLOSED 1.1 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

M4-8 24" X 12" DETOUR
M3-1 24" X 12" NORTH
M1-6 24" X 24" 35
M5-1L 21" X 21"

R4-H12 24" X 30" THROUGH TRAFFIC KEEP LEFT

R10-71 66" X 36" ACCESS TO LOCAL BUSINESSES

USE RIGHT LANE M4-2OR

NOTE: THESE SIGNS ARE TO ACTUALLY BE LOCATED NEAR THE INTERSECTION WITH VINYARD ST. LOCATION TO BE ADJUSTED AS NEEDED TO PROVIDE SUFFICIENT WARNING FOR LANE SWITCHING.

TRAFFIC CONTROL DRUMS

M4-9L 30" X 24" DETOUR

TYPE III BARRICADE

M4-8 24" X 12" DETOUR
M3-1 24" X 12" NORTH
M1-6 24" X 24" 35
M6-1 21" X 21"

R10-71 66" X 36" ACCESS TO LOCAL BUSINESSES

TYPE III BARRICADE

LA POINTE STREET

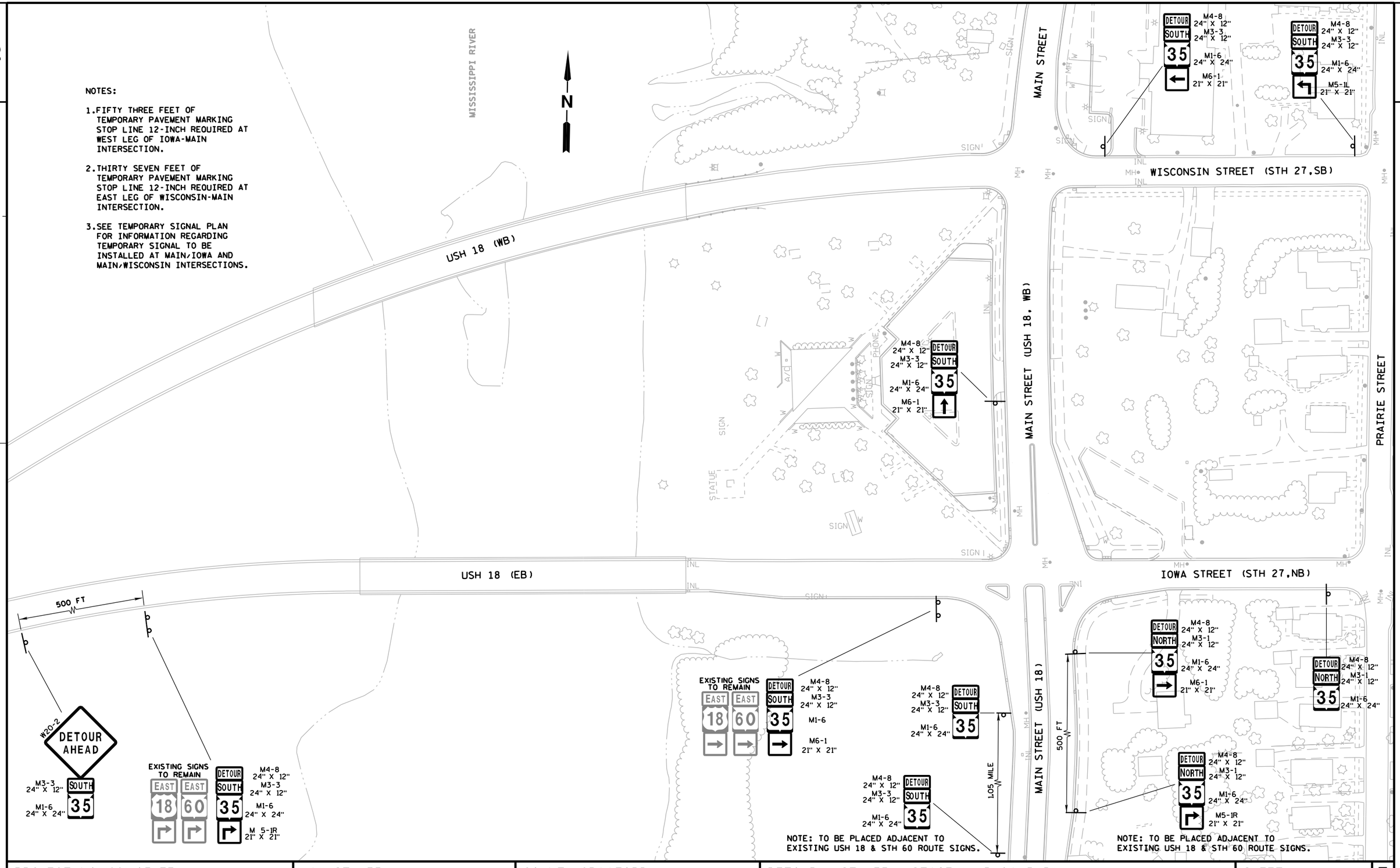
PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 - STAGES 1 & 2 - BLOWUP A1,2	SHEET 156	E

NOTES:

1. FIFTY THREE FEET OF TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH REQUIRED AT WEST LEG OF IOWA-MAIN INTERSECTION.

2. THIRTY SEVEN FEET OF TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH REQUIRED AT EAST LEG OF WISCONSIN-MAIN INTERSECTION.

3. SEE TEMPORARY SIGNAL PLAN FOR INFORMATION REGARDING TEMPORARY SIGNAL TO BE INSTALLED AT MAIN/IOWA AND MAIN/WISCONSIN INTERSECTIONS.



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 - STAGE 1 - BLOWUP B1	SHEET	E

2

2

ROAD CLOSED AHEAD W20-3

DETOUR AHEAD W20-2

130 FT

100 FT

M4-8 24" X 12" DETOUR SOUTH
M3-3 24" X 12"
M1-6 24" X 24" 35
M5-1R 21" X 21"

M4-8 24" X 12" DETOUR SOUTH
M3-3 24" X 12" 35
M1-6 24" X 24"

M4-8 24" X 12" DETOUR SOUTH
M3-3 24" X 12" 35
M1-6 24" X 24"
M6-1 21" X 21"

EXISTING

12-INCH STOP LINE (15-FT)

WISCONSIN ST

WISCONSIN ST

M4-9R 30" X 24" DETOUR

TYPE III BARRICADE

W03-1

MARQUETTE ROAD

ALLEY

CANOPY

STOP R1-1 30" X 30"

TRAFFIC FROM RIGHT DOES NOT STOP W4-4AR 42" X 15"

NOTE: REMOVE 24 L.F. OF STOP LINE PAVEMENT MARKING AT WEST LEG OF IOWA/MARQUETTE.

12-INCH STOP LINE (20-FT)

12-INCH STOP LINE (15-FT)

SEE TRAFFIC CONTROL PLAN FOR STAGE 1 CONSTRUCTION

EXISTING

MICHIGAN ST

ALLEY

ILLINOIS ST

ALLEY

OHIO ST

ALLEY

DOUSMAN ST

IOWA ST

IOWA ST

M4-8A 24" X 18" END DETOUR NORTH
M3-1 24" X 12" 35
M1-6 24" X 24"

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 - STAGE 1 - BLOWUP C1	SHEET E

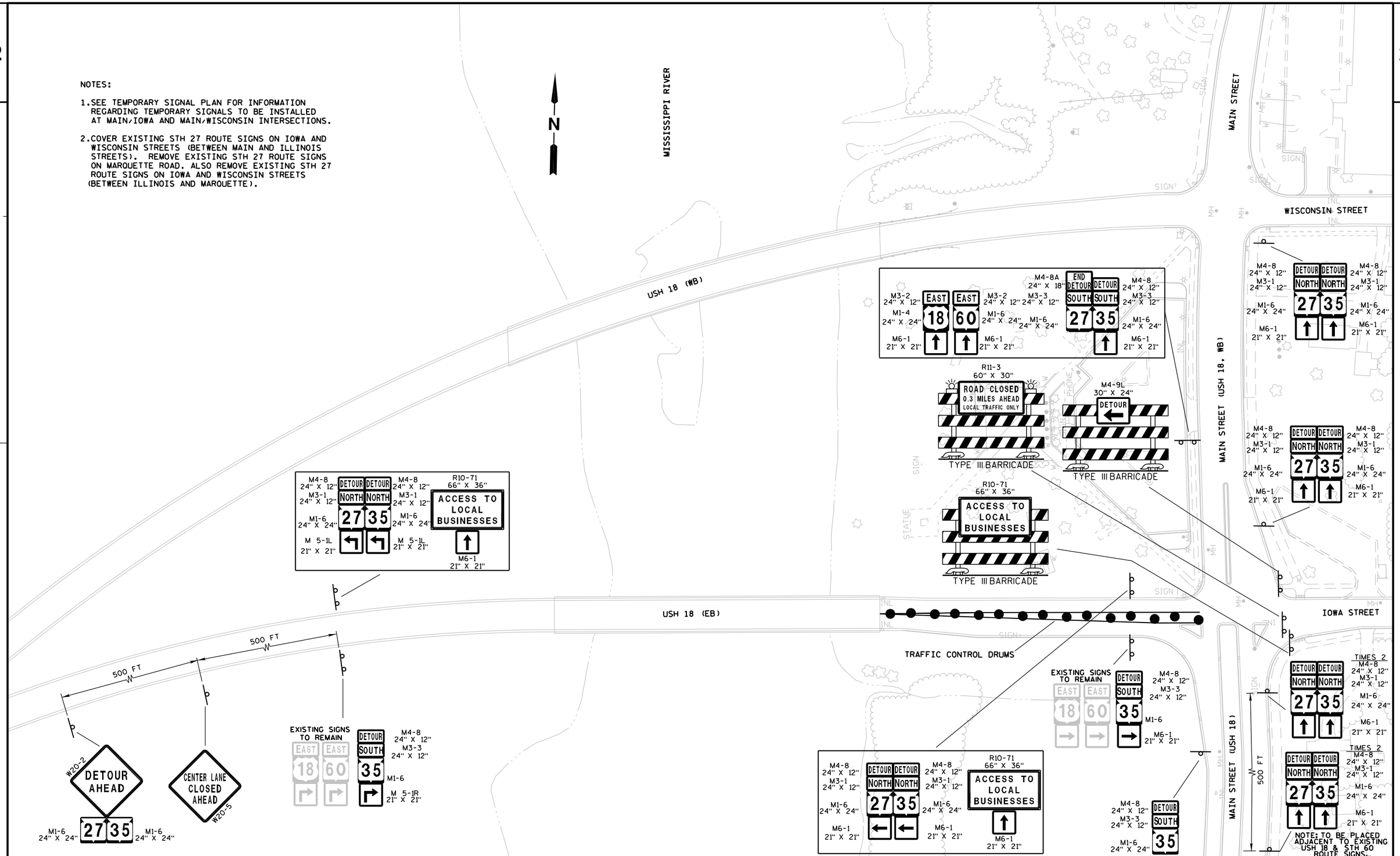
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WISDOT/CADDS SHEET 42

NOTES:

1. SEE TEMPORARY SIGNAL PLAN FOR INFORMATION REGARDING TEMPORARY SIGNALS TO BE INSTALLED AT MAIN/IOWA AND MAIN/WISCONSIN INTERSECTIONS.

2. COVER EXISTING STH 27 ROUTE SIGNS ON IOWA AND WISCONSIN STREETS (BETWEEN MAIN AND ILLINOIS STREETS). REMOVE EXISTING STH 27 ROUTE SIGNS ON MARQUETTE ROAD. ALSO REMOVE EXISTING STH 27 ROUTE SIGNS ON IOWA AND WISCONSIN STREETS (BETWEEN ILLINOIS AND MARQUETTE).



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 27 & STH 35 - STAGE 2 - BLOWUP B2	SHEET 159	E

2

MISSISSIPPI RIVER

NOTES:

1. TWENTY FEET OF TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH REQUIRED AT EACH EAST AND WEST LEGS OF BLACKHAWK/MAIN INTERSECTION.
2. NINE THOUSAND FEET OF PAVEMENT MARKING PAINT 4-INCH REQUIRED ON MAIN STREET FROM BLACKHAWK TO CLIFFWOOD (DOUBLE YELLOW- 2 X 4500 FT).
3. TWENTY FEET OF PAVEMENT MARKING STOP LINE PAINT 12-INCH REQUIRED AT EACH SOUTH AND NORTH LEGS OF BLACKHAWK/MAIN INTERSECTION.
4. SEE TEMPORARY SIGNAL PLAN FOR INFORMATION REGARDING TEMPORARY SIGNAL TO BE INSTALLED AT BLACKHAWK/MAIN INTERSECTION.

R10-71
66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-3 24" X 12" | SOUTH | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"
M6-1 21" X 21" | ↑ | ↑ | M6-1 21" X 21"

MAIN STREET

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-1 24" X 12" | NORTH | NORTH | M3-1 24" X 12"
M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"
M6-1 21" X 21" | ↑ | ↑ | M6-1 21" X 21"

N

BLACKHAWK AVENUE

M2-1 21" X 15" | JCT | JCT | M2-1 21" X 15"
M1-4 24" X 24" | 18 | 60 | M1-6 24" X 24"

M3-2 24" X 12" | EAST | EAST | M3-2 24" X 12" | M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12" | M3-3 24" X 12" | WEST | WEST | M3-3 24" X 12"
M1-4 24" X 24" | 18 | 60 | M1-6 24" X 24" | M3-3 24" X 12" | SOUTH | SOUTH | M3-3 24" X 12" | M1-6 24" X 24" | 18 | 60 | M1-4 24" X 24"
M6-1 21" X 21" | ↑ | ↑ | M6-1 21" X 21" | M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24" | M6-1 21" X 21" | M 5-1R | M 5-1R | M6-1 21" X 21"
| | | | M6-1 21" X 21" | ↑ | ↑ | M6-1 21" X 21" | M6-1 21" X 21" | ↱ | ↱ | M6-1 21" X 21"

M3-2 24" X 12" | EAST | EAST | M3-2 24" X 12" | M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12" | M3-3 24" X 12" | WEST | WEST | M3-3 24" X 12"
M1-4 24" X 24" | 18 | 60 | M1-6 24" X 24" | M3-3 24" X 12" | SOUTH | SOUTH | M3-3 24" X 12" | M1-6 24" X 24" | 18 | 60 | M1-4 24" X 24"
M6-1 21" X 21" | ↑ | ↑ | M6-1 21" X 21" | M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24" | M6-1 21" X 21" | → | → | M6-1 21" X 21"
| | | | M6-1 21" X 21" | ↑ | ↑ | M6-1 21" X 21" | M6-1 21" X 21" | | | |

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-1 24" X 12" | NORTH | NORTH | M3-1 24" X 12"
M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"
M6-1 21" X 21" | ↑ | ↑ | M6-1 21" X 21"

R10-71
66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

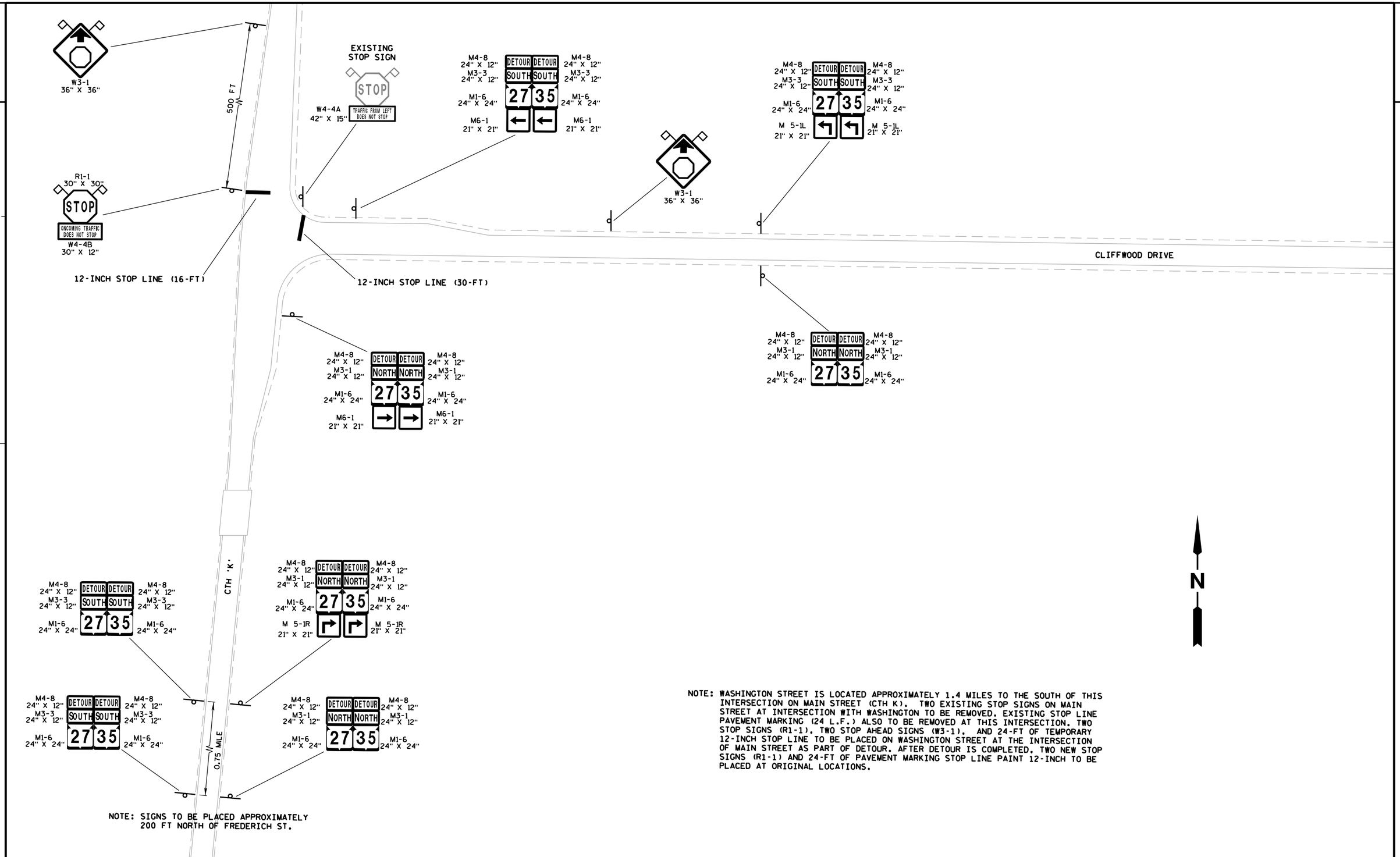
PRAIRIE STREET

WISCONSIN ST. (USH 18,SB)

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 27 & STH 35 - STAGE 2 - BLOWUP D2	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Detour\027009_dt.DGN PLOT DATE : 02-DEC-2013 15:52 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 42



NOTE: WASHINGTON STREET IS LOCATED APPROXIMATELY 1.4 MILES TO THE SOUTH OF THIS INTERSECTION ON MAIN STREET (CTH K). TWO EXISTING STOP SIGNS ON MAIN STREET AT INTERSECTION WITH WASHINGTON TO BE REMOVED. EXISTING STOP LINE PAVEMENT MARKING (24 L.F.) ALSO TO BE REMOVED AT THIS INTERSECTION. TWO STOP SIGNS (R1-1), TWO STOP AHEAD SIGNS (W3-1), AND 24-FT OF TEMPORARY 12-INCH STOP LINE TO BE PLACED ON WASHINGTON STREET AT THE INTERSECTION OF MAIN STREET AS PART OF DETOUR. AFTER DETOUR IS COMPLETED, TWO NEW STOP SIGNS (R1-1) AND 24-FT OF PAVEMENT MARKING STOP LINE PAINT 12-INCH TO BE PLACED AT ORIGINAL LOCATIONS.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 27 & STH 35 - STAGE 2 - BLOWUP E2	SHEET E

2

N

M2-1
21" X 15"
JCT
35
M1-6
24" X 24"

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-1 24" X 12" | NORTH | NORTH | M3-1 24" X 12"
M1-6 24" X 24" | 35 | 27 | M1-6 24" X 24"
M5-1L 21" X 21" | M5-1R 21" X 21"

500 FT

W03-1

CLIFFWOOD DRIVE

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-3 24" X 12" | SOUTH | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-1 24" X 12" | NORTH | NORTH | M3-1 24" X 12"
M1-6 24" X 24" | 35 | 27 | M1-6 24" X 24"
M6-1 21" X 21" | M6-1 21" X 21"

M4-9R
30" X 24"
DETOUR
TYPE III BARRICADE

EXISTING STOP
W4-4A 42" X 15" TRAFFIC FROM LEFT DOES NOT STOP

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-1 24" X 12" | NORTH | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 27 | 27 | M1-6 24" X 24"
M6-1 21" X 21" | M5-1R 21" X 21" | M5-1R 21" X 21"

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-1 24" X 12" | SOUTH | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 35 | 35 | M1-6 24" X 24"
M6-1 21" X 21" | M6-1 21" X 21"

DETOUR AHEAD W20-2
DETOUR 1500 FT W20-2

M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"

500 FT | 500 FT

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-1 24" X 12" | NORTH | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 27 | 27 | M1-6 24" X 24"
M6-1 21" X 21" | M6-1 21" X 21"

M4-8 24" X 12" | DETOUR | M4-8 24" X 12"
M3-3 24" X 12" | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 35 | M1-6 24" X 24"
M6-1 21" X 21"

NOTE: ABOVE SIGNS TO BE PLACED ON MARQUETTE ROAD NEAR WASHINGTON STREET INTERSECTION.

M4-8 24" X 12" | DETOUR | M4-8 24" X 12" | DETOUR
M3-3 24" X 12" | SOUTH | M3-1 24" X 12" | NORTH
M1-6 24" X 24" | 27 | M1-6 24" X 24" | 27

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-3 24" X 12" | SOUTH | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"
M5-1L 21" X 21" | M5-1L 21" X 21" | M6-1 21" X 21"

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-3 24" X 12" | SOUTH | SOUTH | M3-3 24" X 12"
M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"
M6-1 21" X 21" | M6-1 21" X 21"

R10-71
66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

M2-1
21" X 15"
JCT
35
M1-6
24" X 24"

W03-1

MARQUETTE ROAD

500 FT

TEMPORARY 12-INCH STOP LINE (24-FT)

STOP
ONCOMING TRAFFIC DOES NOT STOP
W4-4B 30" X 12"
R1-1 30" X 30"

M4-8 24" X 12" | DETOUR | DETOUR | M4-8 24" X 12"
M3-3 24" X 12" | SOUTH | SOUTH | M3-1 24" X 12"
M1-6 24" X 24" | 27 | 35 | M1-6 24" X 24"
M6-1 21" X 21" | M6-1 21" X 21"

R11-3
60" X 30"
ROAD CLOSED
1.75 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

STH 35

END DETOUR M4-8A 24" X 18"
NORTH M3-1 24" X 12"
35 M1-6 24" X 24"

NORTH M3-1 24" X 12"
35 M1-6 24" X 24"

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 & STH 27 - STAGE 2 - BLOWUP F2	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Detour\027013_dt.dgn PLOT DATE : 02-DEC-2013 15:52 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000
WISDOT/CADDS SHEET 42

2

HAYDEN ST

HAYDEN ST

HAYDEN ST

MICHIGAN ST

ILLINOIS ST

MARQUETTE ROAD

ALLEY

OHIO ST

M4-8A
24" X 18"
END DETOUR
M3-1
24" X 12"
NORTH
M1-6
24" X 24"
27

DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
27
M1-6
24" X 24"

M4-9R
30" X 24"
DETOUR
TYPE III BARRICADE

R10-7I
66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

M4-8
24" X 12"
DETOUR
SOUTH
M3-3
24" X 12"
M1-6
24" X 24"
27
M6-1
21" X 21"

M4-8
24" X 12"
DETOUR
SOUTH
M3-3
24" X 12"
M1-6
24" X 24"
27
M5-1R
21" X 21"

ROAD CLOSED AHEAD
W20-3

DETOUR AHEAD
W20-2

BLACKHAWK AVE

BLACKHAWK AVE

LIMITS OF STAGE 2 CONSTRUCTION WORK (SEE TRAFFIC CONTROL PLAN)

21' - 1"

11' - 6"

MICHIGAN ST

ALLEY

ILLINOIS ST

ALLEY

OHIO ST

ALLEY

DOUSMAN ST

N

NOTES:

1. EXISTING SIGNALS TO REMAIN AT BLACKHAWK/MARQUETTE.

2. REMOVE EXISTING PAVEMENT MARKING (60 L.F.) FOR PARKING STALLS ON BLACKHAWK AVENUE BETWEEN MICHIGAN AND ILLINOIS.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 27 - STAGE 2 - BLOWUP G2	SHEET	E

2

2

WAL-MART (OLD)

N

NOTE: TIMING OF SIGNAL LIGHTS AT MARQUETTE/LAPOINTE INTERSECTION TO BE ADJUSTED AS NEEDED FOR EACH CONSTRUCTION STAGE BY WISDOT REGION PERSONNEL. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

M4-6 24" X 12"
M4-8 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
END DETOUR SOUTH 35

LA POINTE STREET (USH 18)

1.25 MILE

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
DETOUR NORTH 35

NOTE:
TO BE PLACED ADJACENT TO EXISTING USH 18 & STH 60 ROUTE SIGNS.

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
DETOUR NORTH 35

MARQUETTE ROAD (USH 18/STH 35)

MARQUETTE ROAD

500 FT

CENTER LANE CLOSED AHEAD W20-5

W20-2 DETOUR AHEAD

M3-1 24" X 12"
M1-6 24" X 24"
NORTH 35

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

TYPE III BARRICADE

THROUGH TRAFFIC KEEP LEFT
R4-H12 24" X 30"

R10-71 66" X 36"
ACCESS TO LOCAL BUSINESSES
USE RIGHT LANE M4-2OR

NOTE: THESE SIGNS ARE TO ACTUALLY BE LOCATED NEAR THE INTERSECTION WITH VINYARD ST. LOCATION TO BE ADJUSTED AS NEEDED TO PROVIDE SUFFICIENT WARNING FOR LANE SWITCHING.

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M5-1L 21" X 21"
DETOUR NORTH 35

BUSINESS NORTH 35
M04-3 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"

TRAFFIC CONTROL DRUMS

M4-9L 30" X 24"
DETOUR

TYPE III BARRICADE

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M6-1 21" X 21"
DETOUR NORTH 35

R10-71 66" X 36"
ACCESS TO LOCAL BUSINESSES

TYPE III BARRICADE

LA POINTE STREET

RUINS

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR-STH 35-WITH BUS. STH35 ROUTE-STAGES 3&4-BLOWUP A3,4	SHEET 164	E

FILE NAME : P:\State\u18\16610503\Cad\eplans\Detour\027002_dt.dgn PLOT DATE : 12-DEC-2013 09:57 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

2

MISSISSIPPI RIVER

N

USH 18 (WB)

M4-8 24" X 12" | DETOUR NORTH | DETOUR SOUTH | M4-8 24" X 12"
M3-3 24" X 12" | 35 | 35 | M3-1 24" X 12"
M1-6 24" X 24" | M1-6 24" X 24"
M06-1 21" X 21" | M06-1 21" X 21"

MAIN STREET

M4-8 24" X 12" | DETOUR NORTH | DETOUR SOUTH | M4-8 24" X 12"
M3-3 24" X 12" | 35 | 35 | M3-1 24" X 12"
M1-6 24" X 24" | M1-6 24" X 24"
M05-1L 21" X 21" | M05-1R 21" X 21"

WISCONSIN STREET (STH 27,SB)

M3-2 24" X 12" | EAST 18 | EAST 60 | M3-2 24" X 12"
M1-4 24" X 24" | M1-6 24" X 24"
M06-1 21" X 21" | M06-1 21" X 21"

M4-8 24" X 12" | DETOUR SOUTH
M3-3 24" X 12" | 35
M1-6 24" X 24"
M06-1 21" X 21"

MAIN STREET (USH 18, WB)

M4-8 24" X 12" | DETOUR NORTH
M3-1 24" X 12" | 35
M1-6 24" X 24"
M06-1 21" X 21"

PRAIRIE STREET

NOTE: SEE TEMPORARY SIGNAL PLAN FOR INFORMATION REGARDING TEMPORARY SIGNALS TO BE INSTALLED AT MAIN/IOWA AND MAIN/WISCONSIN INTERSECTIONS.

M4-8 24" X 12" | DETOUR NORTH | BUSINESS SOUTH | MO4-3 24" X 12"
M3-1 24" X 12" | 35 | 35 | M3-3 24" X 12"
M1-6 | M1-6 24" X 24"
M05-1L 21" X 21" | M06-1 21" X 21"

M4-8 24" X 12" | DETOUR NORTH | BUSINESS SOUTH | MO4-3 24" X 12"
M3-1 24" X 12" | 35 | 35 | M3-3 24" X 12"
M1-6 24" X 24" | M1-6 24" X 24"
M06-1 21" X 21" | M06-1 21" X 21"

USH 18 (EB)

500 FT

R10-71 66" X 36" ACCESS TO LOCAL BUSINESSES
M06-1 21" X 21"

W20-2 DETOUR AHEAD
M1-6 24" X 24" | 35

EXISTING SIGNS TO REMAIN
NORTH 27 | EAST 18 | EAST 60
M4-8 24" X 12" | DETOUR SOUTH
M3-3 24" X 12" | 35
M1-6 24" X 24"
M05-1R 21" X 21"

EXISTING SIGNS TO REMAIN
NORTH 27 | EAST 18 | EAST 60
M4-8 24" X 12" | DETOUR SOUTH
M3-3 24" X 12" | 35
M1-6 24" X 24"
M06-1 21" X 21"

M4-8 24" X 12" | DETOUR SOUTH
M3-3 24" X 12" | 35
M1-6 24" X 24"

M4-8 24" X 12" | DETOUR SOUTH
M3-3 24" X 12" | 35
M1-6 24" X 24"

1.05 MILE

NOTE: TO BE PLACED ADJACENT TO EXISTING USH 18 & STH 60 ROUTE SIGNS.

MAIN STREET (USH 18)

IOWA STREET (STH 27,NB)

M4-8 24" X 12" | DETOUR NORTH
M3-1 24" X 12" | 35
M1-6 24" X 24"
M06-1 21" X 21"

M4-8 24" X 12" | DETOUR NORTH
M3-1 24" X 12" | 35
M1-6 24" X 24"
M06-1 21" X 21"

500 FT

NOTE: TO BE PLACED ADJACENT TO EXISTING USH 18 & STH 60 ROUTE SIGNS.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR-STH 35 WITH BUS. STH35 ROUTE-STAGES 3&4-BLOWUP B3,4	SHEET 165	E

FILE NAME : P:\State\u18\16610503\Cad\eplans\Detour\027017_dt.dgn PLOT DATE : 05-DEC-2013 15:09 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1

2

WISCONSIN ST

IOWA ST

ALLEY

ILLINOIS ST

OHIO ST

DOUSMAN ST

S. ILLINOIS ST

S. OHIO ST

WALLS

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

M04-5 24" X 12"
M04-3 24" X 12"
M3-1 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
BUSINESS NORTH SOUTH
35 27

M04-5 24" X 12"
M04-3 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
M06-2L 21" X 21"
TO BUSINESS SOUTH SOUTH
35 35 27
M06-2R 21" X 21"

M04-5 24" X 12"
M04-3 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
M06-2R 21" X 21"
TO BUSINESS SOUTH
35

M04-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"
DETOUR NORTH
27

M04-3 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-2R 21" X 21"
BUSINESS NORTH
35

M04-5 24" X 12"
M04-3 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"
TO BUSINESS BUSINESS DETOUR
SOUTH NORTH SOUTH
35 35 27

M04-8 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"
DETOUR SOUTH
27

M04-8 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
M05-1R 21" X 21"
DETOUR SOUTH
27

M04-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"
DETOUR NORTH
27

M04-3 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
M05-1R 21" X 21"
BUSINESS SOUTH
35

M04-3 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
BUSINESS SOUTH
35

M04-3 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"
BUSINESS NORTH
35

M04-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M05-1R 21" X 21"
DETOUR NORTH
27

M04-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-2L 21" X 21"
DETOUR BUSINESS
NORTH SOUTH
27 35

M04-3 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"
M06-2R 21" X 21"
BUSINESS NORTH
35

M04-3 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-2L 21" X 21"
BUSINESS DETOUR
NORTH NORTH
35 27

M04-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-2R 21" X 21"
DETOUR NORTH
27

M04-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M05-1L 21" X 21"
DETOUR NORTH
27

M04-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"
DETOUR NORTH
27

R6-2L 24" X 30"
ONE WAY

R6-2R 24" X 30"
ONE WAY

R5-1 30" X 30"
DO NOT ENTER

R1-1 30" X 30"
STOP
TRAFFIC FROM LEFT DOES NOT STOP
W4-4A 42" X 15"

TRAFFIC FROM RIGHT DOES NOT STOP
W4-4AR 42" X 15"

TEMPORARY 12-INCH STOP LINE (16-FT)

200 FT
NOT TO SCALE

W03-1

EXISTING
STOP
CROSS TRAFFIC DOES NOT STOP
W4-4P 24" X 12"

12-INCH STOP LINE AT 16-FT

EXISTING
STOP
ONCOMING TRAFFIC DOES NOT STOP
W4-4B 30" X 12"

12-INCH STOP LINE (16-FT)

2 EACH - TEMPORARY 12-INCH STOP LINES AT 16-FT

R10-71 66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

NOTE: REMOVE 80' OF EXISTING STOP LINE PAVEMENT MARKING AND 5 STOP SIGNS AT IOWA/OHIO, WISCONSIN/OHIO AND IOWA/DOUSMAN INTERSECTIONS. AFTER DETOURS ARE COMPLETED INSTALL 5 NEW STOP SIGNS AND 80 L.F. OF PAVEMENT MARKING STOP LINE PAINT 12-INCH AT ORIGNINAL LOCATIONS.

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR-STH27 WITH BUSINESS STH35 ROUTE-STAGE 3 - BLOWUP C3	SHEET 166	E

FILE NAME : P:\State\u18\16610503\Cad\eplans\Detour\027019_dt.DGN PLOT DATE : 12-DEC-2013 10:14 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1

2

NOTE: SEE TEMPORARY SIGNAL PLAN FOR INFORMATION REGARDING TEMPORARY SIGNALS TO BE INSTALLED AT MAIN STREET/BLACKHAWK AVENUE INTERSECTION.

MISSISSIPPI RIVER

R10-71
66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

M4-8 24" X 12"
DETOUR
M3-3 24" X 12"
SOUTH
M1-6 24" X 24"
35
M6-1 21" X 21"

MAIN STREET

M4-8 24" X 12"
DETOUR
M3-1 24" X 12"
NORTH
M1-6 24" X 24"
35
M6-1 21" X 21"

BLACKHAWK AVENUE

M2-1 21" X 15"
JCT
M1-4 24" X 24"
18
M2-1 21" X 15"
JCT
M1-6 24" X 24"
60

M3-2 24" X 12"
EAST
M1-4 24" X 24"
18
M6-1 21" X 21"
M3-2 24" X 12"
EAST
M1-6 24" X 24"
60
M6-1 21" X 21"

M4-8 24" X 12"
DETOUR
M3-3 24" X 12"
SOUTH
M1-6 24" X 24"
35
M6-1 21" X 21"
M3-3 24" X 12"
WEST
M1-4 24" X 24"
18
M6-1 21" X 21"
M3-3 24" X 12"
WEST
M1-4 24" X 24"
60
M5-1R 21" X 21"

M3-2 24" X 12"
EAST
M1-4 24" X 24"
18
M6-1 21" X 21"
M3-2 24" X 12"
EAST
M1-6 24" X 24"
60
M6-1 21" X 21"

M4-8 24" X 12"
DETOUR
M3-3 24" X 12"
SOUTH
M1-6 24" X 24"
35
M6-1 21" X 21"
M3-3 24" X 12"
WEST
M1-4 24" X 24"
18
M6-1 21" X 21"
M3-3 24" X 12"
WEST
M1-4 24" X 24"
60
M6-1 21" X 21"

M4-8 24" X 12"
DETOUR
M3-1 24" X 12"
NORTH
M1-6 24" X 24"
35
M6-1 21" X 21"

R10-71
66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

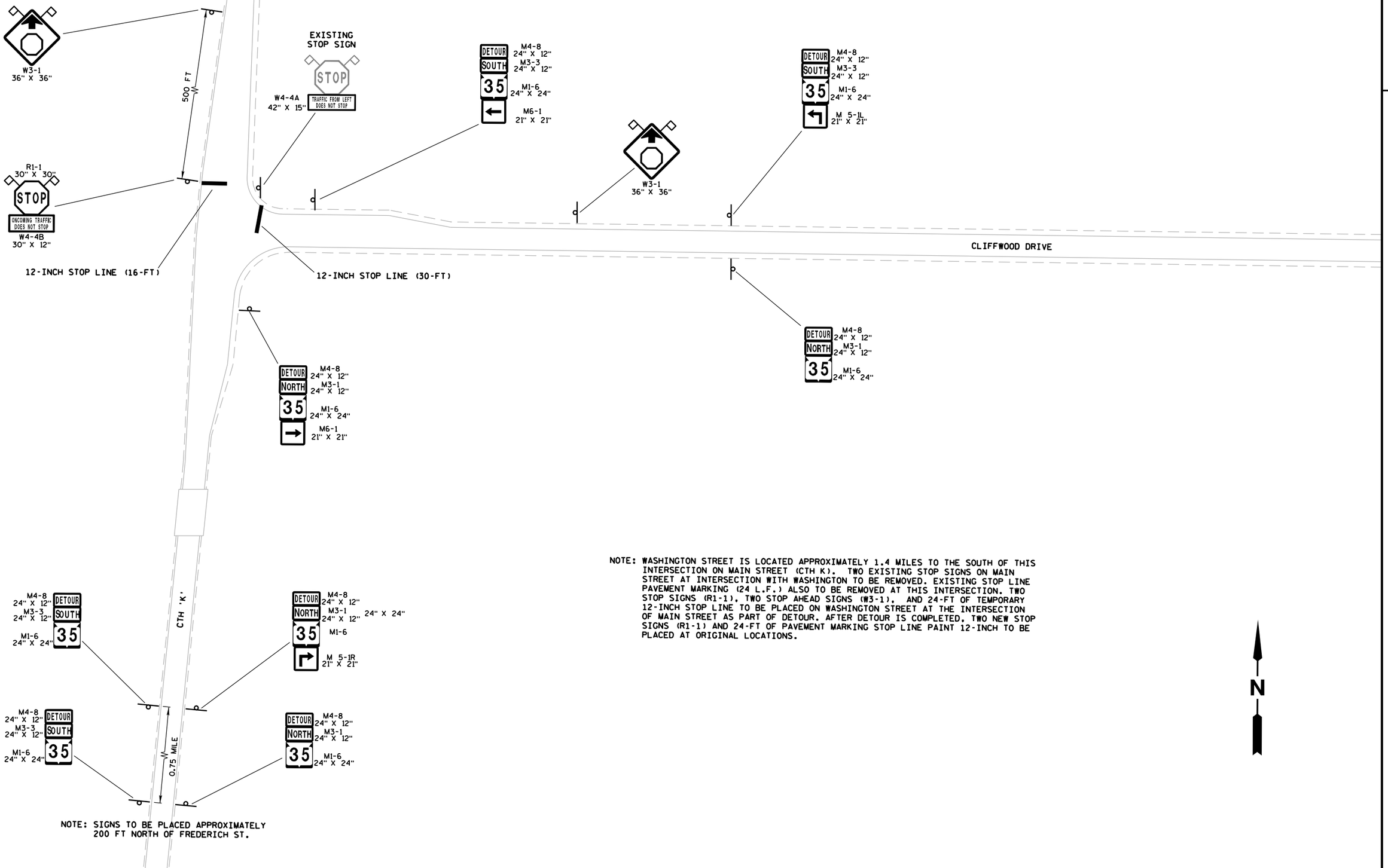
PRAIRIE STREET

WISCONSIN ST. (USH 18, WB)

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 - STAGES 3, AND 4 - BLOWUP D3,4	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Detour\027021_dt.dgn PLOT DATE : 02-DEC-2013 15:53 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000



NOTE: SIGNS TO BE PLACED APPROXIMATELY 200 FT NORTH OF FREDERICH ST.

NOTE: WASHINGTON STREET IS LOCATED APPROXIMATELY 1.4 MILES TO THE SOUTH OF THIS INTERSECTION ON MAIN STREET (CTH K). TWO EXISTING STOP SIGNS ON MAIN STREET AT INTERSECTION WITH WASHINGTON TO BE REMOVED. EXISTING STOP LINE PAVEMENT MARKING (24 L.F.) ALSO TO BE REMOVED AT THIS INTERSECTION. TWO STOP SIGNS (R1-1), TWO STOP AHEAD SIGNS (W3-1), AND 24-FT OF TEMPORARY 12-INCH STOP LINE TO BE PLACED ON WASHINGTON STREET AT THE INTERSECTION OF MAIN STREET AS PART OF DETOUR. AFTER DETOUR IS COMPLETED, TWO NEW STOP SIGNS (R1-1) AND 24-FT OF PAVEMENT MARKING STOP LINE PAINT 12-INCH TO BE PLACED AT ORIGINAL LOCATIONS.

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 - STAGES 3 & 4 - BLOWUP E3,4	SHEET	E

2

N

M4-8 24" X 12" DETOUR / NORTH / 35
M3-1 24" X 12"
M1-6 24" X 24"
M5-1L 21" X 21"

W03-1

M4-5 24" X 12" TO / NORTH / 35
M3-1 24" X 12"
M1-6 24" X 24"

NOTE: ABOVE SIGNS TO BE PLACED ON MARQUETTE ROAD NEAR WASHINGTON STREET INTERSECTION.

M4-9R 30" X 24" DETOUR
TYPE III BARRICADE

EXISTING STOP
W4-4A 42" X 15" TRAFFIC FROM LEFT DOES NOT STOP

M4-8 24" X 12" DETOUR / NORTH / 35
M3-1 24" X 12"
M1-6 24" X 24"
M6-1 21" X 21"

CLIFFWOOD DRIVE

M4-8 24" X 12" DETOUR / SOUTH / 35
M3-3 24" X 12"
M1-6 24" X 24"

M4-8 24" X 12" DETOUR / SOUTH / 35
M3-3 24" X 12"
M1-6 24" X 24"
M6-1 21" X 21"

M4-8 24" X 12" DETOUR / SOUTH / 35
M3-3 24" X 12"
M1-6 24" X 24"
M5-1R 21" X 21"

DETOUR AHEAD W20-2

DETOUR 1500 FT W20-2

500 FT 500 FT

R10-7I 66" X 36" ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

TEMPORARY 12-INCH STOP LINE 24-FT

STH 35

MARQUETTE ROAD

END DETOUR M4-8A 24" X 18"

NORTH 35 M3-1 24" X 12" M1-6 24" X 24"

500 FT

W03-1

M4-8 24" X 12" DETOUR / SOUTH NORTH / 35 35
M3-3 24" X 12" M3-1 24" X 12"
M1-6 24" X 24" M1-6 24" X 24"
M6-1 21" X 21" M6-1 21" X 21"

STOP R1-1 30" X 30"
ONCOMING TRAFFIC DOES NOT STOP
W4-4B 30" X 12"

R11-3 60" X 30" ROAD CLOSED 1.75 MILES AHEAD LOCAL TRAFFIC ONLY
TYPE III BARRICADE

M2-1 21" X 15" JCT
M1-6 24" X 24" 35

M4-8 24" X 12" DETOUR / SOUTH NORTH / 35 35
M3-3 24" X 12" M3-1 24" X 12"
M1-6 24" X 24" M1-6 24" X 24"
M5-1L 21" X 21" M6-1 21" X 21"

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 & TO STH 35N - STAGE 3A - BLOWUP F3A	SHEET	E

2

BLACKHAWK AVENUE (STH 27)

TEMPORARY 12-INCH STOP LINE AT 16-FT

12-INCH STOP LINE AT 16-FT

TYPE III BARRICADE

TYPE III BARRICADE

TYPE III BARRICADE

TYPE III BARRICADE

W01-6 48" X 24"

R11-2 48" X 30" ROAD CLOSED

M4-9L 30" X 24" DETOUR

TO NORTH 35 M4-5 24" X 12" M3-1 24" X 12" M1-6 24" X 24"

M5-1R 21" X 21"

ROAD CLOSED AHEAD W20-3

EXISTING STOP TRAFFIC FROM LEFT DOES NOT STOP W4-4AL 42" X 15"

TO NORTH 35 M4-5 24" X 12" M3-1 24" X 12" M1-6 24" X 24" M6-1 21" X 21"

STOP R1-1 30" X 30" ONCOMING TRAFFIC DOES NOT STOP W4-4B 30" X 12"

W03-1

EXISTING STOP TRAFFIC FROM RIGHT DOES NOT STOP W4-4AR 42" X 15"

M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" DETOUR SOUTH 27 TO NORTH 35 M4-5 24" X 12" M3-1 24" X 12" M1-6 24" X 24" M6-1 21" X 21"

EXISTING STOP TRAFFIC FROM RIGHT DOES NOT STOP R1-1 30" X 30" W4-4AR 42" X 15"

END DETOUR NORTH 27 M4-8A 24" X 18" M3-1 24" X 12" M1-6 24" X 24"

M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M5-1L 21" X 21" DETOUR SOUTH 27 TO NORTH 35 M4-5 24" X 12" M3-1 24" X 12" M1-6 24" X 24" M6-1 21" X 21"

500 FT

DETOUR AHEAD W20-2

DETOUR 1500 FT W20-2

M4-8 24" X 12" DETOUR NORTH 27 M3-1 24" X 12" M1-6 24" X 24" M6-1 21" X 21"

M4-8 24" X 12" DETOUR SOUTH 27 M3-3 24" X 12" M1-6 24" X 24"

M2-1 21" X 15" JCT 27 27 M4-8 24" X 12" M3-1 24" X 12" M1-6 24" X 24" M5-1R 21" X 21"

SEE TRAFFIC CONTROL PLAN

ALLEY

OHIO ST

DOUSMAN ST

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 27 - STAGE 3A - BLOWUP H3A	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Detour\027027_dt.dgn PLOT DATE : 02-DEC-2013 15:53 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000

2

2

MAROQUETTE ROAD

ALLEY

OHIO ST

WASHINGTON STREET

WASHINGTON STREET

CANNERY

EXISTING STOP
ONCOMING TRAFFIC DOES NOT STOP
W4-4B
30" X 12"

R1-1
30" X 30"
STOP
TRAFFIC FROM LEFT DOES NOT STOP
W4-4A
42" X 15"

3 EACH - 12-INCH STOP LINES AT 16-FT

R1-1
30" X 30"
STOP
TRAFFIC FROM RIGHT DOES NOT STOP
W4-4AR
42" X 15"

TO NORTH 35
M4-5
24" X 12"
M3-1
24" X 12"
M1-6
24" X 24"
M6-1
21" X 21"

TO NORTH 35
M4-5
24" X 12"
M3-1
24" X 12"
M1-6
24" X 24"
M5-1R
21" X 21"

STOP EXISTING
ONCOMING TRAFFIC DOES NOT STOP
W4-4B
30" X 12"

12-INCH STOP LINE AT 16-FT

2 EACH - TEMPORARY 12-INCH STOP LINES AT 16-FT

TO NORTH 35
M4-5
24" X 12"
M3-1
24" X 12"
M1-6
24" X 24"
M5-1L
21" X 21"

TO NORTH 35
M4-5
24" X 12"
M3-1
24" X 12"
M1-6
24" X 24"
M6-1
21" X 21"

R1-1
30" X 30"
STOP
TRAFFIC FROM LEFT DOES NOT STOP
W4-4A
42" X 15"

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - TO STH 35 NORTH - STAGE 3A - BLOWUP J3A	SHEET	E

2

M4-8
24" X 12"
M3-1
24" X 12"
M1-6
24" X 24"
M5-1L
21" X 21"
DETOUR
NORTH
35

W03-1

M4-9R
30" X 24"
DETOUR
TYPE III BARRICADE

EXISTING STOP
W4-4A
42" X 15"
TRAFFIC FROM LEFT DOES NOT STOP

M4-8
24" X 12"
M3-1
24" X 12"
M1-6
24" X 24"
M6-1
21" X 21"
DETOUR
NORTH
35

CLIFFWOOD DRIVE

R10-71
66" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
DETOUR
SOUTH
35

N

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M6-1
21" X 21"
DETOUR
SOUTH
35

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M5-1R
21" X 21"
DETOUR
SOUTH
35

DETOUR AHEAD
W20-2

DETOUR
1500 FT
W20-2

500 FT
500 FT

STH 35

TEMPORARY 12-INCH STOP LINE (24-FT)

MARQUETTE ROAD

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M6-1
21" X 21"
DETOUR
SOUTH
NORTH
35
35

M3-1
24" X 12"
M1-6
24" X 24"
M6-1
21" X 21"

STOP
R1-1
30" X 30"
ONCOMING TRAFFIC DOES NOT STOP
W4-4B
30" X 12"

W03-1

END DETOUR
M4-8A
24" X 18"

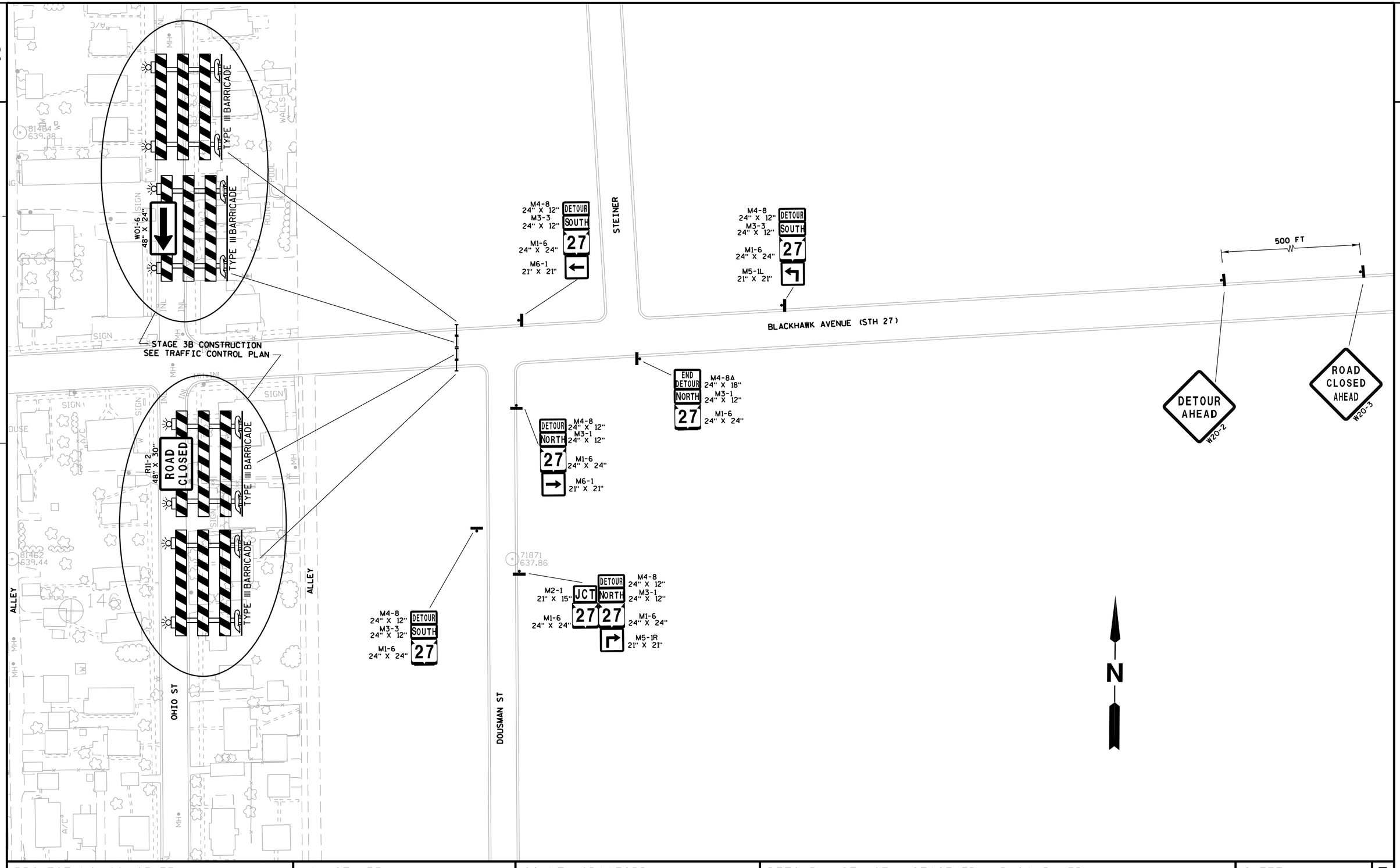
R11-3
60" X 30"
ROAD CLOSED
1.75 MILES AHEAD
LOCAL TRAFFIC ONLY
STAGE 3B
TYPE III BARRICADE

R11-3
60" X 30"
ROAD CLOSED
1.25 MILES AHEAD
LOCAL TRAFFIC ONLY
STAGE 4
TYPE III BARRICADE

NORTH
35
M3-1
24" X 12"
M1-6
24" X 24"

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 35 - STAGES 3B & 4 - BLOWUP F3B,4	SHEET	E

2



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR - STH 27 - STAGE 3B - BLOWUP H3B	SHEET	E

2

S. ILLINC

IOWA ST

ILLINOIS ST

WISCONSIN ST

ALLEY

ALLEY

ALLEY

ALLEY

S. OHIO S

OHIO ST

IOWA ST

WISCONSIN ST

BLACKHAWK AVE

M04-3 24" X 12" BUSINESS SOUTH M3-3 24" X 12" 35 M1-6 24" X 24" M05-1R 21" X 21"

M04-3 24" X 12" BUSINESS SOUTH M3-3 24" X 12" 35 M1-6 24" X 24" M06-2R 21" X 21"

M04-3 24" X 12" BUSINESS SOUTH M3-3 24" X 12" 35 M1-6 24" X 24"

M04-5 24" X 12" TO M04-3 24" X 12" BUSINESS SOUTH M3-3 24" X 12" 35 M1-6 24" X 24" M06-2R 21" X 21"

M04-5 24" X 12" TO M04-3 24" X 12" BUSINESS SOUTH M3-3 24" X 12" 35 M1-6 24" X 24" M06-2L 21" X 21"

M04-3 24" X 12" BUSINESS NORTH SOUTH M3-1 24" X 12" M3-3 24" X 12" 24" X 24" 35 27 M1-6 24" X 24"

M04-5 24" X 12" TO M04-3 24" X 12" BUSINESS SOUTH NORTH M3-3 24" X 12" 35 35 M1-6 24" X 24" M06-2L 21" X 21"

M04-5 24" X 12" TO M04-3 24" X 12" BUSINESS SOUTH NORTH M3-3 24" X 12" M3-1 24" X 12" 35 35 M1-6 24" X 24" M06-1 21" X 21" M05-1R 21" X 21"

M04-5 24" X 12" TO M04-3 24" X 12" BUSINESS M3-3 24" X 12" M3-1 24" X 12" 35 M1-6 24" X 24" M06-2L 21" X 21"

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

SEE TRAFFIC CONTROL PLAN STAGE 4 CONSTRUCTION

M04-3 24" X 12" BUSINESS NORTH M3-1 24" X 12" M1-6 24" X 24" M06-1 21" X 21"

M04-3 24" X 12" BUSINESS NORTH M3-1 24" X 12" M1-6 24" X 24" M06-1 21" X 21"

M04-3 24" X 12" BUSINESS NORTH M3-1 24" X 12" 35 M1-6 24" X 24" M06-2L 21" X 21"

M04-3 24" X 12" BUSINESS NORTH M3-1 24" X 12" M1-6 24" X 24" M06-2R 21" X 21"

M04-3 24" X 12" BUSINESS NORTH M3-1 24" X 12" 35 M1-6 24" X 24" M05-1L 21" X 21"

M04-5 24" X 12" TO M04-3 24" X 12" BUSINESS 35 M1-6 24" X 24" M05-1L 21" X 21"

R10-71 66" X 36" ACCESS TO LOCAL BUSINESSES

TYPE III BARRICADE

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	DETOUR-"BUSINESS STH 35 ROUTE"- STAGE 4 - BLOWUP C4	SHEET 174	E

FILE NAME : P:\State\u18\16610503\Cad\eplans\Detour\027020_dt.dgn PLOT DATE : 05-DEC-2013 14:44 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

SIDEWALK CLOSED
R11-2(MOD)
30" X 48"

TYPE II BARRICADE

MOONEY ST

SIDEWALK CLOSED AHEAD
W20-3(MOD)
36" X 36"

TYPE II BARRICADE

ROAD CLOSED AHEAD
W20-3

MAINTAIN ACCESS TO COMPUTER SUPPORT PLUS

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE | TYPE III BARRICADE | TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED

W01-6
48" X 24"

TYPE III BARRICADE | TYPE III BARRICADE

MICHIGAN ST

80'BB' | 81'BB' | 82'BB' | 83'BB'

82'AA' | 82'A' | 81'AA' | 81'A' | 80'AA' | 80'A' | 79'A'

STAGE 1 CONSTRUCTION

COMPUTER SUPPORT PLUS

SIDEWALK CLOSED
R11-2(MOD)
30" X 48"

TYPE II BARRICADE

ROAD CLOSED AHEAD
W20-3

OHIO ST

SIDEWALK CLOSED AHEAD
W20-3(MOD)
36" X 36"

TYPE II BARRICADE

CRAWFORD ST

R11-2
48" X 30"
ROAD CLOSED

W01-6
48" X 24"

TYPE III BARRICADE | TYPE III BARRICADE

TWO WAY TRAFFIC
(10' LANES)

100'
TAPER

TRAFFIC CONTROL DRUMS
SPACED AT 25'

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME.
EITHER EAST OR WEST OF MARQUETTE RD.

N

MARQUETTE ROAD

ROAD CLOSED 500 FT
W20-3

SIDEWALK CLOSED AHEAD
W20-3(MOD)
36" X 36"

TYPE II BARRICADE

OTHER SIGNS & BARRICADES
PER MAINLINE CLOSURE
STANDARD DETAIL C

PARKVIEW CT.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 1	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Traffic Control\025011_tc.dgn PLOT DATE : 21-JUL-2013 14:32 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1

2

DUNN ST

MICHIGAN ST

ILLINOIS ST

O'REILY'S AUTO PARTS

BURLINGTON NORTHERN & SANTA FE

MARQUETTE ROAD

92'A'
91'A'
90'A'
89'A'
88'A'
87'A'
86'AA'
86'A'
85'AA'
85'A'
84'AA'
84'A'

91'DD'

87'CC'

STAGE 1 CONSTRUCTION

N

NOTE: MAINTAIN ACCESS TO CHOACHES, TILLER'S FURNITURE, AND O'REILY'S AUTO PARTS UTILIZING DUNN ST OR TAYLOR ST

NOTE: SIDEWALK TO BE CLOSED OR REMOVED ONE HALF AT A TIME. THAT IS EITHER ON THE EAST HALF (SIDE) OR WEST HALF (SIDE) OF MARQUETTE RD.

TAYLOR ST

ATHLETIC FIELD

SCOREBOARD

SIDEWALK CLOSED
R11-2(MOD) 30" X 48"
TYPE II BARRICADE

ROAD CLOSED AHEAD
W20-3
TYPE II BARRICADE

SIDEWALK CLOSED AHEAD
W20-3(MOD) 36" X 36"

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

DUNN ST

COACHES RESTAURANT

TILLER'S FURNITURE

OHIO ST

ALLEY

DOUSMAN ST

TAYLOR ST

2

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 1	SHEET 176	E

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME, EITHER EAST OR WEST OF MARQUETTE RD.

CASS ST

WEBSTER ST

MICHIGAN ST

ILLINOIS ST

MARQUETTE ROAD

OHIO ST

ALLEY

DOUSMAN ST

STAGE 1 CONSTRUCTION

HOMESTEADER HOMES

NOTE: MAINTAIN ACCESS TO HOMESTEADER HOMES

MOBILE HOMES STORAGE

PLAYGROUND

CANOPY

SIGN

INL

MH

W

N

SIDEWALK CLOSED
R11-2(MOD)
30" X 48"

ROAD CLOSED AHEAD
W20-3

SIDEWALK CLOSED AHEAD
W20-3(MOD)
36" X 36"

R11-2
48" X 30"
ROAD CLOSED

TYPE II BARRICADE

TYPE III BARRICADE

201'B' 101'A' 200'B' 100'A' 99'A' 98'A' 97'A' 96'A' 95'A' 94'A' 93'A'

94'U' 95'U' 96'U' 97'U'

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 1	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Traffic Control\025015_tc.dgn PLOT DATE : 21-JUL-2013 14:32 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME, EITHER EAST OR WEST OF MARQUETTE RD.

ROAD CLOSED AHEAD
W20-3

TYPE II BARRICADE

SIDEWALK CLOSED AHEAD
W20-3(MOD)
36" X 36"

MARQUETTE ROAD

WISCONSIN ST.

WISCONSIN ST

ALLEY

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

TYPE III BARRICADE

MICHIGAN ST

ILLINOIS ST

OHIO ST

DOUSMAN ST

N

W01-6
48" X 24"

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

SIDEWALK CLOSED
R11-2(MOD)
30" X 48"

TYPE II BARRICADE

ROAD CLOSED AHEAD
W20-3

SOUTH
35
M3-3
24" X 12"
M1-6
24" X 24"

IOWA ST

IOWA ST.

IOWA ST

ROAD CLOSED AHEAD
W20-3

SIDEWALK CLOSED AHEAD
W20-3(MOD)
36" X 36"

TYPE II BARRICADE

204'B'
104'A'
203'B'
103'A'
202'B'
102'A'

STAGE 1 CONSTRUCTION

ILLINOIS ST.

OHIO ST.

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 1	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Traffic Control\025017_tc.dgn PLOT DATE : 21-JUL-2013 14:32 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1

2

81'BB'
82'BB'
79'A'
80'AA'
80'A'
81'AA'
81'A'
82'AA'
82'A'
83'AA'
83'A'
84'AA'
84'A'
85'AA'
85'A'
86'AA'
86'A'
87'A'
88'A'
89'A'
90'A'
91'A'
92'A'
93'A'
MARQUETTE ROAD
91'DD'
87'CC'
TAYLOR ST
CRAWFORD ST
DUNN ST
OHIO ST.
ALLEY
DOUSMAN ST
STAGE 2 CONSTRUCTION
ROAD CLOSED AHEAD W20-3
R11-2 48" X 30" ROAD CLOSED
TYPE III BARRICADE
SIDEWALK CLOSED R11-2(MOD) 30" X 48"
SIDEWALK CLOSED AHEAD W20-3(MOD) 36" X 36"
TYPE II BARRICADE
SIGN
CANOPY
FILLER CAPS
VACUUM
INL
MH
N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 2	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Traffic Control\025021_tc.dgn PLOT DATE : 09-JUL-2013 11:47 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000
WISDOT/CADDS SHEET 42

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME, EITHER EAST OR WEST OF MARQUETTE RD.

WISCONSIN ST
MICHIGAN ST
ILLINOIS ST
OHIO ST
DOUSMAN ST
IOWA ST
CASS ST
ALLEY
MARQUETTE ROAD
RESIDENSE #2
RESIDENSE #3
RESIDENSE #4
MAINTAIN ACCESS TO RESIDENSES #2, #3, & #4
MAINTAIN ALLEY ACCESS FROM EITHER NORTH OR SOUTH
STAGE 2 CONSTRUCTION
N
401'RB'
402'RB'
401'P'
402'P'
208'D'
108'C'
107'C'
206'D'
106'C'
303'RA'
302'RA'
304'RA'
300'RA'
301'RA'
296'J'
297'J'
298'J'
299'J'
302'L'
302'K'

TYPE II BARRICADE
SIDEWALK CLOSED AHEAD
W20-3(MOD) 36" X 36"
SIDEWALK CLOSED
R11-2(MOD) 30" X 48"
R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE
ROAD CLOSED AHEAD
W20-3

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 2	SHEET 180	E

FILE NAME : P:\State\u18\16610503\Cad\eplans\Traffic Control\025023_tc.dgn PLOT DATE : 06-NOV-2013 13:26 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME, EITHER EAST OR WEST OF MARQUETTE RD.

HAYDEN ST
MICHIGAN ST
ILLINOIS ST
MARQUETTE ROAD
ALLEY
OHIO ST
BLACKHAWK AVE
DOUSMAN ST
WISCONSIN ST
ROAD
MAINTAIN ACCESS TO RESIDENSE #1
RESIDENSE #1
STAGE 2 CONSTRUCTION
114'E'
113'E'
112'E'
111'E'
213'F'
212'F'
211'F'
214'F'
396'M'
397'M'
398'M'
399'M'
400'RB'
401'RB'
402'RB'
403'RB'
404'RB'
401'N'
402'N'
402'P'
401'P'

ROAD CLOSED AHEAD W20-3

SIDEWALK CLOSED AHEAD W20-3(MOD) 36" X 36"

TYPE II BARRICADE

SIDEWALK CLOSED R11-2(MOD) 30" X 48"

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 2	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Traffic Control\025025_tc.dgn PLOT DATE : 21-JUL-2013 14:33 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1

2

HAYDEN ST

MICHIGAN ST

ILLINOIS ST

MARQUETTE ROAD

ALLEY

OHIO ST

BLACKHAWK AVE

STAGE 3A CONSTRUCTION

STAGE 3B CONSTRUCTION

STAGE 3A

STAGE 3B ONLY

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME. EITHER EAST OR WEST OF MARQUETTE RD.

OTHER SIGNS & BARRICADES PER MAINLINE CLOSURE STANDARD DETAIL C

DOUSMAN ST

WISCONSIN ST

ROAD CLOSED AHEAD W20-3

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

SIDEWALK CLOSED AHEAD W20-3(MOD) 36" X 36"

TYPE II BARRICADE

SIDEWALK CLOSED R11-2(MOD) 30" X 48"

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 3	SHEET 182	E

FILE NAME : P:\State\u18\16610503\Cad\eplans\Traffic Control\025031_tc.dgn PLOT DATE : 06-NOV-2013 13:29 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000

2

HAYDEN ST

HAYDEN ST

MICHIGAN ST

ILLINOIS ST

MARQUETTE ROAD

OHIO ST

ALLEY

BLACKHAWK AVE

DOUSMAN ST

123'W'

122'G'

121'G'

220'H'

120'G'

219'H'

119'G'

218'H'

118'G'

217'H'

117'G'

STAGE 4 CONSTRUCTION

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME.
EITHER EAST OR WEST OF MARQUETTE RD.

ROAD CLOSED AHEAD W20-3

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

SIDEWALK CLOSED R11-2(MOD) 30" X 48"

TYPE II BARRICADE

SIDEWALK CLOSED AHEAD W20-3(MOD) 36" X 36"

AT NE QUADRANT OF WISCONSIN & MARQUETTE

N

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 4	SHEET 183	E

FILE NAME : P:\State\u18\16610503\Cad\eplans\Traffic Control\025041_tc.dgn PLOT DATE : 06-NOV-2013 13:32 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 100.000000:1.000000

2

ROAD CLOSED AHEAD W20-3

WASHINGTON ST

127'Y' 128'Y' 129'Y' 130'Y' 131'Y' 132'G' 133'Z'

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

WACOUTA ST

MICHIGAN ST

ALLEY

ILLINOIS ST

130'G' 129'G' 128'G' 127'G' 126'G' 125'G' 124'G' 123'W'

OHIO ST

PARK ST

128'X'

STAGE 4 CONSTRUCTION

MARQUETTE ROAD

NOTE: SIDEWALK TO BE CLOSED HALF AT A TIME, EITHER EAST OR WEST OF MARQUETTE RD.

N

ASHLEY FURNITURE BUILDING

NOTE: PROVIDE ACCESS TO ASHLEY FURNITURE BUILDING VIA PARK ST OR HAYDEN ST

SIDEWALK CLOSED R11-2(MOD) 30" X 48"

SIDEWALK CLOSED AHEAD W20-3(MOD) 36" X 36"

TYPE II BARRICADE

HAYDEN ST

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 4	SHEET E

2

MICHIGAN ST

ALLEY

PERRY ST

ILLINOIS ST

ALLEY

WASHINGTON ST

ALLEY

MC LEOD ST

MC LEOD ST

OHIO ST

BURLINGTON NORTHERN & SANTA FE

N

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

ROAD CLOSED AHEAD
W20-3

ROAD CLOSED 500 FT
W20-3

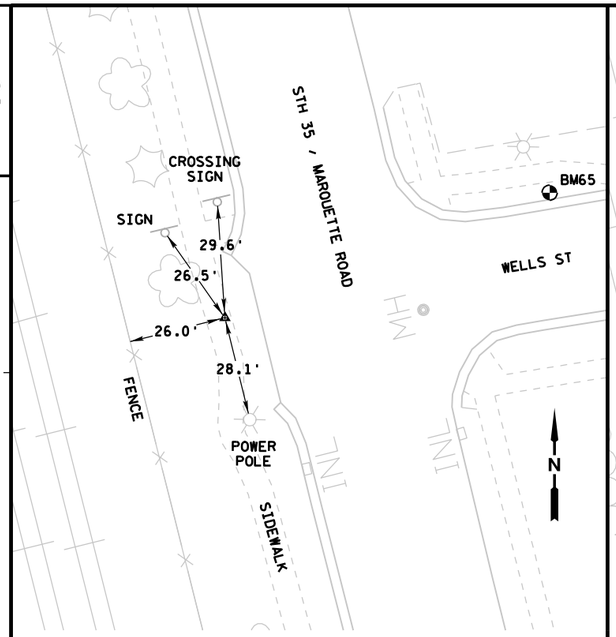
OTHER SIGNS & BARRICADES
PER MAINLINE CLOSURE
STANDARD DETAIL C

127'-Y'
128'-Y'
129'-Y'
130'-Y'
131'-Y'
132'-G'
133'-G'
134'-G'
135'-G'
136'-G'
137'-G'

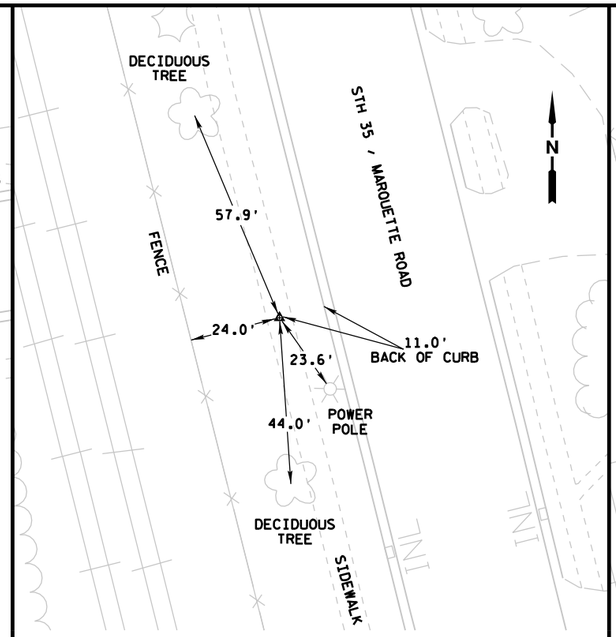
POOL
PLAYGROUND
SIGN
CANOPY
A/C
MH
INL
NGVS

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 4	SHEET	E

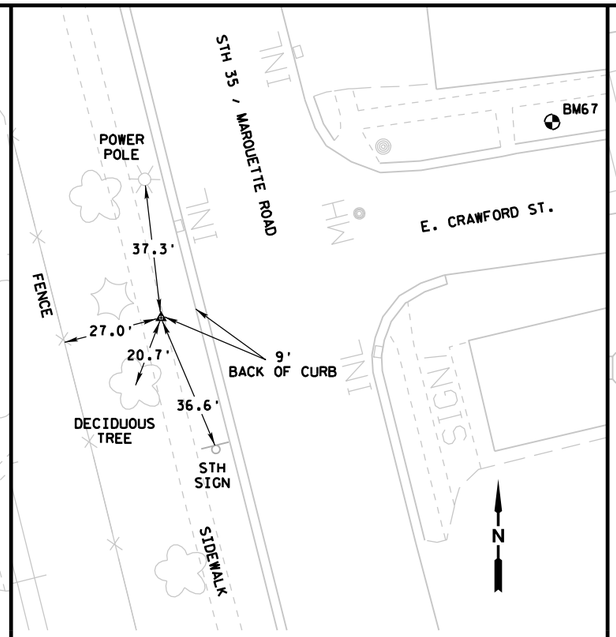
FILE NAME : p:\State\u18\16610503\Cad\eplans\Traffic Control\025045_tc.dgn PLOT DATE : 21-JUL-2013 14:33 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 100:1



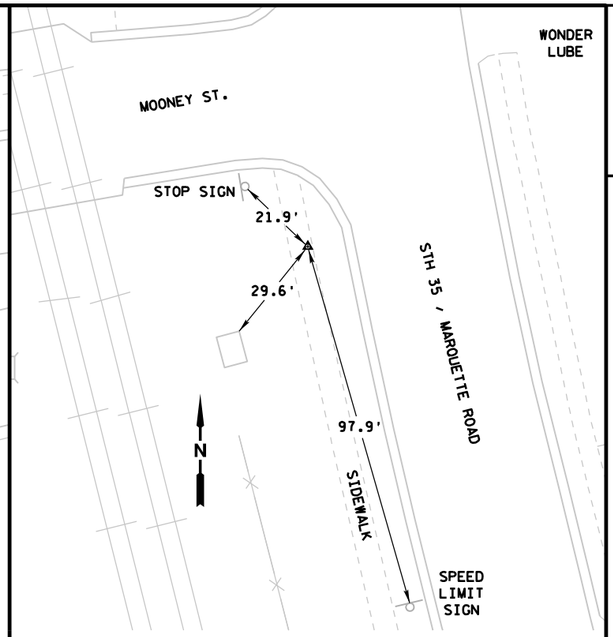
CONTROL POINT 17
X=319373.32 Y=117572.18
PK NAIL IN ASPHALTIC SIDEWALK
+/- 0.95 MILES NORTH OF STH 35 & LAPOINTE ST INTERSECTION



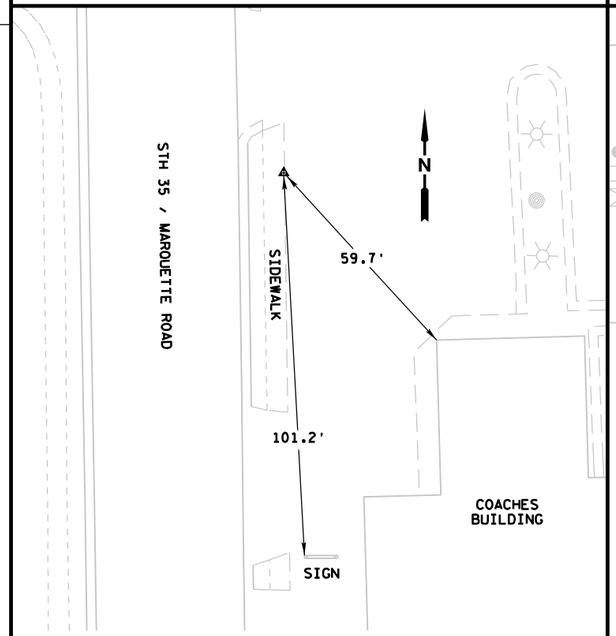
CONTROL POINT 18
X=319212.92 Y=118204.49
PK NAIL IN ASPHALTIC SIDEWALK
+/- 1.05 MILES NORTH OF STH 35 & LAPOINTE ST INTERSECTION



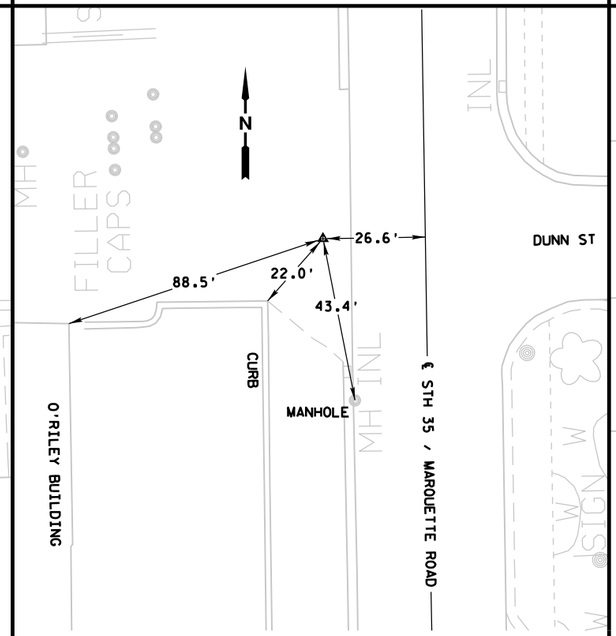
CONTROL POINT 19
X=319088.19 Y=118712.49
PK NAIL IN ASPHALTIC SIDEWALK
+/- 1.15 MILES NORTH OF STH 35 & LAPOINTE ST INTERSECTION



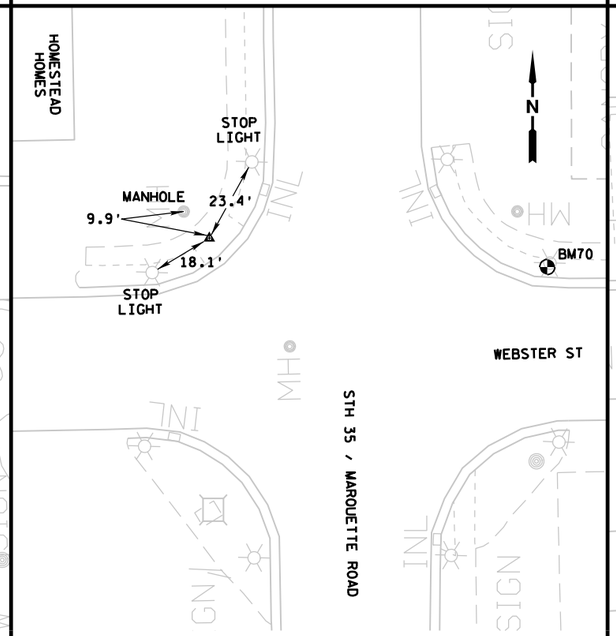
CONTROL POINT 20
X=319022.36 Y=118985.03
PK NAIL IN CONCRETE SIDEWALK JOINT
+/- 0.5 MILES SOUTH OF STH 35 & STH 27 INTERSECTION



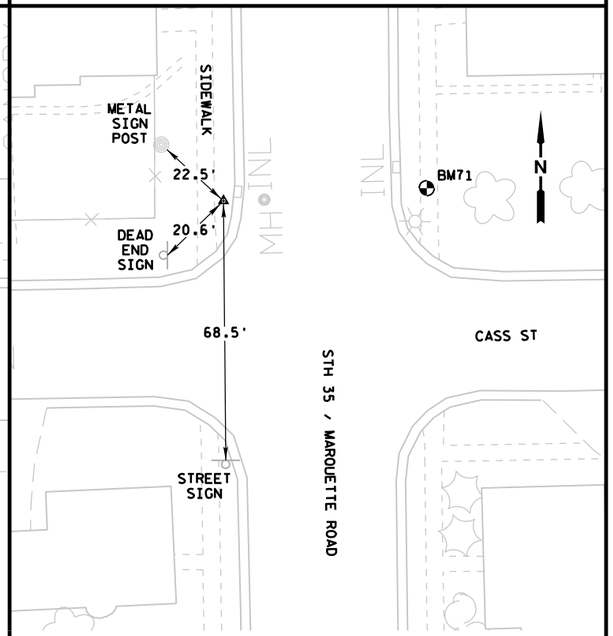
CONTROL POINT 36
X=319046.10 Y=119554.56
PK NAIL IN ASPHALT
+/- 250' SOUTH OF STH 35 & DUNN ST INTERSECTION



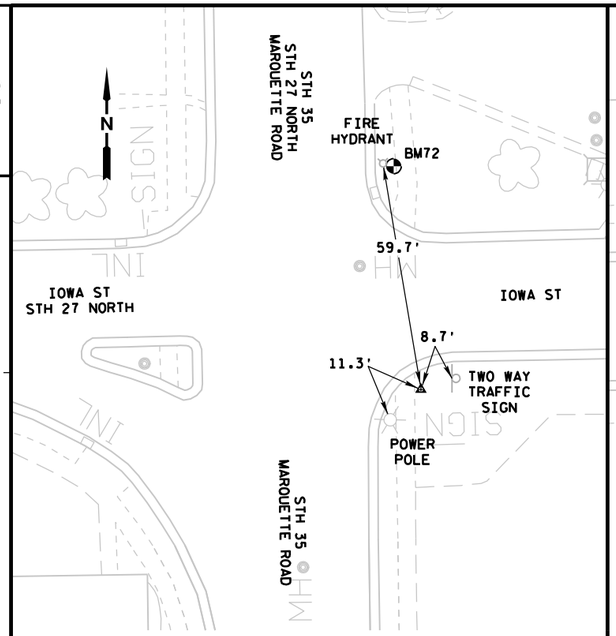
CONTROL POINT 35
X=318982.75 Y=119837.06
PK NAIL IN ASPHALT
AT INTERSECTION OF STH 35 & DUNN ST



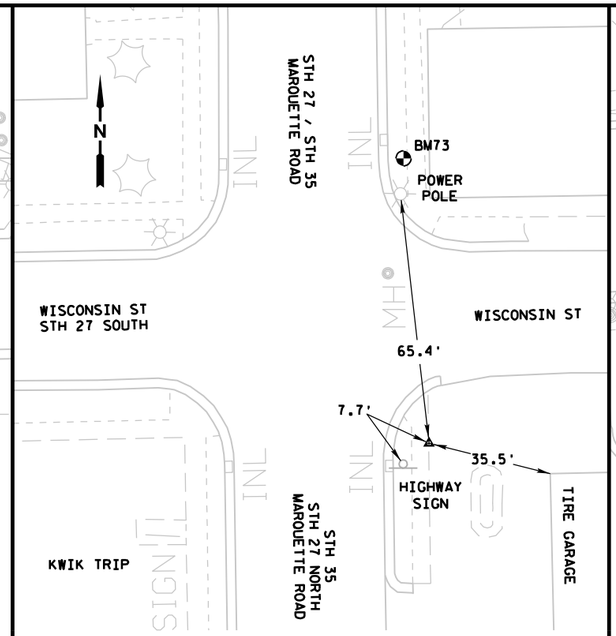
CONTROL POINT 22
X=318964.90 Y=120335.22
PK NAIL IN CONCRETE SIDEWALK JOINT
+/- 0.3 MILES SOUTH OF STH 35 & STH 27 INTERSECTION



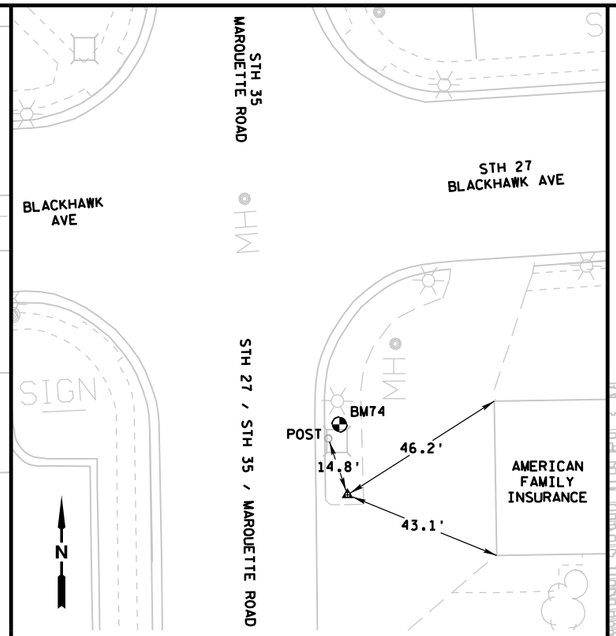
CONTROL POINT 23
X=318970.18 Y=120806.40
REBAR WITH CAP BETWEEN CURB & SIDEWALK
+/- 0.25 MILES SOUTH OF STH 35 & STH 27 INTERSECTION



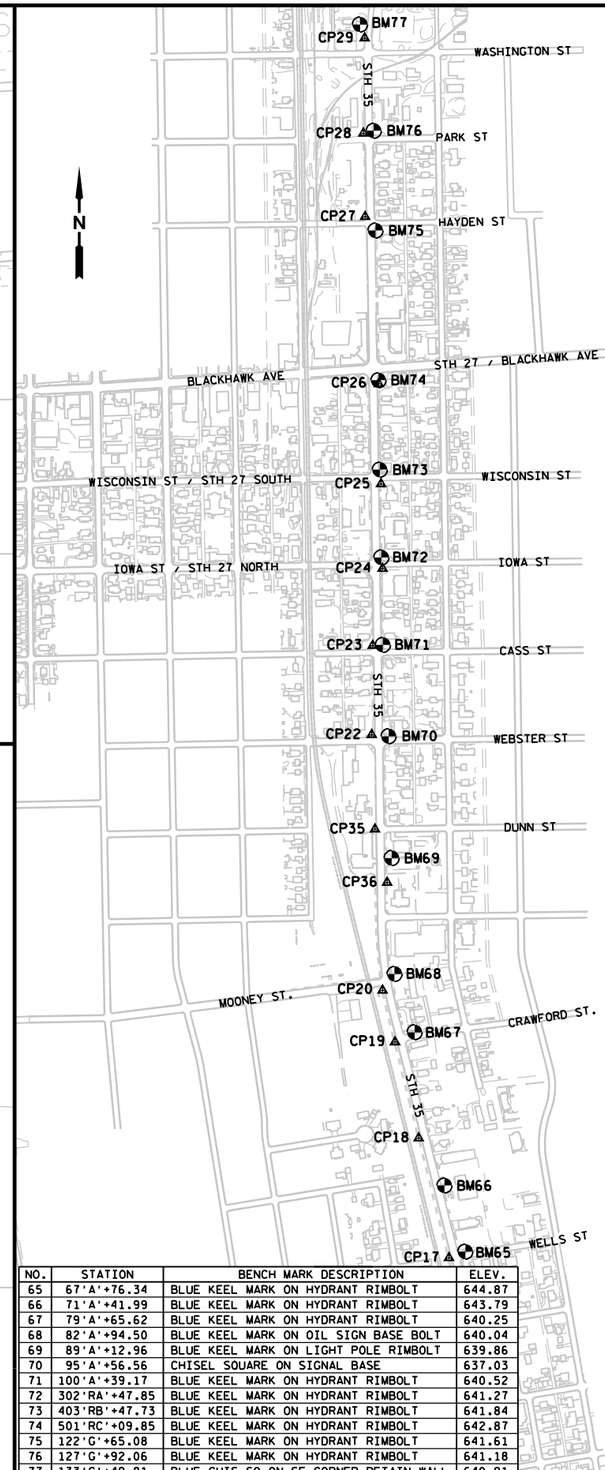
CONTROL POINT 24
X=319022.74 Y=121212.59
REBAR WITH CAP SE QUADRANT STH 35 & IOWA ST
+/- 0.15 MILES SOUTH OF STH 35 & STH 27 INTERSECTION



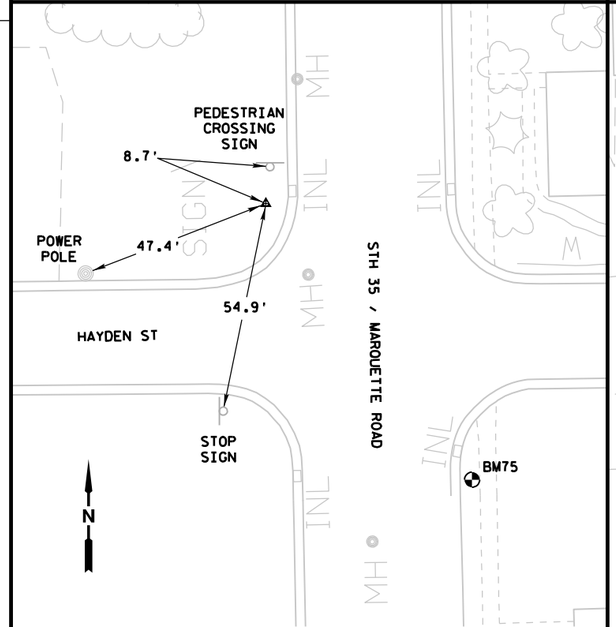
CONTROL POINT 25
X=319014.14 Y=121659.97
SE QUADRANT STH 35 & WISCONSIN ST
PK NAIL BETWEEN SIDEWALK & CONCRETE SLAB
+/- 0.1 MILES SOUTH OF STH 35 & STH 27 INTERSECTION



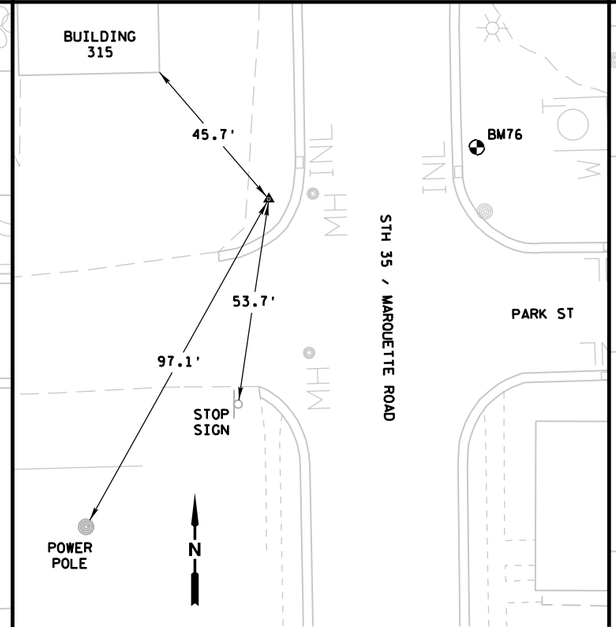
CONTROL POINT 26
X=319002.40 Y=122188.77
PK NAIL IN CONCRETE SIDEWALK
SOUTHEAST QUADRANT OF STH 35 & STH 27 INTERSECTION



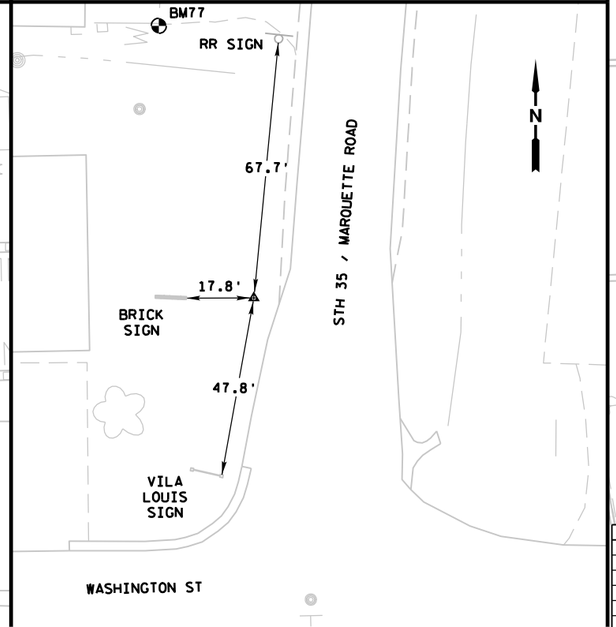
NO.	STATION	BENCH MARK DESCRIPTION	ELEV.
65	67'A'+76.34	BLUE KEEL MARK ON HYDRANT RIMBOLT	644.87
66	71'A'+41.99	BLUE KEEL MARK ON HYDRANT RIMBOLT	643.79
67	79'A'+65.62	BLUE KEEL MARK ON HYDRANT RIMBOLT	640.25
68	82'A'+94.50	BLUE KEEL MARK ON OIL SIGN BASE BOLT	640.04
69	89'A'+12.96	BLUE KEEL MARK ON LIGHT POLE RIMBOLT	639.86
70	95'A'+56.56	CHISEL SQUARE ON SIGNAL BASE	637.03
71	100'A'+39.17	BLUE KEEL MARK ON HYDRANT RIMBOLT	640.52
72	302'RA'+47.85	BLUE KEEL MARK ON HYDRANT RIMBOLT	641.27
73	403'RB'+47.73	BLUE KEEL MARK ON HYDRANT RIMBOLT	641.84
74	501'RC'+09.85	BLUE KEEL MARK ON HYDRANT RIMBOLT	642.87
75	122'G'+65.08	BLUE KEEL MARK ON HYDRANT RIMBOLT	641.61
76	127'G'+92.06	BLUE KEEL MARK ON HYDRANT RIMBOLT	641.18
77	133'G'+49.81	BLUE CHIS SQ ON SE CORNER RETAIN WALL	640.91



CONTROL POINT 27
X=318930.19 Y=123071.22
REBAR WITH CAP NW QUADRANT STH 35 & HAYDEN ST
+/- 0.15 MILES NORTH OF STH 35 & STH 27 INTERSECTION



CONTROL POINT 28
X=318920.85 Y=123511.54
REBAR WITH CAP NW QUADRANT STH 35 & PARK ST
+/- 0.2 MILES NORTH OF STH 35 & STH 27 INTERSECTION



CONTROL POINT 29
X=318928.07 Y=124014.59
REBAR WITH CAP +/- 6' WEST OF ASPHALT EDGE
+/- 0.3 MILES NORTH OF STH 35 & STH 27 INTERSECTION

PROJECT NO:5783-03-71	HWY: STH 35	COUNTY: CRAWFORD	ALIGNMENT TIES	SHEET 187	E

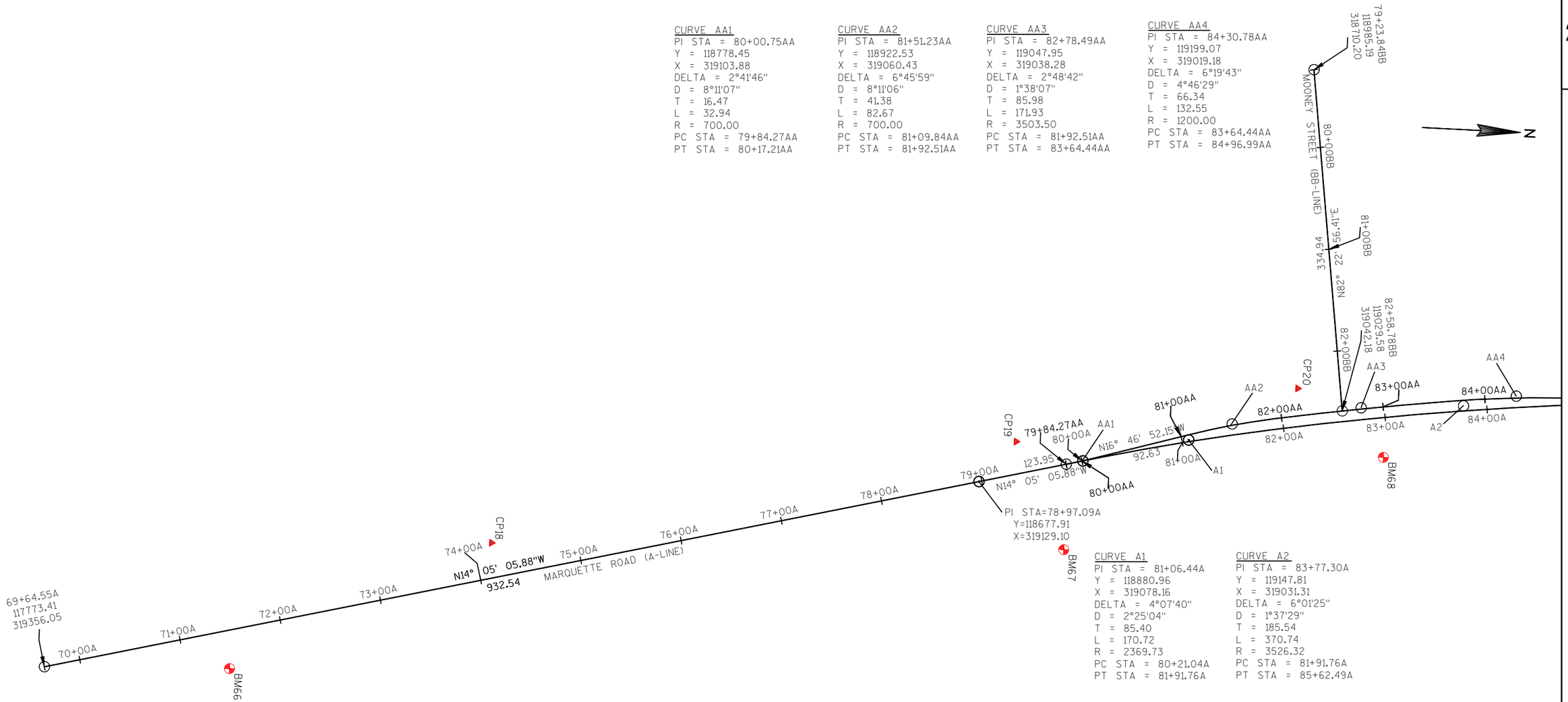
2

CURVE AA1
PI STA = 80+00.75AA
Y = 118778.45
X = 319103.88
DELTA = 2°41'46"
D = 8°11'07"
T = 16.47
L = 32.94
R = 700.00
PC STA = 79+84.27AA
PT STA = 80+17.21AA

CURVE AA2
PI STA = 81+51.23AA
Y = 118922.53
X = 319060.43
DELTA = 6°45'59"
D = 8°11'06"
T = 41.38
L = 82.67
R = 700.00
PC STA = 81+09.84AA
PT STA = 81+92.51AA

CURVE AA3
PI STA = 82+78.49AA
Y = 119047.95
X = 319038.28
DELTA = 2°48'42"
D = 1°38'07"
T = 85.98
L = 171.93
R = 3503.50
PC STA = 81+92.51AA
PT STA = 83+64.44AA

CURVE AA4
PI STA = 84+30.78AA
Y = 119199.07
X = 319019.18
DELTA = 6°19'43"
D = 4°46'29"
T = 66.34
L = 132.55
R = 1200.00
PC STA = 83+64.44AA
PT STA = 84+96.99AA

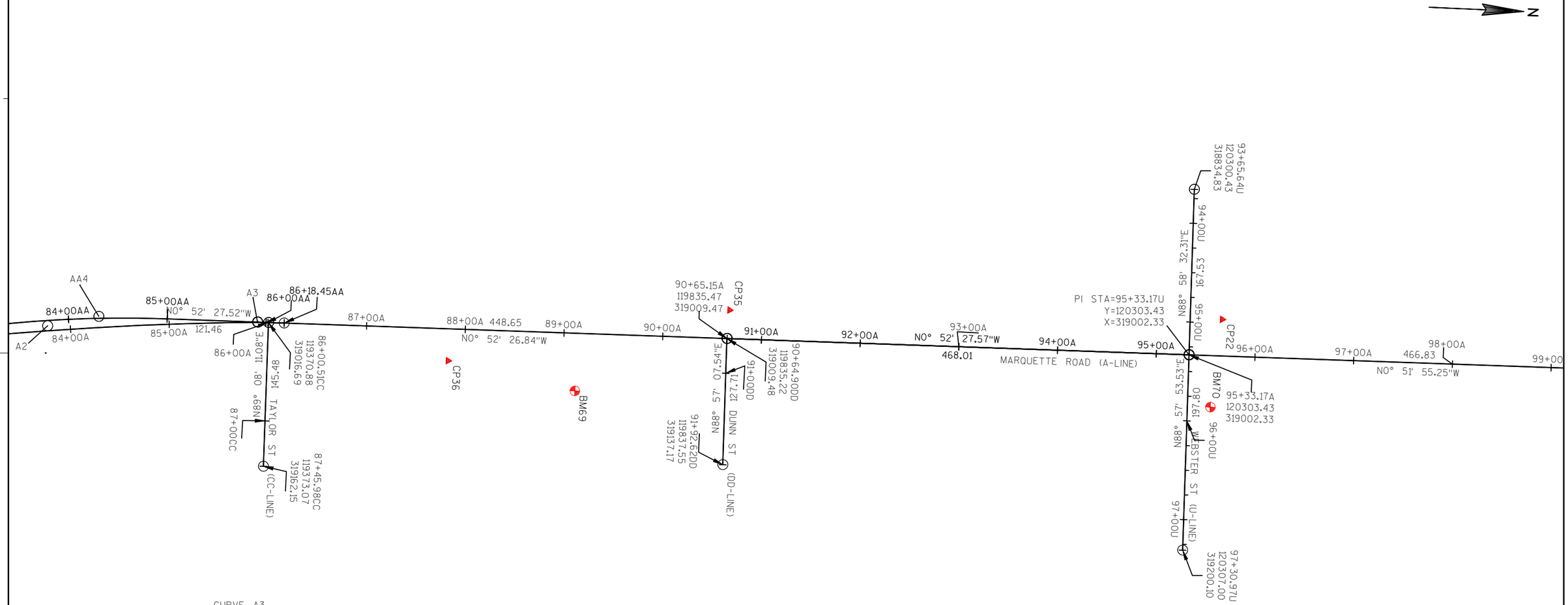


CURVE A1
PI STA = 81+06.44A
Y = 118880.96
X = 319078.16
DELTA = 4°07'40"
D = 2°25'04"
T = 85.40
L = 170.72
R = 2369.73
PC STA = 80+21.04A
PT STA = 81+91.76A

CURVE A2
PI STA = 83+77.30A
Y = 119147.81
X = 319031.31
DELTA = 6°01'25"
D = 1°37'29"
T = 185.54
L = 370.74
R = 3526.32
PC STA = 81+91.76A
PT STA = 85+62.49A

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PLAN: ALIGNMENT DIAGRAM	SHEET 188	E

2



CURVE A3
PI STA = 85+89.51A
Y = 119359.87
X = 319016.73
DELTA = 3°03'34"
D = 5°39'52"
T = 27.01
L = 54.01
R = 1011.50
PC STA = 85+62.49A
PT STA = 86+16.51A

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PLAN: ALIGNMENT DIAGRAM	SHEET 189	E

PI L1
PI STA = 301+19.23L
Y = 121275.57
X = 319075.49

CURVE L2
PI STA = 301+42.24L
Y = 121261.31
X = 319093.55
DELTA = 8°19'46"
D = 21°22'44"
T = 19.51
L = 38.96
R = 268.00
PC STA = 301+22.73L
PT STA = 301+61.69L

CURVE L3
PI STA = 301+78.41L
Y = 121243.22
X = 319124.94
DELTA = 19°21'31"
D = 58°27'54"
T = 16.71
L = 33.11
R = 98.00
PC STA = 301+61.69L
PT STA = 301+94.80L

CURVE L4
PI STA = 301+99.93L
Y = 121239.21
X = 319146.41
DELTA = 11°42'57"
D = 114°35'30"
T = 5.13
L = 10.22
R = 50.00
PC STA = 301+94.80L
PT STA = 302+05.03L

PI J1
PI STA = 296+49.74J
Y = 121231.78
X = 318616.37

CURVE J2
PI STA = 297+68.04J
Y = 121234.00
X = 318734.64
DELTA = 2°01'40"
D = 5°45'09"
T = 17.63
L = 35.25
R = 996.00
PC STA = 297+50.41J
PT STA = 297+85.66J

CURVE J3
PI STA = 298+10.12J
Y = 121236.28
X = 318776.67
DELTA = 5°26'58"
D = 11°08'49"
T = 24.46
L = 48.89
R = 514.00
PC STA = 297+85.66J
PT STA = 298+34.55J

CURVE J4
PI STA = 298+78.13J
Y = 121246.41
X = 318843.96
DELTA = 10°19'40"
D = 27°09'16"
T = 19.07
L = 38.03
R = 211.00
PC STA = 298+59.07J
PT STA = 298+97.10J

CURVE J5
PI STA = 299+18.47J
Y = 121245.16
X = 318884.38
DELTA = 27°56'48"
D = 66°42'48"
T = 21.37
L = 41.89
R = 85.88
PC STA = 298+97.10J
PT STA = 299+38.99J

CURVE J6
PI STA = 299+50.50J
Y = 121228.85
X = 318912.94
DELTA = 9°44'48"
D = 42°26'33"
T = 11.51
L = 22.96
R = 135.00
PC STA = 299+38.99J
PT STA = 299+61.95J

PI J7
PI STA = 29961.96J
Y = 121221.54
X = 318921.82

CURVE D1
PI STA=206+04.69D
Y = 121358.23
X = 319009.96
DELTA = 36°15'55"
D = 44°45'45"
T = 41.92
L = 81.02
R = 128.00
PC STA = 205+62.77D
PT STA = 206+43.78D

CURVE D2
PI STA = 206+59.52D
Y = 121415.89
X = 319009.73
DELTA = 7°53'47"
D = 25°07'47"
T = 15.74
L = 31.42
R = 228.00
PC STA = 206+43.79D
PT STA = 206+75.21D

CURVE D3
PI STA = 208+52.23D
Y = 121606.71
X = 318982.50
DELTA = 10°10'19"
D = 38°27'13"
T = 13.26
L = 26.45
R = 149.00
PC STA = 208+38.97D
PT STA = 208+65.42D

CURVE D4
PI STA = 208+77.01D
Y = 121630.31
X = 318974.70
DELTA = 7°32'20"
D = 32°33'16"
T = 11.60
L = 23.16
R = 176.00
PC STA = 208+65.42D
PT STA = 208+88.58D

PI D5
PI STA = 208+91.76D
Y = 121643.61
X = 318968.26

PI M1
PI STA = 396+70.39M
Y = 121682.19
X = 318647.20

CURVE M2
PI STA = 398+31.09M
Y = 121684.99
X = 318807.87
DELTA = 21°58'18"
D = 13°52'23"
T = 80.17
L = 158.38
R = 413.00
PC STA =397+50.92M
PT STA =399+09.29M

PI E1
PI STA = 110+11.90E
Y = 121762.09
X = 319034.97

CURVE E2
PI STA = 110+43.18E
Y = 121790.81
X = 319022.57
DELTA = 12°40'56"
D = 25°21'08"
T = 25.11
L = 50.02
R = 226.00
PC STA = 110+18.07E
PT STA = 110+68.09E

CURVE E3
PI STA = 110+88.63E
Y = 121835.67
X = 319014.11
DELTA = 3°46'14"
D = 9°10'55"
T = 20.54
L = 41.07
R = 624.00
PC STA = 110+68.09E
PT STA = 111+09.16E

PI F1
PI STA = 210+17.50F
Y = 121768.25
X = 318979.36

CURVE F2
PI STA = 210+48.92F
Y = 121793.67
X = 318997.83
DELTA = 29°59'29"
D = 55°37'37"
T = 27.59
L = 53.92
R = 103.00
PC STA = 210+21.33F
PT STA = 210+75.24F

CURVE F3
PI STA = 211+06.73F
Y = 121852.43
X = 319004.02
DELTA = 12°55'30"
D = 20°36'36"
T = 31.49
L = 62.71
R = 278.00
PC STA = 210+75.24F
PT STA = 211+37.96F

CURVE RA1
PI STA = 300+00.03RA
Y = 121201.78
X = 318954.91
DELTA = 359°56'35"
D = 78°29'15"
T = 0.04
L = 458.60
R = 73.00
PC STA = 300+00.07RA
PT STA = 304+58.67RA

CURVE B1
PI STA = 202+96.25B
Y = 121066.43
X = 318991.33
DELTA = 3°02'20"
D = 9°10'55"
T = 16.55
L = 33.10
R = 624.00
PC STA = 202+79.70B
PT STA = 203+12.79B

CURVE B2
PI STA = 203+58.77B
Y = 121128.83
X = 318987.18
DELTA = 16°03'25"
D = 17°34'31"
T = 45.98
L = 91.36
R = 326.00
PC STA = 203+12.79B
PT STA = 204+04.15B

PI B3
PI STA = 204+28.26B
Y = 121194.75
X = 318963.37

CURVE A4
PI STA = 100+75.90A
Y = 120846.10
X = 318994.27
DELTA = 4°17'10"
D = 7°09'43"
T = 29.94
L = 59.84
R = 800.00
PC STA = 100+45.96A
PT STA = 101+05.81A

CURVE A5
PI STA = 102+11.42A
Y = 120981.39
X = 319002.59
DELTA = 6°31'16"
D = 8°48'04"
T = 37.09
L = 74.09
R = 651.00
PC STA = 101+74.33A
PT STA = 102+48.42A

CURVE A6
PI STA = 103+23.34A
Y = 121093.24
X = 318996.73
DELTA = 4°26'55"
D = 13°30'47"
T = 16.47
L = 32.92
R = 424.00
PC STA = 103+06.87A
PT STA = 103+39.80A

CURVE A7
PI STA = 103+80.66A
Y = 121150.56
X = 318998.18
DELTA = 35°24'36"
D = 44°45'49"
T = 40.86
L = 79.10
R = 128.00
PC STA = 103+39.80A
PT STA = 104+18.90A

PI A8
PI STA = 104+18.90A
Y = 121183.25
X = 319022.69

PI K1
PI STA = 301+15.24K
Y = 121212.65
X = 319065.67

CURVE K2
PI STA = 301+54.65K
Y = 121226.49
X = 319102.58
DELTA = 4°08'37"
D = 34°06'17"
T = 6.08
L = 12.15
R = 168.00
PC STA = 301+48.58K
PT STA = 301+60.73K

CURVE K3
PI STA = 302+17.25K
Y = 121239.55
X = 319163.73
DELTA = 7°25'59"
D = 28°47'31"
T = 12.93
L = 25.82
R = 199.00
PC STA = 302+04.33K
PT STA = 302+30.14K

PI K4
PI STA=303+14.01K
Y = 121241.44
X = 319260.50

CURVE C1
PI STA = 105+51.78C
Y = 121313.69
X = 319048.04

CURVE C2
PI STA = 105+88.61C
Y = 121348.34
X = 319035.56
DELTA = 4°46'35"
D = 13°26'59"
T = 17.77
L = 35.51
R = 426.00
PC STA = 105+70.84C
PT STA = 106+06.35C

CURVE C3
PI STA = 106+55.39C
Y = 121412.86
X = 319018.25
DELTA = 6°54'11"
D = 7°02'51"
T = 49.04
L = 97.95
R = 813.00
PC STA = 106+06.35C
PT STA = 107+04.31C

CURVE C4
PI STA = 107+90.92C
Y = 121547.14
X = 318999.08
DELTA = 6°25'25"
D = 17°41'02"
T = 18.18
L = 36.32
R = 324.00
PC STA = 107+72.74C
PT STA = 108+09.06C

CURVE C5
PI STA = 108+45.97C
Y = 121602.21
X = 318997.45
DELTA = 36°10'31"
D = 50°42'15"
T = 36.91
L = 71.35
R= 113.00
PC STA = 108+09.06C
PT STA = 108+80.40C

PI C6
PI STA = 108+88.71C
Y = 121639.47
X = 319023.04

PI P1
PI STA=400+97.38P
Y = 121669.76
X = 319059.34

CURVE P2
PI STA = 401+35.15P
Y = 121685.22
X = 319093.80
DELTA = 13°27'09"
D = 18°01'03"
T = 37.50
L = 74.66
R = 318.00
PC STA = 400+97.65P
PT STA = 401+72.31P

CURVE P3
PI STA = 401+93.83P
Y = 121696.19
X = 319151.80
DELTA = 9°50'18"
D = 22°55'07"
T = 21.52
L = 42.93
R = 250.00
PC STA=401+72.31P
PT STA=402+15.24P

PI P4
PI STA = 402+15.24P
Y = 121696.52
X = 319173.31

CURVE N1
PI STA = 401+25.49N
Y = 121712.96
X = 319087.02
DELTA = 2°54'34"
D = 18°01'04"
T = 8.08
L = 16.15
R = 318.00
PC STA = 401+17.41N
PT STA= 401+33.56N

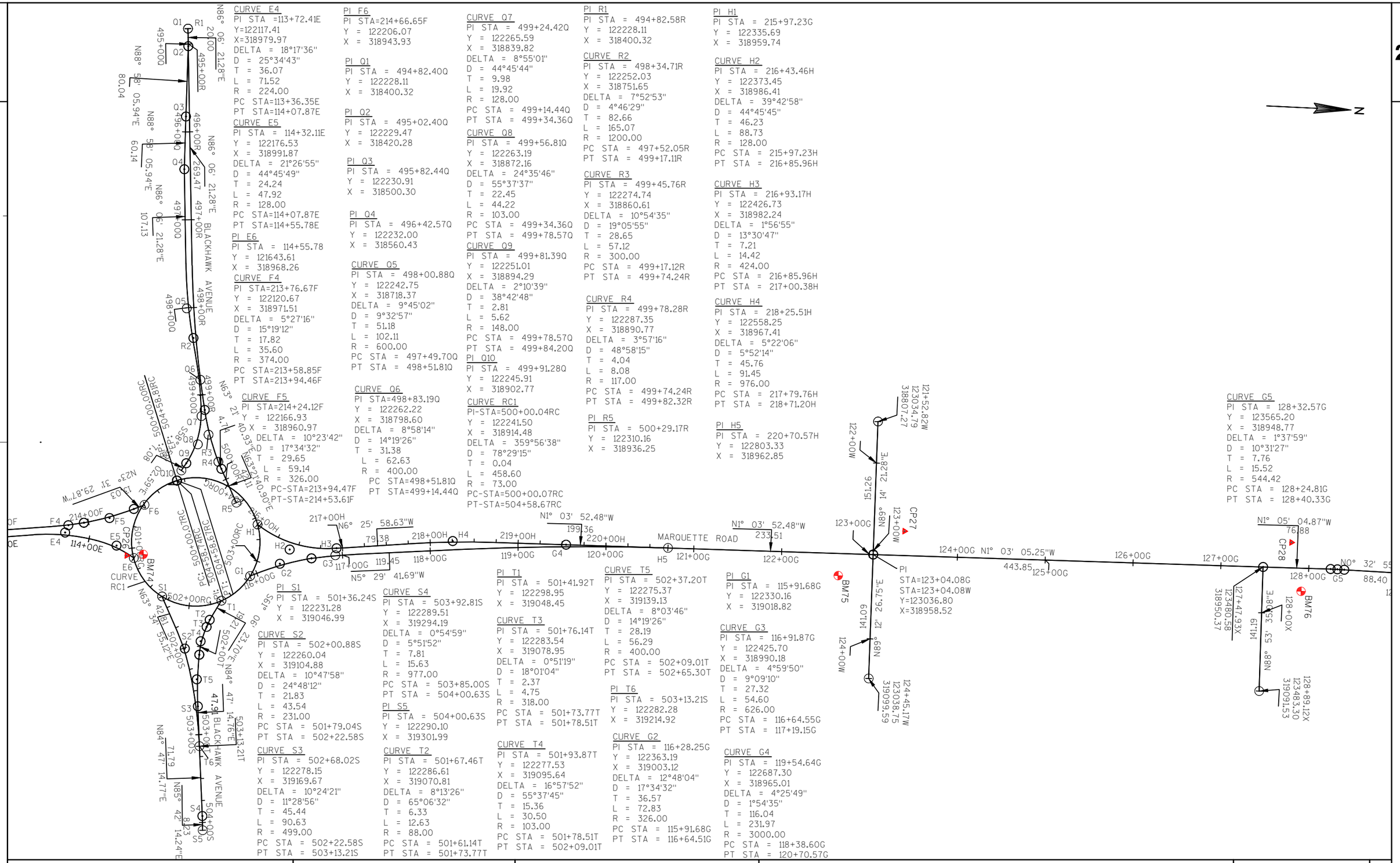
CURVE N2
PI STA = 401+50.34N
Y = 121700.53
X = 319108.55
DELTA = 18°30'36"
D = 55°37'37"
T = 16.78
L = 33.28
R = 103.00
PC STA = 401+33.56N
PT STA = 401+66.84N

CURVE N3
PI STA = 401+73.34N
Y = 121695.88
X = 319131.37
DELTA = 12°22'51"
D = 95°29'58"
T = 6.51
L = 12.96
R = 60.00
PC STA = 401+66.84N
PT STA = 401+79.80N

CURVE RB1
PI STA = 400+00.03RB
Y = 121743.10
X = 318945.01
DELTA = 359°57'11"
D = 84°15'31"
T = 0.03
L = 427.20
R = 68.00
PC STA = 400+00.06RB
PT STA = 404+27.26RB

WISCONSIN RNDBT CURVE RB1

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PLAN: ALIGNMENT DIAGRAM	SHEET 190	E



CURVE E4
PI STA =113+72.41E
Y=122117.41
X=318979.97
DELTA = 18°17'36"
D = 25°34'43"
T = 36.07
L = 71.52
R = 224.00
PC STA=113+36.35E
PT STA=114+07.87E

CURVE E5
PI STA = 114+32.11E
Y = 122176.53
X = 318991.87
DELTA = 21°26'55"
D = 44°45'49"
T = 24.24
L = 47.92
R = 128.00
PC STA=114+07.87E
PT STA=114+55.78E

PI E6
PI STA = 114+55.78
Y = 121643.61
X = 318968.26

CURVE F4
PI STA=213+76.67F
Y = 122120.67
X = 318971.51
DELTA = 5°27'16"
D = 15°19'12"
T = 17.82
L = 35.60
R = 374.00
PC STA=213+58.85F
PT STA=213+94.46F

CURVE F5
PI STA=214+24.12F
Y = 122166.93
X = 318960.97
DELTA = 10°23'42"
D = 17°34'32"
T = 29.65
L = 59.14
R = 326.00
PC-STA=213+94.47F
PT-STA=214+53.61F

PI F6
PI STA=214+66.65F
Y = 122206.07
X = 318943.93

PI Q1
PI STA = 494+82.40Q
Y = 122228.11
X = 318400.32

PI Q2
PI STA = 495+02.40Q
Y = 122229.47
X = 318420.28

PI Q3
PI STA = 495+82.44Q
Y = 122230.91
X = 318500.30

PI Q4
PI STA = 496+42.57Q
Y = 122232.00
X = 318560.43

CURVE Q5
PI STA = 498+00.88Q
Y = 122242.75
X = 318718.37
DELTA = 9°45'02"
D = 9°32'57"
T = 51.18
L = 102.11
R = 600.00
PC STA = 497+49.70Q
PT STA = 498+51.81Q

CURVE Q6
PI STA=498+83.19Q
Y = 122262.22
X = 318798.60
DELTA = 8°58'14"
D = 14°19'26"
T = 31.38
L = 62.63
R = 400.00
PC STA=498+51.81Q
PT STA=499+14.44Q

CURVE Q7
PI STA = 499+24.42Q
Y = 122265.59
X = 318839.82
DELTA = 8°55'01"
D = 44°45'44"
T = 9.98
L = 19.92
R = 128.00
PC STA = 499+14.44Q
PT STA = 499+34.36Q

CURVE Q8
PI STA = 499+56.81Q
Y = 122263.19
X = 318872.16
DELTA = 24°35'46"
D = 55°37'37"
T = 22.45
L = 44.22
R = 103.00
PC STA = 499+34.36Q
PT STA = 499+78.57Q

CURVE Q9
PI STA = 499+81.39Q
Y = 122251.01
X = 318894.29
DELTA = 2°10'39"
D = 38°42'48"
T = 2.81
L = 5.62
R = 148.00
PC STA = 499+78.57Q
PT STA = 499+84.20Q

PI Q10
PI STA = 499+91.28Q
Y = 122245.91
X = 318902.77

CURVE RC1
PI-STA=500+00.04RC
Y = 122241.50
X = 318914.48
DELTA = 359°56'38"
D = 78°29'15"
T = 0.04
L = 458.60
R = 73.00
PC-STA=500+00.07RC
PT-STA=504+58.67RC

PI R1
PI STA = 494+82.58R
Y = 122228.11
X = 318400.32

CURVE R2
PI STA = 498+34.71R
Y = 122252.03
X = 318751.65
DELTA = 7°52'53"
D = 4°46'29"
T = 82.66
L = 165.07
R = 1200.00
PC STA = 497+52.05R
PT STA = 499+17.11R

CURVE R3
PI STA = 499+45.76R
Y = 122274.74
X = 318860.61
DELTA = 10°54'35"
D = 19°05'55"
T = 28.65
L = 57.12
R = 300.00
PC STA = 499+17.12R
PT STA = 499+74.24R

CURVE R4
PI STA = 499+78.28R
Y = 122287.35
X = 318890.77
DELTA = 3°57'16"
D = 48°58'15"
T = 4.04
L = 8.08
R = 117.00
PC STA = 499+74.24R
PT STA = 499+82.32R

PI R5
PI STA = 500+29.17R
Y = 122310.16
X = 318936.25

PI H1
PI STA = 215+97.23G
Y = 122335.69
X = 318959.74

CURVE H2
PI STA = 216+43.46H
Y = 122373.45
X = 318986.41
DELTA = 39°42'58"
D = 44°45'45"
T = 46.23
L = 88.73
R = 128.00
PC STA = 215+97.23H
PT STA = 216+85.96H

CURVE H3
PI STA = 216+93.17H
Y = 122426.73
X = 318982.24
DELTA = 1°56'55"
D = 13°30'47"
T = 7.21
L = 14.42
R = 424.00
PC STA = 216+85.96H
PT STA = 217+00.38H

CURVE H4
PI STA = 218+25.51H
Y = 122558.25
X = 318967.41
DELTA = 5°22'06"
D = 5°52'14"
T = 45.76
L = 91.45
R = 976.00
PC STA = 217+79.76H
PT STA = 218+71.20H

PI H5
PI STA = 220+70.57H
Y = 122803.33
X = 318962.85

CURVE G5
PI STA = 128+32.57G
Y = 123565.20
X = 318948.77
DELTA = 1°37'59"
D = 10°31'27"
T = 7.76
L = 15.52
R = 544.42
PC STA = 128+24.81G
PT STA = 128+40.33G

PI S1
PI STA = 501+36.24S
Y = 122231.28
X = 319046.99

CURVE S2
PI STA = 502+00.88S
Y = 122260.04
X = 319104.88
DELTA = 10°47'58"
D = 24°48'12"
T = 21.83
L = 43.54
R = 231.00
PC STA = 501+79.04S
PT STA = 502+22.58S

CURVE S3
PI STA = 502+68.02S
Y = 122278.15
X = 319169.67
DELTA = 10°24'21"
D = 11°28'56"
T = 45.44
L = 90.63
R = 499.00
PC STA = 502+22.58S
PT STA = 503+13.21S

CURVE S4
PI STA = 503+92.81S
Y = 122289.51
X = 319294.19
DELTA = 0°54'59"
D = 5°51'52"
T = 7.81
L = 15.63
R = 977.00
PC STA = 503+85.00S
PT STA = 504+00.63S

PI S5
PI STA = 504+00.63S
Y = 122290.10
X = 319301.99

CURVE T2
PI STA = 501+67.46T
Y = 122286.61
X = 319070.81
DELTA = 8°13'26"
D = 65°06'32"
T = 6.33
L = 12.63
R = 88.00
PC STA = 501+61.14T
PT STA = 501+73.77T

PI T1
PI STA = 501+41.92T
Y = 122298.95
X = 319048.45

CURVE T3
PI STA = 501+76.14T
Y = 122283.54
X = 319078.95
DELTA = 0°51'19"
D = 18°01'04"
T = 2.37
L = 4.75
R = 318.00
PC STA = 501+73.77T
PT STA = 501+78.51T

CURVE T4
PI STA = 501+93.87T
Y = 122277.53
X = 319095.64
DELTA = 16°57'52"
D = 55°37'45"
T = 15.36
L = 30.50
R = 103.00
PC STA = 501+78.51T
PT STA = 502+09.01T

CURVE T5
PI STA = 502+37.20T
Y = 122275.37
X = 319139.13
DELTA = 8°03'46"
D = 14°19'26"
T = 28.19
L = 56.29
R = 400.00
PC STA = 502+09.01T
PT STA = 502+65.30T

PI T6
PI STA = 503+13.21S
Y = 122282.28
X = 319214.92

CURVE G2
PI STA = 116+28.25G
Y = 122363.19
X = 319003.12
DELTA = 12°48'04"
D = 17°34'32"
T = 36.57
L = 72.83
R = 326.00
PC STA = 115+91.68G
PT STA = 116+64.51G

PI G1
PI STA = 115+91.68G
Y = 122330.16
X = 319018.82

CURVE G3
PI STA = 116+91.87G
Y = 122425.70
X = 318990.18
DELTA = 4°59'50"
D = 9°09'10"
T = 27.32
L = 54.60
R = 626.00
PC STA = 116+64.55G
PT STA = 117+19.15G

CURVE G4
PI STA = 119+54.64G
Y = 122687.30
X = 318965.01
DELTA = 4°25'49"
D = 1°54'35"
T = 116.04
L = 231.97
R = 3000.00
PC STA = 118+38.60G
PT STA = 120+70.57G

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PLAN: ALIGNMENT DIAGRAM	SHEET 191	E

2

N

125+86.40Y
123923.43
318332.04

126+00Y

127+00Y

128+00Y

129+00Y

130+00Y

131+00Y

131+99.91Y
123932.49
318945.49

132+01.07Z
123933.65
318945.51

133+00Z

134+00Z

134+22.92Z
123937.96
319167.32

121+52.82W
123034.79
318807.27

122+00W

151.26

N89° 14' 21.28"E

123+00G

CP27

123+00W

PI
STA=123+04.08G
STA=123+04.08W
Y=123036.80
X=318958.52

BM75

141.09

N89° 12' 26.75"E

124+00W

124+45.17W
123038.75
319099.59

124+00G N1° 03' 05.25"W 443.85

125+00G

126+00G

127+00G

127+47.93X
123480.58
318950.37

141.19

N89° 53' 08.53"E

128+00X

128+89.12X
123483.30
319091.53

CP28

N1° 05' 04.87"W
76.88

128+00G

BM76

N0° 32' 55.11"E
88.40

G5

129+00G

G6

130+00G 195.36

N1° 08' 11.79"W

131+00G

CURVE G5
PI STA = 128+32.57G
Y = 123565.20
X = 318948.77
DELTA = 1°37'59"
D = 10°31'27"
T = 7.76
L = 15.52
R = 544.42
PC STA = 128+24.81G
PT STA = 128+40.33G

CURVE G6
PI STA = 129+37.29G
Y = 123669.92
X = 318949.77
DELTA = 1°38'10"
D = 9°33'07"
T = 8.56
L = 17.13
R = 599.84
PC STA = 129+28.73G
PT STA = 129+45.86G

132+00.00G

CP29

BM77

133+00G

G7

134+00G

N9° 13' 23.97"E 135+00G 72.01 136+00G

137+00G

G8

N13° 30' 45.17"E 0.00

137+50.25G
124476.98
319017.86

CURVE G7
PI STA = 133+21.13G
Y = 124053.68
X = 318942.37
DELTA = 10°17'45"
D = 2°52'09"
T = 179.91
L = 358.85
R = 1997.00
PC STA = 131+41.22G
PT STA = 135+00.07G

CURVE G8
PI STA = 136+61.21G
Y = 124390.32
X = 318997.03
DELTA = 4°17'21"
D = 2°24'27"
T = 89.13
L = 178.17
R = 2380.00
PC STA = 135+72.08G
PT STA = 137+50.25G

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PLAN: ALIGNMENT DIAGRAM	SHEET 192	E

DATE 12DEC13 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	1661-05-73 QUANTITY
0010	201.0120	CLEARING	ID	693.000	693.000
0020	201.0220	GRUBBING	ID	693.000	693.000
0030	204.0100	REMOVING PAVEMENT	SY	38,233.000	38,233.000
0040	204.0150	REMOVING CURB & GUTTER	LF	3,355.000	3,355.000
0050	204.0155	REMOVING CONCRETE SIDEWALK	SY	6,956.000	6,956.000
0060	204.0165	REMOVING GUARDRAIL	LF	30.000	30.000
0070	204.0170	REMOVING FENCE	LF	8.000	8.000
0080	204.0185	REMOVING MASONRY	CY	7.000	7.000
0090	204.0195	REMOVING CONCRETE BASES	EACH	47.000	47.000
0100	204.0210	REMOVING MANHOLES	EACH	20.000	20.000
0110	204.0220	REMOVING INLETS	EACH	42.000	42.000
0120	204.0230	REMOVING BUILDING (STATION) 01. 102"A"+00 RT	LS	1.000	1.000
0130	204.0230	REMOVING BUILDING (STATION) 02. 108 "G"+00 RT	LS	1.000	1.000
0140	204.0240	SITE CLEARANCE (PARCEL) 01. PARCEL 15	LS	1.000	1.000
0150	204.0240	SITE CLEARANCE (PARCEL) 02. PARCEL 30	LS	1.000	1.000
0160	204.0245	REMOVING STORM SEWER (SIZE) 01. 12-INCH	LF	1,781.000	1,781.000
0170	204.0245	REMOVING STORM SEWER (SIZE) 02. 15-INCH	LF	500.000	500.000
0180	204.0245	REMOVING STORM SEWER (SIZE) 03. 18-INCH	LF	1,080.000	1,080.000
0190	204.0245	REMOVING STORM SEWER (SIZE) 05. 24-INCH	LF	416.000	416.000
0200	204.0245	REMOVING STORM SEWER (SIZE) 06. 27-INCH	LF	474.000	474.000
0210	204.0245	REMOVING STORM SEWER (SIZE) 07. 30-INCH	LF	266.000	266.000
0220	204.0245	REMOVING STORM SEWER (SIZE) 08. 36-INCH	LF	33.000	33.000
0230	204.0245	REMOVING STORM SEWER (SIZE) 30. 38X60-INCH	LF	744.000	744.000
0240	204.0280	SEALING PIPES	EACH	5.000	5.000
0250	204.9060.S	REMOVING (ITEM DESCRIPTION) 01. WOOD POSTS	EACH	11.000	11.000
0260	205.0100	EXCAVATION COMMON **P**	CY	31,085.000	31,085.000
0270	205.0501.S	EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL	TON	270.000	270.000
0280	213.0100	FINISHING ROADWAY (PROJECT) 01. 1661-05-73	EACH	1.000	1.000
0300	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	25,694.000	25,694.000
0310	311.0110	BREAKER RUN	TON	120.000	120.000
0320	405.0100	COLORING CONCRETE RED	CY	296.000	296.000
0330	415.0090	CONCRETE PAVEMENT 9-INCH	SY	37,818.000	37,818.000
0340	415.0210	CONCRETE PAVEMENT GAPS	EACH	2.000	2.000
0360	415.1090	CONCRETE PAVEMENT HES 9-INCH	SY	1,074.000	1,074.000
0370	415.1310	CONCRETE ALLEY HES	SY	162.000	162.000
0380	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	834.000	834.000
0390	416.0260	CONCRETE DRIVEWAY HES 6-INCH	SY	126.000	126.000
0400	416.0508	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH	SY	1,329.000	1,329.000
0410	416.0610	DRILLED TIE BARS	EACH	75.000	75.000
0420	416.0620	DRILLED DOWEL BARS	EACH	104.000	104.000
0430	455.0120	ASPHALTIC MATERIAL PG64-28	TON	81.800	81.800
0440	455.0605	TACK COAT	GAL	131.000	131.000
0450	460.1101	HMA PAVEMENT TYPE E-1	TON	1,405.000	1,405.000
0460	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	900.000	900.000
0480	465.0115	ASPHALTIC SURFACE DETOURS	TON	300.000	300.000
0490	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	997.000	997.000
0500	504.2000.S	PRECAST CONCRETE BOX CULVERT (FT X FT) 01. 2.5FT W X 1.17FT H	LF	148.000	148.000

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LINE 1661-05-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	1661-05-73 QUANTITY
0510	504.2000.S	PRECAST CONCRETE BOX CULVERT (FT X FT) 02. 2.5FT W X 1.58FT H	LF	192.000	192.000
0520	504.2000.S	PRECAST CONCRETE BOX CULVERT (FT X FT) 03. 5FT W X 3FT H	LF	98.000	98.000
0530	504.2000.S	PRECAST CONCRETE BOX CULVERT (FT X FT) 04. 12FT W X 3FT H	LF	971.000	971.000
0540	513.2050.S	RAILING PIPE	LF	15.500	15.500
0550	520.8000	CONCRETE COLLARS FOR PIPE	EACH	6.000	6.000
0560	532.0200.S	WALL MODULAR BLOCK GRAVITY	SF	3,297.000	3,297.000
0570	601.0105	CONCRETE CURB TYPE A	LF	798.000	798.000
0580	601.0405	CONCRETE CURB & GUTTER 18-INCH TYPE A	LF	623.000	623.000
0590	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	310.000	310.000
0600	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	13,886.000	13,886.000
0610	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	1,643.000	1,643.000
0620	601.0413	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G	LF	2,691.000	2,691.000
0630	601.0580	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	LF	1,062.000	1,062.000
0640	601.0600	CONCRETE CURB PEDESTRIAN	LF	632.000	632.000
0650	602.0405	CONCRETE SIDEWALK 4-INCH	SF	70,478.000	70,478.000
0660	602.0415	CONCRETE SIDEWALK 6-INCH	SF	3,558.000	3,558.000
0670	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	1,028.000	1,028.000
0680	602.1500	CONCRETE STEPS	SF	252.000	252.000
0690	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	1,046.000	1,046.000
0700	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	342.000	342.000
0710	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	573.000	573.000
0720	608.0321	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 21-INCH	LF	167.000	167.000
0730	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	613.000	613.000
0740	608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	335.000	335.000
0750	608.0348	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	1,110.000	1,110.000
0760	608.0412	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	LF	4,597.000	4,597.000
0770	608.0415	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	497.000	497.000
0780	608.0418	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	210.000	210.000
0790	608.0421	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 21-INCH	LF	47.000	47.000
0810	608.0430	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH	LF	184.000	184.000
0820	608.0436	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH	LF	205.000	205.000
0830	608.0460	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 60-INCH	LF	16.000	16.000
0840	608.0548	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH	LF	148.000	148.000
0850	610.0114	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 14X23-INCH	LF	967.000	967.000

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LINE 1661-05-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0860	610.0124	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH	LF	279.000	279.000
0870	610.0129	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH	LF	164.000	164.000
0880	610.0134	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34X53-INCH	LF	793.000	793.000
0890	610.0138	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH	LF	16.000	16.000
0900	611.0530	MANHOLE COVERS TYPE J	EACH	55.000	55.000
0910	611.0545	MANHOLE COVERS TYPE L	EACH	17.000	17.000
0920	611.0609	INLET COVERS TYPE B-A	EACH	8.000	8.000
0930	611.0624	INLET COVERS TYPE H	EACH	202.000	202.000
0940	611.0630	INLET COVERS TYPE HM-GJ	EACH	18.000	18.000
0950	611.0633	INLET COVERS TYPE HM-GJ-S	EACH	6.000	6.000
0960	611.0639	INLET COVERS TYPE H-S	EACH	37.000	37.000
0970	611.0642	INLET COVERS TYPE MS	EACH	3.000	3.000
0980	611.0652	INLET COVERS TYPE T	EACH	9.000	9.000
0990	611.1006	CATCH BASINS 6-FT DIAMETER	EACH	1.000	1.000
1000	611.2004	MANHOLES 4-FT DIAMETER	EACH	13.000	13.000
1010	611.2006	MANHOLES 6-FT DIAMETER	EACH	9.000	9.000
1020	611.2008	MANHOLES 8-FT DIAMETER	EACH	19.000	19.000
1040	611.3004	INLETS 4-FT DIAMETER	EACH	62.000	62.000
1050	611.3230	INLETS 2X3-FT	EACH	196.000	196.000
1060	611.3901	INLETS MEDIAN 1 GRATE	EACH	3.000	3.000
1070	611.8110	ADJUSTING MANHOLE COVERS	EACH	1.000	1.000
1090	614.0305	STEEL PLATE BEAM GUARD CLASS A	LF	8.000	8.000
1100	616.0700.S	FENCE SAFETY	LF	500.000	500.000
1110	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1661-05-73	EACH	1.000	1.000
1130	619.1000	MOBILIZATION	EACH	0.810	0.810
1140	620.0100	CONCRETE CORRUGATED MEDIAN	SF	2,303.000	2,303.000
1150	620.0200	CONCRETE MEDIAN BLUNT NOSE	SF	73.000	73.000
1160	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	1,331.000	1,331.000
1170	624.0100	WATER	MGAL	250.000	250.000
1180	625.0105	TOPSOIL	CY	305.000	305.000
1190	625.0500	SALVAGED TOPSOIL	SY	14,877.000	14,877.000
1200	627.0200	MULCHING	SY	12,671.000	12,671.000
1210	628.1504	SILT FENCE	LF	1,300.000	1,300.000
1220	628.1520	SILT FENCE MAINTENANCE	LF	1,300.000	1,300.000
1230	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	8.000	8.000
1240	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	4.000	4.000
1250	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	8,021.000	8,021.000
1260	628.2021	EROSION MAT CLASS II TYPE A	SY	670.000	670.000
1270	628.7005	INLET PROTECTION TYPE A	EACH	141.000	141.000
1280	628.7015	INLET PROTECTION TYPE C	EACH	142.000	142.000
1290	629.0210	FERTILIZER TYPE B	CWT	12.400	12.400
1300	630.0140	SEEDING MIXTURE NO. 40	LB	442.000	442.000
1310	630.0200	SEEDING TEMPORARY	LB	30.000	30.000
1320	632.0101	TREES (SPECIES, ROOT, SIZE) 01. GINKGO BILOBA "AUTUMN GOLD" B&B, 2-INCH	EACH	10.000	10.000

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LINE 1661-05-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
1330	632.0101	TREES (SPECIES, ROOT, SIZE) 02. GLEDITSIA TRIACNTHOS VAR INERMIS "SKYLINE" B&B, 2-INCH	EACH	30.000	30.000
1340	632.0101	TREES (SPECIES, ROOT, SIZE) 03. ULMUS "PATRIOT", B&B, 2-INCH	EACH	32.000	32.000
1350	632.0101	TREES (SPECIES, ROOT, SIZE) 04. PYRUS CALLERYANA "CHANTICLEER", B&B, 2-INCH	EACH	4.000	4.000
1360	632.0101	TREES (SPECIES, ROOT, SIZE) 05. AMELANCHIER X GRANDIFLORA "AUTUMN BRILLIANCE", B&B, 1 1/2-INCH	EACH	5.000	5.000
1370	632.0101	TREES (SPECIES, ROOT, SIZE) 06. PICEA ABIES NORWAY SPRUCE, B&B, 6-FT HT	EACH	3.000	3.000
1380	632.0101	TREES (SPECIES, ROOT, SIZE) 07. PICEA GLAUCA VAR. DENSATA BLACK HILLS SPRUCE, 6-FT HT	EACH	2.000	2.000
1390	632.0101	TREES (SPECIES, ROOT, SIZE) 08. PINUS STROBUS EASTERN WHITE PINE, B&B, 6-FT HT	EACH	1.000	1.000
1400	632.0101	TREES (SPECIES, ROOT, SIZE) 09. GYMNOCLADUS DIOCIUS "ESPRESSO" B&B, 2-INCH	EACH	3.000	3.000
1410	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 01. CRIMSON PYGMY BARBERRY, #3 CG, 18-INCH HT	EACH	39.000	39.000
1420	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 02. GRO-LOW FRAGRANT SUMAC, #3 CG, 18-INCH HT	EACH	72.000	72.000
1430	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 03. FROEBEL SPIREA, #3 CG, 18-INCH HT	EACH	87.000	87.000
1440	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 04. DWARF BUSH HONEYSUCKLE, #3 CG, 18-INCH HT	EACH	4.000	4.000
1450	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 05. HAPPY CENTENNIAL FORSYTHIA, #3 CG, 18-INCH HT	EACH	4.000	4.000
1460	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 06. ANNABELLE HYDRANGEA #3 CG, 18-INCH HT	EACH	2.000	2.000
1470	632.9101	LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	EACH	899.000	899.000
1480	634.0414	POSTS WOOD 4X4-INCH X 14-FT	EACH	165.000	165.000
1490	634.0416	POSTS WOOD 4X4-INCH X 16-FT	EACH	70.000	70.000
1500	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	6.000	6.000
1510	637.2210	SIGNS TYPE II REFLECTIVE H	SF	1,454.860	1,454.860
1520	637.2230	SIGNS TYPE II REFLECTIVE F	SF	516.200	516.200
1530	638.2602	REMOVING SIGNS TYPE II	EACH	164.000	164.000
1540	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	101.000	101.000
1550	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
1560	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1661-05-73	DAY	177.000	177.000
1570	643.0300	TRAFFIC CONTROL DRUMS	DAY	8,426.000	8,426.000
1580	643.0410	TRAFFIC CONTROL BARRICADES TYPE II	DAY	3,052.000	3,052.000
1590	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	8,071.000	8,071.000
1600	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	7,392.000	7,392.000
1610	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	133.000	133.000
1620	643.0900	TRAFFIC CONTROL SIGNS	DAY	8,423.000	8,423.000
1630	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	78.000	78.000
1640	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1661-05-73	EACH	1.000	1.000
1650	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	52,191.000	52,191.000
1660	646.0103	PAVEMENT MARKING PAINT 4-INCH	LF	9,000.000	9,000.000
1670	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	21,136.000	21,136.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1661-05-73 QUANTITY
1680	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	4,221.000	4,221.000
1690	646.0600	REMOVING PAVEMENT MARKINGS	LF	204.000	204.000
1700	647.0110	PAVEMENT MARKING RAILROAD CROSSINGS EPOXY	EACH	10.000	10.000
1710	647.0156	PAVEMENT MARKING ARROWS EPOXY TYPE 1	EACH	12.000	12.000
1720	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	14.000	14.000
1730	647.0170	PAVEMENT MARKING ARROWS EPOXY TYPE 3R	EACH	13.000	13.000
1740	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	19.000	19.000
1750	647.0196	PAVEMENT MARKING ARROWS EPOXY TYPE 5	EACH	6.000	6.000
1760	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	27.000	27.000
1770	647.0456	PAVEMENT MARKING CURB EPOXY	LF	316.000	316.000
1780	647.0526	PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH	EACH	308.000	308.000
1790	647.0553	PAVEMENT MARKING STOP LINE PAINT 12-INCH	LF	366.000	366.000
1800	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	135.000	135.000
1810	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	26.000	26.000
1820	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	1,287.000	1,287.000
1830	647.0776	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH	LF	1,707.000	1,707.000
1840	647.0856	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY	SF	1,972.000	1,972.000
1850	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	2,250.000	2,250.000
1860	649.0900	TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH	LF	232.000	232.000
1870	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	377.000	377.000
1880	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	12,522.000	12,522.000
1890	650.5000	CONSTRUCTION STAKING BASE	LF	1,349.000	1,349.000
1900	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	2,131.000	2,131.000
1910	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. RETAINING WALL #1	LS	1.000	1.000
1920	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. RETAINING WALL #2	LS	1.000	1.000
1930	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03. RETAINING WALL #3	LS	1.000	1.000
1940	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 04. RETAINING WALL #4	LS	1.000	1.000
1950	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 05. RETAINING WALL #5	LS	1.000	1.000
1960	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 06. RETAINING WALL #6	LS	1.000	1.000
1970	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 07. RETAINING WALL #7	LS	1.000	1.000
1980	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 08. RETAINING WALL #8	LS	1.000	1.000
1990	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 09. RETAINING WALL #9	LS	1.000	1.000
2000	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 10. RETAINING WALL #10	LS	1.000	1.000
2010	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 11. RETAINING WALL #11	LS	1.000	1.000
2020	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 12. RETAINING WALL #12	LS	1.000	1.000
2030	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 13. RETAINING WALL #13	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1661-05-73 QUANTITY
2040	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 14. RETAINING WALL #14	LS	1.000	1.000
2050	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 15. RETAINING WALL #15	LS	1.000	1.000
2060	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 16. RETAINING WALL #16	LS	1.000	1.000
2070	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 17. RETAINING WALL #17	LS	1.000	1.000
2080	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 18. RETAINING WALL #18	LS	1.000	1.000
2090	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 19. RETAINING WALL #19	LS	1.000	1.000
2100	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 20. RETAINING WALL #20	LS	1.000	1.000
2110	650.6500	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 21. RETAINING WALL #21	LS	1.000	1.000
2120	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	11,225.000	11,225.000
2130	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 1661-05-73	LS	1.000	1.000
2140	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1661-05-73	LS	1.000	1.000
2150	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	12,522.000	12,522.000
2160	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	8,175.000	8,175.000
2170	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	672.000	672.000
2180	652.0800	CONDUIT LOOP DETECTOR	LF	3,877.000	3,877.000
2190	653.0105	PULL BOXES STEEL 12X24-INCH	EACH	6.000	6.000
2200	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	15.000	15.000
2210	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	46.000	46.000
2220	653.0905	REMOVING PULL BOXES	EACH	10.000	10.000
2230	654.0101	CONCRETE BASES TYPE 1	EACH	5.000	5.000
2240	654.0102	CONCRETE BASES TYPE 2	EACH	3.000	3.000
2250	654.0106	CONCRETE BASES TYPE 6	EACH	28.000	28.000
2260	654.0110	CONCRETE BASES TYPE 10	EACH	12.000	12.000
2270	654.0113	CONCRETE BASES TYPE 13	EACH	4.000	4.000
2280	654.0200	CONCRETE CONTROL CABINET BASES TYPE 6	EACH	1.000	1.000
2290	654.0217	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL	EACH	4.000	4.000
2300	655.0210	CABLE TRAFFIC SIGNAL 3-14 AWG	LF	150.000	150.000
2310	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	1,008.000	1,008.000
2320	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG	LF	174.000	174.000
2330	655.0250	CABLE TRAFFIC SIGNAL 9-14 AWG	LF	1,521.000	1,521.000
2340	655.0255	CABLE TRAFFIC SIGNAL 12-12 AWG	LF	543.000	543.000
2350	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	252.000	252.000
2360	655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	LF	560.000	560.000
2370	655.0310	CABLE TYPE UF 2-12 AWG	LF	730.000	730.000
2380	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	LF	874.000	874.000
2390	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	5,835.000	5,835.000
2400	655.0615	ELECTRICAL WIRE LIGHTING 10 AWG	LF	2,610.000	2,610.000
2410	655.0625	ELECTRICAL WIRE LIGHTING 6 AWG	LF	11,681.000	11,681.000
2420	655.0635	ELECTRICAL WIRE LIGHTING 2 AWG	LF	11,681.000	11,681.000
2430	655.0700	LOOP DETECTOR LEAD IN CABLE	LF	17,241.000	17,241.000
2440	655.0800	LOOP DETECTOR WIRE	LF	14,264.000	14,264.000
2450	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 01. WEBSTER	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1661-05-73 QUANTITY
2460	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 02. WISCONSIN	LS	1.000	1.000
2470	657.0100	PEDESTAL BASES	EACH	5.000	5.000
2480	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	31.000	31.000
2490	657.0315	POLES TYPE 4	EACH	3.000	3.000
2500	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	EACH	5.000	5.000
2510	657.0714	LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 15-FT	EACH	1.000	1.000
2520	657.0715	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT	EACH	28.000	28.000
2530	658.0110	TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL	EACH	21.000	21.000
2540	658.0215	BACKPLATES SIGNAL FACE 3 SECTION 12-INCH	EACH	21.000	21.000
2550	658.0500	PEDESTRIAN PUSH BUTTONS	EACH	10.000	10.000
2560	658.0635	LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH	EACH	10.000	10.000
2570	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 01. WEBSTER	LS	1.000	1.000
2580	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 02. IOWA	LS	1.000	1.000
2590	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 03. BLACKHAWK	LS	1.000	1.000
2600	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 01. IOWA & MAIN	LS	1.000	1.000
2610	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 02. WISCONSIN & MAIN	LS	1.000	1.000
2620	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 03. BLACKHAWK & MAIN	LS	1.000	1.000
2630	673.0105	COMMUNICATION VAULT TYPE 1	EACH	4.000	4.000
2640	678.0036	INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT	LF	3,960.000	3,960.000
2650	678.0500	COMMUNICATION SYSTEM TESTING	LS	1.000	1.000
2660	690.0150	SAWING ASPHALT	LF	2,450.000	2,450.000
2670	690.0250	SAWING CONCRETE	LF	690.000	690.000
2680	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	2,920.000	2,920.000
2690	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	2,400.000	2,400.000
2700	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	2,160.000	2,160.000
2710	SPV.0035	SPECIAL 01. PEA GRAVEL STONE MULCH	CY	1.600	1.600
2720	SPV.0035	SPECIAL 02. RED GRANITE STONE MULCH	CY	22.900	22.900
2730	SPV.0035	SPECIAL 03. SHREDDED BARK MULCH	CY	60.000	60.000
2920	SPV.0060	SPECIAL 19. PERENNIAL, ROUGH BLAZING STAR # 1 CONTAINER	EACH	171.000	171.000
2930	SPV.0060	SPECIAL 20. PERENNIAL, BLACK-EYED SUSAN #1 CONTAINER	EACH	258.000	258.000
2940	SPV.0060	SPECIAL 21. PERENNIAL, PRAIRIE DROPSEED #1 CONTAINER	EACH	99.000	99.000
2950	SPV.0060	SPECIAL 22. PERENNIAL, CANYON BLUE LEAF WILLOW #3 CONTAINER	EACH	3.000	3.000
2960	SPV.0060	SPECIAL 23. PERENNIAL, BLUE FOREST JUNIPER #3 CONTAINER	EACH	3.000	3.000
2970	SPV.0060	SPECIAL 24. PERENNIAL, TAUNTON YEW #3 CONTAINER	EACH	2.000	2.000
2980	SPV.0060	SPECIAL 25. FLAGPOLE, ILLUMINATED	EACH	3.000	3.000

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DATE 12DEC13 E S T I M A T E O F Q U A N T I T I E S

1661-05-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
2990	SPV.0060	SPECIAL 28. DECORATIVE LUMINAIRE AND POLE ASSEMBLY 14-FT	EACH	4.000	4.000
3000	SPV.0060	SPECIAL 29. CONCRETE DECORATIVE LIGHT BASE	EACH	4.000	4.000
3010	SPV.0060	SPECIAL 30. PULL BOX ASSEMBLY	EACH	4.000	4.000
3020	SPV.0060	SPECIAL 32. TREE GRATE	EACH	4.000	4.000
3030	SPV.0060	SPECIAL 33. PERENNIAL, SMOOTH BLUE ASTER, #1 CONTAINER	EACH	54.000	54.000
3040	SPV.0060	SPECIAL 34. SPECIAL MANHOLE 4-FT	EACH	10.000	10.000
3050	SPV.0060	SPECIAL 35. SPECIAL MANHOLE 6-FT	EACH	11.000	11.000
3060	SPV.0060	SPECIAL 36. SPECIAL MANHOLE 8-FT	EACH	2.000	2.000
3070	SPV.0060	SPECIAL 37. BOX WITH ACCESS OPENING	EACH	2.000	2.000
3080	SPV.0060	SPECIAL 38. SPECIAL MANHOLE 4X8-FT	EACH	1.000	1.000
3090	SPV.0060	SPECIAL 39. SPECIAL MANHOLE 8X8-FT	EACH	1.000	1.000
3100	SPV.0060	SPECIAL 40. SPECIAL MANHOLE 8X16-FT	EACH	1.000	1.000
3110	SPV.0060	SPECIAL 41. SPECIAL MANHOLE 8X15-FT	EACH	1.000	1.000
3120	SPV.0060	SPECIAL 42. SPECIAL MANHOLE 14X16-FT	EACH	1.000	1.000
3130	SPV.0060	SPECIAL 43. SPECIAL MANHOLE 16X16-FT	EACH	1.000	1.000
3140	SPV.0060	SPECIAL 45. SPECIAL INLET 2X3-FT	EACH	14.000	14.000
3150	SPV.0060	SPECIAL 46. SPECIAL INLET 4-FT	EACH	7.000	7.000
3160	SPV.0060	SPECIAL 47. CONNECT PIPE TO BOX	EACH	20.000	20.000
3170	SPV.0060	SPECIAL 48. 48X12-INCH TEE	EACH	1.000	1.000
3180	SPV.0060	SPECIAL 49. REMOVING SIGN SUPPORTS	EACH	11.000	11.000
3190	SPV.0060	SPECIAL 50. REMOVING SIGNS	EACH	8.000	8.000
3200	SPV.0060	SPECIAL 51. REMOVING LIGHT POLES	EACH	8.000	8.000
3210	SPV.0060	SPECIAL 52. REMOVING PARKING CURBS	EACH	9.000	9.000
3220	SPV.0060	SPECIAL 53. REMOVING CONCRETE BOLLARDS	EACH	9.000	9.000
3230	SPV.0060	SPECIAL 54. ADJUSTING MONITORING WELLS	EACH	1.000	1.000
3240	SPV.0060	SPECIAL 60. LUMINAIRE UTILITY LED CAT B	EACH	33.000	33.000
3250	SPV.0060	SPECIAL 61. FESTOON OUTLET	EACH	28.000	28.000
3260	SPV.0060	SPECIAL 62. POLES TYPE 9	EACH	8.000	8.000
3270	SPV.0060	SPECIAL 63. POLES TYPE 10	EACH	4.000	4.000
3280	SPV.0060	SPECIAL 64. MONOTUBE ARMS 15-FT	EACH	2.000	2.000
3290	SPV.0060	SPECIAL 65. MONOTUBE ARMS 20-FT	EACH	1.000	1.000
3300	SPV.0060	SPECIAL 66. MONOTUBE ARMS 25-FT	EACH	2.000	2.000
3310	SPV.0060	SPECIAL 67. MONOTUBE ARMS 30-FT	EACH	7.000	7.000
3320	SPV.0060	SPECIAL 68. LUMINAIRE ARM STEEL 15-FOOT	EACH	4.000	4.000
3330	SPV.0060	SPECIAL 69. BLACK PAINT POLES TYPE 9	EACH	8.000	8.000
3340	SPV.0060	SPECIAL 70. BLACK PAINT POLES TYPE 10	EACH	4.000	4.000
3350	SPV.0060	SPECIAL 71. BLACK PAINT MONOTUBE ARMS 15-FT	EACH	2.000	2.000
3360	SPV.0060	SPECIAL 72. BLACK PAINT MONOTUBE ARMS 20-FT	EACH	1.000	1.000
3370	SPV.0060	SPECIAL 73. BLACK PAINT MONOTUBE ARMS 25-FT	EACH	2.000	2.000
3380	SPV.0060	SPECIAL 74. BLACK PAINT MONOTUBE ARMS 30-FT	EACH	7.000	7.000
3390	SPV.0060	SPECIAL 75. BLACK PAINT LUMINAIRE ARMS STEEL 15 FT	EACH	4.000	4.000
3400	SPV.0060	SPECIAL 76. BLACK PAINT PEDESTAL BASES	EACH	5.000	5.000
3410	SPV.0060	SPECIAL 77. BLACK PAINT TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	31.000	31.000
3420	SPV.0060	SPECIAL 78. BLACK PAINT TRAFFIC SIGNAL STANDARD ALUMINUM 13-FT	EACH	5.000	5.000
3430	SPV.0060	SPECIAL 79. BLACK PAINT POLES TYPE 4	EACH	3.000	3.000

DATE 12DEC13 E S T I M A T E O F Q U A N T I T I E S

1661-05-73

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
3440	SPV.0060	SPECIAL 80. BLACK PAINT POLES TYPE 6, MODIFIED ALUMINUM	EACH	28.000	28.000
3450	SPV.0060	SPECIAL 81. BLACK PAINT LUMINAIRE ARMS TRUSS MEMBER 4.5-INCH CLAMP 15-FT	EACH	28.000	28.000
3460	SPV.0060	SPECIAL 82. BLACK PAINT LUMINAIRES UTILITY LED CAT B	EACH	33.000	33.000
3470	SPV.0060	SPECIAL 83. MODIFIED POLES TYPE 6, MODIFIED ALUMINUM	EACH	28.000	28.000
3480	SPV.0060	SPECIAL 84. MONOTUBE ARMS 35-FT	EACH	2.000	2.000
3490	SPV.0060	SPECIAL 85. MONOTUBE ARMS 45-FT	EACH	2.000	2.000
3500	SPV.0060	SPECIAL 86. BLACK PAINT POLES TYPE 12	EACH	4.000	4.000
3510	SPV.0060	SPECIAL 87. POLES TYPE 12	EACH	4.000	4.000
3520	SPV.0060	SPECIAL 88. BLACK PAINT MONTUBE ARMS 45-FT	EACH	2.000	2.000
3530	SPV.0060	SPECIAL 89. BLACK PAINT LUMINARIE ARMS TRUSS MEMBER 4-INCH CLAMP 15-FT	EACH	1.000	1.000
3540	SPV.0060	SPECIAL 90. BLACK PAINT LIGHTING CABINET	EACH	1.000	1.000
3550	SPV.0060	SPECIAL 91. BLACK PAINT MONTUBE ARMS 35-FT	EACH	2.000	2.000
3560	SPV.0060	SPECIAL 92. 8-COUNT FIBER OPTIC CONNECTOR 100 FEET	EACH	5.000	5.000
3570	SPV.0060	SPECIAL 93. LIGHTING CONTROL CABINET (120/240)	EACH	1.000	1.000
3730	SPV.0090	SPECIAL 16. BORING & JACKING 48-INCH CLASS V STORM SEWER	LF	148.000	148.000
3740	SPV.0090	SPECIAL 17. BORING & JACKING 3-INCH ELECTRICAL CONDUIT	LF	76.000	76.000
3750	SPV.0090	SPECIAL 18. 36X58-INCH CL III ARCH RCCP	LF	838.000	838.000
3760	SPV.0090	SPECIAL 19. TRANSITIONAL CURB & GUTTER	LF	167.000	167.000
3770	SPV.0090	SPECIAL 20. CONCRETE CURB & GUTTER HES 30-INCH TYPE A	LF	235.000	235.000
3780	SPV.0090	SPECIAL 21. CONCRETE CURB & GUTTER HES 30-INCH TYPE D	LF	30.000	30.000
3790	SPV.0090	SPECIAL 22. CASING PIPE STORM SEWER OPEN CUT 66-INCH	LF	60.000	60.000
3800	SPV.0090	SPECIAL 23. CONSTRUCTION STAKING ROUNDABOUT SIDEWALK	LF	6,607.000	6,607.000
3830	SPV.0105	SPECIAL 03. RECTANGULAR RAPID FLASHING BEACON	LS	1.000	1.000
3840	SPV.0105	SPECIAL 05. REMOVING TRAFFIC SIGNAL UNITS	LS	1.000	1.000
3850	SPV.0105	SPECIAL 06. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000
3860	SPV.0105	SPECIAL 07. ABATEMENT OF ASBESTOS CONTAINING MATERIAL (PARCEL 15)	LS	1.000	1.000
3870	SPV.0165	SPECIAL 01. CONCRETE PAVEMENT, PICTURE FRAME, 6-INCH	SF	742.000	742.000
3880	SPV.0165	SPECIAL 02. CONCRETE PAVEMENT, PICTURE FRAME, 5-INCH	SF	5,665.000	5,665.000
3890	SPV.0165	SPECIAL 03. COLORED AND TEXTURED CONCRETE PAVEMENT, 5-INCH	SF	1,340.000	1,340.000
3900	SPV.0165	SPECIAL 04. COLORED AND TEXTURED CONCRETE PAVEMENT, 9-INCH	SF	3,830.000	3,830.000
3910	SPV.0165	SPECIAL 05. COLORED CONCRETE PAVEMENT, 5-INCH	SF	120.000	120.000
3920	SPV.0165	SPECIAL 06. CONCRETE SIDEWALK HES 6-INCH	SF	250.000	250.000
3930	SPV.0165	SPECIAL 07. CONCRETE SIDEWALK HES 7-INCH	SF	870.000	870.000

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DATE 12DEC13 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	1661-05-73 QUANTITY
3940	SPV.0165	SPECIAL 08. TEMPORARY SIDEWALK ACCESS	SF	2,250.000	2,250.000

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CLEARING AND GRUBBING

	CATEGORY	STATION	LOCATION	CLEARING 201.0120 ID	GRUBBING 201.0220 ID	
	0010	79'A'+49	LT	15	15	
	0010	79'A'+76	LT	16	16	
*	0010	91'A'+62	RT	34	34	*
*	0010	91'A'+93	RT	34	34	*
*	0010	201'B'+19	LT	27	27	*
*	0010	201'B'+40	LT	26	26	*
*	0010	201'B'+64	LT	21	21	*
	0010	101'A'+26	RT	15	15	
	0010	101'A'+32	RT	19	19	
	0010	101'A'+38	RT	10	10	
	0010	101'A'+44	RT	13	13	
	0010	101'A'+50	RT	15	15	
	0010	101'A'+56	RT	5	5	
	0010	101'A'+62	RT	15	15	
	0010	101'A'+68	RT	15	15	
	0010	301'RA'+25	LT	9	9	
	0010	301'K'+40	RT	11	11	
	0010	302'RA'+00	LT	13	13	
	0010	299'J'+48	LT	18	18	
	0010	299'J'+38	LT	19	19	
	0010	299'J'+04	LT	14	14	
	0010	398'M'+64	LT	13	13	
	0010	404'RB'+13	RT	22	22	
	0010	210'F'+21	LT	13	13	
	0010	210'F'+64	LT	12	12	
	0010	110'E'+73	RT	15	15	
	0010	110'E'+75	RT	25	25	
	0010	110'E'+79	RT	41	41	
	0010	111'E'+48	RT	11	11	
	0010	111'E'+84	RT	23	23	
	0010	112'E'+28	RT	22	22	
	0010	113'E'+48	RT	22	22	
	0010	113'E'+75	RT	20	20	
*	0010	123'G'+36	RT	19	19	*
*	0010	123'G'+56	RT	9	9	*
*	0010	123'G'+73	RT	12	12	*
	0010	124'G'+98	RT	12	12	
	0010	126'G'+10	RT	38	38	
			TOTAL 0010	693	693	

*NOTE: AT THESE LOCATIONS PROPERTY OWNER TO DECIDE IF TREE IS TO BE LEFT IN PLACE OR REMOVED FOLLOWING GRADING. CUT ROOTS AND KEEP MOIST UNTIL BACKFILLED.

REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 SY	REMARKS
0010	78'A'+88	-	82'A'+59	STH 35	1687	Start of Work to Mooney St.
0010	82'A'+59	-	86'A'+01	STH 35	1861	Mooney St. to Taylor St.
0010	86'A'+01	-	90'A'+65	STH 35	2394	Taylor St. to Dunn St.
0010	90'A'+65	-	95'A'+33	STH 35	2622	Dunn St. to Webster St.
0010	91'A'+38	-	91'A'+82	STH 35, LT	20	Parking Lot of Citgo
0010	95'A'+33	-	100'A'+00	STH 35	2652	Webster St. to Cass St.
0010	100'A'+00	-	301'RA'+53	STH 35	2622	Cass St. to Iowa St.
0010	295'J'+24	-	296'J'+59	Iowa St.	423	West of RR Tracks
0010	296'J'+82	-	301'RA'+54	Iowa St.	1291	West of STH 35
0010	297'J'+36	-	297'J'+56	Iowa St, LT	14	West of STH 35, Driveway
0010	302'L'+16	-	105'C'+88	STH 35, RT	752	Northeast of Iowa St. Int.
0010	301'RA'+54	-	402'RB'+47	STH 35	2485	Iowa St. to Wisconsin St.
0010	108'C'+16	-	402'RB'+21	STH 35, RT	351	Southeast of Wisconsin St. Int.
0010	395'M'+83	-	396'M'+41	Wisconsin St.	385	West of RR Tracks
0010	396'M'+69	-	399'M'+62	Wisconsin St.	1158	West of STH 35
0010	397'M'+23	-	397'M'+35	Wisconsin St, LT	13	West of STH 35, Driveway
0010	397'M'+35	-	397'M'+45	Wisconsin St, RT	7	West of STH 35, Driveway
0010	402'RB'+47	-	502'RC'+01	STH 35	3221	Wisconsin St. to Blackhawk Ave.
0010	401'N'+22	-	110'E'+16	Wisconsin St, LT	130	Northeast of Wisconsin St. Int.
0010	110'E'+18	-	110'E'+35	STH 35, RT	25	Northeast of Wisconsin St. Int, Driveway
0010	110'E'+22	-	110'E'+49	STH 35, RT	50	Northeast of Wisconsin St. Int, Driveway
0010	213'F'+39	-	499'Q'+28	STH 35, LT	631	Southwest of Blackhawk Ave Int.
0010	114'E'+03	-	501'S'+44	STH 35, RT	329	Southeast of Blackhawk Ave Int.
0010	495'Q'+70	-	496'Q'+90	Blackhawk Ave.	821	West of RR Tracks
0010	497'Q'+25	-	499'Q'+89	Blackhawk Ave.	1352	West of STH 35
0010	502'RC'+01	-	123'G'+04	STH 35	4330	Blackhawk Ave. to Hayden St.
0010	123'G'+04	-	127'G'+48	STH 35	2431	Hayden St. to Park St.
0010	128'X'+25	-	128'X'+43	Park St, LT	20	East of STH 35
0010	127'G'+48	-	130'G'+83	STH 35	1746	Park St. to RR Tracks
0010	128'G'+21	-	129'G'+49	STH 35, RT	136	Parking Lot of Cannery
0010	130'G'+35	-	130'G'+92	STH 35, RT	80	Parking Lot Entrance
0010	130'G'+93	-	132'G'+00	STH 35	594	RR Tracks to Washington St.
0010	132'G'+00	-	132'G'+36	STH 35	248	Washington St. Intersection
0010	132'G'+36	-	137'G'+13	STH 35	1351	North of Washington St.
				TOTAL 0010	38233	

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REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 LF
0010	81'BB'+26	-	81'BB'+52	Mooney St, RT	29
0010	79'BB'+45	-	81'BB'+40	Mooney St, LT	196
0010	86'CC'+50	-	86'CC'+85	Taylor St, RT	35
0010	91'DD'+08	-	91'DD'+21	Dunn St, RT	25
0010	91'DD'+08	-	91'DD'+60	Dunn St, LT	53
0010	91'DD'+40	-	91'DD'+60	Dunn St, RT	30
0010	94'U'+60	-	94'U'+64	Webster St, LT & RT	7
0010	96'U'+03	-	96'U'+10	Webster St, LT & RT	14
0010	99'V'+15	-	99'V'+58	Cass St, LT & RT	86
0010	100'V'+43	-	100'V'+86	Cass St, LT & RT	86
0010	295'J'+24	-	296'J'+35	Iowa St, RT	133
0010	296'J'+09	-	296'J'+35	Iowa St, LT	43
0010	296'J'+47	-	296'J'+54	Iowa St, LT & RT	45
0010	301'RA'+03	-	302'K'+80	Iowa St, LT & RT	392
0010	395'M'+83	-	396'M'+18	Wisconsin St, LT & RT	106
0010	396'M'+31	-	396'M'+34	Wisconsin St, LT & RT	32
0010	401'RB'+99	-	402'N'+55	Wisconsin St, LT & RT	378
0010	495'R'+70	-	496'R'+66	Blackhawk Ave, LT & RT	194
0010	497'R'+24	-	499'R'+85	Blackhawk Ave, LT & RT	520
0010	501'S'+45	-	504'S'+07	Blackhawk Ave, LT & RT	526
0010	123'W'+47	-	123'W'+85	Hayden St, LT & RT	76
0010	127'X'+91	-	128'X'+38	Park St, LT & RT	94
0010	129'Y'+75	-	131'Y'+53	Washington St, LT & RT	255
				TOTAL 0010	3355

REMOVING GUARDRAIL

CATEGORY	STATION	LOCATION	204.0165 LF	REMARKS
0010	296'J'+54	LT	10	NEAR RR-SIGNAL
0010	296'J'+54	RT	10	NEAR RR-SIGNAL
0010	496'Q'+84	RT	10	NEAR RR-SIGNAL
0010				
		TOTAL 0010	30	

REMOVING FENCE

CATEGORY	STATION	LOCATION	204.0170 LF	REMARKS
0010	497'R'+25	LT	8	PRIVATE FENCE NEAR TRACKS
0010				
		TOTAL 0010	8	

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 SY	REMARKS
0010	79'A'+84	-	85'A'+78	STH 35, RT	378	Crawford St. to Taylor St.
0010	79'BB'+45	-	81'BB'+39	Mooney St, LT	131	West of RR Tracks
0010	82'A'+80	-	88'A'+06	STH 35, LT	327	North of Mooney St.
0010	86'A'+20	-	90'A'+45	STH 35, RT	462	Taylor St. to Dunn St.
0010	90'A'+86	-	95'A'+03	STH 35, RT	259	Dunn St. to Webster St.
0010	95'A'+53	-	99'A'+80	STH 35, RT	321	Webster St. to Cass St.
0010	95'A'+58	-	99'A'+79	STH 35, LT	242	Webster St. to Cass St.
0010	100'A'+20	-	301'RA'+32	STH 35, RT	240	Cass St. to Iowa St.
0010	100'A'+20	-	300'RA'+00	STH 35, LT	219	Cass St. to Iowa St.
0010	296'J'+01	-	296'J'+31	Iowa St, RT	31	West of Illinois St.
0010	296'J'+09	-	296'J'+32	Iowa St, LT	24	West of Illinois St.
0010	296'J'+50	-	296'J'+59	Iowa St, RT	5	West of RR Tracks
0010	296'J'+82	-	300'RA'+00	Iowa St, RT	184	West of STH 35
0010	297'J'+23	-	297'J'+26	Iowa St, LT	3	West of STH 35
0010	298'J'+05	-	298'J'+09	Iowa St, LT	6	West of STH 35
0010	301'RA'+72	-	402'RB'+25	STH 35, RT	281	Iowa St. to Wisconsin St.
0010	304'RA'+01	-	400'RB'+86	STH 35, LT	296	Iowa St. to Wisconsin St.
0010	395'M'+83	-	396'M'+15	Wisconsin St, RT	28	West of RR Tracks
0010	395'M'+83	-	396'M'+15	Wisconsin St, LT	42	West of RR Tracks
0010	396'M'+72	-	400'RB'+86	Wisconsin St, RT	235	West of STH 35
0010	396'M'+72	-	400'RB'+19	Wisconsin St, LT	206	West of STH 35
0010	403'RB'+18	-	402'N'+50	Wisconsin St, LT	117	East of STH 35
0010	401'P'+50	-	402'P'+50	Wisconsin St, RT	78	East of STH 35
0010	403'RB'+18	-	501'RC'+65	STH 35, RT	447	Wisconsin St. to Blackhawk Av
0010	400'RB'+19	-	500'RC'+10	STH 35, LT	392	Wisconsin St. to Blackhawk Av
0010	495'Q'+76	-	496'Q'+64	Blackhawk Ave, RT	95	West of Illinois St.
0010	495'R'+75	-	496'R'+66	Blackhawk Ave, LT	95	West of Illinois St.
0010	497'Q'+20	-	500'RC'+10	Blackhawk Ave, RT	227	West of STH 35
0010	497'R'+23	-	500'R'+07	Blackhawk Ave, LT	254	West of STH 35
0010	501'RC'+65	-	504'S'+07	Blackhawk Ave, RT	169	East of STH 35
0010	502'RC'+51	-	504'S'+07	Blackhawk Ave, LT	195	East of STH 35
0010	502'RC'+51	-	122'G'+86	STH 35, RT	508	Blackhawk Ave. to Hayden St.
0010	500'R'+07	-	218'H'+32	STH 35, LT	181	North of Blackhawk Ave.
0010	123'G'+21	-	127'G'+27	STH 35, RT	256	Hayden St. to Park St.
0010	129'G'+87	-	130'G'+38	STH 35, RT	22	North of Park St.
				TOTAL 0010	6956	

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REMOVING MASONRY

CATEGORY	STATION	TO	STATION	LOCATION	204.0185 CY	REMARKS
0010	201'B'+88	-	202'B'+35	LT	6	RETAINING WALL
0010	202'B'+84	-	203'B'+38	LT	1	RETAINING WALL
				TOTAL 0010	7	

REMOVING BUILDING (STATION)

CATEGORY	STATION	TO	STATION	204.0230 LS	REMARKS
0010	101'A'+73RT	-	102'A'+11RT	1	RESIDENCE ONLY; GARAGES, OTHERS TO REMAIN
0010	107'C'+18RT	-	401'P'+06RT	1	ENTIRE BUIDING
0010					
			TOTAL	2	

SITE CLEARANCE (PARCEL)

CATEGORY	STATION	TO	STATION	204.0240 LS	REMARKS
0010	101'A'+12RT	-	102'A'+25RT	1	PARCEL 15 -ENTIRE PARCEL, LANDSCAPING & MISC.
0010	108'C'+15RT	-	401'P'+50RT	1	PARCEL 30 -WITHIN TLE,LANDSCAPING & MISC.
0010					
			TOTAL 0010	2	

REMOVING (WOOD POSTS)

CATEGORY	STATION	TO	STATION	LOCATION	204.9060.S EACH	REMARKS
0010	86'CC'+50			RT	2	9" & 10" DIAMETERS
0010	86'CC'+80			RT	3	9", 11", & 12" DIAMETERS
0010	87'CC'+20			RT	3	9', 10", & 13" DIAMETERS
0010	87'CC'+65			RT	3	8", 9", & 14" DIAMETERS
0010						
				TOTAL 0010	11	

NOTE: WOOD POST EXPOSED HEIGHT RANGES FROM 3 TO 4.5 FEET

REMOVING SIGNING AND LIGHTING COMPONENTS

(PRIVATE)

CATEGORY	STATION	LOCATION	REMOVING *CONCRETE BASES 204.0195 EACH	REMOVING SIGN SUPPORTS SPV.0060.49 EACH	REMOVING SIGNS SPV.0060.50 EACH	REMOVING LIGHT POLES SPV.0060.51 EACH	REMARKS
0010	91'A'+53	LT	1				FORMER GAS STATION SIGN
0010	300'RA'+85	LT	1	1	1		CARPETS SIGN
0010	301'L'+22	RT	1			1	GAS STATION LIGHT
0010	301'L'+61	RT	1			1	GAS STATION LIGHT
0010	105'C'+61	LT	1			1	GAS STATION LIGHT
0010	106'C'+22	LT	1			1	GAS STATION LIGHT
0010	106'C'+66	RT	1			1	GAS STATION LIGHT
0010	106'C'+88	RT	1	1			GAS STATION SIGN
0010	106'C'+90	RT	1	1			GAS STATION SIGN
0010	107'C'+29	RT	1			1	GAS STATION LIGHT
0010	400'RB'+98	RT	1				FORMER GAS STATION SIGN
0010	401'RB'+04	RT	1				FORMER GAS STATION SIGN
0010	401'RB'+78	RT	1	1			FORMER GAS STATION SIGN
0010	401'RB'+83	LT	1				FORMER GAS STATION SIGN
0010	214'F'+05	LT	1		1		DRUG STORE MINI-SIGN
0010	214'F'+10	LT	1			1	DRUG STORE LIGHT
0010	500'RC'+31	RT	1	2	1		DRUG STORE SIGN-FOUNDATION
0010	498'Q'+82	RT	1		1		DRUG STORE MINI-SIGN
0010	499'Q'+89	RT	1		1		DRUG STORE MINI-SIGN
0010	499'Q'+91	RT	1			1	DRUG STORE LIGHT
0010	502'RC'+75	RT	1	2	1		2.33'X10'-SIGN FOUNDATION
0010	117'G'+29	RT	1	1	1		4.67'X6'-SIGN FOUNDATION
0010	132'G'+72	LT	1	2	1		PRIVATE SIGN FOUNDATION
			8				UNDISTIBUTED
		TOTAL 001	31	11	8	8	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING MANHOLES 204.0210 EACH	REMOVING INLETS 204.0220 EACH	12-INCH 204.0245.01 LF	15-INCH 204.0245.02 LF	18-INCH 204.0245.03 LF	24-INCH 204.0245.05 LF	27-INCH 204.0245.06 LF	30-INCH 204.0245.07 LF	36-INCH 204.0245.08 LF	38X60-INCH 204.0245.30 LF	SEALING PIPES 204.0280 EACH
0010	84'A'+73	-	85'A'+21	STH 35, LT					50						
0010	85'A'+58	-	85'A'+59	STH 35, LT					42						
0010	85'A'+59			STH 35, LT & RT			43								
0010	85'A'+59			STH 35, LT & RT		2									
0010	85'A'+67			STH 35, LT & RT						95					
0010	85'A'+70			STH 35, LT & RT						95					
0010	88'A'+20			STH 35, LT	1										
0010	88'A'+20			STH 35, LT											2
0010	88'A'+20	-	90'A'+24	STH 35, LT										206	
0010	90'A'+24			STH 35, LT	1										
0010	90'A'+24	-	90'A'+27	STH 35, LT & RT			39								
0010	90'A'+24	-	90'A'+32	STH 35, LT			8								
0010	90'A'+27			STH 35, RT		1									
0010	90'A'+32			STH 35, LT		1									
0010	90'A'+24	-	93'A'+03	STH 35, LT										279	
0010	90'A'+27	-	91'A'+08	STH 35, RT			79								
0010	91'A'+08			STH 35, RT		1									
0010	93'A'+03			STH 35, LT	1										
0010	93'A'+03	-	95'A'+37	STH 35, LT										233	
0010	94'A'+86			STH 35, RT		1									
0010	94'A'+93			STH 35, LT			7								
0010	94'A'+93			STH 35, LT		1									
0010	94'A'+86	-	95'A'+77	STH 35, RT			90								
0010	95'A'+14			STH 35, LT		1									
0010	95'A'+14	-	95'A'+37	STH 35, LT			39								
0010	95'A'+37			STH 35, LT	1										
0010	95'A'+37	-	95'A'+78	STH 35, LT			40								
0010	95'A'+37	-	100'A'+36	STH 35, LT						500					
0010	95'A'+37	-	95'A'+77	STH 35, LT & RT			54								
0010	95'A'+37			STH 35, LT & RT										26	
0010	95'A'+77			STH 35, RT		1									
0010	95'A'+78			STH 35, LT		1									
0010	100'A'+36			STH 35, LT	1										
0010	100'A'+36	-	100'A'+39	STH 35, LT			7								
0010	100'A'+36	-	100'A'+44	STH 35, RT			35								
0010	100'A'+39			STH 35, LT		1									
0010	100'A'+44			STH 35, RT		1									
0010	304'RA'+49			STH 35, LT		1									
0010	304'RA'+49	-	304'RA'+10	STH 35, LT			47								
0010	296'J'+32			Iowa St, RT		1									
0010	296'J'+32	-	296'J'+34	Iowa St, RT			42								
0010	296'J'+33			Iowa St, LT		1									
0010	296'J'+33	-	296'J'+34	Iowa St, LT			24								
0010	296'J'+34			Iowa St, LT	1										
0010	296'J'+34	-	296'J'+50	Iowa St, LT			15								
0010	296'J'+50			Iowa St, LT	1										
0010	296'J'+86			Iowa St, LT		1									

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING MANHOLES 204.0210 EACH	REMOVING INLETS 204.0220 EACH	12-INCH 204.0245.01 LF	15-INCH 204.0245.02 LF	18-INCH 204.0245.03 LF	24-INCH 204.0245.05 LF	27-INCH 204.0245.06 LF	30-INCH 204.0245.07 LF	36-INCH 204.0245.08 LF	38X60-INCH 204.0245.30 LF	SEALING PIPES 204.0280 EACH
0010	296'J'+86	-	297'J'+06	Iowa St, LT			27								
0010	297'J'+06			Iowa St, LT	1										
0010	297'J'+06	-	304'RA'+10	Iowa St, LT					265						
0010	304'RA'+10			Iowa St, LT	1										
0010	304'RA'+10	-	304'RA'+05	Iowa St, LT			7								
0010	304'RA'+05			Iowa St, LT		1									
0010	304'RA'+10	-	301'RA'+62	STH 35, LT & RT					68						
0010	301'RA'+62			STH 35, RT	1										
0010	300'RA'+57	-	302'K'+60	Iowa St, LT					199						
0010	302'K'+60			Iowa St, LT											1
0010	301'RA'+62	-	301'RA'+81	STH 35, RT			18								
0010	301'RA'+81			STH 35, RT		1									
0010	400'RB'+97			STH 35, LT		1									
0010	400'RB'+97	-	402'RB'+29	STH 35, LT & RT			41								
0010	402'RB'+03			STH 35, RT		1									
0010	402'RB'+03	-	402'RB'+57	STH 35, RT			49								
0010	402'RB'+29			STH 35, RT	1										
0010	396'M'+16			Wisconsin St, RT		1									
0010	396'M'+16	-	396'M'+17	Wisconsin St, RT			2								
0010	396'M'+16			Wisconsin St, LT		1									
0010	396'M'+16	-	396'M'+38	Wisconsin St, LT			9								
0010	396'M'+68			Wisconsin St, LT		1									
0010	396'M'+68	-	396'M'+84	Wisconsin St, LT			39								
0010	396'M'+84			Wisconsin St, LT		1									
0010	396'M'+84			Wisconsin St, LT & RT			36								
0010	396'M'+84			Wisconsin St, RT		1									
0010	396'M'+84	-	402'RB'+29	Wisconsin St, RT			332								
0010	402'RB'+29	-	402'RB'+57	STH 35, RT					27						
0010	402'RB'+57			STH 35, RT	1										
0010	402'RB'+57	-	402'N'+40	Wisconsin St, LT					195						
0010	402'N'+40			Wisconsin St, LT											1
0010	402'RB'+57	-	400'RB'+11	STH 35, LT & RT			50								
0010	400'RB'+11			STH 35, LT		1									
0010	402'RB'+57	-	402'RB'+94	STH 35, RT			34								
0010	402'RB'+94			STH 35, RT		1									
0010	496'R'+60			Blackhawk Ave, LT		2									
0010	496'R'+60	-	496'Q'+72	Blackhawk Ave, LT & RT			61								
0010	496'Q'+62			Blackhawk Ave, RT		2									
0010	496'Q'+62	-	496'Q'+72	Blackhawk Ave, RT			17								
0010	496'Q'+72			Blackhawk Ave, RT	1										
0010	122'G'+67			STH 35, LT		1									
0010	122'G'+67	-	123'G'+20	STH 35, LT			52								
0010	122'G'+73			STH 35, RT		1									
0010	122'G'+73	-	123'G'+20	STH 35, LT & RT			61								
0010	123'G'+20			STH 35, LT	1										
0010	123'G'+20	-	123'G'+22	STH 35, LT			23								
0010	123'G'+22			STH 35, LT	1										
0010	123'G'+20	-	123'G'+41	STH 35, LT & RT			43								1
0010	123'G'+41			STH 35, RT		1									

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING MANHOLES 204.0210 EACH	REMOVING INLETS 204.0220 EACH	12-INCH 204.0245.01 LF	15-INCH 204.0245.02 LF	18-INCH 204.0245.03 LF	24-INCH 204.0245.05 LF	27-INCH 204.0245.06 LF	30-INCH 204.0245.07 LF	36-INCH 204.0245.08 LF	38X60-INCH 204.0245.30 LF	SEALING PIPES 204.0280 EACH
0010	123'G'+20	-	123'G'+42	STH 35, LT			22								
0010	123'G'+42			STH 35, LT		1									
0010	123'G'+20	-	125'G'+54	STH 35, LT					234						
0010	125'G'+54			STH 35, LT	1										
0010	125'G'+54	-	127'G'+80	STH 35, LT						226					
0010	127'G'+32			STH 35, RT		1									
0010	127'G'+32	-	127'G'+65	STH 35, RT			34								
0010	127'G'+65			STH 35, RT		1									
0010	127'G'+65	-	127'G'+86	STH 35, RT			42								
0010	127'G'+86			STH 35, RT		1									
0010	127'G'+80	-	127'G'+86	STH 35, LT & RT			39								
0010	127'G'+80			STH 35, LT	1										
0010	127'G'+80	-	127'G'+89	STH 35, LT			9								
0010	127'G'+89			STH 35, LT		1									
0010	127'G'+89	-	131'G'+58	STH 35, LT							378				
0010	131'G'+58			STH 35, LT	1										
0010	131'G'+58	-	132'G'+53	STH 35, LT							96				
0010	130'Y'+71			Washington St, LT & RT		2									
0010	130'Y'+71			Washington St, LT & RT			34								
0010	130'Y'+71	-	131'Y'+88	Washington St, LT			121								
0010	132'G'+53			STH 35, LT	1										
0010	132'G'+53	-	135'G'+17	STH 35, LT								266			
0010	135'G'+17			STH 35, LT	1										
0010	135'G'+17			STH 35, LT			10								
0010	135'G'+17			STH 35, LT		1									
0010	135'G'+17	-	137'G'+13	STH 35, LT									33		
				TOTAL 0010	20	42	1781	500	1080	416	474	266	33	744	5

EXCAVATION COMMON

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 CY	REMARKS
0010	Entire		Project		31099	No EBS Planned
				TOTAL 0010	31085	

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

CATEGORY	STATION	TO	STATION	LOCATION	205.0501.S TON	REMARKS
0010					270	UNDISTRIBUTED
0010						
				TOTAL 0010	270	

BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 TON	REMARKS
0010	78'A'+88	-	82'A'+59	STH 35	827	Start of Work to Mooney St.
0010	79'BB'+45	-	81'BB'+48	Mooney St.	705	Start of Work to RR Tracks
0010	81'BB'+66	-	81'BB'+89	Mooney St.	46	Two Areas at RR Tracks
0010	82'A'+59	-	86'A'+01	STH 35	845	Mooney St. to Taylor St.
0010	87'CC'+50	-	87'CC'+85	Taylor St.	93	East of STH 35
0010	86'A'+01	-	90'A'+65	STH 35	951	Taylor St. to Dunn St.
0010	91'DD'+12	-	91'DD'+60	Dunn St.	121	East of STH 35
0010	90'A'+65	-	95'A'+33	STH 35	1017	Dunn St. to Webster St.
0010	94'U'+60	-	94'U'+71	Webster St.	32	West of STH 35
0010	95'U'+95	-	96'U'+10	Webster St.	44	East of STH 35
0010	95'A'+33	-	100'A'+00	STH 35	1022	Webster St. to Cass St.
0010	99'V'+15	-	99'V'+58	Cass St.	108	West of STH 35
0010	100'V'+42	-	100'V'+85	Cass St.	108	East of STH 35
0010	100'A'+00	-	301'RA'+71	STH 35	1302	Cass St. to Iowa St.
0010	300'RA'+00	-	304'RA'+58	Iowa St. Roundabout	153	Truck Apron
0010	300'RA'+00	-	304'RA'+58	Iowa St. Roundabout	112	Sight Line Area
0010	295'J'+24	-	296'J'+49	Iowa St.	124	Start of Work to RR Tracks
0010	296'J'+28	-	296'J'+53	Iowa St.	26	Start & End of Work on Illinois
0010	296'J'+49	-	296'J'+92	Iowa St.	63	Three Areas at RR Tracks
0010	296'J'+92	-	299'J'+29	Iowa St.	311	Btwn RR Tracks & Roundabout
0010	301'K'+63	-	302'K'+50	Iowa St.	135	East of Roundabout on Iowa St.
0010	302'K'+50	-	302'K'+80	Iowa St.	76	East of STH 35
0010	301'RA'+71	-	402'RB'+56	STH 35	1346	Iowa St. to Wisconsin St.
0010	400'RB'+00	-	404'RB'+27	Wisconsin St. Roundabout	138	Truck Apron
0010	400'RB'+00	-	404'RB'+27	Wisconsin St. Roundabout	97	Sight Line Area
0010	395'M'+83	-	396'M'+31	Wisconsin St.	102	Start of Work to RR Tracks
0010	396'M'+06	-	396'M'+36	Wisconsin St.	45	Start & End of Work on Illinois
0010	396'M'+31	-	396'M'+75	Wisconsin St.	66	Three Areas at RR Tracks
0010	396'M'+75	-	399'M'+29	Wisconsin St.	332	Btwn RR Tracks & Roundabout
0010	401'P'+42	-	402'P'+25	Wisconsin St.	131	East of Roundabout on Wisconsin St.
0010	402'P'+25	-	402'P'+55	Wisconsin St.	77	East of STH 35
0010	402'RB'+56	-	502'RC'+04	STH 35	1672	Wisconsin St. to Blackhawk Ave.
0010	500'RC'+00	-	504'RC'+59	Blackhawk Ave. Roundabout	153	Truck Apron
0010	500'RC'+00	-	504'RC'+59	Blackhawk Ave. Roundabout	112	Sight Line Area
0010	495'Q'+70	-	496'Q'+90	Blackhawk Ave.	464	West of RR Tracks
0010	496'Q'+54	-	496'Q'+80	Blackhawk Ave.	55	Work on Illinois South of Blackhawk
0010	497'Q'+01	-	497'Q'+25	Blackhawk Ave.	48	Two Areas at RR Tracks
0010	497'Q'+25	-	499'Q'+61	Blackhawk Ave.	477	Btwn RR Tracks & Roundabout
0010	501'S'+87	-	504'S'+07	Blackhawk Ave.	399	East of Roundabout on Blackhawk Ave.
0010	502'RC'+04	-	123'G'+04	STH 35	1858	Blackhawk Ave. to Hayden St.
0010	122'W'+20	-	122'W'+59	Hayden St.	89	West of STH 35
0010	123'W'+50	-	123'W'+85	Hayden St.	79	East of STH 35
0010	123'G'+04	-	127'G'+48	STH 35	913	Hayden St. to Park St.
0010	127'X'+90	-	128'X'+38	Park St.	127	East of STH 35
0010	127'G'+48	-	130'G'+70	STH 35	702	Park St. to RR Tracks

BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 TON	REMARKS
0010	130'G'+52	-	131'G'+16	STH 35	106	Two Areas at RR Tracks
0010	131'G'+04	-	132'G'+00	STH 35	321	RR Tracks to Washington St.
0010	129'Y'+75	-	131'Y'+58	Washington St.	366	Start of Work to STH 35
0010	133'Z'+00	-	133'Z'+30	Washington St.	73	East of STH 35
0010	132'G'+00	-	134'G'+00	STH 35	577	Washington St. to End of 4 Lanes
0010	134'G'+00	-	137'G'+13	STH 35	1379	North End of Project
0010	302'K'+75LT	-	107'C'+25RT	NE QUAD STH35 & IOWA	80	Gravel Parking Outside of S/W
0010	132'Z'+10LT			STH 35	21	P.E. - Gravel Only
0010	134'G'+80RT			STH 35	19	P.E. - Gravel Only
0010				Various Locations	61	Beneath Concrete Alley HES
0010				Various Locations	273	Beneath Concrete Driveway 6-Inch
0010				Various Locations	104	Beneath Concrete Sidewalk 6-Inch
0010				Various Locations	42	Beneath Concrete Driveway HES 6-Inch
0010				Various Locations	1971	Beneath Asphaltic Surface Driveways & 'FE's
0010				Various Locations	9	Beneath Concrete Sidewalk HES 6-Inch
0010				Various Locations	32	Beneath Concrete Sidewalk HES 7-Inch
0010				Various Locations	557	Beneath Concrete Medians
				Various Locations	2000	TEMPORARY ACCESS
				TOTAL 0010	25694	

BREAKER RUN

CATEGORY	STATION	TO	STATION	311.0110 TON	REMARKS
0010	502'T'+45 LT	-	117'G'+25RT	120	PARKING LOT-6" THICK LAYER
0010					
			TOTAL 0010	120	

COLORING CONCRETE RED

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 CY
0010	300'RA'+00	-	304'RA'+59	Iowa St. Roundabout	102
0010	400'RB'+00	-	404'RB'+27	Wisconsin St. Roundabout	92
0010	500'RC'+00	-	504'RC'+59	Blackhawk Ave. Roundabout	102
				TOTAL 0010	296

CONCRETE PAVEMENT 9-INCH

CATEGORY	STATION	TO	STATION	LOCATION	415.0090 SY	REMARKS
0010	78'A'+88	-	82'A'+59	STH 35	2006	Start of Work to Mooney St.
0010	82'A'+59	-	86'A'+01	STH 35	1991	Mooney St. to Taylor St.
0010	86'A'+01	-	90'A'+65	STH 35	2391	Taylor St. to Dunn St.
0010	90'A'+65	-	95'A'+33	STH 35	2582	Dunn St. to Webster St.
0010	95'A'+33	-	100'A'+00	STH 35	2603	Webster St. to Cass St.
0010	100'A'+00	-	301'RA'+71	STH 35	3081	Cass St. to Iowa St.
0010	300'RA'+00	-	304'RA'+59	Iowa St. Roundabout	336	Sight Line Area
0010	295'J'+24	-	296'J'+16	Iowa St.	64	Start of Work to ILLINOIS ST
0010	296'J'+92	-	299'J'+29	Iowa St.	695	Btwn RR Tracks & Roundabout
0010	301'K'+63	-	302'K'+50	Iowa St.	300	East of Roundabout on Iowa St.
0010	301'RA'+71	-	402'RB'+56	STH 35	3013	Iowa St. to Wisconsin St.
0010	400'RB'+00	-	404'RB'+27	Wisconsin St. Roundabout	290	Sight Line Area
0010	396'M'+75	-	399'M'+29	Wisconsin St.	619	Btwn RR Tracks & Roundabout
0010	401'P'+42	-	402'P'+25	Wisconsin St.	175	East of Roundabout on Wisconsin St.
0010	402'RB'+56	-	502'RC'+04	STH 35	3754	Wisconsin St. to Blackhawk Ave.
0010	500'RC'+00	-	504'RC'+59	Blackhawk Ave. Roundabout	336	Sight Line Area
0010	497'Q'+25	-	499'Q'+61	Blackhawk Ave.	881	Btwn RR Tracks & Roundabout
0010	501'S'+87	-	504'S'+07	Blackhawk Ave.	795	East of Roundabout on Blackhawk Ave.
0010	502'RC'+04	-	123'G'+04	STH 35	4501	Blackhawk Ave. to Hayden St.
0010	123'G'+04	-	127'G'+48	STH 35	2302	Hayden St. to Park St.
0010	127'G'+48	-	130'G'+70	STH 35	1790	Park St. to RR Tracks
0010	131'G'+04	-	132'G'+00	STH 35	861	RR Tracks to Washington St.
0010	129'Y'+75	-	131'Y'+58	Washington St.	918	Start of Work to STH 35
0010	132'G'+00	-	134'G'+00	STH 35	1532	Washington St. to End of 4 Lanes
	213'F'+38LT				2	MEDIAN BETWEEN PROPERTIES
				TOTAL 0010	37818	

CONCRETE PAVEMENT GAPS

CATEGORY	STATION	TO	STATION	LOCATION	415.0210 EACH
0010	90'A'+44	-	90'A'+65		1
0010	127'G'+30	-	127'G'+48		1
				TOTAL 0010	2

CONCRETE PAVEMENT HES 9-INCH

CATEGORY	STATION	TO	STATION	LOCATION	415.1090 SY
0010	296'J'+16	-	296'J'+49		205
0010	395'M'+83	-	396'M'+31		255
0010	398'M'+07	-	398'M'+41		125
0010	401'N'+94	-	402'N'+25		117
0010	498'R'+52	-	498'R'+95		220
0010	502'T'+37	-	502'T'+72		153
				TOTAL 0010	1074

CONCRETE ALLEY HES

CATEGORY	STATION	TO	STATION	LOCATION	415.1310 SY
0010	398'M'+12.0	-	398'M'+41.2	(LT)	20
0010	398'M'+04.7	-	398'M'+48.5	(RT)	36
0010	401'N'+93.8	-	402'N'+19.5	(LT)	19
0010	401'P'+90.0	-	402'P'+19.8	(RT)	24
0010	498'Q'+50.9	-	498'Q'+83.1	(RT)	13
0010	502'T'+38.2	-	502'T'+72.0	(LT)	26
0010	502'S'+32.4	-	502'S'+54.6	(RT)	12
0010	298'J'+25.0	-	298'J'+45.0	(RT)	12
				TOTAL 0010	162

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STATION	TO	STATION	LOCATION	416.0160 SY	REMARKS
0010	79'A'+88.9	-	80'A'+18.9	STH 35, RT	13	
0010	80'A'+71.0	-	81'A'+01.3	STH 35, RT	13	
0010	82'A'+62.9	-	82'A'+93.2	STH 35, RT	13	
0010	87'A'+96.5	-	88'A'+26.5	STH 35, RT	23	
0010	88'A'+66.9	-	88'A'+96.9	STH 35, RT	23	
0010	88'A'+86.5	-	89'A'+10.7	STH 35, LT	41	
0010	90'A'+64.9	-	90'A'+97.1	STH 35, LT	10	
0010	92'A'+25.5	-	92'A'+52.7	STH 35, RT	9	
0010	93'A'+00.9	-	93'A'+33.2	STH 35, LT	10	
0010	100'V'+70RT			Cass St.,RT	26	
0010	102'A'+67.8	-	103'A'+06.9	STH 35, RT	14	
0010	297'J'+35.0	-	297'J'+55.1	Iowa St, LT	23	
0010	297'J'+45.5	-	297'J'+83.3	Iowa St, RT	22	
0010	206'D'+58.5	-	207'D'+04.6	STH 35, LT	11	
0010	106'C'+92.9	-	107'C'+31.3	STH 35, RT	16	
0010	397'M'+20.2	-	397'M'+38.2	Wisconsin St, LT	29	
0010	397'M'+31.8	-	397'M'+49.8	Wisconsin St, RT	23	
0010	112'E'+34.0	-	112'E'+70.0	STH 35, RT	16	
0010	212'F'+74.9	-	213'F'+11.0	STH 35, LT	15	
0010	213'F'+40LT	-	498'Q'+65RT	STH 35, LT	240	DRIVEWAY AND PARKING LOT
0010	495'Q'+91.3	-	496'Q'+27.4	Blackhawk Ave, RT	15	
0010	496'R'+05.4	-	496'R'+41.3	Blackhawk Ave, LT	10	
0010	502'T'+65	-	504'S'+07	Blackhawk Ave, LT	94	DRIVEWAY AND PARKING LOT
0010	117'G'+67.6	-	118'G'+08.8	STH 35, RT	15	
0010	217'H'+96.5	-	218'H'+35.5	STH 35, LT	15	
0010	128'G'+27.6	-	128'G'+64.5	STH 35, RT	42	
0010	129'G'+93.5	-	130'G'+29.7	STH 35, LT	16	
0010	130'G'+36.2	-	130'G'+72.6	STH 35, RT	37	
				TOTAL 0010	834	

CONCRETE DRIVEWAY HES 6-INCH

CATEGORY	STATION	TO	STATION	LOCATION	416.0260 SY	REMARKS
0010	91'DD'+17	-	91'DD'+47	RT	44	STAGED HALF AT A TIME
0010	498'R'+54.8	-	498'R'+95.5	LT	19	
0010	127'G'+30	-	127'G'+66	LT	63	STAGED HALF AT A TIME
				TOTAL 0010	126	

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CONCRETE ROUNDABOUT TRUCK APRON 8-INCH

CATEGORY	STATION	TO	STATION	LOCATION	416.0508 SY
0010	300'RA'+00	-	304'RA'+59	Iowa St. Roundabout	458
0010	400'RB'+00	-	404'RB'+27	Wisconsin St. Roundabout	413
0010	500'RC'+00	-	504'RC'+59	Blackhawk Ave. Roundabout	458
				TOTAL 0010	1329

DRILLED BARS

CATEGORY	STATION	TO	STATION	LOCATION	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH
0010	78'A'+87.5	-	79'A'+84.3	CENTERLINE	40	
0010	78'A'+87.5			LT		20
0010	79'A'+84.3			RT		20
0010	295'J'+24.1			RT		8
0010	295'J'+24.1	-	296'J'+08.7	RT	35	
0010	296'J'+08.7			LT & RT		24
0010	395'M'+83.4			LT & RT		32
				TOTAL 0010	75	104

PAVEMENT MATERIAL

CATEGORY	STATION	TO	STATION	LOCATION	ASPHALTIC MATERIAL PG64-28 455.0120 TON	TACK COAT 455.0605 GAL	HMA PAVEMENT TYPE E-1 460.1101 TON	REMARKS
0010	79'BB'+45	-	81'BB'+48	Mooney St.	14.8	26	255	Start of Work to RR Tracks
0010	81'BB'+66	-	81'BB'+89	Mooney St.	1.2	2	20	Two Areas at RR Tracks
0010	87'CC'+50	-	87'CC'+85	Taylor St.	1.7	3	30	East of STH 35
0010	91'DD'+12	-	91'DD'+60	Dunn St.	2.3	4	40	East of STH 35
0010	94'U'+60	-	94'U'+71	Webster St.	0.6	1	10	West of STH 35
0010	95'U'+95	-	96'U'+10	Webster St.	0.9	2	15	East of STH 35
0010	99'V'+15	-	99'V'+58	Cass St.	2.0	4	35	West of STH 35
0010	100'V'+42	-	100'V'+85	Cass St.	2.0	4	35	East of STH 35
0010	296'J'+32	-	296'J'+47	Iowa St.	0.6	1	10	Start & End of Work on Illinois
0010	296'J'+49	-	296'J'+92	Iowa St.	1.5	2	25	Three Areas at RR Tracks
0010	302'K'+50	-	302'K'+80	Iowa St.	1.5	3	25	East of STH 35
0010	396'M'+11	-	396'M'+31	Wisconsin St.	0.6	1	10	Start & End of Work on Illinois
0010	396'M'+31	-	396'M'+75	Wisconsin St.	1.5	3	25	Three Areas at RR Tracks
0010	402'P'+25	-	402'P'+55	Wisconsin St.	1.5	3	25	East of STH 35
0010	495'Q'+70	-	496'Q'+90	Blackhawk Ave.	9.3	16	160	West of RR Tracks
0010	496'Q'+54	-	496'Q'+80	Blackhawk Ave.	0.9	2	15	Work on Illinois South of Blackhawk
0010	497'Q'+01	-	497'Q'+25	Blackhawk Ave.	1.2	2	20	Two Areas at RR Tracks
0010	122'W'+20	-	122'W'+59	Hayden St.	1.7	3	30	West of STH 35
0010	123'W'+50	-	123'W'+85	Hayden St.	1.5	3	25	East of STH 35
0010	127'X'+90	-	128'X'+38	Park St.	2.3	4	40	East of STH 35
0010	130'G'+52	-	131'G'+16	STH 35	3.2	4	55	Two Areas at RR Tracks
0010	133'Z'+00	-	133'Z'+30	Washington St.	1.2	2	20	East of STH 35
0010	134'G'+00	-	137'G'+13	STH 35	27.8	36	480	North End of Project
				TOTAL 0010	81.8	131	1405	

ASPHALTIC SURFACE DETOURS

CATEGORY	LOCATION	465.0115 TON	REMARKS
0010			
0010	NORTH MAIN STREET	300	UNDISTRIBUTED -3.5" THICK
	TOTAL 0010	300	

RAILING PIPE

CATEGORY	STATION	LOCATION	513.2050.S LF
0010	202'B'+08(LT)	South Side of Steps - Confirm with Owner	3.5
0010	202'B'+58(LT)	South Side of Steps - Confirm with Owner	8.3
0010	203'B'+10(LT)	South Side of Steps - Confirm with Owner	3.7
	TOTAL 0010		15.5

WALL MODULAR BLOCK GRAVITY

CATEGORY	STATION	TO	STATION	LOCATION	532.0200.S SF
0010	97'A'+18.0	-	97'A'+81.8	STH 35, LT	203
0010	97'A'+85.8	-	98'A'+62.2	STH 35, LT	275
0010	98'A'+65.2	-	99'A'+39.3	STH 35, LT	275
0010	99'A'+43.3	-	99'A'+66.8	STH 35, LT	93
0010	98'A'+35.0	-	98'A'+54.4	STH 35, RT	69
0010	98'A'+57.1	-	99'A'+37.9	STH 35, RT	274
0010	99'A'+42.4	-	99'A'+66.4	STH 35, RT	177
0010	100'A'+31.0	-	100'A'+64.8	STH 35, RT	113
0010	100'A'+66.9	-	100'A'+84.1	STH 35, RT	77
0010	100'A'+88.9	-	101'A'+12.3	STH 35, RT	82
0010	200'B'+32.0	-	200'B'+81.2	STH 35, LT	199
0010	200'B'+87.7	-	201'B'+51.1	STH 35, LT	243
0010	201'B'+54.8	-	202'B'+05.9	STH 35, LT	235
0010	202'B'+10.9	-	202'B'+38.5	STH 35, LT	159
0010	202'B'+41.5	-	202'B'+54.8	STH 35, LT	101
0010	202'B'+60.0	-	203'B'+09.0	STH 35, LT	216
0010	203'B'+12.2	-	203'B'+35.9	STH 35, LT	90
0010	397'M'+41.2	-	397'M'+79.2	Wisconsin St, LT	121
0010	397'M'+83.3	-	398'M'+09.8	Wisconsin St, LT	121
0010	123'G'+36.9	-	123'G'+51.2	STH 35, RT	66
0010	123'G'+54.2	-	123'G'+87.0	STH 35, RT	108
				TOTAL 0010	3297

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE CURB TYPE A 601.0105 LF	CONCRETE CURB & GUTTER 18-INCH TYPE A 601.0405 LF	CONCRETE CURB & GUTTER 18-INCH TYPE D 601.0407 LF	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB & GUTTER 30-INCH TYPE D 601.0411 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G 601.0413 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R 601.0580 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	TRANSITIONAL CURB & GUTTER SPV.0090.19 LF	REMARKS
0010	78'A'+87.5	-	82'A'+42	STH 35, LT				378						Start to Mooney St.
0010	79'A'+84.3	-	85'A'+85	STH 35, RT				606						Start to Taylor St.
0010	81'AA'+39.1	-	82'AA'+87.5	STH 35, Median LT				148						Btwn Crawford St. & Taylor St.
0010	81'A'+38.6	-	81'A'+50	STH 35, Median RT				11						Btwn Crawford St. & Taylor St.
0010	81'A'+50	-	81'A'+75	STH 35, Median RT									25	Btwn Crawford St. & Taylor St.
0010	81'A'+75	-	84'A'+00	STH 35, Median RT		225								Btwn Crawford St. & Taylor St.
632	83'A'+00.3	-	83'A'+08.3	STH 35, Median								21		Pedestrian Crossing North of Mooney St.
0010	82'AA'+87.5	-	83'AA'+1.1	STH 35, Median LT									14	Btwn Crawford St. & Taylor St.
0010	83'AA'+01.1	-	84'AA'+01.4	STH 35, Median LT		100								Btwn Crawford St. & Taylor St.
0010	84'AA'+01.4	-	84'AA'+32	STH 35, Median LT									31	Btwn Crawford St. & Taylor St.
0010	84'A'+00	-	84'A'+30	STH 35, Median RT									30	Btwn Crawford St. & Taylor St.
0010	84'AA'+32	-	84'AA'+37.5	STH 35, Median LT				6						Btwn Crawford St. & Taylor St.
0010	84'A'+30	-	84'A'+35.8	STH 35, Median RT				6						Btwn Crawford St. & Taylor St.
0010	79'BB'+25	-	81'BB'+46.3	Mooney St, LT					222					West of RR Tracks on Mooney St.
0010	80'BB'+45.4	-	81'BB'+47.3	Mooney St, Median LT			102							West of RR Tracks on Mooney St.
0010	80'BB'+45.4	-	81'BB'+47.3	Mooney St, Median RT			102							West of RR Tracks on Mooney St.
0010	81'BB'+25.6	-	81'BB'+50.4	Mooney St, RT					26					West of RR Tracks on Mooney St.
0010	81'BB'+86.9	-	82'BB'+34.1	Mooney St, Median LT		59								East of RR Tracks on Mooney St.
0010	81'BB'+86.9	-	82'BB'+02.2	Mooney St, Median RT		15								East of RR Tracks on Mooney St.
0010	82'BB'+02.2	-	82'BB'+26.6	Mooney St, Median RT									26	East of RR Tracks on Mooney St.
0011	82'BB'+17.3	-	82'BB'+23.3	Mooney St, Median								19		Pedestrian Crossing on Mooney St.
0010	82'BB'+26.6	-	82'BB'+34.1	Mooney St, Median RT				10						East of RR Tracks on Mooney St.
0010	82'A'+76.1	-	95'A'+13.9	STH 35, LT				1339						STAGED CONSTRUCTION ST 90'A'+44 TO 90'A'+65
0010	87'CC'+50.1	-	87'CC'+94.0	Taylor St, LT & RT					91					Taylor St.
0010	86'A'+17.1	-	90'A'+51.7	STH 35, RT				458						Btwn Taylor St. & Dunn St.
0010	88'A'+80.00	-	89'A'+17	STH 35, LT, FOR DRIVEWAY		28								Btwn Taylor St. & Dunn St.
0010	91'DD'+11.8	-	91'DD'+65.8	Dunn St., LT & RT					76					Dunn St.
0010	90'A'+80.7	-	95'A'+15.2	STH 35, RT				466						Btwn Dunn St. & Webster St.
0010	94'U'+60.0	-	94'U'+71.0	Webster St, LT & RT					22					West of STH 35
0010	95'U'+95.0	-	96'U'+10.0	Webster St, LT & RT					30					East of STH 35
0010	95'A'+49.2	-	99'A'+84.3	STH 35, LT				499						Btwn Webster St. & Cass St.
0010	95'A'+51.2	-	99'A'+86	STH 35, RT				462						Btwn Webster St. & Cass St.
0010	99'V'+05.3	-	99'V'+57.8	Cass St, LT & RT					99					West of STH 35
0010	100'V'+42.2	-	100'V'+89.3	Cass St, LT & RT					94					East of STH 35
0010	200'B'+13.2	-	296'J'+89.4	STH 35, LT				710						Btwn Cass St. & RR Tracks on Iowa St.
0010	100'A'+15	-	302'K'+87.9	STH 35, RT				562						Btwn Cass St. & Iowa St.
0010	202'B'+13.4	-	204'B'+10.1	STH 35, Median LT						198				South of Roundabout at Iowa St.
0010	103'A'+82.3	-	103'A'+90.3	STH 35, Median								64		Pedestrian Crossing South of Iowa St.
0010	102'A'+13.7	-	104'A'+03.7	STH 35, Median RT						192				South of Roundabout at Iowa St.
0010	300'RA'+28.1	-	300'RA'+60.4	STH 35, Median						37				South of Roundabout at Iowa St.
0010	295'J'+24.1	-	296'J'+33.6	Iowa St, RT				131				45		West of Illinois St. on Iowa St.
0010	296'J'+08.7	-	296'J'+34.3	Iowa St, LT				39						West of Illinois St. on Iowa St.
0010	296'J'+47.5	-	296'J'+51.8	Iowa St, LT				23						East of Illinois St. on Iowa St.
0010	296'J'+44.2	-	296'J'+51.6	Iowa St, RT				25						East of Illinois St. on Iowa St.

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE CURB TYPE A 601.0105 LF	CONCRETE CURB & GUTTER 18-INCH TYPE A 601.0405 LF	CONCRETE CURB & GUTTER 18-INCH TYPE D 601.0407 LF	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB & GUTTER 30-INCH TYPE D 601.0411 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G 601.0413 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R 601.0580 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	TRANSITIONAL CURB & GUTTER SPV.0090.19 LF	REMARKS
0010	296'J'+89.2	-	299'J'+39.1	Iowa St, LT				260						Btwn RR Tracks & Roundabout
0010	301'RA'+52.1	-	301'RA'+75.3	Iowa St, Median						25				East of Roundabout at Iowa St.
0010	301'L'+00.3	-	301'L'+78.5	Iowa St, Median LT						31				East of Roundabout at Iowa St.
0010	301'K'+62.8	-	301'K'+70.8	Iowa St, Median								41		Pedestrian Crossing on Iowa St.
0010	301'K'+50	-	301'K'+79	Iowa St, Median RT						30				East of Roundabout at Iowa St.
0010	302'K'+50.0	-	302'K'+87.9	Iowa St, LT & RT					76					East of STH 35
0010	300'RA'+00	-	304'RA'+64	Iowa St. Roundabout							364			Roundabout Truck Apron at Iowa St.
0010	300'RA'+00	-	304'RA'+64	Iowa St. Roundabout	277									Roundabout Curb at Iowa St.
0010	302'RA'+58.6	-	302'RA'+92.7	STH 35, Median						39				North of Roundabout at Iowa St.
0010	105'C'+87.9	-	105'C'+95.9	STH 35, Median								72		Pedestrian Crossing North of Iowa St.
0010	205'D'+78.4	-	208'D'+72.5	STH 35, Median LT						298				North of Roundabout at Iowa St.
0010	105'C'+72.7	-	108'C'+72	STH 35, Median RT						303				North of Roundabout at Iowa St.
0010	304'RA'+04.4	-	400'BB'+29.7	STH 35, LT				504						Btwn Iowa St. & Wisconsin St.
0010	302'K'+86.6	-	402'N'+62.8	STH 35, RT				589						Btwn Iowa St. & Wisconsin St.
0010	108'C'+51.1	-	108'C'+59.1	STH 35, Median								55		Pedestrian Crossing South of Wisconsin St.
0010	401'RB'+32.4	-	401'RB'+57.7	STH 35, Median						30				South of Roundabout at Wisconsin St.
0010	395'M'+83.3	-	396'M'+11.2	Wisconsin St, LT				43						West of Illinois St. on Wisconsin St.
0010	395'M'+83.4	-	396'M'+17.6	Wisconsin St, RT				40						West of Illinois St. on Wisconsin St.
0010	396'M'+08.3	-	396'M'+11.2	Wisconsin St, LT					16					West of Illinois St. on Wisconsin St.
0010	396'M'+15.1	-	396'M'+17.6	Wisconsin St, RT					10					West of Illinois St. on Wisconsin St.
0010	396'M'+30.7	-	396'M'+33.4	Wisconsin St, LT					16					East of Illinois St. on Wisconsin St.
0010	396'M'+30.7	-	396'M'+33.4	Wisconsin St, LT				16						East of Illinois St. on Wisconsin St.
0010	396'M'+31.1	-	396'M'+33.6	Wisconsin St, RT				6						East of Illinois St. on Wisconsin St.
0010	396'M'+31.1	-	396'M'+33.6	Wisconsin St, RT					10					East of Illinois St. on Wisconsin St.
0010	396'M'+71.7	-	399'M'+39.5	Wisconsin St, RT				230						Btwn RR Tracks & Roundabout
0010	400'RB'+00	-	404'RB'+27.2	Wisconsin St. Roundabout							333			Roundabout Truck Apron at Wisconsin St.
0010	400'RB'+00	-	404'RB'+27.2	Wisconsin St. Roundab	245									Roundabout Curb at Wisconsin St.
0010	402'RB'+43.3	-	402'RB'+58.7	Wisconsin St, Median						21				East of Roundabout at Wisconsin St.
0010	401'N'+29	-	401'N'+58.5	Wisconsin St, Median LT						32				East of Roundabout at Wisconsin St.
0010	401'P'+30	-	401'P'+58.9	Wisconsin St, Median RT						31				East of Roundabout at Wisconsin St.
0010	401'P'+41.7	-	401'P'+49.7	Wisconsin St, Median								36		Pedestrian Crossing on Wisconsin St.
0010	402'N'+25.0	-	402'N'+62.3	Wisconsin St, LT & RT					74					East of STH 35
0010	396'M'+71.7	-	497'Q'+21.9	STH 35, LT				985						Btwn Wisconsin St. & Blackhawk Ave.
0010	402'N'+62.1	-	504'S'+07	STH 35, RT				824						Btwn Wisconsin St. & Blackhawk Ave.
0010	403'RB'+43.4	-	403'RB'+69.9	STH 35, Median						31				North of Roundabout at Wisconsin Ave.
0010	110'E'+44.6	-	110'E'+52.6	STH 35, Median								57		Pedestrian Crossing North of Wisconsin St.
0010	210'F'+33.7	-	214'F'+46.4	STH 35, Median LT						416				North of Roundabout at Wisconsin Ave.
0010	110'E'+31.6	-	114'E'+40.6	STH 35, Median RT						413				North of Roundabout at Wisconsin Ave.
0010	114'E'+19.1	-	114'E'+27.1	STH 35, Median								68		Pedestrian Crossing South of Blackhawk Ave.
0010	500'RC'+66	-	500'RC'+98.5	STH 35, Median						37				South of Roundabout at Blackhawk Ave.
0010	495'R'+65.6	-	496'R'+63.7	Blackhawk Ave, LT					98					West of RR Tracks on Blackhawk Ave.
0010	495'Q'+66.3	-	496'Q'+82.7	Blackhawk Ave, RT					117					West of RR Tracks on Blackhawk Ave.
0010	496'R'+38.4	-	496'R'+57.1	Blackhawk Ave, Median LT					19					West of RR Tracks on Blackhawk Ave.

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE CURB TYPE A 601.0105 LF	CONCRETE CURB & GUTTER 18-INCH TYPE A 601.0405 LF	CONCRETE CURB & GUTTER 18-INCH TYPE D 601.0407 LF	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB & GUTTER 30-INCH TYPE D 601.0411 LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G 601.0413 LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R 601.0580 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	TRANSITIONAL CURB & GUTTER SPV.0090.19 LF	REMARKS
0010	496'Q'+38.4	-	496'Q'+48.4	Blackhawk Ave, Median RT					10					West of RR Tracks on Blackhawk Ave.
0010	496'Q'+48.4	-	496'Q'+73.4	Blackhawk Ave, Median RT									25	West of RR Tracks on Blackhawk Ave.
0010	496'R'+57.1	-	496'R'+73.4	Blackhawk Ave, Median LT									16	West of RR Tracks on Blackhawk Ave.
0010	496'R'+73.4	-	496'R'+78.6	Blackhawk Ave, Median LT			5							West of RR Tracks on Blackhawk Ave.
0010	496'Q'+73.4	-	496'Q'+78.7	Blackhawk Ave, Median RT			5							West of RR Tracks on Blackhawk Ave.
0010	497'R'+26.9	-	498'R'+24.3	Blackhawk Ave, Median LT		98								East of RR Tracks on Blackhawk Ave.
0010	497'Q'+26.9	-	498'Q'+25.0	Blackhawk Ave, Median RT		98								East of RR Tracks on Blackhawk Ave.
0010	498'R'+55	-	499'R'+05	Blackhawk Ave, LT, For Driveway			96							West of Roundabout at Blackhawk Ave.
0010	499'R'+37.4	-	499'R'+50.1	Blackhawk Ave, Median LT						39				West of Roundabout at Blackhawk Ave.
0010	499'Q'+37.8	-	499'Q'+75.1	Blackhawk Ave, Median RT						40				West of Roundabout at Blackhawk Ave.
0010	499'Q'+53.5	-	499'Q'+61.5	Blackhawk Ave, Median								41		Pedestrian Crossing on Blackhawk Ave.
0010	504'RC'+22.2	-	504'RC'+39.9	Blackhawk Ave, Median						24				West of Roundabout at Blackhawk Ave.
0010	500'RC'+00	-	504'RC'+58.7	Blackhawk Ave. Roundabout							364			Roundabout Truck Apron at Wisconsin St.
0010	500'RC'+00	-	504'RC'+58.7	Blackhawk Ave. Roundal	277									Roundabout Curb at Wisconsin St.
0010	501'RC'+92.7	-	502'RC'+14.6	Blackhawk Ave, Median						29				East of Roundabout at Blackhawk Ave.
0010	501'S'+86.6	-	501'S'+94.6	Blackhawk Ave, Median								51		Pedestrian Crossing at Blackhawk Ave.
0010	501'T'+73.4	-	502'T'+11.5	Blackhawk Ave, LT						40				East of Roundabout at Blackhawk Ave.
0010	501'S'+71.4	-	502'S'+10.7	Blackhawk Ave, RT						41				East of Roundabout at Blackhawk Ave.
0010	497'R'+23.3	-	122'W'+14.6	STH 35, LT				1074						Btwn Blackhawk Ave. & Hayden St.
0010	504'S'+07	-	123'W'+90.5	STH 35, RT				951						Btwn Blackhawk Ave. & Hayden St.
0010	122'W'+14.4	-	122'W'+59.1	Hayden St, LT & RT					88					West of STH 35
0010	123'W'+50.0	-	123'W'+85.0	Hayden St, LT & RT					80					East of STH 35
0010	502'RC'+98.5	-	503'RC'+28.3	STH 35, Median						34				North of Roundabout at Blackhawk Ave.
0010	116'G'+25	-	116'G'+33	STH 35, Median								63		Pedestrian Crossing North of Blackhawk Ave.
0010	216'H'+13.3	-	217'H'+51	STH 35, Median LT						140				North of Roundabout at Blackhawk Ave.
0010	116'G'+11.6	-	117'G'+51.4	STH 35, Median RT						141				North of Roundabout at Blackhawk Ave.
0010	123'G'+16.1	-	130'G'+52.1	STH 35, LT				748						Btwn Hayden St. & RR Tracks
0010	123'G'+17.1	-	127'G'+33.8	STH 35, RT				436						Btwn Hayden St. & Park St.
0010	127'X'+90.0	-	128'X'+43.1	Park St, LT & RT					106					East of STH 35
0010	127'G'+63.9	-	130'G'+85.1	STH 35, RT				330						Btwn Park St. & RR Tracks
0010	130'G'+81.8	-	129'Y'+75	STH 35, LT				249						Btwn RR Tracks & End of Work on Washington St.
0010	131'G'+12.6	-	131'G'+90.5	STH 35, RT				135						Btwn RR Tracks & Washington St.
0010	129'Y'+75	-	134'G'+00	STH 35, LT				349						Btwn Washington St. & End of Concrete
0010	133'Z'+00	-	133'Z'+25.0	Washington St, LT & RT					50					East of STH 35
0010	132'G'+13.1	-	134'G'+00	STH 35, RT				239						Btwn Washington St. & End of Concrete
0010	134'G'+00	-	136'G'+10.7	STH 35, LT					214					Btwn Start of Asphalt & End of Project
				TOTAL 0010	798	623	310	13886	1643	2691	1062	632	167	

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	CONCRETE SIDEWALK 4-INCH 602.0405 SF	CONCRETE SIDEWALK 6-INCH 602.0415 SF	REMARKS
0010	78'A'+97	-	82'AA'+37.7	STH 35, Sidewalk LT	2748		Btwn Crawford St. & Mooney St.
0010	79'A'+84.2	-	79'A'+88.8	STH 35, Sidewalk RT	22		Btwn Crawford St. & Mooney St.
0010	79'A'+88.8	-	80'A'+18.9	STH 35, Sidewalk RT		150	Btwn Crawford St. & Mooney St, P.E.
0010	80'A'+18.9	-	80'A'+71.0	STH 35, Sidewalk RT	260		Btwn Crawford St. & Mooney St.
0010	80'A'+71.0	-	81'A'+01.3	STH 35, Sidewalk RT		150	Btwn Crawford St. & Mooney St, P.E.
0010	81'A'+01.3	-	82'A'+62.9	STH 35, Sidewalk RT	799		Btwn Crawford St. & Mooney St.
0010	81'A'+38.8	-	84'A'+35.8	STH 35, Median	1917		Across from Mooney St.
0010	82'A'+62.9	-	82'A'+93.2	STH 35, Sidewalk RT		150	Across from Mooney St, P.E.
0010	80'BB'+45.4	-	81'BB'+47.3	Mooney St, Median	204		West of RR Tracks
0010	81'BB'+00.0	-	81'BB'+45.6	Mooney St, Sidewalk LT	226		Mooney St, West of RR Tracks
0010	81'BB'+81.6	-	82'BB'+18.1	Mooney St, Sidewalk LT	186		Mooney St, East of RR Tracks
0010	81'BB'+86.9	-	82'BB'+33.7	Mooney St, Splitter Island	155		Splitter at Mooney St. INT
0010	82'A'+88.4	-	88'A'+86.5	STH 35, Sidewalk LT	3077		North of Mooney St. INT
0010	82'A'+93.2	-	85'A'+79.1	STH 35, Sidewalk RT	1453		Btwn Mooney St. & Taylor St.
0010	86'A'+22.6	-	87'A'+96.5	STH 35, Sidewalk RT	864		North of Taylor St. INT
0010	87'A'+96.5	-	88'A'+26.5	STH 35, Sidewalk RT		150	Btwn Taylor St. & Dunn St, P.E.
0010	88'A'+26.5	-	88'A'+66.9	STH 35, Sidewalk RT	202		Btwn Taylor St. & Dunn St.
0010	88'A'+66.9	-	88'A'+96.9	STH 35, Sidewalk RT		150	Btwn Taylor St. & Dunn St, P.E.
0010	88'A'+96.9	-	90'A'+43.3	STH 35, Sidewalk RT	731		South of Dunn St. INT
0010	90'A'+86.7	-	92'A'+26.6	STH 35, Sidewalk RT	701		North of Dunn St. INT
0010	92'A'+26.6	-	92'A'+51.4	STH 35, Sidewalk RT		125	Btwn Dunn St. & Webster St, P.E.
0010	92'A'+51.4	-	95'A'+04.5	STH 35, Sidewalk RT	1264		South of Webster St. INT
0010	95'A'+53.5	-	99'A'+79.9	STH 35, Sidewalk LT	2475		Btwn Webster St. & Cass St.
0010	95'A'+53.9	-	99'A'+80.4	STH 35, Sidewalk RT	2656		Btwn Webster St. & Cass St.
0010	100'A'+19.3	-	102'A'+68.9	STH 35, Sidewalk RT	1251		North of Cass St. INT
0010	200'B'+19.4	-	298'J'+43.8	STH 35, Sidewalk LT	2737		Btwn Cass St. & P.E. on Iowa St.
0010	102'A'+13.7	-	104'A'+06.1	STH 35, Median	1691		South of Roundabout at Iowa St.
0010	102'A'+68.9	-	103'A'+04.1	STH 35, Sidewalk RT		176	Btwn Cass St. & Iowa St, P.E.
0010	103'A'+04.1	-	301'K'+70.8	STH 35, Sidewalk RT	982		South of Iowa St. to crossing at Iowa St.
0010	296'J'+00.5	-	296'J'+30.6	Iowa St, Sidewalk RT	286		West of Illinois St.
0010	296'J'+08.7	-	296'J'+31.8	Iowa St, Sidewalk LT	196		West of Illinois St.
0010	296'J'+46.8	-	296'J'+51.6	Iowa St, Sidewalk RT	24		East of Illinois St.
0010	296'J'+89.4	-	297'J'+47.8	Iowa St, Sidewalk RT	293		East of RR Tracks on Iowa St.
0010	297'J'+47.8	-	297'J'+82.0	Iowa St, Sidewalk RT		175	Btwn RR Tracks & Roundabout on Iowa St, P.E.
0010	297'J'+82.0	-	298'J'+24.8	Iowa St, Sidewalk RT	225		Btwn RR Tracks & Roundabout on Iowa St.
0010	298'J'+24.8	-	298'J'+43.8	Iowa St, Sidewalk RT		97	Btwn RR Tracks & Roundabout on Iowa St, P.E.
0010	304'RA'+00.9	-	206'D'+61.8	STH 35, Sidewalk LT	1099		North of Iowa St.
0010	301'K'+46.8	-	301'K'+80.7	Iowa St, Splitter Island	546		East of Roundabout at Iowa St.
0010	301'L'+72.0	-	106'C'+94.2	STH 35, Sidewalk RT	1181		North of Iowa St.
0010	105'C'+69.5	-	108'C'+74.2	STH 35, Median	3325		Btwn Iowa St. & Wisconsin St.
0010	206'D'+61.8	-	207'D'+02.7	STH 35, Sidewalk LT		185	Btwn Iowa St. & Wisconsin St, P.E.
0010	106'C'+94.2	-	107'C'+30.0	STH 35, Sidewalk RT		176	Btwn Iowa St. & Wisconsin St, P.E.
0010	207'D'+02.7	-	400'RB'+31.8	STH 35, Sidewalk LT	1490		Btwn Iowa St. & Wisconsin St.
0010	107'C'+30.0	-	401'P'+94.3	STH 35, Sidewalk RT	1351		North of Iowa St. to P.E. on Wisconsin St.
0010	395'M'+83.4	-	396'M'+08.7	Wisconsin St, Sidewalk LT	132		West of Illinois St.
0010	395'M'+83.4	-	396'M'+15.1	Wisconsin St, Sidewalk RT	270		West of Illinois St.

CONCRETE SIDEWALK

CATEGORY	STATION		STATION	LOCATION	CONCRETE SIDEWALK 4-INCH 602.0405 SF	CONCRETE SIDEWALK 6-INCH 602.0415 SF	REMARKS
0010	396'M'+71.7	-	397'M'+23.2	Wisconsin St, Sidewalk LT	258		East of RR Tracks on Wisconsin St.
0010	396'M'+71.8	-	397'M'+34.8	Wisconsin St, Sidewalk RT	316		East of RR Tracks on Wisconsin St.
0010	397'M'+23.2	-	397'M'+35.2	Wisconsin St, Sidewalk LT		60	Btwn RR Tracks & Roundabout, P.E.
0010	397'M'+34.8	-	397'M'+46.8	Wisconsin St, Sidewalk RT		60	Btwn RR Tracks & Roundabout, P.E.
0010	397'M'+23.2	-	398'M'+16.4	Wisconsin St, Sidewalk LT	385		Btwn RR Tracks & Roundabout
0010	397'M'+34.8	-	398'M'+07.7	Wisconsin St, Sidewalk RT	321		Btwn RR Tracks & Roundabout
0010	398'M'+38.4	-	210'F'+44.1	Wisconsin St, Sidewalk LT	935		Btwn P.E. & North Roundabout Crosswalk
0010	398'M'+41.0	-	399'M'+21.4	Wisconsin St, Sidewalk RT	422		Btwn P.E. & STH 35 Sidewalk
0010	110'E'+43.9	-	401'N'+96.7	Wisconsin St, Sidewalk LT	746		Btwn North Roundabout Crosswalk & P.E.
0010	401'P'+26.3	-	401'P'+60.1	Wisconsin St, Splitter Island	479		East of Roundabout on Wisconsin St.
0010	402'P'+16.6	-	402'P'+50.0	Wisconsin St, Sidewalk RT	167		East of Alley on Wisconsin St.
0010	402'N'+16.7	-	402'N'+50.0	Wisconsin St, Sidewalk LT	167		East of Alley on Wisconsin St.
0010	110'E'+28.2	-	114'E'+42.9	STH 35, Median	3490		Btwn Wisconsin St. & Blackhawk Ave.
0010	210'F'+44.1	-	212'F'+76.1	STH 35, Sidewalk LT	1172		North of Roundabout at Wisconsin St.
0010	110'E'+43.9	-	112'E'+35.3	STH 35, Sidewalk RT	985		North of Roundabout at Wisconsin St.
0010	112'E'+35.3	-	112'E'+68.7	STH 35, Sidewalk RT		158	Btwn Wisconsin St. & Blackhawk Ave, P.E.
0010	212'F'+76.1	-	213'F'+09.6	STH 35, Sidewalk LT		160	Btwn Wisconsin St. & Blackhawk Ave, P.E.
0010	112'E'+68.7	-	114'E'+27.1	STH 35, Sidewalk RT	775		South of Blackhawk Ave. Roundabout
0010	213'F'+09.6	-	213'F'+54.4	STH 35, Sidewalk LT	232		South of Blackhawk Ave. Roundabout
0010	213'F'+54.4	-	213'F'+90.3	STH 35, Sidewalk LT		158	South of Blackhawk Ave. Roundabout, P.E.
0010	213'F'+90.3	-	214'F'+29.9	STH 35, Sidewalk LT	233		South of Blackhawk Ave. Roundabout
0010	497'R'+26.9	-	498'R'+24.4	Blackhawk Ave, Median	327		East of RR Tracks on Blackhawk Ave.
0010	498'Q'+81.2	-	214'F'+29.9	Blackhawk Ave, Sidewalk RT	429		SW of Roundabout on Blackhawk Ave.
0010	498'R'+93.5	-	216'H'+24.8	Blackhawk Ave, Sidewalk LT	483		NW of Roundabout on Blackhawk Ave.
0010	499'R'+36.3	-	499'R'+78.6	Blackhawk Ave, Splitter Island	617		West of Roundabout on Blackhawk Ave.
0010	116'G'+24.5	-	502'T'+41.9	Blackhawk Ave, Sidewalk LT	752		NE of Roundabout on Blackhawk Ave.
0010	114'E'+27.1	-	502'S'+34.6	Blackhawk Ave, Sidewalk RT	795		SE of Roundabout on Blackhawk Ave.
0010	501'S'+67.9	-	502'S'+13.5	Blackhawk Ave, Splitter Island	838		East of Roundabout on Blackhawk Ave.
0010	502'S'+62.6	-	504'S'+07.0	Blackhawk Ave, Sidewalk RT	715		East of Roundabout on Blackhawk Ave.
0010	502'T'+68.4	-	503'T'+10.1	Blackhawk Ave, Sidewalk LT	218		East of Roundabout on Blackhawk Ave.
0010	503'T'+10.1	-	503'T'+43.7	Blackhawk Ave, Sidewalk LT		160	East of Roundabout on Blackhawk Ave, P.E.
0010	503'T'+43.7	-	504'T'+07.0	Blackhawk Ave, Sidewalk LT	323		East of Roundabout on Blackhawk Ave.
0010	116'G'+08.3	-	117'G'+51.4	STH 35, Median	1459		North of Roundabout on Blackhawk Ave.
0010	216'H'+24.8	-	217'H'+98.0	STH 35, Sidewalk LT	842		North of Roundabout at Blackhawk Ave.
0010	116'G'+24.5	-	117'G'+68.9	STH 35, Sidewalk RT	732		North of Roundabout at Blackhawk Ave.
0010	117'G'+68.9	-	118'G'+07.6	STH 35, Sidewalk RT		185	North of Roundabout at Blackhawk Ave, P.E.
0010	217'H'+98.0	-	218'H'+34.5	STH 35, Sidewalk LT		179	North of Roundabout at Blackhawk Ave, P.E.
0010	118'G'+07.6	-	122'G'+86.4	STH 35, Sidewalk RT	2390		Btwn Blackhawk Ave. & Hayden St.
0010	123'G'+21.3	-	127'G'+27.2	STH 35, Sidewalk RT	2043		Btwn Hayden St. & Park St.
				TOTAL 0010	61060	2802	

CONCRETE SIDEWALK

CATEGORY	STATION		STATION	LOCATION	CONCRETE SIDEWALK 4-INCH 602.0405 SF	CONCRETE SIDEWALK 6-INCH 602.0415 SF	REMARKS
0020		-					
0020	88'A'+86.5	-	89'A'+10.7	STH 35, Sidewalk LT		121	Btwn Taylor St. & Dunn St, P.E.
0020	89'A'+10.7	-	90'A'+65.9	STH 35, Sidewalk LT	776		STAGED CONSTRUCTION STA 90'A'+44 TO 90'A'+65
0020	90'A'+65.9	-	90'A'+95.9	STH 35, Sidewalk LT		150	Across from Dunn St, P.E.
0020	90'A'+95.9	-	93'A'+02.0	STH 35, Sidewalk LT	1031		North of Dunn St. INT
0020	93'A'+02.0	-	93'A'+32.0	STH 35, Sidewalk LT		150	Btwn Dunn St. & Webster St, P.E.
0020	93'A'+32.0	-	95'A'+12.5	STH 35, Sidewalk LT	840		South of Webster St. INT
0020	218'H'+34.5	-	122'G'+86.9	STH 35, Sidewalk LT	2275		Btwn Blackhawk Ave. & Hayden St.
0020	123'G'+21.7	-	127'G'+31.5	STH 35, Sidewalk LT	2072		Btwn Hayden St. & Park St.
0020	127'G'+64.9	-	129'G'+94.6	STH 35, Sidewalk LT	1154		Btwn Park St. & RR Tracks on STH 35
0020	129'G'+94.6	-	130'G'+28.1	STH 35, Sidewalk LT		160	Btwn Park St. & RR Tracks on STH 35, P.E.
0020	130'G'+28.1	-	130'G'+47.1	STH 35, Sidewalk LT	100		Btwn Park St. & RR Tracks on STH 35
0020	130'G'+78.5	-	131'G'+58.0	STH 35, Sidewalk LT	439		Btwn RR Tracks on STH 35 & Washington St.
0020	132'G'+36.7	-	133'G'+82.3	STH 35, Sidewalk LT	731		North of Washington St.
0020	133'G'+82.3	-	134'G'+16.6	STH 35, Sidewalk LT		175	North of Washington St, P.E.
0020		-					
		-		TOTAL 0020	9418	756	

CONCRETE STEPS

CATEGORY	STATION	LOCATION	602.1500 SF
0010	97'A'+84.0	LT	11
0010	98'A'+56.0	RT	2.75
0010	98'A'+63.5	LT	8.25
0010	99'A'+41.0	LT	7.33
0010	97'A'+40.0	RT	8.25
0010	100'A'+66.0	RT	5.5
0010	100'A'+86.0	RT	8.25
0010	200'B'+85.0	LT	11.92
0010	201'B'+53.0	LT	10.31
0010	202'B'+08.0	LT	18.33
0010	202'B'+40.0	LT	8.25
0010	202'B'+58.0	LT	35.44
0010	203'B'+10.0	LT	11
0010	397'M'+81.0	LT	7.33
0010	120'G'+00.0	RT	5.5
0010	120'G'+15.0	RT	9.17
0010	120'G'+76.5	RT	9.17
0010	121'G'+05.0	RT	2.75
0010	121'G'+15.5	RT	5.5
0010	122'G'+00.0	RT	5.5
0010	122'G'+25.5	RT	6.42
0010	123'G'+52.0	RT	2.75
0010	123'G'+97.0	RT	2.75
0010	124'G'+13.0	RT	8.71
0010	124'G'+63.5	RT	12.38
0010	125'G'+12.5	RT	5.5
0010	125'G'+44.5	RT	5.5
0010	125'G'+61.5	RT	11
0010	125'G'+94.5	RT	2.75
0010	126'G'+15.0	RT	2.75
		TOTAL 0010	252

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	STATION	LOCATION	CURB RAMP TYPE	SIZES	602.0505 SF
0010	82'A'+27,LT	SW QUAD MOONEY/STH35	2	3 @ 2x2	12
0010	82'A'+55,LT	PORK CHOP ISLAND-SOUTH	5	1 @ 2x4	8
0010	82'A'+59,LT	PORK CHOP ISLAND-NORTH	5	1 @ 2x4	8
0010	82'A'+91,LT	NW QUAD MOONEY/STH35-SOUTH	2	2 @ 2x2	8
0010	83'A'+04,LT	NW QUAD MOONEY/STH35-NORTH	2	2 @ 2x2	8
0010	83'A'+04,LT	STH35 MEDIANS @ MOONEY	5	2 @ 2x4	16
0010	83'A'+04,RT	STH35RT ACROSS FROM MOONEY	7B	1 @ 2x4	8
0010	81'BB'+40,LT	NORTH MOONEY S/W,WEST TRKS	8	1 @ 2x4	8
0010	81'BB'+89,LT	NORTH MOONEY S/W,EAST TRKS	8	1 @ 2x4	8
0010	85'A'+77,RT	SE QUAD TAYLOR/STH35	2	2 @ 2x2	8
0010	86'A'+29,RT	NE QUAD TAYLOR/STH35	2	2 @ 2x2	8
0010	90'A'+38,RT	SE QUAD DUNN/STH35	2	2 @ 2x2	8
0010	90'A'+92,RT	NE QUAD DUNN/STH35	2	2 @ 2x2	8
0010	94'A'+93,LT	SW QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	94'A'+93,RT	SE QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	95'A'+08,LT	SW QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	95'A'+08,RT	SE QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	95'A'+58,LT	NW QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	95'A'+58,RT	NE QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	95'A'+74,LT	NW QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	95'A'+74,RT	NE QUAD WEBSTER/STH35	7B	1 @ 2x4	8
0010	99'A'+76,LT	SW QUAD CASS/STH35	2	2 @ 2x2	8
0010	99'A'+76,RT	SE QUAD CASS/STH35	2	2 @ 2x2	8
0010	100'A'+24,LT	NW QUAD CASS/STH35	2	2 @ 2x2	8
0010	100'A'+24,RT	NE QUAD CASS/STH35	2	2 @ 2x2	8
0010	203'B'+88,LT	STH 35, WEST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	203'B'+88,RT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	103'A'+86,LT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	103'A'+86,RT	STH 35, EAST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	296'J'+17,LT	NW QUAD ILLINOIS/IOWA	3	1 @ 2x4	8
0010	296'J'+17,RT	SW QUAD ILLINOIS/IOWA	3	1 @ 2x4	8
0010	296'J'+28,RT	SW QUAD ILLINOIS/IOWA	3	1 @ 2x4	8
0010	296'J'+48,RT	SE QUAD ILLINOIS/IOWA	2	1 @ 2x4	8
0010	296'J'+96,RT	SOUTH IOWA, EAST TRACKS	8	1 @ 2x4	8
0010	299'J'+26,LT	IOWA ST, NORTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	299'J'+26,RT	IOWA ST, SOUTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	301'K'+67,RT	IOWA ST, SOUTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	301'K'+67,LT	IOWA ST, SPLITTER, SOUTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	301'L'+68,RT	IOWA ST, SPLITTER, NORTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	301'L'+68,LT	IOWA ST, NORTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	205'D'+96,LT	STH 35, WEST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	205'D'+96,RT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	105'C'+92,LT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	105'C'+92,RT	STH 35, EAST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	208'D'+58,LT	STH 35, WEST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	208'D'+58,RT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	108'C'+55,LT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	108'C'+55,RT	STH 35, EAST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	396'M'+08,LT	NW QUAD ILLINOIS/WISC	2	2 @ 2x2	8
0010	396'M'+14,RT	SW QUAD ILLINOIS/WISC	1	2 @ 2x2	8
0010	396'M'+35,LT	NE QUAD ILLINOIS/WISC	2	1 @ 2x4	8
0010	396'M'+35,RT	SE QUAD ILLINOIS/WISC	2	1 @ 2x4	8
0010	396'M'+78,RT	NORTH WIS, EAST TRACKS	8	1 @ 2x4	8
0010	396'M'+78,RT	SOUTH WIS, EAST TRACKS	8	1 @ 2x4	8
0010	399'M'+25,LT	IOWA ST, NORTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	399'M'+25,RT	IOWA ST, SOUTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	401'N'+47,LT	WIS. ST, NORTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	401'N'+47,RT	WIS. ST, SPLITTER, NORTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	401'P'+46,LT	WIS. ST, SPLITTER, SOUTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	401'P'+46,RT	WIS. ST, SOUTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	210'F'+51,LT	STH 35, WEST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	210'F'+51,RT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	110'E'+49,LT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	110'E'+49,RT	STH 35, EAST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	214'F'+26,LT	STH 35, WEST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	214'F'+26,RT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	114'E'+22,LT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	114'E'+22,RT	STH 35, EAST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	496'R'+85,LT	BLACKHAWK, NORTH S/W	8	1 @ 2x4	8
0010	496'Q'+76,RT	BLACKHAWK, SOUTH S/W	8	1 @ 2x4	8
0010	497'R'+30,LT	BLACKHAWK, NORTH S/W	8	1 @ 2x4	8
0010	497'Q'+27,RT	BLACKHAWK, SOUTH S/W	8	1 @ 2x4	8
0010	499'R'+58,LT	BLACKHWK, NORTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	499'R'+58,RT	BLACKHWK, SPLITTER, NORTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	499'Q'+57,LT	BLACKHWK, SPLITTER, SOUTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	499'Q'+57,RT	BLACKHWK, SOUTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	501'T'+91,LT	BLACKHWK, NORTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	501'T'+91,RT	BLACKHWK, SPLITTER, NORTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	501'S'+91,LT	BLACKHWK, SPLITTER, SOUTH	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	501'S'+91,RT	BLACKHWK, SOUTH SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	216'H'+30,LT	STH 35, WEST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	216'H'+30,RT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	116'G'+29,LT	STH 35, MEDIAN	5	2 @ 2.5x2 & 1 @ 2x2	14
0010	116'G'+29,RT	STH 35, EAST SIDEWALK	7B	2 @ 2.5x2 & 1 @ 2x2	14
0010	122'G'+82,LT	SW QUAD HAYDEN/STH35	2	2 @ 2x2	8
0010	122'G'+82,RT	SE QUAD HAYDEN/STH35	2	2 @ 2x2	8
0010	123'G'+23,LT	STH35RT ACROSS FROM PARK	7B	1 @ 2x4	8
0010	123'G'+23,RT	SE QUAD PARK/STH35	2	2 @ 2x2	8
0010	130'G'+40,LT	STH 35, SOUTH OF TRACK	8	1 @ 2x4	8
0010	130'G'+86,LT	STH 35, NORTH OF TRACK	8	1 @ 2x4	8
0010	131'G'+56,LT	SW QUAD WASHINGTON/STH35	2	1 @ 2x4	8
0010	131'G'+77	CORRUGATED ISLAND, SOUTH	6	1 @ 2x4	8
0010	131'G'+86	CORRUGATED ISLAND, NORTH	6	1 @ 2x4	8
0010	132'G'+42	NW QUAD WASHINGTON/STH35	2	2 @ 2x2	8
		TOTAL 0010			1028

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-19.0	19.0	635.48	20.0	635.38	0.32%	0	0	0	31	0	0	0	0	0	0	0	0	0	0
0010	P-19.1	19.1	635.57	19.0	635.48	0.25%	0	36	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-19.2	19.2	635.59	19.0	635.48	0.29%	0	38	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-20.0	20.0	635.38	22.0	635.23	0.18%	0	0	0	0	83	0	0	0	0	0	0	0	0	0
0010	P-20.1	20.1	636.00	20.0	635.90	0.36%	0	28	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-20.2	20.2	636.02	20.0	635.90	0.42%	0	28	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-20.5	20.5	636.52	20.6	636.50	0.16%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-20.6	20.6	636.50	21.8	636.40	0.11%	0	89	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-21.1	21.1	637.51	21.2	637.35	0.34%	0	48	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-21.2	21.2	637.35	21.3	637.07	0.38%	0	73	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-21.3	21.3	636.82	21.4	636.72	0.67%	0	0	0	15	0	0	0	0	0	0	0	0	0	0
0010	P-21.4	21.4	636.47	21.5	636.00	1.05%	0	0	0	0	0	45	0	0	0	0	0	0	0	0
0010	P-21.5	21.5	636.00	22.0	635.23	1.20%	0	0	0	0	64	0	0	0	0	0	0	0	0	0
0010	P-21.6	21.6	637.20	21.7	636.90	1.78%	0	17	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-21.7	21.7	636.90	21.8	636.40	1.23%	0	40	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-21.8	21.8	636.40	21.5	636.25	0.73%	21	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-22.0	22.0	634.92	23.0	634.77	0.19%	0	0	0	0	0	0	0	0	78	0	0	0	0	0
0010	P-23.0	23.0	634.77	24.0	634.58	0.18%	0	0	0	0	0	0	0	0	103	0	0	0	0	0
0010	P-23.2	23.2	636.53	23.0	636.10	1.35%	0	32	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-23.3	23.3	636.60	23.2	636.53	0.65%	0	11	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-24.0	24.0	634.58	25.0	634.38	0.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-24.1	24.1	635.81	24.2	635.75	0.41%	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-24.2	24.2	635.75	24.3	635.67	0.30%	0	25	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-24.3	24.3	635.67	24.4	635.66	0.26%	5	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-24.4	24.4	635.66	24.0	635.60	0.45%	12	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-24.5	24.5	636.07	24.0	635.60	3.78%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-24.6	24.6	636.16	24.5	636.07	0.50%	0	17	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-25.0	25.0	633.88	26.0	633.68	0.19%	0	0	0	0	0	0	0	0	0	106	0	0	0	0
0010	P-25.1	25.1	635.43	25.2	635.41	0.36%	0	6	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-25.2	25.2	635.41	25.3	635.34	0.28%	0	25	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-25.3	25.3	635.09	25.4	635.07	0.26%	0	0	0	5	0	0	0	0	0	0	0	0	0	0
0010	P-25.4	25.4	635.07	25.0	634.90	1.41%	0	0	12	0	0	0	0	0	0	0	0	0	0	0
0010	P-25.5	25.5	635.65	25.0	635.15	4.00%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-25.6	25.6	635.73	25.5	635.65	0.40%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-26.0	26.0	633.68	27.0	633.60	0.19%	0	0	0	0	0	0	0	0	0	41	0	0	0	0
0010	P-26.1	26.1	635.02	26.2	634.93	0.56%	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-26.2	26.2	634.93	26.0	634.60	0.76%	0	43	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-26.3	26.3	635.03	26.0	634.60	3.39%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-26.4	26.4	635.15	26.3	635.03	0.67%	0	18	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-27.0	27.0	633.60	28.0	633.53	0.19%	0	0	0	0	0	0	0	0	0	37	0	0	0	0
0010	P-27.1	27.1	634.79	27.2	634.68	0.39%	0	28	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-27.2	27.2	634.68	27.3	634.63	0.32%	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-27.3	27.3	634.63	27.0	634.50	0.88%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-27.4	27.4	634.86	27.0	634.50	2.50%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-28.0	28.0	633.53	29.0	633.39	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-28.1	28.1	635.24	28.2	635.10	0.44%	0	32	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-28.2	28.2	634.85	28.5	634.43	2.07%	0	0	0	20	0	0	0	0	0	0	0	0	0	0
0010	P-28.3	28.3	635.23	28.2	635.10	0.45%	0	29	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-28.4	28.4	634.97	28.5	634.68	0.64%	0	46	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-28.5	28.5	634.43	28.0	634.05	1.15%	0	0	33	0	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		38	856	45	71	147	45	0	0	181	184	0	0	0	0

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-28.6	28.6	635.12	28.7	634.64	3.36%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-28.7	28.7	634.64	28.0	634.30	2.28%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-28.8	28.8	634.99	28.7	634.64	4.25%	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-29.0	29.0	632.89	34.0	632.72	0.19%	0	0	0	0	0	0	0	0	0	0	90	0	0	0
0010	P-30.0	30.0	634.26	29.0	633.30	1.29%	0	0	0	0	0	0	0	0	75	0	0	0	0	0
0010	P-30.1	30.1	635.58	30.2	635.49	0.48%	0	19	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-30.2	30.2	635.24	30.3	635.06	1.04%	0	0	0	18	0	0	0	0	0	0	0	0	0	0
0010	P-30.3	30.3	634.81	30.0	634.76	0.39%	0	0	0	0	12	0	0	0	0	0	0	0	0	0
0010	P-30.4	30.4	635.54	30.3	635.31	0.71%	0	33	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-31.1	31.1	636.37	31.2	636.16	1.75%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-31.2	31.2	635.91	31.3	635.85	0.20%	0	0	0	32	0	0	0	0	0	0	0	0	0	0
0010	P-31.3	31.3	635.35	30.0	634.51	0.73%	0	0	0	0	0	0	114	0	0	0	0	0	0	0
0010	P-32.1	32.1	637.53	32.2	637.18	0.92%	39	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-32.2	32.2	636.93	32.3	636.84	0.25%	0	0	35	0	0	0	0	0	0	0	0	0	0	0
0010	P-32.3	32.3	636.84	31.3	635.85	0.85%	0	0	117	0	0	0	0	0	0	0	0	0	0	0
0010	P-33.0	33.0	634.23	29.0	633.80	0.33%	0	0	0	0	128	0	0	0	0	0	0	0	0	0
0010	P-33.1	33.1	635.20	33.0	634.73	1.11%	0	43	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-33.2	33.2	635.23	33.0	634.73	1.91%	0	26	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-33.3	33.3	634.63	33.0	634.48	0.32%	0	0	0	47	0	0	0	0	0	0	0	0	0	0
0010	P-33.4	33.4	635.03	33.3	634.88	0.39%	0	39	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-33.5	33.5	635.13	33.3	634.88	0.50%	0	50	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-33.6	33.6	635.16	33.5	635.13	0.10%	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-34.0	34.0	632.72	35.0	632.58	0.18%	0	0	0	0	0	0	0	0	0	0	77	0	0	0
0010	P-34.1	34.1	636.07	34.0	634.72	2.86%	0	47	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-34.2	34.2	635.55	34.0	634.72	6.15%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-35.0	35.0	632.58	36.0	632.48	0.19%	0	0	0	0	0	0	0	0	0	0	53	0	0	0
0010	P-35.1	35.1	635.40	35.0	634.58	6.64%	12	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-35.2	35.2	635.35	35.3	635.31	0.39%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-35.3	35.3	635.06	35.0	634.33	5.85%	0	0	0	12	0	0	0	0	0	0	0	0	0	0
0010	P-36.0	36.0	632.48	37.0	632.42	0.20%	0	0	0	0	0	0	0	0	0	0	30	0	0	0
0010	P-36.1	36.1	635.66	36.2	635.60	0.46%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-36.2	36.2	635.60	36.3	635.51	0.37%	0	25	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-36.3	36.3	635.51	36.4	635.49	0.34%	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-36.4	36.4	635.49	36.0	635.38	0.88%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-37.0	37.0	632.42	38.0	632.29	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-37.1	37.1	635.13	37.2	635.06	0.38%	0	17	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-37.2	37.2	634.81	37.0	634.00	6.46%	0	0	0	13	0	0	0	0	0	0	0	0	0	0
0010	P-38.0	38.0	632.29	39.0	632.19	0.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-38.1	38.1	635.37	38.2	635.32	0.44%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-38.2	38.2	635.32	38.3	635.21	0.37%	0	27	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-38.3	38.3	635.21	38.4	635.17	0.34%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-38.4	38.4	635.17	38.0	635.10	0.53%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-38.5	38.5	634.61	38.0	633.87	4.87%	0	0	0	15	0	0	0	0	0	0	0	0	0	0
0010	P-39.0	39.0	632.19	40.0	632.00	0.20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-39.1	39.1	635.17	39.2	635.04	0.62%	0	21	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-39.2	39.2	635.04	39.4	634.95	0.33%	0	28	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-39.3	39.3	635.21	39.2	635.04	0.44%	0	38	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-39.4	39.4	634.95	39.0	634.02	1.54%	60	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-39.5	39.5	635.13	39.0	634.60	3.57%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-40.0	40.0	632.00	46.0	631.87	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		111	603	152	137	140	0	114	0	75	0	250	0	0	0

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-41.0	41.0	633.10	40.0	632.20	0.88%	0	0	0	0	0	0	0	0	102	0	0	0	0	0
0010	P-41.1	41.1	634.37	41.2	634.20	0.61%	0	28	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-41.2	41.2	633.95	41.0	633.85	0.71%	0	0	0	14	0	0	0	0	0	0	0	0	0	0
0010	P-41.3	41.3	634.39	41.2	634.20	0.64%	0	30	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-41.4	41.4	634.76	41.0	634.10	4.78%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-41.5	41.5	634.98	41.4	634.76	0.44%	0	51	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-42.0	42.0	634.70	41.0	633.60	0.93%	0	0	0	0	0	118	0	0	0	0	0	0	0	0
0010	P-42.1	42.1	635.82	42.2	635.07	4.68%	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-42.2	42.2	635.07	42.0	634.70	4.65%	8	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-42.3	42.3	634.85	42.0	634.70	0.67%	0	23	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-42.4	42.4	634.98	42.3	634.85	1.02%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-43.0	43.0	636.30	42.0	634.75	2.06%	0	0	0	75	0	0	0	0	0	0	0	0	0	0
0010	P-43.1	43.1	634.00	43.0	632.52	5.16%	29	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-44.0	44.0	637.62	79.0	636.85	4.78%	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-44.1	44.1	637.80	44.0	637.62	0.69%	0	26	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-44.2	44.2	637.76	44.0	637.62	0.30%	0	46	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-46.0	46.0	631.87	47.0	631.70	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-46.1	46.1	633.91	46.2	633.73	0.47%	0	38	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-46.2	46.2	633.73	46.3	633.60	0.30%	0	44	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-46.3	46.3	633.35	46.4	633.12	0.22%	0	0	104	0	0	0	0	0	0	0	0	0	0	0
0010	P-46.4	46.4	632.87	46.5	632.81	0.17%	0	0	0	0	32	0	0	0	0	0	0	0	0	0
0010	P-46.5	46.5	632.56	46.7	632.54	0.13%	0	0	0	0	0	0	19	0	0	0	0	0	0	0
0010	P-46.6	46.6	634.83	46.5	633.31	5.83%	26	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-46.7	46.7	632.54	46.0	632.45	0.25%	0	0	0	0	0	0	34	0	0	0	0	0	0	0
0010	P-47.0	47.0	631.70	48.0	631.50	0.21%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-47.1	47.1	634.29	47.2	634.20	0.50%	0	19	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-47.2	47.2	634.20	47.3	634.11	0.35%	0	25	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-47.3	47.3	634.11	47.4	634.10	0.29%	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-47.4	47.4	634.10	47.0	633.90	1.49%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-47.5	47.5	634.35	47.6	634.27	0.42%	0	19	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-47.6	47.6	634.27	47.0	633.90	2.79%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-48.0	48.0	631.50	49.0	631.35	0.16%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-48.1	48.1	633.96	48.2	633.91	0.37%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-48.2	48.2	633.66	48.3	633.59	0.28%	0	0	0	25	0	0	0	0	0	0	0	0	0	0
0010	P-48.3	48.3	633.59	48.4	633.58	0.25%	0	0	0	6	0	0	0	0	0	0	0	0	0	0
0010	P-48.4	48.4	633.58	48.0	633.20	3.04%	0	0	0	12	0	0	0	0	0	0	0	0	0	0
0010	P-48.5	48.5	633.95	48.6	633.91	0.32%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-48.6	48.6	633.91	48.0	633.45	3.68%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-49.0	49.0	631.35	50.0	631.18	0.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-49.1	49.1	633.68	49.2	633.60	0.41%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-49.2	49.2	633.60	49.0	633.30	0.78%	0	38	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-49.3	49.3	633.68	49.4	633.58	0.52%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-49.4	49.4	633.58	49.0	633.30	2.22%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-50.0	50.0	631.18	51.0	631.00	0.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-50.1	50.1	633.40	50.2	633.19	1.03%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-50.2	50.2	633.19	50.0	632.80	1.14%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-50.3	50.3	633.28	50.2	633.19	0.37%	0	23	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-50.4	50.4	633.40	50.5	633.21	0.93%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-50.5	50.5	632.96	50.0	632.55	3.31%	0	0	0	13	0	0	0	0	0	0	0	0	0	0
0010	P-50.6	50.6	633.03	50.5	632.96	0.28%	0	0	0	24	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		63	665	104	169	32	118	53	0	102	0	0	0	0	0

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-51.0	51.0	631.00	52.0	630.83	0.17%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-51.1	51.1	633.06	51.2	633.02	0.41%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-51.2	51.2	633.02	51.0	632.80	0.64%	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-51.3	51.3	633.06	51.4	633.02	0.39%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-51.4	51.4	633.02	51.0	632.80	1.76%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-52.0	52.0	630.83	53.0	630.63	0.20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-52.1	52.1	632.78	52.2	632.70	0.38%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-52.2	52.2	632.70	52.0	632.60	0.30%	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-52.3	52.3	632.78	52.4	632.71	0.35%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-52.4	52.4	632.71	52.0	632.60	0.88%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-53.0	53.0	630.63	54.0	630.44	0.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-53.1	53.1	632.46	53.2	632.39	0.37%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-53.2	53.2	632.39	53.0	632.20	0.54%	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-53.3	53.3	632.46	53.4	632.39	0.35%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-53.4	53.4	632.39	53.0	632.20	1.52%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-54.0	54.0	630.44	55.0	630.37	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-54.1	54.1	632.11	54.2	632.07	0.34%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-54.2	54.2	632.07	54.0	631.94	0.37%	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-54.3	54.3	632.11	54.4	632.06	0.40%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-54.4	54.4	632.06	54.0	631.94	0.96%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-55.0	55.0	630.37	56.0	630.25	0.20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-55.1	55.1	631.99	55.0	631.87	0.34%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-55.2	55.2	631.99	55.0	631.87	0.95%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-56.0	56.0	630.25	57.0	630.23	0.08%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-56.1	56.1	630.48	56.0	630.25	1.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-57.0	57.0	630.23	58.0	630.20	0.08%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-57.1	57.1	632.12	57.0	631.73	1.06%	0	37	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-58.0	58.0	630.20	59.0	630.15	0.10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-58.1	58.1	632.27	58.2	632.00	1.08%	0	25	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-58.2	58.2	632.00	58.0	631.70	0.83%	0	36	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-58.3	58.3	631.95	58.0	631.70	2.29%	0	11	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-59.0	59.0	630.15	60.0	630.10	0.10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-59.1	59.1	632.48	59.0	631.65	2.31%	0	36	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-59.2	59.2	631.90	59.0	631.65	2.28%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-60.0	60.0	630.10	62.0	629.96	0.10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-60.1	60.1	632.62	60.0	631.26	3.77%	36	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-62.0	62.0	629.96	63.0	629.94	0.08%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-63.0	63.0	629.94	64.0	629.84	0.11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-63.1	63.1	632.59	63.2	632.24	2.34%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-63.2	63.2	632.24	63.0	631.44	2.22%	36	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-63.3	63.3	631.69	63.0	631.44	2.28%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-64.0	64.0	629.84	65.0	629.74	0.10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-64.1	64.1	632.28	64.2	632.00	1.88%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-64.2	64.2	632.00	64.0	631.34	1.83%	36	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-64.3	64.3	632.12	64.2	632.00	0.41%	0	29	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-64.4	64.4	631.50	64.0	631.34	1.46%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-65.0	65.0	629.74	66.0	629.71	0.08%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-65.1	65.1	631.75	65.0	631.24	1.42%	0	36	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-65.2	65.2	631.50	65.0	631.24	2.37%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-66.0	66.0	629.71	67.0	629.64	0.10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		152	600	0	0	0	0	0	0	0	0	0	0	0	0

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-66.1	66.1	632.16	66.2	632.08	0.39%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-66.2	66.2	632.08	66.3	631.50	2.43%	0	24	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-66.3	66.3	631.50	66.0	631.21	0.81%	36	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-66.4	66.4	631.41	66.0	631.21	1.82%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-67.0	67.0	629.64	68.0	629.60	0.10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-68.0	68.0	629.60	69.0	629.50	0.09%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-68.1	68.1	632.47	68.2	632.25	0.88%	0	25	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-68.2	68.2	632.25	68.0	631.10	3.19%	36	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-68.3	68.3	631.35	68.0	631.10	2.28%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-69.0	69.0	629.50	70.0	629.40	0.09%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-69.1	69.1	632.71	69.2	632.25	2.30%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-69.2	69.2	632.25	69.0	631.00	3.47%	36	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-69.3	69.3	631.25	69.0	631.00	2.28%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-70.0	70.0	629.40	72.0	629.33	0.09%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-70.1	70.1	633.14	70.0	630.90	6.23%	36	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-70.2	70.2	631.00	70.0	630.90	0.91%	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-71.0	71.0	631.83	77.B	629.73	6.00%	35	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-71.1	71.1	633.93	71.2	633.33	5.96%	10	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-71.2	71.2	633.33	71.0	631.83	5.92%	25	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-71.3	71.3	634.11	71.4	633.33	5.95%	13	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-71.4	71.4	633.33	71.0	631.83	5.90%	25	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-72.1	72.1	633.50	72.2	633.44	0.39%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-72.2	72.2	633.44	72.0	631.33	6.26%	34	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-72.3	72.3	633.40	72.0	631.33	5.30%	39	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-72.4	72.4	630.57	72.0	630.33	0.50%	0	0	0	0	0	0	0	0	48	0	0	0	0	0
0010	P-72.5	72.5	630.57	72.0	630.33	0.50%	0	0	0	0	0	0	0	0	48	0	0	0	0	0
0010	P-72.A	72.0	628.33	73.A	627.66	0.56%	0	0	0	0	0	0	0	0	0	0	0	0	121	0
0010	P-72.B	72.0	628.33	73.B	627.65	0.53%	0	0	0	0	0	0	0	0	0	0	0	0	128	0
0010	P-73.1	73.1	633.52	73.2	632.52	5.00%	20	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-73.2	73.2	632.52	73.3	630.70	6.98%	0	0	26	0	0	0	0	0	0	0	0	0	0	0
0010	P-73.3	73.3	630.70	73.4	630.60	1.67%	0	0	6	0	0	0	0	0	0	0	0	0	0	0
0010	P-73.4	73.4	630.60	73.B	630.40	2.27%	0	0	9	0	0	0	0	0	0	0	0	0	0	0
0010	P-73.5	73.5	630.81	73.A	630.66	1.76%	9	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-73.A	73.A	627.66	77.A	626.72	0.52%	0	0	0	0	0	0	0	0	0	0	0	0	180	0
0010	P-73.AB	73.A	628.66	73.B	628.65	0.07%	12	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-73.B	73.B	627.65	77.C	626.78	0.50%	0	0	0	0	0	0	0	0	0	0	0	0	172	0
0010	P-74.1	74.1	628.80	77.B	628.73	0.75%	0	0	0	0	0	0	0	0	9	0	0	0	0	0
0010	P-75.1	75.1	632.84	75.2	632.12	1.05%	69	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-75.2	75.2	631.62	75.3	631.41	1.05%	0	0	0	0	20	0	0	0	0	0	0	0	0	0
0010	P-75.3	75.3	631.41	75.4	630.89	1.03%	0	0	0	0	50	0	0	0	0	0	0	0	0	0
0010	P-75.4	75.4	630.89	75.5	630.62	1.05%	0	0	0	0	26	0	0	0	0	0	0	0	0	0
0010	P-75.5	75.5	630.62	75.6	630.56	1.02%	0	0	0	0	6	0	0	0	0	0	0	0	0	0
0010	P-75.6	75.6	630.56	75.9	630.18	1.06%	0	0	0	0	36	0	0	0	0	0	0	0	0	0
0010	P-75.7	75.7	631.90	75.8	631.23	1.48%	0	0	0	0	45	0	0	0	0	0	0	0	0	0
0010	P-75.8	75.8	631.23	75.9	630.18	1.49%	0	0	0	0	71	0	0	0	0	0	0	0	0	0
0010	P-75.9	75.9	629.68	74.1	628.80	0.79%	0	0	0	0	0	0	0	0	111	0	0	0	0	0
0010	P-76.1	76.1	633.34	75.7	632.40	1.50%	0	63	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-77.A	77.A	626.72	78.0	625.42	0.53%	0	0	0	0	0	0	0	0	0	0	0	0	244	0
0010	P-77.AC	77.C	627.78	77.A	627.72	0.61%	10	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-77.B	77.B	626.73	78.0	625.42	0.51%	0	0	0	0	0	0	0	0	0	0	0	0	256	0
					PAGE TOTALS		489	167	41	0	254	0	0	0	216	0	0	0	1101	0

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-77.CB	77.C	626.78	77.B	626.73	0.56%	0	0	0	0	0	0	0	0	0	0	0	0	9	0
0010	P-78.2	78.2	625.58	78.0	625.42	1.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0010	P-79.0	79.0	632.27	43.0	632.08	EXIST	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-85.1	85.1	637.90	85.2	637.88	0.25%	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-86.1	86.1	638.64	86.0	638.60	0.30%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-87.1	87.1	639.35	87.0	639.23	0.30%	0	0	0	40	0	0	0	0	0	0	0	0	0	0
0010	P-87.2	87.2	639.70	87.1	639.60	0.30%	0	33	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-87.3	87.3	639.63	87.1	639.60	0.31%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-87.4	87.4	639.69	87.3	639.63	0.29%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-101.0	101.0	636.18	102.0	636.01	0.19%	0	90	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-101.1	101.1	636.38	101.2	636.34	0.29%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-101.2	101.2	636.34	101.3	636.23	0.31%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-101.3	101.3	636.23	101.4	636.22	0.17%	0	6	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-101.4	101.4	636.22	101.0	636.18	0.32%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-101.5	101.5	636.29	101.6	636.24	0.33%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-101.6	101.6	636.24	101.0	636.18	0.30%	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-102.0	102.0	636.01	103.0	635.84	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-102.1	102.1	636.18	102.2	636.14	0.26%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-102.2	102.2	636.14	102.0	636.01	0.30%	0	43	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-102.3	102.3	636.09	102.4	636.05	0.28%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-102.4	102.4	636.05	102.0	636.01	0.32%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-103.1	103.1	635.98	103.2	635.95	0.38%	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-103.2	103.2	635.95	103.0	635.84	0.29%	0	38	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-103.3	103.3	635.90	103.4	635.88	0.25%	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-103.4	103.4	635.88	103.0	635.84	0.33%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-103.A	103.0	635.84	104.A	635.67	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-103.B	103.0	635.84	104.B	635.67	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-104.1	104.1	635.77	104.B	635.67	0.34%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-104.2	104.2	635.82	104.1	635.77	0.34%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-104.3	104.3	635.71	104.A	635.67	0.57%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-104.4	104.4	635.75	104.3	635.71	0.28%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-104.A	104.A	635.67	105.A	635.50	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-104.B	104.B	635.67	105.B	635.50	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	104.AB	104.A	635.67	104.B	635.67	0.00%	0	11	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-105.1	105.1	635.60	105.B	635.50	0.34%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-105.2	105.2	635.65	105.1	635.60	0.34%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-105.3	105.3	635.54	105.A	635.50	0.57%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-105.4	105.4	635.58	105.3	635.54	0.28%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-105.A	105.0	635.50	106.A	635.33	0.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-105.B	105.0	635.50	106.B	635.33	0.19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	105.AB	635.0	635.50	105.B	635.50	0.00%	0	11	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-106.1	106.1	635.43	106.B	635.33	0.34%	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-106.2	106.2	635.48	106.1	635.43	0.34%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-106.3	106.3	635.35	106.A	635.33	0.28%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-106.4	106.4	635.40	106.3	635.35	0.33%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-106.A	106.A	635.33	108.A	635.09	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		0	681	0	40	0	0	0	0	0	0	0	0	9	16

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-106.B	106.B	635.33	108.B	635.09	0.18%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	106.AB	106.A	635.33	106.B	635.33	0.00%	0	11	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-107.1	107.1	635.55	106.2	635.48	0.27%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-107.2	107.2	635.48	106.4	635.40	0.30%	0	27	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.1	108.1	635.13	108.2	635.12	0.07%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.2	108.2	635.12	108.B	635.09	0.10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.3	108.3	635.61	108.4	635.30	1.07%	0	29	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.4	108.4	635.30	108.5	635.16	0.60%	0	24	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.5	108.5	635.16	108.6	635.12	0.31%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.6	108.6	635.12	108.A	635.09	0.33%	0	0	0	9	0	0	0	0	0	0	0	0	0	0
0010	P-108.7	108.7	635.14	108.1	635.13	0.07%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.A	108.A	635.09	109.A	635.00	0.12%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-108.B	108.B	635.09	109.B	635.00	0.12%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	108.AB	108.A	635.09	108.B	635.09	0.00%	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-109.1	109.1	635.09	109.B	635.00	0.32%	0	29	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-109.2	109.2	635.14	109.1	635.09	0.30%	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-109.3	109.3	635.03	109.A	635.00	0.33%	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-109.4	109.4	635.08	109.3	635.03	0.32%	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-109.A	109.A	635.00	110.A	634.89	0.11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	109.AB	109.A	635.00	109.A	635.00	0.00%	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-109.B	109.B	635.00	110.B	634.89	0.11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-110.1	110.1	634.98	110.B	634.89	0.31%	0	29	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-110.2	110.2	635.01	110.1	634.98	0.30%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-110.3	110.3	634.92	110.A	634.89	0.33%	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-110.4	110.4	634.95	110.3	634.92	0.31%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-110.A	110.A	634.89	111.0	634.76	0.15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	110.AB	110.A	634.89	110.B	634.89	0.01%	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-110.B	110.B	634.89	111.0	634.76	0.15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-111.0	111.0	634.76	112.0	634.55	0.24%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-111.1	111.1	635.08	111.0	634.76	0.95%	0	33	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-111.2	111.2	635.13	111.1	635.08	0.49%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-111.3	111.3	634.96	111.0	634.76	1.60%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-111.4	111.4	635.13	111.3	634.96	1.70%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-112.0	112.0	634.55	113.0	634.41	0.26%	0	0	0	0	0	0	0	0	0	0	0	53	0	0
0010	P-112.1	112.1	635.28	112.0	635.19	0.26%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-112.2	112.2	635.40	112.1	635.28	1.18%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-112.3	112.3	635.37	112.0	635.19	1.42%	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-112.4	112.4	635.40	112.3	635.37	0.29%	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-113.0	113.0	634.41	115.0	634.28	0.25%	0	0	0	0	0	0	0	0	0	0	0	52	0	0
0010	P-114.0	114.0	634.62	113.0	634.41	0.30%	71	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-114.1	114.1	634.67	114.0	634.62	0.29%	0	18	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-114.2	114.2	634.72	114.1	634.67	0.33%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-114.3	114.3	634.67	114.0	634.62	0.29%	0	17	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-114.4	114.4	634.72	114.3	634.67	0.33%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-115.0	115.0	634.28	116.0	634.02	0.26%	0	0	0	0	0	0	0	0	0	0	0	100	0	0
0010	P-115.1	115.1	635.64	115.2	635.48	1.06%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-115.2	115.2	635.48	115.0	635.38	0.29%	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-115.3	115.3	635.64	115.4	635.57	0.47%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-115.4	115.4	635.57	115.0	635.38	1.52%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-116.0	116.0	634.02	117.0	633.81	0.25%	0	0	0	0	0	0	0	0	0	0	85	0	0	0
					PAGE TOTALS		71	570	0	9	0	0	0	0	0	0	85	205	0	0

CIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC CL. III 12-INCH 608.0312 LF	SSPRC CL. IV 12-INCH 608.0412 LF	SSPRC CL. III 15-INCH 608.0315 LF	SSPRC CL. IV 15-INCH 608.0415 LF	SSPRC CL. III 18-INCH 608.0318 LF	SSPRC CL. IV 18-INCH 608.0418 LF	SSPRC CL. III 21-INCH 608.0321 LF	SSPRC CL. IV 21-INCH 608.0421 LF	SSPRC CL. III 24-INCH 608.0324 LF	SSPRC CL. IV 30-INCH 608.0430 LF	SSPRC CL. III 36-INCH 608.0336 LF	SSPRC CL. IV 36-INCH 608.0436 LF	SSPRC CL. III 48-INCH 608.0348 LF	SSPRC CL. IV 60-INCH 608.0460 LF
0010	P-116.1	116.1	635.94	116.2	635.75	1.26%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-116.2	116.2	635.75	116.0	635.48	0.72%	0	38	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-116.3	116.3	635.97	116.4	635.90	0.44%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-116.4	116.4	635.65	116.0	635.53	0.97%	0	0	0	13	0	0	0	0	0	0	0	0	0	0
0010	P-117.0	117.0	633.81	118.0	633.27	0.26%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-117.1	117.1	636.21	117.0	635.81	0.91%	0	44	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-117.2	117.2	636.28	117.1	636.21	0.45%	0	15	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-117.3	117.3	636.51	117.0	635.64	6.94%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-117.4	117.4	636.54	117.3	636.51	0.60%	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-118.0	118.0	633.27	121.0	633.15	0.15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-118.1	118.1	633.33	118.0	633.27	0.09%	66	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-118.2	118.2	633.37	118.1	633.33	0.10%	0	41	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-119.0	119.0	634.26	118.0	634.10	0.41%	0	0	0	0	0	0	0	0	39	0	0	0	0	0
0010	P-119.1	119.1	636.38	119.2	636.26	1.53%	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-119.2	119.2	636.26	119.0	635.26	2.22%	0	45	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-120.0	120.0	634.57	119.0	634.51	0.11%	0	0	0	0	0	0	0	47	0	0	0	0	0	0
0010	P-120.1	120.1	635.60	120.2	635.51	0.44%	0	21	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-120.2	120.2	635.26	120.3	635.20	0.19%	0	0	0	29	0	0	0	0	0	0	0	0	0	0
0010	P-120.3	120.3	634.95	120.0	634.82	0.71%	0	0	0	0	0	19	0	0	0	0	0	0	0	0
0010	P-120.4	120.4	635.58	120.5	635.44	0.36%	0	21	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-120.5	120.5	635.19	120.6	635.12	0.23%	0	0	0	29	0	0	0	0	0	0	0	0	0	0
0010	P-120.6	120.6	634.87	120.0	634.82	0.18%	0	0	0	0	0	28	0	0	0	0	0	0	0	0
0010	P-121.0	121.0	633.15	122.0	633.07	0.15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-121.1	121.1	635.99	121.2	635.39	1.40%	0	43	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-121.2	121.2	635.39	121.0	634.98	1.06%	39	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-121.3	121.3	635.85	121.4	635.59	0.91%	0	29	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-121.4	121.4	635.59	121.0	634.98	2.46%	0	25	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-122.0	122.0	633.07	123.0	632.97	0.14%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-122.1	122.1	636.02	122.0	635.70	0.66%	0	50	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-122.2	122.2	635.74	122.0	635.70	0.30%	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-123.0	123.0	632.97	124.0	632.74	0.15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-123.1	123.1	635.95	123.0	635.90	0.38%	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0010	P-124.1	124.1	633.86	MH-124	632.74	6.57%	17	0	0	0	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		122	455	0	71	0	47	0	47	39	0	0	0	0	0
					TOTAL 0010		1046	4597	342	497	573	210	167	47	613	184	335	205	1110	16

STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH

CATEGORY	STATION TO	STATION	LOCATION	608.0548 LF	REMARKS
0010					
0010	81'BB'+29.5 -	82'BB'+03.5	LT	74	MOONEY ST- BENEATH RR-TRACKS
0010	81'BB'+29.5 -	82'BB'+03.5	RT	74	MOONEY ST- BENEATH RR-TRACKS
0010					
			TOTAL 0010	148	

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-19.0	19.0	635.48	20.0	635.38	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-19.1	19.1	635.57	19.0	635.48	0.25%	0	0	0	0	0	0	0	0	0	0
0010	P-19.2	19.2	635.59	19.0	635.48	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-20.0	20.0	635.38	22.0	635.23	0.18%	0	0	0	0	0	0	0	0	0	0
0010	P-20.1	20.1	636.00	20.0	635.90	0.36%	0	0	0	0	0	0	0	0	0	0
0010	P-20.2	20.2	636.02	20.0	635.90	0.42%	0	0	0	0	0	0	0	0	0	0
0010	P-20.5	20.5	636.52	20.6	636.50	0.16%	0	0	0	0	0	0	0	0	0	0
0010	P-20.6	20.6	636.50	21.8	636.40	0.11%	0	0	0	0	0	0	0	0	0	0
0010	P-21.1	21.1	637.51	21.2	637.35	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-21.2	21.2	637.35	21.3	637.07	0.38%	0	0	0	0	0	0	0	0	0	0
0010	P-21.3	21.3	636.82	21.4	636.72	0.67%	0	0	0	0	0	0	0	0	0	0
0010	P-21.4	21.4	636.47	21.5	636.00	1.05%	0	0	0	0	0	0	0	0	0	0
0010	P-21.5	21.5	636.00	22.0	635.23	1.20%	0	0	0	0	0	0	0	0	0	0
0010	P-21.6	21.6	637.20	21.7	636.90	1.78%	0	0	0	0	0	0	0	0	0	0
0010	P-21.7	21.7	636.90	21.8	636.40	1.23%	0	0	0	0	0	0	0	0	0	0
0010	P-21.8	21.8	636.40	21.5	636.25	0.73%	0	0	0	0	0	0	0	0	0	0
0010	P-22.0	22.0	634.92	23.0	634.77	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-23.0	23.0	634.77	24.0	634.58	0.18%	0	0	0	0	0	0	0	0	0	0
0010	P-23.2	23.2	636.53	23.0	636.10	1.35%	0	0	0	0	0	0	0	0	0	0
0010	P-23.3	23.3	636.60	23.2	636.53	0.65%	0	0	0	0	0	0	0	0	0	0
0010	P-24.0	24.0	634.58	25.0	634.38	0.19%	0	107	0	0	0	0	0	0	0	0
0010	P-24.1	24.1	635.81	24.2	635.75	0.41%	0	0	0	0	0	0	0	0	0	0
0010	P-24.2	24.2	635.75	24.3	635.67	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-24.3	24.3	635.67	24.4	635.66	0.26%	0	0	0	0	0	0	0	0	0	0
0010	P-24.4	24.4	635.66	24.0	635.60	0.45%	0	0	0	0	0	0	0	0	0	0
0010	P-24.5	24.5	636.07	24.0	635.60	3.78%	0	0	0	0	0	0	0	0	0	0
0010	P-24.6	24.6	636.16	24.5	636.07	0.50%	0	0	0	0	0	0	0	0	0	0
0010	P-25.0	25.0	633.88	26.0	633.68	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-25.1	25.1	635.43	25.2	635.41	0.36%	0	0	0	0	0	0	0	0	0	0
0010	P-25.2	25.2	635.41	25.3	635.34	0.28%	0	0	0	0	0	0	0	0	0	0
0010	P-25.3	25.3	635.09	25.4	635.07	0.26%	0	0	0	0	0	0	0	0	0	0
0010	P-25.4	25.4	635.07	25.0	634.90	1.41%	0	0	0	0	0	0	0	0	0	0
0010	P-25.5	25.5	635.65	25.0	635.15	4.00%	0	0	0	0	0	0	0	0	0	0
0010	P-25.6	25.6	635.73	25.5	635.65	0.40%	0	0	0	0	0	0	0	0	0	0
0010	P-26.0	26.0	633.68	27.0	633.60	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-26.1	26.1	635.02	26.2	634.93	0.56%	0	0	0	0	0	0	0	0	0	0
0010	P-26.2	26.2	634.93	26.0	634.60	0.76%	0	0	0	0	0	0	0	0	0	0
0010	P-26.3	26.3	635.03	26.0	634.60	3.39%	0	0	0	0	0	0	0	0	0	0
0010	P-26.4	26.4	635.15	26.3	635.03	0.67%	0	0	0	0	0	0	0	0	0	0
0010	P-27.0	27.0	633.60	28.0	633.53	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-27.1	27.1	634.79	27.2	634.68	0.39%	0	0	0	0	0	0	0	0	0	0
0010	P-27.2	27.2	634.68	27.3	634.63	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-27.3	27.3	634.63	27.0	634.50	0.88%	0	0	0	0	0	0	0	0	0	0
0010	P-27.4	27.4	634.86	27.0	634.50	2.50%	0	0	0	0	0	0	0	0	0	0
0010	P-28.0	28.0	633.53	29.0	633.39	0.18%	0	0	78	0	0	0	0	0	0	0
0010	P-28.1	28.1	635.24	28.2	635.10	0.44%	0	0	0	0	0	0	0	0	0	0
0010	P-28.2	28.2	634.85	28.5	634.43	2.07%	0	0	0	0	0	0	0	0	0	0
0010	P-28.3	28.3	635.23	28.2	635.10	0.45%	0	0	0	0	0	0	0	0	0	0
0010	P-28.4	28.4	634.97	28.5	634.68	0.64%	0	0	0	0	0	0	0	0	0	0
0010	P-28.5	28.5	634.43	28.0	634.05	1.15%	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		0	107	78	0	0	0	0	0	0	0

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-28.6	28.6	635.12	28.7	634.64	3.36%	0	0	0	0	0	0	0	0	0	0
0010	P-28.7	28.7	634.64	28.0	634.30	2.28%	0	0	0	0	0	0	0	0	0	0
0010	P-28.8	28.8	634.99	28.7	634.64	4.25%	0	0	0	0	0	0	0	0	0	0
0010	P-29.0	29.0	632.89	34.0	632.72	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-30.0	30.0	634.26	29.0	633.30	1.29%	0	0	0	0	0	0	0	0	0	0
0010	P-30.1	30.1	635.58	30.2	635.49	0.48%	0	0	0	0	0	0	0	0	0	0
0010	P-30.2	30.2	635.24	30.3	635.06	1.04%	0	0	0	0	0	0	0	0	0	0
0010	P-30.3	30.3	634.81	30.0	634.76	0.39%	0	0	0	0	0	0	0	0	0	0
0010	P-30.4	30.4	635.54	30.3	635.31	0.71%	0	0	0	0	0	0	0	0	0	0
0010	P-31.1	31.1	636.37	31.2	636.16	1.75%	0	0	0	0	0	0	0	0	0	0
0010	P-31.2	31.2	635.91	31.3	635.85	0.20%	0	0	0	0	0	0	0	0	0	0
0010	P-31.3	31.3	635.35	30.0	634.51	0.73%	0	0	0	0	0	0	0	0	0	0
0010	P-32.1	32.1	637.53	32.2	637.18	0.92%	0	0	0	0	0	0	0	0	0	0
0010	P-32.2	32.2	636.93	32.3	636.84	0.25%	0	0	0	0	0	0	0	0	0	0
0010	P-32.3	32.3	636.84	31.3	635.85	0.85%	0	0	0	0	0	0	0	0	0	0
0010	P-33.0	33.0	634.23	29.0	633.80	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-33.1	33.1	635.20	33.0	634.73	1.11%	0	0	0	0	0	0	0	0	0	0
0010	P-33.2	33.2	635.23	33.0	634.73	1.91%	0	0	0	0	0	0	0	0	0	0
0010	P-33.3	33.3	634.63	33.0	634.48	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-33.4	33.4	635.03	33.3	634.88	0.39%	0	0	0	0	0	0	0	0	0	0
0010	P-33.5	33.5	635.13	33.3	634.88	0.50%	0	0	0	0	0	0	0	0	0	0
0010	P-33.6	33.6	635.16	33.5	635.13	0.10%	0	0	0	0	0	0	0	0	0	0
0010	P-34.0	34.0	632.72	35.0	632.58	0.18%	0	0	0	0	0	0	0	0	0	0
0010	P-34.1	34.1	636.07	34.0	634.72	2.86%	0	0	0	0	0	0	0	0	0	0
0010	P-34.2	34.2	635.55	34.0	634.72	6.15%	0	0	0	0	0	0	0	0	0	0
0010	P-35.0	35.0	632.58	36.0	632.48	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-35.1	35.1	635.40	35.0	634.58	6.64%	0	0	0	0	0	0	0	0	0	0
0010	P-35.2	35.2	635.35	35.3	635.31	0.39%	0	0	0	0	0	0	0	0	0	0
0010	P-35.3	35.3	635.06	35.0	634.33	5.85%	0	0	0	0	0	0	0	0	0	0
0010	P-36.0	36.0	632.48	37.0	632.42	0.20%	0	0	0	0	0	0	0	0	0	0
0010	P-36.1	36.1	635.66	36.2	635.60	0.46%	0	0	0	0	0	0	0	0	0	0
0010	P-36.2	36.2	635.60	36.3	635.51	0.37%	0	0	0	0	0	0	0	0	0	0
0010	P-36.3	36.3	635.51	36.4	635.49	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-36.4	36.4	635.49	36.0	635.38	0.88%	0	0	0	0	0	0	0	0	0	0
0010	P-37.0	37.0	632.42	38.0	632.29	0.18%	0	0	0	73	0	0	0	0	0	0
0010	P-37.1	37.1	635.13	37.2	635.06	0.38%	0	0	0	0	0	0	0	0	0	0
0010	P-37.2	37.2	634.81	37.0	634.00	6.46%	0	0	0	0	0	0	0	0	0	0
0010	P-38.0	38.0	632.29	39.0	632.19	0.19%	0	0	0	53	0	0	0	0	0	0
0010	P-38.1	38.1	635.37	38.2	635.32	0.44%	0	0	0	0	0	0	0	0	0	0
0010	P-38.2	38.2	635.32	38.3	635.21	0.37%	0	0	0	0	0	0	0	0	0	0
0010	P-38.3	38.3	635.21	38.4	635.17	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-38.4	38.4	635.17	38.0	635.10	0.53%	0	0	0	0	0	0	0	0	0	0
0010	P-38.5	38.5	634.61	38.0	633.87	4.87%	0	0	0	0	0	0	0	0	0	0
0010	P-39.0	39.0	632.19	40.0	632.00	0.20%	0	0	0	97	0	0	0	0	0	0
0010	P-39.1	39.1	635.17	39.2	635.04	0.62%	0	0	0	0	0	0	0	0	0	0
0010	P-39.2	39.2	635.04	39.4	634.95	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-39.3	39.3	635.21	39.2	635.04	0.44%	0	0	0	0	0	0	0	0	0	0
0010	P-39.4	39.4	634.95	39.0	634.02	1.54%	0	0	0	0	0	0	0	0	0	0
0010	P-39.5	39.5	635.13	39.0	634.60	3.57%	0	0	0	0	0	0	0	0	0	0
0010	P-40.0	40.0	632.00	46.0	631.87	0.18%	0	0	0	0	0	0	0	0	0	70
					PAGE TOTALS		0	0	0	223	0	0	0	0	0	70

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-41.0	41.0	633.10	40.0	632.20	0.88%	0	0	0	0	0	0	0	0	0	0
0010	P-41.1	41.1	634.37	41.2	634.20	0.61%	0	0	0	0	0	0	0	0	0	0
0010	P-41.2	41.2	633.95	41.0	633.85	0.71%	0	0	0	0	0	0	0	0	0	0
0010	P-41.3	41.3	634.39	41.2	634.20	0.64%	0	0	0	0	0	0	0	0	0	0
0010	P-41.4	41.4	634.76	41.0	634.10	4.78%	0	0	0	0	0	0	0	0	0	0
0010	P-41.5	41.5	634.98	41.4	634.76	0.44%	0	0	0	0	0	0	0	0	0	0
0010	P-42.0	42.0	634.70	41.0	633.60	0.93%	0	0	0	0	0	0	0	0	0	0
0010	P-42.1	42.1	635.82	42.2	635.07	4.68%	0	0	0	0	0	0	0	0	0	0
0010	P-42.2	42.2	635.07	42.0	634.70	4.65%	0	0	0	0	0	0	0	0	0	0
0010	P-42.3	42.3	634.85	42.0	634.70	0.67%	0	0	0	0	0	0	0	0	0	0
0010	P-42.4	42.4	634.98	42.3	634.85	1.02%	0	0	0	0	0	0	0	0	0	0
0010	P-43.0	43.0	636.30	42.0	634.75	2.06%	0	0	0	0	0	0	0	0	0	0
0010	P-43.1	43.1	634.00	43.0	632.52	5.16%	0	0	0	0	0	0	0	0	0	0
0010	P-44.0	44.0	637.62	79.0	636.85	4.78%	0	0	0	0	0	0	0	0	0	0
0010	P-44.1	44.1	637.80	44.0	637.62	0.69%	0	0	0	0	0	0	0	0	0	0
0010	P-44.2	44.2	637.76	44.0	637.62	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-46.0	46.0	631.87	47.0	631.70	0.18%	0	0	0	0	0	0	0	0	0	93
0010	P-46.1	46.1	633.91	46.2	633.73	0.47%	0	0	0	0	0	0	0	0	0	0
0010	P-46.2	46.2	633.73	46.3	633.60	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-46.3	46.3	633.35	46.4	633.12	0.22%	0	0	0	0	0	0	0	0	0	0
0010	P-46.4	46.4	632.87	46.5	632.81	0.17%	0	0	0	0	0	0	0	0	0	0
0010	P-46.5	46.5	632.56	46.7	632.54	0.13%	0	0	0	0	0	0	0	0	0	0
0010	P-46.6	46.6	634.83	46.5	633.31	5.83%	0	0	0	0	0	0	0	0	0	0
0010	P-46.7	46.7	632.54	46.0	632.45	0.25%	0	0	0	0	0	0	0	0	0	0
0010	P-47.0	47.0	631.70	48.0	631.50	0.21%	0	0	0	0	0	0	0	0	0	96
0010	P-47.1	47.1	634.29	47.2	634.20	0.50%	0	0	0	0	0	0	0	0	0	0
0010	P-47.2	47.2	634.20	47.3	634.11	0.35%	0	0	0	0	0	0	0	0	0	0
0010	P-47.3	47.3	634.11	47.4	634.10	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-47.4	47.4	634.10	47.0	633.90	1.49%	0	0	0	0	0	0	0	0	0	0
0010	P-47.5	47.5	634.35	47.6	634.27	0.42%	0	0	0	0	0	0	0	0	0	0
0010	P-47.6	47.6	634.27	47.0	633.90	2.79%	0	0	0	0	0	0	0	0	0	0
0010	P-48.0	48.0	631.50	49.0	631.35	0.16%	0	0	0	0	0	0	0	0	0	92
0010	P-48.1	48.1	633.96	48.2	633.91	0.37%	0	0	0	0	0	0	0	0	0	0
0010	P-48.2	48.2	633.66	48.3	633.59	0.28%	0	0	0	0	0	0	0	0	0	0
0010	P-48.3	48.3	633.59	48.4	633.58	0.25%	0	0	0	0	0	0	0	0	0	0
0010	P-48.4	48.4	633.58	48.0	633.20	3.04%	0	0	0	0	0	0	0	0	0	0
0010	P-48.5	48.5	633.95	48.6	633.91	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-48.6	48.6	633.91	48.0	633.45	3.68%	0	0	0	0	0	0	0	0	0	0
0010	P-49.0	49.0	631.35	50.0	631.18	0.19%	0	0	0	0	0	0	0	0	0	89
0010	P-49.1	49.1	633.68	49.2	633.60	0.41%	0	0	0	0	0	0	0	0	0	0
0010	P-49.2	49.2	633.60	49.0	633.30	0.78%	0	0	0	0	0	0	0	0	0	0
0010	P-49.3	49.3	633.68	49.4	633.58	0.52%	0	0	0	0	0	0	0	0	0	0
0010	P-49.4	49.4	633.58	49.0	633.30	2.22%	0	0	0	0	0	0	0	0	0	0
0010	P-50.0	50.0	631.18	51.0	631.00	0.19%	0	0	0	0	0	0	0	0	0	96
0010	P-50.1	50.1	633.40	50.2	633.19	1.03%	0	0	0	0	0	0	0	0	0	0
0010	P-50.2	50.2	633.19	50.0	632.80	1.14%	0	0	0	0	0	0	0	0	0	0
0010	P-50.3	50.3	633.28	50.2	633.19	0.37%	0	0	0	0	0	0	0	0	0	0
0010	P-50.4	50.4	633.40	50.5	633.21	0.93%	0	0	0	0	0	0	0	0	0	0
0010	P-50.5	50.5	632.96	50.0	632.55	3.31%	0	0	0	0	0	0	0	0	0	0
0010	P-50.6	50.6	633.03	50.5	632.96	0.28%	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		0	0	0	0	0	0	0	0	0	466

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-51.0	51.0	631.00	52.0	630.83	0.17%	0	0	0	0	0	0	0	0	0	100
0010	P-51.1	51.1	633.06	51.2	633.02	0.41%	0	0	0	0	0	0	0	0	0	0
0010	P-51.2	51.2	633.02	51.0	632.80	0.64%	0	0	0	0	0	0	0	0	0	0
0010	P-51.3	51.3	633.06	51.4	633.02	0.39%	0	0	0	0	0	0	0	0	0	0
0010	P-51.4	51.4	633.02	51.0	632.80	1.76%	0	0	0	0	0	0	0	0	0	0
0010	P-52.0	52.0	630.83	53.0	630.63	0.20%	0	0	0	0	0	0	0	0	0	100
0010	P-52.1	52.1	632.78	52.2	632.70	0.38%	0	0	0	0	0	0	0	0	0	0
0010	P-52.2	52.2	632.70	52.0	632.60	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-52.3	52.3	632.78	52.4	632.71	0.35%	0	0	0	0	0	0	0	0	0	0
0010	P-52.4	52.4	632.71	52.0	632.60	0.88%	0	0	0	0	0	0	0	0	0	0
0010	P-53.0	53.0	630.63	54.0	630.44	0.19%	0	0	0	0	0	0	0	0	0	102
0010	P-53.1	53.1	632.46	53.2	632.39	0.37%	0	0	0	0	0	0	0	0	0	0
0010	P-53.2	53.2	632.39	53.0	632.20	0.54%	0	0	0	0	0	0	0	0	0	0
0010	P-53.3	53.3	632.46	53.4	632.39	0.35%	0	0	0	0	0	0	0	0	0	0
0010	P-53.4	53.4	632.39	53.0	632.20	1.52%	0	0	0	0	0	0	0	0	0	0
0010	P-54.0	54.0	630.44	55.0	630.37	0.18%	0	0	0	0	0	0	0	38	0	0
0010	P-54.1	54.1	632.11	54.2	632.07	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-54.2	54.2	632.07	54.0	631.94	0.37%	0	0	0	0	0	0	0	0	0	0
0010	P-54.3	54.3	632.11	54.4	632.06	0.40%	0	0	0	0	0	0	0	0	0	0
0010	P-54.4	54.4	632.06	54.0	631.94	0.96%	0	0	0	0	0	0	0	0	0	0
0010	P-55.0	55.0	630.37	56.0	630.25	0.20%	0	0	0	0	0	0	0	60	0	0
0010	P-55.1	55.1	631.99	55.0	631.87	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-55.2	55.2	631.99	55.0	631.87	0.95%	0	0	0	0	0	0	0	0	0	0
0010	P-56.0	56.0	630.25	57.0	630.23	0.08%	0	0	0	0	0	0	0	0	28	0
0010	P-56.1	56.1	630.48	56.0	630.25	1.00%	0	0	0	0	16	0	0	0	0	0
0010	P-57.0	57.0	630.23	58.0	630.20	0.08%	0	0	0	0	0	0	0	0	38	0
0010	P-57.1	57.1	632.12	57.0	631.73	1.06%	0	0	0	0	0	0	0	0	0	0
0010	P-58.0	58.0	630.20	59.0	630.15	0.10%	0	0	0	0	0	0	0	0	48	0
0010	P-58.1	58.1	632.27	58.2	632.00	1.37%	0	0	0	0	0	0	0	0	0	0
0010	P-58.2	58.2	632.00	58.0	631.70	0.83%	0	0	0	0	0	0	0	0	0	0
0010	P-58.3	58.3	631.95	58.0	631.70	2.29%	0	0	0	0	0	0	0	0	0	0
0010	P-59.0	59.0	630.15	60.0	630.10	0.10%	0	0	0	0	0	0	0	0	50	0
0010	P-59.1	59.1	632.48	59.0	631.65	2.31%	0	0	0	0	0	0	0	0	0	0
0010	P-59.2	59.2	631.90	59.0	631.65	2.28%	0	0	0	0	0	0	0	0	0	0
0010	P-60.0	60.0	630.10	62.0	629.96	0.10%	0	0	0	0	0	0	0	0	146	0
0010	P-60.1	60.1	632.62	60.0	631.26	3.77%	0	0	0	0	0	0	0	0	0	0
0010	P-62.0	62.0	629.96	63.0	629.94	0.08%	0	0	0	0	0	0	0	0	24	0
0010	P-63.0	63.0	629.94	64.0	629.84	0.11%	0	0	0	0	0	0	0	0	95	0
0010	P-63.1	63.1	632.59	63.2	632.24	2.34%	0	0	0	0	0	0	0	0	0	0
0010	P-63.2	63.2	632.24	63.0	631.44	2.22%	0	0	0	0	0	0	0	0	0	0
0010	P-63.3	63.3	631.69	63.0	631.44	2.28%	0	0	0	0	0	0	0	0	0	0
0010	P-64.0	64.0	629.84	65.0	629.74	0.10%	0	0	0	0	0	0	0	0	104	0
0010	P-64.1	64.1	632.28	64.2	632.00	1.88%	0	0	0	0	0	0	0	0	0	0
0010	P-64.2	64.2	632.00	64.0	631.34	1.83%	0	0	0	0	0	0	0	0	0	0
0010	P-64.3	64.3	632.12	64.2	632.00	0.41%	0	0	0	0	0	0	0	0	0	0
0010	P-64.4	64.4	631.50	64.0	631.34	1.46%	0	0	0	0	0	0	0	0	0	0
0010	P-65.0	65.0	629.74	66.0	629.71	0.08%	0	0	0	0	0	0	0	0	37	0
0010	P-65.1	65.1	631.75	65.0	631.24	1.42%	0	0	0	0	0	0	0	0	0	0
0010	P-65.2	65.2	631.50	65.0	631.24	2.37%	0	0	0	0	0	0	0	0	0	0
0010	P-66.0	66.0	629.71	67.0	629.64	0.10%	0	0	0	0	0	0	0	0	68	0
					PAGE TOTALS		0	0	0	0	16	0	0	98	638	302

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-66.1	66.1	632.16	66.2	632.084	0.39%	0	0	0	0	0	0	0	0	0	0
0010	P-66.2	66.2	632.084	66.3	631.5	2.43%	0	0	0	0	0	0	0	0	0	0
0010	P-66.3	66.3	631.5	66.0	631.21	0.81%	0	0	0	0	0	0	0	0	0	0
0010	P-66.4	66.4	631.41	66.0	631.21	1.82%	0	0	0	0	0	0	0	0	0	0
0010	P-67.0	67.0	629.64	68.0	629.6	0.10%	0	0	0	0	0	0	0	0	40	0
0010	P-68.0	68.0	629.60	69.0	629.50	0.09%	0	0	0	0	0	0	0	0	108	0
0010	P-68.1	68.1	632.47	68.2	632.25	0.88%	0	0	0	0	0	0	0	0	0	0
0010	P-68.2	68.2	632.25	68.0	631.10	3.19%	0	0	0	0	0	0	0	0	0	0
0010	P-68.3	68.3	631.35	68.0	631.10	2.28%	0	0	0	0	0	0	0	0	0	0
0010	P-69.0	69.0	629.50	70.0	629.40	0.09%	0	0	0	0	0	0	0	0	108	0
0010	P-69.1	69.1	632.71	69.2	632.25	2.30%	0	0	0	0	0	0	0	0	0	0
0010	P-69.2	69.2	632.25	69.0	631.00	3.47%	0	0	0	0	0	0	0	0	0	0
0010	P-69.3	69.3	631.25	69.0	631.00	2.28%	0	0	0	0	0	0	0	0	0	0
0010	P-70.0	70.0	629.40	72.0	629.33	0.09%	0	0	0	0	0	0	0	0	77	0
0010	P-70.1	70.1	633.14	70.0	630.90	6.23%	0	0	0	0	0	0	0	0	0	0
0010	P-70.2	70.2	631.00	70.0	630.90	0.91%	0	0	0	0	0	0	0	0	0	0
0010	P-71.0	71.0	631.83	77.B	629.73	6.00%	0	0	0	0	0	0	0	0	0	0
0010	P-71.1	71.1	633.93	71.2	633.33	5.96%	0	0	0	0	0	0	0	0	0	0
0010	P-71.2	71.2	633.33	71.0	631.83	5.92%	0	0	0	0	0	0	0	0	0	0
0010	P-71.3	71.3	634.11	71.4	633.33	5.95%	0	0	0	0	0	0	0	0	0	0
0010	P-71.4	71.4	633.33	71.0	631.83	5.90%	0	0	0	0	0	0	0	0	0	0
0010	P-72.1	72.1	633.50	72.2	633.44	0.39%	0	0	0	0	0	0	0	0	0	0
0010	P-72.2	72.2	633.44	72.0	631.33	6.26%	0	0	0	0	0	0	0	0	0	0
0010	P-72.3	72.3	633.40	72.0	631.33	5.30%	0	0	0	0	0	0	0	0	0	0
0010	P-72.4	72.4	630.57	72.0	630.33	0.50%	0	0	0	0	0	0	0	0	0	0
0010	P-72.5	72.5	630.57	72.0	630.33	0.50%	0	0	0	0	0	0	0	0	0	0
0010	P-72.A	72.0	628.33	73.A	627.66	0.56%	0	0	0	0	0	0	0	0	0	0
0010	P-72.B	72.0	628.33	73.B	627.65	0.53%	0	0	0	0	0	0	0	0	0	0
0010	P-73.1	73.1	633.52	73.2	632.52	5.00%	0	0	0	0	0	0	0	0	0	0
0010	P-73.2	73.2	632.52	73.3	630.70	6.98%	0	0	0	0	0	0	0	0	0	0
0010	P-73.3	73.3	630.70	73.4	630.60	1.67%	0	0	0	0	0	0	0	0	0	0
0010	P-73.4	73.4	630.60	73.B	630.40	2.27%	0	0	0	0	0	0	0	0	0	0
0010	P-73.5	73.5	630.81	73.A	630.66	1.76%	0	0	0	0	0	0	0	0	0	0
0010	P-73.A	73.A	627.66	77.A	626.72	0.52%	0	0	0	0	0	0	0	0	0	0
0010	P-73.AB	73.A	628.66	73.B	628.65	0.07%	0	0	0	0	0	0	0	0	0	0
0010	P-73.B	73.B	627.65	77.C	626.78	0.50%	0	0	0	0	0	0	0	0	0	0
0010	P-74.1	74.1	628.80	77.B	628.73	0.75%	0	0	0	0	0	0	0	0	0	0
0010	P-75.1	75.1	632.84	75.2	632.12	1.05%	0	0	0	0	0	0	0	0	0	0
0010	P-75.2	75.2	631.62	75.3	631.41	1.05%	0	0	0	0	0	0	0	0	0	0
0010	P-75.3	75.3	631.41	75.4	630.89	1.03%	0	0	0	0	0	0	0	0	0	0
0010	P-75.4	75.4	630.89	75.5	630.62	1.05%	0	0	0	0	0	0	0	0	0	0
0010	P-75.5	75.5	630.62	75.6	630.56	1.02%	0	0	0	0	0	0	0	0	0	0
0010	P-75.6	75.6	630.56	75.9	630.18	1.06%	0	0	0	0	0	0	0	0	0	0
0010	P-75.7	75.7	631.90	75.8	631.23	1.48%	0	0	0	0	0	0	0	0	0	0
0010	P-75.8	75.8	631.23	75.9	630.18	1.49%	0	0	0	0	0	0	0	0	0	0
0010	P-75.9	75.9	629.68	74.1	628.80	0.79%	0	0	0	0	0	0	0	0	0	0
0010	P-76.1	76.1	633.34	75.7	632.40	1.50%	0	0	0	0	0	0	0	0	0	0
0010	P-77.A	77.A	626.72	78.0	625.42	0.53%	0	0	0	0	0	0	0	0	0	0
0010	P-77.AC	77.C	627.78	77.A	627.72	0.61%	0	0	0	0	0	0	0	0	0	0
0010	P-77.B	77.B	626.73	78.0	625.42	0.51%	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		0	0	0	0	0	0	0	0	333	0

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-77.CB	77.C	626.78	77.B	626.73	0.56%	0	0	0	0	0	0	0	0	0	0
0010	P-78.2	78.2	625.58	78.0	625.42	1.00%	0	0	0	0	0	0	0	0	0	0
0010	P-79.0	79.0	632.27	43.0	632.08	EXIST	0	0	0	0	0	0	0	0	0	0
0010	P-85.1	85.1	637.90	85.2	637.88	0.25%	0	0	0	0	0	0	0	0	0	0
0010	P-86.1	86.1	638.64	86.0	638.60	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-87.1	87.1	639.35	87.0	639.23	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-87.2	87.2	639.70	87.1	639.60	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-87.3	87.3	639.63	87.1	639.60	0.31%	0	0	0	0	0	0	0	0	0	0
0010	P-87.4	87.4	639.69	87.3	639.63	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-89.1	89.1	637.40	89.0	636.16	3.18%	0	0	0	0	0	0	0	0	0	0
0010	P-89.2	89.2	636.16	89.1	635.34	1.33%	0	0	0	0	0	0	0	0	0	0
0010	P-89.3	89.3	636.68	89.1	636.16	1.35%	0	0	0	0	0	0	0	0	0	0
0010	P-89.4	89.4	637.20	89.3	636.68	1.33%	0	0	0	0	0	0	0	0	0	0
0010	P-101.0	101.0	636.18	102.0	636.01	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-101.1	101.1	636.38	101.2	636.34	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-101.2	101.2	636.34	101.3	636.23	0.31%	0	0	0	0	0	0	0	0	0	0
0010	P-101.3	101.3	636.23	101.4	636.22	0.17%	0	0	0	0	0	0	0	0	0	0
0010	P-101.4	101.4	636.22	101.0	636.18	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-101.5	101.5	636.29	101.6	636.24	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-101.6	101.6	636.24	101.0	636.18	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-102.0	102.0	636.01	103.0	635.84	0.18%	94	0	0	0	0	0	0	0	0	0
0010	P-102.1	102.1	636.18	102.2	636.14	0.26%	0	0	0	0	0	0	0	0	0	0
0010	P-102.2	102.2	636.14	102.0	636.01	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-102.3	102.3	636.09	102.4	636.05	0.28%	0	0	0	0	0	0	0	0	0	0
0010	P-102.4	102.4	636.05	102.0	636.01	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-103.1	103.1	635.98	103.2	635.95	0.38%	0	0	0	0	0	0	0	0	0	0
0010	P-103.2	103.2	635.95	103.0	635.84	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-103.3	103.3	635.90	103.4	635.88	0.25%	0	0	0	0	0	0	0	0	0	0
0010	P-103.4	103.4	635.88	103.0	635.84	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-103.A	103.0	635.84	104.A	635.67	0.18%	97	0	0	0	0	0	0	0	0	0
0010	P-103.B	103.0	635.84	104.B	635.67	0.18%	97	0	0	0	0	0	0	0	0	0
0010	P-104.1	104.1	635.77	104.B	635.67	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-104.2	104.2	635.82	104.1	635.77	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-104.3	104.3	635.71	104.A	635.67	0.57%	0	0	0	0	0	0	0	0	0	0
0010	P-104.4	104.4	635.75	104.3	635.71	0.28%	0	0	0	0	0	0	0	0	0	0
0010	P-104.A	104.A	635.67	105.A	635.50	0.18%	95	0	0	0	0	0	0	0	0	0
0010	P-104.B	104.B	635.67	105.B	635.50	0.18%	95	0	0	0	0	0	0	0	0	0
0010	104.AB	104.A	635.67	104.B	635.67	0.00%	0	0	0	0	0	0	0	0	0	0
0010	P-105.1	105.1	635.60	105.B	635.50	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-105.2	105.2	635.65	105.1	635.60	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-105.3	105.3	635.54	105.A	635.50	0.57%	0	0	0	0	0	0	0	0	0	0
0010	P-105.4	105.4	635.58	105.3	635.54	0.28%	0	0	0	0	0	0	0	0	0	0
0010	P-105.A	105.0	635.50	106.A	635.33	0.19%	90	0	0	0	0	0	0	0	0	0
0010	P-105.B	105.0	635.50	106.B	635.33	0.19%	90	0	0	0	0	0	0	0	0	0
0010	105.AB	635.0	635.50	105.B	635.50	0.00%	0	0	0	0	0	0	0	0	0	0
0010	P-106.1	106.1	635.43	106.B	635.33	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-106.2	106.2	635.48	106.1	635.43	0.34%	0	0	0	0	0	0	0	0	0	0
0010	P-106.3	106.3	635.35	106.A	635.33	0.28%	0	0	0	0	0	0	0	0	0	0
0010	P-106.4	106.4	635.40	106.3	635.35	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-106.A	106.A	635.33	108.A	635.09	0.18%	130	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		788	0	0	0	0	0	0	0	0	0

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-106.B	106.B	635.33	108.B	635.09	0.18%	130	0	0	0	0	0	0	0	0	0
0010	106.AB	106.A	635.33	106.B	635.33	0.00%	0	0	0	0	0	0	0	0	0	0
0010	P-107.1	107.1	635.55	106.2	635.48	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-107.2	107.2	635.48	106.4	635.40	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-108.1	108.1	635.13	108.2	635.12	0.07%	6	0	0	0	0	0	0	0	0	0
0010	P-108.2	108.2	635.12	108.B	635.09	0.10%	29	0	0	0	0	0	0	0	0	0
0010	P-108.3	108.3	635.61	108.4	635.30	1.07%	0	0	0	0	0	0	0	0	0	0
0010	P-108.4	108.4	635.30	108.5	635.16	0.60%	0	0	0	0	0	0	0	0	0	0
0010	P-108.5	108.5	635.16	108.6	635.12	0.31%	0	0	0	0	0	0	0	0	0	0
0010	P-108.6	108.6	635.12	108.A	635.09	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-108.7	108.7	635.14	108.1	635.13	0.07%	14	0	0	0	0	0	0	0	0	0
0010	P-108.A	108.A	635.09	109.A	635.00	0.12%	0	0	0	0	0	74	0	0	0	0
0010	P-108.B	108.B	635.09	109.B	635.00	0.12%	0	0	0	0	0	74	0	0	0	0
0010	108.AB	108.A	635.09	108.B	635.09	0.00%	0	0	0	0	0	0	0	0	0	0
0010	P-109.1	109.1	635.09	109.B	635.00	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-109.2	109.2	635.14	109.1	635.09	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-109.3	109.3	635.03	109.A	635.00	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-109.4	109.4	635.08	109.3	635.03	0.32%	0	0	0	0	0	0	0	0	0	0
0010	P-109.A	109.A	635.00	110.A	634.89	0.11%	0	0	0	0	0	0	96	0	0	0
0010	109.AB	109.A	635.00	109.A	635.00	0.00%	0	0	0	0	0	0	0	0	0	0
0010	P-109.B	109.B	635.00	110.B	634.89	0.11%	0	0	0	0	0	0	96	0	0	0
0010	P-110.1	110.1	634.98	110.B	634.89	0.31%	0	0	0	0	0	0	0	0	0	0
0010	P-110.2	110.2	635.01	110.1	634.98	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-110.3	110.3	634.92	110.A	634.89	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-110.4	110.4	634.95	110.3	634.92	0.31%	0	0	0	0	0	0	0	0	0	0
0010	P-110.A	110.A	634.89	111.0	634.76	0.15%	0	86	0	0	0	0	0	0	0	0
0010	110.AB	110.A	634.89	110.B	634.89	0.01%	0	0	0	0	0	0	0	0	0	0
0010	P-110.B	110.B	634.89	111.0	634.76	0.15%	0	86	0	0	0	0	0	0	0	0
0010	P-111.0	111.0	634.76	112.0	634.55	0.24%	0	0	86	0	0	0	0	0	0	0
0010	P-111.1	111.1	635.08	111.0	634.76	0.95%	0	0	0	0	0	0	0	0	0	0
0010	P-111.2	111.2	635.13	111.1	635.08	0.49%	0	0	0	0	0	0	0	0	0	0
0010	P-111.3	111.3	634.96	111.0	634.76	1.60%	0	0	0	0	0	0	0	0	0	0
0010	P-111.4	111.4	635.13	111.3	634.96	1.70%	0	0	0	0	0	0	0	0	0	0
0010	P-112.0	112.0	634.55	113.0	634.41	0.26%	0	0	0	0	0	0	0	0	0	0
0010	P-112.1	112.1	635.28	112.0	635.19	0.26%	0	0	0	0	0	0	0	0	0	0
0010	P-112.2	112.2	635.40	112.1	635.28	1.18%	0	0	0	0	0	0	0	0	0	0
0010	P-112.3	112.3	635.37	112.0	635.19	1.42%	0	0	0	0	0	0	0	0	0	0
0010	P-112.4	112.4	635.40	112.3	635.37	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-113.0	113.0	634.41	115.0	634.28	0.25%	0	0	0	0	0	0	0	0	0	0
0010	P-114.0	114.0	634.62	113.0	634.41	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-114.1	114.1	634.67	114.0	634.62	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-114.2	114.2	634.72	114.1	634.67	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-114.3	114.3	634.67	114.0	634.62	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-114.4	114.4	634.72	114.3	634.67	0.33%	0	0	0	0	0	0	0	0	0	0
0010	P-115.0	115.0	634.28	116.0	634.02	0.26%	0	0	0	0	0	0	0	0	0	0
0010	P-115.1	115.1	635.64	115.2	635.48	1.06%	0	0	0	0	0	0	0	0	0	0
0010	P-115.2	115.2	635.48	115.0	635.38	0.29%	0	0	0	0	0	0	0	0	0	0
0010	P-115.3	115.3	635.64	115.4	635.57	0.47%	0	0	0	0	0	0	0	0	0	0
0010	P-115.4	115.4	635.57	115.0	635.38	1.52%	0	0	0	0	0	0	0	0	0	0
0010	P-116.0	116.0	634.02	117.0	633.81	0.25%	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		179	172	86	0	0	148	192	0	0	0

NONCIRCULAR STORM PIPE

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	SSPRC HOR. ELLIP. CL. HE-III 14x23-INCH 610.0114 LF	SSPRC HOR. ELLIP. CL. HE-III 24x38-INCH 610.0124 LF	SSPRC HOR. ELLIP. CL. HE-III 29x45-INCH 610.0129 LF	SSPRC HOR. ELLIP. CL. HE-III 34x53-INCH 610.0134 LF	SSPRC HOR. ELLIP. CL. HE-III 38x60-INCH 610.0138 LF	PRECAST CON. BOX CUL. 2.5x1.17-FT 504.2000.S.01 LF	PRECAST CON. BOX CUL. 2.5x1.58-FT 504.2000.S.02 LF	PRECAST CON. BOX CUL. 5x3-FT 504.2000.S.03 LF	PRECAST CON. BOX CUL. 12x3-FT 504.2000.S.04 LF	36x58-INCH CLIII ARCH RCCP SPV.0090.18 LF
0010	P-116.1	116.1	635.94	116.2	635.75	1.26%	0	0	0	0	0	0	0	0	0	0
0010	P-116.2	116.2	635.75	116.0	635.48	0.72%	0	0	0	0	0	0	0	0	0	0
0010	P-116.3	116.3	635.97	116.4	635.90	0.44%	0	0	0	0	0	0	0	0	0	0
0010	P-116.4	116.4	635.65	116.0	635.53	0.97%	0	0	0	0	0	0	0	0	0	0
0010	P-117.0	117.0	633.81	118.0	633.27	0.26%	0	0	0	209	0	0	0	0	0	0
0010	P-117.1	117.1	636.21	117.0	635.81	0.91%	0	0	0	0	0	0	0	0	0	0
0010	P-117.2	117.2	636.28	117.1	636.21	0.45%	0	0	0	0	0	0	0	0	0	0
0010	P-117.3	117.3	636.51	117.0	635.64	6.94%	0	0	0	0	0	0	0	0	0	0
0010	P-117.4	117.4	636.54	117.3	636.51	0.60%	0	0	0	0	0	0	0	0	0	0
0010	P-118.0	118.0	633.27	121.0	633.15	0.15%	0	0	0	79	0	0	0	0	0	0
0010	P-118.1	118.1	633.33	118.0	633.27	0.09%	0	0	0	0	0	0	0	0	0	0
0010	P-118.2	118.2	633.37	118.1	633.33	0.10%	0	0	0	0	0	0	0	0	0	0
0010	P-119.0	119.0	634.26	118.0	634.10	0.41%	0	0	0	0	0	0	0	0	0	0
0010	P-119.1	119.1	636.38	119.2	636.26	1.53%	0	0	0	0	0	0	0	0	0	0
0010	P-119.2	119.2	636.26	119.0	635.26	2.22%	0	0	0	0	0	0	0	0	0	0
0010	P-120.0	120.0	634.57	119.0	634.51	0.11%	0	0	0	0	0	0	0	0	0	0
0010	P-120.1	120.1	635.60	120.2	635.51	0.44%	0	0	0	0	0	0	0	0	0	0
0010	P-120.2	120.2	635.26	120.3	635.20	0.19%	0	0	0	0	0	0	0	0	0	0
0010	P-120.3	120.3	634.95	120.0	634.82	0.71%	0	0	0	0	0	0	0	0	0	0
0010	P-120.4	120.4	635.58	120.5	635.44	0.36%	0	0	0	0	0	0	0	0	0	0
0010	P-120.5	120.5	635.19	120.6	635.12	0.23%	0	0	0	0	0	0	0	0	0	0
0010	P-120.6	120.6	634.87	120.0	634.82	0.18%	0	0	0	0	0	0	0	0	0	0
0010	P-121.0	121.0	633.15	122.0	633.07	0.15%	0	0	0	55	0	0	0	0	0	0
0010	P-121.1	121.1	635.99	121.2	635.39	1.40%	0	0	0	0	0	0	0	0	0	0
0010	P-121.2	121.2	635.39	121.0	634.98	1.06%	0	0	0	0	0	0	0	0	0	0
0010	P-121.3	121.3	635.85	121.4	635.59	0.91%	0	0	0	0	0	0	0	0	0	0
0010	P-121.4	121.4	635.59	121.0	634.98	2.46%	0	0	0	0	0	0	0	0	0	0
0010	P-122.0	122.0	633.07	123.0	632.97	0.14%	0	0	0	72	0	0	0	0	0	0
0010	P-122.1	122.1	636.02	122.0	635.70	0.66%	0	0	0	0	0	0	0	0	0	0
0010	P-122.2	122.2	635.74	122.0	635.70	0.30%	0	0	0	0	0	0	0	0	0	0
0010	P-123.0	123.0	632.97	124.0	632.74	0.15%	0	0	0	155	0	0	0	0	0	0
0010	P-123.1	123.1	635.95	123.0	635.90	0.38%	0	0	0	0	0	0	0	0	0	0
0010	P-124.1	124.1	633.86	124.0	632.74	6.57%	0	0	0	0	0	0	0	0	0	0
					PAGE TOTALS		0	0	0	570	0	0	0	0	0	0
					TOTAL 0010		967	279	164	793	16	148	192	98	971	838

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	19.0	502+01.63RC	16.33	639.55	635.48	4.07			1							1							1
0010	19.1	501+78.30'S'	17.50	639.25	635.57	3.68	1						1										
0010	19.2	501+77.82T	-17.50	639.29	635.59	3.70	1						1										1
0010	20.0	502+01.66RC	-14.75	639.59	635.38	4.21			1									1				1	
0010	20.1	501+66.04RC	-14.75	639.74	636.00	3.74			1									1					1
0010	20.2	502+37.69RC	-14.75	639.77	636.02	3.75			1									1				1	
0010	20.5	216+19.33H	-27.50	640.21	636.52	3.69	1						1										1
0010	20.6	216+03.54H	-27.50	640.34	636.50	3.84	1						1									1	
0010	21.1	498+50.00R	-23.50	641.29	637.51	3.78	1						1										1
0010	21.2	498+45.93'Q'	21.67	641.37	637.35	4.02	1						1									1	
0010	21.3	499+24.91'Q'	27.33	640.85	636.82	4.03	1						1										1
0010	21.4	499+44.71'Q'	27.50	640.80	636.47	4.33			1				1									1	
0010	21.5	504+39.47RC	16.35	640.99	636.00	4.99			1						1								1
0010	21.6	499+30.63R	-22.00	640.98	637.20	3.78	1						1									1	
0010	21.7	499+48.30R	-18.43	640.93	636.90	4.03			1				1										1
0010	21.8	504+22.60RC	16.35	641.00	636.40	4.60			1						1							1	
0010	22.0	500+01.96RC	-46.44	642.63	634.92	7.71																	
0010	23.0	214+34.53F	6.31	641.12	634.77	6.35																	
0010	23.2	214+35.71F	-25.57	640.31	636.53	3.78	1						1										1
0010	23.3	214+47.45F	-26.24	640.38	636.60	3.78	1						1									1	
0010	24.0	213+32.50F	-11.00	640.09	634.58	5.51																	
0010	24.1	113+49.97E	23.59	639.59	635.81	3.78	1						1									1	
0010	24.2	113+32.50E	23.50	639.53	635.75	3.78	1						1										1
0010	24.3	113+32.50E	-1.35	639.96	635.67	4.29	1								1							1	
0010	24.4	213+32.50F	1.35	640.30	635.66	4.64	1								1								1
0010	24.5	213+32.50F	-23.50	639.86	636.07	3.79	1						1									1	
0010	24.6	213+49.98F	-23.53	639.94	636.16	3.78	1						1										1
0010	25.0	212+25.00F	-11.00	639.65	633.88	5.77																	
0010	25.1	112+31.00E	23.50	639.21	635.43	3.78	1						1										1
0010	25.2	112+25.00E	23.50	639.19	635.41	3.78	1						1									1	
0010	25.3	112+25.00E	-1.35	639.63	635.09	4.54	1								1								1
0010	25.4	212+25.00F	1.35	639.87	635.07	4.80	1								1							1	
0010	25.5	212+25.00F	-23.50	639.43	635.65	3.78	1						1										1
0010	25.6	212+45.00F	-23.50	639.51	635.73	3.78	1						1									1	
0010	26.0	211+17.72F	-11.00	639.03	633.68	5.35																	
0010	26.1	111+37.50E	23.50	638.80	635.02	3.78	1						1									1	
0010	26.2	111+21.50E	23.57	638.71	634.93	3.78	1						1										1
0010	26.3	211+17.77F	-23.69	638.81	635.03	3.78	1						1									1	
0010	26.4	211+37.44F	-23.62	638.93	635.15	3.78	1						1										1
0010	27.0	210+74.49F	-12.60	638.83	633.60	5.23																	
0010	27.1	110+82.23E	24.82	638.57	634.79	3.78	1							1									1
0010	27.2	110+72.16E	-1.35	638.99	634.68	4.31	1									1						1	
0010	27.3	210+68.58F	1.35	639.02	634.63	4.39			1							1							1
0010	27.4	210+80.89F	-25.72	638.64	634.86	3.78	1							1								1	
0010	28.0	210+31.72F	-13.00	638.96	633.53	5.43																	
0010	28.1	403+14.03RB	-14.75	639.02	635.24	3.78			1									1				1	
0010	28.2	403+56.02RB	-14.75	638.89	634.85	4.04			1									1					1
0010	28.3	403+94.12RB	-14.75	639.01	635.23	3.78			1									1				1	
					PAGE TOTALS		29	0	12	0	0	0	24	2	6	3	0	6	0	0	0	21	20

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	28.4	110+35.59E	25.50	638.75	634.97	3.78	1						1									1	
0010	28.5	403+56.03RB	5.40	639.07	634.43	4.64			1							1							1
0010	28.6	404+00.19RB	21.31	638.90	635.12	3.78	1						1									1	
0010	28.7	210+27.43F	-27.50	638.82	634.64	4.18	1						1										1
0010	28.8	210+38.66F	-27.50	638.77	634.99	3.78	1						1									1	
0010	29.0	400+31.82RB	-31.07	640.32	632.89	7.43																	
0010	30.0	399+10.71M	17.27	640.01	634.26	5.75																	
0010	30.1	398+90.65M	-12.50	639.36	635.58	3.78	1						1										1
0010	30.2	399+10.13M	-12.50	639.27	635.24	4.03	1						1									1	
0010	30.3	399+10.46M	5.07	639.54	634.81	4.73			1				1										1
0010	30.4	400+30.14RB	16.50	639.32	635.54	3.78	1						1									1	
0010	31.1	397+87.62M	-20.95	640.15	636.37	3.78	1						1										1
0010	31.2	398+00.19M	-19.70	639.94	635.91	4.03	1						1									1	
0010	31.3	398+00.00M	12.50	640.52	635.35	5.17			1				1										1
0010	32.1	396+68.27M	-57.33	641.31	637.53	3.78					1						1					1	
0010	32.2	396+84.76M	-22.50	642.39	636.93	5.46	1						1										1
0010	32.3	396+84.22M	12.50	642.40	636.84	5.56	1						1									1	
0010	33.0	401+33.75P	-8.51	639.67	634.23	5.44																	
0010	33.1	401+14.93N	-17.59	638.98	635.20	3.78			1				1										1
0010	33.2	401+33.66P	17.92	639.01	635.23	3.78	1						1									1	
0010	33.3	401+71.39N	-17.55	638.78	634.63	4.15			1					1									1
0010	33.4	401+80.10P	17.48	638.81	635.03	3.78	1							1								1	
0010	33.5	402+23.50N	-17.00	638.96	635.13	3.83	1						1										1
0010	33.6	402+24.01N	17.00	638.94	635.16	3.78	1						1									1	
0010	34.0	208+69.97D	-12.00	639.56	632.72	6.84																	
0010	34.1	108+71.34C	-1.35	639.85	636.07	3.78			1						1								1
0010	34.2	208+69.97D	-25.50	639.33	635.55	3.78	1						1									1	
0010	35.0	207+90.00D	-11.00	639.32	632.58	6.74																	
0010	35.1	207+90.00D	1.35	639.54	635.40	4.14	1								1								1
0010	35.2	208+00.00D	-23.50	639.13	635.35	3.78	1						1									1	
0010	35.3	207+90.00D	-23.50	639.10	635.06	4.04	1						1										1
0010	36.0	207+37.50D	-11.00	639.16	632.48	6.68																	
0010	36.1	107+50.00C	23.50	639.44	635.66	3.79	1						1									1	
0010	36.2	107+37.50C	23.50	639.39	635.60	3.79	1						1										1
0010	36.3	107+37.50C	-1.35	639.83	635.51	4.32	1								1							1	
0010	36.4	207+37.50D	1.35	639.38	635.49	3.89	1								1								1
0010	37.0	207+07.93D	-11.00	639.08	632.42	6.66																	
0010	37.1	207+25.00D	-23.50	638.90	635.13	3.77	1						1									1	
0010	37.2	207+07.92D	-23.51	638.86	634.81	4.05	1						1										1
0010	38.0	206+32.37D	-11.76	638.88	632.29	6.59																	
0010	38.1	106+62.89C	24.40	639.15	635.37	3.78	1						1									1	
0010	38.2	106+50.03C	24.63	639.10	635.32	3.78	1						1										1
0010	38.3	106+41.29C	-1.35	639.54	635.21	4.33	1								1							1	
0010	38.4	206+36.90D	1.35	639.12	635.17	3.95			1							1							1
0010	38.5	206+26.15D	-25.94	638.64	634.61	4.03			1					1								1	
0010	39.0	205+72.62D	-13.00	639.08	632.19	6.89																	
0010	39.1	106+02.54C	25.43	638.95	635.17	3.78	1						1										1
0010	39.2	105+80.49C	25.50	638.90	635.04	3.86	1							1								1	
					PAGE TOTALS		30	0	8	0	1	0	27	4	5	2	1	0	0	0	0	20	19

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	39.3	302+21.78RA	19.15	638.99	635.21	3.78	1						1										1	
0010	39.4	105+73.37C	-1.35	639.34	634.95	4.39	1								1									1
0010	39.5	205+68.88D	-27.50	638.91	635.13	3.78	1						1										1	
0010	40.0	304+21.80RA	-33.39	639.90	632.00	7.90																		
0010	41.0	298+99.69J	0.26	638.30	633.10	5.20																		
0010	41.1	298+68.88J	13.50	638.15	634.37	3.78	1						1											1
0010	41.2	298+99.30J	14.06	638.07	633.95	4.12			1					1									1	
0010	41.3	299+35.28J	14.50	638.17	634.39	3.78	1						1											1
0010	41.4	298+99.98J	-13.53	638.54	634.76	3.78	1							1									1	
0010	41.5	304+04.05RA	16.50	638.76	634.98	3.78	1						1											1
0010	42.0	297+81.27J	-5.89	639.33	634.70	4.63																		
0010	42.1	297+62.65J	-13.50	639.60	635.82	3.78	1						1										1	
0010	42.2	297+78.90J	-13.50	639.37	635.07	4.30	1						1											1
0010	42.3	297+87.76J	15.69	638.93	634.85	4.08	1						1										1	
0010	42.4	298+00.10J	14.69	638.76	634.98	3.78	1						1											1
0010	43.0	297+05.78J	-5.86	640.64	636.30	4.34																		
0010	43.1	296+86.28J	-26.89	639.84	634.00	5.84					1						1						1	
0010	44.0	296+34.39J	-5.37	641.01	637.62	3.39																		
0010	44.1	296+32.78J	-31.39	640.55	637.80	2.75	1							1										1
0010	44.2	296+31.47J	40.58	640.33	637.76	2.57	1							1									1	
0010	46.0	204+09.29B	-12.00	638.61	631.87	6.74																		
0010	46.1	302+38.77K	-16.50	637.69	633.91	3.78	1							1										1
0010	46.2	301+97.88'L'	-17.46	637.89	633.73	4.16			1				1										1	
0010	46.3	301+80.49K	17.50	637.99	633.35	4.64			1				1											1
0010	46.4	300+85.10RA	-14.75	638.62	632.87	5.75			1										1				1	
0010	46.5	300+43.91RA	-14.75	638.52	632.56	5.96			1										1					1
0010	46.6	300+11.03RA	-14.75	638.61	634.83	3.78			1										1				1	
0010	46.7	300+43.86RA	4.74	638.71	632.54	6.17			1							1								1
0010	47.0	203+13.08B	-11.86	638.23	631.70	6.53																		
0010	47.1	103+34.61A	24.61	638.07	634.29	3.78	1						1										1	
0010	47.2	103+14.67A	23.53	638.01	634.20	3.81	1						1											1
0010	47.3	103+13.84A	-1.35	638.44	634.11	4.33	1								1								1	
0010	47.4	203+13.10B	1.35	638.46	634.10	4.36	1								1									1
0010	47.5	203+33.62B	-25.49	638.13	634.35	3.78	1						1										1	
0010	47.6	203+13.05B	-25.10	638.05	634.27	3.78	1						1											1
0010	48.0	202+16.54B	-11.00	637.91	631.50	6.41																		
0010	48.1	102+29.82A	23.50	637.74	633.96	3.78	1						1										1	
0010	48.2	102+17.02A	23.50	637.70	633.66	4.04	1						1											1
0010	48.3	102+16.82A	-1.35	638.14	633.59	4.55	1								1								1	
0010	48.4	202+16.53B	1.35	638.13	633.58	4.55	1								1									1
0010	48.5	202+29.20B	-23.50	637.73	633.95	3.78	1						1										1	
0010	48.6	202+16.54B	-23.50	637.69	633.91	3.78	1						1											1
0010	49.0	201+25.00B	-11.00	637.62	631.35	6.27																		
0010	49.1	101+44.97A	23.50	637.46	633.68	3.78	1						1										1	
0010	49.2	101+25.00A	23.50	637.40	633.60	3.80	1						1											1
0010	49.3	201+44.97B	-23.50	637.46	633.68	3.78	1						1										1	
0010	49.4	201+25.00B	-23.50	637.40	633.58	3.82	1						1											1
0010	50.0	200+36.21B	-11.00	637.34	631.18	6.16																		
				PAGE TOTALS			30	0	7	0	1	0	23	5	5	1	1	3	0	0	0	19	19	

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	50.1	100+56.63A	23.50	637.18	633.40	3.78	1						1									1	
0010	50.2	100+36.32A	23.50	637.12	633.19	3.93			1				1										1
0010	50.3	100+17.22A	36.50	637.06	633.28	3.78			1					1								1	
0010	50.4	200+56.21B	-23.50	637.18	633.40	3.78	1						1										1
0010	50.5	200+36.21B	-23.50	637.12	632.96	4.16			1				1									1	
0010	50.6	200+16.82B	-37.28	637.06	633.03	4.03			1					1									1
0010	51.0	99+40.00A	-11.00	637.03	631.00	6.03																	
0010	51.1	99+50.00A	23.50	636.84	633.06	3.78	1						1									1	
0010	51.2	99+40.00A	23.50	636.81	633.02	3.79	1						1										1
0010	51.3	99+50.00A	-23.50	636.84	633.06	3.78	1						1									1	
0010	51.4	99+40.00A	-23.50	636.81	633.02	3.79	1						1										1
0010	52.0	98+40.00A	-11.00	636.71	630.83	5.88																	
0010	52.1	98+60.00A	23.50	636.56	632.78	3.78	1						1									1	
0010	52.2	98+40.00A	23.50	636.49	632.70	3.79	1						1										1
0010	52.3	98+60.00A	-23.50	636.56	632.78	3.78	1						1									1	
0010	52.4	98+40.00A	-23.50	636.49	632.71	3.78	1						1										1
0010	53.0	97+40.00A	-11.00	636.40	630.63	5.77																	
0010	53.1	97+60.00A	23.50	636.24	632.46	3.78	1						1									1	
0010	53.2	97+40.00A	23.50	636.18	632.39	3.79	1						1										1
0010	53.3	97+60.00A	-23.50	636.24	632.46	3.78	1						1									1	
0010	53.4	97+40.00A	-23.50	636.18	632.39	3.79	1						1										1
0010	54.0	96+37.50A	-11.00	636.07	630.44	5.63																	
0010	54.1	96+50.00A	23.50	635.89	632.11	3.78	1						1									1	
0010	54.2	96+37.50A	23.50	635.85	632.07	3.78	1						1										1
0010	54.3	96+50.00A	-23.50	635.89	632.11	3.78	1						1									1	
0010	54.4	96+37.50A	-23.50	635.85	632.06	3.79	1						1										1
0010	55.0	95+99.25A	-11.00	635.99	631.87	4.12																	
0010				Box Inv.	630.37	5.62																	
0010	55.1	95+99.25A	23.50	635.77	631.99	3.78	1							1								1	
0010	55.2	95+99.25A	-23.50	635.77	631.99	3.78	1							1									1
0010	56.0	95+39.07A	-12.45	636.14	630.25	5.89																	
0010	56.1	95+36.69A	10.53	636.56	630.48	6.08													1				
0010	57.0	95+11.27A	-12.50	636.22	631.73	4.49														1			
0010				Box Inv.	630.23	5.99																	
0010	57.1	95+11.29A	-49.13	635.90	632.12	3.78			1					1									1
0010	58.0	94+73.43A	-12.50	636.32	631.70	4.62														2			
0010				Box Inv.	630.20	6.12																	
0010	58.1	94+97.61A	30.60	636.05	632.27	3.78			1					1								1	
0010	58.2	94+73.50A	23.50	636.11	632.00	4.11			1				1										1
0010	58.3	94+73.50A	-23.50	636.11	631.95	4.16	1						1									1	
0010	59.0	94+25.16A	-12.50	636.48	631.65	4.83														2			
0010				Box Inv.	630.15	6.33																	
0010	59.1	94+25.00A	23.50	636.26	632.48	3.78	1						1										1
0010	59.2	94+25.00A	-23.50	636.26	631.90	4.36	1						1									1	
0010	60.0	93+74.97A	-12.50	636.62	631.26	5.36														1			
0010				Box Inv.	630.10	6.52																	
0010	60.1	93+75.00A	23.50	636.40	632.62	3.78	1						1										1
0010	62.0	92+28.92A	-12.50	636.84	629.96	6.88																	
				PAGE TOTALS			24	0	7	0	0	0	25	6	0	0	0	0	1	6	0	15	16

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	63.0	92+05.04A	-12.50	636.54	631.44	5.10														2			
0010				Box Inv.	629.94	6.60																	
0010	63.1	92+20.04A	23.50	636.37	632.59	3.78	1						1									1	
0010	63.2	92+05.04A	23.50	636.32	632.24	4.08	1						1										1
0010	63.3	92+05.04A	-23.50	636.32	631.69	4.63	1						1									1	
0010	64.0	91+10.06A	-12.50	636.23	631.34	4.89														2			
0010				Box Inv.	629.84	6.39																	
0010	64.1	91+25.00A	23.50	636.06	632.28	3.78	1						1										1
0010	64.2	91+10.04A	23.50	636.01	632.00	4.01			1				1									1	
0010	64.3	90+84.39A	36.88	635.90	632.12	3.78			1					1									1
0010	64.4	91+10.04A	-23.50	636.01	631.50	4.51	1						1									1	
0010	65.0	90+05.76A	-12.50	635.92	631.24	4.68														2			
0010				Box Inv.	629.74	6.18																	
0010	65.1	90+05.72A	23.50	635.70	631.75	3.95	1							1									1
0010	65.2	90+05.72A	-23.50	635.70	631.50	4.20	1							1								1	
0010	66.0	89+69.00A	-12.50	636.00	631.21	4.79														2			
0010				Box Inv.	629.71	6.29																	
0010	66.1	89+25.00A	23.50	635.94	632.16	3.78	1						1										1
0010	66.2	89+45.00A	23.50	635.87	632.08	3.79	1						1									1	
0010	66.3	89+69.00A	23.50	635.79	631.50	4.29	1						1										1
0010	66.4	89+69.00A	-23.50	635.79	631.41	4.38	1						1									1	
0010	67.0	89+00.81A	-12.50	636.25	629.64	6.61																	
0010	68.0	88+61.00A	-12.50	636.38	631.10	5.28														2			
0010				Box Inv.	629.60	6.78																	
0010	68.1	88+36.00A	23.50	636.25	632.47	3.78	1						1										1
0010	68.2	88+61.00A	23.50	636.16	632.25	3.91	1						1									1	
0010	68.3	88+61.00A	-23.50	636.16	631.35	4.81	1						1										1
0010	69.0	87+53.00A	-12.50	636.76	631.00	5.76														2			
0010				Box Inv.	629.50	7.26																	
0010	69.1	87+33.00A	23.50	636.61	632.71	3.90	1						1									1	
0010	69.2	87+53.00A	23.50	636.54	632.25	4.29	1						1										1
0010	69.3	87+53.00A	-23.50	636.54	631.25	5.29	1						1									1	
0010	70.0	86+45.00A	-12.50	637.14	630.90	6.24														2			
0010				Box Inv.	629.40	7.74																	
0010	70.1	86+45.00A	23.50	636.92	633.14	3.78	1						1										1
0010	70.2	86+45.00A	-23.50	636.92	631.00	5.92	1						1									1	
0010	71.0	82+50.00A	-4.71	639.13	631.83	7.30																	
0010	71.1	82+86.00AA	1.50	638.61	633.93	4.68	1						1										1
0010	71.2	82+76.00AA	1.50	638.64	633.33	5.31	1						1									1	
0010	71.3	82+12.73AA	1.50	638.52	634.11	4.41	1						1										1
0010	71.4	82+25.86AA	1.50	638.55	633.33	5.22	1						1									1	
0010	72.0	85+68.64A	-13.61	637.39	628.33	9.06																	
0010	72.1	85+35.00A	24.50	637.28	633.50	3.78	1						1										1
0010	72.2	85+50.00A	24.50	637.23	633.44	3.79			1				1									1	
0010	72.3	85+72.92A	30.47	637.18	633.40	3.78			1					1									1
0010	72.4	85+68.64A	38.22	630.57	630.57	0.00													1				
0010	72.5	85+65.38A	38.02	630.57	630.57	0.00													1				
0010	73.1	84+14.17A	24.54	637.70	633.52	4.18	1						1										1
					PAGE TOTALS		25	0	4	0	0	0	25	4	0	0	0	0	2	14	0	14	15

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	73.2	84+34.30A	24.50	637.63	632.52	5.11	1						1									1	
0010	73.3	84+34.32A	-1.50	638.09	630.70	7.39	1						1										1
0010	73.4	84+35.99AA	1.50	638.09	630.60	7.49	1						1									1	
0010	73.5	84+47.72A	-32.36	637.60	630.81	6.79			1				1										1
0010	73.A	84+42.71A	-25.38	637.72	627.66	10.06																	
0010	73.B	84+34.62A	-16.31	637.98	627.65	10.33																	
0010	74.1	82+47.64A	-41.32	639.07	628.80	10.27			1				1									1	
0010	75.1	79+99.97A	22.05	637.53	632.84	4.69	1					1											1
0010	75.2	80+69.20A	23.46	637.72	631.62	6.10	1						1									1	
0010	75.3	80+89.38A	23.78	637.77	631.41	6.36			1			1											1
0010	75.4	81+40.29A	24.32	637.89	630.89	7.00			1				1									1	
0010	75.5	81+40.29A	-1.50	638.35	630.62	7.73	1						1										1
0010	75.6	81+40.56AA	1.50	638.35	630.56	7.79	1						1									1	
0010	75.7	80+24.86A	-32.09	637.48	631.90	5.88			1					1									1
0010	75.8	80+69.04A	-37.27	637.53	631.23	6.30			1				1									1	
0010	75.9	81+38.25A	-43.33	637.70	629.68	8.02							1										1
0010	76.1	79+62.89A	-21.51	637.58	633.34	4.24	1						1									1	
0010	77.A	82+66.45A	-47.68	639.42	626.72	12.70																	
0010	77.B	82+56.73A	-39.39	639.63	626.73	12.90																	
0010	77.C	82+64.92A	-37.78	629.22	626.78	2.44															1		
0010	78.0	79+77.16BB	-1.80	635.01	625.42	9.59																	
0010	78.2	79+85.66BB	-20.43	635.17	625.58	9.59													1				
0010	79.0	296+50.49J	-5.48	640.98	632.27	8.71																	
0010	85.1	396+16.11M	34.95	641.72	637.90	3.82	1							1									1
0010	85.2	396+16.25m	26.95	641.86	637.88	3.98													1				
0010	86.1	396+09.49M	-42.86	642.20	638.64	3.56	1							1								1	
0010	86.2	396+22.75	-43.43	642.45	638.60	3.85													1				
0010	87.0	496+72.31'Q'	29.58	643.63	639.23	4.40																	
0010	87.1	496+52.64R	1.50	643.06	639.35	3.71			1					1									1
0010	87.2	496+31.29R	-23.39	642.76	639.70	3.06				1		1										1	
0010	87.3	496+43.91'Q'	-1.50	643.07	639.63	3.44			1					1									1
0010	87.4	496+34.21R	23.42	642.95	639.69	3.26				1				1								1	
0010	101.0	217+50.00H	-11.00	639.64	636.18	3.46																	
0010	101.1	117+10.78G	24.07	639.60	636.38	3.22	1						1										1
0010	101.2	117+25.00G	23.65	639.53	636.34	3.19				1			1									1	
0010	101.3	117+50.00G	-1.35	639.80	636.23	3.57			1						1								1
0010	101.4	217+50.00H	1.35	639.86	636.22	3.64	1								1							1	
0010	101.5	217+19.40H	-24.06	639.58	636.29	3.29	1						1										1
0010	101.6	217+34.36	-23.54	639.50	636.24	3.26				1			1									1	
0010	102.0	218+39.26H	-11.00	639.70	636.01	3.69																	
0010	102.1	118+25.00G	23.50	639.14	636.18	2.96	1						1										1
0010	102.2	118+40.17G	23.50	639.09	636.14	2.95	1						1									1	
0010	102.3	218+25.00H	-23.50	639.14	636.09	3.05			1			1											1
					PAGE TOTALS		15	0	10	4	0	4	18	6	2	0	0	0	3	0	1	15	15

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	102.4	218+38.79H	-23.50	639.10	636.05	3.05	1						1									1	
0010	103.0	219+33.00H	-11.00	639.01	635.84	3.17																	
0010	103.1	119+25.00G	23.50	638.84	635.98	2.86	1						1										1
0010	103.2	119+33.06H	23.50	638.89	635.95	2.94	1						1									1	
0010	103.3	219+25.00H	-23.50	638.84	635.90	2.94	1						1										1
0010	103.4	219+33.00H	-23.50	638.89	635.88	3.01	1						1									1	
0010	104.A	220+30.00H	-16.50	638.64	635.67	2.97																	
0010	104.B	220+30.00H	-5.50	638.86	635.67	3.19																	
0010	104.1	120+30.04G	23.50	638.52	635.77	2.75		1					1										1
0010	104.2	120+44.81G	23.50	638.48	635.82	2.66		1					1									1	
0010	104.3	220+30.00H	-23.50	638.52	635.71	2.81		1					1										1
0010	104.4	220+45.00H	-23.50	638.48	635.75	2.73		1					1									1	
0010	105.A	121+25.00G	-16.50	638.35	635.50	2.85																	
0010	105.B	121+25.00G	-5.50	638.57	635.50	3.07																	
0010	105.1	121+25.00G	23.50	638.24	635.60	2.64		1					1										1
0010	105.2	121+40.00G	23.50	638.20	635.65	2.55		1					1									1	
0010	105.3	122+25.00G	-23.50	638.24	635.54	2.70		1					1										1
0010	105.4	122+40.00G	-23.50	638.20	635.58	2.62		1					1									1	
0010	106.A	122+15.00G	-16.50	638.08	635.33	2.75																	
0010	106.B	122+15.00G	-5.50	638.30	635.33	2.97																	
0010	106.1	122+15.00G	23.50	637.97	635.43	2.54		1					1										1
0010	106.2	122+30.00G	23.50	637.92	635.48	2.44		1					1									1	
0010	106.3	122+15.00G	-23.50	637.97	635.35	2.62		1					1										1
0010	106.4	122+30.00G	-23.50	637.92	635.40	2.52		1					1									1	
0010	107.1	122+57.07G	23.50	637.88	635.55	2.33		1						1									1
0010	107.2	122+57.07G	-23.50	637.88	635.48	2.40		1						1								1	
0010	108.1	123+33.62G	23.79	638.06	635.13	2.93				1				1									1
0010	108.2	123+45.00G	23.50	638.08	635.12	2.96				1			1									1	
0010	108.3	122+60.76W	14.50	638.80	635.61	3.19	1						1										1
0010	108.4	122+60.42W	-14.50	638.81	635.30	3.51			1				1									1	
0010	108.5	123+32.14G	-24.23	638.09	635.16	2.93				1				1									1
0010	108.6	123+45.00G	-23.50	638.10	635.12	2.98	1						1									1	
0010	108.7	123+19.28G	22.00	638.02	635.14	2.88																	
0010	108.A	123+45.00G	-14.50	638.21	635.09	3.12																	
0010	108.B	123+45.00G	-5.34	638.37	635.09	3.28																	
0010	109.1	124+19.00G	23.50	638.32	635.09	3.23	1						1										1
0010	109.2	124+35.00G	23.50	638.37	635.14	3.23	1						1									1	
0010	109.3	124+19.00G	-23.50	638.32	635.03	3.29	1						1										1
0010	109.4	124+35.00G	-23.50	638.37	635.08	3.29	1						1									1	
0010	109.A	124+19.00G	-14.50	638.43	635.00	3.43																	
0010	109.B	124+19.00G	-5.34	638.65	635.00	3.65																	
0010	110.1	125+15.00G	23.50	638.61	634.98	3.63	1						1										1
0010	110.2	125+25.00G	23.50	638.64	635.01	3.63	1						1									1	
0010	110.3	125+15.00G	-23.50	638.61	634.92	3.69	1						1										1
0010	110.4	125+25.00G	-23.50	638.64	634.95	3.69	1						1									1	
0010	110.A	125+15.00G	-14.50	638.72	634.89	3.83																	
0010	110.B	125+15.00G	-5.34	638.94	634.89	4.05																	
0010	111.0	126+05.00G	-9.58	639.10	634.76	4.34																	
0010	111.1	126+05.00G	23.50	638.88	635.08	3.80	1						1										1
					PAGE TOTALS		16	14	1	3	0	0	30	4	0	0	0	0	0	0	0	17	17

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	111.2	126+15.00G	23.50	638.91	635.13	3.78	1						1										1
0010	111.3	126+05.00G	-23.50	638.88	634.96	3.92	1						1										1	
0010	111.4	126+15.00G	-23.50	638.91	635.13	3.78	1						1											1
0010	112.0	126+95.00G	-11.00	639.37	634.55	4.82																		
0010	112.1	126+95.00G	23.50	639.15	635.28	3.87	1						1										1	
0010	112.2	127+05.00G	23.50	639.18	635.40	3.78	1						1											1
0010	112.3	126+95.00G	-23.50	639.15	635.37	3.78	1						1										1	
0010	112.4	127+05.00G	-23.50	639.18	635.40	3.78	1						1											1
0010	113.0	127+47.92G	-11.00	639.53	634.41	5.12																		
0010	114.0	128+08.00X	0.00	638.71	634.62	4.09																		
0010	114.1	128+08.00X	17.50	638.49	634.67	3.82	1						1										1	
0010	114.2	128+23.35X	17.50	638.33	634.72	3.61	1							1										1
0010	114.3	128+08.00X	-17.50	638.49	634.67	3.82	1						1										1	
0010	114.4	128+23.35X	-17.50	638.33	634.72	3.61	1							1										1
0010	115.0	128+00.00G	-11.00	639.68	634.28	5.40																		
0010	115.1	127+85.00G	23.50	639.42	635.64	3.78	1						1										1	
0010	115.2	128+00.00G	23.50	639.46	635.48	3.98	1						1											1
0010	115.3	127+85.00G	-23.50	639.42	635.64	3.78	1						1										1	
0010	115.4	128+00.00G	-23.50	639.46	635.57	3.89	1						1											1
0010	116.0	129+00.00G	-14.24	640.04	634.02	6.02																		
0010	116.1	128+85.00G	23.50	639.72	635.94	3.78	1						1										1	
0010	116.2	129+00.00G	23.50	639.76	635.75	4.01	1						1											1
0010	116.3	128+84.90G	-25.49	639.75	635.97	3.78	1						1										1	
0010	116.4	128+99.86G	-26.78	639.82	635.65	4.17	1						1											1
0010	117.0	129+85.00G	-20.90	640.46	633.81	6.65																		
0010	117.1	129+85.00G	23.50	640.01	636.21	3.80	1						1										1	
0010	117.2	130+00.00G	23.50	640.06	636.28	3.78	1						1											1
0010	117.3	129+84.90G	-33.42	640.29	636.51	3.78	1						1										1	
0010	117.4	129+89.90G	-33.75	640.32	636.54	3.78	1						1											1
0010	118.0	131+93.59G	-14.00	640.34	633.27	7.07																		
0010	118.1	132+51.70'Z'	18.76	639.71	633.33	6.38			1				1										1	
0010	118.2	132+92.00'Z'	13.50	639.51	633.37	6.14			1					1										1
0010	119.0	131+46.70Y	6.00	639.72	634.26	5.46																		
0010	119.1	131+42.93G	-48.70	640.16	636.38	3.78	1						1										1	
0010	119.2	131+49.05G	-53.38	640.04	636.26	3.78			1				1											1
0010	120.0	130+99.68Y	6.00	639.64	634.57	5.07																		
0010	120.1	130+50.00Y	23.50	639.38	635.60	3.78	1						1											1
0010	120.2	130+70.67Y	23.50	639.29	635.26	4.03			1					1									1	
					PAGE TOTALS		25	0	4	0	0	0	25	4	0	0	0	0	0	0	0	14	15	

3

STORM INLETS & CONNECTIONS

CATEGORY	NAME	STATION	OFFSET	FLAG OR RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	SPECIAL INLETS 2x3-FT SPV.0060.45 EACH	INLETS 4-FT 611.3004 EACH	SPECIAL INLETS 4-FT SPV.0060.46 EACH	INLETS MEDIAN 1 GRATE 611.3901 EACH	TYPE B-A COVER 611.0609 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE HM-GJ COVER 611.0630 EACH	TYPE HM-GJ-S COVER 611.0633 EACH	TYPE MS COVER 611.0642 EACH	TYPE T COVER 611.0652 EACH	CONCRETE COLLARS FOR PIPE 520.8000 EACH	CONNECT PIPE TO BOX SPV.0060.47 EACH	48x12-INCH TEE SPV.0060.48 EACH	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE C 628.7015 EACH
0010	120.3	130+99.57Y	25.25	639.42	634.95	4.47			1				1										1	
0010	120.4	130+50.00Y	-19.50	639.29	635.51	3.78			1			1												1
0010	120.5	130+70.67Y	-19.50	639.22	635.19	4.04			1			1											1	
0010	120.6	130+99.85Y	-22.02	639.43	634.87	4.56			1			1												1
0010	121.0	132+72.12G	-14.00	639.89	633.15	6.74																		
0010	121.1	132+29.25G	31.51	639.77	635.99	3.78			1				1											1
0010	121.2	132+72.12G	24.50	639.71	635.39	4.32			1					1									1	
0010	121.3	132+44.28G	-44.70	639.63	635.85	3.78			1				1											1
0010	121.4	132+72.12G	-38.50	639.43	635.59	3.84			1					1									1	
0010	122.0	133+25.00G	-25.00	639.76	633.07	6.69																		
0010	122.1	133+25.00G	24.50	639.80	636.02	3.78	1						1										1	
0010	122.2	133+25.00G	-38.50	639.52	635.74	3.78	1						1											1
0010	123.0	133+96.16G	-25.00	639.97	632.97	7.00																		
0010	123.1	133+96.13G	-38.50	639.73	635.95	3.78			1			1											1	
0010	124.0	135+50.00G	-24.87	640.54	632.74	7.80																		
0010	124.1	135+50.00G	-41.91	637.64	633.86	3.78					1						1							1
					PAGE TOTALS		2	0	9	0	1	4	5	2	0	0	1	0	0	0	0	6	6	
					TOTAL 0010		196	14	62	7	3	8	202	37	18	6	3	9	6	20	1	141	142	

CATCH BASINS 6-FT DIAMETER

CATEGORY	STRUCTURE	STATION	LOCATION	611.1006 EACH	REMARKS
0010	75.90	81'A'+38.25	LT 43.33	1	SUMP = 3" ; SEE INLET SCHEDULE
0010					
			TOTAL 0010	1	

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	19.0	502+01.63RC	16.33	639.55	635.48	4.07															
0010	19.1	501+78.30'S'	17.50	639.25	635.57	3.68															
0010	19.2	501+77.82T	-17.50	639.29	635.59	3.70															
0010	20.0	502+01.66RC	-14.75	639.59	635.38	4.21															
0010	20.1	501+66.04RC	-14.75	639.74	636.00	3.74															
0010	20.2	502+37.69RC	-14.75	639.77	636.02	3.75															
0010	20.5	216+19.33H	-27.50	640.21	636.52	3.69															
0010	20.6	216+03.54H	-27.50	640.34	636.50	3.84															
0010	21.1	498+50.00R	-23.50	641.29	637.51	3.78															
0010	21.2	498+45.93'Q'	21.67	641.37	637.35	4.02															
0010	21.3	499+24.91'Q'	27.33	640.85	636.82	4.03															
0010	21.4	499+44.71'Q'	27.50	640.80	636.47	4.33															
0010	21.5	504+39.47RC	16.35	640.99	636.00	4.99															
0010	21.6	499+30.63R	-22.00	640.98	637.20	3.78															
0010	21.7	499+48.30R	-18.43	640.93	636.90	4.03															
0010	21.8	504+22.60RC	16.35	641.00	636.40	4.60															
0010	22.0	500+01.96RC	-46.44	642.63	634.92	7.71	1		1												
0010	23.0	214+34.53F	6.31	641.12	634.77	6.35	1		1												
0010	23.2	214+35.71F	-25.57	640.31	636.53	3.78															
0010	23.3	214+47.45F	-26.24	640.38	636.60	3.78															
0010	24.0	213+32.50F	-11.00	640.09	634.58	5.51	1				1										
0010	24.1	113+49.97E	23.59	639.59	635.81	3.78															
0010	24.2	113+32.50E	23.50	639.53	635.75	3.78															
0010	24.3	113+32.50E	-1.35	639.96	635.67	4.29															
0010	24.4	213+32.50F	1.35	640.30	635.66	4.64															
0010	24.5	213+32.50F	-23.50	639.86	636.07	3.79															
0010	24.6	213+49.98F	-23.53	639.94	636.16	3.78															
0010	25.0	212+25.00F	-11.00	639.65	633.88	5.77	1				1										
0010	25.1	112+31.00E	23.50	639.21	635.43	3.78															
0010	25.2	112+25.00E	23.50	639.19	635.41	3.78															
0010	25.3	112+25.00E	-1.35	639.63	635.09	4.54															
0010	25.4	212+25.00F	1.35	639.87	635.07	4.80															
0010	25.5	212+25.00F	-23.50	639.43	635.65	3.78															
0010	25.6	212+45.00F	-23.50	639.51	635.73	3.78															
0010	26.0	211+17.72F	-11.00	639.03	633.68	5.35	1					1									
0010	26.1	111+37.50E	23.50	638.80	635.02	3.78															
0010	26.2	111+21.50E	23.57	638.71	634.93	3.78															
0010	26.3	211+17.77F	-23.69	638.81	635.03	3.78															
0010	26.4	211+37.44F	-23.62	638.93	635.15	3.78															
0010	27.0	210+74.49F	-12.60	638.83	633.60	5.23	1					1									
0010	27.1	110+82.23E	24.82	638.57	634.79	3.78															
0010	27.2	110+72.16E	-1.35	638.99	634.68	4.31															
0010	27.3	210+68.58F	1.35	639.02	634.63	4.39															
0010	27.4	210+80.89F	-25.72	638.64	634.86	3.78															
0010	28.0	210+31.72F	-13.00	638.96	633.53	5.43	1				1										
0010	28.1	403+14.03RB	-14.75	639.02	635.24	3.78															
0010	28.2	403+56.02RB	-14.75	638.89	634.85	4.04															
0010	28.3	403+94.12RB	-14.75	639.01	635.23	3.78															
			PAGE TOTALS				7	0	2	0	3	2	0	0	0	0	0	0	0	0	0

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET: 246	E

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : June 14, 1911 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	28.4	110+35.59E	25.50	638.75	634.97	3.78															
0010	28.5	403+56.03RB	5.40	639.07	634.43	4.64															
0010	28.6	404+00.19RB	21.31	638.90	635.12	3.78															
0010	28.7	210+27.43F	-27.50	638.82	634.64	4.18															
0010	28.8	210+38.66F	-27.50	638.77	634.99	3.78															
0010	29.0	400+31.82RB	-31.07	640.32	632.89	7.43	1				1										
0010	30.0	399+10.71M	17.27	640.01	634.26	5.75	1		1												
0010	30.1	398+90.65M	-12.50	639.36	635.58	3.78															
0010	30.2	399+10.13M	-12.50	639.27	635.24	4.03															
0010	30.3	399+10.46M	5.07	639.54	634.81	4.73															
0010	30.4	400+30.14RB	16.50	639.32	635.54	3.78															
0010	31.1	397+87.62M	-20.95	640.15	636.37	3.78															
0010	31.2	398+00.19M	-19.70	639.94	635.91	4.03															
0010	31.3	398+00.00M	12.50	640.52	635.35	5.17															
0010	32.1	396+68.27M	-57.33	641.31	637.53	3.78															
0010	32.2	396+84.76M	-22.50	642.39	636.93	5.46															
0010	32.3	396+84.22M	12.50	642.40	636.84	5.56															
0010	33.0	401+33.75P	-8.51	639.67	634.23	5.44	1		1												
0010	33.1	401+14.93N	-17.59	638.98	635.20	3.78															
0010	33.2	401+33.66P	17.92	639.01	635.23	3.78															
0010	33.3	401+71.39N	-17.55	638.78	634.63	4.15															
0010	33.4	401+80.10P	17.48	638.81	635.03	3.78															
0010	33.5	402+23.50N	-17.00	638.96	635.13	3.83															
0010	33.6	402+24.01N	17.00	638.94	635.16	3.78															
0010	34.0	208+69.97D	-12.00	639.56	632.72	6.84	1				1										
0010	34.1	108+71.34C	-1.35	639.85	636.07	3.78															
0010	34.2	208+69.97D	-25.50	639.33	635.55	3.78															
0010	35.0	207+90.00D	-11.00	639.32	632.58	6.74	1				1										
0010	35.1	207+90.00D	1.35	639.54	635.40	4.14															
0010	35.2	208+00.00D	-23.50	639.13	635.35	3.78															
0010	35.3	207+90.00D	-23.50	639.10	635.06	4.04															
0010	36.0	207+37.50D	-11.00	639.16	632.48	6.68	1				1										
0010	36.1	107+50.00C	23.50	639.44	635.66	3.79															
0010	36.2	107+37.50C	23.50	639.39	635.60	3.79															
0010	36.3	107+37.50C	-1.35	639.83	635.51	4.32															
0010	36.4	207+37.50D	1.35	639.38	635.49	3.89															
0010	37.0	207+07.93D	-11.00	639.08	632.42	6.66	1						1								
0010	37.1	207+25.00D	-23.50	638.90	635.13	3.77															
0010	37.2	207+07.92D	-23.51	638.86	634.81	4.05															
0010	38.0	206+32.37D	-11.76	638.88	632.29	6.59	1						1								
0010	38.1	106+62.89C	24.40	639.15	635.37	3.78															
0010	38.2	106+50.03C	24.63	639.10	635.32	3.78															
0010	38.3	106+41.29C	-1.35	639.54	635.21	4.33															
0010	38.4	206+36.90D	1.35	639.12	635.17	3.95															
0010	38.5	206+26.15D	-25.94	638.64	634.61	4.03															
0010	39.0	205+72.62D	-13.00	639.08	632.19	6.89	1						1								
0010	39.1	106+02.54C	25.43	638.95	635.17	3.78															
0010	39.2	105+80.49C	25.50	638.90	635.04	3.86															
					PAGE TOTALS		9	0	2	0	4	0	3	0	0	0	0	0	0	0	0

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	39.3	302+21.78RA	19.15	638.99	635.21	3.78															
0010	39.4	105+73.37C	-1.35	639.34	634.95	4.39															
0010	39.5	205+68.88D	-27.50	638.91	635.13	3.78															
0010	40.0	304+21.80RA	-33.39	639.90	632.00	7.90	1						1								
0010	41.0	298+99.69J	0.26	638.30	633.10	5.20	1		1												
0010	41.1	298+68.88J	13.50	638.15	634.37	3.78															
0010	41.2	298+99.30J	14.06	638.07	633.95	4.12															
0010	41.3	299+35.28J	14.50	638.17	634.39	3.78															
0010	41.4	298+99.98J	-13.53	638.54	634.76	3.78															
0010	41.5	304+04.05RA	16.50	638.76	634.98	3.78															
0010	42.0	297+81.27J	-5.89	639.33	634.70	4.63	1		1												
0010	42.1	297+62.65J	-13.50	639.60	635.82	3.78															
0010	42.2	297+78.90J	-13.50	639.37	635.07	4.30															
0010	42.3	297+87.76J	15.69	638.93	634.85	4.08															
0010	42.4	298+00.10J	14.69	638.76	634.98	3.78															
0010	43.0	297+05.78J	-5.86	640.64	636.30	4.34	1		1												
0010	43.1	296+86.28J	-26.89	639.84	634.00	5.84															
0010	44.0	296+34.39J	-5.37	641.01	637.62	3.39	1			1											
0010	44.1	296+32.78J	-31.39	640.55	637.80	2.75															
0010	44.2	296+31.47J	40.58	640.33	637.76	2.57															
0010	46.0	204+09.29B	-12.00	638.61	631.87	6.74	1						1								
0010	46.1	302+38.77K	-16.50	637.69	633.91	3.78															
0010	46.2	301+97.88'L'	-17.46	637.89	633.73	4.16															
0010	46.3	301+80.49K	17.50	637.99	633.35	4.64															
0010	46.4	300+85.10RA	-14.75	638.62	632.87	5.75															
0010	46.5	300+43.91RA	-14.75	638.52	632.56	5.96															
0010	46.6	300+11.03RA	-14.75	638.61	634.83	3.78															
0010	46.7	300+43.86RA	4.74	638.71	632.54	6.17															
0010	47.0	203+13.08B	-11.86	638.23	631.70	6.53	1						1								
0010	47.1	103+34.61A	24.61	638.07	634.29	3.78															
0010	47.2	103+14.67A	23.53	638.01	634.20	3.81															
0010	47.3	103+13.84A	-1.35	638.44	634.11	4.33															
0010	47.4	203+13.10B	1.35	638.46	634.10	4.36															
0010	47.5	203+33.62B	-25.49	638.13	634.35	3.78															
0010	47.6	203+13.05B	-25.10	638.05	634.27	3.78															
0010	48.0	202+16.54B	-11.00	637.91	631.50	6.41	1						1								
0010	48.1	102+29.82A	23.50	637.74	633.96	3.78															
0010	48.2	102+17.02A	23.50	637.70	633.66	4.04															
0010	48.3	102+16.82A	-1.35	638.14	633.59	4.55															
0010	48.4	202+16.53B	1.35	638.13	633.58	4.55															
0010	48.5	202+29.20B	-23.50	637.73	633.95	3.78															
0010	48.6	202+16.54B	-23.50	637.69	633.91	3.78															
0010	49.0	201+25.00B	-11.00	637.62	631.35	6.27	1						1								
0010	49.1	101+44.97A	23.50	637.46	633.68	3.78															
0010	49.2	101+25.00A	23.50	637.40	633.60	3.80															
0010	49.3	201+44.97B	-23.50	637.46	633.68	3.78															
0010	49.4	201+25.00B	-23.50	637.40	633.58	3.82															
0010	50.0	200+36.21B	-11.00	637.34	631.18	6.16	1						1								
			PAGE TOTALS				10	0	3	1	0	0	6	0	0	0	0	0	0	0	0

3

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	50.1	100+56.63A	23.50	637.18	633.40	3.78															
0010	50.2	100+36.32A	23.50	637.12	633.19	3.93															
0010	50.3	100+17.22A	36.50	637.06	633.28	3.78															
0010	50.4	200+56.21B	-23.50	637.18	633.40	3.78															
0010	50.5	200+36.21B	-23.50	637.12	632.96	4.16															
0010	50.6	200+16.82B	-37.28	637.06	633.03	4.03															
0010	51.0	99+40.00A	-11.00	637.03	631.00	6.03	1						1								
0010	51.1	99+50.00A	23.50	636.84	633.06	3.78															
0010	51.2	99+40.00A	23.50	636.81	633.02	3.79															
0010	51.3	99+50.00A	-23.50	636.84	633.06	3.78															
0010	51.4	99+40.00A	-23.50	636.81	633.02	3.79															
0010	52.0	98+40.00A	-11.00	636.71	630.83	5.88	1							1							
0010	52.1	98+60.00A	23.50	636.56	632.78	3.78															
0010	52.2	98+40.00A	23.50	636.49	632.70	3.79															
0010	52.3	98+60.00A	-23.50	636.56	632.78	3.78															
0010	52.4	98+40.00A	-23.50	636.49	632.71	3.78															
0010	53.0	97+40.00A	-11.00	636.40	630.63	5.77	1							1							
0010	53.1	97+60.00A	23.51	636.24	632.46	3.78															
0010	53.2	97+40.00A	23.50	636.18	632.39	3.79															
0010	53.3	97+60.00A	-23.50	636.24	632.46	3.78															
0010	53.4	97+40.00A	-23.50	636.18	632.39	3.79															
0010	54.0	96+37.50A	-11.00	636.07	630.44	5.63	1								1						
0010	54.1	96+50.00A	23.50	635.89	632.11	3.78															
0010	54.2	96+37.50A	23.50	635.85	632.07	3.78															
0010	54.3	96+50.00A	-23.50	635.89	632.11	3.78															
0010	54.4	96+37.50A	-23.50	635.85	632.06	3.79															
0010	55.0	95+99.25A	-11.00	635.99	631.87	4.12															
0010				Box Inv.	630.37	5.62															
0010	55.1	95+99.25A	23.50	635.77	631.99	3.78															
0010	55.2	95+99.25A	-23.50	635.77	631.99	3.78															
0010	56.0	95+39.07A	-12.45	636.14	630.25	5.89		1									1				
0010	56.1	95+36.69A	10.53	636.56	630.48	6.08															
0010	57.0	95+11.27A	-12.47	636.22	631.73	4.49															
0010				Box Inv.	630.23	5.99															
0010	57.1	95+11.29A	-49.13	635.90	632.12	3.78															
0010	58.0	94+73.43A	-12.55	636.32	631.70	4.62															
0010				Box Inv.	630.20	6.12															
0010	58.1	94+97.61A	30.60	636.05	632.27	3.78															
0010	58.2	94+73.50A	23.50	636.11	632.00	4.11															
0010	58.3	94+73.50A	-23.50	636.11	631.95	4.16															
0010	59.0	94+25.16A	-12.49	636.48	631.65	4.83															
0010				Box Inv.	630.15	6.33															
0010	59.1	94+25.00A	23.50	636.26	632.48	3.78															
0010	59.2	94+25.00A	-23.50	636.26	631.90	4.36															
0010	60.0	93+74.97A	-12.50	636.62	631.26	5.36															
0010				Box Inv.	630.10	6.52															
0010	60.1	93+75.00A	23.50	636.40	632.62	3.78															
0010	62.0	92+28.92A	-12.50	636.84	629.96	6.88	1										1				
				PAGE TOTALS			5	1	0	0	0	0	1	2	1	0	1	1	0	0	0

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	63.0	92+05.04A	-12.50	636.54	631.44	5.10															
0010				Box Inv.	629.94	6.60															
0010	63.1	92+20.04A	23.50	636.37	632.59	3.78															
0010	63.2	92+05.04A	23.50	636.32	632.24	4.08															
0010	63.3	92+05.04A	-23.50	636.32	631.69	4.63															
0010	64.0	91+10.06A	-12.50	636.23	631.34	4.89															
0010				Box Inv.	629.84	6.39															
0010	64.1	91+25.00A	23.50	636.06	632.28	3.78															
0010	64.2	91+10.04A	23.50	636.01	632.00	4.01															
0010	64.3	90+84.39A	36.88	635.90	632.12	3.78															
0010	64.4	91+10.04A	-23.50	636.01	631.50	4.51															
0010	65.0	90+05.76A	-12.50	635.92	631.24	4.68															
0010				Box Inv.	629.74	6.18															
0010	65.1	90+05.72A	23.50	635.70	631.75	3.95															
0010	65.2	90+05.72A	-23.50	635.70	631.50	4.20															
0010	66.0	89+69.00A	-12.50	636.00	631.21	4.79															
0010				Box Inv.	629.71	6.29															
0010	66.1	89+25.00A	23.50	635.94	632.16	3.78															
0010	66.2	89+45.00A	23.50	635.87	632.08	3.79															
0010	66.3	89+69.00A	23.50	635.79	631.50	4.29															
0010	66.4	89+69.00A	-23.50	635.79	631.41	4.38															
0010	67.0	89+00.81A	-12.50	636.25	629.64	6.61	1										1				
0010	68.0	88+61.00A	-12.50	636.38	631.10	5.28															
0010				Box Inv.	629.60	6.78															
0010	68.1	88+36.00A	23.50	636.25	632.47	3.78															
0010	68.2	88+61.00A	23.50	636.16	632.25	3.91															
0010	68.3	88+61.00A	-23.50	636.16	631.35	4.81															
0010	69.0	87+53.00A	-12.50	636.76	631.00	5.76															
0010				Box Inv.	629.50	7.26															
0010	69.1	87+33.00A	23.50	636.61	632.71	3.90															
0010	69.2	87+53.00A	23.50	636.54	632.25	4.29															
0010	69.3	87+53.00A	-23.50	636.54	631.25	5.29															
0010	70.0	86+45.00A	-12.50	637.14	630.90	6.24															
0010				Box Inv.	629.40	7.74															
0010	70.1	86+45.00A	23.50	636.92	633.14	3.78															
0010	70.2	86+45.00A	-23.50	636.92	631.00	5.92															
0010	71.0	82+50.00A	-4.71	639.13	631.83	7.30	1		1												
0010	71.1	82+86.00AA	1.50	638.61	633.93	4.68															
0010	71.2	82+76.00AA	1.50	638.64	633.33	5.31															
0010	71.3	82+12.73AA	1.50	638.52	634.11	4.41															
0010	71.4	82+25.86AA	1.50	638.55	633.33	5.22															
0010	72.0	85+68.64A	-13.61	637.39	628.33	9.06	1														1
0010	72.1	85+35.00A	24.50	637.28	633.50	3.78															
0010	72.2	85+50.00A	24.50	637.23	633.44	3.79															
0010	72.3	85+72.92A	30.47	637.18	633.40	3.78															
0010	72.4	85+68.64A	38.22	630.57	630.57	0.00															
0010	72.5	85+64.04A	38.02	630.57	630.57	0.00															
0010	73.1	84+14.17A	24.54	637.70	633.52	4.18															
					PAGE TOTALS		3	0	1	0	0	0	0	0	0	0	1	0	0	0	1

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	73.2	84+34.30A	24.50	637.63	632.52	5.11															
0010	73.3	84+34.32A	-1.50	638.09	630.70	7.39															
0010	73.4	84+35.99AA	1.50	638.09	630.60	7.49															
0010	73.5	84+47.72A	-32.36	637.60	630.81	6.79															
0010	73.A	84+42.71A	-25.38	637.72	627.66	10.06	1						1								
0010	73.B	84+34.62A	-16.31	637.98	627.65	10.33	1						1								
0010	74.1	82+47.64A	-41.32	639.07	628.80	10.27															
0010	75.1	79+99.97A	22.05	637.53	632.84	4.69															
0010	75.2	80+69.20A	23.46	637.72	631.62	6.10															
0010	75.3	80+89.38A	23.78	637.77	631.41	6.36															
0010	75.4	81+40.29A	24.32	637.89	630.89	7.00															
0010	75.5	81+40.29A	-1.50	638.35	630.62	7.73															
0010	75.6	81+40.56AA	1.50	638.35	630.56	7.79															
0010	75.7	80+24.86A	-32.09	637.48	631.90	5.88															
0010	75.8	80+69.04A	-37.27	637.53	631.23	6.30															
0010	75.9	81+38.25A	-43.33	637.70	629.68	8.02															
0010	76.1	79+62.89A	-21.51	637.58	633.34	4.24															
0010	77.A	82+66.45A	-47.68	639.42	626.72	12.70	1						1								
0010	77.B	82+56.73A	-39.39	639.63	626.73	12.90	1						1								
0010	77.C	82+64.92A	-37.78	629.22	626.78	2.44															
0010	78.0	79+77.16BB	-1.80	635.01	625.42	9.59	1													1	
0010	78.2	79+85.66BB	-20.43	635.17	625.58	9.59															
0010	79.0	296+50.49J	-5.48	640.98	632.27	8.71	1		1												
0010	85.1	396+16.11M	34.95	641.72	637.90	3.82															
0010	85.2	396+16.25m	26.95	641.86	637.88	3.98															
0010	86.1	396+09.49M	-42.86	642.20	638.64	3.56															
0010	86.2	396+22.75	-43.43	642.45	638.60	3.85															
0010	87.0	496+72.31'Q'	29.58	643.63	639.23	4.40	1		1												
0010	87.1	496+52.64R	1.50	643.06	639.35	3.71															
0010	87.2	496+31.29R	-23.39	642.76	639.70	3.06															
0010	87.3	496+43.91'Q'	-1.50	643.07	639.63	3.44															
0010	87.4	496+34.21R	23.42	642.95	639.69	3.26															
0010	101.0	217+50.00H	-11.00	639.64	636.18	3.46	1			1											
0010	101.1	117+10.78G	24.07	639.60	636.38	3.22															
0010	101.2	117+25.00G	23.65	639.53	636.34	3.19															
0010	101.3	117+50.00G	-1.35	639.80	636.23	3.57															
0010	101.4	217+50.00H	1.35	639.86	636.22	3.64															
0010	101.5	217+19.40H	-24.06	639.58	636.29	3.29															
0010	101.6	217+34.36	-23.54	639.50	636.24	3.26															
0010	102.0	218+39.26H	-11.00	639.70	636.01	3.69	1			1											
0010	102.1	118+25.00G	23.50	639.14	636.18	2.96															
0010	102.2	118+40.17G	23.50	639.09	636.14	2.95															
0010	102.3	218+25.00H	-23.50	639.14	636.09	3.05															
					PAGE TOTALS		9	0	2	2	0	0	4	0	0	0	0	0	0	1	0

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	102.4	218+38.79H	-23.50	639.10	636.05	3.05															
0010	103.0	219+33.00H	-11.00	639.01	635.84	3.17		1								1					
0010	103.1	119+25.00G	23.50	638.84	635.98	2.86															
0010	103.2	119+33.06H	23.50	638.89	635.95	2.94															
0010	103.3	219+25.00H	-23.50	638.84	635.90	2.94															
0010	103.4	219+33.00H	-23.50	638.89	635.88	3.01															
0010	104.A	220+30.00H	-16.50	638.64	635.67	2.97		1		1											
0010	104.B	220+30.00H	-5.50	638.86	635.67	3.19		1		1											
0010	104.1	120+30.04G	23.50	638.52	635.77	2.75															
0010	104.2	120+44.81G	23.50	638.48	635.82	2.66															
0010	104.3	220+30.00H	-23.50	638.52	635.71	2.81															
0010	104.4	220+45.00H	-23.50	638.48	635.75	2.73															
0010	105.A	121+25.00G	-16.50	638.35	635.50	2.85		1		1											
0010	105.B	121+25.00G	-5.50	638.57	635.50	3.07		1		1											
0010	105.1	121+25.00G	23.50	638.24	635.60	2.64															
0010	105.2	121+40.00G	23.50	638.20	635.65	2.55															
0010	105.3	122+25.00G	-23.50	638.24	635.54	2.70															
0010	105.4	122+40.00G	-23.50	638.20	635.58	2.62															
0010	106.A	122+15.00G	-16.50	638.08	635.33	2.75		1		1											
0010	106.B	122+15.00G	-5.50	638.30	635.33	2.97		1		1											
0010	106.1	122+15.00G	23.50	637.97	635.43	2.54															
0010	106.2	122+30.00G	23.50	637.92	635.48	2.44															
0010	106.3	122+15.00G	-23.50	637.97	635.35	2.62															
0010	106.4	122+30.00G	-23.50	637.92	635.40	2.52															
0010	107.1	122+57.07G	23.50	637.88	635.55	2.33															
0010	107.2	122+57.07G	-23.50	637.88	635.48	2.40															
0010	108.1	123+33.62G	23.79	638.06	635.13	2.93															
0010	108.2	123+39.24G	23.50	638.08	635.12	2.96															
0010	108.3	122+60.76W	14.50	638.80	635.61	3.19															
0010	108.4	122+60.42W	-14.50	638.81	635.30	3.51															
0010	108.5	123+32.14G	-24.23	638.09	635.16	2.93															
0010	108.6	123+45.00G	-23.50	638.10	635.12	2.98															
0010	108.7	123+19.28G	22.00	638.02	635.14	2.88		1		1											
0010	108.A	123+45.00G	-14.50	638.21	635.09	3.12		1				1									
0010	108.B	123+45.00G	-5.34	638.37	635.09	3.28		1				1									
0010	109.1	124+19.00G	23.50	638.32	635.09	3.23															
0010	109.2	124+35.00G	23.50	638.37	635.14	3.23															
0010	109.3	124+19.00G	-23.50	638.32	635.03	3.29															
0010	109.4	124+35.00G	-23.50	638.37	635.08	3.29															
0010	109.A	124+19.00G	-14.50	638.43	635.00	3.43		1				1									
0010	109.B	124+19.00G	-5.34	638.65	635.00	3.65		1				1									
0010	110.1	125+15.00G	23.50	638.61	634.98	3.63															
0010	110.2	125+25.00G	23.50	638.64	635.01	3.63															
0010	110.3	125+15.00G	-23.50	638.61	634.92	3.69															
0010	110.4	125+25.00G	-23.50	638.64	634.95	3.69															
0010	110.A	125+15.00G	-14.50	638.72	634.89	3.83		1				1									
0010	110.B	125+15.00G	-5.34	638.94	634.89	4.05		1				1									
0010	111.0	126+05.00G	-9.58	639.10	634.76	4.34		1												1	
0010	111.1	126+05.00G	23.50	638.88	635.08	3.80															
				PAGE TOTALS			0	15	0	7	0	6	0	0	0	1	0	0	1	0	0

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	111.2	126+15.00G	23.50	638.91	635.13	3.78															
0010	111.3	126+05.00G	-23.50	638.88	634.96	3.92															
0010	111.4	126+15.00G	-23.50	638.91	635.13	3.78															
0010	112.0	126+95.00G	-11.00	639.37	634.55	4.82		1				1									
0010	112.1	126+95.00G	23.50	639.15	635.28	3.87															
0010	112.2	127+05.00G	23.50	639.18	635.40	3.78															
0010	112.3	126+95.00G	-23.50	639.15	635.37	3.78															
0010	112.4	127+05.00G	-23.50	639.18	635.40	3.78															
0010	113.0	127+47.92G	-11.00	639.53	634.41	5.12	1					1									
0010	114.0	128+08.00X	0.00	638.71	634.62	4.09	1		1												
0010	114.1	128+08.00X	17.50	638.49	634.67	3.82															
0010	114.2	128+23.35X	17.50	638.33	634.72	3.61															
0010	114.3	128+08.00X	-17.50	638.49	634.67	3.82															
0010	114.4	128+23.35X	-17.50	638.33	634.72	3.61															
0010	115.0	128+00.00G	-11.00	639.68	634.28	5.40	1					1									
0010	115.1	127+85.00G	23.50	639.42	635.64	3.78															
0010	115.2	128+00.00G	23.50	639.46	635.48	3.98															
0010	115.3	127+85.00G	-23.50	639.42	635.64	3.78															
0010	115.4	128+00.00G	-23.50	639.46	635.57	3.89															
0010	116.0	129+00.00G	-14.24	640.04	634.02	6.02	1				1										
0010	116.1	128+85.00G	23.50	639.72	635.94	3.78															
0010	116.2	129+00.00G	23.50	639.76	635.75	4.01															
0010	116.3	128+84.90G	-25.49	639.75	635.97	3.78															
0010	116.4	128+99.86G	-26.78	639.82	635.65	4.17															
0010	117.0	129+85.00G	-20.90	640.46	633.81	6.65	1				1										
0010	117.1	129+85.00G	23.50	640.01	636.21	3.80															
0010	117.2	130+00.00G	23.50	640.06	636.28	3.78															
0010	117.3	129+84.90G	-33.42	640.29	636.51	3.78															
0010	117.4	129+89.90G	-33.75	640.32	636.54	3.78															
0010	118.0	131+93.59G	-14.00	640.34	633.27	7.07	1						1								
0010	118.1	132+51.70'Z'	18.76	639.71	633.33	6.38															
0010	118.2	132+92.00'Z'	13.50	639.51	633.37	6.14															
0010	119.0	131+46.70Y	6.00	639.72	634.26	5.46	1		1												
0010	119.1	131+42.93G	-48.70	640.16	636.38	3.78															
0010	119.2	131+49.05G	-53.38	640.04	636.26	3.78															
0010	120.0	130+99.68Y	6.00	639.64	634.57	5.07	1		1												
0010	120.1	130+50.00Y	23.50	639.38	635.60	3.78															
0010	120.2	130+70.67Y	23.50	639.29	635.26	4.03															
					PAGE TOTALS		8	1	3	0	2	3	1	0	0	0	0	0	0	0	0

STORM MANHOLES & COVERS

CAT	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH-RIM TO INVERT	TYPE J COVER 611.0530 EACH	TYPE L COVER 611.0545 EACH	MANHOLE 4-FT 611.2004 EACH	SPECIAL MANHOLE 4-FT SPV.0060.34 EACH	MANHOLE 6-FT 611.2006 EACH	SPECIAL MANHOLE 6-FT SPV.0060.35 EACH	MANHOLE 8-FT 611.2008 EACH	SPECIAL MANHOLE 8-FT SPV.0060.36 EACH	SPECIAL MANHOLE 4x8-FT SPV.0060.38 EACH	SPECIAL MANHOLE 8x8-FT SPV.0060.39 EACH	BOX WITH ACCESS OPENING SPV.0060.37 EACH	SPECIAL MANHOLE 8x16-FT SPV.0060.40 EACH	SPECIAL MANHOLE 8x15-FT SPV.0060.41 EACH	SPECIAL MANHOLE 14x16-FT SPV.0060.42 EACH	SPECIAL MANHOLE 16x16-FT SPV.0060.43 EACH
0010	120.3	130+99.57Y	25.25	639.42	634.95	4.47															
0010	120.4	130+50.00Y	-19.50	639.29	635.51	3.78															
0010	120.5	130+70.67Y	-19.50	639.22	635.19	4.04															
0010	120.6	130+99.85Y	-22.02	639.43	634.87	4.56															
0010	121.0	132+72.12G	-14.00	639.89	633.15	6.74	1						1								
0010	121.1	132+29.25G	31.51	639.77	635.99	3.78															
0010	121.2	132+72.12G	24.50	639.71	635.39	4.32															
0010	121.3	132+44.28G	-44.70	639.63	635.85	3.78															
0010	121.4	132+72.12G	-38.50	639.43	635.59	3.84															
0010	122.0	133+25.00G	-25.00	639.76	633.07	6.69	1						1								
0010	122.1	133+25.00G	24.50	639.80	636.02	3.78															
0010	122.2	133+25.00G	-38.50	639.52	635.74	3.78															
0010	123.0	133+96.16G	-25.00	639.97	632.97	7.00	1						1								
0010	123.1	133+96.13G	-38.50	639.73	635.95	3.78															
0010	124.0	135+50.00G	-24.87	640.54	632.74	7.80	1						1								
0010	124.1	135+50.00G	-41.91	637.64	633.86	3.78															
					PAGE TOTALS		4	0	0	0	0	0	4	0	0	0	0	0	0	0	0
					TOTAL 0010		55	17	13	10	9	11	19	2	1	1	2	1	1	1	1

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 EACH
0010	497'Q'+72.5	RT 11.6'	1
		TOTAL 0010	1

STEEL PLATE BEAM GUARD CLASS A

CATEGORY	STATION TO	STATION	LOCATION	614.0305 LF	REMARKS
0010	496'Q'+62 -	496'Q'+70	RT	8	TO PROTECT SIGNAL CONTROL CABINET
0010					
			TOTAL 0010	8	

FENCE SAFETY

CATEGORY	LOCATION	616.0700.S LF	REMARKS
0010	MISC. LOCATIONS	500	HAZMAT - UNDISTRIBUTED
	TOTAL 0010	500	

WATER

CATEGORY	STATION	TO	STATION	LOCATION	624.0100 MGAL
0010	78'A'+87.5	-	137'G'+12.5	ENTIRE PROJECT-COMPACTION	173
				DUST CONTROL	77
				TOTAL 0010	250

MEDIANS

STATION	TO STATION	LOCATION	CONCRETE CORRUGATED MEDIAN 620.0100 SF	CONCRETE MEDIAN BLUNT NOSE 620.0200 SF	CONCRETE MEDIAN SLOPED NOSE 620.0300 SF	REMARKS
81'A'+31.9	- 81'A'+38.9	STH 35, Median			60	Btwn Crawford St. & Taylor St, Type I
80'BB'+43.4	- 80'BB'+45.4	Mooney St, Median			10	West of RR Tracks on Mooney St, Type II
81'BB'+47.3	- 81'BB'+49.3	Mooney St, Median			10	West of RR Tracks on Mooney St, Type II
81'BB'+84.9	- 81'BB'+86.9	Mooney St, Median			10	East of RR Tracks on Mooney St, Type II
84'A'+35.8	- 84'A'+42.8	STH 35, Median			62	Btwn Crawford St. & Taylor St, Type I
102'A'+6.7	- 102'A'+13.7	STH 35, Median Start			63	Btwn Cass St. & Iowa St, Type I
103'A'+82,LT		NB STH 35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
103'A'+91,LT		NB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
203'B'+83,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
203'B'+92,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
204'B'+10.1	- 204'B'+13.3	STH 35, Median End LT			28	Btwn Cass St. & Iowa St, Type II
104'A'+03.7	- 104'A'+07.1	STH 35, Median End RT			19	Btwn Cass St. & Iowa St, Type II
299'J'+40.7	- 299'J'+43.8	Iowa St, Curb End			19	West of Roundabout at Iowa St, Type II
301'L'+46.9	- 301'L'+50.3	Iowa St, Splitter LT			19	East of Roundabout at Iowa St, Type II
301'K'+46.9	- 301'K'+50.3	Iowa St, Splitter RT			27	East of Roundabout at Iowa St, Type II
301'K'+62,LT		EB IOWA MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
301'K'+71,LT		EB IOWA MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
301'L'+63,RT		WB IOWA MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
301'L'+72,RT		WB IOWA MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
301'K'+79	- 301'K'+86.1	Iowa St, Splitter			68	East of Roundabout at Iowa St, Type I
205'D'+75.1	- 205'D'+78.4	STH 35, Median LT			19	North of Roundabout at Iowa St, Type II
105'C'+87,LT		NB STH 35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
105'C'+96,LT		NB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
205'D'+91,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
206'D'+00,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
105'C'+69.4	- 105'C'+72.7	STH 35, Median RT			27	North of Roundabout at Iowa St, Type II
208'D'+72.5	- 208'D'+75.9	STH 35, Median LT			27	South of Roundabout at Wisconsin St, Type II
108'C'+72	- 108'C'+75.3	STH 35, Median RT			20	South of Roundabout at Wisconsin St, Type II
108'C'+51,LT		NB STH 35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
108'C'+60,LT		NB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
208'D'+53,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
208'D'+62,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
399'M'+39.5	- 399'M'+42.9	Wisconsin St, Curb End			27	West of Roundabout at Wisconsin St, Type II
401'N'+25.7	- 401'N'+29	Wisconsin St, Splitter LT			19	East of Roundabout at Wisconsin St, Type II
401'P'+26.6	- 401'P'+30.1	Wisconsin St, Splitter RT			26	East of Roundabout at Wisconsin St, Type II
401'P'+41,LT		EB WISCONSIN MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
401'P'+50,LT		EB WISCONSIN MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
401'N'+42,RT		WB WISCONSIN MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
401'N'+51,RT		WB WISCONSIN MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
401'P'+58.9	- 401'P'+66	Wisconsin St, Splitter			57	East of Roundabout at Wisconsin St, Type I
210'F'+30.4	- 210'F'+33.7	STH 35, Median LT			19	North of Roundabout at Wisconsin St, Type II
110'E'+28.2	- 110'E'+31.6	STH 35, Median RT			27	Norht of Roundabout at Wisconsin St, Type II
110'E'+44,LT		NB STH 35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
110'E'+53,LT		NB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
210'F'+46,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
210'F'+55,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
		PAGE TOTALS	0	0	808	

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MEDIANS

STATION	TO STATION	LOCATION	CONCRETE CORRUGATED MEDIAN 620.0100 SF	CONCRETE MEDIAN BLUNT NOSE 620.0200 SF	CONCRETE MEDIAN SLOPED NOSE 620.0300 SF	REMARKS
114'E'+19,LT		NB STH 35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
114'E'+28,LT		NB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
214'F'+21,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
214'F'+30,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
214'F'+46.4	- 214'F'+49.6	STH 35, Median LT			28	South of Roundabout at Blackhawk Ave, Type II
114'E'+40.6	- 114'E'+44	STH 35, Median RT			19	South of Roundabout at Blackhawk Ave, Type II
496'R'+35.4	- 496'R'+38.4	Blackhawk Ave, Median			21	West of RR Tracks on Blackhawk Ave, Type II
496'R'+78.6	- 496'R'+84.6	Blackhawk Ave, Median		37		West of RR Tracks on Blackhawk Ave
497'R'+20.9	- 497'R'+26.9	Blackhawk Ave, Median		37		East of RR Tracks on Blackhawk Ave
498'R'+24.3	- 498'R'+26.3	Blackhawk Ave, Median			9	East of RR Tracks on Blackhawk Ave, Type II
499'Q'+30.2	- 499'Q'+37.8	Blackhawk Ave, Splitter			59	West of Roundabout at Blackhawk Ave, Type I
499'Q'+53,LT		EB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
499'Q'+62,LT		EB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
499'R'+54,RT		WB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
499'R'+63,RT		WB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
499'R'+75.1	- 499'R'+78.6	lackhawk Ave, Splitter LT			26	West of Roundabout at Blackhawk Ave, Type II
499'Q'+75.1	- 499'Q'+78.6	lackhawk Ave, Splitter RT			19	West of Roundabout at Blackhawk Ave, Type II
501'T'+70	- 501'T'+73.4	lackhawk Ave, Splitter LT			19	East of Roundabout at Blackhawk Ave, Type II
501'S'+68.1	- 501'S'+71.4	lackhawk Ave, Splitter RT			27	East of Roundabout at Blackhawk Ave, Type II
501'S'+86,LT		EB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
501'S'+95,LT		EB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
501'T'+87,RT		WB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
501'T'+96,RT		WB BLACKHAWK MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
502'S'+10.7	- 502'S'+17.9	Blackhawk Ave, Splitter			91	East of Roundabout at Blackhawk Ave, Type I
216'H'+09.9	- 216'H'+13.3	STH 35, Median LT			20	North of Roundabout at Blackhawk Ave, Type II
116'G'+08.3	- 116'G'+11.6	STH 35, Median RT			27	North of Roundabout at Blackhawk Ave, Type II
116'G'+24,LT		NB STH 35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
116'G'+33,LT		NB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
216'H'+26,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
216'H'+35,RT		SB STH35 MEDIAN			6	C & G TO PED. WALL MEDIAN, TYPE 2
117'G'+51.4	- 117'G'+58.4	STH 35, Median			62	North of Roundabout at Blackhawk Ave, Type I
129'G'+26.7	- 131'G'+43	STH 35, Median	1033			Btwn Park St. & Washington St.
131'G'+63.5	- 131'G'+87.4	Washington St, Island	510			SW Quad of Washington St. Intersection
132'G'+52.7	- 133'G'+71.4	STH 35, Median	760			Btwn Washington St. & End of Project
		PAGE TOTALS	2303	73	524	
		TOTAL 0010	2303	73	1331	

OUTSIDE ROADWAY SURFACES
(EXCEPT CONCRETE)

CATEGORY	STATION	TO	STATION	ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES 465.0120 TON	TOPSOIL 625.0105 CY	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	EMAT URBAN CL. I TYPE A 628.2006 SY	EMAT CL. II TYPE A 628.2021 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 40 630.0140 LB	REMARKS
0010	78'A'+84RT	-	80'A'+88RT	21	0	25	0	25	0	0.02	0.4	
0010	80'A'+88RT	-	82'A'+80RT	24	0	94	53	71	0	0.08	2.2	
0010	82'A'+80RT	-	86'CC'+85RT	31	0	300	158	198	0	0.22	6.4	
0010	78'A'+85LT	-	81'BB'+20RT	0	0	367	240	312	0	0.35	9.9	
0010	80'BB'+80LT	-	89'A'+00LT	0	0	553	603	321	0	0.58	16.6	
0010	89'A'+00LT			0	0	0	0	0	0	0.00	0.0	
0010	86'CC'+85LT	-	88'A'+30RT	49	0	54	0	54	0	0.03	1.0	
0010	88'A'+30RT	-	88'A'+95RT	11	0	38	43	13	0	0.04	1.0	
0010	88'A'+95RT	-	91'DD'+30RT	0	0	138	0	44	0	0.03	0.8	
0010	91'DD'+30RT	-	91'DD'+55RT	0	0	9	16	9	0	0.02	0.5	
0010	89'A'+00LT	-	90'A'+65LT	0	0	152	157	52	0	0.13	3.8	
0010	90'A'+65LT	-	94'U'+60RT	74	0	129	0	129	0	0.08	2.3	
0010	91'DD'+55	-	92'A'+38RT	0	0	192	189	101	0	0.18	5.2	
0010	92'A'+38RT			8	0	0	0	0	0	0.00	0.0	
0010	92'A'+38RT	-	96'U'+10RT	8	0	143	155	101	0	0.16	4.6	
0010	94'U'+60LT	-	97'A'+20LT	38	0	51	0	51	0	0.03	0.9	
0010	97'A'+20LT	-	99'V'+15RT	0	0	192	207	142	0	0.22	6.3	
0010	99'V'+15RT			5	0	0	0	0	0	0.00	0.0	
0010	96'U'+10LT	-	96'A'+35RT	30	0	19	0	19	0	0.01	0.3	
0010	96'A'+35RT	-	100'V'+70RT	0	0	312	365	149	0	0.32	9.3	
0010	100'V'+70RT			0	0	0	0	0	0	0.00	0.0	
0010	99'V'+20LT	-	203'B'+50LT	0	0	217	249	152	0	0.25	7.2	
0010	203'B'+50LT	-	298'J'+35RT	0	0	746	713	147	0	0.54	15.5	
0010	298'J'+35RT			5	0	0	0	0	0	0.00	0.0	
0010	100'V'+80LT	-	102'A'+70RT	0	0	312	344	125	0	0.30	8.5	
0010	102'A'+70RT	-	301'K'+70RT	66	0	228	84	144	0	0.14	4.1	
0010	301'K'+70RT	-	302'K'+75RT	39	5	62	16	62	0	0.05	1.4	
0010	296'J'+00RT	-	297'J'+65RT	0	7	124	88	88	0	0.11	3.2	
0010	297'J'+65RT			7	0	0	0	0	0	0.00	0.0	
0010	297'J'+65RT	-	298'J'+35RT	0	9	77	80	24	0	0.07	1.9	
0010	IOWA ST CENTRAL ISLAND			0	23	325	177	148	0	0.20	5.8	
0010	296'J'+10LT	-	297'J'+45LT	0	1	68	64	47	0	0.07	2.0	
0010	297'J'+45LT			0	0	0	0	0	0	0.00	0.0	
0010	297'J'+45LT	-	298'J'+35LT	0	0	70	52	53	0	0.07	1.9	
0010	298'J'+35LT			5	0	0	0	0	0	0.00	0.0	
0010	298'J'+35LT	-	206'D'+65LT	0	0	411	326	223	0	0.35	9.9	
0010	302'K'+75LT	-	107'C'+25RT	62	0	239	53	204	0	0.16	4.6	
0010	206'D'+65LT	-	398'M'+10RT	115	8	246	0	246	0	0.15	4.4	
0010	107'C'+25RT	-	402'N'+50RT	3	0	326	193	246	0	0.28	7.9	
0010	395'M'+85RT	-	398'M'+10RT	0	2	207	173	126	0	0.19	5.4	
0010	WISC. ST CENTRAL ISLAND			0	28	227	107	120	0	0.14	4.1	
0010	395'M'+85LT	-	398'M'+30LT	0	8	197	148	140	0	0.18	5.2	
0010	397'M'+25LT			0	0	0	0	0	0	0.00	0.0	
0010	398'M'+30LT			8	0	0	0	0	0	0.00	0.0	
0010	398'M'+30LT	-	212'F'+50LT	0	58	922	738	317	0	0.66	19.0	
0010	402'N'+10LT	-	402'N'+50LT	0	0	36	27	27	0	0.03	1.0	
0010	402'N'+50LT			3	0	0	0	0	0	0.00	0.0	

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OUTSIDE ROADWAY SURFACES
(EXCEPT CONCRETE)

CATEGORY	STATION	TO	STATION	ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES 465.0120 TON	TOPSOIL 625.0105 CY	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	EMAT URBAN CL. I TYPE A 628.2006 SY	EMAT CL. II TYPE A 628.2021 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 40 630.0140 LB	REMARKS
0010	402'N'+10LT	-	112'E'+50RT	0	0	337	366	142	0	0.32	9.2	
0010	112'E'+50RT			9	0	0	0	0	0	0.00	0.0	
0010	212'F'+50LT	-	213'F'+40LT	17	0	21	0	21	0	0.01	0.4	
0010	112'E'+50RT	-	502'S'+45RT	0	0	356	311	202	0	0.32	9.2	
0010	502'S'+45RT			3	0	0	0	0	0	0.00	0.0	
0010	502'S'+45RT	-	504'S'+07RT	0	0	82	115	40	0	0.10	2.8	
0010	213'F'+40LT	-	498'Q'+65RT	0	0	167	0	167	0	0.11	3.0	
0010	498'Q'+65RT			3	0	0	0	0	0	0.00	0.0	
0010	495'Q'+75RT	-	498'Q'+65RT	1	16	247	200	132	0	0.21	6.0	
0010	BLACKHAWK CENTRAL ISLAND			0	51	325	177	148	0	0.20	5.8	
0010	495'R'+75LT	-	496'R'90LT	12	4	26	0	26	0	0.02	0.5	
0010	497'R'+15LT	-	498'R'+75LT	0	3	256	262	86	0	0.22	6.3	
0010	498'R'+75LT			48	0	0	0	0	0	0.00	0.0	
0010	498'R'+75LT	-	218'H'+15LT	0	0	671	568	269	0	0.53	15.1	
0010	218'H'+15LT			13	0	0	0	0	0	0.00	0.0	
0010	502'T'+65LT	-	504'S'+07LT	0	8	76	36	63	0	0.06	1.8	
0010	502'T'+65LT	-	119'G'+70RT	176	16	268	0	268	0	0.17	4.8	
0010	218'H'+15LT	-	122'W'+25RT	0	0	483	562	188	0	0.47	13.5	
0010	119'G'+70RT	-	123'W'+80RT	0	0	303	350	141	0	0.31	8.8	
0010	122'W'+25LT	-	127'G'+50LT	0	0	351	414	173	0	0.37	10.6	
0010	127'G'+50LT			0	0	0	0	0	0	0.00	0.0	
0010	123'W'+80LT	-	123'G'+70RT	0	0	67	0	12	0	0.01	0.2	
0010	123'G'+70RT	-	128'X'+35RT	0	0	354	391	161	0	0.35	9.9	
0010	127'G'+50LT	-	130'G'+15LT	0	0	340	381	91	0	0.30	8.5	
0010	130'G'+15LT			0	0	0	0	0	0	0.00	0.0	
0010	130'G'+15LT	-	129'Y'+90RT	0	0	325	278	173	0	0.28	8.1	
0010	129'Y'+75RT	-	129'Y'+90RT	4	0	0	0	0	0	0.00	0.0	
0010	128'X'+35LT	-	128'G'+45RT	0	0	113	54	97	0	0.09	2.7	
0010	128'G'+45RT			0	0	0	0	0	0	0.00	0.0	
0010	128'G'+45RT	-	130'G'+55RT	0	0	156	0	156	0	0.10	2.8	
0010	130'G'+55RT			0	0	0	0	0	0	0.00	0.0	
0010	130'G'+55RT	-	133'Z'+25RT	0	0	216	131	164	0	0.19	5.3	
0010	129'Y'+75LT	-	130'Y'+25LT	8	0	36	19	17	0	0.02	0.6	
0010	130'Y'+25LT	-	133'G'+80LT	22	0	329	237	157	0	0.25	7.1	
0010	133'G'+80LT	-	136'G'+10LT	32	0	367	0	183	184	0.27	7.8	
0010	136'G'+10LT	-	137'G'+12.5LT	22	0	28	0	0	28	0.02	0.5	
0010	133'Z'+10LT	-	134'G'+00RT	0	0	361	0	164	197	0.30	8.5	
0010	134'G'+00RT	-	134'G'+80RT	0	0	101	0	44	58	0.09	2.5	
0010	134'G'+80RT	-	136'G'+60RT	2	0	237	0	108	129	0.21	5.9	
0010	136'G'+60RT			15	0	0	0	0	0	0.00	0.0	
0010	136'G'+60RT		137'G'+12.5RT	0	0	74	0	0	74	0.05	1.3	
0010					60		2000				88.0	Undistributed
			TOTAL 0010	997	305	14877	12671	8021	670	12.4	442	

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF
0010	81'A'+80LT	-	81'BB'+75RT		75	75
0010	81'BB'+75LT	-	85'A'+10LT		225	225
0010	133'G'+75RT	-	134'G'+70RT		100	100
0010	296'J'+85LT	-	297'J'+15LT		30	30
0010	296'J'+85RT	-	297'J'+15RT		30	30
0010	296'M'+65LT	-	397'M'+15LT		50	50
0010	396'M'+65RT	-	397'M'+35RT		70	70
0010	497'Q'+15RT	-	498'Q'+40RT		125	125
0010	497'R'+15LT	-	497'R'+40LT		25	25
0010	132'Z'+50LT	-	132'G'+70RT		70	70
	WASTE SITE			UNDISTRIBUTED	500	500
				TOTAL 0010	1300	1300

EROSION CONTROL MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	MOBILIZATIONS EROSION CONTROL 628.1905 EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL 628.1910 EACH
0010				VARIOUS LOCATIONS	8	4
				TOTAL 0010	8	4

SEEDING TEMPORARY

CATEGORY	LOCATION	630.0200 LB	REMARKS
0010	Stage 1	8	Stockpiles or Disturbed Areas > 14 Days
0010	Stage 2	5	Stockpiles or Disturbed Areas > 14 Days
0010	Stage 3	5	Stockpiles or Disturbed Areas > 14 Days
0010	Stage 4	6	Stockpiles or Disturbed Areas > 14 Days
0010		6	Undistributed
	TOTAL 0010	30	

TRAFFIC CONTROL

CATEGORY	LOCATION	SURVEILLANCE AND MAINTENANCE 643.0200 DAY		DRUMS 643.0300 DAY		BARRICADES TYPE II 643.041 DAY		BARRICADES TYPE III 643.0420 DAY		WARNING LIGHTS TYPE A 643.0705 DAY		ARROW BOARDS 643.0800 DAY		SIGNS 643.0900 DAY		SIGNS PCMS 643.1050 DAY		DETOUR SIGNS 643.3000 DAY		PAVEMENT MRK PAINT 4-INCH 646.0103 LF	REMOVING PAVEMENT MARKINGS 646.0600 LF	PAVEMENT MRK STOP LINE PAINT 12-INCH 647.0553 LF	TEMPORARY PVMT MRK REMOVABLE TAPE - 4" 649.0400 LF	TEMPORARY PAVEMENT MRK - STOP LINE -12" 649.0900 LF
0010	STAGE 1	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS						
0010	A1	43	24	1032	0	0	3	129	4	172	1	43	--	--	--	--	28	1204	--	--	--	1130	--
0010	B1	43	0	0	0	0	0	0	0	0	0	0	--	--	--	--	40	1720	--	--	--	--	--
0010	C1	43	0	0	0	0	1	43	2	86	0	0	--	--	--	--	21	903	--	24	50	--	--
0010	Traffic Control	43	8	344	24	1032	30	1290	28	1204	0	0	51	2193	--	--	--	--	--	--	--	390	--
0010	***SUBTOTALS STAGE 1***	***43***	***32***	***1376***	***24***	***1032***	***34***	***1462***	***34***	***1462***	1	43	***51***	***2193***	***0***	***0***	***89***	3827	***0***	***24***	***50***	***1520***	***0***
0010																							
0010	STAGE 2	45																					
0010	A2	45	24	1080	0	0	3	135	2	90	0	0	--	--	--	--	28	1260	--	--	--	--	--
0010	B2	45	15	675	0	0	3	135	6	270	2	90	--	--	--	--	83	3735	--	--	--	730	--
0010	D2	45	--	--	0	0	2	90	4	180	0	0	--	--	--	--	70	3150	9000	--	40	--	24
0010	E2	45	--	--	0	0	0	0	0	0	0	0	--	--	--	--	65	2925	--	24	54	--	40
0010	F2	45	--	--	0	0	3	135	4	180	0	0	--	--	--	--	95	4275	--	--	30	--	24
0010	G2	45	--	--	0	0	2	90	2	90	0	0	--	--	--	--	18	810	--	60	--	--	--
0010	Traffic Control	45	--	--	24	1080	44	1980	36	1620	0	0	58	2610	--	--	--	--	--	--	--	--	--
0010	***SUBTOTALS STAGE 2***	***45***	***39***	***1755***	***24***	***1080***	***57***	***2565***	***54***	***2430***	***2***	90	***58***	***2610***	***0***	***0***	***359***	***16155***	***9000***	***84***	***124***	***730***	***88***
0010																							
0010	STAGE 3A	30													2	60							
0010	A3	30	24	720	--	0	3	90	4	120	--	0	--	--	--	--	32	960	--	--	--	--	--
0010	B3	30	--	--	--	0	--	--	--	--	--	0	--	--	--	--	72	2160	--	--	--	--	--
0010	C3	30	81	2430	--	0	4	120	--	--	--	0	--	--	--	--	135	4050	--	80	128	--	96
0010	D3	30	--	--	--	0	2	60	0	0	--	0	--	--	--	--	49	1470	--	--	--	--	--
0010	E3	30	--	--	--	0	--	--	--	--	--	0	--	--	--	--	37	1110	--	--	--	--	--
0010	F3A	30	--	--	--	0	3	90	4	120	--	0	--	--	--	--	51	1530	--	--	--	--	--
0010	H3A	30	--	--	--	0	1	30	2	60	--	0	--	--	--	--	53	1590	--	16	--	--	16
0010	J3A	30	--	--	--	0	--	--	--	--	--	0	--	--	--	--	29	870	--	--	64	--	32
0010	Traffic Control	30	--	--	10	300	28	840	28	840	--	0	37	1110	--	--	--	--	--	--	--	--	--
0010	***SUBTOTALS STAGE 3A***	***30***	***105***	***3150***	***10***	***300***	***41***	***1230***	***38***	***1140***	***0***	0	***37***	***1110***	***2***	***60***	***458***	***13740***	***0***	***96***	***192***	***0***	***144***
0010																							
0010	STAGE 3B	9													2	18							
0010	A3	9	24	216	--	0	3	27	4	36	--	0	--	--	--	--	32	288	--	--	--	--	--
0010	B3	9	--	--	--	0	--	--	--	--	--	0	--	--	--	--	72	648	--	--	--	--	--
0010	C3	9	81	729	--	0	4	36	--	--	--	0	--	--	--	--	135	1215	--	--	--	--	--
0010	D3	9	--	--	--	0	2	18	0	0	--	0	--	--	--	--	49	441	--	--	--	--	--
0010	E3	9	--	--	--	0	--	--	--	--	--	0	--	--	--	--	37	333	--	--	--	--	--
0010	F3B	9	--	--	--	0	3	27	4	36	--	0	--	--	--	--	40	360	--	--	--	--	--
0010	H3B	9	--	--	--	0	--	--	--	--	--	0	--	--	--	--	26	234	--	--	--	--	--
0010	Traffic Control	9	--	--	10	90	34	306	32	288	--	0	40	360	--	--	--	--	--	--	--	--	--
0010	***SUBTOTALS STAGE 3B***	***9***	***105***	***945***	***10***	***90***	***46***	***414***	***40***	***360***	***0***	0	***40***	***360***	***2***	***18***	***391***	***3519***	***0***	***0***	***0***	***0***	***0***
0010																							
0010	STAGE 4	50																					
0010	A4	50	24	1200	--	0	3	150	4	200	--	0	--	--	--	--	32	1600	--	--	--	--	--
0010	B4	50	--	--	--	0	--	--	--	--	--	0	--	--	--	--	72	3600	--	--	--	--	--
0010	C4	50	--	--	--	0	1	50	--	--	--	0	--	--	--	--	69	3450	--	--	--	--	--
0010	D4	50	--	--	--	0	2	100	0	0	--	0	--	--	--	--	49	2450	--	--	--	--	--
0010	E4	50	--	--	--	0	--	--	--	--	--	0	--	--	--	--	37	1850	--	--	--	--	--
0010	F4	50	--	--	--	0	3	150	4	200	--	0	--	--	--	--	40	2000	--	--	--	--	--
0010	Traffic Control	50	--	--	11	550	39	1950	32	1600	--	0	43	2150	--	--	--	--	--	--	--	--	--
0010	***SUBTOTALS STAGE 4***	***50***	***24***	***1200***	***11***	***550***	***48***	***2400***	***40***	***2000***	***0***	0	***43***	***2150***	***0***	***0***	***299***	***14950***	***0***	***0***	***0***	***0***	***0***
0010																							
	TOTAL 0010	177		8426		3052		8071		7392		133		8423		78		52191	9000	204	366	2250	232

3

PAVEMENT MARKING

	STATION	TO	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH (YELLOW) LF	647.0110 PAVEMENT MARKING RAILROAD CROSSING EPOXY EACH	647.0156 PAVEMENT MARKING ARROWS EPOXY TYPE 1 EACH	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	647.0170 PAVEMENT MARKING ARROWS EPOXY TYPE 3R EACH	647.0176 PAVEMENT MARKING ARROWS EPOXY TYPE 3 EACH	647.0196 PAVEMENT MARKING ARROWS EPOXY TYPE 5 EACH	647.0356 PAVEMENT MARKING WORDS EPOXY EACH	647.0456 PAVEMENT MARKING CURB EPOXY LF	647.0526 PAVEMENT MARKING YIELD LINE EPOXY 18-INCH LF / (EACH)	647.0566 STOP LINE EPOXY 18-INCH LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH	646.0126 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	646.0126 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0776 PAVEMENT MARKING CROSSWALK EPOXY 12-INCH LF	647.0856 PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY SF
	78 'A'+87.5	-	86 'A' +00.5	MAINLINE	365	2030	50	-	-	-	-	-	-	2	-	30	-	-	2	-	68	96	-
	79' BB' +36	-	82' BB' +36	MOONEY ST	26	747	-	-	1	-	1	-	-	-	-	40	-	15	3	-	12	99	-
	86 'A' +00.5	-	100 'A' +00	MAINLINE	650	2608	-	-	-	-	-	-	-	-	-	-	-	85	-	-	-	388	-
	100 'A' +00	-	107 'C' +00	MAINLINE	150	1110	1206	-	-	5	2	2	4	-	8	34	100 (50)	-	2	171	42	316	-
*	295 'J' +24	-	298 'J' +50	E. IOWA ST	361	-	72	-	2	-	2	2	-	-	1	-	-	-	-	-	-	-	-
	107 'C' +00	-	112 'E' +50	MAINLINE	88	1010	1111	-	-	3	-	4	7	-	5	16	88 (44)	-	1	120	14	294	-
*	389 'M'+00	-	399 'M' +00	WISCONSIN ST	446	-	-	-	2	-	-	-	-	2	-	-	-	-	-	-	-	-	-
	112 'E' +50	-	118 'G' +50	MAINLINE	125	2078	1322	-	2	2	2	4	7	-	8	52	120 (60)	-	3	180	98	347	-
*	493 'Q' +25	-	498 'Q' +25	BLACKHAWK	276	1225	-	-	1	-	-	-	-	2	-	59	-	-	4	-	29	-	-
	118 'G' +50	-	128 'G' +00	MAINLINE	438	2275	-	-	-	-	-	1	1	-	-	-	-	-	-	-	38	-	-
	128 'G' +00	-	137 'G' +50	MAINLINE	1343	2435	460	-	-	2	6	-	-	-	5	-	-	35	5	325	160	167	1972
*	125 'Y' +85	-	131 'Y' +00	WASHINGTON	-	1350	-	-	2	-	1	-	-	-	-	85	-	-	6	-	30	-	-
				SUBTOTALS	4268	16868	4221	0	10	12	14	13	19	6	27	316	308 (154)	135	26	796	491	1707	1972
				0010 TOTALS	21136		4221		10	12	14	13	19	6	27	316	308	135	26	1287		1707	1972

* NOTE: THE QUANTITIES FOR THE EASTERN PORTION OF THIS STREET ARE INCLUDED IN THE MAINLINE QUANTITIES.

CONSTRUCTION STAKING

CATEGORY	STAGE	ROADWAY	LOCATION	STORM SEWER 650.4000 EACH	SUBGRADE 650.4500 LF	BASE 650.5000 LF	CURB GUTTER AND CURB & GUTTER 650.5500 LF	*STRUCTURE LAYOUT 650.6500 EACH	CONCRETE PAVEMENT 650.7000 LF	SUPPLEMENTAL CONTROL 650.9910 LS	SLOPE STAKES 650.9920 LF	ROUNDABOUT SIDEWALK SPV.0090.23 LF
0010	**STAGE 1**		Mooney to Near Iowa	134				ENTIRE PROJECT		1		
0010		Northbound ML (A-Line)	78+87.50/104+46.00		2558	0	0	10	2558	0	2558	390
0010		Southbound ML (B-Line)	200+40.00/204+33.00		393	0	0	7	393	0	393	380
0010		Mooney St. (BB-Line)	79+45.00/82+25.00		291	244	452	0	47	0	291	0
0010		Taylor St. (CC-Line)	86+23.00/86+85.00		62	35	60	0	27	0	62	0
0010		Dunn St. (DD-Line)	90+87.00/91+60.00		73	48	86	0	25	0	73	0
0010		Webster St. West (U-Line)	94+55.00/95+12.00		51	11	22	0	40	0	51	0
0010		Webster St. East (U-Line)	95+56.00/96+15.00		55	15	30	0	40	0	55	0
0010		Cass St. West (V-Line)	99+15.00/99+78.00		63	43	75	0	20	0	63	0
0010		Cass St. East (V-Line)	100+22.00/100+85.00		63	43	75	0	20	0	63	0
			STAGE 1 SUBTOTALS	134	3609	439	800	17	3170	1	3609	770
0010												
0010	**STAGE 2**		Iowa to Near Blackhawk	107								
0010		Iowa RNDBT (RA-Line)	300+00/304+58.60		459	0	0	0	459	0	459	91
0010		Northbound ML (C-Line)	105+28.00/109+06.25		378	0	62	0	378	0	378	538
0010		Southbound ML (D-Line)	205+38.00/208+85.32		347	0	45	0	347	0	347	736
0010		Wisc. RNDBT. (RB-Line)	400+00.00/404+27.20		427	0	0	0	427	0	427	136
0010		Northbound ML (E-Line)	109+92.30/114+74.75		483	0	47	0	483	0	483	582
0010		Southbound ML (F-Line)	209+90.00/214+71.50		482	0	57	0	482	0	482	721
0010		Iowa St. West (J-Line)	295+24.10/299+89.00		465	70	26	0	421	0	465	311
0010		Iowa St. East (K-Line)	301+07.00/302+80.00		173	25	50	0	148	0	173	98
0010		Iowa St. East (L-Line)	301+16.00/302+30.14		114	0	30	0	114	0	114	0
0010		Wisc. St. West (M-Line)	395+83.37/399+77.70		395	70	58	2	351	0	395	0
0010		Wisc. St. East (N-Line)	400+97.04/402+55.00		158	25	50	0	133	0	158	0
0010		Wisc. St. East (P-Line)	400+81.50/402+25.00		144	0	26	0	144	0	144	0
			STAGE 2 SUBTOTALS	107	4025	190	451	2	3887	0	4025	3213
0010												
0010	**STAGE 3**		Blackhawk	22								
0010		BlkHawk RBT (RC-Line)	500+00.00/504+58.60		459	0	0	0	459	0	459	114
0010		BlkHawk West (Q-Line)	496+25.00/500+15.40		390	100	163	0	290	0	390	296
0010		BlkHawk West (R-Line)	495+70.00/500+12.75		443	155	143	0	288	0	443	350
0010		BlkHawk East (S-Line)	501+24.50/504+07.00		266	0	21	0	266	0	266	300
0010		BlkHawk East (T-Line)	501+41.50/503+25.00		201	0	21	0	201	0	201	310
			STAGE 3 SUBTOTALS	22	1759	255	348	0	1504	0	1759	1370
0010												
0010	**STAGE 4**		North of Blackhawk	114								
0010		Northbound ML (G-Line)	115+72.00/137+12.5		2141	313	215	2	1828	0	2141	620
0010		Southbound ML (H-Line)	215+70.00/220+75.00		505	0	53	0	505	0	505	634
0010		Hayden St. (W-Line)	122+20.00/122+82.00		62	39	68	0	23	0	62	0
0010		Hayden St. (W-Line)	123+26.00/123+85.00		59	35	60	0	24	0	59	0
0010		Park St. (X-Line)	127+69.94/128+38.00		68	48	86	0	20	0	68	0
0010		Washington West Y-Line	129+75.00/131+63.40		188	0	0	0	188	0	188	0
0010		Washington East Z-Line	132+25.00/133+30.00		106	30	50	0	76	0	106	0
			STAGE 4 SUBTOTALS	114	3129	465	532	2	2664	0	3129	1254
			TOTAL 0010	377	12522	1349	2131	21	11225	1	12522	6607

*NOTE: STRUCTURES ARE RETAINING WALL NUMBERS 1 TO 21

SAWING ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 LF	REMARKS
0010	78'A'+87			STH 35, Left	7	Start of Project, Multiuse Path
0010	79'BB'+45	-	81'BB'+25	Mooney St, Right	225	Start of work on Mooney along with saw cut on right by
0010	86'CC'+85			Taylor St	37	End of work on Taylor St.
0010	91'DD'+55			E. Dunn St	35	End of work on E. Dunn St.
0010	94'U'+13	-	96'U'+10	Webster St	167	Start & End of work on Webster
0010	99'V'+20	-	100'V'+80	Cass St	90	Start & End of work on Cass St.
0010	295'J'+25	-	296'J'+50	Iowa St	158	Start of work on Iowa St. & Start/Finish of work on Illinois St.
0010	302'K'+75			Iowa St	45	End of work on Iowa St.
0010	396'M'+84	-	396'M'+34	Wisconsin St	107	Start of work on Wisconsin St. & Start/Finish of work on Illinois St.
0010	402'N'+55			Wisconsin St	46	End of work on Wisconsin St.
0010	495'R'+70			Blackhawk Ave.	58	Start of work on Blackhawk Ave.
0010	495'R'+90	-	496'R'+41	Blackhawk Ave. Left & Right	61	Parking Lot Entrances
0010	496'R'+58	-	496'R'+88	Blackhawk Ave. Left & Right	42	Start & End of work on Illinois St.
0010	498'R'+57	-	498'R'+91	Blackhawk Ave. Left & Right	52	Walgreen's Parking Lot & Alley
0010	503'T'+12	-	503'T'+42	Blackhawk Ave. Left	30	Entrance to parking lot
0010	217'H'+99	-	218'H'+33	STH 35, Left	34	Entrance to Walgreen's Parking Lot
0010	122'W'+20			Hayden St.	41	Start of work on Hayden St.
0010	123'W'+85			Hayden St.	41	End of work on Hayden St.
0010	128'X'+38			Park St.	32	End of work on Park St.
0010	130'Y'+00	-	130'Y'+24	Washington St. Left	24	End of work on Alley
0010	130'Y'+40	-	131'Y'+13	Washington St. Left	88	Parking lot
0010	133'Z'+30			Washington St.	36	End of work on Washington St.
0010	133'G'+78	-	134'G'+21	STH 35, Left	44	Private Entrance
0010	134'G'+68	-	134'G'+85	STH 35, Right	18	Private Entrance
0010	136'G'+21	-	136'G'+94	STH 35, Left	74	Private Entrance
0010	136'G'+49	-	136'G'+71	STH 35, Right	22	Private Entrance
0010	137'G'+13			STH 35	36	End of Project
				DETOUR ROUTE	800	NORTH MAIN STREET - UNDISTRIBUTED
				TOTAL 0010	2450	

SAWING CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	690.0250 LF	REMARKS
0010	78'A'+87	-	79'A'+84	STH 35	146	Start of Project Mainline
0010	88'A'+87	-	89'A'+11	STH 35, LEFT	35	
0010	297'J'+35	-	297'J'+55	IOWA ST., LEFT	20	
0010	397'M'+20	-	397'M'+38	WISCONSIN ST, LEFT	18	
0010	397'M'+32	-	397'M'+50	WISCONSIN ST, RIGHT	18	
0010	213'F'+40LT		498'Q'+75	STH 35, LEFT	226	Parcel 54 Parking Lot
0010	502't'+65		504'S'+07	BLACKHAWK AVE, LEFT	112	Parcel 57 Parking Lot
0010	128'G'+30	-	128'G'+60	STH 35, Right	30	Entrance to Cannery Parking Lot
0010	128'G'+85	-	129'G'+40	STH 35, Right	55	Parking lot of Cannery
0010	130'G'+40	-	130'G'+70	STH 35, Right	30	Private Entrance
				TOTAL 0010	690	

SPECIAL 53. REMOVING CONCRETE BOLLARDS

CATEGORY	STATION	LOCATION	SPV.0060.53 EACH	REMARKS
0010	91'A'+53	LT	5	AROUND SIGN BASE
0010	500'R'+25	LT	2	AROUND SIGNAL CONTROLLER
0010	118'G'+20	RT	2	AROUND FIRE HYDRANT
0010		TOTAL 0010	9	

SPECIAL 52. REMOVING PARKING CURBS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.52 EACH	REMARKS
0010	103'A'+25	-	104'A'+25	RT	9	ON ASPHALT ADJACENT TO SIDEWALK
0010				TOTAL 0010	9	

SPECIAL 54. ADJUSTING MONITORING WELLS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.54 EACH	REMARKS
0010	122'G'+50	-	123'G'+00	LT	1	NEAR EDGE OF ROADWAY
0010				TOTAL 0010	1	

SPECIAL(16. BORING & JACKING 48-INCH CLASS V STORM SEWER)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.16 LF
0010	81'BB'+30	-	82'BB'+04	LT	74
0010	81'BB'+30	-	82'BB'+04	RT	74
				TOTAL 0010	148

SPECIAL(20. CONCRETE CURB & GUTTER HES 30-INCH TYPE A)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.20 LF
0010					
0010	398'M'+12.0	-	398'M'+41.2	(LT)	29
0010	398'M'+04.7	-	398'M'+48.5	(RT)	44
0010	401'N'+93.8	-	402'N'+19.5	(LT)	26
0010	401'P'+90.0	-	402'P'+19.8	(RT)	30
0010	498'Q'+50.9	-	498'Q'+83.1	(RT)	32
0010	502'T'+38.2	-	502'T'+72.0	(LT)	34
0010	502'S'+32.4	-	502'S'+54.6	(RT)	22
0010	127'G'+30.0	-	127'G'+48.0	(LT)	18
				TOTAL 0010	235

SPECIAL(22. CASING PIPE STORM SEWER OPEN CUT 66-INCH)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.22 LF	REMARKS
0010	130'G'+49	-	131'G'+09	LT	60	
				TOTAL 0010	60	

SPECIAL(07. CONCRETE SIDEWALK HES 7-INCH)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0165.07 SF
0010	398'M'+16.4	-	398'M'+38.3	(LT)	104.5
0010	398'M'+07.7	-	398'M'+41.0	(RT)	175
0010	401'N'+96.8	-	402'N'+16.8	(LT)	100
0010	401'P'+94.3	-	402'P'+16.6	(RT)	100
0010	498'Q'+52.6	-	498'Q'+81.2	(RT)	133
0010	502'T'+41.9	-	502'T'+68.4	(LT)	125
0010	502'S'+34.6	-	502'S'+62.6	(RT)	132
				TOTAL 0010	870

SPECIAL(17. BORING & JACKING 3-INCH ELECTRICAL CONDUIT)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.17 LF
0010	296'J'+53	-	296'J'+87	LT	34
0010	496'Q'+84.5	-	495'Q'+26.5	LT	42
				TOTAL 0010	76

SPECIAL(21. CONCRETE CURB & GUTTER HES 30-INCH TYPE D)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.21 LF	REMARKS
0010	91'DD'+17	-	91'DD'+47	RT	30	BUILT IN 2 HALVES
				TOTAL 0010	30	

SPECIAL(06. CONCRETE SIDEWALK HES 6-INCH)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0165.06 SF
0010	498'R'+57	-	498'R'+93.5	LT	175
0010	127'G'+33	-	132'G'+48		75
				TOTAL 0010	250

SPECIAL(08. TEMPORARY SIDEWALK ACCESS)

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0165.08 SF
0010				WEBSTER STREET	350
0010				WISCONSIN STREET RNDBT	850
0010				BLACKHAWK AVENUE	550
0010				WASHINGTON STREET	500
0010					
				TOTAL 0010	2250

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	NOTES
101R	79'A'+85	STH 35, Right	S1-1	36" x 36"	School Advance		1		Post w/ flasher to be removed by Others
102R	82'AA'+35	STH 35, Left	R1-1	30" x 30"	Stop		1	1	
103R	82'A'+55	STH 35, Right	S1-1	36" x 36"	School Advance		1	1	
104R	82'AA'+95	STH 35, Left	S1-1	36" x 36"	School Advance		1		Mounted on Light Pole
201R	86'CC'+40	E. Taylor St., Lt	R1-1	30" x 30"	Stop		1	1	
202R	87'A'+60	STH 35, Right	S4-51	24" x 48"	School Speed Limit		1	1	
203R	87'A'+60	STH 35, Left	S4-51	24" x 48"	School Speed Limit		1	1	
301R	89'A'+20	STH 35, Right		48" X 48"	Emergency Vehicles Entering Highway		1	1	
302R	91'DD'+05	E. Dunn St, Left	R1-1	30" x 30"	Stop		1	1	
303R	91'A'+10	STH 35, Right	W3-3	36" x 36"	Signal Ahead		1	1	
304R	91'A'+60	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol		1	1	
305R	92'A'+70	STH 35, Right	JV	24" x 48"	Vertical Assembly	USH 18	1	1	
						STH 60			
306R	92'A'+70	STH 35, Right	JV	24" x 48"	Vertical Assembly	STH 35	1		Mounted with #305R
						Great River Road			
307R	94'A'+70	STH 35, Left		48" X 48"	Emergency Vehicles Entering Highway		1	1	
401R	94'U'+75	E. Webster St, Right	R1-1-F	30" x 30"	Stop (Folding)		1		Mounted on Light Pole
402R	95'U'+90	E. Webster St, Left	R1-1-F	30" x 30"	Stop (Folding)		1		Mounted on Light Pole
403R	95'A'+60	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol		1	1	
404R	95'A'+60	STH 35, Right	W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)		1		
405R	95'A'+70	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol		1	1	
406R	95'A'+70	STH 35, Left	W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)		1		
407R	98'A'+50	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol		1	1	
408R	99'V'+65	E. Cass St, Right	W14-1	30" x 30"	Dead End		1	1	
409R	99'V'+65	E. Cass St, Right	R1-1	30" x 30"	Stop		1	1	
410R	99'V'+65	E. Cass St, Left	W14-1	30" x 30"	Dead End		1	1	
411R	100'V'+45	E. Cass St, Left	R1-1	30" x 30"	Stop		1	1	
412R	100'A'+60	STH 35, Left	W3-3	36" x 36"	Signal Ahead		1	1	
501R	101'A'+05	STH 35, Right	D5-65A	60" x 42"	Road to [Historic Site] [1/2] Mile	Villa Louis State Historic, 1/2	1	1	
502R	201'B'+70	STH 35, Left	D6-4	24" x 24"	America's Byways		1	1	
503R	102"A"+20	STH 35, Right	J1-1	24" x 39"	Junction Assembly	JCT	1	1	
						STH 27			
504R	202'B'+80	STH 35, Left	J4-2	48" x 36"	Reassurance Assembly (2 Headed Route Panel)	South, South	1	1	
						STH 35, Great River Road			
505R	203'B'+45	STH 35, Left	R2-1	24" x 30"	Speed Limit (30)	30	1	1	
506R	204'B'+25	STH 35, Left	R1-1	30" x 30"	Stop		1	1	
507R	104'A'+25	STH 35, Right	R3-2	24" x 24"	No Left Turn Symbol		1	1	
508R				24" x 18"	No Left Turn		1		Mounted with #507R
509R	299'J'+60	E. Iowa St, Right	J3-2	48" x 57"	Directional Assembly (2 Headed Route Panel)	South, South	1	1	
						STH 35, Great River Road			
						Arrow Right, Arrow Right			
510R	300'RA'+95	STH 35, Right	W6-3	36" x 36"	Two-Way Traffic Symbol		1	1	
511R				36" x 24"	Two Way Traffic		1		Mounted with #510R
512R	299'J'+90	E. Iowa St, Island	R5-1	30" x 30"	Do Not Enter		1	1	
513R	299'J'+90	E. Iowa St, Island	R1-1	30" x 30"	Stop		1		Mounted on Back of #512R
514R	299'J'+75	E. Iowa St, Island	W12-1-D	24" x 24"	Double Down Arrows		1	1	
515R	301'RA'+75	E. Iowa St, Left	R1-1	30" x 30"	Stop		1	1	
516R	299'J'+60	E. Iowa St, Left	R1-1	30" x 30"	Stop		1	1	
517R	299'J'+60	E. Iowa St, Left	R5-1	30" x 30"	Do Not Enter		1		Mounted on Back of #516R
518R	299'J'+65	E. Iowa St, Left	J3-3	72" x 57"	Directional Assembly (3 Headed Route Panel)	North, North, North	1	2	
						STH 27, STH 35, Great River Road			
						Arrow Left, Arrow Left, Arrow Left			
519R	299'J'+65	E. Iowa St, Left	R6-2L	24" x 30"	One Way Left Arrow		1	1	
520R	302'RA'+55	STH 35, Right	M3-1	24" x 12"	North		1	1	
521R			M50-2	48" x 24"	Reassurance Assembly (2 Headed Route Panel)	STH 35, Great River Road	1		Mounted with #520R
522R			M6-1	21" x 21"	Arrow Ahead		1		Mounted with #520R
523R			M3-1	24" x 12"	North		1		Mounted with #520R
524R			M6-1	21" x 21"	Arrow Ahead		1		Mounted with #520R
525R	205"D"+75	STH 35, Right	D6-4	24" x 24"	America's Byways		1	1	
526R			M6-1	21" x 21"	Arrow Ahead		1		
						Sheet Totals	52	37	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	NOTES
527R	106'C'+80	STH 35, Right	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	South, North	1	1	
						STH 27, STH 27	1		Mounted with #530R
						Advanced Left Turn Arrow, Arrow Ahead	1		Mounted with #530R
601R	108'C'+15	STH 35, Right	D1-3	72" x 36"	Triple Destination / Arrow	Arrow Ahead, Lynxville, La Crosse	1	2	
						Arrow Left, Marquette			
602R	208'D'+80	STH 35, Left	J4-2	48" x 36"	Reassurance Assembly (2 Headed Route Panel)	South, South	1	1	
						STH 35, Great River Road			
603R	401'RB'+60	STH 35, Right	J3-2	48" x 57"	Directional Assembly (2 Headed Route Panel)	South, North	1	1	
						STH 27, STH 27			
						Arrow Left, Arrow Ahead			
604R	398'M'+50	E. Wisconsin St, Left	J4-1	24" x 36"	Reassurance Assembly (1 Headed Route Panel)	South	1	1	
						STH 27			
605R	399'M'+00	E. Wisconsin St, Left	R6-2L	24" x 30"	One Way Left Arrow		1	1	
606R	399'M'+00	E. Wisconsin St, Right	W10-1	36" x 36"	Railroad Crossing		1	1	
607R	400'RB'+75	E. Wisconsin St, Right	R6-2R	24" x 30"	One Way Right Arrow		1	1	
608R	399'M'+65	E. Wisconsin St, Left	R6-2L	24" x 30"	One Way Left Arrow		1		Mounted on Light Pole
609R	402'RB'+80	E. Wisconsin St, Left	R1-1	30" x 30"	Stop		1	1	
610R	403'RB'+40	STH 35, Right	W3-3	36" x 36"	Signal Ahead		1		Mounted on Light Pole
611R	400'RB'+10	STH 35, Left	J3-1	24" x 57"	Directional Assembly (1 Headed Route Panel)	South	1	1	
						STH 27			
						Arrow Right			
612R	210'F'+70	STH 35, Left	D1-3	78" x 36"	Triple Destination / Arrow	Arrow Ahead, Bridgeport, Madison	1	2	
						Marquette, Arrow Right			
613R	111'E'+45	STH 35, Right	M3-1	24" x 12"	North		1	1	
614R			J-Assembly	72" x 24"	Reassurance Assembly (3 Headed Route Panel)	STH 35, Great River Road, STH 27	1		Mounted with #613R
615R			M6-1	21" x 21"	Arrow Ahead		1		Mounted with #613R
616R			M3-1	24" x 12"	North		1		Mounted with #613R
617R			M6-1	21" x 21"	Arrow Ahead		1		Mounted with #613R
618R			M3-1	24" x 12"	North		1		Mounted with #613R
619R			M5-1R	21" x 21"	Advance Arrow Right Turn		1		Mounted with #613R
620R	211'F'+85	STH 35, Left	J3-2	48" x 57"	Directional Assembly (2 Headed Route Panel)	South, South	1	1	
						STH 35, Great River Road			
						Arrow Ahead, Arrow Ahead			
701R	112'E'+80	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1	1	
702R	113'E'+35	STH 35, Right	D1-2	60" x 24"	Two Destinations / Arrow	Arrow Ahead, Lynxville	1	1	
						Eastman, Arrow Right			
703R	501'RC'+15	STH 35, Right	M3-1	24" x 12"	North		1		Mounted on Light Pole
704R			M1-6	24" x 24"	State Route Marker	STH 27	1		Mounted on Light Pole
705R			M6-1	21" x 21"	Arrow Right		1		Mounted on Light Pole
706R	501'RC'+85	E. Blackhawk Ave., Right	M3-1	24" x 12"	North		1	1	
707R			M1-6	24" x 24"	State Route Marker	STH 27	1		Mounted with #706R
708R	502'RC'+45	E. Blackhawk Ave., Left	R1-1F	30" x 30"	Stop (Folding)		1		Mounted on Light Pole
709R	502'RC'+45	E. Blackhawk Ave., Left	J3-1	24" x 57"	Directional Assembly (1 Headed Route Panel)	South	1		Mounted on Light Pole
						STH 27			
						Arrow Left			
710R	502'T'+45	E. Blackhawk Ave., Left	D1-2	60" x 24"	Two Destinations / Arrow	Arrow Left, Bridgeport	1		Mounted on Power Pole
						Lynxville, Arrow Right			
711R	116'G'+70	STH 35, Right	W9-1-R	36" x 36"	Right Lane Ends 300 FT		1	1	
712R	117'G'+90	STH 35, Right	M3-1	24" x 12"	North		1	1	
713R			M1-96	24" x 24"	Great River Road Marker		1		Mounted with #712R
714R			D6-4	24" x 24"	America's Byways		1		Mounted with #712R
715R	118'G'+25	STH 35, Right	W4-2R	36" x 36"	Lane Reduction Transition Symbol-Right		1		Mounted on Light Pole
801R	213'F'+35	STH 35, Left	J2-1	24" x 57"	Route Turn Assembly (1 Headed Route Panel)	South	1	1	
						STH 27			
						Advanced Right Turn Arrow			
802R	500'RC'+00	E. Blackhawk Ave., Right	R1-1-F	30" x 30"	Stop (Folding)		1		Mounted on Light Pole
803R	499'R'+50	E. Blackhawk Ave., Left	W10-1	36" x 36"	Railroad Crossing		1		Mounted on Light Pole
804R	503'RC'+60	STH 35, Left	J13-1	24" x 45"	State Route Marker	STH 27	1		Mounted on Light Pole
					Directional Arrows LA/UA Combo				
805R	216'H'+80	STH 35, Left	D1-2	60" x 24"	Two Destinations / Arrow	Arrow Ahead, Bridgeport	1	2	
						Arrow Left, Eastman			
806R	218'H'+40	STH 35, Left	J3-2	48" x 57"	Directional Assembly (2 Headed Route Panel)	South, South	1	1	
						STH 35, Great River Road			
						Arrow Ahead, Arrow Ahead			
						Sheet Totals	44	24	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	NOTES
901R	119'G'+70	STH 35, Right	J4-2	48" x 36"	Reassurance Assembly (2 Headed Route Panel)	North, North	1	1	Mounted on Power Pole
						STH 35, Great River Road			
902R	220'H'+00	STH 35, Left	D6-4	24" x 24"	America's Byways		1	1	
903R			M6-1	21" x 21"	Arrow Ahead		1		Mounted with #902R
904R	220'H'+00	STH 35, Left	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	North, South	1	1	
						STH 27, STH 27			
						Advanced Left Turn Arrow, Arrow Ahead			
905R	120'G'+95	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1		Mounted on Light Pole
906R	121'G'+60	STH 35, Left	M2-1	21" x 15"	Jct		1	1	
907R			M1-6	24" x 24"	State Route Marker	STH 27	1		Mounted with #906R
908R	122'G'+15	STH 35, Left	W3-3	36" x 36"	Signal Ahead		1	1	
909R	122'G'+75	STH 35, Right	S1-1	36" x 36"	School Advance		1	1	
910R	122'W'+70	E. Haydn St.	R1-1	30" x 30"	Stop		1	1	
911R	122'W'+30	E. Haydn St.	W10-1	36" x 36"	Railroad Crossing		1	1	
912R	123'W'+45	E. Haydn St.	R1-1	30" x 30"	Stop		1		Mounted on Light Pole
913R	123'G'+40	STH 35, Left	S1-1	36" x 36"	School Advance		1	1	
1001R	127'G'+20	STH 35, Left	R1-1	30" x 30"	Stop		1	1	
1002R	127'X'+85	Park St.	R1-1	30" x 30"	Stop		1	1	
1003R	127'G'+75	STH 35, Right	R14-1	24" x 18"	Truck Route		1		Mounted on Power Pole
1004R	128'G'+05	STH 35, Right	W10-1	36" x 36"	Railroad Crossing		1	1	
1005R			R15-3	24" x 12"	Exempt		1		Mounted with #1004R
1006R	130'G'+45	STH 35, Right	R15-1	9" x 48" x 90"	Railroad Crossing		1	1	
1007R			R15-3	24" x 12"	Exempt		1		Mounted with #1006R
1008R			R1-2	36" x 31"	Yield		1		Mounted with #1006R
1009R	130'G'+85	STH 35, Left	R15-1	9" x 48" x 90"	Railroad Crossing		1	1	
1010R			R15-3	24" x 12"	Exempt		1		Mounted with #1009R
1011R			R1-2	36" x 31"	Yield		1		Mounted with #1009R
1101R	131'G'+60	STH 35, Right	D5-66-L	72" x 30"	[Historic Site] Arrow Left	Villa Louis	1	2	
						State Historic Site			
						Arrow Left			
1102R	131'G'+60	STH 35, Left	R2-1	24" x 30"	Speed Limit (30)	30	1	1	
1103R	131'Y'+65	E. Washington St., Right	R1-1	30" x 30"	Stop		1		Mounted on Power Pole
1104R			R14-	24" x 24"	Truck Route (Advance Arrow Left)	Advance Arrow Left, 35N	1		Mounted on Power Pole
1105R	130'Y'+60	E. Washington St., Left	W10-1	36" x 36"	Railroad Crossing		1		Mounted on Power Pole
1106R	132'Z'+40	E. Washington St., Left	R1-1	30" x 30"	Stop		1	1	
1107R	132'G'+30	STH 35, Left	D5-66-R	72" x 30"	[Historic Site] Arrow Right	Villa Louis	1	2	
						State Historic Site			
						Arrow Right			
1108R	133'G'+05	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1	1	
1109R	133'G'+35	STH 35, Left	W10-1	36" x 36"	Railroad Crossing		1	1	
1110R			R15-3	24" x 12"	Exempt		1		Mounted with #1109R
1111R	135'G'+05	STH 35, Right	D2-2	84" x 24"	Destination/Distance (Two)	Lynxville 15	1	2	
						La Crosse 59			
1112R	136'G'+95	STH 35, Right	M3-1	24" x 12"	North		1	1	
1113R			M1-6	24" x 24"	State Route Marker	STH 35	1		Mounted with #1112R
1114R			M3-1	24" x 12"	North		1		Mounted with #1112R
1115R			M1-96	24" x 24"	Great River Road Marker		1		Mounted with #1112R
1201R	295'J'+30	E. Iowa St., Left	M3-1	24" x 12"	North		1	1	
1202R			M1-6	24" x 24"	State Route Marker	STH 35	1		Mounted with #1201R
1203R			R-54-L	24" x 24"	Use Left Lane		1		Mounted with #1201R
1204R	295'J'+75	E. Iowa St., Right	M2-1	21" x 15"	Jct		1	1	
1205R			J-Assembly	48" x 24"	Reassurance Assembly (2 Headed Route Panel)	STH 35, Great River Road	1		Mounted with #1204R
1206R			M2-1	21" x 15"	Jct		1		Mounted with #1204R
1207R	296'J'+35	E. Iowa St., Right	R5-1	30" x 30"	Do Not Enter		1		Mounted on Light Pole
1208R	296'J'+50	E. Iowa St., Right	R1-1	30" x 30"	Stop		1	1	
1209R			R6-2R	24" x 30"	One Way Right Arrow		1		Mounted with #1208R
1210R	297'J'+20	E. Iowa St., Left	R3-1A	36" x 36"	Stop Ahead		1	1	
1211R	297'J'+20	E. Iowa St., Right	R3-1A	36" x 36"	Stop Ahead		1	1	
1212R	297'J'+35	E. Iowa St., Right	J2-1	24" x 57"	Route Turn Assembly (1 Headed Route Panel)	North	1	1	
						STH 27			
						Advanced Left Turn Arrow			
1213R	297'J'+75	E. Iowa St., Left	R3-8-	30" x 54"	Left Only / Ahead Arrow / Right Arrow		1	1	
1214R	298'J'+25	E. Iowa St., Right	D1-2	66" x 24"	Two Destinations / Arrow	Arrow Left, Eastman, Lynxville	1	1	
1215R	298'J'+25	E. Iowa St., Right	R6-2L	24" x 30"	One Way Left Arrow		1		Mounted with #1214R
1301R	397'M'+40	E. Wisconsin St, Left	R2-1	24" x 30"	Speed Limit (25)	25	1		Mounted on Power Pole
						Sheet Totals	55	33	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	NOTES
1302R	398'M'+15	E. Wisconsin St, Left	R6-2L	24" x 30"	One Way Left Arrow		1		Mounted on Power Pole
1401R	496'Q'+80	E. Blackhawk Ave., Right	R1-1	30" x 30"	Stop		1	1	
1402R	496'Q'+80	E. Blackhawk Ave., Right	R5-1	30" x 30"	Do Not Enter		1		Mounted on Back of #1401R
1501R	128'Y'+05	E. Washington St., Right	R5-1	30" x 30"	Do Not Enter		1	1	
1502R	128'Y'+05	E. Washington St., Left	R1-1	30" x 30"	Stop		1	1	
1503R	128'Y'+25	E. Washington St., Right	R1-1	30" x 30"	Stop		1	1	
1504R	129'Y'+10	E. Washington St., Right	R15-1	9" x 48" x 90"	Railroad Crossing		1	1	
1505R			R1-2	36" x 31"	Yield		1		Mounted with #1504R
1506R	129'Y'+25	E. Washington St., Left	R15-1	9" x 48" x 90"	Railroad Crossing		1	1	
1507R			R1-2	36" x 31"	Yield		1		Mounted with #1506R
1601R	504'S'+15	E. Blackhawk Ave., Left	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	South	1	1	
						STH 27, STH 35	1		
						Advanced Left Turn Arrow, Left-Right Arrow	1		
						Sheet Totals	13	7	
						Signing Totals	164	101	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	637.2210 SIGNS REFLECTIVE H TYPE II	637.2230 SIGNS REFLECTIVE F TYPE II SF	NOTES
101	79'AA'+85	STH 35, Left	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
102	81'A'+40	STH 35, Median	R4-7	24" x 30"	Keep Right		1			5.00		
103	82'AA'+25	STH 35, Left	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
104	82'AA'+35	STH 35, Left	R1-2	36" x 31"	Yield		1			3.88		
105	82'A'+40	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
106	82'A'+45	STH 35, Right	R5-1	30" x 30"	Do Not Enter		1			6.25		
107	82'AA'+55	STH 35, Left	R3-53R	24" x 30"	Right Turn Only		1			5.00		
108	82'A'+75	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
109	80'A'+15	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
110	80'A'+15	STH 35, Right	W16-9P	24" x 12"	AHEAD Plaque (Yellow)						2.00	Mount with #109
111	80'BB'+50	E.Mooney St, Median	R4-7	24" x 30"	Keep Right		1			5.00		
112	81'BB'+95	E.Mooney St, Median	W12-1R	24" x 24"	Down Arrow (Right)		1				4.00	
113	82'BB'+05	E.Mooney St, Left	W10-1	36" x 36"	Railroad Crossing		1				7.07	
114	81'AA'+55	STH 35, Left	W4-2R	36" x 36"	Lane Reduction Transition Symbol - Right			1			9.00	
115	81'BB'+45	E.Mooney St, Median	R4-7	24" x 30"	Keep Right		1			5.00		
116	79'BB'+35	E.Mooney St, Right	W10-1	36" x 36"	Railroad Crossing		1				7.07	
117	81'BB'+40	E.Mooney St, Right	R8-8	24" x 30"	Do Not Stop on Tracks		1			5.00		
201	84'A'+30	STH 35, Median	R4-7	24" x 30"	Keep Right		1			5.00		
202	84'A'+50	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
203	85'AA'+00	STH 35, Left	W10-3	36" x 36"	Side Road Tracks Right Side			1			9.00	
204	87'AA'+00	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
205	87'AA'+00	STH 35, Left	W16-9P	24" x 12"	AHEAD Plaque (Yellow)						2.00	Mount with #204
206	86'A'+25	STH 35, Right	R1-1	30" x 30"	Stop		1			5.18		
301	90'A'+00	STH 35, Left	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
302	90'A'+90	STH 35, Right	R1-1	30" x 30"	Stop		1			5.18		
303	92'A'+70	STH 35, Right	W3-3	36" x 36"	Signal Ahead			1			9.00	
401	96'A'+50	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
402	97'A'+50	STH 35, Right	J1-1	24" x 39"	Junction Assembly	Jct	1			6.50		
						27						
403	98'A'15	STH 35, Left	W3-3	36" x 36"	Signal Ahead		1	1			9.00	
404	99'A'+00	STH 35, Right	W2-6	30" x 30"	Circular Intersection Sign			1			6.25	
405	99'A'+00	STH 35, Right	W13-1	18" x 18"	Advisory Speed Plaque (Yellow Back)	15 M.P.H.					2.25	Mount with #404
406	99'A'+70	STH 35, Left	R1-1	30" x 30"	Stop		1			5.18		
407	100'A'+30	STH 35, Right	R1-1	30" x 30"	Stop		1			5.18		
408	200'B'+70	STH 35, Left	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
409	100'A'+75	STH 35, Right	R3-8G	36" x 30"	Ahead Only / Ahead, Right		1			7.50		
501	101'A'+25	STH 35, Right Overhead	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	South, North				19.00		On Monotube Sign Structure S-12-0001
						STH 27, STH 35						
						[UA], [UA]						
502	101'A'+25	STH 35, Right Overhead	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	North, North				19.00		On Monotube Sign Structure S-12-0001
						STH 27, STH 35						
						[UA], [UA]						
503	201'B'+70	STH 35, Left	JV	24" x 60"	Any Vertically Configured J-Panel	South		1		10.00		
					(M1-96) Great River Road Marker	Great River Road						
					(D6-4) National Scenic Byway	America's Byways						
504	102'A'+10	STH 35, Median	R4-7	24" x 30"	Keep Right		1			5.00		
505	202'B'+70	STH 35, Left	J4-1	24" x 36"	Reassurance Assembly (1 Headed Route Panel)	South		1		6.00		
						STH 35						
506	102'A'+90	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
507	103'A'+75	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
508			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #507
509	203'B'+95	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
510			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #509
511	204'B'+10	STH 35, Median	D1-1	42" x 30"	One Destination (Arrow)	South	1			8.75		See Sign Design Detail
						STH 35, Diagonal Arrow Right						
512	104'A'+05	STH 35, Median	R1-2	36" x 31"	Yield			1		3.88		
513			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #512
514	301'RA'+05	STH 35, Right	R1-2	36" x 31"	Yield		1			3.88		
515			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #514
516	300'RA'+80	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
517			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #516
518	301'RA'+80	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
519			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #518
520	303'RA'+10	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
521			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #520
522	304'RA'+20	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
523			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #522
						Sheet Totals	38	12	0	254.86	95.64	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	637.2210 SIGNS REFLECTIVE H TYPE II	637.2230 SIGNS REFLECTIVE F TYPE II SF	NOTES
524	301'K'+50	Iowa St, Median	D1-1	60" x 15"	One Destination (Arrow)	Iowa St, Diagonal Arrow Right	2			6.25		See Sign Design Detail
525	301'K'+60	Iowa St, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
526			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #525
527	301'K'+80	Iowa St, Median	R4-7	24" x 30"	Keep Right		1			5.00		
528	301'L'+80	Iowa St, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
529			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #528
530	301'L'+50	Iowa St, Median	R1-2	36" x 31"	Yield			1		3.88		
531			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #530
532	302'RA'+05	STH 35, Right	R1-2	36" x 31"	Yield		1			3.88		
533			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #532
534	304'RA'+55	STH 35, Right	R1-2	36" x 31"	Yield		1			3.88		
535			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #534
536	299'J'+20	Iowa St, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
537			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #536
538	299'J'+40	Iowa St, Left	R1-2	36" x 31"	Yield			1		3.88		
539			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #538
540	303'RA'+40	STH 35, Right	R1-2	36" x 31"	Yield		1			3.88		
541			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #540
542	205'D'+80	STH 35, Median	R1-2	36" x 31"	Yield			1		3.88		
543			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #542
544	105'C'+70	STH 35, Median	D1-2	72" x 30"	Two Destinations (Arrows)	North	2			15.00		See Sign Design Detail
						STH 27, STH 35, Directional Arrow Diagonal Right						
545	105'C'+85	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
546			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #545
547	206'D'+05	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
548			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #547
549	206'D'+55	STH 35, Left Overhead	J3-1	24" x 57"	Directional Assembly (1 Headed Route Panel)	South STH 35 [UA]				9.50		On Monotube Sign Structure S-12-0003
550	206'D'+55	STH 35, Left Overhead	J3-1	24" x 57"	Directional Assembly (1 Headed Route Panel)	South STH 35 [UA]				9.50		On Monotube Sign Structure S-12-0003
551	106'C'+55	STH 35, Right	W10-2	36" x 36"	Cross Road Tracks Left Side			1			9.00	
552	106'C'+75	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
553	304'RA'+00	STH 35, Left	R3-1	24" x 24"	No Right Turn Symbol		1			4.00		
554	101'A'+25	STH 35 , Right	M1-94-H	60" x 15"	Overhead Street Name Sign	Iowa St [RA]				6.25		On Monotube Sign Structure S-12-0001
555	206'D'+50	STH, 35 Right	M1-94-H	60" x 15"	Overhead Street Name Sign	[LA] Iowa St				6.25		On Monotube Sign Structure S-12-0003
601	107'C'+15	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
602	207'D'+20	STH 35, Left	R3-8CC	36" x 30"	Left, Ahead / Ahead, Right (Roundabout)		1			7.50		
603	107'C'+40	STH 35, Right	R3-8CC	36" x 30"	Left, Ahead / Ahead, Right (Roundabout)		1			7.50		
604	107'C'+35	STH 35, Right Overhead	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	South, North STH 27, STH 35 [LT], [UA]				19.00		On Monotube Sign Structure S-12-0004
605	107'C'+35	STH 35, Right Overhead	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	North, North STH 27, STH 35 [UA], [UA]				19.00		On Monotube Sign Structure S-12-0004
606	108'C'+45	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
607			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #606
608	208'D'+65	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
609			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #608
610	208'D'+75	STH 35, Median	D1-1	42" x 30"	One Destination (Arrow)	South STH 35, Diagonal Arrow Right	1			8.75		See Sign Design Detail
611	108'C'+70	STH 35, Median	R1-2	36" x 31"	Yield			1		3.88		
612			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #611
613	402'RB'+10	STH 35, Right	R1-2	36" x 31"	Yield		1			3.88		
614			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #613
615	401'RB'+90	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
616			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #615
617	402'RB'+75	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
618			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #617
619	403'RB'+85	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
620			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #617
621	401'P'+30	Wisconsin St, Median	D1-1	84" x 15"	One Destination (Arrow)	Wisconsin St, Diagonal Arrow Right	2			8.75		See Sign Design Detail
622	401'N'+30	Wisconsin St, Median	R1-2	36" x 31"	Yield			1		3.88		
623			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #622
624	401'P'+40	Wisconsin St, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
625			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #624
						Sheet Totals	23	14	0	251.17	75	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	637.2210 SIGNS REFLECTIVE H TYPE II	637.2230 SIGNS REFLECTIVE F TYPE II SF	NOTES
626	401'P'+60	Wisconsin St, Median	R4-7	24" x 30"	Keep Right		1			5.00		
627	401'N'+55	Wisconsin St, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
628			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #627
629	402'RB'+90	Wisconsin St, Left	R1-2	36" x 31"	Yield		1			3.88		
630			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #629
631	110'E'+40	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
632			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #631
633	398'M'+90	Wisconsin St, Left	W10-1	36" x 36"	Railroad Crossing		1				7.07	
634			W57-52	36" x 24"	200 Feet Ahead	200 Feet Ahead		1			6	Mount with #633
635	399'M'+30	Wisconsin St, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
636			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #635
637	399'M'+40	Wisconsin St, Right	D1-2	84" x 30"	Two Destinations (Arrows)	STH 27, South	2			17.50		
					Wisconsin St, Directional Arrow Diag Rt							
638	404'RB'+20	STH 35, Left	R1-2	36" x 31"			1			3.88		
639			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #638
640	210'F'+35	STH 35, Median	R1-2	36" x 31"	Yield			1		3.88		
641			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #640
642	110'E'+30	STH 35, Median	D1-2	72" x 30"	Two Destinations (Arrows)	North, North	2			15.00		See Sign Design Detail
					STH 27, STH 35, Directional Arrow Diagonal Right							
643	210'F'+60	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
644			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #643
645	111'E'+15	STH 35, Right	W10-2	36" x 36"	Cross Road Tracks Left Side			1			9.00	
646	211'F'+40	STH 35, Left Overhead	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	South, South				19.00		On Monotube Sign Structure S-12-0005
						STH 35, STH 27						
						[UA], [RT]						
647			J3-1	24" x 57"	Directional Assembly (1 Headed Route Panel)	South				9.50		On Monotube Sign Structure S-12-0005
						STH 35						
						[UA]						
648	211'F'+55	STH 35, Left	R3-8CC	36" x 30"	Left, Ahead / Ahead, Right (Roundabout)		1			7.50		
649	112'E'+15	STH 35, Right	R3-8CC	36" x 30"	Left, Ahead / Ahead, Right (Roundabout)		1			7.50		
650	212'F'+55	STH 35, Left	W10-2	36" x 36"	Cross Road Tracks Right Side			1			9.00	
651	112'E'+55	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
652	112'E'+95	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
653	107'C'+55	STH, 35 Right	M1-94-H	72" x 18"	Overhead Street Name Sign	Wisconsin St				9.00		On Monotube Sign Structure S-12-0004
654	107'C'+55	STH, 35 Right	D1-3	48" x 30"	Triple Destination/Arrow	[UA] Eastman				10.00		Mount on Vertical Support
						[UA] Lynxville						
						[LA] Marquette						
655	211'F'+40	STH , 35 Left	M1-94-H	72" x 18"	Overhead Street Name Sign	Wisconsin St				9.00		On Monotube Sign Structure S-12-0005
656	211'F'+40	STH , 35 Left	D1-2	48" x 24"	Two Destination/Arrow	[UA] Bridgeport				8.00		Mount on Vertical Support
						Marquette [RA]						
701	112'E'+80	STH 35, Right Overhead	J2-1	24" x 57"	Route Turn Assembly (1 Head Panel)	North				9.50		On Monotube Sign Structure S-12-0006
						STH 35						
						[UA]						
702	112'E'+80	STH 35, Right Overhead	J3-2	48" x 57"	Directional Assembly (2 Headed Route Panel)	North, North				19.00		On Monotube Sign Structure S-12-0006
						STH 35, STH 27						
						[UA], [RT]						
703	114'E'+15	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
704			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #703
705	114'E'+35	STH 35, Median	R1-2	36" x 31"	Yield			1		3.88		
706			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #705
707	501'RC'+35	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
708			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #707
709	502'RC'+40	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
710			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #709
711	501'RC'+50	STH 35, Right	R1-2	36" x 31"	Yield		1			3.88		
712			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #711
713	501'S'75	Blackhawk Ave, Median	D1-2	84" x 30"	Two Destinations (Arrows)	STH 27, North	2			17.50		See Sign Design Detail
					Blackhawk Ave, Direct Arrow Diagonal Right							
714	501'T'+75	Blackhawk Ave, Median	R1-2	36" x 31"	Yield			1		3.88		
715			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #714
716	501'S'+85	Blackhawk Ave, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
717			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #716
718	502'T'+00	Blackhawk Ave, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
719			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #718
720	502'S'+10	Blackhawk Ave, Median	R4-7	24" x 30"	Keep Right		1			5.00		
721	502'S'+75	Blackhawk Ave, Right	J4-1	24" x 36"	Reassurance Assembly (1 Headed Route Panel)	North		1		6.00		
						STH 27						
						Sheet Totals	20	14	0	255.78	88.82	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	637.2210 SIGNS REFLECTIVE H TYPE II	637.2230 SIGNS REFLECTIVE F TYPE II SF	NOTES
722	502'T'+75	Blackhawk Ave, Left	J2-3	72" x 57"	Route Turn Assembly (3 Headed Route Panel)	South, South, North		1		28.50		
						STH 27, STH 35, STH 35						
						[LA], [LA], [RA]						
723	502'RC'+50	STH 35, Right	R1-2	36" x 31"	Yield		1			3.88		
724			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #723
725	116'G'+15	STH 35, Median	D1-1	42" x 30"	One Destination (Arrow)	North	1			8.75		See Sign Design Detail
						STH 35, Diagonal Arrow Right						
726	116'G'+25	STH 35, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
727			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #726
728	116'G'+75	STH 35, Right	J4-1	24" x 36"	Reassurance Assembly (1 Headed Route Panel)	North		1		6.00		
						STH 35						
729	117'G'+50	STH 35, Right	JV	24" x 60"	Any Vertically Configured J-Panel	North		1		10.00		
					(M1-96) Great River Road Marker	Great River Road						
					(D6-4) National Scenic Byway	America's Byways						
730	112'E'+80	STH 35, Right	M1-94-H	78" x 18"	Overhead Street Name Sign	Blackhawk Ave				9.75		On Monotube Sign Structure S-12-0006
731	112'E'+80	STH 35, Right	D1-2	48" x 24"	Two Destination/Arrow	[UA] Lynxville				8.00		Mount on Vertical Support
						Eastman [RA]						
732	503'T+50	Blackhawk Ave, Left	D1-2	48" x 24"	Two Destination/Arrow	[LA] Bridgeport		1		8.00		
						Lynxville [RA]						
801	113'E'+75	STH 35, Median	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
802	214'F'+30	STH 35, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
803			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #802
804	214'F'+40	STH 35, Median	D1-2	72" x 30"	Two Destinations (Arrows)	South, South	2			15.00		See Sign Design Detail
						STH 27, STH 35, Direct Arrow Diagonal Rt						
805	500'RC'+25	STH 35, Left	R1-2	36" x 31"	Yield		1			3.88		
806			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #805
807	500'RC'+00	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
808			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #807
809	503'RC'+55	Roundabout Island	R6-1R	36" x 12"	One Way Right Arrow		2			3.00		
810			R6-4B	60" X 24"	Roundabout Chevron Bank					10.00		Mount with #809
811	498'Q'+05	Blackhawk Ave, Median	R4-7	24" x 30"	Keep Right		1			5.00		
812	498'Q'+25	Blackhawk Ave, Right	R3-8DD	36" x 30"	Left, Ahead (Roundabout)/Arrow Up Right/Only		1			7.50		
813	498'R'+45	Blackhawk Ave, Left	R2-1	24" x 30"	Speed Limit (25)	25	1			5.00		
814	498'Q'+90	Blackhawk Ave, Right	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	South, South				19.00		On Monotube Sign Structure S-12-0007
						STH 27, STH 35						
						[RT], [RT]						
815	498'Q'+90	Blackhawk Ave, Right	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	North, North				19.00		On Monotube Sign Structure S-12-0007
						STH 35, STH 27						
						[LT], [UA]						
816	499'R'+35	Blackhawk Ave, Left	W10-1	36" x 36"	Railroad Crossing		1				7.07	
817			W57-52	36" x 24"	200 Feet Ahead	200 Feet Ahead		1			6	Mount with #816
818	499'Q'+45	Blackhawk Ave, Right	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
819			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #818
820	499'Q'+40	Blackhawk Ave, Median	R4-7	24" x 30"	Keep Right		1			5.00		
821	499'R'+65	Blackhawk Ave, Left	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
822			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #821
823	499'R'+70	Blackhawk Ave, Median	D1-1	84" x 15"	One Destination (Arrow)	Blackhawk Ave, Diagonal Arrow Righ	2			8.75		See Sign Design Detail
824	499'Q'+75	Blackhawk Ave, Median	R1-2	36" x 31"	Yield			1		3.88		
825			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #824
826	503'RC'+75	STH 35, Left	R1-2	36" x 31"	Yield		1			3.88		
827			R1-54	24" x 15"	To Traffic From Left					2.50		Mount with #826
828	216'H'+20	STH 35, Median	R1-2	36" x 31"	Yield			1		3.88		
829			R6-2R	24" x 30"	One Way Right Arrow					5.00		Mount with #828
830	216'H'+40	STH 35, Median	W11-2	30" x 30"	Pedestrian Crossing Symbol			1			6.25	
831			W16-7L	24" x 12"	Left Diagonal Downward Pointing Arrow (Yellow)						2.00	Mount with #830
832	117'G'+50	STH 35, Median	R4-7	24" x 30"	Keep Right		1			5.00		
833	219'H'+00	STH 35, Left Overhead	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	North, South				19.00		On Monotube Sign Structure S-12-0008
						STH 27, STH 35						
						[LT], [UA]						
834	219'H'+00	STH 35, Left Overhead	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	South, South				19.00		On Monotube Sign Structure S-12-0008
						STH 27, STH 35						
						[UA], [UA]						
835	118'G'+45	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
836	219'H'+00	STH 35, Left	M1-94-H	78" x 18"	Overhead Street Name Sign	Blackhawk Ave				9.75		On Monotube Sign Structure S-12-0008
837	219'H'+00	STH 35, Left	D1-2	48" x 24"	Two Destination/Arrow	[UA] Bridgeport				8.00		Mount on Vertical Support
						[LA] Eastman						
						Sheet Totals	20	12	0	296.90	54.32	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	637.2210 SIGNS REFLECTIVE H TYPE II	637.2230 SIGNS REFLECTIVE F TYPE II SF	NOTES
901	219'H'+40	STH 35, Left	R3-8CC	36" x 30"	Left, Ahead / Ahead, Right (Roundabout)		1			7.50		
902	220'H'+40	STH 35, Left	W10-2	36" x 36"	Cross Road Tracks Right Side			1			9.00	
903	121'H'+35	STH 35, Left	W2-6	30" x 30"	Circular Intersection Sign				1		6.25	
904			W13-1	18" x 18"	Advisory Speed Plaque (Yellow Back)	15 M.P.H.					2.25	Mount with #904
905	122'G'+75	STH 35, Left	R1-1	30" x 30"	Stop		1			5.18		
906	123'G'+35	STH 35, Right	R1-1	30" x 30"	Stop		1			5.18		
907	123'G'+60	STH 35, Left	J1-1	24" x 39"	Junction Assembly	Jct	1			6.50		
						27						
908	121'G'+30	STH 35, Right	W9-1R	36" x 36"	Right Lane Ends			1			9.00	
909	124'G+40	STH 35, Right	W4-2R	36" x 36"	Lane Reduction Transition Symbol - Right			1			9.00	
1001	126'G'+10	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
1002	127'G'+80	STH 35, Right	R1-1	30" x 30"	Stop		1			5.18		
1003	128'G'+05	STH 35, Right	W10-1	36" x 36"	Railroad Crossing		1				7.07	
1004			W10-1A	24" x 12"	Exempt			1			6.00	Mount with #1003
1005	128'G'+25	STH 35, Left	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
1006	129'G'+30	STH 35, Left	JV	24" x 60"	Any Vertically Configured J-Panel	South		1		10.00		
					(M1-96) Great River Road Marker	Great River Road						
					(D6-4) National Scenic Byway	America's Byways						
1007	130'G'+45	STH 35, Left	J4-1	24" x 36"	Reassurance Assembly (1 Headed Route Panel)	North		1		6.00		
						STH 35						
1008	128'G'+70	STH 35, Right	R3-8W	54" x 30"	Left Only / Ahead Only / Ahead Only			2				
1009	130'G+85	STH 35, Right	R15-3	24" x 12"	Exempt					2.00		Mount with # 1012
1010	130'G+90	STH 35, Left	R15-3	24" x 12"	Exempt					2.00		Mount with # 1009
	130'Y'+35	E. Washington St, Left	R2-1	24" x 30"	Speed Limit (25)	25	1			5.00		
1102	131'Y'+20	E. Washington St, Left	W10-1	36" x 36"	Railroad Crossing		1				7.07	
1103	131'Y'+30	E. Washington St, Right	J12-1	24" x 45"	oute Turn without Cardinal (1 Headed Route Pane	STH 35	1			7.50		
						Directional Arrows Left-Right						
1104	131'Y'+45	E. Washington St, Right	R1-1	30" x 30"	Stop		1			5.18		
1105	132'G'+30	STH 35, Right	R1-1	30" x 30"	Stop		1			5.18		
1106	132'G'+65	STH 35, Right	J4-1	24" x 36"	Reassurance Assembly (1 Headed Route Panel)	North		1		6.00		
						STH 35						
1107	133'G'+00	STH 35, Left	W10-1	36" x 36"	Railroad Crossing		1				7.07	
1108			W10-1A	24" x 12"	Exempt			1			6.00	Mount with #1107
1109	133'G'+50	STH 35, Right	JV	24" x 60"	Any Vertically Configured J-Panel	North		1		10.00		
					(M1-96) Great River Road Marker	Great River Road						
					(D6-4) National Scenic Byway	America's Byways						
1110	134'G'+00	STH 35, Left	R3-8W	54" x 30"	Left Only / Ahead Only / Right Only		2			11.25		
1111	134'G'+40	STH 35, Right	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
1112	131'Y'+30	E. Washington St, Right	R1-2	36" x 31"	Yield		1			3.88		
1113	130'Y'+40	E. Washington St, Right	W10-2	36" x 36"	Cross Road Tracks Right Side			1			9.00	
1114	130'Y'+10	E. Washington St, Right	R3-8	36" x 30"	Left, Ahead / Right Only		1			7.50		
1115	133'Z'+70	E. Washington St, Left	W10-2	36" x 36"	Cross Road Tracks Left Side			1			9.00	
1116	131'Y'+20	E. Washington St, Left	W10-1A	24" x 12"	Exempt						2.00	Mount with #1102
1201	296'J'+50	Iowa St, Right	R15-3P	24" x 12"	Exempt					2.00		Install Below Existing R15-2P
1202	296'J'+50	Iowa St, Left	R15-3P	24" x 12"	Exempt					2.00		Install Below Existing R15-2P
1203	296'J'+50	Iowa St, Right	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1204	296'J'+50	Iowa St, Left	R6-2L	24" x 30"	One Way Left Arrow		1			5.00		
1205	296'J'+90	Iowa St, Right	W2-6	30" x 30"	Circular Intersection Sign				1		6.25	
1206			W13-1	18" x 18"	Advisory Speed Plaque (Yellow Back)	15 M.P.H.					2.25	Mount with #1205
1207	298'J'+00	Iowa St, Right	R3-8DD	36" x 30"	Left, Ahead / Right Only (Roundabout)		1			7.50		
1208	298'J'+55	Iowa St, Right	J2-2	48" x 57"	Route Turn Assembly (2 Headed Route Panel)	North, North				19.00		On Monotube Sign Structure S-12-0002
						STH 27, STH 35						
						[LT], [LT]						
1209	298'J'+55		J3-1	24" x 57"	Directional Assembly (1 Headed Route Panel)	South				9.50		On Monotube Sign Structure S-12-0002
						STH 35						
						[RT]						
1210	294'J'+60	Iowa St, Right	W10-1	36" x 36"	Railroad Crossing		1				7.07	
1211	294'J'+60	Iowa St, Left	W10-1	36" x 36"	Railroad Crossing		1					
1212		Cass/Illinois NE Quad	R5-1	30" x 30"	Do Not Enter		1			6.25		
1213	298'J'+55	Illinois St, Right	D1-3	48" x 30"	Three Destination/Arrow	[LA] Eastman				10.00		Mount on Vertical Support
						[LA] Lynxville						
						Bridgeport [RA]						
	AFTER DETOUR	WASHINGTON/MAIN (SE)	R1-1	30" x 30"	Stop		1			5.18		
	AFTER DETOUR	WASHINGTON/MAIN(NW)	R1-1	30" x 30"	Stop		1			5.18		
	AFTER DETOUR	IOWA/OHIO (SW)	R1-1	30" x 30"	Stop		1			5.18		
	AFTER DETOUR	IOWA/OHIO (NE)	R1-1	30" x 30"	Stop		1			5.18		
	AFTER DETOUR	WISC./DOUSMAN (SW)	R1-1	30" x 30"	Stop		1			5.18		
	AFTER DETOUR	WISC./DOUSMAN (NE)	R1-1	30" x 30"	Stop		1			5.18		
	AFTER DETOUR	IOWA/DOUSMAN (SW)	R1-1	30" x 30"	Stop		1			5.18		
						Sheet Totals	32	13	2	228.54	104.28	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	637.2210 SIGNS REFLECTIVE H TYPE II	637.2230 SIGNS REFLECTIVE F TYPE II SF	NOTES
1214	294'J+60	Iowa St, Right	W10-1A	24" x 12"	Exempt						2.00	Mount with #1210
1215	294'J+60	Iowa St, Left	W10-1A	24" x 12"	Exempt						2.00	Mount with #1211
1216	295'J'+30	Iowa St, Right	R7-1L	18" x 24"	No Parking Anytime Left Arrow		1			3.00		
1301	395'M'+20	Wisconsin St, Left	W4-2R	36" x 36"	Lane Reduction Transition Symbol - Right			1			9.00	
1302	396'M'+10	Wisconsin St, Right	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1303	396'M'+05	Wisconsin St, Left	W9-1R	30" x 30"	Right Lane Ends		1				6.25	
1304	396'M'+30	Wisconsin St, Left	R1-1	30" x 30"	Stop		1			5.18		
1305	396'M'+30	Wisconsin St, Right	R1-1	30" x 30"	Stop		1			5.18		
1306	396'M'+30	Wisconsin St, Right	R5-1	30" x 30"	Do Not Enter		1			6.25		
1307	397'M'+15	Wisconsin St, Left	R2-1	24" x 30"	Speed Limit (25)	25	1			5.00		
1308	398'M'+00	Wisconsin St, Left	J4-1	24" x 36"	Reassurance Assembly (1 Headed Route Panel)	South		1		6.00		
						STH 27						
1309	395'M+00	Wisconsin St, Left	R7-1L	18" x 24"	No Parking Anytime Left Arrow		1			3.00		
1310	394'M'+50	Wisconsin St, Left	R7-1R	18" x 24"	No Parking Anytime Right Arrow		1			3.00		
1401	494'Q'+95	Blackhawk Ave, Right	W10-1	36" x 36"	Railroad Crossing		1				7.07	
1402	495'Q'+50	Blackhawk Ave, Right	W2-6	30" x 30"	Circular Intersection Sign				1		6.25	
1403			W13-1	18" x 18"	Advisory Speed Plaque (Yellow Back)	15 M.P.H.					2.25	Mount with #1402
1404	495'R'+75	Blackhawk Ave, Left	W4-2R	36" x 36"	Lane Reduction Transition Symbol - Right			1			9.00	
1405	496'Q'+40	Blackhawk Ave, Median	R4-7	24" x 30"	Keep Right		1			5.00		
1406	496'R'+55	Blackhawk Ave, Left	R5-1	30" x 30"	Do Not Enter		1			6.25		
1407	496'R'+55	Blackhawk Ave, Left	W9-1R	30" x 30"	Right Lane Ends						6.25	Mount on back of #1406
1408	496'Q'+55	Blackhawk Ave, Right	R3-1		No Right Turn Symbol		1			4.00		
1409	496'R'+60	Blackhawk Ave, Left	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1410	496'Q'+60	Blackhawk Ave, Right	W5-56	18" x 18"	End of Road Marker with RED Type SH Sheeting		1				2.25	4 FT Mounting Height
1411	496'Q'+65	Blackhawk Ave, Right	W5-56	18" x 18"	End of Road Marker with RED Type SH Sheeting		1				2.25	4 FT Mounting Height
1412	496'Q'+75	Blackhawk Ave, Right	W5-56	18" x 18"	End of Road Marker with RED Type SH Sheeting		1				2.25	4 FT Mounting Height
1413	496'Q'+60	Blackhawk Ave, Right	W5-56	18" x 18"	End of Road Marker with RED Type SH Sheeting						2.25	Mount on back of #1413
1414	496'Q'+65	Blackhawk Ave, Right	W5-56	18" x 18"	End of Road Marker with RED Type SH Sheeting						2.25	Mount on back of #1412
1415	496'Q'+75	Blackhawk Ave, Right	W5-56	18" x 18"	End of Road Marker with RED Type SH Sheeting						2.25	Mount on back of #1411
1416	497'R'+90	Blackhawk Ave, Left	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1417	495'R+45	Blackhawk Ave, Left	R7-1L	18" x 24"	No Parking Any Time Left Arrow		1			3.00		
1418	494'R'+65	Blackhawk Ave, Left	R7-1R	18" x 24"	No Parking Any Time Right Arrow		1			3.00		
1419	494'Q'+95	Blackhawk Ave, Right	W10-1A	24" x 12"	Exempt						2.00	Mount with #1401
1420	496'Q'+80	Blackhawk Ave, Right	R15-3P	24" x 12"	Exempt					2.00		Install Below Existing R15-2P
1501	126'Y'+75	E. Washington St, Right	W10-1	36" x 36"	Railroad Crossing		1				7.07	
1502	127'Y'+30	E. Washington St, Median	R4-7	24" x 30"	Keep Right		1			5.00		
1503	127'Y'+30	E. Washington St, Left	R5-1	30" x 30"	Do Not Enter		1			6.25		
1504	127'Y'+95	E. Washington St, Left	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1505	127'Y'+95	E. Washington St, Right	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1506	128'Y'+30	E. Washington St, Right	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1507	128'Y'+35	E. Washington St, Left	R6-2R	24" x 30"	One Way Right Arrow		1			5.00		
1508	129'Y'+40	E. Washington St, Right	R5-1	30" x 30"	Do Not Enter		1			6.25		
1509	129'Y'+70	E. Washington St, Median	R4-7	24" x 30"	Keep Right		1			5.00		
1510	128'Y'+30	Park/Illinois NE Quad	R5-1	30" x 30"	Do Not Enter		1			6.25		
1511	128'Y'+95	E. Washington St, Right	R15-3P	24" x 12"	Exempt					2.00		Install Below Existing R15-2P
1512	129'Y'+30	E. Washington St, Left	R15-3P	24" x 12"	Exempt					2.00		Install Below Existing R15-2P
1601	303'K'+70	Iowa St, Left	W2-6	30" x 30"	Circular Intersection Sign				1		6.25	
1602			W13-1	18" x 18"	Advisory Speed Plaque (Yellow Back)	15 M.P.H.					2.25	Mount with #1601
1603	403'N'+50	Iowa St, Right	W2-6	30" x 30"	Circular Intersection Sign				1		6.25	
1604			W13-1	18" x 18"	Advisory Speed Plaque (Yellow Back)	15 M.P.H.					2.25	Mount with #1603
1701	503'S'+70	Blackhawk Ave, Right	R2-1	24" x 30"	Speed Limit (30)	30	1			5.00		
1702	504'T'+00	Blackhawk Ave, Left	J2-3	72" x 57"	vance Route Turn Assembly (3 Headed Route Par	South, South, North		2		28.50		
						STH 27, STH 35, STH 35						
						Advance Arrows, Left Turn, Left Turn, Right Turn						
1703	505'S'+60	Blackhawk Ave, Left	W2-6	30" x 30"	Circular Intersection Sign				1		6.25	
1704			W13-1	18" x 18"	Advisory Speed Plaque (Yellow Back)	15 M.P.H.					2.25	Mount with #1703
1705	505'S'+10	Blackhawk Ave, Left	J1-1	24" x 39"	Junction Assembly	Jct	1			6.50		
						35						
						Sheet Totals	32	5	4	167.61	98.14	
						Signing Totals	165	70	6	1454.86	516.2	

TREES

CATEGORY	STATION	LOCATION	632.0101 TREES (SPECIES, ROOT, SIZE) 01. GINKGO BILOBA "AUTUMN GOLD" B&B, 2-INCH GB EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 02. GLEDITSIA TRIACNTHOS VAR INERMIS "SKYLINE" B&B, 2-INCH GT EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 03. ULMUS "PATRIOT" B&B, 2-INCH UP EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 04. PYRUS CALLERYANA 'CHANTICLEER' B&B, 2-INCH PC EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 05. AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' B&B, 1-1/2-INCH AG EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 06. PICEA ABIES NORWAY SPRUCE B&B, 6-FT HGT PA EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 07. PICEA GLAUCA VAR. DENSATA BLACK HILLS SPRUCE B&B, 6-FT HGT PG EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 08. PINUS STROBUS EASTERN WHITE PINE B&B, 6-FT HGT PS EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 09. GYMNOCLADUS DIOCIUS "ESPRESSO" B&B, 2-INCH GDE EACH
0030	80+12, 38.9 LT	STH 35/USH 18	1	0	0	0	0	0	0	0	0	0
0030	80+31, 42.0 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	80+52, 42.0 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	80+76, 42.0 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	81+23, 45.8 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	81+38, 46.4 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	84+97, 26.4 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	86+91, 26.5 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	87+36, 26.2 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	87+82, 26.6 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	88+49, 26.6 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	88+72, 26.5 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	89+14, 26.6 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	90+65, 26.6 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	91+60, 26.5 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	90+65, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	92+51, 26.5 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	92+98, 26.5 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	96+83, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	97+23, 26.5 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	97+61, 26.5 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	98+09, 26.5 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	98+35, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	98+85, 26.5 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	99+19, 26.5 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	101+50, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	102+39, 26.5 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0	0
0030	102+54, 44.5 LT	STH 35/USH 18	1	0	0	0	0	0	0	0	0	0
0030	103+50, 56.3 LT	STH 35/USH 18	0	0	0	1	0	0	0	0	0	0
0030	103+61, 69.0 LT	STH 35/USH 18	0	0	0	1	0	0	0	0	0	0
0030	103+76, 90.6 LT	STH 35/USH 18	0	0	0	1	0	0	0	0	0	0
0030	103+81, 109.6 LT	STH 35/USH 18	0	0	0	1	0	0	0	0	0	0
0030	103+86, 188.6 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	106+59, 53.6 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	107+36, 49.3 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	108+03, 45.2 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0	0
0030	110+50, 46.0 RT	STH 35/USH 18	1	0	0	0	0	0	0	0	0	0
0030	111+10, 57.9 LT	STH 35/USH 18	1	0	0	0	0	0	0	0	0	0
0030	111+10, 40.1 RT	STH 35/USH 18	1	0	0	0	0	0	0	0	0	0

CONTINUED ON NEXT PAGE

TREES

CATEGORY	STATION	LOCATION	632.0101 TREES (SPECIES, ROOT, SIZE) 01. GINKGO BILOBA "AUTUMN GOLD" B&B, 2-INCH GB EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 02. GLEDITSIA TRIACNTHOS VAR INERMIS "SKYLINE" B&B, 2-INCH GT EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 03. ULMUS "PATRIOT" B&B, 2-INCH UP EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 04. PYRUS CALLERYANA 'CHANTICLEER' B&B, 2-INCH PC EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 05. AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' B&E, 1-1/2-INCH AG EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 06. PICEA ABIES NORWAY SPRUCE B&B, 6-FT HGT PA EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 07. PICEA GLAUCA VAR. DENSATA BLACK HILLS SPRUCE B&B, 6-FT HGT PG EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 08. PINUS STROBUS EASTERN WHITE PINE B&B, 6-FT HGT PS EACH	632.0101 TREES (SPECIES, ROOT, SIZE) 09. GYMNOCLADUS DIOCIUS "ESPRESSO" B&B, 2-INCH GDE EACH
0030	111+51, 53.5 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	111+57, 39.2 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	111+87, 50.7 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	112+05, 39.8 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	112+21, 48.1 LT	STH 35/USH 18	1	0	0	0	0	0	0	0	0
0030	112+60, 45.3 LT	STH 35/USH 18	1	0	0	0	0	0	0	0	0
0030	113+13, 37.5 RT	STH 35/USH 18	1	0	0	0	0	0	0	0	0
0030	114+00, 68.8 RT	STH 35/USH 18	0	0	0	0	0	0	1	0	0
0030	114+08, 51.9 RT	STH 35/USH 18	0	0	0	0	0	0	0	0	1
0030	114+17, 80.6 RT	STH 35/USH 18	0	0	0	0	0	1	0	0	0
0030	114+37, 53.2 RT	STH 35/USH 18	0	0	0	0	1	0	0	0	0
0030	114+50, 56.8 RT	STH 35/USH 18	0	0	0	0	1	0	0	0	0
0030	114+55, 81.5 RT	STH 35/USH 18	0	0	0	0	0	0	0	0	1
0030	114+55, 95.7 RT	STH 35/USH 18	0	0	0	0	0	0	0	1	0
0030	114+56, 113.7 RT	STH 35/USH 18	0	0	0	0	0	1	0	0	0
0030	114+58, 130 RT	STH 35/USH 18	0	0	0	0	0	0	1	0	0
0030	114+74, 136 RT	STH 35/USH 18	0	0	0	0	0	1	0	0	0
0030	114+76, 91 RT	STH 35/USH 18	0	0	0	0	1	0	0	0	0
0030	114+83, 95 RT	STH 35/USH 18	0	0	0	0	1	0	0	0	0
0030	114+86, 110.4 RT	STH 35/USH 18	0	0	0	0	1	0	0	0	0
0030	114+98, 132.4 RT	STH 35/USH 18	0	0	0	0	0	0	0	0	1
0030	115+76, 160.2 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	114-12.7, 279.8 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	114-26.4, 312.2 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	115-14.6, 260.3 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	115+31.6, 199 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	116+96, 27.8 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	117+06, 48.5 LT	STH 35/USH 18	1	0	0	0	0	0	0	0	0
0030	117+56, 26.7 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	117+61, 45.0 LT	STH 35/USH 18	1	0	0	0	0	0	0	0	0
0030	118+60, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	118+93, 31.3 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	119+20, 26.6 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	120+25, 26.3 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	120+19, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	121+20, 26.4 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	121+49, 26.5 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	122+05, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	122+08, 26.5 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	123+95, 26.5 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	124+35, 26.0 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	125+02, 26.5 RT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	125+51, 26.0 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	126+43, 26.5 RT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	126+86, 26.0 LT	STH 35/USH 18	0	1	0	0	0	0	0	0	0
0030	123+74, 28.0 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	129+75, 35.3 LT	STH 35/USH 18	0	0	1	0	0	0	0	0	0
0030	497+85,33.5 LT	BLACKHAWK	0	1	0	0	0	0	0	0	0
0030	497+95.7, 21.4 RT	BLACKHAWK	0	0	1	0	0	0	0	0	0
0030	498+42.3,30.3 LT	BLACKHAWK	0	0	1	0	0	0	0	0	0
0030	499+02.6,29.4 LT	BLACKHAWK	0	1	0	0	0	0	0	0	0
	TOTAL		10	30	32	4	5	3	2	1	3

CONCRETE

CATEGORY	STATION	LOCATION	SPV.0165.03 C & T CONCRETE PAVEMENT, 5-INCH SF	SPV.0165.04 C & T CONCRETE PAVEMENT, 9-INCH SF	SPV.0165.02 CONCRETE PAVEMENT, PICTURE FRAME, 5-INCH SF	SPV.0165.01 CONCRETE PAVEMENT, PICTURE FRAME, 6-INCH SF	SPV.0165.05 COLORED CONCRETE PAVEMENT, 5-INCH SF
0030	103+72, 40 LT	STH 35/USH 18	0	192	0	0	0
0030	103+86, 14 RT	STH 35/USH 18	0	208	0	0	0
0030	104+50, 140 LT	STH 35/USH 18	0	207	0	0	0
0030	104+75, 85 RT	STH 35/USH 18	0	130	0	0	0
0030	105+09, 81 RT	STH 35/USH 18	0	130	0	0	0
0030	105+92, 12 RT	STH 35/USH 18	0	200	0	0	0
0030	106+10, 44 LT	STH 35/USH 18	0	200	0	0	0
0030	108+43, 35 LT	STH 35/USH 18	0	200	0	0	0
0030	108+55, 13 RT	STH 35/USH 18	0	200	0	0	0
0030	109+36, 80 RT	STH 35/USH 18	0	129	0	0	0
0030	109+69, 78 RT	STH 35/USH 18	0	129	0	0	0
0030	109+62, 137 RT	STH 35/USH 18	0	115	0	0	0
0030	110+48, 11 RT	STH 35/USH 18	0	200	0	0	0
0030	11+62, 37 LT	STH 35/USH 18	0	200	0	0	0
0030	114+11, 40 LT	STH 35/USH 18	0	200	0	0	0
0030	114+23, 13 LT	STH 35/USH 18	0	200	0	0	0
0030	115+16, 89 RT	STH 35/USH 18	0	128	0	0	0
0030	115+55, 80 RT	STH 35/USH 18	0	128	0	0	0
0030	114+92, 141 LT	STH 35/USH 18	0	208	0	0	0
0030	115+33, 144 LT	STH 35/USH 18	0	126	0	0	0
0030	495+70 TO 499+41, 29 LT	BLACKHAWK	450	0	0	0	0
0030	495+70 TO 499+53.5, 25 RT	BLACKHAWK	490	0	0	0	0
0010	495+70 TO 499+41, 29 LT	BLACKHAWK	0	0	2310	175	0
0010	495+70 TO 499+53.5, 25 RT	BLACKHAWK	0	0	2630	170	0
0010	498+70,26 LT	BLACKHAWK	0	0	0	264	0
0010	498+75,25 RT	BLACKHAWK	0	0	0	133	0
0030	497+32, 27 RT	BLACKHAWK	0	0	0	0	30
0030	497+65,35 LT	BLACKHAWK	0	0	0	0	30
0030	498+32, 24 RT	BLACKHAWK	0	0	0	0	30
0030	499+20, 33 LT	BLACKHAWK	0	0	0	0	30
0030	114+54.5,82 RT	POCKET PARK	0	0	725	0	0
0030	116+29, 13 RT	STH 35/USH 18	192	192	0	0	0
0030	116+45, 37 LT	STH 35/USH 18	208	208	0	0	0
0030	TOTAL		1340	3830	725	---	120
0010	TOTAL		---	---	4940	742	---

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

CATEGORY	STATION	LOCATION	632.9101 LNDSCPE SRVILLNCE & CARE EA
0030	80+12 TO 126+75	STH 35/USH 18	80
0030	ROUNDABOUT	STH 35/USH 18	260
0030	ROUNDABOUT	STH 35/USH 18	260
0030	ROUNDABOUT	STH 35/USH 18	260
0030	POCKET PARK	STH 35/USH 18	35
0030	BLACKHAWK	STH 35/USH 18	4
	TOTAL		899

TREE GRATES

CATEGORY	STATION	LOCATION	SPV.0060.32 TREE GRATE EA	SPV.0035.01 PEA GRAVEL STONE MULCH CY
0030	497+85,33.5 LT	BLACKHAWK	1	0.4
0030	497+95.7, 21.4 RT	BLACKHAWK	1	0.4
0030	498+42.3,30.3 LT	BLACKHAWK	1	0.4
0030	499+02.6,29.4 LT	BLACKHAWK	1	0.4
	TOTAL		4	1.6

PLANTS - ROUNDABOUT

CATEGORY	STATION	LOCATION	632.0201 SHRUBS (SPECIES, ROOT, SIZE) 01. CRIMSON PYGMY BARBERRY #3 Container, 18" HGT EA	632.0201 SHRUBS (SPECIES, ROOT, SIZE) 02. GRO-LOW FRAGRANT SUMAC #3 Container, 18" HGT EA	632.0201 SHRUBS (SPECIES, ROOT, SIZE) 03. FROEBEL SPIREA #3 Container, 18" HGT EA	SPV.0060.33 PERENNIAL (SPECIES, RT, SIZE), SMOOTH BLUE ASTER #1 Container EA	SPV.0060.19 PERENNIAL (SPECIES, RT, SIZE), ROUGH BLAZING STAR #1 Container EA	SPV.0060.20 PERENNIAL (SPECIES, RT, SIZE), BLACK-EYED SUSAN #1 Container EA	SPV.0060.21 PERENNIAL (SPECIES, RT, SIZE), PRAIRIE DROPSEED #1 Container EA	SPV.0035.03 SHREDDED BARK MULCH CY	SPV.0035.02 RED GRANITE STONE MULCH CY
0030	104+85.1, 30.2 LT	STH 35/USH 18	13	24	29	18	57	86	33	20	6.3
0030	109+50,28.8 LT	STH 35/USH 18	13	24	29	18	57	86	33	20	6.3
0030	115+23,29 LT	STH 35/USH 18	13	24	29	18	57	86	33	20	6.3
	TOTAL		39	72	87	54	171	258	99	60	18.9

PLANTS - POCKET PARK

CATEGORY	STATION	LOCATION	632.0201 SHRUBS (SPECIES, ROOT, SIZE) 04. DWARF BUSH HONEYSUCKLE #3 Container, 18" HGT EA	632.0201 SHRUBS (SPECIES, ROOT, SIZE) 05. HAPPY CENTENNIAL FORSYTHIA #3 Container, 18" HGT EA	632.0201 SHRUBS (SPECIES, ROOT, SIZE) 06. ANNABELLE HYDRANGEA #3 Container, 18" HGT EA	SPV.0060.22 PERENNIAL (SPECIES, RT, SIZE), CANYON BLUE LEAF WILLOW #3 Container, 18" HGT EA	SPV.0060.23 PERENNIAL (SPECIES, RT, SIZE), BLUE FOREST JUNIPER #3 Container, 18" HGT EA	SPV.0060.24 PERENNIAL (SPECIES, RT, SIZE), TAUNTON YEW #3 Container, 18" HGT EA	SPV.0035.02 RED GRANITE STONE MULCH CY
0030	114+54.5,82 RT	POCKETPARK	4	4	2	3	3	2	4
	TOTAL		4	4	2	3	3	2	4

LIGHTING MATERIAL

CATEGORY	LOCATION FROM ID	FROM STATION	TO ID	TO STATION	652.0225 CONDUIT RIGID NON-METALLIC SCH. 40 2-INCH LF	SPV.0060.30 PULL BOX ASSEMBLY EACH	SPV.0060.29 CONCRETE DECORATIVE LIGHT BASE EACH	655.0610 Electrical WIRE LIGHTING 12 AWG LF	655.0615 Electrical WIRE LIGHTING 10 AWG LF	SPV.0060.28 DECORATIVE LUMINAIRE & POLE 14' EACH
0030	SC-4	STA. 496+70, 30RT	PB-111	STA. 496+70, 20RT	10	----	---	---	70	---
0030	PB-111	STA. 496+70, 20RT	PB-114	STA. 497+30, 18RT	60	---	---	---	420	---
0030	PB-114	STA. 497+30, 18RT	PB-201	STA. 497+50, 18RT	20	1	---	---	140	---
0030	PB-201	STA. 497+50, 18RT	Pole-1-30	STA. 497+50, 21RT	5	---	1	42	30	1
0030	PB-201	STA. 497+50, 18RT	PB-200	STA. 498+32, 21RT	85	1	---	---	510	---
0030	PB-200	STA. 498+32, 21RT	Pole-1-29	STA. 498+32, 24RT	5	---	1	42	30	1
0030	PB-201	STA. 497+50, 18RT	PB-202	STA. 497+65, 32RT	65	1	---	---	390	---
0030	PB-202	STA. 497+65, 32RT	Pole-1-31	STA. 497+65, 35RT	5	---	1	42	30	1
0030	PB-202	STA. 497+65, 32RT	PB-203	STA. 499+20, 30RT	160	1	---	---	960	---
0030	PB-203	STA. 499+20, 30RT	Pole-1-32	STA. 499+20, 33RT	5	---	1	42	30	1
			TOTAL		350	4	4	168	2,610	4

RECTANGULAR RAPID FLASHING BEACON SYSTEM

CATEGORY	STATION	LOCATION	SPV.0105.03 RECTANGULAR RAPID FLASHING BEACON LS
0030	83+00, LT & RT	STH 35 and MOONEY ST	1
	TOTAL		1

FLAG POLE, ILLUMINATED

CATEGORY	STATION	LOCATION	SPV.0060.25 FLAG POLE, ILLUMINATED EA
0030	104+85.1, 30.2 LT	STH 35/USH 18	1
0030	109+50,28.8 LT	STH 35/USH 18	1
0030	115+23,29 LT	STH 35/USH 18	1
	TOTAL		3

Pull Boxes

Station	Dir	Location	653.0105 Pull Boxes Steel 12"x24" EACH	653.0135 Pull Boxes Steel 24"x36 EACH	653.0140 Pull Boxes Steel 24"x42" EACH	Description
94 A + 98	LEFT	46			1	PB51
95 A + 19	LEFT	42	1			PB52
95 A + 31	LEFT	42	1			PB53
95 A + 75	LEFT	40			1	PB54
96 A + 80	LEFT	26		1		PB55
95 A + 75	RIGHT	40			1	PB56
95 A + 47	RIGHT	42	1			PB57
95 A + 36	RIGHT	42	1			PB58
94 A + 93	RIGHT	41			1	PB59
93 A + 87	RIGHT	26		1		PB60
94 A + 90	LEFT	39			1	PB61
94 A + 90	0	0				Existing PB51
94 A + 90	0	0				Existing PB52
94 A + 90	0	0				Existing PB53
94 A + 90	0	0				Existing PB54
94 A + 90	0	0				Existing PB55
99 A + 62	LEFT	27			1	PB95
100 A + 38	LEFT	26			1	PB94
400 RB + 65	RIGHT	30		1		PB1
400 RB + 32	RIGHT	24			1	PB2
400 RB + 7	RIGHT	34			1	PB3
504 RC + 79	RIGHT	66			1	PB4
504 RC + 56	RIGHT	52			1	PB5
504 RC + 0	RIGHT	40			1	PB6
216 H + 45	LEFT	32			1	PB65
216 H + 55	RIGHT	6			1	PB66
208 D + 77	LEFT	29			1	PB7
303 RA + 91	RIGHT	39			1	PB8
206 D + 16	LEFT	26			1	PB81
206 D + 16	RIGHT	5			1	PB82
304 RA + 16	RIGHT	67			1	PB9
203 B + 65	LEFT	30			1	PB91
203 B + 45	RIGHT	5			1	PB92
203 B + 45	RIGHT	52			1	PB93
208 D + 66	RIGHT	17			1	PB10
401 RB + 89	RIGHT	27			1	PB11
402 RB + 22	RIGHT	32			1	PB12
402 RB + 64	RIGHT	59			1	PB13
501 RC + 79	RIGHT	40			1	PB14
502 RC + 23	RIGHT	66			1	PB15
301 RA + 80	RIGHT	64			1	PB16
301 RA + 38	RIGHT	41			1	PB17
501 RC + 98	RIGHT	62			1	PB18
402 RB + 3	LEFT	53			1	PB19
303 RA + 86	LEFT	49			1	PB20
295 J + 58	RIGHT	23		1		PB100
296 J + 8	RIGHT	22			1	PB101
296 J + 16	LEFT	17			1	PB102
296 J + 95	LEFT	20			1	PB103
296 J + 95	RIGHT	24			1	PB104
297 J + 45	RIGHT	22		1		PB105
298 J + 4	RIGHT	18		1		PB106
298 J + 63	RIGHT	17		1		PB107
296 J + 49	RIGHT	17			1	PB108
299 J + 2	RIGHT	17		1		PB109
496 R + 31	RIGHT	20		1		PB110
496 R + 67	RIGHT	27			1	PB111
496 R + 67	LEFT	3			1	PB112
497 R + 37	LEFT	26			1	PB113
497 R + 37	RIGHT	27			1	PB114
497 R + 70	RIGHT	27		1		PB115
498 R + 34	RIGHT	27			1	PB116
498 R + 76	LEFT	27			1	PB117
498 R + 88	RIGHT	30		1		PB118
214 F + 31	LEFT	31			1	PB119
214 F + 10	RIGHT	63			1	PB120
211 F + 45	LEFT	26		1		PB121
499 Q + 74	RIGHT	32		1		PB122
396 M + 81	LEFT	27		1		PB150
398 M + 3	LEFT	24		1		PB151
398 M + 3	LEFT	6	1			PB152
398 M + 3	RIGHT	6	1			PB153
	Total		**6**	**15**	**46**	

STATE PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

MISCELLANEOUS QUANTITIES

SHEET NO: 279

E

FILE NAME : MISC_Q_2.PPT

PLOT DATE :

PLOT BY :

PLOT NAME :

ORG DATE :

ORIGINATOR : DIST _

PLOT SCALE : 1:1

FILE NAME : _MISC_Q_2.PPT
PLOT DATE :
PLOT BY :
PLOT NAME :
ORG DATE :
ORIGINATOR : DIST _
PLOT SCALE : 1:1

Electrical Conduit

Category	Station		Station	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch LF	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch LF	652.0800 Conduit Loop Detector LF	Description
0010	95 A + 19					72	LOOP 42 - PB52
0010	95 A + 31					72	LOOP 41 - PB53
0010	96 A + 80					52	LOOP 21 - PB55
0010	95 A + 47					72	LOOP 82 - PB57
0010	95 A + 36					72	LOOP 81 - PB58
0010	93 A + 87					52	LOOP 61 - PB60
0010	295 J + 58					68	LOOP 32 - PB100
0010	295 J + 58					68	LOOP 31 - PB100
0010	295 J + 58					56	LOOP 16 - PB100
0010	295 J + 58					56	LOOP 15 - PB100
0010	296 J + 8					67	LOOP 30 - PB101
0010	296 J + 8					70	LOOP 29 - PB101
0010	296 J + 8					55	LOOP 14 - PB101
0010	296 J + 8					58	LOOP 13 - PB101
0010	296 J + 49					69	LOOP 28 - PB108
0010	296 J + 49					57	LOOP 12 - PB108
0010	296 J + 95					68	LOOP 27 - PB104
0010	296 J + 95					70	LOOP 26 - PB104
0010	296 J + 95					55	LOOP 11 - PB104
0010	296 J + 95					59	LOOP 10 - PB104
0010	297 J + 45					67	LOOP 25 - PB105
0010	297 J + 45					67	LOOP 24 - PB105
0010	297 J + 45					54	LOOP 9 - PB105
0010	297 J + 45					54	LOOP 8 - PB105
0010	298 J + 4					63	LOOP 23 - PB106
0010	298 J + 4					63	LOOP 22 - PB106
0010	298 J + 4					52	LOOP 7 - PB106
0010	298 J + 4					51	LOOP 6 - PB106
0010	298 J + 63					61	LOOP 21 - PB107
0010	298 J + 63					62	LOOP 20 - PB107
0010	298 J + 63					50	LOOP 5 - PB107
0010	298 J + 63					51	LOOP 4 - PB107
0010	299 J + 2					62	LOOP 19 - PB109
0010	299 J + 2					64	LOOP 18 - PB109
0010	299 J + 2					49	LOOP 3 - PB109
0010	299 J + 2					52	LOOP 2 - PB109
0010	304 RA + 16					69	LOOP 17 - PB9
0010	304 RA + 16					60	LOOP 1 - PB9
0010	398 M + 3					52	LOOP 161 - PB152
0010	398 M + 3					52	LOOP 162 - PB152
0010	398 M + 3					52	LOOP 151 - PB153
0010	398 M + 3					52	LOOP 152 - PB153
0010	496 R + 31					50	LOOP 114 - PB110
0010	496 R + 31					52	LOOP 113 - PB110
0010	496 R + 67					52	LOOP 112 - PB111
0010	497 R + 37					54	LOOP 111 - PB114
0010	497 R + 37					51	LOOP 110 - PB114
0010	497 R + 70					51	LOOP 109 - PB115
0010	497 R + 70					52	LOOP 108 - PB115
0010	498 R + 34					48	LOOP 107 - PB116
0010	498 R + 34					57	LOOP 125 - PB116
0010	498 R + 34					48	LOOP 106 - PB116
0010	498 R + 34					56	LOOP 124 - PB116
0010	498 R + 88					53	LOOP 105 - PB118
0010	498 R + 88					62	LOOP 123 - PB118
0010	498 R + 88					48	LOOP 104 - PB118
0010	498 R + 88					60	LOOP 120 - PB118
0010	504 RC + 79					48	LOOP 103 - PB4
0010	504 RC + 79					66	LOOP 119 - PB4
0010	504 RC + 79					53	LOOP 102 - PB4
0010	504 RC + 79					66	LOOP 118 - PB4
0010	499 Q + 74					50	LOOP 101 - PB122
0010	499 Q + 74					65	LOOP 117 - PB122
0010	498 R + 76					52	LOOP 143 - PB117
0010	498 R + 76					52	LOOP 144 - PB117
0010	498 R + 76					52	LOOP 141 - PB117
0010	498 R + 76					52	LOOP 142 - PB117
0010	94 A + 98	to	95 A + 06	10			PB51 to SB1
0010	94 A + 98	to	95 A + 19	22			PB51 to PB52
0010	95 A + 19	to	95 A + 31	13			PB52 to PB53
0010	95 A + 75	to	95 A + 59	20			PB54 to SB2
0010	95 A + 75	to	96 A + 80	106			PB54 to PB55
0010	95 A + 75	to	95 A + 81	13			PB54 to SB3
0010	95 A + 75	to	95 A + 79	11			PB56 to SB4
0010	95 A + 75	to	95 A + 58	22			PB56 to SB5
0010	95 A + 75	to	95 A + 47	29			PB56 to PB57
0010	95 A + 47	to	95 A + 36	12			PB57 to PB58
0010	94 A + 93	to	95 A + 07	18			PB59 to SB6
0010	94 A + 93	to	93 A + 87	107			PB59 to PB60
0010	94 A + 93	to	94 A + 87	13			PB59 to SB7
0010	94 A + 90	to	94 A + 87	10			PB61 to SB8
0010	94 A + 98	to	95 A + 75		155		PB51 to PB54
0010	95 A + 75	to	95 A + 75		159		PB54 to PB56

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Electrical Conduit

Category	Station	to	Station	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch LF	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch LF	652.0800 Conduit Loop Detector LF	Description
0010	95 A + 75	to	94 A + 93		165		PB56 to PB59
0010	94 A + 93	to	94 A + 90		160		PB59 to PB61
0010	94 A + 94	to	94 A + 98		16		SC1 to PB51
0010	94 A + 94	to	94 A + 90		17		SC1 to PB61
0010	400 RB + 59	to	400 RB + 65	12			LC1 to PB1
0010	400 RB + 65	to	400 RB + 32	46			PB1 to PB2
0010	400 RB + 32	to	400 RB + 07	36			PB2 to PB3
0010	400 RB + 07	to	399 M + 52	10			PB3 to LB7
0010	400 RB + 07	to	211 F + 45	147			PB3 to PB121
0010	399 M + 52	to	210 F + 69	75			LB7 to LB6
0010	210 F + 69	to	212 F + 75	191			LB6 to LB5
0010	211 F + 45	to	214 F + 31	283			PB121 to PB119
0010	212 F + 75	to	214 F + 61	174			LB5 to LB4
0010	214 F + 31	to	214 F + 10	98			PB119 to PB120
0010	214 F + 10	to	114 E + 45	14			PB120 to SB113
0010	214 F + 61	to	504 RC + 58	66			LB4 to LB3
0010	504 RC + 58	to	504 RC + 79	9			LB3 to PB4
0010	504 RC + 79	to	504 RC + 56	43			PB4 to PB5
0010	504 RC + 56	to	504 RC + 00	52			PB5 to PB6
0010	504 RC + 00	to	503 RC + 84	25			PB6 to LB2
0010	504 RC + 00	to	216 H + 45	97			PB6 to PB65
0010	216 H + 45	to	216 H + 55	40			PB65 to PB66
0010	503 RC + 84	to	216 H + 48	69			LB2 to LB1
0010	400 RB + 65	to	400 RB + 89	35			PB1 to LB8
0010	400 RB + 89	to	207 D + 71	125			LB8 to LB9
0010	208 D + 77	to	206 D + 16	224			PB7 to PB81
0010	207 D + 71	to	206 D + 10	144			LB9 to LB10
0010	206 D + 16	to	303 RA + 91	159			PB81 to PB8
0010	206 D + 16	to	206 D + 16	35			PB81 to PB82
0010	206 D + 10	to	303 R + 60	84			LB10 to LB11
0010	303 R + 60	to	303 RA + 91	52			LB11 to PB8
0010	303 RA + 91	to	304 RA + 16	44			PB8 to PB9
0010	303 RA + 91	to	303 RA + 86	91			PB8 to PB20
0010	304 RA + 16	to	299 J + 05	12			PB9 to LB12
0010	304 RA + 16	to	203 B + 65	121			PB9 to PB91
0010	203 B + 65	to	203 B + 45	41			PB91 to PB92
0010	203 B + 45	to	203 B + 45	48			PB92 to PB93
0010	299 J + 05	to	204 B + 07	84			LB12 to LB13
0010	400 RB + 65	to	208 D + 77	66			PB1 to PB7
0010	208 D + 77	to	208 D + 66	47			PB7 to PB10
0010	208 D + 66	to	402 RB + 03	60			PB10 to PB19
0010	208 D + 66	to	401 RB + 89	59			PB10 to PB11
0010	401 RB + 89	to	401 P + 17	42			PB11 to LB21
0010	401 RB + 89	to	108 C + 82	14			PB11 to SB103
0010	401 P + 17	to	402 RB + 22	12			LB21 to PB12
0010	402 RB + 22	to	402 RB + 64	74			PB12 to PB13
0010	402 RB + 64	to	401 N + 65	14			PB13 to LB20
0010	401 N + 65	to	110 E + 18	79			LB20 to LB19
0010	110 E + 18	to	111 E + 80	150			LB19 to LB18
0010	111 E + 80	to	114 E + 02	211			LB18 to LB17
0010	114 E + 02	to	501 S + 46	78			LB17 to LB16
0010	501 S + 46	to	501 RC + 79	31			LB16 to PB14
0010	501 RC + 79	to	501 RC + 98	46			PB14 to PB18
0010	501 RC + 98	to	502 RC + 23	34			PB18 to PB15
0010	502 RC + 23	to	502 T + 05	11			PB15 to LB15
0010	502 T + 05	to	502 RC + 64	63			LB15 to LB14
0010	401 RB + 89	to	108 C + 40	40			PB11 to LB22
0010	108 C + 40	to	106 C + 84	138			LB22 to LB23
0010	106 C + 84	to	105 C + 65	113			LB23 to LB24
0010	105 C + 65	to	302 RA + 00	49			LB24 to LB25
0010	302 RA + 00	to	301 L + 88	43			LB25 to LB26
0010	301 L + 88	to	301 RA + 80	4			LB26 to PB16
0010	301 RA + 80	to	301 RA + 38	74			PB16 to PB17
0010	301 RA + 38	to	301 K + 27	28			PB17 to LB27
0010	301 K + 27	to	103 A + 73	72			LB27 to LB28
0010	096 A + 80	to	99 A + 62	283			PB55 to PB95
0010	099 A + 62	to	100 A + 38	76			PB95 to PB94
0010	100 A + 38	to	203 B + 65	321			PB94 to PB91
0010	295 J + 58	to	296 J + 08	51			PB100 to PB101
0010	296 J + 04	to	296 J + 08	18			SC2 to PB101
0010	296 J + 08	to	296 J + 13	40			PB101 to SB100
0010	296 J + 08	to	296 J + 16	40			PB101 to PB102
0010	296 J + 16	to	296 J + 13	41			PB102 to SB101
0010	296 J + 08	to	296 J + 49	124			PB101 to PB108
0010	296 J + 49	to	296 J + 95	47			PB108 to PB104
0010	296 J + 95	to	297 J + 02	8			PB104 to SB102
0010	296 J + 95	to	296 J + 95	44			PB104 to PB103
0010	296 J + 95	to	297 J + 45	151			PB104 to PB105
0010	297 J + 45	to	298 J + 04	178			PB105 to PB106
0010	298 J + 04	to	298 J + 63	119			PB106 to PB107
0010	298 J + 63	to	299 J + 02	78			PB107 to PB109
0010	299 J + 02	to	304 RA + 16	13			PB109 to PB9
0010	396 M + 81	to	396 M + 76	56			PB150 to SC3
0010	396 M + 81	to	398 M + 03	123			PB150 to PB151
0010	398 M + 03	to	398 M + 03	18			PB151 to PB152
0010	398 M + 03	to	398 M + 03	12			PB152 to PB153
0010	398 M + 03	to	400 RB + 07	142			PB151 to PB3
0010	496 R + 31	to	496 R + 67	37			PB110 to PB111
0010	496 R + 67	to	496 RB + 67	44			PB111 to SC4
0010	496 R + 67	to	496 R + 67	30			PB111 to PB112
0010	496 R + 67	to	496 R + 77	11			PB111 to SB110
0010	496 R + 67	to	497 R + 37	210			PB111 to PB114
0010	497 R + 37	to	497 R + 35	3			PB114 to SB112
0010	497 R + 37	to	497 R + 37	53			PB114 to PB113
0010	497 R + 37	to	497 R + 70	99			PB114 to PB115
0010	497 R + 70	to	498 R + 34	192			PB115 to PB116
0010	498 R + 34	to	498 R + 76	69			PB116 to PB117
0010	498 R + 34	to	498 R + 88	109			PB116 to PB118
0010	498 R + 88	to	504 RC + 79	41			PB118 to PB4
0010	504 RC + 79	to	499 Q + 74	23			PB4 to PB122
0010	499 Q + 74	to	214 F + 31	81			PB122 to PB119
			Total	**7825**	**672**	**3877**	

*SUBTOTAL - ADDITIONAL QUANTITYS SHOW ELSEWHERE IN PLAN

STATE PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

MISCELLANEOUS QUANTITIES

SHEET NO: 281

E

FILE NAME : MISC_Q_3.PPT

PLOT DATE :

PLOT BY :

PLOT NAME :

ORG DATE :

ORIGINATOR : DIST _

PLOT SCALE : 1:1

FILE NAME : MISC_Q_4.PPT
PLOT DATE : _____
PLOT BY : _____
PLOT NAME : _____
ORG DATE : _____
ORIGINATOR : DIST _
PLOT SCALE : 1:1

Signal Bases

Station	Dir	Location	654.0101 Concrete Bases Type 1 EACH	654.0102 Concrete Bases Type 2 EACH	654.0106 Concrete Bases Type 6 EACH	654.0110 Concrete Bases Type 10 EACH	654.0113 Concrete Bases Type 13 EACH	Description
95 A + 6	LEFT	50	1					SB1
95 A + 59	LEFT	52				1		SB2
95 A + 81	LEFT	29	1					SB3
95 A + 79	RIGHT	30				1		SB4
95 A + 58	RIGHT	52		1				SB5
95 A + 7	RIGHT	51				1		SB6
94 A + 87	RIGHT	30	1					SB7
94 A + 87	LEFT	30				1		SB8
216 H + 48	LEFT	42			1			LB1
503 RC + 84	RIGHT	38			1			LB2
504 RC + 58	RIGHT	68			1			LB3
214 F + 61	LEFT	46			1			LB4
212 F + 75	LEFT	35			1			LB5
210 F + 69	LEFT	48			1			LB6
399 M + 52	LEFT	33			1			LB7
400 RB + 89	RIGHT	30			1			LB8
207 D + 71	LEFT	36			1			LB9
206 D + 10	LEFT	42			1			LB10
303 R + 60	RIGHT	31			1			LB11
299 J + 5	RIGHT	30			1			LB12
204 B + 7	LEFT	43			1			LB13
502 RC + 64	RIGHT	37			1			LB14
502 T + 5	LEFT	35			1			LB15
501 S + 46	RIGHT	36			1			LB16
114 E + 2	RIGHT	41			1			LB17
111 E + 80	RIGHT	35			1			LB18
110 E + 18	RIGHT	42			1			LB19
401 N + 65	LEFT	35			1			LB20
401 P + 17	RIGHT	36			1			LB21
108 C + 40	RIGHT	44			1			LB22
106 C + 84	RIGHT	36			1			LB23
105 C + 65	RIGHT	39			1			LB24
302 RA + 0	RIGHT	37			1			LB25
301 L + 88	LEFT	34			1			LB26
301 K + 27	RIGHT	34			1			LB27
103 A + 73	RIGHT	42			1			LB28
296 J + 13	LEFT	17		1				SB100
296 J + 13	RIGHT	23	1					SB101
297 J + 2	RIGHT	25				1		SB102
108 C + 82	RIGHT	45					1	SB103
496 R + 77	RIGHT	28		1				SB110
496 R + 77	RIGHT	4	1					SB111
497 R + 35	RIGHT	29				1		SB112
114 E + 45	RIGHT	45					1	SB113
101 A + 26	RIGHT	36					1	SB200
298 J + 52	RIGHT	17				1		SB201
206 D + 50	LEFT	30				1		SB202
107 C + 52	RIGHT	28				1		SB203
211 F + 22	LEFT	29				1		SB204
113 E + 54	RIGHT	29				1		SB205
499 Q + 2	RIGHT	30				1		SB206
219 H + 0	LEFT	36					1	SB207
		Total	**5**	**3**	**28**	**12**	**4**	

Poles, Arms & Equipment

Station	Dir	Location	SPV.060.62 Poles Type 9 EACH	SPV.060.63 Poles Type 10 EACH	SPV.060.87 Poles Type 12 EACH	SPV.060.64 Monotube Arms 15-FT EACH	SPV.060.65 Monotube Arms 20-FT EACH	SPV.060.66 Monotube Arms 25-FT EACH	SPV.060.67 Monotube Arms 30-FT EACH	SPV.060.84 Monotube Arms 35-FT EACH	SPV.060.85 Monotube Arms 45-FT EACH	SPV.060.68 Luminaries Arms Steel 15-FT EACH	657.0100 Pedestal Bases EACH	657.2550 Transformer Bases Breakaway 11 1/2 Inch Bolt Circle EACH	657.0420 Traffic Signal Standard Aluminum 13' EACH	657.0315 Poles Type 4 EACH	SPV.060.83 Modified Poles Type 6-Modified Aluminum EACH	657.0715 Luminaries Arms Truss Member 4.5-Inch Clamp 15-FT EACH	657.0714 Luminaries Arms Truss Member 4-Inch Clamp 15-FT EACH	658.0110 Traffic Signal Face 3-12 Inch Vertical EACH	658.0215 Backplates Signal Face 3 section 12-inch EACH	658.0500 Pedestrian Push Button EACH	658.0635 LED Modules Pedestrian Countdown Timer 16-inch EACH	SPV.060.60 Luminaries Utility LED Category B EACH	Desc
95 A + 6	LEFT	50											1		1					2	2	1	1		SB1
95 A + 59	LEFT	52		1		1						1								1	1	1	1	1	SB2
95 A + 81	LEFT	29											1		1					1	1	1	1		SB3
95 A + 79	RIGHT	30		1				1				1								2	2	1	1	1	SB4
95 A + 58	RIGHT	52												1		1			1	2	2	1	1	1	SB5
95 A + 7	RIGHT	51	1			1														1	1	1	1		SB6
94 A + 87	RIGHT	30											1		1					1	1	1	1		SB7
94 A + 87	LEFT	30		1				1				1								2	2	1	1	1	SB8
216 H + 48	LEFT	42												1			1	1						1	LB1
503 RC + 84	RIGHT	38												1			1	1						1	LB2
504 RC + 58	RIGHT	68												1			1	1						1	LB3
214 F + 61	LEFT	46												1			1	1						1	LB4
212 F + 75	LEFT	35												1			1	1						1	LB5
210 F + 69	LEFT	48												1			1	1						1	LB6
399 M + 52	LEFT	33												1			1	1						1	LB7
400 RB + 89	RIGHT	30												1			1	1						1	LB8
207 D + 71	LEFT	36												1			1	1						1	LB9
206 D + 10	LEFT	42												1			1	1						1	LB10
303 R + 60	RIGHT	31												1			1	1						1	LB11
299 J + 5	RIGHT	30												1			1	1						1	LB12
204 B + 7	LEFT	43												1			1	1						1	LB13
502 RC + 64	RIGHT	37												1			1	1						1	LB14
502 T + 5	LEFT	35												1			1	1						1	LB15
501 S + 46	RIGHT	36												1			1	1						1	LB16
114 E + 2	RIGHT	41												1			1	1						1	LB17
111 E + 80	RIGHT	35												1			1	1						1	LB18
110 E + 18	RIGHT	42												1			1	1						1	LB19
401 N + 65	LEFT	35												1			1	1						1	LB20
401 P + 17	RIGHT	36												1			1	1						1	LB21
108 C + 40	RIGHT	44												1			1	1						1	LB22
106 C + 84	RIGHT	36												1			1	1						1	LB23
105 C + 65	RIGHT	39												1			1	1						1	LB24
302 RA + 0	RIGHT	37												1			1	1						1	LB25
301 L + 88	LEFT	34												1			1	1						1	LB26
301 K + 27	RIGHT	34												1			1	1						1	LB27
103 A + 73	RIGHT	42												1			1	1						1	LB28
296 J + 13	LEFT	17												1		1				1	1	1	1		SB100
296 J + 13	RIGHT	23											1		1					1	1	1	1		SB101
297 J + 2	RIGHT	25		1				1				1								3	3			1	SB102
108 C + 82	RIGHT	45			1						1														SB103
496 R + 77	RIGHT	28												1		1				1	1				SB110
496 R + 77	RIGHT	4											1		1					1	1				SB111
497 R + 35	RIGHT	29	1				1													2	2				SB112
114 E + 45	RIGHT	45			1						1														SB113
101 A + 26	RIGHT	36			1					1															SB200
298 J + 52	RIGHT	17	1						1																SB201
206 D + 50	LEFT	30	1						1																SB202
107 C + 52	RIGHT	28	1						1																SB203
211 F + 22	LEFT	29	1						1																SB204
113 E + 54	RIGHT	29	1						1																SB205
499 Q + 2	RIGHT	30	1						1																SB206
219 H + 0	LEFT	36			1					1															SB207
Total			**8**	**4**	**4**	**2**	**1**	**2**	**7**	**2**	**2**	**4**	**5**	**31**	**5**	**3**	**28**	**28**	**1**	**21**	**21**	**10**	**10**	**33**	

Electrical Cabinets & Service

Category	Station	Dir	Location	656.0200 Electrical Service Meter Breaker Pedestal Wisconsin LS	650.8500 Construction Staking Electrical Installations 1661-05-73 LS	658.5069 Signal Mounting Hardware LS	654.0200 Concrete Control Cabinet Bases Type 6 EACH	654.0217 Concrete Control Cabinet Bases Type 9 Special EACH	SPV.060.93 Lighting Control Cabinet EACH	SPV.0060.90 Black Paint Lighting Cabinet EACH	Description
0010	94 A + 94	LEFT	43			1		1			SC1
0010	400 RB + 59	RIGHT	38	1			1		1		LC1
0010	296 J + 4	RIGHT	24			1		1			SC2
0010	396 M + 76	LEFT	40					1			SC3
0010	496 RB + 67	RIGHT	38			1		1			SC4
0030	400 RB + 59	RIGHT	38							1	LC1
0010	94 A + 94	LEFT	43		1						Project
		Total		**1**	**1**	**3**	**1**	**4**	**1**	**1**	

Fiber Optic Communication

Category	Station	to	Station	Fiber Optic Cable Outdoor Plant 36-CT LF	Fiber Cable Slack in Communication Vault	678.0036 Install Fiber Optic Cable Outdoor Plant 36-CT LF	678.0500 Communication System Testing LS	SPV.0060.92 8 - Count Fiber Optic Connector 100-Feet Each	673.0105 Communication Vault Type 1 EACH	Description
0010	094 A + 94	to	296 J + 4	1299		1299				SC1 to SC2
0010	296 J + 04	to	400 RB + 59	814		814				SC2 to LC1
0010	400 RB + 59	to	396 M + 76	369		369				LC1 to SC3
0010	396 M + 76	to	496 RB + 67	1078		1078				SC3 to SC4
0010	094 A + 94							1		SC1
0010	400 RB + 59							1		LC1
0010	296 J + 04							1		SC2
0010	396 M + 76							1		SC3
0010	496 RB + 67							1		SC4
0010	296 J + 04						1			SC2 Project
0010	095 A + 00				100	100			1	CV1
0010	296 J + 00				100	100			1	CV2
0010	396 M + 85				100	100			1	CV3
0010	496 R + 62				100	100			1	CV4
			Total			**3960**	**1**	**5**	**4**	

Signal Wire

Station	to Station	655.0210 Cable Traffic Signal 3-14 AWG LF	655.0230 Cable Traffic Signal 5-14 AWG LF	655.0240 Cable Traffic Signal 7-14 AWG LF	655.0250 Cable Traffic Signal 9-14 AWG LF	655.0255 Cable Traffic Signal 12-12 AWG LF	655.0260 Cable Traffic Signal 12-14 AWG LF	655.0310 Cable Type UF 2-12 AWG LF	655.0515 Elecrtrical Wire Traffic Signals 10 AWG LF	655.0610 Elecrtrical Wire Traffic Lighting 12 AWG LF	655.0700 Loop Dectector Lead in Cable LF	655.0800 Loop Detector Wire LF	Description	
095 A + 19												282	PB52 LOOP 42	
095 A + 31												306	PB53 LOOP 41	
096 A + 80												166	PB55 LOOP 21	
095 A + 47												280	PB57 LOOP 82	
095 A + 36												304	PB58 LOOP 81	
093 A + 87												166	PB60 LOOP 61	
295 J + 58												230	PB100 LOOP 32	
295 J + 58												230	PB100 LOOP 31	
295 J + 58												206	PB100 LOOP 16	
295 J + 58												206	PB100 LOOP 15	
296 J + 08												228	PB101 LOOP 30	
296 J + 08												234	PB101 LOOP 29	
296 J + 08												204	PB101 LOOP 14	
296 J + 08												210	PB101 LOOP 13	
296 J + 49												232	PB108 LOOP 28	
296 J + 49												208	PB108 LOOP 12	
296 J + 95												230	PB104 LOOP 27	
296 J + 95												234	PB104 LOOP 26	
296 J + 95												204	PB104 LOOP 11	
296 J + 95												212	PB104 LOOP 10	
297 J + 45												228	PB105 LOOP 25	
297 J + 45												228	PB105 LOOP 24	
297 J + 45												202	PB105 LOOP 9	
297 J + 45												202	PB105 LOOP 8	
298 J + 04												220	PB106 LOOP 23	
298 J + 04												220	PB106 LOOP 22	
298 J + 04												198	PB106 LOOP 7	
298 J + 04												196	PB106 LOOP 6	
298 J + 63												216	PB107 LOOP 21	
298 J + 63												218	PB107 LOOP 20	
298 J + 63												194	PB107 LOOP 5	
298 J + 63												196	PB107 LOOP 4	
299 J + 02												218	PB109 LOOP 19	
299 J + 02												222	PB109 LOOP 18	
299 J + 02												192	PB109 LOOP 3	
299 J + 02												198	PB109 LOOP 2	
304 RA + 16												232	PB9 LOOP 17	
304 RA + 16												214	PB9 LOOP 1	
398 M + 03												202	PB152 LOOP 161	
398 M + 03												202	PB152 LOOP 162	
398 M + 03												224	PB153 LOOP 151	
398 M + 03												224	PB153 LOOP 152	
496 R + 31												194	PB110 LOOP 114	
496 R + 31												198	PB110 LOOP 113	
496 R + 67												198	PB111 LOOP 112	
497 R + 37												202	PB114 LOOP 111	
497 R + 37												196	PB114 LOOP 110	
497 R + 70												196	PB115 LOOP 109	
497 R + 70												198	PB115 LOOP 108	
498 R + 34												190	PB116 LOOP 107	
498 R + 34												208	PB116 LOOP 125	
498 R + 34												190	PB116 LOOP 106	
498 R + 34												206	PB116 LOOP 124	
498 R + 88												200	PB118 LOOP 105	
498 R + 88												218	PB118 LOOP 123	
498 R + 88												190	PB118 LOOP 104	
498 R + 88												214	PB118 LOOP 120	
504 RC + 79												190	PB4 LOOP 103	
504 RC + 79												226	PB4 LOOP 119	
504 RC + 79												200	PB4 LOOP 102	
504 RC + 79												226	PB4 LOOP 118	
499 Q + 74												194	PB122 LOOP 101	
499 Q + 74												224	PB122 LOOP 117	
498 R + 76												204	PB117 LOOP 143	
498 R + 76												210	PB117 LOOP 144	
498 R + 76												180	PB117 LOOP 141	
498 R + 76												194	PB117 LOOP 142	
95 A + 6		15	36										SB1 - Up Pole	
95 A + 59		15	43							159			SB2 - Up Pole	
95 A + 81		15	18										SB3 - Up Pole	
95 A + 79		15	94							159			SB4 - Up Pole	
95 A + 58		15	40							159			SB5 - Up Pole	
95 A + 7		15	43										SB6 - Up Pole	
94 A + 87		15	18										SB7 - Up Pole	
94 A + 87		15	94							159			SB8 - Up Pole	
296 J + 13		15	20										SB100 - Up Pole	
296 J + 13		15	18										SB101 - Up Pole	
297 J + 2			124							159			SB102 - Up Pole	
108 C + 82													SB103 - Up Pole	
496 R + 77			20										SB110 - Up Pole	
496 R + 77			18										SB111 - Up Pole	
497 R + 35			68										SB112 - Up Pole	
114 E + 45													SB113 - Up Pole	
101 A + 26													SB200 - Up Pole	
298 J + 52													SB201 - Up Pole	
206 D + 50													SB202 - Up Pole	
107 C + 52													SB203 - Up Pole	
211 F + 22													SB204 - Up Pole	
113 E + 54													SB205 - Up Pole	
499 Q + 2													SB206 - Up Pole	
219 H + 0													SB207 - Up Pole	
094 A + 94	to 095 A + 6						34						SC1 to SB1	
094 A + 94	to 095 A + 59				129								SC1 to SB2	
094 A + 94	to 095 A + 81				122								SC1 to SB3	
094 A + 94	to 095 A + 79				207								SC1 to SB4	
094 A + 94	to 095 A + 58						218						SC1 to SB5	
094 A + 94	to 094 A + 87				34								SC1 to SB8	
094 A + 94	to 094 A + 87				124								SC1 to SB7	
094 A + 94	to 095 A + 7				129								SC1 to SB6	
094 A + 94	to 095 A + 59							137					SC1 to SB2	
094 A + 94	to 095 A + 79							207					SC1 to SB4	
094 A + 94	to 095 A + 58							218					SC1 to SB5	
094 A + 94	to 094 A + 87							34					SC1 to SB8	
094 A + 94	to 095 A + 6								34				SC1 to SB1	Grounding Conductor
094 A + 94	to 094 A + 93								458				SC1 to PB59	Grounding Conductor
094 A + 94	to 095 A + 7								166				SC1 to SB6	Grounding Conductor

CONTINUED ON NEXT PAGE

STATE PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

MISCELLANEOUS QUANTITIES

SHEET NO: 286 E

FILE NAME : MISC_Q_8.PPT

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST _

PLOT SCALE : 1:1

Signal Wire

Station	to	Station	655.0210 Cable Traffic Signal 3-14 AWG LF	655.0230 Cable Traffic Signal 5-14 AWG LF	655.0240 Cable Traffic Signal 7-14 AWG LF	655.0250 Cable Traffic Signal 9-14 AWG LF	655.0255 Cable Traffic Signal 12-12 AWG LF	655.0260 Cable Traffic Signal 12-14 AWG LF	655.0310 Cable Type UF 2-12 AWG LF	655.0515 Elecrtrical Wire Traffic Signals 10 AWG LF	655.0610 Elecrtrical Wire Traffic Lighting 12 AWG LF	655.0700 Loop Dectector Lead in Cable LF	655.0800 Loop Detector Wire LF	Description	
094 A + 94	to	094 A + 87								34				SC1 to SB8	Grounding Conductor
094 A + 94	to	094 A + 98								20				SC1 to PB51	Grounding Conductor
094 A + 98	to	095 A + 81								96				PB51 to SB3	Grounding Conductor
095 A + 75	to	095 A + 79								22				PB56 to SB4	Grounding Conductor
094 A + 93	to	094 A + 87								24				PB59 to SB7	Grounding Conductor
094 A + 94	to	094 A + 90								20				SC1 to PB61	Grounding Conductor
094 A + 94	to	096 A + 80										218		SC1 to PB55	
094 A + 94	to	093 A + 87										221		SC1 to PB60	
094 A + 94	to	095 A + 75										197		SC1 to PB56	
094 A + 94	to	095 A + 75										197		SC1 to PB56	
296 J + 04	to	296 J + 13			63									SC2 to SB100	
296 J + 04	to	296 J + 13			111									SC2 to SB101	
296 J + 04	to	297 J + 2		126										SC2 to SB102	
296 J + 04	to	296 J + 95				275								SC2 to Existing	
296 J + 04	to	295 J + 58										154		SC2 to PB100	
296 J + 04	to	295 J + 58										154		SC2 to PB100	
296 J + 04	to	296 J + 8										38		SC2 to PB101	
296 J + 04	to	296 J + 8										38		SC2 to PB101	
296 J + 04	to	296 J + 8										38		SC2 to PB101	
296 J + 04	to	296 J + 8										38		SC2 to PB101	
296 J + 04	to	297 J + 45										344		SC2 to PB105	
296 J + 04	to	297 J + 45										344		SC2 to PB105	
296 J + 04	to	297 J + 45										344		SC2 to PB105	
296 J + 04	to	297 J + 45										344		SC2 to PB105	
296 J + 04	to	298 J + 4										478		SC2 to PB106	
296 J + 04	to	298 J + 4										478		SC2 to PB106	
296 J + 04	to	298 J + 4										478		SC2 to PB106	
296 J + 04	to	298 J + 4										478		SC2 to PB106	
296 J + 04	to	298 J + 63										612		SC2 to PB107	
296 J + 04	to	298 J + 63										612		SC2 to PB107	
296 J + 04	to	298 J + 63										612		SC2 to PB107	
296 J + 04	to	298 J + 63										612		SC2 to PB107	
296 J + 04	to	304 RA + 16										617		SC2 to PB9	
296 J + 04	to	304 RA + 16										617		SC2 to PB9	
296 J + 04	to	297 J + 2							134					SC2 to SB102	
396 M + 76	to	398 M + 3										183		SC3 to PB152	
396 M + 76	to	398 M + 3										183		SC3 to PB152	
396 M + 76	to	398 M + 3										202		SC3 to PB153	
396 M + 76	to	398 M + 3										202		SC3 to PB153	
396 M + 76	to	108 C + 82					543							SC3 to SB103	
396 M + 76	to	396 M + 81				193								SC3 to Existing	
496 RB + 67	to	496 R + 77		40										SC4 to SB110	
496 RB + 67	to	496 R + 77		79										SC4 to SB111	
496 RB + 67	to	497 R + 35		109										SC4 to SB112	
496 RB + 67	to	497 R + 37				308								SC4 to Existing	
496 RB + 67	to	496 R + 31										138		SC4 to PB110	
496 RB + 67	to	496 R + 31										138		SC4 to PB110	
496 RB + 67	to	496 R + 67										50		SC4 to PB111	
496 RB + 67	to	497 R + 70										284		SC4 to PB115	
496 RB + 67	to	497 R + 70										284		SC4 to PB115	
496 RB + 67	to	498 R + 34										426		SC4 to PB116	
496 RB + 67	to	498 R + 34										426		SC4 to PB116	
496 RB + 67	to	498 R + 34										426		SC4 to PB116	
496 RB + 67	to	498 R + 34										426		SC4 to PB116	
496 RB + 67	to	498 R + 76										578		SC4 to PB117	
496 RB + 67	to	498 R + 76										578		SC4 to PB117	
496 RB + 67	to	498 R + 76										578		SC4 to PB117	
496 RB + 67	to	498 R + 76										578		SC4 to PB117	
496 RB + 67	to	498 R + 88										550		SC4 to PB118	
496 RB + 67	to	498 R + 88										550		SC4 to PB118	
496 RB + 67	to	498 R + 88										550		SC4 to PB118	
496 RB + 67	to	498 R + 88										550		SC4 to PB118	
496 RB + 67	to	504 RC + 79										549		SC4 to PB4	
496 RB + 67	to	504 RC + 79										549		SC4 to PB4	
094 A + 94	to	296 J + 4												SC1 to SC2	
296 J + 04	to	400 RB + 59												SC2 to LC1	
400 RB + 59	to	396 M + 76												LC1 to SC3	
396 M + 76	to	496 RB + 67												SC3 to SC4	
		Total	**150**	**1008**	**174**	**1521**	**543**	**252**	**730**	**874**	**795**	**17241**	**14264**		

* SUBTOTAL - ADDITIONAL QUANTITYS SHOW ELSEWHERE IN PLAN

Street Light Wire

Category	Station		to	Station		655.0610 Electrical Wire Lighting 12 AWG LF	655.0625 Electrical Wire Lighting 6 AWG LF	655.0635 Electrical Wire Lighting 2 AWG LF	655.0305 Cable Type UF 2-12 AWG Grounded LF	SPV.060.61 Festoon Oulet In Pole Each	Description	
0010	400 RB	+ 59	to	399 M	+ 52		311				LC1 to LB7	
0010	399 M	+ 52	to	210 F	+ 69		224				LB7 to LB6	
0010	210 F	+ 69	to	212 F	+ 75		574				LB6 to LB5	
0010	212 F	+ 75	to	214 F	+ 61		523				LB5 to LB4	
0010	214 F	+ 61	to	504 RC	+ 58		197				LB4 to LB3	
0010	504 RC	+ 58	to	503 RC	+ 84		385				LB3 to LB2	
0010	503 RC	+ 84	to	216 H	+ 48		207				LB2 to LB1	
0010	400 RB	+ 59	to	400 RB	+ 89		140				LC1 to LB8	
0010	400 RB	+ 89	to	207 D	+ 71		374				LB8 to LB9	
0010	207 D	+ 71	to	206 D	+ 10		431				LB9 to LB10	
0010	206 D	+ 10	to	303 R	+ 60		251				LB10 to LB11	
0010	303 R	+ 60	to	299 J	+ 05		323				LB11 to LB12	
0010	299 J	+ 05	to	204 B	+ 07		251				LB12 to LB13	
0010	400 RB	+ 59	to	401 P	+ 17		677				LC1 to LB21	
0010	401 P	+ 17	to	401 N	+ 65		298				LB21 to LB20	
0010	401 N	+ 65	to	110 E	+ 18		238				LB20 to LB19	
0010	110 E	+ 18	to	111 E	+ 80		450				LB19 to LB18	
0010	111 E	+ 80	to	114 E	+ 02		632				LB18 to LB17	
0010	114 E	+ 02	to	501 S	+ 46		233				LB17 to LB16	
0010	501 S	+ 46	to	502 T	+ 05		365				LB16 to LB15	
0010	502 T	+ 05	to	502 RC	+ 64		190				LB15 to LB14	
0010	400 RB	+ 59	to	108 C	+ 40		672				LC1 to LB22	
0010	108 C	+ 40	to	106 C	+ 84		414				LB22 to LB23	
0010	106 C	+ 84	to	105 C	+ 65		338				LB23 to LB24	
0010	105 C	+ 65	to	302 RA	+ 00		148				LB24 to LB25	
0010	302 RA	+ 00	to	301 L	+ 88		130				LB25 to LB26	
0010	301 L	+ 88	to	301 K	+ 27		317				LB26 to LB27	
0010	301 K	+ 27	to	103 A	+ 73		215				LB27 to LB28	
0010	400 RB	+ 59	to	402 RB	+ 03		554				LC1 to PB19	
0010	400 RB	+ 59	to	303 RA	+ 86		1621				LC1 to PB20	
0030	400 RB	+ 59	to	399 M	+ 52			311			LC1 to LB7	Festoon Wire
0030	399 M	+ 52	to	210 F	+ 69			224			LB7 to LB6	Festoon Wire
0030	210 F	+ 69	to	212 F	+ 75			574			LB6 to LB5	Festoon Wire
0030	212 F	+ 75	to	214 F	+ 61			523			LB5 to LB4	Festoon Wire
0030	214 F	+ 61	to	504 RC	+ 58			197			LB4 to LB3	Festoon Wire
0030	504 RC	+ 58	to	503 RC	+ 84			385			LB3 to LB2	Festoon Wire
0030	503 RC	+ 84	to	216 H	+ 48			207			LB2 to LB1	Festoon Wire
0030	400 RB	+ 59	to	400 RB	+ 89			140			LC1 to LB8	Festoon Wire
0030	400 RB	+ 89	to	207 D	+ 71			374			LB8 to LB9	Festoon Wire
0030	207 D	+ 71	to	206 D	+ 10			431			LB9 to LB10	Festoon Wire
0030	206 D	+ 10	to	303 R	+ 60			251			LB10 to LB11	Festoon Wire
0030	303 R	+ 60	to	299 J	+ 05			323			LB11 to LB12	Festoon Wire
0030	299 J	+ 05	to	204 B	+ 07			251			LB12 to LB13	Festoon Wire
0030	400 RB	+ 59	to	401 P	+ 17			677			LC1 to LB21	Festoon Wire
0030	401 P	+ 17	to	401 N	+ 65			298			LB21 to LB20	Festoon Wire
0030	401 N	+ 65	to	110 E	+ 18			238			LB20 to LB19	Festoon Wire
0030	110 E	+ 18	to	111 E	+ 80			450			LB19 to LB18	Festoon Wire
0030	111 E	+ 80	to	114 E	+ 02			632			LB18 to LB17	Festoon Wire
0030	114 E	+ 02	to	501 S	+ 46			233			LB17 to LB16	Festoon Wire
0030	501 S	+ 46	to	502 T	+ 05			365			LB16 to LB15	Festoon Wire
0030	502 T	+ 05	to	502 RC	+ 64			190			LB15 to LB14	Festoon Wire
0030	400 RB	+ 59	to	108 C	+ 40			672			LC1 to LB22	Festoon Wire
0030	108 C	+ 40	to	106 C	+ 84			414			LB22 to LB23	Festoon Wire
0030	106 C	+ 84	to	105 C	+ 65			338			LB23 to LB24	Festoon Wire
0030	105 C	+ 65	to	302 RA	+ 00			148			LB24 to LB25	Festoon Wire
0030	302 RA	+ 00	to	301 L	+ 88			130			LB25 to LB26	Festoon Wire
0030	301 L	+ 88	to	301 K	+ 27			317			LB26 to LB27	Festoon Wire
0030	301 K	+ 27	to	103 A	+ 73			215			LB27 to LB28	Festoon Wire
0030	400 RB	+ 59	to	402 RB	+ 03			554			LC1 to PB19	Festoon Wire
0030	400 RB	+ 59	to	303 RA	+ 86			1621			LC1 to PB20	Festoon Wire
0030	216 H	+ 48				174					LB1 Up Pole	
0030	503 RC	+ 84				174					LB2 Up Pole	
0030	504 RC	+ 58				174					LB3 Up Pole	
0030	214 F	+ 61				174					LB4 Up Pole	
0030	212 F	+ 75				174					LB5 Up Pole	
0030	210 F	+ 69				174					LB6 Up Pole	
0030	399 M	+ 52				174					LB7 Up Pole	
0030	400 RB	+ 89				174					LB8 Up Pole	
0030	207 D	+ 71				174					LB9 Up Pole	
0030	206 D	+ 10				174					LB10 Up Pole	
0030	303 R	+ 60				174					LB11 Up Pole	
0030	299 J	+ 05				174					LB12 Up Pole	
0030	204 B	+ 07				174					LB13 Up Pole	
0030	502 RC	+ 64				174					LB14 Up Pole	
0030	502 T	+ 05				174					LB15 Up Pole	
0030	501 S	+ 46				174					LB16 Up Pole	
0030	114 E	+ 02				174					LB17 Up Pole	
0030	111 E	+ 80				174					LB18 Up Pole	
0030	110 E	+ 18				174					LB19 Up Pole	
0030	401 N	+ 65				174					LB20 Up Pole	
0030	401 P	+ 17				174					LB21 Up Pole	
0030	108 C	+ 40				174					LB22 Up Pole	
0030	106 C	+ 84				174					LB23 Up Pole	
0030	105 C	+ 65				174					LB24 Up Pole	
0030	302 RA	+ 00				174					LB25 Up Pole	
0030	301 L	+ 88				174					LB26 Up Pole	
0030	301 K	+ 27				174					LB27 Up Pole	
0030	103 A	+ 73				174					LB28 Up Pole	
0030	216 H	+ 48							20	1	LB1 Festoon Pole Outlet	
0030	503 RC	+ 84							20	1	LB2 Festoon Pole Outlet	
0030	504 RC	+ 58							20	1	LB3 Festoon Pole Outlet	
0030	214 F	+ 61							20	1	LB4 Festoon Pole Outlet	
0030	212 F	+ 75							20	1	LB5 Festoon Pole Outlet	
0030	210 F	+ 69							20	1	LB6 Festoon Pole Outlet	
0030	399 M	+ 52							20	1	LB7 Festoon Pole Outlet	
0030	400 RB	+ 89							20	1	LB8 Festoon Pole Outlet	
0030	207 D	+ 71							20	1	LB9 Festoon Pole Outlet	
0030	206 D	+ 10							20	1	LB10 Festoon Pole Outlet	
0030	303 R	+ 60							20	1	LB11 Festoon Pole Outlet	
0030	299 J	+ 05							20	1	LB12 Festoon Pole Outlet	
0030	204 B	+ 07							20	1	LB13 Festoon Pole Outlet	
0030	502 RC	+ 64							20	1	LB14 Festoon Pole Outlet	
0030	502 T	+ 05							20	1	LB15 Festoon Pole Outlet	
0030	501 S	+ 46							20	1	LB16 Festoon Pole Outlet	
0030	114 E	+ 02							20	1	LB17 Festoon Pole Outlet	
0030	111 E	+ 80							20	1	LB18 Festoon Pole Outlet	
0030	110 E	+ 18							20	1	LB19 Festoon Pole Outlet	
0030	401 N	+ 65							20	1	LB20 Festoon Pole Outlet	
0030	401 P	+ 17							20	1	LB21 Festoon Pole Outlet	
0030	108 C	+ 40							20	1	LB22 Festoon Pole Outlet	
0030	106 C	+ 84							20	1	LB23 Festoon Pole Outlet	
0030	105 C	+ 65							20	1	LB24 Festoon Pole Outlet	
0030	302 RA	+ 00							20	1	LB25 Festoon Pole Outlet	
0030	301 L	+ 88							20	1	LB26 Festoon Pole Outlet	
0030	301 K	+ 27							20	1	LB27 Festoon Pole Outlet	
0030	103 A	+ 73							20	1	LB28 Festoon Pole Outlet	
					Total	**4872**	**11681**	**11681**	**560**	**28**		

*SUBTOTAL - ADDITIONAL QUANTITYS SHOW ELSEWHERE IN PLAN

STATE PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

MISCELLANEOUS QUANTITIES

SHEET NO: 287 E

FILE NAME : MISC_Q_9.PPT

PLOT DATE :

PLOT BY :

PLOT NAME :

ORG DATE :

ORIGINATOR : DIST _

PLOT SCALE : 1:1

Temporary Signals

Category	Station	Dir	Location	661.0200 Temporary Traffic Signal Iowa & Main St LS	661.0200 Temporary Traffic Signal Wisconsin & Main St LS	661.0200 Temporary Traffic Signal Blackhawk & Main St LS	Description
0010	Off Project			1.0			
0010	Off Project				1.0		
0010	Off Project					1.0	
				1.0	**1.0**	**1.0**	
					Total	**3.0**	

Removals

Station	Dir	Location	653.0905 Removing Pull Box EACH	SPV.0105.05 Removing Traffic Signal Units LUMP	204.0195 Removing Concrete Bases EACH	Description
94 A + 90	0	0	1			Existing PB51
94 A + 90	0	0	1			Existing PB52
94 A + 90	0	0	1			Existing PB53
94 A + 90	0	0	1			Existing PB54
94 A + 90	0	0	1			Existing PB55
216 H + 0	0	0	1			Existing PB60
216 H + 0	0	0	1			Existing PB61
216 H + 0	0	0	1			Existing PB62
216 H + 0	0	0	1			Existing PB63
216 H + 0	0	0	1			Existing PB64
94 A + 90	0	0			1	Existing SB1
94 A + 90	0	0			1	Existing SB2
94 A + 90	0	0			1	Existing SB3
94 A + 90	0	0			1	Existing SB4
94 A + 90	0	0			1	Existing SB5
94 A + 90	0	0			1	Existing SB6
94 A + 90	0	0			1	Existing SB7
94 A + 90	0	0			1	Existing SB8
216 C + 0	0	0			1	Existing SB11
216 F + 0	0	0			1	Existing SB12
216 E + 0	0	0			1	Existing SB13
216 Q + 0	0	0			1	Existing SB14
216 H + 0	0	0			1	Existing SB15
216 0 + 0	0	0			1	Existing SB16
216 0 + 0	0	0			1	Existing SB17
216 H + 0	0	0			1	Existing SB18
94 0 + 94	LEFT	0		1		Existing SC1
		Total	**10**	**1**	**16**	

* SUBTOTAL - ADDITIONAL QUANTITYS SHOW ELSEWHERE IN PLAN

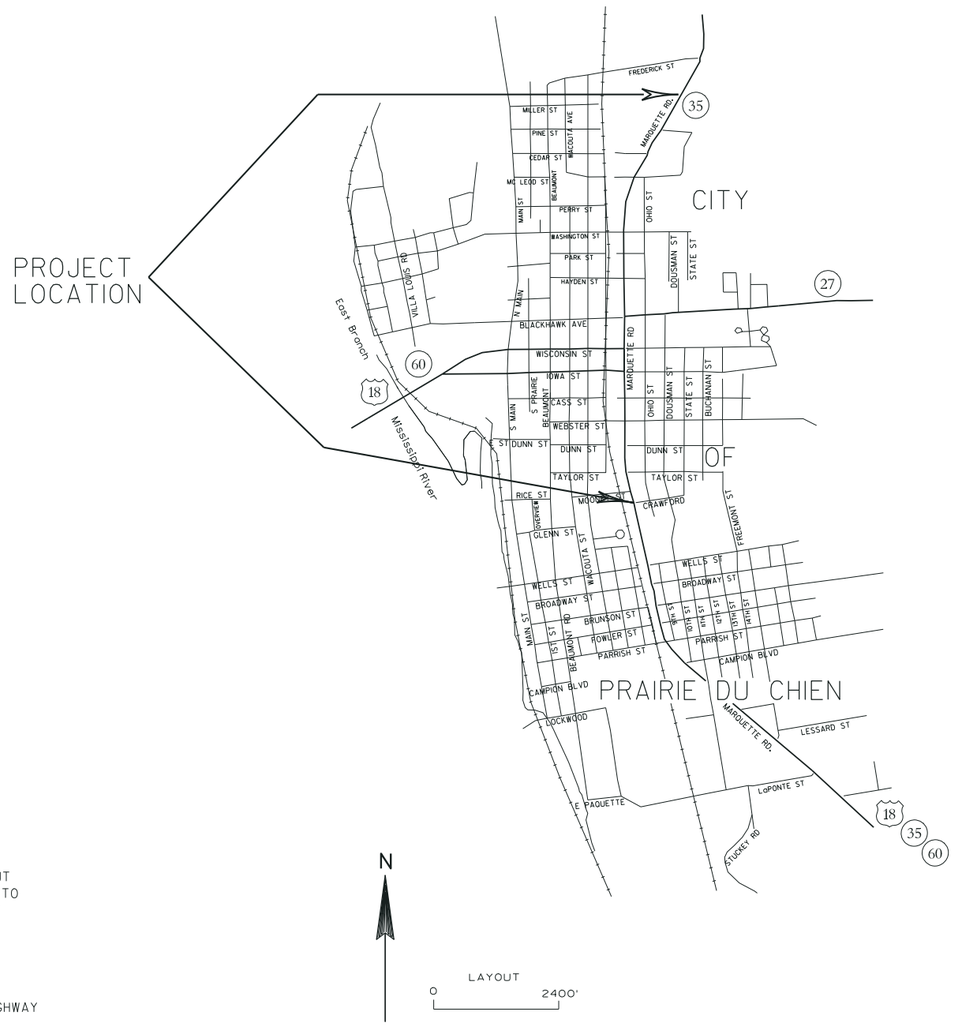
3

Poles, Arms & Equipment, Black Paint

Category	Station	Dir	Location	SPV.060.69 Black Paint Poles Type 9 EACH	SPV.060.70 Black Paint Poles Type 10 EACH	SPV.060.86 Black Paint Poles Type 12 EACH	SPV.060.71 Black Paint Monotube Arms 15-FT EACH	SPV.060.72 Black Paint Monotube Arms 20-FT EACH	SPV.060.73 Black Paint Monotube Arms 25-FT EACH	SPV.060.74 Black Paint Monotube Arms 30-FT EACH	SPV.060.91 Black Paint Monotube Arms 35-FT EACH	SPV.060.88 Black Paint Monotube Arms 45-FT EACH	SPV.060.75 Black Paint Luminarie Arms Steel 15-FT EACH	SPV.060.76 Black Paint Pedestal Bases EACH	SPV.060.77 Black Paint Transformer Bases Breakaway 11 1/2 Inch Bolt Circle EACH	SPV.060.78 Black Paint Traffic Signal Standard Aluminum 13' EACH	SPV.060.79 Black Paint Poles Type 4 EACH	SPV.060.80 Black Paint Poles Type 6-Modified Aluminum EACH	SPV.060.81 Black Paint Luminarie Arms Truss Member 4.5-Inch Clamp 15-FT EACH	SPV.060.89 Black Paint Luminarie Arms Truss Member 4-Inch Clamp 15-FT EACH	SPV.060.82 Black Paint Luminaries Utility LED Category B EACH	Desc
0030	95 A + 6	LEFT	50											1		1						SB1
0030	95 A + 59	LEFT	52		1		1						1								1	SB2
0030	95 A + 81	LEFT	29											1		1						SB3
0030	95 A + 79	RIGHT	30		1				1				1								1	SB4
0030	95 A + 58	RIGHT	52												1		1			1	1	SB5
0030	95 A + 7	RIGHT	51	1			1															SB6
0030	94 A + 87	RIGHT	30											1		1						SB7
0030	94 A + 87	LEFT	30		1				1				1								1	SB8
0030	216 H + 48	LEFT	42												1			1	1		1	LB1
0030	503 RC + 84	RIGHT	38												1			1	1		1	LB2
0030	504 RC + 58	RIGHT	68												1			1	1		1	LB3
0030	214 F + 61	LEFT	46												1			1	1		1	LB4
0030	212 F + 75	LEFT	35												1			1	1		1	LB5
0030	210 F + 69	LEFT	48												1			1	1		1	LB6
0030	399 M + 52	LEFT	33												1			1	1		1	LB7
0030	400 RB + 89	RIGHT	30												1			1	1		1	LB8
0030	207 D + 71	LEFT	36												1			1	1		1	LB9
0030	206 D + 10	LEFT	42												1			1	1		1	LB10
0030	303 R + 60	RIGHT	31												1			1	1		1	LB11
0030	299 J + 5	RIGHT	30												1			1	1		1	LB12
0030	204 B + 7	LEFT	43												1			1	1		1	LB13
0030	502 RC + 64	RIGHT	37												1			1	1		1	LB14
0030	502 T + 5	LEFT	35												1			1	1		1	LB15
0030	501 S + 46	RIGHT	36												1			1	1		1	LB16
0030	114 E + 2	RIGHT	41												1			1	1		1	LB17
0030	111 E + 80	RIGHT	35												1			1	1		1	LB18
0030	110 E + 18	RIGHT	42												1			1	1		1	LB19
0030	401 N + 65	LEFT	35												1			1	1		1	LB20
0030	401 P + 17	RIGHT	36												1			1	1		1	LB21
0030	108 C + 40	RIGHT	44												1			1	1		1	LB22
0030	106 C + 84	RIGHT	36												1			1	1		1	LB23
0030	105 C + 65	RIGHT	39												1			1	1		1	LB24
0030	302 RA + 0	RIGHT	37												1			1	1		1	LB25
0030	301 L + 88	LEFT	34												1			1	1		1	LB26
0030	301 K + 27	RIGHT	34												1			1	1		1	LB27
0030	103 A + 73	RIGHT	42												1			1	1		1	LB28
0030	296 J + 13	LEFT	17												1		1					SB100
0030	296 J + 13	RIGHT	23											1		1						SB101
0030	297 J + 2	RIGHT	25		1					1			1								1	SB102
0030	108 C + 82	RIGHT	45			1						1										SB103
0030	496 R + 77	RIGHT	28												1		1					SB110
0030	496 R + 77	RIGHT	4											1		1						SB111
0030	497 R + 35	RIGHT	29	1				1														SB112
0030	114 E + 45	RIGHT	45			1						1										SB113
0030	101 A + 26	RIGHT	36			1					1											SB200
0030	298 J + 52	RIGHT	17	1						1												SB201
0030	206 D + 50	LEFT	30	1						1												SB202
0030	107 C + 52	RIGHT	28	1						1												SB203
0030	211 F + 22	LEFT	29	1						1												SB204
0030	113 E + 54	RIGHT	29	1						1												SB205
0030	499 Q + 2	RIGHT	30	1						1												SB206
0030	219 H + 0	LEFT	36			1					1											SB207
		Total		**8**	**4**	**4**	**2**	**1**	**2**	**7**	**2**	**2**	**4**	**5**	**31**	**5**	**3**	**28**	**28**	**1**	**33**	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT
TITLE SHEET
PROJECT NO. 1661-05-23
MOONEY ST. - WASHINGTON ST.
S.T.H. 35/U.S.H. 18
CRAWFORD COUNTY





CONVENTIONAL SYMBOLS

- STATE LINE
- COUNTY LINE
- TOWNSHIP AND RANGE LINES
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE (100)
- NEW R/W LINE
- EXISTING R/W LINE
- PROPERTY LINE (P.L.)
- EASEMENT LINE
- CORPORATE LIMITS
- LOT, TIE AND OTHER MINOR LINES
- RECORDED AS=(BEARING AND/OR DISTANCE)
- FOUND IRON PIN= I.P.
- R/W POINT MONUMENT= ●
- R/W POINT, NON-MONUMENTED= ○
- R/W BOUNDARY POINT= (500)
- FARM LOT CORNER=

ACQUISITION AREAS

- FEE SIMPLE ACQUISITION (CROSS-HATCHING VARIES BY PARCEL)
- PLE OR H.E.
- TLE
- PARCEL NUMBER= (12)
- SIGN= SIGN
- SIGN PARCEL NUMBER= (12-1)

BUILDINGS ARE DESIGNATED WITH THE FIRST LETTER OF THE TYPE OF BUILDING.

EXAMPLES:
B=BARN
G=GARAGE
H=HOUSE
L=LIBRARY
S=SHED

- BUILDING (G)
- BUILDING TO BE RAZED

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- OVERHEAD (OH)
- TELEPHONE (T)

	COMPENSABLE	NON-COMPENSABLE
POWER/TELEPHONE POLE	■	
UTILITY PEDESTAL	■	

ACCESS CONTROL

- NO ACCESS (BY ACQUISITION)
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED(BY PREVIOUS PROJECT/CONTROL

VARIOUS ABBREVIATIONS

AC=ACRES
ACP=ACCESS CONRTOL POINT
AP=ACCESS POINT
AR=ACCESS RIGHTS
CSM=CERTIFIED SURVEY MAP
C/L=CENTER LINE
COR=CORNER
CR=CONVEYANCE OF RIGHTS
CTH=COUNTY TRUNK HIGHWAY
DOC=DOCUMENT
EASE=EASEMENT
ET.AL.=AND OTHERS
HE=HIGHWAY EASEMENT
IH=INTERSTATE HIGHWAY
LC=LAND CONTRACT
MON=MONUMENT
P=PAGE
P.L.=PROPERTY LINE
PLE=PERMANENT LIMITED EASEMENT
R/L=REFERENCE LINE
R/W=RIGHT-OF-WAY
REL.RTS.=RELEASE OF RIGHTS
REM.=REMAINING
S.F.=SQUARE FEET
SEC.=SECTION
STA.=STATION
STH=STATE TRUNK HIGHWAY
TLE=TEMPORARY LIMITED EASEMENT
TPP=TRANSPORTATION PROJECT PLAT
USH=UNITED STATES HIGHWAY
V=VOLUME

CURVE INFORMATION

Δ=DELTA
CUR=CURVE
D=DEGREE
DA=DIRECTION AHEAD
DB=DIRECTION BACK
L=LENGTH
LCB=LONG CHORD BEARING
LCH=LONG CHORD
PC=POINT OF CURVATURE
PI=POINT OF INTERSECTION
PT=POINT OF TANGENCY
R=RADIUS
T=TANGENT

HIGHWAY DESIGNATIONS

- COUNTY TRUNK HIGHWAY= (#)
- INTERSTATE HIGHWAY= (#)
- STATE TRUNK HIGHWAY= (#)
- UNITED STATES HIGHWAY= (#)

NOTES:

COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, CRAWFORD COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT, ALL DISTANCES ARE GROUND LENGTH.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY ¾" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WOULD NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY. ALL TEMPORARY LIMITED EASEMENTS (TLEs) EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

TPP NUMBER 1661-05-23-4.01
SHEET 2 OF 2

THIS TITLE SHEET WAS RECORDED AT 2:39 P.M. ON MARCH 16, 2011 AS SHEET 2 OF 2, OF DOCUMENT #312679 AND FILED IN 2 PLATS 64 IN THE OFFICE OF THE REGISTER OF DEEDS, IN CRAWFORD COUNTY.

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.01

MOONEY ST - WASHINGTON ST.

PART OF COMMISSIONER'S PLAT TRACT "G"; PART OF LOTS 1,2,3,4,5,6,7 & 8, BLOCK 1, LONG'S ADDITION; PART OF LOTS 1,2,3,& 4, BLOCK 166, UNION PLAT; PART OF LOTS 3,4 & 5, BLOCK 155, UNION PLAT; PART OF LOTS 8,9 &10, BLOCK 156, UNION PLAT; PART OF LOTS 5,6,7, & 8, BLOCK 165, UNION PLAT; ALL LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER USH 18/STH 35

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

ROAD OR STREET	BASIS OF EXISTING R/W
S.T.H. 35	CITY TAX MAP, UNION PLAT RAILROAD PLAT & DIVISION JOB 9436
E. TAYLOR ST.	CITY TAX MAP, UNION PLAT & RAILROAD PLAT
E. CRAWFORD ST.	CITY TAX MAP & RAILROAD PLAT
MOONEY ST.	CITY TAX MAP, RAILROAD PLAT & CSM 287, DOC. 213018

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	HE S.F.	TLE S.F.
91	COACHES FAMILY RESTAURANT, INC.	TLE	——	——	——	——	2506
92	O'REILLY AUTOMOTIVE, INC.	TLE	——	——	——	——	1471
93	FRANKLIN M. & PATRICIA A. TILLER REVOCABLE TRUST	FEE & TLE	2885	——	2885	——	3573
94	BURLINGTON NORTHERN & SANTA FE RAILROAD	HE & TLE	——	——	——	9006	13352
95	BRUCE A. & JANE E. ZINKLE	FEE & TLE	462	——	462	——	1807
96	KSTARKY ENTERPRISE, LLC	TLE	——	——	——	——	157
101	PRAIRIE DU CHIEN GAS COMPANY	REL. RTS.	——	——	——	——	——

R/W COURSE TABLE

500	501	S 75°54'59" W	23.54'
501	502	N 14°07'57" W	302.93'
502	503	N 30°55'47" E	7.20'
503	504	N 14°50'45" W	8.24'
504	505	N 59°34'32" W	7.01'
505	506	N 14°07'55" W	23.06'
506	512	N 69°02'04" W	128.03'
512	513	N 09°23'49" W	3.86'
513	514	N 82°22'56" E	53.65'
514	515	N 69°08'01" E	66.99'
515	413	N 00°52'28" W	266.76'
413	412	N 00°52'28" W	66.00'
412	192	N 00°52'28" W	167.97'
192	191	N 89°07'31" E	66.00'
191	411	S 00°52'26" E	166.50'
411	193	S 08°41'38" E	66.60'
193	194	S 03°53'28" E	193.04'
CURVE 53			
CURVE 54			
195	196	S 14°05'06 E	109.68'
196	197	N 81°10'48" E	2.01'
197	198	S 14°05'05" E	105.61'
198	500	S 25°45'54" W	120.17'

STATION/OFFSET TABLE

500	78+87.42	33.00'	968	82+97.94	124.05'
501	78+87.42	56.54'	967	82+98.48	176.89'
198	79+79.67	44.00'	969	83+19.05	66.88'
197	80+86.48	43.11'	970	85+37.35	108.93'
196	80+86.61	41.11'	194	83+70.24	35.50'
502	81+86.12	62.69'	193	85+65.44	40.82'
503	81+91.42	57.97'	413	85+67.67	34.22'
195	81+97.93	35.50'	971	85+69.32	72.52'
505	82+03.94	64.03'	412	86+32.03	33.00'
504	81+99.49	58.68'	411	86+33.50	33.00'
506	82+26.52	65.86'	956	86+33.53	48.00'
963	83+75.00	53.11'	960	87+92.02	40.00'
964	88+09.30	66.65'	192	88+00.00	33.00'
965	88+09.30	33.00'	959	88+00.00	48.01'
1001	81+95.30	72.46'	191	88+00.00	33.00'
512	82+88.13	176.90'	962	85+65.08	47.83'
513	82+91.81	176.97'			
514	82+91.17	123.32'			
515	82+05.46	57.96'			

CURVE 68

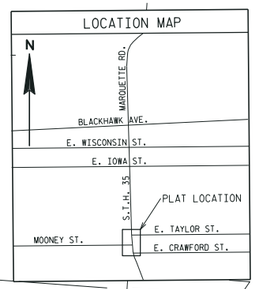
Δ = 06°01'25"
D = 01°37'29"
T = 185.54'
R = 3526.32'
L = 370.74'
PISTA = 81+77.30
PIY = 119147.814
PIX = 319031.311

CURVE 964

Δ = 03°03'34"
D = 05°39'52"
T = 27.01'
R = 1011.50'
L = 54.01'
PISTA = 85+89.51
PIY = 119359.865
PIX = 319016.730

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #_____ AND FILED IN _____, PL _____.

LOCATION MAP



SW CORNER FARM LOT 34
1"X60" SOLID ROUND IRON ROD WITH CAP
Y = 118721.151
X = 316483.569

SE CORNER FARM LOT 34
1"X60" SOLID ROUND IRON ROD
Y = 119563.163
X = 322906.482

CURVE 67
Δ = 04°07'40"
D = 02°25'05"
T = 85.40'
R = 2369.73'
L = 170.72'
PISTA = 81+06.43
PIY = 118880.960
PIX = 319078.159

CURVE 53
R=3490.82'
L=84.70'
LCH=84.70'
LCB=S07°45'09"E

CURVE 54
R=3490.82'
L=85.87'
LCH=85.87'
LCB=S09°09'07"E

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 7, 2011 — ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 3/15/2011 — ORIGINAL SIGNED BY AARON KRAMER — TITLE: CITY ADMIN.
CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.01
SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 2:39 P.M. ON MARCH 16, 2011 AS DOCUMENT #312679 AND FILED IN 2 PLATS 64

ORIGINAL SIGNED BY MELISSA C. NAGEL
REGISTER OF DEEDS

SCALE, FEET
0 30 60

FILE NAME : p:\state\u18\16610503\Cad\RWplat\sheet1_recorded2.dgn
PLOT DATE : 10-MAY-2011 09:08
PLOT BY : dotjwr
PLOT NAME :
PLOT SCALE : 30.000000:1.000000

4.01

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.02

MOONEY ST. - WASHINGTON ST.

PART OF LOTS 1,2 & 3, BLOCK 155, UNION PLAT;
PART OF LOTS 1 THRU 5, BLOCK 142, UNION PLAT; PART OF LOT 6, BLOCK 131,
UNION PLAT; PART OF LOT 10, BLOCK 132, UNION PLAT; PART OF LOTS 6 THRU 10, BLOCK 141,
PART OF LOTS 6,7 & 8, BLOCK 156, UNION PLAT; PART OF VACATED DUNN STREET;
UNION PLAT; ALL LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH35/USH 18

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
1	NORMA J. HERRIED	TLE	—	—	—	—	4630
2	JEFFREY E. & SANDRA S. SMETHURST	TLE	—	—	—	—	348
3	COLLINS RENTALS OF PDC, LLC	TLE	—	—	—	—	2110
4	HOMESTEADER HOMES, LLC	FEE & TLE	178	—	178	—	823
5	430 SOUTH MARQUETTE, LLC	TLE	—	—	—	—	762
6	THOMAS L. & VIRGINA L. HERRIED	FEE & TLE	132	—	132	—	1387
90	MCDONALD'S CORPORATION	TLE	—	—	—	—	3810
91	COACHES FAMILY RESTURANT, INC.	TLE	—	—	—	—	495
92	O'REILLY AUTOMOTIVE, INC.	TLE	—	—	—	—	3839

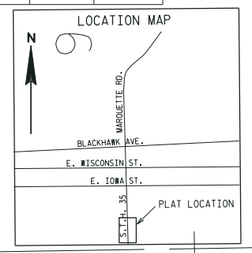
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

ROAD OR STREET	BASIS OF EXISTING R/W
S.T.H. 35 & E. WEBSTER ST.	CITY TAX MAP, UNION PLAT & PROJECT 5997-00-21
E. DUNN ST.	CITY TAX MAP & UNION PLAT

R/W COURSE TABLE

192	327	N 00°52'28" W	298.04'
327	328	N 00°52'28" W	381.06'
328	329	N 45°56'32" W	27.16'
329	330	N 01°32'15" W	66.00'
330	188	N 44°07'35" E	22.47'
188	160	N 01°27'59" E	44.99'
160	161	N 89°08'09" E	68.29'
161	322	S 00°51'56" E	40.81'
322	323	S 45°52'38" E	28.28'
323	324	S 00°52'12" E	66.00'
324	189	S 44°07'05" W	22.67'
189	190	S 01°33'28" W	93.55'
190	326	S 00°52'28" E	290.62'
326	410	S 00°52'25" E	66.00'
410	191	S 00°52'28" E	232.18'
191	192	S 89°07'31" W	66.00'

LOCATION MAP



NW CORNER
FARM LOT 34
1"X60" SOLID
ROUND IRON ROD
WITH CAP
Y = 120211.461
X = 316486.814

NE CORNER
FARM LOT 34
1"X60" SOLID
ROUND IRON ROD
Y = 120757.772
X = 322476.354

STATION/OFFSET TABLE

327	90+98.03	33.00'	751	95+69.27	64.97'
743	90+98.04	40.00'	322	95+84.30	33.00'
326	90+98.18	33.00'	928	95+78.87	54.00'
932	90+98.19	40.00'	752	95+89.25	45.00'
744	92+54.92	40.00'	934	96+25.11	54.00'
745	92+94.73	48.00'	933	96+25.11	45.00'
931	94+79.25	43.85'	160	96+25.11	35.29'
746	94+77.11	48.00'	189	94+82.27	36.97'
328	94+79.09	33.00'	190	93+88.80	33.00'
748	94+98.27	69.22'	188	95+80.16	37.12'
329	94+98.28	52.23'	959	88+00.00	48.01'
324	94+98.30	53.00'	960	88+00.00	40.00'
930	94+98.30	62.90'	958	90+17.32	100.01'
749	95+64.25	113.00'	955	90+17.21	48.00'
330	95+64.27	53.00'	954	90+32.32	100.10'
323	95+64.31	53.00'	192	88+00.00	33.00'
929	95+64.32	89.50'	191	88+00.00	33.00'
750	95+69.25	113.00'	410	90+32.18	33.00'
976	92+04.54	40.00'			
975	92+23.54	48.00'			
974	92+61.66	48.00'			
973	92+61.66	40.00'			
972	93+84.13	40.00'			
190	93+88.80	33.00'			
189	94+82.26	36.97'			
161	96+25.11	33.00'			
162	96+25.11	35.29'			
964	88+09.30	66.65'			
965	88+09.30	33.00'			
966	89+58.46	40.00'			
959	88+00.00	48.01'			
192	88+00.00	33.00'			
191	88+00.00	33.00'			

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.02

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:29 PM ON MAY 5, 2011 AS DOCUMENT #313143 AND FILED IN 2 PLATS 65

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011
ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011 AARON KRAMER, CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY — TITLE: CITY ADMIN.

SCALE, FEET
0 30 60

FILE NAME : P:\State\u18\16610503\Cad\RWplat\sheet2_recorded2.dgn
PLOT DATE : 10-MAY-2011 09:08
PLOT BY : dotjwr
PLOT NAME :
PLOT SCALE : 30.000000:1.000000

4.02

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.03

MOONEY ST. - WASHINGTON ST.

PART OF LOTS 1, 2, 3, 4, & 5, BLOCK 131, UNION PLAT; PART OF LOTS 4, 5, 6, 15 & 16, BLOCK 81, UNION PLAT; PART OF LOTS 6, 7, 11 & 12, BLOCK 80, UNION PLAT; PART OF LOTS 6, 7, 8, 9, & 10, BLOCK 132, UNION PLAT; ALL OF THE ABOVE LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35/USH 18

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

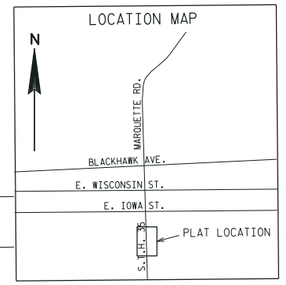
SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

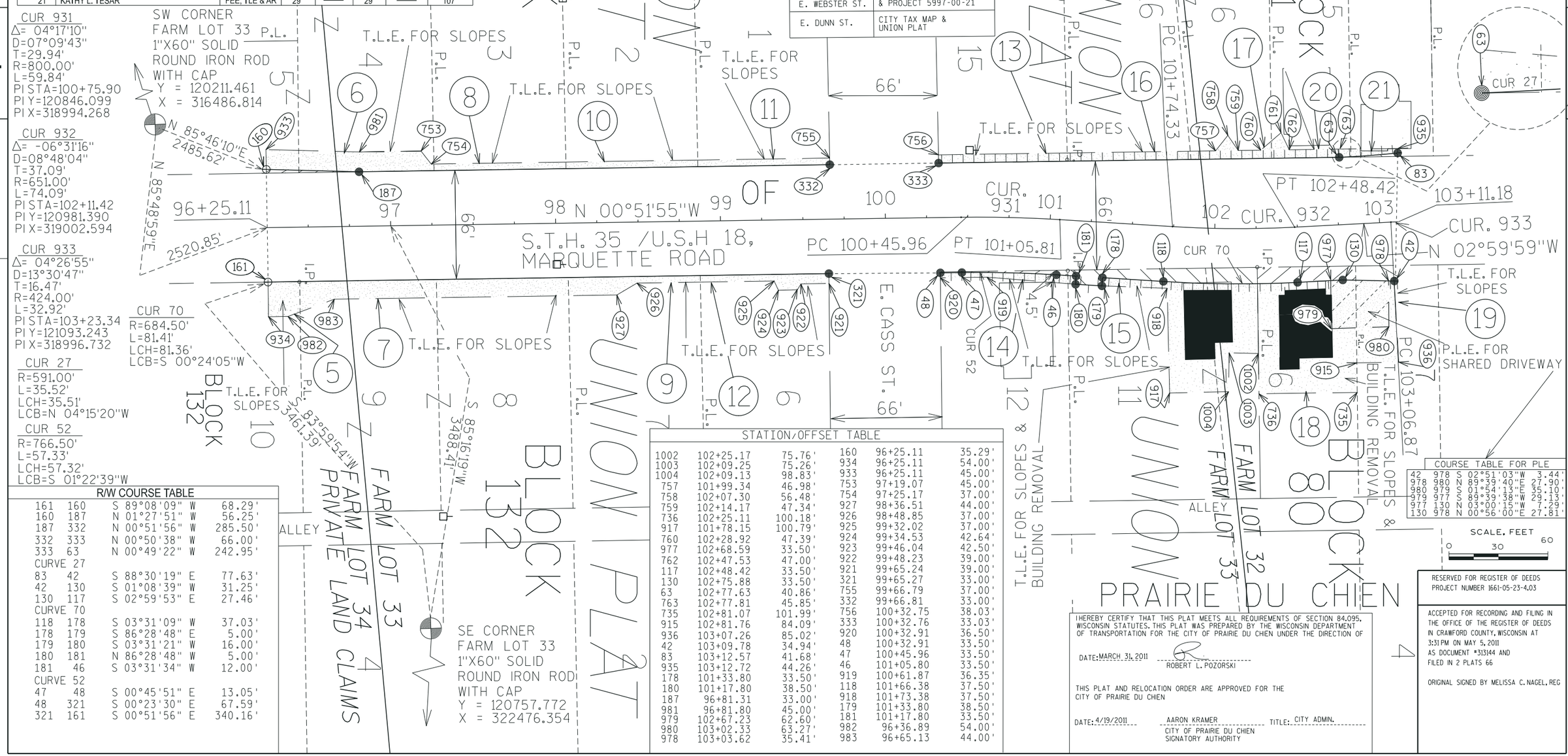
PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
5	430 SOUTH MARQUETTE, LLC	TLE	—	—	—	—	389
6	THOMAS L. & VIRGINIA L. HERRIED	FEE & TLE	66	—	66	—	1184
7	HOMESTEADER HOMES, LLC	TLE	—	—	—	—	1854
8	WILLIAM P. FISCHER	TLE	—	—	—	—	317
9	TIMOTHY L. & CATHERINE M. BETZLE	TLE	—	—	—	—	542
10	WILLIAM P. & ELAINE A. FISCHER	TLE	—	—	—	—	345
11	HERBERT H. & CHARLOTTE BROOKENS	TLE	—	—	—	—	324
12	LAVON WILKINSON	TLE	—	—	—	—	423
13	ANGELA A. FARNUM	TLE & AR	—	—	—	—	411
14	SHIRLEY A. DUCHARME	FEE, TLE & AR	104	—	104	—	288
15	KATHLEEN M. NOVEY	FEE, TLE & AR	925	—	925	—	3369
16	COLLINS RENTALS OF PDC, LLC	TLE & AR	—	—	—	—	389
17	LORRIE WILLIE A/K/A DELORES J. WILLIE	TLE & AR	—	—	—	—	322
18	DONALD F. & DELORES M. FISCHER	FEE,PLE,TLE&AR	548	—	548	446	3581
19	ROBERT J. & ELINOR R. THORUD, L.C. TO RAY G. HALE, JR. & JANICE A. HALE, 2000 REVOCABLE TRUST	FEE,PLE,TLE&AR	189	—	189	567	813
20	LONNIE L. WIEMERSLAGE	FEE, TLE & AR	1	—	1	—	310
21	KATHY L. TESAR	FEE, TLE & AR	29	—	29	—	107

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

LOCATION MAP



ROAD OR STREET	BASIS OF EXISTING R/W
S.T.H. 35 & E. WEBSTER ST.	CITY TAX MAP, UNION PLAT & PROJECT 5997-00-21
E. DUNN ST.	CITY TAX MAP & UNION PLAT



R/W COURSE TABLE

161	160	S 89°08'09" W	68.29'
160	187	N 01°27'51" W	56.25'
187	332	N 00°51'56" W	285.50'
332	333	N 00°50'38" W	66.00'
333	63	N 00°49'22" W	242.95'
CURVE 27			
83	42	S 88°30'19" E	77.63'
42	130	S 01°08'39" W	31.25'
130	117	S 02°59'53" E	27.46'
CURVE 70			
118	178	S 03°31'09" W	37.03'
178	179	S 86°28'48" E	5.00'
179	180	S 03°31'21" W	16.00'
180	181	N 86°28'48" W	5.00'
181	46	S 03°31'34" W	12.00'
CURVE 52			
47	48	S 00°45'51" E	13.05'
48	321	S 00°23'30" E	67.59'
321	161	S 00°51'56" E	340.16'

STATION/OFFSET TABLE

1002	102+25.17	75.76'	160	96+25.11	35.29'
1003	102+09.25	75.26'	934	96+25.11	54.00'
1004	102+09.13	98.83'	933	96+25.11	45.00'
757	101+99.34	46.98'	753	97+19.07	45.00'
758	102+07.30	56.48'	754	97+25.17	37.00'
759	102+14.17	47.34'	927	98+36.51	44.00'
736	102+25.11	100.18'	926	98+48.85	37.00'
917	101+78.15	100.79'	925	99+32.02	37.00'
760	102+28.92	47.39'	924	99+34.53	42.64'
977	102+68.59	33.50'	923	99+46.04	42.50'
762	102+47.53	47.00'	922	99+48.23	39.00'
117	102+48.42	33.50'	921	99+65.24	39.00'
130	102+75.88	33.50'	321	99+65.27	33.00'
63	102+77.63	40.86'	755	99+66.79	37.00'
763	102+77.81	45.85'	332	99+66.81	33.00'
735	102+81.07	101.99'	756	100+32.75	38.03'
915	102+81.76	84.09'	333	100+32.76	33.03'
936	103+07.26	85.02'	920	100+32.91	36.50'
42	103+09.78	34.94'	48	100+32.91	33.50'
83	103+12.57	41.68'	47	100+45.96	33.50'
935	103+12.72	44.26'	46	101+05.80	33.50'
178	101+33.80	33.50'	919	100+61.87	36.35'
180	101+17.80	38.50'	118	101+66.38	37.50'
187	96+81.31	33.00'	918	101+73.38	37.50'
981	96+81.80	45.00'	179	101+33.80	38.50'
979	102+67.23	62.60'	181	101+17.80	33.50'
980	103+02.33	63.27'	982	96+36.89	54.00'
978	103+03.62	35.41'	983	96+65.13	44.00'

COURSE TABLE FOR PLE

42	978	S 02°51'03"W	3.44'
978	980	N 89°39'40"E	27.90'
980	979	S 01°54'13"E	35.10'
979	977	S 89°39'38"W	29.13'
977	130	N 03°00'15"W	7.29'
130	978	N 00°56'00"E	27.81'

SCALE, FEET
0 30 60

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.03

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:31 PM ON MAY 5, 2011 AS DOCUMENT #313144 AND FILED IN 2 PLATS 66

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011 ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011 AARON KRAMER, CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY TITLE: CITY ADMIN.

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.04

MOONEY ST. - WASHINGTON ST.

PART OF LOTS 1,2,3,4,10,11,12, BLOCK 81, UNION PLAT; PART OF LOTS 4,5,6,7,8,9,10,11,12,13, BLOCK 82, UNION PLAT; PART OF LOTS 10,11,12,13,14,15,16, BLOCK 79, UNION PLAT; PART OF LOTS 7,8,9,10, BLOCK 80, UNION PLAT; ALL LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35/USH 18

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
19	ROBERT L. & ELINOR R. THORUD L.C. TO RAY G. HALE, JR. & JANICE A. HALE, 2000 REVOCABLE TRUST	FEE, TLE & AR	4712	——	4712	——	5056
21	KATHY L. TESAR	FEE, TLE & AR	76	——	76	——	81
22	JEANNE NOVEY	FEE & TLE	1601	——	1601	——	11356
23	HAROLD H. LANDT	TLE	——	——	——	——	390
24	JEFFREY A. & CONSTANCE M. MEYER	TLE	——	——	——	——	462
25	NEISES RENTALS LLC	TLE	——	——	——	——	133
26	JACK K. & SYLVIA R. COOPER	TLE	——	——	——	——	327
28	JASON R. HAGER	TLE	——	——	——	——	64
29	ERICKSON'S BARRON CO.	FEE ,TLE & AR	13018	——	13018	——	10146
31	CONVENIENCE STORE INVESTMENTS	FEE ,TLE & AR	4592	——	4592	——	2498
100	ALLIANT ENERGY	REL.RTS.	——	——	——	——	——

STATION/OFFSET TABLE

936	103+07.26	85.02'	772	296+89.43	38.50'
42	103+07.06	35.76'	773	296+89.59	31.98'
83	103+12.57	41.68'	774	297+01.45	31.99'
737	103+29.94	179.52'	771	297+18.47	38.06'
768	103+32.01	52.72'	775	297+22.86	27.01'
64	103+64.82	65.60'	87	297+51.417	32.97'
129	103+73.05	41.76'	770	297+44.81	41.97'
84	103+86.64	119.22'	776	297+79.17	26.65'
122	103+86.92	117.38'	777	298+13.53	34.85'
914	104+10.50	53.36'	769	298+24.82	40.66'
912	104+23.26	62.07'	399	298+25.24	36.68'
127	104+29.91	62.44'	778	298+33.56	32.82'
911	104+39.26	138.38'	392	298+43.99	42.15'
41	301+37.63	32.44'	779	298+54.13	35.19'
121	299+06.37	18.95'	335	299+45.64	35.64'
780	104+85.94	156.66'	128	301+13.09	52.95'
88	105+08.59	134.29'	913	301+15.57	42.89'
733	105+65.53	123.57'	40	301+60.73	32.00'
36	105+69.33	38.94'	39	302+08.38	32.00'
909	105+92.32	52.61'	911	302+07.66	61.80'
90	106+14.45	77.51'	38	302+17.26	31.57'
781	106+27.02	74.30'	734	302+35.29	44.93'
35	106+49.79	36.94'	910	302+42.57	27.56'
34	106+59.42	36.46'	145	302+17.06	28.21'
782	106+66.24	65.76'	935	103+12.72	44.26'
783	106+66.72	68.71'	937	108+00.00	59.54'
33	107+16.45	35.51'	988	297+23.27	37.56'
199	107+48.70	36.69'	984	106+14.26	52.85'
784	107+70.21	54.16'	989	107+00.50	68.48'
182	108+00.00	48.14'	ACP5	106+71.00	64.87'
985	297+90.84	37.81'			
986	297+83.53	42.52'			
987	297+39.04	37.37'			
ACP1	301+79.00	32.00'			
ACP2	106+20.00	38.83'			
ACP4	298+52.12	20.32'			

EASEMENT
V 158 EASE
P 525
INTERSTATE POWER CO

R/W COURSE TABLE

CURVE 28				
CURVE 29				
CURVE 30				
CURVE 51				
335	392	S 88°52'38" W	73.00'	
392	399	N 82°35'01" W	20.20'	
399	87	S 88°52'38" W	78.03'	
87	121	N 68°02'36" E	168.69'	
121	88	N 44°59'38" E	46.82'	
88	90	N 38°46'50" E	73.21'	
90	ACP5	N 00°50'50" W	62.77'	
ACP5	182	N 00°50'54" W	136.77'	
182	199	S 64°36'11" E	100.16'	
CURVE 71				
CURVE 16				
CURVE 18				
35	ACP2	S 16°49'26" E	28.46'	
ACP2	36	S 16°49'26" E	46.75'	
CURVE 19				
38	145	S 01°51'49" E	3.38'	
145	39	S 01°59'28" W	60.79'	
CURVE 20				
CURVE 72				
CURVE 21				
CURVE 22				
127	128	S 47°36'41" W	34.05'	
CURVE 23				
CURVE 24				
42	83	N 88°30'19" W	77.63'	

ROAD OR STREET	BASIS OF EXISTING R/W
S.T.H. 35 & USH 18 & IOWA ST	CITY TAX MAP, UNION PLAT & PROJECT T017-1(31)

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.04

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:33 PM ON MAY 5, 2011 AS DOCUMENT #313145 AND FILED IN 2 PLATS 67

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011 — ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011 — AARON KRAMER, CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY — TITLE: CITY ADMIN.

NOTE: EXCLUDED FROM TLE'S IS ANY LAND, AT THE TIME OF RECORDING OF THIS PLAT, IS OCCUPIED BY BUILDINGS ON THIS PLAT.

SCALE, FEET 0 30 60

N

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.05

MOONEY ST. - WASHINGTON ST.

PART OF LOTS 1,2,3,18,19,20, BLOCK 82, UNION PLAT; PART OF LOTS 5,6,7,8,9,10,11,12,13,14, BLOCK 83, UNION PLAT; PART OF LOTS 11,12,13,14,15,16,17,18, BLOCK 78, UNION PLAT; PART OF LOTS 3,17,18,19,20, BLOCK 79, UNION PLAT; ALL LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35/USH 18

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

ROAD OR STREET	BASIS OF EXISTING R/W
S.T.H. 35 & USH 18 & WIS ST	CITY TAX MAP, UNION PLAT & PROJECT T017-1 (31)

1-AP BETWEEN SOUTH LINE OF LOT 18 AND NORTH LINE OF LOT 19.

CUR 8
R=586.50'
L=74.94'
LCH=74.89'
LCB=S 10°34'11"E

CUR 9
R=148.00'
L=84.48'
LCH=83.34'
LCB=S 30°35'03"E

CUR 10
R=83.00'
L=52.02'
LCH=51.17'
LCB=S 64°53'32"E

CUR 11
R=198.04'
L=17.05'
LCH=17.04'
LCB=S 86°57'10"W

CUR 12
R=103.00'
L=75.32'
LCH=73.65'
LCB=S 63°32'19"W

CUR 13
R=900.00'
L=14.47'
LCH=14.47'
LCB=S 42°07'45"W

CUR 14
R=83.00'
L=53.53'
LCH=52.61'
LCB=S 23°11'56"W

CUR 15
R=398.00'
L=58.44'
LCH=58.39'
LCB=S 00°26'02"W

CUR 32
R=498.02'
L=28.40'
LCH=28.40'
LCB=N 13°05'38"W

CUR 33
R=137.50'
L=51.46'
LCH=51.16'
LCB=N 25°41'46"W

CUR 34
R=97.50'
L=15.61'
LCH=15.59'
LCB=N 31°50'05"W

CUR 35
R=185.49'
L=40.30'
LCH=39.95'
LCB=N 76°59'19"E

CUR 36
R=385.51'
L=30.28'
LCH=30.27'
LCB=N 68°33'23"E

CUR 37
R=148.00'
L=99.70'
LCH=97.83'
LCB=N 47°00'29"E

CUR 955
Δ=-21°58'18"
D=13°52'23"
T=80.17'
R=413.00'
L=158.38'
PI STA=398+31.09
PI Y=121684.988
PI X=318807.870

CUR 997
Δ=-02°54'34"
D=18°01'03"
T=8.08'
R=318.00'
L=16.15'
PI STA=401+25.49
PI Y=121712.961
PI X=319087.023

CUR 998
Δ=-18°30'36"
D=55°37'37"
T=16.78'
R=103.00'
L=33.28'
PI STA=401+50.34
PI Y=121700.525
PI X=319108.546

CUR 961
Δ=12°40'56"
D=25°21'08"
T=25.11'
R=226.00'
L=50.02'
PI STA=110+43.18
PI Y=121790.805
PI X=319022.571

CUR 962
Δ=03°46'14"
D=09°10'55"
T=20.54'
R=624.00'
L=41.07'
PI STA=110+88.63
PI Y=121835.669
PI X=319014.110

CUR 999
Δ=-12°22'51"
D=95°29'35"
T=6.51'
R=60.00'
L=12.97'
PI STA=401+73.34
PI Y=121695.878
PI X=318999.084

CUR 949
Δ=06°25'25"
D=17°41'02"
T=18.18'
R=324.00'
L=36.32'
PI STA=107+90.92
PI Y=121547.142
PI X=318999.084

CUR 950
Δ=36°10'31"
D=50°42'15"
T=36.91'
R=113.00'
L=71.35'
PI STA=108+45.97
PI Y=121602.206
PI X=318997.452

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
30	HESS REAL ESTATE, LLC	FEE, TLE & AR	5072	—	5072	—	5040
31	CONVENIENCE STORE INVESTMENTS	FEE, TLE & AR	1123	—	1123	—	1852
32	KENNETH R. & WENDY S. HESS	FEE, TLE & AR	139	—	139	—	214
33	RICHARD C. & JANICE M. STARK	TLE	—	—	—	—	142
34	GREGORY D. NOVEY	TLE	—	—	—	—	170
35	STEVEN O. WRIGHT	TLE	—	—	—	—	617
36	MOSTAFA ARDESTANI L.C. TO NEIL S. ERDENBERGER	TLE	—	—	—	—	555
37	ERIC M. & LOIS I. FERNETTE	TLE	—	—	—	—	342
38	WILFRED J. & BEVERLY JONES	FEE, TLE & AR	3827	—	3827	—	5404
39	GARY E. & SHARON K. KUBITZ	FEE, TLE & AR	4517	—	4517	—	808
40	RONALD W. VALLEY	FEE, TLE & AR	2290	—	2290	—	1128
41	STEVEN O. WRIGHT	FEE, TLE & AR	1825	—	1825	—	1800
42	ELAINE M. MAHR	FEE, TLE & AR	1415	—	1415	—	2500
43	VERNON K. RUTHERFORD & SARA M. DODSON-RUTHERFORD	FEE, TLE & AR	1285	—	1285	—	2599
44	GPI PROPERTIES 1995, LLC	FEE, TLE & AR	538	—	538	—	2126
45	MEDIACOM WISCONSIN LLC	TLE & AR	—	—	—	—	141
84	DONALD F. STEINER	FEE, TLE & AR	1189	—	1189	—	2056
85	ELDA M. DICKEY	TLE & AR	—	—	—	—	65
89	DONALD D. & VICKI L. HAND	TLE	—	—	—	—	39

R/W COURSE TABLE

182	68	N 01°11'49" W	18.43'
CURVE 32				
CURVE 33				
CURVE 34				
69	ACP6	S 88°58'32" W	87.76'
ACP6	400	S 88°58'24" W	16.69'
400	401	S 88°58'29" W	20.00'
401	97	S 88°58'28" W	27.49'
97	98	N 34°42'30" E	81.80'
CURVE 35				
CURVE 36				
CURVE 37				
72	74	N 00°53'56" W	184.05'
74	159	N 83°06'23" E	85.92'
159	22	S 06°54'48" E	108.88'
CURVE 8				
CURVE 9				
CURVE 10				
25	26	S 08°47'28" E	66.67'
26	126	S 00°44'21" E	1.78'
CURVE 11				
CURVE 12				
CURVE 13				
CURVE 14				
CURVE 15				
199	CL1007	S 40°32'57" W	48.86'
CL1007	182	N 36°15'05" W	99.30'

STATION/OFFSET TABLE

			791	396+71.88	35.02'
199	107+48.70	36.69'	792	396+71.94	45.98'
732	107+43.49	77.66'	793	397+37.08	46.01'
992	401+70.58	42.11'	794	397+48.95	39.02'
730	107+97.84	117.88'	790	397+46.51	34.84'
731	108+00.17	82.45'	789	397+77.13	31.86'
31	108+12.83	43.31'	97	397+82.28	29.24'
68	108+14.69	48.03'	788	398+07.35	35.13'
937	108+00.00	59.54'	401	398+07.73	32.16'
134	108+33.04	57.26'	795	397+96.57	36.74'
785	108+54.59	97.91'	787	398+25.48	38.28'
135	108+56.01	91.66'	400	398+25.99	35.33'
69	399+16.35	65.27'	796	398+23.06	60.04'
907	109+11.68	90.47'	98	398+39.19	29.74'
298	110+01.04	80.50'	797	398+50.42	71.99'
24	401+14.50	38.24'	798	398+53.78	42.52'
23	110+68.25	39.02'	99	398+82.07	27.50'
72	110+75.26	70.73'	799	398+87.51	41.54'
200	110+77.30	99.45'	786	398+92.47	58.32'
201	110+98.25	67.11'	738	398+99.75	71.25'
725	111+20.32	90.11'	739	399+12.55	67.08'
726	111+21.71	77.02'	71	399+14.16	27.53'
22	111+45.57	35.50'	740	399+18.00	81.02'
724	111+59.85	93.86'	742	399+31.90	88.40'
723	111+62.66	64.28'	30	401+43.20	95.97'
721	111+69.57	80.86'	29	401+45.61	82.22'
722	111+70.51	65.10'	907	401+66.29	44.65'
719	112+22.18	87.55'	906	401+76.07	38.05'
297	112+25.74	54.50'	27	401+79.65	35.15'
717	112+33.66	154.76'	25	401+87.41	33.31'
202	112+39.94	51.96'	905	401+96.60	45.50'
203	112+40.99	61.91'	26	401+96.60	32.72'
296	112+43.87	54.50'	126	401+96.59	34.50'
74	112+54.47	50.43'	299	401+96.71	42.43'
940	112+54.47	156.97'	904	402+16.60	45.58'
729	110+13.24	57.30'	900	402+16.72	41.53'
159	112+54.47	35.50'	901	402+26.16	33.18'
			903	402+21.10	35.80'
			902	402+56.60	35.92'
			990	401+92.73	41.29'
			991	401+69.69	42.26'
			182	108+00.00	48.14'
			ACP6	398+41.00	38.64'
			ACP3	107+48.79	36.04'

SE CORNER
FARM LOT 32
1"X60" SOLID
ROUND IRON ROD
Y = 121313.679
X = 322276.195

SW CORNER
FARM LOT 32
1"X60" SOLID
ROUND IRON ROD
WITH CAP
Y = 120805.928
X = 317497.320

LOCATION MAP

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.05

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:34 PM ON MAY 5, 2011 AS DOCUMENT #313146 AND FILED IN 2 PLATS 68

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011
ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011 AARON KRAMER TITLE: CITY ADMIN.
CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY

SCALE, FEET 0 30 60

FILE NAME : P:\State\u18\16610503\Cad\RWplat\sheet5_recorded2.dgn PLOT DATE : 10-MAY-2011 09:08 PLOT BY : dotjwr PLOT NAME : PLOT SCALE : 30.000000:1.000000

4.05

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.06
MOOENY ST. - WASHINGTON ST.

PART OF LOTS 13, 14 & 15, BLOCK 42, UNION PLAT; PART OF LOTS 10 THRU 17 BLOCK 43, UNION PLAT, ALSO BEING PART OF LOT 1, CSM 1141; PART OF LOTS 12 THRU 18, BLOCK 56, UNION PLAT; PART OF LOTS 1, 2, 3 & 18 THRU 22, BLOCK 78, UNION PLAT; PART OF LOTS 1 THRU 5 & LOTS 20, 21 & 22, BLOCK 83, UNION PLAT; ALL OF THE ABOVE LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

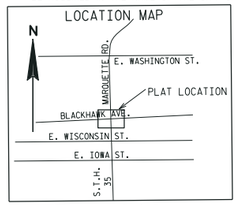
RELOCATION ORDER STH 35

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

ROAD OR STREET	BASIS OF EXISTING R/W
S.T.H. 35 & BLACKHAWK AVE	CITY TAX MAP, UNION PLAT & PROJECTS T017-1 (31), T057-1 (23) & 5997-00-21

LOCATION MAP



SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	TOTAL FEE REQUIRED (S.F.)	TLE (S.F.)
44	GPI PROPERTIES 1995, LLC	FEE, TLE & AR	1168	8386
45	MEDIACOM WISCONSIN LLC	FEE, TLE & AR	204	707
46	TERRY G. & JO NELL DRAZKOWSKI	FEE, TLE & AR	648	3254
48	IVAN H. & MARY C. HOFFLAND, L.C. TO MARLENE K. SIMMONS	FEE, TLE & AR	5013	3091
49	ARNOLD F. & IRENE STEELE	FEE, TLE & AR	1089	3315
50	GENE C. GREGERSON	FEE & TLE	36	361
51	DEAN D. & MARY C. ACHENBACH	TLE	——	368
53	SANDRA J. HANSEN	TLE	——	1141
54	HARTIG REALTY PDC, LLC	FEE, TLE & AR	4569	4605
55	FOUR CORNERS HOLDINGS, LLC	FEE, TLE & AR	7299	6674
56	ROBYN G. HEDEMAN	TLE	——	561
57	GORDON K. HACKETT	TLE	——	1403
58	DOCWAG PRAIRIE DU CHIEN LLC	FEE, TLE & AR	222	8317
100	ALLIANT ENERGY	REL.RTS.	——	——

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

STATION/OFFSET TABLE

14	116+15.25	39.50'	707	501+43.27	64.37'
280	116+26.79	55.65'	170	116+51.71	76.93'
236	116+38.24	146.91'	171	502+51.10	40.59'
342	116+41.87	96.68'	172	502+58.67	30.06'
107	116+57.37	67.60'	516	497+23.95	44.25'
108	116+64.51	58.72'	1006	497+44.16	44.31'
237	116+75.73	56.65'	940	112+54.47	156.97'
704	117+59.26	158.37'	716	113+14.59	163.35'
279	117+19.37	64.96'	715	113+21.37	100.90'
13	117+39.68	34.00'	125	502+01.94	69.83'
942	117+54.72	157.97'	706	502+17.98	90.67'
158	117+69.15	34.00'	15	502+27.33	45.94'
238	117+73.15	47.16'	283	502+12.50	92.72'
941	117+89.98	57.50'	284	502+54.29	58.41'
228	496+50.66	49.39'	293	502+57.04	58.08'
229	496+58.88	64.08'	285	502+71.54	51.82'
213	497+19.71	41.50'	292	502+81.25	34.54'
18	501+91.77	31.46'	16	502+82.87	29.65'
124	501+94.64	89.16'	291	504+02.68	38.02'
385	498+88.72	39.48'	290	504+06.65	46.96'
19	114+45.45	44.34'	993	499+12.23	60.61'
74	112+54.47	50.43'	ACP8	112+78.00	47.95'
939	112+54.47	60.49'	ACP9	113+08.00	44.79'
159	112+54.47	35.50'	ACP10	113+77.00	52.54'
21	113+18.58	35.50'	1005	117+62.96	64.05'
75	113+20.30	43.50'	230	497+45.26	65.74'
204	113+03.73	55.30'	105	497+93.55	28.18'
205	113+93.37	74.55'	104	498+23.45	30.64'
76	113+87.30	57.08'	387	498+24.10	40.24'
295	113+99.79	98.35'	231	498+24.12	48.24'
713	114+00.84	101.60'	211	498+42.87	39.50'
20	114+07.14	41.94'	210	498+48.71	68.60'
206	114+15.75	106.25'	103	498+54.02	32.95'
222	495+15.61	32.88'	232	498+40.08	64.09'
223	495+15.63	42.90'	209	498+71.46	72.42'
385	498+88.72	39.48'	233	498+64.36	102.14'
234	499+01.78	103.53'	102	498+80.43	34.28'
340	498+98.04	41.34'	208	498+87.85	49.11'
207	499+11.51	50.12'	106	497+20.23	31.50'
77	499+07.91	40.04'	388	497+23.71	39.58'
341	499+40.22	57.42'	213	497+19.71	41.50'

R/W COURSE TABLE

74-ACP8	N 00°53'46"	W	23.66'
ACP8-ACP9	N 00°53'54"	W	30.17'
ACP9-75	N 00°54'13"	W	12.37'
CUR 38			
CUR 74			
CUR 39			
77-102	N 84°34'04"	W	25.57'
102-103	S 81°42'56"	W	24.22'
103-104	S 81°46'14"	W	31.97'
CUR 44			
105-106	S 82°18'40"	W	75.56'
106-384	N 00°56'59"	W	5.45'
384-388	N 01°06'14"	W	65.71'
388-516	N 00°56'35"	W	4.68'
516-387	N 85°55'47"	E	94.98'
387-385	N 79°08'27"	E	66.42'
385-340	N 72°04'39"	E	10.43'
340-341	N 72°39'16"	E	57.19'
341-342	N 57°59'58"	E	53.18'
342-170	N 42°00'49"	E	23.34'
170-107	N 39°06'21"	E	11.62'
CUR 41			
108-157	N 01°03'53"	W	131.74'
157-158	S 80°52'34"	E	82.53'
158-13	S 05°29'44"	E	29.47'
CUR 1			
CUR 2			
124-125	S 48°33'21"	E	21.67'
CUR 3			
15-171	N 87°59'42"	E	26.38'
171-16	S 35°05'46"	E	77.19'
16-172	S 78°53'07"	W	22.75'
CUR 4			
CUR 5			
CUR 6			
CUR 7			
21-159	S 06°54'11"	E	64.13'
159-74	S 83°06'23"	W	85.92'

CURVE 964
Δ = 21°26'55"
D = 44°45'44"
T = 24.24'
R = 128.00'
L = 47.92'
PISTA = 114+32.11
PIY = 122176.527
PIX = 318991.872

CURVE 973
Δ = 10°24'21"
D = 11°28'56"
T = 45.44'
R = 499.00'
L = 90.63'
PISTA = 502+68.02
PIY = 122278.152
PIX = 319169.668

CURVE 1305
Δ = 24°35'46"
D = 55°37'37"
T = 22.45'
R = 103.00'
L = 44.22'
PISTA = 499+56.81
PIY = 122263.193
PIX = 318872.161

CURVE 1302
Δ = -09°45'02"
D = 09°32'57"
T = 51.18'
R = 600.00'
L = 102.11'
PISTA = 498+00.88
PIY = 122242.747
PIX = 318718.371

CURVE 982
Δ = 12°48'04"
D = 17°34'31"
T = 36.57'
R = 326.00'
L = 72.84'
PISTA = 116+28.25
PIY = 122363.188
PIX = 319003.125

CURVE 974
Δ = 00°54'59"
D = 05°51'52"
T = 7.81'
R = 977.00'
L = 15.63'
PISTA = 503+92.81
PIY = 122289.513
PIX = 319294.193

CURVE 1306
Δ = 02°10'39"
D = 38°42'48"
T = 2.81'
R = 148.00'
L = 5.62'
PISTA = 499+81.39
PIY = 122251.006
PIX = 318894.294

CURVE 1303
Δ = 08°58'14"
D = 14°19'26"
T = 31.38'
R = 400.00'
L = 62.63'
PISTA = 498+83.19
PIY = 122262.222
PIX = 318798.596

CURVE 983
Δ = 04°59'50"
D = 09°09'10"
T = 27.32'
R = 626.00'
L = 54.60'
PISTA = 116+91.87
PIY = 122425.700
PIX = 318990.176

CURVE 963
Δ = 18°17'36"
D = 25°34'43"
T = 36.07'
R = 224.00'
L = 71.52'
PISTA = 113+72.41
PIY = 122117.405
PIX = 318979.969

CURVE 972
Δ = 10°47'58"
D = 24°48'12"
T = 21.83'
R = 231.00'
L = 43.54'
PISTA = 502+00.88
PIY = 122260.040
PIX = 319104.879

CURVE 1304
Δ = 08°55'01"
D = 44°45'44"
T = 9.98'
R = 128.00'
L = 19.92'
PISTA = 499+24.42
PIY = 122265.592
PIX = 318839.816

SW CORNER
FARM LOT 30
1"X60" SOLID
ROUND IRON ROD WITH HARRISON CAP
Y = 122874.603, X = 316641.813

SE CORNER FARM
LOT 31, 1"X60" SOLID
ROUND IRON ROD
Y = 122461.770
X = 321846.922

1-AP BETWEEN SOUTH LINE OF LOT 18 AND NORTH LINE OF LOT 19.

CUR 38 L=66.57' LCH=66.52' LCB=N 10°42'41"W R=498.00'
CUR 7 L=76.47' LCH=75.94' LCB=S 04°50'13"W R=186.50'
CUR 6 L=25.60' LCH=25.51' LCB=S 24°55'11"W R=88.01'
CUR 2 L=33.33' LCH=33.03' LCB=N 35°11'33"E R=71.46'
CUR 4 L=60.58' LCH=60.46' LCB=S 72°31'45"W R=273.00'
CUR 5 L=93.65' LCH=92.36' LCB=S 49°42'46"W R=163.00'
CUR 41 L=13.30' LCH=13.23' LCB=N 29°05'07"E R=38.00'
CUR 74 L=13.20' LCH=13.20' LCB=N 15°18'12"W R=498.00'
CUR 39 L=139.43' LCH=131.72' LCB=N 49°20'48"W R=120.00'
CUR 1 L=114.07' LCH=113.68' LCB=S 13°39'51"E R=400.00'
CUR 3 L=40.23' LCH=39.27' LCB=S 70°16'54"E R=53.04'
CUR 44 L=31.46' LCH=31.46' LCB=S 84°59'17"W R=806.89'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.06

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:35 PM ON MAY 5, 2011 AS DOCUMENT #313147 AND FILED IN 2 PLATS 69

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011 ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011 AARON KRAMER, CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY TITLE: CITY ADMIN.

SCALE, FEET 0 30 60

FILE NAME : P:\State\u18\16610503\Cad\RWplat\sheet6_recorded2.dgn PLOT DATE : 10-MAY-2011 09:08 PLOT BY : dotjwr PLOT NAME : PLOT SCALE : 30.000000:1.000000

4.06

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.07

MOONEY ST. - WASHINGTON ST.

PART OF LOT 10, BLOCK 43, UNION PLAT, ALSO BEING PART OF LOT 1, CSM 1141; PART OF LOTS 1,4,5,6,7,8 & 9, BLOCK 43, UNION PLAT; PART OF LOTS 18,19,20,21,22,23,24,25 & 28, BLOCK 56, UNION PLAT; PART OF LOTS 1 & 4,5,6,7, & 8 BLOCK 44, UNION PLAT; PART OF LOTS 9,10,11,12,13 & 16, BLOCK 55, UNION PLAT; ALL OF THE ABOVE LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

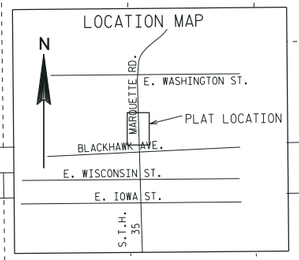
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

COURSE TABLE PLE ON PARCELS 55 & 62

12	1000	S 05°29'46"	E	36.93'
1000	999	N 84°30'20"	E	30.00'
999	998	S 05°27'34"	E	41.36'
998	158	S 89°03'16"	W	30.07'
158	1000	N 05°29'40"	W	38.97'

LOCATION MAP



NW CORNER
FARM LOT 30
1"x60" SOLID
ROUND IRON ROD
Y=124139.359
X=317444.309

SW CORNER
FARM LOT 30
1"x60" SOLID
ROUND IRON ROD
Y=122874.603
X=316641.813

CUR 984
Δ=04°25'49"
D=01°54'35"
T=116.04'
R=3000.00'
L=231.97'
PI STA=119+54.64
PI Y=122687.302
PI X=318965.010

CUR 45
R=2966.52'
L=109.89'
LCH=109.89'
LCB=S 04°26'02"E

S 81°10'32"E 2403.25'
S 48°39'30"E 2022.61'
S 54°08'42"E 1826.77'
N 05°29'42"W
N 01°03'52"W
N 01°03'05"W
PC 118+38.60
PT 120+70.57
PI 117+19.15
PI 123+04.08

T.L.E. FOR SLOPES
P.L.E. FOR SHARED DRIVEWAY
T.L.E. FOR SLOPES & BUILDING REMOVAL
T.L.E. FOR SLOPES & BUILDING REMOVAL
ALLEY
SIGN
I.P.
P.L.

S.T.H. 35/MARQUETTE ROAD
E. HAYDEN ST.
PRAIRIE DU CHIEN
UNION PLAT
BLOCK 44
BLOCK 55
BLOCK 56
BLOCK 57
FARM LOT 30
FARM LOT 31
PRIVATE LAND CLAIMS
CITY OF PRAIRIE DU CHIEN

ROAD OR STREET	BASIS OF EXISTING R/W
E. HAYDEN ST. & S.T.H. 35	CITY TAX MAP & UNION PLAT

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
55	FOUR CORNERS HOLDINGS, LLC	FEE,PLE,TLE&AR	25	——	25	88	253
58	DOCWAG PRAIRIE DU CHIEN LLC	TLE & AR	——	——	——	——	448
59	BLOCK 43, LLC	FEE, TLE & AR	80	——	80	——	2243
60	CITY OF PRAIRIE DU CHIEN	TLE & AR	——	——	——	——	2118
62	CLIFFVIEW PROPERTIES, INC.	FEE,PLE,TLE&AR	1625	——	1625	1112	12937
63	JEREMY J. OLDENBERG	FEE, TLE & AR	28	——	28	——	473
64	LAWRENCE PAUL & MARCELLA A. NUSSBAUM	TLE & AR	——	——	——	——	359
65	JOSEPH J. GILLITZER & TERESA A. WRIGHT	TLE & AR	——	——	——	——	355
66	ANN MARIE DELUHERY	TLE & AR	——	——	——	——	885
67	DEAN D. & MARY C. ACHENBACH	TLE	——	——	——	——	1546
69	JASON A. & DONNA L. TEYNOR	TLE	——	——	——	——	153
70	TIMOTHY L. HOUSTON	TLE	——	——	——	——	354
71	GREGORY J. SCHIER	TLE	——	——	——	——	416
73	RANDOLPH W. & SHELLY L. WEEKS	TLE	——	——	——	——	827
74	BLAIR DILLMAN FAMILY LIMITED PARTNERSHIP	TLE	——	——	——	——	1169
75	MICHAEL C. KLUESNER	TLE	——	——	——	——	98

R/W COURSE TABLE

157	ACP11	N 01°03'52"	W	11.05'
ACP11	ACP12	N 01°03'52"	W	34.10'
ACP12	183	N 01°03'52"	W	60.03'
183	184	S 88°56'03"	W	5.00'
184	185	N 01°03'49"	W	16.00'
185	186	N 88°56'03"	W	5.00'
186	344	N 01°03'53"	W	363.25'
344	345	N 01°03'29"	W	66.00'
345	155	N 01°03'05"	W	262.75'
155	156	N 88°56'52"	E	66.00'
156	310	S 01°03'06"	E	263.07'
310	311	S 01°03'27"	E	66.00'
311	10	S 01°03'53"	E	241.24'
10	120	S 03°22'20"	E	72.15'
CURVE 45				
12	158	S 05°29'43"	E	75.90'
158	157	N 80°52'37"	W	82.53'

STATION/OFFSET TABLE

704	117+59.26	158.37'
158	117+69.15	34.00'
157	117+89.98	45.86'
941	117+89.98	57.50'
239	118+02.14	64.98'
240	118+41.03	61.96'
241	118+44.48	51.66'
12	118+45.12	33.99'
701	118+51.12	165.38'
277	118+60.67	47.41'
120	119+56.27	33.75'
10	120+29.23	32.72'
276	120+58.27	39.97'
311	122+70.92	33.00'
275	122+70.92	40.00'
344	122+71.25	33.00'
242	122+71.31	43.00'
274	123+36.92	36.00'
310	123+36.93	33.00'
345	123+37.25	33.00'
243	123+37.30	43.00'
273	123+82.07	36.00'
272	124+03.35	41.00'
155	126+00.00	33.00'
156	126+00.00	33.00'
944	126+00.00	41.00'
943	126+00.00	43.00'
183	118+94.15	38.25'
184	118+94.44	43.24'
185	119+09.92	37.35'
186	119+10.19	42.35'
998	117+66.77	63.97'
999	118+08.12	64.00'
1000	118+08.12	34.00'
ACP11	118+01.00	45.00'
ACP12	118+35.00	42.37'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

SCALE, FEET
0 30 60

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011
ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011
AARON KRAMER, CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY
TITLE: CITY ADMIN.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.07

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:36 PM ON MAY 5, 2011 AS DOCUMENT #313148 AND FILED IN 2 PLATS 70

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

FILE NAME : P:\State\u18\16610503\Cad\RWplat\sheet7_recorded2.dgn
PLOT DATE : 10-MAY-2011 09:08
PLOT BY : dotjwr
PLOT NAME :
PLOT SCALE : 30.000000:1.000000

4.07

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.08
MOONEY ST. - WASHINGTON ST.

PART OF LOT 1, BLOCK 44, UNION PLAT; PART OF LOT 8, BLOCK 46, UNION PLAT; PART OF LOTS 9 THRU 13 & 16, BLOCK 54, UNION PLAT; PART OF LOT 16, BLOCK 55, UNION PLAT; PART OF RESERVATION BLOCK, UNION PLAT; PART OF VACATED EAST PARK STREET, UNION PLAT; ALL LOCATED IN THE CITY OF OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

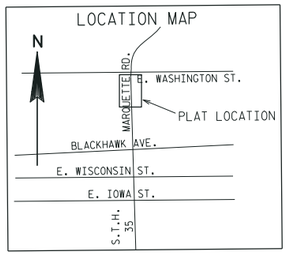
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
61	STEPHEN E. WELTER	FEE & TLE	472	—	472	—	678
74	BLAIR DILLMAN FAMILY LIMITED PARTNERSHIP	TLE	—	—	—	—	1772
75	MICHAEL C. KLUESNER	TLE	—	—	—	—	290
76	JODA, INC.	TLE	—	—	—	—	528
77	JODA, INC.	FEE & TLE	1589	—	1589	—	1355
78	DEBRAD, INC.	TLE	—	—	—	—	1382
79	JODA, INC.	FEE & TLE	1932	—	1932	—	505
80	WOODWARD COMMUNICATIONS, INC.	FEE & TLE	541	—	541	—	527

LOCATION MAP



ROAD OR STREET	BASIS OF EXISTING R/W
E. WASHINGTON ST.	CITY TAX MAP & UNION PLAT
S.T.H. 35	CITY TAX MAP, UNION PLAT & DJ 9502B

CUR 985
Δ= 01°37'59"
D=10°31'24"
T=7.76'
R=544.47'
L=15.52'
PI STA=128+32.57
PI Y=123565.196
PI X=318948.769

CUR 986
Δ= -01°38'10"
D=09°33'04"
T=8.57'
R=599.89'
L=17.13'
PI STA=129+37.29
PI Y=123669.916
PI X=318949.773

CUR 987
Δ= 10°17'45"
D=02°52'09"
T=179.91'
R=1997.00'
L=358.85'
PI STA=133+21.13
PI Y=124053.682
PI X=318942.367
PT STA=135+00.07

NW CORNER FARM LOT 30
1"x60" SOLID ROUND IRON ROD
Y=124139.359
X=317444.309

SW CORNER FARM LOT 30
1"x60" SOLID ROUNDIRON ROD
Y=122874.603
X=316641.813

S. 65°45'49"E 1688.52'
S. 61°52'06"E 1710.89'
S. 75°07'32"E 2386.16'
S. 74°40'21"E 2427.22'

N 01°03'05"W
N 01°05'05"W
N 00°32'55"E
N 01°08'09"W
N 89°09'14"E 131

PI 127+47.93
PC 128+24.85
PT 128+40.33
CUR PT 129+45.86
PC 129+28.73
P.I. 131+99.91= P.I. 131+99.91
PC 131+41.22

CUR 839
R=368.07'
L=27.35'
LCH=27.34'
LCB=N83°37'50"W

CUR 47
R=576.50'
L=38.40'
LCH=38.40'
LCB=N02°59'33"W

CUR 42
R=34.50'
L=37.98'
LCH=36.09'
LCB=N34°03'37"E

CUR 48
R=623.50'
L=40.98'
LCH=40.97'
LCB=N03°01'08"W

STATION/OFFSET TABLE

155	126+00.00	33.00'	263	130+18.94	31.86'
156	126+00.00	33.00'	262	130+32.84	39.08'
271	126+59.47	41.00'	306	130+71.64	57.22'
270	126+69.92	39.00'	261	130+73.80	39.11'
244	127+12.93	43.00'	307	130+75.21	30.12'
269	127+12.96	39.00'	250	130+99.83	58.50'
309	127+12.96	33.00'	251	131+13.43	80.11'
245	127+17.57	53.00'	252	131+44.87	79.80'
113	127+47.97	33.00'	253	130+95.20	39.31'
246	127+74.22	53.00'	305	131+61.59	59.39'
308	127+82.94	33.00'	254	131+02.57	40.70'
268	127+82.95	37.00'	151	131+29.83	40.81'
247	127+82.95	48.00'	304	132+44.08	59.20'
248	128+55.71	48.69'	255	132+44.75	76.93'
267	129+37.49	34.07'	256	132+64.88	71.59'
266	129+49.42	36.26'	257	132+65.00	61.89'
265	129+69.75	36.16'	152	132+67.29	52.38'
249	129+70.06	58.50'	945	132+67.29	62.03'
264	129+87.93	31.79'			

STATION/OFFSET TABLE

162	127+47.95	34.50'
163	128+59.80	35.29'
164	128+98.12	37.66'
165	129+86.75	44.57'
166	130+26.08	47.15'
167	130+67.03	48.50'
168	131+05.49	48.50'
169	131+07.81	39.27'

R/W COURSE TABLE

155	113	N 01°03'05" W	147.95'
113	162	S 88°11'25" W	1.50'
162	163	N 01°05'04" W	112.84'
CURVE 47			
164	165	N 04°54'04" W	87.69'
165	166	N 04°54'04" W	39.42'
CURVE 48			
167	168	N 01°08'11" W	38.46'
168	169	N 38°46'20" W	70.22'
169	151	N 14°31'40" E	83.05'
CURVE 42			
152	304	S 76°03'27" E	113.96'
304	305	S 00°33'23" W	80.03'
305	306	S 00°20'03" W	89.31'
307	308	S 01°05'12" E	292.25'
308	309	S 01°04'12" E	70.00'
309	156	S 01°03'05" E	112.96'
156	155	S 88°56'55" W	66.00'

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011
ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011 AARON KRAMER, CITY OF PRAIRIE DU CHIEN SIGNATORY AUTHORITY TITLE: CITY ADMIN.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.08

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:37 PM ON MAY 5, 2011 AS DOCUMENT #313149 AND FILED IN 2 PLATS 71

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

SCALE, FEET 0 30 60

TRANSPORTATION PROJECT PLAT NO: 1661-05-23-4.09

MOONEY ST. - WASHINGTON ST.

PART OF LOTS 3 THRU 8, BLOCK 46, UNION PLAT; PART OF VACATED YORK STREET; ALL LOCATED IN FARM LOT 30 OF PRIVATE LAND CLAIMS; PART OF LOT 3, BLOCK 46; UNION PLAT; PART OF VACATED YORK STREET; ALL LOCATED IN FARM LOT 29 OF PRIVATE LAND CLAIMS; ALL OF THE ABOVE LOCATED IN THE CITY OF PRAIRIE DU CHIEN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PRAIRIE DU CHIEN DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF PRAIRIE DU CHIEN HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF PRAIRIE DU CHIEN FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PRAIRIE DU CHIEN, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #312679, FILED IN 2, PLATS 64.

CUR 987
Δ= 10°17'45"
D=02°52'09"
T=179.91'
R=1997.00'
L=358.85'
PI STA=133+21.13
PI Y=124053.682
PI X=318942.367

CUR 988
Δ= 04°17'21"
D=02°24'27"
T=89.13'
R=2380.00'
L=178.17'
PI STA=136+62.21
PI Y=124390.322
PI X=318997.032

CUR 43
R=2048.85'
L=131.69'
LCH=131.67'
LCB=N04°20'00"E

CUR RW1
R=2925.00'
L=163.72'
LCH=163.69'
LCB=N08°27'13"E

CUR 46
R=2805.00'
L=459.14'
LCH=458.63'
LCB=S07°14'09"W

CITY OF PRAIRIE DU CHIEN

ALLEY

T.L.E. FOR SLOPES

T.L.E. FOR SLOPES

P.L.E. FOR SHARED DRIVEWAY

T.L.E. FOR SLOPES

SIGN

17' SIGN

SIGN

SIGN

10'

66'

E. PERRY ST.

P.L.

P.L.

VACATED YORK ST.

CUR RW1

N 10°42'58"E 67.45'

N 79°06'43"E 1523.45'

N 01°05'13"W 65.49'

CUR 43

CUR 987

CUR 988

CUR 46

N 76°03'27"W 113.96'

PC 131+41.22

PT 135+00.07

PC 135+72.08

PT 137+50.25

N 09°13'23"E

N 77°53'25"E 1609.36'

S.T.H. 35/MARQUETTE ROAD

120'

N 88°48'25"E 123.08'

N 88°33'52"E 2155.00'

N 89°49'32"E 2199.86'

NW CORNER FARM LOT 30
1"X60" SOLID ROUND IRON ROD
Y=124139.359
X=317444.309

NW CORNER FARM LOT 29
1"X60" SOLID ROUND IRON ROD
Y=124422.994
X=316863.538

FARM LOT 30 PRIVATE LAND CLAIMS

FARM LOT 29 PRIVATE LAND CLAIMS

VACATED

P.L.

ALLEY

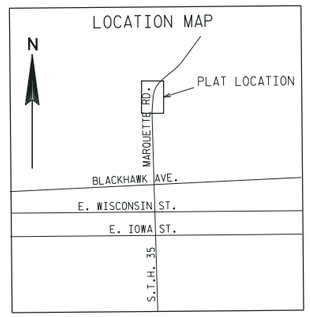
UNION PLAT

BLOCK 46

BLOCK 53

ROAD OR STREET	BASIS OF EXISTING R/W
S.T.H. 35	CITY TAX MAP, UNION PLAT & D.J. 9502B
E. PERRY ST.	CITY TAX MAP & UNION PLAT

LOCATION MAP



PRAIRIE DU CHIEN

N

SCALE. FEET
0 30 60

COURSE TABLE PLE PARCELS 81 & 82

153	994	S 05°56'14"W	16.99'
994	995	S 88°54'47"W	12.92'
995	996	N 01°05'13"W	45.00'
996	997	N 88°54'46"E	15.00'
997	53	S 01°05'13"E	28.14'

STATION/OFFSET TABLE

52	136+85.42	64.63'
51	136+19.74	64.11'
304	132+44.08	59.20'
152	132+67.29	52.38'
945	132+67.29	62.03'
153	133+95.61	52.50'
258	134+11.44	76.18'
350	134+58.62	61.86'
259	134+92.49	83.73'
260	135+29.63	63.52'
154	137+14.07	55.06'
994	133+79.05	52.48'
995	133+77.56	65.31'
996	134+20.71	71.12'
997	134+22.75	56.27'

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF PRAIRIE DU CHIEN

PARCEL NUMBER	OWNER	INTEREST REQUIRED	SQUARE FOOTAGE REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
80	WOODWARD COMMUNICATIONS, INC.	FEE & TLE	707	—	707	—	883
81	GARY B. WACHUTA	FEE,PLE & TLE	206	—	206	87	792
82	DENNIS L. & CONSTANCE M. RIEBE	FEE,PLE & TLE	7	—	7	566	2092

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR THE CITY OF PRAIRIE DU CHIEN UNDER THE DIRECTION OF

DATE: MARCH 31, 2011 ROBERT L. POZORSKI

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PRAIRIE DU CHIEN

DATE: 4/19/2011 AARON KRAMER TITLE: CITY ADMIN.
CITY OF PRAIRIE DU CHIEN
SIGNATORY AUTHORITY

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1661-05-23-4.09

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY, WISCONSIN AT 3:37 PM ON MAY 5, 2011 AS DOCUMENT #313150 AND FILED IN 2 PLATS 72

ORIGINAL SIGNED BY MELISSA C. NAGEL, REG

FILE NAME : P:\State\u18\16610503\Cad\RWplat\sheet9_recorded2.dgn PLOT DATE : 10-MAY-2011 09:08 PLOT BY : dotjwr PLOT NAME : PLOT SCALE : 30.000000:1.000000

BURLINGTON NORTHERN & SANTA FE RAILROAD

BEGIN PROJECT
STATION 78'A'+87.5 (LT)

R/W LINE

MOONEY STREET

SEE SEPERATE PLAN & PROFILE
SHEET FOR MOONEY STREET

T.L.E.

N

79'A'
80'AA'
80'A'
81'AA'
81'A'
82'AA'
82'A'
83'AA'
83'A'
84'AA'
84'A'

MARQUETTE ROAD (STH 35)

MARQUETTE ROAD (STH 35

INL
MH
SIGN
CRAWFORD STREET
VACUUM
T.L.E.

R/W LINE

SLOPE INTERCEPTS

5

5

VPOT STA 78+74.95
VPOT EL638.27
VPI STA 79+95.00
VPOT EL637.97
VPI STA 82+64.50
VPI EL638.65
VPC STA82+35
VPC EL638.58
VPI STA82+60.00
VPI EL638.70
82+64.45
638.65
VPT STA82+85.0
VPT EL638.61

-0.25 %
-0.28 %
"A" LINE
+0.24 %
-0.35 %

K = 58.90
VCL 50.00

640
638
636

638.28 638.27 | 638.20 638.20 | 638.14 638.14 | 638.06 638.07 | 638.06 638.00 | 638.06 638.40 | 638.11 638.07 | 638.17 638.13 | 638.21 638.19 | 638.29 638.25 | 638.36 638.31 | 638.40 638.37 | 638.44 638.43 | 638.50 638.49 | 638.55 638.53 | 638.54 638.63 | 638.51 638.64 | 638.48 638.56 | 638.41 638.47 | 638.34 638.39 | 638.27 638.30 | 638.22 638.21 | 638.15 638.12 | 638.07 638.04 | 638.01 637.95

78+75 | 79 | 79+25 | 79+50 | 79+75 | 80 | 80+25 | 80+50 | 80+75 | 81 | 81+25 | 81+50 | 81+75 | 82 | 82+25 | 82+50 | 82+75 | 83 | 83+25 | 83+50 | 83+75 | 84 | 84+25 | 84+50 | 84+75

PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET 300	E

BURLINGTON NORTHERN & SANTA FE RAILROAD

N

R/W LINE

T.L.E.

SIGN

MH

SS

G

OHP

SAN

MARQUETTE ROAD (STH 35)

85'AA'

85'A'

86'AA'

86'A'

87'A'

88'A'

89'A'

90'A'

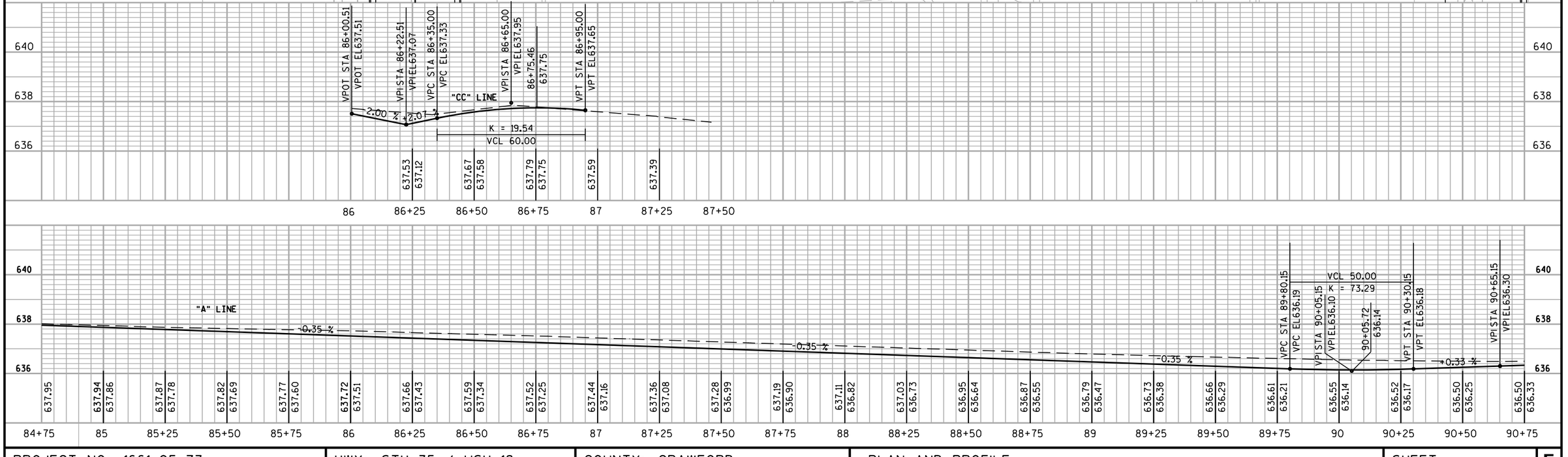
TAYLOR STREET (CC-LINE)

SLOPE INTERCEPTS

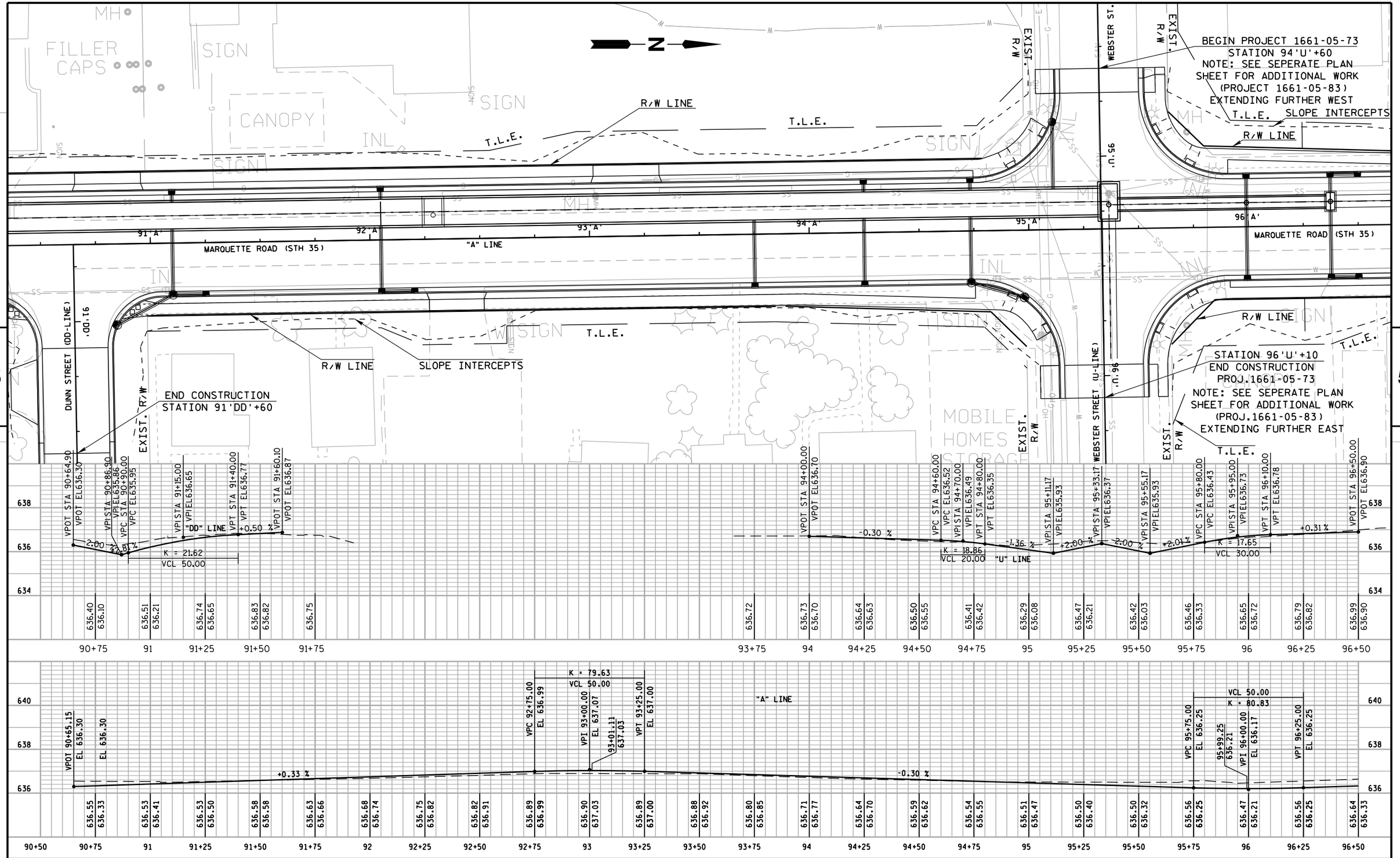
END CONSTRUCTION (PROJ.#1661-05-73)
STATION 86'CC'+85
NOTE: SEE SEPERATE PLAN SHEET FOR
ADDITIONAL WORK (PROJ.1661-05-83)
EXTENDING FURTHER EAST

DUNN STREET

5

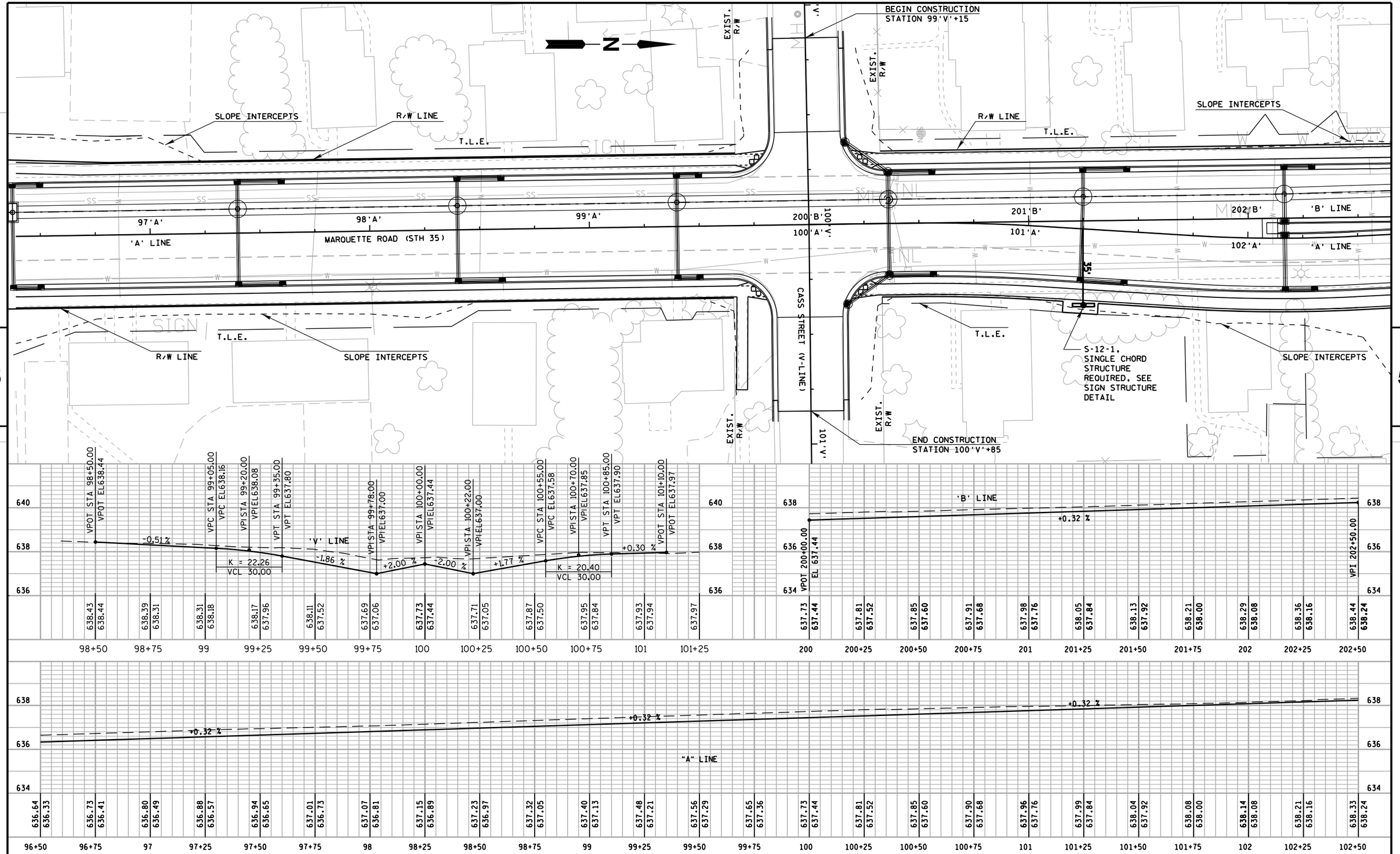


PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E



PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

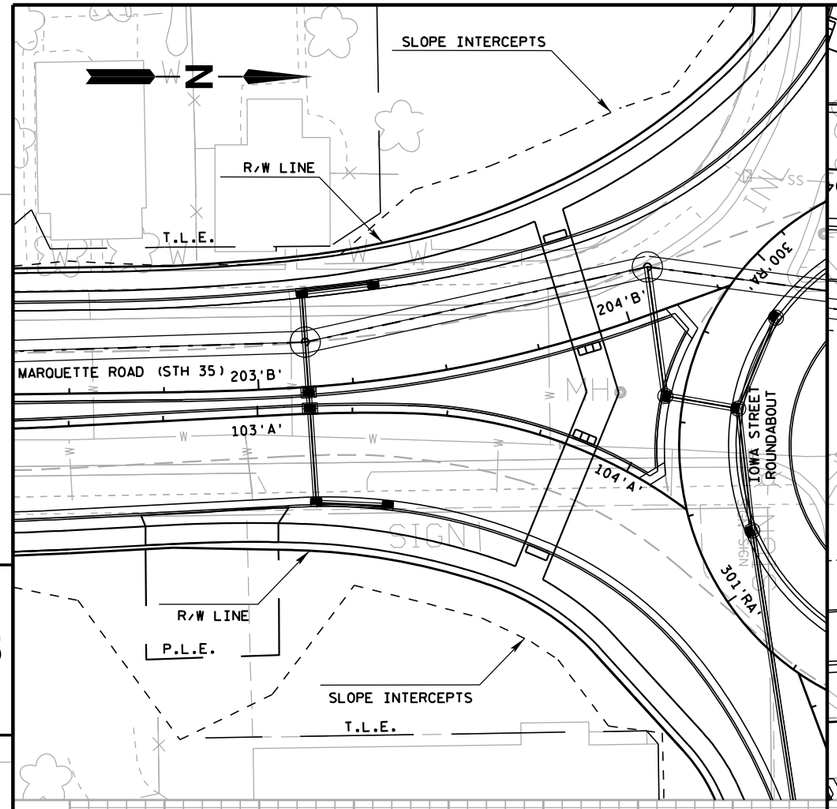
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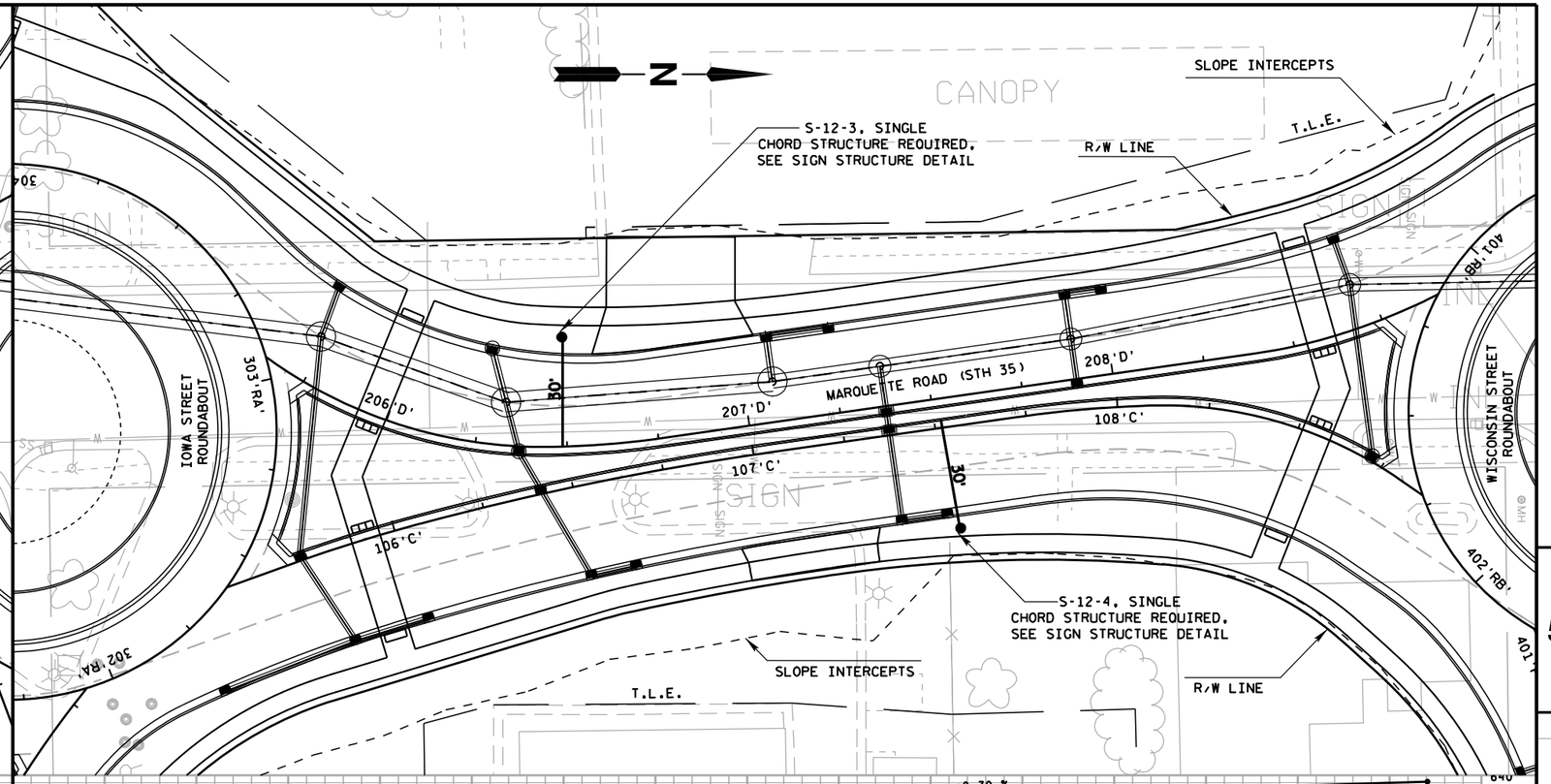


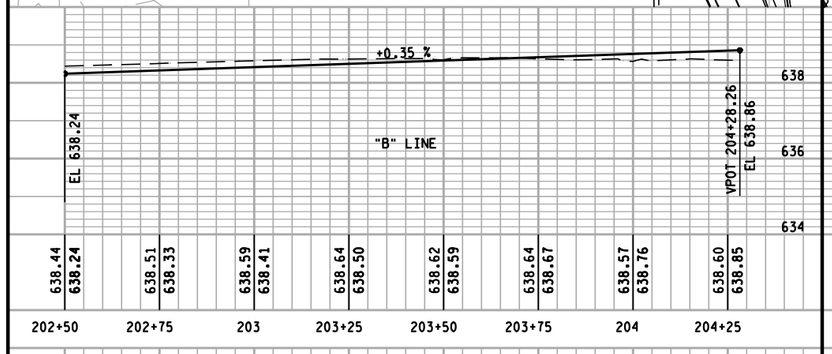
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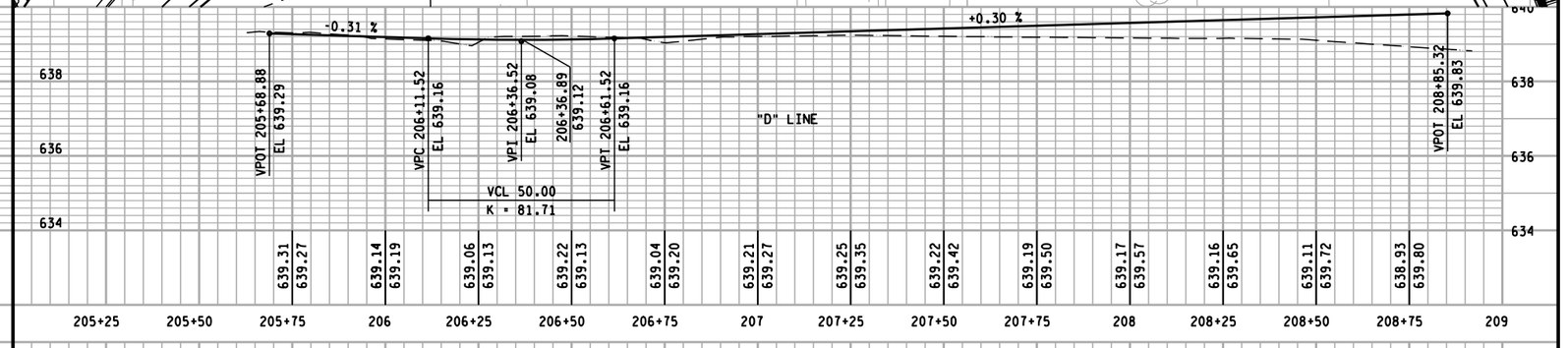
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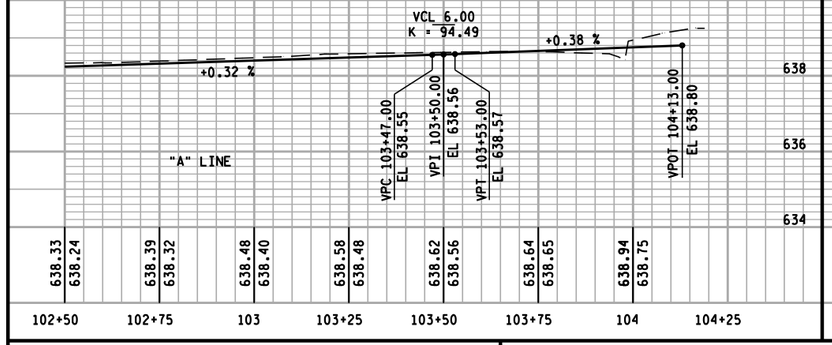
WISDOT/CADDS SHEET 46

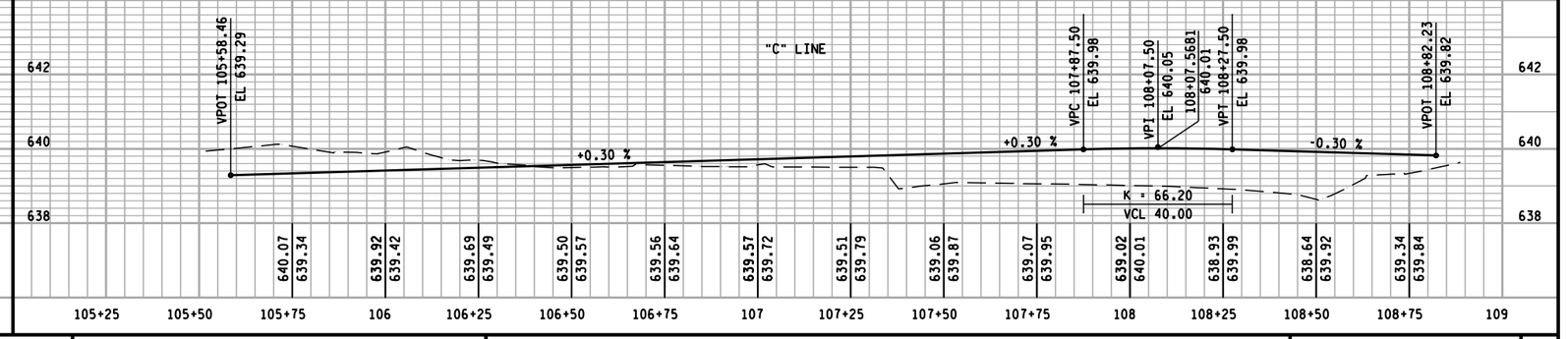




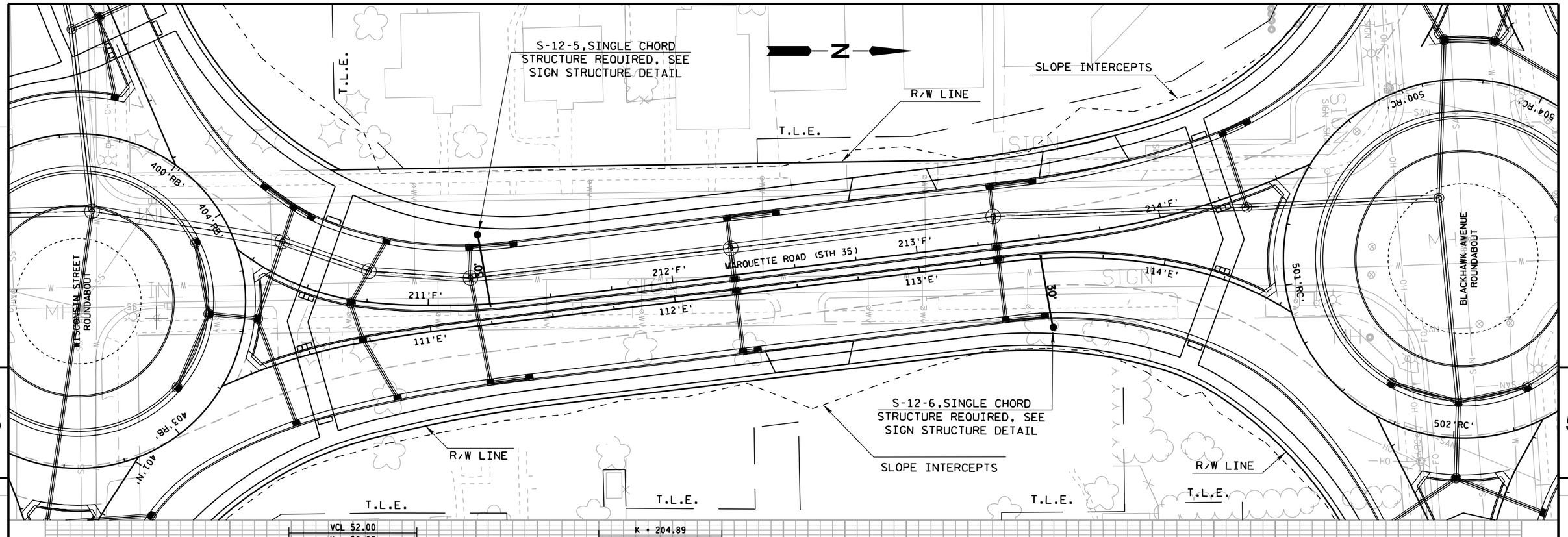


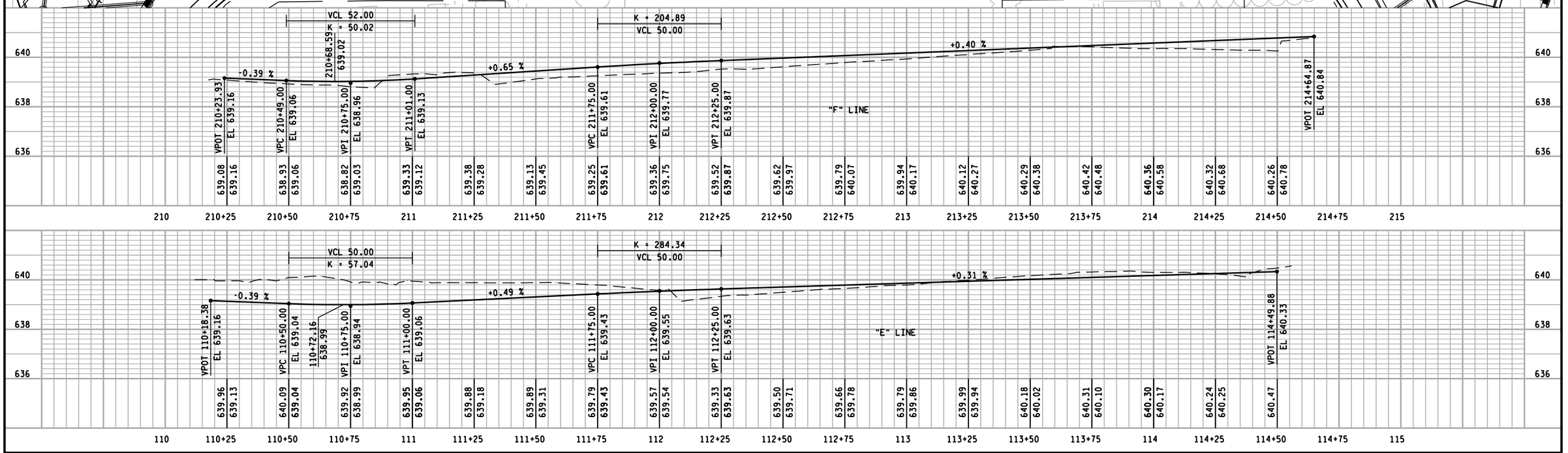




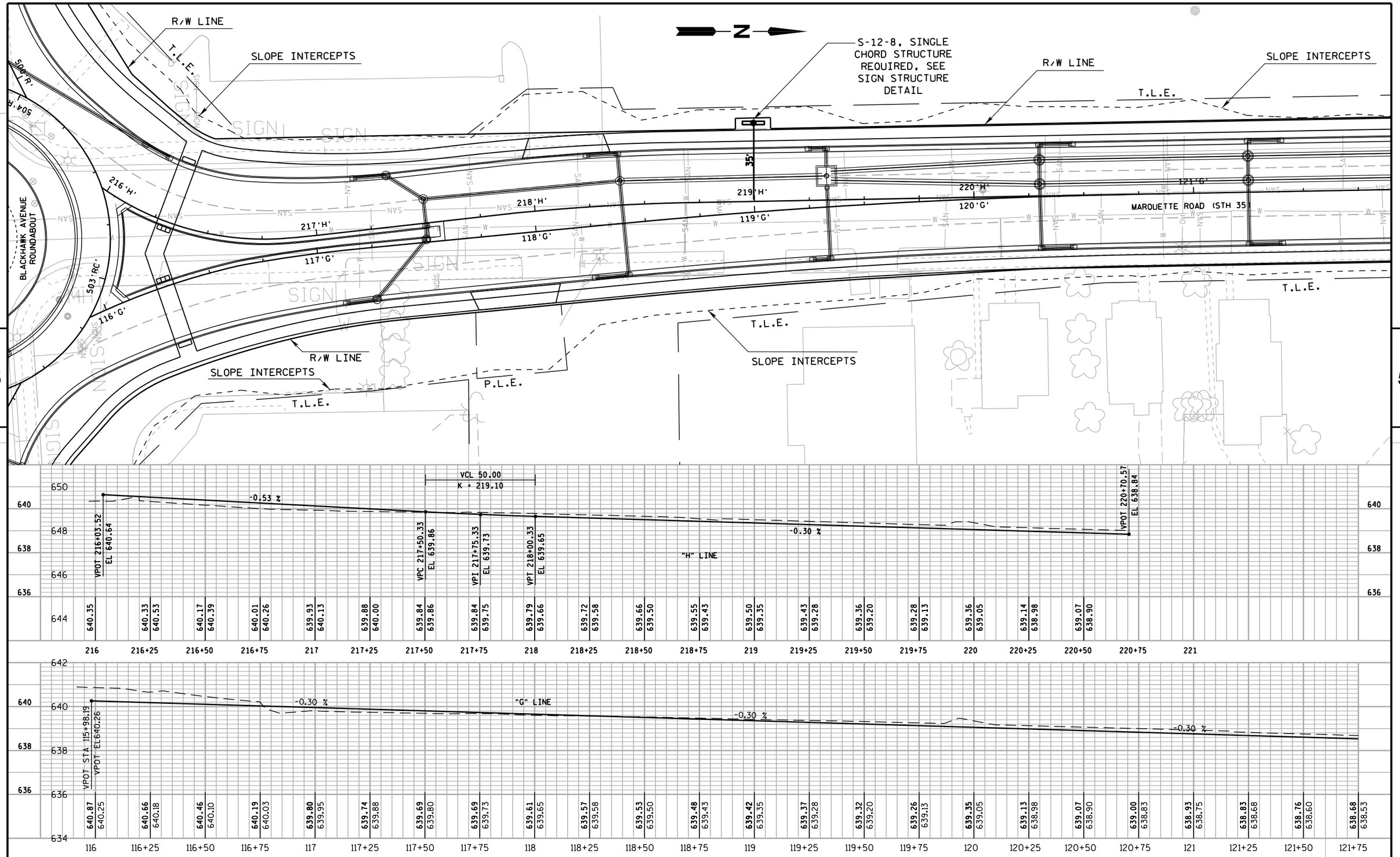


PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E





PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET	E



PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

BEGIN CONSTRUCTION
STATION 122'W'+20

EXIST. R/W

122'W'

SLOPE INTERCEPTS

R/W LINE

T.L.E.

122'G'

123'G'

124'G'

125'G'

126'G'

127'G'

MARQUETTE ROAD (STH 35)

HAYDEN STREET (W-LINE)

PARK STREET (X-LINE)

128'X'

END CONSTRUCTION
STATION 123'W'+85

END CONSTRUCTION
STATION 128'X'+38

"W" LINE

"X" LINE

"G" LINE

VPOT STA 122+00
VPOT EL640.25
-1.98 %
VPC STA 122+28.00
VPC EL639.70
VPI STA 122+48.00
VPI EL639.30
K = 21.45
VCL 40.00
VPT STA 122+68.00
VPT EL638.53
3.84 %
VPI STA 122+82.08
VPI EL637.99
+2.00 %
VPI STA 123+04.08
VPI EL638.43
-2.00 %
VPI STA 123+26.08
VPI EL637.99
+2.21 %
VPC STA 123+30.00
VPC EL638.08
K = 20.99
VCL 70.00
VPI STA 123+65.00
VPI EL638.85
123+76.38
638.59
VPT STA 124+00.00
VPT EL638.46
-1.12 %
VPOT STA 124+05.00
VPOT EL638.40

VPOT STA 127+47.93
VPOT EL639.75
-2.00 %
VPI STA 127+69.93
VPI EL639.31
VPC STA 127+70.00
VPC EL639.31
2.46 %
VCL 60.00
K 21.68
VPI STA 128+00.00
VPI EL638.57
128+23.35
638.65
VPT STA 128+30
VPT EL638.66
+0.31 %
VPOT STA 128+75.00
VPOT EL638.80

-0.30 %
VPC STA122+32.82
VPC EL638.36
VPI STA 122+57.82
VPI EL638.28
122+57.87
638.32
VPT STA122+82.82
VPT EL638.35
VCL 50.00
K = 83.44
+0.30 %
+0.30 %

642
640
638
636

640.72 640.20 640.25 639.73 639.76 639.25 639.15 638.62 638.26 638.45 638.35 638.38 638.01 638.95 638.42 638.65 638.59 638.37 638.46 638.21

639.82 639.71 639.29 639.19 638.78 638.78 638.62 638.65 638.50 638.72 638.78 638.80

638.68 638.53 638.62 638.45 638.60 638.38 638.54 638.32 638.53 638.34 638.51 638.41 638.50 638.48 638.49 638.56 638.56 638.63 638.63 638.71 638.71 638.78 638.91 638.85 638.89 638.93 638.96 639.00 639.05 639.08 639.15 639.15 639.25 639.23 639.33 639.30 639.41 639.38 639.49 639.45 639.57 639.53 639.67 639.60 639.77 639.68 639.87 639.75 639.97 639.83

121+75 122 122+25 122+50 122+75 123 123+25 123+50 123+75 124 124+25 124+50 124+75 125 125+25 125+50 125+75 126 126+25 126+50 126+75 127 127+25 127+50 127+75

5

5

PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET 307	E

SLOPE INTERCEPTS

60 FEET OF 66-INCH DIAMETER STEEL CASING VIA OPEN TRENCH EXCAVATION

R/W LINE

T.L.E.

20' WIDE CITY OF PDC EASEMENT

CENTERLINE OF SPUR-LINE

WASHINGTON STREET Y-LINE

EXIST. R/W

MH-115

MH-116

MH-117

MH-118

MH-121

MH-122

128'G'

129'G'

130'G'

131'G'

132'G'

133'G'

MARQUETTE ROAD (STH 35)

PARK STREET

EXIST. R/W

WASHINGTON STREET (Z-LINE)

SEE SEPERATE PLAN & PROFILE SHEETS FOR WASHINGTON STREET

5

5

640

638

636

634

632

630

628

±0.30 %

+0.30 %

0.67'

+0.30 % -0.42 %

-0.36 %

-0.36 %

±0.30 %

VCL 100.00

K = 152.56

"G" LINE

OUTSIDE TOP OF 36-INCH RCCP

INSIDE TOP OF 36-INCH RCCP

MH INVERT ELEV. = 634.28

INSIDE BOTTOM OF 36-INCH RCCP

OUTSIDE BOTTOM OF 36-INCH RCCP

MH INVERT ELEV. = 634.02

MH INVERT ELEV. = 633.81

CLEARANCE BENEATH RAIL BOTTOM

±3.22 FT

VPI STA 130+83.80

VPI EL640.75

VPI STA 130+91.00

VPI EL640.72

VPI STA 131+75.00

VPI EL640.42

VPC STA 132+17.83

VPC EL640.27

VPI STA 132+67.83

VPI EL640.09

132+72.06

640.17

VPT STA 133+17.83

VPT EL640.24

INSIDE BOTTOM OF 34"X53" ELLIPTICAL RCCP @ 0.258% SLOPE

MH INVERT ELEV. = 633.27

MH INVERT ELEV. = 633.15

MH INVERT ELEV. = 633.07

60 FEET OF 66-INCH DIAMETER STEEL CASING VIA OPEN TRENCH EXCAVATION

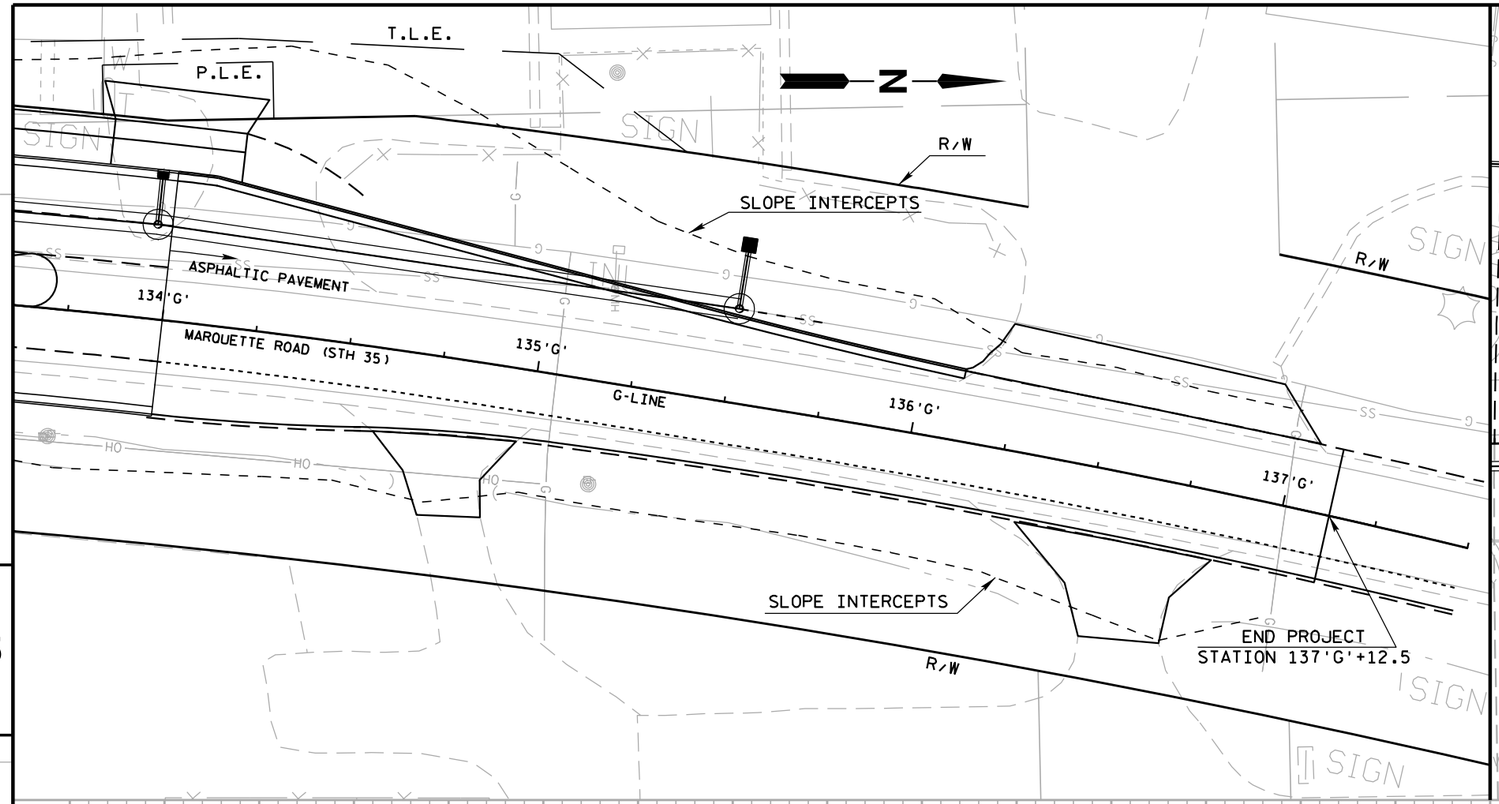
639.97	640.06	640.15	640.23	640.30	640.39	640.45	640.54	640.63	640.72	640.74	640.76	640.77	640.69	640.65	640.57	640.48	640.39	640.30	640.34	640.43	640.51	640.55	640.60	640.50
639.83	639.90	639.98	640.05	640.13	640.20	640.28	640.35	640.42	640.50	640.57	640.65	640.72	640.69	640.60	640.51	640.42	640.33	640.24	640.19	640.17	640.20	640.26	640.34	640.41

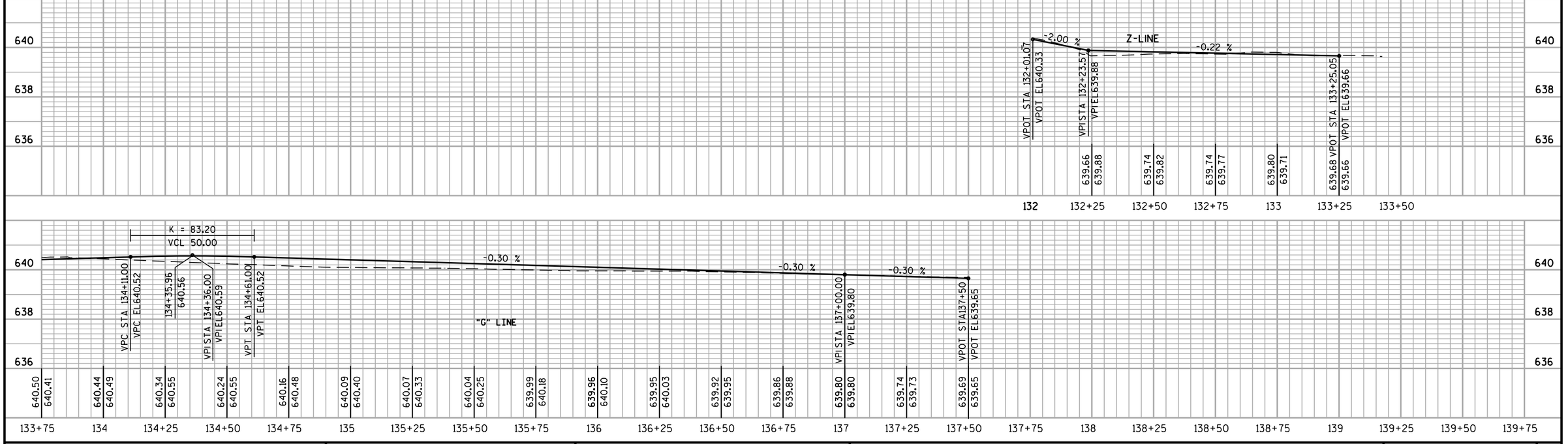
127+75	128	128+25	128+50	128+75	129	129+25	129+50	129+75	130	130+25	130+50	130+75	131	131+25	131+50	131+75	132	132+25	132+50	132+75	133	133+25	133+50	133+75

PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Plan&Profile\050113_BNSF.dgn PLOT DATE : 17-JUL-2013 13:41 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 46





PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

BLEACHERS
INL
INL
INL
EXIST. R/W
EXISTING 60" RCCP
TWIN 48-INCH RCCP'S
MOONEY STREET, (BB-LINE)
BEGIN CONSTRUCTION
STATION 79'BB'+50
80'BB'
81'BB'
82'BB'
PROPOSED MANHOLE
EXIST. R/W
EXISTING 60" RCCP
EXIST. R/W
SLOPE INTERCEPTS
T.L.E.
R/W
JACKING PIT 2 X 74.0 FT OR 48-INCH RCCP
VIA BORING &/OR JACKING
JACKING PIT
PROPOSED MANHOLES
83'AA'
83'A'
82'AA' MARQUETTE ROAD (STH 35)
82'A'
BNSF RAILROAD
R/W
T.L.E.
R/W
SLOPE INTERCEPTS
T.L.E.
VACUUM
VACUUM
SIGN
SIGN
OH
OH
N

5
5

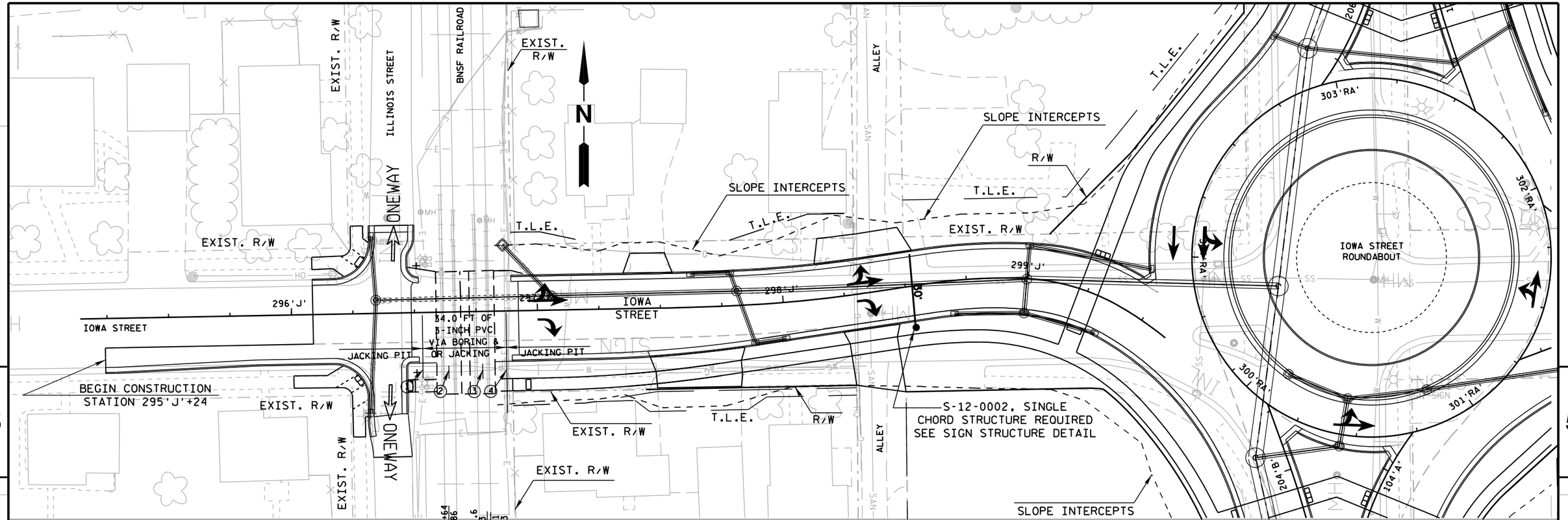
640
638
636
634
632
630
628
626
624

BB-LINE
+2.45 %
+3.30 %
+0.63 %
0.67'
+0.61 %
0.67'
-3.45 %
-2.00 %
CLEARANCE BENEATH RAIL BOTTOM=8.25'
CLEARANCE BENEATH RAIL BOTTOM=8.32'
TOP OF 48-INCH RCCP
PROPOSED 48-INCH RCCP INVERT ELEV.= 626.23
2 x 74.0 FT OF 48-INCH RCCP
VIA BORING &/OR JACKING
PROPOSED 48-INCH RCCP INVERT ELEV.626.61
MH INVERT ELEV. = 626.725
MH INVERT ELEV. = 625.42
INSIDE BOTTOM OF 48-INCH RCCP @ 0.52%

634.45	635.07	635.61 635.68	636.24 636.29	636.91 636.90	637.57 637.64	638.36 638.39	639.14 639.13	639.67 639.67	639.88 639.88	639.41 639.57	638.83 638.70	638.53 638.51

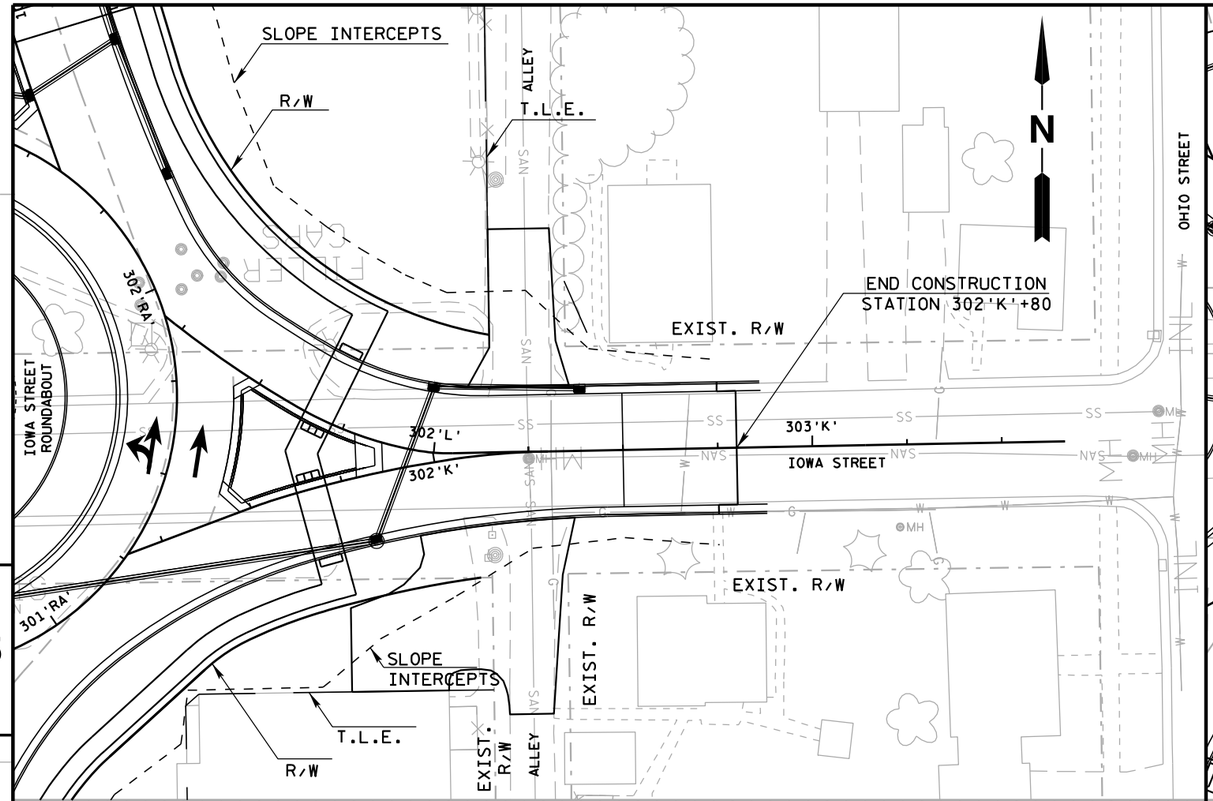
79+25 79+50 79+75 80 80+25 80+50 80+75 81 81+25 81+50 81+75 82 82+25 82+50

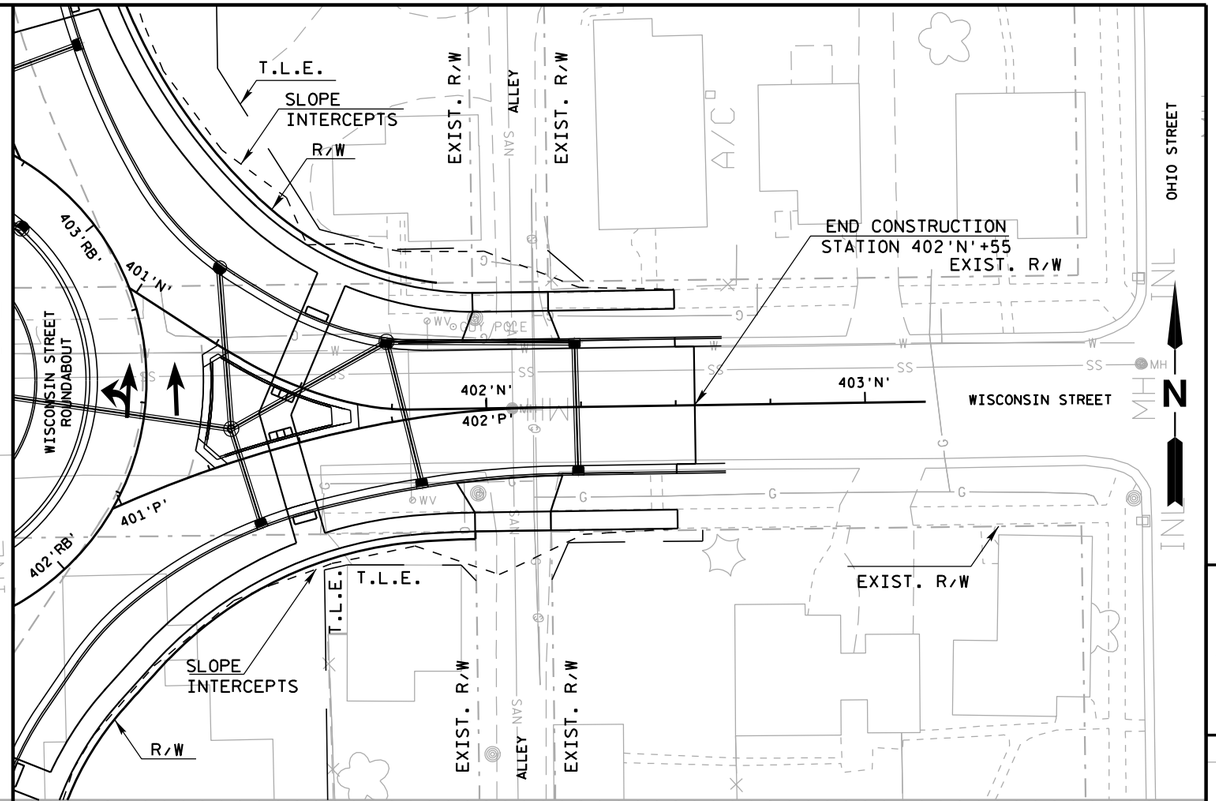
PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

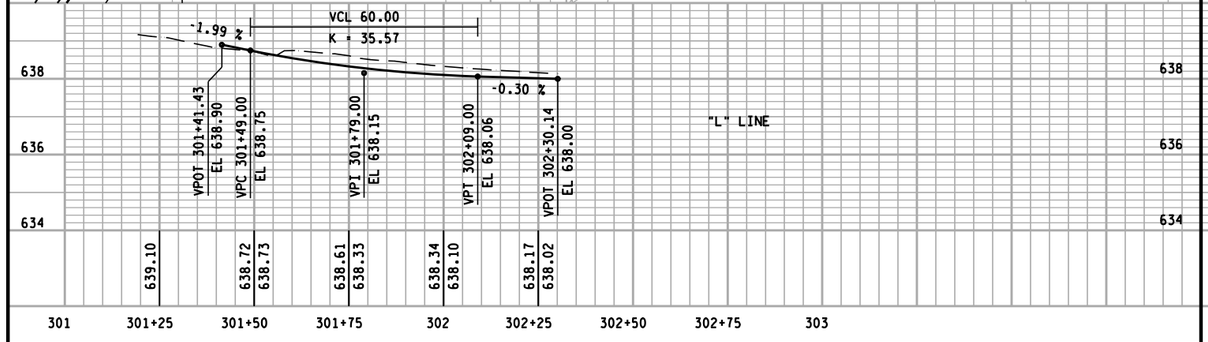


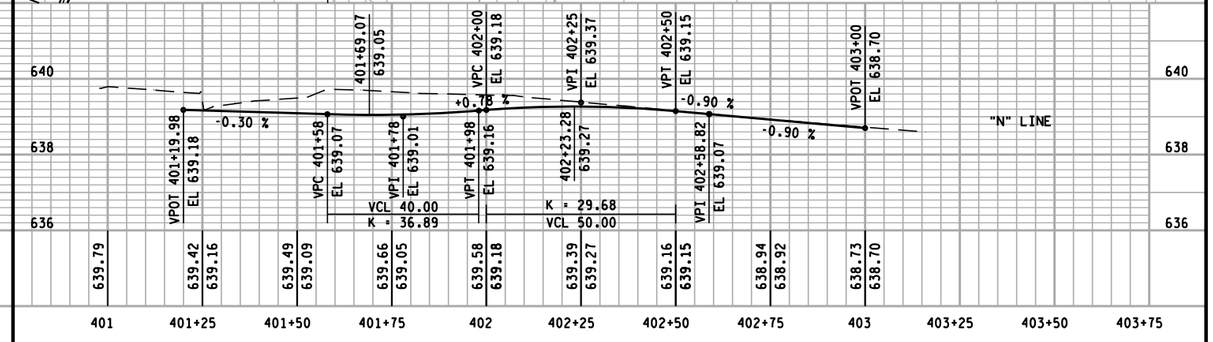
POINT NO.	GROUND EL.	TOP STEEL PIPE EL.
1	641.09	634.81
2	640.87	634.70
3	640.85	634.56
4	640.73	634.45

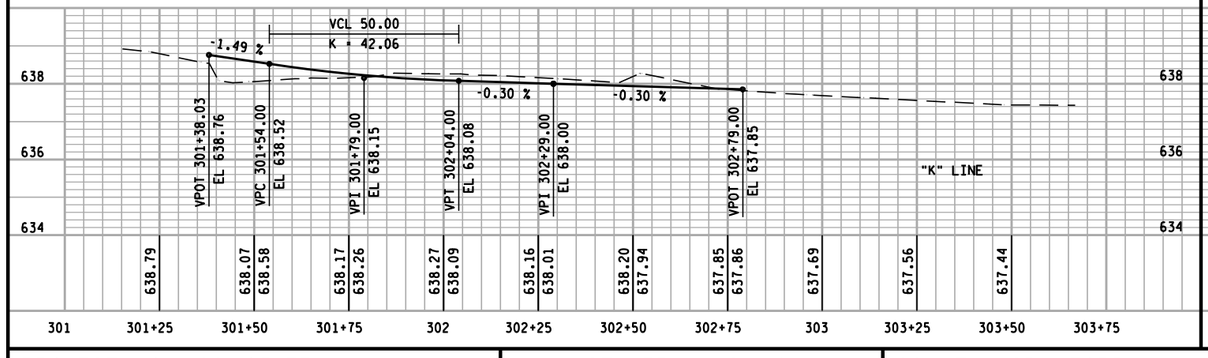
PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

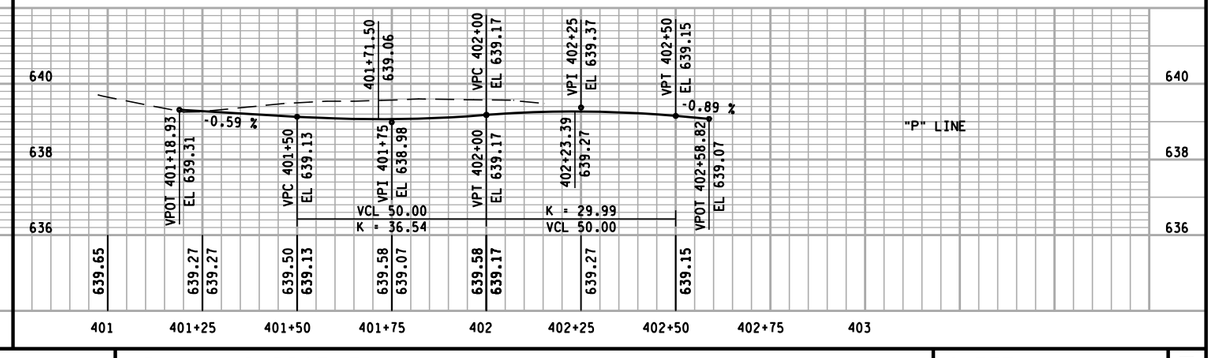








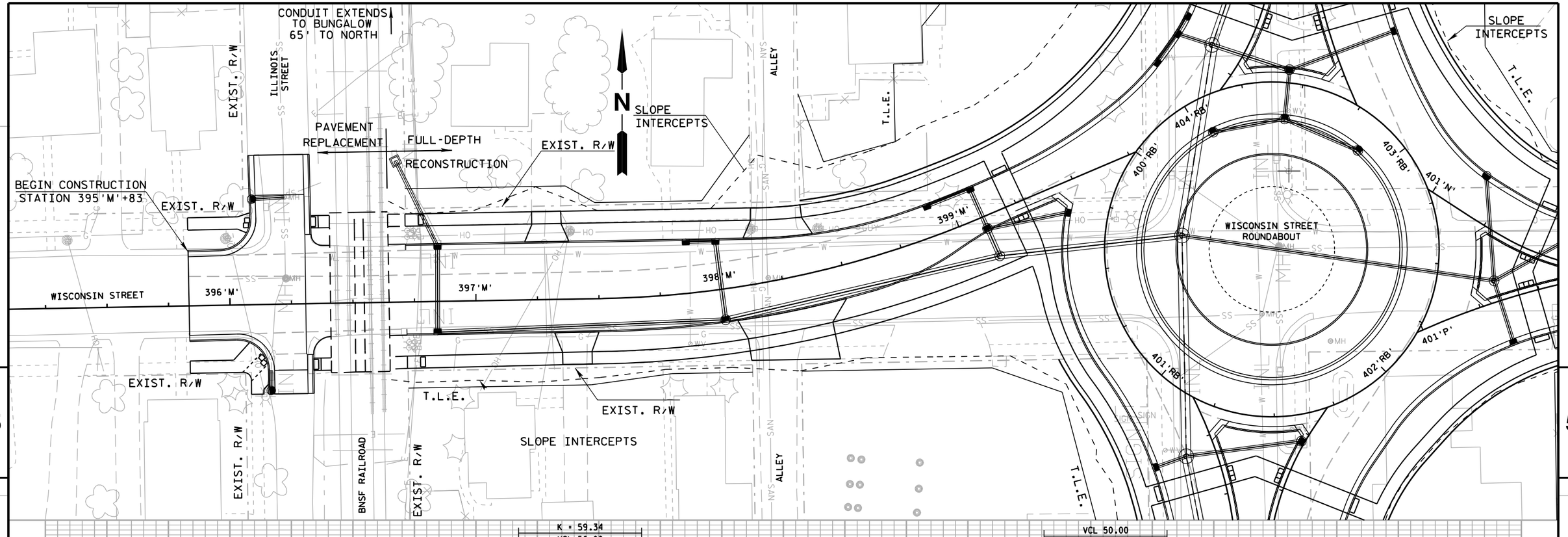


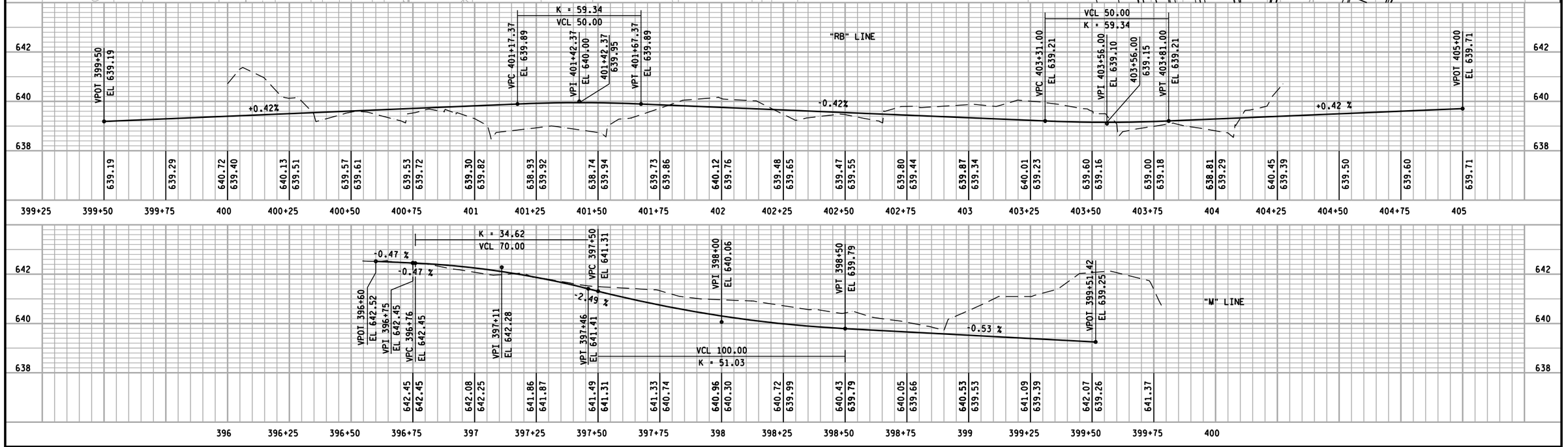


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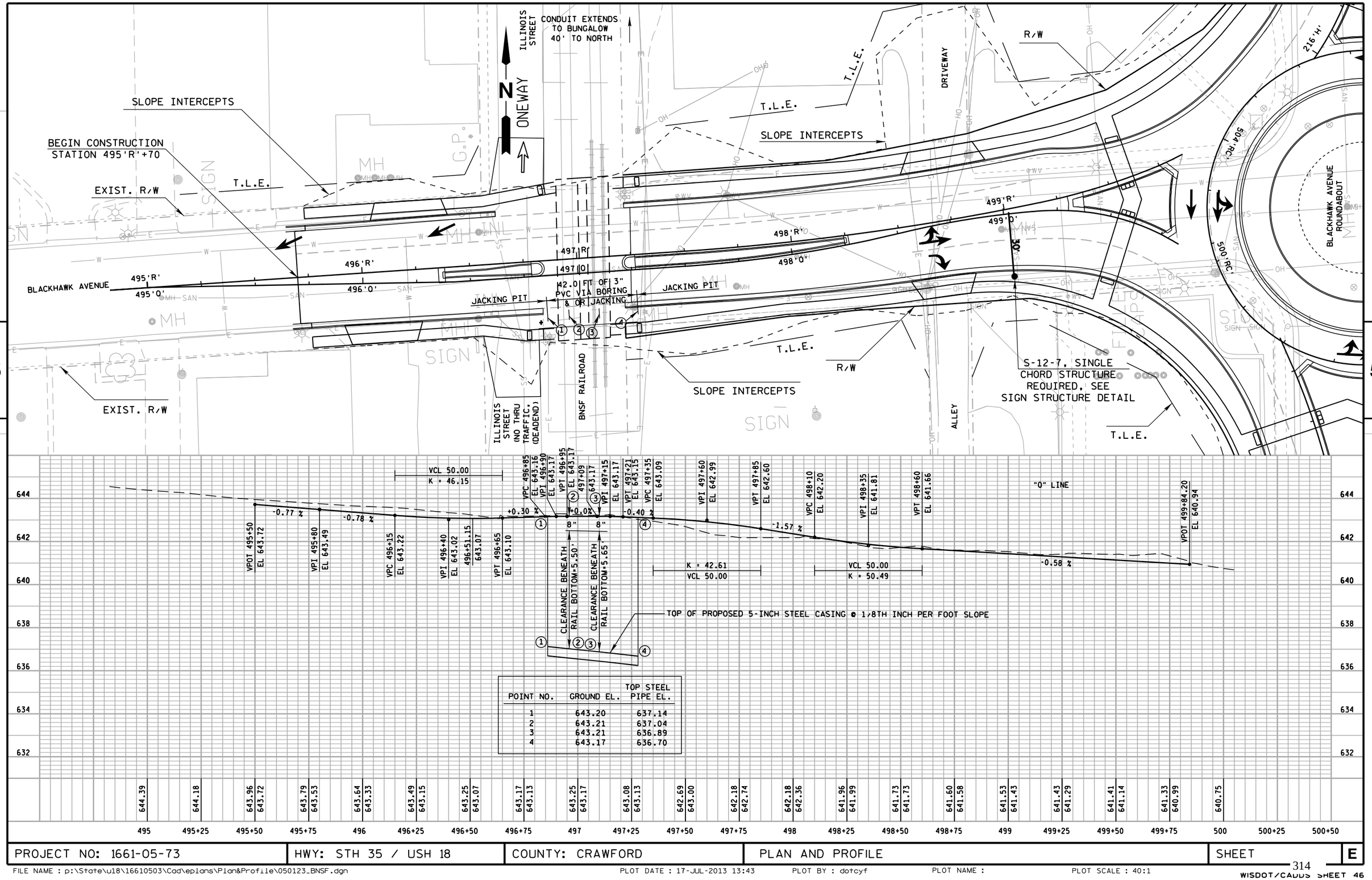
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PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E



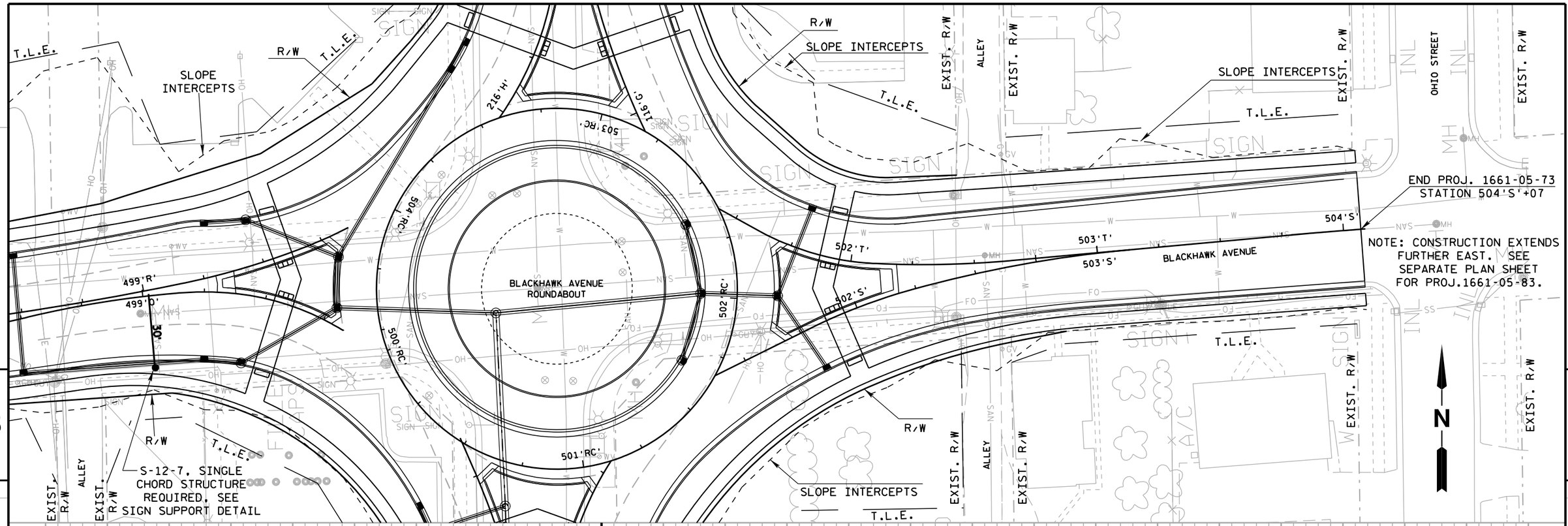


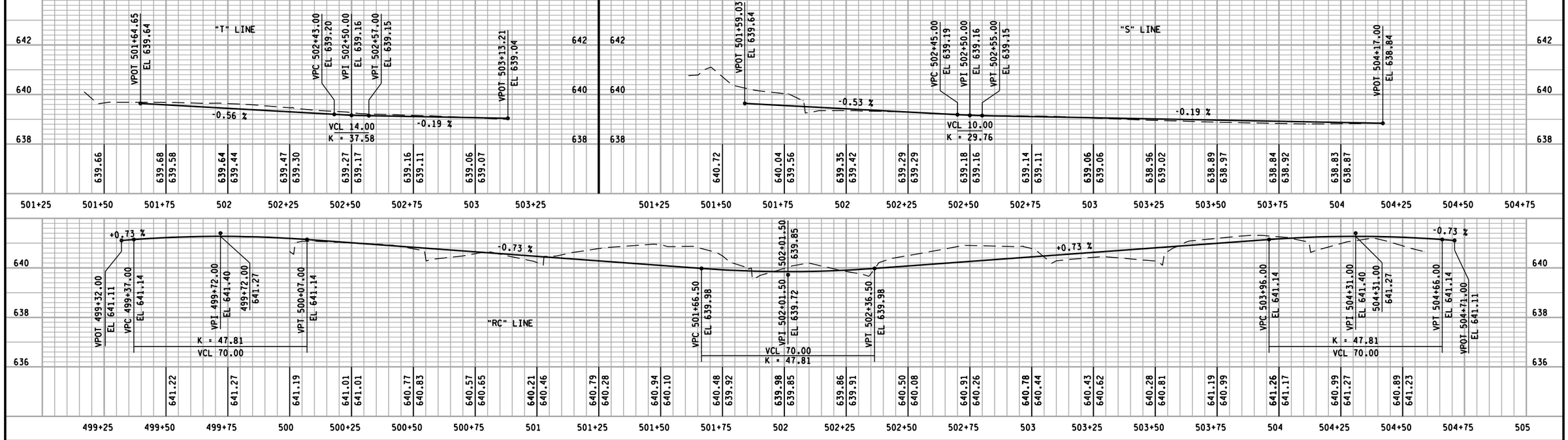
PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET	E



POINT NO.	GROUND EL.	TOP STEEL PIPE EL.
1	643.20	637.14
2	643.21	637.04
3	643.21	636.89
4	643.17	636.70

PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E





PROJECT NO: 1661-05-73	HWY: STH 35 / USH 18	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

NOTE: SEE SEPERATE PLAN SHEET FOR WORK THAT EXTENDS WESTWARD TO MICHIGAN STREET

EXIST. R/W

ALLEY

ONEWAY

EXIST. R/W

END PROJECT 1661-05-83
BEGIN PROJECT 1661-05-73
STATION 129'Y'+75.00

EXIST. R/W

ALLEY

SLOPE INTERCEPTS

T.L.E.

126'Y'

127'Y'

128'Y'

129'Y'

130'Y'

131'Y'

WASHINGTON STREET (Y-LINE)

132'G'

MARQUETTE ROAD (STH 35)

EXIST. R/W

STATION 126'Y'+25
BEGIN FULL DEPTH X-SECTIONS
(WORK SHOWN ON X-SECTION SHEETS)
PROJECT 1661-05-83

ALLEY

EXIST. R/W

ILLINOIS STREET

ONEWAY

BNSF RAILROAD-MAINLINE

EXIST. R/W

BNSF RAILROAD-SPUR

N

EXIST. R/W

SLOPE INTERCEPTS

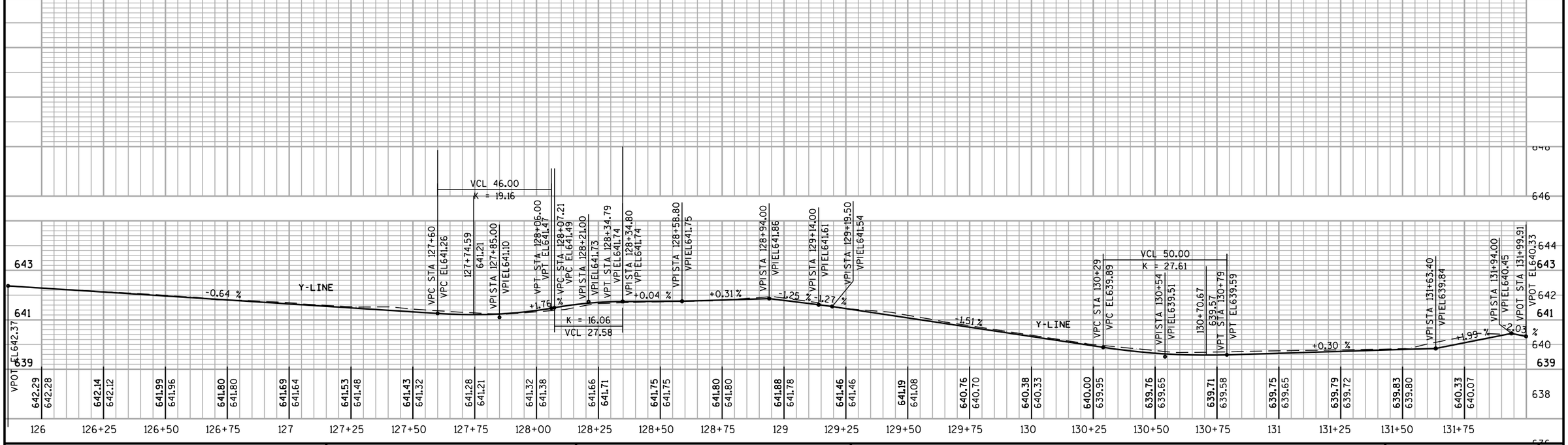
R/W

T.L.E.

131'G'

5

5



PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

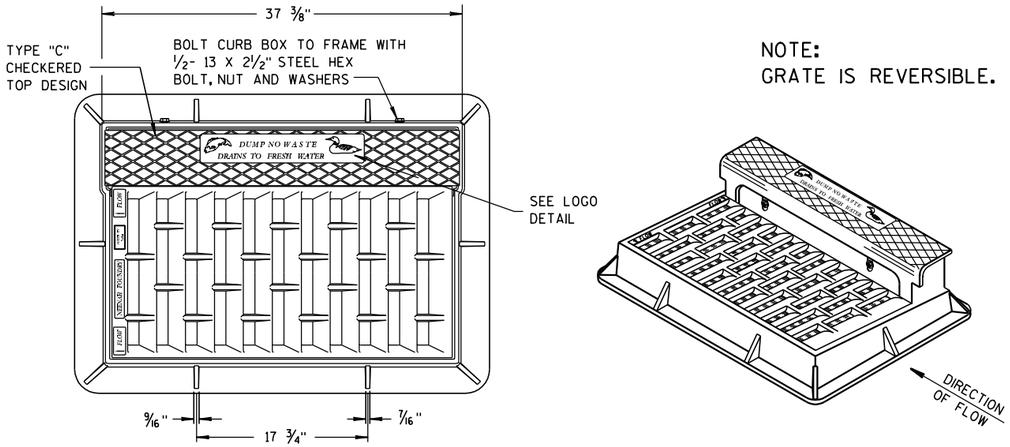
Standard Detail Drawing List

08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08A05-18B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-18C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
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
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
09C05-07	CONCRETE CONTROL CABINET BASES
09C06-05	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C07-04	CONCRETE BASE, TYPE 6
09C11-03	CONCRETE BASE TYPE 10
09C12-03A	CONCRETE BASE TYPE 13
09C12-03B	CONCRETE BASE TYPE 13
09D01-04	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-12C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-12E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
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.
09E08-04E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F04-03	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX
09F05-03	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX (MULTIPLE LEAD-OUT)
09F12-03	LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT
09F15-03A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09G01-03A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-02E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14A02-01	TREE PLANTING DETAIL
14B15-07A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-07B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-07C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-01	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-01	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS

6

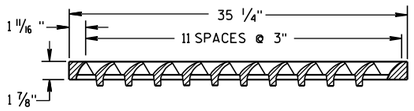
Standard Detail Drawing List

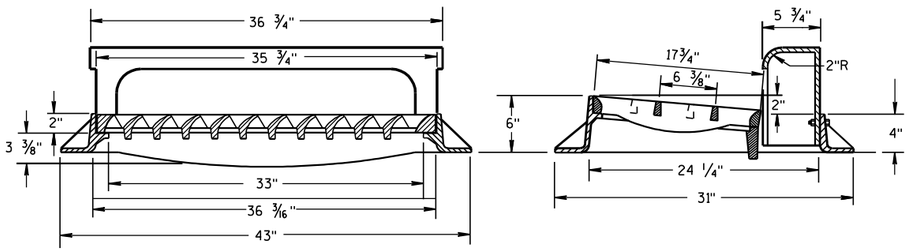
15C07-12D	ROUNDABOUT ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C09-09A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C18-03	MEDIAN ISLAND MARKING
15C20-01	YIELD MARKING
15C21-05	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C26-02	END-OF-ROADWAY SIGNING
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE



NOTE:
GRATE IS REVERSIBLE.

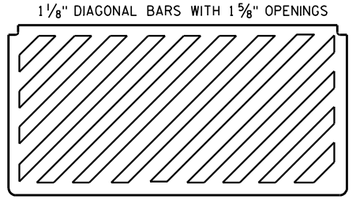
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

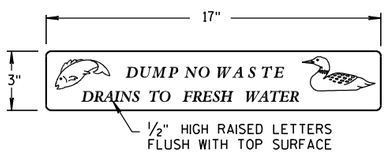
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



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

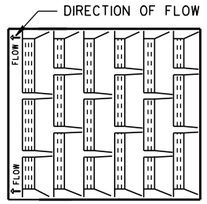
GENERAL NOTES

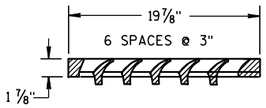
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

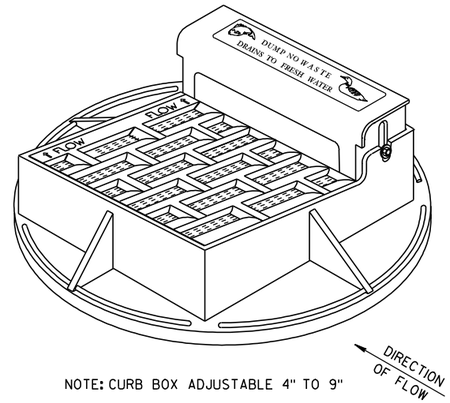
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

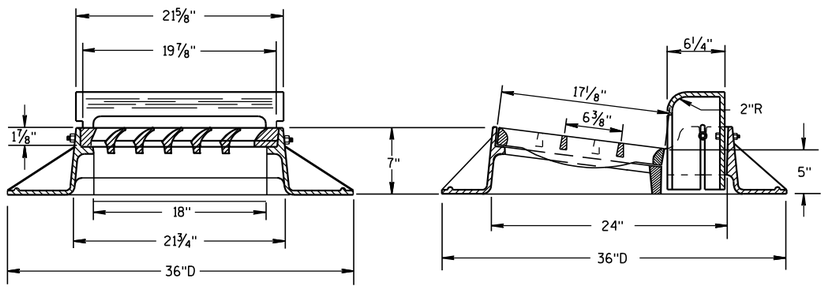
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





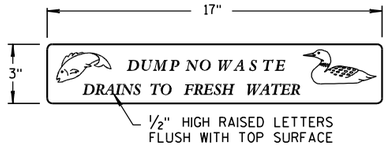


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



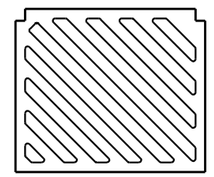
TYPE "A"

(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.

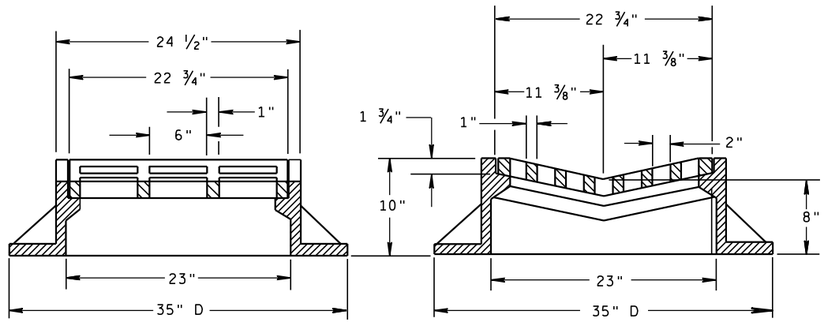
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

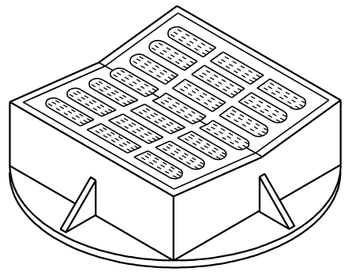
INLET COVERS TYPE A, H, A-S, & H-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 8 A 5-18a

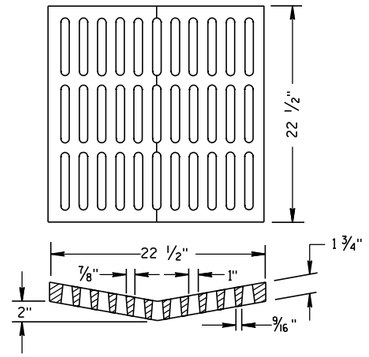




TYPE "B"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

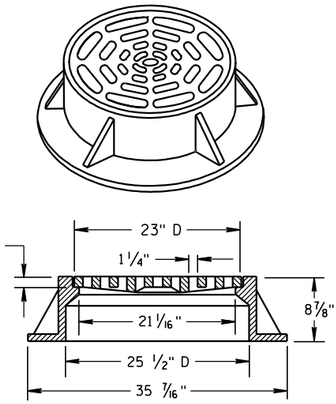


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

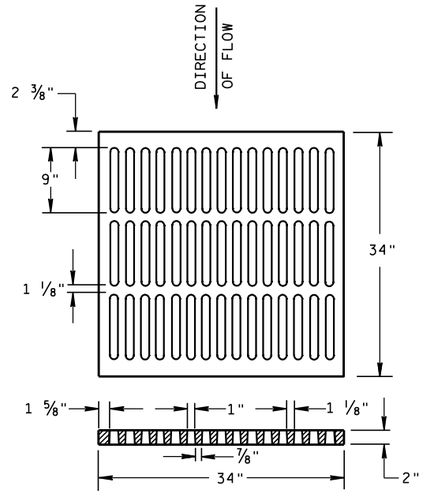
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

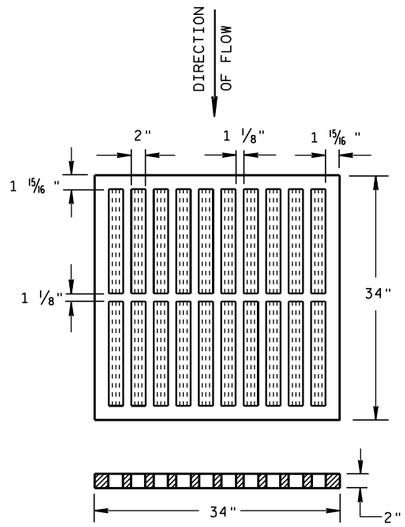


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

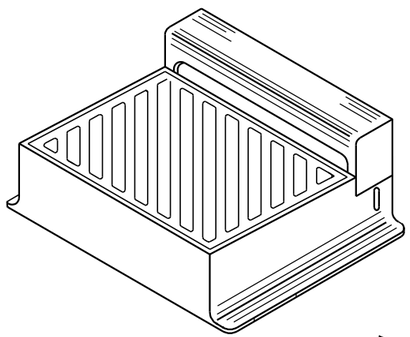


TYPE "MS"

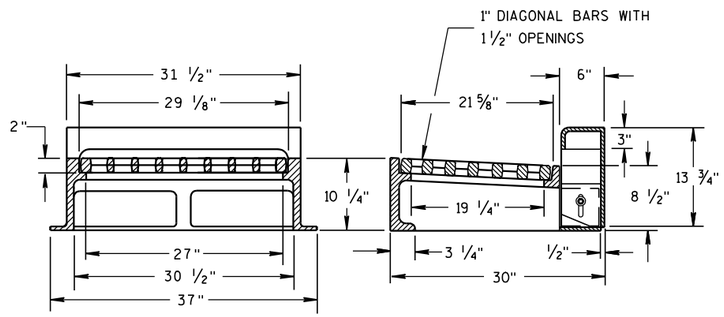
(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012 DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

320

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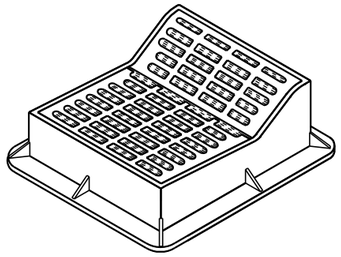
FHWA

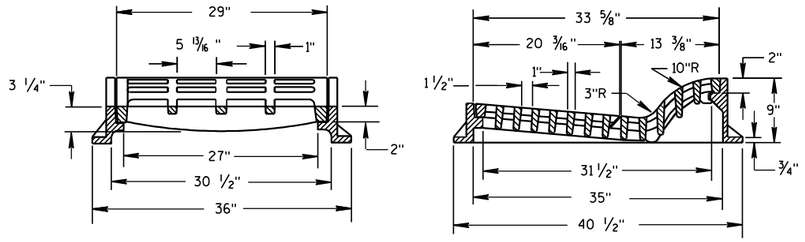
6

S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b



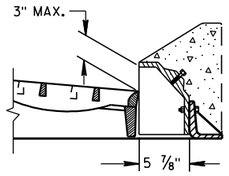


TYPE "F"

(APPROXIMATE WEIGHT 644 LBS.)

FRAME.....302 LBS.
GRATE.....160 LBS.
GRATE.....182 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT CURB BOX 68 LBS.)

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

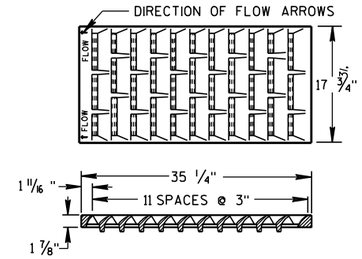
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

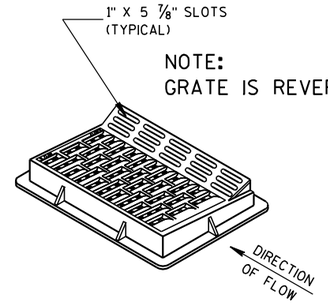
GENERAL NOTES

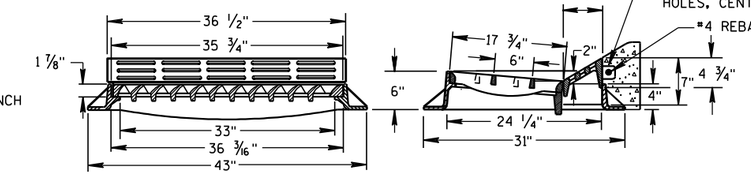
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





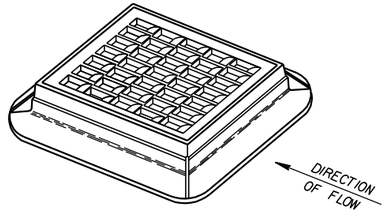


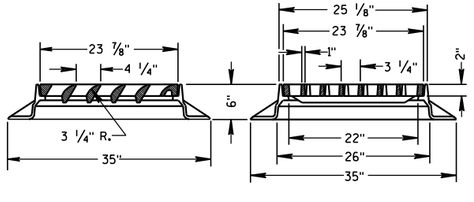
TYPE "HM"

(APPROXIMATE WEIGHT 414 LBS.)
FRAME..... 181 LBS.
GRATE..... 159 LBS.
CURB BOX..... 74 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

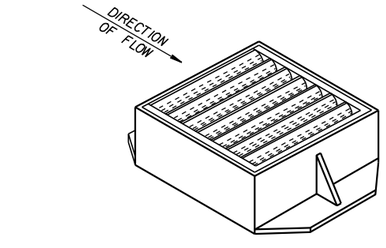


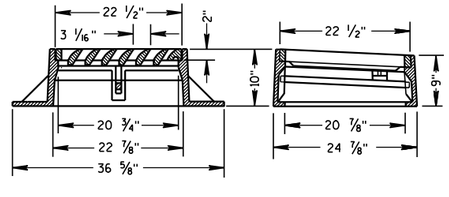


TYPE "S"

(APPROXIMATE WEIGHT 333 LBS.)

FRAME.....164 LBS.
GRATE..... 169 LBS.

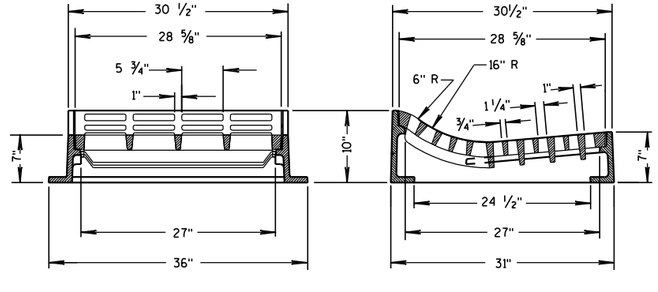




TYPE "V"

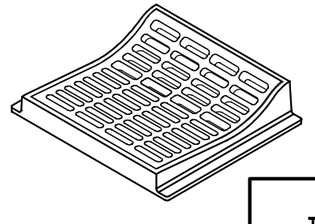
(APPROXIMATE WEIGHT 410 LBS.)

FRAME..... 269 LBS.
GRATE..... 136 LBS.
SAFETY BAR..... 5 LBS.



TYPE "T"

(APPROXIMATE WEIGHT 530 LBS.)
FRAME.....270 LBS.
GRATE.....260 LBS.
USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

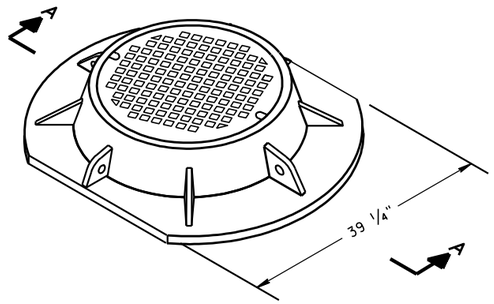
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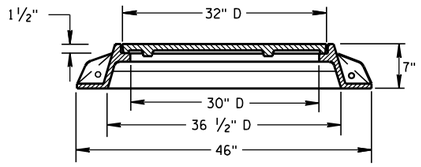
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S.D.D. 8 A 5-18c

6

S.D.D. 8 A 5-18c



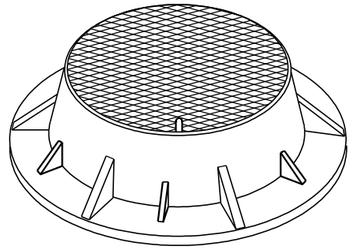


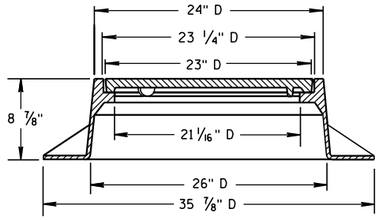
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.

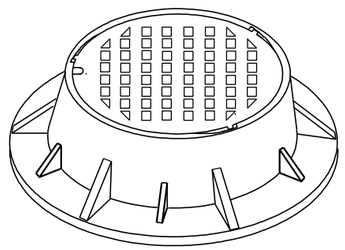


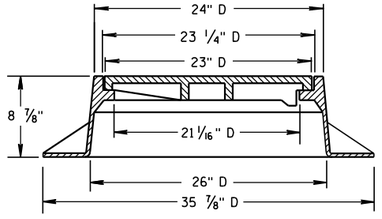


TYPE "J"

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....152 LBS.
LID.....115 LBS.





TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....158 LBS.
LID.....109 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

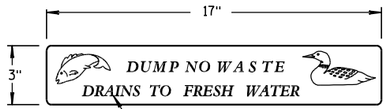
GENERAL NOTES

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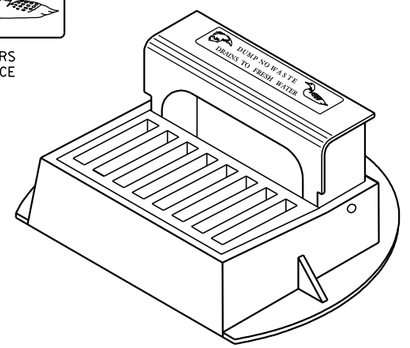
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

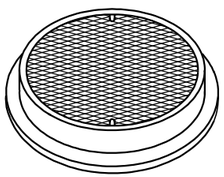
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

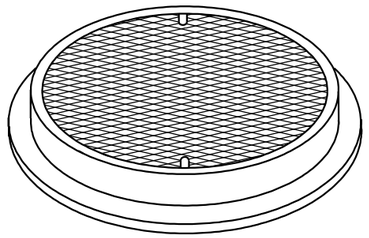
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

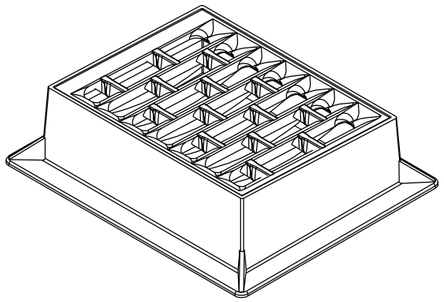


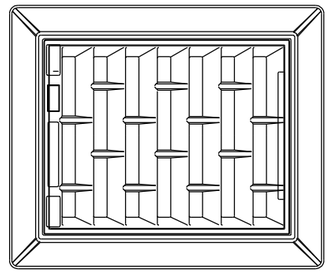
LOGO DETAIL

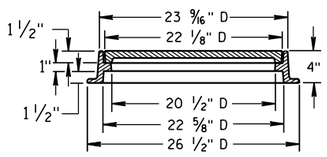








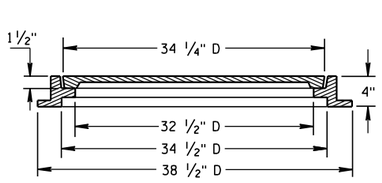




TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

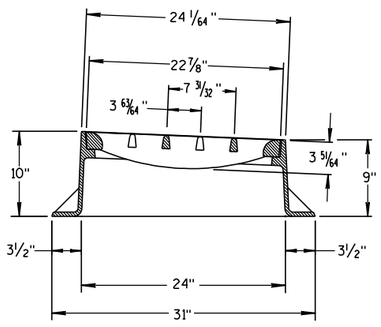
FRAME.....81 LBS.
LID.....77 LBS.

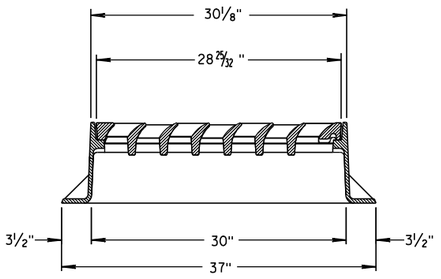


TYPE "M"

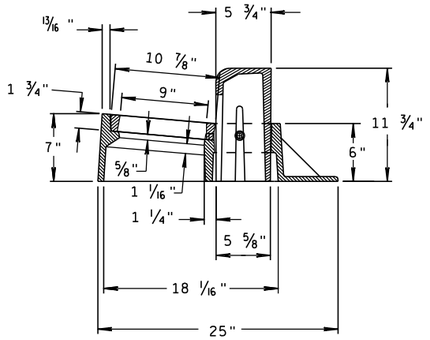
(APPROXIMATE WEIGHT 377 LBS.)

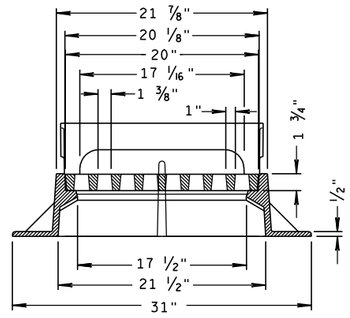
FRAME..... 125 LBS.
LID..... 252 LBS.





INLET COVER TYPE "BW"





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.

INLET COVERS, TYPE BW, Z
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

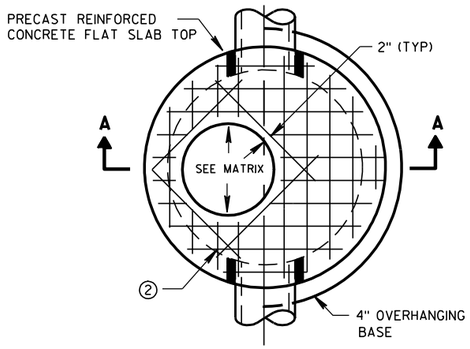
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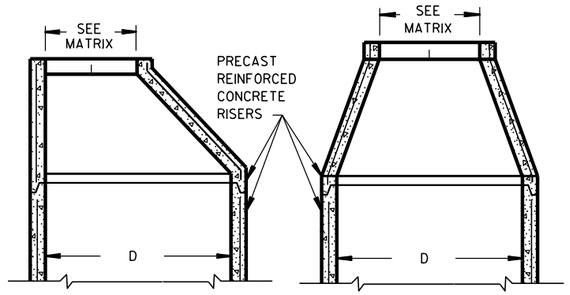
S.D.D. 8 A 5-18d

6

S.D.D. 8 A 5-18d

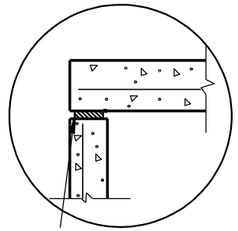


PLAN VIEW CIRCULAR OPENING

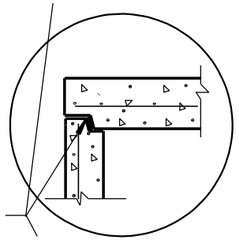


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

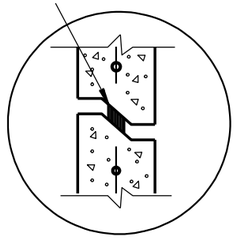


TOP WITH PLAIN END JOINT



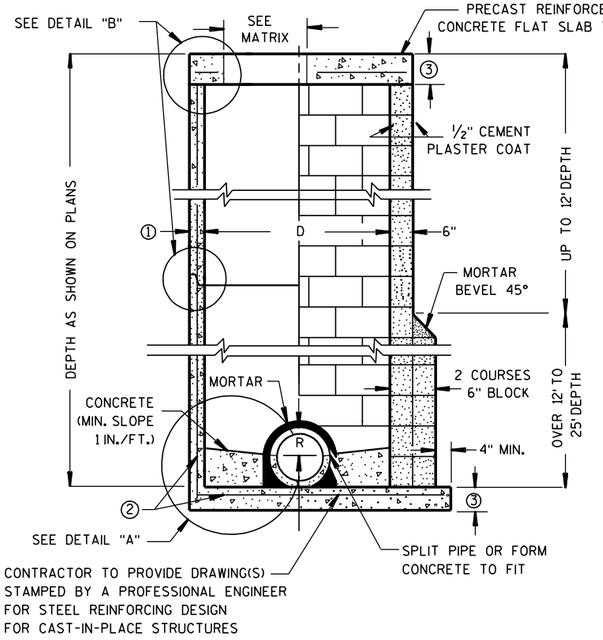
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



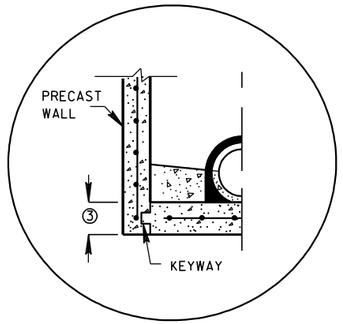
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

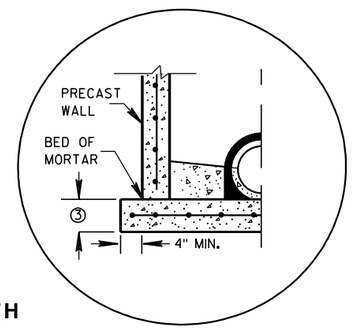


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

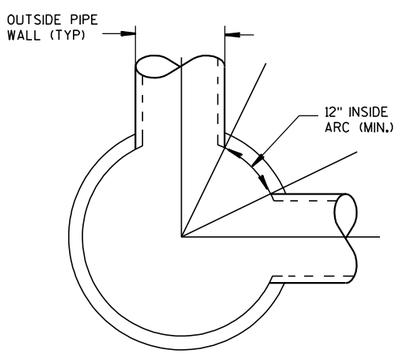


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

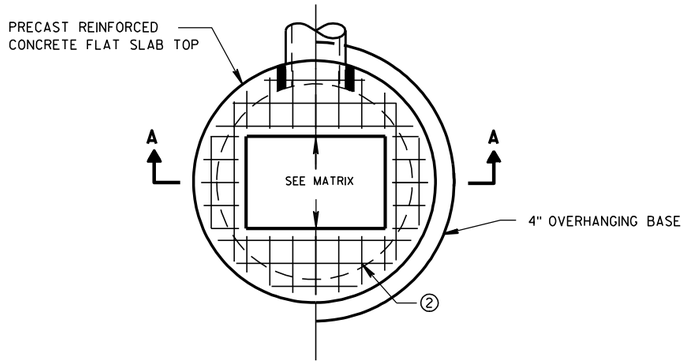
APPROVED

6/5/2012
DATE

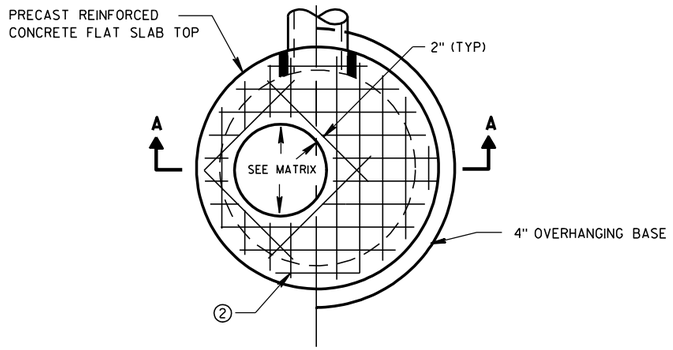
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

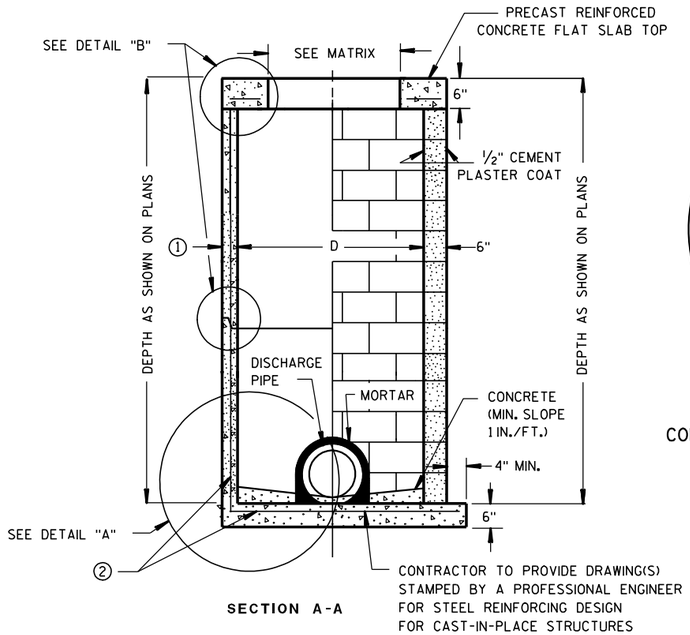
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S.D.D. 8 B 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

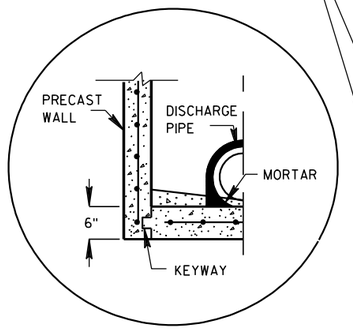


SECTION A-A

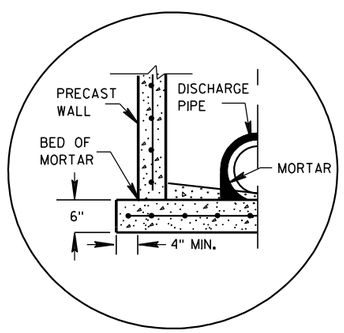
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

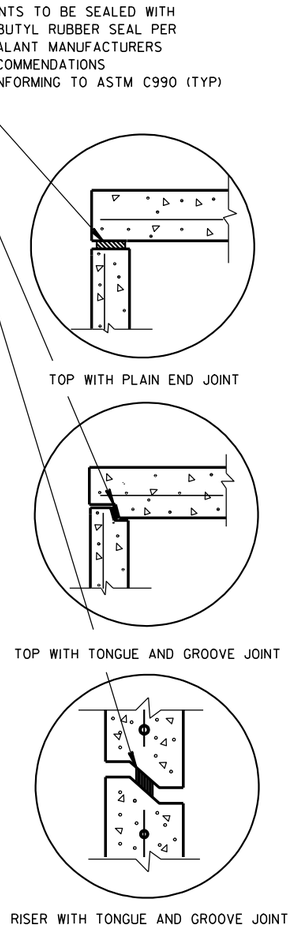


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPERATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL 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.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

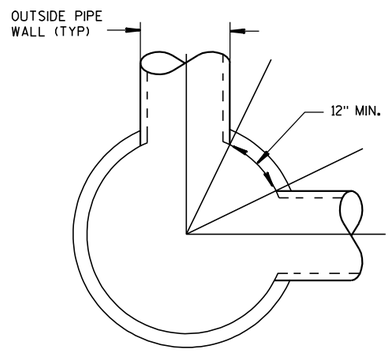
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

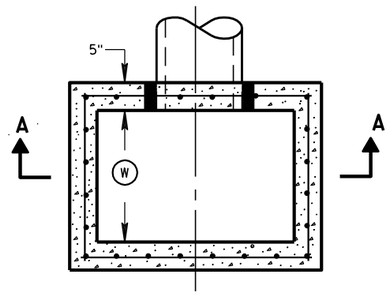
PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

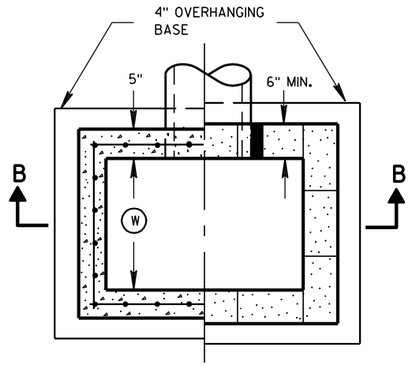
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

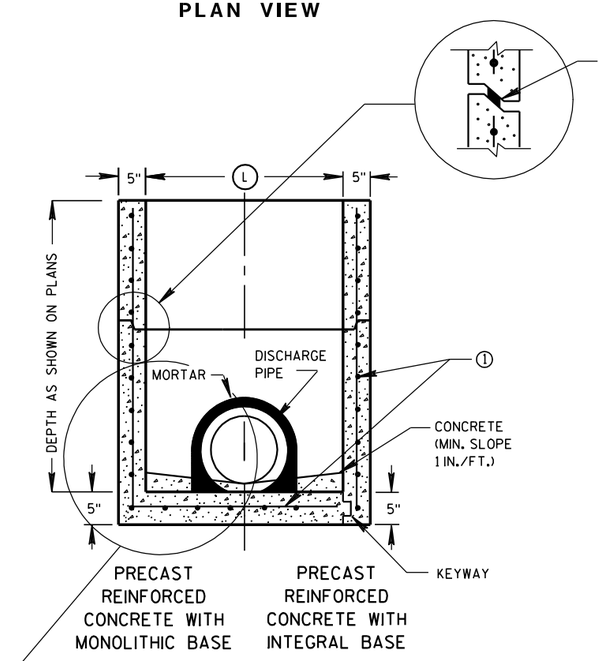
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



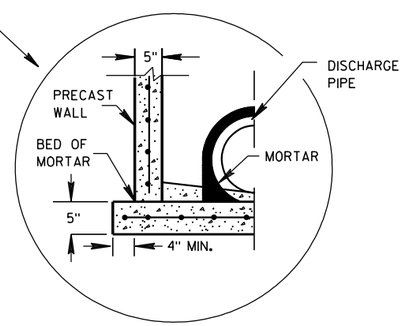
PLAN VIEW



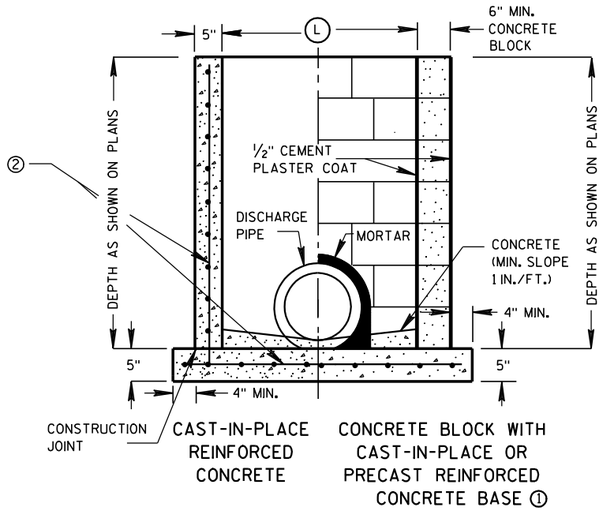
PLAN VIEW



SECTION A-A



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION



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.

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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

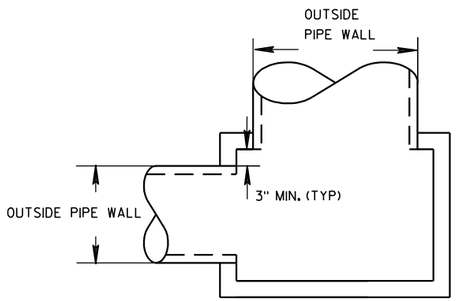
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

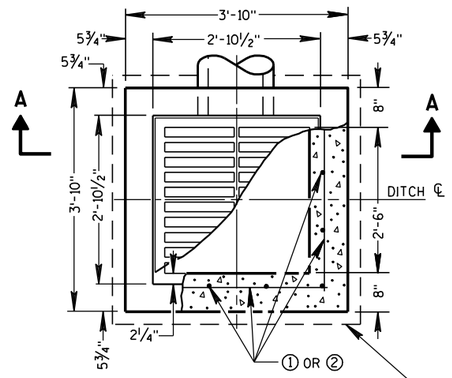
APPROVED
6/5/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS D 325 IT
ENGINEER
FHWA

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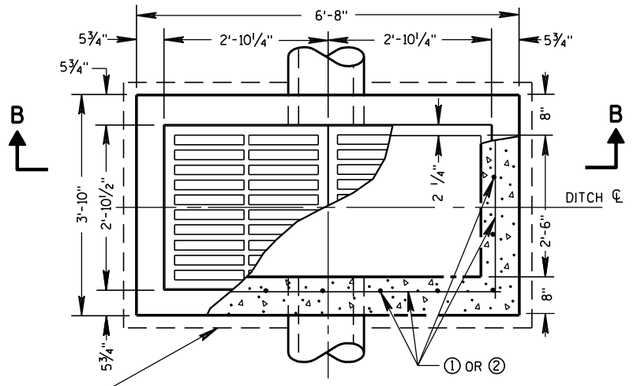
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S.D.D. 8 C 7-1

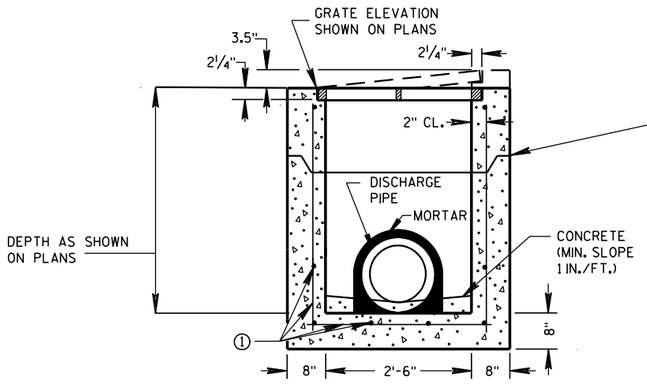


PLAN VIEW

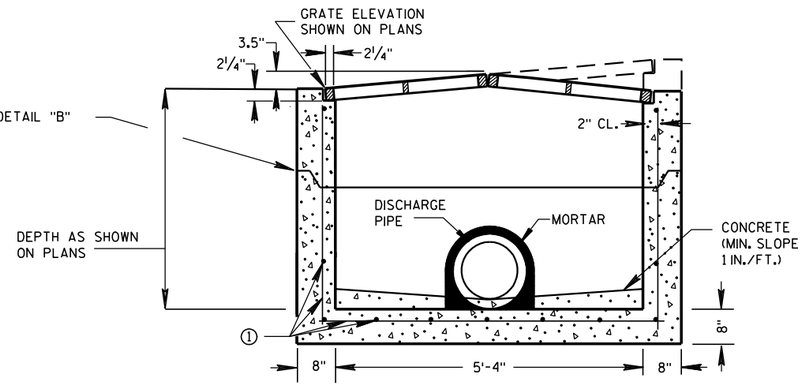


PLAN VIEW

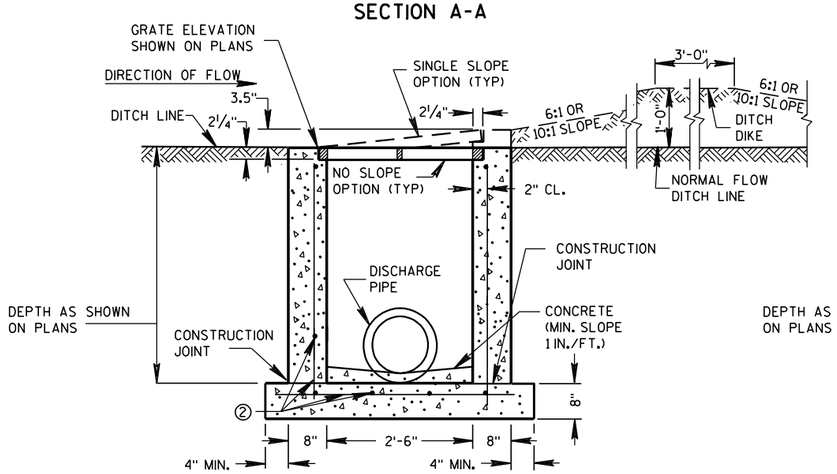
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



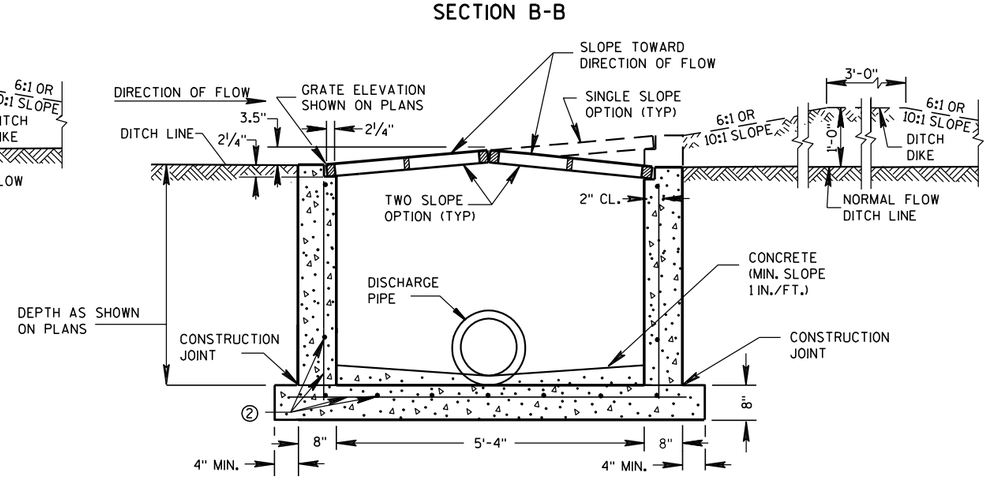
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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.

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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

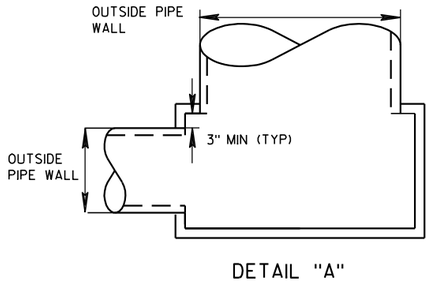
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

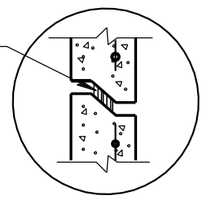
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

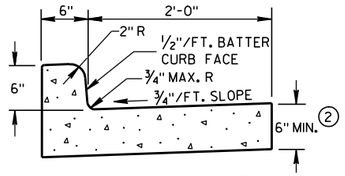
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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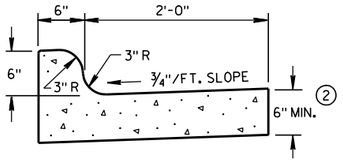
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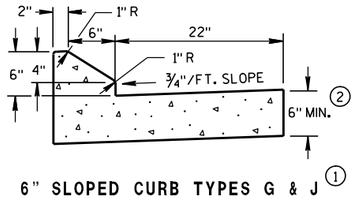
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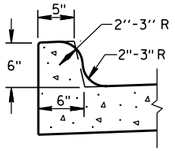
TYPES A & D (1)



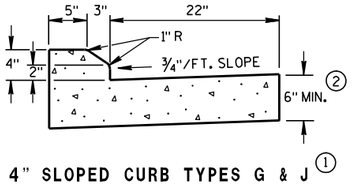
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

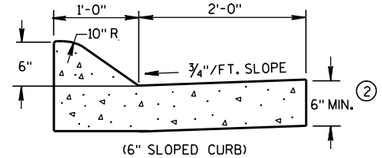


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

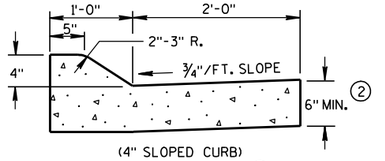


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

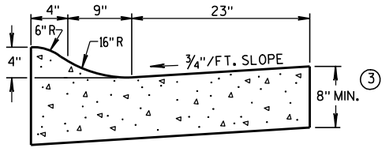


(6" SLOPED CURB)



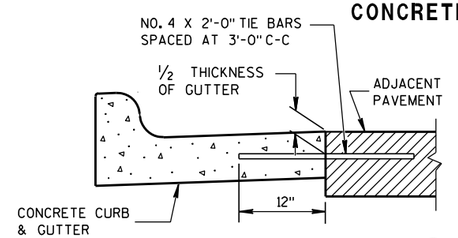
(4" SLOPED CURB)

TYPES A & D (1)

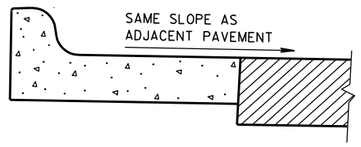


4" SLOPED CURB TYPES R & T (1) (4)

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.

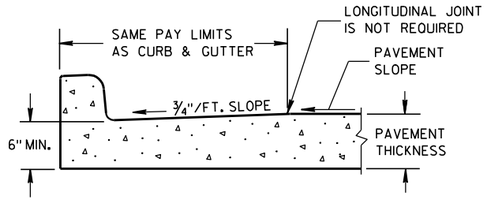
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

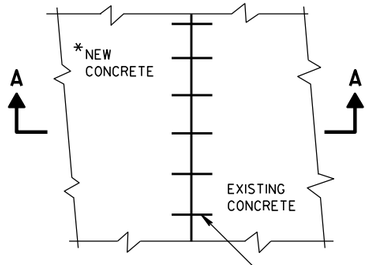
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

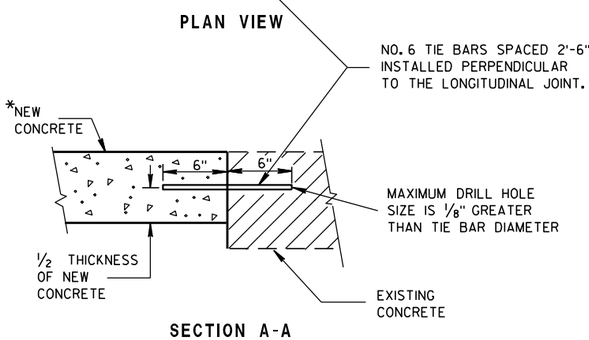


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



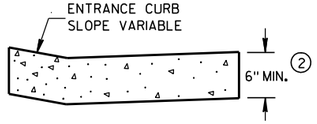
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

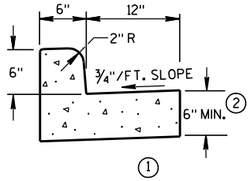


SECTION A-A

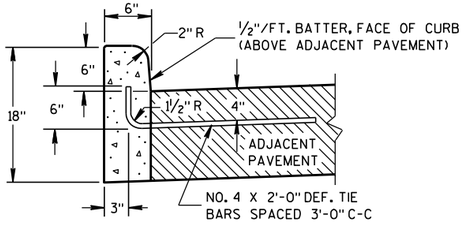
TIE BARS DRILLED INTO EXISTING PAVEMENT



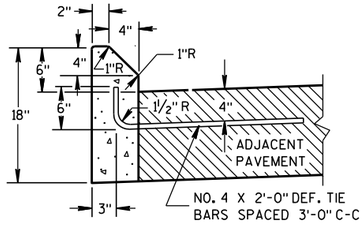
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"

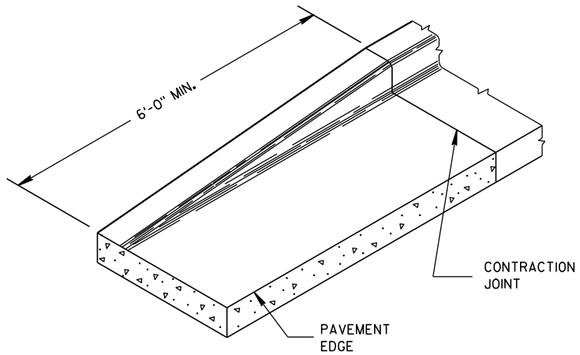


(1)
TYPES A & D



(1)
TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

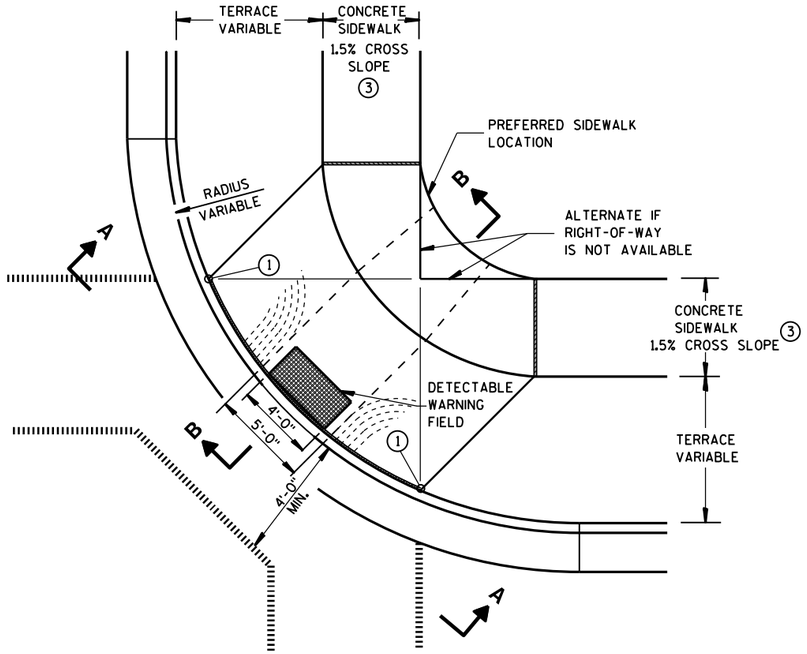
ENT

6

S.D.D. 8 D 1-17

6

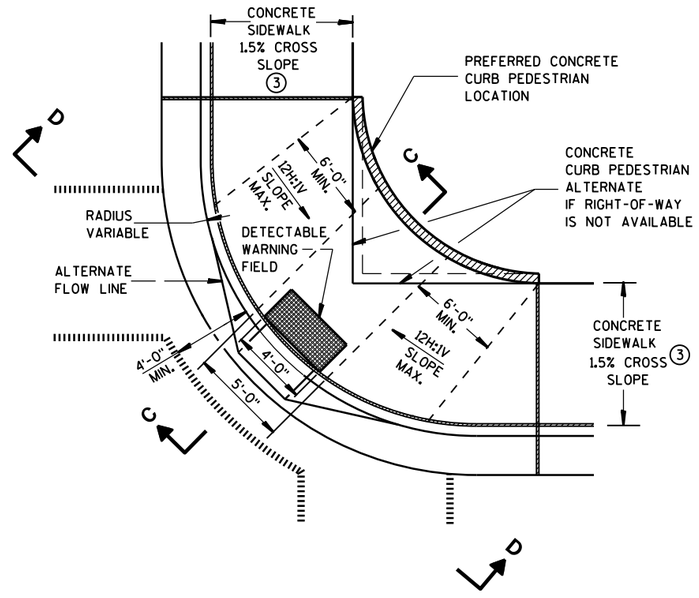
S.D.D. 8 D 1-17



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.

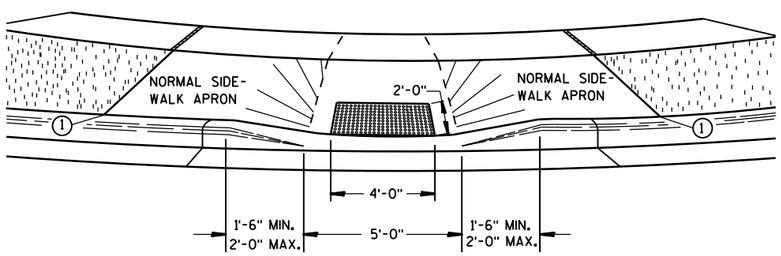
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

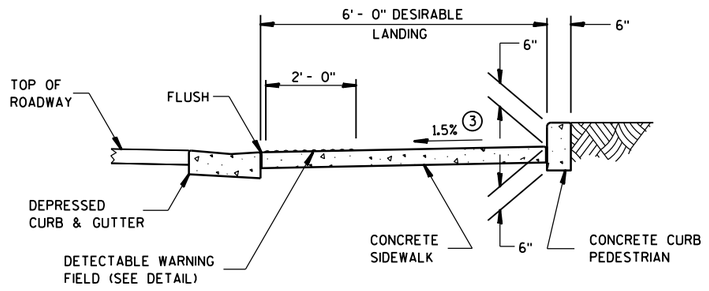
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

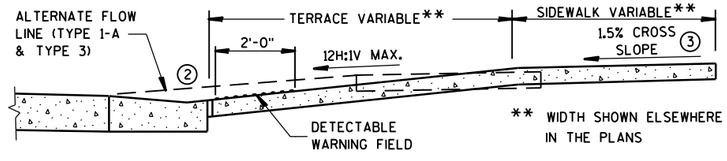
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



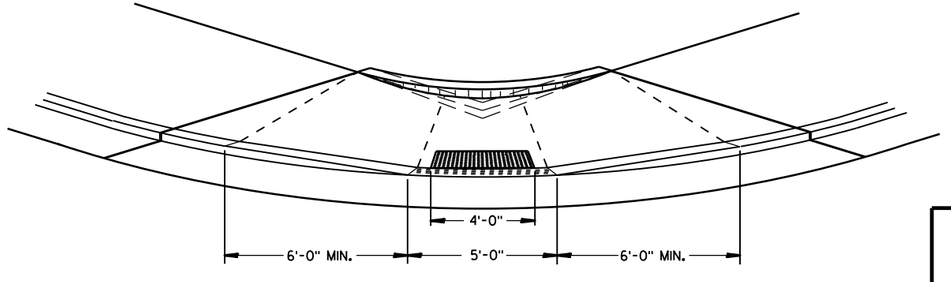
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

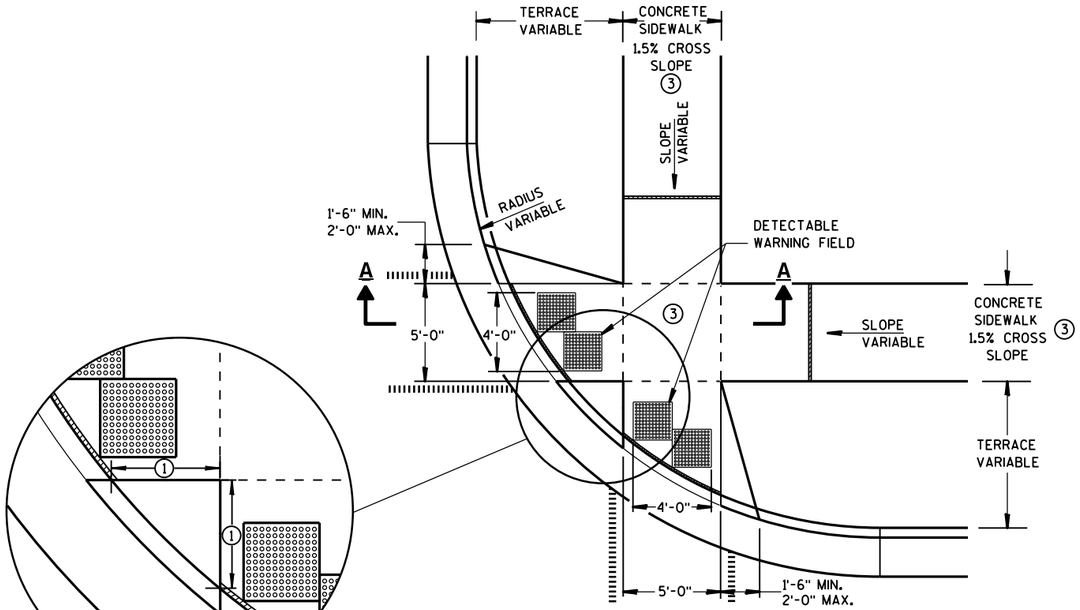
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

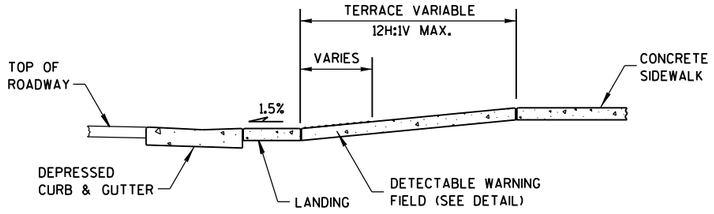
S.D.D. 8 D 5-15a



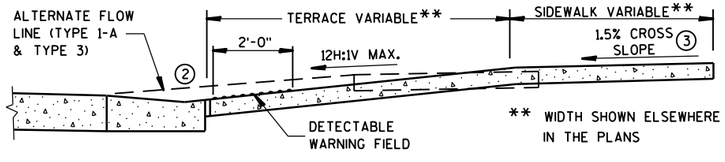
PLAN VIEW

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.

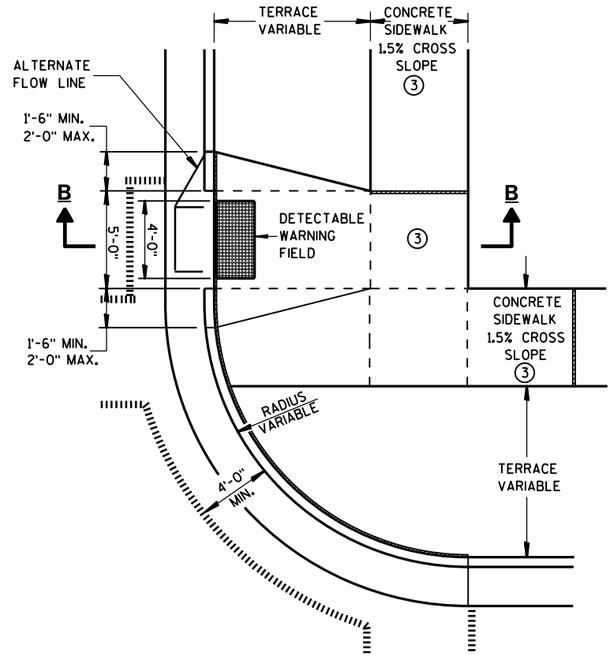
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

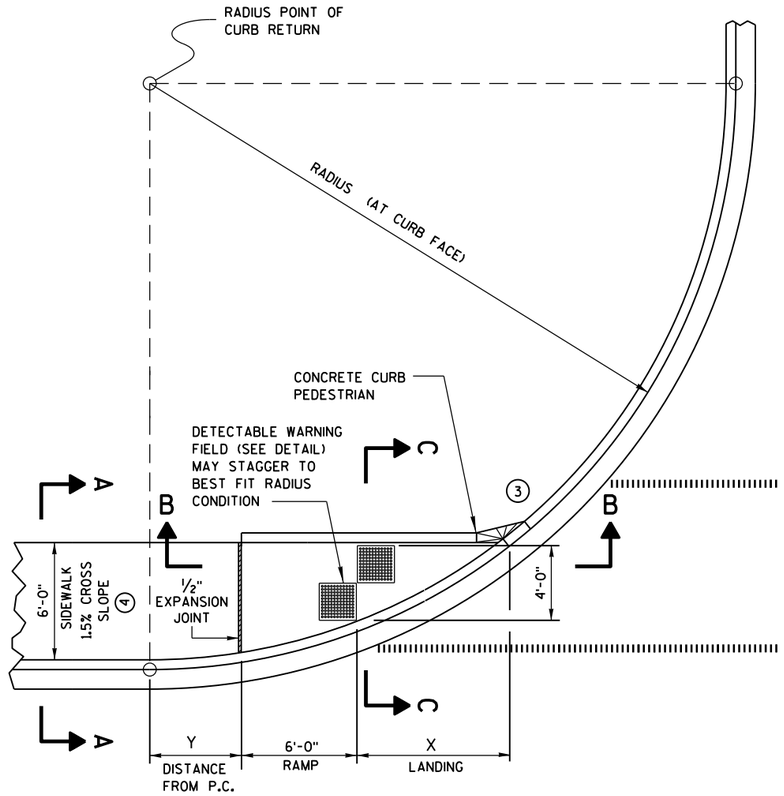
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

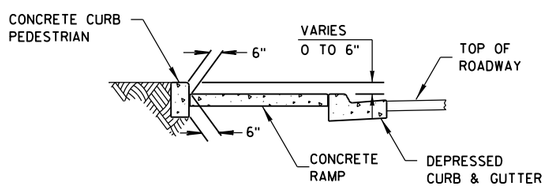
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

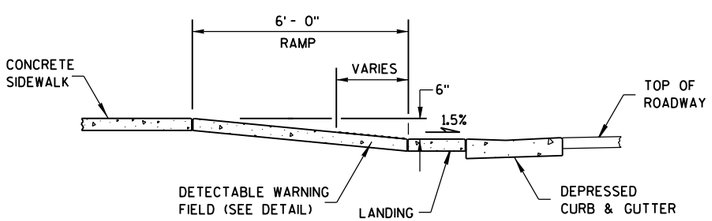
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



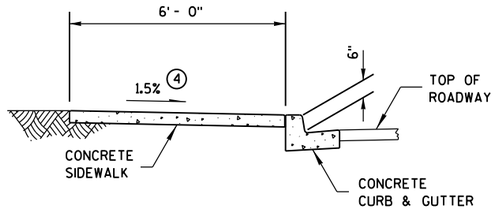
SECTION C-C FOR TYPE 4A



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

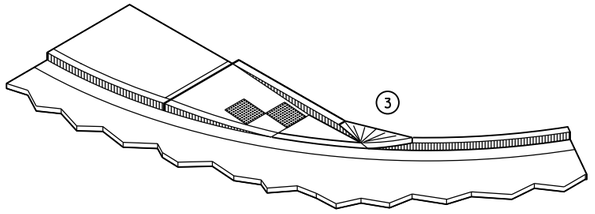
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

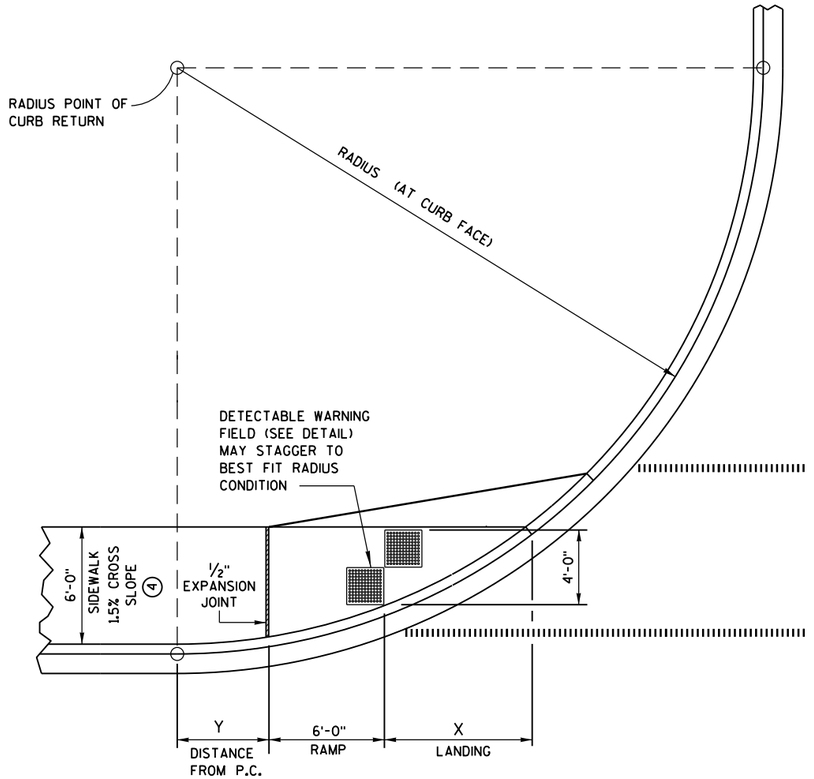
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

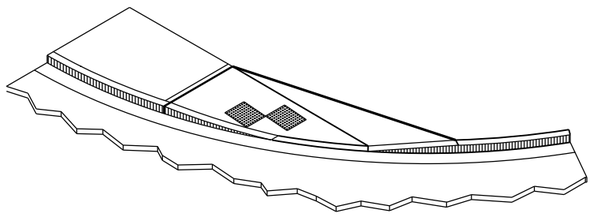
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

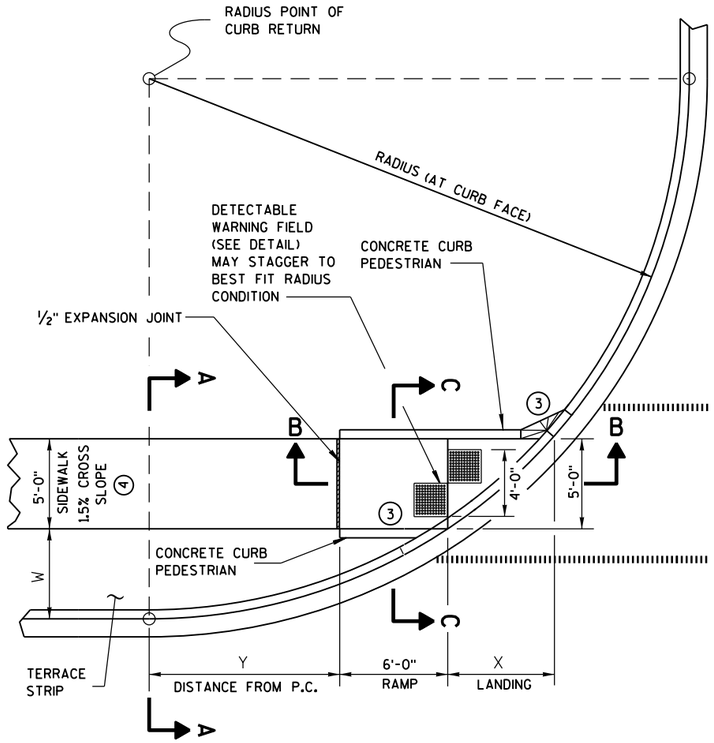
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

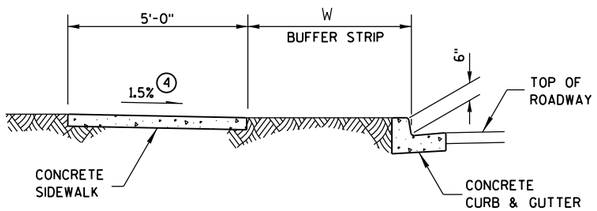
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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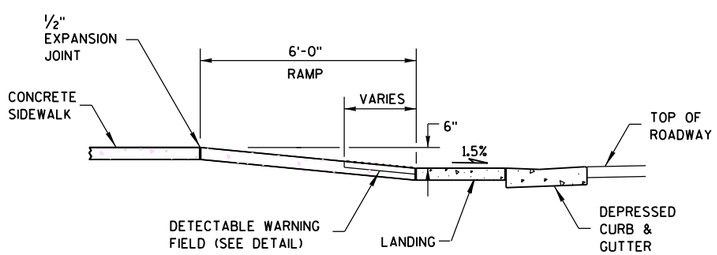
S.D.D. 8 D 5-15c



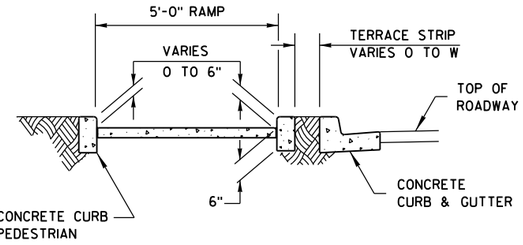
CURB RAMP TYPE 4B
PLAN VIEW



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

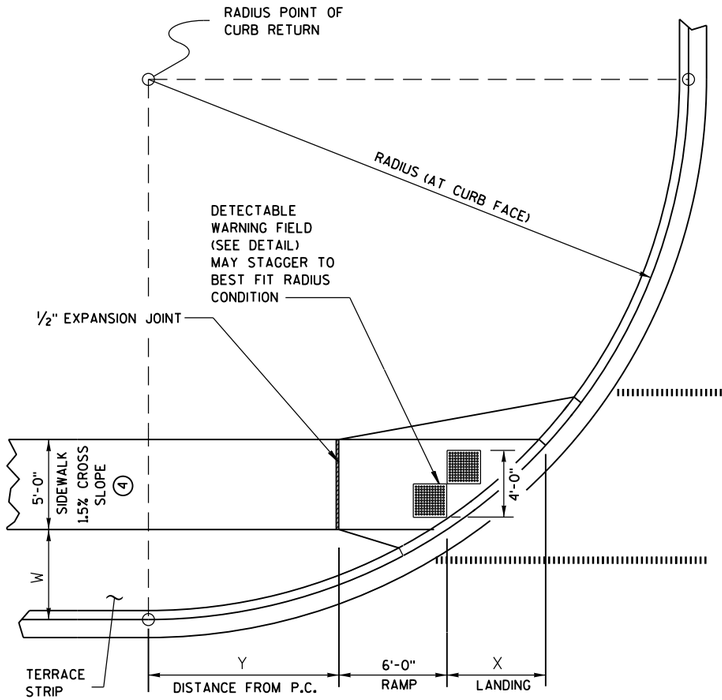
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

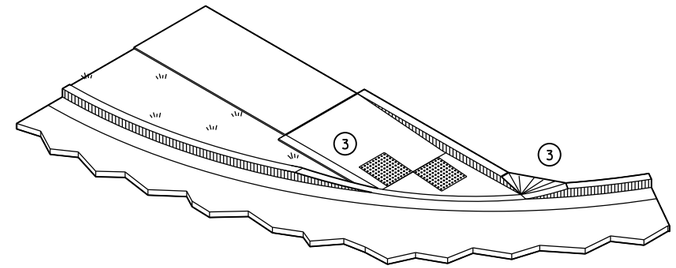
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

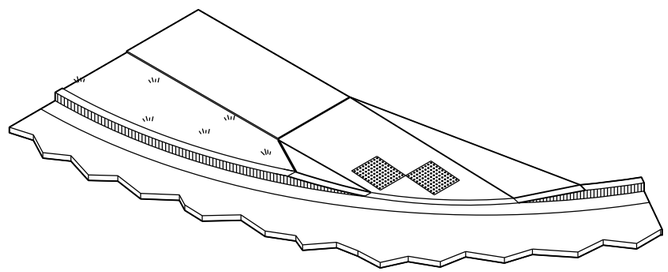
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



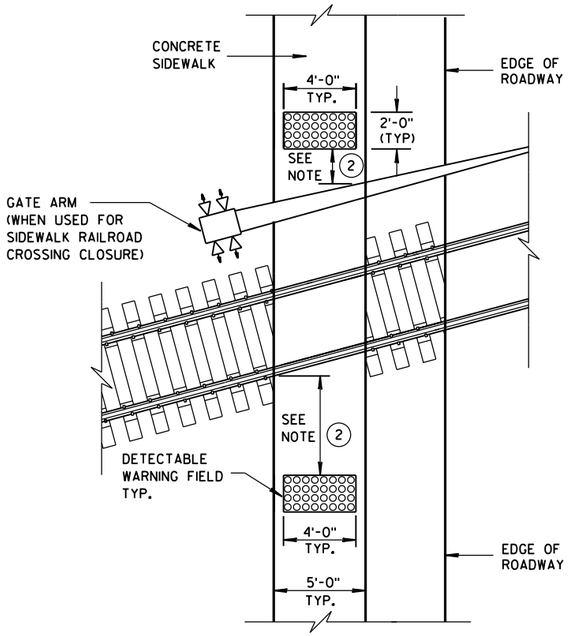
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

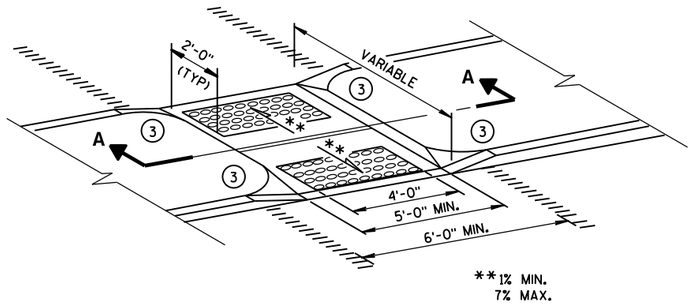
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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%.

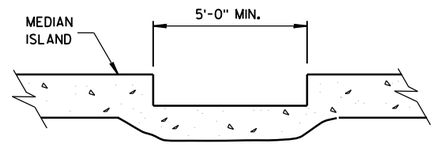
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

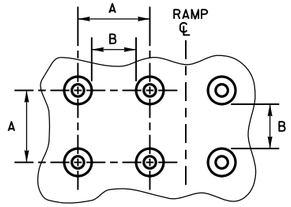
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET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



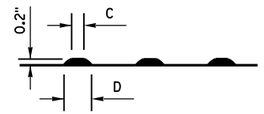
SECTION A-A



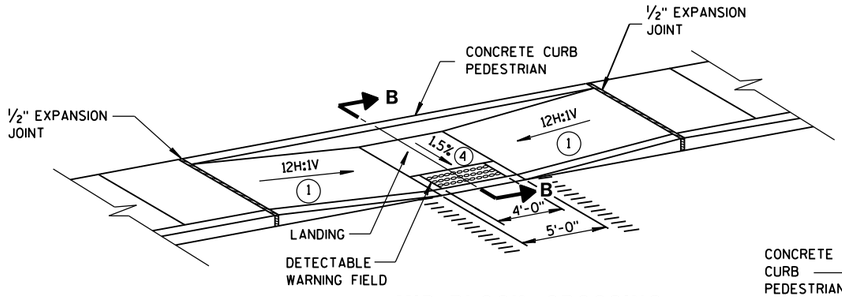
PLAN VIEW

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

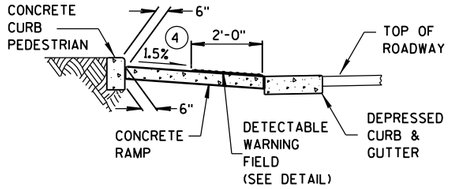
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

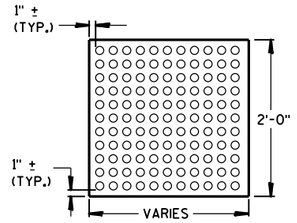


MID-BLOCK CROSSING
TYPE 7A



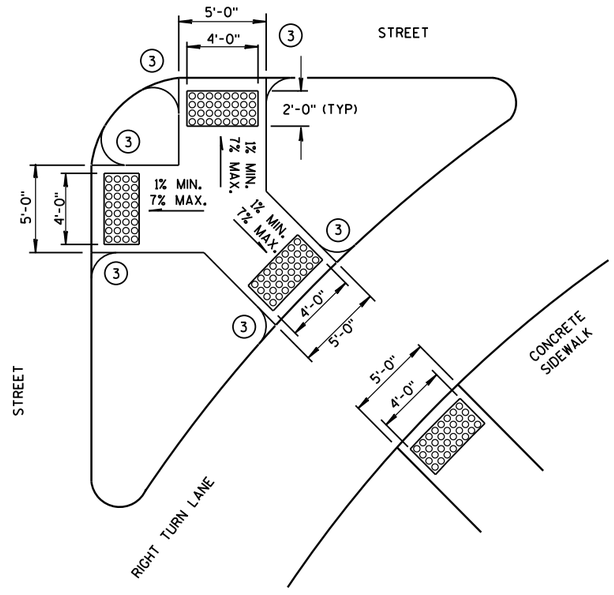
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

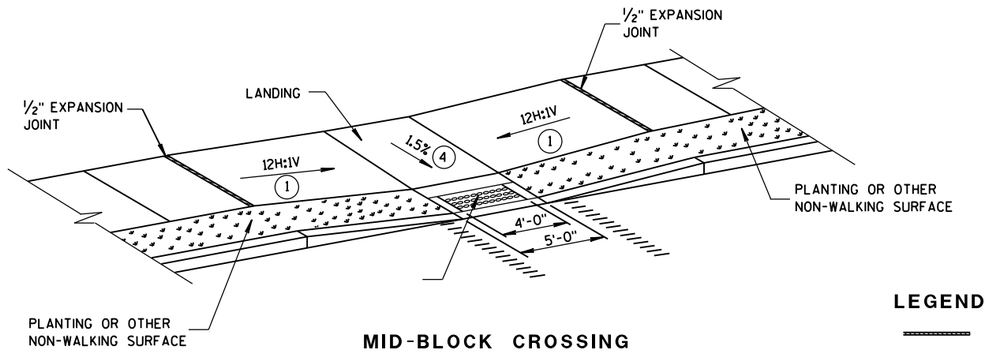


PLAN VIEW

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

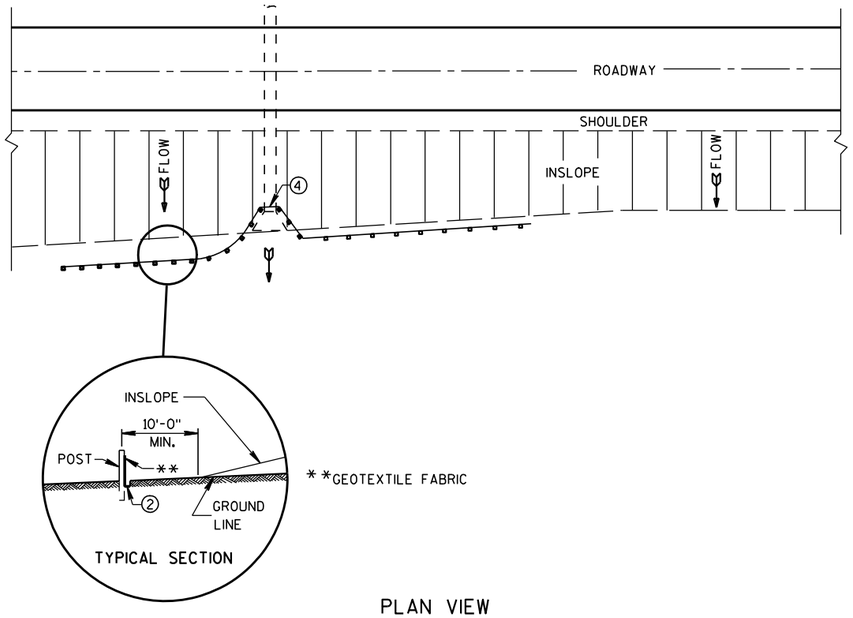
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 D 5-15e

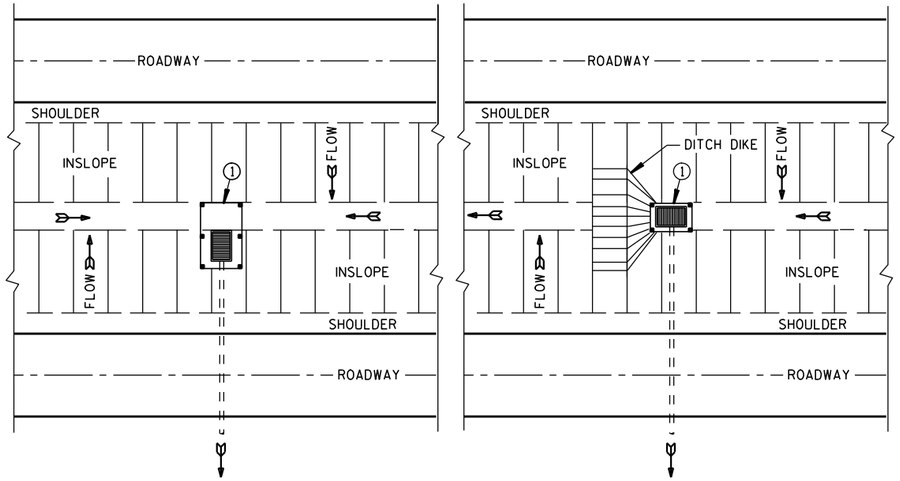
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S.D.D. 8 D 5-15e



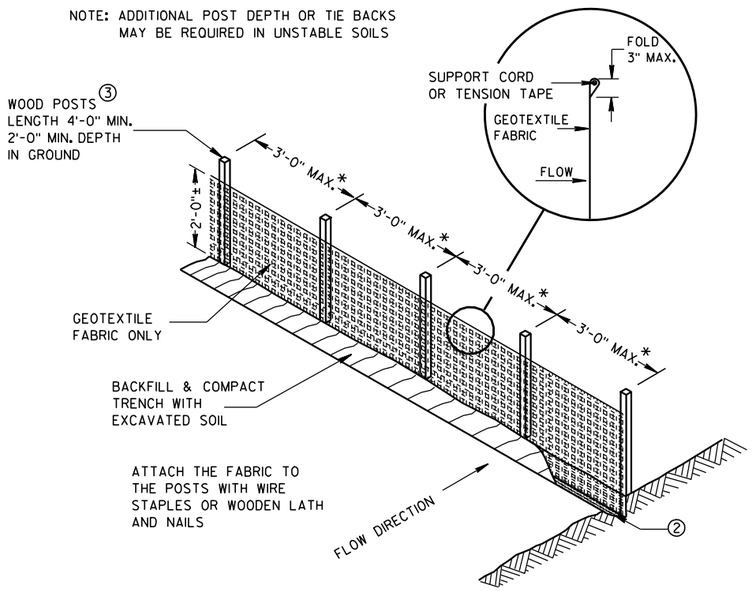
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



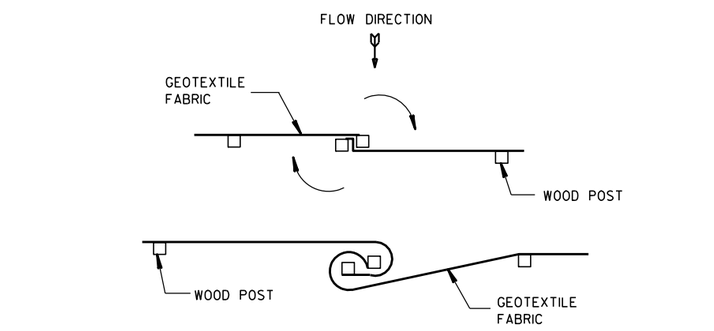
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

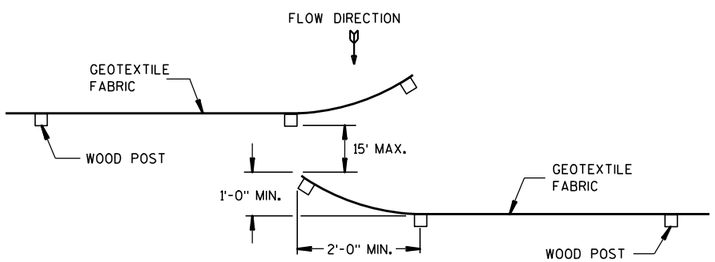


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



TWIST METHOD



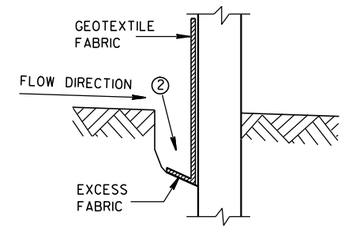
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

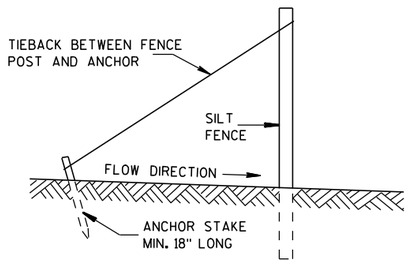
GENERAL NOTES

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 TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

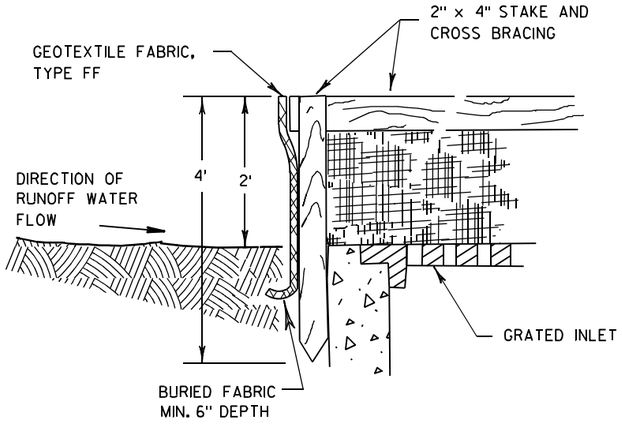
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

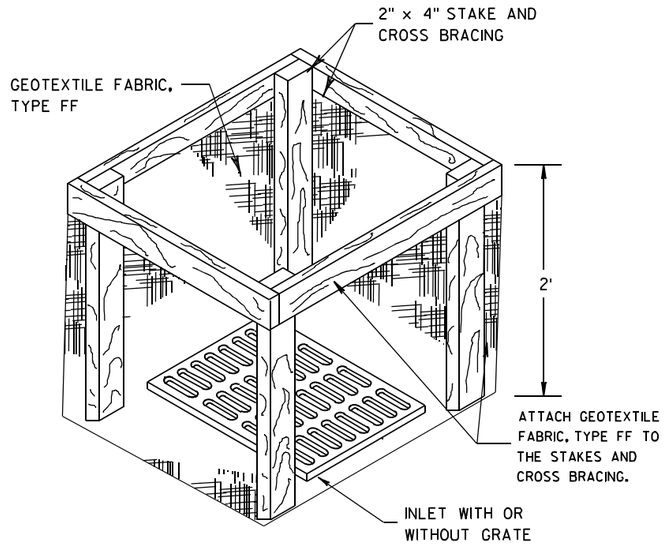
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S.D.D. 8 E 9-6

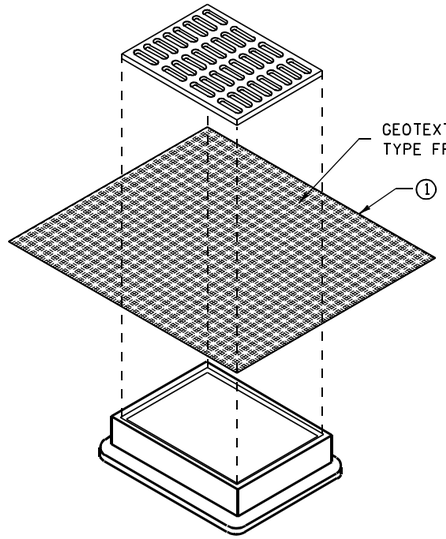
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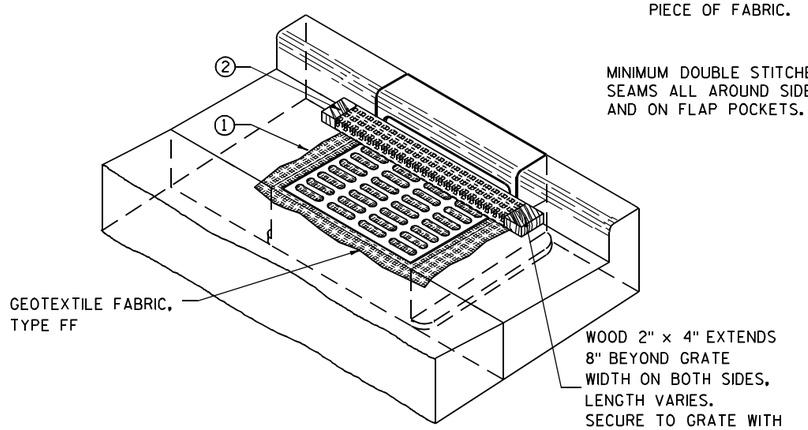


INLET PROTECTION, TYPE A

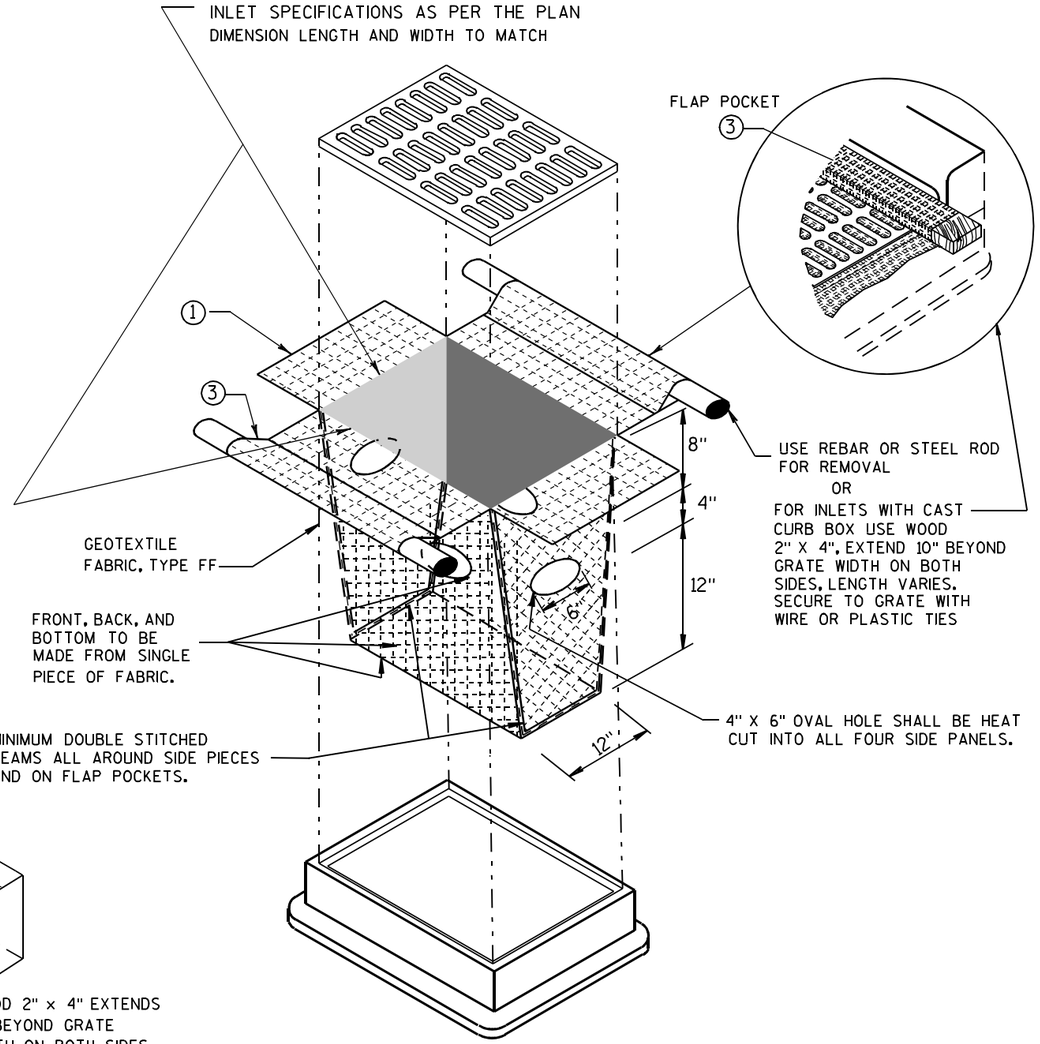


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

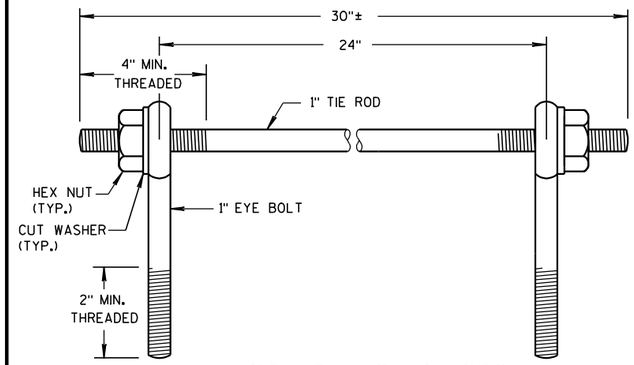
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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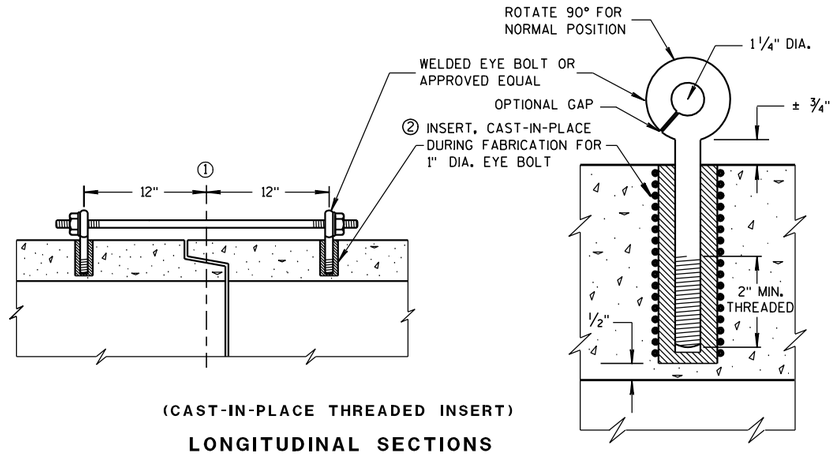
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



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.

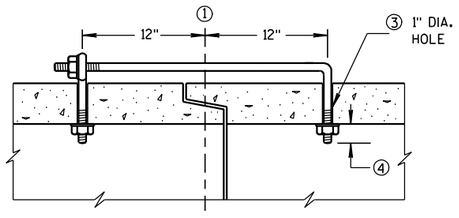
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

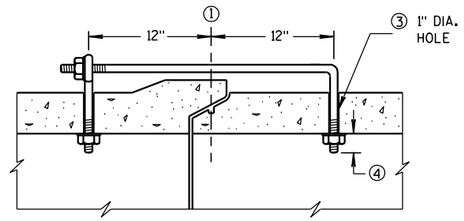
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

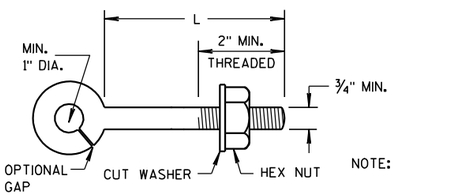


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

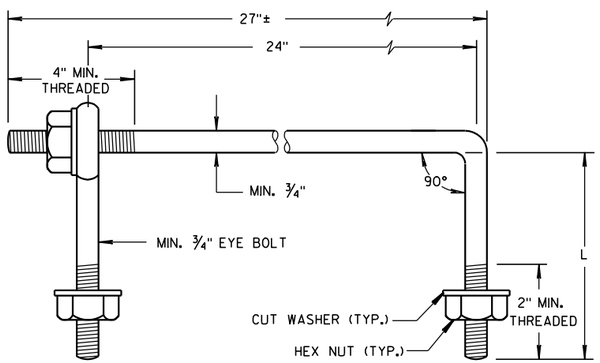
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

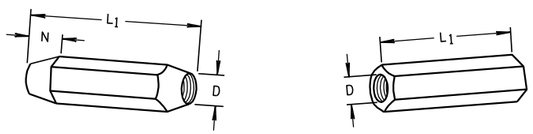
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

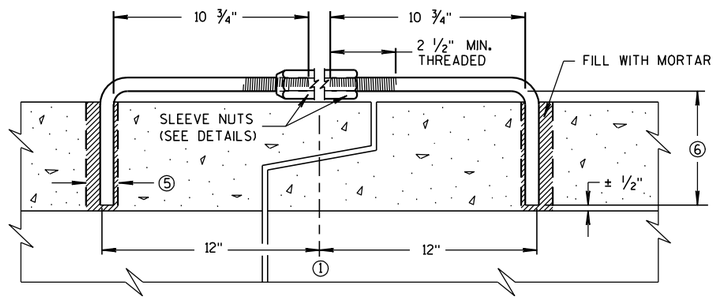
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

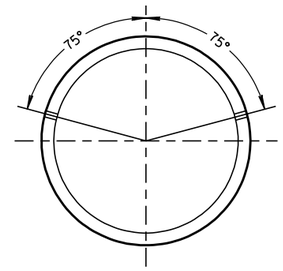
SLEEVE NUTS



LONGITUDINAL SECTION

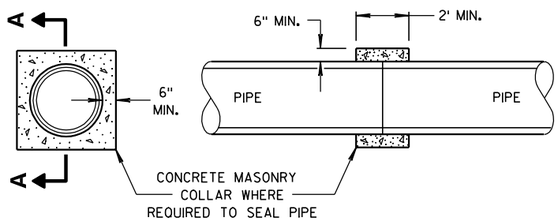
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

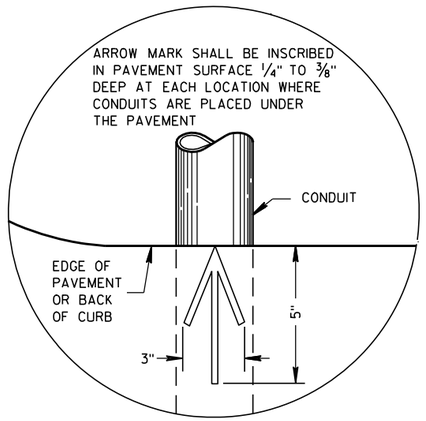
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
335 — [illegible]MENT
FHWA

6

S.D.D. 8 F 4-7

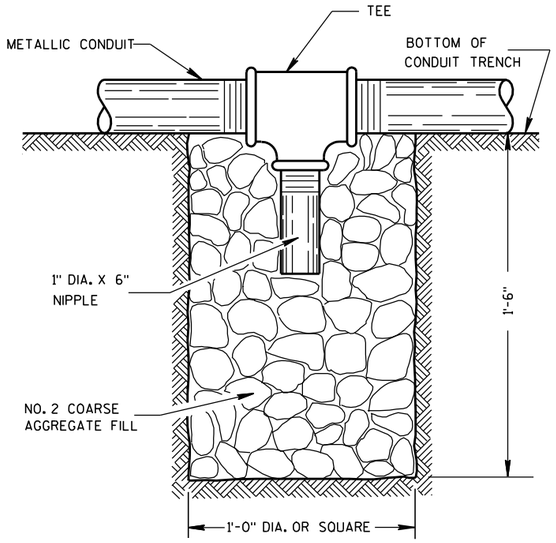
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S.D.D. 8 F 4-7



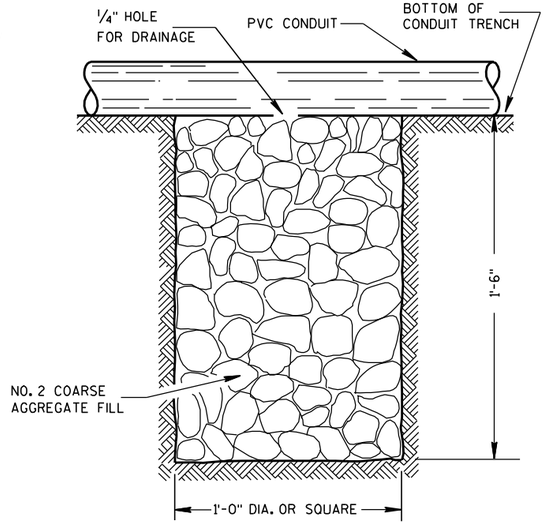
PLAN VIEW

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.

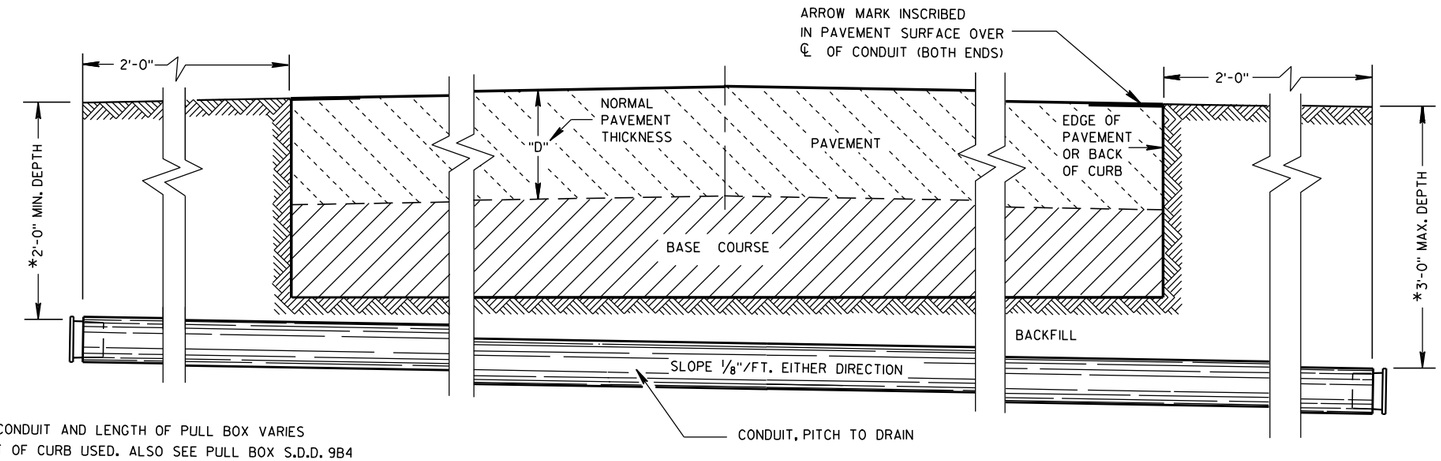
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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 336 HWYS

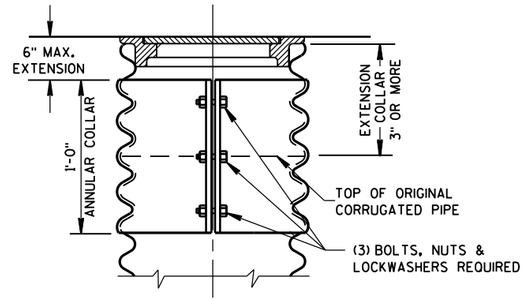
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

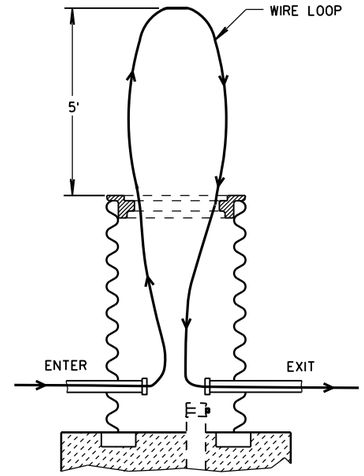
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

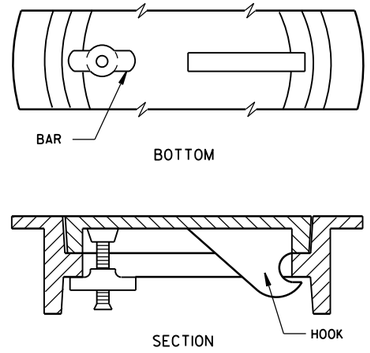
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

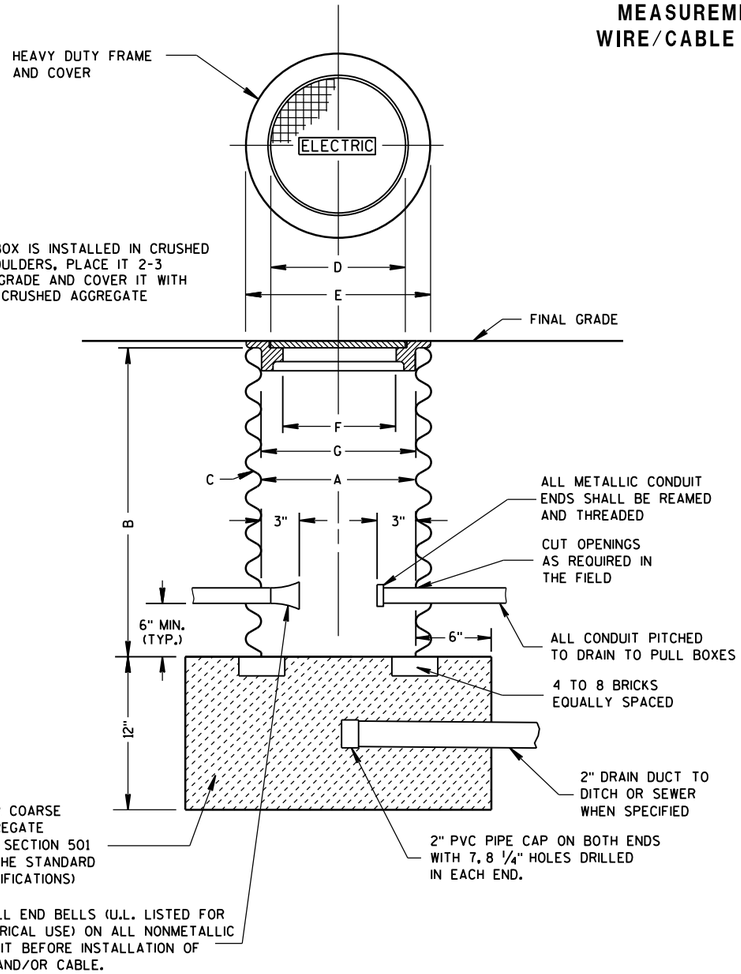


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



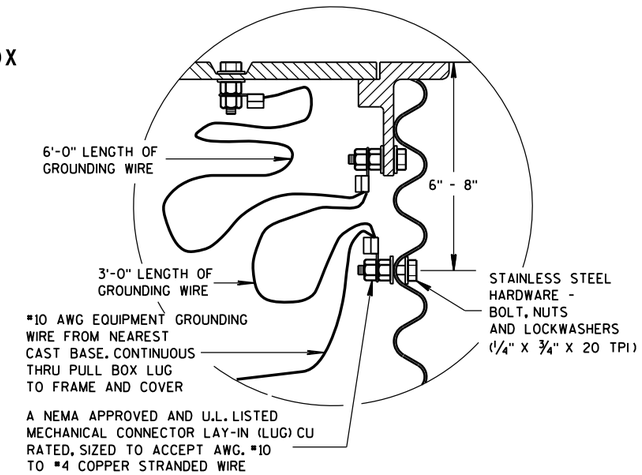
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

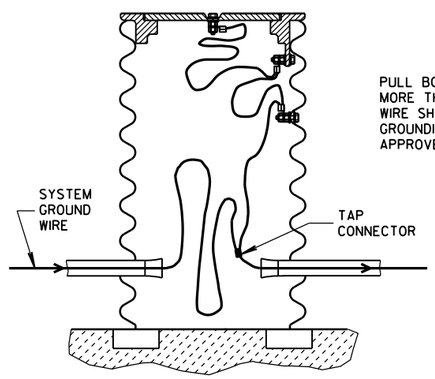


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

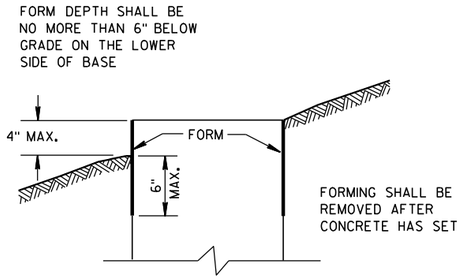
2-7-2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

6

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.

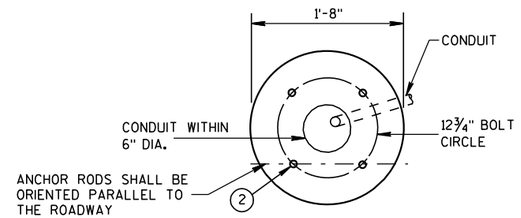
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

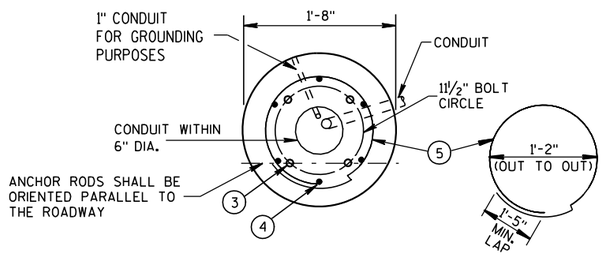
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

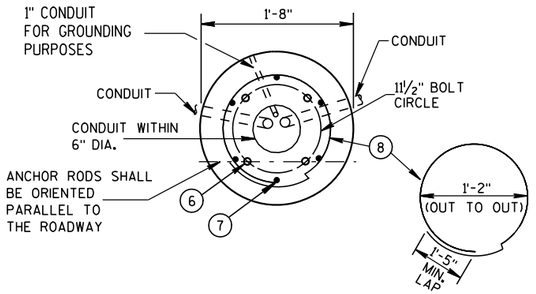
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

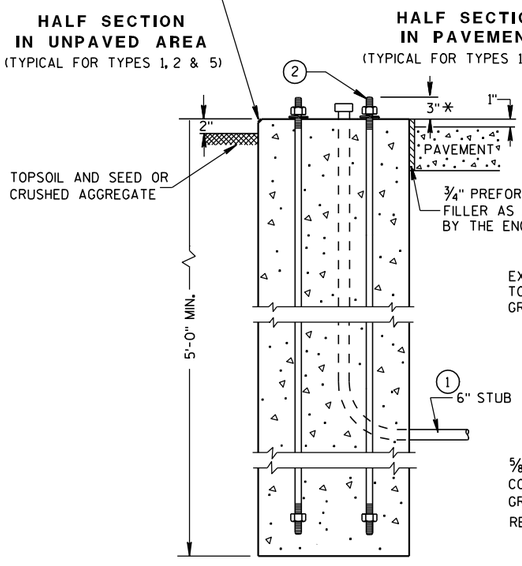






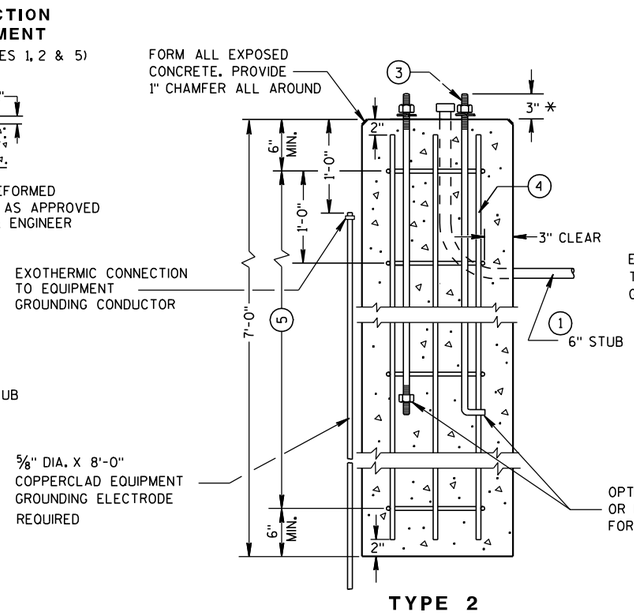
FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

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

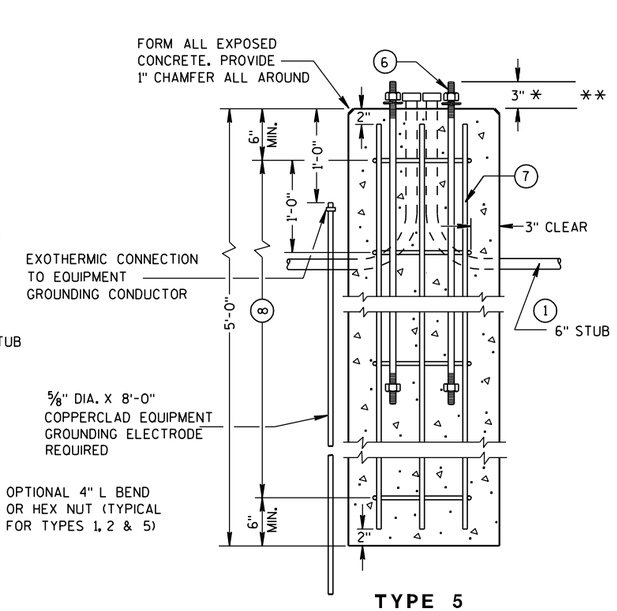


HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

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
338 — HWYS
FHWA

6

S.D.D. 9 C 2-6

6

S.D.D. 9 C 2-6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

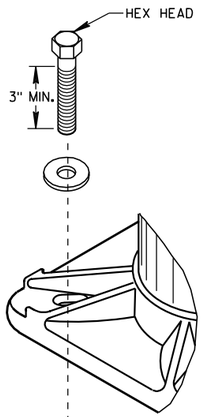
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

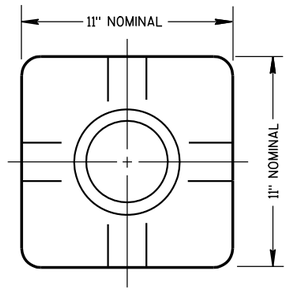
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

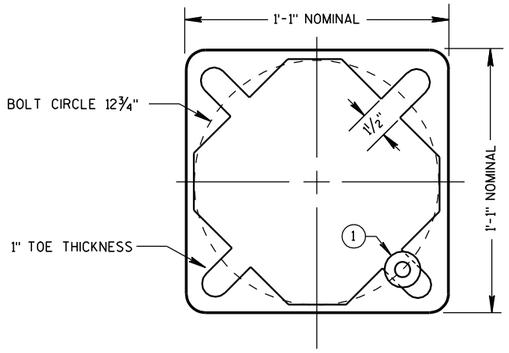
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

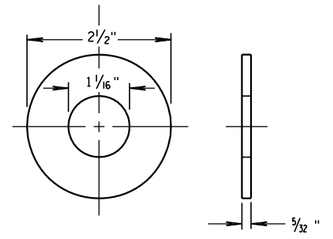




TOP VIEW
(PEDESTAL BASE)

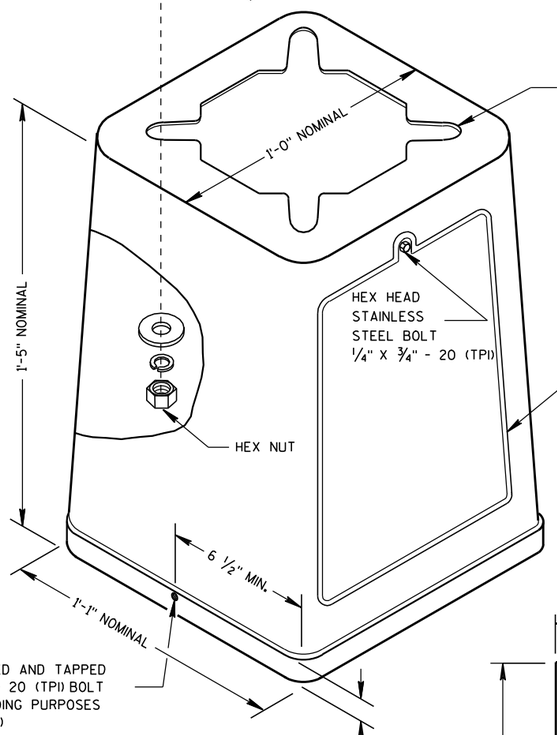


BOTTOM VIEW
(PEDESTAL BASE)

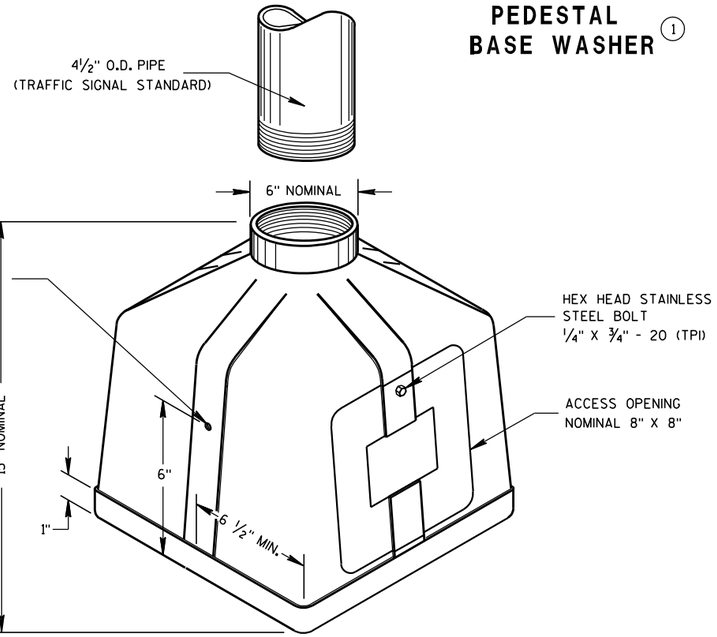


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

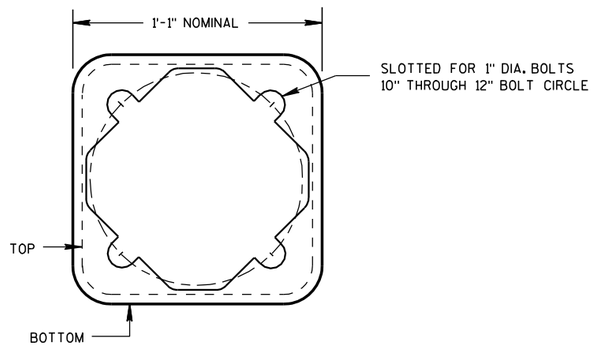


ISOMETRIC VIEW

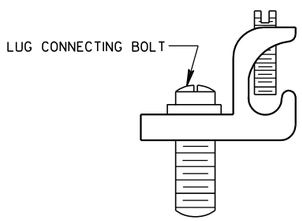


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

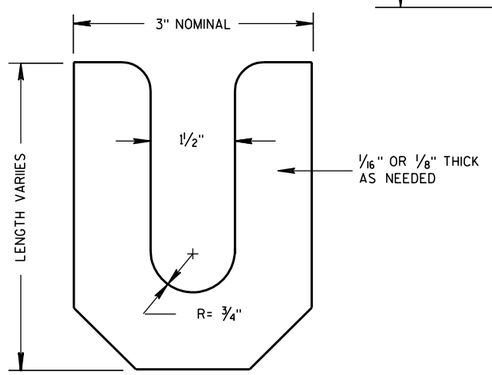


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 — DATE
/S/ Joanna L. Rich — STATE ELECTRICAL ENGI
339
HWYS
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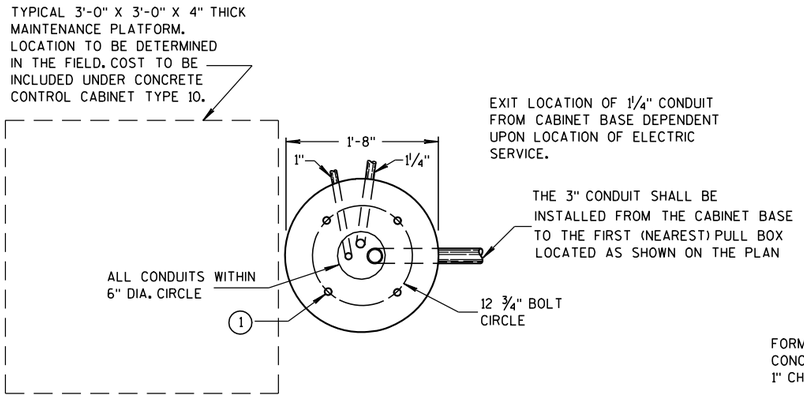
S.D.D. 9 C 3-3

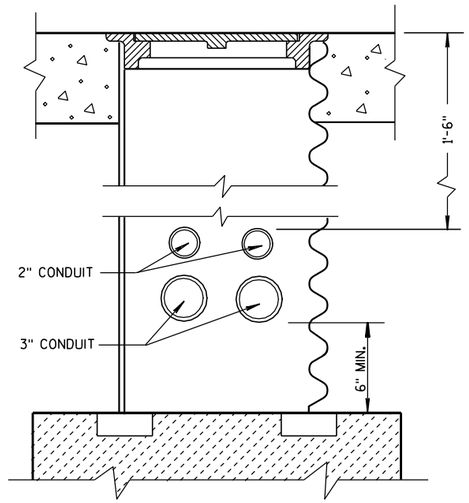
6

S.D.D. 9 C 3-3

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

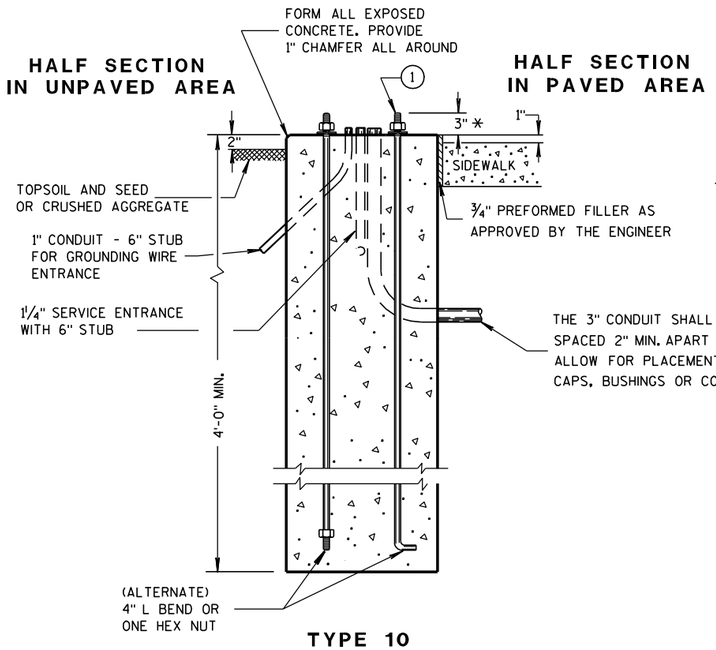
* INCLUDES MAINTENANCE PLATFORM.

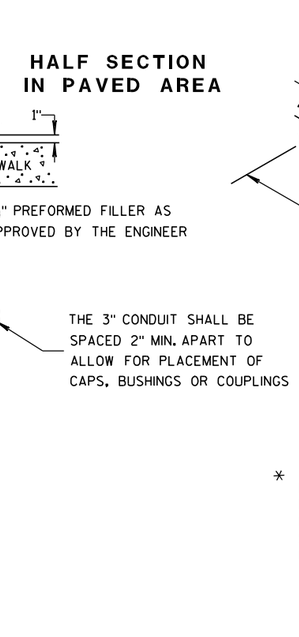




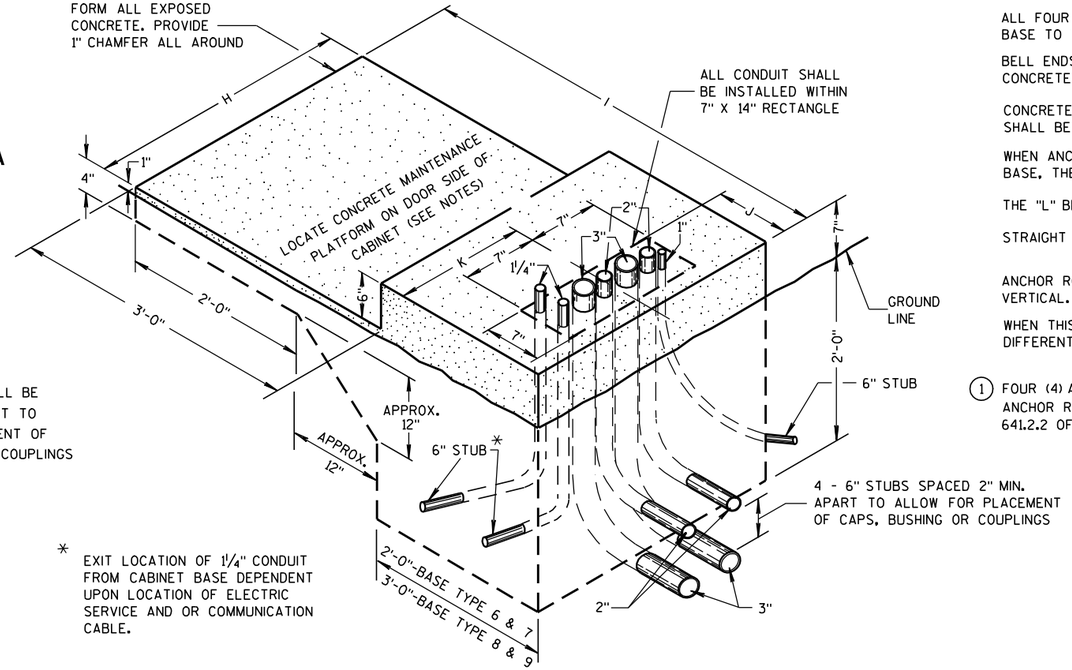
CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)





TYPE 10



* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

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

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

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

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

WHEN THIS DRAWING IS USED FOR STREET LIGHTING CABINET BASES, CONDUIT MAY BE DIFFERENT AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

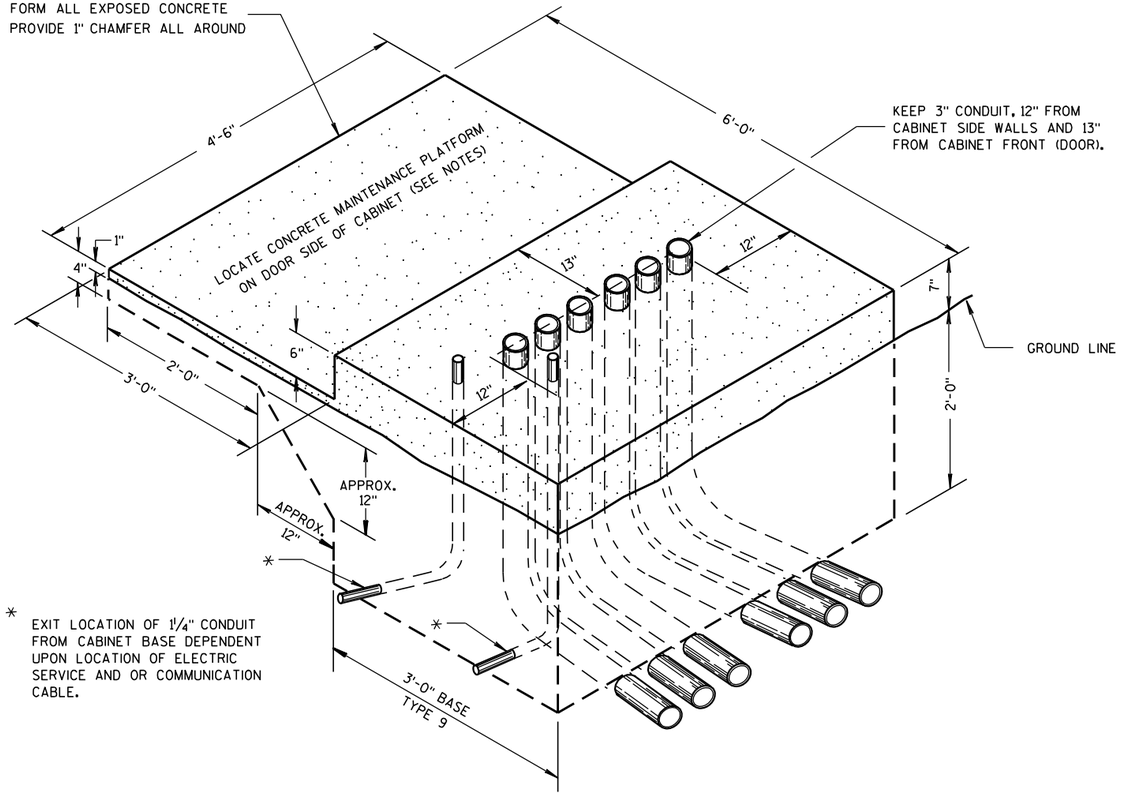
CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 DATE
/S/ Joanna L. [illegible]
STATE ELECTRICAL ENGI
HWYS
FHWA

6

S.D.D. 9 C 5-7

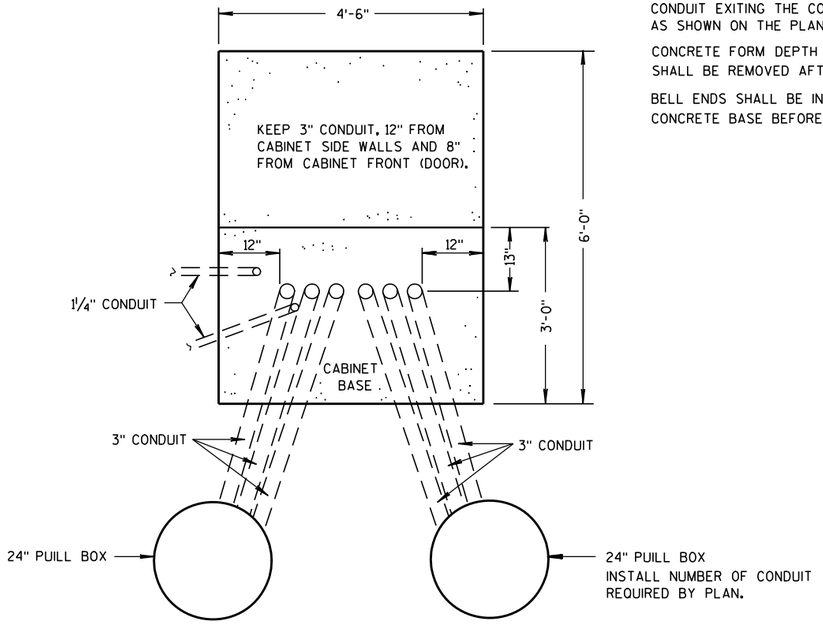


* EXIT LOCATION OF 1¼" CONDUIT FROM CABINET BASE DEPENDENT UPON LOCATION OF ELECTRIC SERVICE AND OR COMMUNICATION CABLE.

ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

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

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/27/07 — DATE

/S/ Balu Ananthapadmanabhan — STATE ELECTRICAL ENGI 341 HWYS

FHWA

6

6

S.D.D. 9 C 6-5

S.D.D. 9 C 6-5

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.

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).

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

ANCHOR RODS SHALL BE 1" X 3'-6".

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.

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.

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

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

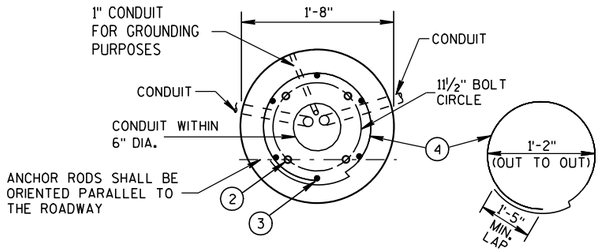
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

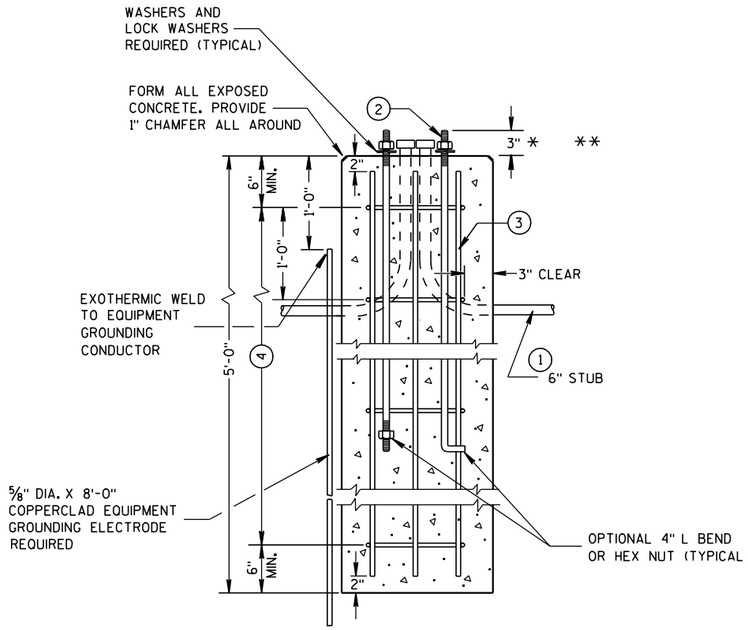
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN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

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

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

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



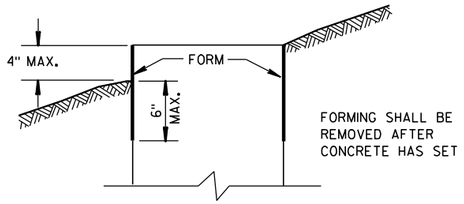


CONCRETE BASE, TYPE 6 (FOR 35' LIGHT POLES)

* 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 NONBREAKAWY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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



FORMING DETAIL

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.4
LBS. OF HOOP BAR STEEL	16
LBS. OF VERTICAL BAR STEEL	18

CONCRETE BASE, TYPE 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/3/10 DATE — /S/ Joanna L. Pugh STATE ELECTRICAL ENGI — HWYS

FHWA

6

S.D.D. 9 C 7-4

6

S.D.D. 9 C 7-4

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 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 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

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. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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).

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

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

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

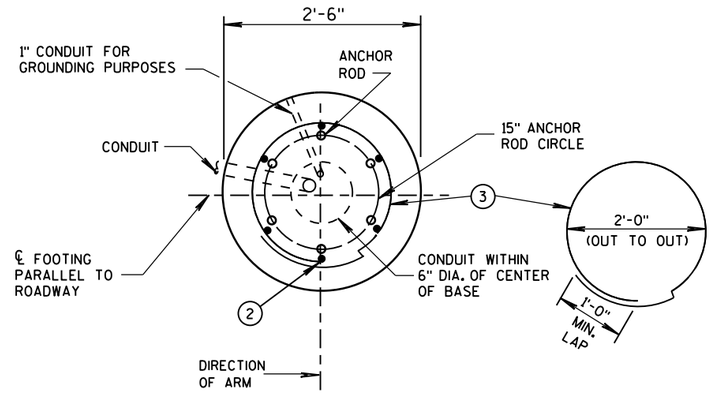
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

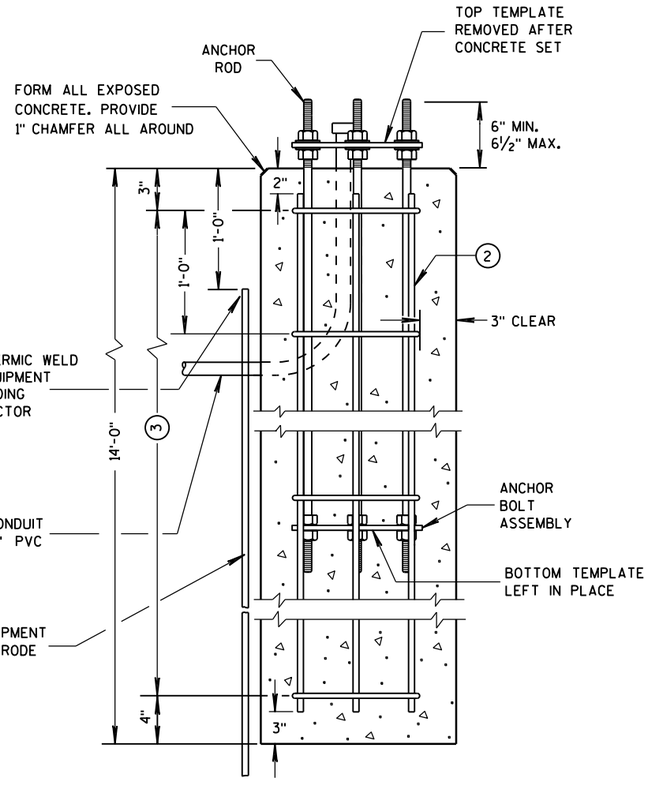
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN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

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

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

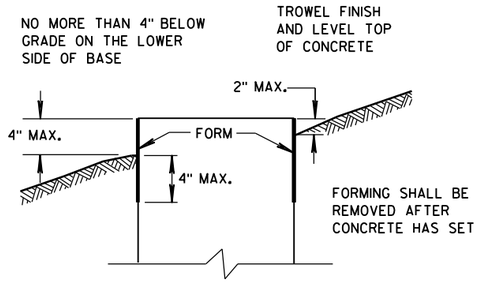
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



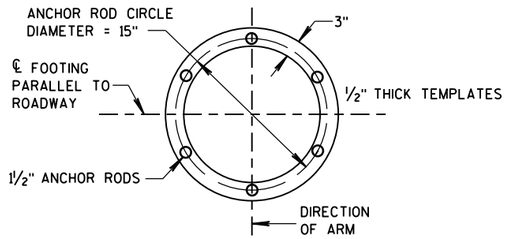


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

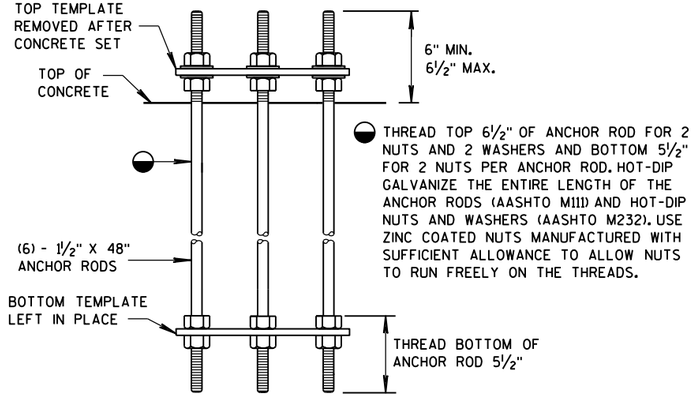
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-1 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

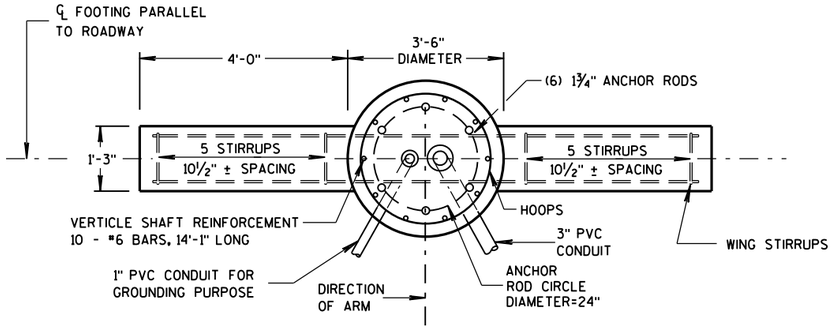
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

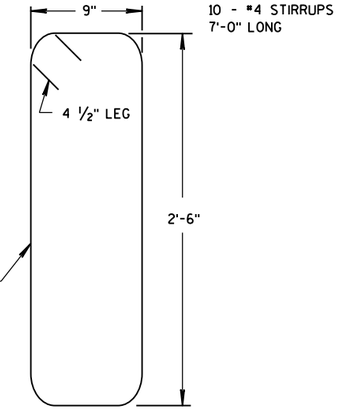
APPROVED
1-16-2013 DATE
/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA

6

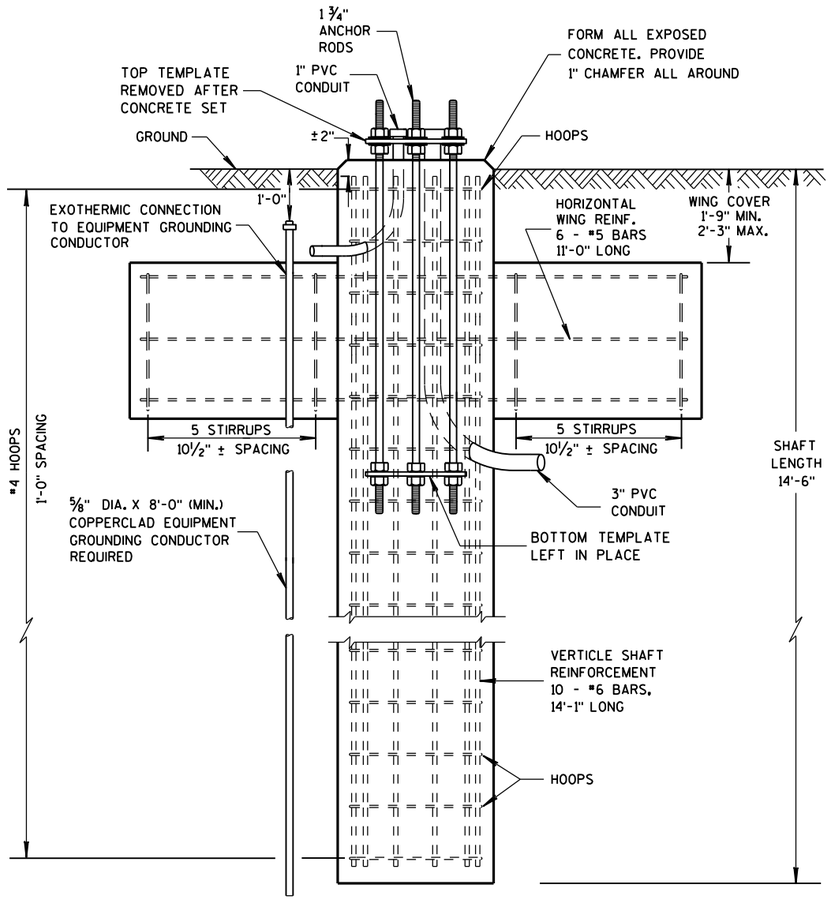
S.D.D. 9 C 11-3



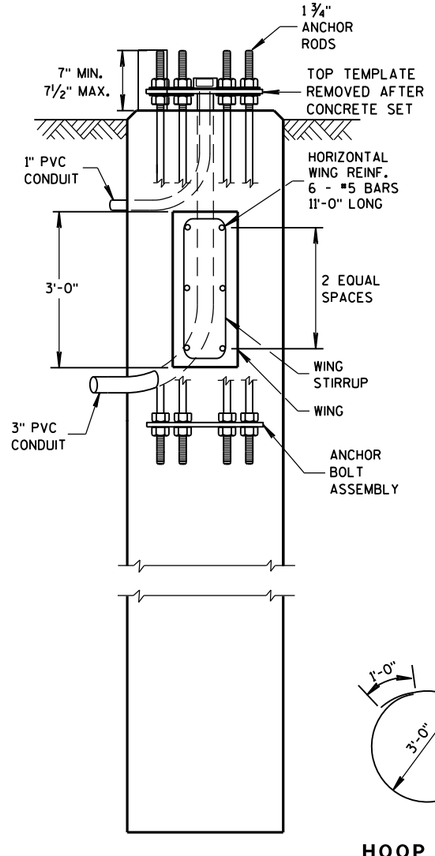
PLAN VIEW



WING STIRRUP

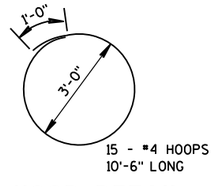


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

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

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

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

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

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

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

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

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

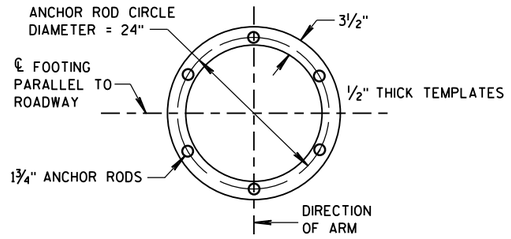
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-1 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

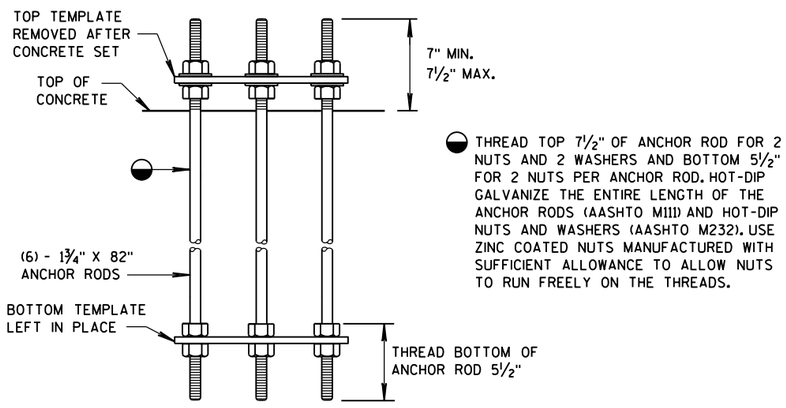
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 9 C 12-3a
S.D.D. 9 C 12-3a

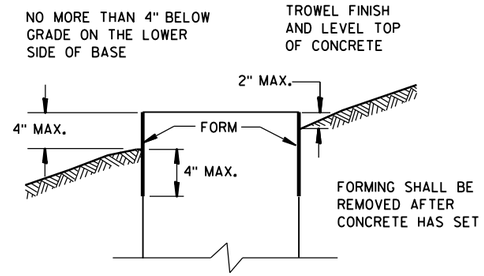


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY

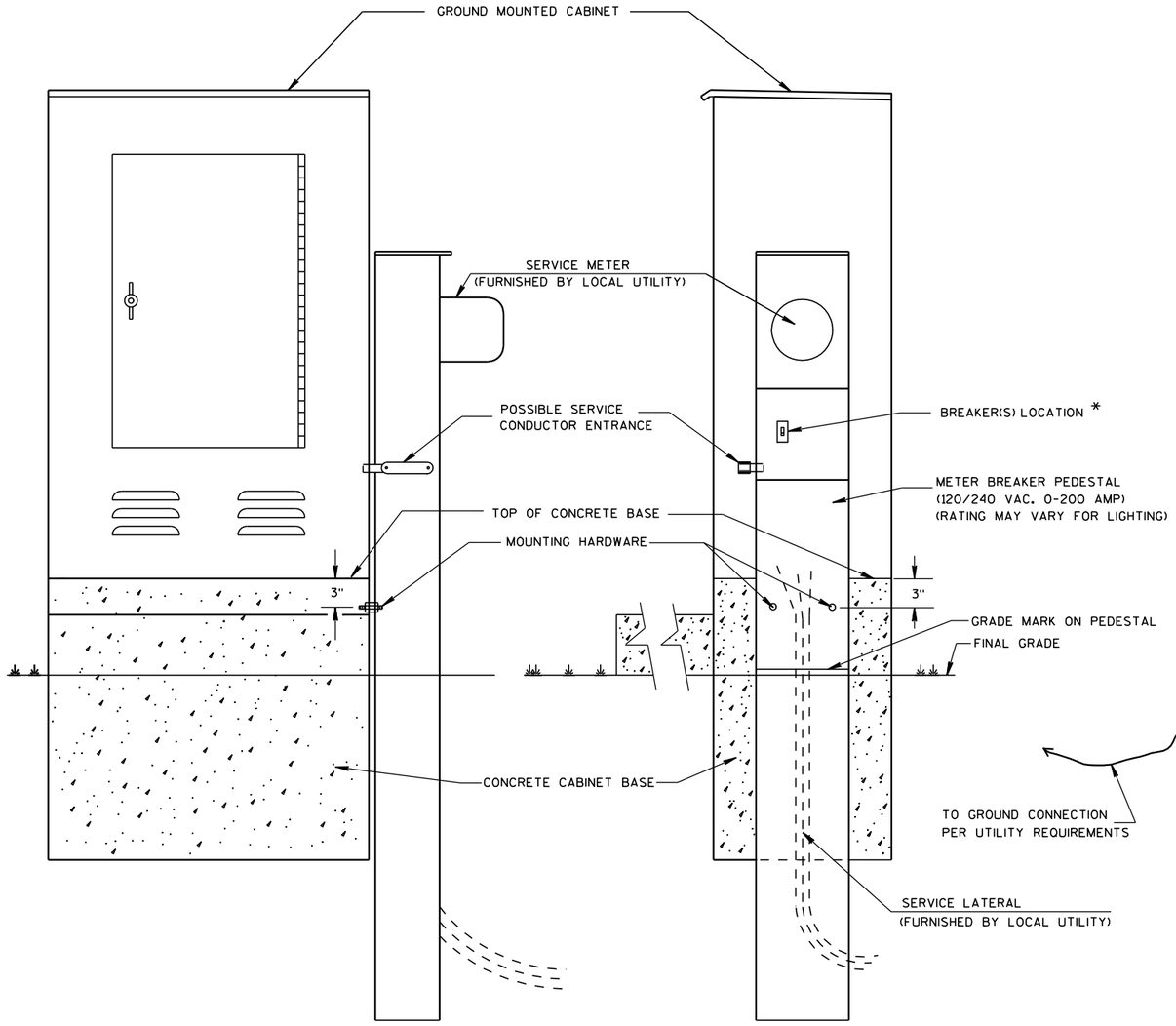


FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
1-16-2013 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

6

S.D.D. 9 C 12-3b



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-4

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/27/09 — DATE

/S/ Joanna L. Bush — STATE ELECTRICAL ENGI

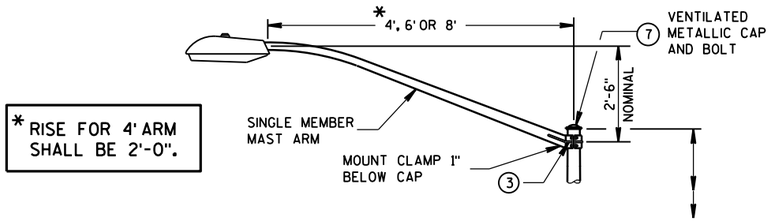
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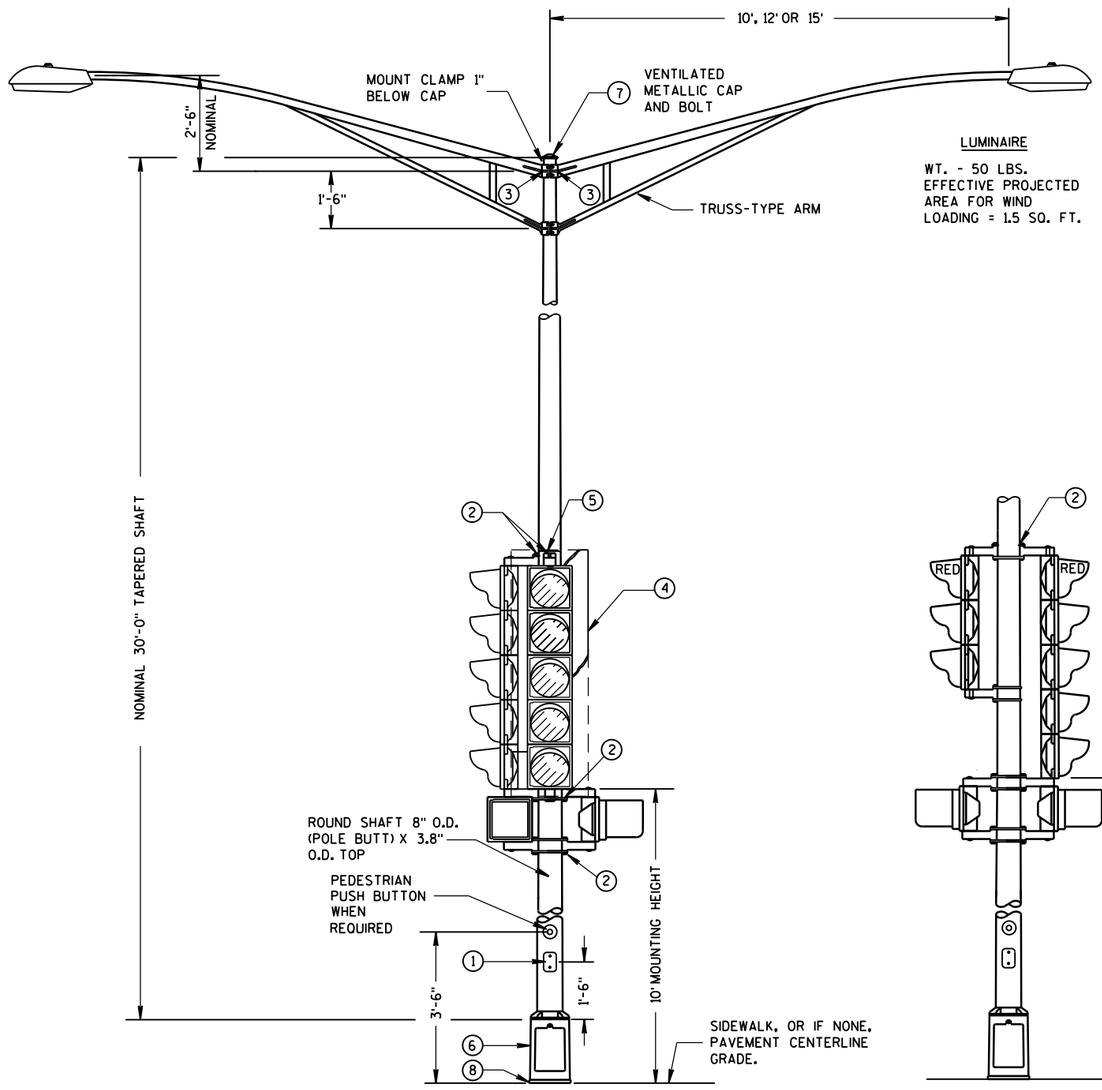
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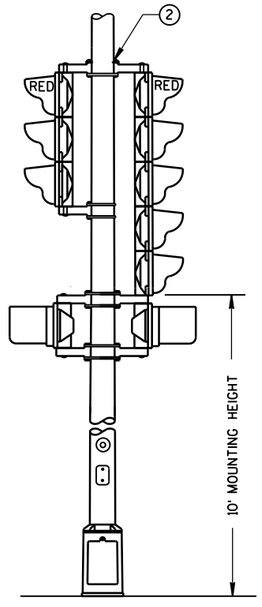
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S.D.D. 9 D 1-4

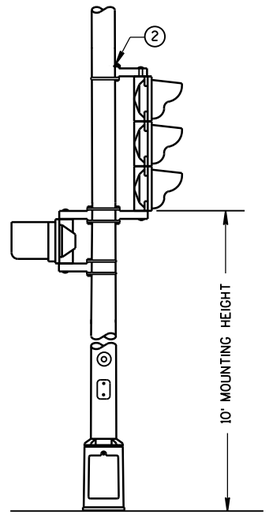




(MAXIMUM LOAD)

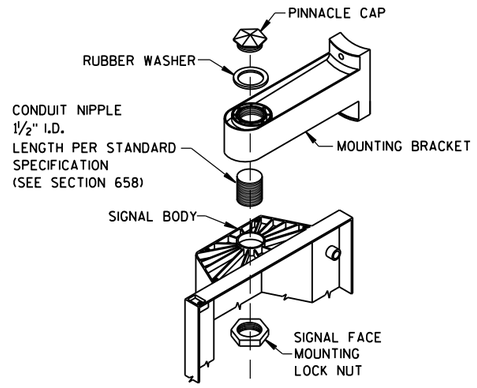


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



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.

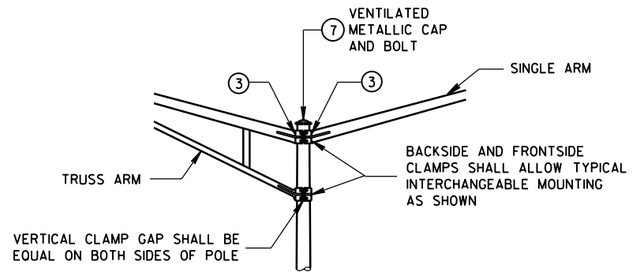
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(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

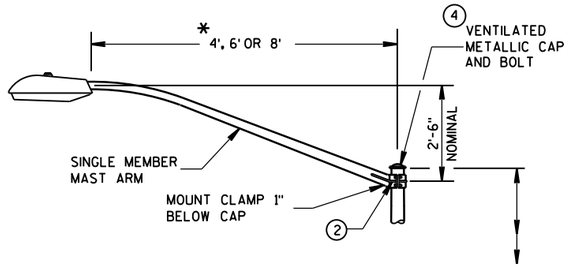
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

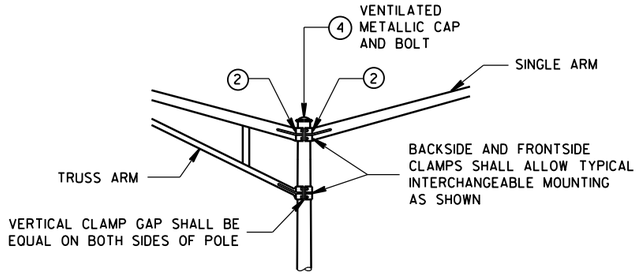
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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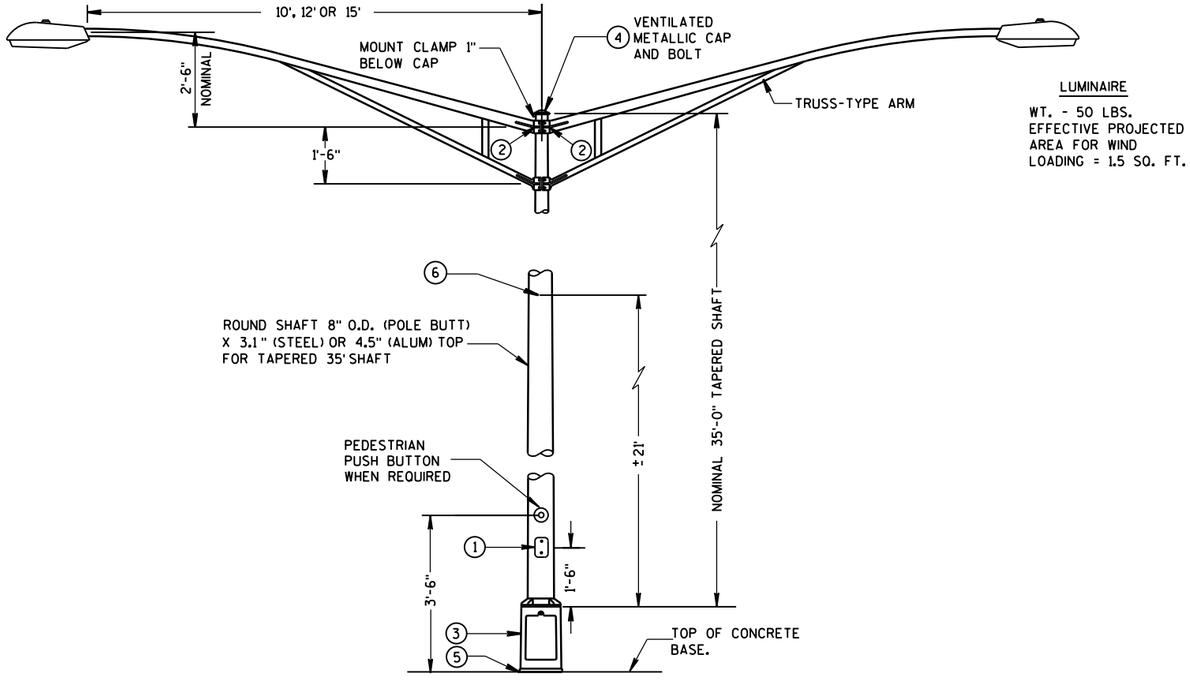
S.D.D. 9 E 1-12c

* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE 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) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

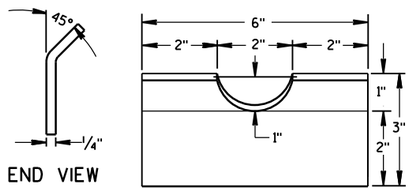
(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 9 E 1-12e

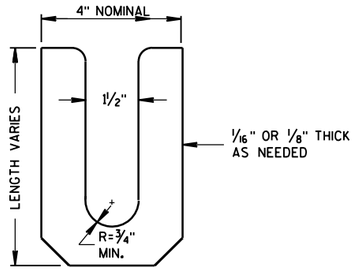


END VIEW

FRONT VIEW

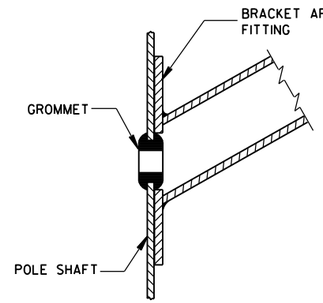
RECTANGULAR CLAMP SHIM

(4 TO A SET)

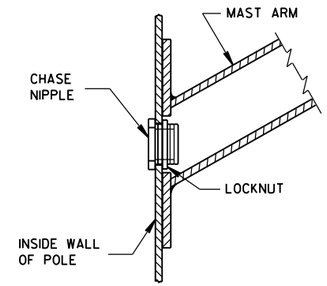


LEVELING SHIM (15)

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".

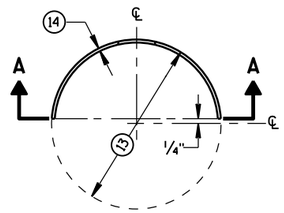
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

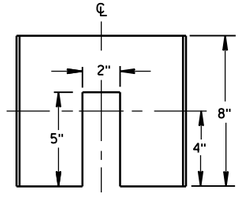
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



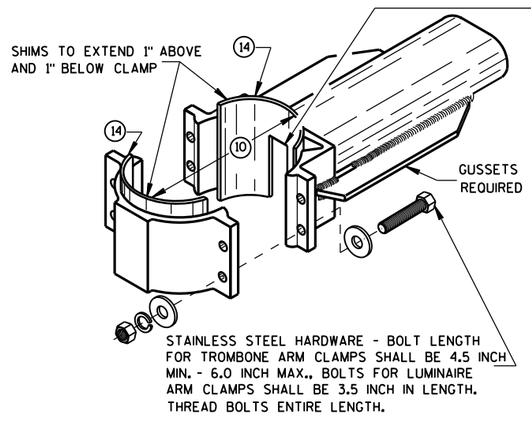
PLAN VIEW



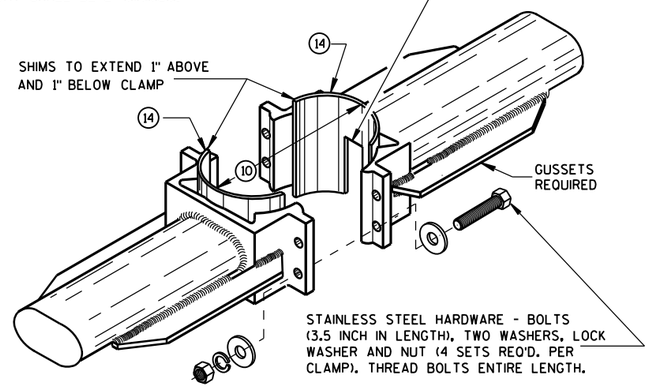
SECTION A-A

CIRCULAR CLAMP SHIM

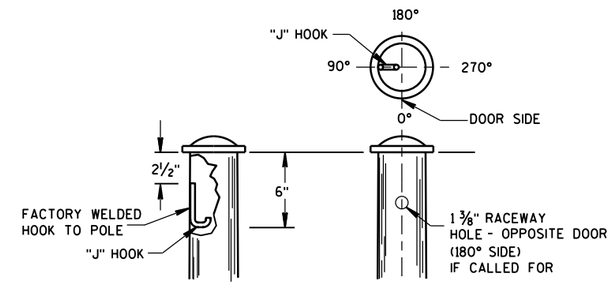
(2 TO A SET)



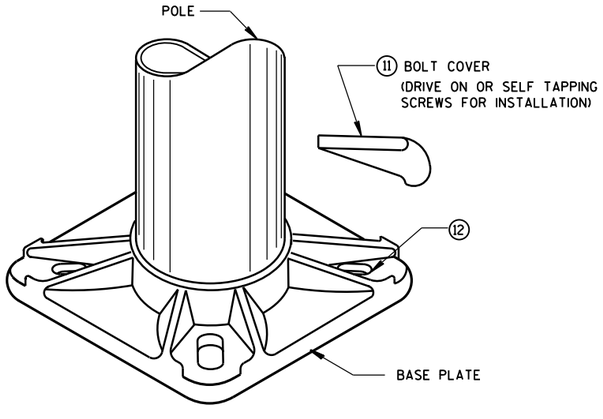
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



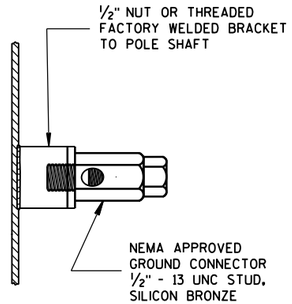
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

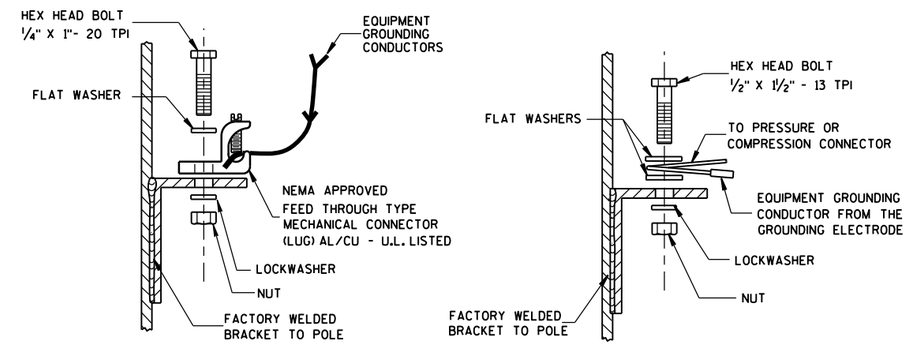


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

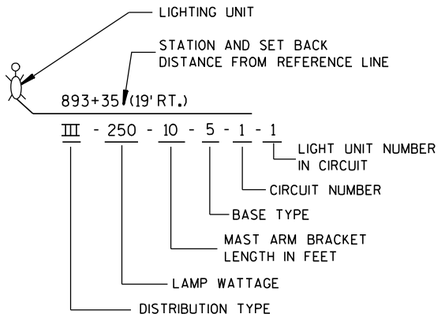
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

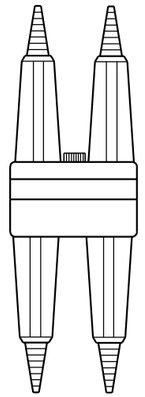
APPROVED
2/7/2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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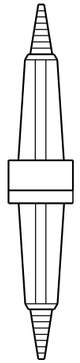
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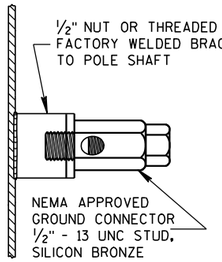
LIGHTING UNIT CODE
(TYPICAL)

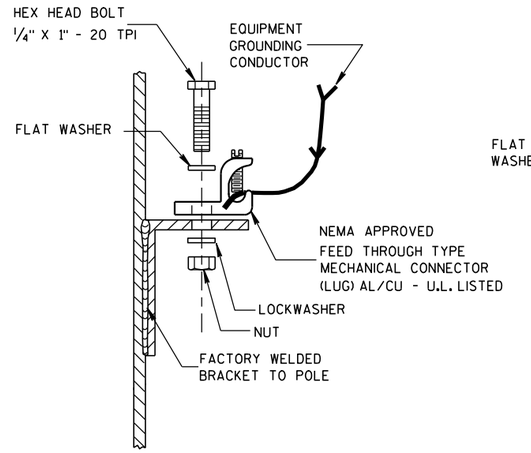


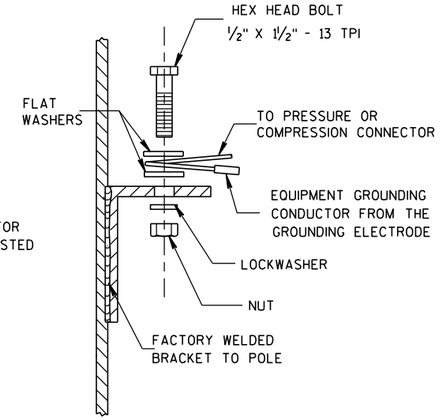
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



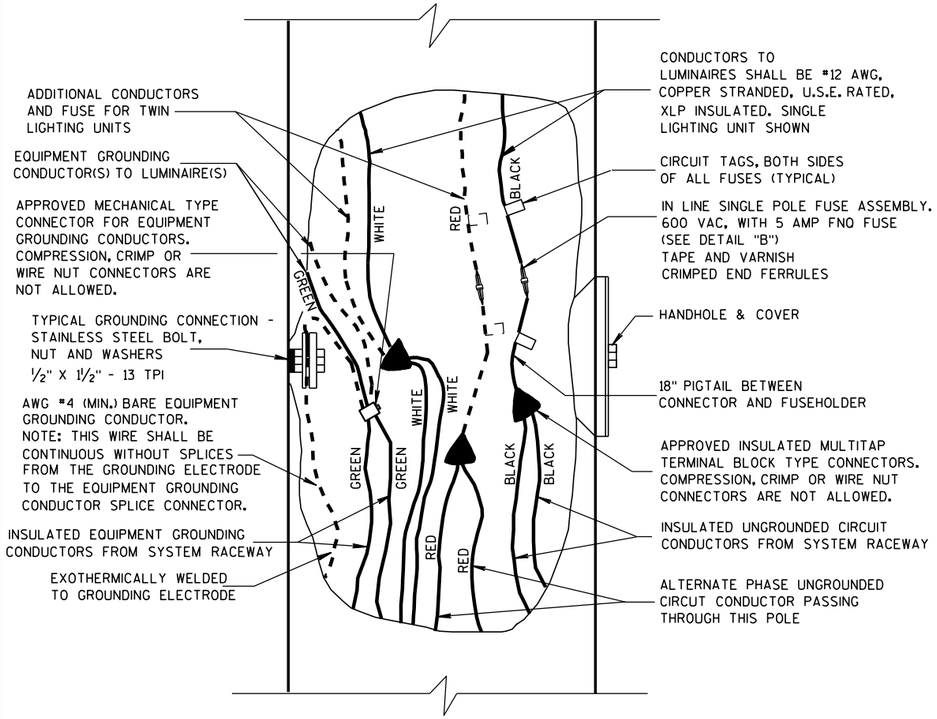
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



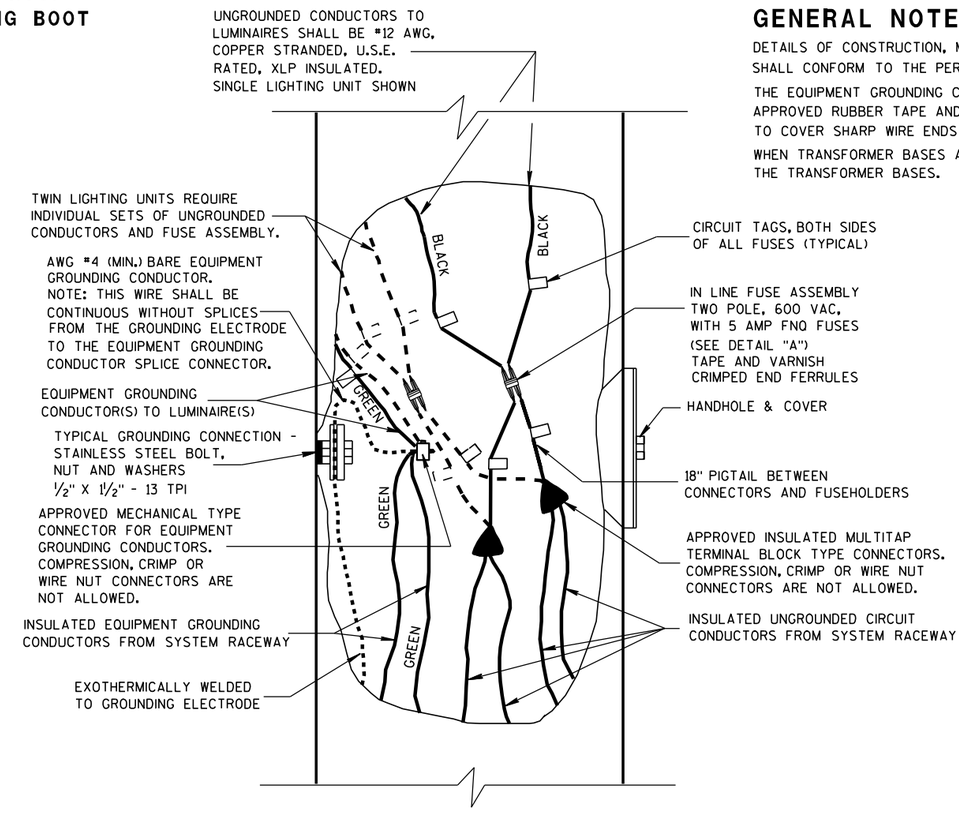




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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
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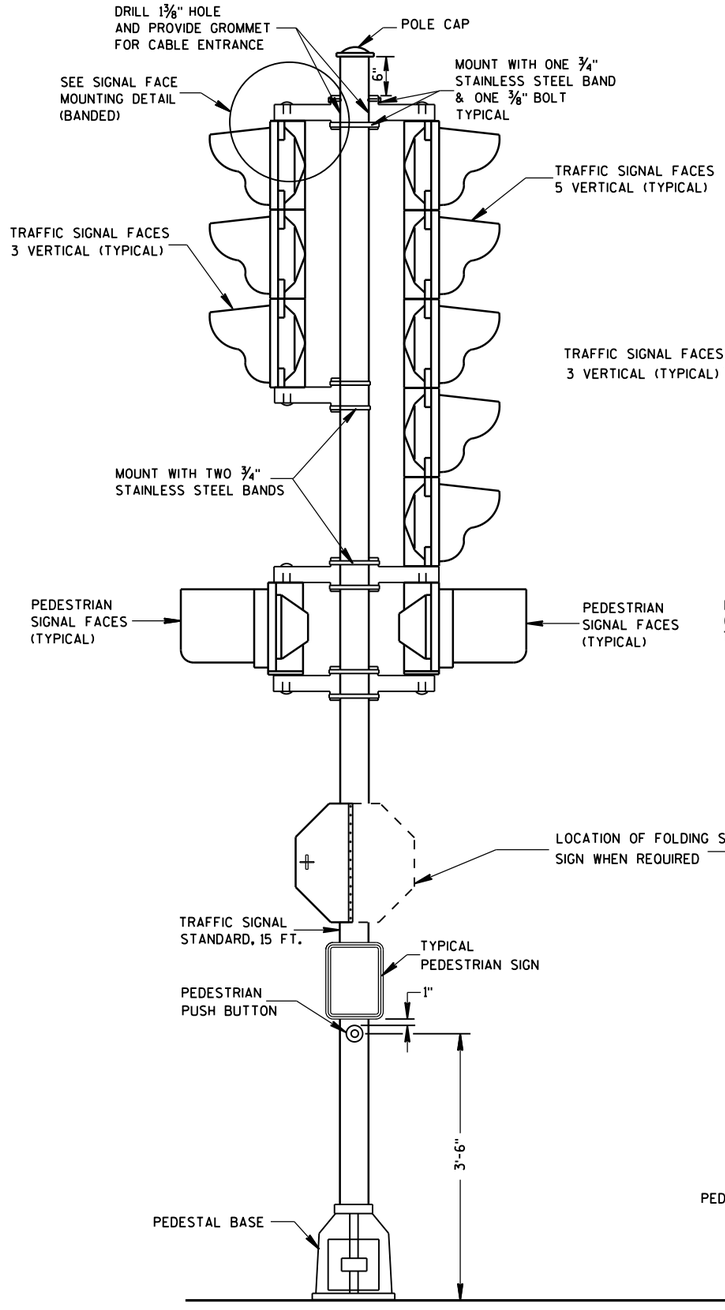
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3/2/2011 — DATE

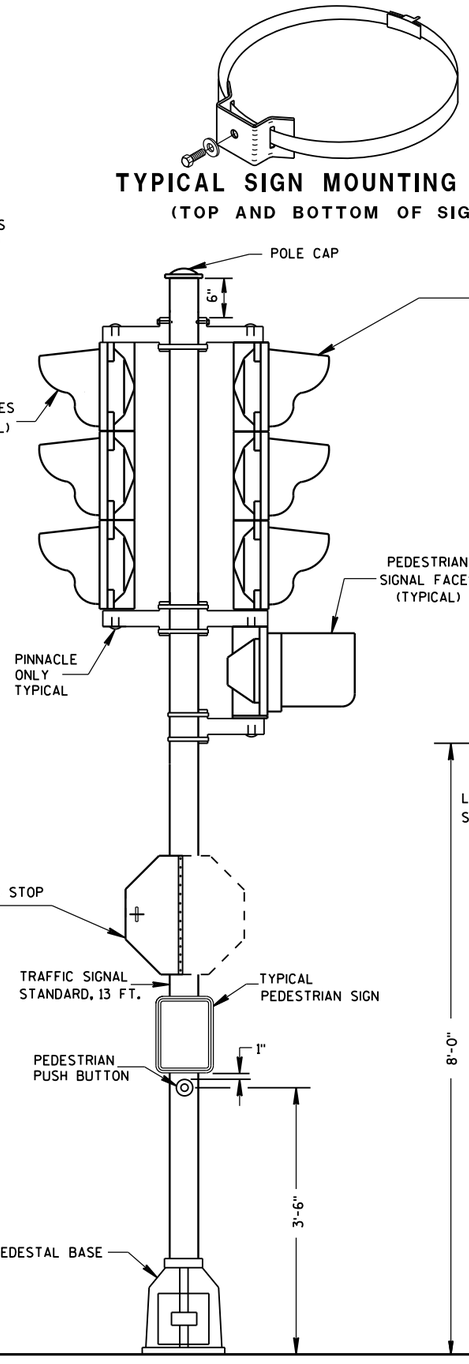
/S/ Thomas J. Gosnell — STATE ELECTRICAL ENGI

350 — HWYS

FHWA

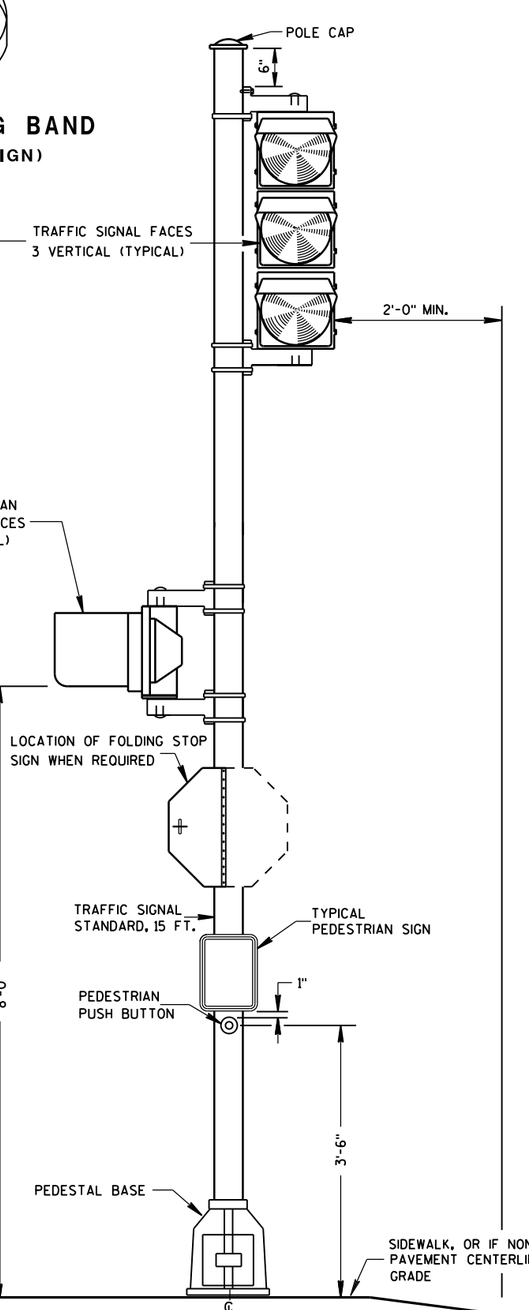


TRAFFIC SIGNAL STANDARD-15 FT.



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.

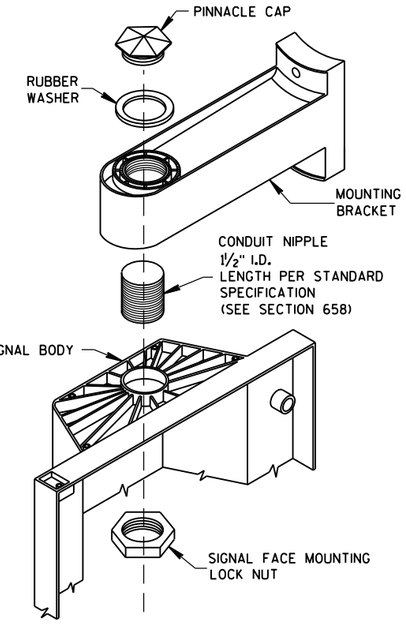
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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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GENERAL NOTES

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

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

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

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

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

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

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

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

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE LATEST AASHTO AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

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

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

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

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

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

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

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

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

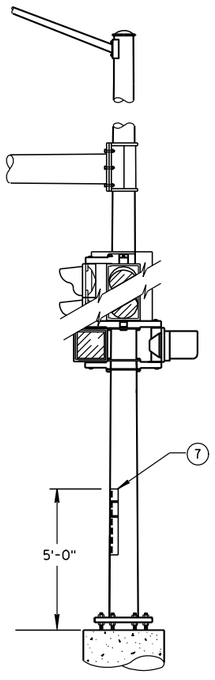
(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

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

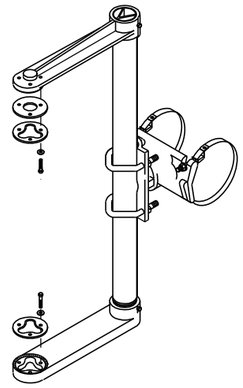
(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

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

MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

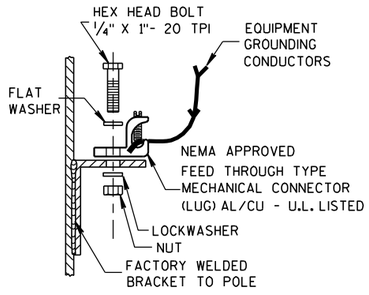


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



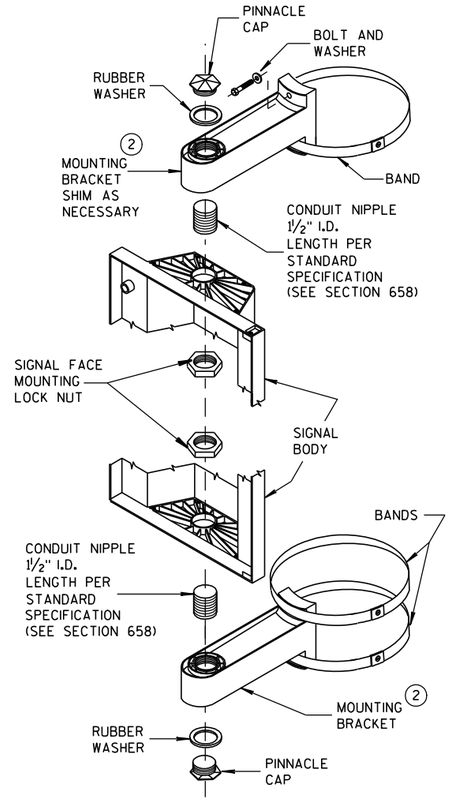
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

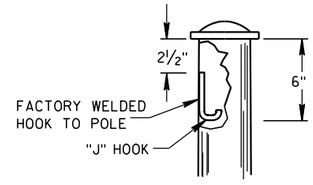


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/2011 DATE

/S/ Thomas J. Corrigan
STATE ELECTRICAL ENGI 352 HWYS

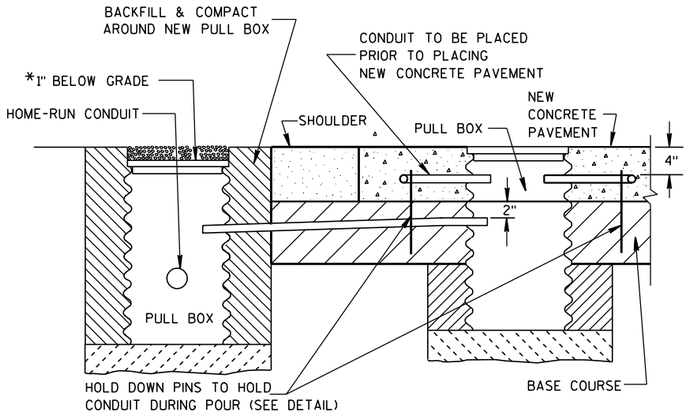
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6

S.D.D. 9 E 8-4e



SECTION A-A
NO CURB & GUTTER
LOOP DETECTOR INSTALLATION DETAIL

*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.

ANY PVC LEADOUT CONDUIT CONTAINING MORE THAN ONE TWISTED PAIR OF LOOP LEAD WIRE SHALL BE 2".

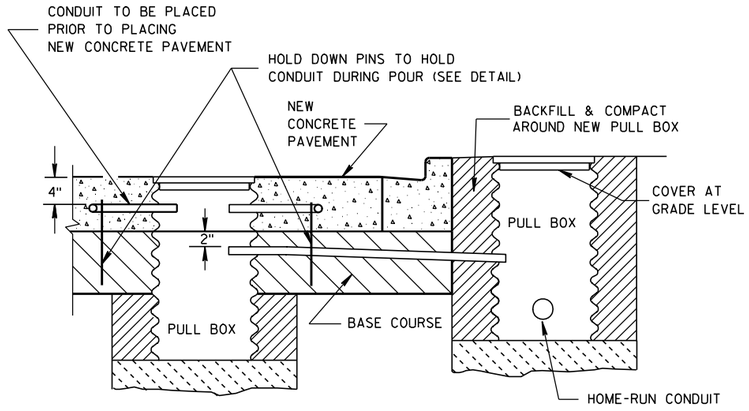
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

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

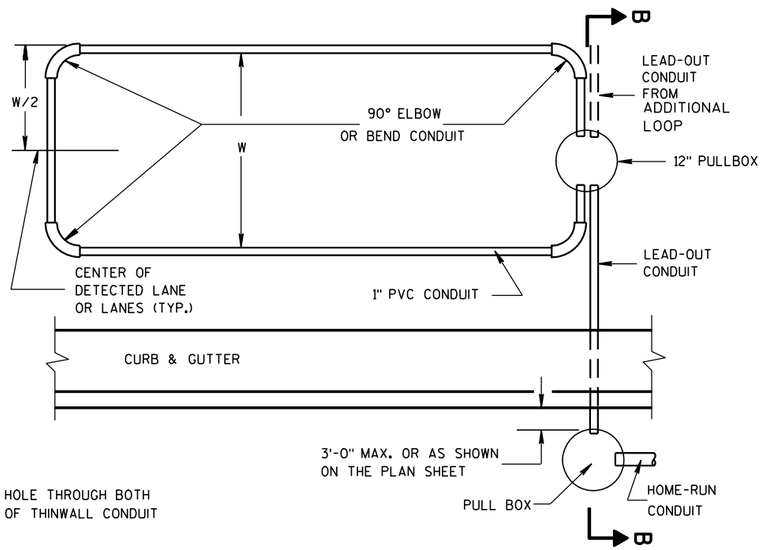
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE PULL BOX IN THE BASE COURSE, AND THE RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.

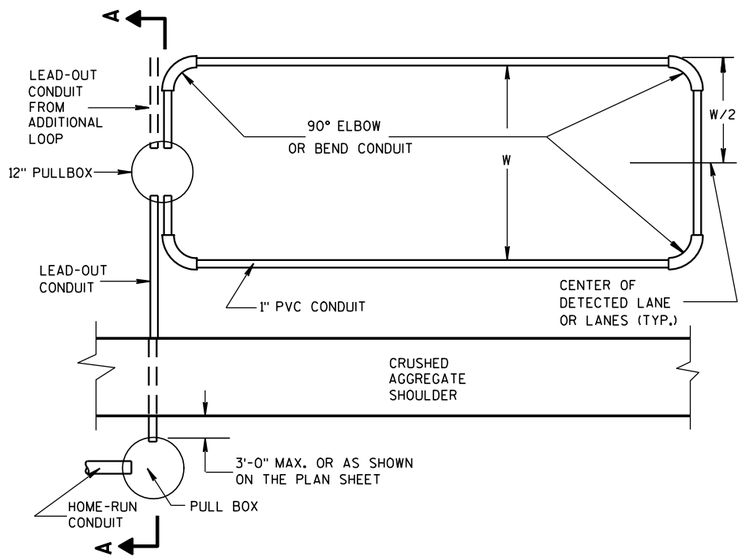
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



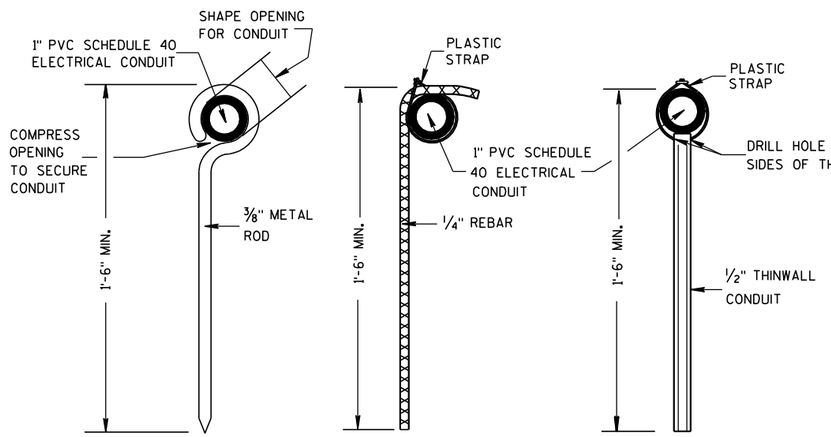
SECTION B-B
CURB & GUTTER
LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX



TYPICAL DETAILS FOR HOLD DOWN PINS

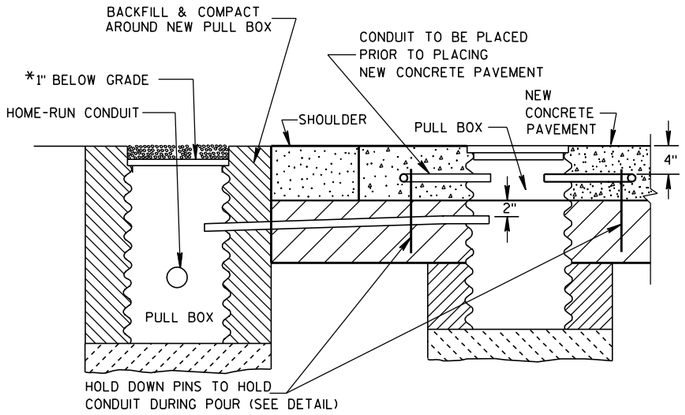
LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/7/06	/S/ Balu Ananthanarayanan
DATE	STATE ELECTRICAL ENGI 353 HWYS

FHWA



SECTION A-A
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

*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.

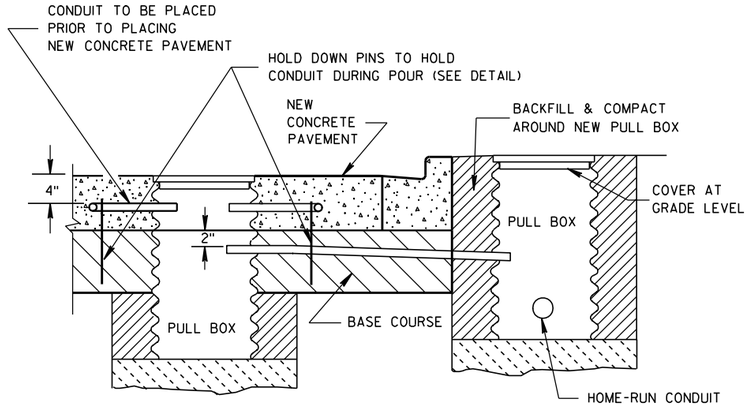
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

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, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

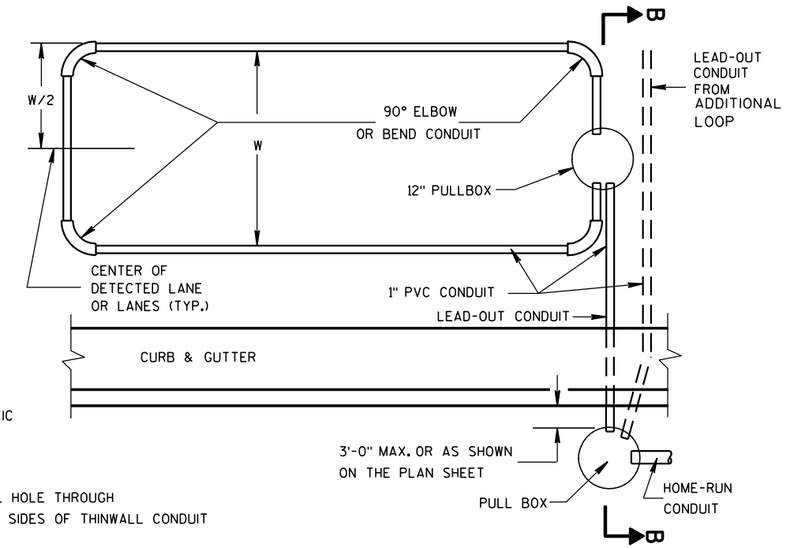
PROTECTION OF THE PULL BOX AND RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.

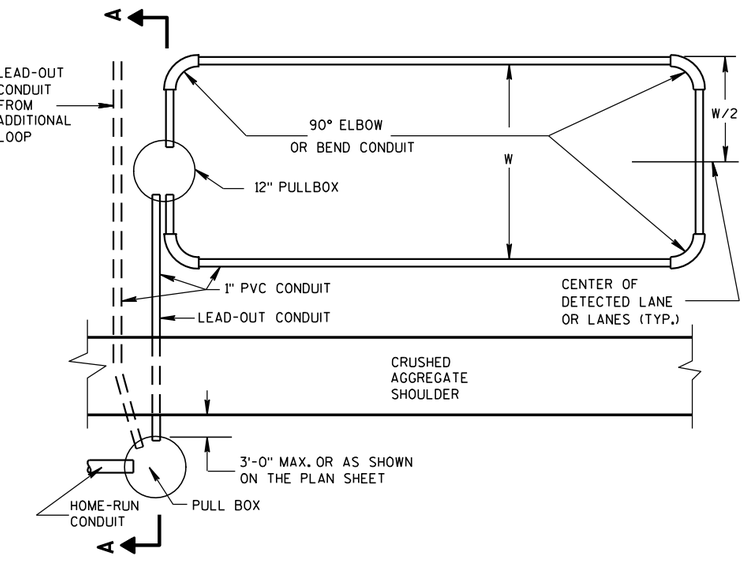


SECTION B-B
CURB & GUTTER

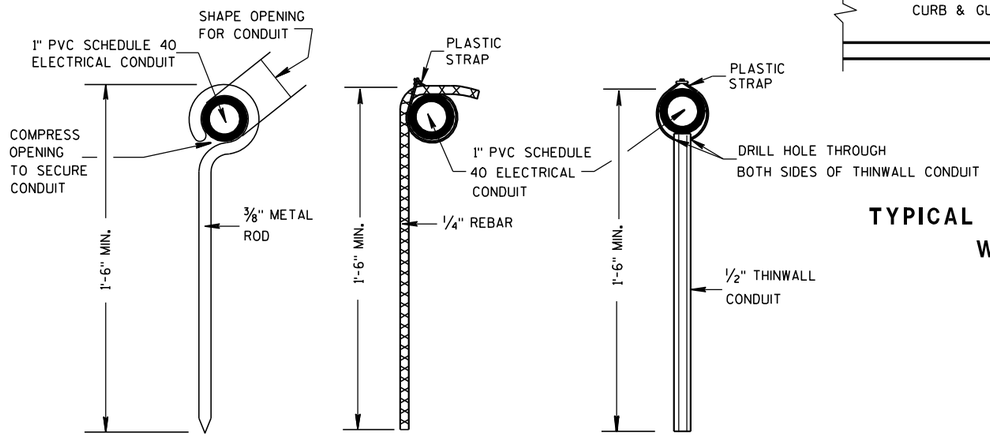
LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX



TYPICAL DETAILS FOR HOLD DOWN PINS

LOOP DETECTOR INSTALLED
IN NEW CONCRETE PAVEMENT
ROUND CSCP PULLBOX
(MULTIPLE LEAD-OUT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/7/06 — DATE

/S/ Balu Ananthar [illegible] an — STATE ELECTRICAL ENGI 354 HWYS

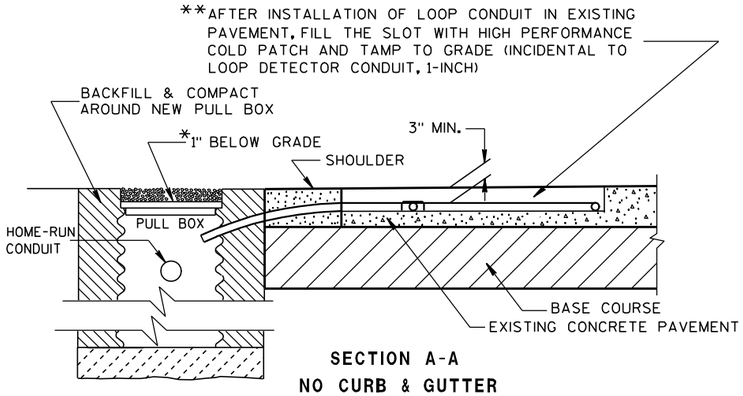
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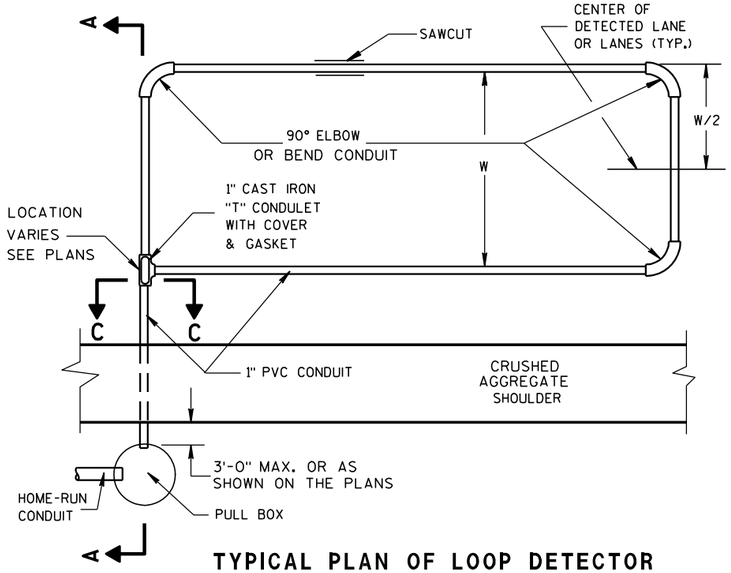
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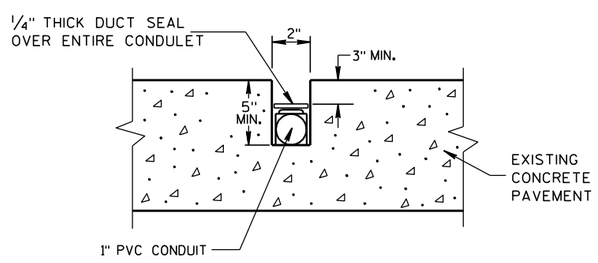
SECTION A-A
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

*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.



TYPICAL PLAN OF LOOP DETECTOR



SIDE VIEW
SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

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

LOOP SIZE, 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 RESISITANCE 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.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

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.

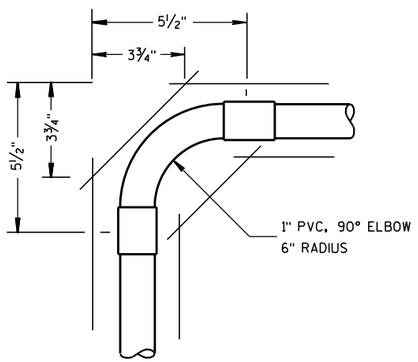
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

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 CONDUIT BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

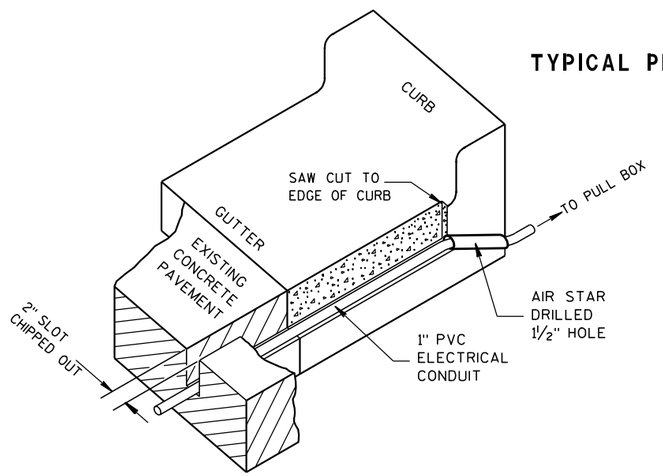
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



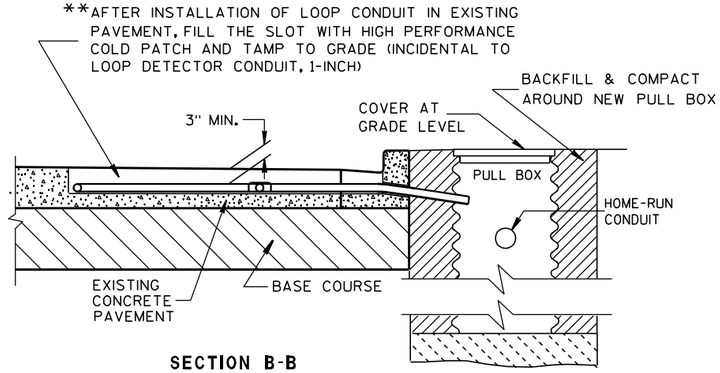
TOP VIEW

CORNER SAW SLOT DETAIL



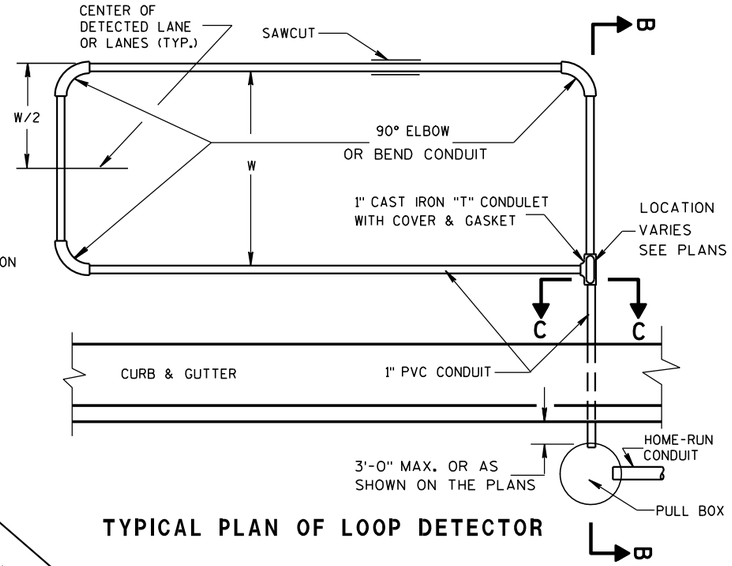
ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

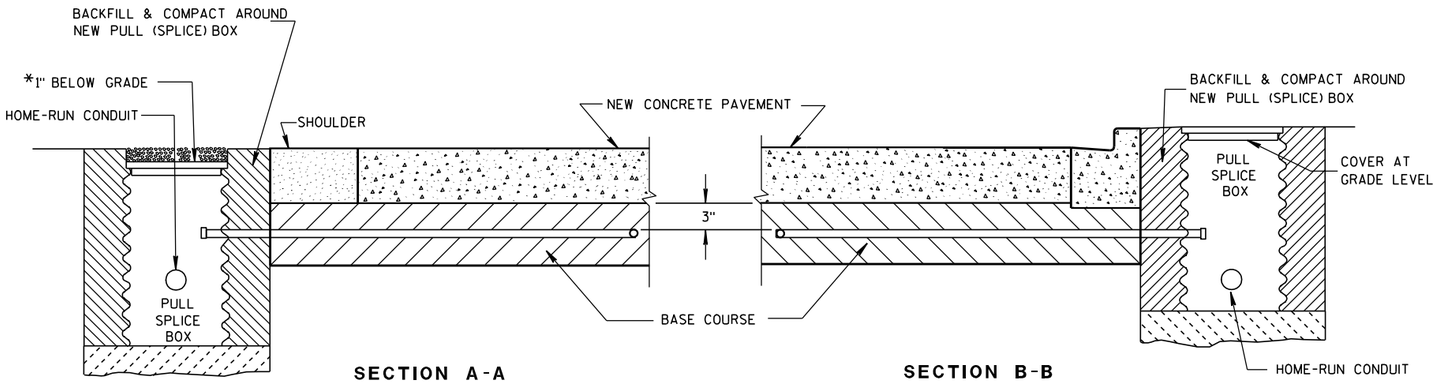
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6/7/06 DATE
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SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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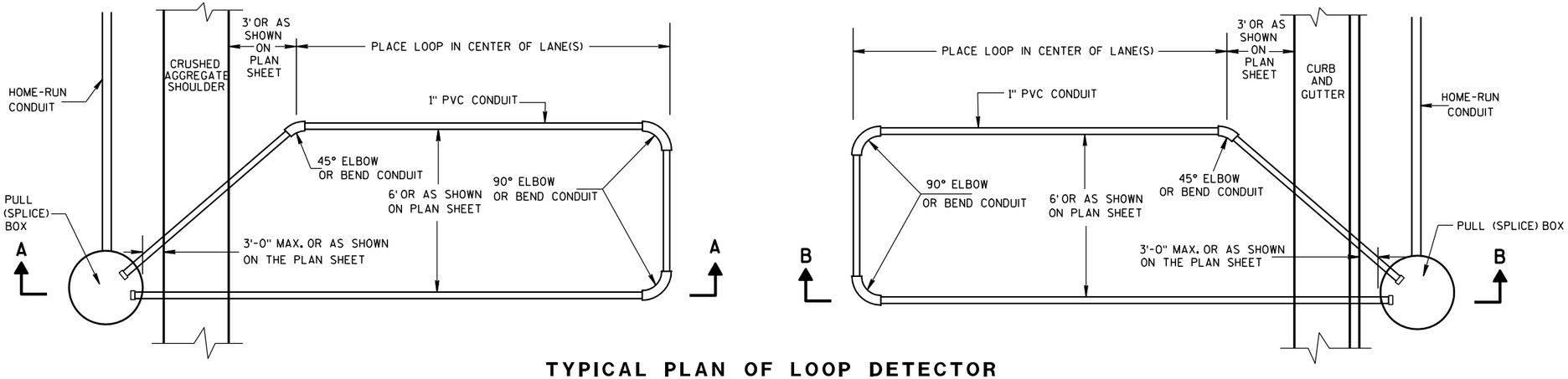
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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

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

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



TYPICAL PLAN OF LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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6/7/06 — DATE
/S/ Balu Aganthangarayanan — STATE ELECTRICAL ENGI 356 HWYS
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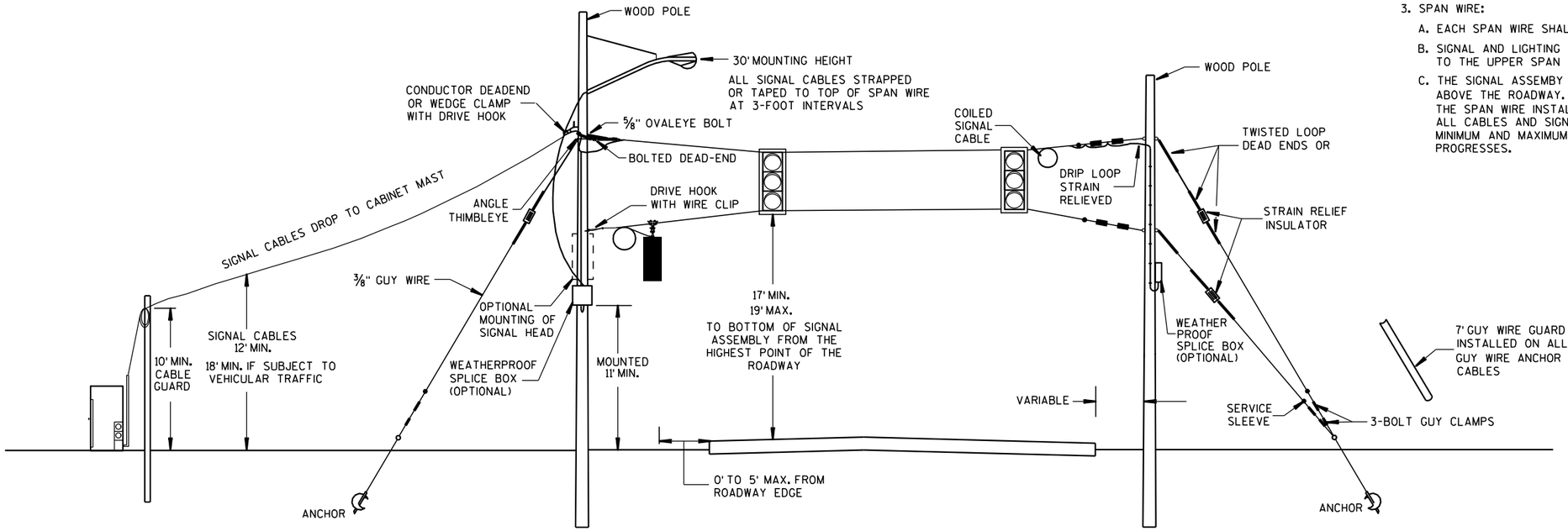
GENERAL NOTES

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1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

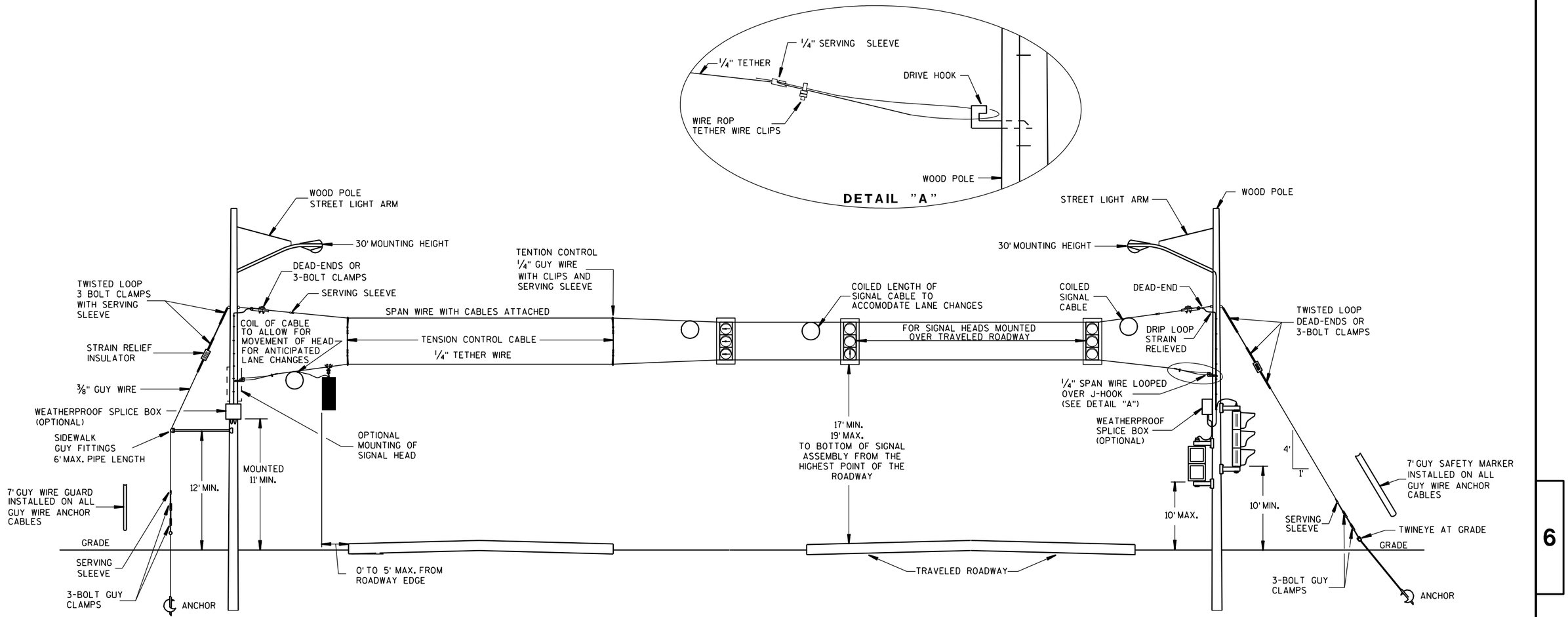
MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7-14-08 DATE
/S/ Balu Ananthar [illegible] n
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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7-14-08 DATE

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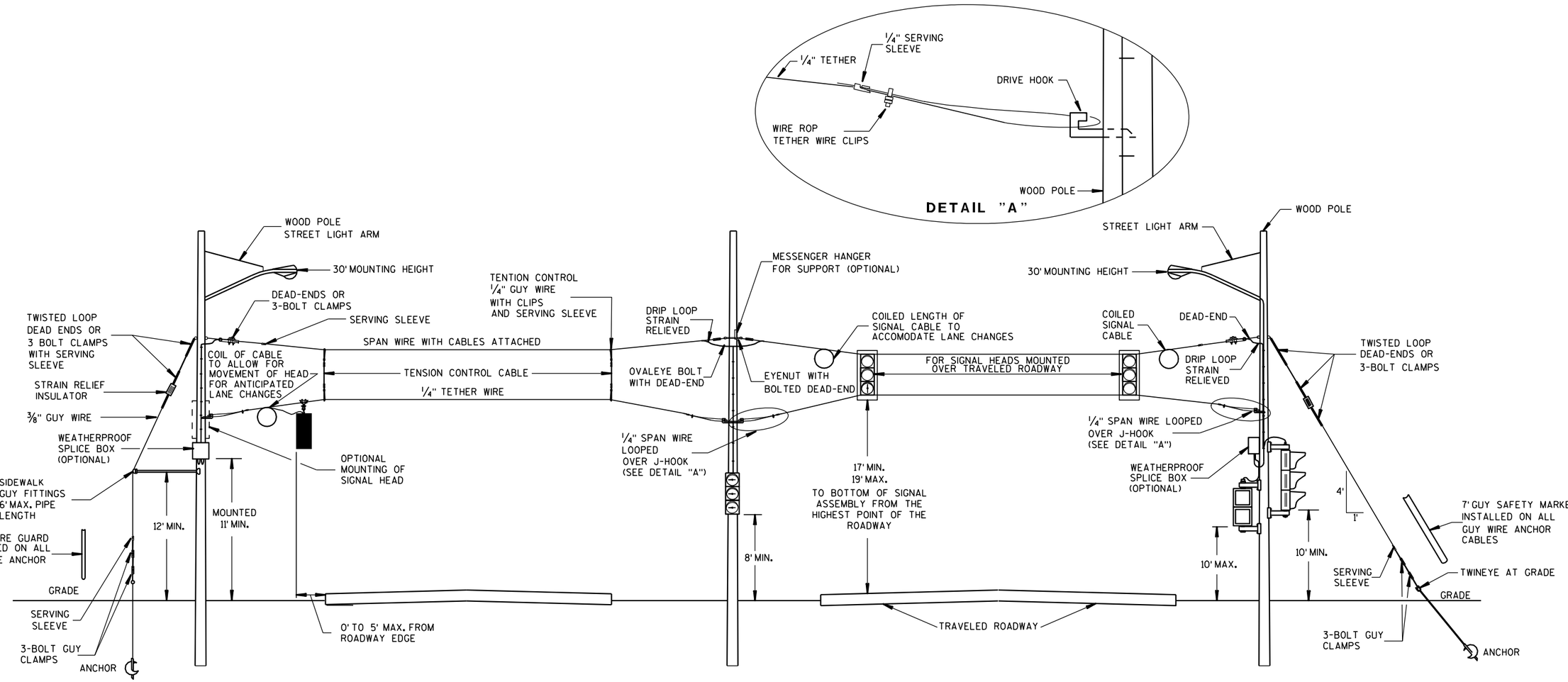
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S.D.D. 9 G 1-3b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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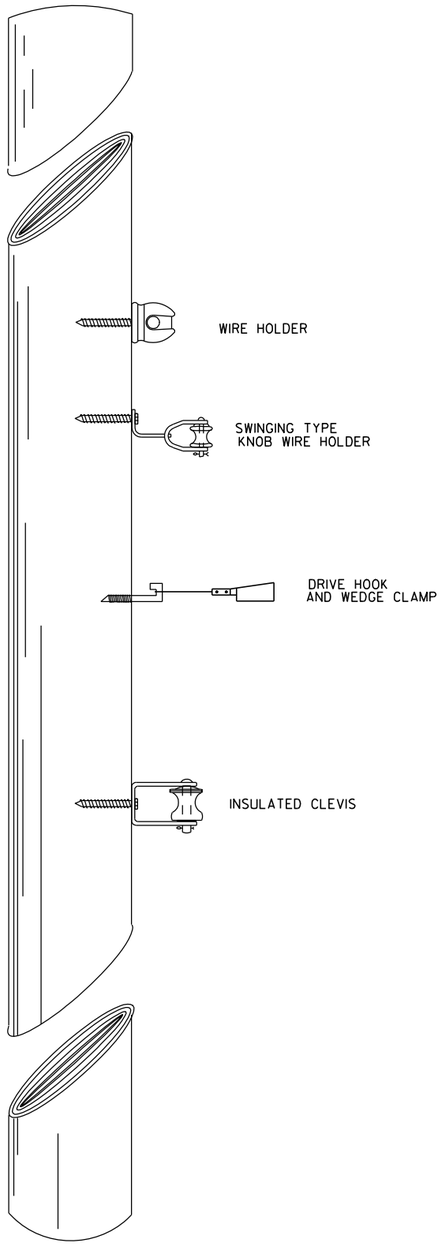
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HWYS

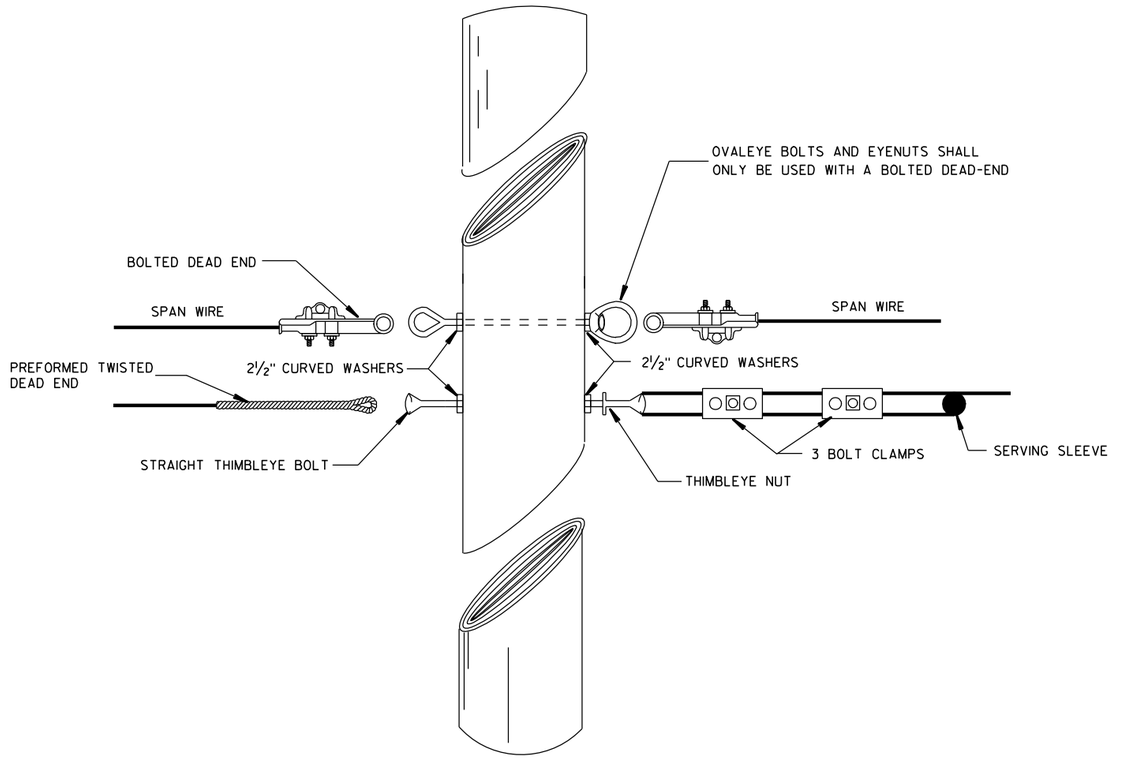
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S.D.D. 9 G 1-3c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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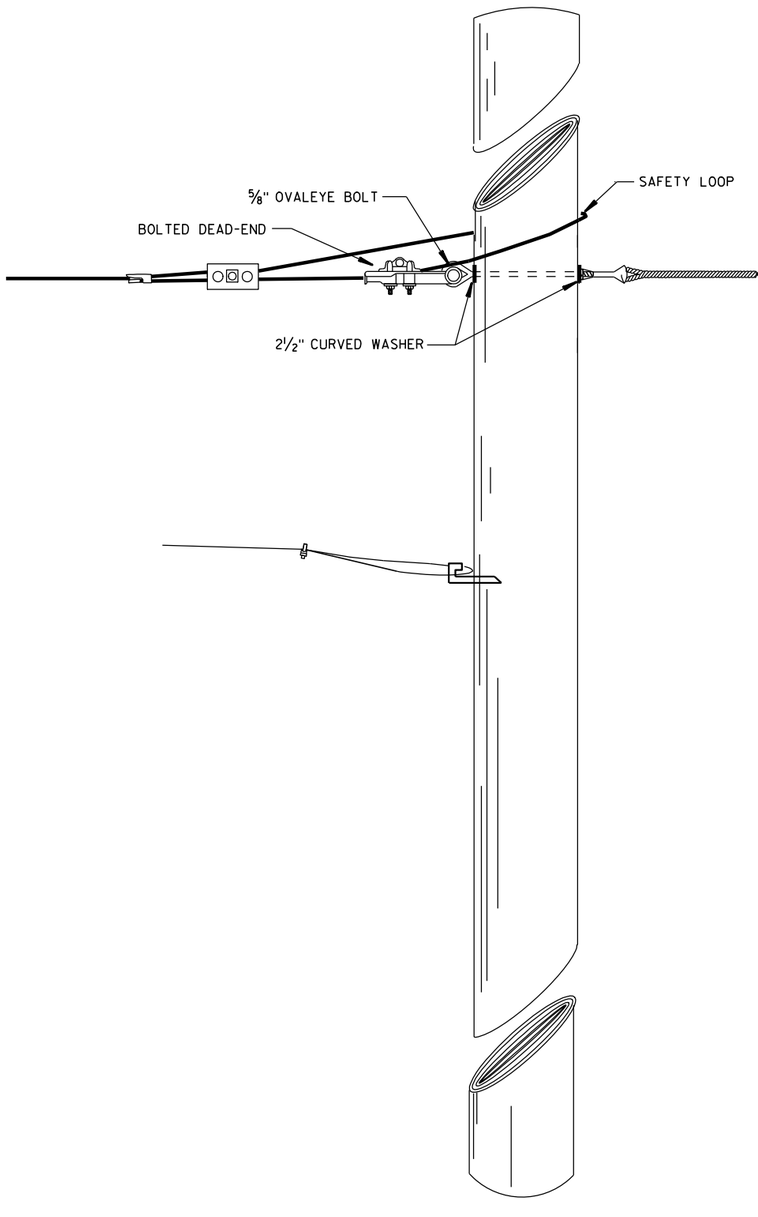
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STATE ELECTRICAL ENGI 360 HWYS

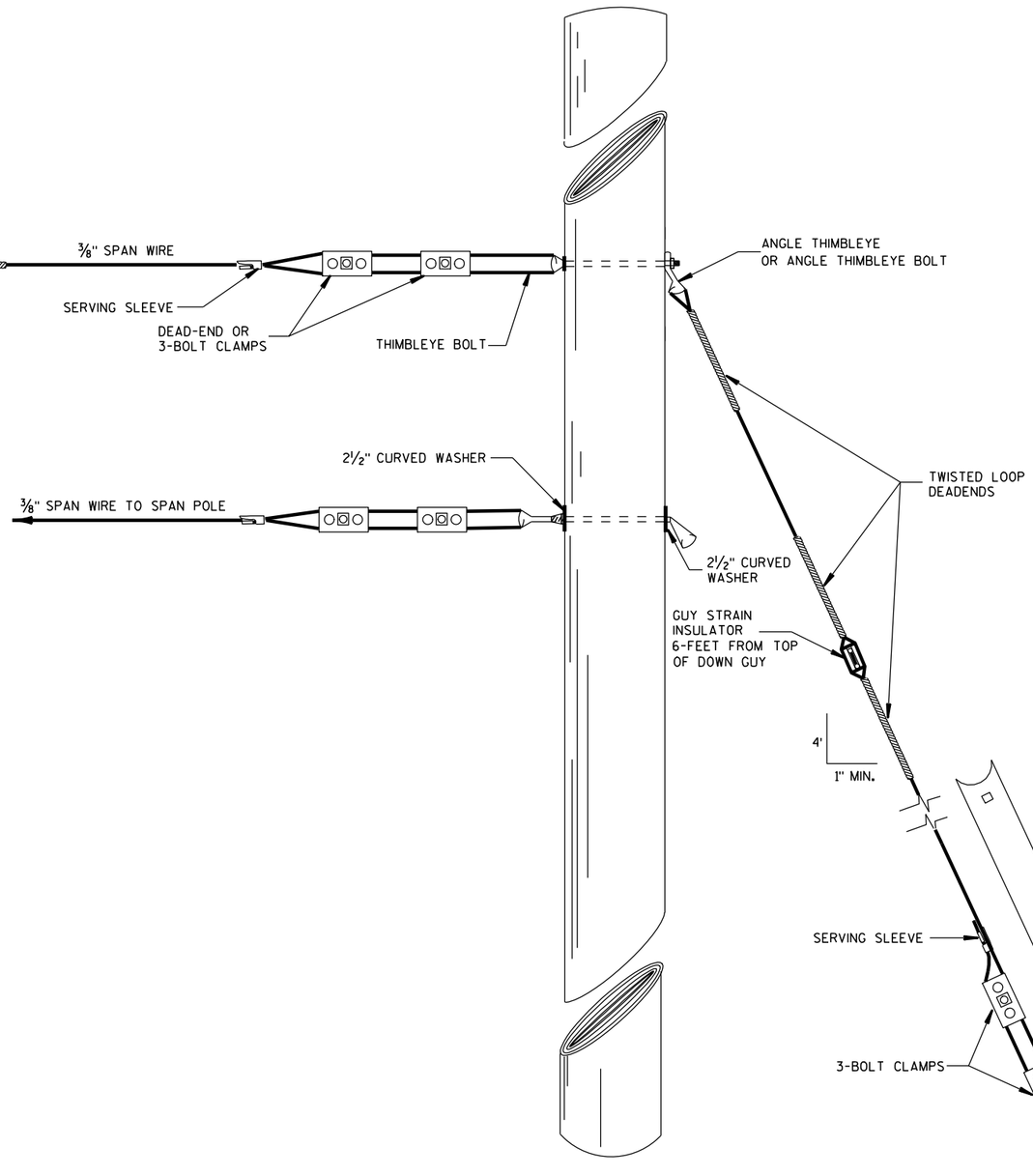
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GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

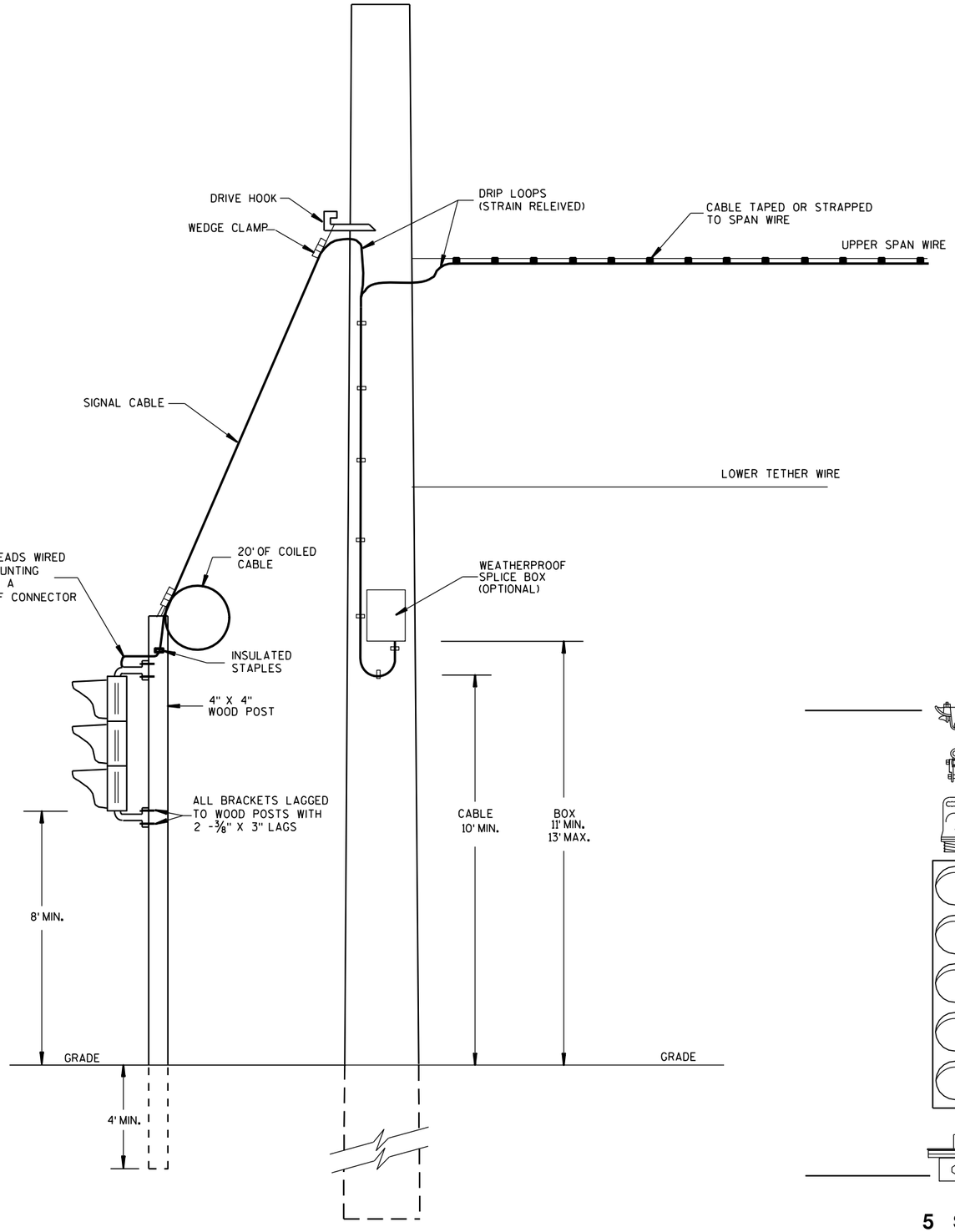
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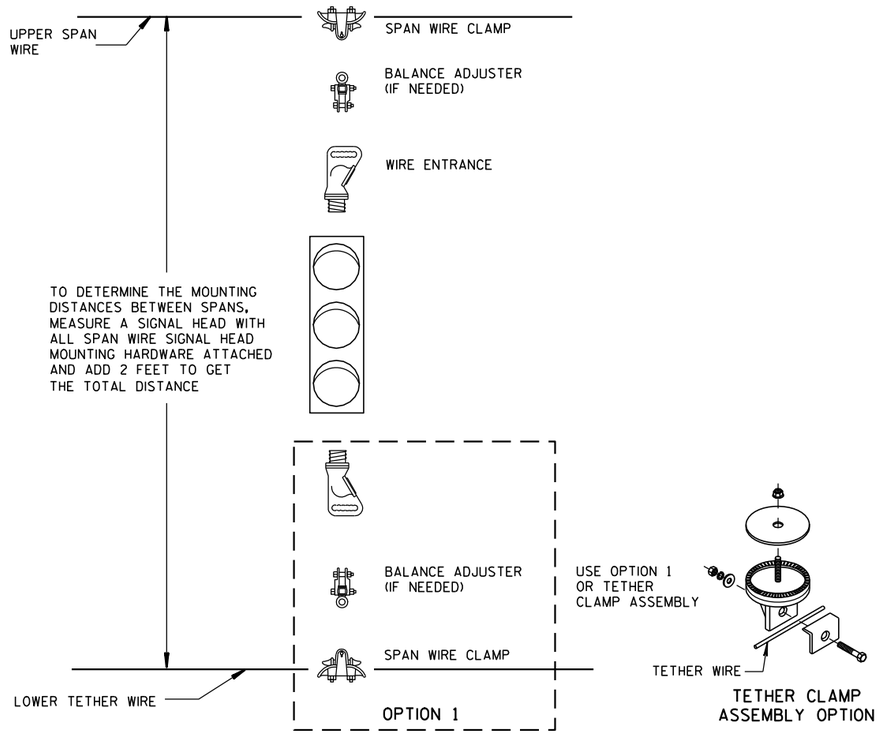
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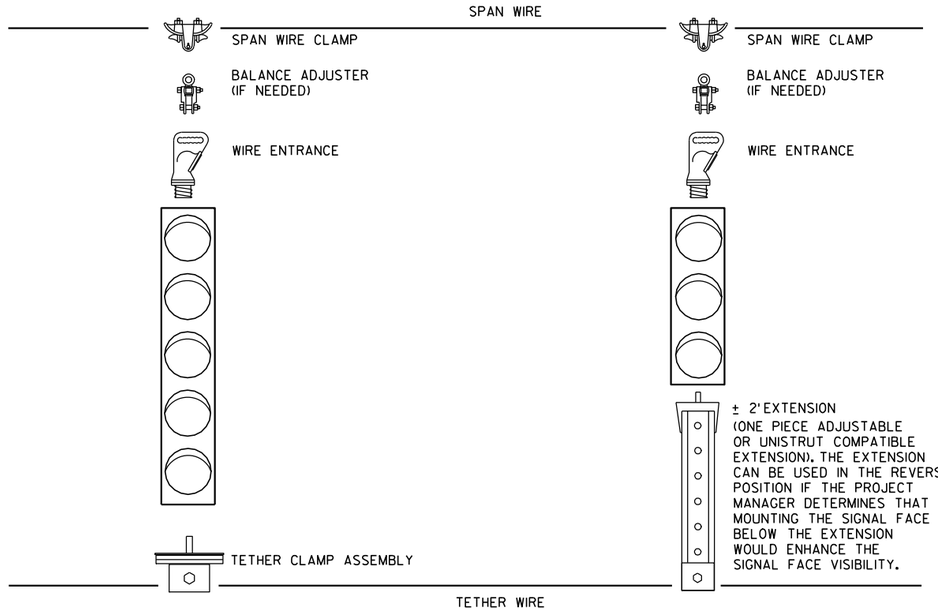


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

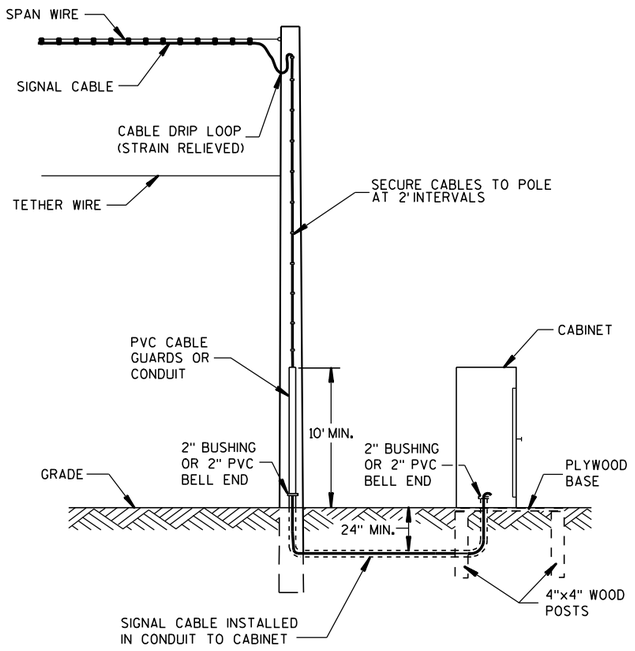
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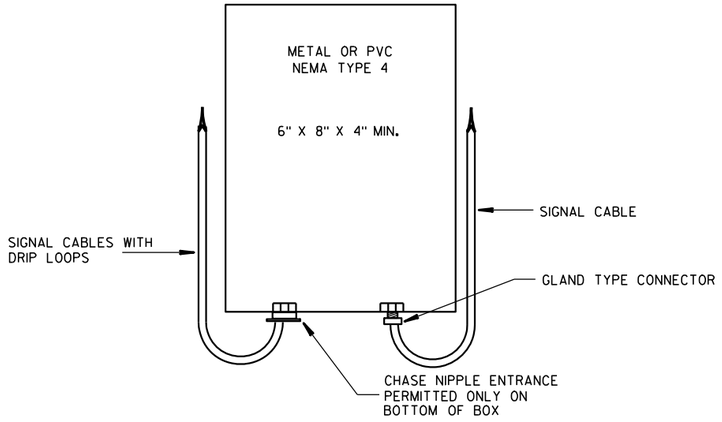
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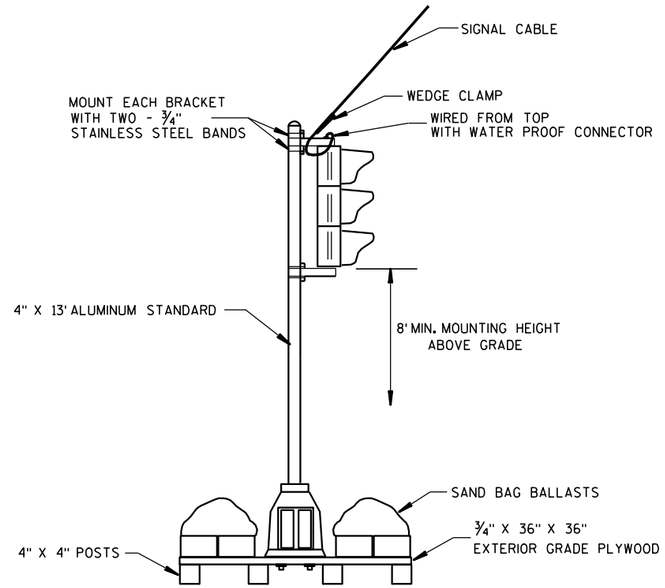
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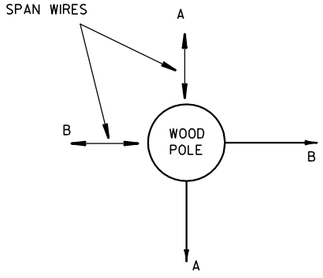




SPLICE BOX

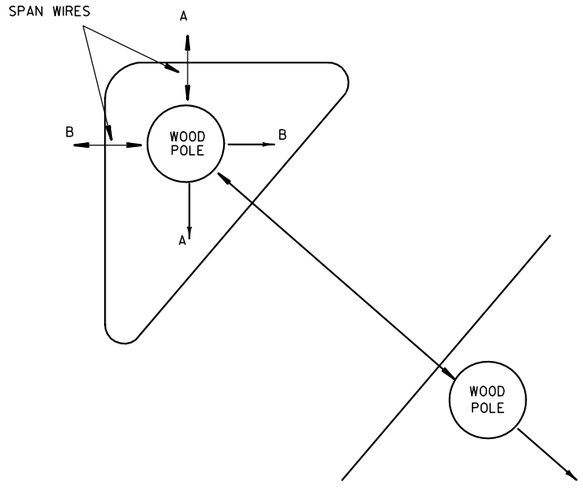


TYPICAL SKID TYPE TEMPORARY

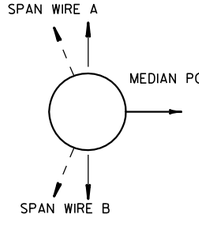


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08
DATE

/S/ Balu Aganthangayanan
STATE ELECTRICAL ENGI

363

HWYS

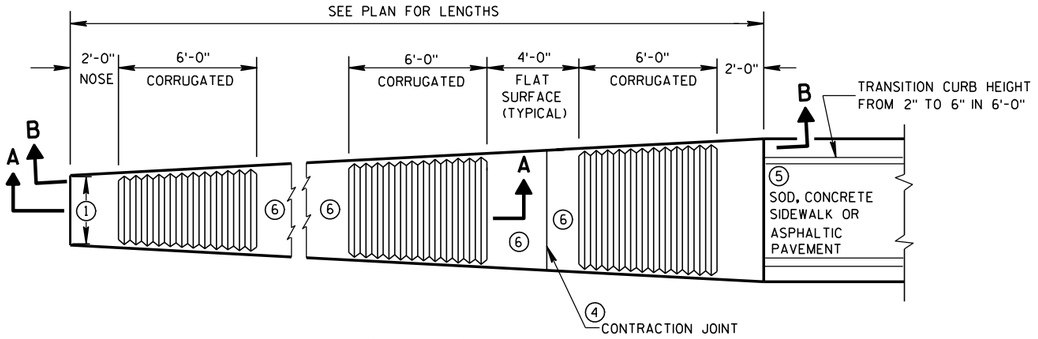
FHWA

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S.D.D. 9 G 1-3g

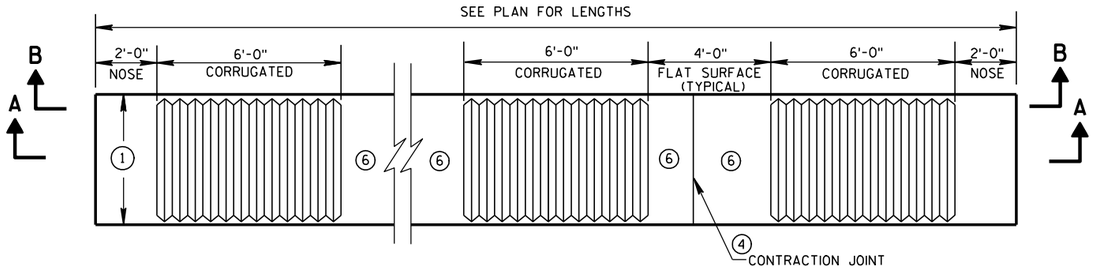
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S.D.D. 9 G 1-3g



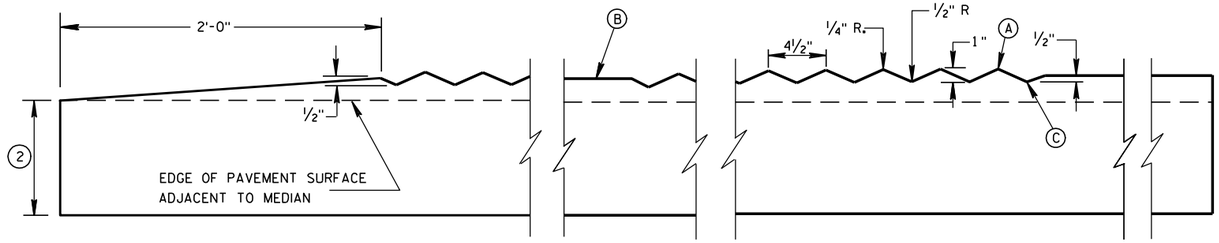
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

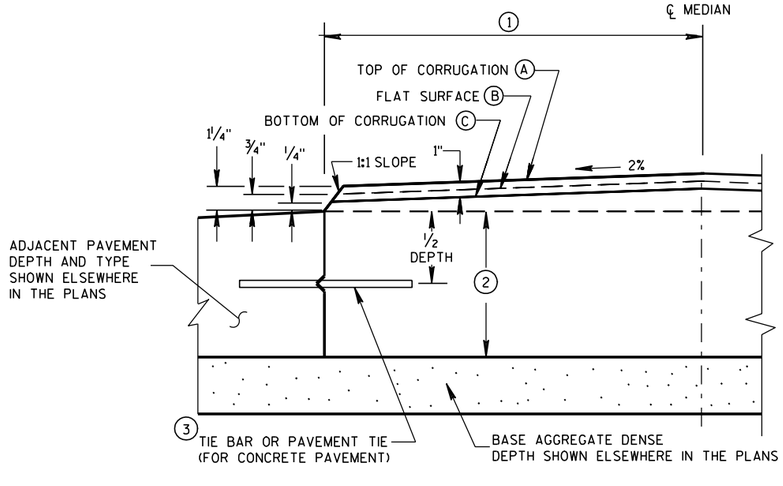
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) 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.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR 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.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

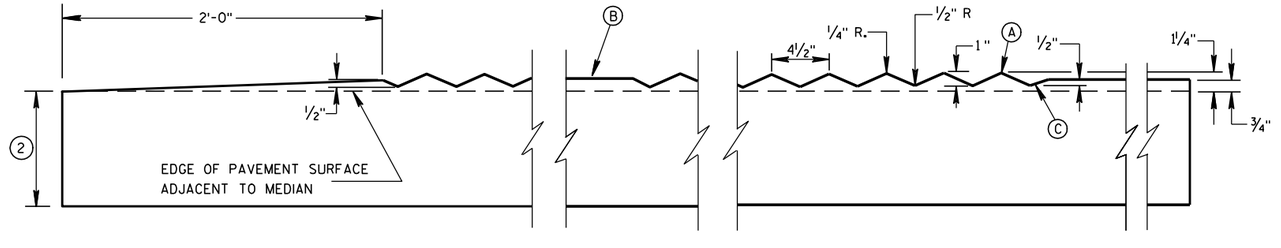
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

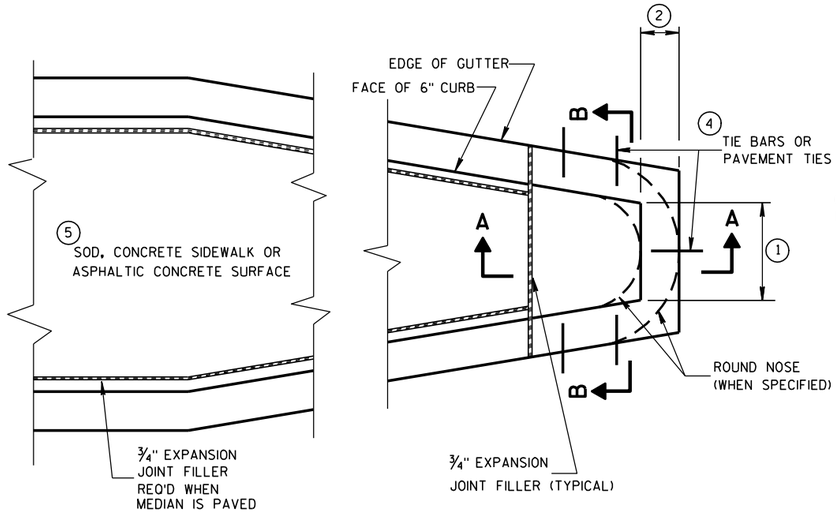
FHWA

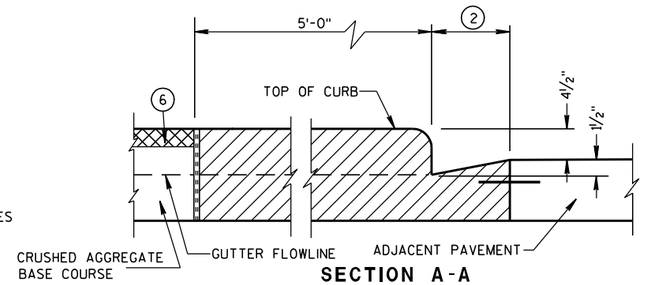
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S.D.D. 11 B 1-5

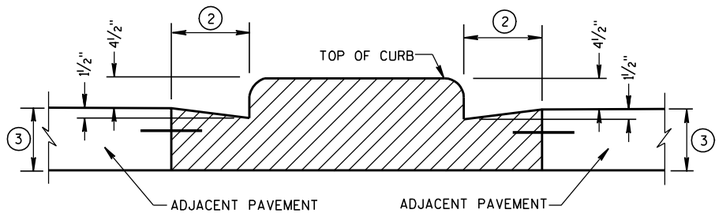
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S.D.D. 11 B 1-5





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.

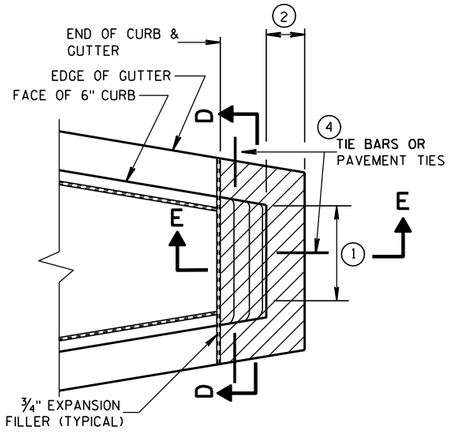
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

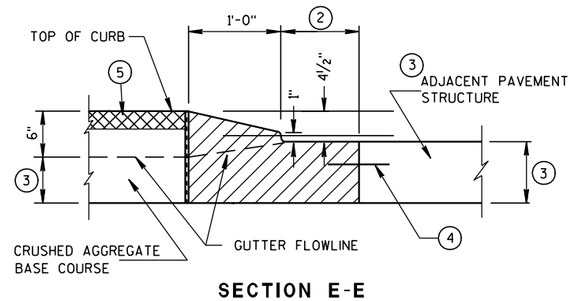
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

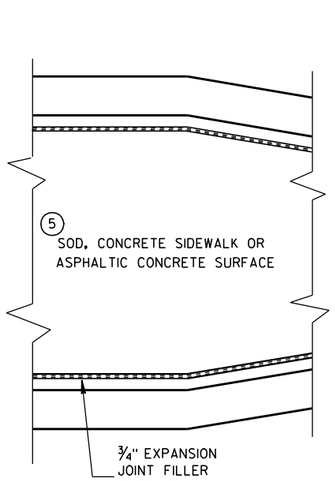
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

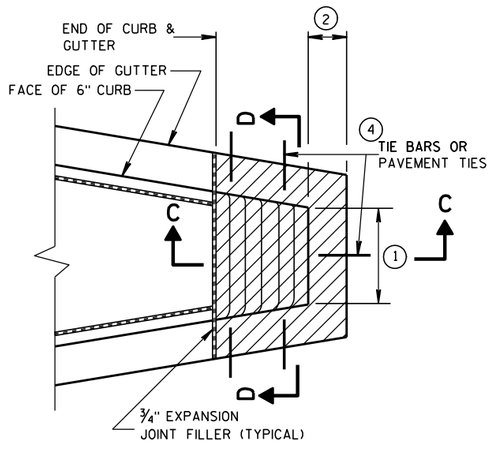




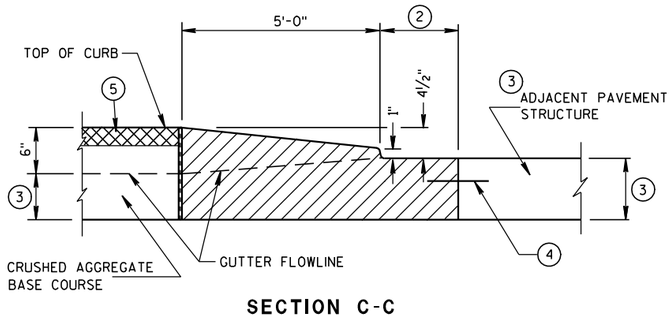
SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

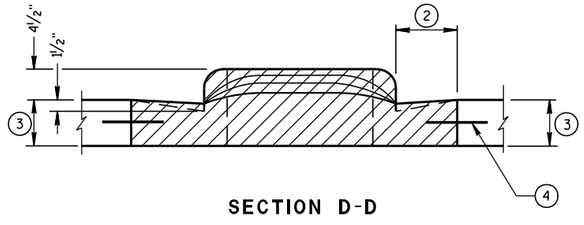




CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION C-C



SECTION D-D

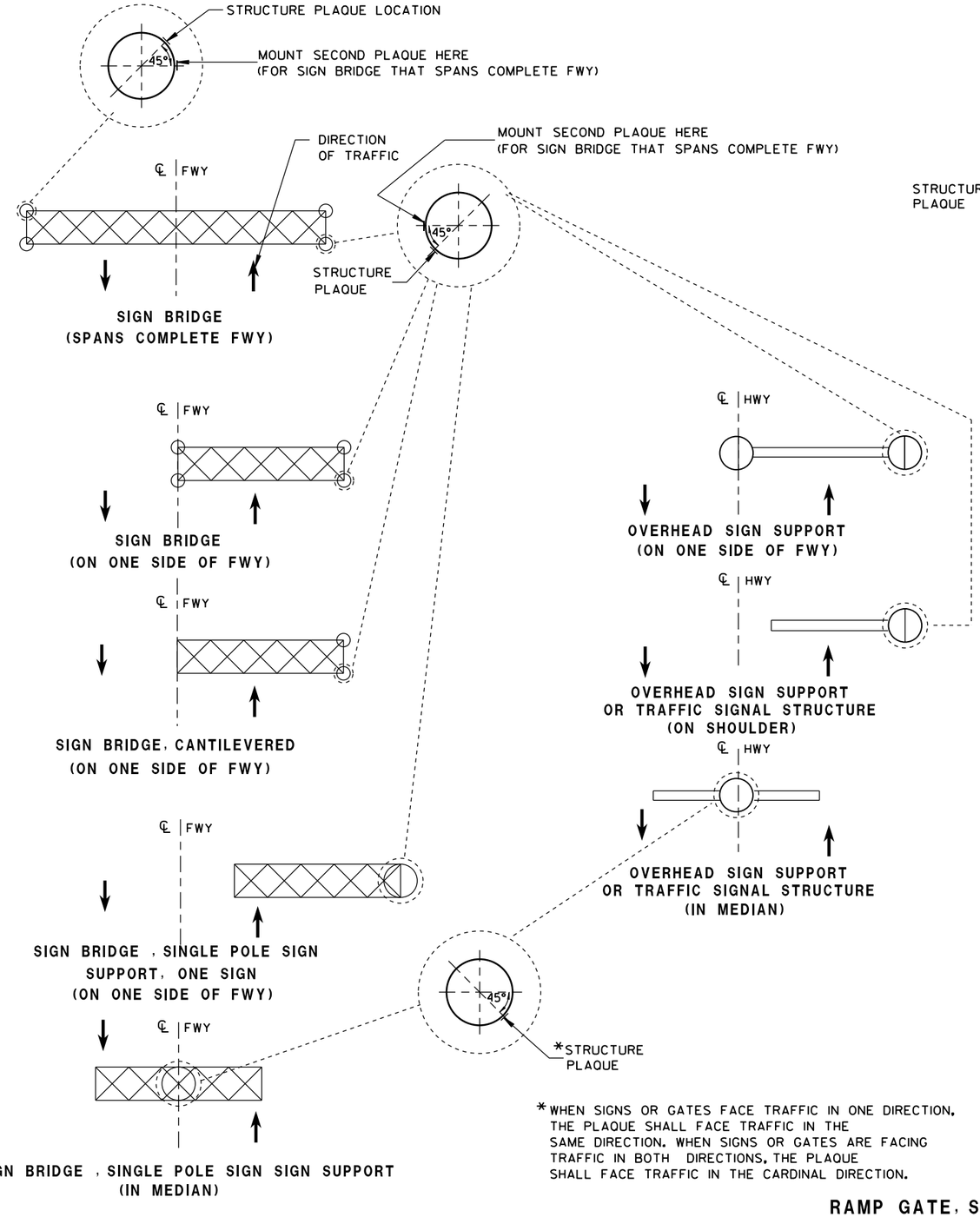
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	365 NT

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S.D.D. 11 B 2-2

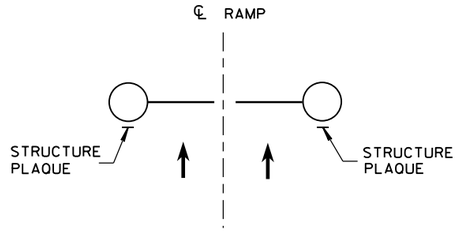
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S.D.D. 11 B 2-2

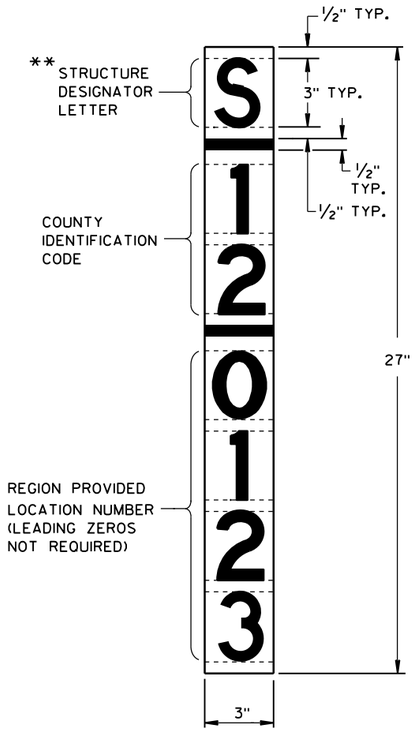


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

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



**RAMP GATE
(ACROSS FWY ON-RAMP)**



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

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

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

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

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

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

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

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

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

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

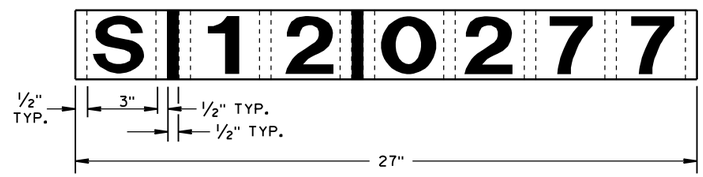
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

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

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



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

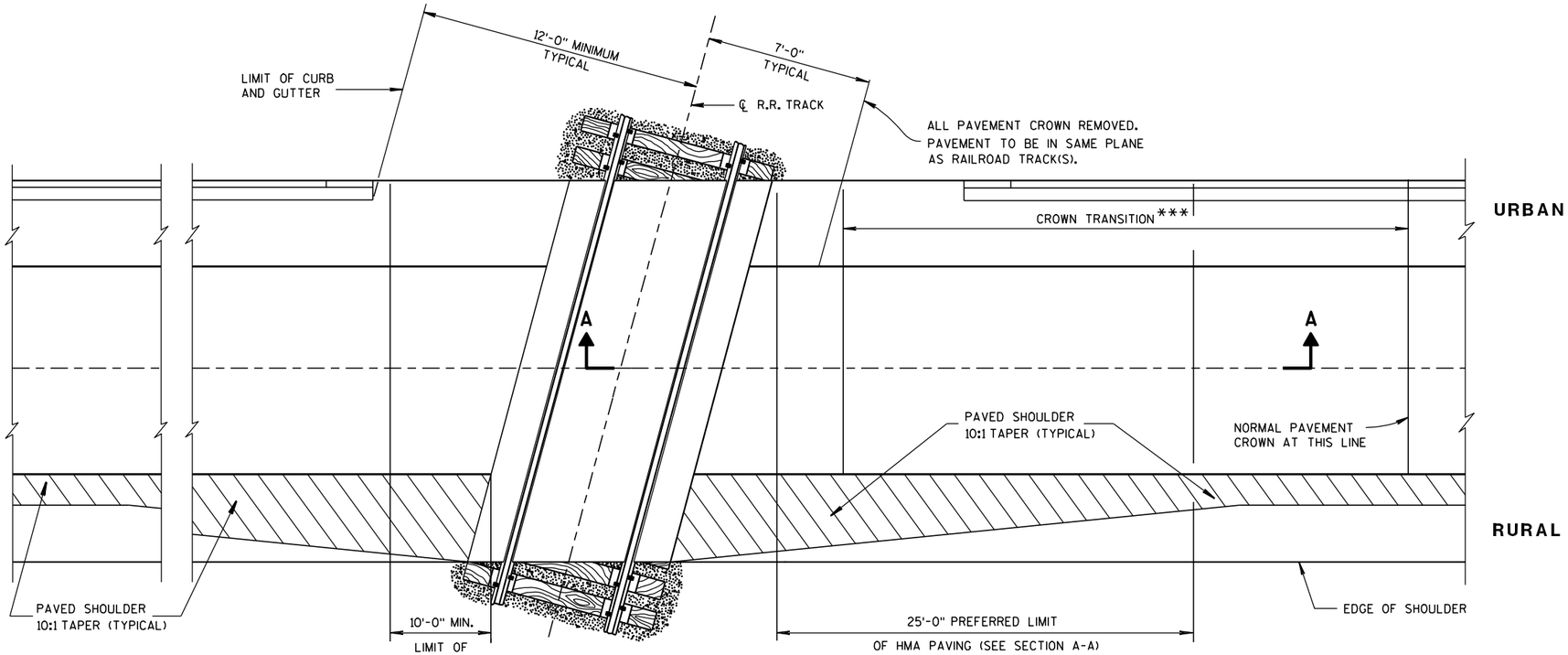
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

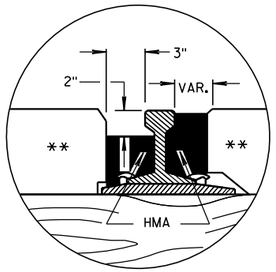
6

S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3





DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

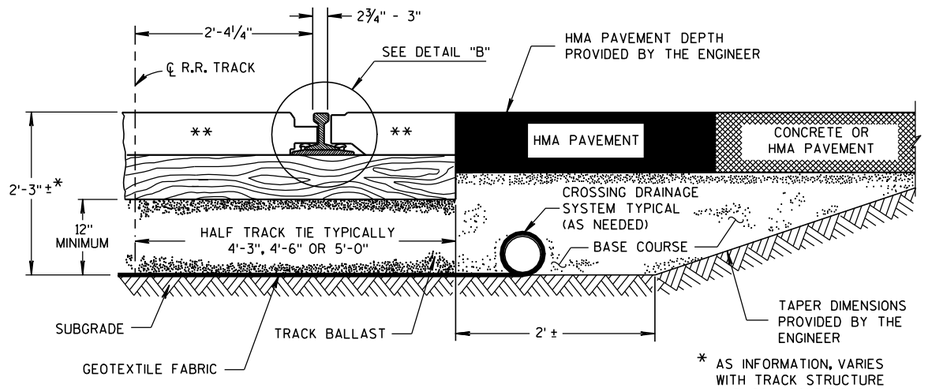
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

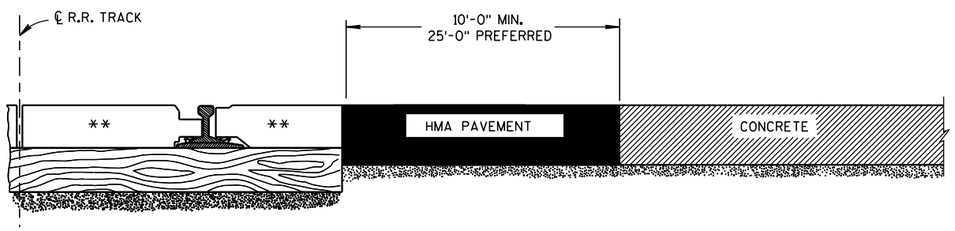
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH



SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

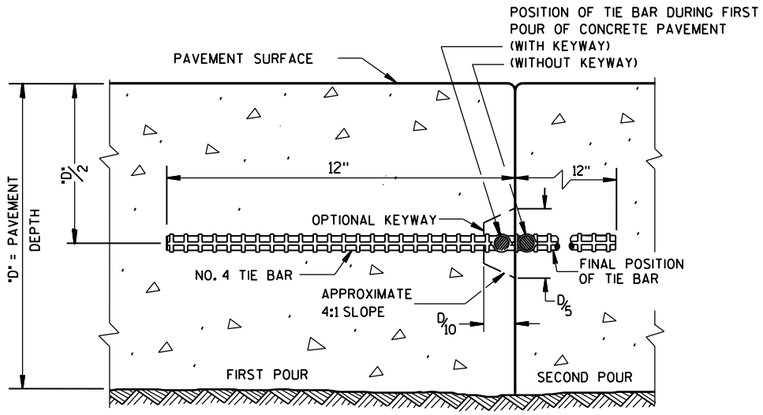
PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

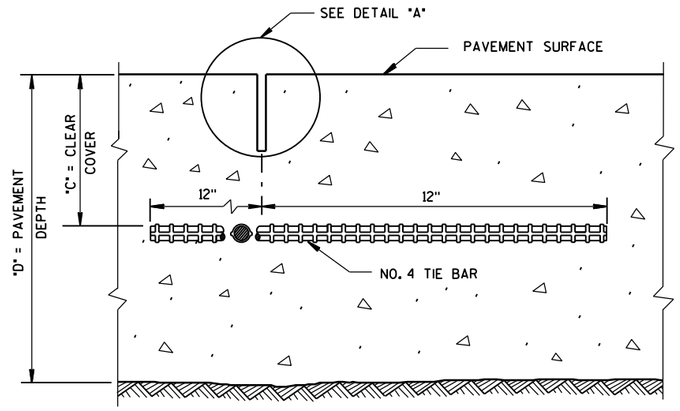
APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI CTION
FHWA

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S.D.D. 13 B 1-10



CONSTRUCTION JOINT



SAWED JOINT

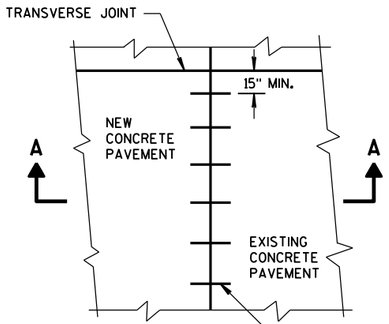
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

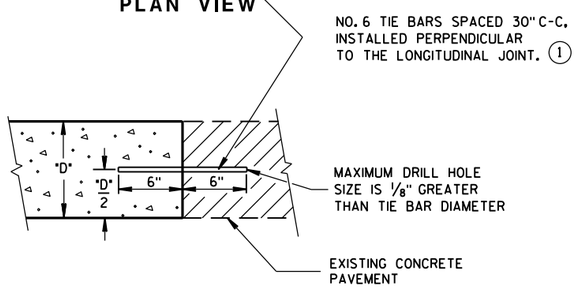
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

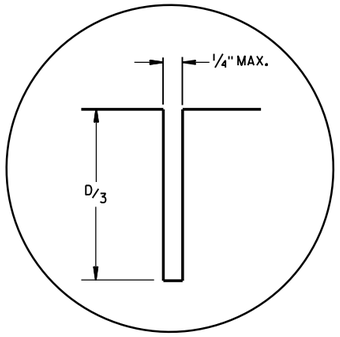


PLAN VIEW



SECTION A-A

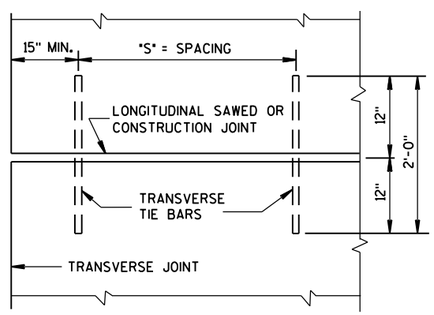
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



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

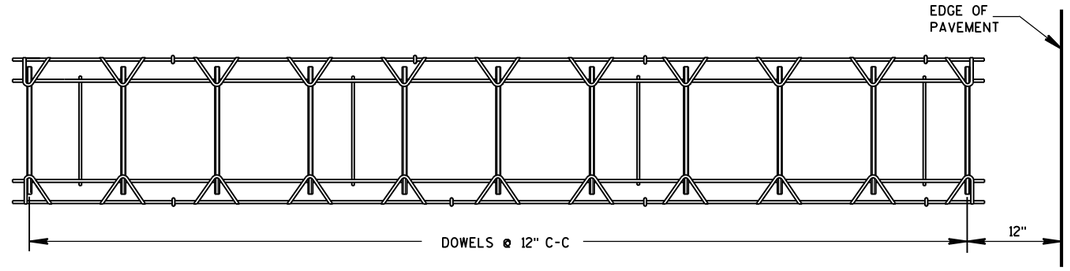
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-3-2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE ...NEER
FHWA

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S.D.D. 13 C 1-16

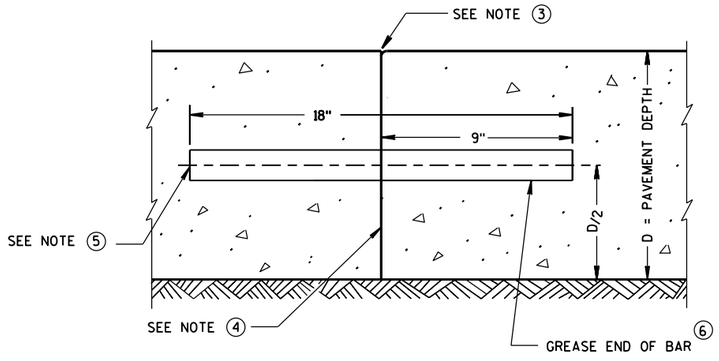


PLAN VIEW

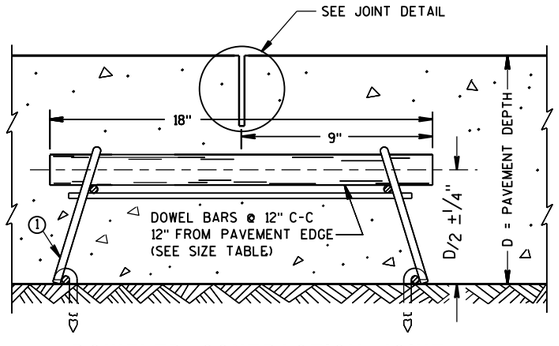


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



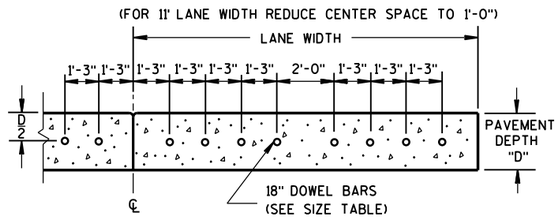
TRANSVERSE CONSTRUCTION JOINT



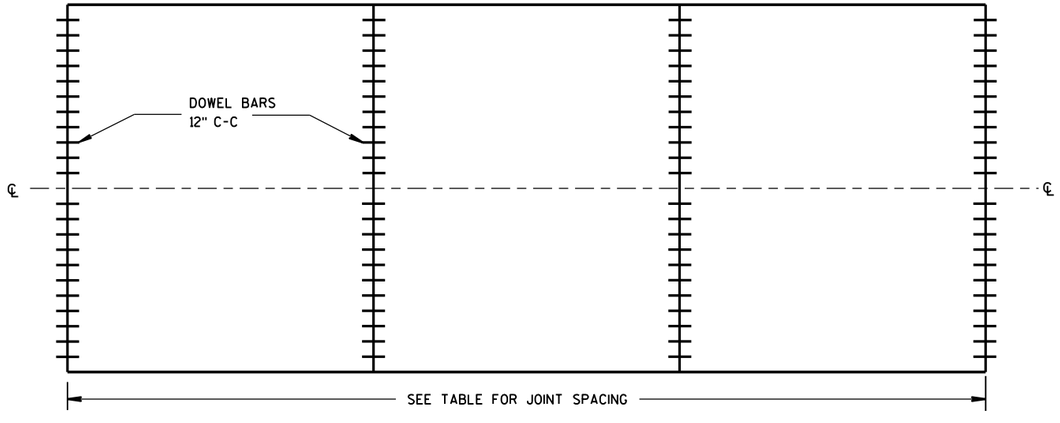
DOWELED CONTRACTION JOINT

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.

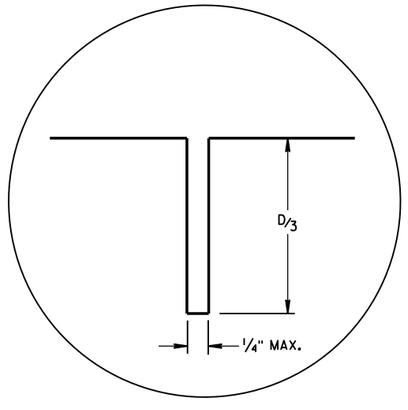
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

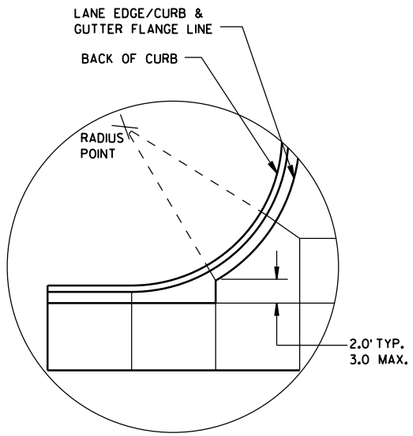
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

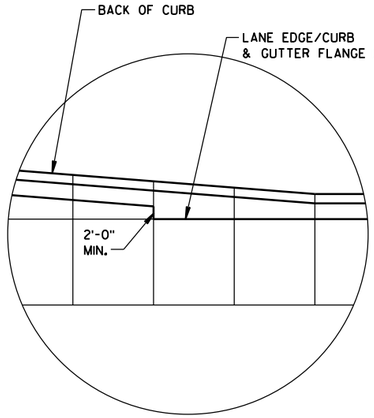
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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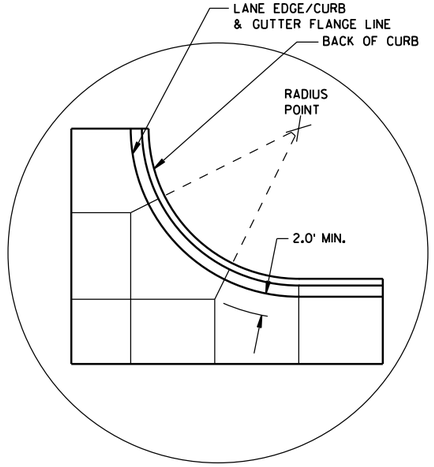
S.D.D. 13 C 13-8



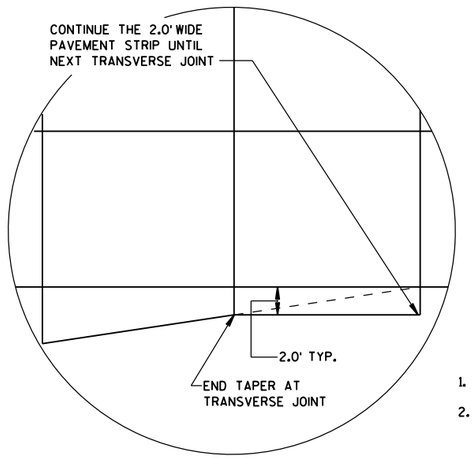
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

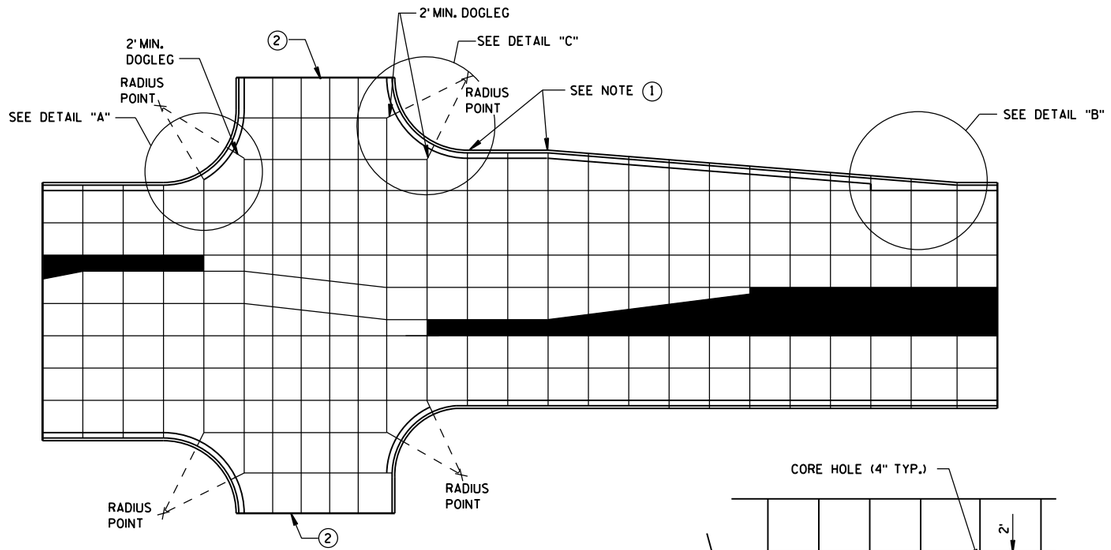
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.

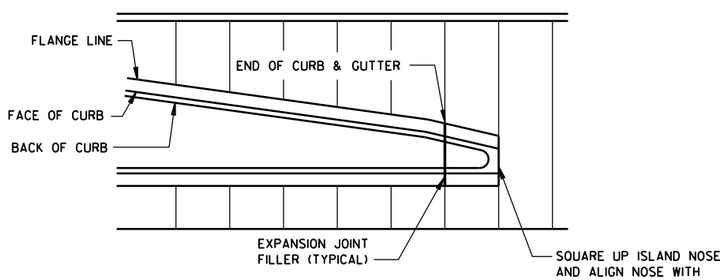


STANDARD INTERSECTION

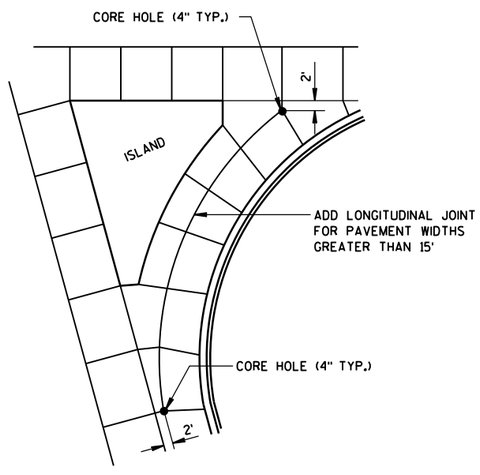
PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'

SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

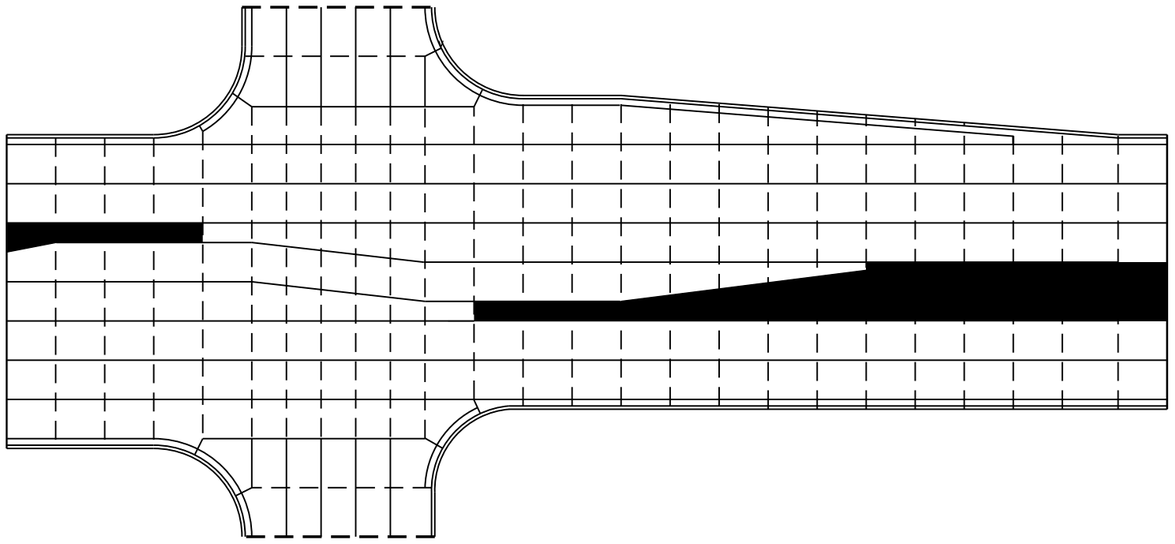
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

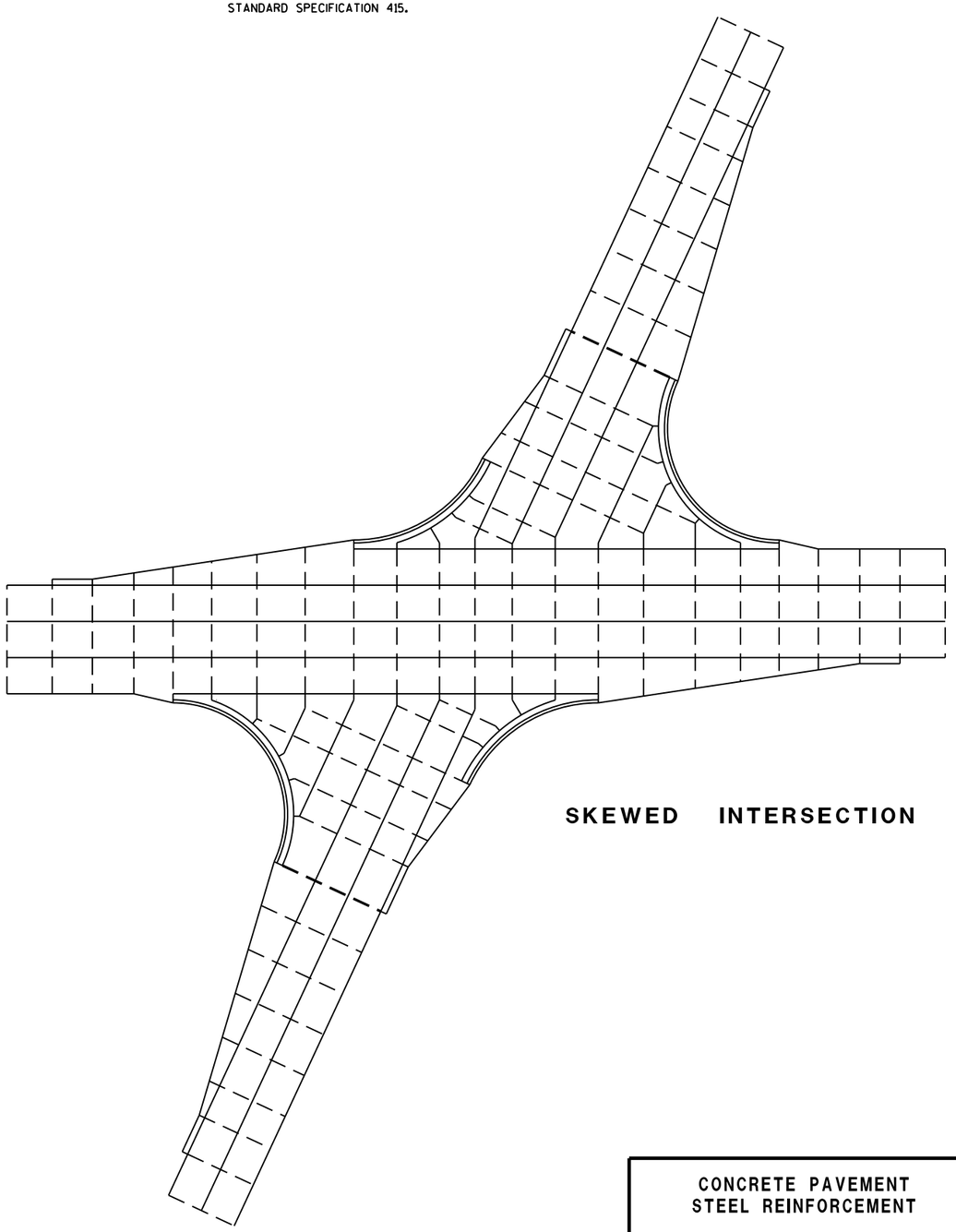
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

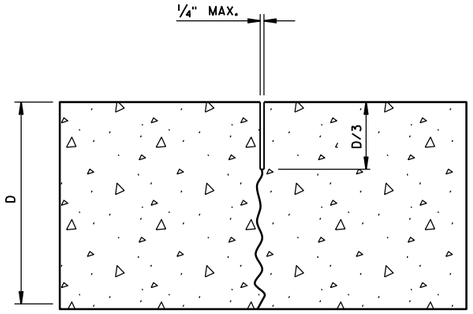
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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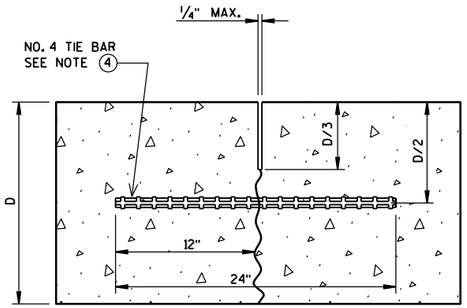
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



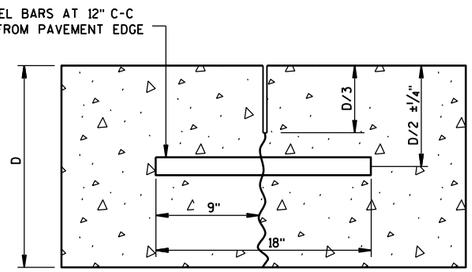
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

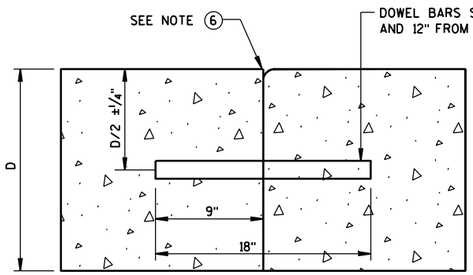
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



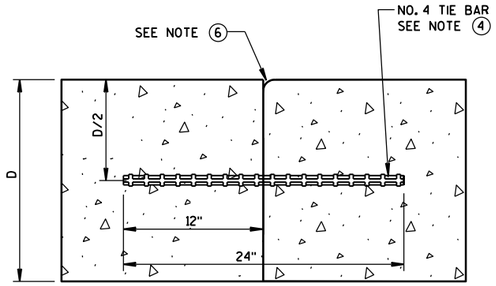
DOWELED-TRANSVERSE

CONTRACTION JOINTS

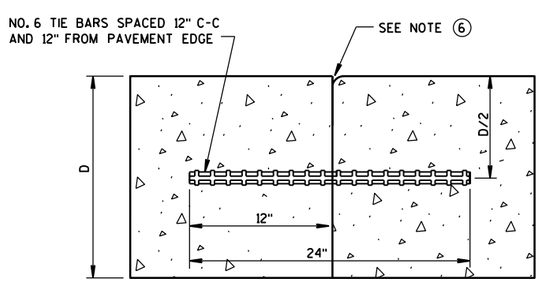
SEE NOTE (2)



DOWELED TRANSVERSE

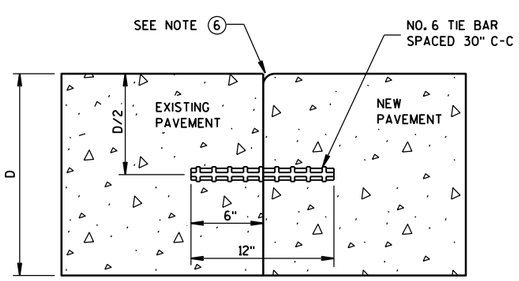


TIED LONGITUDINAL



TIED TRANSVERSE

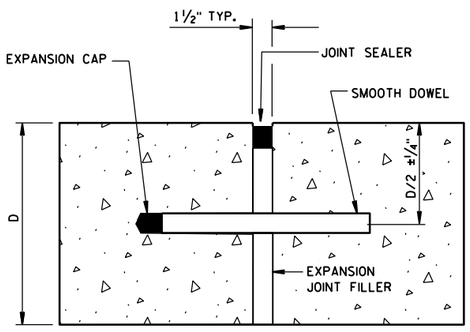
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

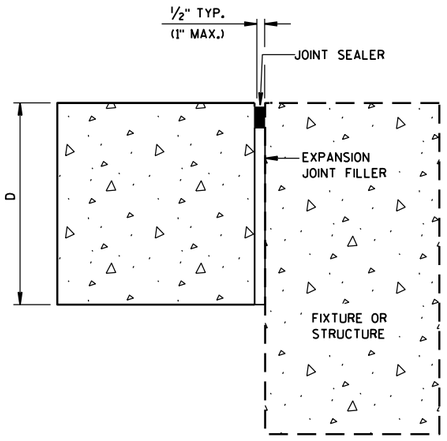
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

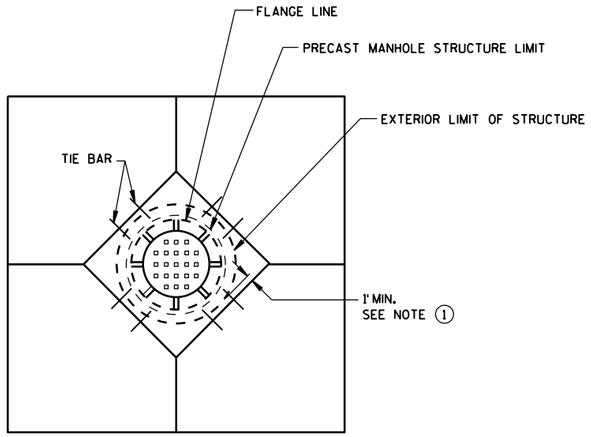
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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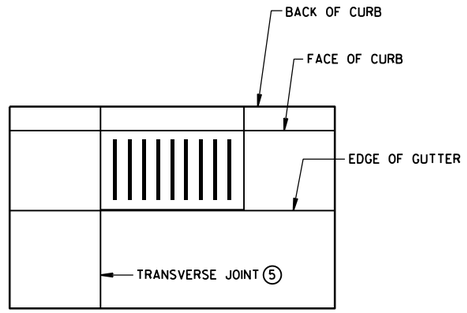
S.D.D. 13 C 18-2c

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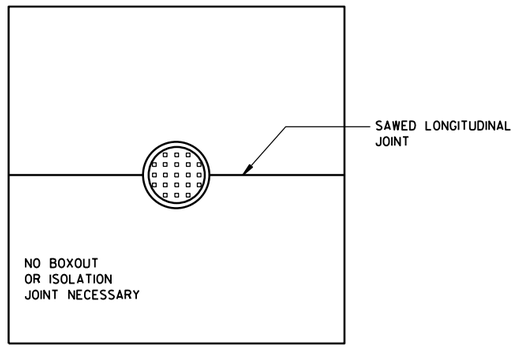
S.D.D. 13 C 18-2c



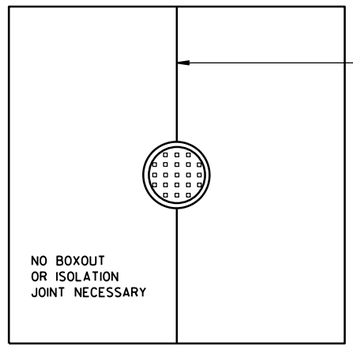
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



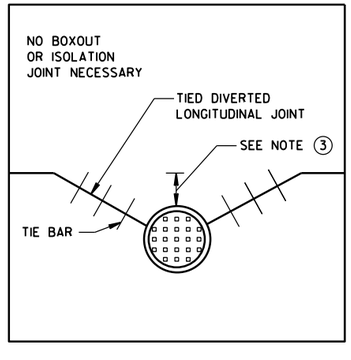
INLET WITH TRANSVERSE JOINT



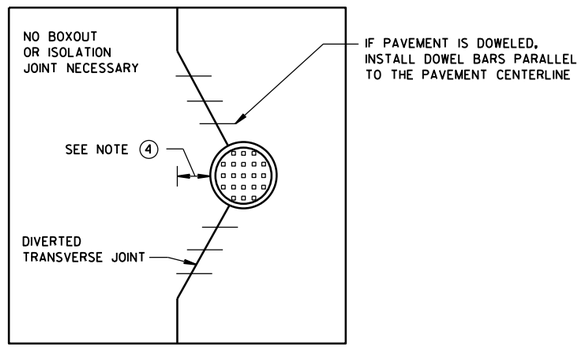
MANHOLE WITH LONGITUDINAL JOINT



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

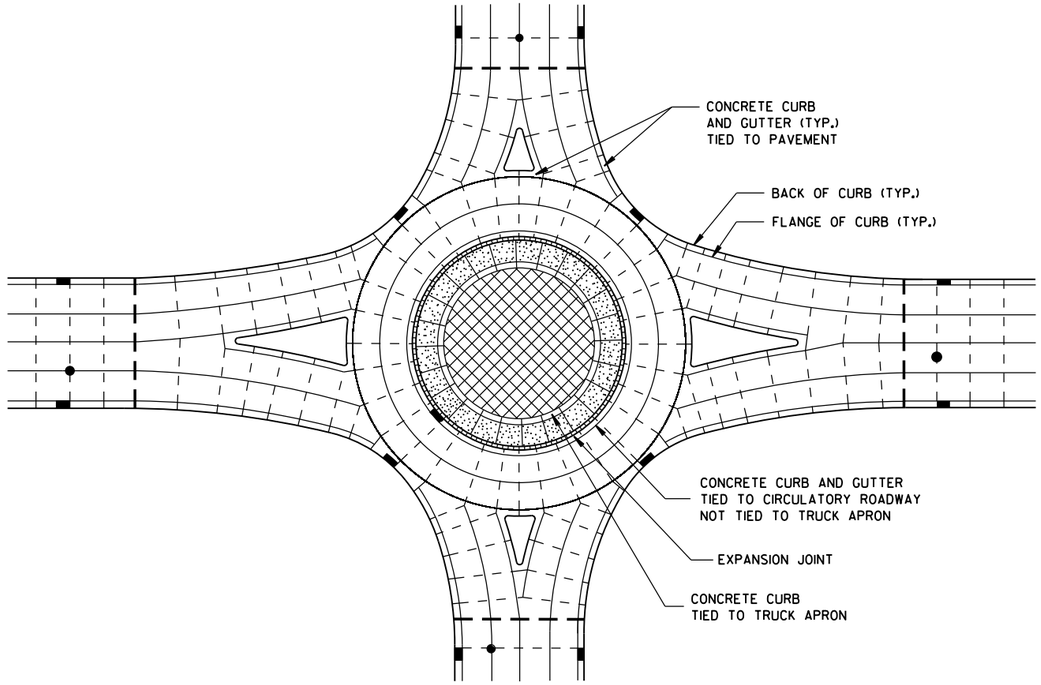
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5-3-2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE
NEER
FHWA

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S.D.D. 13 C 18-2d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



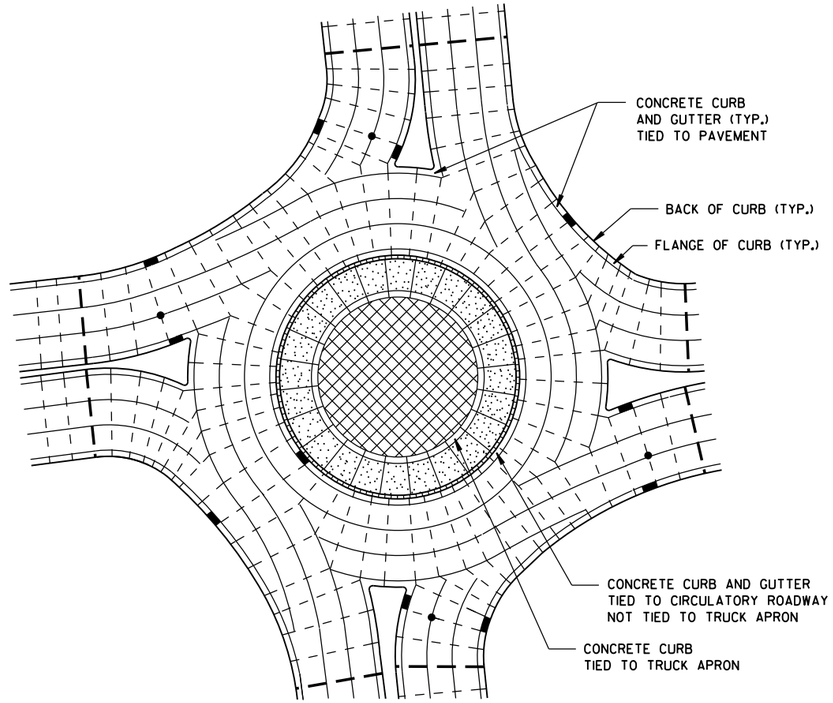
ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

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

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

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S.D.D. 13 C 18-2e

S.D.D. 13 C 18-2e

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

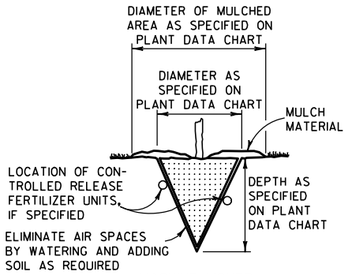
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

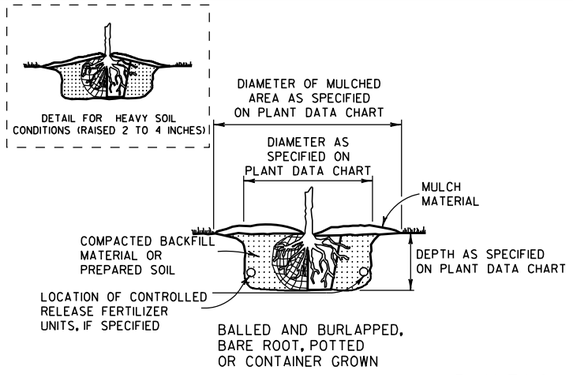
5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

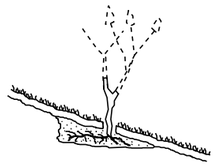
FHWA



MACHINE MOVED

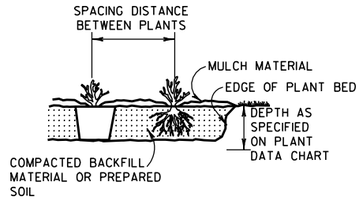


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



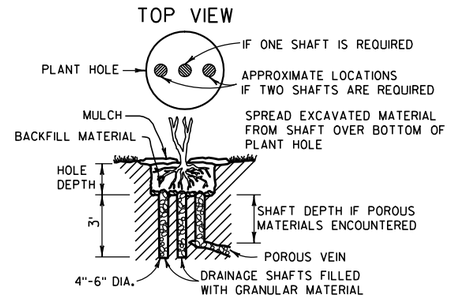
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

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



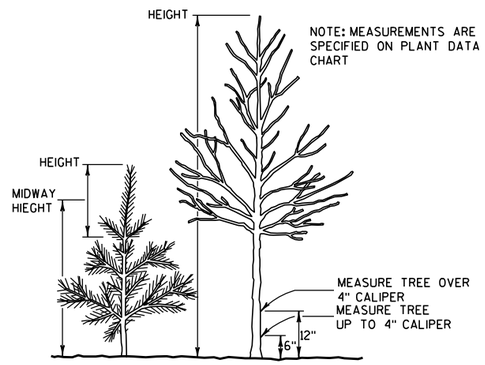
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

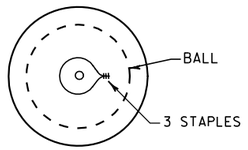


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

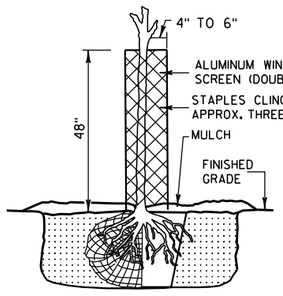
DRAINING



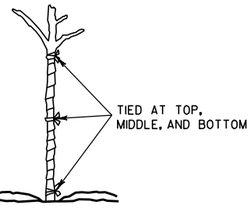
MEASURING



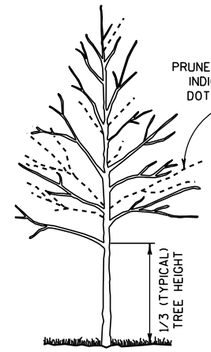
TOP VIEW



RODENT PROTECTION



WRAPPING

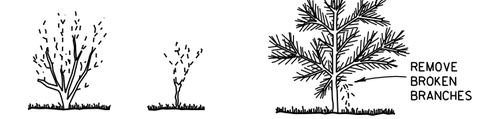


TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

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

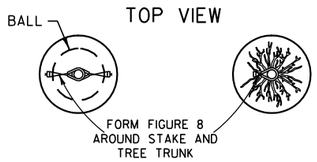


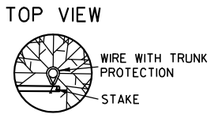
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

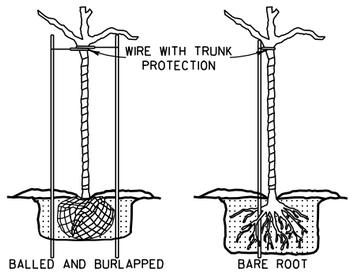
SUMAC

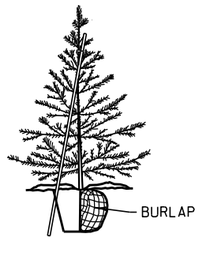
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



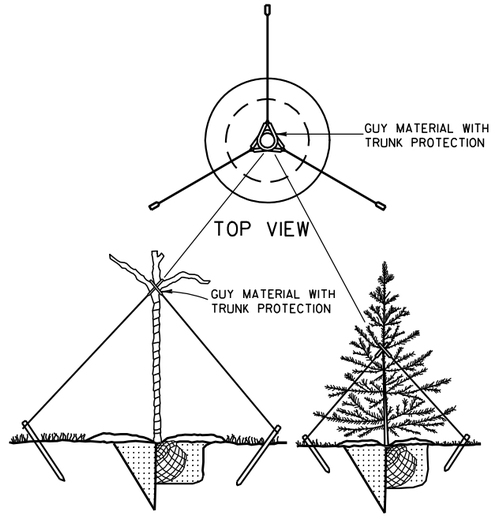






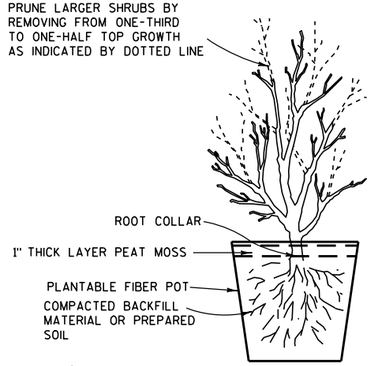
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



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

S.D.D. 14 A 2-1

6
S.D.D. 14 A 2-1

GENERAL NOTES

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

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

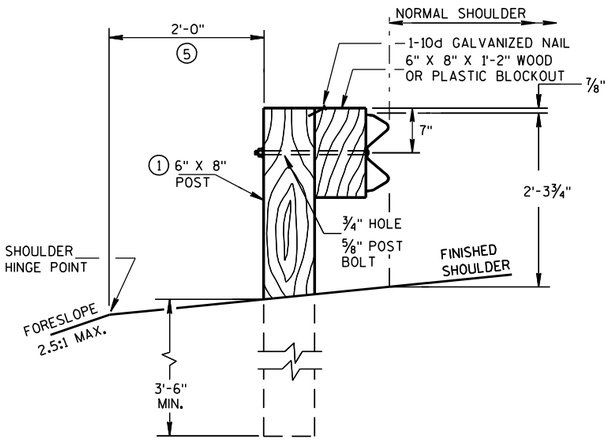
(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

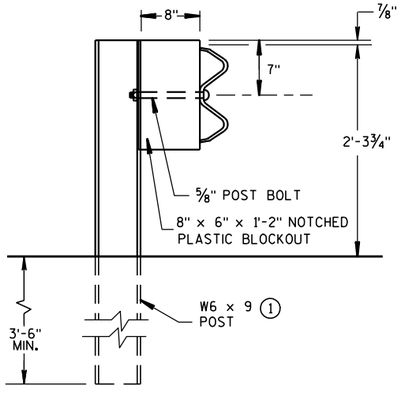
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

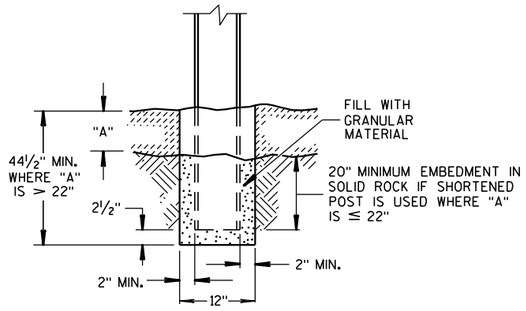
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



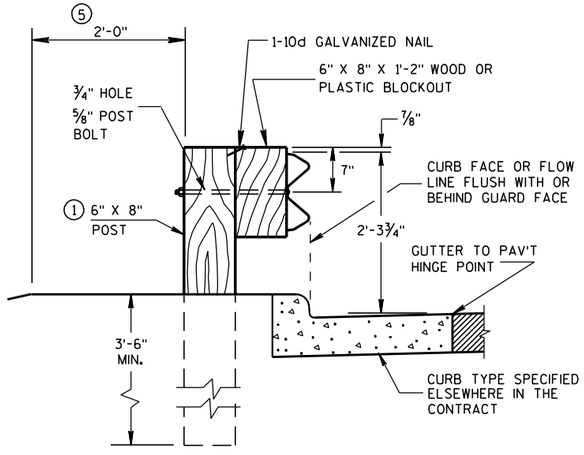
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



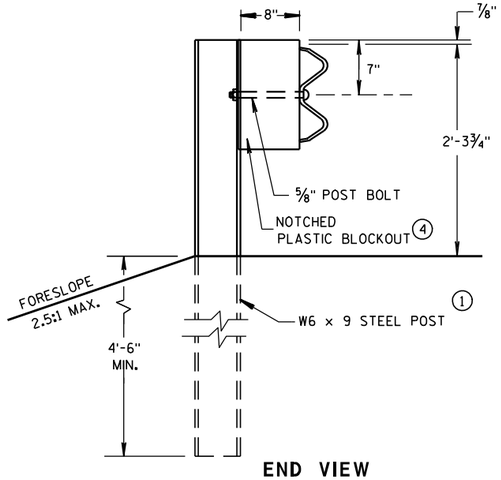
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



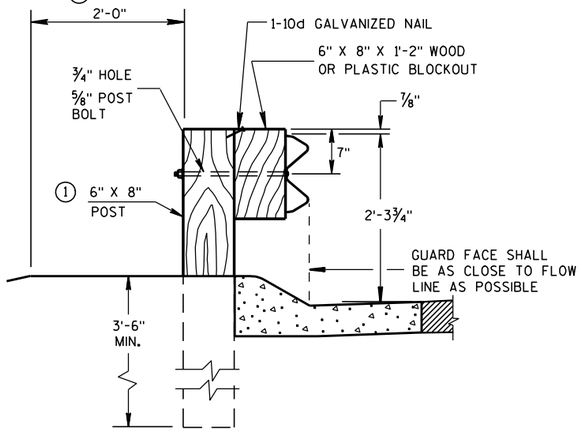
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



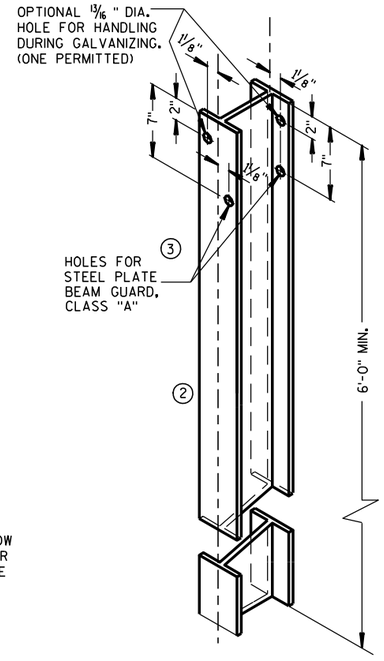
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

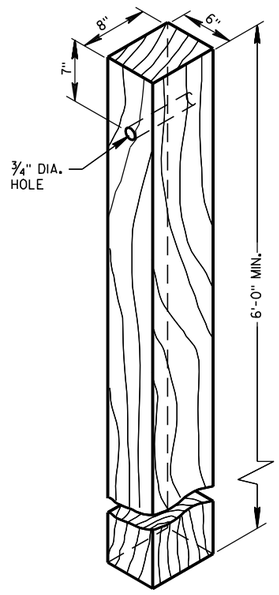


END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

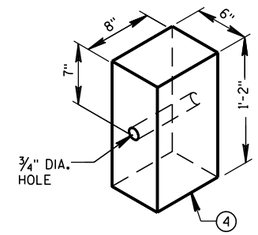


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

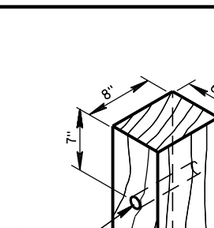
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



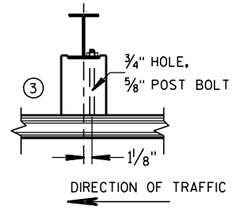
WOOD POST
(6"X8") NOMINAL



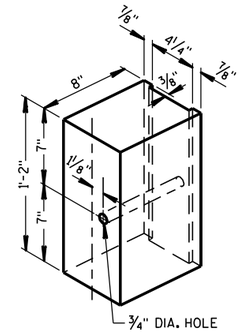
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

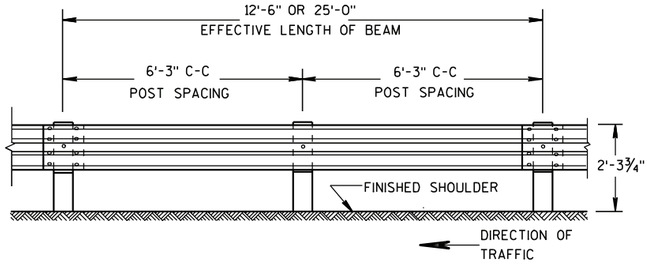
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-7a

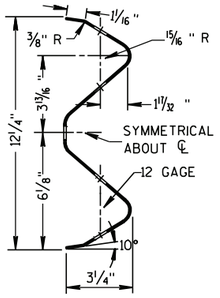
6

S.D.D. 14 B 15-7a

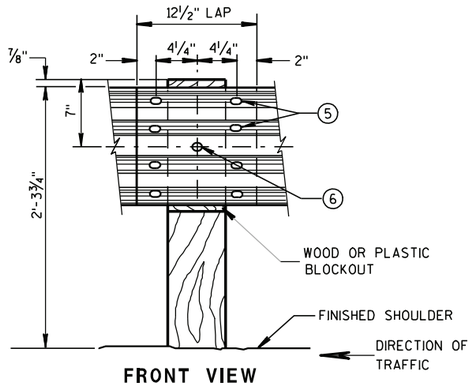


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM

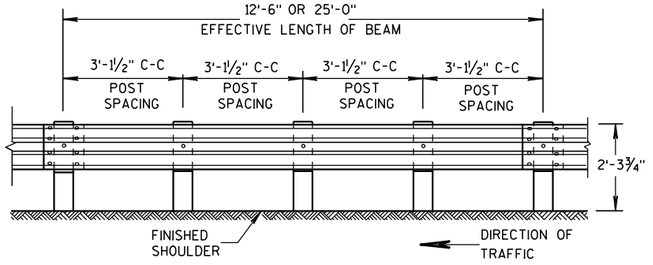


FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

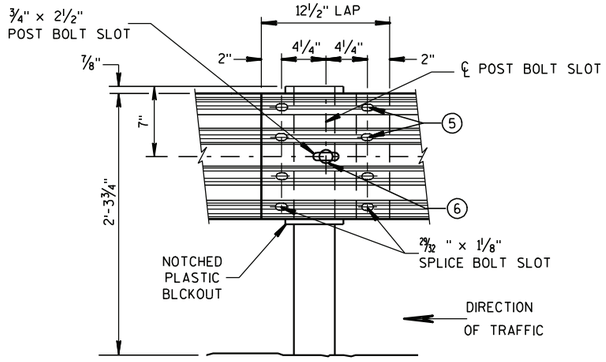
GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 - 5/8" ϕ X 2 " BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. 5/8" ϕ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.



FRONT VIEW

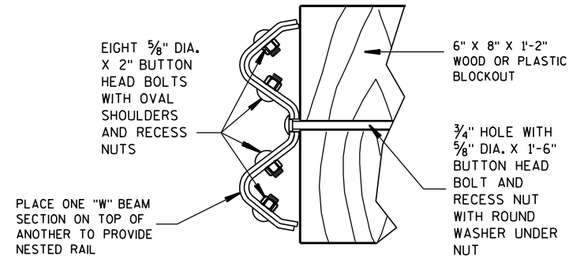
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

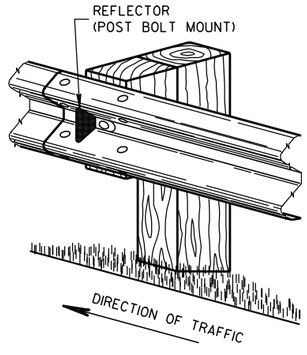


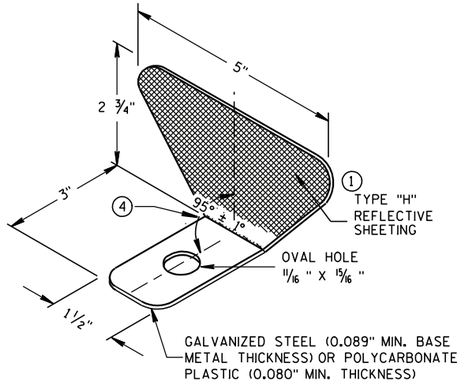
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (2)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (3)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (4)	



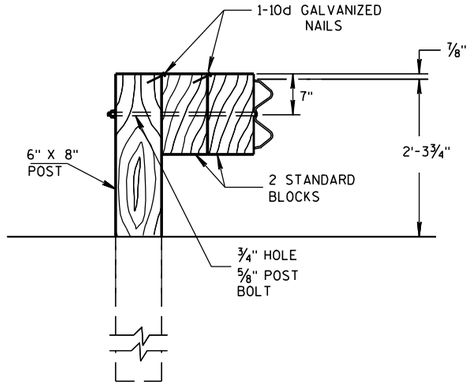


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (1)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

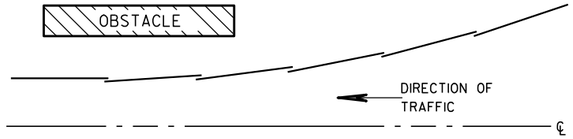
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 15-7b

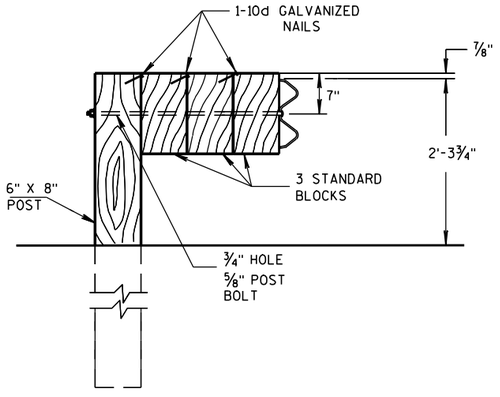


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

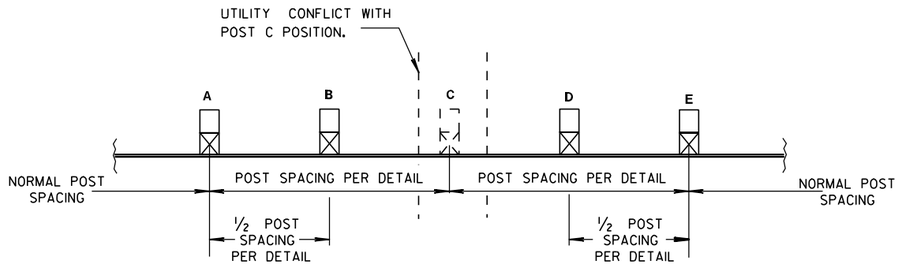


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

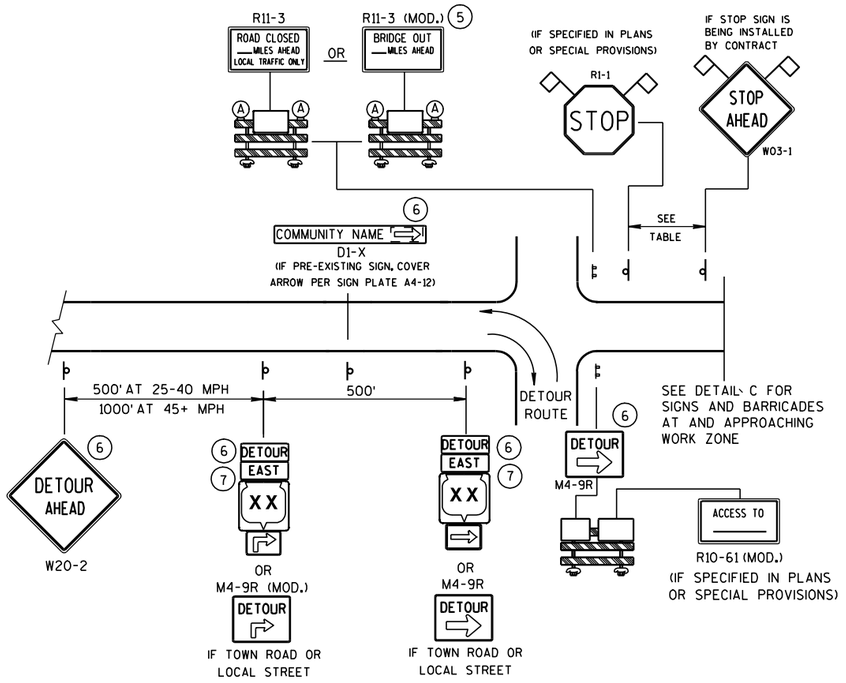
STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/11	/S/ Jerry H. Zogg	
DATE	ROADWAY STANDARDS ENGINEER	ENT

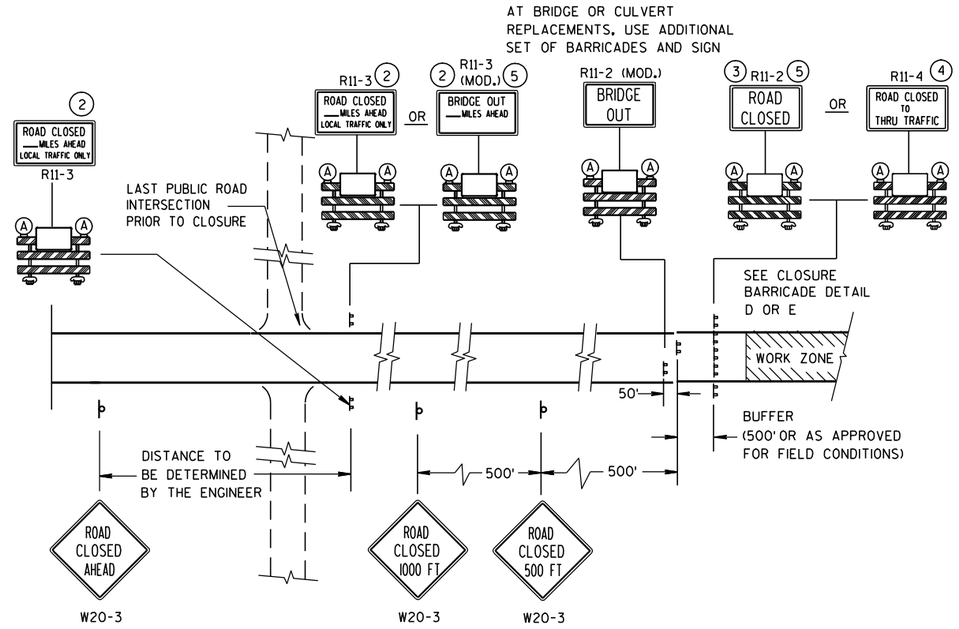
FHWA



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

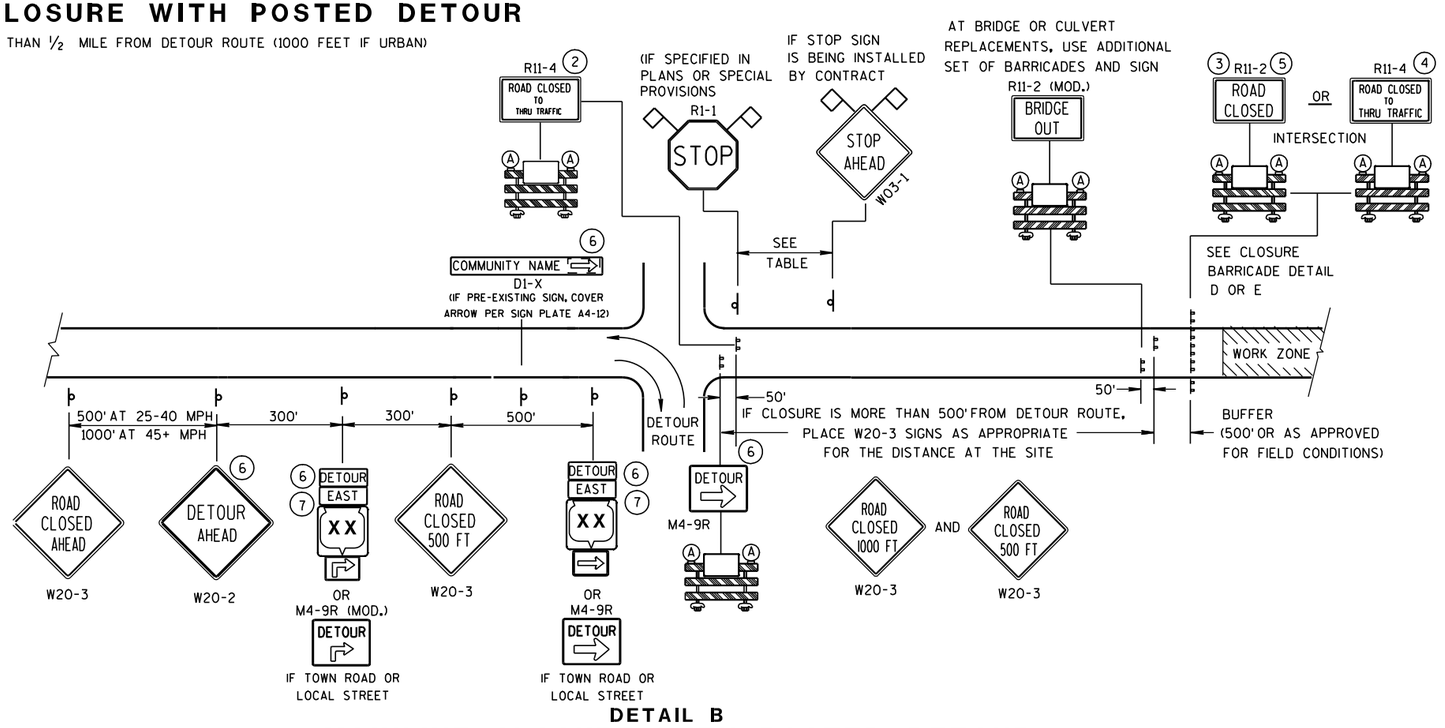


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

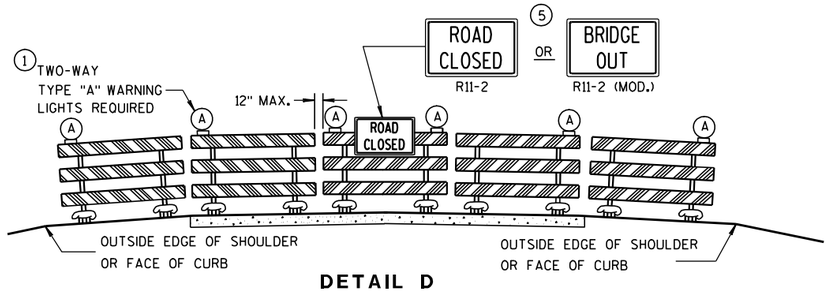
- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

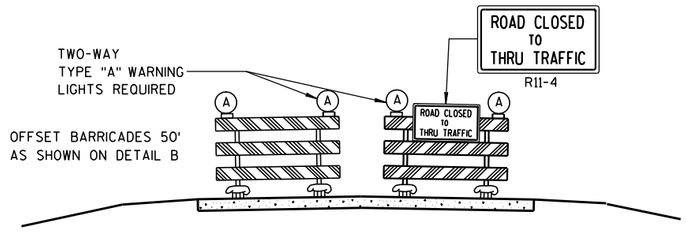
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/16/03
DATE

/S/ Thomas N. N[illegible]
CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

6

S.D.D. 15 C 2-4b

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

GENERAL NOTES

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

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

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

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

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

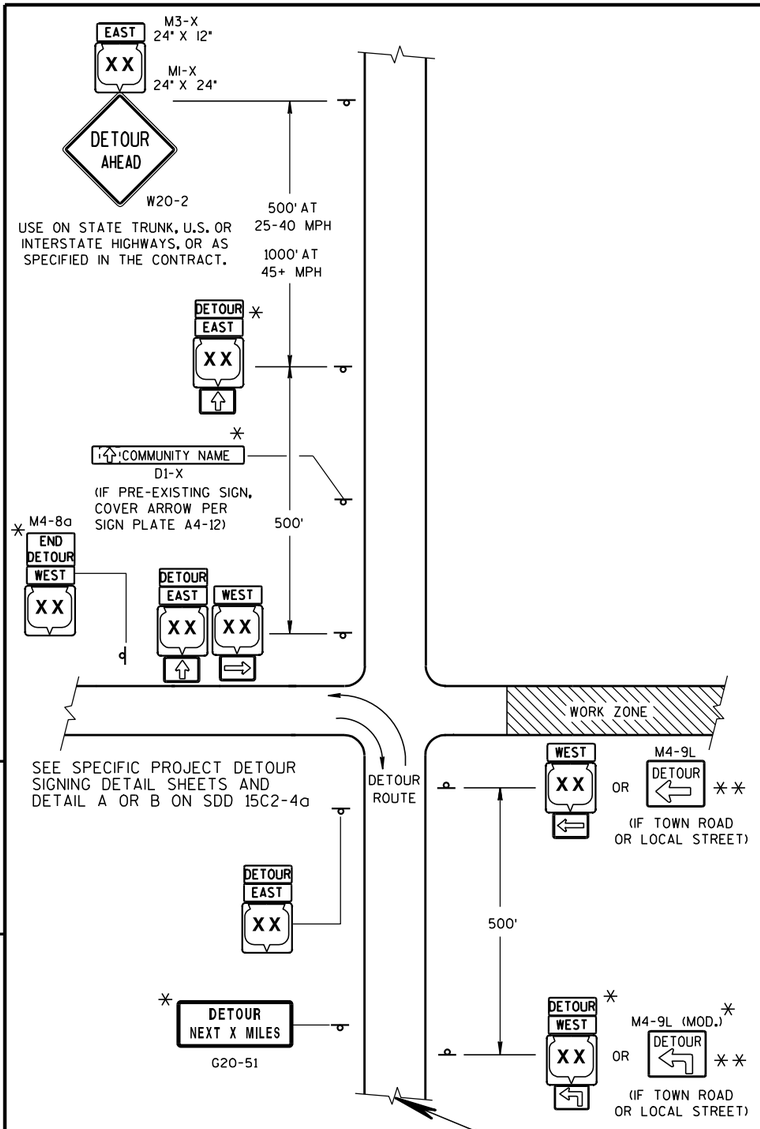
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

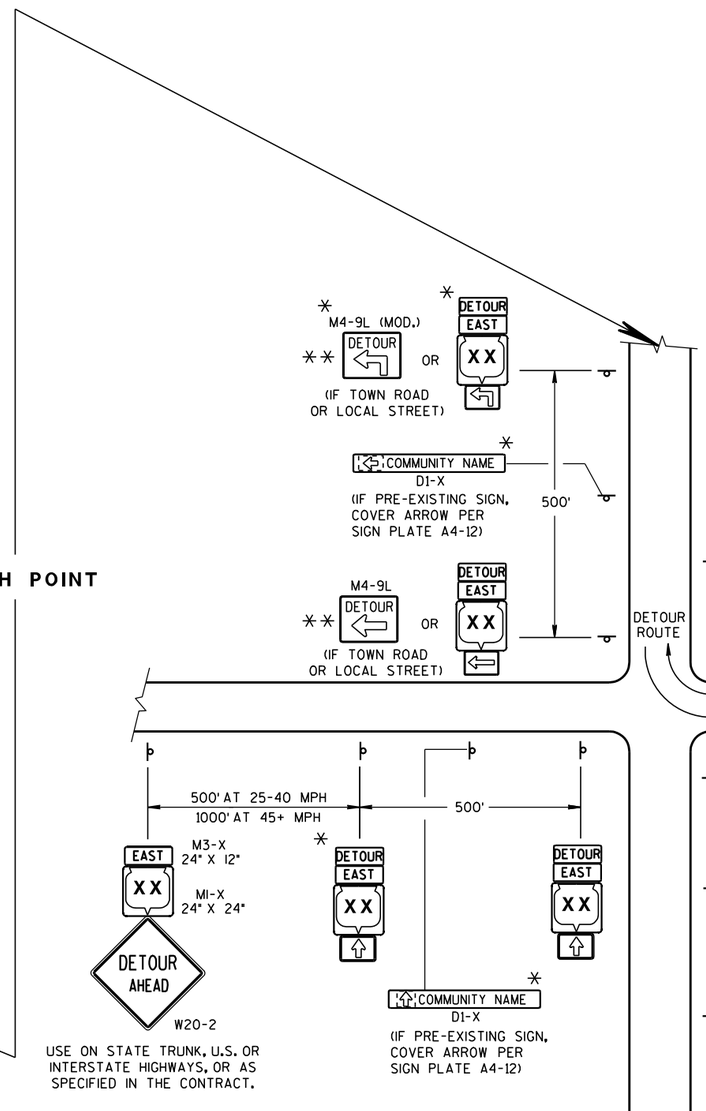
SIGN SIZES SHALL BE AS FOLLOWS:

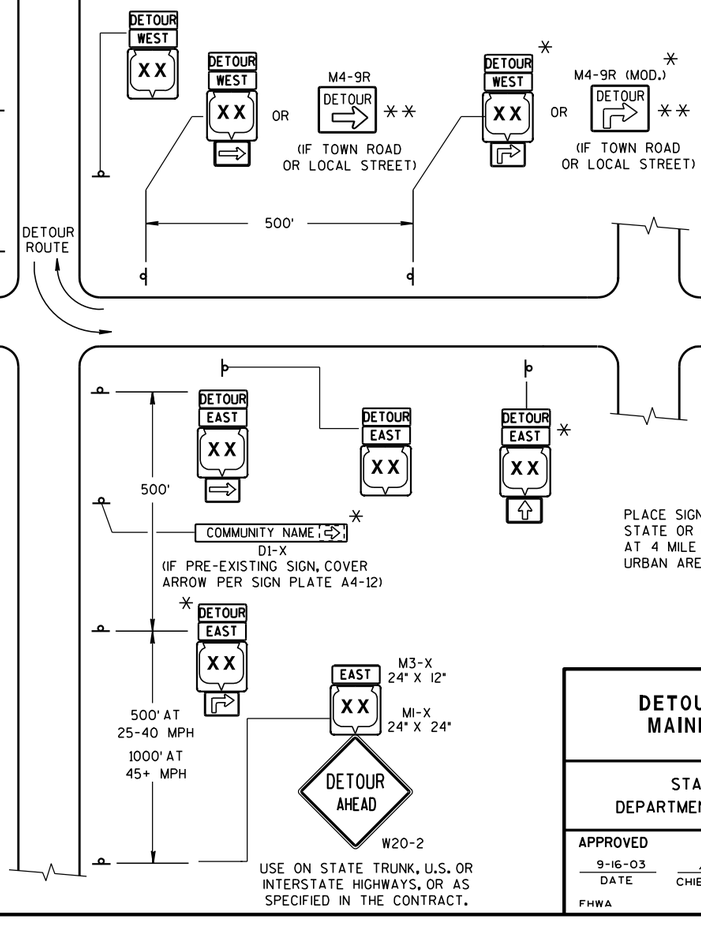
M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
M4-9 SHALL BE 30" X 24".
M4-8a SHALL BE 24" X 18".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

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

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







LEGEND

- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

DETAIL F

DETOUR SIGNING

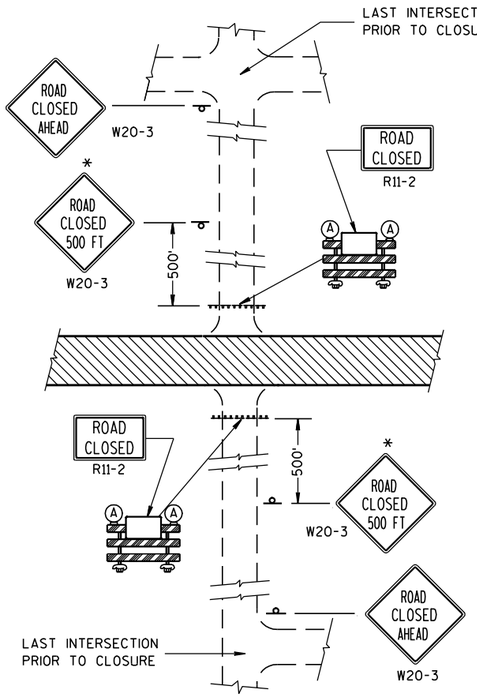
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03 DATE
/S/ Thomas N. [illegible] CHIEF SIGNS AND MAR [illegible] INEER
FHWA

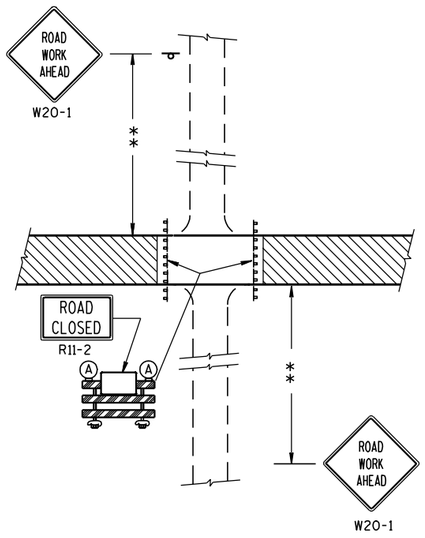
6 S.D.D. 15 C 2-4c

6 S.D.D. 15 C 2-4c



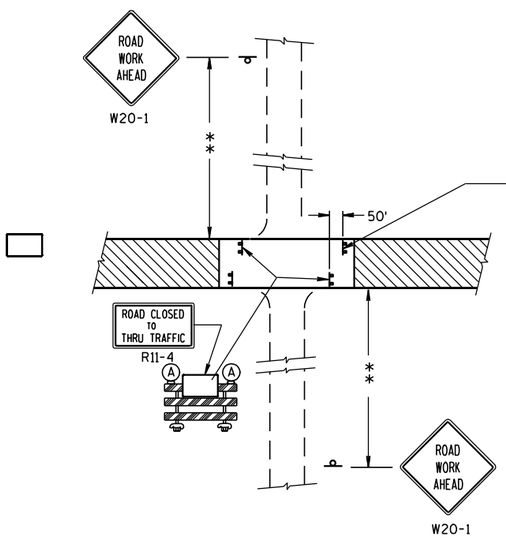
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

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

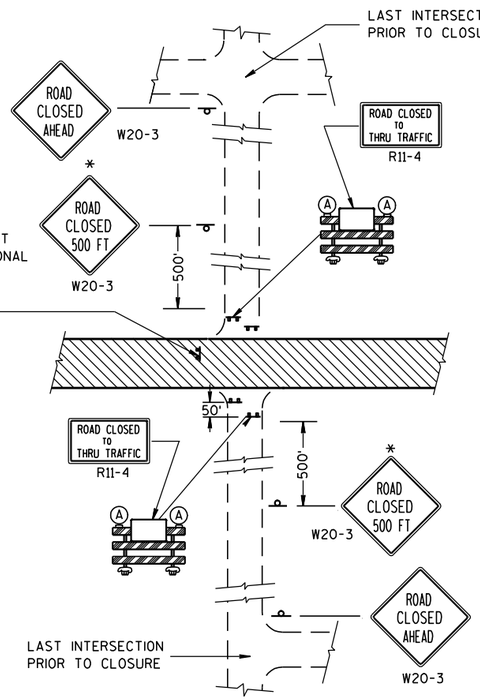


DETAIL 3

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

FOR BRIDGE OR CULVERT REPLACEMENT, USE ADDITIONAL SIGN ON BARRICADE

BRIDGE OUT
XX MILES AHEAD
R11-3 (MOD.)



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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

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

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

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-03
DATE

/S/ Thomas N. N-------
CHIEF SIGNS AND MAR 382 INEER

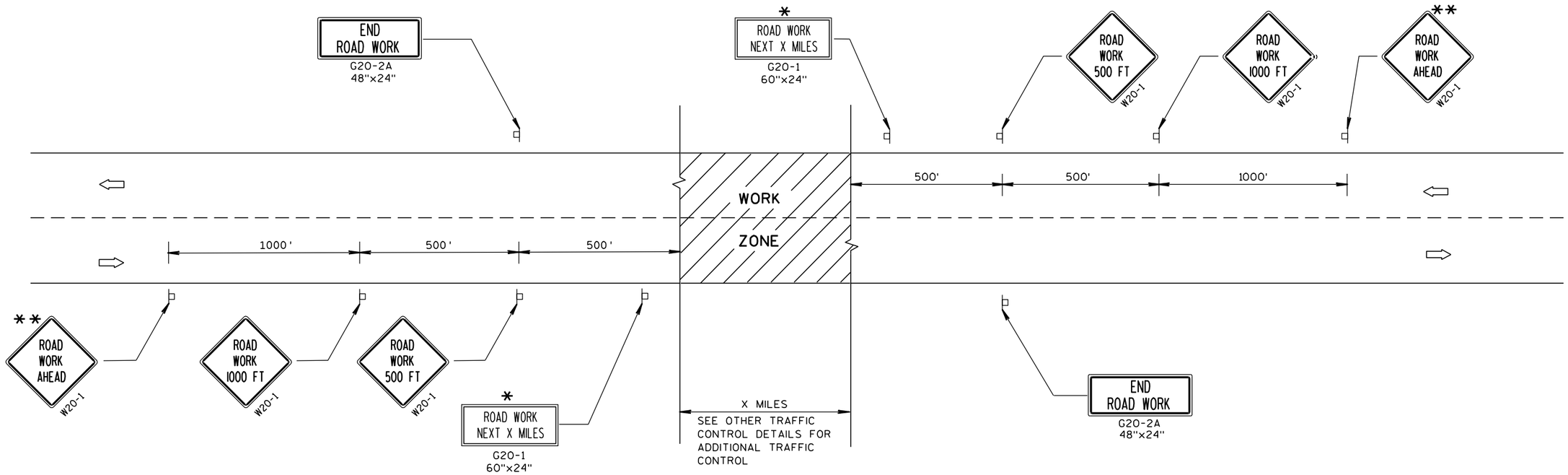
FHWA

6

S.D.D. 15 C 3-1

6

S.D.D. 15 C 3-1



6

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

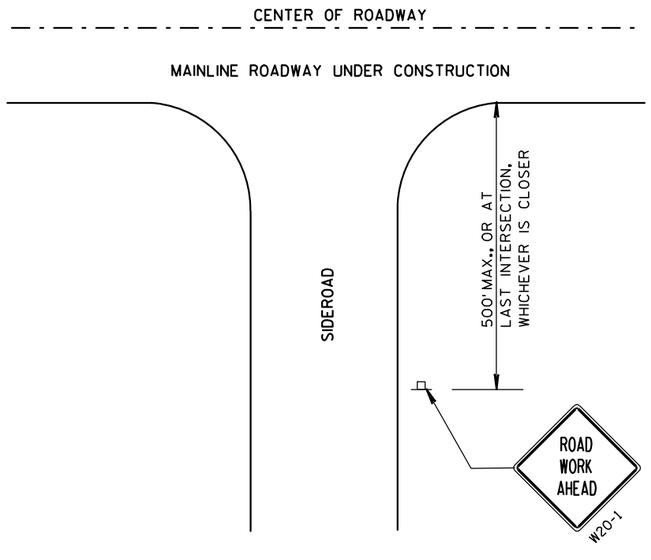
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00 DATE

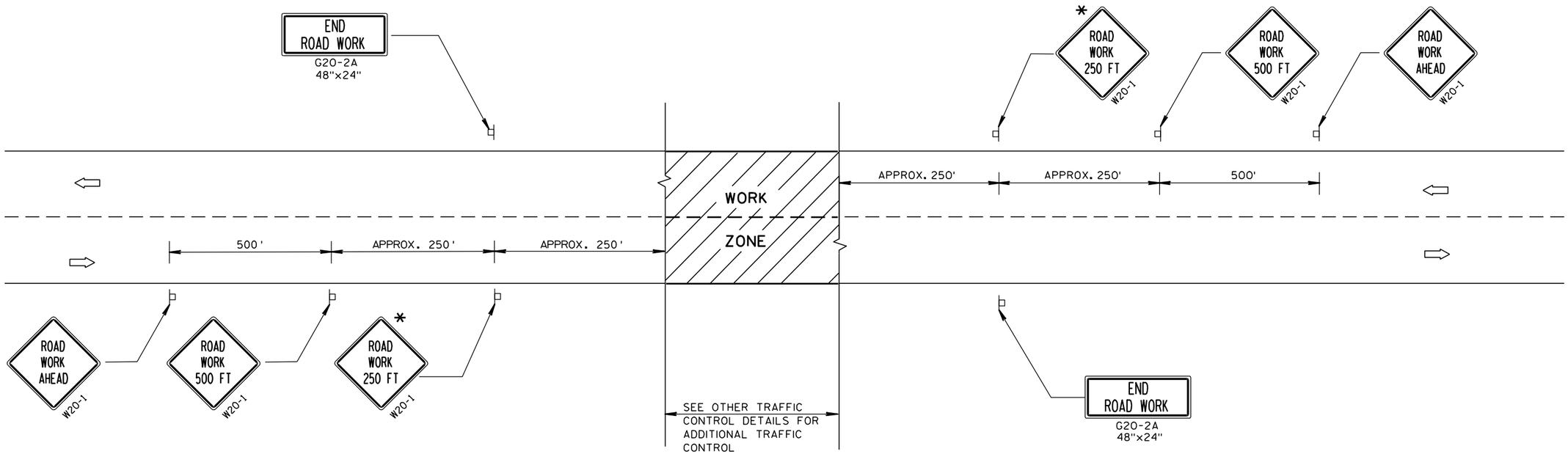
/S/ Chester J. [illegible] CHIEF SIGNS AND MARKINGS ENGINEER

FHWA

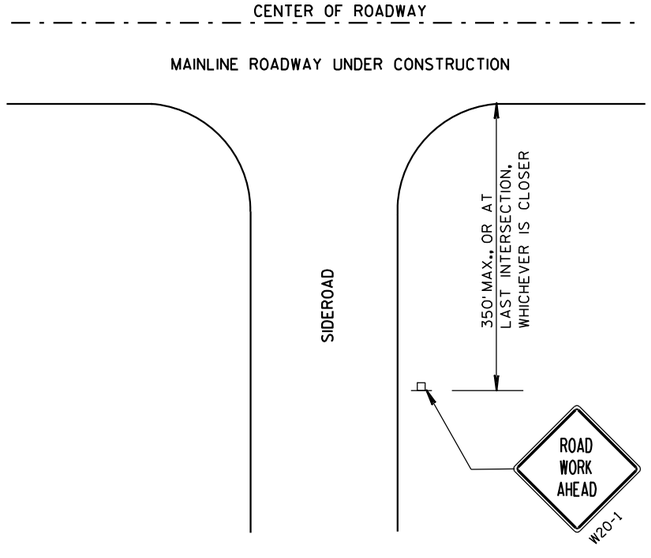
S.D.D. 15 C 4-1

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S.D.D. 15 C 4-1



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00
DATE

/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 C 5-1

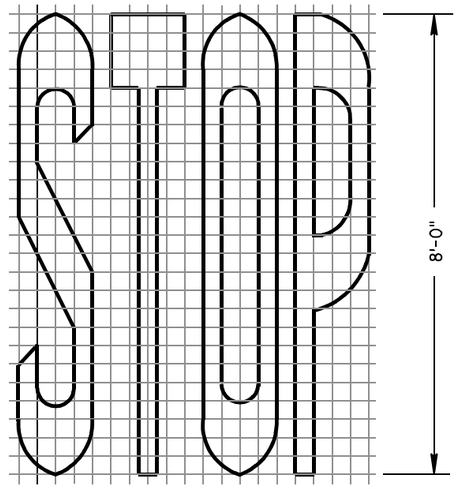
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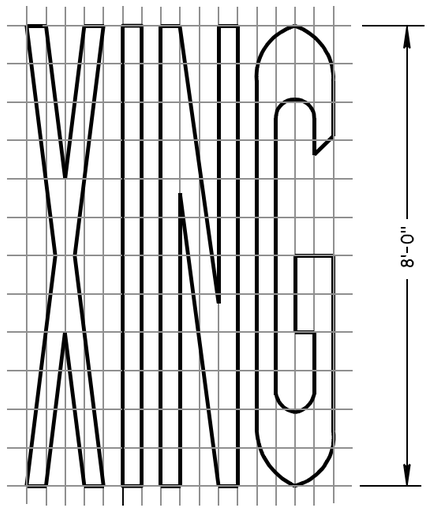
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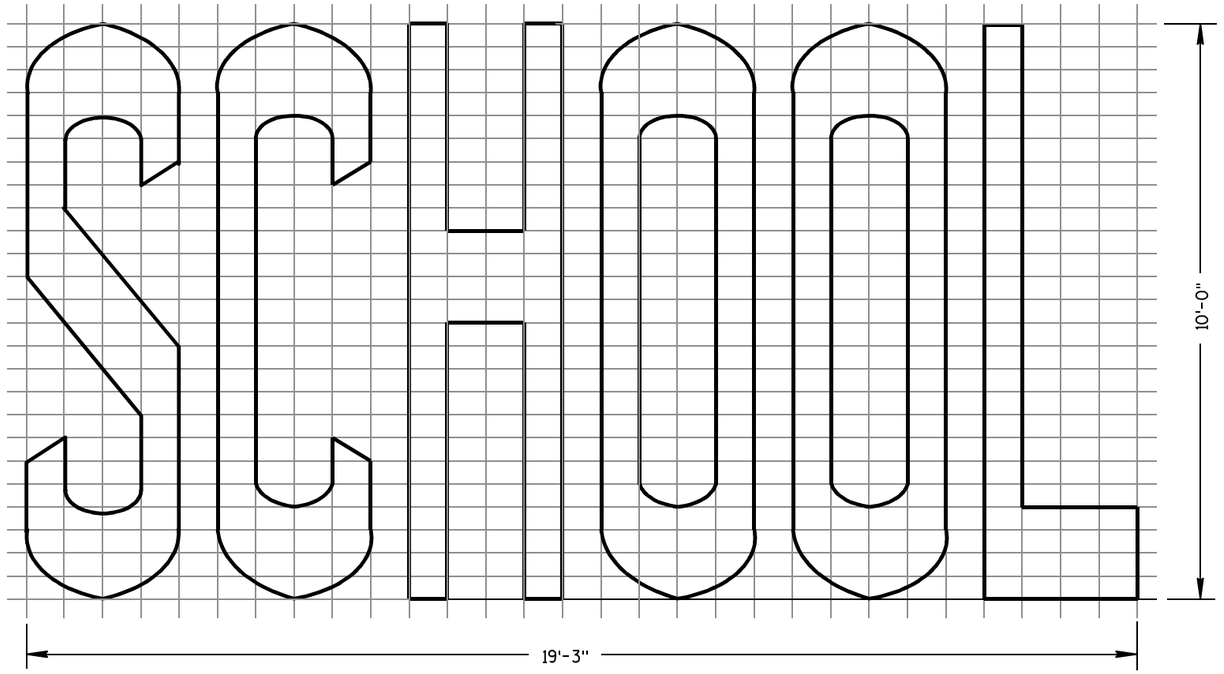
GENERAL NOTES

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

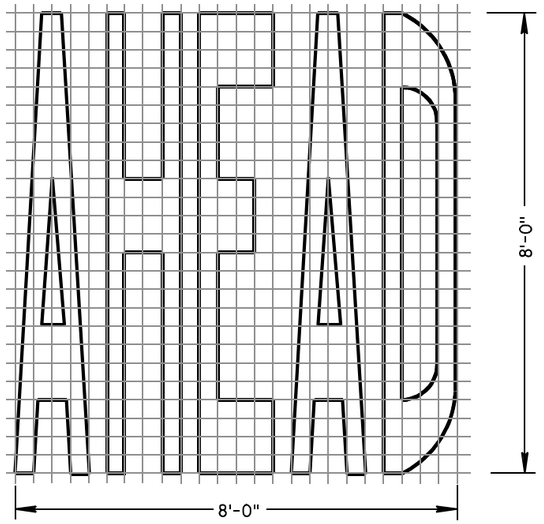
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

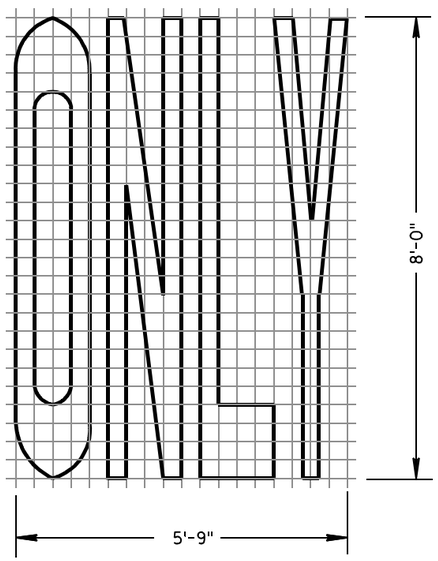


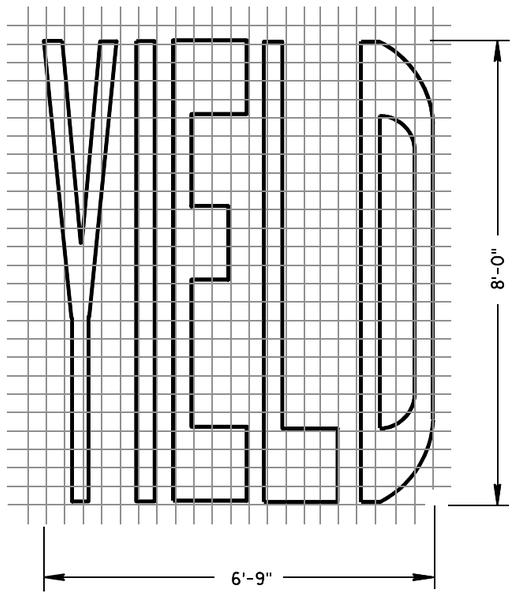


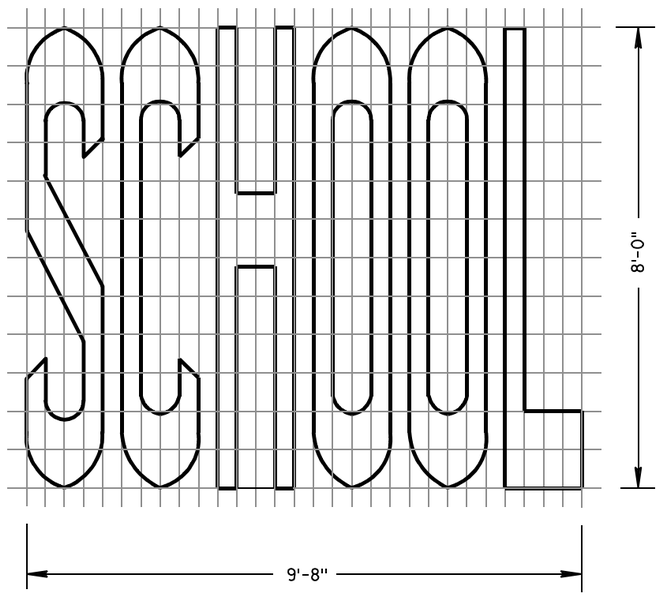


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nottbohm
STATE TRAFFIC ENGINEER

385 IGN

FHWA

6

S.D.D. 15 C 7-12b

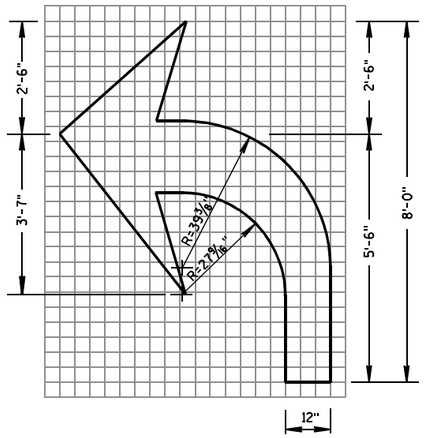
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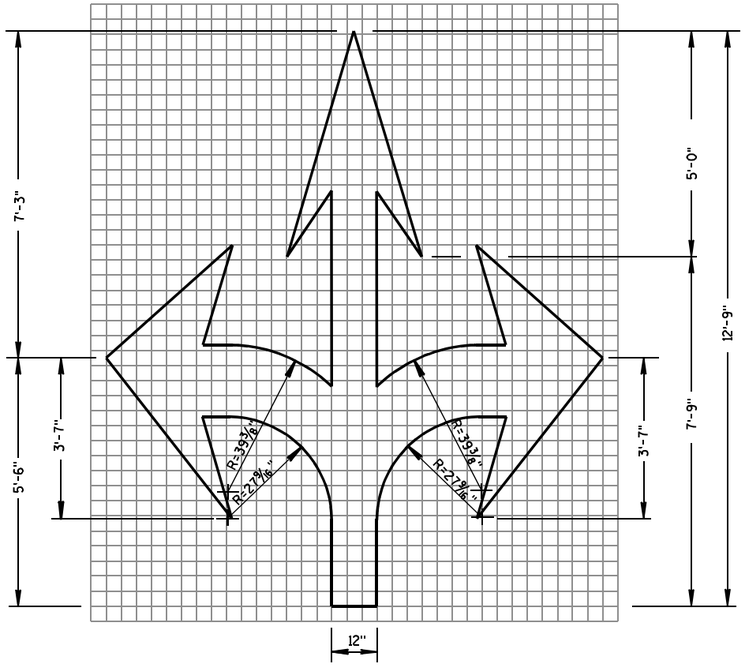
GENERAL NOTES

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

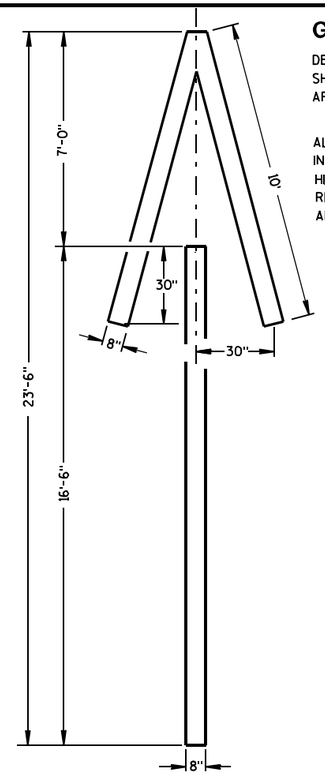
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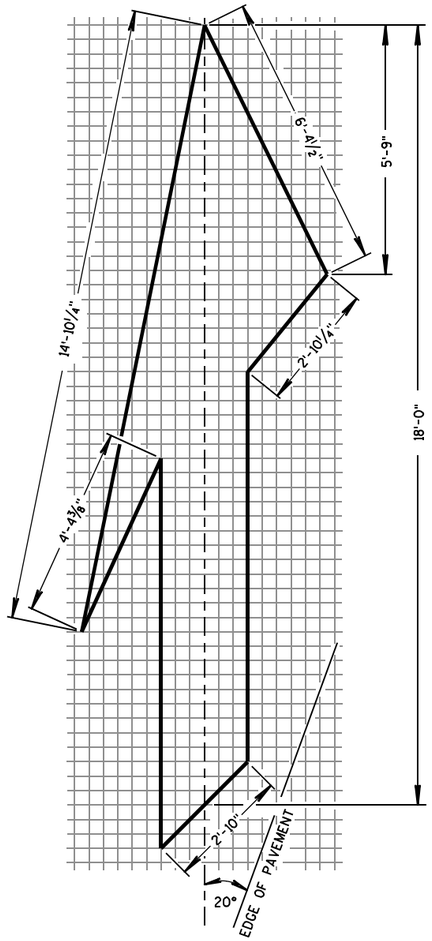
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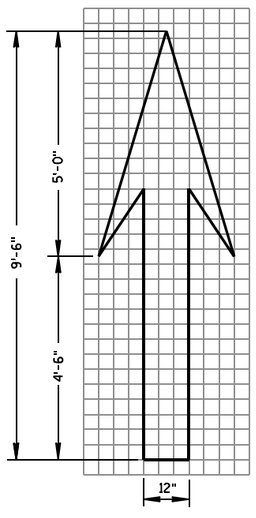
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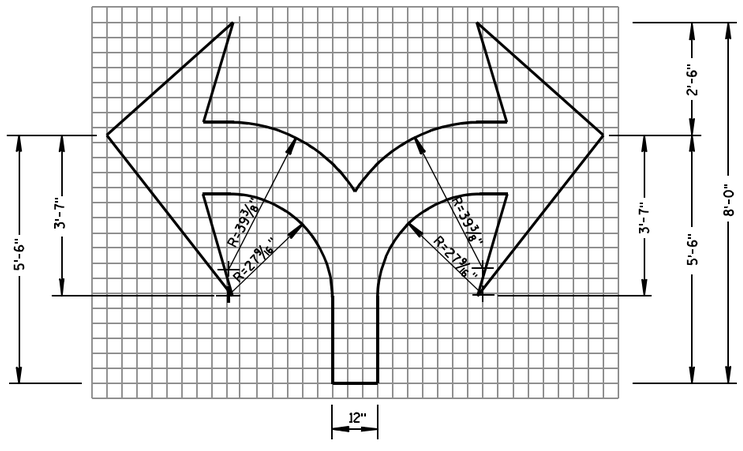
TYPE 4



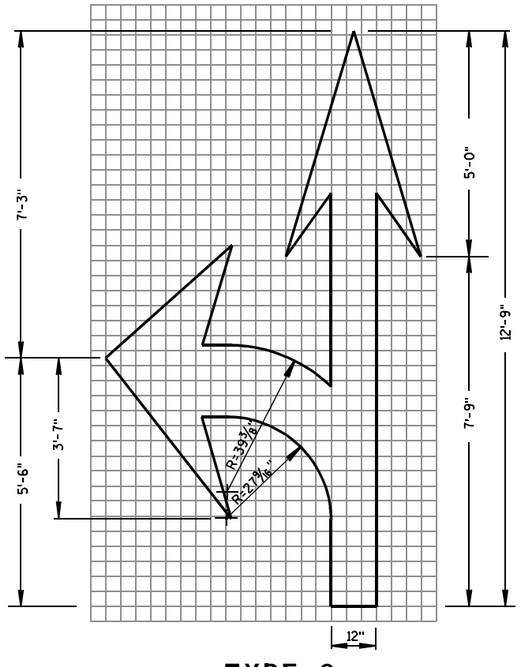
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12c

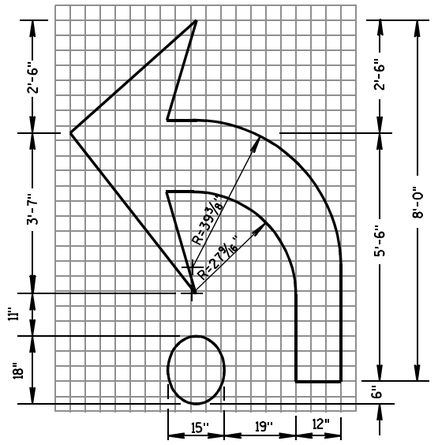
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S.D.D. 15 C 7-12c

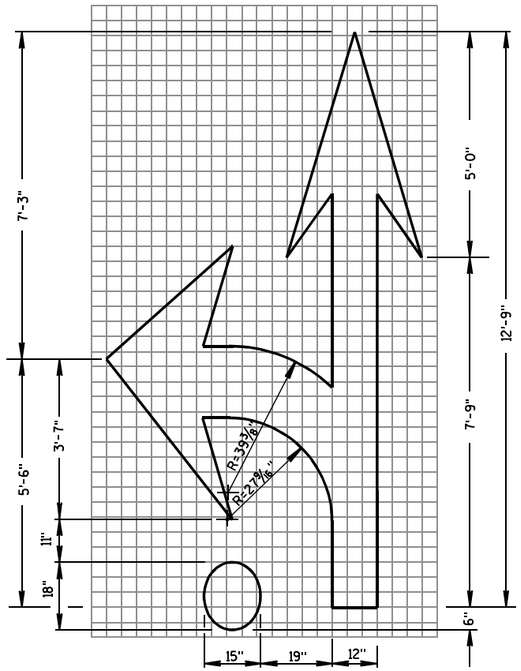
GENERAL NOTES

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

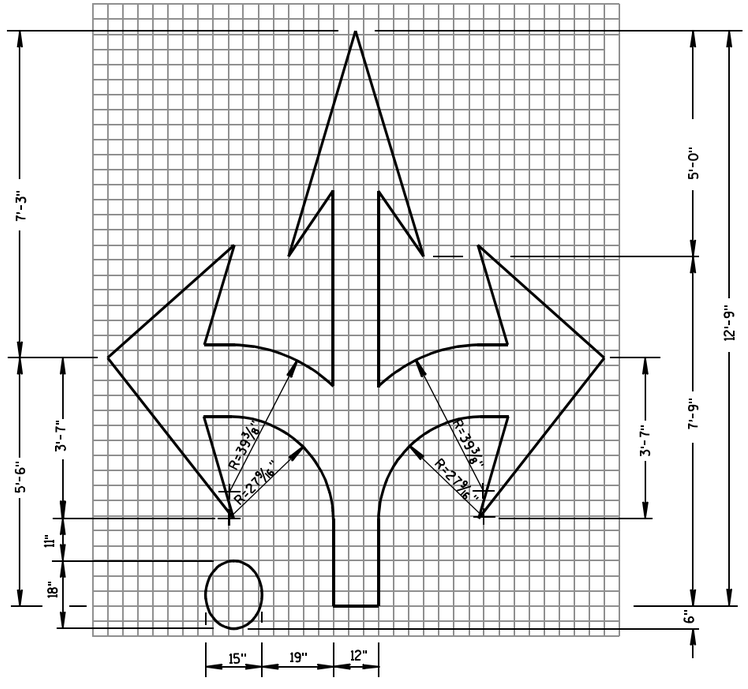
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



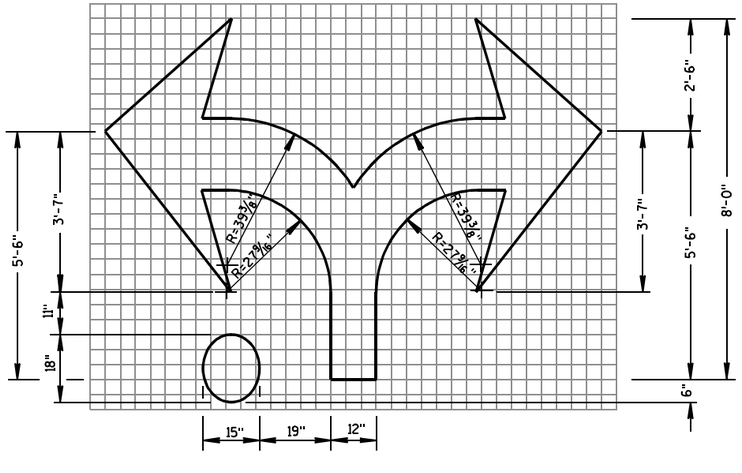
TYPE 2R



TYPE 3R



TYPE 6R

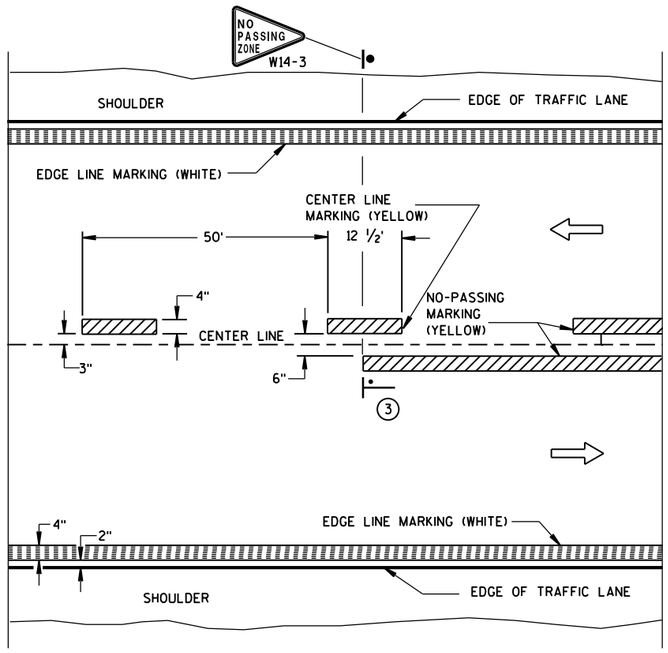


TYPE 7R

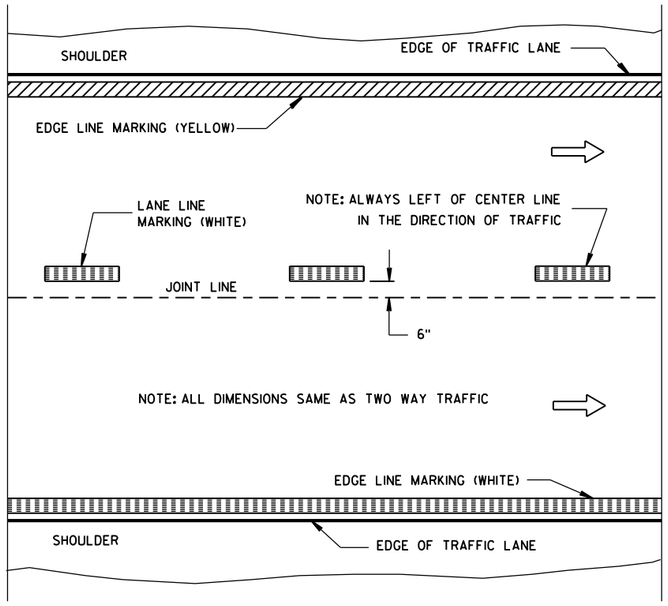
ROUNDABOUT ARROWS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
7/1/11 DATE	/S/ Thomas N. Nottbohm STATE TRAFFIC ENGINEER
FHWA	

6

S.D.D. 15 C 7-12d

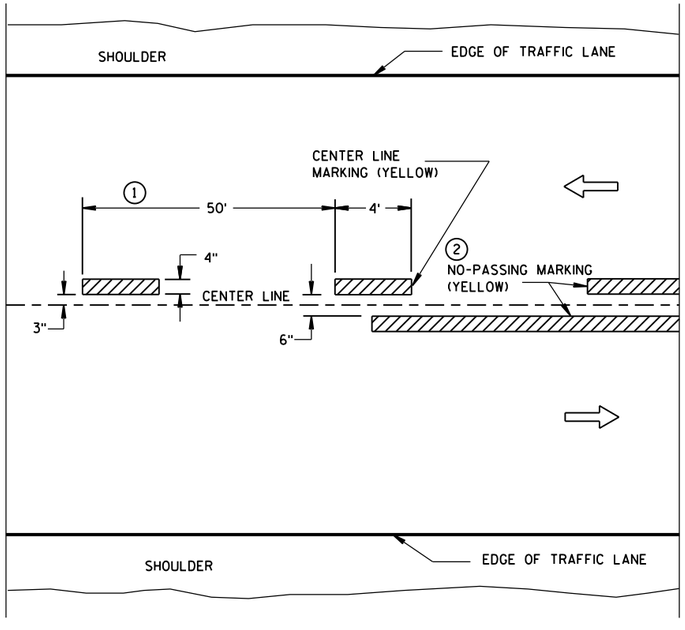


TWO WAY TRAFFIC

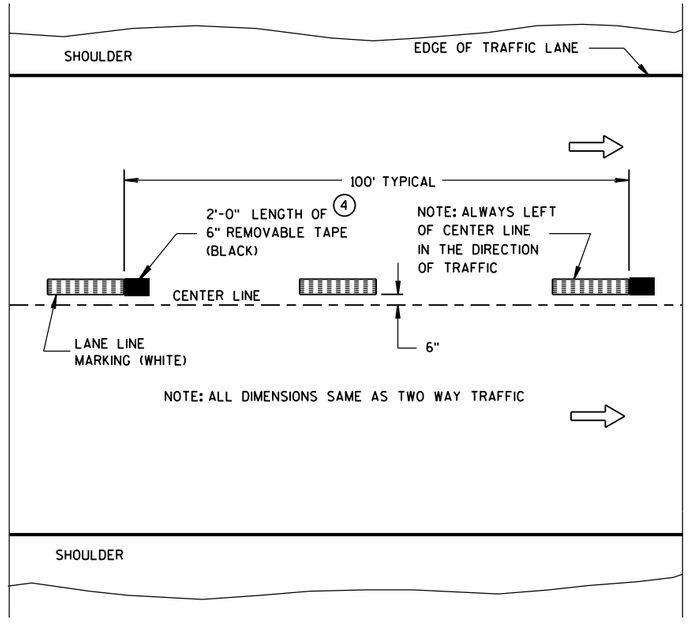


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

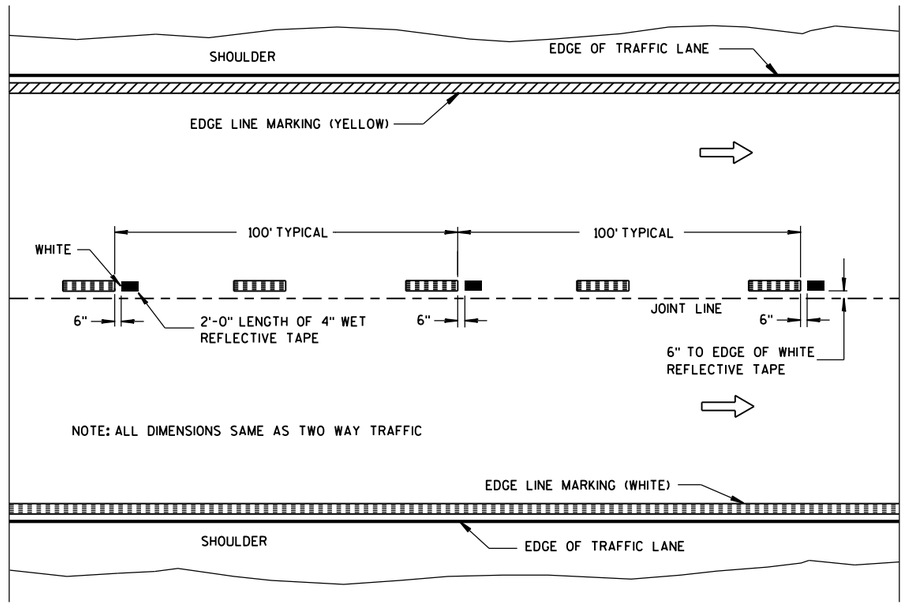
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

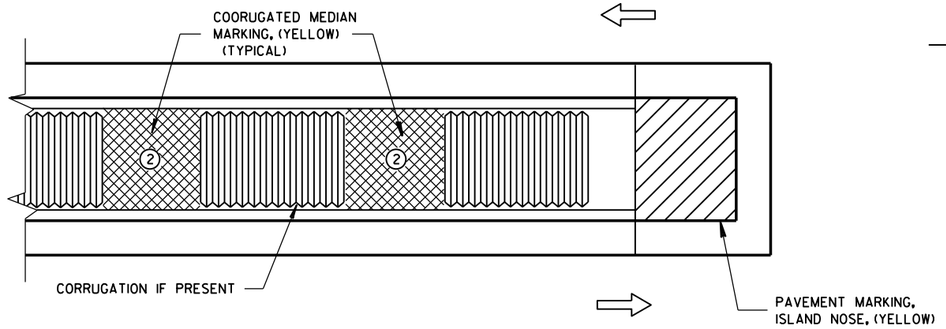
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

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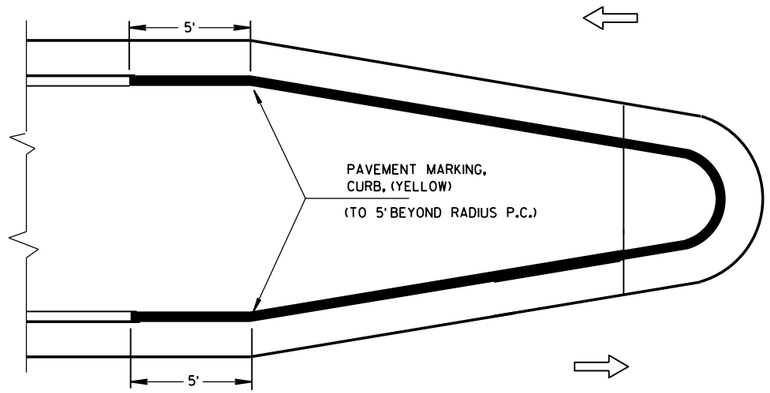
S.D.D. 15 C 8-16a

6

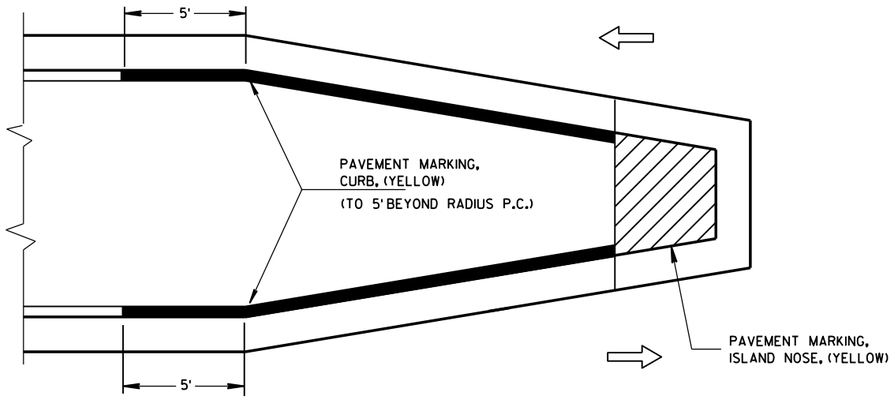
S.D.D. 15 C 8-16a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

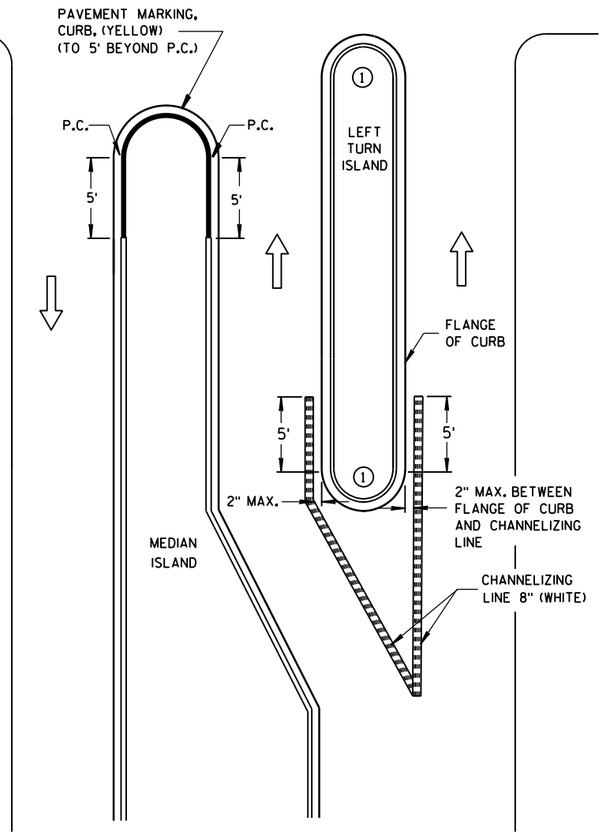


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

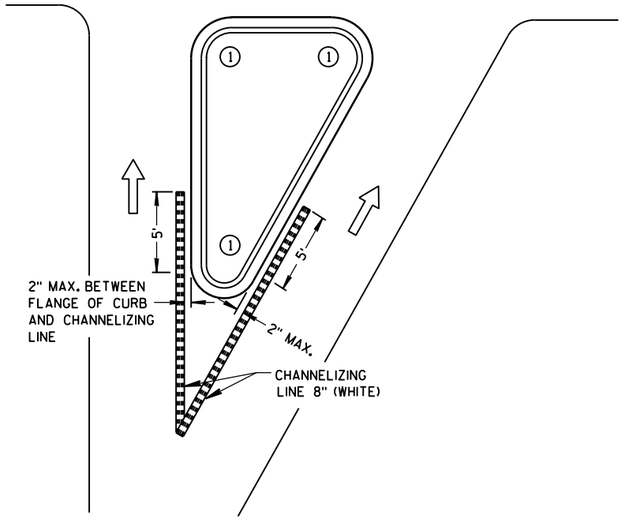


LEFT TURN & MEDIAN ISLAND

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)

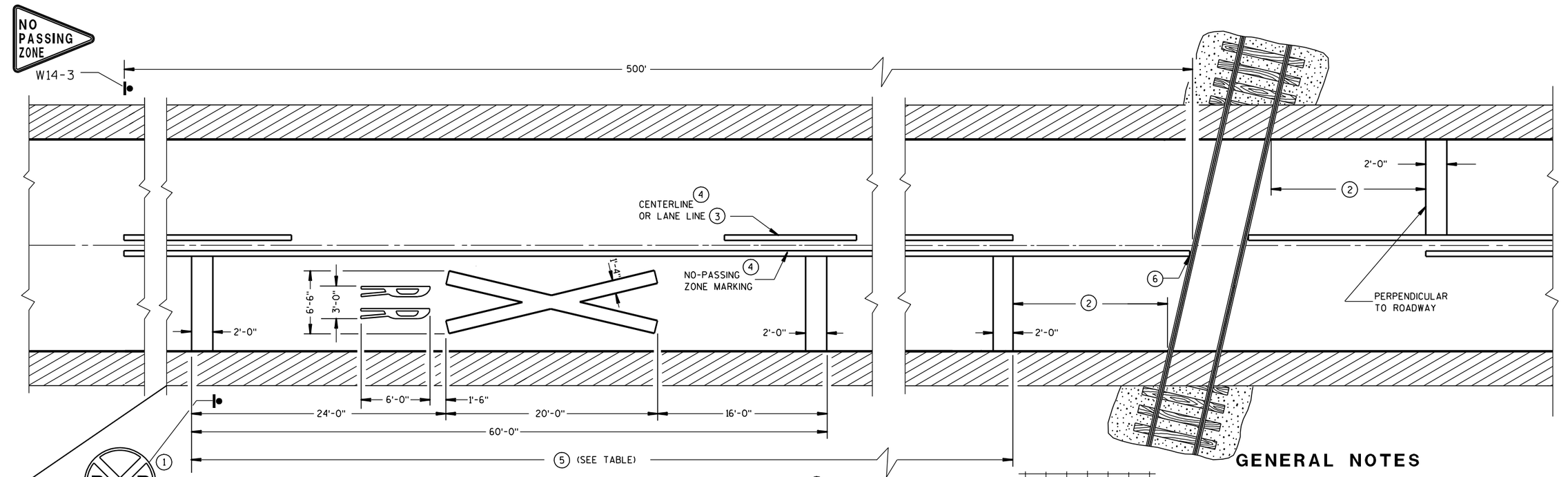
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

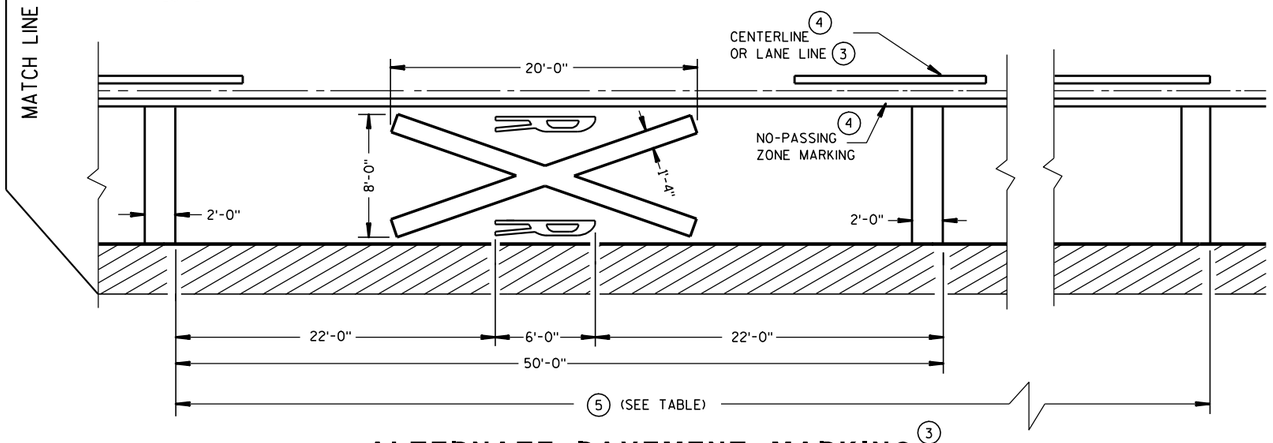
S.D.D. 15 C 8-16f

6

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



PREFERRED PAVEMENT MARKING (3)

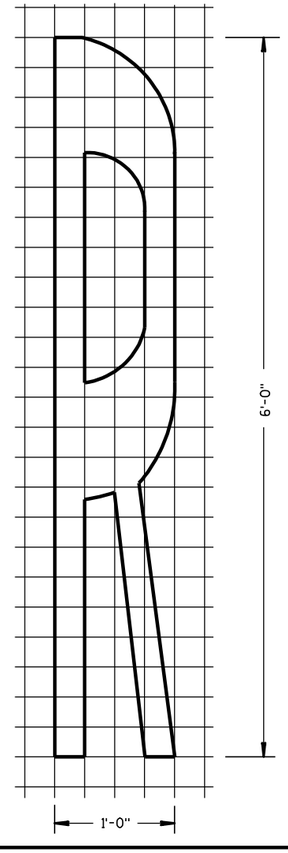


ALTERNATE PAVEMENT MARKING (3)

(5)

Posted Speed (M.P.H.)	Dimension Range (Feet)
25	150*- 250
30	200*- 300
35	250*- 450
40	300*- 500
45	400*- 650
50	550*- 800
55	750*- 1000
60	1000*- 1250
65	1000*- 1250

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



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.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

(1) A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).

(2) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

(3) REFLECTIVE WHITE.

(4) REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(5) TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(6) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

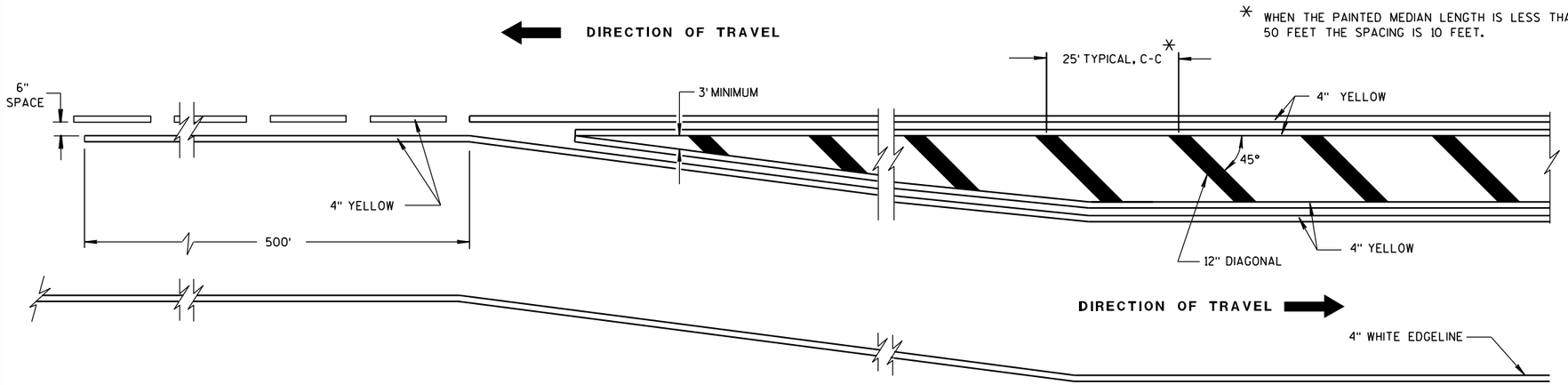
APPROVED

1-9-2012
DATE

/S/ Thomas N. [illegible]
STATE TRAFFIC ENGINEER

FHWA

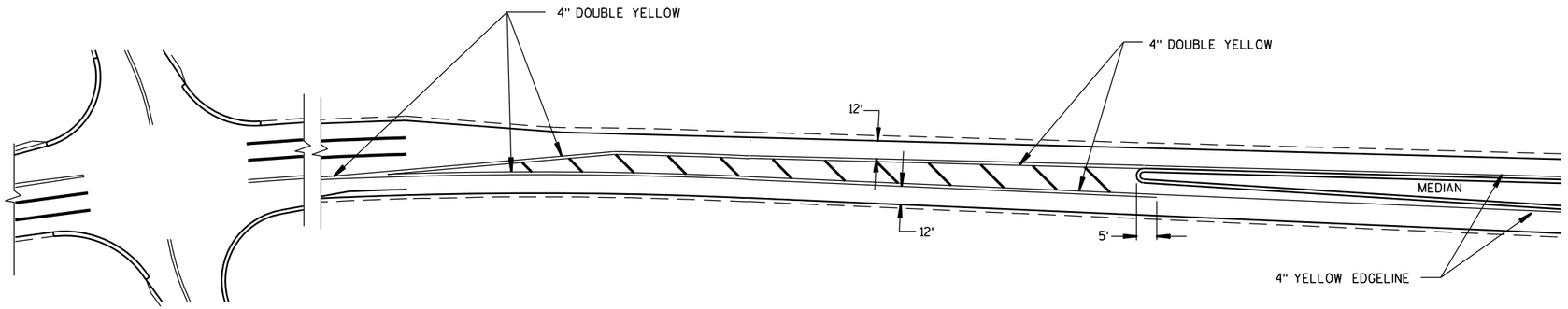
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S.D.D. 15 C 9-9a



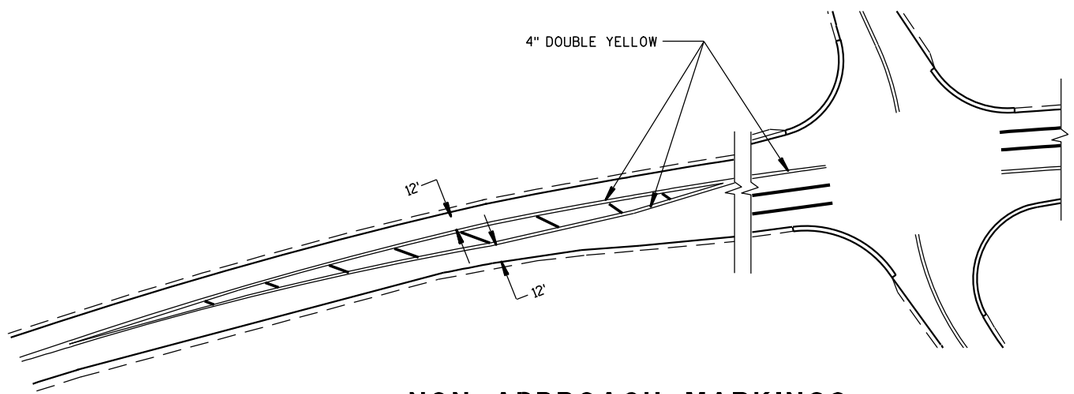
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

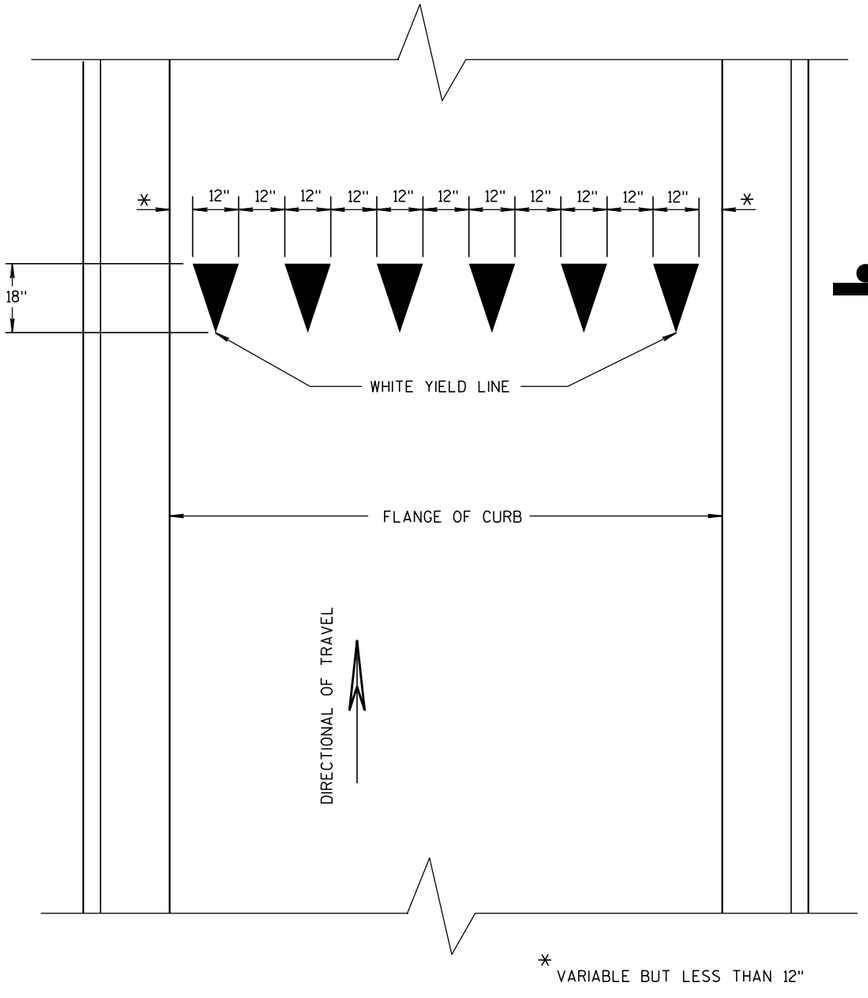
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	391 IGN

6

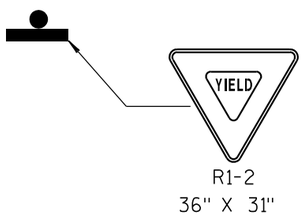
S.D.D. 15 C 18-3

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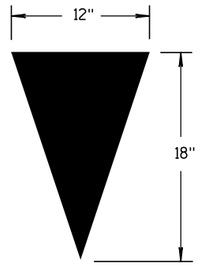
S.D.D. 15 C 18-3



YIELD LINE



R1-2
36" X 31"



YIELD TRIANGLE

6

S.D.D. 15 C 20-1

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1/28/05
DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

392

FHWA

6

S.D.D. 15 C 20-1

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

(2) REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT

SYMBOLS

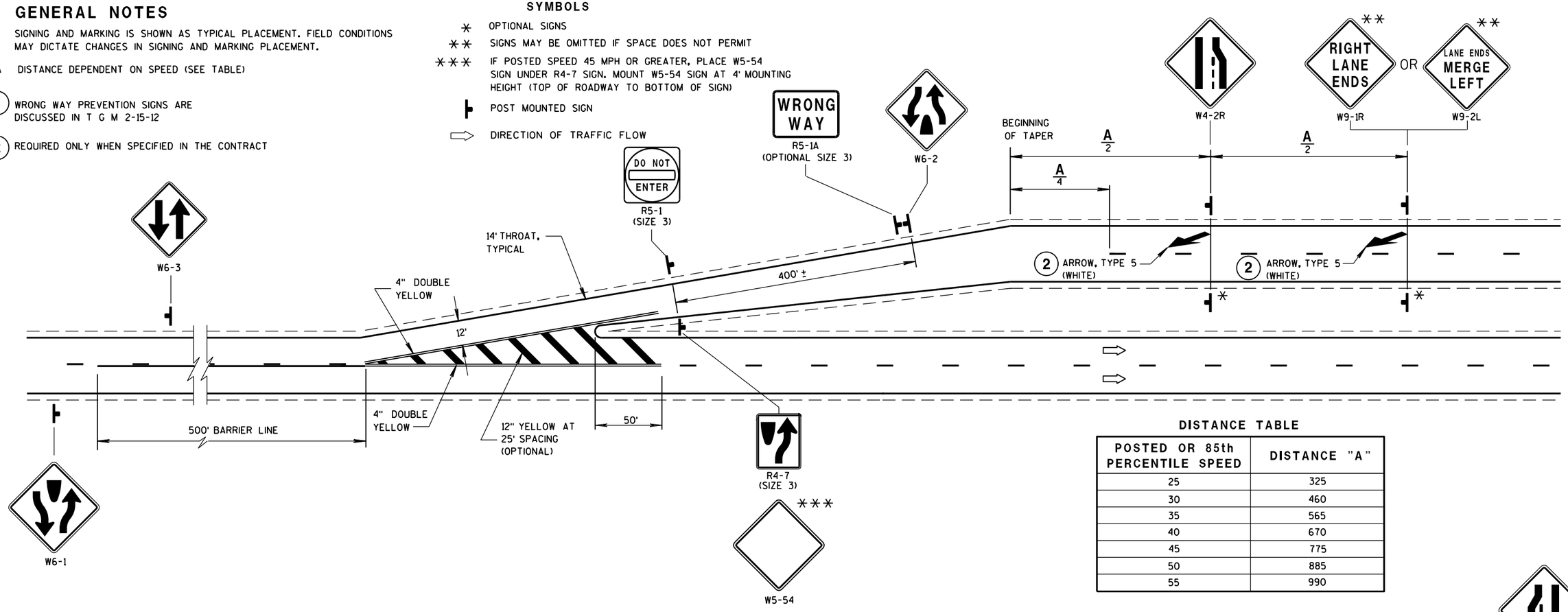
* OPTIONAL SIGNS

** SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

*** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW



DISTANCE TABLE

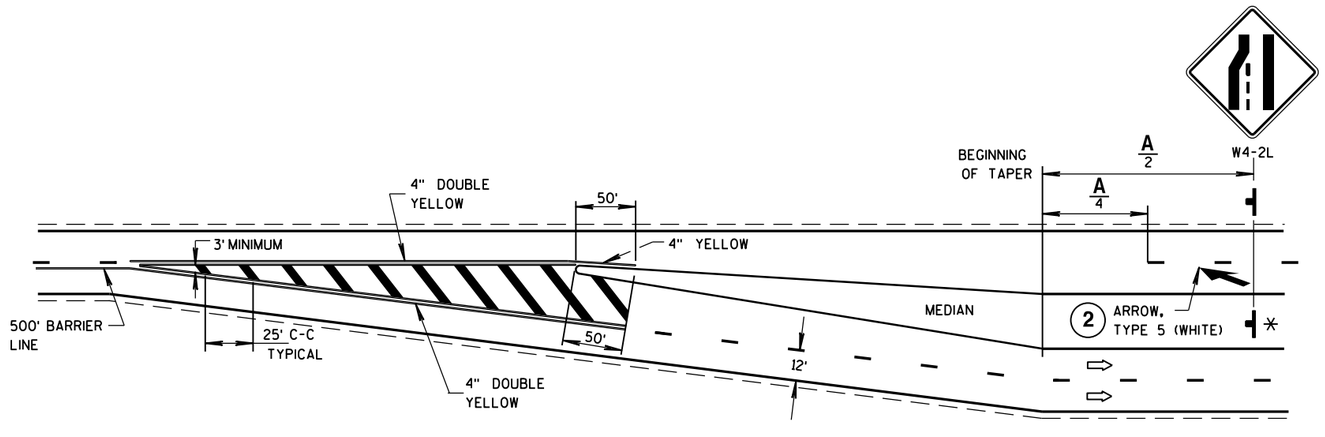
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990

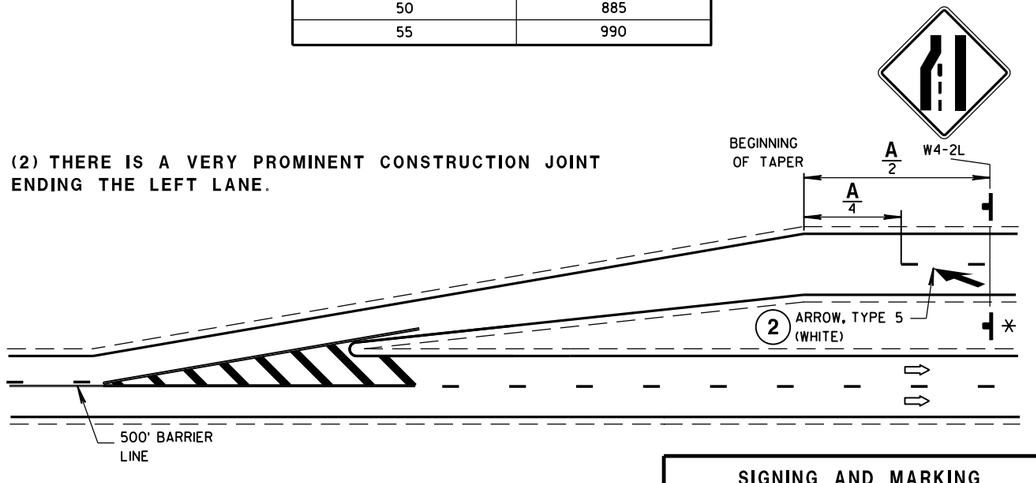
USE W4-2L IF :

(1) THE LEFT LANE IS PUSHED TO THE RIGHT:

OR

(2) THERE IS A VERY PROMINENT CONSTRUCTION JOINT ENDING THE LEFT LANE.





SIGNING AND MARKING
TWO LANE TO FOUR LANE DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

6

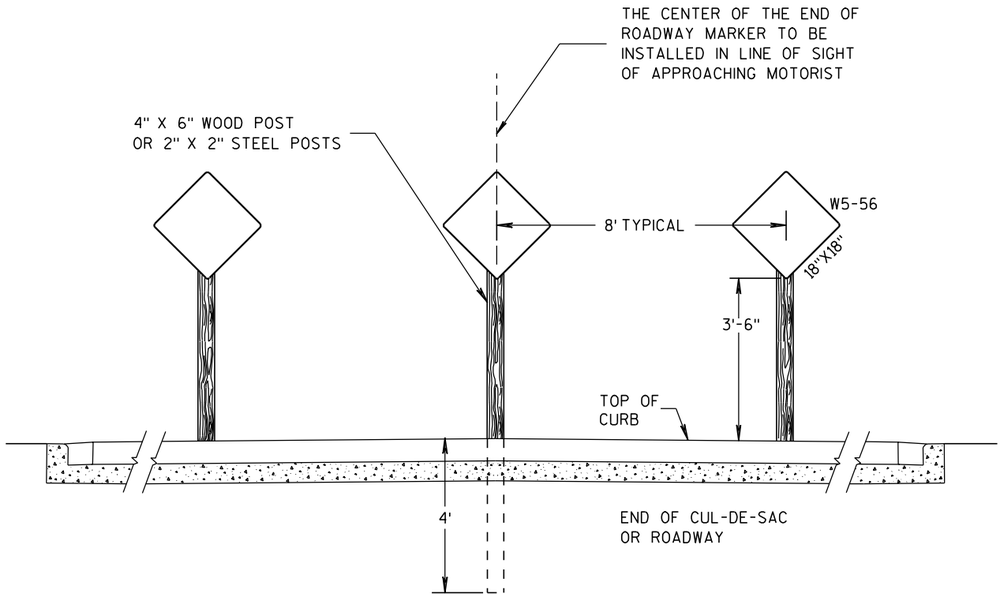
S.D.D. 15 C 21-5

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

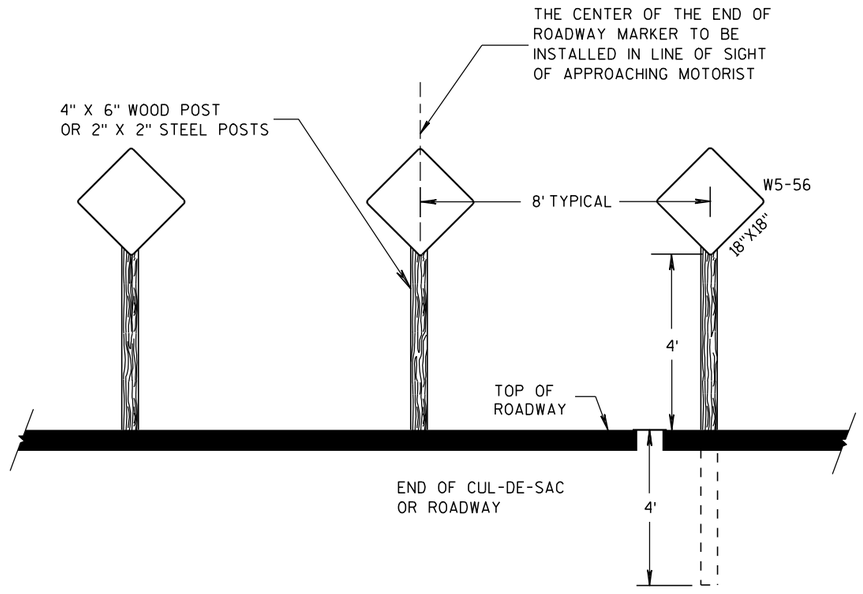
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL URBAN SIGN INSTALLATION

(WITH CURB & GUTTER)



TYPICAL RURAL SIGN INSTALLATION

(WITHOUT CURB & GUTTER)

END-OF-ROADWAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/1/2011 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	

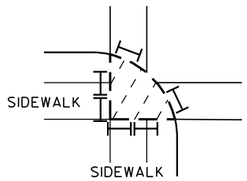
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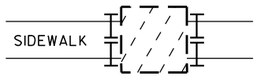
S.D.D. 15 C 26-2

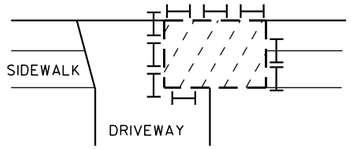
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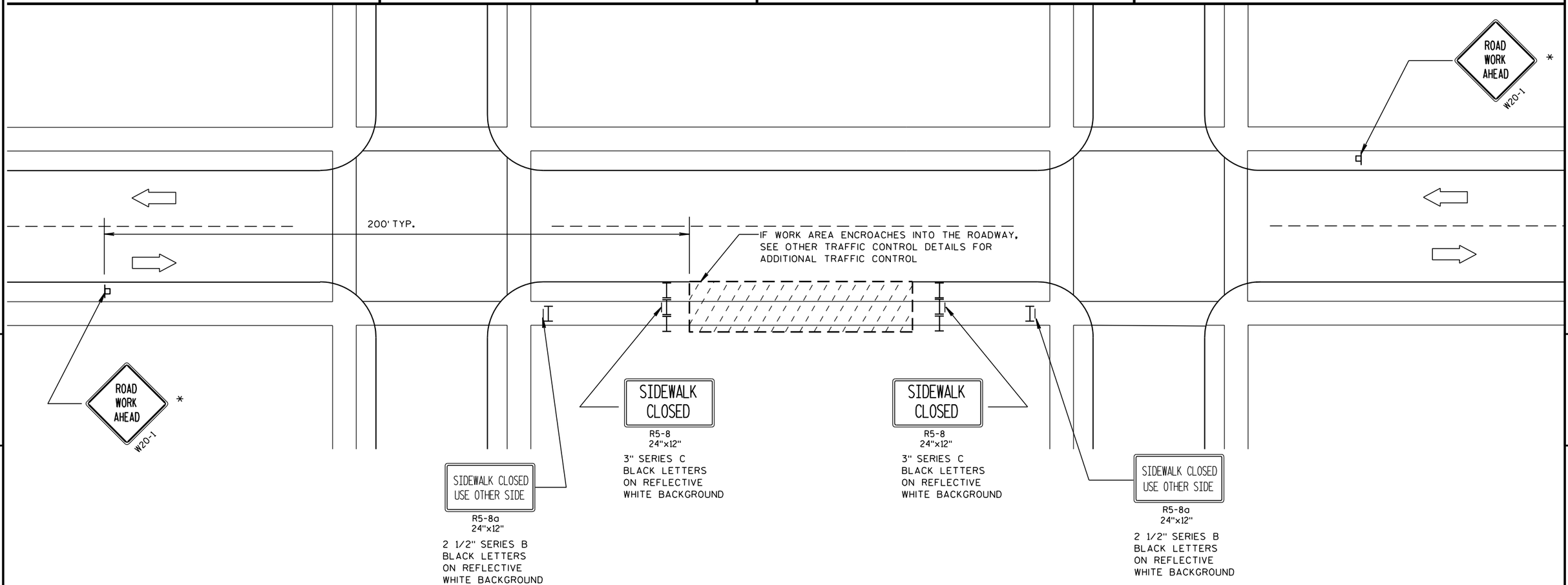
S.D.D. 15 C 26-2

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

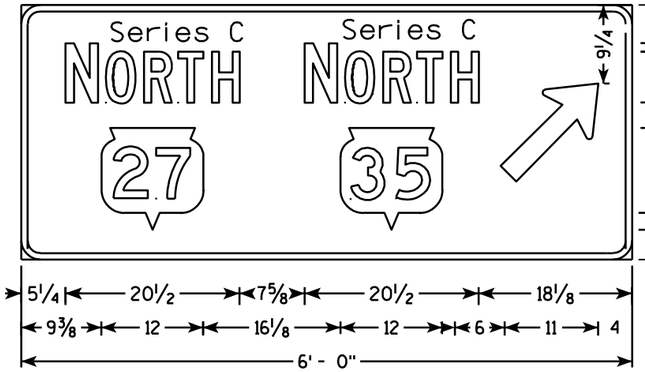
APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK 395 NEER
FHWA

6

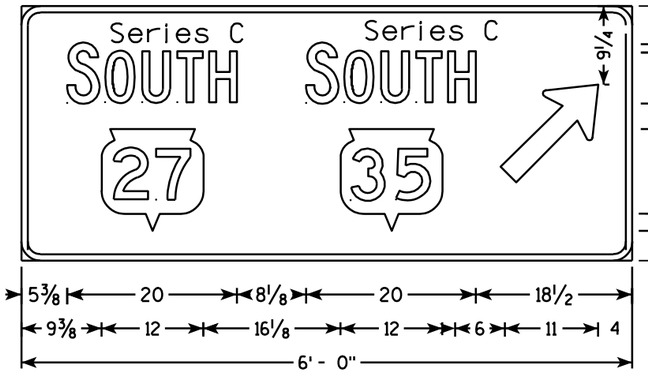
S.D.D. 15 D 30-1

6

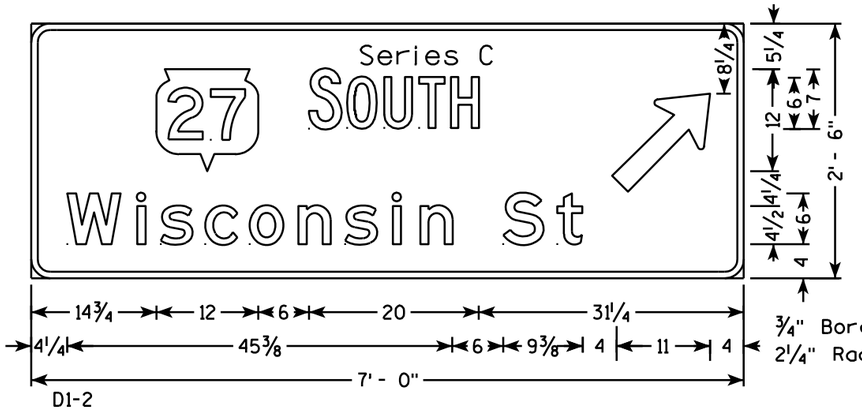
S.D.D. 15 D 30-1



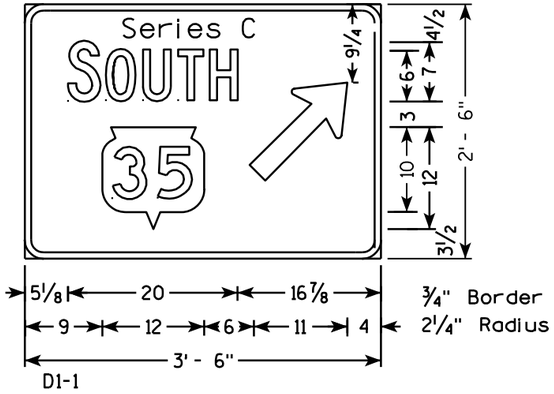
¾" Border
2¼" Radius



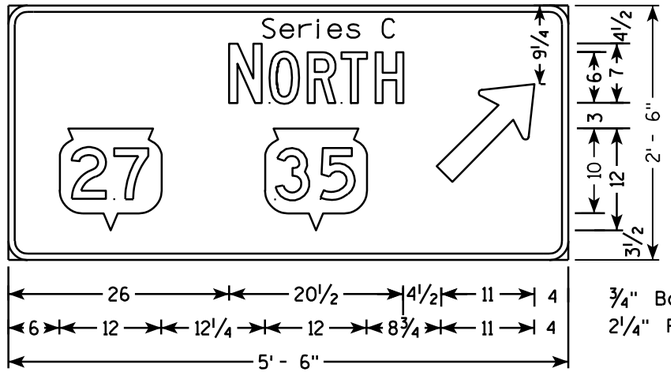
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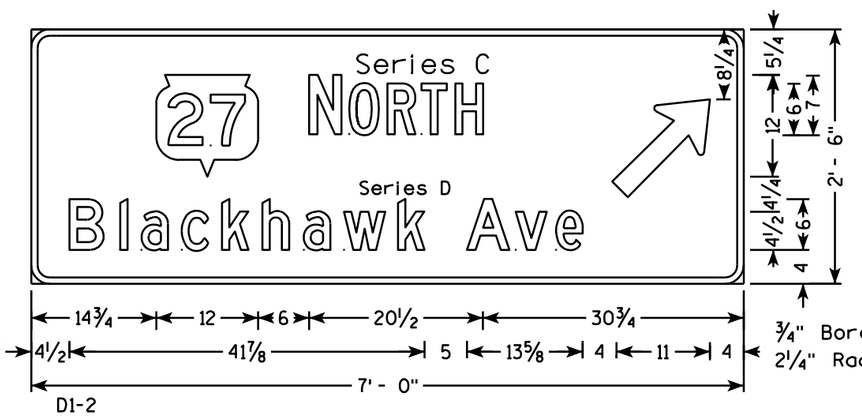
¾" Border
2¼" Radius



¾" Border
2¼" Radius



¾" Border
2¼" Radius



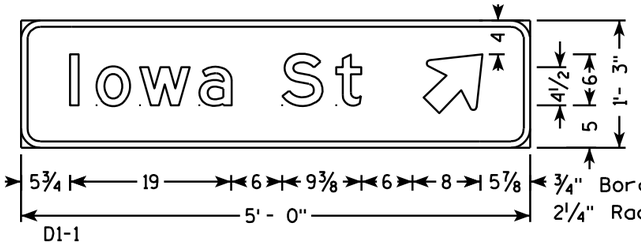
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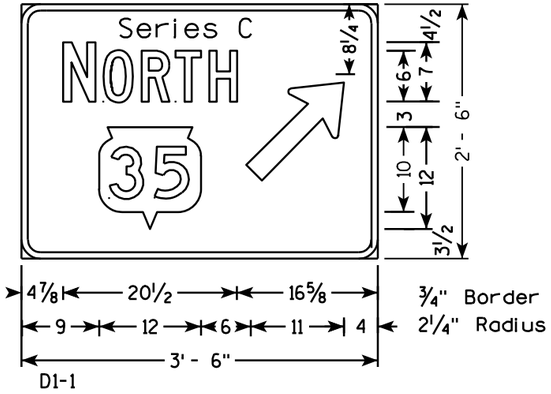
¾" Border
2¼" Radius



¾" Border
2¼" Radius



¾" Border
2¼" Radius



¾" Border
2¼" Radius

NOTES

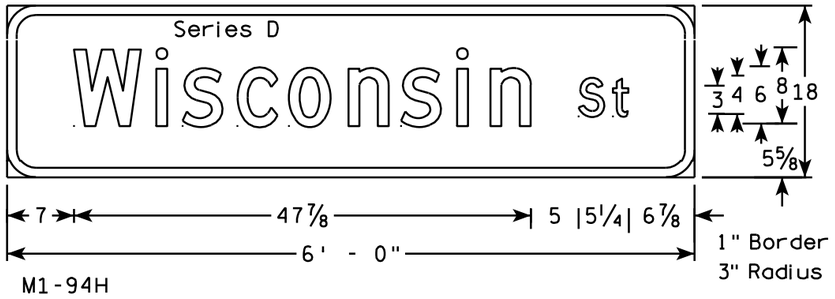
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted

7

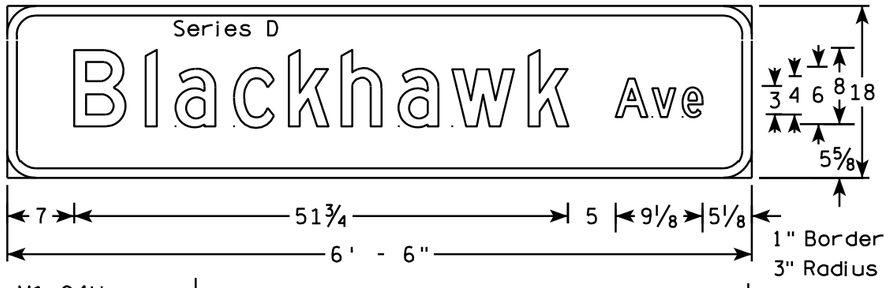
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PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET NO: 396	E

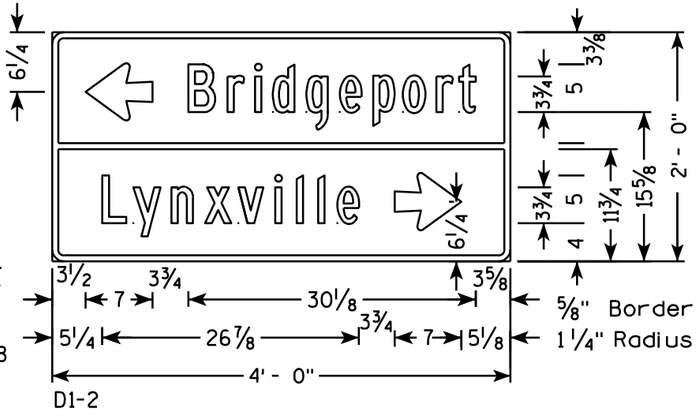
FILE NAME : C:\CAEFiles\Projects\tr_d5\5122A713.dgn PLOT DATE : 18-JUL-2013 13:07 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 17.862829:1.000000 WISDOT/CADDS SHEET 42



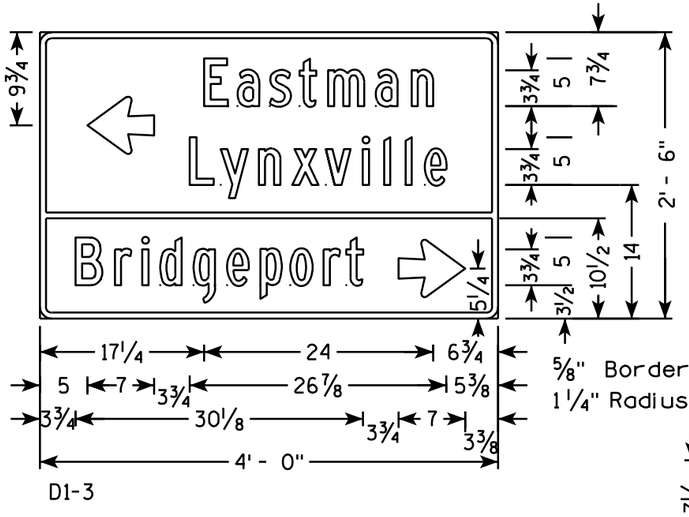
M1-94H



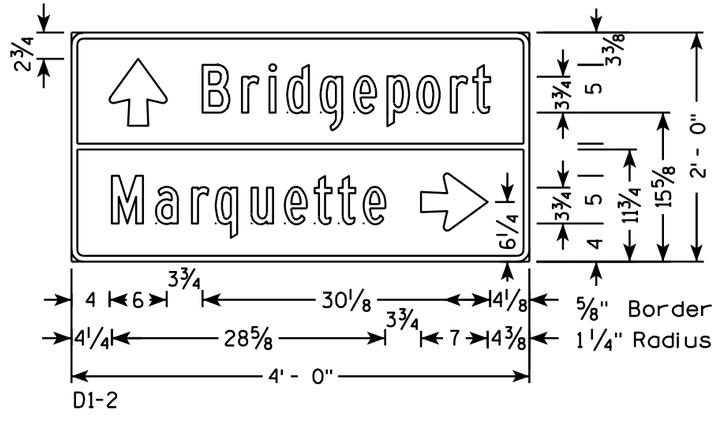
M1-94H



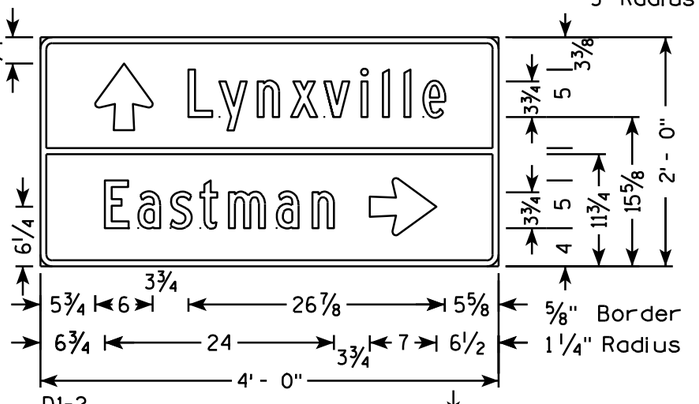
D1-2



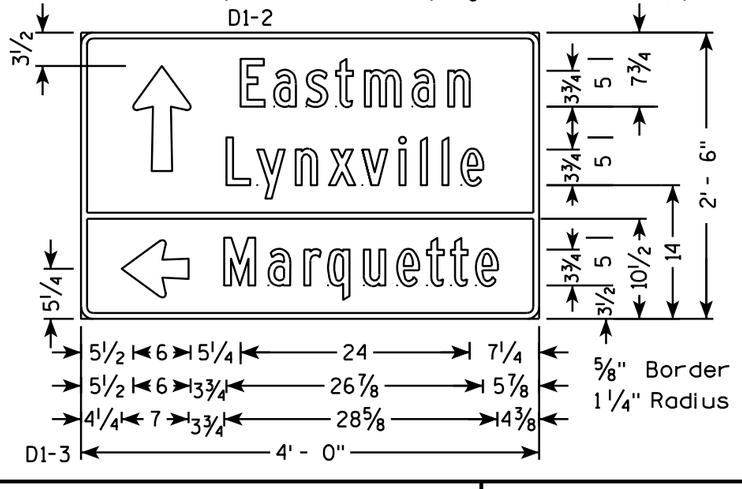
D1-3



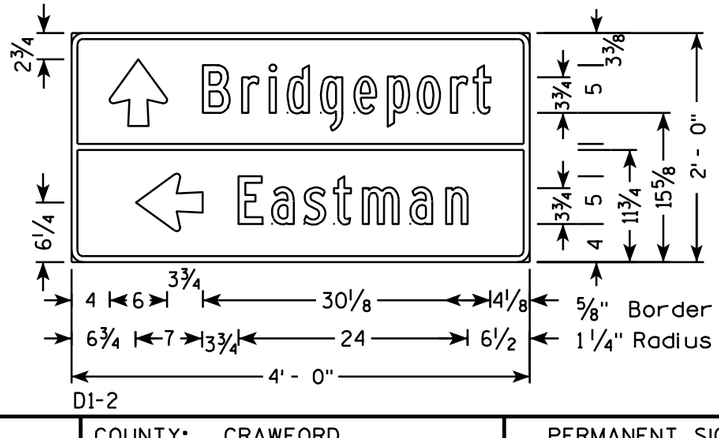
D1-2



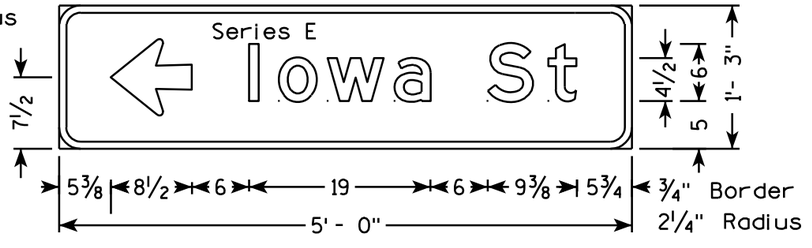
D1-2



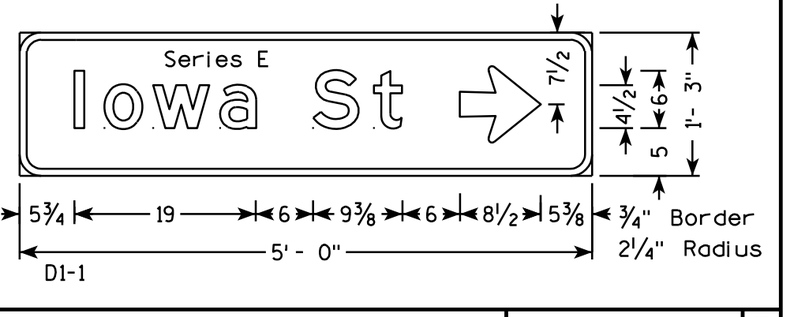
D1-3



D1-2



D1-1



D1-1

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - C except as shown
4. M1-94H signs shall be 0.125 aluminumum and corners and borders shall be rounded

7

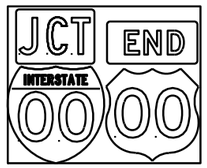
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PROJECT NO: 1661-05-73	HWY: STH 35	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET NO: 397	E

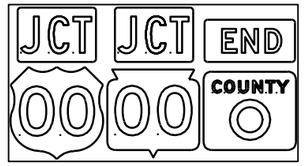
TYPICAL ASSEMBLIES



J1-1



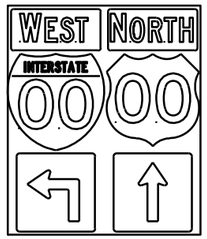
J1-2



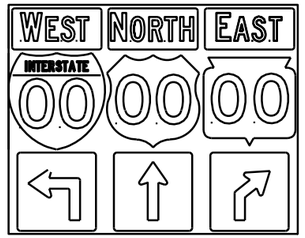
J1-3



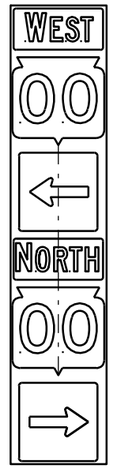
J2-1



J2-2

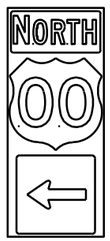


J2-3

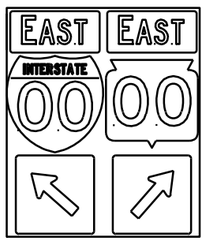


JV

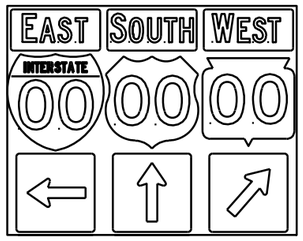
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



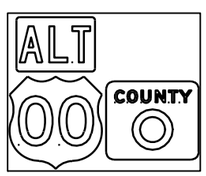
J3-2



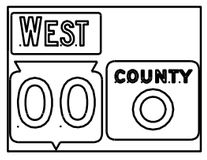
J3-3



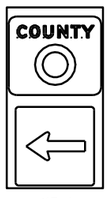
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

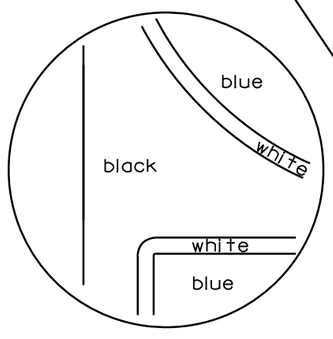


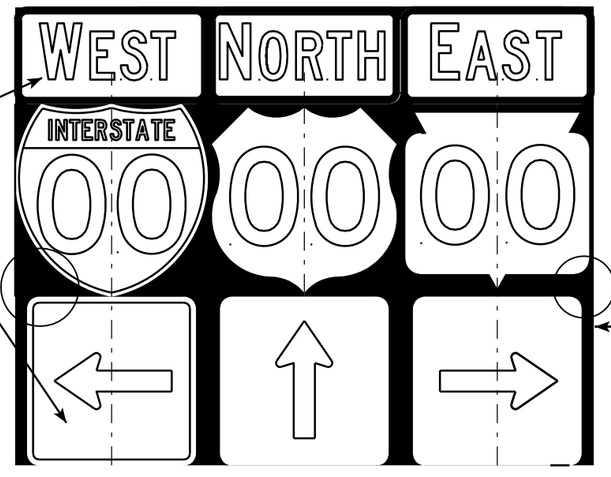
J23-1

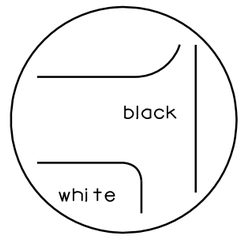


J22-1

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

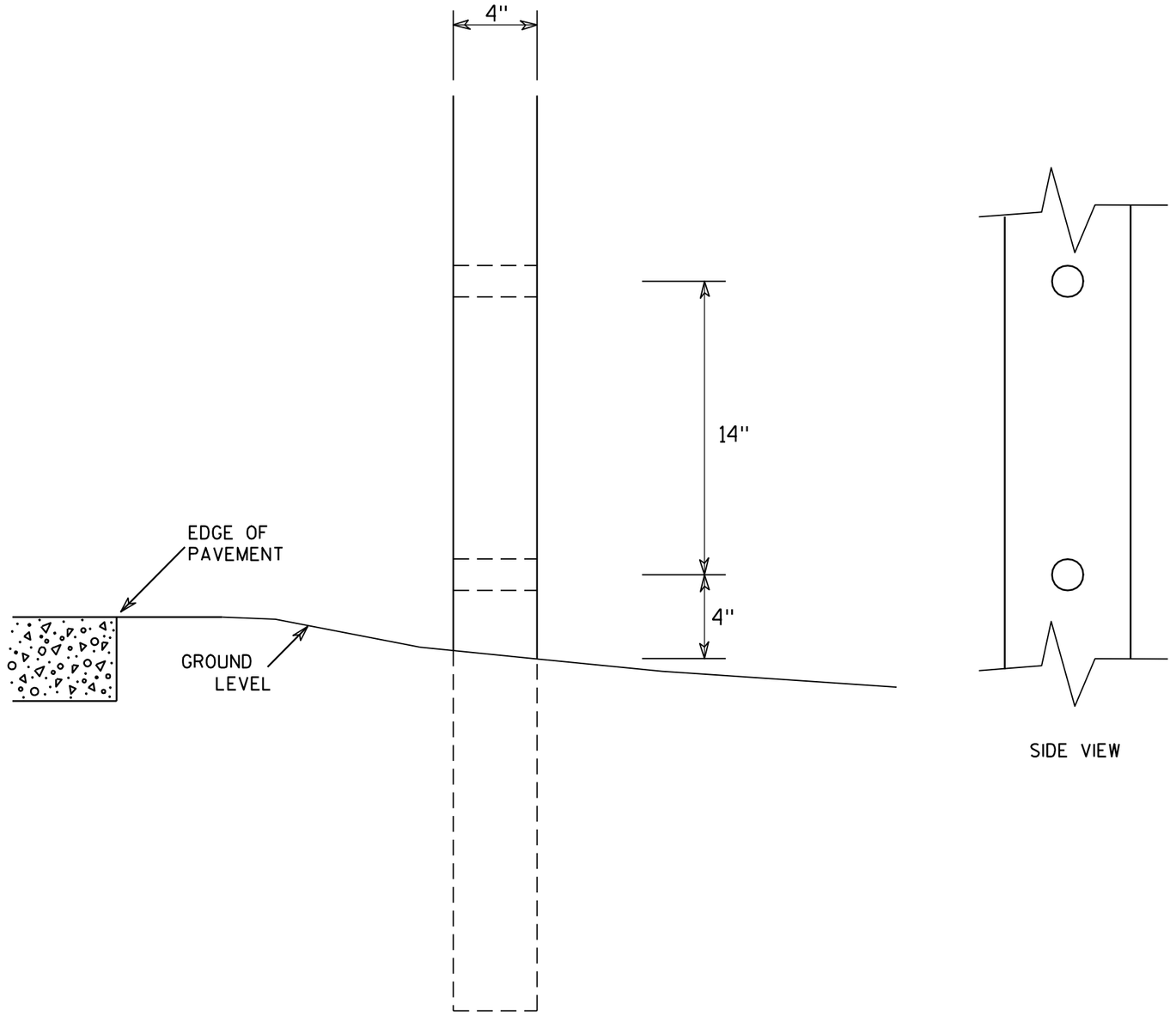
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PROJECT NO:

SHEET NO: 398 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 25-MAR-2013 11:33 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



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

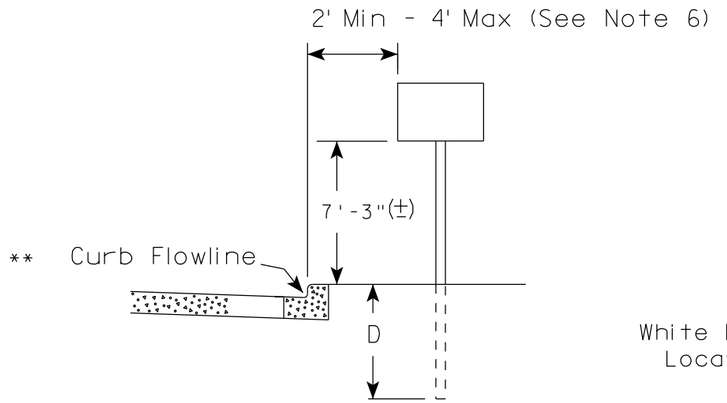
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

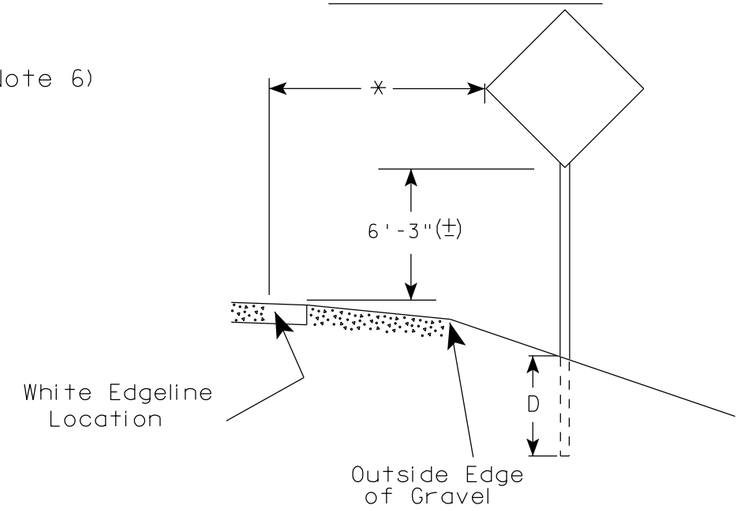
DATE 3/27/97 PLATE NO. A4-11.2

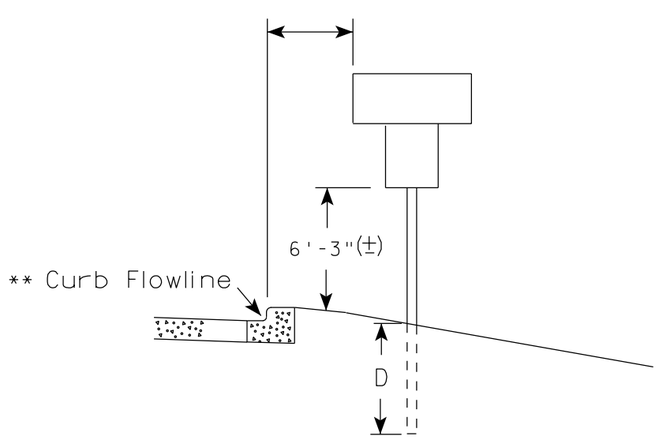
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 399	E

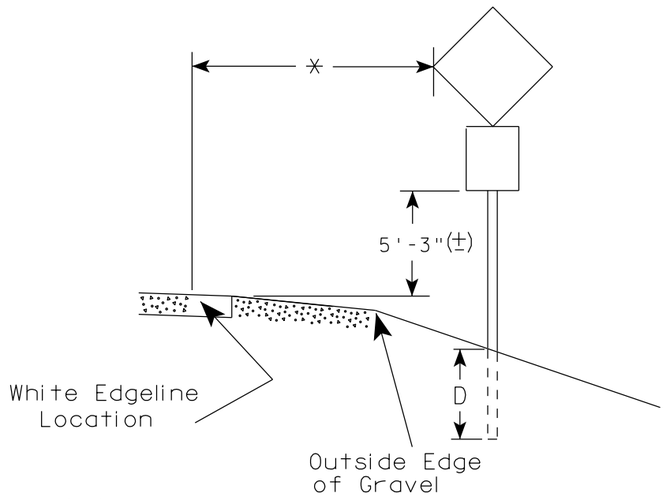
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

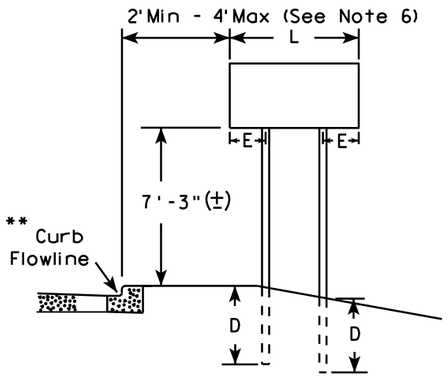
APPROVED Matthew R Rauch
for State Traffic Engineer

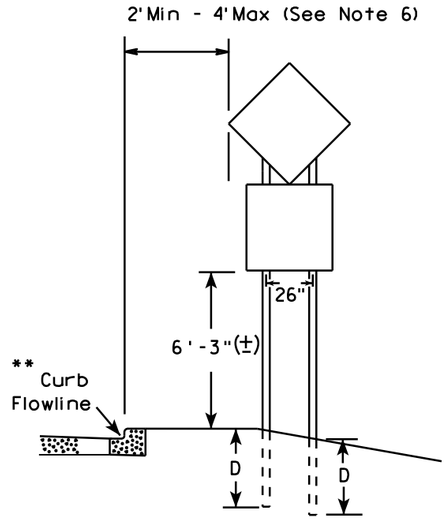
DATE 9/30/13 PLATE NO. A4-3.18

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

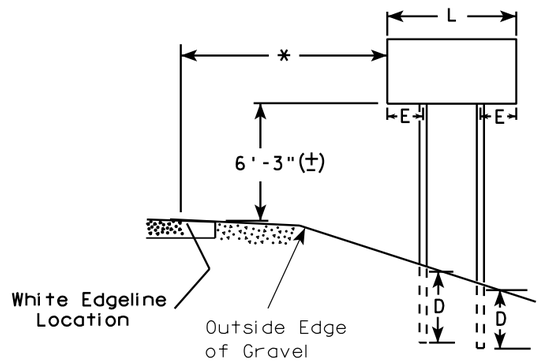
URBAN AREA

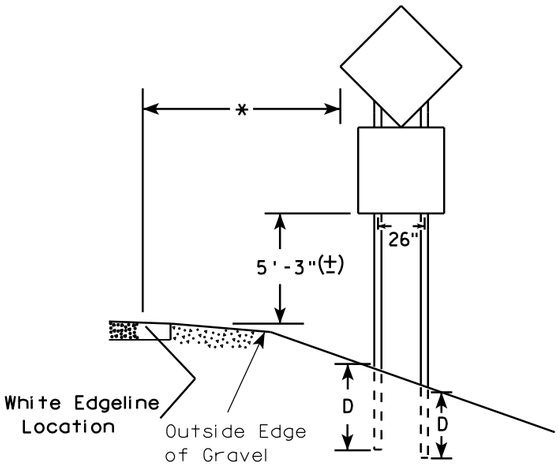




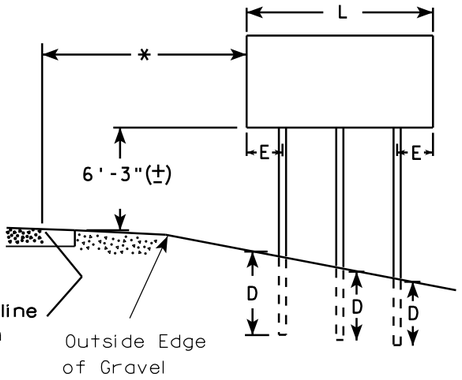
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or 20 S.F. or less in area.

***

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

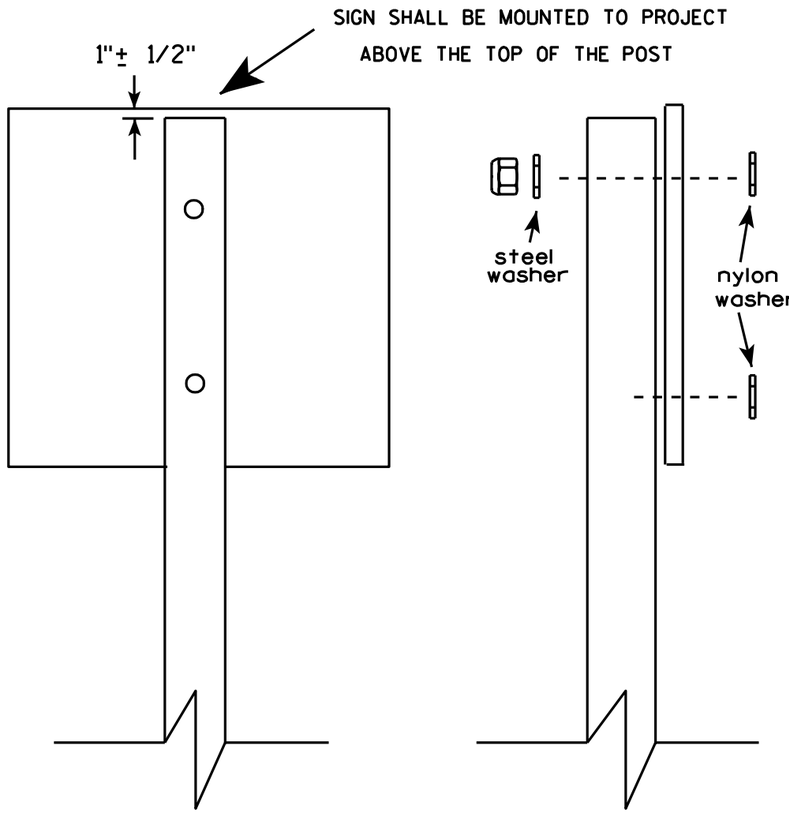
DATE 9/30/13 PLATE NO. A4-4 12
401

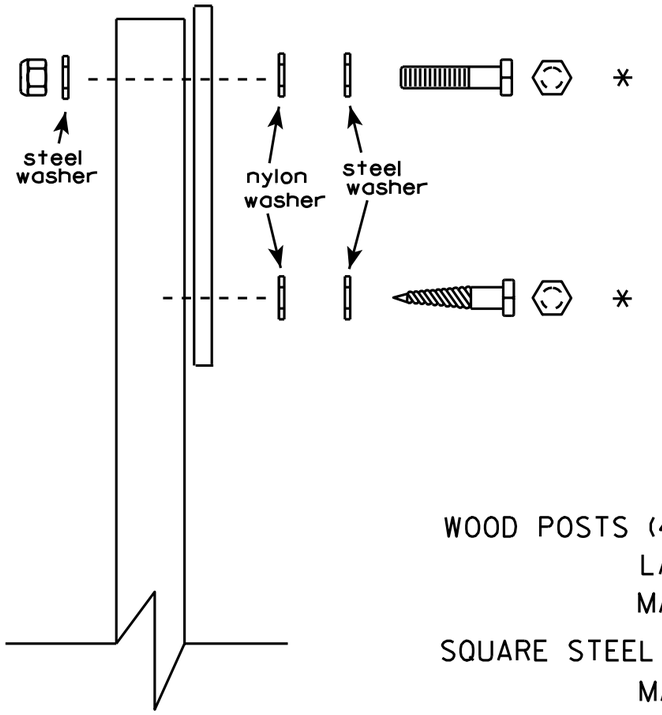
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

7

7





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

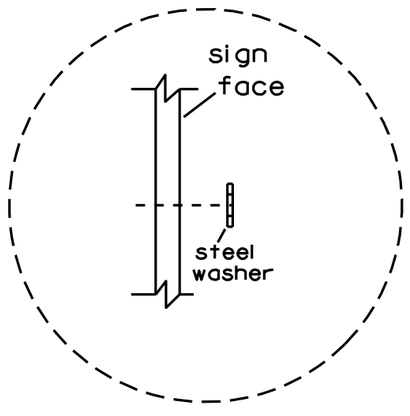
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

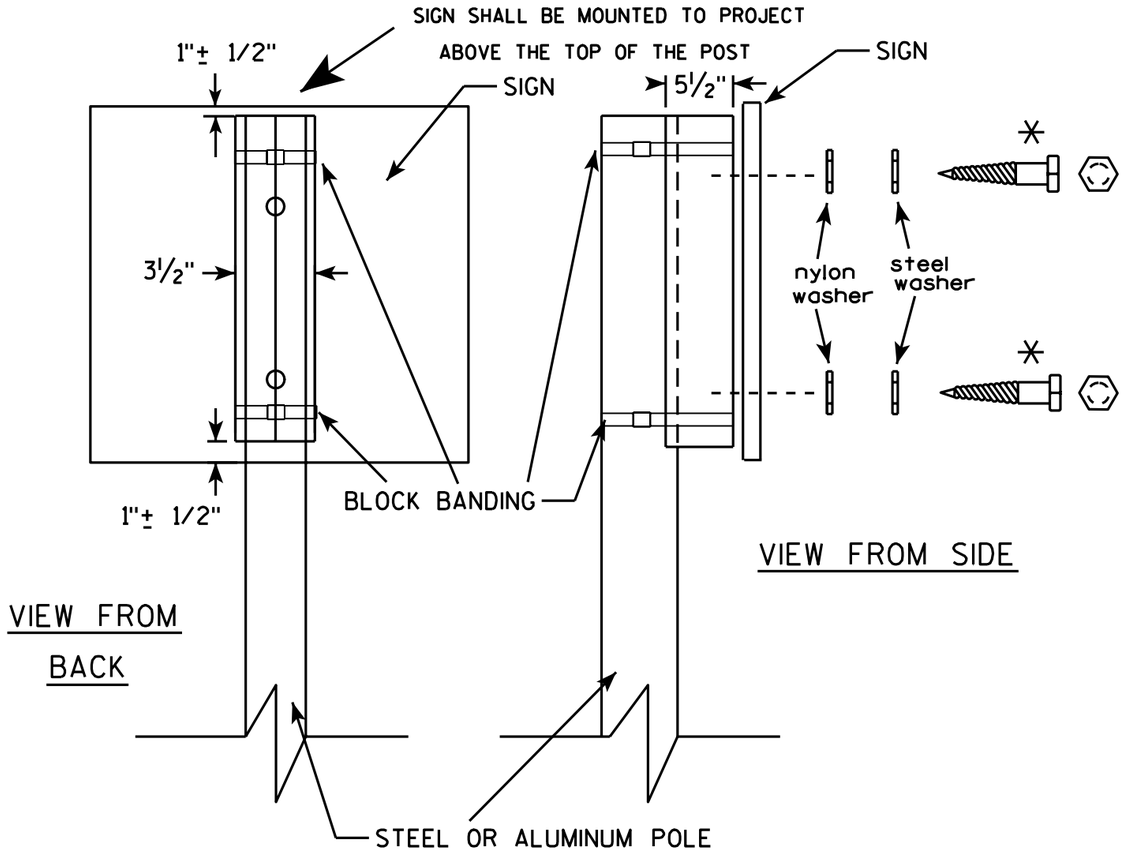
DATE 3/23/10 PLATE NO. A4-8.7

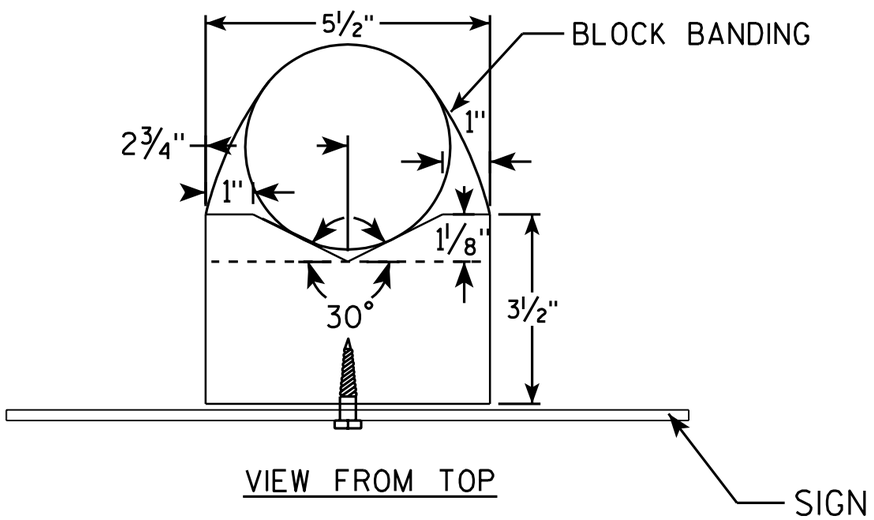
7

7

PROJECT NO:

SHEET NO: 402 E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

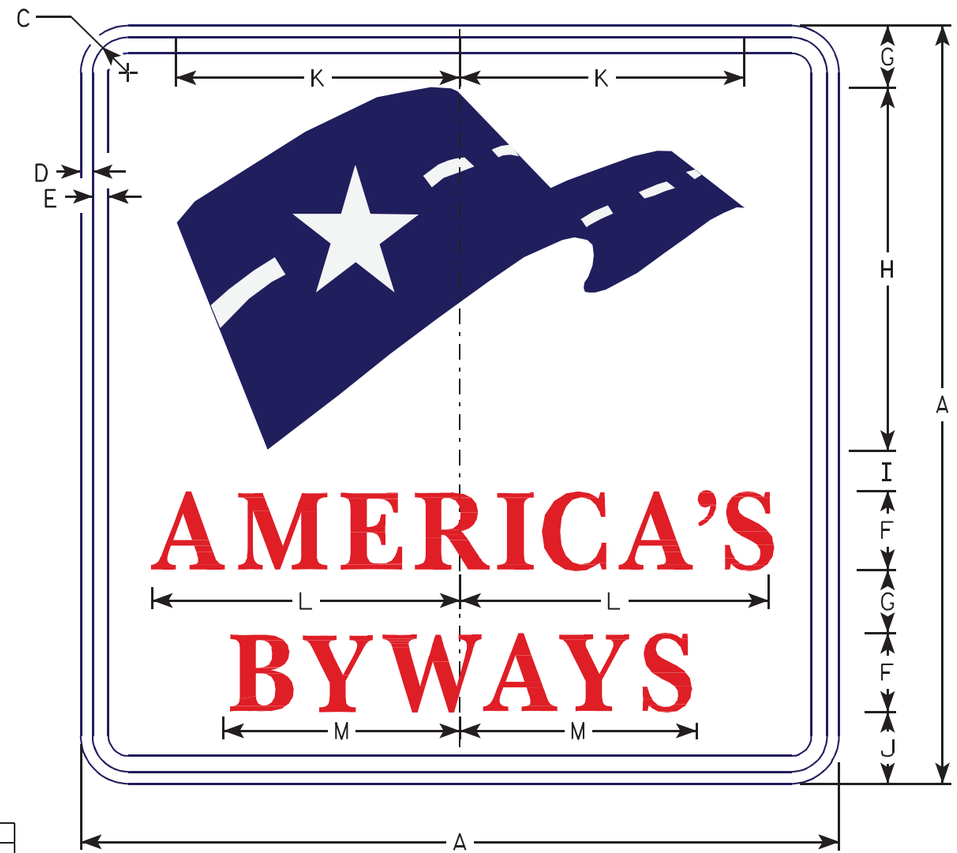
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:				SHEET NO: 403	E



D6-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - RED Logo is Blue with White dashes and Star.
3. Message Series - SPECIAL FONT (See MUTCD Standard Highway Signs Manual)
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	
4	900 mm X 900 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq
1																												
2	24		1 1/8	3/8	1/2	2 1/2	2	11 1/2	1 1/4	2 1/4	9	9 3/4	7 1/2														4.0	0.36
3																												
4	36		1 5/8	3/4	5/8	3 3/4	3	17 1/4	1 7/8	3 3/8	13 1/2	14 5/8	11 1/4														9.0	0.81
5																												

STANDARD SIGN
D6-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 4/30/10 PLATE NO. D6-4.1

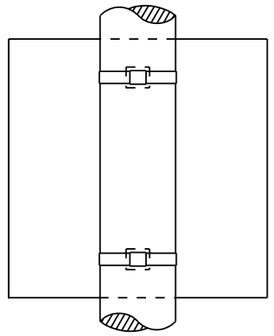
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

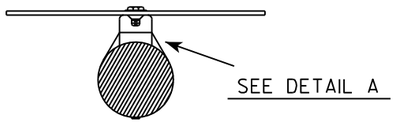
FILE NAME : C:\Users\PROJECTS\tr_stdplate\D64.DGN PLOT DATE : 30-APR-2010 13:33 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 3.972696:1.000000

WISDOT/CADDS SHEET 42

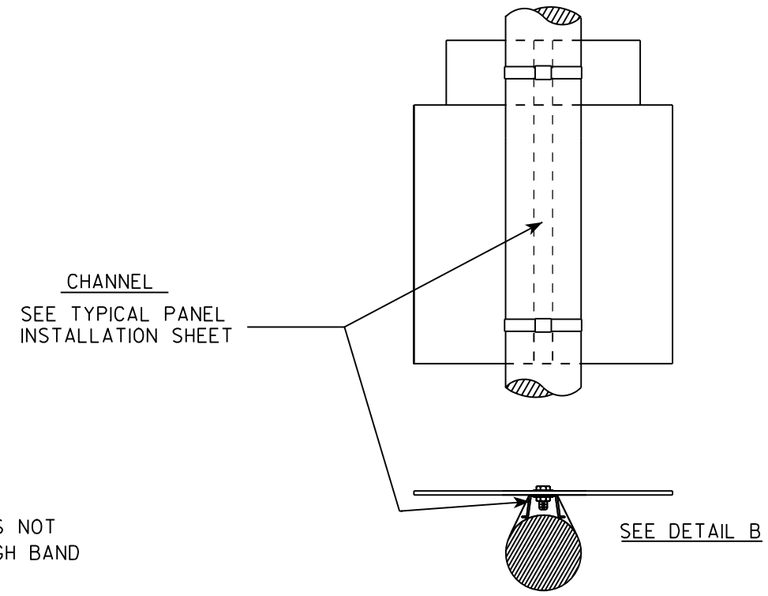
BANDING

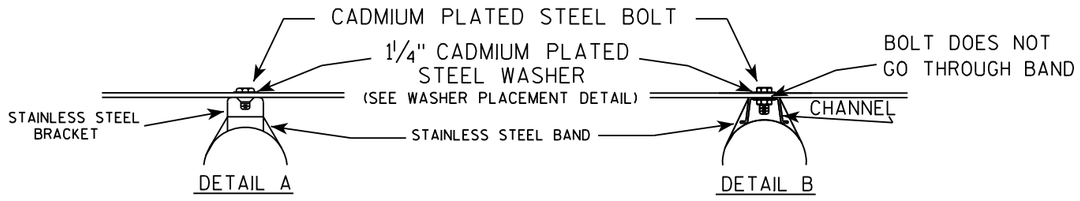
SINGLE SIGN



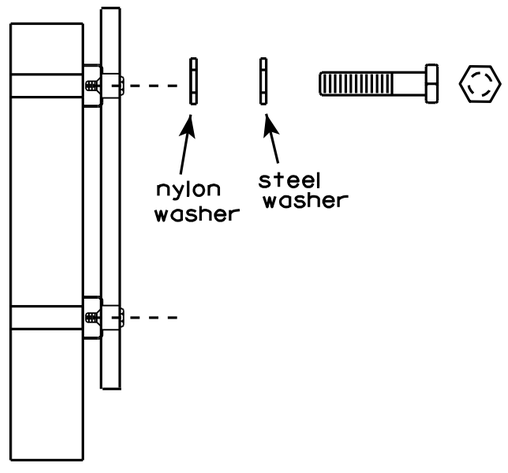


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

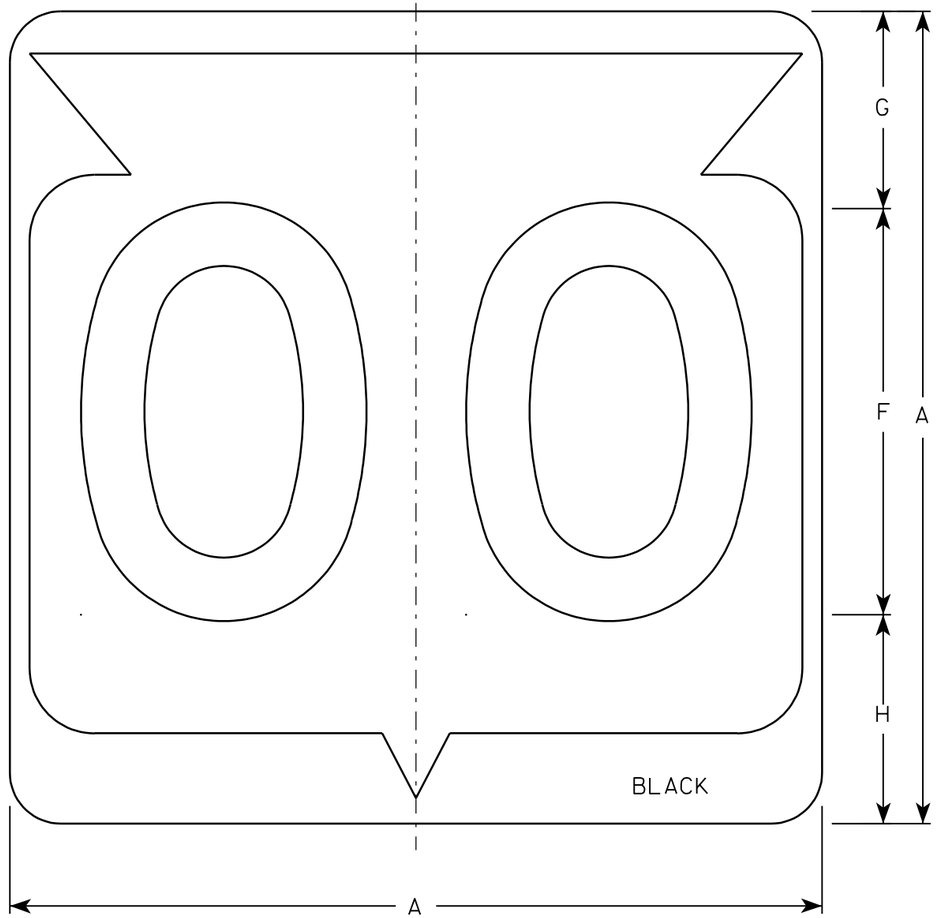
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

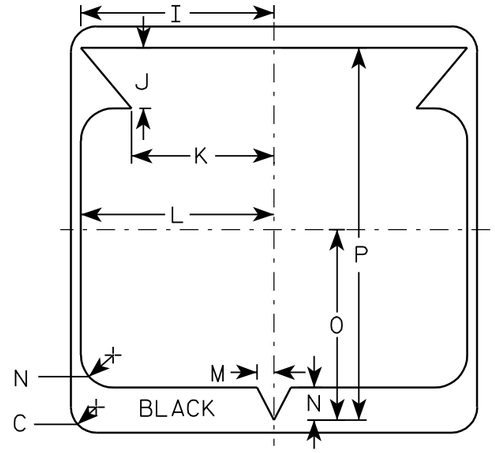
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 405	E



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

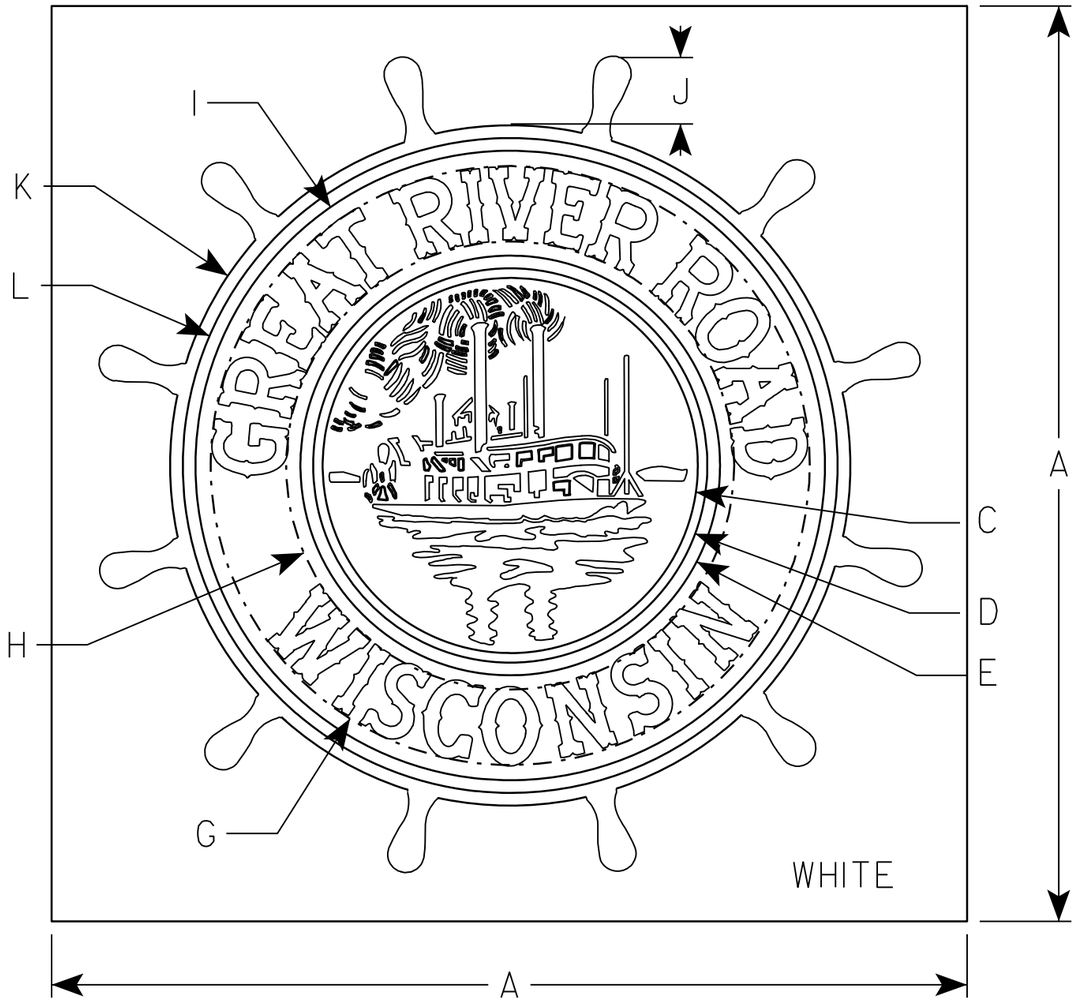
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

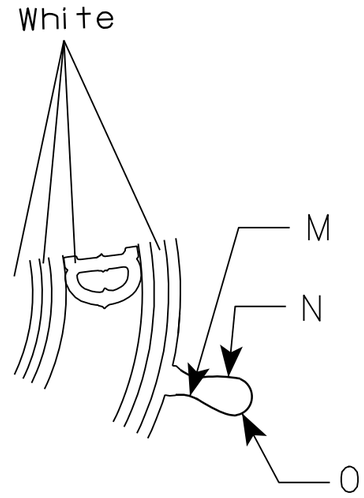
DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 406	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Words - White - Graphics - Green
3. Message Series - Special
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		R 5	R 5 1/4	R 5 1/2		R 7 7/8	R 5 7/8	R 8 1/2	1 3/4	R 4 1/2	R 8 1/2	R 7/8	R 3 1/2	R 1/2												4.0
3																											
4	36		R 7 3/8	R 7 3/4	R 8 1/4		R 11 3/4	R 8 3/4	R 12 3/8	2 5/8	R 13 3/8	R 12 7/8	R 1 3/8	R 5 1/4	R 3/4												9.0
5																											

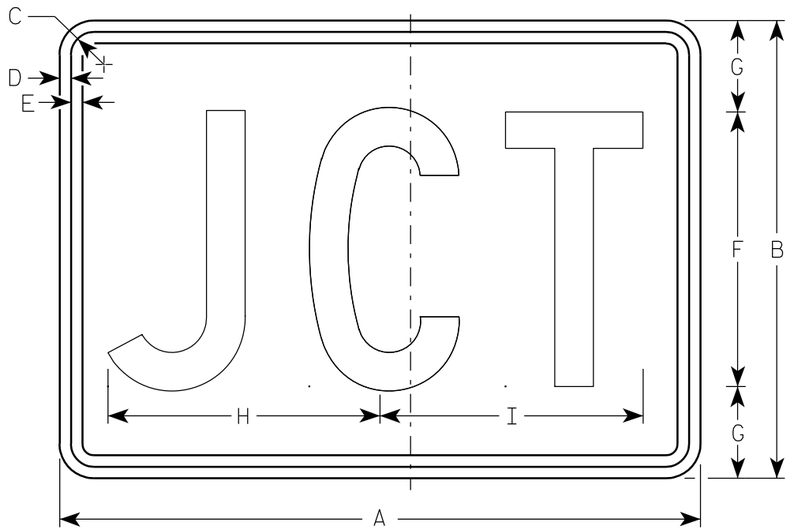
STANDARD SIGN
M1-96

WISCONSIN DEPT OF TRANSPORTATION

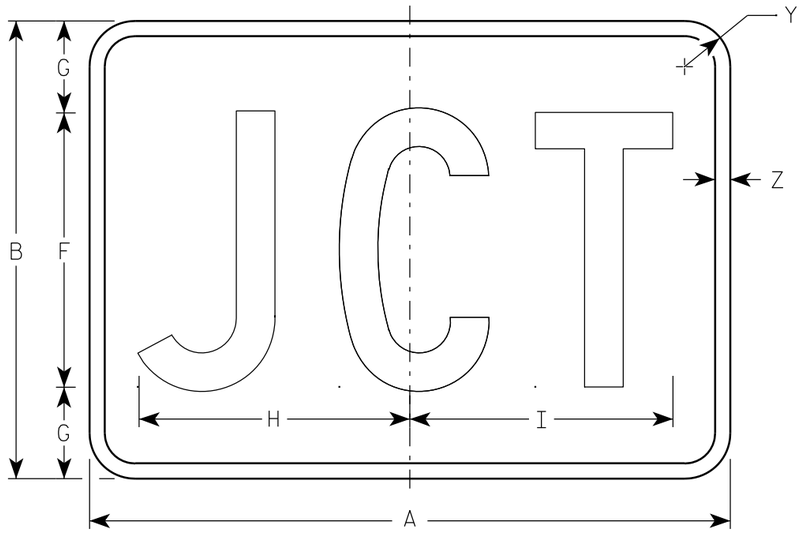
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/10 PLATE NO. M1-96.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 407	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

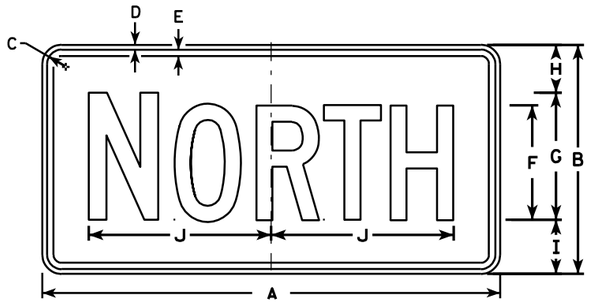
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

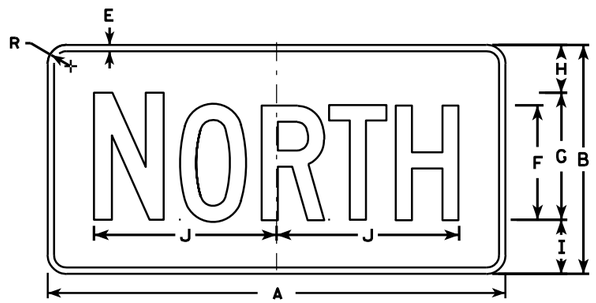
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 408	E



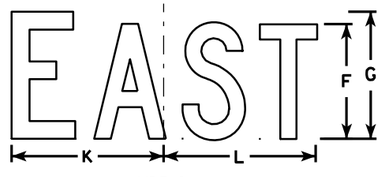
M3-1
MK3-1
MO3-1



MB3-1
MG3-1
MM3-1
MN3-1



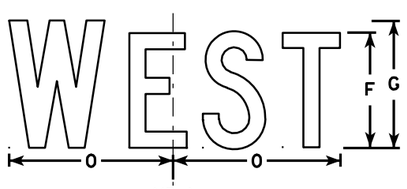
M3-2
MK3-2
MO3-2



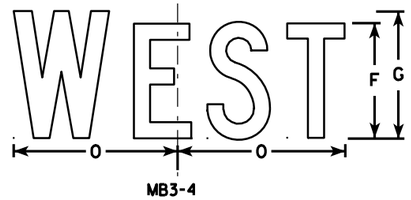
MB3-2
MG3-2
MM3-2
MN3-2

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

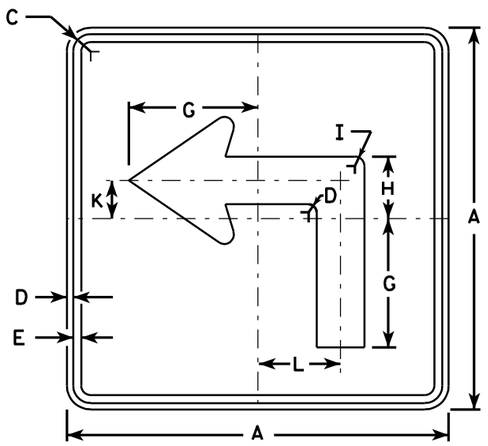
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

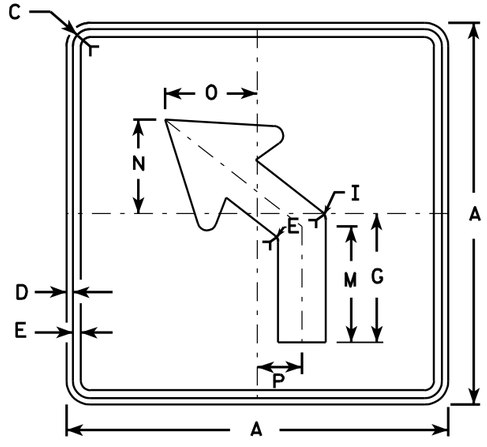
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

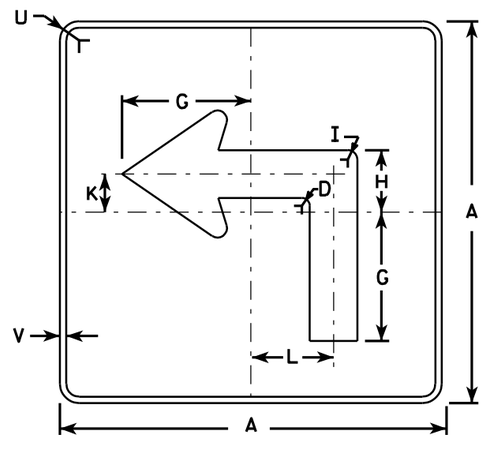
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 409	E



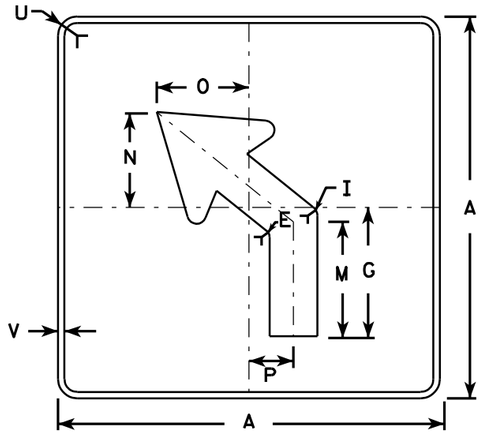
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



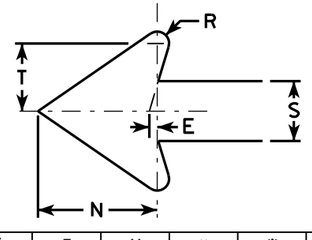
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

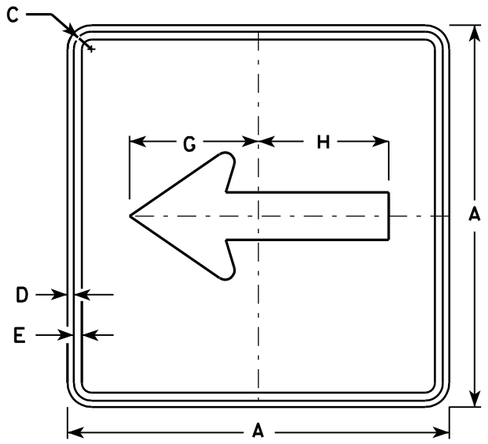
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

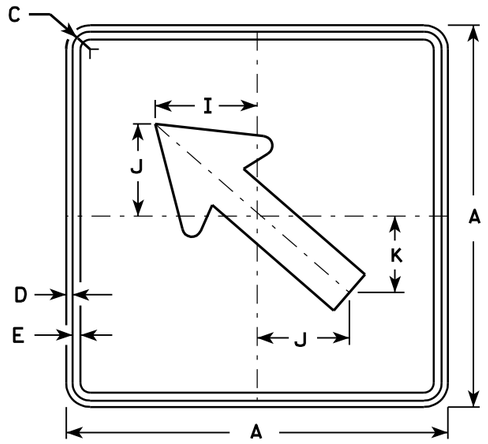
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

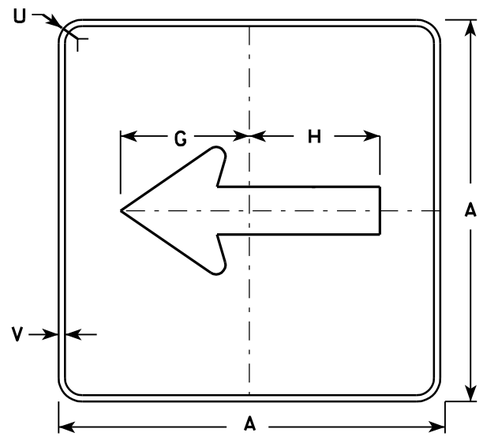
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410 | E



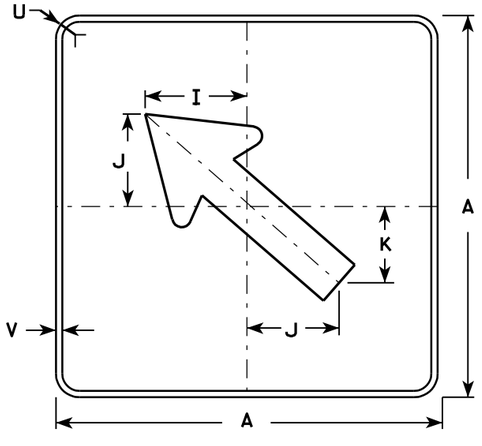
M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1



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

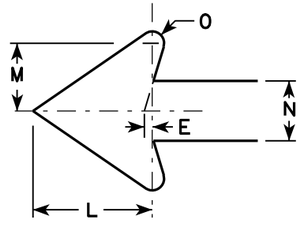
   MM6-1 and MM6-2 Background - White - Type H Reflective
   Message - Green

   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

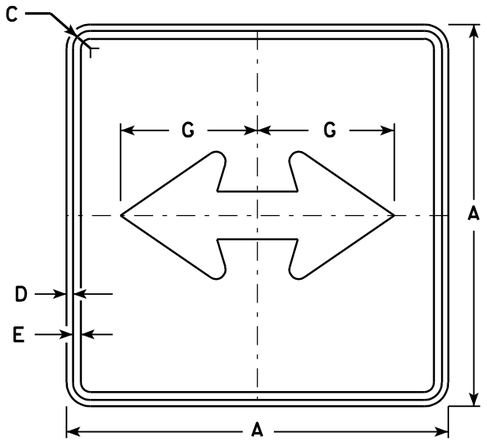
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

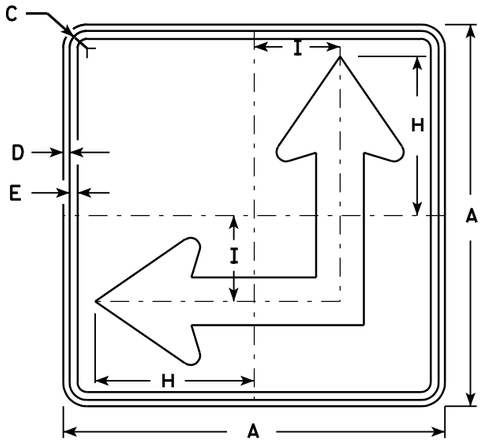
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-1.13

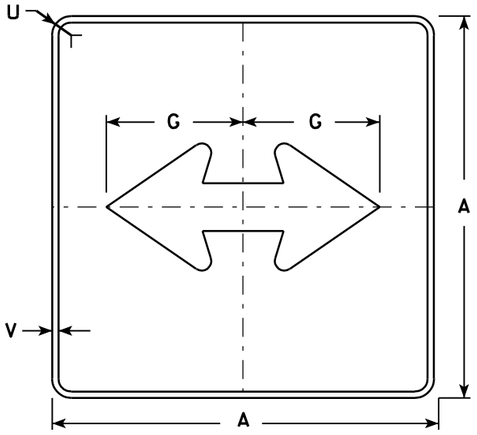
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 411	E



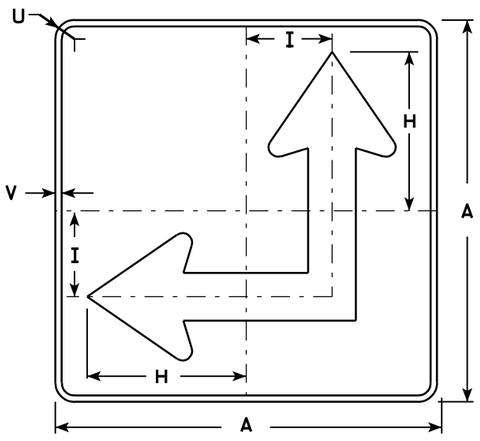
M6-4
MK6-4
MM6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MO6-6
MP6-6
MR6-6



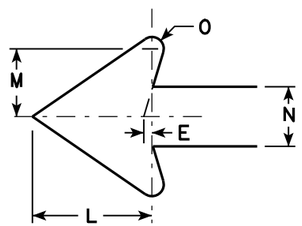
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White - Type H Reflective
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

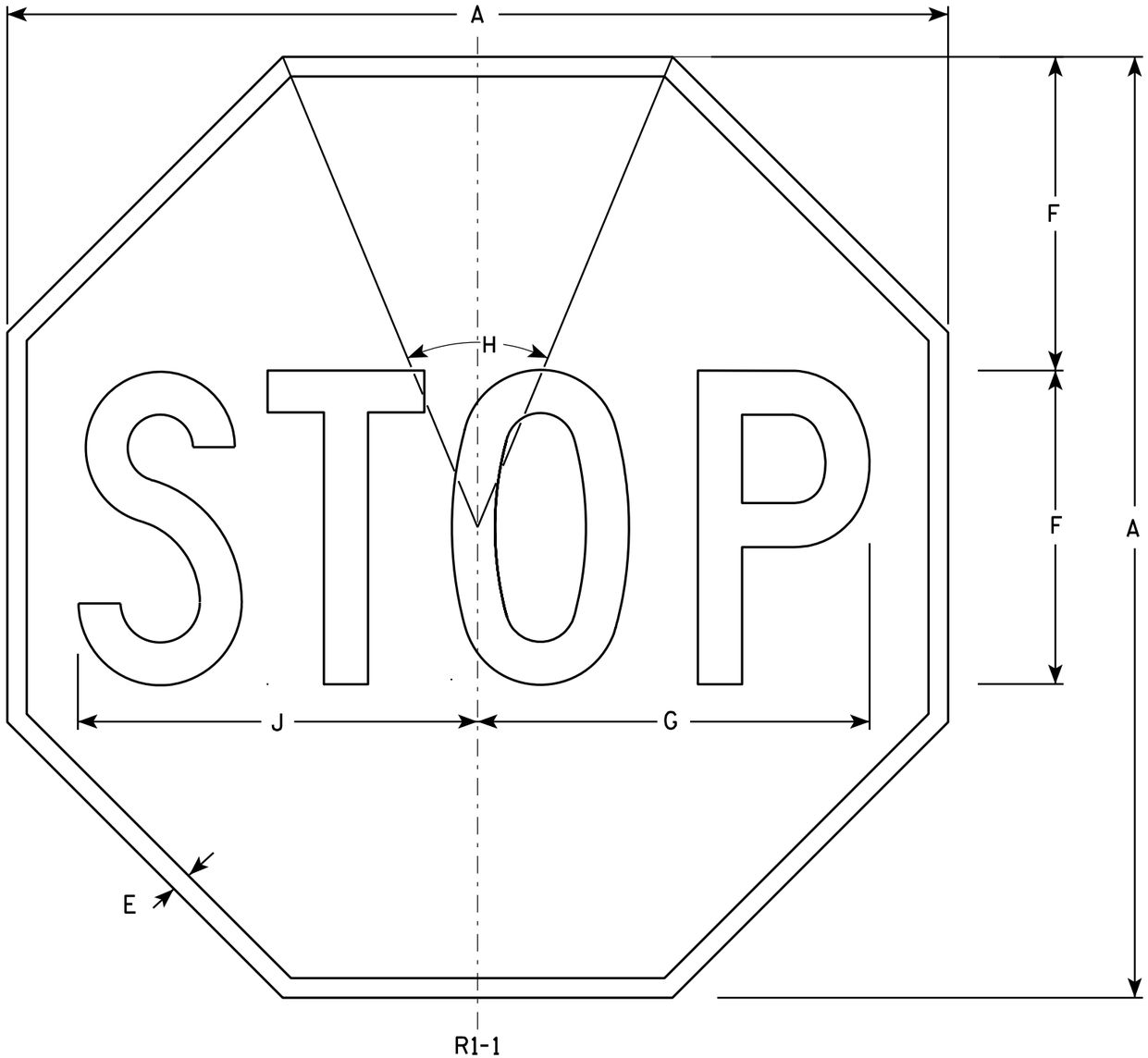
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-4.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 412 | E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

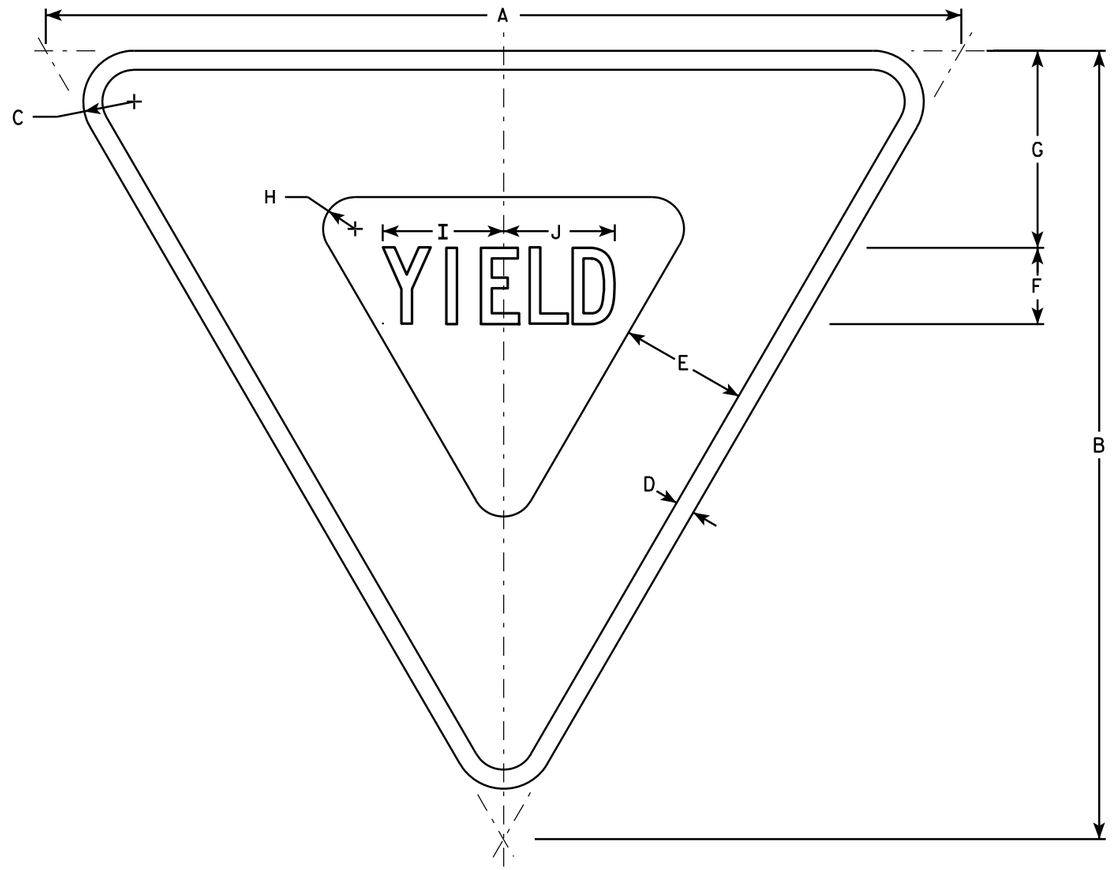
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 413	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

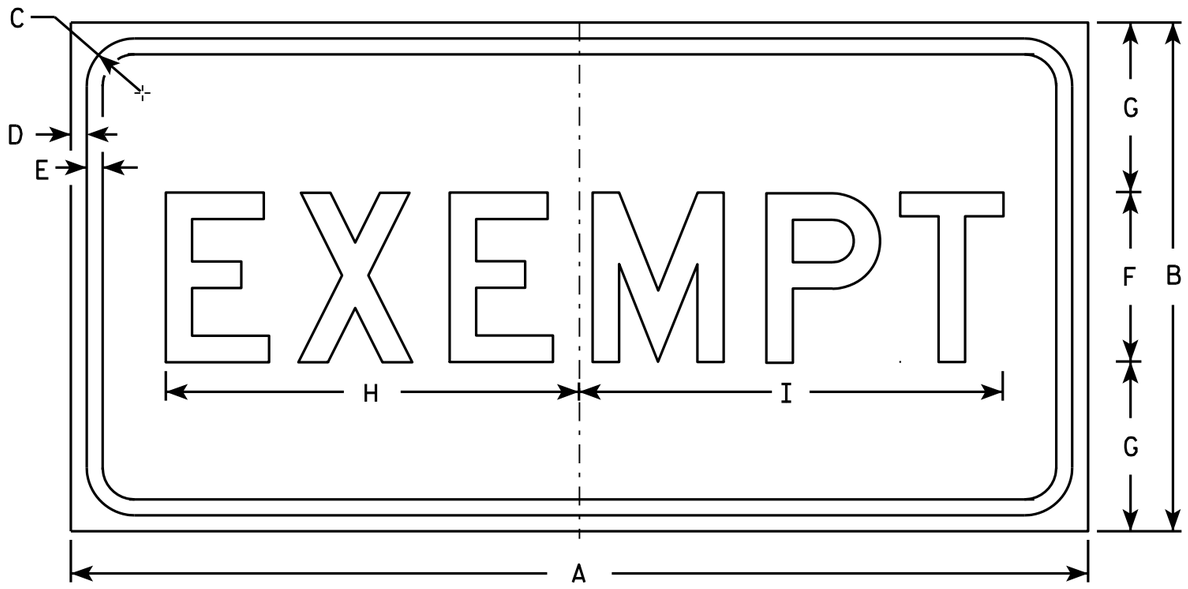
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. R1-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 414 | E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 5
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Background - R15-3 is White.
   W10-1A is Yellow.



R15-3
and
W10-1A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
2M	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
3																											
4																											
5																											

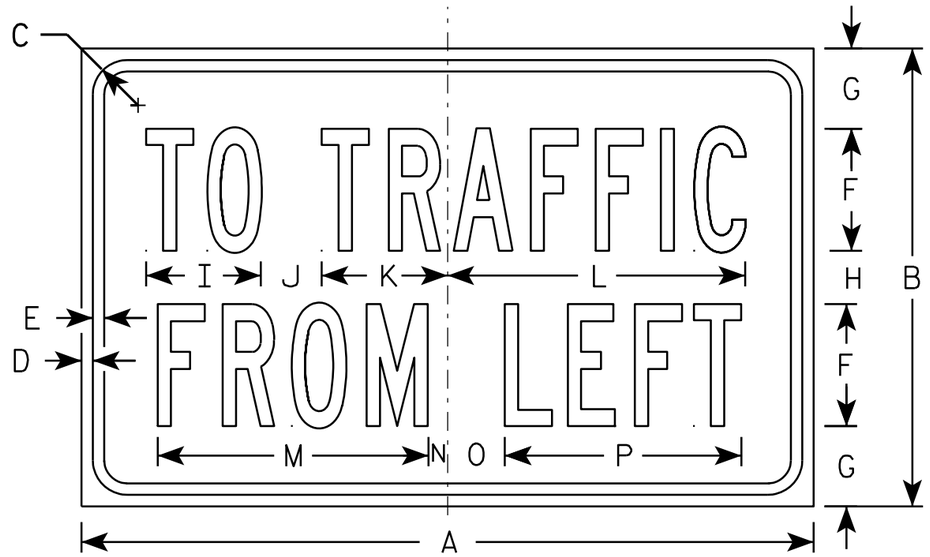
STANDARD SIGN
R15-3 & W10-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/11 PLATE NO. R15-3.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 415	E



R1-54

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

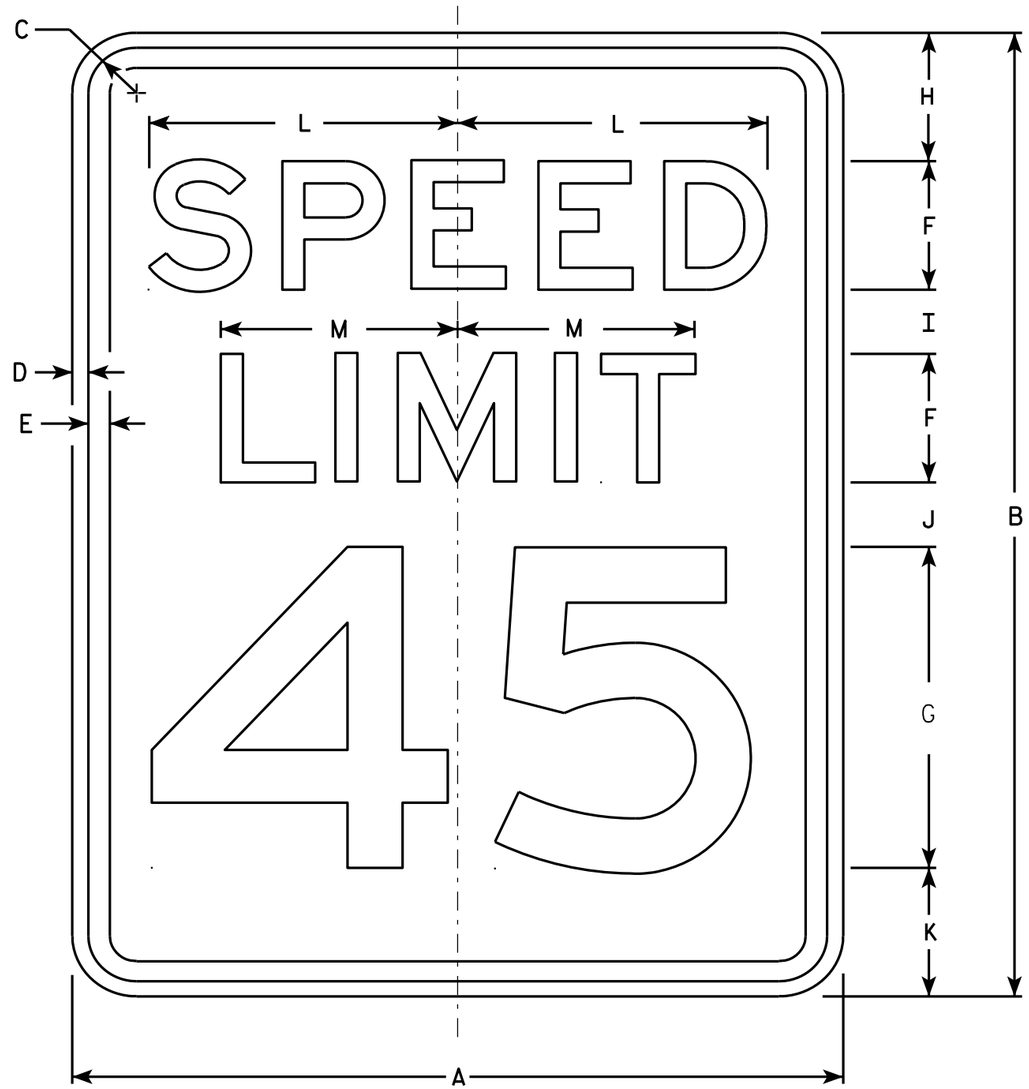
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 416	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

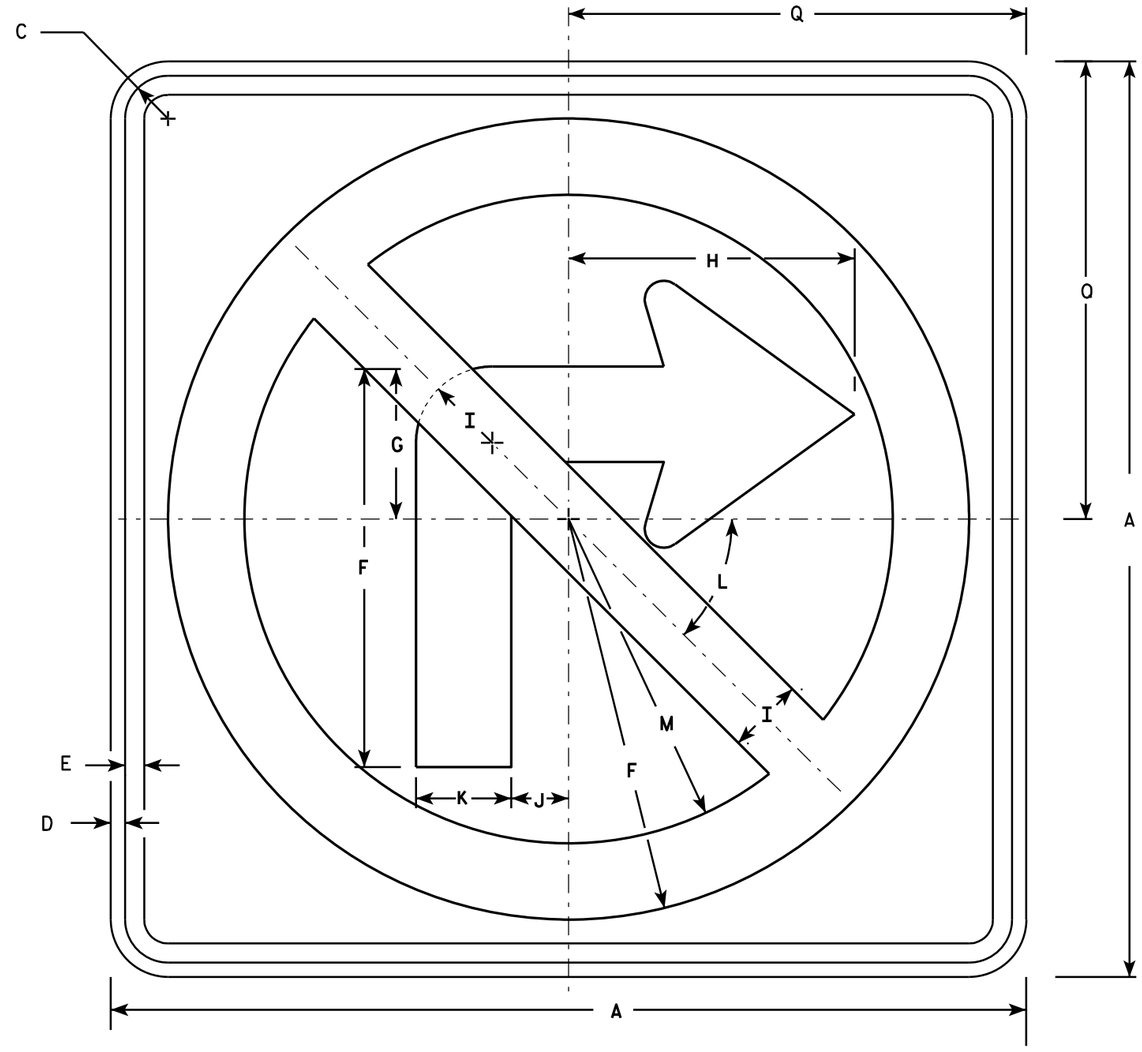
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

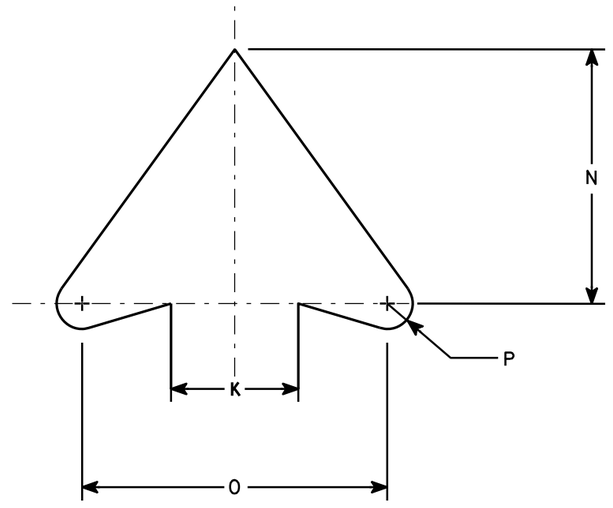
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 417	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

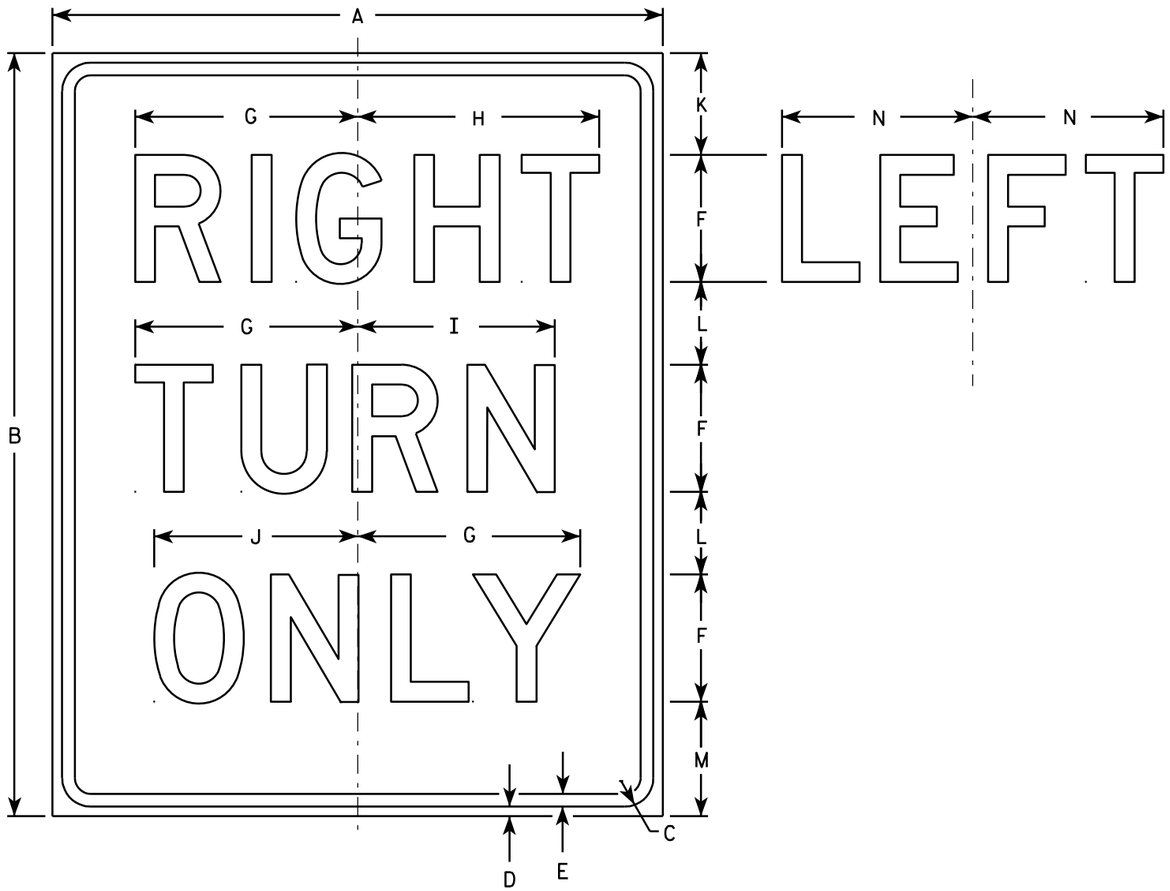
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 418	E



R3-53R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-53L same as R3-53R except LEFT is substituted for 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																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

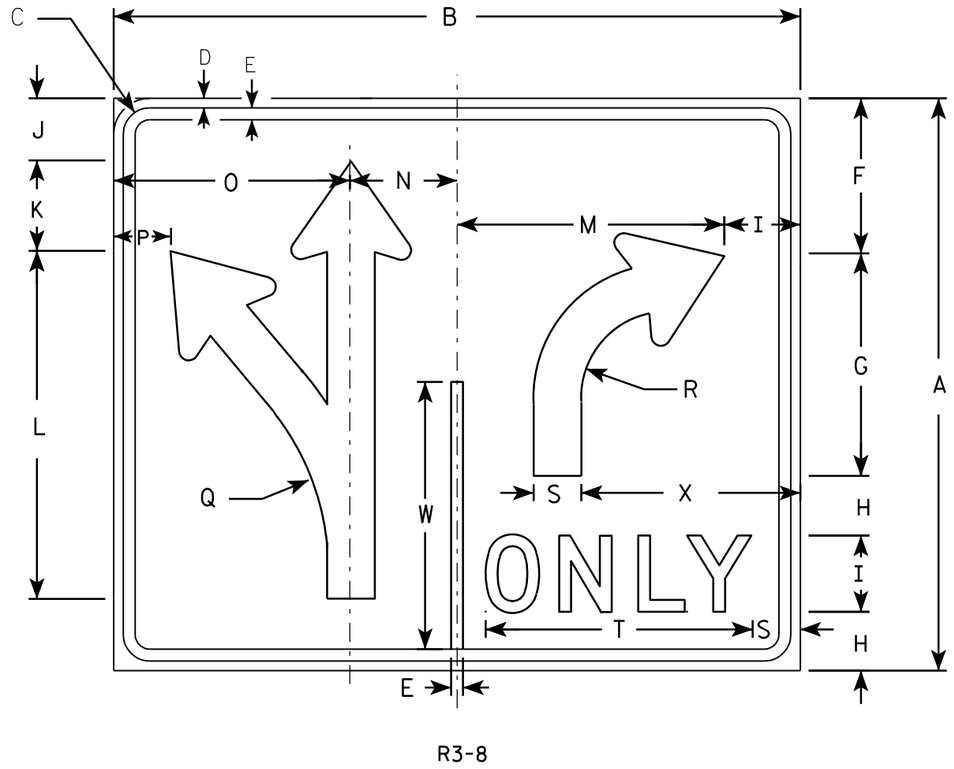
STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

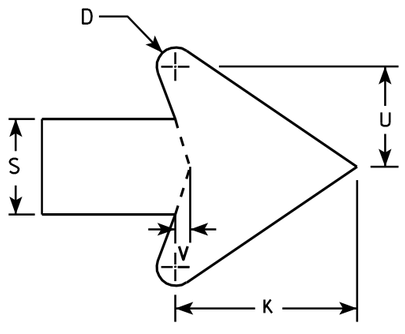
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-53.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 419	E



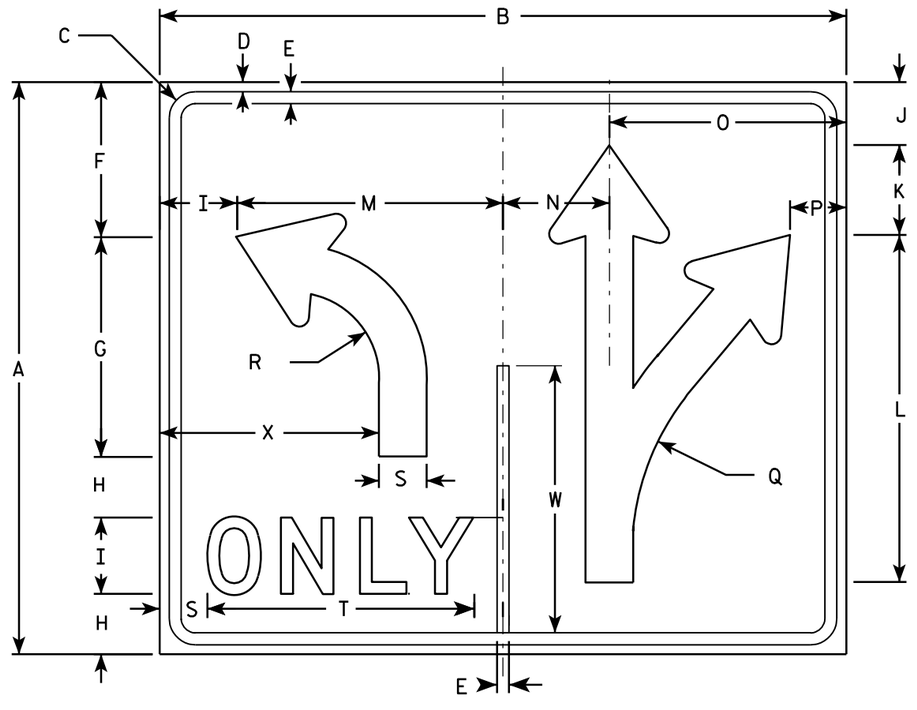
R3-8



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

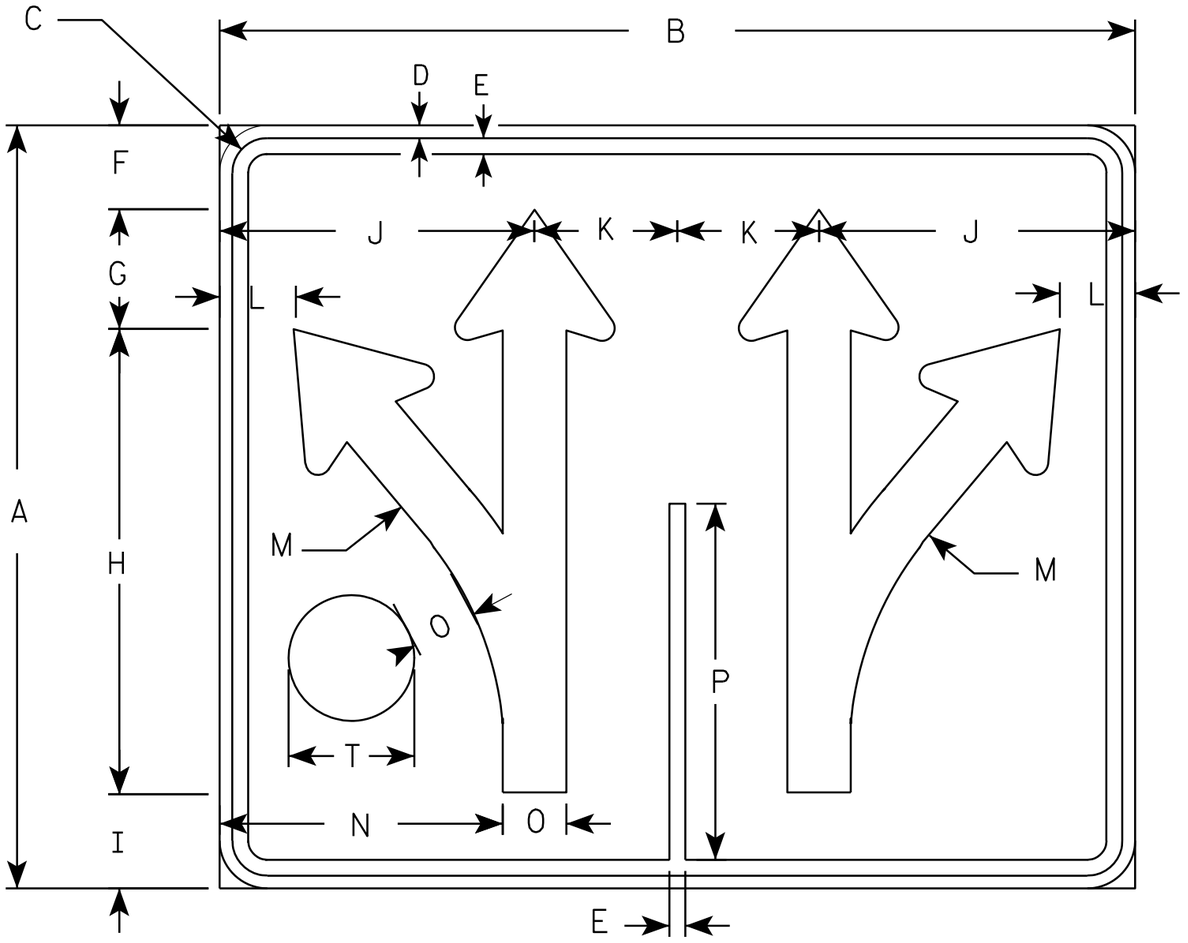
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

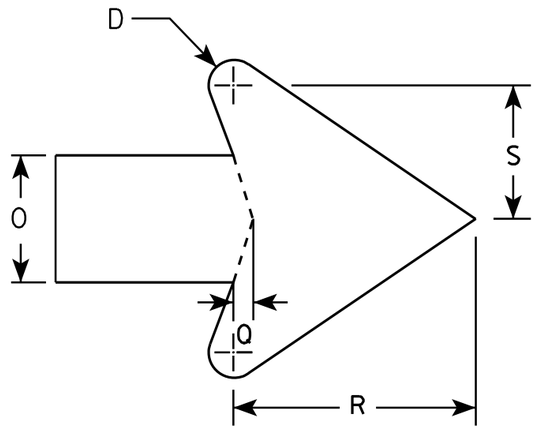
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 420	E



R3-8CC

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
2M	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
3																											
4																											

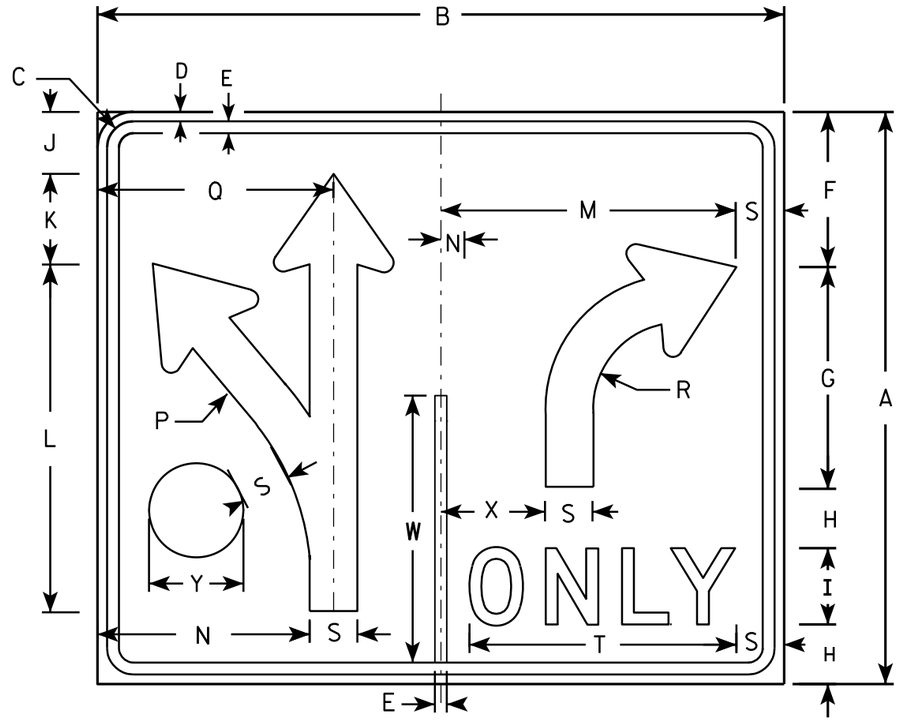
STANDARD SIGN
R3-8CC

WISCONSIN DEPT OF TRANSPORTATION

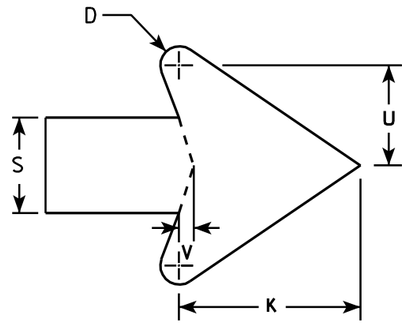
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8CC.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 421	E



R3-8DD



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-8B & R3-8C is the same but reversed.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
3																											

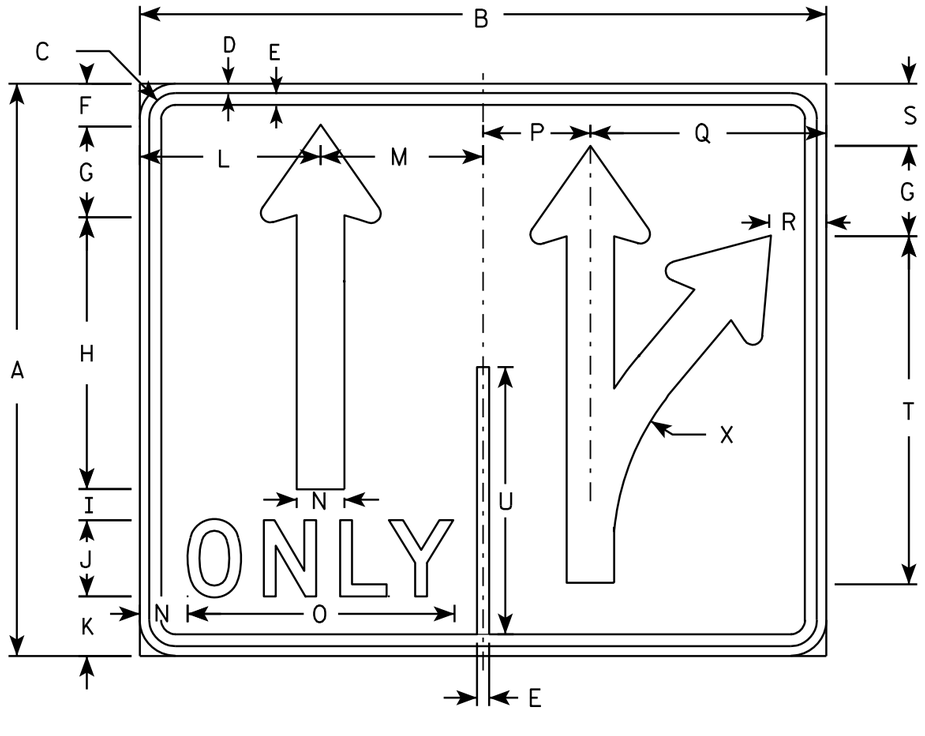
STANDARD SIGN
R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

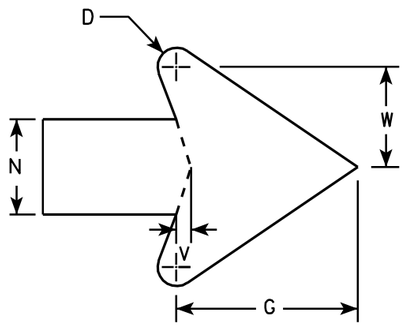
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8DD.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 422 | E



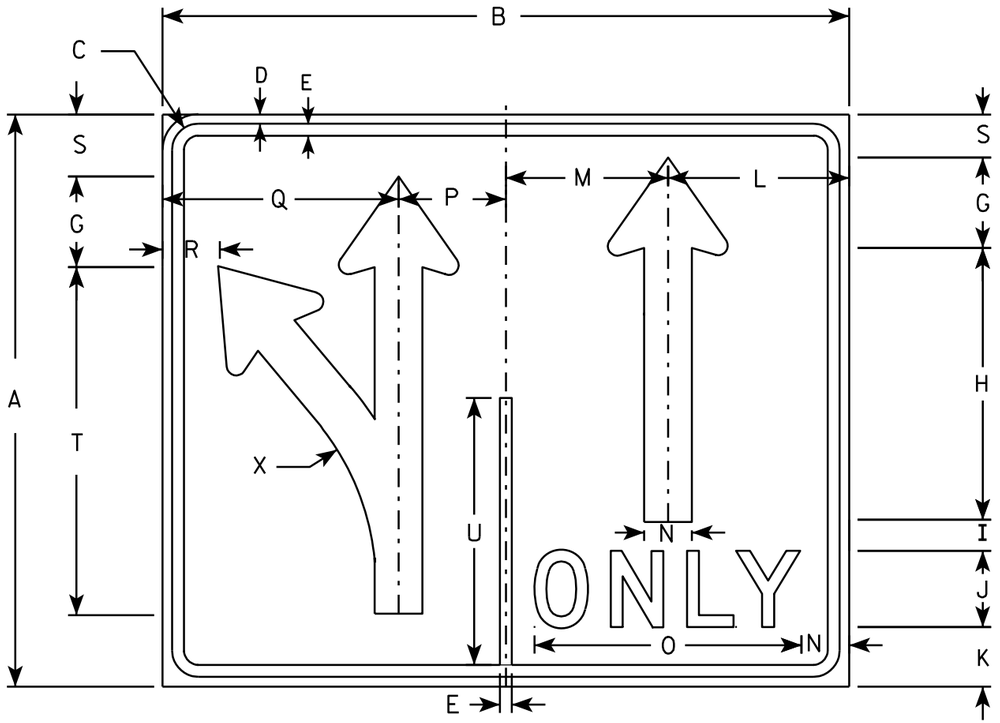
R3-8G



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8H

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4			7.5
2M	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4			7.5
3																											
4	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0
5	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0

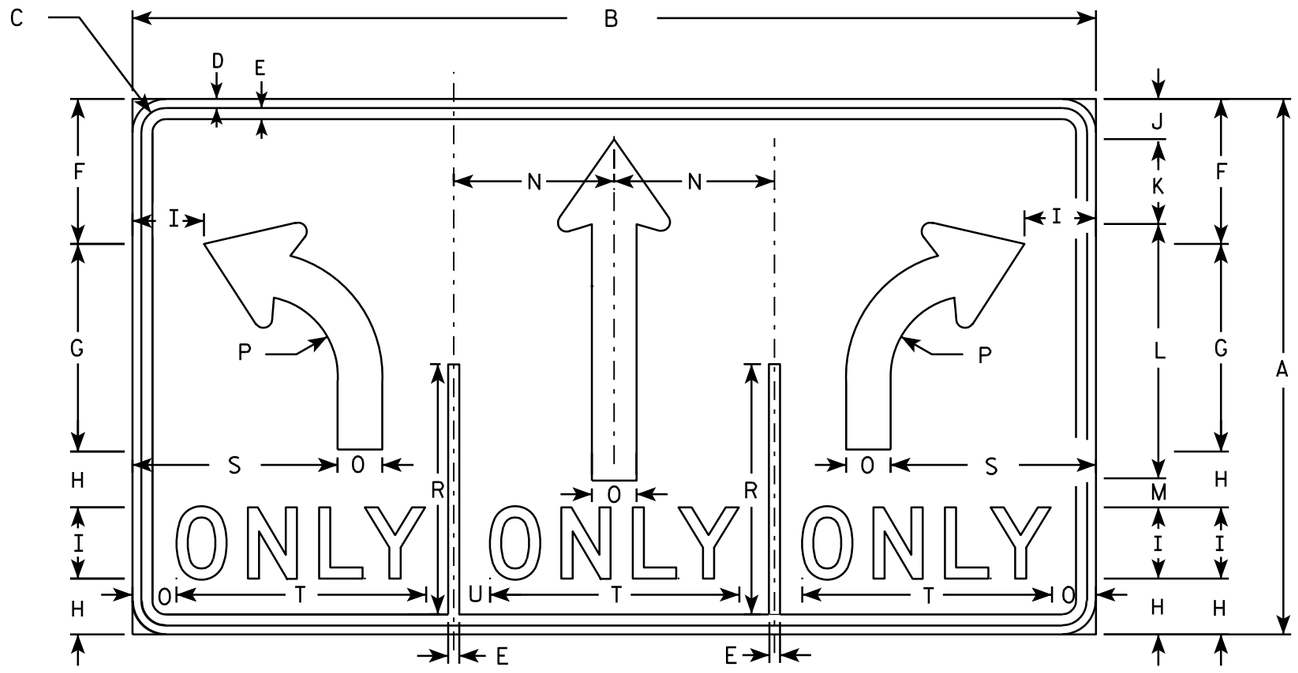
STANDARD SIGN
R3-8G & R3-8H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8G.2

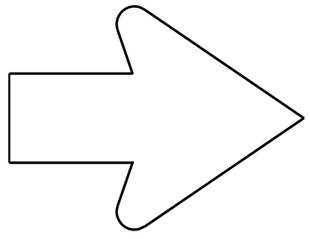
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 423 | E



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

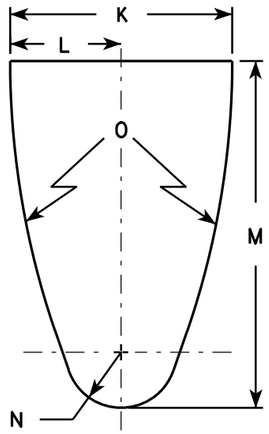
WISCONSIN DEPT OF TRANSPORTATION

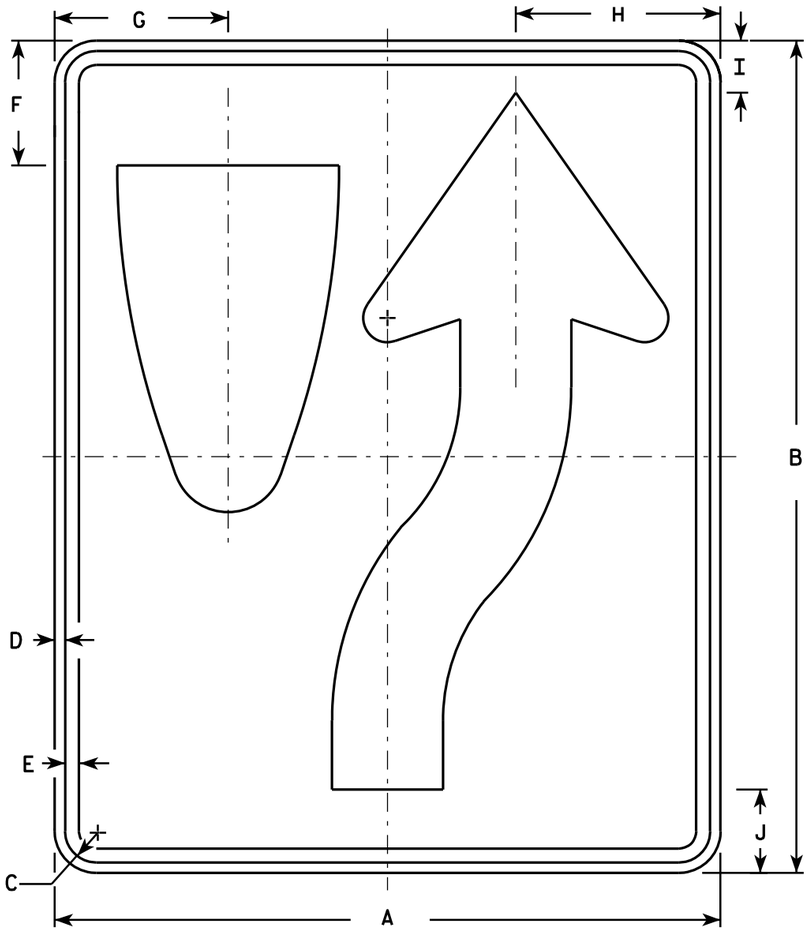
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

SHEET NO: 424 E

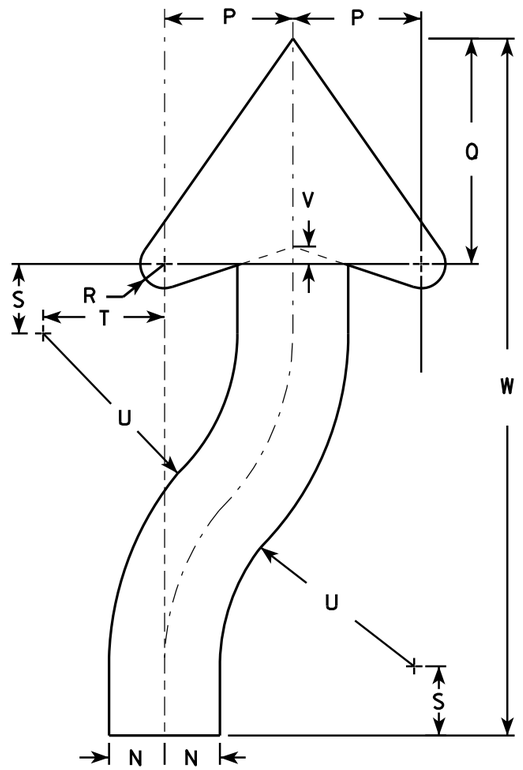




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

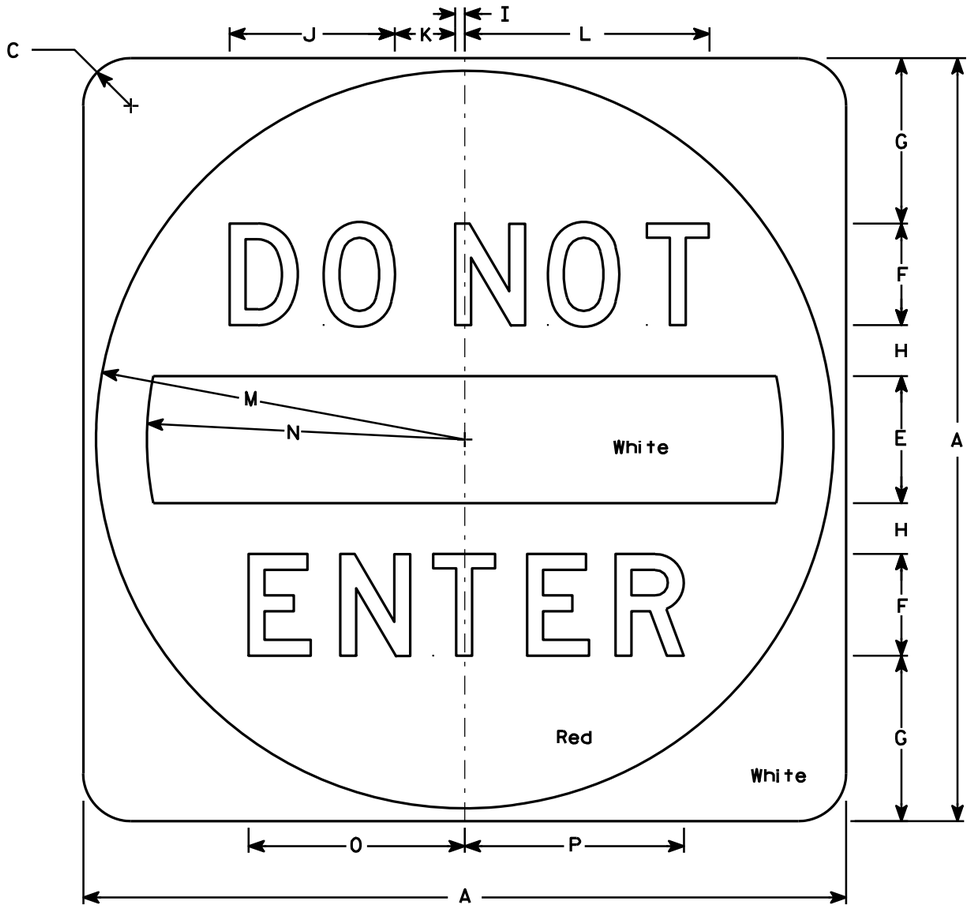
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 425	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

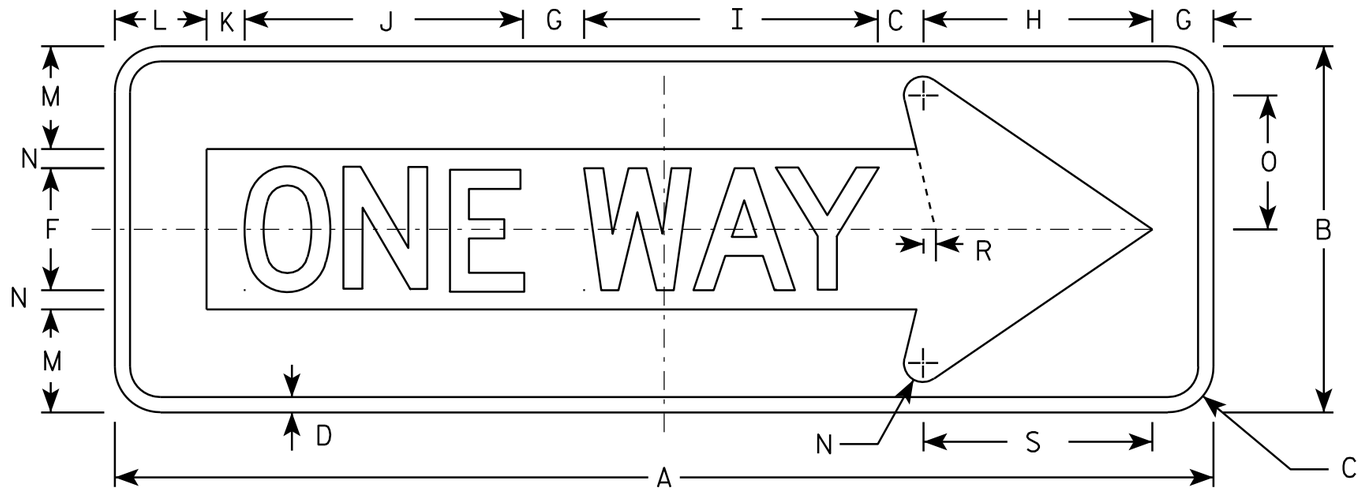
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

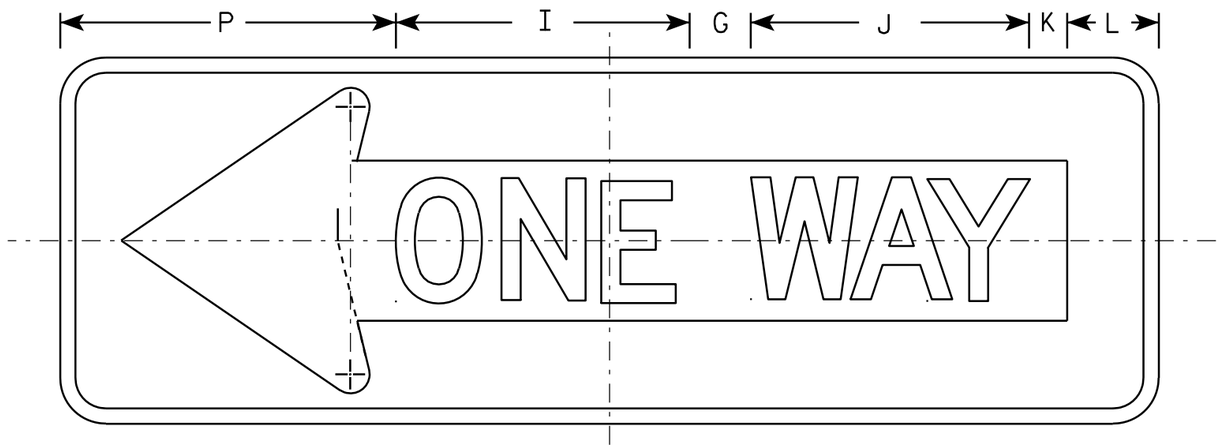
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

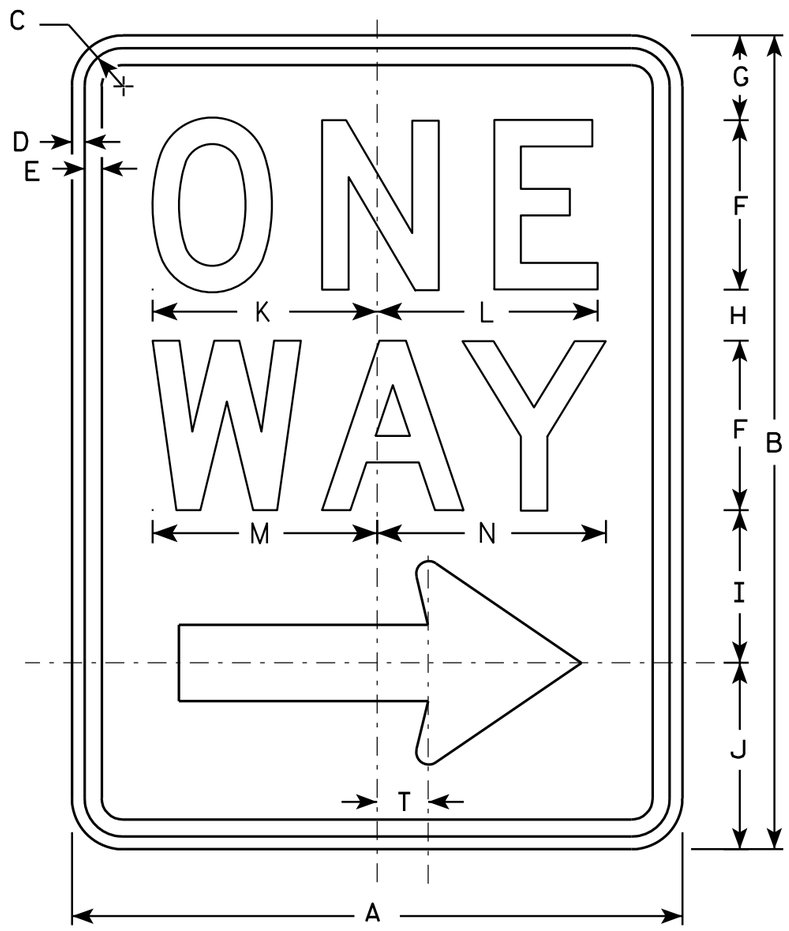
SHEET NO: 427 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

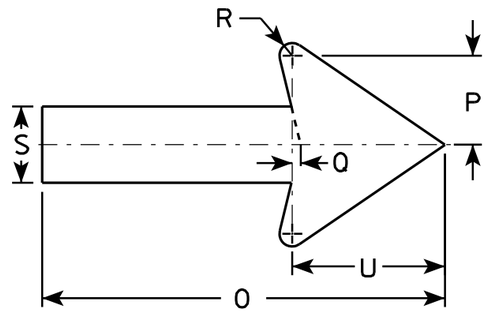
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

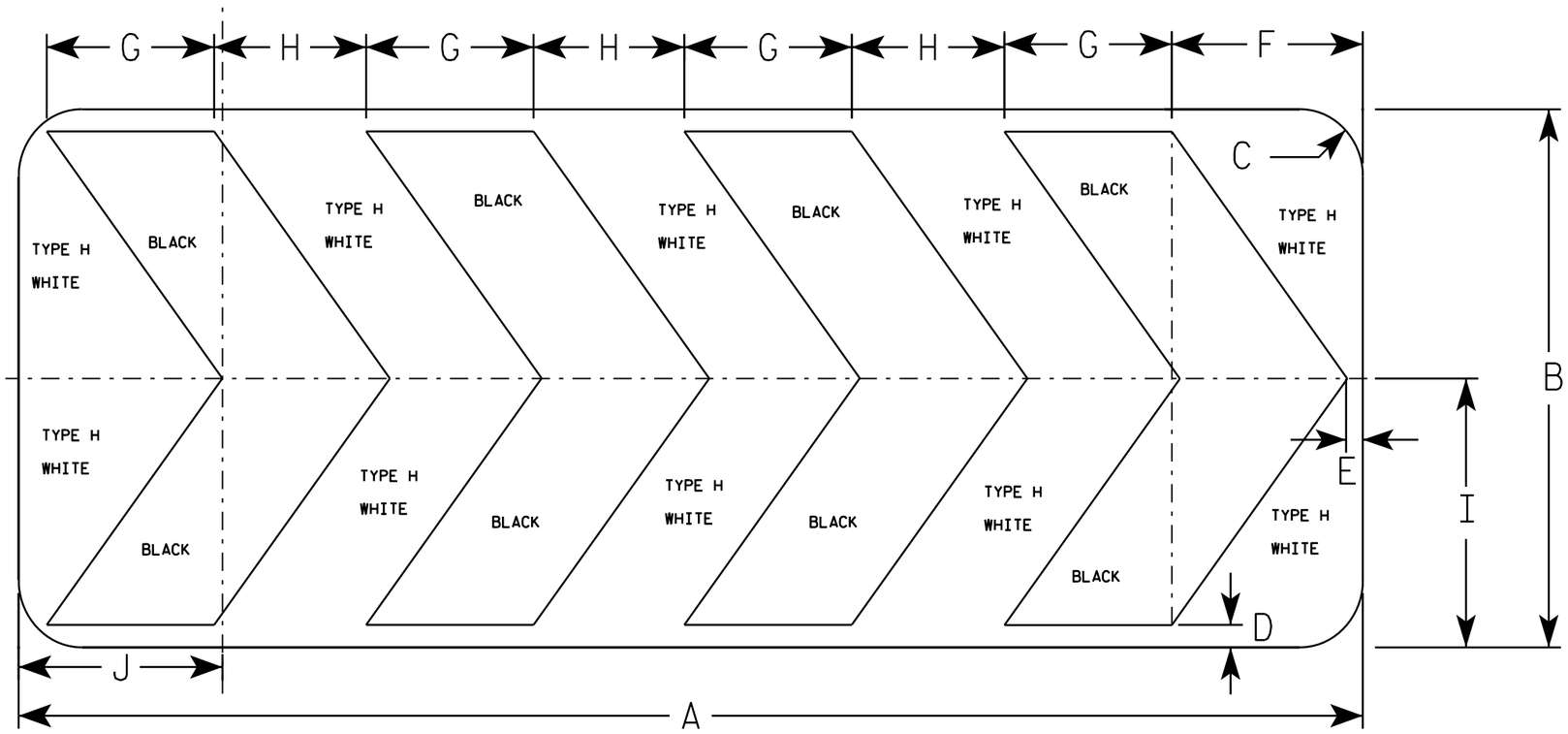
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 428	E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	2 1/4	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	2 1/4	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/03/11 PLATE NO. R6-4B.2

PROJECT NO:

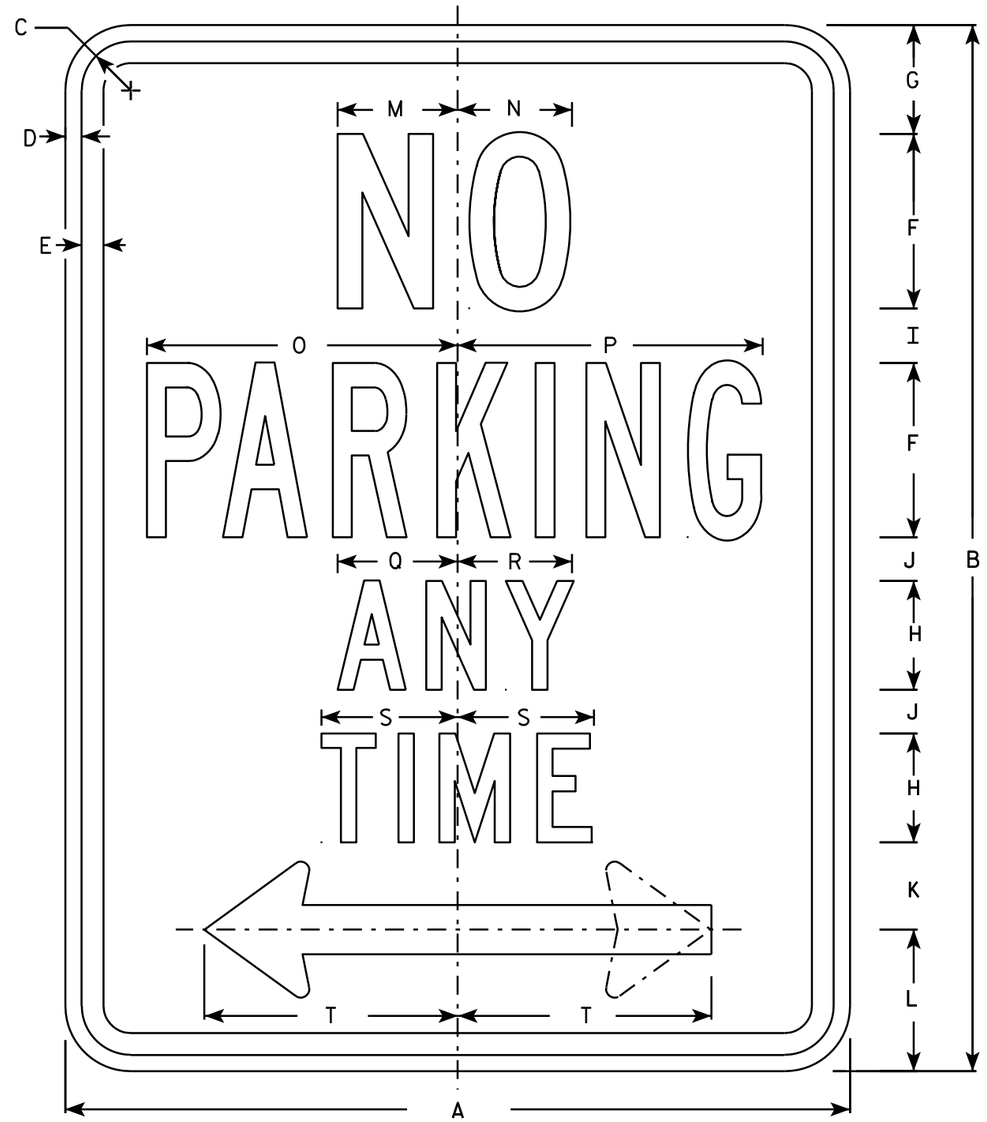
SHEET NO: 429 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R64B.DGN PLOT DATE : 03-JAN-2011 14:30 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

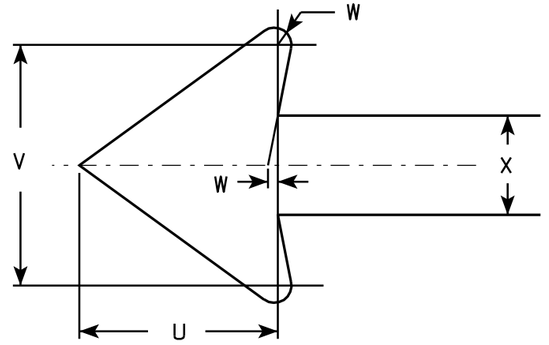
7



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 430	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42



R8-8

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 1/4	9 5/8	6 5/8	3 5/8	10														5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 1/4	9 5/8	6 5/8	3 5/8	10														5.0
3	36	48	1 3/8	1/2	5/8	6	6	4	13 7/8	14 3/8	9 7/8	5 3/8	15														12.0
4	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	18 1/2	19 1/4	13 1/4	7 1/4	20														20.0
5																											

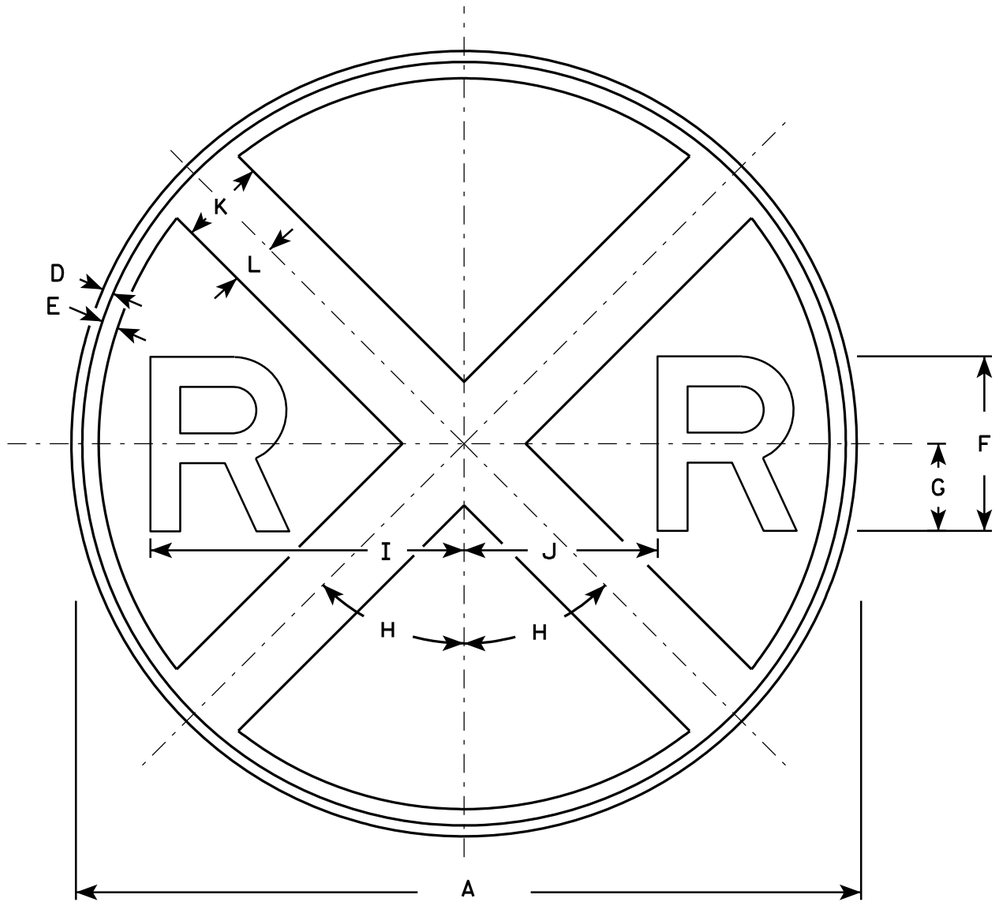
STANDARD SIGN
R8-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 431	E



W10-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

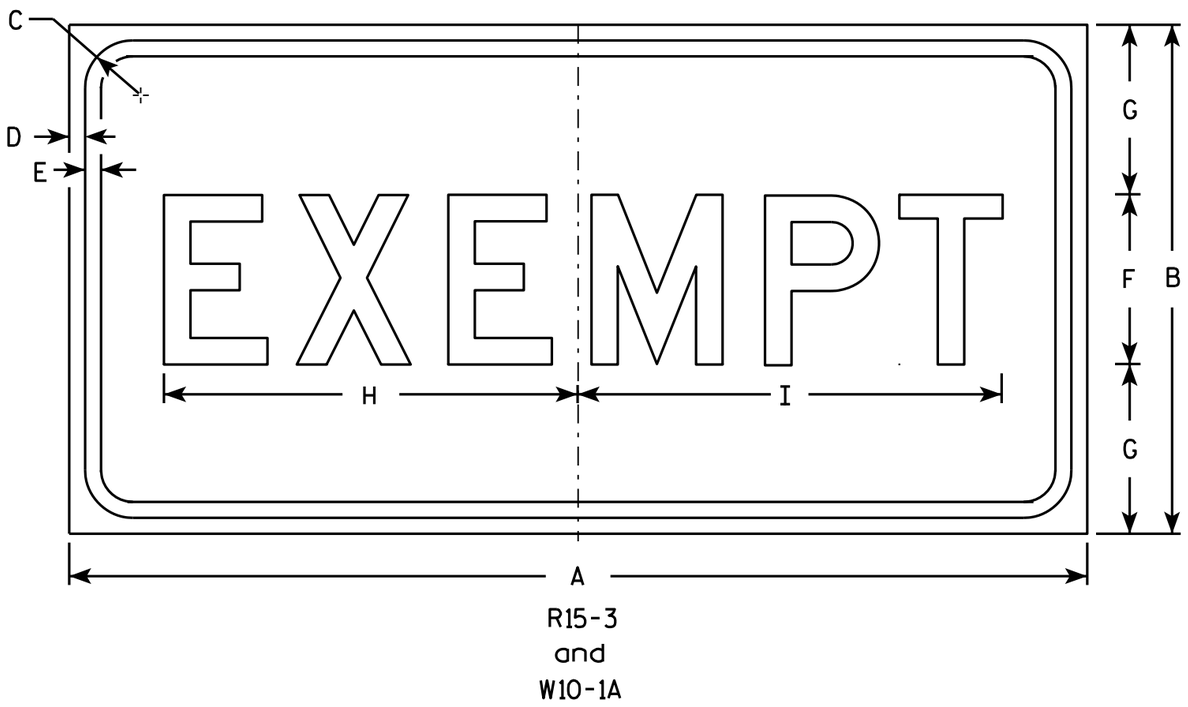
STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 432	E



R15-3
and
W10-1A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 5
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Background - R15-3 is White Type H Reflective
   W10-1A is Yellow.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
2M	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
3																											
4																											
5																											

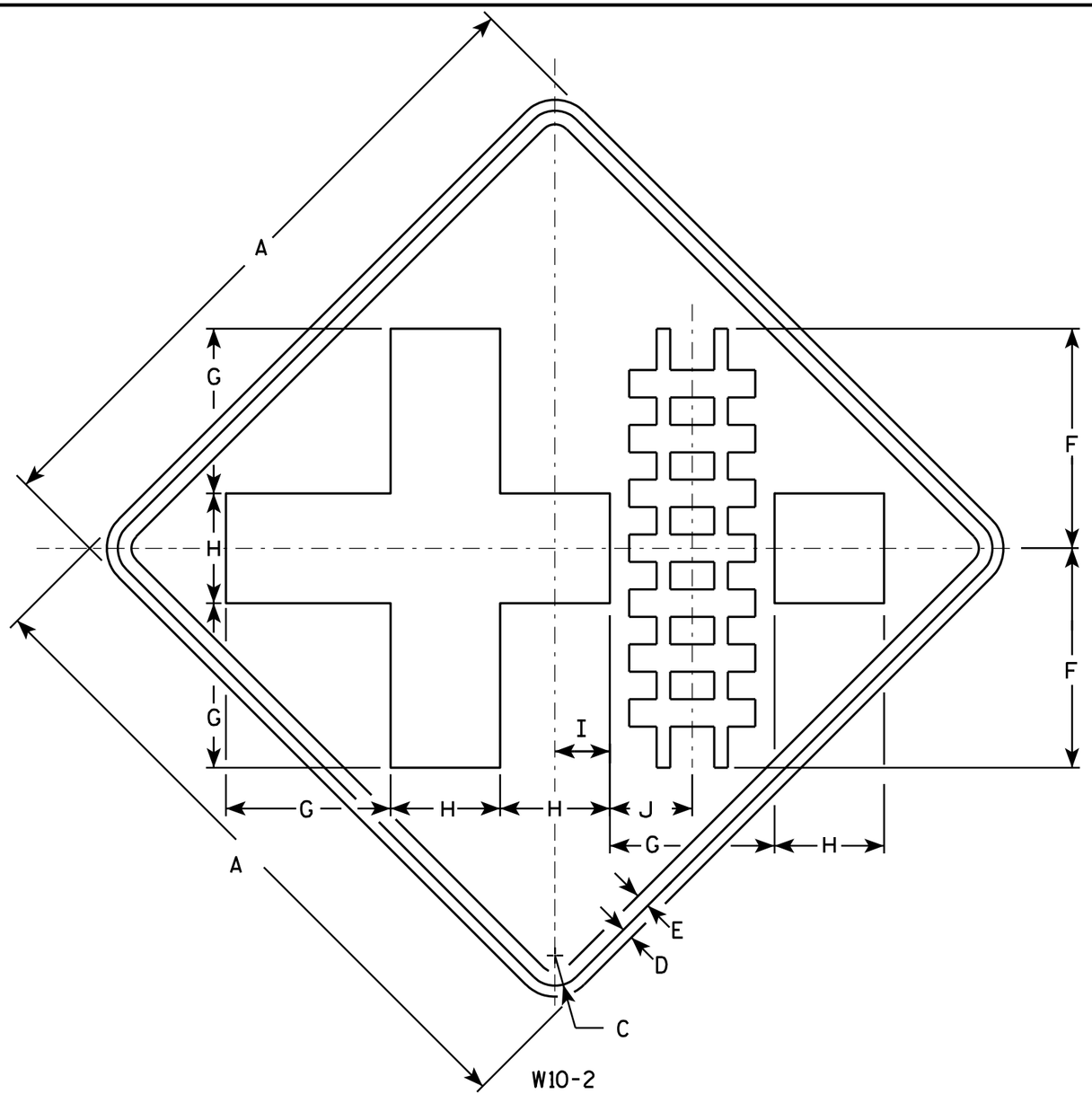
STANDARD SIGN
R15-3 & W10-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

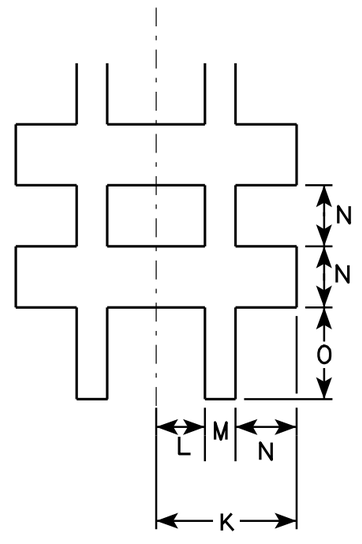
DATE 3/13/13 PLATE NO. R15-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 433 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	7 1/2	5	2 1/2	3 3/4	2 7/8	1	5/8	1 1/4	1 7/8												6.25
2S	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
2M	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
3	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
4	48		2 1/4	3/4	1	16	12	8	4	6	4 1/2	1 1/2	1	2	3												16.0
5																											

STANDARD SIGN
W10-2

WISCONSIN DEPT OF TRANSPORTATION

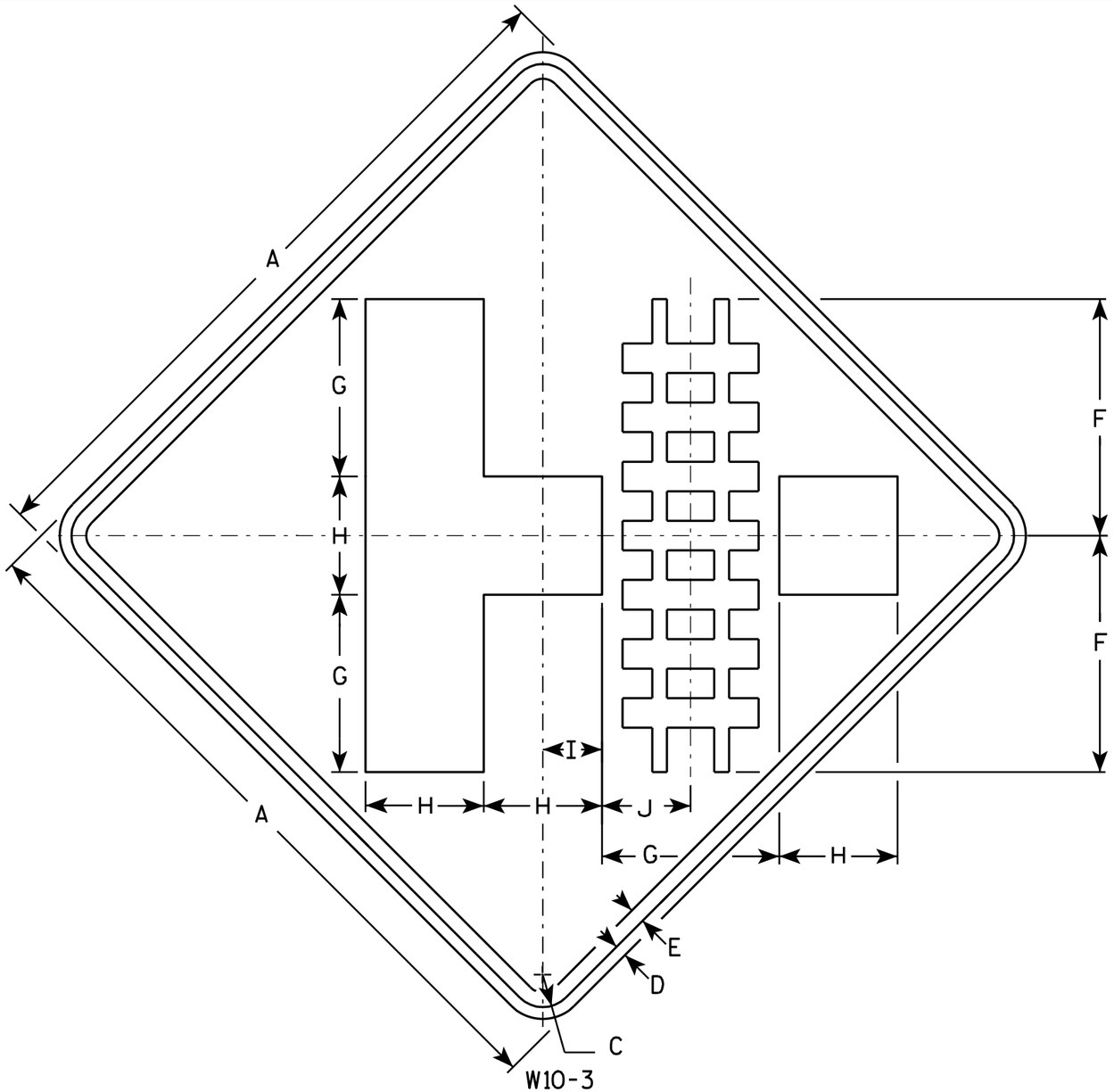
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 434 | E

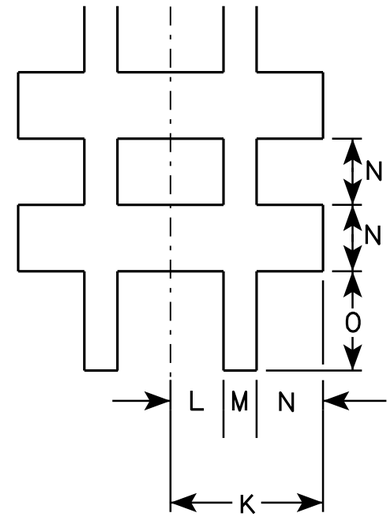
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W102.DGN PLOT DATE : 13-MAR-2013 11:13 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.202372:1.000000

WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	7 1/2	5	2 1/2	3 3/4	2 7/8	1	5/8	1 1/4	1 7/8												6.25
2S	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
2M	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
3	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
4	48		2 1/4	3/4	1	16	12	8	4	6	4 1/2	1 1/2	1	2	3												16.0
5																											

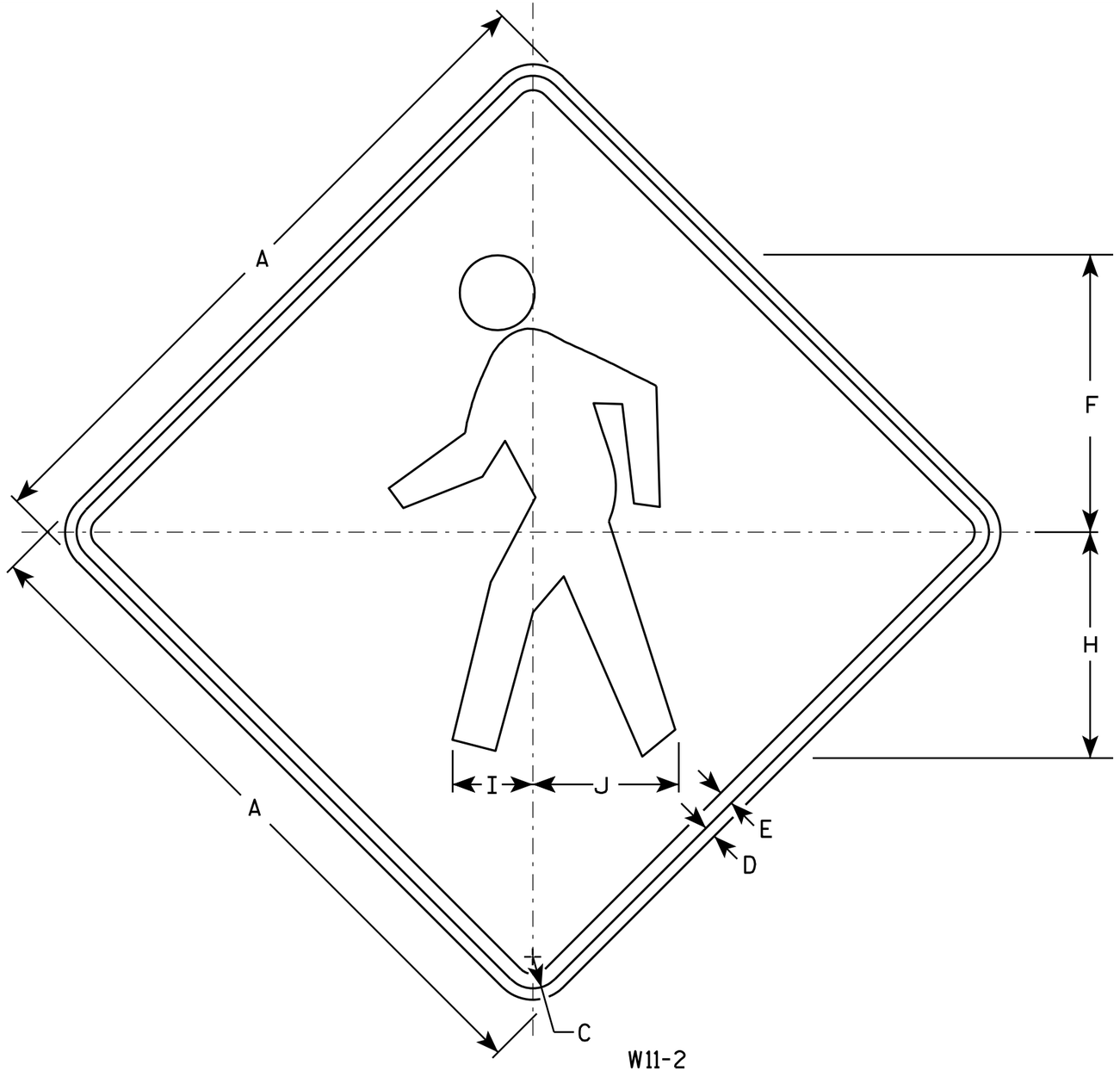
STANDARD SIGN
W10-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 435 | E



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

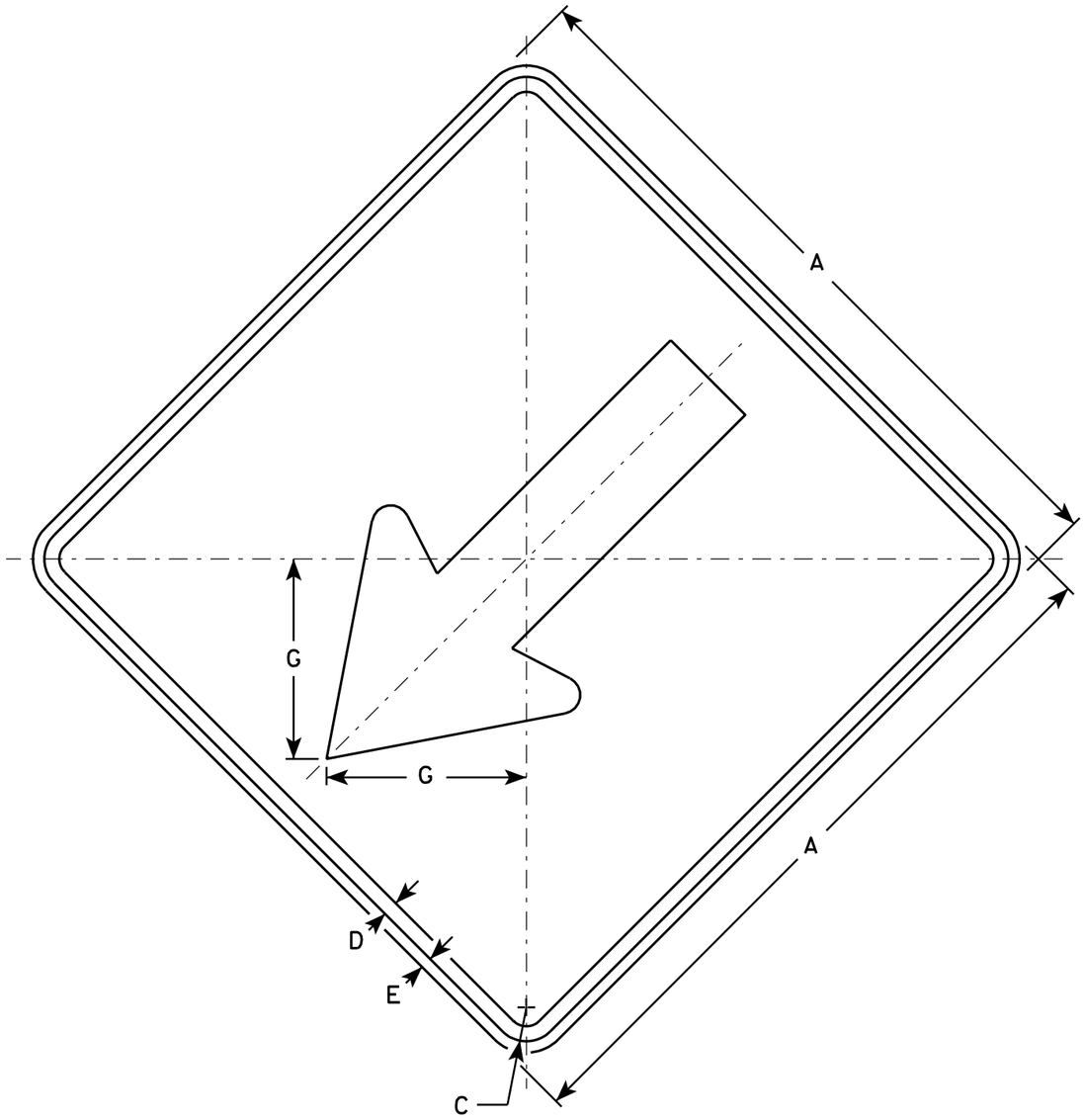
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

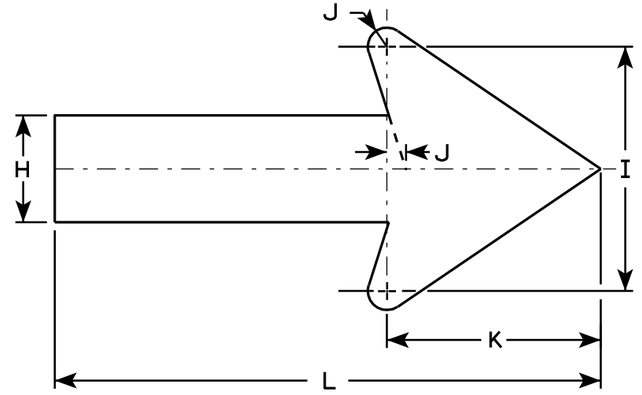
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 436	E



W12-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4
2M	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4
3	30		1 3/8	5/8	1/2		8 1/4	4 3/8	10	3/4	8 3/4	22 3/8															6.25
4	36		1 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16

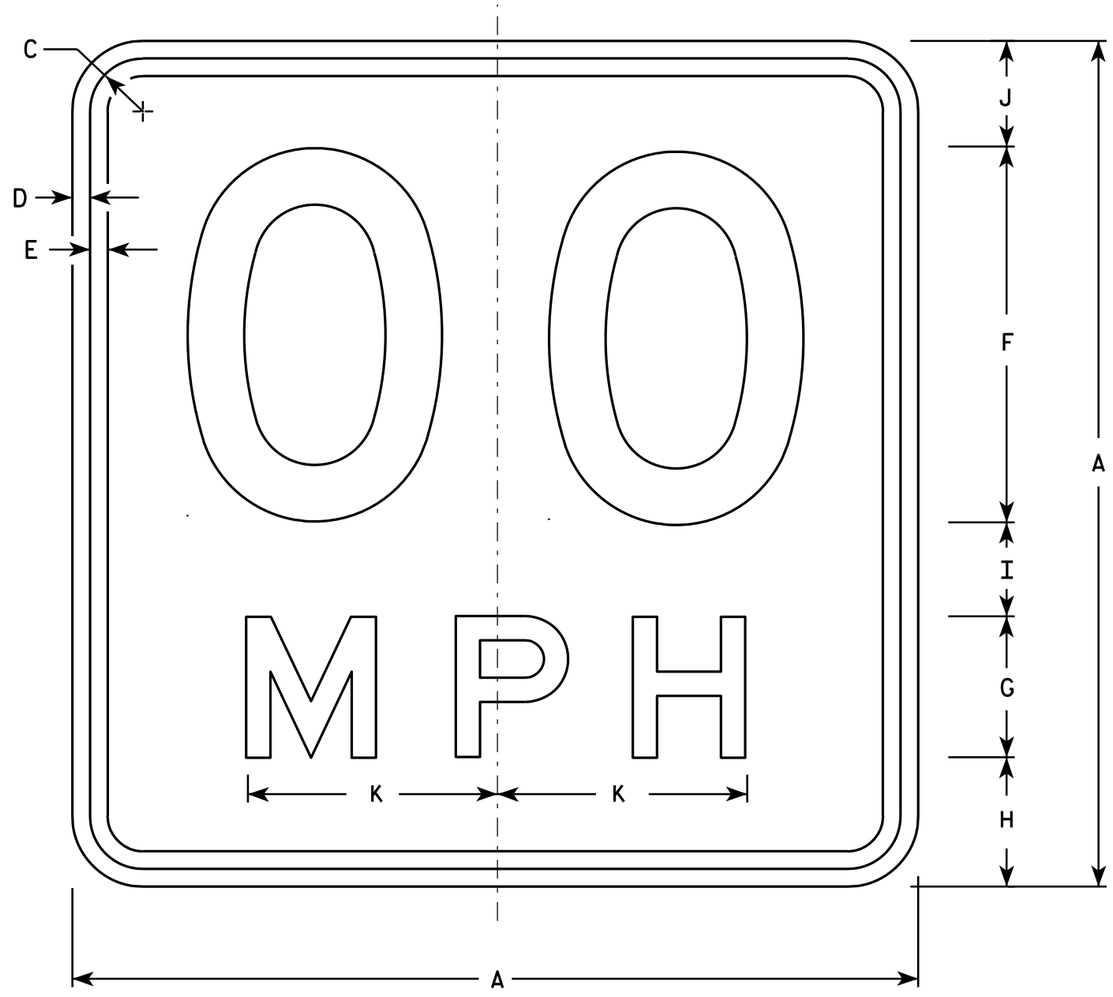
STANDARD SIGN
W12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 437 | E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

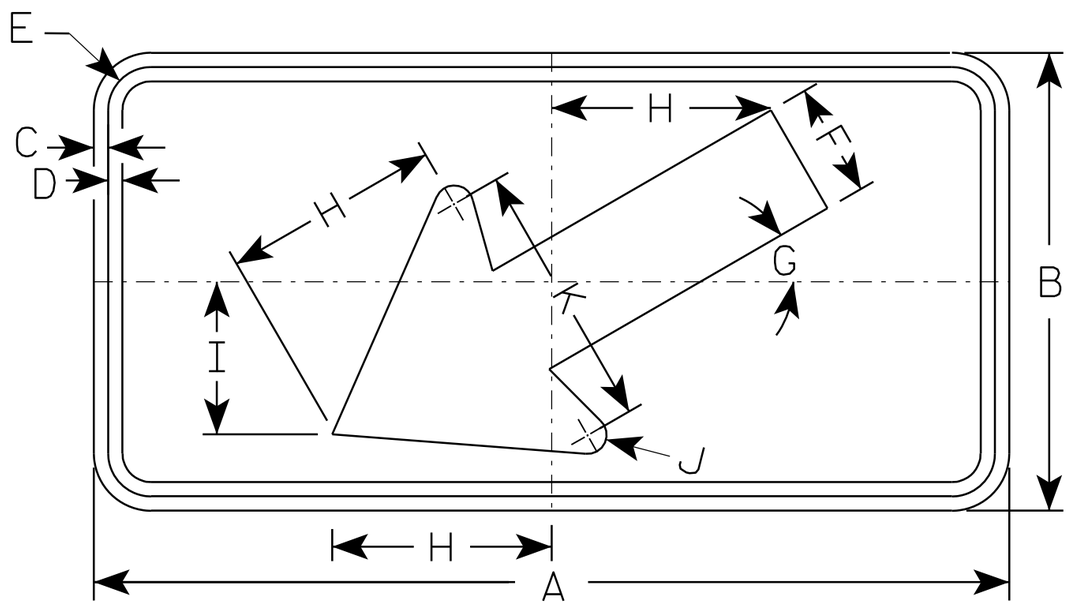
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 438 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

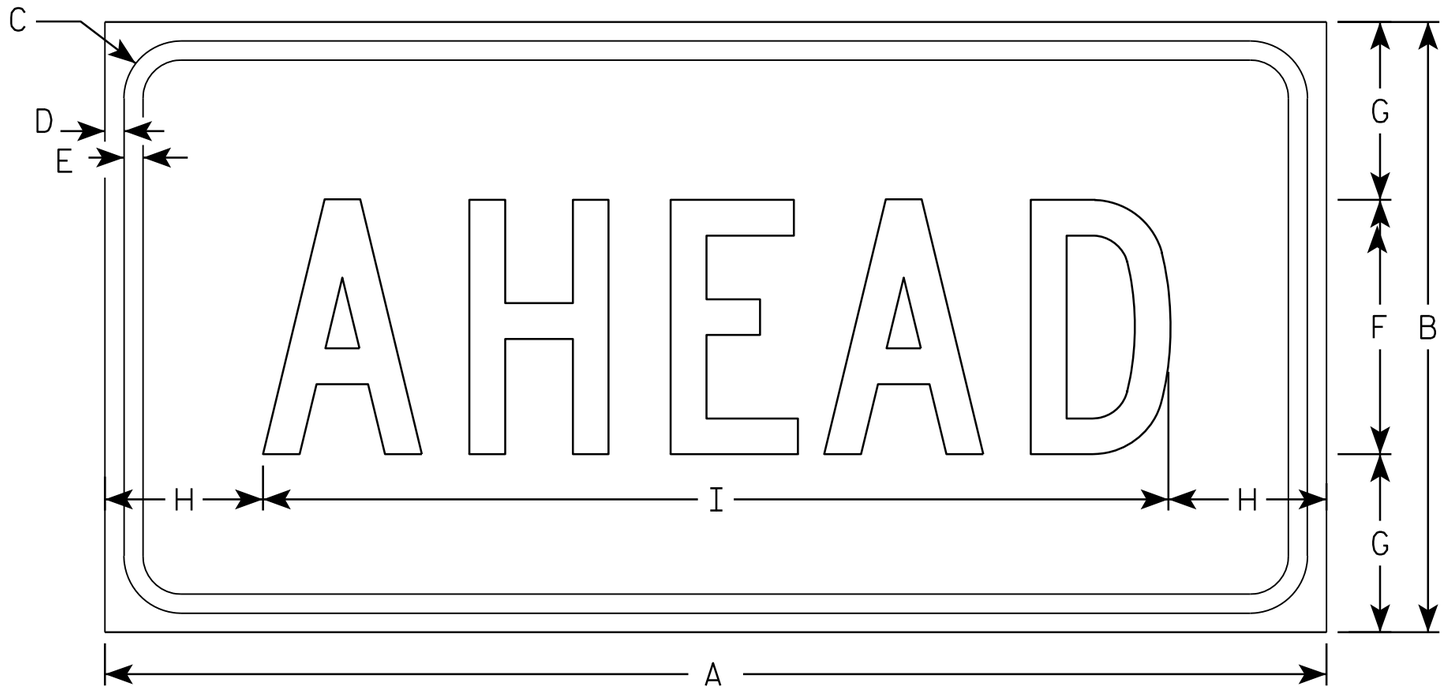
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 439	E



W16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

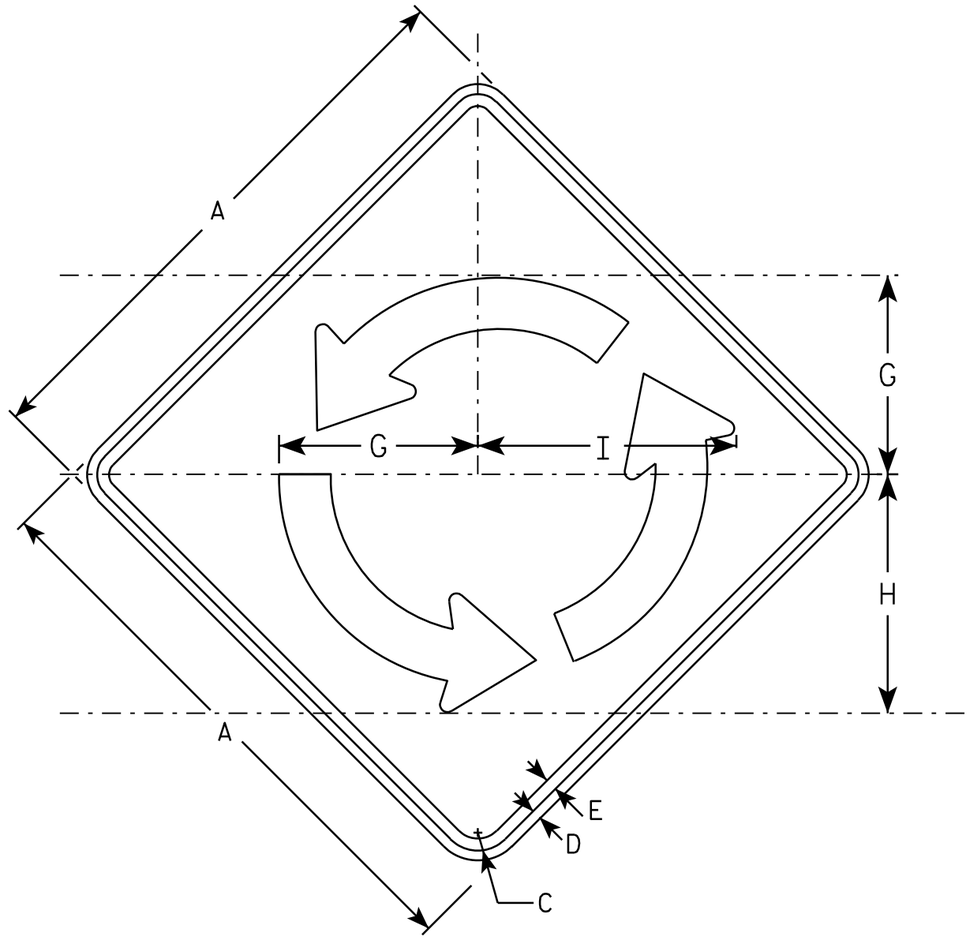
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 440 | E

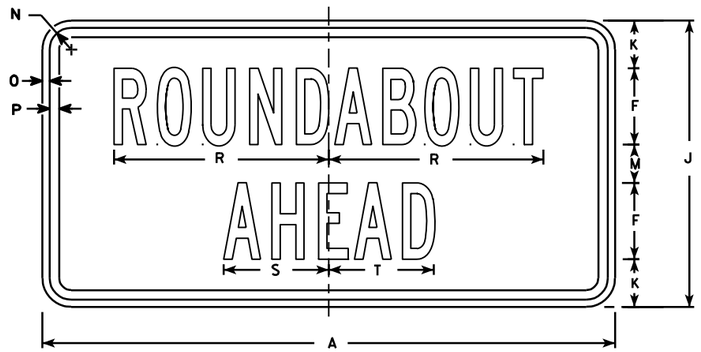
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000
WISDOT/CADDS SHEET 42



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

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	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

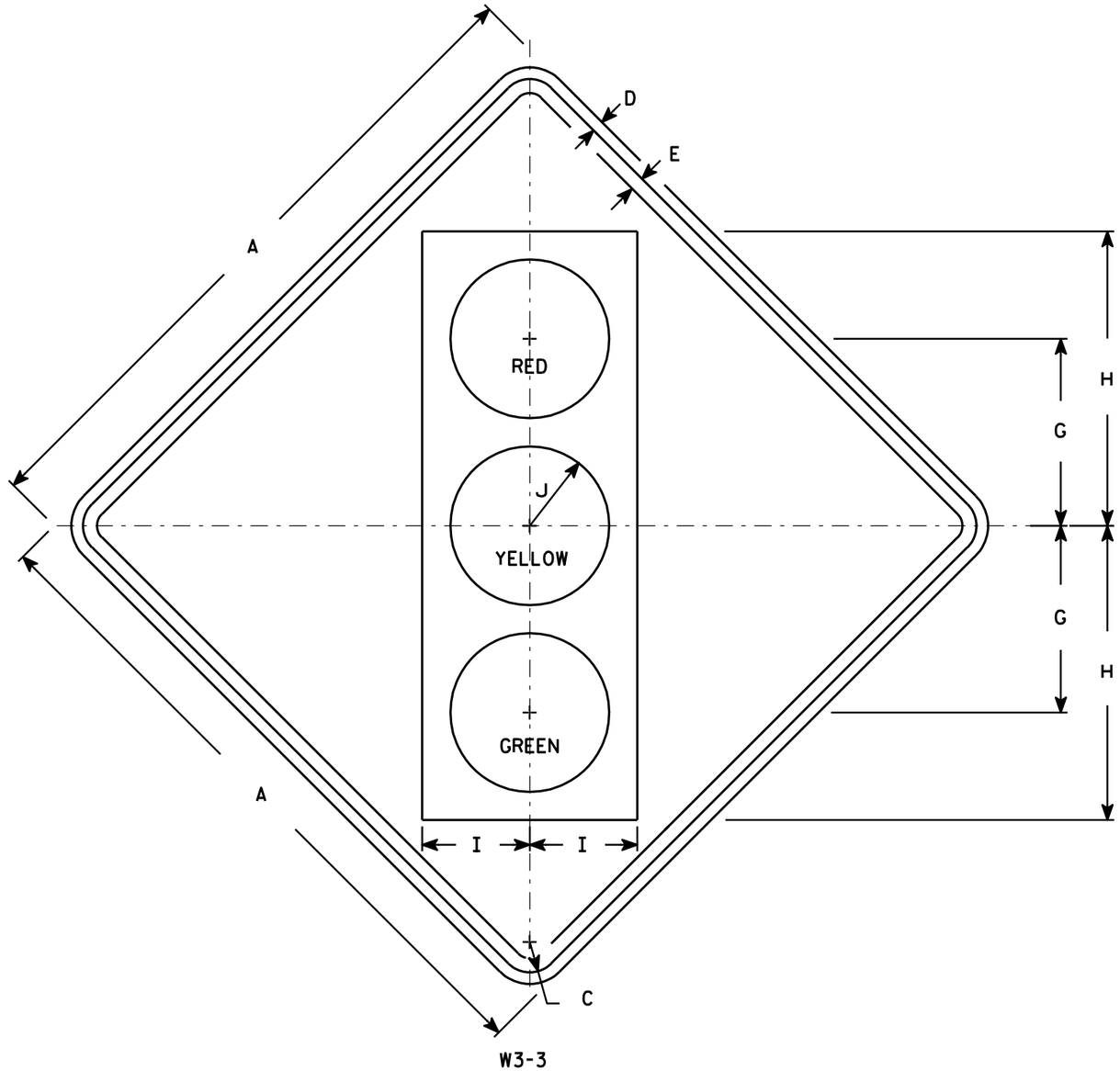
SHEET NO: 441 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

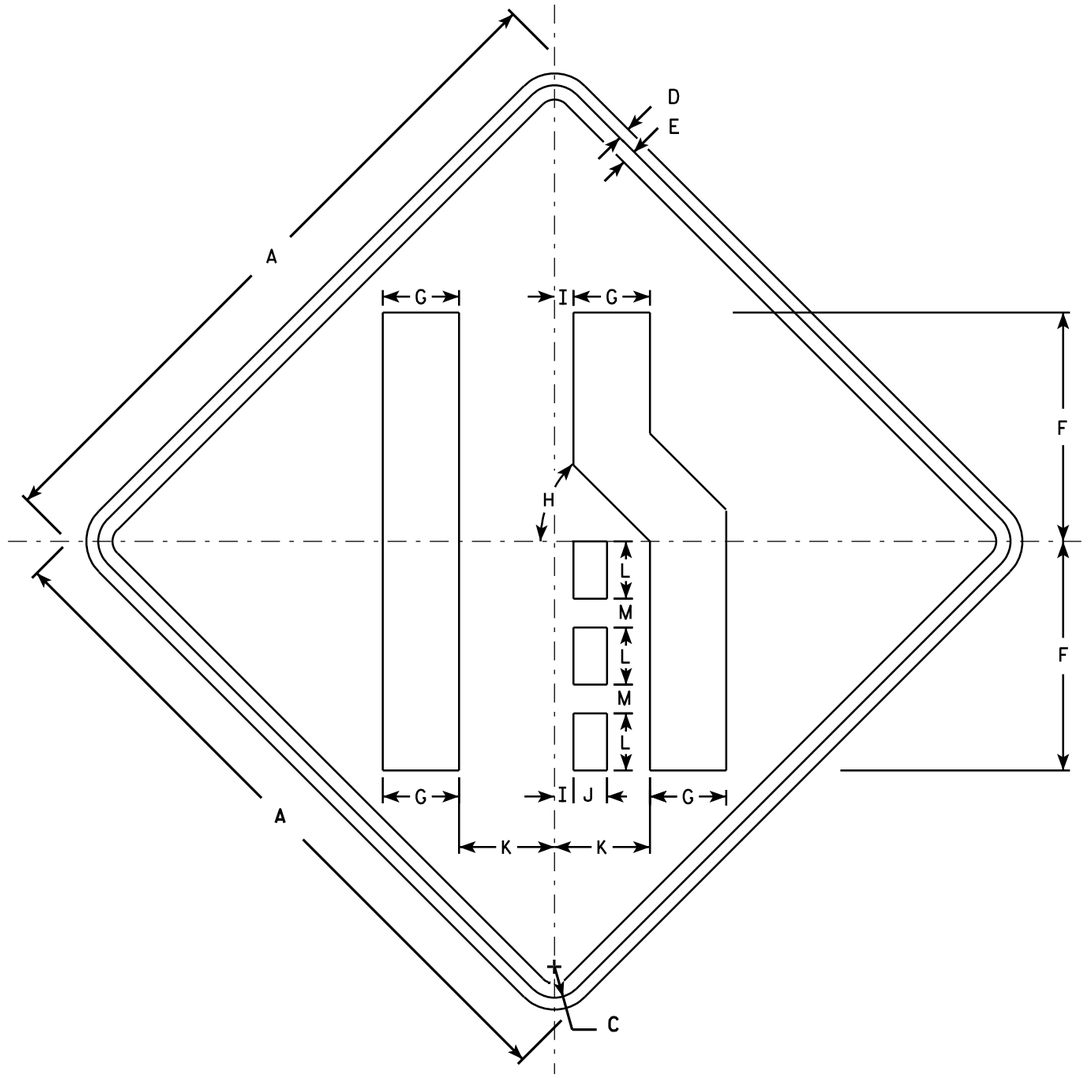
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 442 | E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

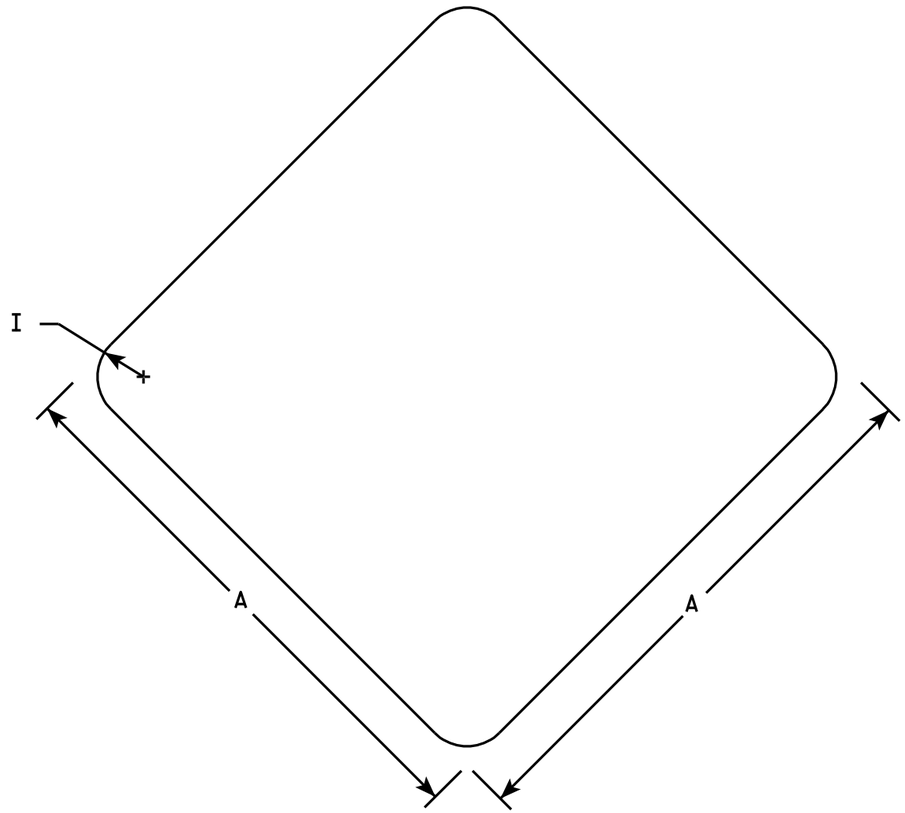
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 443 E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

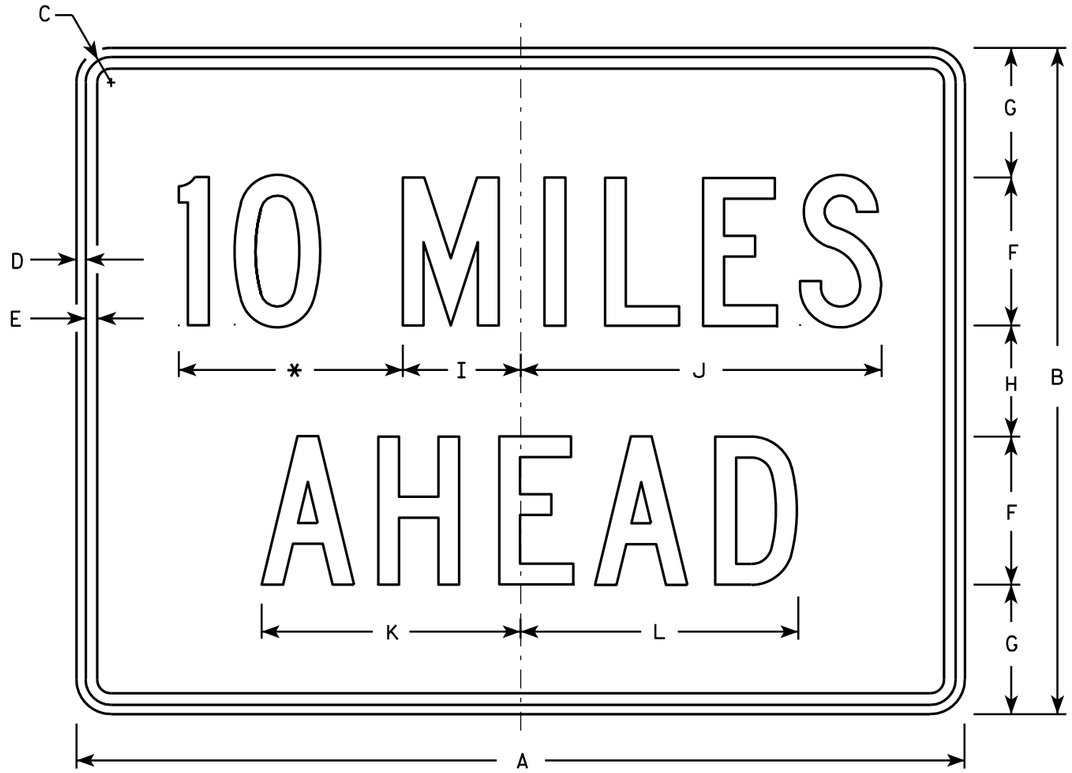
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

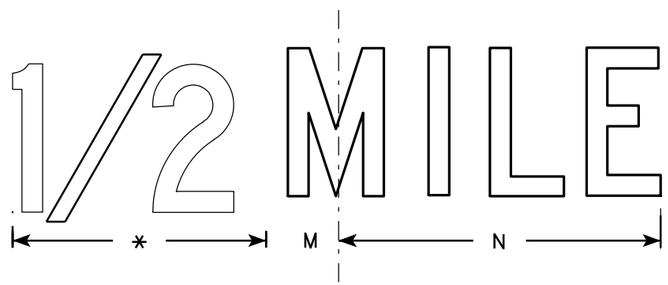
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 444	E



W57-52



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	1/2	4	3 1/2	3	3 1/8	9 3/4	7	7 1/2	1 3/8	8 3/4													3.0
2S	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
2M	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
3	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0

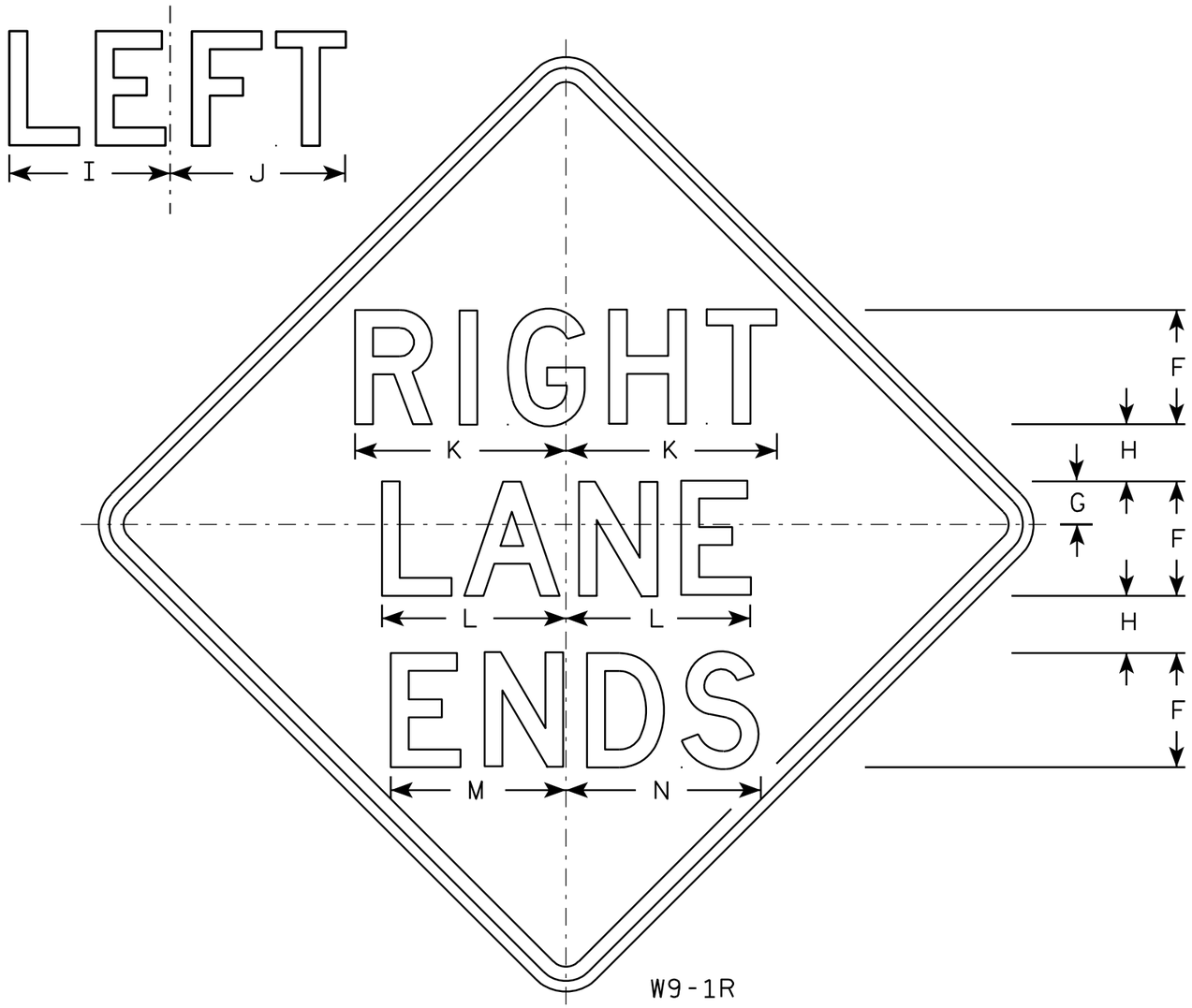
STANDARD SIGN
W57-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W57-52.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 445	E



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces 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	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

SHEET NO: 446 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7

PROJECT NO: 1661-05-73

HWY: STH 35

COUNTY: CRAWFORD

MISCELLANEOUS QUANTITIES

PLOT DATE : June 14, 1911

PLOT BY : A.R.H.

PLOT NAME:

PLOT SCALE : 1:1

SHEET:

447

E

Division	From / To Station	Common Excavation (1) Cut (2)	Salvaged / Unusable Pavement Material (3)	Available Material (4)	Unexpanded Fill	Expanded Fill (5) Factor 1.43	Mass Ordinate + / - (6)	Waste
Stage (Division) 1	Mooney to Near Iowa							
Northbound ML (A-Line)	78+87.50/104+46.00	7978	3203	4775	79	113	4662	4662
Southbound ML (B-Line)	200+40.00/204+33.00	898	272	626	1	1	5287	5287
Mooney St. (BB-Line)	79+45.00/82+25.00	509	52	457	42	60	5684	5684
Taylor St. (CC-Line)	86+23.00/86+85.00	181	36	145	1	2	5828	5828
Dunn St. (DD-Line)	90+87.00/91+60.00	191	38	154	0	0	5981	5981
Webster St. (U-Line)	94+55.00/96+15.00	593	262	332	0	0	6313	6313
Cass St. (V-Line)	99+15.00/100+85.00	398	87	311	0	0	6623	6623
Stage (Division) 1 Subtotals		10748	3949	6800	123	176	6623	6623
Stage (Division) 2	Iowa to Near Blackhawk							
Iowa RNDBT (RA-Line)	300+00/304+58.60	1070	258	812	1268	1813	-1002	0
Northbound ML (C-Line)	105+28.00/109+06.25	762	246	516	28	41	-526	0
Southbound ML (D-Line)	205+58.70/208+85.32	563	220	344	34	49	-232	0
Wisc. RNDBT. (RB-Line)	400+00.00/404+27.20	966	184	782	1243	1778	-1228	0
Northbound ML (E-Line)	109+92.30/114+74.75	1228	320	907	2	3	-323	0
Southbound ML (F-Line)	115+72.00/214+71.50	840	318	522	55	79	120	120
Iowa St. West (J-Line)	295+24.10/299+89.00	983	438	546	16	22	643	643
Iowa St. East (K-Line)	301+07.00/302+80.00	251	0	251	3	4	890	890
Iowa St. East (L-Line)	301+16.00/302+30.14	180	0	180	1	1	1069	1069
Wisc. St. West (M-Line)	395+83.37/399+77.70	1236	415	821	30	43	1848	1848
Wisc. St. East (N-Line)	400+97.04/402+55.00	291	0	291	1	1	2138	2138
Wisc. St. East (P-Line)	400+81.50/402+25.00	208	0	208	0	0	2345	2345
Stage (Division) 2 Subtotals		8579	2399	6180	2682	3835	2345	2345
Stage (Division) 3	Blackhawk							
BlkHawk RBT (RC-Line)	500+00.00/504+58.60	1125	336	790	1331	1903	-1113	0
BlkHawk West (Q-Line)	496+25.00/500+15.40	530	247	283	31	44	-873	0
BlkHawk West (R-Line)	495+70.00/500+12.75	932	348	584	22	31	-321	0
BlkHawk East (S-Line)	501+24.50/504+07.00	545	0	545	2	3	221	221
BlkHawk East (T-Line)	501+41.50/503+25.00	256	0	256	4	6	472	472
Stage (Division) 3 Subtotals		3388	930	2458	1389	1986	472	472
Stage (Division) 4	North of Blackhawk							
Northbound ML (G-Line)	115+72.00/137+12.5	6287	2268	4019	338	484	3535	3535
Southbound ML (H-Line)	215+70.00/220+75.00	895	341	554	17	24	4065	4065
Hayden St. (W-Line)	122+20.00/123+85.00	298	74	224	1	2	4288	4288
Park St. (X-Line)	127+69.94/128+38.00	158	86	72	1	1	4359	4359
Washington West Y-Line	129+75.00/131+63.40	528	38	490	21	30	4819	4819
Washington East Z-Line	132+25.00/133+30.00	203	0	203	29	41	4981	4981
Stage (Division) 4 Subtotals		8369	2806	5563	407	582	4981	4981
Grand Total		31085	10084	21001	4601	6579	14421	14421
Total Common Excavation =		31085	CY					

Notes:

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100. No EBS is planned.
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) Salvaged/Unusable Pavement Material
4) Available Material = Cut - Salvaged/Unusuable Pavement Material
5) Expanded Fill. Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

A-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
78+87.50		0	0.00	0	0						
79+00.00	13	37	0.00	17	0	9	4	0	9	0	4.59
79+25.00	25	37	0.00	17	0	34	16	0	43	0	22.73
79+50.00	25	34	0.00	17	0	33	16	0	75	0	39.30
79+75.00	25	39	0.00	17	0	34	16	0	109	0	56.96
80+00.00	25	93	0.00	36	0	61	25	0	170	0	93.09
80+25.00	25	99	0.00	36	0	89	33	0	258	0	148.14
80+50.00	25	103	0.00	36	0	93	33	0	351	0	207.83
80+75.00	25	113	0.00	36	0	100	33	0	451	0	274.18
81+00.00	25	118	0.00	36	0	107	33	0	558	0	347.58
81+25.00	25	116	0.00	36	0	108	33	0	666	0	422.07
81+50.00	25	113	5.05	36	0	108	33	0	775	1	496.30
81+75.00	25	101	7.40	36	3	105	33	2	879	3	565.32
82+00.00	25	99	7.63	36	5	100	33	4	979	8	626.46
82+25.00	25	99	7.63	36	0	99	33	2	1,078	12	688.28
82+50.00	25	72	7.39	42	0	86	36	0	1,164	12	737.66
82+75.00	25	75	7.46	42	1	75	39	0	1,239	13	773.48
83+00.00	25	82	8.79	38	12	80	37	6	1,319	21	808.20
83+25.00	25	80	8.93	38	16	83	35	13	1,402	40	837.25
83+50.00	25	83	9.03	38	8	83	35	11	1,485	56	869.96
83+75.00	25	89	9.12	38	6	88	35	6	1,573	65	913.58
84+00.00	25	92	8.80	38	6	92	35	6	1,665	73	962.31
84+25.00	25	93	5.50	38	11	92	35	8	1,757	84	1008.03
84+50.00	25	99	0.00	38	6	91	35	8	1,849	95	1053.40
84+75.00	25	98	0.00	38	4	91	35	4	1,940	102	1103.09
85+00.00	25	95	0.00	38	3	89	35	3	2,029	106	1152.86
85+25.00	25	92	0.00	38	2	87	35	2	2,115	109	1201.40
85+50.00	25	92	0.00	38	0	85	35	1	2,201	111	1250.16
85+75.00	25	77	0.00	38	0	78	35	0	2,279	111	1293.28
86+00.00	25	80	0.00	38	0	73	35	0	2,352	111	1331.10
86+25.00	25	78	0.00	38	0	73	35	0	2,425	111	1369.30
86+50.00	25	90	0.00	38	0	78	35	0	2,503	111	1412.30
86+75.00	25	92	0.00	38	0	85	35	0	2,588	111	1461.79
87+00.00	25	92	0.00	38	0	85	35	0	2,673	111	1511.97
87+25.00	25	94	0.00	38	0	86	35	0	2,759	111	1562.98
87+50.00	25	96	0.00	38	0	88	35	0	2,847	111	1616.02
87+75.00	25	96	0.00	38	0	89	35	0	2,936	111	1669.87
88+00.00	25	95	0.00	38	0	88	35	0	3,024	111	1723.04
88+25.00	25	96	0.00	38	0	88	35	0	3,112	111	1776.19
88+50.00	25	98	0.00	38	0	89	35	0	3,202	111	1830.65
88+75.00	25	101	0.00	38	0	92	35	0	3,294	111	1887.57
89+00.00	25	100	0.00	38	0	93	35	0	3,387	111	1945.54
89+25.00	25	103	0.00	38	0	94	35	0	3,481	111	2004.53
89+50.00	25	100	0.00	38	0	94	35	0	3,575	111	2063.45
89+75.00	25	106	0.00	38	0	95	35	0	3,670	111	2123.69
90+00.00	25	107	0.00	38	0	98	35	0	3,769	111	2187.11
90+25.00	25	99	0.00	38	0	95	35	0	3,864	111	2247.22
90+50.00	25	78	0.00	38	0	82	35	0	3,946	111	2293.95

A-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
90+75.00	25	75	0.00	38	0	71	35	0	4,016	111	2329.43
91+00.00	25	69	0.00	38	0	66	35	0	4,082	111	2360.67
91+25.00	25	78	0.00	38	0	68	35	0	4,150	111	2393.54
91+50.00	25	77	0.00	38	0	72	35	0	4,222	111	2430.48
91+75.00	25	75	0.00	38	0	71	35	0	4,293	111	2466.24
92+00.00	25	72	0.00	38	1	68	35	0	4,362	112	2499.25
92+25.00	25	74	0.00	38	0	68	35	0	4,430	112	2531.52
92+50.00	25	78	0.00	38	0	70	35	0	4,500	113	2566.63
92+75.00	25	72	0.00	38	0	69	35	0	4,569	113	2600.67
93+00.00	25	74	0.00	38	0	68	35	0	4,637	113	2633.15
93+25.00	25	78	0.00	38	0	70	35	0	4,707	113	2668.41
93+50.00	25	77	0.00	38	0	71	35	0	4,778	113	2704.72
93+75.00	25	77	0.00	38	0	71	35	0	4,849	113	2740.84
94+00.00	25	76	0.00	38	0	71	35	0	4,920	113	2776.51
94+25.00	25	79	0.00	38	0	71	35	0	4,991	113	2812.87
94+50.00	25	81	0.00	38	0	74	35	0	5,065	113	2851.87
94+75.00	25	82	0.00	38	0	75	35	0	5,141	113	2892.29
95+00.00	25	59	0.00	38	0	65	35	0	5,206	113	2922.41
95+25.00	25	66	0.00	38	0	58	35	0	5,264	113	2945.19
95+50.00	25	69	0.00	38	0	62	35	0	5,326	113	2972.51
95+75.00	25	66	0.00	38	0	63	35	0	5,389	113	3000.05
96+00.00	25	100	0.00	38	0	77	35	0	5,466	113	3041.85
96+25.00	25	111	0.00	38	0	98	35	0	5,563	113	3104.49
96+50.00	25	106	0.00	38	0	101	35	0	5,664	113	3170.31
96+75.00	25	103	0.00	38	0	97	35	0	5,761	113	3232.30
97+00.00	25	104	0.00	38	0	96	35	0	5,857	113	3292.97
97+25.00	25	101	0.00	38	0	95	35	0	5,952	113	3352.68
97+50.00	25	100	0.00	38	0	93	35	0	6,045	113	3410.76
97+75.00	25	99	0.00	38	0	92	35	0	6,137	113	3467.86
98+00.00	25	99	0.00	38	0	91	35	0	6,228	113	3524.26
98+25.00	25	100	0.00	38	0	92	35	0	6,320	113	3581.10
98+50.00	25	97	0.00	38	0	91	35	0	6,411	113	3637.11
98+75.00	25	97	0.00	38	0	90	35	0	6,501	113	3692.00
99+00.00	25	98	0.00	38	0	90	35	0	6,591	113	3747.26
99+25.00	25	98	0.00	38	0	90	35	0	6,682	113	3802.72
99+50.00	25	100	0.00	38	0	92	35	0	6,774	113	3859.28
99+75.00	25	72	0.00	38	0	80	35	0	6,853	113	3903.75
100+00.00	25	76	0.00	38	0	68	35	0	6,921	113	3937.05
100+25.00	25	72	0.00	38	0	68	35	0	6,990	113	3970.43
100+40.00	15	95	0.00	38	0	46	21	0	7,036	113	3995.74
100+45.96	6	48	0.00	19	0	16	6	0	7,052	113	4005.20
100+50.00	4	47	0.00	19	0	7	3	0	7,059	113	4009.48
100+75.00	25	47	0.00	19	0	44	18	0	7,103	113	4035.79
101+00.00	25	49	0.00	19	0	44	18	0	7,147	113	4062.57
101+25.00	25	51	0.00	19	0	46	18	0	7,193	113	4090.96
101+50.00	25	55	0.00	19	0	49	18	0	7,242	113	4122.17
101+75.00	25	62	0.00	19	0	54	18	0	7,296	113	4158.65
102+00.00	25	62	0.00	19	0	57	18	0	7,353	113	4198.61

A-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
102+25.00	25	62	2.69	19	0	59	18	0	7,412	113	4239.79
102+50.00	25	73	2.09	19	0	65	18	0	7,477	113	4287.04
102+75.00	25	106	1.52	19	0	84	18	0	7,561	113	4353.94
103+00.00	25	74	1.31	19	0	84	18	0	7,645	113	4420.84
103+25.00	25	53	1.64	19	0	60	18	0	7,706	113	4463.47
103+50.00	25	62	4.18	19	0	56	18	0	7,761	113	4501.80
103+75.00	25	66	10.60	19	0	66	18	0	7,827	113	4550.15
103+98.68	24	69	17.92	19	0	72	17	0	7,899	113	4605.01
104+13.00	14	64	0.00	19	0	40	10	0	7,939	113	4634.82
104+46.00	33	0	0.00	0	0	39	12	0	7,978	113	4662.12
					TOTALS:	7,978	3,203	79			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

B-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
200+40.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
200+45.96	5.96	47.59	0.00	19	0.00	5.25	2.09	0.00	5.25	0.00	3.16
200+50.00	4.04	47.55	0.00	19	0.00	7.12	2.83	0.00	12.37	0.00	7.45
200+75.00	25.00	47.24	0.00	19	0.00	43.88	17.52	0.00	56.26	0.00	33.82
201+00.00	25.00	47.39	0.00	19	0.00	43.81	17.52	0.00	100.07	0.00	60.12
201+25.00	25.00	49.31	0.00	19	0.00	44.77	17.52	0.00	144.84	0.00	87.38
201+50.00	25.00	51.53	0.00	19	0.00	46.68	17.52	0.00	191.53	0.00	116.55
201+75.00	25.00	52.23	0.00	19	0.00	48.03	17.52	0.00	239.56	0.00	147.06
202+00.00	25.00	52.83	0.00	19	0.30	48.63	17.52	0.14	288.19	0.20	177.98
202+25.00	25.00	49.89	2.40	19	0.64	48.66	17.52	0.44	336.85	0.82	208.51
202+50.00	25.00	53.36	2.09	19	0.00	49.88	17.52	0.30	386.73	1.24	240.44
202+75.00	25.00	51.20	1.51	19	0.00	50.07	17.52	0.00	436.80	1.24	273.00
203+00.00	25.00	51.74	1.14	19	0.00	48.88	17.52	0.00	485.68	1.24	304.36
203+25.00	25.00	53.02	1.63	19	0.00	49.78	17.52	0.00	535.46	1.24	336.62
203+50.00	25.00	67.84	4.22	19	0.00	58.66	17.52	0.00	594.11	1.24	377.77
203+75.00	25.00	95.22	11.29	19	0.00	82.67	17.52	0.00	676.78	1.24	442.92
204+01.31	26.31	119.40	17.54	19	0.05	118.61	18.43	0.02	795.39	1.28	543.06
204+28.26	26.95	58.12	0.00	19	0.00	97.35	18.88	0.02	892.74	1.32	621.49
204+33.00	4.74	0.00	0.00	0.00	0.00	5.10	1.66	0.00	897.84	1.32	624.93
					TOTALS:	897.84	271.59	0.92			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

		AREA (SF)				Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
C-LINE STATION	Distance	Cut	Additional Cut Area	Salvaged / Unusable Pavement Material	Fill	Total Cut	Salvaged / Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.43	Mass Ordinate
		Note 1	Note 2			Note 3	Note 4			Note 5	Note 6
105+28.00		0	0	0.00	0.00						
105+58.46	30.46	81.73	0.00	19	0.00	46.10	10.67	0.00	46.10	0.00	35.43
105+79.16	20.70	92.66	18.51	19	0.00	73.94	14.50	0.00	120.05	0.00	94.87
106+00.00	20.84	86.47	15.14	19	0.00	82.12	14.60	0.00	202.16	0.00	162.39
106+25.00	25.00	69.44	7.90	19	0.17	82.84	17.52	0.08	285.01	0.11	227.60
106+50.00	25.00	58.86	3.51	19	0.04	64.68	17.52	0.10	349.68	0.25	274.63
106+75.00	25.00	58.06	2.04	19	0.06	56.69	17.52	0.05	406.38	0.32	313.74
107+00.00	25.00	59.67	1.61	19	0.11	56.19	17.52	0.08	462.57	0.43	352.30
107+25.00	25.00	59.60	0.94	19	0.77	56.39	17.52	0.41	518.96	1.01	390.60
107+50.00	25.00	40.71	0.86	19	0.85	47.27	17.52	0.75	566.23	2.09	419.28
107+75.00	25.00	35.82	0.69	19	1.00	36.15	17.52	0.86	602.38	3.31	436.69
108+00.00	25.00	28.47	0.77	19	2.43	30.44	17.52	1.59	632.82	5.58	447.34
108+25.00	25.00	27.53	1.05	19	4.35	26.77	17.52	3.14	659.59	10.07	452.11
108+50.00	25.00	32.66	1.26	19	11.07	28.94	17.52	7.14	688.53	20.28	453.32
108+65.98	15.98	43.17	0.80	19	18.44	23.05	11.20	8.73	711.58	32.77	452.69
108+82.23	16.25	49.72	0.00	19	0.01	28.19	11.39	5.55	739.77	40.71	461.56
109+06.25	24.02	0.00	0.00	0.00	0.00	22.12	8.41	0.00	761.89	40.71	475.26
					TOTALS:	761.89	245.92	28.47			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division.
Minus indicates a shortage of material within the Division.

D-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fil 1.43 Note 5	Mass Ordinate Note 6
205+58.70		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
205+68.88	10.18	46.76	0.00	19	0.00	8.82	3.57	0.00	8.82	0.00	5.25
205+85.04	16.16	56.15	20.46	19	2.55	36.92	11.32	0.76	45.74	1.09	29.76
206+00.00	14.96	55.85	15.00	19	1.45	40.85	10.48	1.11	86.59	2.68	58.54
206+25.00	25.00	57.72	7.86	19	1.40	63.17	17.52	1.32	149.75	4.57	102.30
206+50.00	25.00	55.22	3.47	19	1.88	57.54	17.52	1.52	207.29	6.74	140.15
206+75.00	25.00	57.75	2.01	19	0.51	54.84	17.52	1.11	262.13	8.32	175.89
207+00.00	25.00	53.13	1.40	19	0.68	52.91	17.52	0.55	315.04	9.11	210.50
207+25.00	25.00	45.03	1.36	19	2.55	46.72	17.52	1.50	361.75	11.25	237.56
207+50.00	25.00	40.02	1.23	19	2.27	40.57	17.52	2.23	402.33	14.44	257.42
207+75.00	25.00	35.90	1.08	19	2.28	36.22	17.52	2.11	438.55	17.46	273.11
208+00.00	25.00	32.84	1.30	19	3.53	32.93	17.52	2.69	471.48	21.30	284.68
208+25.00	25.00	27.46	2.10	19	2.18	29.49	17.52	2.65	500.97	25.09	292.87
208+50.00	25.00	25.29	3.06	19	7.90	26.81	17.52	4.67	527.78	31.77	295.49
208+69.97	19.97	24.25	3.59	19	13.63	20.78	13.99	7.96	548.56	43.15	290.90
208+85.32	15.35	24.64	0.00	0.00	0.98	14.92	5.38	4.15	563.48	49.09	294.50
					TOTALS:	563.48	219.89	34.33			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

E-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
109+92.30		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
110+18.38	26.08	74.71	0.00	19	0.00	36.08	9.14	0.00	36.08	0.00	26.95
110+35.59	17.21	98.40	17.64	19	0.00	60.79	12.06	0.00	96.87	0.00	75.68
110+50.00	14.41	100.75	13.26	19	0.00	61.39	10.10	0.00	158.26	0.00	126.97
110+75.00	25.00	90.63	6.61	19	0.00	97.80	17.52	0.00	256.06	0.00	207.25
111+00.00	25.00	88.40	3.26	19	0.00	87.45	17.52	0.00	343.51	0.00	277.19
111+25.00	25.00	74.47	1.90	19	0.00	77.79	17.52	0.00	421.30	0.00	337.46
111+50.00	25.00	81.93	1.71	19	0.00	74.08	17.52	0.00	495.37	0.00	394.02
111+75.00	25.00	68.88	1.56	19	0.25	71.33	17.52	0.12	566.71	0.17	447.67
112+00.00	25.00	61.54	1.32	19	0.39	61.71	17.52	0.30	628.41	0.59	491.44
112+25.00	25.00	60.28	1.37	19	0.33	57.64	17.52	0.33	686.05	1.07	531.09
112+50.00	25.00	67.21	1.44	19	0.26	60.32	17.52	0.27	746.38	1.46	573.51
112+75.00	25.00	56.32	1.58	19	0.14	58.58	17.52	0.19	804.96	1.72	614.31
113+00.00	25.00	50.68	1.64	19	0.07	51.02	17.52	0.10	855.98	1.86	647.68
113+25.00	25.00	48.78	1.69	19	0.00	47.58	17.52	0.03	903.57	1.91	677.70
113+50.00	25.00	50.30	1.93	19	0.00	47.55	17.52	0.00	951.11	1.91	707.73
113+75.00	25.00	52.20	3.73	19	0.00	50.08	17.52	0.00	1001.19	1.91	740.29
114+00.00	25.00	56.99	8.89	19	0.07	56.39	17.52	0.03	1057.58	1.95	779.12
114+25.00	25.00	62.70	17.00	19	0.93	67.39	17.52	0.46	1124.98	2.62	828.34
114+35.21	10.21	63.21	19.66	19	0.00	30.74	7.15	0.18	1155.71	2.87	851.67
114+49.88	14.67	67.35	0.00	19	0.00	40.81	10.28	0.00	1196.52	2.87	882.21
114+74.75	24.87	0.00	0.00	0.00	0.00	31.02	8.71	0.00	1227.54	2.87	904.51
					TOTALS:	1227.54	320.16	2.00			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

F-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
209+98.25		0.00	0.00	0.00	0.00		0.00	0.00			
210+23.93	26	72	0.00	19	0	34.15	9	0	34	0	25.15
210+38.66	15	68	14.58	19	5	42.04	10	2	76	2	54.71
210+50.00	11	62	12.05	19	6	32.91	8	2	109	6	76.29
210+75.00	25	53	6.57	19	2	62.07	18	4	171	11	115.50
211+00.00	25	48	3.25	19	5	51.55	18	3	223	16	144.80
211+25.00	25	45	1.86	19	8	45.43	18	6	268	24	164.30
211+50.00	25	42	1.69	19	8	41.77	18	7	310	34	178.19
211+75.00	25	37	1.14	19	8	37.80	18	7	348	45	187.94
212+00.00	25	35	1.19	19	7	34.24	18	7	382	55	194.86
212+25.00	25	34	1.24	19	5	33.15	18	5	415	63	202.68
212+50.00	25	33	1.30	19	3	32.50	18	4	448	68	212.10
212+75.00	25	36	1.39	19	1	33.55	18	2	481	71	225.35
213+00.00	25	39	1.45	19	0	36.08	18	1	517	72	243.15
213+25.00	25	36	1.59	19	0	36.18	18	0	553	72	261.26
213+50.00	25	41	1.93	19	0	37.56	18	0	591	73	280.97
213+75.00	25	49	3.74	19	0	44.35	18	0	635	73	307.79
214+00.00	25	45	8.27	19	1	48.84	18	0	684	73	338.63
214+25.00	25	49	14.16	19	3	53.59	18	2	738	76	372.17
214+38.37	13	51	16.59	19	2	32.34	9	1	770	78	393.24
214+64.87	27	60	0.00	19	0	62.55	19	1	833	79	435.61
214+71.50	7	0	0.00	0	0	7.33	0	0	840	79	442.94
					TOTALS:	839.99	318	55			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

G-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
115+72.00		0.00	0.00	0.00	0.00						
115+98.20	26.20	76.48	0.00	19	0.00	37.11	9.18	0.00	37.11	0.00	27.93
116+16.58	18.38	85.07	19.05	19	0.64	61.47	12.88	0.22	98.58	0.31	76.21
116+25.00	8.42	80.97	16.89	19	1.62	31.49	5.90	0.35	130.07	0.82	101.30
116+50.00	25.00	76.68	7.48	19	0.98	84.27	17.52	1.20	214.34	2.54	166.33
116+75.00	25.00	76.64	2.68	19	0.25	75.68	17.52	0.57	290.02	3.35	223.68
117+00.00	25.00	65.96	1.68	19	0.14	68.03	17.52	0.18	358.06	3.61	273.94
117+25.00	25.00	68.62	1.79	19	0.11	63.91	17.52	0.12	421.96	3.78	320.17
117+50.00	25.00	62.97	2.08	19	0.08	62.71	17.52	0.09	484.67	3.90	365.24
117+75.00	25.00	77.18	0.00	19	0.00	65.84	17.52	0.04	550.52	3.95	413.51
118+00.00	25.00	71.75	0.00	19	0.00	68.95	17.52	0.00	619.46	3.95	464.94
118+25.00	25.00	55.52	0.00	19	0.00	58.92	17.52	0.00	678.38	3.95	506.35
118+50.00	25.00	53.21	0.00	19	0.00	50.33	17.52	0.00	728.71	3.95	539.17
118+75.00	25.00	51.34	0.00	19	0.00	48.40	17.52	0.00	777.11	3.95	570.05
119+00.00	25.00	48.22	0.00	19	0.00	46.09	17.52	0.00	823.20	3.95	598.62
119+25.00	25.00	47.68	0.00	19	0.00	44.40	17.52	0.00	867.60	3.95	625.50
119+50.00	25.00	46.91	0.00	19	0.00	43.80	17.52	0.00	911.39	3.95	651.78
119+75.00	25.00	46.81	0.00	19	0.00	43.39	17.52	0.00	954.79	3.95	677.66
120+00.00	25.00	47.89	0.00	19	0.00	43.85	17.52	0.00	998.63	3.95	703.99
120+25.00	25.00	47.04	0.00	19	0.00	43.95	17.52	0.00	1042.59	3.95	730.43
120+50.00	25.00	46.66	0.00	19	0.00	43.38	17.52	0.00	1085.97	3.95	756.30
120+70.77	20.77	46.77	0.00	19	0.00	35.94	14.55	0.00	1121.91	3.95	777.68
120+75.00	4.23	95.25	0.00	38	0.00	11.13	4.45	0.00	1133.03	3.95	784.36
121+00.00	25.00	100.16	0.00	38	0.00	90.47	35.03	0.00	1223.50	3.95	839.80
121+25.00	25.00	86.17	0.00	38	0.33	86.26	35.03	0.15	1309.76	4.17	890.81
121+50.00	25.00	88.00	0.00	38	0.01	80.63	35.03	0.16	1390.40	4.40	936.19
121+75.00	25.00	93.77	0.00	38	0.00	84.15	35.03	0.00	1474.55	4.40	985.30
122+00.00	25.00	89.87	0.00	38	0.00	85.02	35.03	0.00	1559.56	4.40	1035.29
122+25.00	25.00	94.51	0.00	38	0.00	85.36	35.03	0.00	1644.92	4.40	1085.62
122+50.00	25.00	91.27	0.00	38	0.00	86.01	35.03	0.00	1730.93	4.40	1136.60
122+75.00	25.00	64.61	0.00	38	0.00	72.17	35.03	0.00	1803.10	4.40	1173.73
123+00.00	25.00	66.11	0.00	38	0.00	60.52	35.03	0.00	1863.61	4.40	1199.22
123+25.00	25.00	59.18	0.00	38	0.00	58.00	35.03	0.00	1921.61	4.40	1222.19
123+50.00	25.00	76.15	0.00	38	0.03	62.65	35.03	0.01	1984.26	4.42	1249.78
123+75.00	25.00	80.68	0.00	38	0.00	72.60	35.03	0.01	2056.87	4.44	1287.34
124+00.00	25.00	72.94	0.00	38	0.49	71.12	35.03	0.23	2127.98	4.77	1323.10
124+25.00	25.00	70.54	0.00	38	0.00	66.42	35.03	0.23	2194.41	5.09	1354.17
124+50.00	25.00	67.56	0.00	38	0.00	63.93	35.03	0.00	2258.34	5.09	1383.07
124+75.00	25.00	59.81	0.00	38	0.35	58.96	35.03	0.16	2317.30	5.33	1406.77

G-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
125+00.00	25.00	59.56	0.00	38	0.13	55.26	35.03	0.22	2372.56	5.64	1426.68
125+25.00	25.00	61.27	0.00	38	0.02	55.94	35.03	0.07	2428.50	5.74	1447.49
125+50.00	25.00	60.22	0.00	38	0.03	56.24	35.03	0.02	2484.74	5.78	1468.67
125+75.00	25.00	62.14	0.00	38	0.14	56.64	35.03	0.08	2541.39	5.89	1490.17
126+00.00	25.00	65.19	0.00	38	0.86	58.95	35.03	0.46	2600.33	6.55	1513.42
126+25.00	25.00	69.62	0.00	38	0.89	62.41	35.03	0.81	2662.74	7.71	1539.64
126+50.00	25.00	74.76	0.00	38	1.03	66.84	35.03	0.89	2729.58	8.98	1570.18
126+75.00	25.00	77.11	0.00	38	0.08	70.31	35.03	0.51	2799.89	9.71	1604.72
127+00.00	25.00	77.46	0.00	38	0.02	71.56	35.03	0.05	2871.44	9.78	1641.18
127+25.00	25.00	60.06	0.00	38	0.27	63.66	35.03	0.13	2935.11	9.97	1669.62
127+50.00	25.00	65.32	0.00	38	0.00	58.04	35.03	0.13	2993.15	10.15	1692.45
127+75.00	25.00	75.34	0.00	38	0.00	65.12	35.03	0.00	3058.27	10.15	1722.54
128+00.00	25.00	84.55	0.00	38	0.00	74.02	35.03	0.00	3132.29	10.15	1761.53
128+25.00	25.00	87.39	0.00	38	0.01	79.60	35.03	0.00	3211.89	10.16	1806.09
128+50.00	25.00	91.60	0.00	38	0.00	82.86	35.03	0.00	3294.75	10.16	1853.92
128+75.00	25.00	89.14	0.00	38	0.00	83.67	35.03	0.00	3378.42	10.16	1902.56
129+00.00	25.00	92.36	0.00	38	0.00	84.03	35.03	0.00	3462.45	10.16	1951.55
129+25.00	25.00	96.48	0.00	38	0.00	87.42	35.03	0.00	3549.88	10.16	2003.95
129+50.00	25.00	104.72	0.00	38	0.00	93.15	35.03	0.00	3643.02	10.16	2062.06
129+75.00	25.00	99.45	0.00	38	0.00	94.52	35.03	0.00	3737.54	10.16	2121.55
130+00.00	25.00	103.92	0.00	38	0.00	94.15	35.03	0.00	3831.70	10.16	2180.68
130+25.00	25.00	104.54	0.00	38	0.00	96.51	35.03	0.00	3928.21	10.16	2242.15
130+50.00	25.00	91.95	0.00	38	1.85	90.97	35.03	0.86	4019.17	11.39	2296.86
130+70.36	20.36	137.39	0.00	38	1.61	86.47	28.53	1.30	4105.64	13.26	2352.94
130+81.73	11.37	146.16	0.00	38	0.18	59.70	15.93	0.38	4165.34	13.80	2396.17
130+93.00	11.27	140.63	0.00	38	1.18	59.85	15.79	0.28	4225.20	14.20	2439.82
131+04.37	11.37	124.73	0.00	38	8.94	55.87	15.93	2.13	4281.07	17.25	2476.72
131+25.00	20.63	83.67	0.00	38	12.22	79.61	28.91	8.09	4360.68	28.81	2515.86
131+50.00	25.00	82.15	0.00	38	0.91	76.77	35.03	6.08	4437.45	37.50	2548.90
131+75.00	25.00	75.82	0.00	38	0.00	73.13	35.03	0.42	4510.58	38.11	2586.40
132+00.00	25.00	80.34	0.00	38	0.00	72.29	35.03	0.00	4582.88	38.11	2623.66
132+25.00	25.00	92.07	0.00	18.00	0.00	79.82	25.85	0.00	4662.69	38.11	2677.63
132+50.00	25.00	122.45	0.00	18.00	3.55	99.31	16.67	1.64	4762.01	40.46	2757.93
132+75.00	25.00	114.43	0.00	18.00	11.42	109.67	16.67	6.93	4871.67	50.37	2841.02
133+00.00	25.00	115.72	0.00	18.00	13.46	106.55	16.67	11.52	4978.23	66.84	2914.44
133+25.00	25.00	105.59	0.00	18.00	21.36	102.46	16.67	16.12	5080.69	89.89	2977.17
133+50.00	25.00	126.98	0.00	18.00	17.25	107.67	16.67	17.88	5188.36	115.46	3042.62
133+75.00	25.00	130.96	0.00	18.00	22.55	119.42	16.67	18.43	5307.78	141.81	3119.01
134+00.00	25.00	87.97	0.00	18.00	27.07	101.36	16.67	22.97	5409.13	174.66	3170.85

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G-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
134+25.00	25.00	101.27	0.00	18.00	35.18	87.61	16.67	28.82	5496.74	215.88	3200.58
134+50.00	25.00	82.60	0.00	18.00	43.54	85.12	16.67	36.45	5581.87	268.00	3216.92
134+75.00	25.00	86.42	0.00	18.00	35.82	78.25	16.67	36.74	5660.12	320.54	3225.96
135+00.00	25.00	77.85	0.00	18.00	31.18	76.05	16.67	31.02	5736.17	364.90	3240.98
135+25.00	25.00	74.67	0.00	18.00	25.84	70.61	16.67	26.40	5806.77	402.66	3257.17
135+50.00	25.00	71.41	0.00	18.00	17.26	67.63	16.67	19.96	5874.40	431.19	3279.59
135+75.00	25.00	67.51	0.00	18.00	15.38	64.31	16.67	15.11	5938.71	452.81	3305.62
136+00.00	25.00	65.82	0.00	18.00	12.50	61.72	16.67	12.91	6000.44	471.27	3332.22
136+25.00	25.00	64.42	0.00	18.00	1.03	60.29	16.67	6.26	6060.73	480.22	3366.89
136+50.00	25.00	67.12	0.00	18.00	0.50	60.90	16.67	0.71	6121.62	481.23	3410.11
136+75.00	25.00	96.08	0.00	18.00	0.26	75.55	16.67	0.35	6197.18	481.73	3468.49
137+00.00	25.00	64.85	0.00	18.00	2.01	74.50	16.67	1.05	6271.68	483.24	3524.82
137+12.5	12.50	0.00	0.00	0.00	0.00	15.01	4.17	0.47	6286.69	483.90	3535.00
					TOTALS:	6286.69	2267.79	338.39			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) Available Material = Cut - Salvaged/Unusuable Pavement Material
   Minus indicates a shortage of material within the Division.

H-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
215+70.00		0.00	0.00	0.00	0.00						
216+03.53	33.53	47.88	0.00	19	0.00	29.73	11.75	0.00	29.73	0.00	17.98
216+19.33	15.80	44.33	18.50	19	2.61	32.39	11.07	0.76	62.12	1.09	38.22
216+25.00	5.67	42.85	14.89	19	4.71	12.66	3.97	0.77	74.78	2.19	45.80
216+50.00	25.00	41.26	6.61	19	5.59	48.89	17.52	4.77	123.68	9.01	70.36
216+75.00	25.00	43.60	2.52	19	3.31	43.52	17.52	4.12	167.19	14.91	90.47
217+00.00	25.00	45.06	1.54	19	1.60	42.93	17.52	2.28	210.12	18.16	112.63
217+25.00	25.00	42.70	1.81	19	1.35	42.18	17.52	1.37	252.31	20.12	135.34
217+50.00	25.00	43.16	2.10	19	0.83	41.56	17.52	1.01	293.87	21.56	157.94
217+75.00	25.00	48.40	0.00	19	0.47	43.36	17.52	0.60	337.24	22.42	182.93
218+00.00	25.00	56.89	0.00	19	0.00	48.74	17.52	0.22	385.98	22.74	213.85
218+25.00	25.00	63.10	0.00	19	0.00	55.55	17.52	0.00	441.53	22.74	251.88
218+50.00	25.00	49.94	0.00	19	0.00	52.33	17.52	0.00	493.86	22.74	286.69
218+75.00	25.00	55.42	0.00	19	0.00	48.77	17.52	0.00	542.63	22.74	317.95
219+00.00	25.00	54.67	0.00	19	0.00	50.96	17.52	0.00	593.59	22.74	351.40
219+25.00	25.00	56.46	0.00	19	0.00	51.44	17.52	0.00	645.04	22.74	385.33
219+50.00	25.00	43.22	0.00	19	0.00	46.14	17.52	0.00	691.18	22.74	413.96
219+75.00	25.00	43.80	0.00	19	0.00	40.29	17.52	0.00	731.47	22.74	436.73
220+00.00	25.00	52.33	0.00	19	0.00	44.51	17.52	0.00	775.98	22.74	463.72
220+25.00	25.00	45.68	0.00	19	0.00	45.38	17.52	0.00	821.35	22.74	491.58
220+50.00	25.00	49.78	0.00	19	0.00	44.20	17.52	0.00	865.55	22.74	518.27
220+70.57	20.57	21.65	0.00	19	1.85	27.21	14.41	0.70	892.76	23.74	530.06
220+75.00	4.43	0.00	0.00	0.00	0.00	1.78	1.55	0.15	894.54	23.96	530.07
					TOTALS:	894.54	340.51	16.76			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

J-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
295+24.10		15.52	0.00	8.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
295+50.00	25.90	14.61	0.00	7.64	0.00	14.45	7.59	0.00	14.45	0.00	6.86
295+75.00	25.00	13.58	0.00	7.02	0.00	13.05	6.79	0.00	27.50	0.00	13.12
296+00.00	25.00	19.13	0.00	10.71	0.00	15.14	8.21	0.00	42.65	0.00	20.06
296+08.70	8.70	54.75	0.00	31.00	0.00	11.90	6.72	0.00	54.55	0.00	25.24
296+16.90	8.20	54.75	0.00	31.00	0.00	16.63	9.41	0.00	71.18	0.00	32.45
296+24.50	7.60	73.38	0.00	31.75	0.00	18.03	8.83	0.00	89.21	0.00	41.66
296+33.30	8.80	117.50	0.00	31.75	0.00	31.11	10.35	0.00	120.32	0.00	62.41
296+48.00	14.70	117.50	0.00	31.75	0.00	63.97	17.29	0.00	184.29	0.00	109.10
296+51.90	3.90	58.75	0.00	31.75	0.00	12.73	4.59	0.00	197.02	0.00	117.24
296+51.91	0.01	82.25	0.00	31.75	0.00	0.03	0.01	0.00	197.04	0.00	117.26
296+58.80	6.89	82.25	0.00	31.75	0.00	20.99	8.10	0.00	218.03	0.00	130.14
296+58.81	0.01	0.00	0.00	0.00	0.00	0.02	0.01	0.00	218.05	0.00	130.15
296+68.81	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	218.05	0.00	130.15
296+68.82	0.01	24.00	0.00	0.00	0.00	0.00	0.00	0.00	218.05	0.00	130.16
296+72.29	3.47	24.00	0.00	0.00	0.00	3.08	0.00	0.00	221.14	0.00	133.24
296+72.30	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	221.14	0.00	133.25
296+82.30	10.00	0.00	0.00	29.42	0.00	0.00	5.45	0.00	221.14	0.00	127.80
296+82.31	0.01	98.38	0.00	29.89	2.37	0.02	0.01	0.00	221.16	0.00	127.81
297+00.00	17.69	48.92	0.00	30.36	11.12	48.25	19.74	4.42	269.41	6.32	150.00
297+25.00	25.00	47.01	0.00	30.83	2.63	44.41	28.33	6.37	313.82	15.43	156.98
297+35.00	10.00	52.91	0.00	31.30	0.51	18.50	11.51	0.58	332.33	16.26	163.15
297+50.00	15.00	62.70	0.00	31.76	0.00	32.12	17.52	0.14	364.44	16.46	177.54
297+75.00	25.00	69.08	0.00	32.23	0.00	61.01	29.63	0.00	425.45	16.46	208.93
298+00.00	25.00	70.69	0.00	32.70	0.15	64.70	30.06	0.07	490.16	16.56	243.47
298+25.00	25.00	81.73	0.00	33.17	0.02	70.56	30.50	0.08	560.72	16.67	283.43
298+50.00	25.00	84.75	0.00	33.17	0.03	77.07	30.71	0.02	637.79	16.70	329.75
298+75.00	25.00	88.45	0.00	33.17	0.51	80.18	30.71	0.25	717.97	17.06	378.87
299+00.00	25.00	92.70	0.00	33.17	1.08	83.86	30.71	0.74	801.84	18.11	430.96
299+25.00	25.00	80.71	0.00	33.17	0.65	80.28	30.71	0.80	882.12	19.26	479.39
299+49.14	24.14	54.98	0.00	33.17	1.64	60.65	29.66	1.02	942.77	20.72	508.92
299+89.00	39.86	0.00	0.00	0.00	0.00	40.58	24.48	1.21	983.35	22.45	523.28
					TOTALS:	983.35	437.62	15.70			

Notes:

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2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

K-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
301+07.00		0.00	0.00	0.00	0.00						
301+38.03	31.03	41.03	0.00	0.00	0.00	23.58	0.00	0.00	23.58	0.00	23.58
301+52.41	14.38	41.97	12.83	0.00	4.03	25.52	0.00	1.07	49.10	1.54	47.56
301+75.00	22.59	36.30	6.67	0.00	0.31	40.90	0.00	1.82	90.00	4.13	85.87
302+00.00	25.00	32.94	0.00	0.00	0.00	35.15	0.00	0.14	125.15	4.34	120.81
302+25.00	25.00	26.69	0.00	0.00	0.00	27.61	0.00	0.00	152.75	4.34	148.42
302+50.00	25.00	64.23	0.00	0.00	0.00	42.10	0.00	0.00	194.85	4.34	190.51
302+75.00	25.00	48.37	0.00	0.00	0.00	52.13	0.00	0.00	246.98	4.34	242.64
302+80.00	5.00	0.00	0.00	0.00	0.00	4.48	0.00	0.00	251.46	4.34	247.12
					TOTALS:	251.46	0.00	3.03			

3

L-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
301+16.00		0.00	0.00	0.00	0.00						
301+41.43	25.43	35.13	0.00	0.00	0.00	16.54	0.00	0.00	16.54	0.00	16.54
301+54.26	12.83	42.27	17.06	0.00	1.14	22.44	0.00	0.27	38.99	0.39	38.60
301+75.00	20.74	54.33	5.80	0.00	0.00	45.88	0.00	0.44	84.87	1.01	83.86
302+00.00	25.00	49.50	0.00	0.00	0.00	50.76	0.00	0.00	135.63	1.01	134.61
302+25.00	25.00	39.22	0.00	0.00	0.00	41.08	0.00	0.00	176.71	1.01	175.69
302+30.14	5.14	0.00	0.00	0.00	0.00	3.73	0.00	0.00	180.44	1.01	179.43
					TOTALS:	180.44	0.00	0.71			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

M-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
395+83.37		57.25	0.00	32	0.00	0.00	0	0	0.00	0.00	0.00
395+96.34	12.97	57.25	0.00	32	0.00	28	15	0	27.50	0.00	12.25
396+10.78	14.44	108.50	0.00	28	0.00	44	16	0	71.82	0.00	40.66
396+17.60	6.82	121.25	0.00	28	0.00	29	7	0	100.84	0.00	62.67
396+32.60	15.00	169.75	0.00	28	0.00	81	15	0	181.67	0.00	128.09
396+40.79	8.19	112.00	0.00	28	0.00	43	8	0	224.41	0.00	162.40
396+40.80	0.01	0.00	0.00	0	0.00	0	0	0	224.43	0.00	162.42
396+50.80	10.00	0.00	0.00	0	0.00	0	0	0	224.43	0.00	162.42
396+50.81	0.01	32.00	0.00	0	0.00	0	0	0	224.43	0.00	162.42
396+54.58	3.77	32.00	0.00	0	0.00	4	0	0	228.90	0.00	166.89
396+54.59	0.01	0.00	0.00	0	0.00	0	0	0	228.91	0.00	166.90
396+64.59	10.00	0.00	0.00	0	0.00	0	0	0	228.91	0.00	166.90
396+64.60	0.01	72	0.00	32	3	0	0	0	228.92	0	166.90
396+75.00	10.40	74	0.00	32	4	28	12	1	256.98	2	181.00
397+00.00	25	48	0.00	32	5	56	29	4	313	7	202.14
397+25.00	25	58	0.00	32	4	49	29	4	362	13	215.64
397+50.00	25	75	0.00	32	0	62	29	2	424	16	245.46
397+75.00	25	90	0.00	32	0	77	29	0	501	16	292.78
398+00.00	25	91	0.00	32	0	84	29	0	585	16	347.32
398+25.00	25	95	0.00	32	0	86	29	0	671	16	403.88
398+50.00	25	91	0.00	32	0	86	29	0	757	16	460.23
398+75.00	25	95	0.00	32	6	86	29	3	843	21	512.90
399+00.00	25	106	0.00	32	8	93	29	7	936	30	567.06
399+25.00	25	128	0.00	32	6	108	29	7	1,044	39	636.55
399+51.42	26	133	0.00	32	0	128	31	3	1,172	43	729.02
399+77.70	26	0	0.00	0	0	65	15	0	1,172	43	778.19
					TOTALS:	1,236	415	30			

Notes:

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2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
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4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

N-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
400+97.04		0	0.00	0	0						
401+19.98	23	42	0.00	0	0	18	0	0	18	0	17.69
401+32.63	13	49	15.02	0	0	25	0	0	42	0	42.42
401+50.00	17	51	6.66	0	0	39	0	0	82	0	81.64
401+75.00	25	54	0.00	0	0	52	0	0	133	0	133.39
402+00.00	25	48	0.00	0	0	47	0	0	180	0	180.40
402+25.00	25	65	0.00	0	0	52	0	0	232	0	232.27
402+50.00	25	51	0.00	0	1	54	0	0	286	1	285.32
402+55.00	5	0	0.00	0	0	5		0	291	1	289.98
					TOTALS:	291	0	1			

P-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
400+81.50		0.00	0.00	0.00	0.00						
401+18.93	37.43	42.50	0.00	0.00	0.00	29.46	0.00	0.00	29.46	0.00	29.46
401+30.56	11.63	48.75	14.75	0.00	0.00	22.83	0.00	0.00	52.29	0.00	52.29
401+50.00	19.44	48.16	6.73	0.00	0.00	42.62	0.00	0.00	94.91	0.00	94.91
401+75.00	25.00	48.50	0.00	0.00	0.00	47.87	0.00	0.00	142.78	0.00	142.78
402+00.00	25.00	45.69	0.00	0.00	0.00	43.61	0.00	0.00	186.39	0.00	186.39
402+25.00	25.00	0.00	0.00	0.00	0.00	21.16	0.00	0.00	207.55	0.00	207.55
					TOTALS:	207.55	0.00	0.00			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

Q - LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
496+25.00		0	0.00	0	0						
496+50.00	25	39	1.60	20	0	19	9	0	19	0	9.43
496+75.00	25	37	1.62	18	13	37	18	6	56	9	19.61
496+85.00	10	39	0.00	18	1	14	7	3	70	13	23.56
496+90.50	6	39	0.00	18	1	8	0	0	78	13	31.30
496+90.51	0	0	0.00	0	0	0	0	0	78	13	31.31
497+00.00	9	0	0.00	0	0	0	3	0	78	14	27.83
497+08.49	8	0	0.00	0	0	0	1	0	78	14	26.27
497+08.50	0	19	0.00	0	0	0	0	0	78	14	26.27
497+12.50	4	19	0.00	0	0	3	0	0	81	14	29.05
497+12.51	0	0	0.00	0	0	0	0	0	81	14	29.05
497+14.69	2	0	0.00	0	0	0	0	0	81	14	29.05
497+14.70	0	39	0.00	18	0	0	0	0	81	14	29.06
497+20.00	5	39	0.00	18	3	8	1	0	89	14	35.72
497+25.00	5	35	1.73	20	5	7	4	1	96	15	38.05
497+50.00	25	20	0.91	20	13	26	19	8	122	27	33.95
497+75.00	25	21	0.52	20	5	19	19	8	142	39	23.01
498+00.00	25	29	0.42	20	1	24	19	3	165	42	24.38
498+25.00	25	36	0.00	20	0	31	19	0	196	43	36.01
498+50.00	25	44	0.00	20	0	37	19	0	233	43	54.62
498+75.00	25	44	0.00	20	0	41	19	0	274	43	76.92
499+00.00	25	47	0.00	20	1	42	19	0	316	43	100.36
499+25.00	25	52	0.00	20	0	46	19	0	362	44	127.48
499+50.00	25	57	6.17	20	0	53	19	0	416	44	162.25
499+72.08	22	61	14.07	20	0	57	16	0	472	44	202.42
499+84.20	12	51	0.00	20	0	28	9	0	500	44	221.85
500+15.40	31	0	0.00	0	0	30	12	0	530	44	239.82
					TOTALS:	530	247	31			

Notes:

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4) Salvaged/Unusable Pavement Material is included in Cut.
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R-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
495+70.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
495+75.00	5.00	100.72	0.00	40.00	0.24	9.33	3.70	0.02	9.33	0.03	5.59
496+00.00	25.00	104.54	0.00	40.00	0.42	95.03	37.04	0.31	104.36	0.47	63.15
496+25.00	25.00	113.28	0.00	40.00	0.40	100.84	37.04	0.38	205.20	1.01	126.41
496+50.00	25.00	57.94	1.67	20.00	0.08	80.04	27.78	0.22	285.24	1.33	178.36
496+75.00	25.00	49.19	1.70	18.38	0.15	51.16	17.77	0.11	336.40	1.48	211.59
496+85.00	10.00	53.88	0.00	18.38	0.09	19.40	6.81	0.04	355.80	1.55	224.12
496+90.79	5.79	53.88	0.00	18.38	0.09	11.55	3.94	0.02	367.36	1.57	231.71
496+90.80	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.00	367.37	1.57	231.72
497+00.00	9.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	367.37	1.57	231.72
497+00.99	0.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	367.37	1.57	231.72
497+01.00	0.01	18.75	0.00	0.00	0.00	0.00	0.00	0.00	367.37	1.57	231.72
497+05.00	4.00	18.75	0.00	0.00	0.00	2.78	0.00	0.00	370.15	1.57	234.50
497+05.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	370.15	1.57	234.50
497+14.99	9.98	0.00	0.00	18.38	0.00	0.00	3.40	0.00	370.15	1.57	231.10
497+15.00	0.01	52.37	0.00	18.38	0.96	0.01	0.01	0.00	370.16	1.57	231.11
497+20.00	5.00	52.37	0.00	20.00	0.96	9.70	3.55	0.18	379.86	1.83	237.00
497+25.00	5.00	46.19	1.76	20.00	3.24	9.29	3.70	0.39	389.15	2.38	242.03
497+50.00	25.00	24.88	0.90	20.00	13.40	34.14	18.52	7.70	423.28	13.40	246.63
497+75.00	25.00	22.42	0.52	20.00	5.31	22.56	18.52	8.66	445.84	25.78	238.28
498+00.00	25.00	35.39	0.45	20.00	0.88	27.22	18.52	2.87	473.06	29.88	242.88
498+25.00	25.00	38.90	0.00	20.00	0.04	34.60	18.52	0.43	507.66	30.49	258.36
498+50.00	25.00	41.77	0.00	20.00	0.00	37.35	18.52	0.02	545.01	30.52	277.16
498+75.00	25.00	116.49	0.00	20.00	0.00	73.27	18.52	0.00	618.28	30.52	331.92
499+00.00	25.00	54.98	0.00	20.00	0.00	79.38	18.52	0.00	697.66	30.52	392.78
499+25.00	25.00	54.84	0.00	20.00	0.00	50.84	18.52	0.00	748.50	30.52	425.10
499+50.00	25.00	56.58	6.43	20.00	0.00	54.56	18.52	0.00	803.06	30.52	461.14
499+73.04	23.04	65.59	15.44	20.00	0.64	61.45	17.07	0.27	864.51	30.91	505.13
499+87.05	14.01	63.39	0.00	20.00	0.00	37.47	10.38	0.17	901.98	31.14	531.99
500+12.75	25.70	0.00	0.00	0.00	0.00	30.17	9.52	0.00	932.15	31.14	552.64
					TOTALS	932.15	348.37	21.78			

Notes:

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3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

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S-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
501+24.50		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
501+59.03	34.53	60.78	0.00	0.00	0.00	38.87	0.00	0.00	38.87	0.00	38.87
501+74.37	15.34	55.22	14.76	0.00	0.99	37.15	0.00	0.28	76.01	0.40	75.61
502+00.00	25.63	47.58	8.66	0.00	0.77	59.91	0.00	0.84	135.92	1.60	134.32
502+25.00	25.00	42.19	0.00	0.00	0.00	45.57	0.00	0.36	181.49	2.11	179.38
502+50.00	25.00	37.42	0.00	0.00	0.00	36.86	0.00	0.00	218.35	2.11	216.24
502+75.00	25.00	34.11	0.00	0.00	0.00	33.12	0.00	0.00	251.47	2.11	249.36
503+00.00	25.00	35.17	0.00	0.00	0.00	32.08	0.00	0.00	283.54	2.11	281.44
503+25.00	25.00	74.08	0.00	0.00	0.02	50.58	0.00	0.01	334.12	2.12	332.00
503+50.00	25.00	68.66	0.00	0.00	0.03	66.08	0.00	0.02	400.20	2.15	398.05
503+75.00	25.00	68.43	0.00	0.00	0.37	63.46	0.00	0.19	463.67	2.42	461.25
504+00.00	25.00	68.62	0.00	0.00	0.15	63.45	0.00	0.24	527.11	2.76	524.35
504+07.00	7.00	69.00	0.00	0.00	0.23	17.84	0.00	0.05	544.95	2.83	542.12
					TOTALS:	544.95	0.00	1.98			

3

T-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
501+41.50		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
501+64.65	23.15	35.00	0.00	0.00	0.00	15.00	0.00	0.00	15.00	0.00	15.00
501+77.82	13.17	42.53	19.50	0.00	0.00	23.67	0.00	0.00	38.67	0.00	38.67
502+00.00	22.18	38.43	9.21	0.00	1.21	45.05	0.00	0.50	83.72	0.71	83.01
502+25.00	25.00	41.57	0.00	0.00	1.42	41.30	0.00	1.22	125.02	2.45	122.57
502+50.00	25.00	48.18	0.00	0.00	0.00	41.55	0.00	0.66	166.58	3.39	163.18
502+75.00	25.00	37.12	0.00	0.00	1.32	39.49	0.00	0.61	206.07	4.27	201.80
503+00.00	25.00	35.59	0.00	0.00	0.53	33.67	0.00	0.86	239.74	5.49	234.24
503+25.00	25.00	0.00	0.00	0.00	0.04	16.48	0.00	0.26	256.21	5.87	250.34
					TOTALS:	256.21	0.00	4.10			

Notes:

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4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

U-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
94+55.00		0	0	0	0						
94+60.00	5	57	0.00	33	0	5	3	0	5	0	2.21
94+71.00	11	66	0.00	33	0	25	13	0	30	0	13.70
95+11.00	40	189	0.00	72	0	189	78	0	219	0	124.30
95+11.01	0	0	0.00	0	0	0	0	0	219	0	124.32
95+54.99	44	0	0.00	0	0	0	0	0	219	0	124.32
95+55.00	44	188	0.00	80	0	153	65	0	372	0	212.33
95+95.00	40	60	0.00	33	0	184	84	0	556	0	312.20
96+10.00	15	56	0.00	33	0	32	18	0	588	0	326.05
96+15.00	5	0	0.00	0	0	5	0	0	593	0	331.24
					TOTALS:	593	262	0			

V-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
99+15.00		0	0.00	0	0						
99+20.00	5	46	0.00	5	0	4	0	0	4	0	3.84
99+25.00	5	52	0.00	5	0	9	1	0	13	0	12.10
99+50.00	25	79	0.00	5	0	61	4	0	74	0	68.57
99+58.00	8	87	0.00	27	0	24	5	0	99	0	88.39
99+78.00	20	177	0.00	57	0	98	31	0	196	0	154.80
99+78.01	0	0	0.00	0	0	0	0	0	196	0	154.83
100+21.99	44	0	0.00	0	0	0	0	0	196	0	154.83
100+22.00	0	176	0.00	66	0	0	0	0	196	0	154.86
100+42.00	20	92	0.00	27	0	99	34	0	295	0	219.61
100+50.00	8	81	0.00	6	0	26	5	0	321	0	240.30
100+75.00	25	55	0.00	6	0	63	6	0	384	0	297.39
100+80.00	5	50	0.00	6	0	10	1	0	393	0	305.96
100+85.00	5	0	0.00	0	0	5		0	398	0	310.63
					TOTALS:	398	87	0			

Notes:

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4) Salvaged/Unusable Pavement Material is included in Cut.
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Minus indicates a shortage of material within the Division.

W-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
122+20.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
122+25.00	5.00	39.92	0.00	4.50	1.90	3.70	0.42	0.18	3.70	0.25	3.03
122+50.00	25.00	49.66	0.00	4.50	0.17	41.47	4.17	0.96	45.17	1.62	38.96
122+62.00	12.00	58.90	0.00	24.00	0.00	24.13	6.33	0.04	69.30	1.68	56.70
122+82.00	20.00	138.12	0.00	57.00	0.00	72.97	30.00	0.00	142.27	1.68	99.67
122+82.01	0.01	0.00	0.00	0.00	0.00	0.03	0.01	0.00	142.29	1.68	99.69
123+25.99	43.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	142.29	1.68	99.69
123+26.00	0.01	140.05	0.00	57.00	0.00	0.03	0.01	0.00	142.32	1.68	99.70
123+50.00	24.00	67.47	0.00	4.50	0.00	92.23	27.33	0.00	234.55	1.68	164.60
123+75.00	25.00	43.80	0.00	4.50	0.00	51.51	4.17	0.00	286.06	1.68	211.94
123+80.00	5.00	42.27	0.00	4.50	0.00	7.97	0.83	0.00	294.03	1.68	219.08
123+85.00	5.00	0.00	0.00	0.00	0.00	3.91	0.42	0.00	297.94	1.68	222.58
					TOTALS:	297.94	73.69	1.17			

X-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
127+69.94		133	0.00	80	0						
127+90.00	20	54	0.00	29	0	70	40	0	70	0	29.22
128+00.00	10	52	0.00	29	0	20	11	0	89	0	38.32
128+25.00	25	54	0.00	29	1	49	26	0	138	1	60.46
128+33.00	8	48	0.00	29	0	15	8	0	154	1	66.91
128+38.00	5	0	0.00	0	0	4		0	158	1	71.33
					TOTALS:	158	86	1			

Notes:

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4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division.
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Y-LINE STATION	Distance	AREA (SF) Cut Note 1	AREA (SF) Additional Cut Area Note 2	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
129+75.00	0.00	51.68	0.00	4.50	2.45	0.00	0.00	0.00	0.00	0.00	0.00
130+00.00	25.00	56.28	0.00	4.50	0.05	49.98	4.17	1.16	49.98	1.66	44.16
130+25.00	25.00	67.16	0.00	4.50	0.00	57.15	4.17	0.02	107.13	1.69	97.11
130+50.00	25.00	64.43	0.00	4.50	0.16	60.92	4.17	0.07	168.05	1.79	153.76
130+75.00	25.00	59.96	0.00	4.50	2.46	57.59	4.17	1.21	225.64	3.53	205.44
131+00.00	25.00	65.03	0.00	4.50	2.33	57.87	4.17	2.22	283.50	6.70	255.97
131+25.00	25.00	79.64	0.00	4.50	8.99	66.98	4.17	5.24	350.48	14.19	311.29
131+50.00	25.00	131.74	0.00	4.50	9.84	97.86	4.17	8.72	448.34	26.66	392.52
131+63.40	13.40	191.06	0.00	32.00	0.00	80.10	9.06	2.44	528.44	30.15	460.07
					TOTALS:	528	38	21			

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Z-LINE STATION	Distance	AREA (SF) Cut Note 1	AREA (SF) Additional Cut Area Note 2	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
132+25.00		122	0.00	0	0						
132+50.00	25	51	0.00	0	13	80	0	6	80	8	71.69
132+75.00	25	44	0.00	0	11	44	0	11	124	24	99.91
133+00.00	25	41	0.00	0	5	39	0	7	163	35	128.63
133+25.00	25	38	0.00	0	4	37	0	4	200	41	159.26
133+30.00	5	0	0.00	0	0	3		0	203	41	162.22
					TOTALS:	203	0	29			

Notes:

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4) Salvaged/Unusable Pavement Material is included in Cut.
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Minus indicates a shortage of material within the Division.

BB-LINE STATION	Distance	AREA (SF) Cut Note 1	AREA (SF) Additional Cut Area Note 2	AREA (SF) Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 4	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
79+45.00		0.00	0.00	0.00	0.00						
79+50.00	5.00	61.70	0.00	4.50	0.00	5.71	0.42	0.00	5.71	0.00	5.30
79+75.00	25.00	55.57	0.00	4.50	0.00	54.29	4.17	0.00	60.00	0.00	55.42
80+00.00	25.00	59.01	0.00	4.50	0.00	53.05	4.17	0.00	113.05	0.00	104.30
80+25.00	25.00	58.61	0.00	4.50	0.64	54.45	4.17	0.30	167.50	0.42	154.16
80+50.00	25.00	59.63	2.23	4.50	0.93	55.77	4.17	0.73	223.28	1.46	204.73
80+75.00	25.00	52.83	1.97	4.50	1.27	54.01	4.17	1.02	277.29	2.92	253.12
81+00.00	25.00	49.41	1.89	4.50	2.12	49.12	4.17	1.57	326.41	5.16	295.83
81+25.00	25.00	47.15	1.94	4.50	2.88	46.48	4.17	2.31	372.88	8.47	334.83
81+48.32	23.32	44.21	0.00	7.00	4.72	40.29	4.97	3.28	413.18	13.17	365.46
81+55.69	7.37	60.32	0.00	0.00	3.06	14.27	0.96	1.06	427.44	14.69	377.25
81+55.70	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.00	427.45	14.69	377.26
81+65.70	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	427.45	14.69	377.26
81+65.71	0.01	24.00	0.00	0.00	0.00	0.00	0.00	0.00	427.46	14.69	377.27
81+68.95	3.24	24.00	0.00	0.00	0.00	2.88	0.00	0.00	430.34	14.69	380.15
81+68.96	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	430.34	14.69	380.15
81+78.95	9.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	430.34	14.69	380.15
81+78.96	0.01	67.75	0.00	0.00	5.00	0.01	0.00	0.00	430.36	14.69	380.16
81+85.69	6.73	47.59	0.00	0.00	8.04	14.37	0.00	1.63	444.73	17.01	392.21
82+00.00	14.31	36.56	1.66	5.00	27.36	22.74	1.33	9.38	467.47	30.43	400.21
82+06.81	6.81	38.19	1.58	7.00	33.38	9.84	1.51	7.66	477.30	41.38	397.58
82+25.00	18.19	46.78	7.35	33.00	4.75	31.63	13.47	12.84	508.94	59.75	397.37
					TOTALS:	509	52	42			

Notes:

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4) Salvaged/Unusable Pavement Material is included in Cut.
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CC-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
86+23.00		160	0.00	57	0						
86+50.00	27	61	0.00	5	1	110	31	0	110	1	78.88
86+75.00	25	53	0.00	5	0	52	4	0	163	1	126.70
86+85.00	10	47	0.00	0	4	18	1	1	181	2	143.30
					TOTALS:	181	36	1			

DD-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
90+87.00		150	0.00	62	0						
91+12.00	25	68	0.00	5	0	101	31	0	101	0	70.18
91+25.00	13	58	0.00	5	0	30	2	0	131	0	98.40
91+50.00	25	45	0.00	5	0	48	4	0	179	0	142.09
91+55.00	5	44	0.00	5	0	8	1	0	187	0	149.53
91+60.00	5	0	0.00	0	0	4		0	191	0	153.64
					TOTALS:	191	38	0			

Notes:

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5) Expanded Fill Factor = 1.43
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RA-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fil 1.43 Note 5	Mass Ordinate Note 6
300+00		36.02	0.00	15.22	67.96	0.00	0.00	0.00	0.00	0.00	0.00
300+11.05	11.05	36.02	0.00	15.22	67.96	14.74	6.23	27.81	14.74	39.77	-31.26
300+43.91	32.86	50.56	0.00	15.22	68.32	52.69	18.52	82.93	67.43	158.36	-115.68
300+69.12	25.21	51.43	0.00	15.22	72.93	47.62	14.21	65.94	115.05	252.66	-176.57
301+05.79	36.67	91.35	0.00	15.22	80.38	96.96	20.67	104.11	212.01	401.54	-249.15
301+42.25	36.46	32.55	0.00	15.22	82.42	83.65	20.55	109.92	295.66	558.74	-343.24
301+60.03	17.78	44.40	0.00	15.22	85.90	25.34	10.02	55.42	321.00	637.99	-407.18
301+77.57	17.54	58.69	0.00	15.22	73.17	33.49	9.88	51.67	354.48	711.88	-457.46
302+08.42	30.85	88.65	0.00	15.22	66.81	84.18	17.39	79.97	438.66	826.24	-505.03
302+45.51	37.09	52.45	0.00	15.22	74.44	96.91	20.90	97.02	535.57	964.98	-567.76
302+73.50	27.99	45.43	0.00	15.22	83.46	50.74	15.77	81.85	586.31	1082.02	-649.84
303+01.66	28.16	39.31	0.00	15.22	80.39	44.19	15.87	85.45	630.50	1204.21	-743.71
303+25.00	23.34	74.03	0.00	15.22	74.96	48.99	13.15	67.15	679.49	1300.23	-803.90
303+50.00	25.00	93.17	0.00	15.22	73.68	77.40	14.09	68.82	756.89	1398.64	-838.99
303+75.00	25.00	107.01	0.00	15.22	73.65	92.67	14.09	68.21	849.57	1496.18	-857.94
304+12.06	37.06	50.46	0.00	15.22	72.23	108.07	20.89	100.12	957.64	1639.35	-913.93
304+49.74	37.68	75.21	0.00	15.22	69.42	87.69	21.23	98.84	1045.33	1780.70	-988.82
304+58.60	8.86	75.21	0.00	15.22	69.42	24.68	4.99	22.78	1070.01	1813.27	-1001.71
					TOTALS:	1070.01	258.44	1268.02			

Notes:

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2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
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RB-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged / Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged / Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
400+00.00		79.66	0.00	11.65	79.19	0.00	0.00	0.00			
400+20.21	20.21	79.66	0.00	11.65	79.19	59.63	8.72	59.28	59.63	84.76	-33.85
400+50.00	29.79	55.78	0.00	11.65	80.30	74.72	12.85	87.99	134.34	210.58	-97.81
400+75.00	25.00	51.47	0.00	11.65	81.42	49.65	10.78	74.87	183.99	317.65	-166.01
401+00.00	25.00	39.29	0.00	11.65	85.53	42.02	10.78	77.29	226.01	428.18	-245.30
401+20.52	20.52	11.70	0.00	11.65	86.13	19.38	8.85	65.23	245.39	521.46	-328.06
401+42.37	21.85	7.21	0.00	11.65	88.95	7.65	9.42	70.84	253.04	622.77	-431.14
401+67.22	24.85	26.50	0.00	11.65	87.50	15.51	10.72	81.20	268.55	738.89	-542.46
401+99.90	32.68	84.58	0.00	11.65	80.94	67.22	14.10	101.94	335.77	884.67	-635.11
402+34.47	34.57	46.76	0.00	11.65	72.68	84.08	14.91	98.35	419.85	1025.31	-706.59
402+49.93	15.46	58.91	0.00	11.65	73.29	30.25	6.67	41.79	450.10	1085.07	-742.76
402+66.02	16.09	54.35	0.00	11.65	75.18	33.75	6.94	44.24	483.85	1148.33	-779.22
402+97.08	31.06	96.31	0.00	11.65	63.50	86.66	13.40	79.77	570.51	1262.40	-820.03
403+31.26	34.18	61.91	0.00	11.65	69.78	100.15	14.74	84.36	670.66	1383.04	-855.26
403+56.00	24.74	51.07	0.00	11.65	80.15	51.76	10.67	68.69	722.42	1481.27	-912.40
403+79.08	23.08	36.11	0.00	11.65	79.43	37.26	9.95	68.21	759.68	1578.81	-982.63
404+13.18	34.10	159.76	0.00	11.65	77.47	123.69	14.71	99.08	883.37	1720.49	-1015.33
404+27.20	14.02	159.76	0.00	11.65	77.47	82.96	6.05	40.23	966.33	1778.02	-995.95
					TOTALS:	966.33	184.26	1243.37			

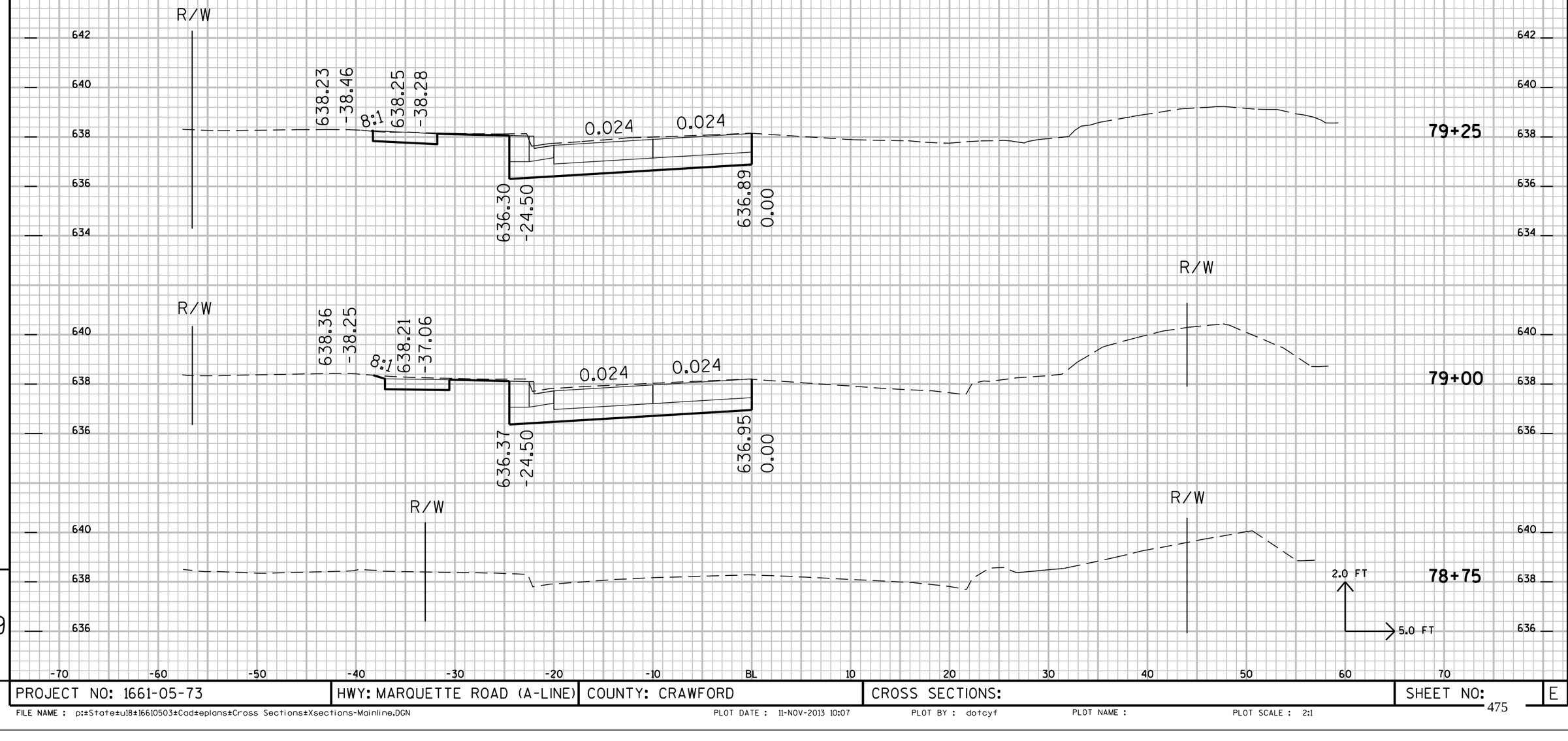
Notes:

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RC-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
500+00.00		86.36	0.00	19.76	81.35	0.00	0.00	0.00	0.00	0.00	0.00
500+27.36	27.36	86.36	0.00	19.76	81.35	87.51	20.02	82.43	87.51	117.88	-50.39
500+48.71	21.35	30.62	0.00	19.76	77.59	46.25	15.62	62.84	133.76	207.74	-109.63
500+81.74	33.03	48.20	0.00	19.76	74.86	48.21	24.17	93.25	181.97	341.09	-218.93
501+07.23	25.49	42.58	0.00	19.76	77.69	42.86	18.65	72.01	224.83	444.07	-297.70
501+43.91	36.68	120.45	0.00	19.76	77.53	110.74	26.84	105.44	335.57	594.85	-364.58
501+82.73	38.82	61.26	0.00	19.76	74.75	130.63	28.40	109.48	466.20	751.40	-418.90
502+01.50	18.77	71.69	0.00	19.76	70.58	46.21	13.73	50.52	512.41	823.64	-458.66
502+21.87	20.37	63.82	0.00	19.76	69.26	51.12	14.90	52.75	563.53	899.08	-497.89
502+53.24	31.37	108.81	0.00	19.76	75.11	100.28	22.95	83.87	663.81	1019.01	-540.49
502+86.15	32.91	59.88	0.00	19.76	76.17	102.81	24.08	92.20	766.62	1150.86	-593.61
503+12.16	26.01	42.09	0.00	19.76	77.12	49.12	19.03	73.84	815.74	1256.45	-669.12
503+37.49	25.33	35.71	0.00	19.76	78.21	36.50	18.53	72.86	852.23	1360.64	-755.35
503+78.99	41.50	99.31	0.00	19.76	84.47	103.77	30.37	125.03	956.00	1539.43	-860.73
504+12.34	33.35	41.53	0.00	19.76	86.62	86.98	24.40	105.67	1042.98	1690.53	-949.25
504+31.00	18.66	52.63	0.00	19.76	87.43	32.54	13.65	60.14	1075.52	1776.54	-1016.38
504+47.34	16.34	46.77	0.00	19.76	85.79	30.08	11.96	52.42	1105.60	1851.49	-1073.21
504+58.60	11.26	46.77	0.00	19.76	85.79	19.51	8.24	35.78	1125.11	1902.66	-1113.10
					TOTALS:	1125.11	335.56	1330.53			

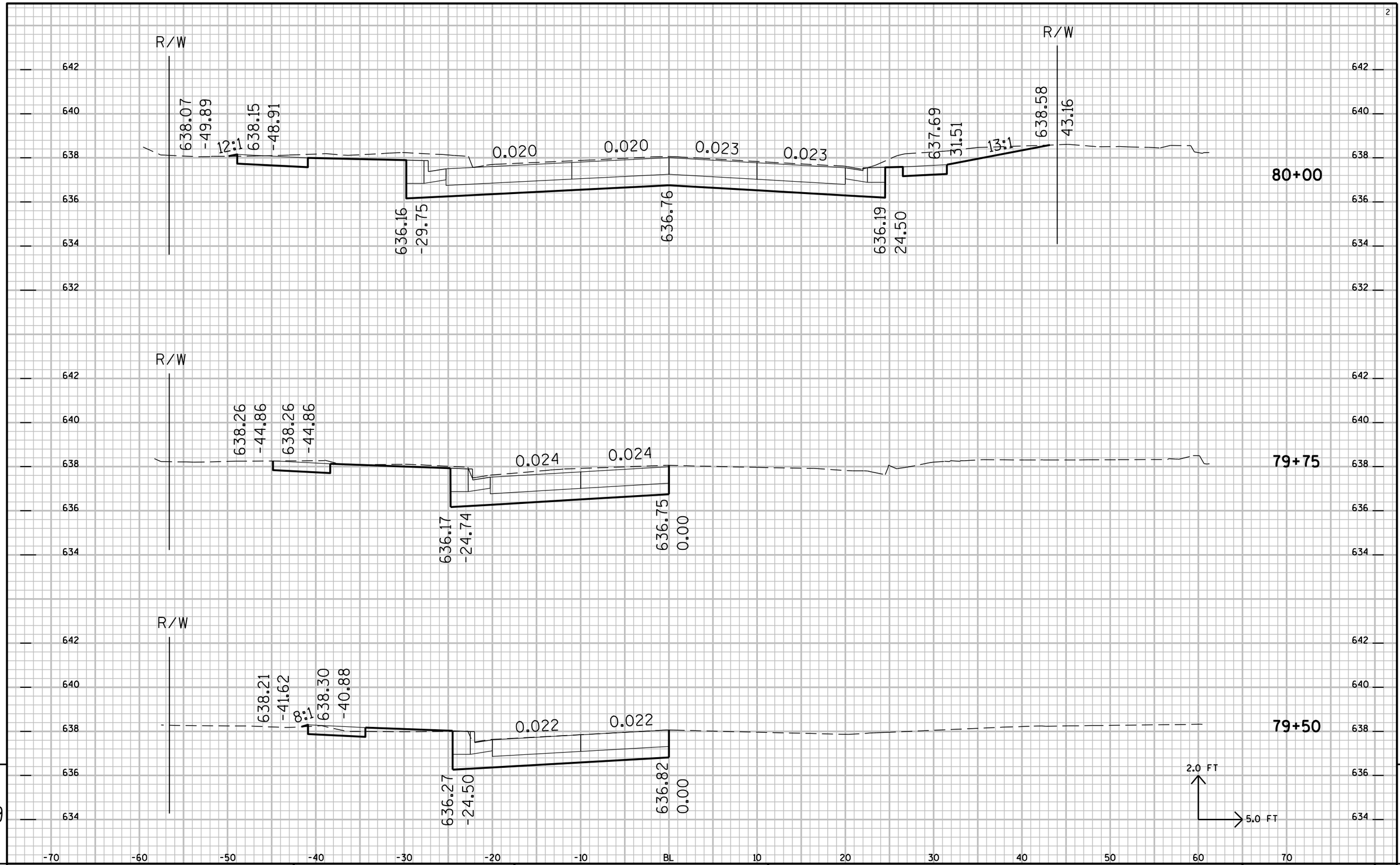
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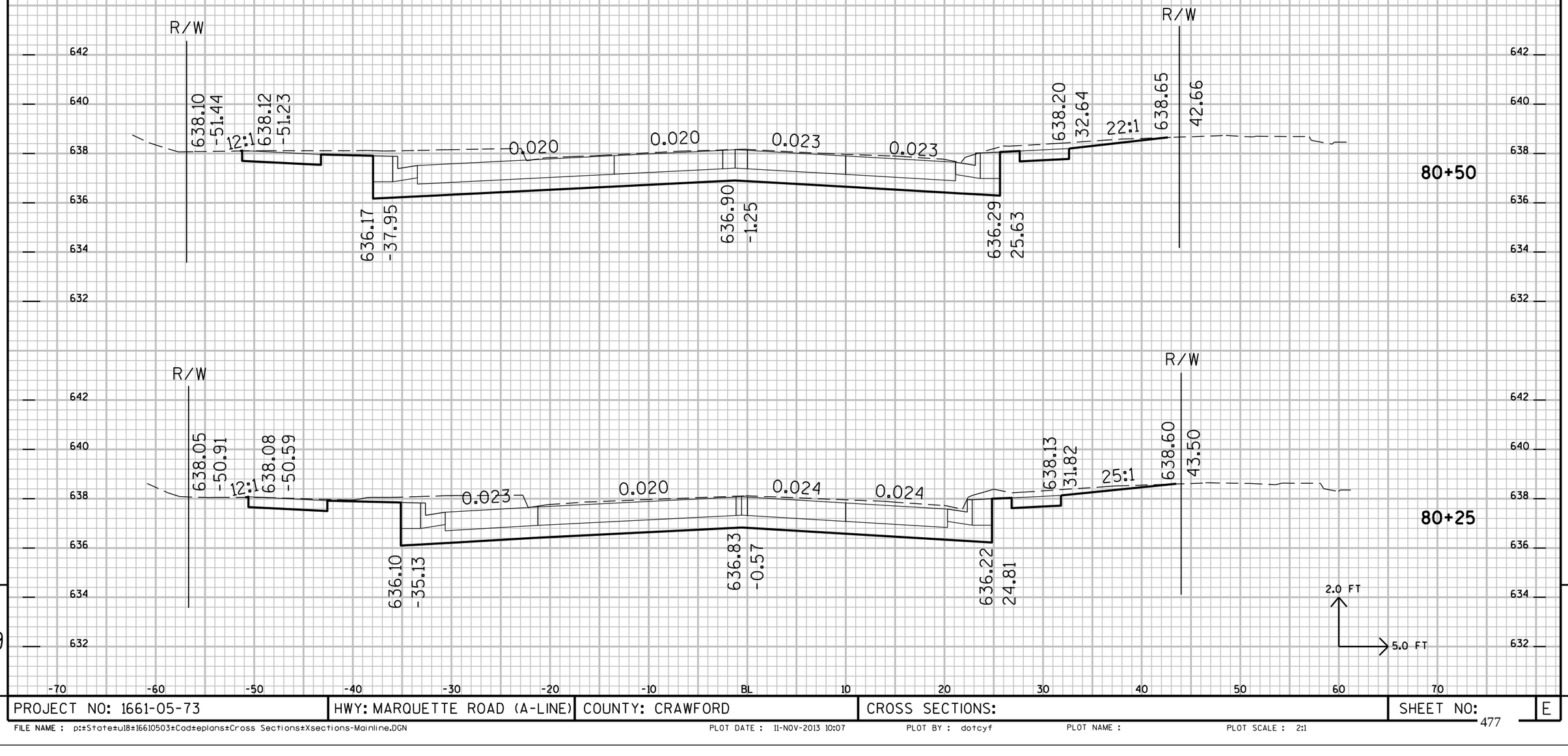
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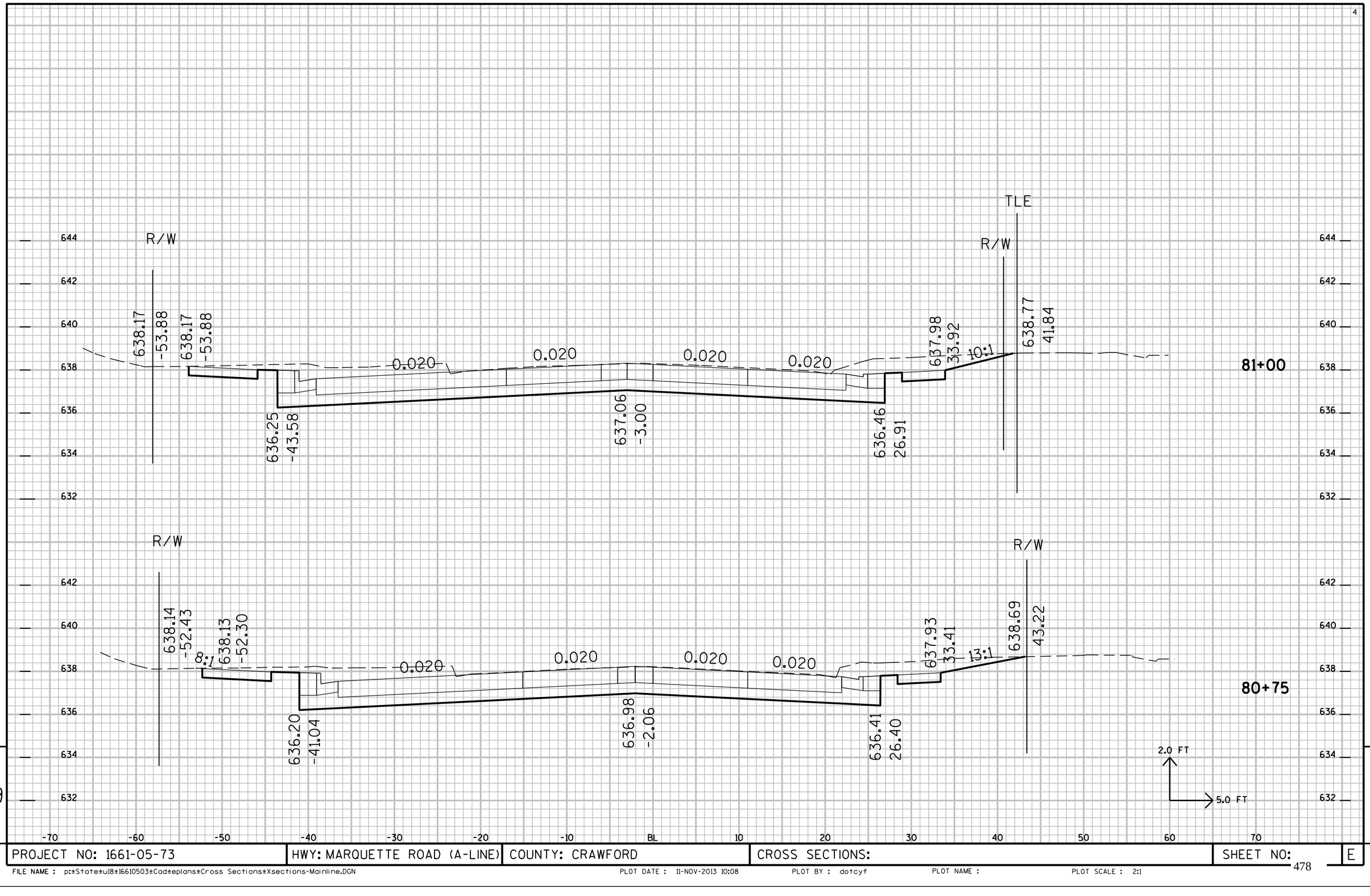
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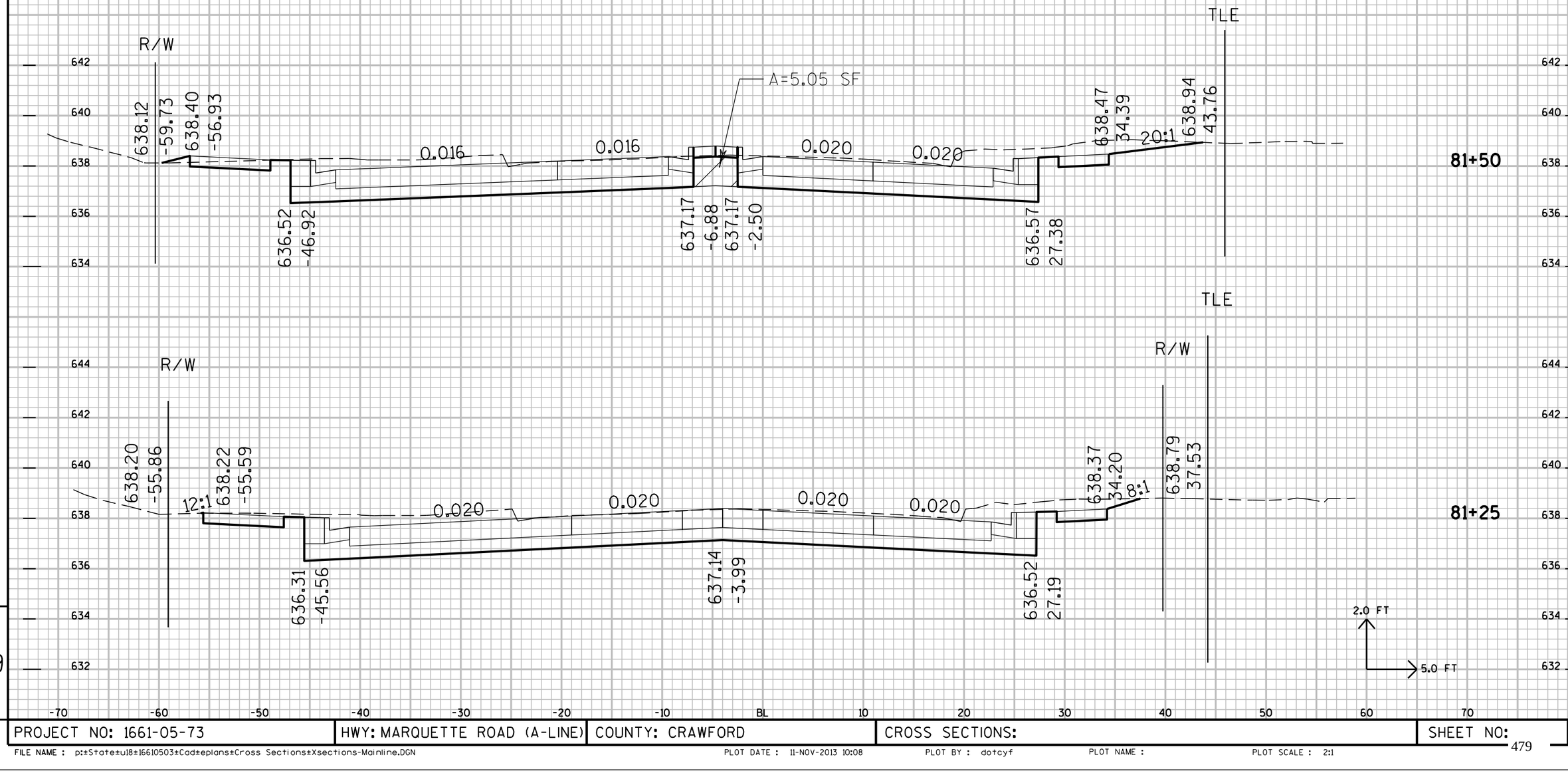
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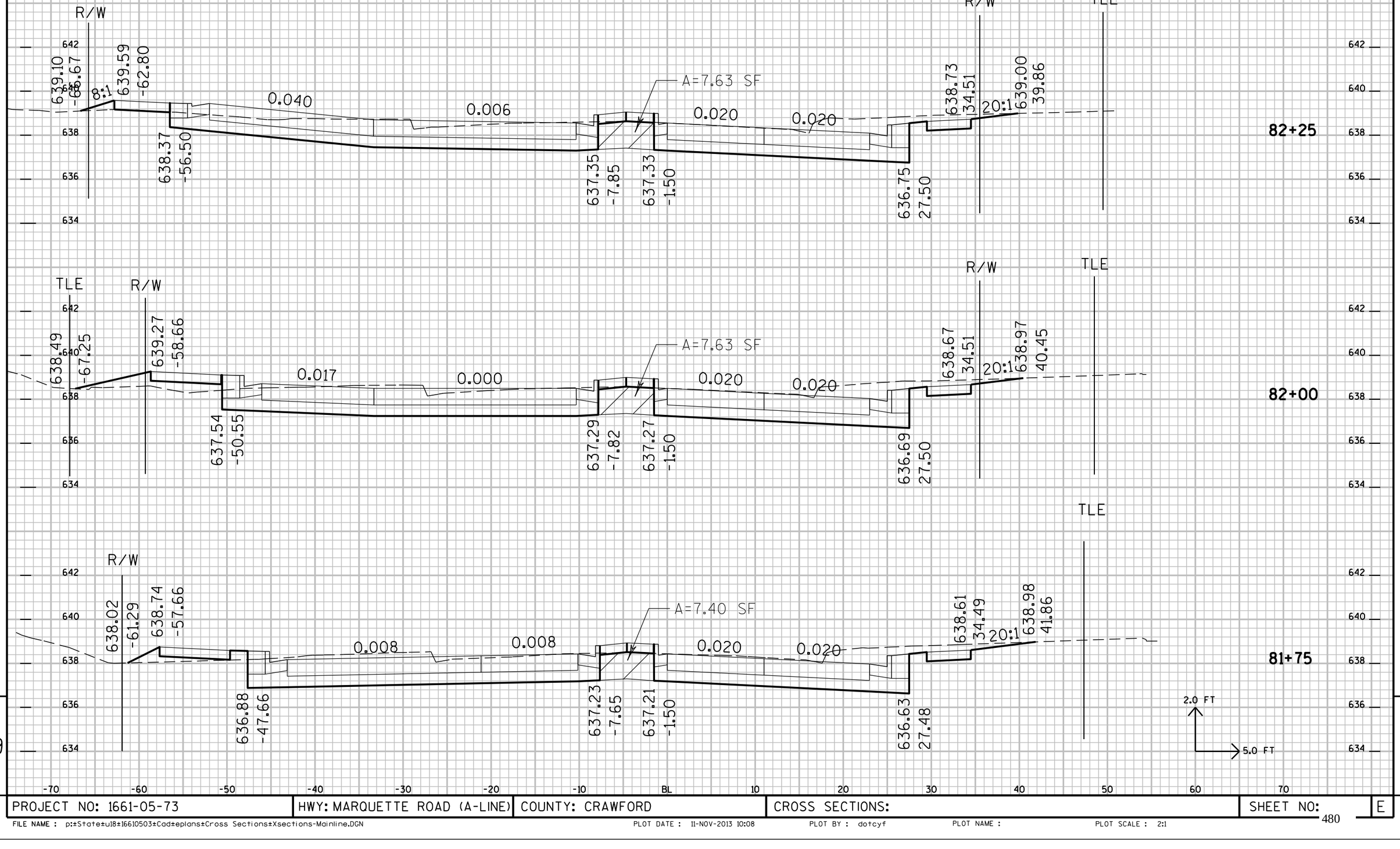
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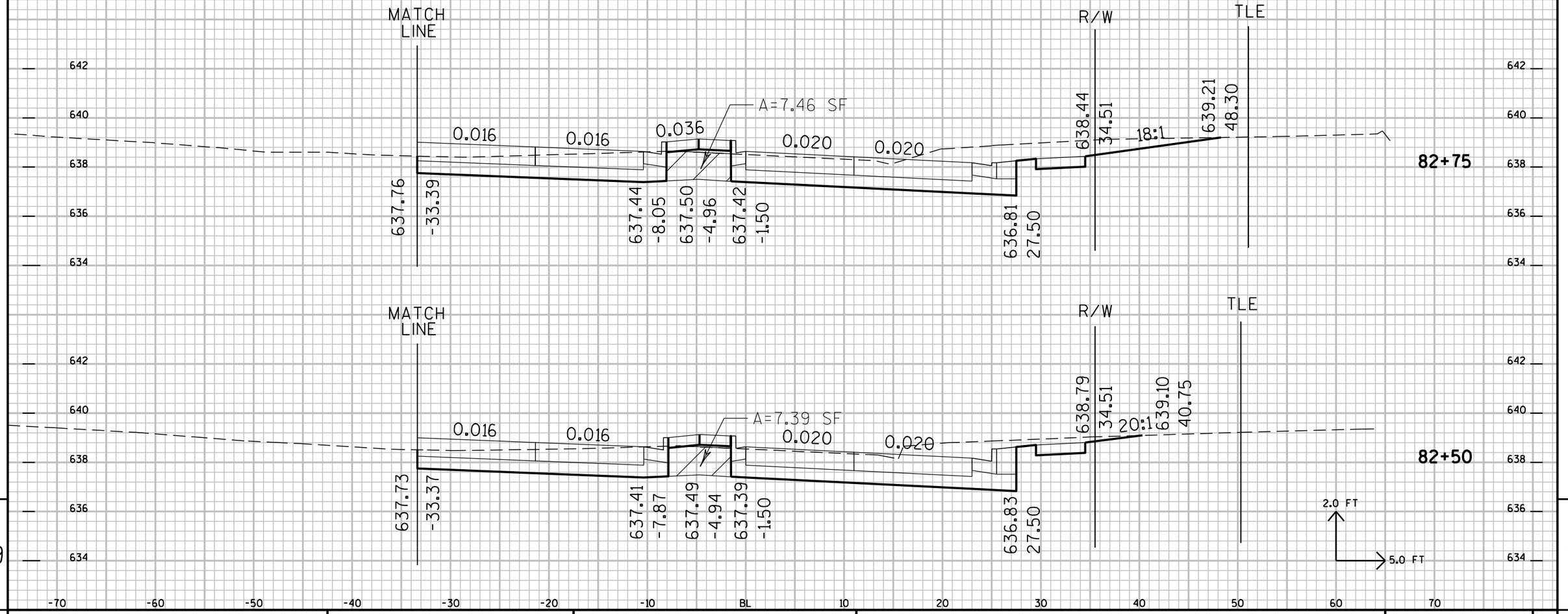


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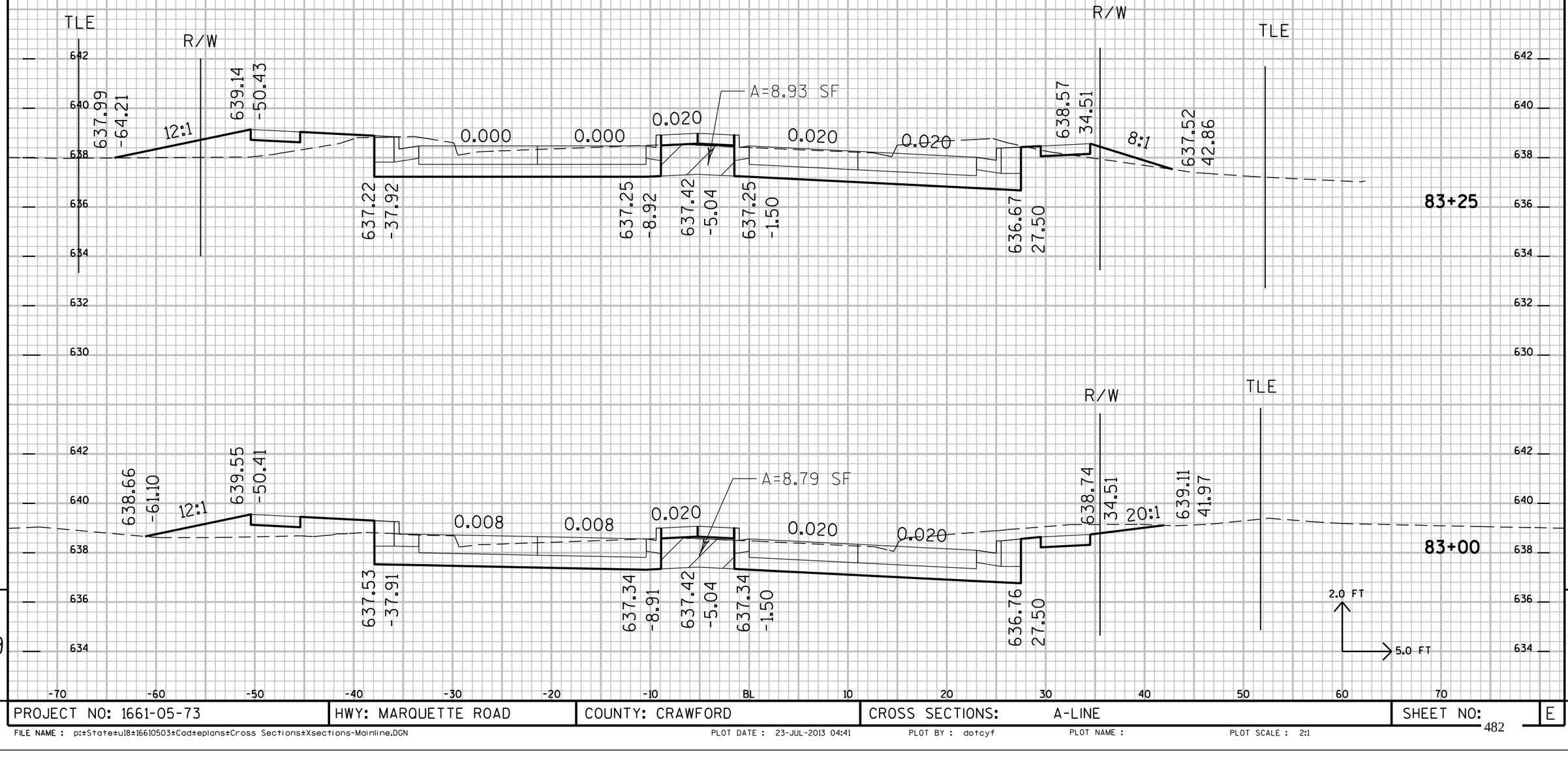


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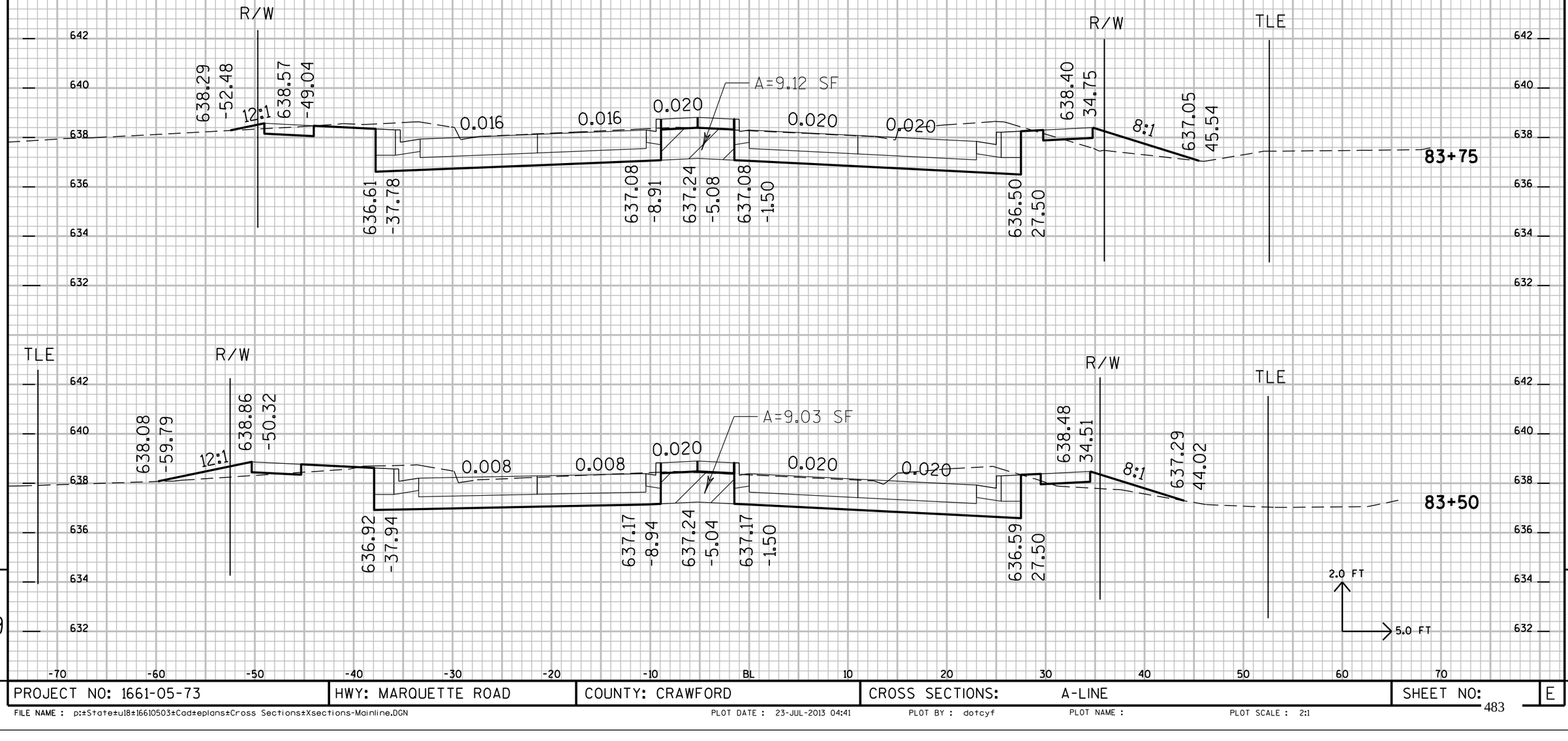
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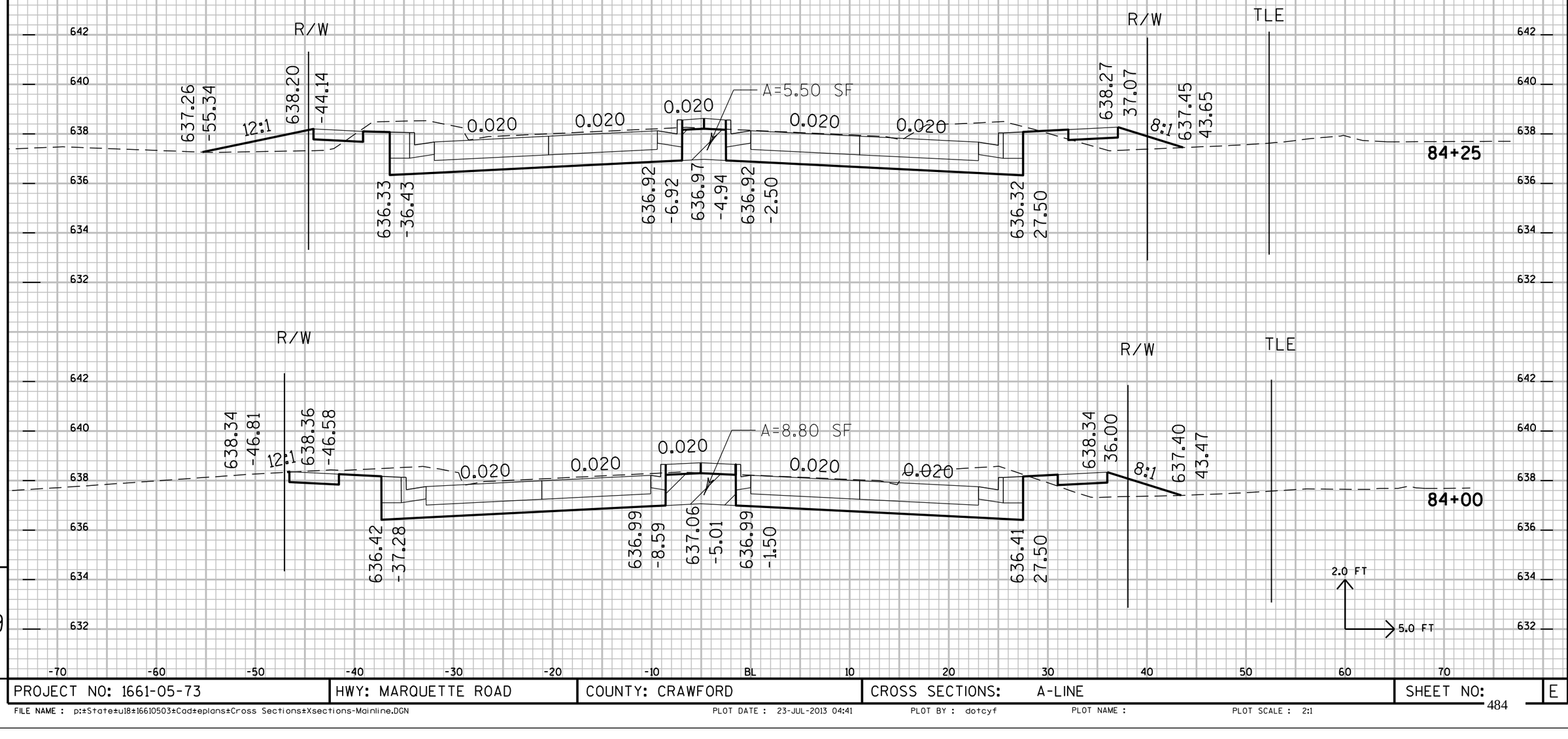
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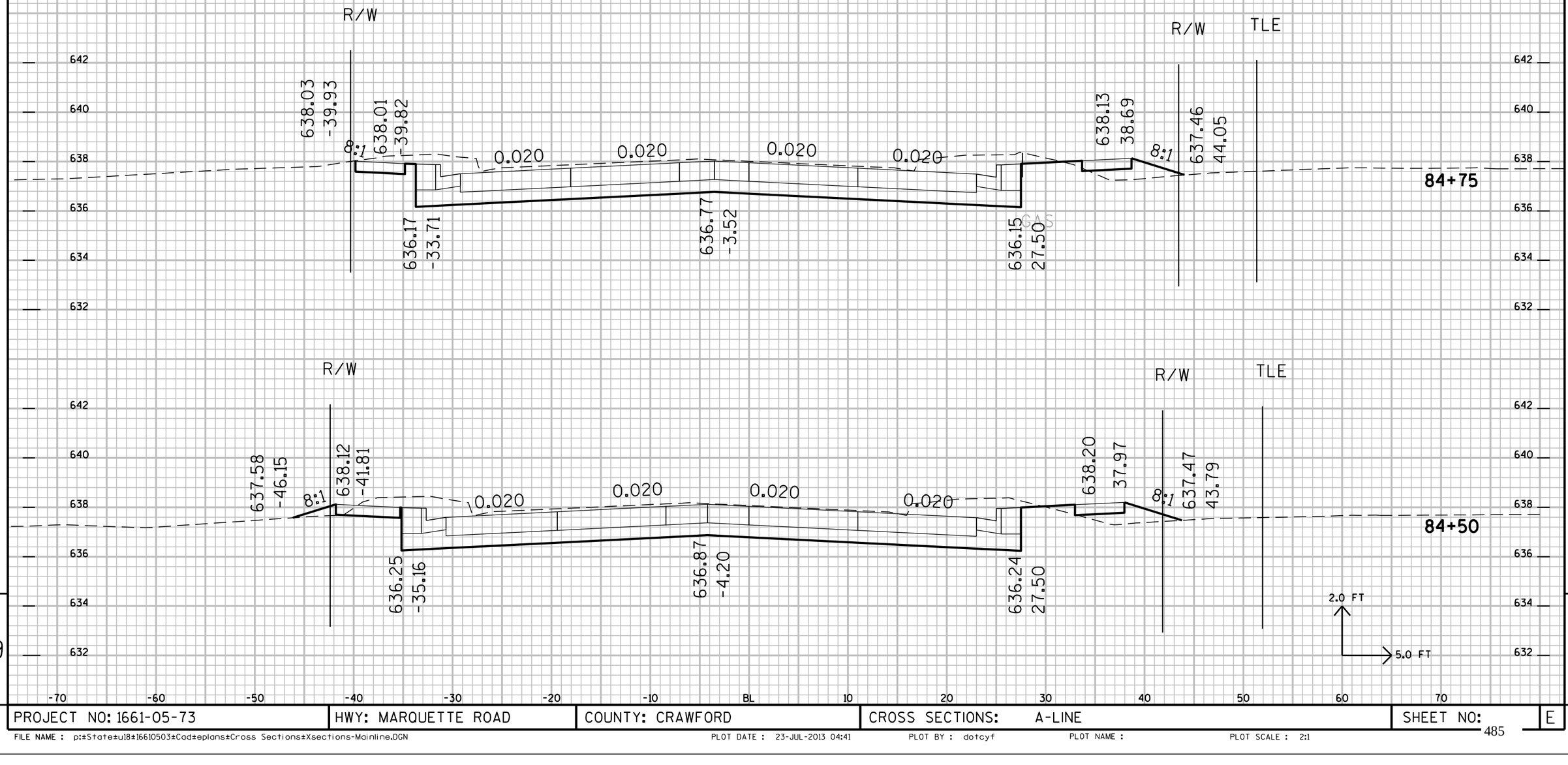
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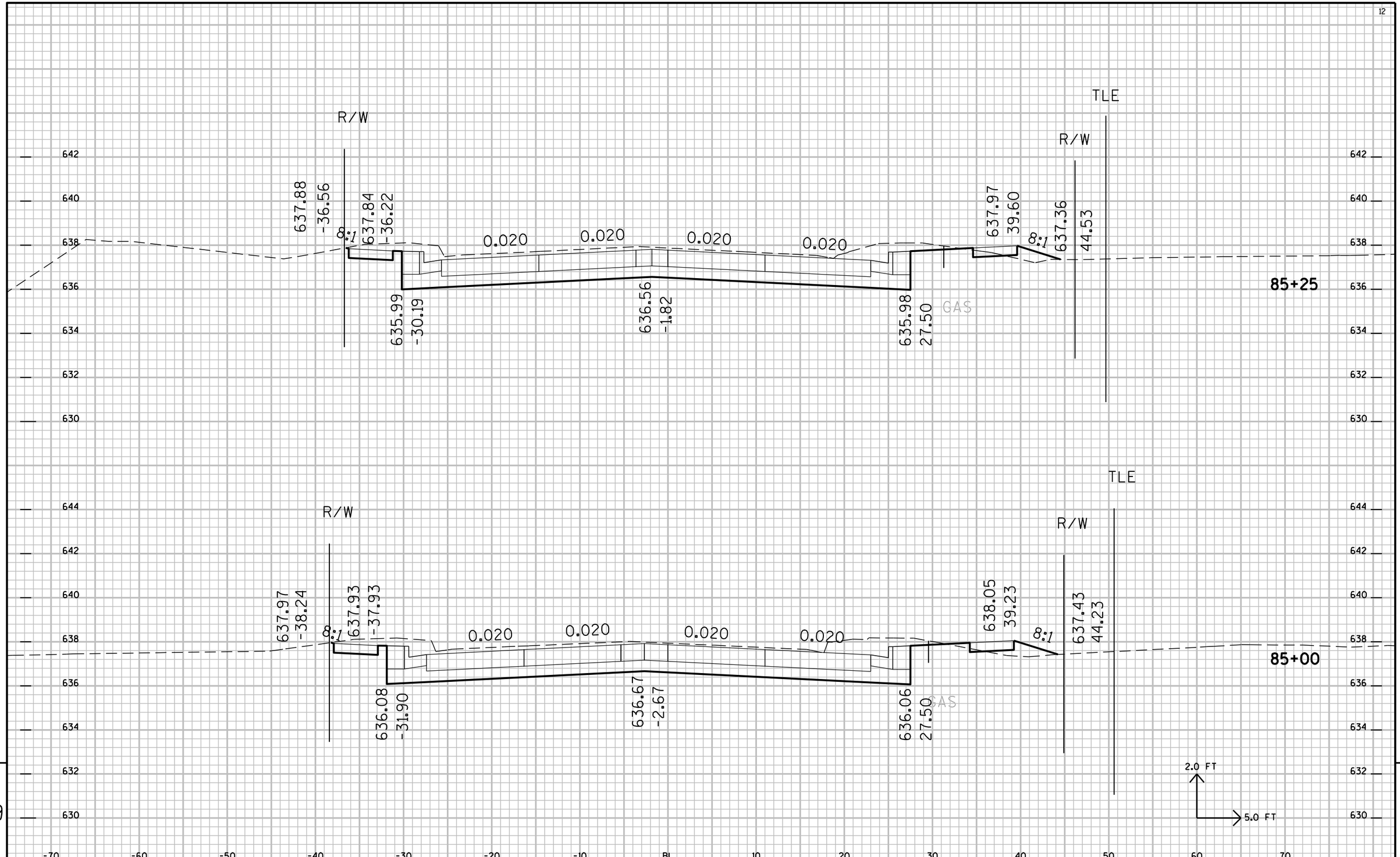
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PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

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PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:±State±ut18±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:42 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

MATCH LINE

637.49 -32.50 637.29 -32.88 637.46 -32.29 12:1 0.020 0.020 0.020 0.020

635.65 -26.50 636.18 635.74 22.07

86+25

MATCH LINE

637.29 -36.02 637.58 -32.50 12:1 0.020 0.020 0.020 0.020

635.73 -26.50 636.26 635.81 22.54

86+00

MATCH LINE

637.68 -33.46 637.67 -33.38 8:1 0.020 0.020 0.020 0.020

635.82 -27.37 636.36 -0.43 635.89 22.95

GAS GAS

85+75

R/W TLE R/W

637.80 -35.09 637.75 -34.69 8:1 0.020 0.020 0.020 0.020 637.89 39.80 8:1 637.45 43.28

635.91 -28.67 636.46 -1.07 635.89 27.50

GAS

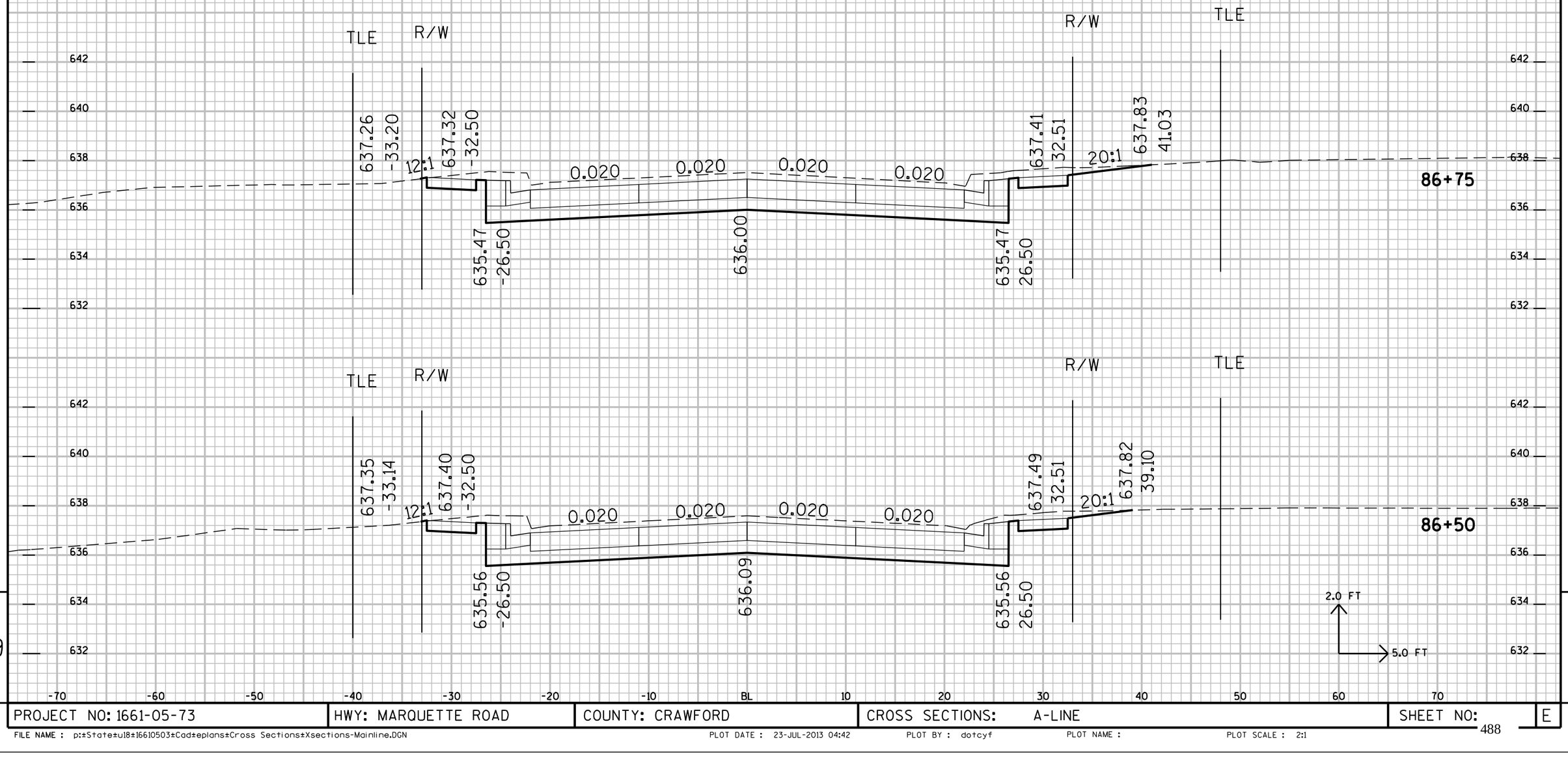
85+50

2.0 FT 5.0 FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

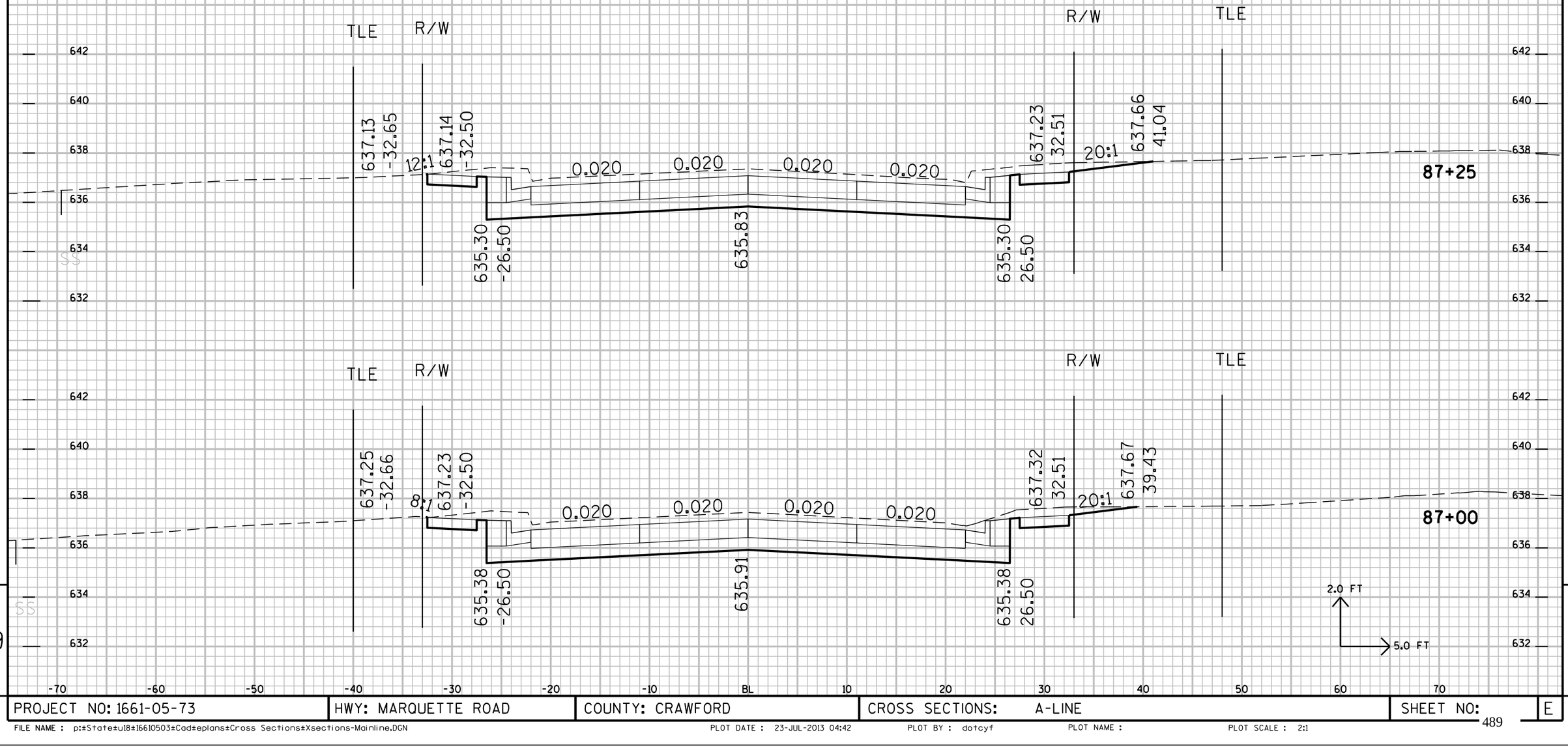
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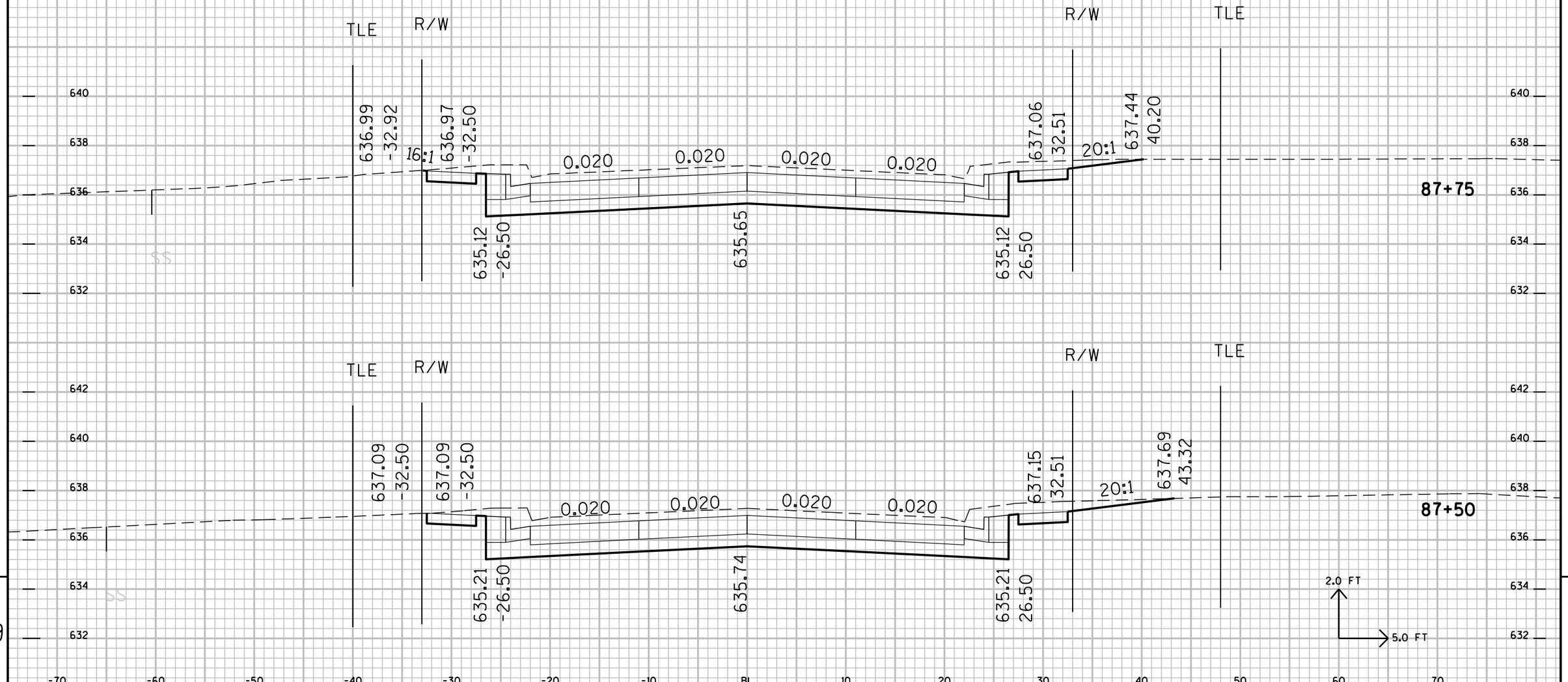
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:42 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



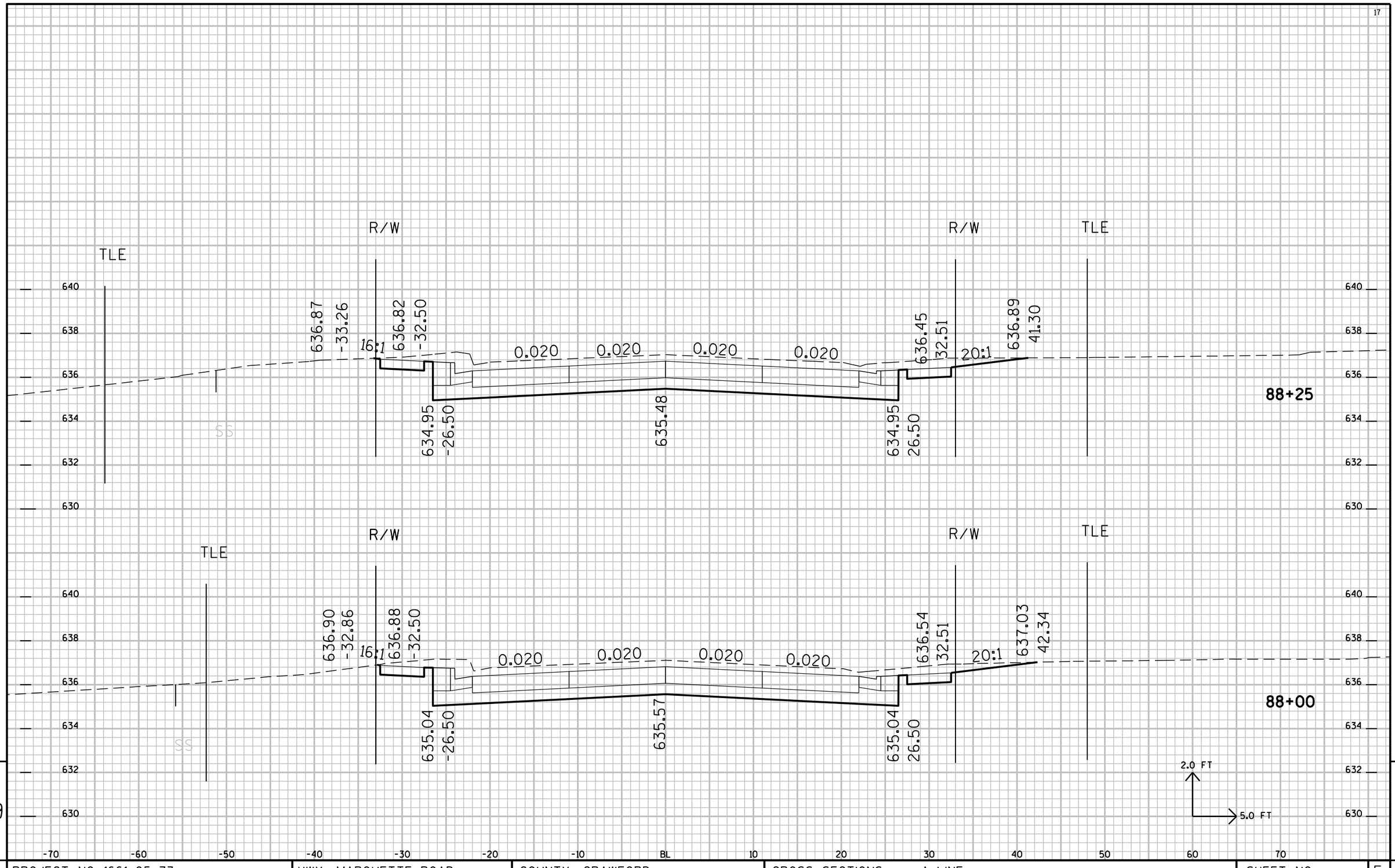
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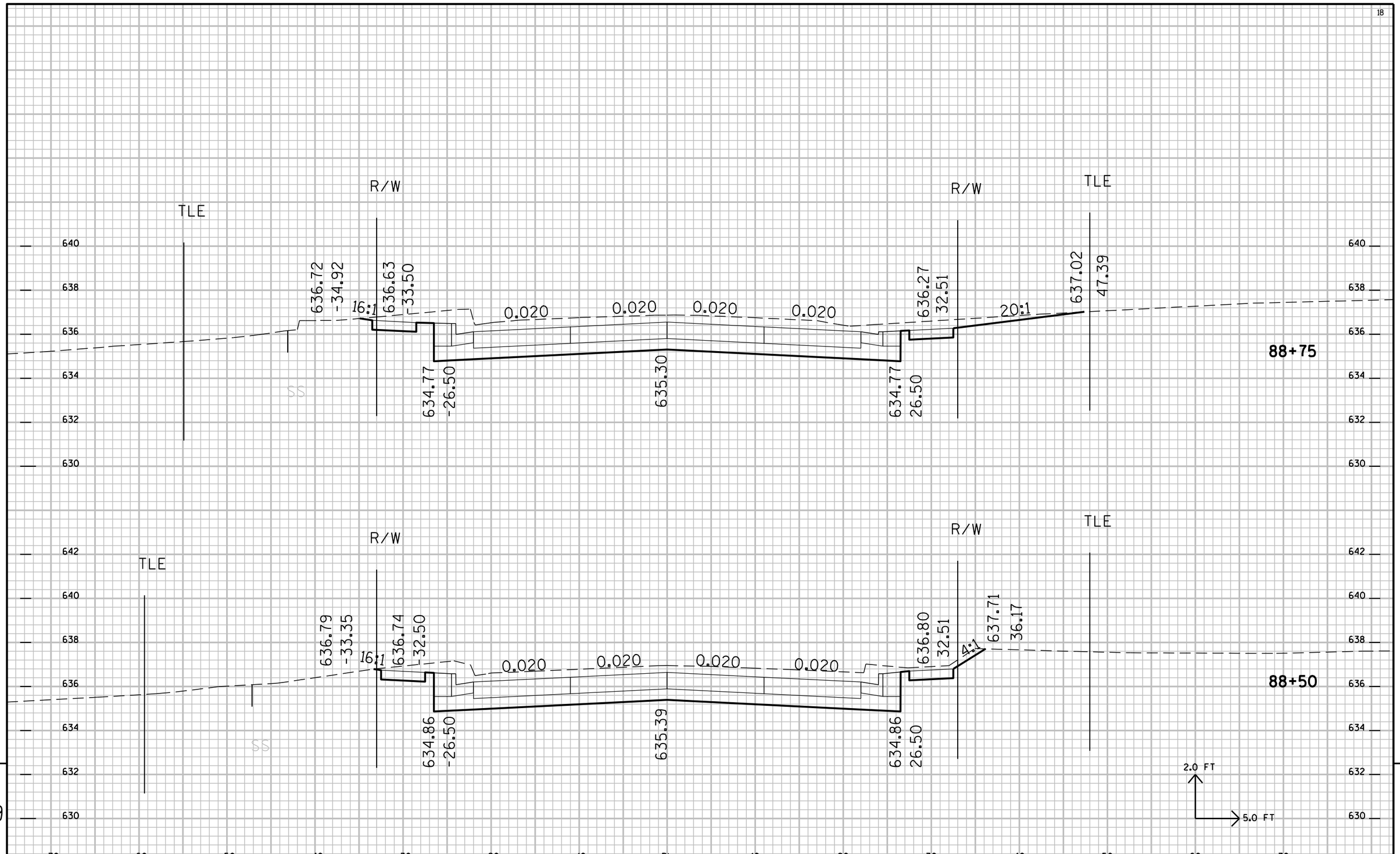
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

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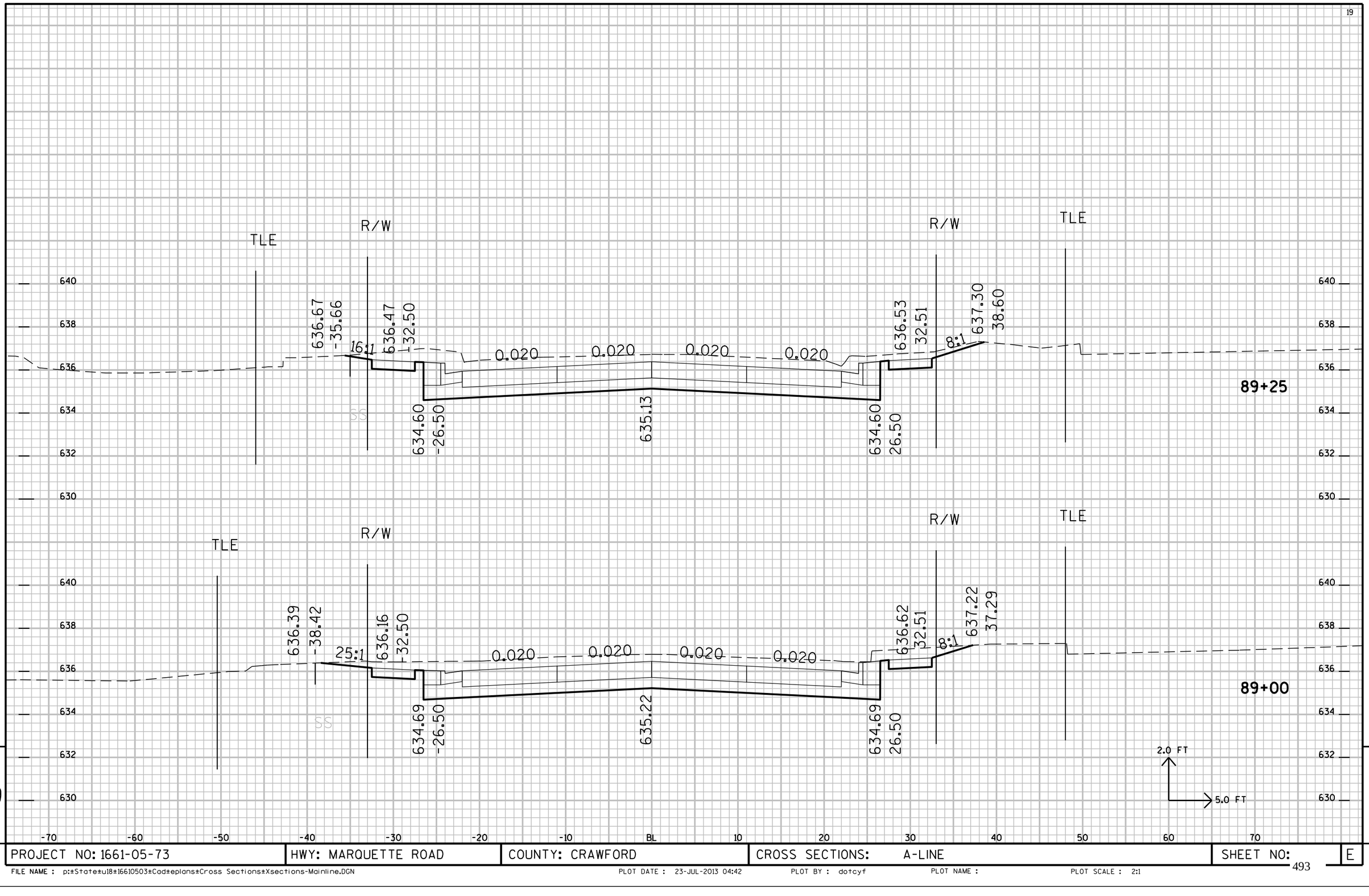
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

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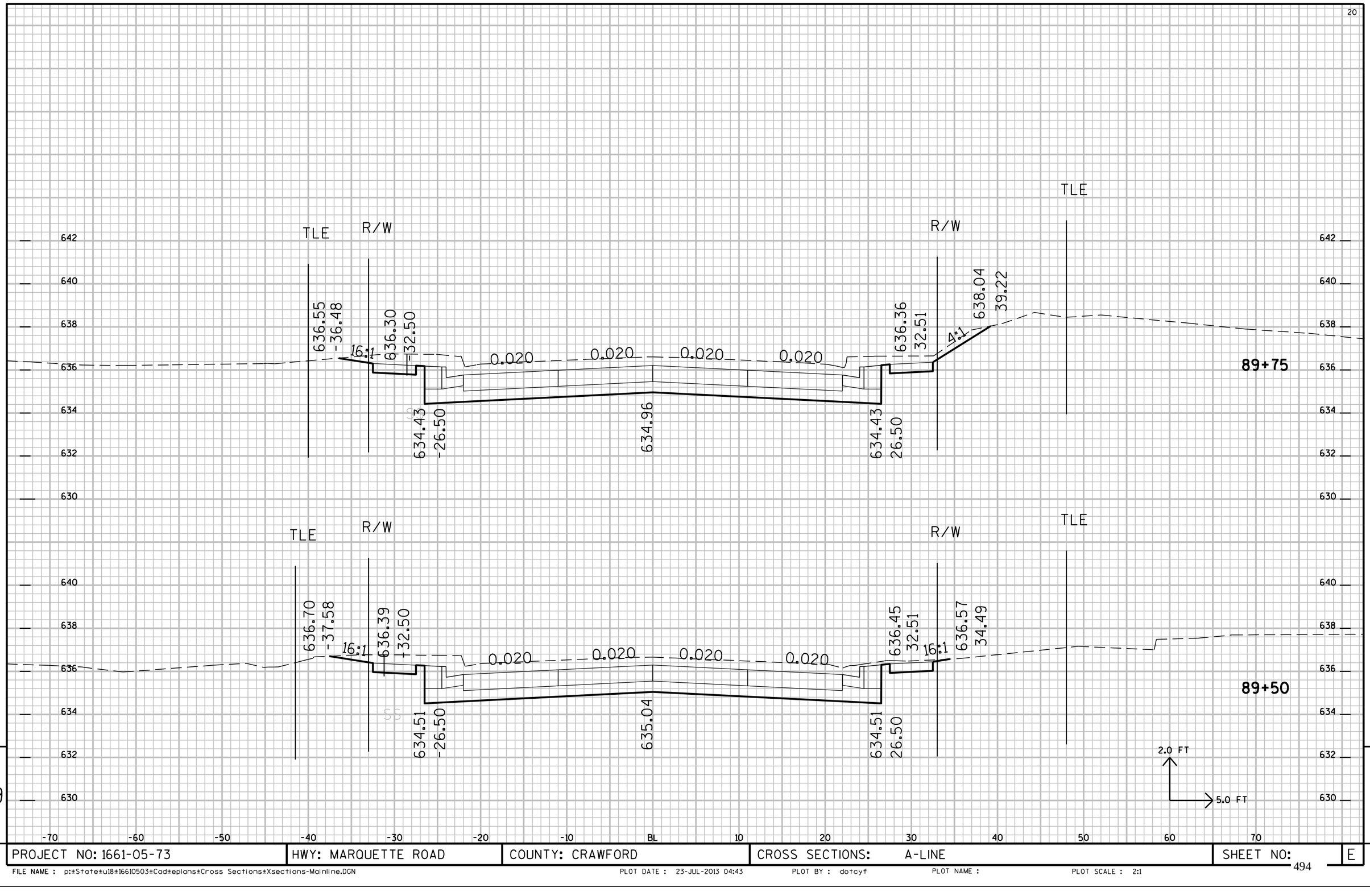
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:42 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



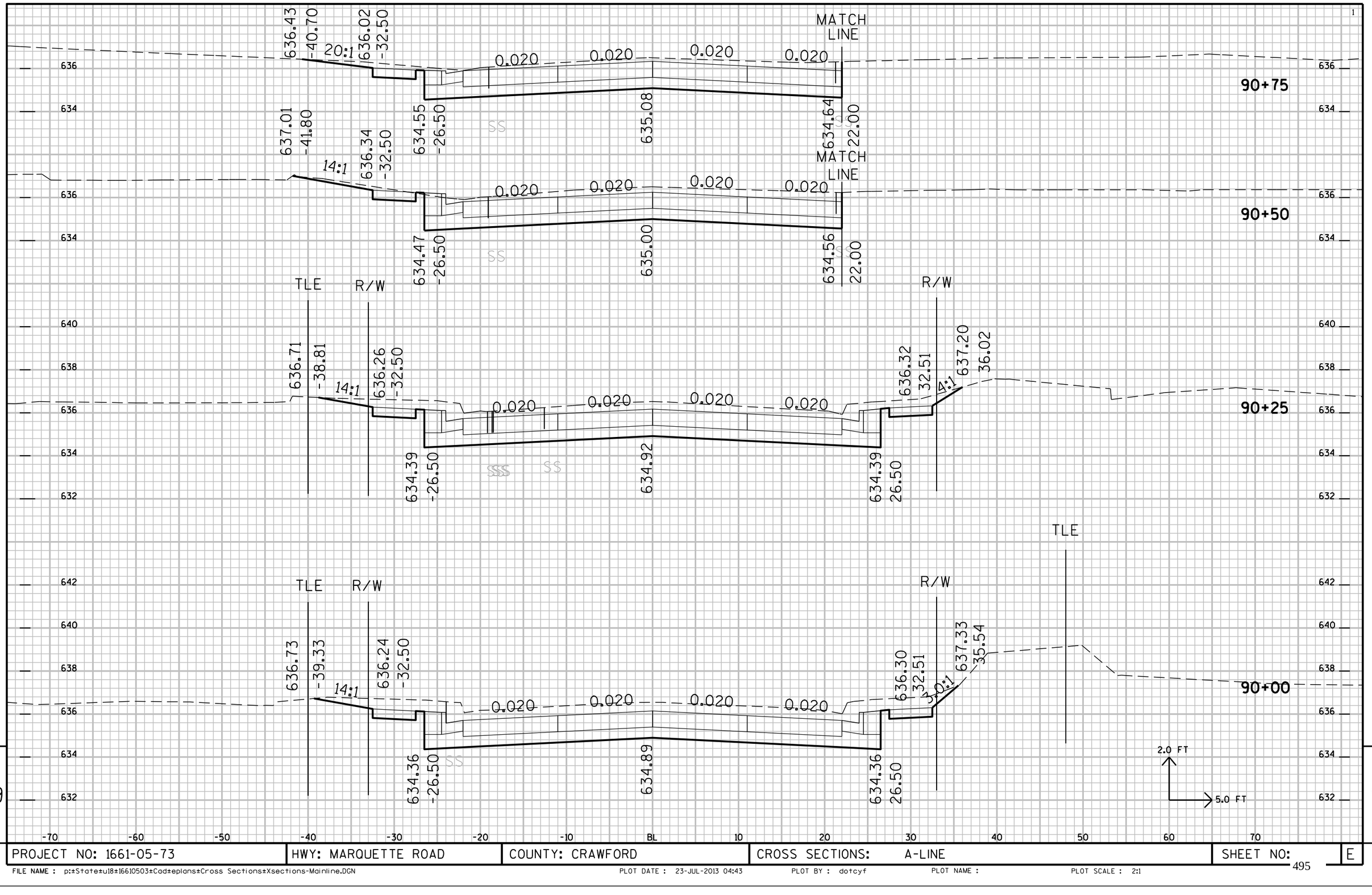
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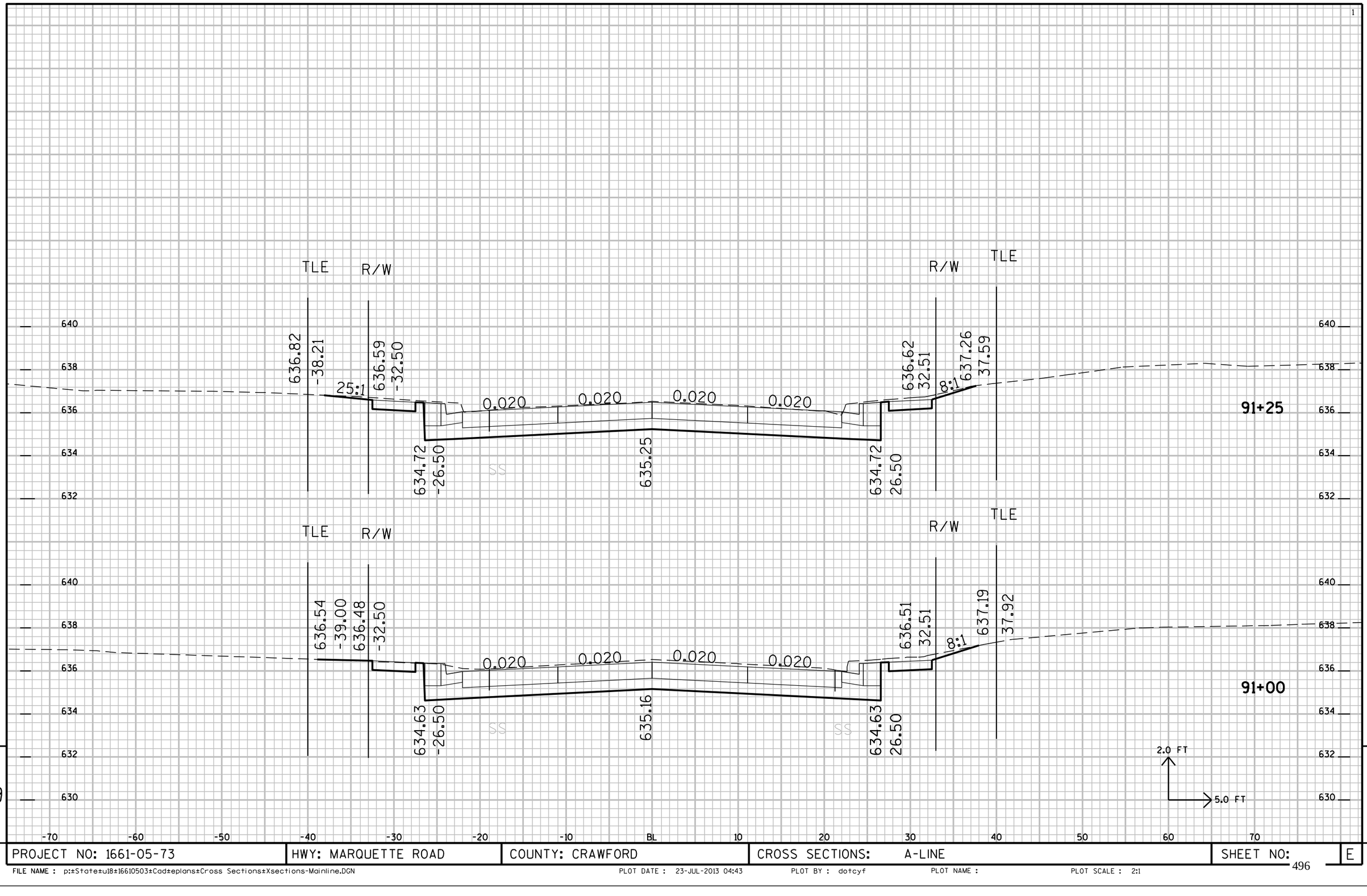
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

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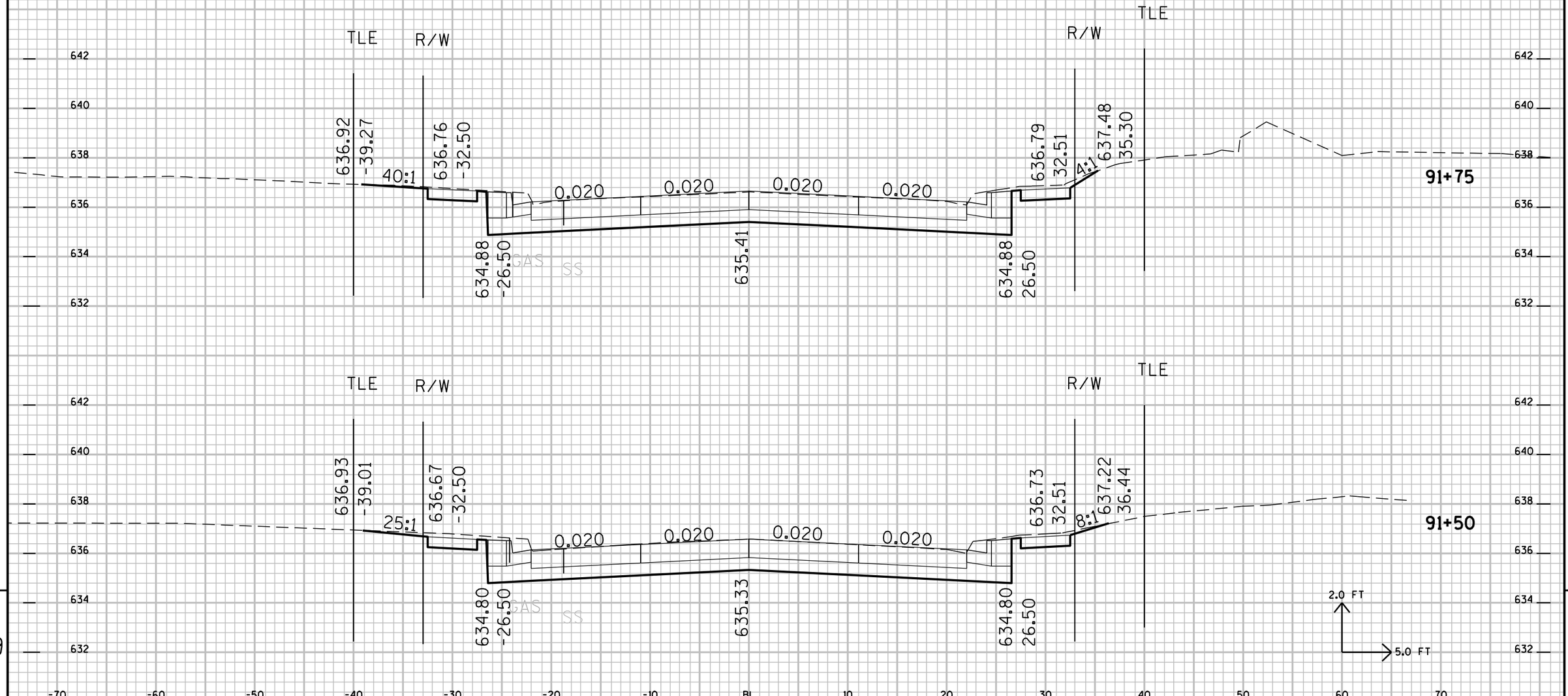
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

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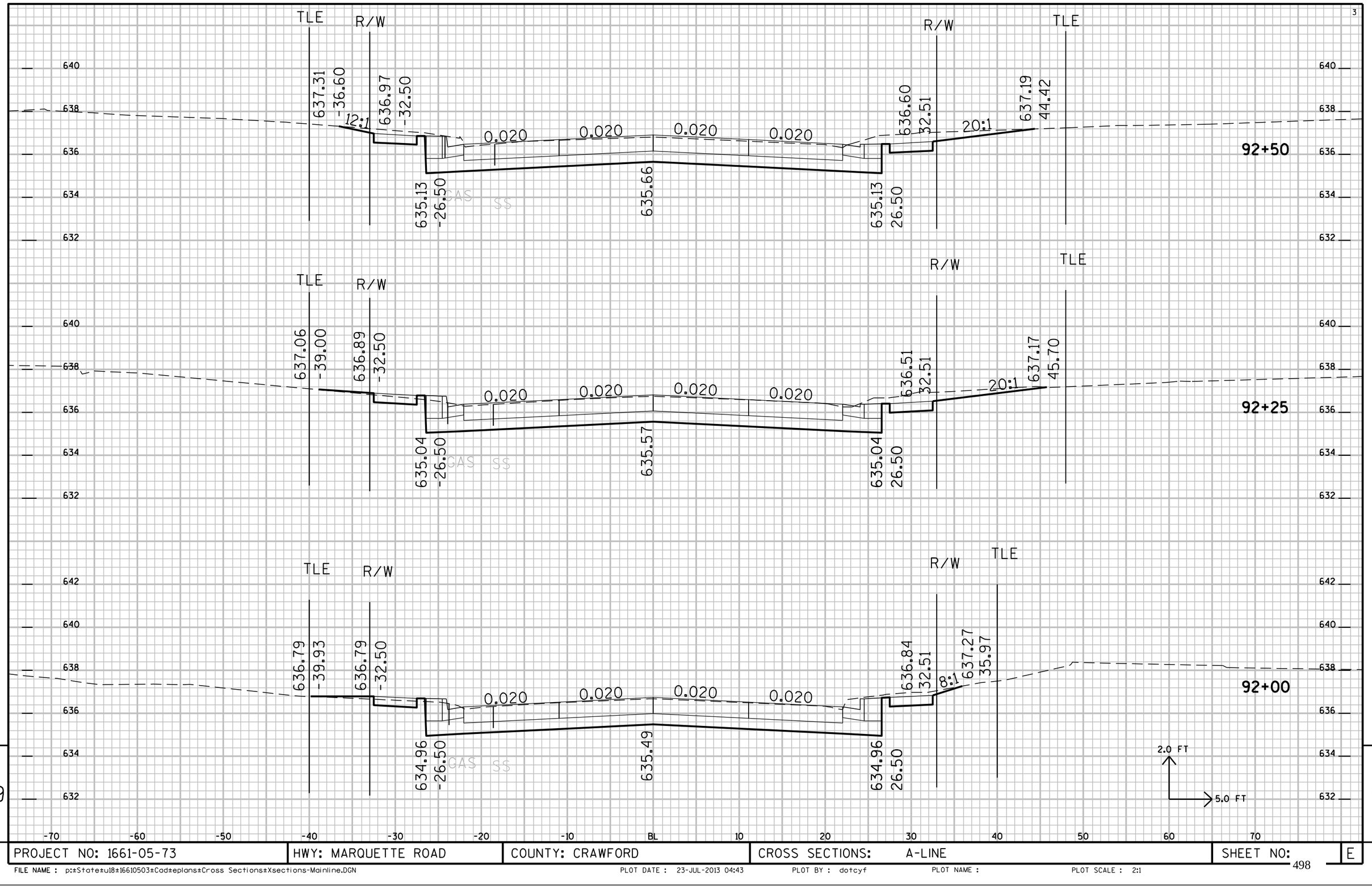
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:43 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



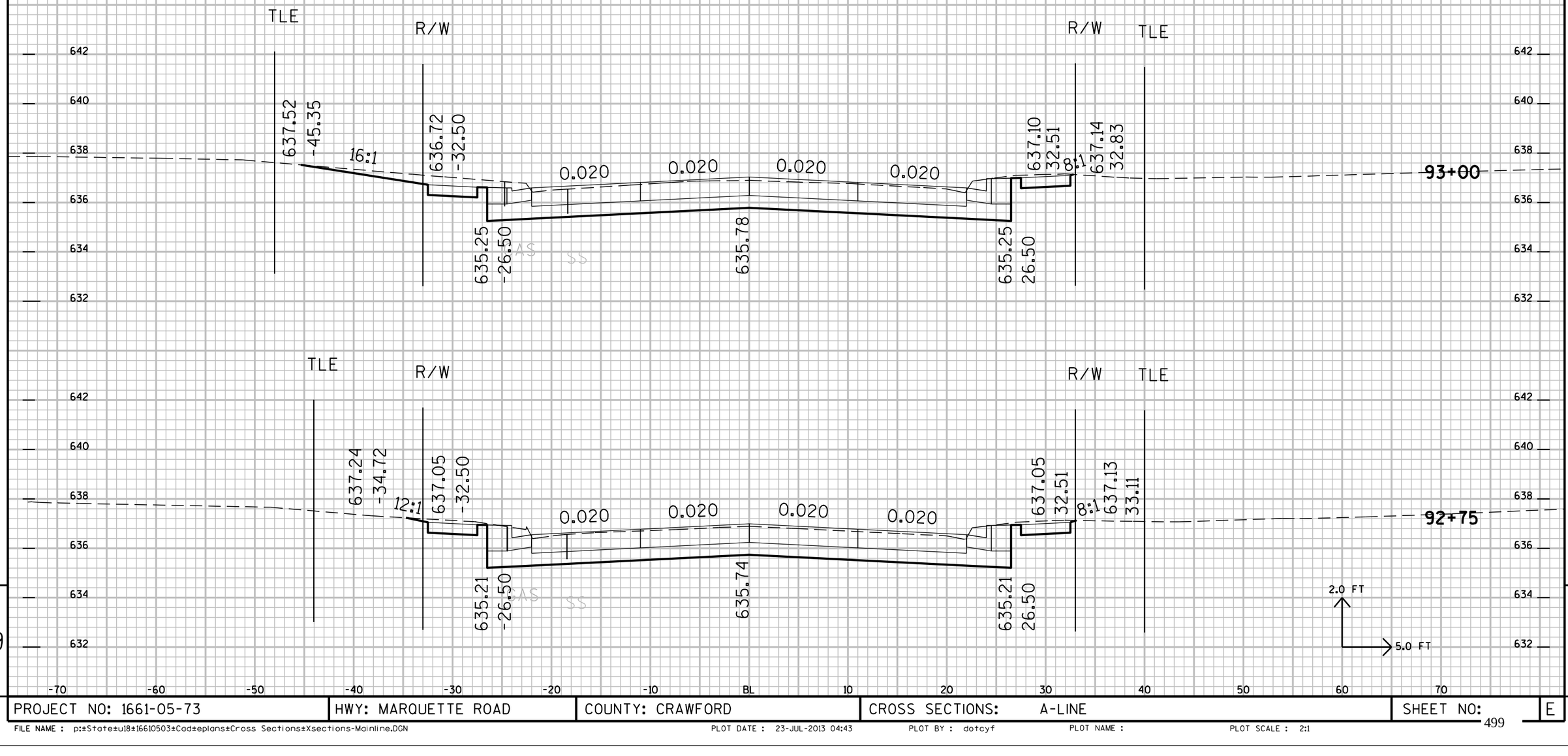
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:43 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



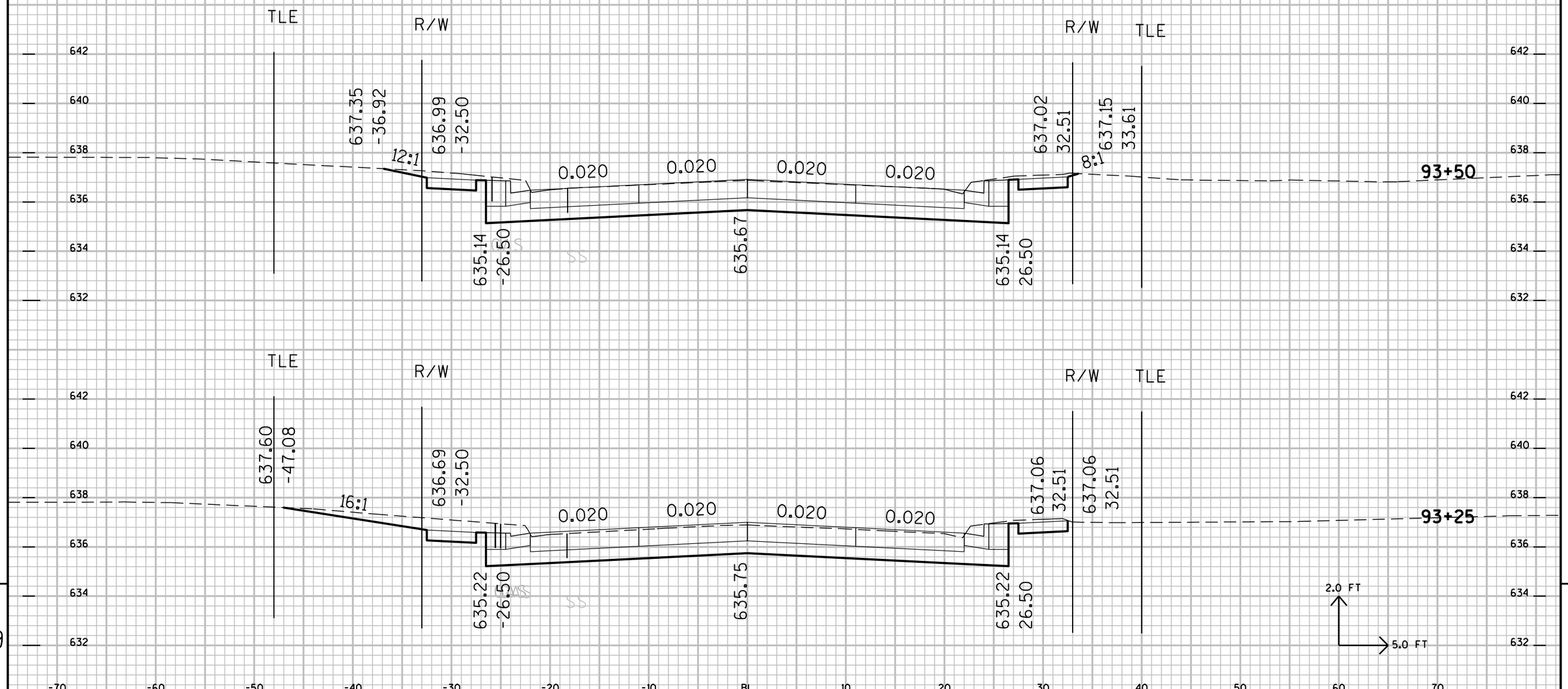
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

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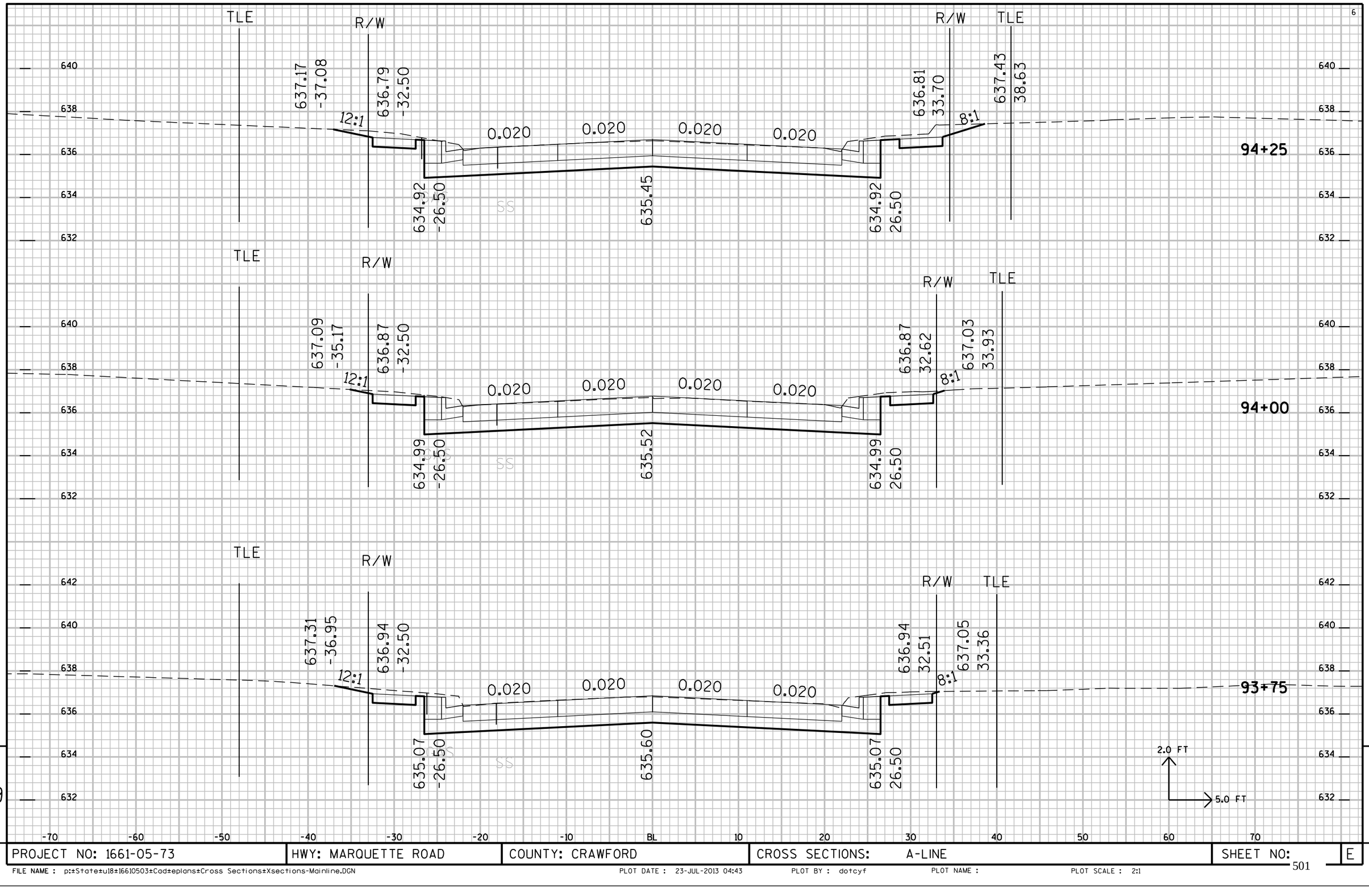
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:43 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:43 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

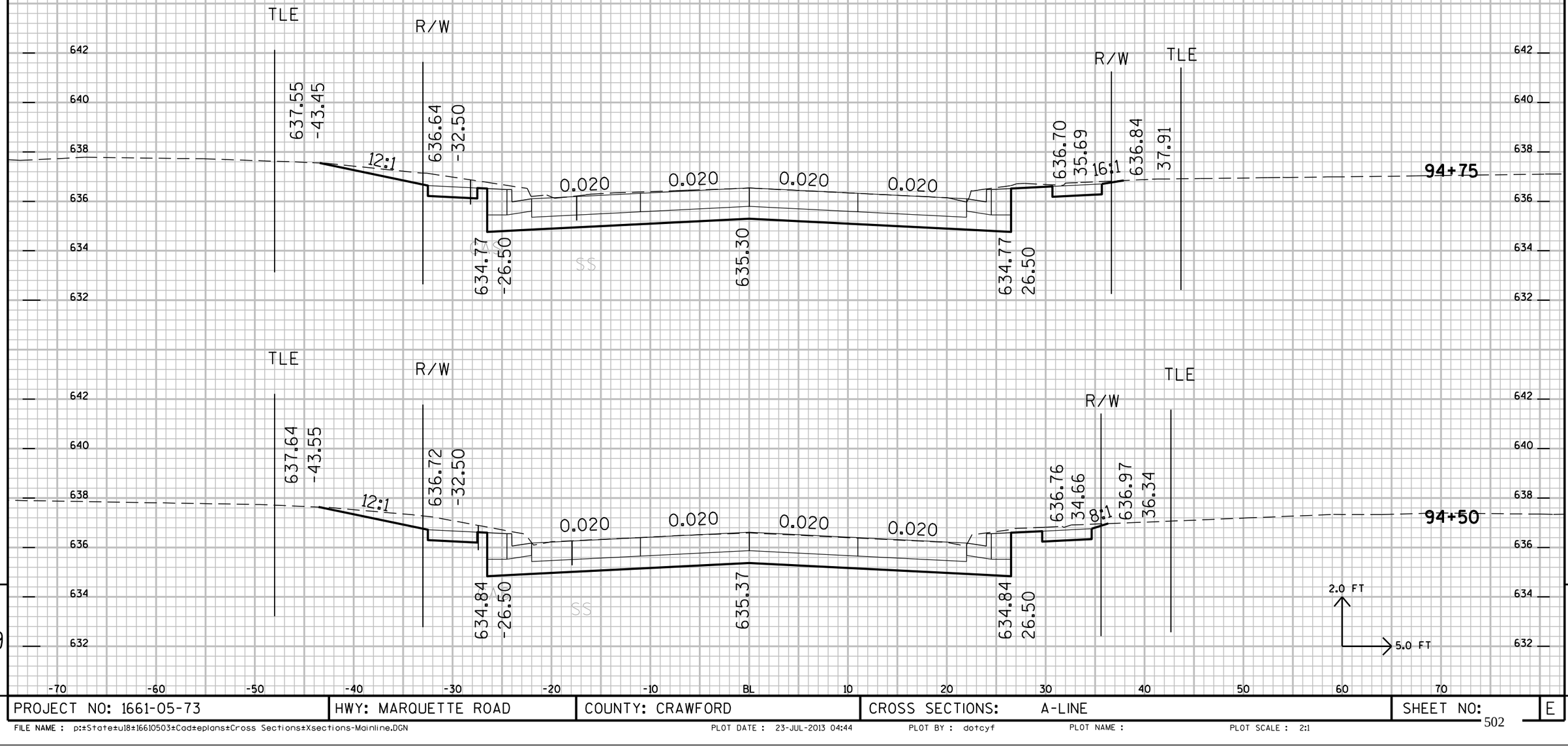


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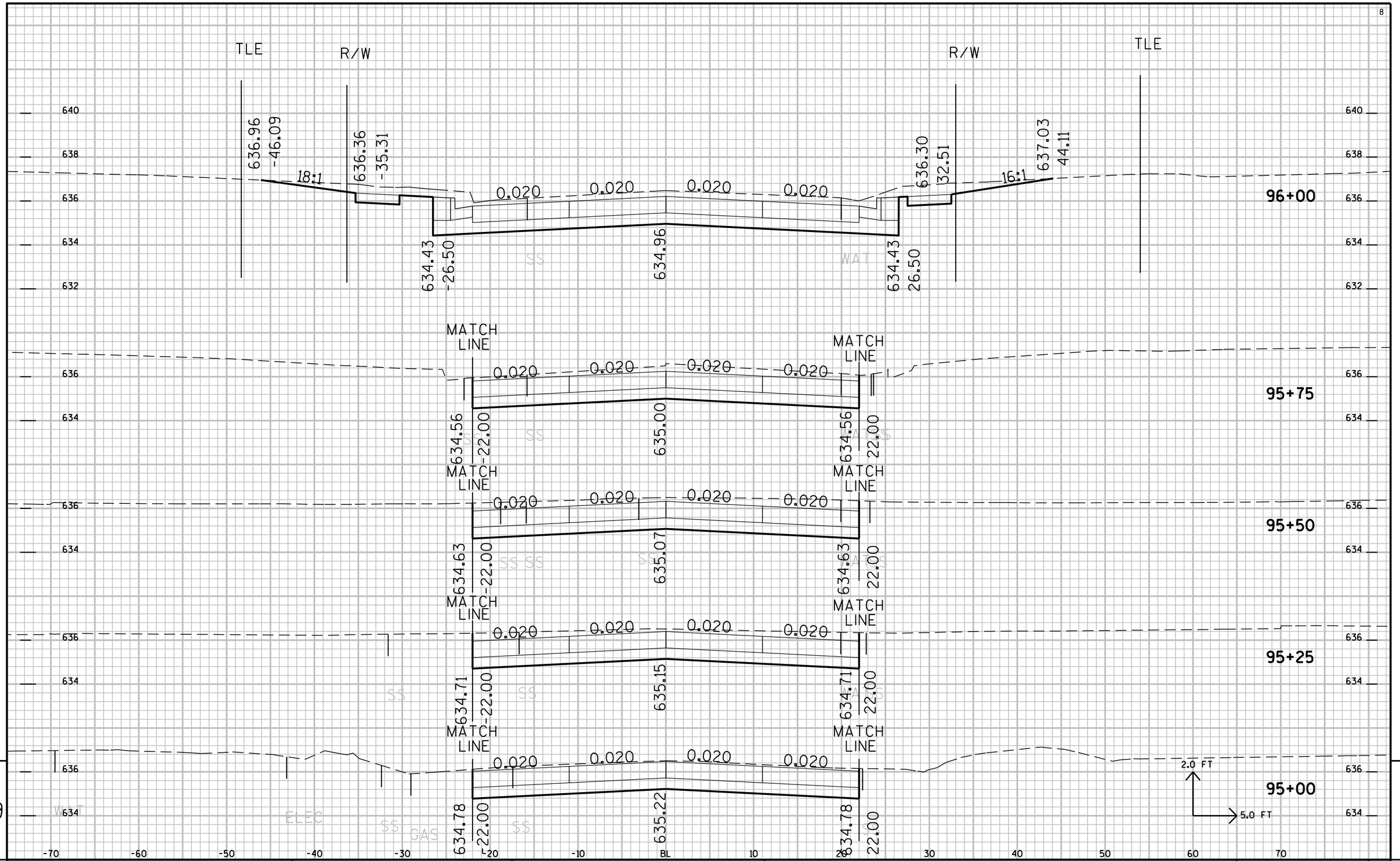
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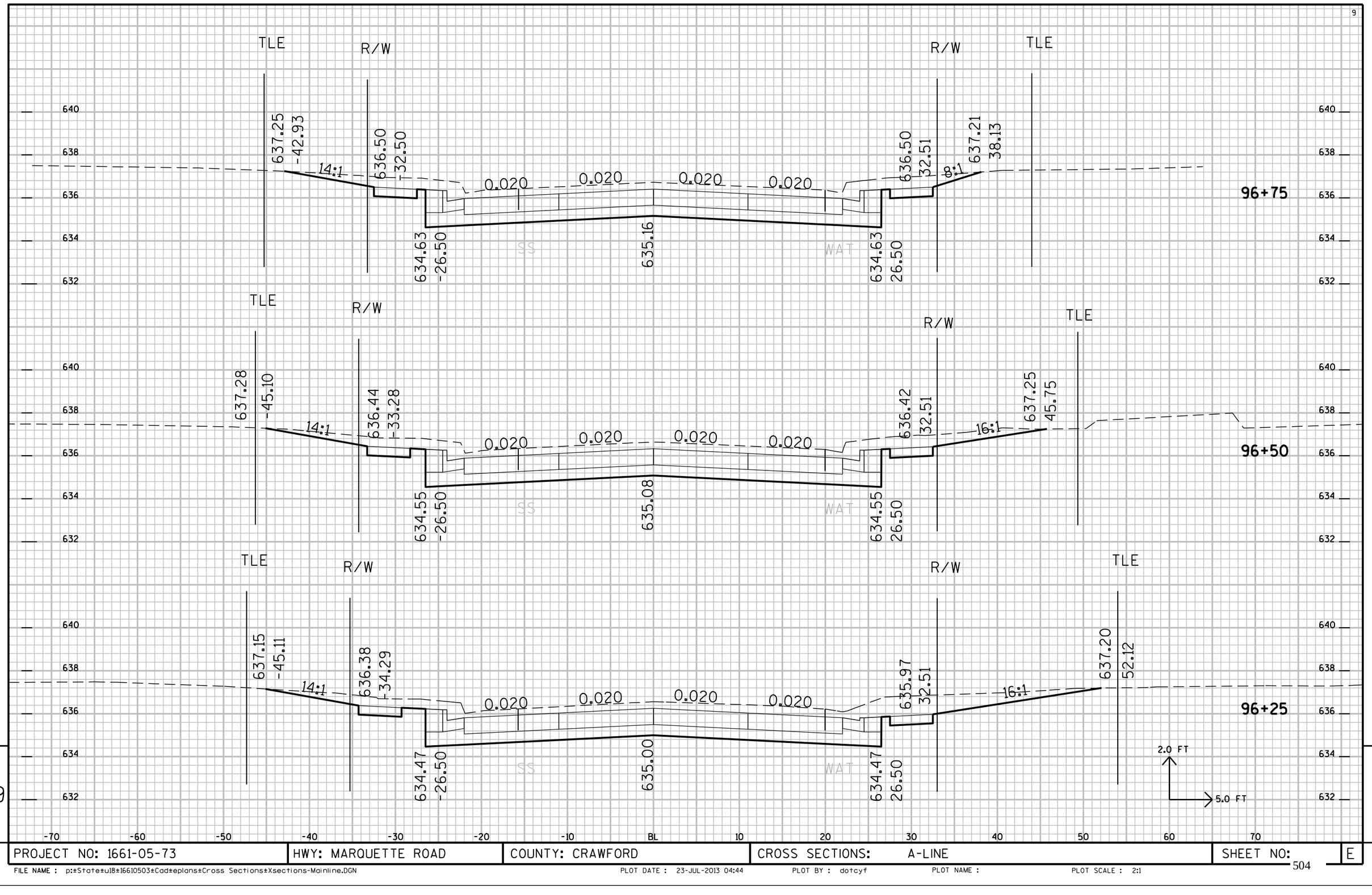
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

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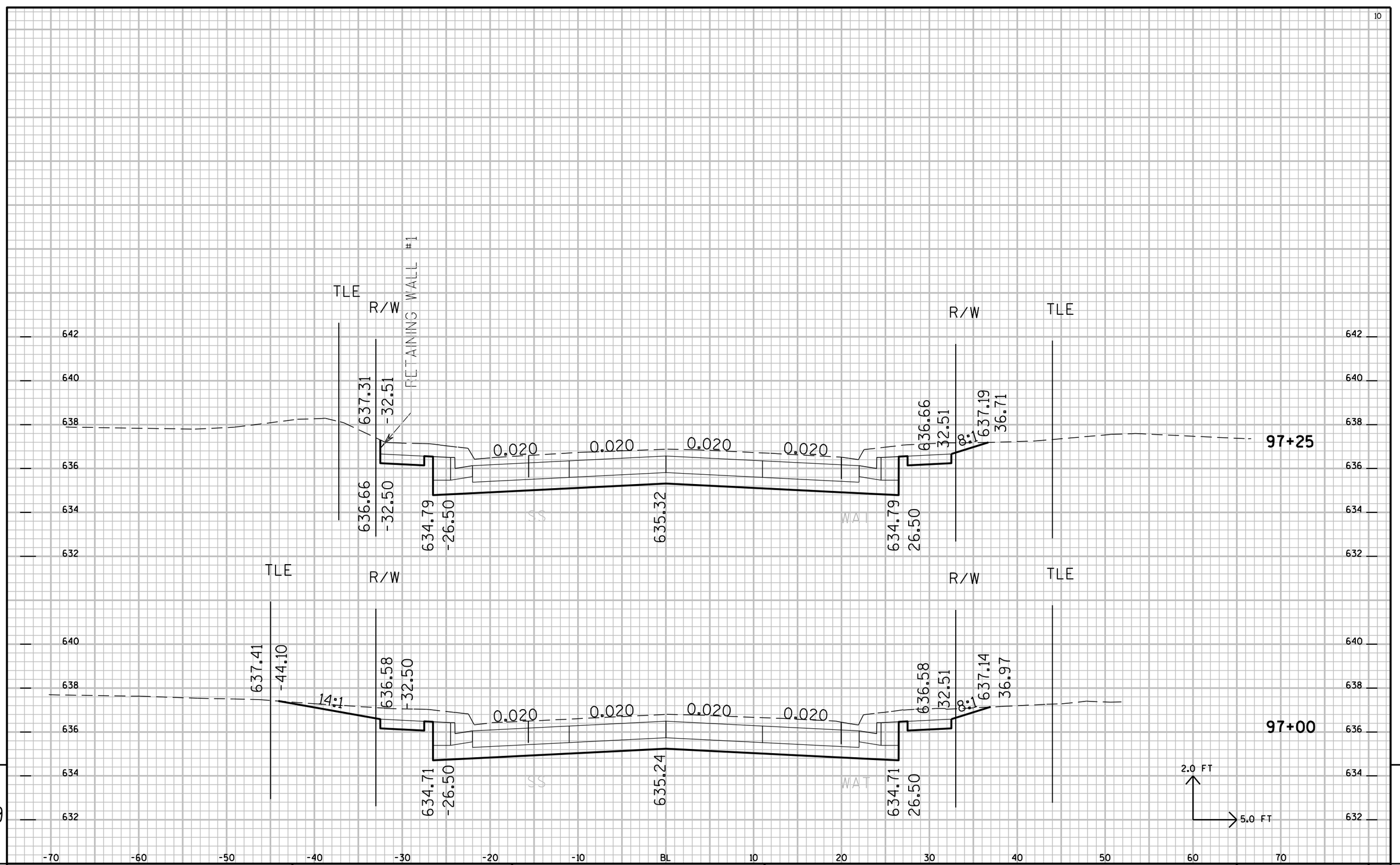
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

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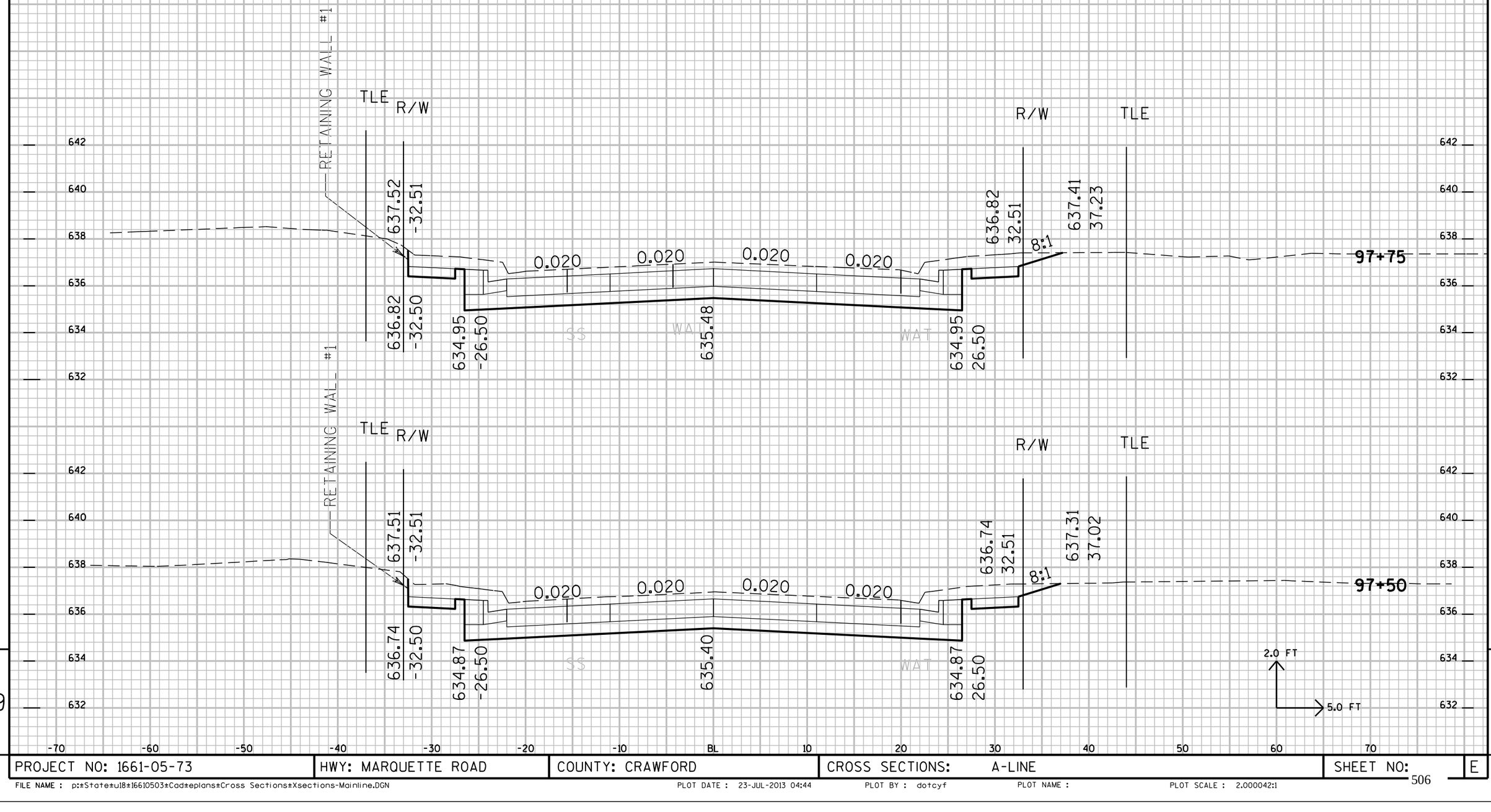
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

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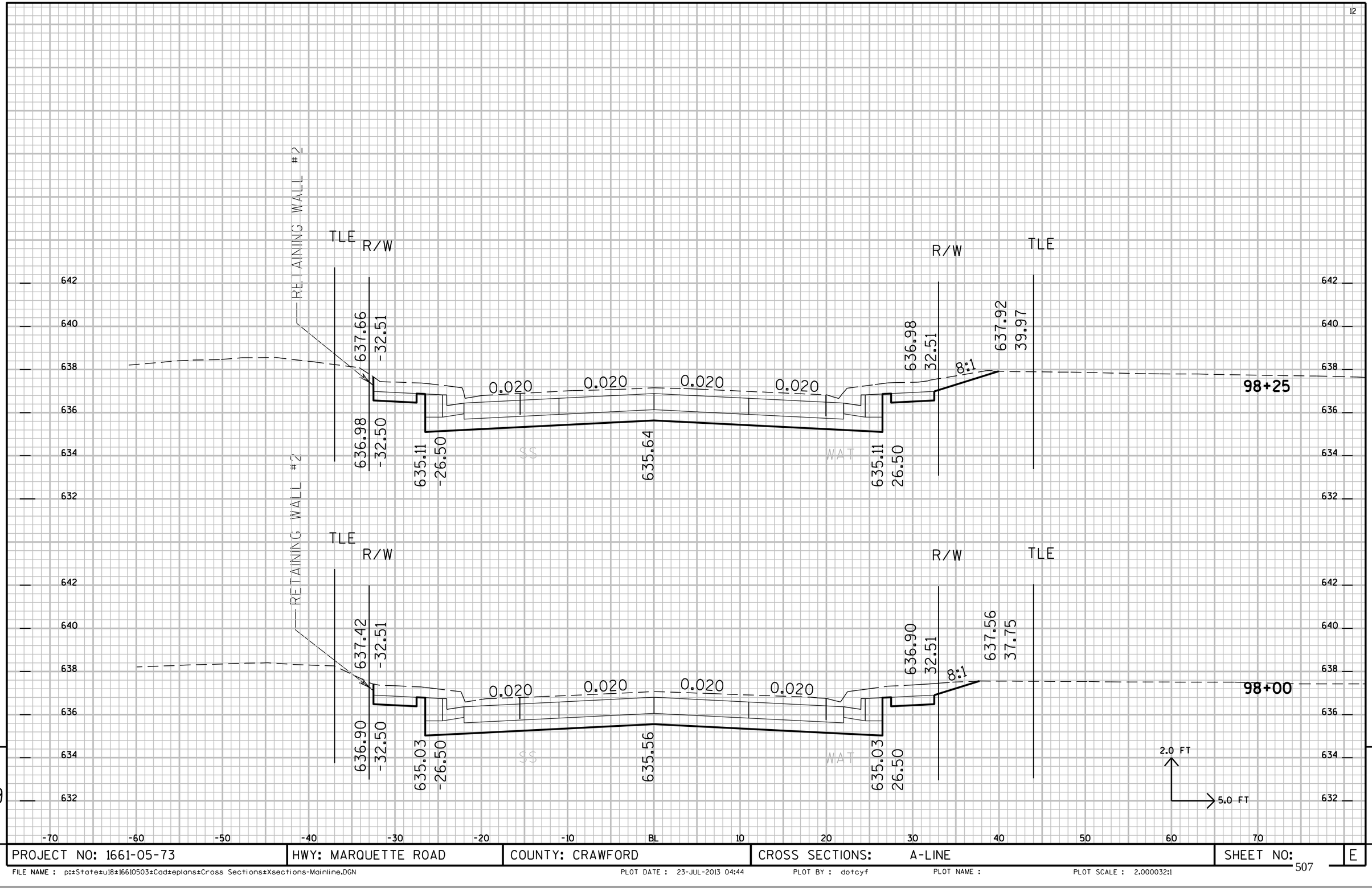
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

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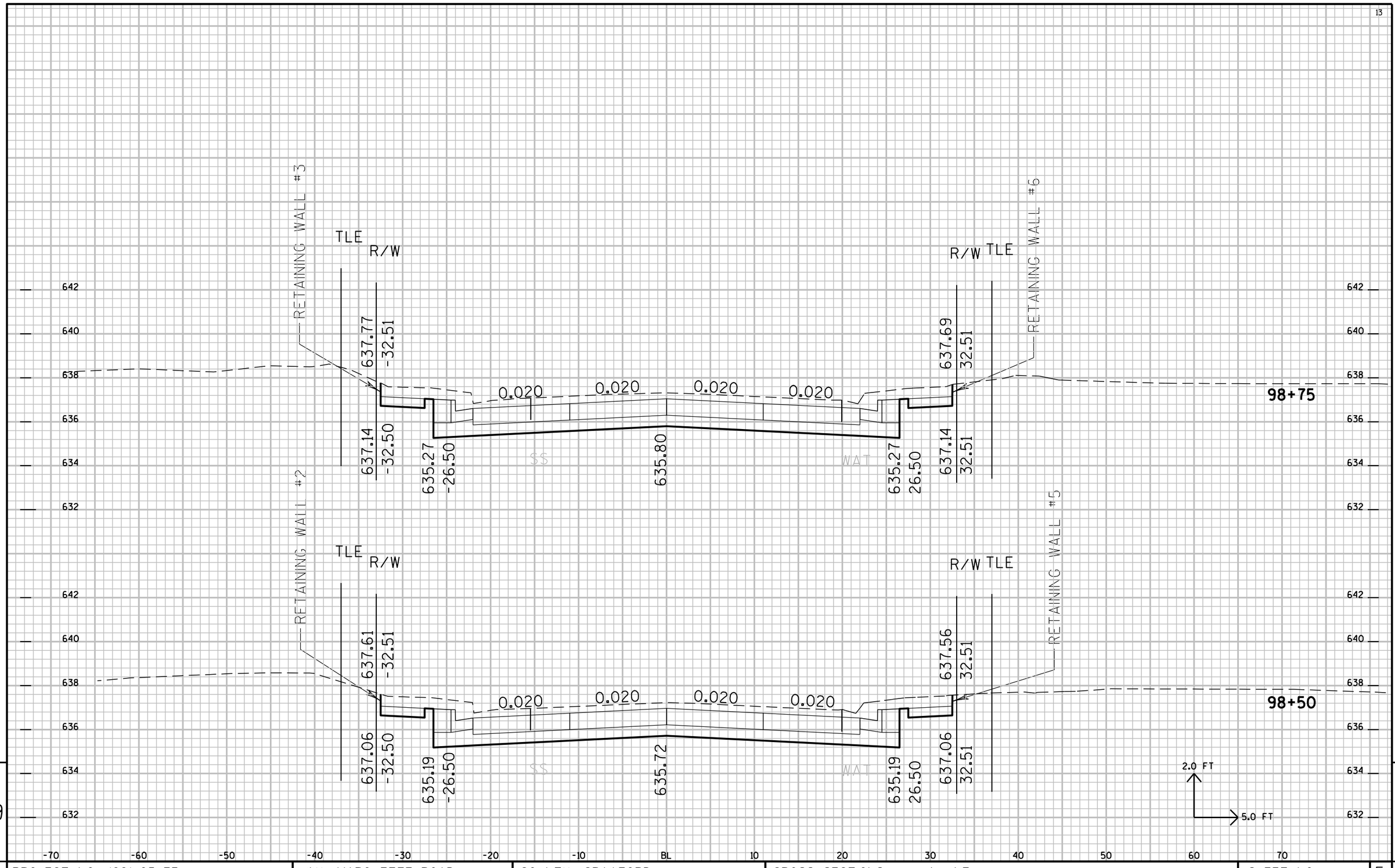


PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:44 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2.000042:1

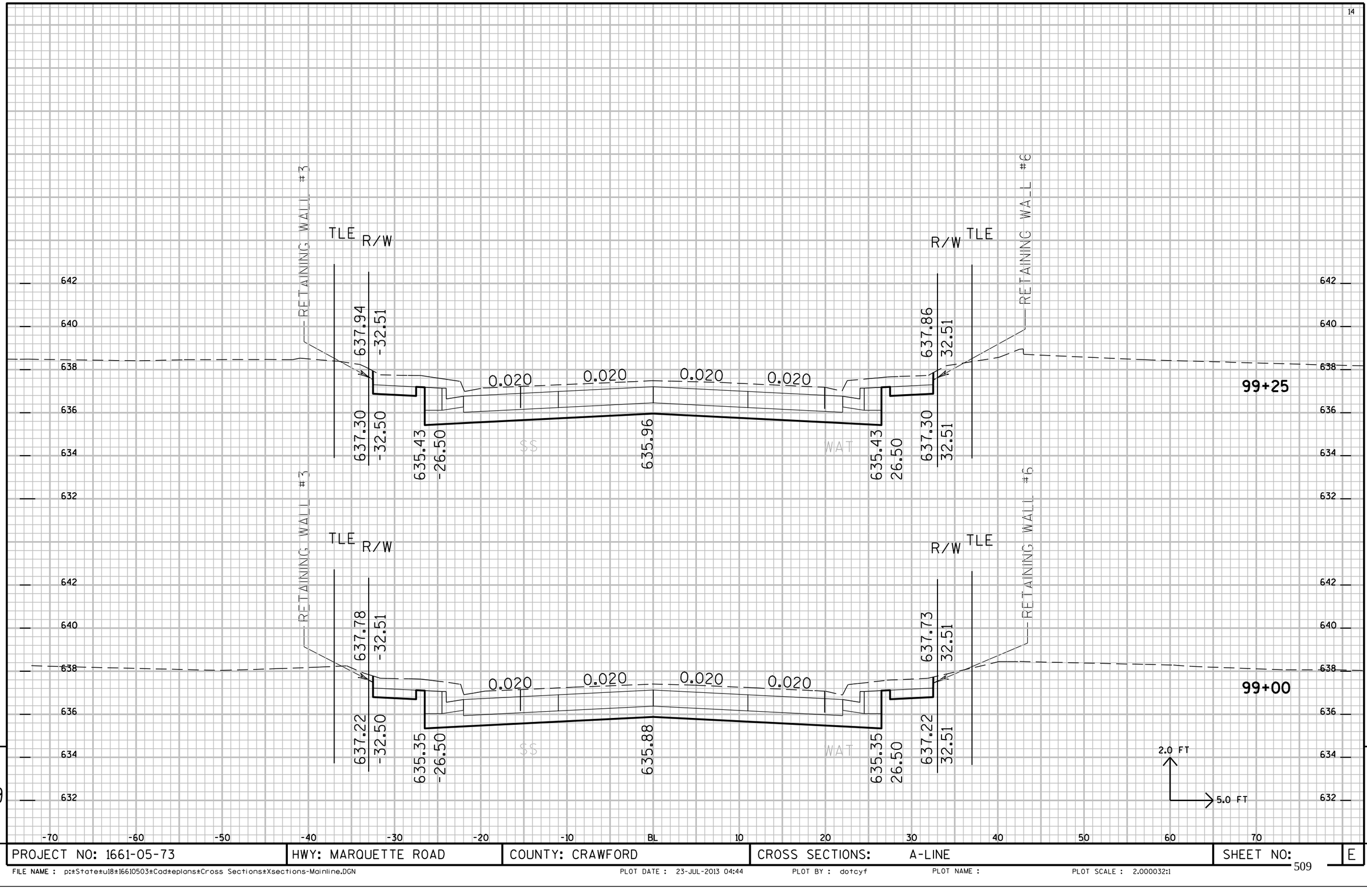


PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E



PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:±State±ut18±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:44 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2.000063:1

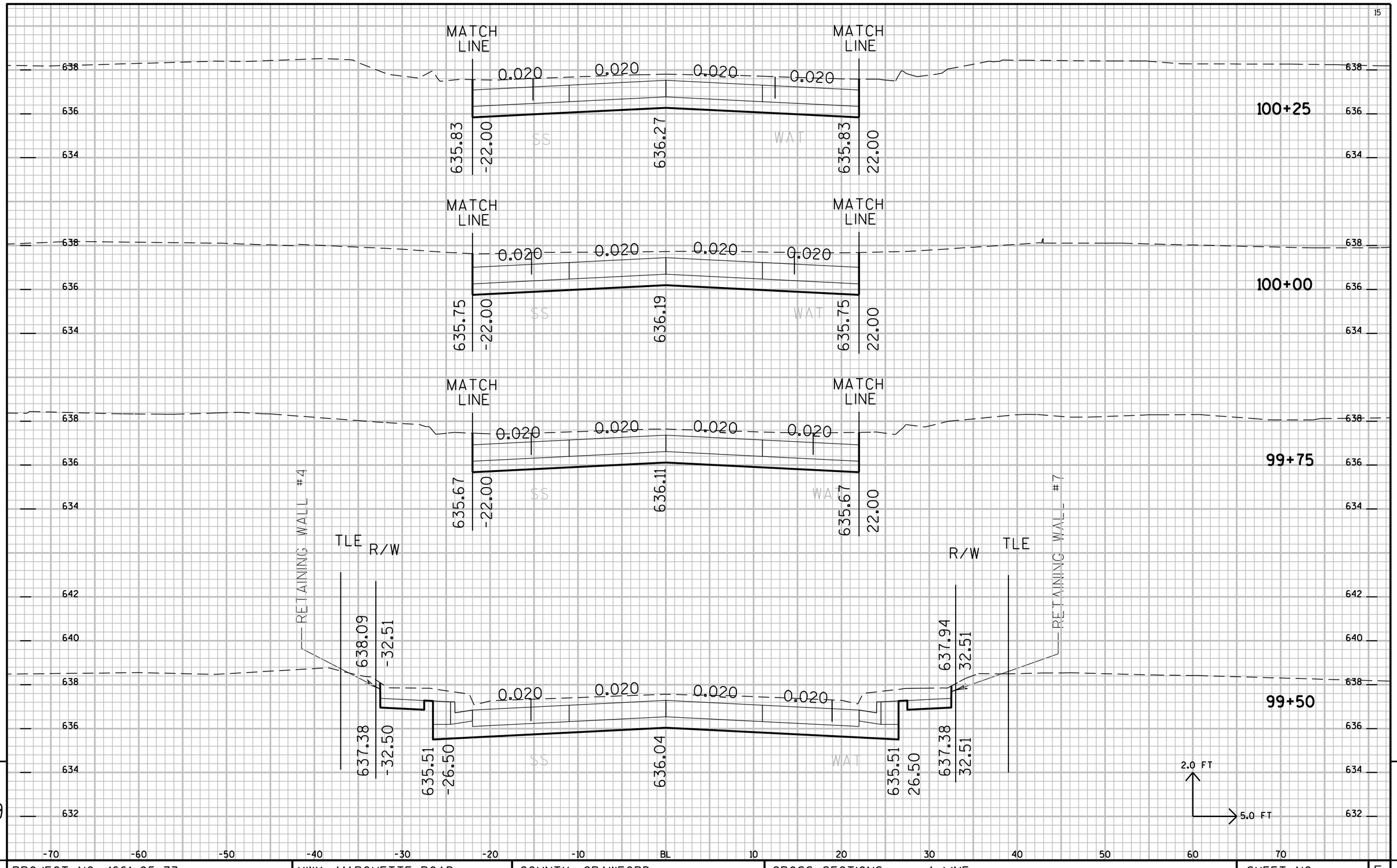


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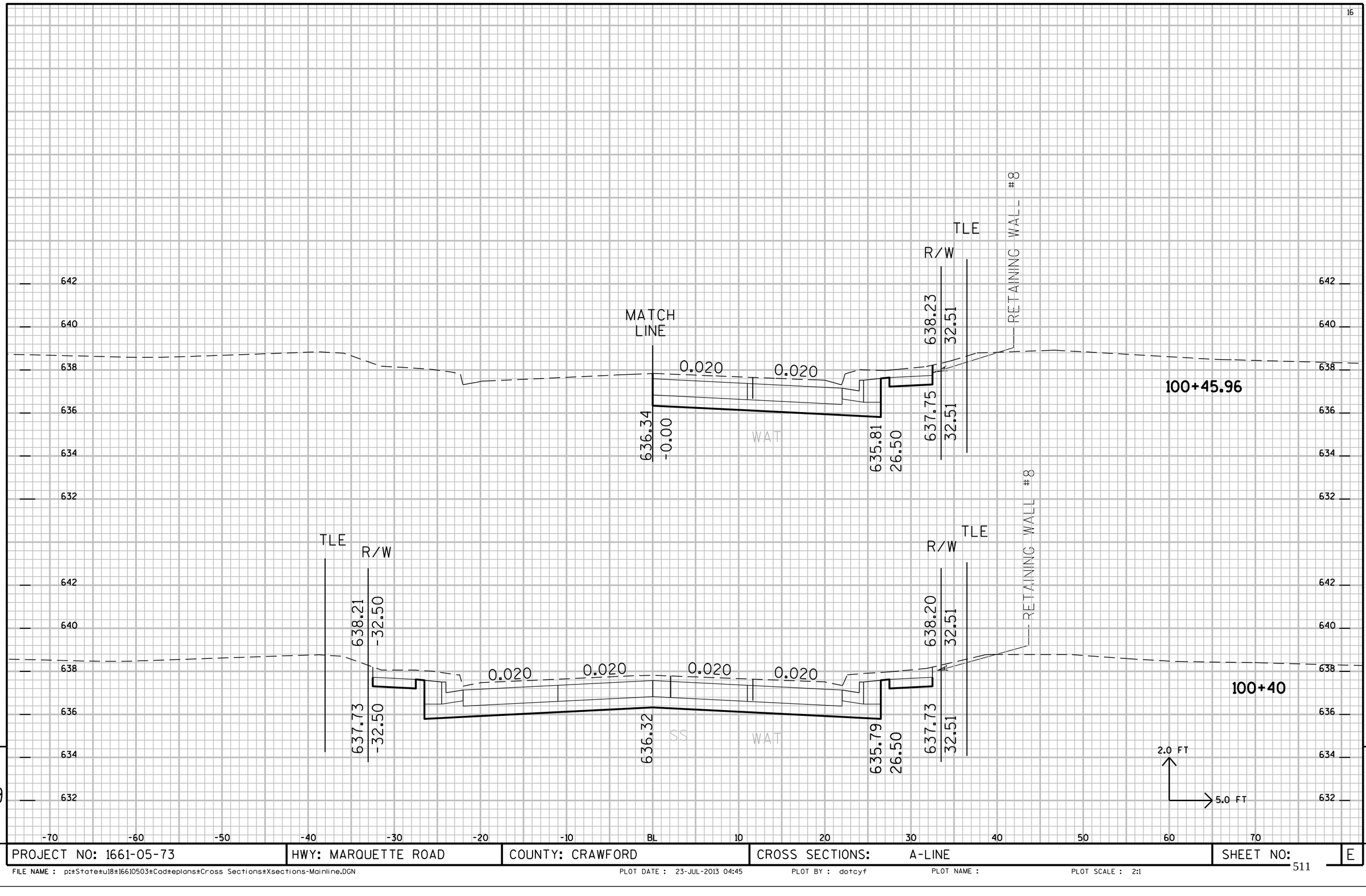
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:44 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2.000032:1



PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

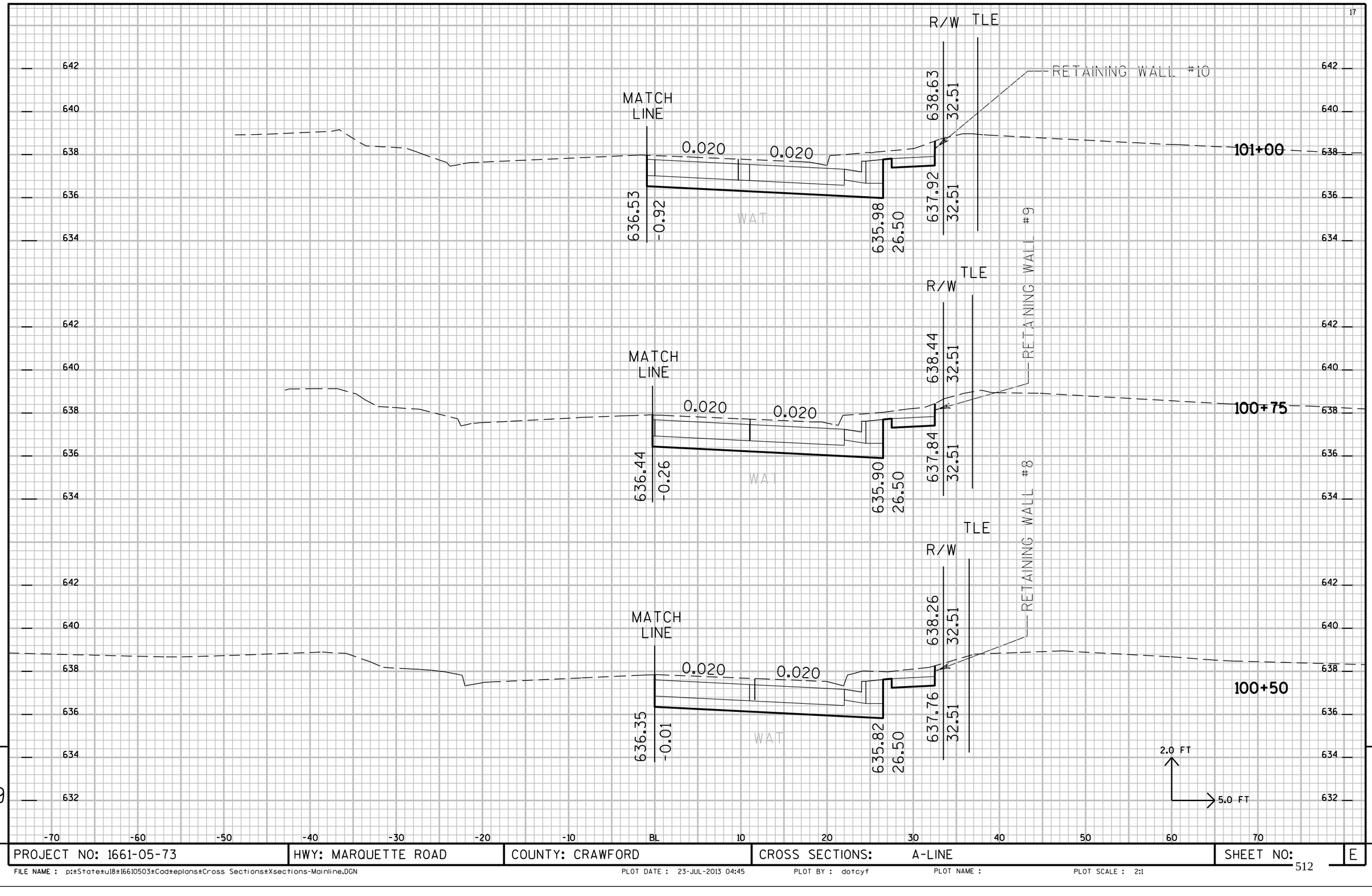
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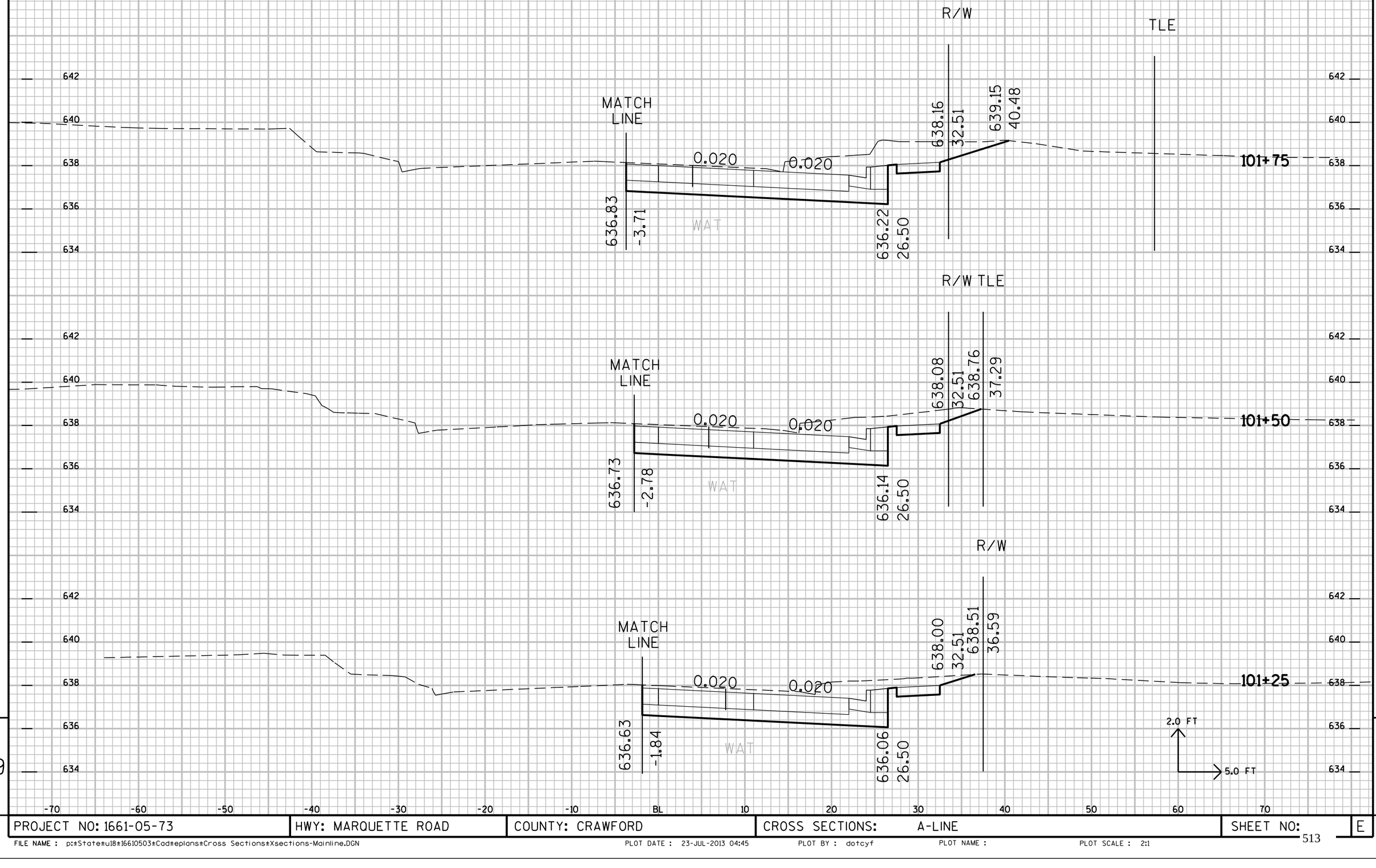
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



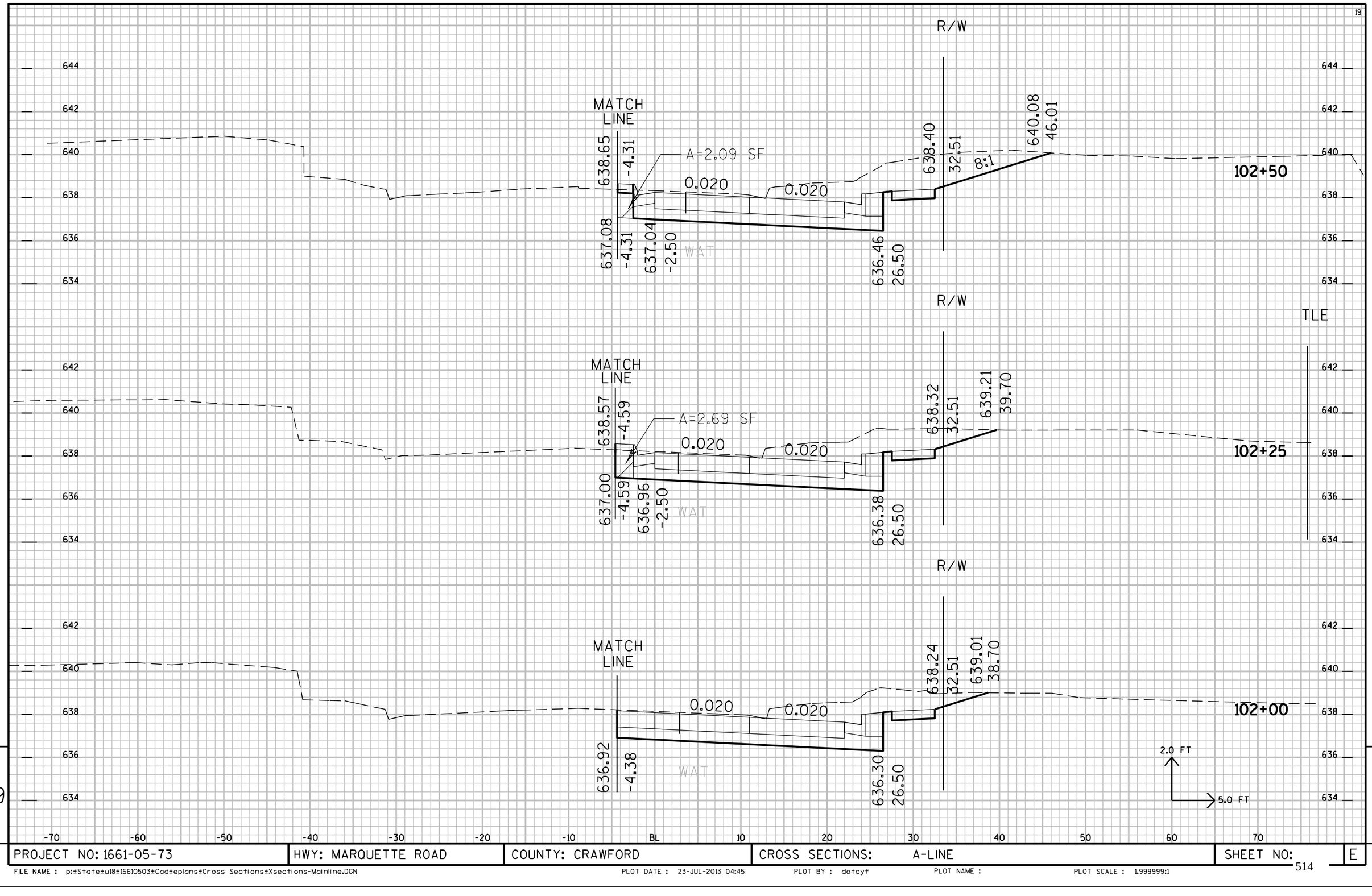
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



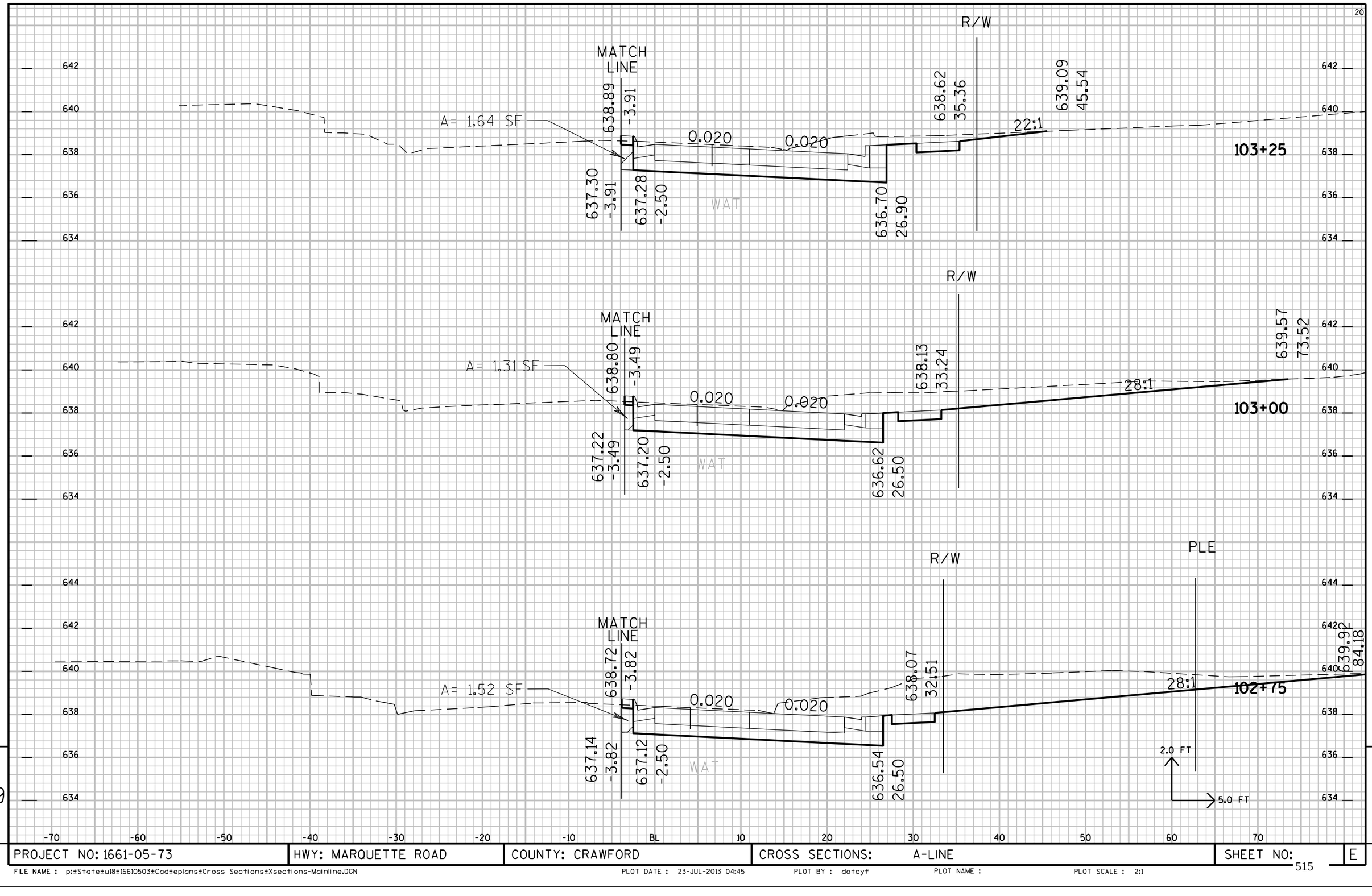
PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 1.999999:1



PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO: E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

TLE

R/W

MATCH LINE

639.08
-21.94

637.94
-21.94

A=17.92 SF

0.012

0.012

637.55
-2.50

637.10
30.50

639.06
40.91

639.55
51.51

22:1

103+98.68

R/W

MATCH LINE

639.22
-11.65

637.64
-11.65

A=10.60 SF

0.016

0.016

637.45
-2.50

636.90
30.31

638.85
39.82

639.40
50.79

20:1

103+75

R/W

MATCH LINE

639.01
-6.12

637.44
-6.12

A=4.18 SF

0.018

0.018

637.36
-2.50

636.77
29.01

638.71
38.41

639.29
49.88

20:1

103+50

2.0 FT

5.0 FT

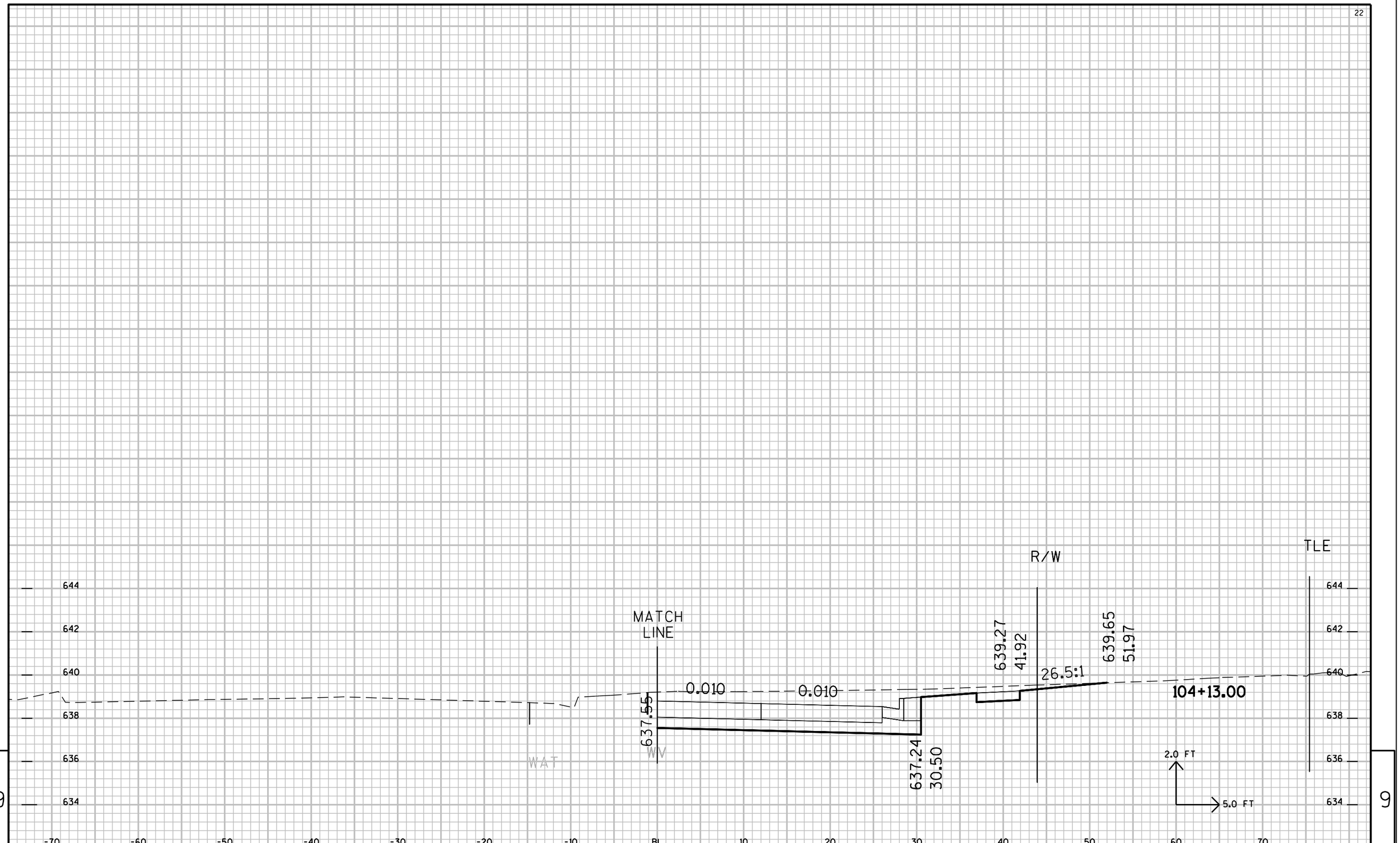
644 642 640 638 636 634

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9

PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:45 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

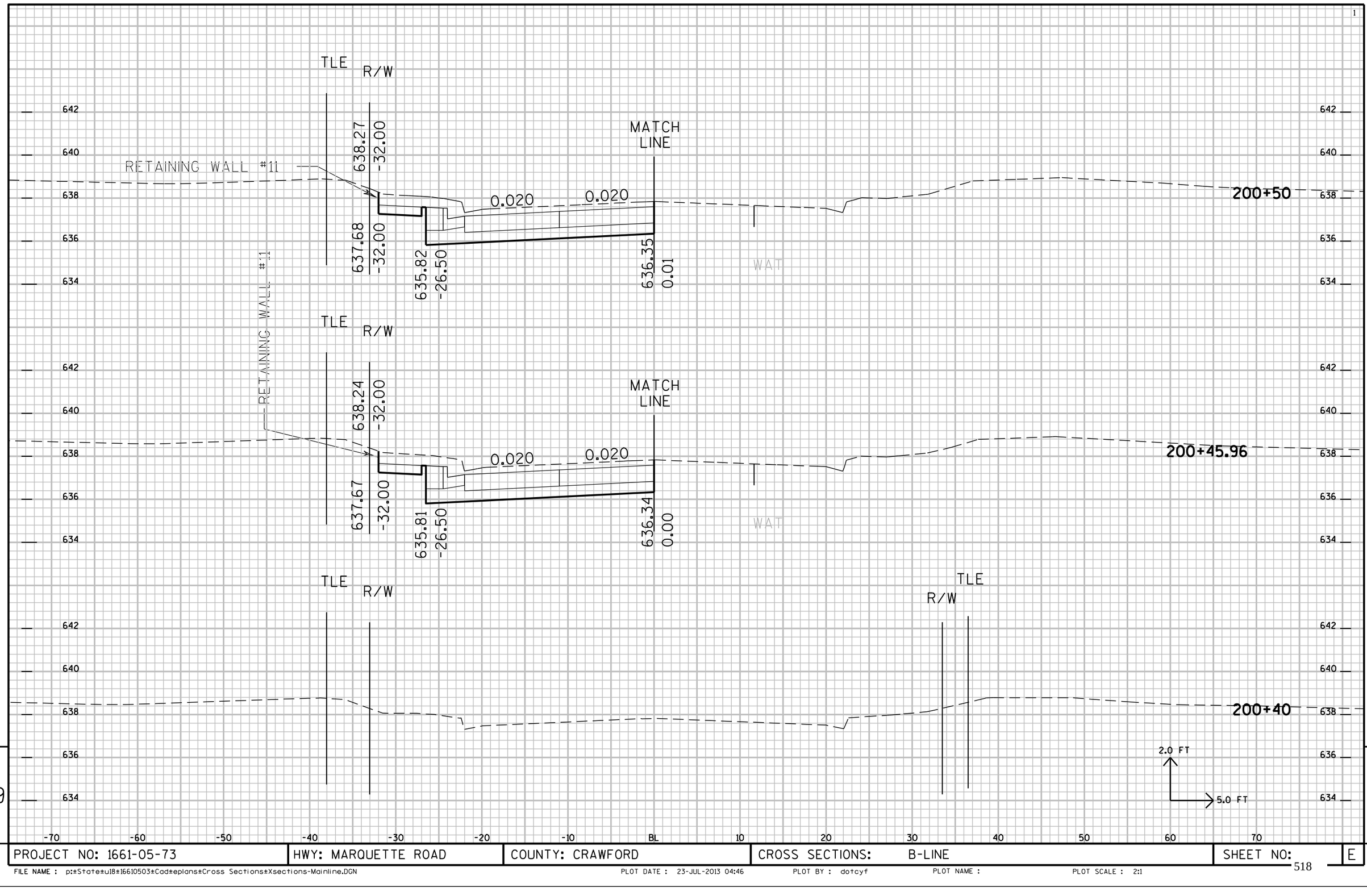


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PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: A-LINE	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

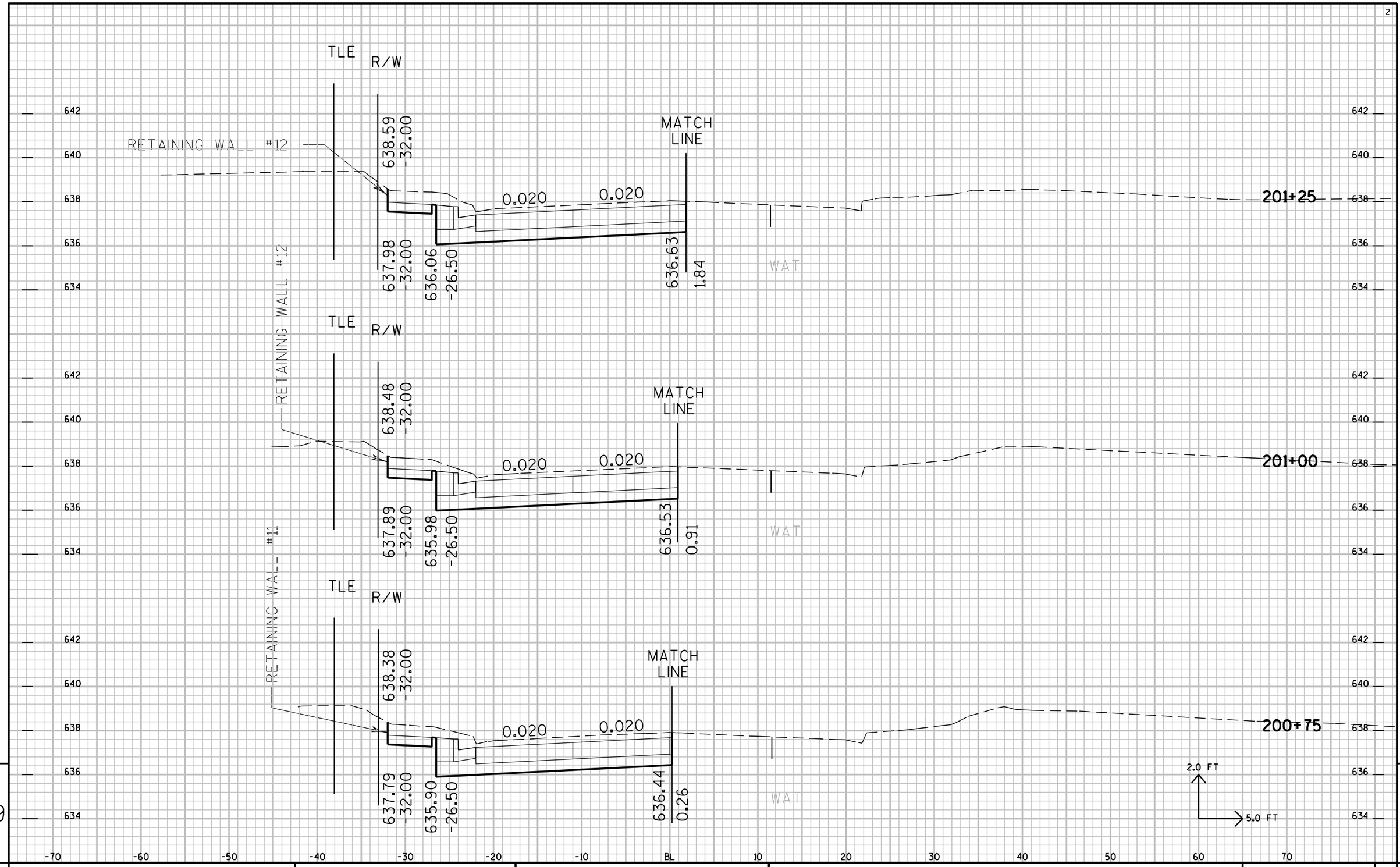


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9

PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD	COUNTY: CRAWFORD	CROSS SECTIONS: B-LINE	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



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PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD (B-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

RETAINING WALL #13

TLE
R/W
639.98
-32.68
639.96
-32.20
MATCH LINE
0.020
0.020
638.22
-32.00
636.30
-26.50
636.92
4.39
WAT
202+00

RETAINING WALL #13

TLE
R/W
638.67
-32.00
MATCH LINE
0.020
0.020
638.13
-32.00
636.22
-26.50
636.82
3.71
WAT
201+75

RETAINING WALL #12

TLE
R/W
638.65
-32.00
MATCH LINE
0.020
0.020
638.06
-32.00
636.14
-26.50
636.73
2.77
WAT
201+50

644 642 640 638 636 634

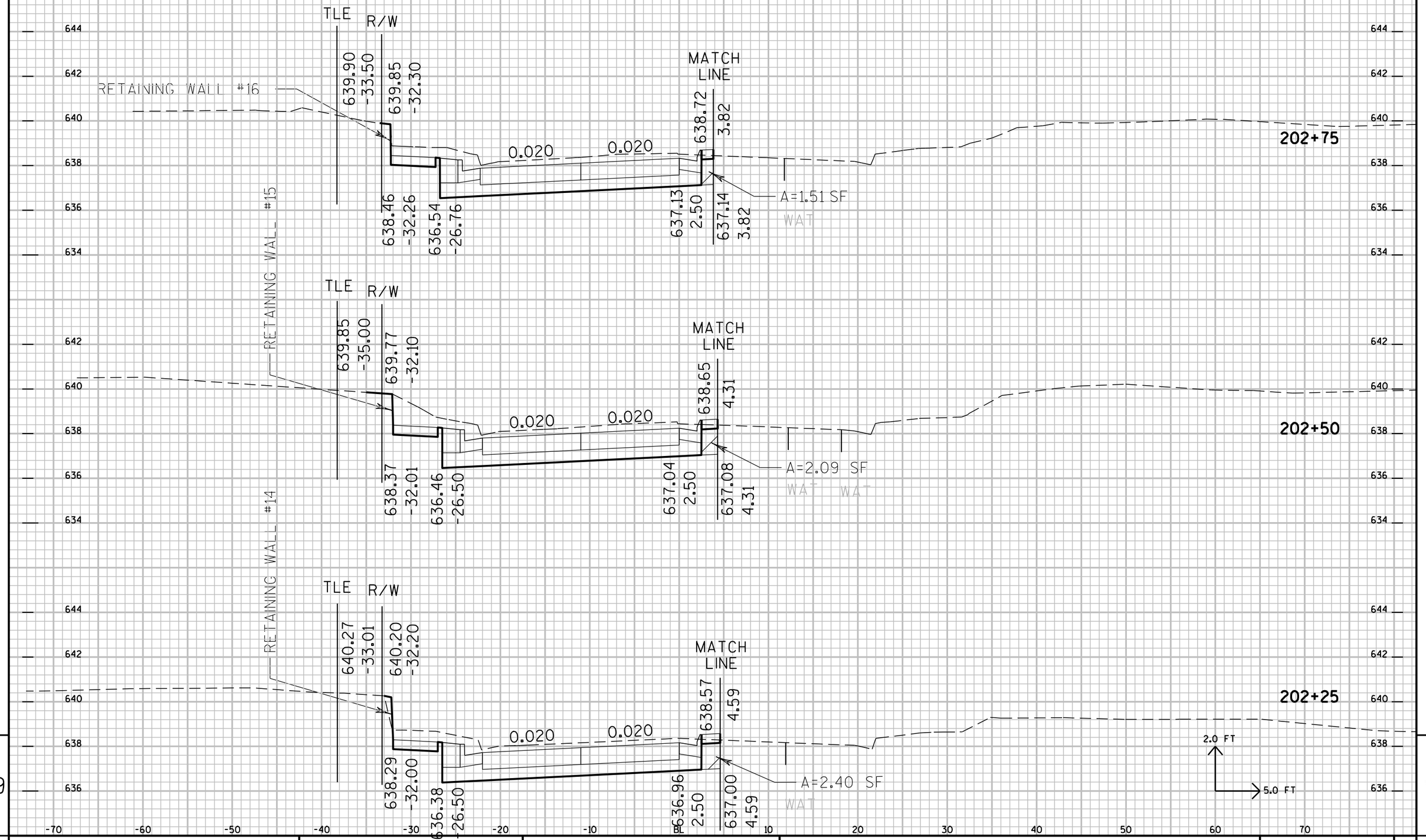
-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

2.0 FT
5.0 FT

9

PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD (B-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Mainline.DGN PLOT DATE : 23-JUL-2013 04:46 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

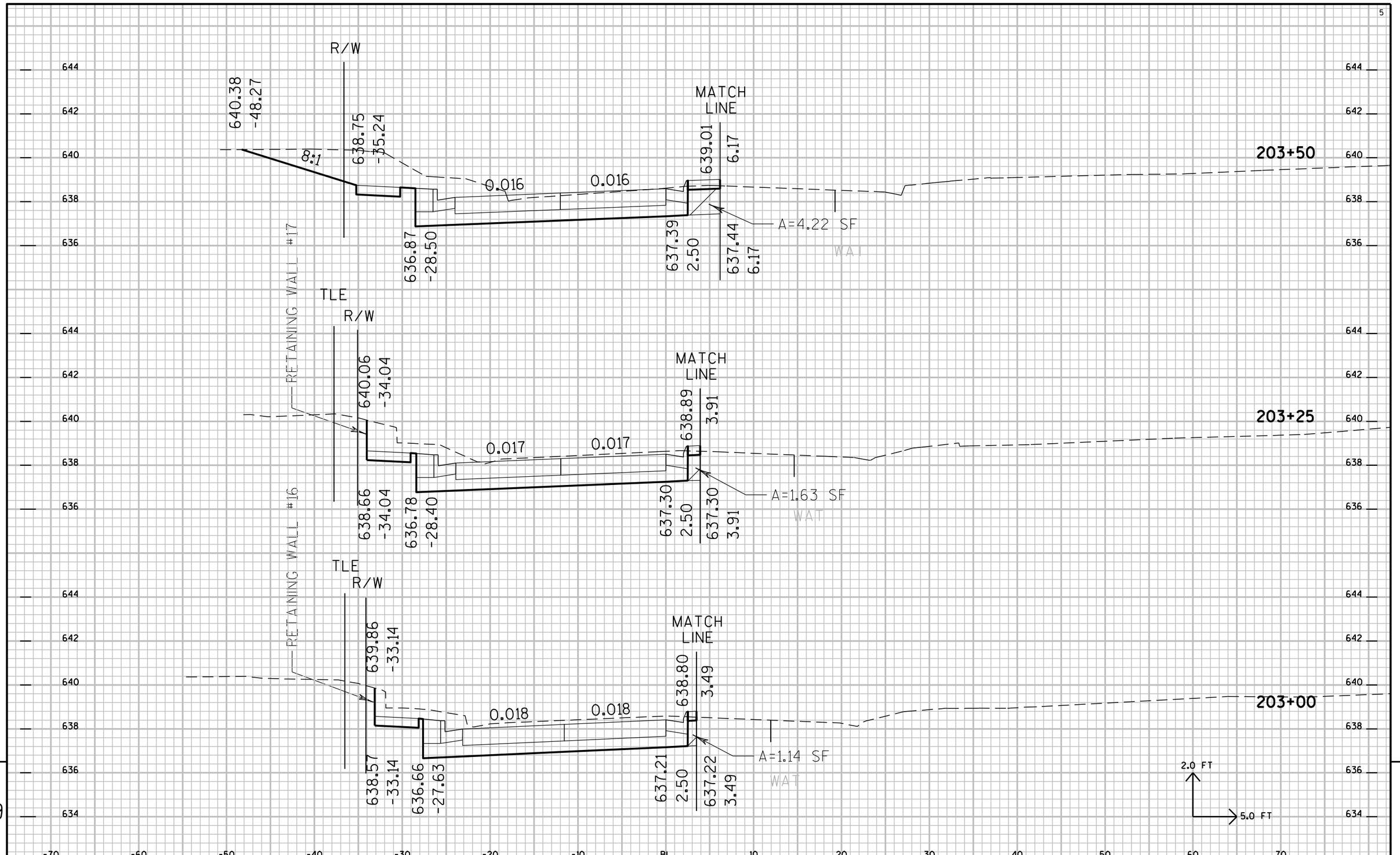


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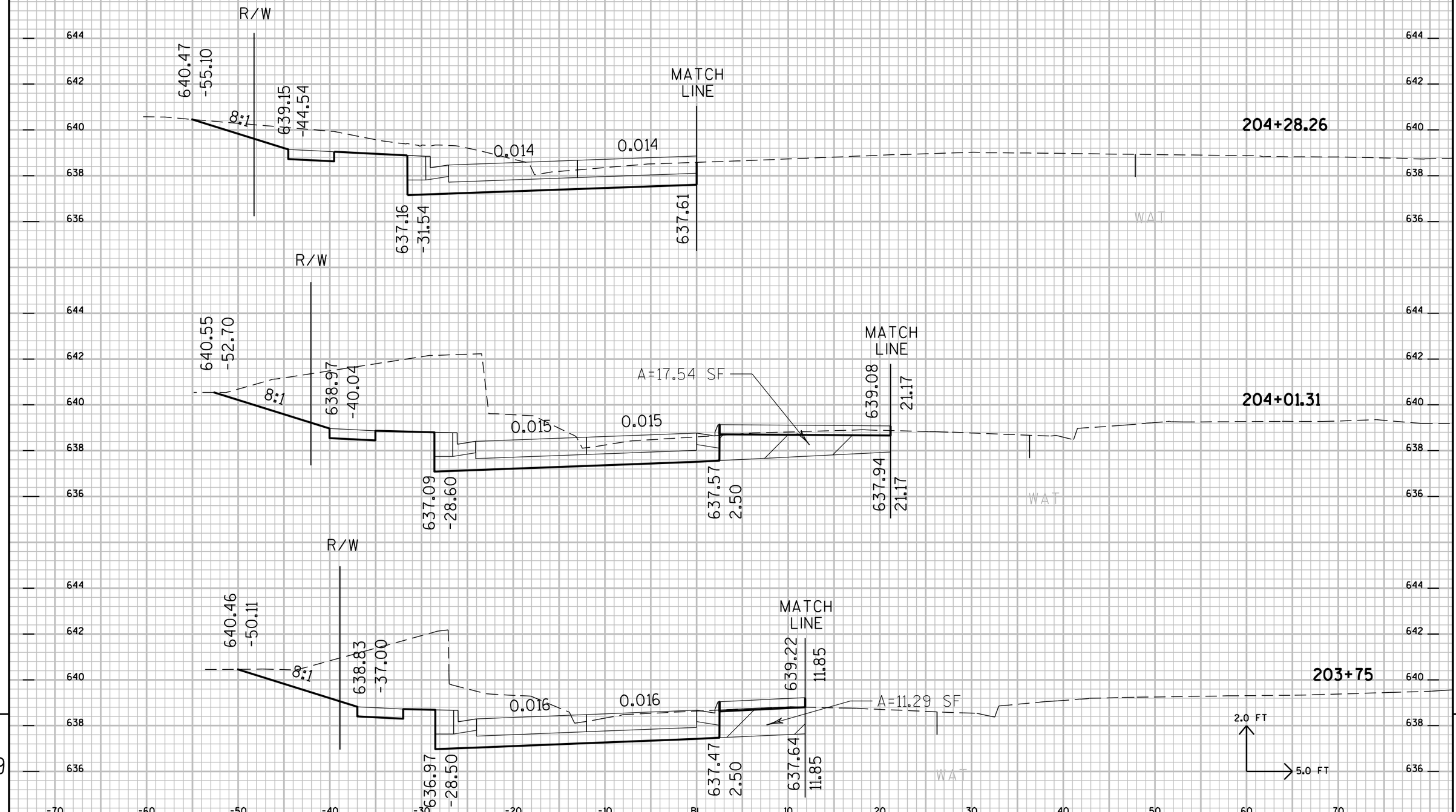
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644
642
640
638
636
634

MATCH LINE

639.76
-21.27

638.50
-21.27

A=18.51 SF

0.019

0.019

638.15
-2.50

637.56
28.50

R/W

639.50
37.34

640.25
52.47

105+79.16

WAT

644
642
640
638
636
634

R/W

MATCH LINE

639.53
36.94

640.23
51.00

0.014

0.014

638.04

637.64
28.69

105+58.46

WAT

2.0 FT

5.0 FT

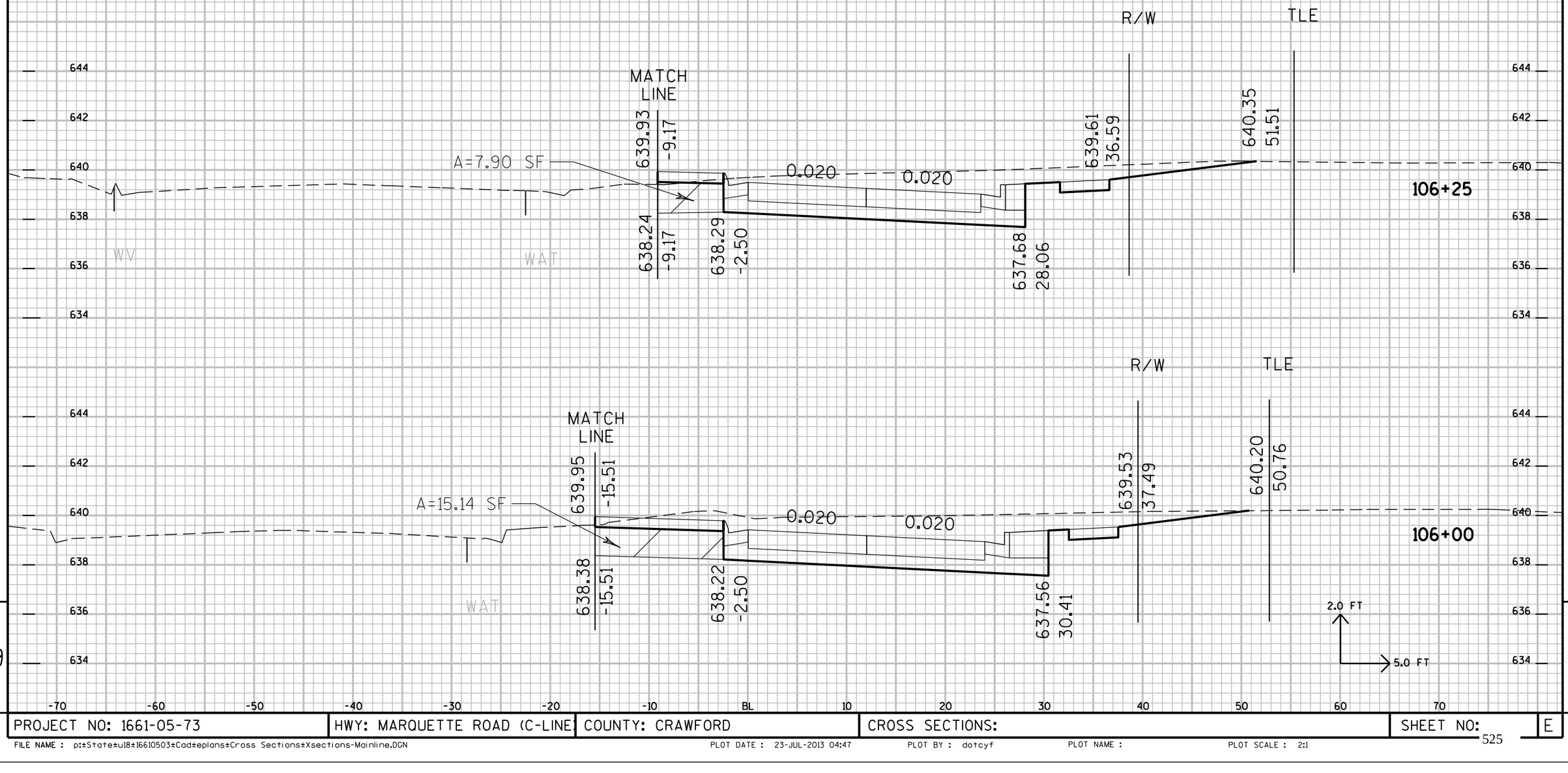
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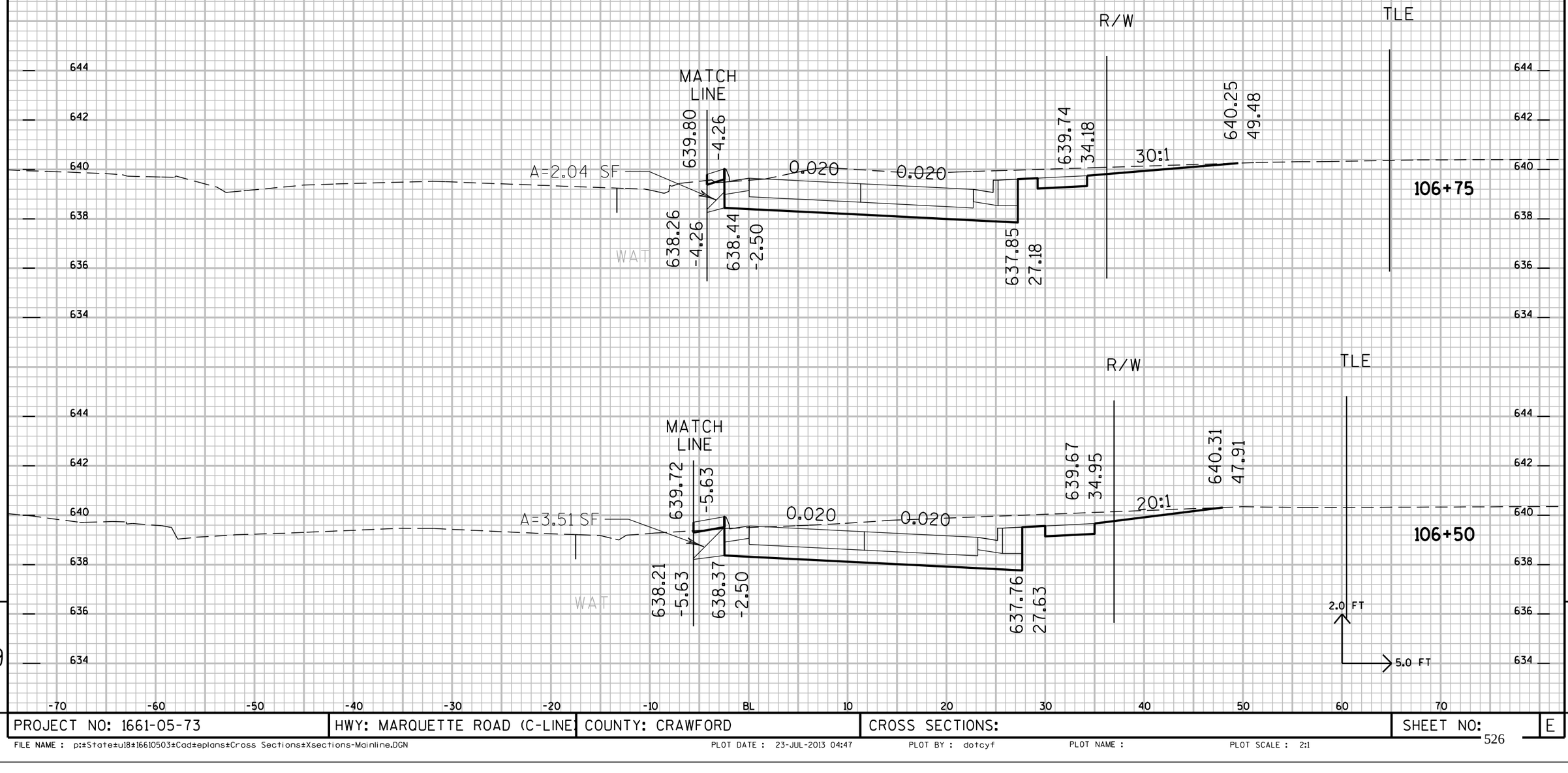
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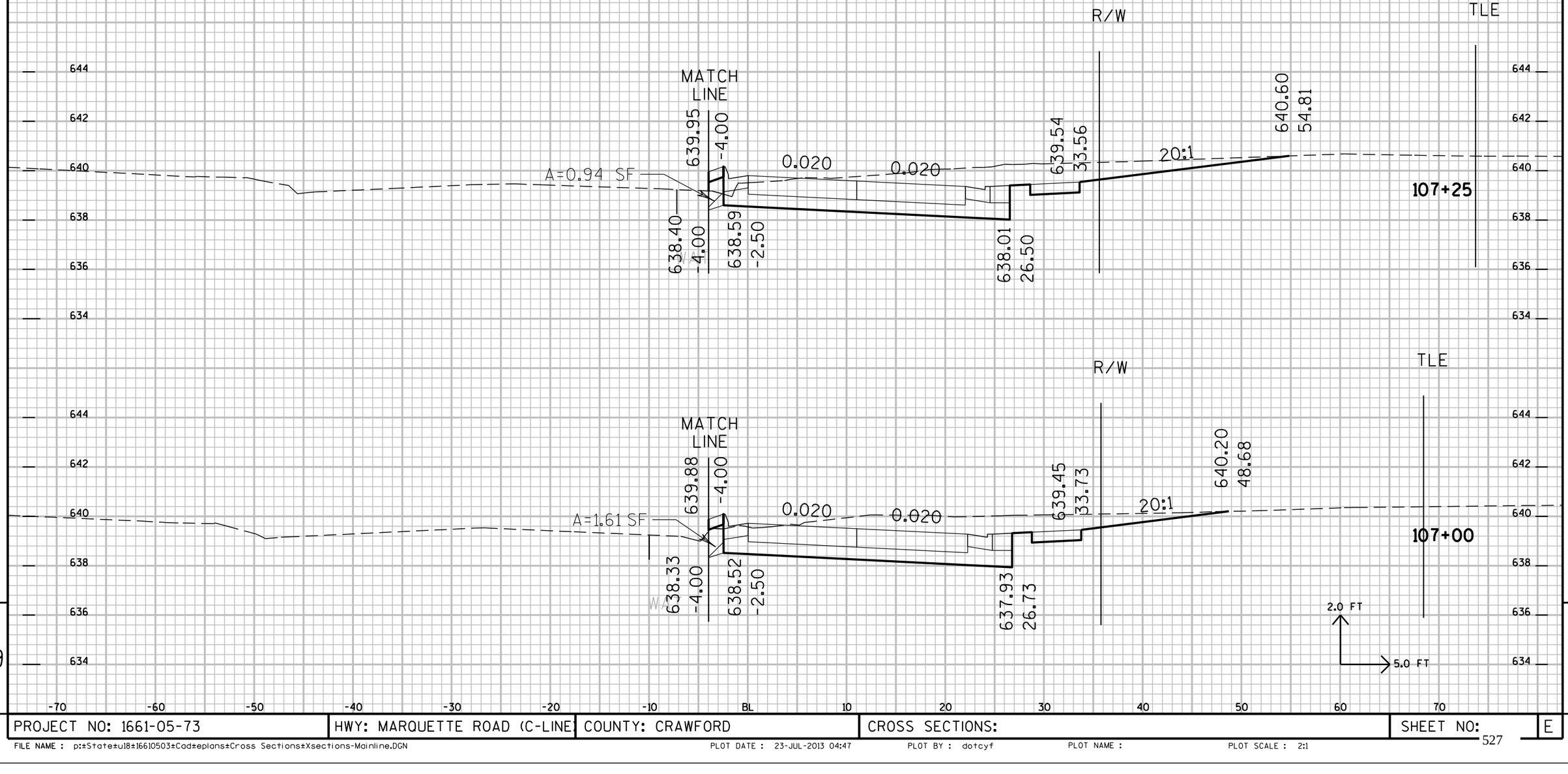
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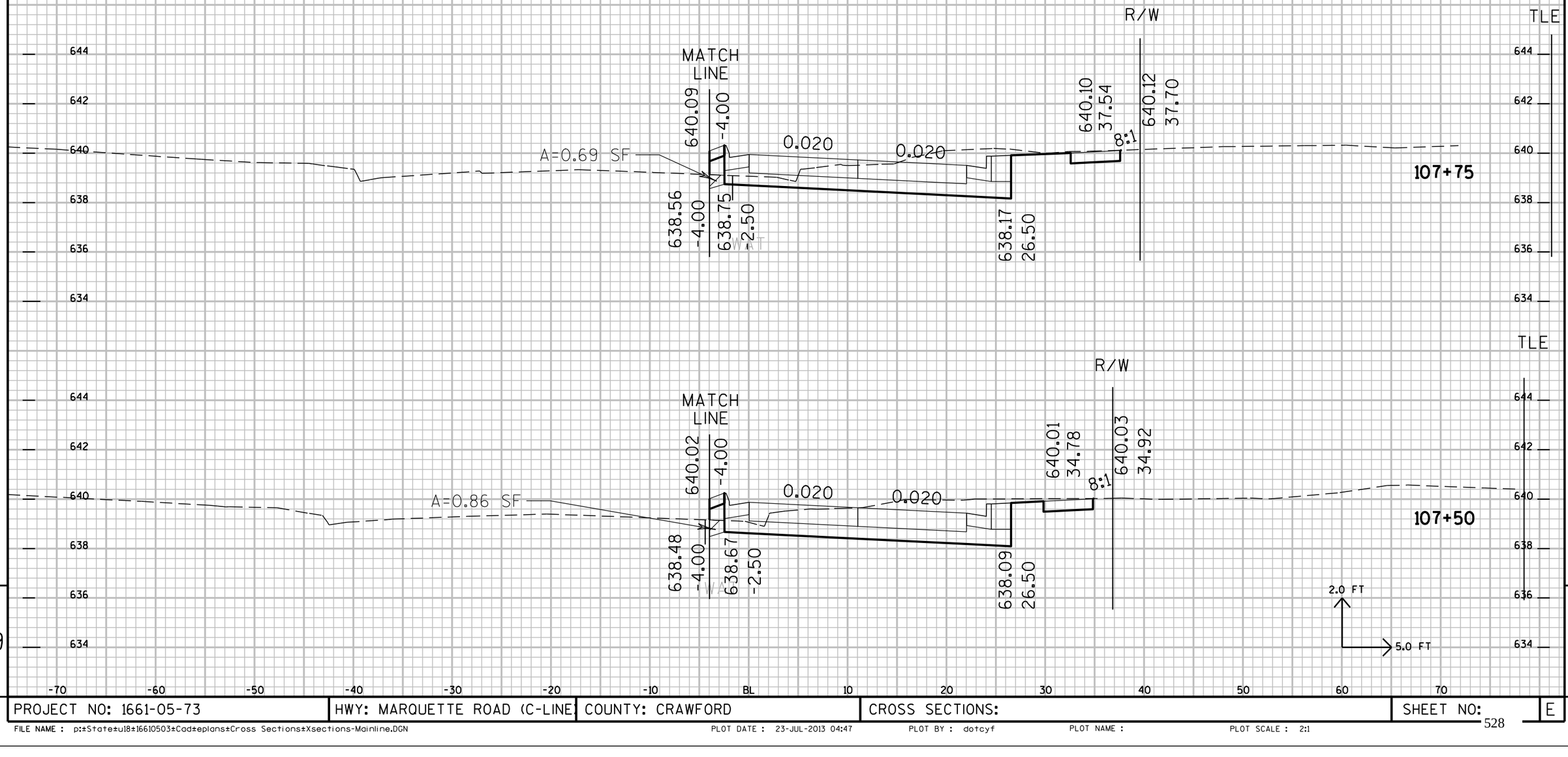
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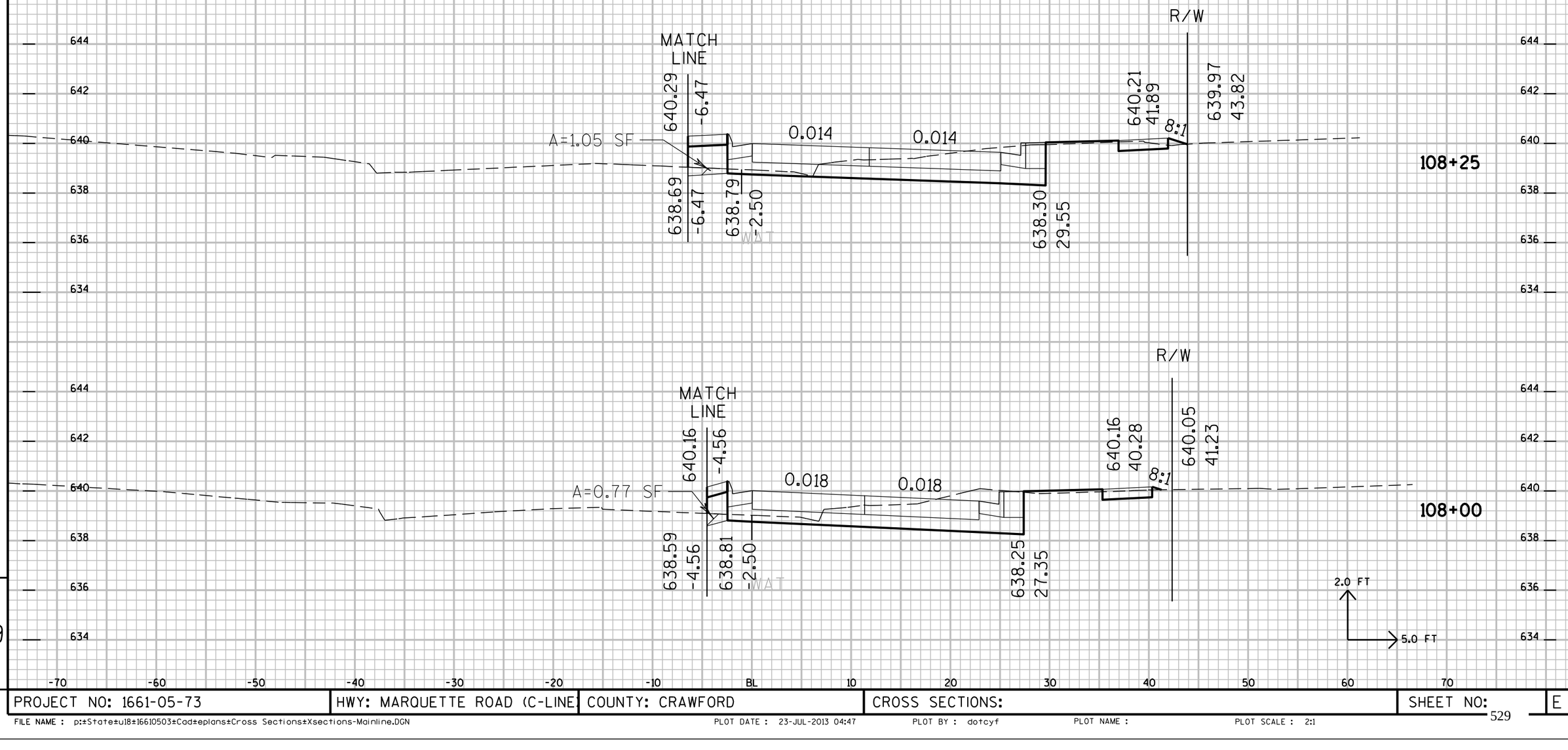
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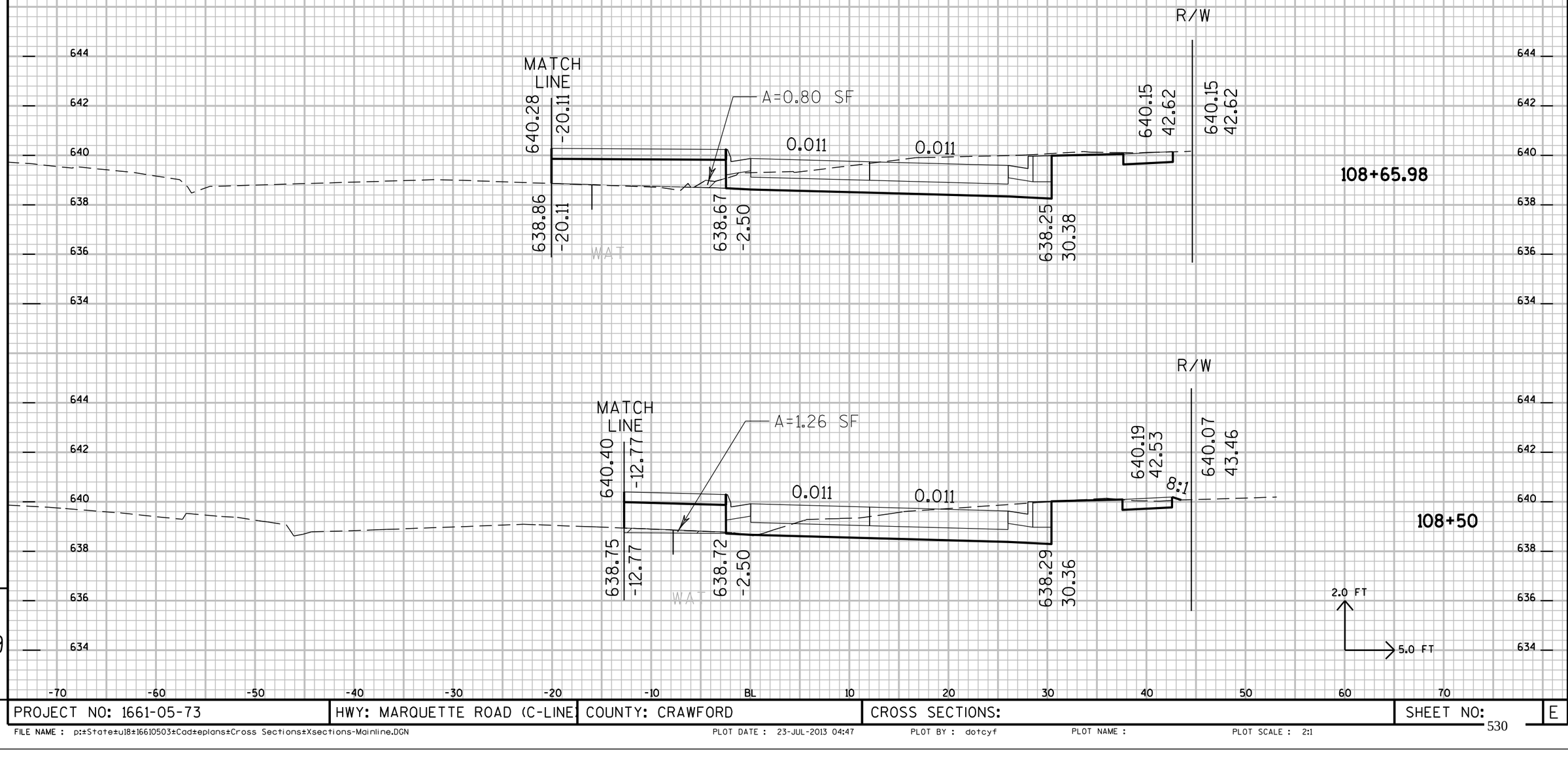
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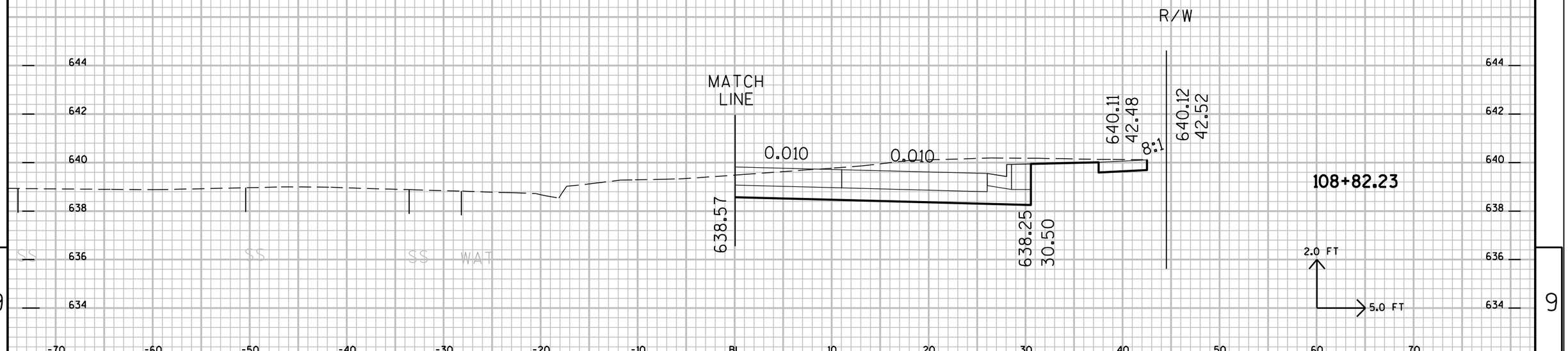
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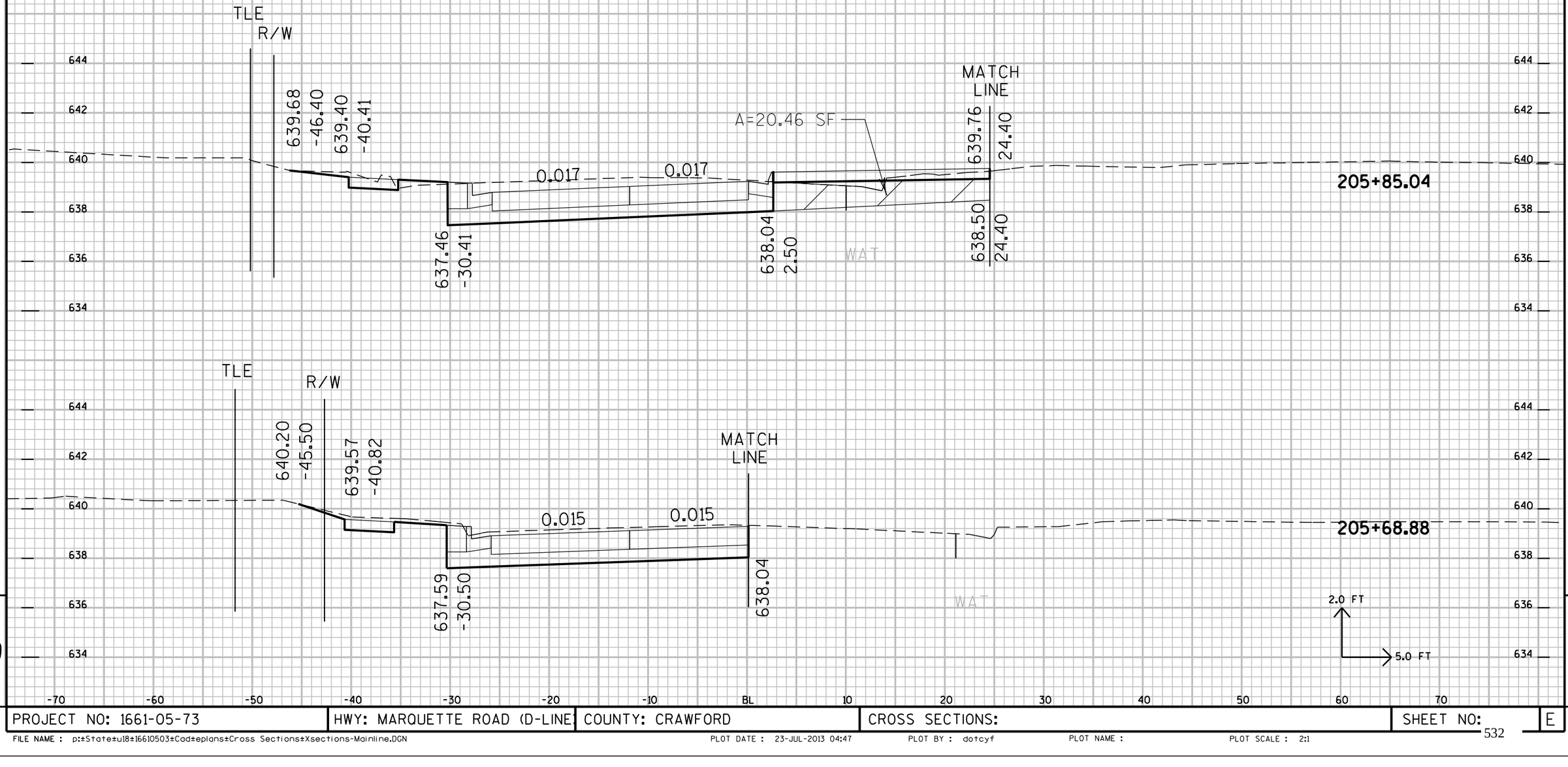


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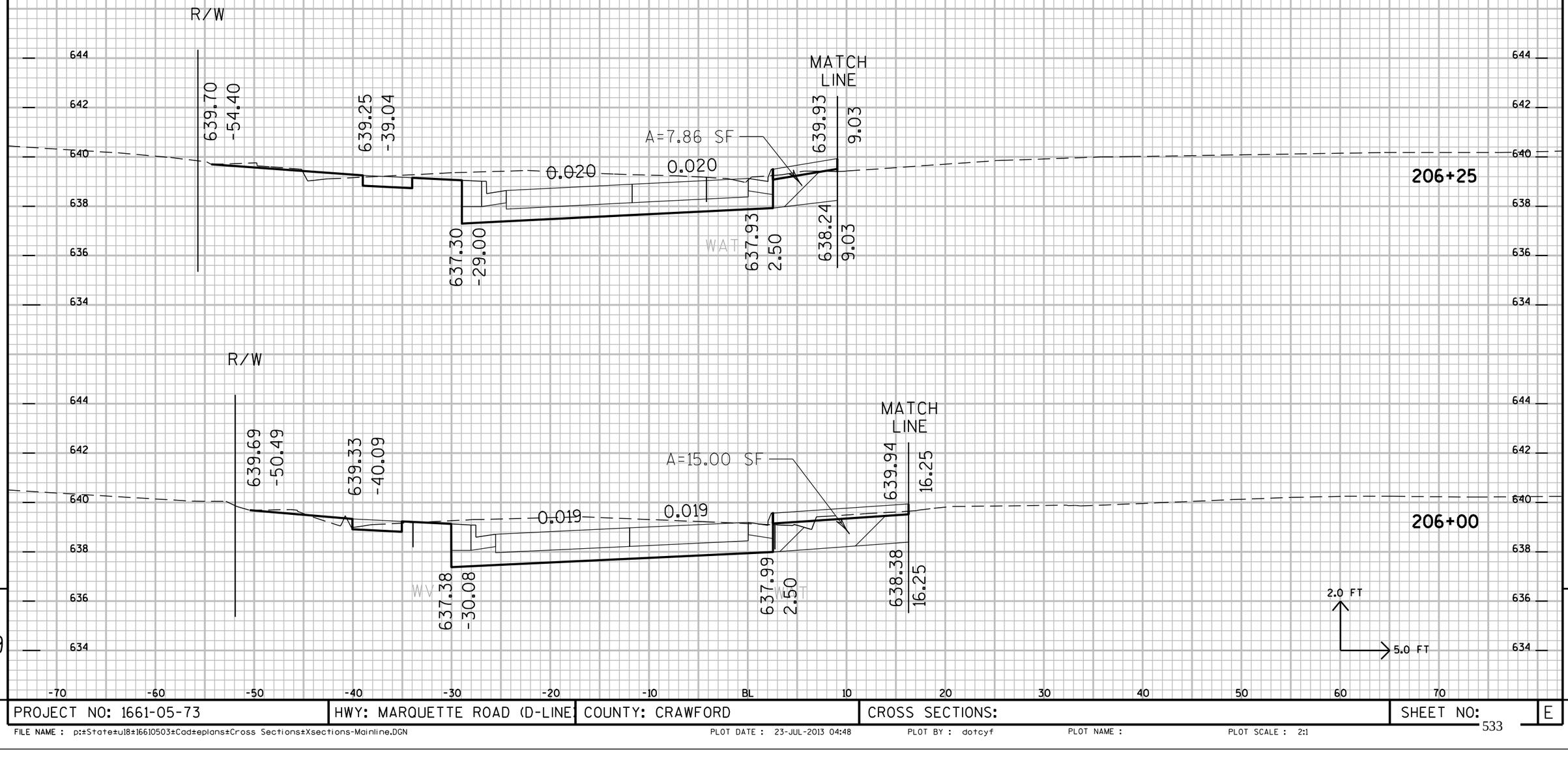
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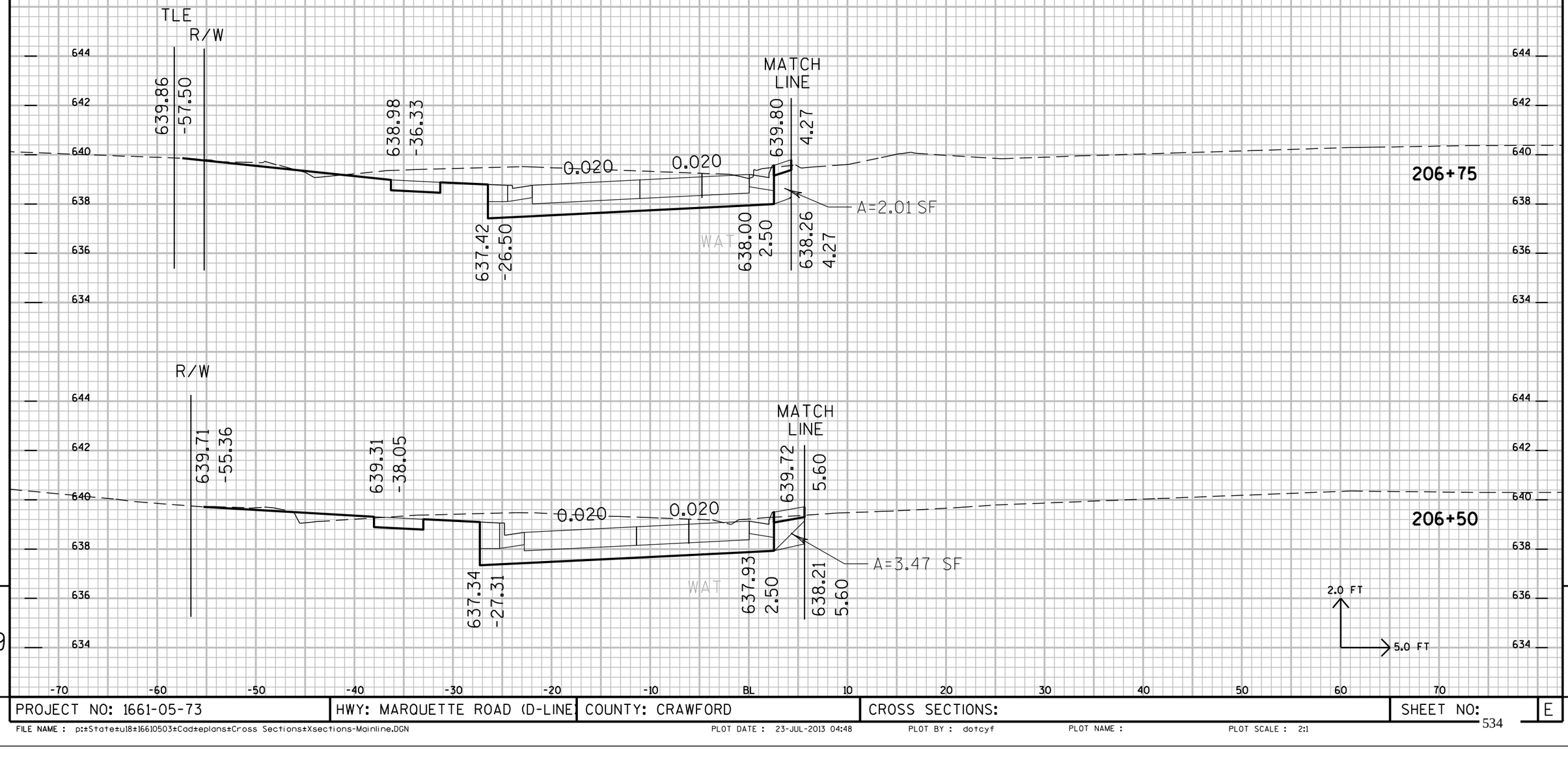
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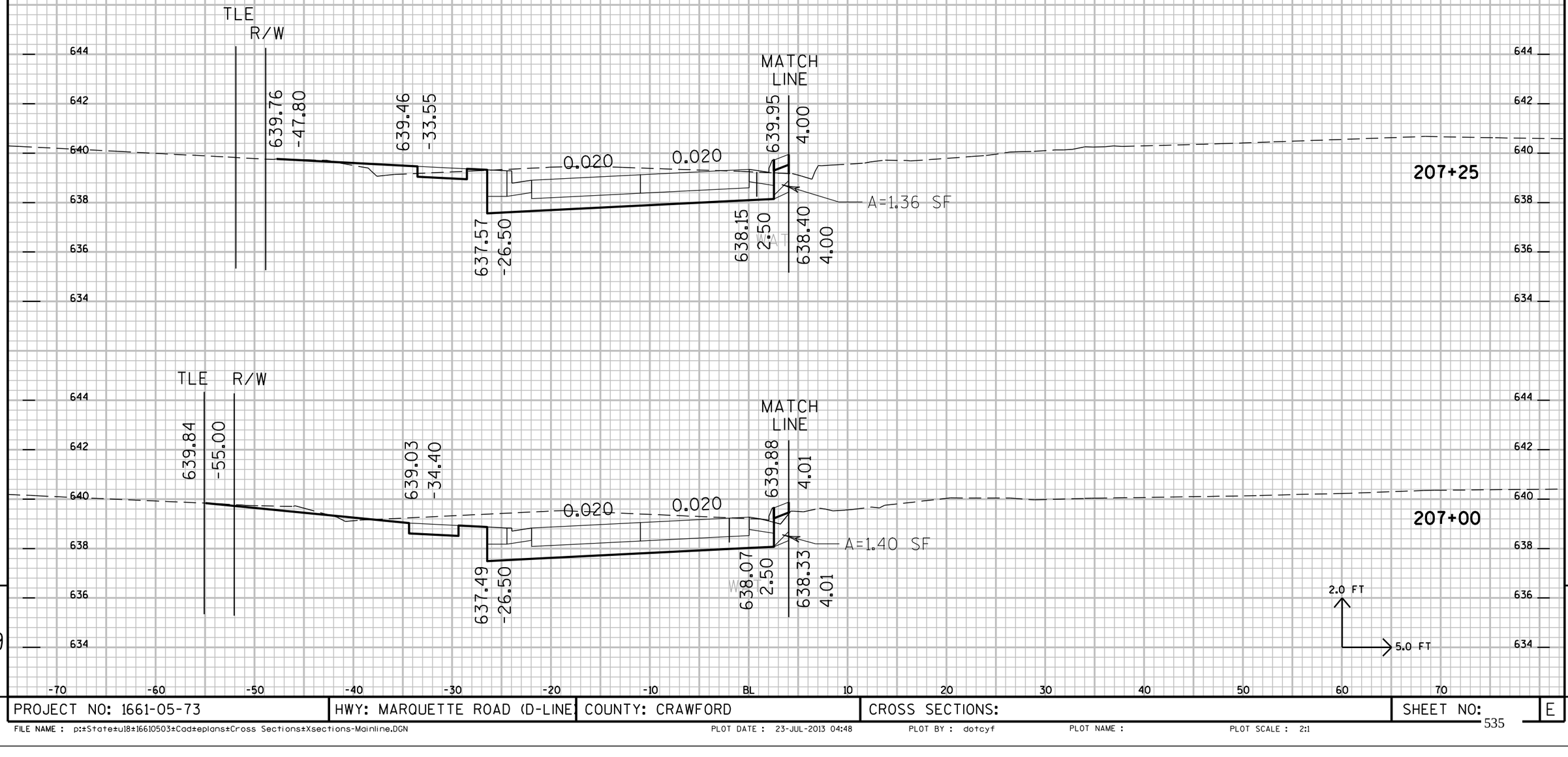
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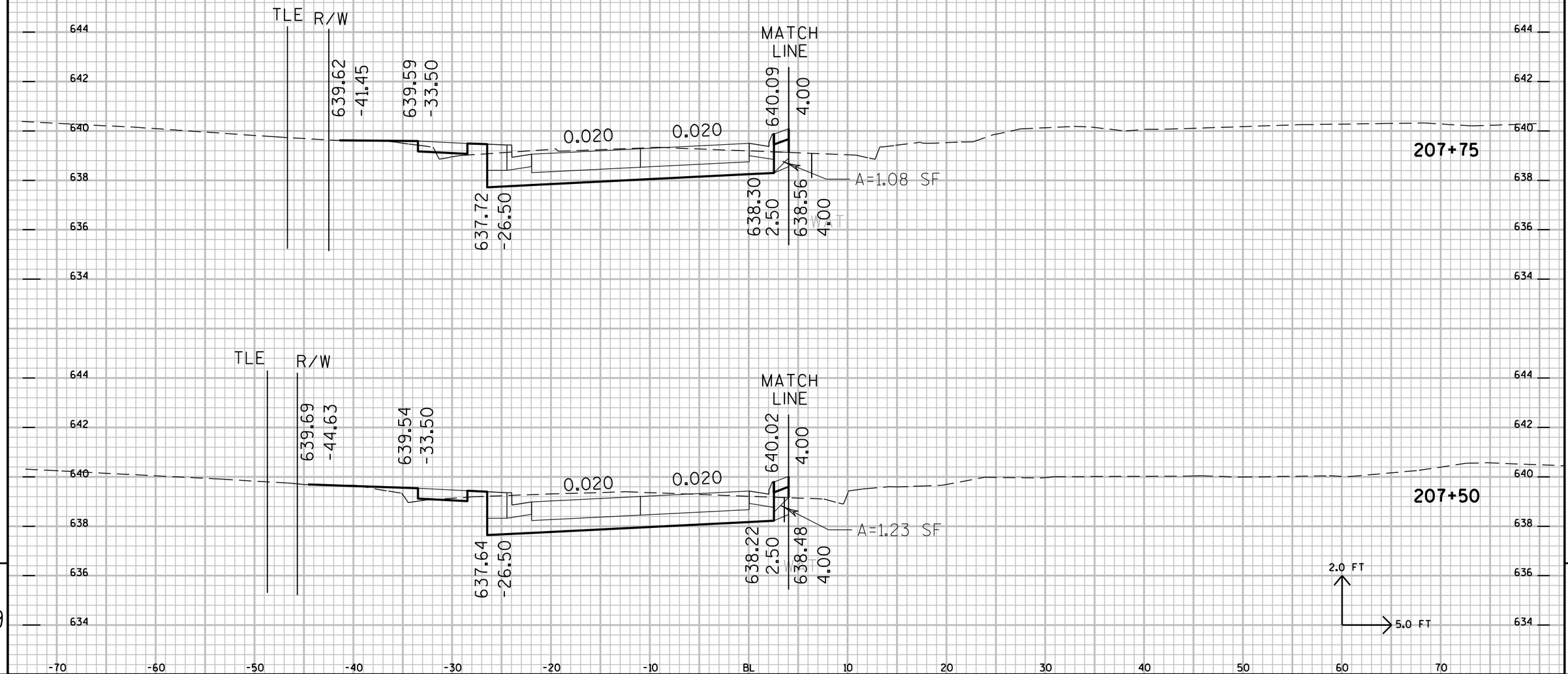
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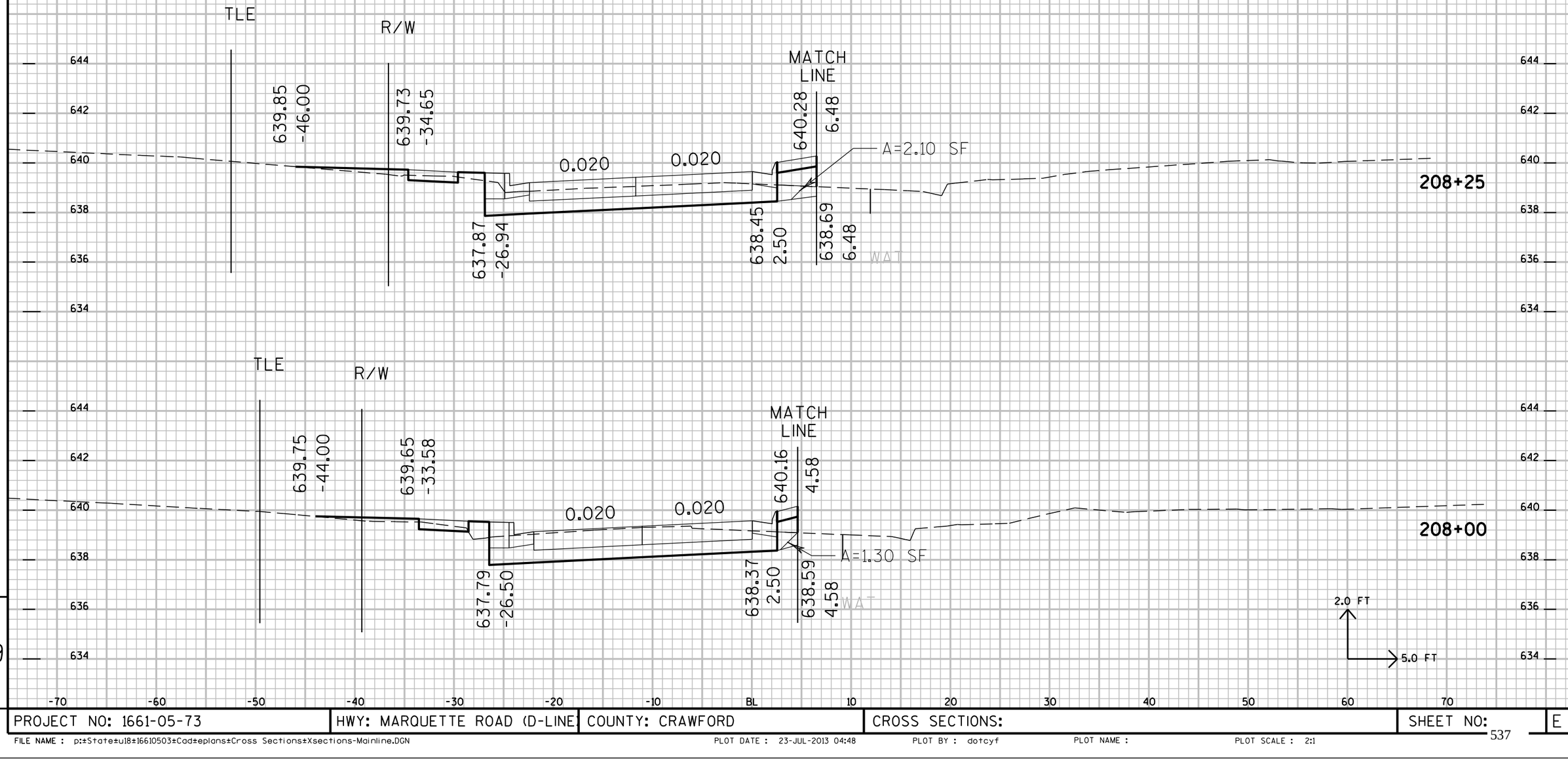
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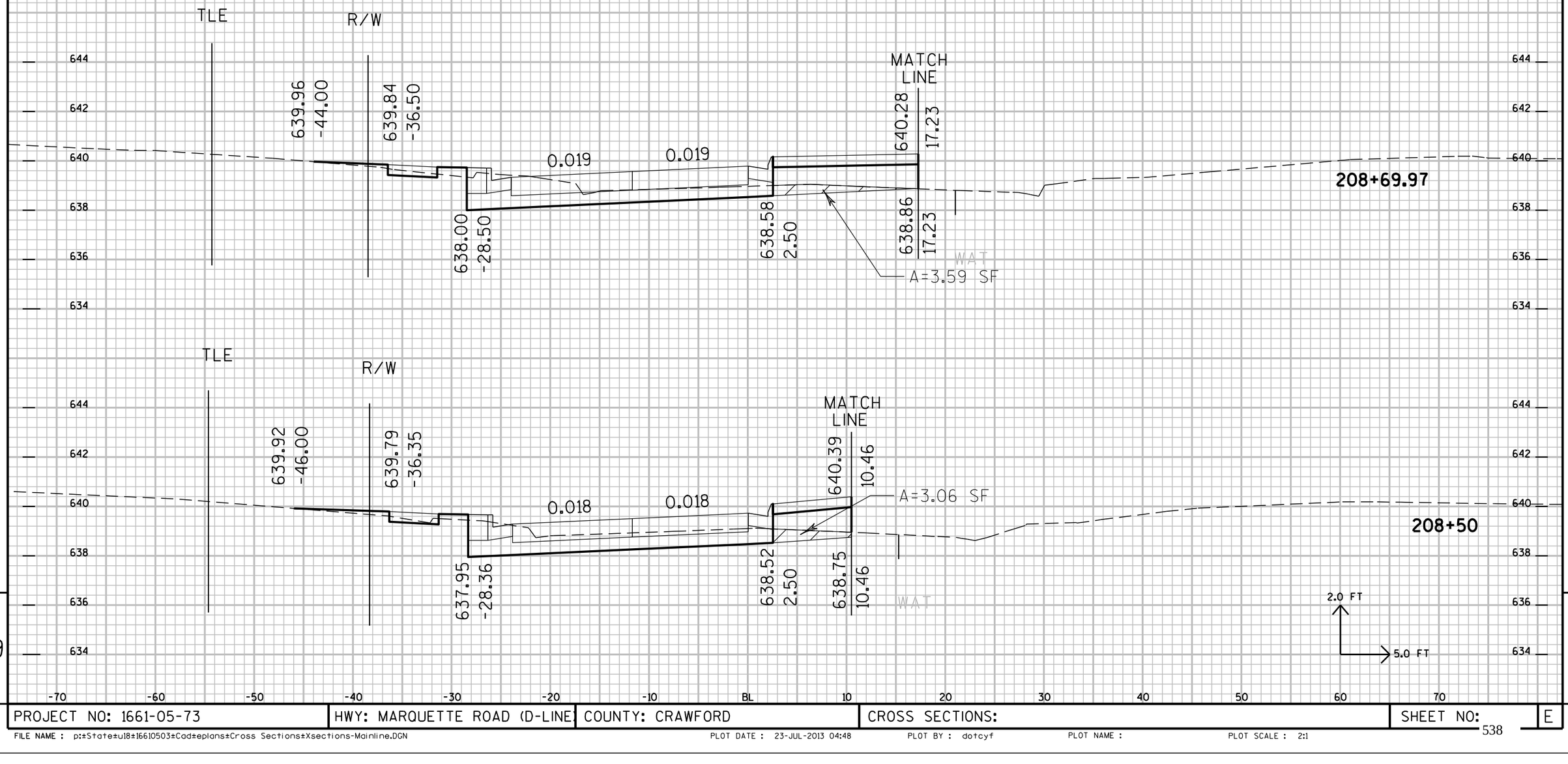
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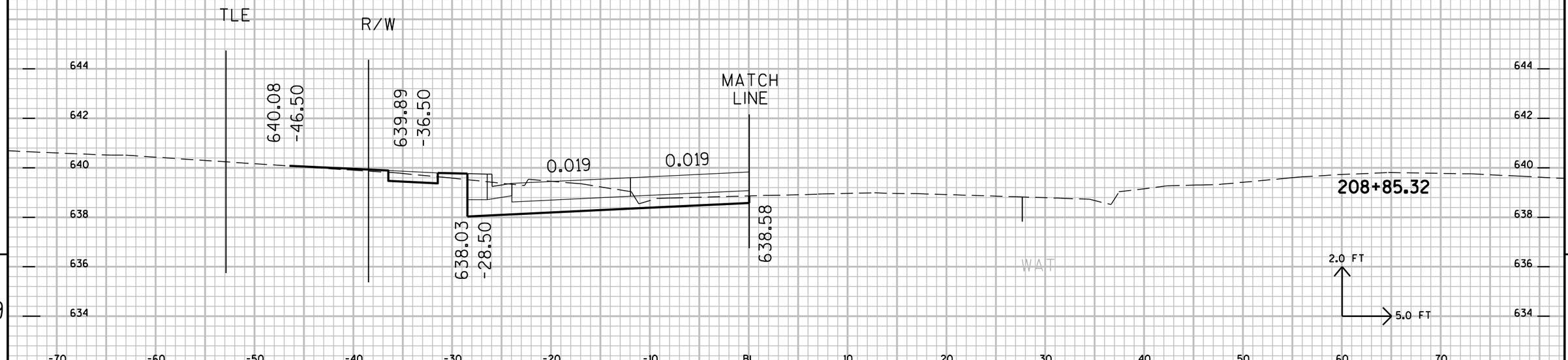
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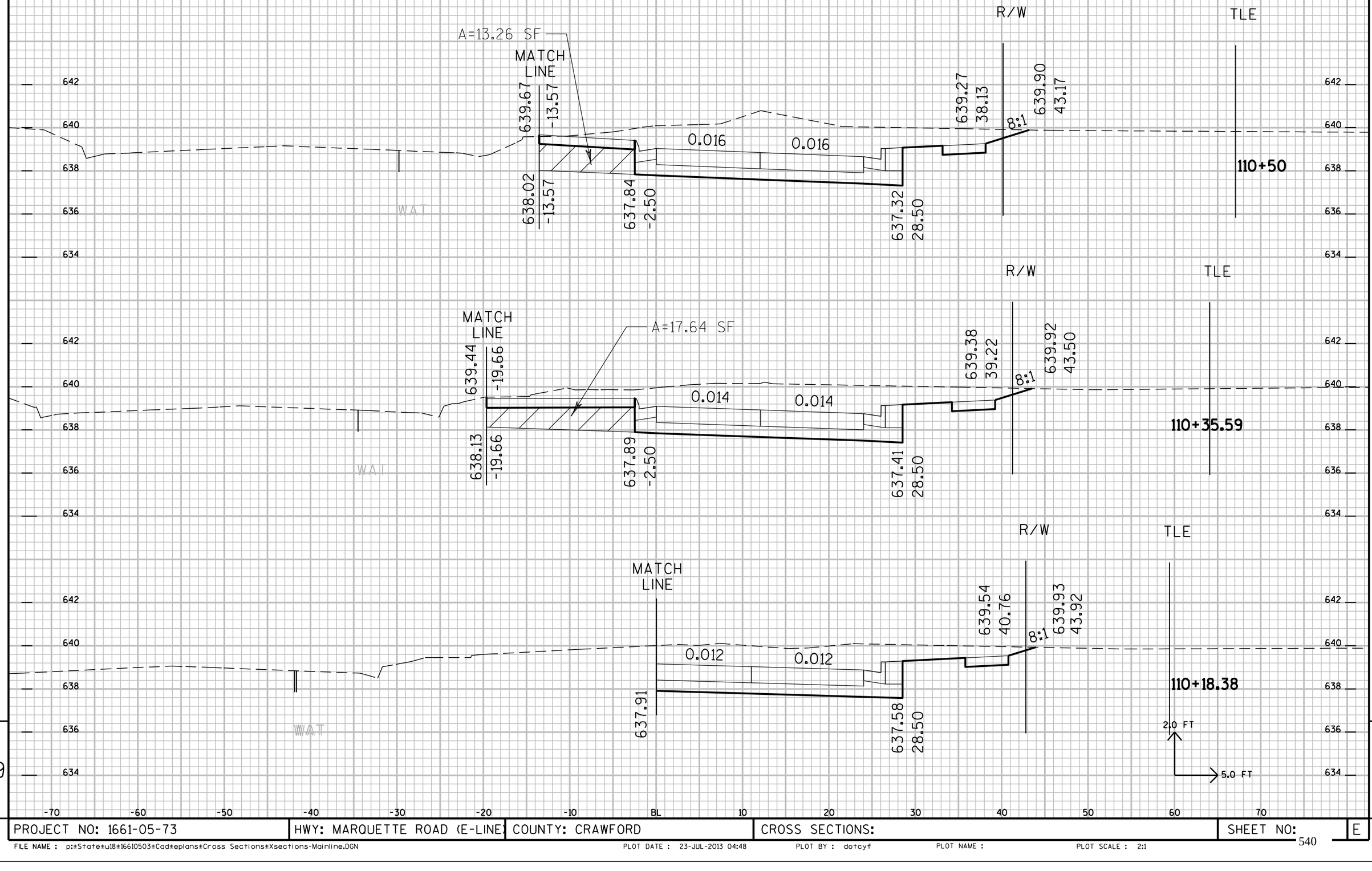


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PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD (D-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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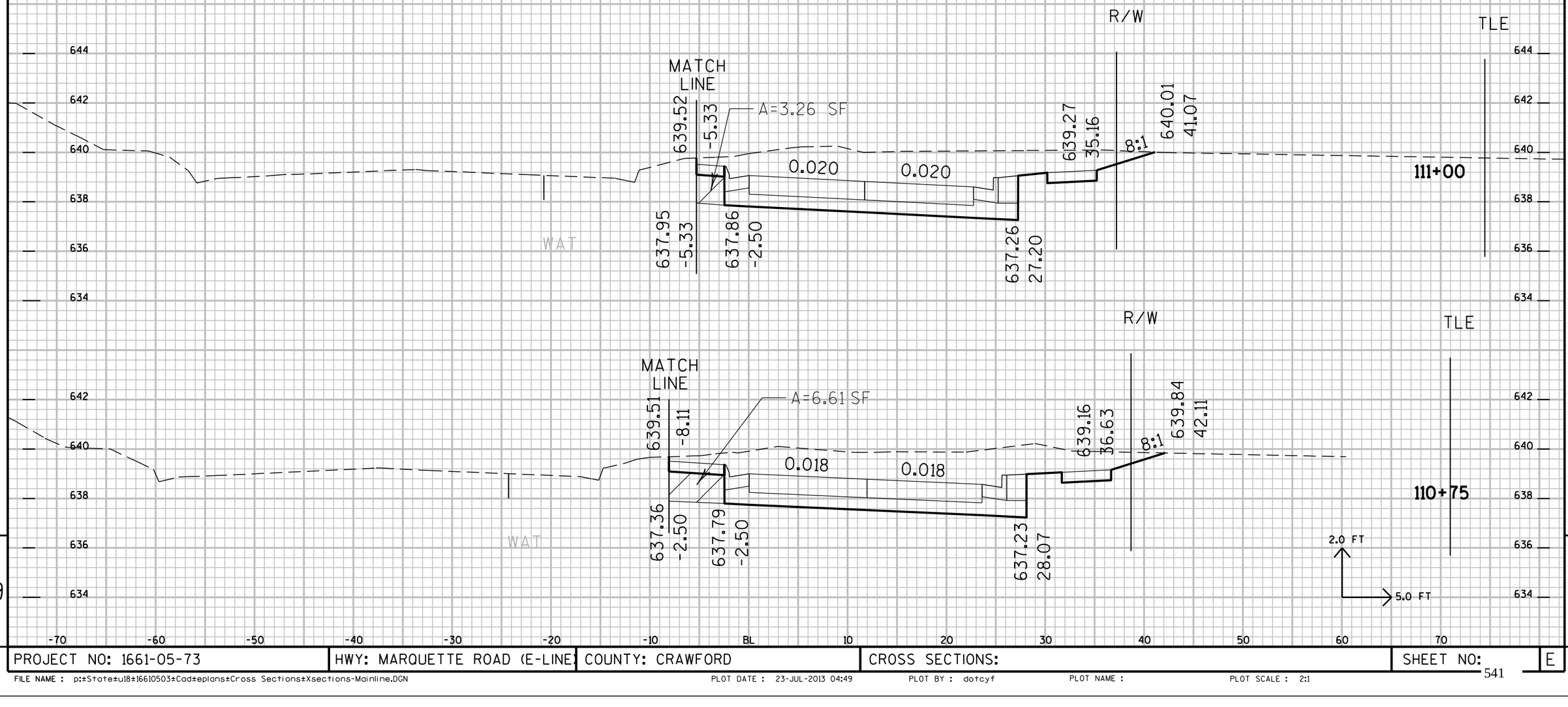


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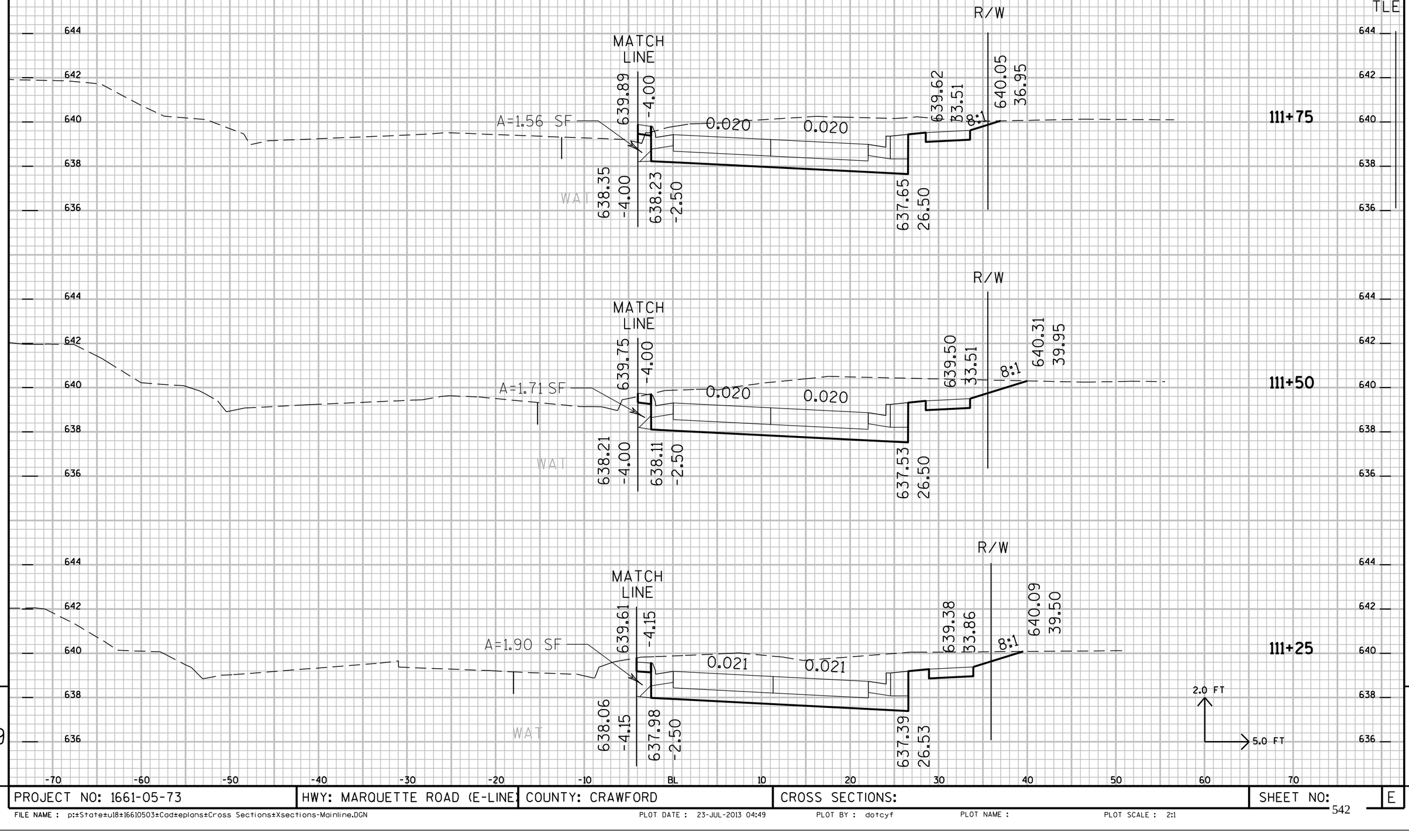
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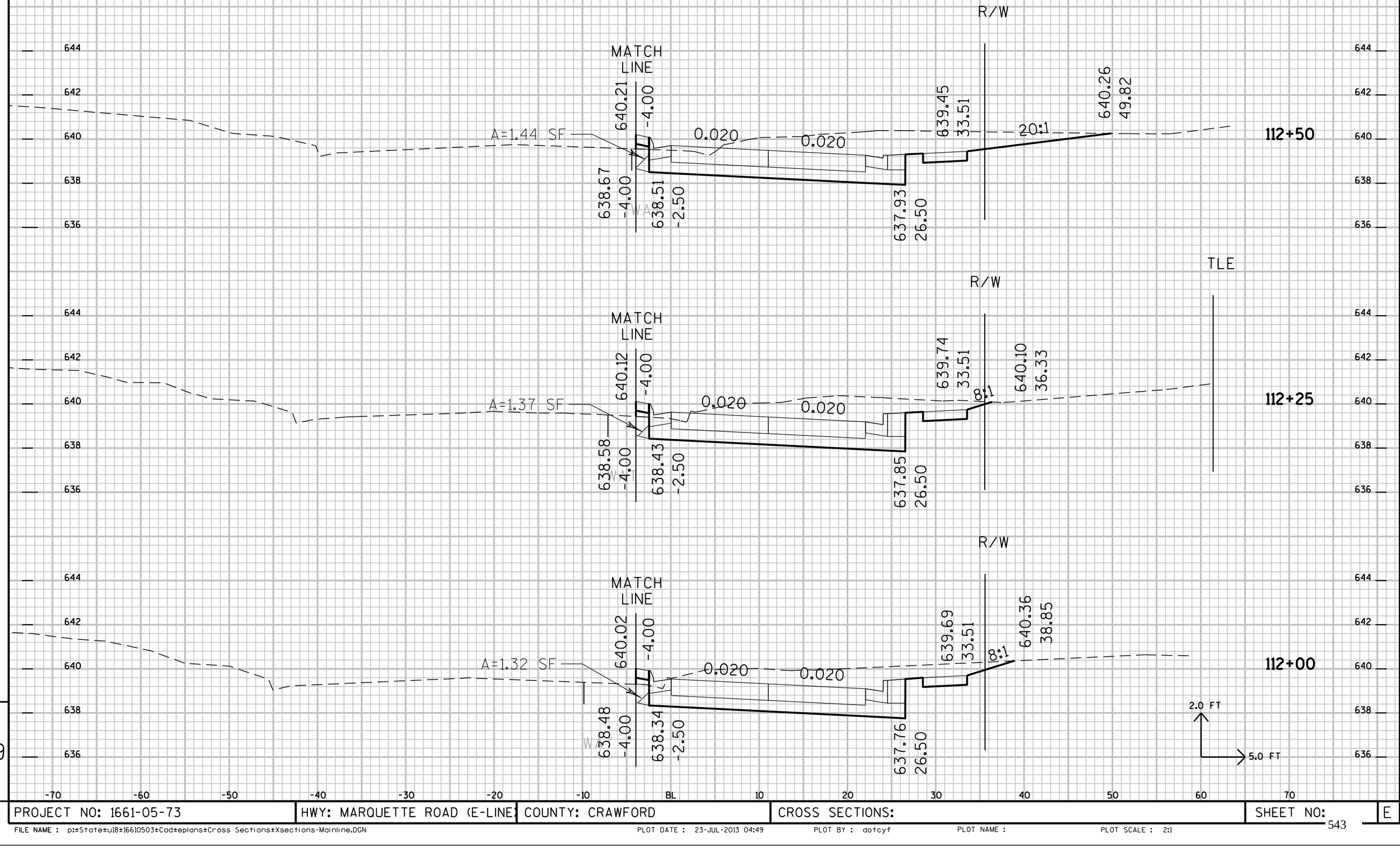
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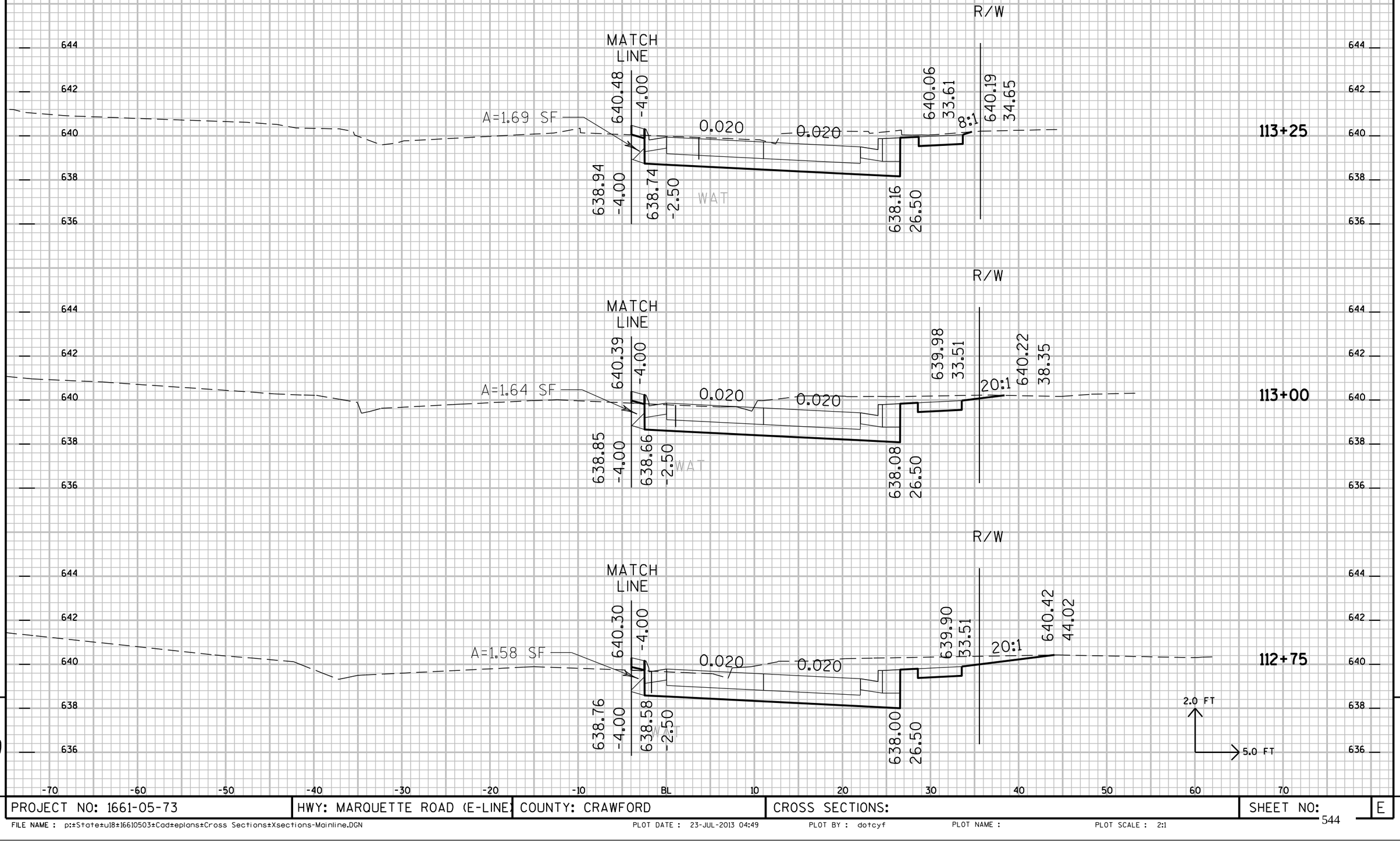
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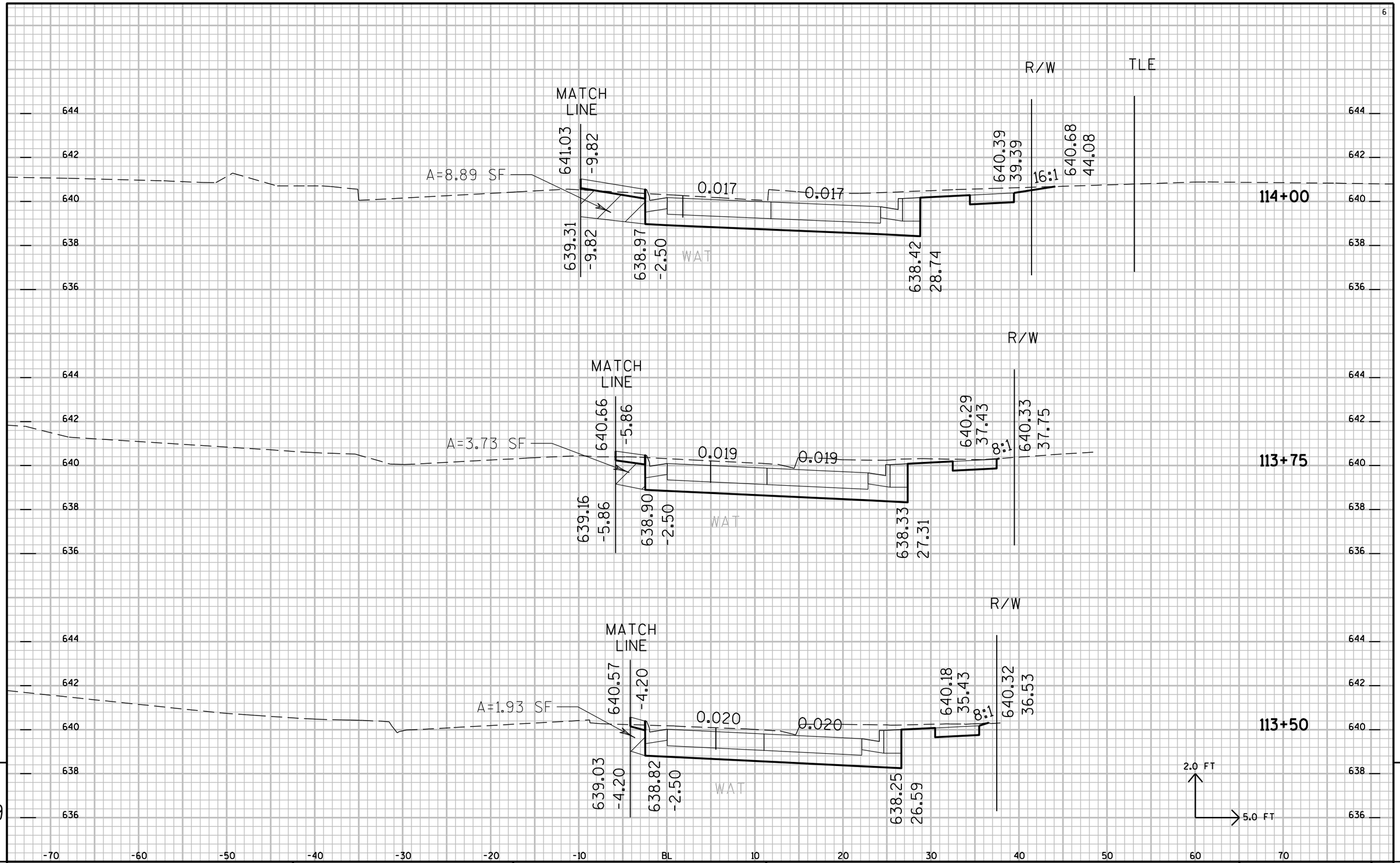
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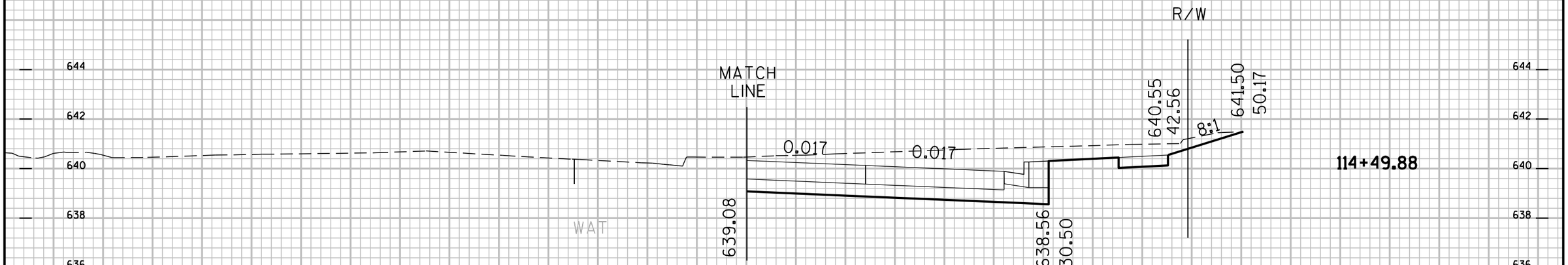
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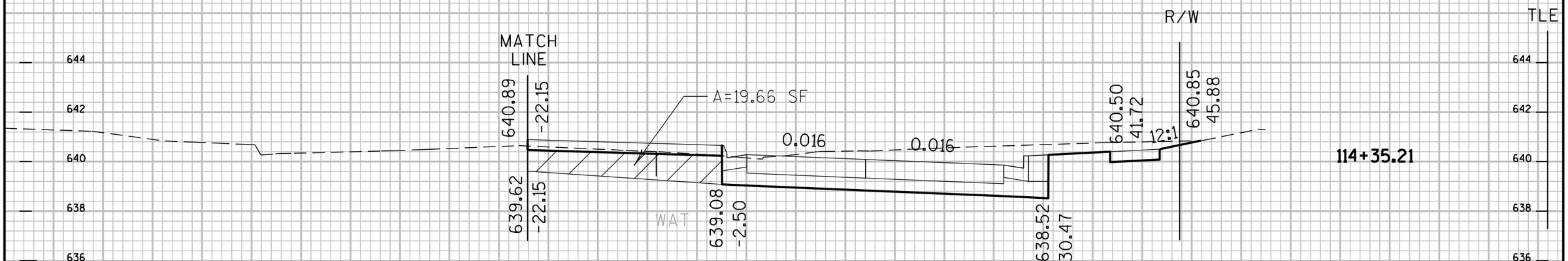
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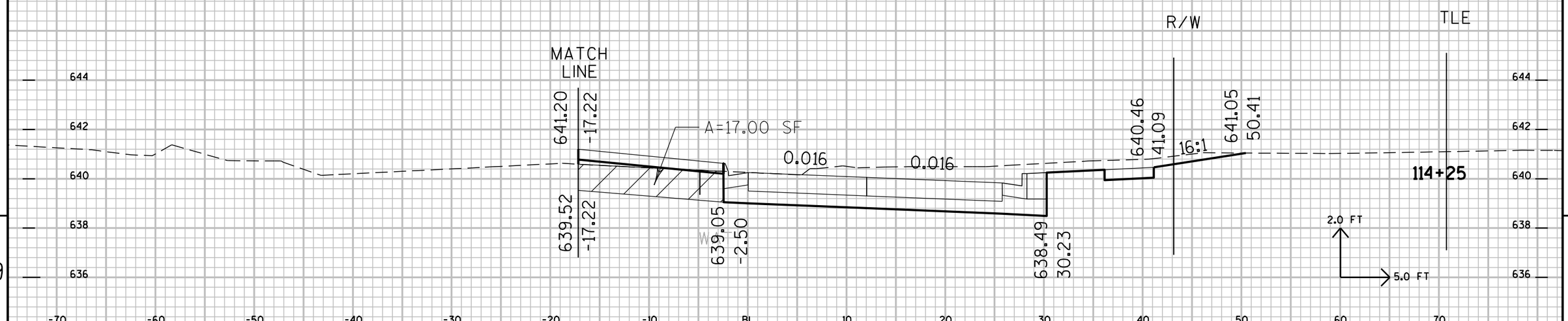


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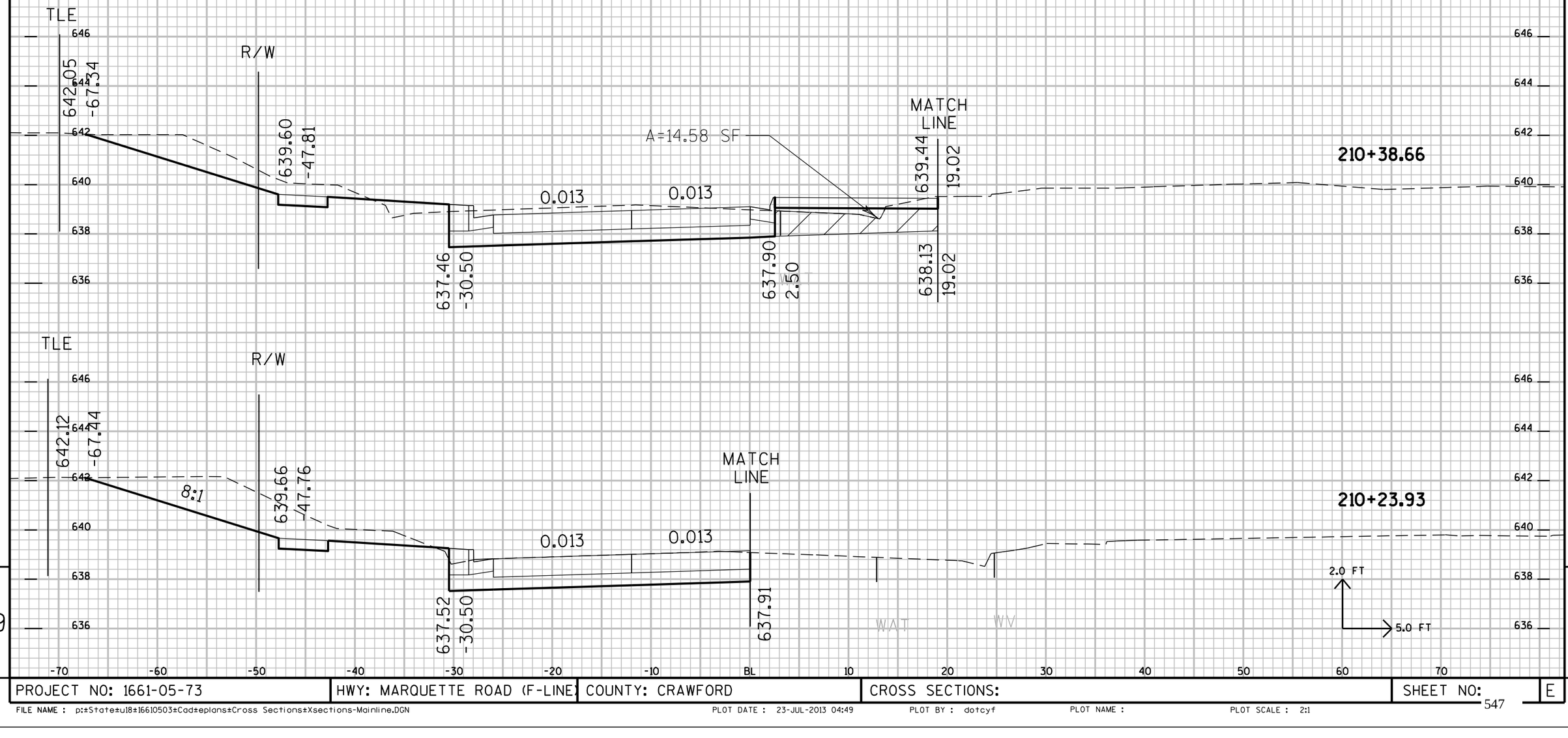






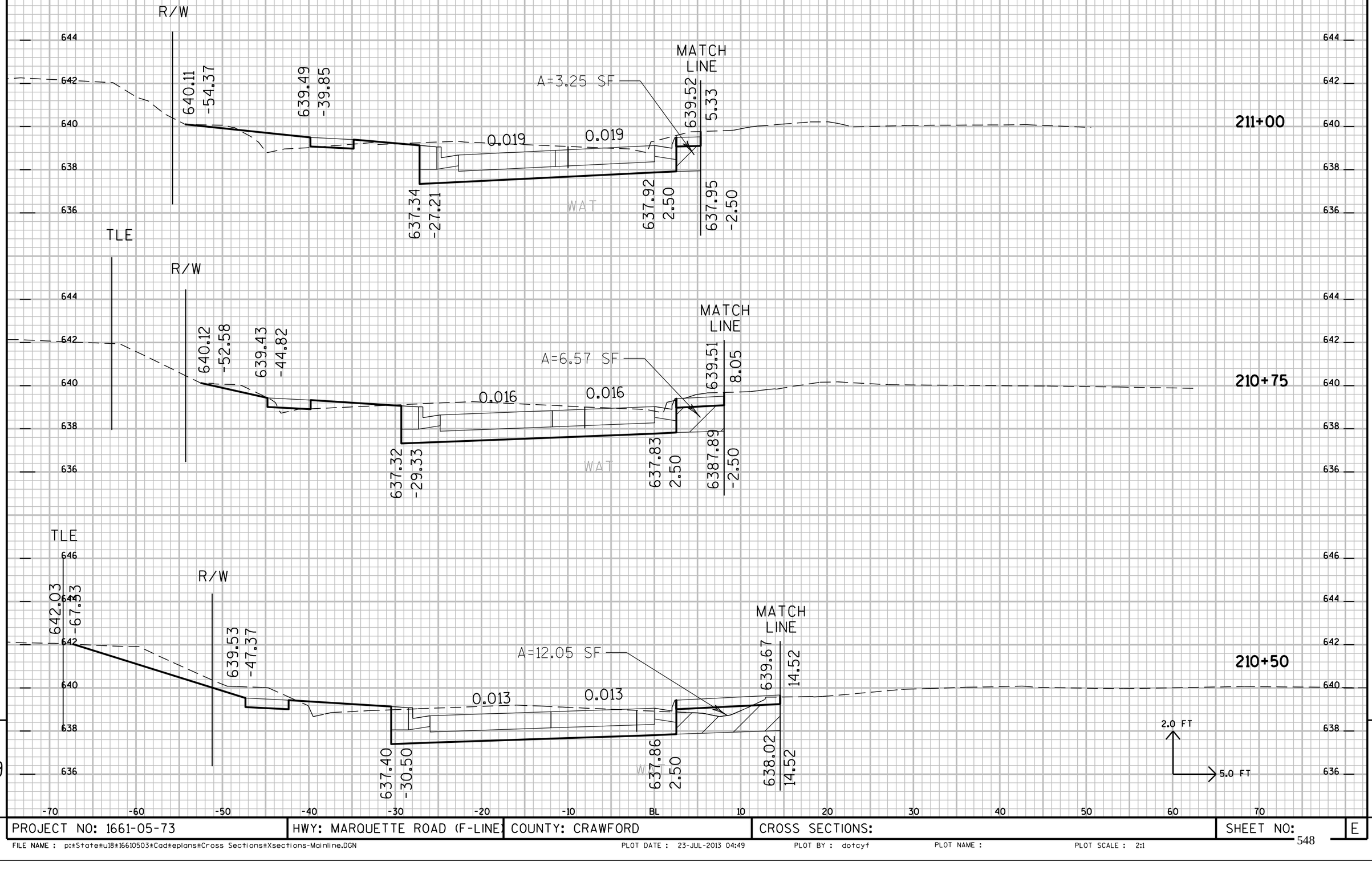
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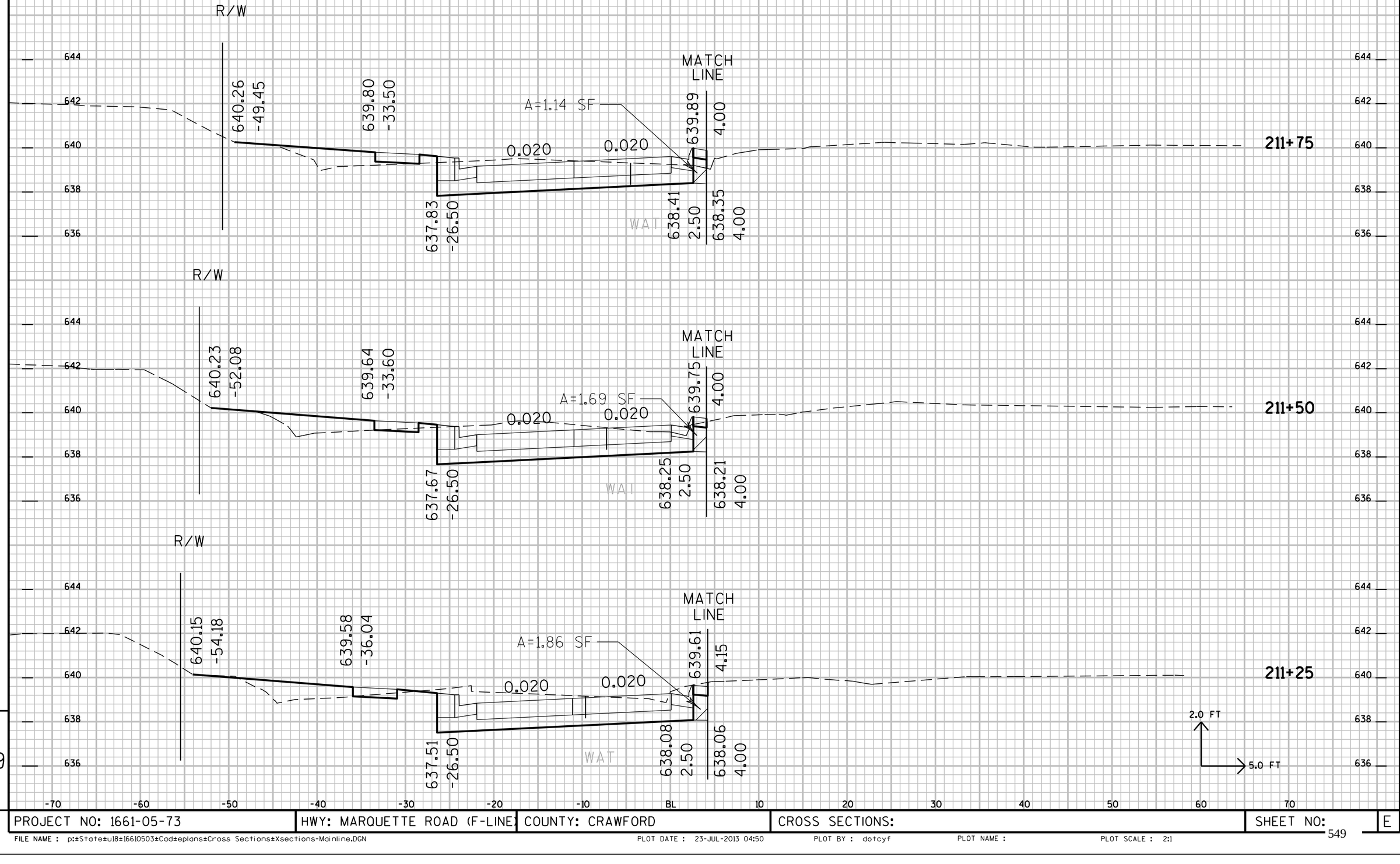
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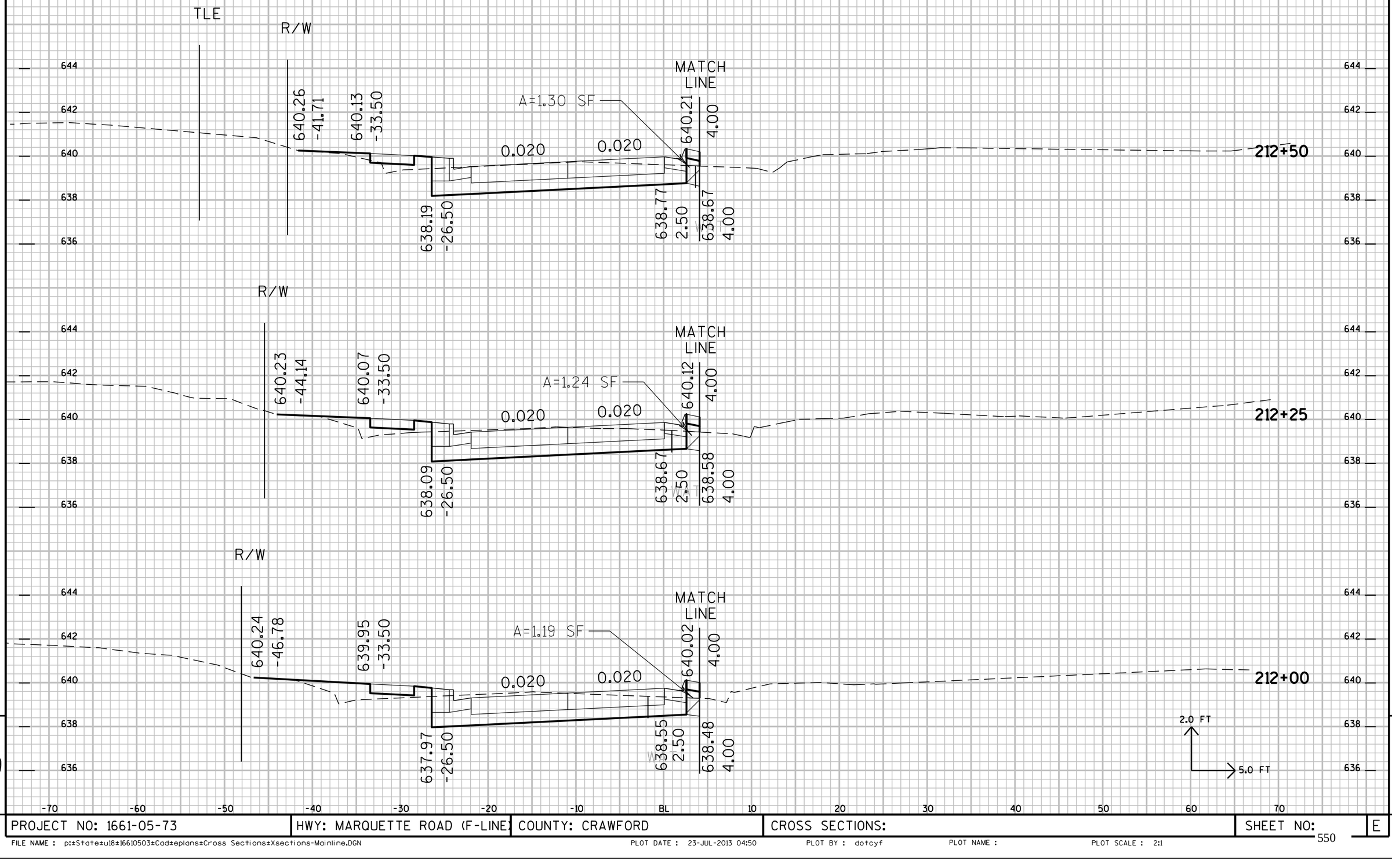
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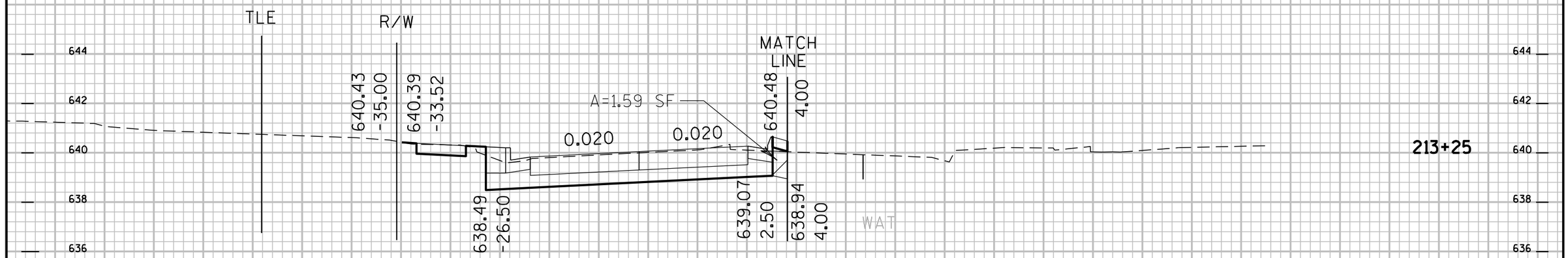
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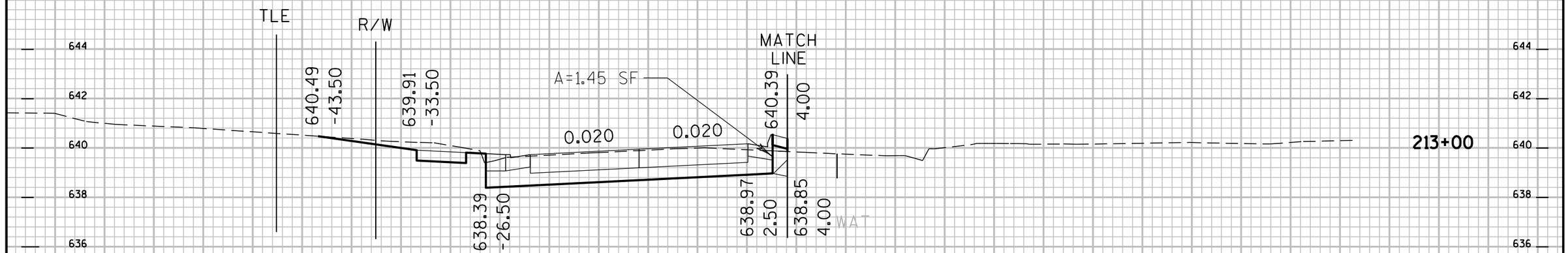
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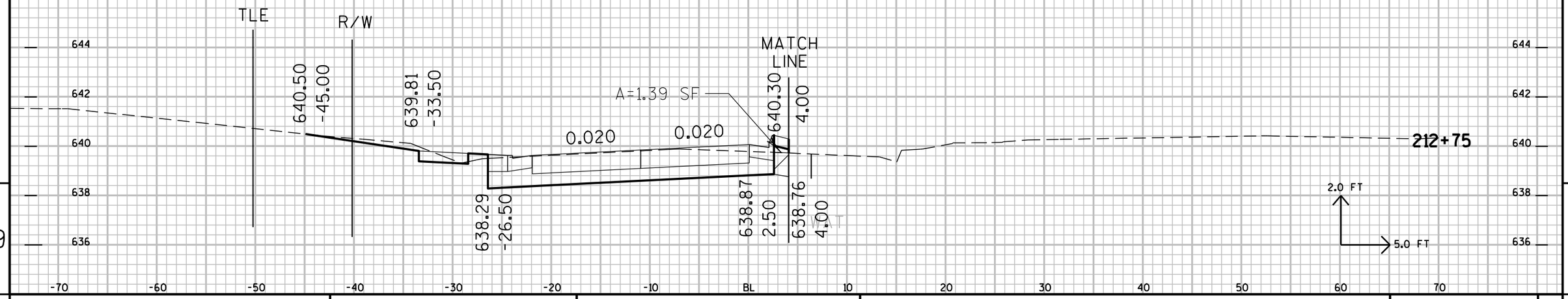


PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD (F-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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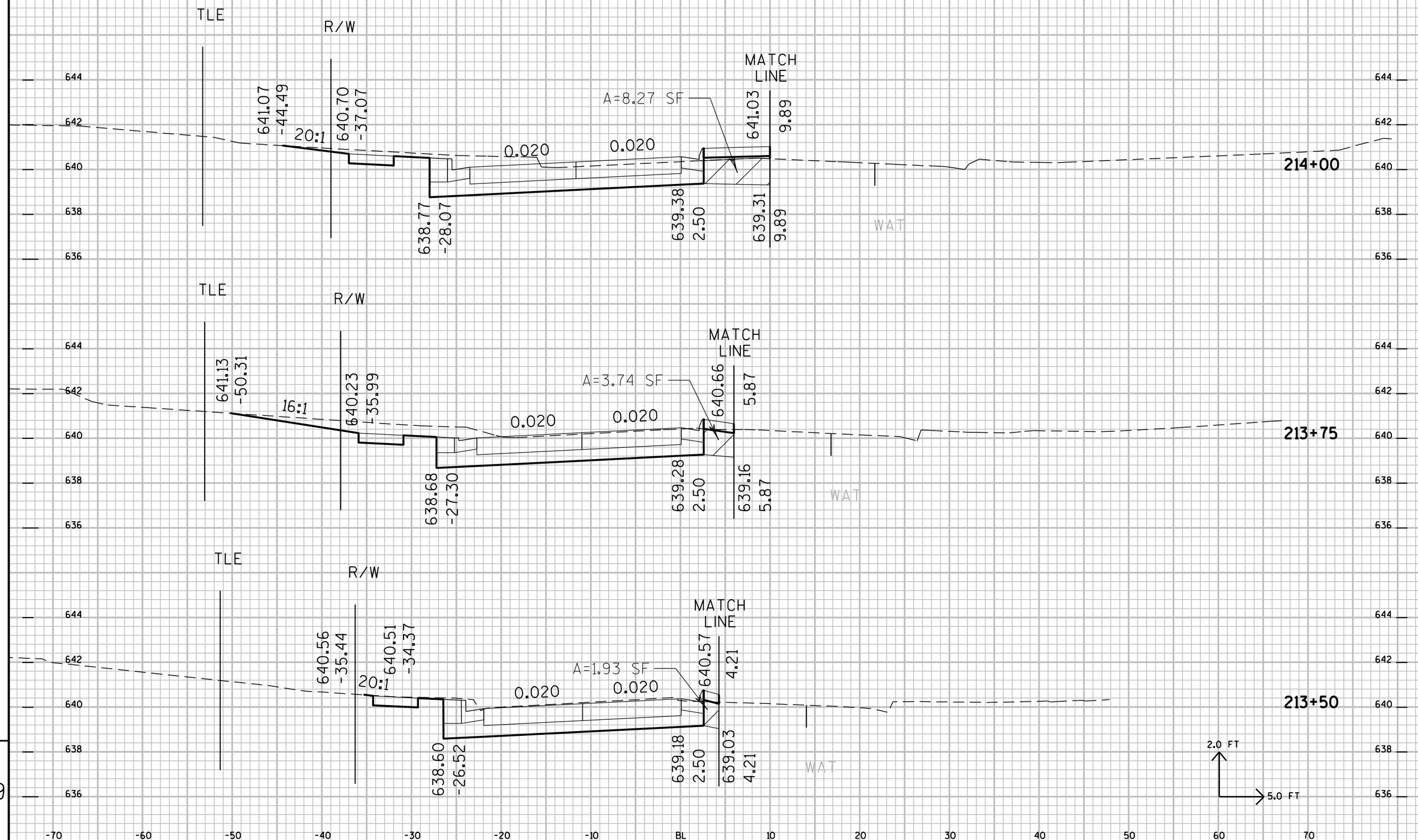


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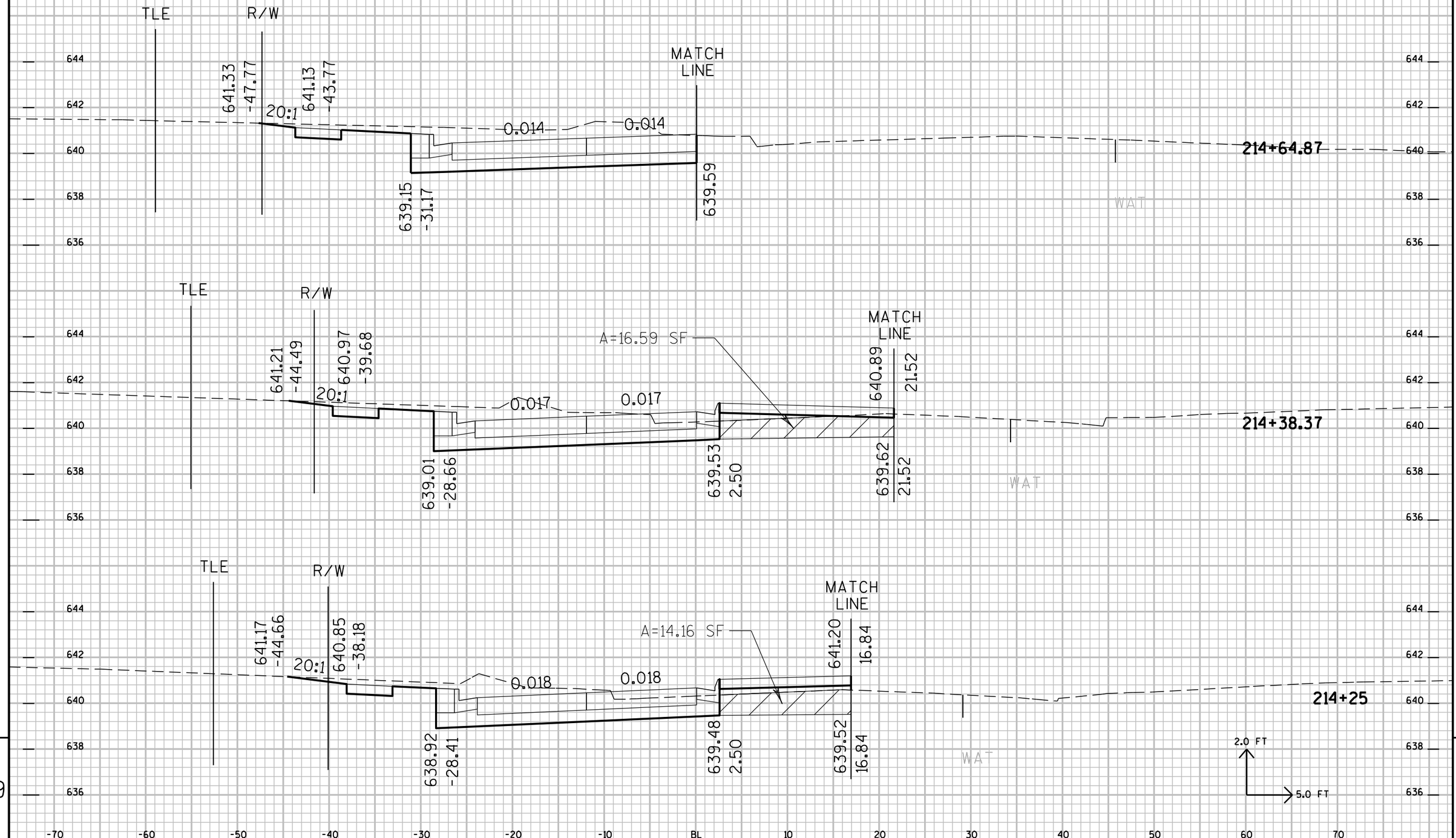
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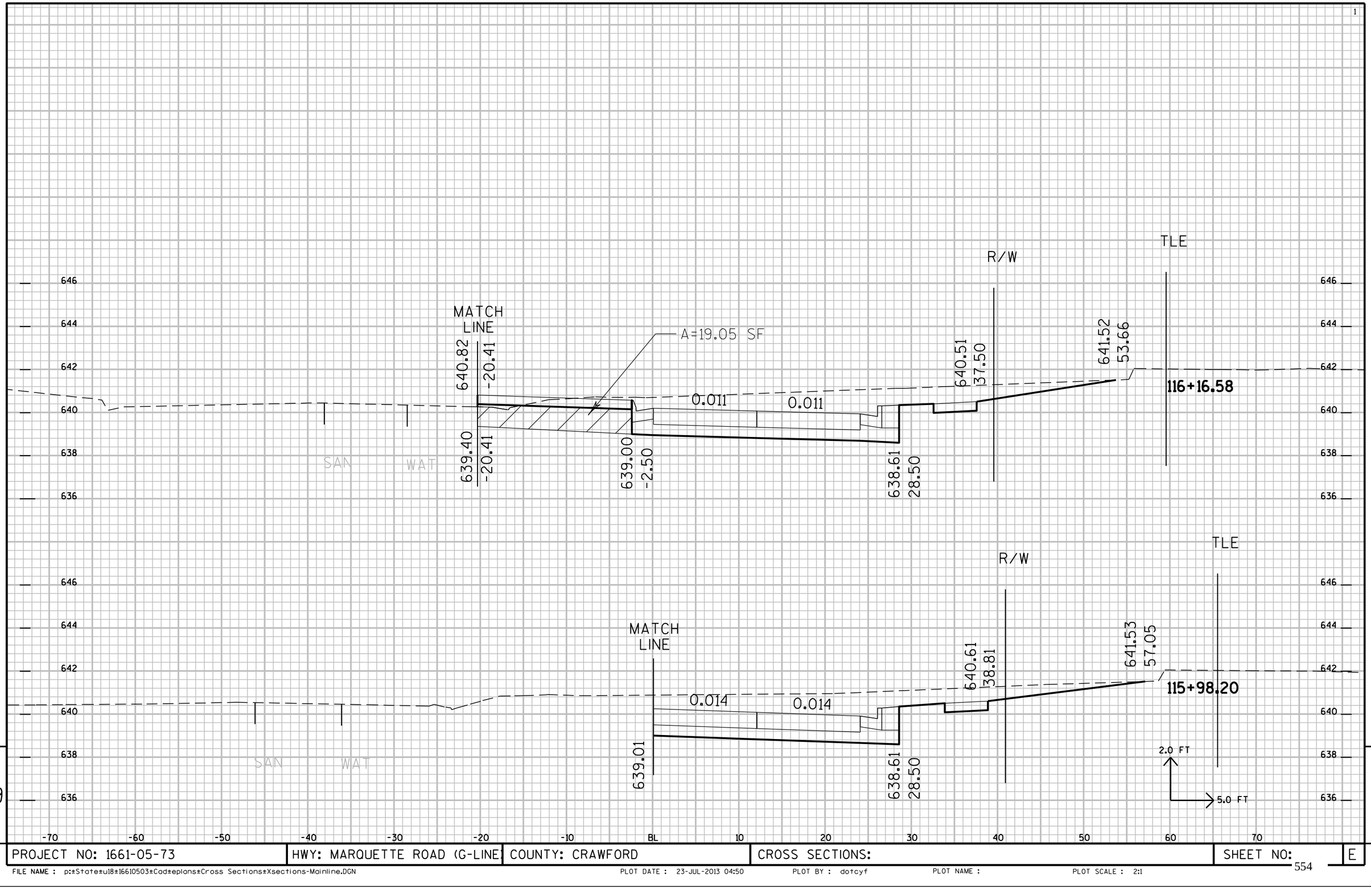
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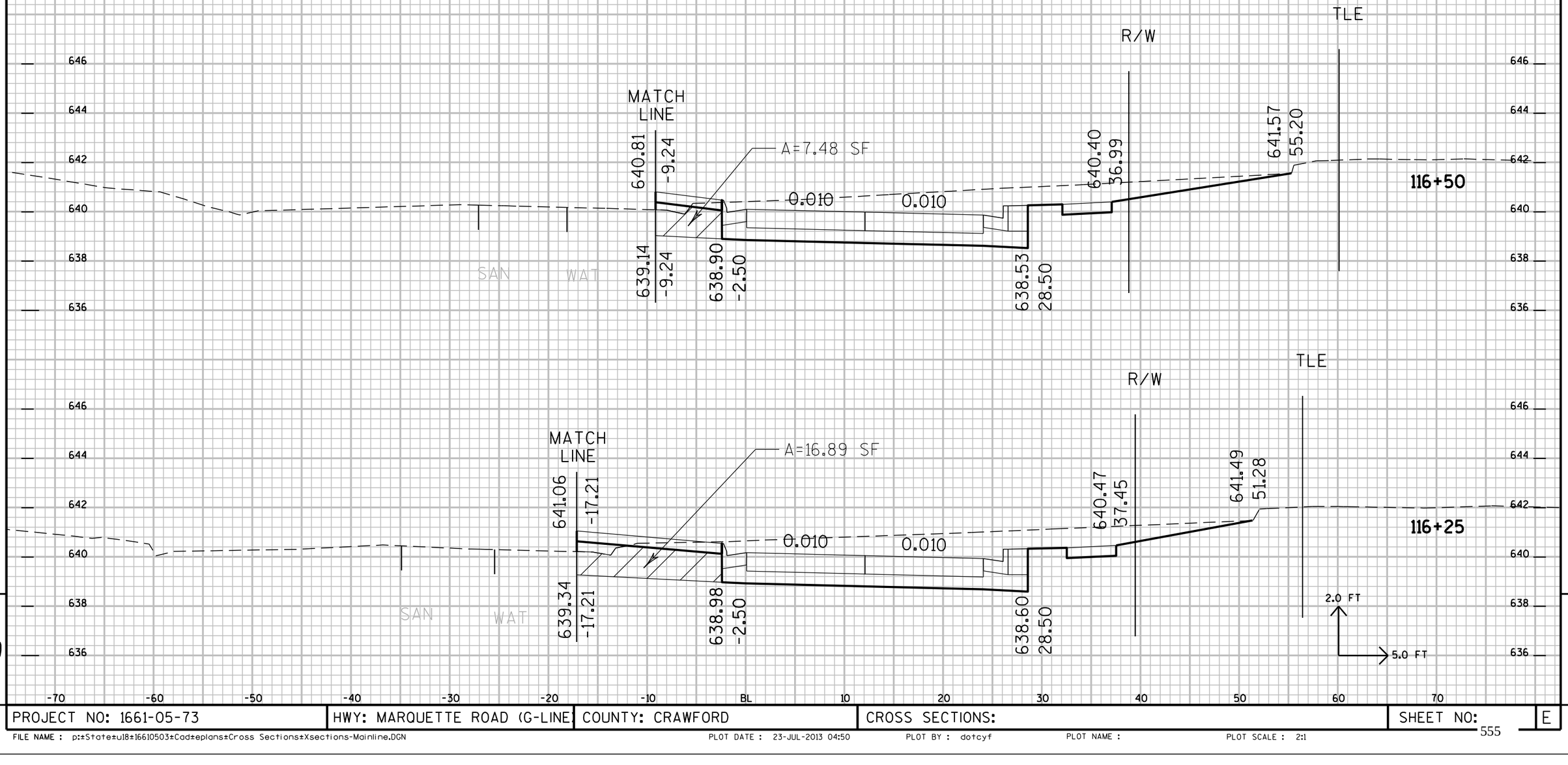


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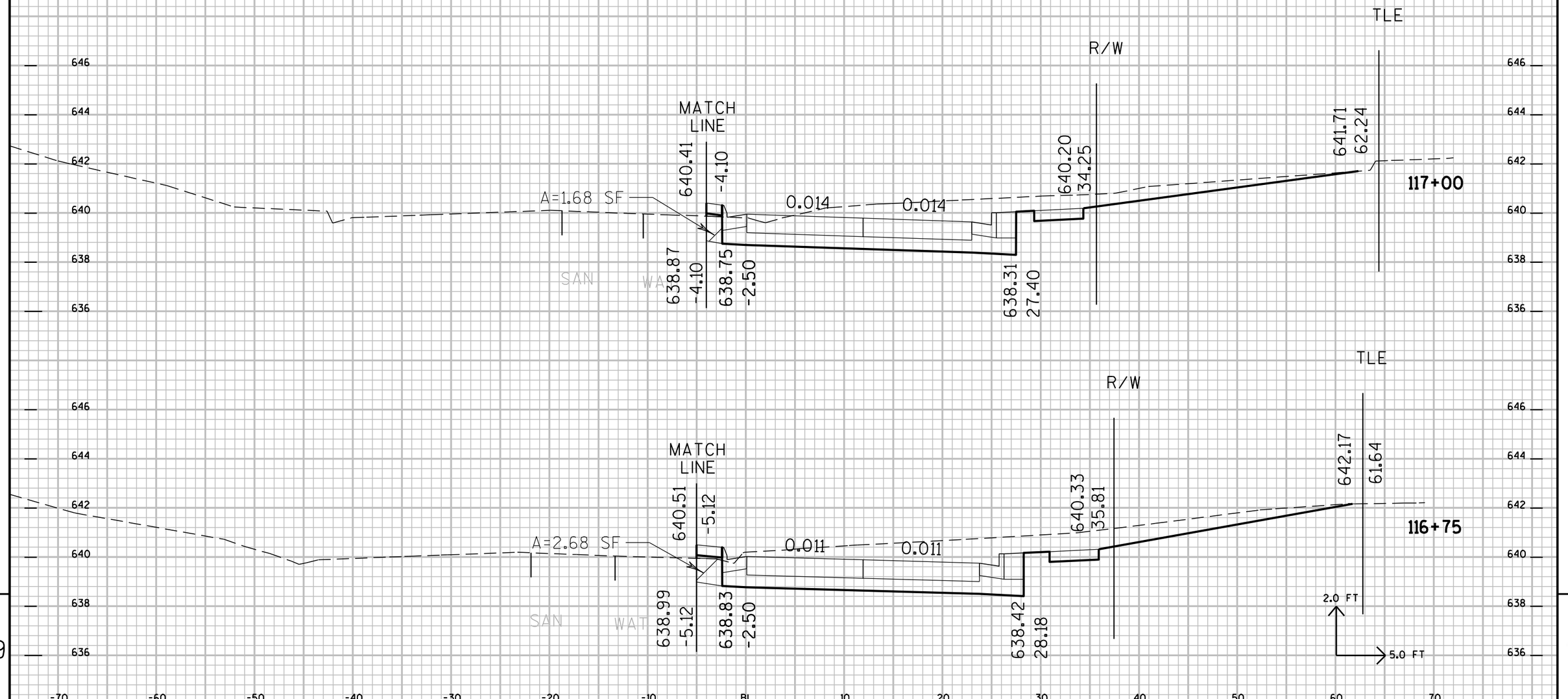
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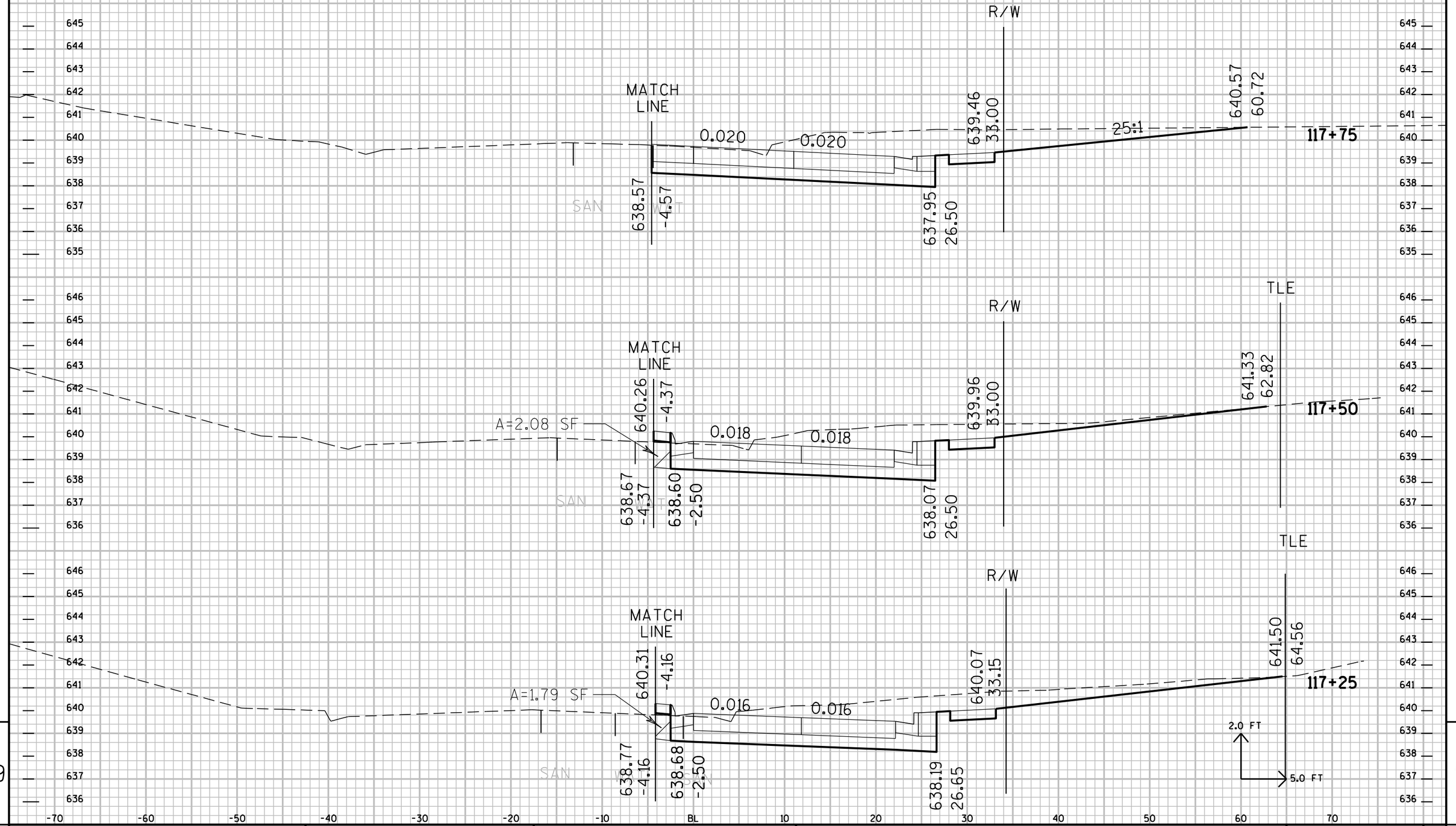
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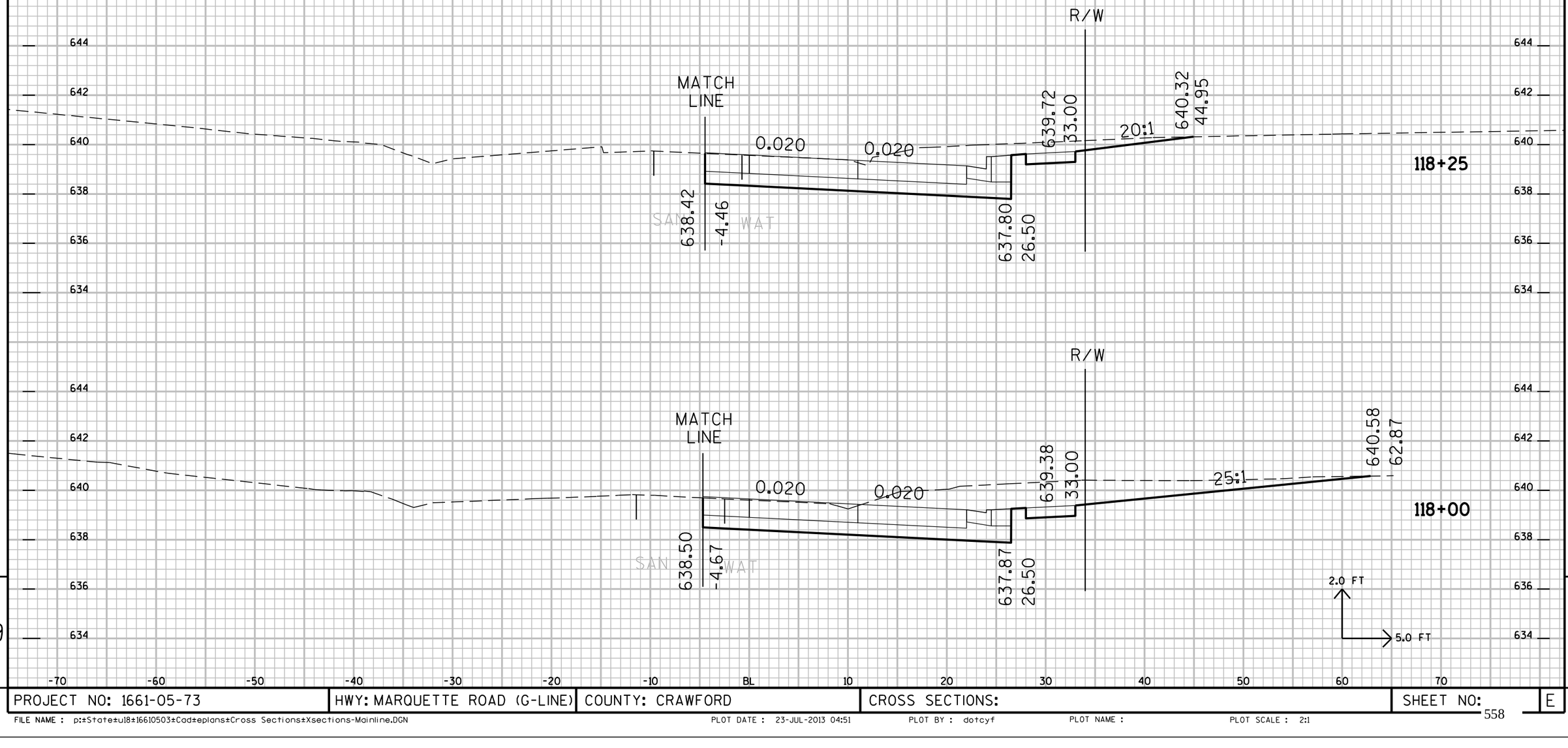
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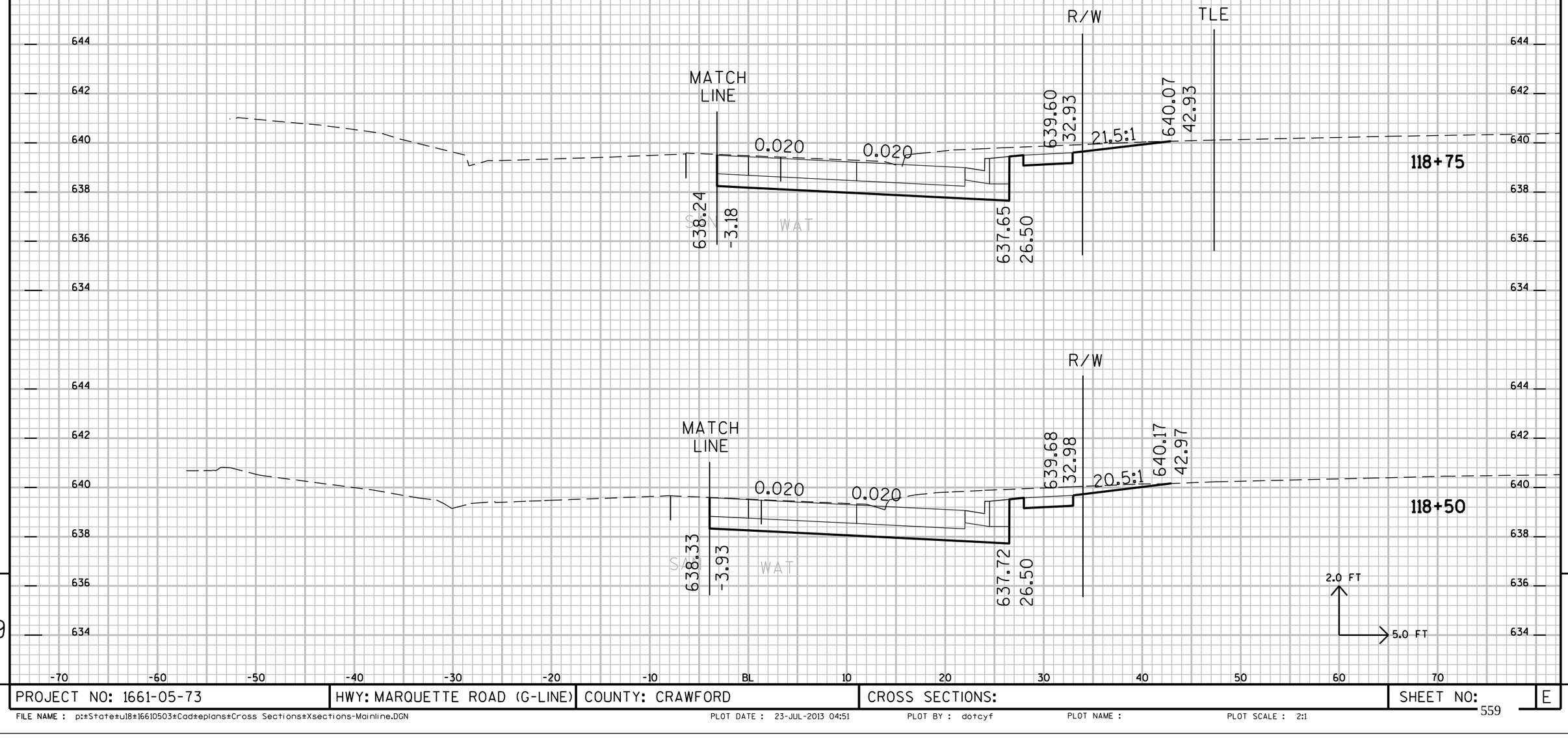
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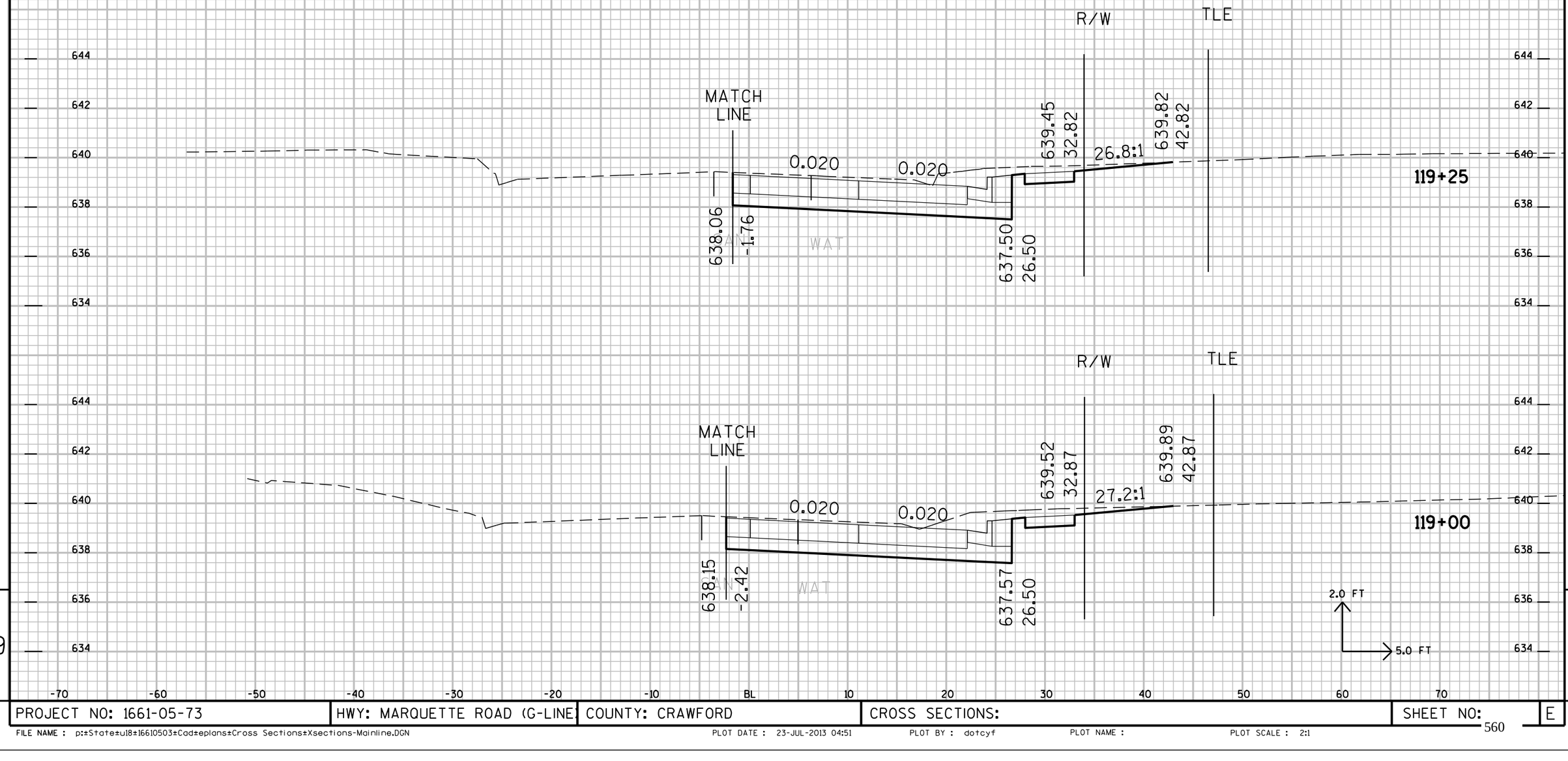
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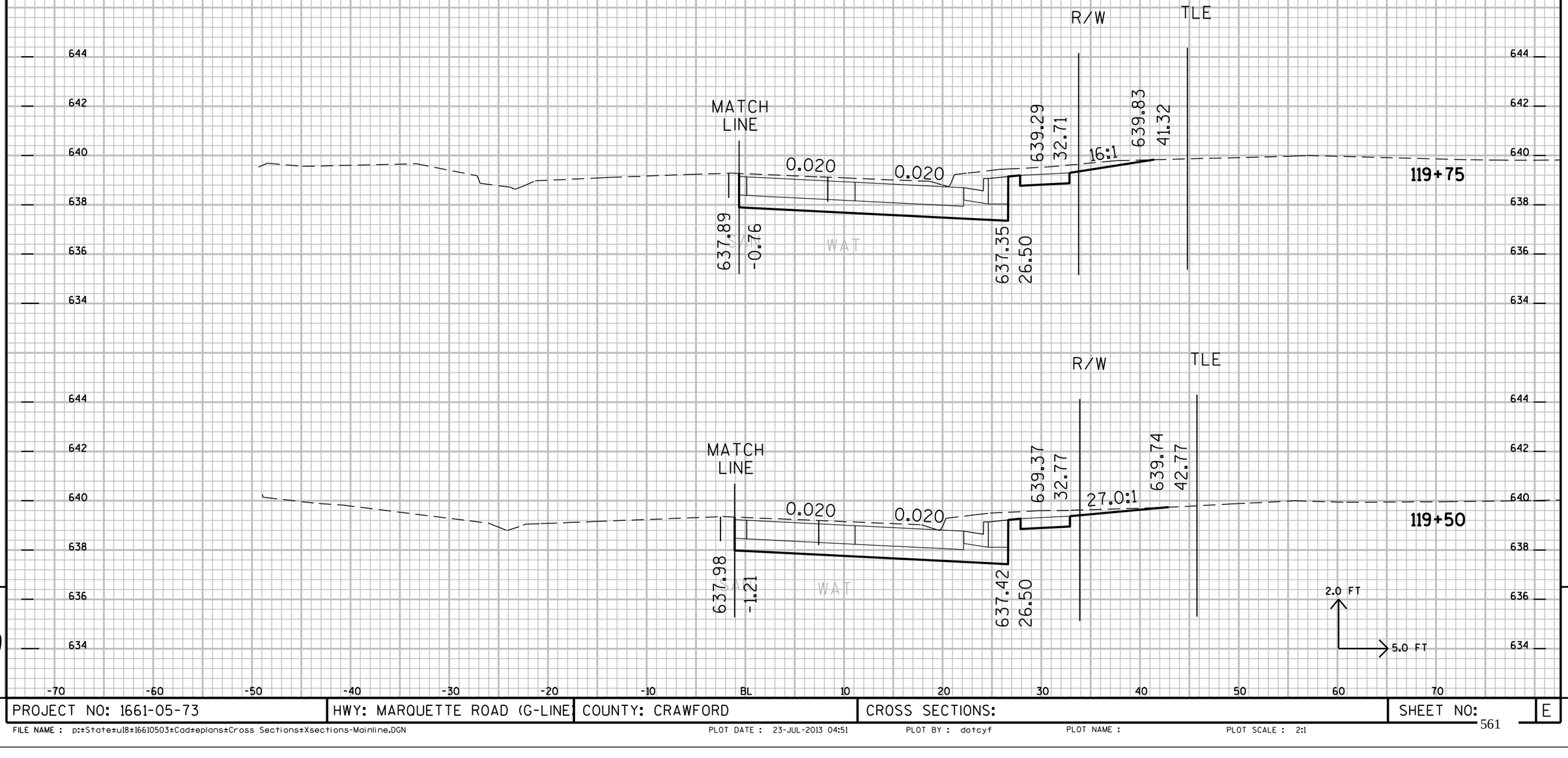
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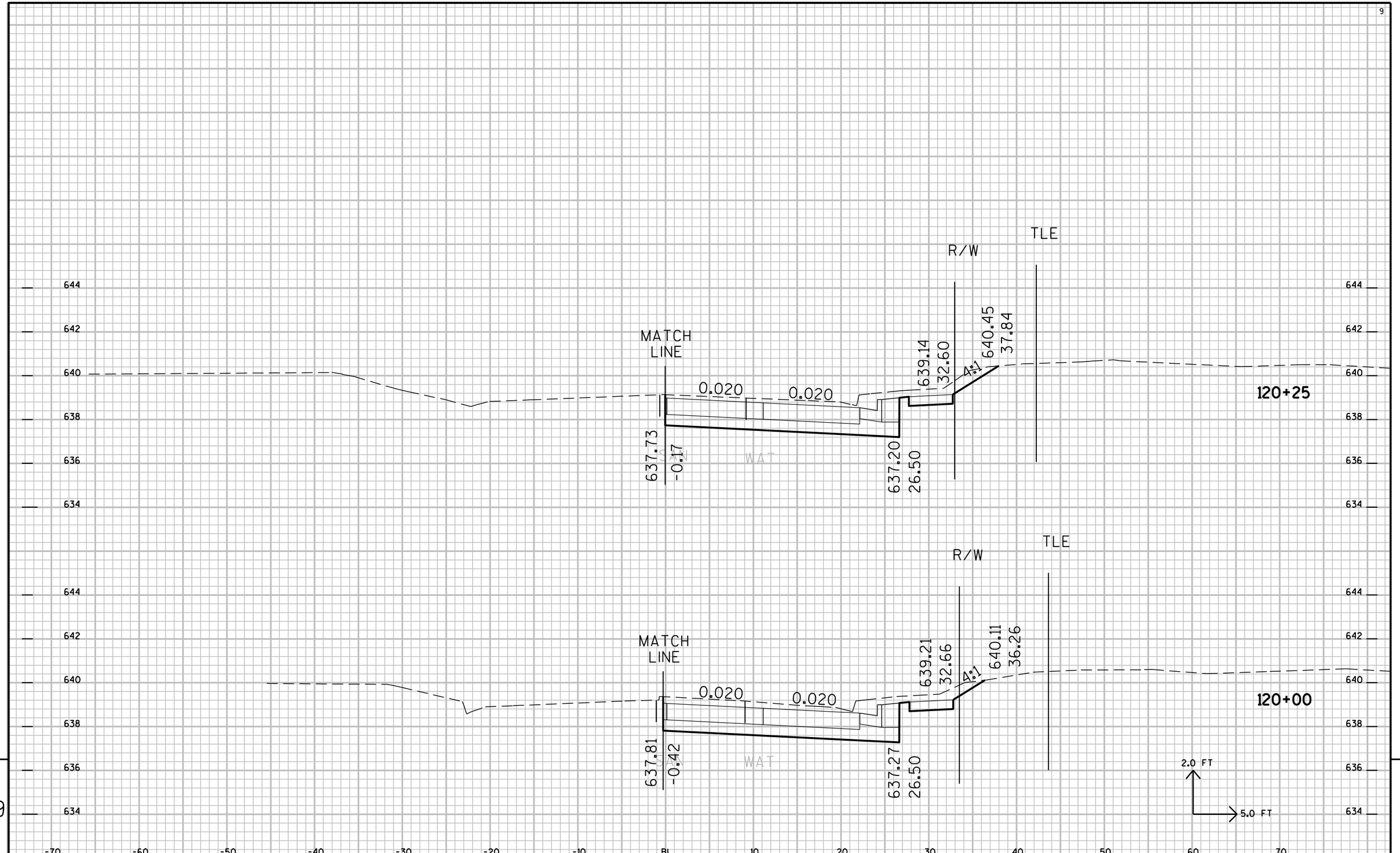
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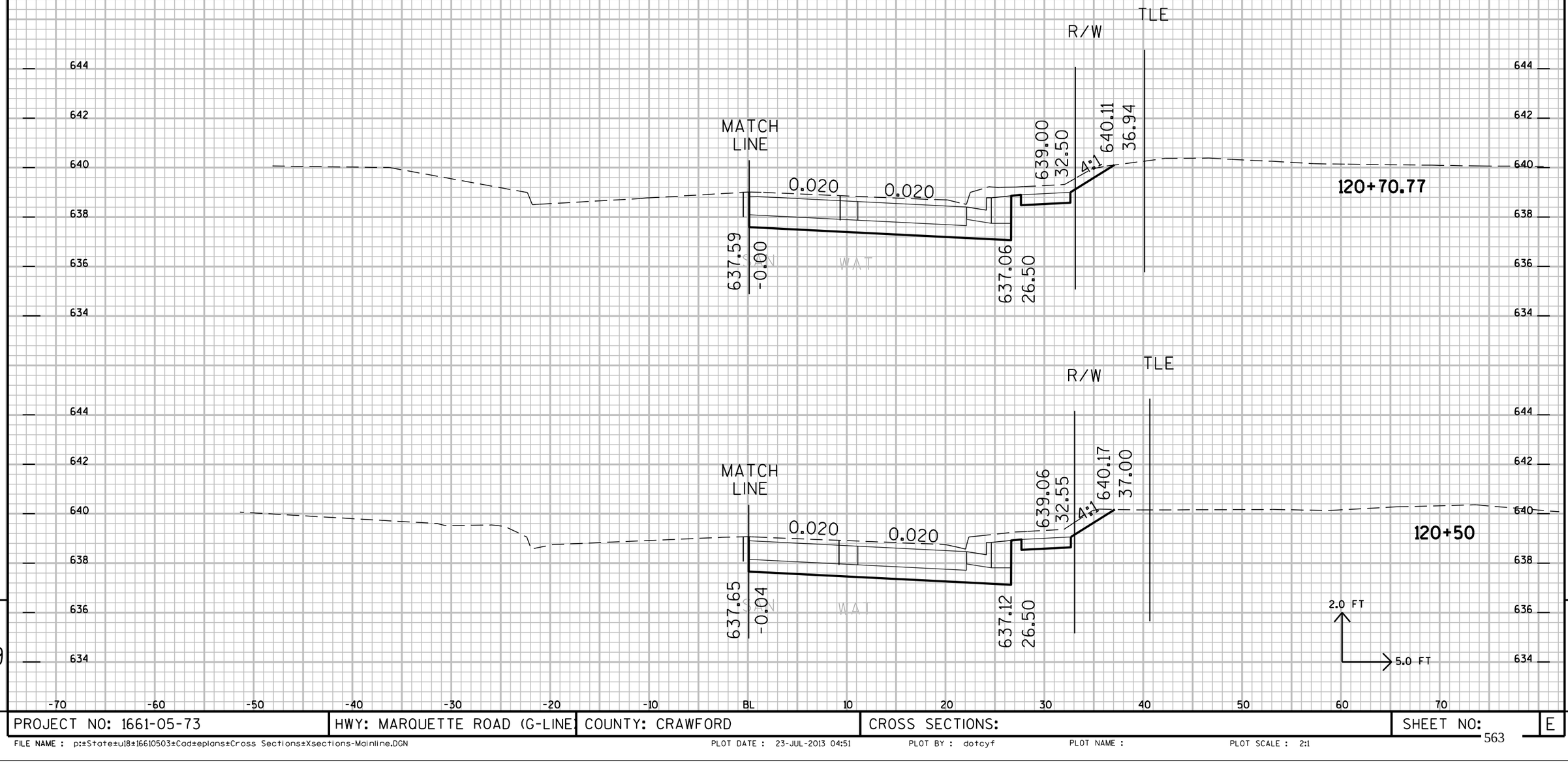
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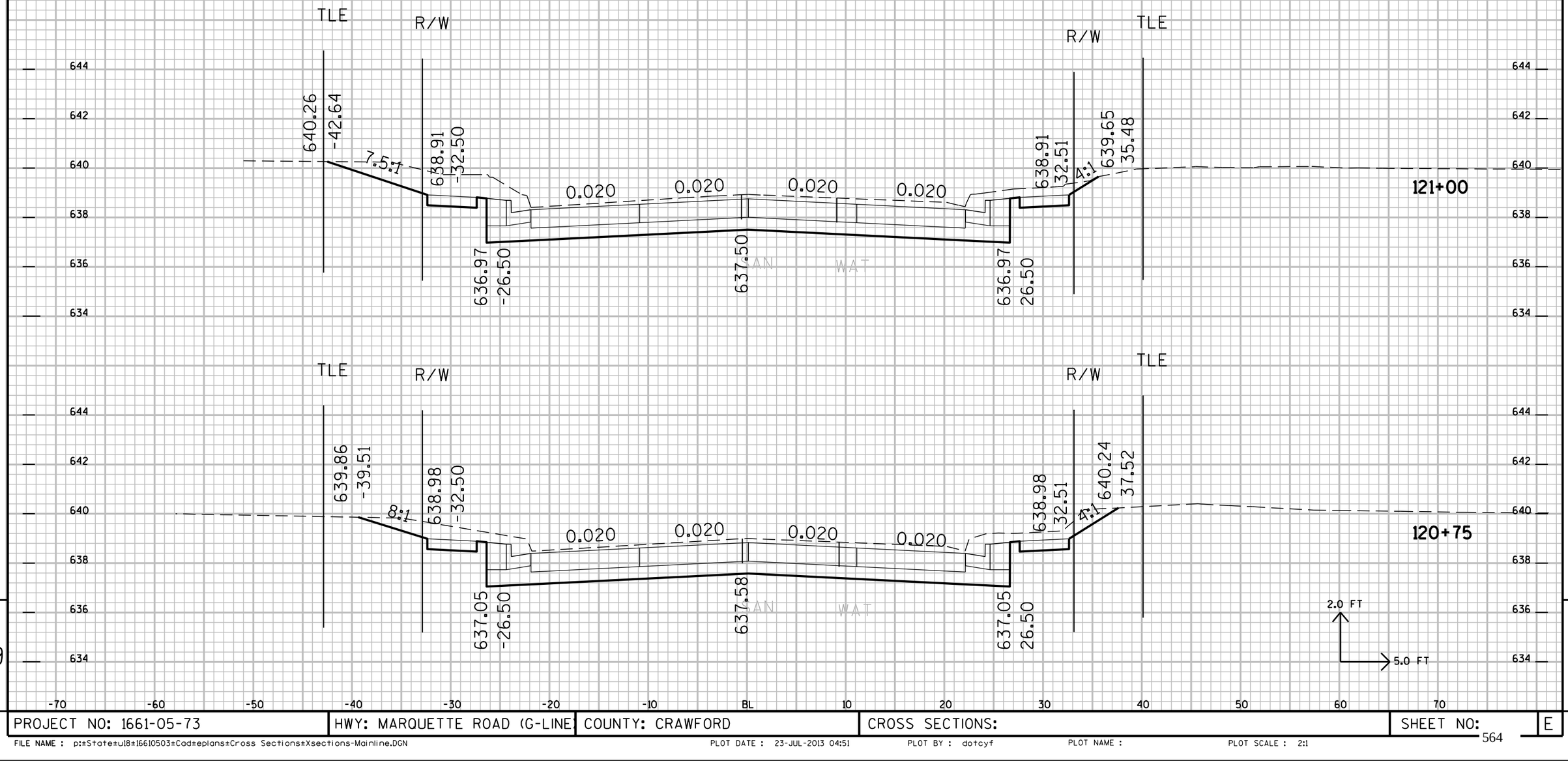
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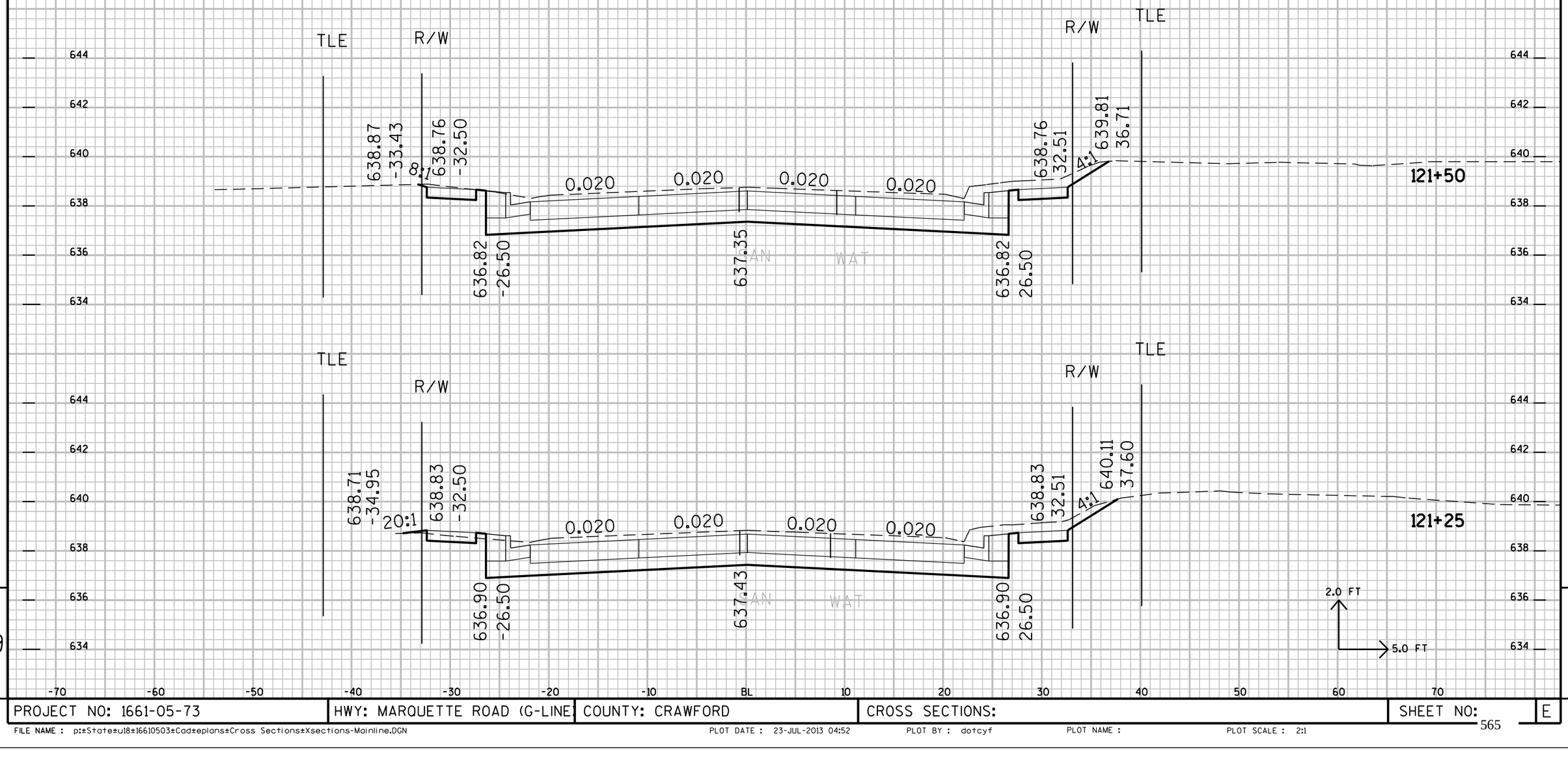


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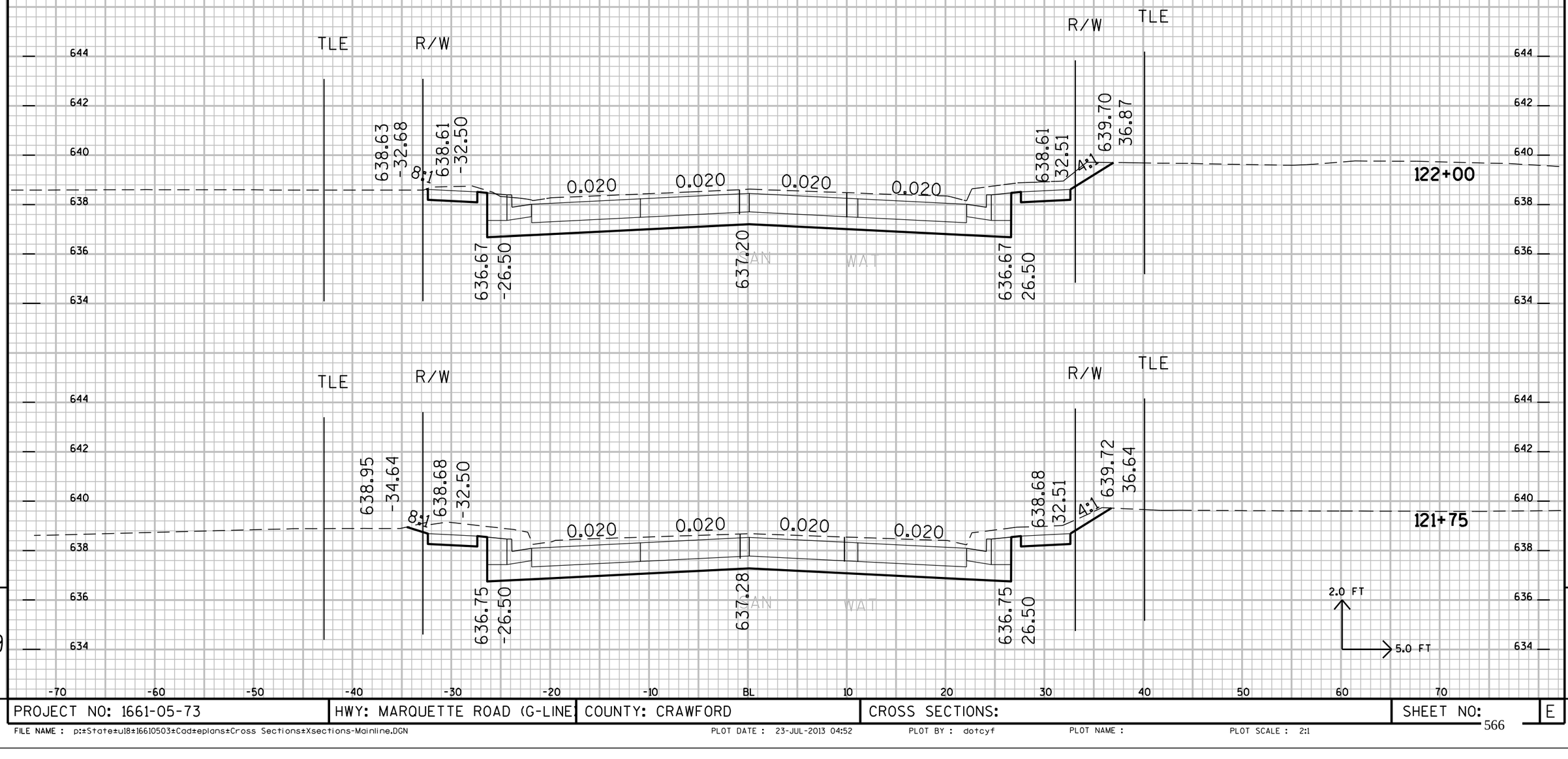
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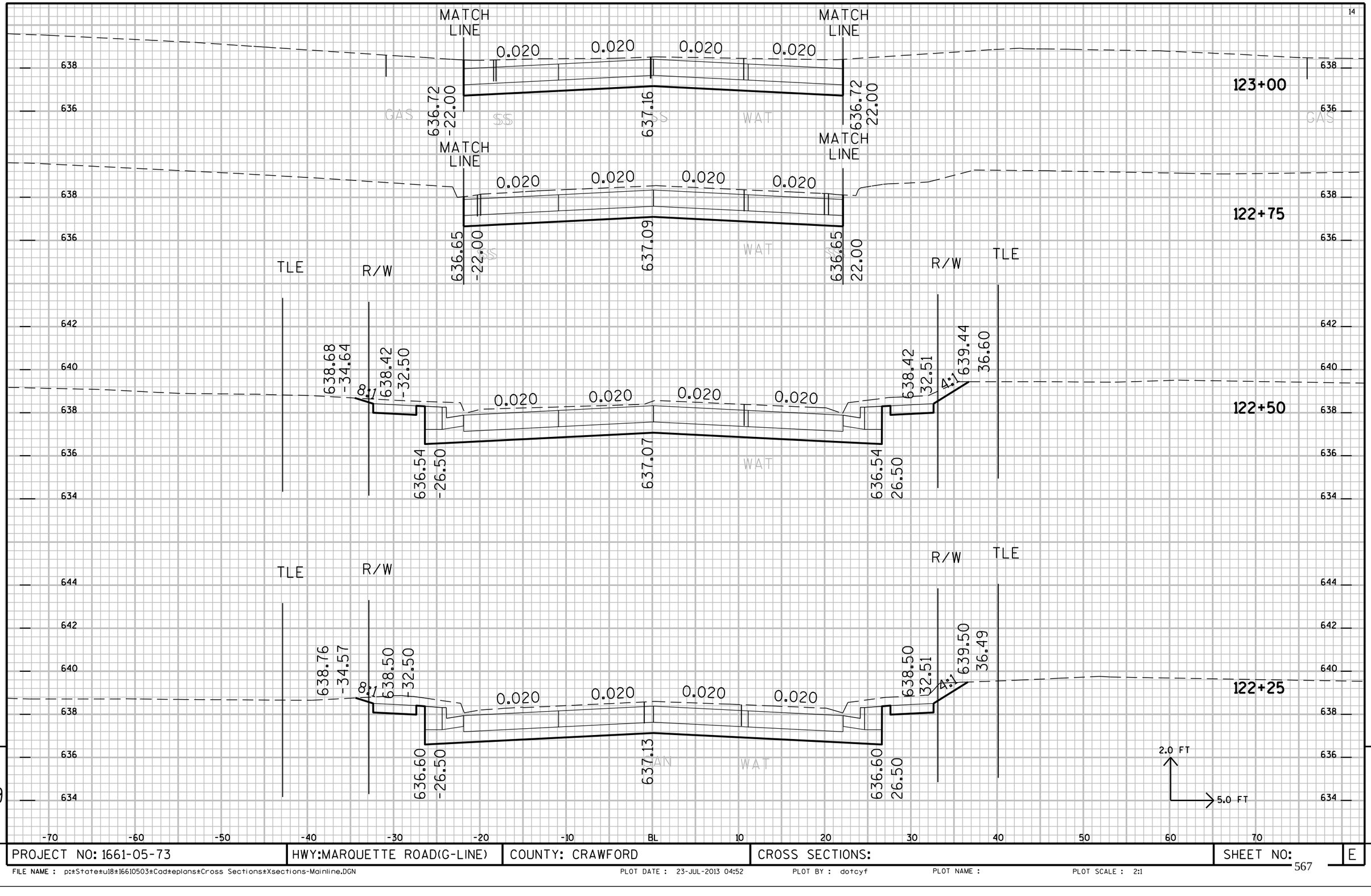
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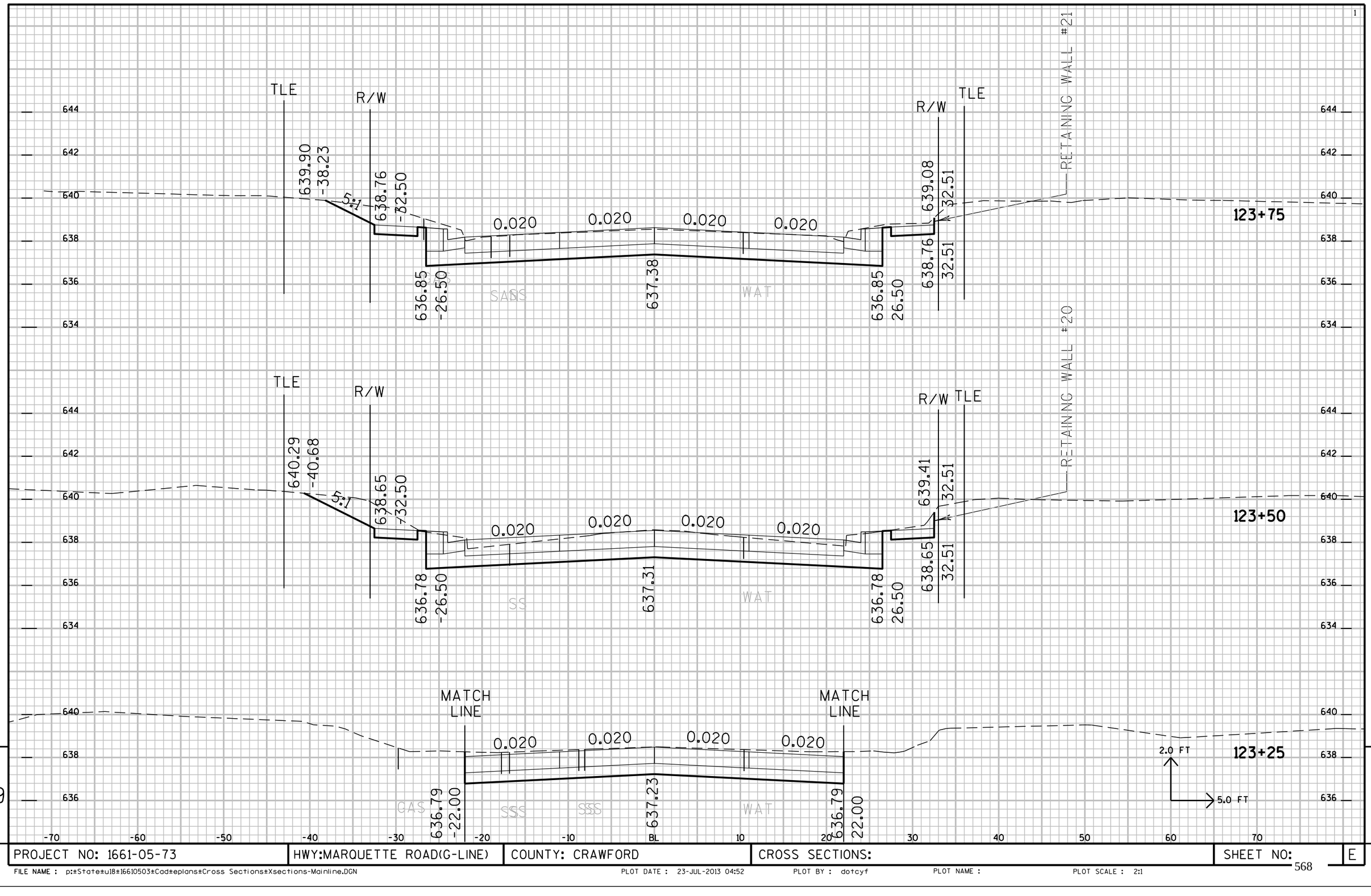
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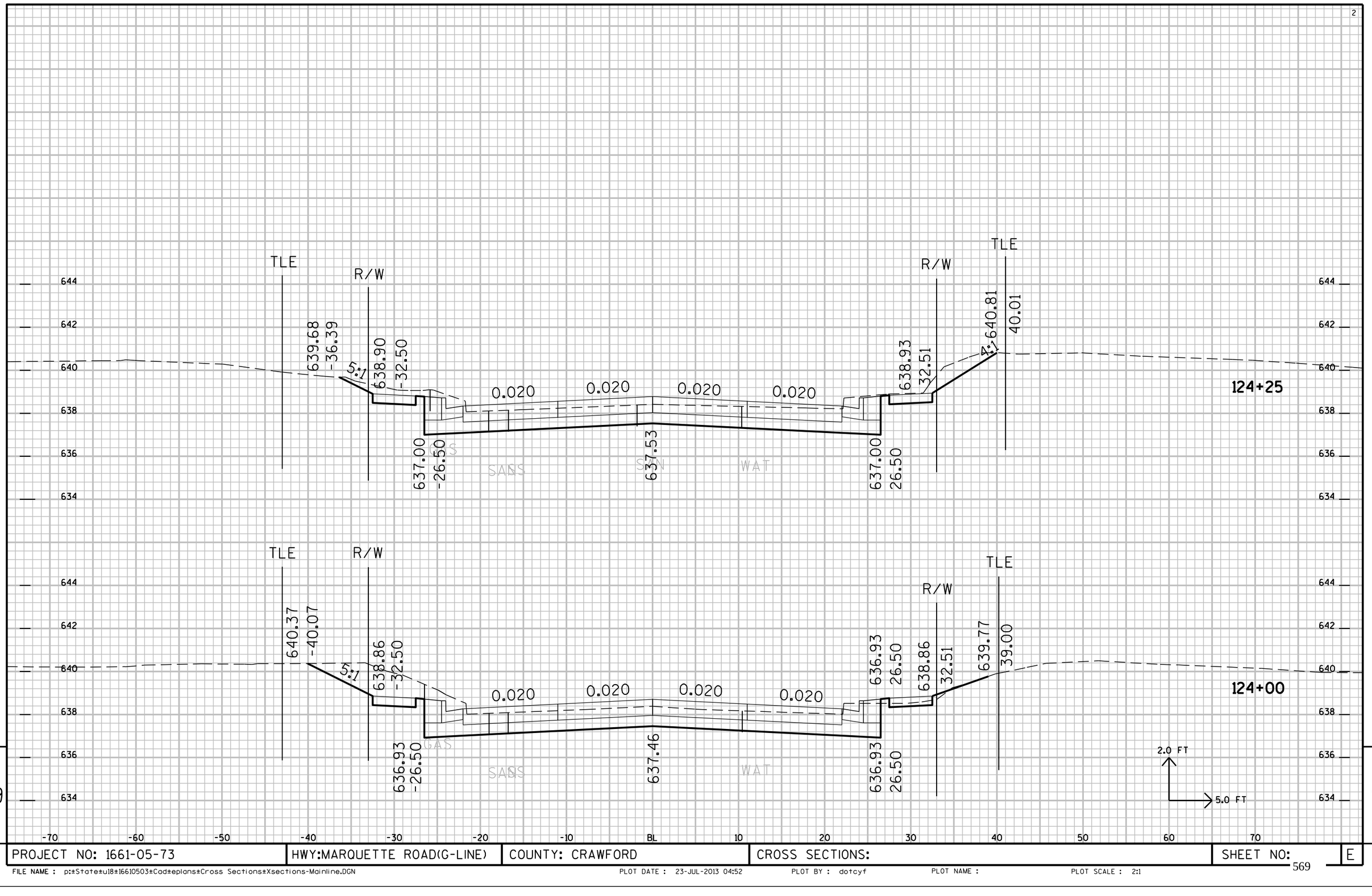
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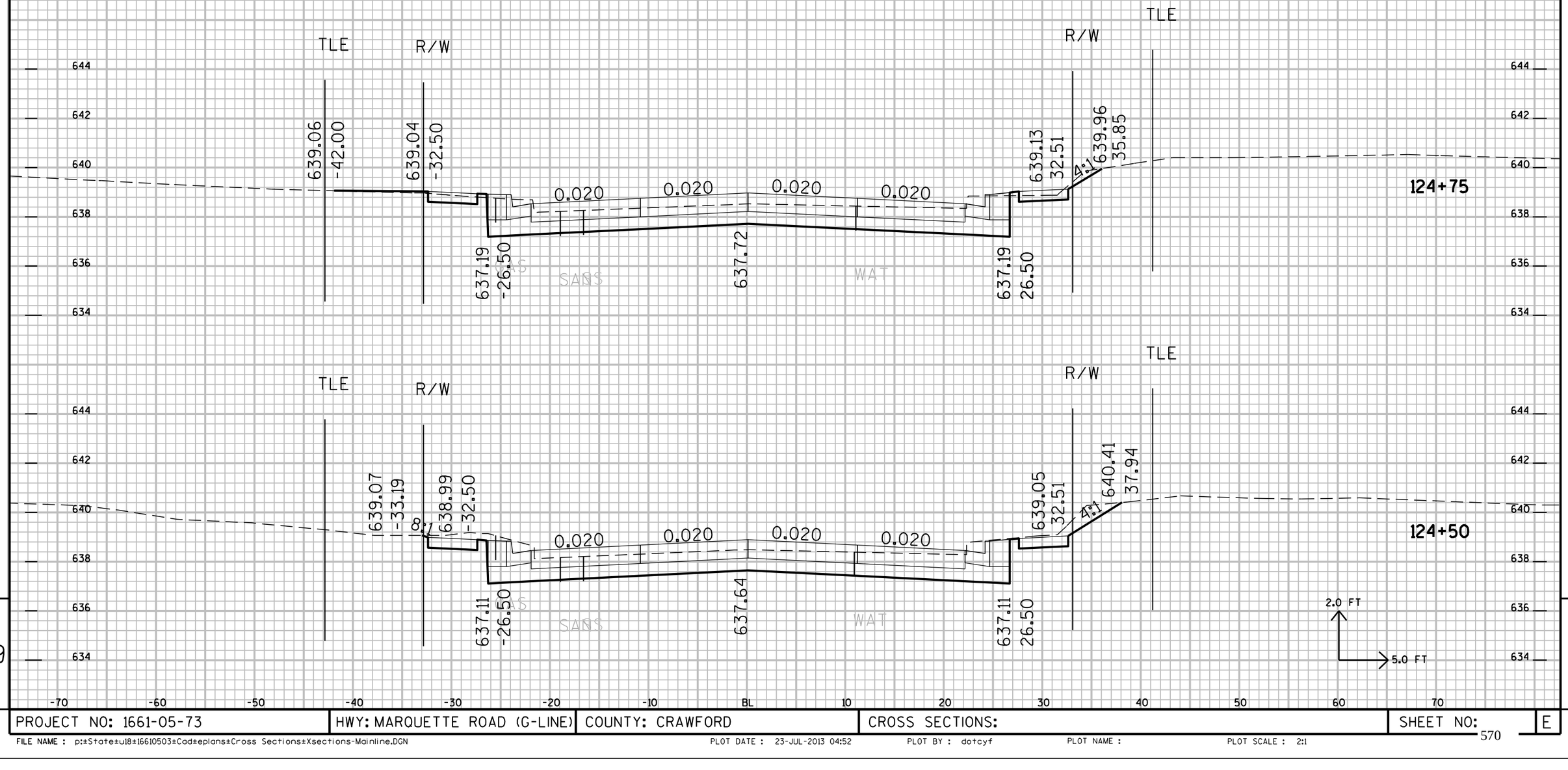
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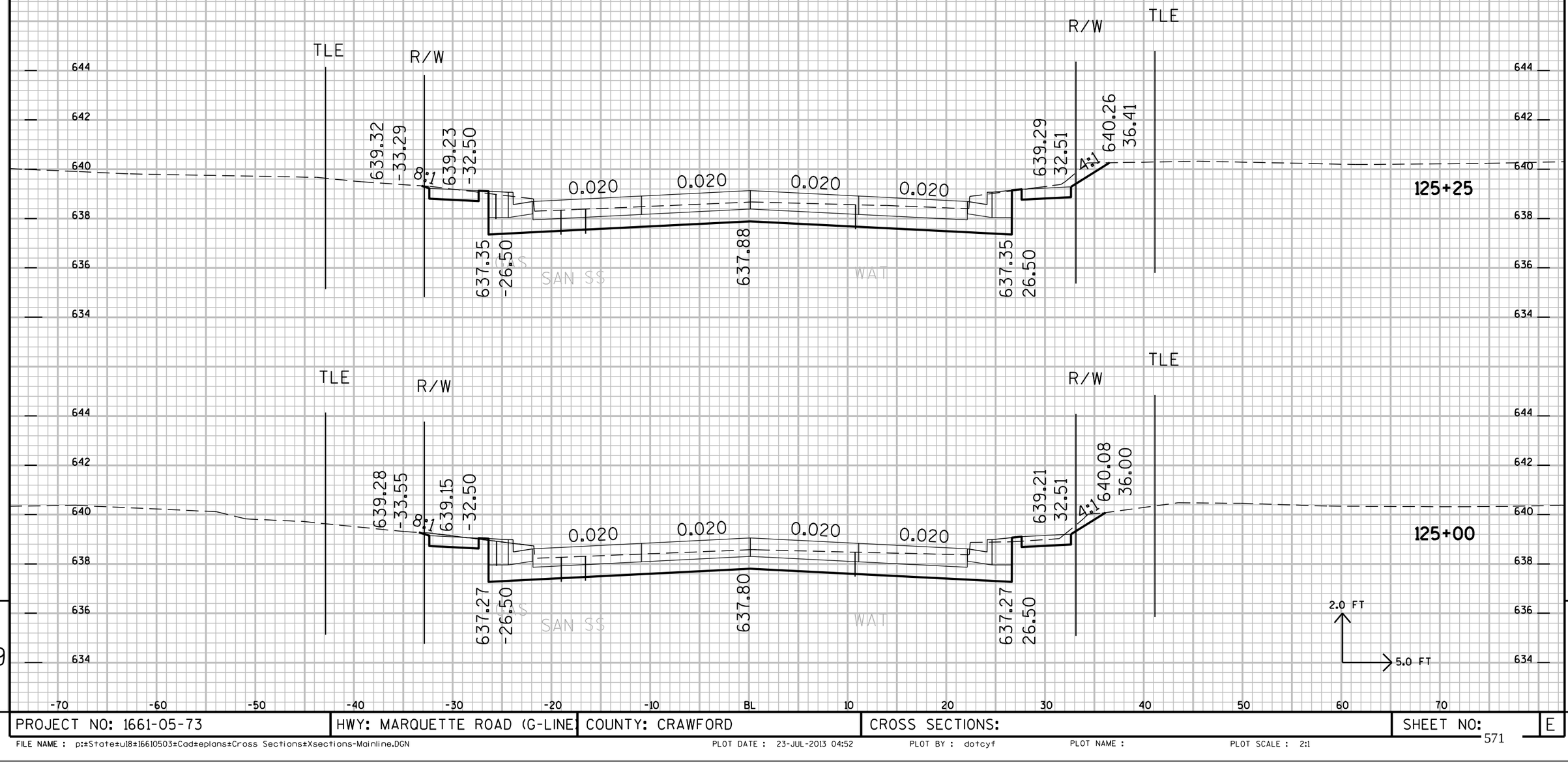
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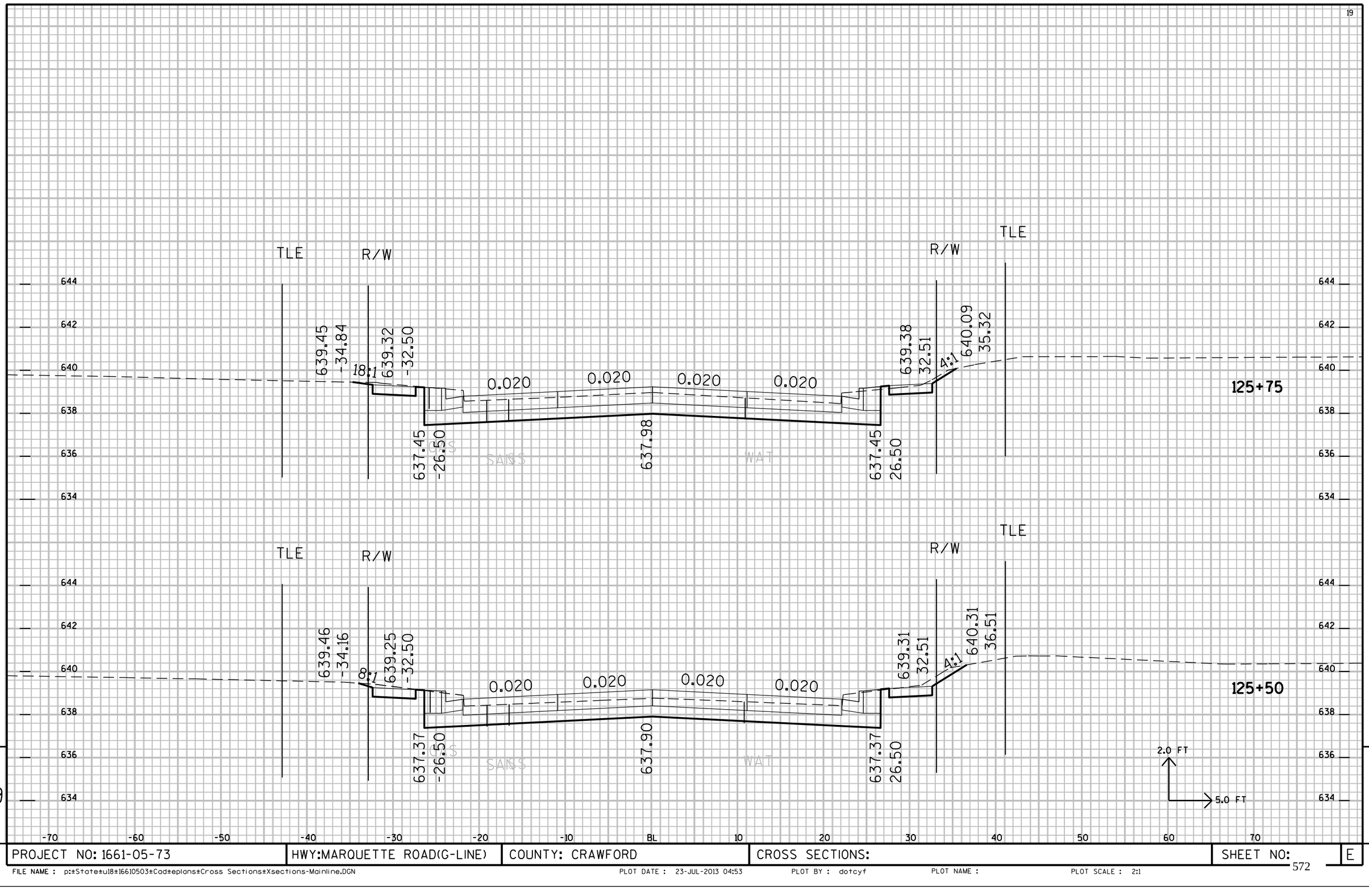
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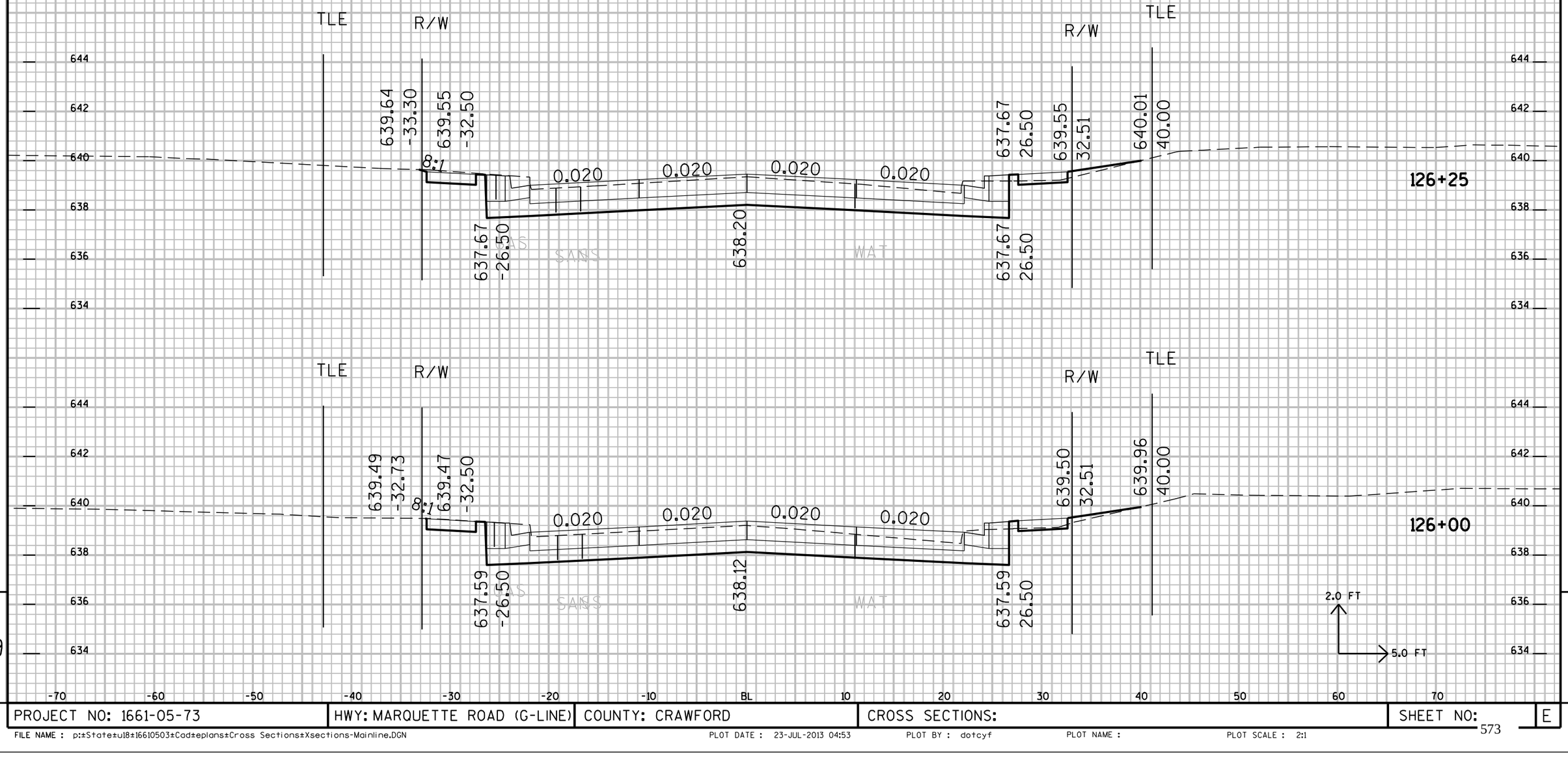
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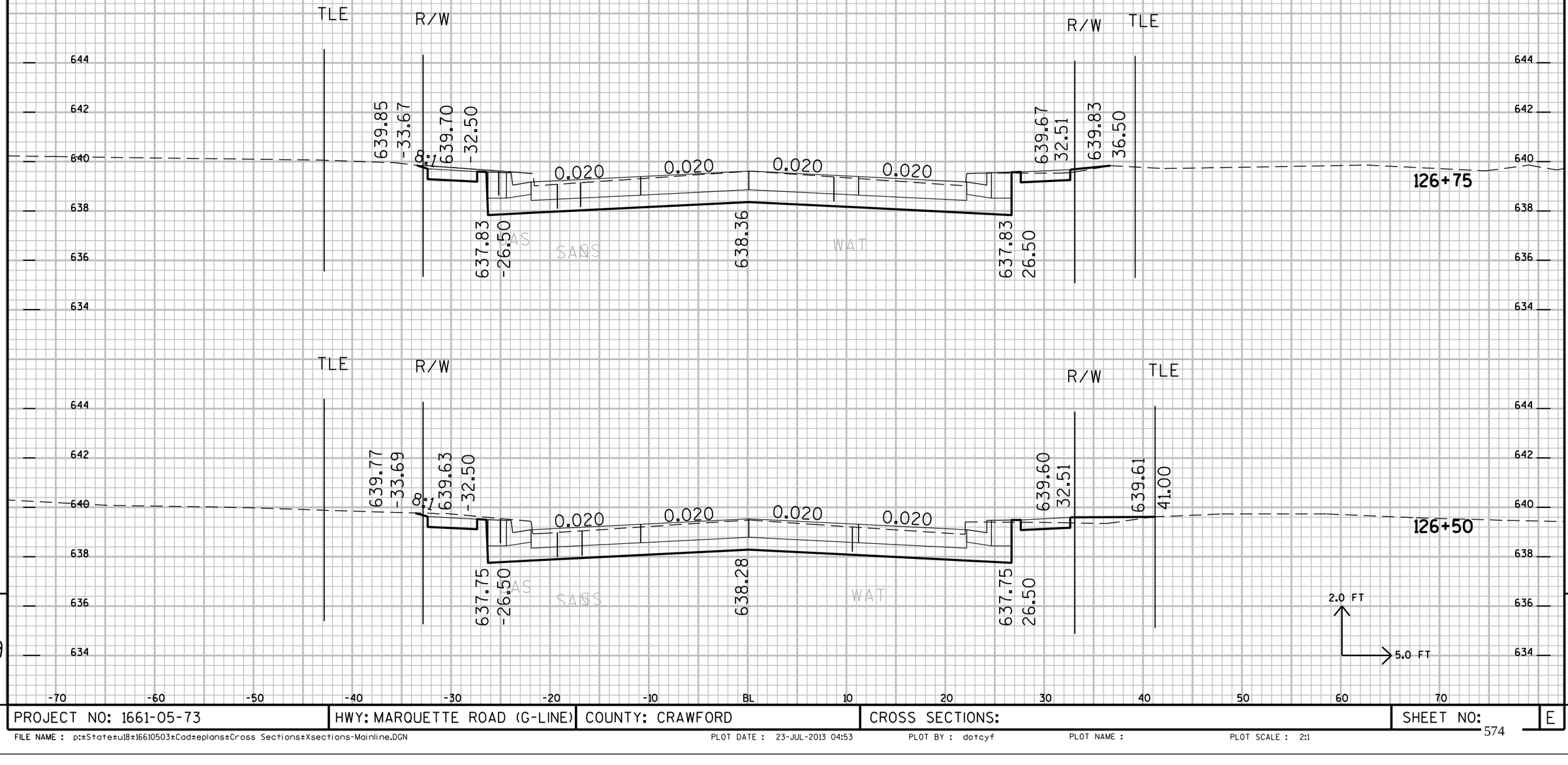
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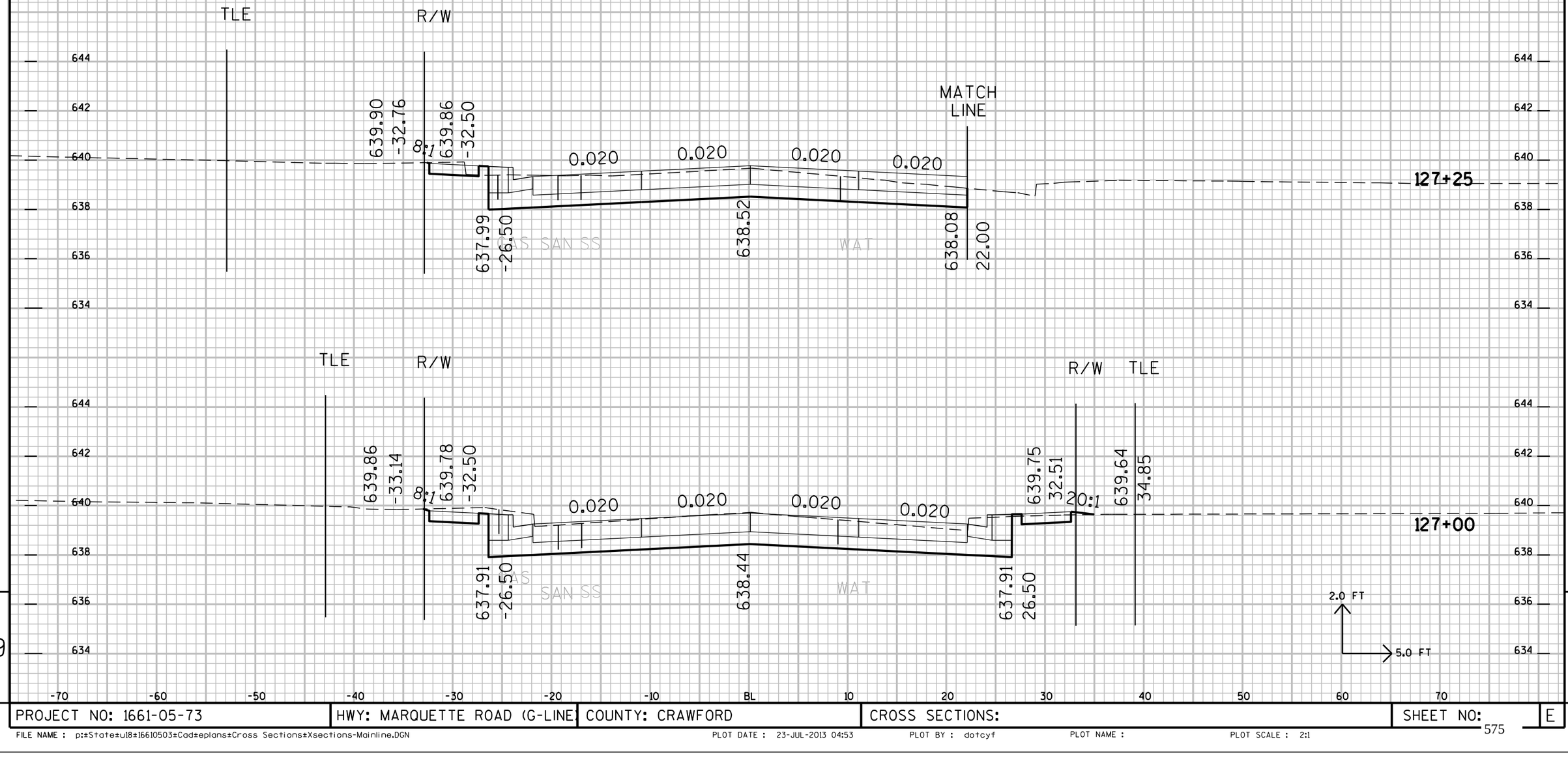
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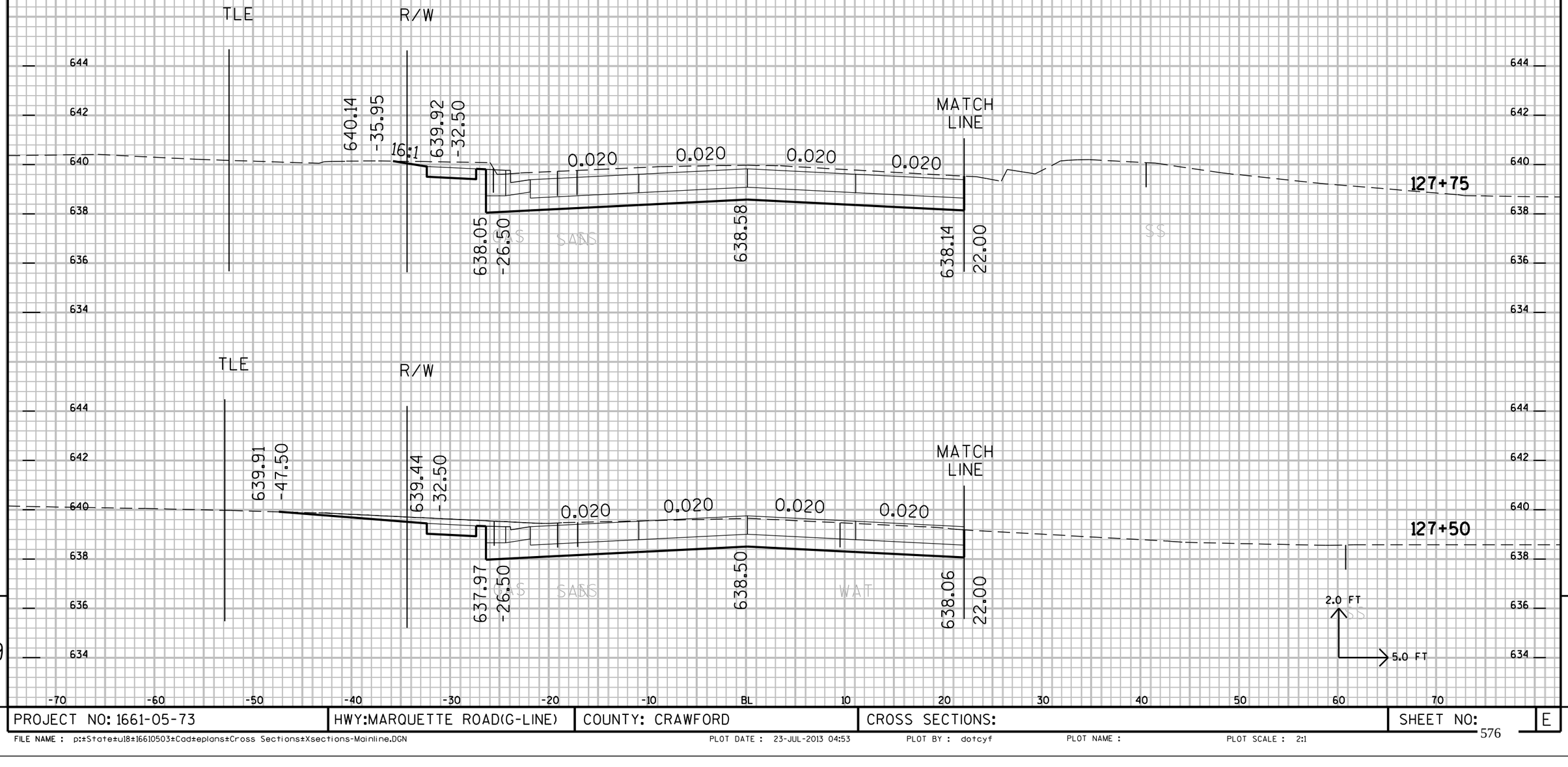
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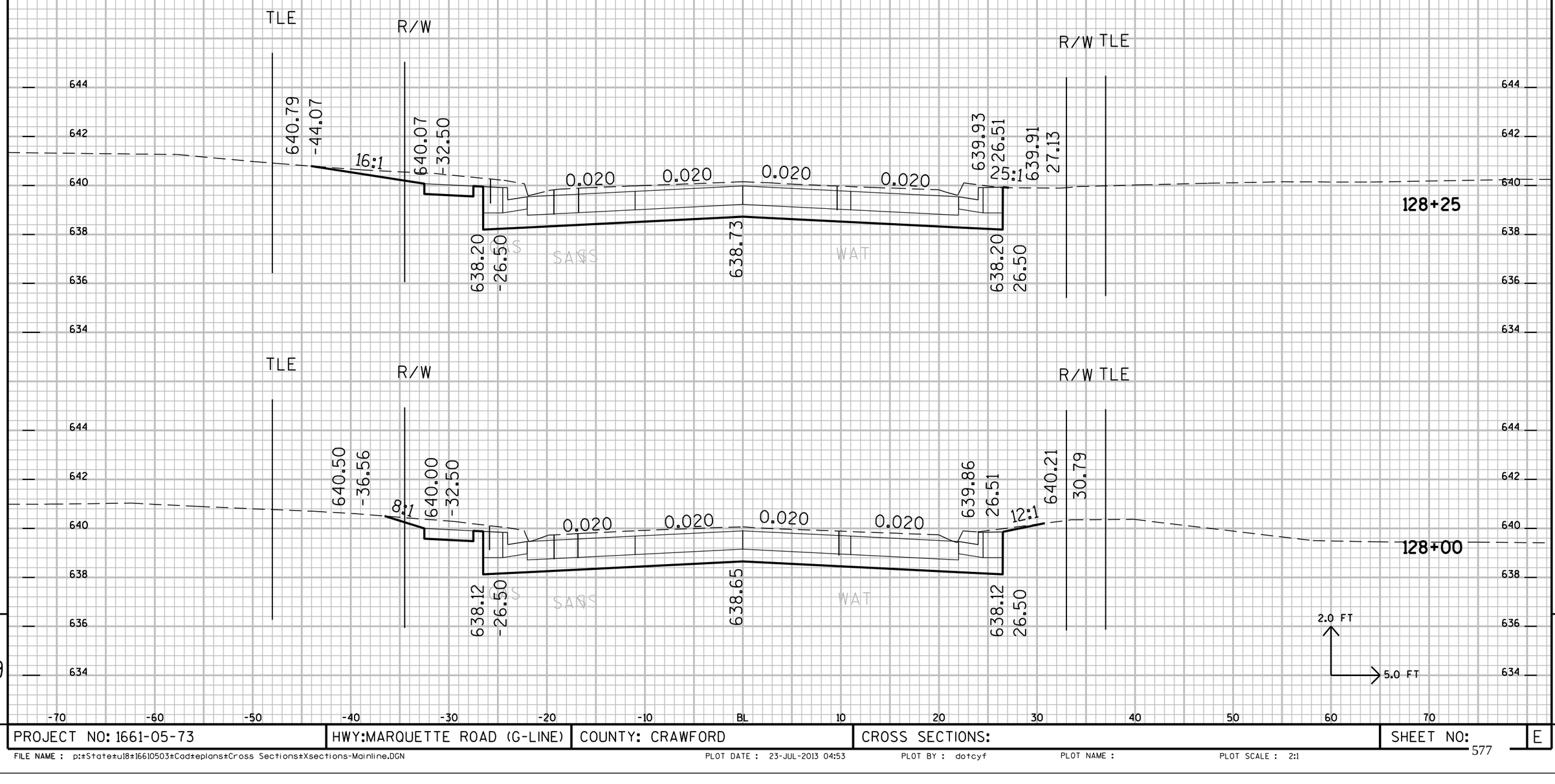
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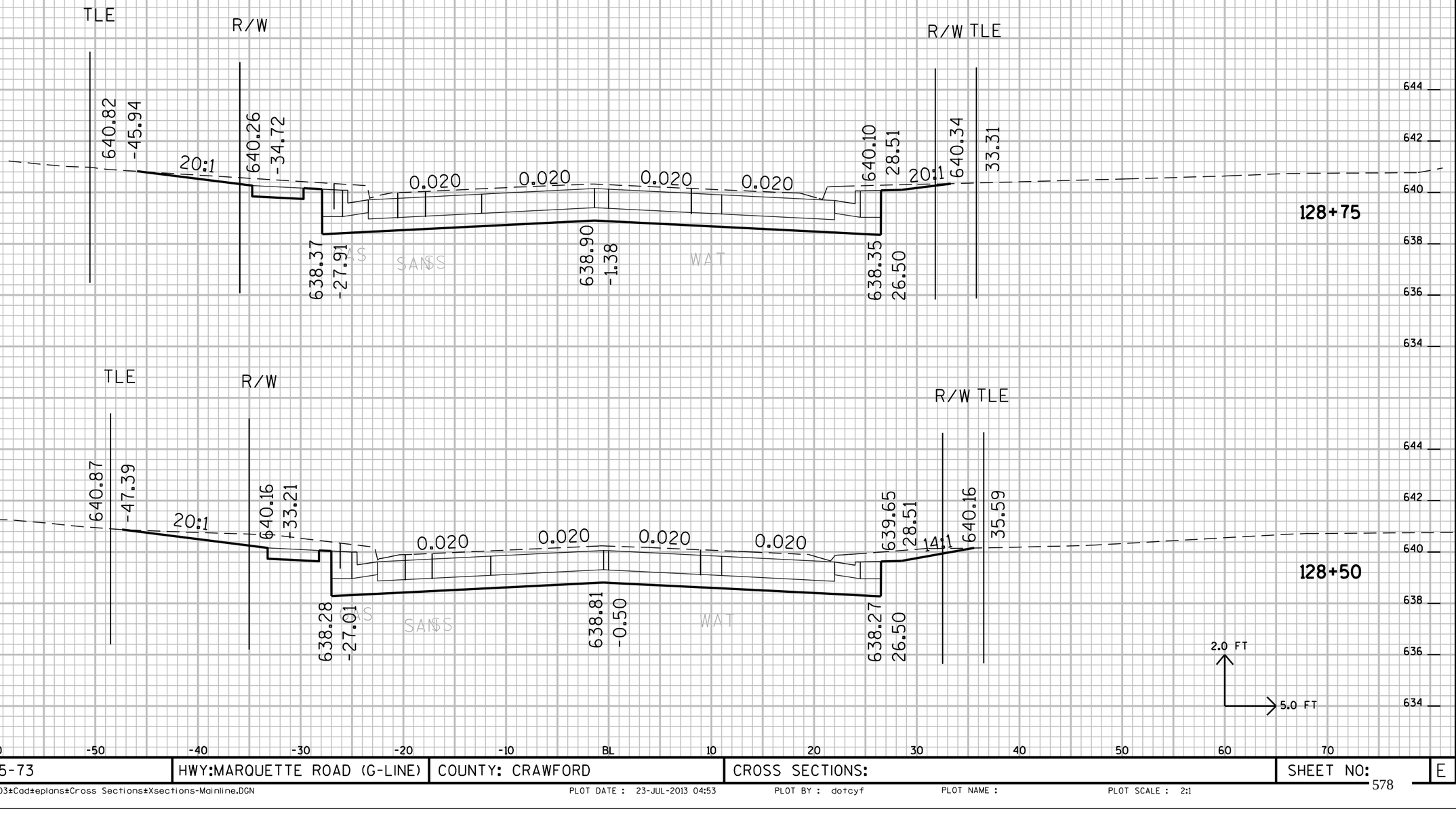
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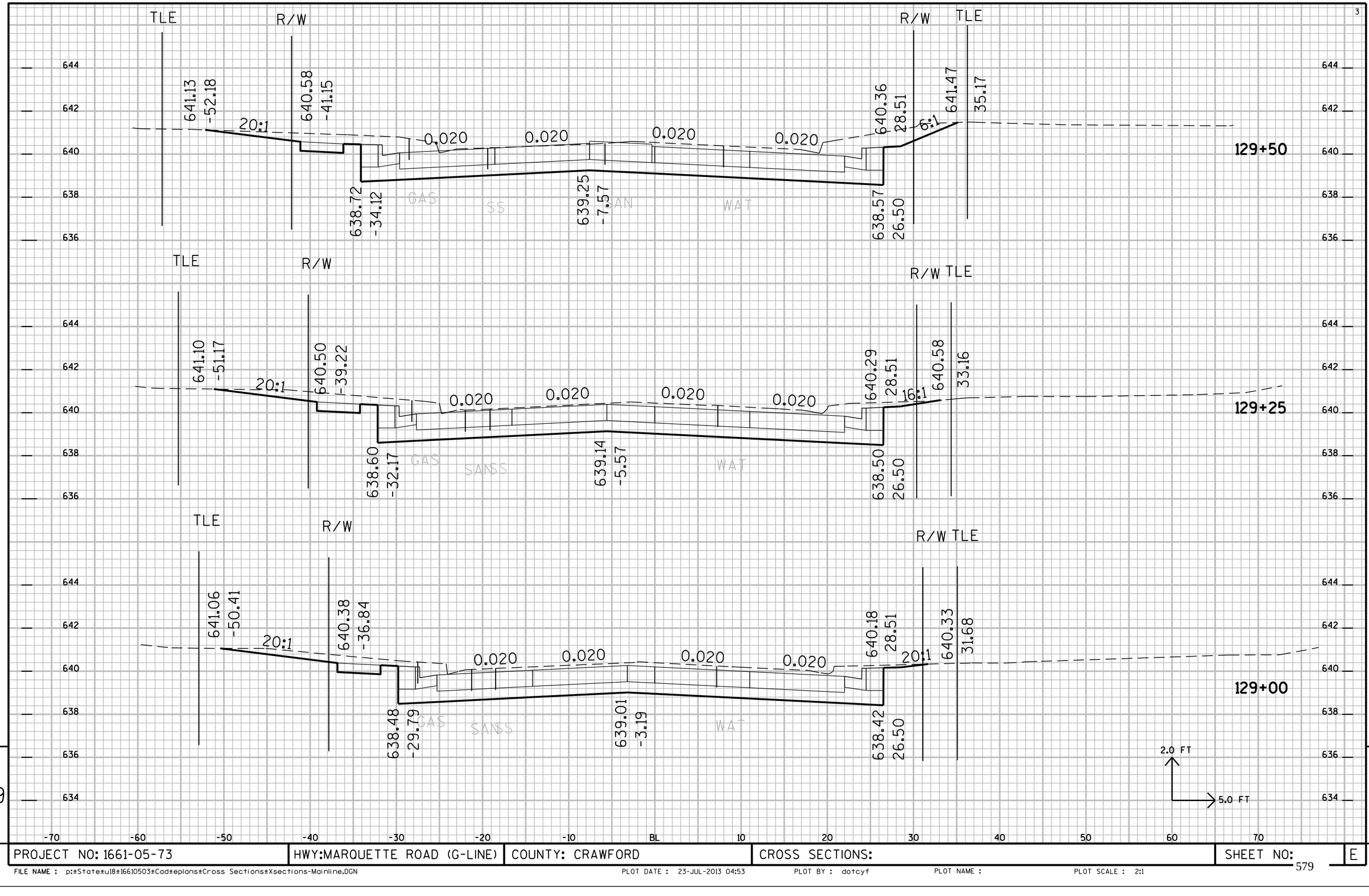
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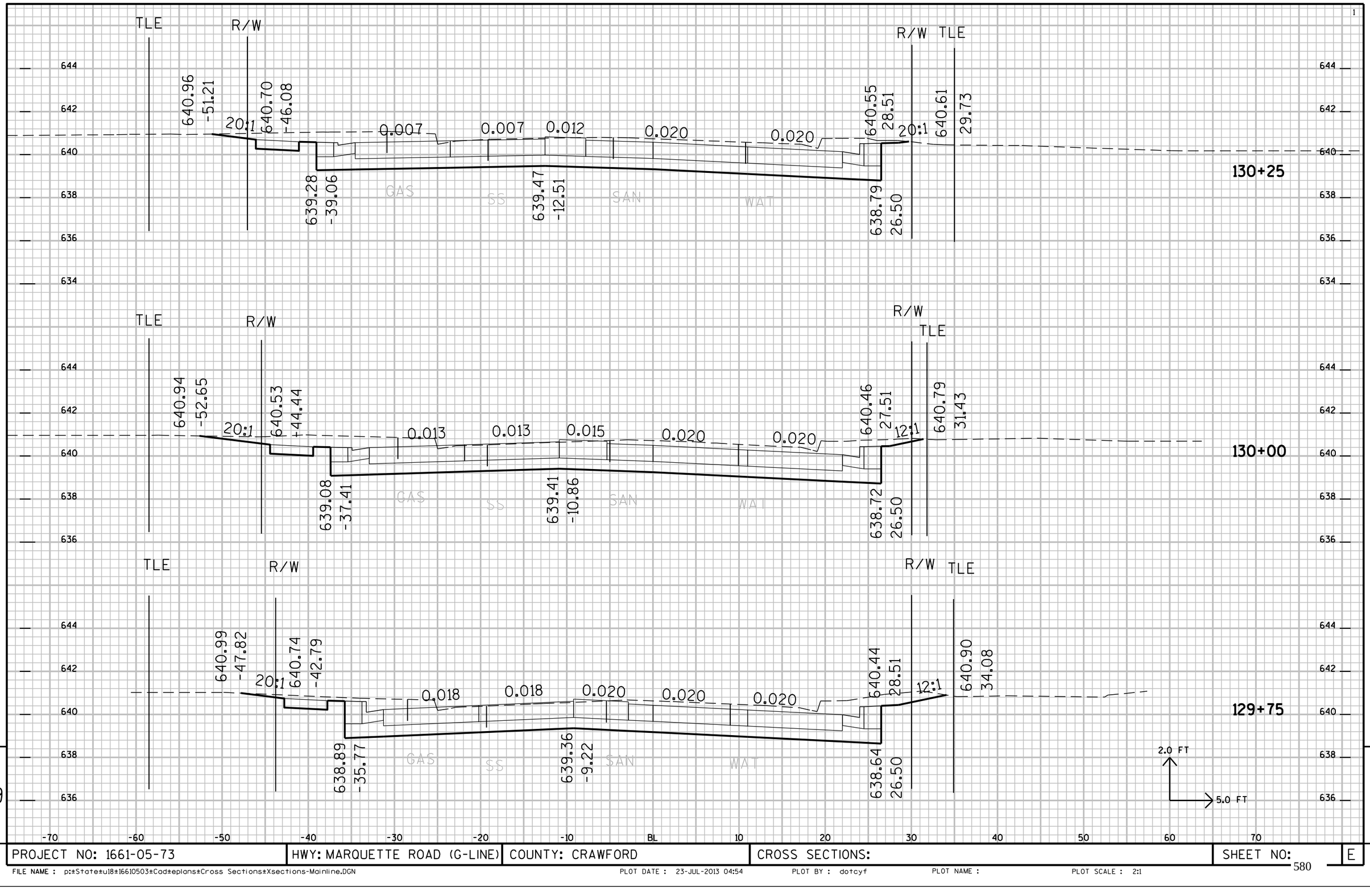
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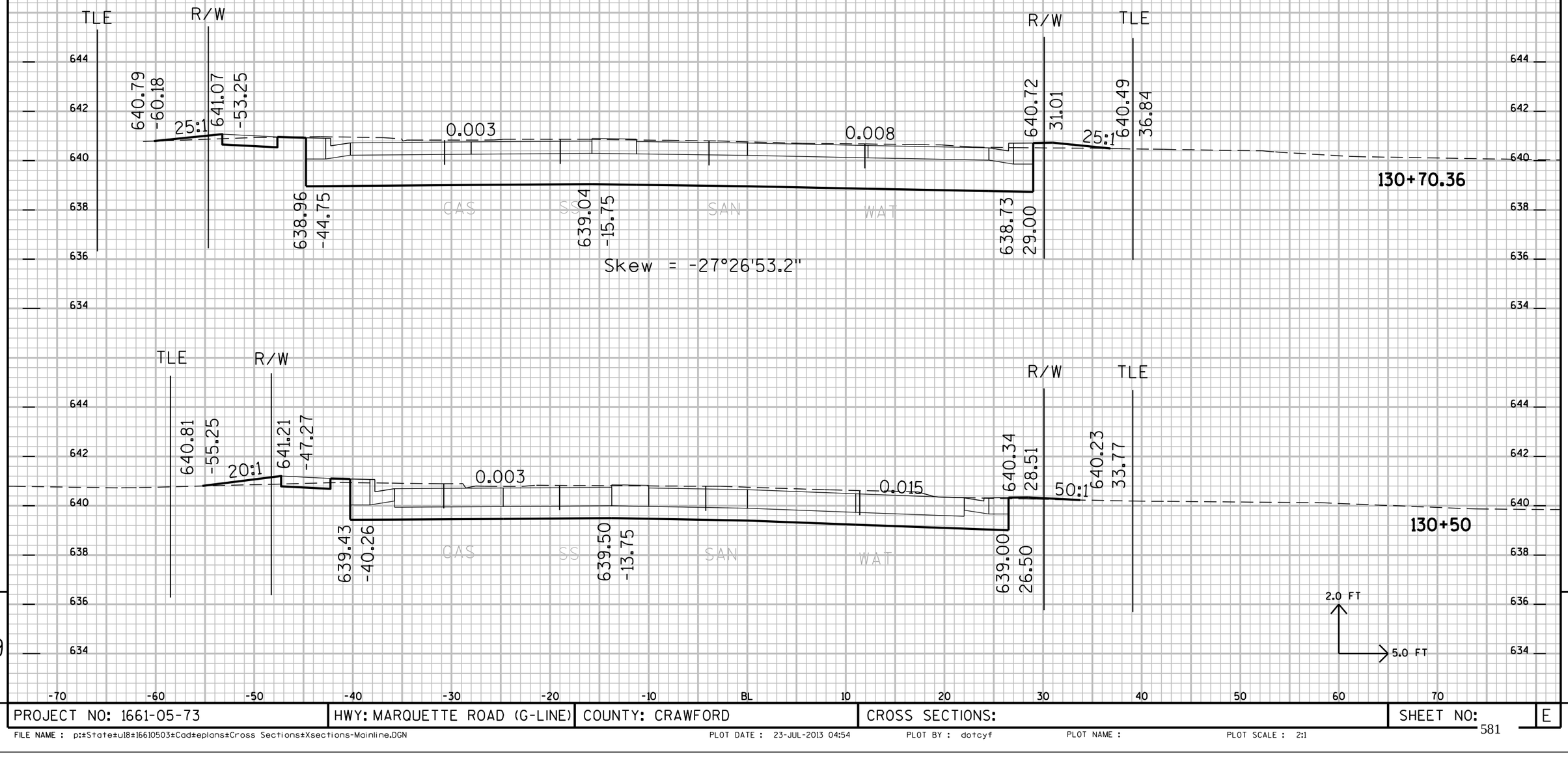
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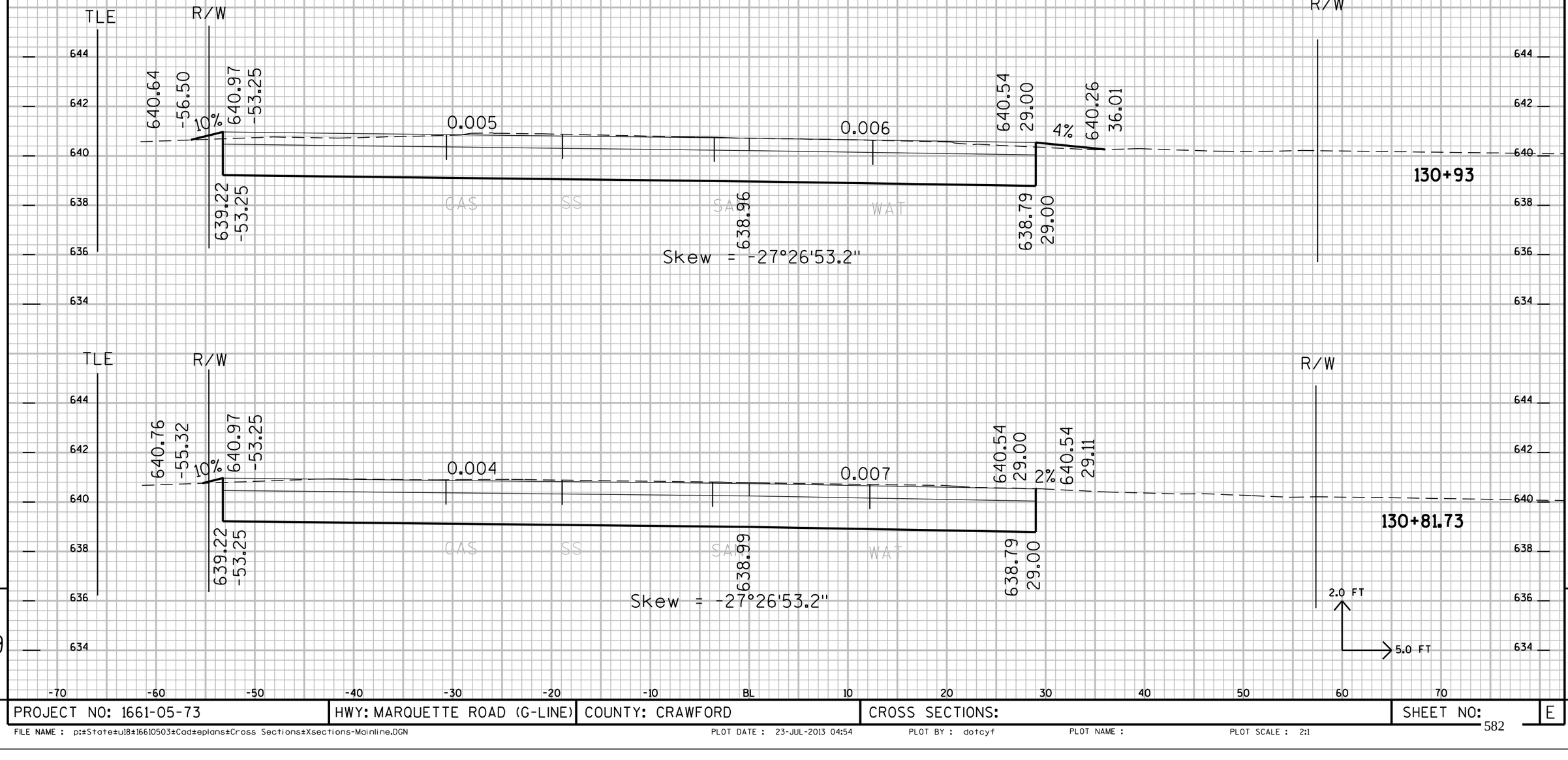
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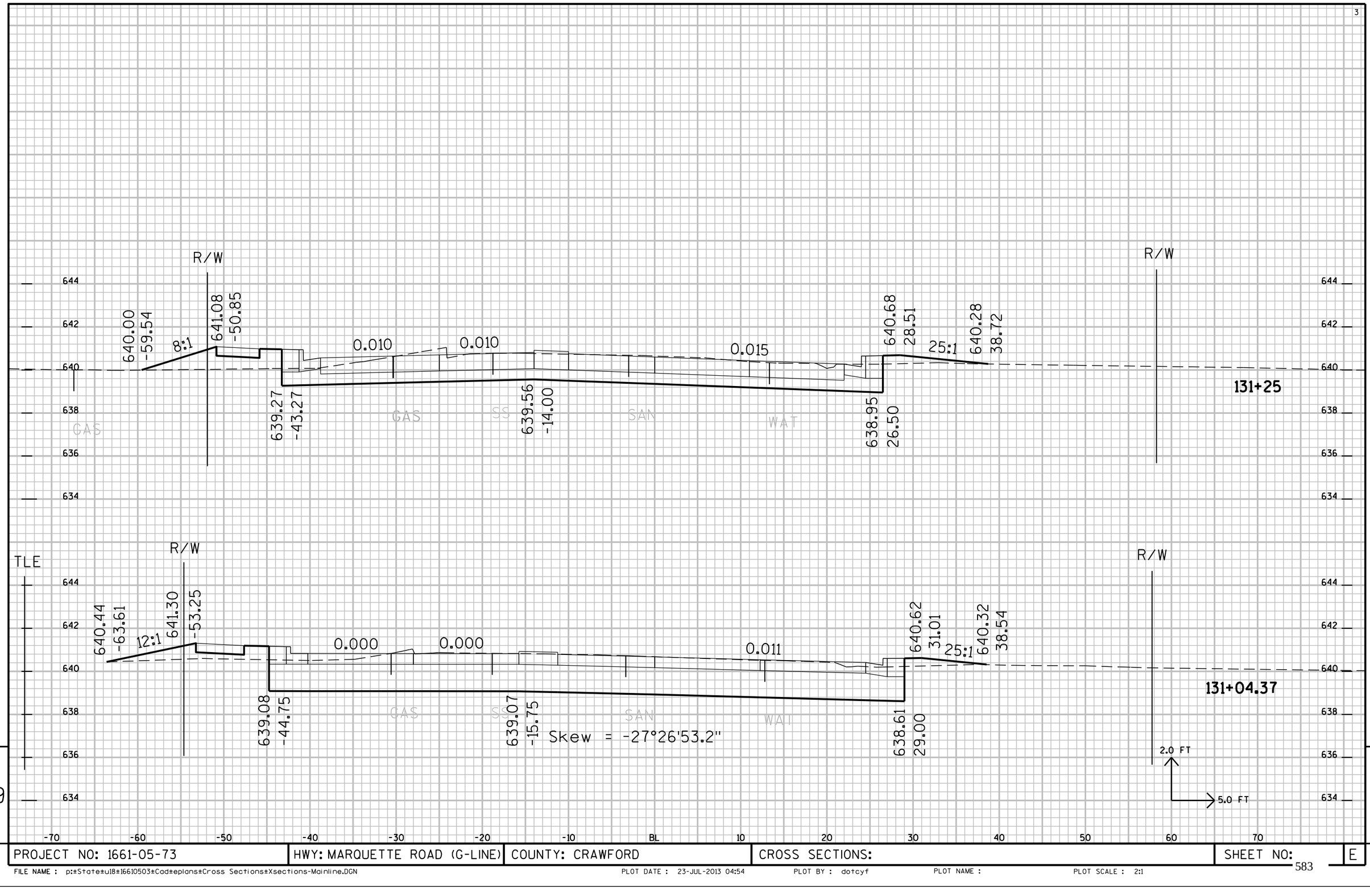
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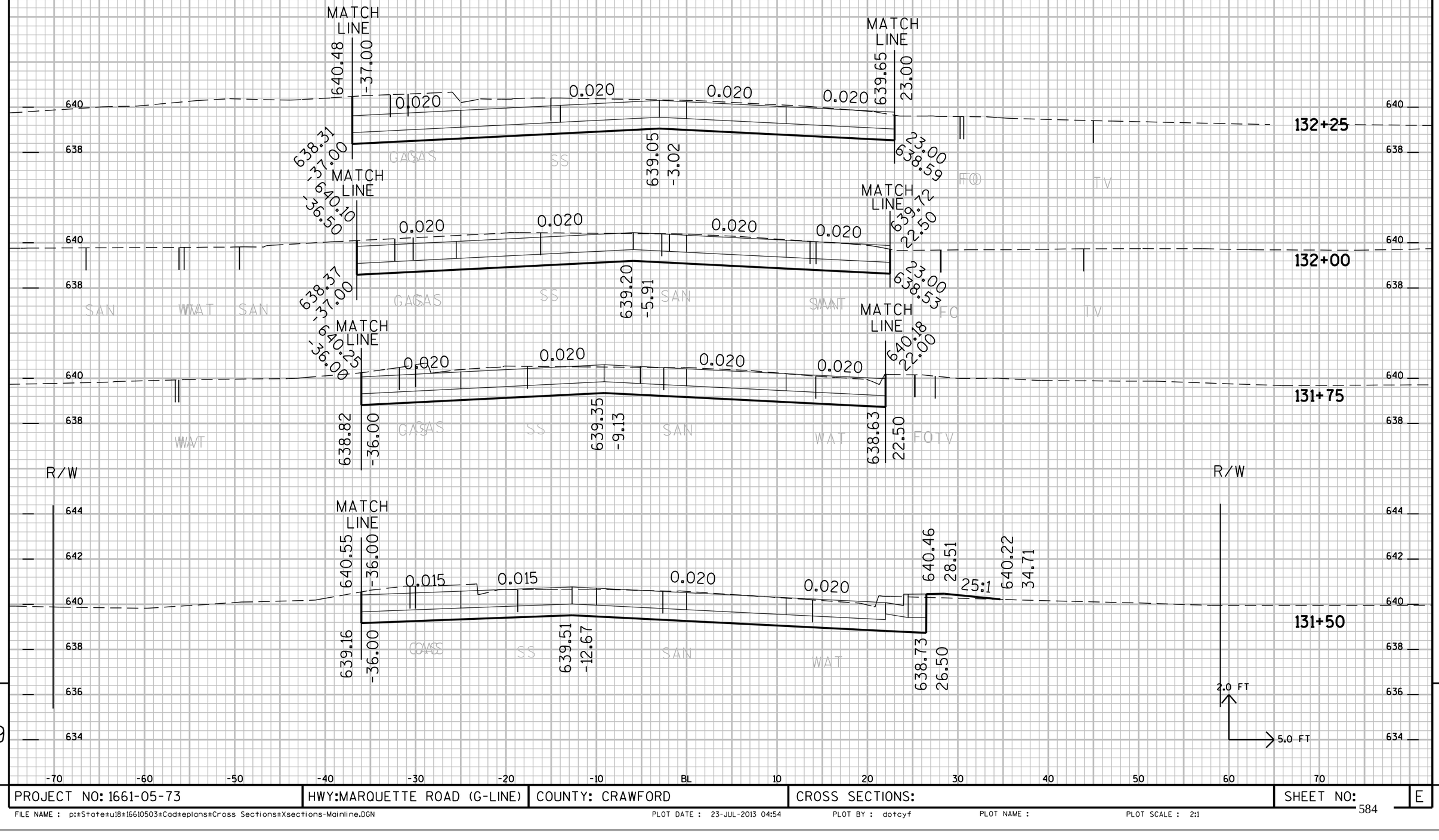
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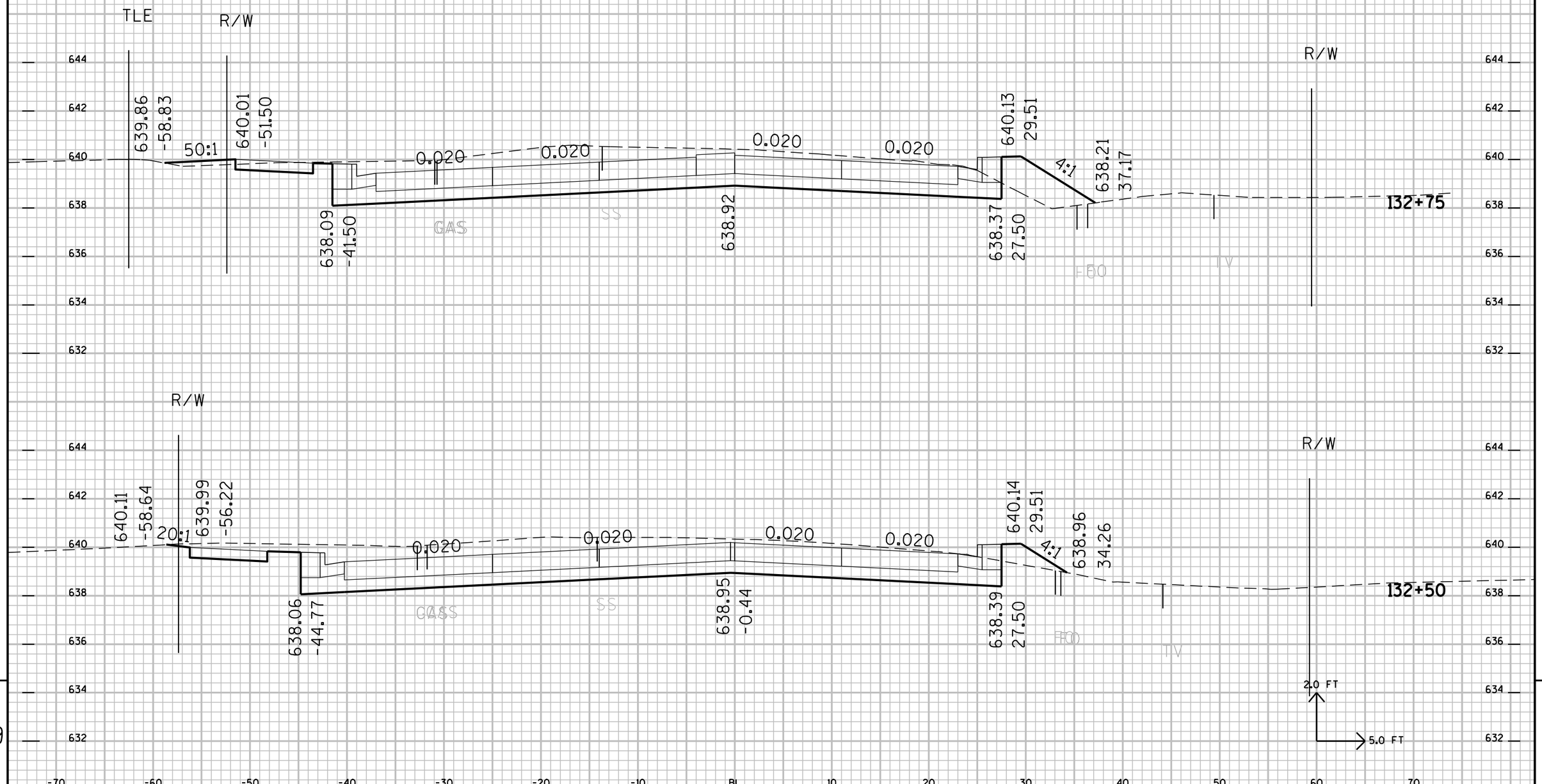


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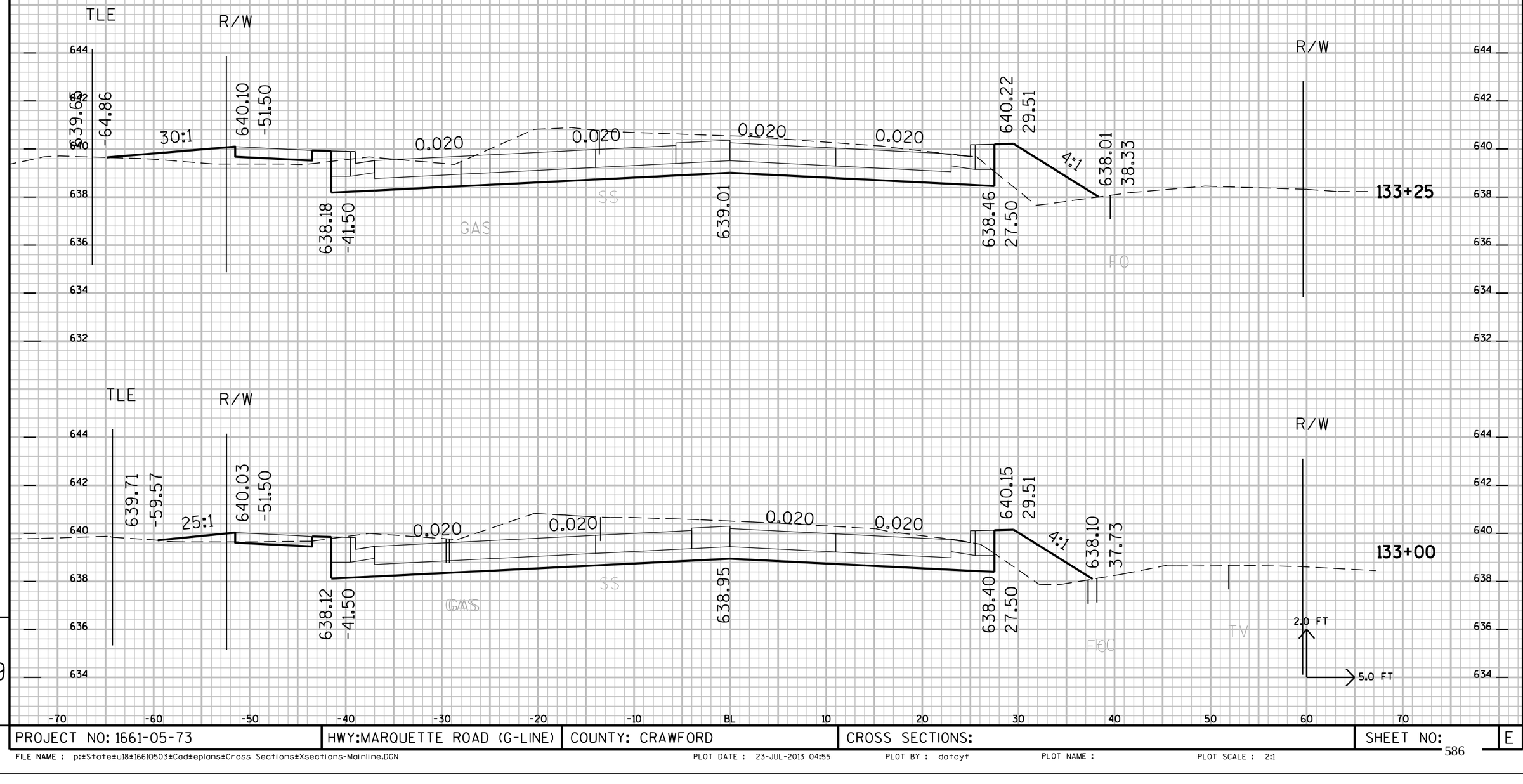


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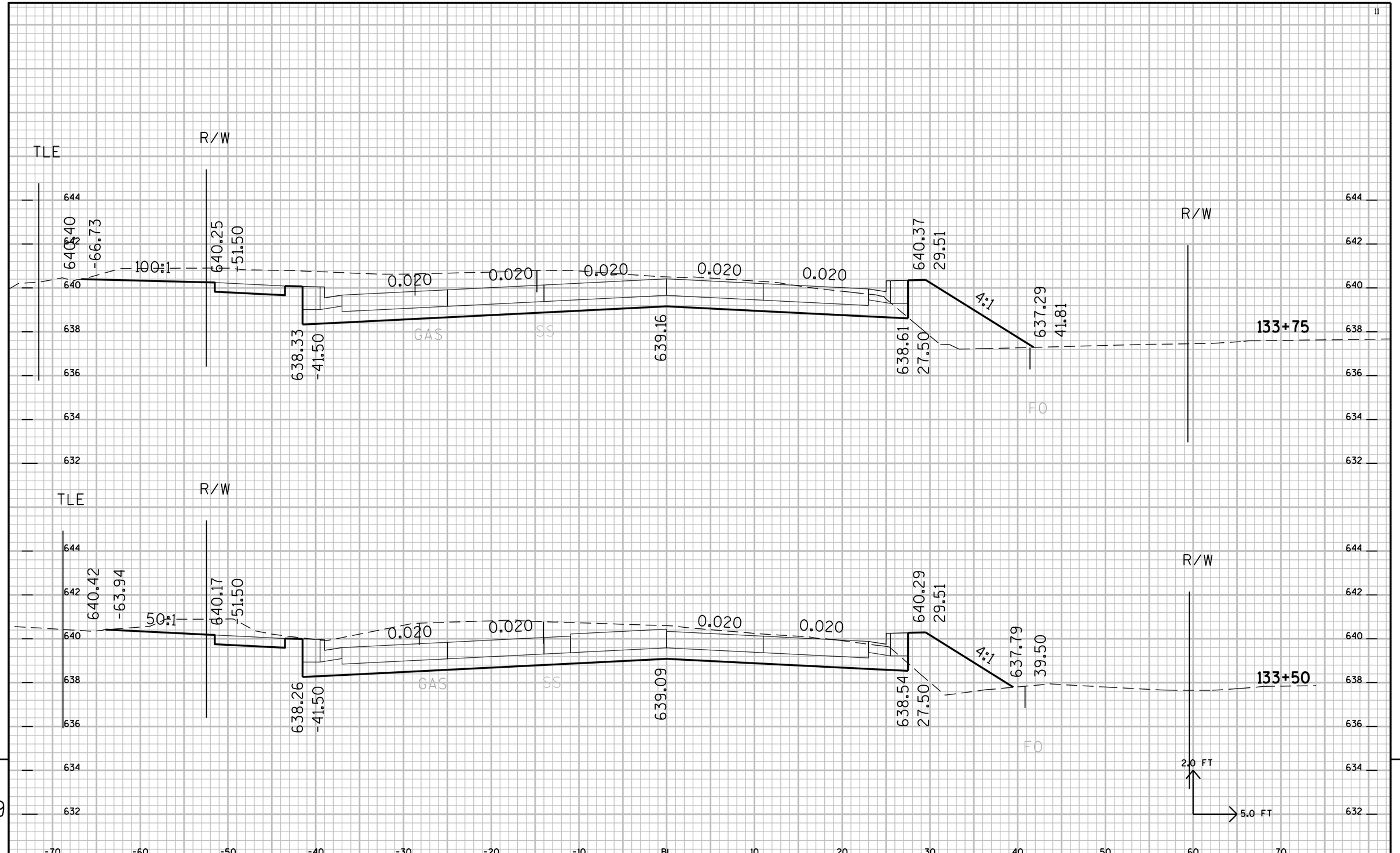


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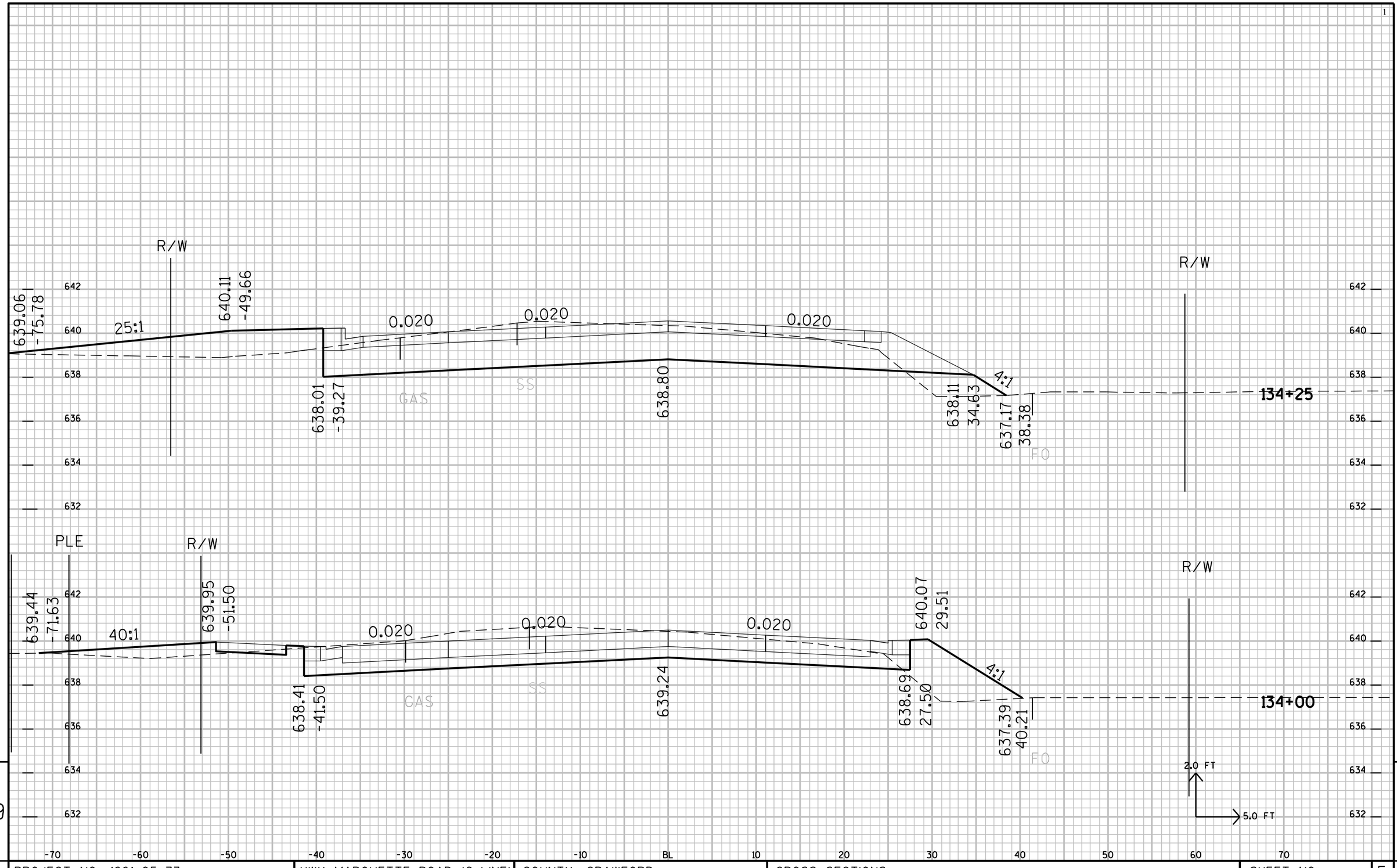


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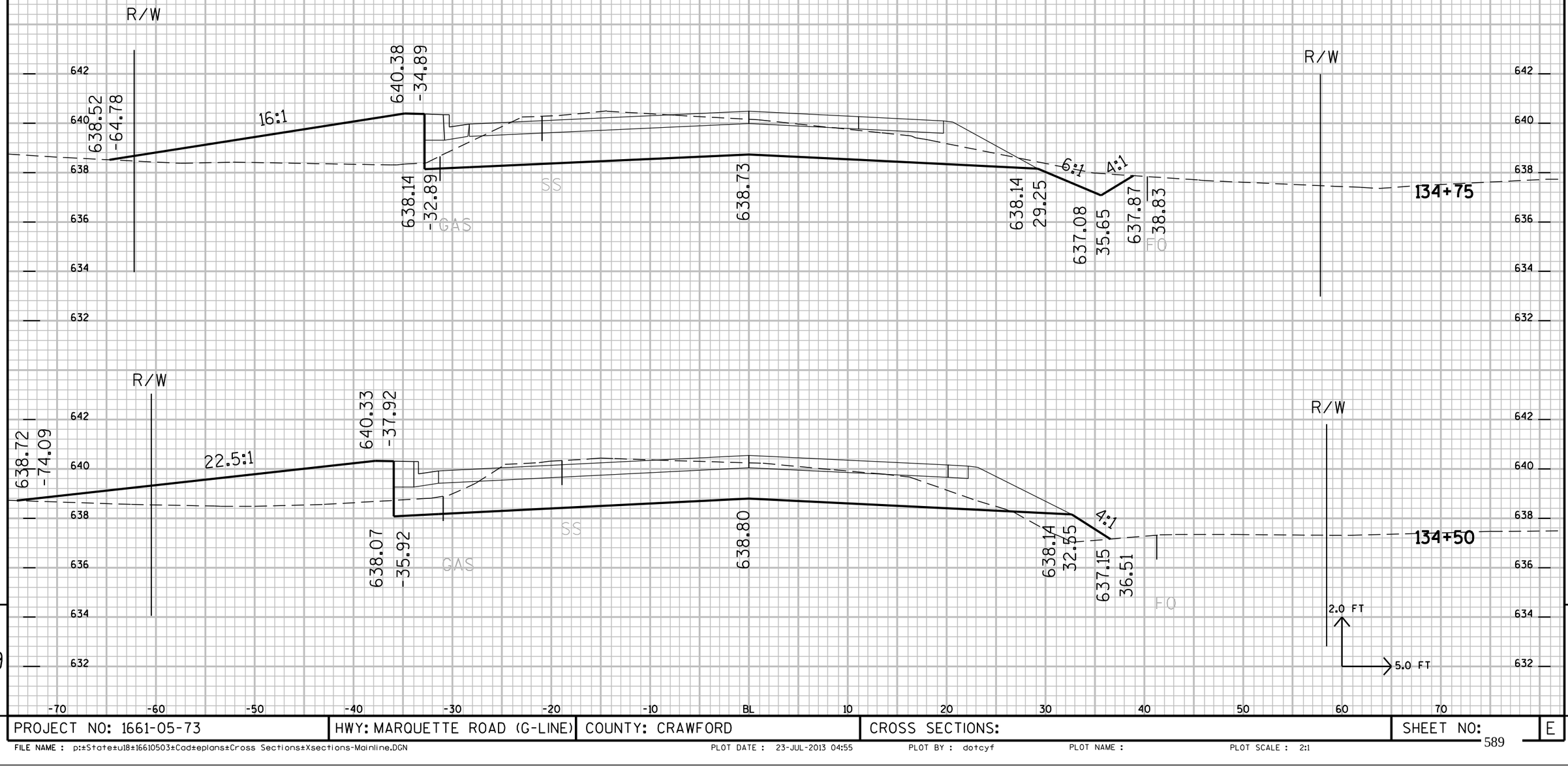


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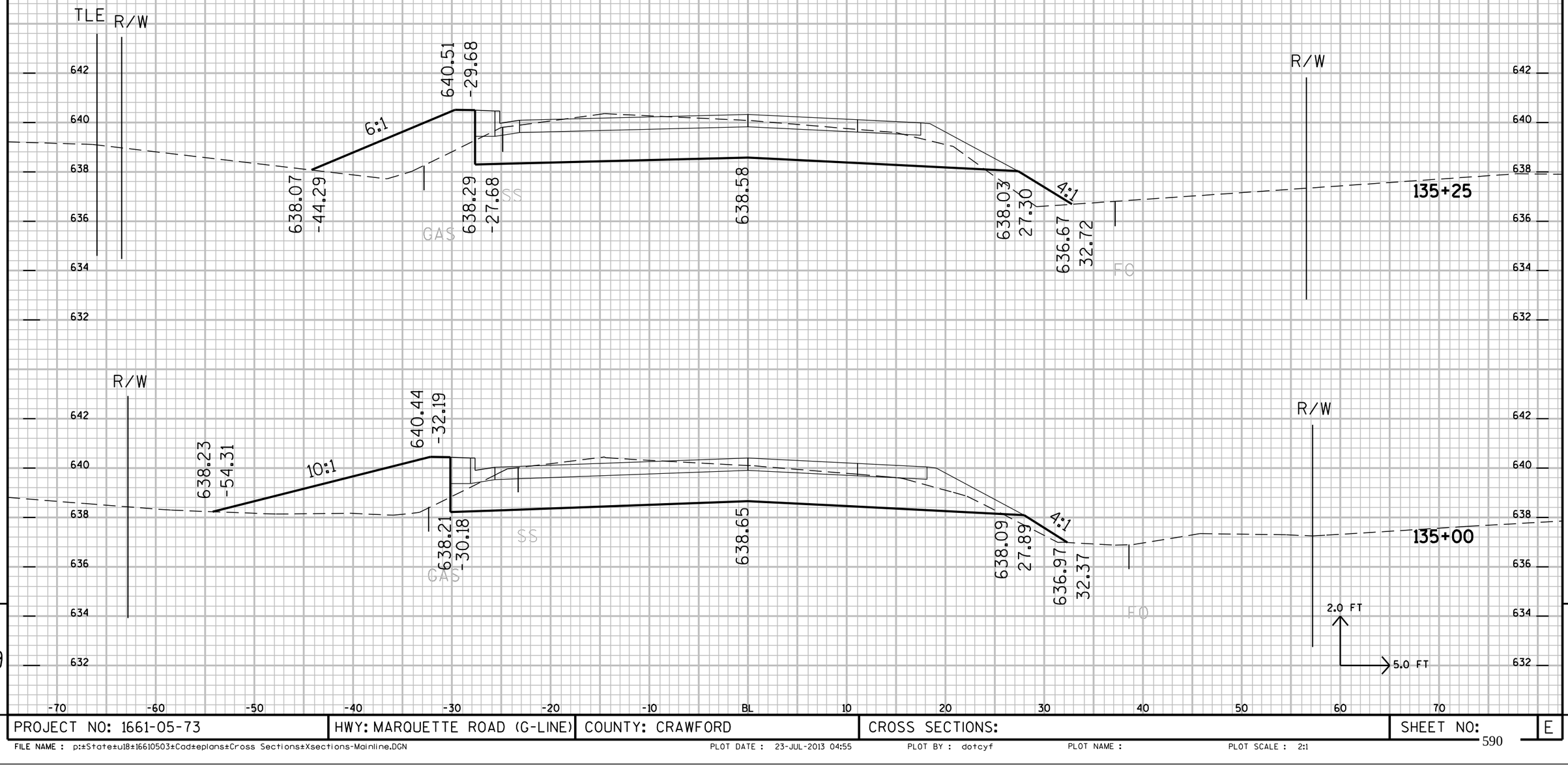
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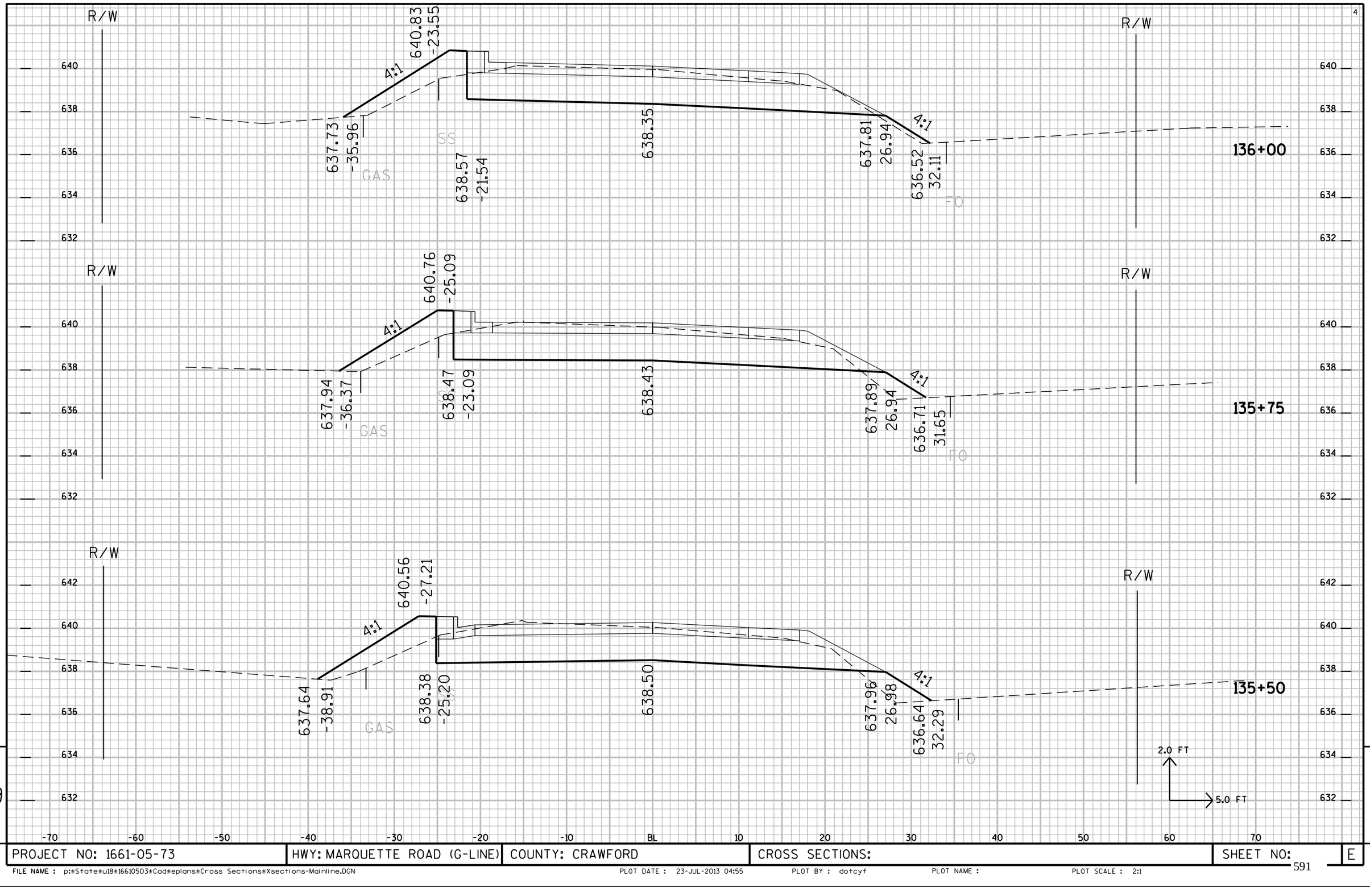


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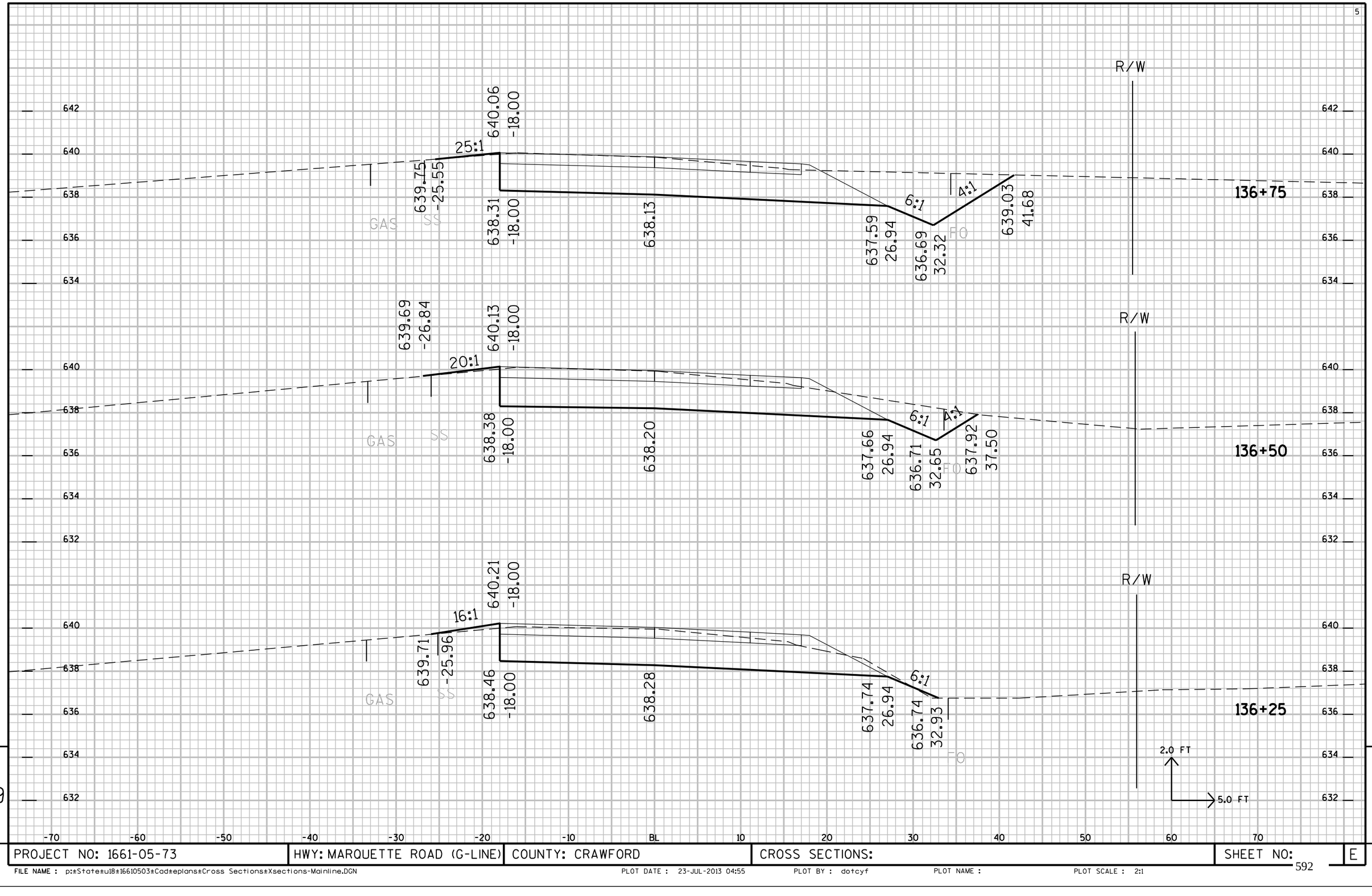
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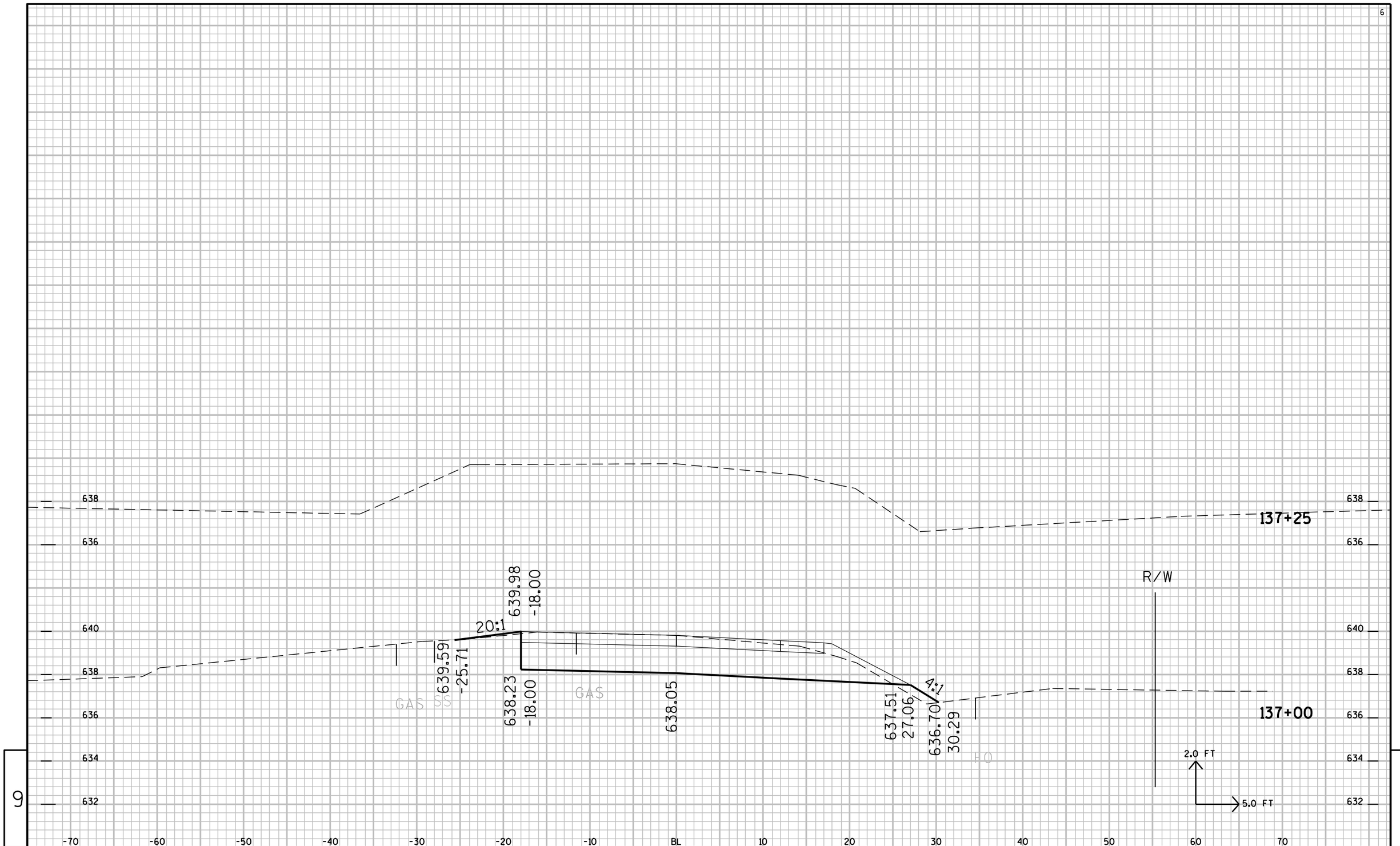
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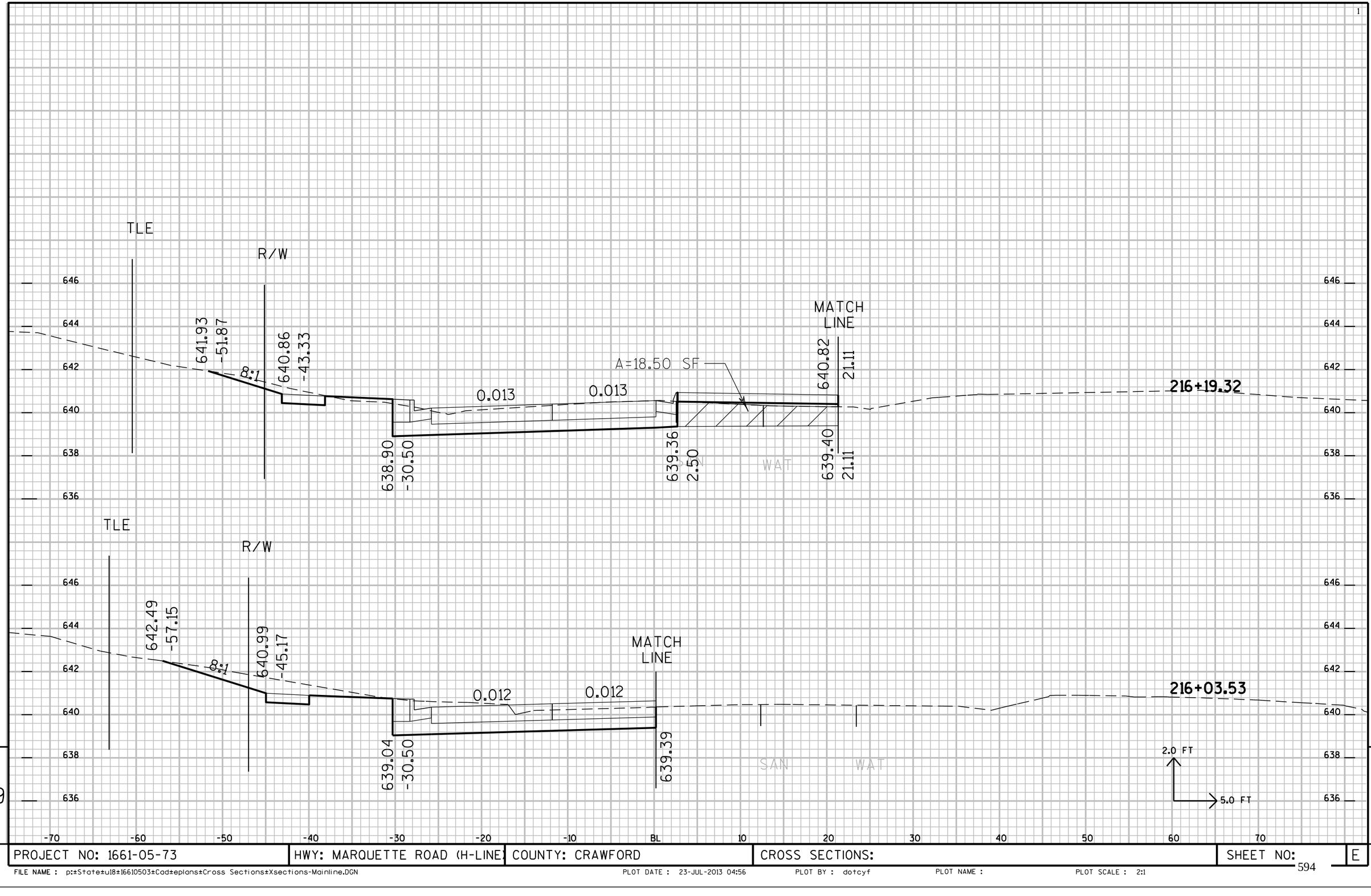


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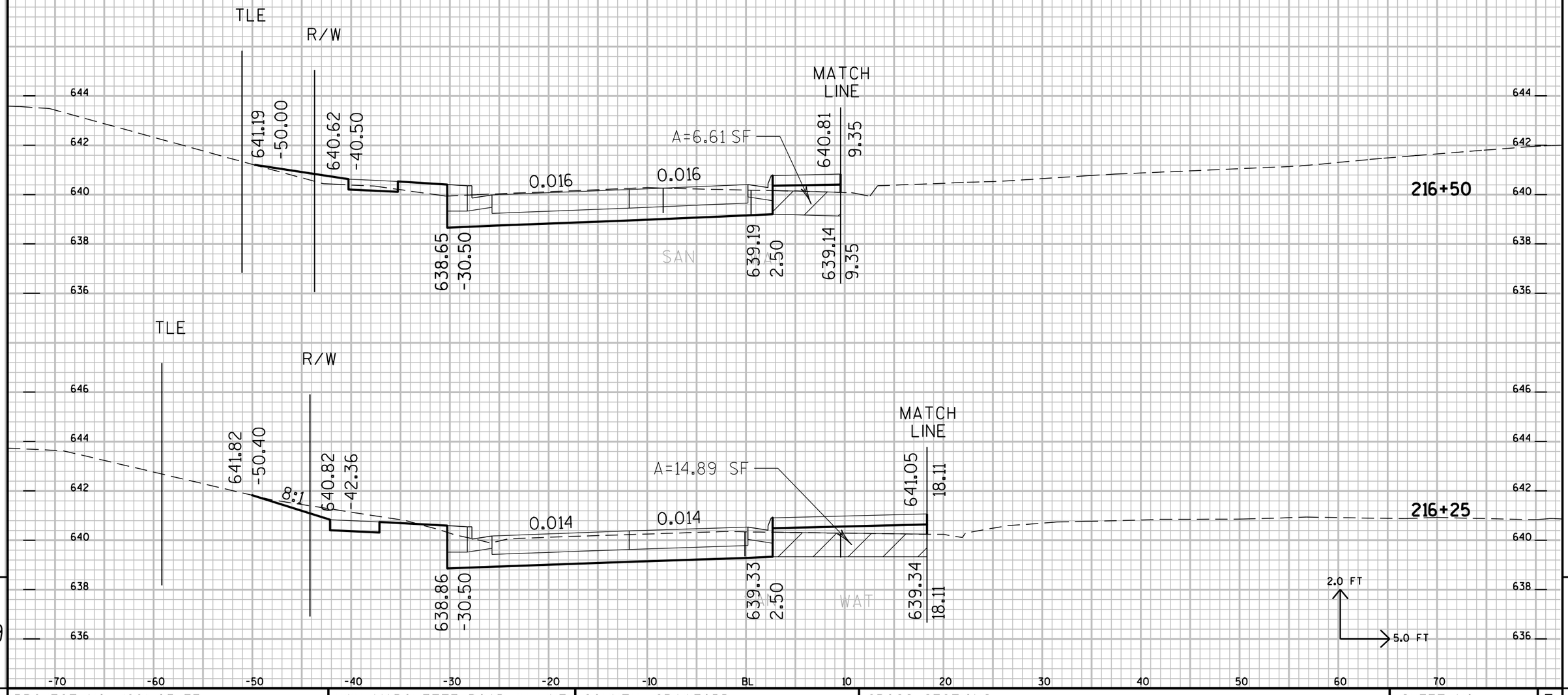
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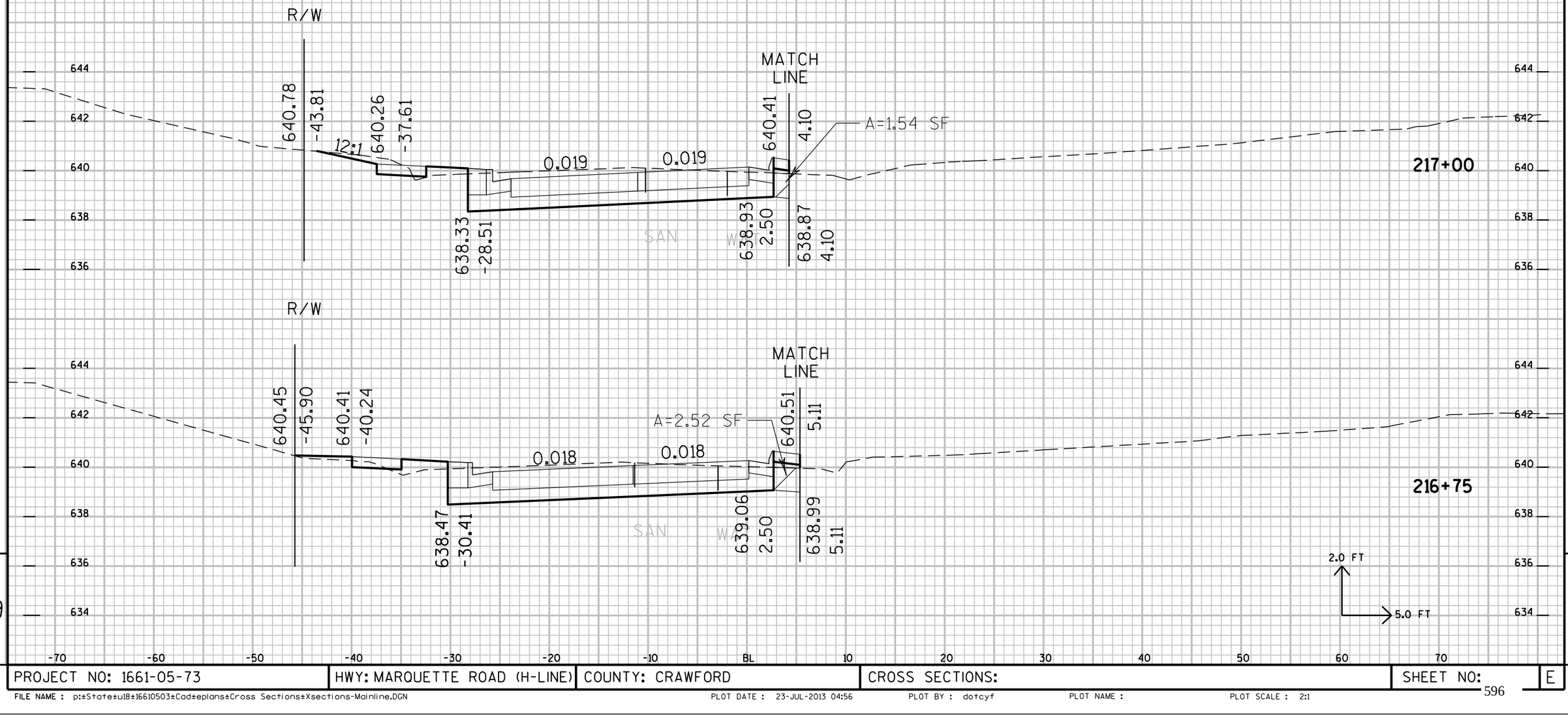
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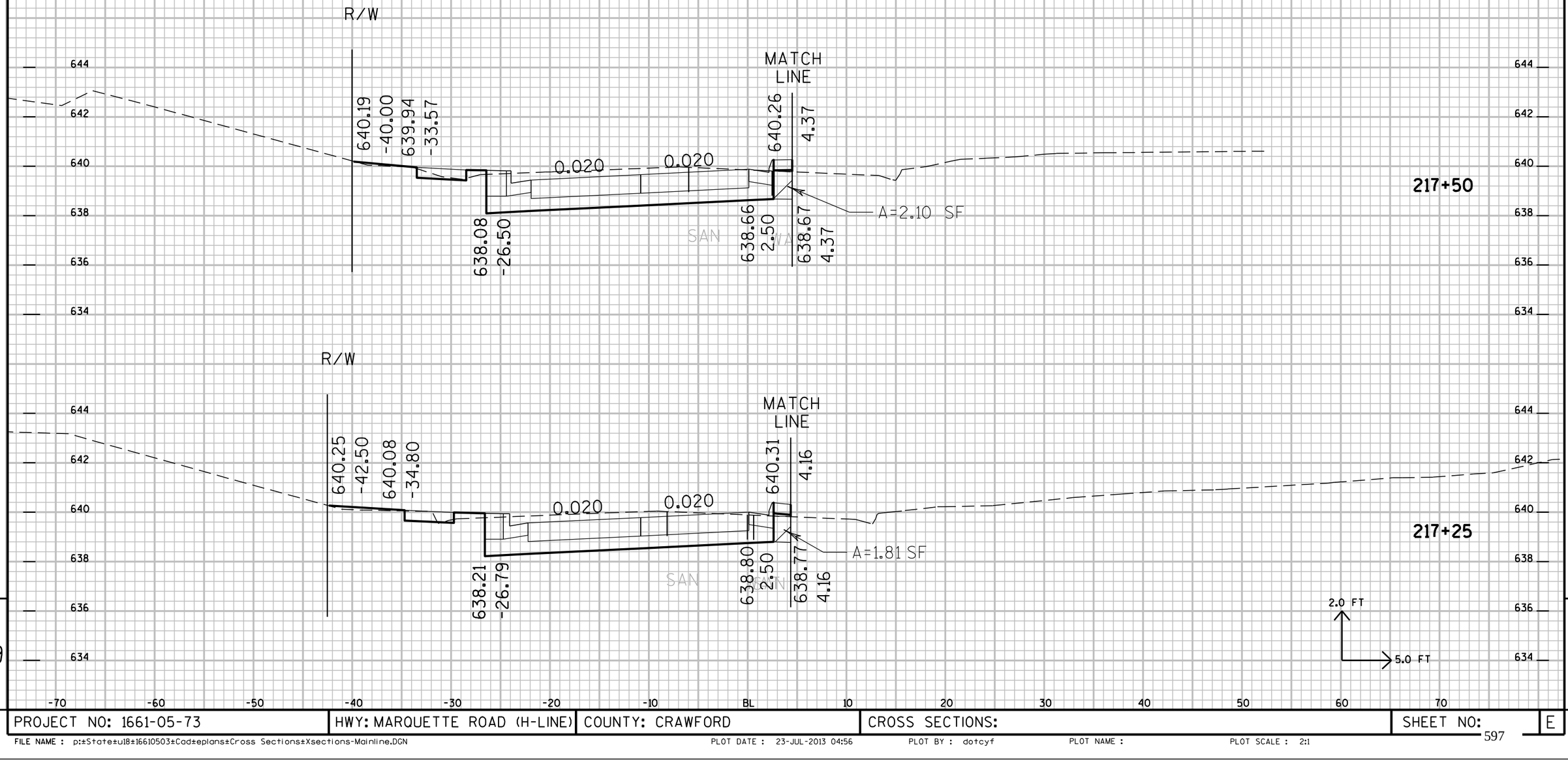
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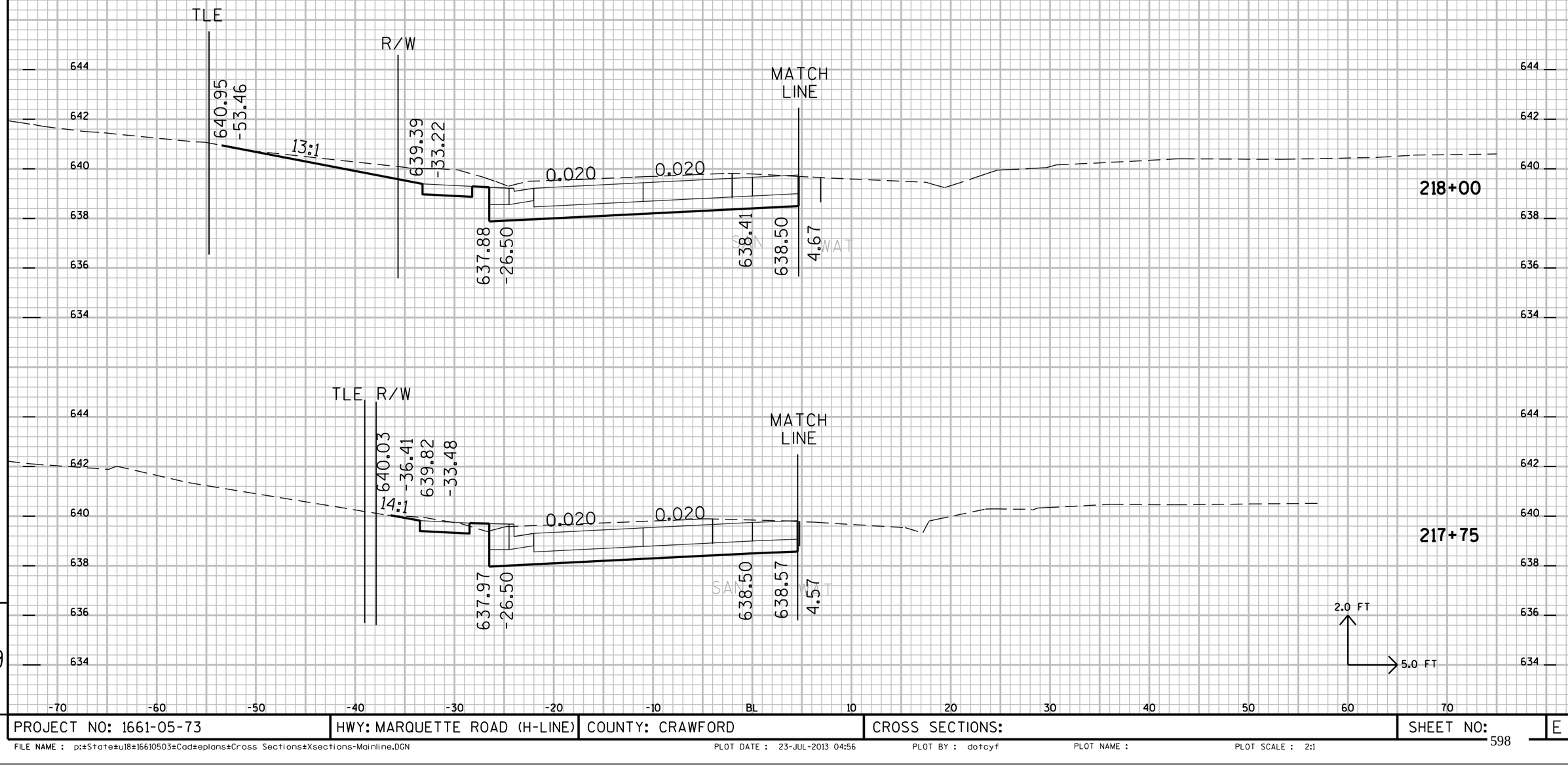
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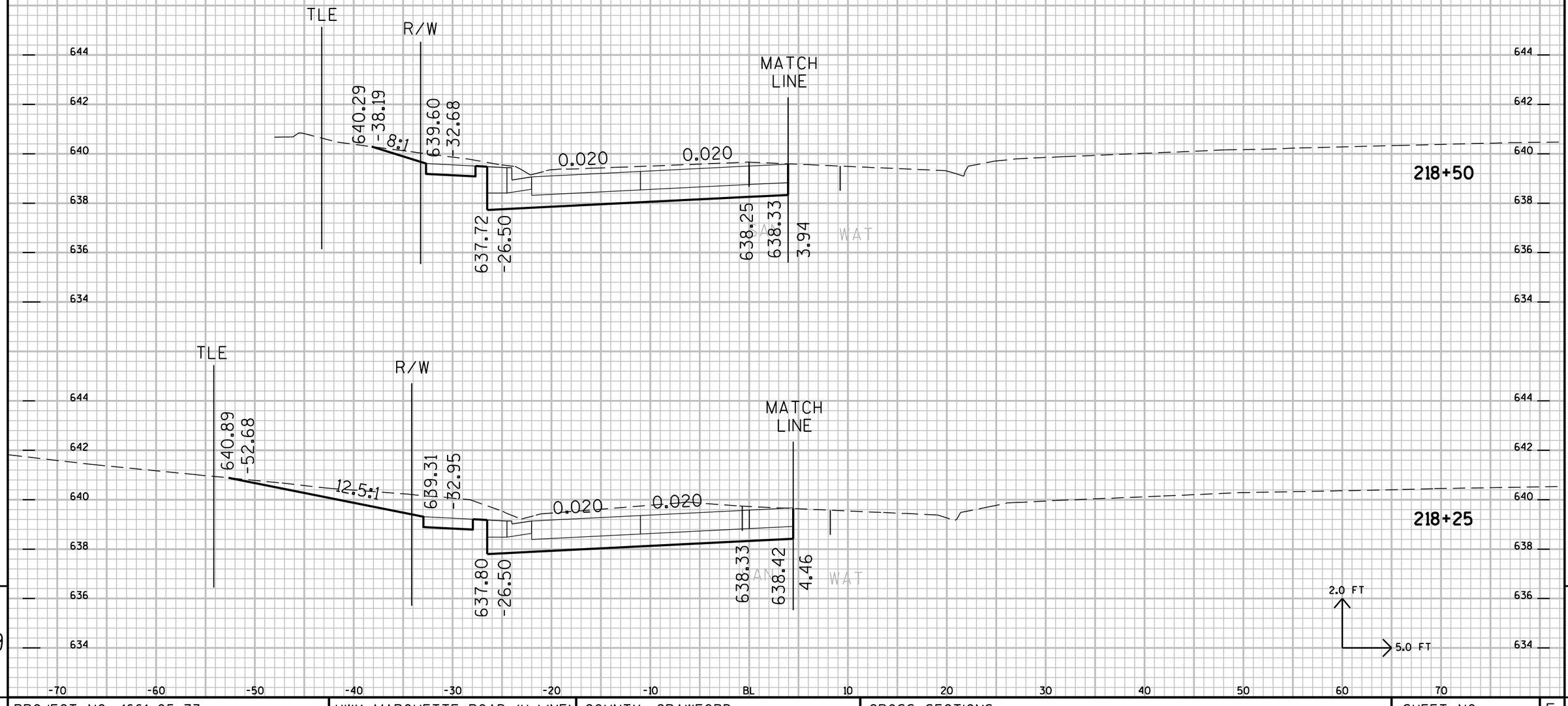
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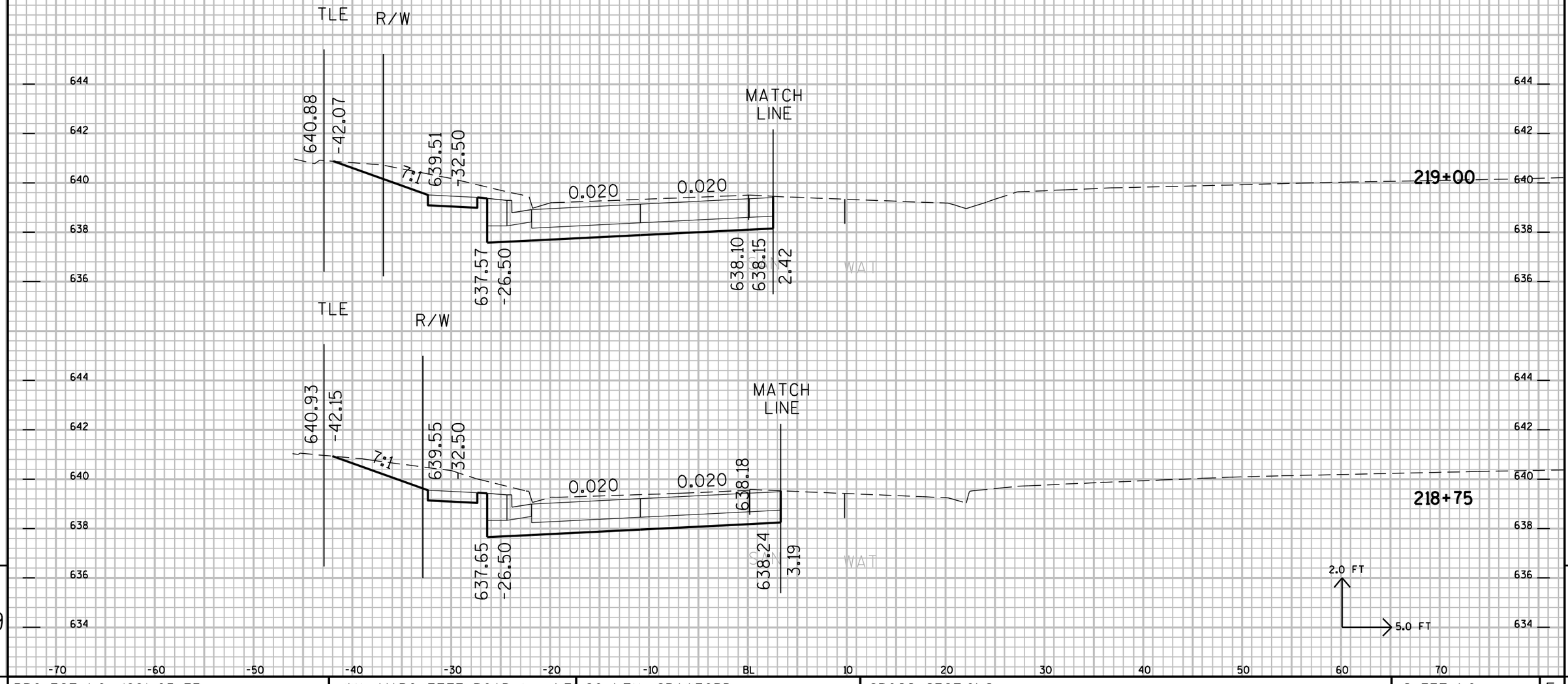
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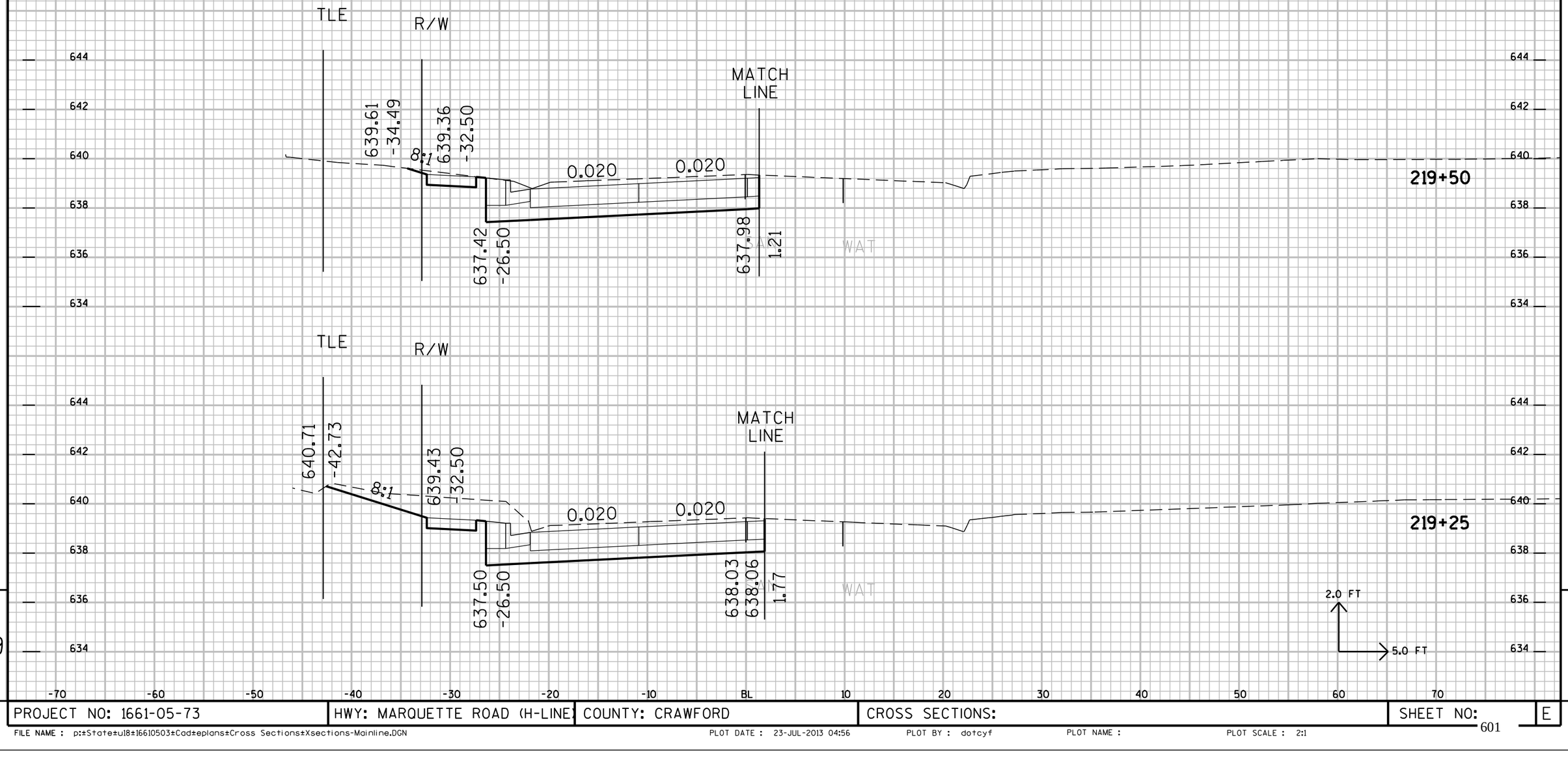


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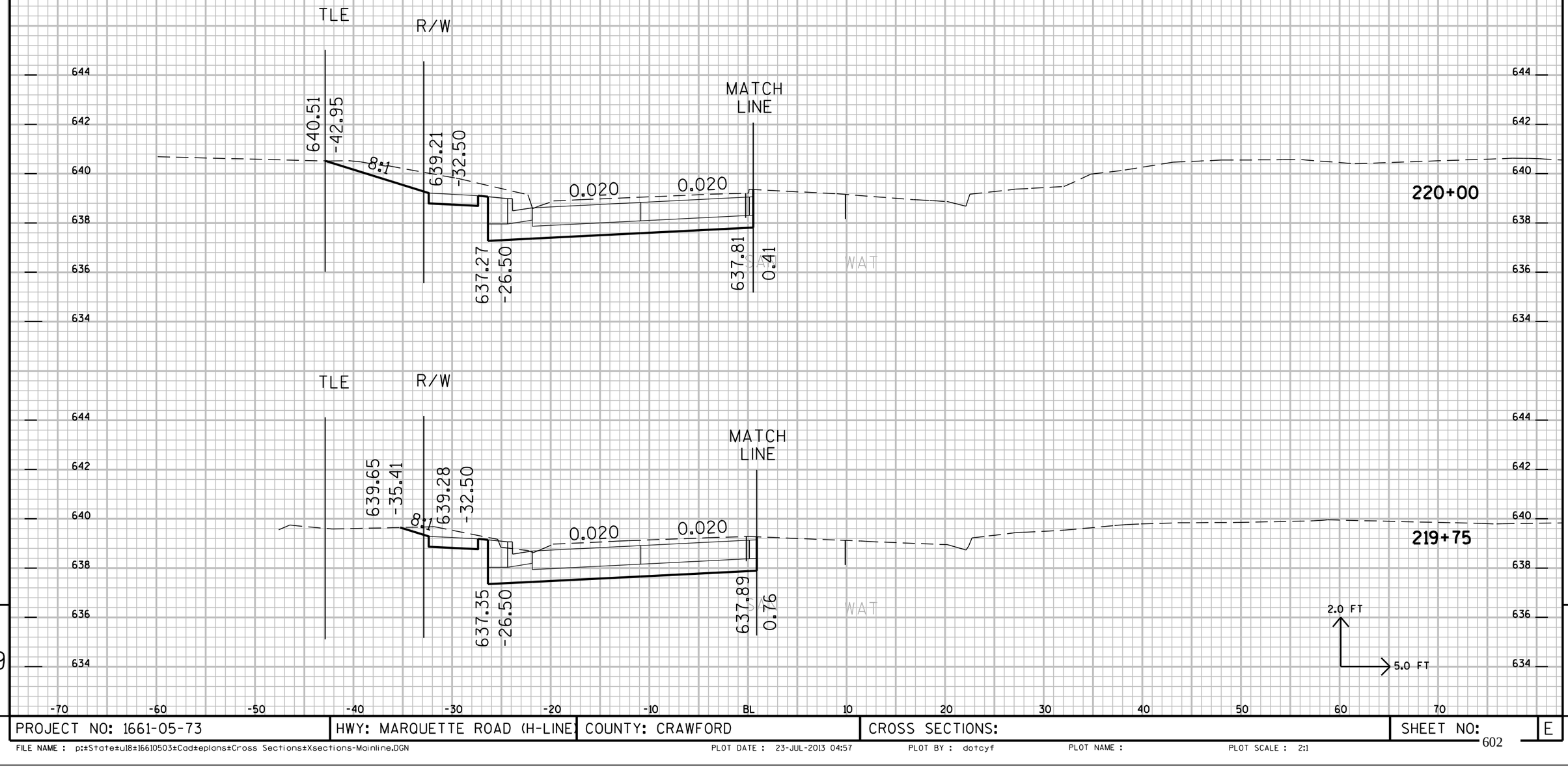
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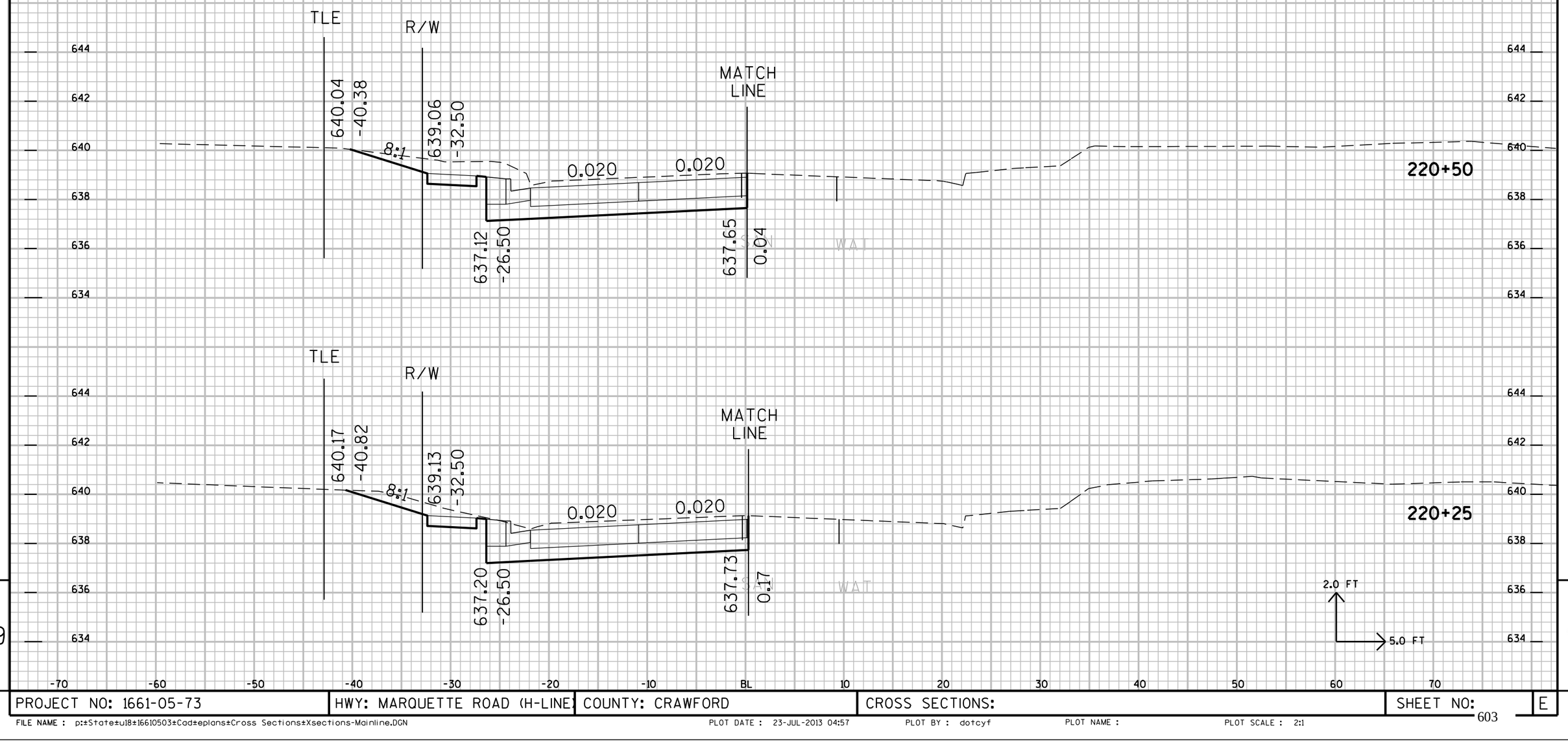
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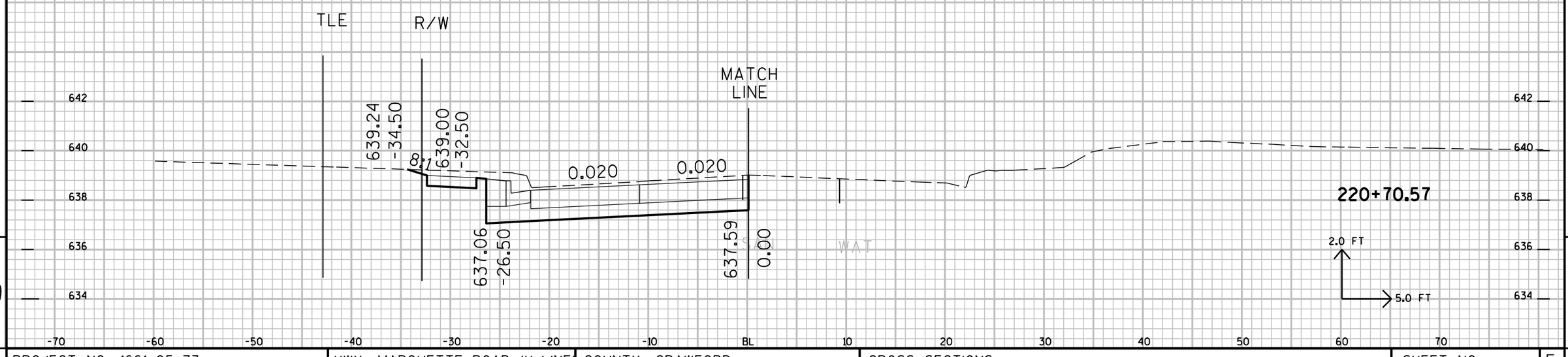
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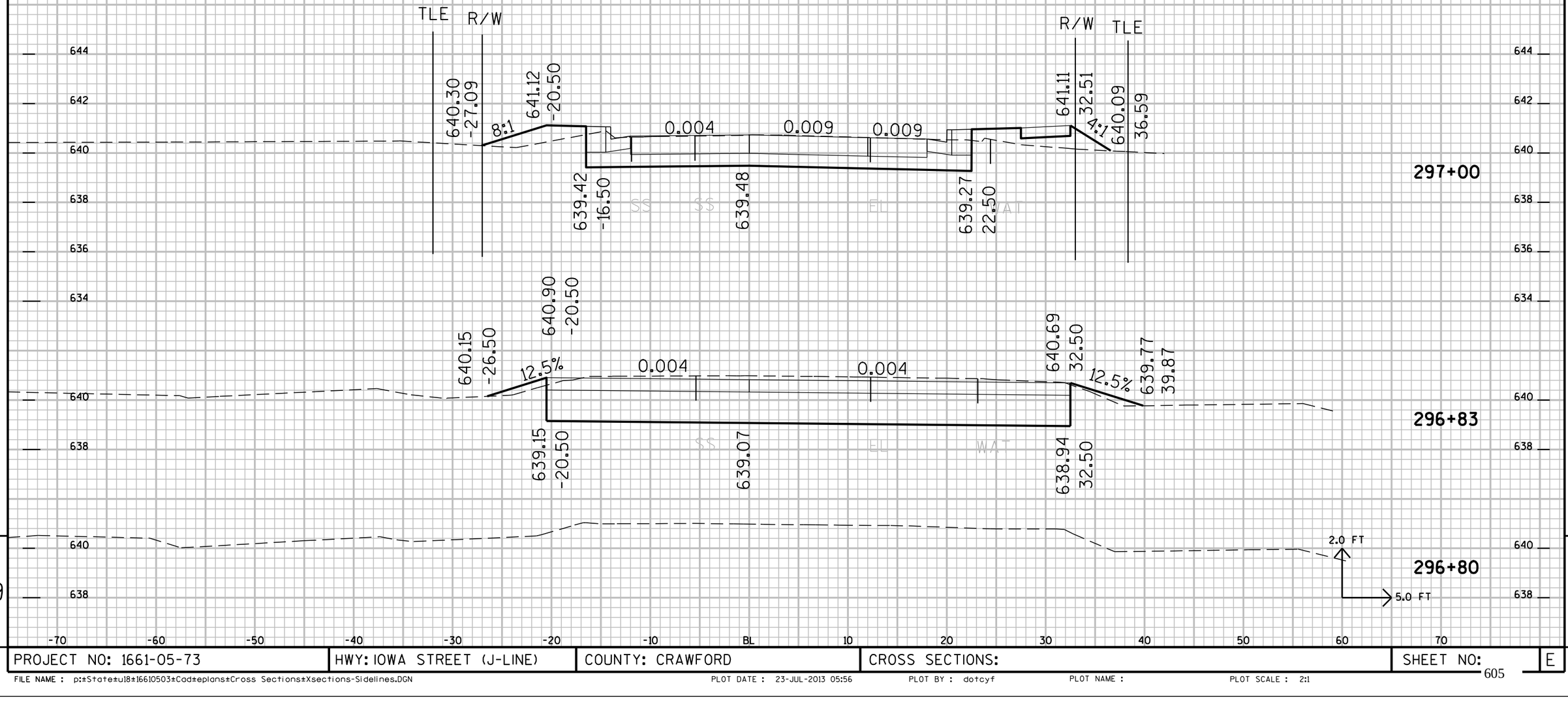
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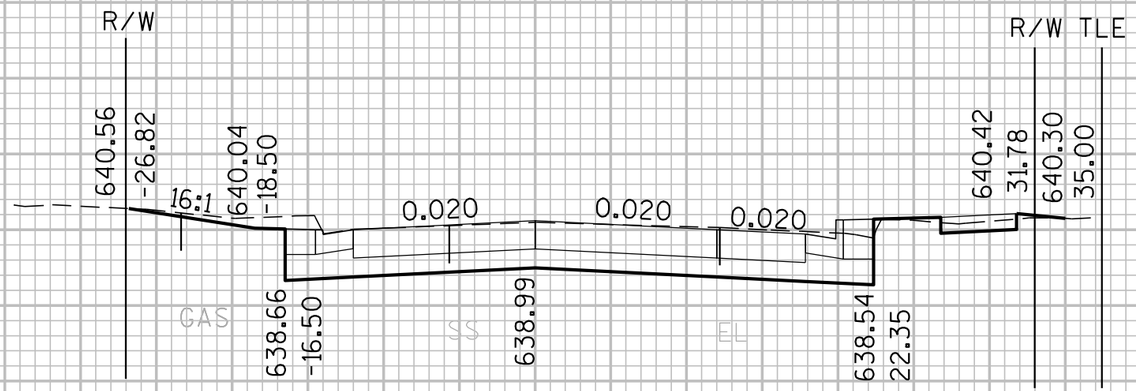
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PROJECT NO: 1661-05-73	HWY: MARQUETTE ROAD (H-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E



PROJECT NO: 1661-05-73	HWY: IOWA STREET (J-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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297+35



297+25

2.0 FT
5.0 FT

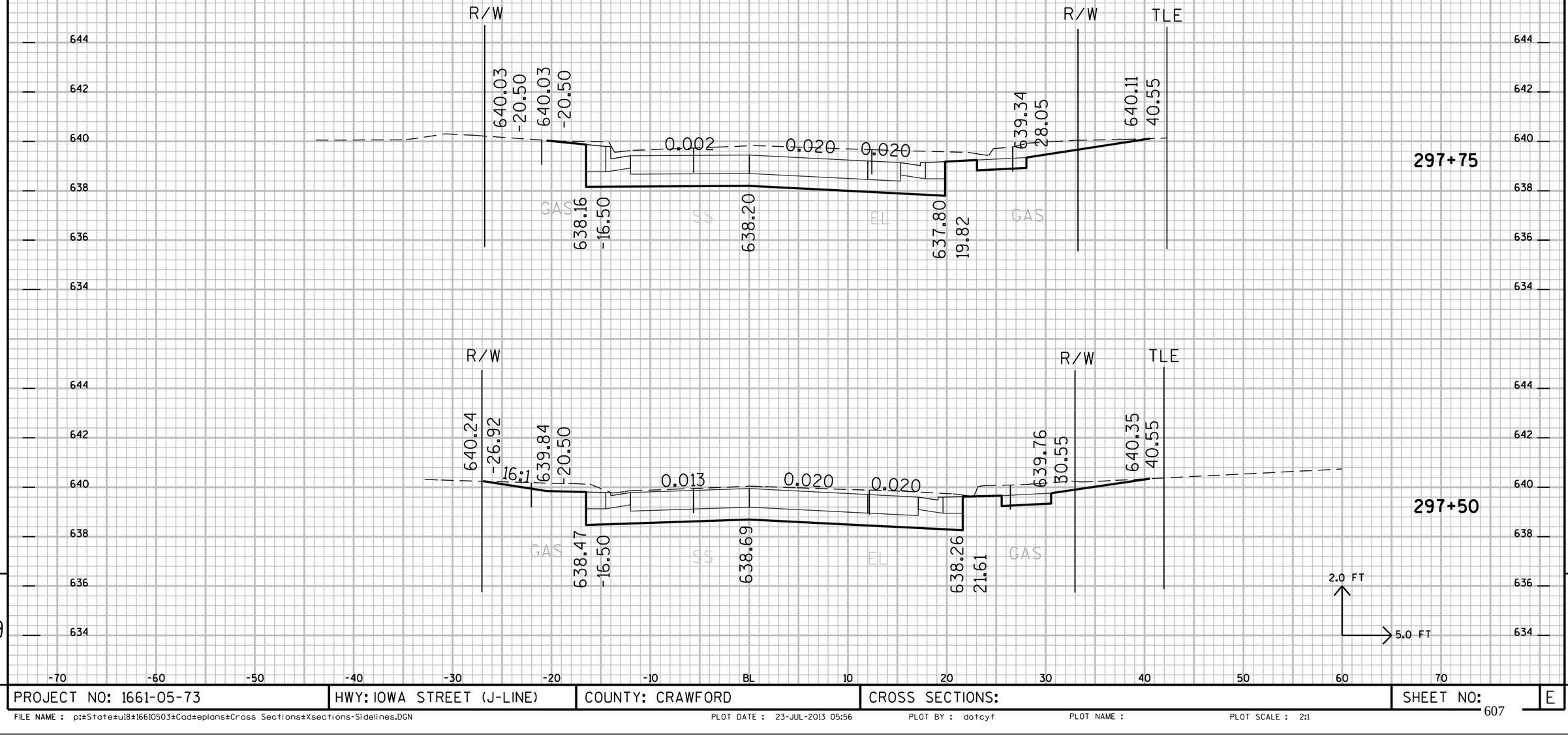
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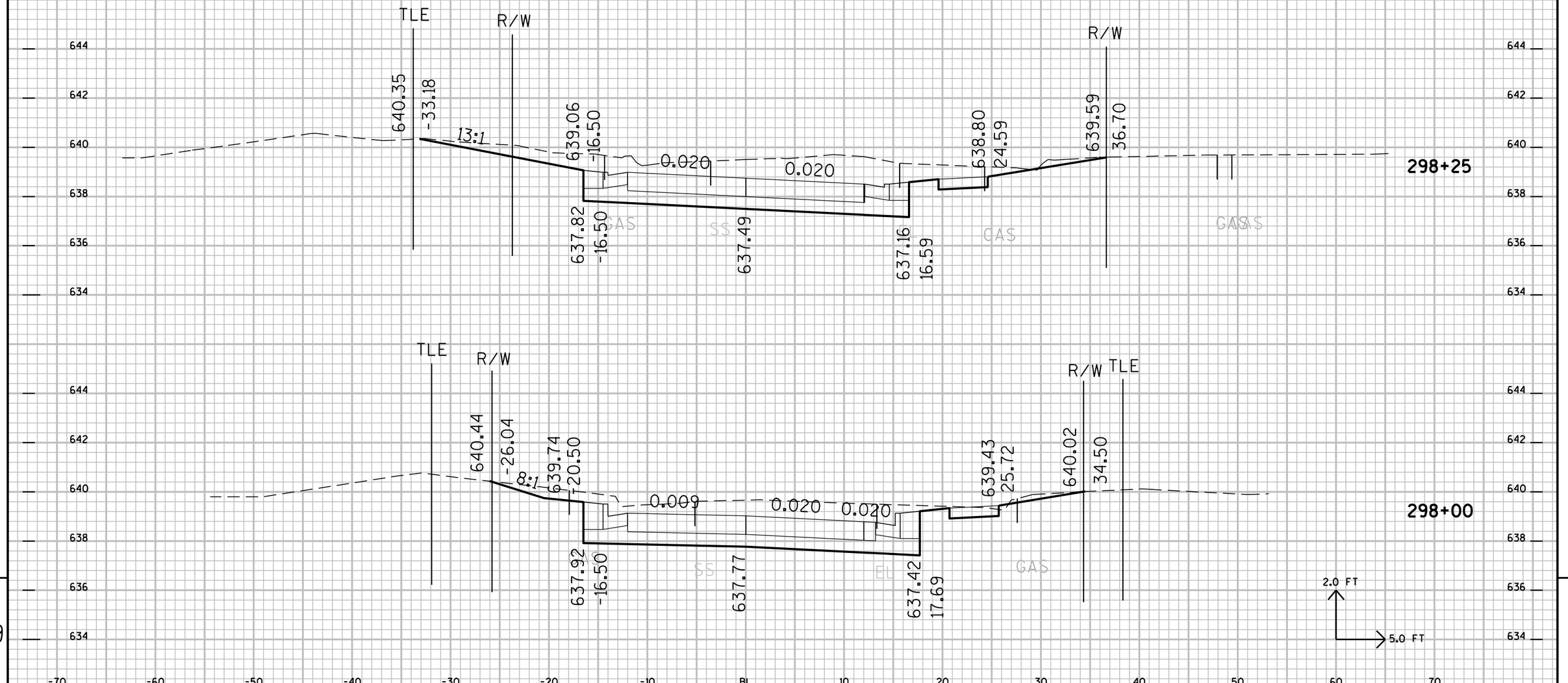
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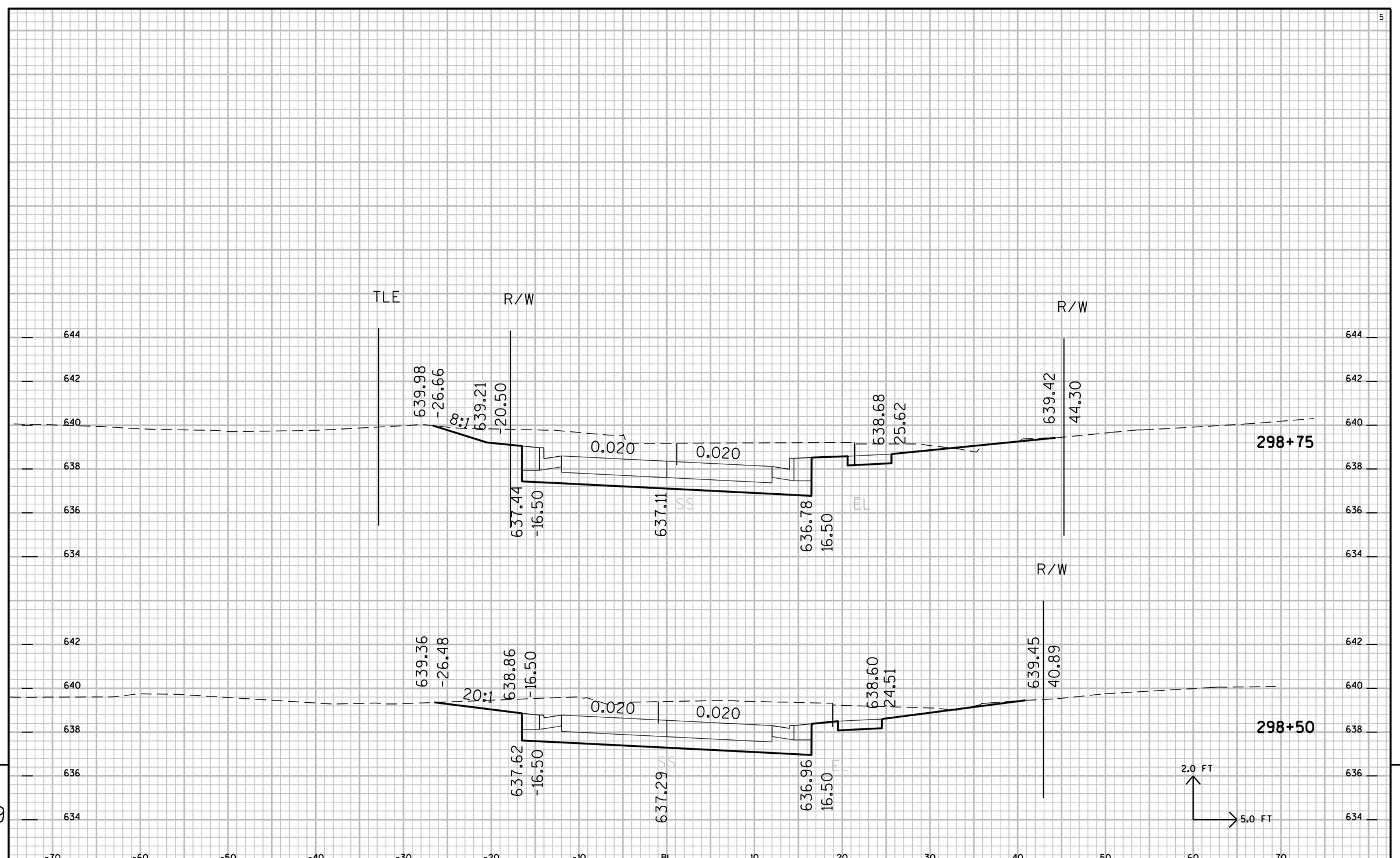


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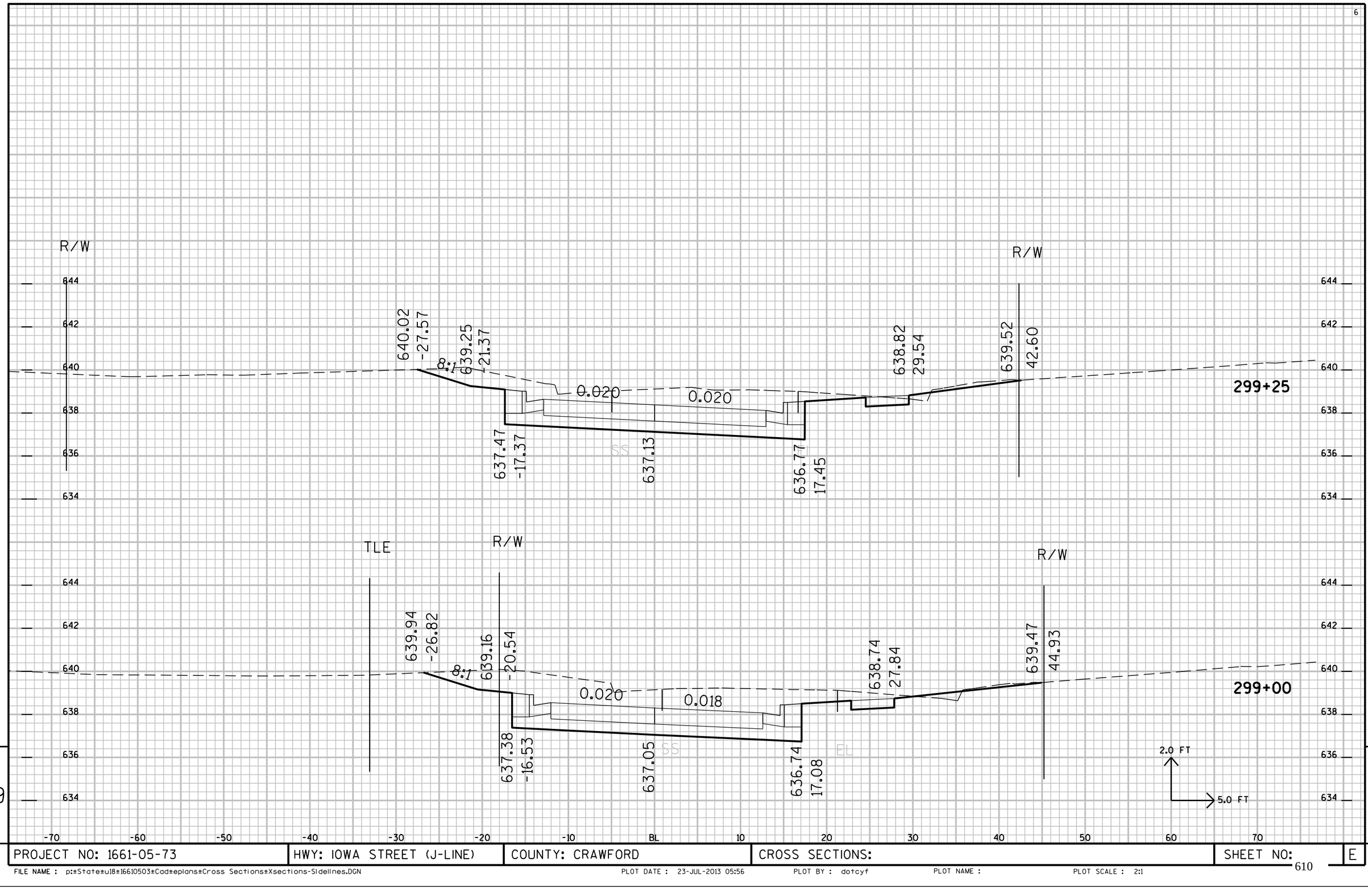
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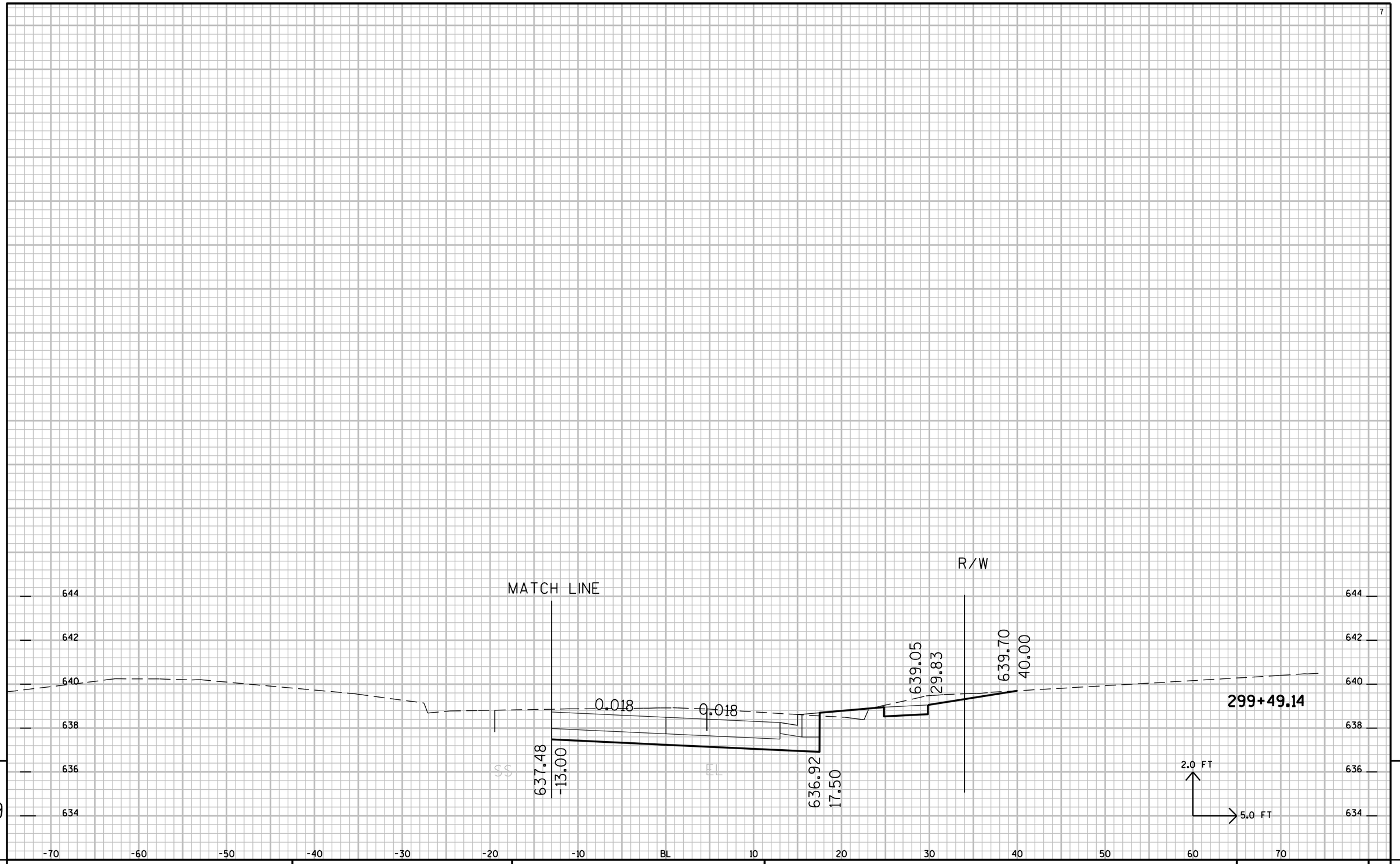
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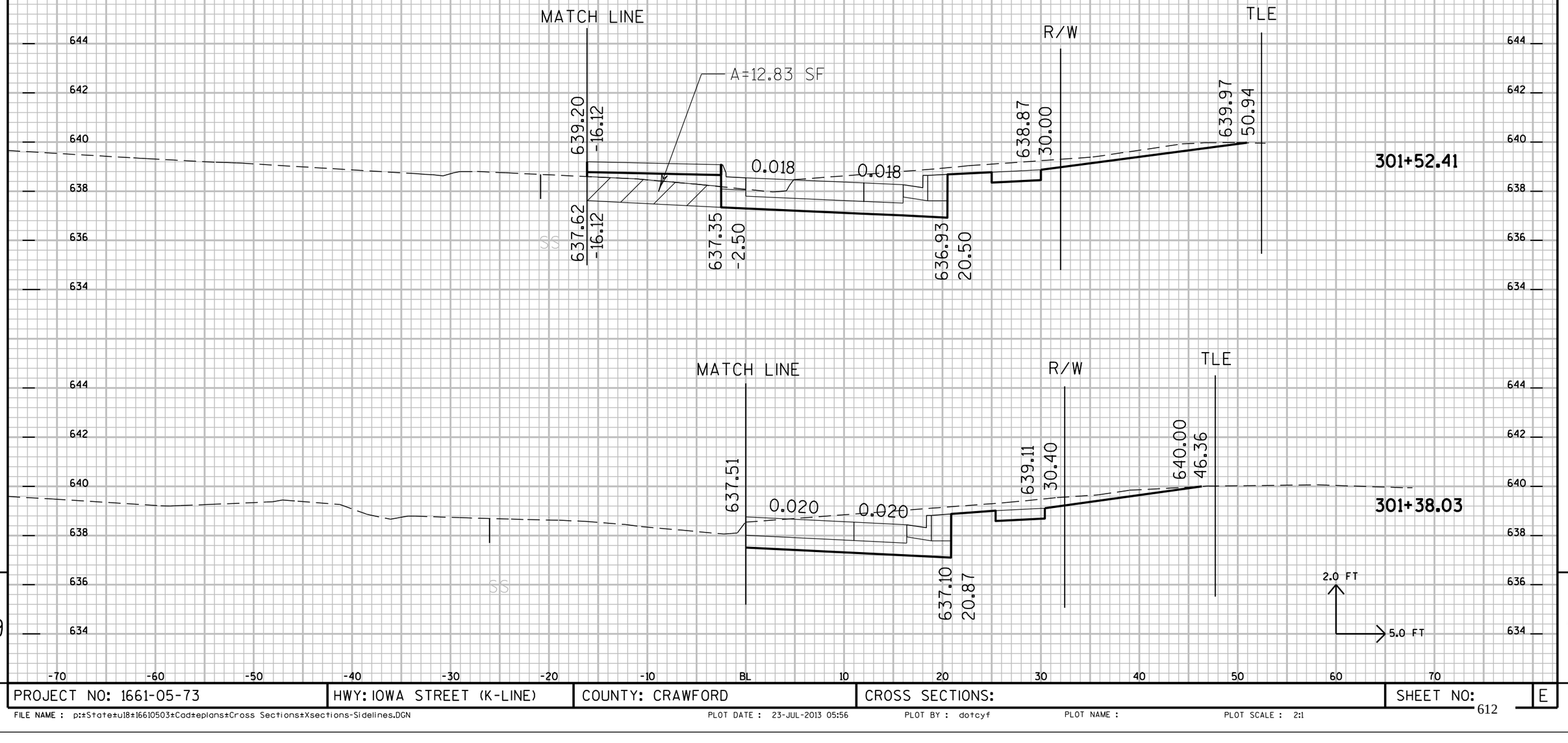


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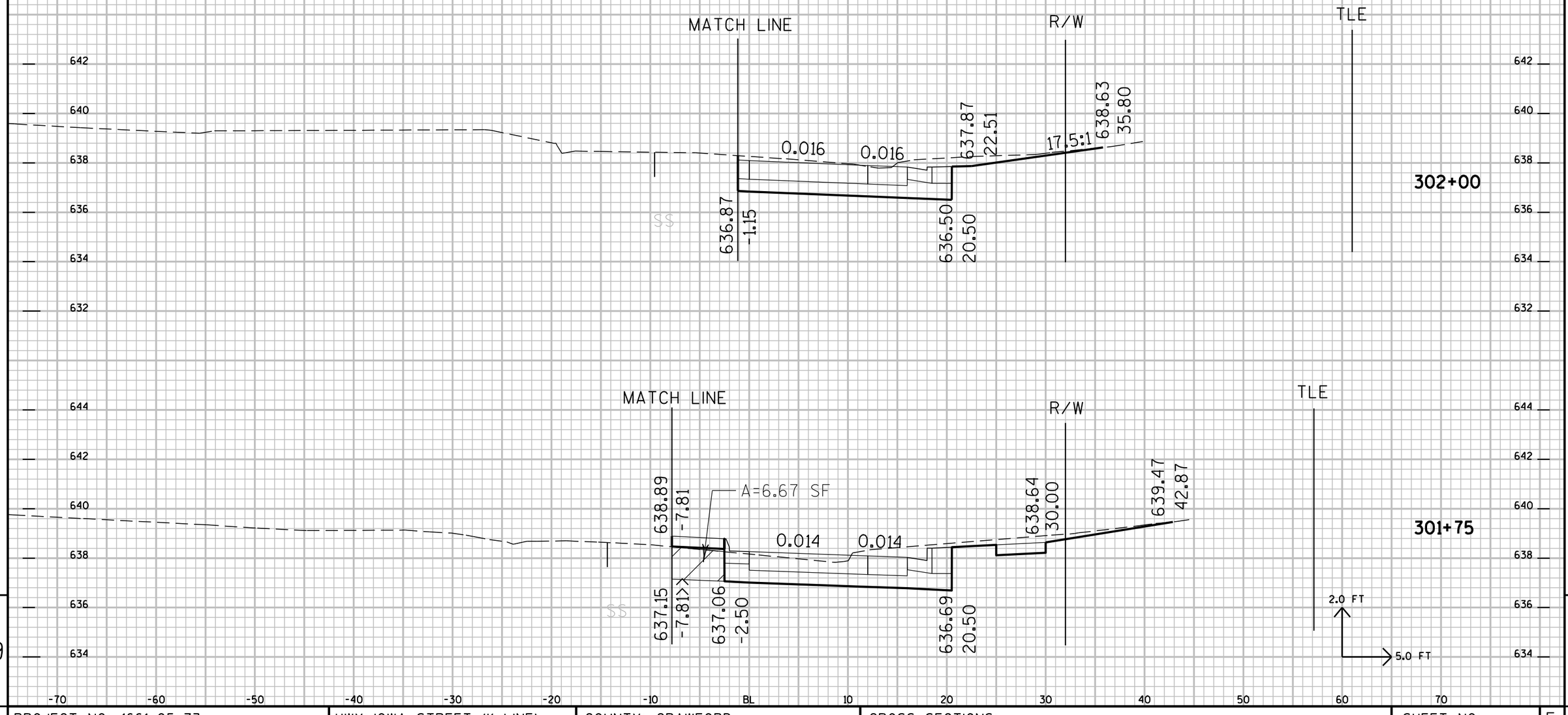
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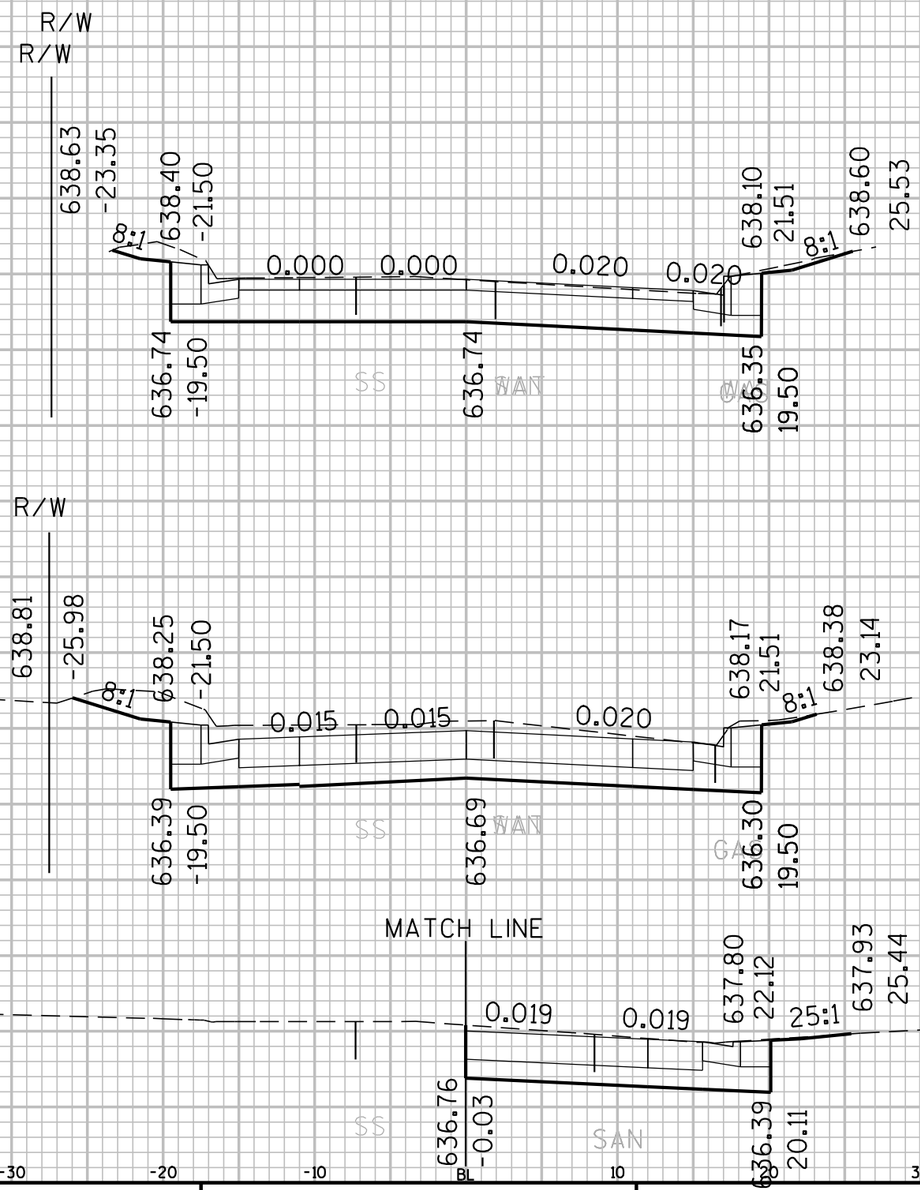
PROJECT NO: 1661-05-73	HWY: IOWA STREET (K-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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PROJECT NO: 1661-05-73	HWY: IOWA STREET (K-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 05:56 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



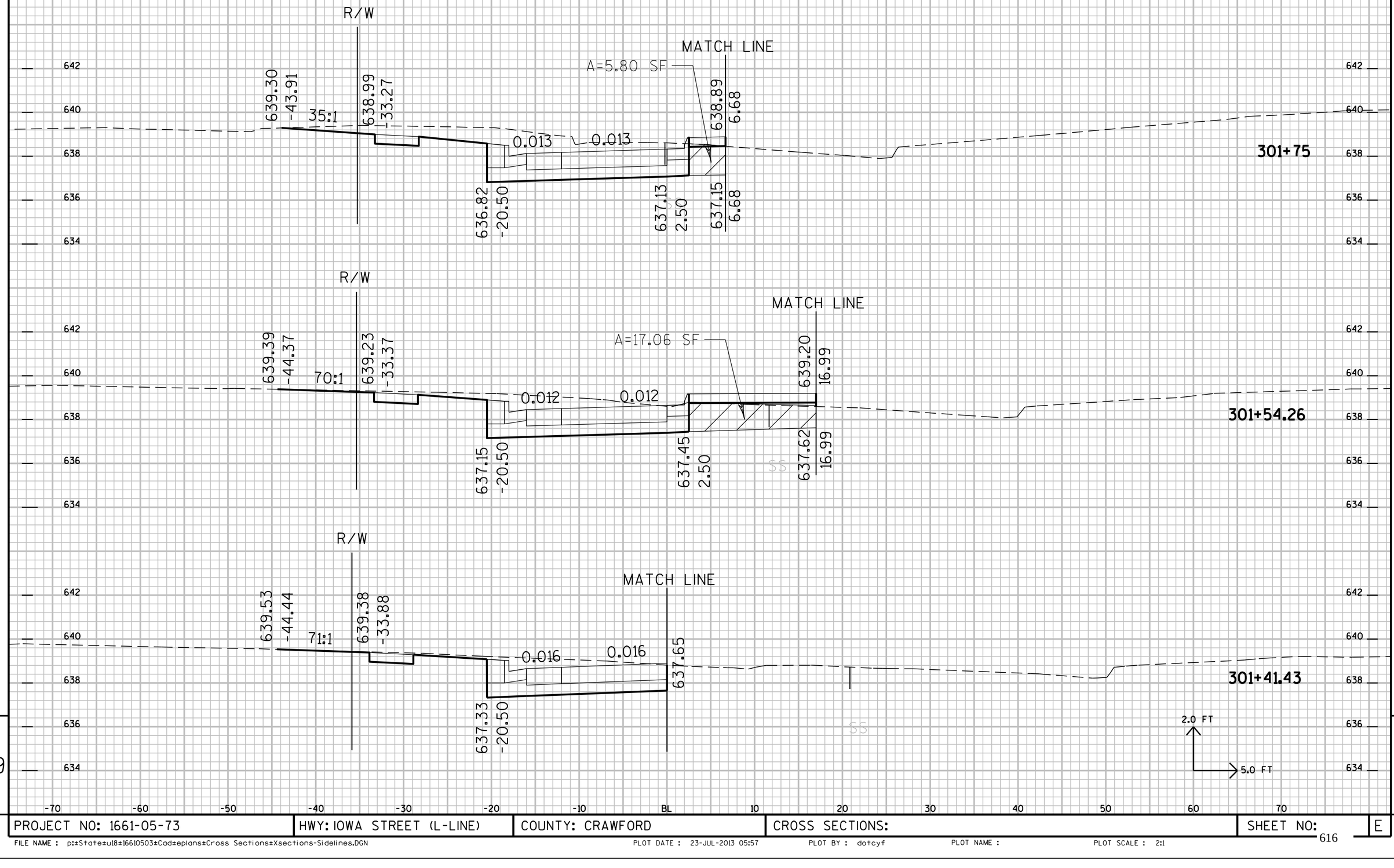
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FILE NAME : p:±State±ui8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 05:57 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: IOWA STREET (K-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul18±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 05:57 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: IOWA STREET (L-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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302+30.14

MATCH LINE

638.66
-42.61

637.74
19.50

25:1

0.020 0.020

638
636

SAN

R/W

636.38
-19.50

SS SAN

636.77
0.03

302+25

642
640
638
636

638.85
-42.43

638.41
22.40

45:1

MATCH LINE

0.015 0.015

636.56
-20.39

SS

636.87
1.38

302+00

634

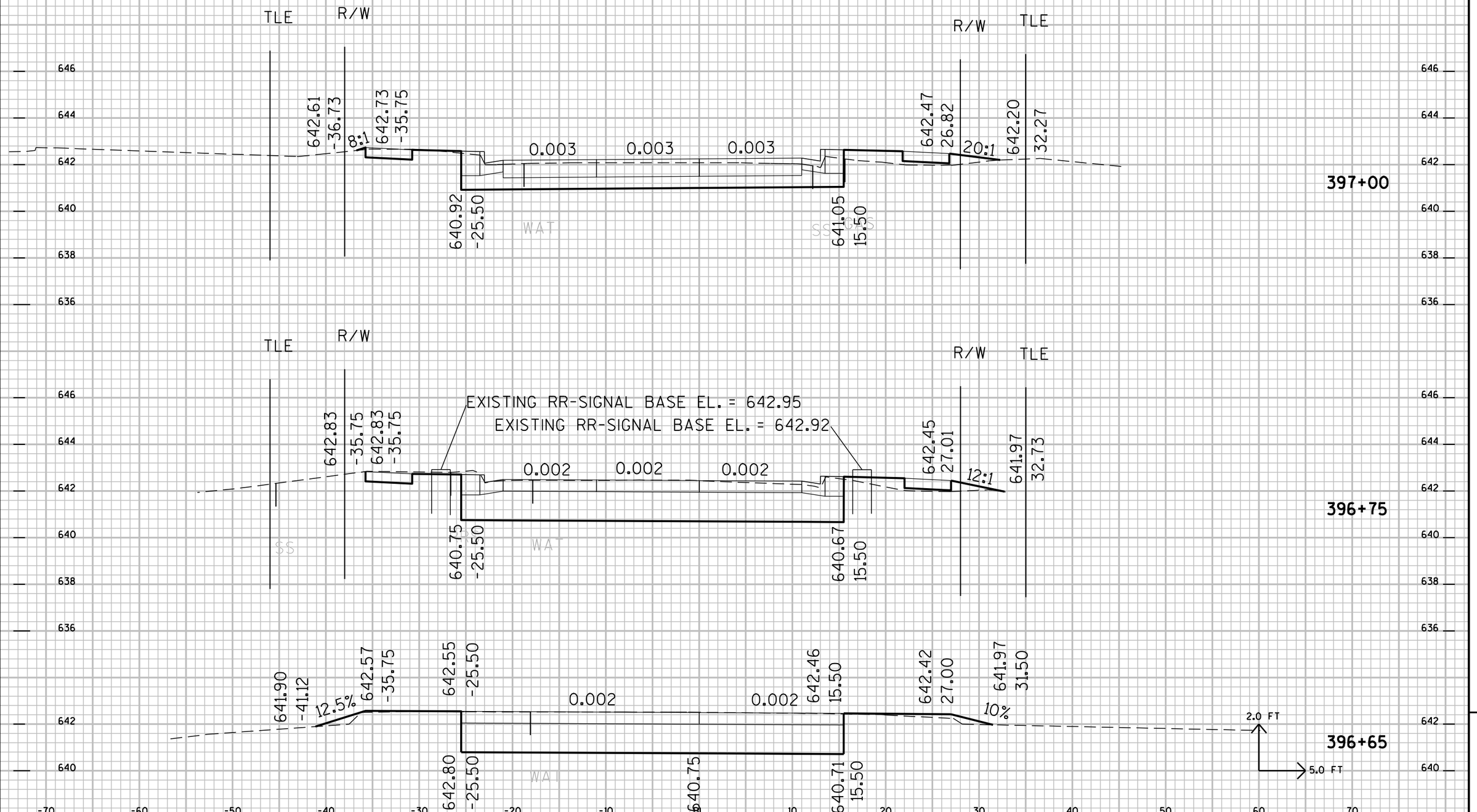
2.0 FT
5.0 FT

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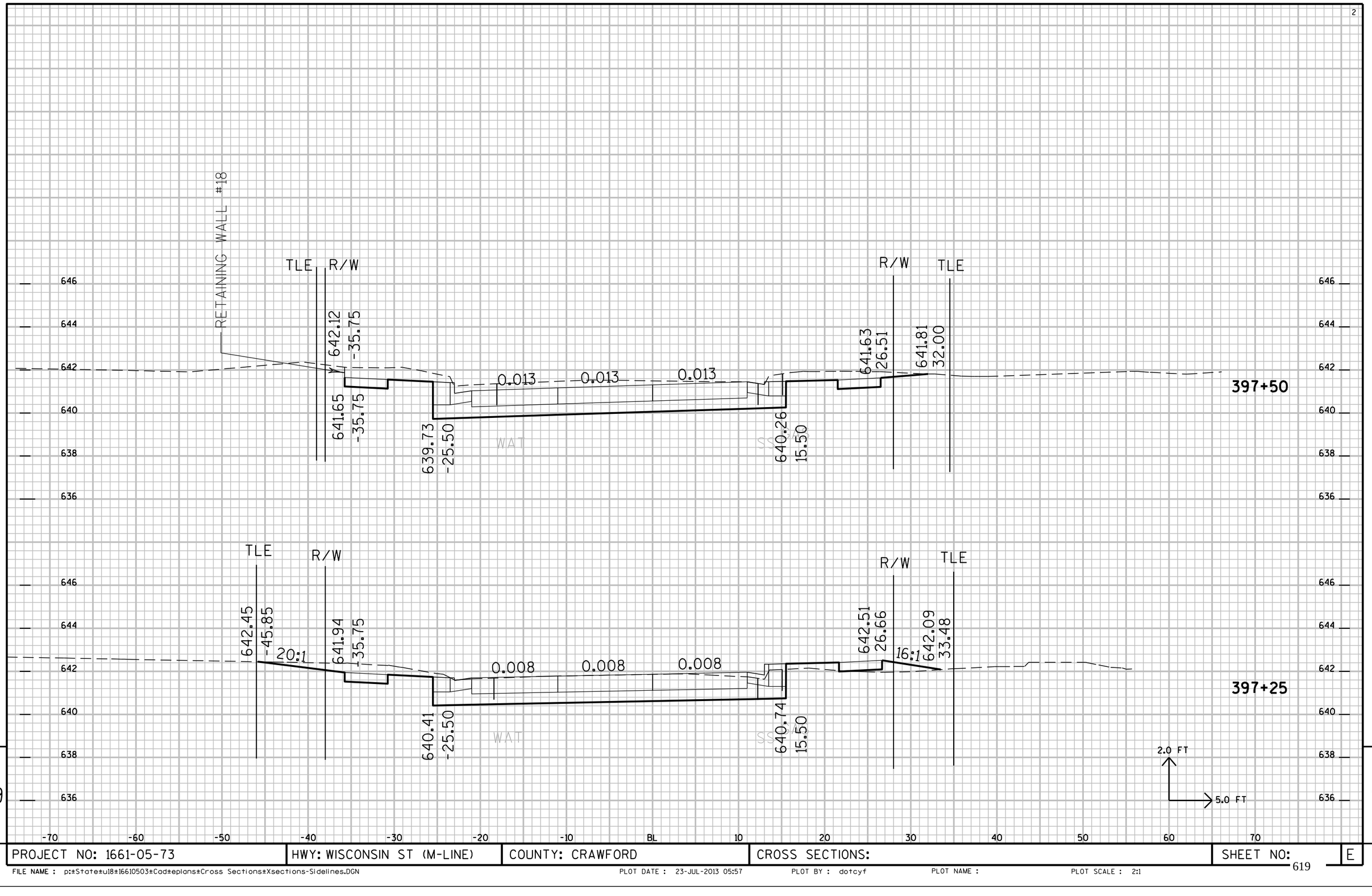
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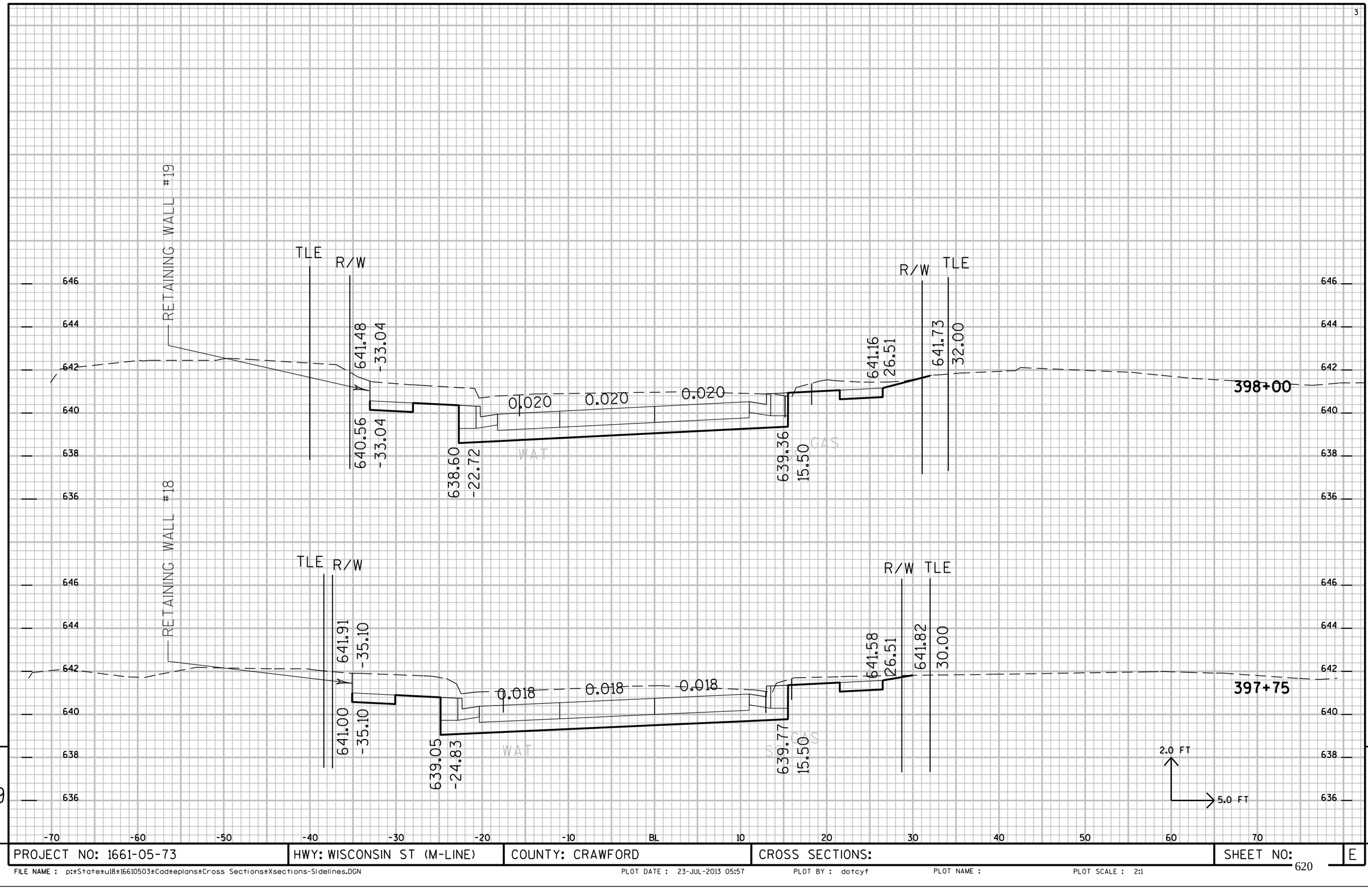
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 05:57 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



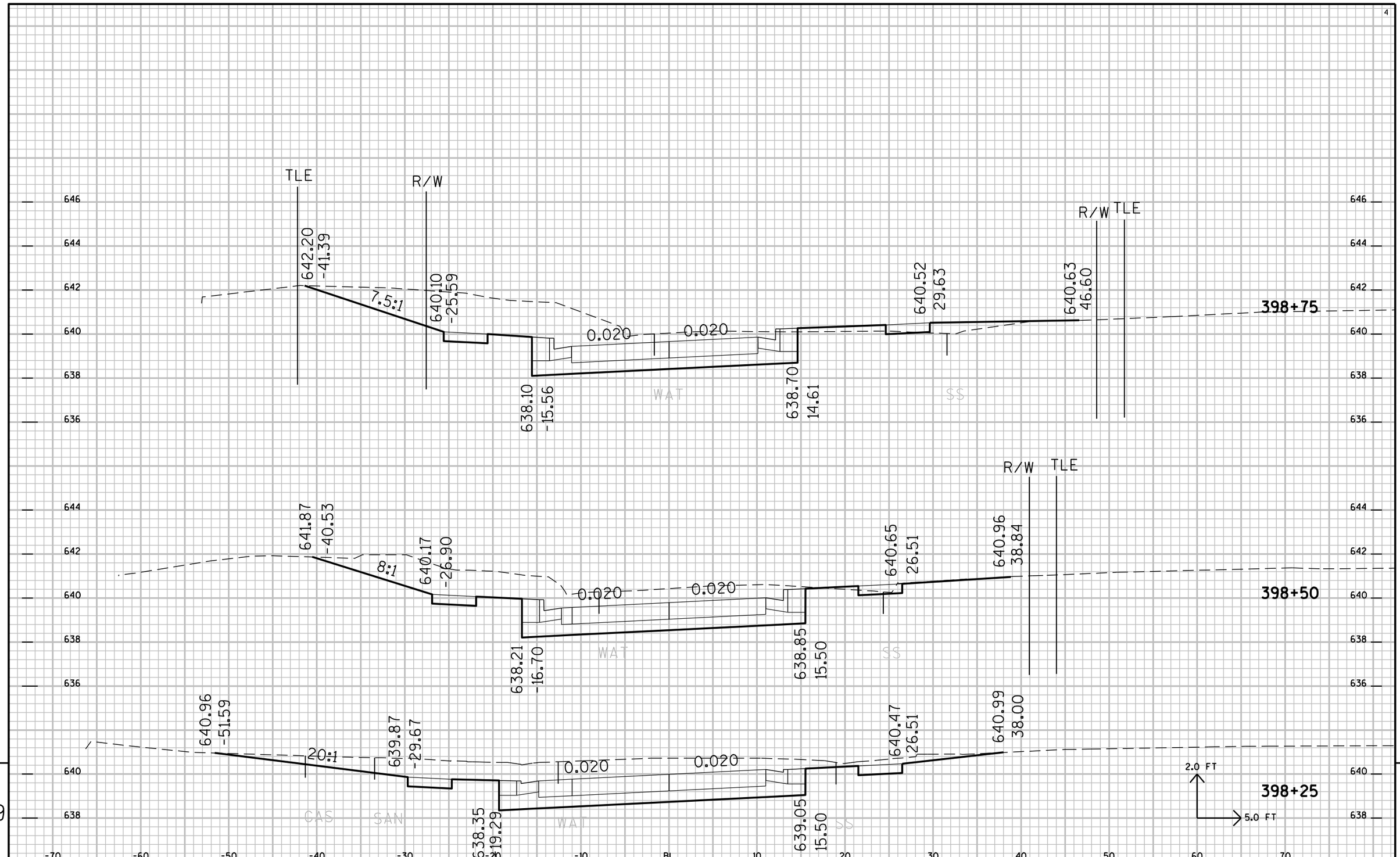
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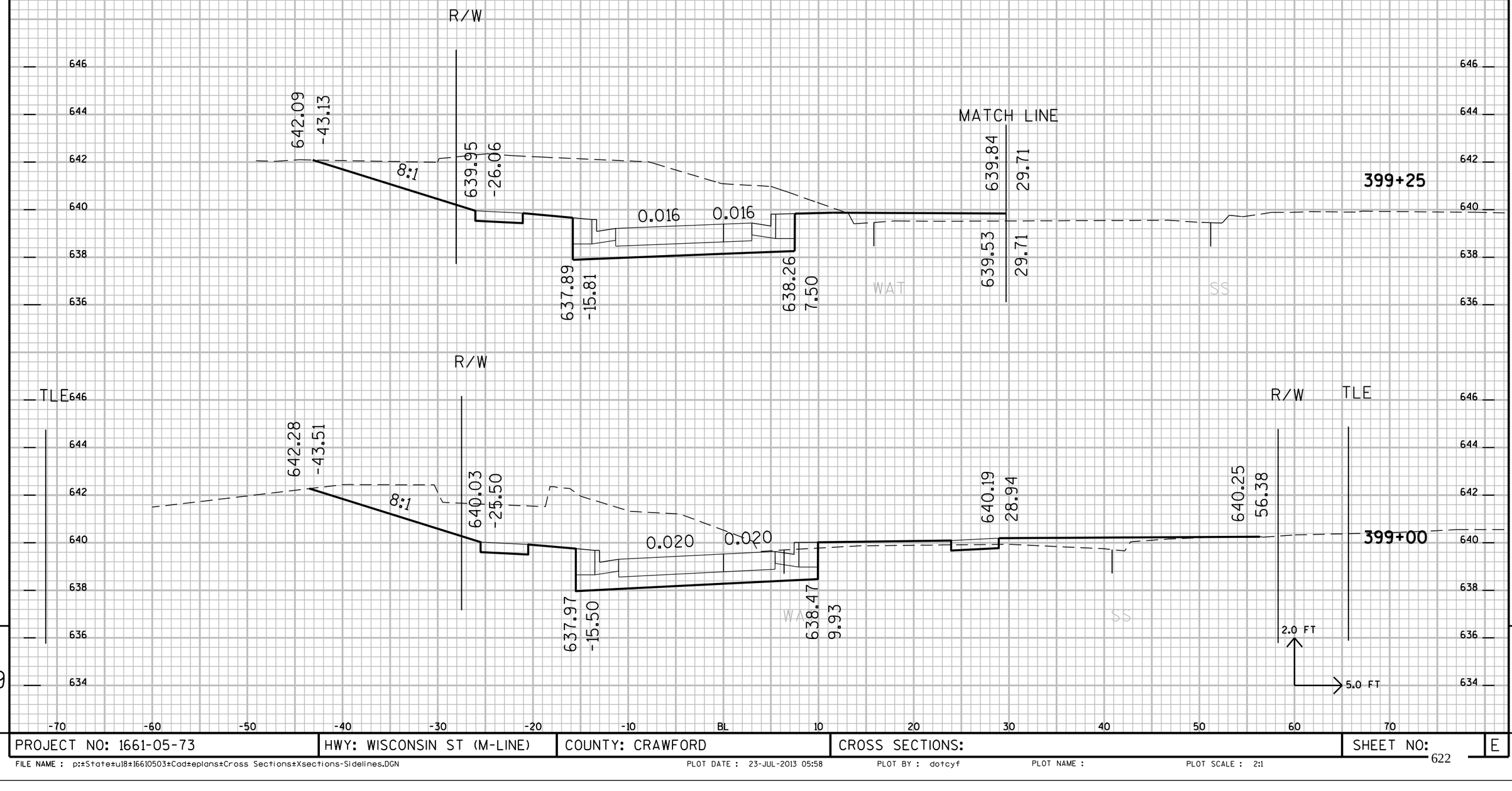
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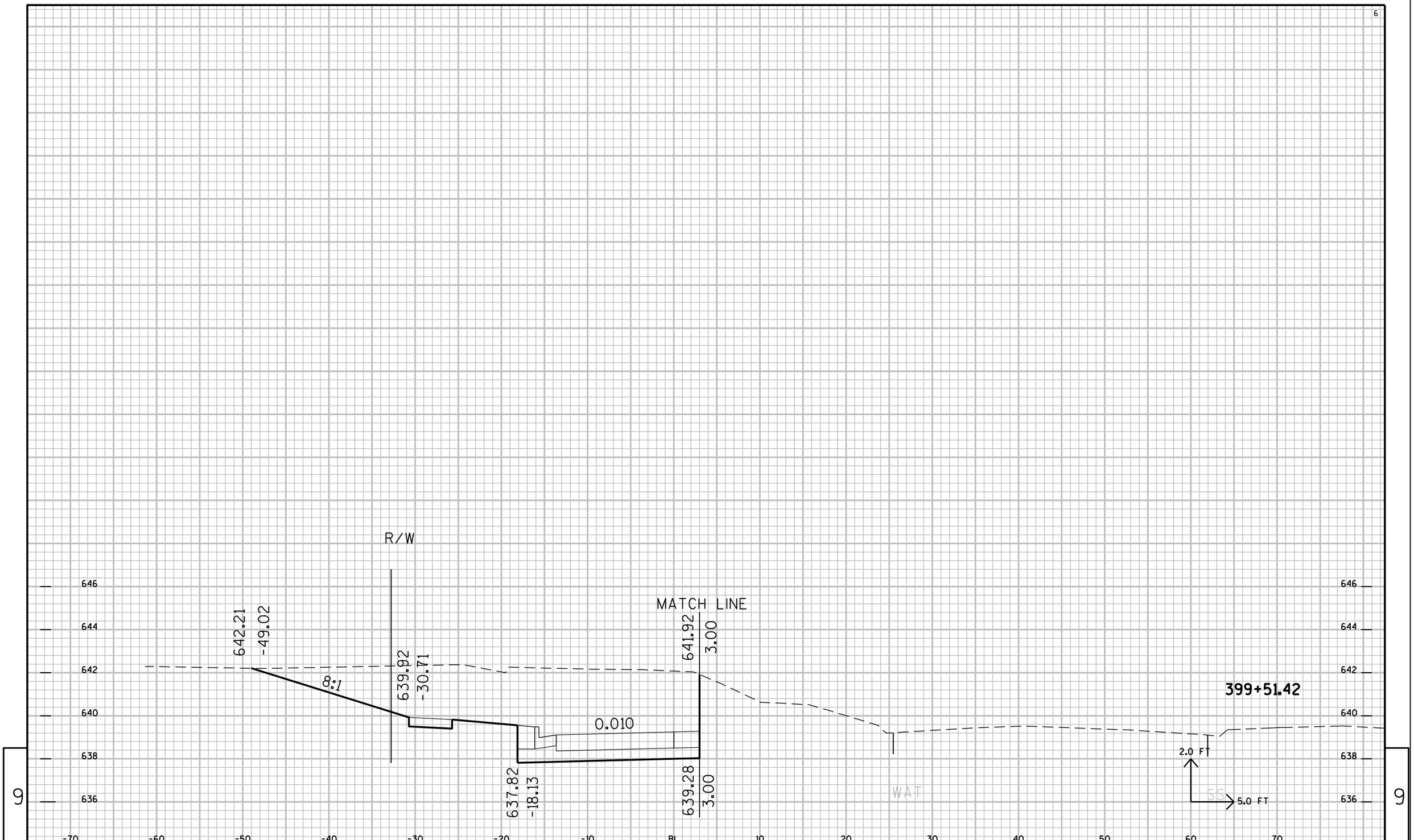
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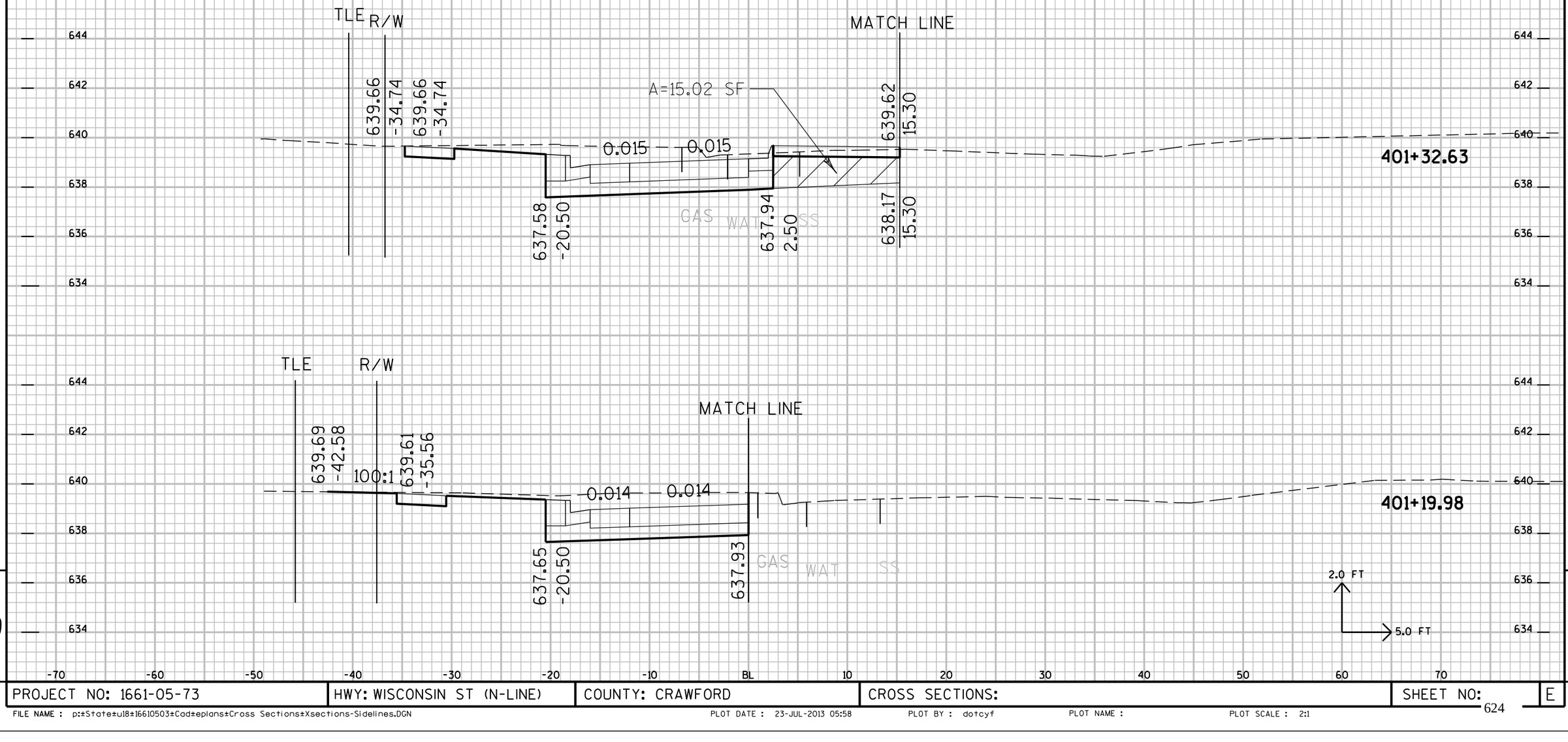
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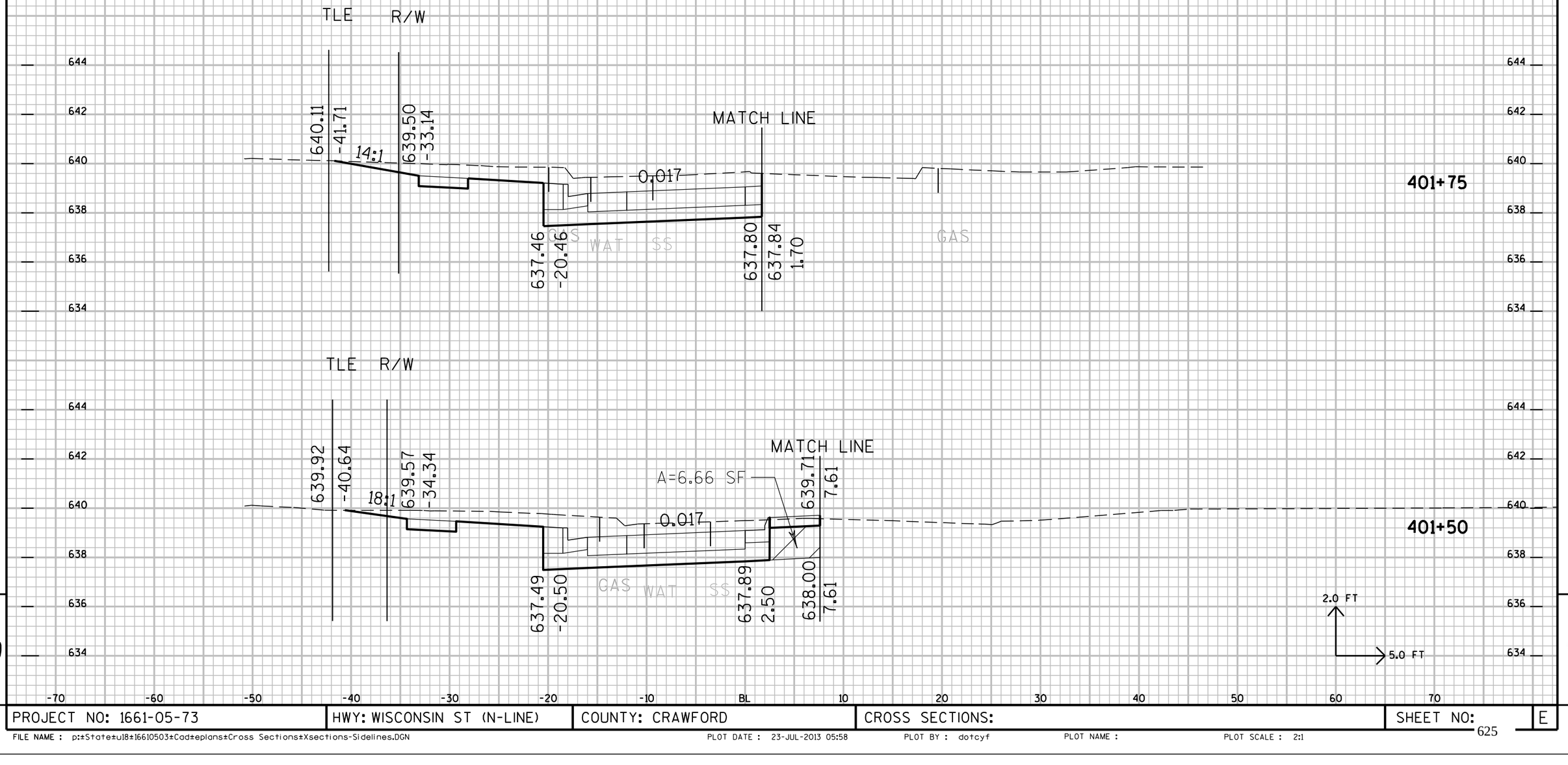
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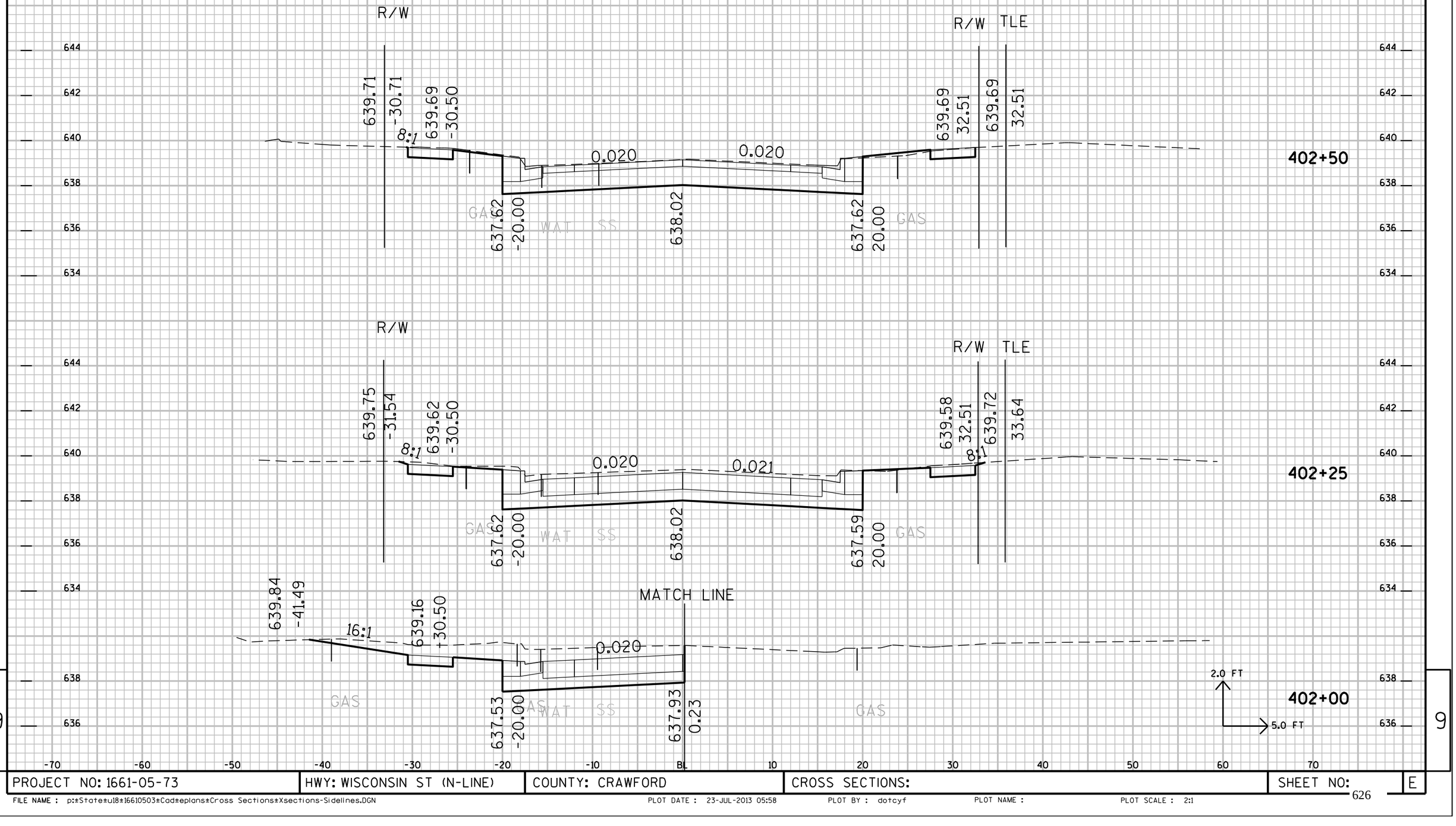
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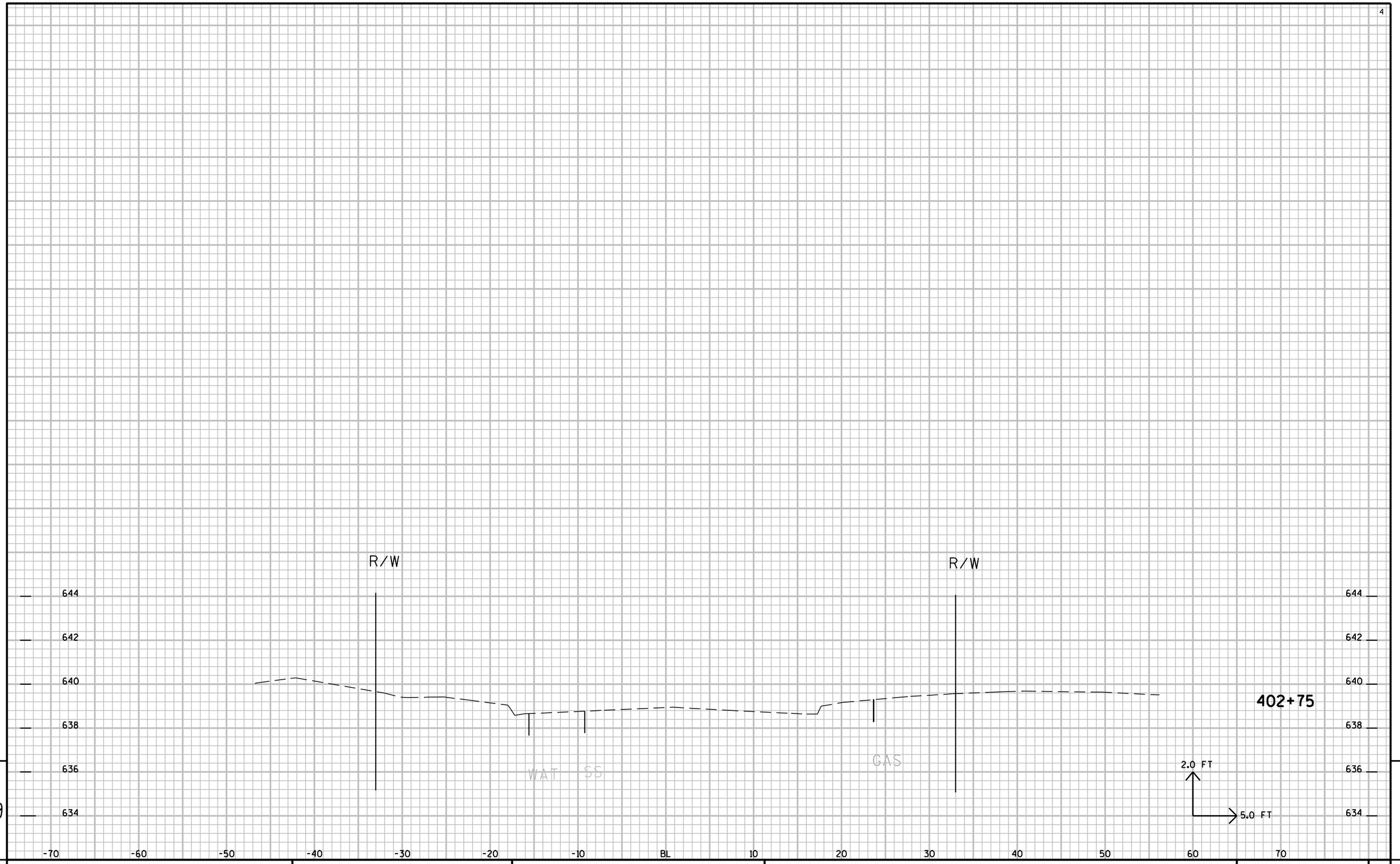
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PROJECT NO: 1661-05-73	HWY: WISCONSIN ST (N-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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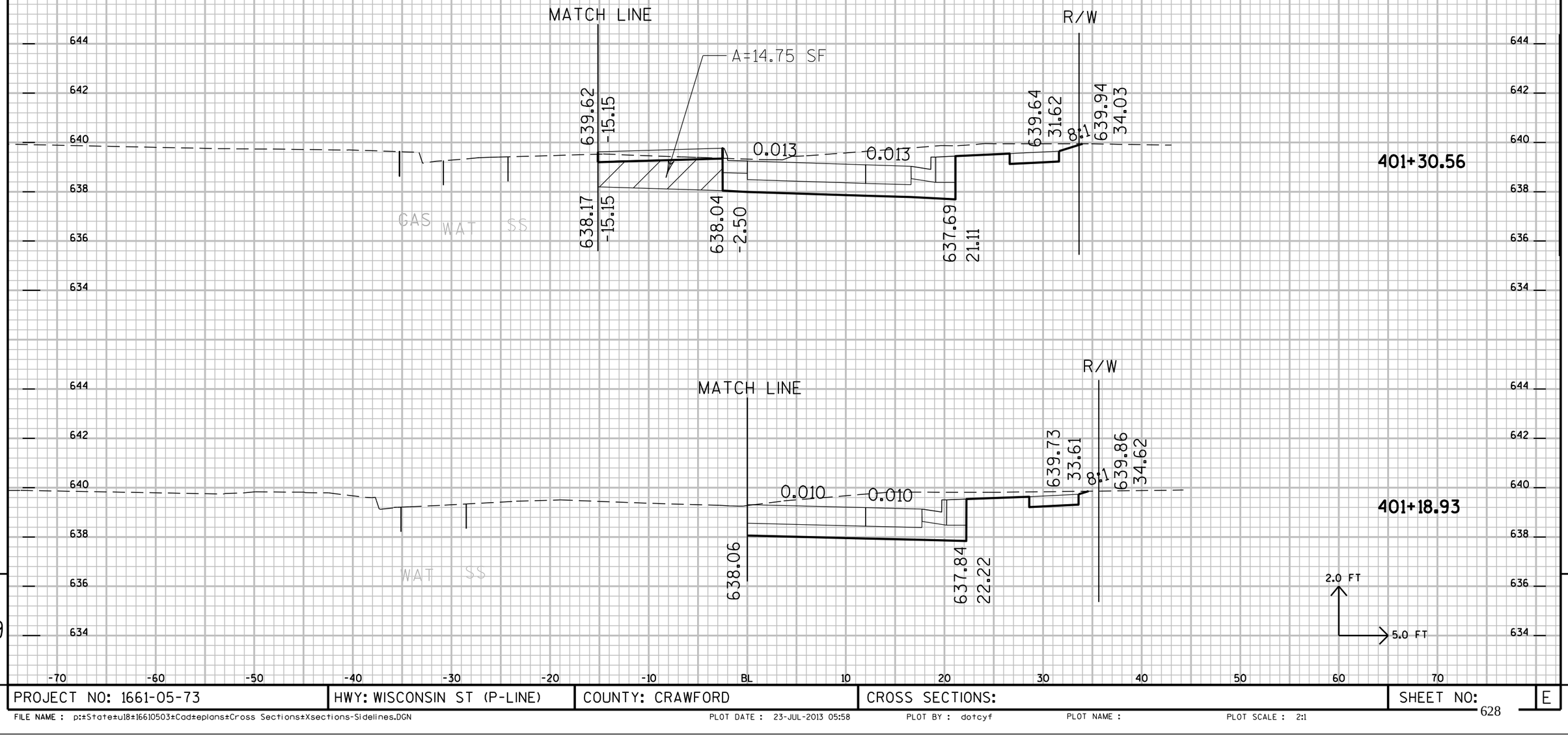


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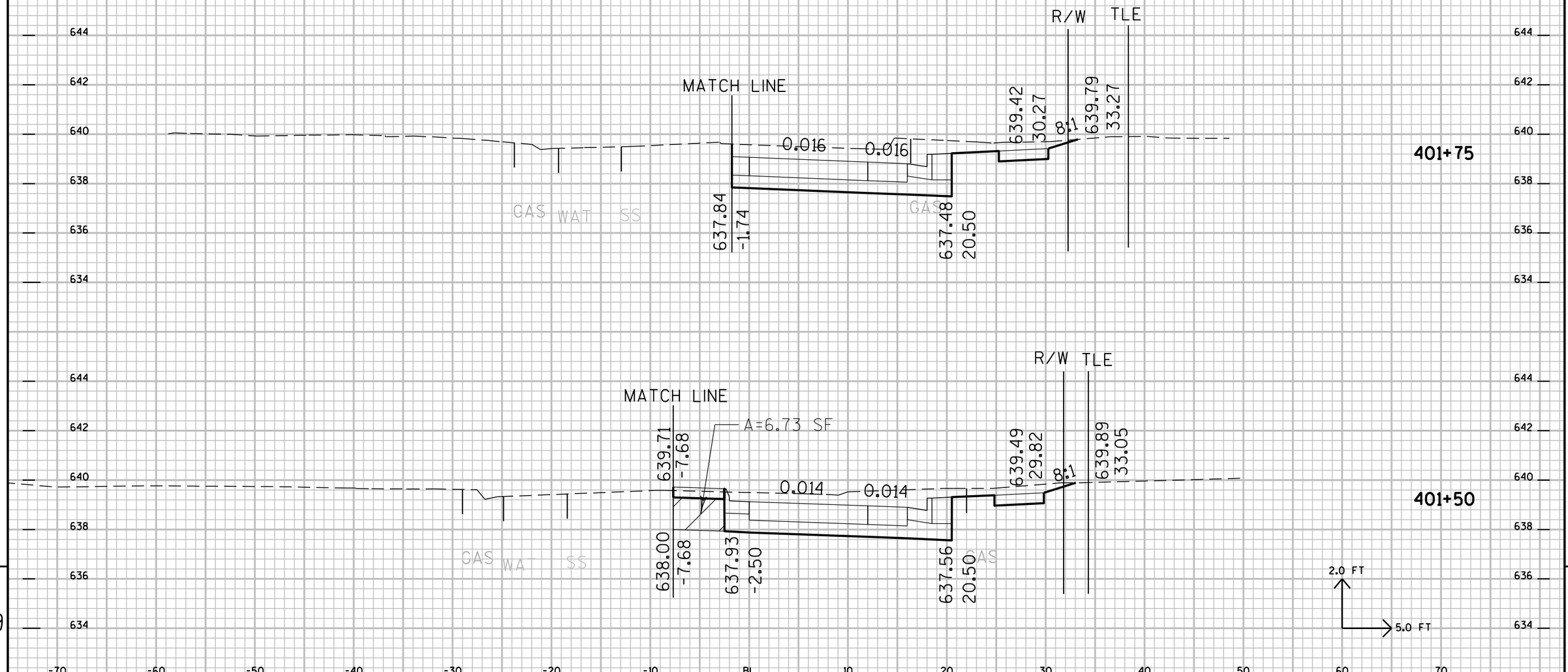
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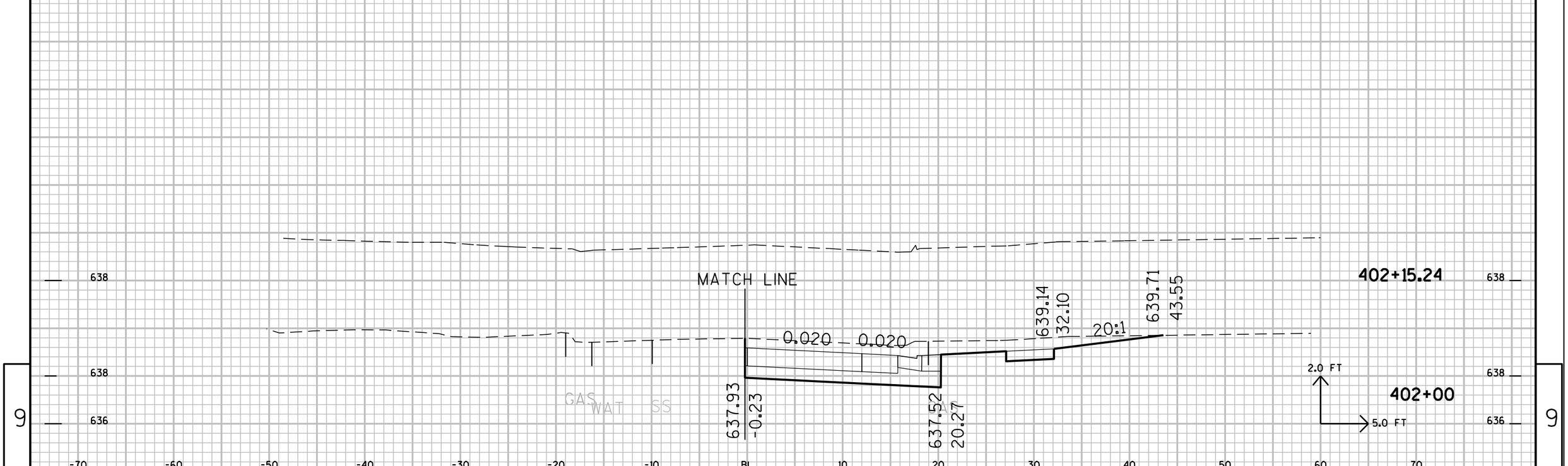
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 05:58 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: WISCONSIN ST (P-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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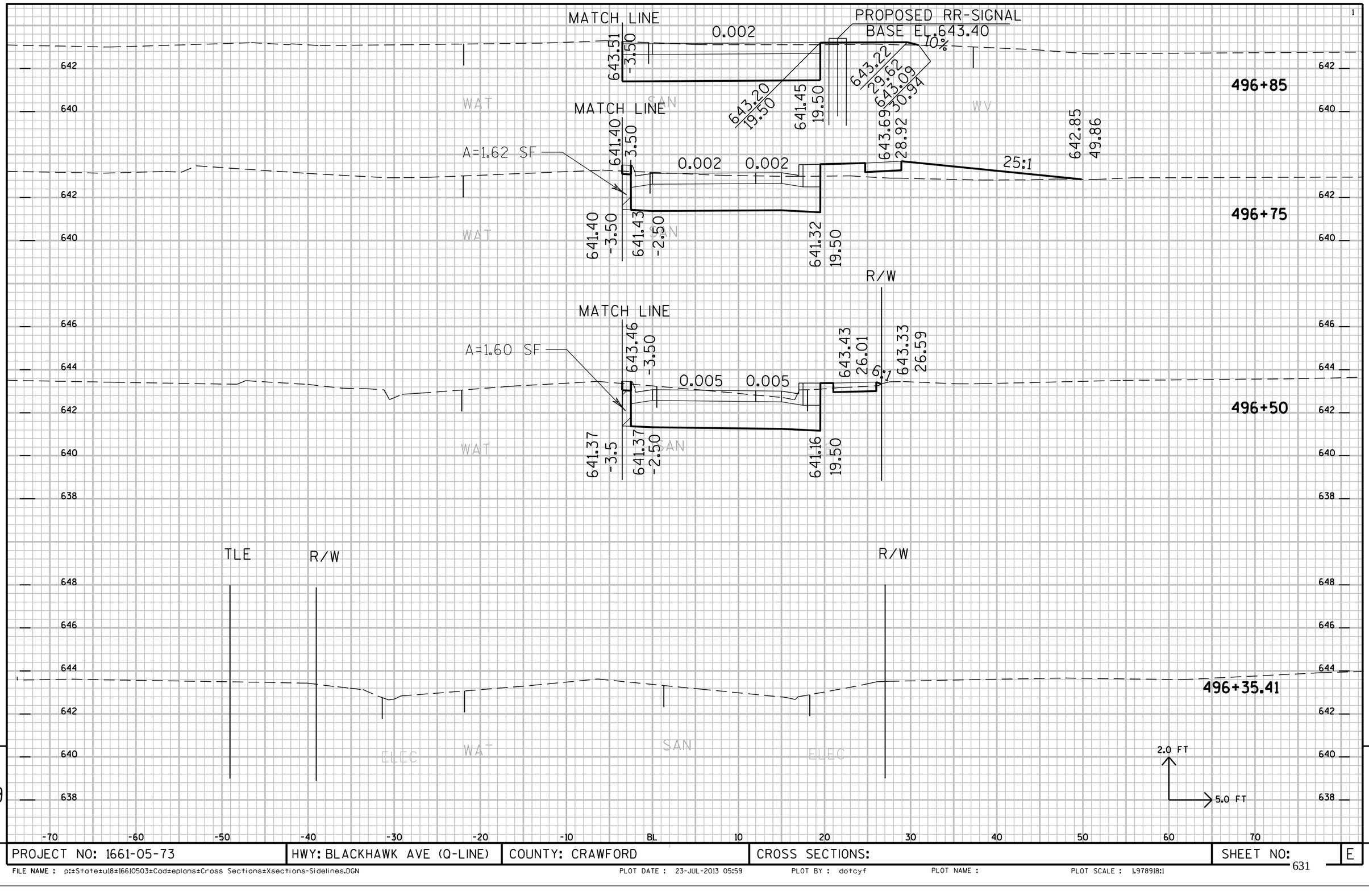


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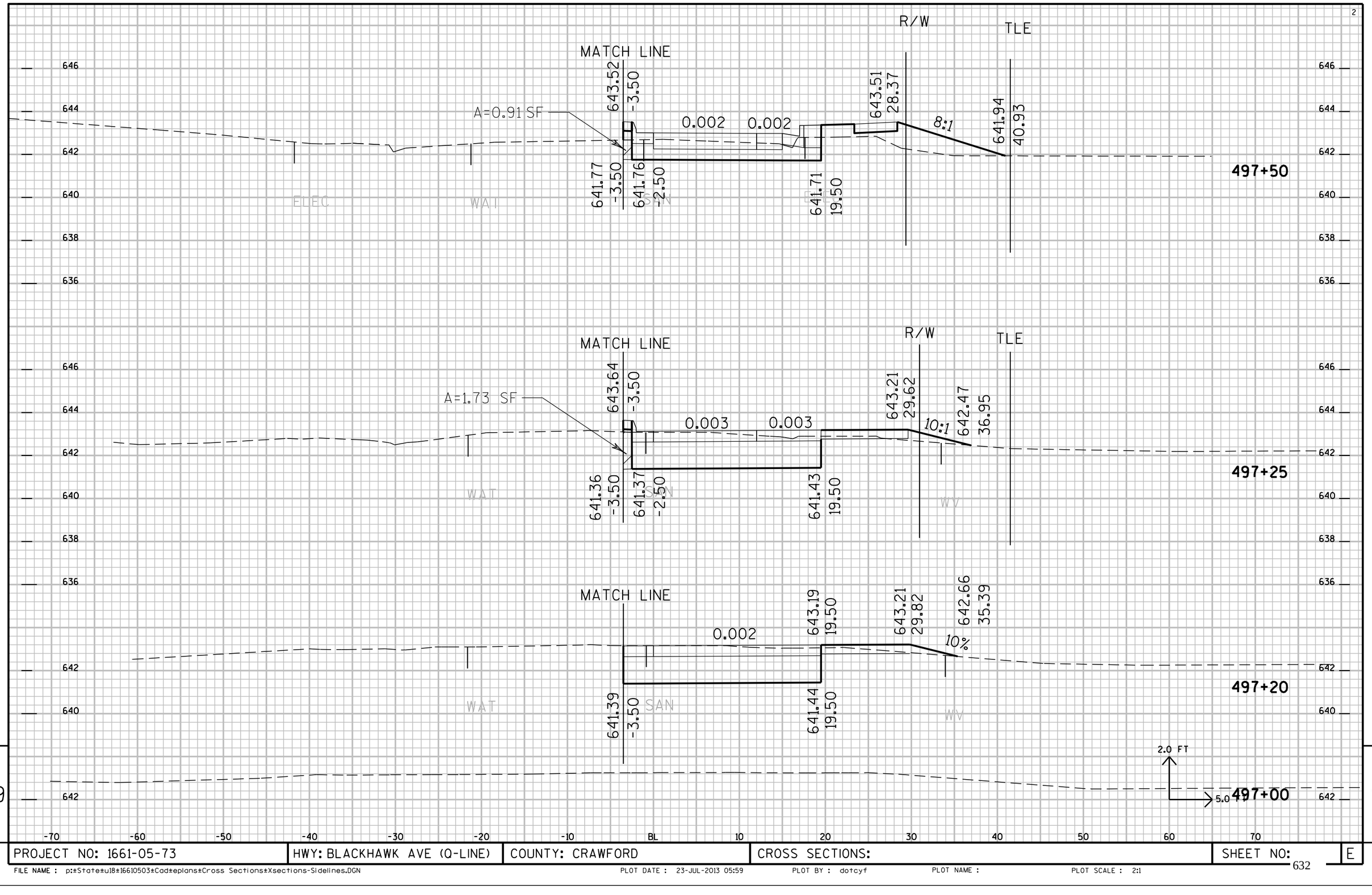
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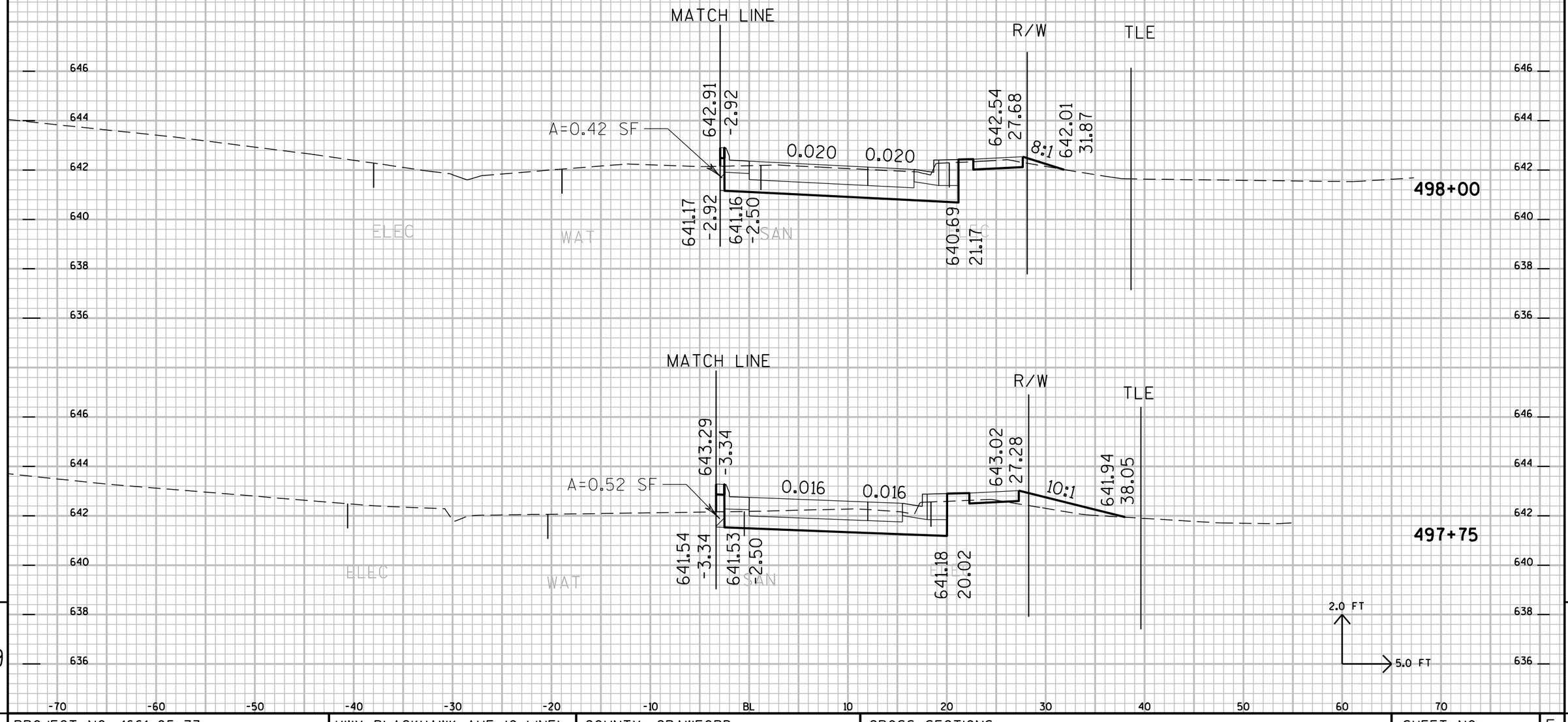
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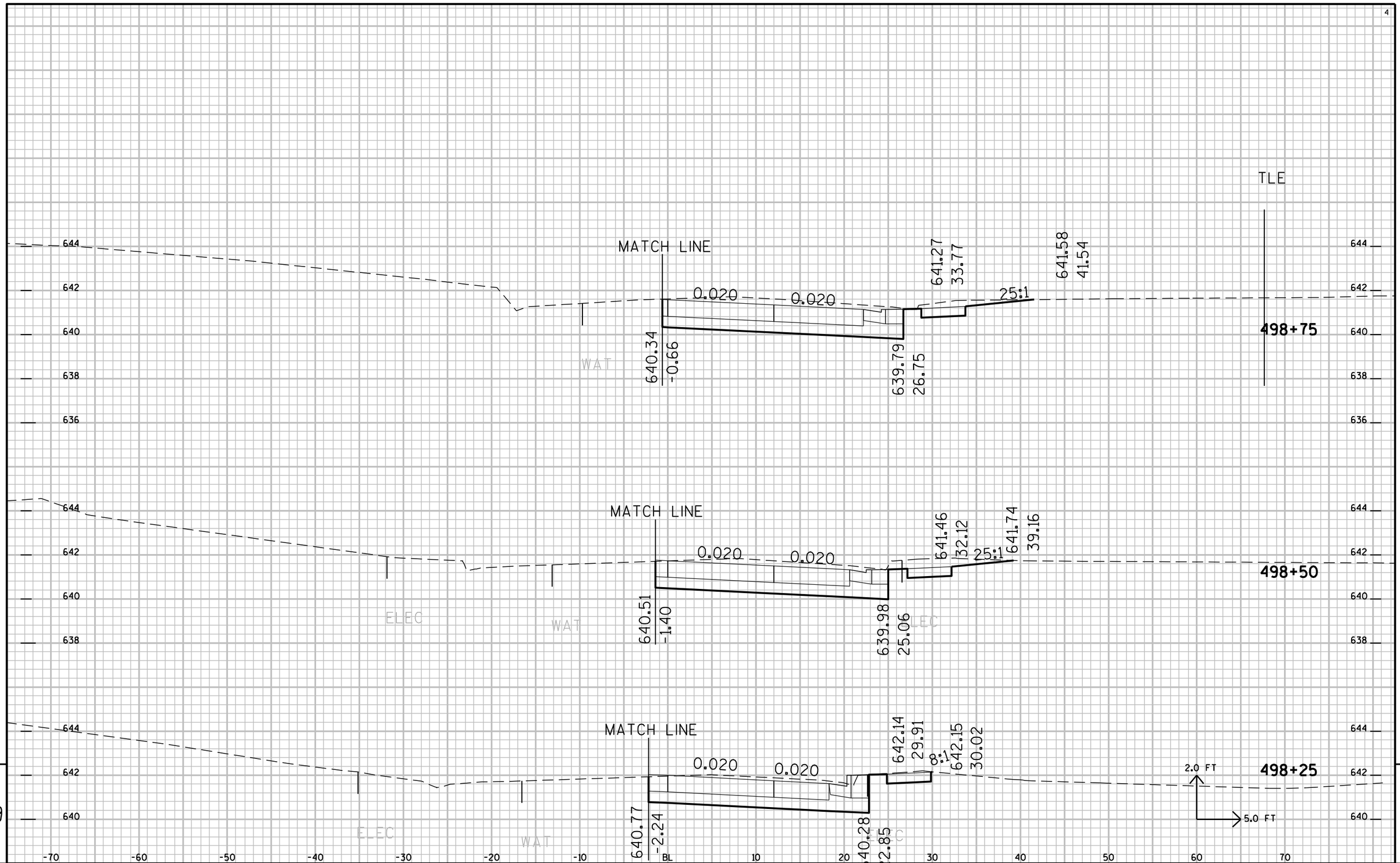
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PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (Q-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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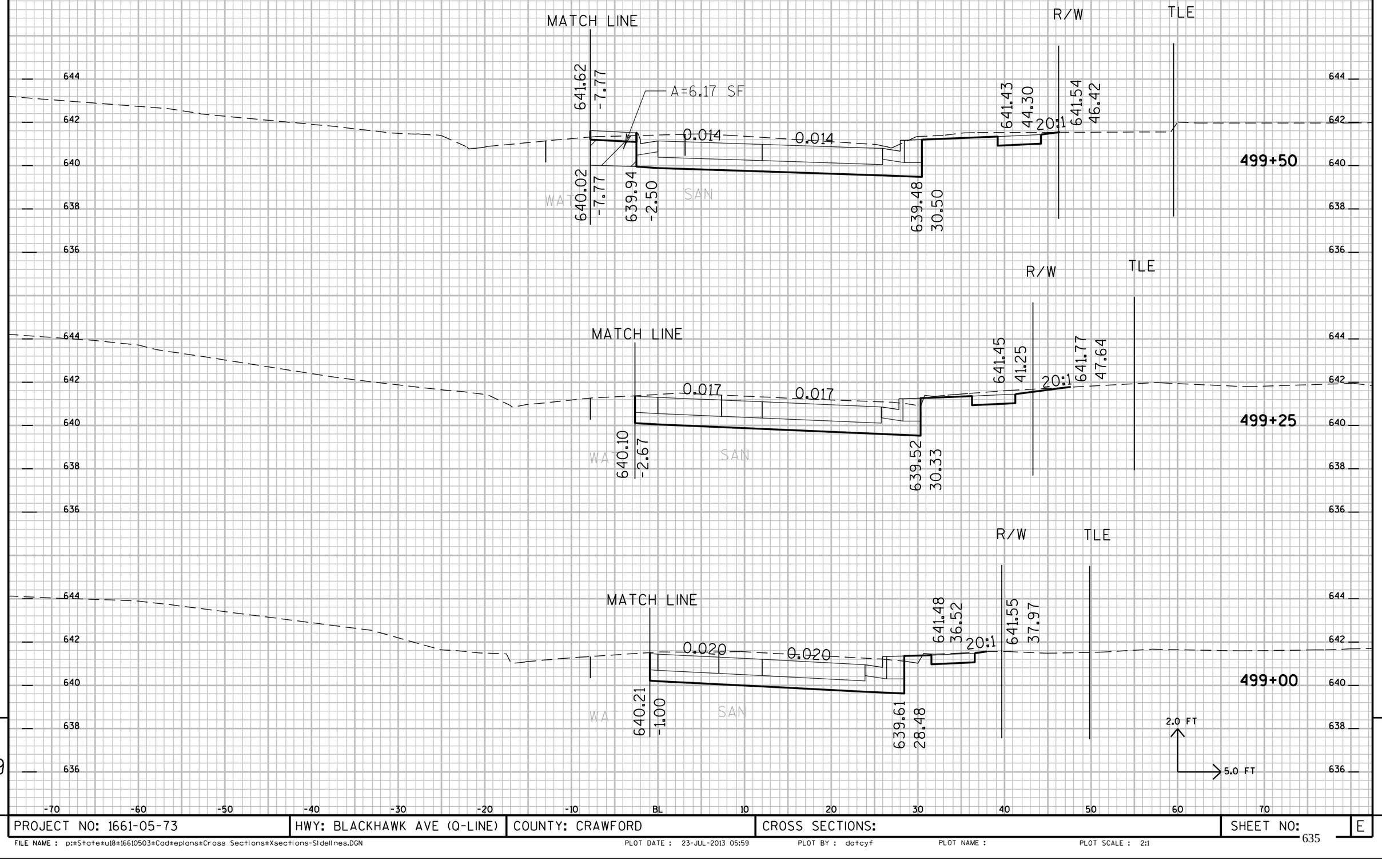


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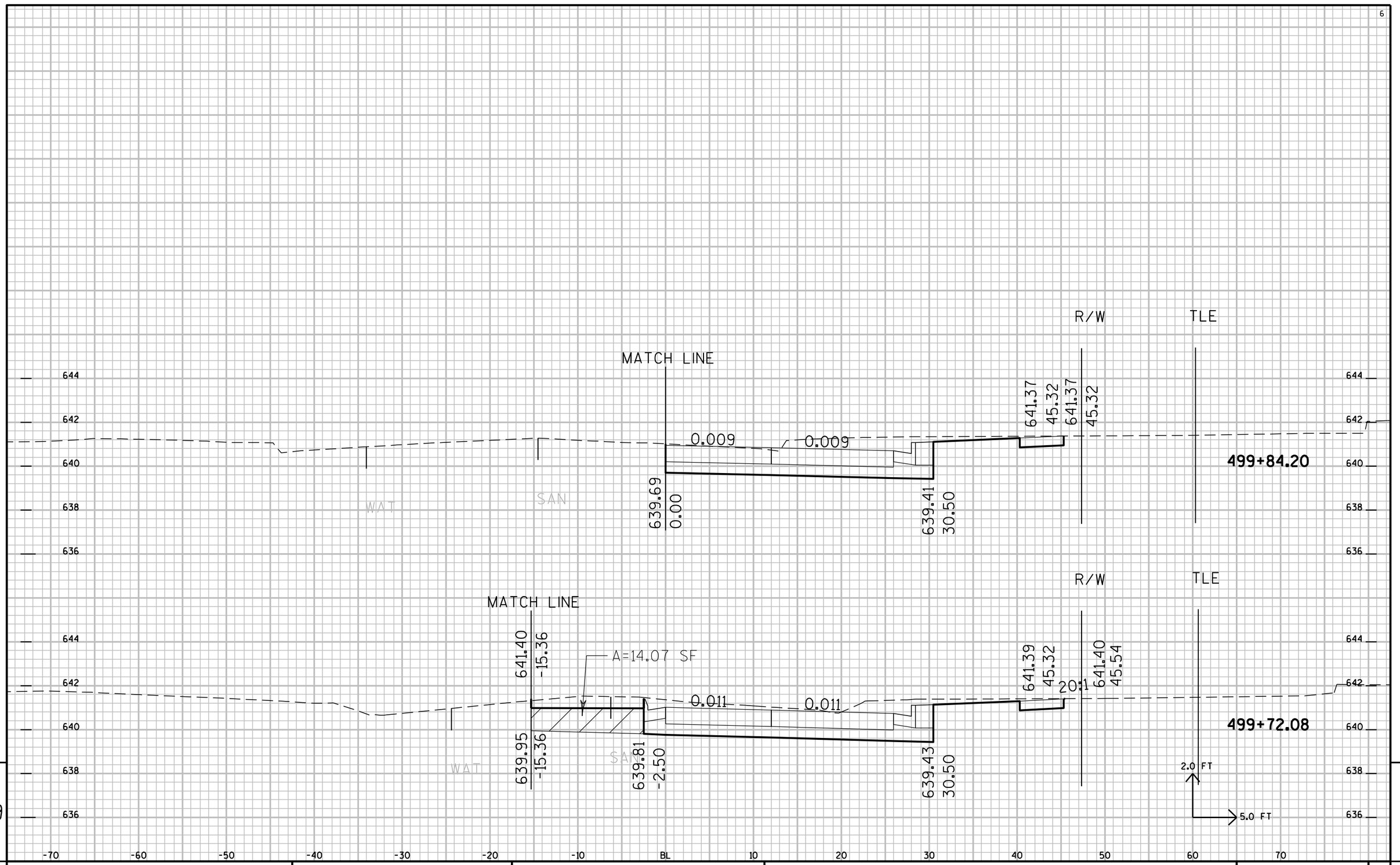
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 05:59 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (Q-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 635	E

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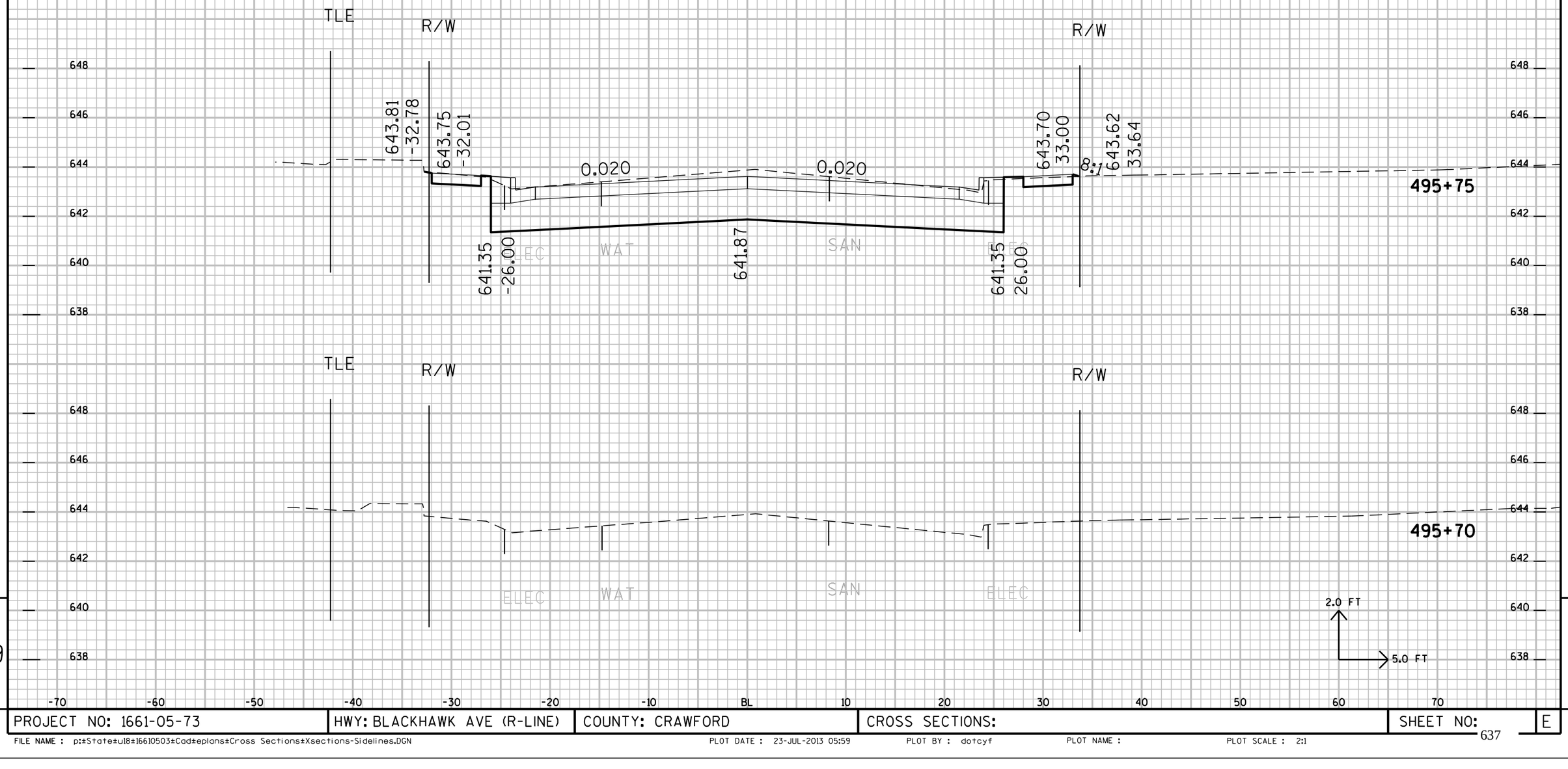


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PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (Q-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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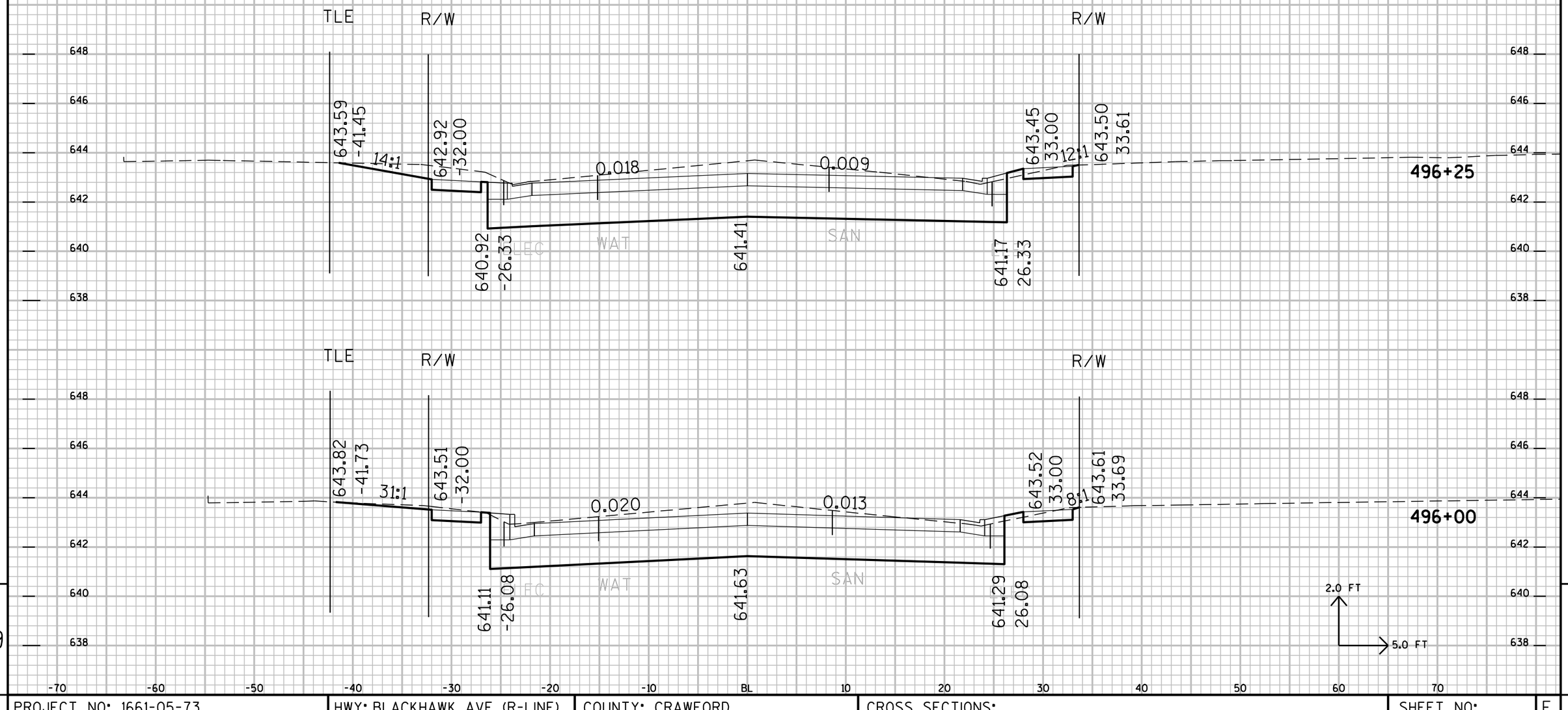


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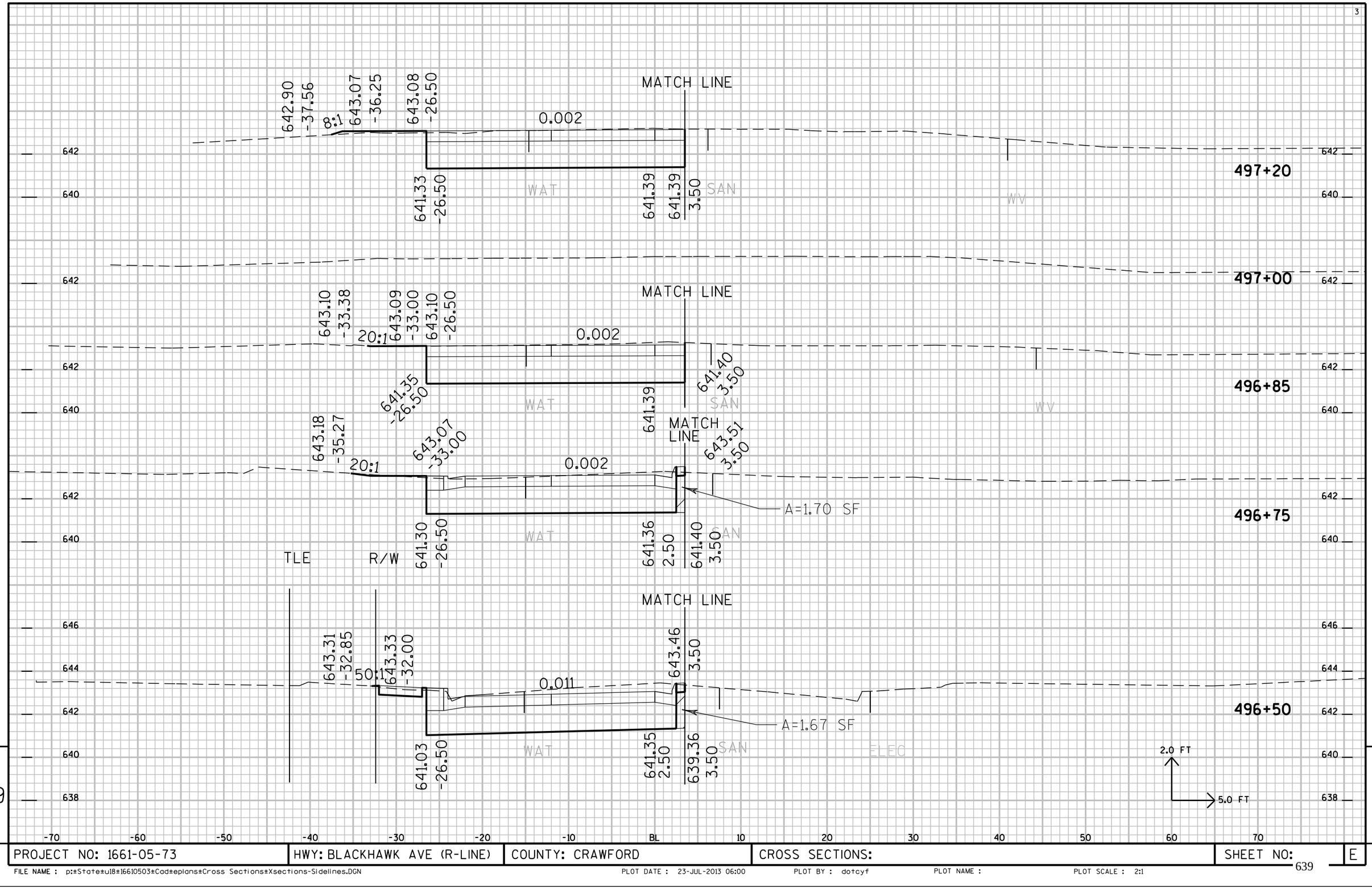
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FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 05:59 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



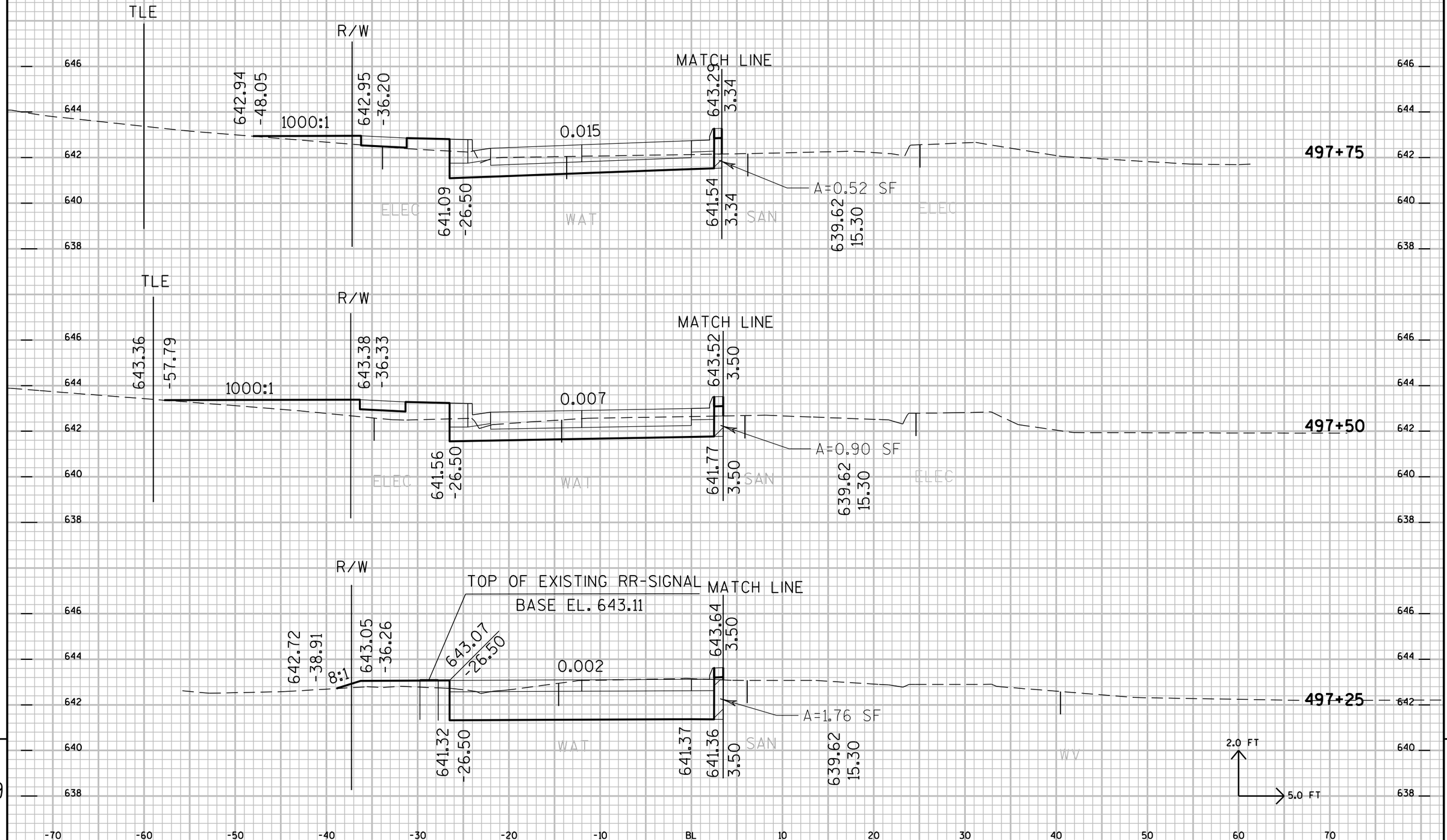
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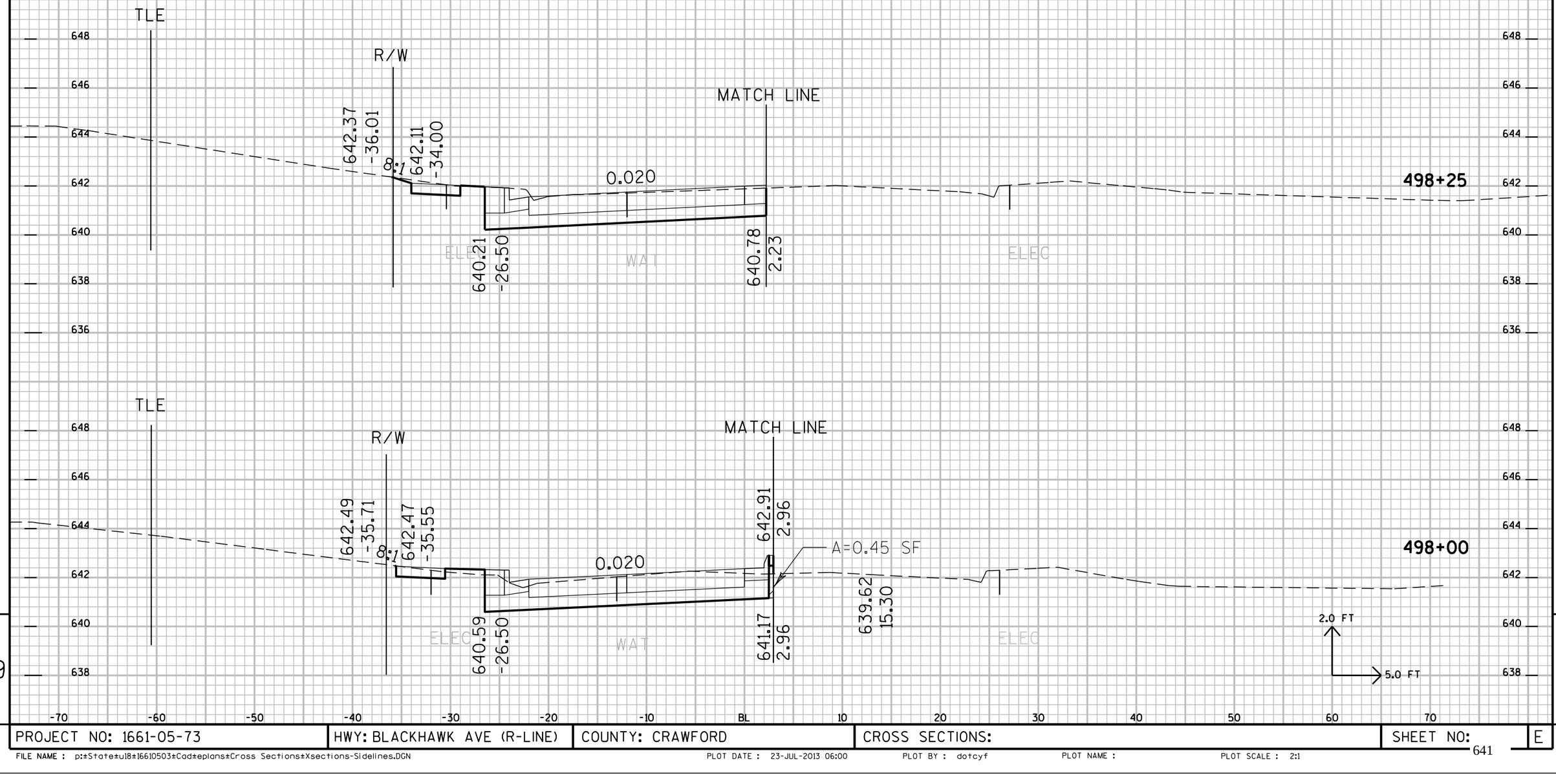
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PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (R-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (R-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:00 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

R/W

643.51
-48.85
8:1
641.63
-33.78
0.017
639.74
-26.50
MATCH LINE
640.21
1.13
499+00

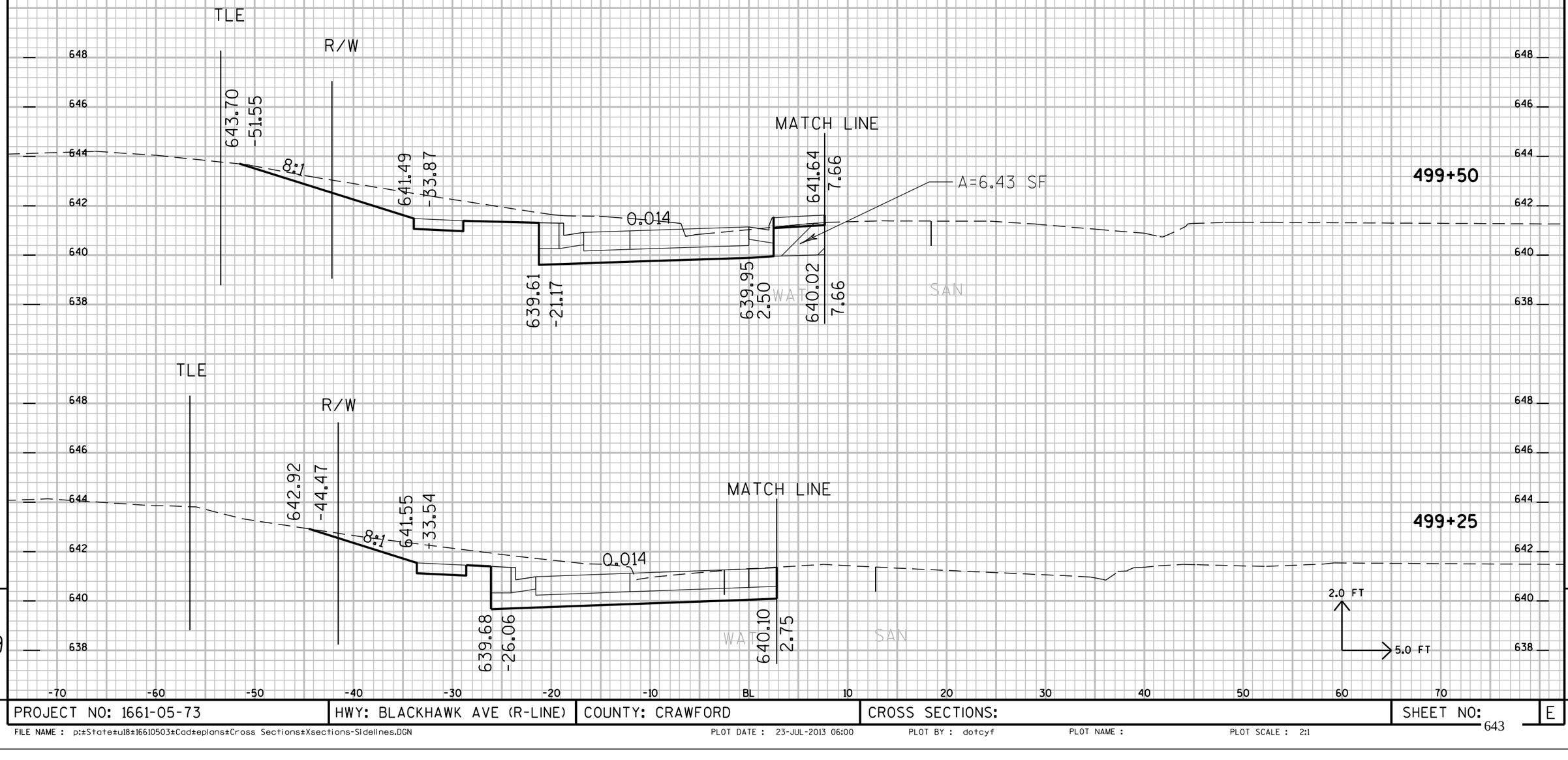
(INTERCEPT NOT SHOWN)
644.38/
-94.93
20:1
641.33
-34.00
0.020
639.80
-26.50
MATCH LINE
640.34
0.65
498+75

R/W
642.30
-37.52
8:1
641.86
-34.00
0.020
639.95
-26.50
MATCH LINE
640.51
1.29
498+50

2.0 FT
5.0 FT

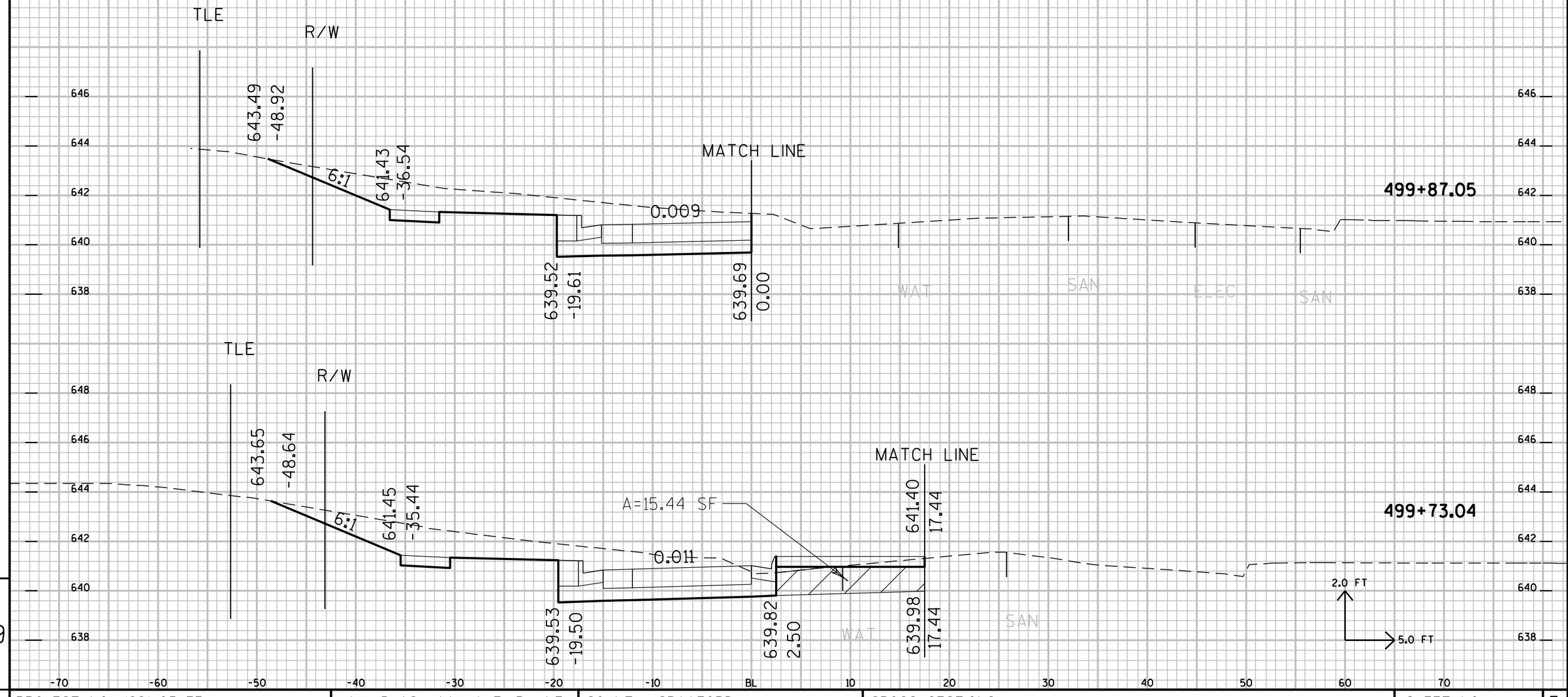
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:00 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



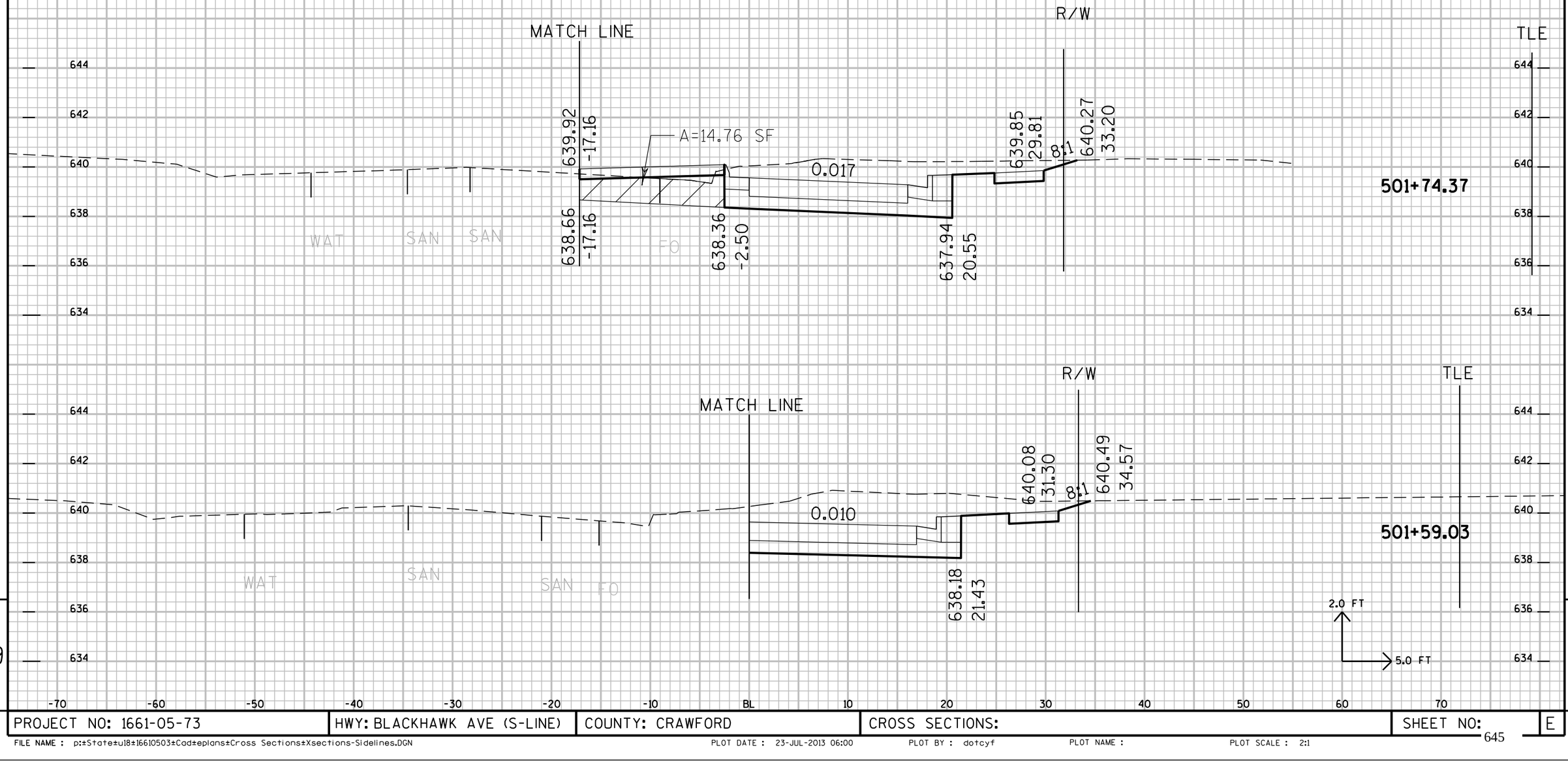
PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (R-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:00 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



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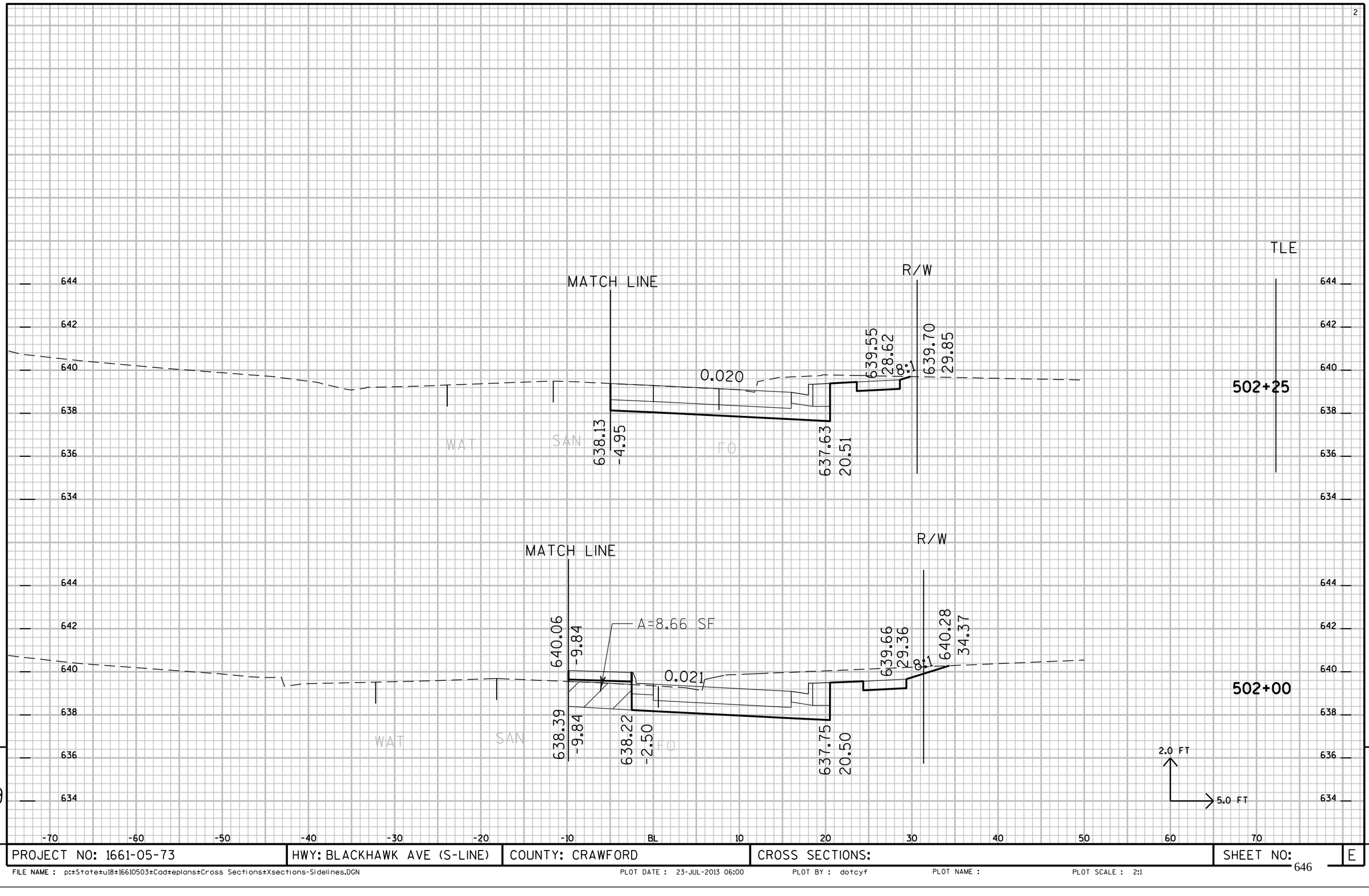
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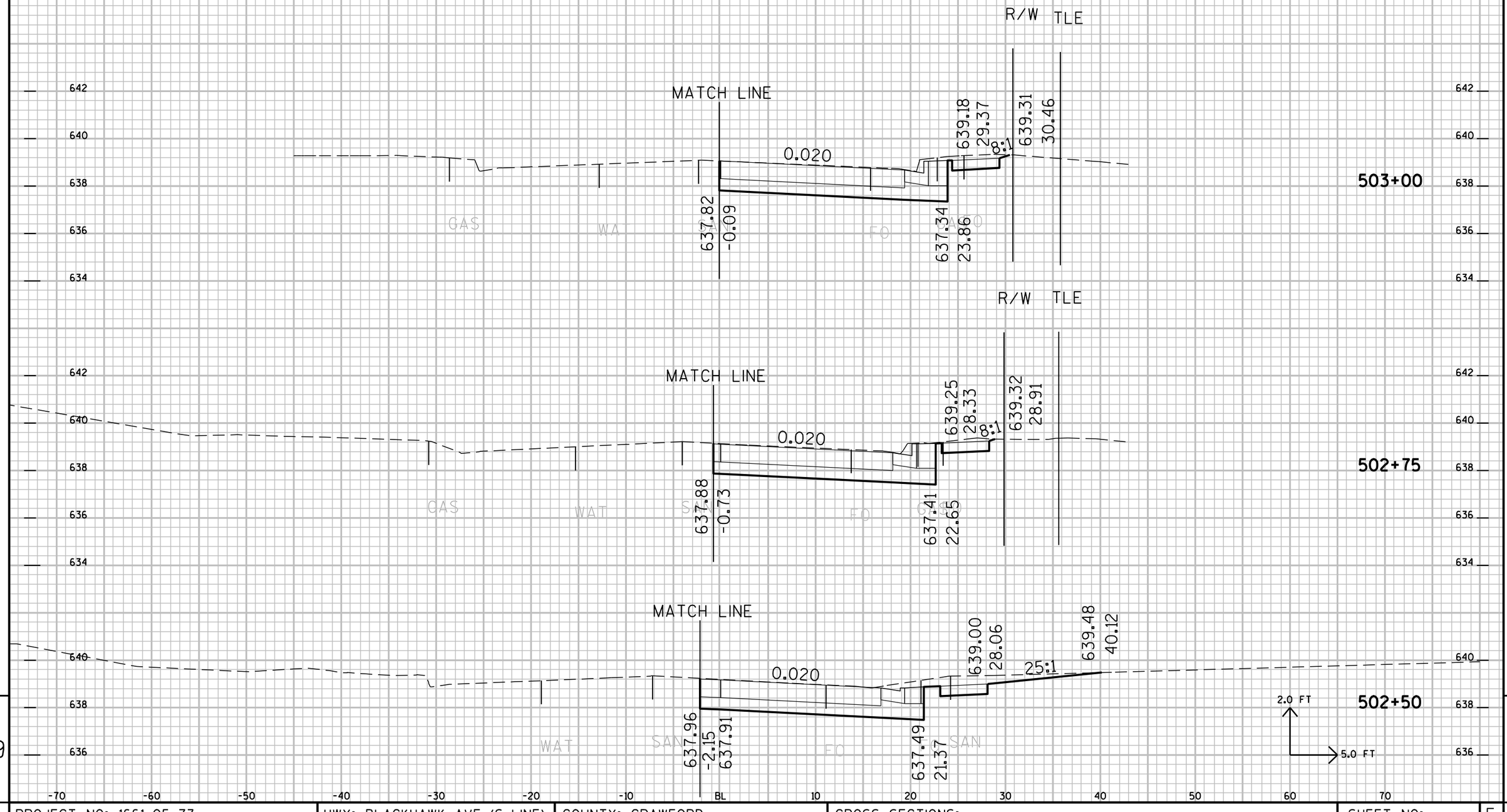
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FILE NAME : p:±State±ut8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:00 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



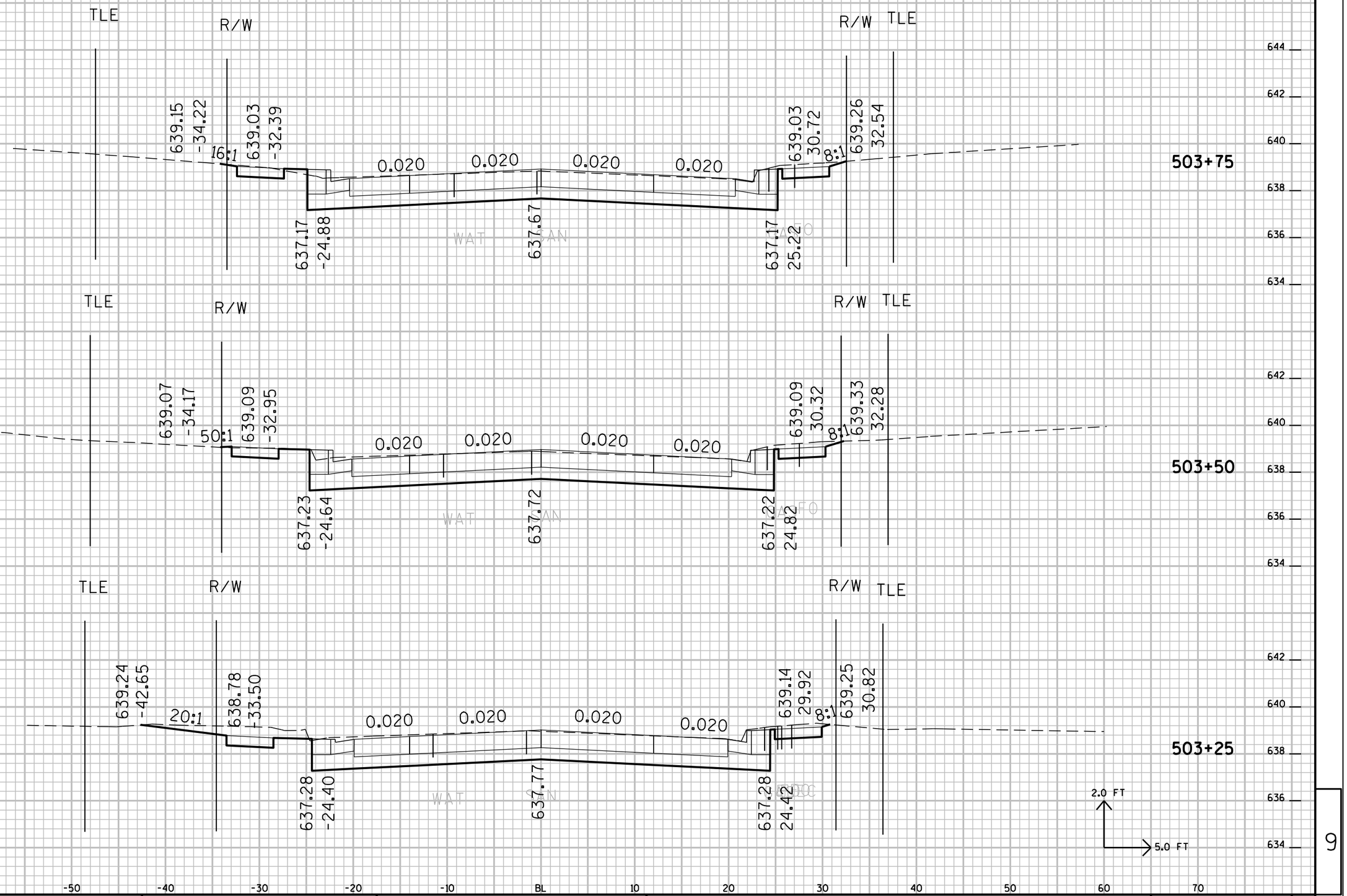
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:00 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



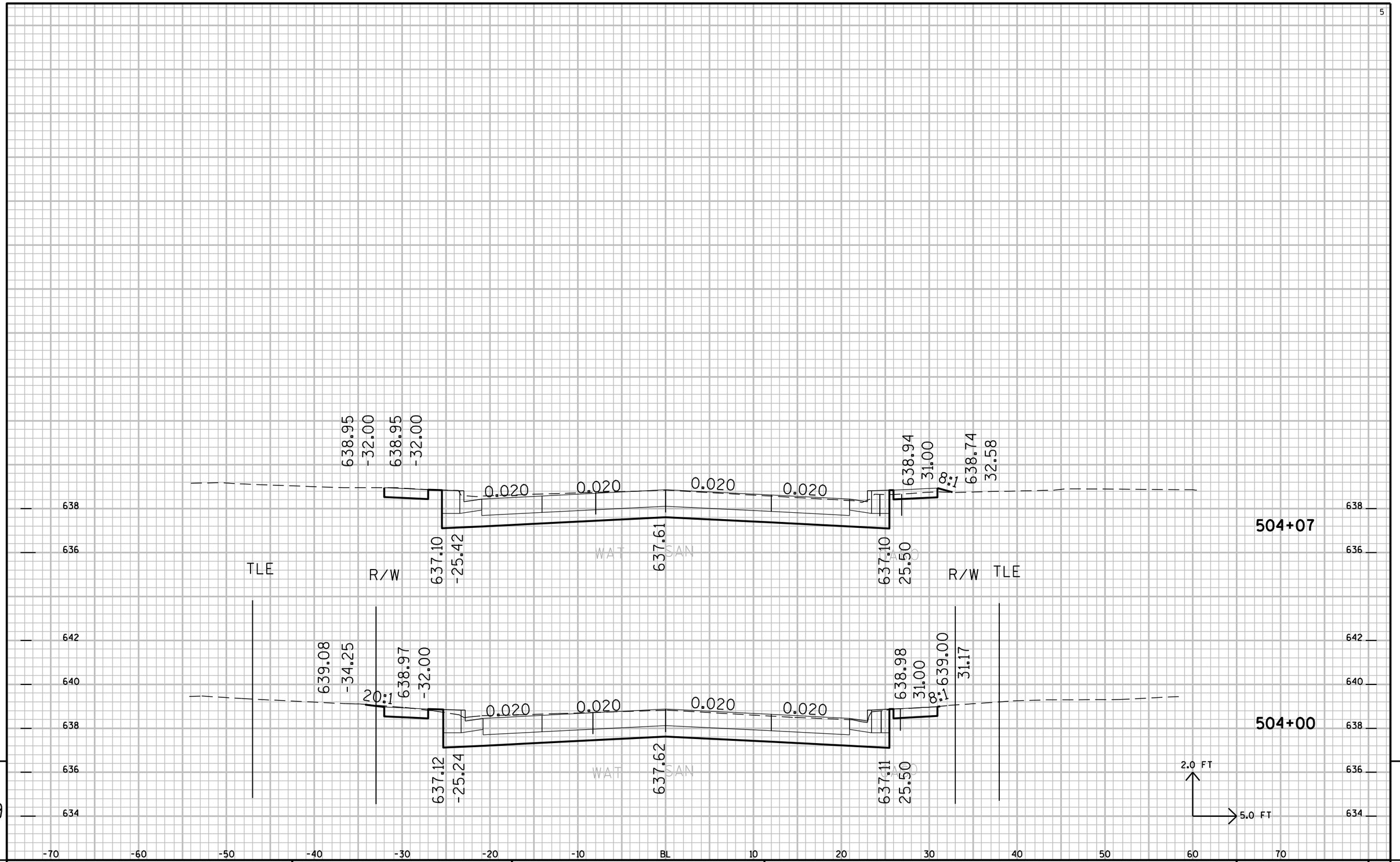
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FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:00 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

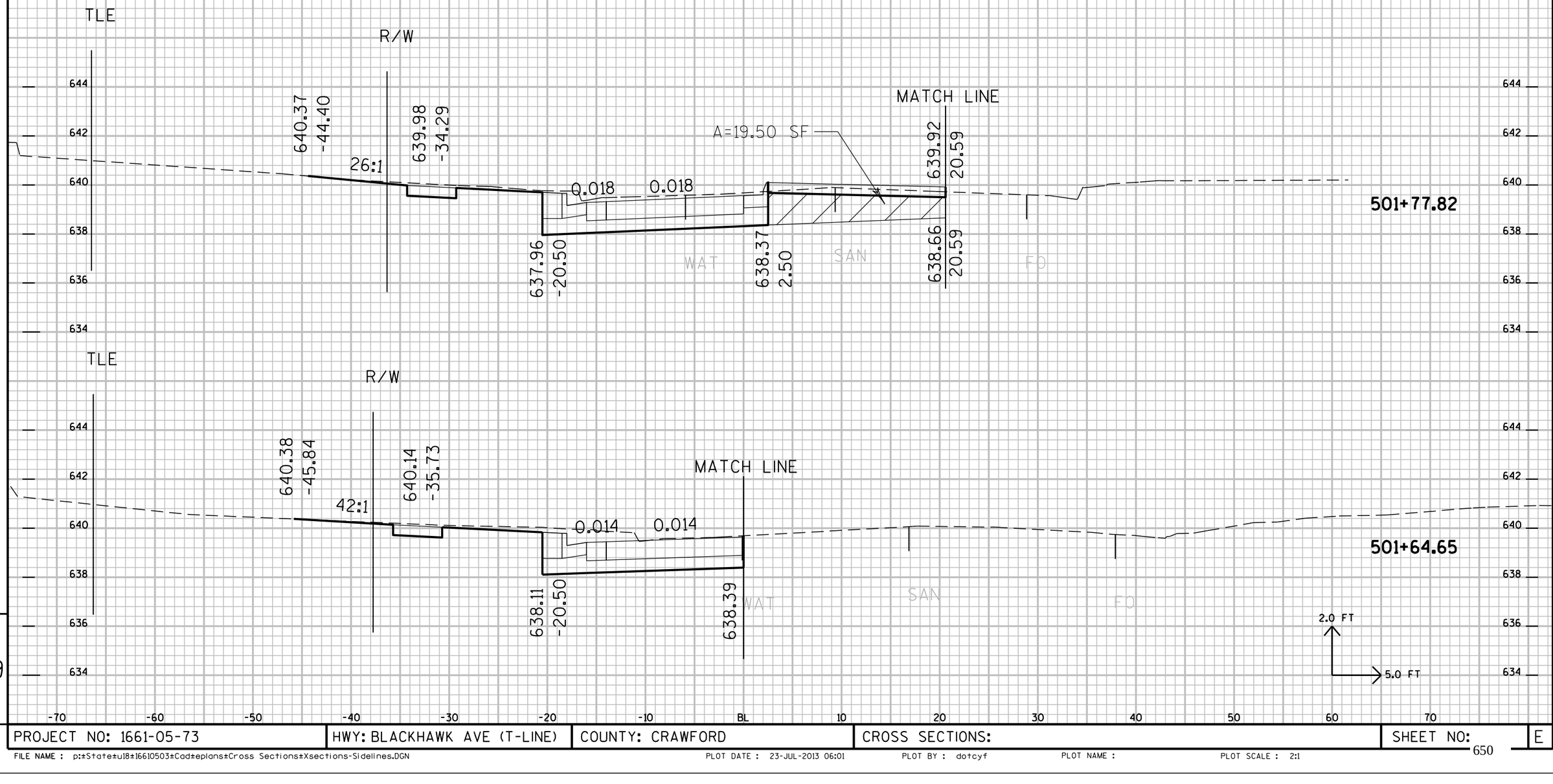


PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (S-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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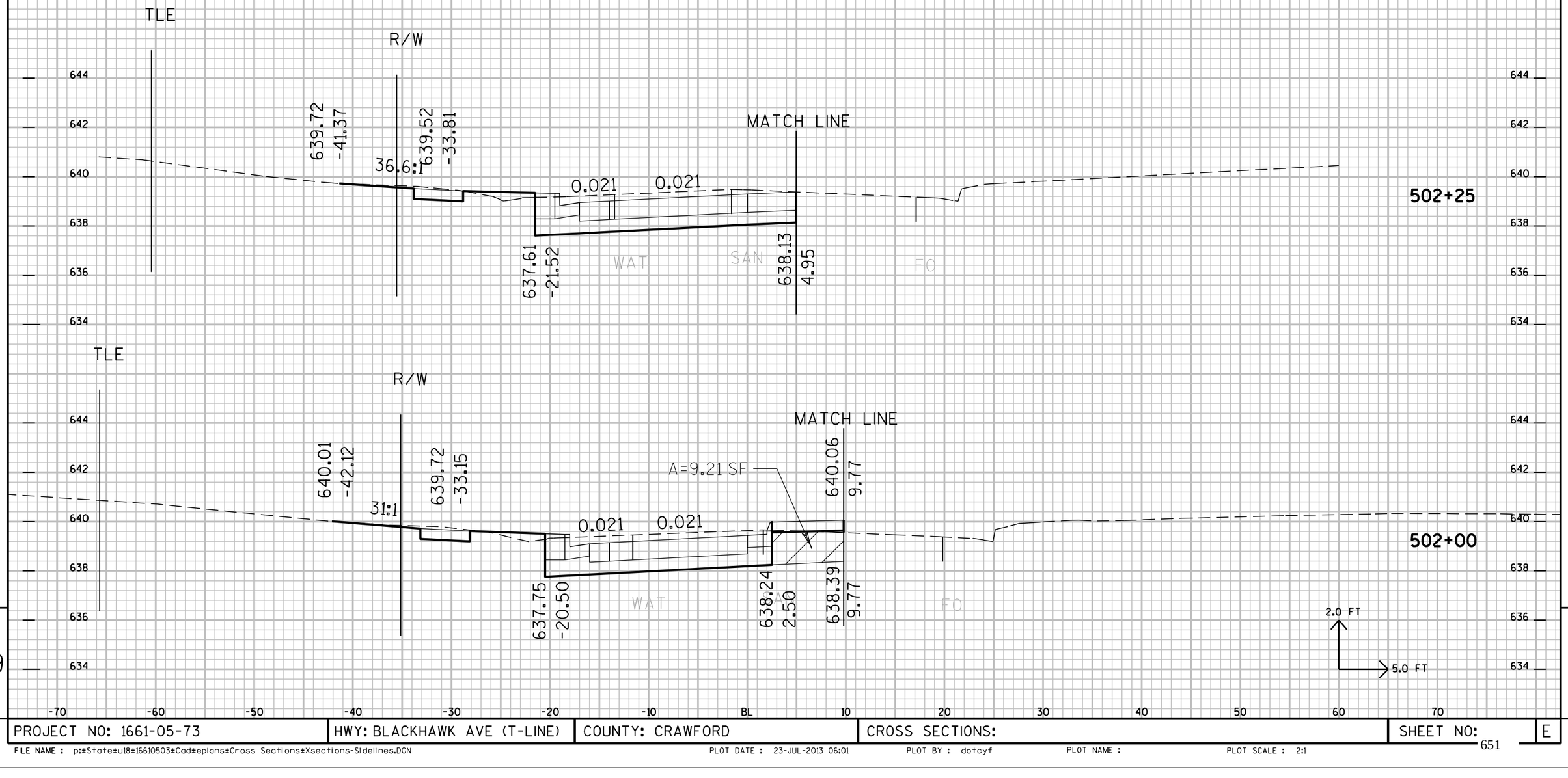


PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (S-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E



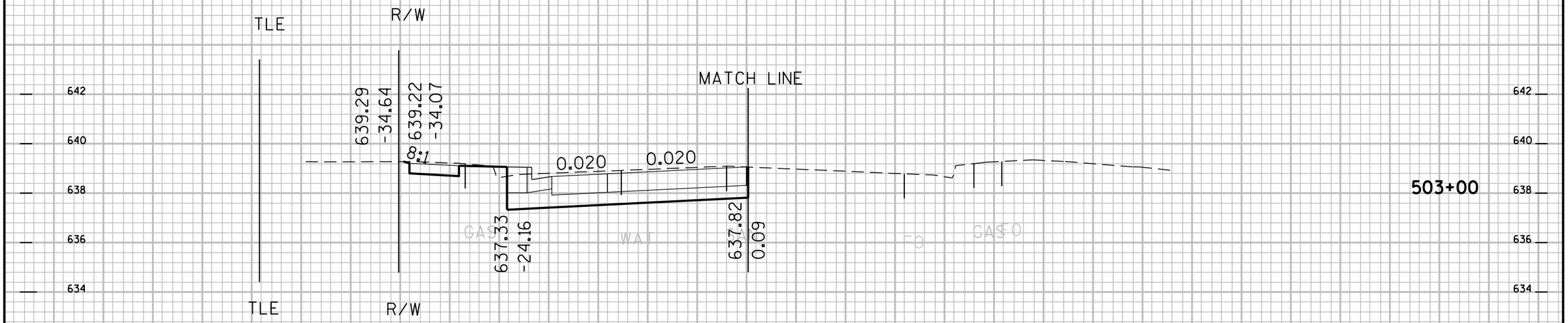
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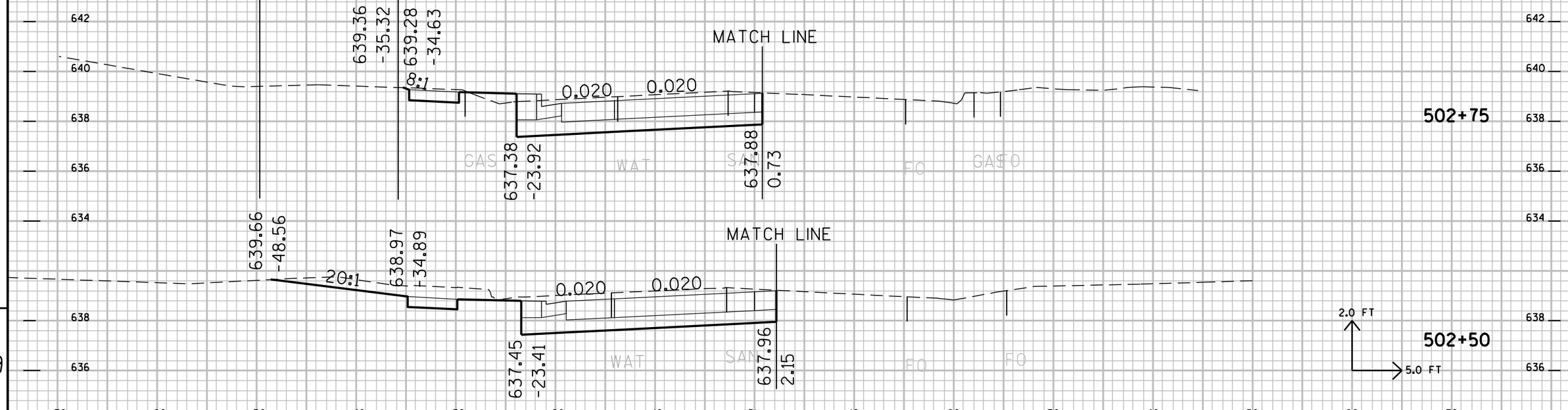
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PROJECT NO: 1661-05-73	HWY: BLACKHAWK AVE (T-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

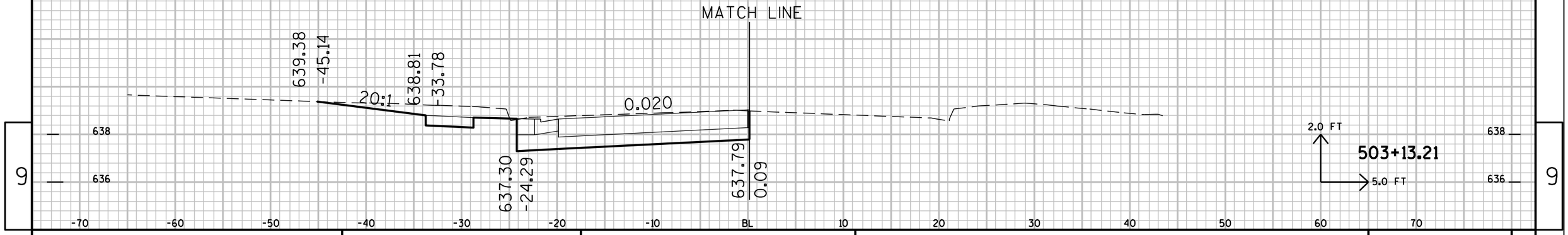
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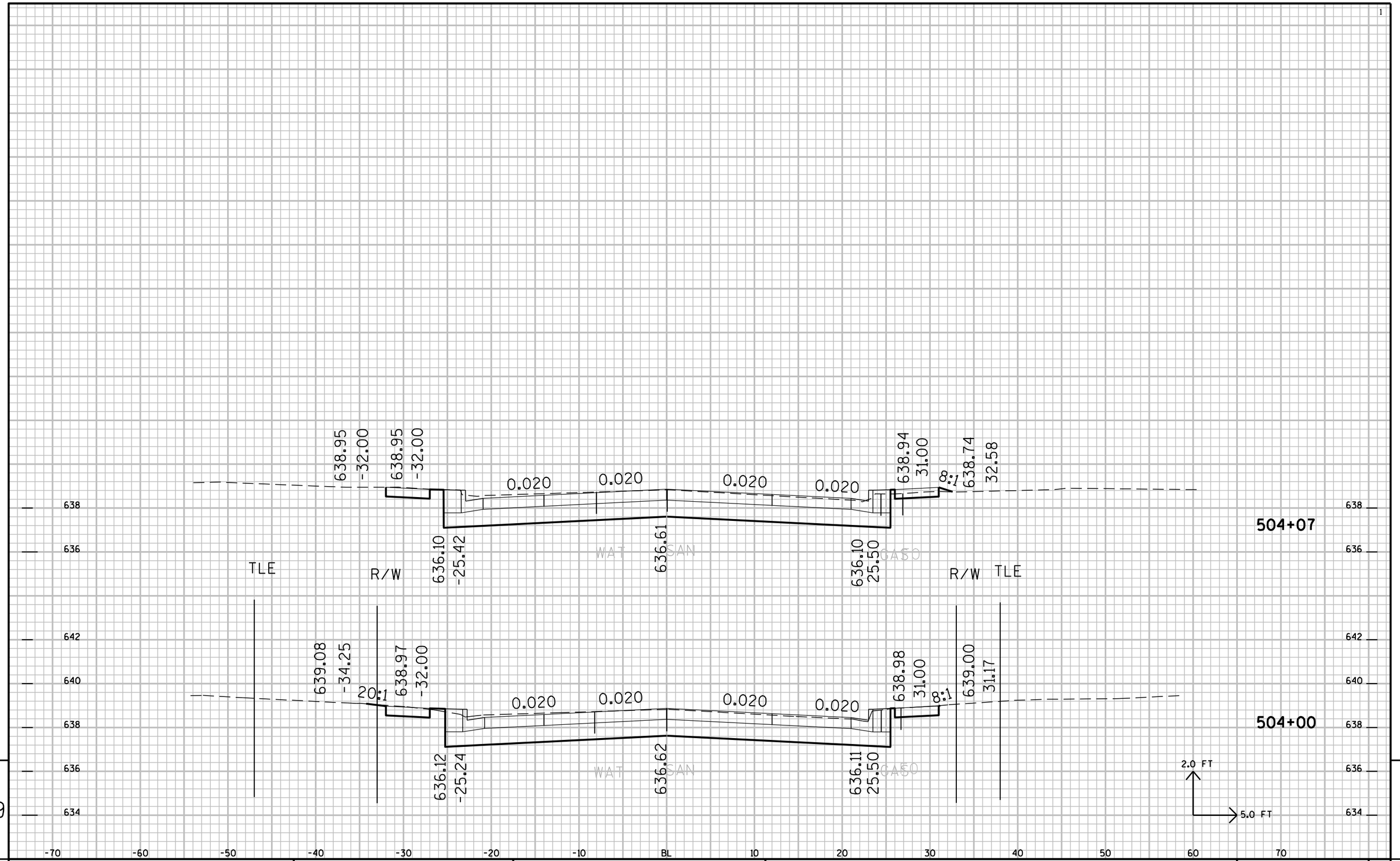
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:01 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



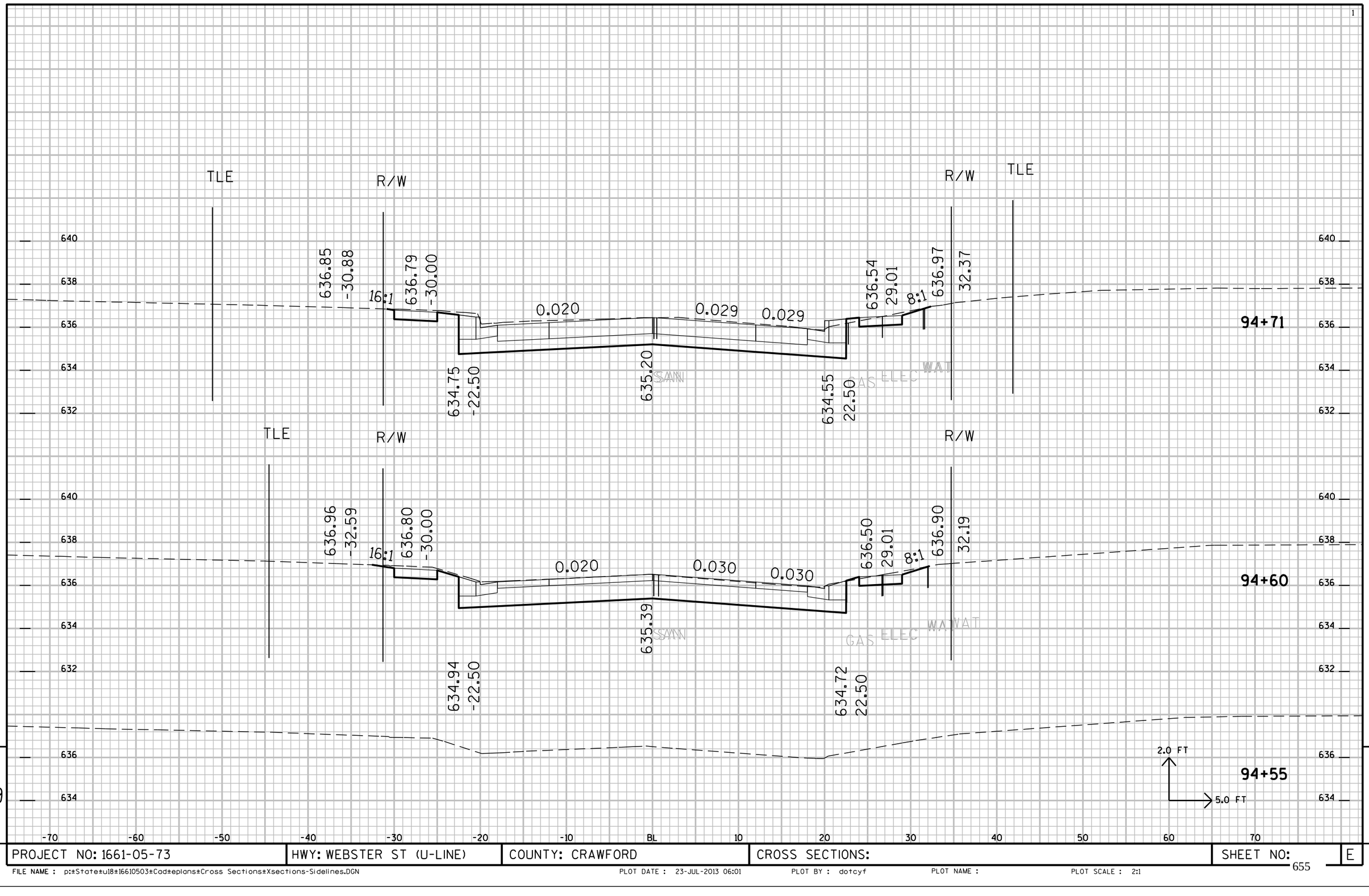
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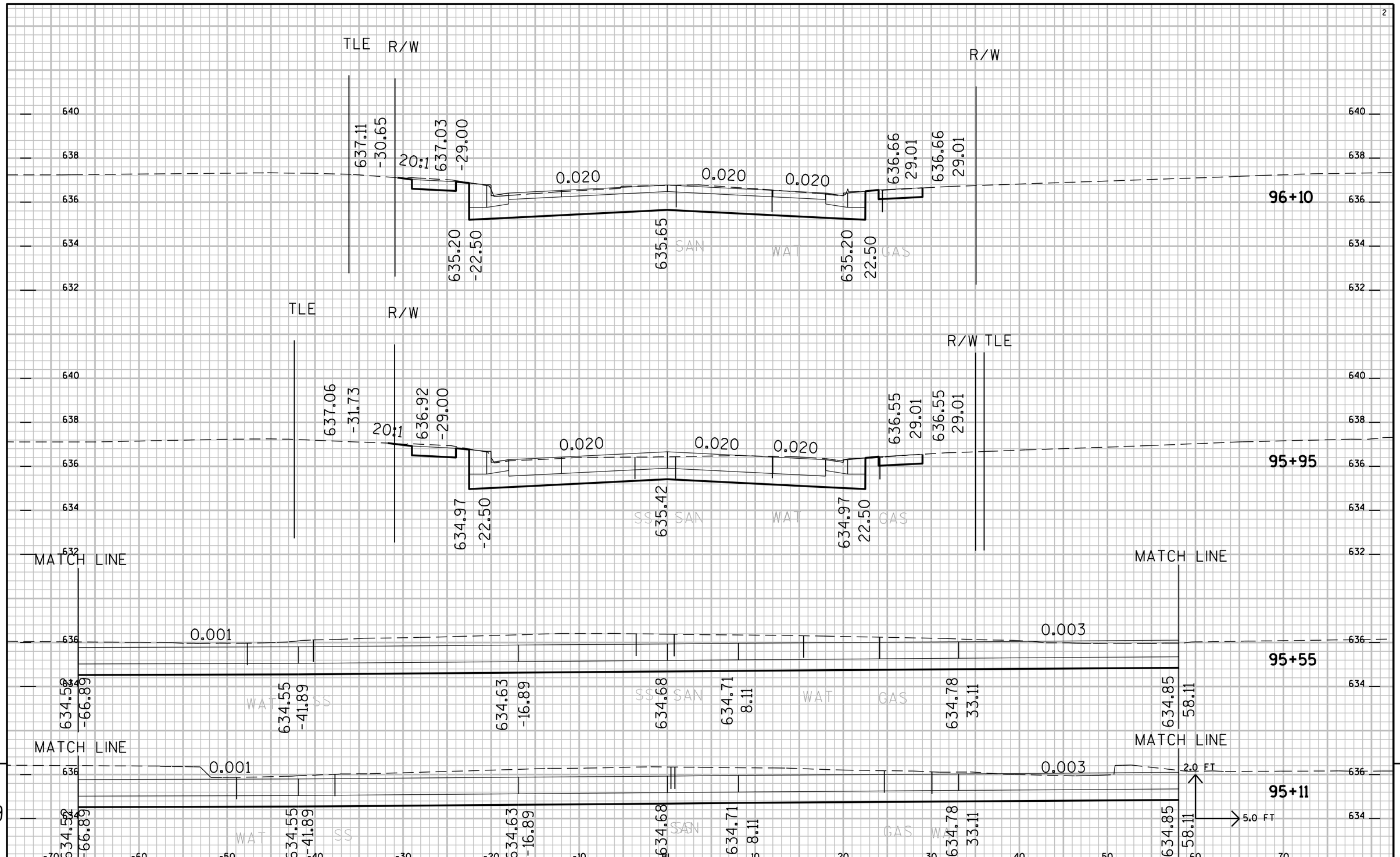
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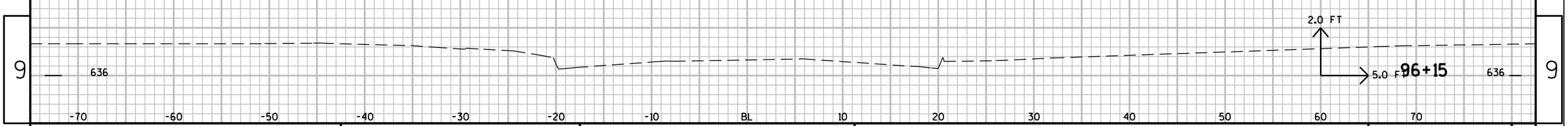
PROJECT NO: 1661-05-73	HWY: WEBSTER ST (U-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:01 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



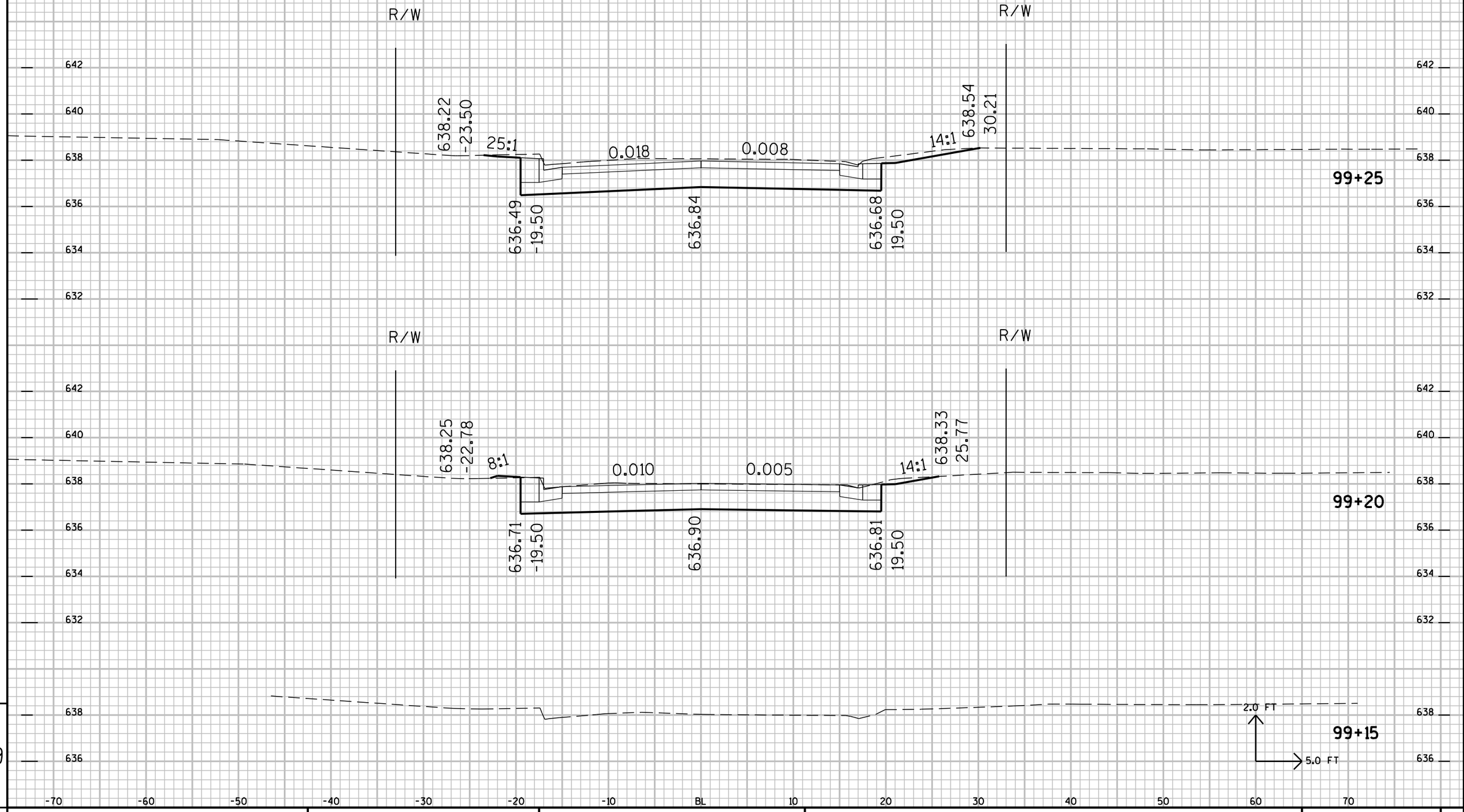
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: WEBSTER ST (U-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



9

PROJECT NO: 1661-05-73	HWY: CASS STREET (V-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

9

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

MATCH LINE

MATCH LINE

0.003

635.91 -50.20

635.83 -25.20

635.75

635.67 25.00

635.59 50.00

100+22

WAT

MATCH LINE

MATCH LINE

0.003

635.91 -50.20

635.83 -25.20

635.75

635.67 25.00

635.59 50.00

99+78

WAT

R/W

R/W

638.47 -29.45

8:1

0.020

0.013

12:1

638.25 28.87

99+58

635.73 -19.50

636.12

635.87 19.50

R/W

R/W

638.47 -30.78

10:1

0.026

0.015

12:1

638.46 30.05

99+50

635.89 -19.50

636.40

636.11 19.50

2.0 FT

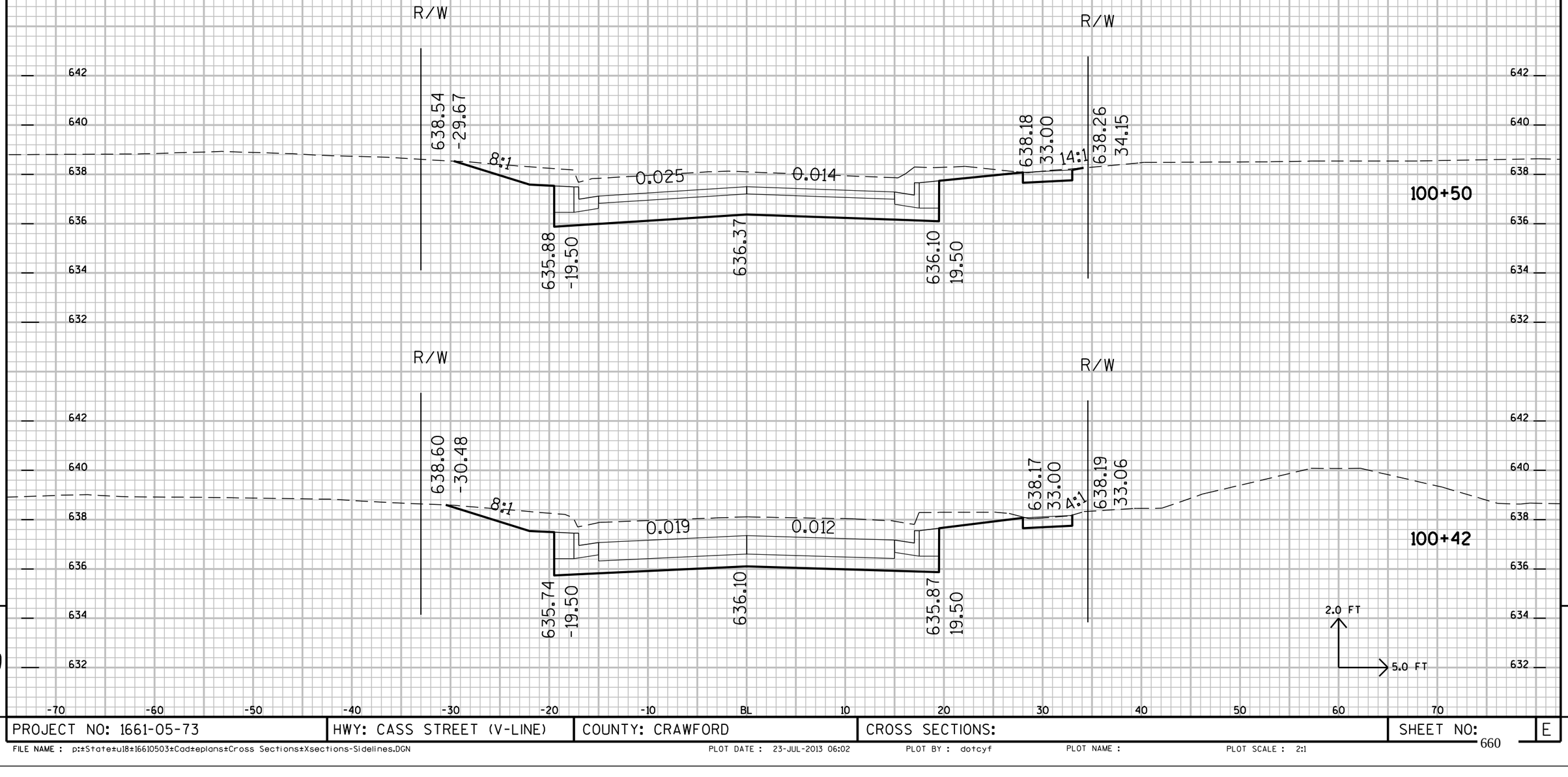
5.0 FT

642 640 638 636 634

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

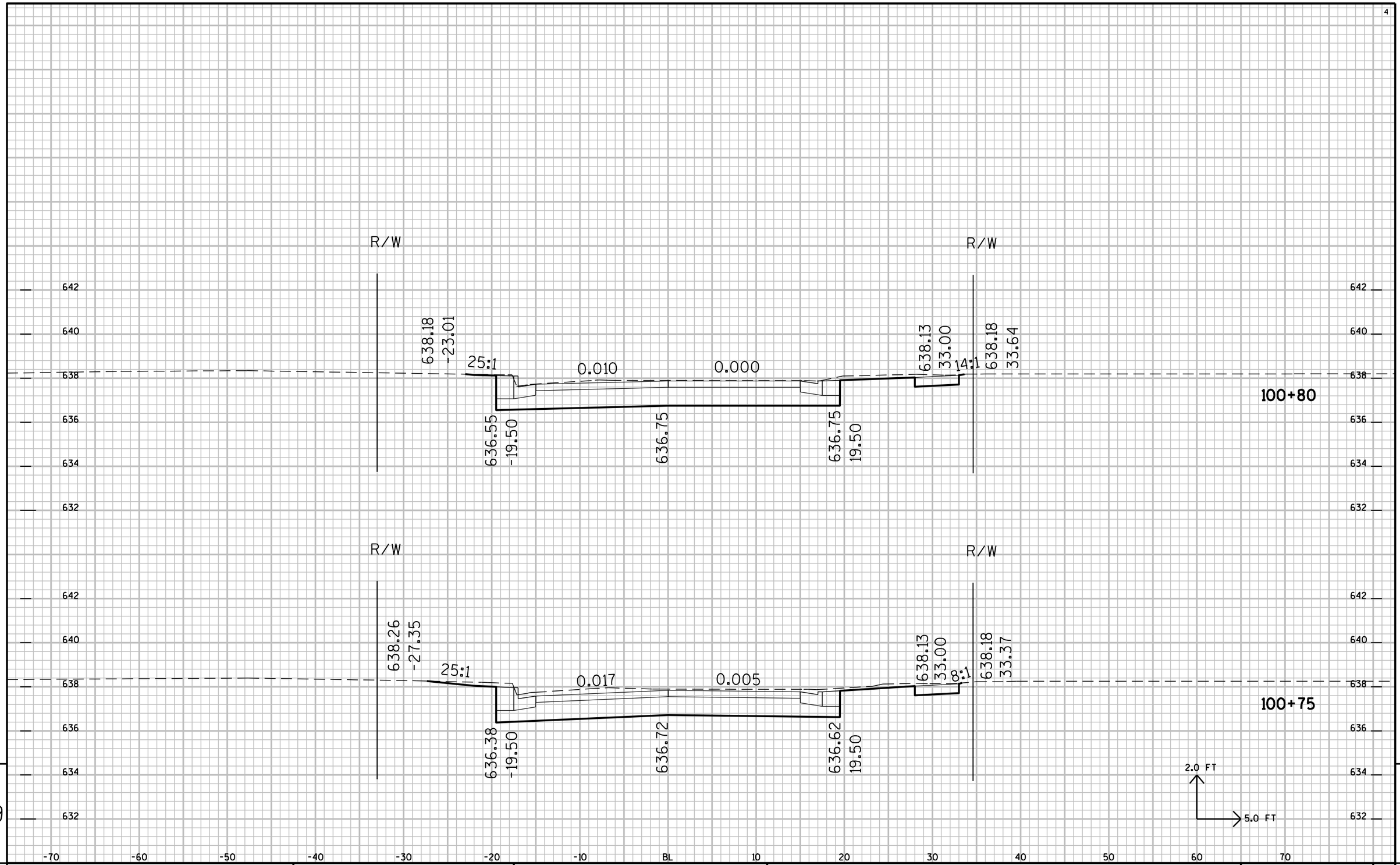
PROJECT NO: 1661-05-73	HWY: CASS STREET (V-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: CASS STREET (V-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ut18±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



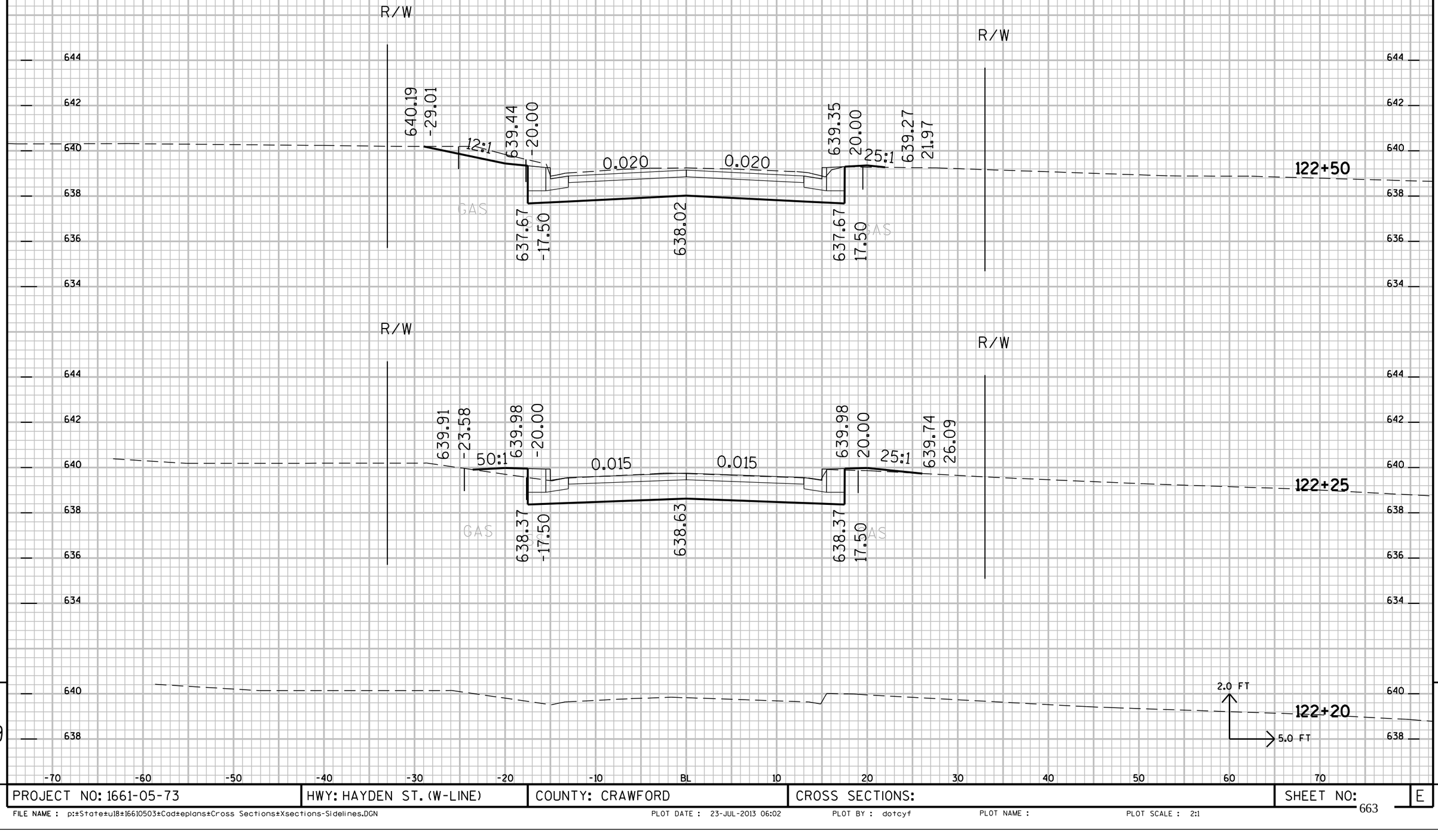
PROJECT NO: 1661-05-73	HWY: CASS STREET (V-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



9 9

PROJECT NO: 1661-05-73	HWY: CASS STREET (V-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E



PROJECT NO: 1661-05-73	HWY: HAYDEN ST. (W-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 663	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

MATCH LINE

MATCH LINE

0.003

638

636

636.87
-46.00

636.79
-21.00

636.74

636.65
29.00

636.63
54.00

638

636

123+26

WAT

GAS

SS

WAT

SAN

MATCH LINE

MATCH LINE

0.003

638

636

636.87
-46.70

636.79
-21.70

636.74

636.65
29.20

636.63
54.20

638

636

122+82

SS

GAS

R/W

R/W

644

642

640

638

636

634

640.08
-30.28

10:1

639.05
-20.00

0.020

0.020

638.96
20.00

14:1

639.00
20.58

122+62

CAS

637.15
-17.50

637.50

637.15
17.50

CAS

2.0 FT

5.0 FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9

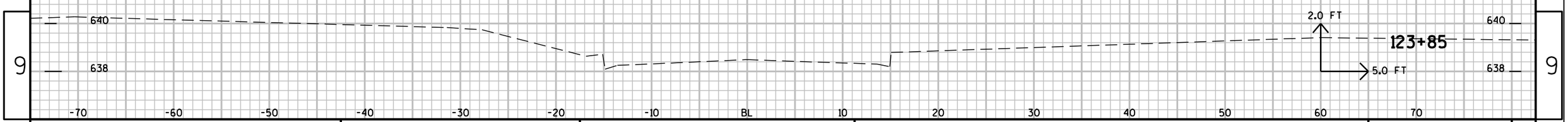
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PROJECT NO: 1661-05-73	HWY: HAYDEN ST. (W-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:02 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

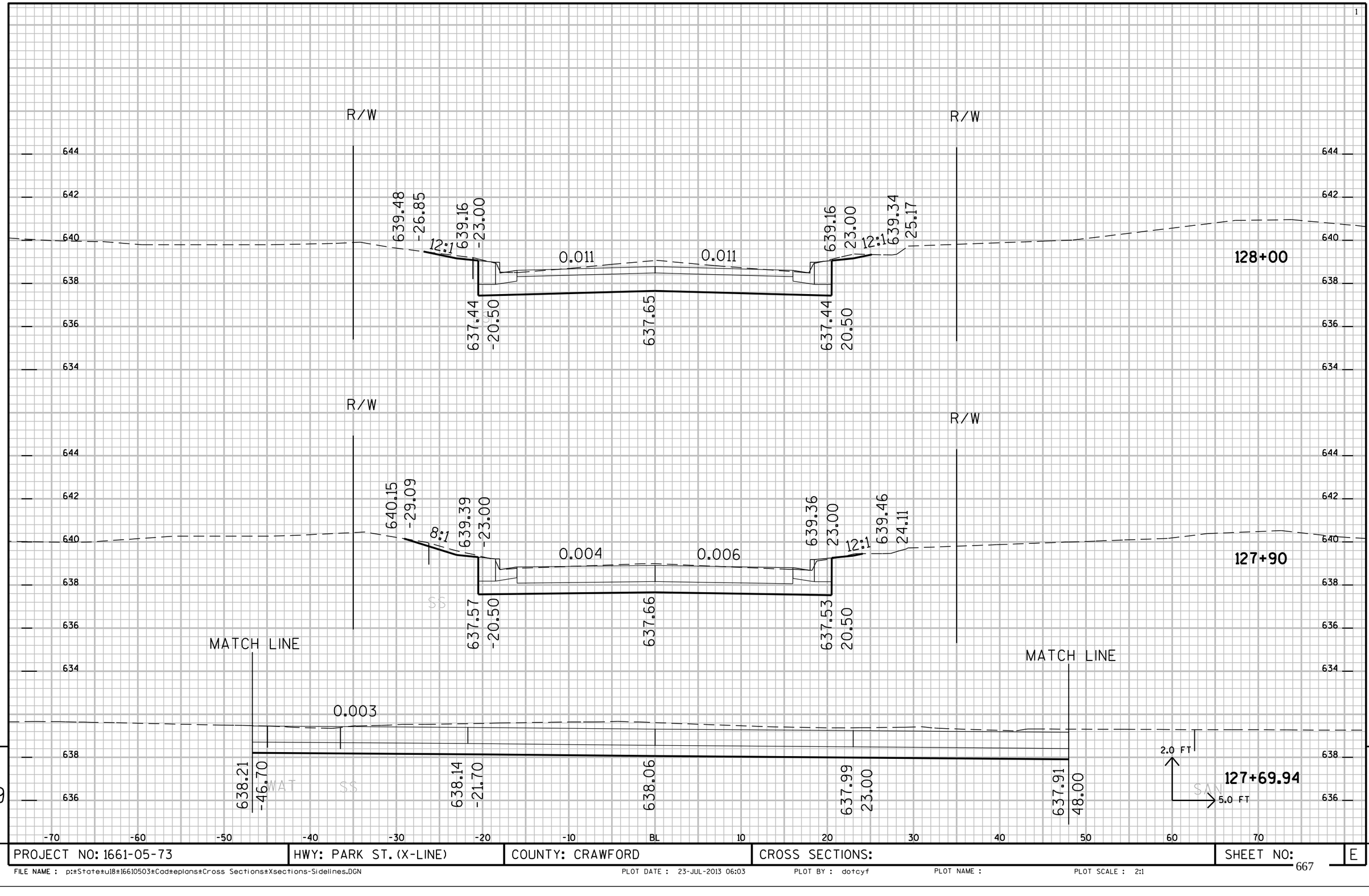
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FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:03 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



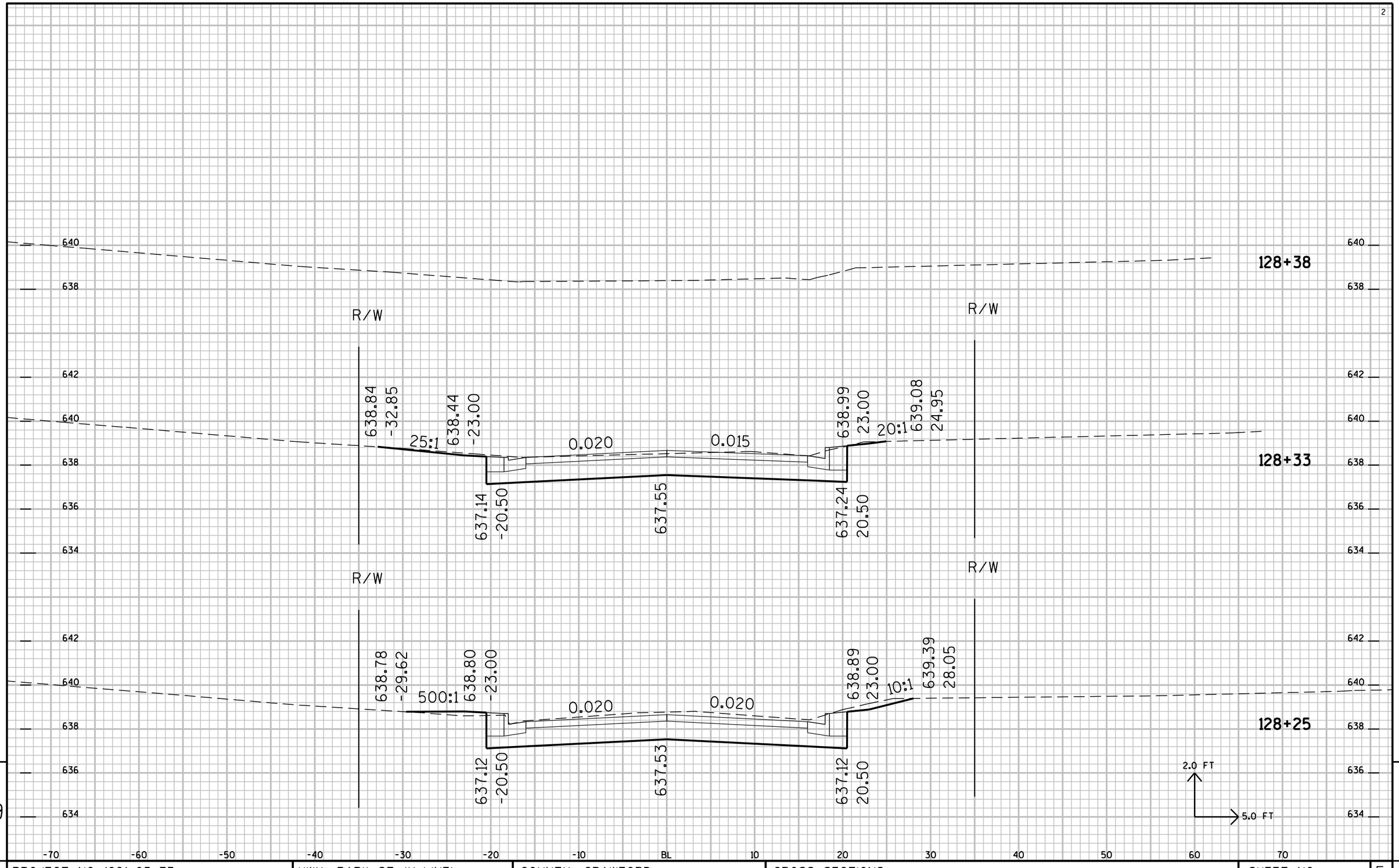
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:03 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: PARK ST. (X-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: E

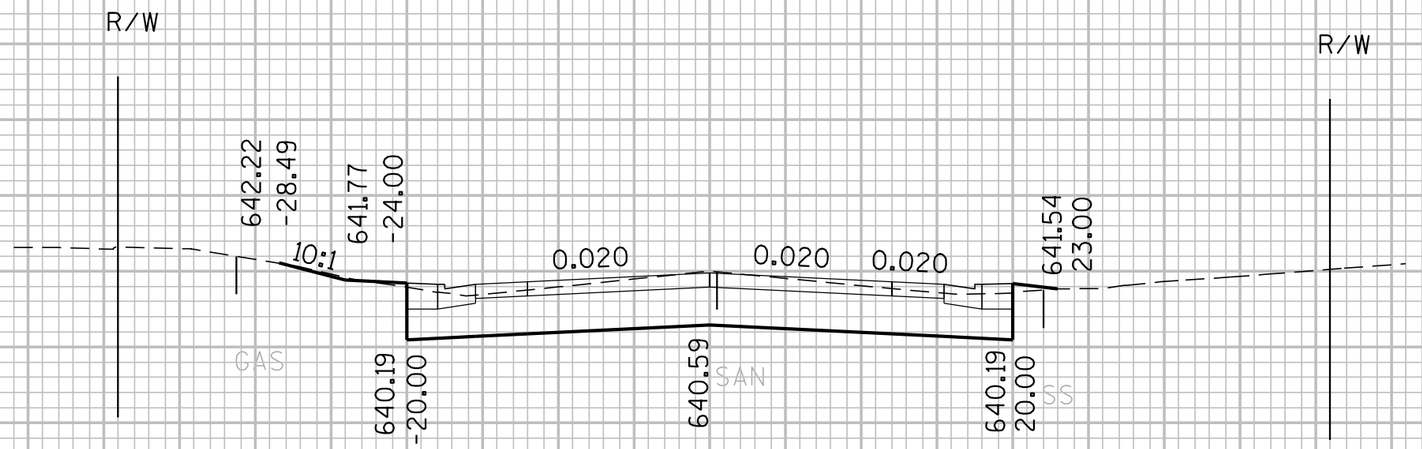
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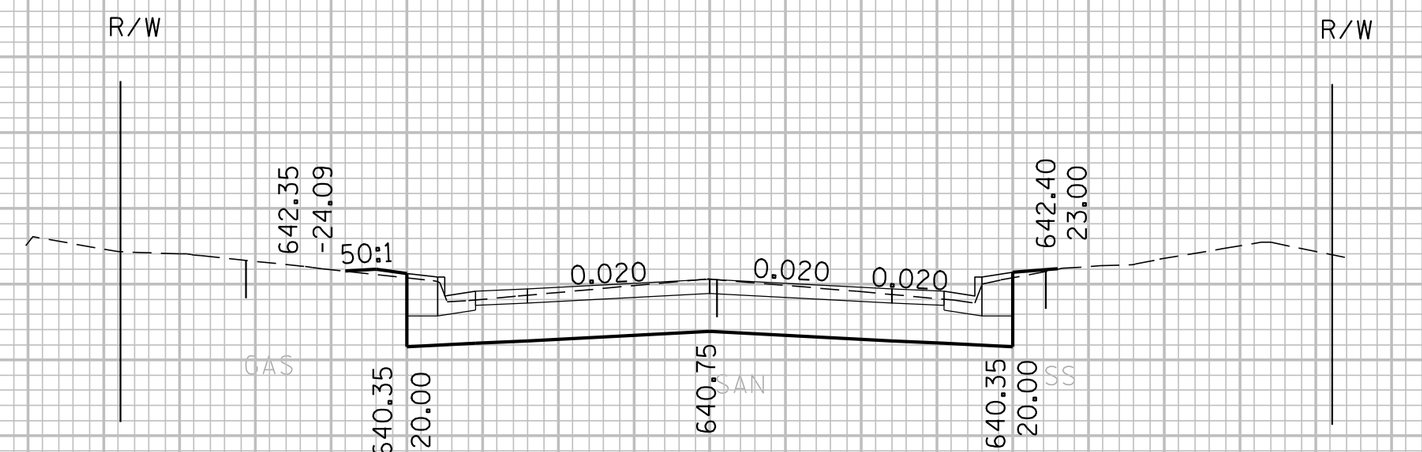


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PROJECT NO: 1661-05-73	HWY: PARK ST. (X-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:03 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



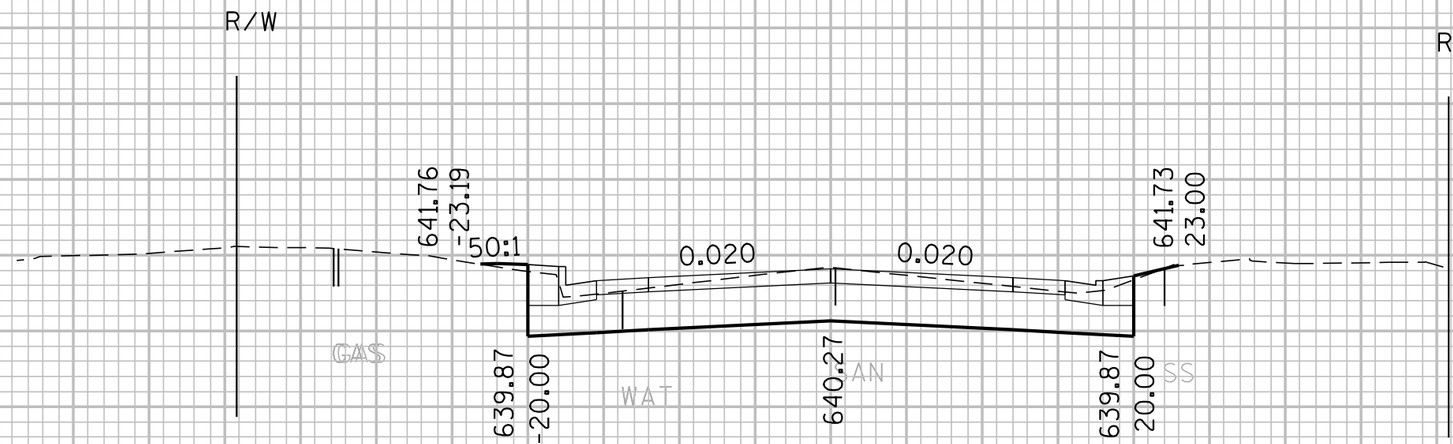


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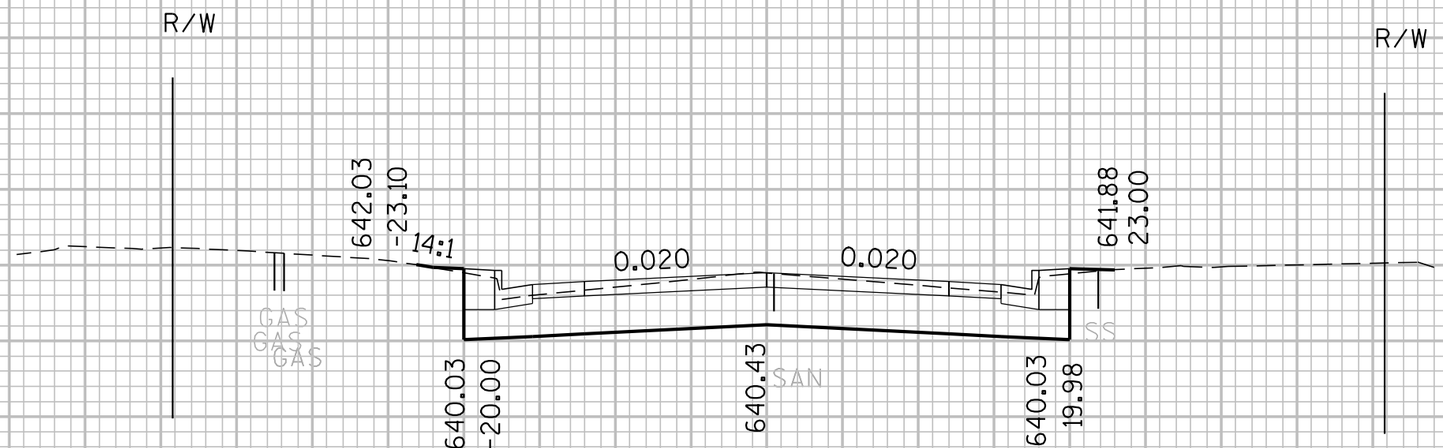
-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 669	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:03 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



127+00



126+75

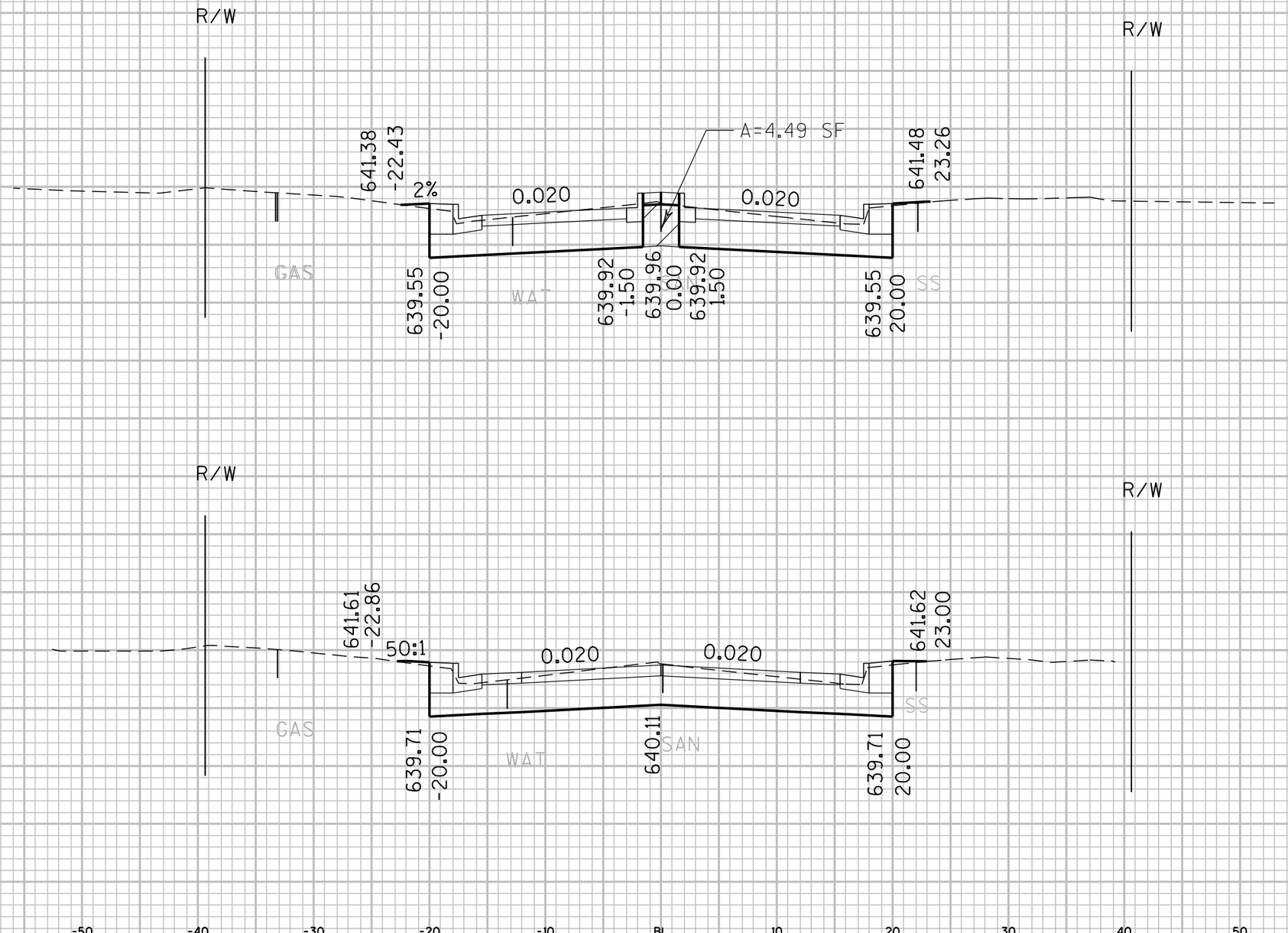
2.0 FT
5.0 FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9

PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 670	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:03 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

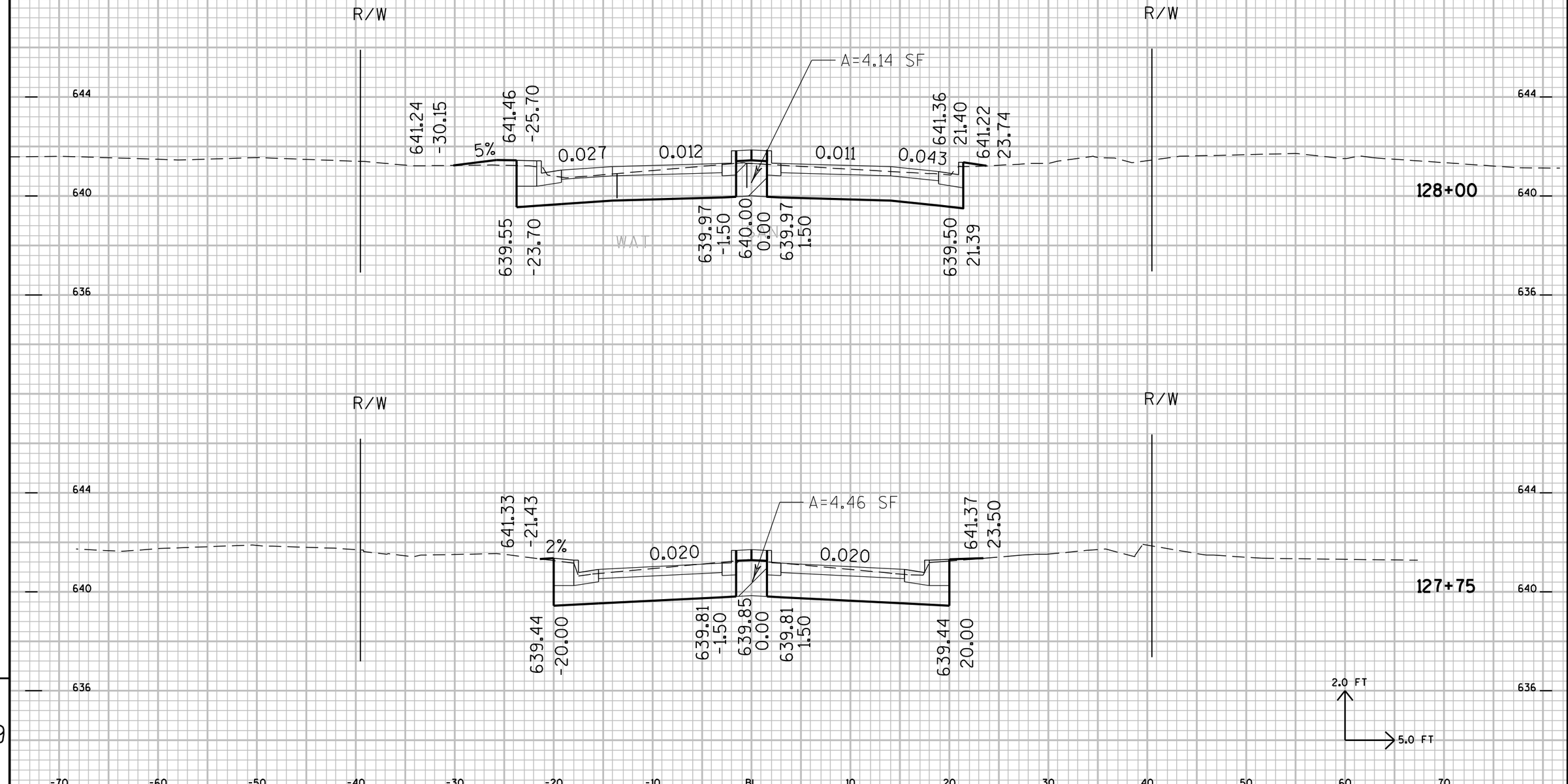


9

9

PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 671	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:03 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

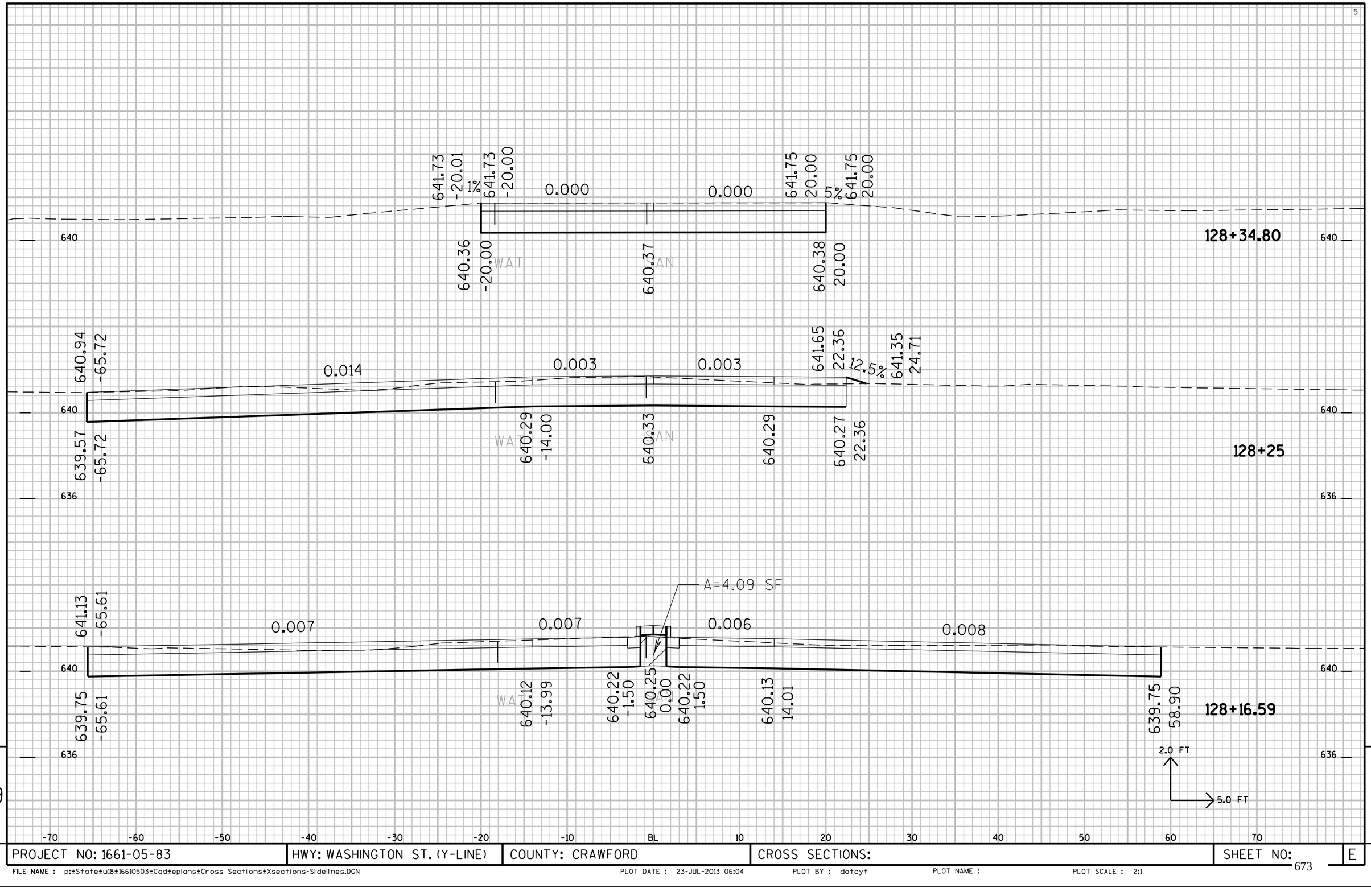


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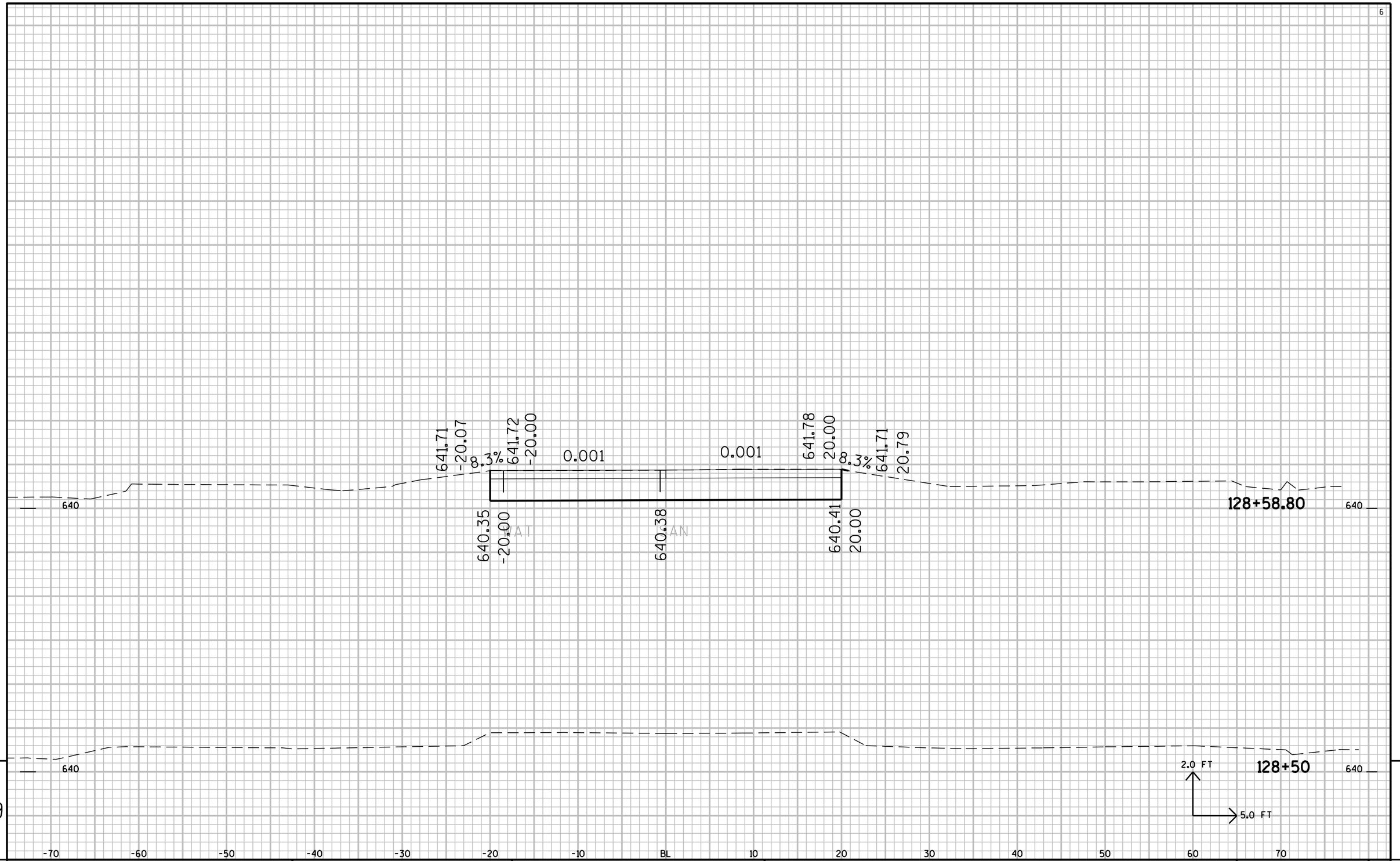
PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 672	E

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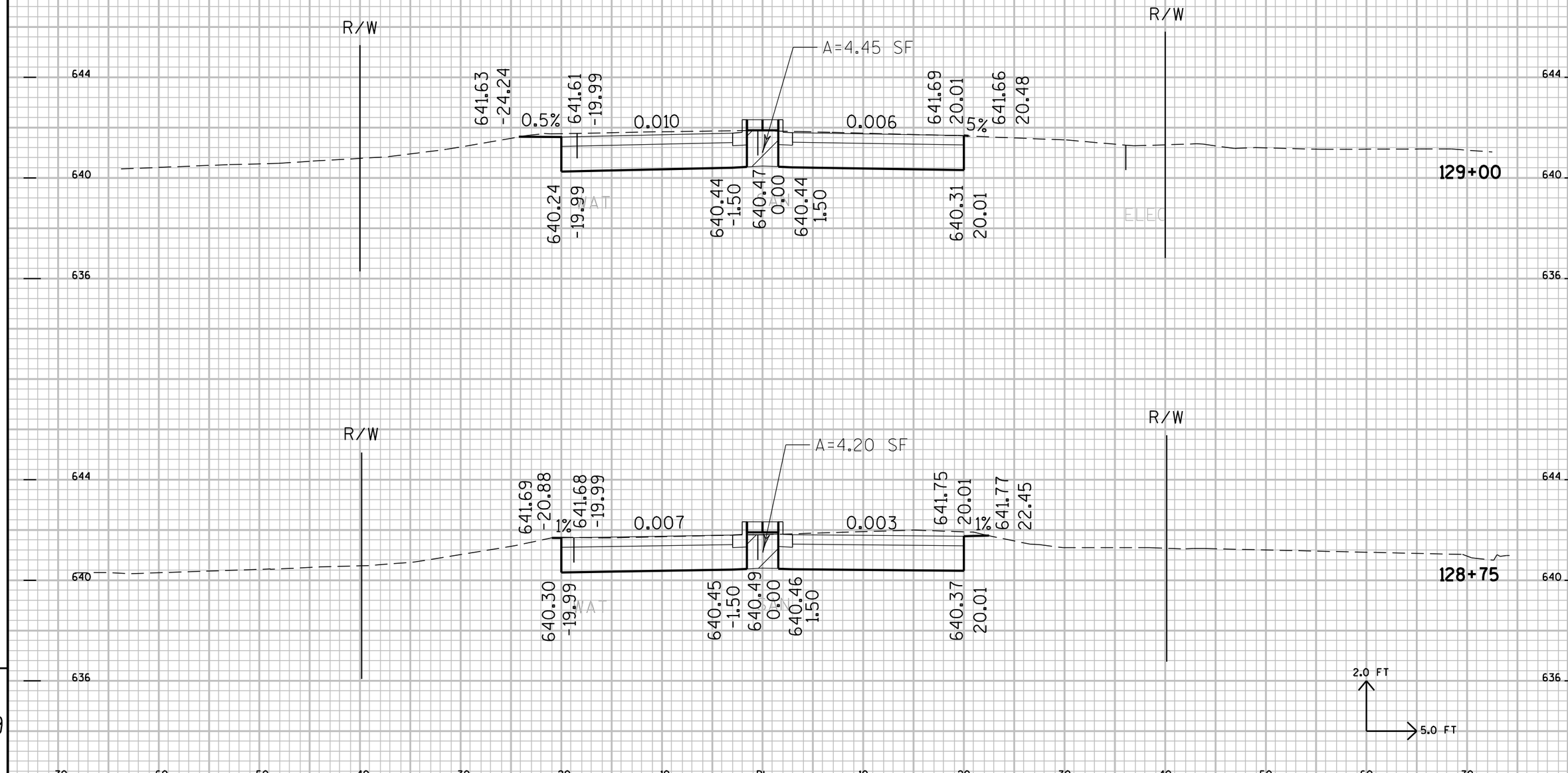


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PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

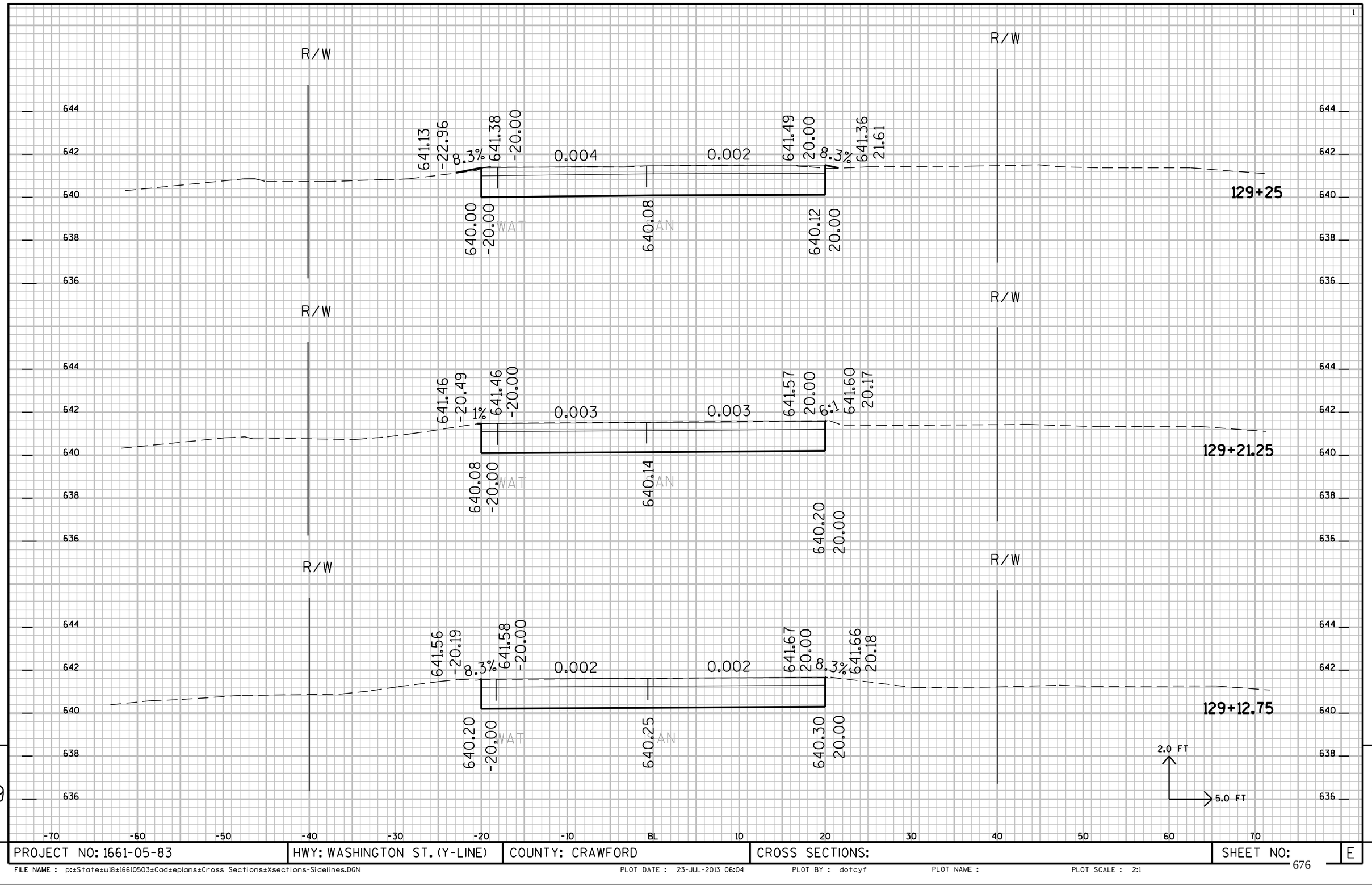


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PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 675	E

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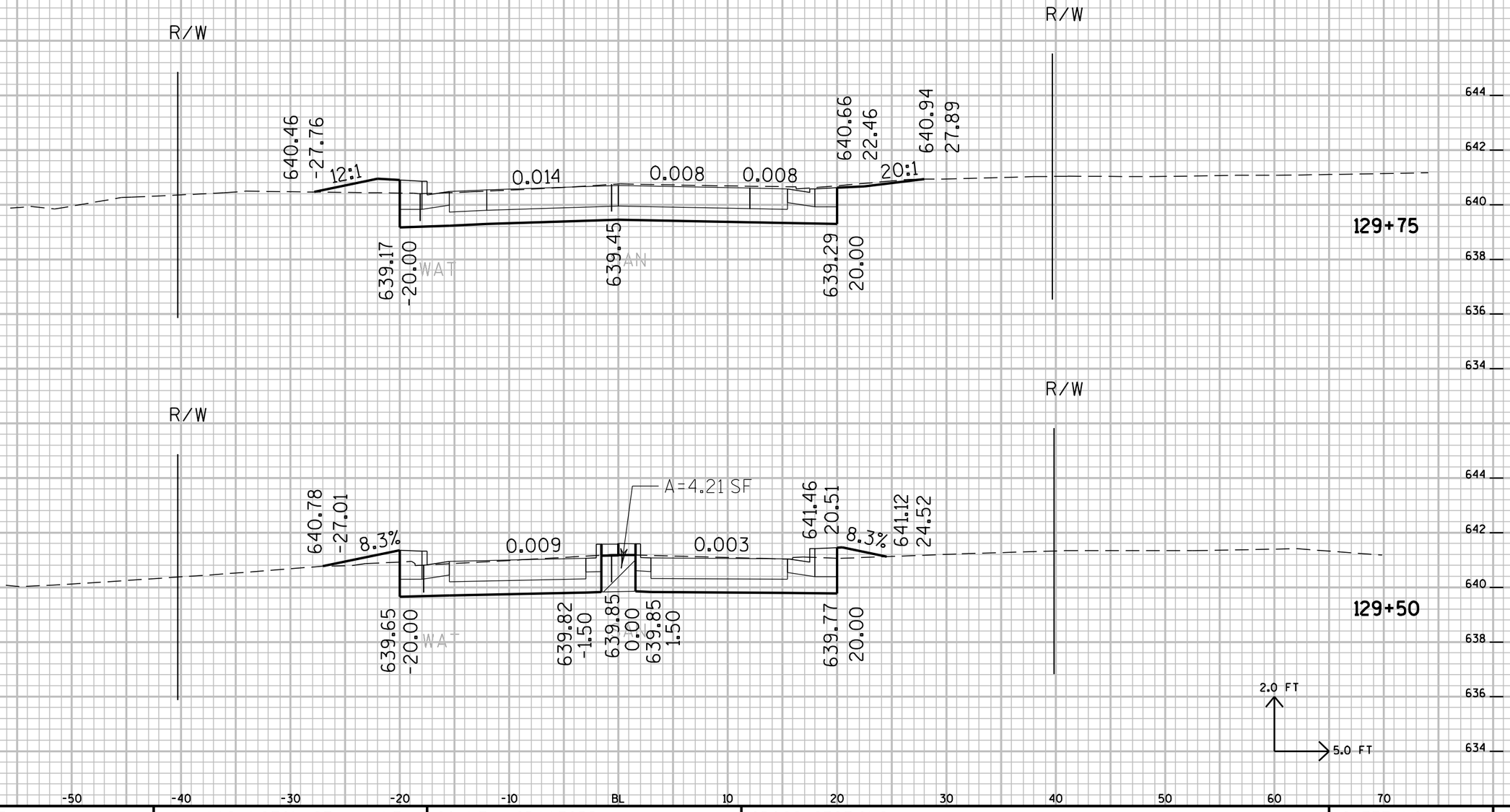


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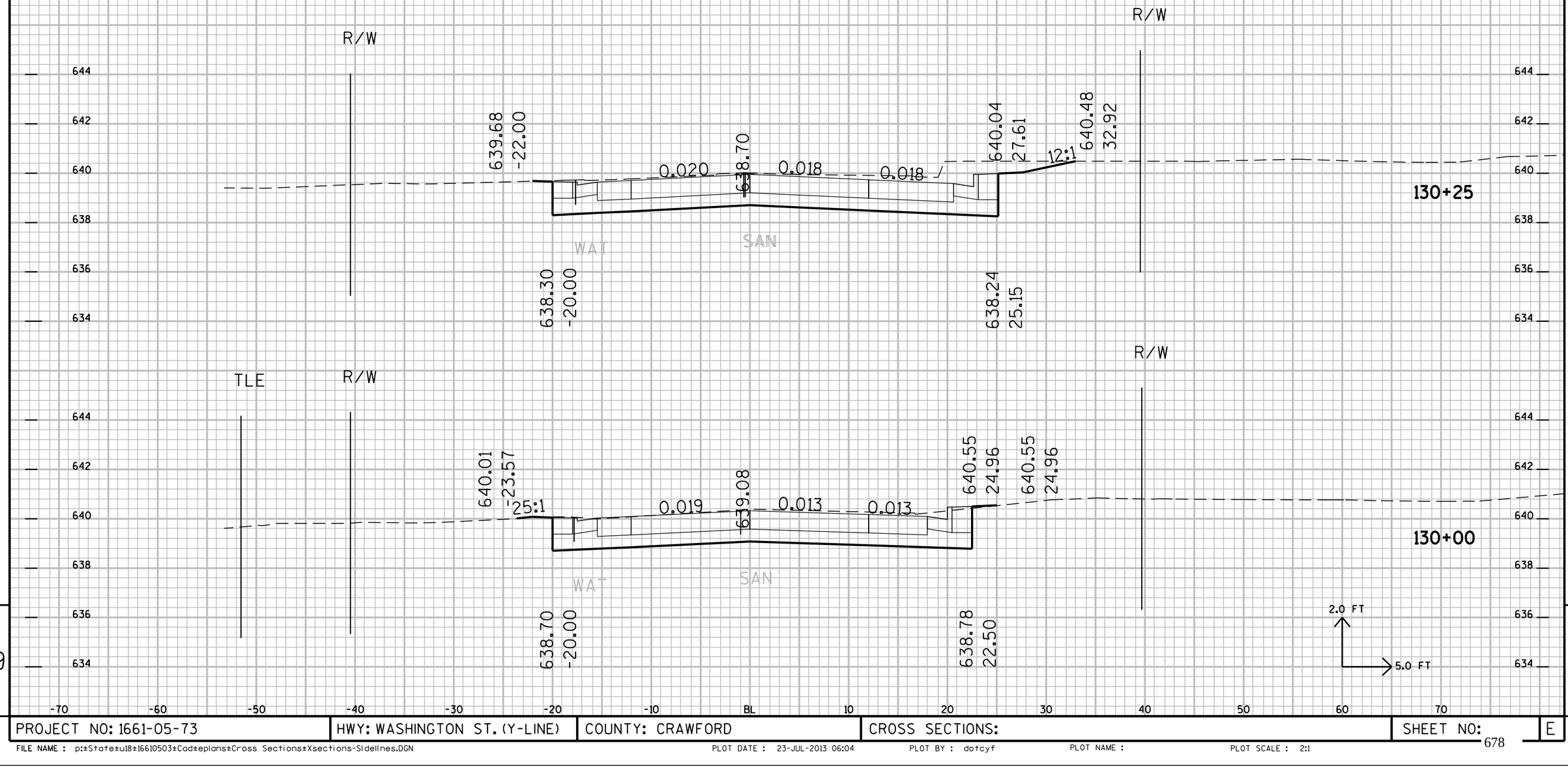


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PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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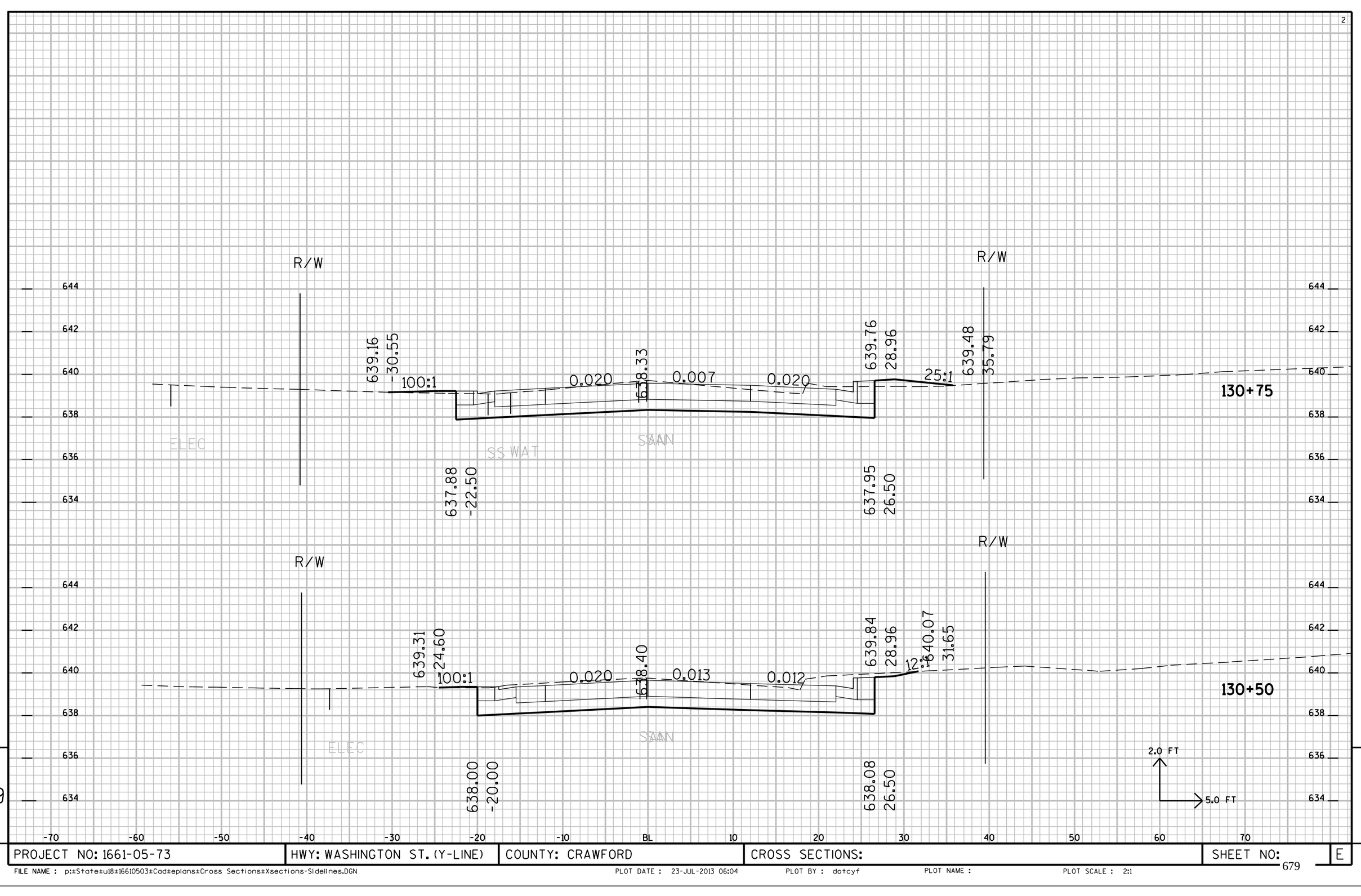


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PROJECT NO: 1661-05-73	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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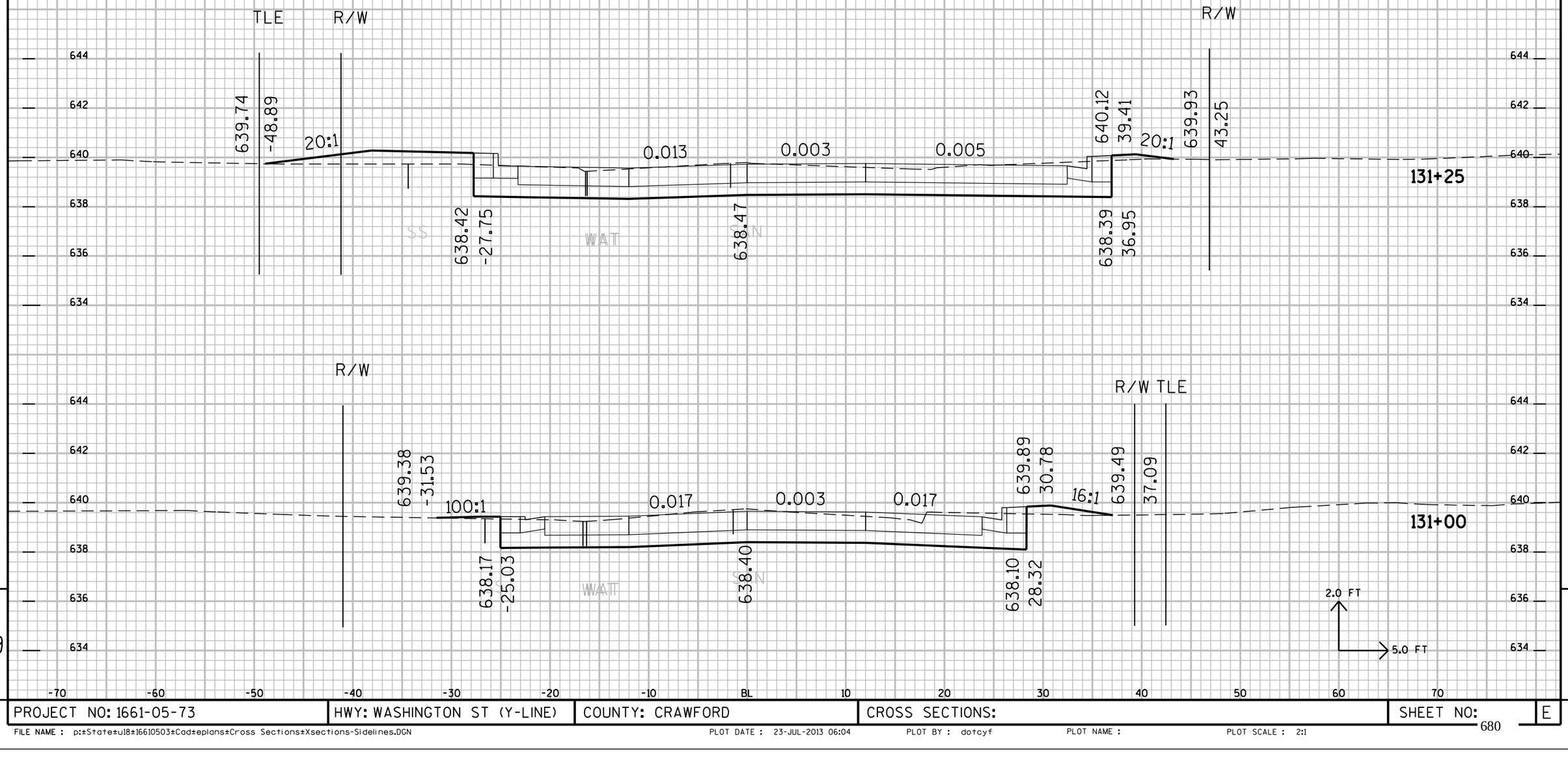


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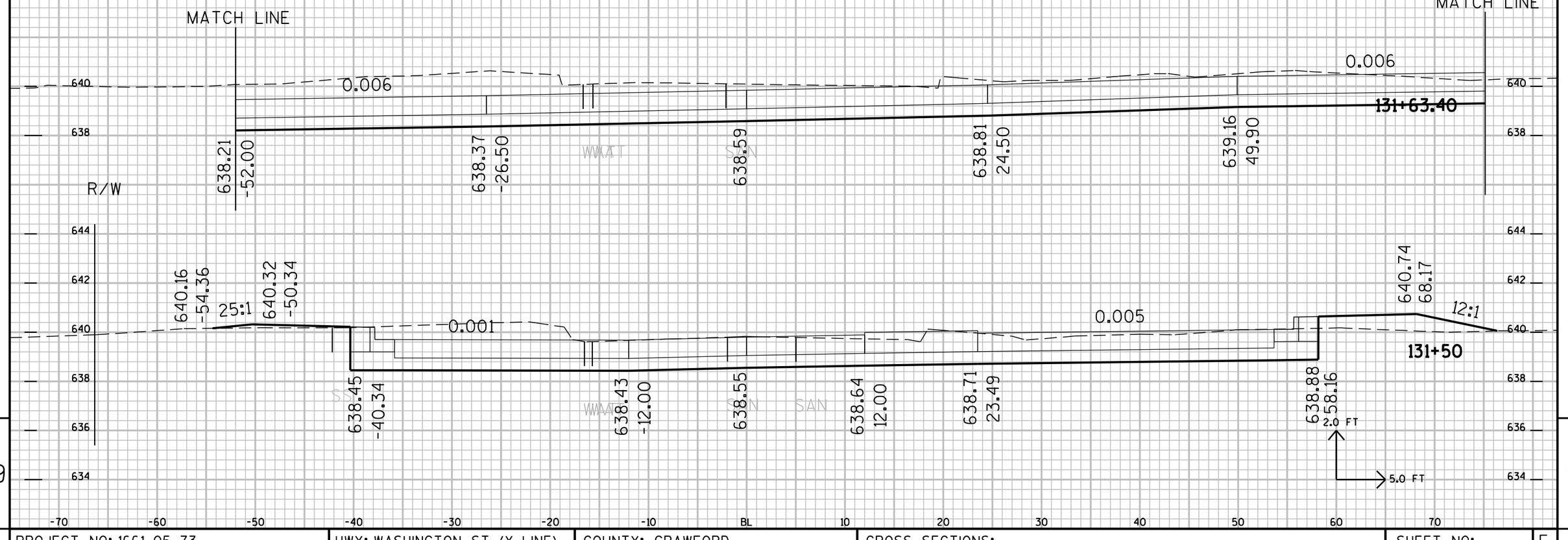
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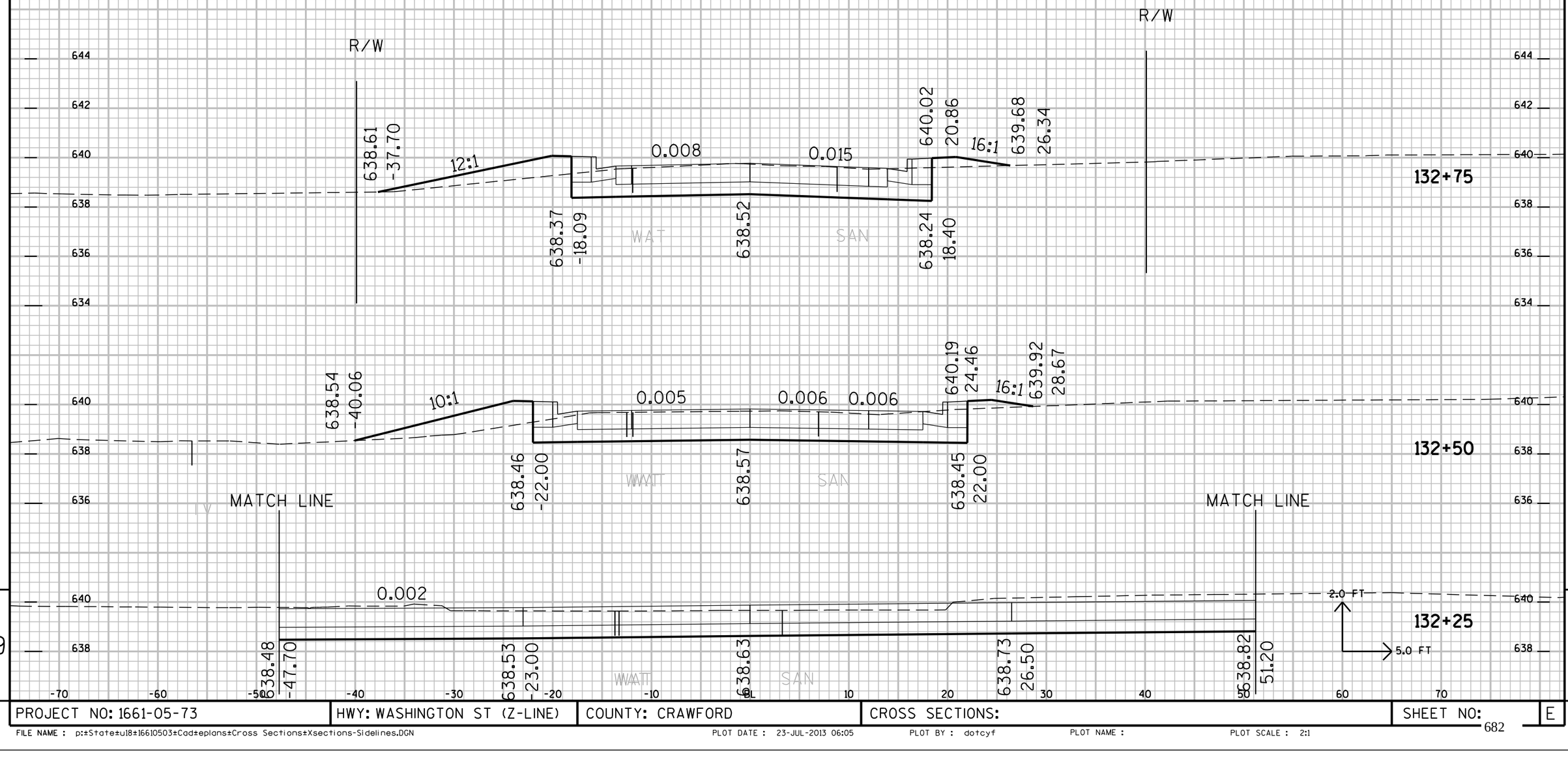
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FILE NAME : p:±State±ut18±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:04 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



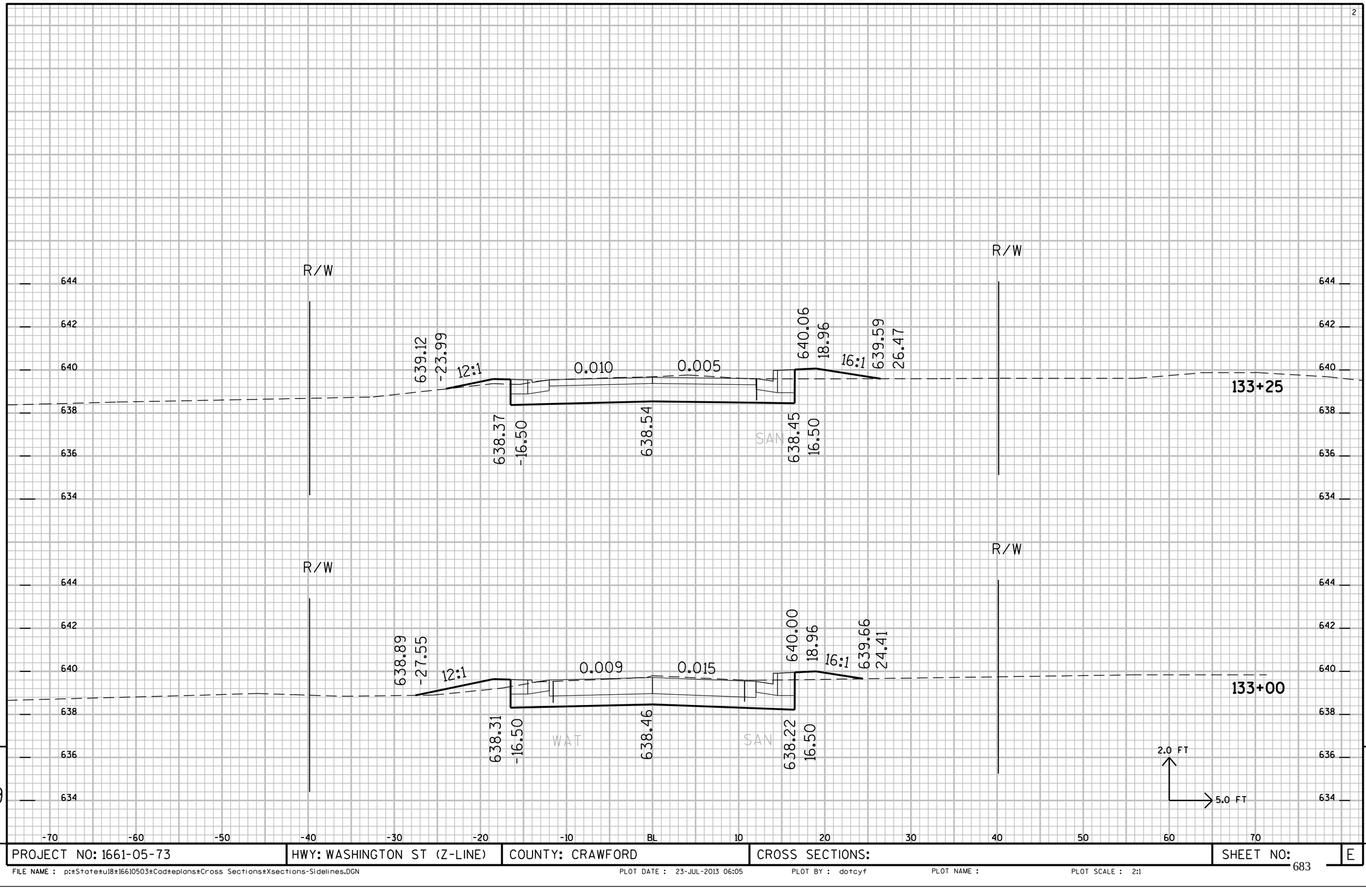
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PROJECT NO: 1661-05-73	HWY: WASHINGTON ST (Z-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:05 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



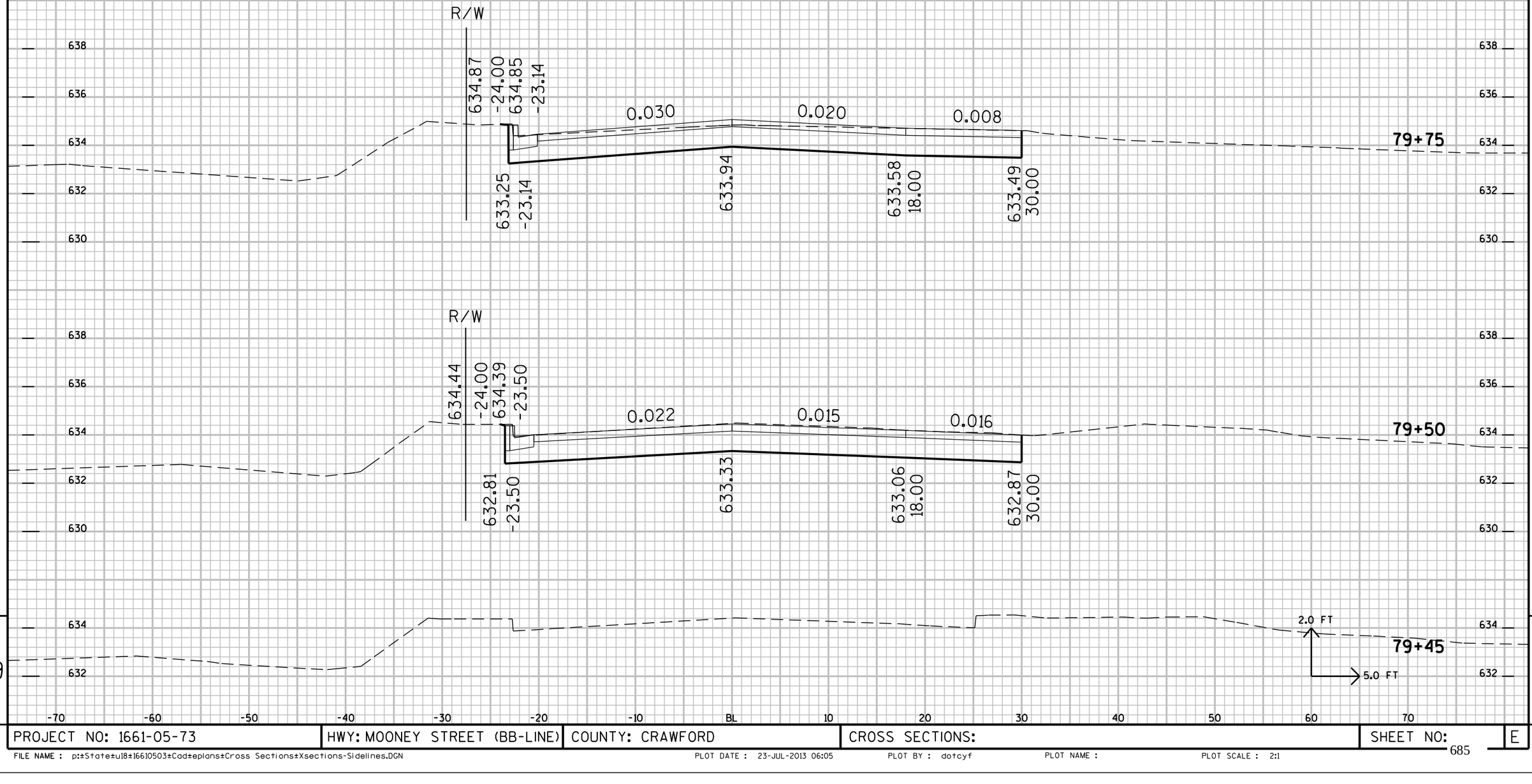
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PROJECT NO: 1661-05-73	HWY: WASHINGTON ST (Z-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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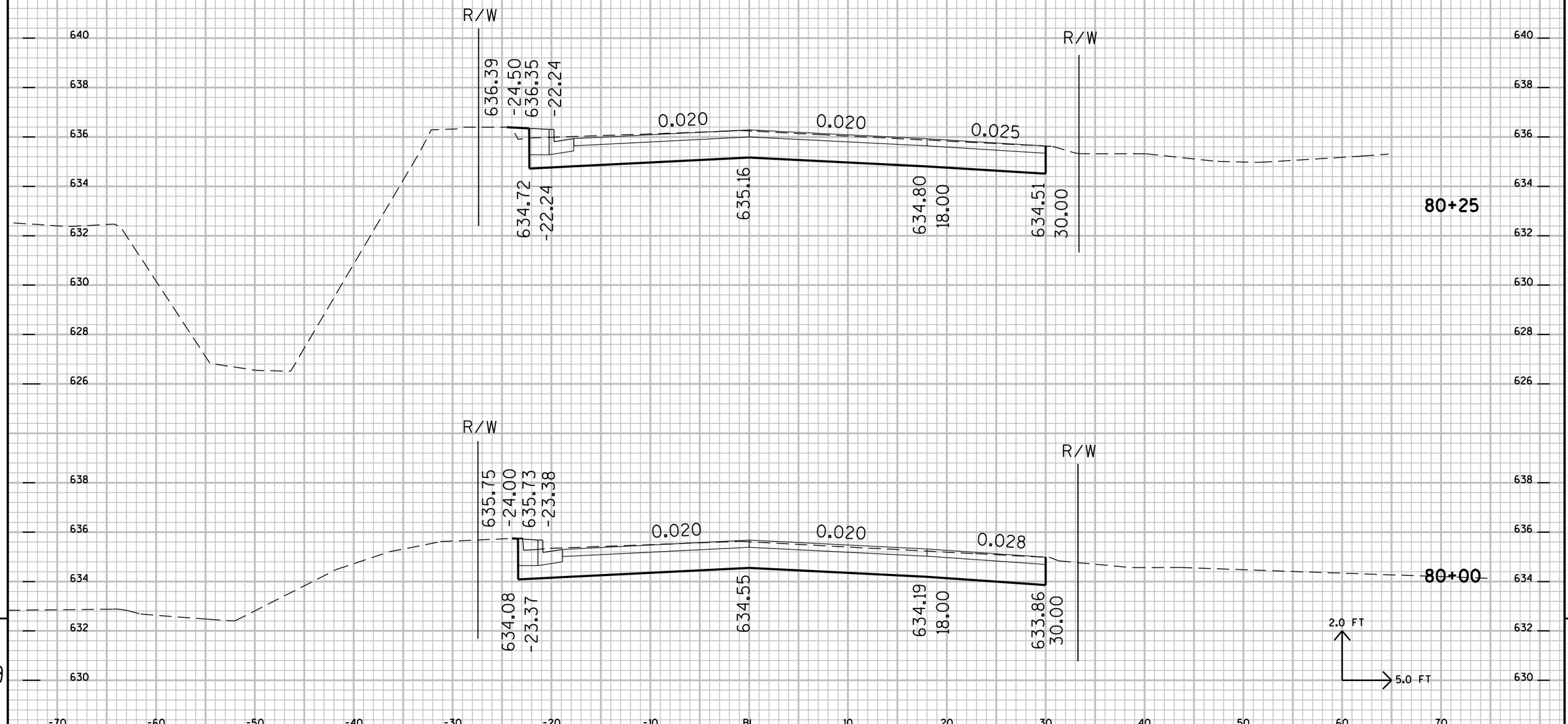


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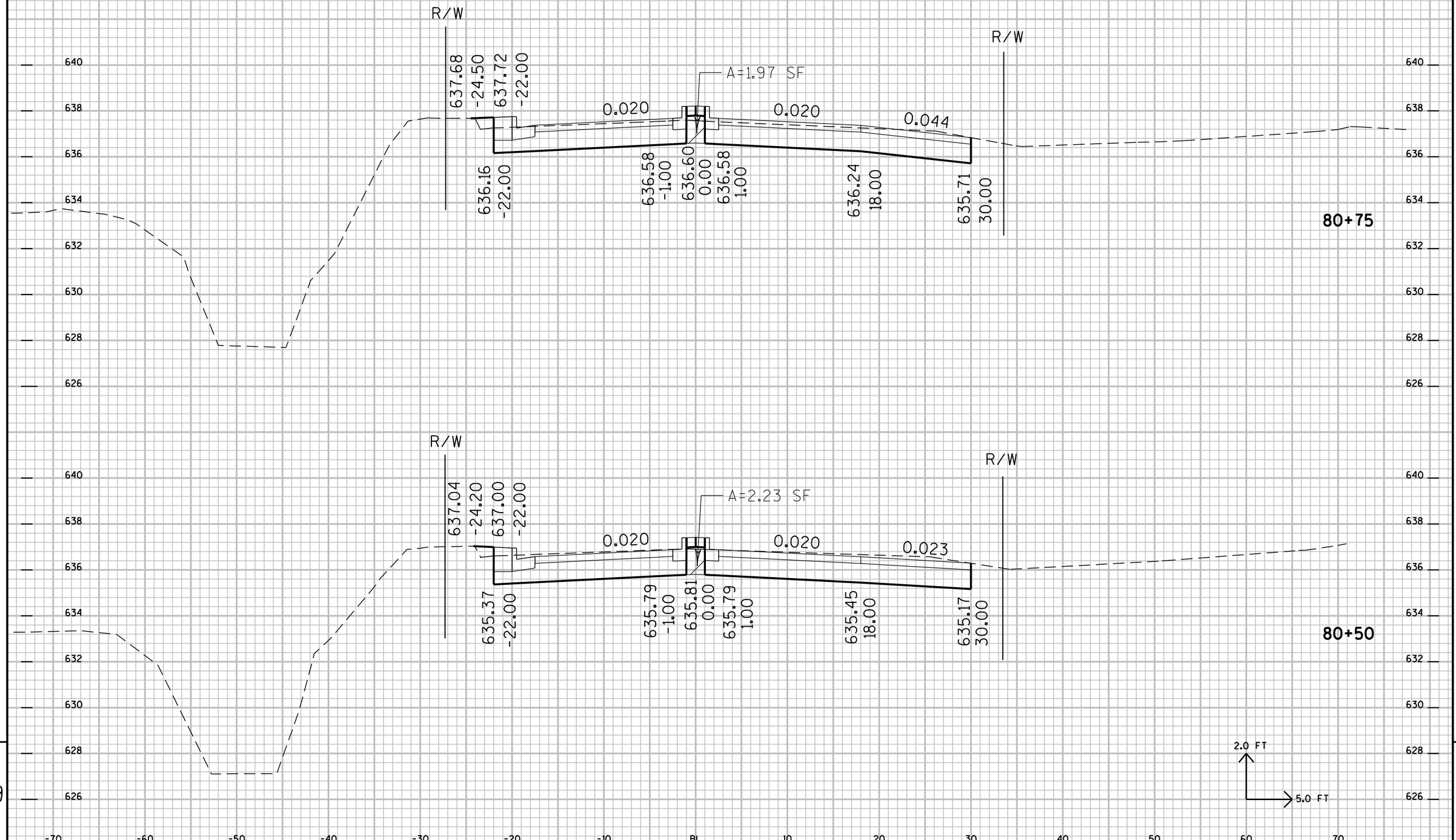
PROJECT NO: 1661-05-73	HWY: MOONEY STREET (BB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:05 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



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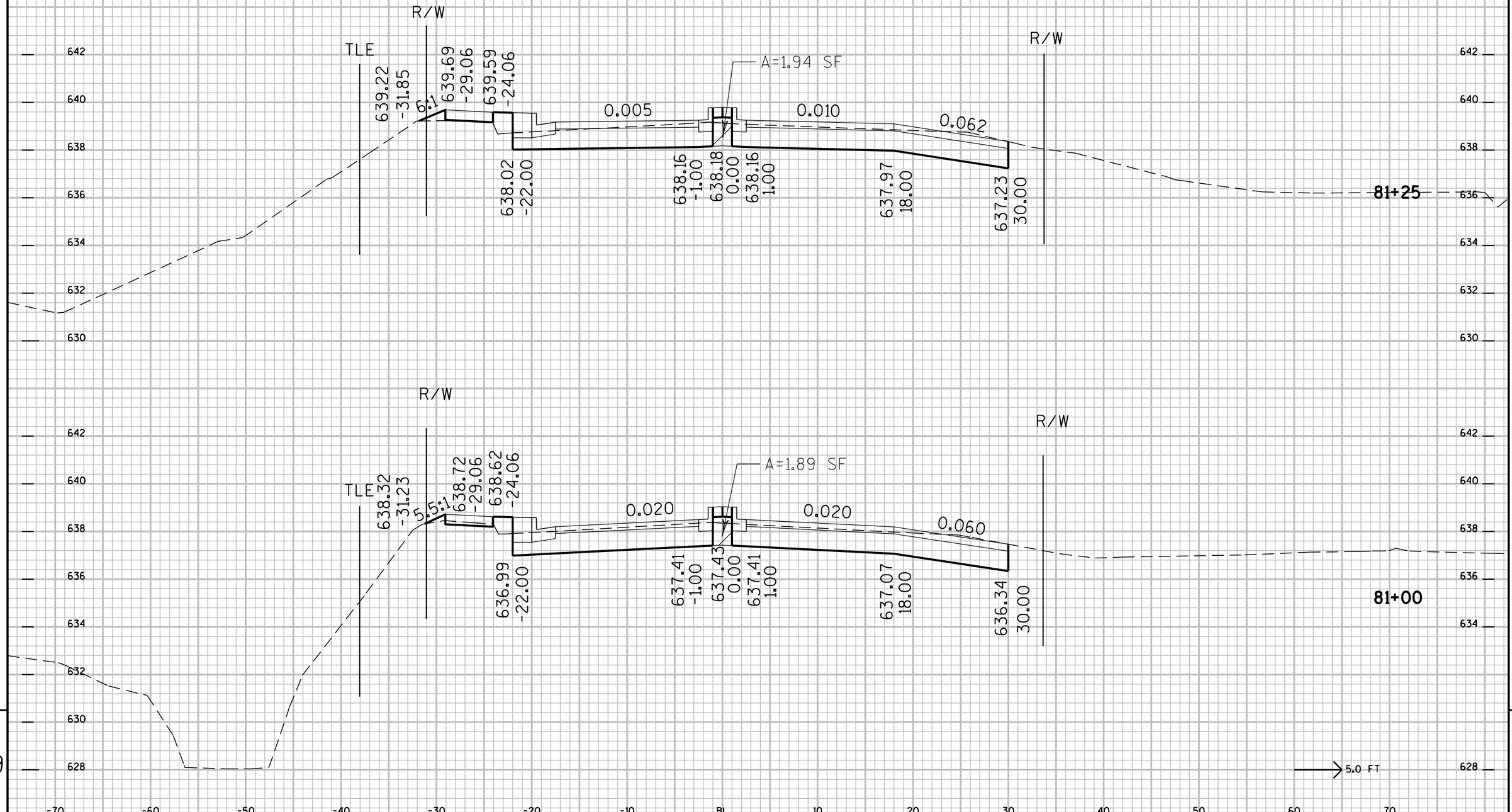
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PROJECT NO: 1661-05-73	HWY: MOONEY STREET (BB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:05 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

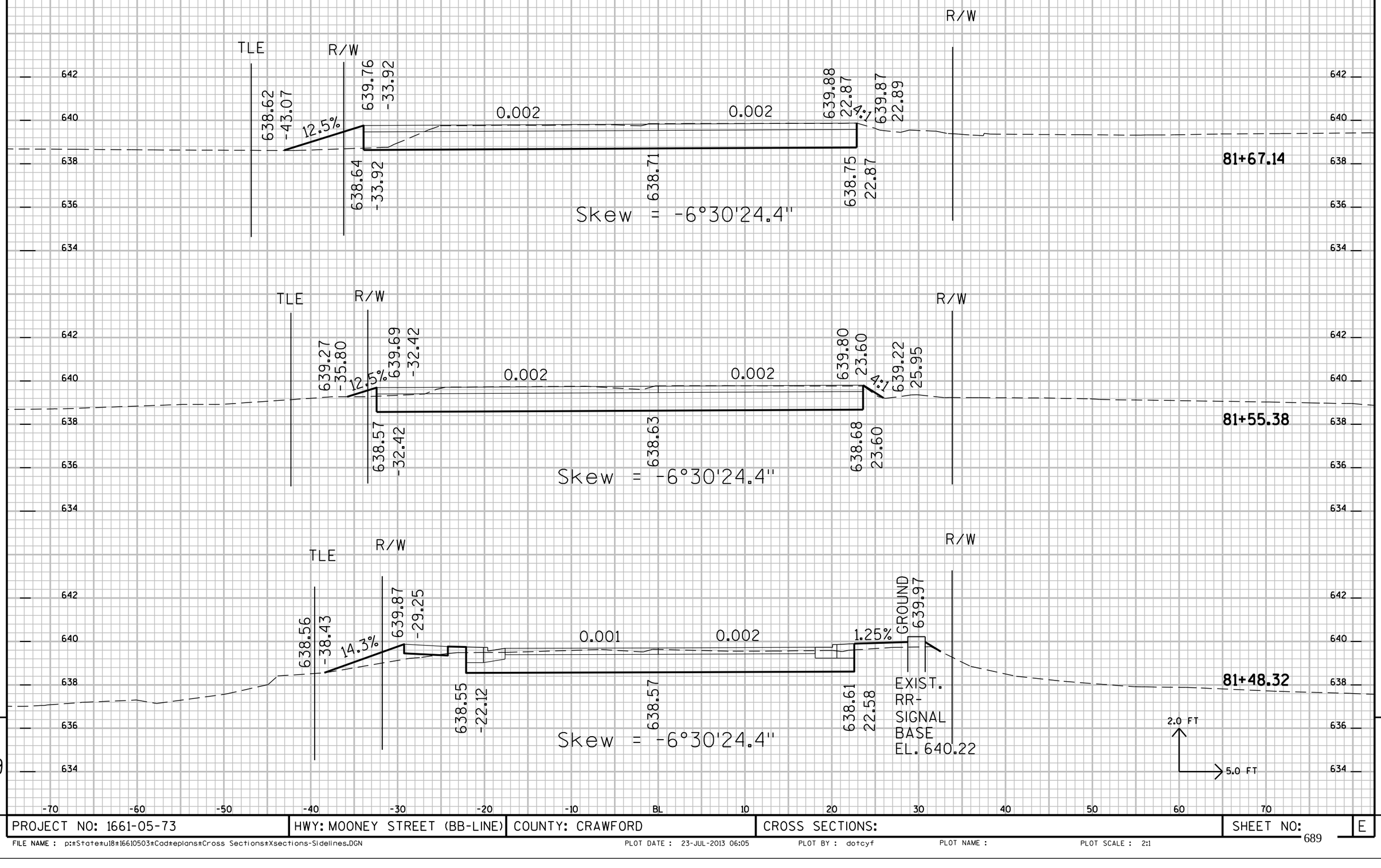


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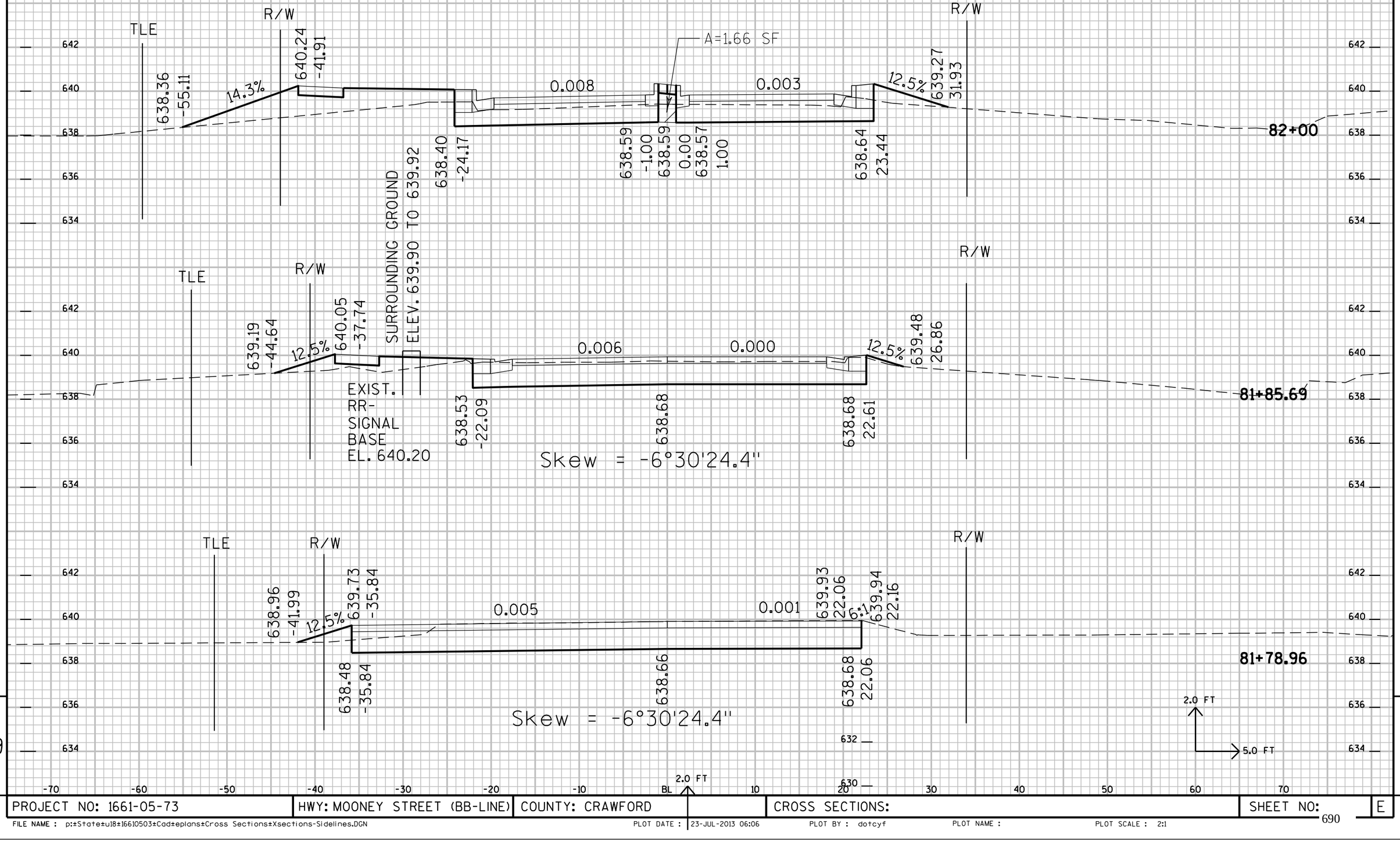
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FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:05 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: MOONEY STREET (BB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ut18±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:05 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

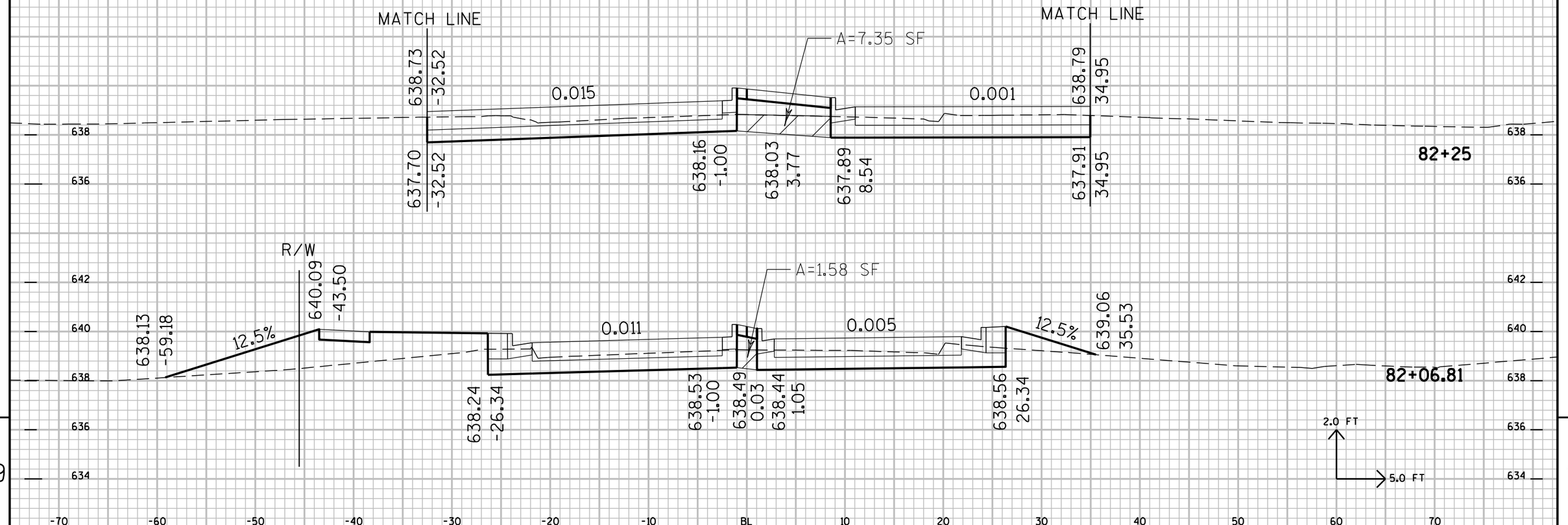


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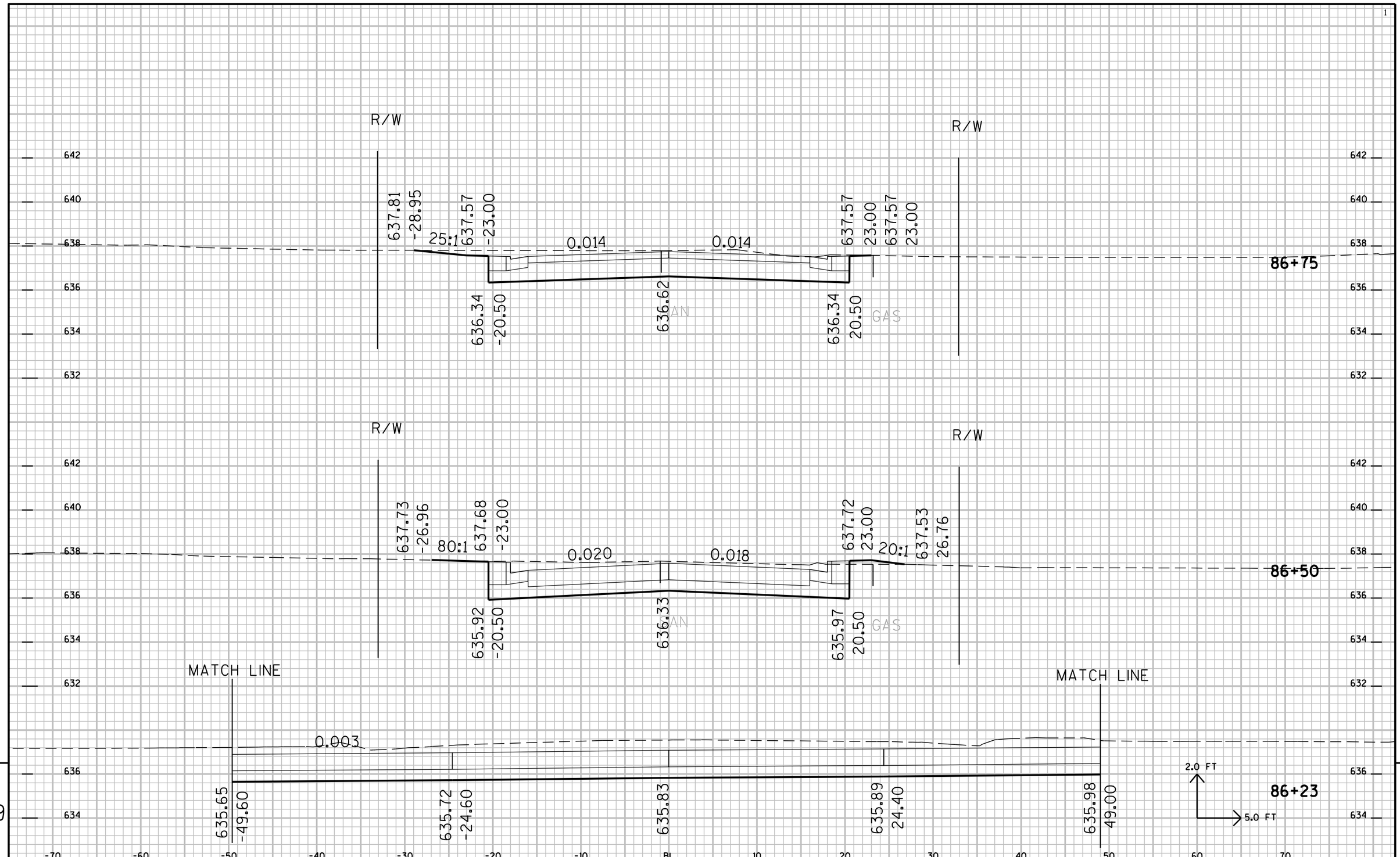
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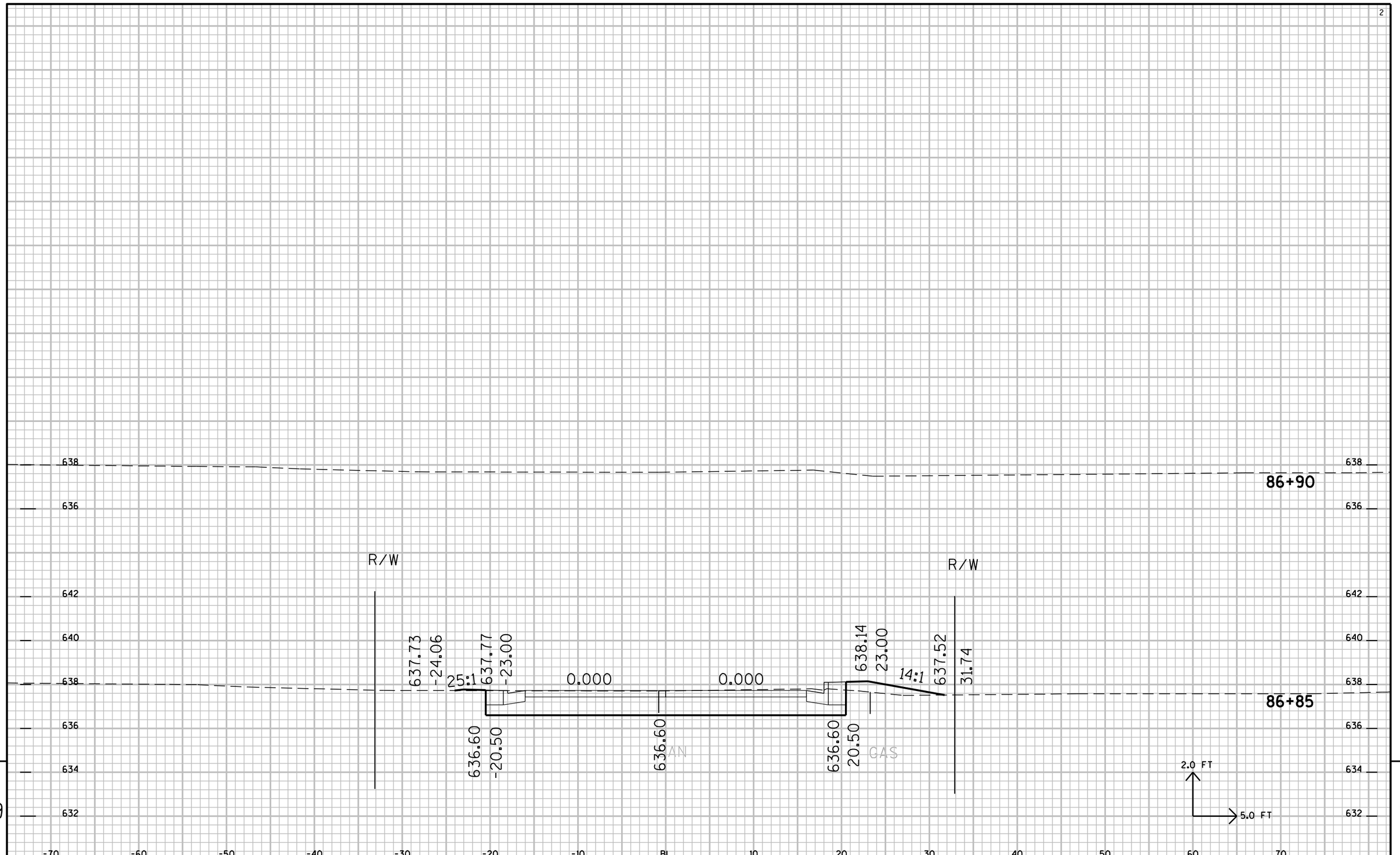
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FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:06 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: TAYLOR ST (CC-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: 692 E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:06 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

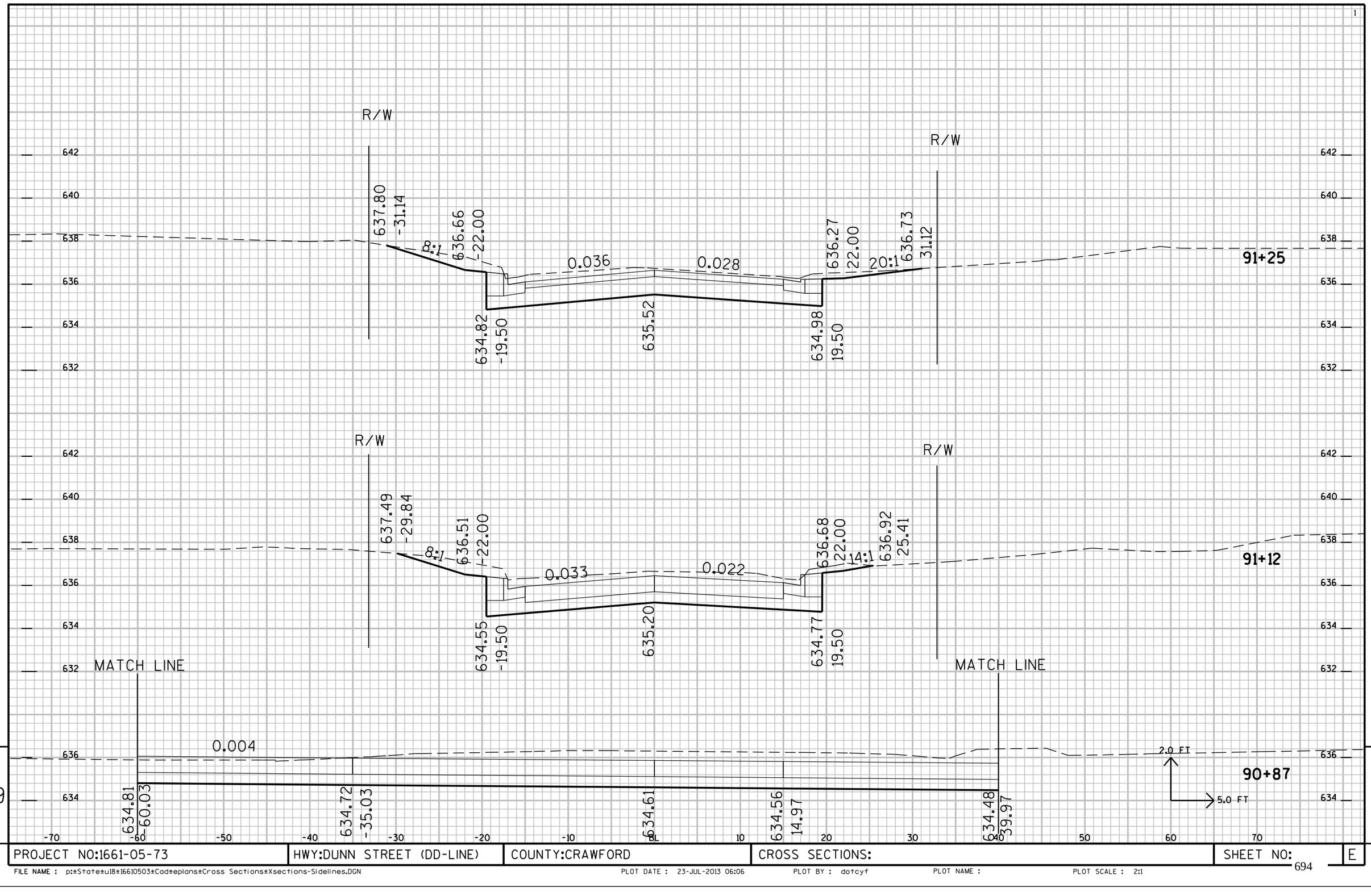


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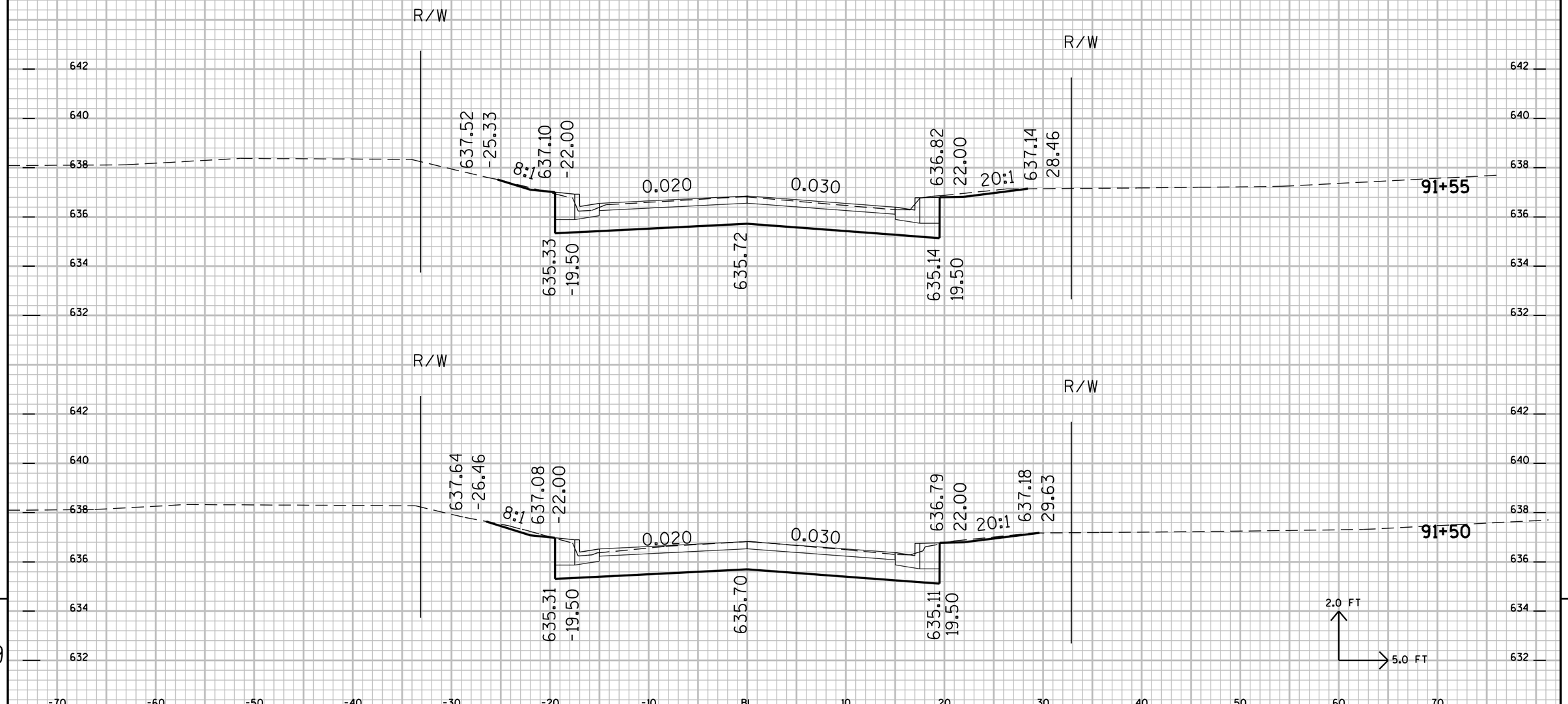
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FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:06 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



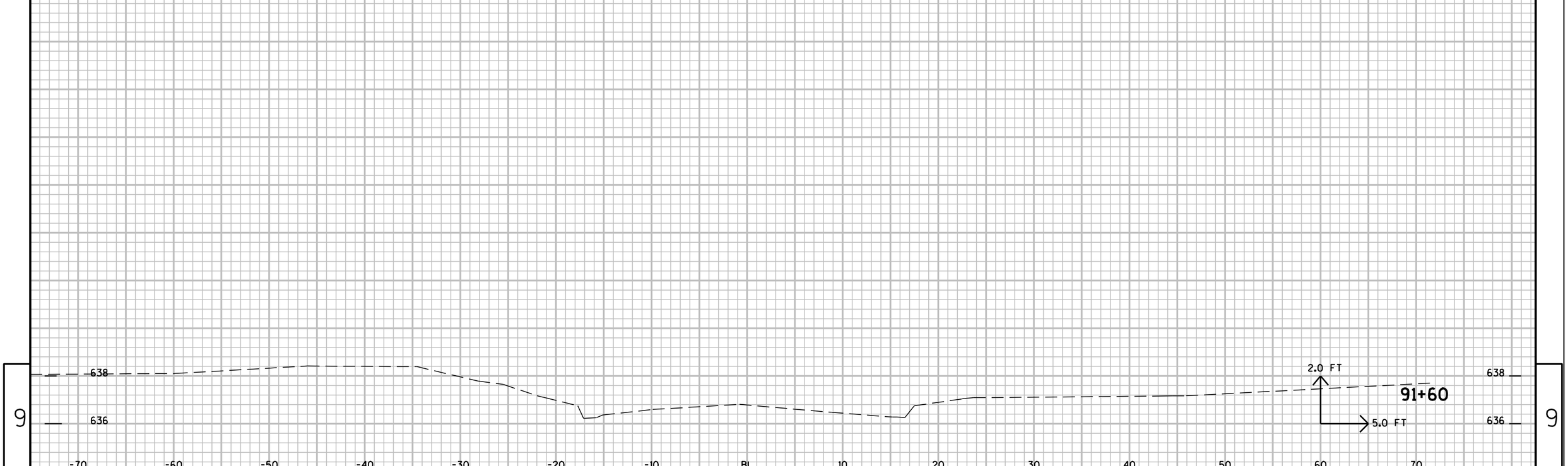
PROJECT NO:1661-05-73	HWY:DUNN STREET (DD-LINE)	COUNTY:CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul18±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:06 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: DUNN ST (DD-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:06 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



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PROJECT NO: 1661-05-73	HWY: DUNN ST (DD-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

MATCH POINT

641.77
-73.00

640
638
636

638.93
-29.00

637.68
-29.00

637.28
-16.00

637.59

MATCH LINE

639.21
4.00

637.55
4.00

0.019

640
638
636

300+69.12

MATCH POINT

641.77
-73.00

640
638
636

638.86
-29.00

637.61
-29.00

637.21
-16.00

637.53

MATCH LINE

638.88
5.94

637.41
5.94

0.020

640
638
636

300+43.91

MATCH POINT

641.77
-73.00

642
640
638
636

638.95
-29.00

637.70
-29.00

637.30
-16.00

637.61

MATCH LINE

638.59
0.00

637.61
0.00

0.019

642
640
638
636

300+11.05

2.0 FT
5.0 FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

PROJECT NO: 1661-05-73	HWY: IOWA RNDBT (RA-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:06 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

MATCH POINT
641.77
-73.00
639.24
-29.00
0.020
0.017
638.81
15.00
637.99
-29.00
637.59
-16.00
637.91
637.65
15.00
301+77.57

MATCH POINT
641.77
-73.00
639.19
-29.00
0.020
0.019
638.60
17.51
637.94
-29.00
637.54
-16.00
637.86
637.53
17.50
301+60.03

MATCH POINT
641.77
-73.00
639.14
-29.00
0.020
0.020
638.54
15.00
637.89
-29.00
637.49
-16.00
637.81
637.51
15.00
301+42.25

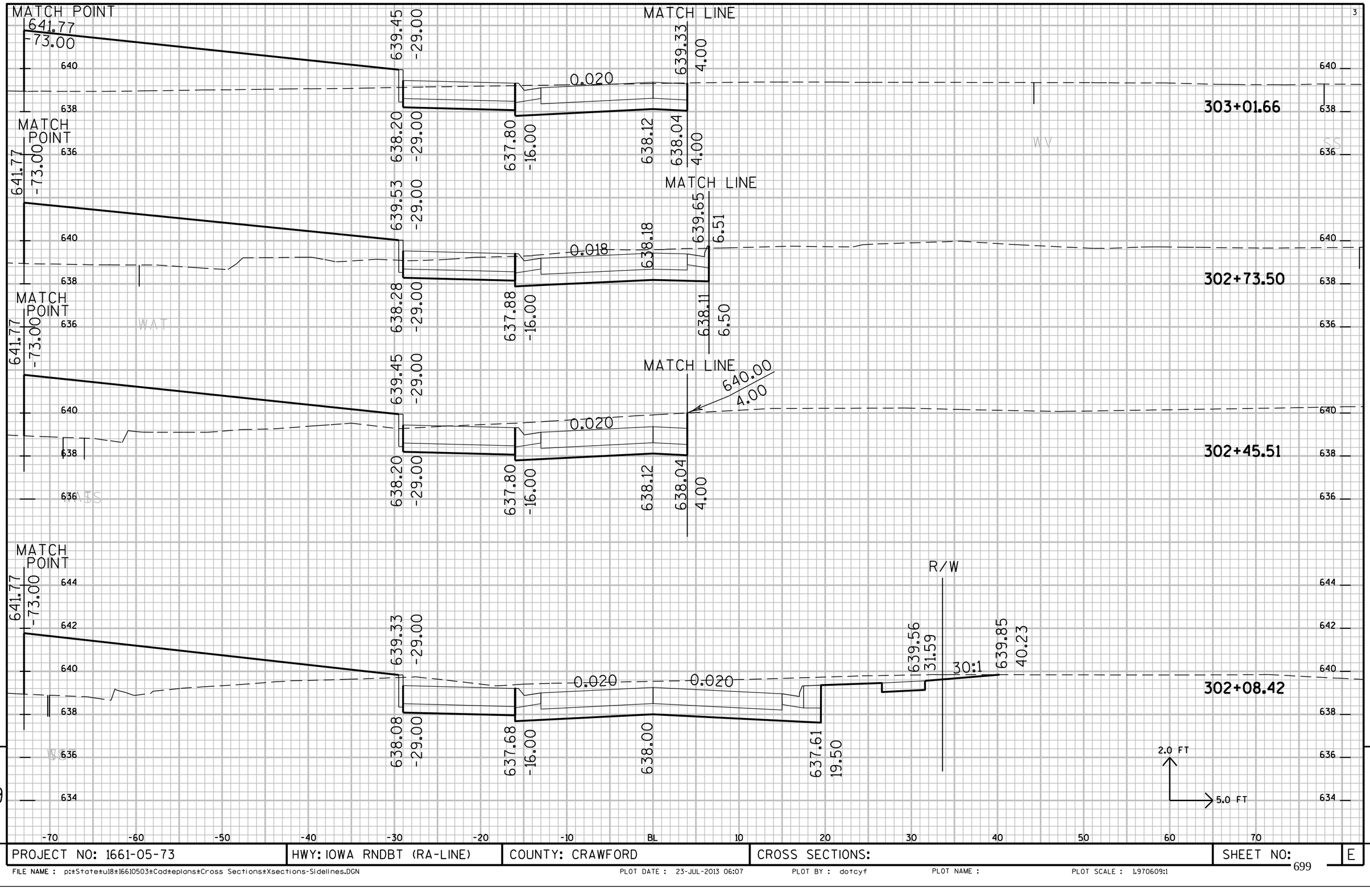
MATCH POINT
641.77
-73.00
639.03
-29.00
0.020
0.021
639.41
32.64
18:1
640.09
44.87
637.78
-29.00
637.38
-16.00
637.70
637.30
19.50
R/W
TLE
301+05.79
2.0 FT
5.0 FT

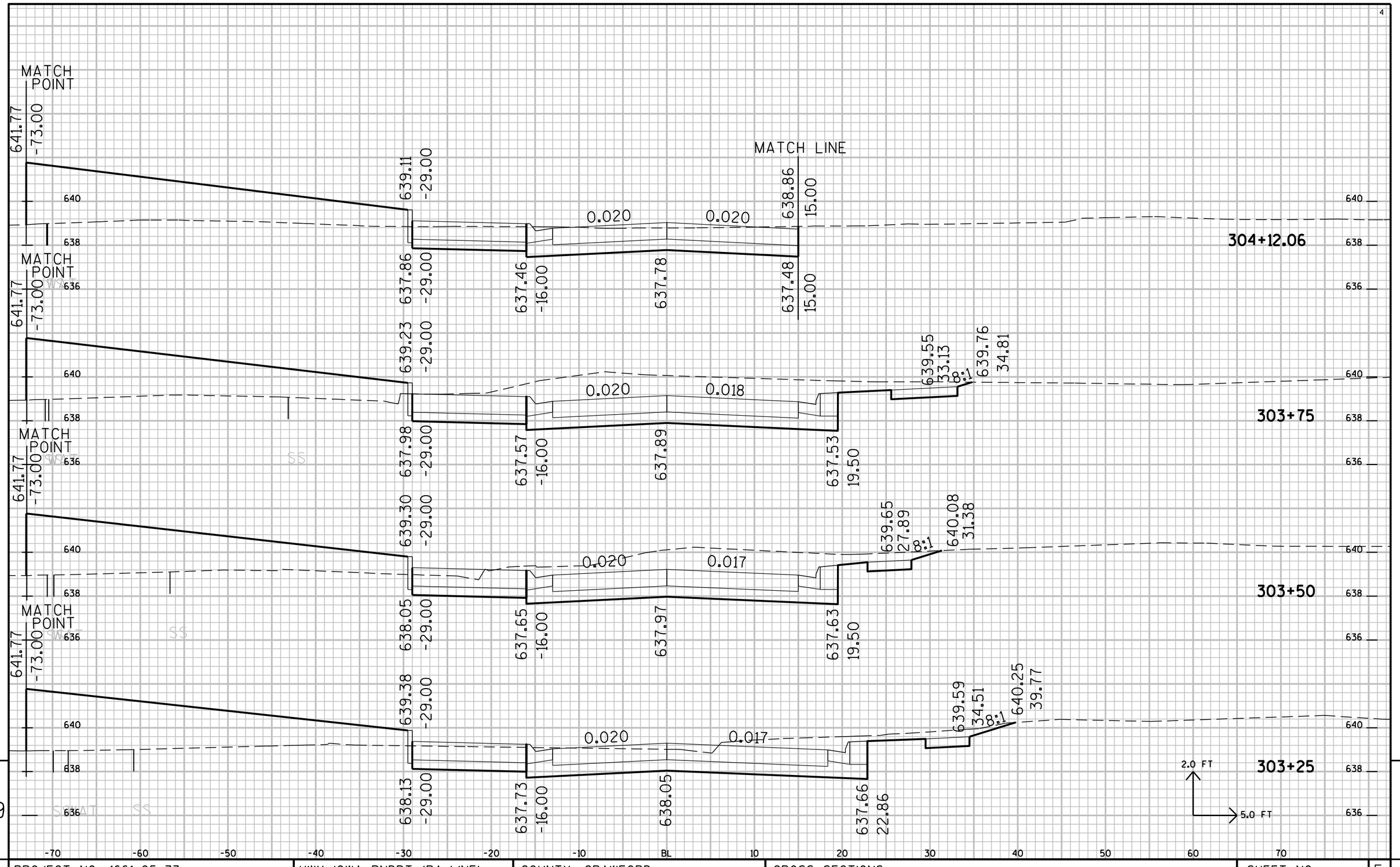
644
642
640
638
636
634

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

PROJECT NO: 1661-05-73	HWY: IOWA RNDBT (RA-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

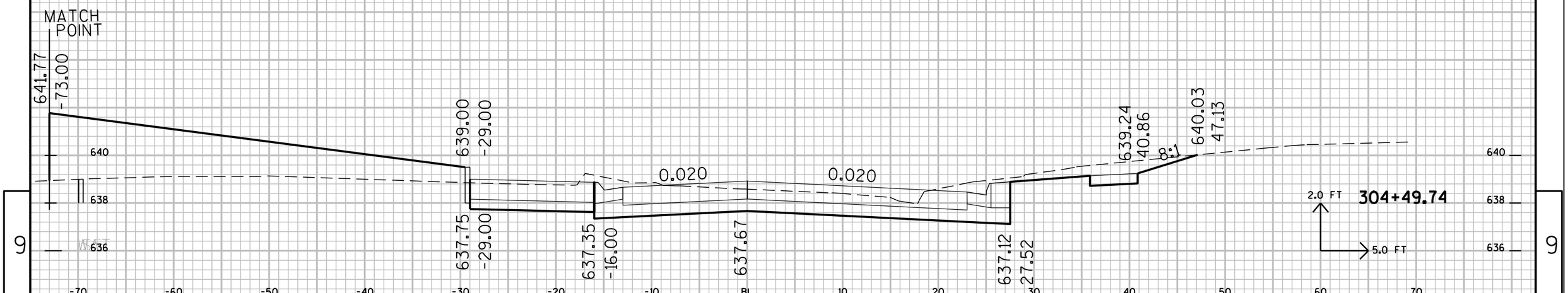
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MATCH POINT
641.77
-73.00
640
638
639.45
-29.00
638.20
-29.00
637.80
-16.00
MATCH LINE
639.33
4.00
638.12
638.04
4.00
0.020
303+01.66
636
MATCH POINT
641.77
-73.00
639.53
-29.00
638.28
-29.00
637.88
-16.00
MATCH LINE
639.65
6.51
638.18
638.11
6.50
0.018
302+73.50
MATCH POINT
641.77
-73.00
639.45
-29.00
638.20
-29.00
637.80
-16.00
MATCH LINE
640.00
4.00
638.12
638.04
4.00
0.020
302+45.51
MATCH POINT
641.77
-73.00
644
642
640
638
636
634
639.33
-29.00
638.08
-29.00
637.68
-16.00
638.00
637.61
19.50
R/W
639.56
31.59
639.85
40.23
30:1
0.020
0.020
302+08.42
2.0 FT
5.0 FT
-70
-60
-50
-40
-30
-20
-10
BL
10
20
30
40
50
60
70
9
9
PROJECT NO: 1661-05-73
HWY: IOWA RNDBT (RA-LINE)
COUNTY: CRAWFORD
CROSS SECTIONS:
SHEET NO:
E
FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN
PLOT DATE : 23-JUL-2013 06:07
PLOT BY : dotcyf
PLOT NAME :
PLOT SCALE : 1.970609:1



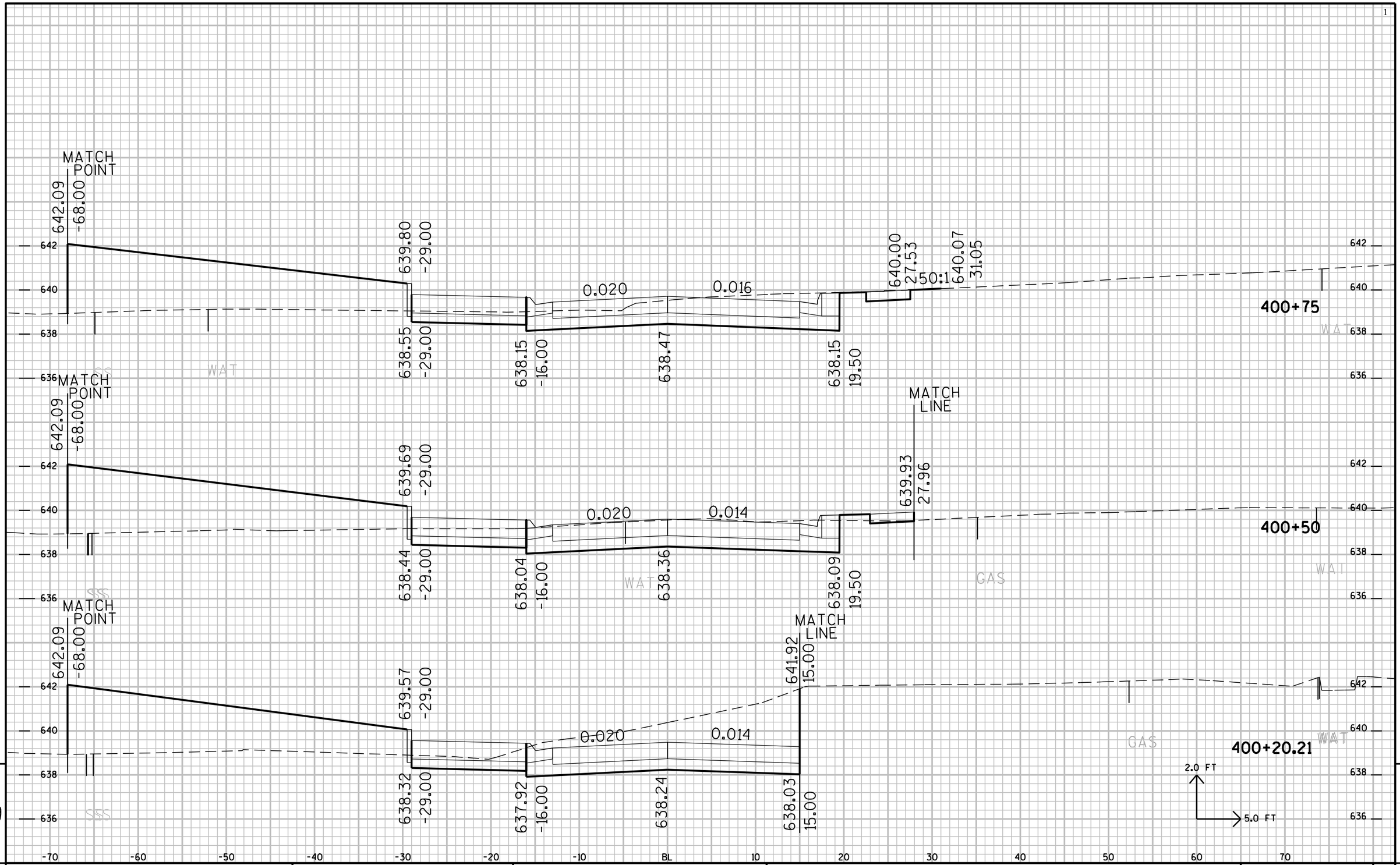
PROJECT NO: 1661-05-73	HWY: IOWA RNDBT (RA-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:07 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: IOWA RNDBT (RA-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ut8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:07 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



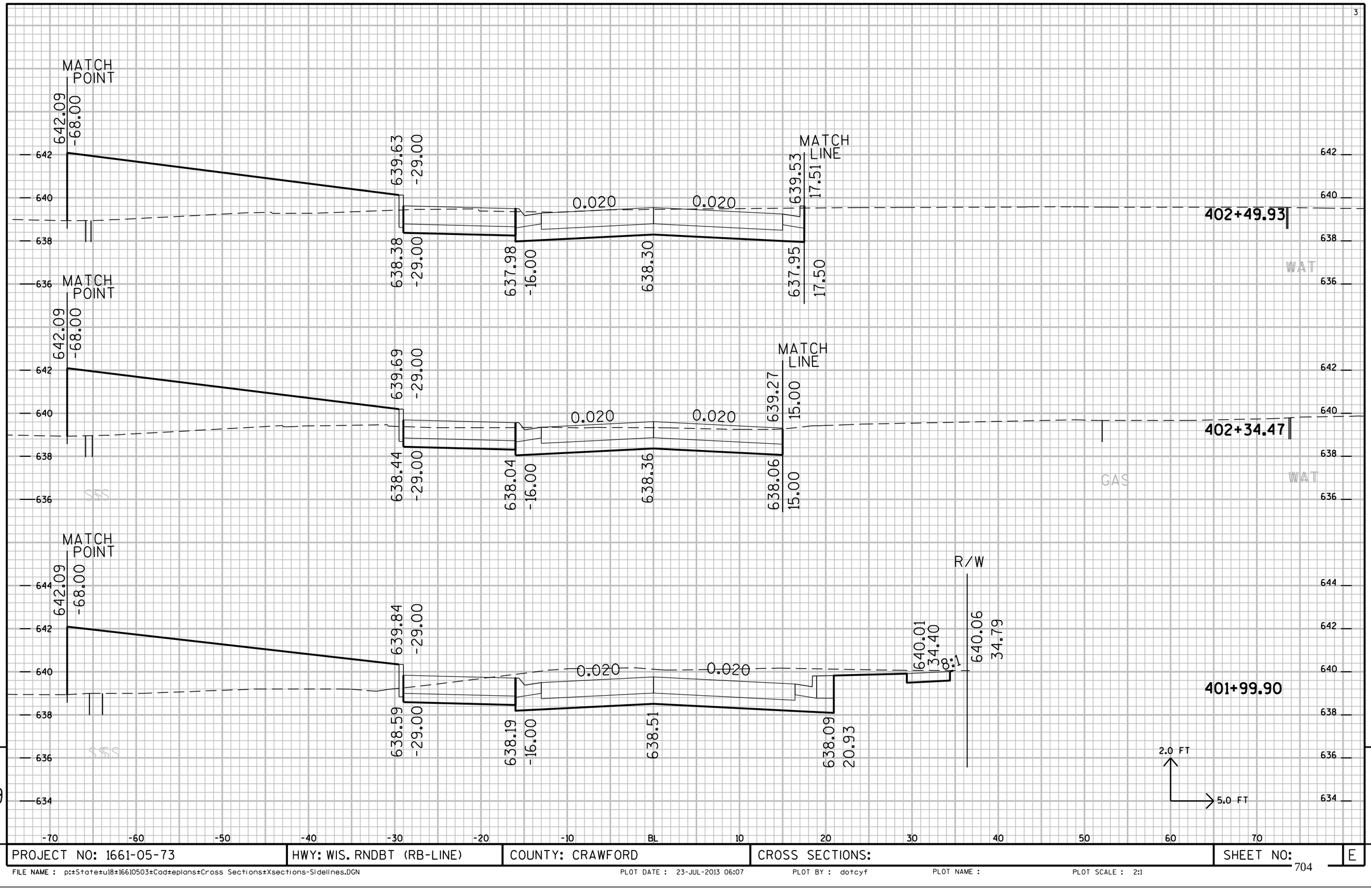
PROJECT NO: 1661-05-73	HWY: WIS. RNDBT (RB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:07 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

MATCH POINT
642.09
-68.00
642
640
638
636
639.98
-29.00
639.49
4.00
MATCH LINE
0.020
401+67.22
638.73
-29.00
638.33
-16.00
638.65
638.57
4.00
MATCH POINT
642.09
-68.00
640.05
-29.00
638.86
6.51
MATCH LINE
0.018
401+42.37
638.80
-29.00
638.40
-16.00
638.70
638.63
6.50
MATCH POINT
642.09
-68.00
639.99
-29.00
MATCH LINE
0.020
0.020
638.87
4.00
401+20.52
638.74
-29.00
638.34
-16.00
638.66
638.58
4.00
MATCH POINT
642.09
-68.00
639.94
-29.00
639.94
31.38
640.03
40.00
0.017
0.023
401+00
638.69
-29.00
638.30
-16.00
638.57
638.06
22.57
2.0 FT
5.0 FT
-70
-60
-50
-40
-30
-20
-10
BL
10
20
30
40
50
60
70

PROJECT NO: 1661-05-73	HWY: WIS. RNDBT (RB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:07 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY: WIS. RNDBT (RB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO: E

MATCH POINT
642.09
-68.00
639.30
-29.00
MATCH LINE
640.01
4.00
0.018
0.010
638.05
-29.00
637.66
-16.00
637.95
637.91
4.00
403+31.26

MATCH POINT
642.09
-68.00
639.43
-29.00
0.020
0.020
638.18
-29.00
637.78
-16.00
638.10
637.71
19.50
R/W
TLE
639.84
35.21
50:1
639.92
38.96
402+97.08

MATCH POINT
642.09
-68.00
639.56
-29.00
MATCH LINE
639.65
15.00
0.020
0.020
638.31
-29.00
637.91
-16.00
638.23
637.93
15.00
402+66.02
2.0 FT
5.0 FT

642
640
638
636
634
644

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9

PROJECT NO: 1661-05-73	HWY: WIS. RNDBT (RB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:07 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

MATCH POINT
642.09
-68.00

639.42
-29.00

638.17
-29.00

637.77
-16.00

638.09

637.66
21.21

639.79
36.94

8:1

642.29
56.89

0.020

0.020

404+13.18

642
640
638
636

MATCH POINT
642.09
-68.00

639.30
-29.00

638.05
-29.00

637.65
-16.00

637.95

637.91
4.00

MATCH LINE
639.09
4.00

0.018

0.010

403+79.08

MATCH POINT
642.09
-68.00

639.23
-29.00

637.98
-29.00

637.58
-16.00

637.90

637.77
6.50

MATCH LINE
639.52
6.51

0.020

0.020

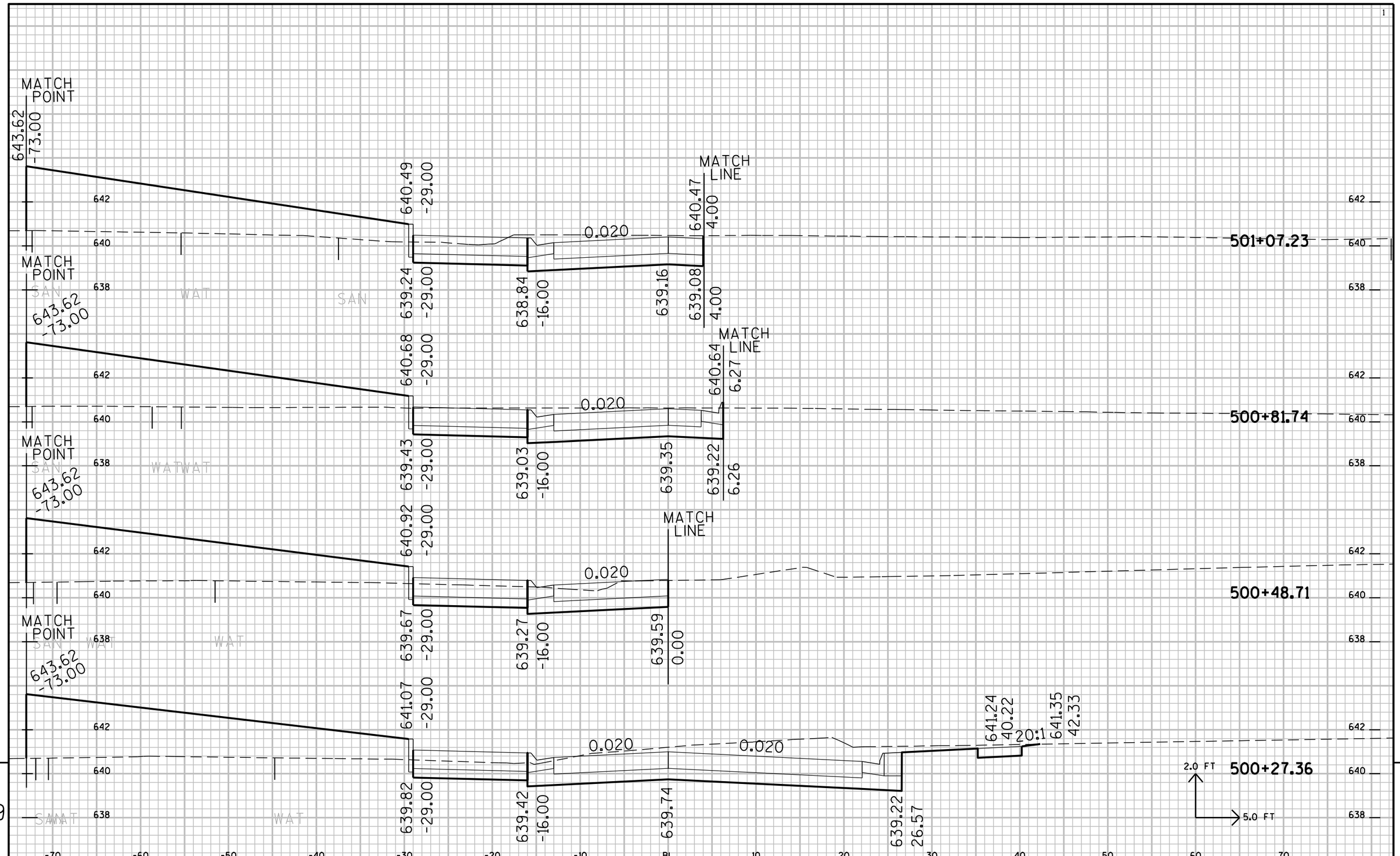
403+56

2.0 FT
5.0 FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

PROJECT NO: 1661-05-73	HWY: WIS. RNDBT (RB-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:07 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 1661-05-73	HWY:BLACKHAWK RBT (RC-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:08 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

MATCH POINT
643.62
-73.00
642
640
638
640.00
-29.00
638.75
-29.00
638.36
-16.00
638.64
0.018
0.017
639.69
15.00
638.39
15.00
MATCH LINE
502+21.87

MATCH POINT
643.62
-73.00
639.93
-29.00
638.68
-29.00
638.28
-16.00
638.60
0.020
0.020
639.72
17.51
638.25
17.50
MATCH LINE
502+01.50

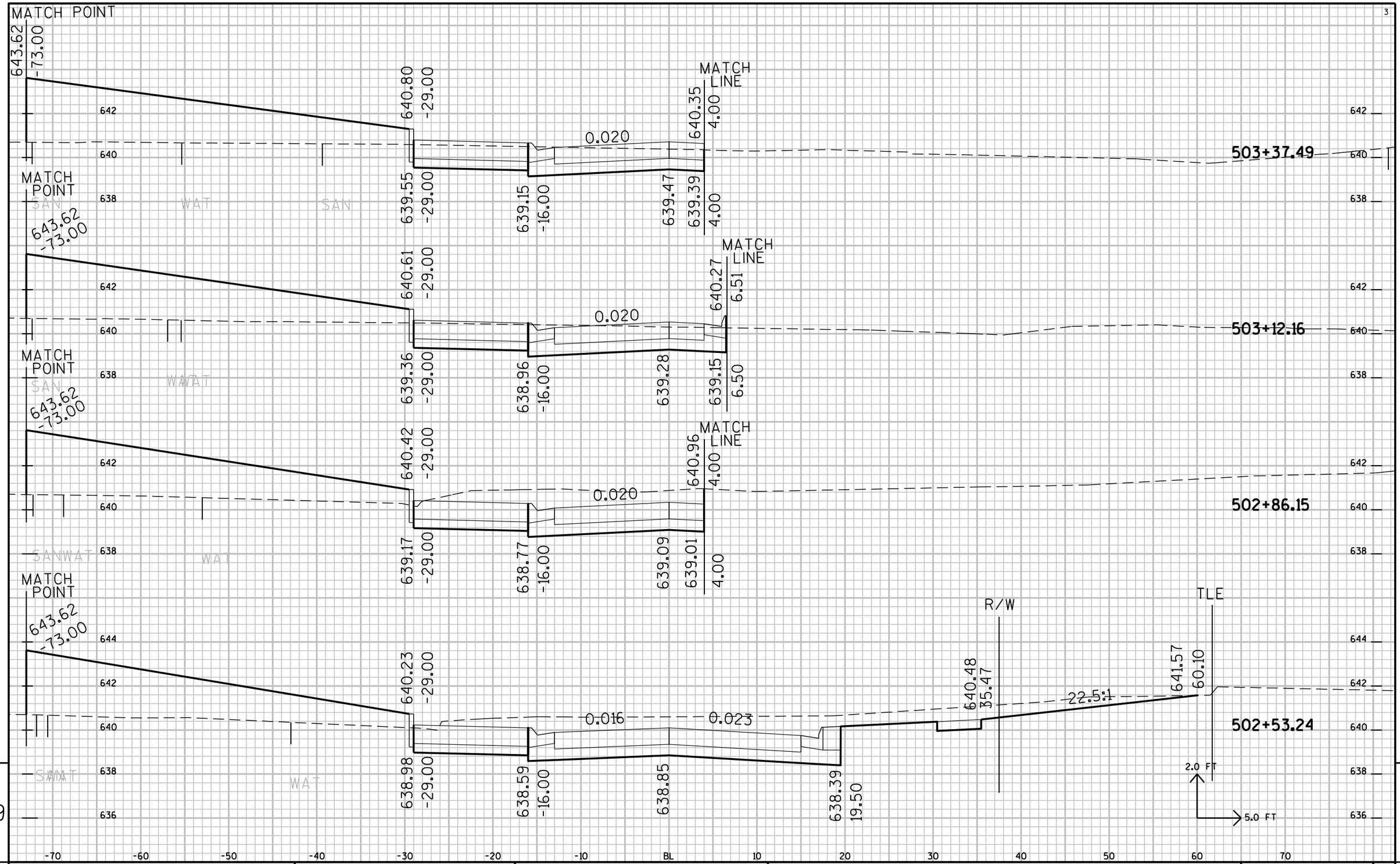
MATCH POINT
643.62
-73.00
640.00
-29.00
638.75
-29.00
638.36
-16.00
638.63
0.017
0.016
640.26
15.00
638.39
15.00
MATCH LINE
501+82.73

MATCH POINT
643.62
-73.00
644
642
640
636
640.22
-29.00
638.97
-29.00
638.57
-16.00
638.89
0.020
0.020
640.40
31.54
641.06
36.81
638.50
19.50
R/W
TLE
501+43.91
2.0 FT
5.0 FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

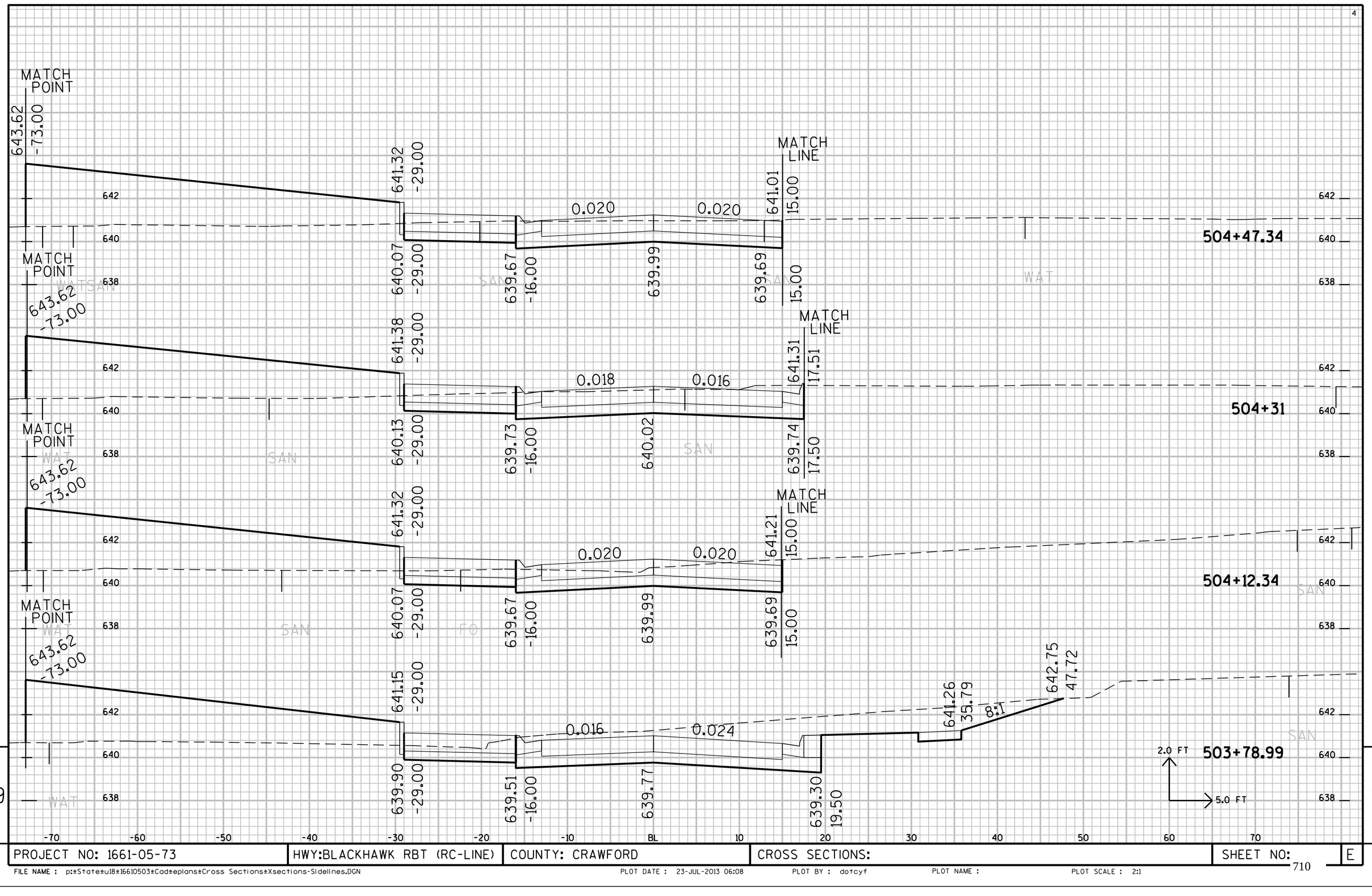
PROJECT NO: 1661-05-73	HWY:BLACKHAWK RBT (RC-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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PROJECT NO: 1661-05-73	HWY:BLACKHAWK RBT (RC-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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PROJECT NO: 1661-05-73	HWY:BLACKHAWK RBT (RC-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:\State\ul8\16610503\Cad\eplans\Cross Sections\Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:08 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

LAX MARCH 2014

PROJECT ID: 1661-05-83
WITH: 1661-05-73

COUNTY: CRAWFORD

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.~~		~~Right of Way Plat~~
Section No.	5	Plan and Profile
~~Section No.~~		~~Standard Detail Drawings~~
~~Section No.~~		~~Sign Plates~~
~~Section No.~~		~~Structure Plans~~
~~Section No.~~		~~Computer Earthwork Data~~
~~Section No.~~		~~Cross Sections~~

TOTAL SHEETS = 72



28

DESIGN DESIGNATION

A.A.D.T. 2010	=	11,780
A.A.D.T. 2030	=	19,200
D.H.V.	=	1,750
D.D.	=	62/38
T. _____	=	6.1%
DESIGN SPEED	=	35 MPH
ESALS	=	3,985,800

BEGIN PROJECT 1661-05-83
STA. 78+97.00
X = 319129.13
Y = 118677.82

CONVENTIONAL SYMBOLS

COUNTY LINE		COMBUSTIBLE FLUIDS	CAUTION
CORPORATE LIMITS		UNDERGROUND UTILITIES	
PROPERTY LINE	P.L. + 58.1	GAS	G
LOT LINE		ELECTRIC	E
LIMITED EASEMENT		TELEPHONE OR TELEGRAPH	T
EXISTING RIGHT OF WAY		COMMUNICATIONS LINE	C
PROPOSED OR NEW R/W LINE		SERVICE PEDESTAL	
SURVEY LINE		POWER POLE	
SLOPE INTERCEPT		TELEPHONE POLE	
ORIGINAL GROUND		RAILROAD	
MARSH OR ROCK PROFILE (To be noted as such)	ROCK	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		WATER	W
		EXISTING CULVERT	
WOODED OR SHRUB AREA		PROPOSED CULVERT (Box or Pipe)	
		CULVERT (Profile View)	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

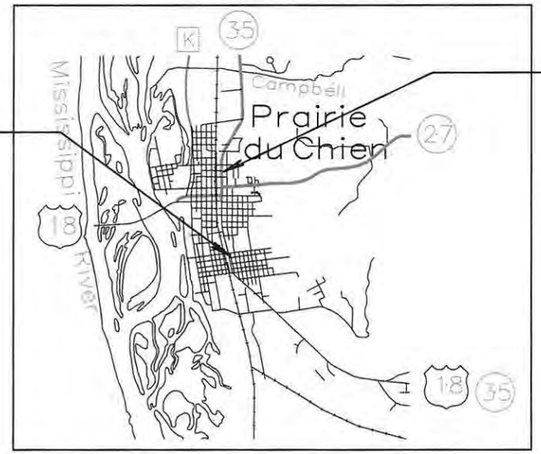
MARQUETTE ROAD, PRAIRIE DU CHIEN

MOONEY STREET TO WASHINGTON STREET

STH 35
CRAWFORD COUNTY

STATE PROJECT NUMBER
1661-05-83

SANITARY SEWER AND WATER MAIN



END PROJECT 1661-05-83
STA. 137+00

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.999 MI.

-"Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Crawford County."

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1661-05-83		

ACCEPTED FOR

CITY of PRAIRIE DU CHIEN

7/15/13 (Date) — (Signature & Title of Official) CITY ADM.

ORIGINAL PLANS PREPARED BY

vierbicher
planners | engineers | advisors
REEDSBURG - MADISON - PRAIRIE DU CHIEN
126 West Blackhawk Avenue Prairie du Chien, Wisconsin 53821
Phone: (608) 326-1051 Fax: (608) 326-1052

WISCONSIN
MATT K. MUCHOW
E-42383
WI
PROFESSIONAL ENGINEER

7-16-13 (Date) — (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JULIE M. JOLIVETTE - WDOT
Designer	VIERBICHER
Project Manager	DAN KLEINERTZ
Regional Examiner	
Regional Supervisor	STEPHEN FLOTTMEYER
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 8/1/13 — Stephen A. Flottmeyer (Signature)

E

2

GENERAL NOTES

- DNR CONTACT: KAREN KALVELAGE - LA CROSSE OFFICE, 3550 MORMON COULEE RD., LA CROSSE, WI 53601
  PHONE: (608) 785-9115
- CURVE DATA IS BASED ON ARC DEFINITION.
- LOCATION OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- CONTRACTOR SHALL COORDINATE W/ PROPERTY OWNERS/RESIDENTS REGARDING ACCESS TO DRIVEWAYS AND UTILITY SHUT-OFFS
- ALL RADII ARE MEASURED TO BACK OF CURB UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.
- PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND MULCHED OR SODDED AS DIRECTED BY THE ENGINEER.
- IN THE PERFORMANCE OF THE WORK UNDER THE ITEM "MULCHING", ALL AREAS SEEDED AND FERTILIZED SHALL BE MULCHED AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.
- THE EXACT LOCATION OF ACCESS POINTS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- SILT FENCE SHALL BE PLACED AS SHOWN ON PLANS AND/OR DIRECTED BY THE ENGINEER.
- ANY SIGNS REMOVED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE PLACED AT A LOCATION DETERMINED BY THE ENGINEER.
- COORDINATES AND BEARINGS REFERENCED IN THE PLAN ARE IN A WISCONSIN COUNTY COORDINATE SYSTEM, CRAWFORD COUNTY, AND ARE
- REFERENCED TO THE NORTH AMERICAN DATUM OF 1988 (#20).
- STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN IN WDOT PROJECT ID 1661-05-73 FOR CONSTRUCTION OF STORM SEWER
- THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS AHD SHALL BE RESPONSIBLE FOR REMONUMENTATION IF NECESSARY.
- SEWER AND WATER LATERAL LOCATIONS ARE SHOWN APPROXIMATE. CONCTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL LIVE LAVERALS. ALL SANITARY LIVE LATERALS SHALL BE REPLACED TO 6’ BEHIND THE CURB OR AS DIRECTED BY CITY OR ENGINEER AND BE RECONNECTED TO THE EXISTING SANITARY LATERAL. NEW CURB STOPS SHALL BE PLACED 3’ OFF THE BACK OF CURB. WATER SERVICES WILL ONLY BE REPLACED TO THE EXISTING CURB STOP TO A MINIMUM DISTANCE OF 6’ OFF THE BACK OF CURB OR AS DIRECTED BY CITY OR ENGINEER. SEWER LATERALS SHALL BE REPLACED WITH 4” MINIMUM OR LARGER TO MATCH EXISTING. NEW WATER LATERALS SHALL BE 1” MINIMUM OR LARGER TO MATCH EXISTING UNLESS NOTED OTHERWISE. CONTRACTOR SHALL COORDINATE WITH CITY STAFF TO ENSURE ALL LATERALS ARE RECONNECTED AS REQUIRED.
- THE COST OF CONNECTING WATER MAIN OR SANITARY SEWER TO EXISTING MAINS OR MANHOLES SHALL BE INCIDENTAL TO THE COST OF INSTALLING MAINS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PUMPING SEWAGE AROUND WORKING AREA WHEN REQUIRED. (INCIDENTAL)
- CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING FOR SANITARY SEWER CONSTRUCTION IF REQUIRED. (INCIDENTAL)
- CONTRACTOR SHALL USE A TRENCH BOX TO MINIMIZE TRENCH WIDTH AND DISTURBED AREA.
- TRACER WIRE SHALL BE INSTALLED ON SANITARY LATERALS AND PE WATER LATERALS
- ANY ADDITIONAL SHORING OR SUPPORT REQUIRED TO INSTALL WATER MAIN OR SANITARY SEWER AT ANY LOCATION SHALL BE CONSIDERED INCIDENTAL TO THE COST OF INSTALLING MAINS.
- LOWER WATER MAIN IF REQUIRED TO AVOID CONFLICT WITH STORM SEWER OR SANITARY SEWER – SEE DETAIL
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR REVIEW BY THE ENGINEER, PRIOR TO PLACING ORDER OF ANY SUCH ITEM.
- CONTRACTOR SHALL SUBMIT “RECORD DRAWINGS” AT EVERY PAY REQUEST FOR WORK COMPLETED AND ACCEPTED BY THE OWNER/ENGINEER.
- INSTALL WATER MAIN AT ADEQUATE DEPTH TO AVOID CONFLICT WITH PROPOSED STORM SEWER AND SANITARY SEWER. MAINTAIN MINIMUM 1.5’ SEPARATION IF WATER CROSSES BELOW STORM SEWER AND MINIMUM 0.5’ IF WATER CROSSES ABOVE.

UTILITY COMPANIES & PERSONNEL

Alliant Energy

4902 N. Biltmore Lane
P.O. Box 7707
Madison, WI 53707-1007

ATTN: Jason Hogan
PHONE: (608) 395-7395
jasonhogan@alliantenergy.com

City of Prairie du Chien - Water

214 Blackhawk Ave.
P.O. Box 324
Prairie du Chien, WI 53821
ATTN: Larry Gates
PHONE: (608) 326-8213
CELL: (608) 306-0360
pdcwater@mhtc.net

City of Prairie du Chien - Sanitary Sewer
400 W. Lockwood
Prairie du Chien, WI 53821
ATTN: Terry Meyer
PHONE: (608) 326-8534
CELL: (608) 306-0365
pdcwwtf@mhtc.net

Mediacom LLC Wisconsin
115 S. Marquette Rd.
Prairie du Chien, WI 53821
ATTN: Tim Orcutt
PHONE: (608) 326-0478
torcutt@mediacom.com

Prairie du Chien - Airport Facility
37735 Hwy 18
Prairie du Chien, WI 53821
ATTN: Terry Meyer
PHONE: (608) 326-2118

CenturyTel
333 N. Front St.
La Crosse, WI 54601
ATTN: Bob Dewitt
PHONE: (608) 796-5077

Wis. Dept. of Transportation
Southwest Region - La Crosse Office
3550 Mormon Coulee Rd.
La Crosse, WI 54601
ATTN: Gary Jackson (Utilities Coordinator)
PHONE: (608) 785-9082
gary.jackson@dot.wi.gov

Wis. DOT RWIS Program - Communication Tower
Hill Farms State Office Building, RM 501
Madison, WI 53707
ATTN: Mike Adams
PHONE: (608) 267-7856
micheal.adams@dot.state.wi.us

Northern Natural Gas Company
8101 Birchwood Ct., Suite F
Johnston, IA 50131
ATTN: Jim Carlson
PHONE: (515) 226-2016

Scenic Rivers Energy Cooperative
231 N. Sheridan St.
Lancaster, WI 53813-1342
ATTN: Daniel Stelpflug
PHONE: (608) 723-2121
dstelpflug@srec.net

Madison Gas & Electric Company
P.O. Box 1231
Madison, WI 53701-1231
ATTN: Tim Statz
PHONE: (608) 252-4727
tstatz@mge.com

ATC Management, Inc.
801 O'Keefe Rd.
P.O. Box 6113
De Pere, WI 54115-6113
ATTN: Mike Olsen
PHONE: (920) 338-6582

BNSF Railroad Utility Hotline
PHONE: (800) 533-2891

DIGGERS HOTLINE
Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

PAVEMENT DESIGN ENGINEER CONTACT

Wisconsin Department of Transportation
SouthWest Region - Madison Office
Pavement Engineer
ATTN: Tim McCarthy
2101 Wright St.
Madison, WI 53704-2583
(608) 246-5623
timothy.mccarthy@dot.state.wi.us

SOILS ENGINEER CONTACT

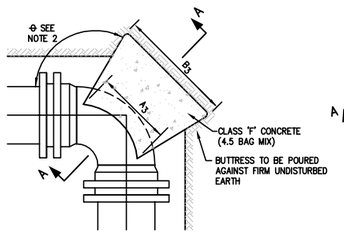
Wisconsin Department of Transportation
Soutwest Region - La Crosse Office
Soils Engineer
ATTN: Russ Frank
3550 Mormon Coulee Rd.
La Crosse, WI 54601
(608) 785-9047
russell.frank@dot.state.wi.us

STANDARD ABBREVIATIONS

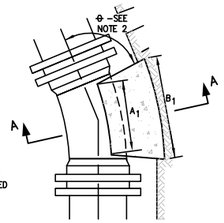
AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

PROJECT NO:1661-05-83	HWY:STH 35	COUNTY:CRAWFORD	SANITARY SEWER AND WATER MAIN - OVERALL SHEET INDEX

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\OVERALL MAP.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW



PLAN – 90° BEND

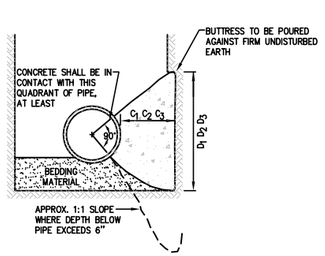


PLAN – 22½° BEND

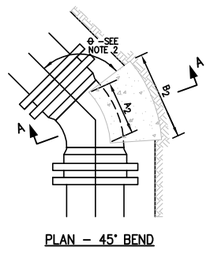
BUTTRESS DIMENSIONS						
PIPE SIZE	22½° BENDS		45° BENDS		90° BENDS	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'–0"	1'–0"	1'–0"	1'–0"	1'–4"	1'–2"
8"	1'–0"	1'–0"	1'–4"	1'–2"	1'–10"	1'–6"
12"	1'–4"	1'–4"	1'–10"	1'–10"	2'–8"	2'–3"
16"	1'–10"	1'–8"	2'–6"	2'–4"	3'–10"	2'–10"
20"	2'–4"	2'–0"	3'–3"	2'–10"	5'–0"	3'–4"
24"	2'–10"	2'–4"	4'–0"	3'–3"	6'–4"	3'–10"
30"	3'–6"	3'–0"	5'–4"	3'–10"	8'–0"	4'–8"

NOTES

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 psi AND ON EARTH RESISTANCE OF 2 TONS PER SQUARE FOOT.
2. DIMENSION C1 C2 C3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE Φ EQUAL TO OR LARGER THAN 45°.
3. DIMENSION A1 A2 A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERRING WITH M.J. BOLTS.
4. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH.
5. ALL IRON PIPE AND FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.



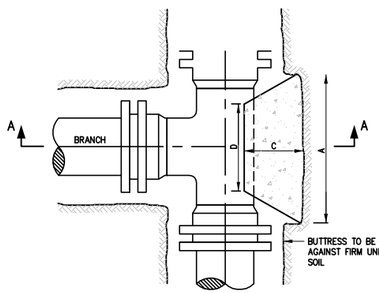
SECTION A–A



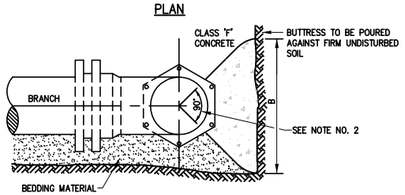
PLAN – 45° BEND

BUTTRESS FOR BENDS

NOT TO SCALE



PLAN



SECTION A–A

NOTES

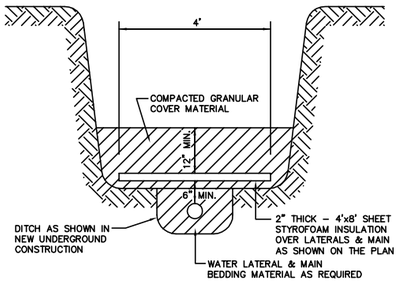
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Φ EQUAL TO OR LARGER THAN 45°.
2. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AS A MINIMUM.
3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 psi.
5. ALL IRON PIPE AND FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.

BUTTRESS DIMENSIONS				
B.D.	A	B	C	D
6"	1'–3"	1'–0"	SEE NOTE NO. 1	SEE NOTE NO. 3
8"	1'–6"	1'–4"		
12"	2'–3"	2'–0"		
16"	3'–2"	2'–6"		
20"	4'–0"	3'–0"		
24"	5'–3"	3'–4"		
30"	6'–3"	4'–3"		

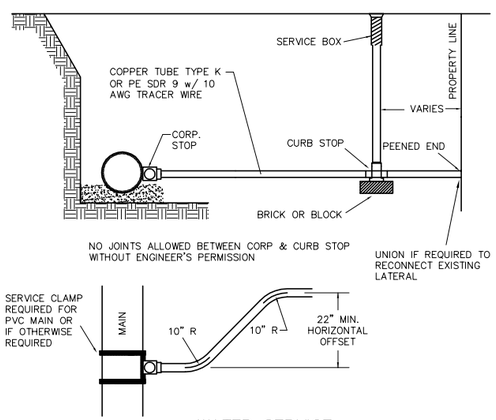
B.D. = BRANCH DIAMETER

BUTTRESS FOR TEES

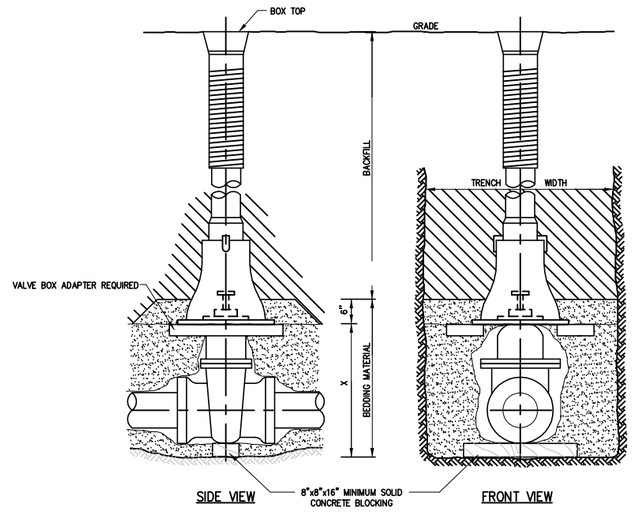
NOT TO SCALE



INSULATION DETAIL

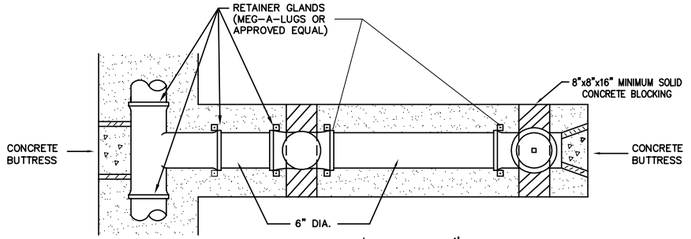


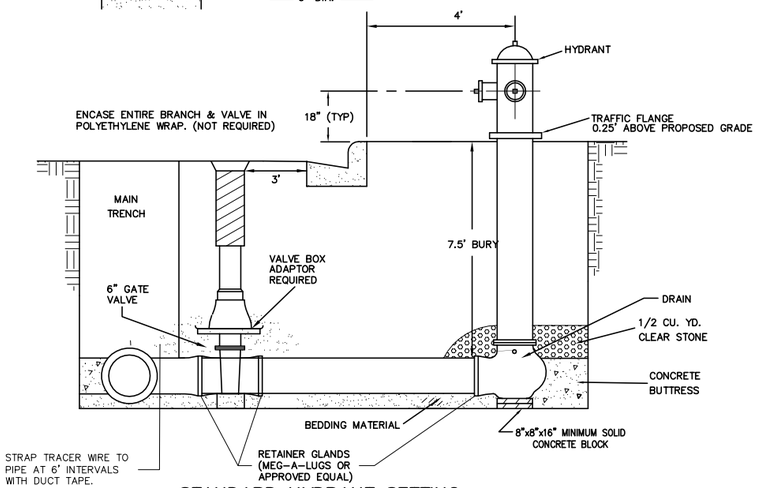
WATER SERVICE
(NOT TO SCALE)



PIPE DIA. INCHES	X=SETTING INCHES
2	6
3	7
4	8
6	12
8	13
12	21
16	30

STANDARD GATE VALVE BOX SETTING





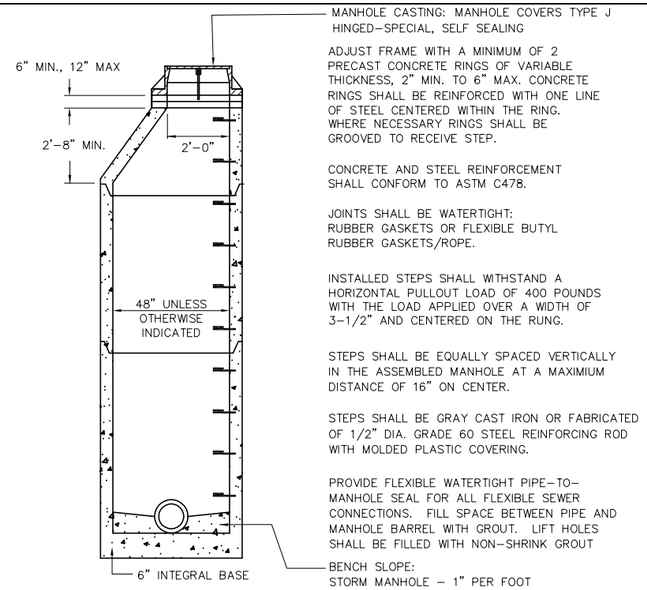
STANDARD HYDRANT SETTING

NOT TO SCALE

PROJECT NO:1661-05-83	HWY:USH 35	COUNTY:CRAWFORD	SEWER AND WATER DETAILS	SCALE, FEET 0 N/A	SHEET NO: 5	E

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

LEVELS ON 1#,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



MANHOLE CASTING: MANHOLE COVERS TYPE J HINGED–SPECIAL, SELF SEALING

ADJUST FRAME WITH A MINIMUM OF 2 PRECAST CONCRETE RINGS OF VARIABLE THICKNESS, 2" MIN. TO 6" MAX. CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING. WHERE NECESSARY RINGS SHALL BE GROOVED TO RECEIVE STEP.

CONCRETE AND STEEL REINFORCEMENT SHALL CONFORM TO ASTM C478.

JOINTS SHALL BE WATERTIGHT: RUBBER GASKETS OR FLEXIBLE BUTYL RUBBER GASKETS/ROPE.

INSTALLED STEPS SHALL WITHSTAND A HORIZONTAL PULLOUT LOAD OF 400 POUNDS WITH THE LOAD APPLIED OVER A WIDTH OF 3–1/2" AND CENTERED ON THE RUNG.

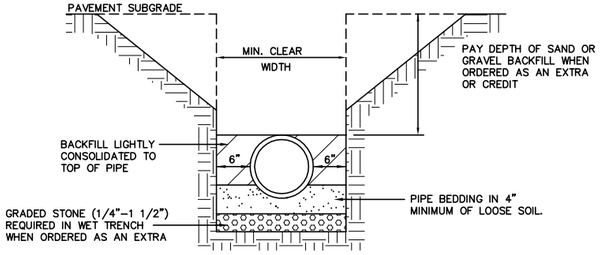
STEPS SHALL BE EQUALLY SPACED VERTICALLY IN THE ASSEMBLED MANHOLE AT A MAXIMUM DISTANCE OF 16" ON CENTER.

STEPS SHALL BE GRAY CAST IRON OR FABRICATED OF 1/2" DIA. GRADE 60 STEEL REINFORCING ROD WITH MOLDED PLASTIC COVERING.

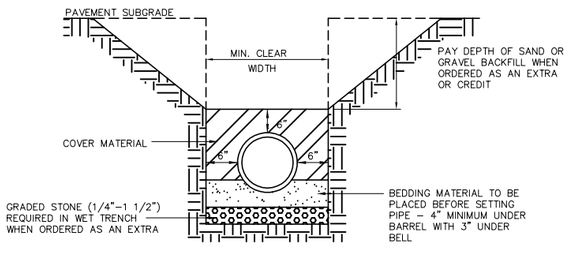
PROVIDE FLEXIBLE WATERTIGHT PIPE–TO–MANHOLE SEAL FOR ALL FLEXIBLE SEWER CONNECTIONS. FILL SPACE BETWEEN PIPE AND MANHOLE BARREL WITH GROUT. LIFT HOLES SHALL BE FILLED WITH NON–SHRINK GROUT

BENCH SLOPE:
STORM MANHOLE – 1" PER FOOT
SANITARY MANHOLE – 2" PER FOOT

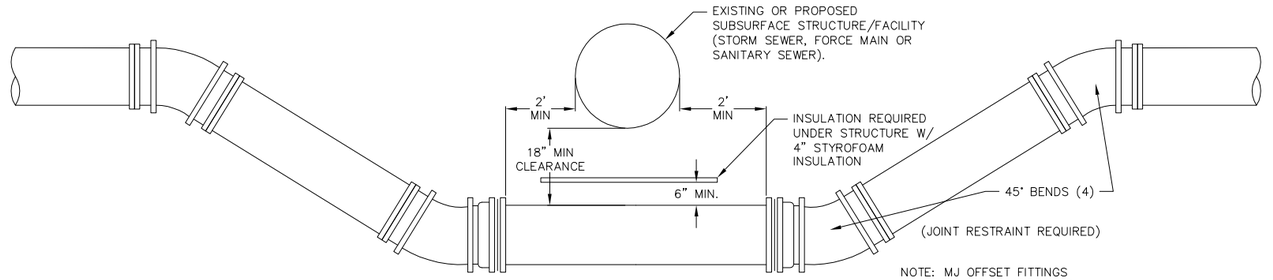
PRECAST CONCRETE MANHOLE



TYPE 3 LAYING CONDITIONS
(NOT TO SCALE)

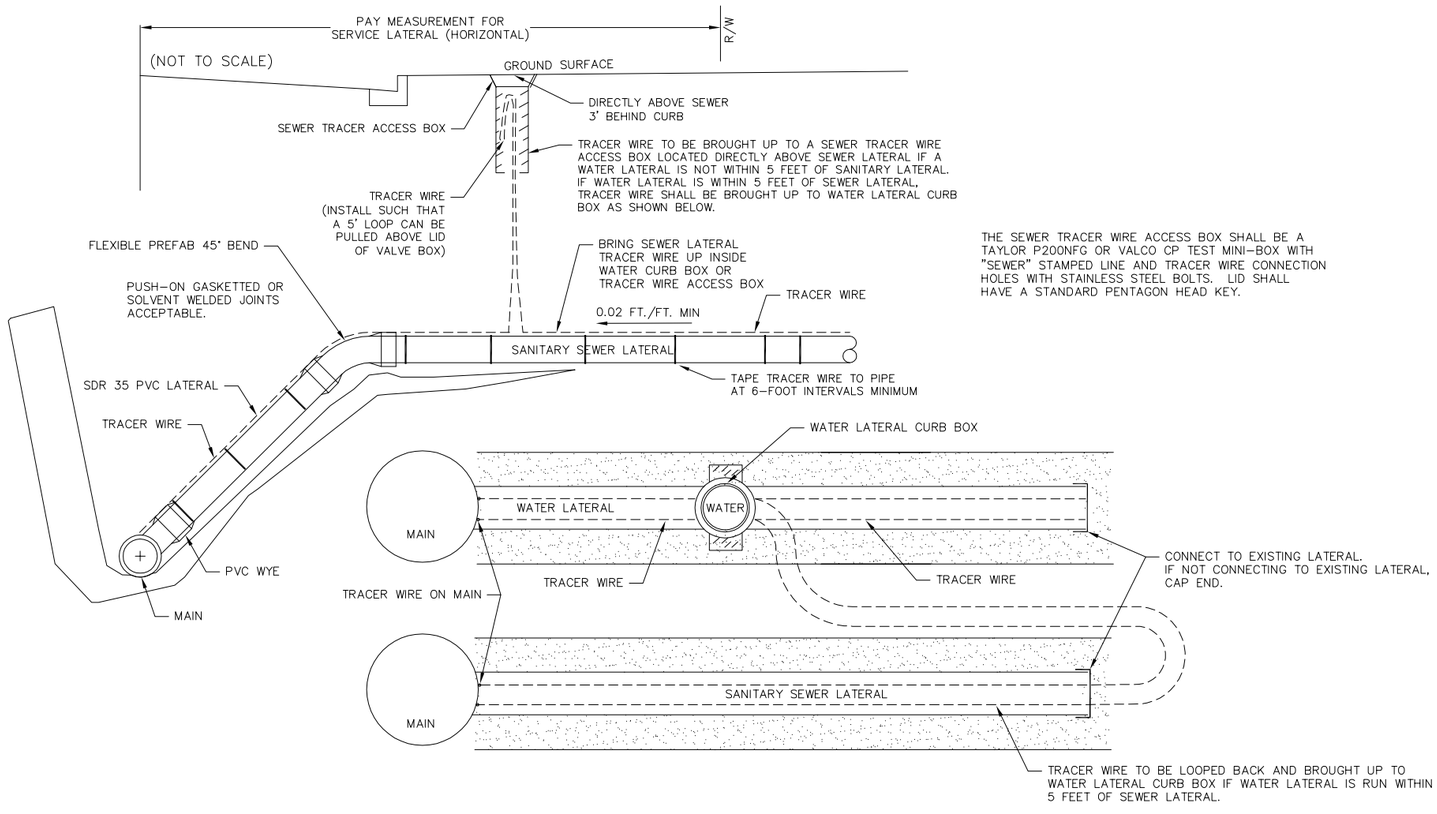


CLASS "C" BEDDING
(NOT TO SCALE)



NOTE: MJ OFFSET FITTINGS MAY BE USED IF APPROVED BY THE ENGINEER

1/1 LOWERING WATERMAIN UNDER STORM/SANITARY
NOT TO SCALE



THE SEWER TRACER WIRE ACCESS BOX SHALL BE A TAYLOR P200NFG OR VALCO CP TEST MINI–BOX WITH "SEWER" STAMPED LINE AND TRACER WIRE CONNECTION HOLES WITH STAINLESS STEEL BOLTS. LID SHALL HAVE A STANDARD PENTAGON HEAD KEY.

1/1 LATERAL WITH TRACER WIRE
NOT TO SCALE

PROJECT NO:1661-05-83	HWY:USH 35	COUNTY:CRAWFORD	SEWER AND WATER DETAILS	SCALE, FEET 0 N/A	SHEET NO: 6	E

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

WISDOT/CADDS SHEET 42

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

2

MICHIGAN ST.

642.43

642.38

124+98.2, 38.9 RT
15' RADIUS

4–1/2" ASPHALTIC SURFACE
12" BASE AGGREGATE DENSE

STA 126+25 TO 129+75
SEE ADDITIONAL DETAIL
SHEET FOR STREET DESIGN

642.31 642.21 642.11 642.01 641.91 641.81

16.3' 2% 2% 31.0' 2%

N W E S

GRAPHIC SCALE FEET
0 5 10 20

124+00 124+50 125+00 125+50 126+00 126+50 127+00

642.58 642.62 642.52 642.42 642.32 642.22 642.12

2% 14.7' E. WASHINGTON ST. 2%

642.34 642.31 642.21 642.11 642.01 641.91 641.81

638.35 638.20 71' RT

S. OHIO ST.

2%

4–1/2" ASPHALTIC SURFACE
10–1/2" BASE AGGREGATE DENSE

504+77, 42.2 RT
20' RADIUS

9" CONCRETE PAVEMENT
6" BASE AGGREGATE DENSE

504+07, 38.5 RT
15' RADIUS

WDOT PROJECT NO.
1661–05–73
PROJECT LIMITS

638.07

638.25

638.42 638.22 638.39 MATCH EXISTING 638.57 638.59 MATCH EXISTING 638.69

638.59

19.6' 2% 2%

503+50 504+00 504+50 505+00 505+50 506+00

638.99 638.87 638.79 638.89 638.95 638.99 638.99 639.07

BLACKHAWK AVE.

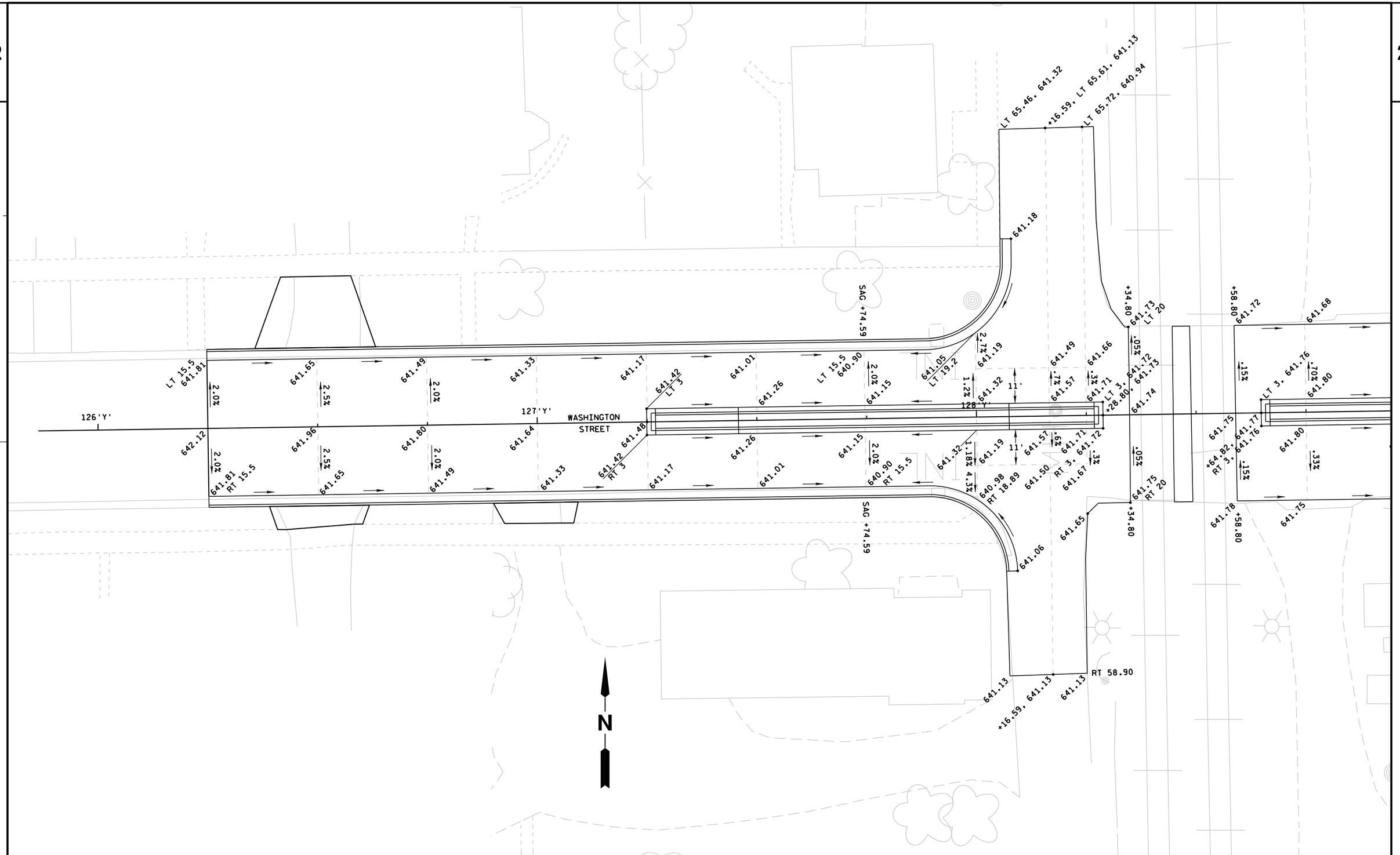
VARIES 21.1' VARIES

MATCH EXISTING 638.38 638.44 MATCH EXISTING 638.57 638.71

PROJECT NO:1661–05–83	HWY:STH 35	COUNTY:CRAWFORD	PAVING DETAILS

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PAVEMENT ELEVATIONS.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

2



PROJECT NO: 1661-05-83	HWY: STH 35	COUNTY: CRAWFORD	PAVEMENT GRADES	SHEET	E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Pavement Grades\021259_pg.dgn PLOT DATE : 15-APR-2013 05:39 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 20:1

2

430 S ILLINOIS ST

4–1/2" ASPHALTIC SURFACE
10–1/2" BASE AGGREGATE DENSE

WDOT PROJECT NO.
1661–05–73
PROJECT LIMITS

34.7'

N
W E
S

GRAPHIC SCALE FEET
0 5 10 20

636.66 636.53 636.45 636.36 636.25

E. WEBSTER ST.

18.0' 2% 2%

BP: 93+23.75

93+50 94+00 94+50 95+00 95+50

PI: 95+33.16

636.97 636.89 636.81 636.72 636.61

18.0'

VARIES VARIES VARIES

636.55 636.40 636.29 636.18 636.03

427 S OHIO ST

WDOT PROJECT NO.
1661–05–73
PROJECT LIMITS

4–1/2" ASPHALTIC SURFACE
10–1/2" BASE AGGREGATE DENSE

636.34 636.49 636.58 636.67 636.77

E. WEBSTER ST.

2% 2% 18.0' 2%

PI: 95+33.16

95+50 96+00 96+50 97+00

EP: 97+30.96

636.70 636.80 636.87 636.94 637.11

VARIES VARIES

18.0'

636.34 636.44 636.51 636.58 636.66

MOBILE HOMES STORAGE
504 S MARQUETTE RD

512 E WEBSTER ST

PROJECT NO:1661–05–83	HWY:STH 35	COUNTY:CRAWFORD	PAVING DETAILS

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PAVEMENT ELEVATIONS.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

2

2

MARQUETTE RD

COACHES FAMILY
RESTAURANT INC
634 S MARQUETTE RD

WDOT PROJECT NO.
1661-05-73
PROJECT LIMITS

4-1/2" ASPHALTIC SURFACE
10-1/2" BASE AGGREGATE DENSE

SAWCUT

E. TAYLOR ST.

637.10 636.84 636.58 636.34

16.0'

637.67 637.31 637.01 636.69

2% 2%

16.0'

637.35 636.99 636.69 636.30

86+00 86+50 87+00 87+50 88+00 88+50

GRAPHIC SCALE FEET
0 5 10 20

48' LT 634.85 635.01

89+34.4, 32.0 LT
15' RADIUS

4-1/2" ASPHALTIC SURFACE
10-1/2" BASE AGGREGATE DENSE

89+99.6, 32.3 LT
15' RADIUS

634.79 634.90

634.95 634.76

634.95 634.90

634.68 634.76

14.8'

E. TAYLOR ST.

88+50 89+00 89+50 90+00 90+29

EP: 90+29.31

635.75 635.47 635.25 634.98 635.10

15.2'

635.25 634.66 634.83

634.80 635.25 634.70

89+35.3, 32.5 RT
15' RADIUS

35' RT 634.87 634.75

89+99.7, 32.5 RT
15' RADIUS

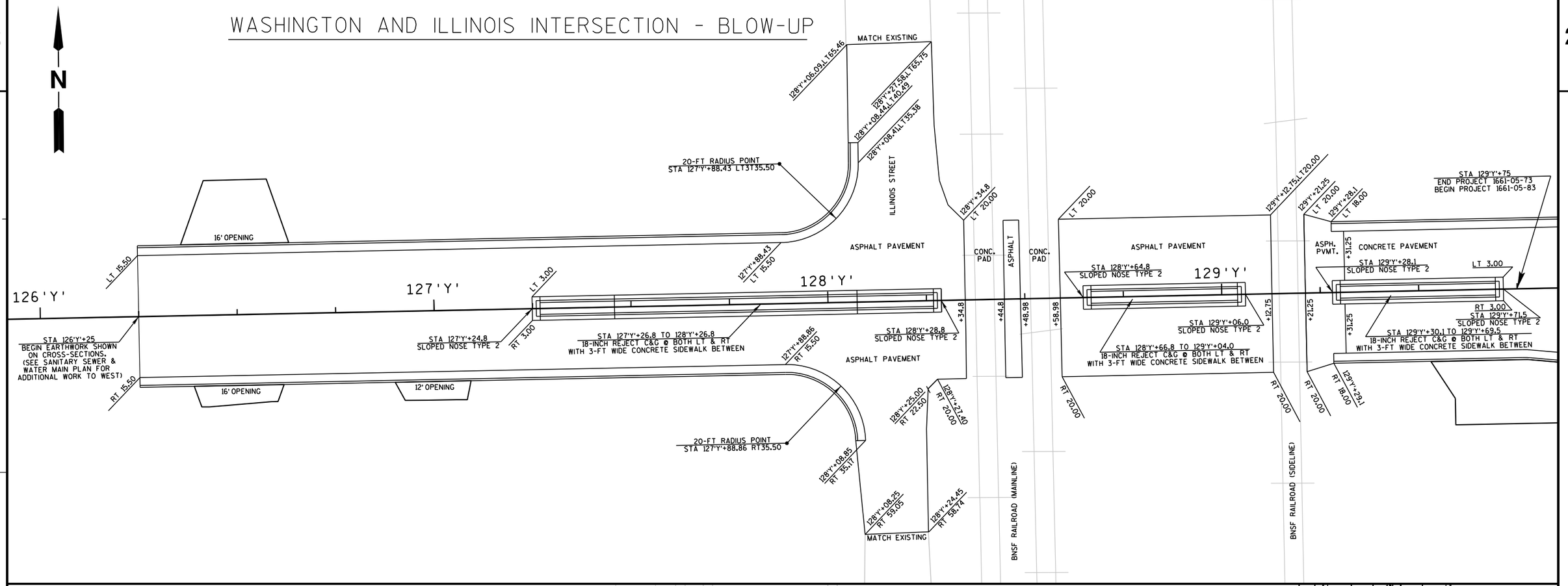
NSE

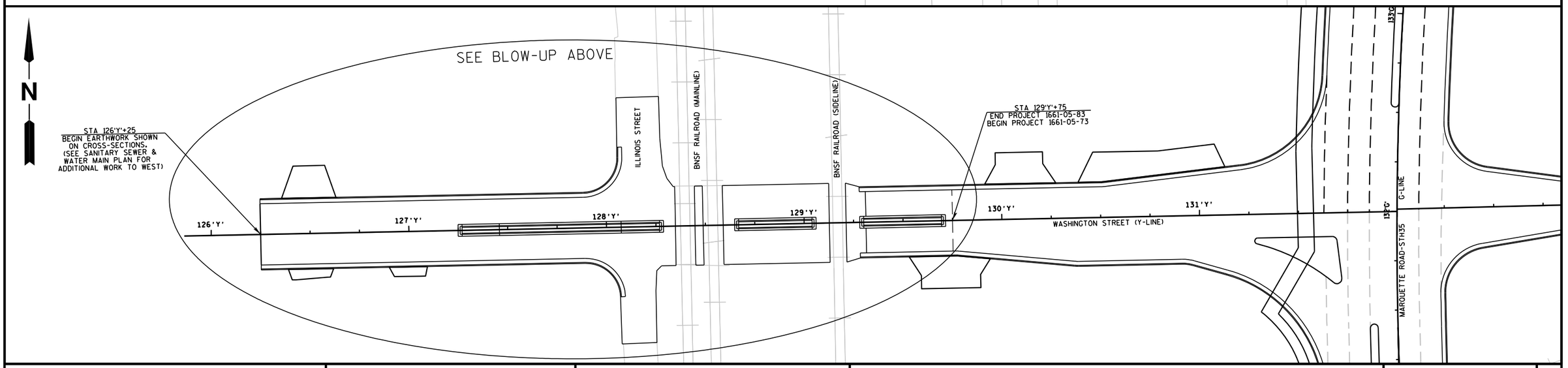
ST

PROJECT NO:1661-05-83	HWY:STH 35	COUNTY:CRAWFORD	PAVING DETAILS

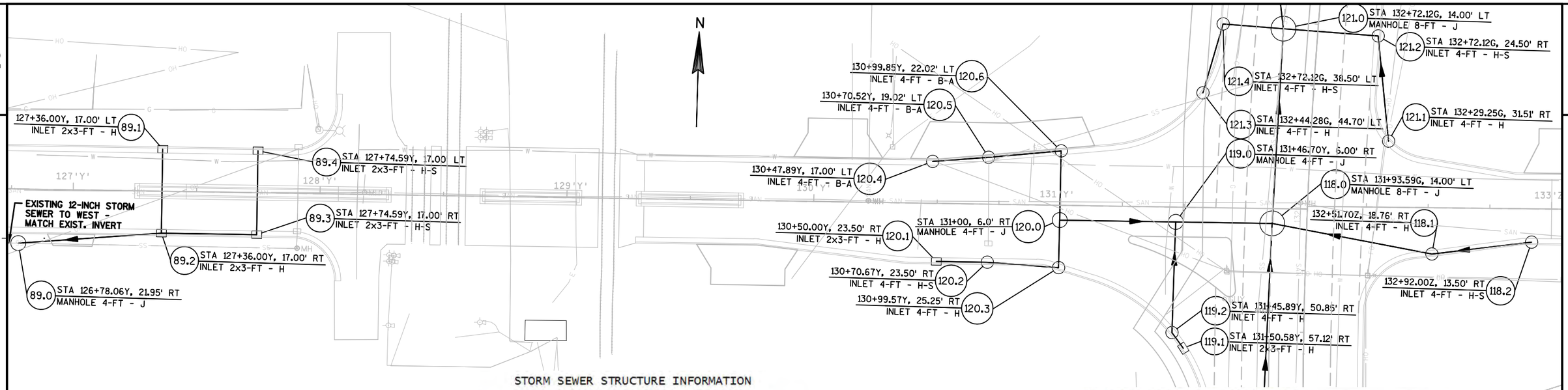
FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PAVEMENT ELEVATIONS.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

WASHINGTON AND ILLINOIS INTERSECTION - BLOW-UP





PROJECT NO: 1661-05-83	HWY: STH 35	COUNTY: CRAWFORD	INTERSECTION DETAILS	SHEET E

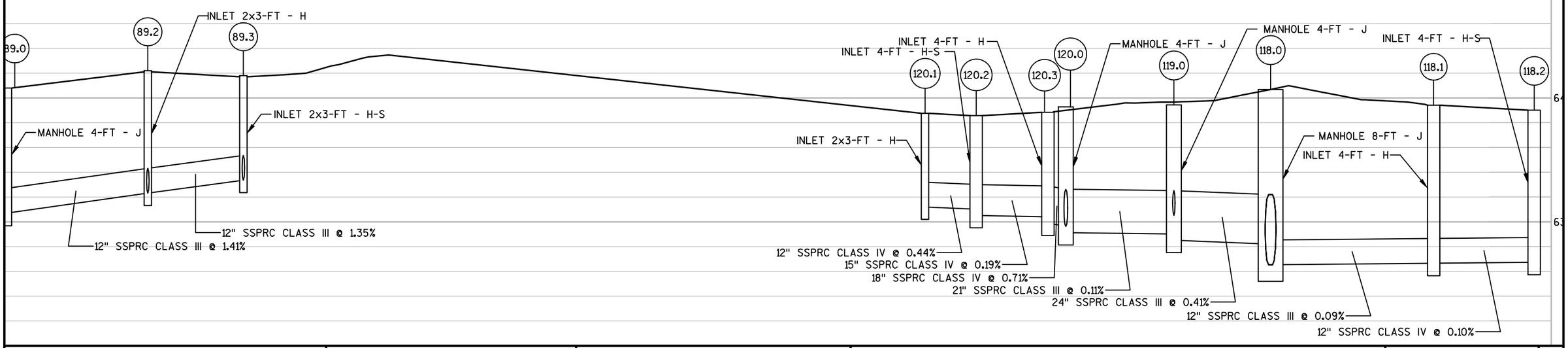


STORM SEWER STRUCTURE INFORMATION

CATEGORY	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE J COVER 611.0530 EACH	MANHOLE 4-FT 611.2004 EACH
0010	89.0	126+78.06Y	21.95	640.40	635.34	5.06				1	1
0010	89.1	127+36.00Y	-19.50	641.05	637.40	3.65	1	1			
0010	89.2	127+36.00Y	19.50	641.05	636.16	4.89	1	1			
0010	89.3	127+74.59Y	19.50	640.85	636.68	4.17	1		1		
0010	89.4	127+74.59Y	-19.50	640.85	637.20	3.65	1		1		
						PAGE TOTALS	4	2	2	1	1

CIRCULAR STORM PIPE INFORMATION

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	12-INCH CL III 608.0312 LF	12-INCH CL IV 608.0412 LF
0010	P-89.1	89.1	637.40	89.2	636.16	3.23%	0	39
0010	P-89.2	89.2	636.16	89.0	635.34	1.41%	58	0
0010	P-89.3	89.3	636.68	89.2	636.16	1.33%	39	0
0010	P-89.4	89.4	637.20	89.3	636.68	1.33%	0	39
					PAGE TOTALS		97	78



PROJECT NO: 1661-05-83	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET 12	E

DATE 12DEC13 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	1661-05-83 QUANTITY
0030	204.0100	REMOVING PAVEMENT	SY	236.000	236.000
0040	204.0150	REMOVING CURB & GUTTER	LF	1,709.000	1,709.000
0050	204.0155	REMOVING CONCRETE SIDEWALK	SY	100.000	100.000
0100	204.0210	REMOVING MANHOLES	EACH	3.000	3.000
0110	204.0220	REMOVING INLETS	EACH	8.000	8.000
0160	204.0245	REMOVING STORM SEWER (SIZE) 01. 12-INCH	LF	210.000	210.000
0180	204.0245	REMOVING STORM SEWER (SIZE) 03. 18-INCH	LF	99.000	99.000
0190	204.0245	REMOVING STORM SEWER (SIZE) 05. 24-INCH	LF	20.000	20.000
0260	205.0100	EXCAVATION COMMON **P**	CY	2,393.000	2,393.000
0290	213.0100	FINISHING ROADWAY (PROJECT) 02. 1661-05-83	EACH	1.000	1.000
0300	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	3,320.000	3,320.000
0330	415.0090	CONCRETE PAVEMENT 9-INCH	SY	1,104.000	1,104.000
0350	415.0310	CONCRETE ALLEY	SY	60.000	60.000
0380	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	57.000	57.000
0430	455.0120	ASPHALTIC MATERIAL PG64-28	TON	53.000	53.000
0440	455.0605	TACK COAT	GAL	99.000	99.000
0450	460.1101	HMA PAVEMENT TYPE E-1	TON	914.000	914.000
0460	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	590.000	590.000
0470	465.0105	ASPHALTIC SURFACE	TON	82.000	82.000
0580	601.0405	CONCRETE CURB & GUTTER 18-INCH TYPE A	LF	80.000	80.000
0590	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	274.000	274.000
0600	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	284.000	284.000
0610	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	1,524.000	1,524.000
0650	602.0405	CONCRETE SIDEWALK 4-INCH	SF	1,430.000	1,430.000
0660	602.0415	CONCRETE SIDEWALK 6-INCH	SF	342.000	342.000
0670	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	24.000	24.000
0760	608.0412	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	LF	102.000	102.000
0770	608.0415	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	55.000	55.000
0780	608.0418	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	47.000	47.000
0800	608.0424	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	24.000	24.000
0910	611.0545	MANHOLE COVERS TYPE L	EACH	1.000	1.000
0960	611.0639	INLET COVERS TYPE H-S	EACH	10.000	10.000
1030	611.2066	MANHOLES 6X6-FT	EACH	1.000	1.000
1050	611.3230	INLETS 2X3-FT	EACH	10.000	10.000
1070	611.8110	ADJUSTING MANHOLE COVERS	EACH	1.000	1.000
1080	612.0902.S	INSULATION BOARD POLYSTYRENE (INCH) 01. 2-INCH	SY	100.000	100.000
1120	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 02. 1661-05-83	EACH	1.000	1.000
1130	619.1000	MOBILIZATION	EACH	0.190	0.190
1160	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	288.000	288.000
1170	624.0100	WATER	MGAL	15.000	15.000
1190	625.0500	SALVAGED TOPSOIL	SY	1,545.000	1,545.000
1230	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	3.000	3.000
1240	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	2.000	2.000
1250	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	1,545.000	1,545.000
1280	628.7015	INLET PROTECTION TYPE C	EACH	18.000	18.000
1290	629.0210	FERTILIZER TYPE B	CWT	0.900	0.900
1300	630.0140	SEEDING MIXTURE NO. 40	LB	23.000	23.000

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DATE 12DEC13 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	1661-05-83 QUANTITY
1870	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	14.000	14.000
1880	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	1,223.000	1,223.000
1890	650.5000	CONSTRUCTION STAKING BASE	LF	1,223.000	1,223.000
1900	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	2,160.000	2,160.000
2120	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	239.000	239.000
2150	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	1,223.000	1,223.000
2660	690.0150	SAWING ASPHALT	LF	801.000	801.000
2670	690.0250	SAWING CONCRETE	LF	130.000	130.000
2680	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	80.000	80.000
2740	SPV.0060	SPECIAL 01. CONNECT TO EXISTING WATER MAIN	EACH	18.000	18.000
2750	SPV.0060	SPECIAL 02. 1-INCH CURB VALVE W/BOX	EACH	87.000	87.000
2760	SPV.0060	SPECIAL 03. 1-INCH CORPORATION STOP	EACH	87.000	87.000
2770	SPV.0060	SPECIAL 04. UNION TO RECONNECT EXISTING LATERAL 1-INCH OR SMALLER	EACH	70.000	70.000
2780	SPV.0060	SPECIAL 05. UNION TO RECONNECT EXISTING LATERAL 2-INCH	EACH	1.000	1.000
2790	SPV.0060	SPECIAL 06. 2-INCH CURB VALVE W/BOX	EACH	1.000	1.000
2800	SPV.0060	SPECIAL 07. 2-INCH CORPORATION STOP	EACH	1.000	1.000
2810	SPV.0060	SPECIAL 08. GATE VALVE WITH BOX, 4-INCH	EACH	1.000	1.000
2820	SPV.0060	SPECIAL 09. GATE VALVE WITH BOX, 6-INCH	EACH	36.000	36.000
2830	SPV.0060	SPECIAL 10. GATE VALVE WITH BOX, 8-INCH	EACH	14.000	14.000
2840	SPV.0060	SPECIAL 11. GATE VALVE WITH BOX, 10-INCH	EACH	6.000	6.000
2850	SPV.0060	SPECIAL 12. HYDRANT	EACH	14.000	14.000
2860	SPV.0060	SPECIAL 13. CONNECT TO EXISTING SANITARY SEWER	EACH	23.000	23.000
2870	SPV.0060	SPECIAL 14. SANITARY WYE, 8-INCH X4-INCH PVC	EACH	40.000	40.000
2880	SPV.0060	SPECIAL 15. SANITARY WYE, 8-INCH X 6-INCH PVC	EACH	3.000	3.000
2890	SPV.0060	SPECIAL 16. RECONNECT LATERAL W/FLEXIBLE CONNECTOR	EACH	39.000	39.000
2900	SPV.0060	SPECIAL 17. SANITARY MANHOLE, 48-INCH PRECAST CONCRETE W/CASTING	EACH	23.000	23.000
2910	SPV.0060	SPECIAL 18. TRACER WIRE ACCESS BOX	EACH	21.000	21.000
3580	SPV.0090	SPECIAL 01. WATER SERVICE, 1-INCH COPPER	LF	2,630.000	2,630.000
3590	SPV.0090	SPECIAL 02. WATER SERVICE PE SDR9 2-INCH W/10 AWG TRACER WIRE	LF	54.000	54.000
3600	SPV.0090	SPECIAL 03. WATER MAIN 4-INCH DI CLASS 52, INCLUDING FITTINGS	LF	45.000	45.000
3610	SPV.0090	SPECIAL 04. WATER MAIN 6-INCH DI CLASS 52, INCLUDING FITTINGS	LF	4,841.000	4,841.000
3620	SPV.0090	SPECIAL 05. WATER MAIN 8-INCH DI CLASS 52, INCLUDING FITTINGS	LF	1,753.000	1,753.000
3630	SPV.0090	SPECIAL 06. WATER MAIN 10-INCH DI CLASS 52, INCLUDING FITTINGS	LF	1,004.000	1,004.000
3640	SPV.0090	SPECIAL 07. 12" STEEL CASING PIPE	LF	107.000	107.000
3650	SPV.0090	SPECIAL 08. 16" STEEL CASING PIPE	LF	258.000	258.000
3660	SPV.0090	SPECIAL 09. 20" STEEL CASING PIPE	LF	61.000	61.000
3670	SPV.0090	SPECIAL 10. 24" STEEL CASING PIPE	LF	135.000	135.000
3680	SPV.0090	SPECIAL 11. SANITARY SEWER LATERAL 4-INCH PVC SDR 35 W/10 AWG TRACER WIRE	LF	1,226.000	1,226.000
3690	SPV.0090	SPECIAL 12. SANITARY SEWER LATERAL 6-INCH PVC SDR 35 W/10 AWG TRACER WIRE	LF	97.000	97.000

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DATE 12DEC13 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	1661-05-83 QUANTITY
3700	SPV.0090	SPECIAL 13. SANITARY SEWER 8-INCH PVC SDR 35	LF	2,193.000	2,193.000
3710	SPV.0090	SPECIAL 14. SANITARY SEWER 10-INCH PVC SDR 35	LF	221.000	221.000
3720	SPV.0090	SPECIAL 15. SANITARY SEWER 12-INCH PVC SDR 35	LF	1,927.000	1,927.000
3810	SPV.0105	SPECIAL 01. ABANDON EXISTING WATER MAINS, VALVES, HYDRANTS	LS	1.000	1.000
3820	SPV.0105	SPECIAL 02. ABANDON EXISTING SANITARY MAINS & MANHOLES	LS	1.000	1.000

STORM SEWER SUMMARY

STRUCTURE NUMBER	STRUCT TYPE	CENTER OF STRUCTURE STATION	LOCATION	TO STRUCTURE	611.2066 MANHOLES 6'X6'-FT EA	611.3230 INLETS 2X3-FT EA	611.0545 MANHOLE COVERS TYPE L EA	611.8110 ADJUST MH COVER EA	611.0639 INLET COVERS TYPE HS EA	TOP OF CURB ELEVATION	GRATE, RIM (FLOW) ELEVATION	TOP OF STRUCTURE	INVERT ELEVATION	DEPTH OF STRUCTURE (FT)	INLET PIPE INVERT ELEVATION	DISCHARGE PIPE OUTLET ELEVATION	SLOPE	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 608.0412 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF
CATEGORY 0010																					
S9	INL	504+22.5	37' LT	S10	-	1	-	-	1	638.65	638.15	637.65	635.42	2.23	635.42	635.35	0.20%	36	-	-	-
S10	INL	504+56	39.5' LT	EX INL	-	1	-	-	1	638.47	637.97	637.47	635.35	2.12	635.35	635.30	0.20%	25	-		-
EX	EX MH	504+76	16' RT		-	-	-	1	-	-	-	-	-	-				-	-	-	
		89+48	26' RT	S14	-	-	-	-	-	-	-	-	-	-	631.81	631.80	0.17%	-	-	-	6
		89+48	31' RT	S14	-	-	-	-	-	-	-	-	-	-	631.81	631.80	0.17%	-	-	-	6
S14	MH	89+42	26' RT	EX MH	1	-	1	-	-	635.35	635.35	634.85	631.80	3.05	631.80	631.79	0.17%	-	-	-	6
		89+42	30' RT	EX MH	-	-	-	-	-	-	-	-	-	-	631.80	631.79	0.17%	-	-	-	6
S19	INL	89+98.5	16.5' RT	S20	-	1	-	-	1	635.10	634.60	634.10	632.26	1.84	632.26	632.15	0.52%	21	-	-	-
S20	INL	89+83.5	33' LT	S16	-	1	-	-	1	635.30	634.80	634.30	632.15	2.15	632.15	632.01	0.40%	-	35	-	-
S16	INL	89+50	34' LT	S15	-	1	-	-	1	635.19	634.69	634.19	632.01	2.18	632.01	631.93	0.40%	-	20	-	
S15	INL	89+38.5	16.5' LT	S29	-	1	-	-	1	635.30	634.80	634.30	631.93	2.37	631.93	631.83	0.26%	-	-	39	-
S29	INL	89+45	20' RT	S14	-	1	-	-	1	635.20	634.70	634.20	631.83	2.37	631.83	631.80	0.38%	-	-	8	-
S28	INL	89+51	35' RT	S14	-	1	-	-	1	635.26	634.76	634.26	631.84	2.42	631.84	631.80	0.50%	8	-	-	-
S24	INL	90+05.5	17' RT	S22	-	1	-	-	1	635.14	634.64	634.14	632.23	1.91	632.23	632.23	0.00%	8	-	-	-
S22	INL	89+98	17' RT	EX MH	-	1	-	-	1	635.06	634.56	634.06	632.23	1.83	632.23	632.23	0.00%	4	-	-	-
				CATEGORY 0010 TOTAL	1	10	1	1	10									102	55	47	24
				PROJECT TOTAL	1	10	1	1	10									102	55	47	24

STORM SEWER STRUCTURE INFORMATION

CATEGORY	NAME	STATION	OFFSET	RIM EL	INVERT EL.	DEPTH - RIM TO INVERT	INLETS 2x3-FT 611.3230 EACH	TYPE H COVER 611.0624 EACH	TYPE H-S COVER 611.0639 EACH	TYPE J COVER 611.0530 EACH	MANHOLE 4-FT 611.2004 EACH
0010	89.0	126+78.06Y	21.95	640.40	635.34	5.06				1	1
0010	89.1	127+36.00Y	-19.50	641.05	637.40	3.65	1	1			
0010	89.2	127+36.00Y	19.50	641.05	636.16	4.89	1	1			
0010	89.3	127+74.59Y	19.50	640.85	636.68	4.17	1		1		
0010	89.4	127+74.59Y	-19.50	640.85	637.20	3.65	1		1		
						PAGE TOTALS	4	2	2	1	1

CIRCULAR STORM PIPE INFORMATION

CATEGORY	PIPE NUMBER	UP-STREAM NODE	INVERT UP	DOWN-STREAM NODE	INVERT DOWN	SLOPE	12-INCH CL III 608.0312 LF	12-INCH CL IV 608.0412 LF
0010	P-89.1	89.1	637.40	89.2	636.16	3.23%	0	39
0010	P-89.2	89.2	636.16	89.0	635.34	1.41%	58	0
0010	P-89.3	89.3	636.68	89.2	636.16	1.33%	39	0
0010	P-89.4	89.4	637.20	89.3	636.68	1.33%	0	39
					PAGE TOTALS		97	78

BASE COURSE ITEMS

CATEGORY	STATION TO STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0030 & 0020	124+58 - 126+25	WASHINGTON ST	490	2
0010	126+25 - 129+75	WASHINGTON ST	1100	4
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	480	2
0030 & 0020	93+39 - 94+60	WEBSTER ST	340	2
0030 & 0020	96+10 - 97+28	WEBSTER ST	330	2
0020	86+95 - 87+83	TAYLOR ST	230	1
0010	89+25 - 90+20	TAYLOR ST	340	2
	CATEGORY 0030 TOTAL		820	4
	CATEGORY 0020 TOTAL		1050	5
	CATEGORY 0010 TOTAL		1440	6
	PROJECT TOTAL		3310	15

COMMON EXCAVATION

CATEGORY	STATION TO STATION	LOCATION	205.0100 COMMON EXCAVATION C.Y.
0030 & 0020	124+58 - 126+25	WASHINGTON ST	250
0010	126+25 - 129+75	WASHINGTON ST	693
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	540
0030 & 0020	93+39 - 94+60	WEBSTER ST	240
0030 & 0020	96+10 - 97+28	WEBSTER ST	240
0020	86+95 - 87+83	TAYLOR ST	180
0010	89+25 - 90+20	TAYLOR ST	250
	CATEGORY 0030 TOTAL		635
	CATEGORY 0020 TOTAL		815
	CATEGORY 0010 TOTAL		943
	PROJECT TOTAL		2393

SAWING ASPHALT

CATEGORY	STATION TO STATION	LOCATION	690.0150 SAWING ASPHALT L.F.
0030 & 0020	506+35 LT	BLACKHAWK AVE.	30
0030 & 0020	506+35 RT	BLACKHAWK AVE.	40
0030 & 0020	93+39	WEBSTER ST.	36
0030 & 0020	93+50	WEBSTER ST ALLEY	30
0030 & 0020	93+50	WEBSTER ST ALLEY	30
0030 & 0020	94+12 - 94+60	WEBSTER ST - PARKING LOT	75
0030 & 0020	94+12 - 94+60	WEBSTER ST - PARKING LOT	75
0030 & 0020	96+10 - 96+83	WEBSTER ST - PARKING LOT	73
0030 & 0020	97+20	WEBSTER ST ALLEY	22
0030 & 0020	97+21	WEBSTER ST ALLEY	17
0030 & 0020	97+27	WEBSTER ST	36
0020	86+95 - 87+81	TAYLOR ST - PARKING LOT	94
0020	86+95 - 87+81	TAYLOR ST - PARKING LOT	96
0020	87+83	TAYLOR ST	30
0010	89+25	TAYLOR ST	27
0010	89+52 - 89+82	OHIO ST	30
0010	89+52 - 89+82	OHIO ST	30
0010	90+20	TAYLOR ST	30
	CATEGORY 0030 TOTAL		232
	CATEGORY 0020 TOTAL		452
	CATEGORY 0010 TOTAL		117
	PROJECT TOTAL		801

CONSTRUCTION STAKING

CATEGORY	STATION TO STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EA	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5500 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB AND GUTTER LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	650.4500 CONSTRUCTION STAKING CONCRETE PAVEMENT LF
0010	126+78.1 RT	WASHINGTON ST	1	0	0	0	0	0
0010	127+36 LT	WASHINGTON ST	1	0	0	0	0	0
0010	127+36 RT	WASHINGTON ST	1	0	0	0	0	0
0010	127+74.6 LT	WASHINGTON ST	1	0	0	0	0	0
0010	127+74.6 RT	WASHINGTON ST	1	0	0	0	0	0
0010	126+25 - 129+75	WASHINGTON ST	0	350	350	830	350	0
0010	129+31.25 - 129+76	WASHINGTON ST	0	0	0	0	0	44
0030 & 0020	124+58 - 126+25	WASHINGTON ST	0	167	167	287	167	0
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	2	243	243	195	243	195
0030 & 0020	93+39 - 94+60	WEBSTER ST	0	121	121	240	121	0
0030 & 0020	96+10 - 97+28	WEBSTER ST	0	118	118	236	118	0
0020	86+95 - 87+83	TAYLOR ST	0	88	88	184	88	0
0010	89+25 - 90+20	TAYLOR ST	7	136	136	188	136	0
	CATEGORY 0030 TOTAL		0	324.5	324.5	479	324.5	97.5
	CATEGORY 0020 TOTAL		0	412.5	412.5	663	412.5	97.5
	CATEGORY 0010 TOTAL		14	486	486	1018	486	44
	PROJECT TOTAL		9	1223	1223	2160	1223	239

INLET PROTECTION

STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH
127+36 RT	WASHINGTON ST	1
127+36 LT	WASHINGTON ST	1
127+75 RT	WASHINGTON ST	1
127+75 LT	WASHINGTON ST	1
504+23 LT	BLACKHAWK AVE	1
504+56 LT	BLACKHAWK AVE	1
504+75 RT	BLACKHAWK AVE	1
504+75 LT	BLACKHAWK AVE	1
504+20 RT	BLACKHAWK AVE	1
504+55 RT	BLACKHAWK AVE	1
89+98.5 RT	TAYLOR ST	1
89+83.5 LT	TAYLOR ST	1
89+50 LT	TAYLOR ST	1
89+38.5 LT	TAYLOR ST	1
89+45 RT	TAYLOR ST	1
89+51 RT	TAYLOR ST	1
90+05.5 RT	TAYLOR ST	1
89+98 RT	TAYLOR ST	1
	CATEGORY 0010 TOTAL	18
	PROJECT TOTAL	18

SAWING CONCRETE

CATEGORY	STATION TO STATION	LOCATION	690.0250 SAWING CONCRETE L.F.
0030 & 0020	124+58	WASHINGTON ST.	90
0030 & 0020	506+02	BLACKHAWK AVE	40
	CATEGORY 0030 TOTAL		65
	CATEGORY 0020 TOTAL		65
	PROJECT TOTAL		130

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION TO STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE S.F.
0010	127+24.8	WASHINGTON	48
0010	128+28.8	WASHINGTON	48
0010	128+64.8	WASHINGTON	48
0010	129+06	WASHINGTON	48
0010	129+28.1	WASHINGTON	48
0010	129+71.5	WASHINGTON	48
	CATEGORY 0010 TOTAL		288
	PROJECT TOTAL		288

REMOVING PAVEMENT

CATEGORY	STATION TO STATION	LOCATION	204.0100 REMOVING PAVEMENT S.Y.
0030 & 0020	124+58 - 125+00	WASHINGTON ST	140
0030 & 0020	125+60	WASHINGTON ST	12
0030 & 0020	504+18	BLACKHAWK AVE	12
0030 & 0020	505+50	BLACKHAWK AVE	8
0030 & 0020	93+39 - 94+60	WEBSTER ST	34
0030 & 0020	96+10 - 97+28	WEBSTER ST	30
	CATEGORY 0030 TOTAL		118
	CATEGORY 0020 TOTAL		118
	PROJECT TOTAL		236

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION TO STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK S.Y.
0030 & 0020	124+58 - 126+25	WASHINGTON ST	30
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	40
0030 & 0020	93+39 - 94+60	WEBSTER ST	10
0030 & 0020	96+10 - 97+28	WEBSTER ST	20
	CATEGORY 0030 TOTAL		50
	CATEGORY 0020 TOTAL		50
	PROJECT TOTAL		100

REMOVING CURB AND GUTTER

CATEGORY	STATION TO STATION	LOCATION	204.0150 REMOVING CURB AND GUTTER LF
0030 & 0020	124+83 - 126+25 LT	WASHINGTON ST	150
0030 & 0020	124+87 - 126+25 RT	WASHINGTON ST	137
0010	126+25 - 128+08 LT	WASHINGTON ST	191
0010	126+25 - 128+10 RT	WASHINGTON ST	188
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	195
0030 & 0020	93+39 - 94+60	WEBSTER ST	240
0030 & 0020	96+10 - 97+28	WEBSTER ST	236
0200	86+95 - 87+83	TAYLOR ST	176
0200	87+83	TAYLOR ST	8
0010	89+25 - 90+20	TAYLOR ST	188
	CATEGORY 0030 TOTAL		479
	CATEGORY 0020 TOTAL		663
	CATEGORY 0010 TOTAL		567
	PROJECT TOTAL		1709

REMOVING STORM SEWER

CATEGORY	STATION TO STATION	LOCATION	204.0245 REMOVING STORM SEWER 01. 12-INCH LF	205.0245 REMOVING STORM SEWER 02. 18-INCH LF	206.0245 REMOVING STORM SEWER 03. 24-INCH LF	204.0220 REMOVING INLETS EA	205.0210 REMOVING MANHOLES EA
0010	126+78.1	WASHINGTON ST	0	0	0	0	1
0010	127+91.1	WASHINGTON ST	0	0	0	2	0
0010	126+78.1 - 127+91.1	WASHINGTON ST	155	0	0	0	0
0010	504+07 - 506+02	BLACKHAWK AVE	55	0	0	2	2
0010	89+25 - 90+20	TAYLOR ST	0	99	20	4	0
	CATEGORY 0010 TOTAL		210	99	20	8	3
	PROJECT TOTAL		210	99	20	8	3

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
124+95 LT	WASHINGTON ST	8
504+16 LT	BLACKHAWK AVE	8
504+75 LT	BLACKHAWK AVE	8
	CATEGORY 0030 TOTAL	12
	CATEGORY 0020 TOTAL	12
	PROJECT TOTAL	24

MANHOLES

CATEGORY	STATION	LOCATION	STRUCTURE I.D.	SPV.0060.17 SANITARY SEWER MANHOLE, 48-INCH, PRECAST CONCRETE, W/ CASTING EACH
0020	124+67.5, 0.7' LT	E WASHINGTON ST	SMH 1	1
0020	128+17.9, 0.0' RT	E WASHINGTON ST	SMH 2	1
0020	130+22.1, 0.0' RT	E WASHINGTON ST	SMH 3	1
0020	132+02.4, 0.1' LT	E WASHINGTON ST	SMH 4	1
0020	129+48.4, 0.0' LT	MARQUETTE RD	SMH 5	1
0020	127+38.0, 0.0' LT	MARQUETTE RD	SMH 6	1
0020	123+71.7, 0.2' RT	MARQUETTE RD	SMH 7	1
0020	502+55.2, 6.5' LT	BLACKHAWK AVE	SMH 8	1
0020	500+61.3, 27.9' LT	BLACKHAWK AVE	SMH 9	1
0020	497+66.3, 3.6' LT	BLACKHAWK AVE	SMH 10	1
0020	496+33.6, 1.2' LT	BLACKHAWK AVE	SMH 11	1
0020	504+37.6, 0.2' RT	BLACKHAWK AVE	SMH 12	1
0020	505+92.2, 1.2' RT	BLACKHAWK AVE	SMH 13	1
0020	118+84.4, 3.2' LT	MARQUETTE RD	SMH 16	1
0020	122+49.2, 0.0' RT	MARQUETTE RD	SMH 17	1
0020	398+19.1, 0.0' RT	WISCONSIN ST	SMH 26	1
0020	402+06.9, 0.1' RT	WISCONSIN ST	SMH 23	1
0020	298+35.3, 2.0' RT	IOWA ST	SMH 18	1
0020	302+25.0, 0.2' LT	IOWA ST	SMH 19	1
0020	93+48.8, 1.0' RT	WEBSTER ST	SMH 14	1
0020	97+14.7, 3.4' RT	WEBSTER ST	SMH 15	1
0020	85+35.2, 1.0' RT	TAYLOR ST	SMH 22	1
0020	87+79.0, 0.6' RT	TAYLOR ST	SMH 20	1
	TOTAL			23

CONCRETE DRIVEWAY

CATEGORY	STATION TO STATION	LOCATION	416.0160 CONCRETE DRIVEWAY, 6-INCH S.Y.	602.0415 CONCRETE SIDEWALK, 6-INCH S.F.
0010	127+00	WASHINGTON ST	9	-
0030 & 0020	125+60	WASHINGTON ST	12	-
0030 & 0020	504+18	BLACKHAWK AVE	12	-
0030 & 0020	505+50	BLACKHAWK AVE	4	36
0030 & 0020	93+39 - 93+55	WEBSTER ST	-	108
0030 & 0020	94+20 - 94+60	WEBSTER ST	20	198
	CATEGORY 0030 TOTAL		24	171
	CATEGORY 0020 TOTAL		24	171
	CATEGORY 0010 TOTAL		9	0
	PROJECT TOTAL		48	342

FINISHING ITEMS

CATEGORY	STATION TO STATION	LOCATION	628.2006 Erosion Mat Urban Class I Type A S.Y.	625.0500 Salvaged Topsoil S.Y.	630.0140 Seeding Mixture No. 40 LB	629.0210 Fertilizer Type B CWT
0010	126+25 - 129+25 LT	WASHINGTON ST	385	385	1	0.1
0030 & 0200	124+58 - 126+25	WASHINGTON ST	310	310	6	0.2
0030 & 0200	504+07 - 506+02	BLACKHAWK AVE	110	110	2	0.1
0030 & 0200	93+39 - 94+60	WEBSTER ST	80	80	2	0.1
0030 & 0200	96+10 - 97+28	WEBSTER ST	330	330	6	0.2
0010	89+25 - 90+20	TAYLOR ST	330	330	6	0.2
	CATEGORY 0030 TOTAL		415	415	8	0.3
	CATEGORY 0020 TOTAL		415	415	8	0.3
	CATEGORY 0010 TOTAL		715	715	7	0.3
	PROJECT TOTAL		1160	1160	22	0.8

CONCRETE SIDEWALK

CATEGORY	STATION TO STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH S.F.
0010	127+26.8 - 128+26.8	WASHINGTON ST	300
0010	128+66.8 - 129+04.0	WASHINGTON ST	112
0010	129+30.1-129+69.5	WASHINGTON ST	118
0030 & 0020	124+58 - 126+25	WASHINGTON ST	270
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	360
0030 & 0020	93+39 - 94+60	WEBSTER ST	90
0030 & 0020	96+10 - 97+28	WEBSTER ST	180
	CATEGORY 0030 TOTAL		450
	CATEGORY 0020 TOTAL		450
	CATEGORY 0010 TOTAL		530
	PROJECT TOTAL		1430

CONCRETE ITEMS

CATEGORY	STATION TO STATION	LOCATION	415.0090 CONCRETE PAVEMENT, 9-INCH S.Y.	415.0310 CONCRETE ALLEY S.Y.
0010	129+31.25 - 129+75	WASHINGTON	124	0
0010	126+50 LT	WASHINGTON	0	39
0010	126+50 RT	WASHINGTON	0	21
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	980	0
	CATEGORY 0030 TOTAL		490	0
	CATEGORY 0020 TOTAL		490	0
	CATEGORY 0010 TOTAL		124	60
	PROJECT TOTAL		1104	60

CONCRETE CURB & GUTTER

CATEGORY	STATION TO STATION	LOCATION	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF	601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A LF	602.0407 CONCRETE CURB AND GUTTER 18-INCH TYPE D LF	603.0405 CONCRETE CURB AND GUTTER 18-INCH TYPE A LF
0030 & 0020	124+83 - 126+25 LT	WASHINGTON ST	150	0	0	0
0030 & 0020	124+87 - 126+25 RT	WASHINGTON ST	138	0	0	0
0010	126+25 - 128+08.4 LT	WASHINGTON ST	194	0	0	0
0010	126+25 - 128+10.4 RT	WASHINGTON ST	194	0	0	0
0010	129+31.25 - 129+75 LT	WASHINGTON ST	0	44	0	0
0010	129+31.25 - 129+75 RT	WASHINGTON ST	0	44	0	0
0010	129+30.1 - 129+69.5 LT	WASHINGTON ST	0	0	0	40
0010	129+30.1 - 129+69.5 RT	WASHINGTON ST	0	0	0	40
0010	127+26.8 - 128+26.8 LT	WASHINGTON ST	0	0	100	0
0010	127+26.8 - 128+26.8 RT	WASHINGTON ST	0	0	100	0
0010	128+66.8 - 129+04.0 LT	WASHINGTON ST	0	0	37	0
0010	128+66.8 - 129+04.0 RT	WASHINGTON ST	0	0	37	0
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	0	196	0	0
0030 & 0020	93+39 - 94+60	WEBSTER ST	240	0	0	0
0030 & 0020	96+10 - 97+28	WEBSTER ST	236	0	0	0
0020	86+95 - 87+83	TAYLOR ST	176	0	0	0
0020	87+83	TAYLOR ST	8	0	0	0
0010	89+25 - 90+20	TAYLOR ST	188	0	0	0
	CATEGORY 0030 TOTAL		382	98	0	0
	CATEGORY 0020 TOTAL		566	98	0	0
	CATEGORY 0010 TOTAL		576	88	274	80
	PROJECT TOTAL		1524	284	274	80

ASPHALTIC PAVEMENT ITEMS

CATEGORY	STATION TO STATION	LOCATION	455.0120 ASPHALTIC MATERIAL PG64-28 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
0010	126+25 - 129+31.25	WASHINGTON ST	17	289	31	0
0010	129+65	WASHINGTON ST	0	0	0	32
0030 & 0020	124+58 - 126+25	WASHINGTON ST	9	160	20	0
0030 & 0020	504+07 - 506+02	BLACKHAWK AVE	2	35	4	3
0030 & 0020	93+39 - 94+60	WEBSTER ST	7	125	10	17
0030 & 0020	96+10 - 97+28	WEBSTER ST	7	120	10	16
0020	86+95 - 87+83	TAYLOR ST	5	80	10	14
0010	89+25 - 90+20	TAYLOR ST	6	105	14	0
	CATEGORY 0030 TOTAL		12.5	220	22	18
	CATEGORY 0020 TOTAL		17.5	300	32	32
	CATEGORY 0010 TOTAL		23	394	45	32
	PROJECT TOTAL		53	914	99	82

CONNECT TO EXISTING WATER MAIN

CATEGORY	LOCATION	SPV.0060.01 CONNECT TO EXISTING WATER MAIN EA
0030	PROJECT	18
TOTAL		18

ABANDON EXISTING WATERMAINS, VALVES, HYDRANTS

STATION	LOCATION	SPV.0105.01 ABANDON EXISTING WATERMAINS, VALVES, HYDRANTS LS
0030	PROJECT	1
TOTAL		1

WATER MAIN SUMMARY

CATEGORY	STATION	LOCATION	SPV.0090.04 WATERMAIN, 6-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0090.05 WATERMAIN, 8-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0090.06 WATERMAIN, 10-INCH DI CLASS 52, INCLUDING FITTINGS LF	HYDRANT LEAD SPV.0090.04 WATERMAIN, 6-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0060.12 HYDRANT EA
0030	95+22 - 100+50	MARQUETTE ROAD	532	---	---	---	---
0030	95+93	MARQUETTE ROAD	---	---	---	13	1
0030	100+47	MARQUETTE ROAD	---	---	---	11	1
0030	100+50 - 106+25	MARQUETTE ROAD	563	---	---	---	---
0030	103+22	MARQUETTE ROAD	---	---	---	15	1
0030	106+25 - 109+31	MARQUETTE ROAD	301	---	---	---	---
0030	107+60	MARQUETTE ROAD	---	---	---	15	1
0030	109+31 - 109+77	MARQUETTE ROAD	---	45	---	---	---
0030	109+77 - 111+25	MARQUETTE ROAD	142	---	---	---	---
0030	111+25 - 116+00	MARQUETTE ROAD	466	---	---	---	---
0030	113+55	MARQUETTE ROAD	---	---	---	15	1
0030	116+00 - 122+00	MARQUETTE ROAD	596	---	---	---	---
0030	119+60	MARQUETTE ROAD	---	---	---	53	1
0030	122+00 - 127+75	MARQUETTE ROAD	575	---	---	---	---
0030	122+68	MARQUETTE ROAD	---	---	---	10	1
0030	127+75 - 132+10	MARQUETTE ROAD	435	---	---	---	---
0030	127+92	MARQUETTE ROAD	---	---	---	11	1
0030	131+58	MARQUETTE ROAD	---	---	---	11	1
0030	124+79 - 130+25	E. WASHINGTON ST.	---	546	---	---	---
0030	127+83	E. WASHINGTON ST.	---	---	---	17	1
0030	128+10	E. WASHINGTON ST.	117	---	---	---	---
0030	130+15	E. WASHINGTON ST.	20	---	---	---	---
0030	130+25 - 132+18	E. WASHINGTON ST.	---	192	---	---	---
0030	132+18 - 133+13	E. WASHINGTON ST.	---	99	---	---	---
0030	495+78 - 501+00	BLACKHAWK AVE	---	---	521	---	---
0030	495+90	BLACKHAWK AVE	---	---	---	20	1
0030	496+78	BLACKHAWK AVE	---	98	---	---	---
0030	501+00 - 505+92	BLACKHAWK AVE	---	---	483	---	---
0030	504+44	BLACKHAWK AVE	94	---	---	---	---
0030	396+04	WISCONSIN ST	---	---	---	24	1
0030	396+28	WISCONSIN ST	---	83	---	---	---
0030	396+28 - 400+48	WISCONSIN ST	---	413	---	---	---
0030	400+50 - 402+44	WISCONSIN ST	---	214	---	---	---
0030	296+29	IOWA ST	---	---	---	15	1
0030	296+44	IOWA ST	---	63	---	---	---
0030	296+44 - 300+52	IOWA ST	402	---	---	---	---
0030	93+84	E WEBSTER ST	---	---	---	9	1
0030	93+84 - 97+15	E WEBSTER ST	337	---	---	---	---
	TOTAL		4580	1753	1004	239	14

WATERMAIN INSULATION

CATEGORY	STATION	LOCATION	Item 612.0902.S Insulation Board Polystyrene, 2-inch SY
0030	95+37	MARQUETTE RD	4
0030	95+82	MARQUETTE RD	4
0030	96+87	MARQUETTE RD	4
0030	97+77	MARQUETTE RD	4
0030	98+50	MARQUETTE RD	4
0030	99+34	MARQUETTE RD	4
0030	101+00	MARQUETTE RD	4
0030	101+67	MARQUETTE RD	4
0030	102+11	MARQUETTE RD	4
0030	102+57	MARQUETTE RD	4
0030	103+08	MARQUETTE RD	4
0030	103+68	MARQUETTE RD	4
0030	104+32	MARQUETTE RD	4
0030	104+58	MARQUETTE RD	4
0030	106+17	MARQUETTE RD	4
0030	106+81	MARQUETTE RD	4
0030	109+72	MARQUETTE RD	4
0030	110+47	MARQUETTE RD	4
0030	110+97	MARQUETTE RD	4
0030	111+67	MARQUETTE RD	4
0030	112+16	MARQUETTE RD	4
0030	112+40	MARQUETTE RD	4
0030	113+07	MARQUETTE RD	4
0030	127+53	MARQUETTE RD	4
0030	298+97	IOWA ST	4
	TOTAL		100

WATER VALVE SUMMARY

CATEGORY	STATION	LOCATION	SPV.0060.08 GATE VALVE W/ BOX, 4-INCH EA	SPV.0060.09 GATE VALVE W/ BOX, 6-INCH EA	SPV.0060.10 GATE VALVE W/ BOX, 8-INCH EA	SPV.0060.11 GATE VALVE W/ BOX, 10-INCH EA
0030	95+74	MARQUETTE ROAD		1		
0030	95+94	MARQUETTE ROAD		1		
0030	100+47	MARQUETTE ROAD		1		
0030	100+50	MARQUETTE ROAD		1		
0030	103+22	MARQUETTE ROAD		1		
0030	104+44	MARQUETTE ROAD		1		
0030	104+72	MARQUETTE ROAD		1		
0030	107+60	MARQUETTE ROAD		1		
0030	109+29	MARQUETTE ROAD		1		
0030	109+82	MARQUETTE ROAD		1		
0030	113+55	MARQUETTE ROAD		1		
0030	114+93	MARQUETTE ROAD		1		
0030	115+64	MARQUETTE ROAD		1		
0030	119+60	MARQUETTE ROAD		1		
0030	122+65	MARQUETTE ROAD		1		
0030	122+68	MARQUETTE ROAD		1		
0030	126+09	MARQUETTE ROAD	1			
0030	127+89	MARQUETTE ROAD		1		
0030	127+92	MARQUETTE ROAD		1		
0030	131+55	MARQUETTE ROAD		1		
0030	131+58	MARQUETTE ROAD		1		
0030	93+84	WEBSTER ST		1		
0030	94+76	WEBSTER ST		1		
0030	97+15	WEBSTER ST		1		
0030	296+41	IOWA ST		1		
0030	296+44	IOWA ST			1	
0030	296+44	IOWA ST			1	
0030	296+47	IOWA ST		1		
0030	300+48	IOWA ST		1		
0030	396+15	WISCONSIN ST		1		
0030	396+28	WISCONSIN ST			1	
0030	396+29	WISCONSIN ST			1	
0030	396+31	WISCONSIN ST			1	
0030	400+44	WISCONSIN ST			1	
0030	402+43	WISCONSIN ST			1	
0030	495+78	BLACKHAWK AVE				1
0030	495+90	BLACKHAWK AVE		1		
0030	496+75	BLACKHAWK AVE			1	
0030	496+80	BLACKHAWK AVE			1	
0030	496+81	BLACKHAWK AVE				1
0030	497+73	BLACKHAWK AVE		1		
0030	500+76	BLACKHAWK AVE				1
0030	500+83	BLACKHAWK AVE				1
0030	504+10	BLACKHAWK AVE				1
0030	504+44	BLACKHAWK AVE		1		
0030	504+48	BLACKHAWK AVE		1		
0030	505+92	BLACKHAWK AVE				1
0030	124+79	E WASHINGTON ST		1		
0030	124+80	E WASHINGTON ST			1	
0030	127+83	E WASHINGTON ST		1		
0030	127+86	E WASHINGTON ST			1	
0030	128+10	E WASHINGTON ST		1		
0030	128+11	E WASHINGTON ST		1		
0030	128+13	E WASHINGTON ST			1	
0030	130+15	E WASHINGTON ST		1		
0030	130+18	E WASHINGTON ST			1	
0030	133+11	E WASHINGTON ST			1	
	TOTAL		1	36	14	6

WATER LATERALS

CATEGORY	STATION	LOCATION	SPV.0090.01 WATER SERVICE, 1-INCH COPPER LF	SPV.0090.02 WATER SERVICE PE SDR9, 2-INCH W/ 10 AWG TRACER WIRE LF	SPV.0090.03 WATERMAIN, 4-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0090.04 WATERMAIN, 6-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0060.03 1-INCH CORPORATION STOP EA	SPV.0060.02 1-INCH CURB VALVE W/ BOX EA	SPV.0060.07 2-INCH CORPORATION STOP EA	SPV.0060.06 2-INCH CURB VALVE W/ BOX EA	SFV.0060.04 UNION TO RECONNECT EXISTING LATERAL, 1-INCH OR SMALLER EA	SPV.0060.05 UNION TO RECONNECT EXISTING LATERAL, 2-INCH EA
0030	95+80	MARQUETTE ROAD	18	---	---	---	1	1	---	---	1	---
0030	95+83	MARQUETTE ROAD	43	---	---	---	1	1	---	---	1	---
0030	96+86	MARQUETTE ROAD	16	---	---	---	1	1	---	---	1	---
0030	96+87	MARQUETTE ROAD	43	---	---	---	1	1	---	---	1	---
0030	97+73	MARQUETTE ROAD	15	---	---	---	1	1	---	---	1	---
0030	97+77	MARQUETTE ROAD	42	---	---	---	1	1	---	---	1	---
0030	98+51	MARQUETTE ROAD	15	---	---	---	1	1	---	---	1	---
0030	98+61	MARQUETTE ROAD	43	---	---	---	1	1	---	---	1	---
0030	99+37	MARQUETTE ROAD	15	---	---	---	1	1	---	---	1	---
0030	99+39	MARQUETTE ROAD	43	---	---	---	1	1	---	---	1	---
0030	100+77	MARQUETTE ROAD	14	---	---	---	1	1	---	---	1	---
0030	101+00	MARQUETTE ROAD	46	---	---	---	1	1	---	---	1	---
0030	101+70	MARQUETTE ROAD	16	---	---	---	1	1	---	---	1	---
0030	101+71	MARQUETTE ROAD	48	---	---	---	1	1	---	---	1	---
0030	102+12	MARQUETTE ROAD	50	---	---	---	1	1	---	---	1	---
0030	102+49	MARQUETTE ROAD	16	---	---	---	1	1	---	---	---	---
0030	102+57	MARQUETTE ROAD	48	---	---	---	1	1	---	---	---	---
0030	102+98	MARQUETTE ROAD	16	---	---	---	1	1	---	---	1	---
0030	103+10	MARQUETTE ROAD	50	---	---	---	1	1	---	---	---	---
0030	103+65	MARQUETTE ROAD	64	---	---	---	1	1	---	---	---	---
0030	103+72	MARQUETTE ROAD	24	---	---	---	1	1	---	---	1	---
0030	106+26	MARQUETTE ROAD	54	---	---	---	1	1	---	---	1	---
0030	106+88	MARQUETTE ROAD	---	54	---	---	---	---	1	1	---	1
0030	106+95	MARQUETTE ROAD	25	---	---	---	1	1	---	---	1	---
0030	107+78	MARQUETTE ROAD	18	---	---	---	1	1	---	---	---	---
0030	108+88	MARQUETTE ROAD	38	---	---	---	1	1	---	---	---	---
0030	110+54	MARQUETTE ROAD	63	---	---	---	1	1	---	---	---	---
0030	110+99	MARQUETTE ROAD	35	---	---	---	1	1	---	---	---	---
0030	111+01	MARQUETTE ROAD	58	---	---	---	1	1	---	---	1	---
0030	111+50	MARQUETTE ROAD	29	---	---	---	1	1	---	---	---	---
0030	111+71	MARQUETTE ROAD	58	---	---	---	1	1	---	---	1	---
0030	112+03	MARQUETTE ROAD	24	---	---	---	1	1	---	---	1	---
0030	112+18	MARQUETTE ROAD	50	---	---	---	1	1	---	---	---	---
0030	112+41	MARQUETTE ROAD	57	---	---	---	1	1	---	---	1	---
0030	112+97	MARQUETTE ROAD	21	---	---	---	1	1	---	---	---	---
0030	113+07	MARQUETTE ROAD	49	---	---	---	1	1	---	---	1	---
0030	113+42	MARQUETTE ROAD	19	---	---	---	1	1	---	---	---	---
0030	114+55	MARQUETTE ROAD	39	---	---	---	1	1	---	---	---	---
0030	117+17	MARQUETTE ROAD	24	---	---	---	1	1	---	---	1	---
0030	117+65	MARQUETTE ROAD	21	---	---	---	1	1	---	---	---	---
0030	118+65	MARQUETTE ROAD	15	---	---	---	1	1	---	---	---	---
0030	119+39	MARQUETTE ROAD	15	---	---	---	1	1	---	---	1	---
0030	120+11	MARQUETTE ROAD	12	---	---	---	1	1	---	---	1	---

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WATER LATERALS

CATEGORY	STATION	LOCATION	SPV.0090.01 WATER SERVICE, 1-INCH COPPER LF	SPV.0090.02 WATER SERVICE PE SDR9, 2-INCH W/ 10 AWG TRACER WIRE LF	SPV.0090.03 WATERMAIN, 4-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0090.04 WATERMAIN, 6-INCH DI CLASS 52, INCLUDING FITTINGS LF	SPV.0060.03 1-INCH CORPORATION STOP EA	SPV.0060.02 1-INCH CURB VALVE W/ BOX EA	SPV.0060.07 2-INCH CORPORATION STOP EA	SPV.0060.06 2-INCH CURB VALVE W/ BOX EA	SPV.0060.04 UNION TO RECONNECT EXISTING LATERAL, 1-INCH OR SMALLER EA	SPV.0060.05 UNION TO RECONNECT EXISTING LATERAL, 2-INCH EA
0030	120+86	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	121+17	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	122+18	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	123+78	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	124+22	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	124+26	MARQUETTE ROAD	46	---	---	---	1	1	---	---	1	---
0030	124+81	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	124+89	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	125+44	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	125+88	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	126+09	MARQUETTE ROAD	---	---	45	---	---	---	---	---	---	---
0030	126+59	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	129+07	MARQUETTE ROAD	51	---	---	---	1	1	---	---	1	---
0030	129+79	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	130+65	MARQUETTE ROAD	13	---	---	---	1	1	---	---	1	---
0030	93+90	E WEBSTER ST	40	---	---	---	1	1	---	---	1	---
0030	94+36	E WEBSTER ST	24	---	---	---	1	1	---	---	1	---
0030	94+40	E WEBSTER ST	22	---	---	---	1	1	---	---	1	---
0030	295+50	IOWA ST	98	---	---	---	1	1	---	---	1	---
0030	297+00	IOWA ST	28	---	---	---	1	1	---	---	1	---
0030	297+14	IOWA ST	25	---	---	---	1	1	---	---	1	---
0030	297+92	IOWA ST	24	---	---	---	1	1	---	---	1	---
0030	395+89	WISCONSIN ST	41	---	---	---	1	1	---	---	1	---
0030	397+11	WISCONSIN ST	34	---	---	---	1	1	---	---	1	---
0030	397+32	WISCONSIN ST	23	---	---	---	1	1	---	---	1	---
0030	397+85	WISCONSIN ST	28	---	---	---	1	1	---	---	1	---
0030	397+95	WISCONSIN ST	24	---	---	---	1	1	---	---	1	---
0030	401+80	WISCONSIN ST	17	---	---	---	1	1	---	---	1	---
0030	401+85	WISCONSIN ST	35	---	---	---	1	1	---	---	1	---
0030	496+21	BLACKHAWK AVE	35	---	---	---	1	1	---	---	1	---
0030	496+48	BLACKHAWK AVE	25	---	---	---	1	1	---	---	1	---
0030	497+73	BLACKHAWK AVE	---	---	---	22	---	---	---	---	---	---
0030	497+79	BLACKHAWK AVE	40	---	---	---	1	1	---	---	1	---
0030	499+33	BLACKHAWK AVE	41	---	---	---	1	1	---	---	1	---
0030	502+28	BLACKHAWK AVE	42	---	---	---	1	1	---	---	---	---
0030	502+67	BLACKHAWK AVE	38	---	---	---	1	1	---	---	1	---
0030	502+71	BLACKHAWK AVE	22	---	---	---	1	1	---	---	1	---
0030	503+42	BLACKHAWK AVE	18	---	---	---	1	1	---	---	1	---
0030	503+47	BLACKHAWK AVE	35	---	---	---	1	1	---	---	1	---
0030	504+67	BLACKHAWK AVE	19	---	---	---	1	1	---	---	1	---
0030	504+97	BLACKHAWK AVE	35	---	---	---	1	1	---	---	1	---
0030	126+20	WASHINGTON ST	36	---	---	---	1	1	---	---	1	---
0030	126+91	WASHINGTON ST	22	---	---	---	1	1	---	---	1	---
0030	127+70	WASHINGTON ST	32	---	---	---	1	1	---	---	1	---
0030	128+10	WASHINGTON ST	9	---	---	---	1	1	---	---	1	---
0030	130+35	WASHINGTON ST	38	---	---	---	1	1	---	---	---	---
0030	130+89	WASHINGTON ST	18	---	---	---	1	1	---	---	1	---
	TOTAL		2630	54	45	22	87	87	1	1	70	1

ABANDON EXISTING SANITARY MAINS & MANHOLES

CATEGORY	LOCATION	SPV.0105.02 ABANDON EXISTING SANITARY MAINS AND MANHOLES LS
0020	PROJECT	1
TOTAL		1

CASING PIPE SUMMARY

CATEGORY	STATION	LOCATION	SPV.0090.07 12" STEEL CASING PIPE LF	SPV.0090.08 16" STEEL CASING PIPE LF	SPV.0090.09 20" STEEL CASING PIPE LF	SPV.0090.10 24" STEEL CASING PIPE LF
0030	128+14 - 129+48	WASHINGTON ST	---	134	---	---
0020	128+21 - 129+56	WASHINGTON ST	---	---	---	135
0030	130+69 - 131+25	MARQUETTE RD	56	---	---	---
0020	130+57 - 131+21	MARQUETTE RD	---	64	---	---
0030	496+82 - 497+43	BLACKHAWK AVE	---	---	61	---
0030	296+32 - 296+92	WISCONSIN ST	---	60	---	---
0030	296+48 - 296+99	IOWA ST	51	---	---	---
	CATEGORY 0030 TOTAL		107	194	61	0
	CATEGORY 0020 TOTAL		0	64	---	135
	PROJECT TOTAL		107	258	61	135

CONNECT TO EXISTING SANITARY SEWER

CATEGORY	LOCATION	SPV.0060.13 CONNECT TO EXISTING SANITARY SEWER EA
0020	PROJECT	23
TOTAL		23

SANITARY SEWER PIPE SUMMARY

CATEGORY	FROM STR.	TO STR.	SPV.0090.13 SANITARY SEWER MAIN, 8-INCH PVC, SDR 35 LF	SPV.0090.14 SANITARY SEWER MAIN, 10-INCH PVC, SDR 35 LF	SPV.0090.15 SANITARY SEWER MAIN, 12-INCH PVC, SDR 35 LF
0020	SMH 1	SMH 2	---	---	350
0020	SMH 2	EXISTING MAIN	57	---	---
0020	SMH 2	EXISTING MAIN	---	50	---
0020	SMH 2	SMH 3	---	---	204
0020	SMH 3	SMH 4	---	---	178
0020	SMH 4	SMH 5	254	---	---
0020	SMH 5	SMH 6	210	---	---
0020	SMH 6	SMH 7	366	---	---
0020	EXISTING MAIN	SMH 8	---	---	31
0020	SMH 8	SMH 9	---	---	181
0020	SMH 8	SMH 12	---	---	183
0020	SMH 9	SMH 10	293	---	---
0020	EXISTING MAIN	SMH 11	55	---	---
0020	SMH 9	SMH 16	351	---	---
0020	SMH 16	SMH 17	365	---	---
0020	SMH 12	EXISTING MAIN	68	---	---
0020	SMH 12	SMH 13	155	---	---
0020	EXISTING MAIN	SMH 26	---	24	---
0020	EXISTING MAIN	SMH 26	---	24	---
0020	EXISTING MAIN	SMH 23	---	---	25
0020	EXISTING MAIN	SMH 23	---	---	27
0020	EXISTING MAIN	SMH 18	---	25	---
0020	EXISTING MAIN	SMH 18	---	28	---
0020	EXISTING MAIN	SMH 19	---	---	48
0020	EXISTING MAIN	SMH 19	---	---	60
0020	SMH 14	EXISTING MAIN	---	27	---
0020	SMH 14	SMH 15	---	---	366
0020	SMH 15	EXISTING MAIN	---	---	30
0020	SMH 15	EXISTING MAIN	19	---	---
0020	SMH 22	SMH 20	---	---	244
0020	SMH 20	EXISTING MAIN	---	22	---
0020	SMH 20	EXISTING MAIN	---	21	---
	TOTAL		2193	221	1927

Sanitary Laterals

CATEGORY	STATION	LOCATION	SPV.0090.11 SANITARY LATERAL, 4-INCH PVC, SDR 35, W/ 10 AWG TRACER WIRE LF	SPV.0090.12 SANITARY LATERAL, 6-INCH PVC, SDR 35, W/ 10 AWG TRACER WIRE LF	SPV.0060.14 SANITARY WYE, 8-INCH X 4-INCH, PVC EA	SPV.0060.15 SANITARY WYE, 8-INCH X 6-INCH, PVC EA	SPV.0060.16 RECONNECT LATERAL W/ FLEXIBLE CONNECTOR EA	SPV.0060.18 TRACER WIRE ACCESS BOX EA
0020	117+21	MARQUETTE ROAD	45	---	1	---	1	---
0020	117+68	MARQUETTE ROAD	42	---	1	---	---	---
0020	118+67	MARQUETTE ROAD	34	---	1	---	---	---
0020	119+35	MARQUETTE ROAD	31	---	1	---	1	---
0020	119+50	MARQUETTE ROAD	---	34	---	1	1	1
0020	120+36	MARQUETTE ROAD	30	---	1	---	1	1
0020	120+57	MARQUETTE ROAD	29	---	1	---	1	1
0020	121+02	MARQUETTE ROAD	30	---	1	---	1	1
0020	122+46	MARQUETTE ROAD	30	---	1	---	1	1
0020	123+80	MARQUETTE ROAD	30	---	1	---	1	---
0020	124+24	MARQUETTE ROAD	30	---	1	---	1	---
0020	124+29	MARQUETTE ROAD	30	---	1	---	1	---
0020	124+80	MARQUETTE ROAD	30	---	1	---	1	---
0020	124+92	MARQUETTE ROAD	30	---	1	---	1	---
0020	125+86	MARQUETTE ROAD	30	---	1	---	1	---
0020	126+11	MARQUETTE ROAD	---	30	---	1	1	---
0020	126+28	MARQUETTE ROAD	30	---	1	---	1	1
0020	126+56	MARQUETTE ROAD	30	---	1	---	1	---
0020	126+85	MARQUETTE ROAD	30	---	1	---	1	1
0020	129+03	MARQUETTE ROAD	34	---	1	---	1	---
0020	130+21	MARQUETTE ROAD	30	---	1	---	1	1
0020	130+70	MARQUETTE ROAD	30	---	1	---	---	---
0020	94+00	E WEBSTER ST	25	---	1	---	1	1
0020	94+43	E WEBSTER ST	26	---	1	---	1	---
0020	94+70	E WEBSTER ST	28	---	1	---	1	1
0020	96+90	E WEBSTER ST	24	---	1	---	1	1
0020	495+83	BLACKHAWK AVE	33	---	1	---	1	1
0020	496+24	BLACKHAWK AVE	25	---	1	---	1	---
0020	496+31	BLACKHAWK AVE	35	---	1	---	1	1
0020	497+68	BLACKHAWK AVE	---	33	---	1	1	---
0020	497+86	BLACKHAWK AVE	29	---	1	---	1	---
0020	499+03	BLACKHAWK AVE	25	---	1	---	1	1
0020	501+45	BLACKHAWK AVE	66	---	1	---	---	1
0020	505+05	BLACKHAWK AVE	27	---	1	---	1	1
0020	505+40	BLACKHAWK AVE	32	---	1	---	1	1
0020	505+86	BLACKHAWK AVE	27	---	1	---	1	1
0020	125+46	E WASHINGTON ST	25	---	1	---	1	1
0020	126+22	E WASHINGTON ST	26	---	1	---	1	---
0020	126+85	E WASHINGTON ST	30	---	1	---	1	---
0020	127+06	E WASHINGTON ST	26	---	1	---	1	1
0020	127+77	E WASHINGTON ST	26	---	1	---	1	1
0020	130+41	E WASHINGTON ST	29	---	1	---	1	---
0020	130+87	E WASHINGTON ST	27	---	1	---	1	---
	TOTAL		1226	97	40	3	39	21

SEE SHEET – P&P 16

GRAPHIC SCALE FEET
0 10 20 40

STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

STORM SEWER – SEE STORM SEWER PLAN

415 S. MARQUETTE RD

407 S MARQUETTE RD

STORM SEWER – SEE STORM SEWER PLAN

401 S MARQUETTE RD

6–INCH WATER MAIN

PROPOSED 12" PVC SANITARY

PI: 95+33.17

PI: 95+33.16

STA 95+22
6"X6" TEE, 14' RT

14.0'

MARQUETTE ROAD

6–INCH WATER MAIN
EXISTING 6" WATER MAIN

MARQUETTE RD.

14.0'

PI: 100+00.00

PC: 100+45.96

SEE SHEET – P&P 2

ABANDON EXISTING HYDRANT

CASS ST.

E. WEBSTER ST.

6–INCH WATER MAIN

STA 95+74
6" VALVE, 14' RT

1–NEW HYDRANT
STA 95+93.0, 27' RT
6"X6" TEE, 14' RT
1–6" VALVE, 17' RT
13 LF 6" D.I. WM

408 S MARQUETTE RD

400 S MARQUETTE RD

TEMPORARY CONSTRUCTION EASEMENT

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

SEE SHEET – P&P 16

LOW PT STA: 95+94.53
LOW PT ELEV: 636.43
PVI STA: 96+00.00
PVI ELEV: 636.39
K: 86.68
LVC: 50.00

PVC: 95+75.00
ELEV: 636.45

PVT: 96+25.00
ELEV: 636.48

PVI STA = 100+00.00
ELEV = 637.80

PROPOSED GRADE @ REFERENCE LINE

23%

EXISTING GRADE @ REFERENCE LINE

0.35%

6.5' MIN COVER (TYP.)

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

532 LF – 6" D.I. WATER MAIN

STA 95+30
TOP OF PIPE = 926.8
MAINTAIN 1.5' SEPARATION BETWEEN WATER MAIN AND SANITARY SEWER

EXISTING CL ELEVATION

PROPOSED FINISHED GRADE

94+50	95+00	95+50	96+00	96+50	97+00	97+50	98+00	98+50	99+00	99+50	100+00	100+50
636.6 / 636.73	636.5 / 636.68	636.5 / 636.62	636.5 / 636.56	636.5 / 636.51	636.6 / 636.45	636.5 / 636.43	636.6 / 636.48	636.6 / 636.57	636.7 / 636.66	636.8 / 636.75	636.9 / 636.83	636.9 / 636.92	637.0 / 637.01	637.1 / 637.10	637.1 / 637.18	637.2 / 637.27	637.3 / 637.36	637.4 / 637.45	637.5 / 637.54	637.6 / 637.62	637.6 / 637.71	637.7 / 637.80	637.8 / 637.86	637.8 / 637.92

PROJECT NO:1661–05–83	HWY: STH 35	COUNTY: CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 1

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – N_S.DWG

PLOT DATE : 11/11

PLOT BY : MATT MUCHOW

SEE SHEET – P&P 14

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

STORM SEWER – SEE STORM SEWER PLAN

GRAPHIC SCALE FEET
0 10 20 40

329 S MARQUETTE RD | 323 S MARQUETTE RD | 321 S MARQUETTE RD | 319 S MARQUETTE RD | 311 S MARQUETTE RD | 301 S MARQUETTE RD

TEMPORARY CONSTRUCTION EASEMENT

SEE SHEET – P&P 1

MARQUETTE RD.

IOWA ST.

PC: 100+45.96
PI: 101+05.81
PC: 101+74.33
PC: 102+48.42
PC: 103+39.80
PI: 104+18.90
PI: 295+61.96
PC: 295+81.95
PC: 299+39.99

6–INCH WATER MAIN

EXISTING 6" WATER MAIN

STA 100+50
6" VALVE, 15' RT

ABANDON EXISTING HYDRANT

1–NEW HYDRANT
STA 100+47, 27' RT
6"X6" TEE, 15' RT
1–6" VALVE, 17' RT
11 LF 6" D.I. WM

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

328 S MARQUETTE RD | 318 S MARQUETTE RD | 314 S MARQUETTE RD

1–NEW HYDRANT
STA 103+22, 28.5' RT
1–6"X6" TEE, 14' RT
1–6" VALVE, 19' RT
15 LF 6" D.I. WM

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

CARPETS TO GO
300 S MARQUETTE RD

STA 104+67
6" VALVE, 23' LT

STA 104+44
6" VALVE, 15' LT

ABANDON EXISTING HYDRANT

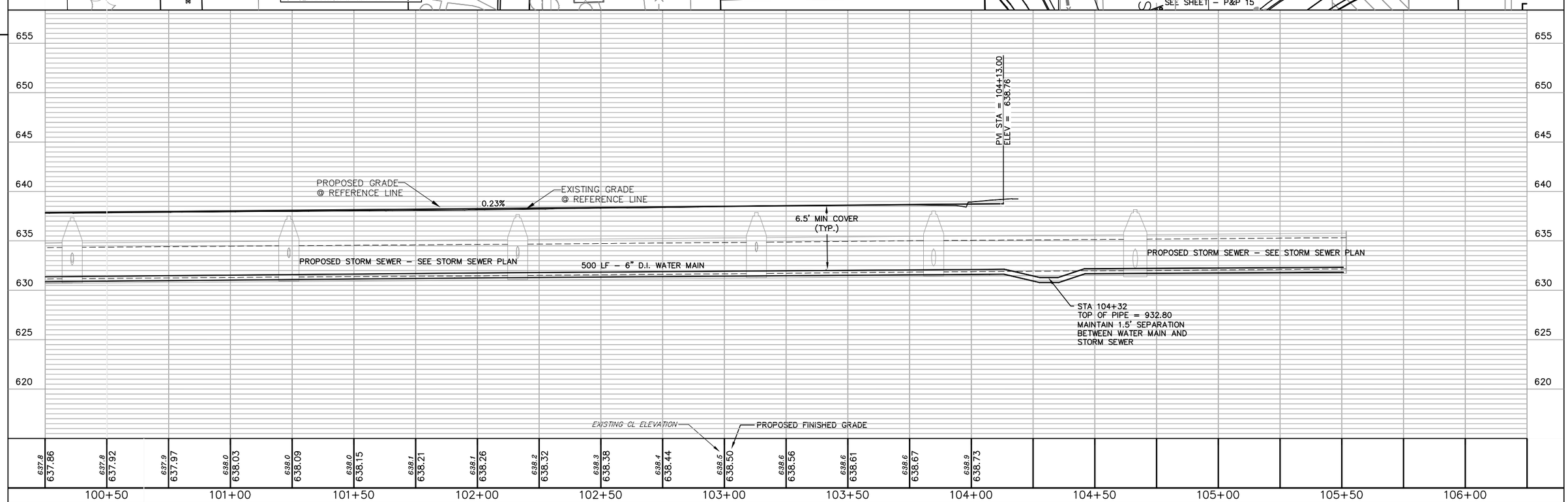
STA 104+72
6" VALVE, 20' LT

STA 104+68
6"X6" TEE, 20' LT

PI: 301+15.24
PC: 301+06.08

SEE SHEET – P&P 15

SEE SHEET – P&P 3



PROJECT NO:1661–05–83	HWY: STH 35	COUNTY: CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 2

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – N_S.DWG
PLOT DATE : 11/11
PLOT BY : MATT MUCHOW

SEE SHEET – P&P 12

STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

GRAPHIC SCALE FEET
0 10 20 40

CONVENIENCE STORE
INVESTMENTS
201 S MARQUETTE RD

TEMPORARY CONSTRUCTION EASEMENT

STORM SEWER – SEE STORM SEWER PLAN

LOCATE AND REPLACE EXISTING WATER LATERAL 2" CORP & 2" CURB VALVE

MARQUETTE RD.

WISCONSIN ST.

PI: 399+78.08

139 S MARQUETTE RD

133 S MARQUETTE RD

SEE SHEET – P&P 2

SEE SHEET – P&P 4

6–INCH WATER MAIN

8–INCH WATER MAIN

STA 109+77
8" VALVE, 22' LT

STA 109+82
6" VALVE, 19' LT

ABANDON EXISTING HYDRANT

STA 107+62
6"X6" TEE, 13' RT

1–NEW HYDRANT
STA 107+60, 29' RT
1–6" VALVE, 18' RT
15 LF 6" D.I. WM

STA 109+31
6"X8" REDUCER, 14' LT

STA 109+32
8"X8" TEE, 14' LT

STA 109+29
6" VALVE, 14' LT

STA 109+77
8"X8" TEE, 19' LT

STA 109+78
6"X8" REDUCER, 19' LT

208 S MARQUETTE RD

ERICKSON'S BARRON CO
230 S MARQUETTE RD

138 S MARQUETTE RD

130 S MARQUETTE RD

200 S MARQUETTE RD

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

SEE SHEET – P&P 13

PVI STA = 105+58.45
ELEV = 639.29

HIGH PT STA:108+07.57
HIGH PT ELEV:640.01
PVI STA:108+07.50
PVI ELEV:640.05
K:66.20
LVC:40.00

PVC: 107+87.50
ELEV: 639.98

PVT: 108+27.50
ELEV: 639.98

PVI STA = 108+82.24
ELEV = 639.82

EXISTING GRADE @ REFERENCE LINE

PROPOSED GRADE @ REFERENCE LINE

0.30%

6.5' MIN COVER (TYP.)

–0.30%

PROPOSED STORM SEWER – SEE STORM SEWER PLAN
415 LF – 6" D.I. WATER MAIN

STA 109+32 TO 109+77
45 LF – 8" D.I. WATER MAIN

STA 104+32
TOP OF PIPE = 932.50
MAINTAIN 1.5' SEPARATION BETWEEN WATER MAIN AND STORM SEWER

	EXISTING CL ELEVATION	PROPOSED FINISHED GRADE
105+50	640.1	639.34
106+00	639.9	639.42
106+50	639.7	639.49
107+00	639.5	639.57
107+50	639.6	639.64
108+00	639.6	639.72
108+50	639.5	639.79
109+00	639.1	639.87
109+50	639.1	639.95
110+00	639.0	640.01
110+50	638.9	639.99
111+00	638.6	639.92
	639.3	639.84

PROJECT NO:1661–05–83	HWY: STH 35	COUNTY:CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 3

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – N_S.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

SEE SHEET – P&P 10

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

GRAPHIC SCALE FEET
0 10 20 40

139 S MARQUETTE RD
133 S MARQUETTE RD
123 S MARQUETTE RD
121 S MARQUETTE RD
117 S MARQUETTE RD
115 S MARQUETTE RD
HARTIG DRUG
101 S MARQUETTE RD

TEMPORARY CONSTRUCTION EASEMENT

STORM SEWER – SEE STORM SEWER PLAN

399+76.05

SEE SHEET – P&P 3

109+82
/ALVE, 19' LT

WATER MAIN

MARQUETTE RD.

6–INCH WATER MAIN

EXISTING 6" WATER MAIN

111+00 111+50 112+00 112+50 113+00 113+50 114+00 114+50 115+00 115+50 116+00 116+90

BLACKHAWK AVE.

10–INCH WATER MAIN

STA 115+35
10" VALVE, 22' LT

STA 115+64
6" VALVE, 23' LT

STA 114+93
6" VALVE, 14' LT

SMH 5

6–INCH D.I. WATER MAIN

ABANDON EXISTING HYDRANT

SEE SHEET – P&P 5

5

5

138 S MARQUETTE RD
130 S MARQUETTE RD
124 S MARQUETTE RD
AHRENS COFFEE
122 S MARQUETTE RD
CAR QUEST AUTO PARTS
116 S MARQUETTE RD
110 S MARQUETTE RD
AMERICAN FAMILY INSURANCE
100 S MARQUETTE RD

STA 112+07
12.5° BEND, 10' RT

STA 13+00 TO 14+50
DEFLECT WATER MAIN AS REQUIRED

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

1–NEW HYDRANT
STA 113+55, 29' RT
1–6"X6" TEE, 14' RT
1–6" VALVE, 18' RT
15 LF 6" D.I. WM

STA 115+36
10" VALVE, 16' LT

STA 115+35
6"X10" CROSS, 19' LT

10–INCH PVC SANITARY

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

SEE SHEET – P&P 11

655 650 645 640 635 630 625 620

PVI STA = 110+18.38
ELEV = 639.16

LOW PT STA: 110+72.16
LOW PT ELEV: 638.99
PVI STA: 110+75.00
PVI ELEV: 638.94
K: 57.04
LVC: 50.00

HIGH PT STA: 112+25.00
HIGH PT ELEV: 639.63
PVI STA: 112+00.00
PVI ELEV: 639.55
K: 284.32
LVC: 50.00

PVI STA = 114+49.89
ELEV = 640.33

PVC: 110+50.00
ELEV: 639.04

PVT: 111+00.00
ELEV: 639.06

PVC: 111+75.00
ELEV: 639.43

PVT: 112+25.00
ELEV: 639.63

PROPOSED GRADE @ REFERENCE LINE

EXISTING GRADE @ REFERENCE LINE

–0.39%
0.49%
0.31%

6.5' MIN COVER (TYP.)

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

580 LF – 6" D.I. WATER MAIN

SMH 9
115+22.1, 36.8' L
RIM=640.63
IE=632.47 E
IE=632.52 N
IE=632.52 W

351'–8" PVC SAN @ 0.26%

EXISTING CL ELEVATION
PROPOSED FINISHED GRADE

110+00	110+50	111+00	111+50	112+00	112+50	113+00	113+50	114+00	114+50	115+00	115+50	116+00
640.0 639.13	640.1 639.04	639.9 638.99	640.0 639.06	639.9 639.18	639.9 639.31	639.8 639.43	639.6 639.54	639.3 639.63	639.5 639.71	639.7 639.78	639.8 639.86	640.0 639.94	640.2 640.02	640.3 640.10	640.3 640.17	640.2 640.25	640.5					

PROJECT NO:1661–05–83	HWY: STH 35	COUNTY: CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 4

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – N_S.DWG
PLOT DATE : 11/11
PLOT BY : MATT MUCHOW

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START-UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

TEMPORARY CONSTRUCTION EASEMENT

109 N MARQUETTE RD

STORM SEWER – SEE STORM SEWER PLAN

STA 119+50
6" SANITARY LATERAL
8"X6" WYE, 8' LT
END LATERAL, 35' LT
CAP END

1–NEW HYDRANT
STA 119+60, 36' LT
6"X6" TEE, 17' RT
1–6" VALVE, 14' RT
53 LF 6" D.I. WM

GRAPHIC SCALE FEET
0 10 20 40

SEE SHEET – P&P 4

PROPOSED 8" PVC SANITARY

EXISTING 6" WATER MAIN

6-INCH WATER MAIN

SMH 16

MARQUETTE RD.

ABANDON EXISTING HYDRANT

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

RICKLEFF PLUMBING
115 S MARQUETTE RD

SPAHN & ROSE LUMBER
120 N MARQUETTE RD

134 N MARQUETTE RD

138 N MARQUETTE RD

142 N MARQUETTE RD

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

SEE SHEET – P&P 6

5

5

655
650
645
640
635
630
625
620

PROPOSED GRADE @ REFERENCE LINE

EXISTING GRADE @ REFERENCE LINE

-0.30%

6.5' MIN COVER (TYP.)

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

EX 350'-8" PVC SAN @ 0.33%

EX 365'-8" PVC SAN @ 0.18%

610 LF – 6" D.I. WATER MAIN

351'-8" PVC SAN @ 0.26%

365'-8" PVC SAN @ 0.26%

EX 48" SMH
RIM=639.49
IE=634.39 S
IE=634.39 N

SMH 16
118+84.4, 3.2' L
RIM=639.37
IE=633.43 S
IE=633.43 N

EXISTING CL ELEVATION

PROPOSED FINISHED GRADE

640.9	640.25	640.7	640.18	640.5	640.10	640.2	640.03	639.8	639.95	639.7	639.88	639.7	639.80	639.7	639.73	639.6	639.65	639.6	639.58	639.5	639.50	638.6	639.43	639.4	639.35	639.4	639.28	639.3	639.20	639.3	639.13	639.4	639.05	639.1	638.98	639.1	638.90	639.0	638.83	638.9	638.75	638.8	638.68	638.8	638.60	638.7	638.53	638.6	638.45
116+00		116+50		117+00		117+50		118+00		118+50		119+00		119+50		120+00		120+50		121+00		121+50		122+00	

PROJECT NO:1661–05–83	HWY:STH 35	COUNTY:CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 5

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – N_S.DWG
PLOT DATE : 11/11
PLOT BY : MATT MUCHOW

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START-UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

GRAPHIC SCALE FEET
0 10 20 40

TEMPORARY CONSTRUCTION EASEMENT

LOCATE AND REPLACE EXISTING WATER LATERAL 1" CORP & 1" CURB VALVE & 4" SANITARY LATERAL

LOCATE AND REPLACE EXISTING SEWER LATERAL 6" SANITARY LATERAL

STORM SEWER - SEE STORM SEWER PLAN

LOCATE AND REPLACE EXISTING WATER LATERAL 6"X4" TEE 17' RT 4" VALVE 14' RT

SEE SHEET - P&P 5

SEE SHEET - P&P 7

MARQUETTE RD.

122+00 122+50 123+00 123+50 124+00 124+50 125+00 125+50 126+00 126+50 127+00 127+50

SMH 17

SMH 7

SMH 6

6-INCH WATER MAIN

EXISTING 6" WATER MAIN

PROPOSED 8" PVC SANITARY

6-INCH WATER MAIN

ABANDON EXISTING HYDRANT

1-NEW HYDRANT
STA 122+68, 27' RT
6"X6" TEE, 17' RT
1-6" VALVE, 19' RT
10 LF 6" D.I. WM

STA 122+65
6" VALVE, 17' RT

E. HAYDEN ST.

E. PARK ST.

150 N MARQUETTE RD

200 N MARQUETTE RD

206 N MARQUETTE RD

210 N MARQUETTE RD

216 N MARQUETTE RD

220 N MARQUETTE RD

228 N MARQUETTE RD

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

SMH 6
127+38.0, 0.0'
RIM=639.64
IE=632.69 N
IE=632.74 S

LOW PT STA:122+57.87
LOW PT ELEV:638.32
PVI STA:122+57.82
PVI ELEV:638.28
K:83.44
LVC:50.00

PVC: 122+32.82 ELEV: 638.36

PVT: 122+82.82 ELEV: 638.35

EXISTING GRADE @ REFERENCE LINE

SMH 7
123+71.7, 0.2' R
RIM=638.51
IE=633.84 N

PROPOSED GRADE @ REFERENCE LINE

0.30%

PROPOSED STORM SEWER - SEE STORM SEWER PLAN

6.5' MIN COVER (TYP.)

600 LF - 6" D.I. WATER MAIN

366'-8" PVC SAN @ 0.30%

EX 48" SMH
RIM=638.39
IE=635.04 S

EX 48" SMH
RIM=638.16
IE=634.06 N

EX 366'-8" PVC SAN @ 0.24%

EX 48" SMH
RIM=639.68
IE=633.17 N
IE=633.17 S

SMH 17
122+49.2, 0.0'
RIM=638.20
IE=634.38 S

655 650 645 640 635 630 625 620

EXISTING CL ELEVATION

PROPOSED FINISHED GRADE

122+00	122+50	123+00	123+50	124+00	124+50	125+00	125+50	126+00	126+50	127+00	127+50
638.7	638.6	638.6	638.5	638.5	638.5	638.6	638.6	638.7	638.9	639.0	639.1
638.53	638.45	638.38	638.32	638.34	638.41	638.48	638.56	638.63	638.71	638.85	638.93	639.00	639.08	639.15	639.23	639.30	639.38	639.45	639.53	639.60	639.68	639.75	639.83

PROJECT NO:1661-05-83	HWY:STH 35	COUNTY:CRAWFORD	SANITARY SEWER AND WATER MAIN - P&P 6

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES - N_S.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

SEE SHEET – P&P 9

GRAPHIC SCALE FEET
0 10 20 40

STORM SEWER SHOWN ON PLAN IS APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

TEMPORARY CONSTRUCTION EASEMENT

STA 130+57 TO 131+21
16" SANITARY SEWER CASING

STORM SEWER – SEE STORM SEWER PLAN

STORM SEWER – SEE STORM SEWER PLAN

WOODWARD COMMUNICATIONS
405 N MARQUETTE RD

PROPOSED 12" P

8–INCH WATER MAIN

SEE SHEET – P&P 6

+50 128+00 128+50 129+00 129+50 130+00 130+50 131+00 131+50 132+00 132+50 133+00

PROPOSED 8" PVC SANITARY

SMH 5

PROPOSED 8" PVC SANITARY

EXISTING 6" WATER MAIN

6–INCH WATER MAIN

MARQUETTE RD.

SMH 4

STA: 132+01.07

132+01

STA 132+10
6"X6" TEE, 17' RT

E. PARK ST.

ABANDON EXISTING HYDRANT

STA 127+89
6" VALVE, 17' RT

1–NEW HYDRANT
STA 127+92, 28' RT
6"X6" TEE, 17' RT
1–6" VALVE, 19' RT
11 LF 6" D.I. WM

CANNERY
300 N MARQUETTE RD

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

CANNERY
300 N MARQUETTE RD

STA 131+55
6" VALVE, 17' LT

1–NEW HYDRANT
STA 131+58, 28' RT
6"X6" TEE, 17' RT
1–6" VALVE, 19' RT
11 LF 6" D.I. WM

STA 130+69 TO 131+25
12" WATER MAIN CASING

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

8–INCH WATER MAIN

E. WASHINGTON ST.

SEE SHEET – P&P 9

655 650 645 640 635 630 625 620

PVI STA = 130+83.80
ELEV = 640.75

PVI STA = 131+75.00
ELEV = 640.42

SMH 4
132+02.4, 0.1' L
RIM=640.33
IE=631.20 W
IE=631.25 S
IE=633.54 E

LOW PT STA:132+72.06
LOW PT ELEV:640.17
PVI STA:132+67.83
PVI ELEV:640.09
K:152.56
LVC:100.00

PVC: 132+17.83
ELEV: 640.27

PVI: 133+17.83
ELEV: 640.24

SMH 5
129+48.4, 0.0' L
RIM=640.30
IE=632.01 N
IE=632.06 S

EXISTING GRADE @ REFERENCE LINE

–0.42%

–0.36%

–0.36%

6.5' MIN COVER (TYP.)

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

STA 130+69 TO 131+25
BORE 56' – 12" CASING
FOR WATER MAIN
SEAL ENDS OF CASINGS

410 LF – 6" D.I. WATER MAIN

EX 189'–8" PVC SAN @ 0.34%

EX 48" SMH
RIM=640.12
IE=632.52 NE
IE=632.52 S

EX 48" SMH
RIM=640.49
IE=632.39 N
IE=632.39 SW

EX 253'–6" PVC SAN @ 0.34%

EX 48" SMH
RIM=640.38
IE=633.54 E
IE=631.54 W
IE=631.54 S

STA 95+30
TOP OF PIPE = 932.50
MAINTAIN 1.5' SEPARATION
BETWEEN WATER MAIN AND
SANITARY FORCE SEWER

210'–8" PVC SAN @ 0.30%

EX 28'–6" PVC SAN @ 0.47%

254'–8" PVC SAN @ 0.30%

STA 130+57 TO 131+21
BORE 64' – 16" CASING
FOR SANITARY SEWER SEAL
ENDS OF CASINGS

EXISTING CL ELEVATION — PROPOSED FINISHED GRADE

639.9	639.75	640.0	639.83	640.1	639.90	640.1	639.98	640.2	640.05	640.3	640.13	640.4	640.20	640.5	640.28	640.5	640.35	640.6	640.42	640.7	640.50	640.7	640.57	640.8	640.65
640.8	640.72	640.7	640.69	640.6	640.60	640.6	640.51	640.5	640.42	640.4	640.33	640.3	640.24	640.3	640.19	640.4	640.17	640.5	640.20	640.6	640.26	640.6	640.34		

127+50 128+00 128+50 129+00 129+50 130+00 130+50 131+00 131+50 132+00 132+50 133+00 133+50

PROJECT NO:1661–05–83	HWY: STH 35	COUNTY:CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 7

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – N_S.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START-UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

CAP EXISTING TEE ABANDON AS REQUIRED

CONNECT TO EXISTING 6" WM
STA 124+79, 8' LT
1-6"X8" TEE, 8' LT
1-6" VALVE
1-8" VALVE

WDOT PROJECT NO. 1661-05-73 PROJECT LIMITS. ROADWAY ITEMS TO EAST SHOWN ON THIS PLAN

STORM SEWER SHOWN ON PLAN ARE APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

STA 128+11
6"x6" TEE, 57' LT
(CAP NORTH)

STA 128+11
8" VALVE, 56' LT

STA 127+86
8" VALVE, 8' LT

5 LF - 6-INCH D.I. WATER MAIN

1-NEW HYDRANT
STA 127+83, 24.5' LT
1-6" VALVE, 11' LT
1-8"X6" TEE, 8' LT
17 LF 6" D.I. WM

107 LF - 6-INCH D.I. WATER MAIN

CONNECT TO EXISTING 6" WM
STA 128+16, 57' LT
1-6"X6" TEE

CONNECT TO EXISTING 8" SAN SEWER
STA 128+19, 57' LT
57' LF 8" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

STA 128+13
8" VALVE, 8' LT

STA 128+14 TO 129+48
16" WATER MAIN CASING

STA 128+21 TO 129+56
24" SANITARY SEWER CASING

EX 48" SMH
RIM=642.71
IE=629.56 E
IE=629.52 W
IE=634.07 S
IE=631.77 N

EX 48" SMH
RIM=641.59
IE=629.99 W
IE=630.21 E
IE=632.01 S
IE=630.65 N

309 E WASHINGTON ST
315 E WASHINGTON ST
321 E WASHINGTON ST
400 N MICHIGAN ST
310 E WASHINGTON ST
316 E WASHINGTON ST
E. WASHINGTON ST.
MICHIGAN ST.
N. ILLINOIS ST.
EXISTING 16" WATER MAIN
EXISTING 6" WATER MAIN
8-INCH D.I. WATER MAIN
PROPOSED 12" PVC SANITARY
EXISTING 6" WATER MAIN
PROPOSED 12" PVC SANITARY
SIGN
SIGN
SIGN
SMH 1
SMH 2
124+50
125+00
125+50
126+00
127+00
127+50
128+00
128+50
129+00
129+50
130+00

91033
644.16

N
W
E
S

GRAPHIC SCALE FEET
0 10 20 40

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

STA 128+10
8"X6" CROSS, 8' LT

STA 128+10
6"X6" TEE, 50' RT
(CAP SOUTH)

STA 128+10
6" VALVE, 49' RT

CONNECT TO EXISTING 6" WM
STA 128+15, 50' RT
1-6"X6" TEE

5 LF - 6-INCH D.I. WATER MAIN

CONNECT TO EXISTING 10" SAN SEWER
STA 128+18, 50' RT
50' LF 10" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

SEE SHEET - P&P 9

PVI STA = 124+65.00
ELEV = 642.65

PVI STA = 125+00.00
ELEV = 642.56

HIGH PT STA: 125+61.40
HIGH PT ELEV: 642.31
PVI STA: 125+86.40
PVI ELEV: 642.21
K: 312.71
LVC: 50.00

PVC: 125+61.40
ELEV: 642.31

PVT: 126+11.40
ELEV: 642.07

LOW PT STA: 127+73.22
LOW PT ELEV: 641.20
PVI STA: 127+85.00
PVI ELEV: 641.10
K: 19.81
LVC: 46.00
PVC: 127+60.00
ELEV: 641.24
PVT: 128+06.00
ELEV: 641.47

HIGH PT STA: 128+34.79
HIGH PT ELEV: 641.74
PVI STA: 128+21.00
PVI ELEV: 641.73
K: 16.06
LVC: 27.58
PVC: 128+07.21
ELEV: 641.49
PVT: 128+34.79
ELEV: 641.74

PVI STA = 128+34.80
ELEV = 641.74

PVI STA = 128+58.80
ELEV = 641.75

PVI STA = 128+94.00
ELEV = 641.86

PVI STA = 129+14.00
ELEV = 641.61

-0.26% -0.40% -0.56% 1.76% 0.04% 0.04% -0.31% -1.25% -1.27% -1.51%

6.5' MIN COVER (TYP.)

521 LF - 8" D.I. WATER MAIN

EX 350'-12" PVC SAN @ 0.12%

350'-12" PVC SAN @ 0.20%

EX 204'-12" PVC SAN @ 0.58%

204'-12" PVC SAN @ 0.22%

STA 128+14 TO 129+48
BORE 134' - 16" CASING
FOR WATER MAIN
SEAL ENDS OF CASINGS

STA 128+21 TO 129+56
BORE 135' - 24" CASING
FOR SANITARY SEWER
SEAL ENDS OF CASINGS

SMH 1: 48" CONC SMH
124+67.5, 0.7' L
RIM=642.56
IE=629.57 E
IE=634.07 S
IE=629.52 W
IE=631.77 N

SMH 2: 48" CONC SMH
128+17.9, 0.0' R
RIM=641.83
IE=630.27 W
IE=630.32 E
IE=632.01 S
IE=630.65 N

EXISTING CL ELEVATION
PROPOSED FINISHED GRADE

| | | |

CONNECT TO EXISTING 6" WM
STA 130+15, 28' LT
1-8"X6" TEE, 8' LT
1-6" VALVE, 10' LT

STA 130+18
8" VALVE, 8' LT

CONNECT TO EXISTING 8" SAN SEWER
STA 130+22, 28' LT
28' LF 8" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

405 N MARQUETTE RD

DESIGN HOMES INC.
420 N MARQUETTE RD

STORM SEWER SHOWN ON PLAN ARE APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START-UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

CONNECT TO EXISTING 8" WM
STA 133+13, 11' LT
1-8"X8" TEE, 8' LT

STA 133+11
8" VALVE, 8' LT

CAP EXISTING WATER MAIN AS REQUIRED

STA 132+18
8"X6" TEE, 8' LT

SEE SHEET - P&P 8

8-INCH D.I. WATER MAIN

PROPOSED 12" PVC SANITARY

SMH 3

SMH 4

EXISTING 8" WATER MAIN

EXISTING 4" FORCE MAIN

E. WASHINGTON ST.

N. OHIO ST.

S.T.H. 35

EX 48" SMH
RIM=640.01
IE=631.40 W
IE=631.40 E
IE=631.40 N

331 N MARQUETTE RD

DEBRAD INC
CANNERY
300 N MARQUETTE RD

SEE SHEET - P&P 7

GRAPHIC SCALE FEET
0 10 20 40

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

LOW PT STA:130+70.67
LOW PT ELEV:639.57
PVI STA:130+54.00
PVI ELEV:639.51
K:27.61
LVC:50.00

PVC: 130+29.00 ELEV: 639.89
PVT: 130+79.00 ELEV: 639.99
PVI STA = 131+63.40 ELEV = 639.84
PVI STA = 131+94.00 ELEV = 640.45
PVI STA = 132+23.57 ELEV = 639.88
PVI STA = 133+25.06 ELEV = 639.66

0.30% 1.99% -0.00% -2.00% -0.22%

6.5' MIN COVER (TYP.)

218 LF - 8" D.I. WATER MAIN

99 LF - 8" D.I. WATER MAIN

EX 175'-12" PVC SAN @ 0.08%

178'-12" PVC SAN @ 0.22%

SMH 3: 48" CONC SMH
130+22.1, 0.0' L
RIM=640.11
IE=630.77 W
IE=630.81 E
IE=631.40 N

STA 131+85
TOP OF PIPE = 631.75
MAINTAIN 1.5' SEPARATION BETWEEN WATER MAIN AND STORM SEWER

SMH 4: 48" CONC SMH
132+02.4, 0.1' L
RIM=640.33
IE=631.20 W
IE=631.25 S
IE=633.54 E

STA 132+18
TOP OF PIPE = 632.50
MAINTAIN 1.5' SEPARATION BETWEEN WATER MAIN AND SANITARY FORCE MAIN

EXISTING GL ELEVATION
PROPOSED FINISHED GRADE

130+00	130+50	131+00	131+50	132+00	132+50	133+00	133+50	134+00	134+50	135+00	135+50	136+00
640.4 / 640.33	640.1 / 639.95	639.9 / 639.65	639.6 / 639.58	639.6 / 639.65	639.8 / 639.72	640.0 / 639.80	640.3 / 640.07	640.7 / 640.33	639.9 / 639.88	639.8 / 639.82	639.9 / 639.77	640.0 / 639.71	640.0 / 639.66	640.0	639.7	639.5

PROJECT NO:1661-05-83	HWY:STH 35	COUNTY:CRAWFORD	SANITARY SEWER AND WATER MAIN - P&P 9

32

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES - E_W.DWG
PLOT DATE : 11/11
PLOT BY : MATT MUCHOW

NOTE: SEE SEPERATE PLAN SHEET FOR WORK THAT EXTENDS WESTWARD TO MICHIGAN STREET

ALLEY

ONEWAY

END PROJECT 1661-05-83
BEGIN PROJECT 1661-05-73
STATION 129'Y'+75.00

ALLEY

126'Y' 127'Y' 128'Y' 129'Y' 130'Y' 131'Y'

WASHINGTON STREET (Y-LINE)

131'G'

MARQUETTE ROAD (STH 35)

STATION 126'Y'+25
BEGIN FULL DEPTH X-SECTIONS
(WORK SHOWN ON X-SECTION SHEETS)
PROJECT 1661-05-83

ALLEY

ILLINOIS STREET ONEWAY

BNSF RAILROAD-MAINLINE

BNSF RAILROAD-SPUR

N

5

5

VCL 46.00
K = 19.16

VPC STA 127+60
VPC EL641.26

127+74.59
641.21

VPI STA 127+85.00
VPI EL641.10

VPT STA 128+06.00
VPT EL641.47

VPC STA 128+07.21
VPC EL641.49

VPI STA 128+21.00
VPI EL641.73

VPT STA 128+34.79
VPI EL641.74

VPI STA 128+34.80
VPI EL641.74

VPI STA 128+58.80
VPI EL641.75

VPI STA 128+94.00
VPI EL641.86

VPI STA 129+14.00
VPI EL641.61

VPI STA 129+19.50
VPI EL641.54

VPOT EL642.37

-0.64 %

Y-LINE

+1.76 %

K = 16.06
VCL 27.58

+0.04 %

+0.31 %

-1.25 %

-1.27 %

-1.51 %

Y-LINE

VCL 50.00
K = 27.61

VPC STA 130+29
VPC EL639.89

VPI STA 130+54
VPI EL639.51

130+70.67
639.57

VPT STA 130+79
VPT EL639.59

+0.30 %

VPI STA 131+63.40
VPI EL639.84

+1.99 %

VPI STA 131+94.00
VPI EL640.45

+2.03 %

VPOT STA 131+99.91
VPOT EL640.33

643 641 639

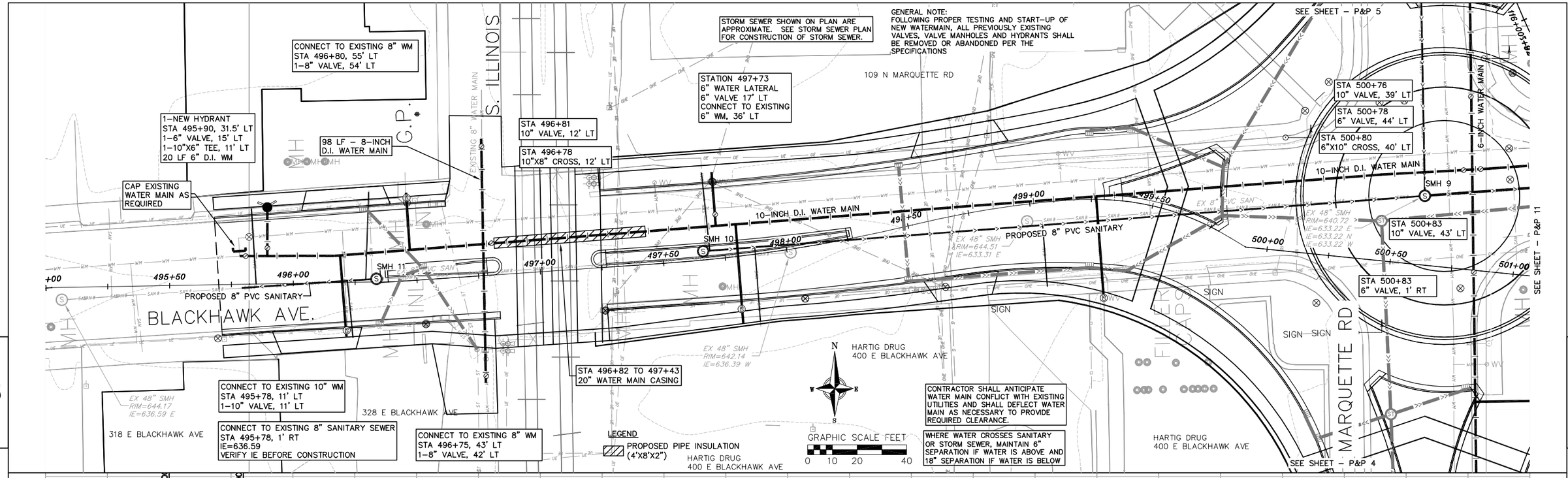
644 643 642 641 640 639 638 646

642.29 642.28 | 642.14 642.12 | 641.99 641.96 | 641.80 641.80 | 641.69 641.64 | 641.53 641.48 | 641.43 641.32 | 641.28 641.21 | 641.32 641.38 | 641.66 641.71 | 641.75 641.75 | 641.80 641.80 | 641.88 641.78 | 641.46 641.46 | 641.19 641.08 | 640.76 640.70 | 640.38 640.33 | 640.00 639.95 | 639.76 639.65 | 639.71 639.58 | 639.75 639.65 | 639.79 639.72 | 639.83 639.80 | 640.33 640.07

126 126+25 126+50 126+75 127 127+25 127+50 127+75 128+00 128+25 128+50 128+75 129 129+25 129+50 129+75 130 130+25 130+50 130+75 131 131+25 131+50 131+75

PROJECT NO: 1661-05-83	HWY: STH 35	COUNTY: CRAWFORD	PLAN AND PROFILE	SHEET E

FILE NAME : p:\State\u18\16610503\Cad\eplans\Plan&Profile\050127_pp.dgn PLOT DATE : 15-APR-2013 05:50 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 46



PROJECT NO:1661-05-83	HWY: STH 35	COUNTY: CRAWFORD	SANITARY SEWER AND WATER MAIN - P&P 10

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES - E_W.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

5

SEE SHEET – P&P 10

100 N MARQUETTE RD

517 E BLACKHAWK AVE

525 E BLACKHAWK AVE

AJW LLC
601 E BLACKHAWK AVE

516 E BLACKHAWK AVE

512 E BLACKHAWK AVE

100 S MARQUETTE RD

ANCHORBANK SSB
600 E BLACKHAWK AVE

BLACKHAWK AVE.

S. OHIO AVE

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

CONNECT TO EXISTING 8" SANITARY SEWER
STA 504+41, 67' LT
IE=632.47
VERIFY IE BEFORE CONSTRUCTION

STA 504+48
6" VALVE, 47' LT

CAP EXISTING WATER MAIN AS REQUIRED

S9: INLET 2x3–FT TYPE HS COVER
TC=638.65
IE=635.42 E

36'–12" RCP STORM @ 0.20%

68'–8" PVC SAN @ 0.40%

10–INCH D.I WATER MAIN

PROPOSED 12" PVC SANITARY

SMH 8

SMH 12

SMH 13

PROPOSED 8" PVC SANITARY

STA 504+10
10" VALVE, 9' LT

STA 504+46
6"X10" CROSS, 9' LT

86 LF – 6–INCH D.I. WATER MAIN

EX 48" SMH
RIM=639.27
IE=632.19 S
IE=632.19 W
IE=632.19 E

EX 48" SMH
RIM=638.80
IE=632.10 W
IE=632.20 E
IE=632.20 N

31'–12" PVC SAN @ 0.07%

WDOT PROJECT NO. 1661–05–73
PROJECT LIMITS. ROADWAY ITEMS TO EAST SHOWN ON THIS PLAN

STA 504+44
6" VALVE, 19' RT

CONNECT TO EXISTING 4" WM
STA 504+53, 65' LT
1–6"X6" TEE, 65' LT
4 LF 6" D.I. WM

S10: INLET 2x3–FT TYPE HS COVER
TC=638.47
IE=635.35 W
IE=635.35 SE

CONNECT TO EXISTING STORM INLET (CUT–IN)
IE=635.30

25'–12" RCP STORM @ 0.20%

CONNECT TO EXISTING 8" WM
STA 505+92, 14' LT
1–10"X10" TEE, 8' LT
5' 10" D.I. WM

STA 505+88
10" VALVE, 40' LT

CAP EXISTING WATER MAIN AS REQUIRED

CAP EXISTING WATER MAIN AS REQUIRED

ADJUST MH COVER

CONNECT TO EXISTING 8" WM
STA 504+48, 20.5' RT
1–6"X4" TEE, 20.5' RT
4 LF 6" D.I. WM

CONNECT TO EXISTING 12" SANITARY SEWER
STA 502+48, 25' RT
IE=632.07
VERIFY IE BEFORE CONSTRUCTION

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

N
W E
S

GRAPHIC SCALE FEET
0 10 20 40

PVI STA = 501+59
ELEV = 639.64

LOW PT STA: 502+55.00
LOW PT ELEV: 639.15
PVI STA: 502+50.00
PVI ELEV: 639.16
K: 29.62
LVC: 10.00

PVC: 502+45.00
ELEV: 639.19

PVT: 502+55.00
ELEV: 639.15

LOW PT STA: 504+45.80
LOW PT ELEV: 638.81
PVI STA: 504+50.00
PVI ELEV: 638.78
K: 109.49
LVC: 50.00

PVC: 504+25.00
ELEV: 638.83

PVT: 504+75.00
ELEV: 638.85

PVI STA = 506+00.00
ELEV = 639.18

−0.53%

−0.19%

0.27%

6.5' MIN COVER (TYP.)

183'–12" PVC SAN @ 0.07%

155'–8" PVC SAN @ 0.34%

492 LF – 10" D.I. WATER MAIN

181'–12" PVC SAN @ 0.22%

EX 181'–12" PVC SAN @ 0.57%

SMH 8: 48" CONC SMH
502+55.2, 6.5' L
RIM=639.39
IE=632.07 W
IE=632.07 S
IE=632.07 E

SMH 12: 48" CONC SMH
504+37.6, 0.2' R
RIM=638.90
IE=632.20 W
IE=632.20 E
IE=632.20 N

STA 504+37 TO 504+47
TOP OF PIPE = 630.70
MAINTAIN 1.5' SEPARATION BETWEEN WATER MAIN AND SANITARY SEWER

SMH 13: 48" CONC SMH
505+92.2, 1.2' R
RIM=639.11
IE=632.73 W
IE=632.83 E

EXISTING GL ELEVATION
PROPOSED FINISHED GRADE

| | | |

SEE SHEET – P&P 4

CONNECT TO EXISTING 8" WM
STA 396+29, 53' LT
1–8" VALVE, 52' LT

323 E WISCONSIN ST

1–NEW HYDRANT
STA 396+04, 50' LT
1–6" VALVE
1–6"X8" TEE
24 LF 6" D.I. WM

EXISTING 8" WATER MAIN

STA 396+28
8"X8" TEE, 4' RT

STA 396+31
8" VALVE, 4' RT

BP: 395+83.74
395+94

83 LF – 8–INCH
D.I. WATER MAIN

320 E WISCONSIN ST

CONNECT TO EXISTING 8" WM
STA 396+28, 30' RT
1–8" VALVE, 29' RT

S. ILLINOIS ST.

403 E WISCONSIN ST

409 E WISCONSIN ST

STORM SEWER SHOWN ON PLAN ARE APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

CONNECT TO EXISTING 10" SAN SEWER
STA 402+05, 24' LT
24' LF 10" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

EX 48" SMH
RIM=640.72
IE=633.22 S
IE=633.22 N

24'–10" PVC SAN @ 0.28%

PI: 396+70.39

PC: 397+50.91

396+00 396+50 397+00 397+50 398+00 398+50 399+00 399+50

8–INCH D.I. WATER MAIN

24'–10" PVC SAN @ 0.28%

STA 397+38
22.5° BEND, 4' RT

CONNECT TO EXISTING 10" SAN SEWER
STA 402+05, 24' RT
24' LF 10" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

STA 396+32 TO 396+92
16" WATER MAIN CASING

402 E WISCONSIN ST

406 E WISCONSIN ST

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

SMH 26: 48" CONC SMH
RIM=640.76
IE=633.20 S
IE=633.23 N

GRAPHIC SCALE FEET
0 10 20 40

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

139 S MARQUETTE RD

STA 399+52
22.5° BEND, 5' RT

PI: 398+08.08

398+50 399+00 399+50

8–INCH WATER MAIN

STA 400+56
6" VALVE, 0' RT

138 S MARQUETTE RD

STA 400+48
6"X8" REDUCER, 4' RT

400+00 400+50

400+97.82 400+97.82 400+38.00

6–INCH WATER MAIN

STA 400+44
8" VALVE, 6' RT

STA 400+48
8"X8" TEE, 5' RT

PC: 401+14.41

PC: 401+33.56

401+50

8–INCH WATER MAIN

STA 400+53
6"X8" REDUCER, 51' RT

STA 400+53
8"X8" TEE, 50' RT

STA 400+54
6" VALVE, 53' RT

DEFLECT WM TO MAINTAIN 8' SEPARATION BETWEEN WM AND STORM MANHOLE

SIGN SIGN

MARQUETTE RD

HESS AUTO
200 S MARQUETTE RD

SEE SHEET – P&P 3

SEE SHEET – P&P 13

5

5

PVI STA = 396+60.00
ELEV = 642.52

HIGH PT STA: 396+75.97
HIGH PT ELEV: 642.44
PVI STA: 397+11.00
PVI ELEV: 642.28
K: 34.62
LVC: 70.06

PVC: 396+75.97
ELEV: 642.44

-0.47%

PVT: 397+46.03
PVC: 397+50.00 641.41
ELEV: 641.31

LOW PT STA: 398+50.00
LOW PT ELEV: 639.79
PVI STA: 398+00.00
PVI ELEV: 640.06
K: 51.03
LVC: 99.99

PVT: 398+50.00
ELEV: 639.79

-0.53%

PVI STA = 399+51.42
ELEV = 639.25

6.5' MIN COVER (TYP.)

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

473 LF – 8" D.I. WATER MAIN

STA 296+32 TO 296+92
BORE 60' – 16" CASING
FOR WATER MAIN
SEAL ENDS OF CASINGS

SMH 26: 48" CONC SMH
398+19.1, 0.0' R
RIM=640.76
IE=633.20 S
IE=633.23 N

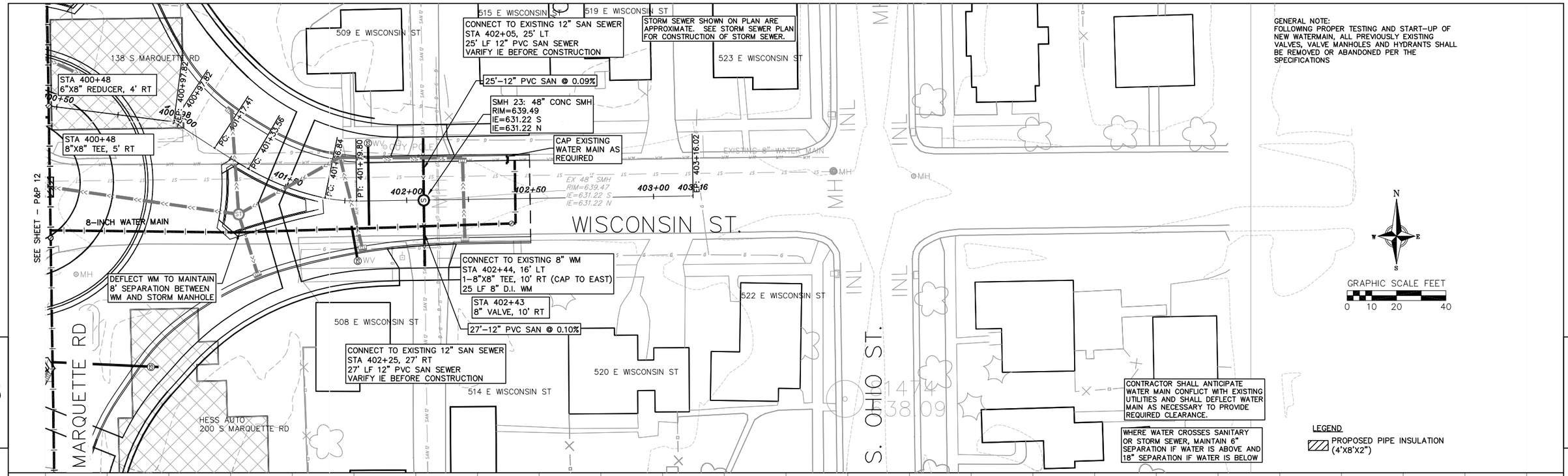
STA 402+07
TOP OF PIPE = 631.70
MAINTAIN 1.5' SEPARATION
BETWEEN WATER MAIN AND
SANITARY SEWER

STA 402+07
TOP OF PIPE = 631.80
MAINTAIN 1.5' SEPARATION
BETWEEN WATER MAIN AND
STORM SEWER

660 655 650 645 640 635 630 625

EXISTING CL ELEVATION — PROPOSED FINISHED GRADE

| | | |



PROJECT NO:1661-05-83 | HWY:STH 35 | COUNTY:CRAWFORD | SANITARY SEWER AND WATER MAIN - P&P 13

37

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES - E_W.DWG | PLOT DATE : 11/11 | PLOT BY : MATT MUCHOW

SEE SHEET – P&P 3

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

CONNECT TO EXISTING 8" WM
STA 296+44, 31' LT
1–8" VALVE, 30' LT

225 S ILLINOIS ST

1–NEW HYDRANT
STA 296+29, 28' LT
1–6" VALVE
1–6"X8" TEE
15 LF 6" D.I. WM

ABANDON EXISTING HYDRANT

313 E IOWA ST

STA 296+44
8"X6" TEE, 4' RT

STA 296+47
6" VALVE, 4' RT

401 E IOWA ST

STORM SEWER SHOWN ON PLAN ARE APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

CONNECT TO EXISTING 10" SAN SEWER
STA 298+39, 23' LT
23' LF 10" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

403 E IOWA ST

25'–10" PVC SAN @ 0.28%

PVI STA = 295+17.86
ELEV = 640.86
BP: 295+18

PVI STA = 296+49.74
ELEV = 640.83
PVC: 296+81.00
ELEV: 640.83
PVI STA = 296+64.00
ELEV = 640.86

PVI STA = 297+50.41
ELEV = 640.83
PVT: 297+35.00
ELEV: 640.24

PVI STA = 298+34.55
ELEV = 639.45
PVC: 297+75.00
ELEV: 639.45
PVT: 298+25.00
ELEV: 638.74
PC: 297+85.66
PC: 298+59.07

PVI STA = 299+97.10
ELEV = 638.46
PVC: 298+60.00
ELEV: 638.46
PVT: 299+20.00
ELEV: 638.35
PVI STA = 299+49.14
ELEV = 638.49

295+50 296+00 296+50 297+00 297+50 298+00 298+50 299+00 299+50 300+00 300+50

8.0'

6–INCH WATER MAIN

63 LF – 8–INCH D.I. WATER MAIN

IOWA ST.

STA 298+20 TO 299+75
DEFLECT WATER MAIN

PC: 299+61.16
PT: 299+49.55

STA 300+51
6" VALVE, 21' LT

STA 300+48
6" VALVE, 19' LT

STA 300+52
6"X6" TEE, 19' LT

STA 300+52
6" VALVE, 16' RT

MARQUETTE RD.

BP: 301+25
301+37

SEE SHEET – P&P 15

SIGN SIGN

320 E IOWA ST

314 E IOWA ST

CONNECT TO EXISTING 8" WM
STA 296+44, 33' RT
1–8" VALVE, 32' RT

S. ILLINOIS ST

400 E IOWA ST

STA 296+48 TO 296+99
12" WATER MAIN CASING

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

SMH 18: 48" CONC SMH
RIM=639.70
IE=631.79 S
IE=631.80 N

28'–10" PVC SAN @ 0.28%

404 E IOWA ST

CONNECT TO EXISTING 10" SAN SEWER
STA 298+32, 30' RT
30' LF 10" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

403 E IOWA ST

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

GRAPHIC SCALE FEET
0 10 20 40

SEE SHEET – P&P 2

660 655 650 645 640 635 630 625

HIGH PT STA: 296+81.00
HIGH PT ELEV: 640.83
PVI STA: 297+08.00
PVI ELEV: 640.78
K: 30.14
LVC: 54.00

LOW PT STA: 298+25.00
LOW PT ELEV: 638.74
PVI STA: 298+00.00
PVI ELEV: 638.95
K: 43.03
LVC: 50.00

LOW PT STA: 298+98.08
LOW PT ELEV: 638.30
PVI STA: 298+90.00
PVI ELEV: 638.21
K: 46.31
LVC: 60.00

–0.19–0.19%
–1.98%
0.82%
0.47%

6.5' MIN COVER (TYP.)

PROPOSED STORM SEWER – SEE STORM SEWER PLAN

402 LF – 6" D.I. WATER MAIN

STA 296+48 TO 296+99
BORE 51' – 12" CASING
FOR WATER MAIN
SEAL ENDS OF CASINGS

EX 48" SMH
RIM=639.42
IE=631.77 S
IE=631.77 N

SMH 18: 48" CONC SMH
298+35.3, 2.0' R
RIM=639.70
IE=631.79 S
IE=631.80 N

STA 298+36
TOP OF PIPE = 630.30
MAINTAIN 1.5' SEPARATION
BETWEEN WATER MAIN AND
SANITARY SEWER

STA 300+06
TOP OF PIPE = 630.55
MAINTAIN 1.5' SEPARATION
BETWEEN WATER MAIN AND
STORM SEWER

EXISTING GL ELEVATION
PROPOSED FINISHED GRADE

| | | |

5

515 E IOWA ST

521 E IOWA ST

514 E IOWA ST

301 S OHIO ST

CARPETS TO GO
300 S MARQUETTE RD

IOWA ST.

S. OHIO ST.

SEE SHEET – P&P 14

48'–12" PVC SAN @ 0.22%

CONNECT TO EXISTING 12" SAN SEWER
STA 302+27, 49' LT
48' LF 12" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

SMH 19: 48" CONC SMH
RIM=638.23
IE=630.76 S
IE=630.76 N

STORM SEWER SHOWN ON PLAN ARE APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

60'–12" PVC SAN @ 0.22%

CONNECT TO EXISTING 12" SAN SEWER
STA 302+23, 60' RT
60' LF 12" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

CONTRACTOR SHALL ANTICIPATE WATER MAIN CONFLICT WITH EXISTING UTILITIES AND SHALL DEFLECT WATER MAIN AS NECESSARY TO PROVIDE REQUIRED CLEARANCE.

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

81472
637.71

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START–UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

N
W E
S

GRAPHIC SCALE FEET
0 10 20 40

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

PVI STA = 301+38.03
ELEV = 636.76

LOW PT STA: 302+04.00
LOW PT ELEV: 638.07
PVI STA: 301+79.00
PVI ELEV: 638.15
K: 42.06
LVC: 50.00

PVC: 301+54.00
ELEV: 638.52

PVT: 302+04.00
ELEV: 638.07

PVI STA = 302+29.00
ELEV = 638.00

PVI STA = 302+79.00
ELEV = 637.85

−1.49%

−0.30%

−0.30%

SMH 19: 48" CONC SMH
302+25.0, 0.2' L
RIM=638.23
IE=630.76 S
IE=630.76 N

EX 48" SMH
RIM=638.11
IE=630.78 S
IE=630.78 N

EXISTING CL ELEVATION

PROPOSED FINISHED GRADE

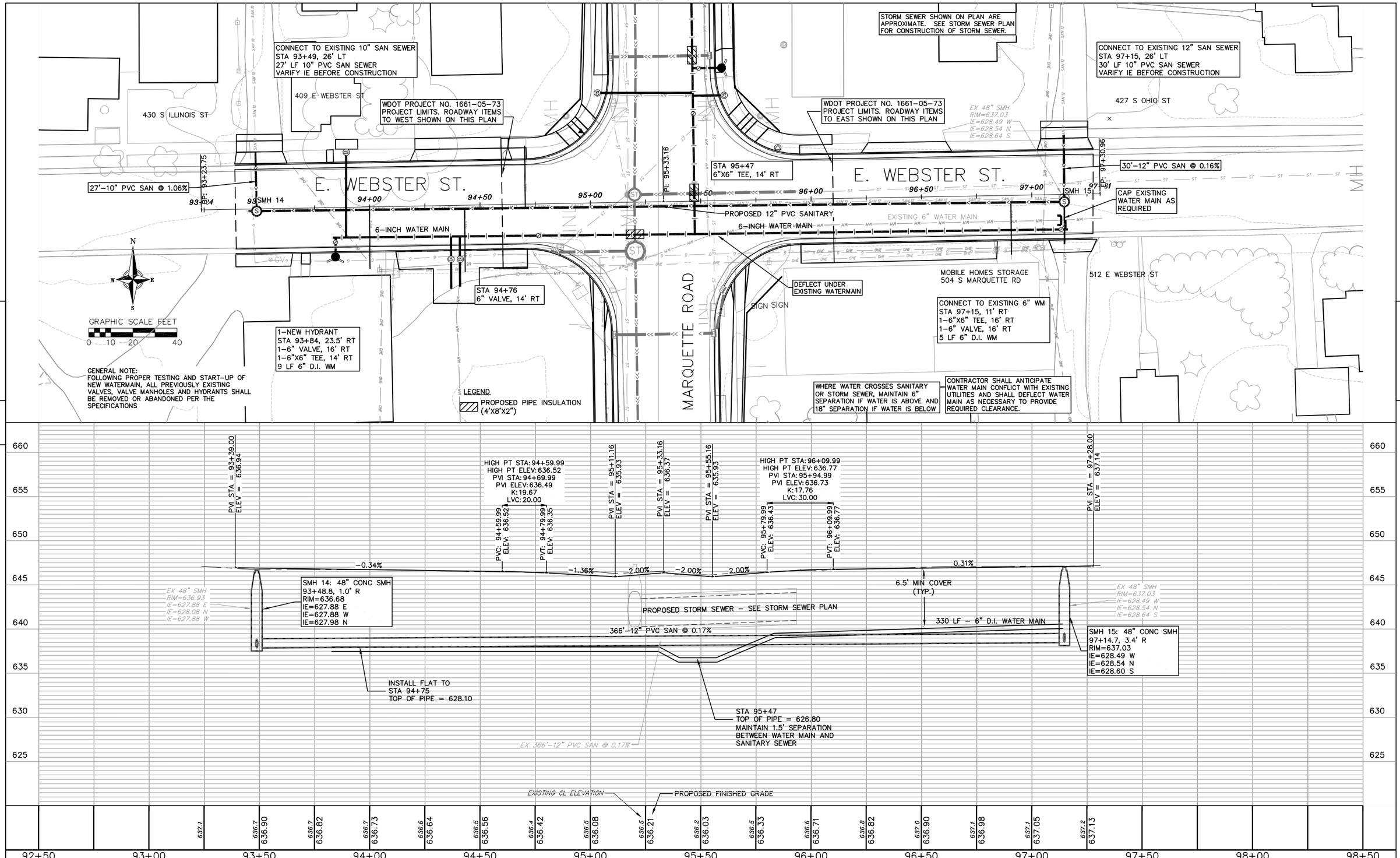
639.1	637.9	638.58	638.2	638.26	638.3	638.09	638.2	638.01	638.0	637.94	637.9	637.86	637.7	637.6	637.5							
301+00	301+50		302+00		302+50		303+00		303+50		304+00		304+50		305+00		305+50		306+00		306+50	307+00

660 655 650 645 640 635 630 625

PROJECT NO:1661–05–83	HWY: STH 35	COUNTY: CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 15

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – E_W.DWG
PLOT DATE : 11/11
PLOT BY : MATT MUCHOW

SEE SHEET – P&P 1



PROJECT NO:1661–05–83	HWY:STH 35	COUNTY:CRAWFORD	SANITARY SEWER AND WATER MAIN – P&P 16

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES – E_W.DWG PLOT DATE : 11/11 PLOT BY : MATT MUCHOW

GENERAL NOTE:
FOLLOWING PROPER TESTING AND START-UP OF NEW WATERMAIN, ALL PREVIOUSLY EXISTING VALVES, VALVE MANHOLES AND HYDRANTS SHALL BE REMOVED OR ABANDONED PER THE SPECIFICATIONS

STORM SEWER SHOWN ON PLAN ARE APPROXIMATE. SEE STORM SEWER PLAN FOR CONSTRUCTION OF STORM SEWER.

MARQUETTE RD

E. TAYLOR ST.

S. OHIO ST.

CONNECT TO EXISTING 10" SAN SEWER
STA 87+79, 22' LT
22' LF 10" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

COACHES FAMILY
RESTAURANT INC
634 S MARQUETTE RD

BP: 85+17.71

85+18

SMH 22

PROPOSED 12" PVC SANITARY

22'-12" PVC SAN @ 0.20%

88.1'

SMH 20

21'-10" PVC SAN @ 0.20%

WDOT PROJECT NO. 1661-05-73
PROJECT LIMITS. ROADWAY ITEMS
TO EAST SHOWN ON THIS PLAN

CONNECT TO EXISTING 10" SAN SEWER
STA 87+79, 21' RT
21' LF 10" PVC SAN SEWER
VARIFY IE BEFORE CONSTRUCTION

GRAPHIC SCALE FEET
0 10 20 40

S16: INLET 2x3-FT
TYPE HS COVER
TC=635.19
IE=632.01 SW
IE=632.01 E

20'-15" RCP STORM @ 0.40%

S15: INLET 2x3-FT
TYPE HS COVER
TC=635.30
IE=631.93 NE
IE=631.93 S

39'-18" RCP STORM @ 0.26%

S29: INLET 2x3-FT
TYPE HS COVER
TC=635.20
IE=631.83 N
IE=631.83 S

8'-18" RCP STORM @ 0.35%

S14:
MANHOLE 6x6-FT
TYPE L COVER
RIM=635.35
IE=631.80 N
IE=631.80 E
IE=631.80 E
IE=631.80 W
IE=631.80 SW
IE=631.80 SE

8'-12" RCP STORM @ 0.49%

520 E TAYLOR ST

35'-15" RCP STORM @ 0.40%

601 E TAYLOR ST

S20: INLET 2x3-FT
TYPE HS COVER
TC=635.30
IE=632.15 W
IE=632.15 SE

21'-12" RCP STORM @ 0.55%

EP: 90+29.31

S19: INLET 2x3-FT
TYPE HS COVER
TC=635.10
IE=632.26 NW

S22: INLET 2x3-FT
TYPE HS COVER
TC=635.06
IE=632.23 E
IE=632.23 S

S24: INLET 2x3-FT
TYPE HS COVER
TC=635.14
IE=632.23 W

S28: INLET 2x3-FT
TYPE HS COVER
TC=635.26
IE=631.84 NW

8'-12" RCP STORM @ 0.00%

4'-12" RCP STORM @ 0.00%

GARRITY FUNERAL HOME INC
704 S OHIO ST

VERIFY EXISTING STORM STRUCTURE INVERT ELEVATIONS BEFORE CONSTRUCTION OF STORM SEWER. ADJUST AS REQUIRED.

LEGEND
PROPOSED PIPE INSULATION (4'X8'X2")

WHERE WATER CROSSES SANITARY OR STORM SEWER, MAINTAIN 6" SEPARATION IF WATER IS ABOVE AND 18" SEPARATION IF WATER IS BELOW

PVI STA = 86+00.51
ELEV = 637.51

PVI STA = 86+22.51
ELEV = 637.07

HIGH PT STA: 86+75.04
HIGH PT ELEV: 637.74
PVI STA: 86+65.00
PVI ELEV: 637.95
K: 19.54
LVC: 60.85

PVC: 86+34.58
ELEV: 637.32

PVT: 86+95.42
ELEV: 637.63

PVI STA = 87+80.00
ELEV = 636.75

-2.00%

2.07%

-1.04%

PROPOSED STORM SEWER
IE=629.40

244'-12" PVC SAN @ 0.21%

EX 48" SMH
RIM=636.80
IE=627.90 W
IE=627.92 N
IE=628.01 S

SMH 20: 48" CONC SMH
87+79.0, 0.6' R
RIM=636.69
IE=627.90 W
IE=627.95 N
IE=627.95 S

EX 48" SMH
RIM=637.10
IE=627.40 E

EX 244'-12" PVC SAN @ 0.20%

SMH 22: 48" CONC SMH
85+35.2, 1.0' R
RIM=635.31
IE=627.40 E
IE=627.40 W

EXISTING GL ELEVATION

PROPOSED FINISHED GRADE

85+00	85+50	86+00	86+50	87+00	87+50	88+00	88+50	89+00	89+50	90+00	90+50	91+00
634.6	635.4	637.7	637.7	637.6 / 637.12	637.7 / 637.58	637.8 / 637.74	637.6 / 637.58	637.4 / 637.32	637.1 / 637.06	636.8 / 636.80	636.6	636.4	636.1	636.0	636.0	635.8	635.6	635.5	635.2	635.0		

PROJECT NO:1661-05-83	HWY: STH 35	COUNTY: CRAWFORD	SANITARY SEWER AND WATER MAIN - P&P 17

FILE NAME : R:\PDCH 013117851 MARQUETTE DOT 2012\CIVIL 3D\PLAN AND PROFILES - E_W.DWG

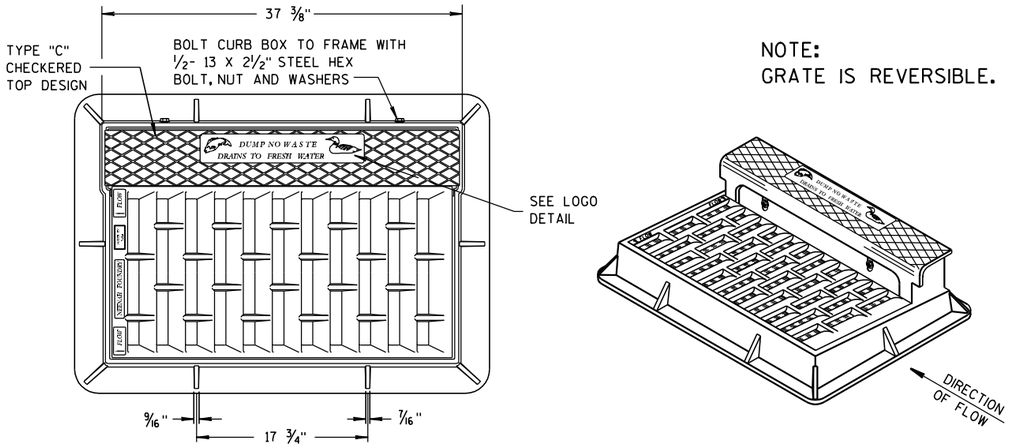
PLOT DATE : 11/11

PLOT BY : MATT MUCHOW

Standard Detail Drawing List

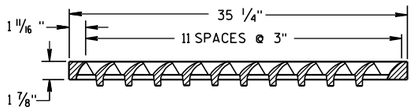
08A05-18A	INLET COVERS TYPE A, H, A-S, & H-S
08A05-18D	INLET COVER, TYPE BW, Z MANHOLE COVERS, TYPE K, J, J-S, L & M
08B10-01	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-15A	CURB RAMPS 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
08E10-02	INLET PROTECTION TYPE A, B, C AND D
11B02-02	CONCRETE MEDIAN NOSE
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-16	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

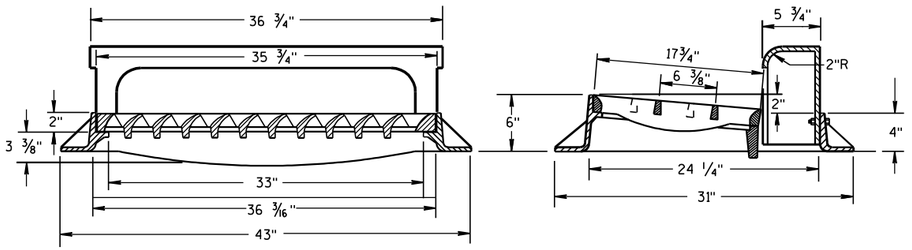
6



NOTE:
GRATE IS REVERSIBLE.

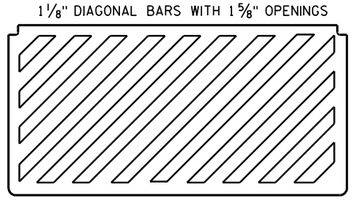
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"





TYPE "H"

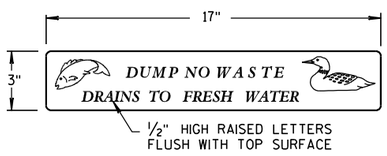
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.



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

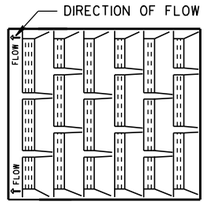
GENERAL NOTES

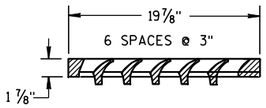
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

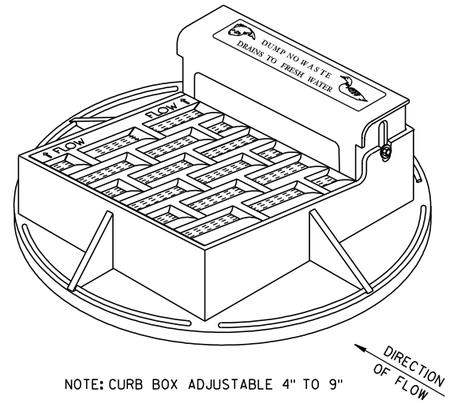
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

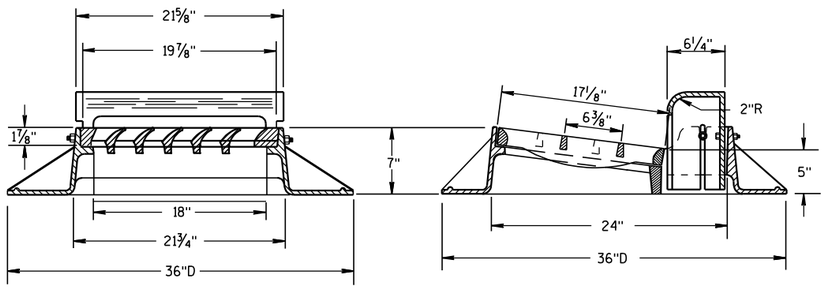
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





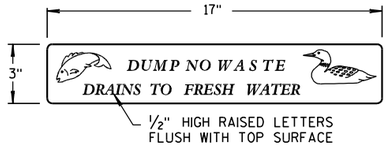


NOTE: CURB BOX ADJUSTABLE 4" TO 9"



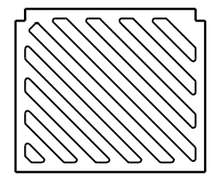
TYPE "A"

(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

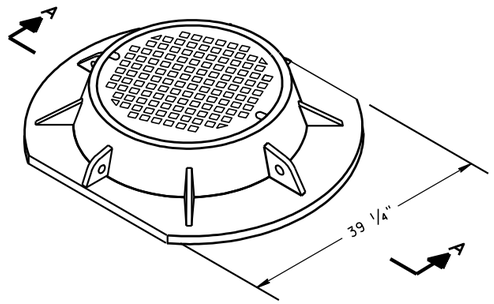
(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

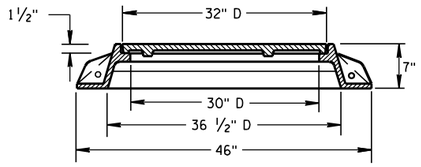
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

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
FHWA



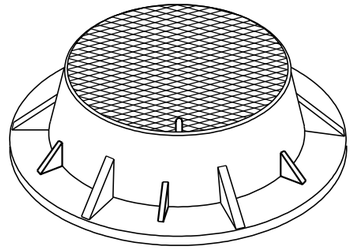


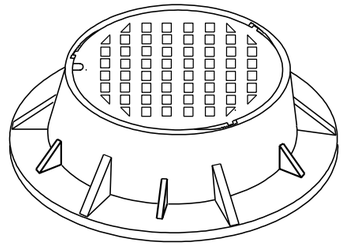
SECTION A-A

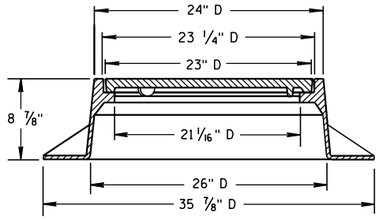
TYPE "K"

(APPROXIMATE WEIGHT 439 LBS.)

FRAME.....216 LBS.
LID.....223 LBS.



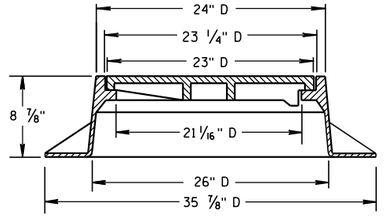




TYPE "J"

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....152 LBS.
LID.....115 LBS.



TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 267 LBS.)

FRAME.....158 LBS.
LID.....109 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

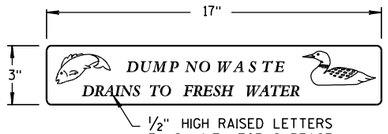
GENERAL NOTES

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

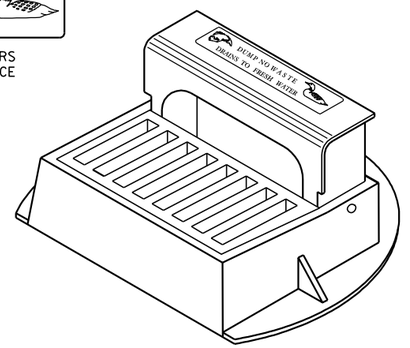
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

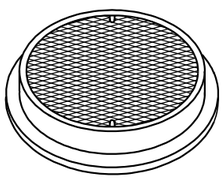
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

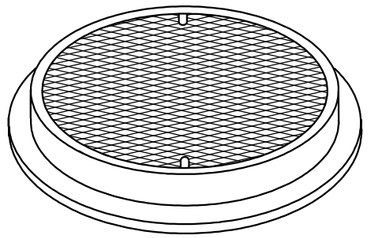
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

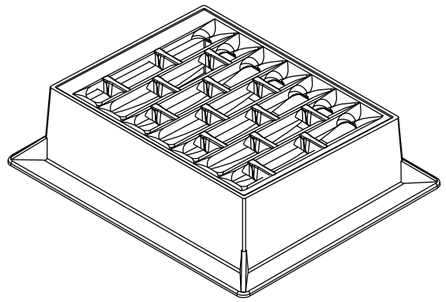


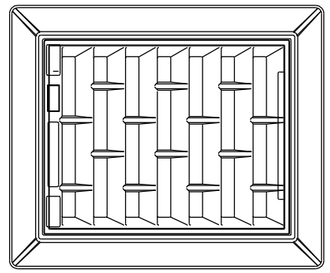
LOGO DETAIL

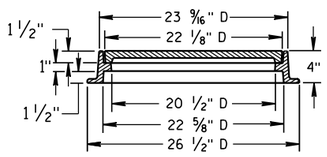








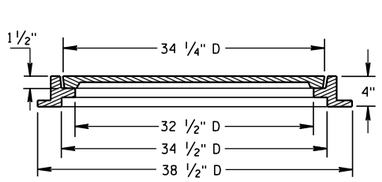




TYPE "L"

(APPROXIMATE WEIGHT 158 LBS.)

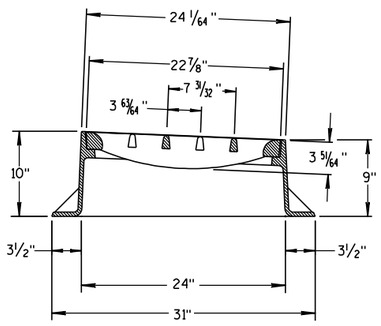
FRAME.....81 LBS.
LID.....77 LBS.

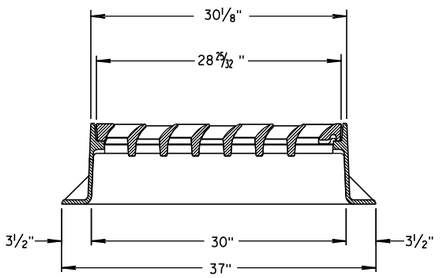


TYPE "M"

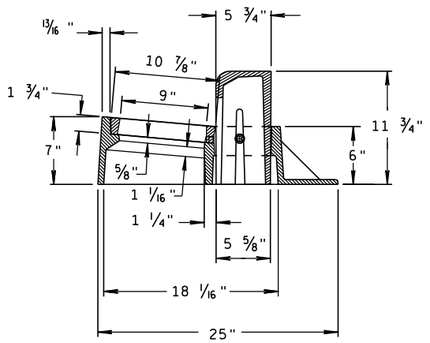
(APPROXIMATE WEIGHT 377 LBS.)

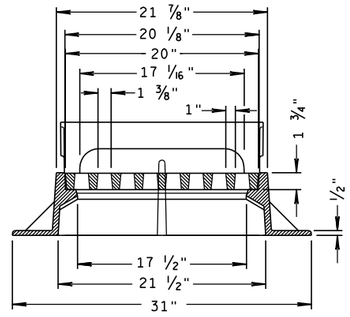
FRAME..... 125 LBS.
LID..... 252 LBS.





INLET COVER TYPE "BW"





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 344 LBS.)

FRAME.....206 LBS.
GRATE..... 46 LBS.
CURB BOX..... 92 LBS.

INLET COVERS, TYPE BW, Z
MANHOLE COVERS, TYPE K, J, J-S, L & M

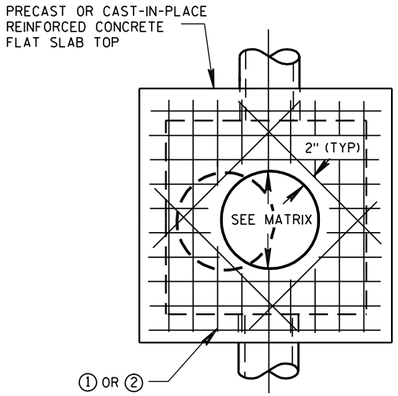
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

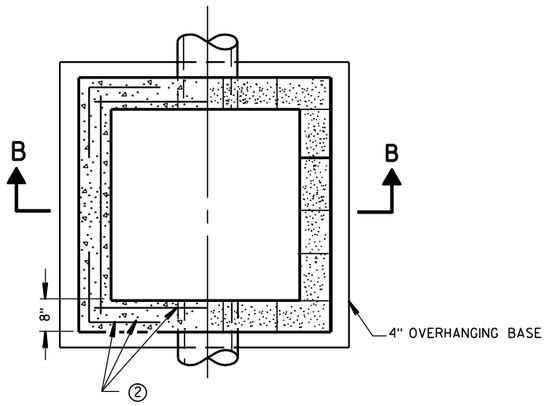
6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

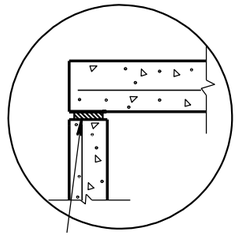
FHWA



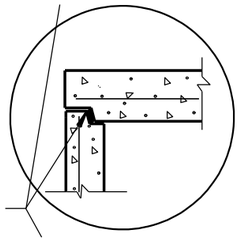
PLAN VIEW
CIRCULAR OPENING



SECTION A-A
PLAN VIEW

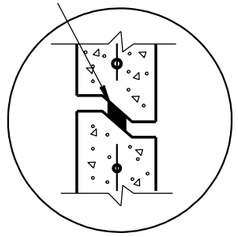


TOP WITH PLAIN END JOINT



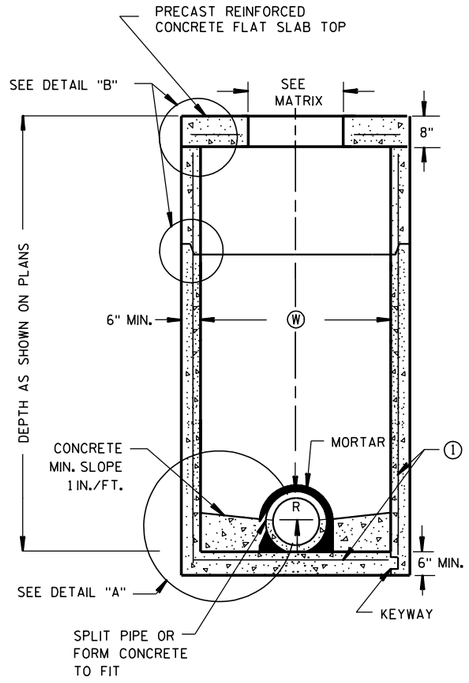
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT

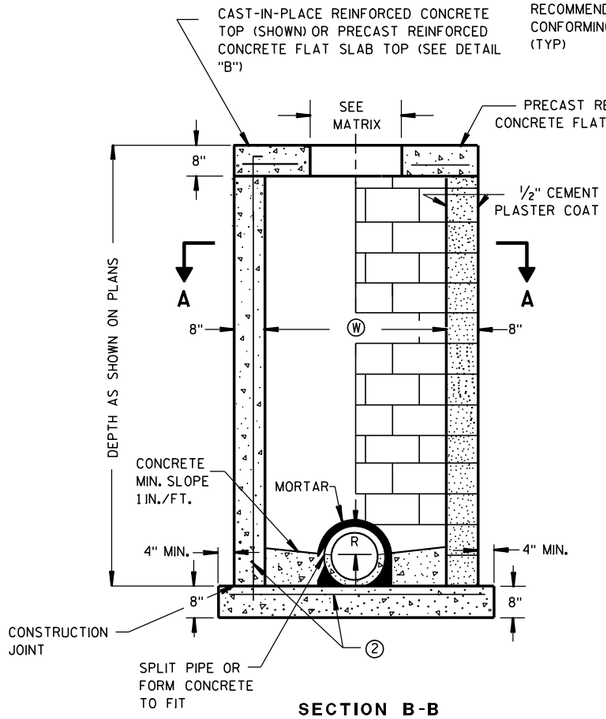


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

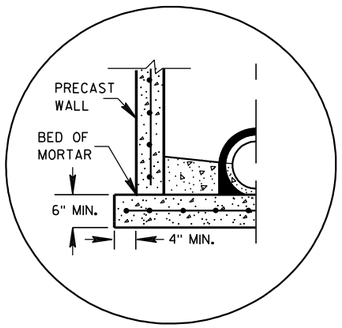


SECTION B-B

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST-IN-PLACE REINFORCED CONCRETE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

GENERAL NOTES

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

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 FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

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 ASTM C 913.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "C". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

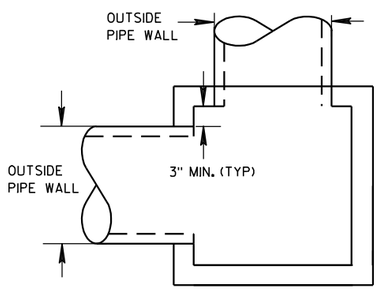
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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	
	WIDTH Ⓦ (IN)	LENGTH Ⓛ (IN)
3X3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



DETAIL "C"

SQUARE MANHOLES W/ FLAT TOP

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

MANHOLES 3X3-FT, 4X4-FT 5X5-FT AND 6X6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE

/S/ Jerry H. Zaas
ROADWAY STANDARDS ENGINEER

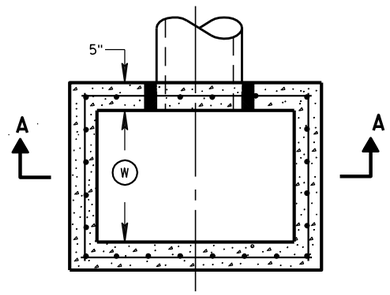
FHWA

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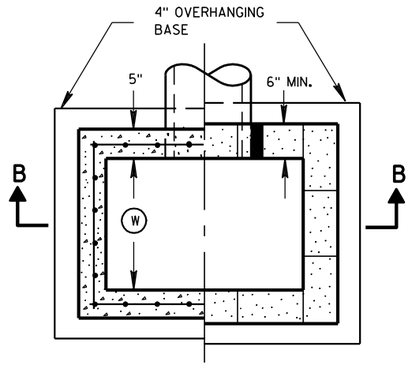
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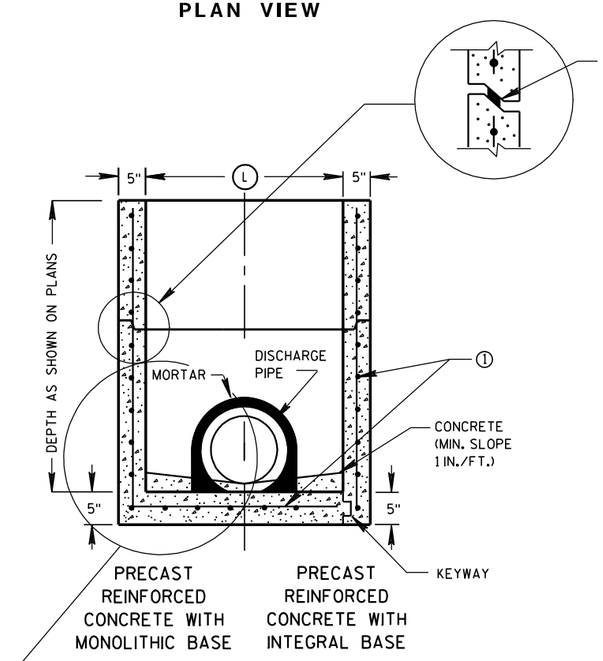
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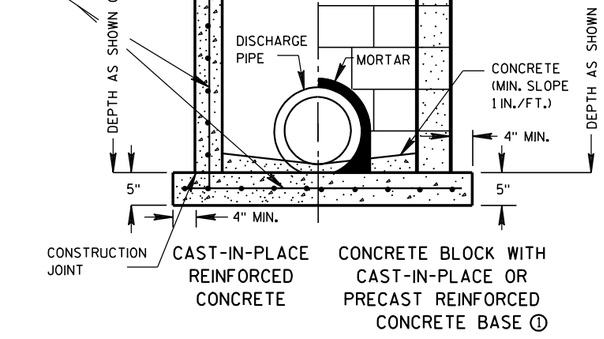
PLAN VIEW



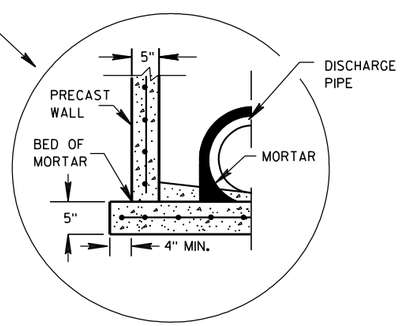
PLAN VIEW



SECTION A-A



SECTION B-B



SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

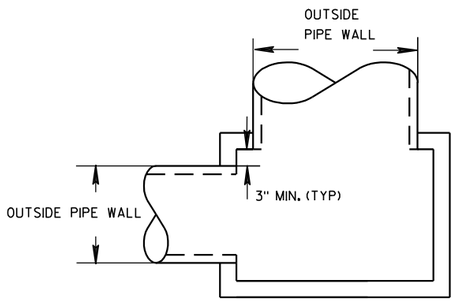
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

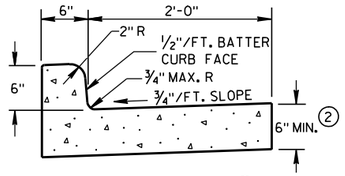
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

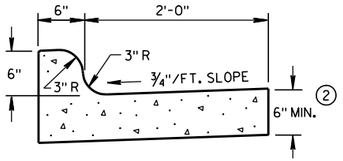
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS D ENGINEER
FHWA

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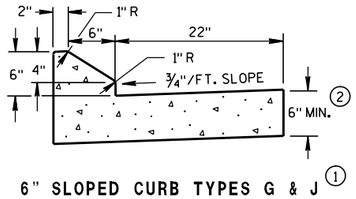
S.D.D. 8 C 7-1



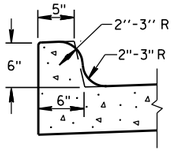
TYPES A & D (1)



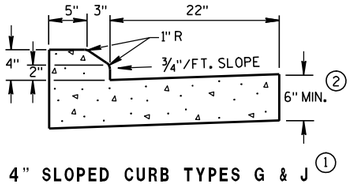
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

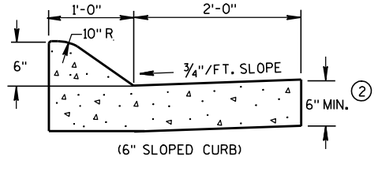


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

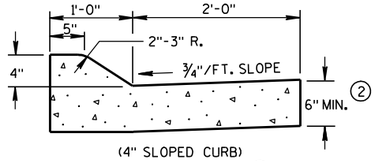


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

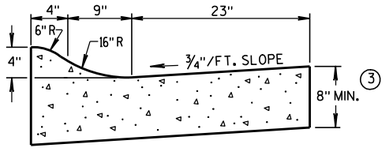


(6" SLOPED CURB)



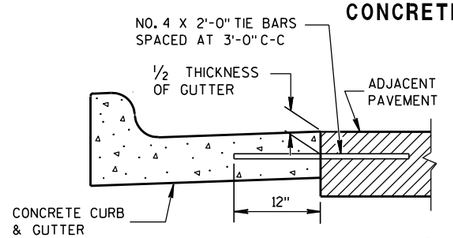
(4" SLOPED CURB)

TYPES A & D (1)

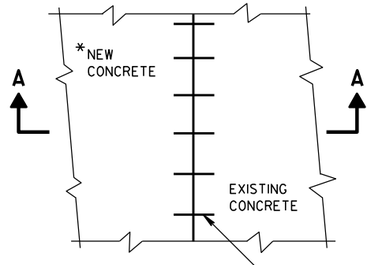


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

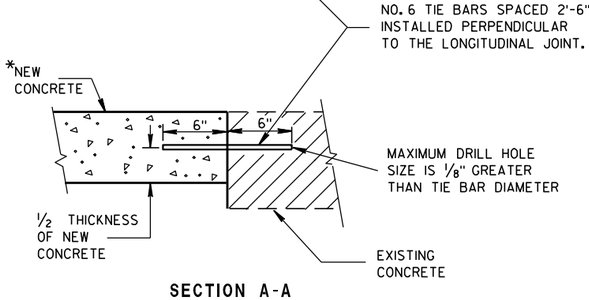


TYPICAL TIE BAR LOCATION (1)



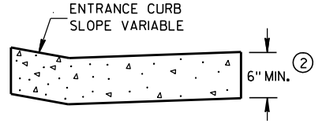
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



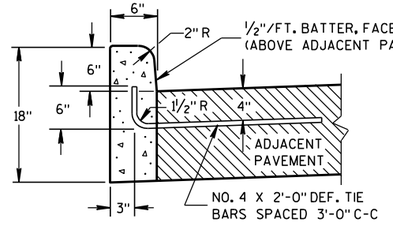
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



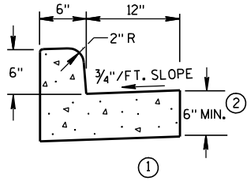
DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)



(1)

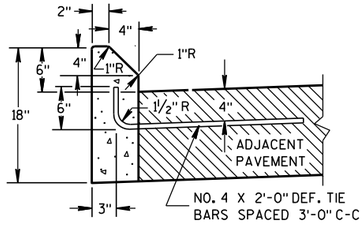
TYPES A & D



(1)

TYPES A & D

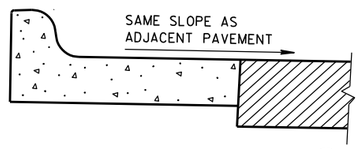
CONCRETE CURB & GUTTER 18"



(1)

TYPES G & J

CONCRETE CURB



(5)

REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

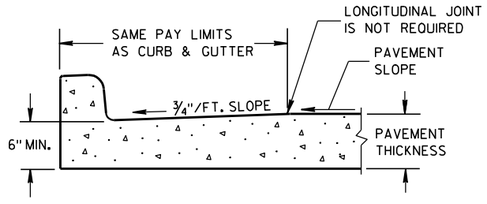
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

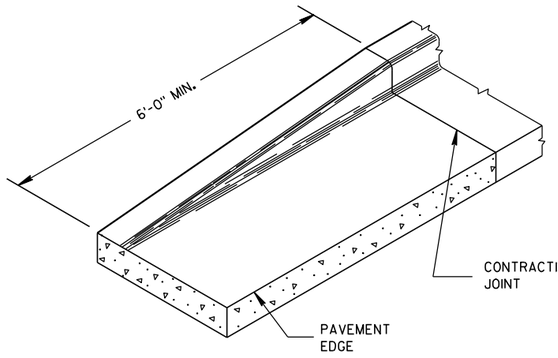
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

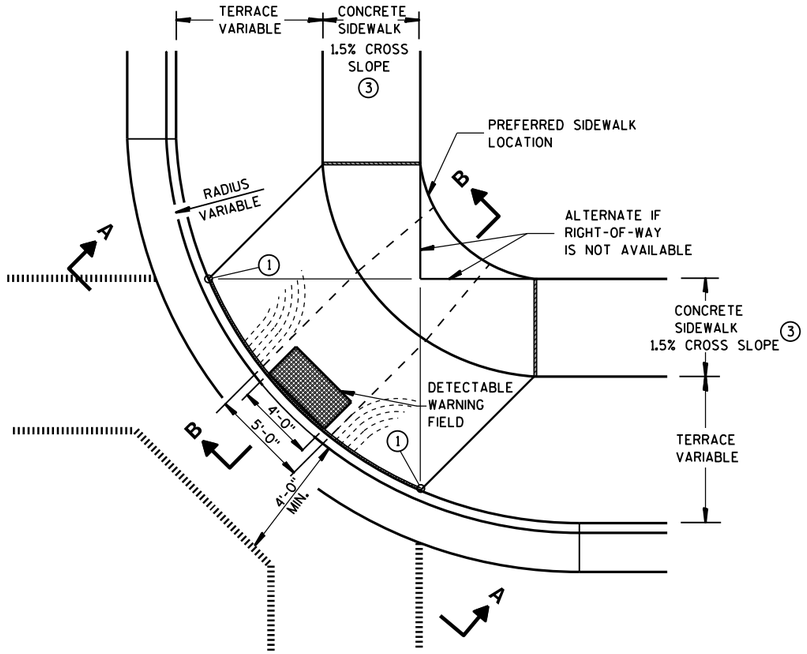
APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 8 D 1-17

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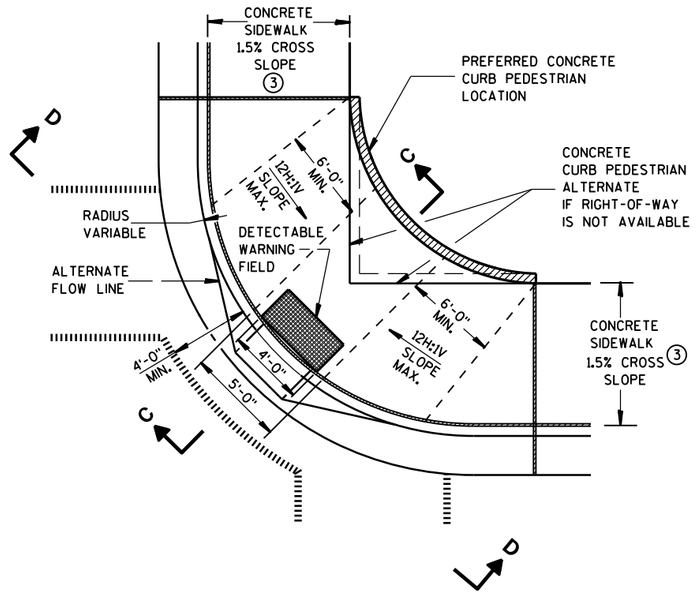
S.D.D. 8 D 1-17



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.

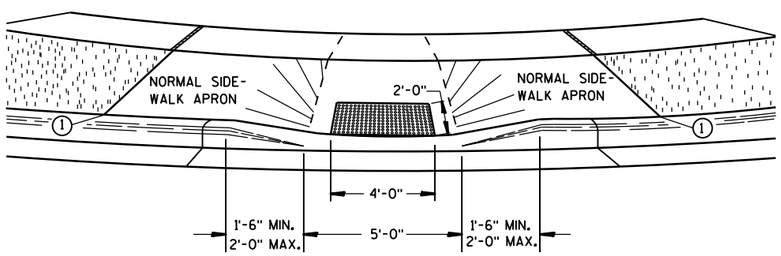
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

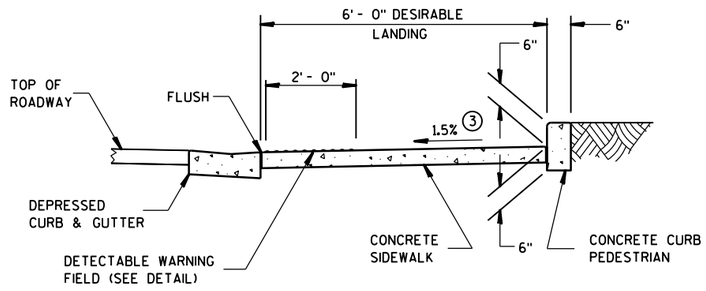
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

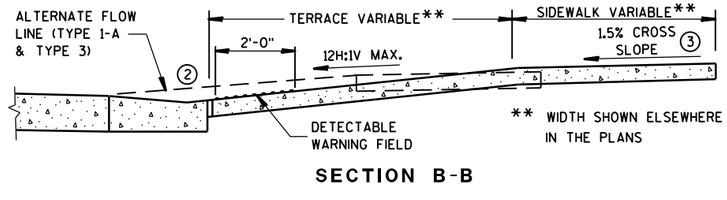
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



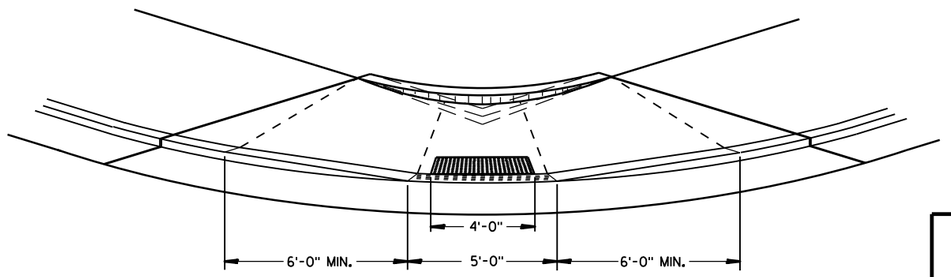
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

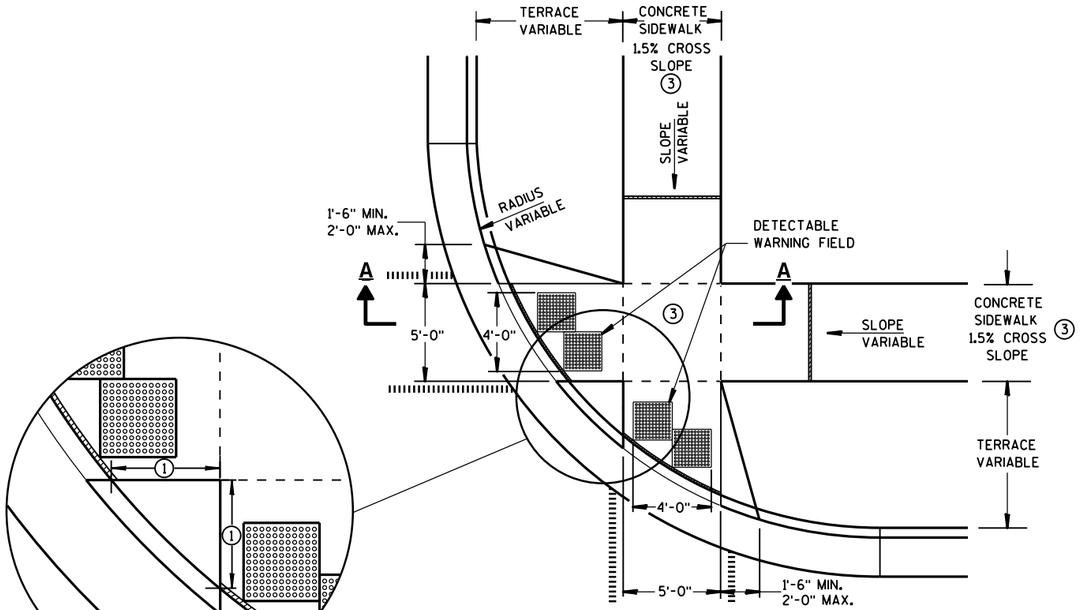
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

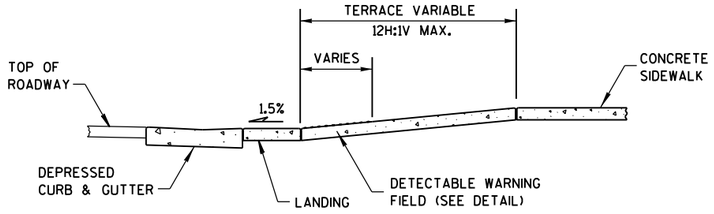
S.D.D. 8 D 5-15a



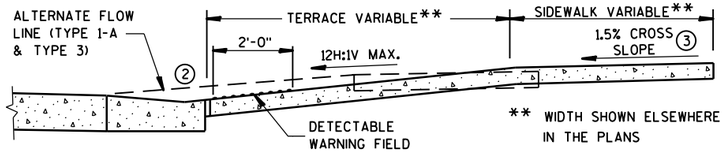
PLAN VIEW

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.

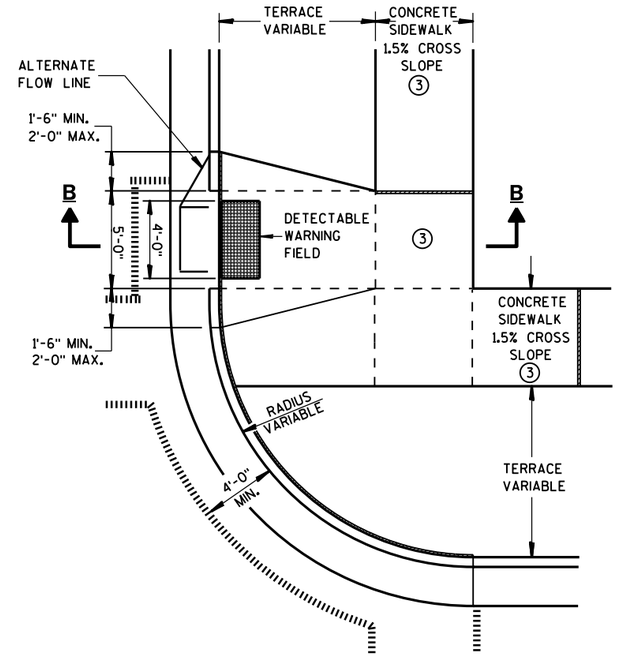
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

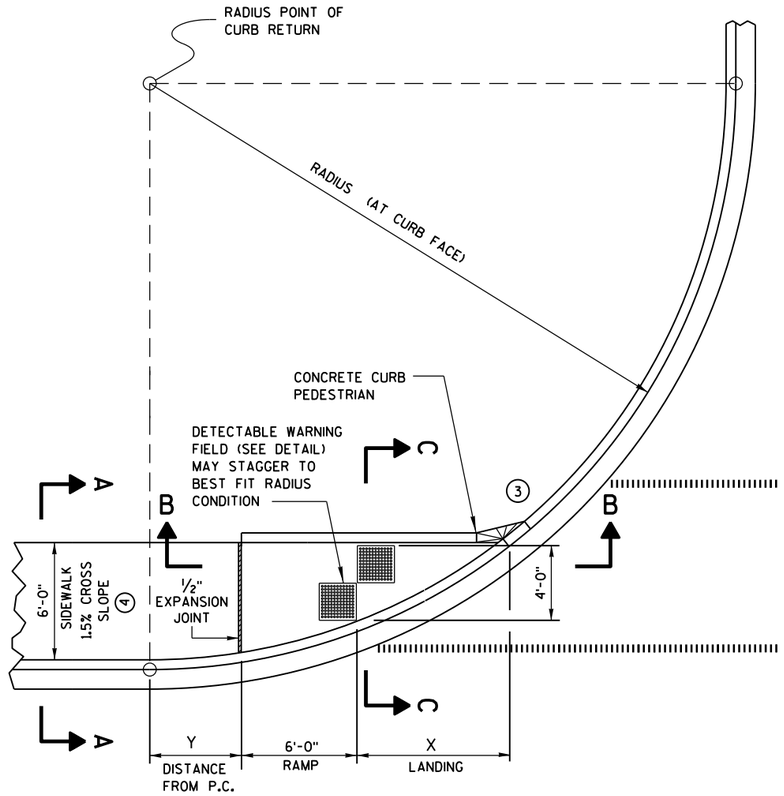
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

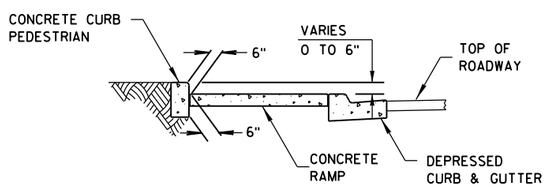
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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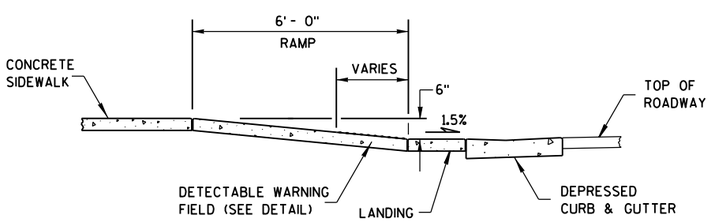
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



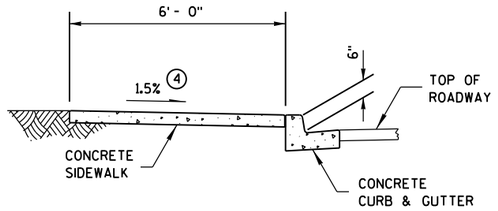
SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

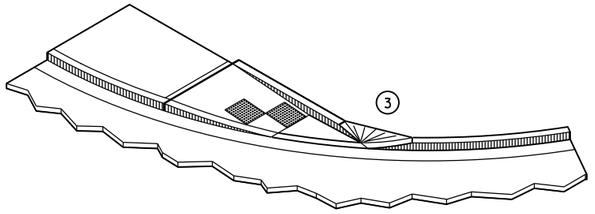
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

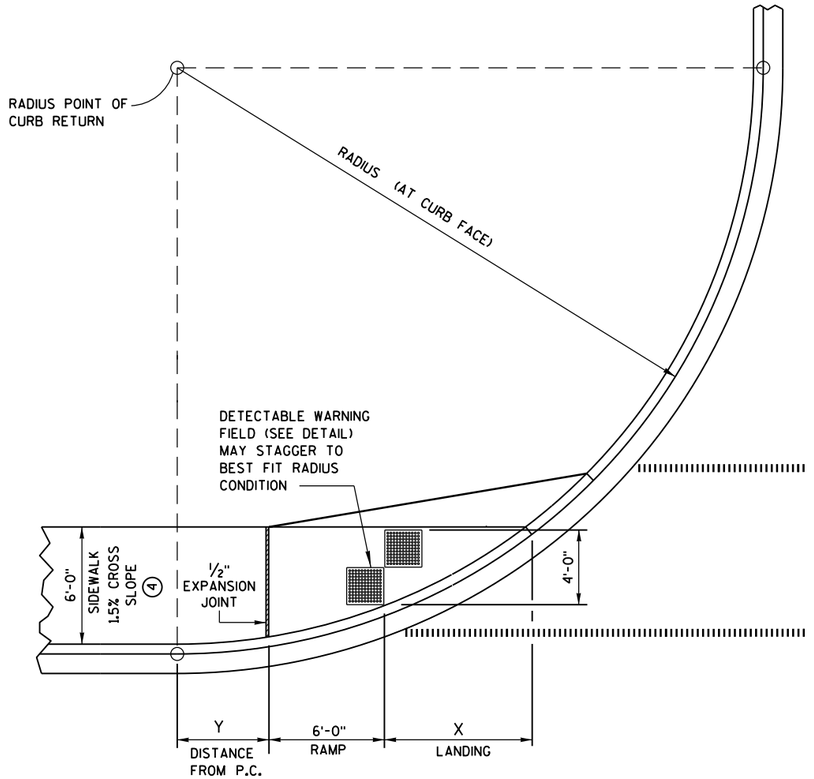
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

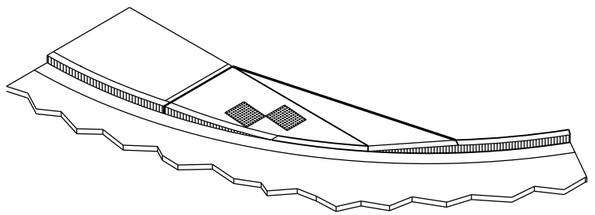
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

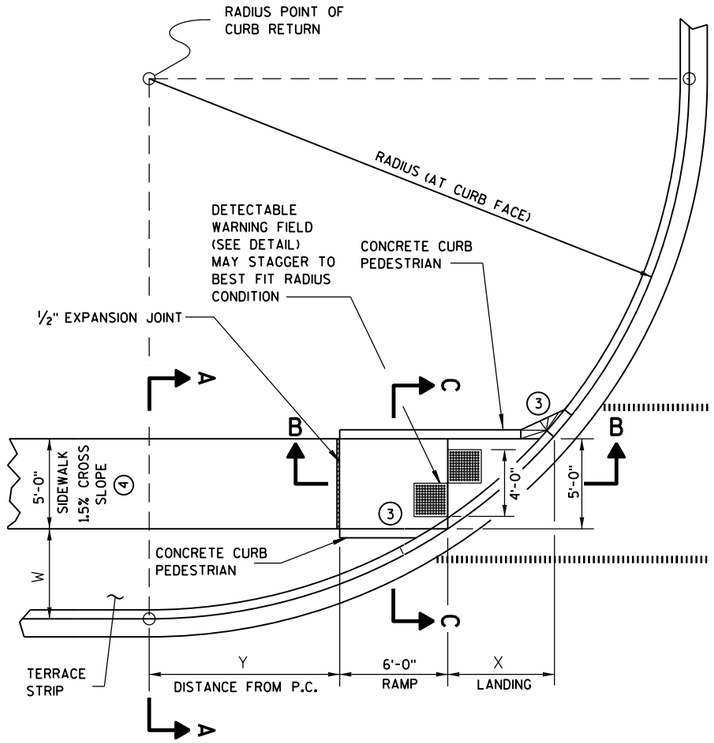
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

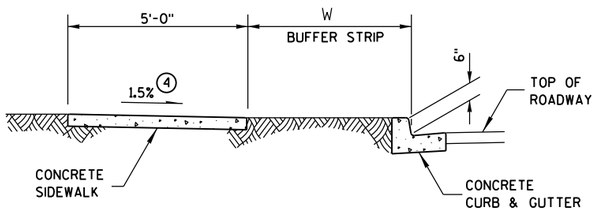
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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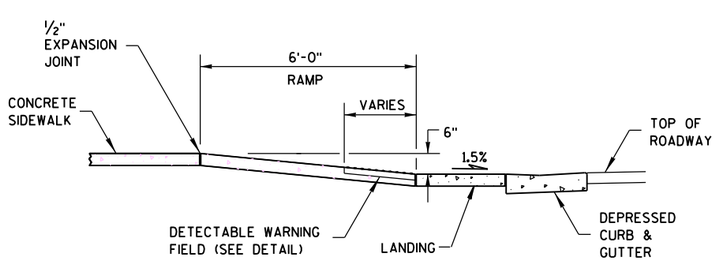
S.D.D. 8 D 5-15c



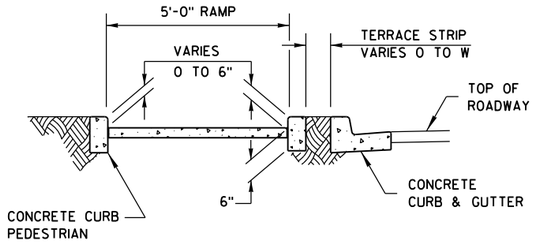
CURB RAMP TYPE 4B
PLAN VIEW



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

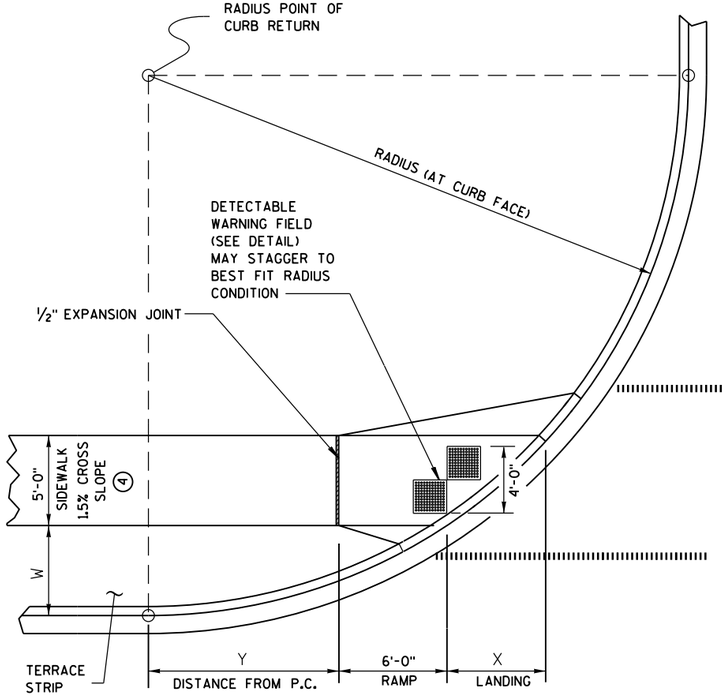
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

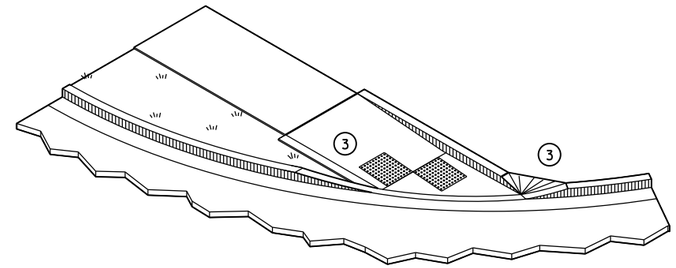
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

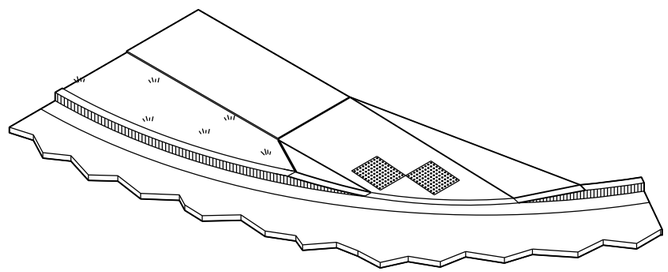
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



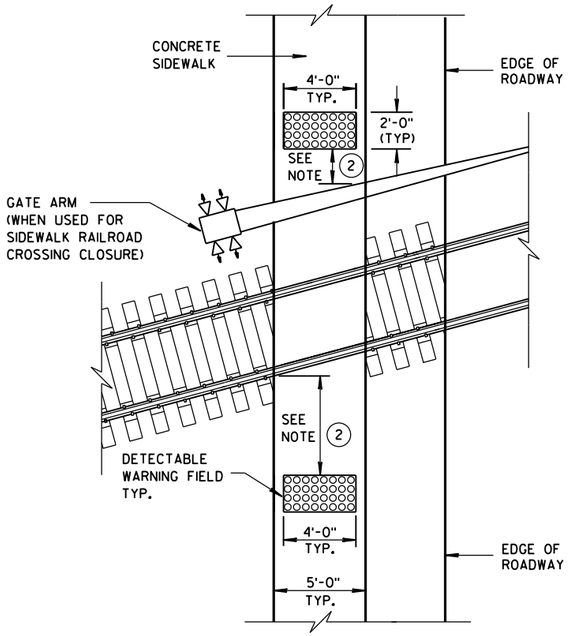
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

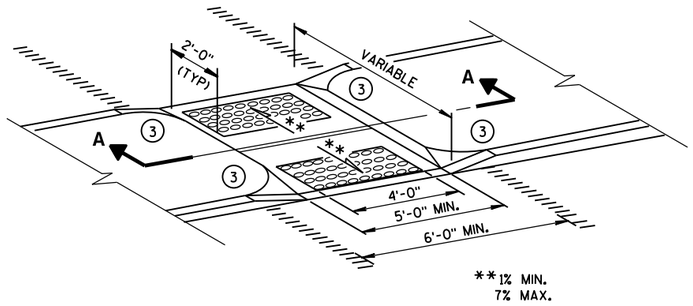
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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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%.

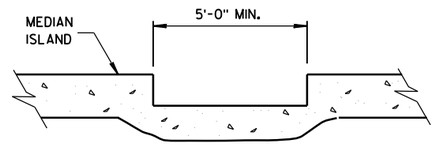
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

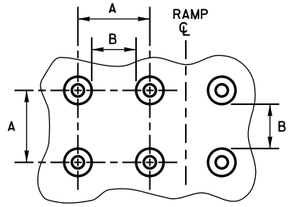
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET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



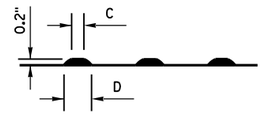
SECTION A-A



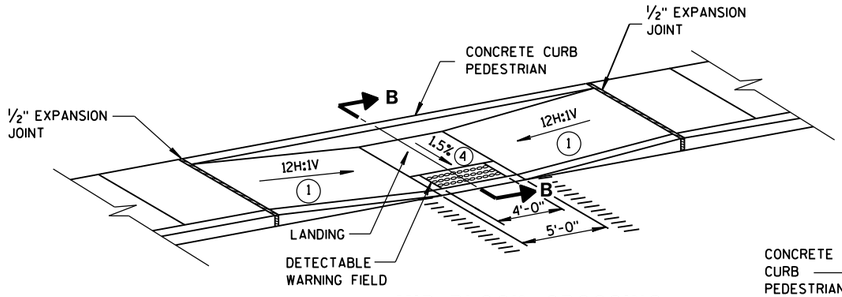
PLAN VIEW

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

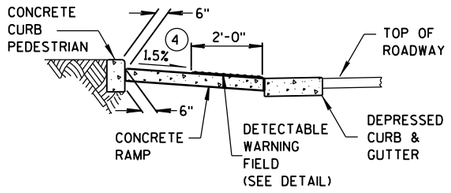
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

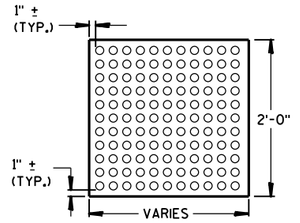


MID-BLOCK CROSSING
TYPE 7A



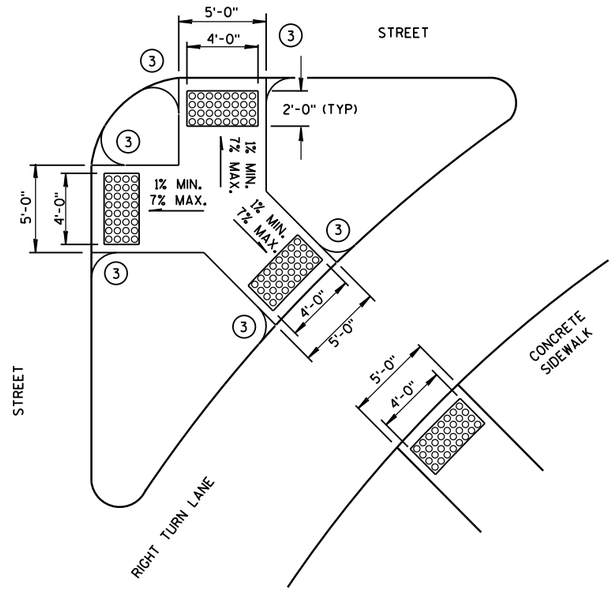
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

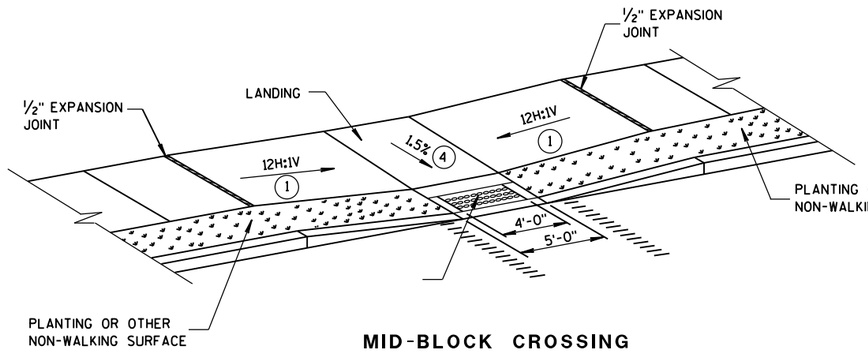


PLAN VIEW

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)

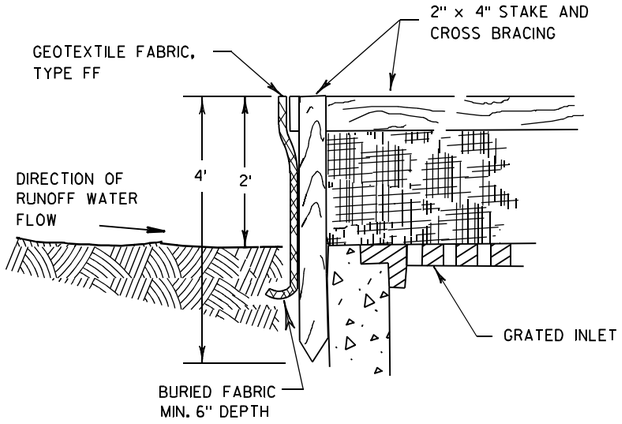
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

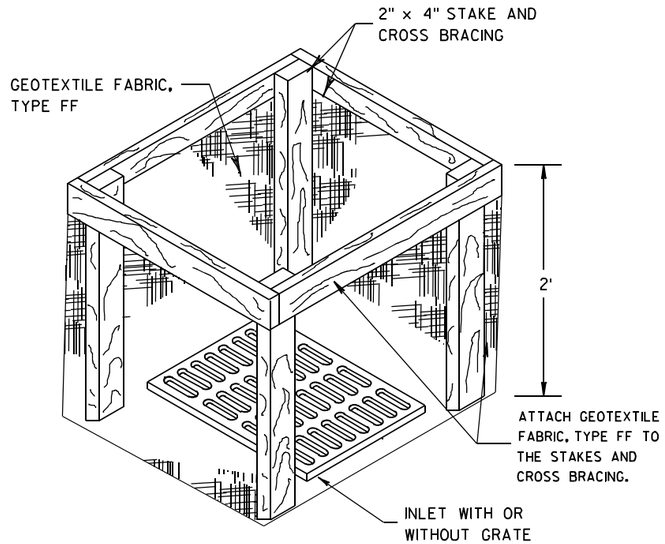
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

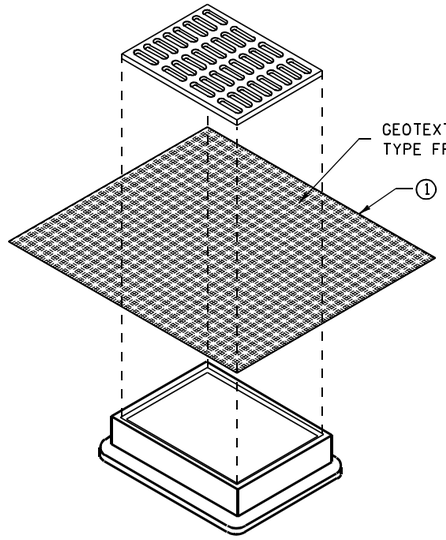
6

S.D.D. 8 D 5-15e



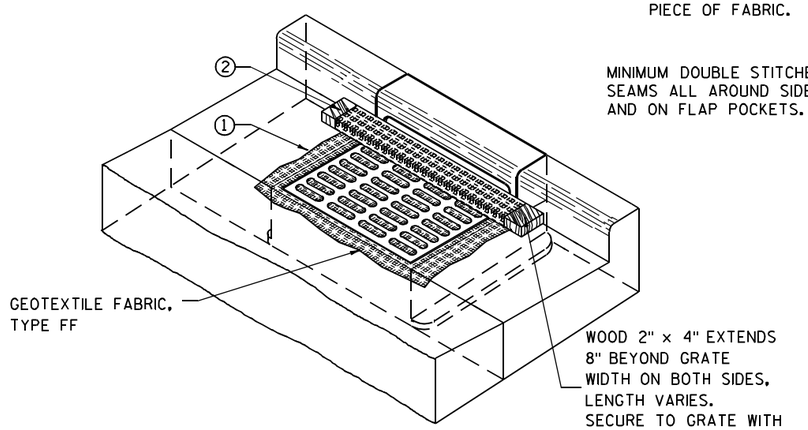


INLET PROTECTION, TYPE A

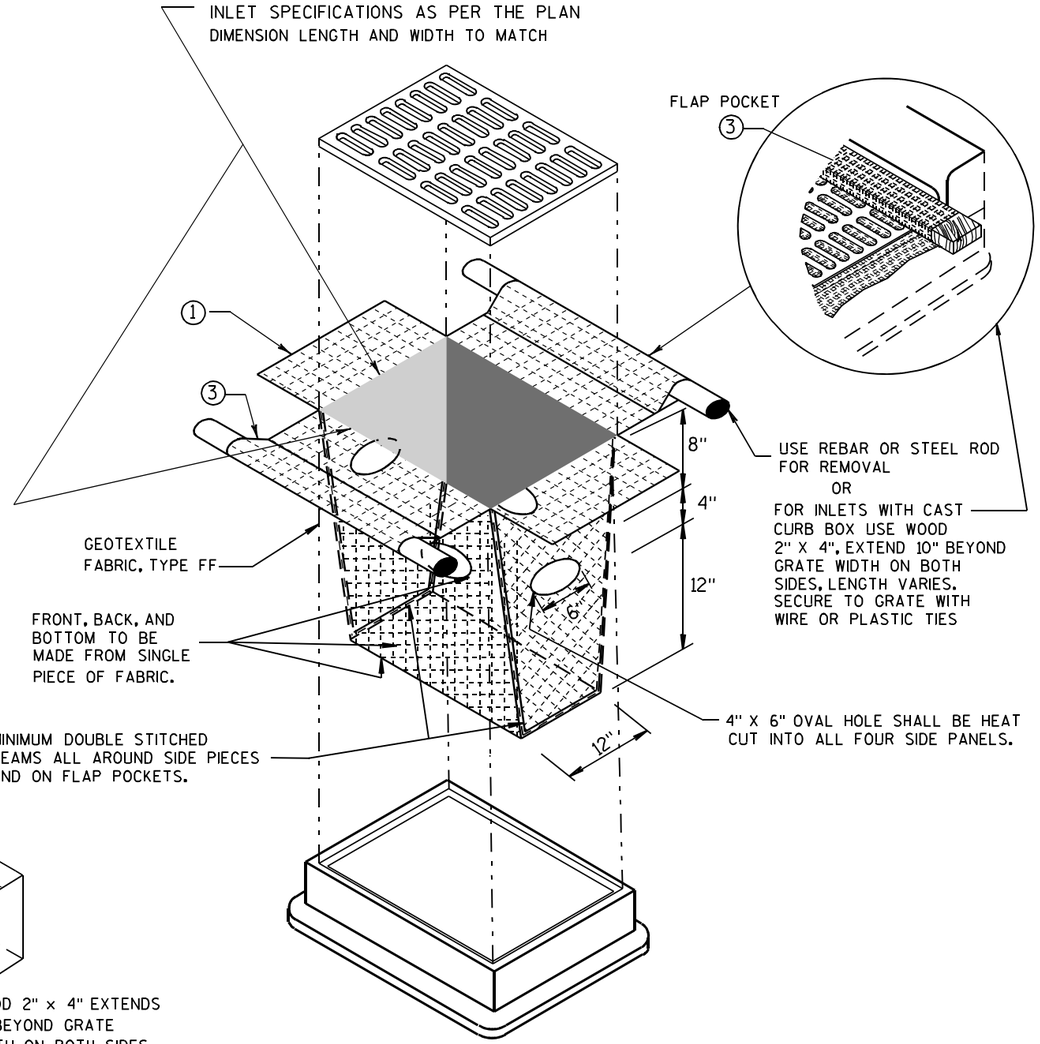


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

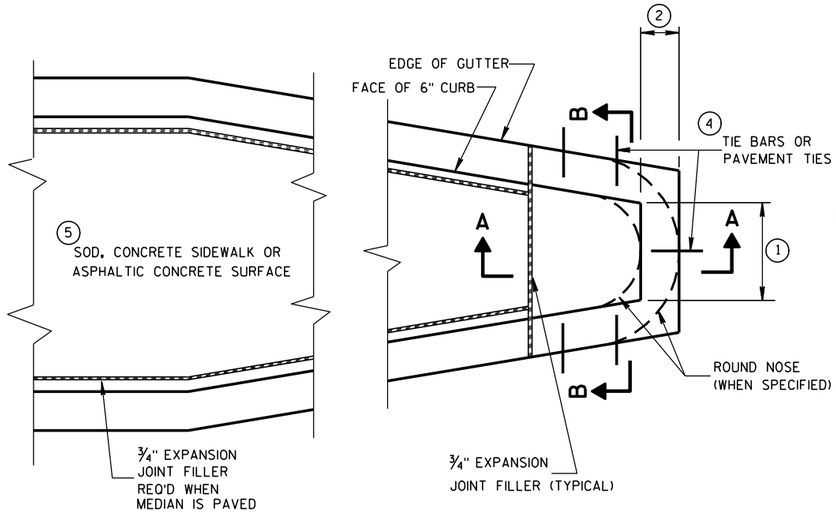
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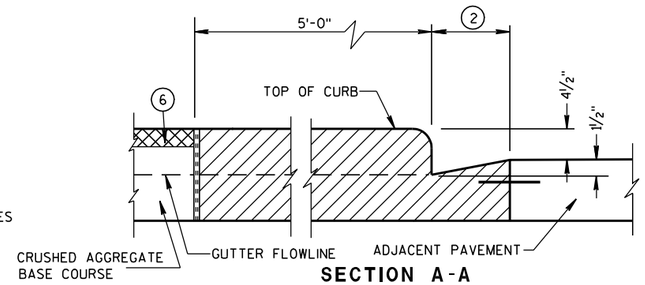
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

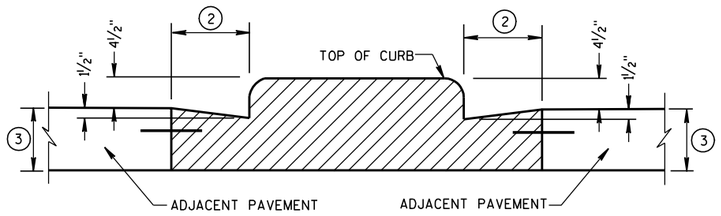
FHWA

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S.D.D. 8 E 10-2





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

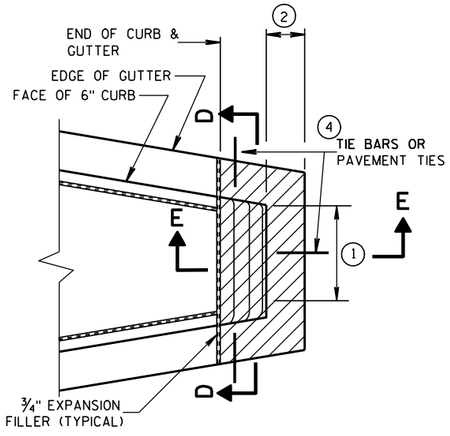
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

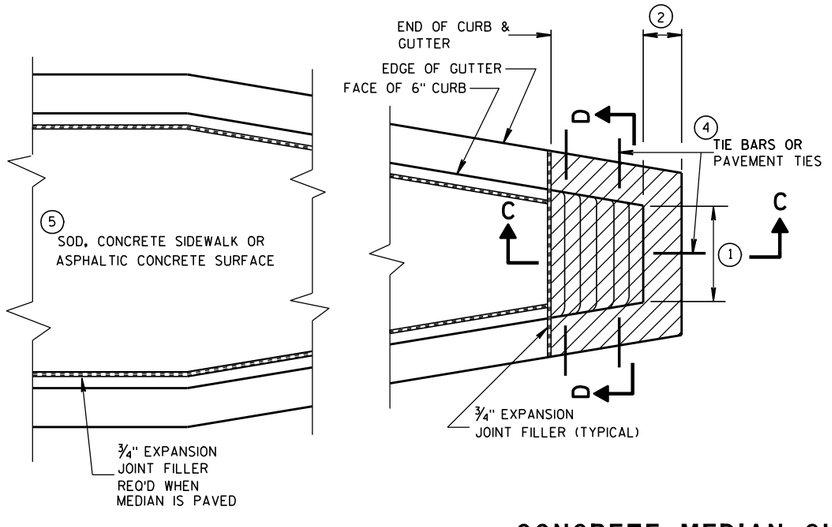
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

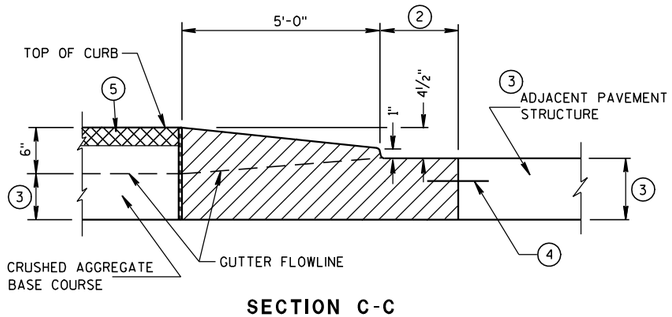
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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

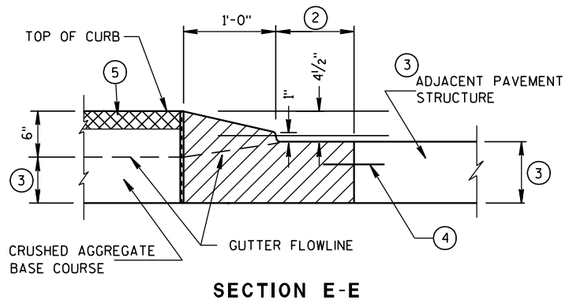
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.







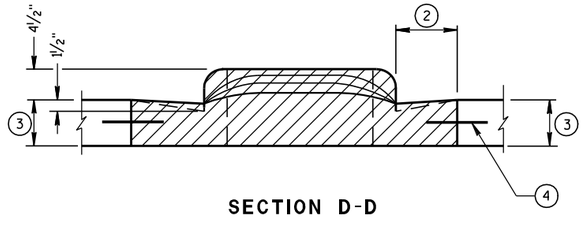
SECTION C-C



SECTION E-E

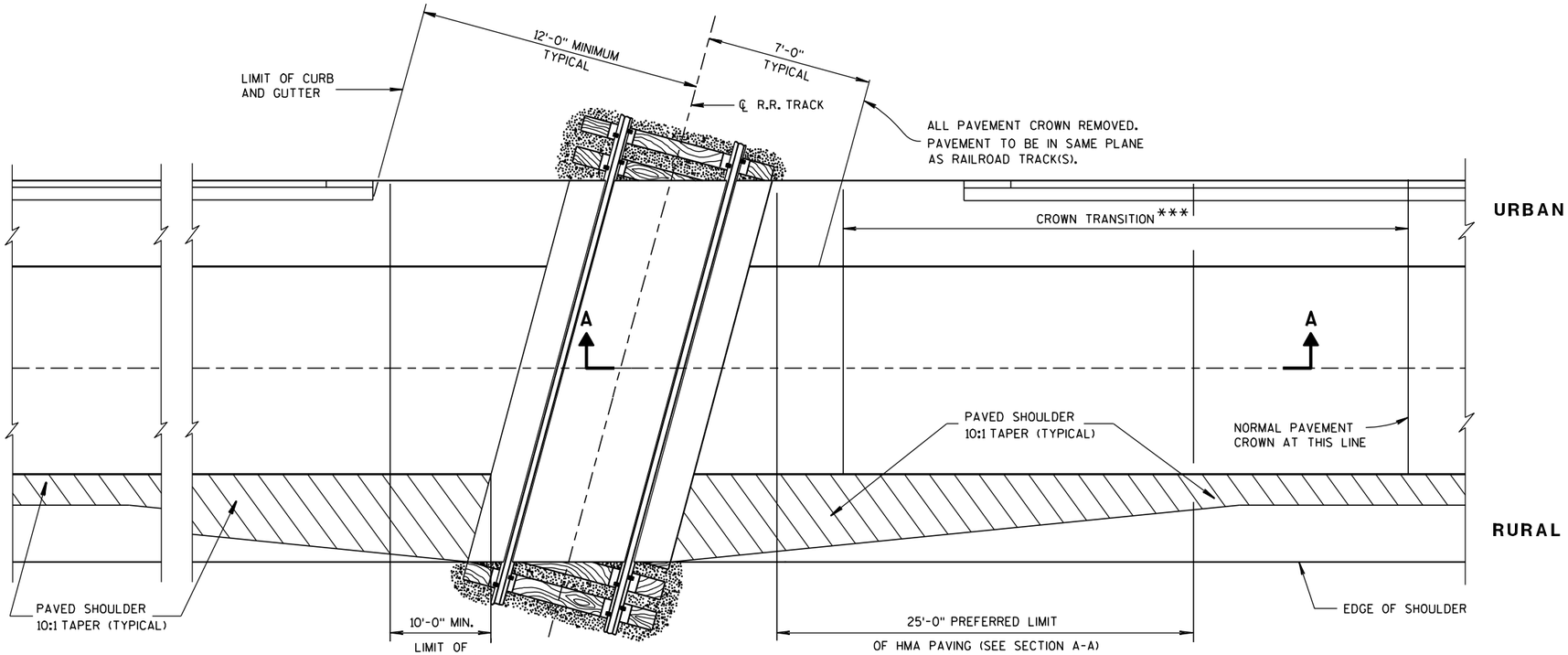
CONCRETE MEDIAN SLOPED NOSE TYPE 1

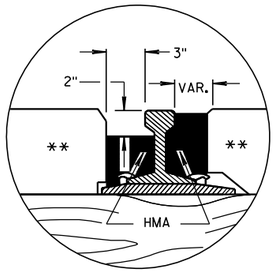
CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
6/8/2006 DATE	/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA	NT





DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

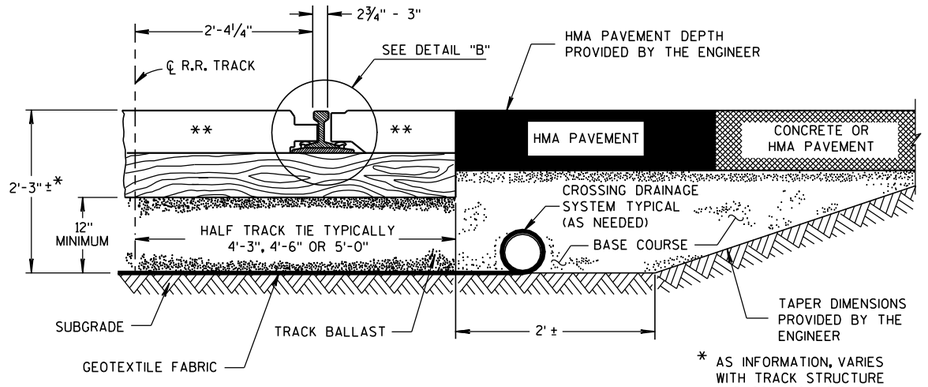
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

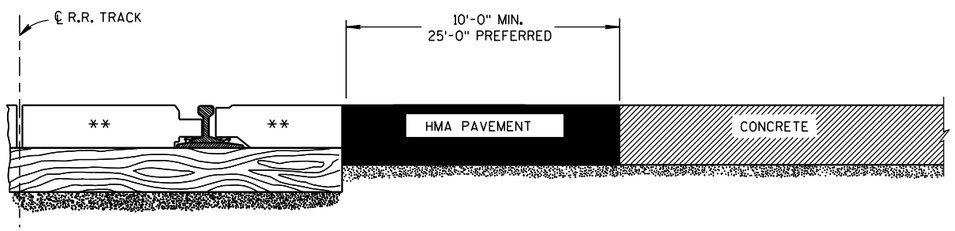
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH



SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

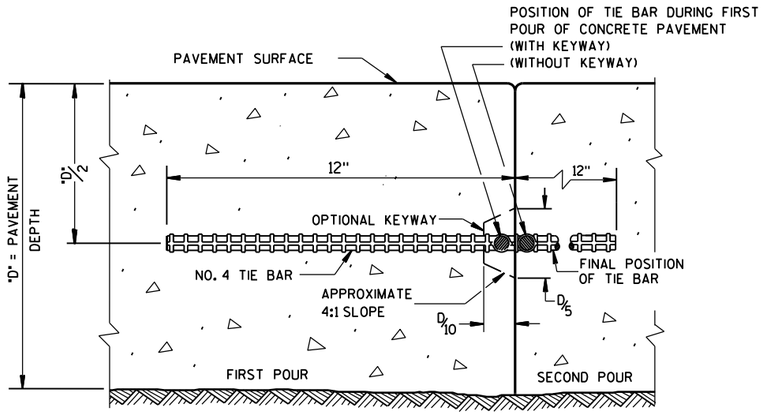
APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAZ 55 CTION
FHWA

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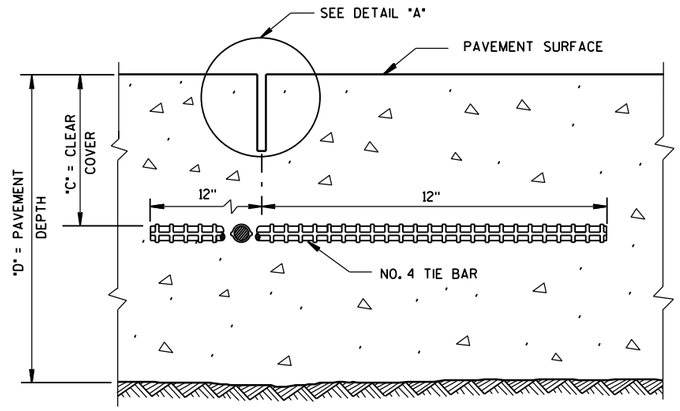
S.D.D. 13 B 1-10

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S.D.D. 13 B 1-10



CONSTRUCTION JOINT



SAWED JOINT

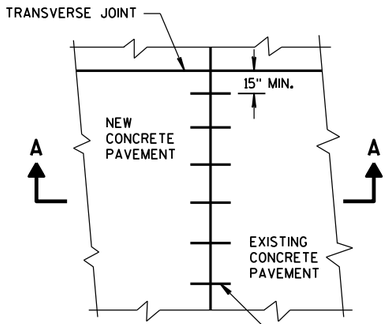
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

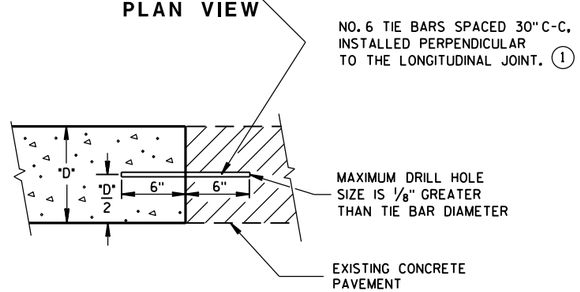
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

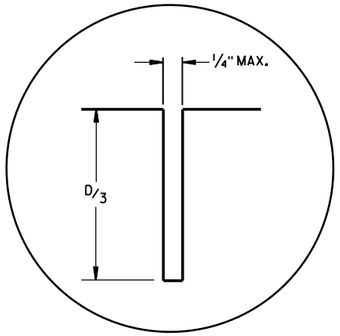


PLAN VIEW



SECTION A-A

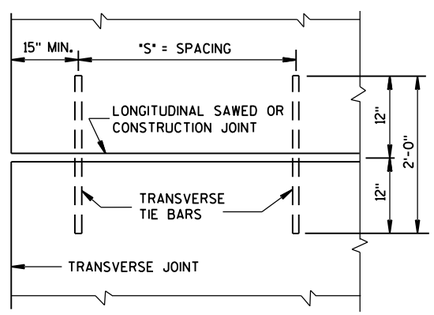
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



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

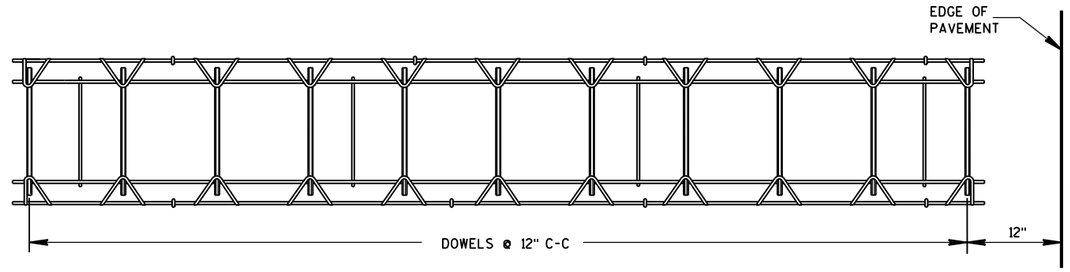
5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE

FHWA

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S.D.D. 13 C 1-16

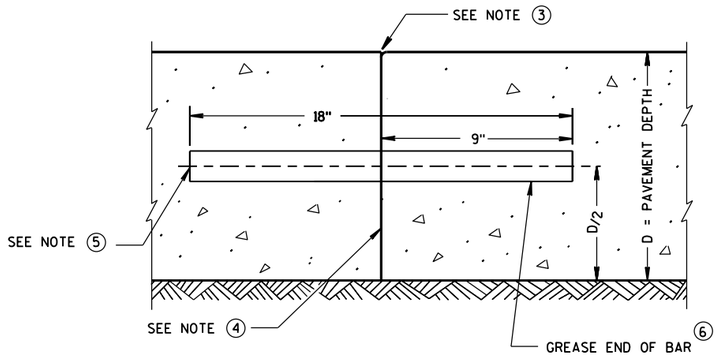


PLAN VIEW

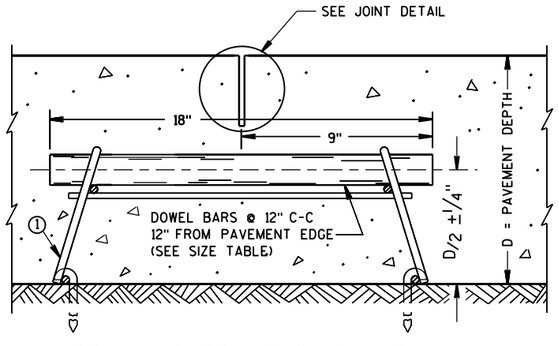


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



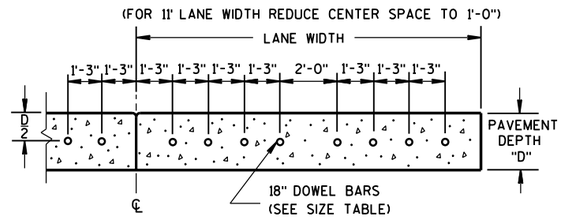
TRANSVERSE CONSTRUCTION JOINT



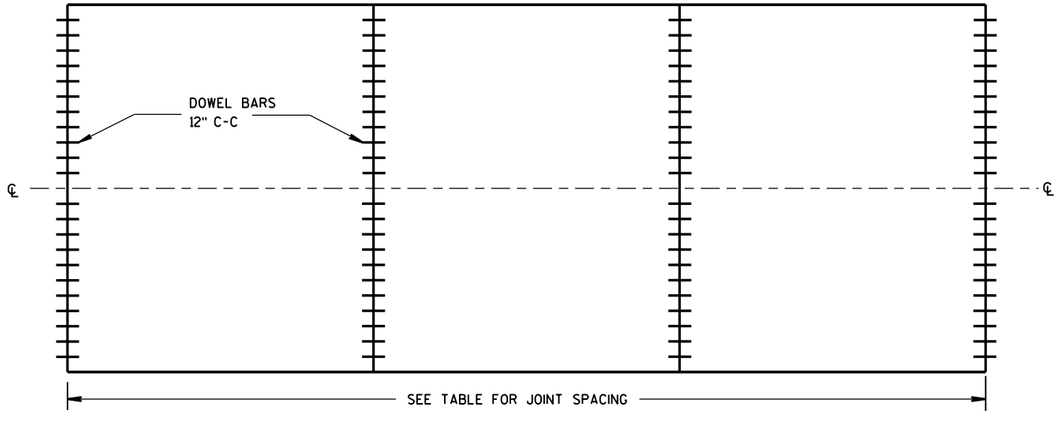
DOWELED CONTRACTION JOINT

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.

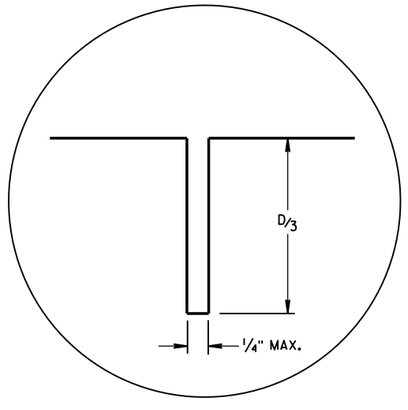
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

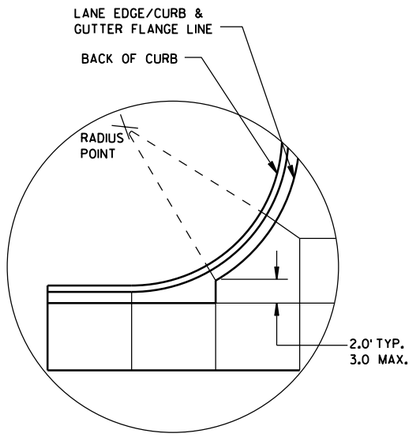
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

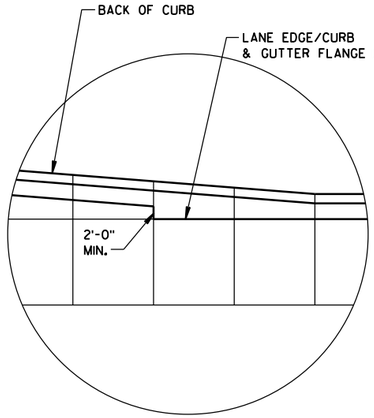
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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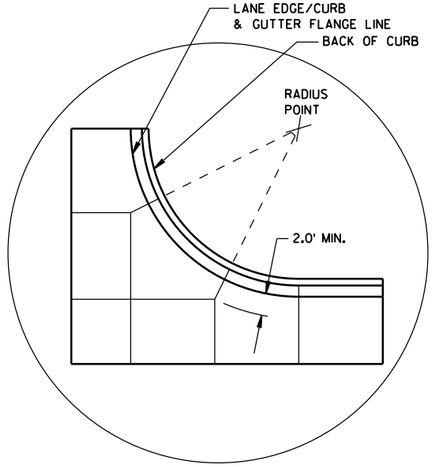
S.D.D. 13 C 13-8



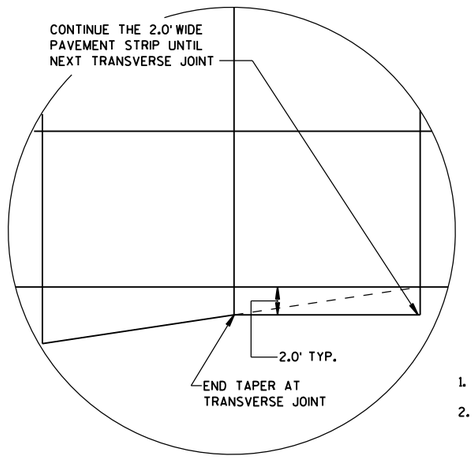
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

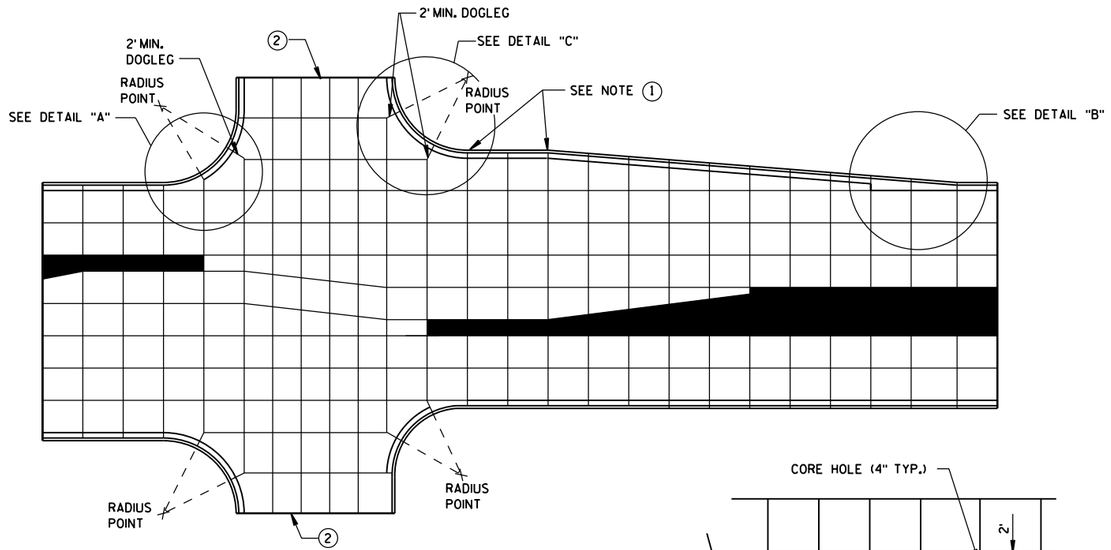
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

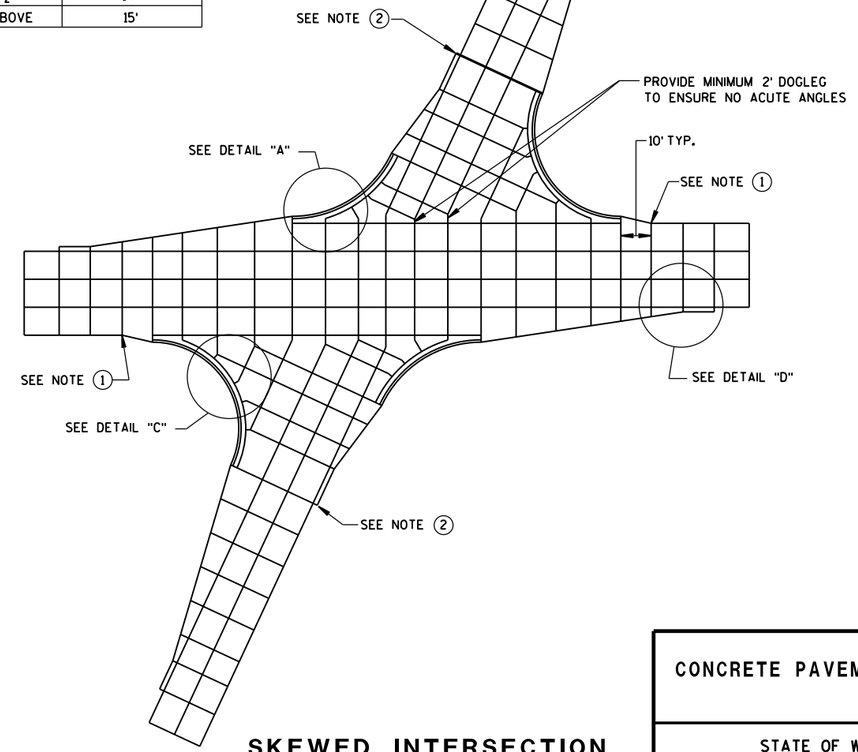
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



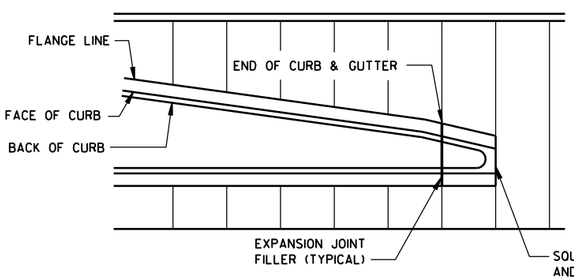
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

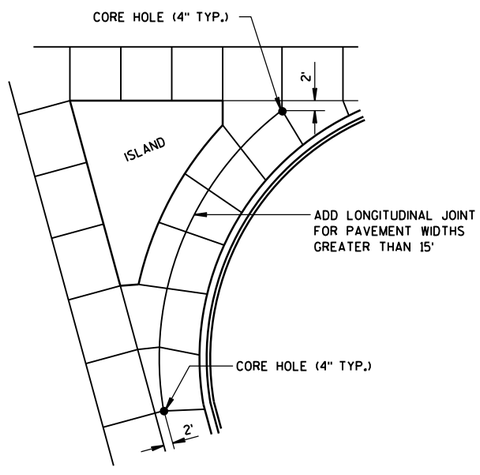
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

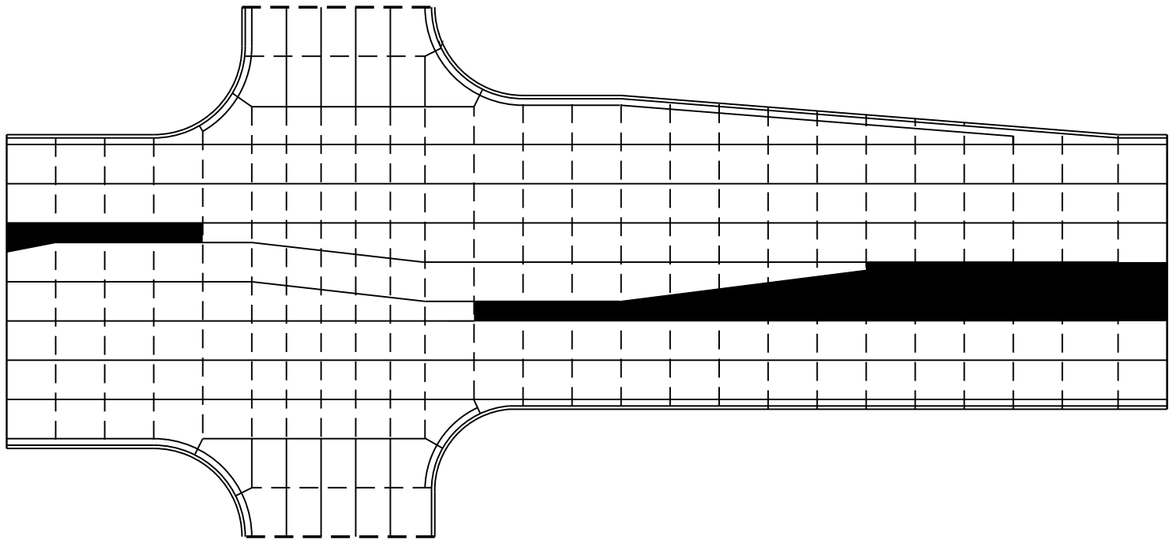
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

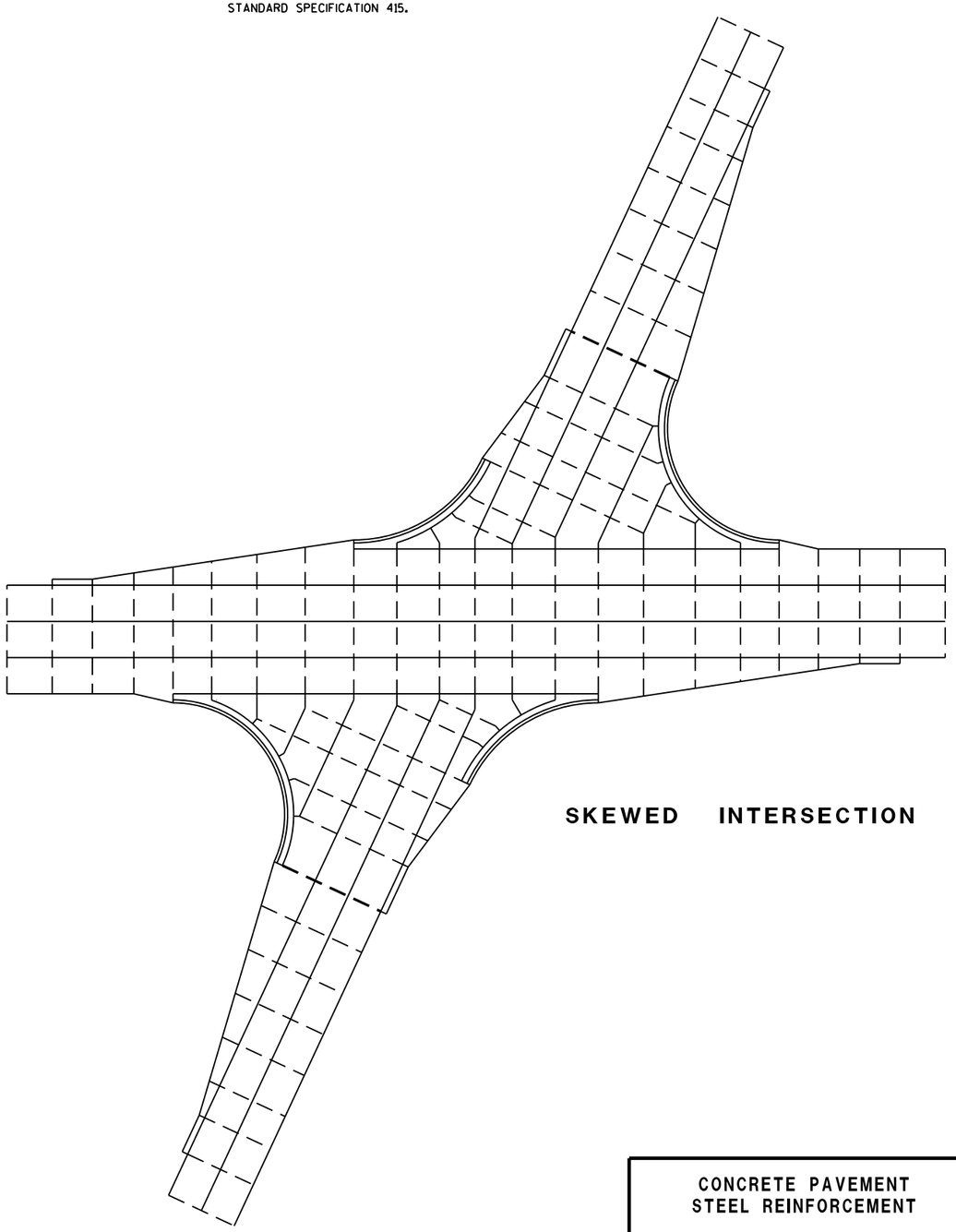
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

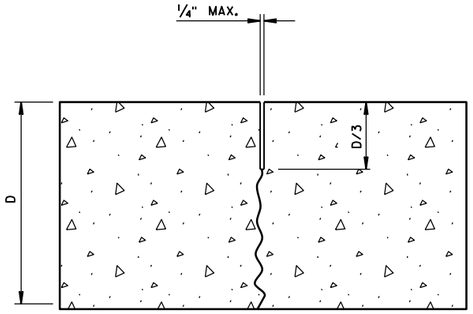
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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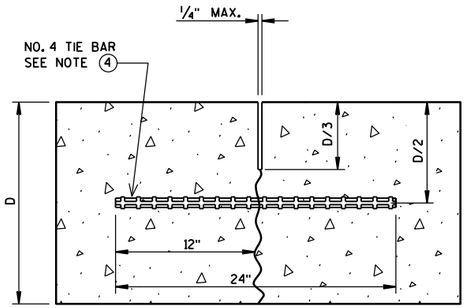
S.D.D. 13 C 18-2b

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S.D.D. 13 C 18-2b



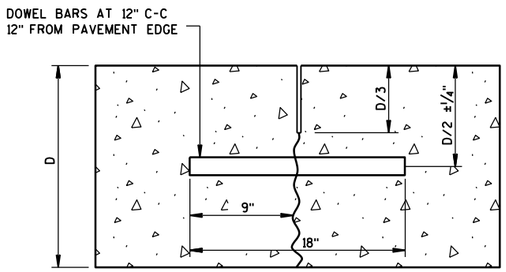
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

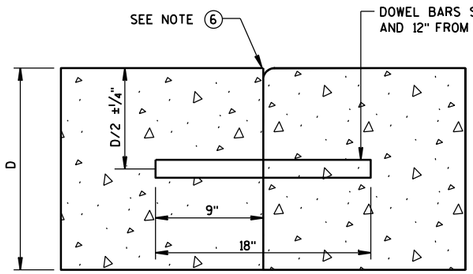
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



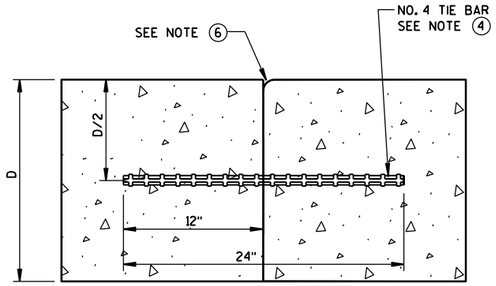
DOWELED-TRANSVERSE

CONTRACTION JOINTS

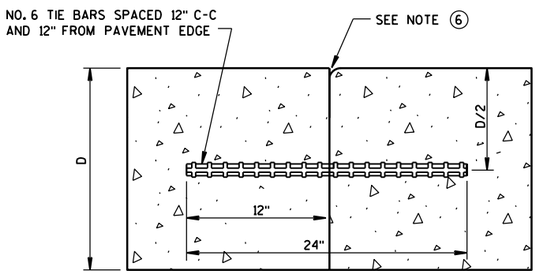
SEE NOTE (2)



DOWELED TRANSVERSE

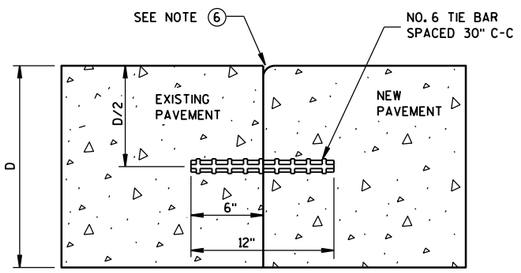


TIED LONGITUDINAL



TIED TRANSVERSE

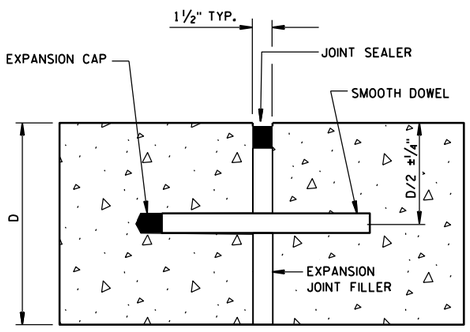
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

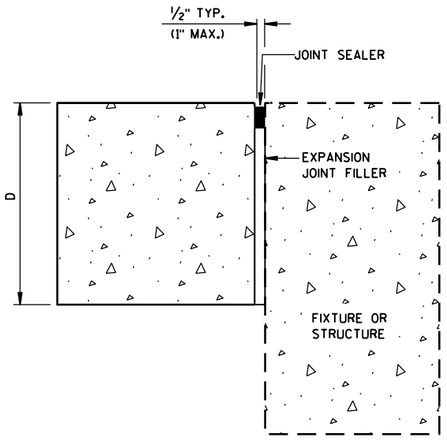
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

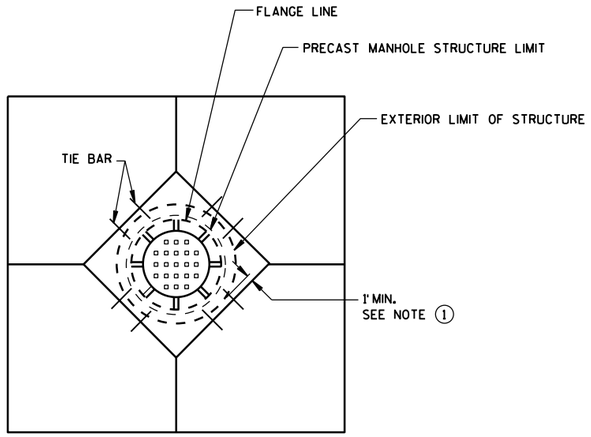
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

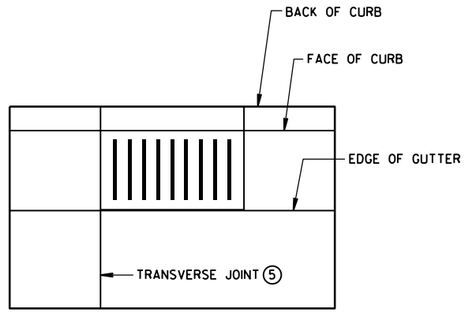
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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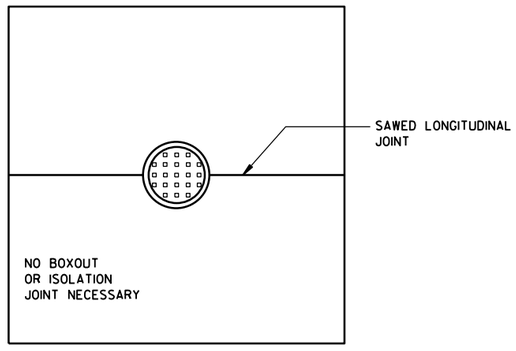
S.D.D. 13 C 18-2c



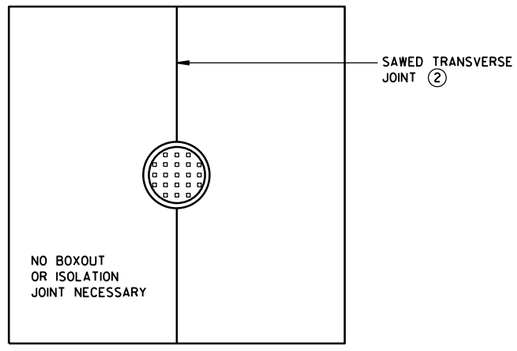
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



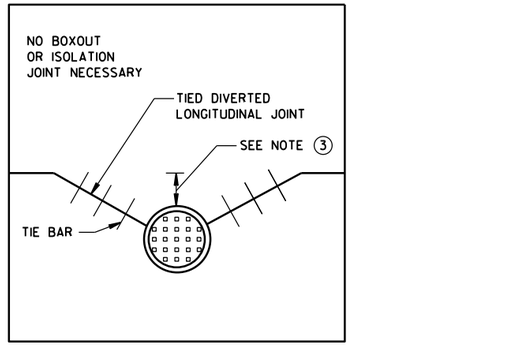
INLET WITH TRANSVERSE JOINT



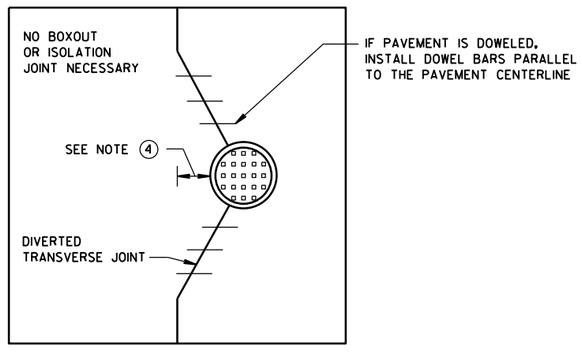
MANHOLE WITH LONGITUDINAL JOINT



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	/S/ Deb Bischoff	
DATE	PAVEMENT POLICY & DE	NEER

FHWA

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S.D.D. 13 C 18-2d

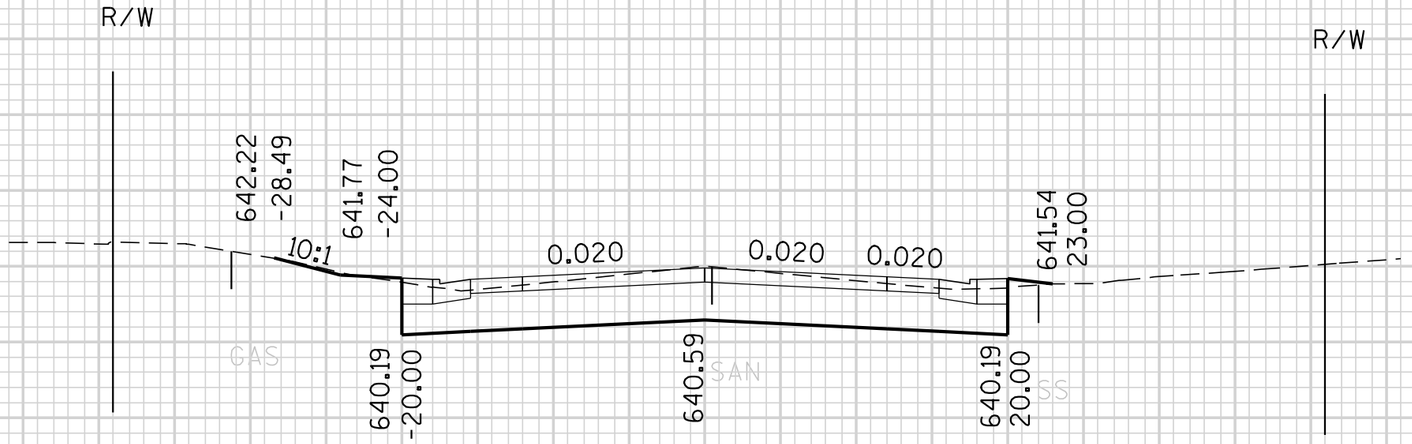
CROSS SECTION EARTHWORK SHEET

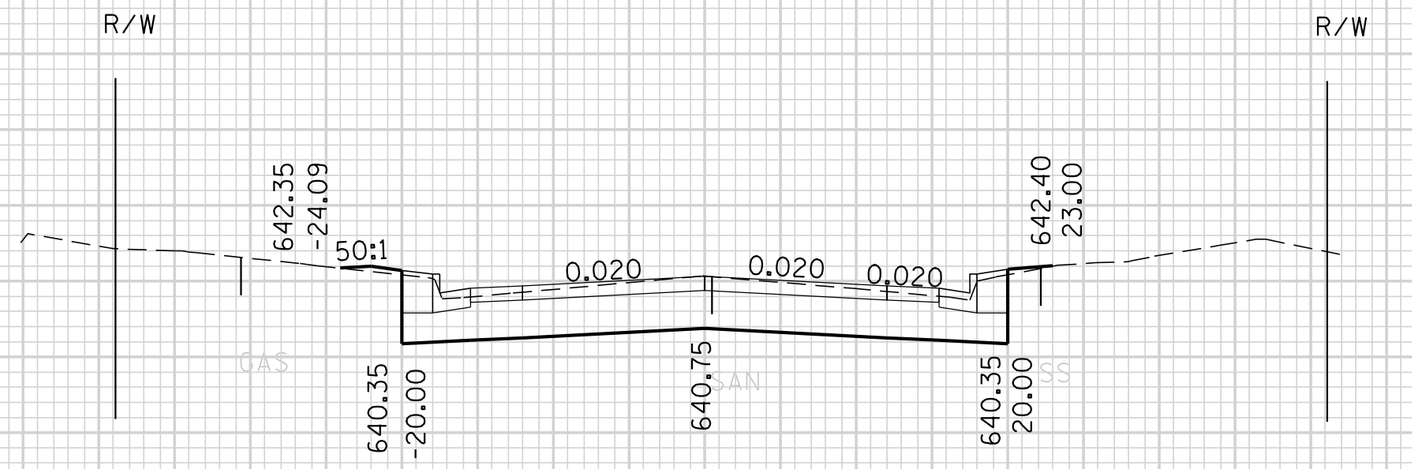
*OTHER EARTHWORK SHOWN ELSEWHERE

Y-LINE STATION	Distance	AREA (SF) Cut Note 1	Additional Cut Area Note 2	Salvaged/Unusable Pavement Material	Fill	Incremental Vol (CY) (Unadjusted) Total Cut Note 3	Salvaged/Unusable Pavement Material Note 4	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.43 Note 5	Mass Ordinate Note 6
126+25.00	0	53	0.00	4.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00
126+50.00	25	50	0.00	4.00	0.89	47.59	3.70	0.85	47.59	1.21	42.67
126+75.00	25	52	0.00	4.00	0.53	47.08	3.70	0.66	94.67	2.15	85.11
127+00.00	25	50	0.00	4.00	0.54	46.85	3.70	0.50	141.52	2.86	127.55
127+25.00	25	52	0.00	4.00	0.77	46.91	3.70	0.61	188.43	3.73	169.89
127+50.00	25	50	4.49	4.00	0.51	49.00	3.70	0.59	237.44	4.57	214.34
127+75.00	25	50	4.46	4.00	0.36	50.35	3.70	0.40	287.78	5.15	260.41
128+00.00	25	53	4.14	4.00	1.96	51.89	3.70	1.07	339.68	6.69	307.06
128+16.59	17	150	4.09	0.00	0.26	65.05	1.23	0.68	404.73	7.66	369.91
128+25.00	8	109	0.00	0.00	0.36	40.97	0.00	0.10	445.70	7.80	410.75
128+34.80	10	55	0.00	0.00	0.00	29.73	0.00	0.07	475.43	7.89	440.39
128+34.81	0	0	0.00	0.00	0.00	0.01	0.00	0.00	475.45	7.89	440.40
128+44.79	10	0	0.00	0.00	0.00	0.00	0.00	0.00	475.45	7.89	440.40
128+44.80	0	20	0.00	0.00	0.00	0.00	0.00	0.00	475.45	7.89	440.40
128+48.80	4	20	0.00	0.00	0.00	2.96	0.00	0.00	478.41	7.89	443.36
128+48.81	0	0	0.00	0.00	0.00	0.00	0.00	0.00	478.42	7.89	443.37
128+58.79	10	0	0.00	0.00	0.00	0.00	0.00	0.00	478.42	7.89	443.37
128+58.80	0	55	0.00	0.00	0.01	0.01	0.00	0.00	478.43	7.89	443.38
128+75.00	16	54	4.20	0.00	0.29	33.88	0.00	0.09	512.31	8.02	477.13
129+00.00	25	54	4.45	0.00	0.02	53.78	0.00	0.14	566.09	8.23	530.71
129+12.75	13	54	0.00	0.00	0.00	26.64	0.00	0.00	592.73	8.23	557.34
129+12.76	0	0	0.00	0.00	0.00	0.01	0.00	0.00	592.74	8.23	557.35
129+21.24	8	0	0.00	0.00	0.00	0.00	0.00	0.00	592.74	8.23	557.35
129+21.25	0	56	0.00	0.00	0.00	0.01	0.00	0.00	592.75	8.23	557.36
129+25.00	4	55	0.00	0.00	0.25	7.70	0.00	0.02	600.45	8.26	565.03
129+50.00	25	47	0.00	0.00	2.57	47.09	0.00	1.31	647.54	10.13	610.26
129+75.00	25	52	0.00	0.00	2.45	45.66	0.00	2.32	693.20	13.45	652.59
					TOTALS:	693.20	27.15	9.41			

Notes:

1) Cut Excavation from Caice. Does not include Median Cut.
2) Additional Cut Excavation beneath median with subgrade slopes extended rather than stopping 2 feet behind median Curb & Gutter.
3) Total Cut Excavation is the sum of Cut Excavation from Caice and Additional Median Cut.
4) Salvaged/Unusable Pavement Material is included in Cut.
5) Expanded Fill Factor = 1.43
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

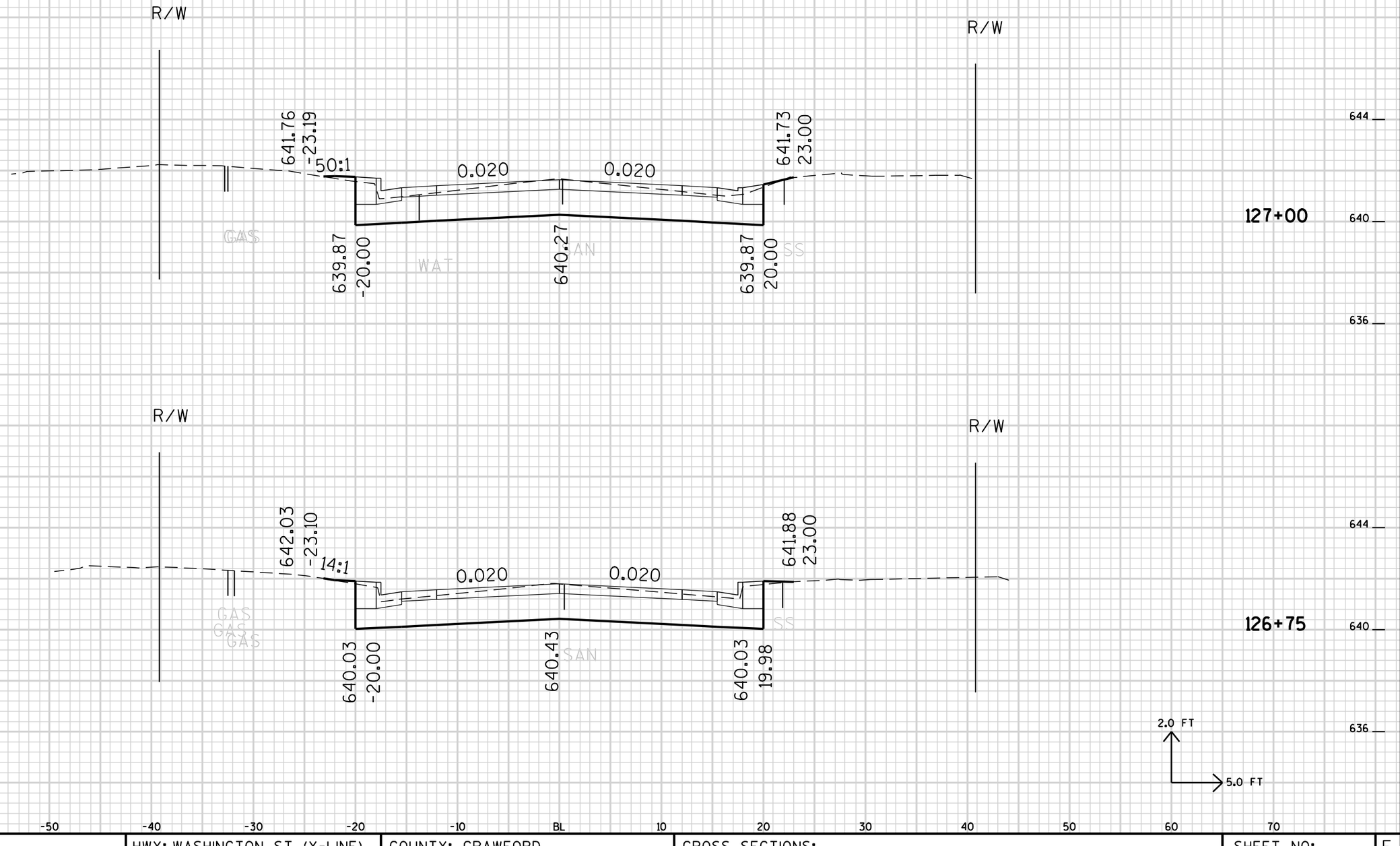




-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

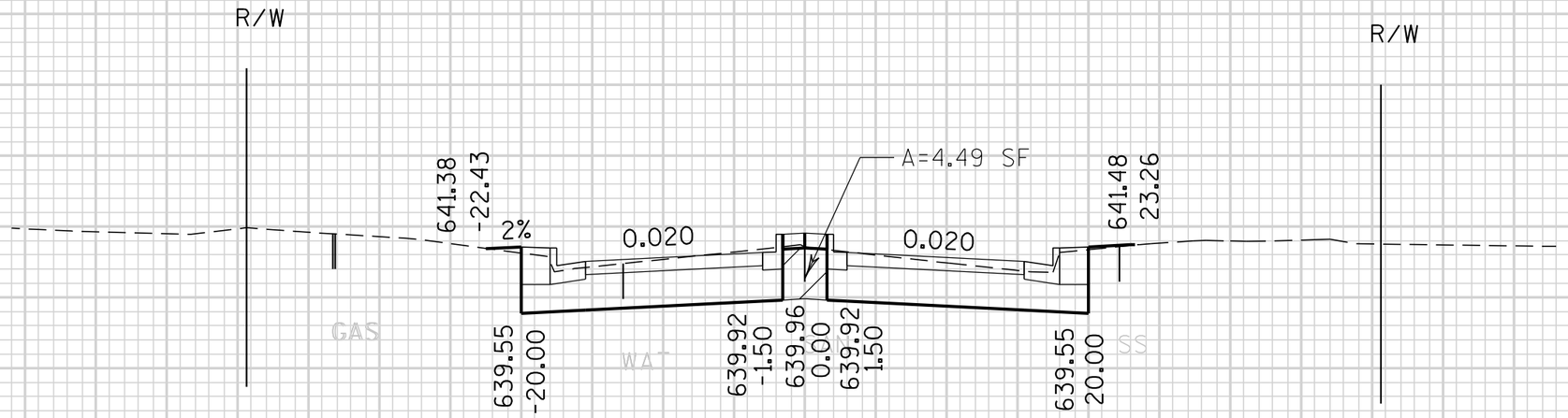
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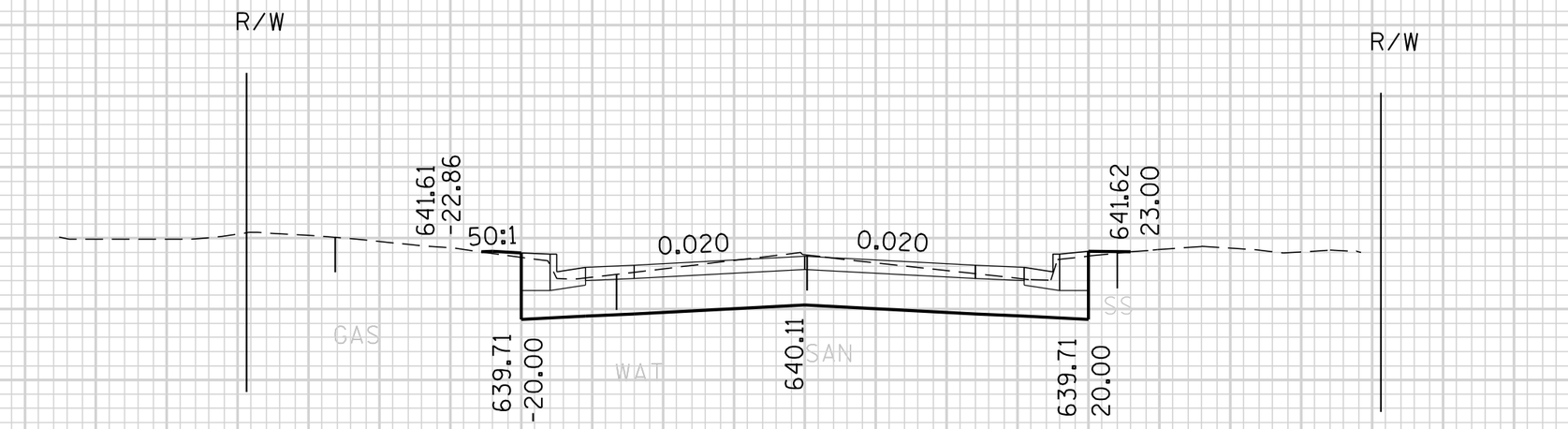
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PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ul8±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:03 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1



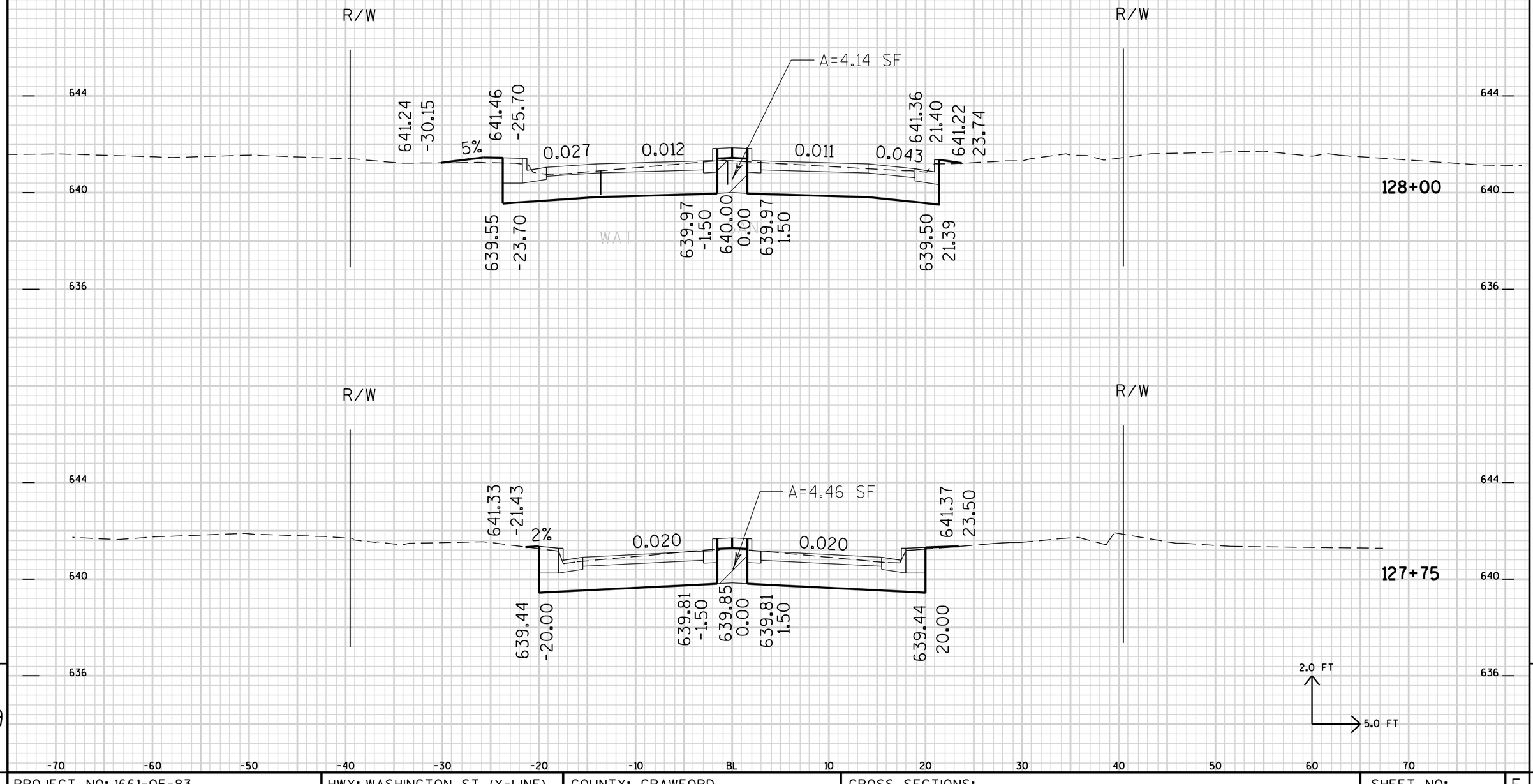


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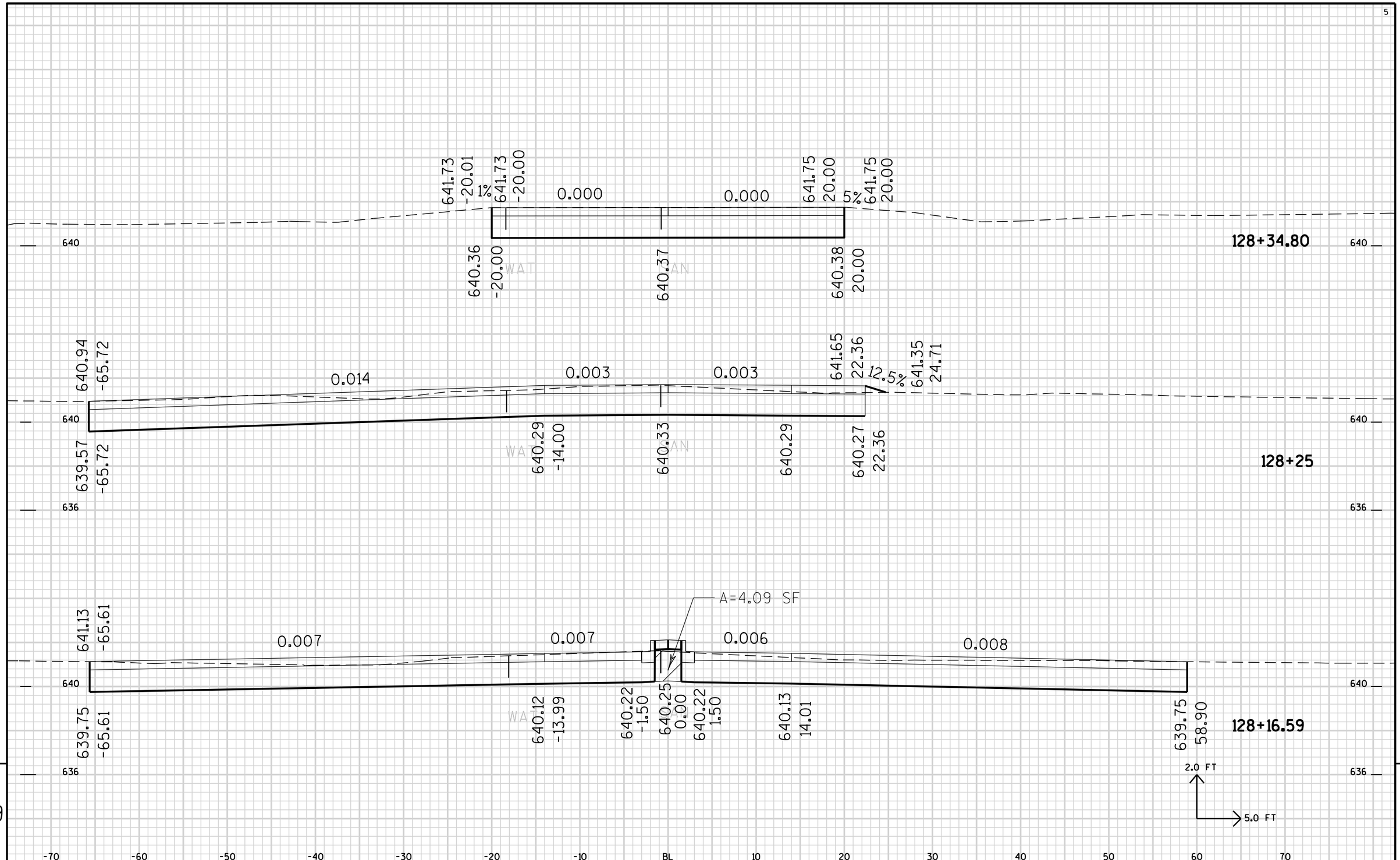
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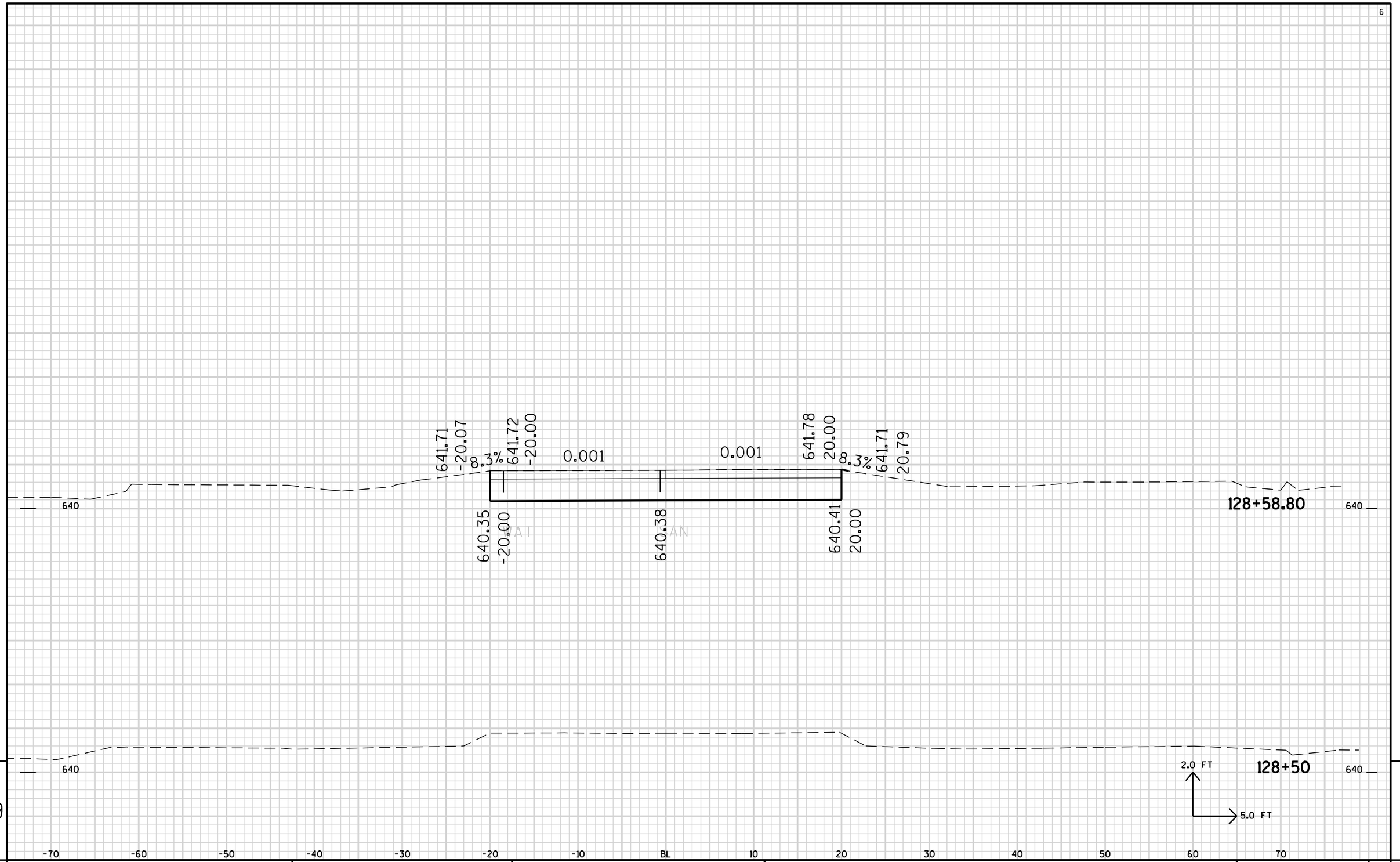


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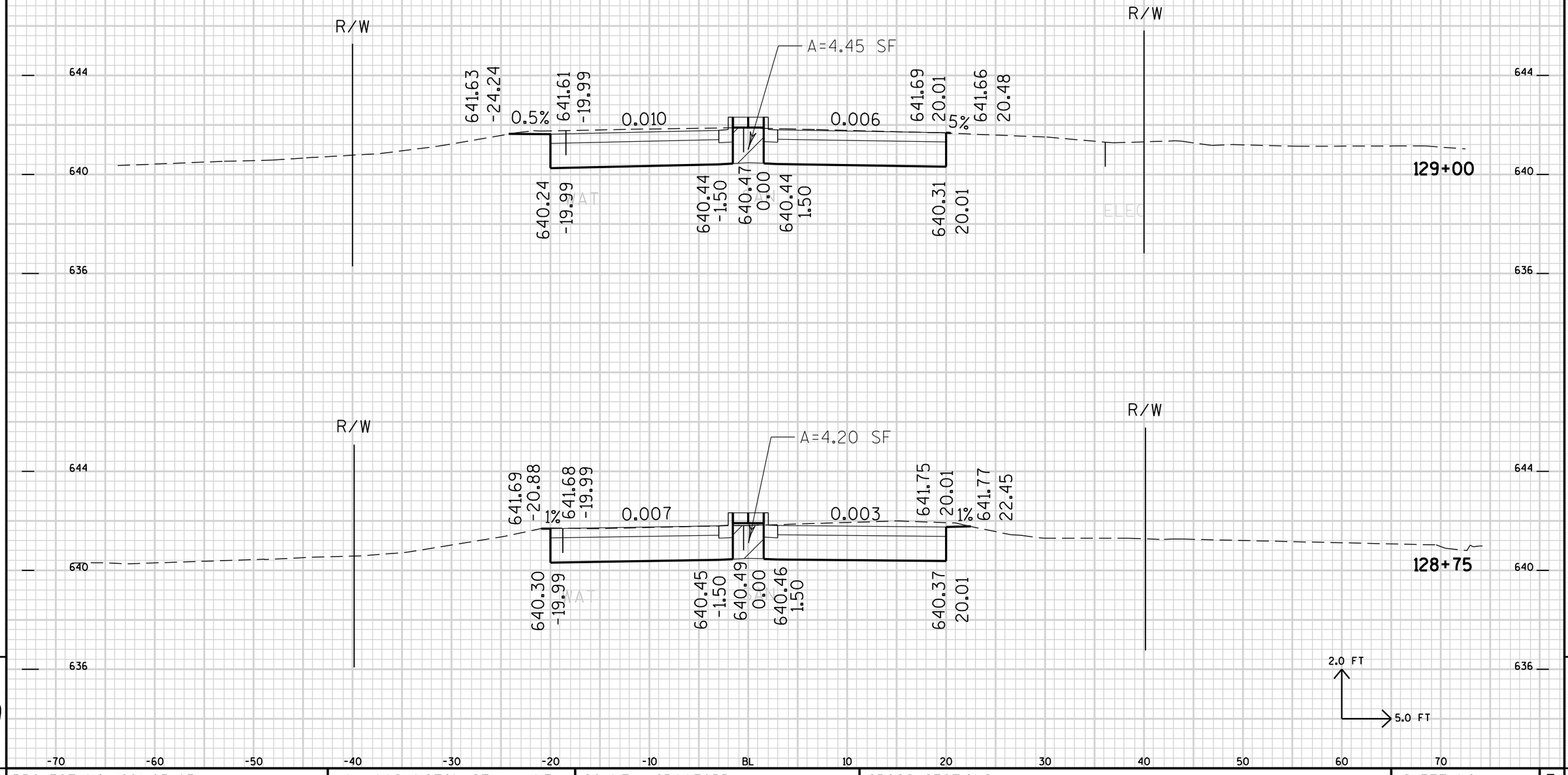


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PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

FILE NAME : p:±State±ut18±16610503±Cad±eplans±Cross Sections±Xsections-Sidelines.DGN PLOT DATE : 23-JUL-2013 06:04 PLOT BY : dotcyf PLOT NAME : PLOT SCALE : 2:1

R/W

644
642
640
638
636

641.13
-22.96
8.3%
641.38
-20.00
0.004
0.002
641.49
20.00
8.3%
641.36
21.61

640.00
-20.00
640.08
640.12
20.00

129+25

R/W

R/W

644
642
640
638
636

641.46
-20.49
1%
641.46
-20.00
0.003
0.003
641.57
20.00
6:1
641.60
20.17

640.08
-20.00
640.14
640.20
20.00

129+21.25

R/W

R/W

644
642
640
638
636

641.56
-20.19
8.3%
641.58
-20.00
0.002
0.002
641.67
20.00
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-20.00
640.25
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20.00

129+12.75

2.0 FT
5.0 FT

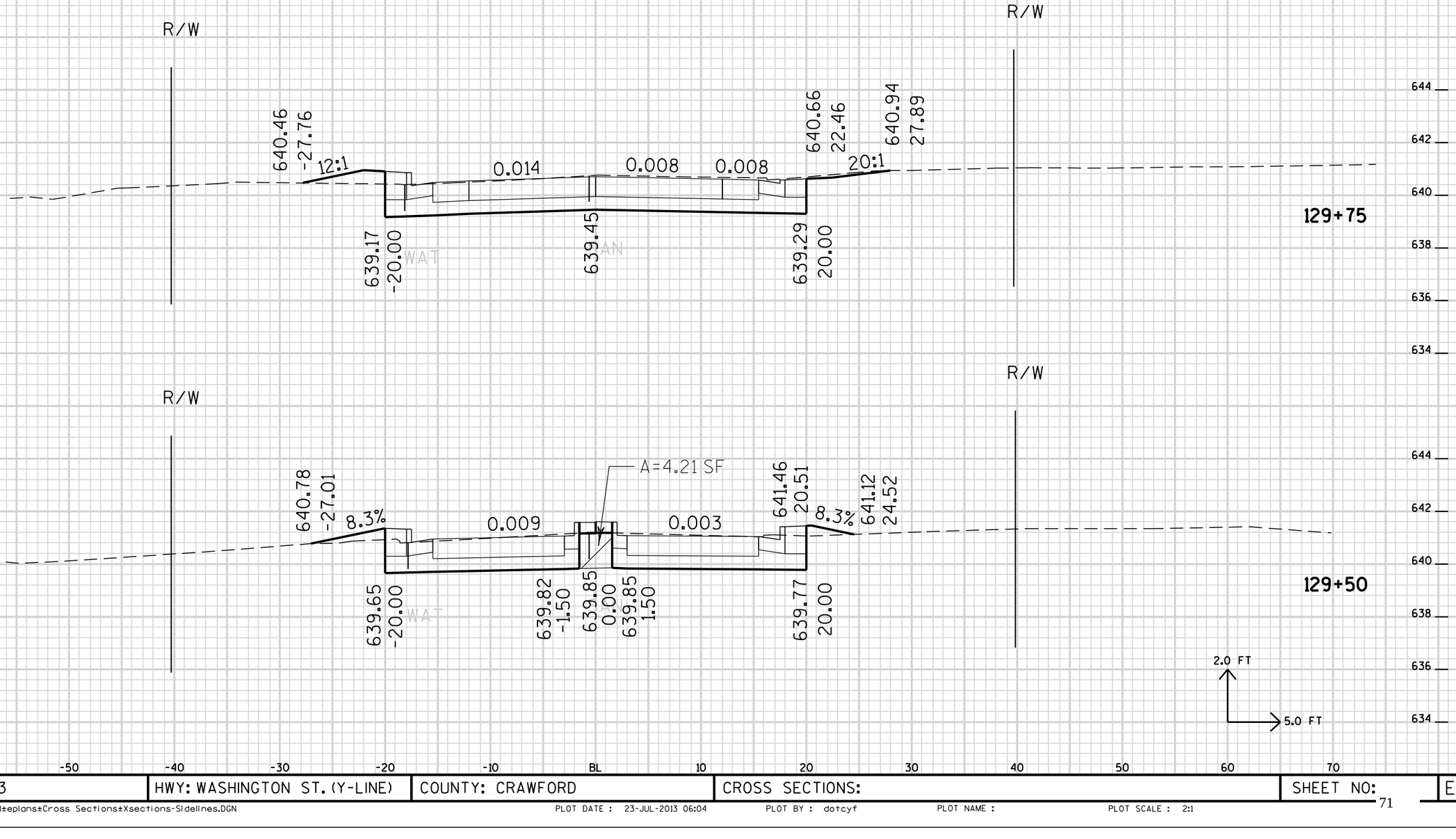
-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

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PROJECT NO: 1661-05-83	HWY: WASHINGTON ST. (Y-LINE)	COUNTY: CRAWFORD	CROSS SECTIONS:	SHEET NO:	E

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Wisconsin Department of Transportation

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