MAD FEB 2015

PROJECT ID: 6083-00-73
WITH: 6083-00-78

COUNTY: DODGE

12

ORDER OF SHEETS

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

TOTAL SHEETS = 232

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6083-00-73	WISC 2015090	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

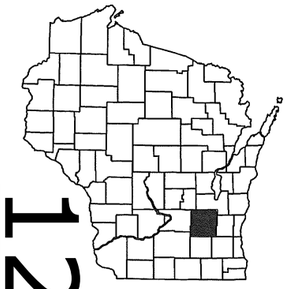
CENTER & FRONT STREET, C BEAVER DAM

MAPLE AVENUE - SPRING STREET

STH 33

DODGE COUNTY

STATE PROJECT NUMBER
6083-00-73



BEGIN PROJECT
STA. 0+42
Y = 723,566.78
X = 846,895.78

CITY OF BEAVER DAM

END PROJECT
STA. 13+00

DESIGN DESIGNATION

A.A.D.T. (2015)	=	8,900
A.A.D.T. (2035)	=	9,900
D.H.V.	=	1,341
D.D.	=	59/41
T.	=	6.7%
DESIGN SPEED	=	25 MPH
ESALS	=	3,744,900

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

LAYOUT
SCALE 0 .2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.238 MI.

-"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), 'DODGE' COUNTY."

ORIGINAL PLANS PREPARED BY

PEOPLE WHO CARE,
CREATING QUALITY TRANSPORTATION
TODAY AND TOMORROW

WISDOT SOUTHWEST REGION - MADISON OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JOHN MORAN
Designer	BARB GASSEN
Project Manager	JAMES OETTINGER
Regional Examiner	
Regional Supervisor	TERI SCHOPP
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 6/12/14 Teri Schopp (Signature)

E

GENERAL NOTES

THE REMOVAL OF CONCRETE DRIVEWAYS SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE ITEM OF REMOVING PAVEMENT.

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

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALTIC CONCRETE, SUCH AS DRIVEWAYS, SIDEWALKS, PEDESTRIAN RAMPS, SIDE STREETS OR INLETS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE PROJECT ENGINEER, OR AS SHOWN ON THE PLANS.

EARTHWORK WASTE MATERIAL SHOWN ON THE EARTHWORK SUMMARY SHALL BE HAULED FROM THE PROJECT, EXCEPT AS DIRECTED BY THE ENGINEER.

FILL EXPANSION IS ESTIMATED AT 1.25 YARDAGE IS BALANCED BY EXPANDING THE FILL SECTION.

SOIL BORING REPORTS ARE AVAILABLE FROM THE WISDOT SOUTHWEST REGION PROJECTS SECTION. CONTACT: JAMES OETTINGER, PROJECT MANAGER @ (608) 246-3879.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS, BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. THE EXACT LOCATIONS FOR EBS WILL BE DETERMINED BY THE PROJECT ENGINEER.

CONTRACTION JOINT SPACING SHALL HAVE A MAXIMUM SPACING OF 15 FEET EXCEPT AS OTHERWISE NOTED ON PLANS.

SAWCUTS, AS SHOWN ON PLANS, ARE AT SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

4-INCH ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A 2-INCH UPPER LAYER AND A 2-INCH LOWER LAYER. THE LOCATION IS SHOWN ON THE MISCELLANEOUS QUANTITIES SHEETS AND INTERSECTION DETAILS.

ASPHALTIC SURFACE WEIGHT CALCULATIONS ARE BASED ON 110 LB/SY/IN.

PAVEMENT TIES OR TIE BARS ARE REQUIRED ALONG ALL LONGITUDINAL JOINTS SHOWN ON PAVING DETAILS.

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

EXISTING PRIVATE AND COMMERCIAL ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER.

ALL DRIVEWAYS BETWEEN THE CURB AND SIDEWALK SHALL BE PAVED WITH CONCRETE DRIVEWAY, 6-INCH.

ASPHALTIC COMMERCIAL AND PRIVATE ENTRANCES SHALL BE SAWCUT AS REQUIRED TO PROVIDE A CLEAN BUTT JOINT TO NEW WORK.

CURB AND GUTTER PLAN GRADES ARE AT THE FLAG LINE UNLESS OTHERWISE NOTED.

INLETS SHALL BE COVERED AS NECESSARY TO PREVENT CONSTRUCTION MATERIALS FROM FALLING INTO THE INLETS.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLAG OF CURB, EXCEPT ON THE FRONT STREET MEDIAN ISLAND WHERE THE RADIUS DIMENSIONS SHOWN ARE TO THE BACK OF CURB.

THE CLEAR ZONE IS 2 FEET BEHIND THE FACE OF THE CURB.

SIGN LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND THE EXACT LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD, BY THE ENGINEER.

THE EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR WILL COORDINATE WITH LOCAL BUSINESSES WHEN ACCESS TO THE BUSINESS WILL BE CLOSED OFF FOR SIDEWALK INSTALLATION AND ANY OTHER WORK THAT MAY IMPACT THE PEDESTRIAN ACCESS AS LAID OUT IN THE 'TRAFFIC CONTROL - PEDESTRIAN ACCESS' SECTION OF THE PLAN.

DURING ANY WORK PRIOR TO THE INSTALLATION OF THE NEW STORM SEWER SYSTEM, ALL EFFORTS WILL BE MADE TO KEEP THE EXISTING STORM SEWER SYSTEM OPERATIONAL AT ALL TIMES.

THERE ARE SEVERAL AWNINGS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL TAKE NOTE OF THEIR LOCATIONS AND AVOID THEM DURING ALL CONSTRUCTION ACTIVITIES. REPAIR OR REPLACEMENT OF DAMAGED AWNINGS WILL BE THE CONTRACTOR'S RESPONSIBILITY.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DIRECTED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES SHALL BE INCIDENTAL TO RESPECTIVE BID ITEMS.

THE LOCATIONS OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES, WHICH HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR STREET LIGHTING PREPARED BY MSA.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR WATER MAIN AND SANITARY SEWER PREPARED BY MSA.

DESIGN, PLANS, SPECIFICATIONS AND ESTIMATE FOR TRAFFIC SIGNALS PREPARED BY MSA.

SECTION 2

PROJECT CONTROL
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
MAINLINE PAVING GRADES
EROSION CONTROL
STORM SEWER
SANITARY SEWER & WATER MAIN
STREET LIGHTING
PERMANENT SIGN & PAVEMENT MARKING
TRAFFIC SIGNALS
TRAFFIC CONTROL
ALIGNMENT

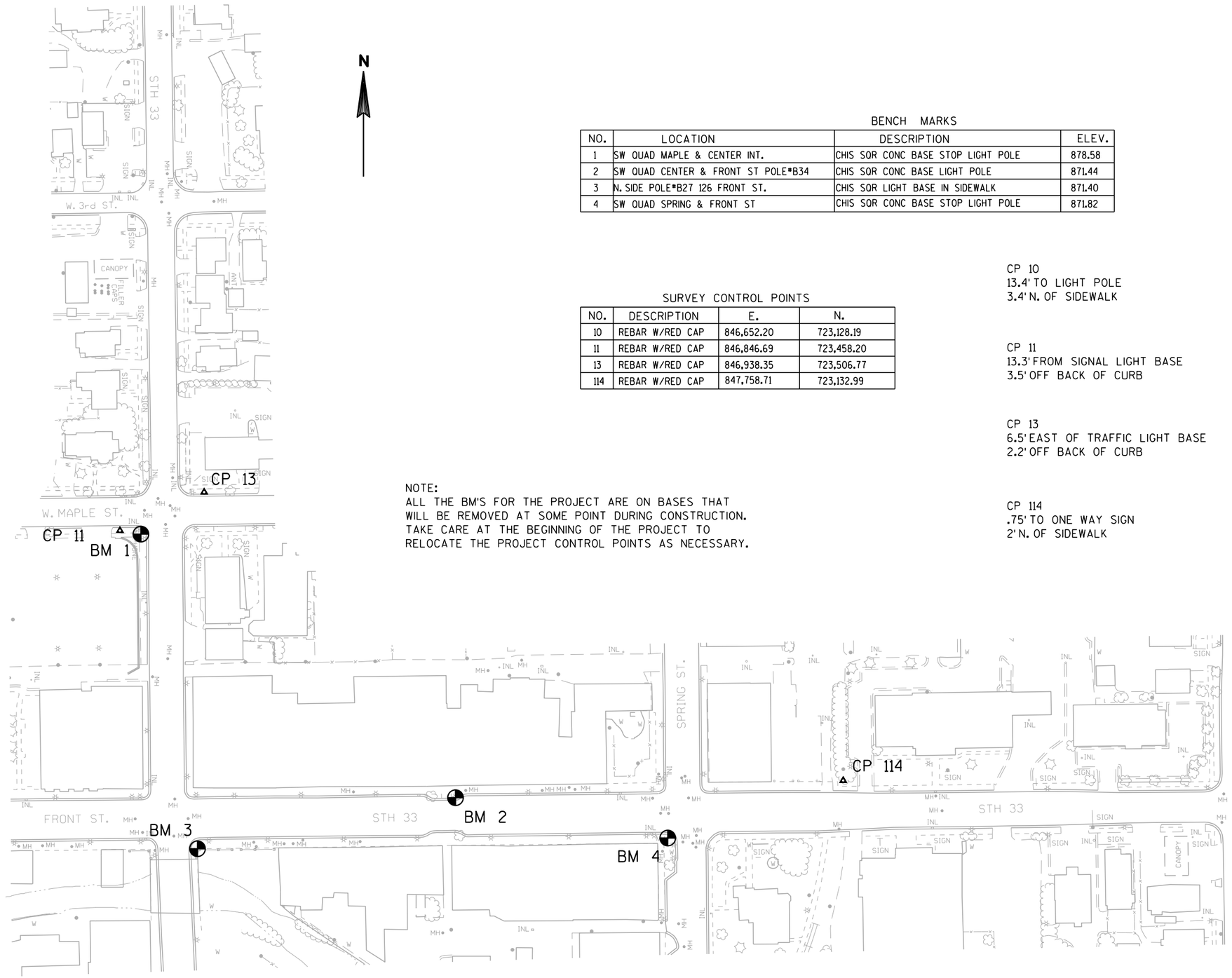
UTILITY/MUNICIPALITY	CONTACT/ADDRESS	UTILITY TYPE
* AT&T WISCONSIN FORMERLY SBC	WALLY WELK 70 E. DIVISION ST FOND DU LAC, WI 54935 920-929-1016 (OFFICE) 920-319-6963 (MOBILE) ww5363@att.com	COMMUNICATION
* CHARTER COMMUNICATIONS	TONY KLATT W7185 STATE RD 49 WAUPUN, WI 53963 920-263-0062(MOBILE) tonyklatt@chartercom.com	COMMUNICATION
* ALLIANT ENERGY CORPORATION	JASON HOGAN 4902 N BILTMORE LANE PO BOX 77007 MADISON, WI 53707-1007 608-458-4871 jasonhogan@alliantenergy.com	ELECTRIC & GAS
* WINDSTREAM COMMUNICATIONS	JOHN LOUIS 414-831-5041 (OFFICE) 414-305-0332 (MOBILE)	COMMUNICATION
* CITY OF BEAVER DAM	RITCHIE PILTZ 205 S. LINCOLN AVE. BEAVER DAM, WI 53916 920-887-4600 EXT. 326 (OFFICE) 920-210-6418 (MOBILE) rpiltz@cityofbeaverdam.com	WATER, SEWER, STORM SEWER AND STREETS

DEPARTMENT OF NATURAL RESOURCES

ERIC HEGGELUND
3911 FISH HATCHERY ROAD
MADISON, WI 53711
608-275-3301
ERIC.HEGGELUND@WISCONSIN.GOV

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

2



BENCH MARKS

NO.	LOCATION	DESCRIPTION	ELEV.
1	SW QUAD MAPLE & CENTER INT.	CHIS SQR CONC BASE STOP LIGHT POLE	878.58
2	SW QUAD CENTER & FRONT ST POLE*B34	CHIS SQR CONC BASE LIGHT POLE	871.44
3	N. SIDE POLE*B27 126 FRONT ST.	CHIS SQR LIGHT BASE IN SIDEWALK	871.40
4	SW QUAD SPRING & FRONT ST	CHIS SQR CONC BASE STOP LIGHT POLE	871.82

SURVEY CONTROL POINTS

NO.	DESCRIPTION	E.	N.
10	REBAR W/RED CAP	846,652.20	723,128.19
11	REBAR W/RED CAP	846,846.69	723,458.20
13	REBAR W/RED CAP	846,938.35	723,506.77
114	REBAR W/RED CAP	847,758.71	723,132.99

NOTE:
ALL THE BM'S FOR THE PROJECT ARE ON BASES THAT WILL BE REMOVED AT SOME POINT DURING CONSTRUCTION. TAKE CARE AT THE BEGINNING OF THE PROJECT TO RELOCATE THE PROJECT CONTROL POINTS AS NECESSARY.

CP 10
13.4' TO LIGHT POLE
3.4' N. OF SIDEWALK

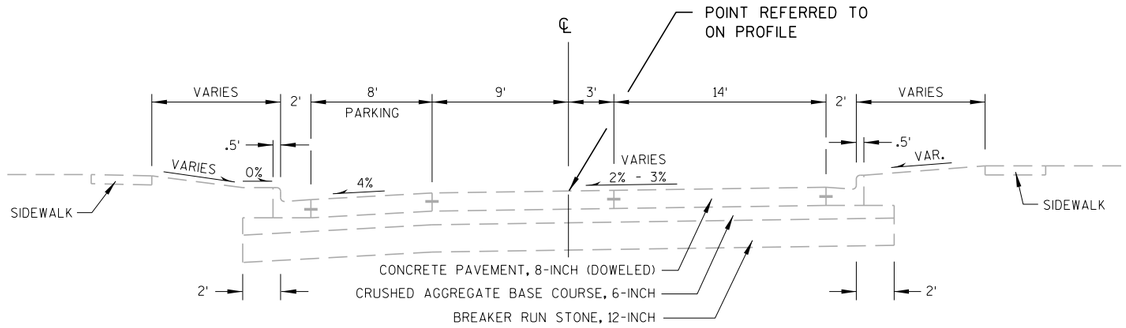
CP 11
13.3' FROM SIGNAL LIGHT BASE
3.5' OFF BACK OF CURB

CP 13
6.5' EAST OF TRAFFIC LIGHT BASE
2.2' OFF BACK OF CURB

CP 114
.75' TO ONE WAY SIGN
2' N. OF SIDEWALK

PROJECT NO: 6083-00-73	HWY: STH33	COUNTY: DODGE	PROJECT CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_60830002\020102_gn.dgn PLOT DATE : 24-JUN-2014 11:49 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 136.294118:1
WISDOT/CADDS SHEET 42

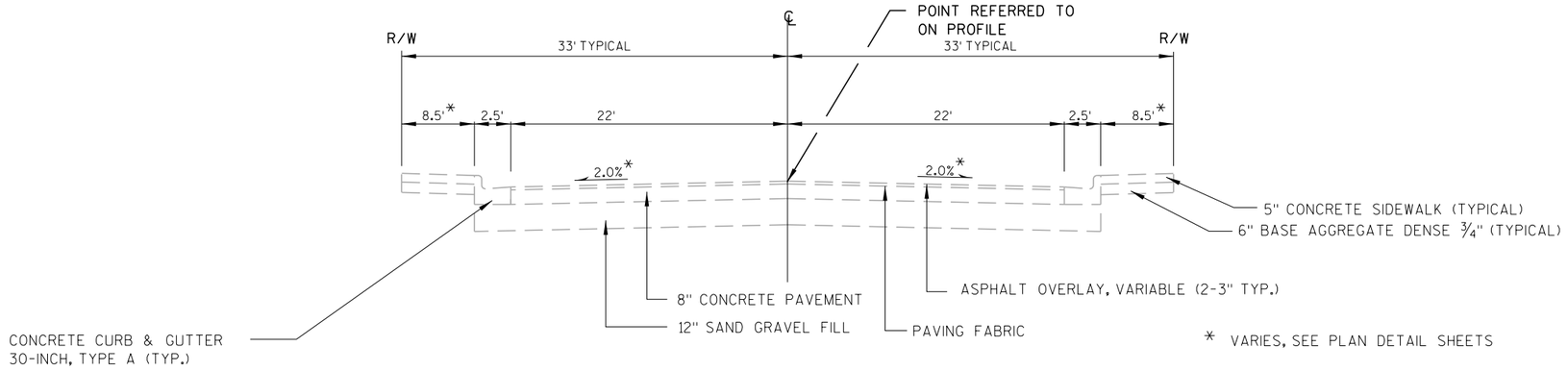


TYPICAL EXISTING SECTION

NORTH CENTER STREET
BEGINNING OF PROJECT TO MAPLE AVE.
STA. 0+42 TO STA. 1+25

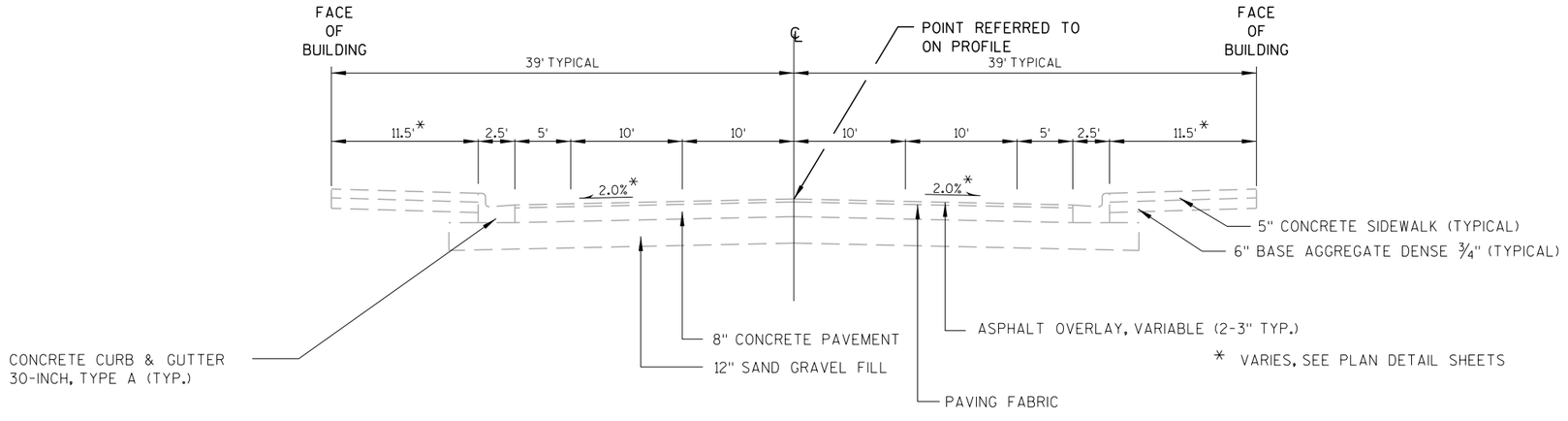
PROJECT NO:6083-00-73	HWY:STH 33	COUNTY:DODGE	TYPICAL EXISTING SECTIONS	SHEET E

FILE NAME : R:\Projects\d1_60830002\020301_ts.dgn PLOT DATE : 24-JUN-2014 11:49 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42



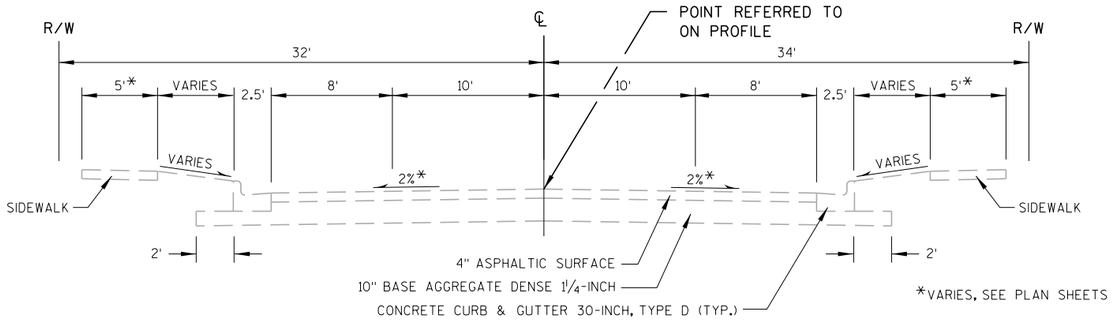
TYPICAL EXISTING SECTION

NORTH CENTER STREET
MAPLE AVENUE TO FRONT STREET
STA. 1+25 TO STA. 5+20



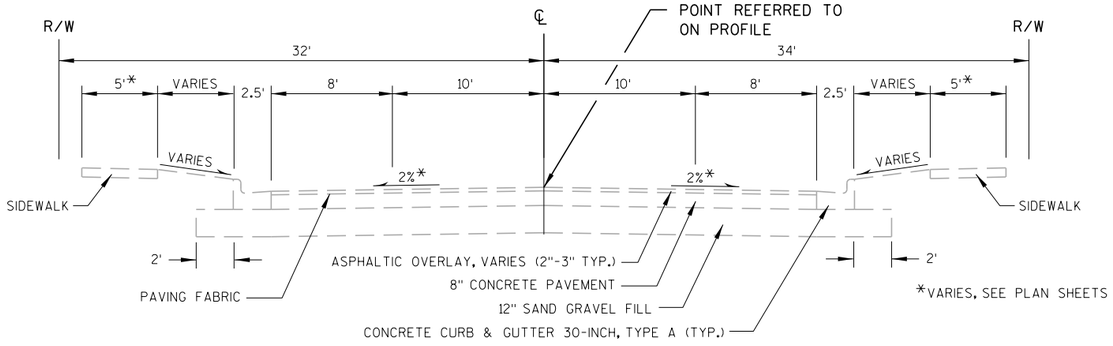
TYPICAL EXISTING SECTION

FRONT STREET
CENTER STREET TO END OF PROJECT
STA. 5+20 TO STA. 13+00



TYPICAL EXISTING SECTION

MAPLE AVE.
STA. 9+35 M TO STA. 9+50 M
STA. 10+45 M TO STA. 10+60 M



TYPICAL EXISTING SECTION

CENTER STREET
W. MAPLE AVE. TO E. MAPLE AVE.
STA. 9+50 M TO STA. 10+45 M

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TYPICAL EXISTING SECTIONS	SHEET E

FILE NAME : R:\Projects\d1_60830002\020301_ts.dgn PLOT DATE : 26-JUN-2014 14:23 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200:1
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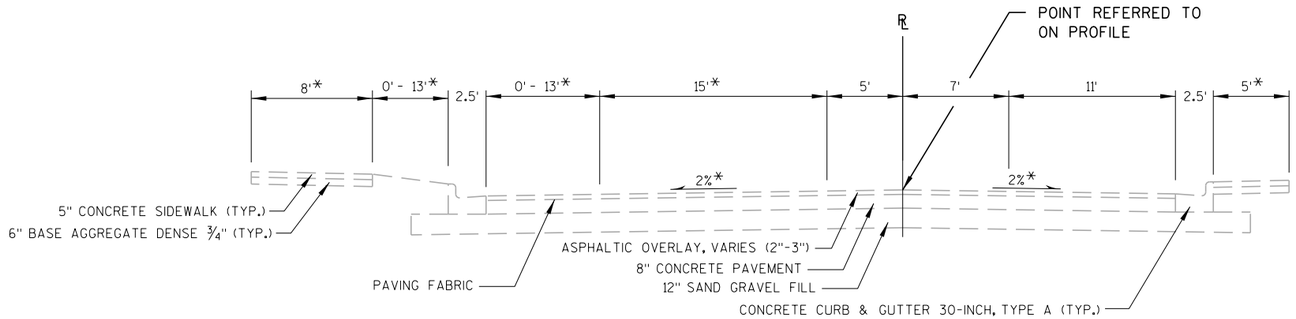
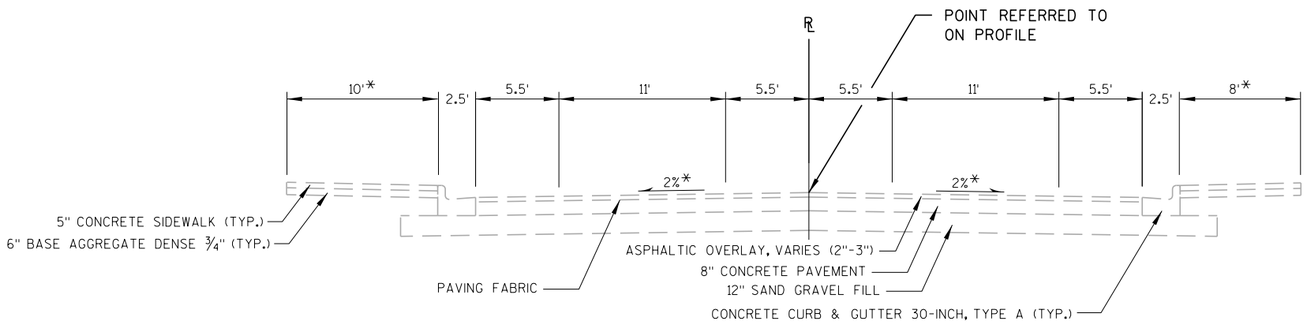


*VARIES, SEE PLAN DETAIL SHEETS

TYPICAL EXISTING SECTION

SOUTH SPRING STREET
STA. 8+90 SS TO STA. 10+00 SS

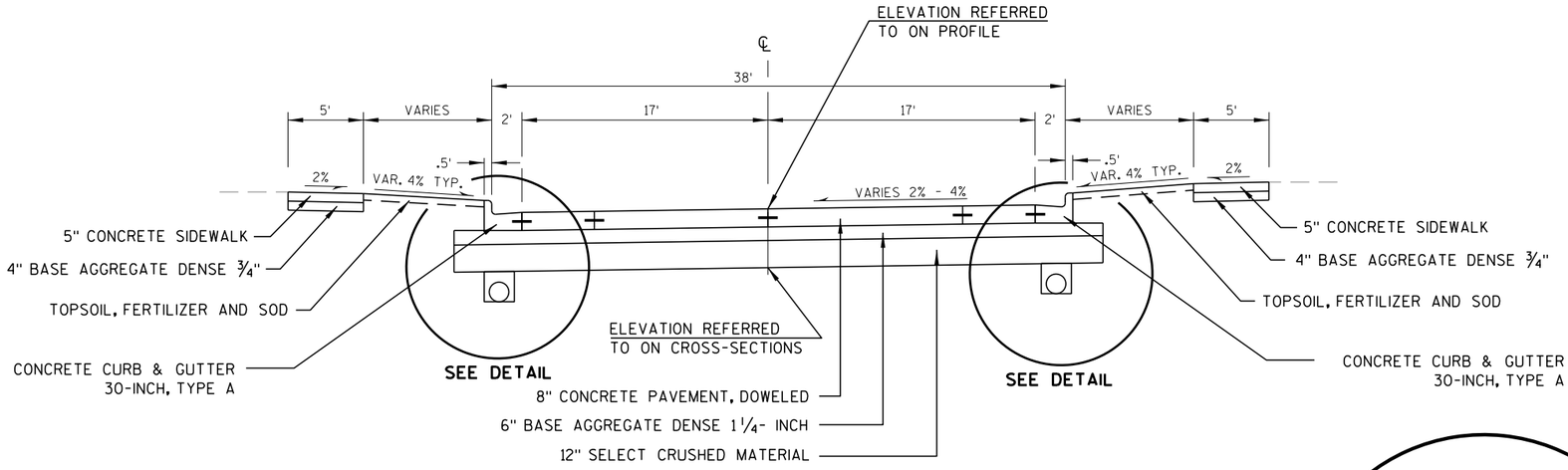


*VARIES, SEE PLAN DETAIL SHEETS

TYPICAL EXISTING SECTION

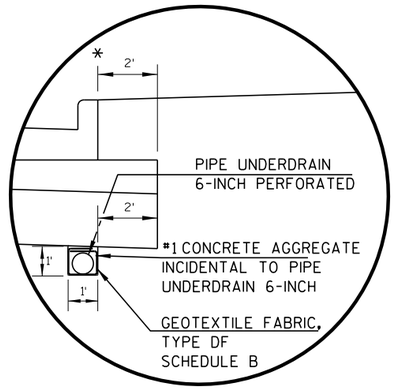
NORTH SPRING STREET
STA. 10+00 NS TO STA. 11+10 NS

2



TYPICAL FINISHED SECTION

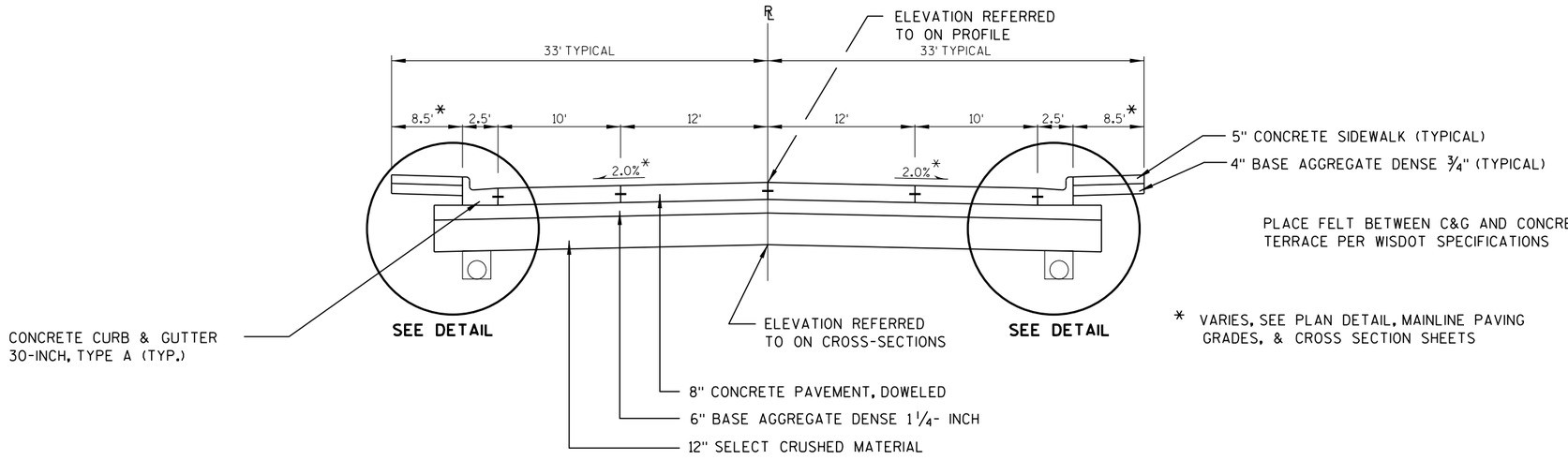
NORTH CENTER STREET
BEGINNING OF PROJECT TO MAPLE AVE.
STA. 0+42 TO STA. 1+25



PIPE UNDERDRAIN DETAIL

UNDERDRAIN TO BE DISCHARGED
INTO STORM SEWER INLETS / MANHOLES
TIE-INS INCIDENTAL TO UNDERDRAIN

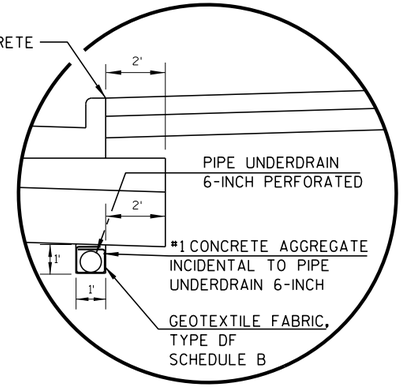
2



* VARIES, SEE PLAN DETAIL, MAINLINE PAVING GRADES, & CROSS SECTION SHEETS

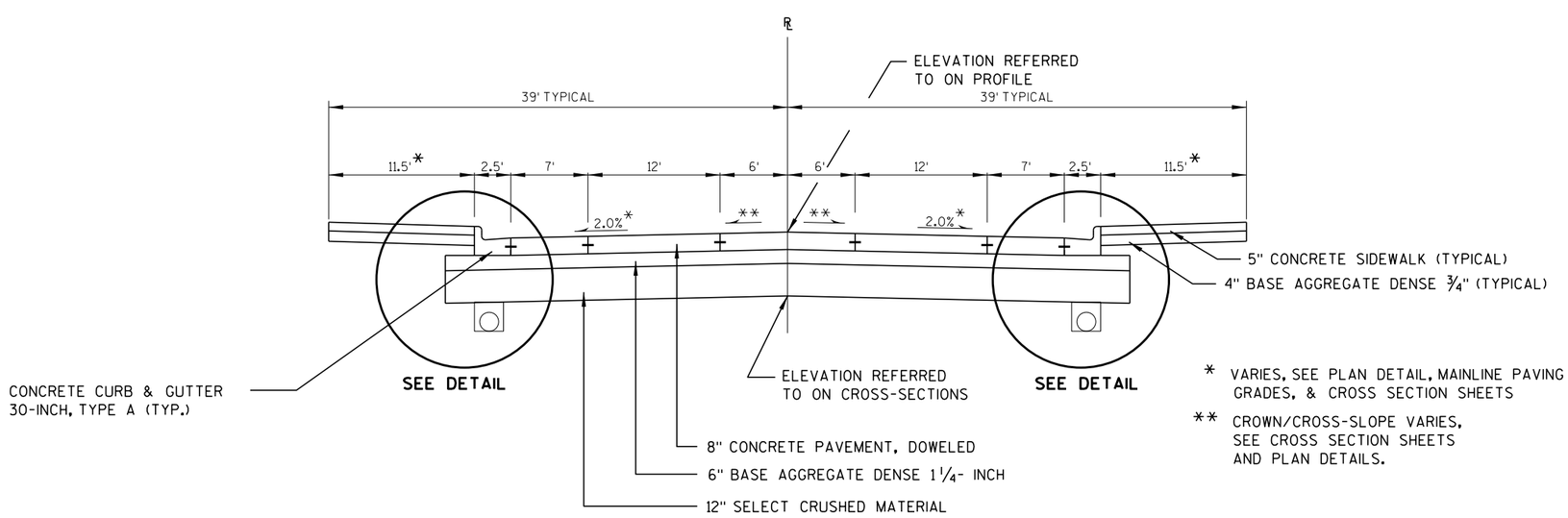
TYPICAL FINISHED SECTION

NORTH CENTER STREET
MAPLE AVENUE TO FRONT STREET
STA. 1+25 TO STA. 5+20



PIPE UNDERDRAIN DETAIL

UNDERDRAIN TO BE DISCHARGED
INTO STORM SEWER INLETS / MANHOLES
TIE-INS INCIDENTAL TO UNDERDRAIN



* VARIES, SEE PLAN DETAIL, MAINLINE PAVING GRADES, & CROSS SECTION SHEETS

** CROWN/CROSS-SLOPE VARIES, SEE CROSS SECTION SHEETS AND PLAN DETAILS.

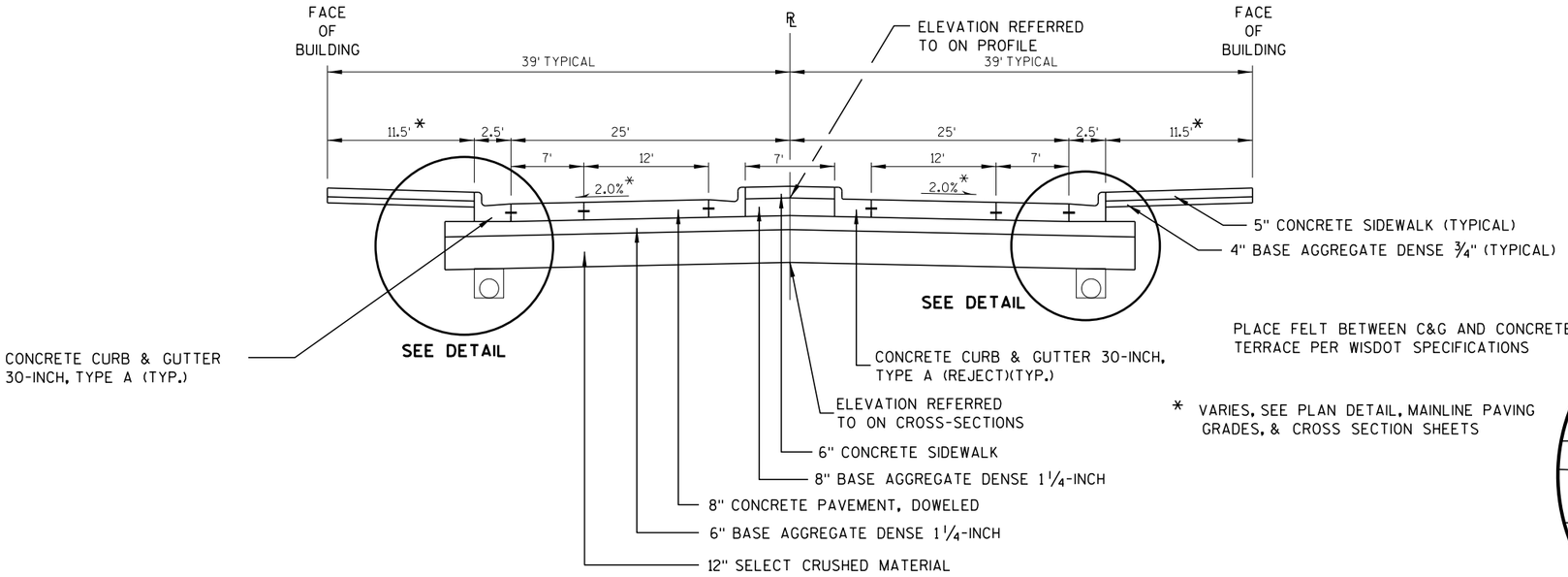
TYPICAL FINISHED SECTION

FRONT STREET
CENTER STREET TO END OF PROJECT
STA. 5+20 TO STA. 13+00

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TYPICAL FINISHED SECTIONS	SHEET E

FILE NAME : R:\Projects\d1_60830002\020301_ts.dgn PLOT DATE : 17-JUN-2014 08:09 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

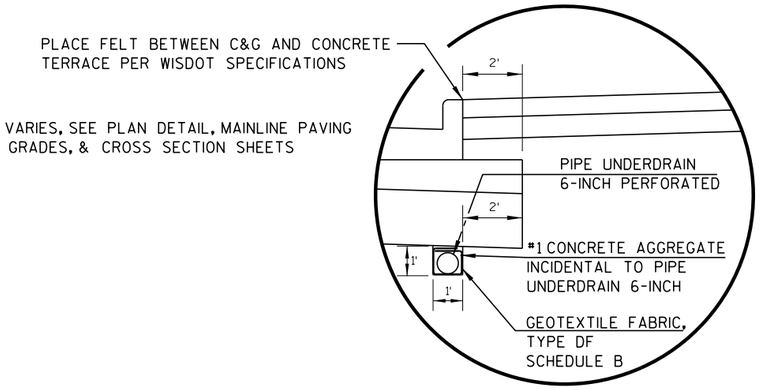
2



TYPICAL FINISHED SECTION

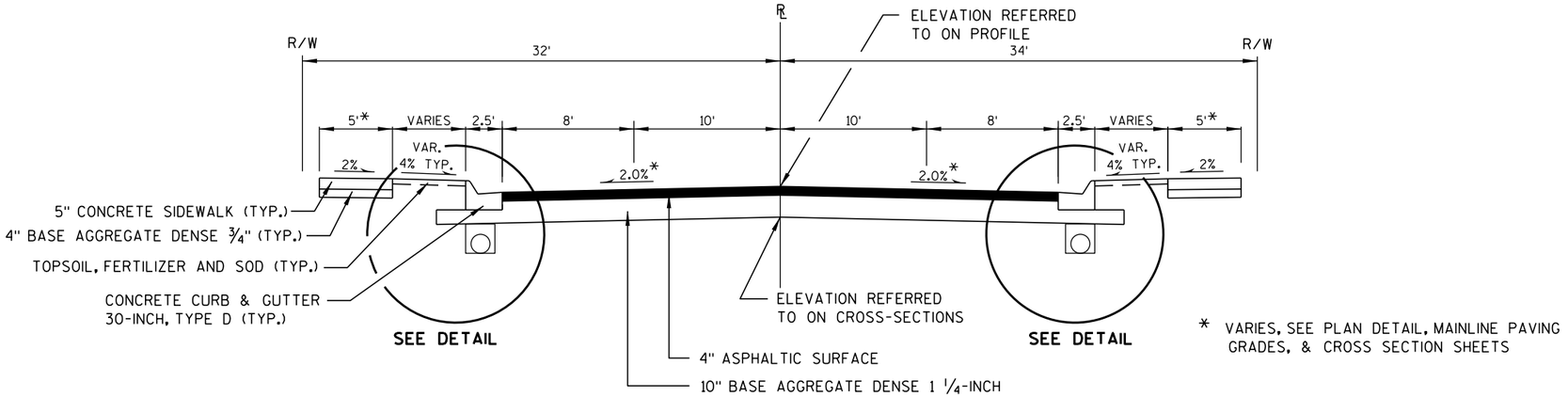
FRONT STREET (ISLAND)
CENTER STREET TO SPRING STREET
STA. 8+20 TO STA. 9+38

* VARIES, SEE PLAN DETAIL, MAINLINE PAVING GRADES, & CROSS SECTION SHEETS



PIPE UNDERDRAIN DETAIL

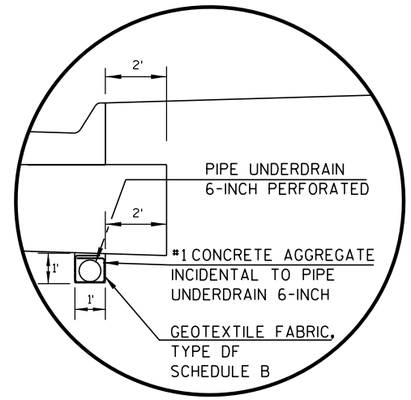
UNDERDRAIN TO BE DISCHARGED
INTO STORM SEWER INLETS / MANHOLES
TIE-INS INCIDENTAL TO UNDERDRAIN



* VARIES, SEE PLAN DETAIL, MAINLINE PAVING GRADES, & CROSS SECTION SHEETS

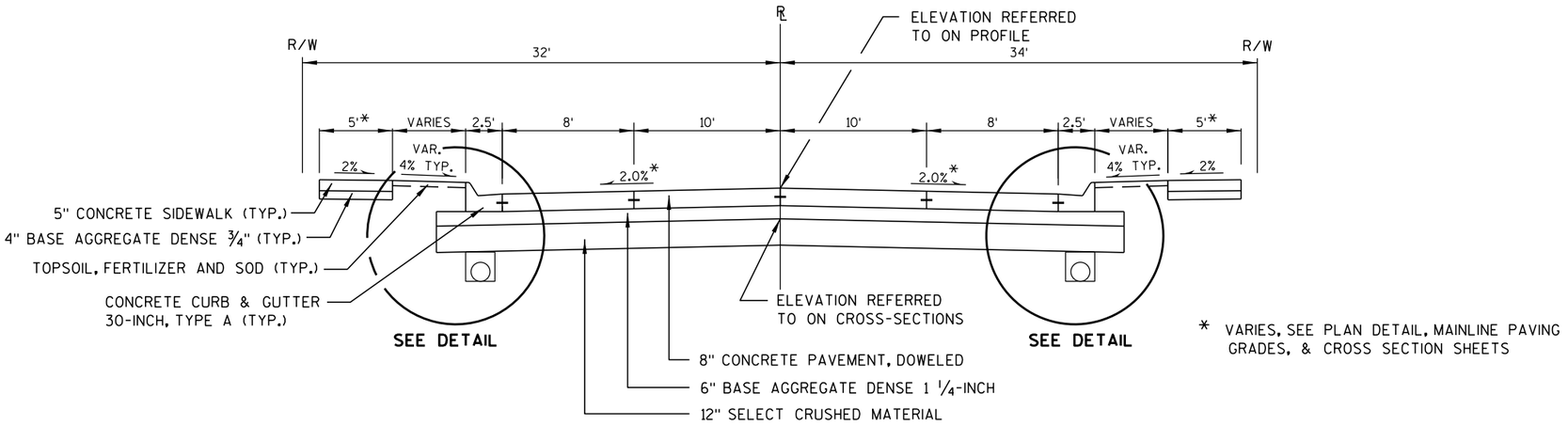
TYPICAL FINISHED SECTION

MAPLE AVE.
W. MAPLE AVENUE TO E. MAPLE AVE.
STA. 9+35 M TO STA. 9+50 M
STA. 10+45 M TO STA. 10+60 M



PIPE UNDERDRAIN DETAIL

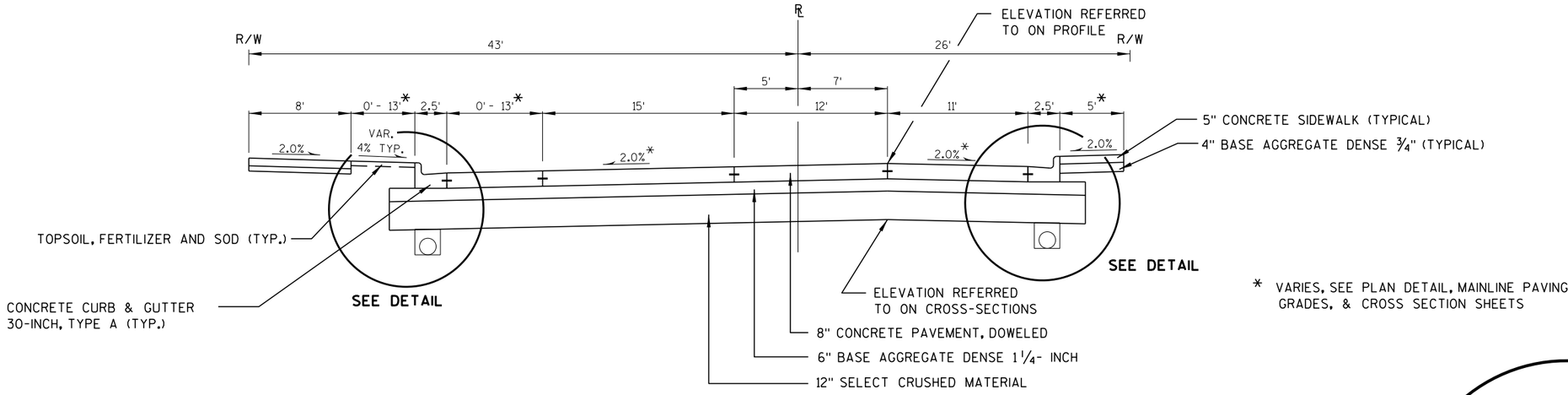
UNDERDRAIN TO BE DISCHARGED
INTO STORM SEWER INLETS / MANHOLES
TIE-INS INCIDENTAL TO UNDERDRAIN



* VARIES, SEE PLAN DETAIL, MAINLINE PAVING GRADES, & CROSS SECTION SHEETS

TYPICAL FINISHED SECTION

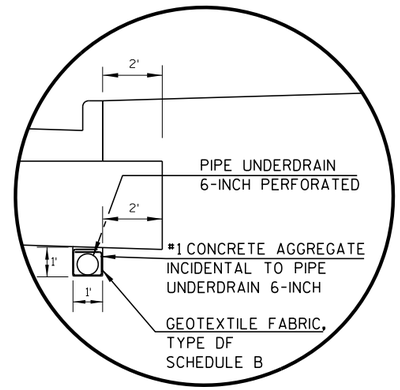
CENTER STREET
W. MAPLE AVENUE TO E. MAPLE AVE.
STA. 9+50 M TO STA. 10+45 M



* VARIES, SEE PLAN DETAIL, MAINLINE PAVING GRADES, & CROSS SECTION SHEETS

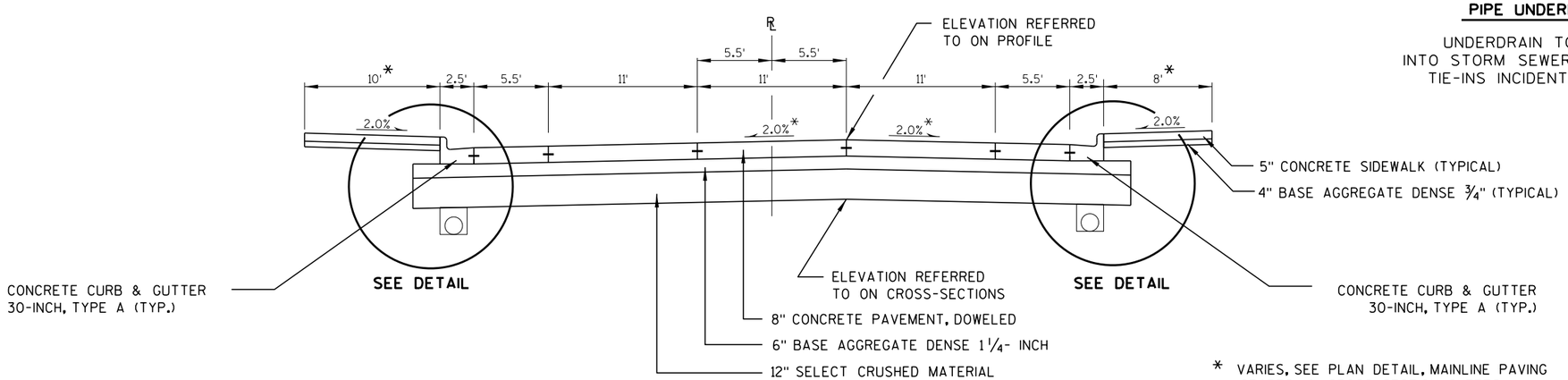
TYPICAL FINISHED SECTION

SOUTH SPRING STREET
STA. 8+90 SS TO STA. 10+00 SS



PIPE UNDERDRAIN DETAIL

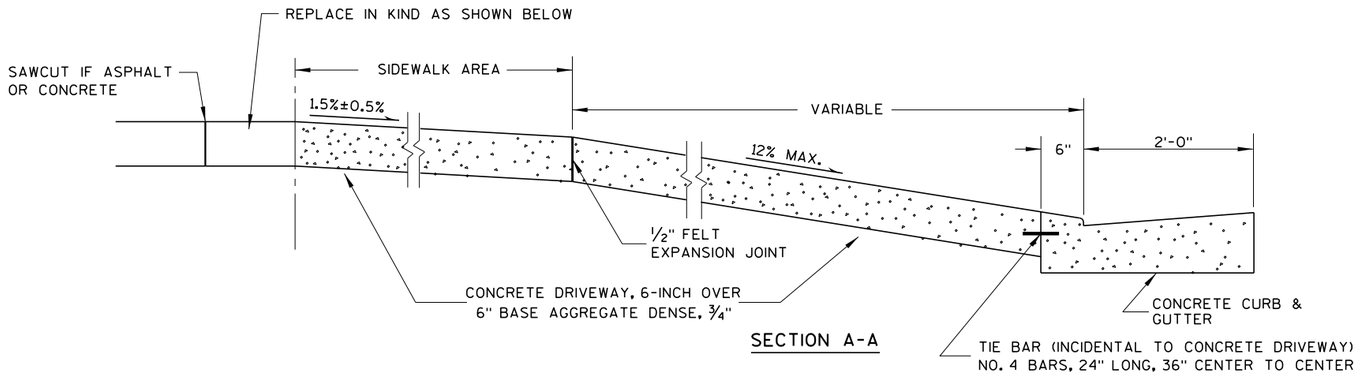
UNDERDRAIN TO BE DISCHARGED
INTO STORM SEWER INLETS / MANHOLES
TIE-INS INCIDENTAL TO UNDERDRAIN



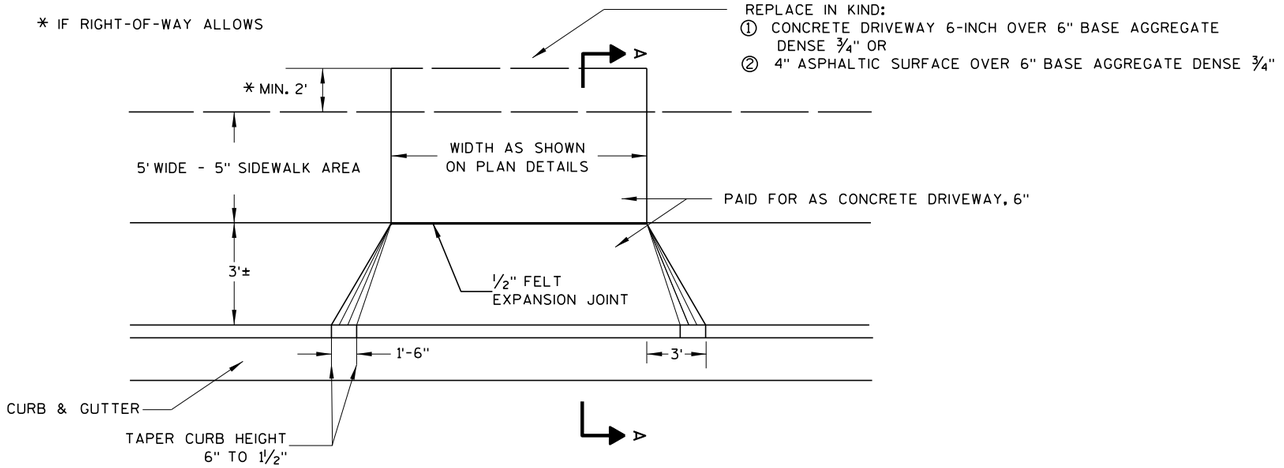
* VARIES, SEE PLAN DETAIL, MAINLINE PAVING GRADES, & CROSS SECTION SHEETS

TYPICAL FINISHED SECTION

NORTH SPRING STREET
STA. 10+00 NS TO STA. 11+10 NS



SECTION A-A



PRIVATE AND COMMERCIAL ENTRANCES

RED CONCRETE PAVEMENT CORNER POINTS

CROSSWALK LOCATION	STATION	OFFSET
MAPLE NORTH	0+92.69	18.69'
	0+98.69	22.03'
	0+92.69	-17.45'
	0+98.69	-20.24'
MAPLE WEST	1+06.57	33.30'
	1+03.64	27.29'
	1+45.02	33.25'
	1+48.14	27.23'
MAPLE EAST	1+04.85	-26.85'
	1+07.09	-32.84'
	1+46.99	-27.70'
	1+44.15	-33.69'
MAPLE SOUTH	1+53.30	23.33'
	1+59.30	22.00'
	1+52.70	-23.28'
	1+58.70	-22.00'
FRONT/CENTER NORTH	4+70.02	22.00'
	4+76.02	22.00'
	4+70.02	-24.43'
	4+76.02	-27.24'
FRONT/CENTER WEST	4+95.83	32.05'
	4+93.87	26.06'
	9+68.00 F	25.01'
	9+74.00 F	25.02'
FRONT/CENTER EAST	5+66.02	-28.44'
	5+72.02	-26.32'
	5+66.02	25.88'
	5+72.02	25.00'
FRONT/CENTER SOUTH	9+67.16 SC	-20.63'
	9+61.13 SC	-20.00'
	5+53.84	33.49'
	5+49.93	39.49'
MID-BLOCK CROSSING	8+75.00	-25.00'
	8+83.00	-25.00'
	8+75.00	25.00'
	8+83.00	25.00'
SPRING NORTH	11+59.99	-39.31'
	11+58.40	-33.31'
	12+03.99	-39.23'
	12+04.57	-33.23'
SPRING WEST	11+47.42	-25.23'
	11+53.42	-27.63'
	11+49.15	25.00'
	11+55.15	25.00'
SPRING EAST	12+09.87	-26.68'
	12+15.98	-25.00'
	12+13.44	31.02'
	12+19.44	30.77'
SPRING SOUTH	11+71.74	32.98'
	11+72.43	38.98'
	12+11.91	33.02'
	12+12.96	39.02'

NOTE: ALL STATIONS AND OFFSETS ARE FROM MAINLINE EXCEPT THOSE LABELED OTHERWISE
F LINE IS FRONT ST, SC LINE IS S CENTER ST

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	CONSTRUCTION DETAILS	SHEET E

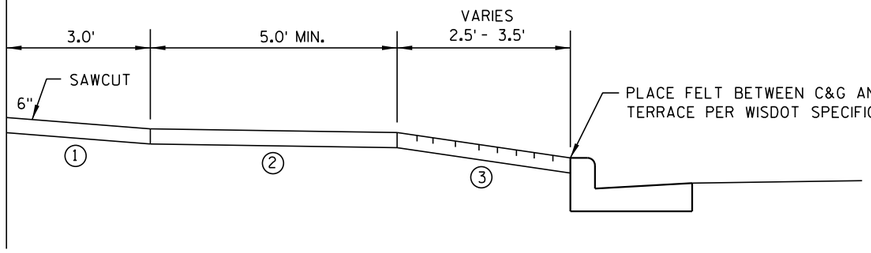
FILE NAME : R:\Projects\d1_60830002\021001_CD.DGN PLOT DATE : 02-JUN-2014 10:38 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

VARIOUS STYLES & SIZES OF AWNINGS AT SOME STOREFRONTS (TO REMAIN)

ENCROACHMENT	STATION	HEIGHT ABOVE EXISTING SIDEWALK	NOTES
KORNELY CRAFT AND HOBBY	7+85 TO 8+24 LT.	9.2'	SHORTENED TO R/W LINE
TREE CITY ANTIQUES AND BOOKS	8+78 TO 8+98 LT.	9.7'	SHORTENED TO R/W LINE
NOTE: FOR INFORMATIONAL PURPOSES ONLY			

FACE OF BUILDING

SAWCUT IS MADE AT APPROXIMATELY 6" FROM FACE OF FRONT STREET BUILDINGS AT THE TIME OF SIDEWALK REMOVAL. IF 6" SECTION OF SIDEWALK IS EASILY REMOVED WITHOUT DAMAGE TO BUILDING, IT SHOULD BE REMOVED TO THE FACE OF THE BUILDING.



① SIDEWALK ADJACENT TO BUILDING FRONTS ON FRONT STREET

② PRIMARY "WALKWAY" SIDEWALK **

③ COLORED AND STAMPED CONCRETE SIDEWALK BEHIND CURB

	①	②	③
PREFERRED CROSS-SLOPE	1.5%	1.5%	1.5%
MAXIMUM CROSS-SLOPE	8.0%	2.0%	6.0%*
MINIMUM CROSS-SLOPE	0.5%	0.5%	0.5%

*MAY ONLY EXCEED 6.0% IN AREA 3, IF AREAS 1 & 2 ARE ALREADY AT MAXIMUM CROSS-SLOPE

**NO POLES, SIGNS OR OTHER INTRUSIONS ALLOWED IN THIS AREA

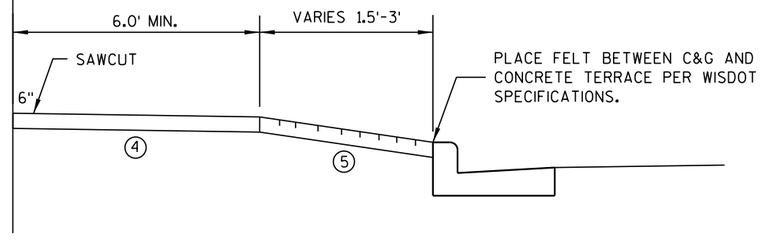
FRONT STREET SIDEWALK DETAIL

STA. 9+60 WF - 9+80 WF LT. & RT.
STA. 5+50 - 11+75 LT. & RT.
STA. 12+10 - 13+00 LT.

2

FACE OF BUILDING

SAWCUT IS MADE AT APPROXIMATELY 6" FROM FACE OF BUILDINGS AT THE TIME OF SIDEWALK REMOVAL. IF 6" SECTION OF SIDEWALK IS EASILY REMOVED WITHOUT DAMAGE TO BUILDING, IT SHOULD BE REMOVED TO THE FACE OF THE BUILDING.



④ PRIMARY "WALKWAY" SIDEWALK **

⑤ COLORED AND STAMPED CONCRETE SIDEWALK BEHIND CURB

	④	⑤
PREFERRED CROSS-SLOPE	1.5%	1.5%
MAXIMUM CROSS-SLOPE	2.0%	6.0%*
MINIMUM CROSS-SLOPE	0.5%	0.5%

*MAY ONLY EXCEED 6.0% IN AREA 5, IF AREAS 4 IS ALREADY AT MAXIMUM CROSS-SLOPE. IF TOTAL SIDEWALK WIDTH IS LESS THAN 8.5', THIS AREA WILL BE NARROWER THAN 3'.

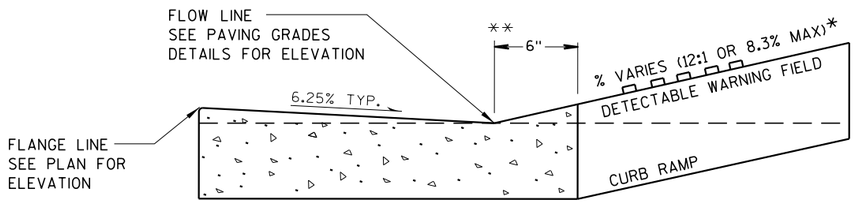
**NO POLES, SIGNS OR OTHER INTRUSIONS ALLOWED IN THIS AREA.

CENTER & SPRING STREET SIDEWALK DETAIL

STA. 3+50 - 4+90 RT.
STA. 9+47 SC - 9+75 SC LT. & RT.
STA. 12+15 - 13+90 RT.
STA. 10+35 NS - 11+10 NS LT. & RT.

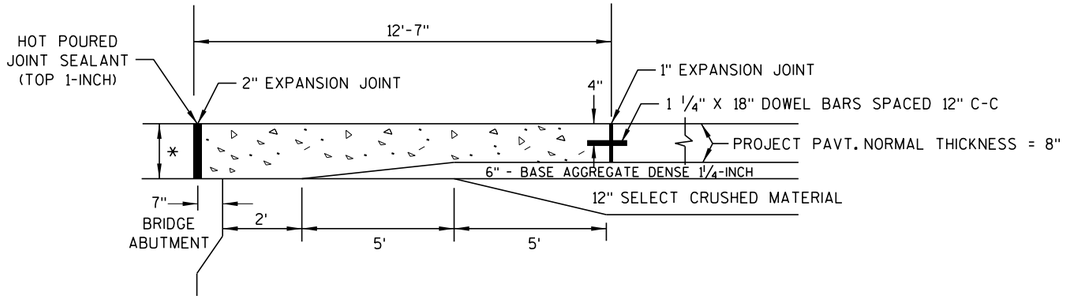
*MATCH CURB RAMP SLOPE

**MAXIMUM SLOPE DIFFERENCE IN GUTTER IS 11% (PAN SLOPE + CURB RAMP SLOPE)



CURB RAMP & GUTTER DETAIL

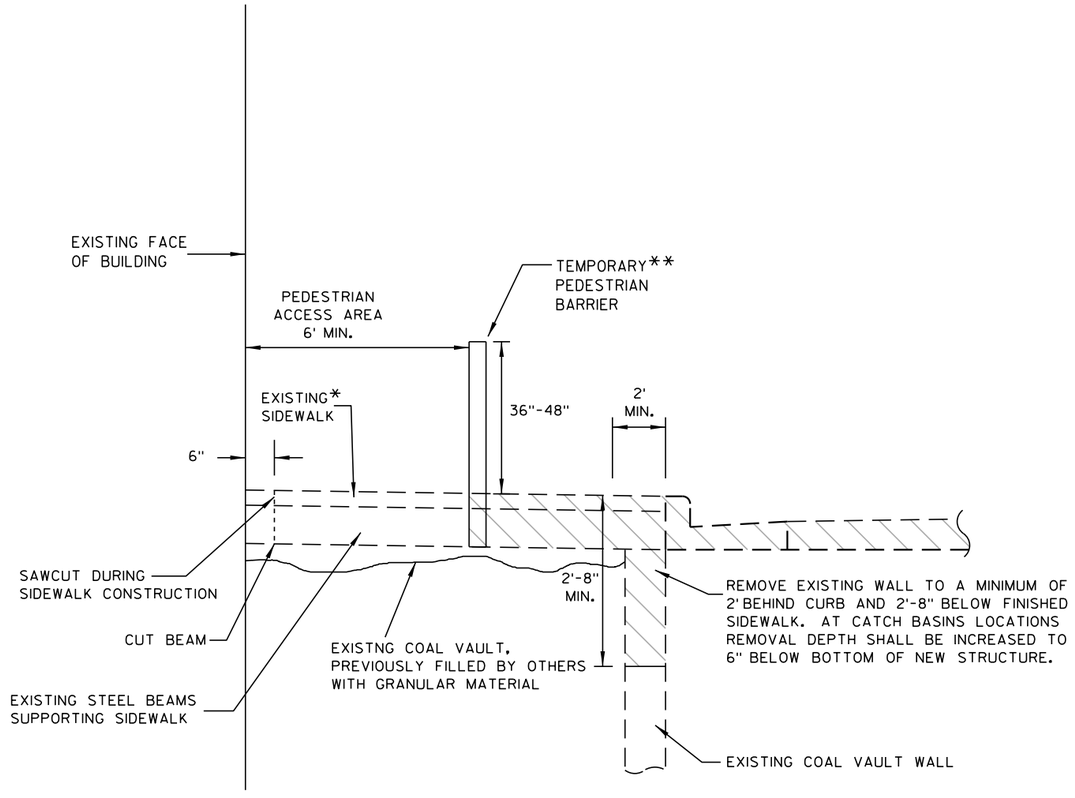
THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPES 1& 1-A, CURB RAMPS TYP 2 AND 3, AND CURB RAMPS TYPES 5, 6, 7A, & 7B



*PAVING NOTCH DEPTH = 1'1" PER AS-BUILT PLAN

MODIFIED BRIDGE APPROACH DETAIL

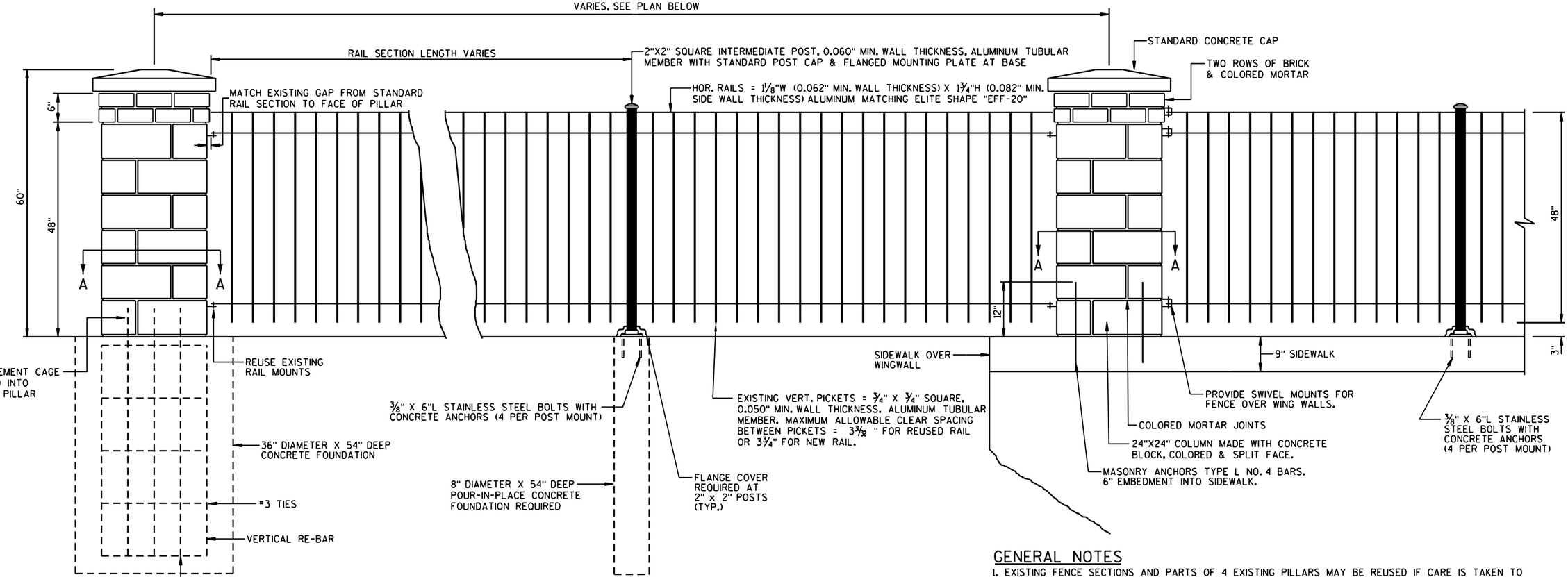
NORTH END OF B-14-102
STA. 5+20 RIGHT



TEMPORARY PEDESTRIAN ACCESS & REMOVE COAL VAULT WALL DETAIL

*EXISTING SIDEWALK MAY BE ALLOWED TO REMAIN IN PLACE FOR PEDESTRIAN ACCESS, BUT IF FOR ANY REASON THE EXISTING SIDEWALK CANNOT BE MAINTAINED FOR PEDESTRIAN ACCESS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A MINIMUM 6-FOOT WIDE ADA ACCESSIBLE PEDESTRIAN ACCESS UNTIL SIDEWALK IS REMOVED FOR REPLACEMENT.

**MAINTAIN TEMPORARY PEDESTRIAN BARRIER AT EDGE OF EXISTING SIDEWALK FOR PEDESTRIAN ACCESS AREA AT ALL TIMES DURING ROADWAY WORK. SEE 'TRAFFIC CONTROL- PEDESTRIAN ACCESS' & 'TEMPORARY PEDESTRIAN BARRIER' CONSTRUCTION DETAIL FOR LIMITS OF BARRIER.

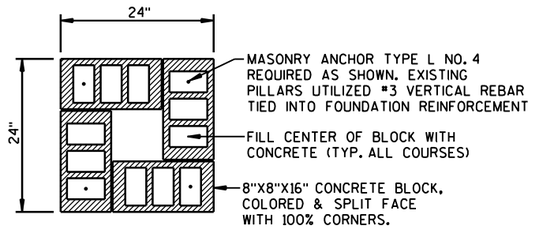


DETAIL AT EXISTING PILLAR
(FOR INFORMATION ONLY)

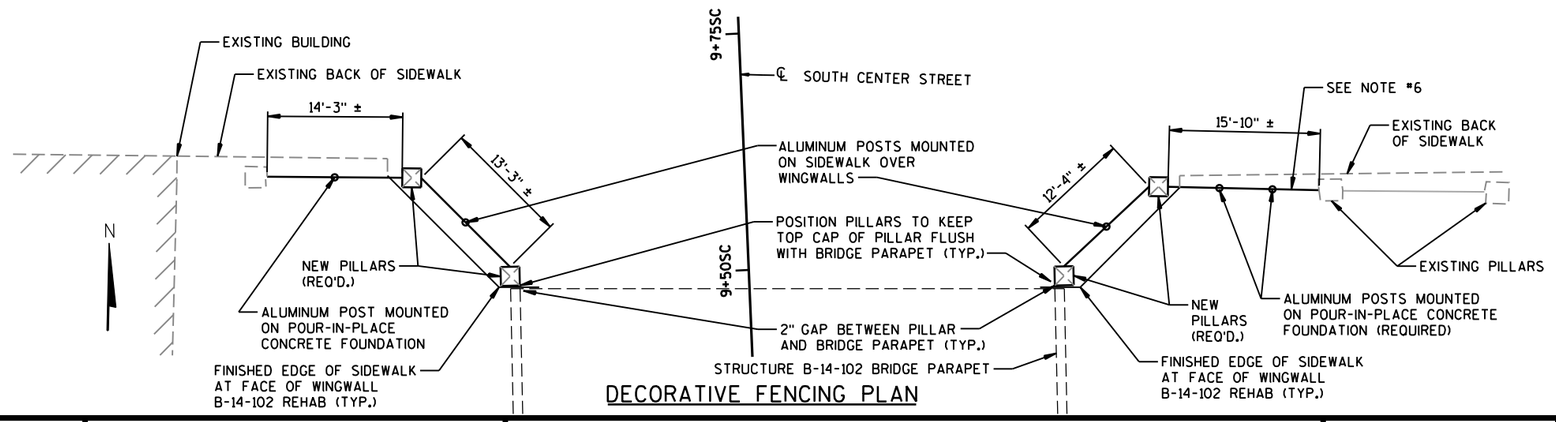
TYPICAL DECORATIVE FENCING DETAIL

GENERAL NOTES

1. EXISTING FENCE SECTIONS AND PARTS OF 4 EXISTING PILLARS MAY BE REUSED IF CARE IS TAKEN TO PREVENT DAMAGE DURING REMOVAL AND STORAGE. FOR LOCATIONS OF EXISTING PILLARS (MASONRY POSTS) SEE STRUCTURE PLANS FOR B-14-0102 REHAB.
2. BRICK AND BLOCK SHALL BE EITHER SALVAGED OR RECLAIMED FROM STOCK BY THE CITY. CONTACT RITCHIE PILTZ AT 920-887-4600 EXT. 14.
3. CUT SECTIONS OF FENCING MUST BE TOUCHED UP WITH MATCHING PAINT.
4. IF EXISTING RAIL IS NOT SUITABLE FOR REUSE, USE SPECIFIED MEMBER SIZES SHOWN ON THIS SHEET.
5. A MINIMUM OF 2 NEW ALUMINUM INTERMEDIATE 2" x 2" POSTS ARE REQUIRED TO SUPPLEMENT THOSE POSTS THAT MAY BE SALVAGED AND REUSED.
6. MINIMUM RAIL SECTION LENGTH IS 4'-0", KEEP RAIL SECTION LENGTHS SIMILAR BETWEEN MASONRY PILLARS.
7. ATTACH ALL RAIL SECTIONS TO THE CENTER OF THE PILLARS. KEEP RAILS IN ALIGNMENT WITH EXISTING RAIL.



SECTION A-A



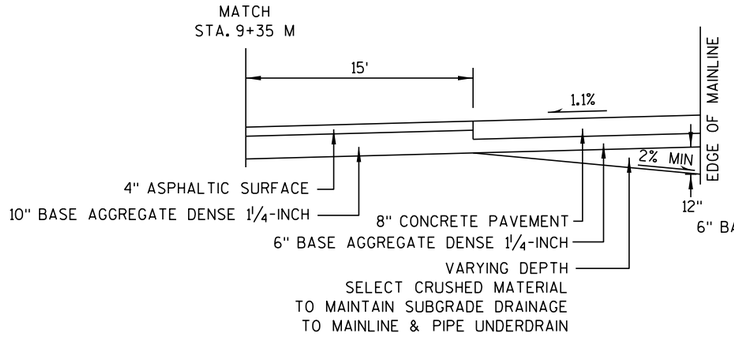
DECORATIVE FENCING PLAN

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	CONSTRUCTION DETAILS - DECORATIVE PILLARS & FENCE	SHEET E

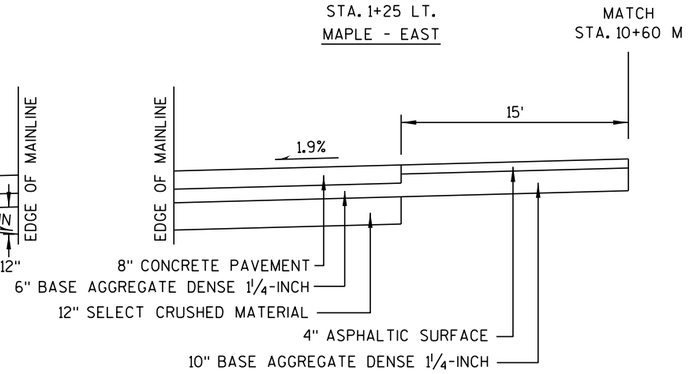
FILE NAME : P:\90s\93\00093187\CADD\93187_RAIL.dgn PLOT DATE : 7/22/2014 PLOT BY : rrabska PLOT NAME : PLOT SCALE : 1:3.99996
WISDOT/CADDS SHEET 42
93187_RAIL.dgn 7/22/2014 3:26:32 PM rrabska

2

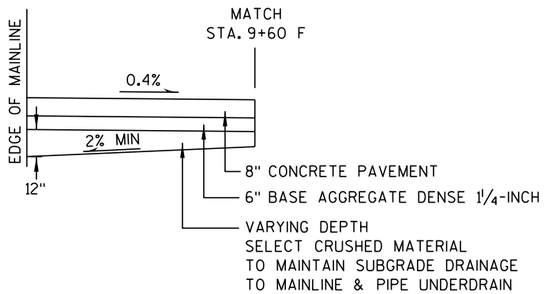
STA. 1+25 RT.
MAPLE - WEST



STA. 1+25 LT.
MAPLE - EAST



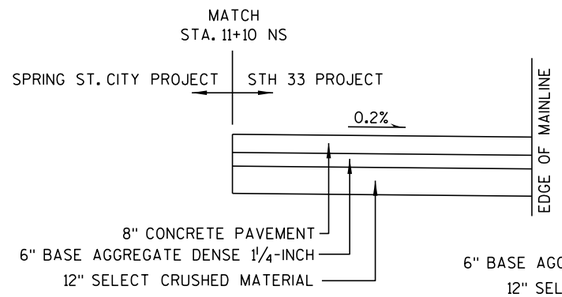
STA. 5+20 RT. (WEST)
FRONT STREET



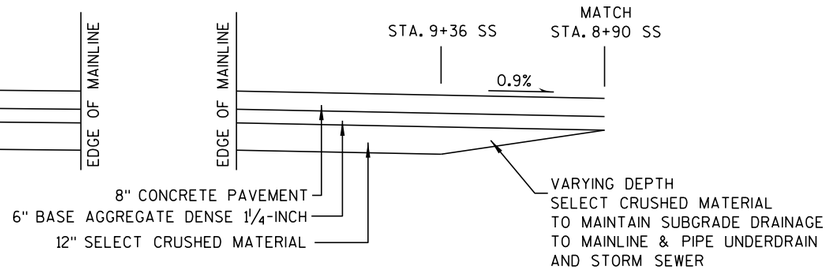
STA. 5+20 RT. (SOUTH)
S. CENTER ST.

SEE MODIFIED BRIDGE APPROACH DETAIL

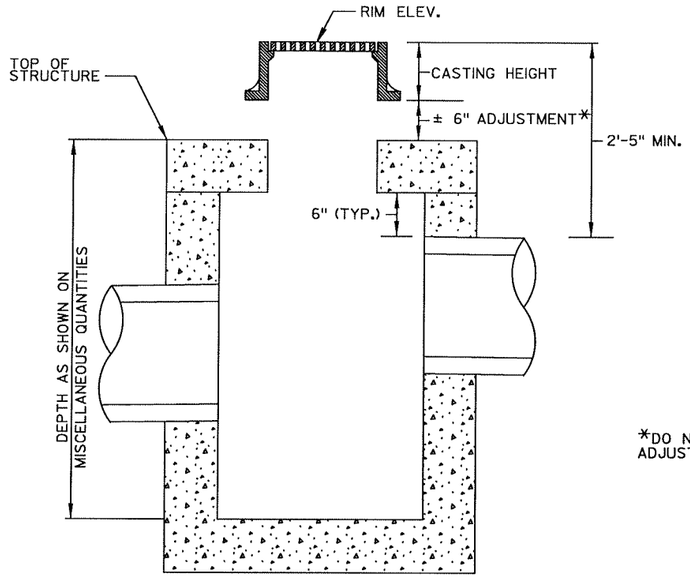
STA. 11+82 LT.
N. SPRING ST.



STA. 11+92 RT.
S. SPRING ST.

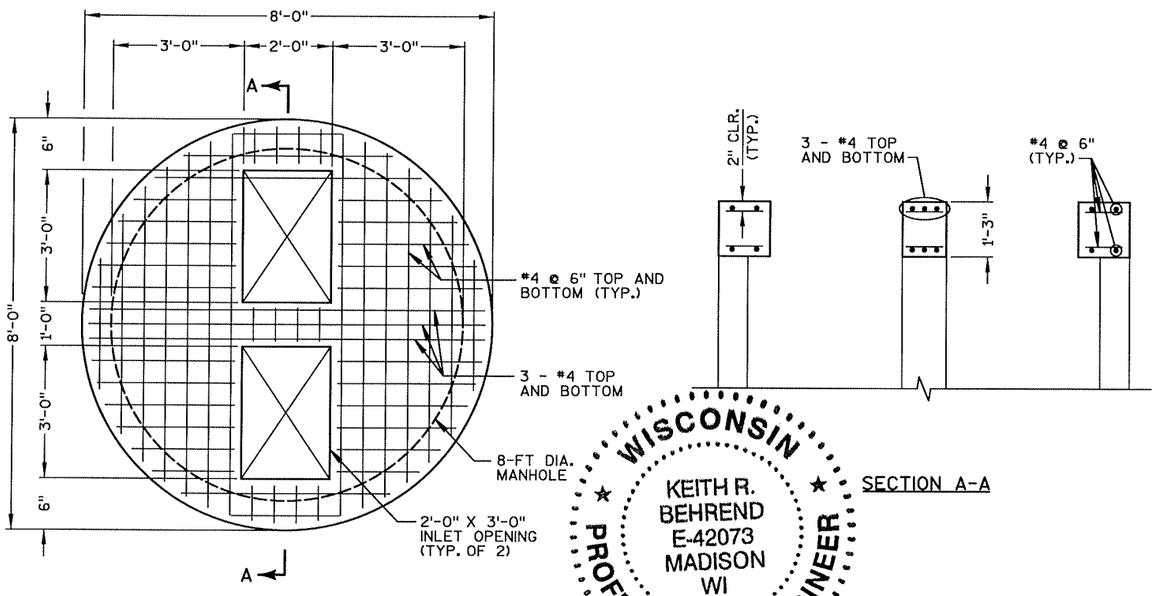


DETAIL FOR BASE CONSTRUCTION ON SIDEROADS



*DO NOT USE 2" ADJUSTMENT RINGS

DETAIL FOR COMPUTING STRUCTURE ELEVATIONS

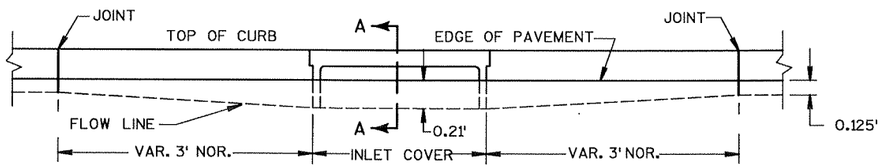


PLAN

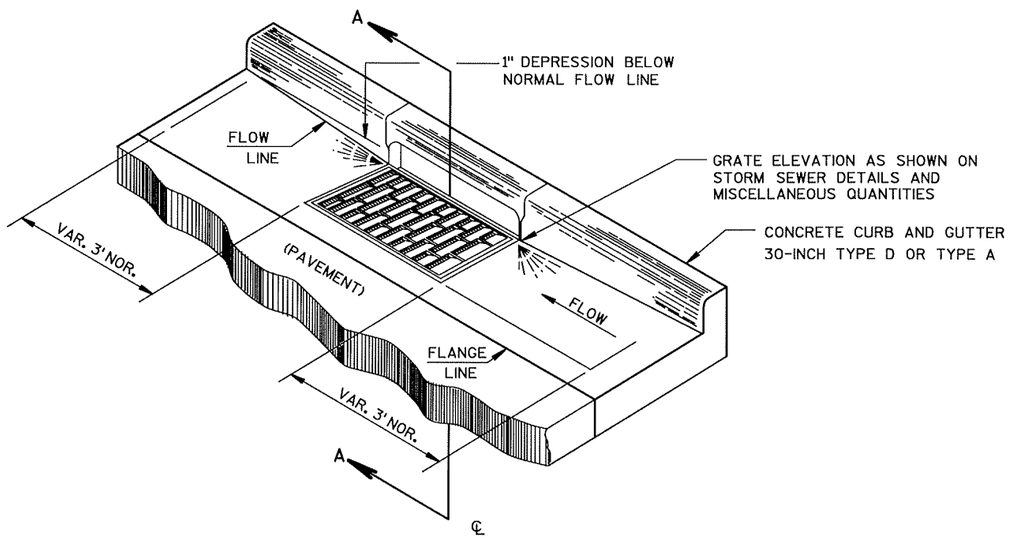
SECTION A-A

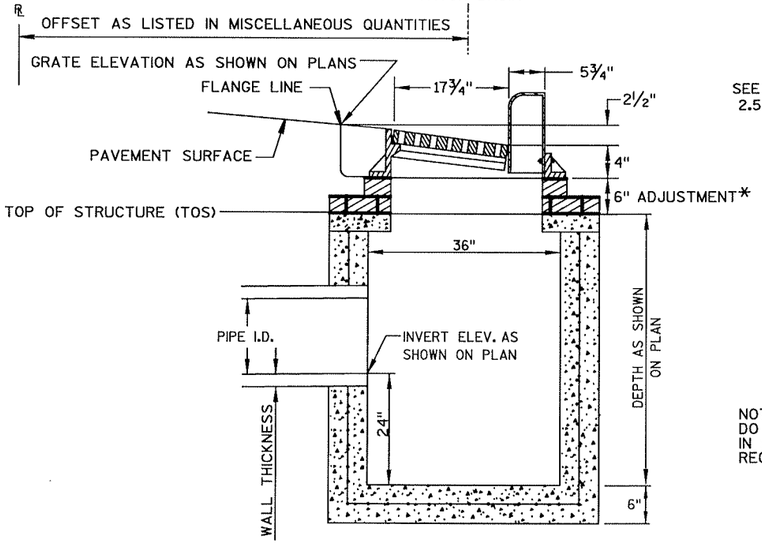
WISCONSIN PROFESSIONAL ENGINEER
KEITH R. BEHREND
E-42073
MADISON
WI
Keith R. Behrend
6-18-14

TOP SLAB REINFORCEMENT DETAIL FOR STRUCTURE 400 AND 900.8



ELEVATION





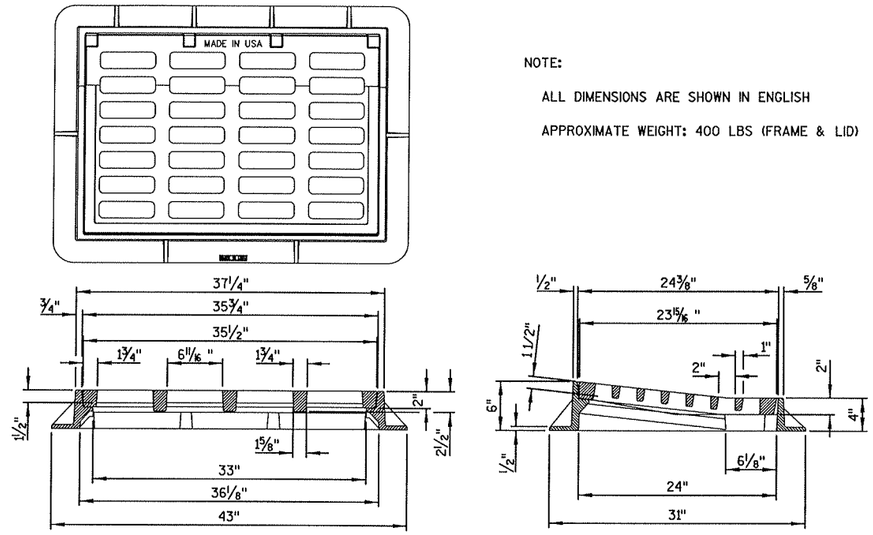
SEE S.D.D. CATCH BASINS 2X3-FT, 2.5X3-FT AND 3-FT, 4-FT, 5-FT, 6-FT DIAMETER FOR ADDITIONAL INFORMATION

*DO NOT USE 2" ADJUSTMENT RINGS

NOTE:
DO NOT PLACE STEPS IN STRUCTURES REGARDLESS OF DEPTH

SECTION A-A
(TYPE 3-H CATCH BASIN SHOWN)

DETAIL OF CONCRETE CURB AND GUTTER 30-INCH TYPE D OR TYPE A AT CATCH BASINS

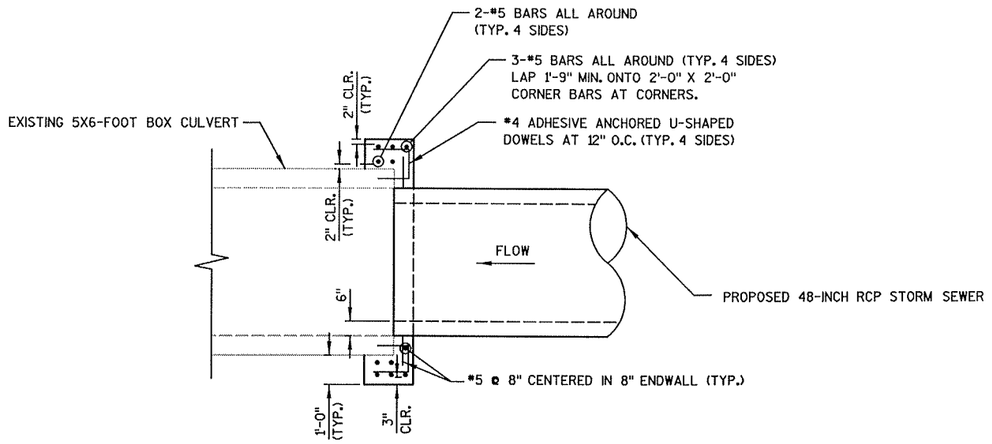


NOTE:

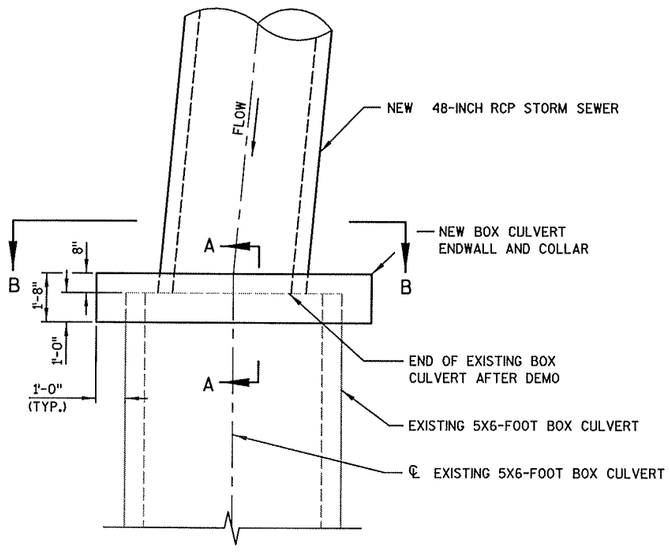
ALL DIMENSIONS ARE SHOWN IN ENGLISH

APPROXIMATE WEIGHT: 400 LBS (FRAME & LID)

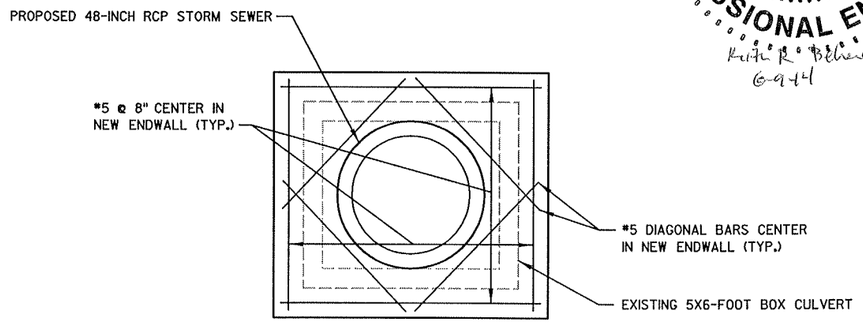
INLET COVERS TYPE HD



SECTION A-A



PLAN



SECTION B-B

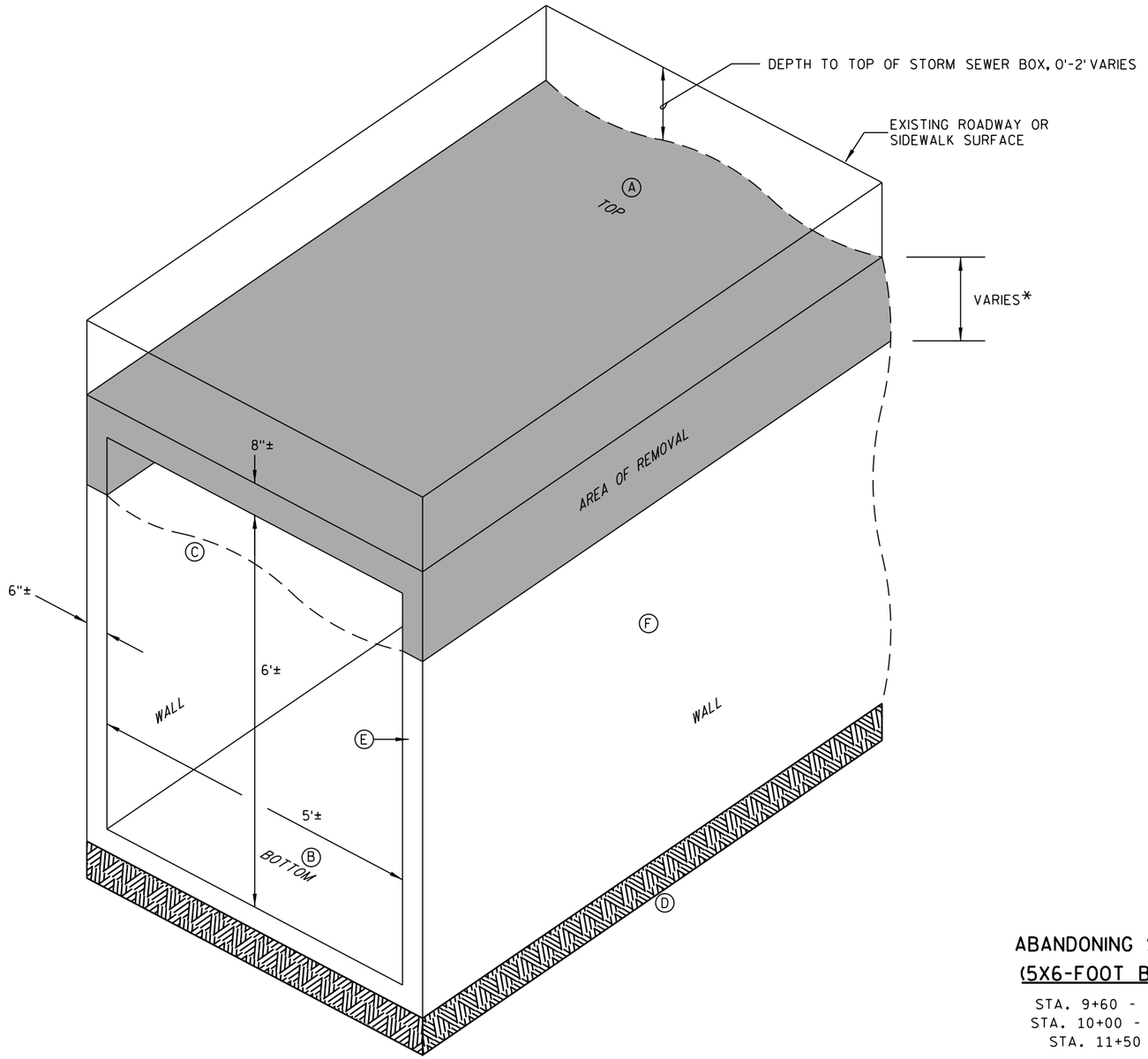
WISCONSIN
KEITH R. BEHREND
E-42073
MADISON
WI
PROFESSIONAL ENGINEER
Keith R. Behrend
6-9-14

BOX CULVERT CONNECTION DETAIL

STORM SEWER STRUCTURE 900.9

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	CONSTRUCTION DETAILS - CONNECTION DETAIL	SHEET	E

2



*REMOVE WALLS TO A DEPTH WHERE REMAINING WALL IS A MINIMUM OF 2-FEET BELOW SUBGRADE. ADDITIONAL REMOVAL DEPTH MAY BE NECESSSARY FOR STORM SEWER, SAN. & WATER, STREET LIGHTING, AND/OR TRAFFIC SIGNAL ITEM INSTALLATIONS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

Ⓐ REMOVE TOP OF BOX CULVERT.

Ⓑ RUBBILIZE BOTTOM OF BOX CULVERT TO ALLOW FOR DRAINAGE.

Ⓒ FILL WITH COMPACTED GRANULAR BACKFILL MATERIAL TO SUBGRADE LEVEL.

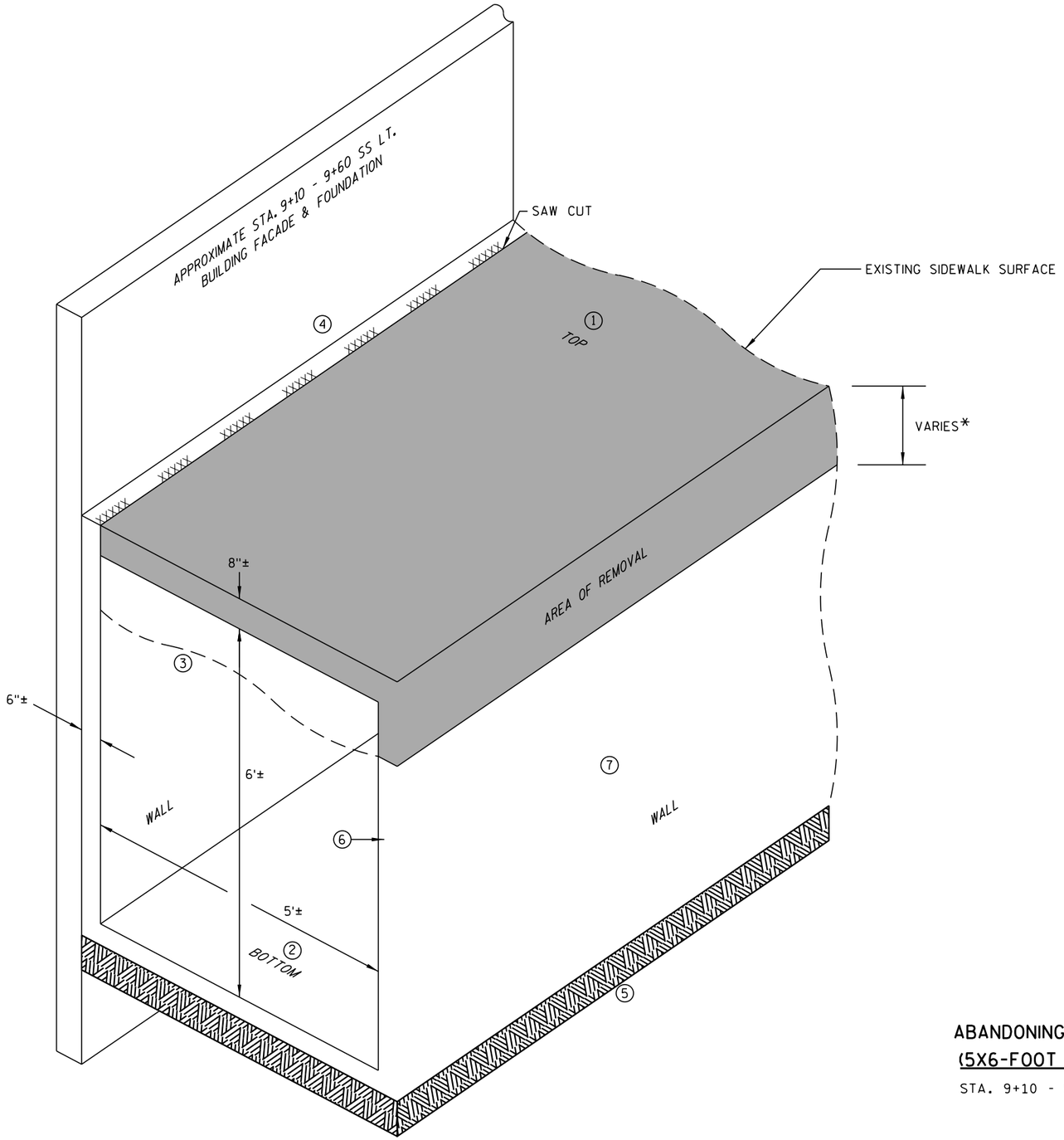
Ⓓ EXISTING GROUND. IN SOME LOCATIONS, SHALLOW BED ROCK MAY BE ENCOUNTERED.

Ⓔ REINFORCEMENT PRESENT THROUGHOUT BOX CULVERT TOP, WALLS & BOTTOM. SPACING & BOX THICKNESS UNKNOWN.

Ⓕ AT VARIOUS LOCATIONS, LIVE EXISTING UTILITIES RUN PERPENDICULAR THROUGH THE WALLS OF THE BOX CULVERT. TAKE CARE NOT TO DAMAGE THESE LINES DURING REMOVAL OPERATIONS.

ABANDONING STORM SEWER
(5X6-FOOT BOX CULVERT)

STA. 9+60 - 10+00 SS, LT.
STA. 10+00 - 10+48 NS, LT.
STA. 11+50 - 13+80, RT



*REMOVE EXTERIOR WALL TO A DEPTH WHERE REMAINING PORTION OF WALL IS A MINIMUM OF 2-FEET BELOW SUBGRADE. ADDITIONAL REMOVAL DEPTH MAY BE NECESSSARY FOR STORM SEWER, SAN. & WATER, STREET LIGHTING, AND/OR TRAFFIC SIGNAL ITEM INSTALLATIONS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

(1) REMOVE TOP OF BOX CULVERT.

(2) RUBBILIZE BOTTOM OF BOX CULVERT TO ALLOW FOR DRAINAGE.

(3) FILL WITH COMPACTED GRANULAR BACKFILL MATERIAL TO SUBGRADE LEVEL.

(4) AT LOCATIONS WHERE THE BOX CULVERT ABUTS THE BUILDING FOUNDATION WALL, BOX CULVERT WALL REMOVAL WILL BE MINIIMUMAL TO AVOID DAMAGE TO THE BUILDING FACADE OR FOUNDATION.

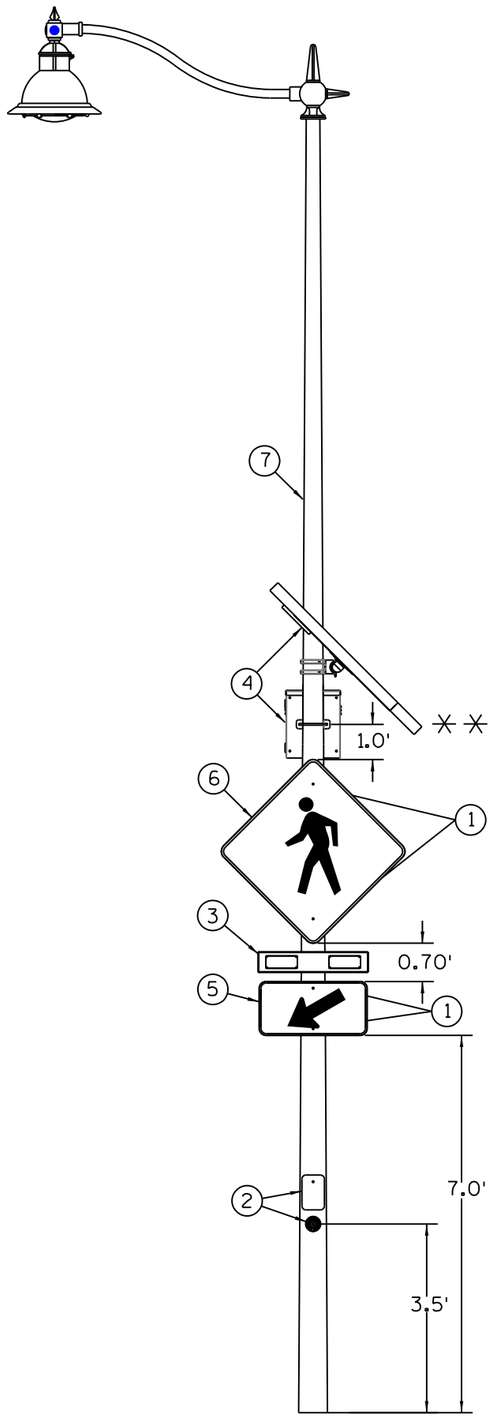
(5) EXISTING GROUND. IN SOME LOCATIONS, SHALLOW BED ROCK MAY BE ENCOUNTERED.

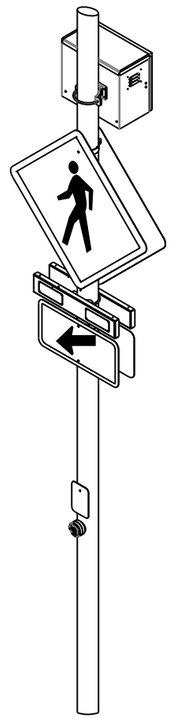
(6) REINFORCEMENT PRESENT THROUGHOUT BOX CULVERT TOP, WALLS & BOTTOM. SPACING & BOX THICKNESS UNKNOWN.

(7) AT VARIOUS LOCATIONS, LIVE EXISTING UTILITIES RUN PERPENDICULAR THROUGH THE WALLS OF THE BOX CULVERT. TAKE CARE NOT TO DAMAGE THESE LINES DURING REMOVAL OPERATIONS.

ABANDONING STORM SEWER
(5X6-FOOT BOX CULVERT)

STA. 9+10 - STA. 9+60 SS LT.





	VENDOR PART NO.	DESCRIPTION *
①	1116-00004	SIGN MOUNTING KIT, Z-BRACKET, 4-1/2", STANDARD (X8)
②	101620	PUSH BUTTON KIT - BLACK
③	107383	RRFB XL LIGHT BAR W/ 1 PED INDICATOR FITS 4.5" OD (X2)
④	-	METAL CONTROL CABINET W/40AHR BATTERY & 55W w/ SOLAR PANEL**
⑤	1116-00004	W16-7PL, 24"x12" FYG, LEFT/RIGHT DOWN ARROW (X2)
⑥	1116-00004	W11-2, 30"x30" FYG, PED CROSSING (X2)
⑦	-	POLE TYPE 3 (657.0310)

* PARTS AND ASSEMBLY CALLED OUT PER UNIT INSTALLATION UNLESS OTHERWISE NOTED

** SOLAR PANEL INSTALLATION REQUIRED ON 10-D ONLY. HEIGHT AND MOUNTING BRACKETS FOR SOLAR PANEL AND METAL CONTROL CABINET TO BE INSTALLED TO MANUFACTURES RECOMMENDATION.

SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) WITH PEDESTRIAN ACTIVATION DETAIL

STA. 8+72, RT & STA. 8+86, LT

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	CONSTRUCTION DETAIL: RRFB DETAIL	SHEET	E

FILE NAME : P:\210s\218\00218030\CADD\RRFB\STH 33 RRFB Construction Detail.dgn PLOT DATE : 6/4/2014 PLOT BY : sgengler PLOT NAME : _____ PLOT SCALE : 1:33.7253
WISDOT/CADDS SHEET 42

2

N

11+00 M

PETROLEUM CONTAMINATED
SOIL STA. 0+50 - 1+30
REFERENCE LINE TO
LEFT CONSTRUCTION LIMIT,
12' BELOW SURFACE

MATCH EXISTING
SAWCUT ASPHALT
END ASPHALTIC SURFACE 4-INCH
STA. 10+60 M

MATCH ASPHALTIC SURFACE 4-INCH
AND CONCRETE PAVEMENT 8-INCH
STA. 10+45 M

CONCRETE SLAB & ROCK BENCH
TO REMAIN. GRADE AS NECESSARY
TO MATCH INTO EXISTING SLAB
ELEVATION.

CONCRETE SIDEWALK
5-INCH (TYP)

COLORED AND STAMPED
CONCRETE SIDEWALK
5-INCH

STA. 4+56.55, 61.03' LT.
39' R.

STA. 1+58.77, 37' LT.
15' R.

STA. 0+87.47, 36.75' LT.
20' R.

STA. 1+25.77=
STA. 10+00 M

TYPE 2 CURB RAMP AND
2'X4' DETECTABLE WARNING
FIELD REQUIRED

1+00

2+00

3+00

4+00

5+00

6+00

STA. 5+20.76=
STA. 10+00 SC

STA. 5+72.61, 50' RT.
25' R.

MODIFIED BRIDGE
APPROACH

STA. 0+84.66, 40.24' RT.
23' R.

MATCH EXISTING
SAWCUT CONCRETE
END CONCRETE PAVEMENT 8-INCH
STA. 0+42
DOWEL BARS REQ'D.

STA. 1+59.57, 37' RT.
15' R.

MATCH CONCRETE PAVEMENT 8-INCH
AND ASPHALTIC SURFACE 4-INCH
STA. 9+50 M

MATCH EXISTING
SAWCUT ASPHALT
END ASPHALTIC SURFACE 4-INCH
STA. 9+35 M

9+00 M

PETROLEUM CONTAMINATED
SOIL STA. 3+00 - 3+40
20' RIGHT TO
RIGHT CONSTRUCTION LIMIT,
BELOW 6' BELOW SURFACE

STA. 4+85.83, 32.00' RT.
10' R.

STA. 5+20.76=
STA. 10+00 WF

MATCH EXISTING
SAWCUT CONCRETE
END CONCRETE PAVEMENT 8-INCH
STA. 9+60.02 WF
DOWEL BARS REQUIRED

9+00 WF

8+00 WF

STA. 9+73.42 WF, 38.01' RT.
13' R.

END CONCRETE PAVEMENT
8-INCH STA. 9+60.20 SC

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PLAN DETAILS	SHEET E

FILE NAME : R:\Projects\d1_60830002\021201_pd.dgn PLOT DATE : 23-JUL-2014 12:35 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

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STA. 4+85.83, 32.00' RT.
10' R.

STA. 4+56.55, 61.03' LT.
39' R.

CONCRETE SIDEWALK
5-INCH (TYP)

COLORED AND STAMPED
CONCRETE SIDEWALK
5-INCH

TYPE 5 CURB RAMP AND
2'X6' DETECTABLE WARNING
FIELD REQUIRED

STA. 8+71, 2' LT.
1.5' R. (TO BOC)

TYPE 7B MOD. CURB RAMP AND
2'X6' DETECTABLE WARNING
FIELD REQUIRED

CONCRETE MEDIAN
SLOPED NOSE
TYPE 1 REQ'D.

STA. 8+87, 2' LT.
1.5' R. (TO BOC)

STA. 8+45.60, 6' LT.

CONCRETE MEDIAN
SLOPED NOSE
TYPE 1 REQ'D.

STA. 9+31.36, 1' LT.
2.5' R. (TO BOC)

4+00

5+00

6+00

7+00

8+00

9+00

10+00

STA. 5+20.76=
STA. 10+00 WF

STA. 5+20.76=
STA. 10+00 SC

TYPE 2 CURB RAMP AND
2'X4' DETECTABLE WARNING
FIELD REQUIRED

STA. 8+25.83, 1' RT.
2.5' R. (TO BOC)

STA. 8+71, 2' RT.
1.5' R. (TO BOC)

STA. 9+11.58, 6' RT.

STA. 8+87, 2' RT.
1.5' R. (TO BOC)

STA. 5+72.61, 50' RT.
25' R.

TYPE 5 CURB RAMP AND
2'X6' DETECTABLE WARNING
FIELD REQUIRED

TYPE 7B MOD. CURB RAMP AND
2'X6' DETECTABLE WARNING
FIELD REQUIRED

STA. 9+73.42 WF, 38.01' RT.
13' R.

MODIFIED BRIDGE APPROACH
END CONCRETE PAVEMENT 8-INCH
STA. 9+60.20 SC

MATCH EXISTING
SAWCUT CONCRETE
END CONCRETE PAVEMENT 8-INCH
STA. 9+60.02 WF
DOWEL BARS REQUIRED

9+00 SC

STRUCTURE B-14-0102 REHAB

2

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MATCH CITY OF BEAVER DAM PROJECT
END CONCRETE PAVEMENT 8-INCH
STA. 11+10 NS

11+00 NS

COLORED AND STAMPED
CONCRETE SIDEWALK
5-INCH

STA. 11+44.99, 40' LT.
15' R.

STA. 11+81.92=
STA. 10+00 NS

STA. 12+15.98, 37' LT.
12' R.

MATCH EXISTING
SAWCUT CONCRETE
END CONCRETE PAVEMENT 8-INCH
STA. 13+00
DOWEL BARS REQ'D.

10-FT, OR MATCH TO
NEAREST JOINT LINE

STA. 13+80, 10' RT.

10+00 11+00 12+00 13+00 14+00 15+00 16+00

TYPE 2 CURB RAMP AND
2'X4' DETECTABLE WARNING
FIELD REQUIRED

TYPE 1A MOD CURB RAMP AND
2'X4' DETECTABLE WARNING
FIELD REQUIRED

CONCRETE SIDEWALK
5-INCH (TYP.)

STA. 11+92.47=
STA. 10+00 SS

STA. 11+60.43, 37' RT.
12' R.

+23.62
20' LT.

+12.58
32.98' LT.

9+00 SS

STA. 12+35.42, 50' RT.
25' R.

STA. 12+40.29, 56.88' RT.
21.88' R.

REPLACE SIDEWALK
TO DRIVEWAY-
APPROX. STA. 13+90 RT.

MATCH EXISTING
SAWCUT CONCRETE
END CONCRETE PAVEMENT 8-INCH
STA. 8+90 SS
DOWEL BARS REQUIRED

Box culvert

SIGN

STH 33

MAINLINE FINAL PAVEMENT GRADES

STATION	LEFT FLOWLINE OFFSET	LEFT FLOWLINE ELEVATION	LEFT FLAG OFFSET	LEFT FLAG ELEVATION	X-SLOPE OUTER / LT LANE	LEFT LANE OFFSET	LEFT LANE ELEVATION	X-SLOPE CENTER / LT LANE	REF LINE OFFSET	REF LINE ELEVATION	X-SLOPE CENTER / RT LANE	RIGHT LANE OFFSET	RIGHT LANE ELEVATION	X-SLOPE OUTER / RT LANE	RIGHT FLAG OFFSET	RIGHT FLAG ELEVATION	RIGHT FLOWLINE OFFSET	RIGHT FLOWLINE ELEVATION	STATION
0+42.00	-19.00	879.49	-17.00	879.61	-3.50%	-7.00	879.96	-2.00%	0.00	880.10	1.00%	12.00	880.22	-0.50%	17.00	880.20	19.00	880.07	0+42.00
0+50.00	-19.00	879.36	-17.00	879.49	-3.50%	-12.00	879.66	-2.50%	0.00	879.96	1.00%	12.00	880.08	-0.50%	17.00	880.06	19.00	879.93	0+50.00
0+75.00	-19.00	878.81	-17.00	878.94	-3.50%	-12.00	879.11	-3.50%	0.00	879.53	1.00%	12.00	879.65	-0.50%	17.00	879.63	19.00	879.50	0+75.00
0+81.00	-19.00	878.71	-17.00	878.83	-3.50%	-12.00	879.01	-3.50%	0.00	879.43	1.00%	12.00	879.55	-0.50%	17.00	879.52	19.00	879.40	0+81.00
SEE SHEET 'INTERSECTION PAVING GRADES - CENTER & MAPLE' FOR PAVEMENT GRADE DETAILS																			
1+75.00	-24.00	876.69	-22.00	876.82	-2.50%	-12.00	877.07	-2.50%	0.00	877.37	-2.00%	12.00	877.13	-2.00%	22.00	876.93	24.00	876.80	1+75.00
2+00.00	-24.00	876.06	-22.00	876.18	-2.50%	-12.00	876.43	-2.50%	0.00	876.73	-2.00%	12.00	876.49	-2.00%	22.00	876.29	24.00	876.17	2+00.00
2+25.00	-24.00	875.42	-22.00	875.55	-2.50%	-12.00	875.80	-2.50%	0.00	876.10	-2.00%	12.00	875.86	-2.00%	22.00	875.66	24.00	875.53	2+25.00
2+50.00	-24.00	874.79	-22.00	874.91	-2.50%	-12.00	875.16	-2.50%	0.00	875.46	-2.00%	12.00	875.22	-2.00%	22.00	875.02	24.00	874.90	2+50.00
2+75.00	-24.00	874.15	-22.00	874.28	-2.50%	-12.00	874.53	-2.50%	0.00	874.83	-2.00%	12.00	874.59	-2.00%	22.00	874.39	24.00	874.26	2+75.00
3+00.00	-24.00	873.52	-22.00	873.64	-2.50%	-12.00	873.89	-2.50%	0.00	874.19	-2.00%	12.00	873.95	-2.00%	22.00	873.75	24.00	873.63	3+00.00
3+25.00	-24.00	872.89	-22.00	873.02	-2.50%	-12.00	873.27	-2.50%	0.00	873.57	-2.00%	12.00	873.33	-2.00%	22.00	873.13	24.00	873.00	3+25.00
3+50.00	-24.00	872.33	-22.00	872.46	-2.50%	-12.00	872.71	-2.50%	0.00	873.01	-2.00%	12.00	872.77	-2.00%	22.00	872.57	24.00	872.44	3+50.00
3+75.00	-24.00	871.84	-22.00	871.97	-2.50%	-12.00	872.22	-2.50%	0.00	872.52	-2.00%	12.00	872.28	-2.00%	22.00	872.08	24.00	871.95	3+75.00
4+00.00	-24.00	871.53	-22.00	871.65	-2.00%	-12.00	871.85	-2.00%	0.00	872.09	-2.00%	12.00	871.85	-2.00%	22.00	871.65	24.00	871.53	4+00.00
4+25.00	-24.00	871.15	-22.00	871.27	-2.00%	-12.00	871.47	-2.00%	0.00	871.71	-2.00%	12.00	871.47	-2.00%	22.00	871.27	24.00	871.15	4+25.00
4+50.00	-24.00	870.88	-22.00	871.00	-2.00%	-12.00	871.20	-2.00%	0.00	871.44	-1.68%	12.00	871.24	-1.68%	22.00	871.07	24.00	870.95	4+50.00
4+73.00	-27.67	870.76	-25.67	870.86	-1.75%	-12.00	871.10	-1.75%	0.00	871.31	-1.10%	12.00	871.17	-1.10%	22.00	871.06	24.00	871.00	4+73.00
SEE SHEET 'INTERSECTION PAVING GRADES - FRONT & CENTER' FOR PAVEMENT GRADE DETAILS																			
5+75.00	-27.66	870.72	-25.66	870.84	-2.28%	-6.00	871.29	-1.50%	0.00	871.38	1.50%	6.00	871.47	-2.74%	25.00	870.95	27.00	870.82	5+75.00
5+98.00																	27.00	870.73	5+98.00
6+00.00	-27.03	870.55	-25.03	870.67	-2.24%	-6.00	871.10	-2.00%	0.00	871.22	2.00%	6.00	871.34	-2.55%	25.00	870.85	27.00	870.73	6+00.00
6+05.33	-27.03	870.55																	6+05.33
6+25.00	-27.02	870.69	-25.02	870.81	-2.05%	-6.00	871.20	-2.05%	0.00	871.33	2.03%	6.00	871.45	-2.39%	25.00	870.99	27.00	870.87	6+25.00
6+50.00	-27.02	870.82	-25.02	870.94	-2.24%	-6.00	871.37	-2.08%	0.00	871.50	2.08%	6.00	871.62	-2.34%	25.00	871.18	27.00	871.05	6+50.00
6+62.00	-27.02	870.90	-25.02	871.02	-2.24%	-6.00	871.45	-2.08%	0.00	871.58	2.08%	6.00	871.70	-2.34%	25.00	871.26	27.00	871.13	6+62.00
6+75.00	-27.02	870.96	-25.02	871.09	-2.18%	-6.00	871.50	-2.08%	0.00	871.63	2.08%	6.00	871.75	-2.34%	25.00	871.31	27.00	871.18	6+75.00
7+00.00	-27.02	870.80	-25.02	870.93	-2.23%	-6.00	871.35	-2.00%	0.00	871.47	2.00%	6.00	871.59	-2.29%	25.00	871.16	27.00	871.03	7+00.00
7+25.00	-27.02	870.64	-25.02	870.76	-2.29%	-6.00	871.20	-2.08%	0.00	871.32	2.07%	6.00	871.45	-2.39%	25.00	870.99	27.00	870.87	7+25.00
7+27.98																	27.00	870.86	7+27.98
7+28.85	-27.02	870.64																	7+28.85
7+50.00	-27.02	870.73	-25.02	870.85	-2.29%	-6.00	871.29	-2.37%	0.00	871.43	2.38%	6.00	871.58	-2.53%	25.00	871.10	27.00	870.97	7+50.00
7+75.00	-27.02	870.81	-25.02	870.93	-2.23%	-6.00	871.36	-1.92%	0.00	871.47	1.92%	6.00	871.59	-2.66%	25.00	871.08	27.00	870.96	7+75.00
8+00.00	-27.02	870.69	-25.02	870.81	-2.21%	-6.00	871.23	0.67%	0.00	871.19	-0.67%	6.00	871.15	-2.50%	25.00	870.68	27.00	870.55	8+00.00
SEE SHEET 'MID-BLOCK CROSSWALK AND MEDIAN ISLAND PAVING GRADES' FOR PAVEMENT GRADE DETAILS																			
9+75.00	-27.01	870.42	-25.01	870.54	-2.29%	-6.00	870.98	2.88%	0.00	870.81	-2.87%	6.00	870.63	-2.95%	25.00	870.07	27.00	869.95	9+75.00
10+00.00	-27.01	870.25	-25.01	870.38	-2.19%	-6.00	870.79	2.88%	0.00	870.62	-2.87%	6.00	870.45	-3.00%	25.00	869.88	27.00	869.75	10+00.00
10+25.00	-27.01	870.09	-25.01	870.22	-2.10%	-6.00	870.62	2.95%	0.00	870.44	-2.95%	6.00	870.26	-3.03%	25.00	869.69	27.00	869.56	10+25.00
10+50.00	-27.00	869.92	-25.00	870.05	-2.03%	-6.00	870.43	3.00%	0.00	870.25	-3.00%	6.00	870.07	-3.03%	25.00	869.50	27.00	869.37	10+50.00
10+75.00	-27.00	869.83	-25.00	869.95	-1.97%	-6.00	870.33	3.08%	0.00	870.14	-3.08%	6.00	869.96	-2.92%	25.00	869.40	27.00	869.28	10+75.00
10+79.41																	27.00	869.24	10+79.41
10+81.48	-27.00	869.82																	10+81.48
11+00.00	-27.00	869.86	-25.00	869.98	-1.97%	-6.00	870.36	3.08%	0.00	870.17	-3.08%	6.00	869.99	-2.92%	25.00	869.43	27.00	869.31	11+00.00
11+25.00	-27.00	869.95	-25.00	870.08	-1.92%	-6.00	870.44	3.00%	0.00	870.26	-3.00%	6.00	870.08	-2.60%	25.00	869.59	27.00	869.46	11+25.00
SEE SHEET 'INTERSECTION PAVING GRADES - FRONT & SPRING' FOR PAVEMENT GRADE DETAILS																			
12+50.00	-27.00	870.06	-25.00	870.19	-3.20%	-6.00	870.80	-2.00%	0.00	870.92	2.00%	6.00	871.04	-3.00%	25.00	870.47	27.00	870.34	12+50.00
12+65.00	-27.00	870.16	-25.00	870.28	-3.40%	-6.00	870.93	-2.00%	0.00	871.05	-0.50%	6.00	871.02	-3.30%	25.00	870.39	27.00	870.26	12+65.00
12+75.00	-27.00	870.23	-25.00	870.36	-3.50%	-6.00	871.02	-2.00%	0.00	871.14	-1.40%	6.00	871.06	-3.50%	25.00	870.39	27.00	870.27	12+75.00
13+00.00	-27.00	870.62	-25.00	870.74	-3.60%	-10.00	871.28	-1.30%	0.00	871.41	-1.40%	10.00	871.27	-3.00%	25.00	870.82	27.00	870.70	13+00.00

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NOTE:
THIS SHEET IS INTENDED TO SHOW PAVING GRADES AT VARIOUS LOCATIONS THROUGHOUT THE PAVEMENT ONLY. THE JOINTING LAYOUT INDICATED IS FOR INFORMATIONAL PURPOSES ONLY.

CENTER ST.

MAPLE AVE.

879.92 879.85 879.42 879.40 879.20 879.33 879.27 879.32 879.18 879.34 879.12 879.07 879.14 879.08 879.01 879.00 879.05 879.08 879.48 879.50 879.32 879.32 879.55 879.04 878.97 878.90 878.89 878.77 879.21 879.22 879.10 879.93 878.63 878.52 878.25 878.31 878.17 878.74 879.79 878.60 878.65 878.70 878.62 878.47 878.67 878.37 878.50 878.57 878.20 878.34 878.38 878.32 878.63 878.11 878.22 877.90 877.94 877.44 877.56 877.38 878.17 878.47 878.77 878.77

9+25 M 9+50 M 10+00 M 10+50 M

1+00 1+25 1+50

879.61 879.32 878.99 878.68 878.56 878.33 878.23 878.11 878.98 877.69 878.88 878.78

879.18 878.89 878.54 878.45 878.33 878.08 877.87 877.77 877.58 877.37 878.49 878.44 877.71

878.85 878.76 878.54 878.12 878.06 878.26 878.14 877.85 877.60 877.44 877.32 877.20 877.25 877.10 877.02 878.17 878.17 878.01 877.92 877.31 877.25 878.11 877.85 877.93 878.04 877.92 877.62 877.34 877.22 877.40 877.35 877.74 878.03 877.89 877.77 877.47 877.22 877.09 877.32 877.27 877.96 877.80 877.72 878.04 877.55

THIS PAGE IS NOT TO SCALE

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	INTERSECTION PAVING GRADES - CENTER & MAPLE	SHEET 27 E

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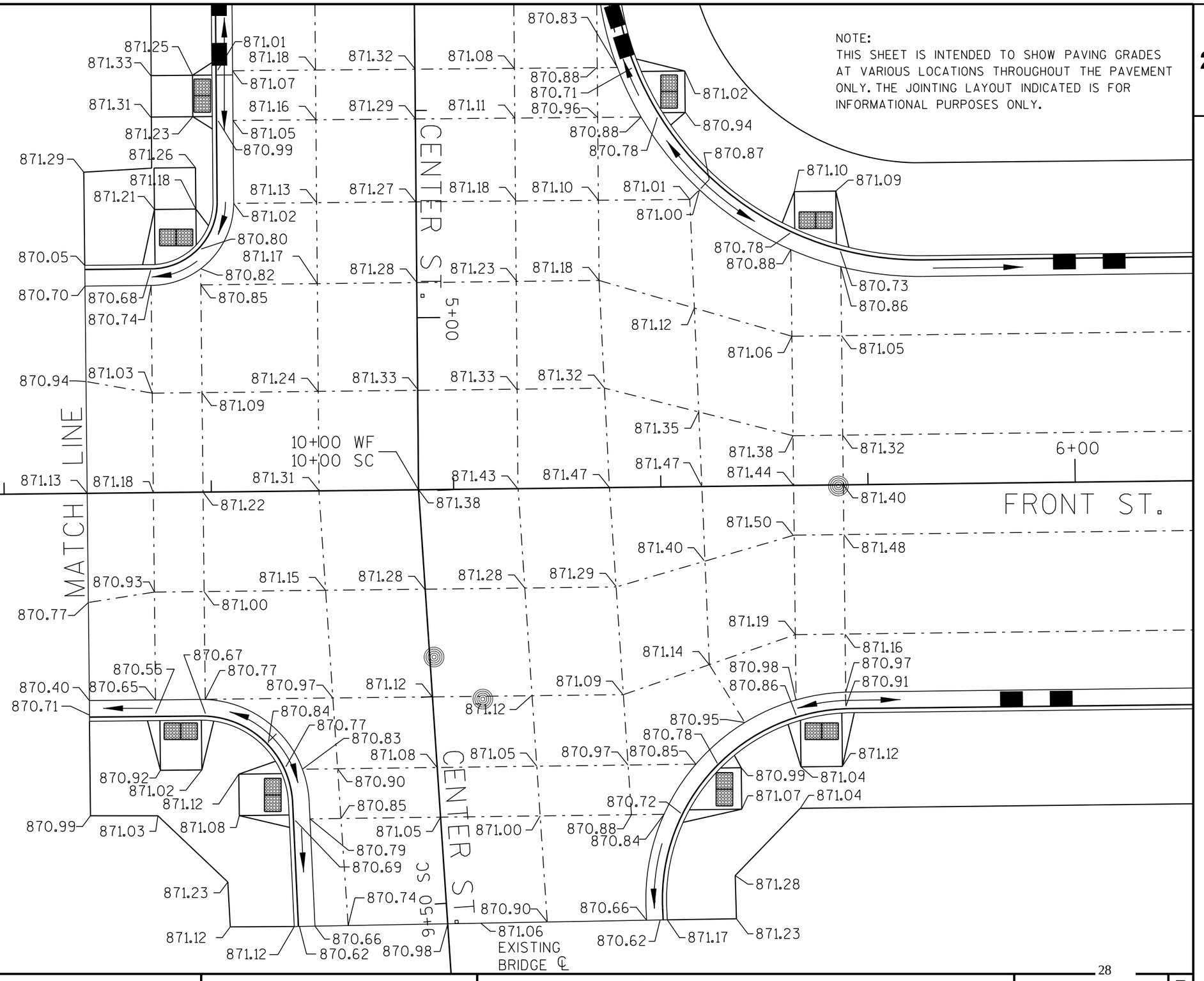
NOTE:
THIS SHEET IS INTENDED TO SHOW PAVING GRADES AT VARIOUS LOCATIONS THROUGHOUT THE PAVEMENT ONLY. THE JOINTING LAYOUT INDICATED IS FOR INFORMATIONAL PURPOSES ONLY.

THIS PAGE IS
NOT TO SCALE

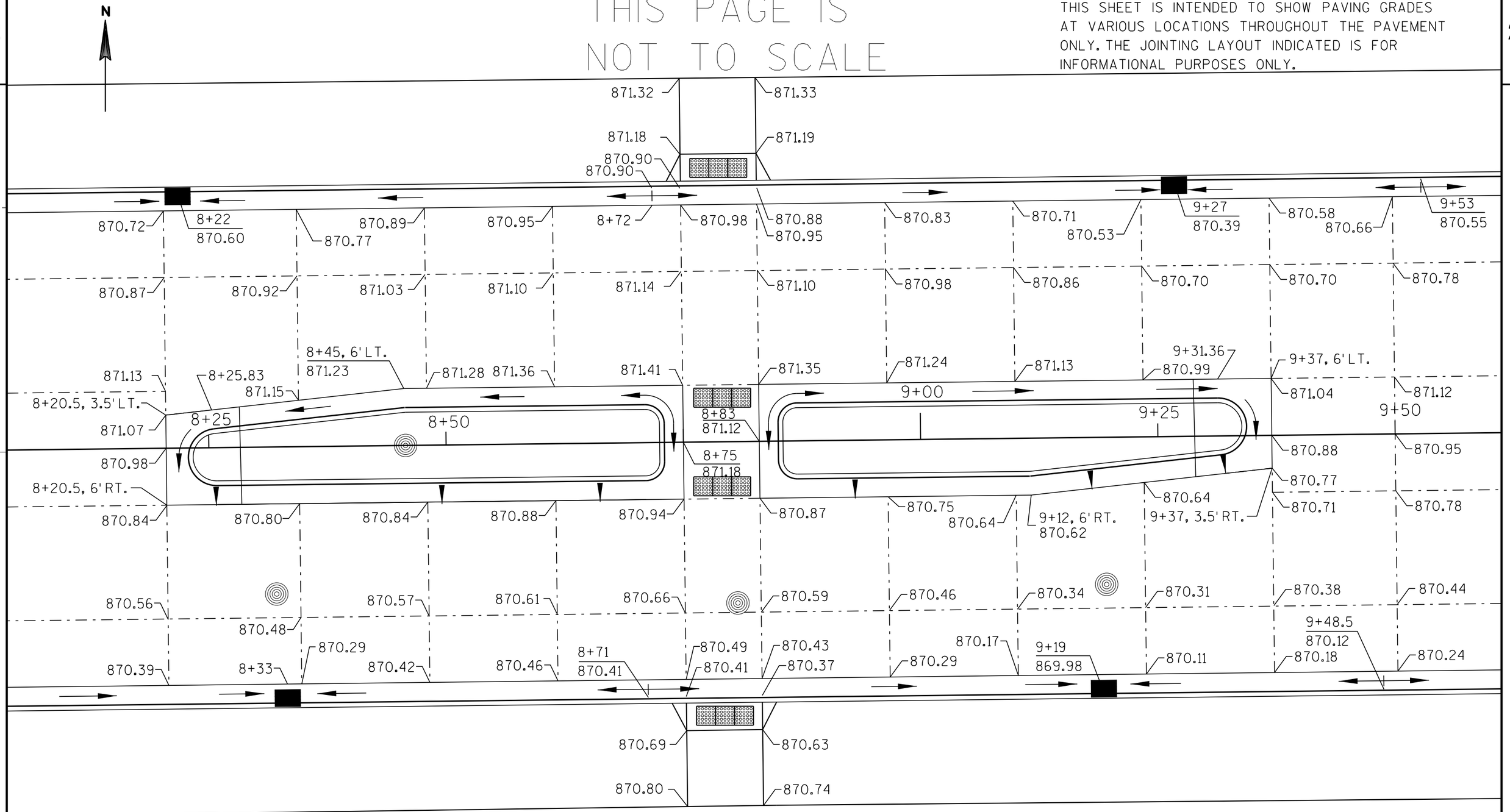


PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	INTERSECTION PAVING GRADES - FRONT & CENTER	SHEET	E

FILE NAME : R:\Projects\d1_60830002\021302_jd.dgn PLOT DATE : 11-JUL-2014 10:47 PLOT BY : DOTJ3J PLOT NAME : PLOT SCALE : 11.682353:1
WISDOT/CADDS SHEET 42

THIS PAGE IS NOT TO SCALE

NOTE:
THIS SHEET IS INTENDED TO SHOW PAVING GRADES AT VARIOUS LOCATIONS THROUGHOUT THE PAVEMENT ONLY. THE JOINTING LAYOUT INDICATED IS FOR INFORMATIONAL PURPOSES ONLY.



PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	MID-BLOCK CROSSWALK AND MEDIAN ISLAND PAVING GRADES	SHEET	E

FILE NAME : R:\Projects\d1_60830002\021303_jd.dgn PLOT DATE : 24-JUN-2014 11:50 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 9.735294:1
WISDOT/CADDS SHEET 42

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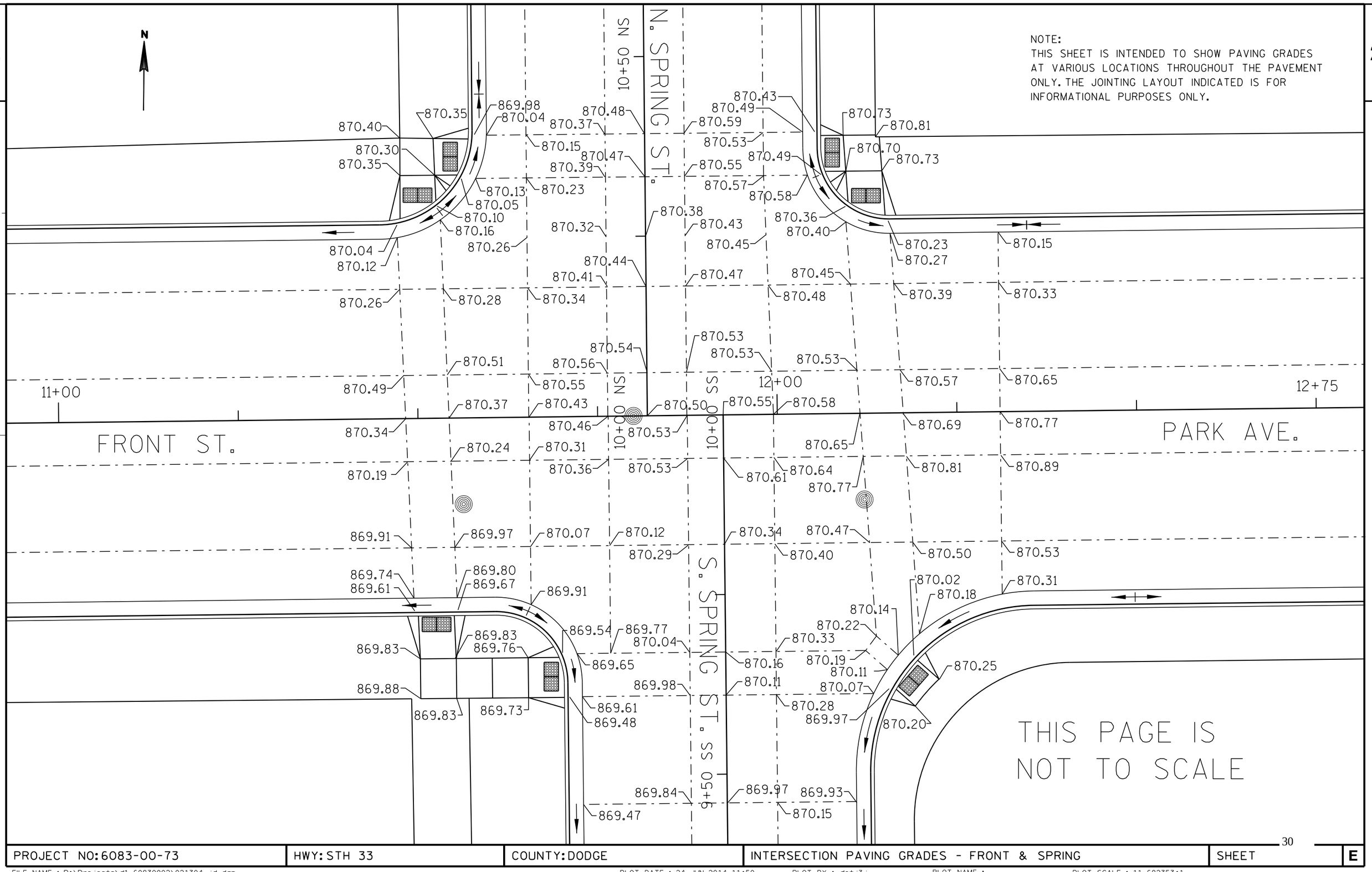


NOTE:
THIS SHEET IS INTENDED TO SHOW PAVING GRADES AT VARIOUS LOCATIONS THROUGHOUT THE PAVEMENT ONLY. THE JOINTING LAYOUT INDICATED IS FOR INFORMATIONAL PURPOSES ONLY.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	INTERSECTION PAVING GRADES - FRONT & SPRING	SHEET	E

FILE NAME : R:\Projects\d1_60830002\021304_jd.dgn PLOT DATE : 24-JUN-2014 11:50 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 11.682353:1
WISDOT/CADDS SHEET 42

PLACE INLET PROTECTION IN FIRST INLET EAST OF INTERSECTION BY FIRE HYDRANT

0+00 1+00 2+00 3+00 4+00 5+00 6+00

STA. 1+25.77
STA. 10+00 M

STA. 5+20.76
STA. 10+00 WF
STA. 10+00 SC

S. CENTER STREET

WEST MAPLE AVE.

9+00 WF

FRONT STREET

LEGEND

SOD LAWN

INLET PROTECTION TYPE C

SILT FENCE

N

STA. 5+20.76
STA. 10+00 WF
STA. 10+00 SC

N. CENTER STREET

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

FRONT STREET

SOD LAWN

SOD LAWN

PROJECT NO:6083-00-73	HWY:STH 33	COUNTY:DODGE	EROSION CONTROL	SHEET E

FILE NAME : R:\Projects\d1_60830002\022001_ec.dgn PLOT DATE : 24-JUN-2014 11:50 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

FRONT STREET

11+00

11+00 NS

N. SPRING STREET

12+00

13+00

PARK AVENUE

14+00

15+00

16+00

STH 33

SOD LAWN

TOPSOIL ONLY
NO SOD, SEED,
FERTILIZER REQ'D.

9+00 SS

S. SPRING STREET

SOD LAWN

SIGN

SIGN

SIGN

N

LEGEND

SOD LAWN

INLET PROTECTION TYPE C

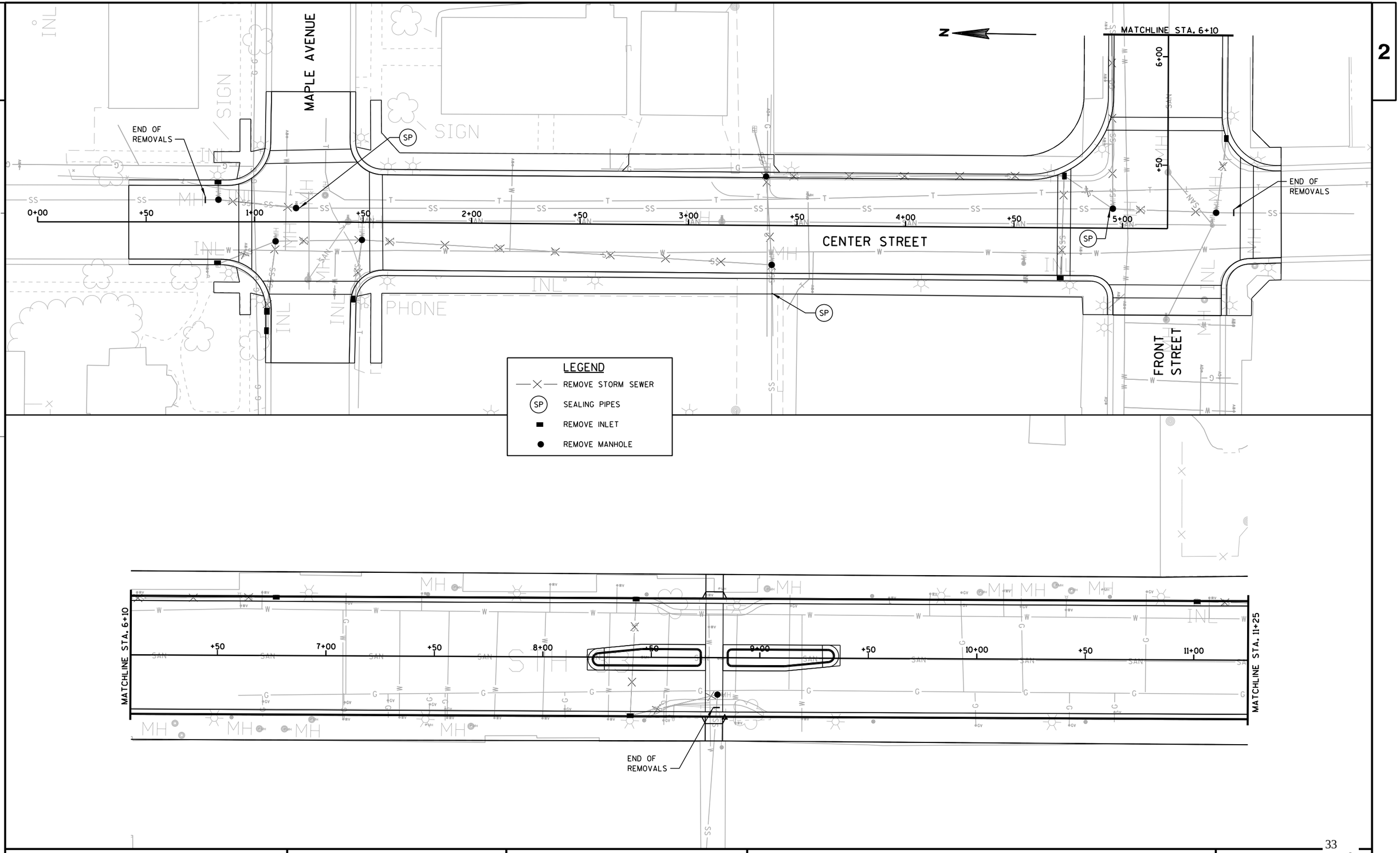
SILT FENCE

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	EROSION CONTROL	SHEET	E

FILE NAME : R:\Projects\d1_60830002\022002_ec.dgn PLOT DATE : 23-APR-2014 08:48 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40.000000:1.000000

WISDOT/CADDS SHEET 42

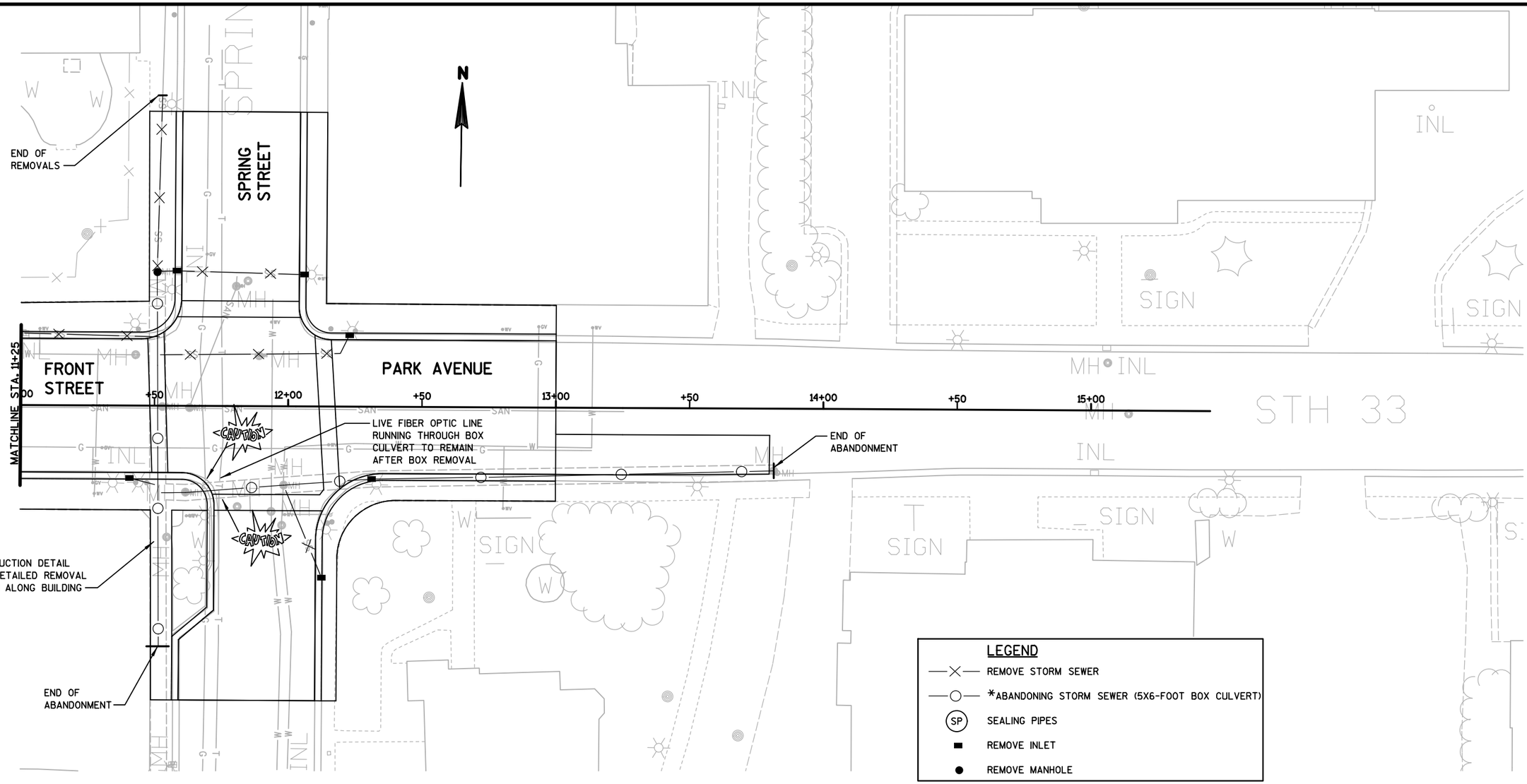
2



PROJECT NO:6083-00-73	HWY: STH 33	COUNTY:DODGE	STORM SEWER REMOVALS	SHEET E

FILE NAME : R:\Projects\d1_60830002\022506_ss.dgn PLOT DATE : 08-JUL-2014 10:38 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

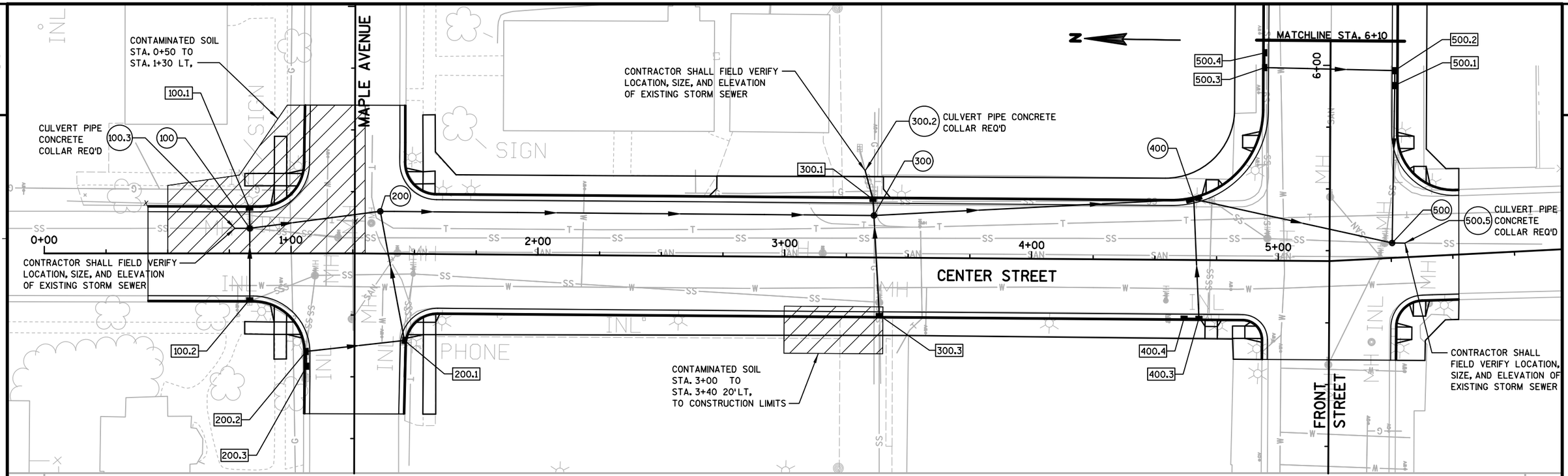
WISDOT/CADDS SHEET 42

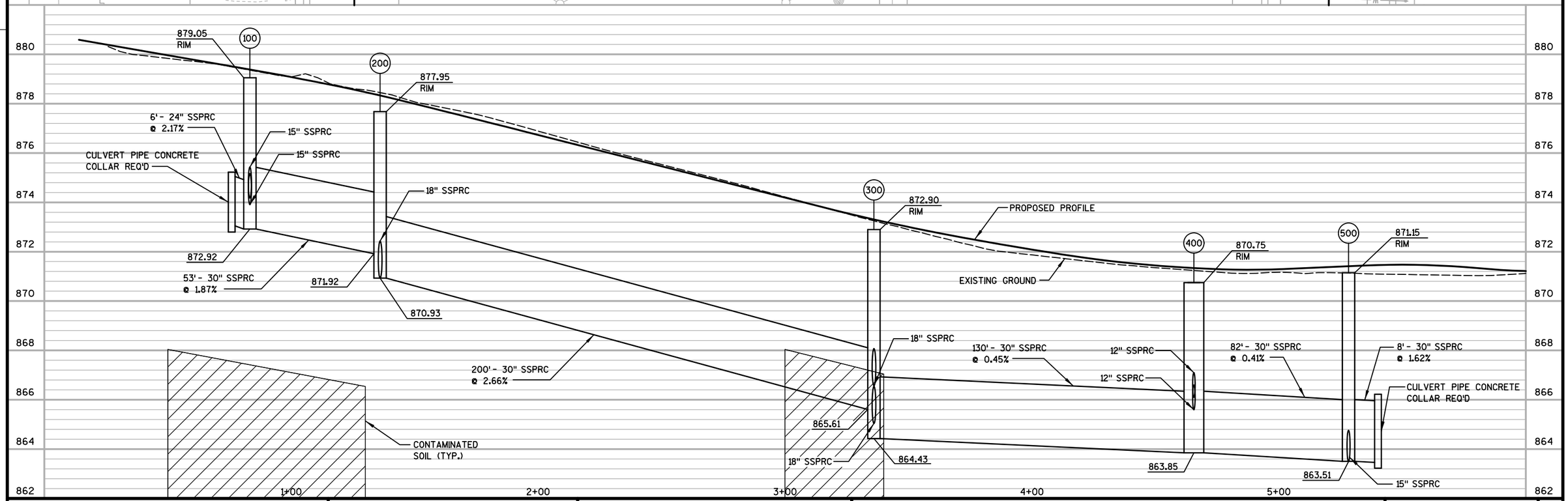


*NOTE: CONTRACTOR SHALL FIELD VERIFY LOCATIONS WHERE ADDITIONAL 5X6-FOOT BOX CULVERT WALL(S) AND BOTTOM WILL NEED TO BE REMOVED.

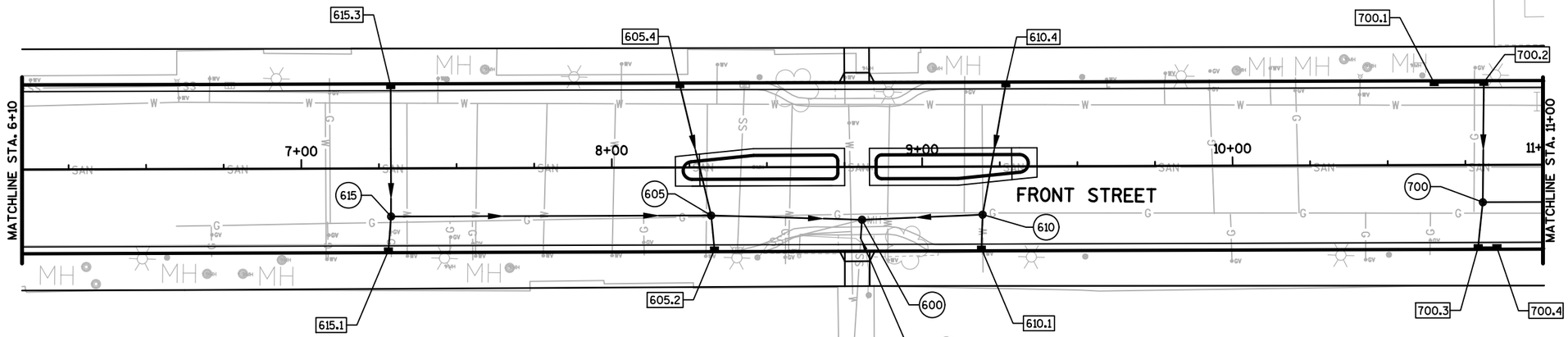
PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	STORM SEWER REMOVALS	SHEET	E

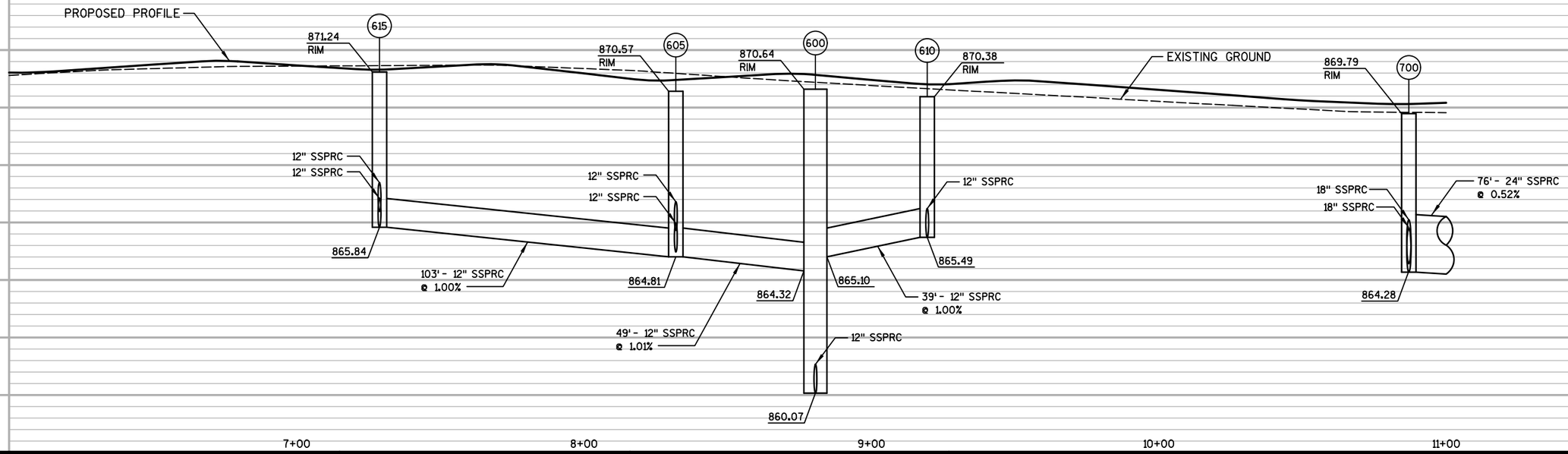
FILE NAME : S:\MAD\1000--1099\1089\281\Micros\Center Street\PLAN\022507_ss.dgn PLOT DATE : 7/3/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	STORM SEWER	SHEET 35	E

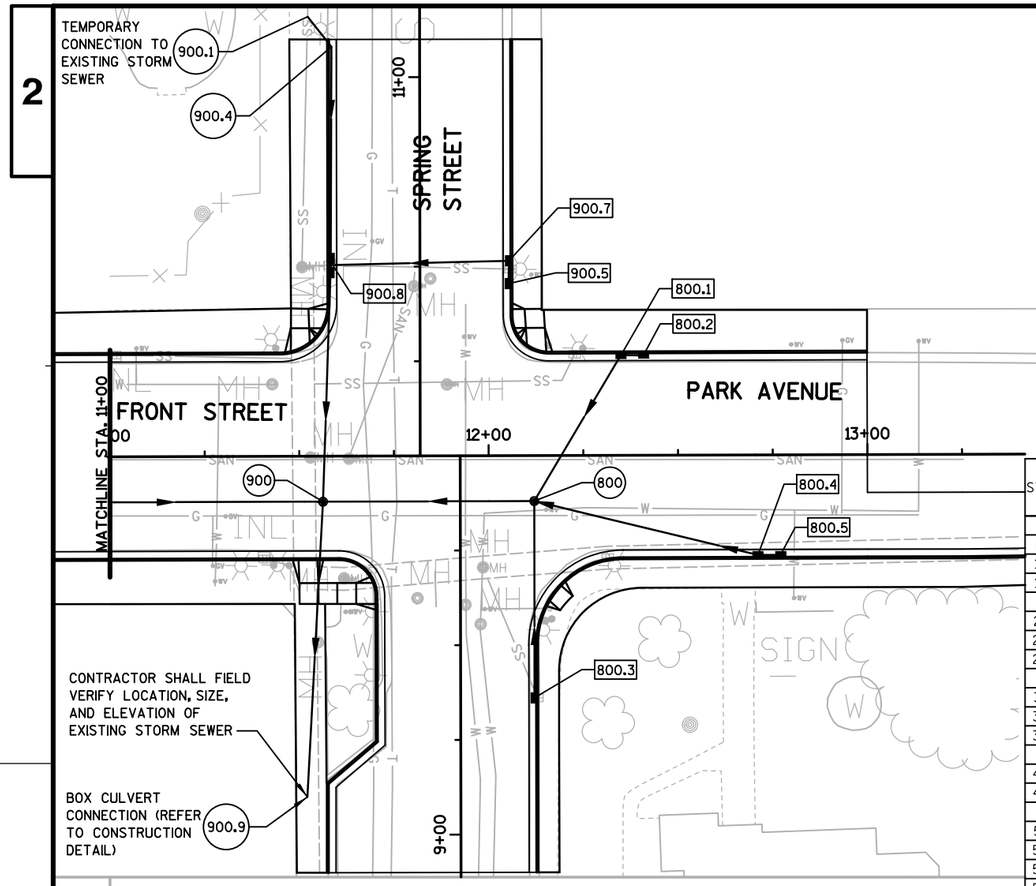


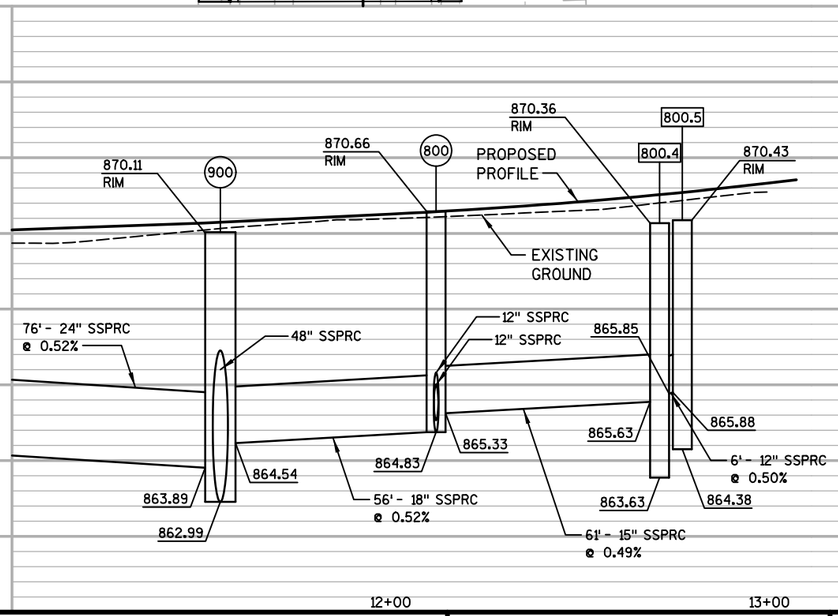


PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	STORM SEWER	SHEET	E

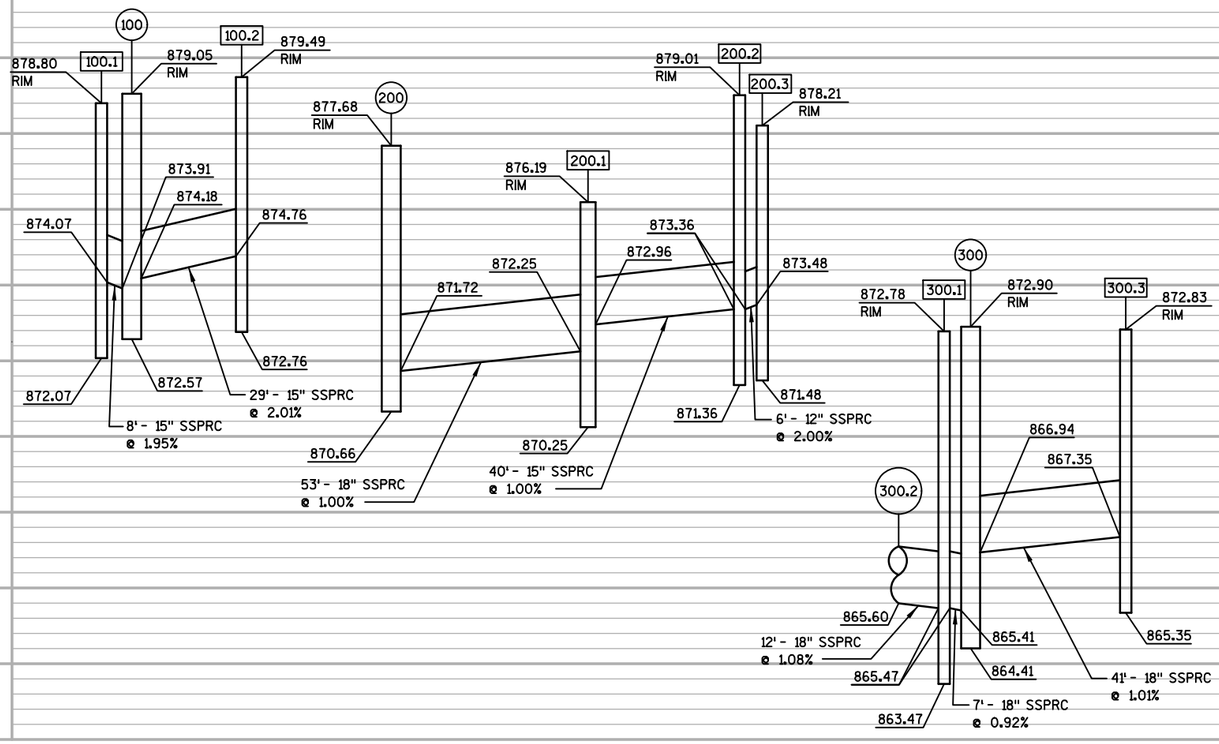
FILE NAME : S:\MAD\1000--1099\1089\281\Micros\Center Street\PLAN\022502_ss.dgn PLOT DATE : 7/3/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

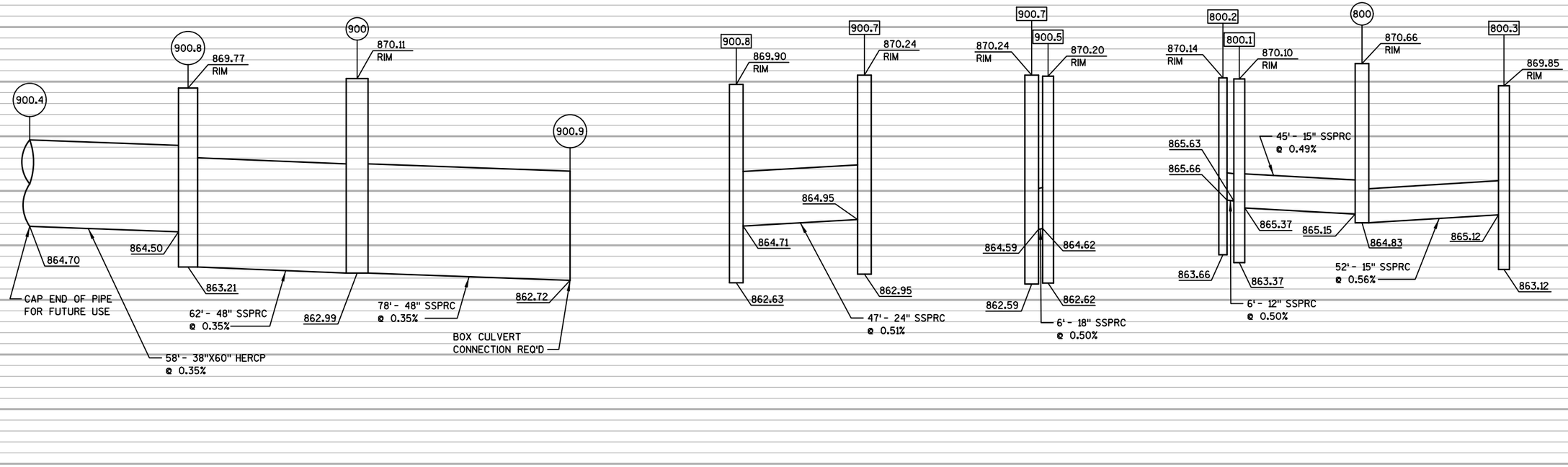




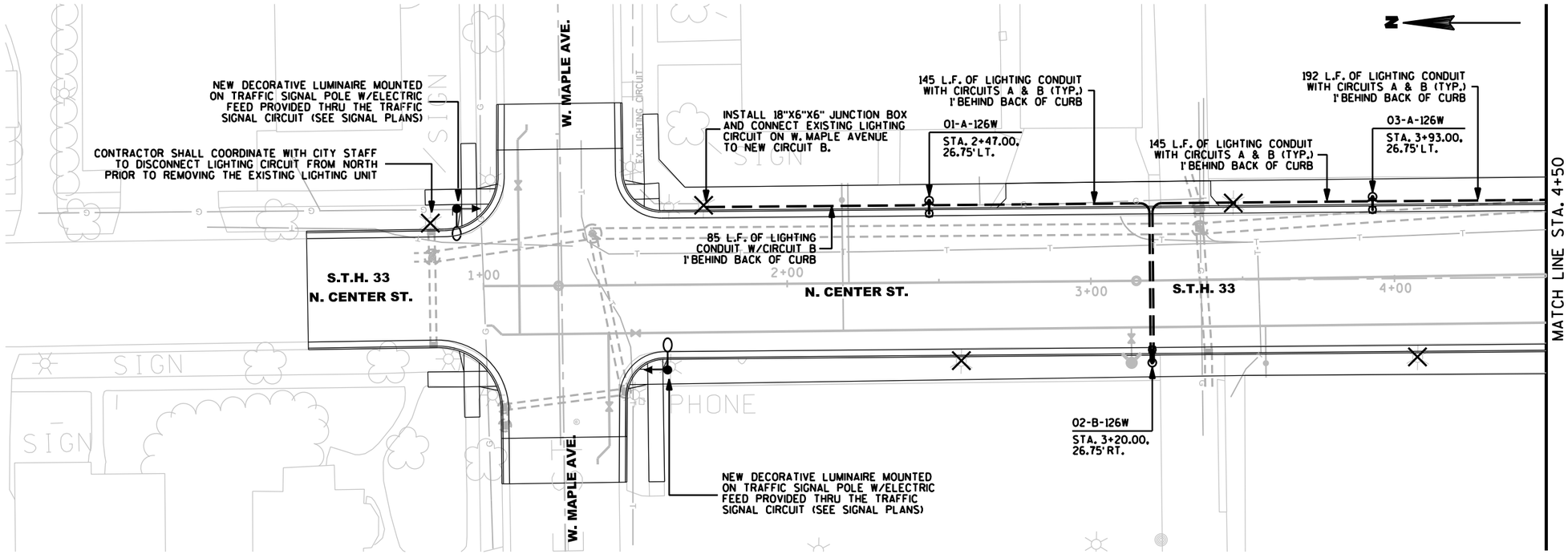
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE & COVER		MH TYPE & COVER		RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
100	0+83.27	10.1' LT	53	200	--	--	5-F00T	J	879.05	877.80	4.88	30	872.92	871.92	53	1.87%	
100.1	0+83.10	18.3' LT	8	100	2x3-FT	H	--	--	878.80	877.84	5.77	15	874.07	873.91	8	1.95%	
100.2	0+83.25	18.8' RT	29	100	2x3-FT	H	--	--	879.49	878.53	5.77	15	874.76	874.18	29	2.01%	
100.3	0+77.27	10.1' LT	6	100	--	--	--	--	--	--	--	24	873.05	872.92	6	2.17%	CULVERT PIPE CONCRETE COLLAR REQ'D
200	1+36.01	17.1' LT	200	300	--	--	6-F00T	J	877.95	876.43	5.50	30	870.93	865.61	200	2.66%	
200.1	1+46.20	35.1' RT	53	200	4-F00T	H	--	--	876.19	875.23	4.98	18	872.25	871.72	53	1.00%	
200.2	1+06.13	39.7' RT	40	200.1	2x3-FT	H-S	--	--	879.01	878.05	6.69	15	873.36	872.96	40	1.00%	
200.3	1+06.32	45.7' RT	6	200.2	2x3-FT	H-S	--	--	878.21	877.25	5.77	12	873.48	873.36	6	2.00%	
300	3+36.00	17.0' LT	130	400	--	--	5-F00T	J	872.90	871.65	7.22	30	864.43	863.85	130	0.45%	
300.1	3+35.59	23.5' LT	7	300	2x3-FT	HD	--	--	872.78	871.78	8.30	18	865.47	865.41	7	0.92%	DRIVEWAY INLET W/ MOUNTABLE CURB PLATE
300.2	3+32.35	35.1' LT	12	300.1	--	--	--	--	--	--	--	18	865.60	865.47	12	1.08%	CULVERT PIPE CONCRETE COLLAR REQ'D
300.3	3+38.50	23.5' RT	41	300	2x3-FT	H	--	--	872.83	871.87	6.52	18	867.35	866.94	41	1.01%	
400	4+65.57	24.6' LT	82	500	--	H-S	8-F00T	--	870.75	869.92	6.10	30	863.82	863.51	82	0.38%	PROVIDE 2 H-S CASTINGS
400.3	4+68.01	23.6' RT	48	400	2x3-FT	H-S	--	--	871.07	870.11	5.69	12	866.42	865.45	48	2.01%	
400.4	4+62.00	23.6' RT	6	400.3	2x3-FT	H-S	--	--	871.00	870.04	5.50	12	866.54	866.42	6	2.00%	
500	5+28.23	25.3' RT	5	500.5	--	--	5-F00T	J	871.15	869.90	6.39	30	863.51	863.38	5	2.50%	
500.1	5+92.00	26.1' RT	64	500	4-F00T	H-S	--	--	870.86	869.90	7.13	15	864.77	863.51	64	1.98%	
500.2	5+98.00	26.1' RT	6	500.1	4-F00T	H-S	--	--	870.85	869.89	7.00	15	864.89	864.77	6	2.00%	
500.3	5+99.00	26.6' LT	53	500.2	2x3-FT	H-S	--	--	870.68	869.72	5.77	15	865.95	864.89	53	2.01%	
500.4	6+05.00	26.6' LT	6	500.3	2x3-FT	H-S	--	--	870.66	869.70	5.63	12	866.07	865.95	6	2.00%	
500.5	5+28.21	30.5' RT	--	--	--	--	--	--	--	--	--	--	863.38	--	--	--	CULVERT PIPE CONCRETE COLLAR REQ'D
600	8+80.55	17.0' RT	6	600.1	--	--	4-F00T	J	870.64	869.39	9.32	12	860.07	859.95	6	2.03%	
600.1	8+80.16	23.0' RT	--	--	--	--	--	--	--	--	--	--	859.95	--	--	--	CULVERT PIPE CONCRETE COLLAR REQ'D
605	8+31.97	15.5' RT	49	600	--	--	4-F00T	J	870.57	869.32	4.51	12	864.81	864.32	49	1.01%	
605.2	8+33.00	26.5' RT	11	605	2x3-FT	H-S	--	--	870.29	869.33	6.24	12	865.09	864.98	11	1.00%	
605.4	8+22.00	26.5' LT	43	605	2x3-FT	H-S	--	--	870.73	869.77	5.50	12	866.27	865.84	43	1.00%	
610	9+19.43	15.5' RT	39	600	--	--	4-F00T	J	870.38	869.13	3.64	12	865.49	865.10	39	1.00%	
610.1	9+19.00	26.5' RT	11	610	2x3-FT	H-S	--	--	870.11	869.15	5.55	12	865.60	865.49	11	1.00%	
610.4	9+27.00	26.5' LT	43	610	2x3-FT	H-S	--	--	870.52	869.56	5.50	12	866.06	865.63	43	1.01%	
615	7+28.85	15.5' RT	103	605	--	--	4-F00T	J	871.24	869.99	4.15	12	865.84	864.81	103	1.00%	
615.1	7+27.98	26.5' RT	11	615	2x3-FT	H-S	--	--	870.99	870.03	5.53	12	866.50	866.39	11	1.00%	
615.3	7+28.85	26.5' LT	42	615	2x3-FT	H-S	--	--	870.77	869.81	5.55	12	866.26	865.84	42	1.00%	
700	10+80.58	12.0' RT	76	900	--	--	5-F00T	J	869.79	868.54	4.26	24	864.28	863.89	76	0.52%	
700.1	10+65.00	26.5' LT	16	700.2	2x3-FT	H-S	--	--	870.00	869.04	5.95	12	865.09	864.93	16	1.00%	
700.2	10+81.01	26.5' LT	39	700	2x3-FT	H-S	--	--	869.97	869.01	6.08	18	864.93	864.74	39	0.49%	
700.3	10+79.00	26.5' RT	15	700	2x3-FT	H-S	--	--	869.37	868.41	6.05	18	864.36	864.28	15	0.55%	
700.4	10+85.00	26.5' RT	6	700.3	2x3-FT	H-S	--	--	869.39	868.43	6.04	12	864.39	864.36	6	0.50%	
800	12+12.00	12.0' RT	56	900	--	--	5-F00T	J	870.66	869.41	4.58	18	864.83	864.54	56	0.52%	
800.1	12+35.00	26.5' LT	45	800	4-F00T	H-S	--	--	870.10	869.14	5.77	15	865.37	865.15	45	0.49%	
800.2	12+41.00	26.6' LT	6	800.1	2x3-FT	H-S	--	--	870.14	869.18	5.52	12	865.66	865.63	6	0.50%	
800.3	12+11.90	64.0' RT	52	800	4-F00T	H	--	--	869.85	868.89	5.77	15	865.12	864.83	52	0.56%	
800.4	12+71.00	26.4' RT	61	800	4-F00T	H-S	--	--	870.36	869.40	5.77	15	865.63	865.33	61	0.49%	
800.5	12+77.00	26.5' RT	6	800.4	2x3-FT	H-S	--	--	870.43	869.47	5.59	12	865.88	865.85	6	0.50%	
900	11+56.22	12.0' RT	78	900.9	--	--	8-F00T	J	870.11	868.86	5.87	48	862.99	862.72	78	0.35%	
900.1	11+52.55	116.0' LT	10	900.4	--	--	--	--	--	--	--	38X60	864.74	864.70	10	0.40%	CULVERT PIPE CONCRETE COLLAR REQ'D
900.4	11+58.80	108.1' LT	58	900.8	--	--	--	--	--	--	--	38X60	864.70	864.50	58	0.35%	CULVERT PIPE CONCRETE COLLAR REQ'D
900.5	12+05.39	45.4' LT	6	900.7	4-F00T	H-S	--	--	870.20	869.24	6.62	18	864.62	864.59	6	0.50%	
900.7	12+05.46	51.4' LT	47	900.8	5-F00T	H-S	--	--	870.24	869.28	6.33	24	864.95	864.71	47	0.51%	
900.8	11+58.48	50.4' LT	62	900	--	H-S	8-F00T	--	869.90	868.94	5.73	48	863.21	862.99	62	0.35%	PROVIDE 2 H-S CASTINGS
900.9	11+51.85	89.9' RT	--	--	--	--	--	--	--	--	--	--	862.72	--	--	--	BOX CULVERT CONNECTION REQ'D



PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	STORM SEWER - INLETS PROFILES	SHEET 38 E



PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	STORM SEWER - INLETS PROFILES	SHEET 39	E



WISCONSIN
MICHAEL J. LAUE
E-22833
BEAVER DAM
WI
PROFESSIONAL ENGINEER

06/02/2014

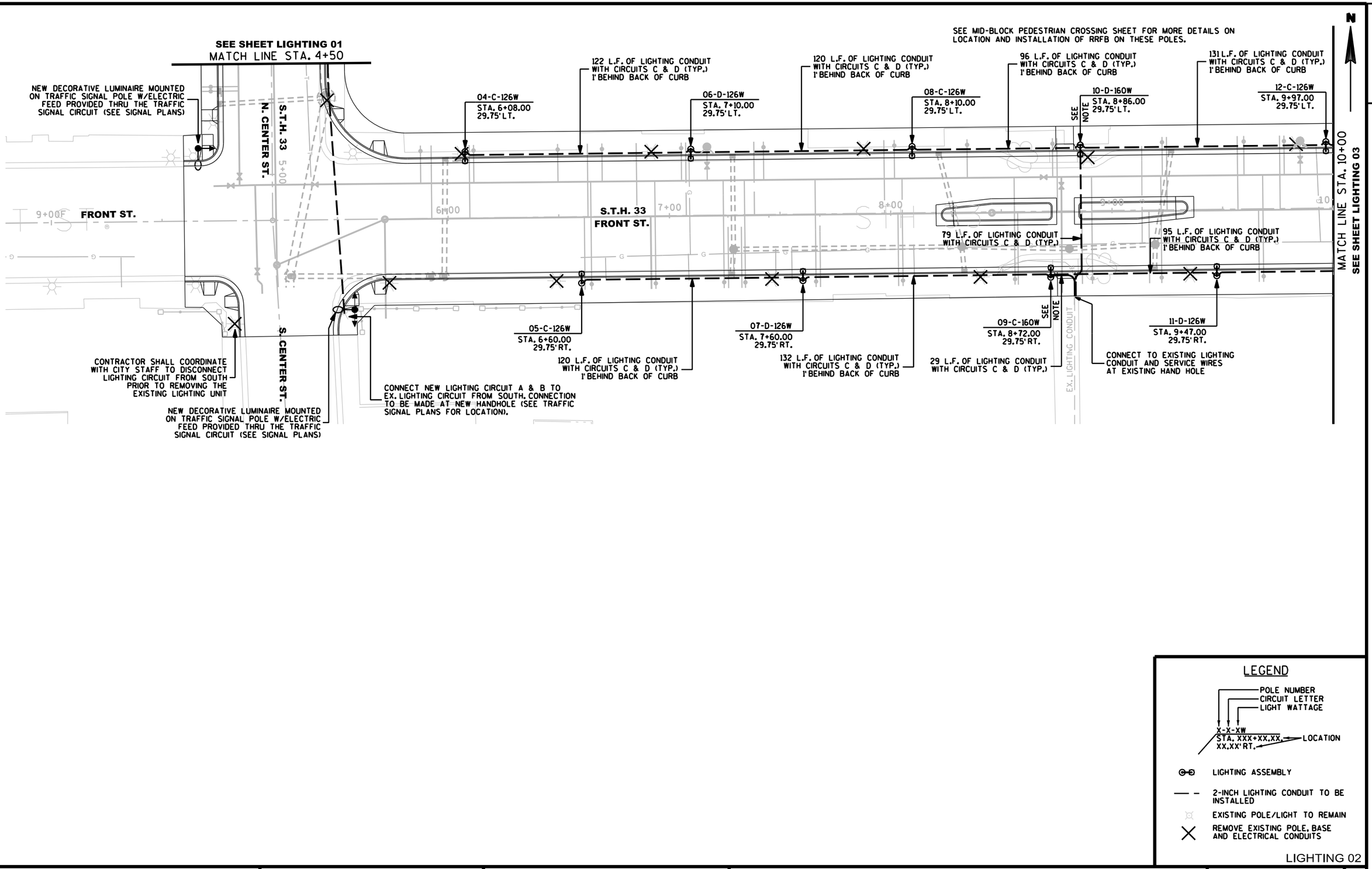
LEGEND

POLE NUMBER
CIRCUIT LETTER
LIGHT WATTAGE
X-X-XW
STA. XXX+XX.XX, XX.XX'RT. — LOCATION

- LIGHTING ASSEMBLY
- 2-INCH LIGHTING CONDUIT TO BE INSTALLED
- EXISTING POLE/LIGHT TO REMAIN
- REMOVE EXISTING POLE, BASE AND ELECTRICAL CONDUITS

LIGHTING 01

PROJECT NO: 6083-00-73	HWY: S.T.H. 33	COUNTY: DODGE	STREET LIGHTING	SHEET 40	E



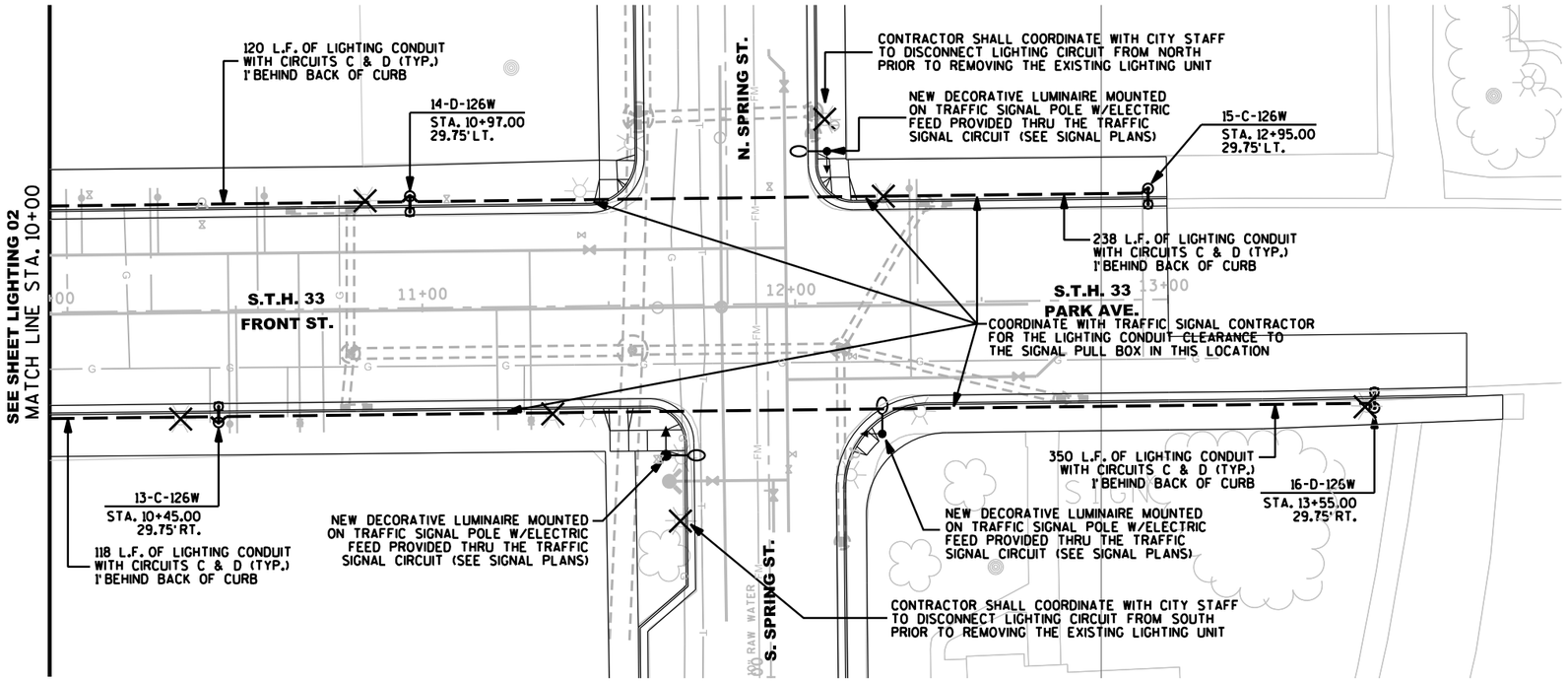
LEGEND

POLE NUMBER
CIRCUIT LETTER
LIGHT WATTAGE
X-X-XW
STA. XXX+XX.XX, XX.XX' RT. — LOCATION

- LIGHTING ASSEMBLY
- 2-INCH LIGHTING CONDUIT TO BE INSTALLED
- EXISTING POLE/LIGHT TO REMAIN
- REMOVE EXISTING POLE, BASE AND ELECTRICAL CONDUITS

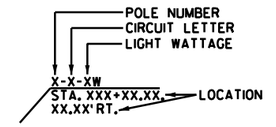
LIGHTING 02

2



2

LEGEND



- LIGHTING ASSEMBLY
- 2-INCH LIGHTING CONDUIT TO BE INSTALLED
- EXISTING POLE/LIGHT TO REMAIN
- REMOVE EXISTING POLE, BASE AND ELECTRICAL CONDUITS

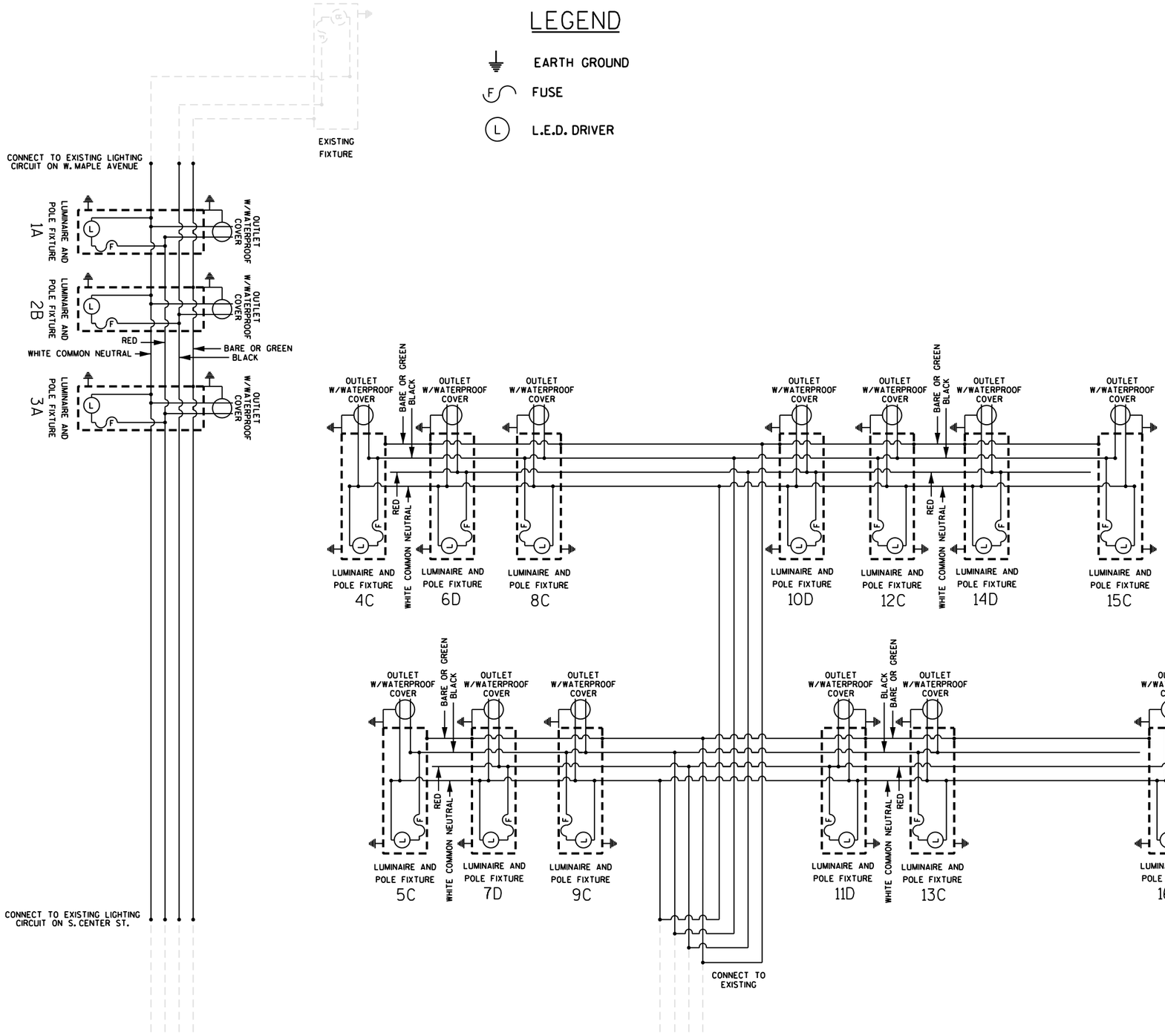
LIGHTING 03

PROJECT NO: 6083-00-73	HWY: S.T.H. 33	COUNTY: DODGE	STREET LIGHTING	SHEET 42	E

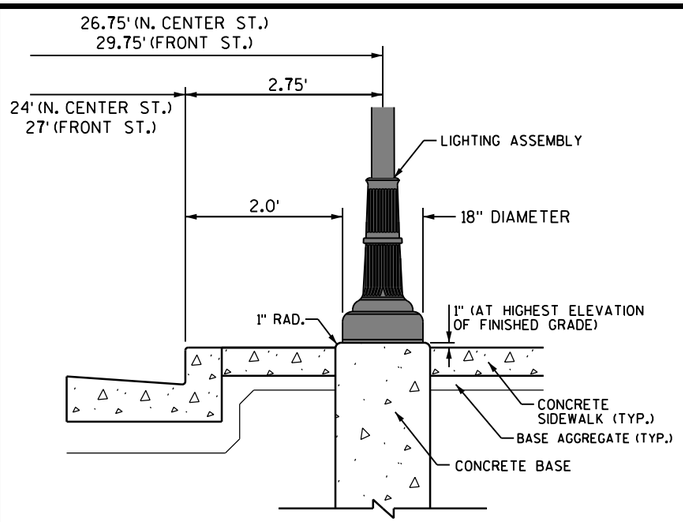
2

LEGEND

- EARTH GROUND
- F — FUSE
- L — L.E.D. DRIVER



STREET LIGHTING EQUIPMENT
ONE LINE ELECTRICAL DIAGRAM



LIGHT POLE LOCATION DETAIL

SPV CONCRETE BASE TYPE 5 MODIFIED OR CONCRETE BASE TYPE 2

LIGHTING ASSEMBLY ROADWAY DECORATIVE 126W-LED SPECIAL (SPV.0060.07)

LIGHTING ASSEMBLY DETAIL

LIGHTING 04

PROJECT NO: 6083-00-73	HWY: S.T.H. 33	COUNTY: DODGE	LIGHTING DETAILS	SHEET 43	E

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

WISDOT/CADDS SHEET 42

2

ON LIGHT POLE
REMOVE
NO PARKING ANY TIME
REMOVE
REMOVE
ON LIGHT POLE
ONLY
ON LIGHT POLE
ONLY ONLY ONLY
REMOVE
SCHOOL CROSSING
REMOVE
SPEED LIMIT 15
REMOVE
NO PARKING ANY TIME
REMOVE
SIGN
INL
MH
1+00
2+00
3+00
4+00
5+00
6+00
N
REMOVE
EAST
33
ON LIGHT POLE
W
MH
INL
BEGIN PROJECT
0+42
NO PARKING ANY TIME
REMOVE
STREET SIGN
TO BE REMOVED BY OTHERS
EXISTING SIGN TO REMAIN
EXIT
EXISTING SIGN TO REMAIN
9+00 M
PHONE
NO PARKING HERE TO CORNER
REMOVE
REMOVE
ON LIGHT POLE
EAST
33
REMOVE
TO BE REMOVED BY OTHERS
REMOVE
ONLY
REMOVE
DO NOT ENTER
EXISTING SIGN TO REMAIN
10+00 WF
10+00 SC
9+00 SC
9+00 WF
ON LIGHT POLE
REMOVE
REMOVE
2 HOUR PARKING
REMOVE
STREET SIGN
TO BE REMOVED BY OTHERS
REMOVE EXISTING POST
WEST
33
REMOVE
REMOVE
BUSINESS
151
REMOVE
N
ON LIGHT POLE
Beaver Dam Lake
Tahoe Park
Waterworks Park
TO BE REMOVED BY OTHERS
REMOVE
ON LIGHT POLE
BUSINESS
151
REMOVE
REMOVE
REMOVE
WEST
33
ON LIGHT POLE
REMOVE
ON LIGHT POLE
REMOVE
ON SIGNAL POLE
REMOVE
REMOVE
PED XING
REMOVE
YIELD
REMOVE
REMOVE
ON LIGHT POLE
REMOVE
REMOVE
ON LIGHT POLE
REMOVE
STREET SIGN
TO BE REMOVED BY OTHERS
6+00
7+00
8+00
9+00
10+00
11+00
12+00
STH 33
ON LIGHT POLE
EAST
33
REMOVE
REMOVE
ON LIGHT POLE
REMOVE
REMOVE
ON LIGHT POLE
BUSINESS
151
REMOVE
REMOVE
ON SIGNAL POLE
REMOVE
REMOVE
PED XING
REMOVE
YIELD
REMOVE
REMOVE
ON LIGHT POLE
REMOVE
CHAMBER INFORMATION
TO BE REMOVED BY OTHERS
Library
TO BE REMOVED BY OTHERS
TO BE REMOVED BY OTHERS
ON LIGHT POLE
ON LIGHT POLE
BUSINESS
151
REMOVE
REMOVE
STREET SIGN
TO BE REMOVED BY OTHERS
BUSINESS
151
REMOVE
SSC
44

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PERMANENT SIGNING - REMOVALS	SHEET E

FILE NAME : R:\Projects\d1_60830002\023201_ps.dgn PLOT DATE : 17-JUN-2014 15:34 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 40:1

2

REMOVE

REMOVE

REMOVE

ON LIGHT POLE

REMOVE

ON LIGHT POLE

REMOVE

REMOVE

REMOVE

N

SPRING ST

11+00 NS

12+00

13+00

14+00

15+00

16+00

17+00

END PROJECT
STA. 13+00

10+00 NS

10+00 SS

9+00 SS

STREET SIGN
TO BE REMOVED
BY OTHERS

REMOVE

REMOVE

REMOVE

EAST

REMOVE

REMOVE

REMOVE

EXISTING SIGN
TO REMAIN

EXISTING SIGN
TO REMAIN

STH 33

INL

MH

W

SIGN

T

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PERMANENT SIGNING - REMOVALS	SHEET E

FILE NAME : R:\Projects\d1_60830002\023202_ps.dgn PLOT DATE : 17-JUN-2014 14:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

WEST 33 REMOVE

REMOVE

INL

MH

CENTER ST

STA. 5+20.76
STA. 10+00 WF
STA. 10+00 SC

4+00

5+00

6+00

5+00 WF

6+00 WF

7+00 WF

8+00 WF

9+00 WF

FRONT ST.

MH

INL

MH

MH

MH

MH

MH

MH

INL

REMOVE

BUSINESS 151 REMOVE

WEST 33 REMOVE

9+00 SC

W

W

W

2

PROJECT NO:6083-00-73	HWY: STH 33	COUNTY:DODGE	PERMANENT SIGNING - REMOVALS	SHEET E

FILE NAME : R:\Projects\d1_60830002\023202A_ps.dgn PLOT DATE : 17-JUN-2014 14:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

+25

11+00 M

9+00 M

+75

1+00

2+00

3+00

4+00

5+00

6+00

9+00 WF

8+00 WF

SIGN

W

INL

MH

PHONE

LEGEND

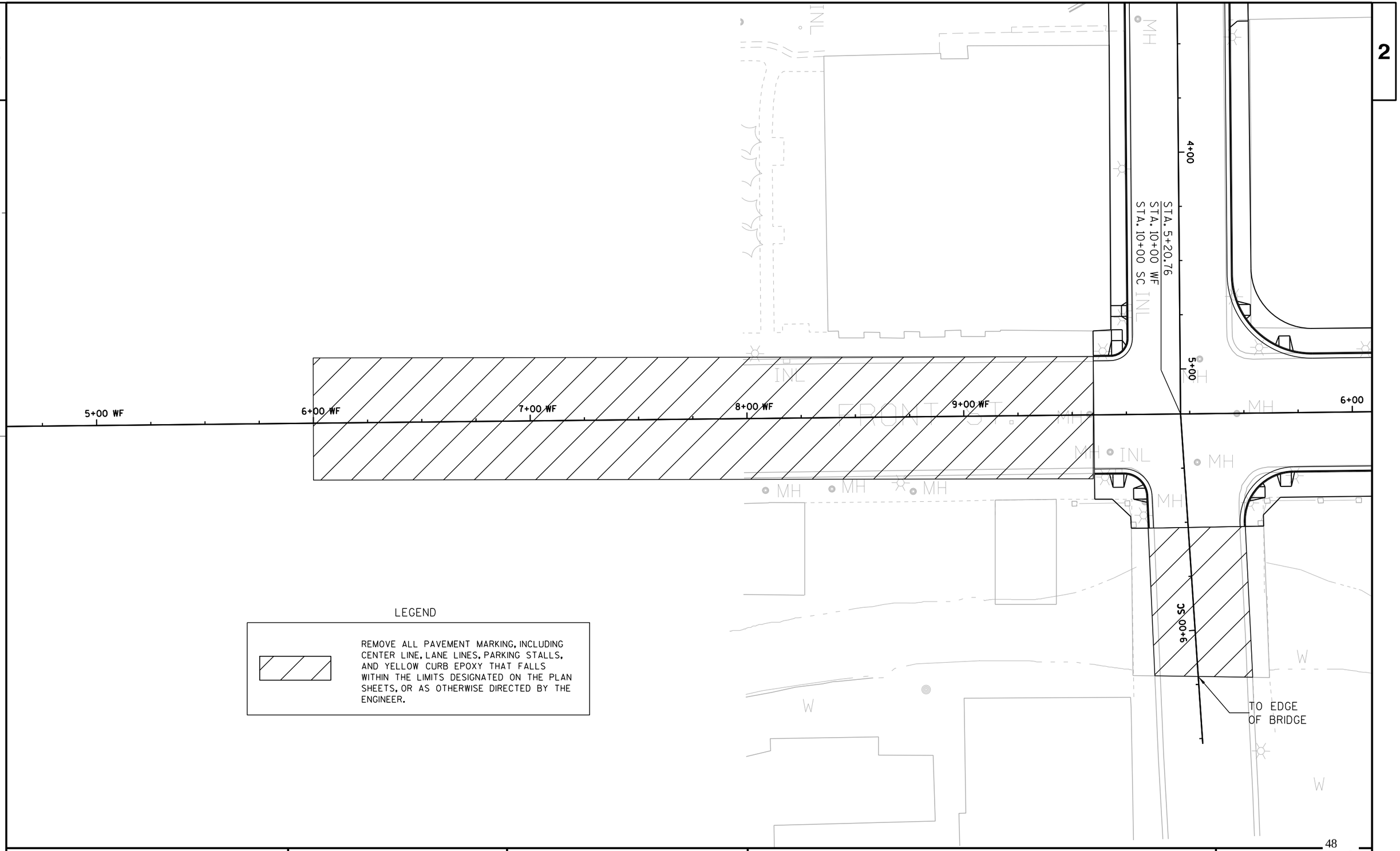
REMOVE ALL PAVEMENT MARKING, INCLUDING CENTER LINE, LANE LINES, PARKING STALLS, AND YELLOW CURB EPOXY THAT FALLS WITHIN THE LIMITS DESIGNATED ON THE PLAN SHEETS, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PAVEMENT MARKING REMOVAL	SHEET E

FILE NAME : R:\Projects\d1_60830002\023207a_ps.dgn PLOT DATE : 16-JUN-2014 07:51 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2



LEGEND

REMOVE ALL PAVEMENT MARKING, INCLUDING CENTER LINE, LANE LINES, PARKING STALLS, AND YELLOW CURB EPOXY THAT FALLS WITHIN THE LIMITS DESIGNATED ON THE PLAN SHEETS, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PAVEMENT MARKING REMOVAL	SHEET E

FILE NAME : R:\Projects\d1_60830002\023207b_ps.dgn PLOT DATE : 16-JUN-2014 07:51 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

11+00 NS

9+00 SS

+75

10+00

11+00

12+00

13+00

14+00

15+00

16+00

SIGN

LEGEND

REMOVE ALL PAVEMENT MARKING, INCLUDING CENTER LINE, LANE LINES, PARKING STALLS, AND YELLOW CURB EPOXY THAT FALLS WITHIN THE LIMITS DESIGNATED ON THE PLAN SHEETS, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PAVEMENT MARKING REMOVALS	SHEET E

FILE NAME : R:\Projects\d1_60830002\023208_ps.dgn PLOT DATE : 16-JUN-2014 07:51 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

W
INL
W
SIGN
LINCOLN AVE.
N
INL
POOL
INL
INL
INL
SIGN
SIGN
SIGN
W
16+00
17+00
18+00
STH 33
MH
MH
SIGN
SIGN
INL
SIGN
INL
SIGN
CANOPY
W
INL
INL
SIGN
SIGN
W
W
W
W
W
W
SIGN
SIGN

LEGEND

REMOVE ALL PAVEMENT MARKING, INCLUDING CENTER LINE, LANE LINES, PARKING STALLS, AND YELLOW CURB EPOXY THAT FALLS WITHIN THE LIMITS DESIGNATED ON THE PLAN SHEETS, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PAVEMENT MARKING REMOVALS	SHEET E

FILE NAME : R:\Projects\d1_60830002\023209_ps.dgn PLOT DATE : 16-JUN-2014 07:51 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

1-01
R3-8A
36" X 30"
PLACE ON
EXISTING
LIGHT POLE

AS NECESSARY TO DRIVEWAY

1-04
R3-8A
36" X 30"
PLACE ON
NEW LIGHT POLE

1-06
J4-1
24" X 36"
PLACE ON
NEW LIGHT POLE

1-08
J3-1
24" X 57"
PLACE ON
NEW LIGHT POLE

1-09
J3-1
24" X 57"
PLACE ON
NEW LIGHT POLE

TAPER 10:1

3' DASH, 9' SKIP

9+00 M

TO DRIVEWAY

1-03
J2-1
24" X 57"

1-02
R3-8A
36" X 30"

1-05
R3-8A
36" X 30"
PLACE ON
NEW LIGHT POLE

1-07
J3-1
24" X 57"

9+00 WF

PAVEMENT MARKING LEGEND

①	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
②	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
③	PAVEMENT MARKING EPOXY 4-INCH (SINGLE WHITE)
④	PAVEMENT MARKING STOP LINE 18-INCH EPOXY (WHITE)
⑤	PAVEMENT MARKING CROSSWALK 6-INCH EPOXY (WHITE)
⑥	PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑦	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
⑧	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑨	PAVEMENT MARKING WORDS EPOXY
⑩	PAVEMENT MARKING SYMBOLS EPOXY
⑪	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑫	PAVEMENT MARKING CURB EPOXY (YELLOW)
⑬	PAVEMENT MARKING PARKING STALL EPOXY (WHITE)
⑭	REMOVING PAVEMENT MARKING

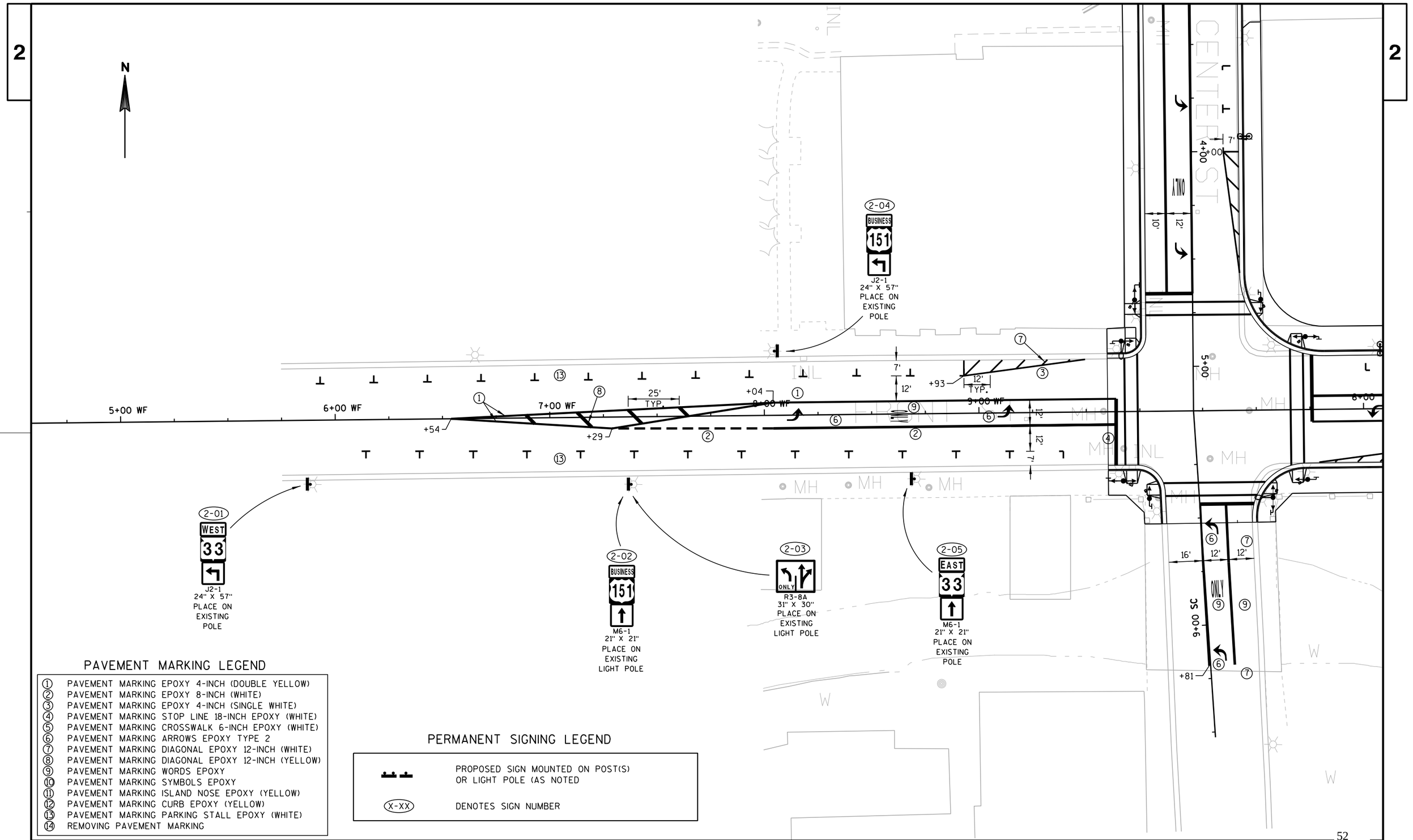
PERMANENT SIGNING LEGEND

	PROPOSED SIGN MOUNTED ON POST(S) OR LIGHT POLE (AS NOTED
X-XX	DENOTES SIGN NUMBER

GENERAL NOTE:
APPLY ⑫ PAVEMENT MARKING CURB EPOXY (YELLOW) FROM RADIUS POINT TO RADIUS POINT ON INTERSECTION CORNERS, FROM PARKING STALL TO PARKING STALL IN FRONT OF FIRE HYDRANTS AND AT PEDESTRIAN CROSS-WALK, OR OTHERWISE AS DIRECTED BY THE ENGINEER.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET E

FILE NAME : R:\Projects\d1_60830002\023203_ps.dgn PLOT DATE : 25-JUN-2014 15:07 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

①	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
②	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
③	PAVEMENT MARKING EPOXY 4-INCH (SINGLE WHITE)
④	PAVEMENT MARKING STOP LINE 18-INCH EPOXY (WHITE)
⑤	PAVEMENT MARKING CROSSWALK 6-INCH EPOXY (WHITE)
⑥	PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑦	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
⑧	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑨	PAVEMENT MARKING WORDS EPOXY
⑩	PAVEMENT MARKING SYMBOLS EPOXY
⑪	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑫	PAVEMENT MARKING CURB EPOXY (YELLOW)
⑬	PAVEMENT MARKING PARKING STALL EPOXY (WHITE)
⑭	REMOVING PAVEMENT MARKING

PERMANENT SIGNING LEGEND

▬ ▬ ▬	PROPOSED SIGN MOUNTED ON POST(S) OR LIGHT POLE (AS NOTED
(X-XX)	DENOTES SIGN NUMBER

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET E

FILE NAME : R:\Projects\d1_60830002\023203a_ps.dgn PLOT DATE : 25-JUN-2014 15:07 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

N

3-01
NO PARKING HERE TO CORNER
R7-51L
18" X 24"

3-02
WEST
33
J3-1
24" X 57"
PLACE ON NEW LIGHT POLE

3-04
BUSINESS
151
J3-1
24" X 57"

3-05
ONLY
R3-8A
36" X 30"
PLACE ON NEW LIGHT POLE

PLACE ON NEW LIGHT POLE
3-06
WEST
33
J2-1
24" X 57"

3-09
W11-2
30" X 30"
W16-7R
24" X 12"
PLACE ON NEW LIGHT POLE

3-10
W11-2
30" X 30"
W16-7L
24" X 12"
PLACE ON NEW LIGHT POLE

3-03
EAST
33
BUSINESS
151
JV4-2
24" X 72"
PLACE ON NEW LIGHT POLE

3-07
W11-2
30" X 30"
W16-7L
24" X 12"
PLACE ON NEW LIGHT POLE

3-08
W11-2
30" X 30"
W16-7R
24" X 12"
PLACE ON NEW LIGHT POLE

3-11
BUSINESS
151
J2-1
24" X 57"
PLACE ON NEW LIGHT POLE

NOTE:
TYPICAL PARKING STALL LENGTHS ARE 25-FT FOR ALL STALLS EXCEPT 20-FT FOR END STALLS. LAYOUT PARKING STALLS THROUGHOUT PROJECT AS DIRECTED IN THE PAVEMENT MARKING SHEETS TRYING TO MAXIMIZE THE NUMBER OF STALLS POSSIBLE WITHIN THE GIVEN AREA FOR PARKING. IF AN ODD LENGTH OF "DEAD SPACE" FROM THE LAST STALL TO THE REQUIRED DISTANCES FROM CROSSWALKS, ETC. ATTEMPT TO CENTER THE PARKING STALLS BETWEEN THE TWO "DEAD SPACES" OR AS DIRECTED BY THE ENGINEER.

PAVEMENT MARKING LEGEND

①	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
②	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
③	PAVEMENT MARKING EPOXY 4-INCH (SINGLE WHITE)
④	PAVEMENT MARKING STOP LINE 18-INCH EPOXY (WHITE)
⑤	PAVEMENT MARKING CROSSWALK 6-INCH EPOXY (WHITE)
⑥	PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑦	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
⑧	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑨	PAVEMENT MARKING WORDS EPOXY
⑩	PAVEMENT MARKING SYMBOLS EPOXY
⑪	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑫	PAVEMENT MARKING CURB EPOXY (YELLOW)
⑬	PAVEMENT MARKING PARKING STALL EPOXY (WHITE)
⑭	REMOVING PAVEMENT MARKING

PERMANENT SIGNING LEGEND

	PROPOSED SIGN MOUNTED ON POST(S) OR LIGHT POLE (AS NOTED
X-XX	DENOTES SIGN NUMBER

TURN LANE STORAGE LENGTH OF 150' NEEDED. PAVEMENT MARKING SHOWN PAST THE PROJECT LIMITS IS FOR INFORMATIONAL PURPOSES ONLY. THE CITY OF BEAVER DAM PROJECT WILL COMPLETE THE PAVEMENT MARKING PAST THE PROJECT LIMITS.

N

5.5' 11' 11' 11' 5.5'

4-03 WEST 33 BUSINESS 151
JV4-2
24" X 72"
PLACE ON NEW LIGHT POLE

4-06 33
J13-1
24" X 45"

4-08 NO PARKING HERE TO CORNER
R7-51L
18" X 24"

4-01 EAST 33
J3-1
24" X 57"
PLACE ON NEW LIGHT POLE

4-02 ONLY
R3-8A
36" X 30"
PLACE ON NEW LIGHT POLE

4-04 BUSINESS 151
J3-1
24" X 57"

4-05 NO PARKING HERE TO CORNER
R7-51L
18" X 24"

4-07 ONLY
R3-8A
36" X 30"
PLACE ON EXISTING LIGHT POLE IN PLANTER

4-09 EAST 33
J4-1
24" X 36"
PLACE ON NEW LIGHT POLE

10+00 10+39 11+00 11+00 NS 12+00 12+82 13+00 13+51 14+00 15+00 15+50 16+00 16+78

7' 12' 12' 12' 7'

15' 12' 11'

PAVEMENT MARKING LEGEND

①	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
②	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
③	PAVEMENT MARKING EPOXY 4-INCH (SINGLE WHITE)
④	PAVEMENT MARKING STOP LINE 18-INCH EPOXY (WHITE)
⑤	PAVEMENT MARKING CROSSWALK 6-INCH EPOXY (WHITE)
⑥	PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑦	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
⑧	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑨	PAVEMENT MARKING WORDS EPOXY
⑩	PAVEMENT MARKING SYMBOLS EPOXY
⑪	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑫	PAVEMENT MARKING CURB EPOXY (YELLOW)
⑬	PAVEMENT MARKING PARKING STALL EPOXY (WHITE)
⑭	REMOVING PAVEMENT MARKING

PERMANENT SIGNING LEGEND

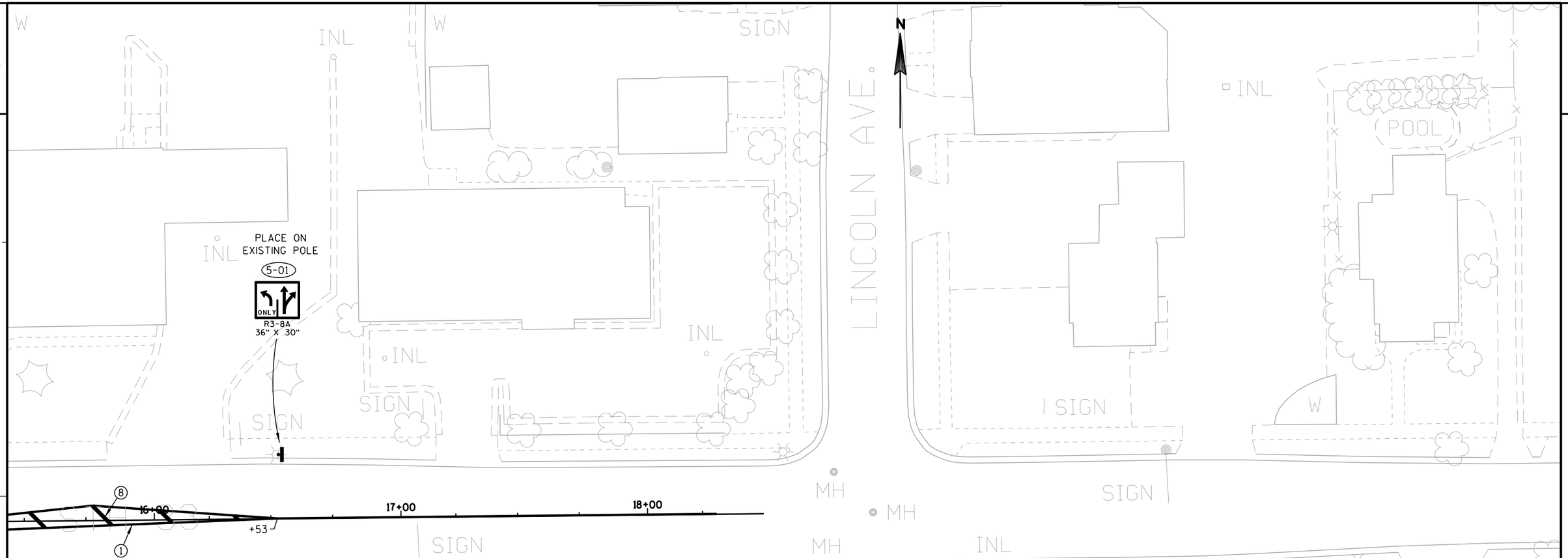
PROPOSED SIGN MOUNTED ON POST(S) OR LIGHT POLE (AS NOTED)

X-XX DENOTES SIGN NUMBER

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET E

FILE NAME : R:\Projects\d1_60830002\023205_ps.dgn PLOT DATE : 25-JUN-2014 15:07 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

①	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
②	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
③	PAVEMENT MARKING EPOXY 4-INCH (SINGLE WHITE)
④	PAVEMENT MARKING STOP LINE 18-INCH EPOXY (WHITE)
⑤	PAVEMENT MARKING CROSSWALK 6-INCH EPOXY (WHITE)
⑥	PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑦	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
⑧	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑨	PAVEMENT MARKING WORDS EPOXY
⑩	PAVEMENT MARKING SYMBOLS EPOXY
⑪	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑫	PAVEMENT MARKING CURB EPOXY (YELLOW)
⑬	PAVEMENT MARKING PARKING STALL EPOXY (WHITE)
⑭	REMOVING PAVEMENT MARKING

PERMANENT SIGNING LEGEND

	PROPOSED SIGN MOUNTED ON POST(S) OR LIGHT POLE (AS NOTED
X-XX	DENOTES SIGN NUMBER

2

2

CONSTRUCTION NOTES:

1. 3" INTERCONNECT CONDUIT AND FIBER OPTIC CABLE 6-CT SHALL BE INSTALLED IN THE TERRACE AS SHOWN.

2. INSTALL PULL BOXES AT AN MAXIMUM SPACING OF 200' OR AS DIRECTED BY THE ENGINEER OR THE CITY OF BEAVER DAM.

3. AVOID EXISTING AND PROPOSED UTILITIES AS NECESSARY.

4. LAY INTERCONNECT CONDUIT IN SAME TRENCH AS LIGHTING CONDUIT FROM PB15 TO PB24 OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

N

W. MAPLE ST

FRONT ST

CB1

CENTER STREET
FIBER OPTIC CABLE 6-CT (433-FT)
3" INTERCONNECT CONDUIT
(CB1 TO PB13)
1 PULL BOX

PB8

PB13

SEE MID BLOCK PEDESTRIAN CROSSING DETAIL SHEET FOR ADDITIONAL CONNECTIONS TO PB17

PB15

PB16

PB17

PB18

PB24

CB3

FRONT STREET
FIBER OPTIC CABLE 6-CT (746-FT)
3" INTERCONNECT CONDUIT
(PB15 TO PB24)
3 PULL BOX

MASTER CONTROLLER
CB2

INSTALL PB28 AT EDGE OF NEW CONCRETE SIDEWALK TO ALLOW FOR FUTURE UNDERGROUND ACCESS

PB28

SPRING STREET
3" INTERCONNECT CONDUIT
(PB26 TO PB28)
1 PULL BOX

PB26

WISCONSIN
KEVIN J. RUHLAND
E-37950
MADISON
WI
PROFESSIONAL ENGINEER
6-24-14
FOR TRAFFIC SIGNAL DESIGN

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	INTERCONNECT PLAN	SHEET 56	E

FILE NAME : P:\210s\218\00218030\CADD\Planshts\Signals Update 1-27-11\Interconnect Overview.dgn PLOT DATE : 6/23/2014 PLOT BY : sgengler PLOT NAME : PLOT SCALE : 1:80

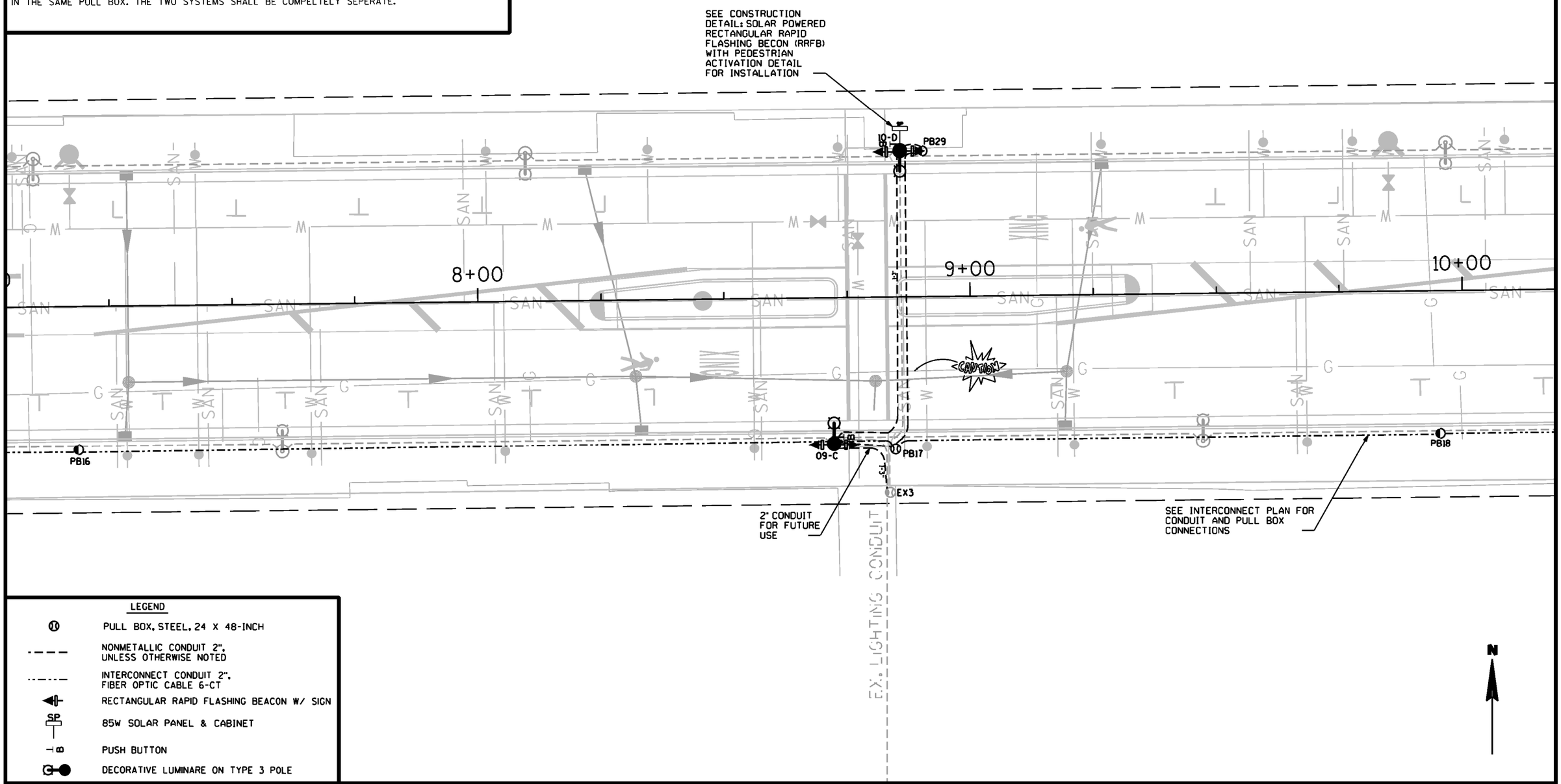
SIGNAL DESIGN GENERAL/CONSTRUCTION NOTES:

1. INSPECT THE PULL BOXES AND CONDUIT RUNS 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO THE SYSTEM.

2. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

3. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES, RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATION.

4. TRAFFIC SIGNAL WIRE AND STREET LIGHTING WIRE SHOULD NOT BE PLACED IN THE SAME CONDUIT, NOR SHALL CONDUIT OR WIRE FROM THE SIGNAL/INTERCONNECT AND STREETLIGHT SYSTEMS INTERSECT IN THE SAME PULL BOX. THE TWO SYSTEMS SHALL BE COMPELTELY SEPERATE.



LEGEND

- PULL BOX, STEEL, 24 X 48-INCH
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- INTERCONNECT CONDUIT 2", FIBER OPTIC CABLE 6-CT
- RECTANGULAR RAPID FLASHING BEACON W/ SIGN
- SP — 85W SOLAR PANEL & CABINET
- PUSH BUTTON
- DECORATIVE LUMINARE ON TYPE 3 POLE

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	MID BLOCK PEDESTRIAN CROSSING	SHEET	E

FILE NAME : P:\210s\218\00218030\CADD\Planshts\Signals Update 1-27-11\Pedestrian Crossing 01.dgn PLOT DATE : 6/23/2014 PLOT BY : sgengler PLOT NAME : PLOT SCALE : 1:20

SIGNAL DESIGN GENERAL/CONSTRUCTION NOTES:

1. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE TRAVEL LANES UNLESS OTHERWISE NOTED. DISTANCE BETWEEN MULTIPLE LOOPS SHALL BE 8 FEET. LOOP ORIENTATION SHOWN ON PLAN.

2. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE SHOWN.

3. INSPECT THE PULL BOXES AND CONDUIT RUNS 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO THE SYSTEM.

4. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

5. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATION.

6. USE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET FOR EACH LOOP DETECTOR.

7. ALL LENSES ARE 12-INCH LED

8. ALL EXISTING SIGNAL EQUIPMENT SHALL BE SALVAGED AND DELIVERED TO THE CITY OF BEAVER DAM

9. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK

CONFIGURATION WITH HEAD NUMBERS	
3-V (R Y G)	PED
2A, 2B, 2C 4A, 4B, 4C 6A, 6B, 6C 8A, 8B, 8C	PH2-1, PH2-2 PH4-1, PH4-2 PH6-1, PH6-2 PH8-1, PH8-2

EDGE OF PAVEMENT

EXISTING TREE TO REMAIN
LOCATE PB6 TO AVOID IMPACT

CENTER STREET

9+00 'M'

11+00 'M'

MAPLE AVENUE

EDGE OF PAVEMENT

CONNECT EXISTING POWER SOURCE PS-PB1 TO CB1

SEE INTERCONNECT PLAN FOR CONDUIT AND PULL BOX CONNECTIONS

LEGEND

- SIGNAL HEAD (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PULL BOX, STEEL, 24 X 42-INCH
- PULL BOX, STEEL, 24 X 36-INCH
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- INTERCONNECT CONDUIT 3" WITH FIBER OPTIC CABLE 6-CT
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT (SIDE PULL OPTION 2) (SIZE TYPICAL UNLESS OTHERWISE SHOWN) — 6'X 20' 6'X 6'
- WALK/DONT/WALK INDICATOR 16" WITH COUNTDOWN TIMER
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- CONTROL CABINET (TYPE 9 SPECIAL)
- LUMINAIRE AND ARM

TRAFFIC CONTROL SIGNAL
MAPLE AVE & CENTER ST
CITY OF BEAVER DAM
DODGE COUNTY

SIGNAL NO. CONTROLLER TYPE:

APPROVAL RECOMMENDED
Date _____ MUNICIPAL ENGINEER/REPRESENTATIVE
APPROVED
Date _____ STATE TRAFFIC ENGINEER

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY:
PAGE OF

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TRAFFIC SIGNALS: MAPLE & CENTER	SHEET	E

FILE NAME : P:\210s\218\00218030\CADD\Planshts\Signals Update 1-27-11\Signal 03.dgn PLOT DATE : 7/8/2014 PLOT BY : sgengler PLOT NAME : PLOT SCALE : 1:20
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	2A, 2B, 2C				G	Y R					R	R R		R
03														
04	4A, 4B, 4C				R	R R					G	Y R		R
05														
06	6A, 6B, 6C				R	R R					R	R R		R
07														
08	8A, 8B, 8C				R	R R					R	R R		R
02P	2-1, 2-2				*	DW DW					DW	DW DW		-
04P	4-1, 4-2				DW	DW DW					*	DW DW		-
06P	6-1, 6-2				DW	DW DW					DW	DW DW		-
08P	8-1, 8-2				DW	DW DW					DW	DW DW		-

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	2A, 2B, 2C				R	R R					R	R R	
03													
04	4A, 4B, 4C				R	R R					R	R R	
05													
06	6A, 6B, 6C				G	Y R					R	R R	
07													
08	8A, 8B, 8C				R	R R					G	Y R	
02P	2-1, 2-2				DW	DW DW					DW	DW DW	
04P	4-1, 4-2				DW	DW DW					DW	DW DW	
06P	6-1, 6-2				*	DW DW					DW	DW DW	
08P	8-1, 8-2				DW	DW DW					*	DW DW	

BARRIER

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

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

N

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
22	2	X			2	2				6X20	2
23	3	X			2	2		X		6X20	2
24	2	X			2	2				6X20	3
41	4	X			4	4				6X6	3
42	5	X			4	4				6X6	2
43	6	X			4	4		X		6X6	2
44	5	X			4	4				6X6	3
61	7	X			6	6				6X20	3
62	8	X			6	6				6X20	2
63	9	X			6	6		X		6X20	2
64	8	X			6	6				6X20	3
81	10	X			8	8				6X6	3
82	11	X			8	8				6X6	4
83	12	X			8	8		X		6X6	4
84	11	X			8	8				6X6	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
2		6	MIN	
4		8		
6		2	MIN	
8		4		

OVERLAPS

O.L. "A" = NOT USED
O.L. "B" = NOT USED
O.L. "C" = NOT USED
O.L. "D" = NOT USED

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

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	FRONT ST & CENTER ST
SIGNAL SYSTEM #:	SS- -

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. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT-TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
MAPLE AVE & CENTER ST
CITY OF BEAVER DAM
DODGE COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE PAGE NO. OF

PROJECT NO: 6083-00-73 | HWY: STH 33 | COUNTY: DODGE | SEQUENCE OF OPERATIONS: MAPLE & CENTER | SHEET 59 | E

PROJECT ID:	6083-00-73
INTERSECTION	MAPLE AVENUE & CENTER STREET

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

DATE: 4/28/2014

CB1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR						DWALK	WALK	PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED	<YELLOW>	<GREEN>				
SB1		15	2B	2	RED	ORG	GRN							
			4-2	4							BLU	BLK		
			B	4									WHT/BLK	
SB2		15	4A	4	RED	ORG	GRN							
			8C	8	RED/BLK	ORG/BLK	GRN/BLK							
			2-1	2							BLU	BLK		
			B	2									WHT/BLK	
SB3		15	8B	8	RED	ORG	GRN							
			2-2	2							BLU	BLK		
			B	2									WHT/BLK	
SB4		15	2A	2	RED	ORG	GRN							
			6C	6	RED/BLK	ORG/BLK	GRN/BLK							
			8-1	8							BLU	BLK		
			B	8									WHT/BLK	
SB5		15	6B	6	RED	ORG	GRN							
			8-2	8							BLU	BLK		
			B	8									WHT/BLK	
SB6		15	8A	8	RED	ORG	GRN							
			4C	4	RED/BLK	ORG/BLK	GRN/BLK							
			6-1	6							BLU	BLK		
			B	6									WHT/BLK	
SB7		15	4B	4	RED	ORG	GRN							
			6-2	6							BLU	BLK		
			B	6									WHT/BLK	
SB8		15	2C	2	RED	ORG	GRN							
			6A	6	RED/BLK	ORG/BLK	GRN/BLK							
			4-1	4							BLU	BLK		
			B	4									WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB2	PB2
SB4	PB3
SB6	PB4
SB7	PB5
CB1	PS-PB1

LIGHTING UF 12 AWG UNDERGROUND	
FROM	TO
CB1	SB1
CB1	SB5

* USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCT FOR ALL TRAFFIC SIGNAL INDICATIONS.
* ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
* AT THE SIGNAL BASE, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

TRAFFIC CONTROL SIGNAL

MAPLE AVE & CENTER ST
CITY OF BEAVER DAM
DODGE COUNTY

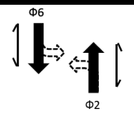
SIGNAL NO.

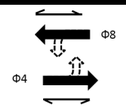
CONTROLLER TYPE:

DATE PAGE NO. OF

PROJECT NO: 6083-00-73 | HWY: STH 33 | COUNTY: DODGE | CABLE ROUTING: MAPLE & CENTER | SHEET 60 | E

Intersection of Maple Avenue & Center Street





Signal Timing Parameters
6:00AM - 9:00AM

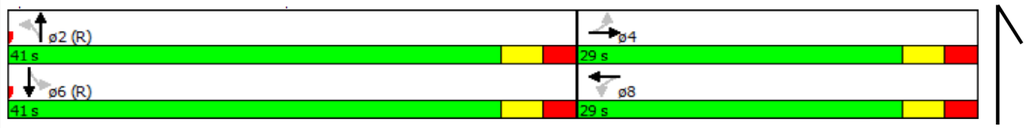
Gmin - 10 sec Gmax - 35.5 sec	G min - 8 sec Gmax - 23.5 sec
G ped Φ2/6 - 19 sec	G ped Φ4/8 - 18 sec

Notes:
Activate pedestrian signals only when called by push button activation

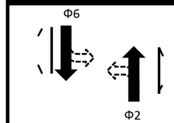
Signal shall remain green for Φ2 & Φ6 until there is a call for the opposing phases

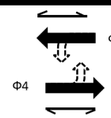
Notes:
Activate pedestrian signals only when called by push button activation

CYCLE LENGTH	**70 Seconds**
Yellow Φ2, Φ4, Φ6 & Φ8	3 sec
All Red Φ2, Φ4, Φ6 & Φ8	2.5 sec
Pedestrian Signal Timings	
Walk Time	5 sec
FDW for crossing north/south approach of Center Street	14 sec
FDW for crossing east/west approach of Maple Street	13 sec
Overnight Signal Operations	
Free flow operation to run for non-peak periods and rest in Φ2 and Φ6.	
Signal Coordination	
Master Intersection	Front Street & Center Street
Offset	53 sec
Offset Phase	Φ2/6 - NBTL & SBTL, Start of Green



Intersection of Maple Street & Center Street





Signal Timing Parameters
3:00PM - 7:00PM

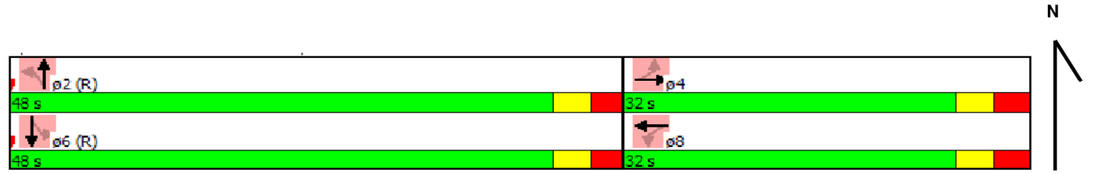
Gmin - 15 sec Gmax - 42.5 sec	G min - 10 sec Gmax - 26 sec
G ped Φ2/6 - 19 sec	G ped Φ4/8 - 18 sec

Notes:
Activate pedestrian signals only when called by push button activation

Signal shall remain green for Φ2 & Φ6 until there is a call for the opposing phases

Notes:
Activate pedestrian signals only when called by push button activation

CYCLE LENGTH	**80 Seconds**
Yellow Φ2, Φ4, Φ6 & Φ8	3 sec
All Red Φ4, Φ8	3 sec
All Red Φ2, Φ6	2.5 sec
Pedestrian Signal Timings	
Walk Time	5 sec
FDW for crossing north/south approach of Center Street	14 sec
FDW for crossing east/west approach of Maple Street	13 sec
Overnight Signal Operations	
Free flow operation to run for non-peak periods and rest in Φ2 and Φ6.	
Signal Coordination	
Master Intersection	Front Street & Center Street
Offset	47 sec
Offset Phase	Φ2/6 - NBTL & SBTL Start of Green



SIGNAL DESIGN GENERAL/CONSTRUCTION NOTES:

1. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE TRAVEL LANES UNLESS OTHERWISE NOTED. DISTANCE BETWEEN MULTIPLE LOOPS SHALL BE 8 FEET. LOOP ORIENTATION SHOWN ON PLAN.

2. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE SHOWN.

3. INSPECT THE PULL BOXES AND CONDUIT RUNS 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO THE SYSTEM.

4. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

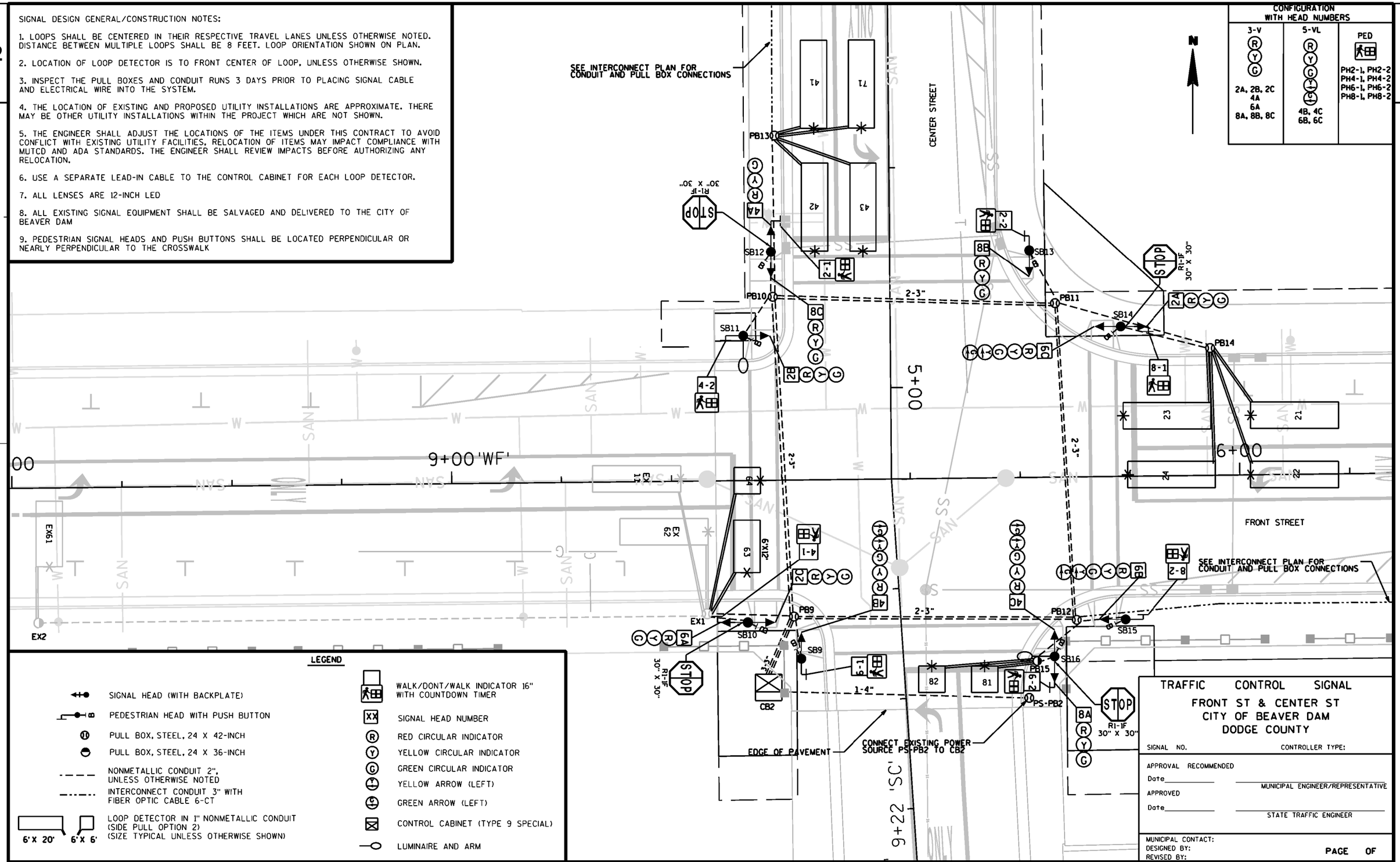
5. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATION.

6. USE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET FOR EACH LOOP DETECTOR.

7. ALL LENSES ARE 12-INCH LED

8. ALL EXISTING SIGNAL EQUIPMENT SHALL BE SALVAGED AND DELIVERED TO THE CITY OF BEAVER DAM

9. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK



LEGEND

- SIGNAL HEAD (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PULL BOX, STEEL, 24 X 42-INCH
- PULL BOX, STEEL, 24 X 36-INCH
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- INTERCONNECT CONDUIT 3" WITH FIBER OPTIC CABLE 6-CT
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT (SIDE PULL OPTION 2) (SIZE TYPICAL UNLESS OTHERWISE SHOWN) — 6'X 20', 6'X 6'
- WALK/DONT/WALK INDICATOR 16" WITH COUNTDOWN TIMER
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- CONTROL CABINET (TYPE 9 SPECIAL)
- LUMINAIRE AND ARM

TRAFFIC CONTROL SIGNAL
FRONT ST & CENTER ST
CITY OF BEAVER DAM
DODGE COUNTY

SIGNAL NO. CONTROLLER TYPE:

APPROVAL RECOMMENDED
Date_____ MUNICIPAL ENGINEER/REPRESENTATIVE
APPROVED
Date_____ STATE TRAFFIC ENGINEER

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY:
PAGE OF

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TRAFFIC SIGNALS: FRONT & CENTER	SHEET E

FILE NAME : P:\210s\218\00218030\CADD\Planshts\Signals Update 1-27-11\Signal 02.dgn PLOT DATE : 6/23/2014 PLOT BY : sgengler PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING		HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 NOT USED R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
RING 1	Ø1	6B, 6C	G	Y -	-	- -			-	- -	-
	Ø2	2A, 2B, 2C	R	R R	G	Y R			R	R R	R
	Ø3										
	Ø4	4A, 4B, 4C	R	R R	R	R R			G	Y R	R
	Ø5										
	Ø6	6A, 6B, 6C	R	R R	R	R R			R	R R	R
	Ø7	4B, 4C	-	- -	-	- -			-	- -	-
	Ø8	8A, 8B, 8C	R	R R	R	R R			R	R R	R
	Ø2P	2-1, 2-2	DW	DW DW	*	DW DW			DW	DW DW	-
	Ø4P	4-1, 4-2	DW	DW DW	DW	DW DW			*	DW DW	-
	Ø6P	6-1, 6-2	DW	DW DW	DW	DW DW			DW	DW DW	-
	Ø8P	8-1, 8-2	DW	DW DW	DW	DW DW			DW	DW DW	-

RING		HEAD NUMBERS	Ø5 NOT USED R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
RING 2	Ø1	6B, 6C			-	- -	-	- -	-	- -
	Ø2	2A, 2B, 2C			R	R R	R	R R	R	R R
	Ø3									
	Ø4	4A, 4B, 4C			R	R R	R	R R	R	R R
	Ø5									
	Ø6	6A, 6B, 6C			G	Y R	R	R R	R	R R
	Ø7	4B, 4C			-	- -	G	Y -	-	- -
	Ø8	8A, 8B, 8C			R	R R	R	R R	G	Y R
	Ø2P	2-1, 2-2			DW	DW DW	DW	DW DW	DW	DW DW
	Ø4P	4-1, 4-2			DW	DW DW	DW	DW DW	DW	DW DW
	Ø6P	6-1, 6-2			*	DW DW	DW	DW DW	DW	DW DW
	Ø8P	8-1, 8-2			DW	DW DW	DW	DW DW	*	DW DW

BARRIER

N

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

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

DETECTOR LOGIC

DETECTOR 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
EX11	1	X			1	1				6X20	2
21	2	X			2	2				6X20	4
22	3	X			2	2				6X20	3
23	4	X			2	2		X		6X20	3
24	3	X			2	2				6X20	4
41	5	X			4	4				6X20	3
42	6	X			4	4		X		6X20	2
43	7	X			4	4				6X20	3
EX61*	-	-			-	-				-	-
EX62	8	X			6	6				6X20	3
63	9	X			6	6		X		6X12	2
64	10	X			6	6				6X20	3
71	11	X			7	7				6X20	2
81	12	X			8	8		X		6X6	4
82	13	X			8	8				6X6	3

* EX61 FOR FUTURE USE, NO LOOP WIRE TO BE INSTALLED AT THIS TIME.

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" = NOT USED
O.L. "B" = NOT USED
O.L. "C" = NOT USED
O.L. "D" = NOT USED

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

CHART 1

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	THIS INT IS MASTER
SIGNAL SYSTEM #:	SS- -

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. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT-TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
FRONT ST & CENTER ST
CITY OF BEAVER DAM
DODGE COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE PAGE NO. OF

PROJECT NO: 6083-00-73 | HWY: STH 33 | COUNTY: DODGE | SEQUENCE OF OPERATIONS: FRONT & CENTER | SHEET 63 | E

PROJECT ID:	6083-00-73
INTERSECTION	FRONT STREET & CENTER STREET

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

DATE: 4/28/2014

CB1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED	<YELLOW>	<GREEN>	DWALK	WALK		
SB9		15	4B	4	RED	ORG	GRN		BLU/WHT	GRN/WHT				
			6-1	6							BLU	BLK		
			B	6									WHT/BLK	
SB10		15	2C	2	RED	ORG	GRN							
			6A	6	RED/BLK	ORG/BLK	GRN/BLK							
			4-1	4							BLU	BLK		
			B	4									WHT/BLK	
SB11		15	2B	2	RED	ORG	GRN							
			4-2	4							BLU	BLK		
			B	4									WHT/BLK	
SB12		15	4A	4	RED	ORG	GRN							
			8C	8	RED/BLK	ORG/BLK	GRN/BLK							
			2-1	2							BLU	BLK		
			B	2									WHT/BLK	
SB13		15	8B	8	RED	ORG	GRN							
			2-2	2							BLU	BLK		
			B	2									WHT/BLK	
SB14		15	2A	2	RED	ORG	GRN							
			6C	6	RED/BLK	ORG/BLK	GRN/BLK		BLU/WHT	GRN/WHT				
			8-1	8							BLU	BLK		
			B	8									WHT/BLK	
SB15		15	6B	6	RED	ORG	GRN		BLU/WHT	GRN/WHT				
			8-2	8							BLU	BLK		
			B	8									WHT/BLK	
SB16		15	4C	4	RED	ORG	GRN		BLU/WHT	GRN/WHT				
			8A	8	RED/BLK	ORG/BLK	GRN/BLK							
			6-2	6							BLU	BLK		
			B	6									WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB2	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	SB16
SB16	CB2

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
SB9	PB9
SB10	EX1
SB11	PB10
SB13	PB11
SB15	PB12
SB16	PB15
CB2	PS-PB2

LIGHTING UF 12 AWG UNDERGROUND	
FROM	TO
CB2	SB11
CB2	SB16

* USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCT FOR ALL TRAFFIC SIGNAL INDICATIONS.
* ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
* AT THE SIGNAL BASE, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

TRAFFIC CONTROL SIGNAL
FRONT ST & CENTER ST
CITY OF BEAVER DAM
DODGE COUNTY

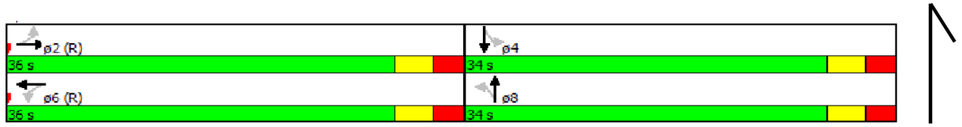
SIGNAL NO.

CONTROLLER TYPE:

DATE PAGE NO. OF

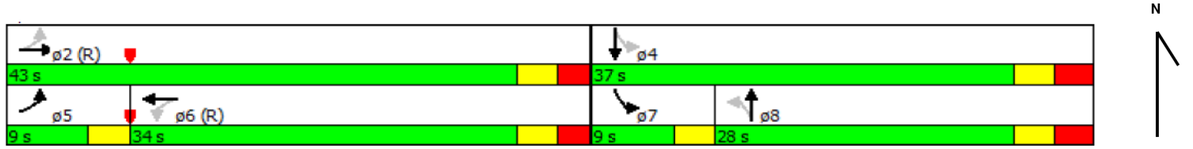
Intersection of Front Street & Center Street

Φ6 Φ2	Φ4 Φ8	Signal Timing Parameters 6:00AM - 9:00AM	
Gmin - 10 sec Gmax - 30.5 sec	G min - 10 sec Gmax - 28.5 sec	**CYCLE LENGTH**	**70 Seconds**
		Yellow Φ2, Φ4, Φ6 & Φ8	3 sec
		All Red Φ2, Φ4, Φ6 & Φ8	2.5 sec
G ped Φ2/6 - 22 sec	G ped Φ4/8 - 20 sec		
		Pedestrian Signal Timings	
		Walk Time	5 sec
Notes: Activate pedestrian signals only when called by push button activation Signal shall remain green for Φ2 & Φ6 until there is a call for the opposing phases	**Notes:** Activate pedestrian signals only when called by push button activation	FDW for crossing north/south approach of Center Street	15 sec
		FDW for crossing east/west approach of Front Street	17 sec
		Overnight Signal Operations	
		Free flow operation to run for non-peak periods and rest in Φ2 and Φ6.	
		Signal Coordination	
		Master Intersection	Front Street & Center Street
		Offset	0 sec
		Offset Phase	Φ2/6 - EBTL/WBTL, Start of Green



Intersection of Front Street & Center Street

Φ5 Φ2	Φ6 Φ2	Φ4 Φ7	Φ4 Φ8	Signal Timing Parameters 3:00PM - 7:00PM	
Gmin - 0 sec Gmax - 6 sec	Gmin - 15 sec Gmax - 28.5 sec	G min - 0 sec Gmax - 6 sec	G min - 10 sec Gmax - 22 sec	**CYCLE LENGTH**	**80 Seconds**
				Yellow Φ2, Φ4, Φ6 & Φ8	3 sec
				Yellow Φ5 & Φ7	3 sec
No Ped Phase	G ped Φ2/6 - 22 sec	No Ped Phase	G ped Φ4/8 - 20 sec	All Red Φ2, Φ6	2.5 sec
				All Red Φ4, Φ8	3 sec
Total max LT phase = 9 sec		Total max LT phase = 9 sec		All Red Φ5 & Φ7	0 sec
				Pedestrian Signal Timings	
Notes: No pedestrian phasing during this vehicle phase This phase shall be skipped if no calls, add time to Φ2 and Φ6 as needed.	**Notes:** Activate pedestrian signals only when called by push button activation Allow loops for LT lanes to extend this phase if loops are occupied	**Notes:** No pedestrian phasing during this vehicle phase This phase shall be skipped if no calls, add time to Φ4 and Φ8 as needed.	**Notes:** Activate pedestrian signals only when called by push button activation Allow loops for LT lanes to extend this phase if loops are occupied	Walk Time	5 sec
				FDW for crossing north/south approach of Center Street	15 sec
				FDW for crossing east/west approach of Front Street	17 sec
				Overnight Signal Operations	
				Free flow operation to run for non-peak periods and rest in Φ2 and Φ6.	
				Signal Coordination	
				Master Intersection	Front Street & Center Street
				Offset	0 sec
				Offset Phase	Φ2/6 - EBTL & WBTL Start of Green



SIGNAL DESIGN GENERAL/CONSTRUCTION NOTES:

1. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE TRAVEL LANES UNLESS OTHERWISE NOTED. DISTANCE BETWEEN MULTIPLE LOOPS SHALL BE 8 FEET. LOOP ORIENTATION SHOWN ON PLAN.

2. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE SHOWN.

3. INSPECT THE PULL BOXES AND CONDUIT RUNS 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO THE SYSTEM.

4. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

5. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATION.

6. USE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET FOR EACH LOOP DETECTOR.

7. ALL LENSES ARE 12-INCH LED

8. ALL EXISTING SIGNAL EQUIPMENT SHALL BE SALVAGED AND DELIVERED TO THE CITY OF BEAVER DAM

9. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK

CONFIGURATION WITH HEAD NUMBERS		
3-V	5-VL	PED
R Y G	R Y G ← ↓	
2A, 2B, 2C 4A 6A 8A, 8B, 8C	4B, 4C 6B, 6C	PH2-1, PH2-2 PH4-1, PH4-2 PH6-1, PH6-2 PH8-1, PH8-2

SEE INTERCONNECT PLAN FOR CONDUIT AND PULL BOX CONNECTIONS

N. SPRING STREET

PB25 PB26 PB27 PB24 PB20 PB21 PB22 PB23 PB19

SB20 SB21 SB22 SB18 SB17 SB23 SB24

STOP R1-1F 30" X 30"

11+00 12+00 13+00

FRONT STREET

EDGE OF PAVEMENT

SEE INTERCONNECT PLAN FOR CONDUIT AND PULL BOX CONNECTIONS

CAUTION

PS-PB3

CONNECT EXISTING POWER SOURCE PS-PB3 TO CB3

PS-PB4

CB3

S. SPRING STREET

SS+00

LEGEND

- SIGNAL HEAD (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PULL BOX, STEEL, 24 X 42-INCH
- PULL BOX, STEEL, 24 X 36-INCH
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- INTERCONNECT CONDUIT 3" WITH FIBER OPTIC CABLE 6-CT
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT (SIDE PULL OPTION 2) (SIZE TYPICAL UNLESS OTHERWISE SHOWN) — 6'X 20' 6'X 6'
- WALK/DONT/WALK INDICATOR 16" WITH COUNTDOWN TIMER
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW (LEFT)
- GREEN ARROW (LEFT)
- CONTROL CABINET (TYPE 9 SPECIAL)
- LUMINAIRE AND ARM

TRAFFIC CONTROL SIGNAL

FRONT ST & SPRING ST
CITY OF BEAVER DAM
DODGE COUNTY

SIGNAL NO. CONTROLLER TYPE:

APPROVAL RECOMMENDED
Date _____ MUNICIPAL ENGINEER/REPRESENTATIVE
APPROVED
Date _____ STATE TRAFFIC ENGINEER

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY:
PAGE OF

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TRAFFIC SIGNALS: FRONT & SPRING	SHEET E

FILE NAME : P:\210s\218\00218030\CADD\Planshts\Signals Update 1-27-11\Signal 01.dgn PLOT DATE : 6/23/2014 PLOT BY : sgengler PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 42

2

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **		Ø2 R/W	Ø2 CLEAR TO **		Ø3 R/W	Ø3 CLEAR TO **		Ø4 R/W	Ø4 CLEAR TO **		FLASH
Ø1	6B, 6C	G	Y	-	-	-	-				-	-	-	-
Ø2	2A, 2B, 2C	R	R	R	G	Y	R				R	R	R	R
Ø3														
Ø4	4A, 4B, 4C	R	R	R	R	R	R				G	Y	R	R
Ø5														
Ø6	6A, 6B, 6C	R	R	R	R	R	R				R	R	R	R
Ø7	4B, 4C	-	-	-	-	-	-				-	-	-	-
Ø8	8A, 8B, 8C	R	R	R	R	R	R				R	R	R	R
Ø2P	2-1, 2-2	DW	DW	DW	*	DW	DW				DW	DW	DW	-
Ø4P	4-1, 4-2	DW	DW	DW	DW	DW	DW				*	DW	DW	-
Ø6P	6-1, 6-2	DW	DW	DW	DW	DW	DW				DW	DW	DW	-
Ø8P	8-1, 8-2	DW	DW	DW	DW	DW	DW				DW	DW	DW	-

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **		Ø6 R/W	Ø6 CLEAR TO **		Ø7 R/W	Ø7 CLEAR TO **		Ø8 R/W	Ø8 CLEAR TO **	
Ø1	6B, 6C				-	-	-	-	-	-	-	-	-
Ø2	2A, 2B, 2C				R	R	R	R	R	R	R	R	R
Ø3													
Ø4	4A, 4B, 4C				R	R	R	R	R	R	R	R	R
Ø5													
Ø6	6A, 6B, 6C				G	Y	R	R	R	R	R	R	R
Ø7	4B, 4C				-	-	-	G	Y	-	-	-	-
Ø8	8A, 8B, 8C				R	R	R	R	R	R	G	Y	R
Ø2P	2-1, 2-2				DW	DW	DW	DW	DW	DW	DW	DW	DW
Ø4P	4-1, 4-2				DW	DW	DW	DW	DW	DW	DW	DW	DW
Ø6P	6-1, 6-2				*	DW	DW	DW	DW	DW	DW	DW	DW
Ø8P	8-1, 8-2				DW	DW	DW	DW	DW	DW	*	DW	DW

BARRIER

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

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

N

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6X20	2
21	2	X			2	2				6X20	2
22	3	X			2	2				6X20	3
23	4	X			2	2		X		6X20	3
24	3	X			2	2				6X20	2
41	5	X			4	4				6X20	3
42	6	X			4	4		X		6X20	2
43	7	X			4	4				6X20	3
61	8	X			6	6				6X20	3
62	9	X			6	6		X		6X20	2
63	10	X			6	6				6X20	3
71	11	X			7	7				6X20	2
81	12	X			8	8				6X20	3
82	13	X			8	8				6X20	2
83	14	X			8	8		X		6X20	2
84	13	X			8	8				6X20	3

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" = NOT USED
O.L. "B" = NOT USED
O.L. "C" = NOT USED
O.L. "D" = NOT USED

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

CHART 1

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	FRONT ST & CENTER ST
SIGNAL SYSTEM #:	SS- -

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. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT-TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
FRONT ST & SPRING ST
CITY OF BEAVER DAM
DODGE COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE PAGE NO. OF

PROJECT NO: 6083-00-73 | HWY: STH 33 | COUNTY: DODGE | SEQUENCE OF OPERATIONS: FRONT & SPRING | SHEET 67 | E

PROJECT ID:	6083-00-73
INTERSECTION	FRONT STREET & SPRING STREET

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

DATE: 4/28/2014

CB1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR						DWALK	WALK	PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED	<YELLOW>	<GREEN>				
SB17		15	4B	4	RED	ORG	GRN		BLU/WHT	GRN/WHT				
			6-1	6							BLU	BLK		
			B	6									WHT/BLK	
SB18		15	2C	2	RED	ORG	GRN							
			6A	6	RED/BLK	ORG/BLK	GRN/BLK							
			4-1	4							BLU	BLK		
			B	4									WHT/BLK	
SB19		15	2B	2	RED	ORG	GRN							
			4-2	4							BLU	BLK		
			B	4									WHT/BLK	
SB20		15	4A	4	RED	ORG	GRN							
			8C	8	RED/BLK	ORG/BLK	GRN/BLK							
			2-1	2							BLU	BLK		
			B	2									WHT/BLK	
SB21		15	8B	8	RED	ORG	GRN							
			2-2	2							BLU	BLK		
			B	2									WHT/BLK	
SB22		15	2A	2	RED	ORG	GRN							
			6C	6	RED/BLK	ORG/BLK	GRN/BLK		BLU/WHT	GRN/WHT				
			8-1	8							BLU	BLK		
			B	8									WHT/BLK	
SB23		15	6B	6	RED	ORG	GRN		BLU/WHT	GRN/WHT				
			8-2	8							BLU	BLK		
			B	8									WHT/BLK	
SB24		15	4C	4	RED	ORG	GRN		BLU/WHT	GRN/WHT				
			8A	8	RED/BLK	ORG/BLK	GRN/BLK							
			6-2	6							BLU	BLK		
			B	6									WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB3	SB17
SB17	SB18
SB18	SB19
SB19	SB20
SB20	SB21
SB21	SB22
SB22	SB23
SB23	SB24
SB24	CB3

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB3	PB19
SB18	PB24
SB19	PB20
SB20	PB25
SB22	PB21
SB21	PB26
SB24	BP22
CB3	PS-PB3
SB3	PS-PB4

LIGHTING UF 12 AWG UNDERGROUND	
FROM	TO
CB3	SB17
SB17	SB23
SB23	SB21

* USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCT FOR ALL TRAFFIC SIGNAL INDICATIONS.
* ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
* AT THE SIGNAL BASE, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

TRAFFIC CONTROL SIGNAL

FRONT ST & SPRING ST
CITY OF BEAVER DAM
DODGE COUNTY

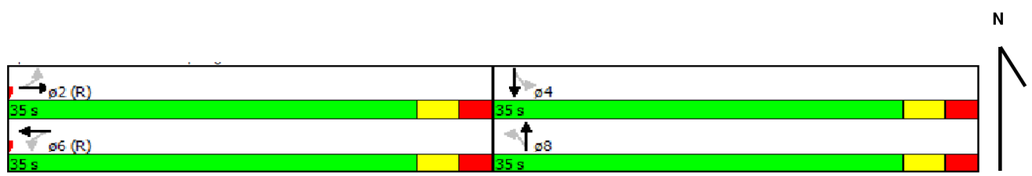
SIGNAL NO.

CONTROLLER TYPE:

DATE PAGE NO. OF

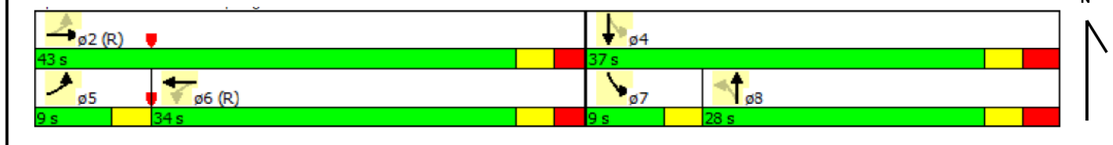
Intersection of Front Street & Spring Street

Φ6 Φ2	Φ4 Φ8	Signal Timing Parameters 6:00AM - 9:00AM	
Gmin - 10 sec Gmax - 29.5 sec	G min - 8 sec Gmax - 29.5 sec	**CYCLE LENGTH**	**70 Seconds**
		Yellow Φ2, Φ4, Φ6 & Φ8	3 sec
		All Red Φ2, Φ4, Φ6 & Φ8	2.5 sec
G ped Φ2/6 - 23 sec	G ped Φ4/8 - 19 sec		
		Pedestrian Signal Timings	
		Walk Time	5 sec
Notes: Activate pedestrian signals only when called by push button activation Signal shall remain green for Φ2 & Φ6 until there is a call for the opposing phases	**Notes:** Activate pedestrian signals only when called by push button activation	FDW for crossing north/south approach of Spring Street	14 sec
		FDW for crossing east/west approach of Front Street	18 sec
		Overnight Signal Operations	
		Free flow operation to run for non-peak periods and rest in Φ2 and Φ6.	
		Signal Coordination	
		Master Intersection	Front Street & Center Street
		Offset	55 sec
		Offset Phase	Φ2/6 - EBTL/WBTL, Start of Green



Intersection of Front Street & Spring Street

Φ5 Φ2	Φ6 Φ2	Φ4 Φ7	Φ4 Φ8	Signal Timing Parameters 3:00PM - 7:00PM	
Gmin - 0 sec Gmax - 6 sec	Gmin - 15 sec Gmax - 28.5 sec	G min - 0 sec Gmax - 6 sec	G min - 10 sec Gmax - 22 sec	**CYCLE LENGTH**	**80 Seconds**
				Yellow Φ2, Φ4, Φ6 & Φ8	3 sec
				Yellow Φ5 & Φ7	3 sec
No Ped Phase	G ped Φ2/6 - 23 sec	No Ped Phase	G ped Φ4/8 - 19 sec	All Red Φ2 & Φ6	2.5 sec
				All Red Φ4 & Φ8	3 sec
Total max LT phase = 9 sec		Total max LT phase = 9 sec		All Red Φ5 & Φ7	0 sec
				Pedestrian Signal Timings	
Notes: No pedestrian phasing during this vehicle phase This phase shall be skipped if no calls, add time to Φ2 and Φ6 as needed.	**Notes:** Activate pedestrian signals only when called by push button activation Allow loops for LT lanes to extend this phase if loops are occupied	**Notes:** No pedestrian phasing during this vehicle phase This phase shall be skipped if no calls, add time to Φ4 and Φ8 as needed.	**Notes:** Activate pedestrian signals only when called by push button activation Allow loops for LT lanes to extend this phase if loops are occupied	Walk Time	7 sec
				FDW for crossing north/south approach of Spring Street	14 sec
				FDW for crossing east/west approach of Front Street	18 sec
				Overnight Signal Operations	
				Free flow operation to run for non-peak periods and rest in Φ2 and Φ6.	
				Signal Coordination	
				Master Intersection	Front Street & Center Street
				Offset	0 sec
				Offset Phase	Φ2/6 - EBTL/WBTL, Start of Green



2

N

STAGE TEMPORARY CROSSWALK LOCATIONS AT MAPLE & CENTER STREETS INTERSECTION AS NEEDED TO MAINTAIN TWO CROSSINGS (ONE ON CENTER AND ONE ON MAPLE) AT ALL TIMES, OR AS DIRECTED BY THE ENGINEER.

ALTERNATE TEMPORARY CROSSWALK LOCATIONS

DURING PHASE I CONSTRUCTION CLOSE AND REMOVE & REPLACE ONLY ONE SIDE OF 5" CONCRETE SIDEWALK AT A TIME ALONG CENTER STREET TO PROVIDE CONTINUOS PEDESTRIAN ACCESS ALONG BLOCK.

TLE

SI

FEE

11+00 M

1+00

2+00

3+00

4+00

5+00

6+00

9+00 WF

8+00 WF

W. MAPLE ST

FRONT ST

LEGEND

- TEMPORARY CROSSWALK LOCATION
- TEMPORARY SIDEWALK
- TEMPORARY PEDESTRIAN BARRIER
- TYPE III BARRICADE

TRAFFIC CONTROL GENERAL NOTES

POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO A SIDEWALK SHALL HAVE A 7' MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK.

THE TEMPORARY SIDEWALK MAY BE EXISTING OR NEW SIDEWALK, ASPHALTIC SURFACE TEMPORARY, OR OTHER HARD STABLE SURFACE APPROVED BY THE ENGINEER.

THE TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOS ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT. TEMPORARY CROSSWALKS SHALL BE PROVIDED AT ALL TIMES FOR ONE NORTH-SOUTH AND ONE EAST-WEST LEG OF EACH INTERSECTION AS SHOWN ON THE 'TRAFFIC CONTROL-PEDESTRIAN ACCESS' PLAN SHEETS.

SURFACE APPLIED DETECTABLE WARNING AND 4-INCH PVC (IF NEEDED FOR DRAINAGE) SHALL BE INCIDENTAL TO THE ITEM, TEMPORARY CURB RAMP.

TEMPORARY PEDESTRIAN BARRIER CAN BE PLASTIC SAFETY FENCE WITH PERIMETER WOODEN FRAME OR OTHER BARRIER SYSTEM APPROVED BY THE ENGINEER.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET E

FILE NAME : R:\Projects\d1_60830002\025102_tc.dgn PLOT DATE : 23-JUL-2014 12:35 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY CROSSWALK LOCATION
- TEMPORARY SIDEWALK
- TEMPORARY PEDESTRIAN BARRIER
- TYPE III BARRICADE

N

4+00

5+00

6+00

7+00

8+00

9+00

10+00

SI

TLE

9+00 SC

MAINTAIN TEMPORARY PEDESTRIAN BARRIER AT EDGE OF EXISTING SIDEWALK FOR TEMPORARY PEDESTRIAN AREA AT ALL TIMES DURING ROADWAY WORK. REMOVE AS NECESSARY TO COMPLETE NEW SIDEWALK PLACEMENT. COORDINATE WITH FIELD ENGINEER, CITY OF BEAVER DAM, AND BUISNESS OWNERS TO MINIMIZE IMPACTS TO PEDESTRIAN TRAFFIC TO FRONT ENTRANCES.

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET E

FILE NAME : R:\Projects\d1_60830002\025103_tc.dgn PLOT DATE : 02-JUN-2014 10:38 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

TEMPORARY CROSSWALK LOCATION

TEMPORARY SIDEWALK

TEMPORARY PEDESTRIAN BARRIER

TYPE III BARRICADE

COORDINATE WITH THE CITY OF BEAVER DAM'S LOCAL MUNICIPALITY PROJECT FOR MAINTAINING TEMPORARY CROSSWALK.

SI

TLE

11+00 NS

9+00 SS

10+00

11+00

12+00

13+00

14+00

15+00

16+00

DURING PHASE II A/B CONSTRUCTION, STAGE TEMPORARY CROSSWALK LOCATIONS AT FRONT AND SPRING STREETS INTERSECTION AS NEEDED TO MAINTAIN TWO CROSSINGS (ONE ON FRONT AND ONE ON SPRING) AT ALL TIMES, OR AS DIRECTED BY THE ENGINEER.

TLE

SI

SIGN

SIGN

SIGN

STH 33

PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET E

FILE NAME : R:\Projects\d1_60830002\025104_tc.dgn PLOT DATE : 24-JUN-2014 11:50 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL GENERAL NOTES

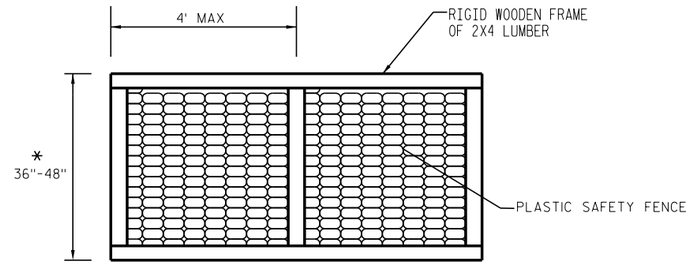
POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO A SIDEWALK SHALL HAVE A 7' MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK.

THE TEMPORARY SIDEWALK MAY BE EXISTING OR NEW SIDEWALK, ASPHALTIC SURFACE TEMPORARY, OR OTHER HARD STABLE SURFACE APPROVED BY THE ENGINEER.

THE TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOS ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT. TEMPORARY CROSSWALKS SHALL BE PROVIDED AT ALL TIMES FOR ONE NORTH-SOUTH AND ONE EAST-WEST LEG OF EACH INTERSECTION AS SHOWN ON THE 'TRAFFIC CONTROL-PEDESTRIAN ACCESS' PLAN SHEETS.

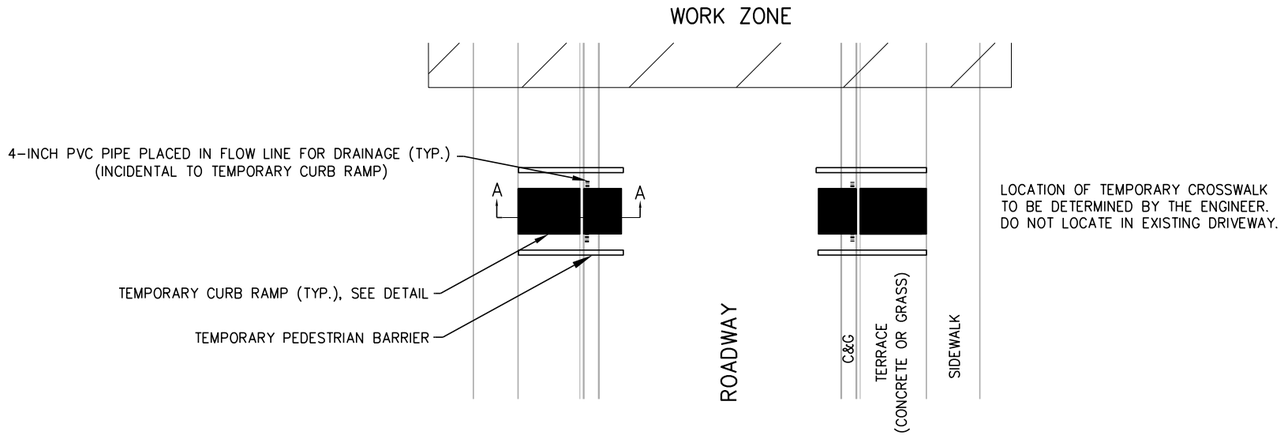
SURFACE APPLIED DETECTABLE WARNING AND 4-INCH PVC (IF NEEDED FOR DRAINAGE) SHALL BE INCIDENTAL TO THE ITEM, TEMPORARY CURB RAMP.

TEMPORARY PEDESTRIAN BARRIER CAN BE PLASTIC SAFETY FENCE WITH PERIMETER WOODEN FRAME OR OTHER BARRIER SYSTEM APPROVED BY THE ENGINEER.

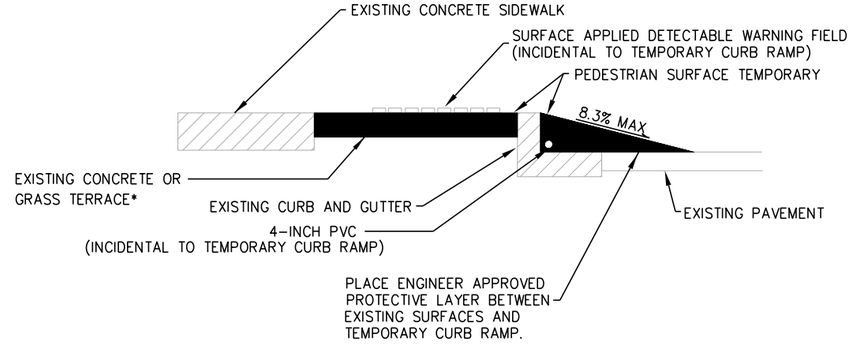


TEMPORARY PEDESTRIAN BARRIER DETAIL

*HEIGHT ABOVE WALKING SURFACE. ADDITIONAL LENGTH OF BOARDS OR OTHER MATERIALS MAY BE NECESSARY FOR INSTALLMENT AND/OR SUPPORTING THE TEMPORARY PEDESTRIANS BARRIER.



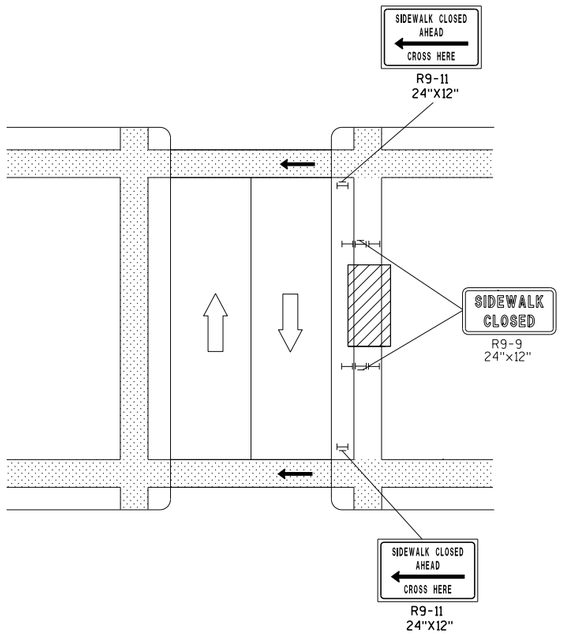
TEMPORARY CROSSWALK DETAIL



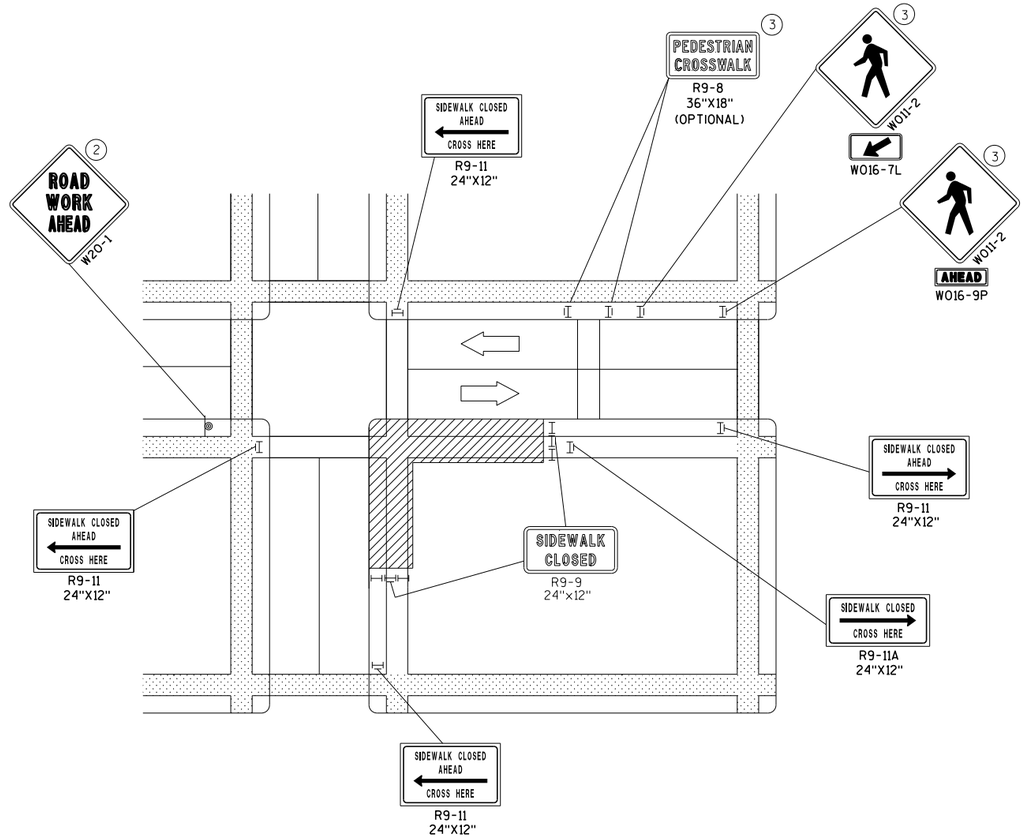
SECTION A-A

TEMPORARY CURB RAMP DETAIL

*EXISTING CONCRETE TERRACE TO REMAIN. RESTORE ANY DISTURBANCE TO GRASS TERRACES AS NEEDED ONCE 'TERRACE CURB RAMP' IS REMOVED. ALL RESTORATION IS INCIDENTALTO THE 'TEMPORARY CURB RAMP' ITEM.



SIDEWALK CLOSURE, MIDBLOCK



SIDEWALK CLOSURE, CORNER

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR OTHER PEDESTRIAN FACILITIES PROVIDE ADA COMPLIANT FACILITIES. INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES BY PROVIDING ADEQUATE SLOPE TRANSITIONS AND SURFACING.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "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.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGNS

LEGEND

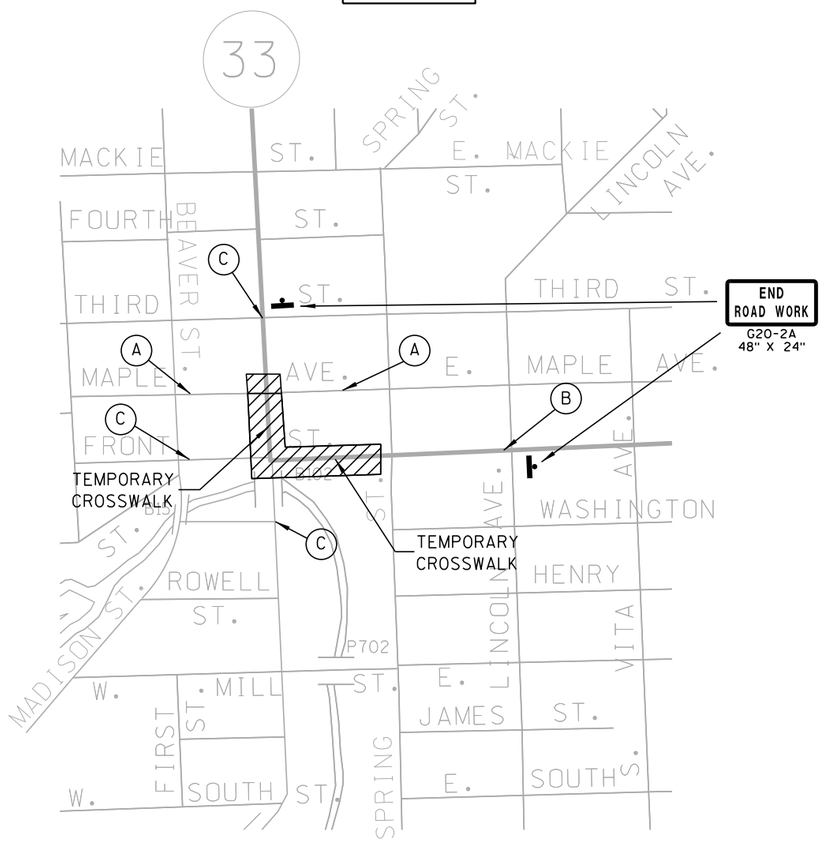
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTOL DRUM
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE I I BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC

PROJECT NO:6083-00-73	HWY: STH 33	COUNTY:DODGE	TRAFFIC CONTROL - PEDESTRIAN ACCESS	SHEET E

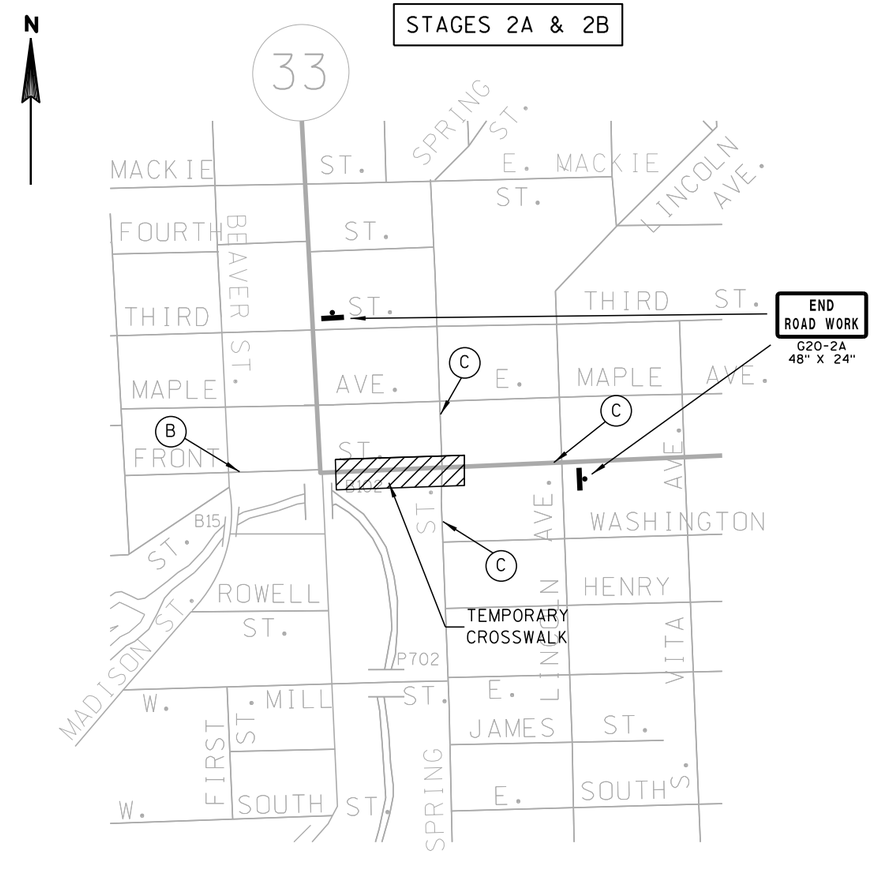
FILE NAME : R:\Projects\d1_60830002\025105_TC.dgn PLOT DATE : 02-JUN-2014 10:39 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 10:1
WISDOT/CADDS SHEET 42

2

STAGE 1



STAGES 2A & 2B



2

NOTES:
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIELD CONDITIONS SHALL BE APPROVED BY THE ENGINEER.

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

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

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

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

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

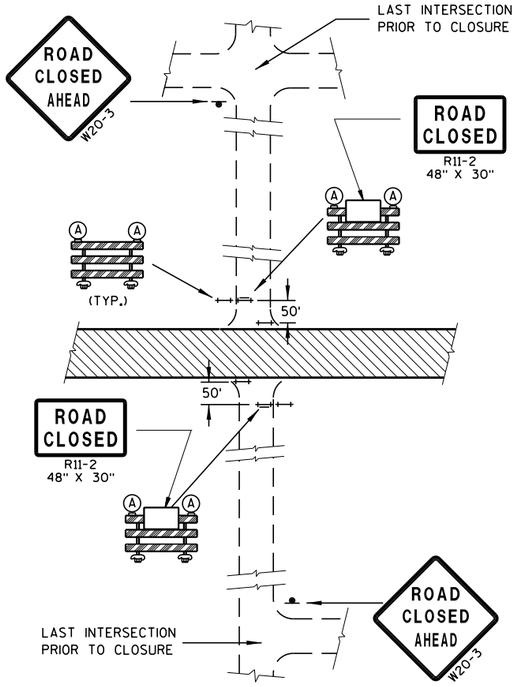
ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

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

LEGEND

- WORK ZONE
- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)

SEE DETAILS ⒶⒷ & Ⓒ ON NEXT PAGE

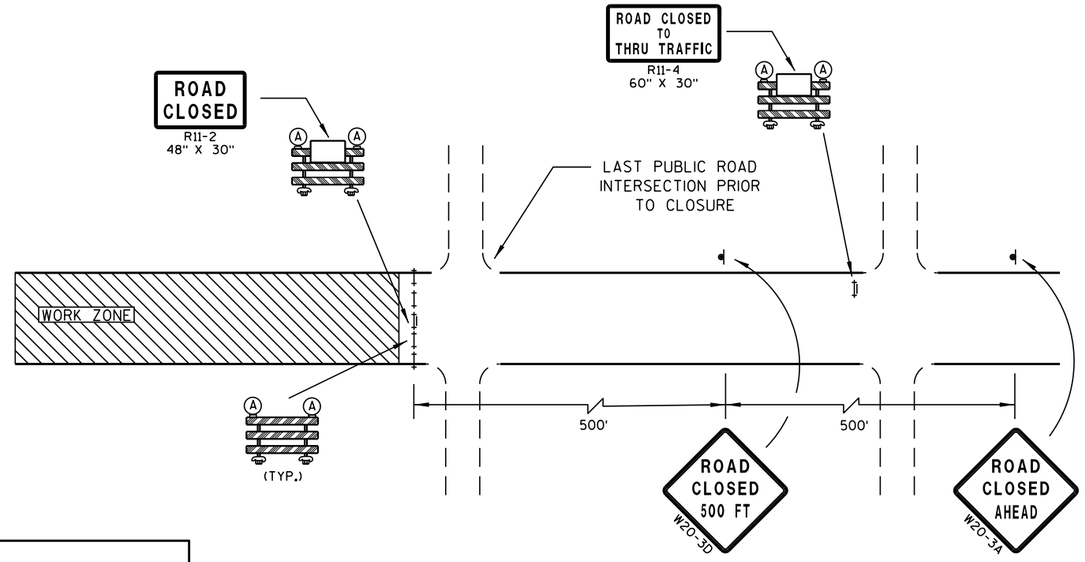


DETAIL Ⓐ

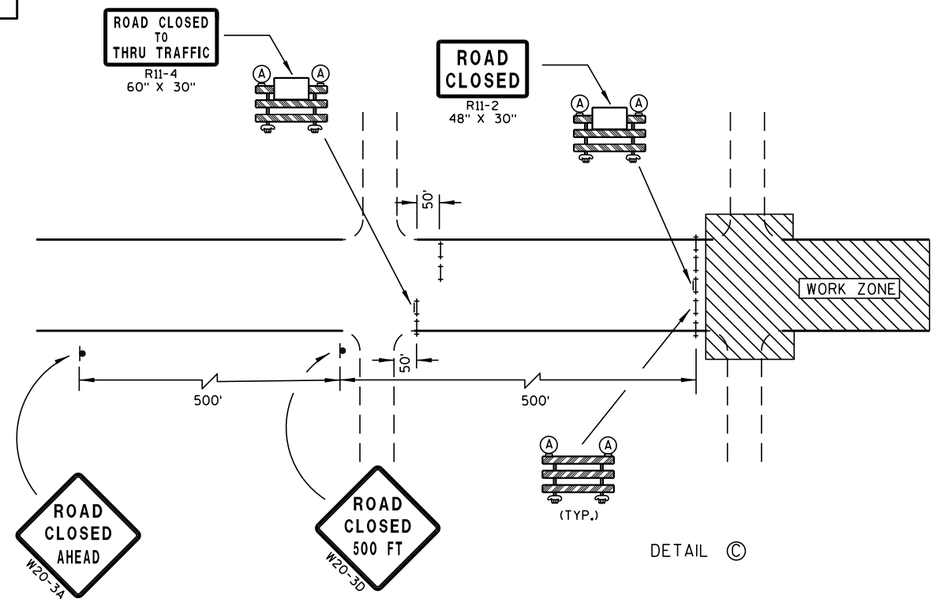
(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

LEGEND

- WORK ZONE
- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- Ⓐ TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)



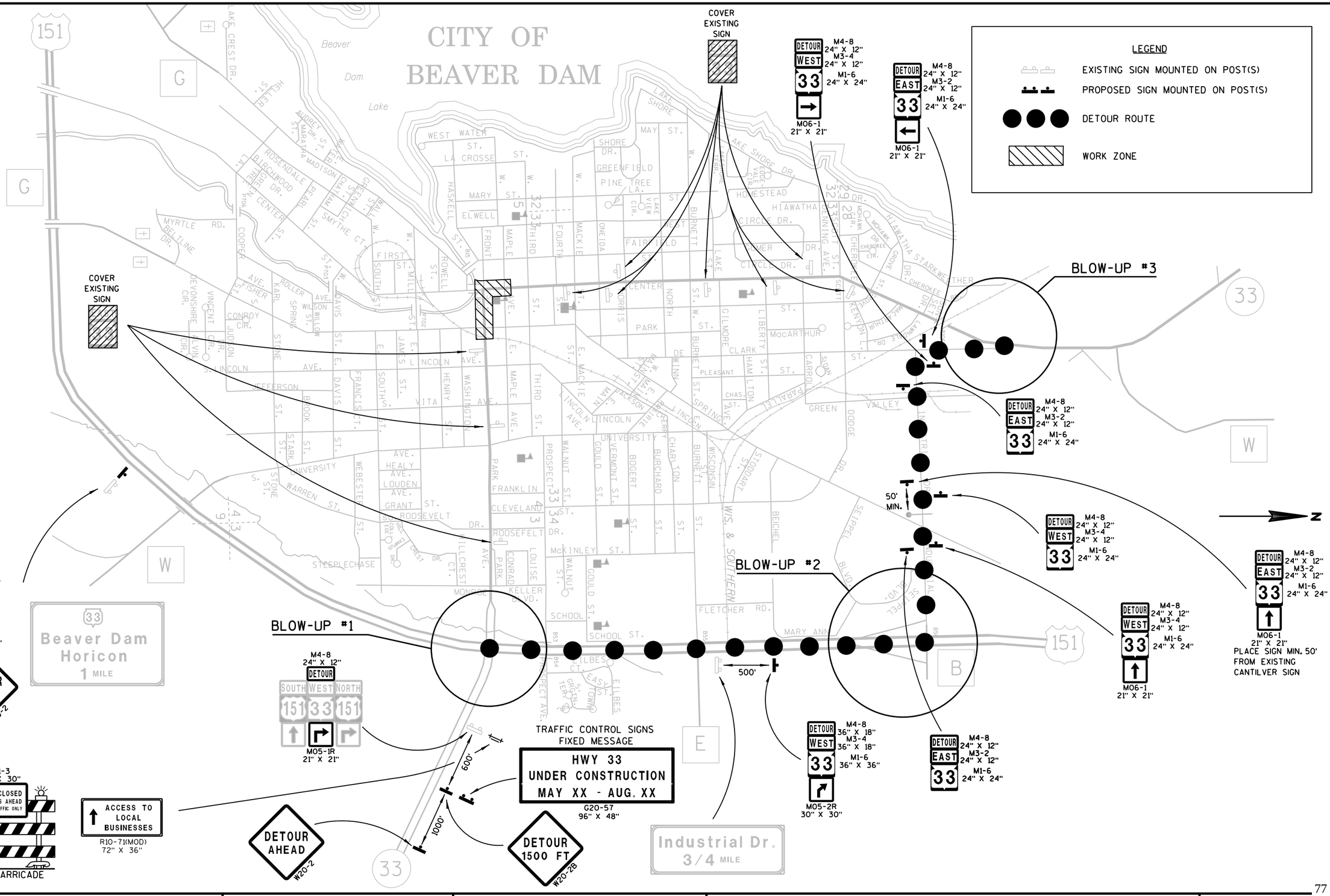
DETAIL Ⓑ



DETAIL Ⓒ

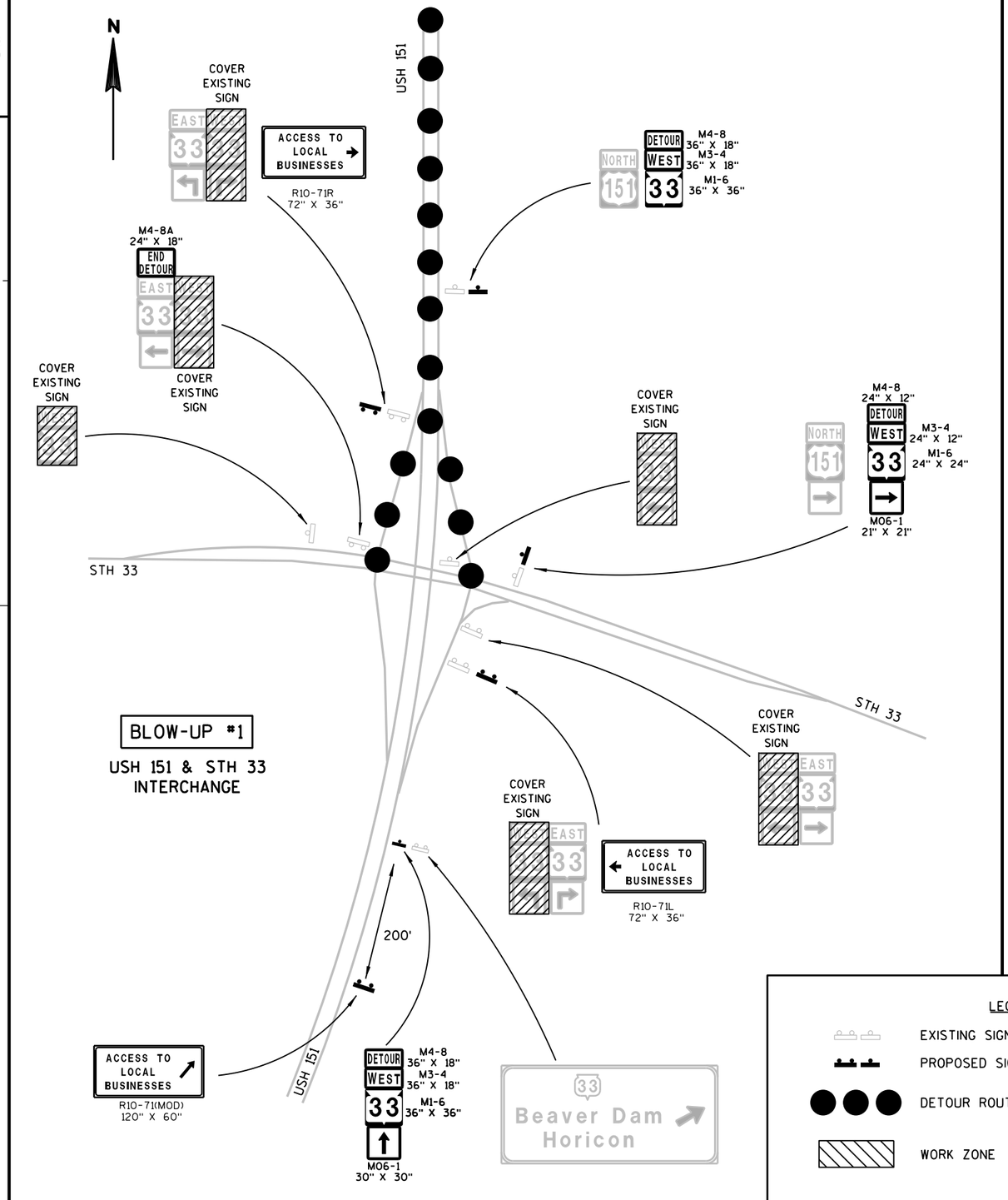
PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	TRAFFIC CONTROL	SHEET E

FILE NAME : R:\Projects\d1_60830002\025101_tc.dgn PLOT DATE : 02-JUN-2014 10:38 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42



PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	DETOUR ROUTE	SHEET E

FILE NAME : R:\Projects\d1_60830002\027001_dt.dgn PLOT DATE : 04-FEB-2014 09:40 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 42



PROJECT NO:6083-00-73	HWY: STH 33	COUNTY:DODGE	DETOUR ROUTE - BLOW-UPS 1 & 2	SHEET E

FILE NAME : R:\Projects\d1_60830002\027002_dt.dgn PLOT DATE : 04-FEB-2014 09:40 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL SIGNS
FIXED MESSAGE

HWY 33
UNDER CONSTRUCTION
MAY XX - AUG. XX

G20-57
96" X 48"

DETOUR AHEAD
W20-2
48" X 48"

STH 33

N

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

DETOUR ROUTE

WORK ZONE

M4-8
24" X 12"
DETOUR
EAST
33
THRU TRUCK ROUTE
RECOMMENDED BY
CITY OF BEAVER DAM
M05-1L
21" X 21"

1000'

R11-3
48" X 30"
ROAD CLOSED
1.7 MILES AHEAD
LOCAL TRAFFIC ONLY

TYPE III BARRICADE

500'

WEST
33
Fox Lake 7
Portage 35

M4-8
24" X 12"
M3-2
24" X 12"
M1-6
24" X 24"
DETOUR
EAST
33
M06-1
21" X 21"

ACCESS TO
LOCAL
BUSINESSES
R10-7I(MOD)
72" X 36"

STOP

END
DETOUR
WEST
33
M4-8A
24" X 18"
M3-4
24" X 12"
M1-6
24" X 24"
M06-1
21" X 21"

M4-8
24" X 12"
M3-2
24" X 12"
M1-6
24" X 24"
DETOUR
EAST
33
M05-1L
21" X 21"

BLOW-UP #3

STH 33 & DE CLARK ST.
INTERSECTION

DE CLARK ST.

STH 33

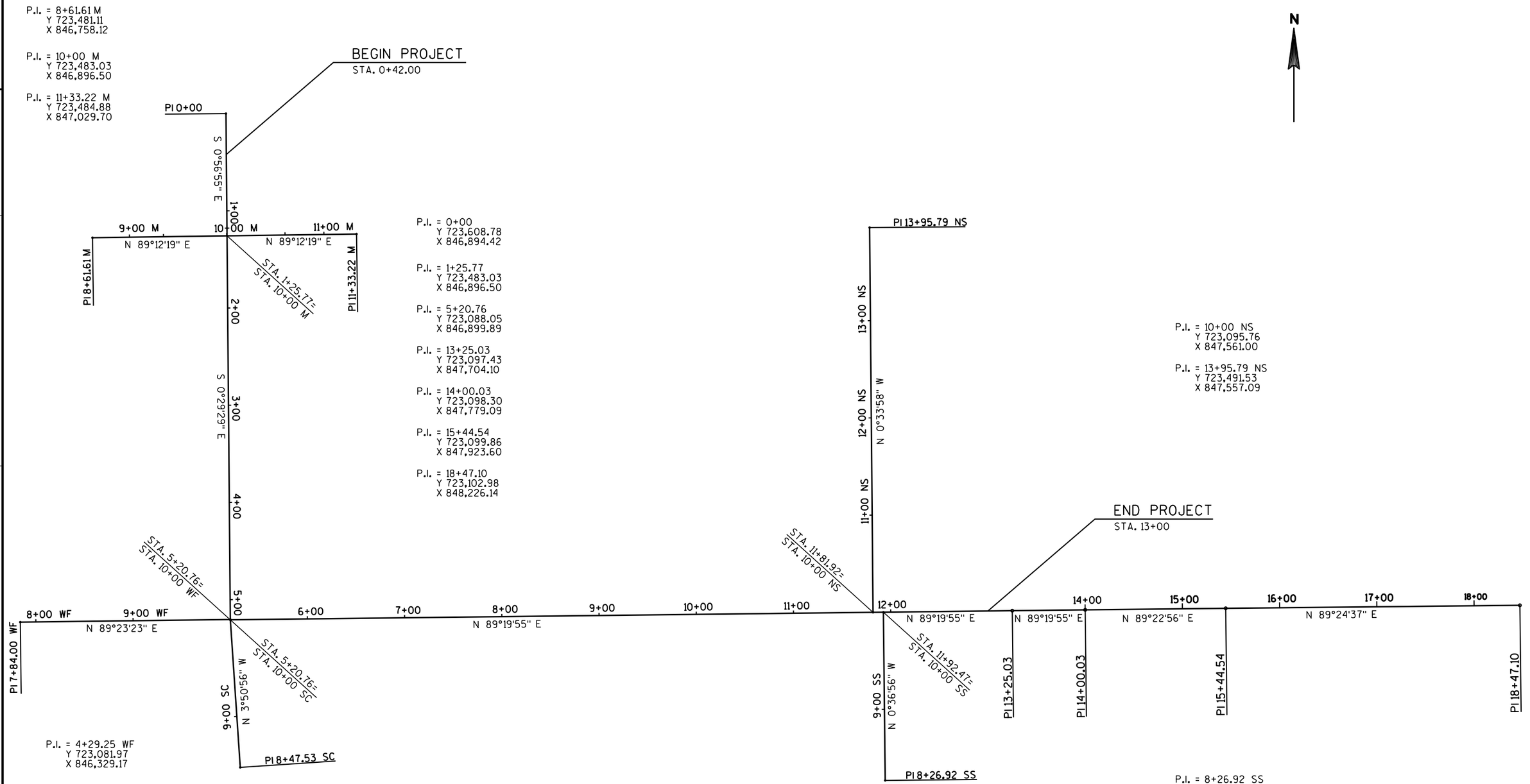
GREEN VALLEY RD.

2

PROJECT NO:6083-00-73	HWY: STH 33	COUNTY: DODGE	DETOUR ROUTE - BLOW UP #3	SHEET	E

FILE NAME : R:\Projects\d1_60830002\027003_dt.dgn PLOT DATE : 04-FEB-2014 09:40 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000
WISDOT/CADDS SHEET 42

2



PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	ALIGNMENT LAYOUT	SHEET E

FILE NAME : R:\Projects\d1_60830002\027201_ad.dgn PLOT DATE : 11-JUL-2014 10:47 PLOT BY : DOTJ3J PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

DATE 19DEC14 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	6083-00-73 QUANTITY
0010	201.0120	Clearing	ID	37.000	37.000
0020	201.0220	Grubbing	ID	37.000	37.000
0030	203.0200	Removing Old Structure (station) 01. 9+50 LT & RT	LS	1.000	1.000
0040	204.0100	Removing Pavement	SY	8,920.000	8,920.000
0050	204.0150	Removing Curb & Gutter	LF	60.000	60.000
0060	204.0155	Removing Concrete Sidewalk	SY	2,851.000	2,851.000
0070	204.0195	Removing Concrete Bases	EACH	27.000	27.000
0080	204.0210	Removing Manholes	EACH	10.000	10.000
0090	204.0220	Removing Inlets	EACH	18.000	18.000
0100	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	661.000	661.000
0110	204.0245	Removing Storm Sewer (size) 03. 15-Inch	LF	299.000	299.000
0120	204.0245	Removing Storm Sewer (size) 04. 18-Inch	LF	138.000	138.000
0130	204.0245	Removing Storm Sewer (size) 05. 24-Inch	LF	445.000	445.000
0140	204.0245	Removing Storm Sewer (size) 06. 30-Inch	LF	66.000	66.000
0150	204.0245	Removing Storm Sewer (size) 07. 36-Inch	LF	56.000	56.000
0160	204.0280	Sealing Pipes	EACH	3.000	3.000
0170	204.9105.S	Removing (Item Description) 01. Traffic Signal Equipment/ Maple Ave. & Center St.	LS	1.000	1.000
0180	204.9105.S	Removing (Item Description) 02. Traffic Signal Equipment/ Front St. & Center St.	LS	1.000	1.000
0190	204.9105.S	Removing (Item Description) 03. Traffic Signal Equipment/ Front St. & Spring St.	LS	1.000	1.000
0200	205.0100	Excavation Common	CY	7,827.000	7,827.000
0210	205.0200	Excavation Rock	CY	54.000	54.000
0220	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	50.000	50.000
0230	206.1000	Excavation for Structures Bridges (structure) 01. B-14-0102	LS	1.000	1.000
0240	210.0100	Backfill Structure	CY	210.000	210.000
0250	213.0100	Finishing Roadway (project) 01. 6083-00-73	EACH	1.000	1.000
0260	305.0110	Base Aggregate Dense 3/4-Inch	TON	917.000	917.000
0270	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,430.000	3,430.000
0280	312.0110	Select Crushed Material	TON	5,635.000	5,635.000
0290	405.0100	Coloring Concrete Red	CY	243.000	243.000
0300	415.0080	Concrete Pavement 8-Inch	SY	7,983.000	7,983.000
0310	415.0210	Concrete Pavement Gaps	EACH	1.000	1.000
0320	416.0160	Concrete Driveway 6-Inch	SY	62.000	62.000
0330	416.0610	Drilled Tie Bars	EACH	31.000	31.000
0340	416.0620	Drilled Dowel Bars	EACH	214.000	214.000
0350	455.0605	Tack Coat	GAL	4.000	4.000
0360	465.0105	Asphaltic Surface	TON	28.000	28.000
0370	502.0100	Concrete Masonry Bridges	CY	28.000	28.000
0380	505.0605	Bar Steel Reinforcement HS Coated Bridges	LB	1,700.000	1,700.000
0390	516.0500	Rubberized Membrane Waterproofing	SY	4.000	4.000
0400	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0410	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	3,026.000	3,026.000
0420	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	60.000	60.000
0430	602.0410	Concrete Sidewalk 5-Inch	SF	25,323.000	25,323.000
0440	602.0415	Concrete Sidewalk 6-Inch	SF	700.000	700.000
0450	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	232.000	232.000

3

DATE 19DEC14 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	6083-00-73 QUANTITY
0460	606.0100	Riprap Light	CY	22.000	22.000
0470	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	458.000	458.000
0480	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	317.000	317.000
0490	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	174.000	174.000
0500	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	129.000	129.000
0510	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	471.000	471.000
0520	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	140.000	140.000
0530	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	40.000	40.000
0540	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	53.000	53.000
0550	610.0138	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class He-III 38x60-Inch	LF	68.000	68.000
0560	611.0530	Manhole Covers Type J	EACH	11.000	11.000
0570	611.0624	Inlet Covers Type H	EACH	5.000	5.000
0580	611.0639	Inlet Covers Type H-S	EACH	28.000	28.000
0590	611.1004	Catch Basins 4-Ft Diameter	EACH	7.000	7.000
0600	611.1005	Catch Basins 5-Ft Diameter	EACH	1.000	1.000
0610	611.1230	Catch Basins 2x3-FT	EACH	22.000	22.000
0620	611.2004	Manholes 4-FT Diameter	EACH	4.000	4.000
0630	611.2005	Manholes 5-FT Diameter	EACH	5.000	5.000
0640	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0650	611.2008	Manholes 8-FT Diameter	EACH	3.000	3.000
0660	612.0106	Pipe Underdrain 6-Inch	LF	2,632.000	2,632.000
0670	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	90.000	90.000
0680	618.0100	Maintenance And Repair Of Haul Roads (Project) 01. 6083-00-73	EACH	1.000	1.000
0690	619.1000	Mobilization	EACH	0.800	0.800
0700	620.0300	Concrete Median Sloped Nose	SF	160.000	160.000
0710	624.0100	Water	MGAL	110.000	110.000
0720	625.0100	Topsoil	SY	796.000	796.000
0730	628.1504	Silt Fence	LF	140.000	140.000
0740	628.1520	Silt Fence Maintenance	LF	140.000	140.000
0750	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0760	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0770	628.7015	Inlet Protection Type C	EACH	56.000	56.000
0780	629.0210	Fertilizer Type B	CWT	0.500	0.500
0790	631.0300	Sod Water	MGAL	226.000	226.000
0800	631.1000	Sod Lawn	SY	707.000	707.000
0810	634.0814	Posts Tubular Steel 2x2-Inch X 14-Ft	EACH	8.000	8.000
0820	637.2210	Signs Type II Reflective H	SF	239.000	239.000
0830	637.2215	Signs Type II Reflective H Folding	SF	75.000	75.000
0840	637.2230	Signs Type II Reflective F	SF	33.000	33.000
0850	638.2602	Removing Signs Type II	EACH	64.000	64.000
0860	638.3000	Removing Small Sign Supports	EACH	18.000	18.000
0870	642.5201	Field Office Type C	EACH	1.000	1.000
0880	643.0100	Traffic Control (Project) 01. 6083-00-73	EACH	1.000	1.000
0890	643.0300	Traffic Control Drums	DAY	3,510.000	3,510.000
0900	643.0410	Traffic Control Barricades Type II	DAY	1,896.000	1,896.000

3

DATE 19DEC14 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	6083-00-73 QUANTITY
0910	643.0420	Traffic Control Barricades Type III	DAY	4,455.000	4,455.000
0920	643.0705	Traffic Control Warning Lights Type A	DAY	11,766.000	11,766.000
0930	643.0900	Traffic Control Signs	DAY	6,114.000	6,114.000
0940	643.0920	Traffic Control Covering Signs Type II	EACH	16.000	16.000
0950	643.1000	Traffic Control Signs Fixed Message	SF	64.000	64.000
0960	643.2000	Traffic Control Detour (Project) 01. 6083-00-73	EACH	1.000	1.000
0970	643.3000	Traffic Control Detour Signs	DAY	11,115.000	11,115.000
0980	645.0112	Geotextile Fabric Type DF Schedule B	SY	1,463.000	1,463.000
0990	645.0120	Geotextile Fabric Type HR	SY	70.000	70.000
1000	646.0106	Pavement Marking Epoxy 4-Inch	LF	6,420.000	6,420.000
1010	646.0126	Pavement Marking Epoxy 8-Inch	LF	1,420.000	1,420.000
1020	646.0600	Removing Pavement Markings	LF	3,074.000	3,074.000
1030	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	23.000	23.000
1040	647.0256	Pavement Marking Symbols Epoxy	EACH	2.000	2.000
1050	647.0356	Pavement Marking Words Epoxy	EACH	14.000	14.000
1060	647.0456	Pavement Marking Curb Epoxy	LF	697.000	697.000
1070	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	303.000	303.000
1080	647.0606	Pavement Marking Island Nose Epoxy	EACH	2.000	2.000
1090	647.0656	Pavement Marking Parking Stall Epoxy	LF	516.000	516.000
1100	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	277.000	277.000
1110	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	1,219.000	1,219.000
1120	650.4000	Construction Staking Storm Sewer	EACH	45.000	45.000
1130	650.4500	Construction Staking Subgrade	LF	1,637.000	1,637.000
1140	650.5000	Construction Staking Base	LF	30.000	30.000
1150	650.5500	Construction Staking Curb Gutter And Curb & Gutter	LF	60.000	60.000
1160	650.6500	Construction Staking Structure Layout (Structure) 01. B-14-0102	LS	1.000	1.000
1170	650.7000	Construction Staking Concrete Pavement	LF	1,607.000	1,607.000
1180	650.8500	Construction Staking Electrical Installations (Project) 01. 6083-00-73	LS	1.000	1.000
1190	650.9910	Construction Staking Supplemental Control (Project) 01. 6083-00-73	LS	1.000	1.000
1200	650.9920	Construction Staking Slope Stakes	LF	1,637.000	1,637.000
1210	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,961.000	2,961.000
1220	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	891.000	891.000
1230	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	1,830.000	1,830.000
1240	652.0340	Conduit Rigid Nonmetallic Schedule 80 4-Inch	LF	178.000	178.000
1250	652.0700.S	Install Conduit Into Existing Item	EACH	5.000	5.000
1260	652.0800	Conduit Loop Detector	LF	3,716.000	3,716.000
1270	653.0135	Pull Boxes Steel 24x36-Inch	EACH	7.000	7.000
1280	653.0140	Pull Boxes Steel 24x42-Inch	EACH	28.000	28.000
1290	653.0220	Junction Boxes 18x6x6-Inch	EACH	1.000	1.000
1300	653.0905	Removing Pull Boxes	EACH	36.000	36.000
1310	654.0101	Concrete Bases Type 1	EACH	17.000	17.000
1320	654.0102	Concrete Bases Type 2	EACH	9.000	9.000
1330	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	3.000	3.000
1340	655.0210	Cable Traffic Signal 3-14 AWG	LF	576.000	576.000
1350	655.0230	Cable Traffic Signal 5-14 AWG	LF	525.000	525.000

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DATE 19DEC14 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	6083-00-73 QUANTITY
1360	655.0240	Cable Traffic Signal 7-14 AWG	LF	207.000	207.000
1370	655.0270	Cable Traffic Signal 15-14 AWG	LF	2,914.000	2,914.000
1380	655.0310	Cable Type Uf 2-12 AWG	LF	701.000	701.000
1390	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	4,894.000	4,894.000
1400	655.0525	Electrical Wire Traffic Signals 6 AWG	LF	198.000	198.000
1410	655.0610	Electrical Wire Lighting 12 AWG	LF	2,711.000	2,711.000
1420	655.0625	Electrical Wire Lighting 6 AWG	LF	9,268.000	9,268.000
1430	655.0700	Loop Detector Lead In Cable	LF	4,776.000	4,776.000
1440	655.0800	Loop Detector Wire	LF	9,852.000	9,852.000
1450	656.0300	Electrical Service Unmetered (Location) 01. Front Street & Spring Street	LS	1.000	1.000
1460	656.0300	Electrical Service Unmetered (Location) 02. Front Street & Center Street	LS	1.000	1.000
1470	656.0300	Electrical Service Unmetered (Location) 03. Maple Avenue & Center Street	LS	1.000	1.000
1480	657.0100	Pedestal Bases	EACH	18.000	18.000
1490	657.0310	Poles Type 3	EACH	10.000	10.000
1500	657.0420	Traffic Signal Standards Aluminum 13-Ft	EACH	13.000	13.000
1510	657.0425	Traffic Signal Standards Aluminum 15-Ft	EACH	6.000	6.000
1520	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	10.000	10.000
1530	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	28.000	28.000
1540	658.0120	Traffic Signal Face 5-12 Inch Vertical	EACH	8.000	8.000
1550	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	28.000	28.000
1560	658.0225	Backplates Signal Face 5 Section 12-Inch	EACH	8.000	8.000
1570	658.0416	Pedestrian Signal Face 16-Inch	EACH	24.000	24.000
1580	658.0500	Pedestrian Push Buttons	EACH	24.000	24.000
1590	658.0600	Led Modules 12-Inch Red Ball	EACH	36.000	36.000
1600	658.0605	Led Modules 12-Inch Yellow Ball	EACH	36.000	36.000
1610	658.0610	Led Modules 12-Inch Green Ball	EACH	36.000	36.000
1620	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	8.000	8.000
1630	658.0625	Led Modules 12-Inch Green Arrow	EACH	8.000	8.000
1640	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	24.000	24.000
1650	658.5069	Signal Mounting Hardware (Location) 01. Front Street & Srping Street	LS	1.000	1.000
1660	658.5069	Signal Mounting Hardware (Location) 02. Front Street & Center Street	LS	1.000	1.000
1670	658.5069	Signal Mounting Hardware (Location) 03. Maple Avenue & Center Street	LS	1.000	1.000
1680	670.0100	Field System Integrator	LS	1.000	1.000
1690	678.0006	Install Fiber Optic Cable Outdoor Plant 6-Ct	LF	1,179.000	1,179.000
1700	678.0400	Fiber Optic Termination	EACH	4.000	4.000
1710	678.0500	Communication System Testing	LS	1.000	1.000
1720	690.0150	Sawing Asphalt	LF	88.000	88.000
1730	690.0250	Sawing Concrete	LF	1,889.000	1,889.000
1740	715.0415	Incentive Strength Concrete Pavement	DOL	2,225.000	2,225.000
1750	715.0502	Incentive Strength Concrete Structures	DOL	500.000	500.000
1760	999.1500.S	Crack And Damage Survey	LS	1.000	1.000
1770	ASP.1T0A	On-The-Job Training Apprentice At $5.00/Hr	HRS	500.000	500.000
1780	ASP.1T0G	On-The-Job Training Graduate At $5.00/Hr	HRS	425.000	425.000
1790	SPV.0035	Special 01. Backfill Dense Base	CY	16.000	16.000
1800	SPV.0045	Special 01. Temporary Crosswalk	DAY	411.000	411.000

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DATE 19DEC14 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	6083-00-73 QUANTITY
1810	SPV.0045	Special 02. Seismograph Special	DAY	10.000	10.000
1820	SPV.0060	Special 01. Decorative Luminarie	EACH	10.000	10.000
1830	SPV.0060	Special 02. Traffic Signal Controller And Cabinet, Fully Actuated 8-Phase	EACH	3.000	3.000
1850	SPV.0060	Special 05. Connection To Existing Electrical Circuit	EACH	4.000	4.000
1860	SPV.0060	Special 06. Concrete Bases Type 5, Modified	EACH	14.000	14.000
1870	SPV.0060	Special 07. Lighting Assembly Roadway Decorative 126w-Led	EACH	15.000	15.000
1880	SPV.0060	Special 09. Removing Base, Pole & Luminaire	EACH	24.000	24.000
2140	SPV.0060	Special 35. Traffic Control Signs Fixed Message City Provided	EACH	5.000	5.000
2150	SPV.0060	Special 36. Remove Manhole Casting	EACH	7.000	7.000
2160	SPV.0060	Special 40. Black Sign Post And V-Loc Post Anchor Unit	EACH	8.000	8.000
2170	SPV.0060	Special 70. Box Culvert Connection	EACH	1.000	1.000
2180	SPV.0060	Special 72. Inlet Covers Type Hd	EACH	1.000	1.000
2300	SPV.0090	Special 12. Removing Coal Vault And Building Foundation Walls	LF	1,175.000	1,175.000
2310	SPV.0090	Special 13. Temporary Pedestrian Barrier	LF	1,150.000	1,150.000
2330	SPV.0090	Special 72. Abandoning Storm Sewer(5x6-Foot Box)	LF	371.000	371.000
2340	SPV.0105	Special 01. Solar Powered Rectangular Rapid Flashing Beacon (Rrfb) With Pedestrian A	LS	1.000	1.000
2350	SPV.0105	Special 02. Removing Lighting Conduit & Wire	LS	1.000	1.000
2380	SPV.0105	Special 05. Powder Coating Steel Traffic Signal Poles Type 3	LS	1.000	1.000
2390	SPV.0105	Special 06. Concrete Pavement Joint Layout	LS	1.000	1.000
2400	SPV.0105	Special 07. Modified Bridge Approach	LS	1.000	1.000
2410	SPV.0105	Special 20. Remove Planter	LS	1.000	1.000
2420	SPV.0105	Special 21. Relocate Decorative Pillars And Fence	LS	1.000	1.000
2430	SPV.0165	Special 01. Temporary Sidewalk	SF	375.000	375.000
2440	SPV.0165	Special 02. Stamping Concrete Sidewalk 5-Inch	SF	6,999.000	6,999.000

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CLEARING & GRUBBING

CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID	REMARKS
0010	8+59	LT	9	9	FRONT STREET
0010	8+94	RT	10	10	FRONT STREET
0010	09+33 'SS'	LT	18	18	S. SPRING STREET
		TOTAL	37	37	

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

CATEGORY	STATION	TO	STATION	LOCATION	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	REMARKS
0060	0+50	-	1+30	LT	25	201 NORTH CENTER STREET
0060	3+00	-	3+40	RT	25	CITY PARKING LOT
				TOTAL 0060	50	

REMOVING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
0010	0+42	-	1+47	MAINLINE	860	-	45	-
0010	1+47	-	4+50	MAINLINE	1670	-	603	-
0010	4+50	-	6+00	MAINLINE	1110	-	232	-
0010	6+00	-	10+00	MAINLINE	2400	-	1022	-
0010	10+00	-	13+80	MAINLINE	2880	-	949	-
0010	1+00	-	1+50	LT/RT	-	60	-	MAPLE AVE.
				TOTAL 0010	8920	60	2851	

FINISHING ROADWAY (6083-00-73)

CATEGORY	LOCATION	213.0100 FINISHING ROADWAY EACH
0010	6083-00-73	1
	TOTAL 0010	1

EXCAVATION ROCK

CATEGORY	STATION	TO	STATION	LOCATION	205.0200 EXCAVATION ROCK CY	REMARKS
0010	09+10 'SS'	-	09+95 'SS'	LT	22	
0010	11+75	-	12+80	RT	32	UNDISTRIBUTED
				TOTAL 0010	54	

6083-00-73 STH 33 CENTER & FRONT STREET, C BEAVER DAM, DODGE COUNTY								
EARTHWORK SUMMARY								
STATION - STATION	LOCATION	205.0100 COMMON EXCAVATION (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5)	MASS ORDINATE +/- (6)	WASTE
		CUT (2)				FACTOR 1.25		
0+42 - 4+95.76	CENTER ST	2,127	668	1,459	0	0	1,459	1,459
5+20.76 - 13+00	FRONT ST	3,621	1,322	2,299	8	10	2,289	2,289
9+35 M - 9+78 M	MAPLE AVE (W)	158	22	136	0	0	136	136
10+22 M - 10+60 M	MAPLE AVE (E)	144	20	124	2	3	121	121
9+60.02 F - 10+00 F	W FRONT ST	189	68	121	0	0	121	121
9+47.53 SC - 9+75 SC	S CENTER ST	110	35	75	0	0	75	75
8+90 SS - 9+75 SS	S SPRING ST	386	124	262	0	0	262	262
10+25 NS - 11+10 NS	N SPRING ST	374	129	245	0	0	245	245
PROJECT	DRIVEWAY	20	10	10	0	0	10	10
PROJECT	SIDEWALKS	698	394	304	0	0	304	304
	TOTALS	7,827	2,792	5,035	10	13	5,022	5,022

1) Common Excavation is the sum of the Cut and DOES NOT INCLUDE any EBS Excavation. Item number 205.0100

2) Salvaged/Unusable Pavement Material is included in Cut.

3) Salvaged / Unusable Pavement Material

(Assumed 8" concrete + 2" asphalt overlay Center St, Front St, Spring St & intersections / 4" asphalt Maple Ave / 6" concrete driveways / 4" concrete sidewalk)

4) Available Material = Cut - Salvaged/Unusable Pavement Material

5) Expanded Fill Factor = 1.25

6) The Mass Ordinate + or - Qty calculated. Plus quantity indicates an excess of material, minus indicates a shortage of material.

BASE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	REMARKS
0010	0+42	-	13+00	PROJECT LIMITS	760	3420	5367	80	MAINLINE
0010	0+43	-	13+01	PROJECT LIMITS	-	-	268	-	EBS
0010	0+42	-	13+00	UNDISTRIBUTED	152	-	-	-	COAL VAULTS
0010	0+42	-	13+00	UNDISTRIBUTED	5	10	-	-	MISCELLANEOUS USES
0010	0+42	-	13+00	UNDISTRIBUTED	-	-	-	30	DUST CONTROL
				TOTAL 0010	917	3430	5635	110	

COLORING CONCRETE RED

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE RED CY	REMARKS
0030	01+55	-	05+25	LT	19	TERRACE
0030	01+55	-	05+25	RT	23	TERRACE
0030	09+60 'WF'	-	09+75 'WF'	LT	1	TERRACE
0030	09+60 'WF'	-	09+75 'WF'	RT	1	TERRACE
0030	09+60 'SC'	-	09+71 'SC'	LT	1	TERRACE
0030	09+60 'SC'	-	09+71 'SC'	RT	1	TERRACE
0030	05+50	-	11+50	LT	42	TERRACE
0030	05+50	-	11+50	RT	42	TERRACE
0030	12+00	-	13+00	LT	6	TERRACE
0030	12+00	-	13+90	RT	12	TERRACE
0030	10+30 'NS'	-	11+10 'NS'	LT	5	TERRACE
0030	10+30 'NS'	-	11+10 'NS'	RT	5	TERRACE
0030	00+42	-	04+50	MAPLE INTERSECTION	22	CROSSWALKS
0030	04+50	-	05+75	FRONT INTERSECTION	25	CROSSWALKS
0030	08+50	-	09+00	MIDBLOCK CROSSING	10	CROSSWALKS
0030	11+25	-	12+25	SPRING INTERSECTION	28	CROSSWALKS
				TOTAL 0030	243	

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STATION	TO	STATION	LOCATION	416.0160 CONCRETE DRIVEWAY 6-INCH SY
0010	2+69	-	3+43	LT	62
				TOTAL 0010	62

DRILLED TIE BARS

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
0010	13+00	-	13+80	END PROJECT	31
				TOTAL 0010	31

PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	00+42	-	01+25	MAINLINE	314	-	-	-
0010	01+25	-	05+25	MAINLINE	1931	1	-	ALLEY ENTRANCE
0010	05+25	-	05+42	MAINLINE	209	-	-	-
0010	05+42	-	06+50	MAINLINE	673	-	-	-
0010	06+50	-	10+50	MAINLINE	2069	-	160	PED CROSSING ISLANDS
0010	10+50	-	13+00	MAINLINE	1389	-	-	-
0010	13+00	-	13+80	MAINLINE	133	-	-	-
0010	09+50 M	-	09+83 M	WEST MAPLE	81	-	-	-
0010	09+50 M	-	09+78 M	WEST MAPLE	69	-	-	-
0010	10+17 M	-	10+45 M	EAST MAPLE	72	-	-	-
0010	10+22 M	-	10+45 M	EAST MAPLE	59	-	-	-
0010	09+60 WF	-	09+75 WF	WEST FRONT	106	-	-	-
0010	08+90 SS	-	09+75 SS	S. SPRING ST.	441	-	-	-
0010	10+25 NS	-	11+10 NS	N. SPRING ST.	437	-	-	-
				TOTAL 0010	7983	1	160	

DRILLED DOWEL BARS

CATEGORY	STATION	LOCATION	416.0620 DRILLED DOWEL BARS EACH
0010	0+42	BEGIN PROJECT	27
0010	13+00	END PROJECT	28
0010	13+80	END PROJECT	12
0010	9+60 'WF'	FRONT ST.	40
0010	9+60 'SC'	CENTER ST.	32
0010	8+90 'SS'	END PROJECT	40
0010	11+10 'NS'	N. SPRING ST.	35
		TOTAL 0010	214

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ASPHALTIC MATERIAL

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	REMARKS
0010	1+00	-	1+50	LT	1.5	13	MAPLE EAST
0010	1+00	-	1+50	RT	1.5	13	MAPLE WEST
0010	3+20	-	3+40	LT	1	2	ALLEY
				TOTAL 0010	4	28	

CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	REMARKS
0010	0+42	-	1+08	LT	85	-	CENTER ST.
0010	0+42	-	1+08	RT	70	-	CENTER ST.
0010	1+42	-	4+85	LT	360	-	CENTER ST.
0010	1+42	-	4+96	RT	385	-	CENTER ST.
0010	5+50	-	11+60	LT	600	-	FRONT ST.
0010	5+50	-	11+70	RT	630	-	FRONT ST.
0010	8+20	-	9+35	LT/RT	264	-	CROSSWALK ISLANDS
0010	12+00	-	13+00	LT	95	-	PARK AVE.
0010	12+25	-	13+90	LT	160	-	PARK AVE.
0010	09+47 'SC'	-	09+75 'SC'	LT	50	-	S. CENTER ST.
0010	08+90 'SS'	-	09+70 'SS'	LT	87	-	S. SPRING ST.
0010	08+90 'SS'	-	09+70 'SS'	RT	80	-	S. SPRING ST.
0010	10+30 'NS'	-	11+10 'NS'	LT	80	-	N. SPRING ST.
0010	10+30 'NS'	-	11+10 'NS'	RT	80	-	N. SPRING ST.
0010	09+35 'M'	-	09+50 'M'	LT/RT	-	30	MAPLE AVE
0010	10+45 'M'	-	10+60 'M'	LT/RT	-	30	MAPLE AVE
				TOTAL 0010	3026	60	

SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	REMARKS
0010	00+42	-	01+25	LT	110	-	MAINLINE
0010	00+42	-	01+25	RT	110	-	MAINLINE
0010	09+35 'M'	-	10+60 'M'	LT	175	-	MAPLE AVE.
0010	09+35 'M'	-	10+60 'M'	RT	275	-	MAPLE AVE.
0010	01+45	-	02+70	LT	1020	-	MAINLINE
0010	01+45	-	05+25	RT	2933	-	MAINLINE
0010	03+40	-	05+25	LT	1233	-	MAINLINE
0010	09+60 'WF'	-	09+70 'WF'	LT	80	-	WEST FRONT
0010	09+60 'WF'	-	09+85 'WF'	RT	276	-	WEST FRONT
0010	09+45 'SC'	-	09+60 'SC'	LT	168	-	S. CENTER ST
0010	09+45 'SC'	-	09+60 'SC'	RT	144	-	S. CENTER ST
0010	05+25	-	11+55	LT	6958	700	MAINLINE
0010	05+25	-	11+70	RT	7061	-	MAINLINE
0010	12+05	-	13+00	LT	1093	-	MAINLINE
0010	12+15	-	13+25	RT	880	-	MAINLINE
0010	13+25	-	13+90	RT	450	-	MAINLINE
0010	08+90 'SS'	-	09+60 'SS'	LT	595	-	S. SPRING ST.
0010	08+90 'SS'	-	09+60 'SS'	RT	450	-	S. SPRING ST.
0010	10+39 'NS'	-	11+10 'NS'	LT	710	-	N. SPRING ST.
0010	10+39 'NS'	-	11+10 'NS'	RT	604	-	N. SPRING ST.
				TOTAL 0010	25323	700	

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	STATION	TO	STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	REMARKS
0010	0+80	-	1+05	RT	16	NW MAPLE AVE
0010	0+80	-	1+05	LT	16	NE MAPLE AVE
0010	1+45	-	1+55	RT	16	SW MAPLE AVE
0010	1+45	-	1+55	LT	16	SE MAPLE AVE
0010	4+70	-	4+90	LT	16	NE FRONT STREET
0010	4+70	-	4+90	RT	16	NW FRONT STREET
0010	5+20	-	5+20	RT	16	SW FRONT STREET
0010	5+50	-	5+70	RT	16	SE FRONT STREET
0010	8+75	-	8+85	LT/RT	48	MIDBLOCK CROSSWALK
0010	11+45	-	11+60	LT	16	NW SRPING STREET
0010	11+50	-	11+70	RT	16	SW SPRING STREET
0010	12+05	-	12+15	LT	16	NE SPRING STREET
0010	12+15	-	12+20	RT	8	SE SPRING STREET
				TOTAL 0010	232	

UNDERDRAIN

CATEGORY	STATION	TO	STATION	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY
0010	0+42 RT	-	9+50 M LT	88	49
0010	0+42 LT	-	10+45 M LT	85	47
0010	9+50 M RT	-	9+60 F LT	387	215
0010	10+45 M RT	-	6+00 LT	408	227
0010	9+55 SC RT	-	6+00 RT	57	32
0010	6+00 LT	-	11+10 NS LT	640	356
0010	6+00 RT	-	9+10 SS LT	650	361
0010	11+10 NS RT	-	13+00 LT	177	98
0010	9+10 SS RT	-	13+00 RT	140	78
			TOTAL 0010	2632	1463

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	0+42	-	13+00	PROJECT LIMITS	2	2
				TOTAL 0010	2	2

MAINTENANCE AND REPAIR OF HAUL ROADS (6083-00-73)

CATEGORY	STATION	TO	STATION	LOCATION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS EACH
0010				OUTSIDE THE PROJECT LIMITS	1
				TOTAL 0010	1

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
0010	5+00	-	6+00	LT	20	20	WEST BRIDGE WING WALL
0010	5+00	-	6+00	LT	100	100	EAST BRIDGE WING WALL
0010	0+42	-	13+00	PROJECT LIMITS	20	20	UNDISTRIBUTED
				TOTAL 0010	140	140	

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	REMARKS
0010	0+42	-	1+25	RT	72	-	23	72	NW MAPLE AVE.
0010	0+42	-	1+25	LT	80	-	25	80	NE MAPLE AVE.
0010	1+25	-	5+00	LT	243	-	77	243	SE MAPLE AVE.
0010	1+25	-	5+00	RT	103	-	33	103	SW MAPLE AVE.
0010	5+00	-	5+50	RT	16	-	5	16	BRIDGE WEST
0010	5+50	-	6+00	RT	45	-	15	45	BRIDGE EAST
0010	10+80	-	11+50	LT	36	-	12	36	NW SPRING ST.
0010	12+15	-	13+00	RT	201	-	36	112	SE SPRING ST.
0010	0+42	-	13+00	UNDISTRIBUTED	-	0.50	-	-	FOR SODED AREAS
				TOTAL 0010	796	0.50	226	707	

MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	619.1000 MOBILIZATION EACH
0010	00+42	-	13+00	PROJECT LIMITS	1
				TOTAL 0010	1

INLET PROTECTION TYPE C

CATEGORY	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
0010	0+83	LT	1	EXISTING INLET
0010	0+83	RT	1	EXISTING INLET
0010	0+83	LT	1	NEW INLET
0010	0+83	RT	1	NEW INLET
0010	1+05	RT	1	EXISTING INLET
0010	1+05	RT	1	EXISTING INLET
0010	1+06	RT	1	NEW INLET
0010	1+06	RT	1	NEW INLET
0010	1+46	RT	1	EXISTING INLET
0010	1+46	RT	1	NEW INLET
0010	3+30	LT	1	EXISTING INLET
0010	3+36	LT	1	NEW INLET
0010	3+39	RT	1	NEW INLET
0010	4+62	LT	1	NEW INLET
0010	4+62	RT	1	NEW INLET
0010	4+68	LT	1	NEW INLET
0010	4+68	RT	1	NEW INLET
0010	4+72	RT	1	EXISTING INLET
0010	4+73	LT	1	EXISTING INLET
0010	5+20	RT	1	EXISTING INLET
0010	5+62	RT	1	EXISTING INLET
0010	5+92	RT	1	NEW INLET
0010	5+98	RT	1	NEW INLET
0010	5+99	LT	1	NEW INLET
0010	6+05	LT	1	NEW INLET
0010	6+77	LT	1	EXISTING INLET
0010	7+28	RT	1	NEW INLET
0010	7+29	LT	1	NEW INLET
0010	8+22	LT	1	NEW INLET
0010	8+33	RT	1	NEW INLET

CONTINUED

INLETPROTECTION TYPE C - CONTINUED

CATEGORY	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
0010	8+40	RT	1	EXISTING INLET
0010	8+43	LT	1	EXISTING INLET
0010	9+19	RT	1	NEW INLET
0010	9+27	LT	1	NEW INLET
0010	10+65	LT	1	NEW INLET
0010	10+79	RT	1	NEW INLET
0010	10+81	LT	1	NEW INLET
0010	10+85	RT	1	NEW INLET
0010	11+01	LT	1	EXISTING INLET
0010	11+41	RT	1	EXISTING INLET
0010	11+58	LT	1	EXISTING INLET
0010	11+58	LT	1	NEW INLET
0010	11+58	LT	1	NEW INLET
0010	12+05	LT	1	EXISTING INLET
0010	12+05	LT	1	NEW INLET
0010	12+05	LT	1	NEW INLET
0010	12+12	RT	1	NEW INLET
0010	12+23	LT	1	EXISTING INLET
0010	12+31	RT	1	EXISTING INLET
0010	12+35	LT	1	NEW INLET
0010	12+41	LT	1	NEW INLET
0010	12+71	RT	1	NEW INLET
0010	12+77	RT	1	NEW INLET
0010	MAPLE AVE		1	EAST OF INTERSECTION
0010	8+65 'SS'	LT	1	S SPRING ST
0010	8+70 'SS'	RT	1	S SPRING ST

TOTAL 0010 56

PERMANENT SIGNS

CATEGORY	SIGN NUMBER	ROADWAY	STATION	LOCATION	SIGN CODE	SIZE	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
0010	1-01	MAPLE	-	LT	R3-8A	36 X 30	-	7.5	-	PLACE ON EXISTING LIGHT POLE
0010	1-02	MAPLE	8+00 'M'	RT	R3-8A	36 X 30	1	7.5	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
0010	1-03	CENTER	2+18	RT	J2-1	24 X 57	1	9.5	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
0010	1-04	CENTER	2+47	LT	R3-8A	36 X 30	-	7.5	-	PLACE ON NEW LIGHT POLE
0010	1-05	CENTER	3+18	RT	R3-8A	36 X 30	-	7.5	-	PLACE ON NEW LIGHT POLE
0010	1-06	CENTER	3+94	LT	J4-1	24 X 36	-	6.0	-	PLACE ON NEW LIGHT POLE
0010	1-07	CENTER	3+98	RT	J3-1	24 X 57	1	9.5	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
0010	1-08	FRONT	5+44	RT	J3-1	24 X 57	-	9.5	-	PLACE ON NEW LIGHT POLE
0010	1-09	FRONT	5+44	RT	J3-1	24 X 57	-	9.5	-	PLACE ON NEW LIGHT POLE
0010	3-01	FRONT	6+00	LT	R7-51L	18 X 24	1	3.0	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
0010	3-02	FRONT	6+08	LT	J3-1	24 X 57	-	9.5	-	PLACE ON NEW LIGHT POLE
0010	3-03	FRONT	6+60	RT	JV4-2	24 X 72	-	12.0	-	PLACE ON NEW LIGHT POLE
0010	3-04	FRONT	6+76	LT	J3-1	24 X 57	1	9.5	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
0010	3-05	FRONT	7+11	LT	R3-8A	36 X 30	-	7.5	-	PLACE ON NEW LIGHT POLE
0010	3-06	FRONT	8+11	LT	J2-1	24 X 57	-	9.5	-	PLACE ON NEW LIGHT POLE
0010	3-07	FRONT	8+73	RT	W11-2	30 X 30	-	-	6.3	PLACE ON NEW LIGHT POLE
0010	3-07	FRONT	8+73	RT	W16-7L	24 X 12	-	-	2.0	PLACE ON NEW LIGHT POLE
0010	3-08	FRONT	8+73	RT	W11-2	30 X 30	-	-	6.3	PLACE ON NEW LIGHT POLE
0010	3-08	FRONT	8+73	RT	W16-7R	24 X 12	-	-	2.0	PLACE ON NEW LIGHT POLE
0010	3-09	FRONT	8+86	LT	W11-2	30 X 30	-	-	6.3	PLACE ON NEW LIGHT POLE
0010	3-09	FRONT	8+86	LT	W16-7R	24 X 12	-	-	2.0	PLACE ON NEW LIGHT POLE
0010	3-10	FRONT	8+86	LT	W11-2	30 X 30	-	-	6.3	PLACE ON NEW LIGHT POLE
0010	3-10	FRONT	8+86	LT	W16-7L	24 X 12	-	-	2.0	PLACE ON NEW LIGHT POLE
0010	3-11	FRONT	9+48	RT	J2-1	24 X 57	-	9.5	-	PLACE ON NEW LIGHT POLE
0010	4-01	FRONT	10+44	RT	J3-1	24 X 57	-	9.5	-	PLACE ON NEW LIGHT POLE
0010	4-02	FRONT	10+44	RT	R3-8A	36 X 30	-	7.5	-	PLACE ON NEW LIGHT POLE
0010	4-03	FRONT	10+96	LT	JV4-2	24 X 72	-	12.0	-	PLACE ON NEW LIGHT POLE
0010	4-04	FRONT	11+21	RT	J3-1	24 X 57	1	9.5	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
0010	4-05	FRONT	11+21	RT	R7-51L	18 X 24	-	3.0	-	PLACE UNDER SIGN J3-1
0010	4-08	FRONT	12+50	LT	R7-51L	18 X 24	1	3.0	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
0010	4-09	FRONT	13+55	RT	J4-1	24 X 36	-	6.0	-	PLACE ON NEW LIGHT POLE
0010	5-01	FRONT	16+47	LT	R3-8A	36 X 30	-	7.5	-	PLACE ON EXISTING POLE
0010	2-01	FRONT	5+86 'WF'	RT	J2-1	24 X 57	-	9.5	-	PLACE ON EXISTING POLE
0010	2-02	FRONT	7+36 'WF'	RT	R3-8A	31 X 30	-	6.5	-	PLACE ON EXISTING LIGHT POLE
0010	2-03	FRONT	7+36 'WF'	RT	M6-1	21 X 21	-	3.1	-	PLACE ON EXISTING LIGHT POLE
0010	2-04	FRONT	8+05 'WF'	LT	J2-1	24 X 57	-	9.5	-	PLACE ON EXISTING POLE
0010	2-05	FRONT	8+70 'WF'	RT	M6-1	21 X 21	-	3.1	-	PLACE ON EXISTING LIGHT POLE
0010	4-06	S. SPRING	-	RT	R3-8A	36 X 30	-	7.5	-	PLACE ON EXISTING LIGHT POLE IN PLANTER
0010	4-07	N. SPRING	11+12 'NS'	LT	J13-1	24 X 45	1	7.5	-	CUT POLE TO SPECIFICATION AS STATED IN SDD
				TOTAL 0010			8	239	33	

REMOVING SIGNS

CATEGORY	ROADWAY	STATION	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MESSAGE	REMARKS
0010	CENTER	1+75	LT	1	-	LT ONLY, RT ONLY & THRU ONLY	ON LIGHT POLE
0010	CENTER	2+50	RT	1	-	EAST STH 33 LT ARROW	ON LIGHT POLE
0010	FRONT	5+75	RT	1	-	EAST STH 33 LT ARROW	ON LIGHT POLE
0010	FRONT	6+50	RT	1	-	EAST STH 33	ON LIGHT POLE
0010	FRONT	7+00	LT	1	-	BUSINESS 151 THRU ARROW	ON LIGHT POLE
0010	FRONT	8+00	LT	1	-	WEST STH 33 RT ARROW	ON LIGHT POLE
0010	FRONT	8+50	RT	1	-	BUSINESS 151 LT ARROW	ON LIGHT POLE
0010	FRONT	11+40	RT	1	-	BUSINESS 151 RT ARROW	ON LIGHT POLE
0010	FRONT	13+90	RT	1	1	EAST STH 33	-
0010	MAPLE	9+00 'M'	RT	1	-	LT THRU & RT ONLY	-
0010	MAPLE	11+00 'M'	LT	1	-	LT THRU & RT TURN ARROW	ON LIGHT POLE
0010	FRONT	7+00 'WF'	RT	1	1	WEST STH 33 LT ARROW	-
0010	FRONT	8+20 'WF'	RT	1	1	LT THRU & RT THRU ARROW	-
0010	FRONT	9+30 'WF'	RT	1	1	BUSINESS 151	-
0010	FRONT	9+55 'WF'	LT	2	-	WEST STH 33 RT ARROW/MERGE LEFT	ON LIGTH POLE
0010	FRONT	9+55 'WF'	LT	2	1	WEST STH 33 ADVANCE RT ARROW/MERGE LEFT	-
0010	CENTER	9+55 'SC'	LT	1	-	BUSINESS 151 RT LT ARROW	ON LIGHT POLE
0010	SPRING	9+55 'SS'	LT	1	1	BUSINESS 151 RT ARROW	-
0010	SPRING	11+20 'NS'	LT	1	-	STH 33 RT LT ARROW	ON LIGHT POLE
			TOTAL 0010	21	6		
0040	CENTER	0+60	RT	1	1	NO PARKING ANY TIME	-
0040	CENTER	0+80	LT	1	-	NO PARKING ANYTIME	ON LIGHT POLE
0040	CENTER	1+80	RT	1	1	NO PARKING HERE TO CURB	-
0040	CENTER	1+85	LT	3	1	SCHOOL CROSSING/SPEED LIMIT 15/NO PARKING	-
0040	CENTER	2+25	RT	1	1	NO PARKING	-
0040	CENTER	4+05	RT	3	-	NO PARKING 2AM TO 4AM/NO SKATE SIDEWALK/2HR PARKING	ON LIGHT POLE
0040	CENTER	4+30	RT	-	1	NONE	POLE TO REMOVE
0040	FRONT	6+10	LT	1	-	NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	6+50	RT	2	-	NO PARKING SET TIME/NO PARKING 3AM-5AM	ON LIGHT POLE
0040	FRONT	7+00	LT	1	-	NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	7+50	RT	2	-	NO PARKING/NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	8+00	LT	1	-	NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	8+50	RT	1	-	NO PARKING SET TIE	ON LIGHT POLE
0040	FRONT	8+75	RT	3	-	PED/PED XING/NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	8+90	LT	4	-	PED/PED XING/YIELD/PARKING SET TIME	ON LIGHT POLE/SIGNAL POLE
0040	FRONT	9+20	LT	1	1	HANDICAP PARKING	-
0040	FRONT	9+30	RT	1	1	HANDICAP PARKING	-
0040	FRONT	9+35	RT	1	-	NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	9+80	LT	2	-	PARKING SET TIME/NO SKATE BOARDING	ON LIGHT POLE.
0040	FRONT	10+90	LT	1	-	NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	11+40	RT	1	-	NO PARKING SET TIME	ON LIGHT POLE
0040	FRONT	12+25	LT	2	-	NO PARKING SET TIME/NO PARKING 3AM-5AM	ON LIGHT POLE
0040	FRONT	13+00	LT	1	1	NO PARKING 3AM-5AM	-
0040	FRONT	12+50	RT	1	1	HANDICAP PARKING	-
0040	FRONT	12+80	RT	1	1	NO PARKING 3AM-5AM	-
0040	FRONT	13+90	RT	2	-	NO PAKRING/NO PAKRING	POLE ACCOUNT FOR IN STATE
0040	S. SPRING	9+00 'SS'	LT	1	1	NO PARKING SET TIME	-
0040	N. SPRING	10+70 'NS'	LT	1	1	NO PARKING SET TIME	-
0040	N. SPRING	11+20 'NS'	LT	2	-	NO PARKING SET TIME/NO PARKING 3AM-5AM	ON LIGHT POLE
			TOTAL 0040	43	12		

TRAFFIC CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	643.0100 TRAFFIC CONTROL (6083-00-73) EACH	643.0300 TRAFFIC CONTROL DRUMS NO. DEVICES	DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II NO. DEVICES	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. DEVICES	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. DEVICES	DAY	643.0900 TRAFFIC CONTROL SIGNS NO. DEVICES	DAY	643.0920 TRAFFIC CONTROL CONVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.3000 TRAFFIC CONTROL DETOUR SIGNS NO. DEVICES	DAY	REMARKS
STAGE 1																				
0010	1+00	-	1+50	WEST MAPLE	-	-	-	8	240	3	180	14	600	10	600	-	-	-	-	TRAFFIC CONTROL DETAIL A
0010	1+00	-	1+50	EAST MAPLE	-	-	-	8	240	3	180	14	840	10	600	-	-	-	-	TRAFFIC CONTROL DETAIL A
0010	0+42	-	5+50	CENTER ST.	-	-	-	8	240	9	540	26	1560	10	600	-	-	-	-	TRAFFIC CONTROL DETAIL C
0010	0+42	-	5+50	CENTER ST.	-	-	-	8	240	9	540	26	1560	10	600	-	-	-	-	TRAFFIC CONTROL DETAIL C
0010	5+00	-	13+00	FRONT ST.	-	-	-	8	240	9	540	26	1560	10	600	-	-	-	-	TRAFFI C CONTROLDETAIL C
0010	5+00	-	13+00	FRONT ST.	-	-	-	-	-	6	360	12	720	10	600	-	-	-	-	TRAFFIC CONTROL DETAIL B
0010	0+42	-	13+00	PROJECT LIMITS	0.52	-	-	-	-	-	-	-	-	2	120	-	-	-	-	END ROA D/WORK SIGNS
0010	0+42	-	13+00	UNDISTRIBUTED	-	30	1800	-	-	-	-	-	-	-	-	-	-	-	-	AS NEEDED THROUGHOUT PROJECT
STAGE 2A & 2B																				
0010	5+00	-	13+00	FRONT ST.	-	-	-	-	-	6	342	12	684	10	570	-	-	-	-	TRAFFIC CONTROL DETAIL B
0010	5+00	-	13+00	FRONT ST.	-	-	-	8	232	9	513	26	1258	10	570	-	-	-	-	TRAFFIC CONTROL DETAIL C
0010	11+50	-	12+25	N. SPRING ST.	-	-	-	8	232	9	513	26	1258	10	570	-	-	-	-	TRAFFIC CONTROL DETAIL C
0010	11+50	-	12+25	S. SPRING ST.	-	-	-	8	232	9	513	26	1258	10	570	-	-	-	-	TRAFFIC CONTROL DETAIL C
0010	0+42	-	13+00	PROJECT LIMITS	0.48	-	-	-	-	-	-	-	-	2	114	-	-	-	-	END ROA D/WORK SIGNS
0010	0+42	-	13+00	UNDISTRIBUTED	-	30	1710	-	-	-	-	-	-	-	-	-	-	-	-	AS NEEDED THROUGHOUT PROJECT
DETOUR ROUTE																				
0010				DETOUR ROUTE	-	-	-	-	-	1	117	2	234	-	-	10	32	37	4329	USH 151, CTH B, & STH 33
0010				BLOW UP #1	-	-	-	-	-	-	-	-	-	-	-	6	-	12	1404	USH 151 & STH 33 INTERCHANGE
0010				BLOW UP #2	-	-	-	-	-	-	-	-	-	-	-	-	-	30	3510	USH 151 & CTH B INTERCHANGE
0010				BLOW UP #3	-	-	-	-	-	1	117	2	234	-	-	-	32	16	1872	STH 33 & DE CLARK ST. INTERSECTION
				TOTAL 0010	1	60	3510	64	1896	74	4455	212	11766	104	6114	16	64	95	11115	

FIELD OFFICE TYPE C

CATEGORY	STATION	TO	STATION	LOCATION	642.5201 FIELD OFFICE TYPE C EACH
0010	0+42	-	13+00	PROJECT LIMITS	1
				TOTAL 0010	1

TRAFFIC CONTROL DETOUR (6083-00-73)

CATEGORY	PROJECT	643.2000 TRAFFIC CONTROL DETOUR EACH
0010	6083-00-73	1
	TOTAL 0010	1

REMOVING PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	646.0600 REMOVING PAVEMENT MARKINGS LF
0010	00+00		00+42	BEGIN PROJECT	75
0010	13+00	-	17+00	END PROJECT	1134
0010	10+25 'M'	-	11+25 'M'	EAST MAPLE	210
0010	6+00 'WF'	-	9+75 'WF'	WEST FRONT	1315
0010	8+50 'SC'	-	9+75 'SC'	SOUTH CENTER	290
0010	8+50 'SS'	-	9+75 'SS'	SOUTH SPRING	50
				TOTAL 0010	3074

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	647.0256 PAVEMENT MARKING SYMOBLS EPOXY EACH	647.0356 PAVEMENT MARKING WORDS EPOXY EACH	647.0456 PAVEMENT MARKING CURB EPOXY LF	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH	647.0656 PAVEMENT MARKING PARKING STALL EPOXY LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF	647.0766 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH LF
0010	00+42	-	01+60	CENTER ST.	160	45	1	-	1	-	22	-	-	-	-
0010	01+60	-	04+65	CENTER ST.	677	265	4	-	2	115	48	-	-	30	329
0010	04+65	-	10+39	FRONT ST.	1588	130	2	2	3	372	30	2	-	81	500
0010	10+39	-	18+30	FRONT ST.	2010	335	4	-	2	100	60	-	-	110	390
0010	10+35 'M'	-	11+25 'M'	EAST MAPLE	150	75	2	-	1	75	18	-	-	-	-
0010	08+60 'M'	-	09+75 'M'	WEST MAPLE	200	75	2	-	1	35	18	-	-	-	-
0010	05+75 'WF'	-	09+65 'WF'	WEST FRONT	1065	210	2	-	1	-	30	-	-	56	-
0010	08+75 'SC'	-	09+60 'SC'	S. SPRING ST	150	75	2	-	1	-	25	-	-	-	-
0010	08+75 'SS'	-	09+60 'SS'	S. SPRING ST	150	75	2	-	1	-	25	-	-	-	-
0010	10+40 'NS'	-	11+80 'NS'	N. SPRING ST	270	135	2	-	1	-	27	-	-	-	-
				TOTAL 0010	6420	1420	23	2	14	697	303	2	0	277	1219
0040	0+42	-	13+00	PROJECT LIMITS	-	-	-	-	-	-	-	-	516	-	-
				TOTAL 0040	0	0	0	0	0	0	0	0	516	0	0

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB AND GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (6083-00-73) LS	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (6083-00-73) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	0+42	-	13+80	PROJECT LIMITS	1338	-	-	1338	1	1	1338
0010	09+35 'M'	-	09+50 'M'	WEST MAPLE AVE.	15	15	30	-	-	-	15
0010	09+50 'M'	-	09+80 'M'	WEST MAPLE AVE.	30	-	-	30	-	-	30
0010	10+22 'M'	-	10+45 'M'	EAST MAPLE AVE.	23	-	-	23	-	-	23
0010	10+45 'M'	-	10+60 'M'	EAST MAPLE AVE.	15	15	30	-	-	-	15
0010	09+60 'WF'	-	09+78 'WF'	WEST FRONT ST.	18	-	-	18	-	-	18
0010	09+47 'SC'	-	09+75 'SC'	SOUTH CENTER ST.	28	-	-	28	-	-	28
0010	08+90 ' SS'	-	09+75 'SS'	S. SPRING ST.	85	-	-	85	-	-	85
0010	10+25 'NS'	-	11+10 'NS'	N. SPRING ST.	85	-	-	85	-	-	85
				TOTAL 0010	1637	30	60	1607	1	1	1637

3

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010		0+42		LT/RT	-	40	BEGIN CONSTRUCTION
0010	0+42	-	1+00	LT/RT	-	20	SIDEWALKS
0010	1+00	-	1+50	LT	36	-	WEST MAPLE
0010	1+00	-	1+50	RT	36	-	EAST MAPLE
0010	1+50	-	1+60	LT/RT	-	10	SIDEWALKS
0010	2+70	-	3+25	LT	-	55	DRIVEWAY
0010	3+25	-	3+40	LT	16	-	ALLEY
0010	3+25	-	3+50	RT	-	25	FORMER PARKING LOT ENTRANCE
0010	3+50	-	4+80	RT	-	130	BUILDING FRONT AND SIDEWALK
0010	4+80	-	5+25	RT	-	73	WEST FRONT STREET AND SIDEWALKS
0010	5+25	-	5+60	RT	-	20	UNDISTRIBUTED FOR BRIDGE WORK
0010	5+60	-	11+50	LT	-	500	SAWCUTS IN FRONT OF BUILDINGS
0010	5+60	-	11+50	RT	-	540	SAWCUTS IN FRONT OF BUILDINGS
0010	11+50	-	12+15	LT	-	66	N. SPRING STREET
0010	11+50	-	12+15	RT	-	140	S. SPRING STREET AND BUILDING FRONT
0010	12+15	-	13+00	LT	-	125	BUILDING FRONT AND SIDEWALK
0010	13+00	-	13+80	LT/RT	-	145	END OF PROJECT
				TOTAL 0010	88	1889	

TEMPORARY CROSSWALK

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0045.01 TEMPORARY CROSSWALK DAY	REMARKS
STAGE 1						
0010	0+42	-	6+00	MAINLINE	240	AT INTERSECTIONS
STAGE 2						
0010	6+00	-	13+00	MAINLINE	171	AT INTERSECTIONS
				TOTAL 0010	411	

SEISMOGRAPH SPECIAL

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0045.02 SEISMOGRAPH SPECIAL DAY	REMARKS
0010	0+42	-	13+00	PROJECT LIMITS	10	FOR ROCK EXCAVATION WORK
				TOTAL 0010	10	

CRACK AND DAMAGE SURVEY

CATEGORY	STATION	TO	STATION	LOCATION	999.1500.S CRACK AND DAMAGE SURVEY LS
0010	0+42	-	13+00	PROJECT LIMITS	1
				TOTAL 0010	1

TRAFFIC CONTROL SIGNS FIXED MESSAGE CITY PROVIDED

CATEGORY	LOCATION	SPV.0060.35 TRAFFIC CONTROL SIGNS FIXED MESSAGE CITY PROVIDED EACH	REMARKS
0010	DETOUR ROUTE	1	USH 151, CTH B, & STH 33
0010	BLOW UP #1	3	USH 151 & STH 33 INTERCHANGE
0010	BLOW UP #3	1	STH 33 & DE CLARK ST. INTERSECTION
	TOTAL 0010	5	

3

REMOVE MANHOLE CASTING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.36 REMOVE MANHOLE CASTING EACH	REMARKS
0010	5+50	-	11+50	FRONT ST.	7	UNDISTRIBUTED
				TOTAL 0010	7	

REMOVING COAL VAULT AND BUILDING FOUNDATION WALLS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.12 REMOVING COAL VAULT AND BUILDING FOUNDATION WALLS LF	REMARKS
0040	3+35	-	6+60	LT	25	152 FRONT ST BUILDING FOUNDATION
0040	5+75	-	11+50	LT/RT	1150	COAL VAULT WALLS
				TOTAL 0040	1175	

TEMPORARY PEDESTRIAN BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.13 TEMPORARY PEDESTRIAN BARRIER LF	REMARKS
0010	5+75	-	11+50	LT	575	ALONG SIDEWALK EDGE
0010	5+75	-	11+50	RT	575	ALONG SIDEWALK EDGE
				TOTAL 0010	1150	

MODIFIED BRIDGE APPROACH

CATEGORY	STATION	LOCATION	SPV.0105.07 MODIFIED BRIDGE APPROACH LS	REMARKS
0010	5+20	RT	1	B-14-0102
		TOTAL 0010	1	

REMOVE PLANTER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0105.20 REMOVE PLANTER LS
0010	09+15 'SS'	-	09+60 'SS'	LT	1
				TOTAL 0010	1

RELOCATE DECORATIVE PILLARS AND FENCE

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0105.21 RELOCATE DECORATIVE PILLARS AND FENCE LS	REMARKS
0010	5+25	-	6+00	RT	1	ADJACENT TO B-14-0102
				TOTAL 0010	1	

TEMPORARY SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0165.01 TEMPORARY SIDEWALK SF	REMARKS
0010	4+35	-	5+80	LT	250	AT INTERSECTION CORNER
0010	0+42	-	13+00	PROJECT LIMITS	125	UNDISTRIBUTED
				TOTAL 0010	375	

3

3

STAMPING CONCRETE SIDEWALK 5-INCH

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	SPV.0165.02 STAMPING CONCRETE SIDEWALK 5-INCH SF
0030	01+40	-	04+85	LT	MAINLINE	720
0030	01+40	-	04+85	RT	MAINLINE	736
0030	9+60 'WF'	-	9+75 'WF'	LT	WEST FRONT ST.	70
0030	9+60 'WF'	-	9+75 'WF'	RT	WEST FRONT ST.	70
0030	9+60 'SC'	-	9+71 'SC'	LT	SOUTH CENTER ST.	50
0030	9+60 'SC'	-	9+71 'SC'	RT	SOUTH CENTER ST.	50
0030	05+50	-	11+75	LT	MAINLINE	2119
0030	05+50	-	11+75	RT	MAINLINE	2234
0030	12+10	-	13+00	LT	MAINLINE	252
0030	12+15	-	13+90	RT	MAINLINE	338
0030	10+30 'NS'	-	11+10 'NS'	LT	N. SPRING ST.	180
0030	10+30 'NS'	-	11+10 'NS'	RT	N. SPRING ST.	180
					TOTAL 0030	6999

			STORM SEWER PIPE REINFORCED CONCRETE								
			608.0312	608.0315	608.0318	608.0324	608.0330	608.0348	608.0415	608.0418	610.0138
			STORM SEWER PIPE REINFORCED CONCRETE CLASS III						STORM SEWER PIPE REINFORCED CONCRETE CLASS IV		STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLLIPTICAL CLASS HE-III
CATEGORY	FROM STRUCTURE	TO STRUCTURE	12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF	30-INCH LF	48-INCH LF	15-INCH LF	18-INCH LF	38X60-INCH LF
0010	100	200	---	---	---	---	53	---	---	---	---
	100.1	100	---	8	---	---	---	---	---	---	---
	100.2	100	---	29	---	---	---	---	---	---	---
	100.3	100	---	---	---	6	---	---	---	---	---
	200	300	---	---	---	---	200	---	---	---	---
	200.1	200	---	---	---	---	---	---	---	53	---
	200.2	200.1	---	---	---	---	---	---	40	---	---
	200.3	200.2	6	---	---	---	---	---	---	---	---
	300	400	---	---	---	---	130	---	---	---	---
	300.1	300	---	---	7	---	---	---	---	---	---
	300.2	300.1	---	---	12	---	---	---	---	---	---
	300.3	300	---	---	41	---	---	---	---	---	---
	400	500	---	---	---	---	82	---	---	---	---
	400.3	400	48	---	---	---	---	---	---	---	---
	400.4	400.3	6	---	---	---	---	---	---	---	---
	500	500.5	---	---	---	---	5	---	---	---	---
	500.1	500	---	64	---	---	---	---	---	---	---
	500.2	500.1	---	6	---	---	---	---	---	---	---
	500.3	500.2	---	53	---	---	---	---	---	---	---
	500.4	500.3	6	---	---	---	---	---	---	---	---
	600	600.1	6	---	---	---	---	---	---	---	---
	605	600	49	---	---	---	---	---	---	---	---
	605.2	605	11	---	---	---	---	---	---	---	---
	605.4	605	43	---	---	---	---	---	---	---	---
	610	600	39	---	---	---	---	---	---	---	---
	610.1	610	11	---	---	---	---	---	---	---	---
	610.4	610	43	---	---	---	---	---	---	---	---
	615	605	103	---	---	---	---	---	---	---	---
	615.1	615	11	---	---	---	---	---	---	---	---
	615.3	615	42	---	---	---	---	---	---	---	---
	700	900	---	---	---	76	---	---	---	---	---
	700.1	700.2	16	---	---	---	---	---	---	---	---
	700.2	700	---	---	39	---	---	---	---	---	---
	700.3	700	---	---	15	---	---	---	---	---	---
	700.4	700.3	6	---	---	---	---	---	---	---	---
	800	900	---	---	56	---	---	---	---	---	---
	800.1	800	---	45	---	---	---	---	---	---	---
	800.2	800.1	6	---	---	---	---	---	---	---	---
	800.3	800	---	52	---	---	---	---	---	---	---
	800.4	800	---	61	---	---	---	---	---	---	---
	800.5	800.4	6	---	---	---	---	---	---	---	---
	900	900.9	---	---	---	---	---	78	---	---	---
	900.1	900.4	---	---	---	---	---	---	---	---	10
	900.4	900.8	---	---	---	---	---	---	---	---	58
	900.5	900.7	---	---	6	---	---	---	---	---	---
	900.7	900.8	---	---	---	47	---	---	---	---	---
	900.8	900	---	---	---	---	---	62	---	---	---
TOTALS			458	317	174	129	471	140	40	53	68

MANHOLES AND CATCH BASINS SUMMARY

CATEGORY	STRUCT. NO.	STATION	OFFSET	611.2004 MANHOLES 4-FT DIA EACH	611.2005 MANHOLES 5-FT DIA EACH	611.2006 MANHOLES 6-FT DIA EACH	611.2008 MANHOLES 8-FT DIA EACH	611.1004 CATCH BASINS 4-FT DIA EACH	611.1005 CATCH BASINS 5-FT DIA EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.72 INLET COVERS TYPE HD EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	100	0+83.27	10.1' LT	---	1	---	---	---	---	---	1	---	---	---	---	1
	100.1	0+83.10	18.3' LT	---	---	---	---	---	---	1	---	1	---	---	---	1
	100.2	0+83.25	18.8' RT	---	---	---	---	---	---	1	---	1	---	---	---	1
	100.3	0+77.27	10.1' LT	---	---	---	---	---	---	---	---	---	---	---	1	---
	200	1+36.01	17.1' LT	---	---	1	---	---	---	---	1	---	---	---	---	1
	200.1	1+46.20	35.1' RT	---	---	---	---	1	---	---	---	1	---	---	---	1
	200.2	1+06.13	39.7' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	200.3	1+06.32	45.7' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	300	3+36.00	17.0' LT	---	1	---	---	---	---	---	1	---	---	---	---	1
	300.1	3+35.59	23.5' LT	---	---	---	---	---	---	1	---	---	---	1	---	1
	300.2	3+32.35	35.1' LT	---	---	---	---	---	---	---	---	---	---	---	1	---
	300.3	3+38.50	23.5' RT	---	---	---	---	---	---	1	---	1	---	---	---	1
	400	4+65.57	24.6' LT	---	---	---	1	---	---	---	---	---	2	---	---	1
	400.3	4+68.01	23.6' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	400.4	4+62.00	23.6' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	500	5+28.23	25.3' RT	---	1	---	---	---	---	---	1	---	---	---	---	1
	500.1	5+92.00	26.1' RT	---	---	---	---	1	---	---	---	---	1	---	---	1
	500.2	5+98.00	26.1' RT	---	---	---	---	1	---	---	---	---	1	---	---	1
	500.3	5+99.00	26.6' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	500.4	6+05.00	26.6' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	500.5	5+28.21	30.5' RT	---	---	---	---	---	---	---	---	---	---	---	---	1
	600	8+80.55	17.0' RT	1	---	---	---	---	---	---	1	---	---	---	---	1
	600.1	8+80.16	23.0' RT	---	---	---	---	---	---	---	---	---	---	---	1	---
	605	8+31.97	15.5' RT	1	---	---	---	---	---	---	1	---	---	---	---	1
	605.2	8+33.00	26.5' RT	---	---	---	---	---	---	1	---	---	1	---	1	---
	605.4	8+22.00	26.5' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	610	9+19.43	15.5' RT	1	---	---	---	---	---	---	1	---	---	---	---	1
	610.1	9+19.00	26.5' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	610.4	9+27.00	26.5' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	615	7+28.85	15.5' RT	1	---	---	---	---	---	---	1	---	---	---	---	1
	615.1	7+27.98	26.5' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	615.3	7+28.85	26.5' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	700	10+80.58	12.0' RT	---	1	---	---	---	---	---	1	---	---	---	---	1
	700.1	10+65.00	26.5' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	700.2	10+81.01	26.5' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	700.3	10+79.00	26.5' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	700.4	10+85.00	26.5' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	800	12+12.00	12.0' RT	---	1	---	---	---	---	---	1	---	---	---	---	1
	800.1	12+35.00	26.5' LT	---	---	---	---	1	---	---	---	---	1	---	---	1
	800.2	12+41.00	26.6' LT	---	---	---	---	---	---	1	---	---	1	---	---	1
	800.3	12+11.90	64.0' RT	---	---	---	---	1	---	---	---	1	---	---	---	1
	800.4	12+71.00	26.4' RT	---	---	---	---	1	---	---	---	---	1	---	---	1
	800.5	12+77.00	26.5' RT	---	---	---	---	---	---	1	---	---	1	---	---	1
	900	11+56.22	12.0' RT	---	---	---	1	---	---	---	1	---	---	---	---	1
	900.1	11+52.55	116.0' LT	---	---	---	---	---	---	---	---	---	---	---	1	---
	900.4	11+58.80	108.1' LT	---	---	---	---	---	---	---	---	---	---	---	1	---
	900.5	12+05.39	45.4' LT	---	---	---	---	1	---	---	---	---	1	---	---	1
	900.7	12+05.46	51.4' LT	---	---	---	---	---	1	---	---	---	1	---	---	---
	900.8	11+58.48	50.4' LT	---	---	---	1	---	---	---	---	---	2	---	---	1
	900.9	11+51.85	89.9' RT	---	---	---	---	---	---	---	---	---	---	---	---	1
	TOTALS			4	5	1	3	7	1	22	11	5	28	1	6	45

3

REMOVING STORM SEWER

					204.0245					
					.002	.003	.004	.005	.006	.007
CATEGORY	STATION	-	STATION	LOCATION	12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF	30-INCH LF	36-INCH LF
0010	0+77	-	0+83	LT	---	---	---	6	---	---
	0+83	-	1+19	LT	---	---	---	36	---	---
	0+83	-	0+83	LT	8	---	---	---	---	---
	1+19	-	4+95	LT	---	---	---	376	---	---
	4+95	-	5+28	LT/RT	---	---	---	---	---	48
	5+28	-	5+28	RT	---	---	---	---	---	8
	0+83	-	1+10	RT	---	29	---	---	---	---
	1+05	-	1+05	RT	9	---	---	---	---	---
	1+05	-	1+10	RT	33	---	---	---	---	---
	1+10	-	1+50	RT	---	40	---	---	---	---
	1+46	-	1+50	RT	28	---	---	---	---	---
	1+50	-	3+38	RT	---	189	---	---	---	---
	3+39	-	3+38	RT	13	---	---	---	---	---
	3+39	-	3+36	LT/RT	---	41	---	---	---	---
	3+32	-	3+36	LT	13	---	---	---	---	---
	3+36	-	4+73	LT	---	---	138	---	---	---
	4+73	-	4+95	LT	---	---	---	27	---	---
	4+72	-	4+73	LT/RT	47	---	---	---	---	---
	5+62	-	5+28	LT/RT	34	---	---	---	---	---
	6+77	-	4+95	LT	147	---	---	---	---	---
	8+43	-	8+40	LT/RT	54	---	---	---	---	---
	8+40	-	8+81	RT	41	---	---	---	---	---
	8+81	-	8+80	RT	6	---	---	---	---	---
	11+53	-	11+51	LT	---	---	---	---	66	---
	12+06	-	11+58	LT	48	---	---	---	---	---
	11+58	-	11+51	LT	7	---	---	---	---	---
	11+01	-	11+52	LT	50	---	---	---	---	---
	12+23	-	11+52	LT	75	---	---	---	---	---
	11+41	-	11+51	RT	11	---	---	---	---	---
	12+12	-	11+98	RT	37	---	---	---	---	---
	TOTALS				661	299	138	445	66	56

ABANDONING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.72 ABANDONING STORM SEWER 5X6-FOOT BOX CULVERT LF	REMARKS
0010	11+45	-	13+00	RT	150	
	9+15 'SS'	-	10+00 'SS'	LT	85	
	10+00 'NS'	-	10+55 'N'	LT	55	
			CAT 0010 SUBTOTAL		290	
0040	13+00	-	13+80	RT	81	
			CAT 0040 SUBTOTAL		81	
				TOTAL	371	

REMOVING INLETS

CATEGORY	STATION	OFFSET		204.0220 EACH
0010	0+83	18.4	'LT	1
	0+83	19.5	'RT	1
	1+05	50.2	'RT	1
	1+05	41.2	'RT	1
	1+46	35.9	'RT	1
	4+72	23.1	'RT	1
	4+73	24.0	'LT	1
	5+62	27.0	'RT	1
	6+77	26.9	'LT	1
	8+40	26.9	'RT	1
	8+43	26.8	'LT	1
	11+01	26.9	'LT	1
	11+41	27.1	'RT	1
	11+58	50.5	'LT	1
	12+06	49.3	'LT	1
	12+12	64.0	'RT	1
	12+23	26.7	'LT	1
	12+31	27.0	'RT	1
	TOTALS			18

REMOVING MANHOLES

CATEGORY	STATION	OFFSET		204.0210 EACH
0010	0+83	10.1	'LT	1
	1+10	8.9	'RT	1
	1+19	6.3	'LT	1
	1+50	8.2	'RT	1
	3+36	22.6	'LT	1
	3+38	18.1	'RT	1
	4+95	8.9	'LT	1
	5+28	22.5	'RT	1
	8+81	17.0	'RT	1
	11+51	50.2	'LT	1
	TOTALS			10

SEALING PIPES

CATEGORY	STATION	OFFSET		204.0280 EACH
0010	1+19	6.3	'LT	1
	3+39	31.2	'RT	1
	4+95	8.9	'LT	1
	TOTALS			3

LIGHTING CONDUIT & WIRE

CATEGORY	STATION	TO STATION	* (652.0225) CONDUIT RIGID NONMETALIC SCHEDULE 40 2-INCH LF	(655.0610) ELECTRICAL WIRE LIGHTING 12 AWG LF	(655.0625) ELECTRICAL WIRE LIGHTING 6 AWG LF
0010	1+71.00	2+47.00	85	-	340
	POLE 01-A		-	117	-
	2+47.00	3+20.00	145	-	580
	POLE 02-B		-	117	-
	3+20.00	3+93.00	145	-	580
	POLE 03-A		-	117	-
	3+93.00	5+52.00	192	-	768
	POLE 04-C		-	117	-
	6+08.00	7+10.00	122	-	488
	POLE 06-D		-	117	-
	7+10.00	8+10.00	120	-	480
	POLE 08-C		-	117	-
	8+10.00	8+86.00	96	-	384
	POLE 10-D		-	127	-
	8+86.00	9+97.00	131	-	524
	POLE 12-C		-	117	-
	9+97.00	10+97.00	120	-	480
	POLE 14-D		-	117	-
	10+97.00	12+95.00	238	-	952
	POLE 15-C		-	117	-
	8+83.00	8+86.00	79	-	316
	POLE 10-D		-	-	-
	POLE 5-C		-	117	-
	6+60.00	7+60.00	120	-	480
	POLE 7-D		-	117	-
	7+60.00	8+72.00	132	-	528
	POLE 9-C		-	127	-
	8+72.00	9+47.00	95	-	380
	POLE 11-D		-	117	-
	9+47.00	10+45.00	118	-	472
	POLE 13-C		-	117	-
	10+47.00	13+55.00	350	-	1400
	POLE 16-D		-	117	-
	8+83.00	8+72.00	29	-	116
	TOTALCATEGORY 0010		**2317**	**1892**	**9268**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONCRETE BASE

CATEGORY	STRUCTURE	STATION	LOCATION		(SPV.0060.06) TYPE 5 MODIFIED SPECIAL EACH	* (654.0102) TYPE 2 EACH
0010	01-A	2+47.00	26.75'	LT	1	-
	02-B	3+20.00	26.75'	RT	1	-
	03-A	3+93.00	26.75'	LT	1	-
	04-C	6+08.00	29.75'	LT	1	-
	05-C	6+60.00	29.75'	RT	1	-
	06-D	7+10.00	29.75'	LT	1	-
	07-D	7+60.00	29.75'	RT	1	-
	08-C	8+10.00	29.75'	LT	1	-
	09-C	8+72.00	29.75'	RT	-	1
	10-D	8+86.00	29.75'	LT	-	1
	11-D	9+47.00	29.75'	RT	1	-
	12-C	9+97.00	29.75'	LT	1	-
	13-C	10+45.00	29.75'	RT	1	-
	14-D	10+97.00	29.75'	LT	1	-
	15-C	12+95.00	29.75'	LT	1	-
	16-D	13+55.00	29.75'	RT	1	-
	TOTAL CATEGORY 0010				**14**	**2**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

LIGHTING

CATEGORY	STRUCTURE	STATION	LOCATION	(653.0220) JUNCTION BOXES 18X6X6-INCHES EACH	(SPV.0060.05) CONNECTION TO EXISTING ELECTRICAL CIRCUIT EACH
0020			UNDISTRIBUTED	1	4
	TOTAL CATEGORY 0020			**1**	**4**

REMOVING LIGHTING SYSTEM

CATEGORY	STATION	LOCATION		(SPV.0060.09) REMOVING BASE, POLE & LUMINAIRE EACH	(SPV.0105.02) REMOVING LIGHTING CONDUIT & WIRE LS
0010	0+83	21'	LT	1	-
	1+71	26'	LT	1	-
	2+56	26'	RT	1	-
	3+42	26'	LT	1	-
	4+07	26'	RT	1	-
	4+73	26'	LT	1	-
	9+83F	40'	RT	1	-
	5+74	35'	RT	1	-
	6+10	28'	LT	1	-
	6+48	28'	RT	1	-
	6+93	28'	LT	1	-
	7+46	28'	RT	1	-
	7+91	28'	LT	1	-
	8+40	28'	RT	1	-
	8+79	28'	LT	1	-
	9+34	28'	RT	1	-
	9+84	28'	LT	1	-
	10+33	28'	RT	1	-
	10+86	28'	LT	1	-
	11+34	28'	RT	1	-
	11+68	55'	RT	1	-
	12+07	54'	LT	1	-
	12+24	28'	LT	1	-
	13+53	28'	RT	1	-
	TOTALCATEGORY 0010			**24**	**1**

LIGHTING UNITS

CATEGORY	STRUCTURE	STATION	LOCATION		* (657.0310) POLES TYPE 3 EACH	* (657.0609) LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FOOT EACH
0020	09-C	8+72.00	29.75'	RT	1	1
	10-D	8+86.00	29.75'	LT	1	1
	TOTAL CATEGORY 0020				**2**	**2**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

LIGHTING UNITS

CATEGORY	STRUCTURE	STATION	LOCATION		* (SPV.0060.01) DECORATIVE LUMINAIRE EACH	(SPV.0060.07) LIGHTING ASSEMBLY ROADWAY DECORATIVE 126W-LED SPECIAL EACH
0020	01-A	2+47.00	26.75'	LT	-	1
	02-B	3+20.00	26.75'	RT	-	1
	03-A	3+93.00	26.75'	LT	-	1
	04-C	6+08.00	29.75'	LT	-	1
	05-C	6+60.00	29.75'	RT	-	1
	06-D	7+10.00	29.75'	LT	-	1
	07-D	7+60.00	29.75'	RT	-	1
	08-C	8+10.00	29.75'	LT	-	1
	09-C	8+72.00	29.75'	RT	1	-
	10-D	8+86.00	29.75'	LT	1	-
	11-D	9+47.00	29.75'	RT	-	1
	12-C	9+97.00	29.75'	LT	-	1
	13-C	10+45.00	29.75'	RT	-	1
	14-D	10+97.00	29.75'	LT	-	1
	15-C	12+95.00	29.75'	LT	-	1
	16-D	13+55.00	29.75'	RT	-	1
			UNDESTRIBUTED		-	1
	TOTAL CATEGORY 0020				**2**	**15**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

REMOVING

CATEGORY	DESCRIPTION	LOCATION	204.0195 CONCRETE BASES EACH	653.0905 PULL BOXES EACH
0010	**MAPLE AVENUE & CENTER STREET**	UNDISTRIBUTED	9	12
	FRONT STREET & CENTER STREET	UNDISTRIBUTED	9	12
	FRONT STREET & SPRING STREET	UNDISTRIBUTED	9	12
	TOTALS CATEGORY 0010		**27**	**36**

REMOVING TRAFFIC SIGNAL EQUIPMENT

CATEGORY	DESCRIPTION	(204.9105.S.01) LS	(204.9105.S.02) LS	(204.9105.S.03) LS
0010	**MAPLE AVENUE & CENTER STREET**	1	-	-
	FRONT STREET & CENTER STREET	-	1	-
	FRONT STREET & SPRING STREET	-	-	1
	TOTALS CATEGORY 0010	**1**	**1**	**1**

CONCRETE BASES

CATEGORY	NUMBER	STATION	LOCATION	TYPE 1 (654.0101) EACH	* TYPE 2 (654.0102) EACH
0010	**MAPLE AVENUE & CENTER STREET**				
	SB1	1+60.4	28.3' RT	-	1
	SB2	1+52.4	34.5' RT	1	-
	SB3	0+99.8	34.4' RT	1	-
	SB4	0+91.8	26.5' RT	1	-
	SB5	0+91.1	26.0' LT	-	1
	SB6	0+99.1	34.3' LT	1	-
	SB7	1+51.6	34.9' LT	1	-
	SB8	1+59.0	27.5' LT	1	-
	MAPLE AVENUE & CENTER STREET TOTALS			**6**	**2**
0010	**FRONT STREET & CENTER STREET**				
	SB9	9+79.0	40.76 RT	1	-
	SB10	9+67.0	32.3' RT	1	-
	SB11	4+88.0	33.5' RT	-	1
	SB12	4+68.9	27.0' RT	1	-
	SB13	4+69.1	31.8' LT	1	-
	SB14	5+73.2	34.0' LT	1	-
	SB15	5+73.6	32.6' RT	1	-
	SB16	5+57.4	40.8' RT	-	1
	FRONT STREET & CENTER STREET TOTALS			**6**	**2**
0010	**FRONT STREET & SPRING STREET**				
	SB17	11+64.9	40.3' RT	-	1
	SB18	11+48.1	31.7' RT	1	-
	SB19	11+46.0	32.7' LT	1	-
	SB20	11+53.8	40.7' LT	1	-
	SB21	12+9.0	40.7' LT	-	1
	SB22	12+17.4	31.3' LT	1	-
	SB23	12+23.0	35.2' RT	-	1
	SB24	12+17.7	41.9' RT	1	-
	FRONT STREET & SPRING STREET TOTALS			**5**	**3**
	TOTAL CATEGORY 0010			**17**	**7**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

PULL BOXES STEEL

CATEGORY	NUMBER	STATION	LOCATION	* (653.0135) 24x36-INCH EACH	(653.0140) 24x42-INCH EACH
0010	**MAPLE AVENUE & CENTER STREET**				
	PB1	1+60.2	34.4' RT	-	1
	PB2	1+49.0	39.1' RT	-	1
	PB3	0+89.4	22.4' RT	-	1
	PB4	1+03.3	35.3' LT	-	1
	PB5	1+47.5	37.4' LT	-	1
	PB6	0+76.3	21.5' RT	-	1
	PB7	1+70.7	25.9' LT	-	1
	PB30	1+48.3	50.2' RT	-	1
	PB31	1+03.5	49.7' LT	-	1
	MAPLE AVENUE & CENTER STREET TOTALS			**0**	**9**
0010	**FRONT STREET & CENTER STREET**				
	PB9	9+77.4	31.0' RT	-	1
	PB10	4+79.2	26.7' RT	-	1
	PB11	4+81.3	37.5' LT	-	1
	PB12	5+62.5	32.5' RT	-	1
	PB13	4+42.5	26.0 RT	-	1
	PB14	5+93.6	28.9' LT	-	1
	PB15	5+53.5	41.8' RT	1	-
	FRONT STREET & CENTER STREET TOTALS			**1**	**6**
0010	**FRONT STREET & SPRING STREET**				
	PB19	11+62.3	42.0' RT	-	1
	PB20	11+45.5	28.9' LT	-	1
	PB21	12+18.8	28.9' LT	-	1
	PB22	12+15.4	42.4' RT	-	1
	PB23	11+68.4	62.5' RT	-	1
	PB24	11+21.2	29.3' RT	-	1
	PB25	11+55.8	65.3' LT	-	1
	PB26	12+08.0	46.9' LT	1	-
	PB27	12+49.0	28.7' LT	-	1
	FRONT STREET & SPRING STREET TOTALS			**1**	**8**
0010	**INTERCONNECT**				
	PB8	3+18.0	26.0' RT	1	-
	PB16	7+19.0	29.0' RT	1	-
	PB17	8+86.0	29.0' RT	-	1
	PB18	9+95.0	29.0' RT	1	-
	INTERCONNECT TOTALS CATEGORY 0010			3	1
0010	**POWER SOURCE**				
	PS-PB1	1+51.5 *	40.4' RT *	-	1
	PS-PB2	5+26.5 *	50.0' RT *	-	1
	PS-PB3	12+42.0 *	26.3' RT *	-	1
	PS-PB4	12+14.3	51.0' RT	-	1
	POWER SOURCE TOTALS			**0**	**4**
0010	**FRONT STREET MID BLOCK PEDESTRIAN CROSSING**				
	PB29			1	-
	FRONT STREET MID BLOCK PEDESTRIAN CROSSING TOTALS			**1**	**0**
	TOTALS CATEGORY 0010			**6**	**28**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

EXACT LOCATION OF PS-PB1, PS-PB2, AND PS-PB3 TO BE PLACED AT LOCATION OF EXISTING SIGNAL CONTROLLER CABINETS THAT ARE TO BE REMOVED AS PART OF "REMOVING TRAFFIC SIGNAL EQUIPMENT".

PULL BOXES STEEL CONT'D

CATEGORY	NUMBER	STATION	LOCATION	* (653.0135) 24x36-INCH EACH
0040 **INTERCONNECT**				
	PB28	11+83.0	26.6' RT	1
	INTERCONNECT TOTALS CATEGORY 0040			**1**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONDUIT RIGID NONMETALLIC

CATEGORY	FROM	TO	* (652.0225) SCHEDULE 40 2-INCH LF	(652.0335) SCHEDULE 80 3-INCH LF	(652.0340) SCHEDULE 80 4-INCH LF	* 652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	NOTES
0010	**MAPLE AVENUE & CENTER STREET**						
	CB1	PB1	-	54	-	-	3-3"
	PB1	SB1	7	-	-	-	-
	PB1	SB2	8	-	-	-	-
	PB1	PB2	-	39	-	-	3-3"
	PB2	PB3	-	124	-	-	2-3"
	PB2	PB30	9	-	-	-	-
	PB3	SB3	16	-	-	-	-
	PB3	SB4	5	-	-	-	-
	PB3	PB6	14	-	-	-	-
	PB3	PB4	-	120	-	-	2-3"
	PB4	SB5	15	-	-	-	-
	PB4	SB6	4	-	-	-	-
	PB4	PB31	12	-	-	-	-
	PB4	PB5	-	90	-	-	2-3"
	PB5	SB7	5	-	-	-	-
	PB5	SB8	16	-	-	-	-
	PB5	PB7	26	-	-	-	-
	PB5	PB2	-	154	-	-	2-3"
	MAPLE AVENUE & CENTER STREET TOTALS		**137**	**581**	**0**	**0**	
0010	**FRONT STREET & CENTER STREET**						
	CB2	PB9	-	48	-	-	3-3"
	PB9	SB9	10	-	-	-	-
	PB9	EX1	20	-	-	1	-
	EX1	SB10	10	-	-	1	-
	PB9	PB10	-	146	-	-	2-3"
	PB10	SB11	11	-	-	-	-
	PB10	SB12	11	-	-	-	-
	PB10	PB13	37	-	-	-	-
	PB10	PB11	-	130	-	-	2-3"
	PB11	SB13	14	-	-	-	-
	PB11	PB14	37	-	-	-	-
	PB14	SB14	21	-	-	-	-
	PB11	PB12	-	144	-	-	2-3"
	PB12	SB15	12	-	-	-	-
	PB12	PB15	13	-	-	-	-
	PB15	SB16	4	-	-	-	-
	PB12	PB9	-	130	-	-	2-3"
	FRONT STREET & CENTER STREET TOTALS		**200**	**598**	**0**	**2**	
0010	**FRONT STREET & SPRING STREET**						
	CB3	PB23	14	-	-	-	-
	PB19	SB17	-	24	-	-	3-3"
	PB19	PB24	43	-	-	-	-
	PB19	SB18	27	-	-	-	-
	PB19	PB20	-	146	-	-	2-3"
	PB20	SB19	4	-	-	-	-
	PB20	PB25	38	-	-	-	-
	PB25	SB20	25	-	-	-	-
	PB20	PB21	-	146	-	-	2-3"
	PB21	SB22	3	-	-	-	-
	PB21	PB26	21	-	-	-	-
	PB26	SB21	7	-	-	-	
	PB21	PB27	31	-	-	-	-
	PB21	PB22	-	144	-	-	2-3"
	PB22	SB23	11	-	-	-	-
	PB22	SB24	3	-	-	-	-
	PB22	PB19	-	106	-	-	2-3"
	FRONT STREET & SPRING STREET TOTALS		**227**	**566**	**0**	**0**	

CONTINUTED ON NEXT COLUMN

CONDUIT RIGID NONMETALLIC

CATEGORY	FROM	TO	* (652.0225) SCHEDULE 40 2-INCH LF	(652.0335) SCHEDULE 80 3-INCH LF	(652.0340) SCHEDULE 80 4-INCH LF	* 652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	NOTES
0010	**POWER SOURCE**						
	PS-PB1	CB1	-	-	27	-	-
	PS-PB2	CB2	-	-	62	-	-
	PS-PB3	PS-PB4	-	-	36	-	-
	PS-PB4	CB3	-	-	53		-
	POWER SOURCE		**0**	**0**	**178**	**0**	
0010	**FRONT STREET MID BLOCK PEDESTRIAN CROSSING**						
	PB17	LT	14	-	-	-	-
	PB17	PB29	61	-	-	-	-
	PB29	LT	5	-	-	-	-
	EX3	09-C	-	17	-	1	-
	09-C	10-D	-	68	-	-	-
	FRONT STREET MID BLOCK PEDESTRIAN CROSSING TOTALS		**80**	**85**	**0**	**1**	
	TOTALS CATEGORY 0010		**644**	**1,830**	**178**	**3**	

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

INTERCONNECT CONDUIT

CATEGORY	FROM	TO	(652.0235) CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	**INTERCONNECT**		
	CB1	PB8	140
	PB8	PB13	125
	PB12	PB16	160
	PB16	PB17	168
	PB17	PB18	110
	PB18	PB24	126
	TOTALS CATEGORY 0010		**829**
0040	**INTERCONNECT**		
	PB26	PB28	62
	TOTALS CATEGORY 0040		**62**

INTERCONNECT ITEMS

CATEGORY	FROM	TO	(678.0006) INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF	(678.0400) FIBER OPTIC TERMINATION EACH	(678.0500) COMMUNICATION SYSTEM TESTING LS	(670.0100) FIELD SYSTEM INTEGRATOR LS
0010	**INTERCONNECT**					
	CB1	CB2	433	2	-	-
	CB2	CB3	746	2	-	-
	INTERCONNECT SYSTEM		-	-	1	1
	TOTALS CATEGORY 0010		**1,179**	**4**	**1**	**1**

3

LOOP DETECTORS

CATEGORY	LOOP NUMBER	STATION	OFFSET	SIZE	NUMBER OF TURNS	(652.0800) CONDUIT LOOP DETECTOR LF	(655.0700) LOOP DETECTOR LEAD IN CABLE LF	(655.0800) LOOP DETECTOR WIRE LF	* 652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
0010	**MAPLE AVENUE & CENTER STREET**								
	21	0+63	12' RT	6x20	3	84	107	252	-
	22	0+63	1' RT	6x20	2	98	107	196	-
	23	0+91	12' RT	6x20	2	70	107	140	-
	24	0+91	1' RT	6x20	3	90	107	270	-
	41	1+40	50' RT	6x6	2	40	41	80	-
	42	1+31	51' RT	6x6	3	54	41	162	-
	43	1+40	36' RT	6x6	3	40	41	120	-
	44	1+31	36' RT	6x6	2	56	41	112	-
	61	1+91	15' LT	6x20	3	98	134	294	-
	62	1+91	3' LT	6x20	2	110	134	220	-
	63	1+63	15' LT	6x20	2	74	134	148	-
	64	1+63	3' LT	6x20	3	94	134	282	-
	81	1+12	51' LT	6x6	4	38	165	152	-
	82	1+20	51' LT	6x6	3	52	165	156	-
	83	1+11	37' LT	6x6	3	38	165	114	-
	84	1+20	37' LT	6x6	4	52	165	208	-
	MAPLE AVENUE & CENTER STREET TOTALS					**1,088**	**1,788**	**2,906**	**0**
0010	**FRONT STREET & CENTER STREET**								
	EX11	9+52 WF	1' LT	6x20	2	110	36	220	1
	21	6+03	14' LT	6x20	4	82	190	328	-
	22	6+03	0' LT	6x20	3	108	190	324	-
	23	5+74	14' LT	6x20	3	78	190	234	-
	24	5+74	1' LT	6x20	4	104	190	416	-
	41	4+41	17' RT	6x20	2	64	126	128	-
	42	4+69	18' RT	6x20	3	68	126	204	-
	43	4+69	6' RT	6x20	2	88	126	176	-
	EX61	8+11 WF	18' RT	6x20	-	-	-	-	-
	EX62	9+58 WF	12' RT	6x20	3	82	36	246	1
	63	9+70 WF	15' RT	6x12	2	58	36	116	-
	64	9+70 WF	0' LT	6x6	3	78	36	234	-
	71	4+41	6' RT	6x20	2	86	126	172	-
	81	5+42	43' RT	6x6	4	42	94	168	-
	82	5+29	43' RT	6x6	3	66	94	198	-
	FRONT STREET & CENTER STREET TOTALS					**1,114**	**1,596**	**3,164**	**2**
0010	**FRONT STREET & SPRING STREET**								
	11	11+17	0' LT	6x20	2	106	51	212	-
	21	12+56	14' LT	6x20	2	80	164	160	-
	22	12+56	0' RT	6x20	3	104	164	312	-
	23	12+20	14' ;T	6x20	3	80	164	240	-
	24	12+20	0' LT	6x20	2	106	164	212	-
	41	11+68	69' LT	6x20	3	72	119	216	-
	42	11+68	41' LT	6x20	2	72	119	144	-
	43	11+82	41' LT	6x20	3	100	119	300	-
	61	11+17	14' RT	6x20	3	78	51	234	-
	62	11+47	14' RT	6x20	2	80	51	160	-
	63	11+46	0' LT	6x20	3	106	51	318	-
	71	11+82	69' LT	6x20	2	100	119	200	-
	81	12+04	69' RT	6x20	2	120	14	240	-
	82	11+92	69' RT	6x20	3	96	14	288	-
	83	12+05	41' RT	6x20	3	118	14	354	-
	84	11+93	41' RT	6x20	2	96	14	192	-
	FRONT STREET & SPRING STREET TOTALS					**1,514**	**1,392**	**3,782**	**0**
	TOTALS CATEGORY 0010					**3,716**	**4,776**	**9,852**	**2**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

SIGNS TYPE II REFLECTIVE H FOLDING

CATEGORY		(637.2215) SF	NOTES
0010	**MAPLE AVENUE & CENTER STREET**		
	SB2	6.25	R1-1F
	SB4	6.25	R1-1F
	SB6	6.25	R1-1F
	SB8	6.25	R1-1F
	MAPLE AVENUE & CENTER STREET TOTAL	**25**	
0010	**FRONT STREET & CENTER STREET**		
	SB10	6.25	R1-1F
	SB12	6.25	R1-1F
	SB14	6.25	R1-1F
	SB16	6.25	R1-1F
	FRONT STREET & CENTER STREET TOTAL	**25**	
0010	**FRONT STREET & SPRING STREET**		
	SB18	6.25	R1-1F
	SB20	6.25	R1-1F
	SB22	6.25	R1-1F
	SB24	6.25	R1-1F
	FRONT STREET & SPRING STREET TOTAL	**25**	
	TOTAL CATEGORY 0010	**75**	

CABLE TRAFFIC SIGNAL

CATEGORY	FROM	TO	(655.0210) 3-14 AWG LF	(655.0230) 5-14 AWG LF	(655.0240) 7-14 AWG LF	(655.0270) 15-14 AWG LF
0010	**MAPLE AVENUE & CENTER STREET**					
	CB	SB1	-	-	-	37
	SB1	HEAD 6B	-	19	-	-
	SB1	PED HEAD 4-2	18	-	-	-
	SB1	PED BUTTON	6	-	-	-
	CB	SB2	-	-	-	38
	SB2	HEAD 4A	-	19	-	-
	SB2	HEAD 8C	-	19	-	
	SB2	PED HEAD 6-1	18	-	-	-
	SB2	PED BUTTON	6	-	-	-
	CB	SB3	-	-	-	133
	SB3	HEAD 8B	-	19	-	-
	SB3	PED HEAD 6-2	18	-	-	-
	SB3	PED BUTTON	6	-	-	-
	CB	SB4	-	-	-	122
	SB4	HEAD 2C	-	19	-	-
	SB4	HEAD 6A	-	19	-	-
	SB4	PED HEAD 8-1	18	-	-	-
	SB4	PED BUTTON	6	-	-	-
	CB	SB5	-	-	-	198
	SB5	HEAD 2B	-	19	-	-
	SB5	PED HEAD 8-2	18	-	-	-
	SB5	PED BUTTON	6	-	-	-
	CB	SB6	-	-	-	187
	SB6	HEAD 2B	-	19	-	-
	SB6	HEAD 8A	-	19	-	-
	SB6	PED HEAD 2-1	18	-	-	-
	SB6	PED BUTTON	6	-	-	-
	CB	SB7	-	-	-	137
	SB7	HEAD 4B	-	19	-	-
	SB7	PED HEAD 2-2	18	-	-	-
	SB7	PED BUTTON	6	-	-	-
	CB	SB8	-	-	-	146
	SB8	HEAD 2A	-	19	-	-
	SB8	HEAD 6C	-	19	-	-
	SB8	PED HEAD 4-1	18	-	-	-
	SB8	PED BUTTON	6	-	-	-
	MAPLE AVENUE & CENTER STREET TOTALS		**192**	**228**	**0**	**998**
0010	**FRONT STREET & CENTER STREET**					
	CB2	SB9	-	-	-	38
	SB9	HEAD 4B	-	-	23	-
	SB9	PED HEAD 2-1	18	-	-	-
	SB9	PED BUTTON	6	-	-	
	CB2	SB10	-	-	-	64
	SB10	HEAD 2A	-	19	-	-
	SB10	HEAD 6C	-	19	-	-
	SB10	PED HEAD 4-1	18	-	-	-
	SB10	PED BUTTON	6	-	-	-
	CB2	SB11	-	-	-	118
	SB11	HEAD 6B	-	19	-	-
	SB11	PED HEAD 4-2	18	-	-	-
	SB11	PED BUTTON	6	-	-	-
	CB2	SB12	-	-	-	118
	SB12	HEAD 4A	-	19	-	-
	SB12	HEAD 8C	-	19	-	-

CONTINUED ON NEXT COLUMN

CABLE TRAFFIC SIGNAL CON'T.

CATEGORY	FROM	TO	(655.0210) 3-14 AWG LF	(655.0230) 5-14 AWG LF	(655.0240) 7-14 AWG LF	(655.0270) 15-14 AWG LF
0010	**FRONT STREET & CENTER STREET CON'T.**					
	SB12	PED HEAD 6-1	18	-	-	-
	SB12	PED BUTTON	6	-	-	-
	CB2	SB13	-	-	-	191
	SB13	HEAD 8B	-	19	-	-
	SB13	PED HEAD 6-2	18	-	-	-
	SB13	PED BUTTON	6	-	-	-
	CB2	SB14	-	-	-	241
	SB14	HEAD 2C	-	-	23	-
	SB14	HEAD 6A	-	-	23	-
	SB14	PED HEAD 8-1	18	-	-	-
	SB14	PED BUTTON	6	-	-	-
	CB2	SB15	-	-	-	111
	SB15	HEAD 2B	-	-	23	-
	SB15	PED HEAD 8-2	18	-	-	-
	SB15	PED BUTTON	6	-	-	-
	CB2	SB16	-	-	-	122
	SB16	HEAD 4C	-	-	23	-
	SB16	HEAD 8A	-	-	23	-
	SB16	PED HEAD 2-2	18	-	-	-
	SB16	PED BUTTON	6	-	-	-
	FRONT STREET & CENTER STREET TOTALS		**192**	**114**	**138**	**1,003**
0010	**FRONT STREET & SPRING STREET**					
	CB3	SB17	-	-	-	23
	SB17	HEAD 4B	-	-	23	-
	SB17	PED HEAD 2-1	18	-	-	-
	SB17	PED BUTTON	6	-	-	
	CB3	SB18	-	-	-	96
	SB18	HEAD 2A	-	19	-	-
	SB18	HEAD 6C	-	19	-	-
	SB18	PED HEAD 4-1	18	-	-	-
	SB18	PED BUTTON	6	-	-	-
	CB3	SB19	-	-	-	103
	SB19	HEAD 6B	-	19	-	-
	SB19	PED HEAD 4-2	18	-	-	-
	SB19	PED BUTTON	6	-	-	-
	CB3	SB20	-	-	-	168
	SB20	HEAD 4A	-	19	-	-
	SB20	HEAD 8C		19	-	-
	SB20	PED HEAD 6-1	18	-	-	-
	SB20	PED BUTTON	6	-	-	-
	CB3	SB21	-	-	-	191
	SB21	HEAD 8B	-	19	-	-
	SB21	PED HEAD 6-2	18	-	-	-
	SB21	PED BUTTON	6	-	-	-
	CB3	SB22	-	-	-	160
	SB22	HEAD 2C	-	-	23	-
	SB22	HEAD 6A	-	-	23	-
	SB22	PED HEAD 481	18	-	-	-
	SB22	PED BUTTON	6	-	-	-
	CB3	SB23	-	-	-	90
	SB23	HEAD 2B	-	23	-	-
	SB23	PED HEAD 8-2	18	-	-	-
	SB23	PED BUTTON	6	-	-	-
	CB3	SB24	-	-	-	82
	SB24	HEAD 4C	-	23	-	-
	SB24	HEAD 8A	-	23	-	-
	SB24	PED HEAD 2-2	18	-	-	-
	SB24	PED BUTTON	6	-	-	-
	FRONT STREET & SPRING STREET TOTALS		**192**	**183**	**69**	**913**
	TOTALS CATEGORY 0010		**576**	**525**	**207**	**2,914**

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

CATEGORY	FROM	TO	(655.0515) GROUNDING CONDUCTOR (WHITE) L.F.	(655.0515) EQUIPMENT GROUNDING CONDUCTOR (GREEN) L.F.
0010	**MAPLE AVENUE & CENTER STREET**			
	CB1	SB1	38	38
	SB1	SB2	26	26
	SB2	SB3	122	122
	SB3	SB4	32	32
	SB4	SB5	97	97
	SB5	SB6	30	30
	SB6	SB7	71	71
	SB7	SB8	32	32
	SB8	CB1	147	147
	SB1	PB1	-	12
	SB2	PB1	-	13
	SB3	PB3	-	21
	SB4	PB3	-	10
	SB5	PB4	-	20
	SB6	PB4	-	9
	SB7	PB5	-	10
	SB8	PB5	-	21
	MAPLE AVENUE & CENTER STREET TOTALS		**595**	**641**
0010	**FRONT STREET & CENTER STREET**			
	CB2	SB9	29	29
	SB9	SB10	57	57
	SB10	SB11	137	137
	SB11	SB12	33	33
	SB12	SB13	107	107
	SB13	SB14	89	89
	SB14	SB15	165	165
	SB15	SB16	46	46
	SB16	CB2	121	121
	SB9	PB9	-	15
	SB10	EX1	-	15
	SB11	PB10	-	16
	SB12	PB10	-	16
	SB13	PB11	-	19
	SB14	PB14	-	26
	SB15	PB12	-	17
	SB16	PB15		9
	FRONT STREET & CENTER STREET TOTALS		**784**	**917**

CONTINUED ON NEXT COLUMN

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG CON'T.

CATEGORY	FROM	TO	(655.0515) GROUNDING CONDUCTOR (WHITE) L.F.	(655.0515) EQUIPMENT GROUNDING CONDUCTOR (GREEN) L.F.
0010	**FRONT STREET & SPRING STREET**			
	CB3	SB17	24	24
	SB17	SB18	90	90
	SB18	SB19	170	170
	SB19	SB20	84	84
	SB20	SB21	193	193
	SB21	SB22	48	48
	SB22	SB23	103	103
	SB23	SB24	25	25
	SB24	CB3	71	71
	SB17	PB19	-	8
	SB18	PB24	-	32
	SB19	PB20	-	9
	SB20	PB25	-	30
	SB21	PB26	-	12
	SB22	PB21	-	8
	SB23	PB22	-	16
	SB24	PB22	-	8
	FRONT STREET & SPRING STREET TOTALS		**808**	**931**
0010	**FRONT STREET MID BLOCK PEDESTRIAN CROSSING**			
	PB17	09-C	26	26
	PB17	PB29	66	66
	PB29	10-D	17	17
	FRONT STREET MID BLOCK PEDESTRIAN CROSSING TOTAL		**109**	**109**
	SUBTOTALS CATEGORY 0010		**2,296**	**2,598**
	TOTAL CATEGORY 0010			**4,894**

ELECTRICAL WIRE TRAFFIC SIGNALS 6 AWG

CATEGORY	FROM	TO	(655.0525) L.F.
0010	**POWER SOURCE**		
	PS-PB1	CB1	38
	PS-PB2	CB2	67
	PS-PB3	CB3	93
	POWER SOURCE TOTALS		**198**

LIGHTING CABLE AND WIRE

CATEGORY	FROM	TO	(655.0310) CABLE TYPE UF 2-12 AWG LF	* (655.0610) ELECTRICAL WIRE LIGHTING 12 AWG LF
MAPLE STREET & CENTER STREET				
0010	CB1	SB1	37	-
	SB1	LUM	-	117
	SB1	SB5	181	-
	SB6	LUM	-	117
	PROJECT 6083-00-73 TOTALS		**218**	**234**
FRONT STREET & CENTER STREET				
0010	CB2	SB9	38	-
	SB9	LUM	-	117
	SB9	SB14	223	-
	SB14	LUM	-	117
	PROJECT 6083-00-73 TOTALS		**261**	**234**
FRONT STREET & SPRING STREET				
0010	CB3	SB17	21	-
	SB17	LUM	-	117
	SB17	SB23	79	-
	SB23	LUM	-	117
	SB23	SB21	128	-
	SB21	LUM	-	117
	PROJECT 6083-00-73 TOTALS		**228**	**351**
	OVERALL PROJECT TOTALS		**707**	**819**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

TRAFFIC SIGNAL ITEMS

CATEGORY		SIGNAL BASE NUMBER	HEAD NUMBER	(657.0100) PEDESTAL BASES EACH	* (657.0310) POLES TYPE 3 EACH	(657.0420) TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FOOT EACH	(657.0425) TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FOOT EACH	(658.0500) PEDESTRIAN PUSH BUTTONS EACH
0010	**MAPLE AVENUE & CENTER STREET**							
		SB1	2B,4-2	-	1	-	-	1
		SB2	4A,8C,2-1	1	-	1	-	1
		SB3	8B,2-2	1	-	1	-	1
		SB4	2A,6C,8-1	1	-	1	-	1
		SB5	6B,8-2	-	1	-	-	1
		SB6	4C,8A,6-1	1	-	1	-	1
		SB7	4B,6-2	1	-	1	-	1
		SB8	2C,6A,4-1	1	-	1	-	1
	MAPLE AVENUE & CENTER STREET TOTALS			**6**	**2**	**6**	**0**	**8**
0010	**FRONT STREET & CENTER STREET**							
		SB9	4B,6-1	1	-	-	1	1
		SB10	2C,6A,4-1	1	-	1	-	1
		SB11	2B,4-2	-	1	-	-	1
		SB12	4A,8C,2-1	1	-	1	-	1
		SB13	8B,2-2	1	-	1	-	1
		SB14	2A,6C,8-1	1	-	-	1	1
		SB15	6B,8-2	1	-	-	1	1
		SB16	4C,8A,6-2	-	1	-	-	1
	FRONT STREET & CENTER STREET TOTALS			**6**	**2**	**3**	**3**	**8**
0010	**FRONT STREET & SPRING STREET**							
		SB17	4B,6-1	-	1	-	-	1
		SB18	6A,2C,4-1	1	-	1	-	1
		SB19	2B,4-2	1	-	1	-	1
		SB20	4A,8C,2-1	1	-	1	-	1
		SB21	8B,2-2	-	1	1	-	1
		SB22	2A,6C,8-1	1	-	-	1	1
		SB23	6B,8-2	-	1	-	-	1
		SB24	4C,8A,6-2	1	-	-	1	1
	FRONT STREET & SPRING STREET TOTALS			**5**	**3**	**4**	**2**	**8**
	TOTALS CATEGORY 0010			**17**	**7**	**13**	**5**	**24**
0040	**UNDISTRIBUTED**			**1**	**1**	**-**	**1**	**-**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

LUMINAIRE

CATEGORY		SIGNAL BASE NUMBER	* (657.0609) LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FOOT EACH	* SPV.0060.01 DECORATIVE LUMINAIRE EACH
0020	**MAPLE AVENUE & CENTER STREET**			
		SB1	1	1
		SB5	1	1
	MAPLE AVENUE & CENTER STREET TOTALS		**2**	**2**
0020	**FRONT STREET & CENTER STREET**			
		SB11	1	1
		SB16	1	1
	FRONT STREET & CENTER STREET TOTALS		**2**	**2**
0020	**FRONT STREET & SPRING STREET**			
		SB17	1	1
		SB21	1	1
		SB23	1	1
	FRONT STREET & SPRING STREET TOTALS		**3**	**3**
	TOTALS CATEGORY 0020		**7**	**7**
0040	**UNDISTRIBUTED**		**1**	**1**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

INTERSECTION ITEMS

CATEGORY		STATION	OFFSET	(SPV.0060.02) TRAFFIC SIGNAL CONTROLLER AND CABINET, FULLY ACTUATED 8-PHASE EACH	(654.0217) CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	(656.0300.01) ELECTRICAL SERVICE UNMETER (FRONT STREET & SPRING STREET) LS	(656.0300.02) ELECTRICAL SERVICE UNMETER (FRONT STREET & CENTER STREET) LS	(656.0300.03) ELECTRICAL SERVICE UNMETER (MAPLE AVENUE & CENTER STREET) LS	(658.5069.01) SIGNAL MOUNTING HARDWARE (FRONT STREET & SPRING STREET) LS	(658.5069.02) SIGNAL MOUNTING HARDWARE (FRONT STREET & CENTER STREET) LS	(658.5069.03) SIGNAL MOUNTING HARDWARE (MAPLE AVENUE & CENTER STREET) LS
0010	**MAPLE AVENUE & CENTER STREET**	1+77.8	35.3' RT	1	1	1	-	-	1	-	-
	FRONT STREET & CENTER STREET	9+71.5 WF	46.0' RT	1	1	-	1	-	-	1	-
	FRONT STREET & SPRING STREET	11+61.7	50.4' RT	1	1	-	-	1	-	-	1
	TOTALS CATEGORY 0010			**3**	**3**	**1**	**1**	**1**	**1**	**1**	**1**

TRAFFIC SIGNAL FACES

CATEGORY	SIGNAL BASE NUMBER	HEAD NUMBER	(658.0215) BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	(658.0225) BACKPLATES SIGNAL FACE 5 SECTION 12-INCH EACH	(658.0110) 3-12 INCH VERTICAL EACH	(658.0120) 5-12 INCH VERTICAL EACH	(658.0416) PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010 **MAPLE AVENUE & CENTER STREET**							
	SB1	2B	1	-	1	-	-
		4-2	-	-	-	-	1
	SB2	4A	1	-	1	-	-
		8C	1	-	1	-	-
		2-1	-	-	-	-	1
	SB3	8B	1	-	1	-	-
		2-2	-	-	-	-	1
	SB4	2A	1	-	1	-	-
		6C	1	-	1	-	-
		8-1	-	-	-	-	1
	SB5	6B	1	-	1	-	-
		8-2	-	-	-	-	1
	SB6	4C	1	-	1	-	-
		8A	1	-	1	-	-
		6-1	-	-	-	-	1
	SB7	4B	1	-	1	-	-
		6-2	-	-	-	-	1
	SB8	2C	1	-	1	-	-
		6A	1	-	1	-	-
		4-1	-	-	-	-	1
MAPLE AVENUE & CENTER STREET TOTALS			**12**	**0**	**12**	**0**	**8**
0010 **FRONT STREET & CENTER STREET**							
	SB9	4B	-	1	-	1	-
		6-1	-	-	-	-	1
	SB10	2C	1	-	1	-	-
		6A	1	-	1	-	-
		8-1	-	-	-	-	1
	SB11	2B	1	-	1	-	-
		4-2	-	-	-	-	1
	SB12	4A	1	-	1	-	-
		8C	1	-	1	-	-
		2-1	-	-	-	-	1
	SB13	8B	1	-	1	-	-
		2-2	-	-	-	-	1
	SB14	2A	1	-	1	-	-
		6C	-	1	-	1	-
		8-1	-	-	-	-	1
	SB15	6B	-	1	-	1	-
		8-2	-	-	-	-	1
	SB16	4C	-	1	-	1	-
		8A	1	-	1	-	-
		6-2	-	-	-	-	1
FRONT STREET & CENTER STREET TOTALS			**8**	**4**	**8**	**4**	**8**

CONTINUTED ON NEXT COLUMN

TRAFFIC SIGNAL FACES CON'T.

CATEGORY	SIGNAL BASE NUMBER	HEAD NUMBER	(658.0215) BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	(658.0225) BACKPLATES SIGNAL FACE 5 SECTION 12-INCH EACH	(658.0110) 3-12 INCH VERTICAL EACH	(658.0120) 5-12 INCH VERTICAL EACH	(658.0416) PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010 **FRONT STREET & SPRING STREET**							
	SB17	4B	-	1	-	1	-
		6-1	-	-	-	-	1
	SB18	2C	1	-	1	-	-
		6A	1	-	1	-	-
		4-1	-	-	-	-	1
	SB19	2B	1	-	1	-	-
		4-2	-	-	-	-	1
	SB20	4A	1	-	1	-	-
		8C	1	-	1	-	-
		2-1	-	-	-	-	1
	SB21	8B	1	-	1	-	-
		2-2	-	-	-	-	1
	SB22	2A	1	-	1	-	-
		6C	-	1	-	1	-
		8-1	-	-	-	-	1
	SB23	6B	-	1	-	1	-
		8-2	-	-	-	-	1
	SB24	4C	-	1	-	1	-
		8A	1	-	1	-	-
		6-2	-	-	-	-	1
FRONT STREET & SPRING STREET TOTALS			**8**	**4**	**8**	**4**	**8**
TOTALS CATEGORY 0010			**28**	**8**	**28**	**8**	**24**

LED MODULES

CATEGORY	SIGNAL BASE NUMBER	HEAD NUMBER	(658.0600) LED MODULES 12-INCH RED BALL EACH	(658.0605) LED MODULES 12-INCH YELLOW BALL EACH	(658.0610) LED MODULES 12-INCH GREEN BALL EACH	(658.0620) LED MODULES 12-INCH YELLOW ARROW EACH	(658.0625) LED MODULES 12-INCH GREEN ARROW EACH	(658.0635) LED MODULES PEDESTRIAN COUNTDOWN TIMER EACH
0010	**MAPLE AVENUE & CENTER STREET**							
	SB1	2B	1	1	1	-	-	-
		4-2	-	-	-	-	-	1
	SB2	4A	1	1	1	-	-	-
		8C	1	1	1	-	-	-
		2-1	-	-	-	-	-	1
	SB3	8B	1	1	1	-	-	-
		2-2	-	-	-	-	-	1
	SB4	2A	1	1	1	-	-	-
		6C	1	1	1	-	-	-
		8-1	-	-	-	-	-	1
	SB5	6B	1	1	1	-	-	-
		8-2	-	-	-	-	-	1
	SB6	4C	1	1	1	-	-	-
		8A	1	1	1	-	-	-
		6-1	-	-	-	-	-	1
	SB7	4B	1	1	1	-	-	-
		6-2	-	-	-	-	-	1
	SB8	2C	1	1	1	-	-	-
		6A	1	1	1	-	-	-
		4-1	-	-	-	-	-	1
MAPLE AVENUE & CENTER STREET TOTALS			**12**	**12**	**12**	**0**	**0**	**8**
0010	**FRONT STREET & CENTER STREET**							
	SB9	4B	1	1	1	1	1	-
		6-1	-	-	-	-	-	1
	SB10	2C	1	1	1	-	-	-
		6A	1	1	1	-	-	-
		8-1	-	-	-	-	-	1
	SB11	2B	1	1	1	-	-	-
		4-2	-	-	-	-	-	1
	SB12	4A	1	1	1	-	-	-
		8C	1	1	1	-	-	-
		2-1	-	-	-	-	-	1
	SB13	8B	1	1	1	-	-	-
		2-2	-	-	-	-	-	1
	SB14	2A	1	1	1	-	-	-
		6C	1	1	1	1	1	-
		8-1	-	-	-	-	-	1
	SB15	6B	1	1	1	1	1	-
		8-2	-	-	-	-	-	1
	SB16	4C	1	1	1	1	1	-
		8A	1	1	1	-	-	-
		6-2	-	-	-	-	-	1
FRONT STREET & CENTER STREET TOTALS			**12**	**12**	**12**	**4**	**4**	**8**

CONTINUED ON NEXT COLUMN

LED MODULES CON'T.

CATEGORY	SIGNAL BASE NUMBER	HEAD NUMBER	(658.0600) LED MODULES 12-INCH RED BALL EACH	(658.0605) LED MODULES 12-INCH YELLOW BALL EACH	(658.0610) LED MODULES 12-INCH GREEN BALL EACH	(658.0620) LED MODULES 12-INCH YELLOW ARROW EACH	(658.0625) LED MODULES 12-INCH GREEN ARROW EACH	(658.0635) LED MODULES PEDESTRIAN COUNTDOWN TIMER EACH
0010	**FRONT STREET & SPRING STREET**							
	SB17	4B	1	1	1	1	1	-
		6-1	-	-	-	-	-	1
	SB18	2C	1	1	1	-	-	-
		6A	1	1	1	-	-	-
		4-1	-	-	-	-	-	1
	SB19	2B	1	1	1	-	-	-
		4-2	-	-	-	-	-	1
	SB20	4A	1	1	1	-	-	-
		8C	1	1	1	-	-	-
		2-1	-	-	-	-	-	1
	SB21	8B	1	1	1	-	-	-
		2-2	-	-	-	-	-	1
	SB22	2A	1	1	1	-	-	-
		6C	1	1	1	1	1	-
		8-1	-	-	-	-	-	1
	SB23	6B	1	1	1	1	1	-
		8-2	-	-	-	-	-	1
	SB24	4C	1	1	1	1	1	-
		8A	1	1	1	-	-	-
		6-2	-	-	-	-	-	1
FRONT STREET & SPRING STREET TOTALS			**12**	**12**	**12**	**4**	**4**	**8**
TOTALS CATEGORY 0010			**36**	**36**	**36**	**8**	**8**	**24**

POWDER COATING STEEL TRAFFIC SIGNAL POLES TYPE 3

CATEGORY	Project	(SPV.0105.05) LS
0030	**6083-00-73**	1
	TOTALS CATEGORY 0030	**1**

SOLAR POWERED RECTANGULAR FLASHING BEACON WITH PEDESTRIAN ACTIVATION

CATEGORY	STATION	LOCATION	(SPV.0105.01) LS
0040	**FRONT STREET MID BLOCK PED CROSSING**		
		09-C, 10-D	1
	FRONT STREET MID BLOCK PED CROSSING TOTAL		**1**
	TOTAL CATEGORY 0010		**1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 6083-00-22
CENTER & FRONT ST., CITY OF BEAVER DAM
(MAPLE AVE. TO SPRING ST.)
STH 33
DODGE COUNTY

CONVENTIONAL SIGNS AND ABBREVIATIONS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE AND OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT (HIGHWAY, PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) AREAS
TRANSMISSION STRUCTURES (LINE OPTIONAL)
BUILDING

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
OFF-PREMISE SIGN

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND CHISELED X
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE - (COMMUNICATIONS, ELECTRIC)		

ACCESS CONTROLLED BY PARCEL ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
BRIDGE
PARCEL NUMBER
UTILITY NUMBER

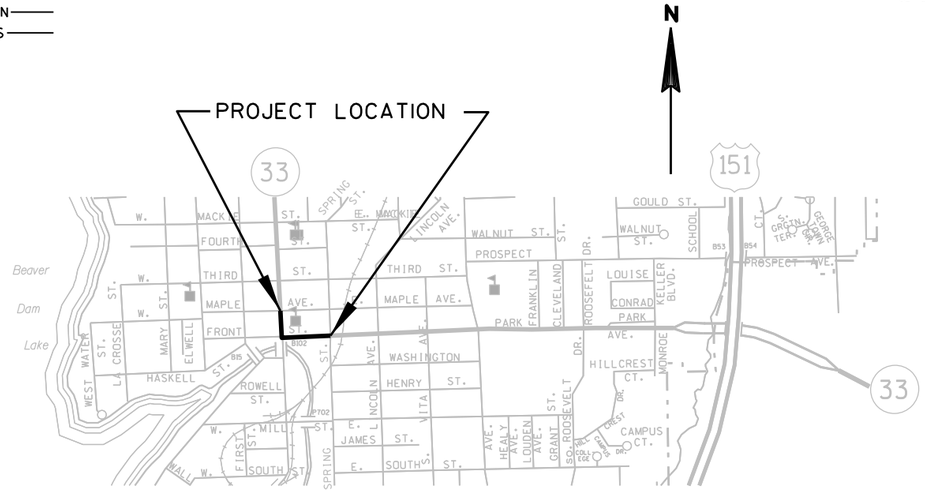
CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AGRICULTURAL	AG
AHEAD	AH
ALUMINUM	ALUM.
AND OTHERS	ET.AL.
BACK	BK
BLOCK	BLK
CENTERLINE	C/L
CERTIFIED SURVEY MAP	C.S.M.
CONCRETE	CONC.
CORNER	COR.
COUNTY	CO.
COUNTY TRUNK HIGHWAY	CTH
DISTANCE	DIST.
DOCUMENT NUMBER	DOC.
EASEMENT	EASE
EXISTING	EX.
GAS VALVE	G.V.
GRID NORTH	GN
HIGHWAY EASEMENT	H.E.
IDENTIFICATION	ID.
LAND CONTRACT	LC
LEFT	LT.
MONUMENT	MON.
NUMBER	NO.
OUTLOT	O.L.
PAGE	P.
PART OF	PT.
PERMANENT LIMITED EASEMENT	P.L.E.
POINT OF BEGINNING	P.O.B.
POINT OF COMPOUND CURVE	PCC
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
POINT OF REVERSE CURVATURE	PRC
PRIVATE DRIVEWAY	P.D.
POINT ON TANGENT	POT
PROPERTY LINE	P.L.
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT	RT.
RIGHT OF WAY	R/W
SECTION	SEC.
SEPTIC VENT	SEPV.
SQUARE FEET	S.F.
STATE TRUNK HIGHWAY	STH
STATION	STA.
SUBDIVISION	SUBD
TANGENT	TAN.
TELEPHONE PEDESTAL	T.P.
TEMPORARY LIMITED EASEMENT	T.L.E.
TRANSPORTATION PROJECT PLAT	TPP
UNITED STATES HIGHWAY	USH
VOLUME	V.

CURVE DATA

LONG CHORD	L.C.
LONG CHORD BEARING	L.C.B.
RADIUS	R.
DEGREE OF CURVE	D.
CENTRAL ANGLE OR DELTA	Δ.
LENGTH OF CURVE	L.
TANGENT	T.
DIRECTION AHEAD	DA.
DIRECTION BACK	DB.



LAYOUT
SCALE 0 .2 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6083-00-22.

NOTES:

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 33 (FRONT ST.) ESTABLISHED FROM BROWER'S PLAT OF BEAVER DAM.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS TO DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (H.E.), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF BEAVER DAM.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/07 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

TPP NUMBER 6083-00- 111
SHEET 2 OF 2

COMPUTED FROM ACCESSORY REFERENCE
Y 724,093.285
X 845,571.065

S 89°52'32" E
1,326.28'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DODGE COUNTY, NAD83 (2007) IN U.S. SURVEY FEET.
VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

S 0°07'29" W 562.52'
SEC. LINE TO TRAVERSE POINT

N 89°52'32" W
1,351.95'

RAILROAD SPIKE
Y 724,087.466
X 848,249.286

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 33 (FRONT ST.) ESTABLISHED FROM BROWER'S PLAT OF BEAVER DAM.
EXISTING HIGHWAY RIGHT-OF-WAY FOR S. CENTER ST. ESTABLISHED FROM VOL. 652, P. 761, DOC. 707848 & VOL. 652, P. 917, DOC. 707952.

N

*SEE SHEET 2 OF 2 FOR PARCELS, R/W POINTS & BLOW-UPS DETAILS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
1	THE CITY OF BEAVER DAM	FEE, TLE	1,974	---	1,974	2,848
2	JEFFEREY C & SHIRLEY I KITCHEN, DERR CONDOMINIUM ASSOC. LLC, CHARLES P HENDRIX, JEFFREY C KITCHEN, DAVID & JANICE C BILGRI, FRONT & CENTER PROPERTIES	FEE	59	---	59	
3	CHURCH HEALTH SERVICES, INC.	FEE	32	---	32	
4	HULK, LLC	FEE, TLE	608	---	608	3,408
6	KWONG MING LAM	TLE	---	---	---	10,965
23	PHILIP J & JERRA E GRADEL	FEE	50	---	50	
24	CHARLES M & KAY E NEUMAN	FEE	13	---	13	
41	WILLIAM E KEEL	FEE	76	---	76	
42	SCOTT B RASMUSSEN	TLE	---	---	---	72
43	M.C. FINANCIAL LTD	TLE	---	---	---	72

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
* PURPOSE FOR TLES IS TO REMOVE & REPLACE SIDEWALK.

REFER TO TPP 6083-00-23 FOR ADDITIONAL ACQUISITIONS

R/W POINT STATION & OFFSET TABLE

104	4+53.64	35.15'
105	5+83.13	42.00'
110	12+99.90	33.20'
118	11+48.50	109.93'
135	5+83.16	31.95'

*SEE SHEET 2 OF 2 FOR ADDITIONAL R/W POINT STATION & OFFSET INFORMATION

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T1	3+39.74	34.45'
T13	3+39.23	140.29'
T25	6+62.00	42.00'
T35	6+62.59	42.00'
T36	6+62.55	71.74'

*SEE SHEET 2 OF 2 FOR ADDITIONAL TLE STATION & OFFSET INFORMATION

R/W COURSE TABLE

100-101	S 0°50'28" E	12.00'
101-102	S 7°45'05" E	66.49'
103-104	S 0°50'28" E	286.91'
104-105	S 47°54'06" E	36.82'
105-135	S 0°50'18" E	10.05'
135-106	N 89°13'57" E	556.01'
109-110	N 89°13'57" E	79.73'
117-118	S 89°24'48" W	66.00'
118-119	N 0°35'25" W	71.92'
121-122	S 89°13'57" W	553.51'
136-124	S 89°04'58" W	61.43'
126-127	N 0°35'36" W	66.00'
129-130	N 0°50'28" W	298.70'
132-133	N 7°46'36" E	66.74'
133-134	N 0°50'28" W	12.00'

*SEE SHEET 2 OF 2 FOR ADDITIONAL R/W COURSE INFORMATION

N 89°13'55" E 33.13'
R/W TO R/L

S 0°56'55" E

BLOW-UP #1

N 89°13'55" E 32.87'
R/L TO R/W

PI 1+25.75

W. MAPLE ST.

E. MAPLE ST.

NE-NW

BLOW-UP #11

BLOW-UP #2

STH 33 (N. CENTER ST.)

S 0°29'29" E

BROWER'S PLAT OF BEAVER DAM

BLK 13

BLK 12

BLK 9

BLK 8

T.L.E. - BUILDING REMOVAL
3408 S.F.

ALLEY

T.L.E. - BUILDING REMOVAL & SIDEWALK 10965 S.F.

CENTER PLAZA CONDOMINIUMS
VOL. 1 OF CONDOMINIUMS
P. 6-11
DOC. 660488

BLOW-UP #10

10+00.00 A
= 5+25.82

FRONT ST.

PI 5+20.74

BLOW-UP #8

BLK 17

BLOW-UP #9

BEAVER DAM

S 2°40'31" E

VAR.

T.L.E. - GRADING
2670 S.F.

PEDISTRIAN WALKWAY

BLK 16

BROWER AND ACKERMAN'S ADDITION

RIVER

N 89°19'55" E

STH 33 (FRONT ST.)

BLOW-UP #7

PI 13+00.00

BLOW-UP #6

BLK 14

BLOW-UP #5

BLOW-UP #4

N. SPRING ST.

S. SPRING ST.

BLK 15

S 0°45'40" E 33.20'
R/W TO R/L

S 89°08'54" W 584.90'
SEC. LINE TO TRAVERSE POINT

S 0°45'40" E 32.80'
R/L TO R/W

S 0°51'06" E
981.74'

N 0°51'06" W
1,898.95'

RAILROAD SPIKE
Y 724,087.466
X 848,249.286

MAGNETIC NAIL
Y 721,207.093
X 848,292.102

P.I. = 1+25.75
Y 723,483.030
X 846,896.501
Δ. = 0°27'25" RT.

P.I. = 13+00.00
Y 723,097.138
X 847,679.079

P.I. = 5+20.74
Y 723,088.052
X 846,899.889
Δ. = 89°49'24" LT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1194580 AND FILED IN CAB. C OF PLATS, PAGE 95, DODGE COUNTY.

SCALE, FEET
0 50 100

BEAVER DAM

WISCONSIN POWER & LIGHT COMPANY
VOL. 294, P. 270, DOC. 447203 - PARCEL 3
VOL. 294, P. 272, DOC. 447204 - PARCEL 3
VOL. 295, P. 369, DOC. 448457 - PARCEL 23
VOL. 286, P. 104, DOC. 438523 - PARCEL 2
VOL. 296, P. 179, DOC. 449268

WISCONSIN TELEPHONE COMPANY
VOL. 267, P. 209-210, DOC. 419208
VOL. 294, P. 301, DOC. 447240 - PARCEL 2

3' PEDESTRIAN EASEMENT
VOL. 560, P. 579, DOC. 653497 - PARCEL 1

1' PERPETUAL EASEMENT
VOL. 560, P. 579, DOC. 653497 - PARCEL 2

CITY

NW-NW

OF

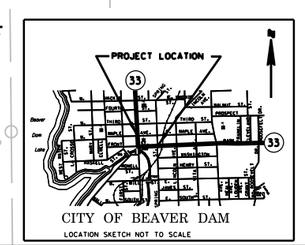
TRANSPORTATION PROJECT PLAT 6083-00-22 - 4.01 AMENDMENT NO. 2 AMENDS PARCELS 2, 3, 23, 24, & 41, TO TRANSPORTATION PROJECT PLAT 6083-00-22 - 4.01 AMENDMENT NO. 1 RECORDED AS DOCUMENT NUMBER 1195738 AND FILED IN CABINET C OF PLATS, PAGE 96.

THAT PART OF LOT 18 OF BLOCK 12, LOTS 8, 10, 11, 12 & 21 OF BLOCK 13, LOT 10 OF BLOCK 14, AND LOTS 7 & 8 OF BLOCK 15. ALL IN BROWER'S PLAT OF BEAVER DAM. ALSO LOTS 1, 2 & 10 OF BLOCK 16 AND PART OF BLOCK 17 IN BROWER AND ACKERMAN'S ADDITION. ALSO PART OF CENTER PLAZA CONDOMINIUMS. ALL IN THE NORTHWEST QUARTER OF SECTION 4, CITY OF BEAVER DAM, T 11 N, R 14 E, DODGE COUNTY, WISCONSIN.

RELOCATION ORDER STH 33, CENTER & FRONT ST., CITY OF BEAVER DAM (MAPLE AVE. - SPRING ST.)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF BEAVER DAM DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE CITY OF BEAVER DAM 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 BEAVER DAM FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF BEAVER DAM, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME
SIGNATURE
9/12/2013 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF BEAVER DAM.

THOMAS A. KENNEDY — PRINTED NAME
SIGNATURE
9. 16. 13 — DATE

MAYOR — TITLE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6083-00-22 - 4.01
AMENDMENT NO: 2
SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 8:36 AM ON September 25, 2013 AS DOCUMENT # 1202714 AND FILED IN Cab. C Page 106 of Plats

CHRIS PLANASCH
SIGNATURE OF REGISTER

112

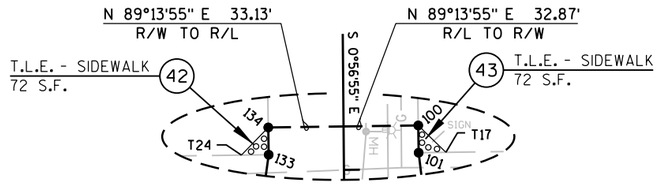
FILE NAME : R:\Projects\d1_60830022\040401A2.DGN
APPRAISAL PLAT DATE : SEPTEMBER 12, 2013
PLOT DATE : 04-FEB-2014 09:53
PLOT BY : dotj3j
PLOT NAME :
PLOT SCALE : 100.000000:1.000000

4.01A2

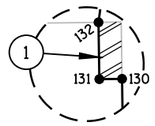
SHEET 2 OF 2 FOR PARCELS, R/W POINTS & BLOW-UPS DETAILS

TRANSPORTATION PROJECT PLAT 6083-00-22 - 4.01 AMENDMENT 2

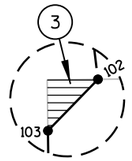
RELOCATION ORDER STH 33, CENTER & FRONT ST., CITY OF BEAVER DAM
(MAPLE AVE. - SPRING ST.)



BLOW-UP #1
NOT TO SCALE



BLOW-UP #11
NOT TO SCALE



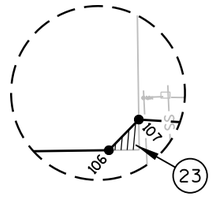
BLOW-UP #2
NOT TO SCALE

R/W COURSE TABLE

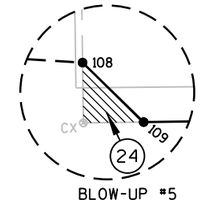
102-103	S 44°11'45" W	11.31'
106-107	N 44°13'39" E	14.14'
107-108	S 86°26'06" E	66.19'
108-109	S 45°46'24" E	7.07'
111-112	S 0°45'25" E	2.20'
112-113	S 89°19'53" W	59.73'
113-114	S 55°35'19" W	23.88'
114-115	S 3°41'15" W	26.84'
115-116	S 0°36'56" E	35.00'
116-117	S 89°22'36" W	3.86'
119-120	S 88°34'15" W	15.00'
120-121	N 0°36'25" W	5.11'
122-123	S 0°31'18" E	28.05'
123-136	S 89°04'57" W	20.00'
124-125	S 89°04'51" W	17.86'
125-126	N 0°40'24" W	28.31'
127-128	N 0°36'39" W	6.31'
128-129	N 89°17'38" E	9.38'
130-131	S 89°13'57" W	10.00'
131-132	N 0°50'28" W	25.00'

R/W POINT STATION & OFFSET TABLE

100	0+81.00	33.23'
101	0+93.00	33.20'
102	1+58.70	41.35'
103	1+66.74	33.39'
106	11+39.18	32.92'
107	11+49.16	42.93'
108	12+15.16	38.05'
109	12+20.17	33.06'
111	13+00.00	32.80'
112	13+00.00	35.00'
113	12+40.28	35.00'
114	12+20.43	48.26'
115	12+18.39	75.02'
116	12+18.36	110.02'
117	12+14.50	110.02'
119	11+48.59	38.00'
120	11+33.60	38.20'
121	11+33.60	33.09'
122	5+80.09	34.05'
123	5+80.02	62.10'
124	10+61.46 A	29.41'
125	10+60.91 A	47.26'
126	10+32.62 A	46.27'
127	4+89.10	40.05'
128	4+82.79	40.06'
129	4+82.76	30.68'
130	1+84.06	32.50'
131	1+84.11	42.50'
132	1+59.11	42.66'
133	0+92.79	32.80'
134	0+80.79	32.77'
136	10+63.35 A	32.00'

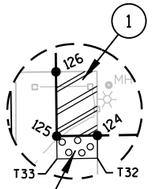


BLOW-UP #4
NOT TO SCALE

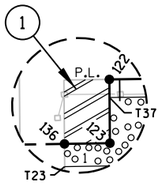


BLOW-UP #5
NOT TO SCALE

BLOW-UP #10
NOT TO SCALE



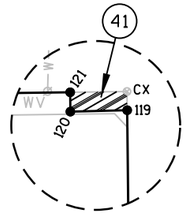
BLOW-UP #9
NOT TO SCALE



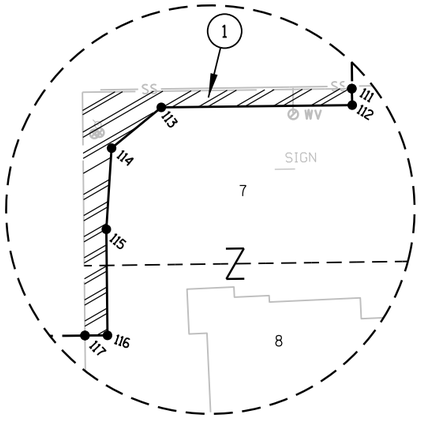
BLOW-UP #8
NOT TO SCALE

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T17	0+93.04	45.20'
T23	10+73.34 A	31.62'
T24	0+92.75	44.80'
T32	10+71.45 A	29.82'
T33	10+70.91 A	47.61'
T37	5+80.07	42.00'



BLOW-UP #7
NOT TO SCALE



BLOW-UP #6
NOT TO SCALE

TPP NUMBER 6083-00-
AMENDMENT 2
SHEET 2 OF 2

113

DATE: JAN. 29, 2013	REVISION DATE

TRANSPORTATION PROJECT PLAT 6083-00-22 - 4.02

RELOCATION ORDER STH 33, CENTER & FRONT ST., CITY OF BEAVER DAM
(MAPLE AVE. TO SPRING ST.)

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
100	723528.326	846928.983
101	723516.327	846929.159
102	723450.441	846938.127
103	723442.335	846930.245
104	723155.459	846934.457
105	723130.776	846961.776
106	723128.177	847517.886
107	723138.310	847527.749
108	723134.195	847593.808
109	723129.262	847598.876
110	723130.330	847678.598
111	723064.336	847679.475
112	723062.141	847679.504
113	723061.444	847619.780
114	723047.949	847600.079
115	723021.168	847598.353
116	722986.170	847598.729
117	722986.128	847594.868
118	722985.452	847528.872
119	723057.372	847528.131
120	723056.998	847513.135
121	723062.107	847513.081
122	723054.694	846959.620
123	723026.646	846959.875
124	723025.343	846878.451
125	723025.056	846860.589
126	723053.363	846860.257
127	723119.360	846859.573
128	723125.669	846859.506
129	723125.785	846868.886
130	723424.453	846864.501
131	723424.319	846854.502
132	723449.316	846854.134
133	723515.443	846863.165
134	723527.442	846862.989
135	723120.731	846961.923
136	723026.326	846939.877

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X

FILE NAME : R:\Projects\d1_60830022\040402.DGN PLOT DATE : 04-FEB-2014 09:53 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 72

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 6083-00-23
CENTER STREET, CITY OF BEAVER DAM
(MAPLE STREET - SPRING STREET)
STH 33
DODGE COUNTY

CONVENTIONAL SIGNS AND ABBREVIATIONS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE AND OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT (HIGHWAY, PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) AREAS
TRANSMISSION STRUCTURES (LINE OPTIONAL)
BUILDING

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
OFF-PREMISE SIGN

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND CHISELED X
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE - (COMMUNICATIONS, ELECTRIC)	■	⊠

ACCESS CONTROLLED BY PARCEL ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
BRIDGE
PARCEL NUMBER 102
UTILITY NUMBER 92

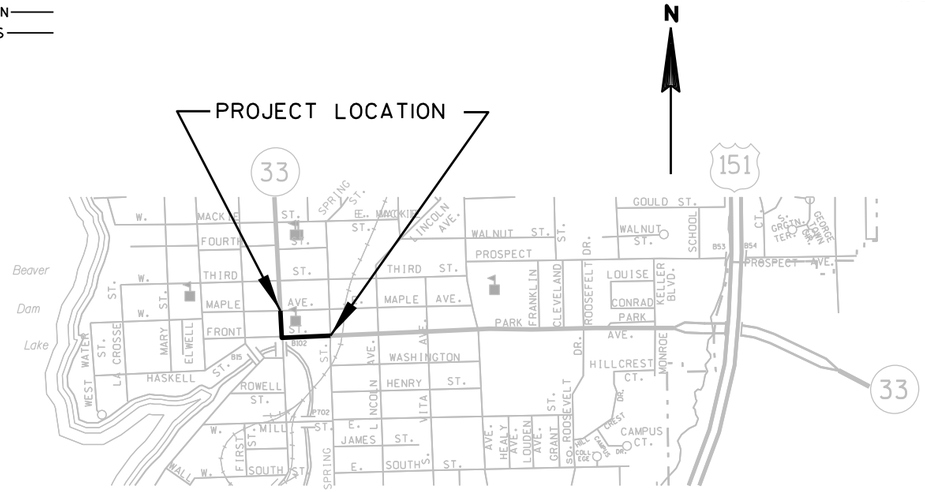
CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AGRICULTURAL	AG
AHEAD	AH
ALUMINUM	ALUM.
AND OTHERS	ET.AL.
BACK	BK
BLOCK	BLK
CENTERLINE	C/L
CERTIFIED SURVEY MAP	C.S.M.
CONCRETE	CONC.
CORNER	COR.
COUNTY	CO.
COUNTY TRUNK HIGHWAY	CTH
DISTANCE	DIST.
DOCUMENT NUMBER	DOC.
EASEMENT	EASE
EXISTING	EX.
GAS VALVE	G.V.
GRID NORTH	GN
HIGHWAY EASEMENT	H.E.
IDENTIFICATION	ID.
LAND CONTRACT	LC
LEFT	LT.
MONUMENT	MON.
NUMBER	NO.
OUTLOT	O.L.
PAGE	P.
PART OF	PT.
PERMANENT LIMITED EASEMENT	P.L.E.
POINT OF BEGINNING	P.O.B.
POINT OF COMPOUND CURVE	PCC
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
POINT OF REVERSE CURVATURE	PRC
PRIVATE DRIVEWAY	P.D.
POINT ON TANGENT	POT
PROPERTY LINE	P.L.
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT	RT.
RIGHT OF WAY	R/W
SECTION	SEC.
SEPTIC VENT	SEPV.
SQUARE FEET	S.F.
STATE TRUNK HIGHWAY	STH
STATION	STA.
SUBDIVISION	SUBD
TANGENT	TAN.
TELEPHONE PEDESTAL	T.P.
TEMPORARY LIMITED EASEMENT	T.L.E.
TRANSPORTATION PROJECT PLAT	TPP
UNITED STATES HIGHWAY	USH
VOLUME	V.

CURVE DATA

LONG CHORD	L.C.
LONG CHORD BEARING	L.C.B.
RADIUS	R.
DEGREE OF CURVE	D.
CENTRAL ANGLE OR DELTA	Δ.
LENGTH OF CURVE	L.
TANGENT	T.
DIRECTION AHEAD	DA.
DIRECTION BACK	DB.



LAYOUT
SCALE 0 .2 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6083-00-23.

NOTES:

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 33 (FRONT ST.) ESTABLISHED FROM BROWER'S PLAT OF BEAVER DAM.

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS TO DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (H.E.), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF BEAVER DAM.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/07 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

TPP NUMBER 6083-00- 115
SHEET 2 OF 2

COMPUTED FROM ACCESSORY REFERENCE
Y 724,093.285
X 845,571.065

S 89°52'32" E
1,327.12'

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DODGE COUNTY ZONE, NAD83/07 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

N 89°52'32" W
1,351.11'

RAILROAD SPIKE
Y 724,087.466
X 848,249.286

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 33 (FRONT ST.) ESTABLISHED FROM BROWER'S PLAT OF BEAVER DAM.
EXISTING HIGHWAY RIGHT-OF-WAY FOR S. CENTER ST. ESTABLISHED FROM VOL. 652, P. 761, DOC. 707848 & VOL. 652, P. 917, DOC. 707952.

N

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	T.L.E. & (P.L.E.) ACRES OR S.F.
1	THE CITY OF BEAVER DAM	TLE	---	---	---	3,552
2	JEFFEREY C & SHIRLEY I KITCHEN, DERR CONDOMINIUM ASSOC. LLC, CHARLES P HENDRIX, JEFFREY C KITCHEN, DAVID & JANICE C BILGRI, FRONT & CENTER PROPERTIES	TLE	---	---	---	467
3	ST. PATRICK'S CONGREGATION	TLE	---	---	---	1,019
4	RELIANCE PROPERTIES, LLC	TLE	---	---	---	271
6	KWONG MING LAM & LAY KUAN LEE LAM	TLE	---	---	---	787
7	DAVID G & BETTY J REALS	TLE	---	---	---	286
8	THOMAS J TRILLER	TLE	---	---	---	265
9	JANCZAK LAND COMPANY, LLC	TLE	---	---	---	452
11	DANIEL W & HEDY M MALONEY	TLE	---	---	---	225
12	LEE M & BARBARA A KORNELY	TLE	---	---	---	630
13	PROSPERITY VENTURES, LLC	TLE	---	---	---	258
14	ROGER R PEARSON	TLE	---	---	---	190
16	SCOTT KRENZ	TLE	---	---	---	378
17	GARY A & PATRICIA A MOODY	TLE	---	---	---	225
18	WILLIAM J & LUANN M STREUR REVOCABLE TRUST	TLE	---	---	---	224
19	JUSTIN P MORRIS	TLE	---	---	---	186
21	BRECKENRIDGE, LLC	TLE	---	---	---	315
22	CLW ENTERPRISES 101, LLC	TLE	---	---	---	400
23	ARTHUR T DONALDSON (VENDOR) & PHILIP J & JERRA E GRADEL (PURCHASER)	TLE	---	---	---	649
24	CHARLES M & KAY E NEUMAN	TLE	---	---	---	719
26	CR NEUMAN PROPERTIES, LLC	TLE	---	---	---	33
27	TON ANTON	TLE	---	---	---	207
28	PIETRO PIPITONE	TLE	---	---	---	219
29	JEFFREY A BEHNKE	TLE	---	---	---	220
31	LUZ ANGUIANO & JUAN LOPEZ	TLE	---	---	---	135
32	CORNUCOPIA PROPERTIES, LLC.	TLE	---	---	---	144
33	MICHAEL W & BEATRICE J MAIER REVOCABLE TRUST	TLE	---	---	---	190
34	DAISY HOLDINGS, LLC.	TLE	---	---	---	427
36	EDARAMAD, INC.	TLE	---	---	---	410
37	THE AMERICAN NATIONAL BANK OF BEAVER DAM	TLE	---	---	---	1,335
38	PA'S RENTALS, LLC	TLE	---	---	---	193
39	WILLIAM H & DAWN P GERGEN	TLE	---	---	---	397
41	WILLIAM E KEEL	TLE	---	---	---	374

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
* PURPOSE FOR TLES IS TO REMOVE & REPLACE SIDEWALK.

R/W POINT STATION & OFFSET TABLE

100	1+58.74	33.35'
101	5+56.21	31.91'
102	11+49.18	32.93'
103	12+15.17	33.05'
104	12+99.90	33.20'
105	12+99.90	32.81'
106	12+14.60	32.95'
107	11+48.60	33.07'
108	5+60.09	34.09'
109	10+33.22 A	28.23'
110	4+89.06	30.64'
111	1+59.06	32.65'

R/W COURSE TABLE

100-101	S 0°50'28" E	330.00'
101-102	N 89°13'57" E	592.97'
102-103	N 89°13'57" E	66.00'
103-104	N 89°13'57" E	84.73'
105-106	S 89°13'57" W	85.30'
106-107	S 89°13'57" W	66.00'
107-108	S 89°13'57" W	588.51'
108-109	S 89°13'57" W	61.32'
109-110	N 8°03'37" W	66.54'
110-110	N 0°50'28" W	330.00'

T.L.E. STATION & OFFSET TABLE

Point Number	Station	Offset
T1	1+58.70	43.00'
T2	1+61.41	40.00'
T3	3+23.71	40.00'
T4	3+23.74	34.35'
T5	4+78.64	35.30'
T6	11+41.61	42.00'
T7	11+45.80	46.00'
T8	11+45.66	55.00'
T9	11+49.13	55.00'
T10	12+15.16	42.00'
T11	12+99.90	42.00'
T12	12+99.90	33.20'
T13	12+99.90	32.80'
T14	12+99.90	42.00'
T15	12+29.09	42.00'
T16	12+22.90	75.00'
T17	12+14.54	75.00'
T18	11+48.59	42.00'
T19	8+84.59	42.00'
T20	8+84.60	33.52'
T21	8+73.60	33.54'
T22	8+73.59	42.00'
T23	5+60.07	42.00'
T24	10+46.02 A	28.76'
T25	10+32.72 A	43.52'
T26	4+89.16	52.00'
T27	4+79.91	52.00'
T28	4+80.23	33.00'
T29	3+51.00	33.00'
T30	3+51.00	41.00'
T31	1+59.10	41.00'

PI 0+25.76
S 0°07'28" W 640.52'
SEC. LINE TO TRAVERSE POINT
N 89°13'57" E 32.65'
R/W TO R/L
N 89°13'57" E 33.35'
R/L TO R/W
S 0°29'29.22" E
S 0°39'54" E 33.20'
R/W TO R/L
S 0°39'54" E 32.80'
R/L TO R/W
S 89°08'54" W 584.96'
SEC. LINE TO TRAVERSE POINT
S 0°51'06" E 981.74'
N 0°51'06" W 1,898.95'
10+00.00 A = 5+25.82
PI 5+20.75
PI 13+00.00
N 89°19'54.83" E
P.I. = 0+25.76
Y 723,583.026
X 846,895.643
P.I. = 5+20.75
Y 723,088.052
X 846,899.889
Δ = 89°49'24" LT.
P.I. = 13+00.00
Y 723,097.138
X 847,679.079
RAILROAD SPIKE
Y 724,087.466
X 848,249.286
MAGNETIC NAIL
Y 721,207.093
X 848,292.102

W. MAPLE ST.
E. MAPLE ST.
NE-NW
STH 33 (N. CENTER ST.)
S. CENTER ST.
STH 33 (FRONT ST.)
FRONT ST.
N. SPRING ST.
S. SPRING ST.
BROWER'S PLAT OF BEAVER DAM
BROWER AND ACKERMAN'S ADDITION
BLK 8
BLK 9
BLK 12
BLK 13
BLK 14
BLK 15
BLK 16
BLK 17
ALLEY
PEDISTRIAN WALKWAY
T.L.E. - SIDEWALK 1,686 S.F.
T.L.E. - SIDEWALK 98 S.F.
T.L.E. - SIDEWALK 195 S.F.
T.L.E. - SIDEWALK 418 S.F.
T.L.E. - SIDEWALK 1,155 S.F.
T.L.E. ENLARGEMENT
CENTER PLAZA CONDOMINIUMS VOL. 1 OF CONDOMINIUMS P. 6-11 DOC. 660488
66'
100'
16'
6'
1'
3'
VAR.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DODGE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1158450 AND FILED IN CAB. C OF PLATS, PAGE 52, DODGE COUNTY.

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
81	AT&T WISCONSIN	RELEASE OF RIGHTS
82	ALLIANT ENERGY - GAS	RELEASE OF RIGHTS

WISCONSIN POWER & LIGHT COMPANY
VOL. 294, P. 270, DOC. 447203 - PARCEL 3
VOL. 294, P. 272, DOC. 447204 - PARCEL 3
VOL. 295, P. 369, DOC. 448457 - PARCEL 23
VOL. 286, P. 104, DOC. 438523 - PARCEL 2
VOL. 296, P. 179, DOC. 449268

WISCONSIN TELEPHONE COMPANY
VOL. 267, P. 209-210, DOC. 419208 - PARCEL 16
VOL. 294, P. 301, DOC. 447240 - PARCEL 2

3' PEDESTRIAN EASEMENT
VOL. 560, P. 579, DOC. 653497 - PARCEL 1

1' PERPETUAL EASEMENT
VOL. 560, P. 579, DOC. 653497 - PARCEL 2

CITY

NW-NW

TRANSPORTATION PROJECT PLAT 6083-00-23 - 4.01 AMENDMENT NO. 1 ADDS PARCELS 81 AND 82 TO TRANSPORTATION PROJECT PLAT 6083-00-23 - 4.01 RECORDED AS DOCUMENT NUMBER 1158450 AND FILED IN CABINET C OF PLATS, PAGE 52.

THAT PART OF LOTS 16 THRU 18 OF BLOCK 12, LOTS 8 THRU 10 AND LOTS 12 THRU 21 OF BLOCK 13, LOTS 10 AND 11 OF BLOCK 14, AND LOT 7 OF BLOCK 15, ALL IN BROWER'S PLAT OF BEAVER DAM. ALSO LOTS 1 THRU 10 OF BLOCK 16 AND PART OF BLOCK 17 IN BROWER AND ACKERMAN'S ADDITION. ALSO PART OF CENTER PLAZA CONDOMINIUMS. ALL IN THE NORTHWEST QUARTER OF SECTION 4, CITY OF BEAVER DAM, T 11 N, R 14 E, DODGE COUNTY, WISCONSIN.

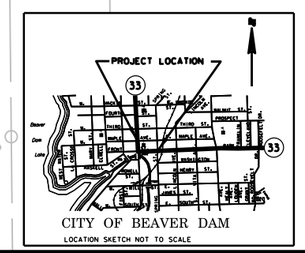
OF

RELOCATION ORDER STH 33, CENTER STREET, CITY OF BEAVER DAM (MAPLE STREET - SPRING STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF BEAVER DAM DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE CITY OF BEAVER DAM 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 BEAVER DAM FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF BEAVER DAM, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NW-NW



SCALE, FEET
0 50 100

BEAVER DAM

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

KEIF S. CALLAWAY — PRINTED NAME — SIGNATURE — 8/11/2011 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF BEAVER DAM.

THOMAS A. KENNEDY — PRINTED NAME — SIGNATURE — 8/16/11 DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6083-00-23 - 4.01
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN DODGE COUNTY, WISCONSIN AT 2:08 P.M. ON August 29, 2011 AS DOCUMENT # 1166378 AND FILED IN Cab. C of Plats Page 70

CHRIS PLANASCH
SIGNATURE OF REGISTER

116

DATE: NOV. 29, 2010

REVISION DATE 11/27/2012

TRANSPORTATION PROJECT PLAT 6083-00-23 - 4.02

RELOCATION ORDER STH 33, CENTER STREET, CITY OF BEAVER DAM
(MAPLE STREET - SPRING STREET)

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
100	723528.326	846928.983
101	723516.327	846929.159
102	723450.441	846938.127
103	723442.335	846930.245
104	723155.459	846934.457
105	723130.776	846961.776
106	723128.177	847517.886
107	723138.310	847527.749
108	723134.195	847593.808
109	723129.262	847598.876
110	723130.330	847678.598
111	723064.336	847679.475
112	723062.141	847679.504
113	723061.444	847619.780
114	723047.949	847600.079
115	723021.168	847598.353
116	722986.170	847598.729
117	722986.128	847594.868
118	722985.452	847528.872
119	723057.372	847528.131
120	723056.998	847513.135
121	723062.107	847513.081
122	723054.594	846952.137
123	723041.769	846939.737
124	723040.605	846878.374
125	723040.404	846863.375
126	723053.404	846863.309
127	723119.360	846859.573
128	723125.669	846859.506
129	723125.785	846868.886
130	723424.453	846864.501
131	723424.319	846854.502
132	723449.316	846854.134
133	723515.443	846863.165
134	723527.442	846862.989
135	723120.731	846961.923

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X

FILE NAME : R:\Projects\d1_60830002\040402.DGN PLOT DATE : 04-FEB-2014 09:50 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 72

201 N. CENTER ST.
MC FINANCIAL LTD

BEGIN CONSTRUCTION
STA. 0+42
SAWCUT AND MATCH EXISTING
DOWEL BARS REQUIRED

CONCRETE DRIVEWAY 6-INCH
STA. 3+10 LT.
115 N. CENTER ST.
CHURCH HEALTH SERVICES INC

KWONG MING LAM &
LAY KUAN LEE LAM

152 FRONT ST.
CITY OF BEAVER DAM

6' WIDE COLORED
CONCRETE CROSSWALK

SLOPE INTERCEPTS

TLE

P.L.

BM 2

CITY OF
BEAVER DAM

P.I.

6' WIDE COLORED
CONCRETE CROSSWALK

S. CENTER
STREET

BRIDGE
B-14-102

0+00

1+00

2+00

N. CENTER STREET

3+00

4+00

5+00

6+00

STA. 1+25.77
STA. 10+00 M

BM 1

STA. 5+20.76
STA. 10+00 WF
STA. 10+00 SC

P10+00.00

6' WIDE COLORED
CONCRETE CROSSWALK

202 W. MAPLE AVE.
SCOTT B RASMUSSEN

SLOPE INTERCEPTS

REMOVE
CONCRETE
DRIVEWAY
STA. 3+32 RT.

CITY OF BEAVER DAM

JEFFEREY C & SHIRLEY I KITCHEN,
DERR CONDOMINIUM ASSOC. LLC,
CHARLES P HENDRIX, JEFFREY C KITCHEN,
DAVID & JANICE C BILGRI,
FRONT & CENTER PROPERTIES, LLC

200 FRONT ST.

CITY OF
BEAVER DAM
201 FRONT ST.

WEST MAPLE
AVE.

FRONT STREET

9+00 WF

+00 M

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
1	1+62	CHIS. SQUARE STOP LIGHT CONC. BASE	28' RT.	878.58
2	5+73	CHIS. SQUARE STOP LIGHT CONC. BASE	29' RT.	871.44

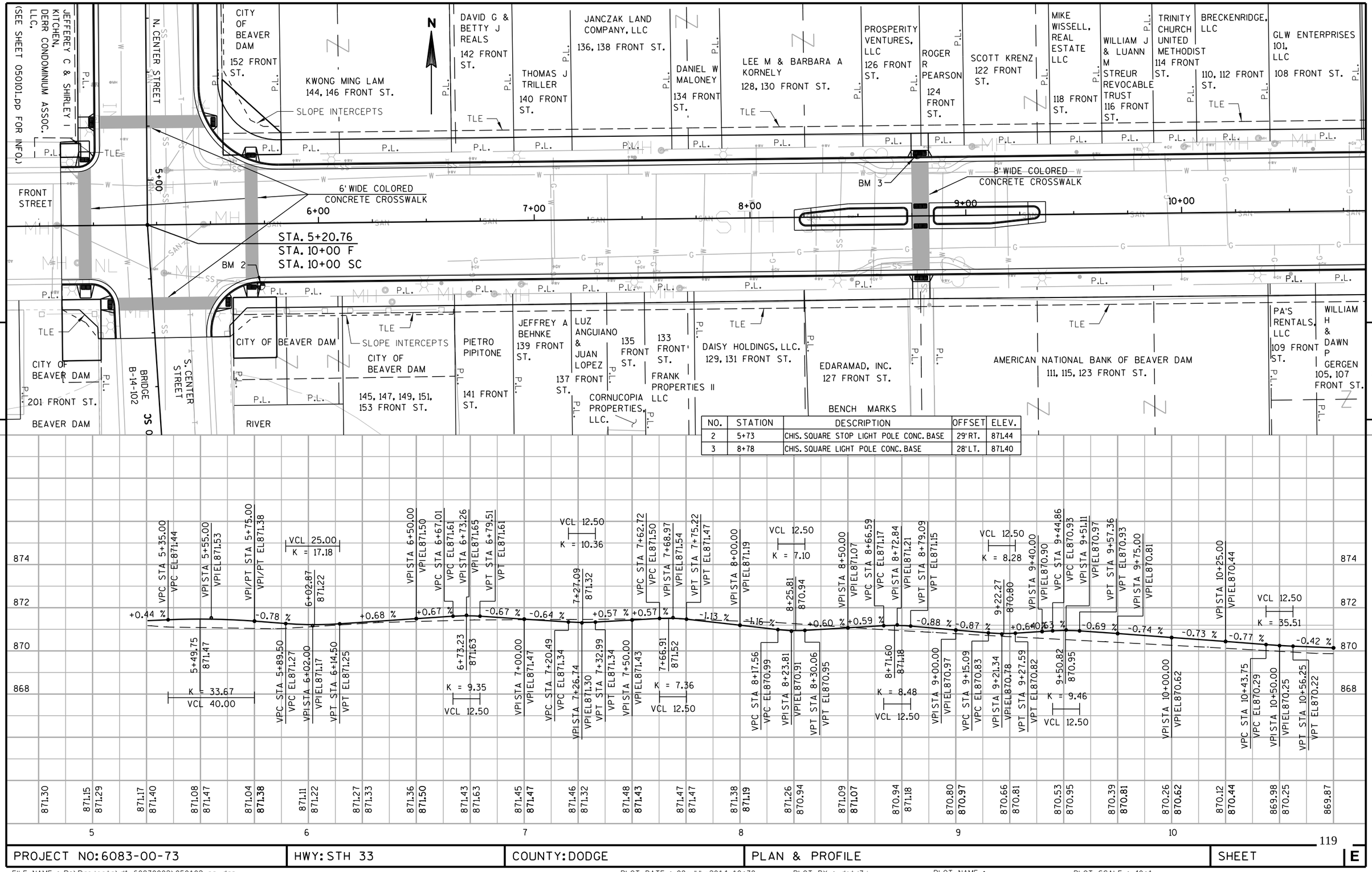
VPC STA 0+79.55
VPC EL879.45
-1.75 %
-1.73 %
VPI STA 1+19.55
VPI EL878.76
VPOT STA 0+14.00
VPOT EL880.59
VPI STA 0+42.00
VPI EL880.10
VPT STA 1+49.55
VPT EL878.01
VPC STA 1+56.93
VPC EL877.82
VPI STA 1+74.93
VPI EL877.37
VPT STA 1+92.93
VPT EL876.91
-2.51 %
K = 89.51
VCL 70.00
K = 1217.41
VCL 36.00
-2.54 %
VPC STA 3+15.13
VPC EL873.81
VCL 81.60
K = 89.66
VPI STA 3+52.13
VPI EL872.87
VPI STA 4+00.00
VPI EL872.09
VPT STA 3+96.73
VPT EL872.14
VPC STA 4+07.00
VPC EL871.98
-1.63 %
-1.64 %
VCL 70.00
K = 52.62
VPI STA 4+42.00
VPI EL871.40
VCL 26.00
K = 35.37
VPC/PT STA 4+77.00
VPC/PT EL871.29
4+88.05
871.27
VPI STA 4+90.00
VPI EL871.25
VPT STA 5+03.00
VPT EL871.30
VPI STA 5+20.76
VPI EL871.38
+0.42 %
+0.44 %
VPC STA 5+35.00
VPC EL871.44
VPI STA 5+55.00
VPI EL871.53
5+49.75
871.47
K = 33.67
VCL 40.00

CONTAMINATED SOIL

CONTAMINATED SOIL

900
878
876
874
872
870

| | | |



PROJECT NO: 6083-00-73	HWY: STH 33	COUNTY: DODGE	PLAN & PROFILE	SHEET E

FILE NAME : R:\Projects\d1_60830002\050102_pp.dgn PLOT DATE : 08-JUL-2014 10:38 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 30

GLW ENTERPRISES 101, LLC 106, 108 FRONT ST.

PHILIP J & JERRA E GRADEL 100, 104 FRONT ST.

CHARLES M NEUMAN 100, 102, 106 PARK AVE.

CR NEUMAN PROPERTIES, LLC 108, 110 PARK AVE.

111, 115 FRONT ST.

PA'S RENTALS, LLC 109 FRONT ST.

WILLIAM H & DAWN P GERGEN 105, 107 FRONT ST.

WILLIAM E KEEL 101, 103 FRONT ST.

AMERICAN NATIONAL BANK OF BEAVER DAM

CITY OF BEAVER DAM 105 PARK AVE.

N. SPRING STREET

S. SPRING STREET

FRONT STREET

PARK AVENUE

STA. 11+81.92
STA. 10+00 NS

STA. 11+92.47
STA. 10+00 SS

6' WIDE COLORED CONCRETE CROSSWALK

END CONSTRUCTION
STA. 13+00
SAWCUT AND MATCH EXISTING DOWEL BARS REQUIRED

BM 4

TLE

SLOPE INTERCEPTS

Box Culvert

PI 13+25.03

PI 14+00.03

PI 15+44.54

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4	11+69	CHIS. SQUARE STOP LIGHT CONC. BASE	41' RT.	871.82

VCL 12.50
K = 16.79

VCL 12.50
K = 35.51

VCL 100.00
K = 147.06

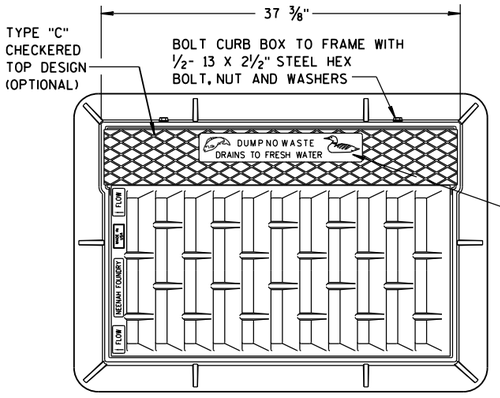
-0.77 % -0.42 % -0.40 % +0.34 % +0.36 % +0.36 % +0.48 % +1.16 %

VPC STA 10+43.75 VPC EL870.29
VPI STA 10+50.00 VPI EL870.25
VPT STA 10+56.25 VPT EL870.22
VPI STA 10+75.00 VPI EL870.14
VPC STA 10+76.20 VPC EL870.14
VPI STA 10+82.45 VPI EL870.11
VPT STA 10+88.70 VPT EL870.13
VPI STA 11+00.00 VPI EL870.17
VPI STA 10+82.96 870.12
VPI STA 11+25.00 VPI EL870.26
VPI STA 11+50.00 VPI EL870.35
VPC STA 12+00.00 VPC EL870.59
VPI STA 12+50.00 VPI EL870.83
VPT STA 13+00.00 VPT EL871.41
VPI STA 13+00.00 VPI EL871.41
VPOT STA 13+25.00 VPOT EL871.70

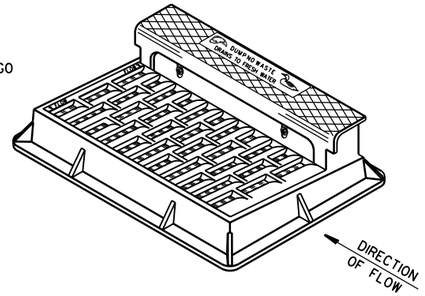
| | | |

Standard Detail Drawing List

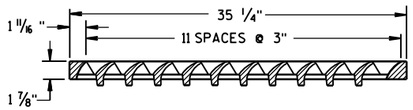
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-01	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-01	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-17	CONCRETE CURB, 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
09C06-06	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09D02-02	SIGNAL OR LIGHTING CONTROL CABINET
09E01-12B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
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.
09F15-03B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
10A05-02	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
11B02-02	CONCRETE MEDIAN NOSE
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
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C18-03	MEDIAN ISLAND MARKING
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE

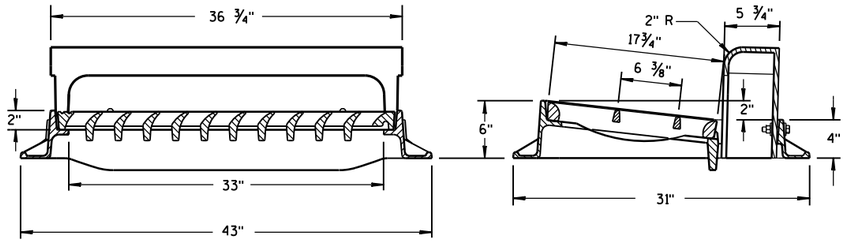


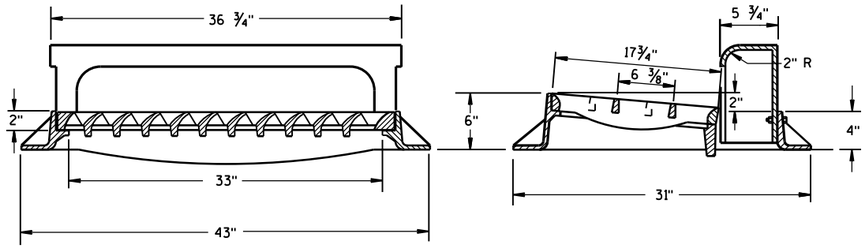
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

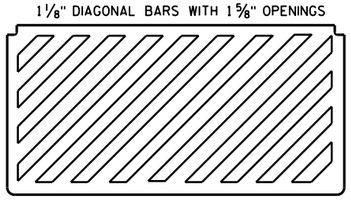






TYPE "H"

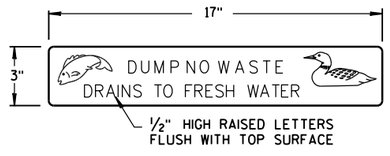
NOTE: EITHER CASTING IS ACCEPTABLE



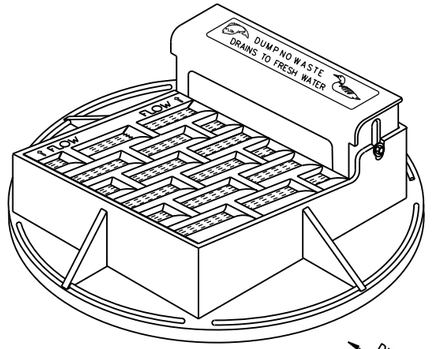
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

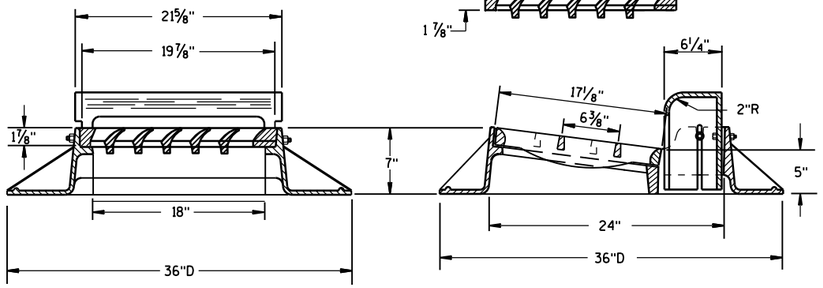


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



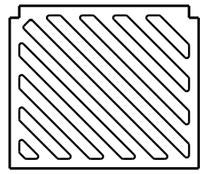
TYPE "A"

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.

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.

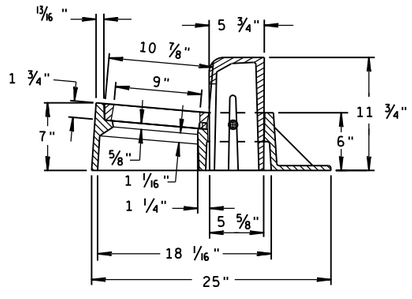
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

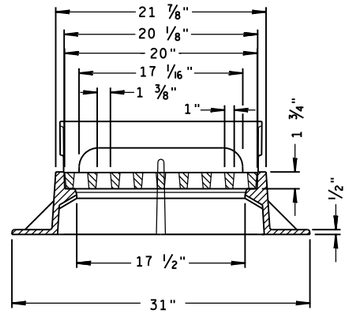


SPECIAL GRATE FOR TYPE "A" COVER

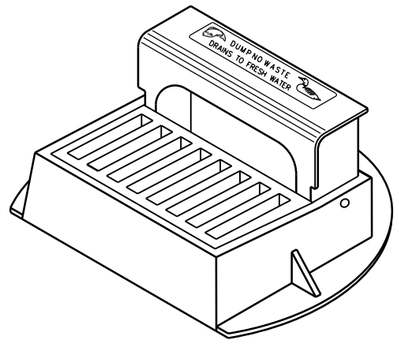
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 A 5-19a

6

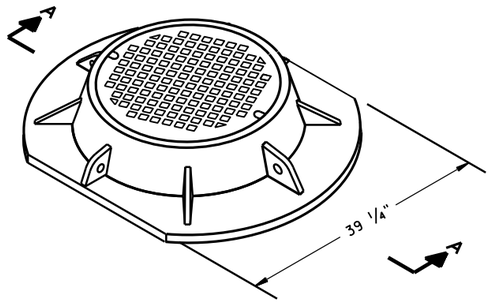
S.D.D. 8 A 5-19a

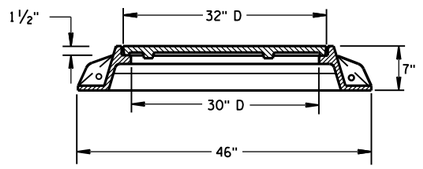
GENERAL NOTES

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.

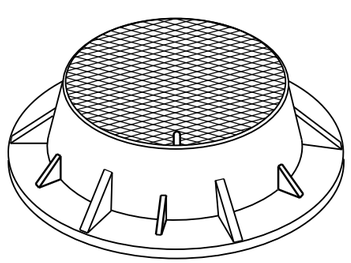
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

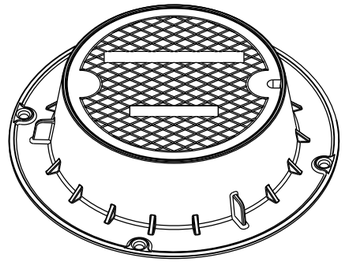
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

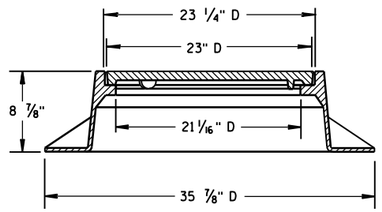


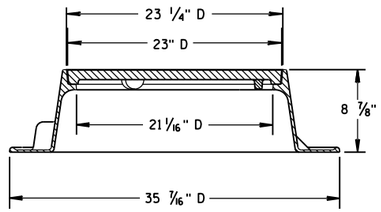


SECTION A-A
TYPE "K"

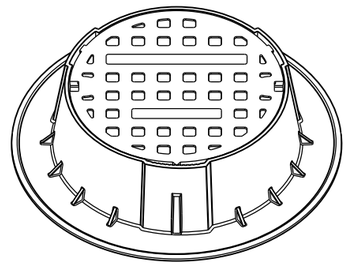


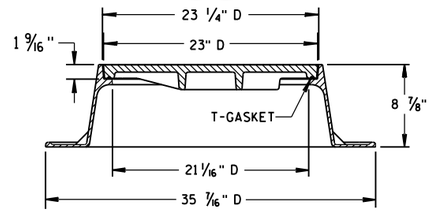


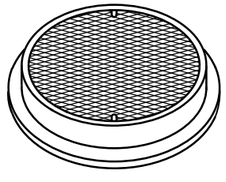


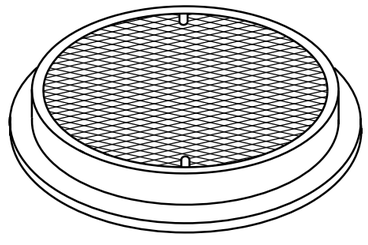


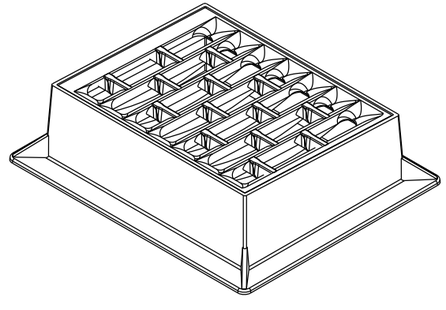
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

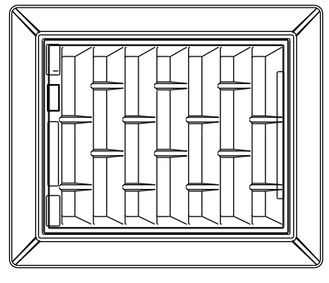


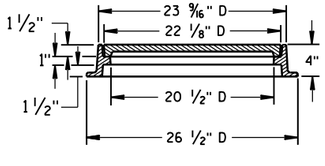




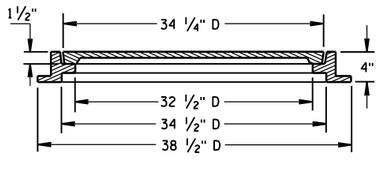








TYPE "L"



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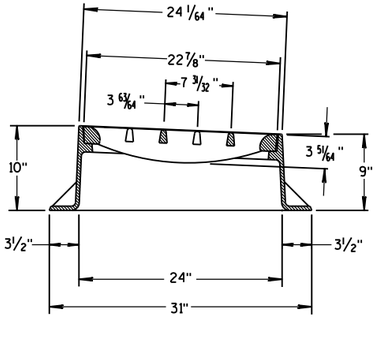
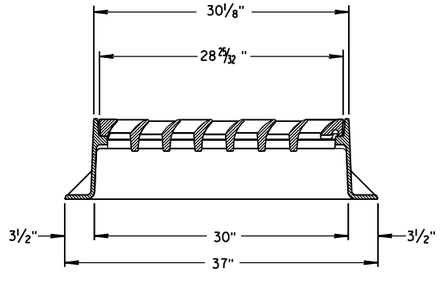
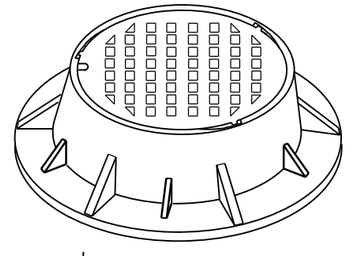
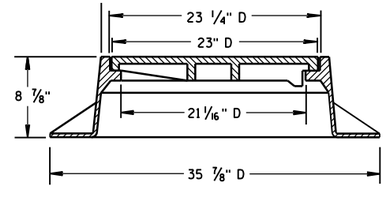




INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

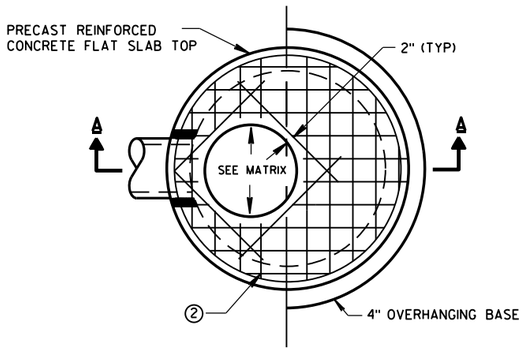
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

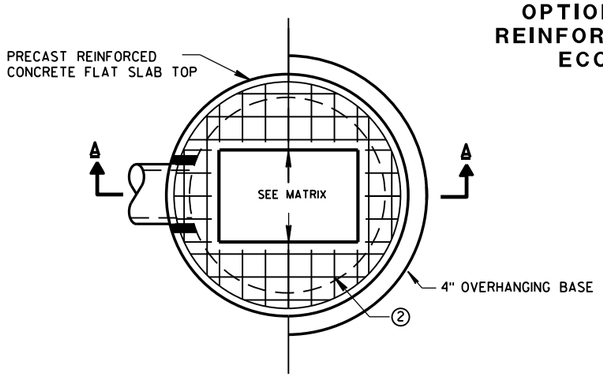
APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

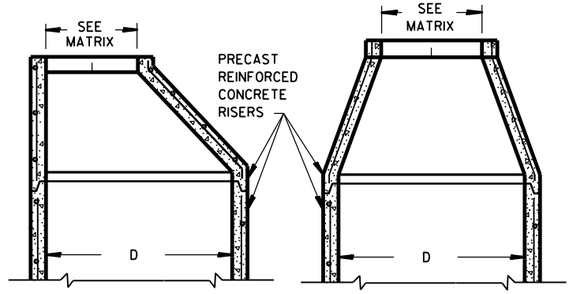
S.D.D. 8 A 5-19d
6



PLAN VIEW CIRCULAR OPENING

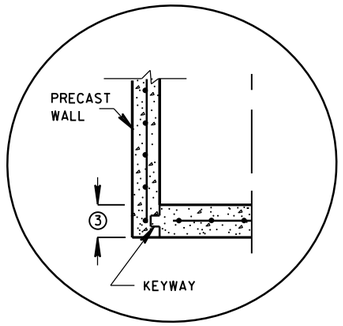


PLAN VIEW RECTANGULAR OPENING

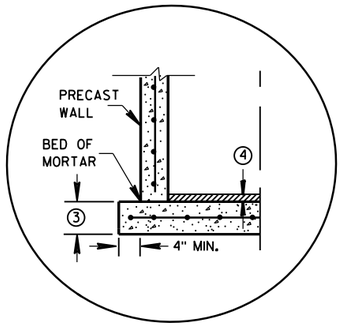


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

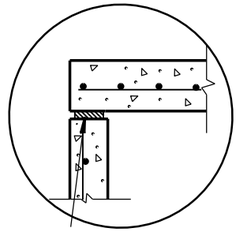


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

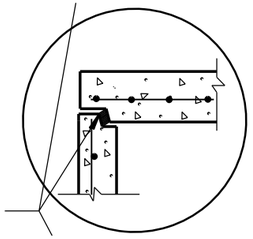


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

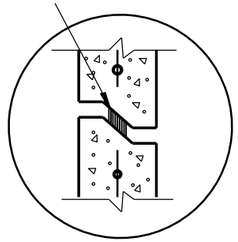


TOP WITH PLAIN END JOINT



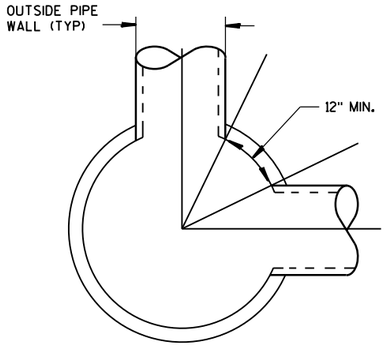
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT

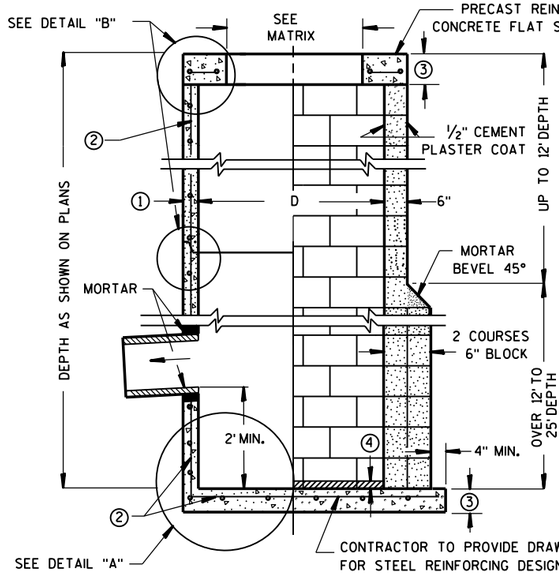


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"



CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

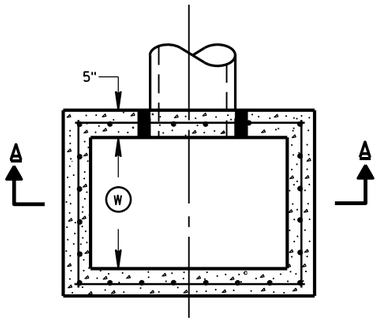
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

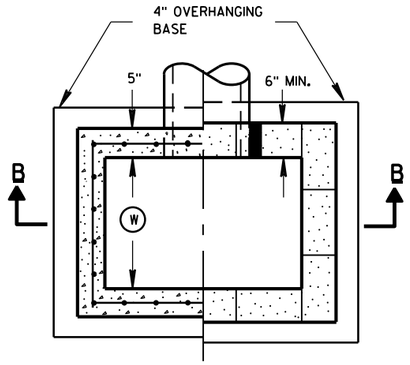
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

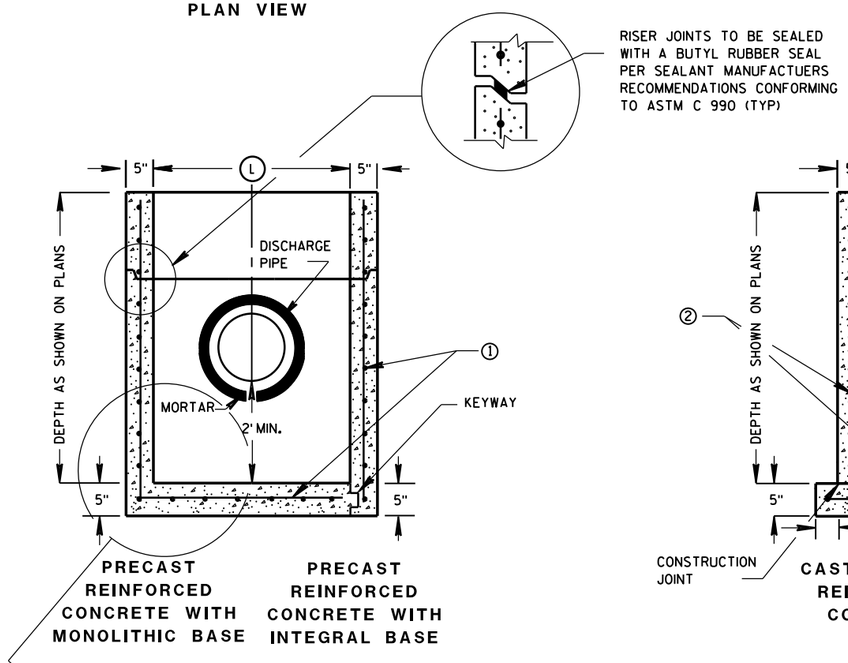
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER



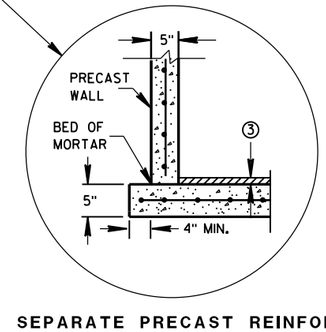
PLAN VIEW



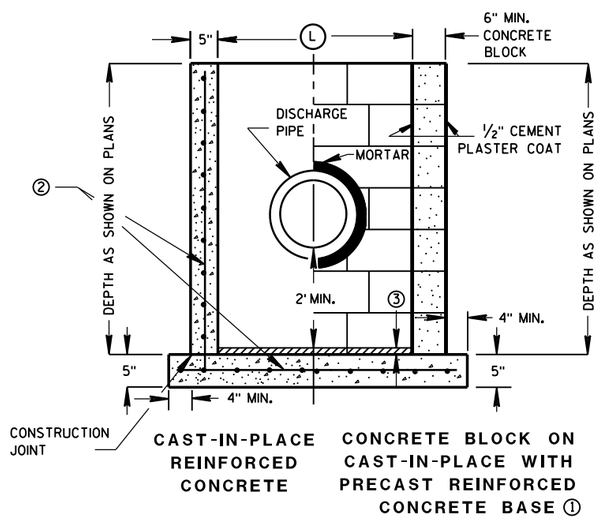
PLAN VIEW



SECTION A-A



SEPARATE 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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST CATCH BASIN UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

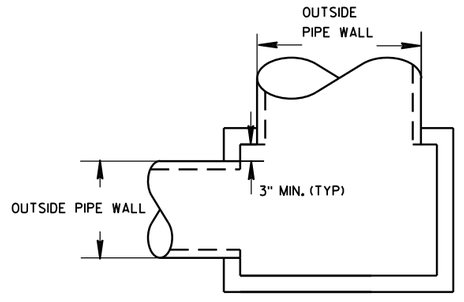
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

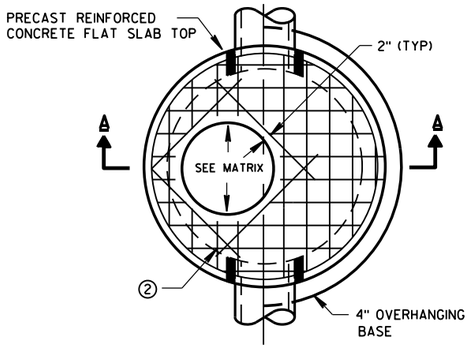
CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

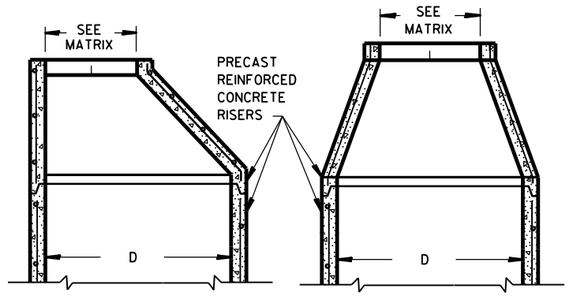
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 A 9-1

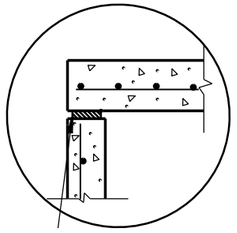


PLAN VIEW CIRCULAR OPENING

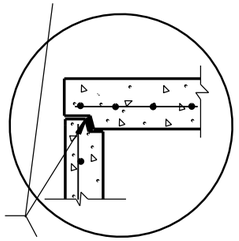


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

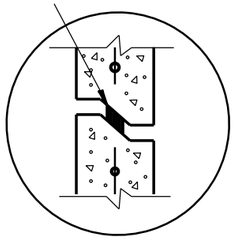


TOP WITH PLAIN END JOINT



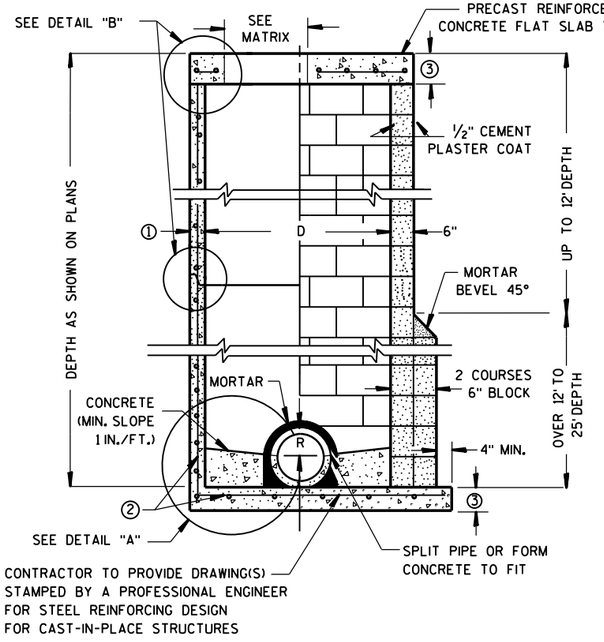
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



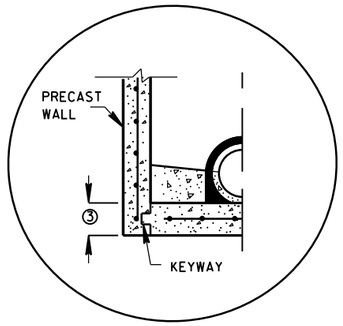
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

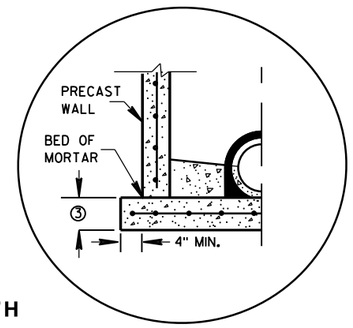


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

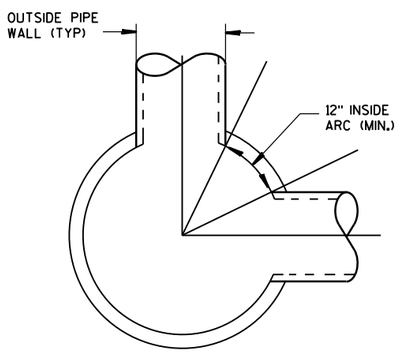


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

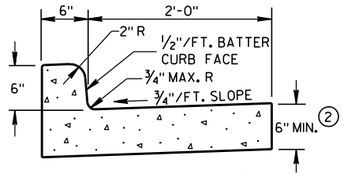
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

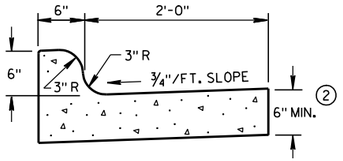
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

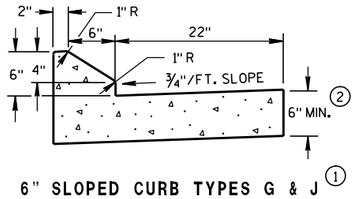
6
S.D.D. 8 B 9-1



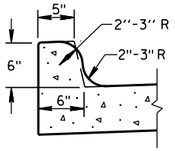
TYPES A & D (1)



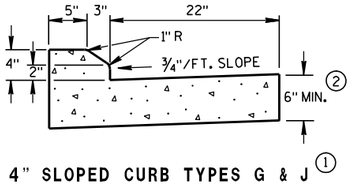
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

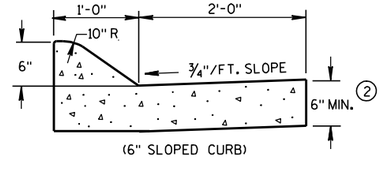


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

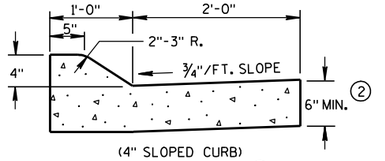


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

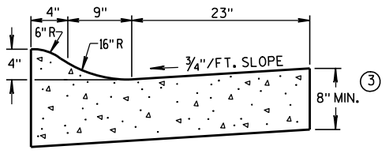


(6" SLOPED CURB)



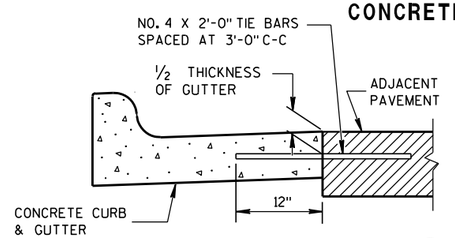
(4" SLOPED CURB)

TYPES A & D (1)

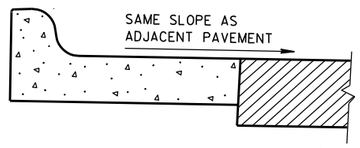


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

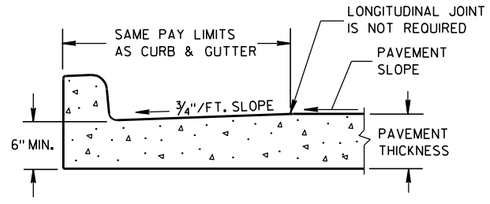
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

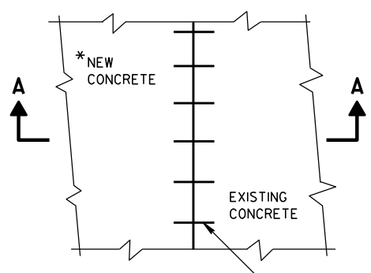
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

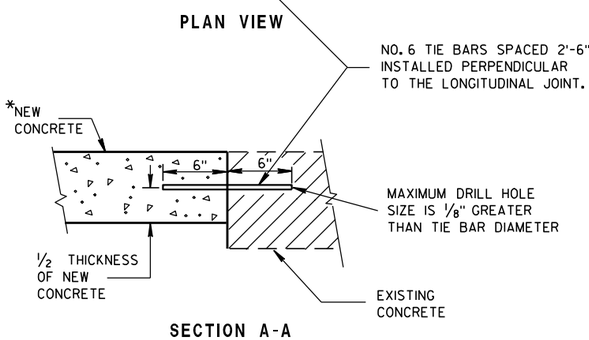


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



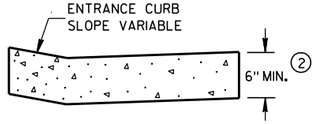
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

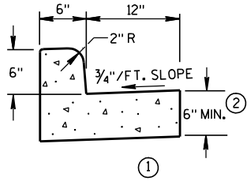


SECTION A-A

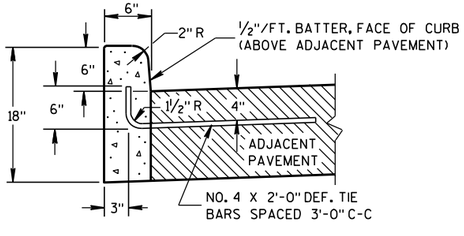
TIE BARS DRILLED INTO EXISTING PAVEMENT



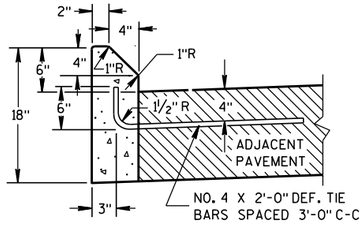
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



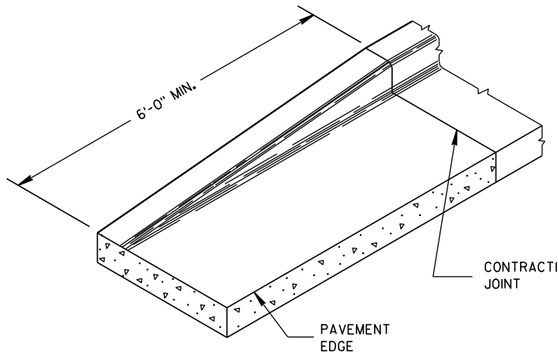
(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES A & D



(1)
TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

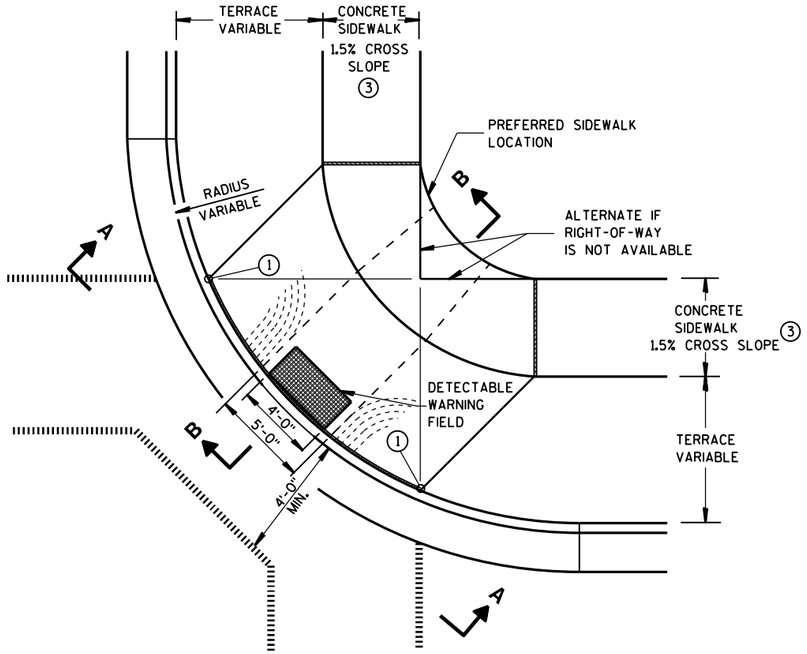
FHWA ENT

6

S.D.D. 8 D 1-17

6

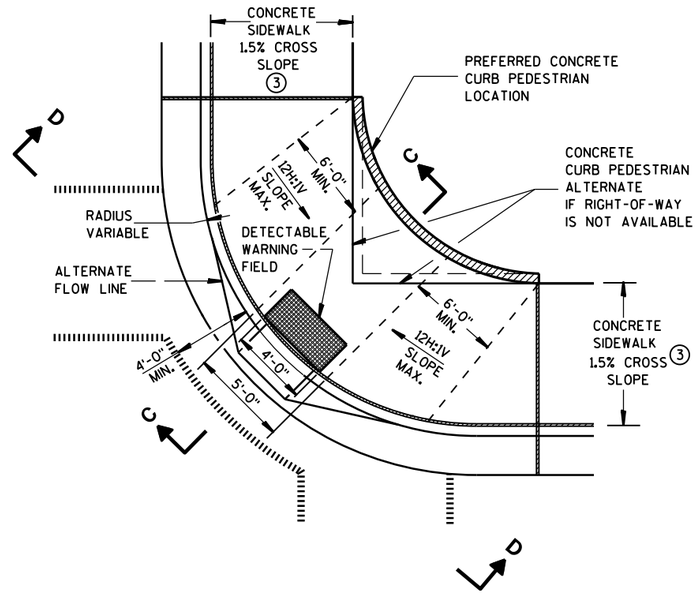
S.D.D. 8 D 1-17



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.

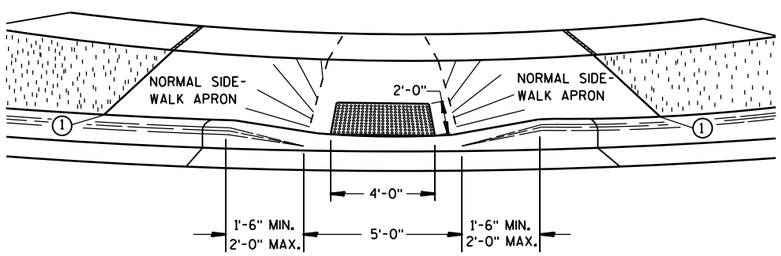
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

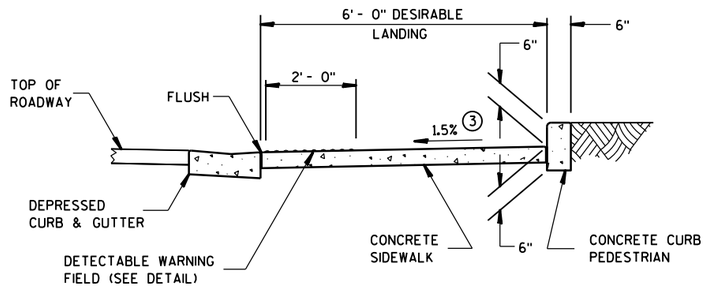
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

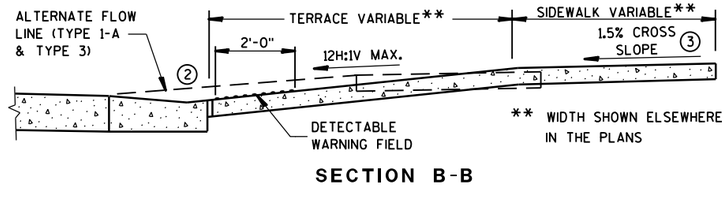
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



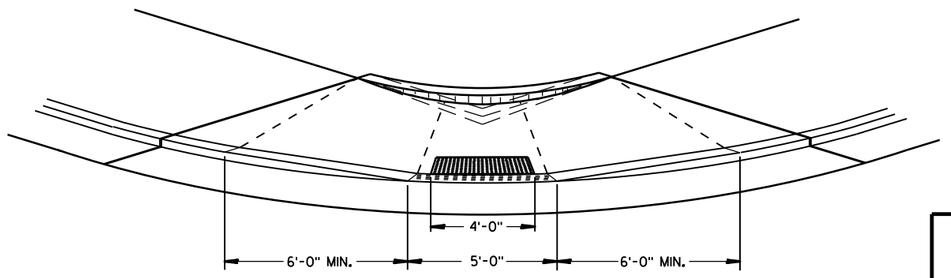
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

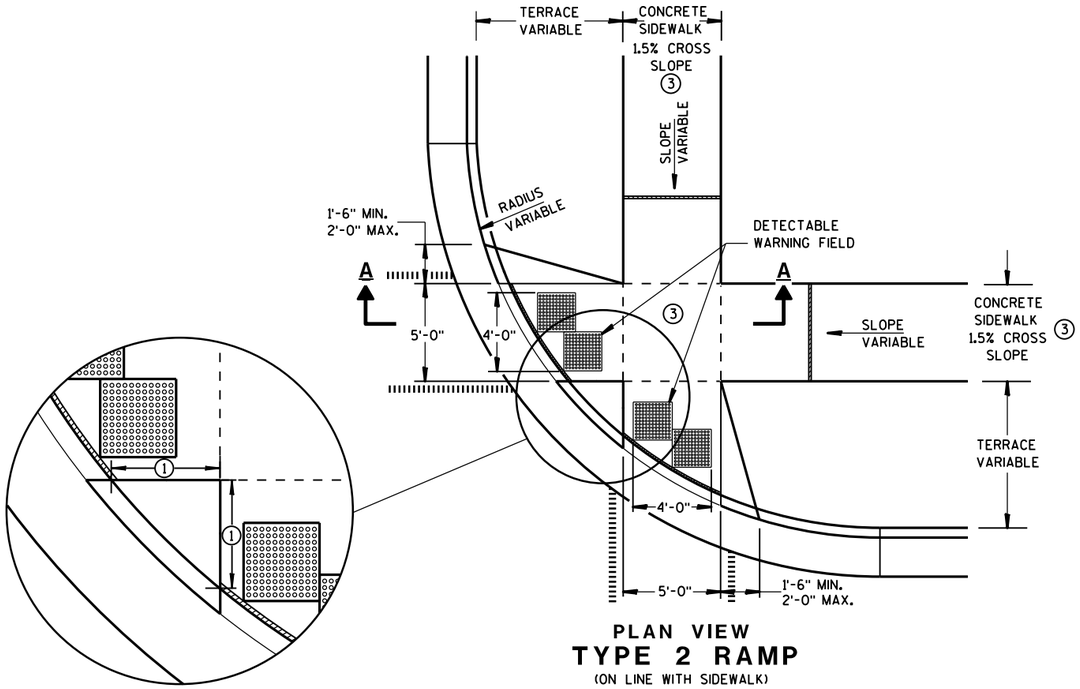
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

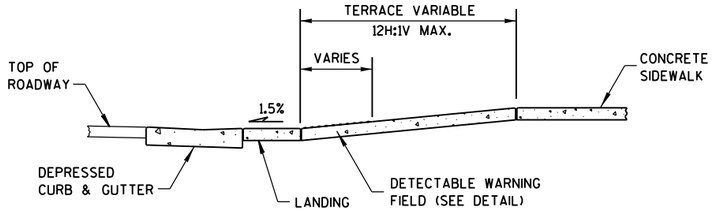
S.D.D. 8 D 5-15a



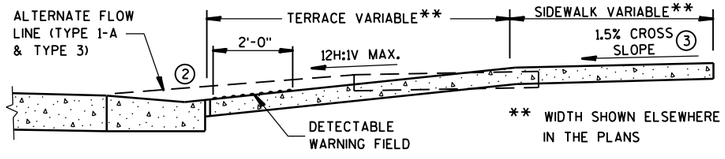
PLAN VIEW

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.

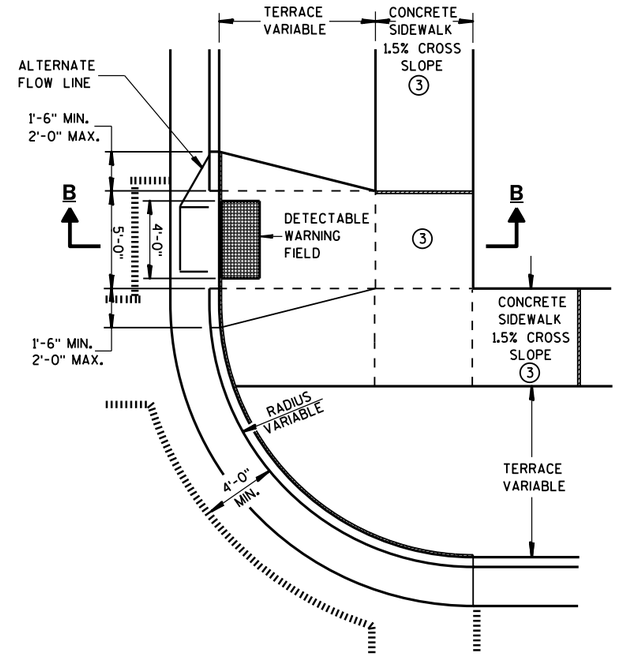
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

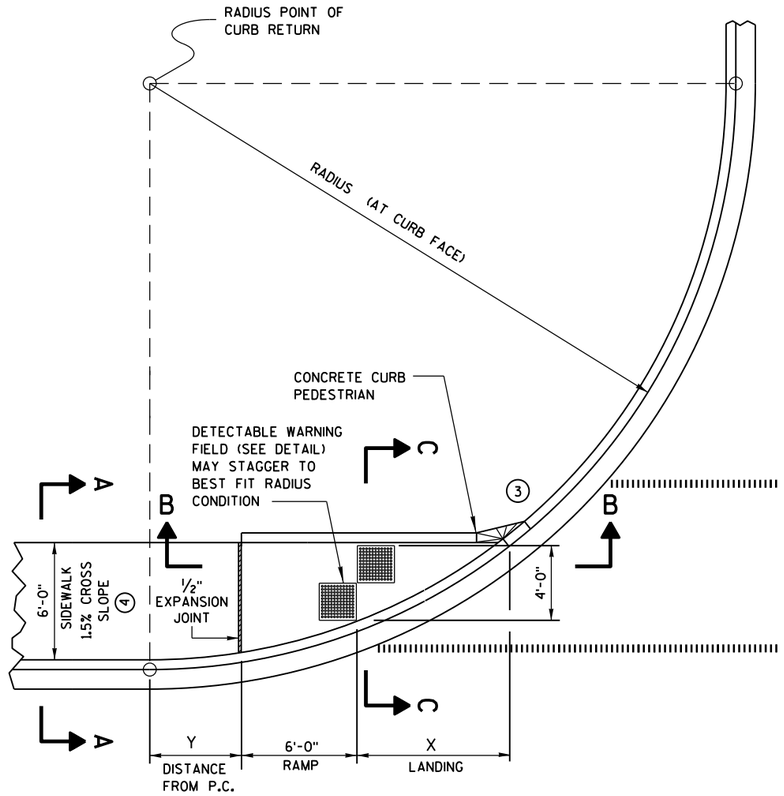
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

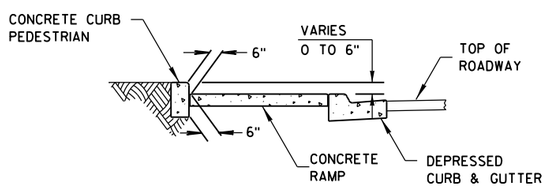
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

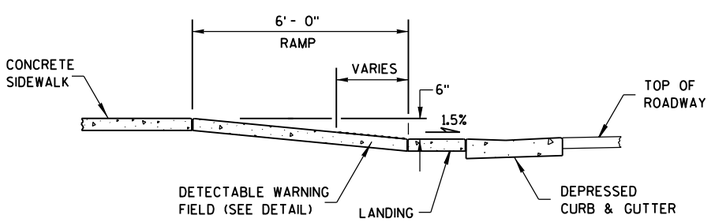
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



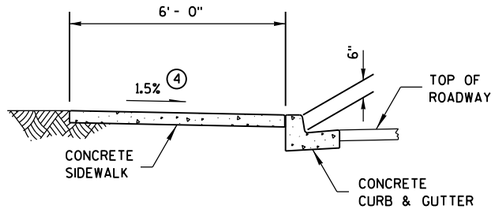
SECTION C-C FOR TYPE 4A



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

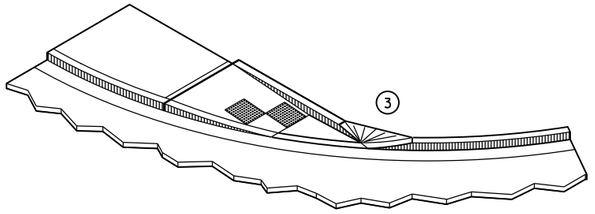
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

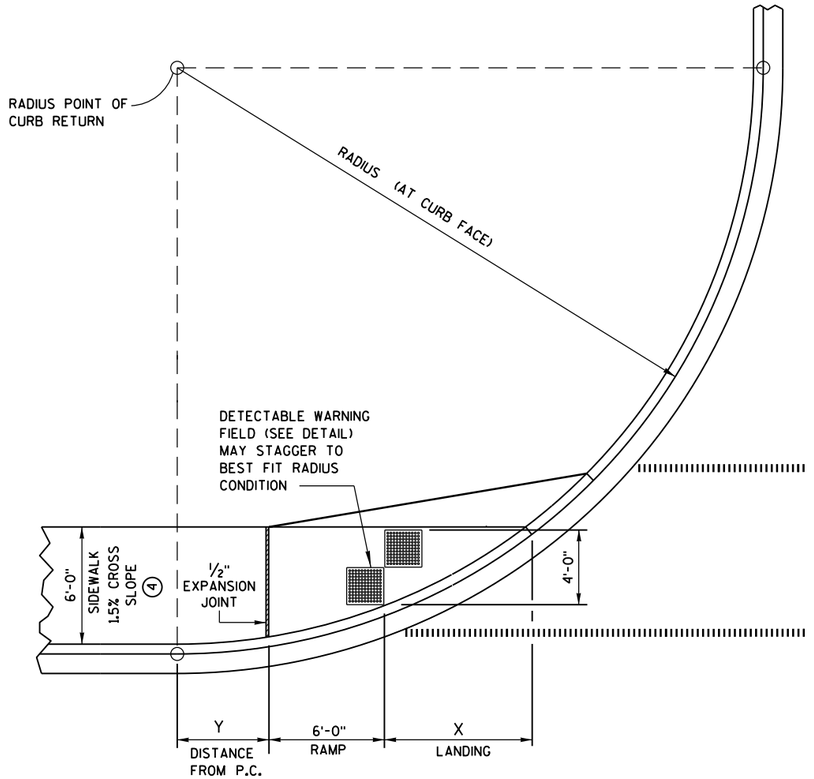
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

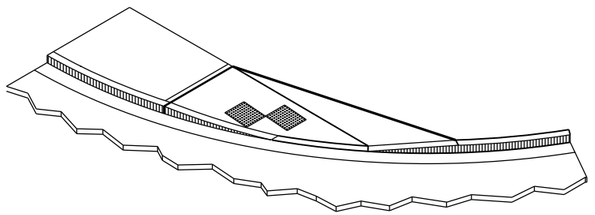
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

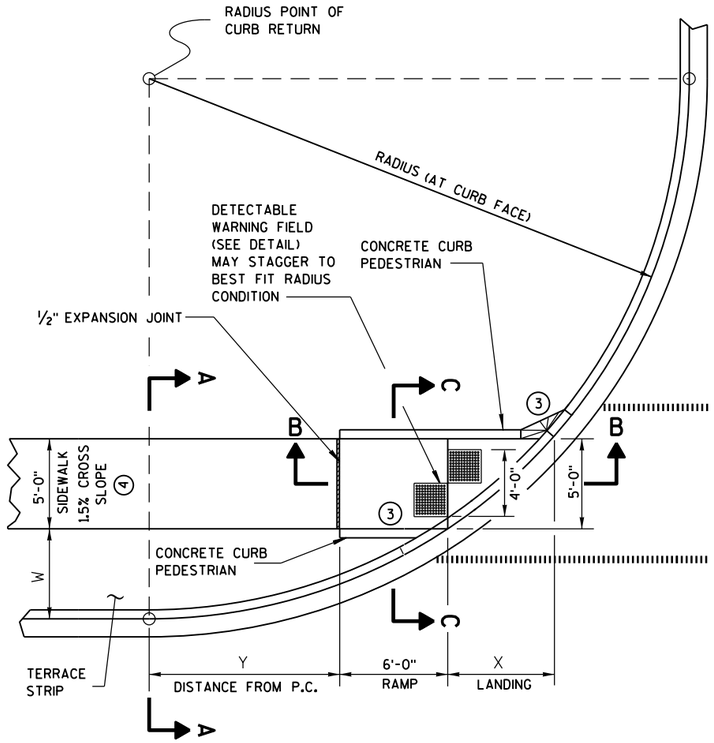
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

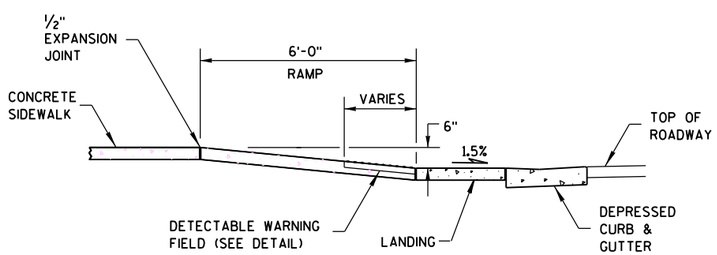
6

S.D.D. 8 D 5-15c

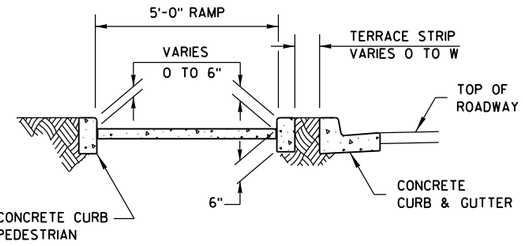


CURB RAMP TYPE 4B
PLAN VIEW

SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

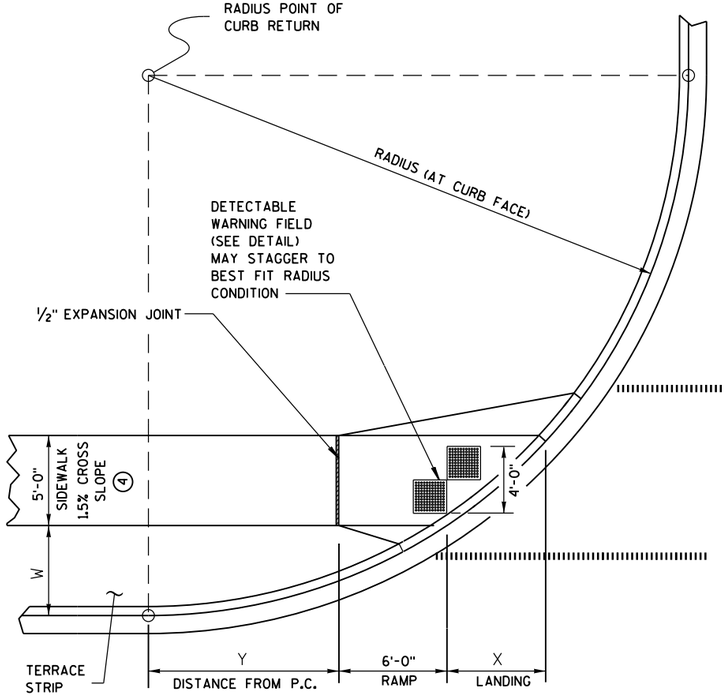
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

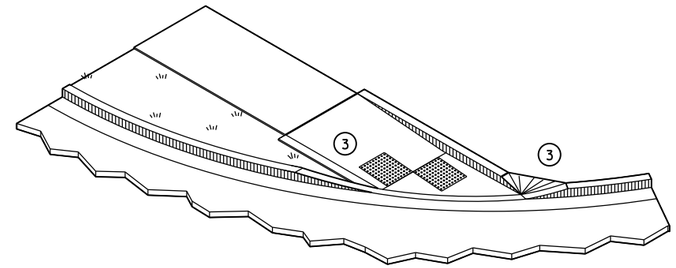
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

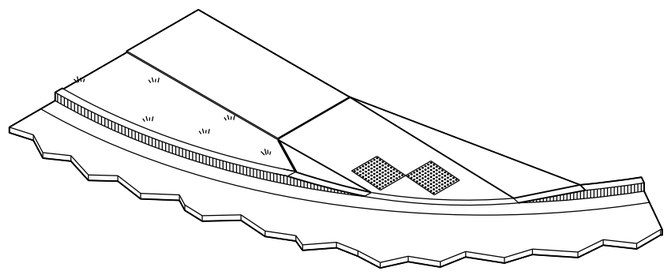
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



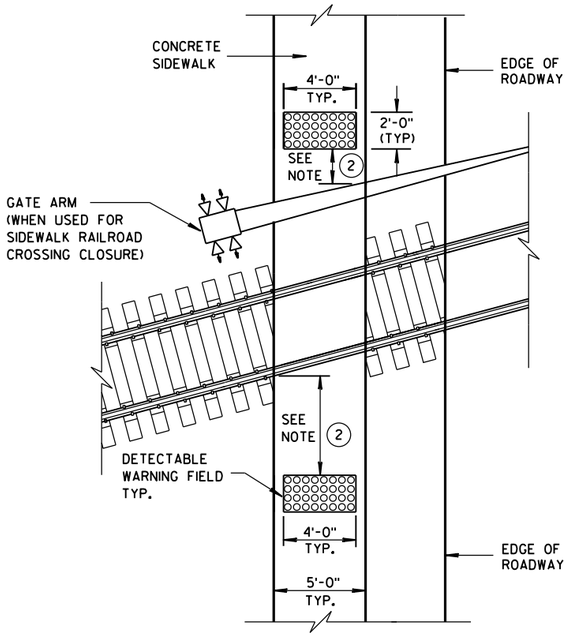
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

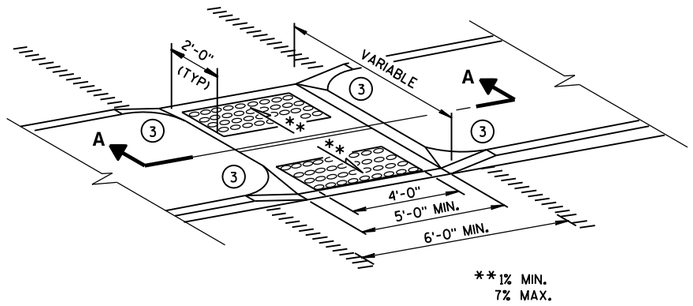
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

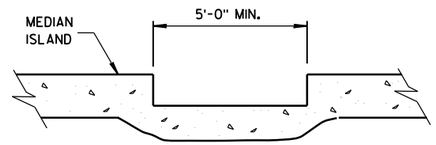
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

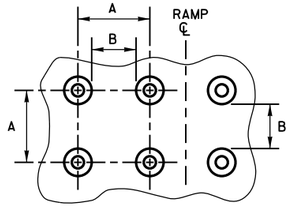
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



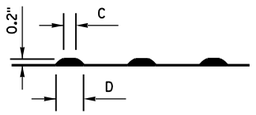
SECTION A-A



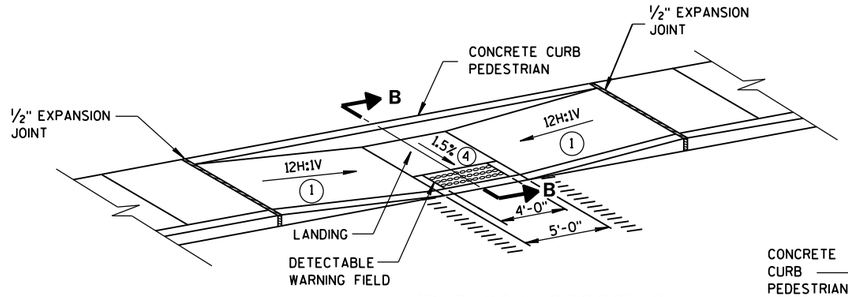
PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

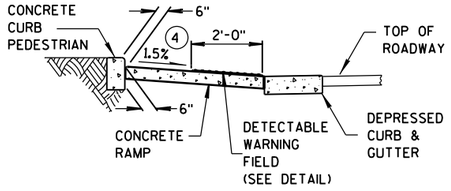
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

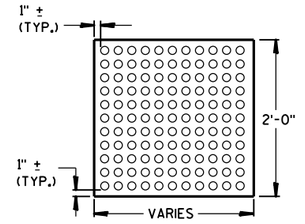


MID-BLOCK CROSSING
TYPE 7A



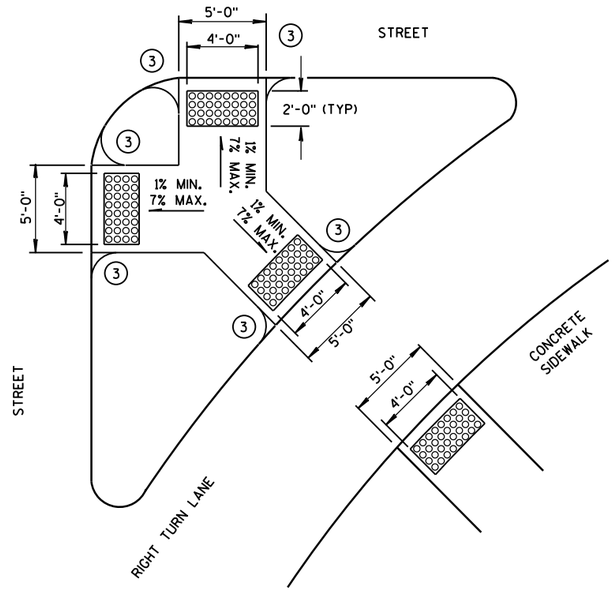
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

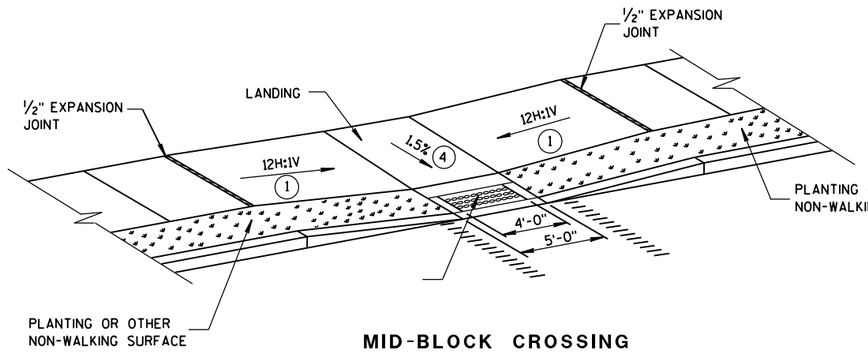


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

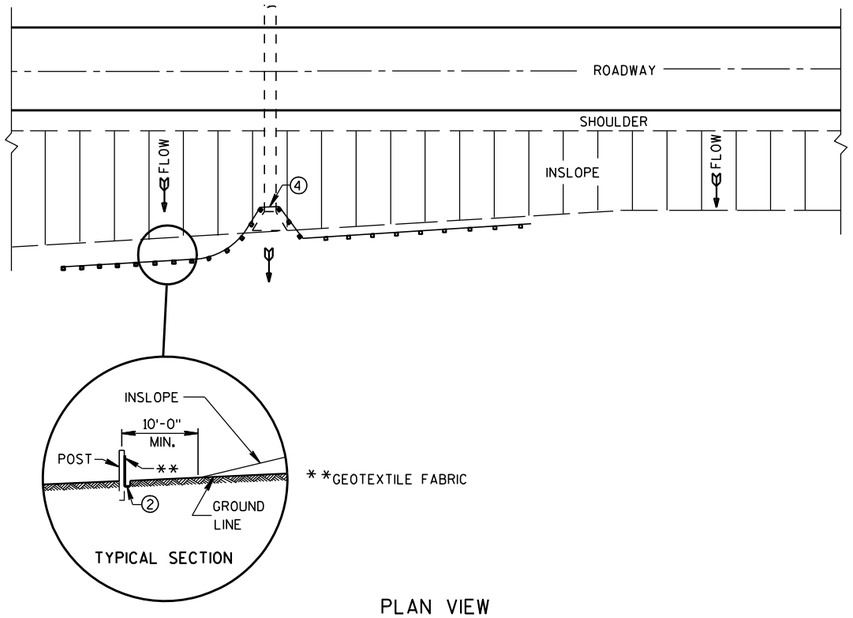
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

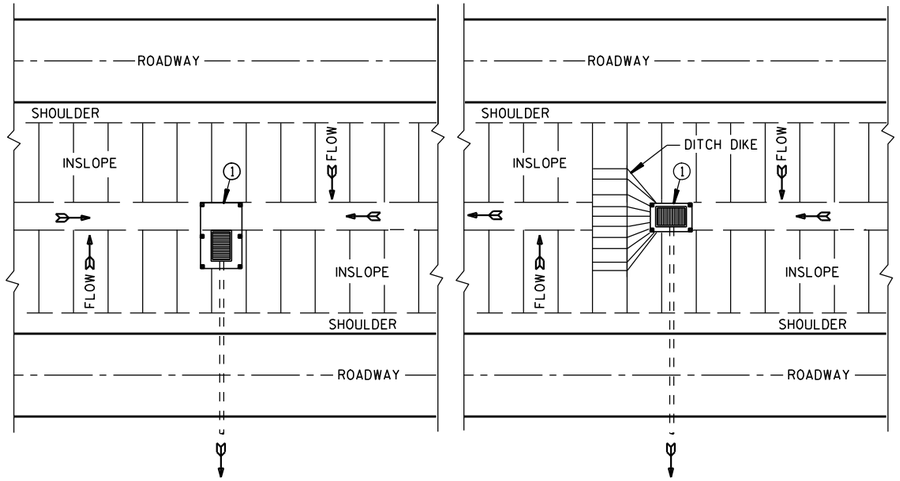
6

S.D.D. 8 D 5-15e



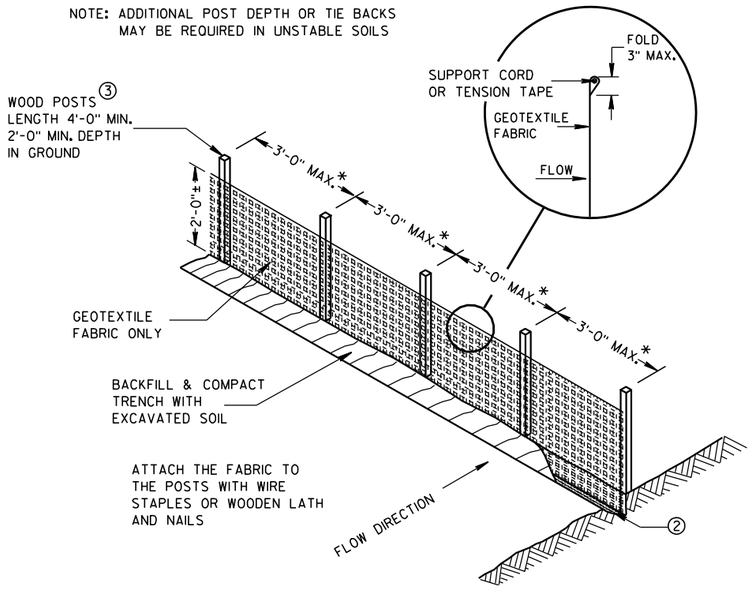
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



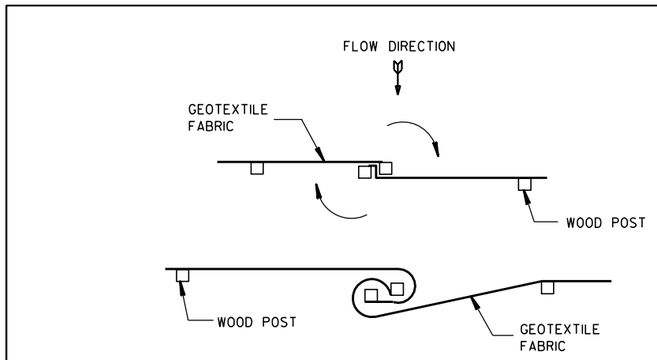
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

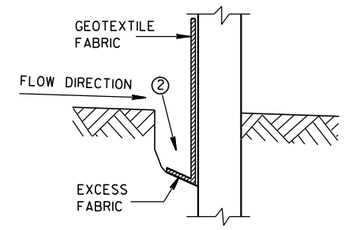


JOINING TWO LENGTHS OF SILT FENCE 5

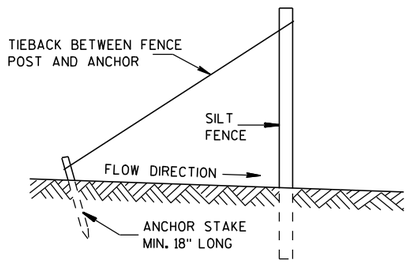
GENERAL NOTES

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

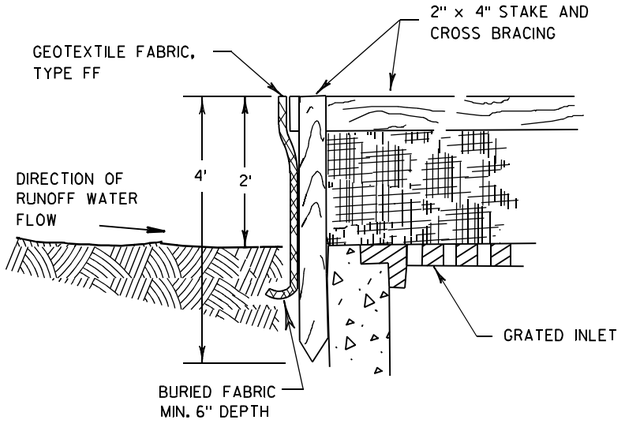
APPROVED
4-29-05
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

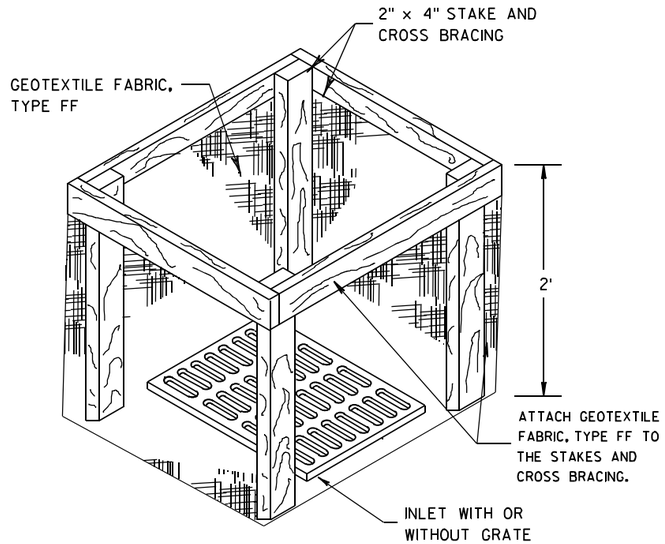
6

S.D.D. 8 E 9-6

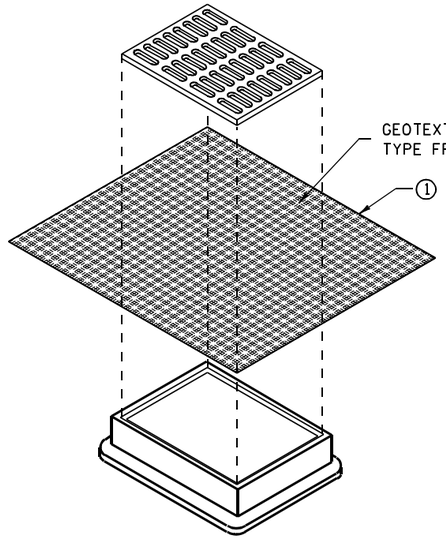
6

S.D.D. 8 E 9-6



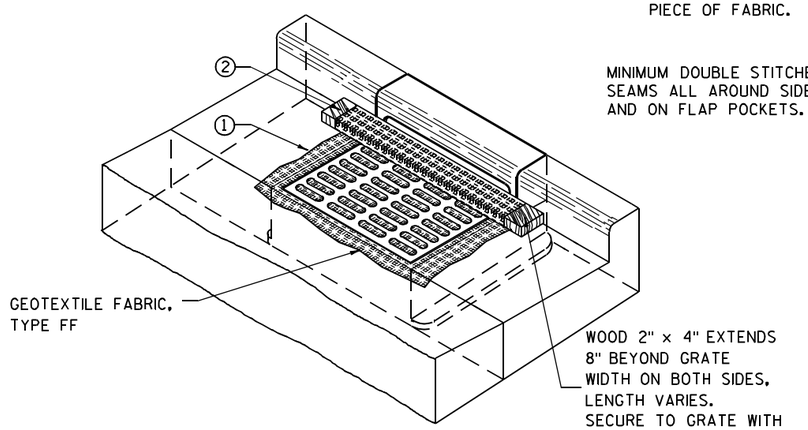


INLET PROTECTION, TYPE A

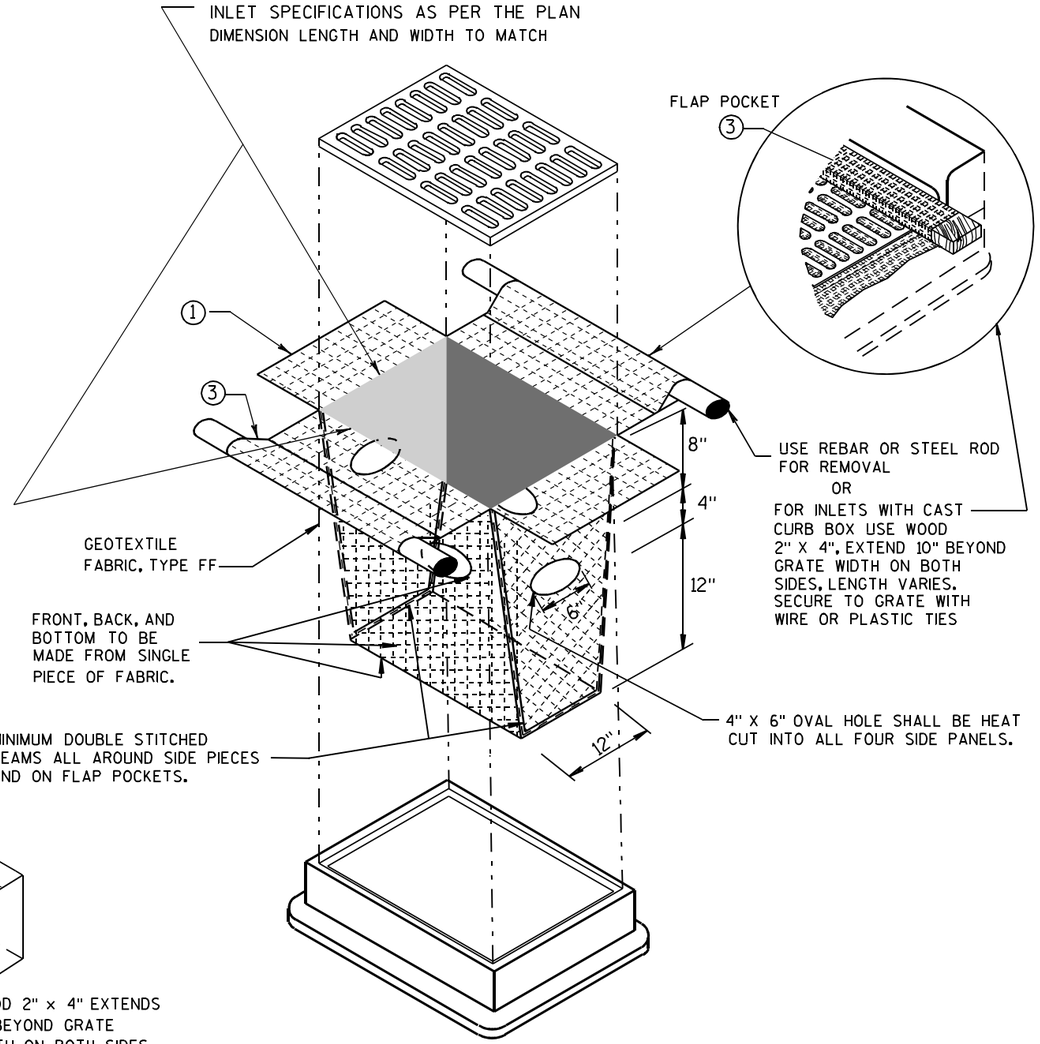


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

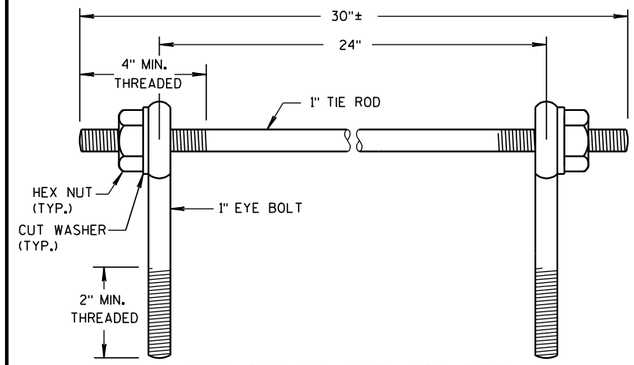
APPROVED

10/16/02
DATE

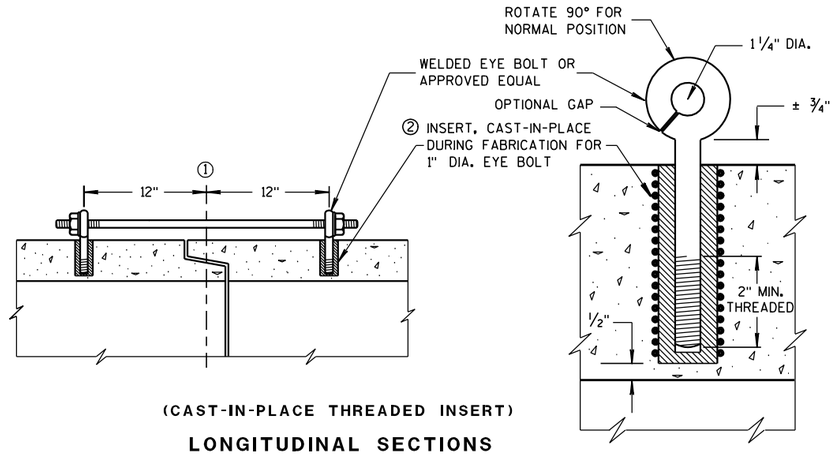
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



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.

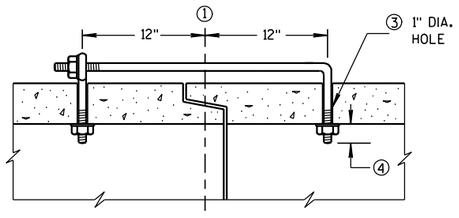
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

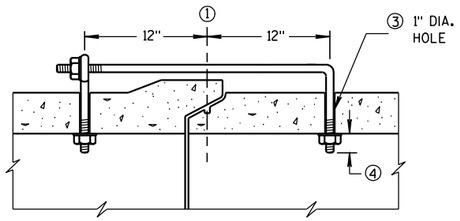
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

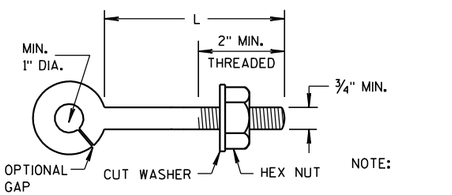


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

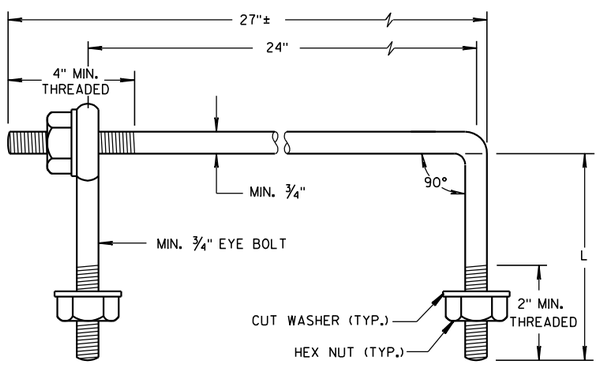
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

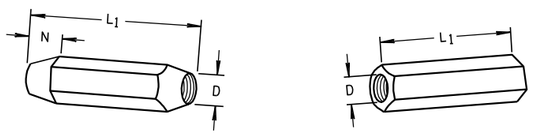
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

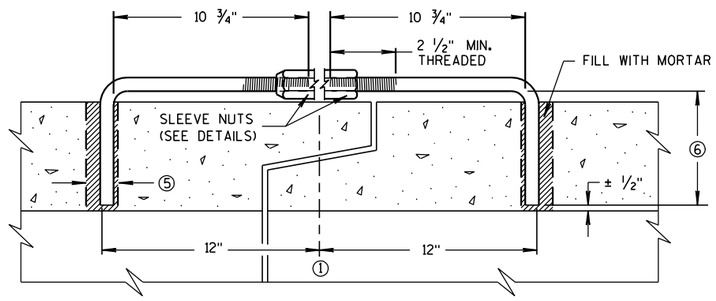
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

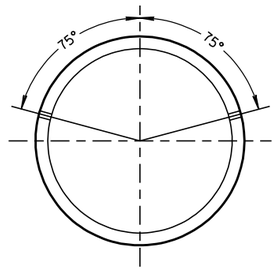
SLEEVE NUTS



LONGITUDINAL SECTION

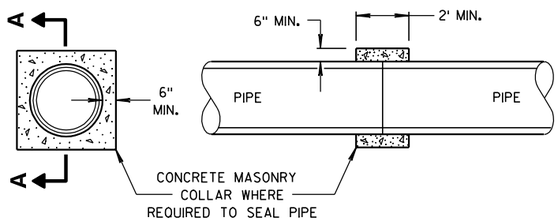
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
135
FHWA

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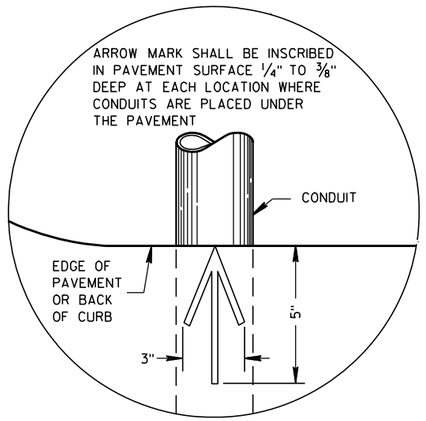
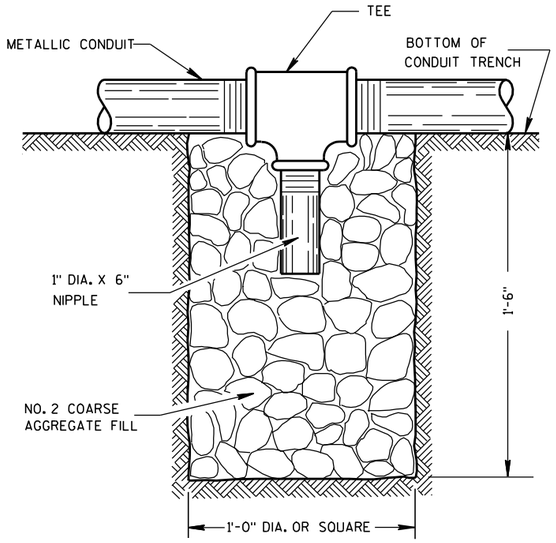


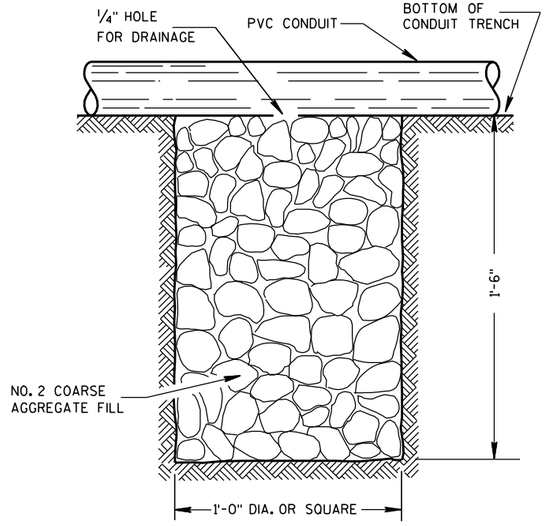
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

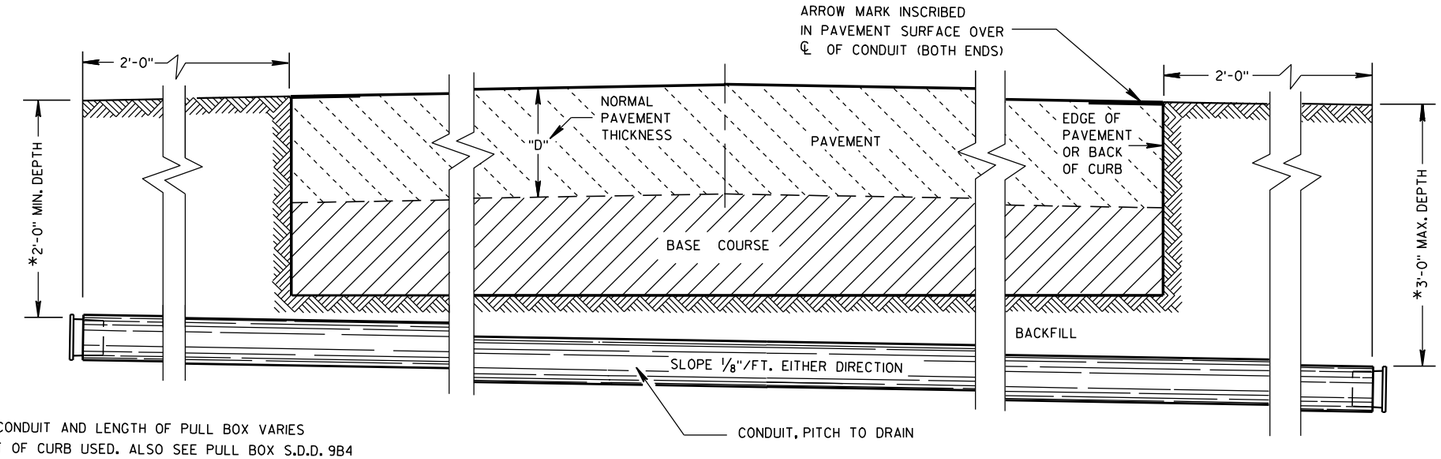
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI

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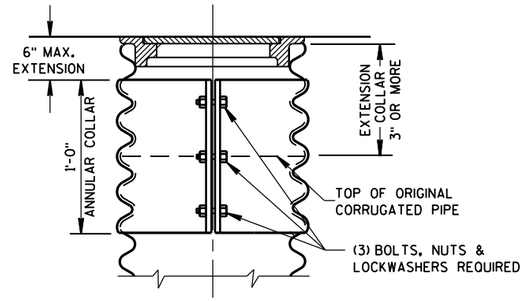
S.D.D. 9 B 2-7

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

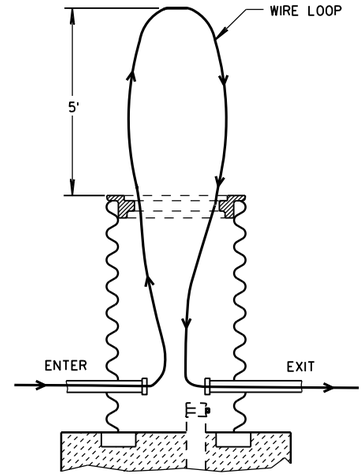
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

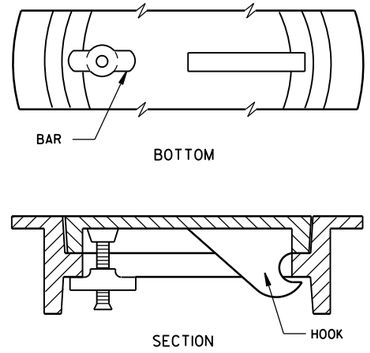
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

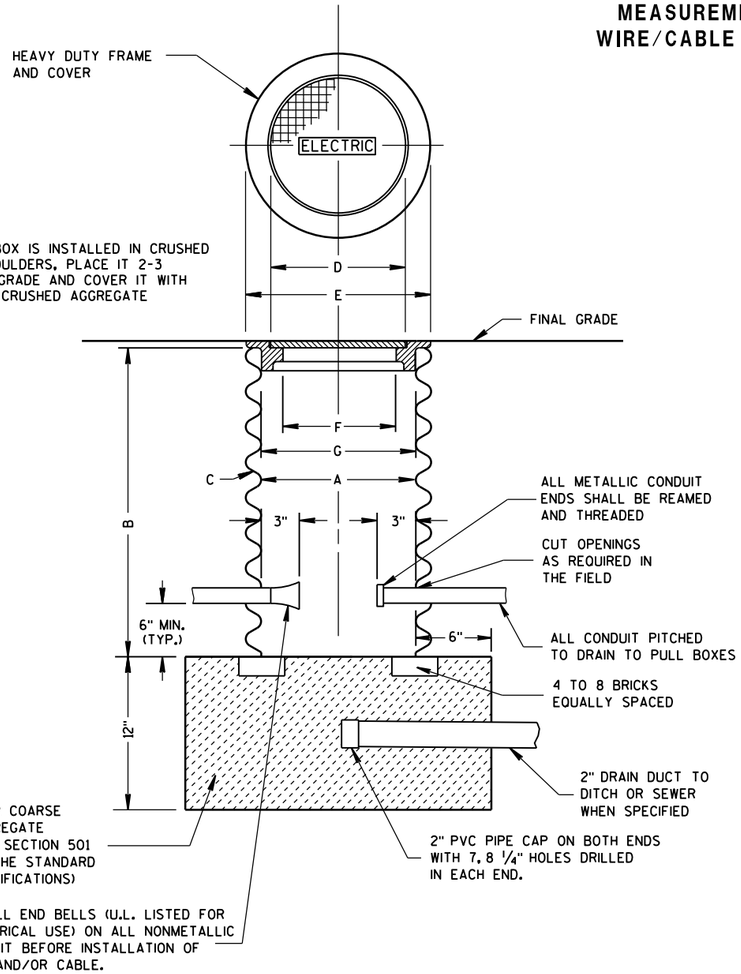


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



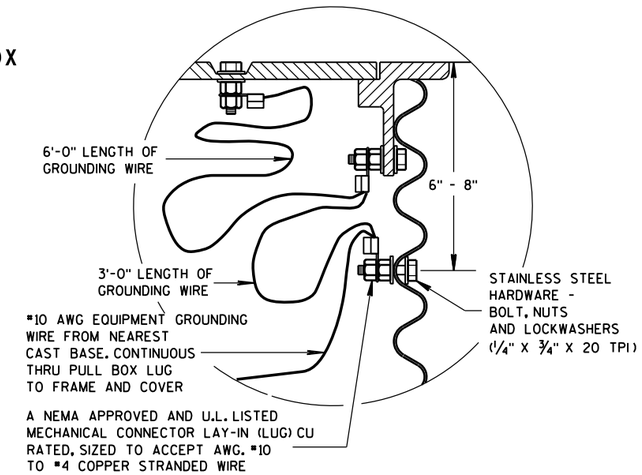
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

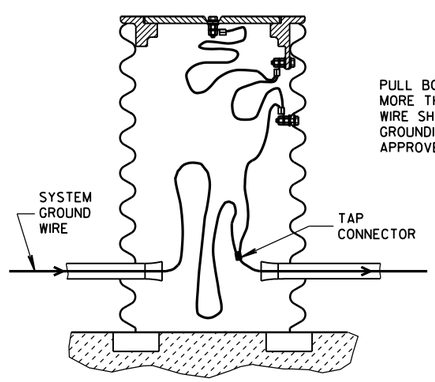


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
2-7-2013 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

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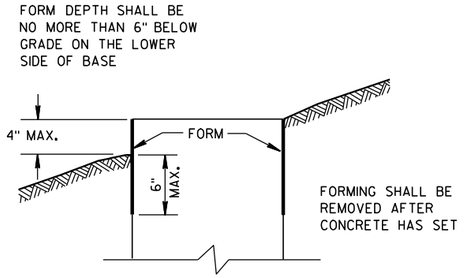


FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

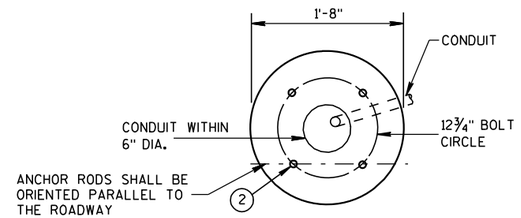
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

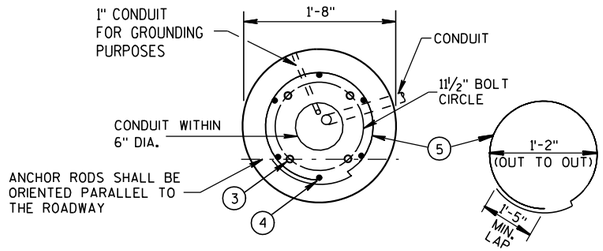
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

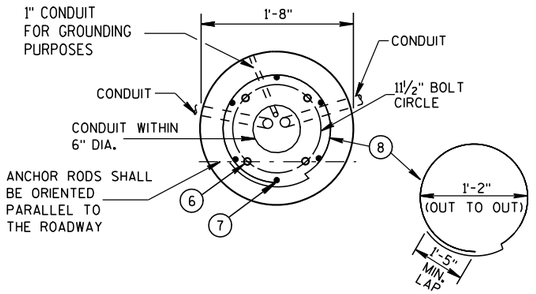
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

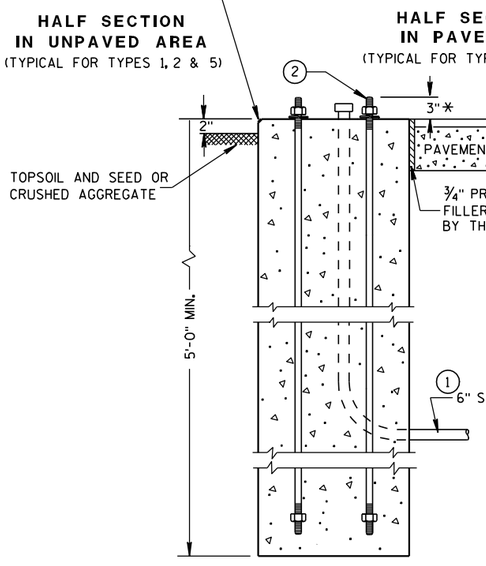






FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

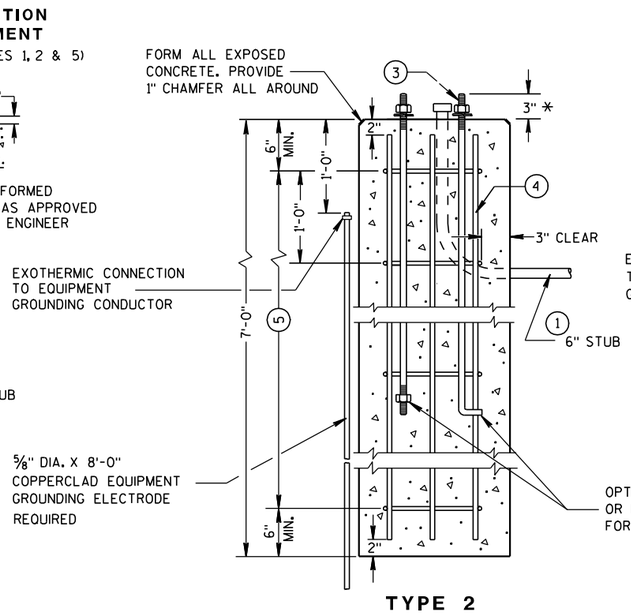
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)



HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)

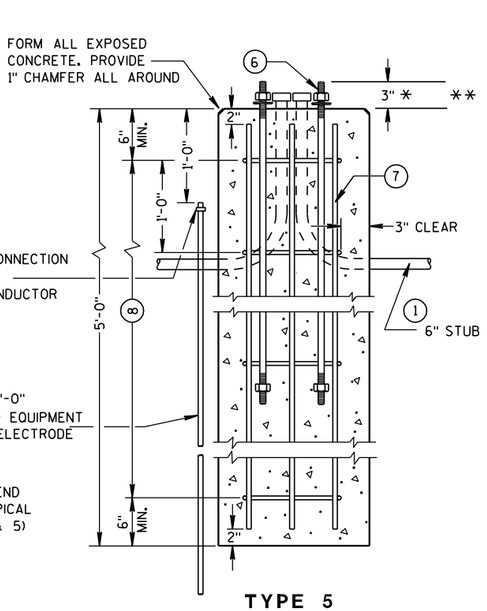
TYPE 1

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 2

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI
138 — HWYS
FHWA

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S.D.D. 9 C 2-6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

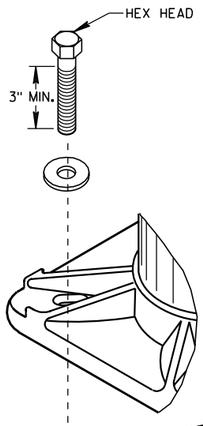
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

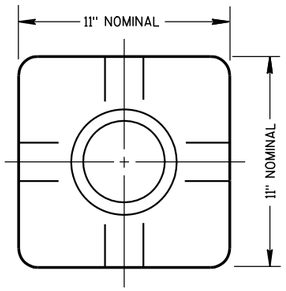
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

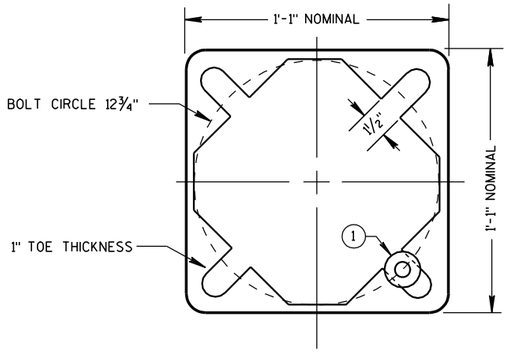
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

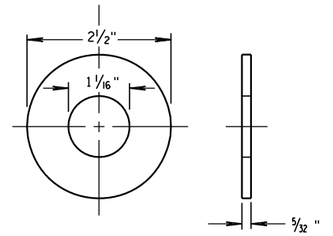




TOP VIEW
(PEDESTAL BASE)

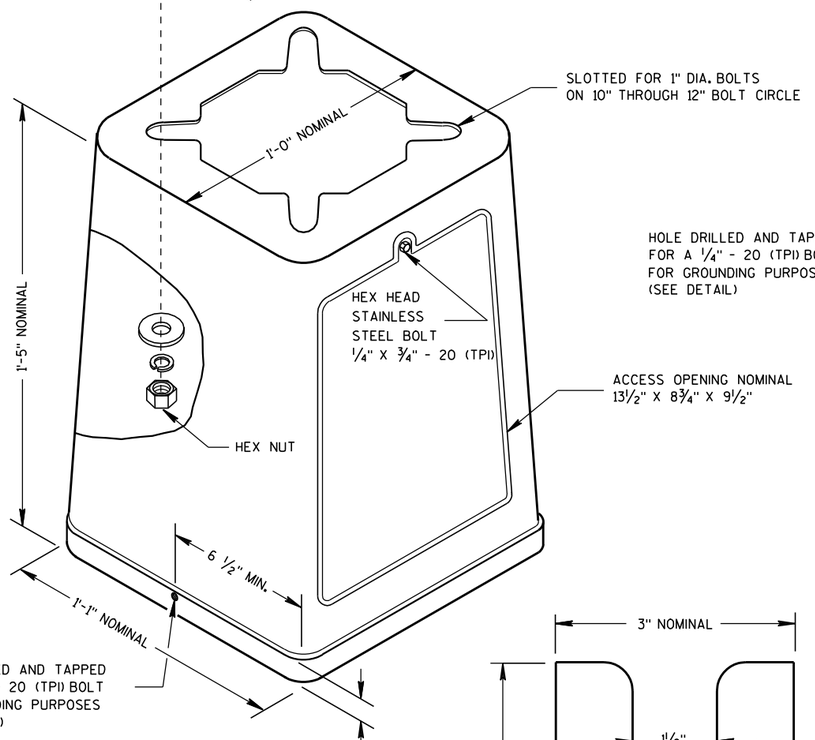


BOTTOM VIEW
(PEDESTAL BASE)

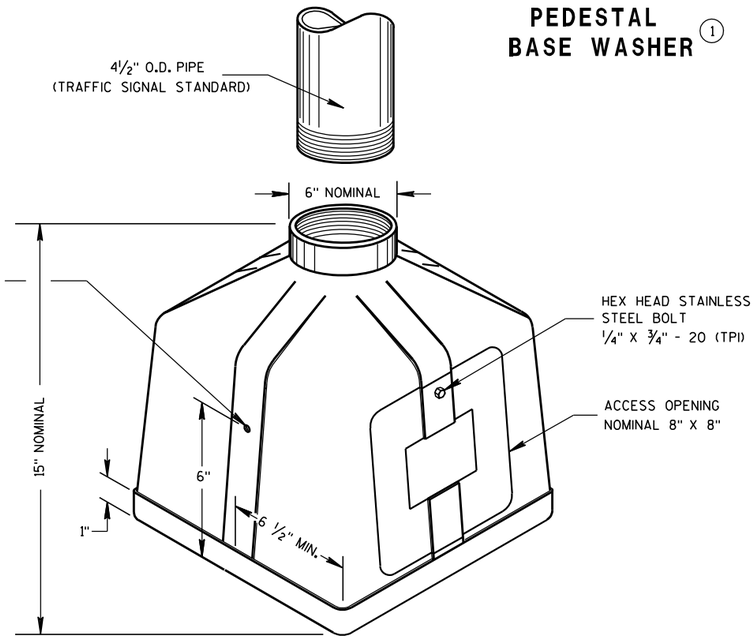


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

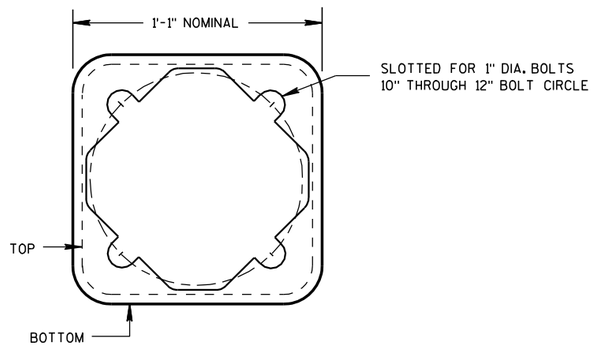


ISOMETRIC VIEW

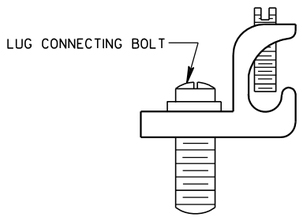


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

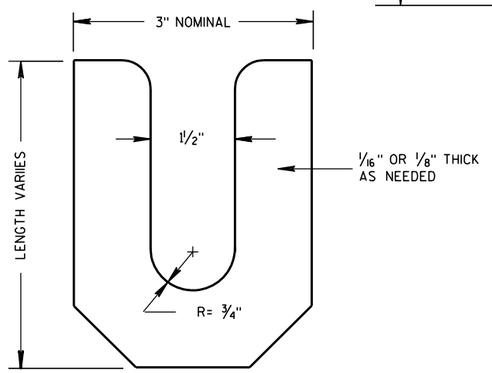


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 — DATE
/S/ Joanna L. Rich — STATE ELECTRICAL ENGI
139
HWYS
FHWA

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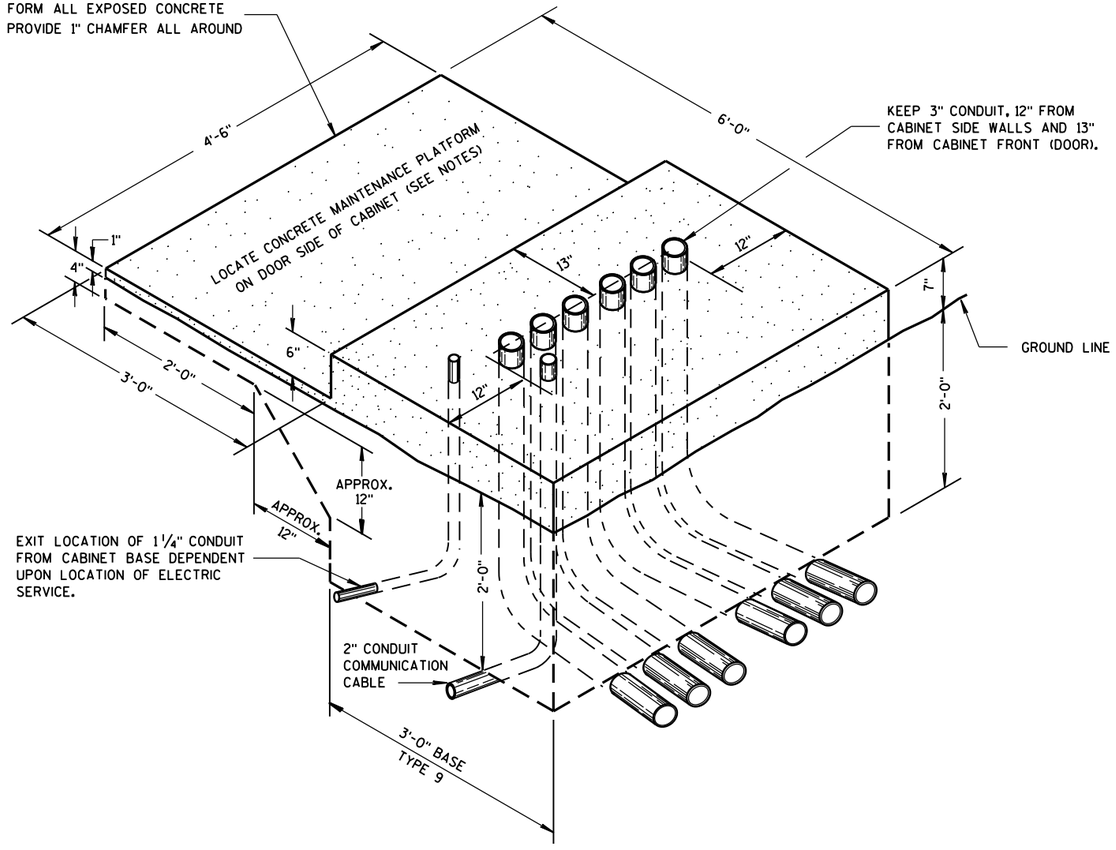
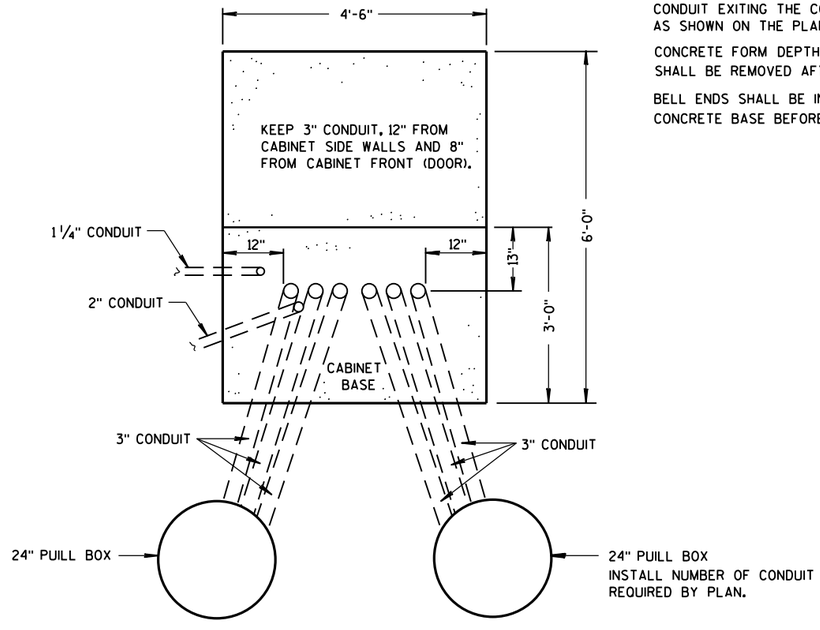
S.D.D. 9 C 3-3



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.

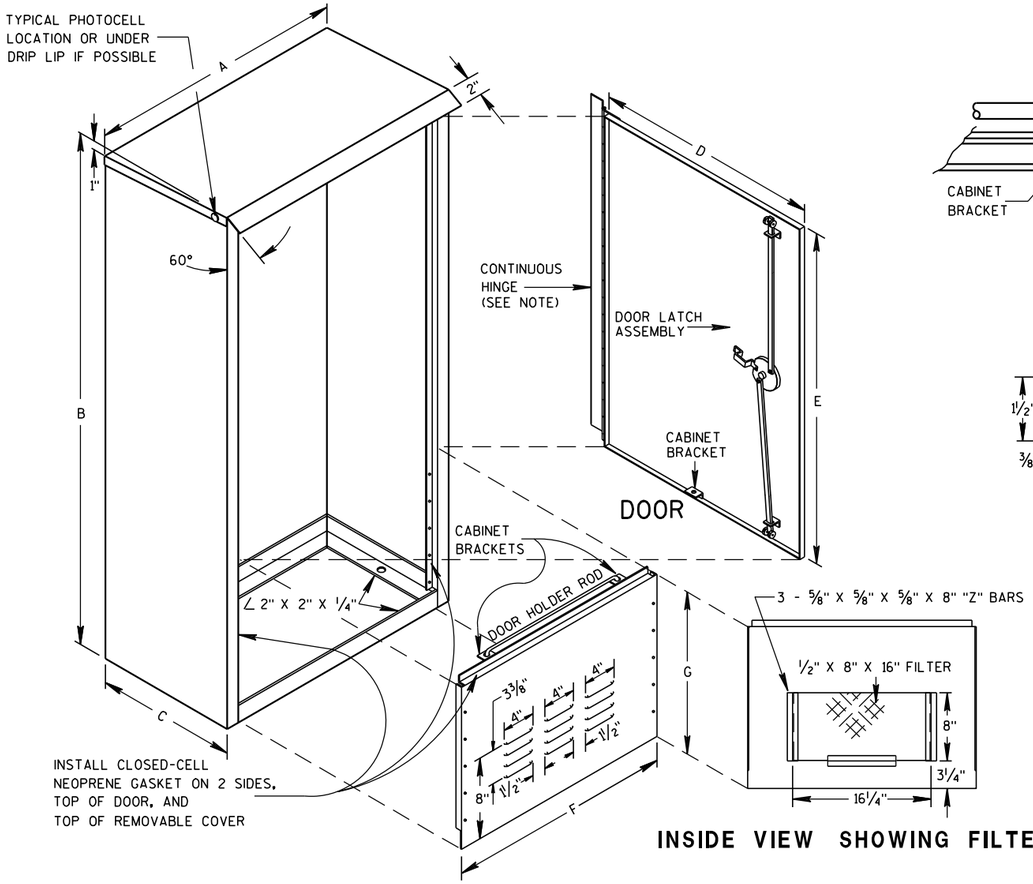
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

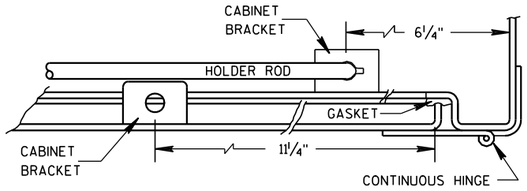
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/26/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

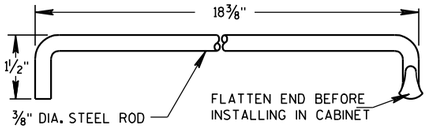


INSIDE VIEW SHOWING FILTER

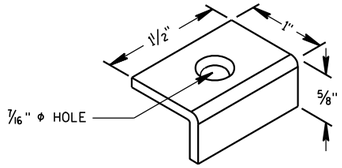
REMOVABLE COVER



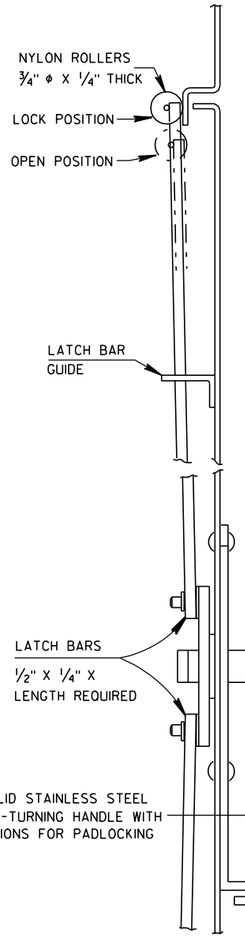
HINGE & DOOR HOLDER



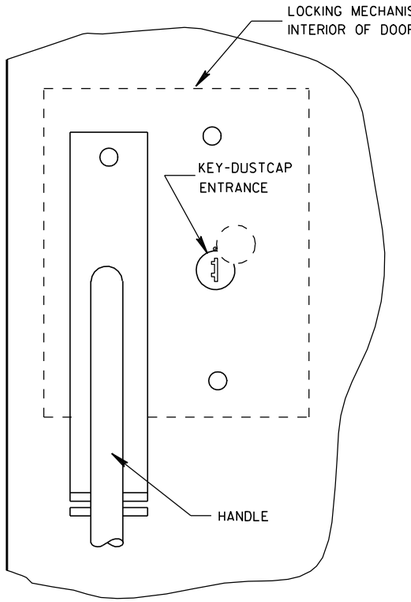
HOLDER ROD



CABINET BRACKET

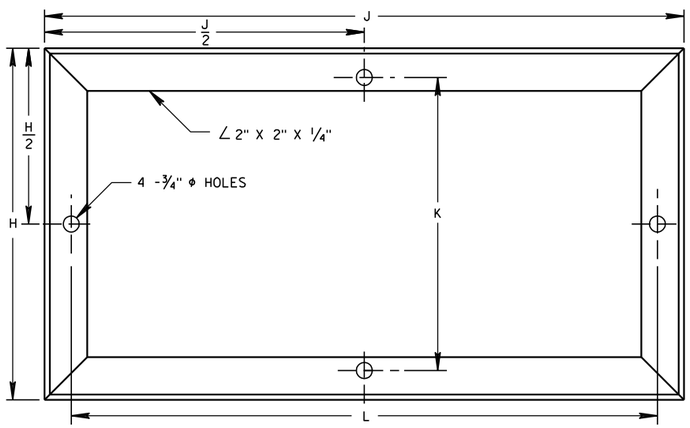


SIDE VIEW



FRONT VIEW

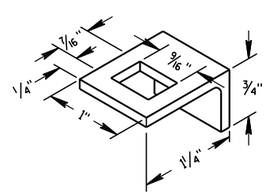
LATCH ASSEMBLY



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2



LATCH BAR GUIDE

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

SIGNAL OR LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI — HWYS
FHWA

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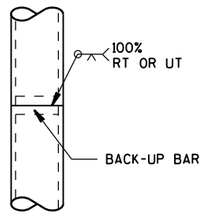
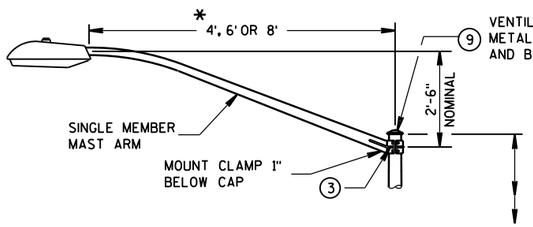
S.D.D. 9 D 2-2

FOR MANUFACTURERS USE ONLY

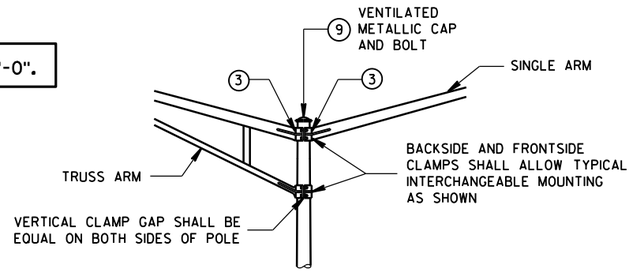
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





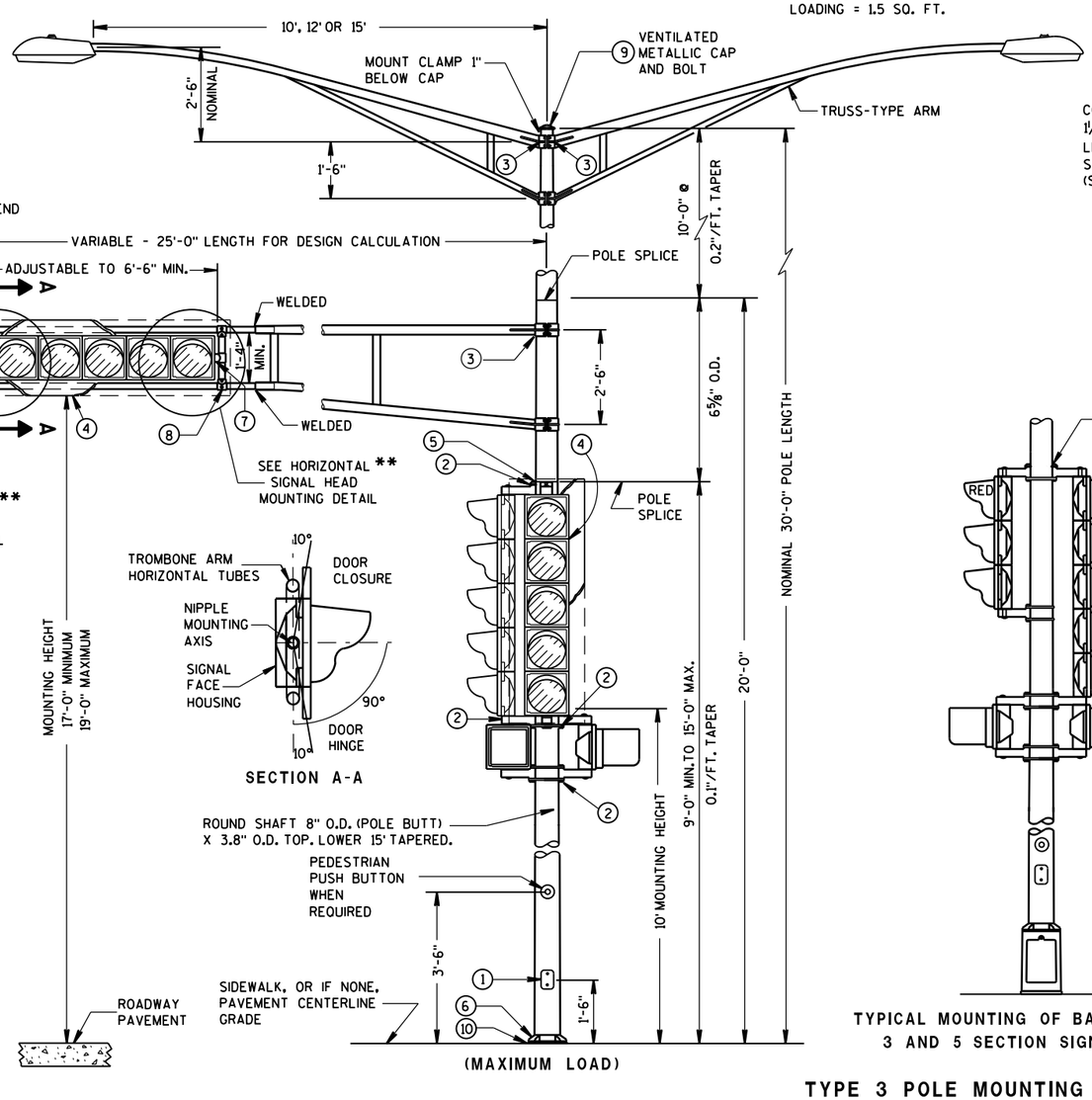
POLE SPLICE DETAIL

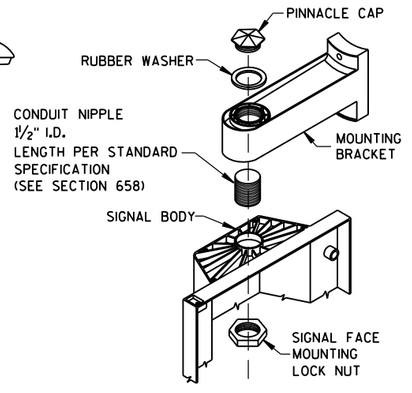


INTERCHANGEABLE MOUNTING DETAIL

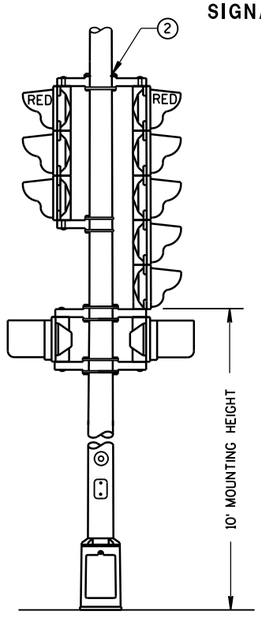
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

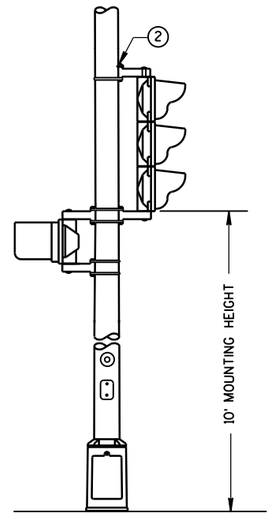




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

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, 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) 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) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

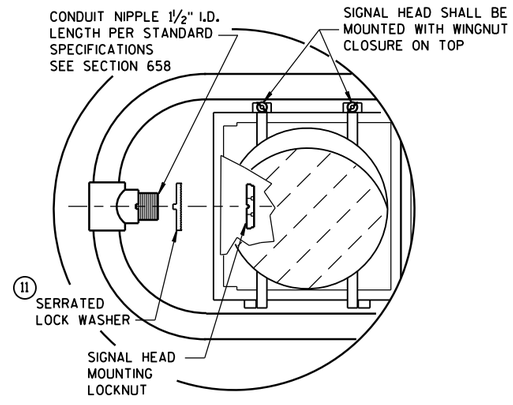
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
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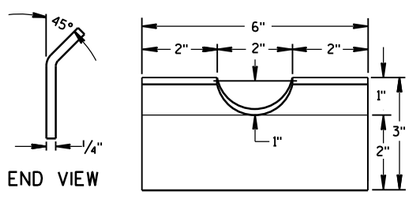
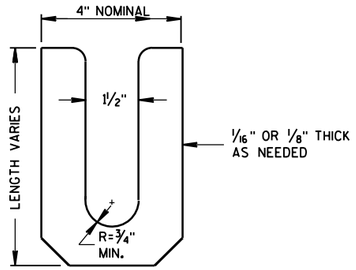


FRONT VIEW

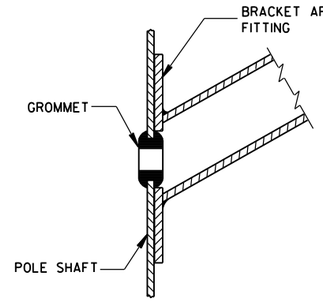
RECTANGULAR CLAMP SHIM

(4 TO A SET)

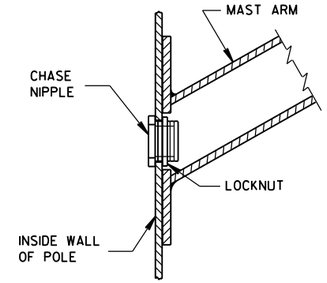


LEVELING SHIM (15)

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".

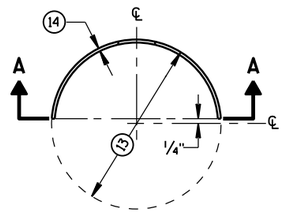
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

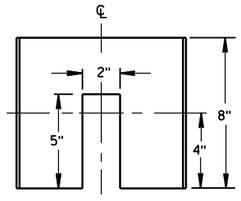
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.



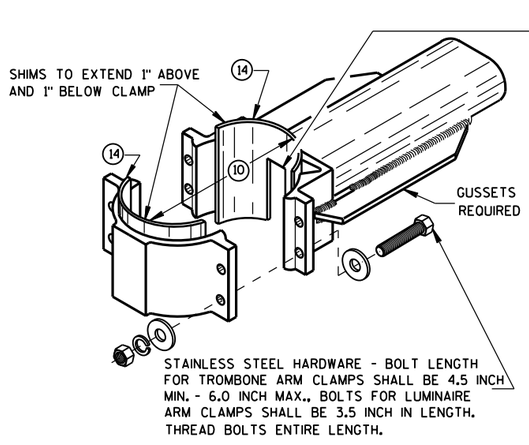
PLAN VIEW



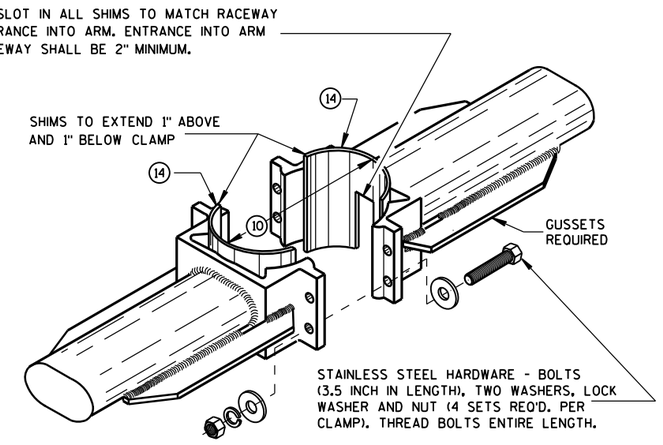
SECTION A-A

CIRCULAR CLAMP SHIM

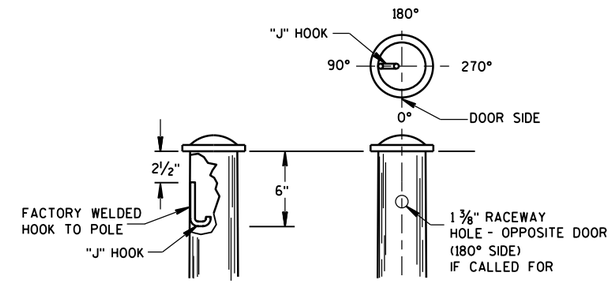
(2 TO A SET)



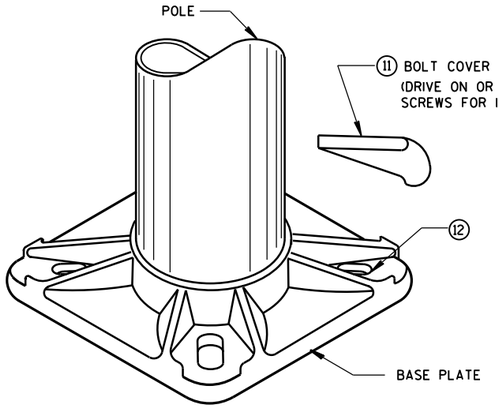
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



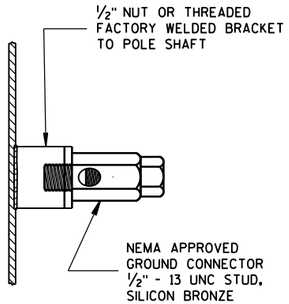
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

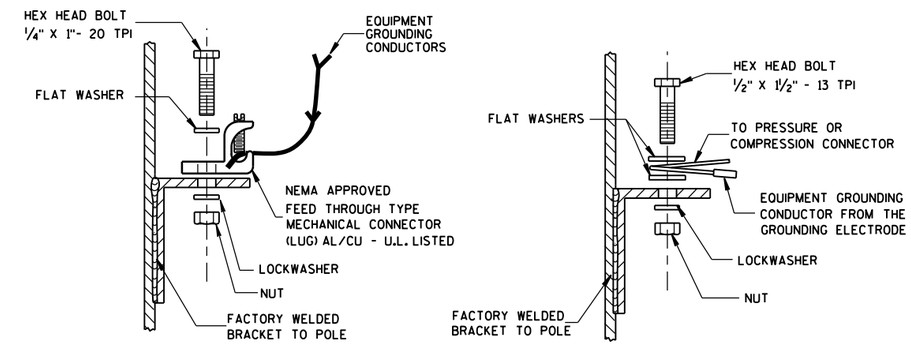


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
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2/7/2013 DATE
/S/ Ahmet Demirbilek
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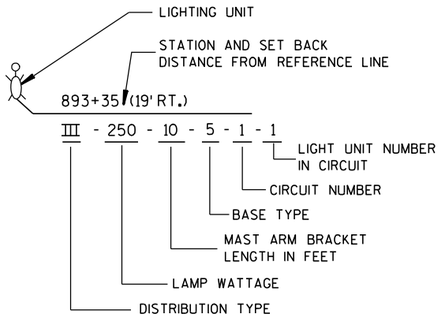
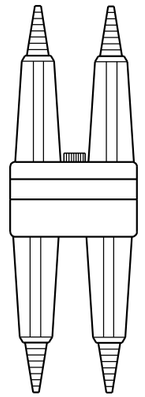
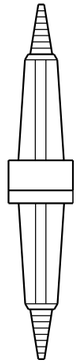


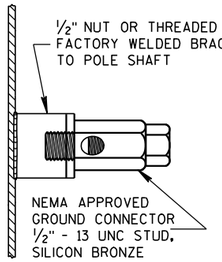
LIGHTING UNIT CODE
(TYPICAL)

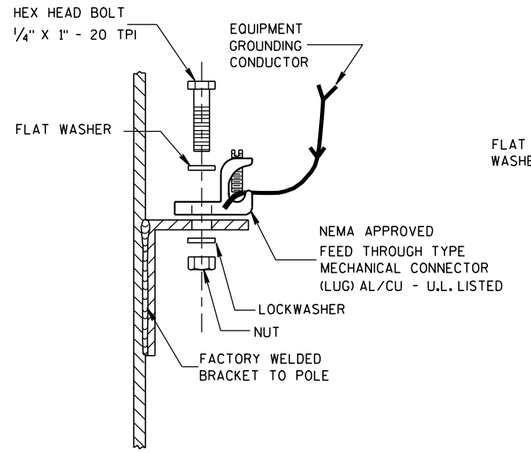


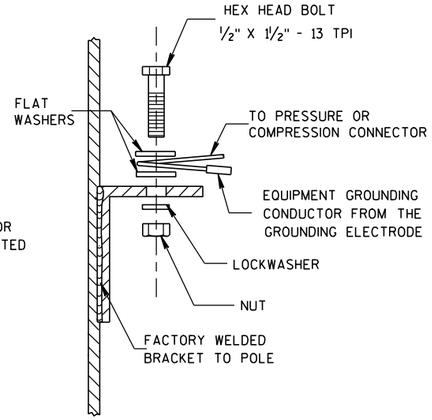
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



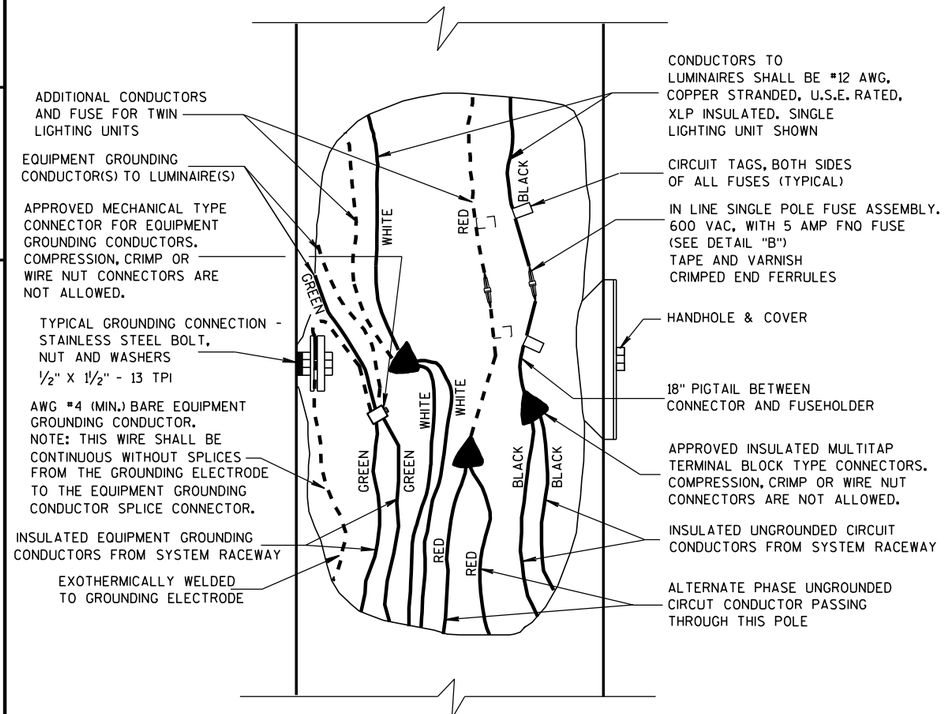
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



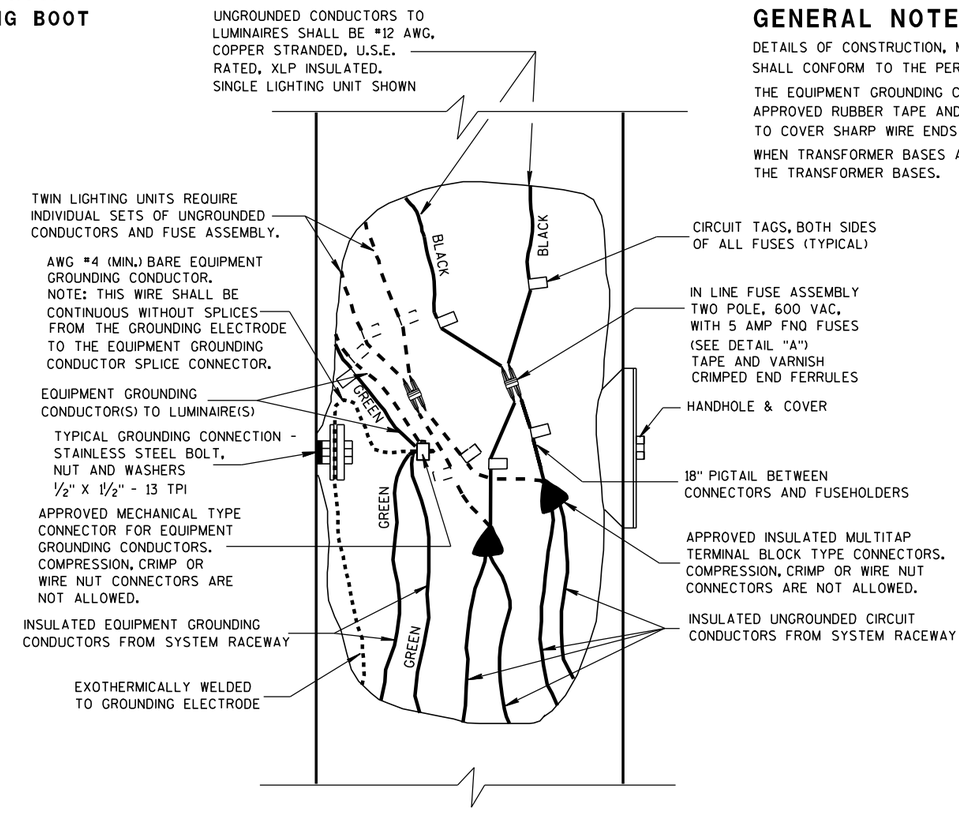




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/2011 — DATE

/S/ Thomas J. Gosnine — STATE ELECTRICAL ENGI

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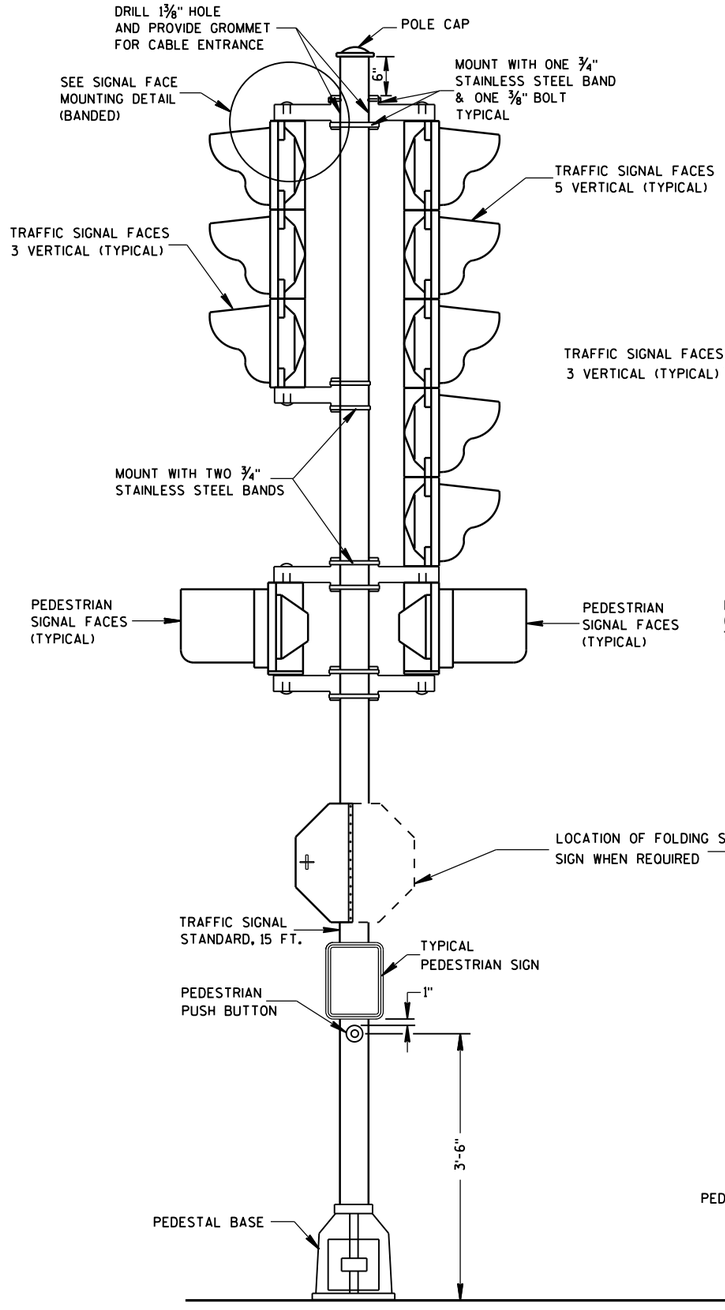
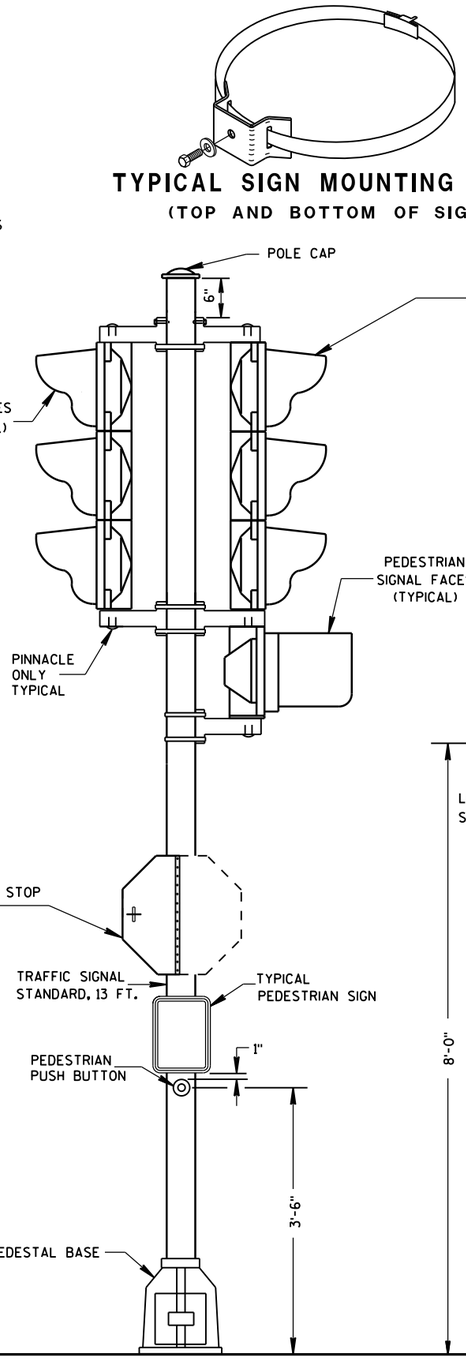
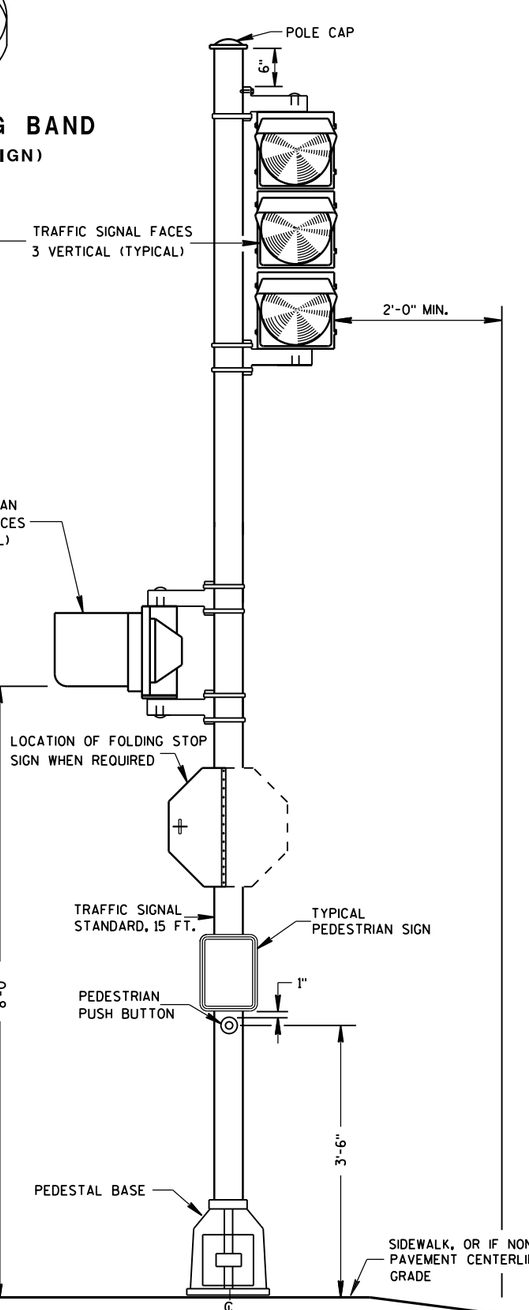


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

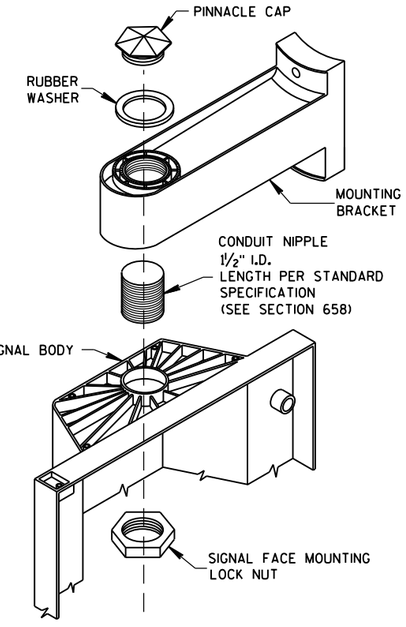
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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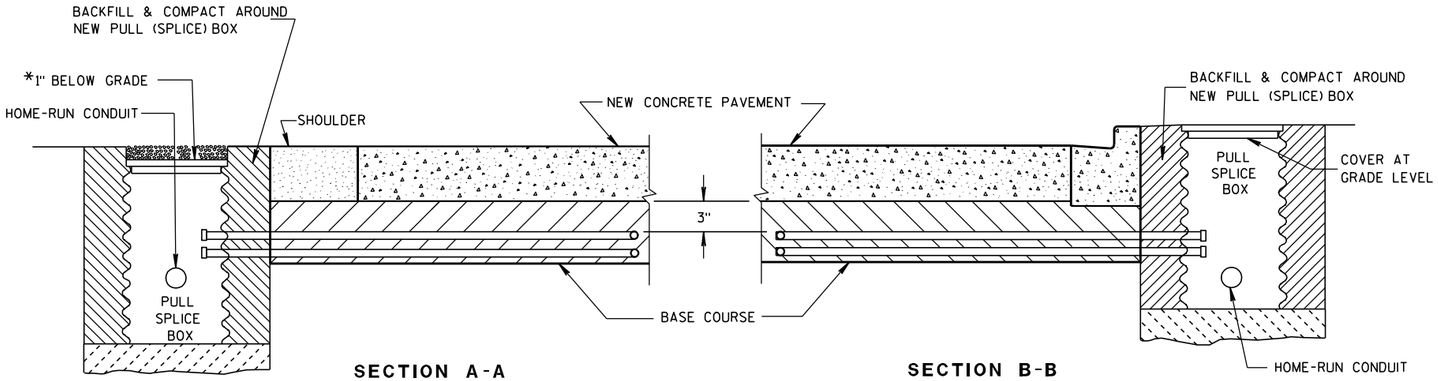


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

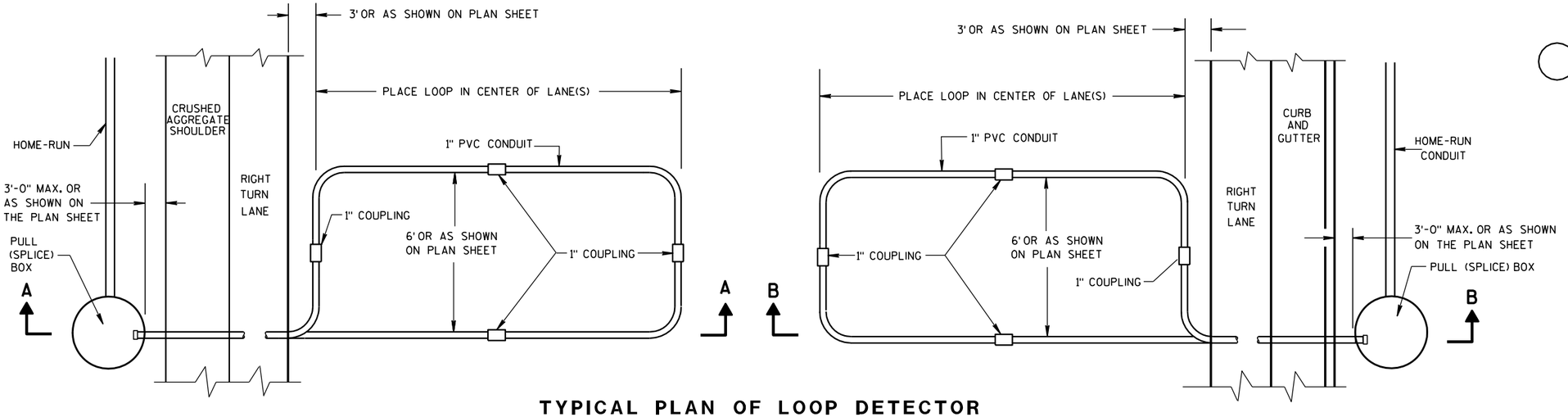
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

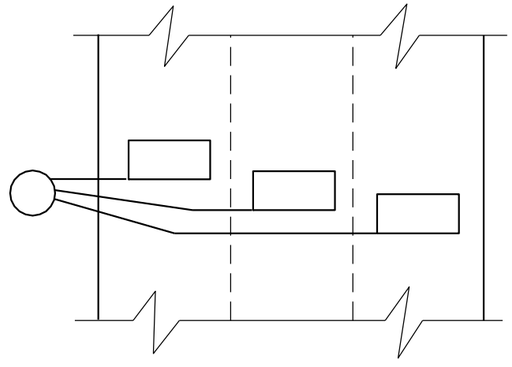
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 DATE
/S/ Balu Anantharaman
STATE ELECTRICAL ENGI HWYS
FHWA

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GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

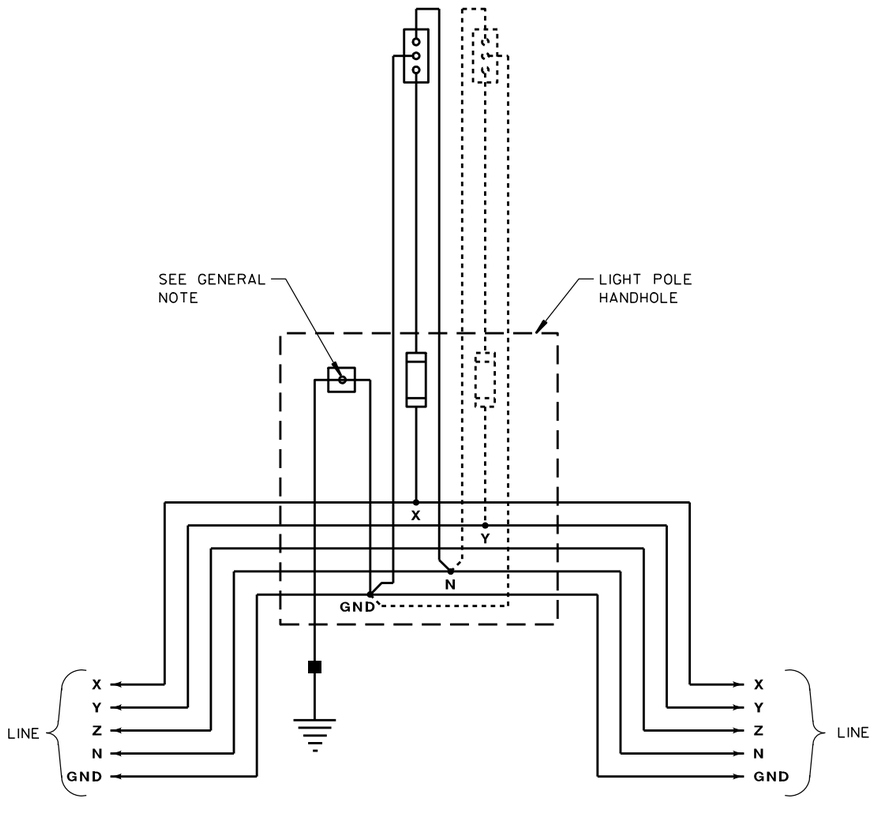
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

HANDHOLE FUSE SCHEDULES

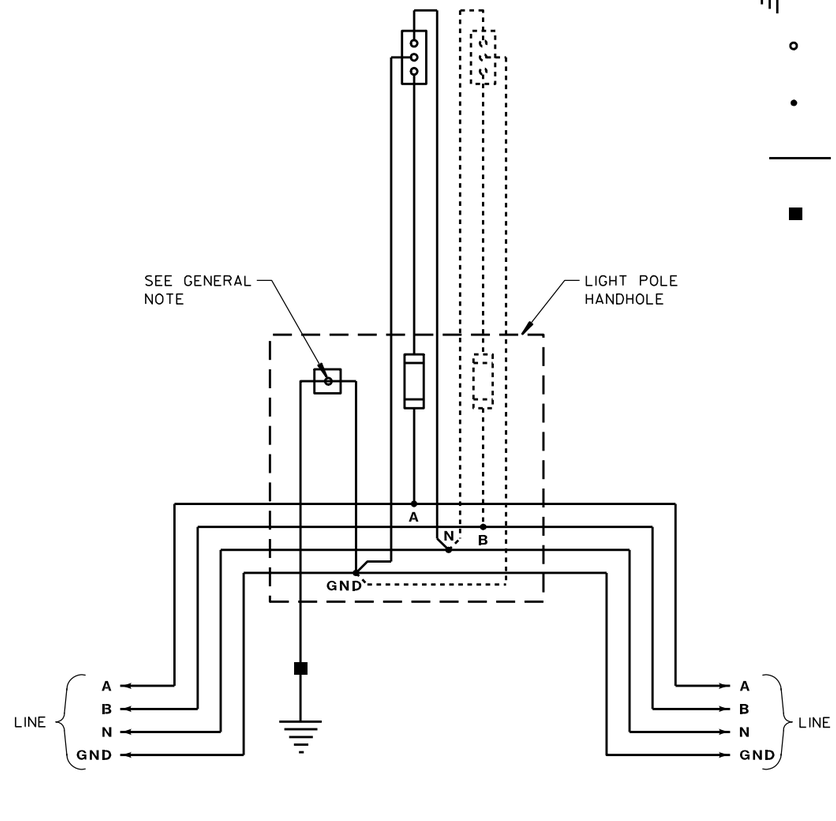
LINE VOLTAGE	BALLAST WATTAGE	
φ-GROUND	70-200 W	250-400 W
120 VAC	5 A	10 A
240 VAC	5 A	5 A
277 VAC	5 A	5 A
480 VAC	3 A	5 A

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010 DATE
/S/ John Corbin STATE ELECTRICAL ENGI
FHWA

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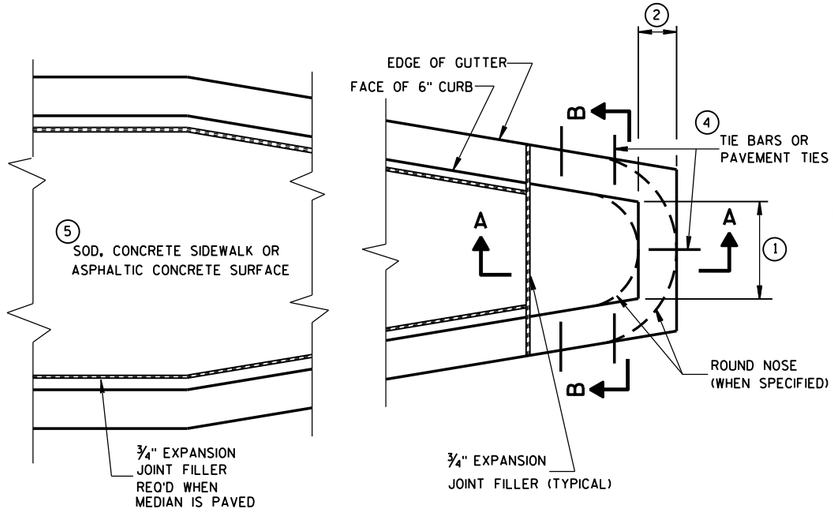
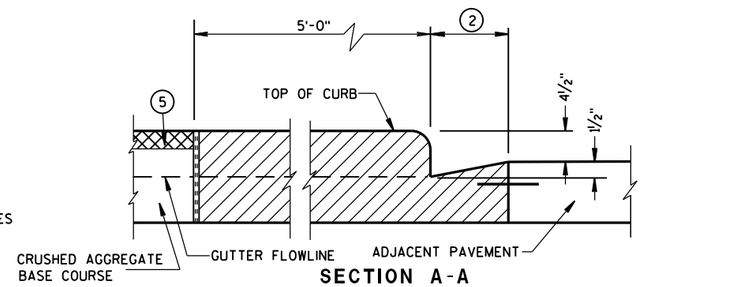
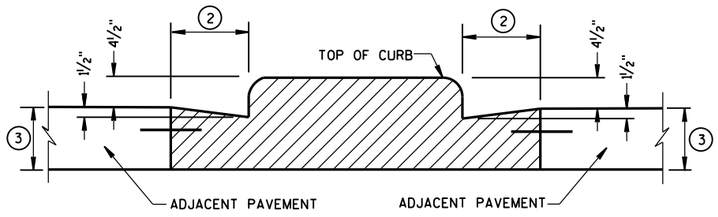
S.D.D. 10 A 5-2







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.

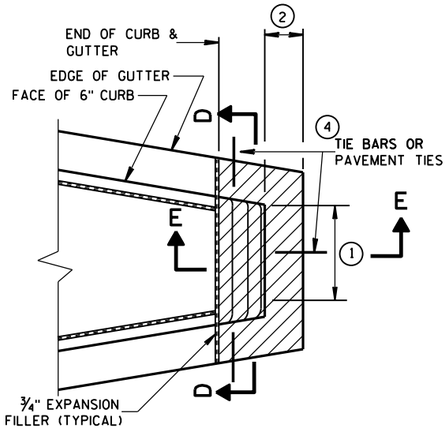
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

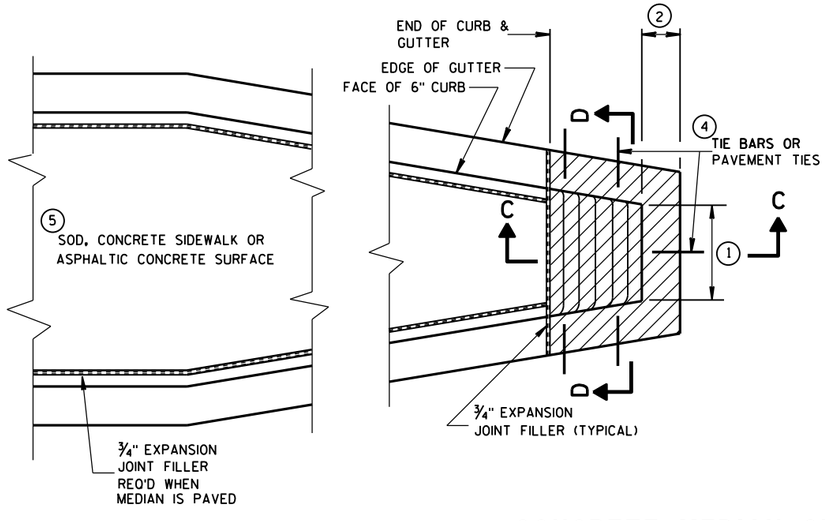
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

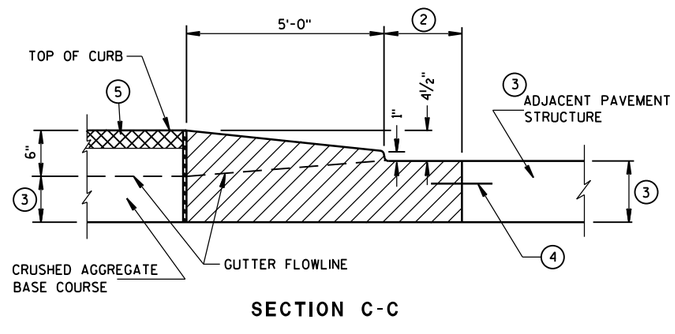
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

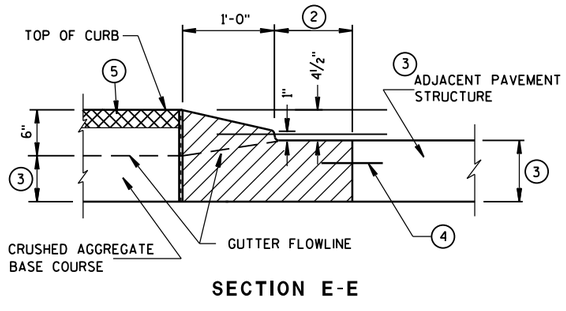
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



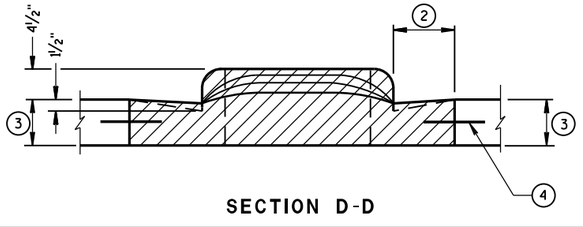




CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 11 B 2-2

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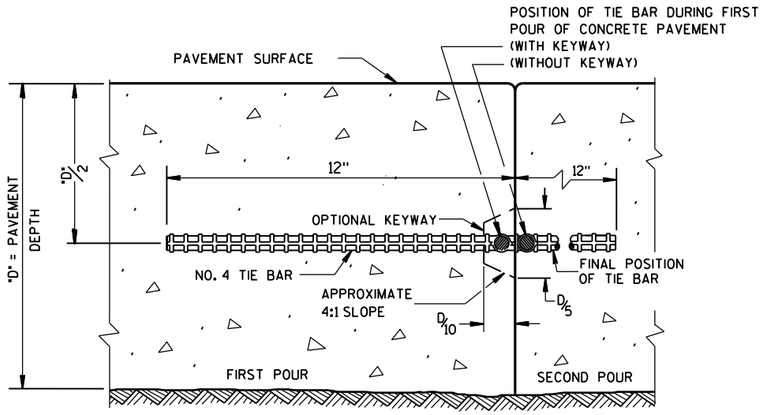
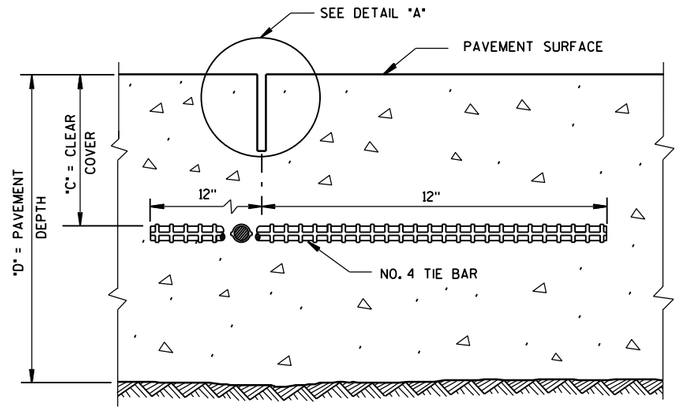
S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

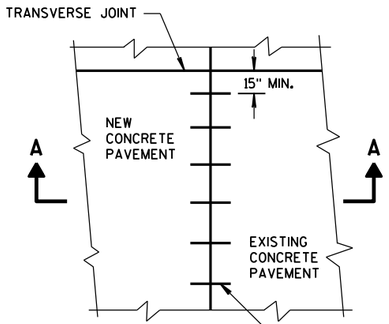
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

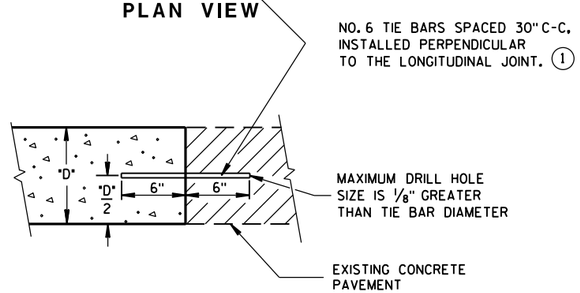
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

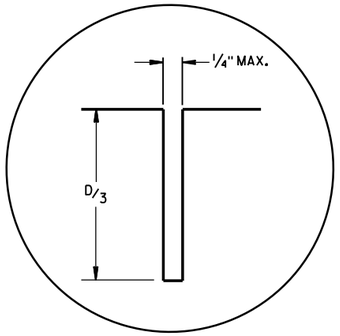


PLAN VIEW



SECTION A-A

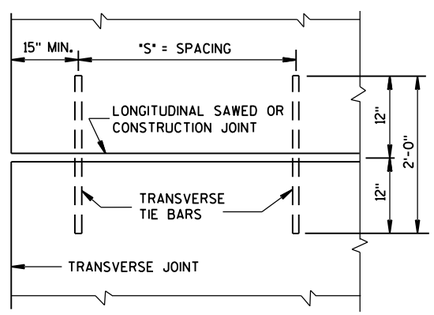
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



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

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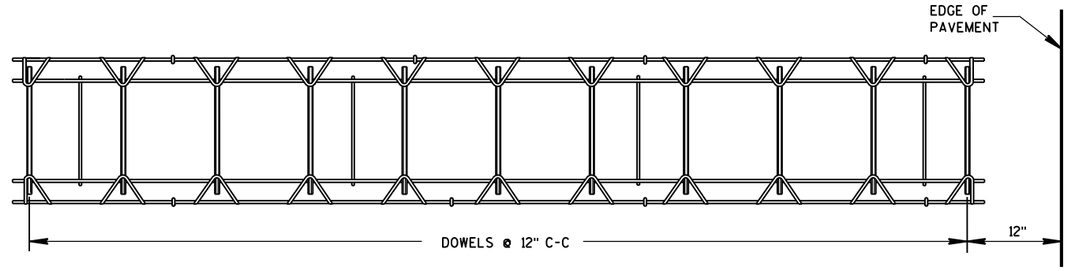
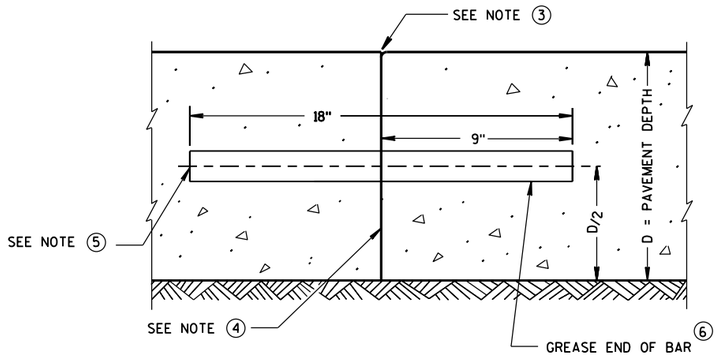
S.D.D. 13 C 1-16



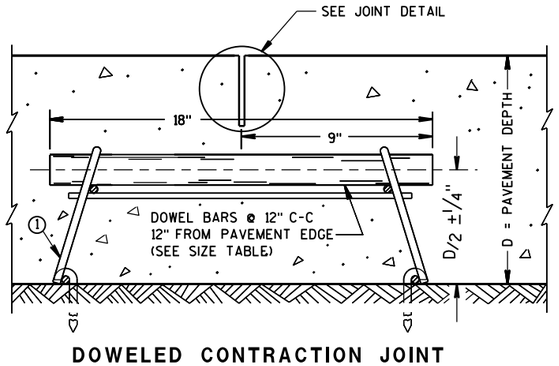
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



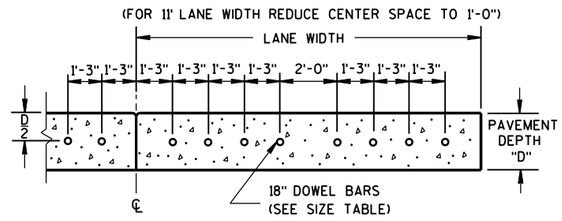
TRANSVERSE CONSTRUCTION JOINT



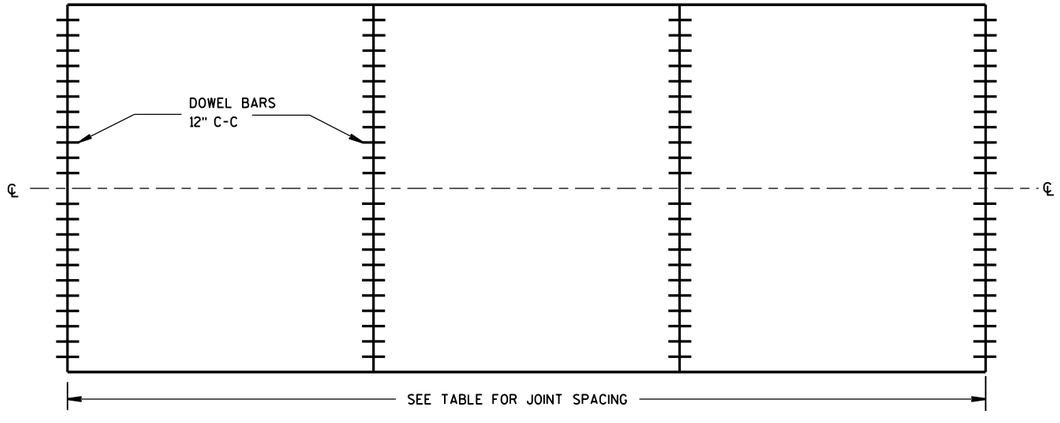
DOWELED CONTRACTION JOINT

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.

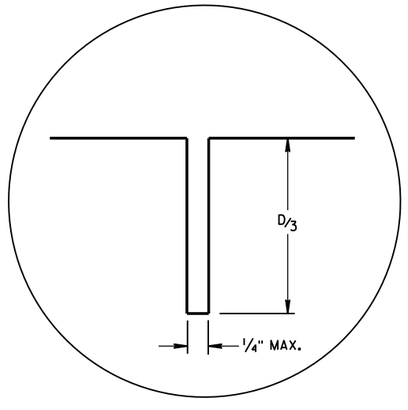
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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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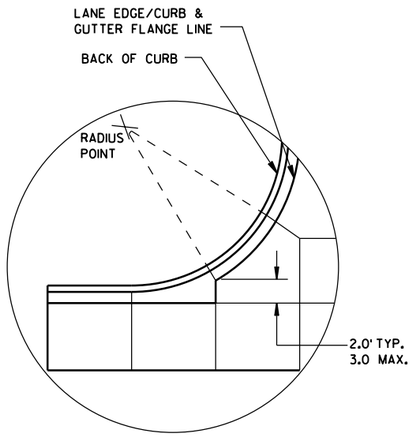
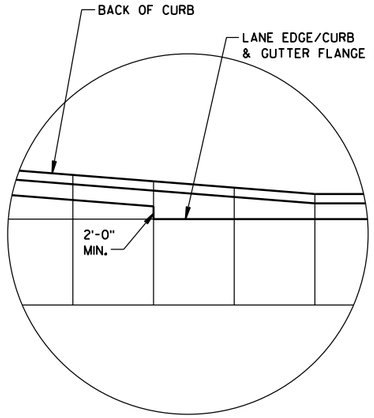
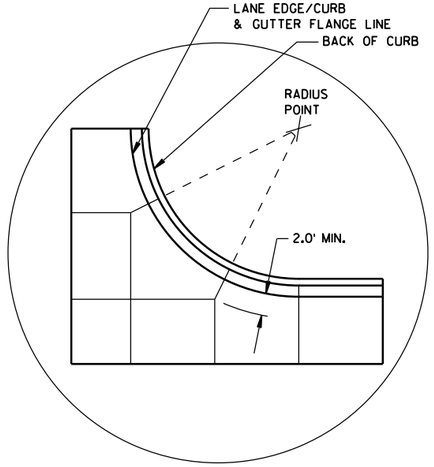
S.D.D. 13 C 13-8



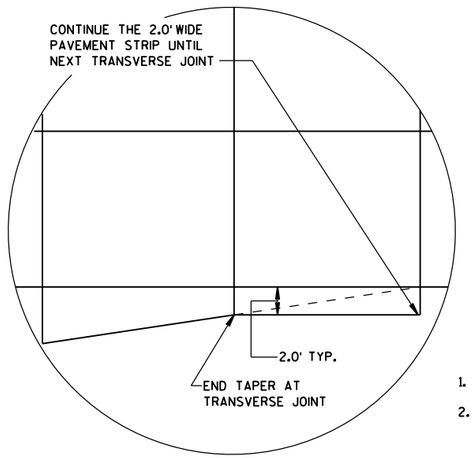
DETAIL "A"



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.

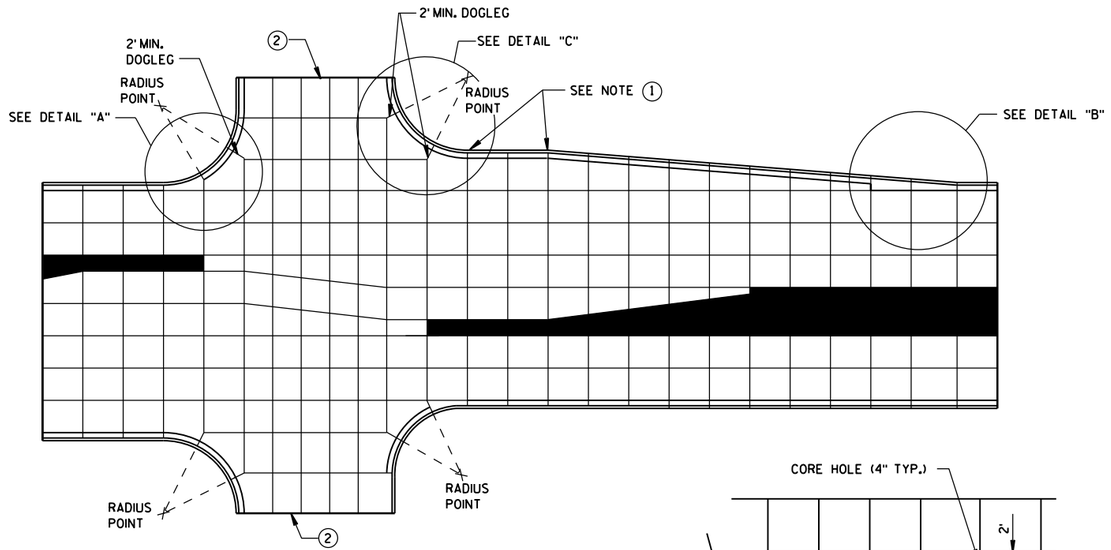
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

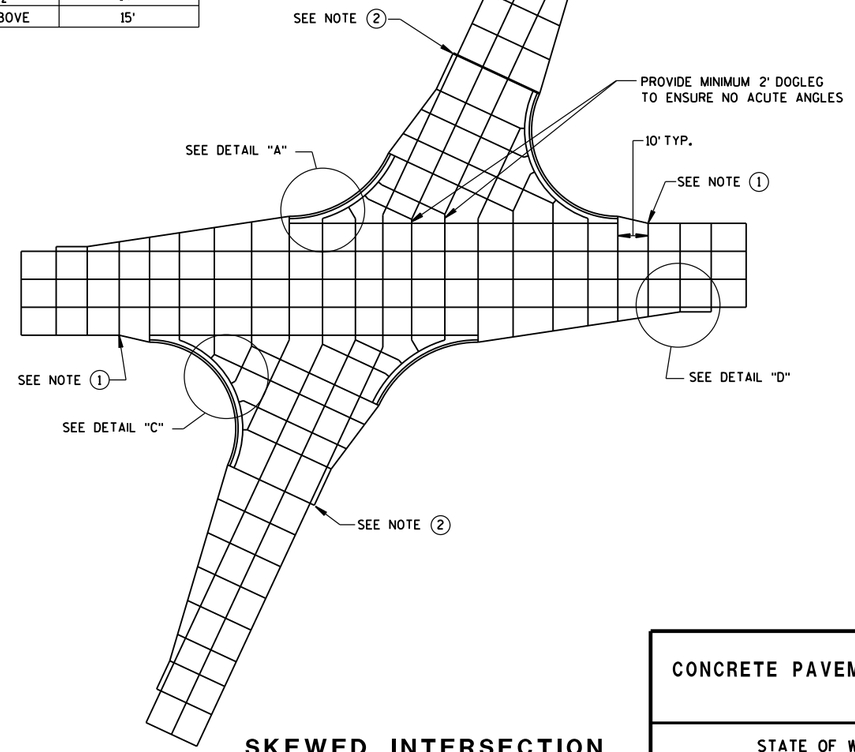
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



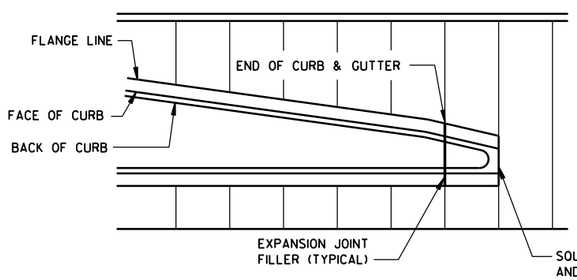
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

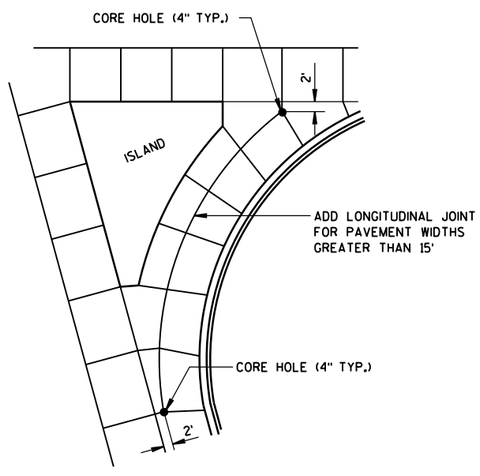
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

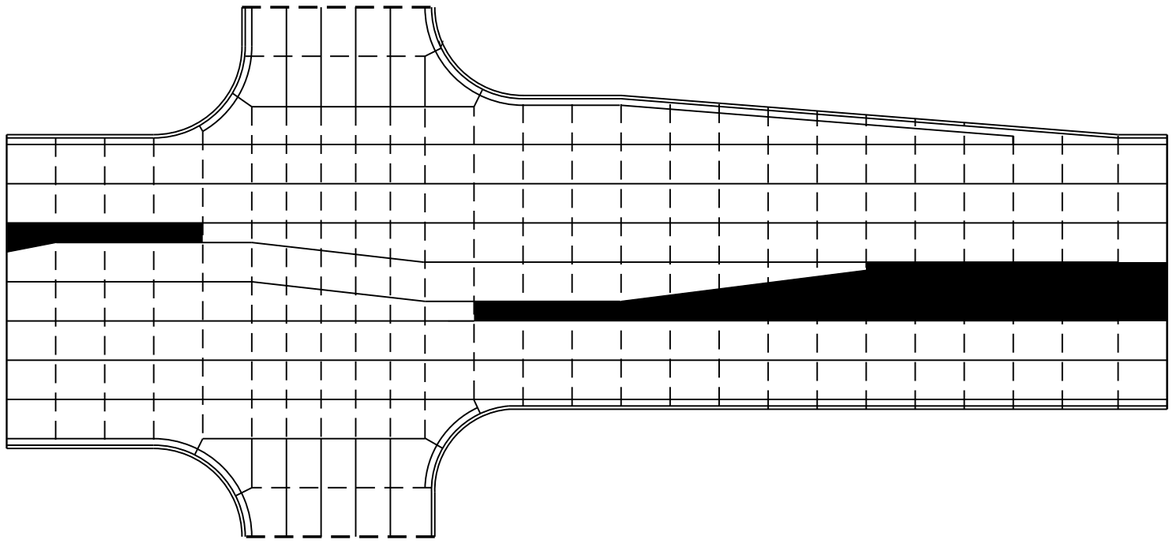
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

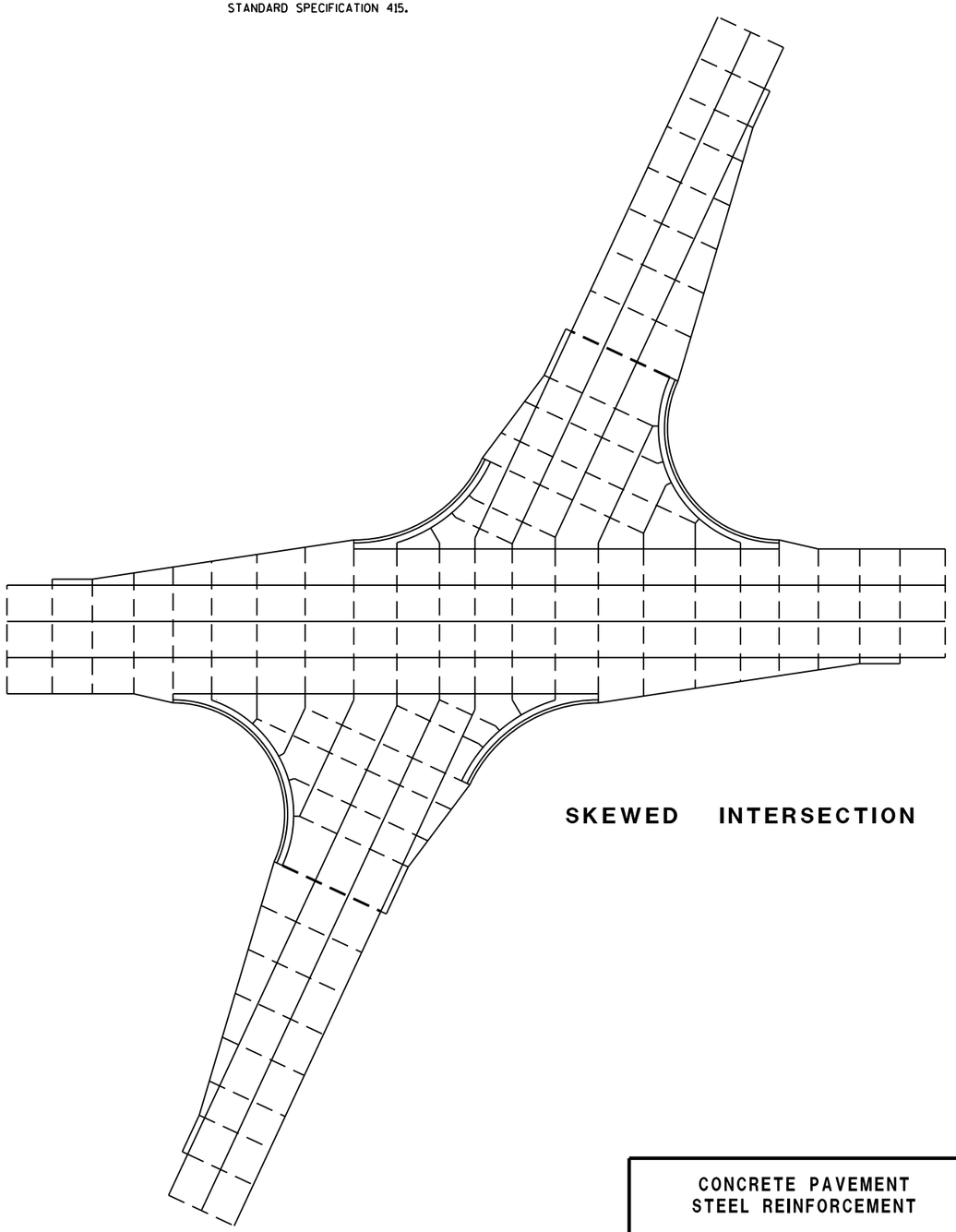
TIED JOINT



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 TRANSPOI

6

S.D.D. 13 C 18-2b

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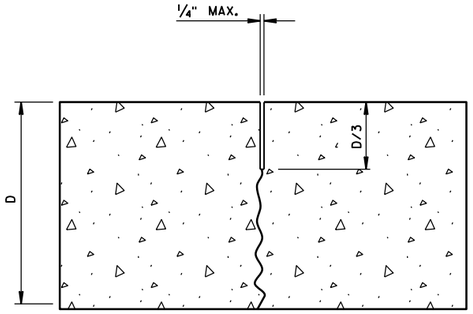
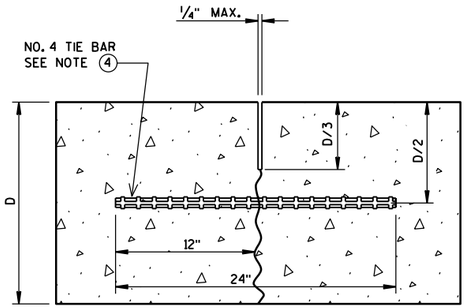
S.D.D. 13 C 18-2b



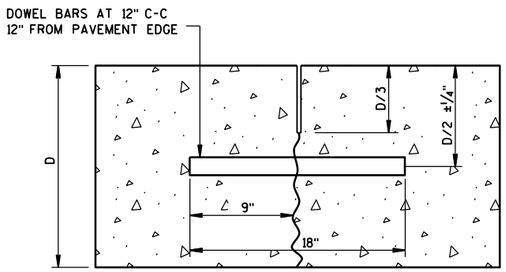
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

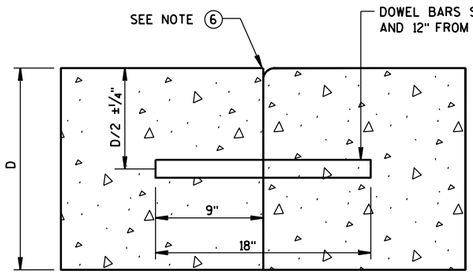
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



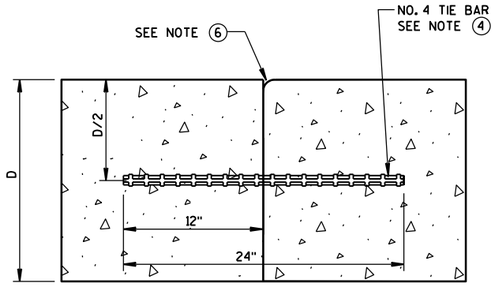
DOWELED-TRANSVERSE

CONTRACTION JOINTS

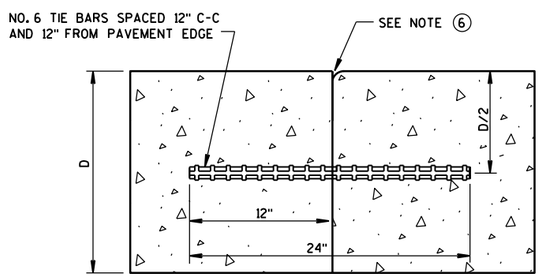
SEE NOTE (2)



DOWELED TRANSVERSE

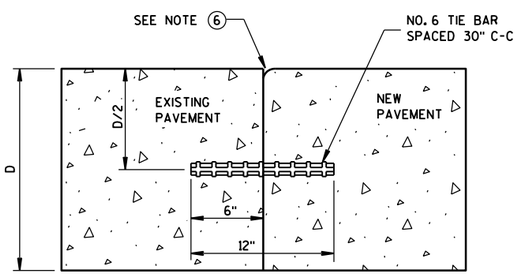


TIED LONGITUDINAL



TIED TRANSVERSE

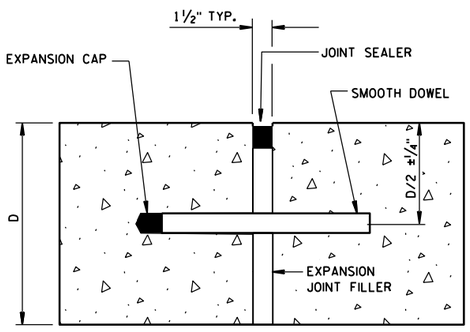
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

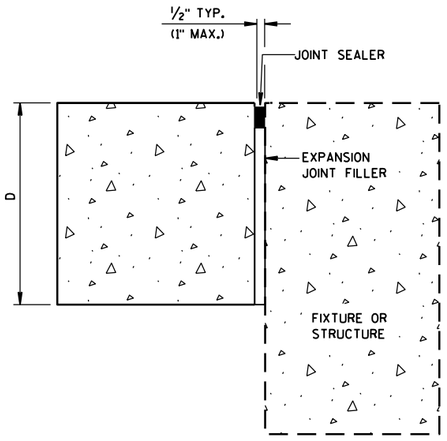
CONSTRUCTION JOINTS

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

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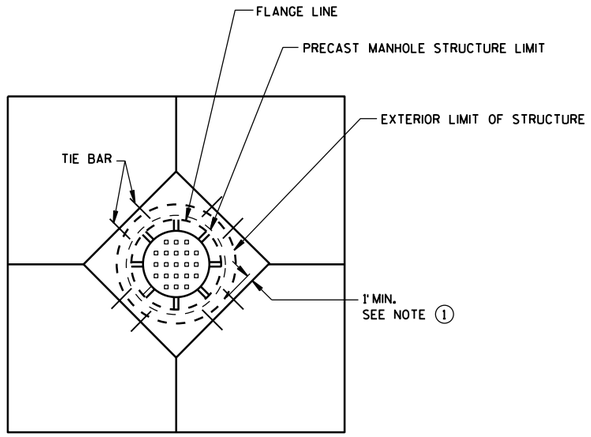
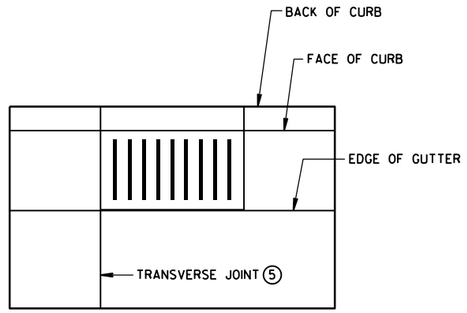
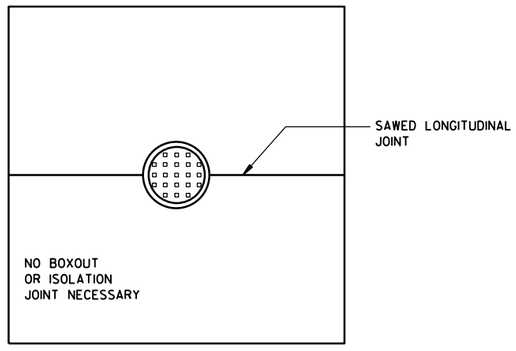
S.D.D. 13 C 18-2c



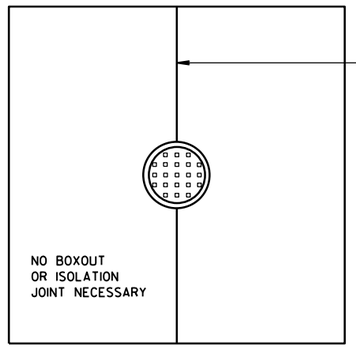
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



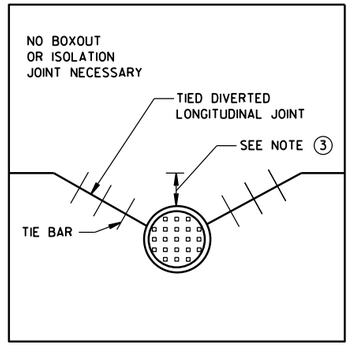
INLET WITH TRANSVERSE JOINT



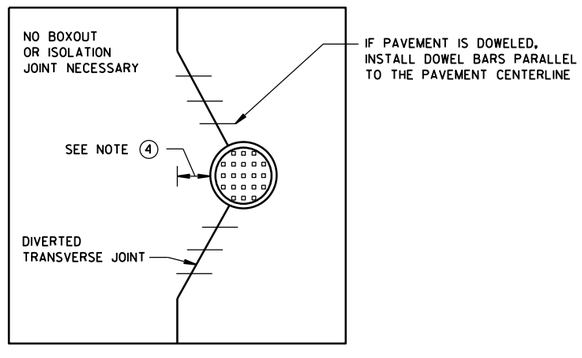
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

FHWA

6

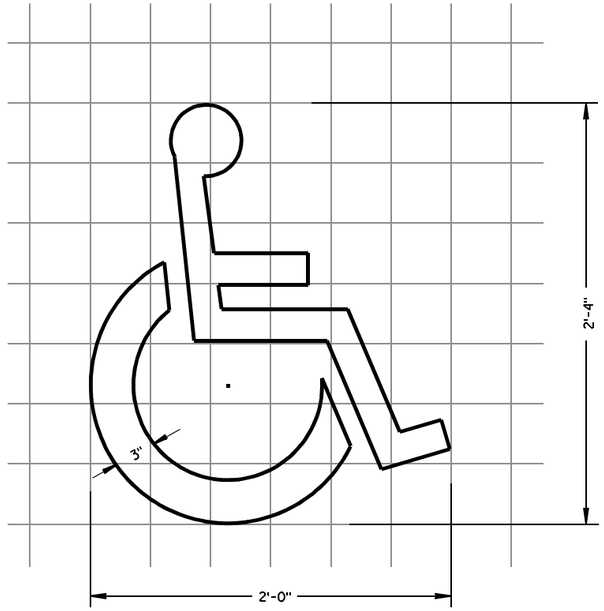
S.D.D. 13 C 18-2d

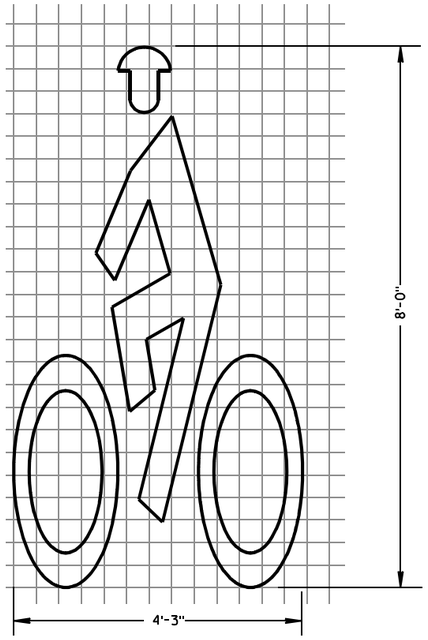
GENERAL NOTES

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

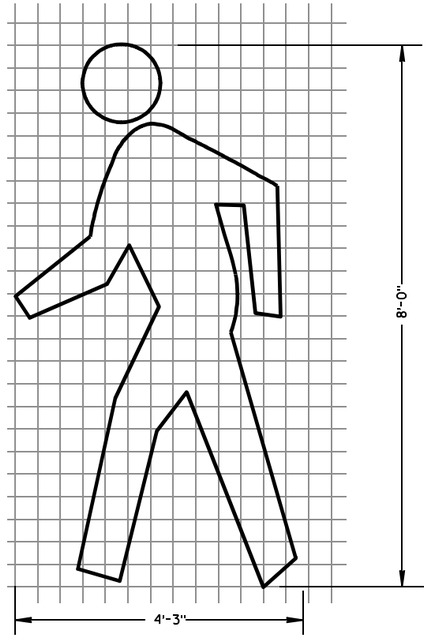
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

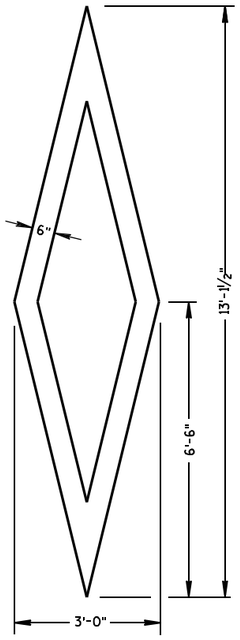




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 DATE

/S/ Thomas N Nathan
STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12a

GENERAL NOTES

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

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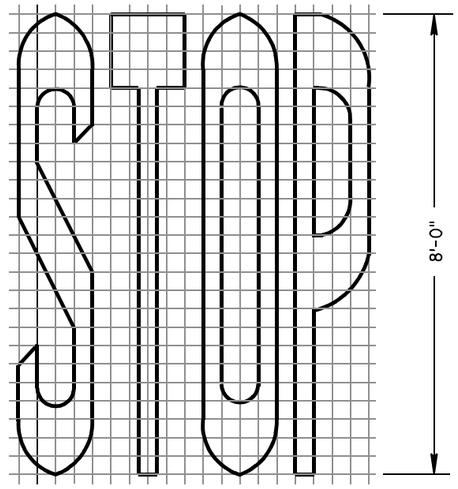
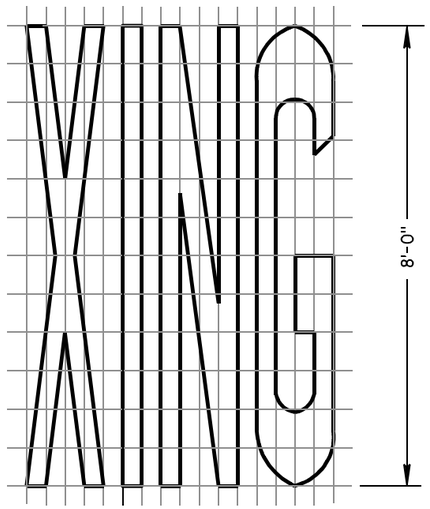
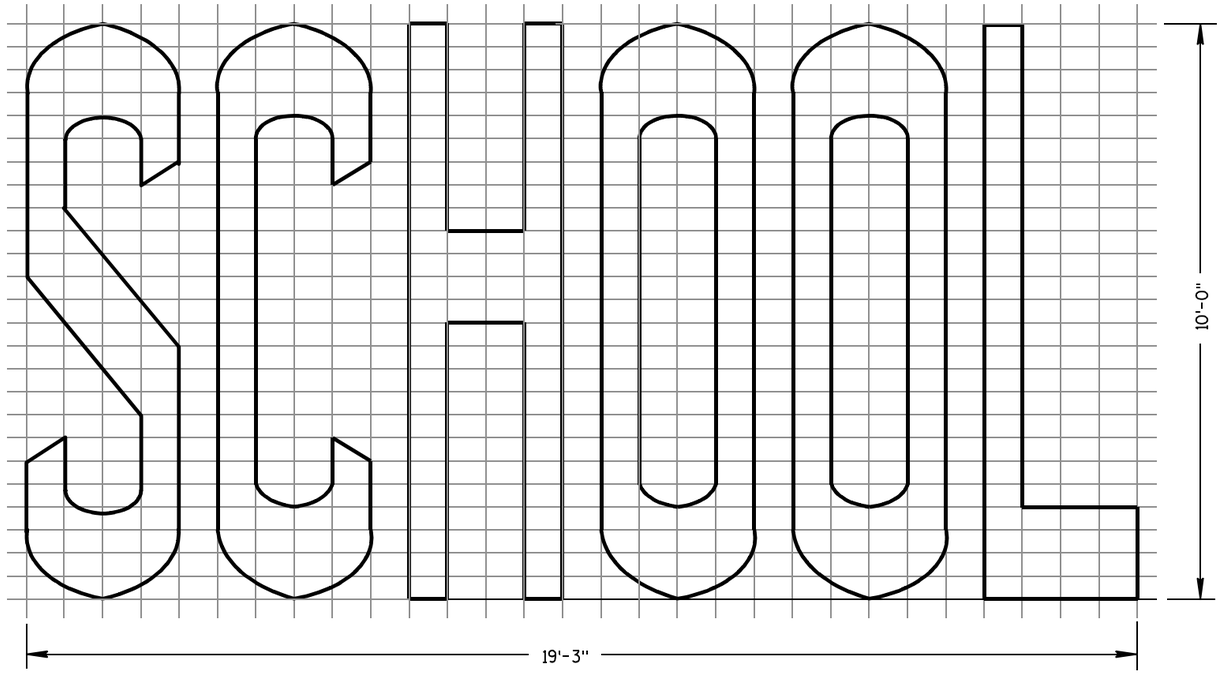
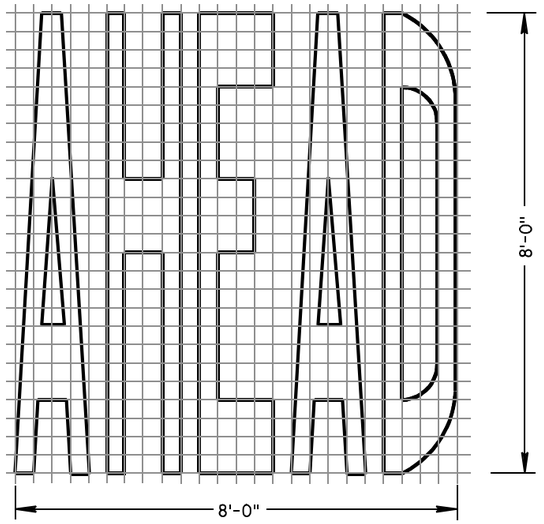
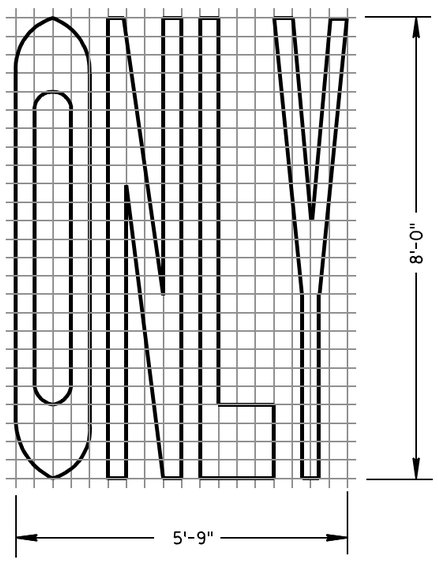


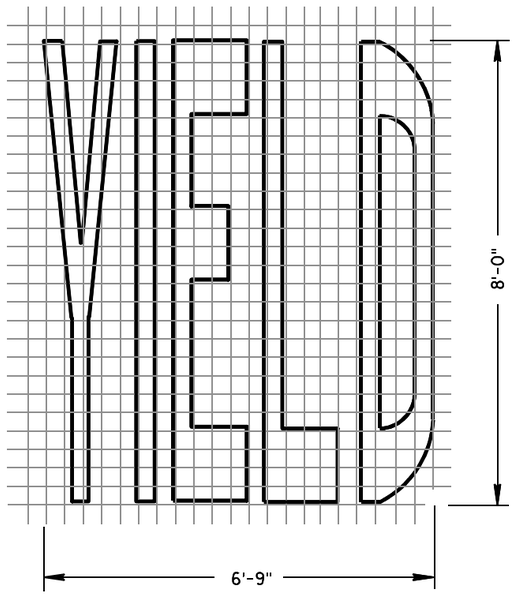


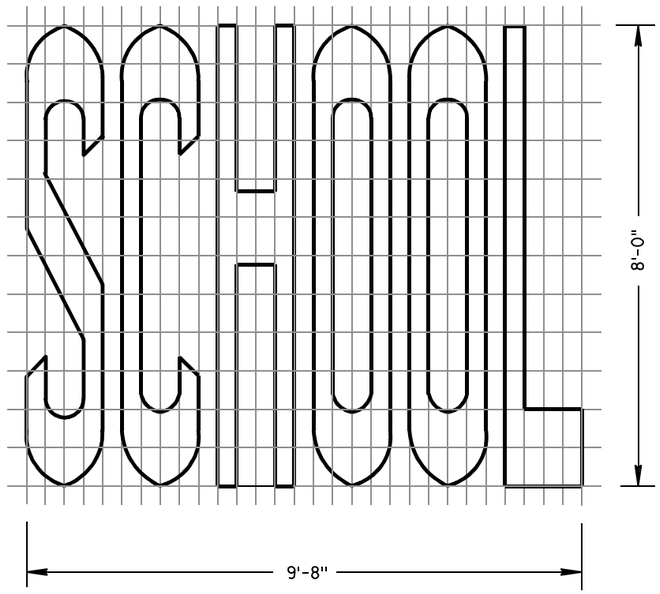


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER — IGN

FHWA

6

S.D.D. 15 C 7-12b

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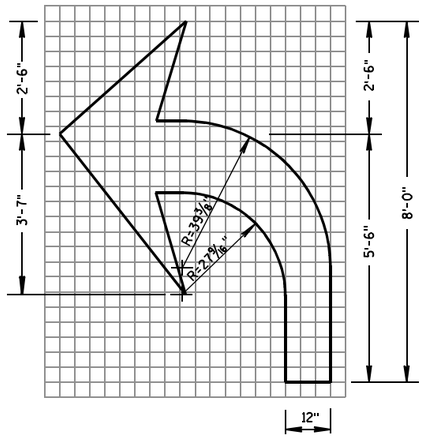
S.D.D. 15 C 7-12b

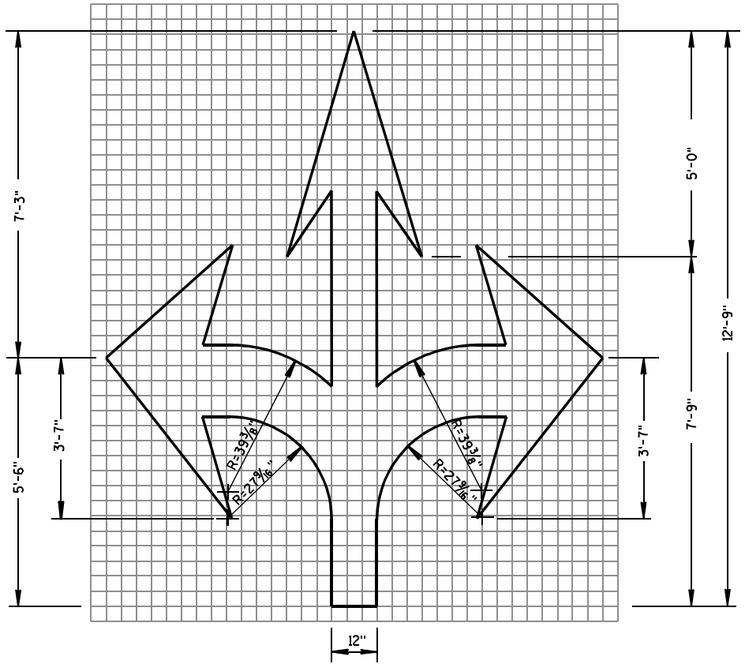
GENERAL NOTES

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

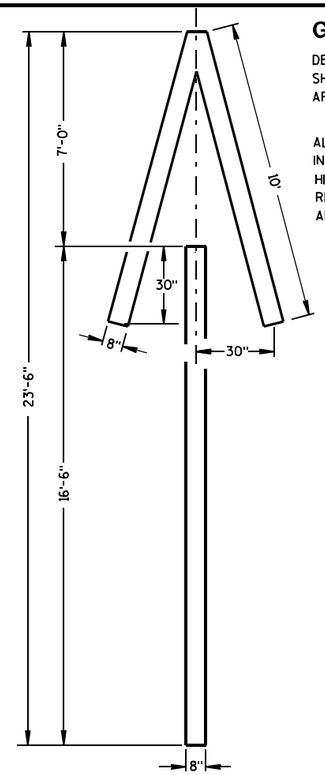
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 2



TYPE 6



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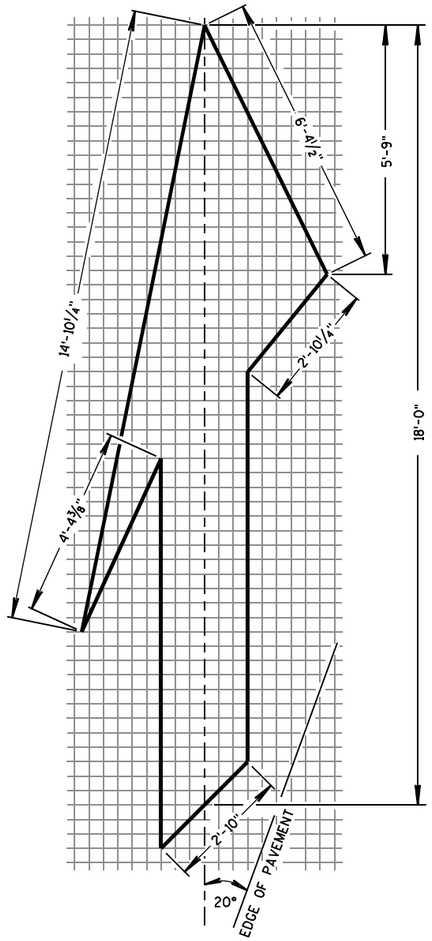
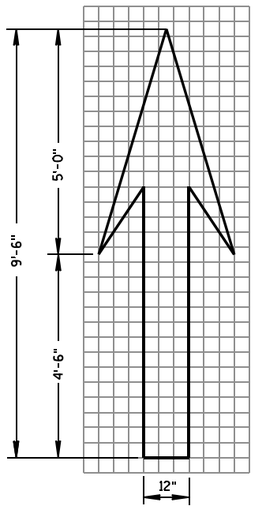
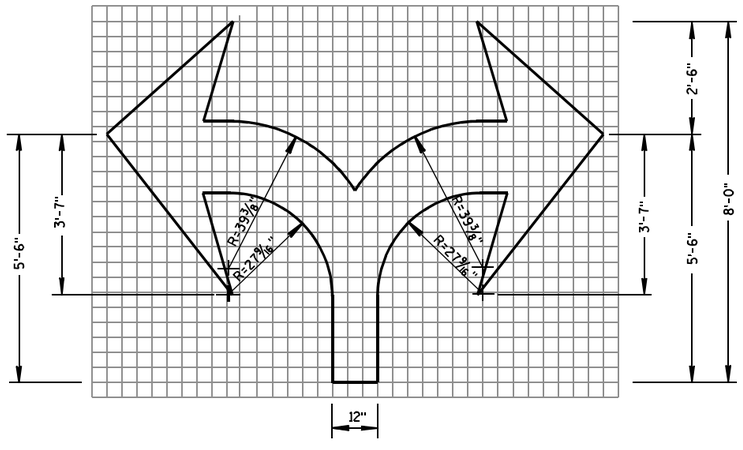


TYPE 5 LANE DROP ARROW



TYPE 1



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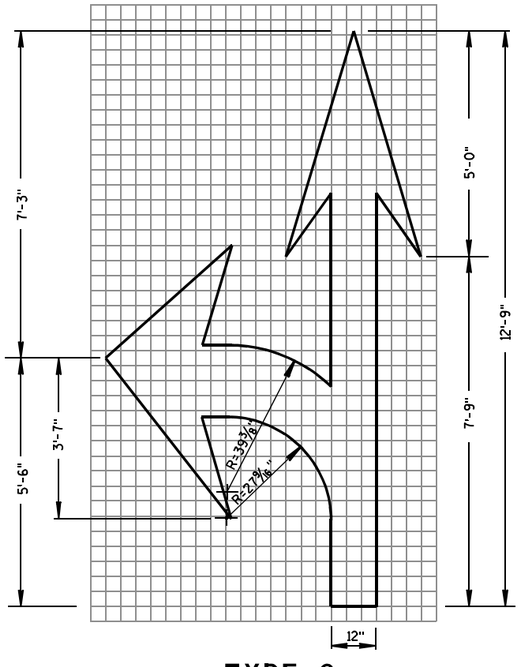

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 7-12c

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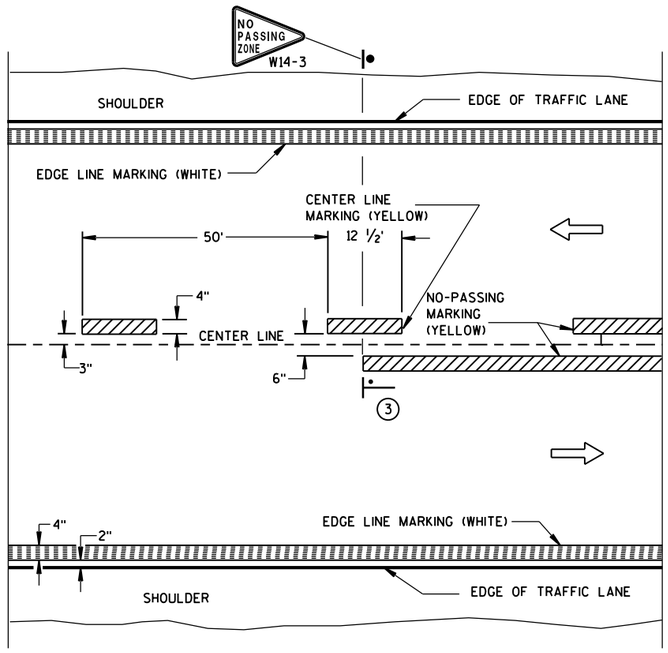
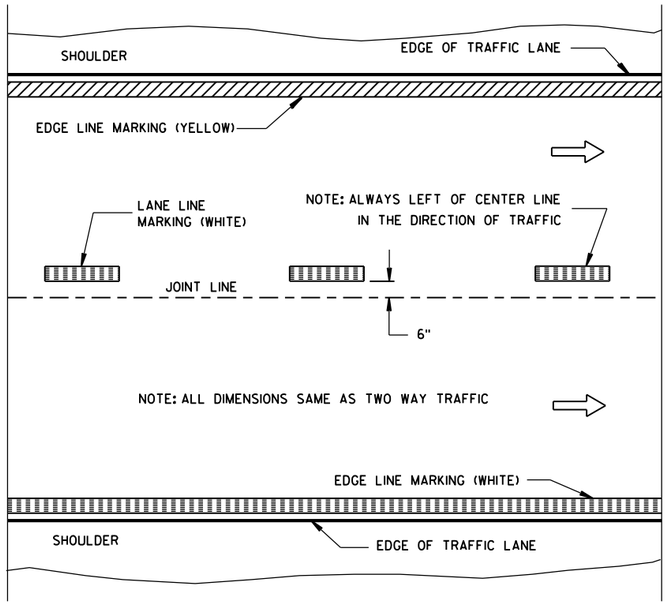
S.D.D. 15 C 7-12c

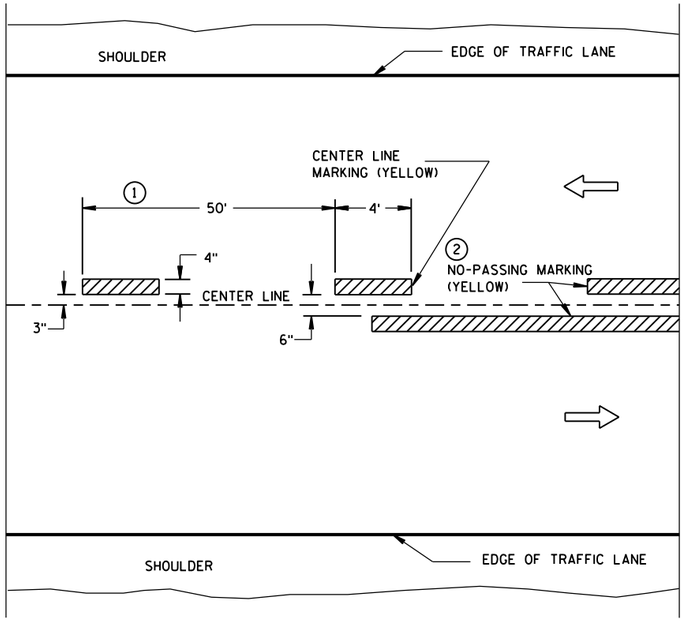


TWO WAY TRAFFIC

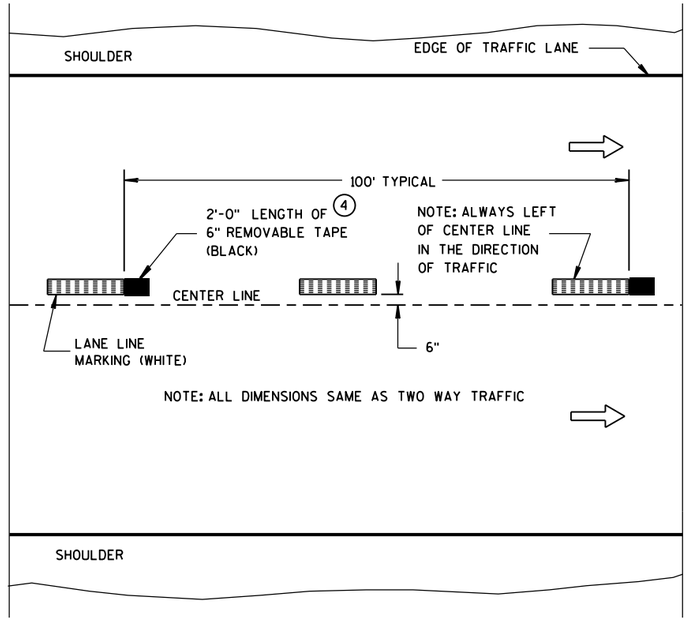


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

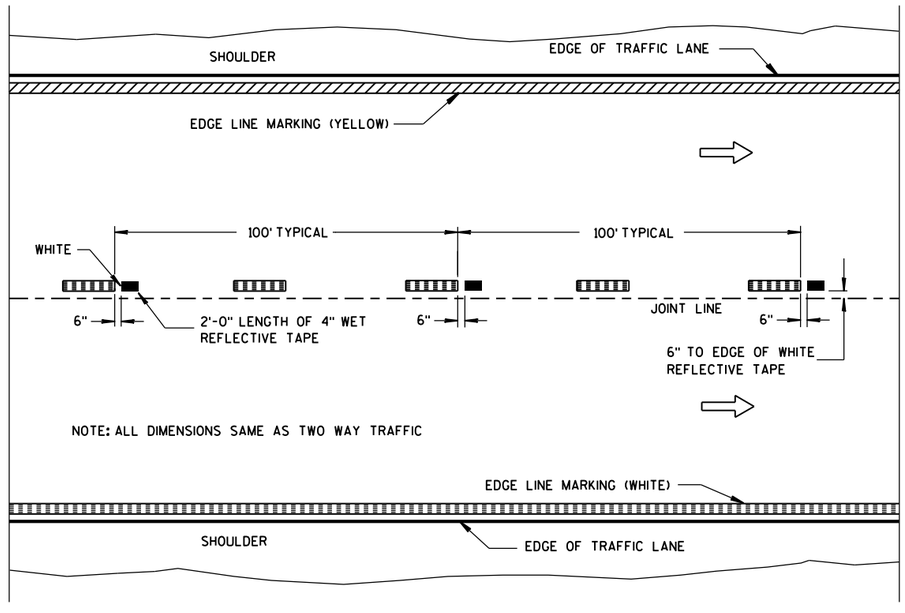
GENERAL NOTES

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

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



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

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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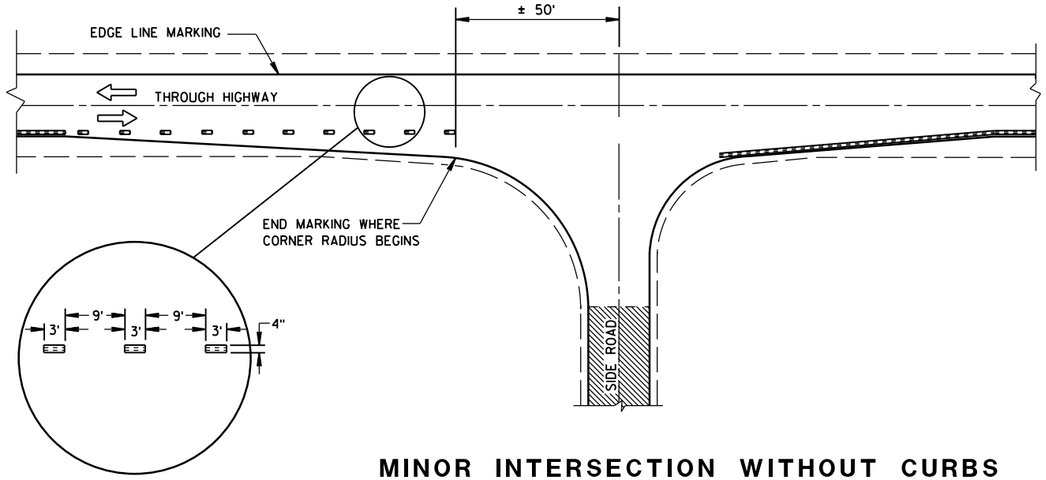
S.D.D. 15 C 8-16a

6

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



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

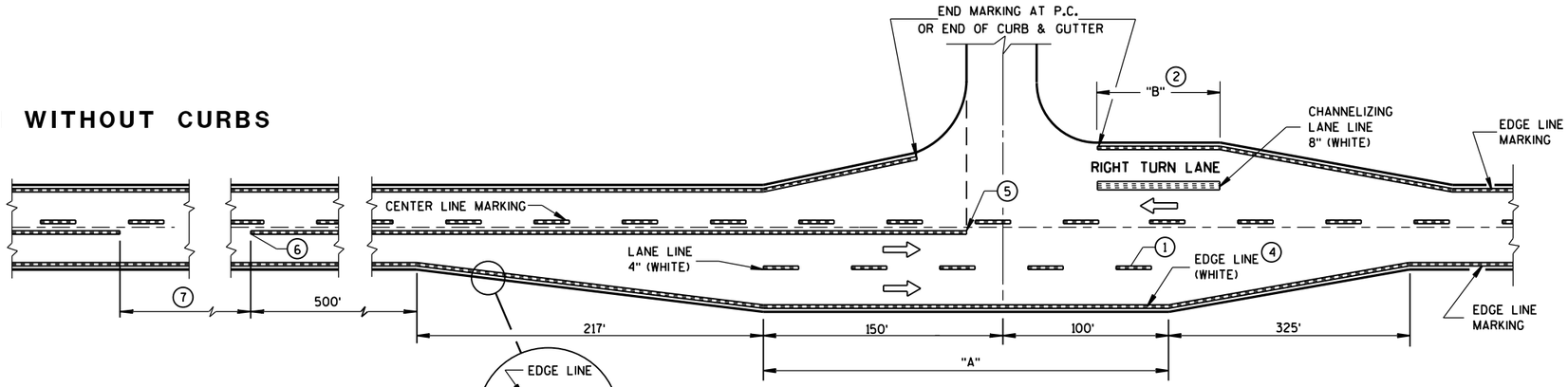
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

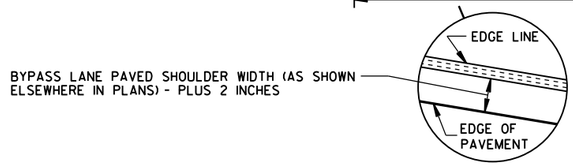
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

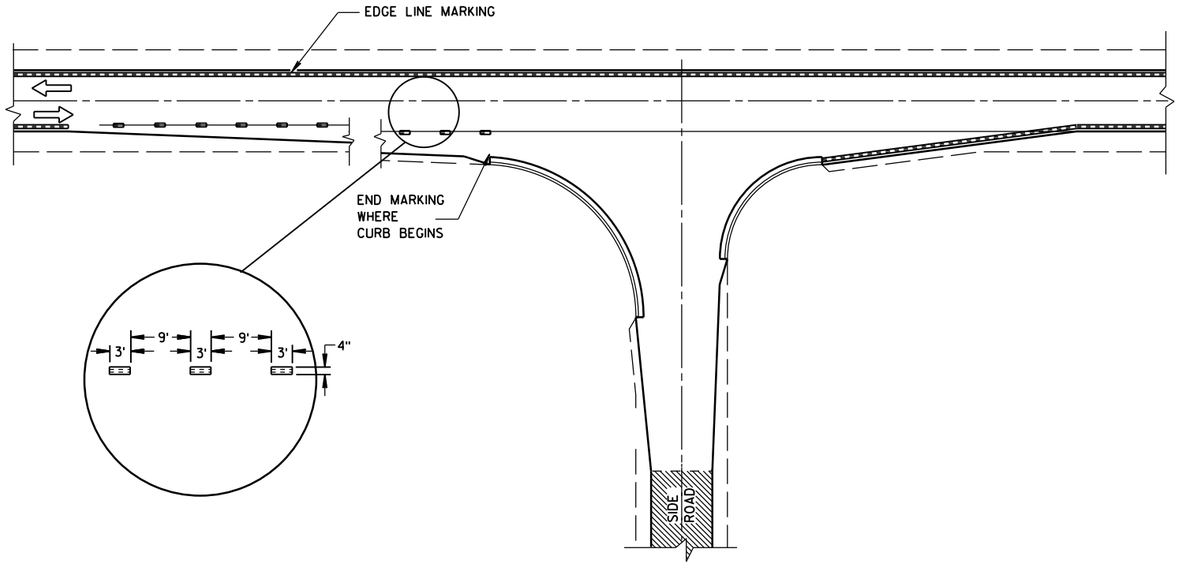
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





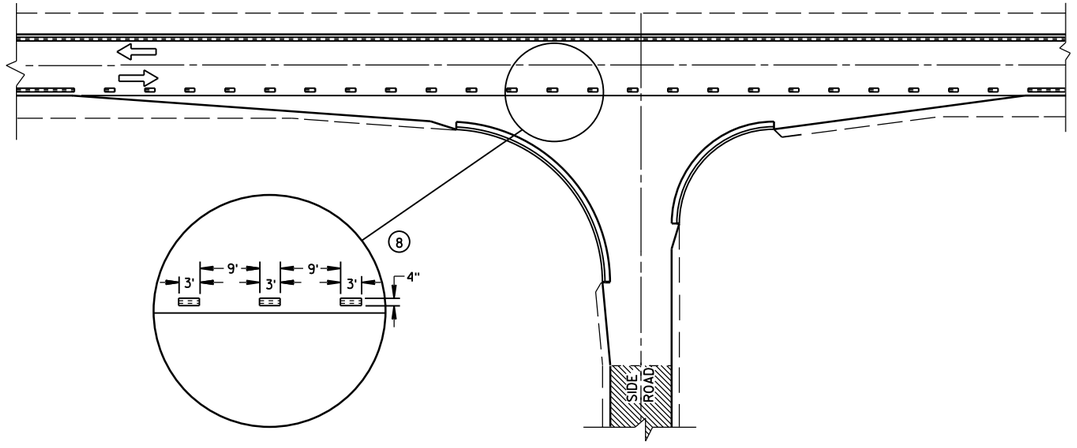
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

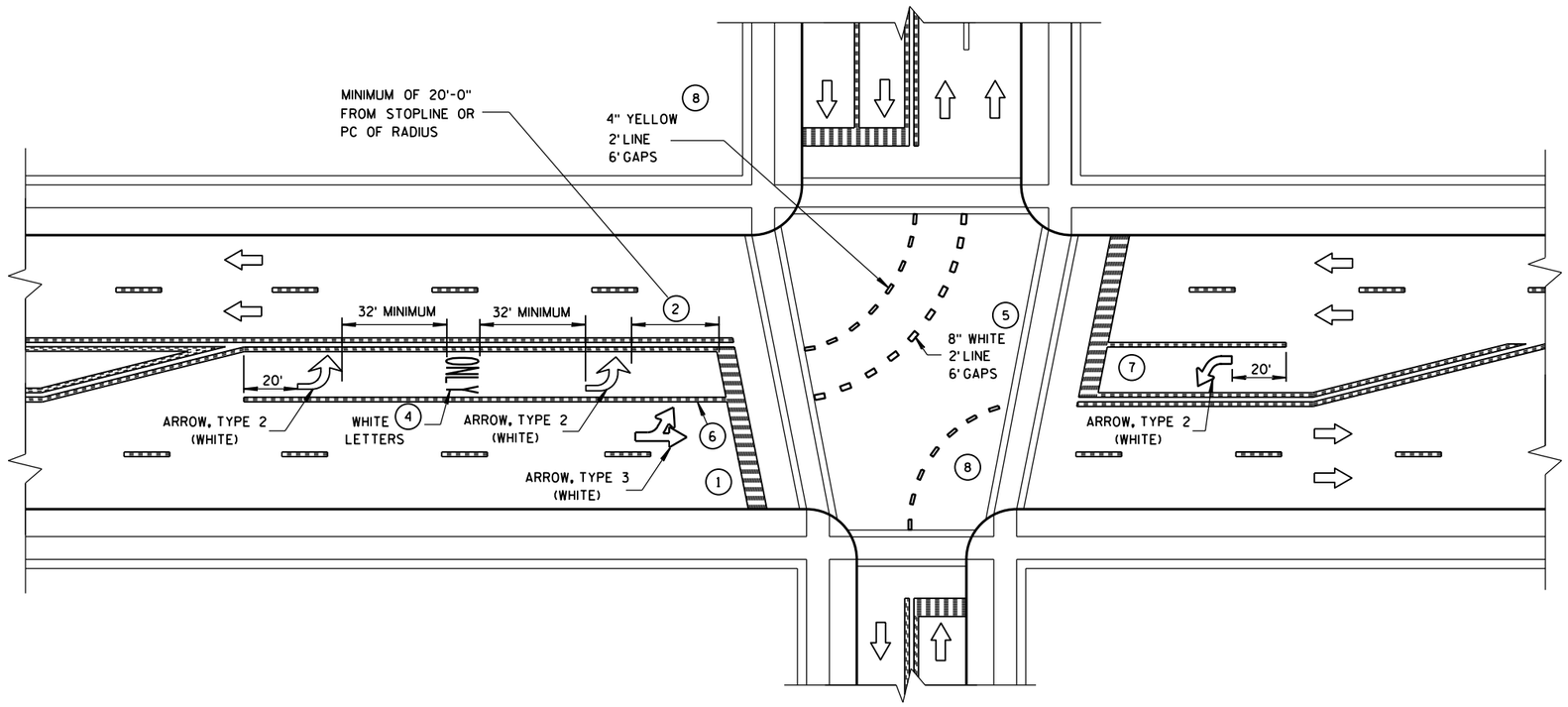
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

6

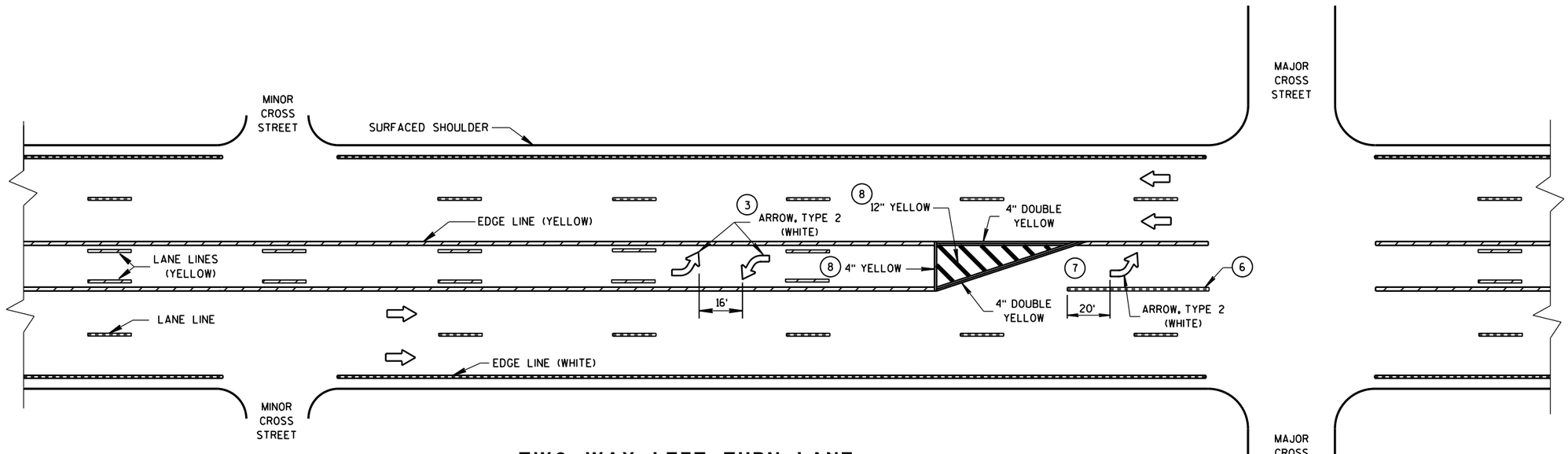
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



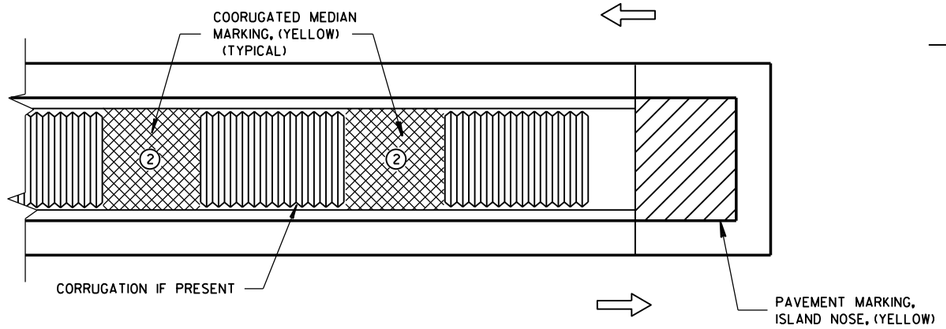
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

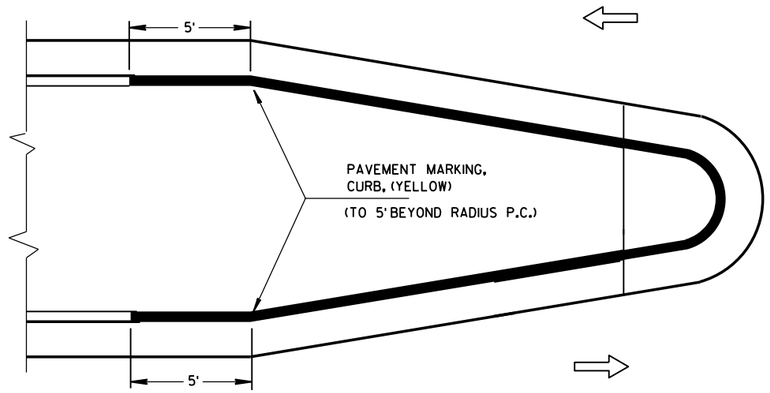
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

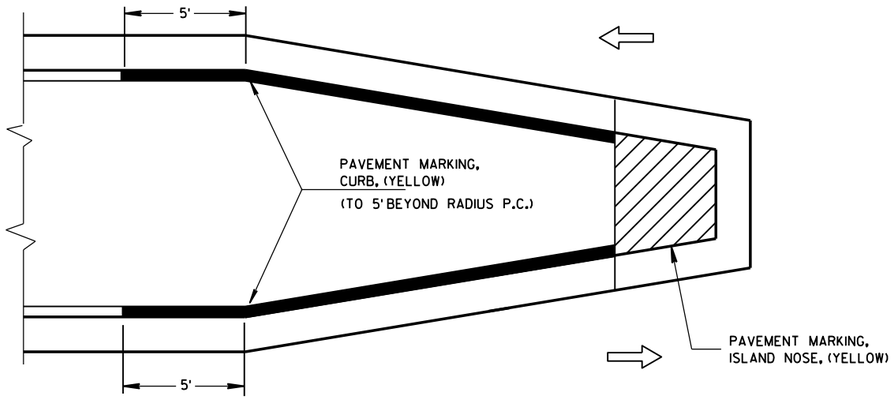
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

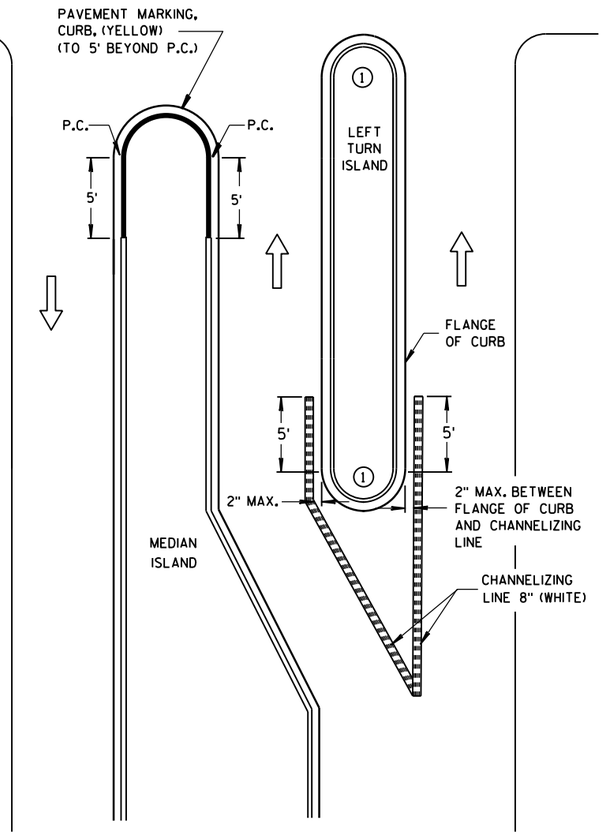


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

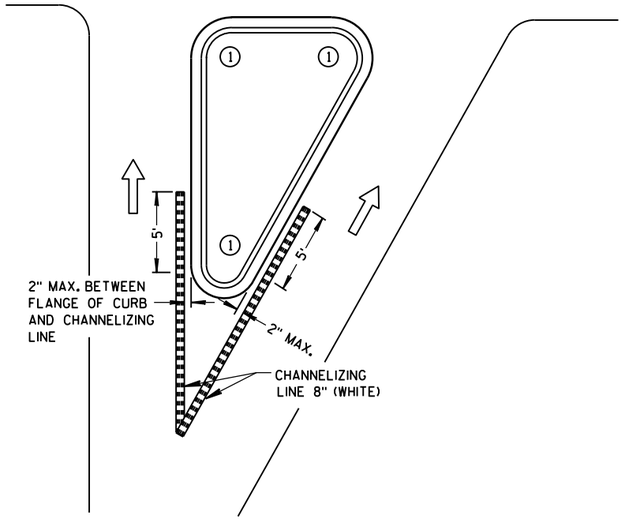


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

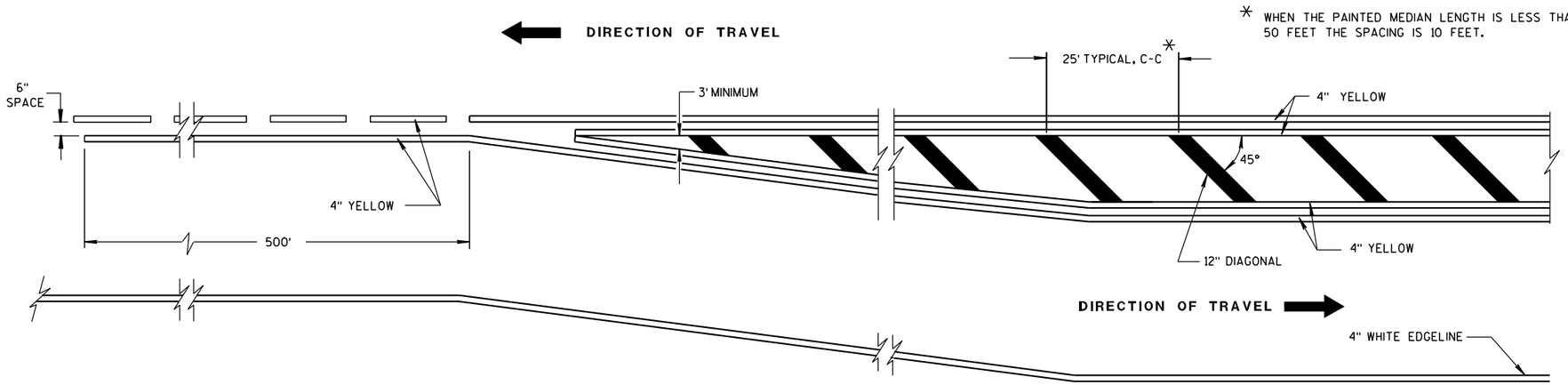
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

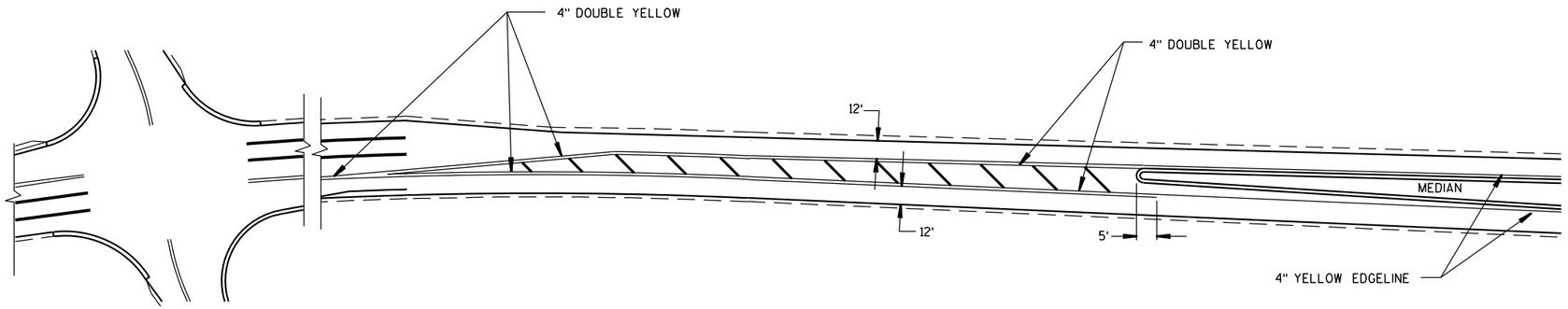
S.D.D. 15 C 8-16f



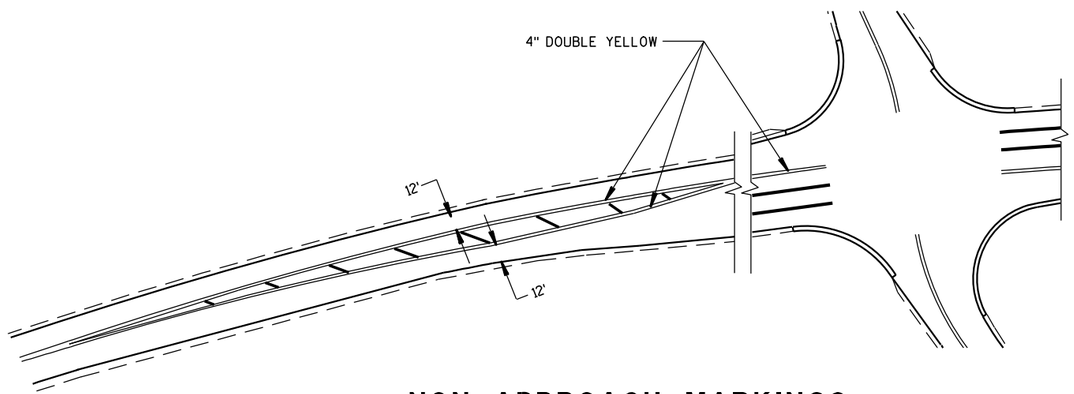
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

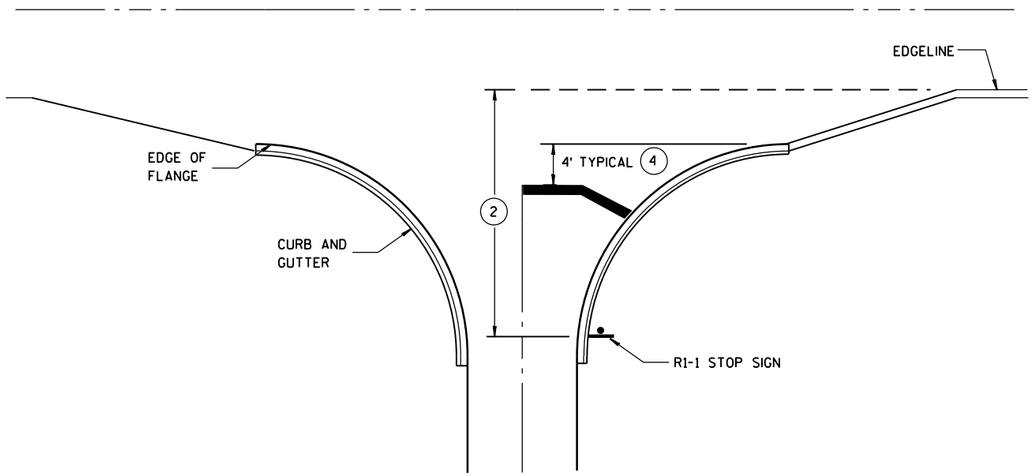


APPROACH MARKINGS FOR OTHER MEDIAN TYPES

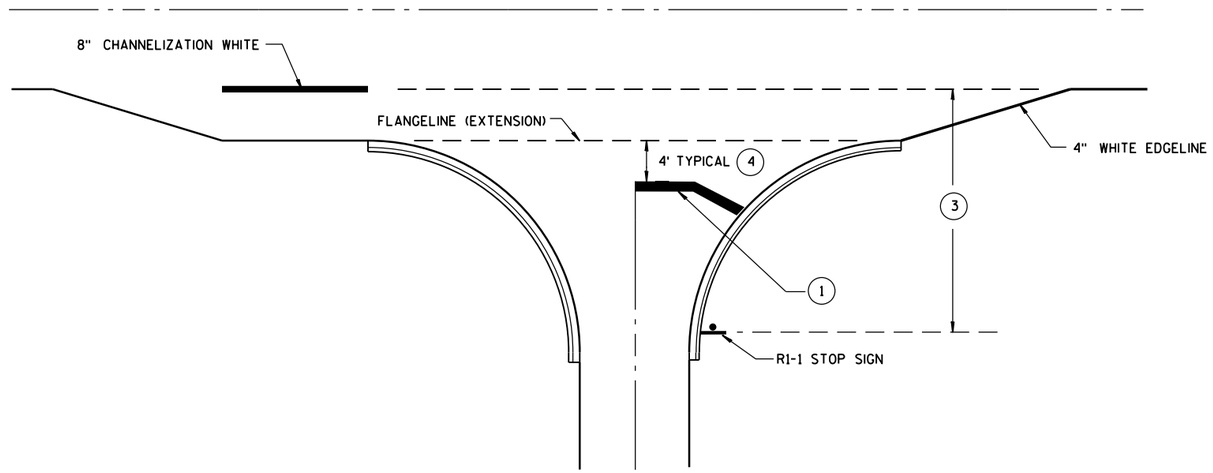


NON APPROACH MARKINGS

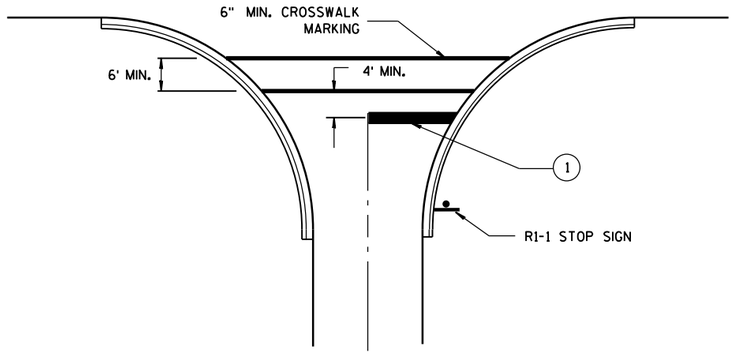
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	



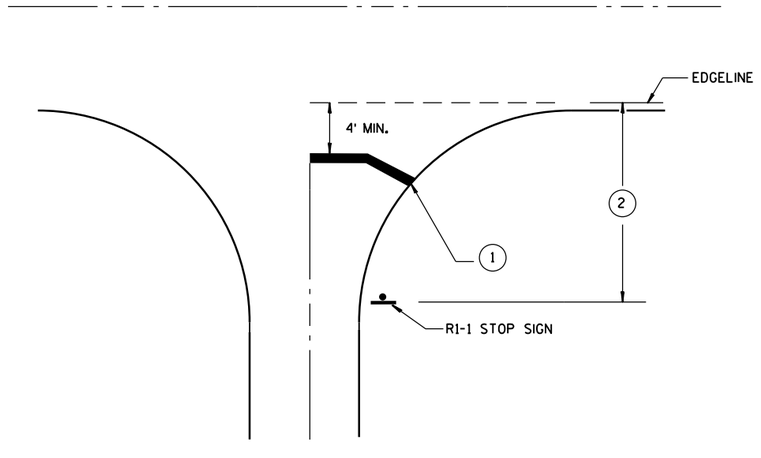
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

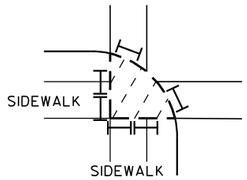
/S/ Travis Feltes
STATE TRAFFIC E

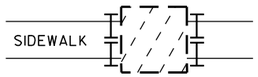
FHWA

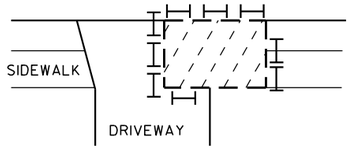
6

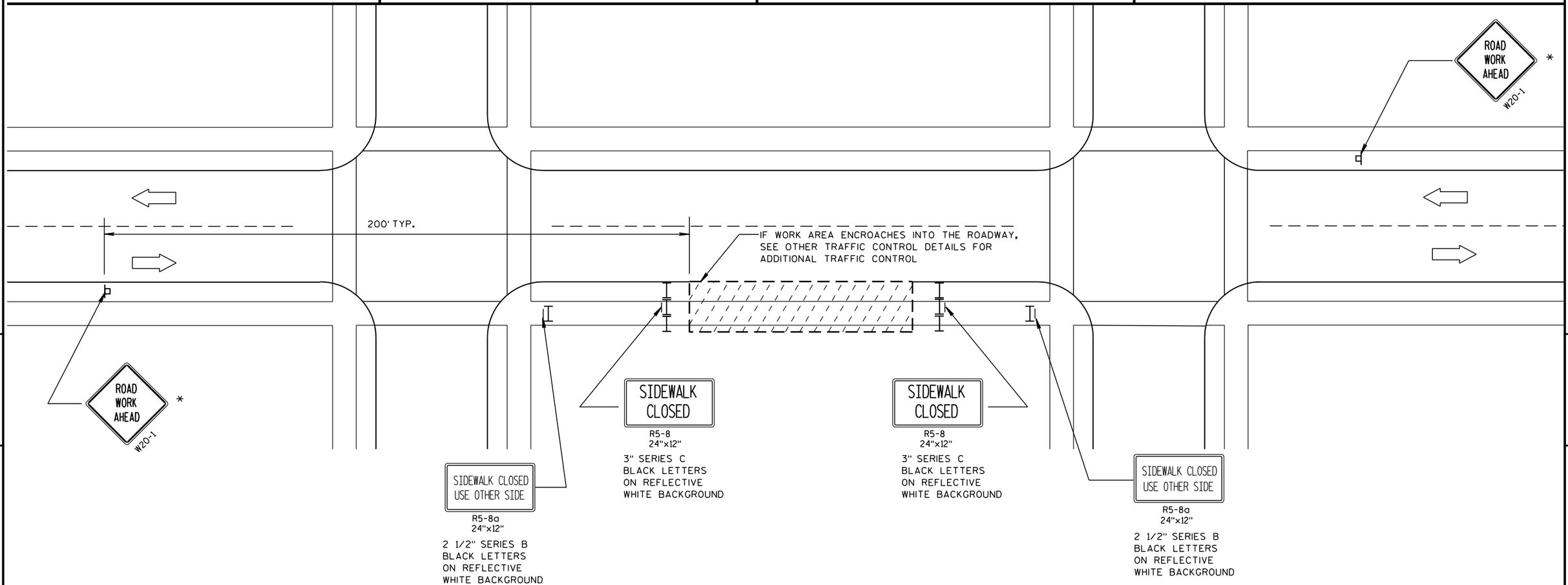
S.D.D. 15 C 33-1

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

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

TRAFFIC CONTROL, SIDEWALK CLOSURE

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible]NEER
FHWA

6

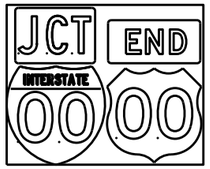
S.D.D. 15 D 30-1

6

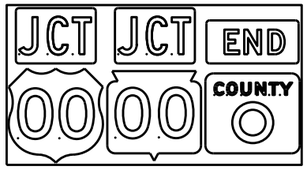
S.D.D. 15 D 30-1

TYPICAL ASSEMBLIES

J1-1

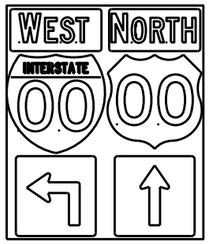


J1-2

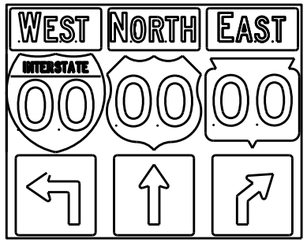


J1-3

J2-1



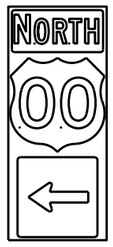
J2-2



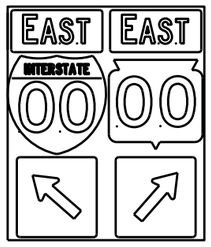
J2-3

JV

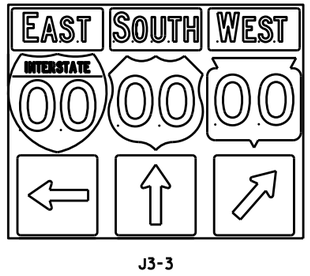
(Typical Vertical J-Assembly
See Note 10 and 11)



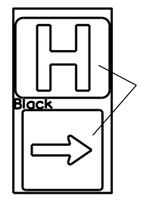
J3-1



J3-2



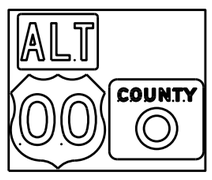
J3-3



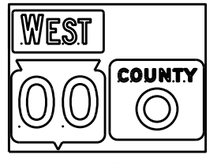
Blue Background

JH-1

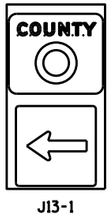
J4-1



J4-2



J4-2



J13-1

J12-1

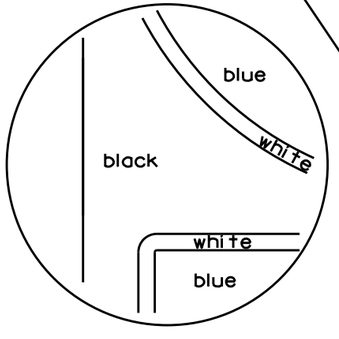
J32-1

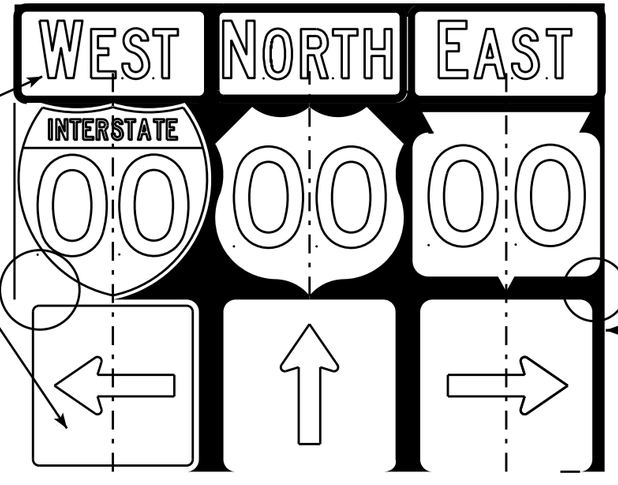
J33-1

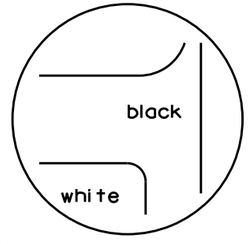
J23-1

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

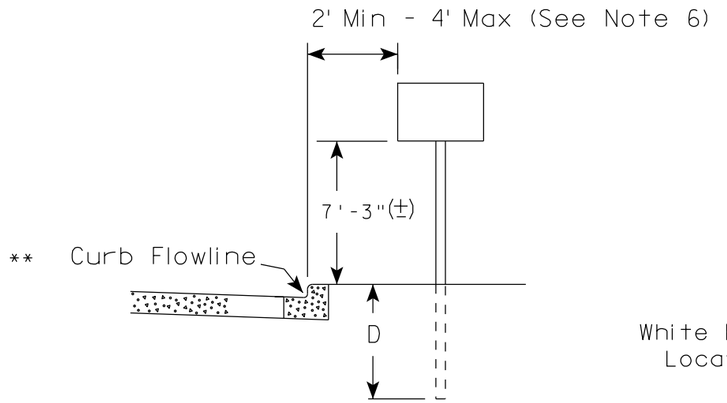
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

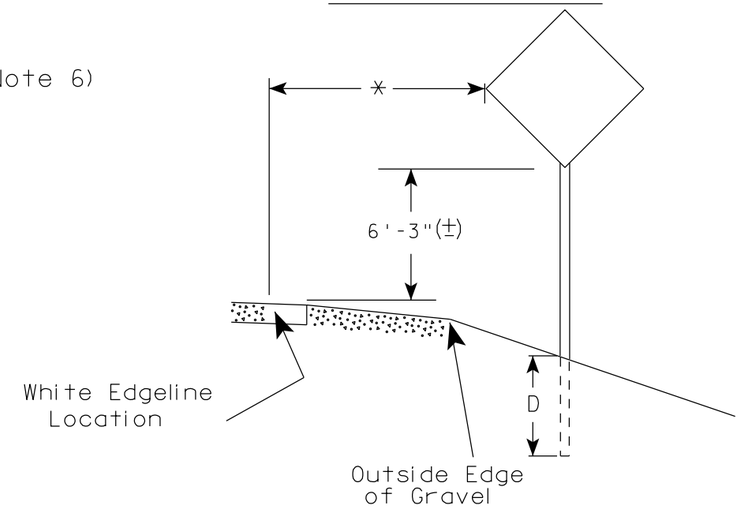
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

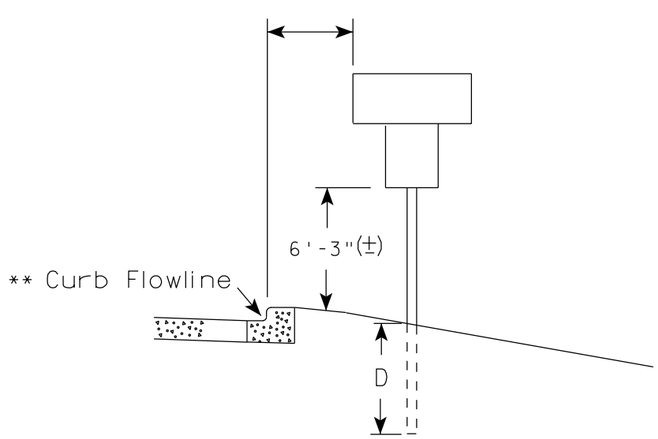
WISDOT/CADDS SHEET 42

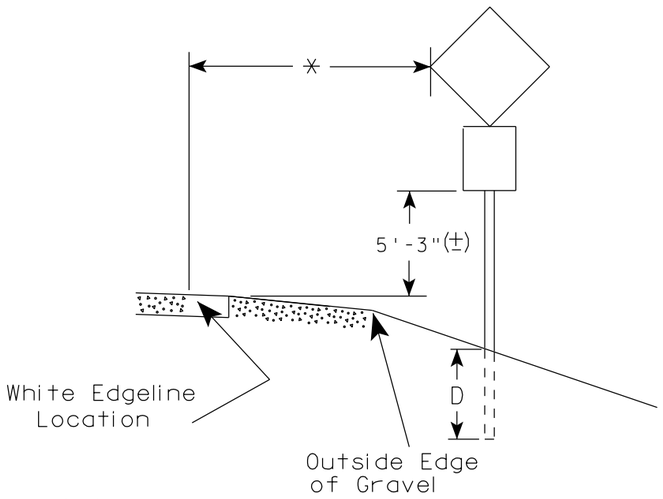
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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 (A2-1S) 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 signs shall be mounted at a height of 5'-3" (±) or as directd 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

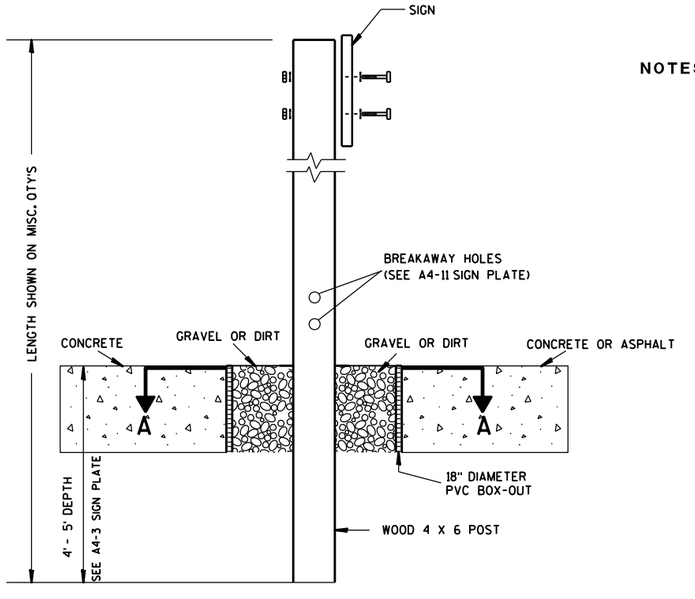
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

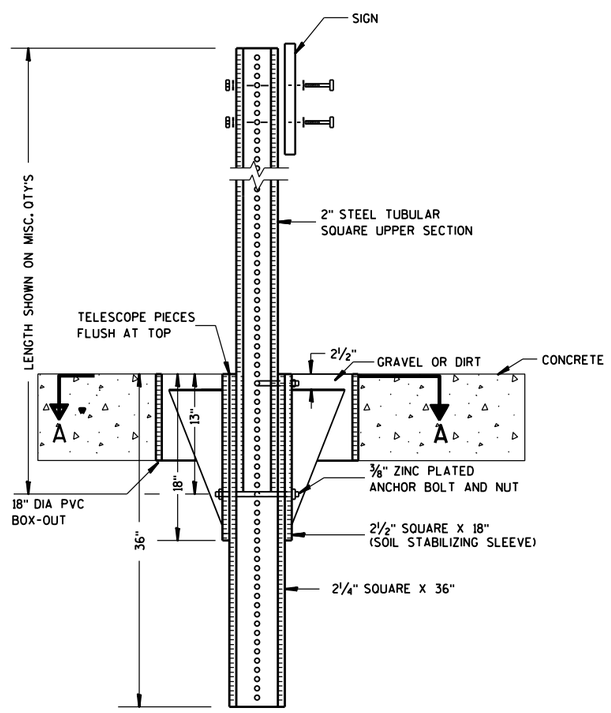
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

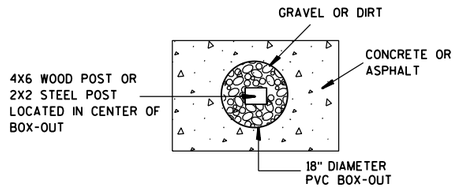
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

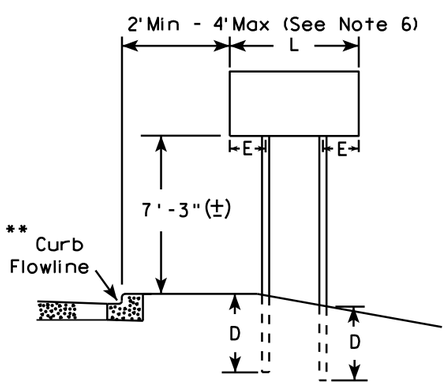
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

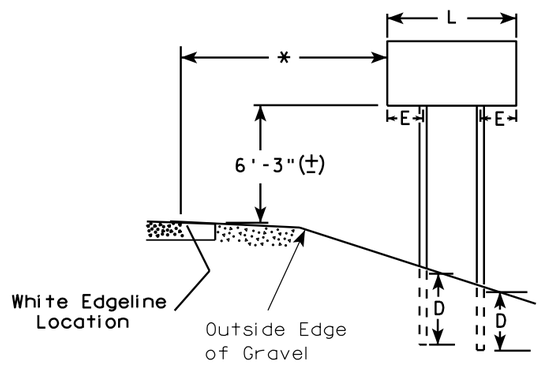
DATE 1/27/14 PLATE NO. A4-3B.1

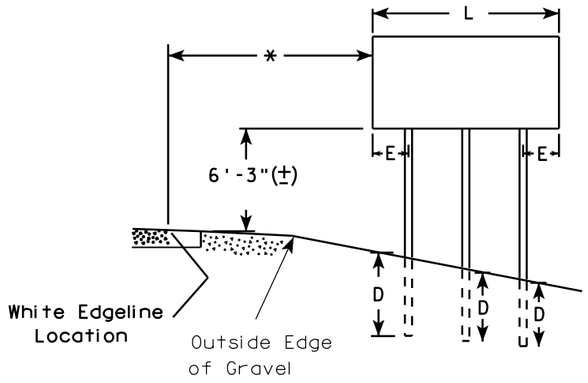
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

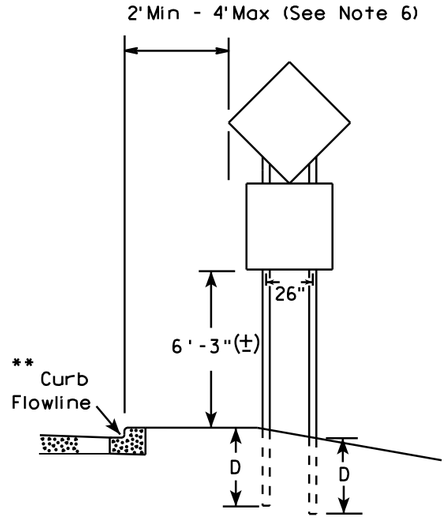
URBAN AREA



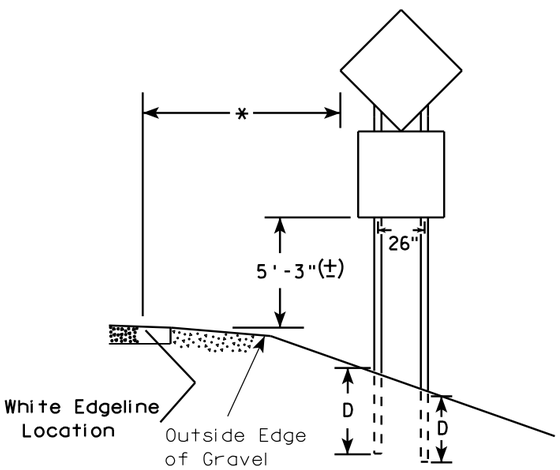
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



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 (A2-1S) 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 signs 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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 less than 20 S.F. 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

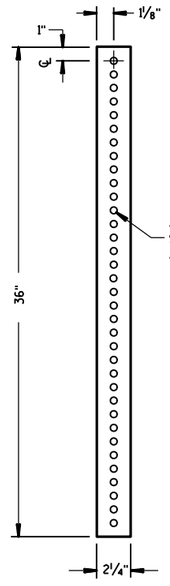
DATE 11/12/14 PLATE NO. A4-4 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

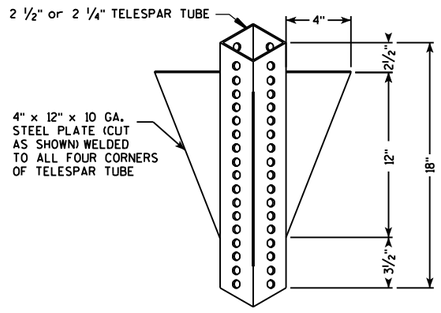
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

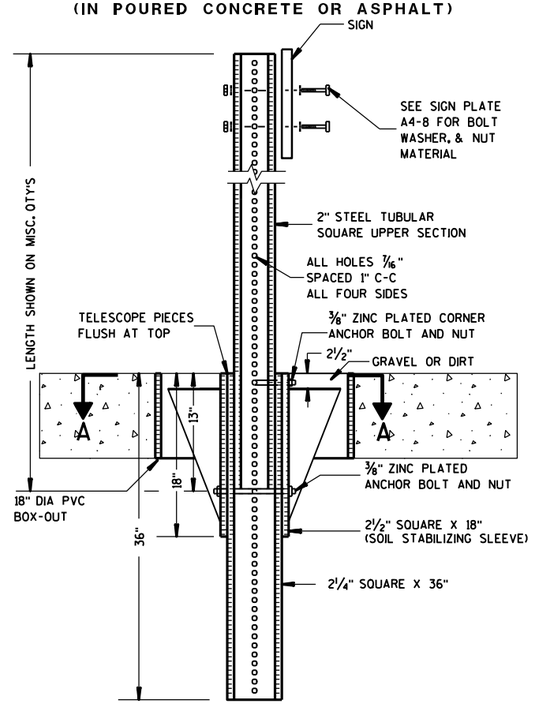
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



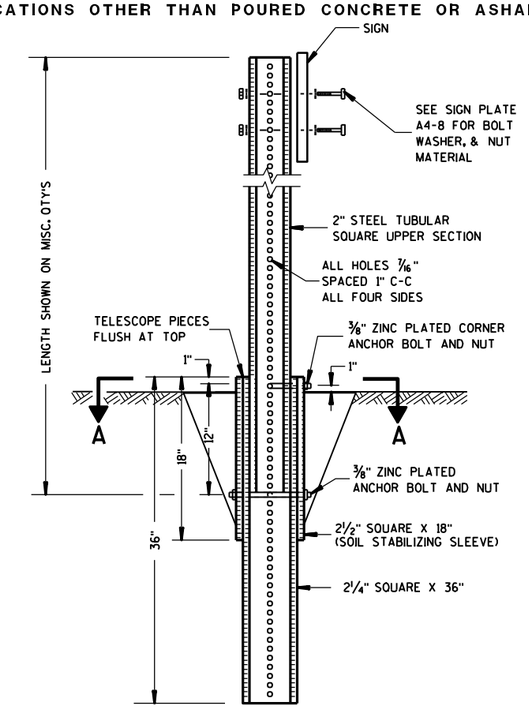
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

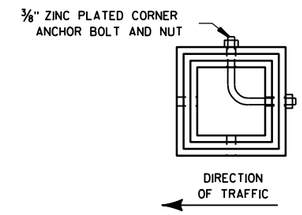


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

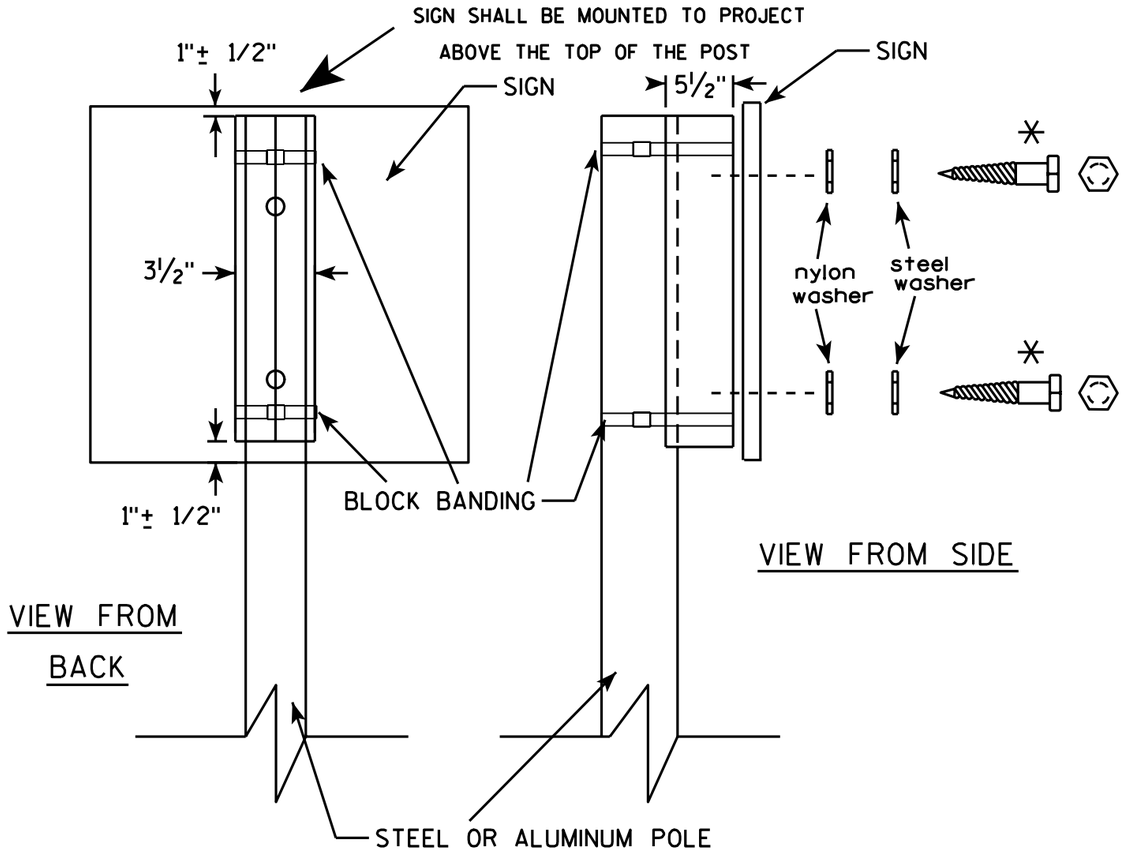
TUBULAR STEEL SIGN POST A4-9

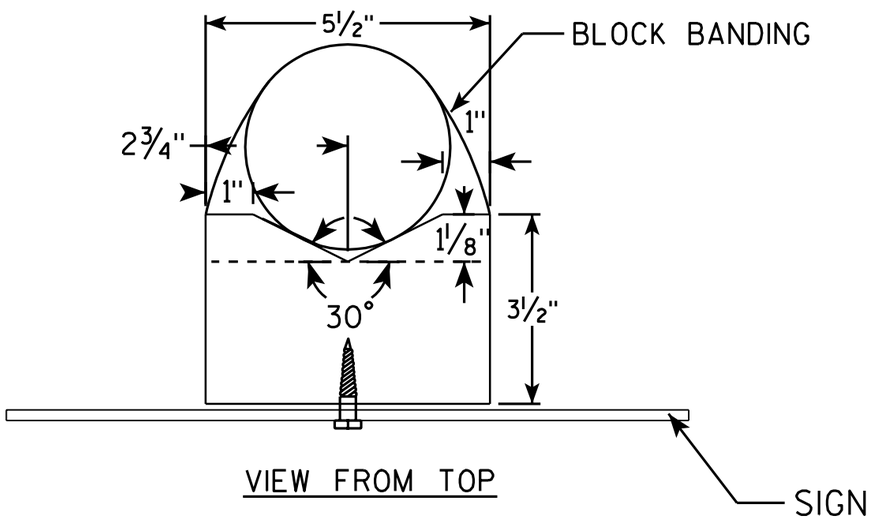
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 169	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

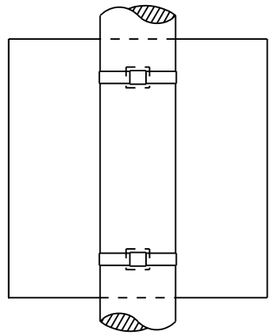
DATE 7/12/07 PLATE NO. A5-10.1

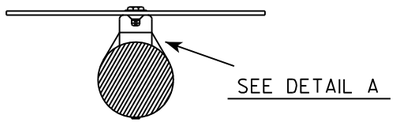
PROJECT NO:

SHEET NO: 170 E

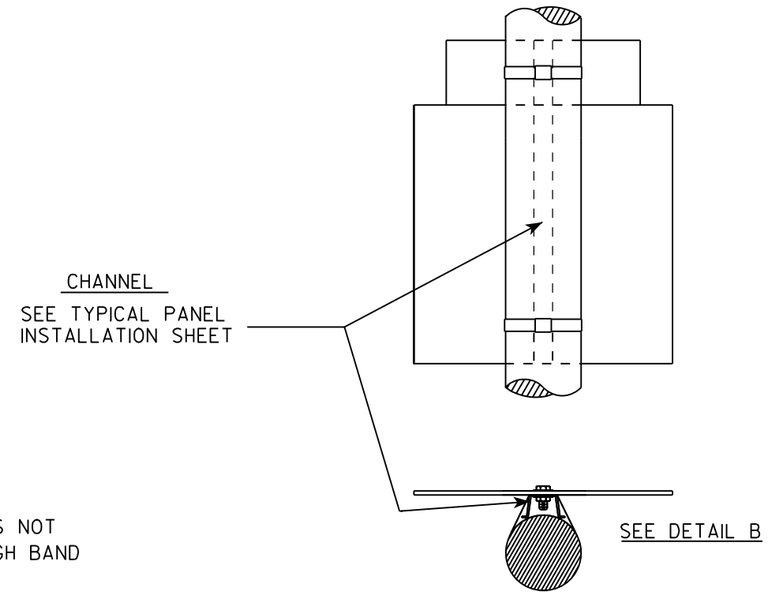
BANDING

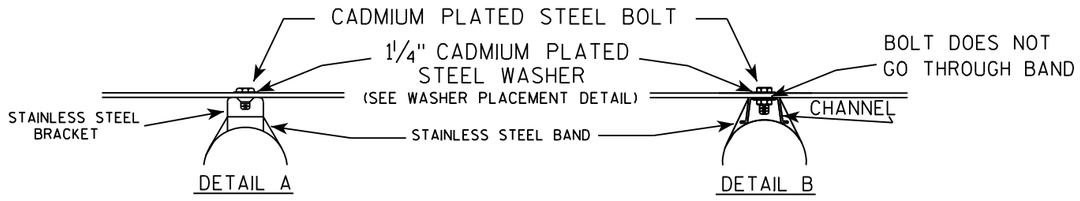
SINGLE SIGN



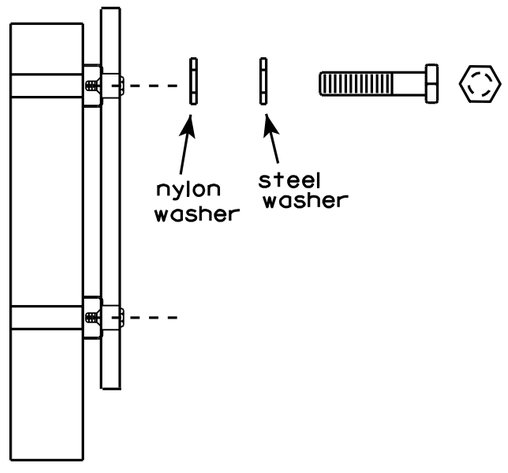


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

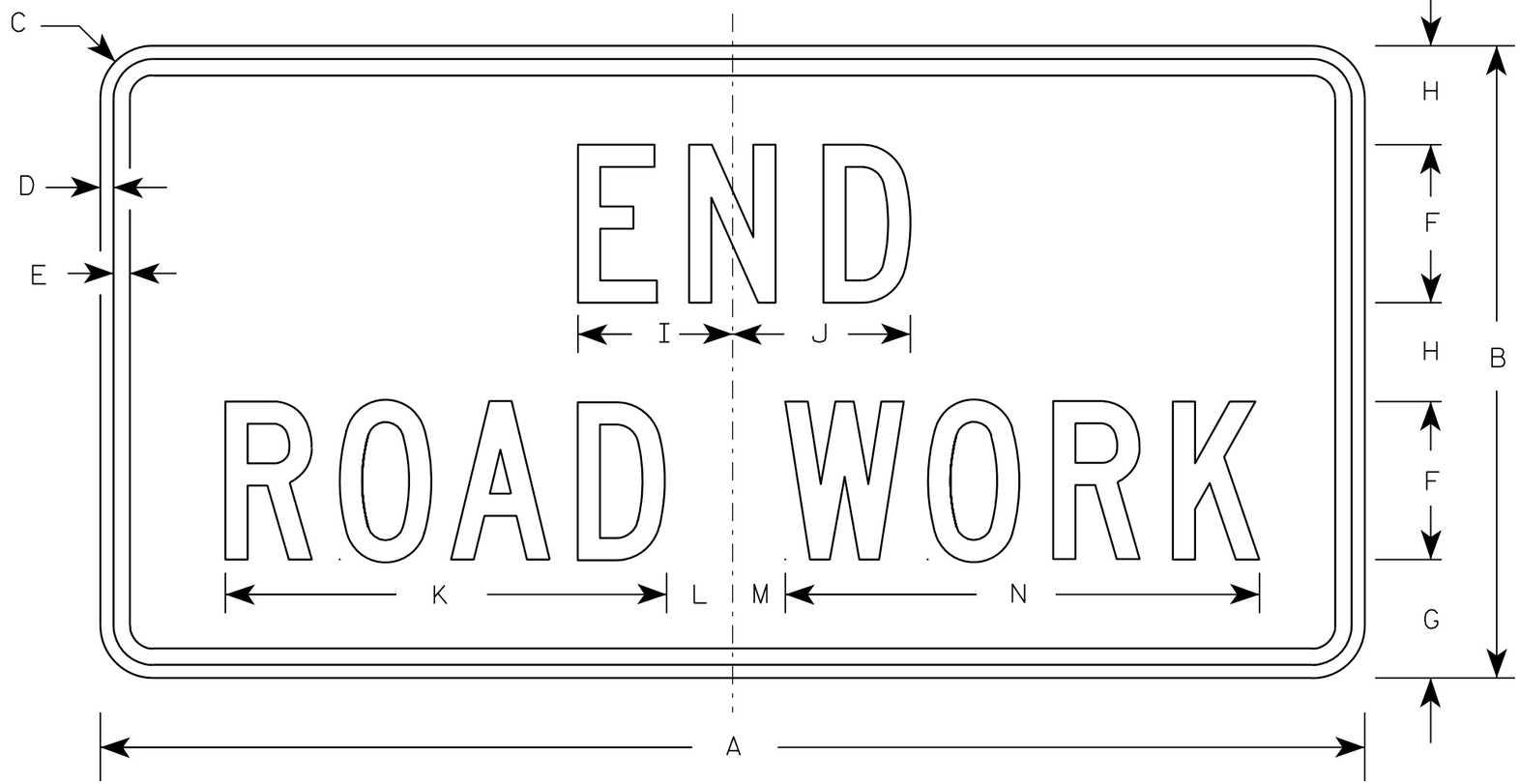
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 171	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 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	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

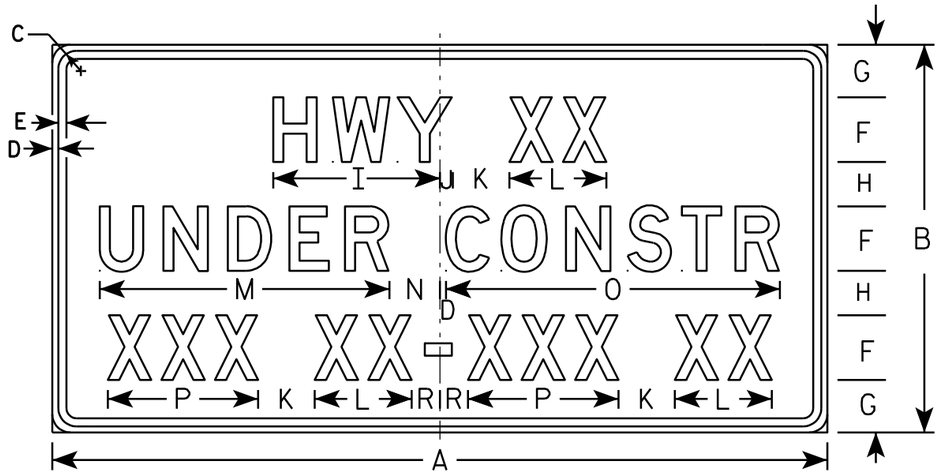
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	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 - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	2400 mm X 1200 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 m2
1																												
2																												
3																												
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	1 5/8	7	12	35 7/8	6 1/4	41 3/8	18 5/8		3 1/2									32.0	2.88
5																												

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

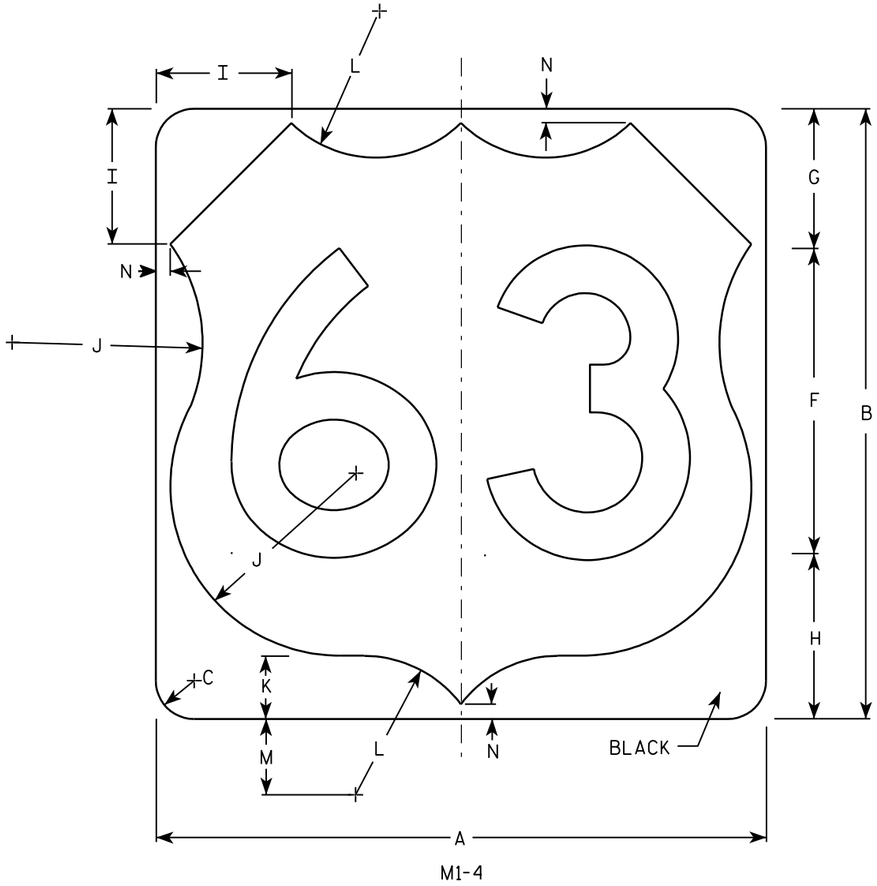
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/13/09 PLATE NO. G20-57.2

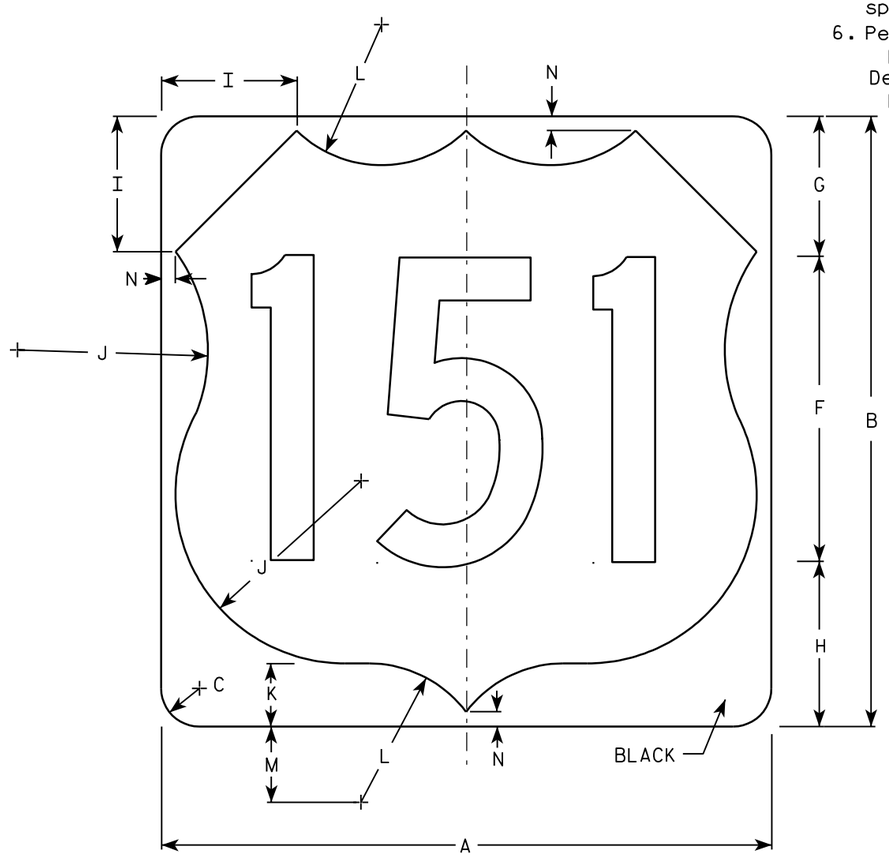
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 173	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

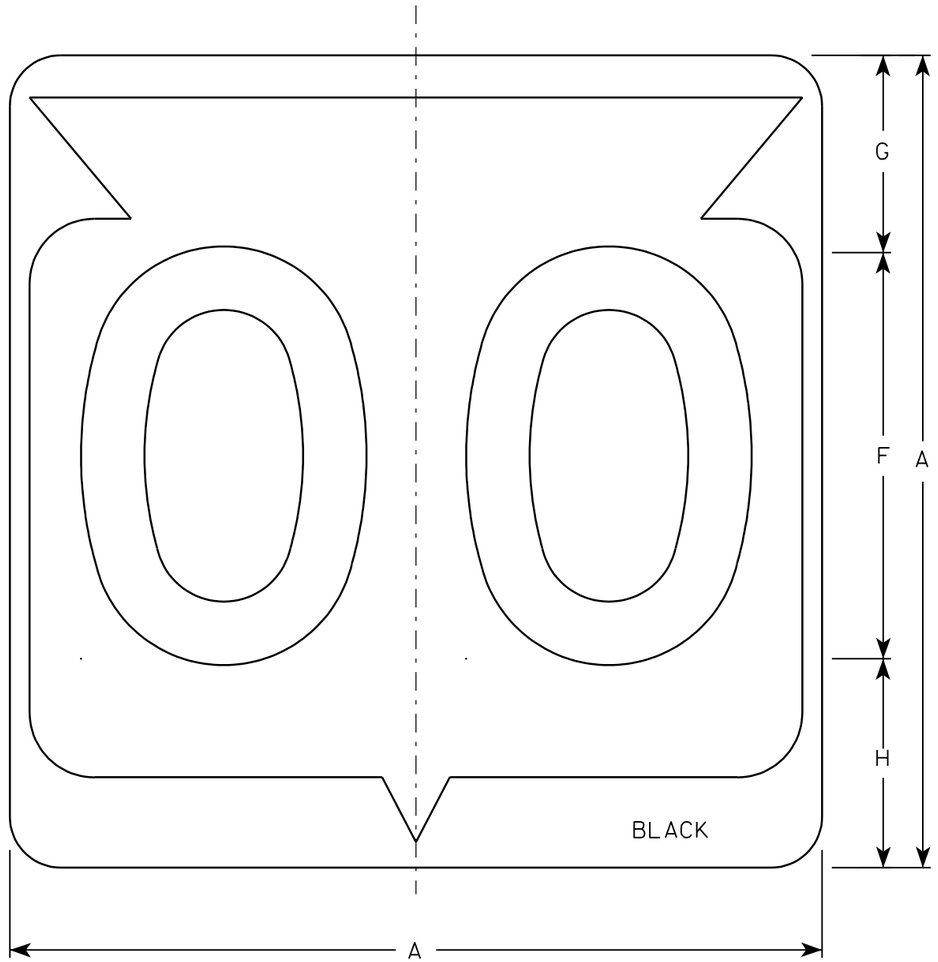
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

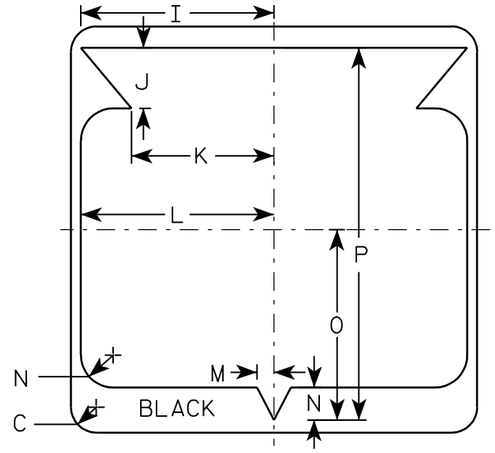
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 174 | E



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

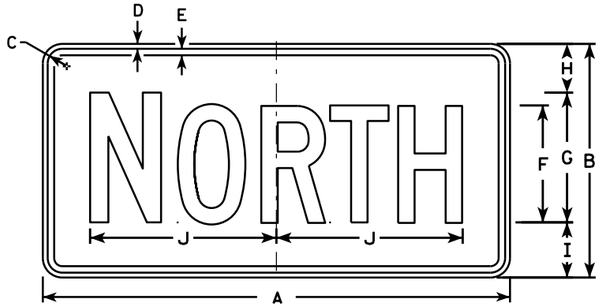
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

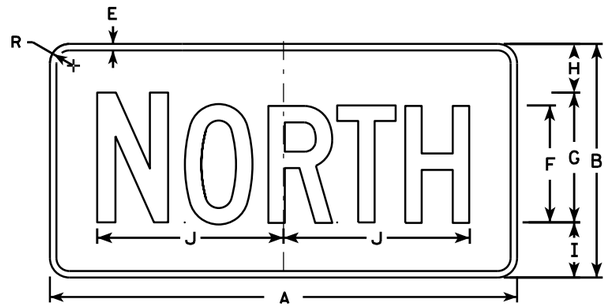
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E

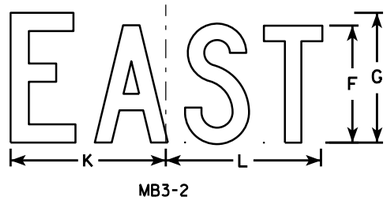


M3-1
MK3-1
MM3-1
MN3-1

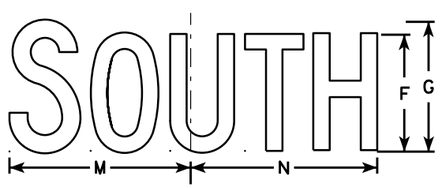


MB3-1

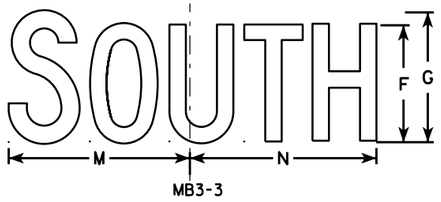
M3-2
MK3-2
MM3-2
MN3-2



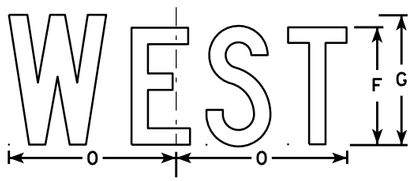
MB3-2



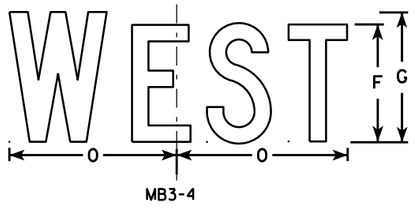
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs Type II - Type H
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
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
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

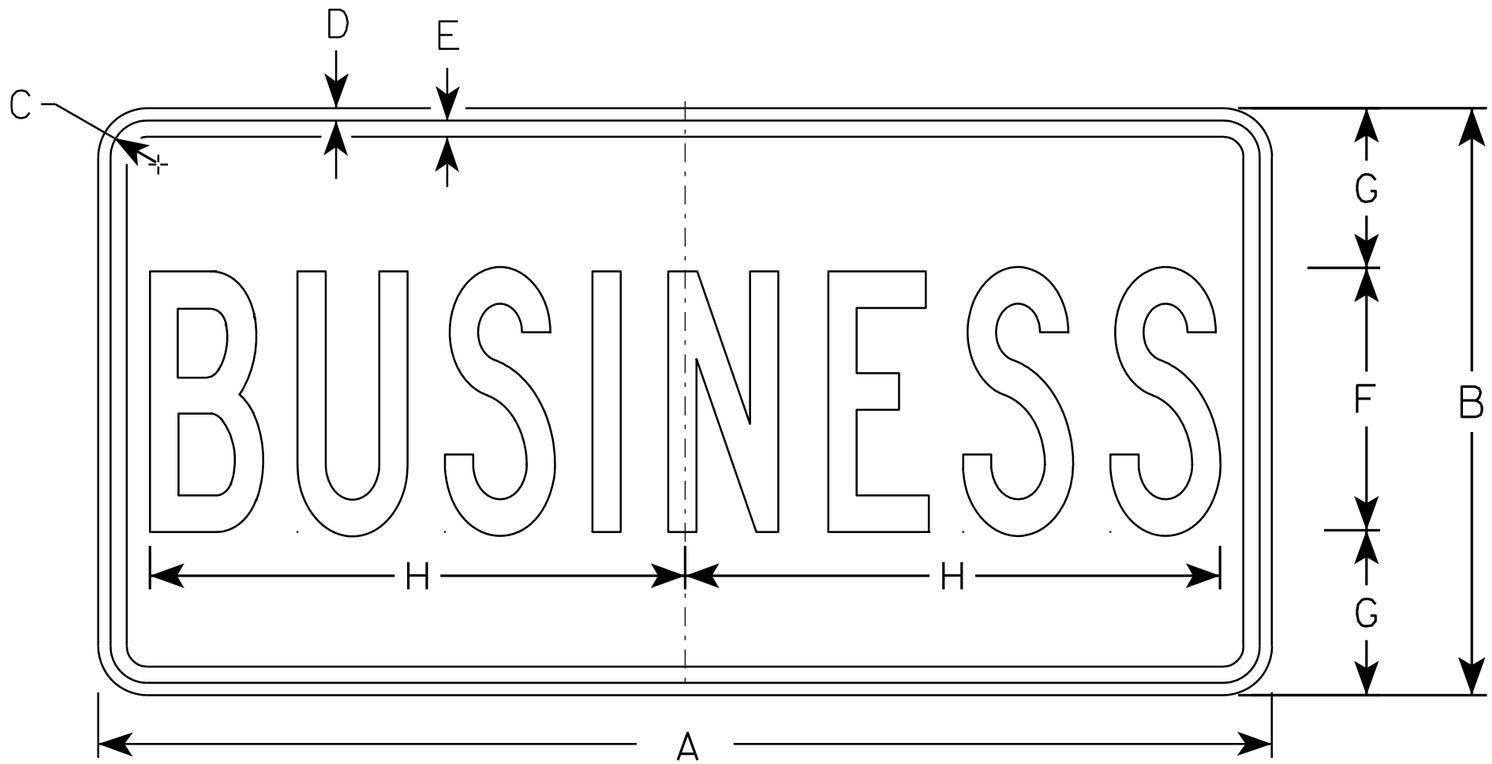
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

7



M4-3

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White - See Note 5
   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.
5. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	5	3 1/2	9 5/8																			2.0
3	36	18	1 1/8	3/8	1/2	8	5	16 3/8																			4.5
4																											
5																											

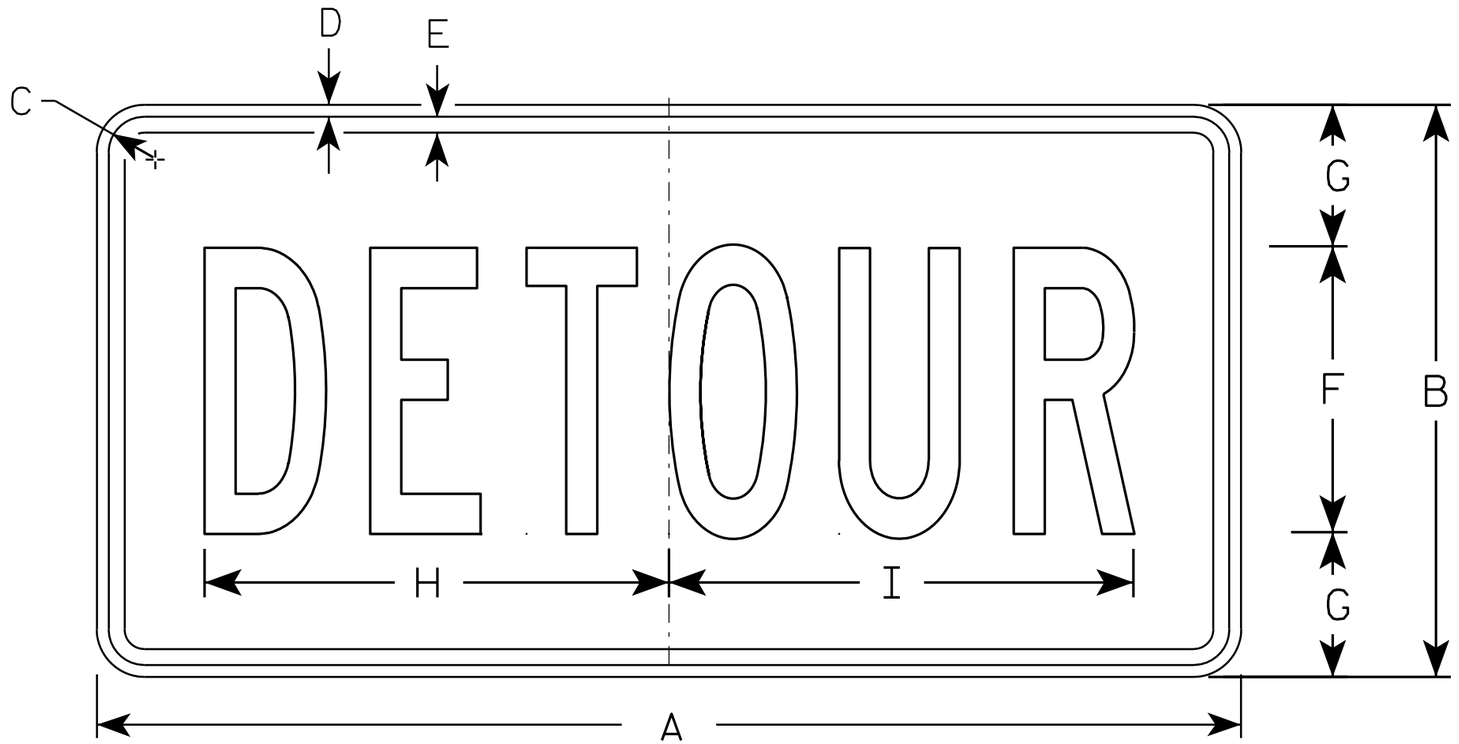
STANDARD SIGN
M4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-3.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 177 | E



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

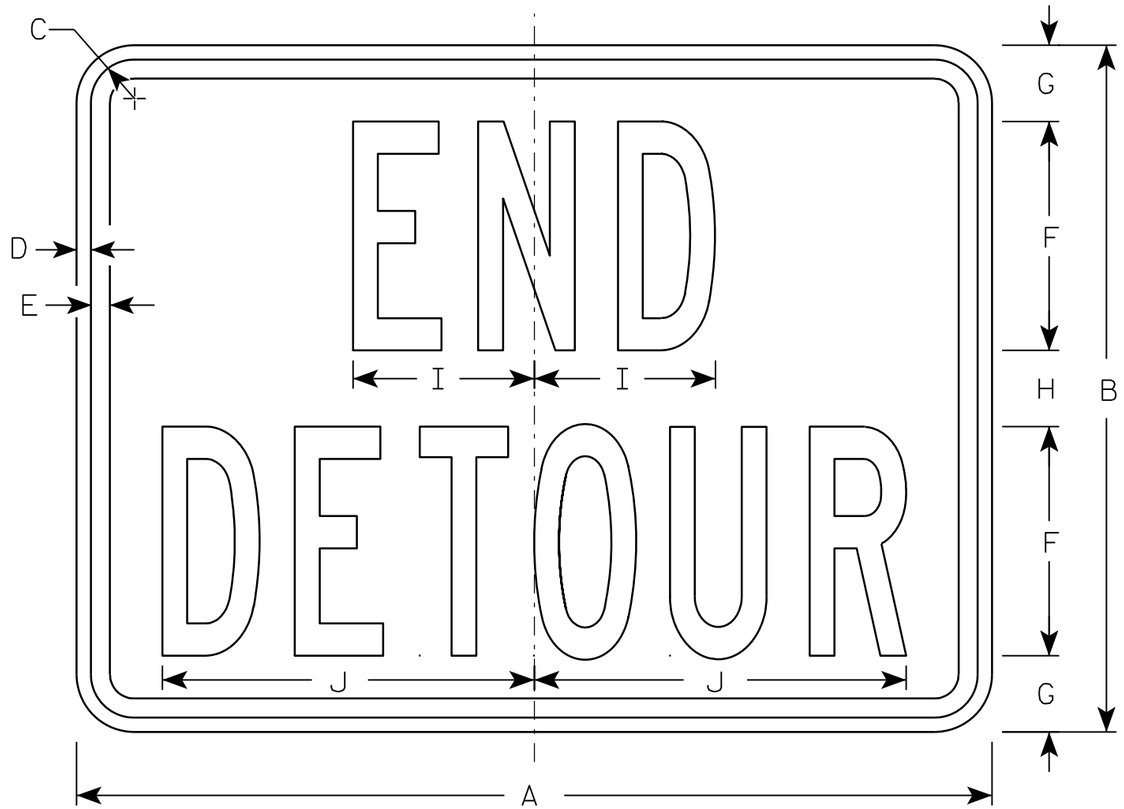
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 178	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - 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.

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	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

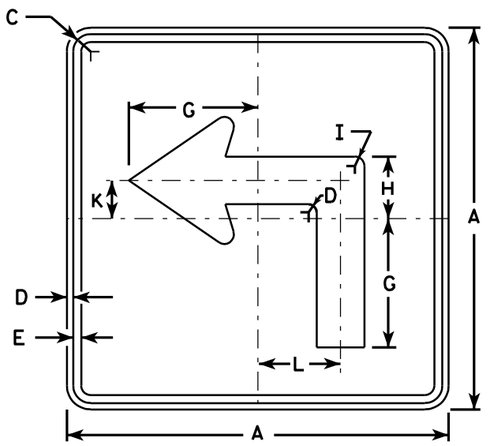
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

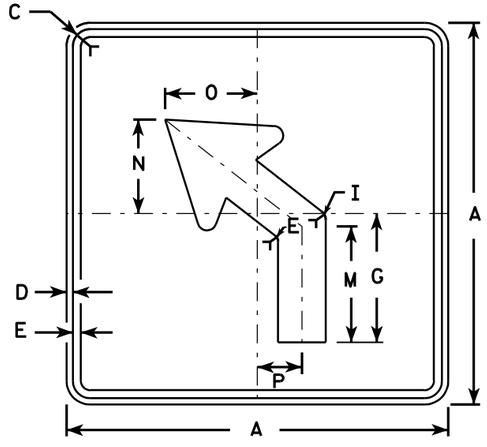
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

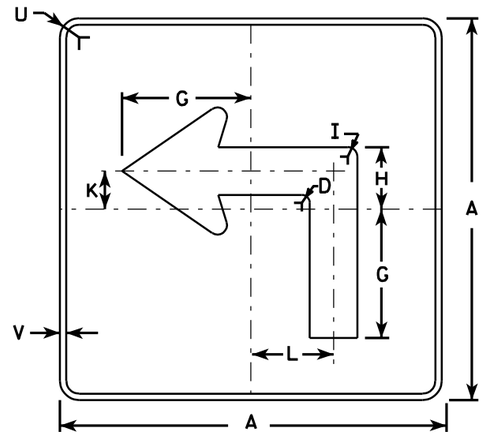
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 179	E



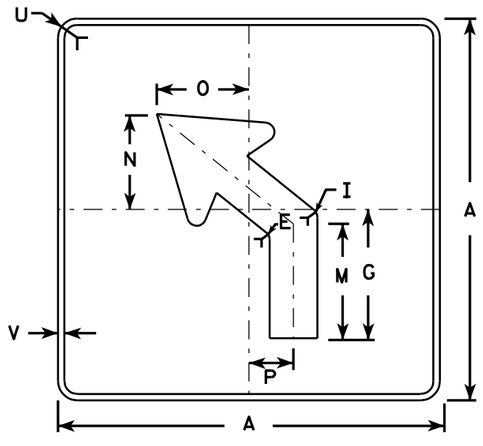
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



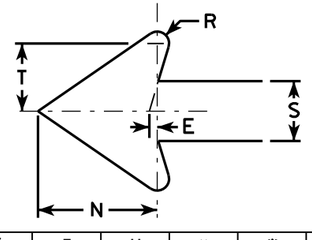
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

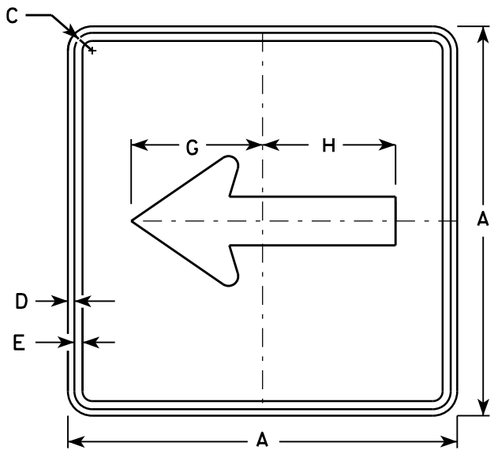
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

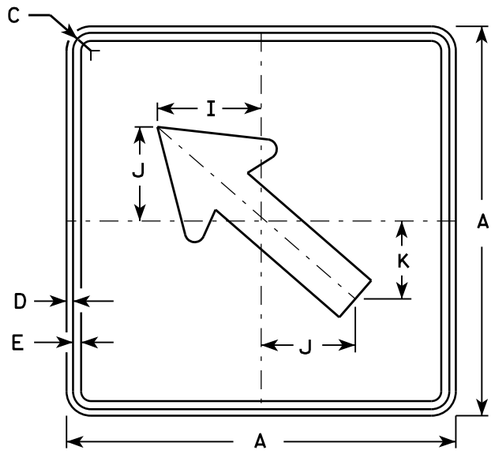
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 180 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000
WISDOT/CADDS SHEET 42



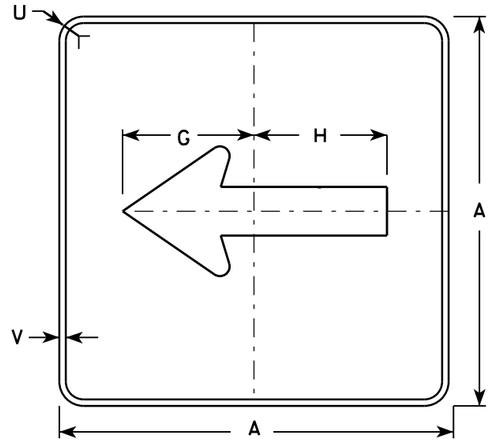
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



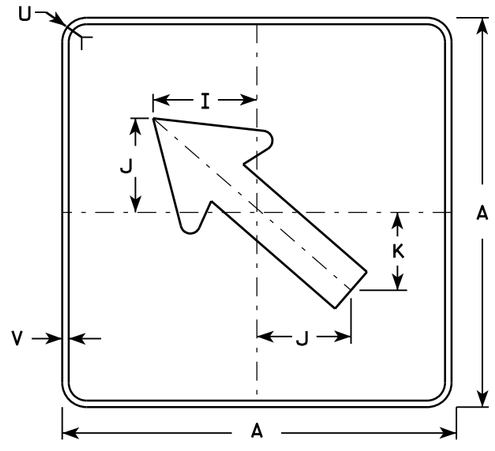
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

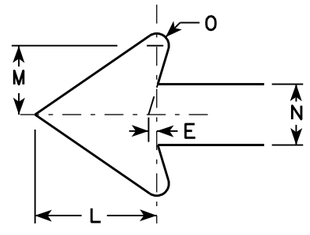
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



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

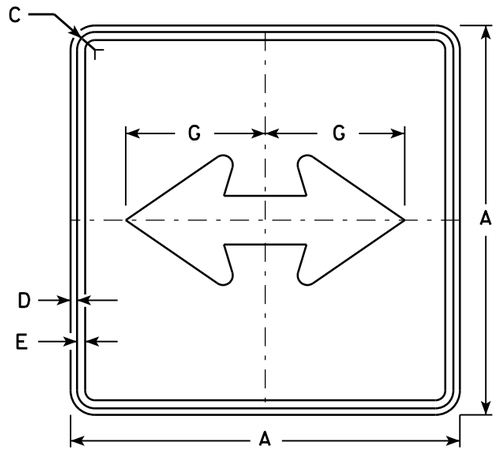
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

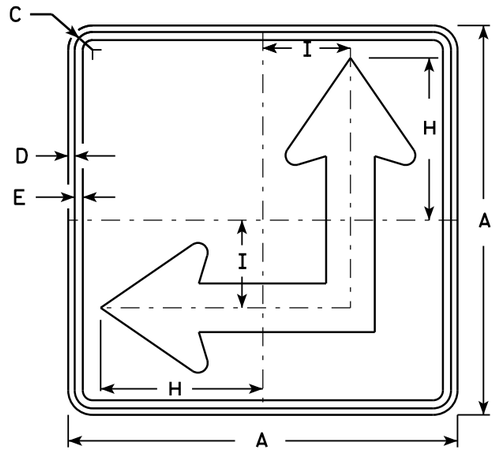
DATE 7/03/14 PLATE 181 M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

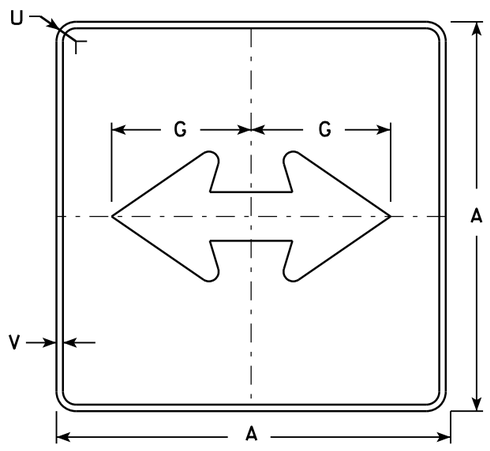
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



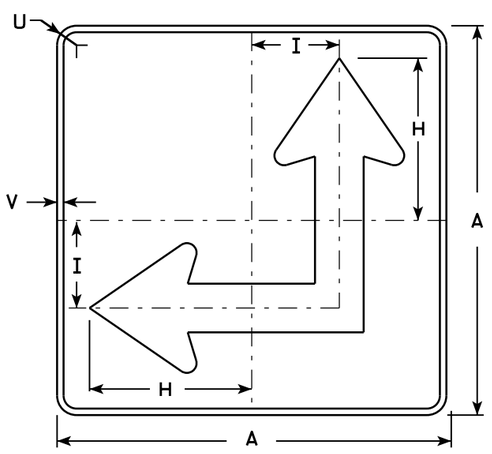
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



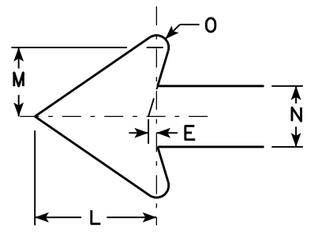
MB6-4



MB6-6

NOTES

1. Signs are Type II - Type H except as Shown
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
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
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

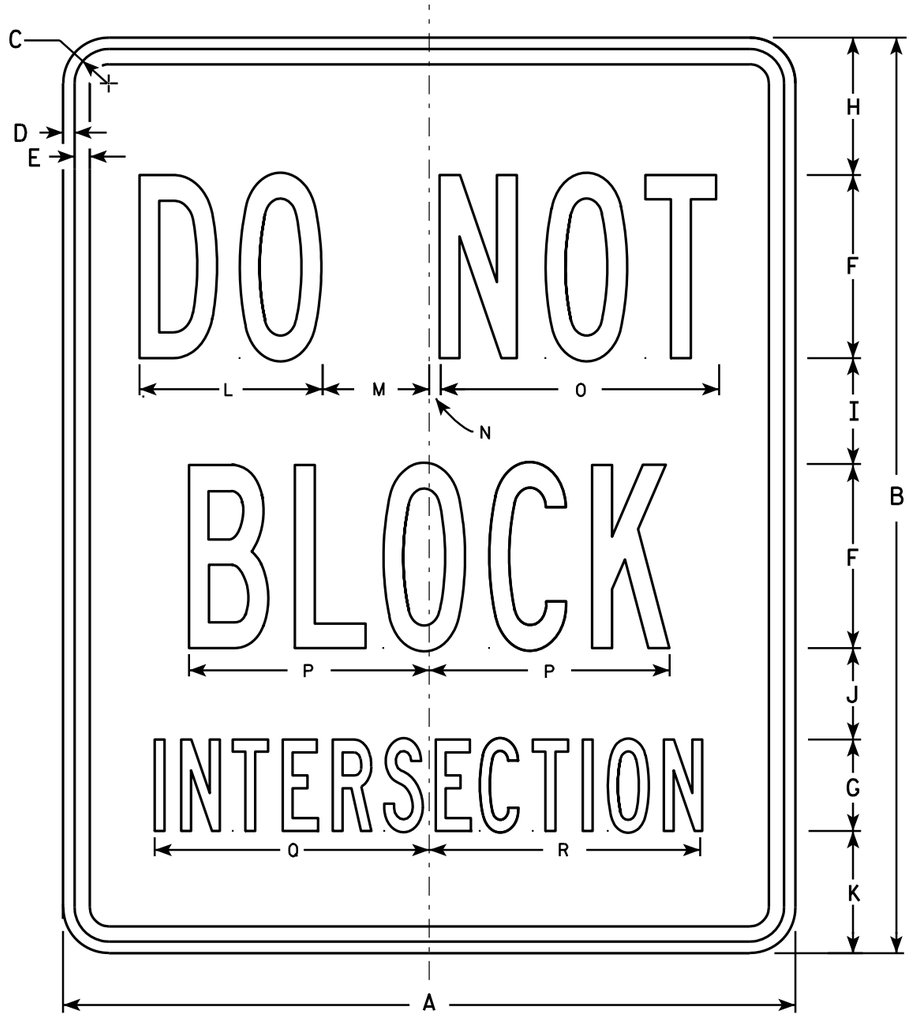
STANDARD SIGN
M6-4 & M6-6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE M6-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R10-7

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
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	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
2M	24	30	1 1/8	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
3	36	48	1 3/8	1/2	5/8	10	5	7	5 1/4	4 1/2	6 1/4	10	5 5/8	1/2	15 1/8	13 1/8	15	14 7/8									12.0
4																											
5																											

STANDARD SIGN
R10-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-7.5

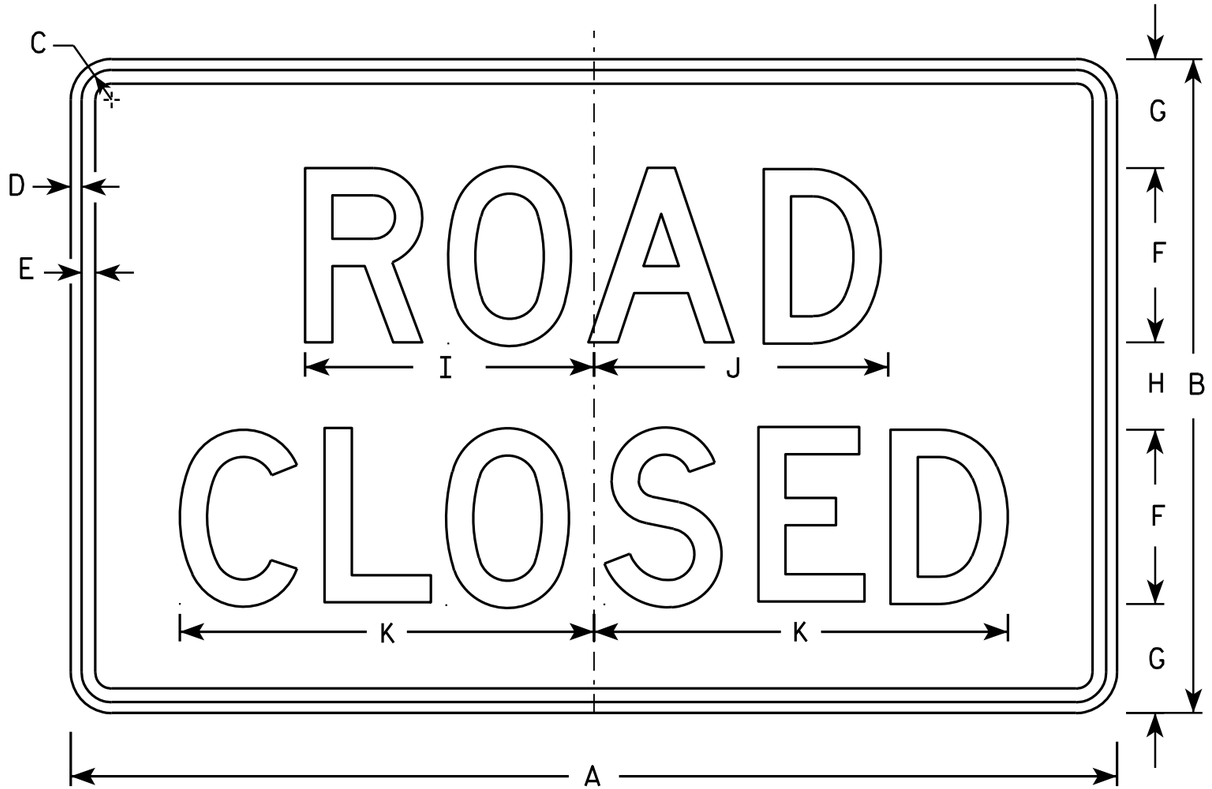
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 183 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R107.DGN PLOT DATE : 05-APR-2011 09:44 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.965868:1.000000

WISDOT/CADDS SHEET 42

7

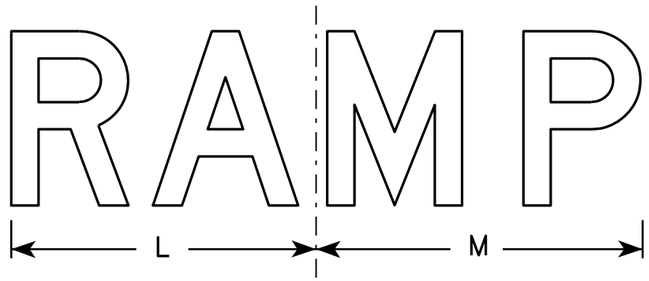
7



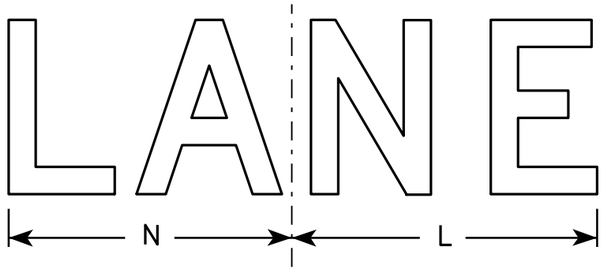
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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. Modify the message as required.



R11-2R



R11-2L

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	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

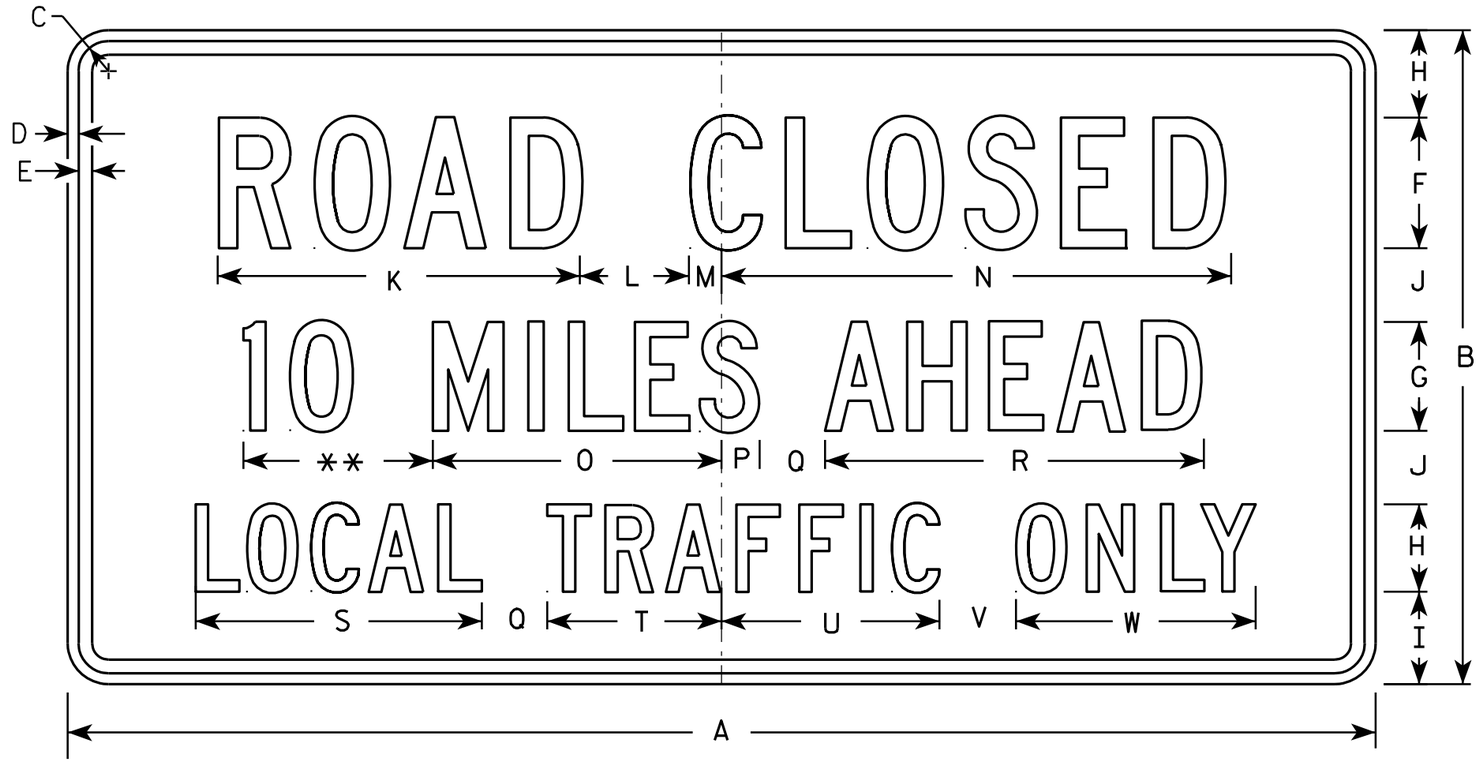
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E



R11-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

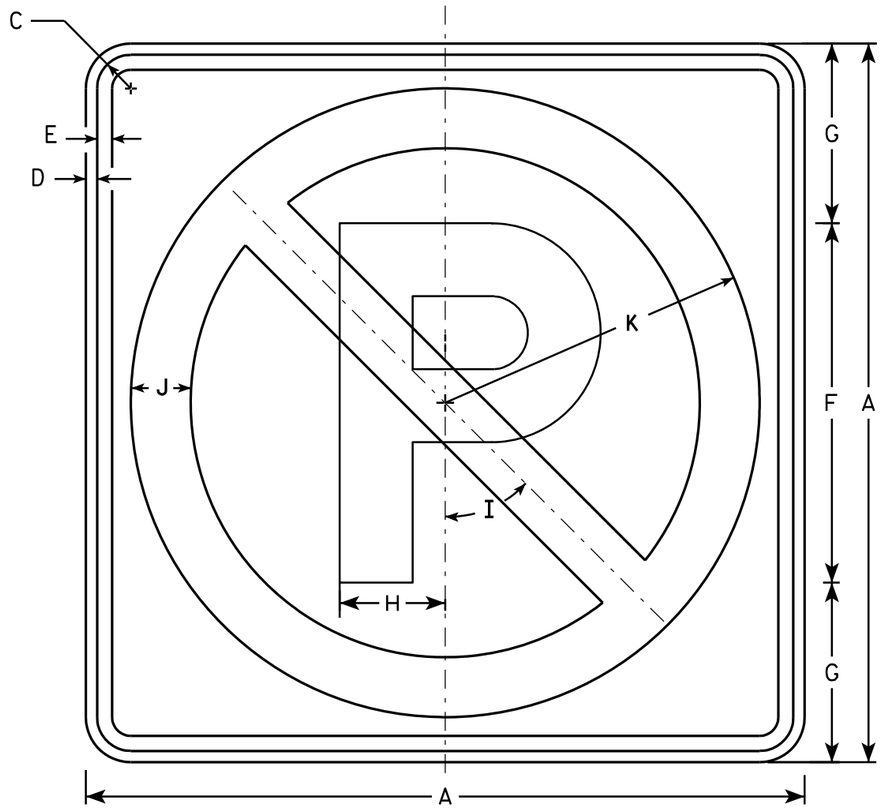
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-3.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 185 | E



R3-8A

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 & Letter P are non reflective black, the circle with diagonal bar is reflective 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																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

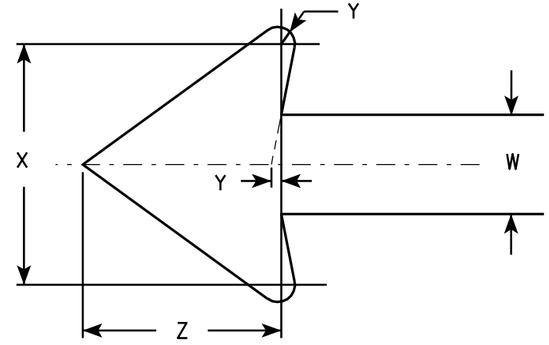
DATE 8/01/12 PLATE NO. R3-8A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 186 | E

R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

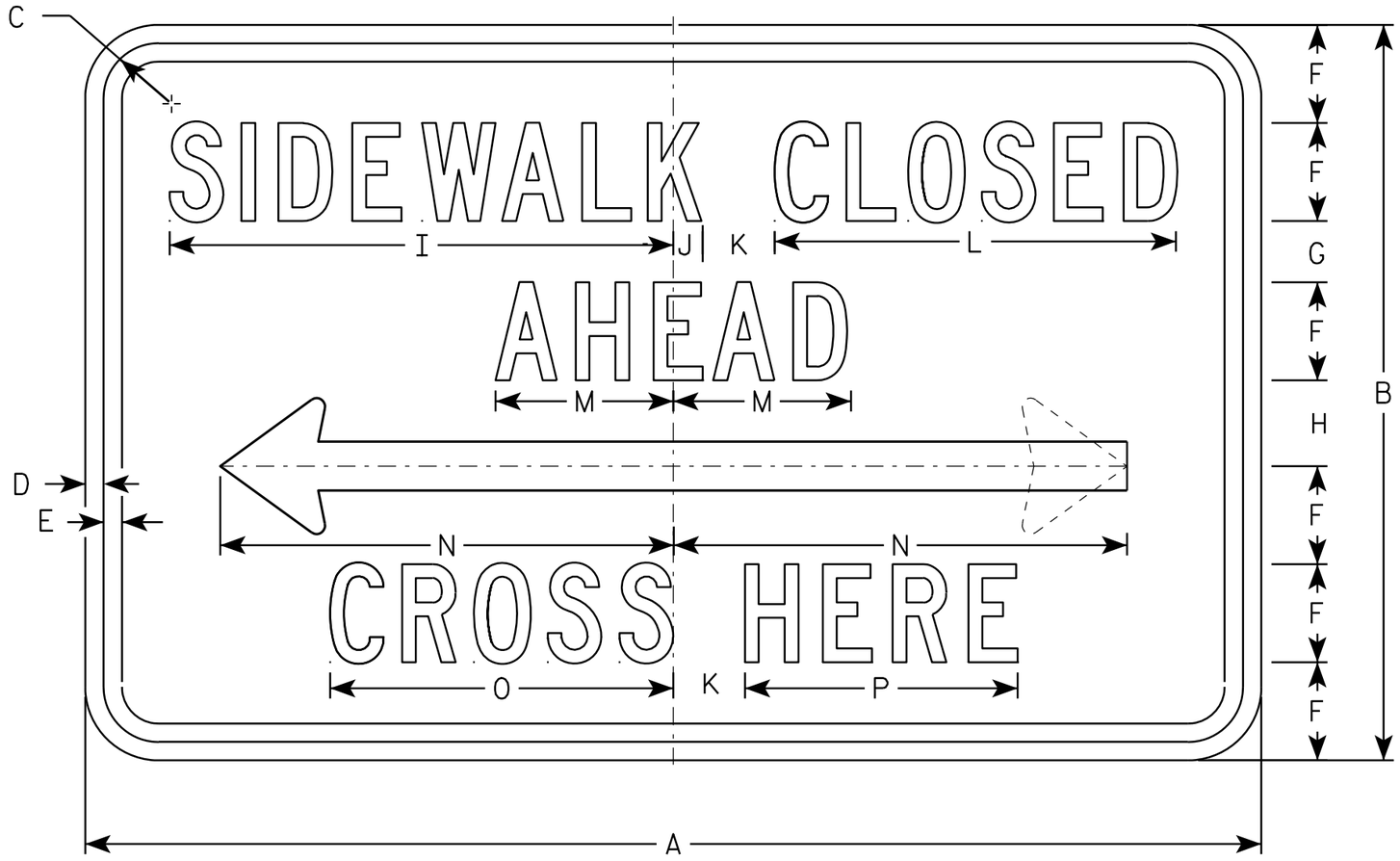
STANDARD SIGN
R7-51

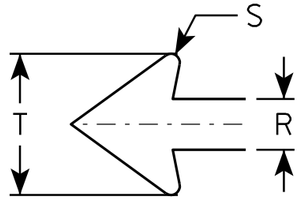
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 187	E





R9-11

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 except Size 1 is 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	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2S	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
2M	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
3																											
4																											
5																											

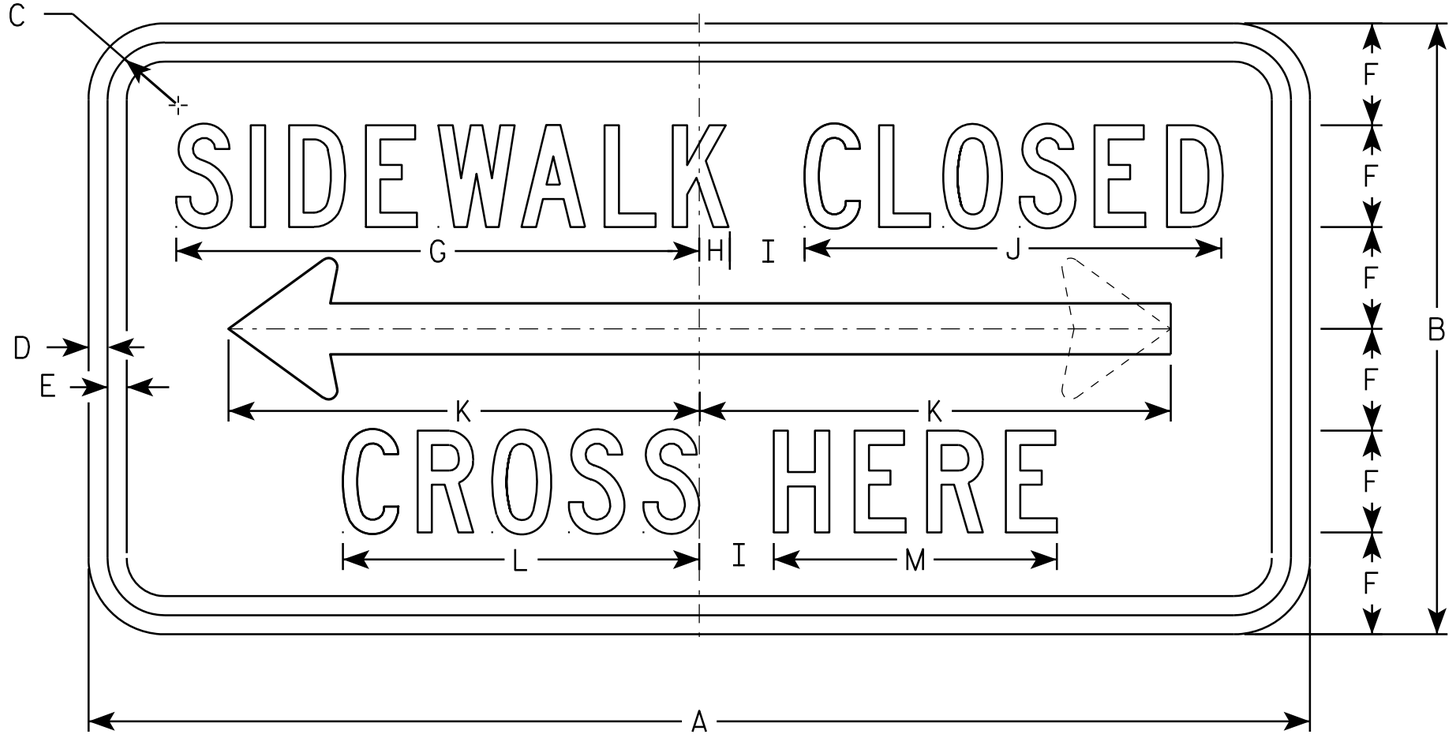
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

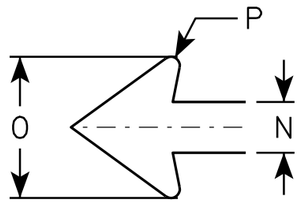
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2012 PLATE NO. R9-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E



R9-11A



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2S	48	24	2 3/4	3/4	3/4	4	20 1/2	1 1/4	3	16 3/8	18 1/2	14	11 1/8	2	5 1/2	3/8											8.0
2M	48	24	2 3/4	3/4	3/4	4	20 1/2	1 1/4	3	16 3/8	18 1/2	14	11 1/8	2	5 1/2	3/8											8.0
3																											
4																											
5																											

STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2012 PLATE NO. R9-11A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E

R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
2M	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
3																											
4																											
5																											

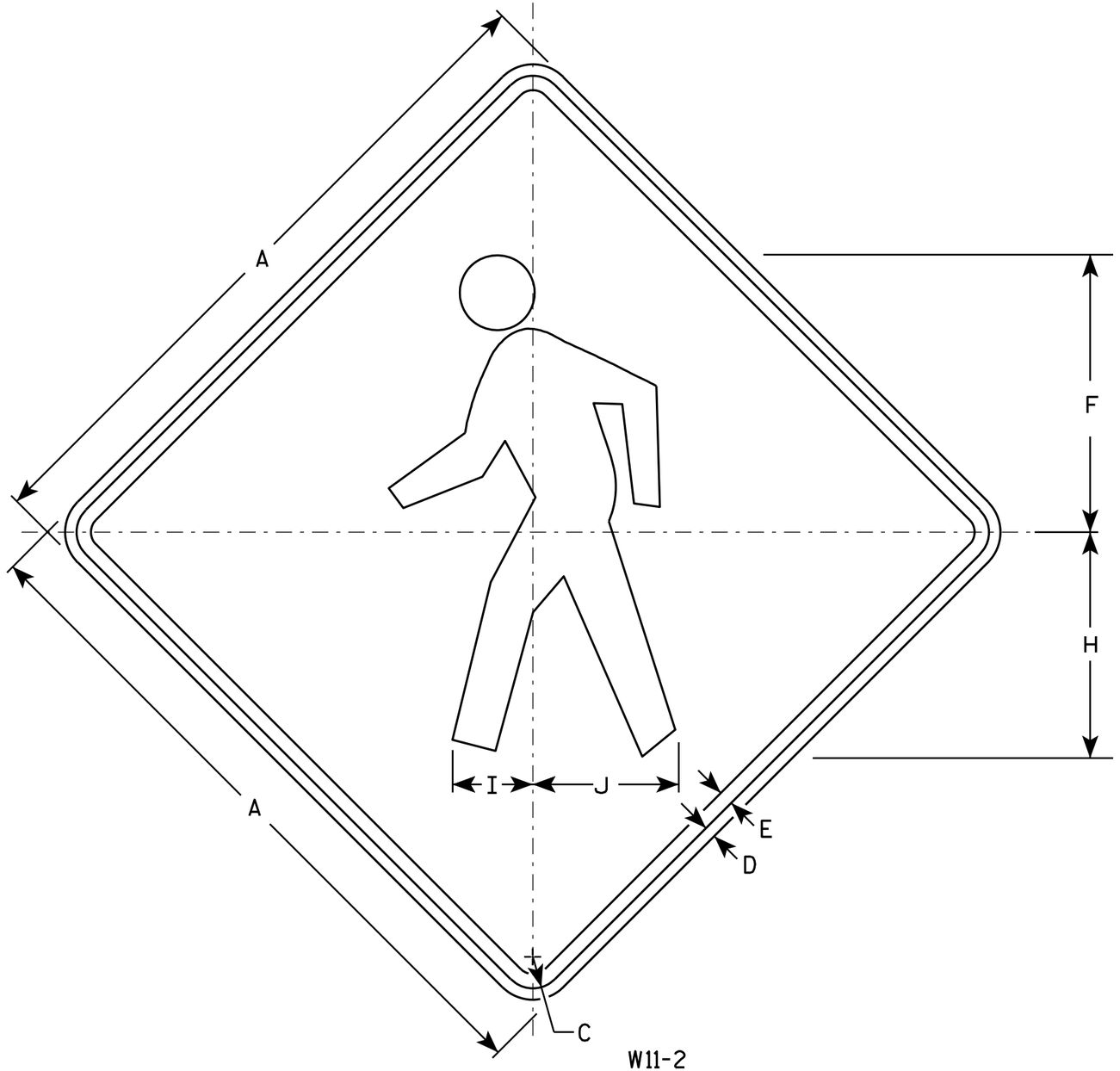
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-9.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	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																											

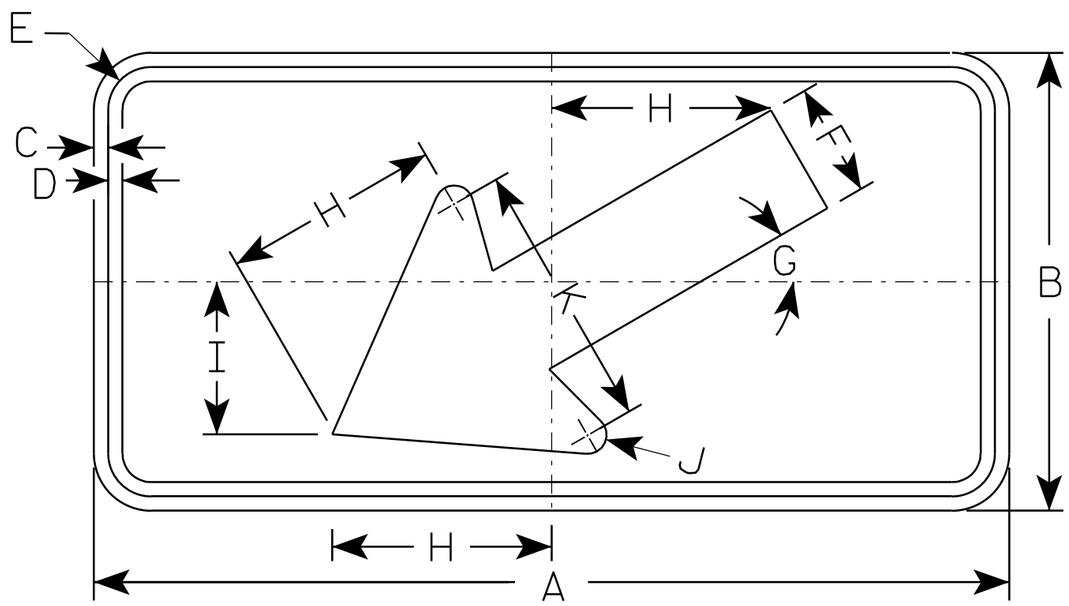
STANDARD SIGN
W11-2

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: 191	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

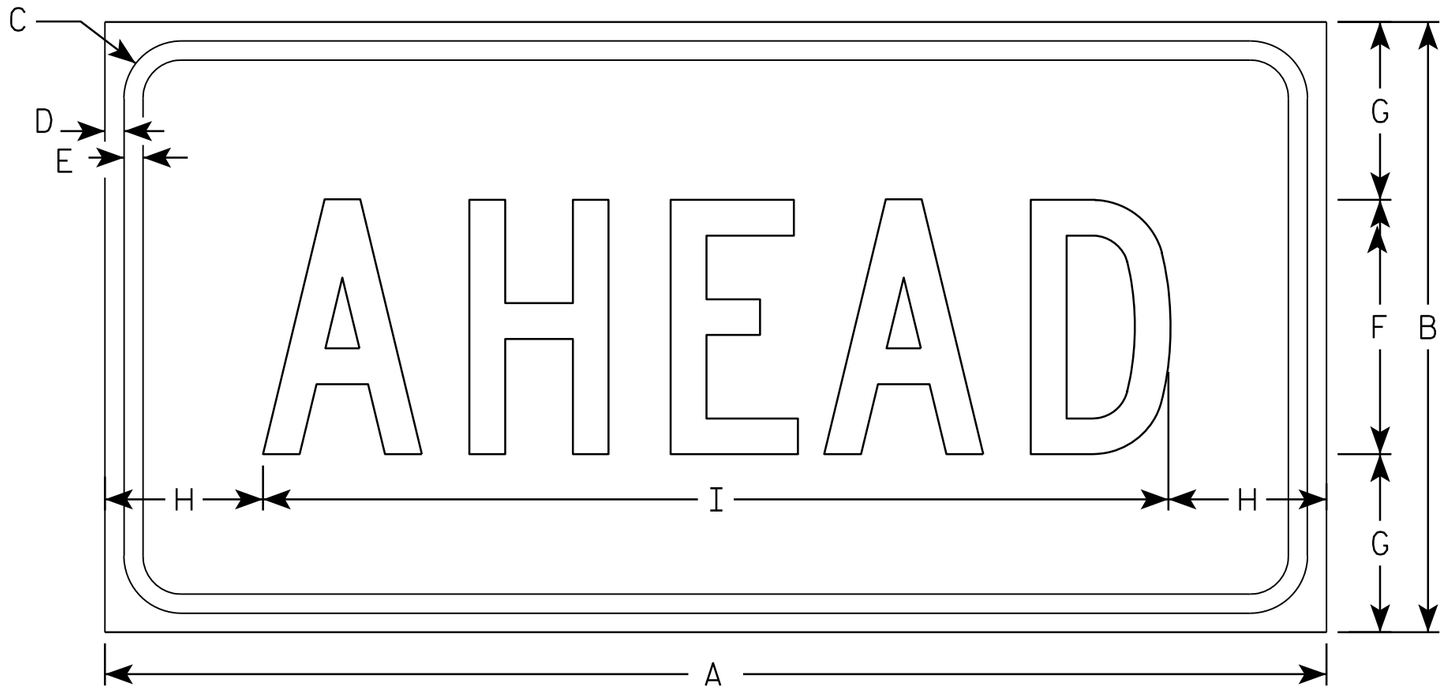
STANDARD SIGN
W16-7

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: 192	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

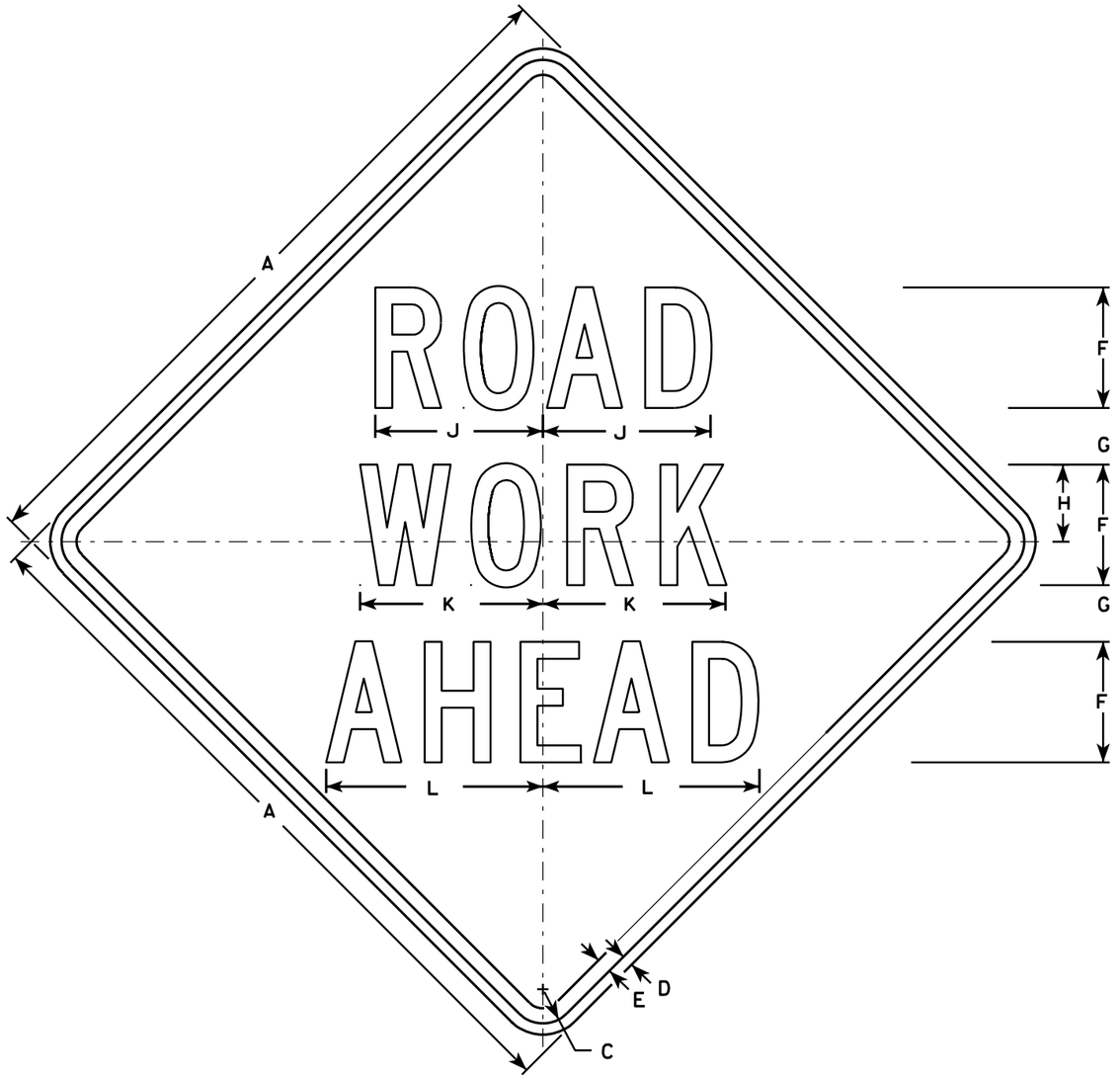
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

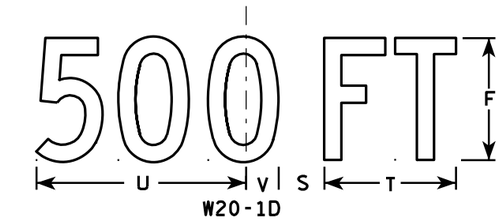
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E

7

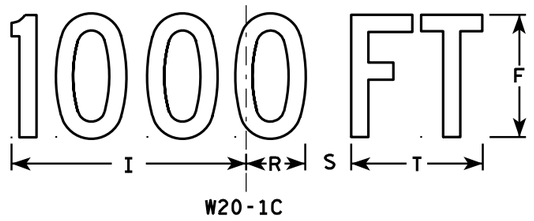
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000
WISDOT/CADDS SHEET 42



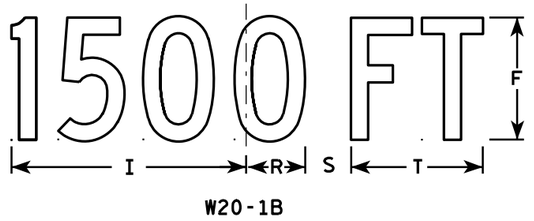
W20-1A



W20-1D

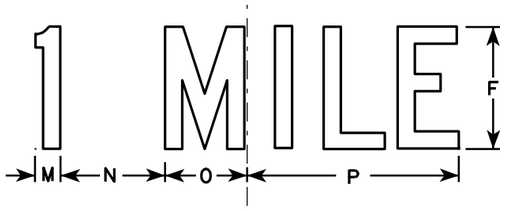


W20-1C



W20-1B

W20-1G



W20-1F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - 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	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
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5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

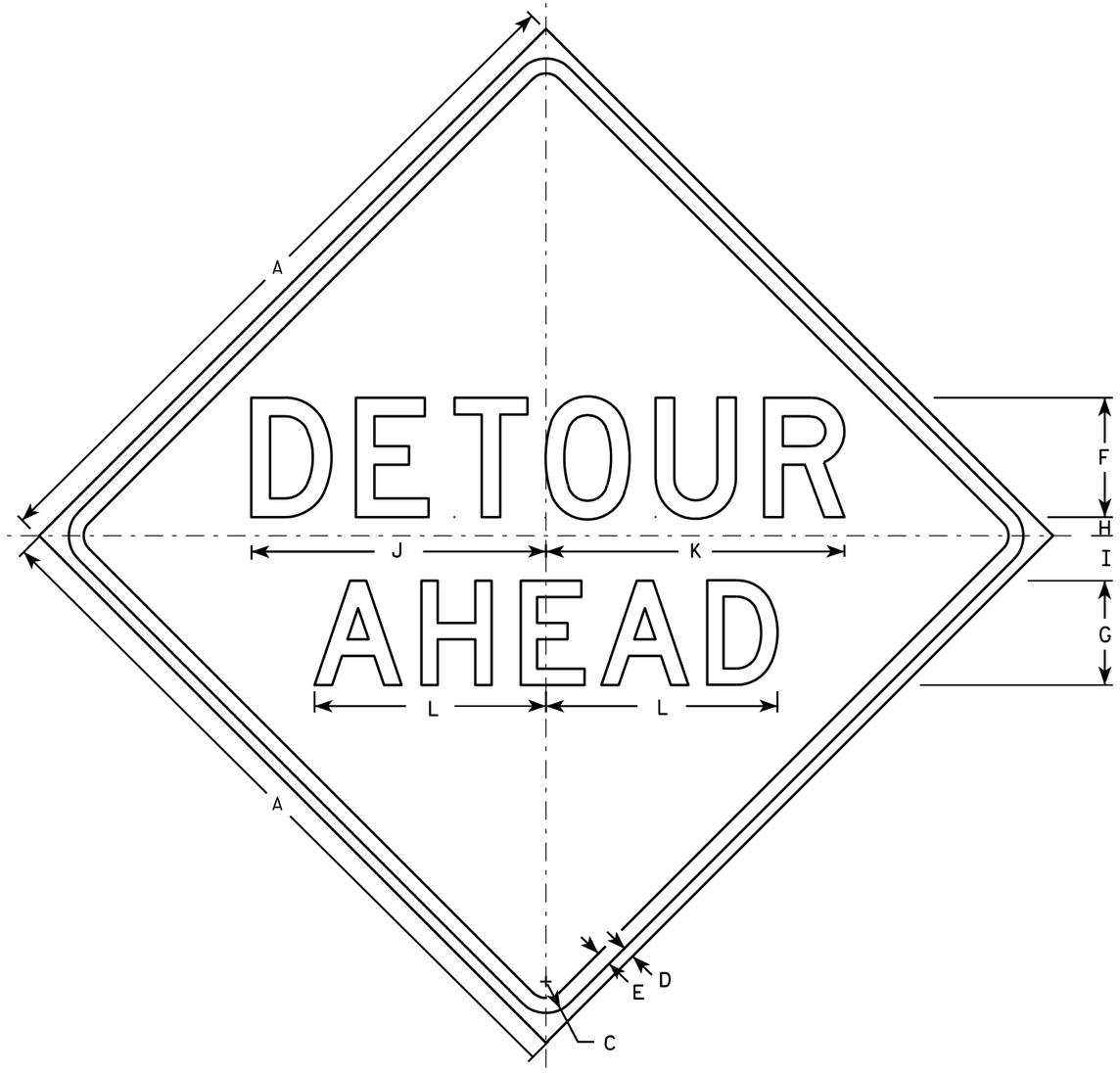
SHEET NO: 194 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



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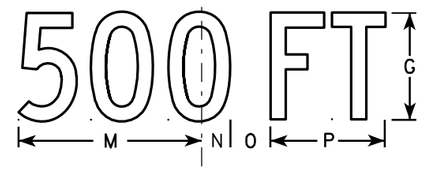

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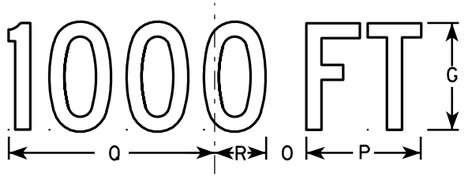

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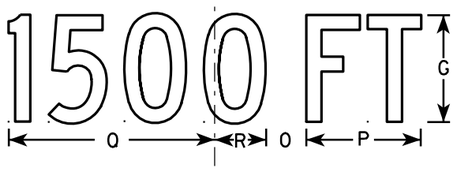

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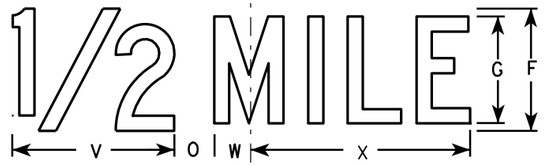

W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
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   Message - Black
3. Message Series - See note 5
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   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
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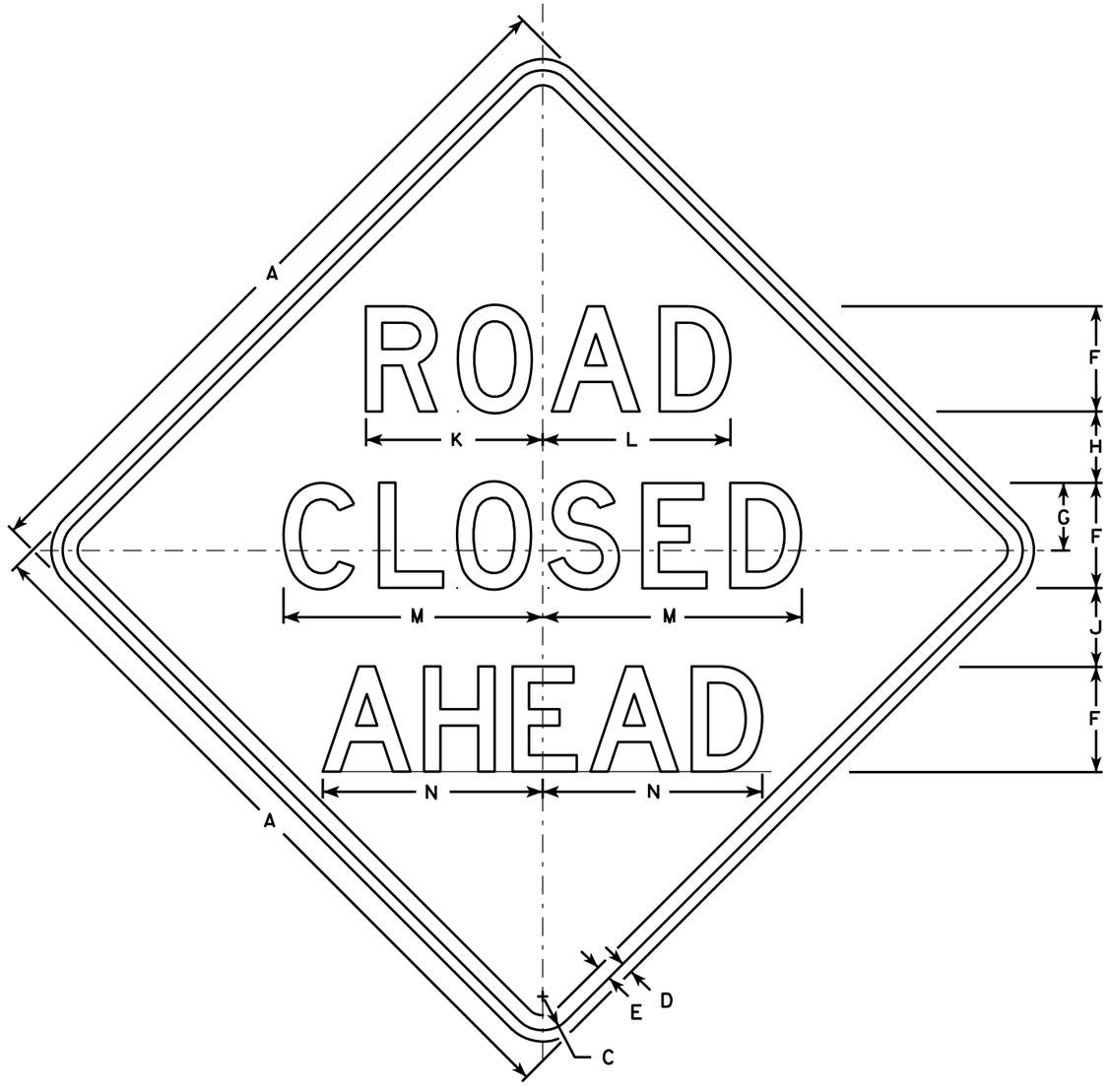
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 195	E



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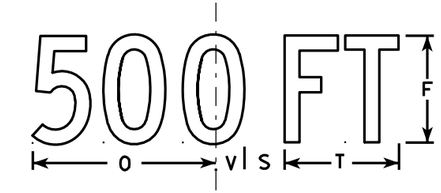

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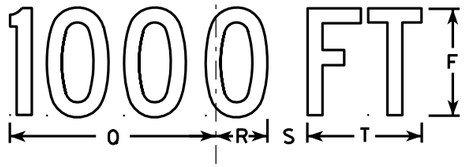

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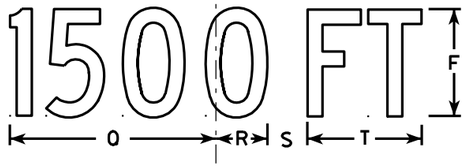

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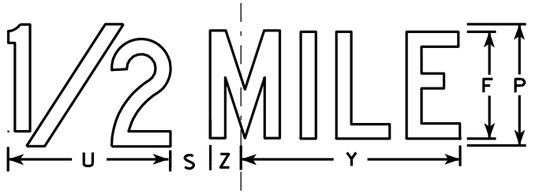

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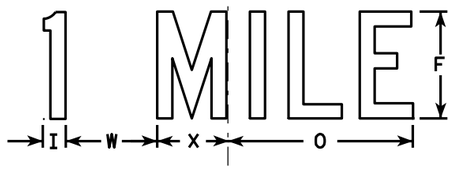

W20-3F

NOTES

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2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
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STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E

STATE PROJECT NUMBER
6083-00-73

RIPRAP LAYOUT

POINT	STATION	OUT	ELEVATION
WR1	9+61.5 SC	41.7'LT	871.0
WR2	9+46.2 SC	36.4'LT	872.2
WR3	9+46.2 SC	19.2'LT	864.0
WR4	9+49.1 SC	28.1'LT	865.5
ER1	9+56.2 SC	54.1'RT	870.5
ER2	9+38.1 SC	53.5'RT	864.0
ER3	9+38.5 SC	42.7'RT	862.0
ER4	9+39.0 SC	32'RT	862.0
ER5	9+44.2 SC	27'RT	863.0

WALL LAYOUT & ELEVATIONS

LAYOUT POINT	Y	X	TOP OF SIDEWALK ELEVATION
NORTHWEST WALL			
PT. WA	723,047.18	846,864.83	871.00
PT. WB	723,035.70	846,876.90	871.12
PT. WC	723,035.80	846,881.15	871.12
NORTHEAST WALL			
PT. EA	723,049.31	846,949.79	871.12
PT. EB	723,037.23	846,938.30	871.23
PT. EC	723,037.13	846,934.05	871.20

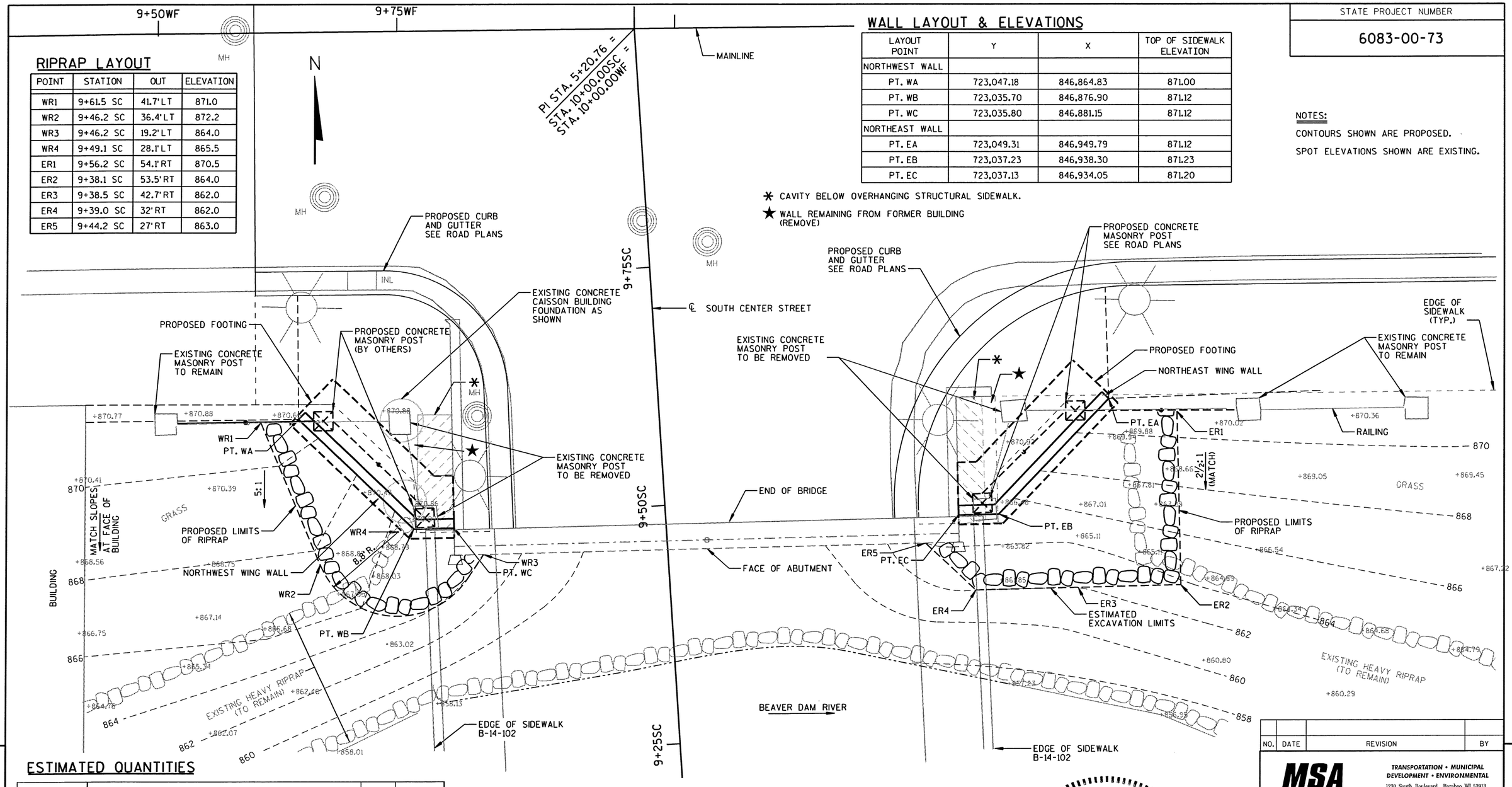
NOTES:

CONTOURS SHOWN ARE PROPOSED.

SPOT ELEVATIONS SHOWN ARE EXISTING.

* CAVITY BELOW OVERHANGING STRUCTURAL SIDEWALK.

★ WALL REMAINING FROM FORMER BUILDING (REMOVE)



ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNITS	TOTAL
203.0200	REMOVING OLD STRUCTURE (STATION 9+50 LT & RT)	LS	1
206.1000.01	EXCAVATION FOR STRUCTURES BRIDGES (B-14-0102 REHAB)	LS	1
210.0100	BACKFILL STRUCTURE	CY	210
502.0100	CONCRETE MASONRY BRIDGES	CY	28
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	1700
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	4
606.0100	RIPRAP LIGHT	CY	22
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	90
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	70
SPV.0035.001	BACKFILL DENSE BASE	CY	16
	NON-BID ITEMS		
	FILLER	SIZE	½"

DESIGN DATA

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY ——— fc' = 3,500 P.S.I.

HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.

FOUNDATION DATA

SEE SHEET 2

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & NOTES
3. EXISTING FOUNDATION REMOVAL DETAILS
4. WALL SECTIONS & DETAILS

CONSULTANT DESIGN CONTACT:
DANIEL WAGNER
(608) 355-8952

BRIDGE OFFICE CONTACT:
WILLIAM DREHER
(608) 266-8489

WISCONSIN
DANIEL H. WAGNER
E-19220
BARABOO, WI
PROFESSIONAL ENGINEER
5-28-2014

NO.	DATE	REVISION	BY

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL DEVELOPMENT • ENVIRONMENTAL
1230 South Boulevard Baraboo, WI 53913
608-356-2771 1-800-362-4505 Fax: 608-356-2770

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 09/16/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-14-0102 REHAB

NORTH ABUTMENT WING WALLS

COUNTY: DODGE
~~TOWN~~/CITY/~~VILLAGE~~: BEAVER DAM

DESIGN SPEC.: REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
DHW	JRS	RLR	DHW

GENERAL PLAN

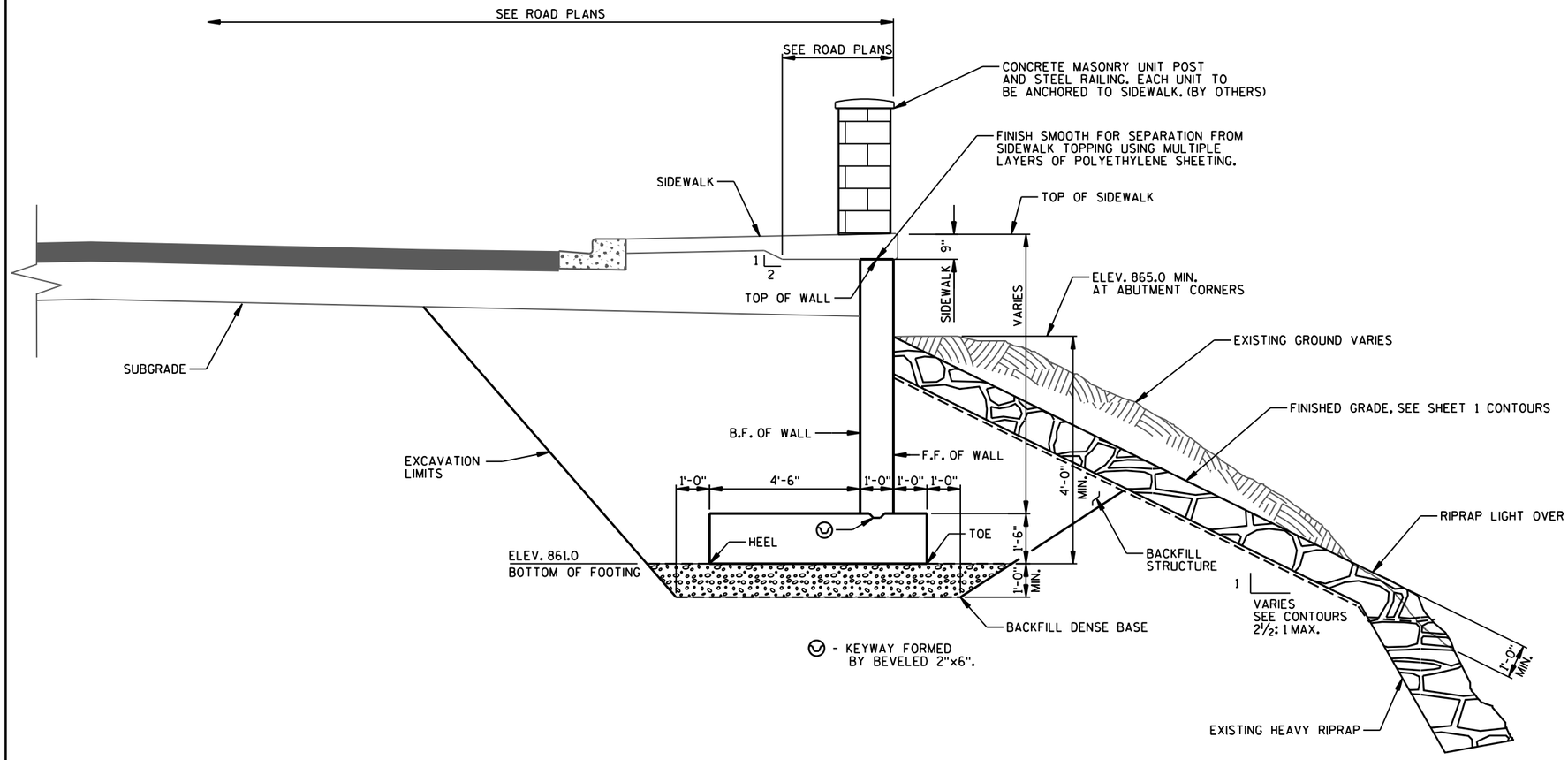
SHEET 197 OF 4

FILE= 93187_01.DGN
DATE= 5/28/2014

93187_01.dgn 5/28/2014 10:22:41 AM rrabska

STATE PROJECT NUMBER

6083-00-73



TYPICAL WING WALL SECTION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS SHOWN OR OTHERWISE NOTED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

ALL SPACES EXCAVATED BEHIND THE BACK FACE OF WALL SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TO THE ELEVATION OF THE SUBGRADE OR AS DIRECTED BY THE ENGINEER. SEE ROAD PLANS.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" SHALL BE THE EXISTING GROUND LINE.

REMOVAL OF EXISTING CURB AND GUTTER, SIDEWALKS, STREET LIGHT STRUCTURES, PAVEMENT, AND CONCRETE MASONRY UNIT POSTS ARE INCLUDED WITH THE ROAD PLAN QUANTITIES.

FOR DETAILS OF CONCRETE MASONRY UNIT POST, STEEL RAILING, SIDEWALK, CURB & GUTTER AND UTILITIES, SEE ROAD PLANS.

FOUNDATION DATA

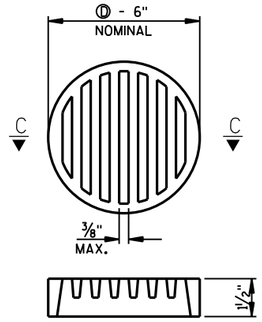
FOR THE MINIMUM SOIL BEARING CAPACITY SEE SHEET 3.

OVEREXCAVATE AND BACKFILL WITH BACKFILL DENSE BASE. DO NOT BACKFILL UNTIL ENGINEER HAS EVALUATED FOUNDATION SOILS TO CONFIRM SATISFACTORY FOR LOAD BEARING CAPACITY.

RODENT SHIELD NOTES:

ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHEMENT OF THIS SHIELD TO THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS. THE RODENT SHIELD SHALL BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".



SECTION C-C

RODENT SHIELD

Ⓓ - DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-14-0102 REHAB

DRAWN BY RLR | PLANS CK'D. DHW

CROSS SECTION & NOTES

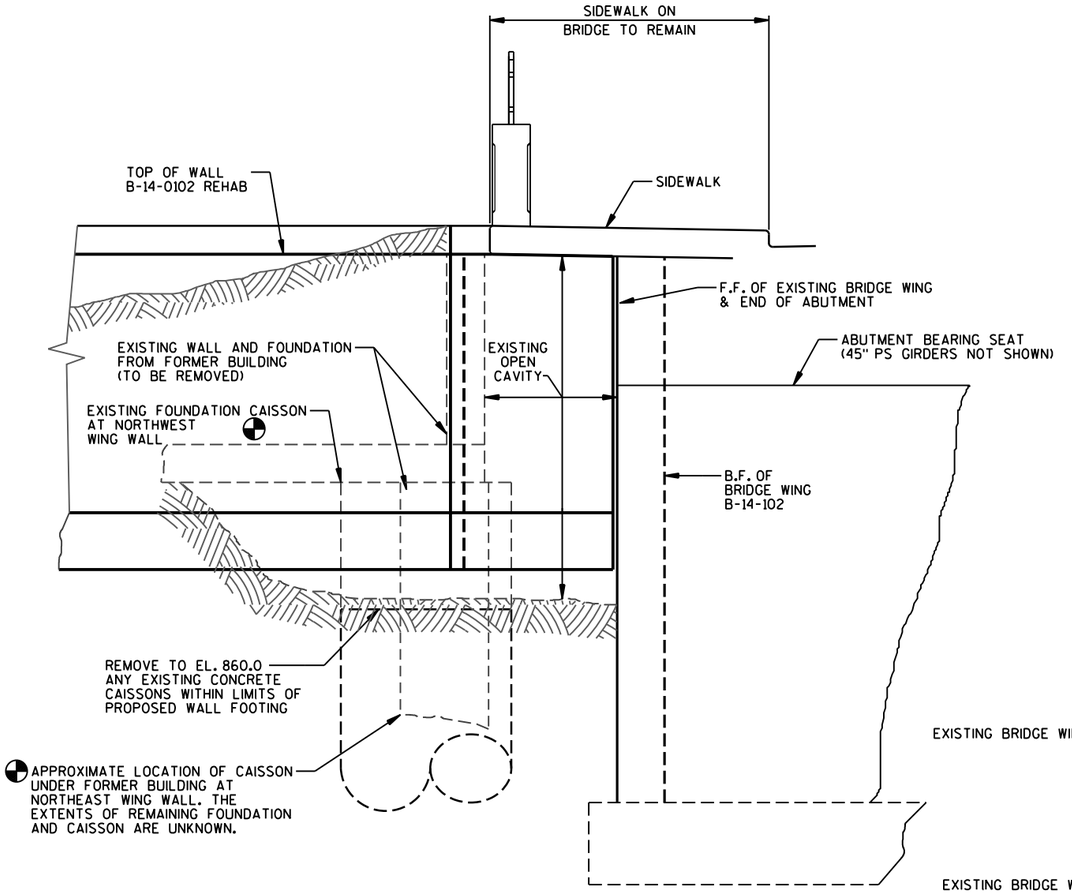
SHEET 2 OF 4
198

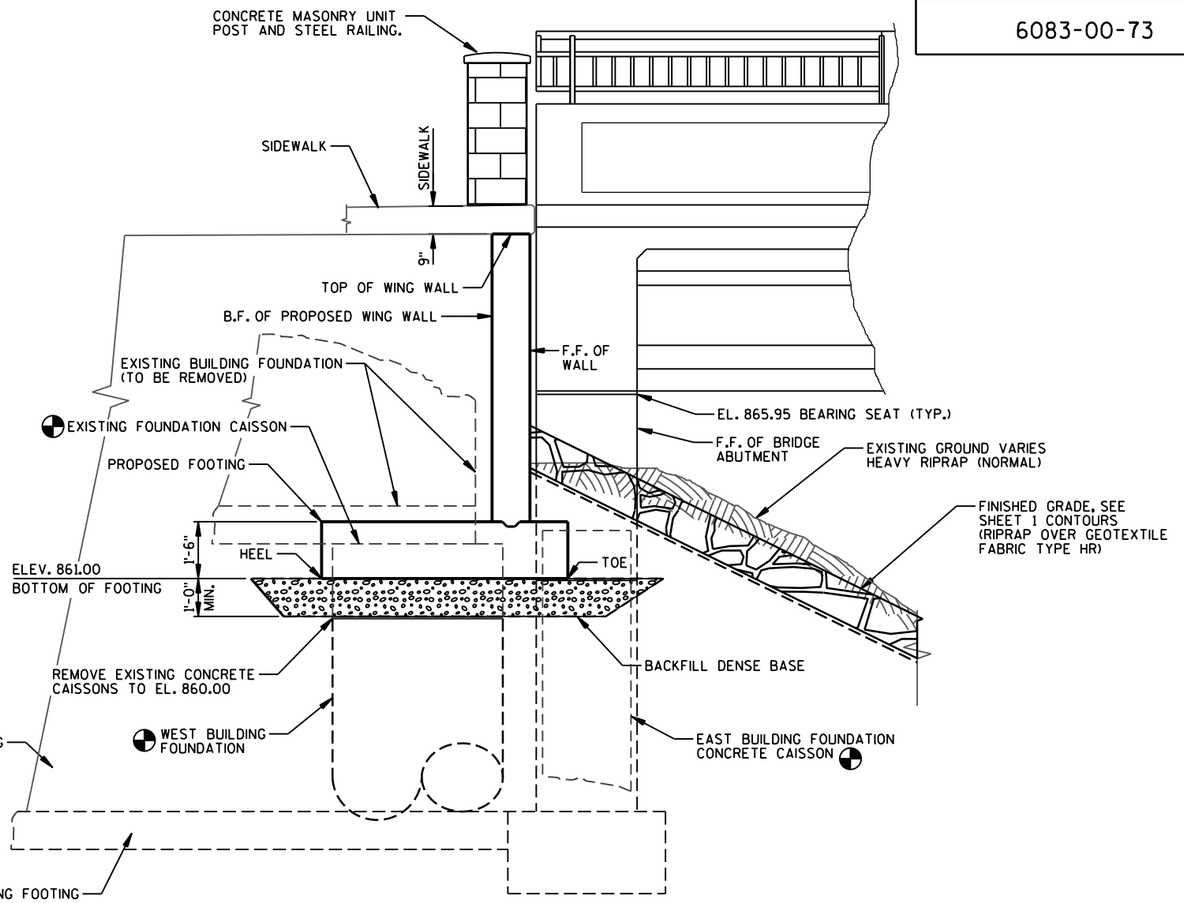
FILE= 93187_02.DGN
DATE= 5/27/2014

93187_02.dgn 5/27/2014 4:29:57 PM trabska

STATE PROJECT NUMBER

6083-00-73





SECTION THRU WALL AT BRIDGE WING

LOOKING NORTH AT BRIDGE WING AND NORTHWEST WING WALL.
NORTHEAST WING WALL SIMILAR BUT MIRROR IMAGE.
PLACE ½" FILLER BETWEEN ALL FACES OF NEW WALLS/FOOTINGS AND EXISTING BRIDGE

F.F. - FRONT FACE
B.F. - BACK FACE

EXISTING FOUNDATION REMOVAL NOTES

IF RIGID WALLS, FOUNDATIONS, BOULDERS OR CONCRETE BLOCKS ARE ENCOUNTERED, REMOVE TO 1'-0" MINIMUM BELOW BOTTOM OF PROPOSED WALL FOOTING. REMOVALS INCLUDED IN BID ITEM "REMOVING OLD STRUCTURE (STATION 9+50 LT. & RT.)".

GENERAL INFORMATION

SITES OF PROPOSED WALLS WERE PREVIOUSLY OCCUPIED BY BUILDINGS THAT TO VARYING EXTENTS SPANNED OVER THE BEAVER DAM RIVER.

A 1988 SIZING REPORT FOR BRIDGE B-14-102 CITES A 1987 SURVEY SHOWING THE BOTTOM OF BUILDING RESTRICTIVE WATERWAY SURFACE WAS AT EL. 863.2 UNDER THE WEST BUILDING AND WAS AT EL. 862.2 UNDER THE EAST BUILDING. CROSS SECTIONS IN THIS REPORT ALSO SHOW THE SIZES OF BUILDING SUPPORT CAISSONS. THIS REPORT IS AVAILABLE AT THE WISDOT BUREAU OF STRUCTURES OFFICE, IN THE HIGHWAY STRUCTURES INFORMATION SYSTEM FILE FOR B-14-102.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	UNIT WEIGHT (pcf)	FRICTION ANGLE (DEGREES)	COHESION (psf)
BACKFILL GRANULAR	120	30	0

EXTERNAL STABILITY SUMMARY

LRFD WALL CANTILEVER CAST-IN-PLACE

STABILITY CONDITION	CAPACITY TO DEMAND RATIO (CDR)
SLIDING	1.08
ECCENTRICITY (OVERTURNING)	1.95
BEARING CAPACITY (NOMINAL RESISTANCE OF 4,330 psf)	1.11
BEARING CAPACITY (MIN. NOM. RESISTANCE OF 4,000 psf)	1.00
OVERALL STABILITY	--

NOTE:
EXTERNAL STABILITY CRITERIA IS MET WITH ALL CDR VALUES ≥ 1.0.

THE SLIDING COEFFICIENT OF FRICTION = 0.445

EXTERNAL STABILITY VALUES ARE BASED ON AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

SECTION THRU WALL AT BRIDGE CORNER

LOOKING EAST AT NORTH ABUTMENT
NORTHWEST WING WALL SHOWN
NORTHEAST WING WALL SIMILAR

A MINIMUM NOMINAL RESISTANCE BEARING CAPACITY OF 4,000 psf IS REQUIRED TO SUPPORT THE BACKFILL DENSE BASE BELOW THE WALL FOOTING.
THE NOMINAL RESISTANCE BEARING CAPACITY, BASED ON SHEAR FAILURE, MUST PRODUCE A FACTORED BEARING RESISTANCE OF 2,200 psf BASED ON A RESISTANCE FACTOR OF 0.55.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-14-0102 REHAB

DRAWN BY RLR | PLANS CK'D. DHW

EXISTING FOUNDATION REMOVAL DETAILS

SHEET 3 OF 4
199

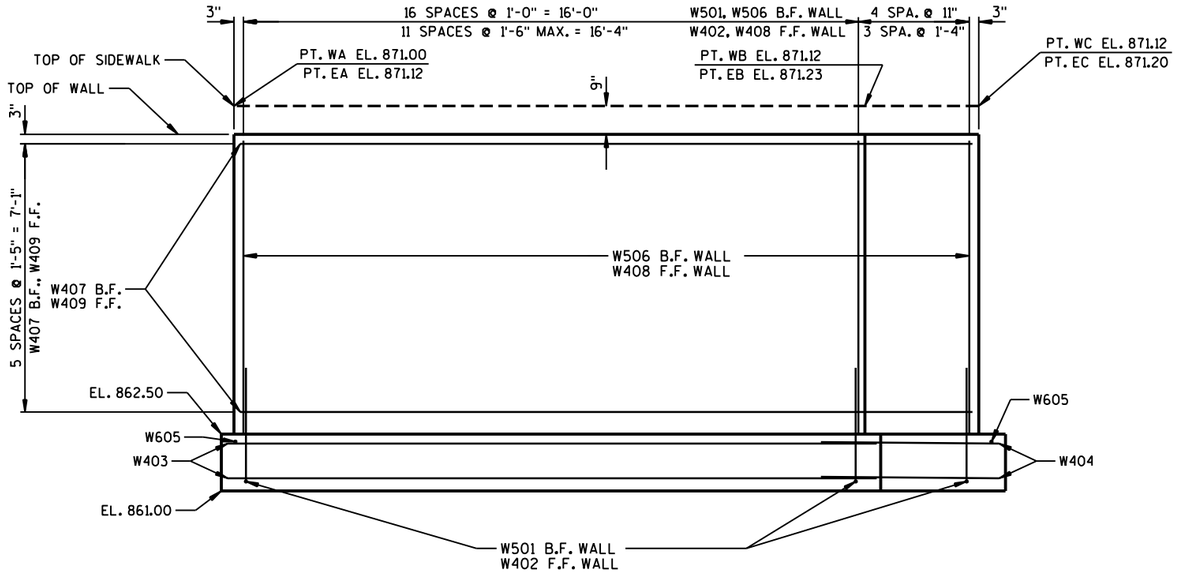
FILE= 93187_03.DGN
DATE=3/24/2014

8

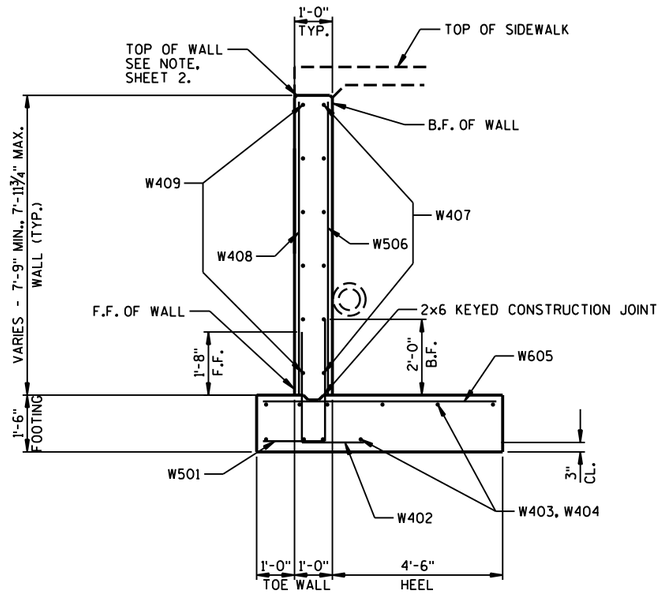
8

STATE PROJECT NUMBER

6083-00-73

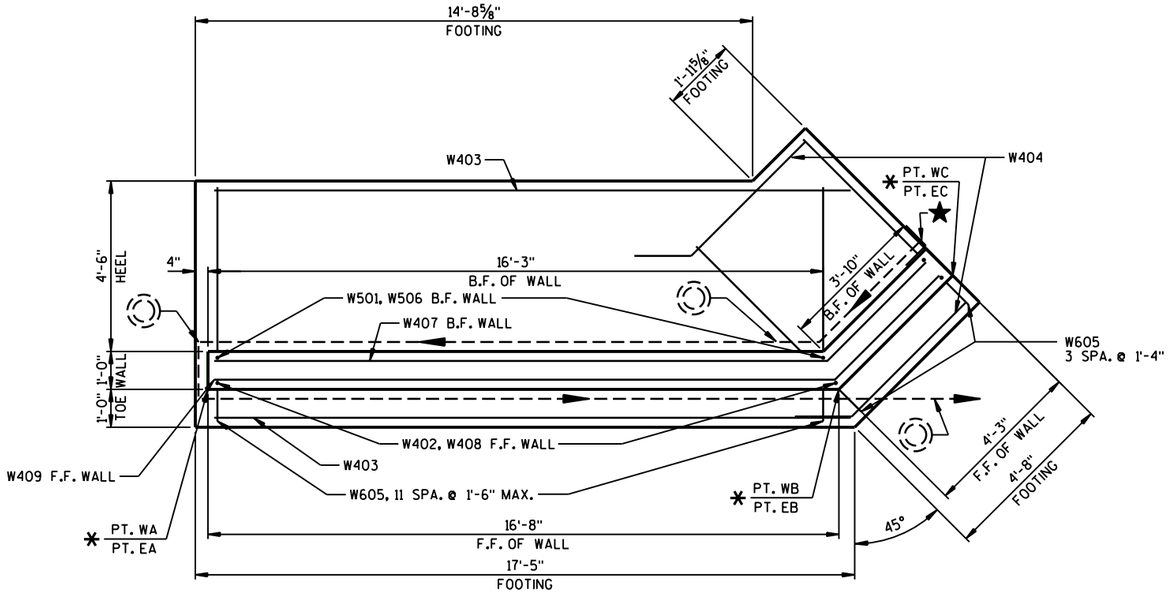


ELEVATION

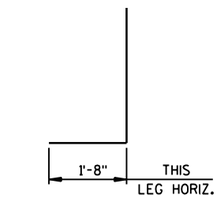


NORTHWEST WING WALL SHOWN.
NORTHEAST WING WALL SIMILAR (MIRROR IMAGE)

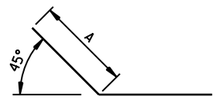
SECTION THRU WALL



PLAN



W501, W402



BAR MARK	A
W404	1'-6"
W407	3'-8"
W409	3'-10"

BILL OF BARS — UNCOATED 850 LBS.

MARK	NO. REQ'D.	LENGTH	BENT	LOCATION
W501	21	4'-10"	X	FOOTING TOE & B.F. WALL - VERT.
W402	15	4'-6"	X	FOOTING HEEL & F.F. WALL - VERT.
W403	10	16'-10"		FOOTING - LONGIT.
W404	10	5'-9"	X	FOOTING - LONGIT.
W605	16	6'-2"		FOOTING TOP - TRANS.
W506	21	7'-7"		WALL - B.F. - VERT.
W407	6	19'-10"	X	WALL - B.F. - LONGIT.
W408	15	7'-7"		WALL - F.F. - VERT.
W409	6	20'-3"	X	WALL - F.F. - LONGIT.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

BAR MARKS SHOWN ARE FOR ONE WING WALL.
2 SETS REQUIRED.

LEGEND

F.F. — FRONT FACE

B.F. — BACK FACE

* — SEE SHEET 1 FOR COORDINATES OF WING PTS.

★ — VERTICAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING ON B.F. OF WALL. ATTACH TO EXISTING WING WALL OF B-14-0102. EXTEND FROM FOOTING TO TOP OF WALL.

— PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU GEOTEXTILE FABRIC AT FACE OF RIPRAP. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE (SEE DETAIL, SHEET 2).

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-14-0102 REHAB

DRAWN BY RLR | PLANS CK'D. DHW

WALL SECTIONS & DETAILS

SHEET 4 OF 4
200

FILE= 93187_04.DGN
DATE= 3/11/2014

8

8

93187_04.dgn 3/11/2014 4:20:39 PM RRABSKA

Center & Front Street																
			AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)					
Station	Real Station	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate	
							Note 1	Note 2			Note 1	Note 3	Note 4	Note 5	Note 6	
0+00	0		0	0	0	0										
0+25	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	
0+42	42	17	96	0	0	0	30	0	0	0	30	0	0	0	30	
0+50	50	8	97	0	0	0	28	0	0	0	59	0	0	0	59	
0+75	75	25	98	0	0	0	90	0	0	0	149	0	0	0	149	
0+81	81	6	106	0	1	0	23	0	0	0	171	0	0	0	171	
0+95	95	14	119	0	1	0	58	0	0	0	229	1	0	0	229	
1+00	100	5	127	0	0	0	23	0	0	0	252	1	0	0	252	
1+08	108	8	95	0	0	0	32	0	0	0	284	1	0	0	283	
1+25	125	17	95	0	0	0	61	0	0	0	345	1	0	0	344	
1+26	126	1	95	0	0	0	3	0	0	0	348	1	0	0	347	
1+44	144	18	96	0	0	0	64	0	0	0	412	1	0	0	411	
1+50	150	6	137	0	1	0	26	0	0	0	438	1	0	0	437	
1+56	156	6	131	0	0	0	30	0	0	0	468	1	0	0	467	
1+75	175	19	143	0	0	0	96	0	0	0	564	1	0	0	563	
2+00	200	25	140	0	0	0	131	0	0	0	695	1	0	0	694	
2+25	225	25	134	0	0	0	127	0	0	0	822	1	0	0	821	
2+50	250	25	132	0	0	0	123	0	0	0	945	1	0	0	944	
2+75	275	25	131	0	0	0	122	0	0	0	1,067	1	0	0	1,066	
3+00	300	25	129	0	0	0	121	0	0	0	1,188	1	0	0	1,187	
3+25	325	25	129	0	0	0	120	0	0	0	1,307	1	0	0	1,306	
3+50	350	25	126	0	1	0	118	0	0	0	1,426	2	0	0	1,424	
3+75	375	25	122	0	0	0	115	0	0	0	1,541	2	0	0	1,539	
4+00	400	25	121	0	0	0	112	0	0	0	1,653	2	0	0	1,651	
4+25	425	25	125	0	0	0	114	0	0	0	1,767	2	0	0	1,765	
4+50	450	25	123	0	0	0	115	0	0	0	1,882	2	0	0	1,880	
4+73	473	23	134	0	0	0	110	0	0	0	1,991	2	0	0	1,989	
4+75	475	2	138	0	0	0	10	0	0	0	2,001	2	0	0	1,999	
4+96	496	21	190	0	0	0	126	0	0	0	2,127	2	0	0	2,125	
5+00	500	4	0	0	0	0	15	0	0	0	2,142	2	0	0	2,140	
5+21	521	21	102	0	0	0	39	0	0	0	2,181	2	0	0	2,179	
5+25	525	4	97	0	0	0	16	0	0	0	2,197	2	0	0	2,195	
5+26	526	1	102	0	0	0	3	0	0	0	2,200	2	0	0	2,198	
5+50	550	24	83	0	0	0	83	0	0	0	2,282	2	0	0	2,281	
5+69	569	19	129	0	1	0	74	0	0	0	2,357	2	0	0	2,355	
5+75	575	6	118	0	2	0	27	0	0	0	2,384	3	0	0	2,382	
6+00	600	25	129	0	2	0	114	0	2	0	2,499	5	0	0	2,494	
6+25	625	25	125	0	1	0	117	0	1	0	2,616	6	0	0	2,610	
6+50	650	25	119	0	1	0	113	0	1	0	2,729	7	0	0	2,722	
6+62	662	12	118	0	0	0	53	0	0	0	2,782	8	0	0	2,774	
Continued																

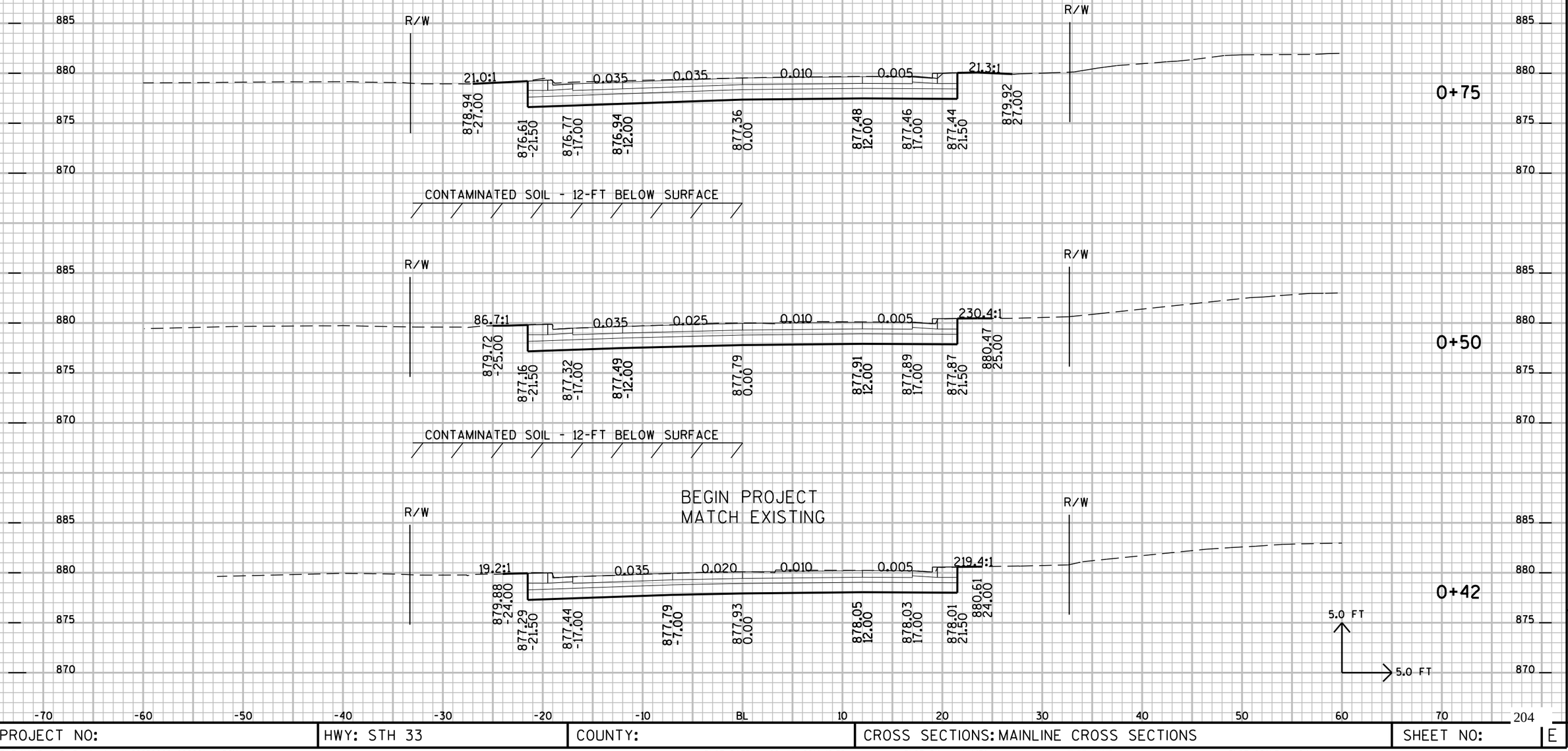
1) CUT: CUT INCLUDES CONCRETE PAVEMENT, SIDEWALK, AND CURB & GUTTER OR DRIVEWAY APRONS.
2) SALVAGED / UNUSABLE PAVEMENT MATERIAL
(ASSUMED 8" CONCRETE + 2" ASPHALT OVERLAY CENTER ST, FRONT ST, SPRING ST & INTERSECTIONS / 4" ASPHALT MAPLEAVE / 6" CONCRETE DRIVEWAYS / 4" CONCRETE SIDEWALK
3) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR, EXPANDED FILL FACTOR = 1.25
4) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. EBS BACKFILL FACTOR = 1.3 ITEM NUMBER 208.1100
5) REDUCED EBS IN FILL - EXCAVATED MARSH MATERIAL IS USUABLE IN FILLS OUTSIDE 1:1 SLOPE. MARSH IN FILL REDUCTION FACTOR = 0.6
6) THE MASS ORDINATE + OR - QUANTITY CALCULATED. A + QUANTITY INDICATES AN EXCESS OF MATERIAL & A - INDICATES A SHORTAGE OF MATERIAL.

Center & Front Street - Continued															
			AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				
Station	Real Station	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	EBS	Cut 1.00	Expanded Fill 1.25	Expanded EBS Backfill 1.30	Reduced EBS In Fill 0.80	Mass Ordinate
							Note 1	Note 2			Note 1	Note 3	Note 4	Note 5	Note 6
6+75	675	13	116	0	0	0	56	0	0	0	2,838	8	0	0	2,830
7+00	700	25	129	0	0	0	113	0	0	0	2,951	8	0	0	2,944
7+25	725	25	139	0	0	0	124	0	0	0	3,075	8	0	0	3,068
7+50	750	25	135	0	0	0	127	0	0	0	3,202	8	0	0	3,195
7+75	775	25	131	0	0	0	123	0	0	0	3,325	8	0	0	3,318
8+00	800	25	141	0	0	0	126	0	0	0	3,451	8	0	0	3,443
8+25	825	25	150	0	0	0	135	0	0	0	3,586	8	0	0	3,578
8+45	845	20	136	0	0	0	106	0	0	0	3,692	8	0	0	3,684
8+50	850	5	135	0	0	0	25	0	0	0	3,717	8	0	0	3,710
8+75	875	25	121	0	0	0	119	0	0	0	3,836	8	0	0	3,828
8+79	879	4	119	0	0	0	18	0	0	0	3,854	8	0	0	3,846
9+00	900	21	126	0	0	0	95	0	0	0	3,949	8	0	0	3,941
9+12	912	12	124	0	0	0	56	0	0	0	4,004	8	0	0	3,997
9+25	925	13	123	0	0	0	60	0	0	0	4,064	8	0	0	4,056
9+32	932	7	117	0	0	0	31	0	0	0	4,095	8	0	0	4,088
9+50	950	18	107	0	0	0	75	0	0	0	4,170	8	0	0	4,162
9+75	975	25	106	0	0	0	99	0	0	0	4,269	8	0	0	4,261
10+00	1,000	25	110	0	0	0	100	0	0	0	4,369	8	0	0	4,361
10+25	1,025	25	116	0	0	0	105	0	0	0	4,473	8	0	0	4,466
10+50	1,050	25	119	0	0	0	109	0	0	0	4,582	8	0	0	4,575
10+75	1,075	25	118	0	0	0	110	0	0	0	4,692	8	0	0	4,685
11+00	1,100	25	117	0	0	0	109	0	0	0	4,801	8	0	0	4,793
11+25	1,125	25	117	0	0	0	108	0	0	0	4,909	8	0	0	4,901
11+50	1,150	25	130	0	0	0	114	0	0	0	5,023	8	0	0	5,016
11+51	1,151	1	131	0	0	0	5	0	0	0	5,028	8	0	0	5,021
11+60	1,160	9	120	0	0	0	42	0	0	0	5,070	8	0	0	5,062
11+75	1,175	15	105	0	0	0	62	0	0	0	5,132	8	0	0	5,125
11+82	1,182	7	104	0	0	0	27	0	0	0	5,159	8	0	0	5,151
11+92	1,192	11	102	0	0	0	40	0	0	0	5,200	8	0	0	5,192
12+00	1,200	8	100	0	0	0	28	0	0	0	5,228	8	0	0	5,220
12+04	1,204	4	99	0	0	0	15	0	0	0	5,243	8	0	0	5,235
12+15	1,215	11	115	0	0	0	44	0	0	0	5,286	8	0	0	5,278
12+25	1,225	10	131	0	2	0	46	0	0	0	5,332	8	0	0	5,323
12+50	1,250	25	127	0	1	0	119	0	1	0	5,451	10	0	0	5,441
12+65	1,265	15	132	0	0	0	72	0	0	0	5,523	10	0	0	5,513
12+75	1,275	10	135	0	0	0	49	0	0	0	5,572	10	0	0	5,562
13+00	1,300	25	138	0	0	0	127	0	0	0	5,699	10	0	0	5,689
13+25	1,325	25	0	0	0	0	64	0	0	0	5,763	10	0	0	5,753
13+50	1,350	25	0	0	0	0	0		0	0	5,763	10	0	0	5,753
							Total	0	8	0	225,910	384	0	0	225,527

MAPLE AVENUE															
			AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				
Station	Real Station	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25 Note 3	Expanded EBS Backfill 1.30 Note 4	Reduced EBS In Fill 0.80 Note 5	Mass Ordinate Note 6
9+35 'M'	935		56	0	0	0									
9+50 'M'	950	15	98	0	0	0	43	0	0	0	43	0	0	0.00	42.58
9+70 'M'	970	20	114	0	0	0	78	0	0	0	121	0	0	0.00	120.99
9+78 'M'	978	8	134	0	0	0	37	0	0	0	158	0	0	0.00	157.78
10+00 'M'	1,000	22	0	0	0	0	55	0	0	0	213	0	0	0.00	212.40
10+22 'M'	1,022	22	132	0	0	0	54	0	0	0	266	0	0	0.00	266.28
10+30 'M'	1,030	8	121	0	0	0	38	0	0	0	304	0	0	0.00	303.78
10+45 'M'	1,045	15	104	0	3	0	62	0	1	0	366	1	0	0.00	365.18
10+60 'M'	1,060	15	54	0	0	0	44		1	0	410	2	0	0.00	408.03
							Total:	**0**	**2**	**0**	**1,881**	**4**	**0**	**0**	**1,877**

South Spring St.															
			AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)				
Station	Real Station	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25 Note 3	Expanded EBS Backfill 1.30 Note 4	Reduced EBS In Fill 0.80 Note 5	Mass Ordinate Note 6
8+90 'SS'	890		135	0	0	0									
9+00 'SS'	900	10	136	0	0	0	50	0	0	0	50	0	0	0.00	50.32
9+13 'SS'	913	13	135	0	0	0	65	0	0	0	116	0	0	0.00	115.55
9+25 'SS'	925	12	113	0	1	0	55	0	0	0	170	0	0	0.00	170.33
9+50 'SS'	950	25	106	0	2	0	101	0	1	0	272	2	0	0.00	269.99
9+64 'SS'	964	14	122	0	0	0	59	0	1	0	331	2	0	0.00	328.32
9+75 'SS'	975	11	152	0	0	0	56		0	0	386	2	0	0.00	384.05
							Total:	**0**	**2**	**0**	**1,325**	**6**	**0**	**0**	**1,319**

North Spring Street														
			AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
Station	Real Station	Distance	Cut	Salvaged/ Unusable Pavement Material	Fill	EBS	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	EBS	Cut 1.00 Note 1	Expanded Fill 1.25 Note 3	Expanded EBS Backfill 1.30 Note 4	Mass Ordinate Note 6
10+25.00	1,025		143	0	0	0								
10+36.00	1,036	11	111	0	0	0	52	0	0	0	52	0	0	51.90
10+50.00	1,050	14	117	0	0	0	59	0	0	0	111	0	0	111.08
10+75.00	1,075	25	119	0	0	0	109	0	0	0	220	0	0	220.14
11+00.00	1,100	25	119	0	0	0	110	0	0	0	330	0	0	330.28
11+10.00	1,110	10	117	0	0	0	44		0	0	374	0	0	374.07
							Total:	0	0	0	1,087	0	0	1,087

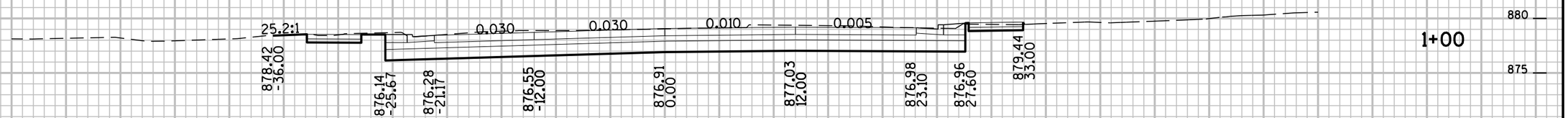


PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

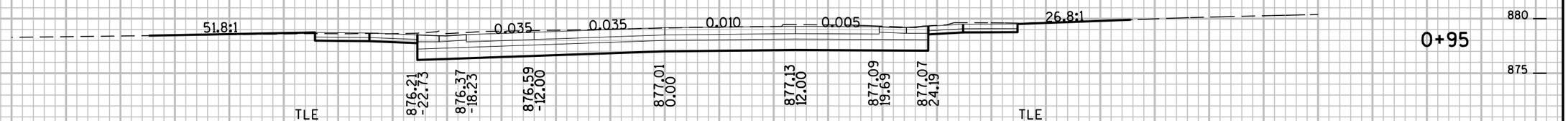
FILE NAME : R:\Projects\d1_60830002\090201_xs.DGN PLOT DATE : 02-JUN-2014 10:39 PLOT BY : dotjjj PLOT NAME : PLOT SCALE : 2:1

MAPLE AVE (EAST) MAPLE AVE (WEST)

MAPLE AVE (EAST) Skew = -0°09'13.9" MAPLE AVE (WEST)

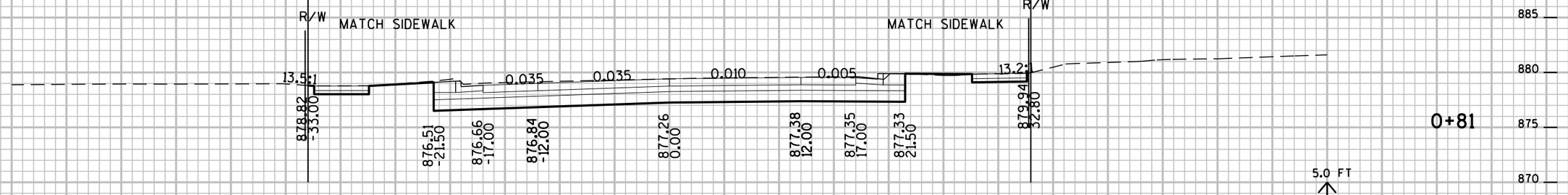


CROSSWALK



TLE TLE

R/W MATCH SIDEWALK MATCH SIDEWALK R/W



CONTAMINATED SOIL - 12-FT BELOW SURFACE

5.0 FT
5.0 FT

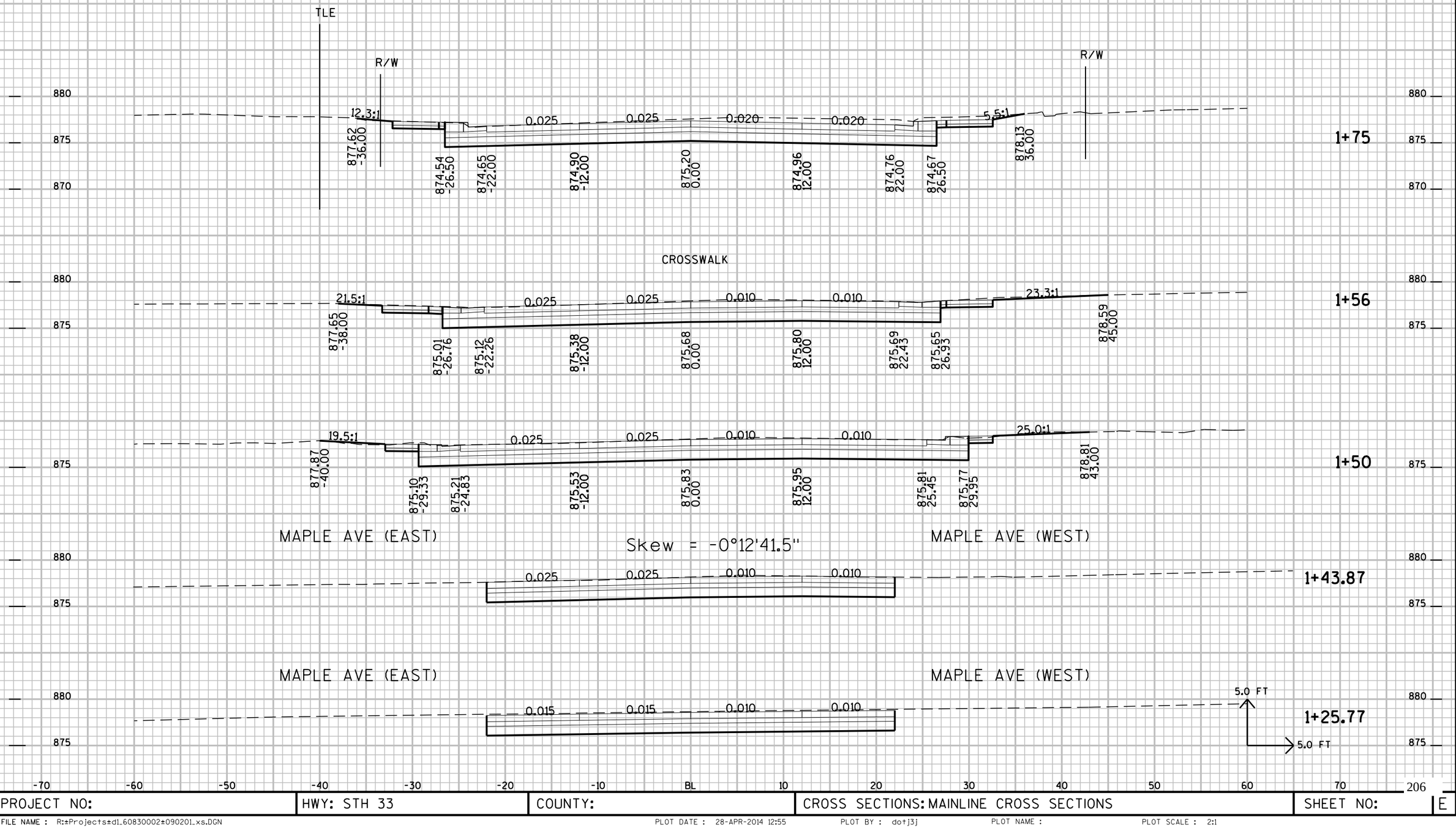
-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9 9

205

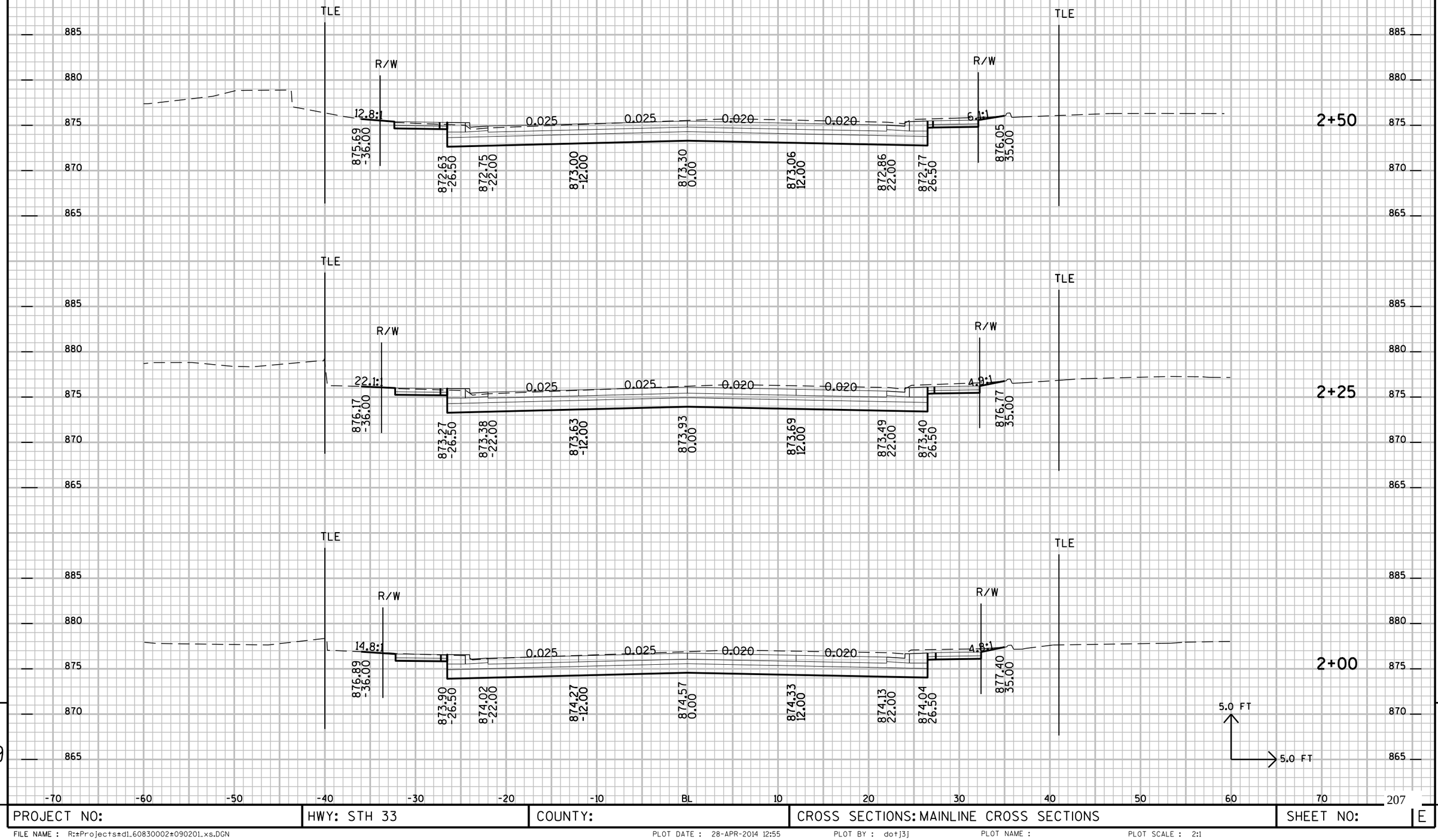
PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 02-JUN-2014 10:39 PLOT BY : dotjjj PLOT NAME : PLOT SCALE : 2:1



PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

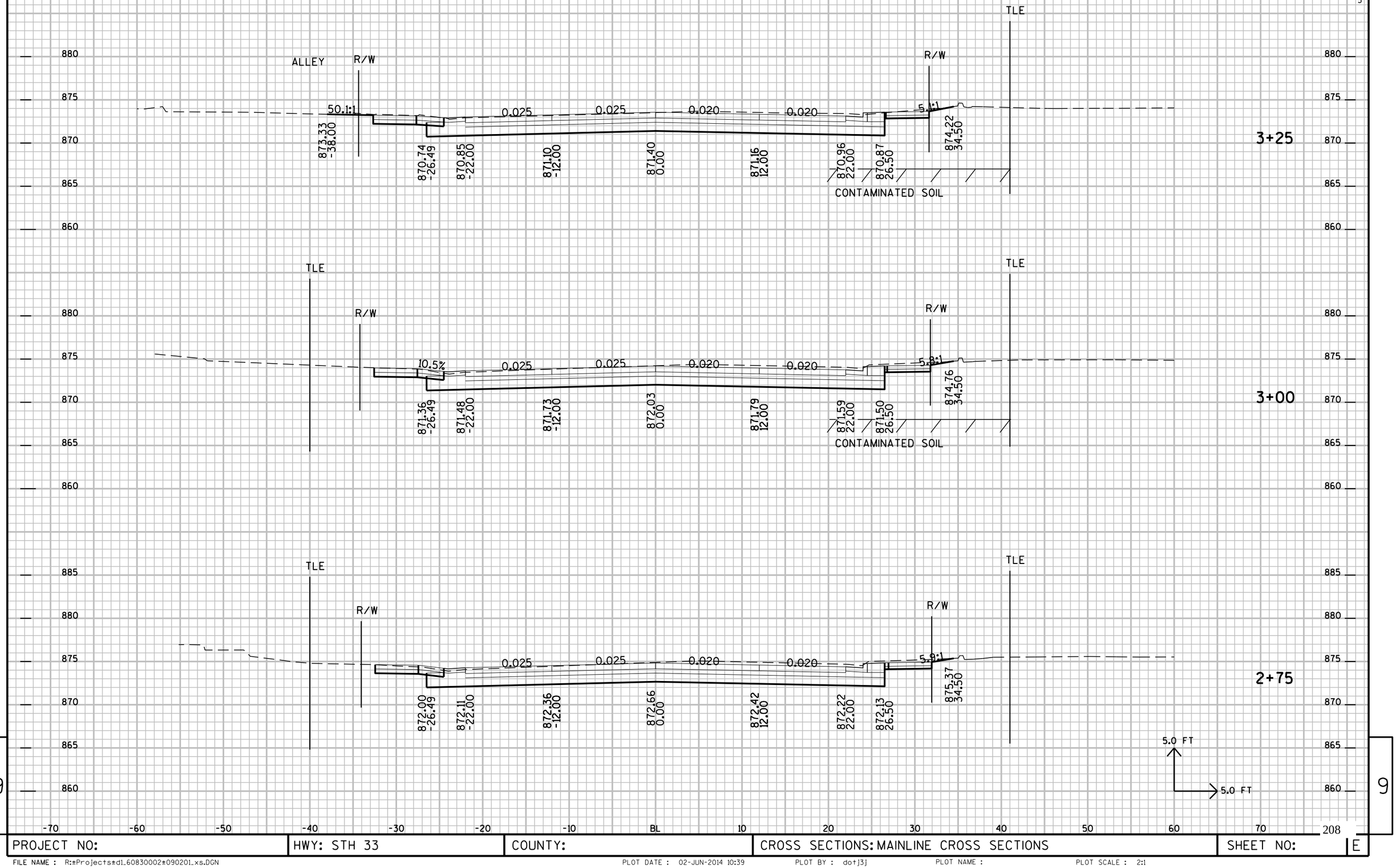
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1

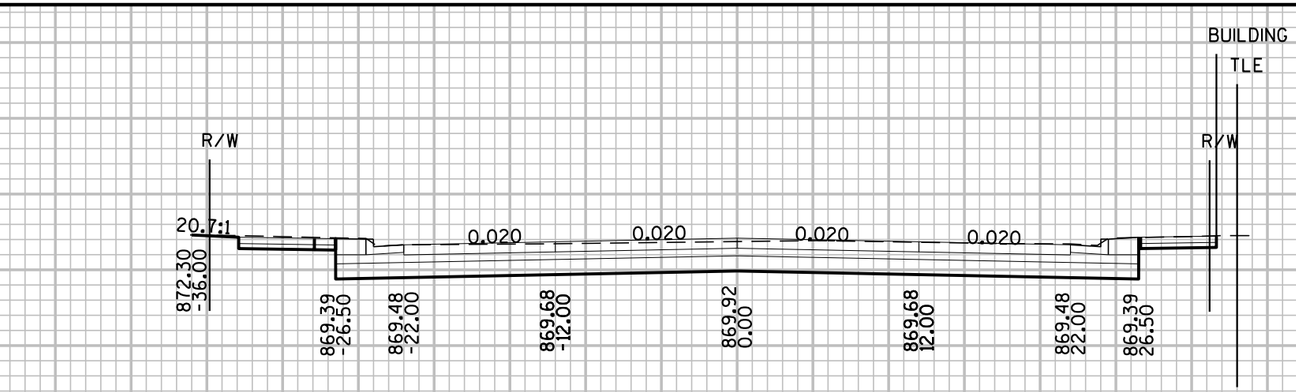


9

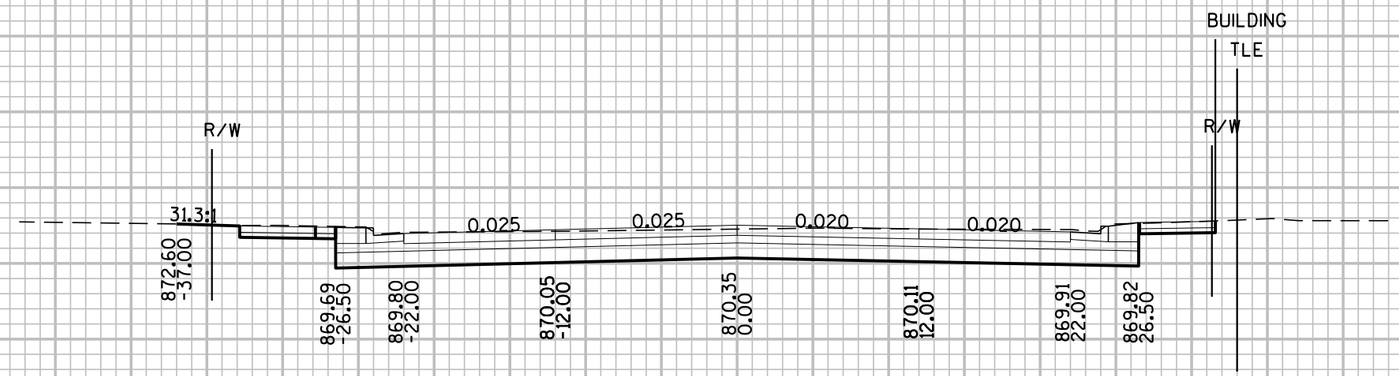
9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

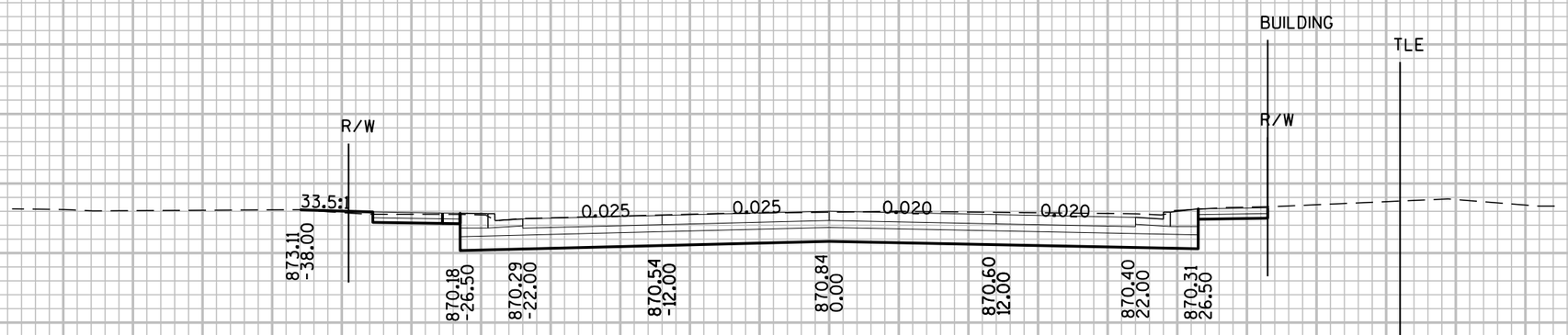
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 02-JUN-2014 10:39 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1



4+00



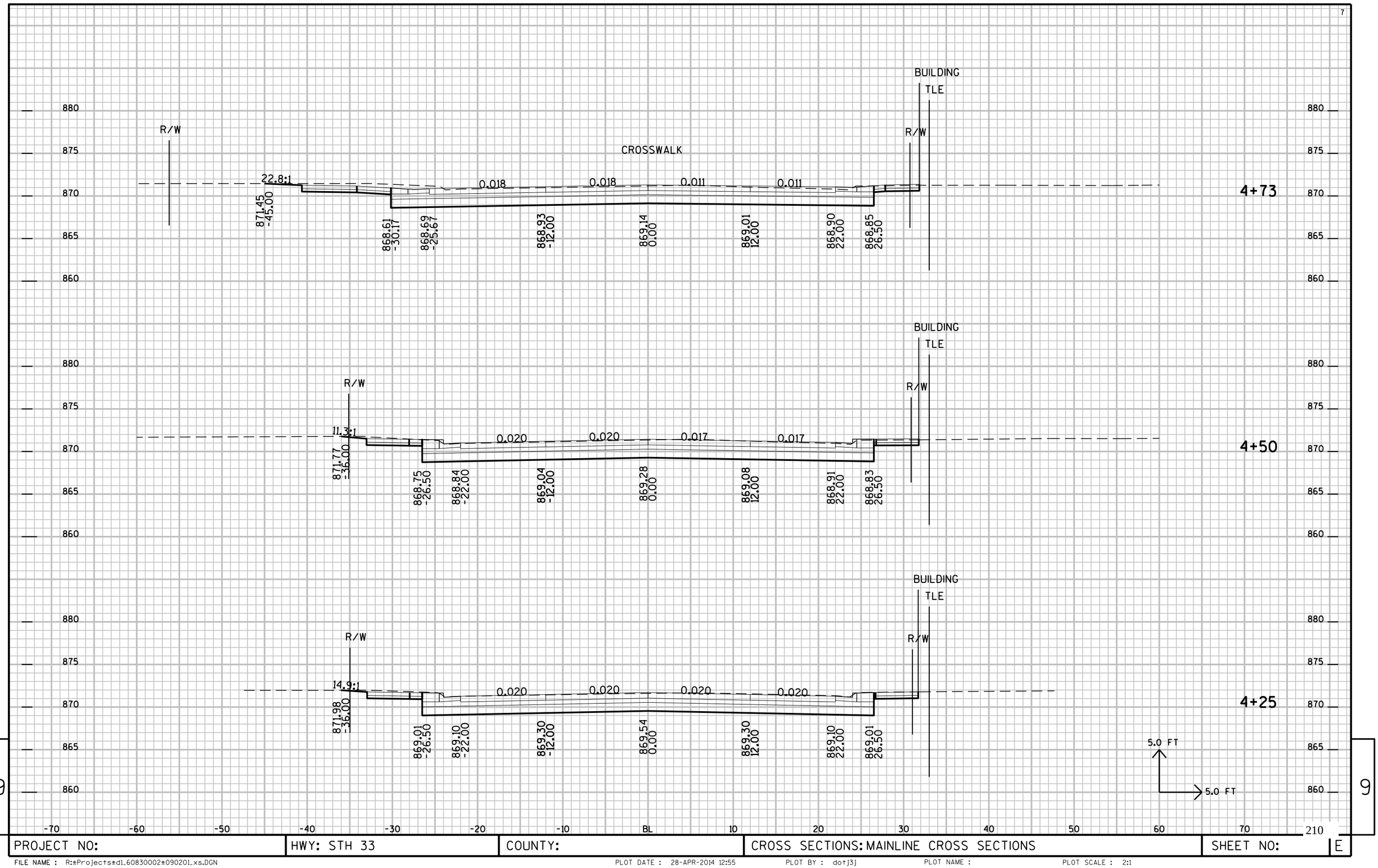
3+75



3+50

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



9

9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:\Projects\d1_60830002\090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1

CENTER ST (NORTH)

CENTER ST (SOUTH)

875
870
865

0.004 | 0.004 | 0.010 | 0.010

869.11 -25.00 | 869.17 -12.00 | 869.21 0.00 | 869.09 12.00 | 868.95 25.00

5+20.76

870

5+00

MATCH FRONT ST - N. LANE EDGE

875
870
865

0.010 | 0.004 | 0.004 | 0.009 | 0.021

869.02 -22.00 | 869.06 -12.00 | 869.11 0.00 | 869.00 12.00 | 868.58 32.00

4+95.76

BUILDING
TLE

880
875
870
865
860

R/W | CROSSWALK | R/W

49.0:1

0.016 | 0.016 | 0.011 | 0.011

871.43 -50.00 | 868.64 -31.17 | 868.71 -26.67 | 868.94 -12.00 | 869.13 0.00 | 869.00 12.00 | 868.89 22.00 | 868.84 26.50

4+75

5.0 FT
5.0 FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

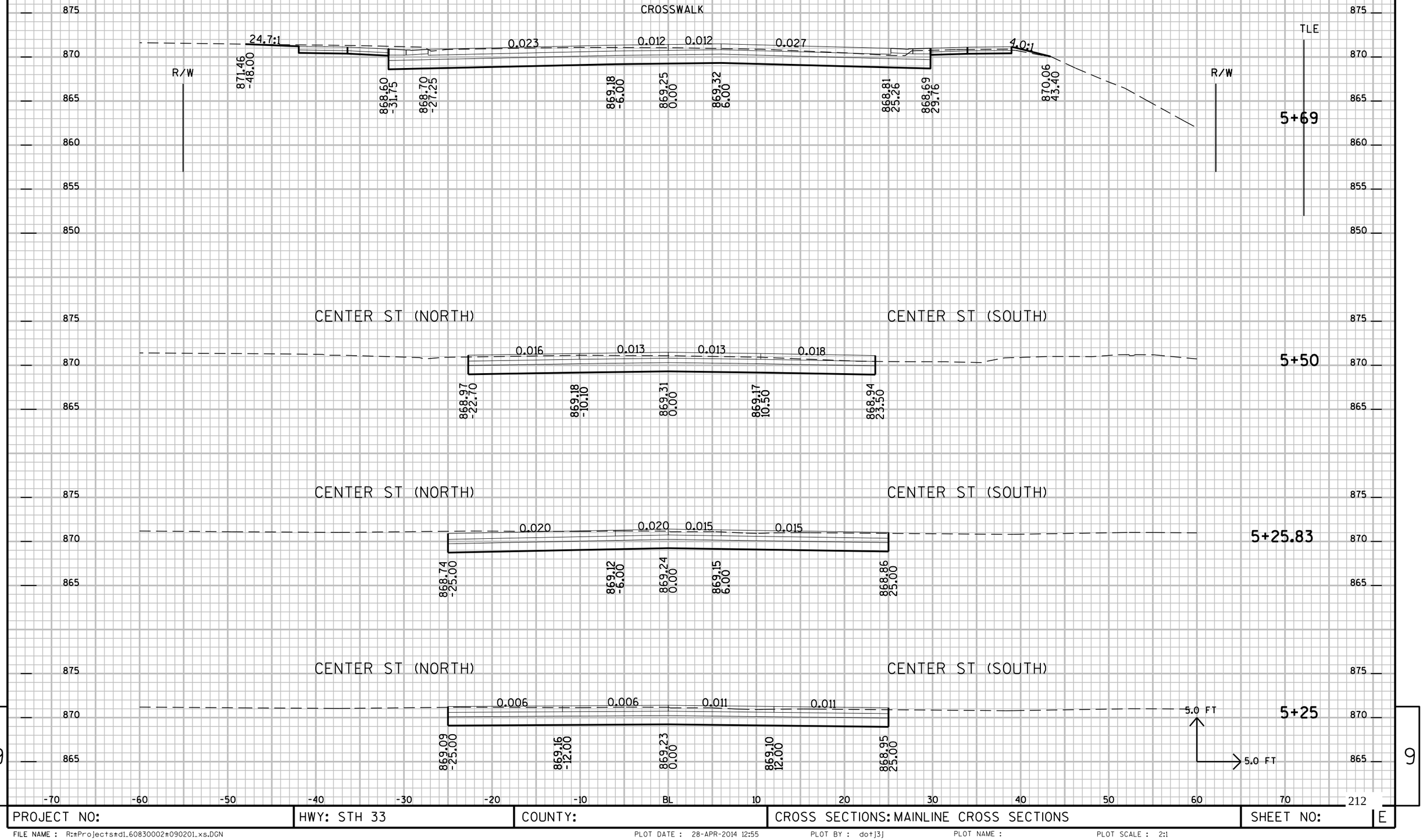
9

9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

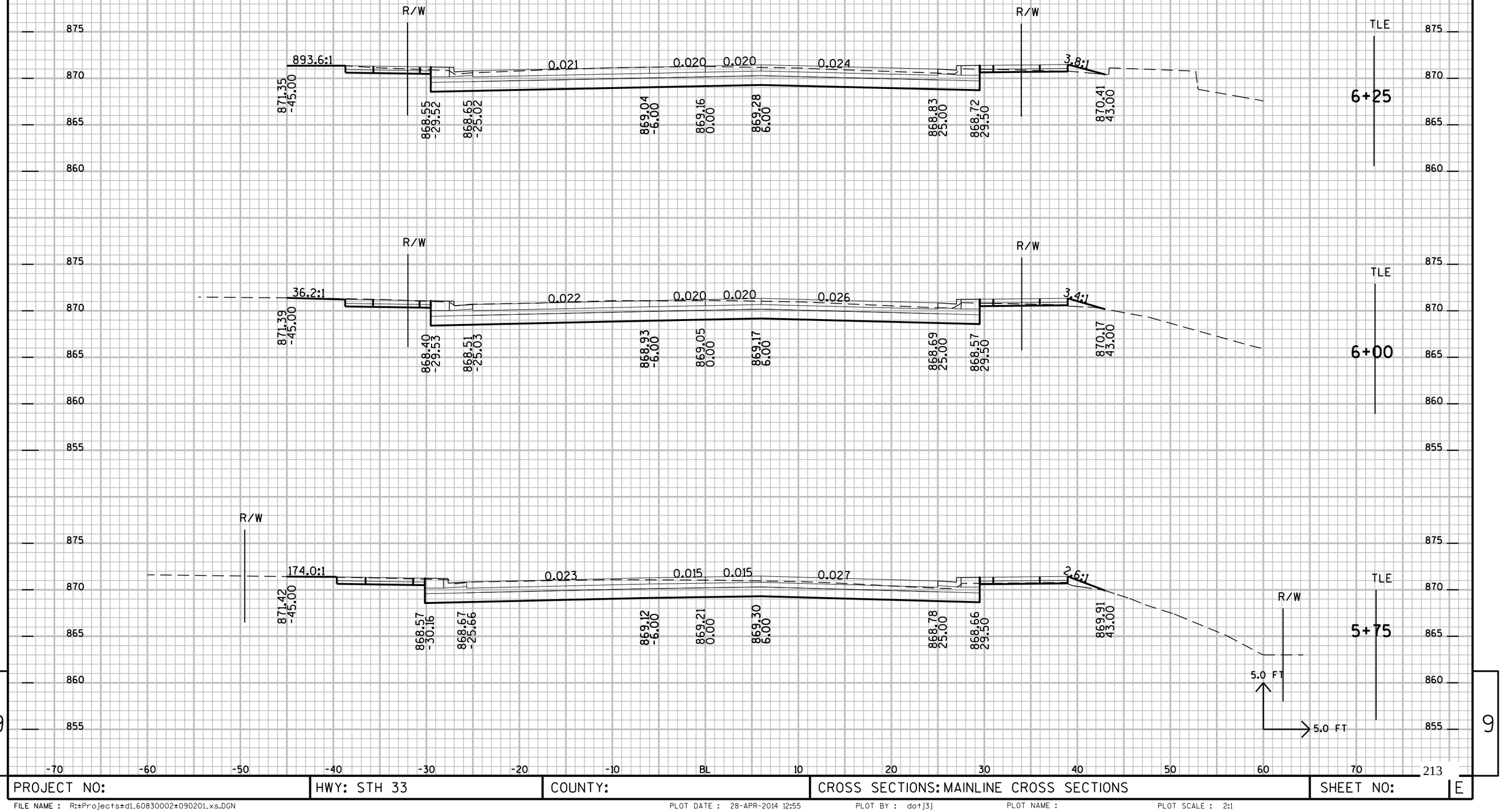
211

FILE NAME : R:\Projects\d1_60830002\090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



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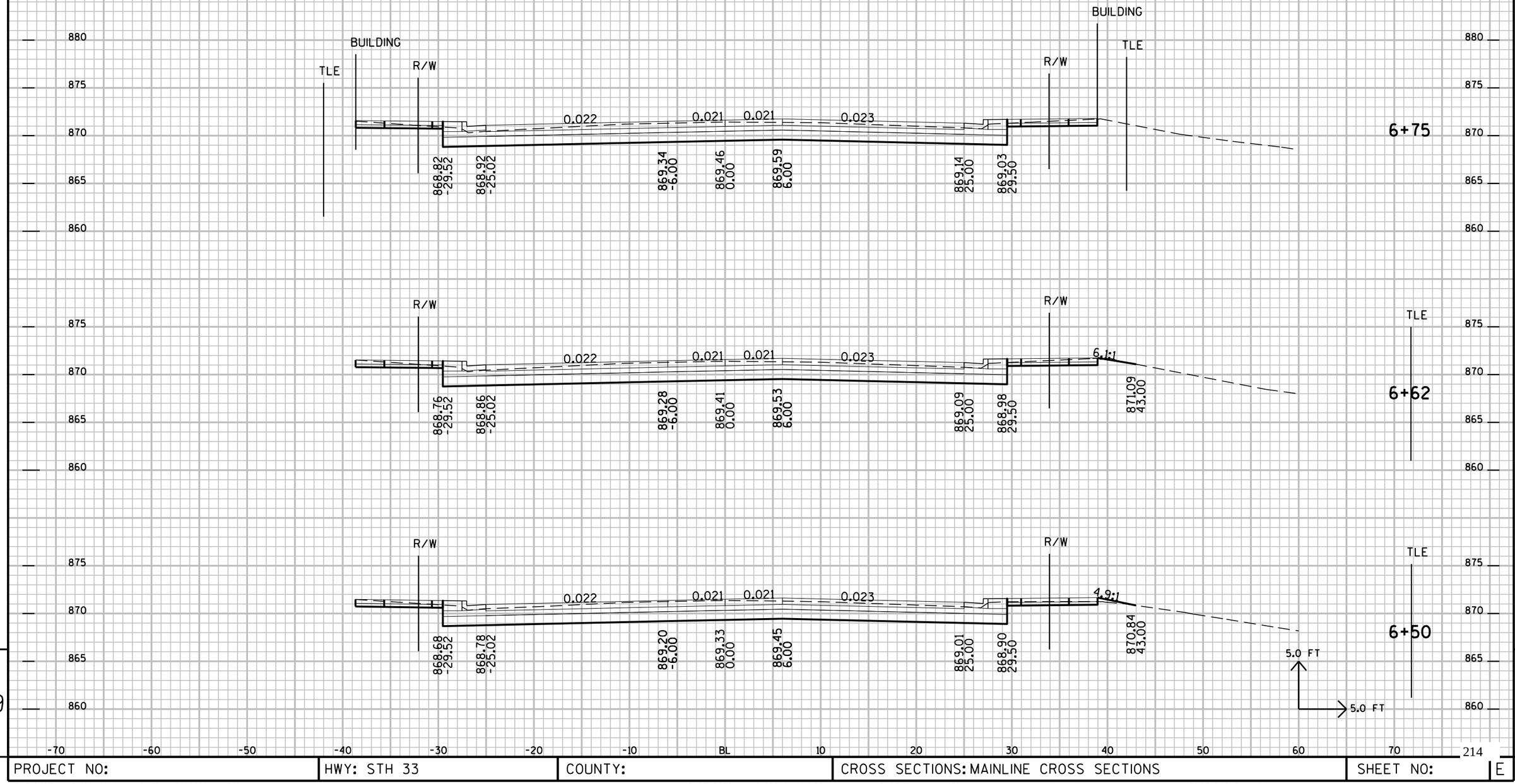
9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1

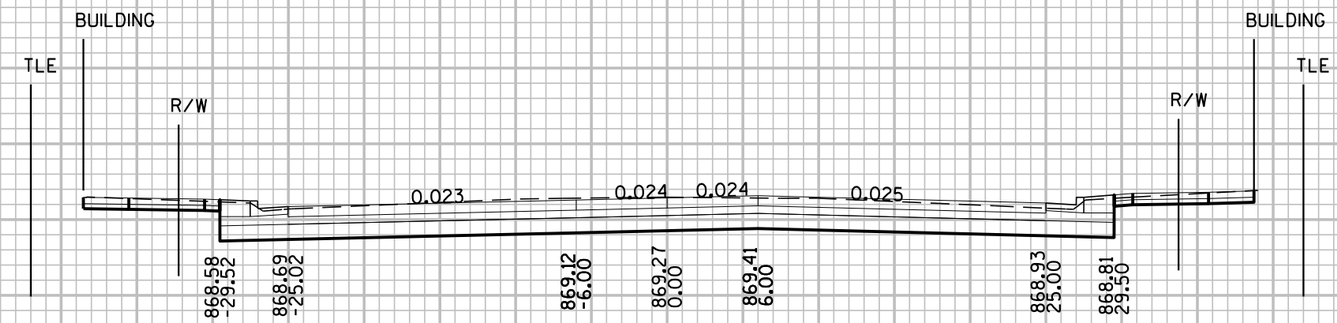


9

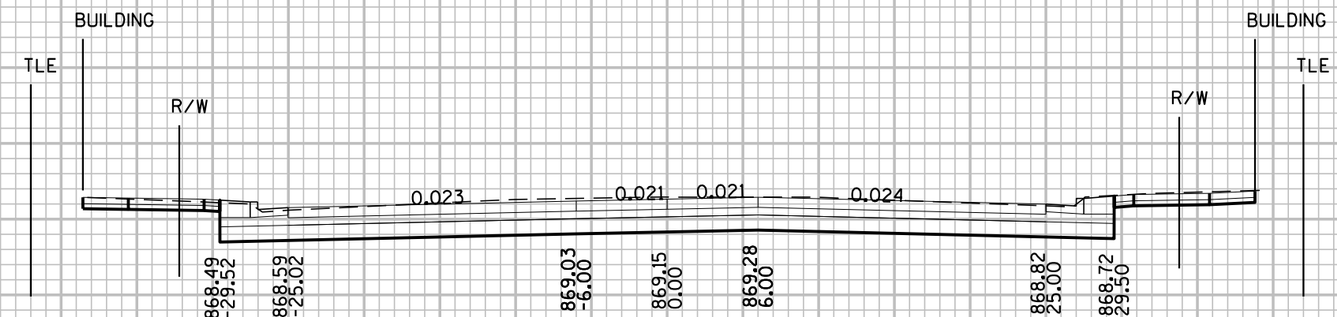
9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

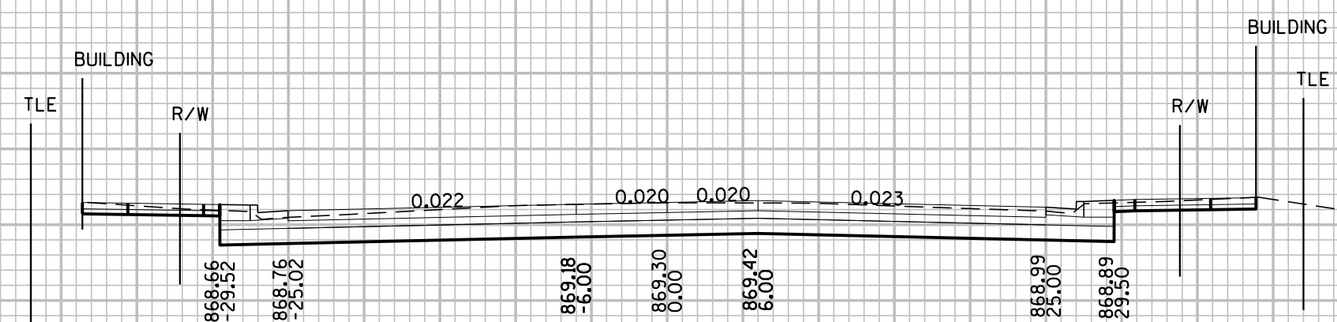
FILE NAME : R:\Projects\d1_60830002\090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjjj PLOT NAME : PLOT SCALE : 2:1



7+50



7+25



7+00

880 875 870 865 860

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

5.0 FT
5.0 FT

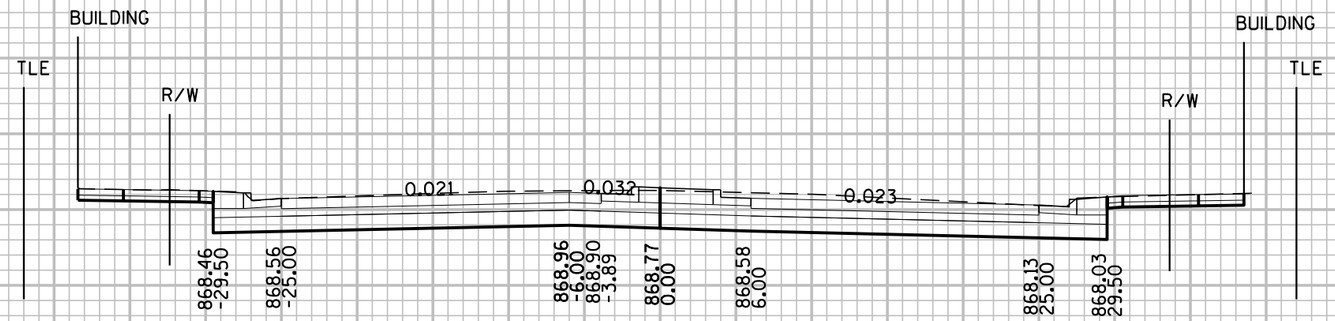
9

9

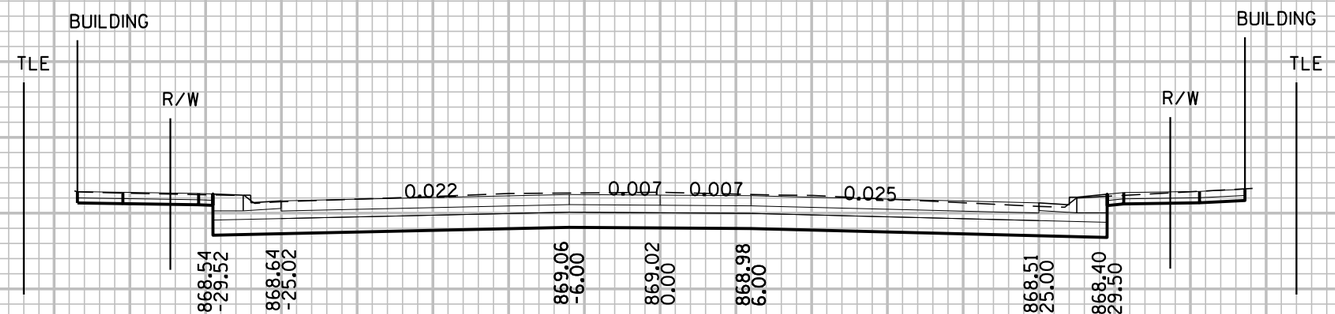
215

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

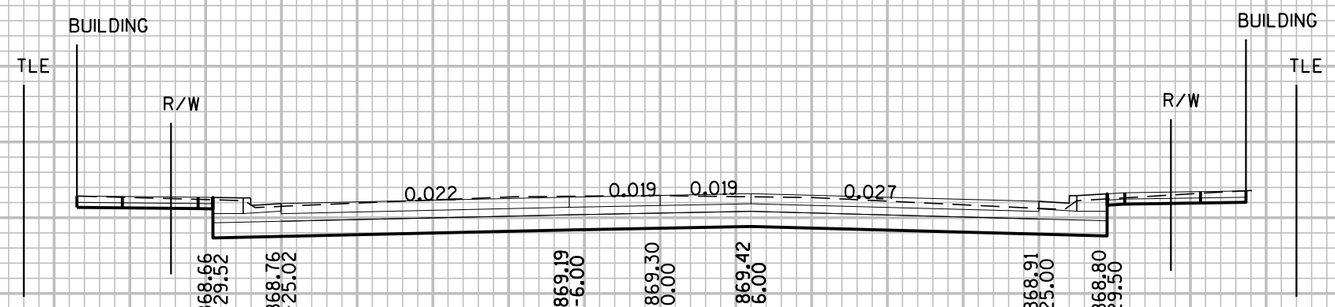
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



8+25



8+00



7+75

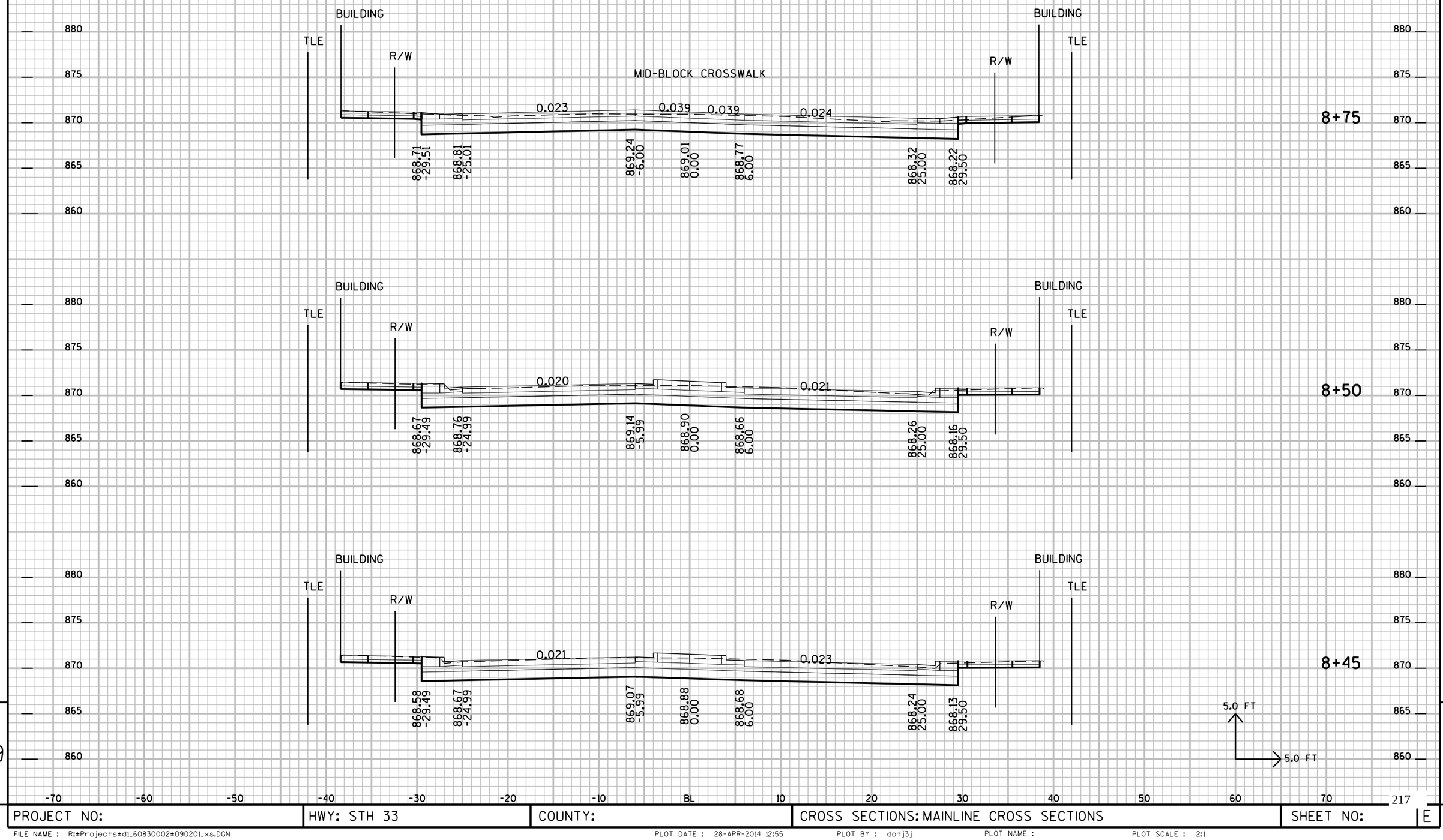
-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9

9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1

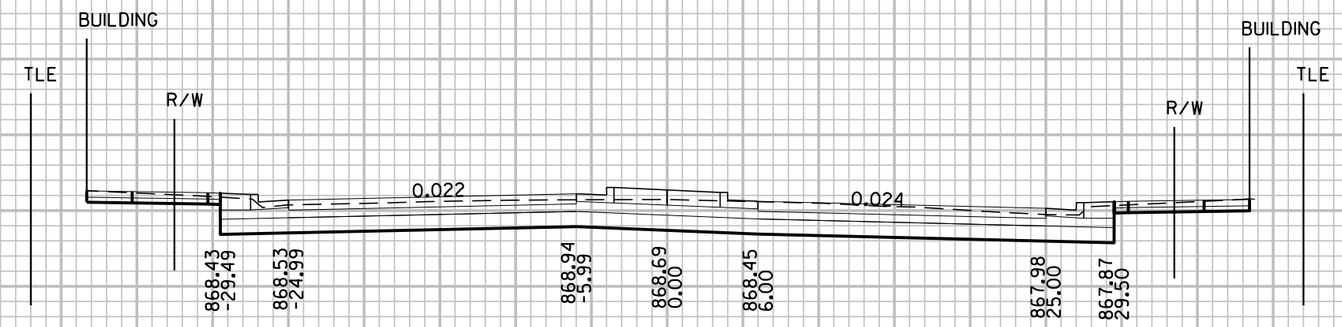


9

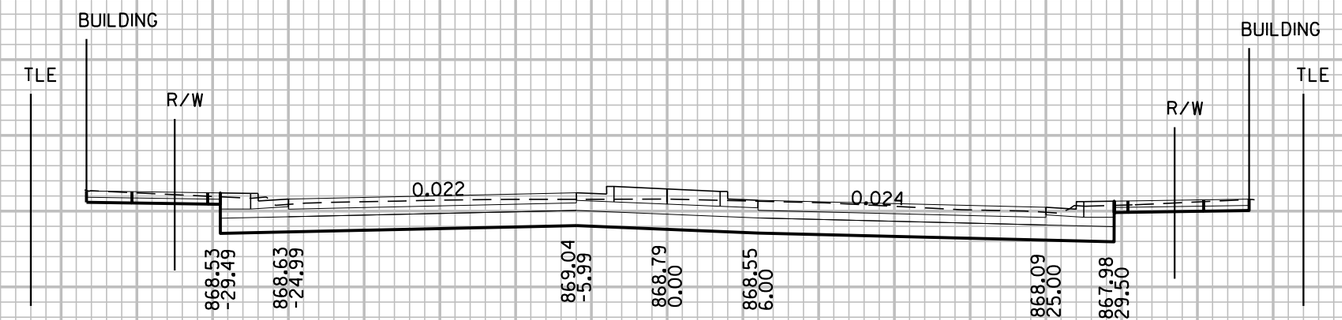
9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

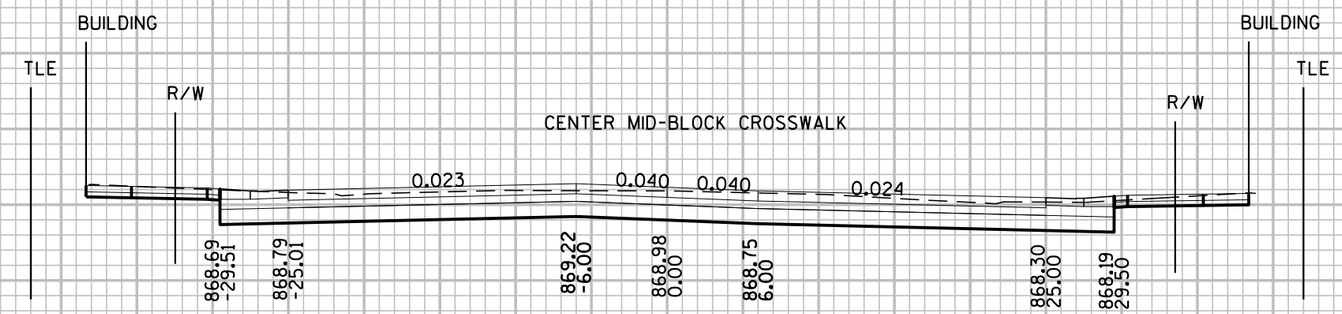
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1



9+12



9+00



8+79

880 875 870 865 860

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

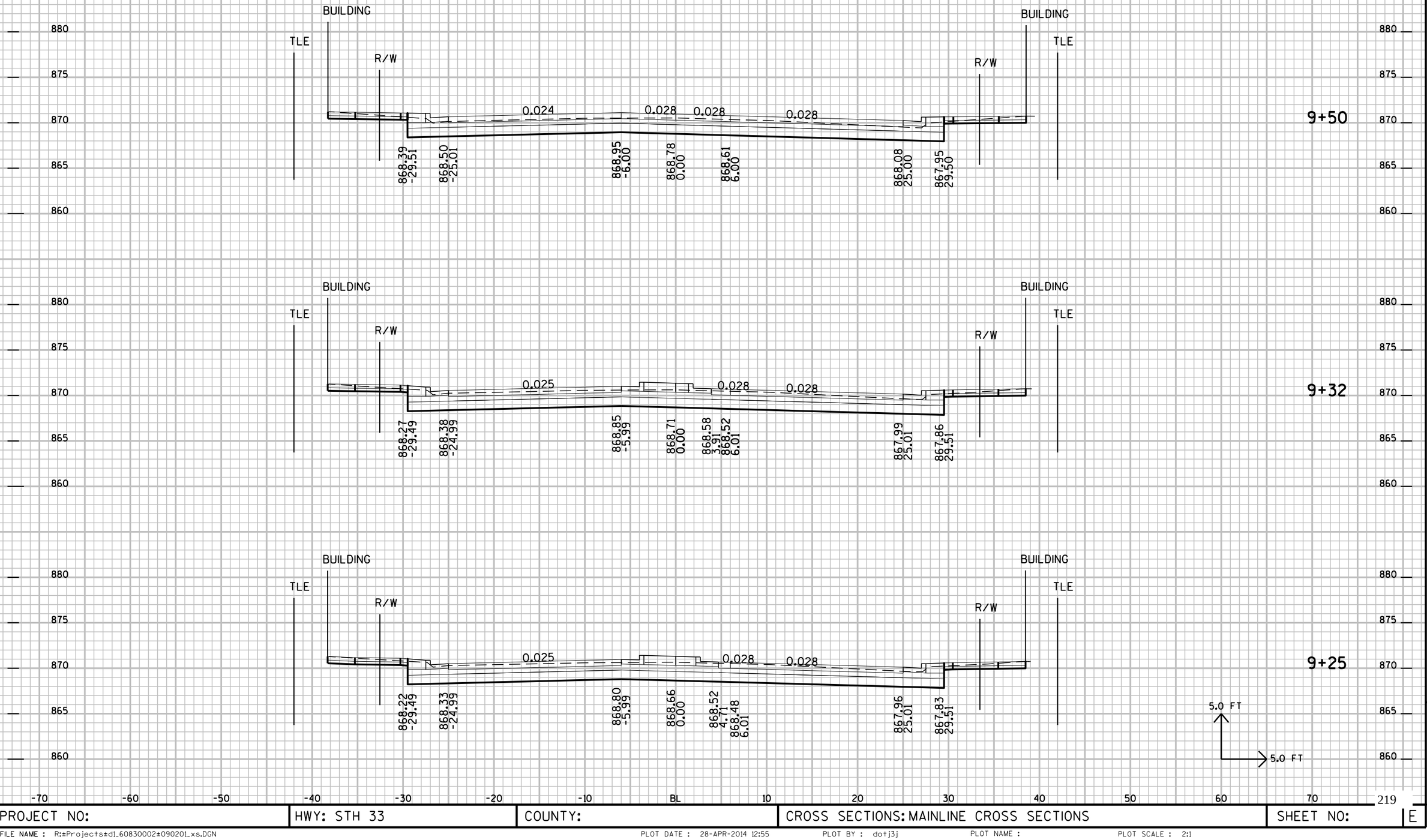
5.0 FT
5.0 FT

9

9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1

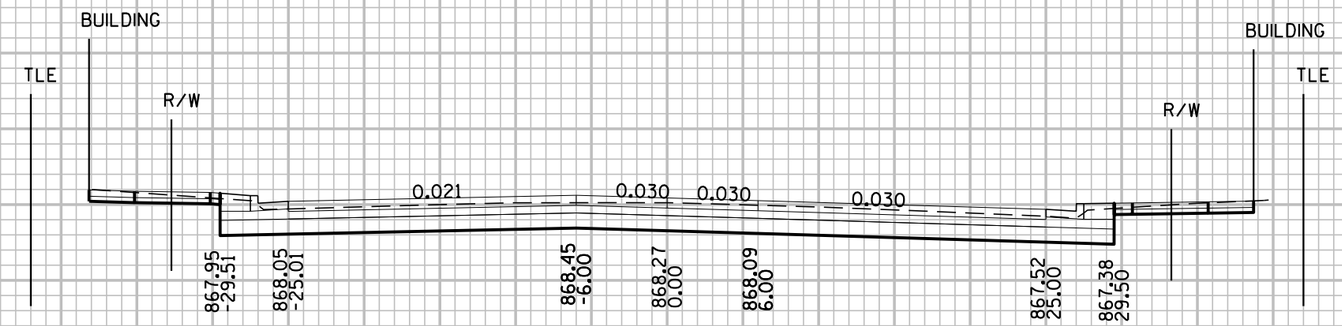


9

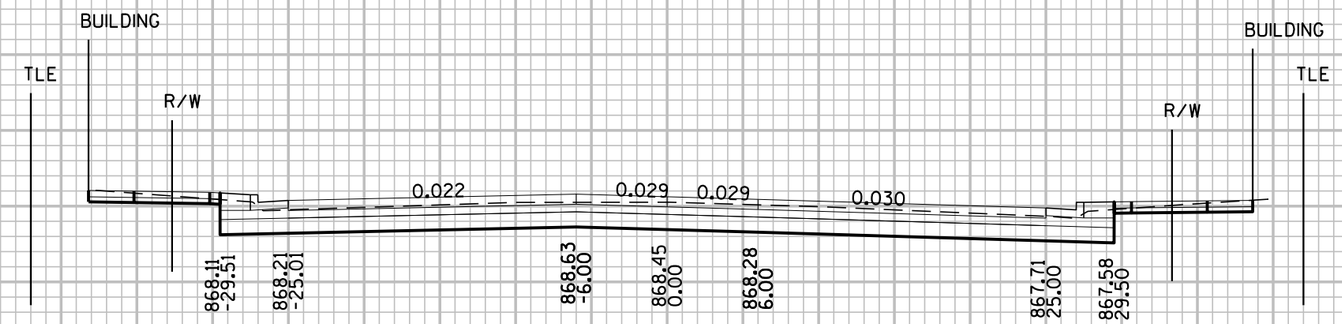
9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

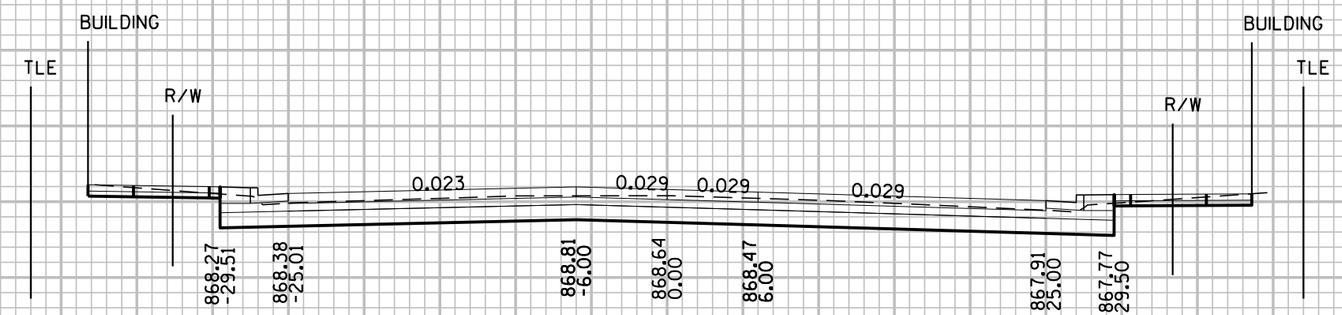
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



10+25



10+00



9+75

880 875 870 865 860

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

5.0 FT
5.0 FT

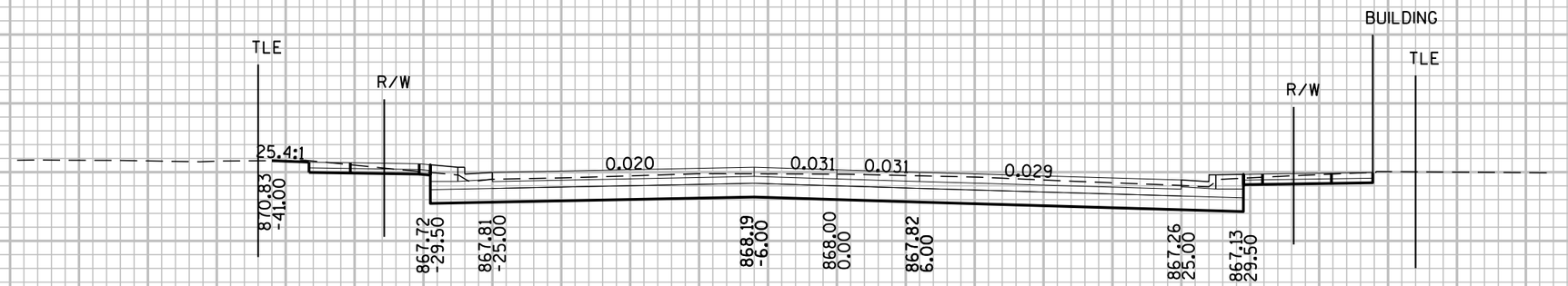
9

9

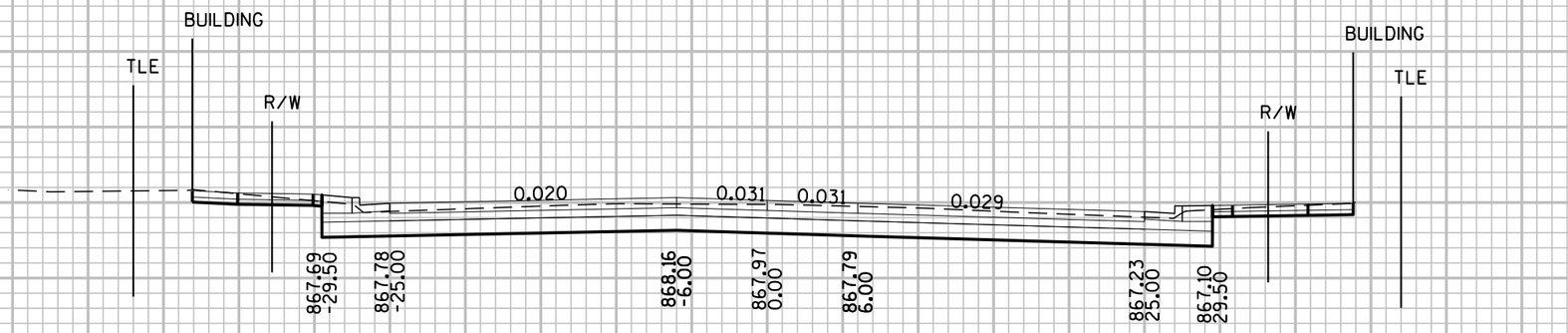
PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

220

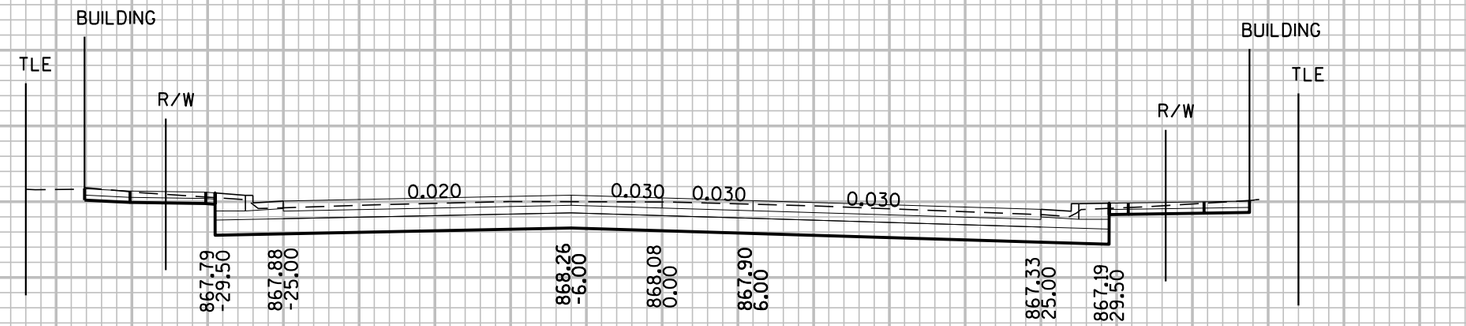
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1



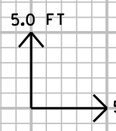
11+00



10+75



10+50



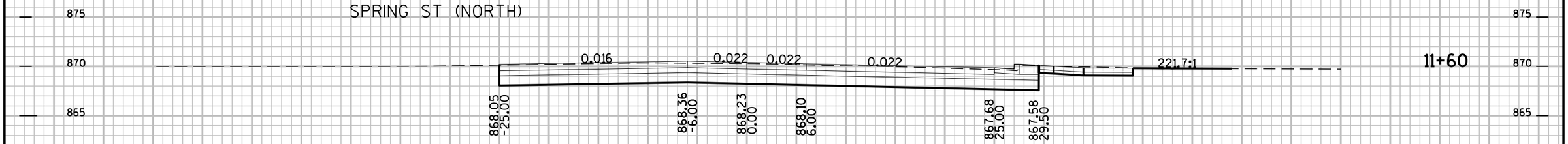
-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

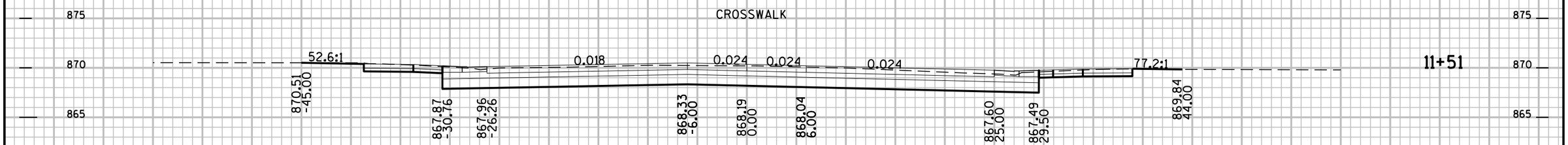
9 9

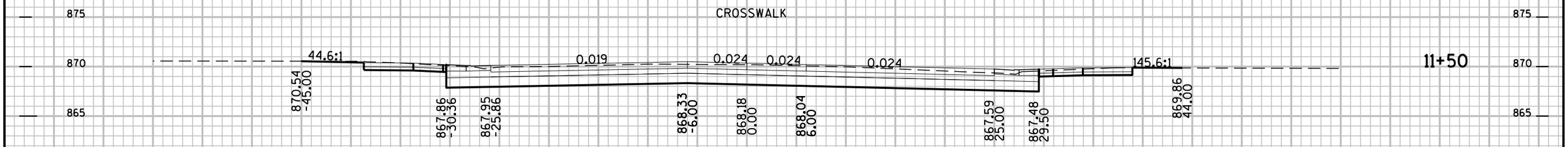
PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

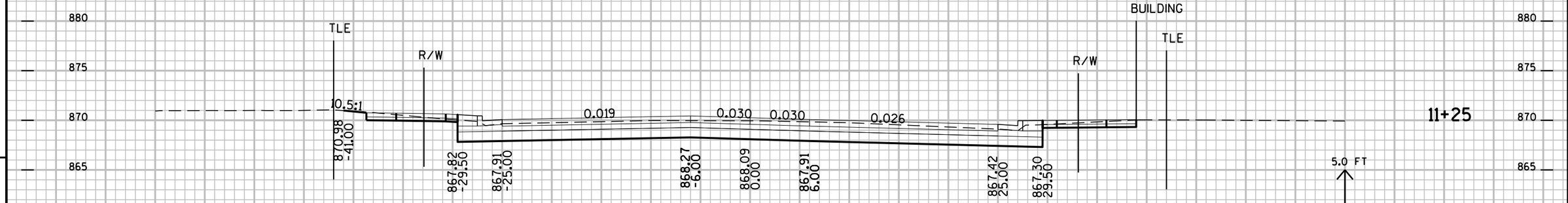
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1

SPRING ST (NORTH)







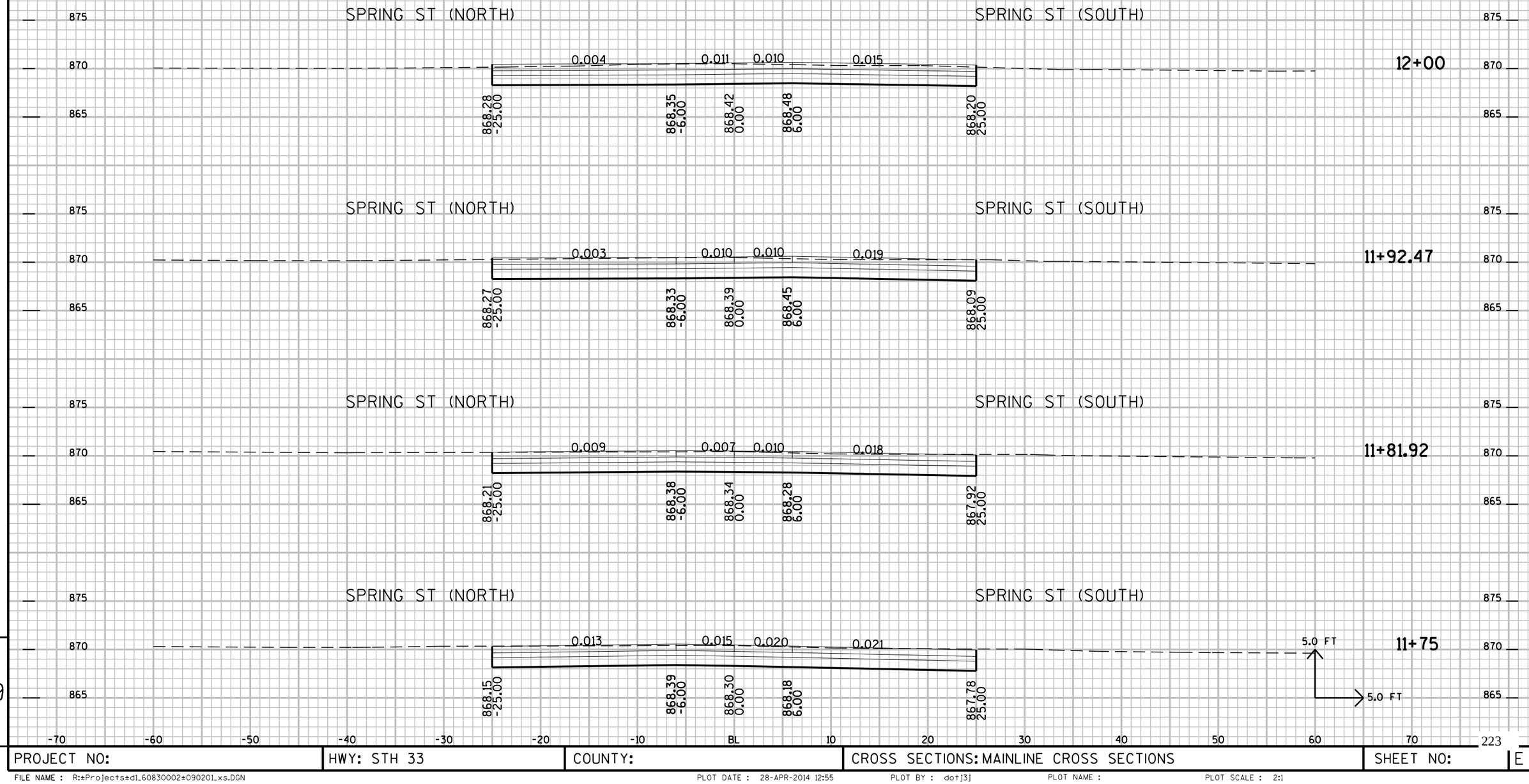


9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

222

FILE NAME : R:\Projects\d1_60830002\090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjjj PLOT NAME : PLOT SCALE : 2:1



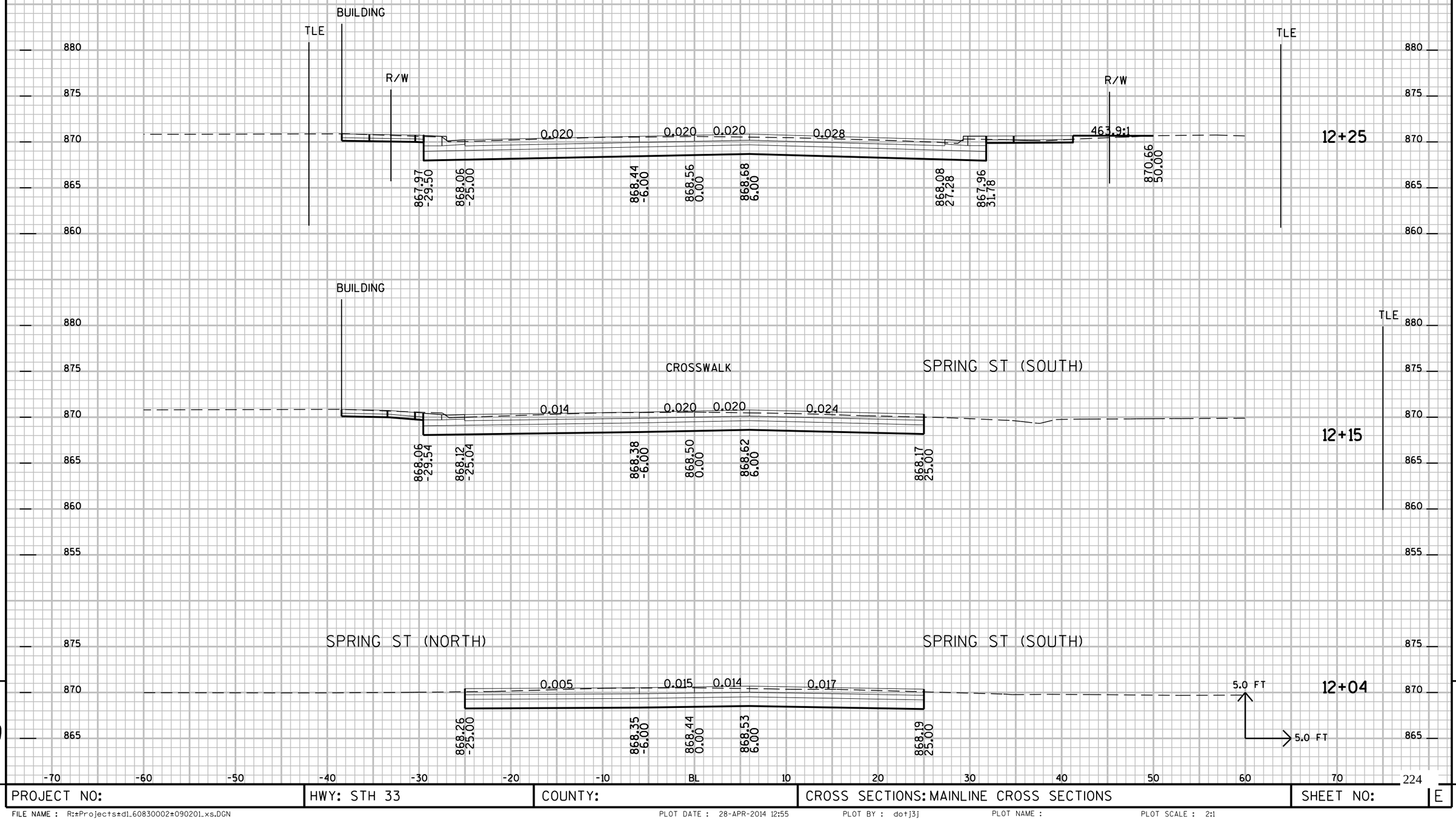
9

9

223

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1



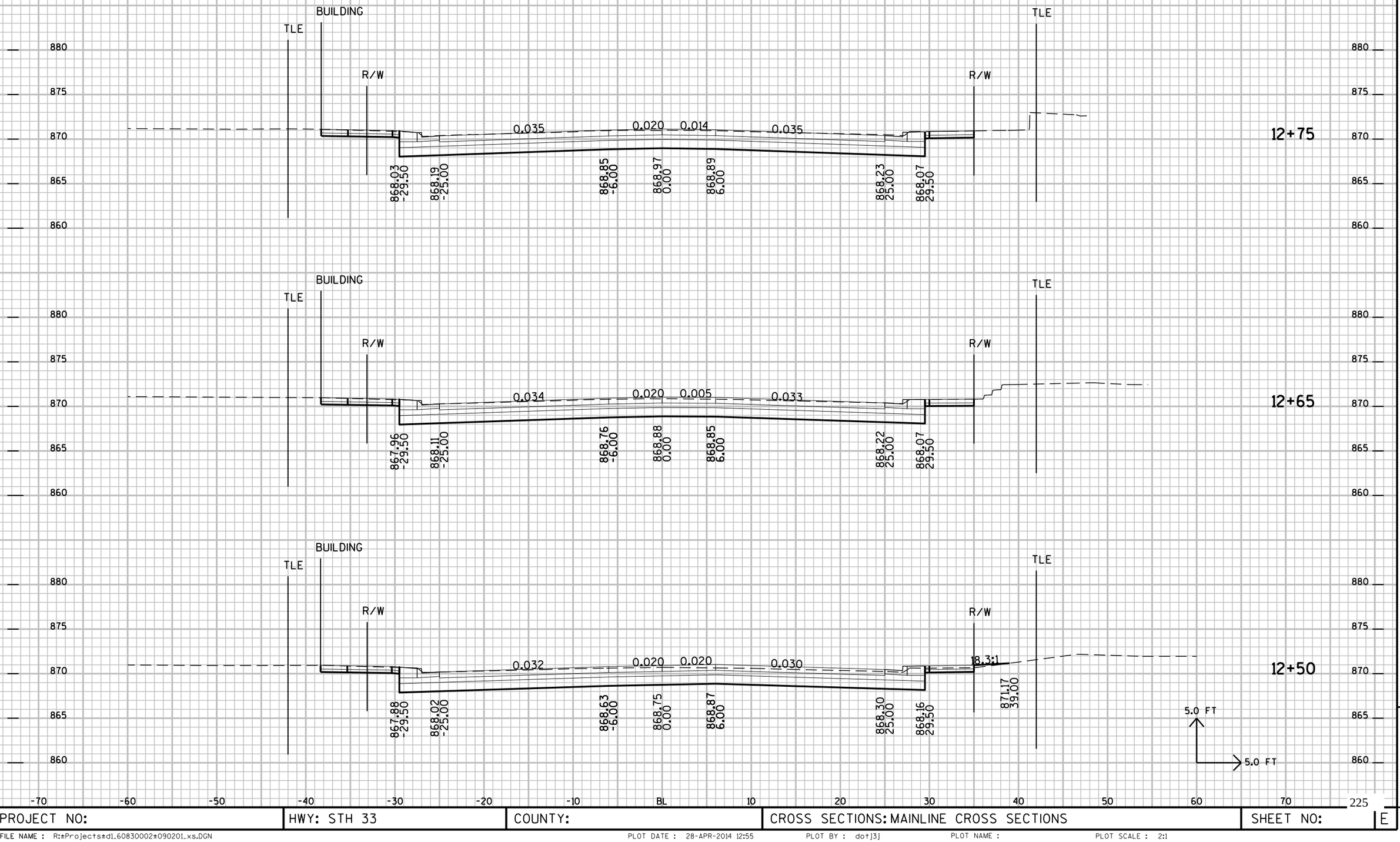
9

9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

224

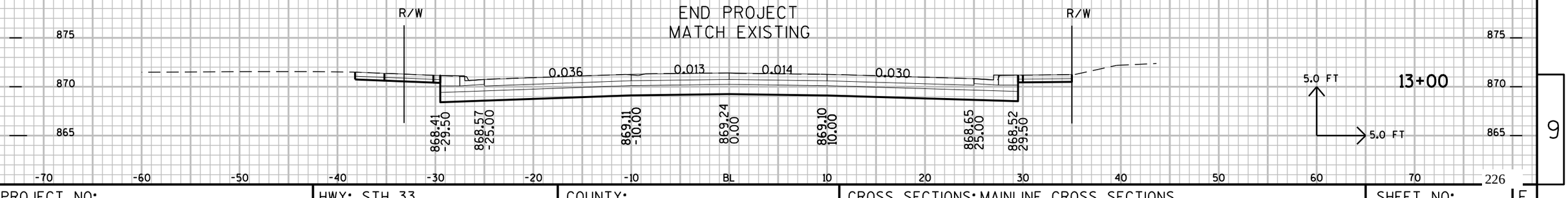
FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1



9

9

226

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAINLINE CROSS SECTIONS	SHEET NO:	E

FILE NAME : R:\Projects\d1_60830002\090201_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1

MATCH MAINLINE PAVEMENT

880 / 875

0.011 | 0.007 | 0.041 | 0.018

876.27 -24.79 | 876.19 -18.00 | 876.06 0.00 | 875.33 18.00 | 875.06 33.00

10+22 M

10+00 M

MATCH MAINLINE PAVEMENT

880 / 875

0.020 | 0.012 | 0.034 | 0.026

877.01 -27.13 | 876.83 -18.00 | 876.61 0.00 | 876.01 18.00 | 875.62 33.00

9+78 M

CROSSWALK

880 / 875

0.009 | 0.043

879.73 -37.46 | 876.99 -24.96 | 876.95 -20.46 | 876.77 0.00 | 875.89 20.43 | 875.69 24.93 | 878.01 32.44

9+70 M

END HMA / BEGIN CONCRETE

880 / 875

0.000 | 0.043

880.10 -27.50 | 877.15 -22.50 | 877.15 -18.00 | 877.15 0.00 | 876.37 18.00 | 876.18 22.50 | 878.73 32.91

9+50 M

MATCH EXISTING W MAPLE

880 / 875

0.006 | 0.042

880.44 -27.50 | 878.31 -22.50 | 878.33 -18.00 | 878.44 0.00 | 877.68 18.00 | 877.49 22.50 | 879.00 32.91

5.0 FT | 5.0 FT

9+35 M

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

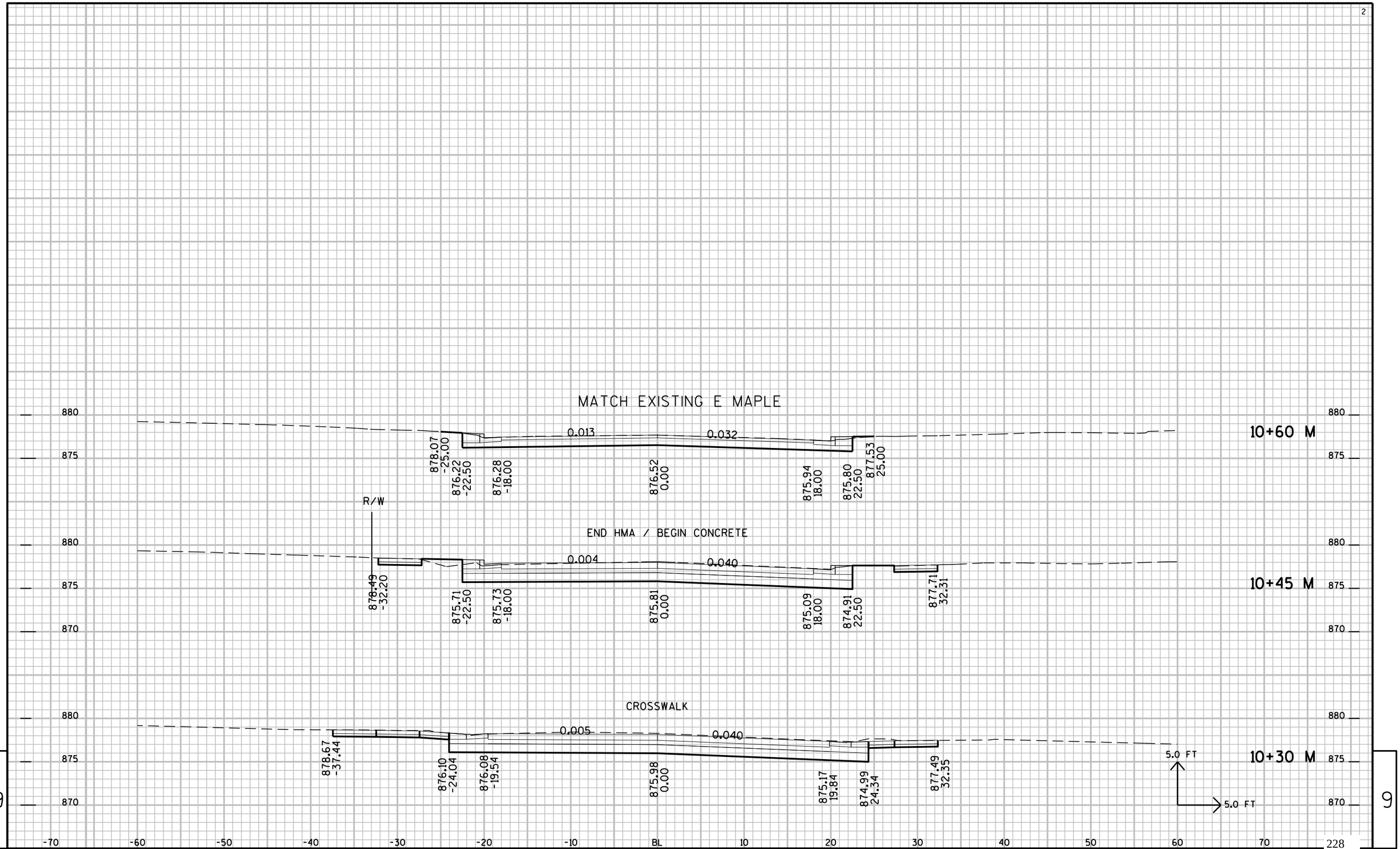
9

9

227

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAPLE AVENUE	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090202_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjjj PLOT NAME : PLOT SCALE : 2:1

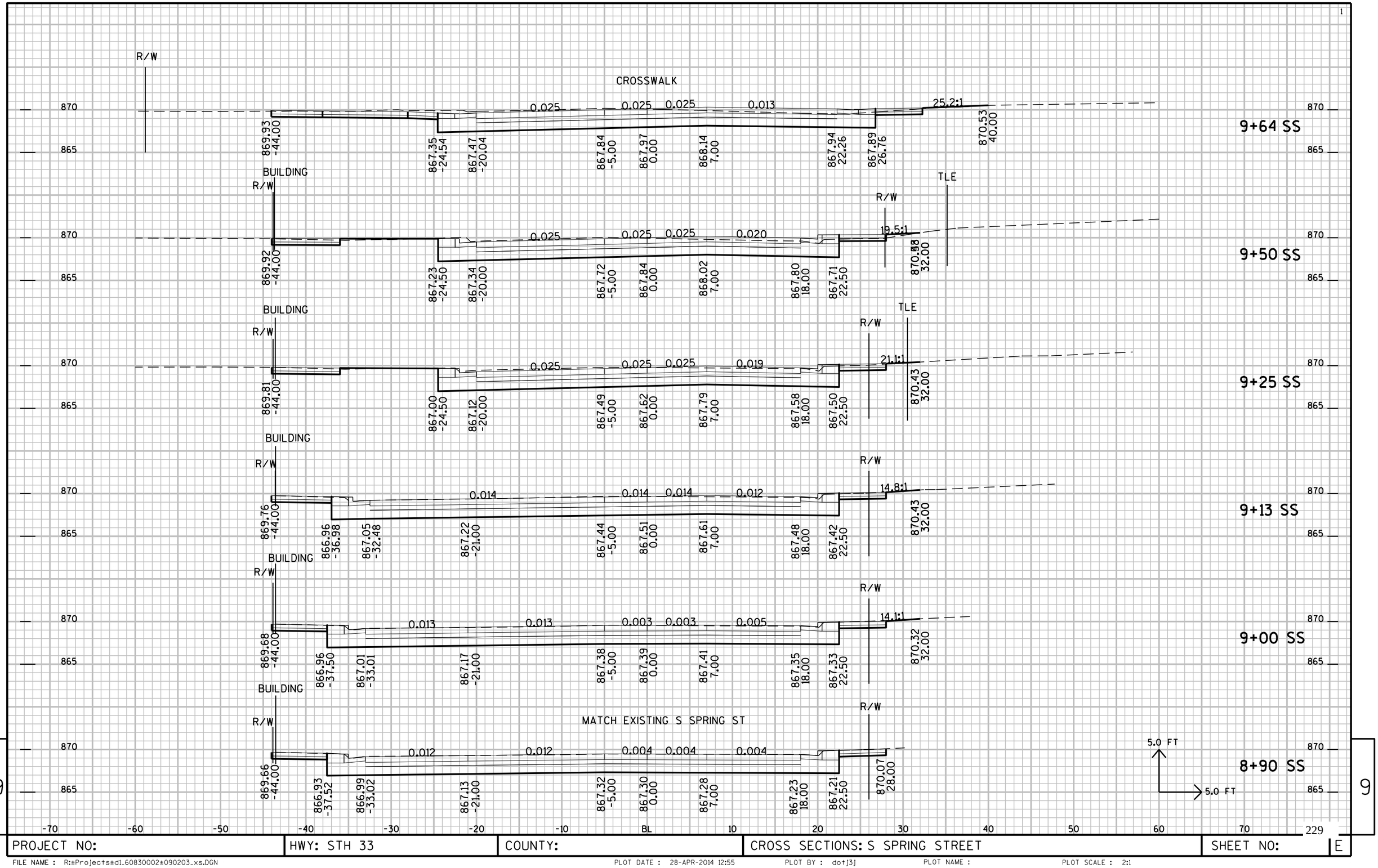


9

9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: MAPLE AVENUE	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090202_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotj3j PLOT NAME : PLOT SCALE : 2:1

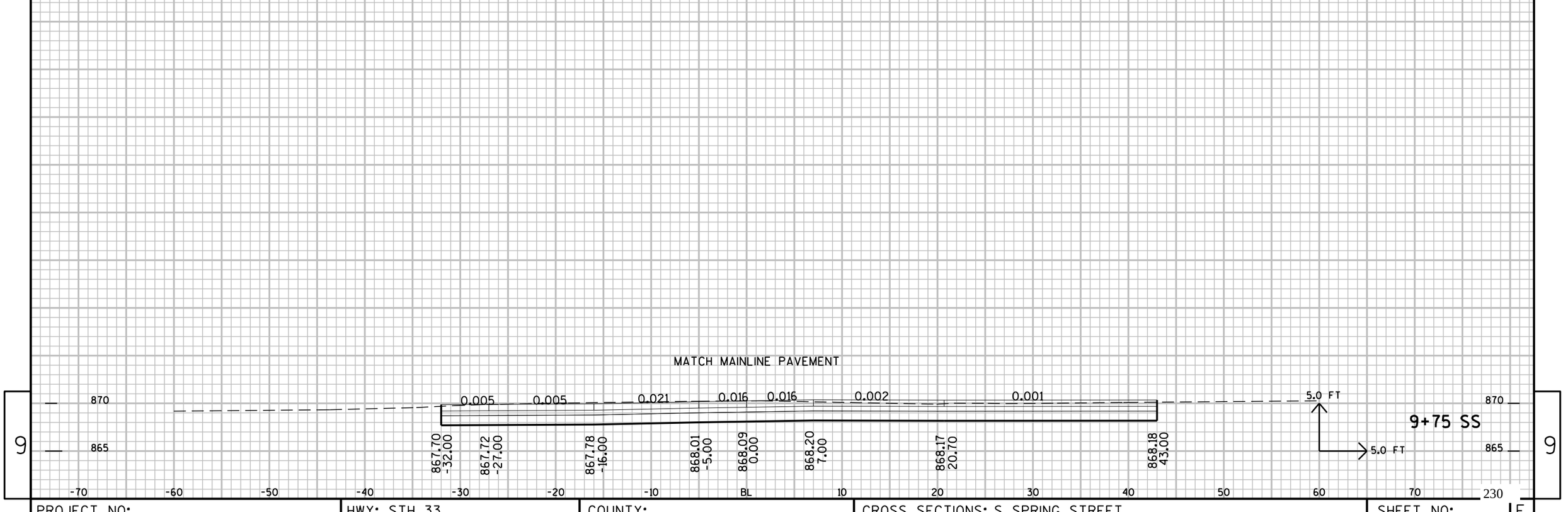


9 9

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: S SPRING STREET	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090203_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjjj PLOT NAME : PLOT SCALE : 2:1

MATCH MAINLINE PAVEMENT



PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: S SPRING STREET	SHEET NO:	E

FILE NAME : R:±Projects±d1_60830002±090203_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjj PLOT NAME : PLOT SCALE : 2:1

MATCH BD'S N SPRING ST PROJECT

BUILDING

23.3:1

870.78 -36.00 | 867.93 -26.50 | 868.02 -22.00 | 868.13 -16.50 | 868.35 -5.50 | 868.46 0.00 | 868.57 5.50 | 868.35 16.50 | 868.24 22.00 | 868.15 26.50 | 870.82 32.20

0.020 | 0.020 | 0.020 | 0.020 | 0.020 | 0.020

11+10 NS

BUILDING

31.7:1

870.71 -36.00 | 867.87 -26.50 | 867.97 -22.00 | 868.09 -16.50 | 868.33 -5.50 | 868.44 0.00 | 868.55 5.50 | 868.33 16.50 | 868.22 22.00 | 868.13 26.50 | 870.84 32.20

0.022 | 0.022 | 0.020 | 0.020 | 0.020 | 0.020

11+00 NS

BUILDING

25.7:1

870.63 -36.00 | 867.73 -26.50 | 867.85 -22.00 | 867.98 -16.50 | 868.26 -5.50 | 868.39 0.00 | 868.52 5.50 | 868.27 16.50 | 868.14 22.00 | 868.04 26.50 | 870.80 32.20

0.025 | 0.025 | 0.024 | 0.024 | 0.023 | 0.023

10+75 NS

BUILDING

6.2:1

870.80 -36.00 | 867.60 -26.50 | 867.72 -22.00 | 867.88 -16.50 | 868.18 -5.50 | 868.34 0.00 | 868.49 5.50 | 868.20 16.50 | 868.06 22.00 | 867.94 26.50 | 870.81 32.20

0.028 | 0.028 | 0.028 | 0.028 | 0.027 | 0.027

10+50 NS

R/W

CROSSWALK

R/W

19.9:1

870.53 -37.00 | 867.83 -26.50 | 867.91 -22.00 | 868.01 -16.50 | 868.21 -5.50 | 868.31 0.00 | 868.41 5.50 | 868.39 16.50 | 868.38 22.00 | 868.37 26.50 | 870.82 32.20

0.018 | 0.018 | 0.018 | 0.018 | 0.002 | 0.002

10+36 NS

MATCH MAINLINE PAVEMENT

867.96 -37.00 | 868.10 -16.50 | 868.16 -5.50 | 868.21 0.00 | 868.27 5.50 | 868.28 17.00 | 868.11 34.00

0.007 | 0.005 | 0.010 | 0.010 | 0.001 | 0.010

5.0 FT | 5.0 FT

10+25 NS

870 | 865

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

231

PROJECT NO:	HWY: STH 33	COUNTY:	CROSS SECTIONS: N SPRING STREET	SHEET NO: E

FILE NAME : R:±Projects±d1_60830002±090204_xs.DGN PLOT DATE : 28-APR-2014 12:55 PLOT BY : dotjjj PLOT NAME : PLOT SCALE : 2:1

Wisconsin Department of Transportation

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through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD FEB 2015

PROJECT ID: 6083-00-78

COUNTY: DODGE

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

Total Sheets = 16

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CENTER & FRONT ST., C BEAVER DAM

MAPLE AVENUE - SPRING STREET

S.T.H. 33

SANITARY SEWER & WATER IMPROVEMENTS

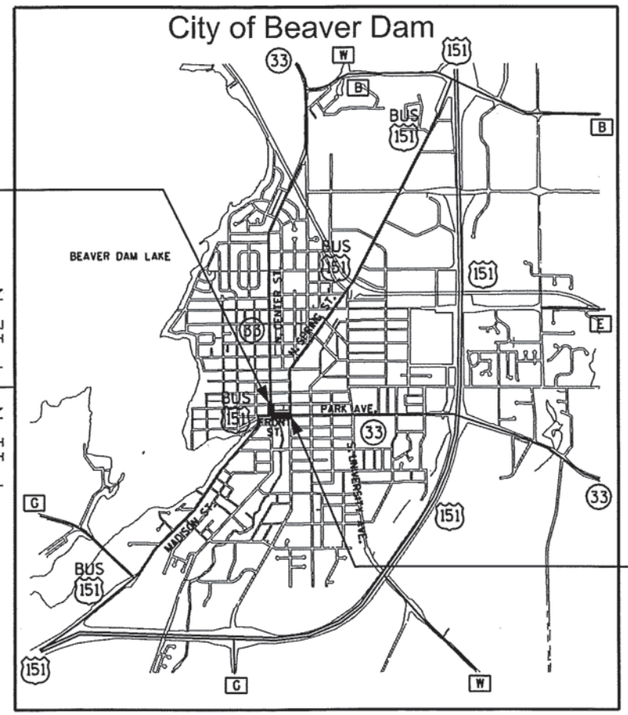
DODGE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6083-00-78		

STATE PROJECT NUMBER

6083-00-78

N



BEGIN PROJECT
STA= 0+42.00

END PROJECT
STA= 13+00.00

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0 MI.

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

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
WOODED OR SHRUB AREA		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

ACCEPTED FOR
CITY OF BEAVER DAM

DATE DIRECTOR OF FACILITIES

ORIGINAL PLANS PREPARED BY:

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL
201 Corporate Drive, Beaver Dam, WI 53916
920-887-4242 1-800-552-6330 Fax: 920-887-4250
Web Address: www.msa-ps.com

© MSA Professional Services, Inc.

WISCONSIN
MICHAEL J. LAUE
E-22833
BEAVER DAM
WI
PROFESSIONAL ENGINEER

06/02/2014

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	MIKE LAUE, P.E.
Regional Examiner	
Regional Supervisor	TERI SCHOPP, P.E.
C.O. Examiner	

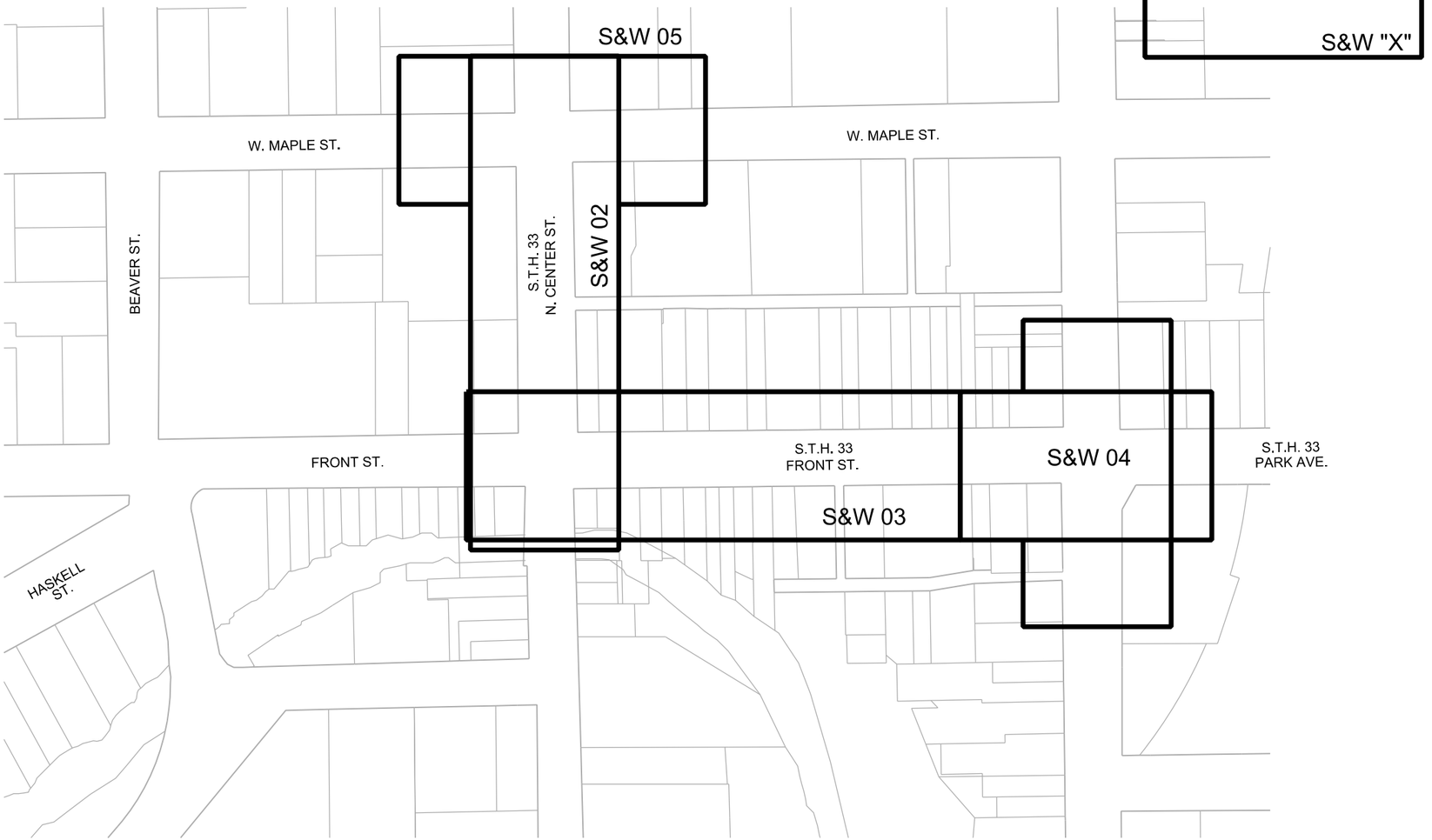
APPROVED FOR THE DEPARTMENT

DATE: 12/4/14 Teri Schopp (Signature)

E

PROJECT OVERVIEW (SANITARY & WATER)

DENOTES SANITARY & WATER SHEET NUMBER "X"



GENERAL SANITARY AND WATER CONSTRUCTION NOTES

N

GENERAL: THESE NOTES ARE KEYED TO MATCH CIRCLED NUMBERS ON THE SHEETS THAT FOLLOW.

① THE SANITARY LATERAL LOCATIONS ARE SHOWN AS PER THE TELEVISION REPORTS SUPPLIED BY THE CITY. NOT ALL LOCATIONS MAY BE ACTIVE. THE CONTRACTOR SHALL DYE TEST THE LATERALS TO VERIFY WHICH ONES ARE ACTIVE AND RECONNECT ONLY THE ACTIVE LATERALS. INVESTIGATION AND DYE TESTING SHALL BE INCIDENTAL TO THE SANITARY SEWER CONSTRUCTION.
THE SIZE OF THE EXISTING SANITARY LATERALS IS UNKNOWN. THE CONTRACTOR SHALL HAVE A SUFFICIENT AMOUNT OF BOTH 4" AND 6" DIAMETER CONNECTION FITTINGS AND PIPE ON HAND TO MAKE EQUIVALENT SIZE REPLACEMENTS TO A POINT NEAR THE R/W LINE AS DIRECTED BY THE FIELD ENGINEER. ALL 4" AND 6" DIAMETER SANITARY LATERAL REPLACEMENTS SHALL BE PAID ACCORDING TO THE SAME GENERIC BID ITEM FOR SANITARY WYE FITTING AND SANITARY LATERAL REPLACEMENT AND NO DIFFERENTIATION SHALL BE MADE FOR PIPE SIZE.

② POSSIBLE EXISTING WATER SERVICE. THE CONTRACTOR SHALL VERIFY THAT THIS SERVICE IS NO LONGER ACTIVE AND THAT THE CITY WATER UTILITY DOES NOT WANT IT REPLACED.

③ INSTALL 1" DIAMETER WATER SERVICE WITH CURB STOP AND BOX 2.5 FEET BEHIND BACK OF NEW CURB. CONNECT TO EXISTING PIPING AT A CONVENIENT POINT THAT IS APPROXIMATELY 3 FEET BEHIND CURB STOP AS DIRECTED BY FIELD ENGINEER.

④ NO EVIDENCE OF A WATER SERVICE WAS FOUND. THE CITY WATER UTILITY STAFF HAS INDICATED THAT SOME BUILDINGS HAVE A SERVICE PIPE ENTERING WITH NO EXTERNAL SHUT OFF VALVE. THE CONTRACTOR SHALL VERIFY AND REPLACE ANY EXISTING ACTIVE WATER SERVICES AS PER ③

⑤ THIS SECTION OF SANITARY MAINLINE WAS NOT TELEVISED AND THEREFORE THE APPROXIMATE LOCATION OF SANITARY LATERALS IS UNKNOWN. THE CONTRACTOR SHALL CAREFULLY EXCAVATE/EXPOSE THE EXISTING PIPING AND DYE TEST THE LATERALS TO VERIFY WHICH ONES ARE ACTIVE AND RECONNECT ONLY THE ACTIVE LATERALS. INVESTIGATION AND DYE TESTING SHALL BE INCIDENTAL TO THE SANITARY SEWER CONSTRUCTION.

⑥ REMOVE EXISTING SANITARY MANHOLE

⑦ REMOVE EXISTING FIRE HYDRANT

⑧ INSTALLATION OF NEW SANITARY SEWER AND/OR WATER PIPING WILL REQUIRE EXCAVATION THRU AN EXISTING CONCRETE STORM SEWER TUNNEL (INCIDENTAL) IN THIS AREA. SEE ELSEWHERE IN THE PLANS AND PROJECT SPECIFICATIONS FOR INFORMATION RELATING TO WORK ASSOCIATED WITH THE EXISTING STORM SEWER TUNNEL, INCLUDING TRENCH BACKFILL REQUIREMENTS.

⑨ CAREFULLY REMOVE EXISTING FENCE AS REQUIRED FOR PIPE INSTALLATION. SALVAGE EXISTING MATERIALS AND RE-INSTALL AFTER TRENCHING OPERATIONS ARE COMPLETE. THIS WORK IS INCIDENTAL TO THE SANITARY SEWER CONSTRUCTION.

SEE SHEET S&W 05

SEE SHEET S&W 03

① ② ③ ④ ⑤ ⑥ ⑦ KEYED NOTES. SEE GENERAL SANITARY AND WATER CONSTRUCTION NOTES ON SHEET S&W 01.

×××× ABANDON EXISTING PIPE

○○○○○○○ REMOVE EXISTING PIPE

NOTE: THE EXISTING STORM SEWER MAINLINE MUST REMAIN FUNCTIONAL DURING THE SANITARY AND WATER CONSTRUCTION (INCIDENTAL TO THE SANITARY AND WATER CONSTRUCTION)

03 SANITARY M.H., TYPE 1
STA. 1+24.73, 0.0' RT.

02 SANITARY M.H., TYPE 1
STA. 3+15.00, 0.0' RT.

04 SANITARY M.H., TYPE 1
STA. 5+71.5

01 SANITARY
STA. 5+22

STA. 1+24.73, 48.00' LT.
CONNECT TO EX. PIPE

STA. 1+14.60, 53.00' LT.
CONNECT TO EX. 8" PIPE

STA. 1+11.75, 48.00' LT.
STA. 1+14.60, 51.00' LT.
45° BEND W/RESTRAINT

STA. 1+11.75, 33.00' LT.
8" VALVE & ROAD BOX

STA. 1+00.00, 0.0' RT.
25 L.F. OF 8" SAN. SEWER
CONNECT TO EX. PIPE

W. MAPLE AVE.

W. MAPLE AVE.

10 L.F. OF 8" WATER MAIN

48 L.F. OF 8" SANITARY SEWER

S.T.H. 33

N. CENTER ST.

1+00

2+00

3+00

4+00

5+00

6+00

9+00

190 L.F. OF 10" SANITARY SEWER

226 L.F. OF 10" SANITARY SEWER

13 L.F. OF 8" WATER MAIN

STA. 1+50.00, 15.85' RT.
8" VALVE & ROAD BOX

364 L.F. OF 8" WATER MAIN (TEE TO TEE)

STA. 1+00.00, 13.00' RT.
INSTALL 8X6 REDUCER
CONNECT TO EX. 6" PIPE

STA. 1+02.00, 13.00' RT.
STA. 1+05.00, 15.95' RT.
45° BEND W/RESTRAINT

STA. 1+11.75, 15.95' RT.-8X8X8 TEE

STA. 1+24.73, 53.00' RT.
53 L.F. OF 8" SAN. SEWER
CONNECT TO EX. PIPE

29 L.F. OF 8" WATER

45 L.F. OF 8" WATER MAIN

STA. 1+41.00, 15.85' RT.-8X8X8 TEE

STA. 1+41.00, 40.00' RT.
8" VALVE & ROAD BOX

STA. 1+41.00, 53.00' RT.
STA. 1+37.00, 57.00' RT.
45° BEND W/RESTRAINT

STA. 1+37.00, 59.00' RT.
INSTALL 8X6 REDUCER
CONNECT TO EX. 6" PIPE

STA. 3+13.20, 15.40' RT.-8X6X8 TEE
STA. 3+13.20, 19.00' RT.-6" VALVE/BOX
STA. 3+13.20, 27.00' RT.-FIRE HYDRANT

CAUTION

STA. 9+85.23F
STA. 9+85.23F
STA. 9+92.23F

MATCH LINE STA. 4+50
SEE SHEET S&W 03

STA. 5+40.00, 16.00' LT.
10" VALVE & ROAD BOX

45 L.F. OF 18" SAN. SEWER

55 L.F. OF 15" SAN. SEWER

STA. 5+71.5
CAP SANITA

STA. 5+22
CONNECT

STA. 5+22.40, 3
10 L.F. OF 16"
CONNECT TO E

7 L.F. TEE TO TEE

S.T.H. 33

N. CENTER ST.

S. CENTER ST.

WATER

SIL.F.-8"

STA. 9+94.80F, 33.00' RT.
CONNECT TO EX. 8" PIPE

STA. 9+92.80F, 27.00' RT.
STA. 9+94.80F, 29.00' RT.
45° BEND W/RESTRAINT

STA. 9+92.80F, 23.00' RT.
8" VALVE & ROAD BOX

STA. 9+81.23F, 16.00' LT.
10" VALVE & ROAD BOX

FRONT ST.

SIDEWALK

SIDEWALK

SANITARY LATERAL NOTE: THE CONTRACTOR SHALL KEEP THE SANITARY LATERALS DEEP ENOUGH TO AVOID CONFLICTS WITH OTHER UTILITY PIPES (TAKE SPECIAL NOTE OF STORM SEWER PLANS). NEAR THE CONNECTION POINT TO THE EXISTING LATERAL PIPE A RISER MAY BE REQUIRED TO MATCH THE EXISTING PIPE ELEVATION. THIS RISER SHALL CONSIST OF TWO 45° BENDS TO DEFLECT THE NEW PIPE TO THE PROPER ELEVATION. THE HORIZONTAL PIPE RUN SHALL BE SLOPED AT 1/4" PER FOOT AND THE CONTRACT PRICE FOR LATERAL REPLACEMENT SHALL INCLUDE RISERS, CONNECTIONS AND FITTINGS NECESSARY TO PROVIDE A COMPLETE WORKING SYSTEM. SEE STORM SWR PLAN SHEETS.

CONTRACTOR SHALL VERIFY THE SIZE, LOCATION AND MATERIAL OF THE EXISTING PIPE LOCATED TO THE SOUTH OF SANITARY MANHOLE NUMBER 05 BEFORE PREPARING SHOP DRAWINGS AND ORDERING STRUCTURE NUMBER 05

882 878 874 870 866 862 858 854

03 RIM=878.56

EX. M.H. F38 RIM= 878.40

EX. M.H. F39 RIM= 869.80

CONNECT TO EXISTING WATER MAIN PIPE (FIELD VERIFY ELEV.)

25 L.F. OF 8" PVC SAN. SWR. @ 2.16%

TEE 1+41.00 871.27

INV(W-8")=870.68
INV(W-10")=870.68

INV(S-8")=869.80
INV(S-10")=869.64

02 RIM=873.82

EX. M.H. F12 RIM= 873.92

T/CURB 873.80

3+13.20 T/P=866.70 FIRE HYDRANT

INV(N-10")=861.42
INV(S-10")=861.36

THE 45° BENDS SHALL BE USED FOR BOTH HORIZONTAL AND VERTICAL DEFLECTIONS TO MATCH EXISTING PIPE

8" WATER MAIN @ -2.65%

8" WATERMAIN @ -7.26%

3+38.00 T/P=864.90

8" WATER MAIN @ -0.77%

8" WATER MAIN

TEE 5+04.78 T/P=863.61

01 RIM=871.13

EX. M.H. F30 RIM= 871.00

INV(N-10")=856.56
INV(W-10")=857.88
INV(E-15")=856.65
INV(S-16")=856.51

CONNECT TO EXISTING WATER MAIN PIPE (FIELD VERIFY ELEV.)

CONNECT TO EX. 8" DIA. PIPE (VC) I.E.=870.68

TEE 1+11.75 868.85

T/PIPE=868.85

INSTALL TWO 8"-45° BENDS TO PROVIDE PIPE CLEARANCE

172 L.F. OF 10" VCP SAN. SEWER @ -4.85%

190 L.F. OF 10" PVC SAN. SEWER @ -4.57%

I.E.(N-8")=870.14
I.E.(W-8")=871.20
I.E.(E-8")=871.15
I.E.(S-10")=870.09

CAUTION: PIPE ELEVATIONS ARE CRITICAL AT THE CROSSING OF THE WATER AND SANITARY SEWER (STA. 1+25+/-) MINIMUM PIPE CLEARANCE IS 18"

I.E.(N-10")=861.40
I.E.(S-10")=861.35

226 L.F. OF 10" PVC SAN. SEWER @ -1.53%

213 L.F. OF 10" VCP SAN. SEWER @ -2.25%

ADJUST SLOPE OF 8" WATER MAIN TO MATCH EXISTING PIPE

16" D.I. SAN. SEWER @ -0.28%

CONNECT TO EX. 16" DIA. PIPE (D.I.) I.E.=856.57

10 L.F. OF 16" D.I. SAN. SWR. @ -0.30%

I.E.(NW-8")=858.00
I.E.(N-10")=857.90
I.E.(S-16")=856.60
I.E.(NE-15")=857.55

T/P = T/PIPE = TOP OF PIPE

1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50 5+00

S&W 02

PROJECT NO: 6083-00-78	HWY: S.T.H. 33	COUNTY: DODGE	SANITARY SEWER & WATER MAIN - N. CENTER ST.	SHEET 3	E

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

S&W02.dgn 7/8/2014 5:07:17 PM mlaue

SEE SHEET S&W 02

MATCH LINE STA. 4+50

STA. 9+85.23F, 16.00'LT.-10X8X10 TEE
STA. 9+85.23F, 20.00'LT.-8" VALVE & ROAD BOX
STA. 9+92.23F, 16.00'LT.-10X8X10 TEE

STA. 9+73.00F, 15.40'LT.
REMOVE EX. BEND AND
CONNECT TO EX. WATERMAIN

STA. 9+81.23F, 16.00'LT.
10" VALVE & ROAD BOX

7 L.F. TEE TO TEE

N. CENTER ST.

S.T.H. 33

5+00

STA. 5+40.00, 16.00'LT.
10" VALVE & ROAD BOX

51 L.F. 8" WATER

FRONT ST.

6+00

53 L.F. OF 15" SAN. SEWER

45 L.F. OF 18" SAN. SEWER

04 SANITARY M.H., TYPE 1
STA. 5+71.50, 0.0'RT.

ULO

STA. 5+71.50, 45.00'RT.
CAP SANITARY PIPE

01 SANITARY M.H., TYPE 3
STA. 5+22.40, 20.20'RT.
CONNECT EX. 8" PVC (NW)

STA. 5+22.40, 30.20'RT.
10 L.F. OF 16" SAN. SEWER
CONNECT TO EX. PIPE

S. CENTER ST.

STA. 9+92.80F, 23.00'RT.
8" VALVE & ROAD BOX

STA. 9+92.80F, 27.00'RT.
STA. 9+94.80F, 29.00'RT.
45° BEND W/RESTRAINT

STA. 9+94.80F, 33.00'RT.
CONNECT TO EX. 8" PIPE

STA. 7+17.28, 15.70'LT.-10X6X10 TEE
STA. 7+17.28, 22.00'LT.-6" VALVE/BOX
STA. 7+17.28, 30.50'LT.-FIRE HYDRANT

364 L.F. OF 10" WATER MAIN (TEE TO TEE)

7+00

S.T.H. 33
FRONT ST.

274 L.F. OF 15" SANITARY SEWER

8+00

STA. 8+77.20, 15.45'LT.
10X6X10 TEE W/RESTRAINT
STA. 8+77.20, 11.45'LT.
6" VALVE & ROAD BOX

STA. 8+69.20, 15.45'LT.
10" VALVE & ROAD BOX

6"

53 L.F. 6" WATER MAIN

9+00

STA. 8+77.20, 37.55'RT.
CONNECT TO EX. 6" PIPE

SANITARY M.H., TYPE 1
STA. 8+45.73, 0.0'RT. 05

CAUTION

CAUTION

CAUTION

STA. 9+85.28, 15.30'LT.-10X6X10 TEE
STA. 9+85.28, 22.00'LT.-6" VALVE/BOX
STA. 9+85.28, 30.50'LT.-FIRE HYDRANT

321 L.F. OF 10" WATER MA

10+00

335 L.F. OF 15" SANITARY

MATCH LINE STA. 10+25

SEE SHEET S&W 04

N

1 2 3 4 5 6 7 KEYED NOTES. SEE GENERAL SANITARY AND WATER CONSTRUCTION NOTES ON SHEET S&W 01.

×××× ABANDON EXISTING PIPE

○○○○○○○ REMOVE EXISTING PIPE

CONTRACTOR SHALL VERIFY THE SIZE, LOCATION AND MATERIAL OF THE EXISTING PIPE LOCATED TO THE SOUTH OF SANITARY MANHOLE NUMBER 05 BEFORE PREPARING SHOP DRAWINGS AND ORDERING STRUCTURE NUMBER 05

SANITARY LATERAL NOTE: THE CONTRACTOR SHALL KEEP THE SANITARY LATERALS DEEP ENOUGH TO AVOID CONFLICTS WITH OTHER UTILITY PIPES (TAKE SPECIAL NOTE OF STORM SEWER PLANS). NEAR THE CONNECTION POINT TO THE EXISTING LATERAL PIPE A RISER MAY BE REQUIRED TO MATCH THE EXISTING PIPE ELEVATION. THIS RISER SHALL CONSIST OF TWO 45° BENDS TO DEFLECT THE NEW PIPE TO THE PROPER ELEVATION. THE HORIZONTAL PIPE RUN SHALL BE SLOPED AT 1/4" PER FOOT AND THE CONTRACT PRICE FOR LATERAL REPLACEMENT SHALL INCLUDE RISERS, CONNECTIONS AND FITTINGS NECESSARY TO PROVIDE A COMPLETE WORKING SYSTEM. SEE STORM SWR PLAN SHEETS.

878 874 870 866 862 858 854

01 RIM=871.13

04 RIM=871.40

05 RIM=871.54

TEE 9+85.23F
9+92.23F
T/P=863.61

45° BEND 9+96.23F
T/P=863.61

0.00%

45° BEND 9+98.23F
T/P=861.61

I.E.(NW-8")=858.00
I.E.(N-10")=857.90
I.E.(S-16")=856.60
I.E.(NE-15")=857.55

53 L.F. OF 15" PVC SAN. SWR. @ 0.43%

I.E.(SW-15")=857.78
I.E.(S-18")=857.78
I.E.(E-15")=857.83

10" WATER MAIN @ 1.25%

T/CURB 871.19

7+17.28
T/P=864.09
FIRE HYDRANT

10" WATER MAIN @ -0.13%

274 L.F. OF 15" PVC SAN. SEWER @ 0.40%

299 L.F. OF 15"W x 21"H VCP SAN. SEWER @ 0.57%

TEE 8+77.20
T/P=863.89

I.E.(W-15")=858.93
I.E.(E-15")=858.98

10" WATER MAIN @ -0.13%

T/CURB 870.85

9+85.28
T/P=863.75
FIRE HYDRANT

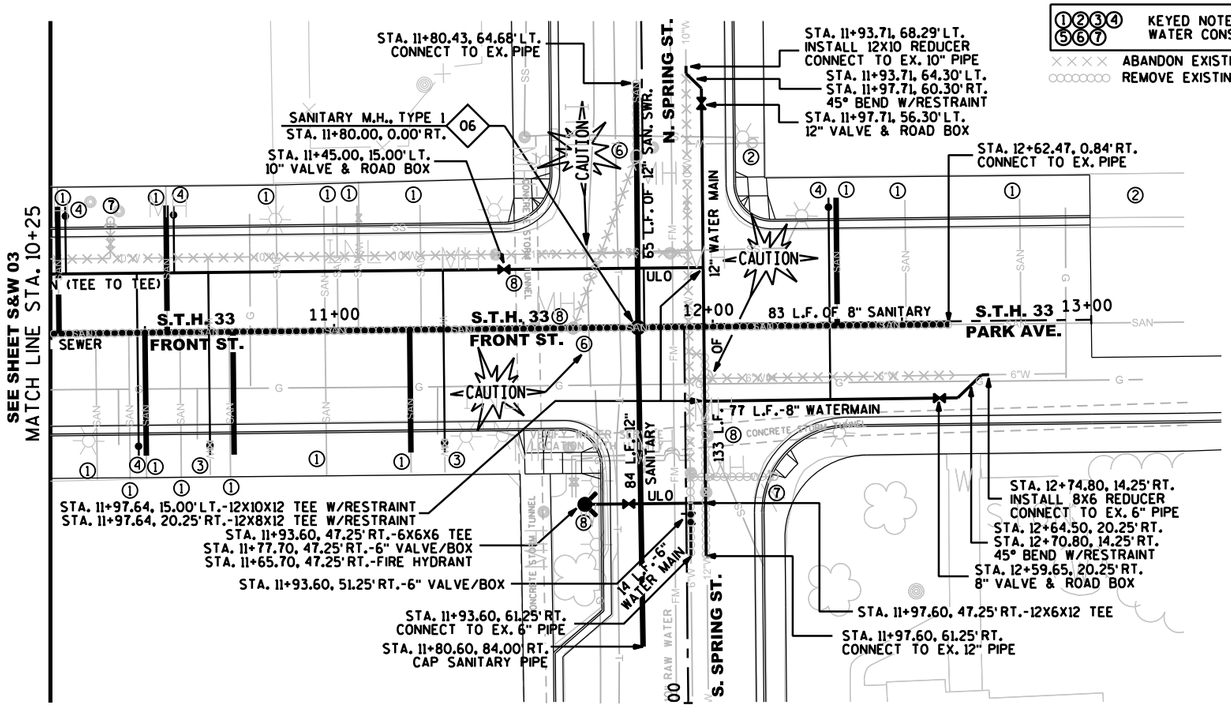
NOTE: RECORDS INDICATE THAT THIS 16" DIAMETER PIPE IS DUCTILE IRON

T/P = T/PIPE = TOP OF PIPE

114+50 115+00 5+50 6+00 6+50 7+00 7+50 8+00 8+50 9+00 9+50 10+00

PROJECT NO: 6083-00-78	HWY: S.T.H. 33	COUNTY: DODGE	SANITARY SEWER & WATER MAIN - 100 BLOCK OF FRONT ST.	SHEET 4	E

2

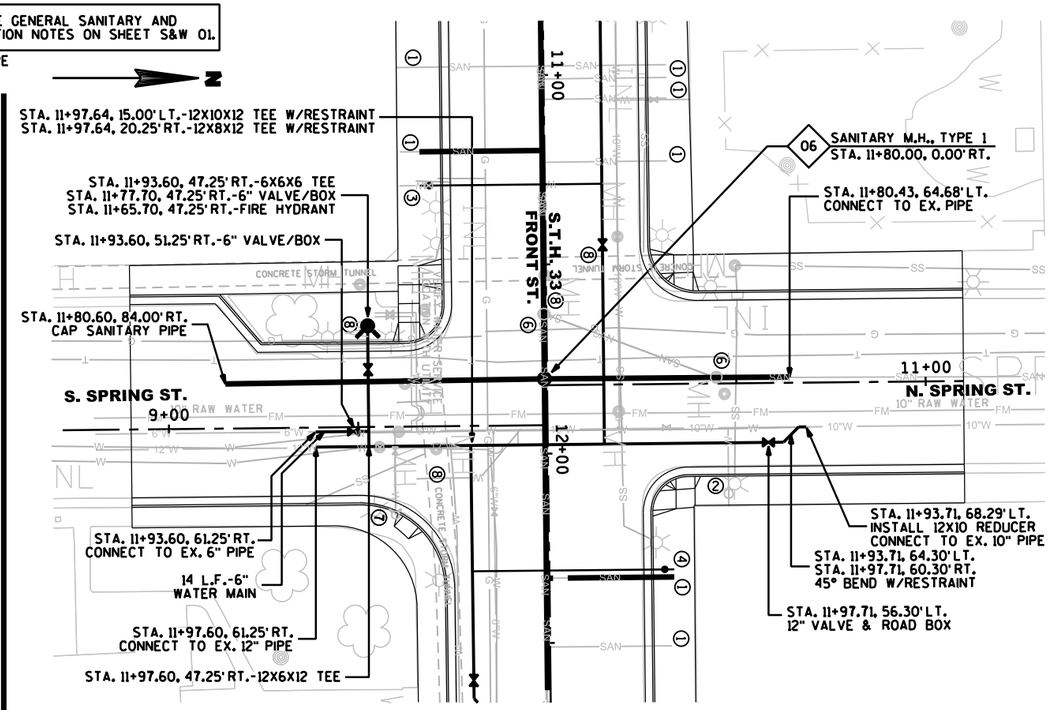


①②③④ ⑤⑥⑦ KEYED NOTES. SEE GENERAL SANITARY AND WATER CONSTRUCTION NOTES ON SHEET S&W 01.

XXXX ABANDON EXISTING PIPE

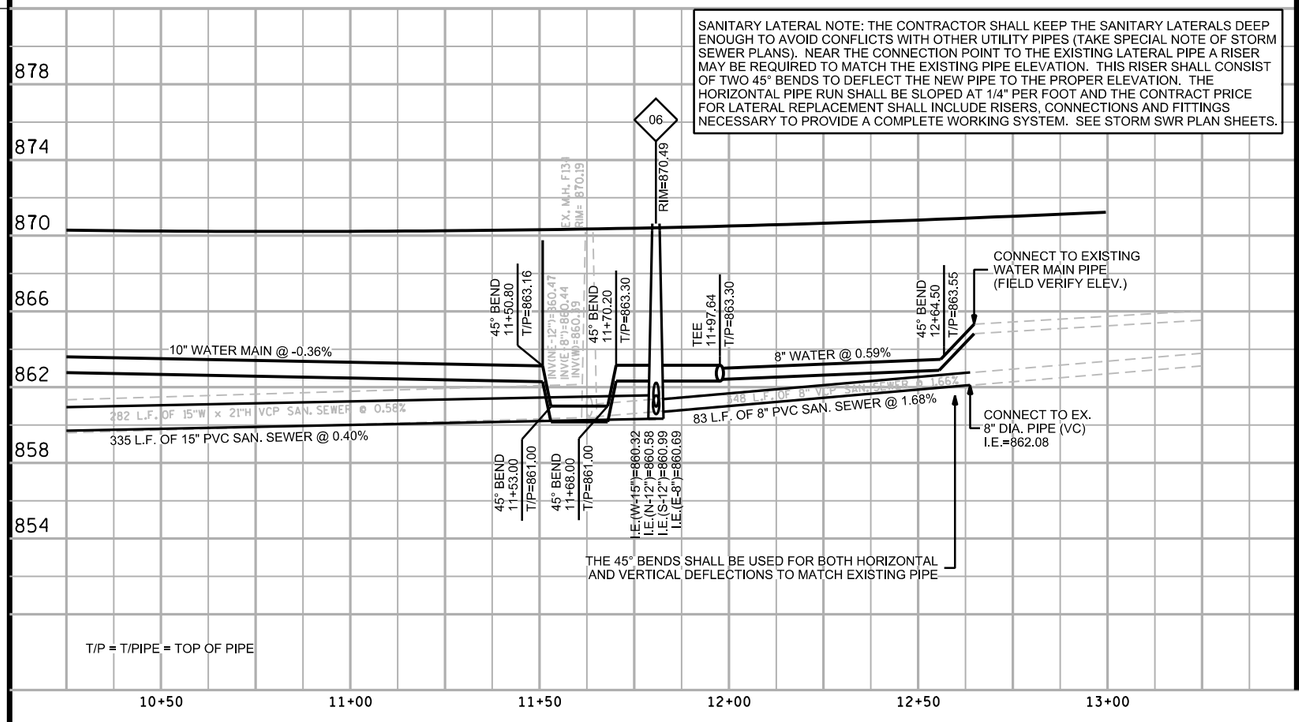
○○○○○○○ REMOVE EXISTING PIPE

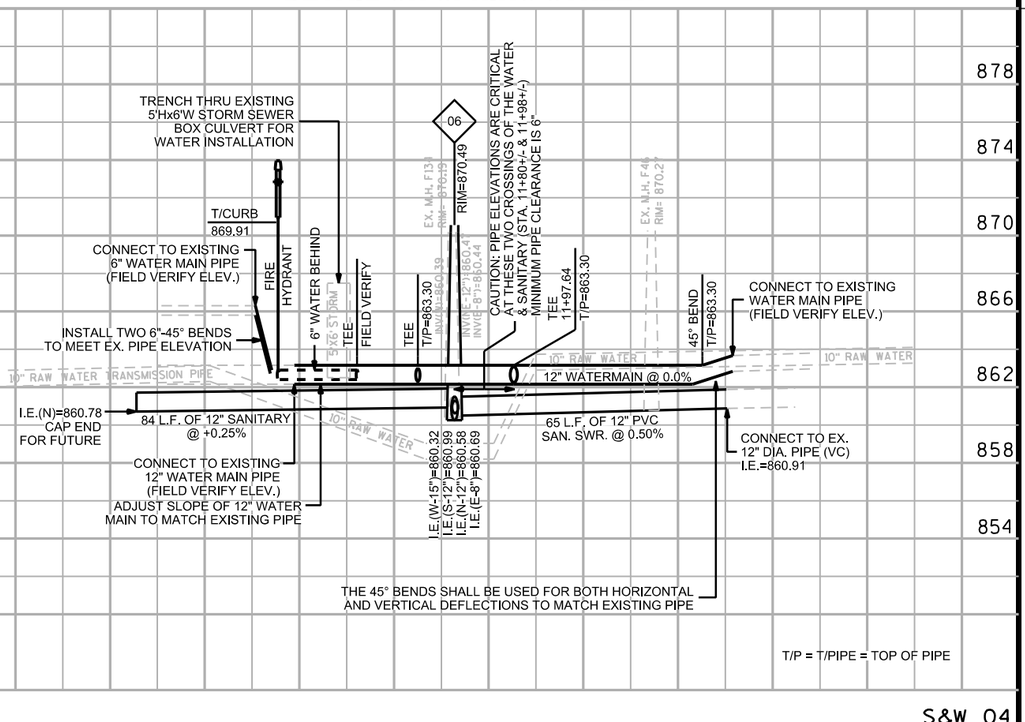
N



DETAIL ON SPRING STREET

SANITARY LATERAL NOTE: THE CONTRACTOR SHALL KEEP THE SANITARY LATERALS DEEP ENOUGH TO AVOID CONFLICTS WITH OTHER UTILITY PIPES (TAKE SPECIAL NOTE OF STORM SEWER PLANS). NEAR THE CONNECTION POINT TO THE EXISTING LATERAL PIPE A RISER MAY BE REQUIRED TO MATCH THE EXISTING PIPE ELEVATION. THIS RISER SHALL CONSIST OF TWO 45° BENDS TO DEFLECT THE NEW PIPE TO THE PROPER ELEVATION. THE HORIZONTAL PIPE RUN SHALL BE SLOPED AT 1/4" PER FOOT AND THE CONTRACT PRICE FOR LATERAL REPLACEMENT SHALL INCLUDE RISERS, CONNECTIONS AND FITTINGS NECESSARY TO PROVIDE A COMPLETE WORKING SYSTEM. SEE STORM SWR PLAN SHEETS.





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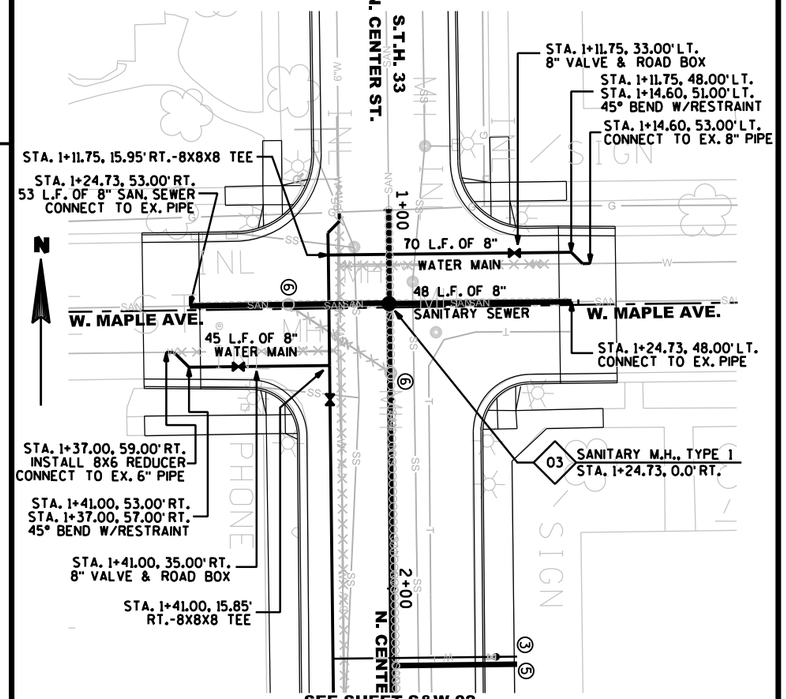
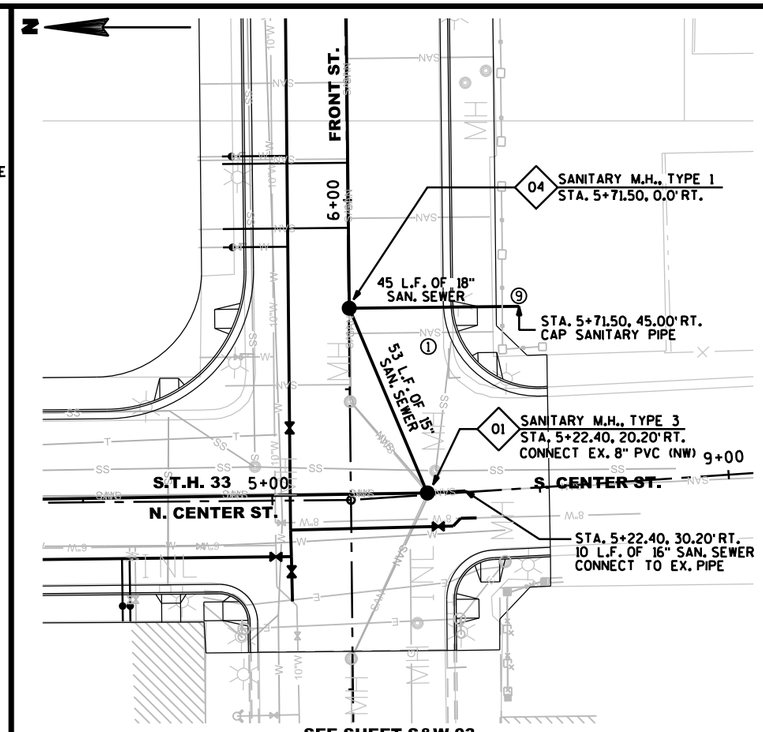


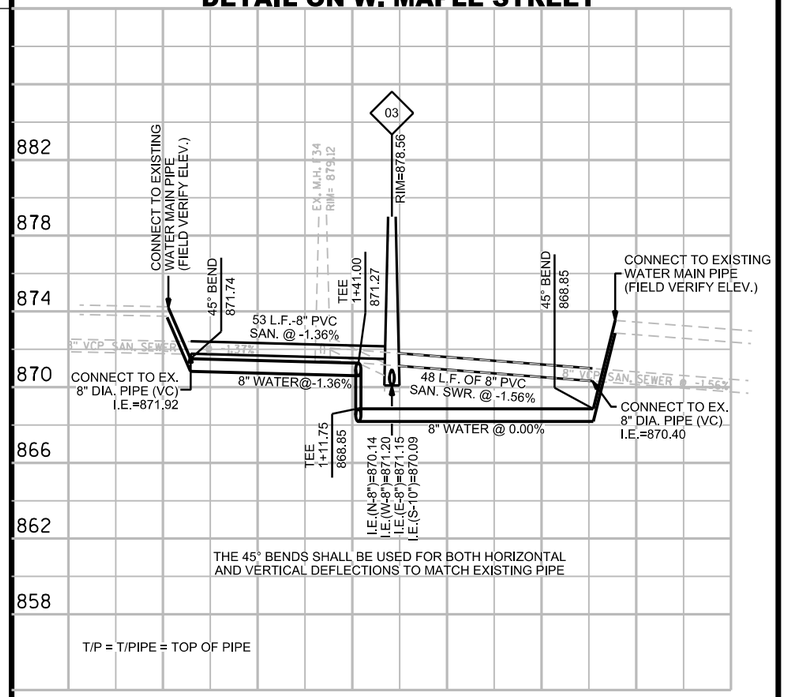
SEE SHEET S&W 02

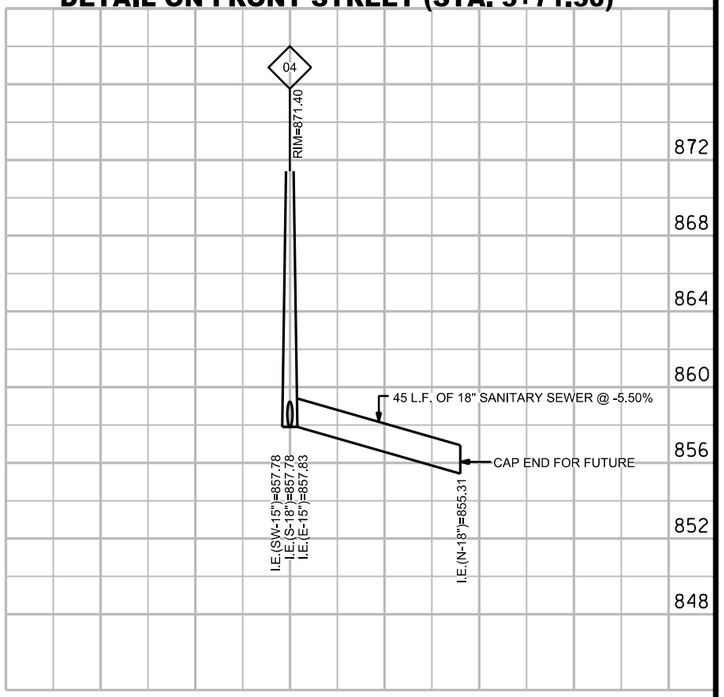
DETAIL ON W. MAPLE STREET



SEE SHEET S&W 03

DETAIL ON FRONT STREET (STA. 5+71.50)





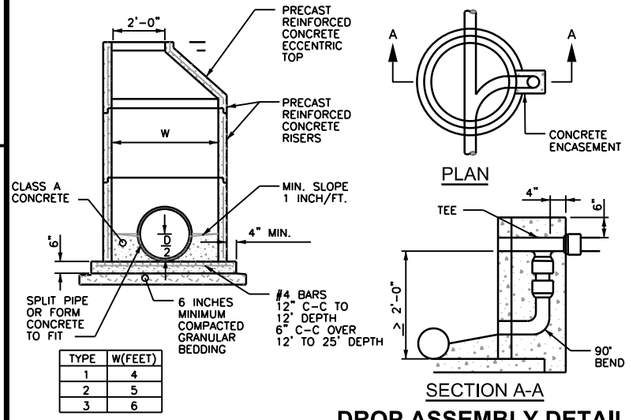
1 2 3 4 5 6 7 KEYED NOTES. SEE GENERAL SANITARY AND WATER CONSTRUCTION NOTES ON SHEET S&W 01.

XXXX ABANDON EXISTING PIPE

OOOOOOOO REMOVE EXISTING PIPE

2

SANITARY SEWER DETAILS



TYPE	W(FEET)
1	4
2	5
3	6

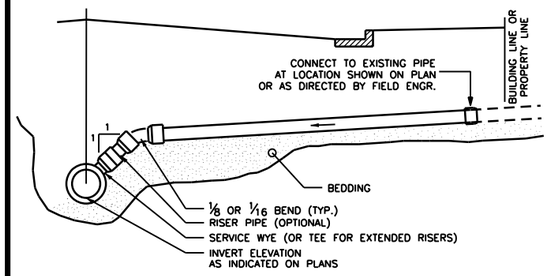
DROP ASSEMBLY DETAIL

GENERAL NOTES:

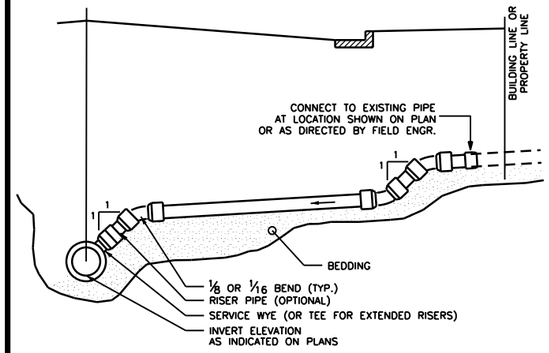
1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE SPECIFICATIONS AND THE APPLICABLE SPECIAL CONDITIONS.
2. DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.
3. PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
4. ECCENTRIC CONE TOPS SHALL BE USED ON ALL STRUCTURES UNLESS SHOWN OTHERWISE ON THE PLANS OR DIRECTED BY THE ENGINEER.
5. PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.
6. ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.
7. DROP CONNECTIONS SHALL BE USED WHEN THE PIPE INVERT IS MORE THAN 2 FEET ABOVE THE MANHOLE INVERT.

PRECAST REINFORCED CONCRETE MANHOLE DETAIL

SCALE: NONE



SINGLE RISER-ELEVATION VIEW



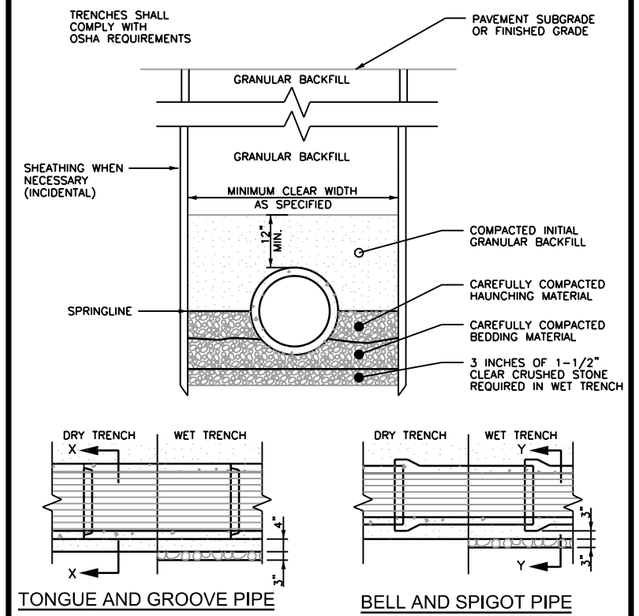
DOUBLE RISER-ELEVATION VIEW

NOTES FOR LATERAL INSTALLATION:

1. LATERAL SLOPES SHALL BE 1/8 INCH PER FOOT MINIMUM AND 1/2 INCH PER FOOT MAXIMUM.
2. IF AN EXTENDED RISER IS USED, THEN INSTALL A SHORT NIPPLE AND PROVIDE BELL TO BELL CONTACT AT THE FLEXIBLE PREFABRICATED TEE (CITY APPROVED).
3. THE PAY LENGTH FOR SANITARY LATERAL REPLACEMENT INCLUDES THE RISER SECTION(S) AND ALL FITTINGS REQUIRED TO MAKE A COMPLETE WORKING UNIT.

SANITARY SEWER LATERAL DETAIL

SCALE: NONE



TONGUE AND GROOVE PIPE

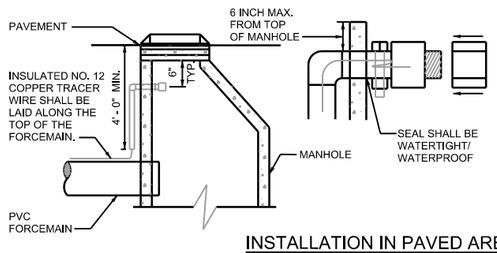
BELL AND SPIGOT PIPE

GENERAL NOTES:

1. BEDDING AND HAUNCHING MATERIAL SHALL BE GRANULAR AS PER SPECS.
2. BEDDING MATERIAL TO BE PLACED BEFORE SETTING PIPE, 4 INCH MINIMUM UNDER BARREL WITH 3 INCH MINIMUM UNDER BELL.
3. INITIAL GRANULAR BACKFILL SHALL BE DENSELY COMPACTED, NON-COHESIVE FINELY DIVIDED MATERIAL FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
4. IN ROCK OR OTHER INCOMPRESSABLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6-INCHES AND REFILLED WITH GRANULAR MATERIAL.
5. INSTALL AND COMPACT HAUNCHING IN 6-INCH MAXIMUM LAYERS. WORK IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.

SANITARY SEWER EMBEDMENT DETAIL

SCALE: NONE



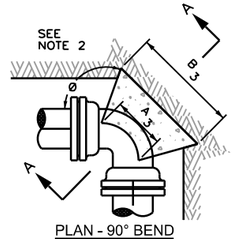
INSTALLATION IN PAVED AREA

GENERAL NOTES:

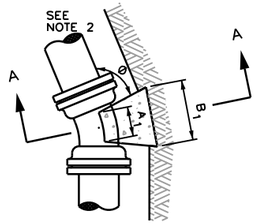
1. THE TRACER WIRE SHALL REMAIN CONTINUOUS TO THE GREATEST EXTENT POSSIBLE.
2. A THREADED, FEMALE PVC SCHEDULE 40 PLUG AND MALE COUPLING GLUED TO 3/4 INCH SCHEDULE 40 SHALL BE INSTALLED IN OR ADJACENT TO THE VALVE VAULT AND MANHOLE.
3. WIRE PIGTAIL SHALL BE WRAPPED AROUND BOLT AND READILY ACCESSIBLE, WITH SUFFICIENT LENGTH FOR EASY CONNECTION.

TRACER WIRE INSTALLATION FOR PVC MAIN DETAIL

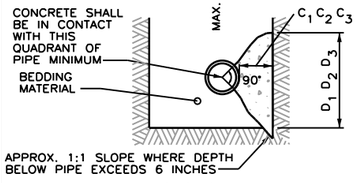
SCALE: NONE



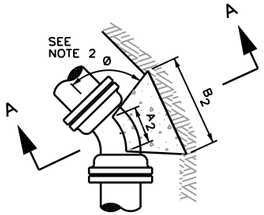
PLAN - 90° BEND



PLAN - 22 1/2 ° BEND



SECTION A-A



PLAN - 45° BEND

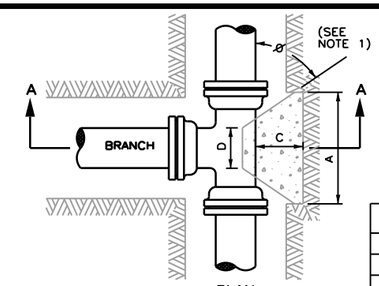
NOTES:

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND AN EARTH RESISTANCE OF 2 TONS PER SQ. FT. INFORM THE ENGINEER IF PRESSURES EXCEED 150 PSI, OR ON-SITE SOIL DOES NOT MEET THIS CONDITION.
2. DIMENSION C_1 C_2 C_3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.
3. DIMENSION A_1 A_2 A_3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERRING WITH THE MECHANICAL JOINT.
4. BUTTRESS TO BE POURED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
5. ALL BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.

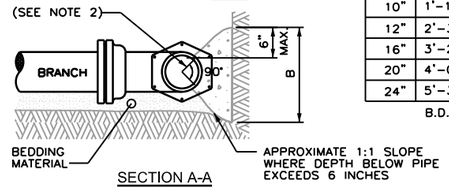
BUTTRESS DIMENSIONS						
PIPE SIZE	22 1/2 ° BENDS		45° BENDS		90° BENDS	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'-0"	1'-0"	1'-0"	1'-0"	1'-4"	1'-2"
8"	1'-0"	1'-0"	1'-4"	1'-2"	1'-10"	1'-6"
10"	1'-2"	1'-2"	1'-7"	1'-7"	2'-3"	1'-10"
12"	1'-4"	1'-4"	1'-10"	1'-10"	2'-8"	2'-3"
16"	1'-10"	1'-8"	2'-6"	2'-4"	3'-10"	2'-10"
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"

BUTTRESS FOR BENDS DETAIL

SCALE: NONE



PLAN



SECTION A-A

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"		
10"	1'-10"	1'-8"		
12"	2'-3"	2'-0"		
16"	3'-2"	2'-6"		
20"	4'-0"	3'-0"		
24"	5'-3"	3'-4"		

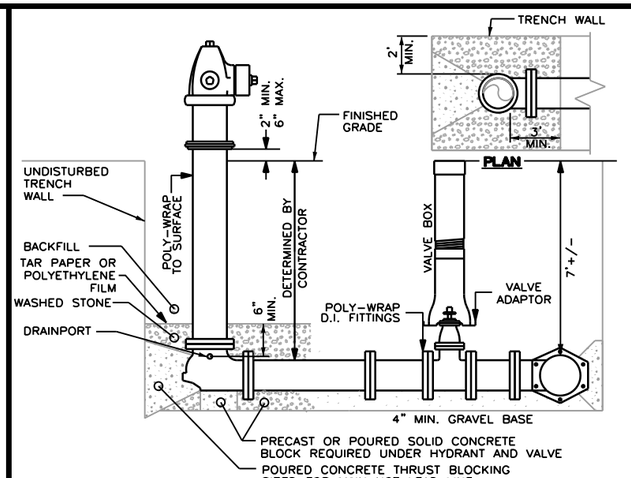
B.D. = BRANCH DIAMETER

NOTES:

1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø GREATER THAN OR EQUAL TO 45°.
2. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT 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. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
5. BUTTRESS TO BE POURED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. ALL BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.

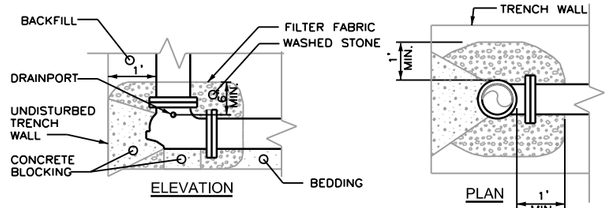
BUTTRESS FOR TEES DETAIL

SCALE: NONE



ELEVATION

IMPERVIOUS SOIL SUMP DETAIL



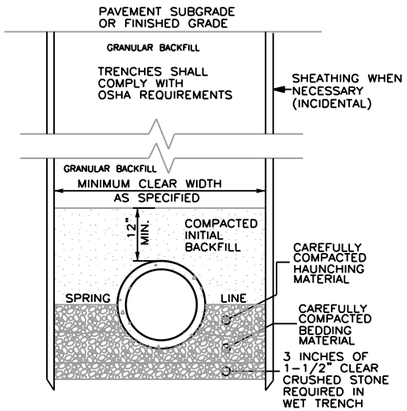
ELEVATION PLAN

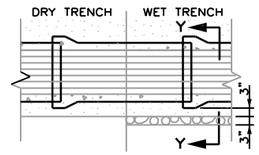
PERVIOUS SOIL SUMP DETAIL

HYDRANT AND LEAD CONNECTION DETAIL

SCALE: NONE

WATER MAIN DETAILS





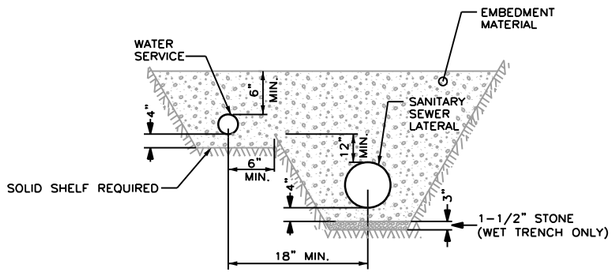
BELL AND SPIGOT PIPE

GENERAL NOTES:

1. BEDDING AND HAUNCHING MATERIAL SHALL BE GRANULAR AS PER SPECS.
2. BEDDING MATERIAL TO BE PLACED BEFORE SETTING PIPE, 4 INCH MIN. UNDER BARREL WITH 3 INCH MIN. UNDER BELL.
3. INITIAL BACKFILL SHALL BE DENSELY COMPACTED, NON-COHESIVE FINELY DIVIDED MATERIAL FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
4. IN ROCK OR OTHER INCOMPRESSABLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6-INCHES 6-INCHES AND REFILLED WITH GRANULAR MATERIAL.
5. INSTALL AND COMPACT HAUNCHING IN 6-INCH MAXIMUM LAYERS. WORK IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.

WATER PIPE EMBEDMENT DETAIL

SCALE: NONE

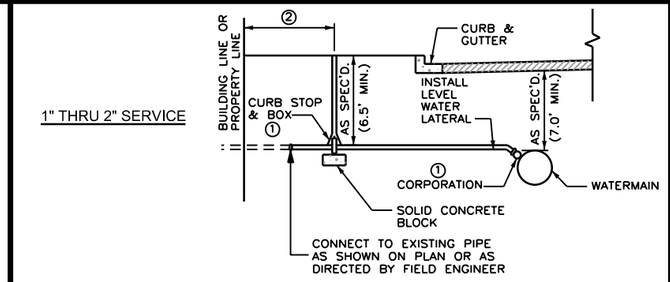


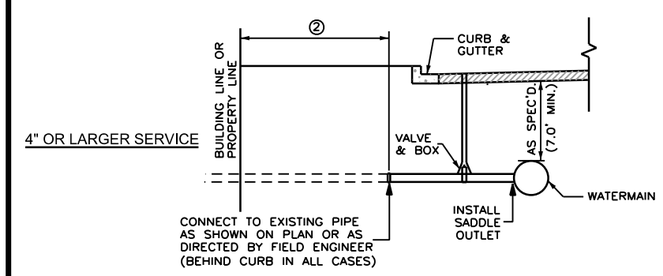
GENERAL NOTES:

1. WATER SERVICES 3 INCHES IN DIAMETER AND LARGER SHALL BE LAID WITH A CLEAR HORIZONTAL SEPERATION NOT LESS THAN 2 FEET FROM THE SANITARY LATERAL.

WATER SERVICE AND SANITARY SEWER LATERAL DETAIL

SCALE: NONE



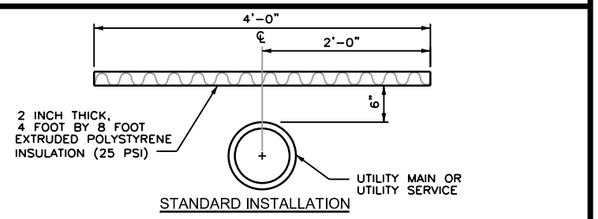


GENERAL NOTES:

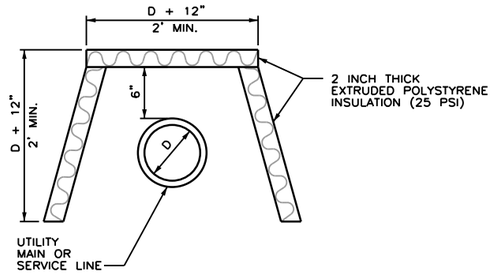
1. SEE PLANS AND SPECIFICATIONS FOR SIZE AND TYPE OF CURB STOP AND BOX CORPORATION AND SERVICE LINE.
2. AS SHOWN ON PLAN OR AS DIRECTED BY FIELD ENGINEER.

WATER SERVICE DETAIL

SCALE: NONE



STANDARD INSTALLATION



SIDE PROTECTION INSTALLATION

GENERAL NOTES:

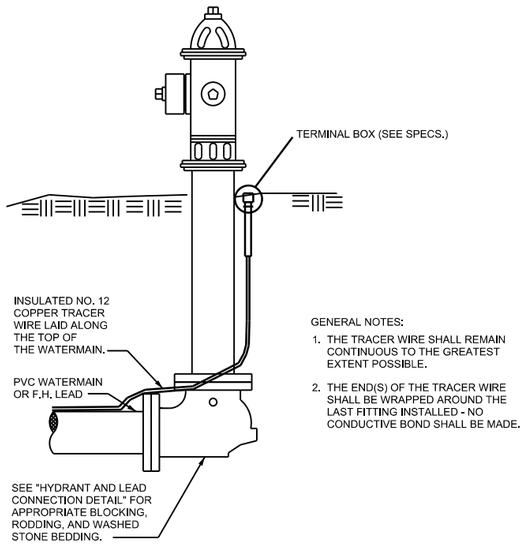
1. THE SIDE PROTECTION INSTALLATION SHALL BE USED WHEN THE TOP OF THE PIPE IS LESS THAN 5.5 FEET BELOW FINISH GRADE.
2. A DOUBLE THICKNESS OF INSTALLATION SHALL BE USED WHEN THE TOP OF PIPE IS LESS THAN 5 FEET BELOW FINISH GRADE.

PIPE INSULATION DETAIL

SCALE: NONE

PROJECT NO: 6083-00-78	HWY: S.T.H. 33	COUNTY: DODGE	WATER MAIN DETAILS	SHEET 8	E

WATER MAIN DETAILS



GENERAL NOTES:

1. THE TRACER WIRE SHALL REMAIN CONTINUOUS TO THE GREATEST EXTENT POSSIBLE.
2. THE END(S) OF THE TRACER WIRE SHALL BE WRAPPED AROUND THE LAST FITTING INSTALLED - NO CONDUCTIVE BOND SHALL BE MADE.

TRACER WIRE INSTALLATION FOR PVC WATERMAIN DETAIL
SCALE: NONE

DATE 12DEC14 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	6083-00-78 QUANTITY
0690	619.1000	MOBILIZATION	EACH	0.200	0.200
1840	SPV.0060	SPECIAL 04. UTILITY LINE OPENING	EACH	4.000	4.000
1890	SPV.0060	SPECIAL 10. SANITARY MANHOLE COVERS TYPE J-SPECIAL	EACH	6.000	6.000
1900	SPV.0060	SPECIAL 11. STANDARD SANITARY PIPE CONNECTION	EACH	7.000	7.000
1910	SPV.0060	SPECIAL 12. SANITARY WYE 8-INCH MAIN	EACH	1.000	1.000
1920	SPV.0060	SPECIAL 13. SANITARY WYE 10-INCH MAIN	EACH	1.000	1.000
1930	SPV.0060	SPECIAL 14. SANITARY WYE 15-INCH MAIN	EACH	27.000	27.000
1940	SPV.0060	SPECIAL 15. WATER VALVE & BOX 6-INCH	EACH	6.000	6.000
1950	SPV.0060	SPECIAL 16. WATER VALVE & BOX 8-INCH	EACH	6.000	6.000
1960	SPV.0060	SPECIAL 17. WATER VALVE & BOX 10-INCH	EACH	4.000	4.000
1970	SPV.0060	SPECIAL 18. WATER VALVE & BOX 12-INCH	EACH	1.000	1.000
1980	SPV.0060	SPECIAL 19. FIRE HYDRANT	EACH	4.000	4.000
1990	SPV.0060	SPECIAL 20. TEE 6"X6"X6"	EACH	1.000	1.000
2000	SPV.0060	SPECIAL 21. TEE 8"X6"X8"	EACH	1.000	1.000
2010	SPV.0060	SPECIAL 22. TEE 8"X8"X8"	EACH	2.000	2.000
2020	SPV.0060	SPECIAL 23. TEE 10"X6"X10"	EACH	3.000	3.000
2030	SPV.0060	SPECIAL 24. TEE 10"X8"X10"	EACH	2.000	2.000
2040	SPV.0060	SPECIAL 25. TEE 12"X6"X12"	EACH	1.000	1.000
2050	SPV.0060	SPECIAL 26. TEE 12"X8"X12"	EACH	1.000	1.000
2060	SPV.0060	SPECIAL 27. TEE 12"X10"X12"	EACH	1.000	1.000
2070	SPV.0060	SPECIAL 28. BEND 45-DEGREE 8-INCH	EACH	12.000	12.000
2080	SPV.0060	SPECIAL 29. BEND 45-DEGREE 10-INCH	EACH	4.000	4.000
2090	SPV.0060	SPECIAL 30. BEND 45-DEGREE 12-INCH	EACH	2.000	2.000
2100	SPV.0060	SPECIAL 31. REDUCER 8"X6"	EACH	3.000	3.000
2110	SPV.0060	SPECIAL 32. REDUCER 12"X10"	EACH	1.000	1.000
2120	SPV.0060	SPECIAL 33. CONNECT WATER MAIN TO EX. PIPE	EACH	10.000	10.000
2130	SPV.0060	SPECIAL 34. COPR., CURB STOP & BOX	EACH	33.000	33.000
2190	SPV.0090	SPECIAL 01. SANITARY SEWER PIPE 8-INCH	LF	214.000	214.000
2200	SPV.0090	SPECIAL 02. SANITARY SEWER PIPE 10-INCH	LF	416.000	416.000
2210	SPV.0090	SPECIAL 03. SANITARY SEWER PIPE 12-INCH	LF	149.000	149.000
2220	SPV.0090	SPECIAL 04. SANITARY SEWER PIPE 15-INCH	LF	662.000	662.000
2230	SPV.0090	SPECIAL 05. SANITARY SEWER PIPE 16-INCH	LF	10.000	10.000
2240	SPV.0090	SPECIAL 06. SANITARY LATERAL 4 OR 6-INCH	LF	957.000	957.000
2250	SPV.0090	SPECIAL 07. WATER MAIN 6-INCH	LF	140.500	140.500
2260	SPV.0090	SPECIAL 08. WATER MAIN 8-INCH	LF	649.000	649.000
2270	SPV.0090	SPECIAL 09. WATER MAIN 10-INCH	LF	717.000	717.000
2280	SPV.0090	SPECIAL 10. WATER MAIN 12-INCH	LF	133.000	133.000
2290	SPV.0090	SPECIAL 11. WATER SERVICE 1-INCH	LF	1,062.000	1,062.000
2320	SPV.0090	SPECIAL 14. SANITARY SEWER PIPE 18-INCH	LF	45.000	45.000
2360	SPV.0105	SPECIAL 03. ABANDON/REMOVE EX. SANITARY PIPE OR STRUCTURE	LS	1.000	1.000
2370	SPV.0105	SPECIAL 04. ABANDON/REMOVE EX. WATER PIPE OR STRUCTURE	LS	1.000	1.000
2450	SPV.0200	SPECIAL 01. SANITARY MANHOLE TYPE 1	VF	51.090	51.090
2460	SPV.0200	SPECIAL 02. SANITARY MANHOLE TYPE 3	VF	13.280	13.280

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SANITARY MANHOLES

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET DIST.	OFFSET DIR.	LOCATION	SHEET NO.	STRUCTURE	INSIDE DIAMETER FT	TOP OF COVER ELEV.	TOP OF STRUCTURE ELEV.	PIPE INVERT ELEV.	PIPE SIZE INCHES	(SPV.0200.01) SANITARY MANHOLE (TYPE 1) SPECIAL VF	(SPV.0200.02) SANITARY MANHOLE (TYPE 3) SPECIAL VF	(SPV.0060.10) SANITARY MH COVERS TYPE J-S EACH
010	01	5+22.40	20.20	RT.	S. CENTER ST.	03	MANHOLE	6	871.13	869.88	856.60	-	-	13.28	1
	01.1	5+22.40	30.20	RT.	S. CENTER ST.	02	CONNECTION	-	-	-	856.57	16	-	-	-
	01.2	5+22.40	20.20	RT.	S. CENTER ST.	02	CONNECTION	-	-	-	858.00	8	-	-	-
	04	5+71.50	0.00	RT.	FRONT ST.	03	MANHOLE	4	871.40	870.15	857.78	-	12.37	-	1
	05	8+45.73	0.00	RT.	FRONT ST.	03	MANHOLE	4	871.54	870.29	858.93	-	11.36	-	1
	06	11+80.00	0.00	RT.	FRONT ST.	04	MANHOLE	4	870.49	869.24	860.32	-	8.92	-	1
	06.1	11+80.43	64.68	LT.	N. SPRING ST.	04	CONNECTION	-	-	-	860.91	12	-	-	-
	06.2	12+62.47	0.84	RT.	FRONT ST.	04	CONNECTION	-	-	-	862.08	8	-	-	-
	03	1+24.73	0.00	RT.	N. CENTER ST.	02	MANHOLE	4	878.56	877.31	870.09	-	7.22	-	1
	03.1	1+00.00	0.00	RT.	N. CENTER ST.	02	CONNECTION	-	-	-	870.68	8	-	-	-
	03.2	1+24.73	53.00	RT.	W. MAPLE AVE.	05	CONNECTION	-	-	-	871.92	8	-	-	-
	03.3	1+24.73	48.00	LT.	W. MAPLE AVE.	05	CONNECTION	-	-	-	870.40	8	-	-	-
	02	3+15	0.00	RT.	N. CENTER ST.	02	MANHOLE	4	873.82	872.57	861.35	-	11.22	-	1
	TOTAL 6083-00-78												51.09	13.28	6

WATER MAIN PIPE SUMMARY

CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	TO	STATION	OFFSET DIST.	OFFSET DIR.	LOCATION	SHEET NO.	(SPV.0090.07) WATER MAIN 6-INCH SPECIAL LF	(SPV.0090.08) WATER MAIN 8-INCH SPECIAL LF	(SPV.0090.09) WATER MAIN 10-INCH SPECIAL LF	(SPV.0090.10) WATER MAIN 12-INCH SPECIAL LF	COMMENTS
020	9+73.00F	15.40	LT.		9+81.23F	16.00	LT.	FRONT ST.	03	-	-	8.0	-	PROJECT MATCH
	9+81.23F	16.00	LT.		9+92.23F	16.00	LT.	FRONT ST.	03	-	-	11.0	-	
	9+85.23F	16.00	LT.		9+94.80F	33.00	RT.	S. CENTER ST.	02	-	51.0	-	-	
	9+85.23F	16.00	LT.		7+17.28	15.70	LT.	FRONT ST.	03	-	-	212.0	-	
	7+17.28	15.70	LT.		7+17.28	30.50	LT.	FRONT ST.	03	14.8	-	-	-	HYDRANT PIPE
	7+17.28	15.70	LT.		8+77.20	15.45	LT.	FRONT ST.	03	-	-	160.0	-	
	8+77.20	15.45	LT.		8+77.20	37.55	RT.	FRONT ST.	03	53.0	-	-	-	
	8+77.20	15.45	LT.		9+85.28	15.30	LT.	FRONT ST.	03	-	-	108.0	-	
	9+85.28	15.30	LT.		9+85.28	30.50	LT.	FRONT ST.	03	15.2	-	-	-	HYDRANT PIPE
	9+85.28	15.30	LT.		11+97.64	15.00	LT.	FRONT ST.	03 & 04	-	-	218.0	-	
	11+97.64	15.00	LT.		11+93.71	68.29	LT.	N. SPRING ST.	04	-	-	-	57.0	
	11+97.64	15.00	LT.		11+97.64	20.25	RT.	N. SPRING ST.	04	-	-	-	35.0	
	11+97.64	20.25	RT.		12+74.80	14.25	RT.	FRONT ST.	04	-	77.0	-	-	
	11+97.64	20.25	RT.		11+97.60	47.25	RT.	S. SPRING ST.	04	-	-	-	27.0	
	11+97.60	47.25	RT.		11+97.60	61.25	RT.	S. SPRING ST.	04	-	-	-	14.0	
	11+97.60	47.25	RT.		11+93.60	47.25	RT.	S. SPRING ST.	04	4.0	-	-	-	
	11+93.60	47.25	RT.		11+65.70	47.25	RT.	S. SPRING ST.	04	27.9	-	-	-	HYDRANT PIPE
	11+93.60	47.25	RT.		11+93.60	61.25	RT.	S. SPRING ST.	04	14.0	-	-	-	
	1+00.00	13.00	RT.		1+11.75	15.95	RT.	N. CENTER ST.	02	-	13.0	-	-	
	1+11.75	15.95	RT.		1+14.60	53.00	LT.	W. MAPLE AVE.	02 & 05	-	70.0	-	-	
	1+11.75	15.95	RT.		1+41.00	15.85	RT.	N. CENTER ST.	02	-	29.0	-	-	
	1+41.00	15.85	RT.		1+37.00	59.00	RT.	W. MAPLE AVE.	02 & 05	-	45.0	-	-	
	1+41.00	15.85	RT.		3+13.20	15.40	RT.	N. CENTER ST.	02	-	172.0	-	-	
	3+13.20	15.40	RT.		3+13.20	27.00	RT.	N. CENTER ST.	02	11.6	-	-	-	HYDRANT PIPE
	3+13.20	15.40	RT.		9+85.23F	16.00	LT.	N. CENTER ST.	02	-	192.0	-	-	
								TOTAL 6083-00-78		140.5	649.0	717.0	133.0	

UTILITY LINE OPENINGS

CATEGORY	STATION	LOCATION	(SPV.0060.04) UTILITY LINE OPENING EACH
020	11+90	15.00' LT	1
020	11+90	47.25' RT	1
010	UNDISTRIBUTED		2
	TOTAL 6083-00-78		4

MOBILIZATION

CATEGORY	STATION	LOCATION	(619.1000) MOBILIZATION EACH
010	UNDISTRIBUTED		0.1
020	UNDISTRIBUTED		0.1
	TOTAL 6083-00-78		0.2

NOTE: ADDITIONAL QUANTITIES LISTED ELSEWHERE

WATER APPURTENANCES SUMMARY

CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	STREET	SHEET NO.	(SPV.0060.15) VALVES & BOXES 6-INCH SPECIAL EACH	(SPV.0060.16) VALVES & BOXES 8-INCH SPECIAL EACH	(SPV.0060.17) VALVES & BOXES 10-INCH SPECIAL EACH	(SPV.0060.18) VALVES & BOXES 12-INCH SPECIAL EACH	(SPV.0060.19) FIRE HYDRANTS SPECIAL EACH	(SPV.0060.20) TEES 6X6X6 SPECIAL EACH	(SPV.0060.21) TEES 8X6X8 SPECIAL EACH	(SPV.0060.22) TEES 8X8X8 SPECIAL EACH	(SPV.0060.23) TEES 10X6X10 SPECIAL EACH	(SPV.0060.24) TEES 10X8X10 SPECIAL EACH	(SPV.0060.25) TEES 12X6X12 SPECIAL EACH	(SPV.0060.26) TEES 12X8X12 SPECIAL EACH	(SPV.0060.27) TEES 12X10X12 SPECIAL EACH	(SPV.0060.28) BEND 45-DEG. 8-INCH SPECIAL EACH	(SPV.0060.29) BEND 45-DEG. 10-INCH SPECIAL EACH	(SPV.0060.30) BEND 45-DEG. 12-INCH SPECIAL EACH	(SPV.0060.31) REDUCER 8X6 SPECIAL EACH	(SPV.0060.32) REDUCER 12X10 SPECIAL EACH	(SPV.0060.33) CONNECT WATER TO EX. PIPE SPECIAL EACH
020	9+81.23F	16.00	LT.	FRONT ST.	03	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9+85.23F	16.00	LT.	FRONT ST.	03	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	9+85.23F	20.00	LT.	N. CENTER ST.	03	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9+92.23F	16.00	LT.	FRONT ST.	03	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
	9+92.80F	23.00	RT.	S. CENTER ST.	02	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9+92.80F	27.00	RT.	S. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	9+94.80F	29.00	RT.	S. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	9+94.80F	33.00	RT.	S. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	9+73.00F	15.40	LT.	FRONT ST.	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	5+40.00	16.00	LT.	FRONT ST.	03	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7+17.28	15.70	LT.	FRONT ST.	03	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	7+17.28	22.00	LT.	FRONT ST.	03	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7+17.28	30.50	LT.	FRONT ST.	03	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8+69.20	15.45	LT.	FRONT ST.	03	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8+77.20	14.45	LT.	FRONT ST.	03	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	8+77.20	11.45	LT.	FRONT ST.	03	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8+77.20	37.55	RT.	FRONT ST.	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	9+85.28	15.30	LT.	FRONT ST.	03	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
	9+85.28	22.00	LT.	FRONT ST.	03	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	9+85.28	30.50	LT.	FRONT ST.	03	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11+50.80	15.00	LT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
	11+53.00	15.00	LT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
	11+45.00	15.00	LT.	FRONT ST.	04	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11+68.00	15.00	LT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
	11+70.20	15.00	LT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
	11+97.64	15.00	LT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
	11+97.71	56.30	LT.	N. SPRING ST.	04	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11+97.71	60.30	LT.	N. SPRING ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	11+93.71	64.30	LT.	N. SPRING ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	11+93.71	68.29	LT.	N. SPRING ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
	11+97.64	20.25	RT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
	12+59.65	20.25	RT.	FRONT ST.	04	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	12+64.50	20.25	RT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	12+70.80	14.25	RT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	12+74.80	14.25	RT.	FRONT ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
	11+97.60	47.25	RT.	S. SPRING ST.	04	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
	11+93.60	47.25	RT.	S. SPRING ST.	04	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	11+77.70	47.25	RT.	S. SPRING ST.	04	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11+65.70	47.25	RT.	S. SPRING ST.	04	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11+93.60	51.25	RT.	S. SPRING ST.	04	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11+93.60	61.25	RT.	S. SPRING ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	11+97.60	61.25	RT.	S. SPRING ST.	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	1+00.00	13.00	RT.	N. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
	1+02.00	13.00	RT.	N. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+05.00	15.95	RT.	N. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+11.75	15.95	RT.	N. CENTER ST.	02	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
	1+11.75	33.00	LT.	W. MAPLE AVE.	02 & 05	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1+11.75	48.00	LT.	W. MAPLE AVE.	02 & 05	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+14.60	51.00	LT.	W. MAPLE AVE.	02 & 05	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+14.60	53.00	LT.	W. MAPLE AVE.	02 & 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	1+34.50	15.85	RT.	N. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+37.00	15.85	RT.	N. CENTER ST.	02	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+41.00	15.85	RT.	N. CENTER ST.	02	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
	1+41.00	40.00	RT.	W. MAPLE AVE.	02 & 05	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1+41.00	53.00	RT.	W. MAPLE AVE.	02 & 05	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+37.00	57.00	RT.	W. MAPLE AVE.	02 & 05	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
	1+37.00	59.00	RT.	W. MAPLE AVE.	02 & 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1
	1+50.00	15.85	RT.	N. CENTER ST.	02	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	3+13.20	15.40	RT.	N. CENTER ST.	02	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
	3+13.20	19.00	RT.	N. CENTER ST.	02	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	3+13.20	27.00	RT.	N. CENTER ST.	02	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				TOTAL 6083-00-78		6	6	4	1	4	1	1	2	3	2	1	1	1	12	4	2	3	1	10

SANITARY LATERAL AND WATER SERVICE SUMMARY

CATEGORY	STATION	OFFSET DIR.	SHEET NO.	(SPV.0060.12) SANITARY WYE 8-INCH MAIN SPECIAL EACH	(SPV.0060.13) SANITARY WYE 10-INCH MAIN SPECIAL EACH	(SPV.0060.14) SANITARY WYE 15-INCH MAIN SPECIAL EACH	(SPV.0090.06) SANITARY LATERAL 4 OR 6-INCH SPECIAL LF	ADDRESS	STREET
010	5+93	LT.	03	-	-	1	33	150	FRONT ST.
	6+10	LT.	03	-	-	1	33	146	FRONT ST.
	6+61	RT.	03	-	-	1	33	141	FRONT ST.
	6+64	LT.	03	-	-	1	33	144	FRONT ST.
	6+85	LT.	03	-	-	1	33	142	FRONT ST.
	6+92	RT.	03	-	-	1	33	139	FRONT ST.
	7+08	LT.	03	-	-	1	33	140	FRONT ST.
	7+26	RT.	03	-	-	1	33	137	FRONT ST.
	7+39	LT.	03	-	-	1	33	138	FRONT ST.
	7+32	RT.	03	-	-	1	33	135	FRONT ST.
	7+68	RT.	03	-	-	1	33	133	FRONT ST.
	7+97	LT.	03	-	-	1	33	132	FRONT ST.
	8+03	RT.	03	-	-	1	33	129	FRONT ST.
	8+57	RT.	03	-	-	1	33	127	FRONT ST.
	8+76	LT.	03	-	-	1	33	126	FRONT ST.
	8+86	RT.	03	-	-	1	33	123	FRONT ST.
	9+18	RT.	03	-	-	1	33	123	FRONT ST.
	9+25	LT.	03	-	-	1	33	122	FRONT ST.
	9+57	LT.	03	-	-	1	33	118	FRONT ST.
	9+67	RT.	03	-	-	1	33	115	FRONT ST.
	9+76	LT.	03	-	-	1	33	116	FRONT ST.
	10+05	LT.	03	-	-	1	33	114	FRONT ST.
	10+27	LT.	04	-	-	1	33	110	FRONT ST.
	10+50	RT.	04	-	-	1	33	109	FRONT ST.
	10+56	LT.	04	-	-	1	33	108	FRONT ST.
	10+73	RT.	04	-	-	1	33	107	FRONT ST.
	11+20	RT.	04	-	-	1	33	103	FRONT ST.
	12+33	LT.	04	1	-	-	33	100	PARK AVE.
	2+20	LT.	02	-	1	-	33	117	W. MAPLE AVE.
	TOTAL 6083-00-78			1	1	27	957		

SANITARY LATERAL AND WATER SERVICE SUMMARY

CATEGORY	STATION	OFFSET DIR.	SHEET NO.	(SPV.0090.11) WATER SERVICE 1-INCH SPECIAL LF	(SPV.0060.34) CORP., CURB STOP & BOX (set) SPECIAL EACH	ADDRESS	STREET
020	5+89	LT.	03	18	1	150	FRONT ST.
	6+12	LT.	03	18	1	146	FRONT ST.
	6+51	LT.	03	18	1	144	FRONT ST.
	6+65	RT.	03	49	1	141	FRONT ST.
	6+71	LT.	03	18	1	142	FRONT ST.
	6+94	RT.	03	49	1	139	FRONT ST.
	7+06	LT.	03	18	1	140	FRONT ST.
	7+28	RT.	03	49	1	137	FRONT ST.
	7+42	LT.	03	18	1	138	FRONT ST.
	7+34	RT.	03	49	1	135	FRONT ST.
	7+66	RT.	03	49	1	133	FRONT ST.
	8+02	LT.	03	18	1	132	FRONT ST.
	8+05	RT.	03	49	1	129	FRONT ST.
	8+35	LT.	03	18	1	128	FRONT ST.
	8+56	RT.	03	49	1	127	FRONT ST.
	8+75	LT.	03	18	1	126	FRONT ST.
	8+91	RT.	03	49	1	123	FRONT ST.
	9+21	RT.	03	49	1	123	FRONT ST.
	9+27	LT.	03	18	1	122	FRONT ST.
	9+60	LT.	03	18	1	118	FRONT ST.
	9+69	RT.	03	49	1	115	FRONT ST.
	9+79	LT.	03	18	1	116	FRONT ST.
	10+09	LT.	03	18	1	114	FRONT ST.
	10+29	LT.	04	18	1	110	FRONT ST.
	10+48	RT.	04	49	1	109	FRONT ST.
	10+58	LT.	04	18	1	108	FRONT ST.
	10+67	RT.	04	49	1	107	FRONT ST.
	11+28	RT.	04	51	1	103	FRONT ST.
	12+30	LT.	04	53	1	100	PARK AVE.
	2+18	LT.	02	49	1	117	W. MAPLE AVE.
	3+57	RT.	02	17	1	200	FRONT ST.
	4+60	RT.	02	17	1	200	FRONT ST.
	4+62	RT.	02	17	1	200	FRONT ST.
	TOTAL CATEGORY 0020			1062	33		

SANITARY SEWER PIPE SUMMARY

CATEGORY	LOCATION FROM M.H.	LOCATION TO M.H.	LOCATION STREET	SHEET NO.	(SPV.0090.01) SANITARY SEWER PIPE 8-INCH LF	(SPV.0090.02) SANITARY SEWER PIPE 10-INCH LF	(SPV.0090.03) SANITARY SEWER PIPE 12-INCH LF	(SPV.0090.04) SANITARY SEWER PIPE 15-INCH LF	(SPV.0090.05) SANITARY SEWER PIPE 16-INCH LF	(SPV.0090.14) SANITARY SEWER PIPE 18-INCH LF	(SPV.0060.11) STANDARD CONNECTION EACH	FT/FT	%	INLET ELEV.	DISCHARGE ELEV.	COMMENTS
010	01	CONNECT NW.	FRONT ST.	03	5.0						1	0.0110	1.10%	858.06	858.00	CONNECT TO EX. PIPE
	01	04	FRONT ST.	03				53.0				0.0043	0.43%	857.78	857.55	
	04	05	FRONT ST.	03				274.0				0.0040	0.40%	858.93	857.83	
	04	CAP END	FRONT ST.	05						45.0		0.0549	5.49%	857.78	855.31	CAP FOR FUTURE
	05	06	FRONT ST.	03 & 04				335.0				0.0040	0.40%	860.32	858.98	
	06	CONNECT E.	FRONT ST.	04	83.0						1	0.0167	1.67%	862.08	860.69	CONNECT TO EX. PIPE
	06	CONNECT N.	N. SPRING ST.	04			65.0				1	0.0051	0.51%	860.91	860.58	CONNECT TO EX. PIPE
	06	CAP END	S. SPRING ST.	04			84.0					0.0025	0.25%	860.99	860.78	CAP FOR FUTURE
	03	CONNECT W.	W. MAPLE AVE.	05	53.0						1	0.0136	1.36%	871.92	871.20	CONNECT TO EX. PIPE
	03	CONNECT E.	W. MAPLE AVE.	05	48.0						1	0.0156	1.56%	871.15	870.40	CONNECT TO EX. PIPE
	03	CONNECT N.	N. CENTER ST.	02	25.0						1	0.0216	2.16%	870.68	870.14	CONNECT TO EX. PIPE
	03	02	N. CENTER ST.	02		190.0						0.0457	4.57%	870.09	861.40	
	02	01	N. CENTER ST.	02		226.0						0.0153	1.53%	861.35	857.90	
	01	CONNECT S.	S. CENTER ST.	02					10.0		1	0.0030	0.30%	856.60	856.57	CONNECT TO EX. PIPE
			TOTAL 6083-00-78		214.0	416.0	149.0	662.0	10.0	45.0	7					

ABANDON/REMOVE EXISTING SANITARY PIPE OR STRUCTURE SUMMARY

(SPV.0105.03) LUMP SUM ITEM (FOR INFORMATIONAL PURPOSES ONLY)

CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	TO STATION	OFFSET DIST.	OFFSET DIR.	LOCATION	SHEET NO.	REMOVE EX. PIPE (8") SPECIAL LF	REMOVE EX. PIPE (10") SPECIAL LF	REMOVE EX. PIPE (12") SPECIAL LF	REMOVE EX. PIPE (16") SPECIAL LF	REMOVE EX. PIPE (15"X21") SPECIAL LF	ABANDON EX. PIPE (12") SPECIAL LF	REMOVE EX. MANHOLE SPECIAL EACH	COMMENTS
010	5+22.40	20.20	RT.				S. CENTER ST.	03	-	-	-	-	-	-	1	MH-F30
	5+22.40	20.20	RT.	5+22.40	30.20	RT.	S. CENTER ST.	03	-	-	-	10	-	-	-	
	5+22.40	20.20	RT.	5+46.73	0.00	RT.	FRONT ST.	03	-	-	-	-	32	-	-	
	5+46.73	0.00	RT.				FRONT ST.	03	-	-	-	-	-	-	1	MH-F42
	5+46.73	0.00	RT.	8+43.85	0.00		FRONT ST.	03	-	-	-	-	297	-	-	
	8+43.85	0.00	RT.				FRONT ST.	03	-	-	-	-	-	-	1	MH-F43
	8+43.85	0.00	RT.	8+83.02	0.00	RT.	FRONT ST.	03	-	-	-	-	39	-	-	
	8+83.02	0.00	RT.				FRONT ST.	03	-	-	-	-	-	-	1	MH-F44
	8+83.02	0.00	RT.	11+63.12	0.65	RT.	FRONT ST.	03-04	-	-	-	-	280	-	-	
	11+63.12	0.65	RT.				FRONT ST.	04	-	-	-	-	-	-	1	MH-F134
	11+63.12	0.65	RT.	12+62.47	0.84	RT.	FRONT ST.	04	100	-	-	-	-	-	-	
	11+63.12	0.65	RT.	11+80.43	44.68	LT.	N. SPRING ST.	04	-	-	-	-	-	49	-	
	11+80.43	44.68	LT.				N. SPRING ST.	04	-	-	-	-	-	-	1	MH-F46
	11+80.43	44.68	LT.	11+80.43	64.68	LT.	N. SPRING ST.	04	-	-	20	-	-	-	-	
	1+00.00	0.00	RT.	1+43.10	0.30	LT.	N. CENTER ST.	02	43	-	-	-	-	-	-	
	1+43.10	0.30	LT.				N. CENTER ST.	02	-	-	-	-	-	-	1	MH-F33
	1+24.73	53.00	RT.	1+24.75	26.40	RT.	W. MAPLE AVE.	05	26	-	-	-	-	-	-	
	1+24.75	26.40	RT.				W. MAPLE AVE.	05	-	-	-	-	-	-	1	MH-F34
	1+24.75	26.40	RT.	1+24.73	48.00	LT.	W. MAPLE AVE.	05	75	-	-	-	-	-	-	
	1+24.75	26.40	RT.	1+43.10	0.30	LT.	N. CENTER ST.	02	33	-	-	-	-	-	-	
	1+43.10	0.30	LT.	3+15.36	1.59	LT.	N. CENTER ST.	02	-	172	-	-	-	-	-	
	3+15.36	1.59	LT.				N. CENTER ST.	02	-	-	-	-	-	-	1	MH-F32
	3+15.36	1.59	LT.	5+22.40	20.20	RT.	N. CENTER ST.	02	-	226	-	-	-	-	-	
							TOTAL 6083-00-78		277	398	20	10	648	49	9	

ABANDON/REMOVE EXISTING WATER MAIN PIPE OR STRUCTURE SUMMARY

(SPV.0105.04) LUMP SUM ITEM (FOR INFORMATION ONLY)

CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	TO STATION	OFFSET DIST.	OFFSET DIR.	LOCATION	SHEET NO.	(6") SPECIAL LF	(8") SPECIAL LF	(10") SPECIAL LF	(12") SPECIAL LF	REMOVE EX. HYDRANT SPECIAL EACH	COMMENTS
020	9+73F	15.40	LT.	6+60	19.79	LT.	FRONT ST.	03	-	-	170	-	-	
	6+60	19.79	LT.	6+60	29.71	LT.	FRONT ST.	03	10	-	-	-	-	
	6+60	29.71	LT.				FRONT ST.	03	-	-	-	-	1	HYDRANT
	6+60	19.79	LT.	8+77	19.45	LT.	FRONT ST.	03	-	-	217	-	-	
	8+77	19.45	LT.	8+77	28.55	RT.	FRONT ST.	03	48	-	-	-	-	
	8+77	28.55	RT.	8+61	28.55	RT.	FRONT ST.	03	16	-	-	-	-	
	8+61	28.55	RT.				FRONT ST.	03	-	-	-	-	1	HYDRANT
	8+77	28.55	RT.	8+77	36.55	RT.	FRONT ST.	03	8	-	-	-	-	
	8+77	19.45	LT.	10+41	19.20	LT.	FRONT ST.	03 & 04	-	-	164	-	-	
	10+41	19.20	LT.	10+41	29.11	LT.	FRONT ST.	04	10	-	-	-	-	
	10+41	29.11	LT.				FRONT ST.	04	-	-	-	-	1	HYDRANT
	10+41	19.20	LT.	11+94	18.96	LT.	FRONT ST.	04	-	-	153	-	-	
	11+94	18.96	LT.	11+94	68.29	LT.	N. SPRING ST.	04	-	-	49	-	-	
	11+94	18.96	LT.	11+94	8.04	RT.	N. SPRING ST.	04	-	-	27	-	-	
	11+94	8.04	RT.	11+98	61.25	RT.	S. SPRING ST.	04	-	-	-	58	-	
	11+94	8.04	RT.	11+94	14.54	RT.	S. SPRING ST.	04	-	-	7	-	-	
	11+94	14.54	RT.	12+65	14.25	RT.	FRONT ST.	04	71	-	-	-	-	
	11+94	14.54	RT.	11+94	40.49	RT.	S. SPRING ST.	04	26	-	-	-	-	
	11+94	40.49	RT.	12+16	40.49	RT.	S. SPRING ST.	04	22	-	-	-	-	
	12+16	40.49	RT.				S. SPRING ST.	04	-	-	-	-	1	HYDRANT
	11+94	40.49	RT.	11+94	61.25	RT.	S. SPRING ST.	04	21	-	-	-	-	
	1+00	13.00	RT.	1+15	12.94	RT.	N. CENTER ST.	02	15	-	-	-	-	
	1+15	12.94	RT.	1+15	53.00	LT.	W. MAPLE ST.	05	-	66	-	-	-	
	1+15	12.94	RT.	1+37	12.87	RT.	N. CENTER ST.	02	22	-	-	-	-	
	1+37	12.87	RT.	1+37	59.00	RT.	W. MAPLE AVE.	05	46	-	-	-	-	
	1+37	12.87	RT.	5+01	11.82	RT.	N. CENTER ST.	02	364	-	-	-	-	
	9+95F	20.01	LT.	9+95F	33.00	RT.	S. CENTER ST.	02	-	53	-	-	-	
							TOTAL 6083-00-78		679	119	787	58	4	

Notes

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