SUP FEBRUARY 2015

PROJECT ID: 1560-31-71

WITH:

COUNTY: WASHBURN

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 = 680

PROJECT LOCATION



23

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CUMBERLAND - SPOONER

WOODYARD RD TO CTH B EAST JUNCTION

USH 63

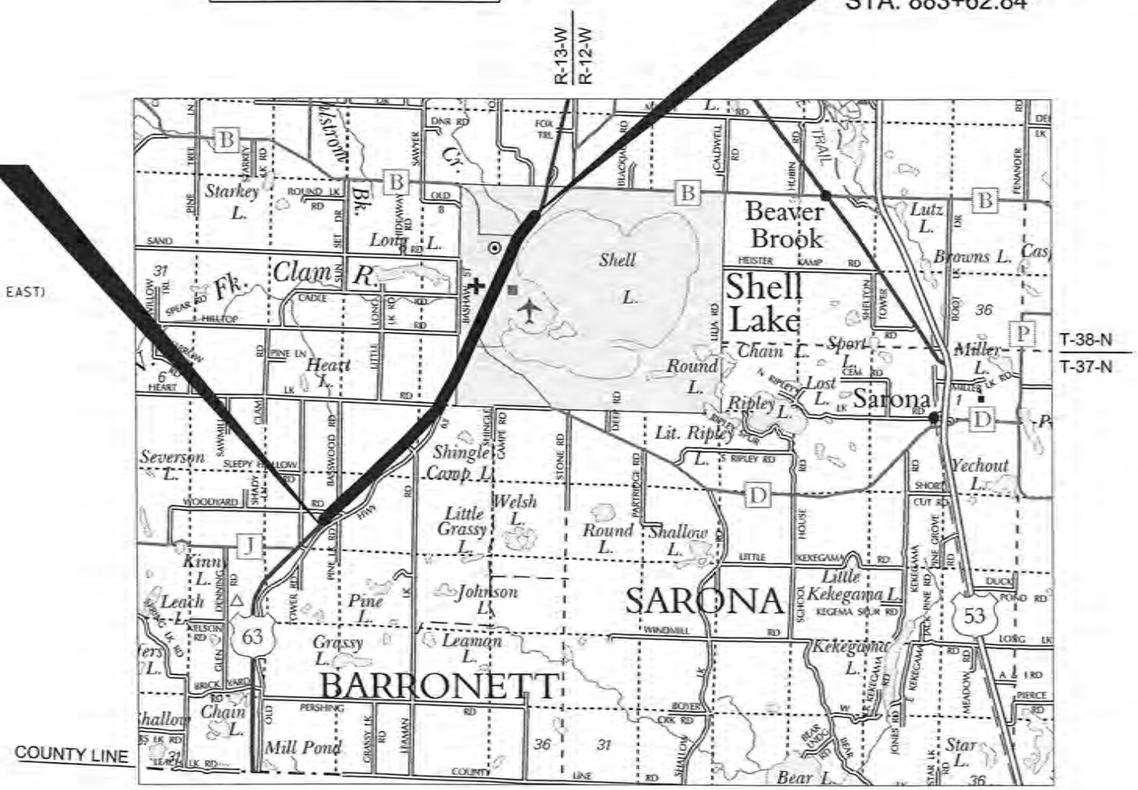
WASHBURN COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1560-31-71	WISC 2015097	1
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STATE PROJECT NUMBER
1560-31-71

BEGIN PROJECT
STA. 625+00.00
X = 719,626.34
Y = 518,858.64

END PROJECT
STA. 883+62.84



LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 4.898 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), 'WASHBURN' 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
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

DESIGN DESIGNATION

	(WOODYARD RD. - CTH D)	(CTH D - W.LAKE DR.)	(W.LAKE DR. - CTH B EAST)
A.A.D.T. (2014)	= 3700	= 4300	= 6400
A.A.D.T. (2034)	= 4500	= 5500	= 7400
D.H.V. (2034)(K30)	= 630	= 770	= 1036
D.D.	= 63/37 %	= 63/37 %	= 63/37 %
T. (DHV)	= 5.4	= 5.4	= 5.4
DESIGN SPEED	= 60 MPH	= 50 MPH	= 40 MPH
ESALS (WEIGHTED AVE.)	= 795700	= 795700	= 795700

ORIGINAL PLANS PREPARED BY

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

WISCONSIN
HEATHER J. HARRINGTON
E-27178
HAYWARD WIS.
PROFESSIONAL ENGINEER

DATE: 7/31/14

ACCEPTED FOR

CITY of SHELL LAKE

(Andrew Eiche - Administrator) (Date) 7/31/14

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT/NWBE
Designer	NWBE
Project Manager	PHIL KEPPERS
Regional Examiner	DAN OJIBWAY
Regional Supervisor	DAVE OSTROWSKI
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 7/31/2014 Philip S. Keppers (Signature)

E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\010101_TI.DWG PLOT DATE : 9/9/2008 8:17 AM PLOT BY : USER PLOT NAME :

WISDOT/CADDS SHEET 13

2

GENERAL NOTES

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

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

CLEARING AND GRUBBING FROM STA. 625+00 - 833+00 SHALL BE TO 45' OR 5' BEYOND THE GRADING LIMITS. SAVE AND/OR TRIM OVERHANGING BRANCHES AS SHOWN ON THE PLANS.

THE LIMITS OF MARSH EXCAVATION AND MARSH DISPOSAL SHOWN ON THE CROSS SECTION SHEETS ARE APPROXIMATE. THE EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE BACKFILL EXPANSION FACTOR USED FOR MARSH EXCAVATION IS 50%, BASED ON ITS ORIGINAL POSITION.

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

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.

CURB AND GUTTER RADII ARE SHOWN TO THE FLAG OF THE GUTTER.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

ALL CONCRETE CULVERT JOINTS SHALL BE TIED.

THE EXACT LOCATION OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH TOPSOILED, FERTILIZED, SEEDED AND MULCHED OR EROSION MATTED AS SHOWN ON THE PLANS. FINISHED SEEDED SURFACE SHALL BE 1-INCH BELOW THE TOP OF ADJACENT CONCRETE.

HMA PAVEMENT LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE PLACED IN WHEEL PATHS.

HMA PAVEMENT CENTERLINE JOINT SHALL NOT BE OFFSET IN THE LOWER LAYERS.

MAINTAIN ALL PRIVATE DRAINAGE CONNECTIONS. PRIVATE DRAINAGE CONNECTIONS TO PROPOSED STORM SEWER STRUCTURES SHALL BE INCIDENTAL TO THE STORM SEWER STRUCTURE

CONSTRUCT INSIDE EDGE OF ASPHALTIC TERRACE 1/4-INCH HIGHER THAN THE TOP OF CURB.

ALL STORM SEWER INVERTS, ELEVATIONS, PIPE LENGTHS AND GRADES ARE COMPUTED CENTER-TO-CENTER OF STRUCTURES.

ALL STORM SEWER MANHOLES ARE TO BE SUMPED 2.0' FROM THE INVERT OF THE LOWEST DISHCARGE PIPE.

ALIGNMENT ALPHA CODES

USH 63	---	PARKING ENTRANCE (STA. 855+50 LT)	'P5'
WOODYARD ROAD SOUTH	'WS'	PARKING ENTRANCE (STA. 857+20 RT)	'P2'
WOODYARD ROAD NORTH	'WN'	4TH AVENUE	'4A'
LEHMAN LAKE ROAD	'LL'	PARKING ENTRANCE (STA. 859+00 RT)	'P3'
HEART LAKE ROAD	'HL'	PARKING ENTRANCE (STA. 860+25 RT)	'P4'
OLD 63 CONNECTION	'OC'	5TH AVENUE	'5A'
HILLTOP ROAD	'HT'	ATV/SNOWMOBILE TRAIL NORTH	'T2'
CTH D	'D'	6TH AVENUE	'6A'
SCHOOL ENTRANCE	'SE'	PARKING ENTRANCE (STA. 865+80 RT)	'P6'
ATV/SNOWMOBILE TRAIL CENEX	'T3'	CTH B (WEST) DETENTION POND	'BD'
PEDERSON DRIVE	'PD'	DETENTION POND	'DP'
COMMERCIAL ENTRANCE (U-TURN BUILDING)	'C1'	PLAYGROUND DRIVE	'PG'
NORTH INDUSTRIAL DRIVE	'ID'	PETERSON COURT	'PC'
3RD STREET	'3S'	CTH B	'B'
SHARED-USE PATH	'SU'	COMMERCIAL ENTRANCE (FARLEY AUTO BODY)	'C2'
ATV/SNOWMOBILE TRAIL SOUTH	'T1'	COMMERCIAL ENTRANCE (MUSEUM OF WOOD)	'C3'
INDUSTRIAL BOULEVARD	'IB'	LIND AVENUE	'LA'
1ST AVENUE	'1A'	WATER 1	'W1'
WEST LAKE DRIVE	'WL'	SANITARY SEWER 1	'S1'
1ST STREET	'1S'	SANITARY SEWER 2	'S2'
PARKING ENTRANCE (STA. 853+50 RT)	'P1'	USH 63 STORM SEWER OUTFALL	'DP'
		CTH B STORM SEWER OUTFALL	'BD'

LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
AADT	ANNUAL AVERAGE DAILY TRAFFIC
APPROX.	APPROXIMATE
A.E.W.	APRON END WALL
ASPH.	ASPHALTIC
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L OR ℄	CENTER LINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CONSTR.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
DISCH. OR DIS.	DISCHARGE
E.	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
EA.	EACH
ELEC.	ELECTRIC
EL. OR ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
F.L. OR ℄	FLOW LINE
HORIZ.	HORIZONTAL
INL.	INLET
INT.	INTERSECTION
INV.	INVERT
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
L.F.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MISC.	MISCELLANEOUS
N.	NORTH
Y	NORTH GRID COORDINATE
N.E.	NORTHEAST
N.W.	NORTHWEST
PAVT.	PAVEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
POT	POINT ON TANGENT
PE	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQD.	REQUIRED
R/L	REFERENCE LINE
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
RD.	ROAD
SHLD.	SHOULDER
S.	SOUTH
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA.	STATION
STRUCT.	STRUCTURE
TEL	TELEPHONE
TEMP.	TEMPORARY
TEL.	TOWN
T.	TRUCKS (PERCENT OF)
TYP.	TYPICAL
UG	UNDERGROUND
VAR.	VARIABLE
V	VELOCITY OR DESIGN SPEED
VC	VERTICAL CURVE
W.	WEST
WB	WESTBOUND
WD	WORKING DAY
WZ	WORK ZONE

PAVEMENT CORE LOG

CORE NO.	STATION	OFFSET	DEPTH
C-9	627+00	7.5' RT	4-3/4"
C-10	642+00	6.0' LT	4-3/8"
C-11	777+00	5.0' LT	4"
C-12	792+00	8.0' RT	5"
C-13	807+00	10.0' LT	5"
C-14	822+00	4.0' RT	4-5/8"
C-15	837+00	3.0' LT	4-1/8"
C-16	852+00	8.0' RT	7-3/8"
C-17	867+00	8.0' LT	9-1/8"

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

DESIGN CONTACT

NORTHERN WISCONSIN-BASED ENGINEERS, INC.
ATTN: GARY COLBERT, PE
P.O. BOX 328
HAYWARD, WI 54843
PHONE (715) 634-4334

SANITARY SEWER AND WATER DESIGN
MSA PROFESSIONAL SERVICES, INC.
ATTN: TODD TRADER, PE
214 WEST 2ND STREET
MARSHFIED, WI 54449
PHONE: (715) 384-2133

CLOSURE GATE SYSTEM
SHORT ELLIOTT HENDRICKSON, INC.
ATTN: KEN TAILLON, PE
3535 Vadnais Center Drive
Paul, MN 55110-5196
PHONE: (651) 765-2980

STREET LIGHTING
MSA PROFESSIONAL SERVICES, INC.
MIKE LAUE, PE
201 CORPORATE DRIVE
BEAVER DAM, WI 53916
PHONE: (920) 887-4242

DESIGN CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: PHIL KEPPERS - PROJECT MANAGER
NW REGION
1701 N. 4TH STREET
SUPERIOR, WI 54880
PHONE (715) 395-3027

WDNR CONTACT

WDNR - NORTHERN REGION
ATTN: SHAWN HASELEU
810 WEST MAPLE STREET
SPOONER, WI 54801
PHONE (715) 635-4228
EMAIL: SHAWN.HASELEU@WISCONSIN.GOV

CITY OF SHELL LAKE

CITY ADMINISTRATOR
MR. ANDY EICHE
501 1ST STREET
SHELL LAKE, WI 54871
PHONE: (715) 468-7679

TOWN OF BARRONETT

TOWN CHAIRPERSON
MR. JERRY CHARTRAW
PHONE: (715) 468-2904

UTILITIES

CITY OF SHELL LAKE
DEPARTMENT OF PUBLIC WORKS
ATTN: MITCH BROWN - DIRECTOR
501 1ST STREET
P.O. BOX 520
SHELL LAKE, WI 54871
PHONE: (715) 468-7679

BARRON ELECTRIC COOPERATIVE
ATTN: JEFF NELSON
1434 N. STH 25
P.O. BOX 40
BARRON, WI 54812
PHONE: (800) 322-1008
EMAIL: jnelson@barronelectric.com

CENTURYLINK
ATTN: REED LECHNIR
20 SOUTH WILSON AVE
RICE LAKE, WI 54868
PHONE: (715) 234-5526 OFFICE
(715) 418-0029 CELL

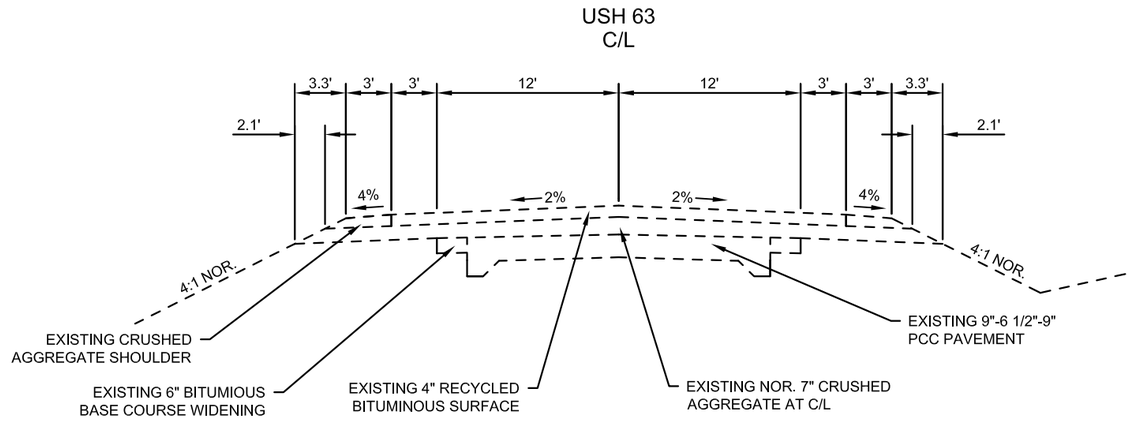
CHARTER COMMUNICATIONS
ATTN: TOM HAASE
2304 S MAIN STREET
RICE LAKE, WI 54868
PHONE: (715) 719-0564
(715) 370-1601 CELL
EMAIL: thomas.haase@chartercom.com

UTILITIES

XCEL ENERGY
ATTN: KEN DISHER
16048 ELECTRIC AVENUE
HAYWARD, WI 54843
PHONE: (715)-682-6923
EMAIL: kenneth.disher@excelenergy.com

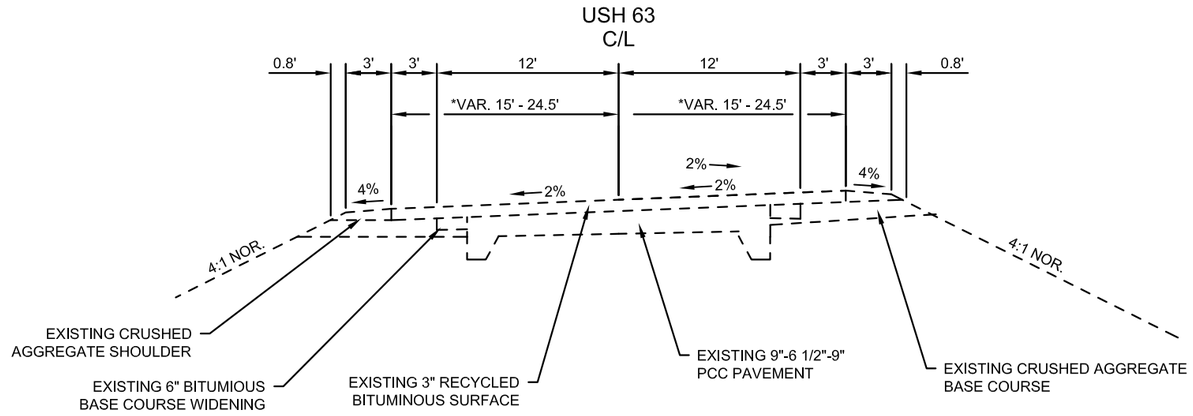
WE ENERGIES
ATTN: LEWIS KNAPP
104 W. SOUTH STREET
RICE LAKE, WI 54868
PHONE: (715) 419-2196
GAS DISPATCH: (800) 261-5325

2



EXISTING TYPICAL SECTION

STA. 625+00 - 829+30



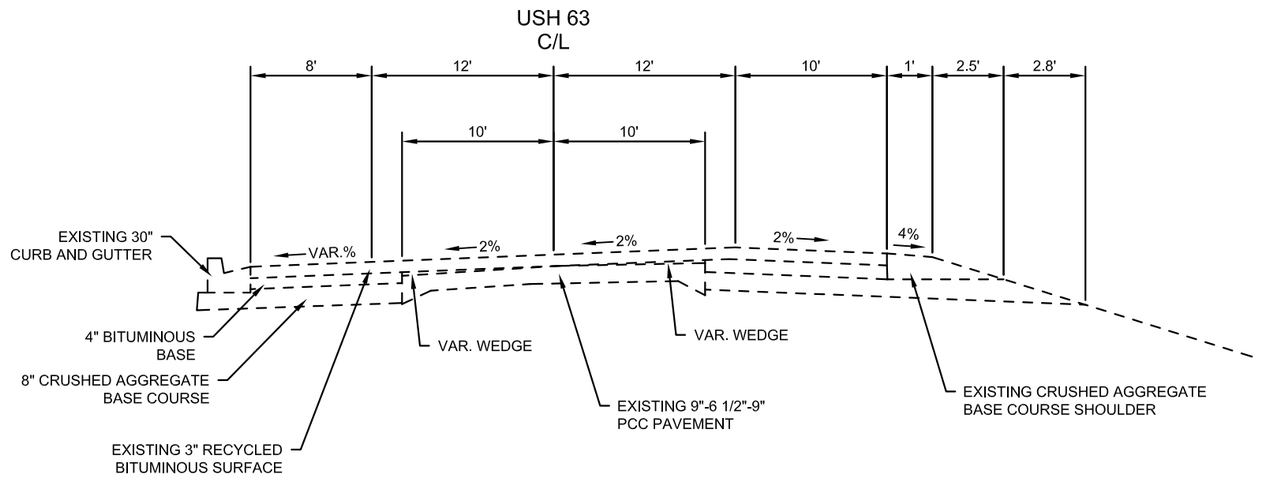
EXISTING TYPICAL SECTION

STA. 829+30 - 842+37
*STA. 842+37 - 845+70

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 3	E

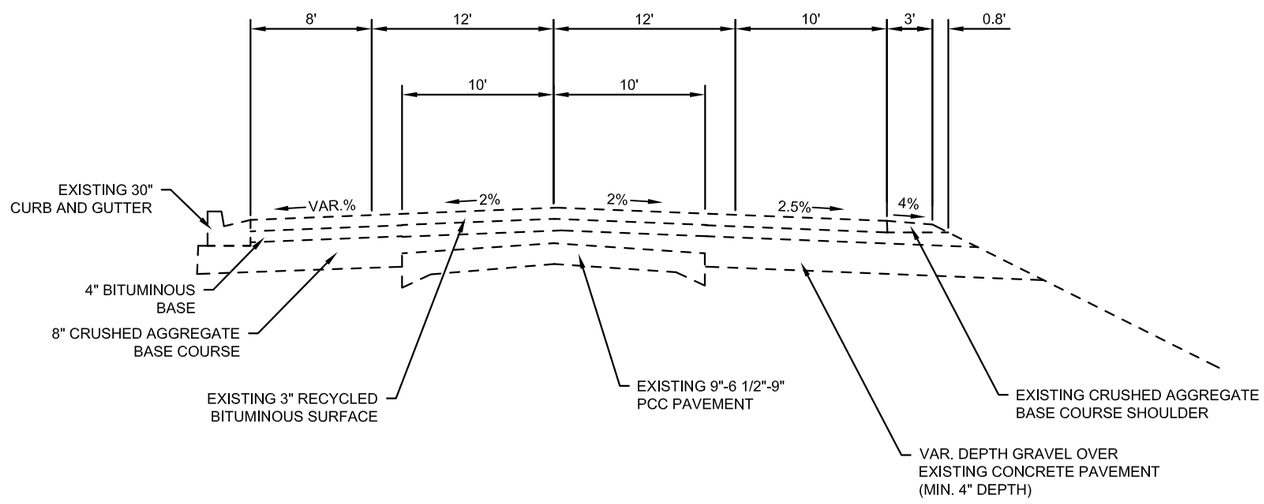
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WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SUPERELEVATED SECTION

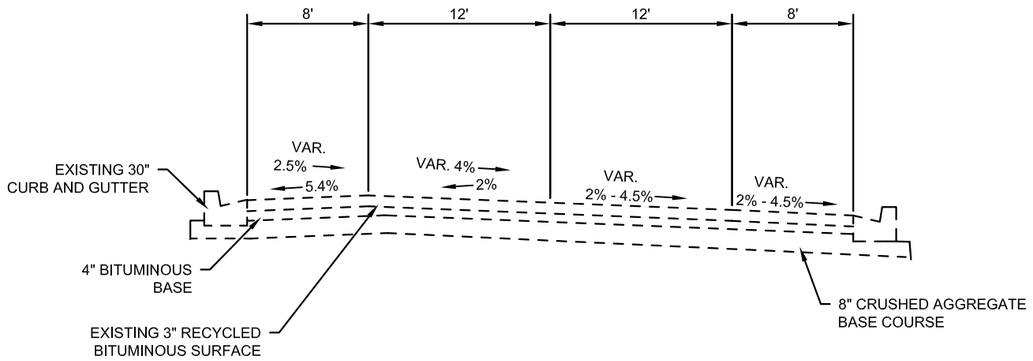
STA. 845+70 - 850+02



EXISTING TYPICAL SECTION

STA. 850+02 - 855+60

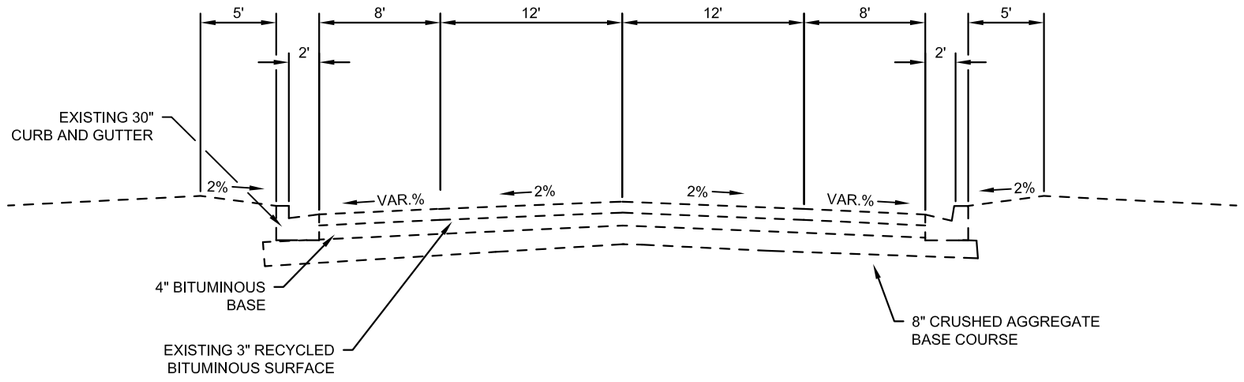
USH 63



EXISTING SUPERELEVATED TYPICAL SECTION

STA. 855+60 - 862+00

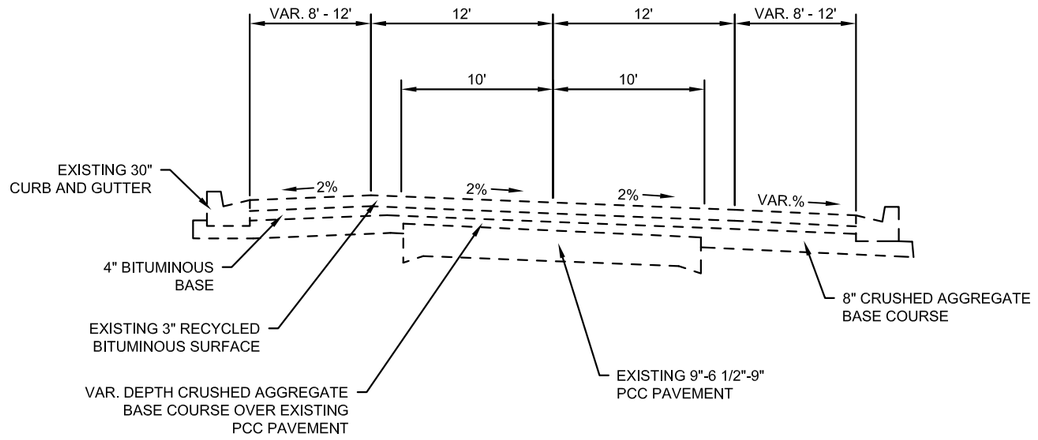
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EXISTING TYPICAL SECTION

STA. 862+00 - 864+25

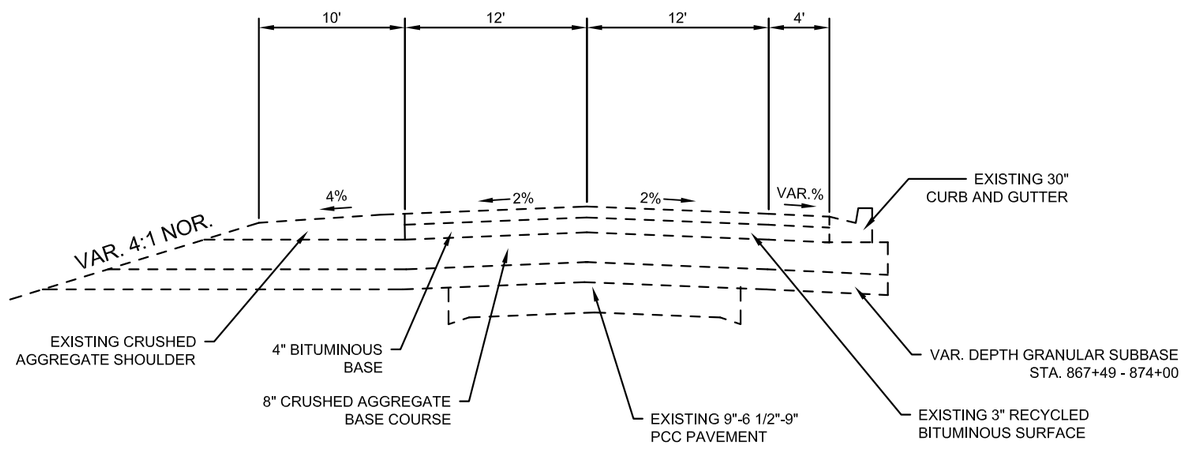
USH 63



EXISTING TYPICAL SECTION

STA. 864+25 - 868+26

USH 63

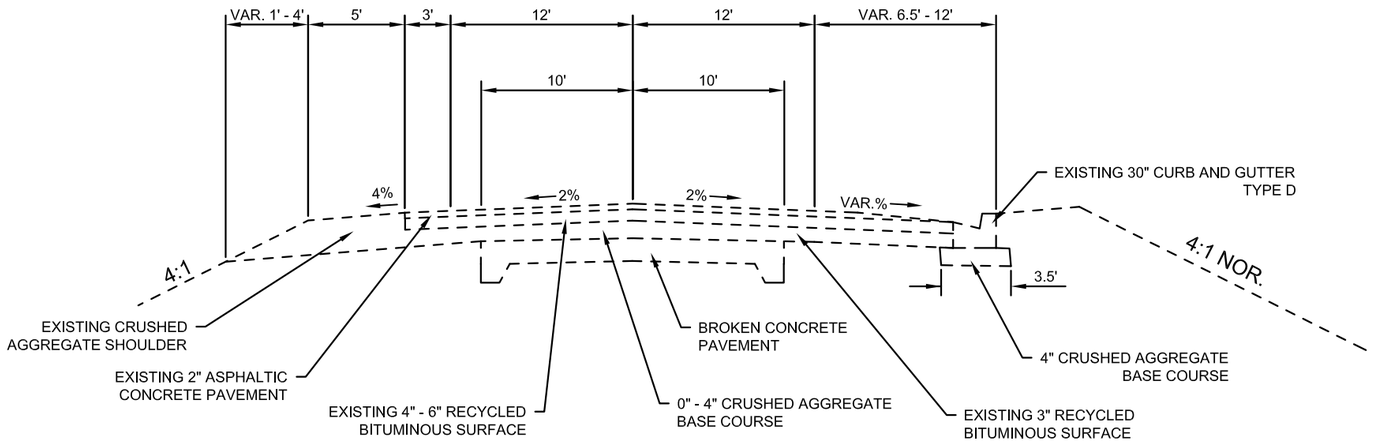


EXISTING TYPICAL SECTION

STA. 868+26 - 874+67

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 6	E

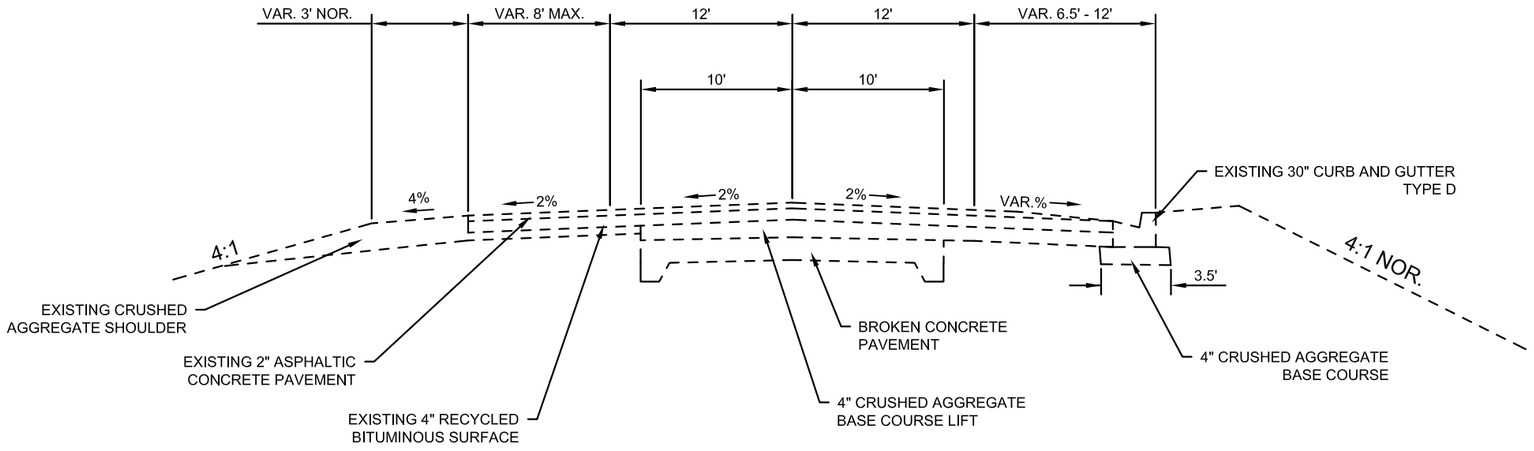
USH 63



EXISTING TYPICAL SECTION

STA. 874+67 - 879+21

USH 63

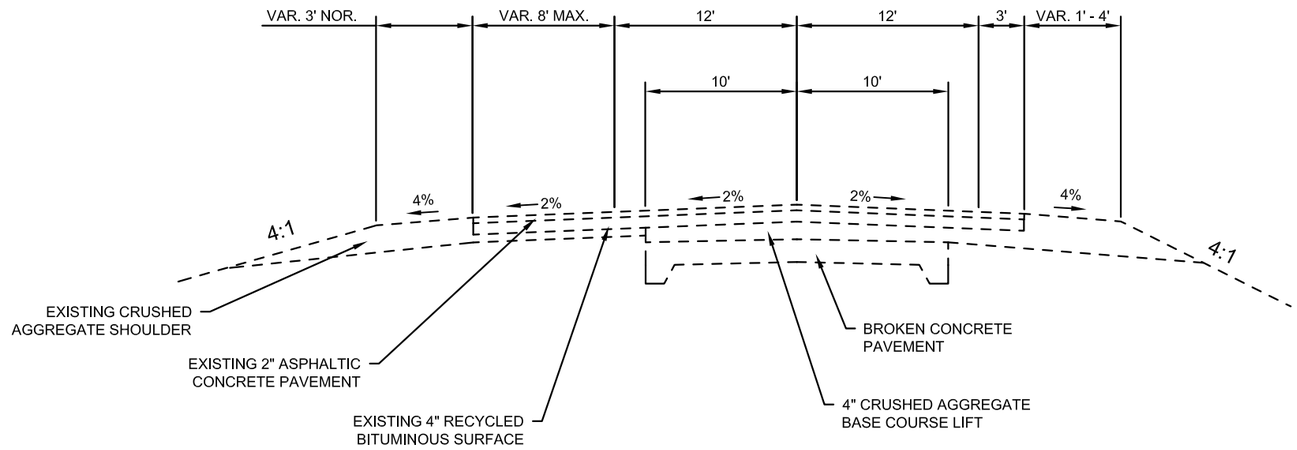


EXISTING TYPICAL SECTION

STA. 879+21 - 881+32

2

USH 63



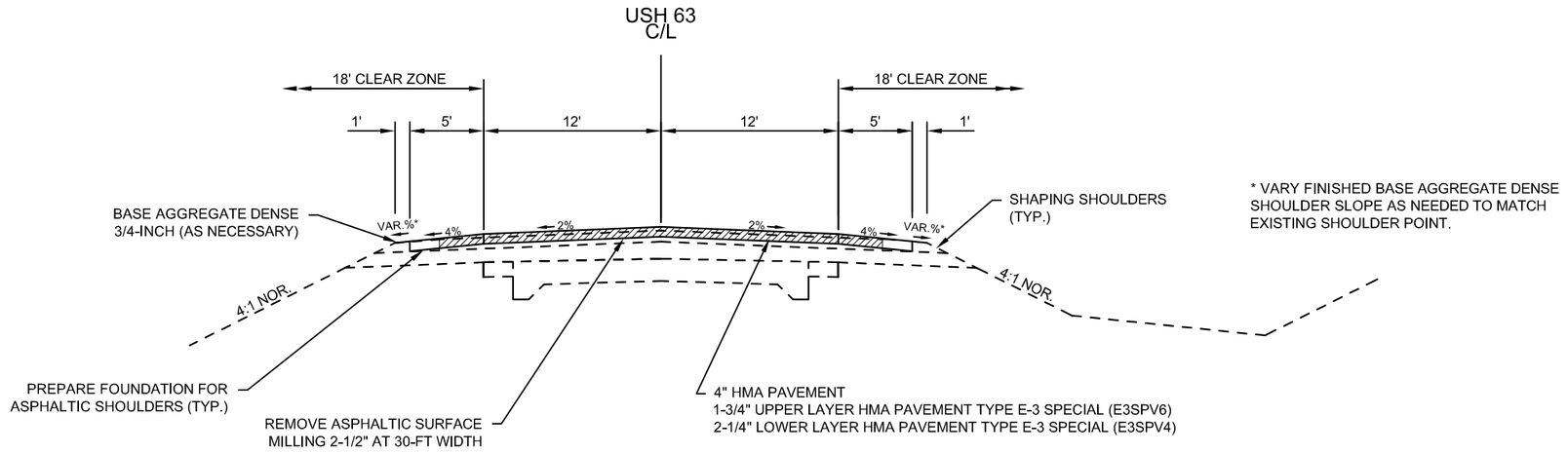
EXISTING TYPICAL SECTION

STA. 881+32 - 883+62.84

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 8	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\020301_TS_12.DWG PLOT DATE : 4/2/2014 3:05 PM PLOT BY : USER PLOT NAME : ----------

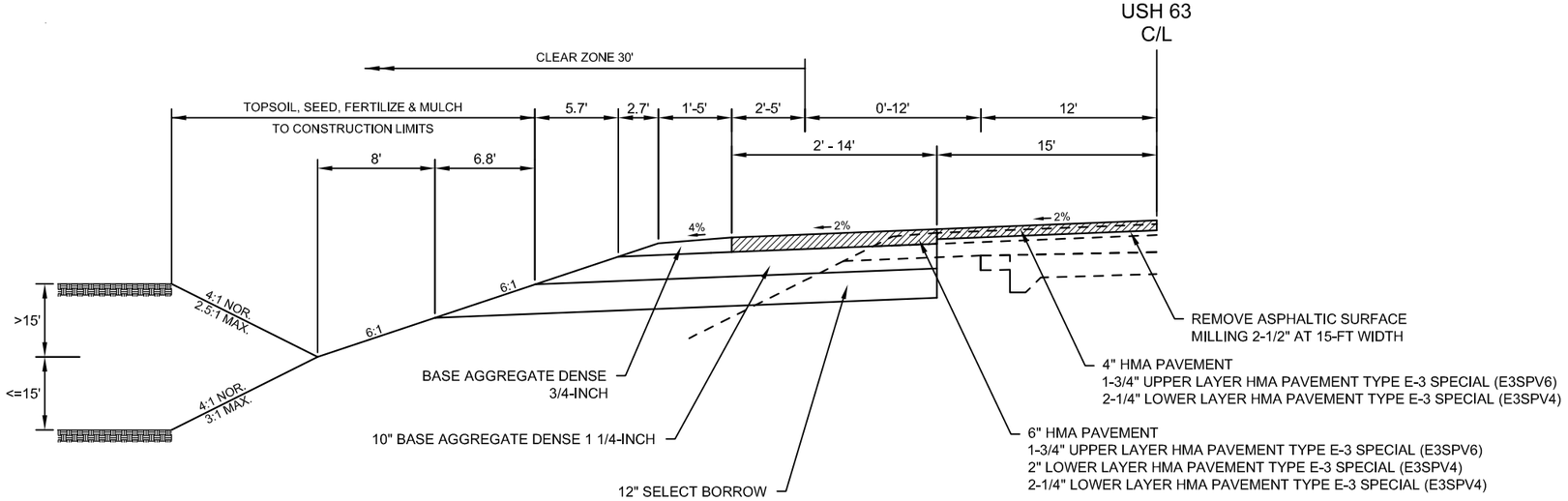
WISDOT/CADDS SHEET 42



* VARY FINISHED BASE AGGREGATE DENSE SHOULDER SLOPE AS NEEDED TO MATCH EXISTING SHOULDER POINT.

TYPICAL FINISHED SECTION

STA. 625+00.0 - 776+97.6 LT
STA. 820+74.1 - 832+40.0 LT
STA. 625+00.0 - 783+49.0 RT
STA. 816+68.2 - 832+40.0 RT

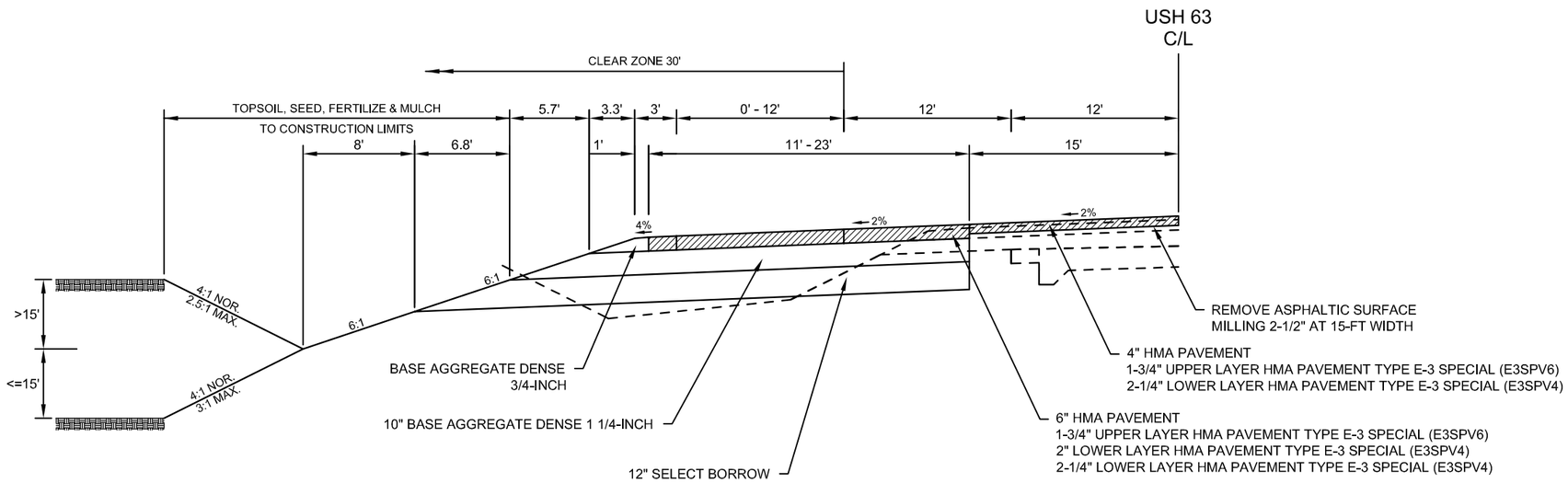


NOTE:

12.5 mm MIX UPPER LAYER
19.0 mm MIX LOWER LAYER

TYPICAL FINISHED HALF SECTION

STA. 776+97.6 - 787+16.8 LT
STA. 792+98.9 - 808+59.4 LT
STA. 812+79.1 - 820+74.1 LT



TYPICAL FINISHED HALF SECTION

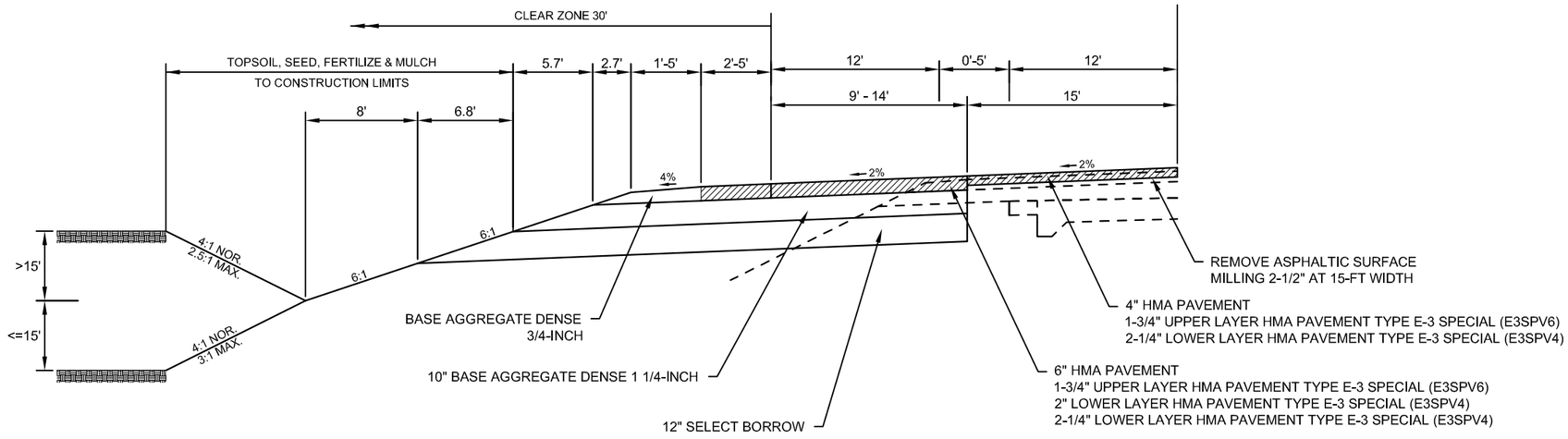
STA. 787+16.8 - 792+98.9 LT

NOTE:

12.5 mm MIX UPPER LAYER

19.0 mm MIX LOWER LAYER

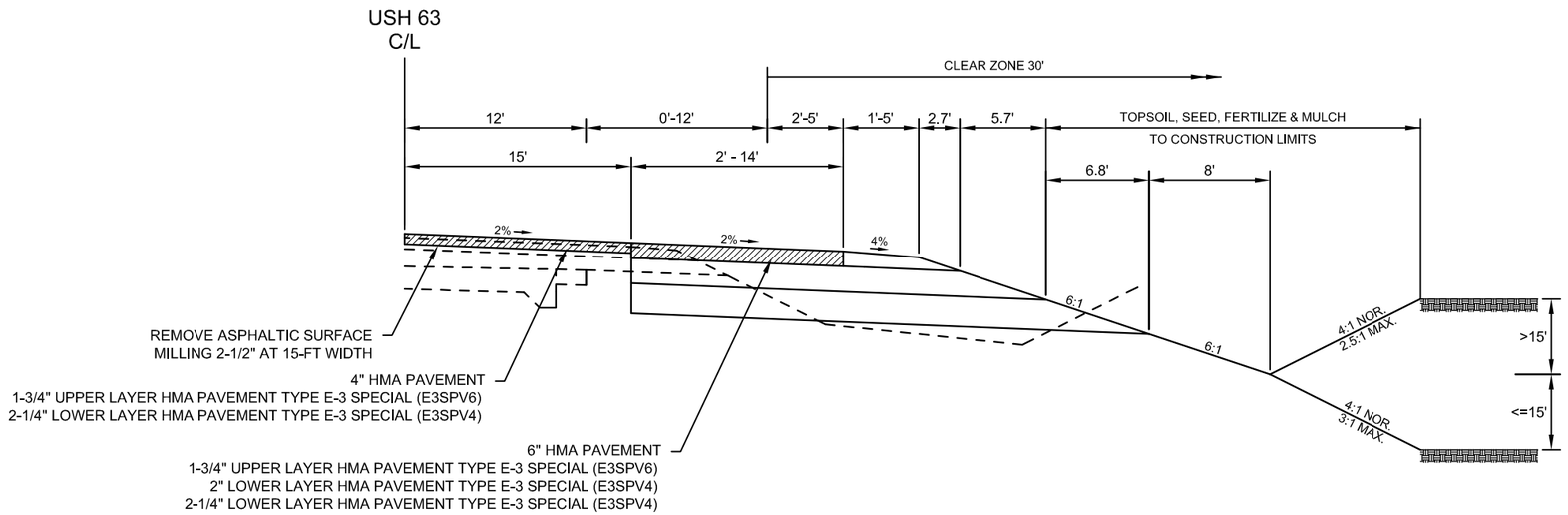
C/L
USH 63



TYPICAL FINISHED HALF SECTION

STA. 808+59.4 - 812+79.1 LT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 10	E



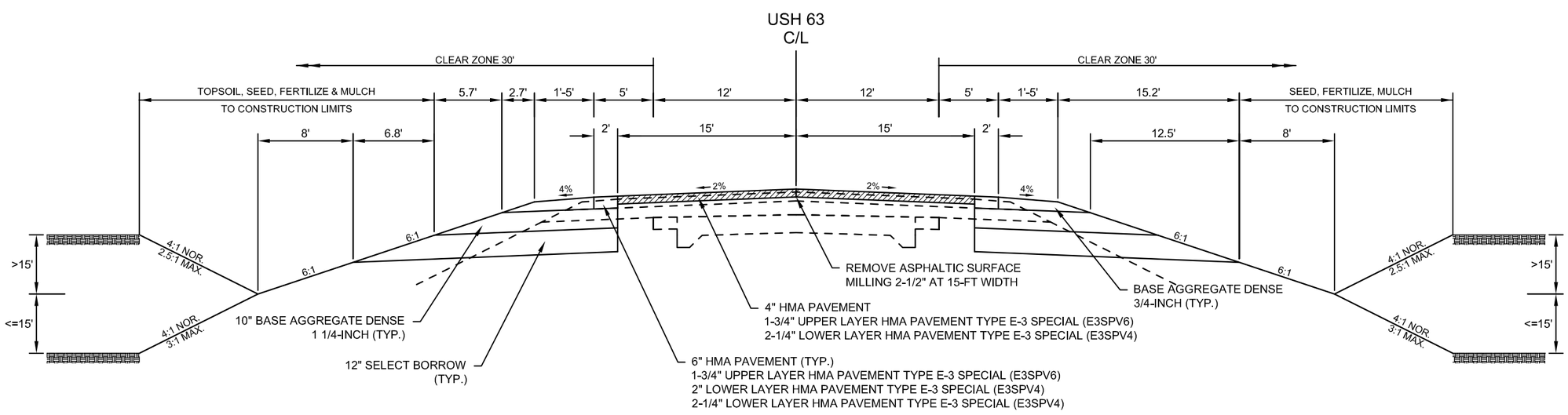
TYPICAL FINISHED HALF SECTION

STA. 783+49.0 - 816+68.2

NOTE:

12.5 mm MIX UPPER LAYER

19.0 mm MIX LOWER LAYER

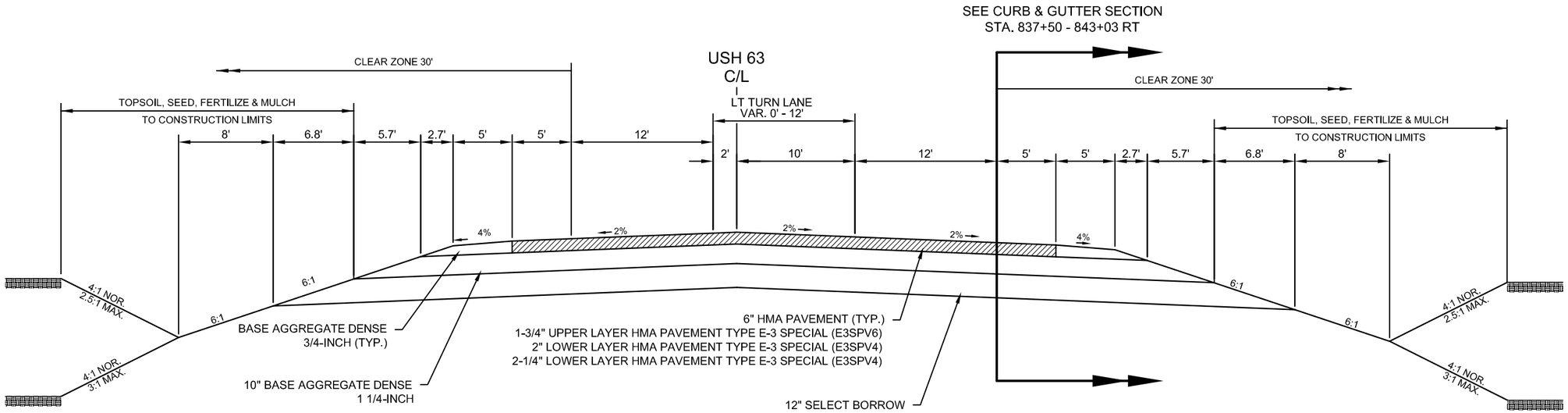


TYPICAL FINISHED SECTION

STA. 832+40.0 - 833+00.0

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 11	E

2



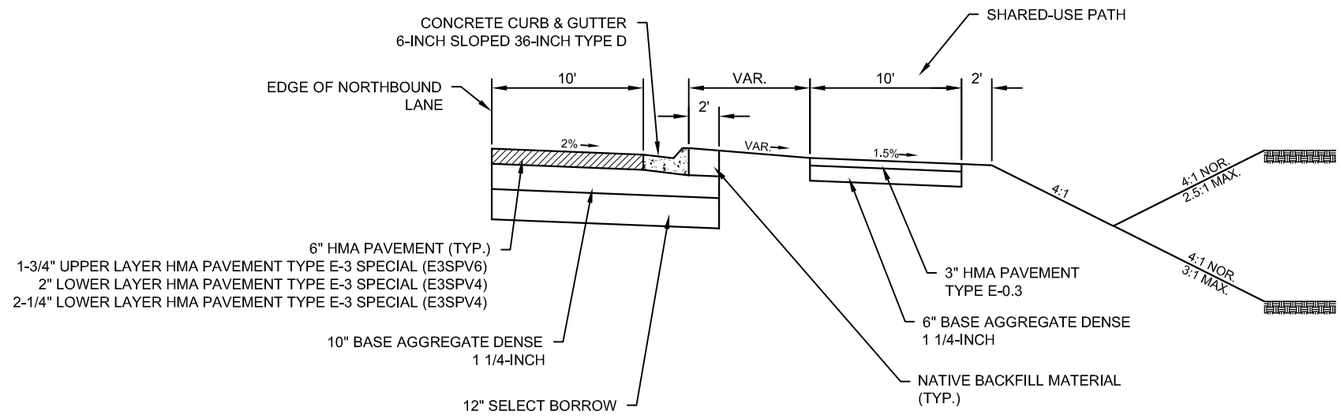
TYPICAL FINISHED SECTION

STA. 833+00 - 845+77

NOTE:

12.5 mm MIX UPPER LAYER

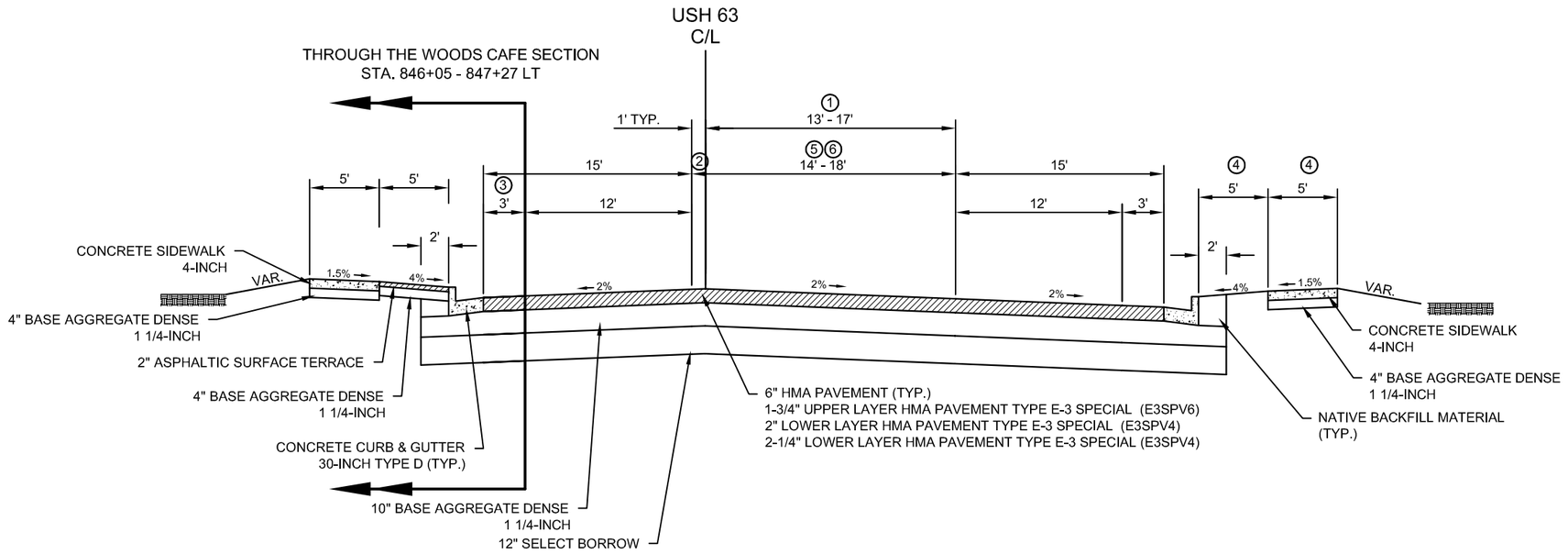
19.0 mm MIX LOWER LAYER



CURB & GUTTER SECTION

STA.837+50 - 843+03 RT

PROJECT NO:1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 12	E



TYPICAL FINISHED SECTION

STA. 845+80.5 - 866+25.0

NOTE:

12.5 mm MIX UPPER LAYER

19.0 mm MIX LOWER LAYER

① STA. 845+80.5 - 846+76.5 10'-13' TAPER
STA. 846+76.5 - 855+50.0 13'
STA. 855+50.0 - 856+57.0 13'-17' TAPER
STA. 856+57.0 - 857+00.0 17'
STA. 857+00.0 - 858+07.0 17'-13' TAPER
STA. 858+07.0 - 859+46.9 13'
STA. 859+46.9 - 860+46.9 13'-17' TAPER
STA. 860+46.9 - 863+59.8 17'
STA. 863+59.8 - 864+66.8 17'-21' TAPER
STA. 864+66.8 - 865+25.0 21'
STA. 865+25.0 - 866+25.0 21'18' TAPER

② STA. 845+80.5 - 846+76.5 2' LT-1' LT
STA. 863+59.8 - 864+66.8 1' LT-3' RT

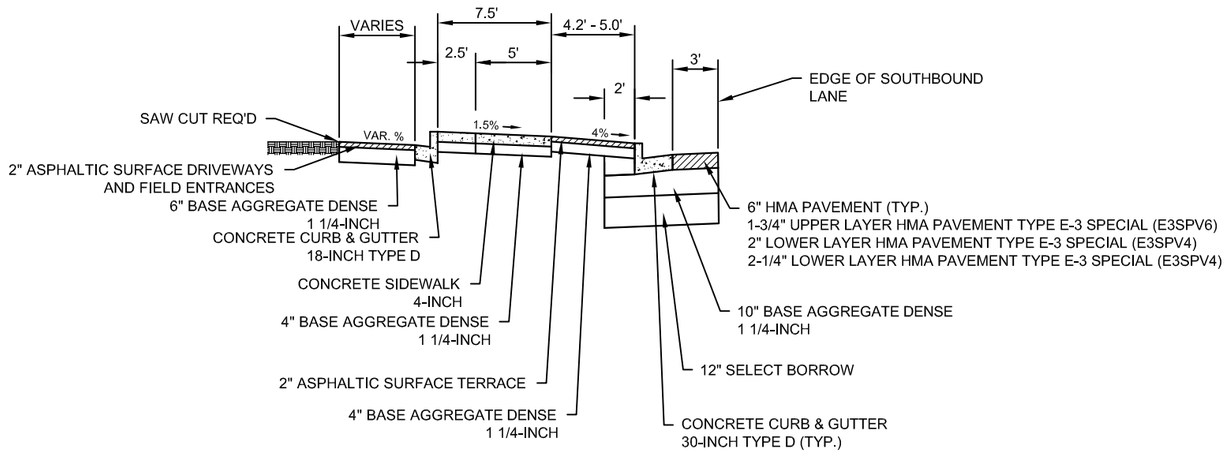
③ STA. 863+59.8 - 864+66.8 3'-9' TAPER

④ CONCRETE SIDEWALK 4-INCH LOCATION:
STA. 863+40 - 864+72 RT
ELSEWHERE GRADE BERM AS SHOWN ON THE CROSS-SECTIONS.

⑤ STA. 846+76.5 - 855+50.0 14' TWLTL
STA. 855+50.0 - 858+07.0 14'-18'
STA. 858+07.0 - 859+46.9 14' TWLTL
STA. 859+46.9 - 866+25.0 14'-18'

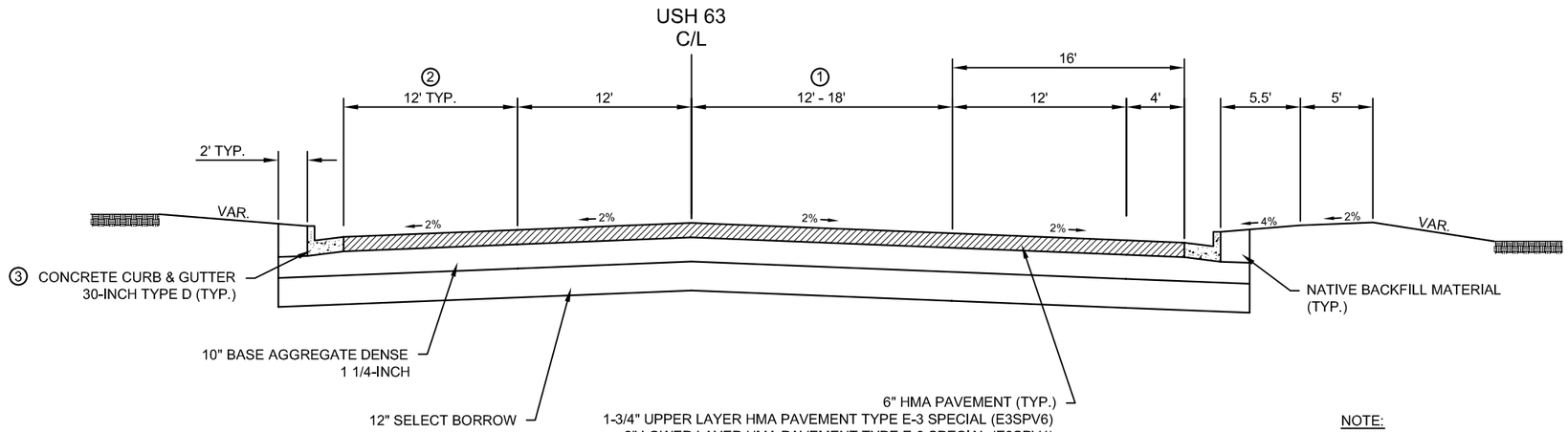
⑥ 10' LT TURN LANE AND 8' ISLAND (FLANGE TO FLANGE)
STA. 856+26.8 - 856+92.9 S. OF 4TH AVE.
STA. 860+15.9 - 860+77.6 S. OF 5TH AVE.
STA. 864+49.1 - 865+23.4 S. OF 6TH AVE.

18' ISLAND (FLANGE TO FLANGE)
STA. 861+56.7 - 862+55.5 N. OF 5TH AVE.



THROUGH THE WOODS CAFE SECTION
STA. 846+05 - 847+27 LT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 13	E



NOTE:

12.5 mm MIX UPPER LAYER

19.0 mm MIX LOWER LAYER

① 12' LEFT TURN LANE W/ 6' PAINTED MEDIAN:
STA. 866+16 - 867+13

② 12' RIGHT TURN LANE:
STA. 866+19 - 868+55

③ CONCRETE CURB AND GUTTER
30-INCH TYPE L
STA. 866+76 - 868+55 LT

TYPICAL FINISHED SECTION

STA. 865+77.82 - 868+55

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 14	E

2

① MEDIAN TRANSITION TO 2-LANE ROADWAY:
STA. 868+55 - 871+68

② 4' - 12' WIDTH TAPER:
STA. 878+52 - 879+32

12' RIGHT TURN LANE
STA. 879+32 - 881+32

③ 14.5' - 10' WIDTH TAPER:
STA. 868+54.5 - 869+38.5

10' WIDTH (ALONG BEAMGUARD):
STA. 869+38.5 - 874+57.2

10' - 12' WIDTH TAPER
STA. 874+57.2 - 875+67.2

④ 4.0' TYP. VAR. WIDTH (ALONG BEAMGUARD):
STA. 868+54.5 - 875+94.7

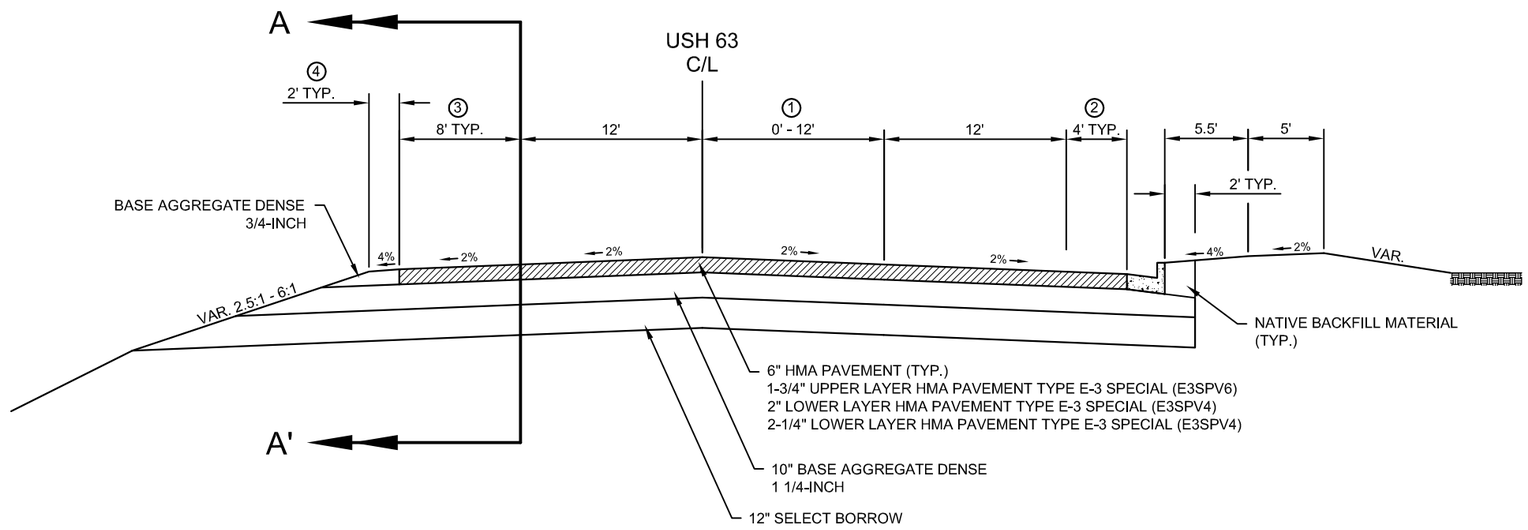
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D:
STA. 875+94.7 - 877+20.0
STA. 879+11.2 - 880+54.1

4' WIDTH CURB & GUTTER ISLAND
STA. 877+20.0 - 879.11.2

NOTE:

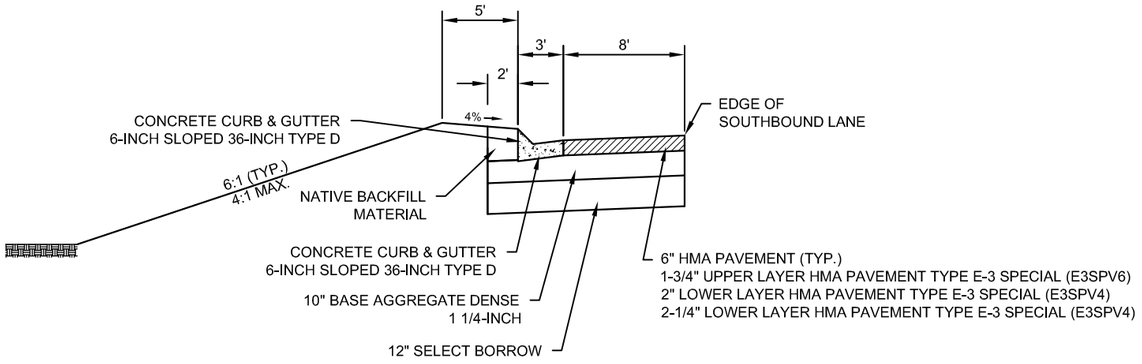
12.5 mm MIX UPPER LAYER

19.0 mm MIX LOWER LAYER

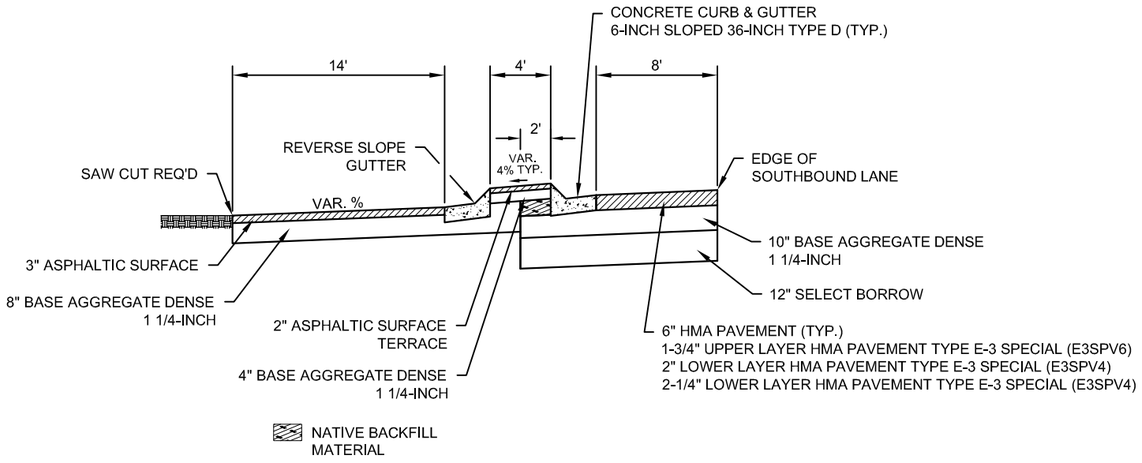


TYPICAL FINISHED SECTION

STA. 868+54.5 - 882+63.5

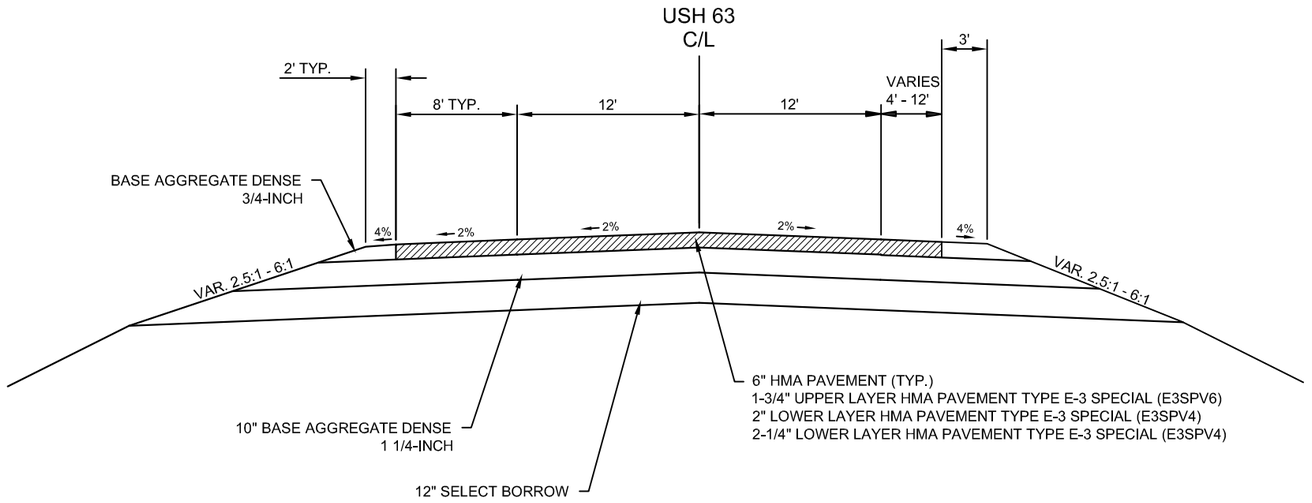


SECTION A- A'
STA. 875+94.7 - 877+20.0
STA. 879+11.2 - 880+54.1



SECTION A - A'
STA. 877+20.0 - 879+11.2

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 15	E



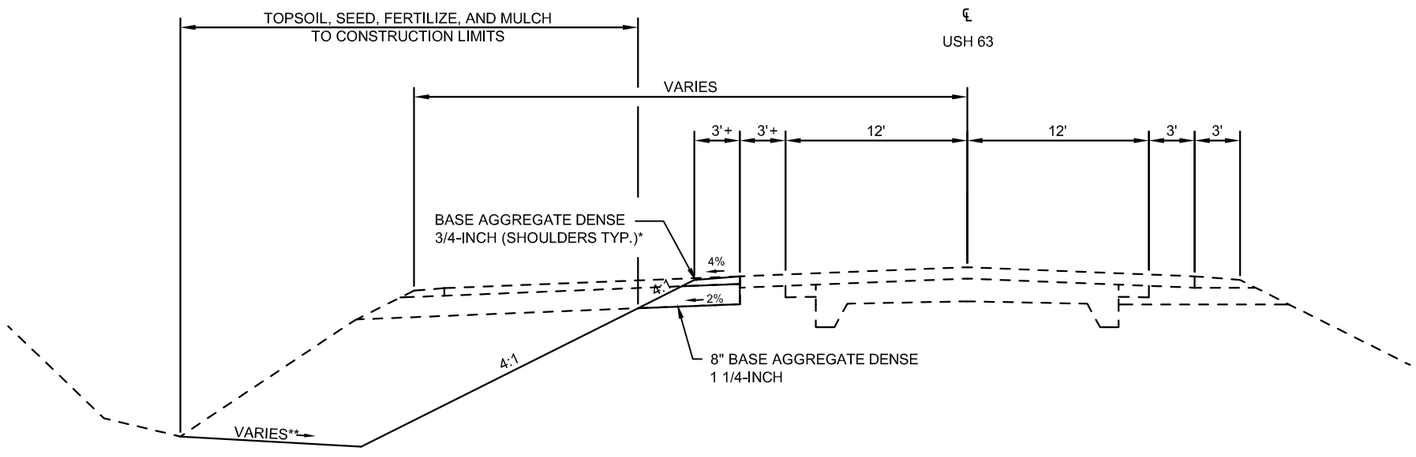
NOTE:

12.5 mm MIX UPPER LAYER

19.0 mm MIX LOWER LAYER

TYPICAL FINISHED SECTION

STA. 882+63.5 - 883+62.8



* 3" DEPTH AT EDGE OF EXISTING PAVEMENT.

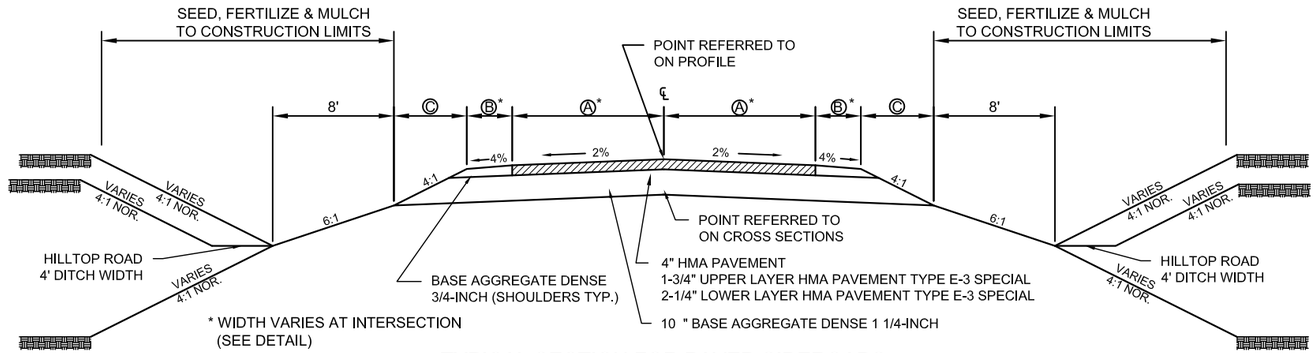
** SHAPE BACKSLOPE TO RESTORE DITCH TO EXISTING CONDITION PRIOR TO STAGE 1B TEMPORARY WIDENING.

\+ VARIES STA. 883+62.8 - 884+37.84.

TYPICAL FINISHED SECTION (REMOVE STAGE 1B WIDENING)

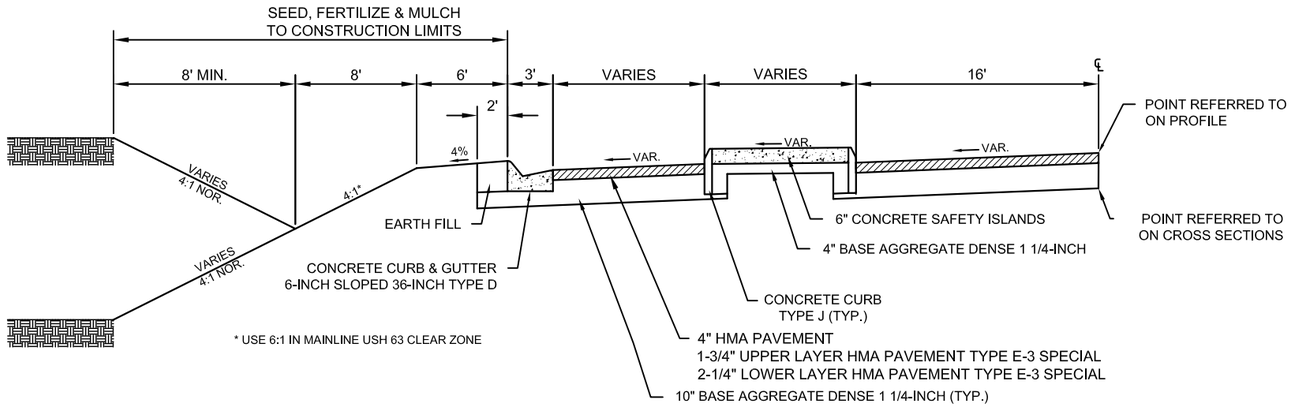
STA. 883+62.8 - 886+60 LT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 16	E



TYPICAL SECTION FOR PAVED SIDEROADS

TYPICAL SIDE ROAD DIMENSIONS				
ROADWAY	STA. - STA.	A (FT)	B (FT)	C (FT)
HILLTOP RD	4+97.0 - 9+21.6 LT	11	4	4.7
HILLTOP RD	4+97.0 - 9+00.4 RT	11	4	4.7
CTH D	10+97.1 - 11+55.6 LT	15	4	4.7
CTH D	10+49.3 - 11+54.2 RT	11	4	4.7
CTH B	10+83.2 - 11+42.0 LT	11	3	4.7
CTH B	10+67.5 - 11+42.0 RT	10	3	4.7

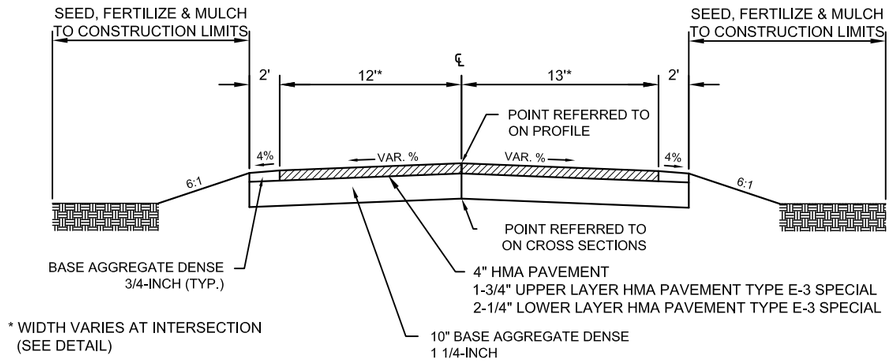


TYPICAL CURB ISLAND HALF SECTION FOR PAVED SIDEROADS

CTH D STA. 10+35.2 - 10+81.49 LT

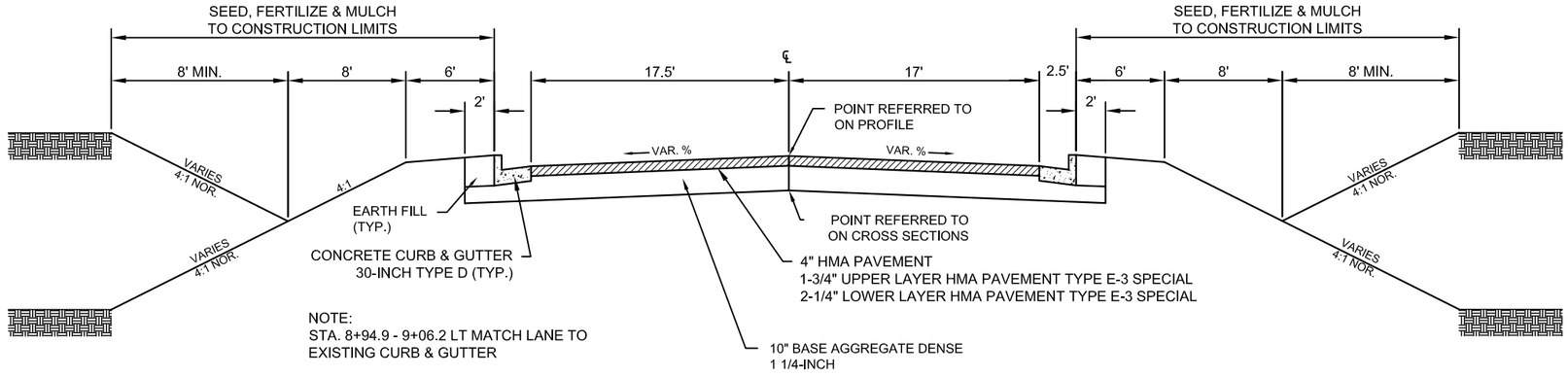
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 17	E

2



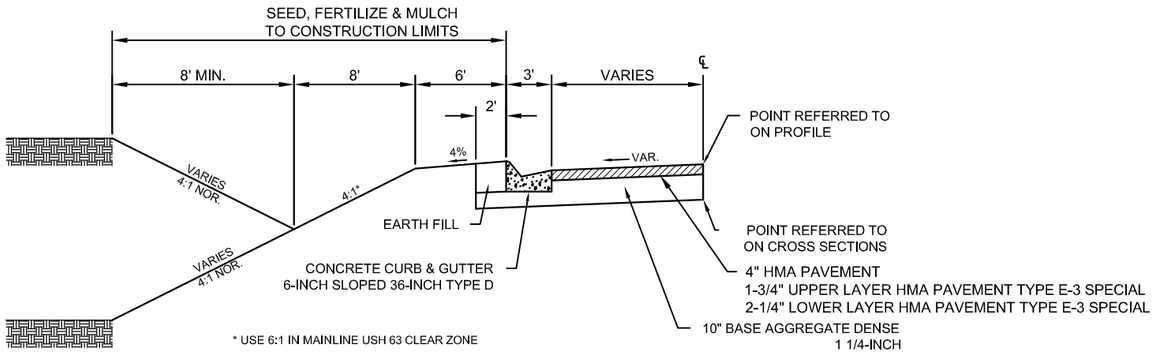
TYPICAL SCHOOL ENTRANCE FINISHED SECTION

SCHOOL ENTRANCE STA. 8+25.4 - 9+15.4 LT
SCHOOL ENTRANCE STA. 8+25.4 - 9+32.5 RT



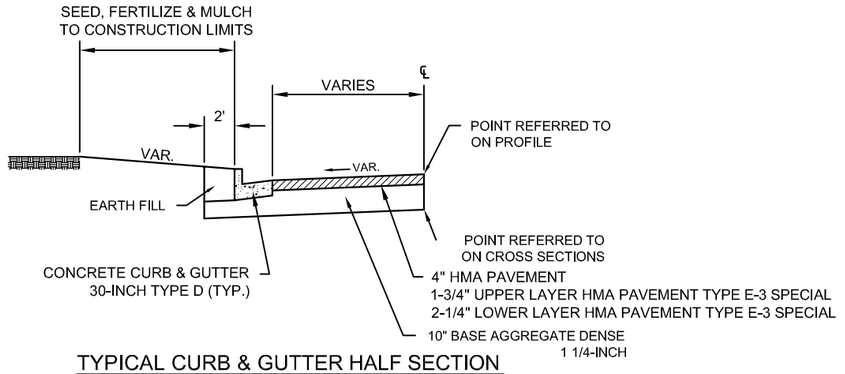
TYPICAL PEDERSON DRIVE FINISHED SECTION

PEDERSON DRIVE STA. 8+94.9 - 9+23.4 LT
PEDERSON DRIVE STA. 8+94.8 - 9.22.4 RT



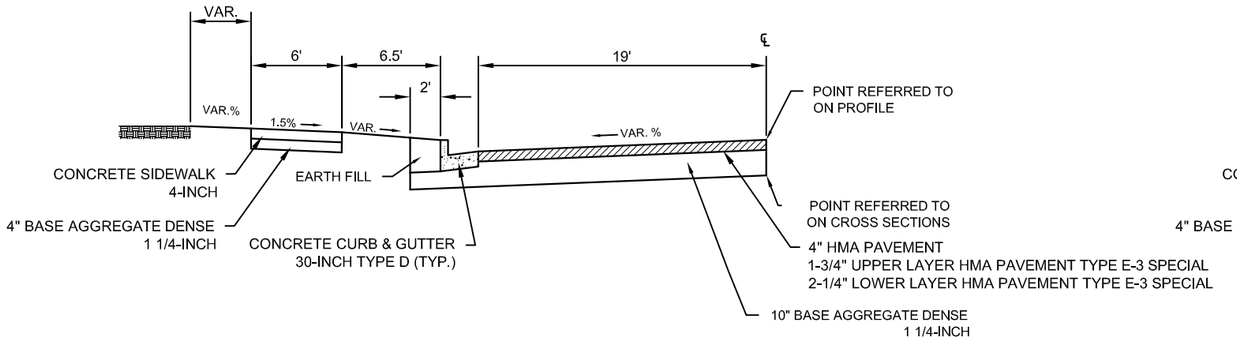
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED SIDEROADS

HILLTOP ROAD STA. 9+21.6 - 9+85.7 LT
HILLTOP ROAD STA. 9+00.4 - 9+32.4 RT
CTH D STA. 10+61.6 - 10+97.1 LT
CTH D STA. 10+02.9 - 10+49.3 RT
SCHOOL ENTRANCE STA. 9+15.4 - 9+75.3 LT
SCHOOL ENTRANCE STA. 9+32.5 - 9+72.5 RT
PEDERSON DRIVE STA. 9+23.4 - 9+91.3 LT
PEDERSON DRIVE STA. 9+22.4 - 9+60.2 RT
1ST AVENUE STA. 9+11.6 - 9+43.4 RT
WEST LAKE DRIVE STA. 10+33.4 - 11+28.0 RT
CTH B STA. 10+50.6 - 10+83.2 LT



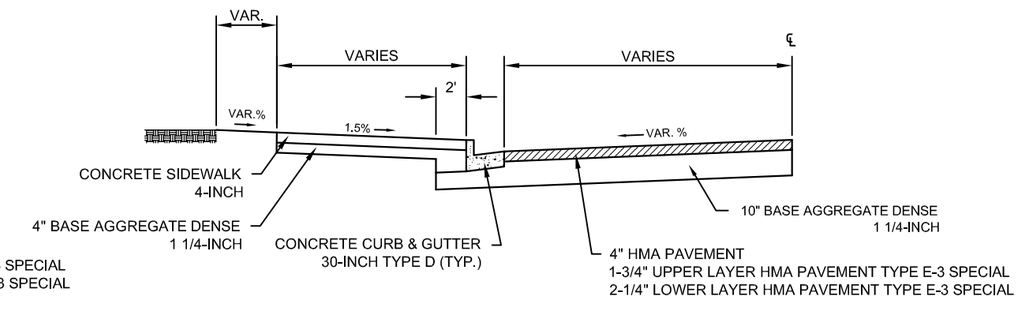
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

1ST AVENUE STA. 9+11.6 - 9+92.0 LT
WEST LAKE DRIVE STA. 10+34.0 - 11+28.0 LT
1ST STREET STA. 9+48.5 - 9+85.9 LT
1ST STREET STA. 9+48.5 - 9+72.3 RT
PARKING ENTRANCE 1 STA. 10+28.0 - 10+60.0 LT & RT
PARKING ENTRANCE 5 STA. 9+60.0 - 9+84.0 LT & RT
PARKING ENTRANCE 2 STA. 10+31.8- 10+65.0LT
PARKING ENTRANCE 2 STA. 10+31.8- 10+65.0 RT
PARKING ENTRANCE 3 STA. 10+28.0- 10+83.4 LT
PARKING ENTRANCE 3 STA. 10+28.0 - 10+69.2 RT
PARKING ENTRANCE 4 STA. 10+31.5 - 10+47.5 LT
PARKING ENTRANCE 4 STA. 10+31.5 - 10+79.1 RT
6TH AVENUE STA. 8+63.8 - 9+94.6 LT
CTH B STA. 10+02.4 - 10+67.5 RT



TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

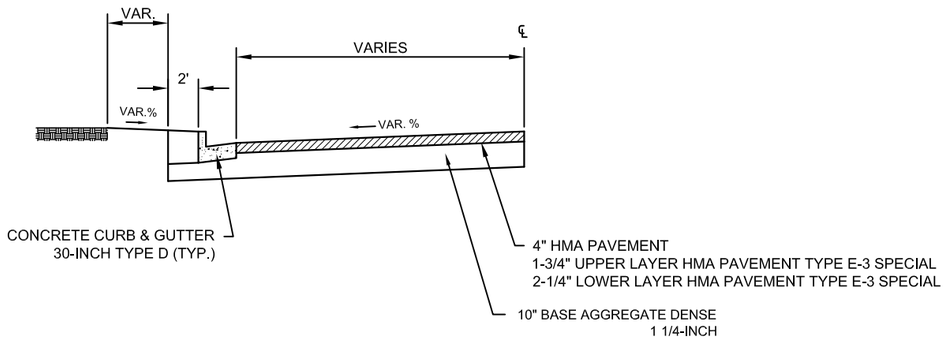
4TH AVENUE STA. 9+41.0 - 9+69.6 LT



TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

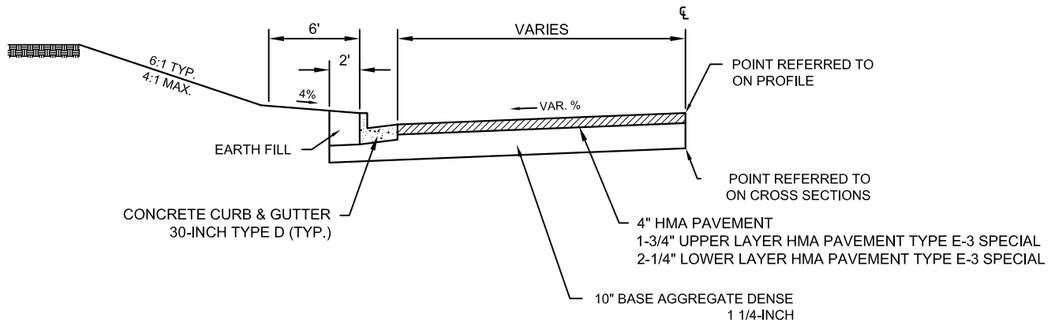
4TH AVENUE STA. 9+41.0 - 9+60.8 RT
5TH AVENUE STA. 9+58.3 - 10+00.0 LT
5TH AVENUE STA. 9+33.9 - 9+44.9 RT
6TH AVENUE STA. 8+63.8 - 9+20.6 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 19	E



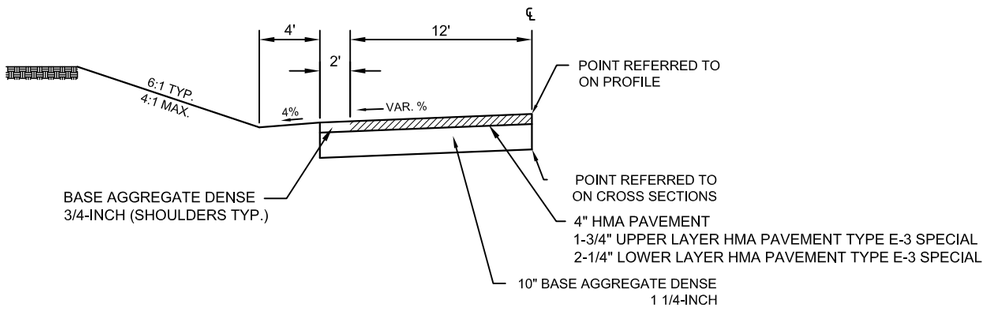
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

6TH AVENUE STA. 8+63.8 - 10+00.0 LT



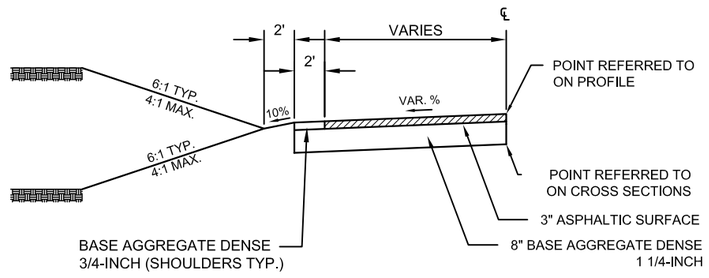
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

PARKING ENTRANCE 6 STA. 10+34.1 - 10+64.1 LT & RT
PLAYGROUND DRIVE STA. 10+22.1 - 10+52.0 LT
PLAYGROUND DRIVE STA. 10+25.2 - 10+55.2 RT
PETERSON DRIVE STA. 10+16.0 - 10+46.0 LT & RT



TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

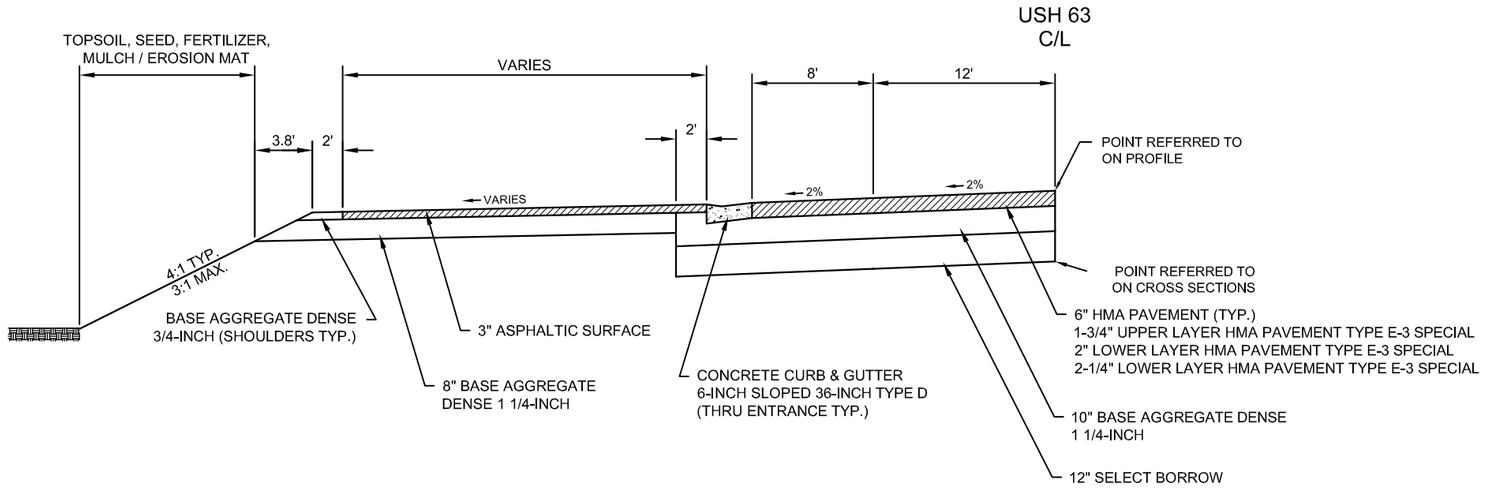
PARKING ENTRANCE 6 STA. 10+64.1 - 11+39.0 LT & RT
PLAYGROUND DRIVE STA. 10+52.0 - 11+47.0LT
PLAYGROUND DRIVE STA. 10+55.2 - 11+47.0 RT
PETERSON DRIVE STA. 10+46.0 - 11+08.0 LT & RT



TYPICAL SECTION FOR C2

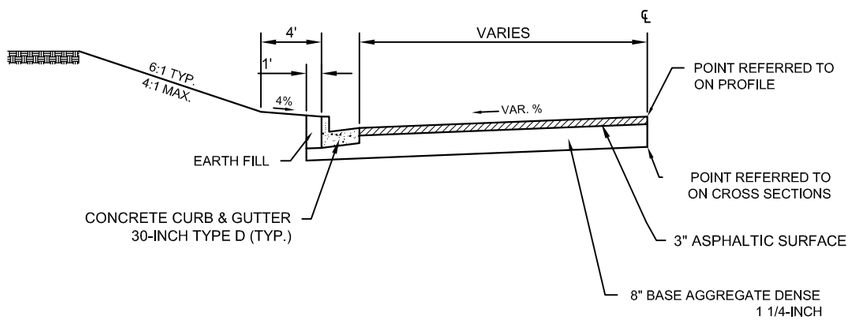
COMMERICIAL ENTRANCE C2 (FARLEY AUTO BODY)
STA. 8+38.0 - 9+91.0 LT
STA. 8+76.4 - 9+89.6 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 20	E



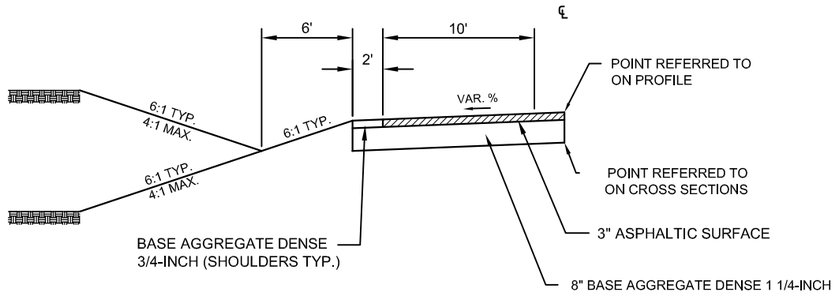
TYPICAL HALF SECTION AT SHELL LAKE MARINE ENTRANCE

USH 63 STA. 876+57.9 - 877+20.0 LT
USH 63 STA. 879+11.2 - 879+60.2 LT



TYPICAL CURB & GUTTER HALF SECTION FOR COMMERCIAL ENTRANCES

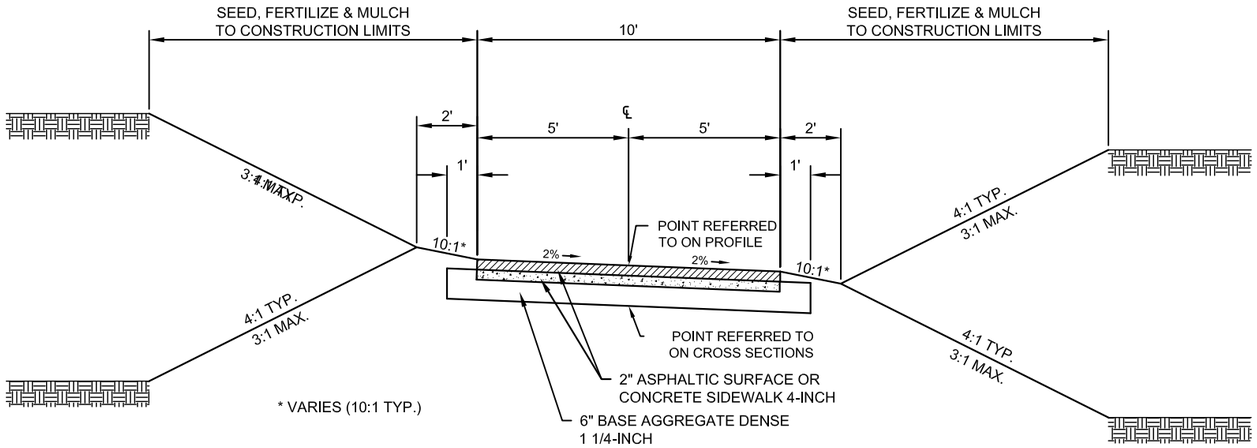
COMMERCIAL ENTRANCE C1 (U-TURN BUILDING)
STA. 10+17.5 - 10+42.5 LT
STA. 10+16.7 - 10+41.7 RT



TYPICAL HALF SECTION FOR PAVED COMMERCIAL ENTRANCES

COMMERCIAL ENTRANCE C1 (U-TURN BUILDING)
STA. 10+42.5 - 11+83.9 LT
STA. 10+41.7 - 11+83.9 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 21	E

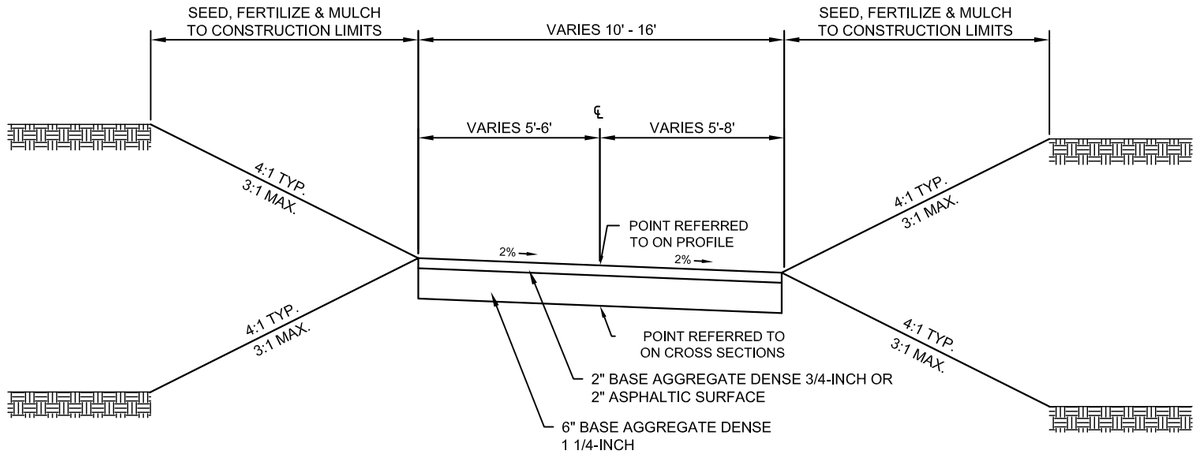


NOTE:

2" ASPHALTIC SURFACE EXCEPT CONCRETE SIDEWALK 4-INCH WITHIN 10' OF ROAD CROSSINGS OR AS SHOWN ON THE PLAN.

TYPICAL FINISHED SECTION FOR SHARED-USE PATH

STA. 10+11.0 - 24+75.6
STA. 25+05.6 - 32+62.6
STA. 32+87.3 - 36+27.3
STA. 36+51.5 - 40+00.0
STA. 40+20.7 - 41+98.7
STA. 42+13.0 - 48+72.2
STA. 48+96.2 - 53+45.0
STA. 53+69.6 - 58+78.8
STA. 59+04.6 - 61+58.9



TYPICAL FINISHED SECTION FOR ATV / SNOWMOBILE PATH

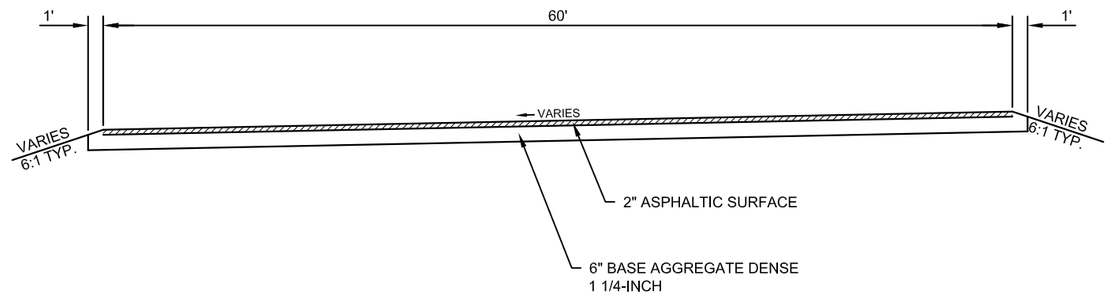
NOTE:

* 2" BASE AGGREGATE DENSE 3/4-INCH EXCEPT 2" ASPHALTIC SURFACE WITHIN 20' OF ROAD CROSSINGS.

** 2" ASPHALTIC SURFACE.

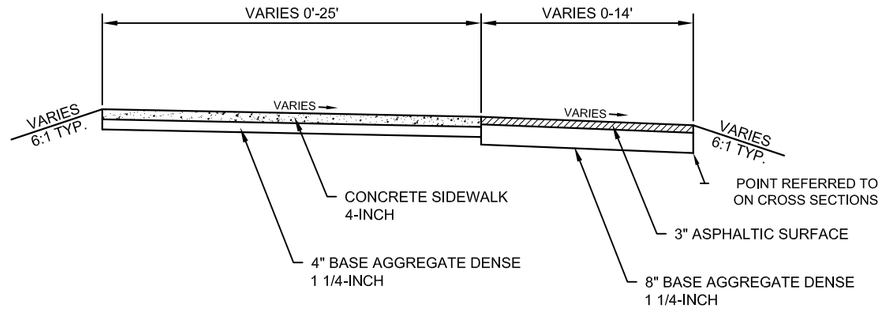
* TRAIL 1 STA. 10+11.0 - 11+03.0
* TRAIL 1 STA. 11+35.8 - 12+59.2
* TRAIL 1 STA. 24+38.3 - 25+96.9
** TRAIL 1 STA. 26+26.9 - 30+55.6
** TRAIL 1 STA. 30+65.6 - 30+99.6
** TRAIL 1 STA. 31+50.6 - 31+69.4

** TRAIL 2 STA. 10+64.1 - 10+88.6
* TRAIL 2 STA. 14+28.7 - 14+84.0
* TRAIL 2 STA. 16+59.5 - 16+99.5
* TRAIL 2 STA. 17+23.6 - 17+63.6
* TRAIL 2 STA. 19+82.4 - 21+72.5
* TRAIL 2 STA. 21+97.0 - 27+06.1
* TRAIL 2 STA. 27+30.2 - 27+64.7



TYPICAL FINISHED SECTION FOR PAVED
CITY PARKING LOT

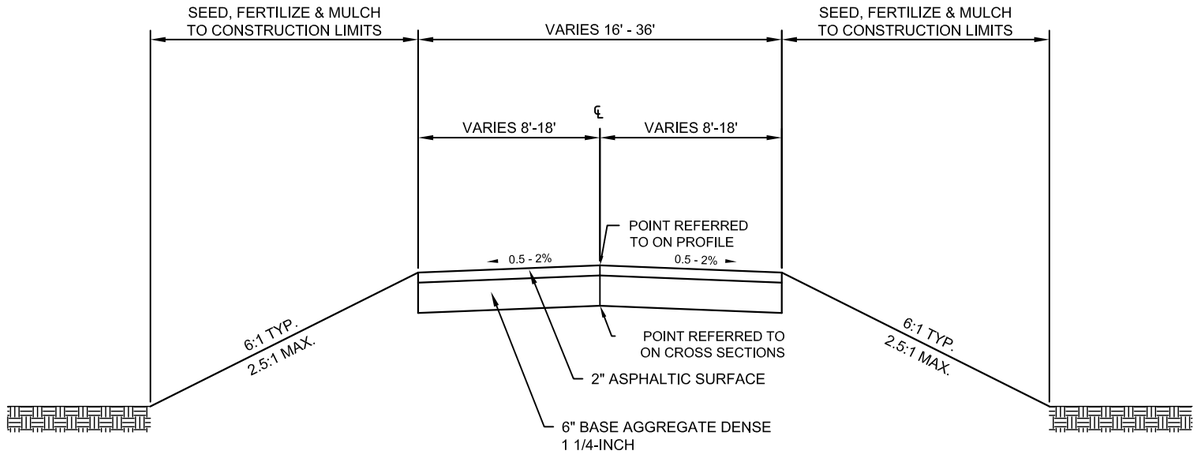
STA. 863+54.2 - 869+70.6 RT
STA. 865+94.9 - 866+81.3 RT



TYPICAL FINISHED SECTION FOR PAVED
COMMERCIAL ENTRANCES

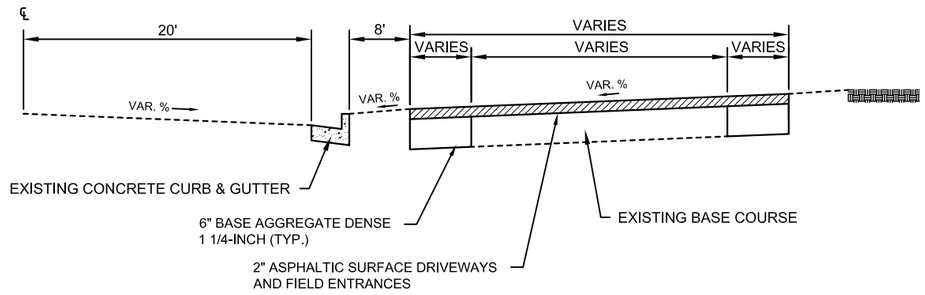
COMMERCIAL ENTRANCE (THROUGH THE WOODS CAFE')
STA. 845+83 - 846+23 LT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET 23	E



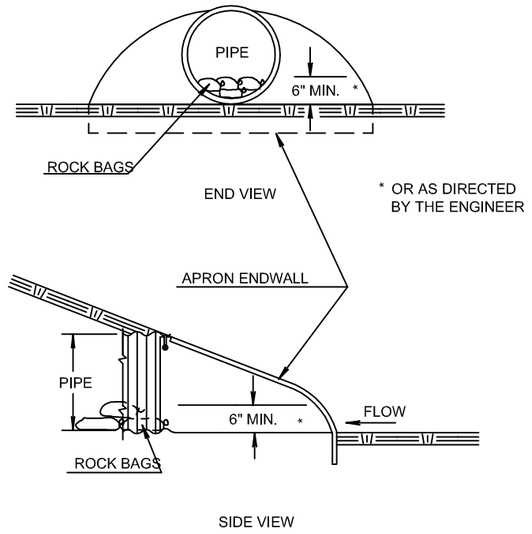
TYPICAL FINISHED SECTION FOR ATV / SNOWMOBILE PATH 'T3'

TRAIL 3 STA. 10+17.0 - 11+10.0

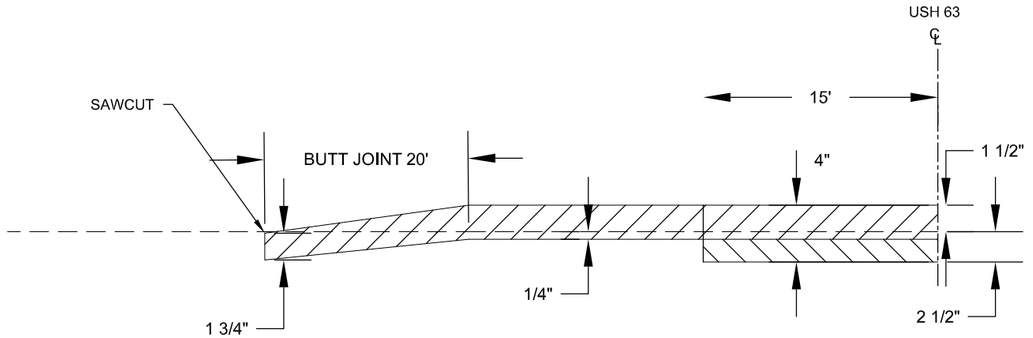


TYPICAL FINISHED SECTION FOR CHURCH PARKING LOT

PEDERSON DRIVE 'PD'
STA. 6+61.0 - 8+44.0 RT



CULVERT PIPE CHECK

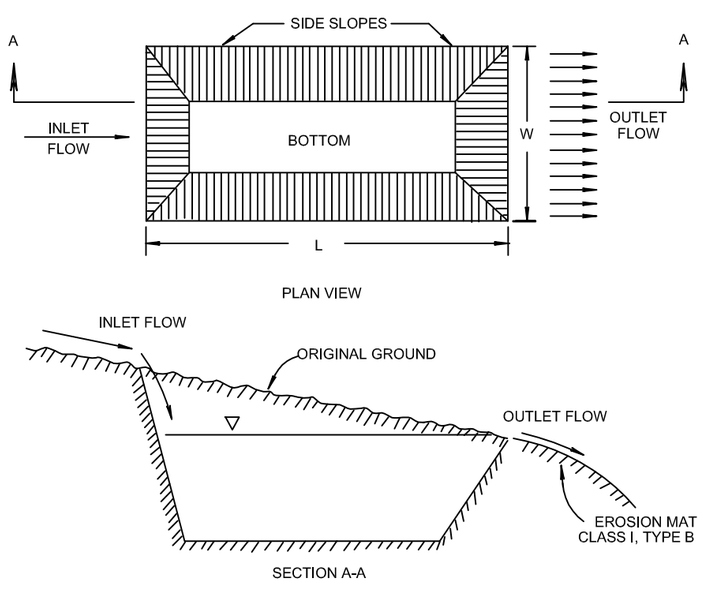


BUTT JOINT

NOTES:

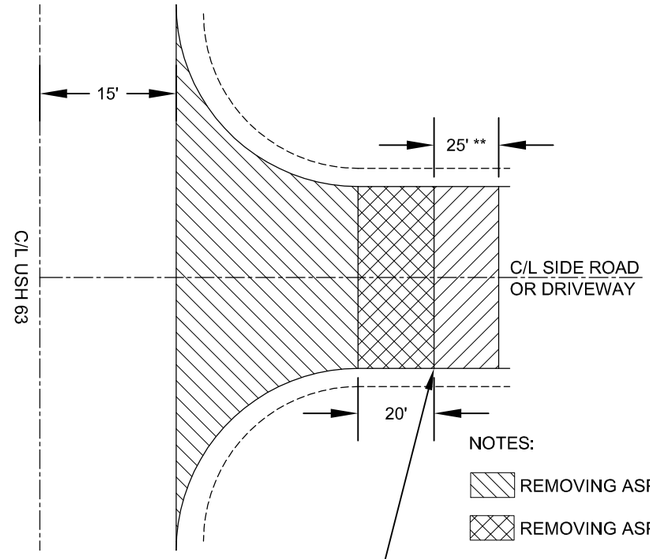
UPPER LAYER 1-3/4" HMA PAVEMENT

LOWER LAYER 2-1/4" HMA PAVEMENT



TEMPORARY SEDIMENT BASIN DETAIL

NOTE: EXCAVATION AND BACKFILL FOR SEDIMENT BASIN TO BE PAID FOR UNDER "EXCAVATION COMMON" ITEM. (EXACT LOCATIONS AND DIMENSIONS TO BE AS DIRECTED BY THE ENGINEER.)



NOTES:

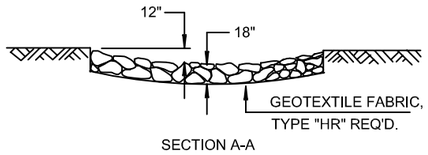
REMOVING ASPHALTIC SURFACE MILLNG

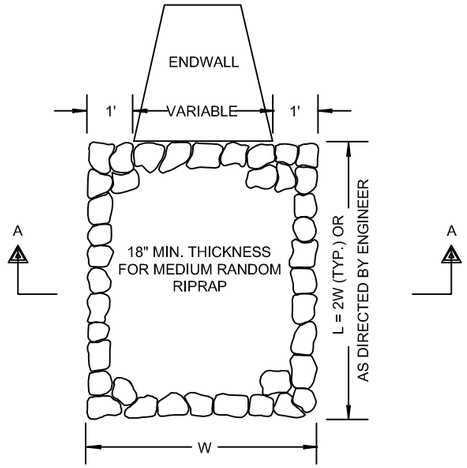
REMOVING ASPHALTIC SURFACE BUTT JOINT

3/4-INCH BASE AGGREGATE DENSE,**
FEATHER TO MATCH PAVED SIDE ROAD APRONS.

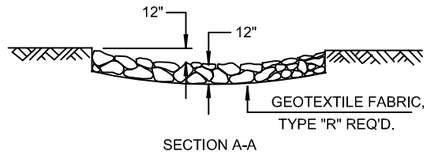
MATCH EXISTING PAVED SURFACE RADII AND TAPERS.
* REQUIRED ON PAVED SIDE ROADS AND DRIVEWAYS ONLY.
**REQUIRED ON UN-PAVED SIDE ROADS ONLY.

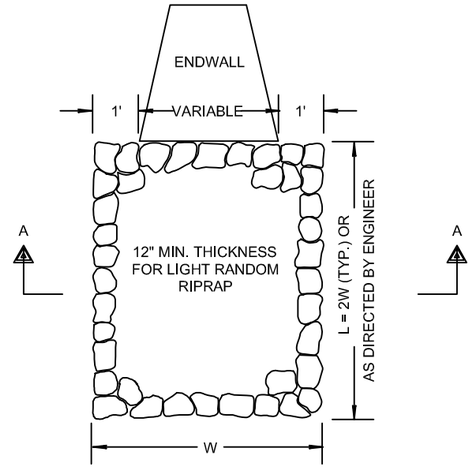
PAVED AND UN-PAVED SIDE ROADS AND PAVED DRIVEWAY DETAIL



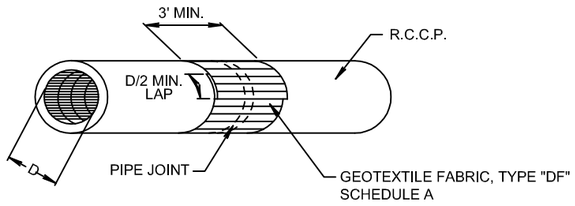


MEDIUM RIPRAP TREATMENT AT CULVERTS





LIGHT RIPRAP TREATMENT AT CULVERTS



NOTE: GEOTEXTILE FABRIC FOR PIPE JOINTS
IS INCIDENTAL TO THE PIPE ITEM.

GEOTEXTILE FABRIC REQUIRED FOR PIPE JOINTS

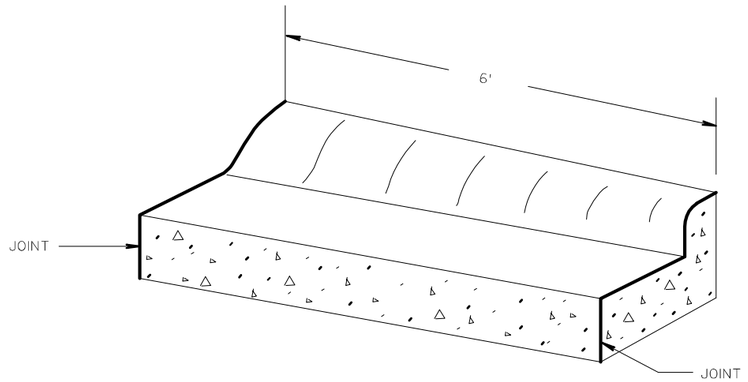
PIPE DIA. (IN.)	PIPE O.D. (IN.)	FABRIC/JOINT (S.Y.)
18	23	2.3
21	26.5	2.6
24	30	3.0
27	33.5	3.3
30	37	3.6
36	44	4.3
42	51	5.0
48	58	5.7
54	65	6.4
60	72	7.1
66	79	7.8
72	86	8.5

DETAIL OF WRAPPED PIPE JOINT
(WRAP ALL JOINTS)

RUNOFF COEFFICIENT TABLE

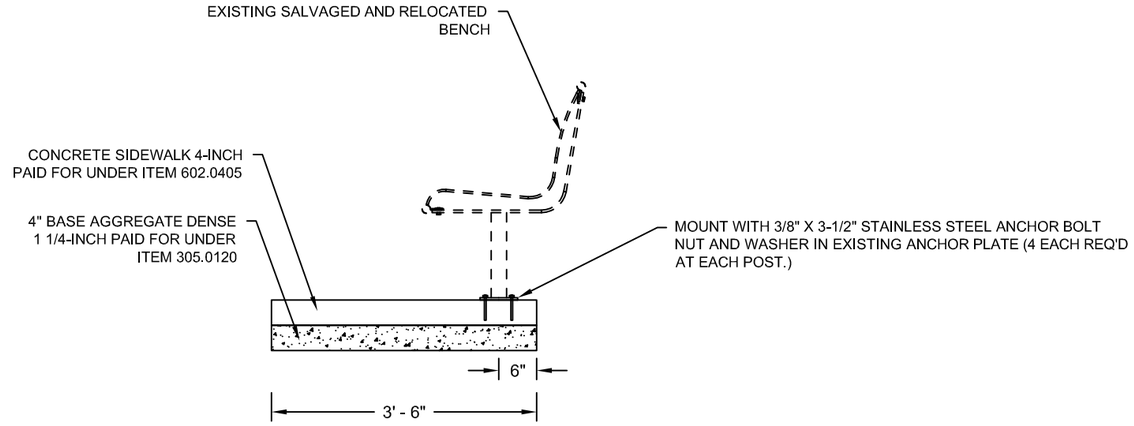
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 42.4 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 42.4 ACRES (INCLUDING ROADWAYS)

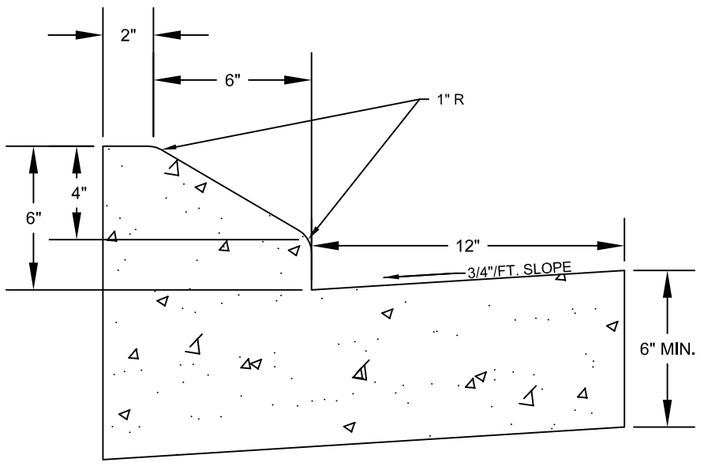


CURB TRANSITION DETAIL

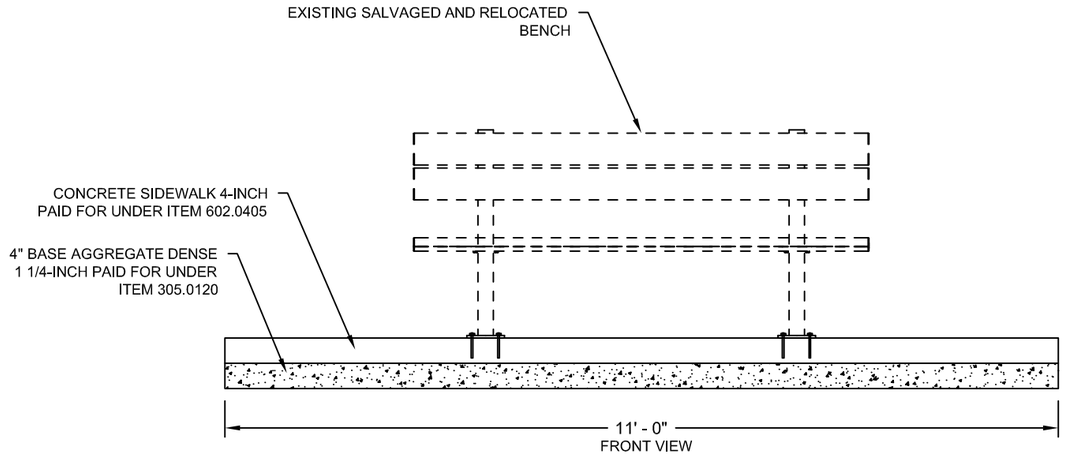
36" CURB & GUTTER TO 30" TYPE "D" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 36" CONC. C&G)



RIGHT SIDE VIEW



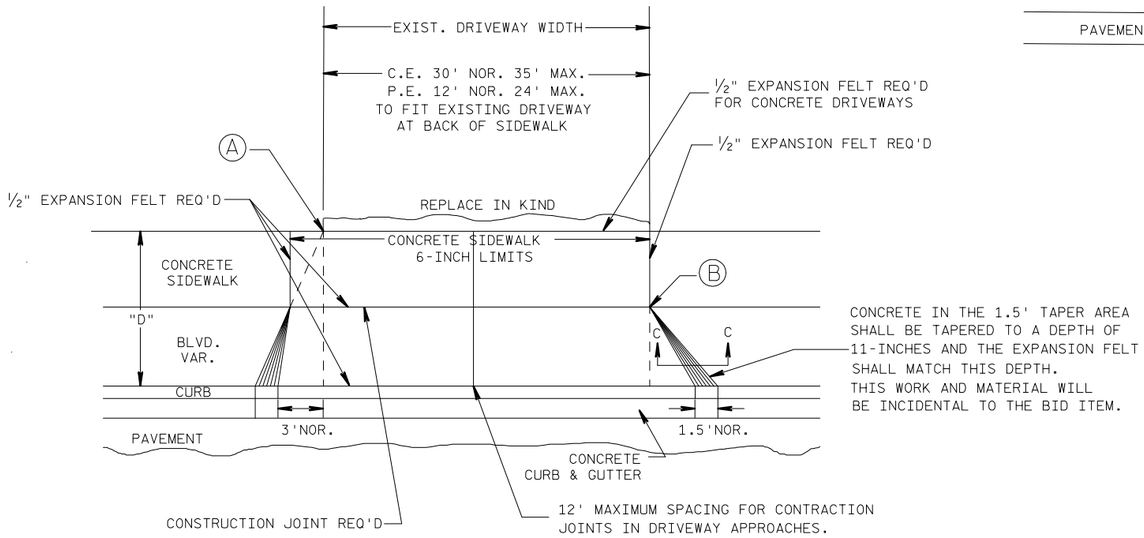
CONCRETE CURB & GUTTER 20-INCH TYPE J SPECIAL



SALVAGE AND RELOCATE BENCH DETAIL

STA. 862+11, 52' RT

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

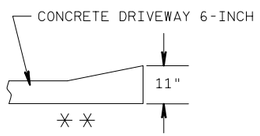


CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

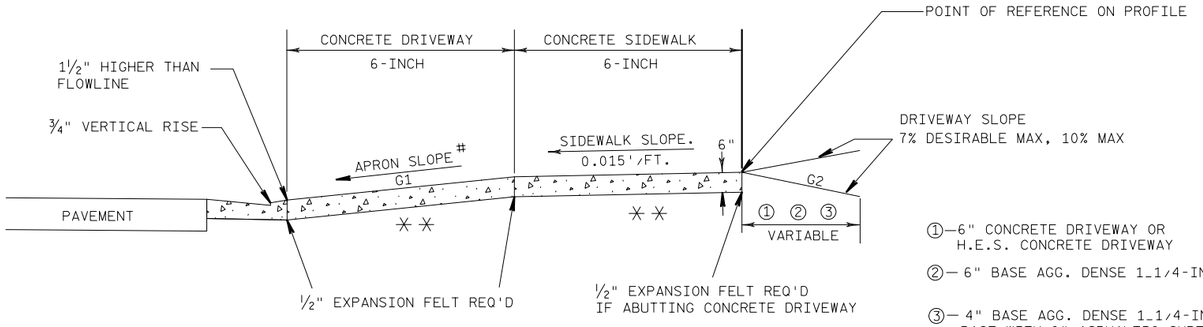
PLAN VIEW

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

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



SECTION C-C



TYPICAL SIDEWALK SECTION

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

②— 6" BASE AGG. DENSE 1_1/4-INCH

③— 4" BASE AGG. DENSE 1_1/4-INCH BASE WITH 2" ASPHALTIC SURFACE

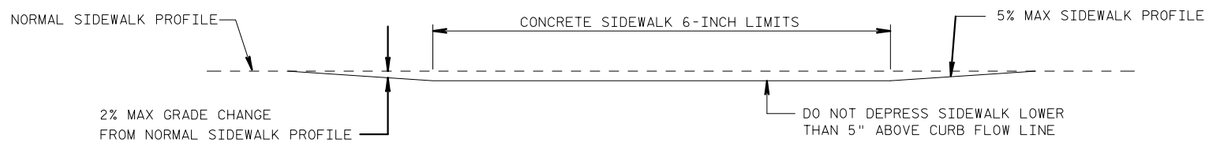
✳✳ = 6" BASE AGG. DENSE 1_1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

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

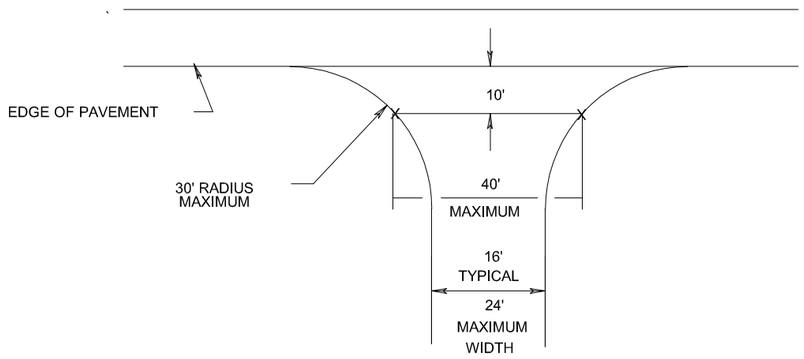
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

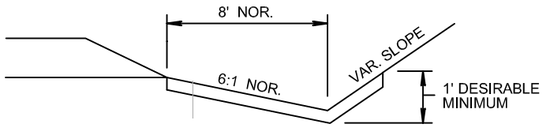


DEPRESSED SIDEWALK PROFILE DETAIL

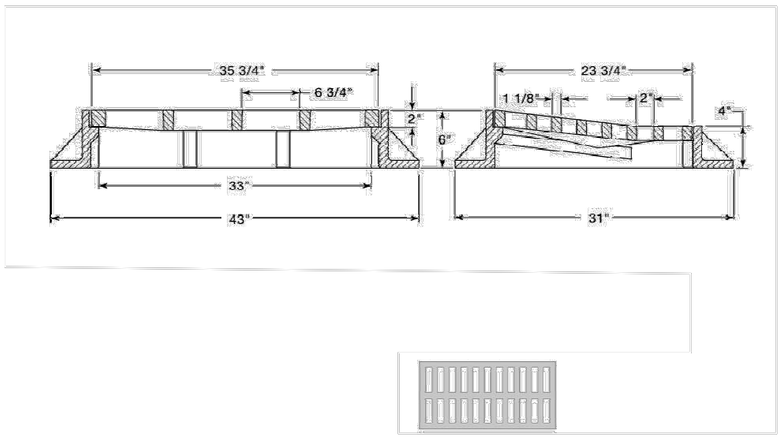
2



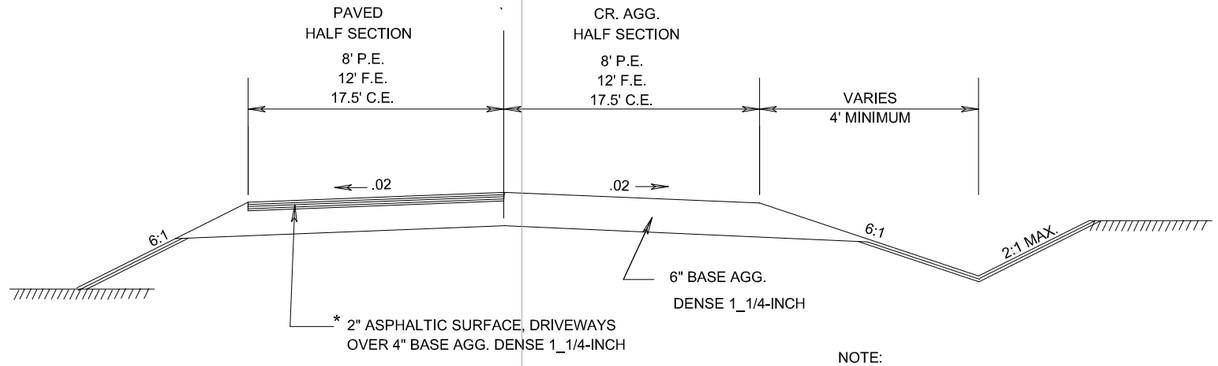
TYPICAL DRIVEWAY DETAIL
(NON-COMMERCIAL RURAL)



EROSION MAT DETAIL FOR DITCHES



INLET COVERS TYPE H-D DETAIL



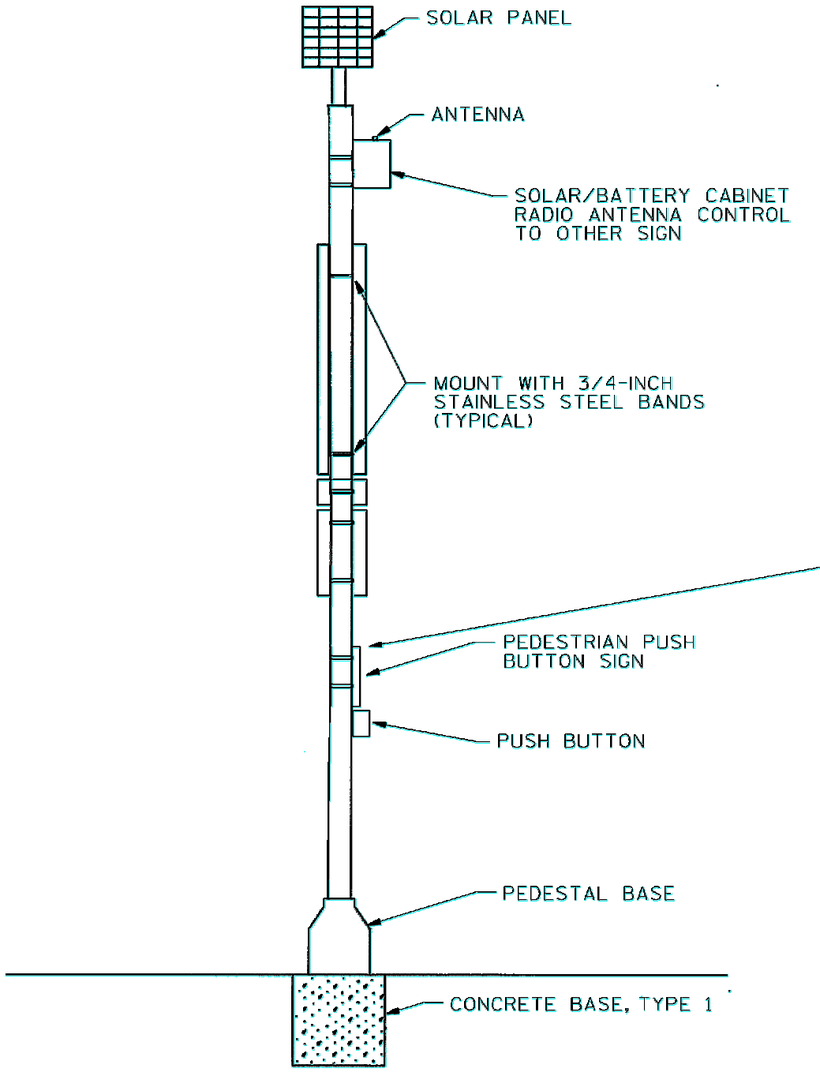
NOTE:

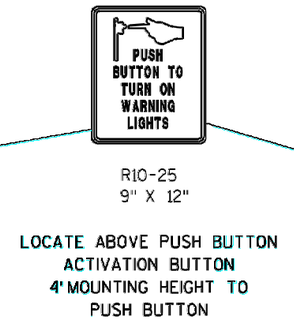
DRIVEWAY PROFILES NOT EXPECTED TO EXCEED 10%. PLACE LOW POINT OF DRIVEWAY PROFILE OVER DITCH FLOW LINE.

* OR MATCH EXIST. ASPH. DEPTH

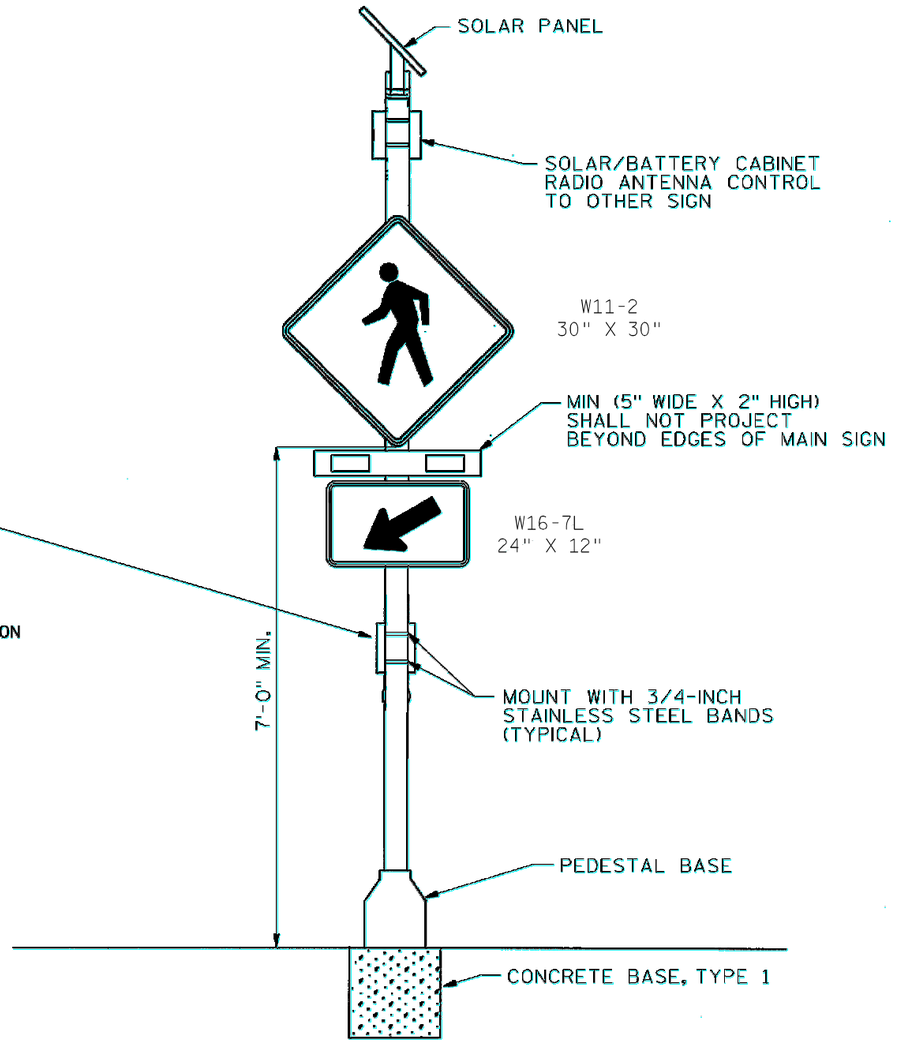
TYPICAL SECTION
FOR PRIVATE ENTRANCES

NOTE:
SIGNS TO BE PLACED BACK TO BACK ON POLE, (4) SIGNS
TOTAL WITH (2) RRFB PLACED BACK TO BACK

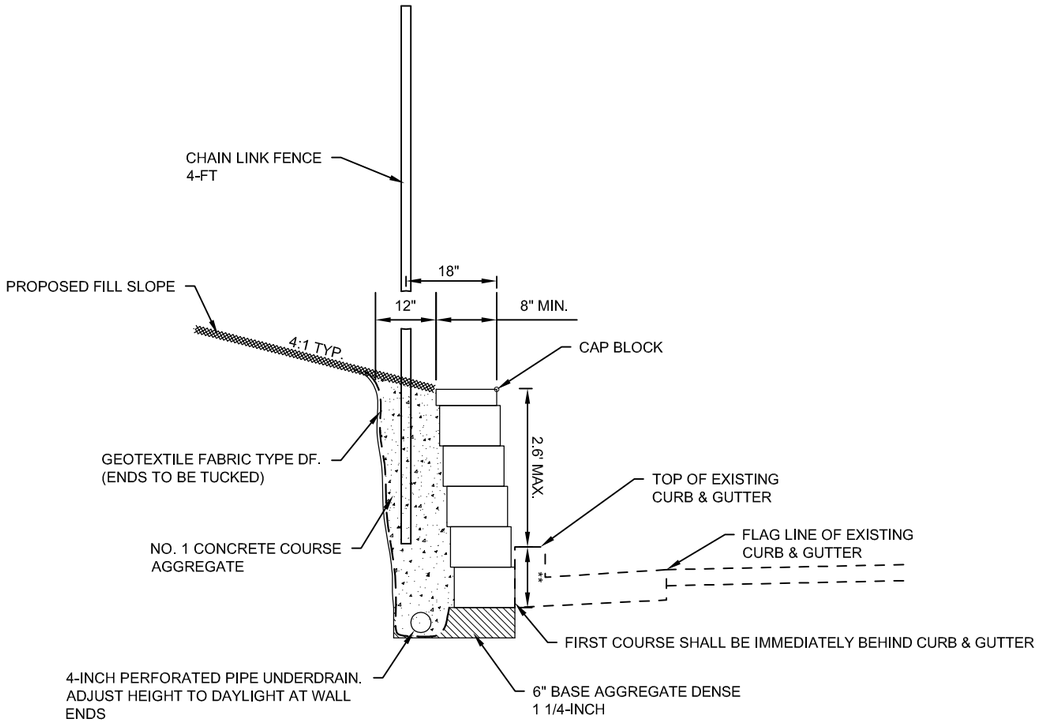




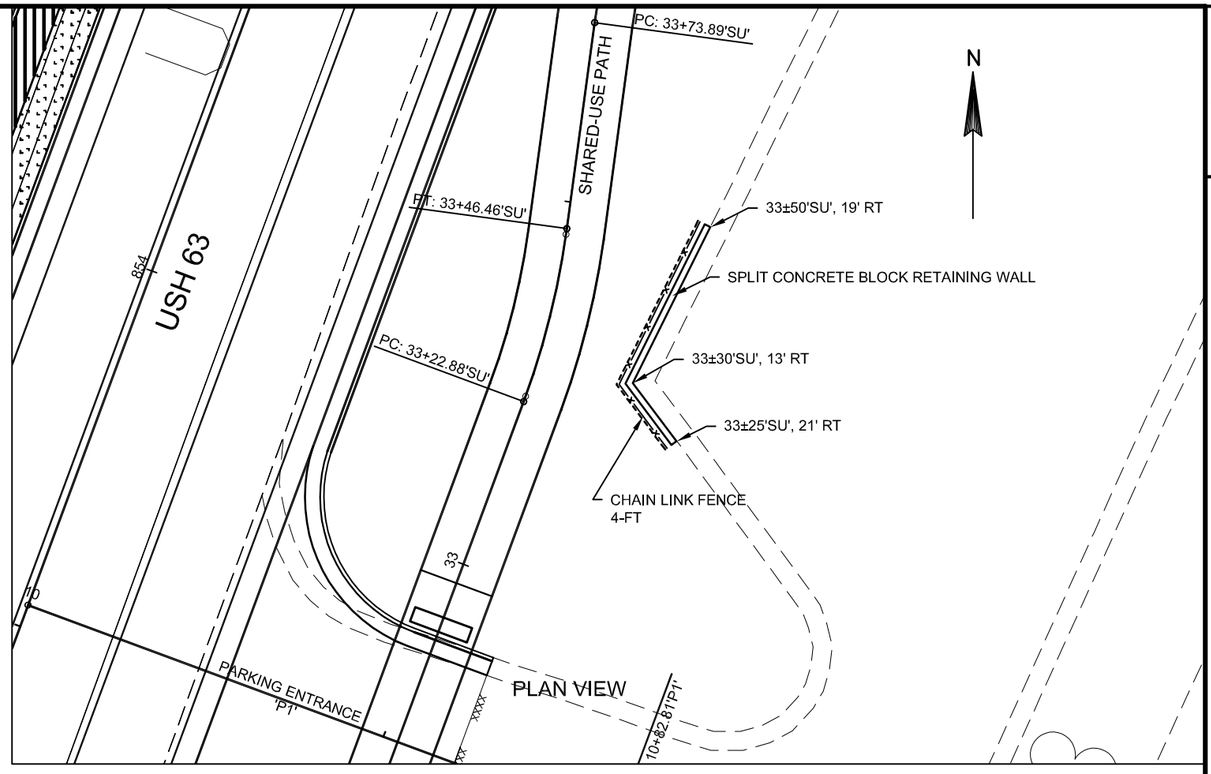
SOLAR PANEL MUST POINT SOUTH



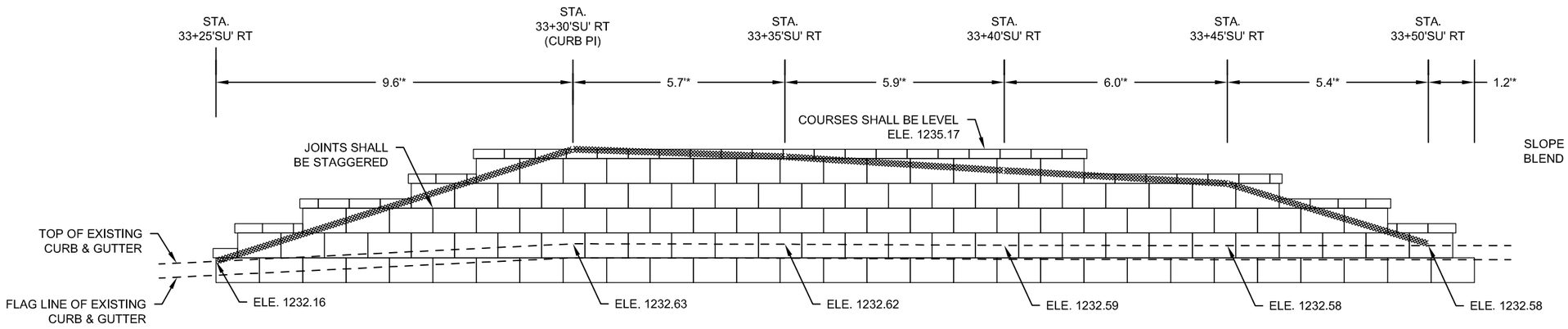
RECTANGULAR RAPID FLASHING BEACON (RRFB) - SOLAR



** MINIMUM ONE BLOCK BELOW TOP OF CURB



SIDE VIEW



FRONT VIEW

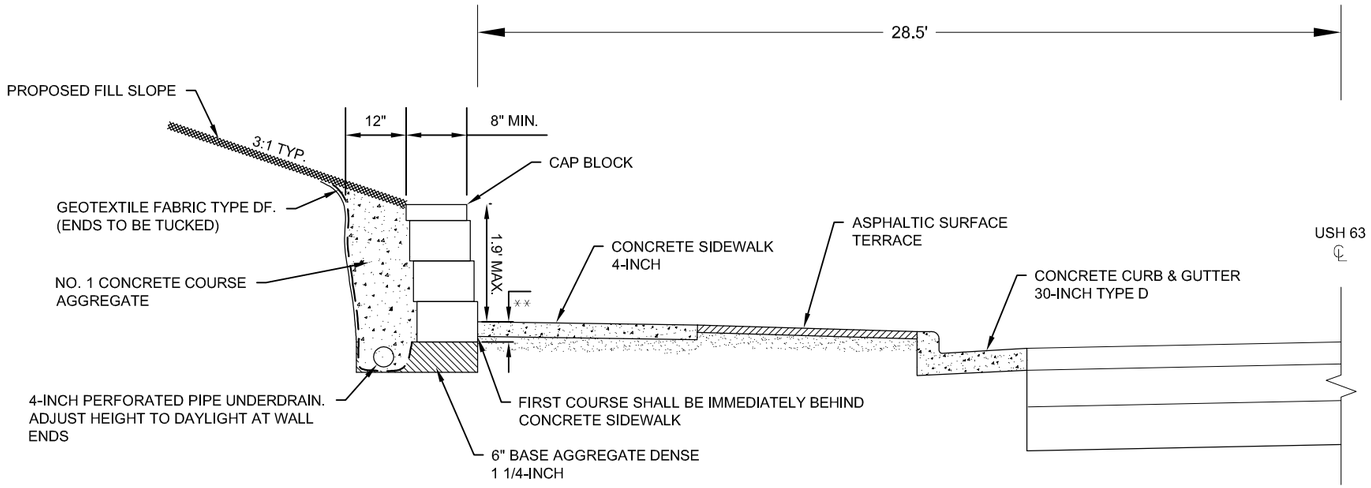
* DIMENSION PARALLEL TO THE BACK OF CURB.

DETAIL FOR SPLIT CONCRETE BLOCK RETAINING WALL

STA 33+25'SU' - 33+50'SU' RT

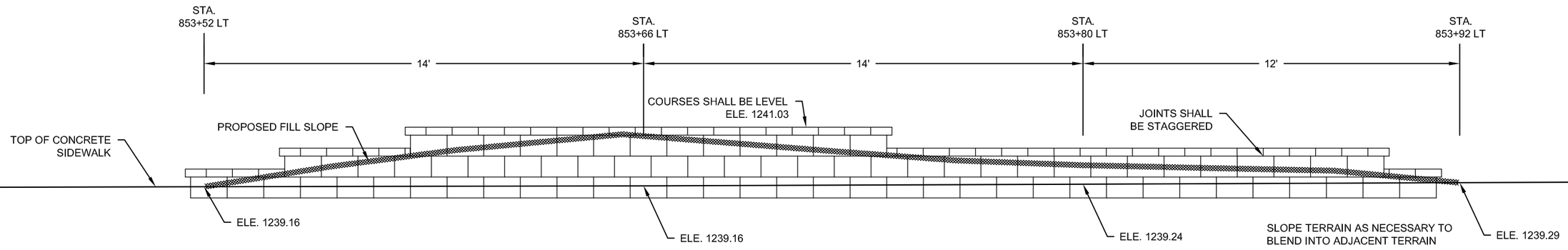
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CONSTRUCTION DETAILS	SHEET 31	E

2



** MINIMUM 4" OF FIRST BLOCK BELOW TOP OF CONCRETE SIDEWALK

SIDE VIEW

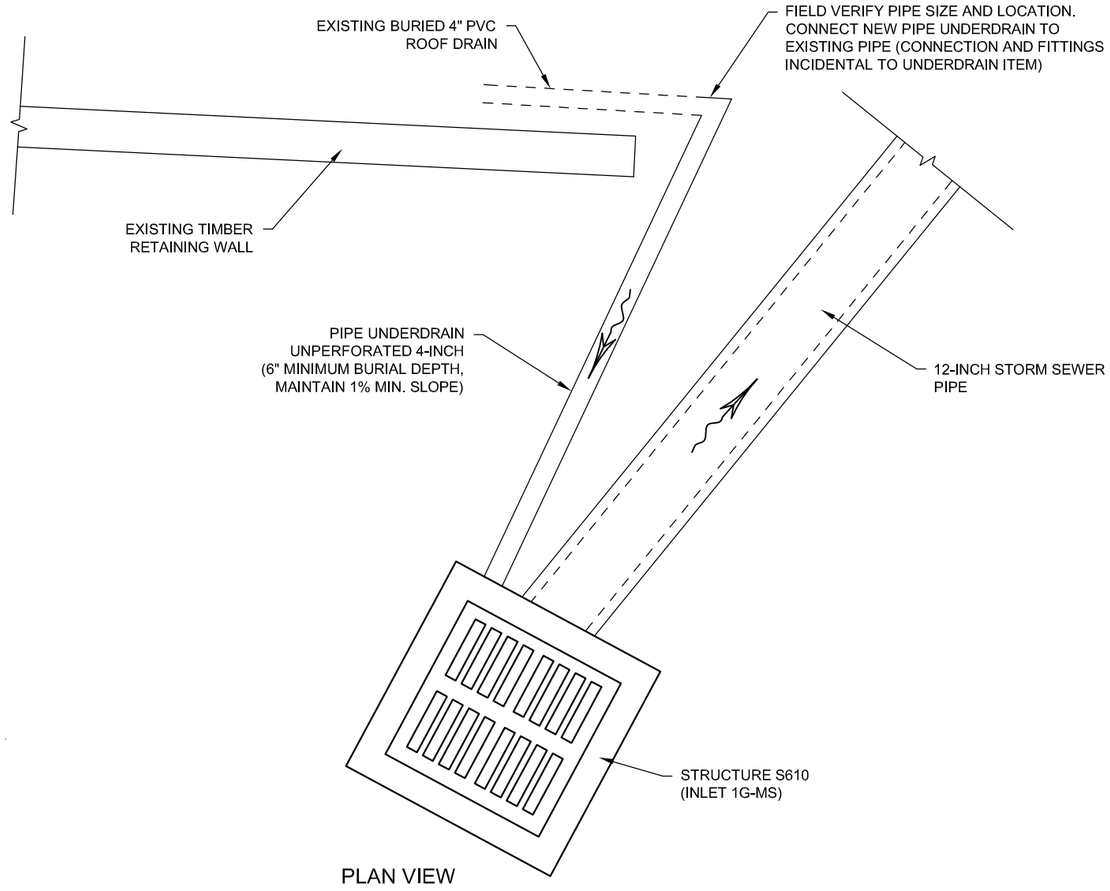


FRONT VIEW

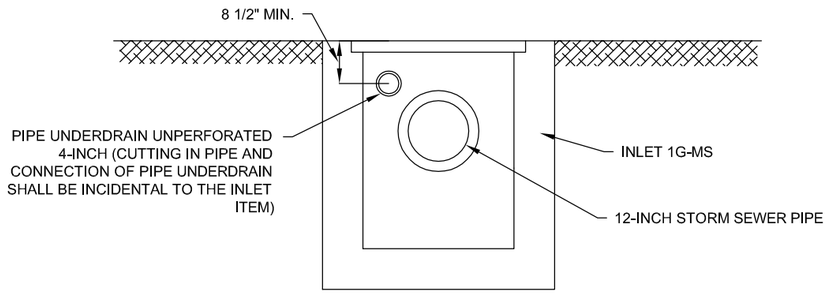
DETAIL FOR SPLIT CONCRETE BLOCK RETAINING WALL

STA 853+51.6 - 853+91.3 LT

2



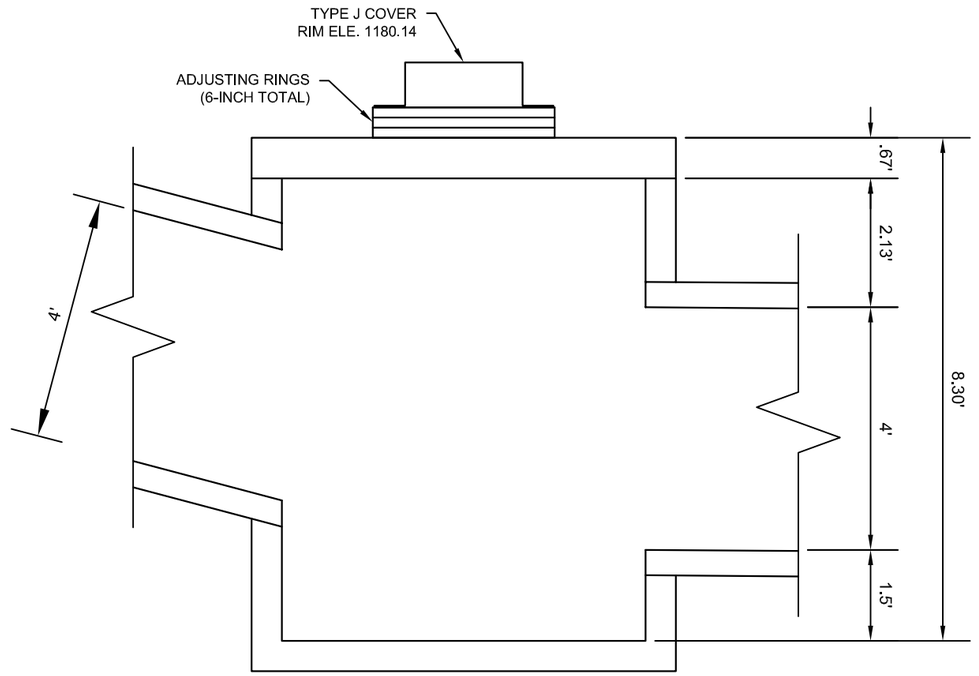
PLAN VIEW



SIDE VIEW

DETAIL FOR PIPE UNDERDRAIN CONNECTION

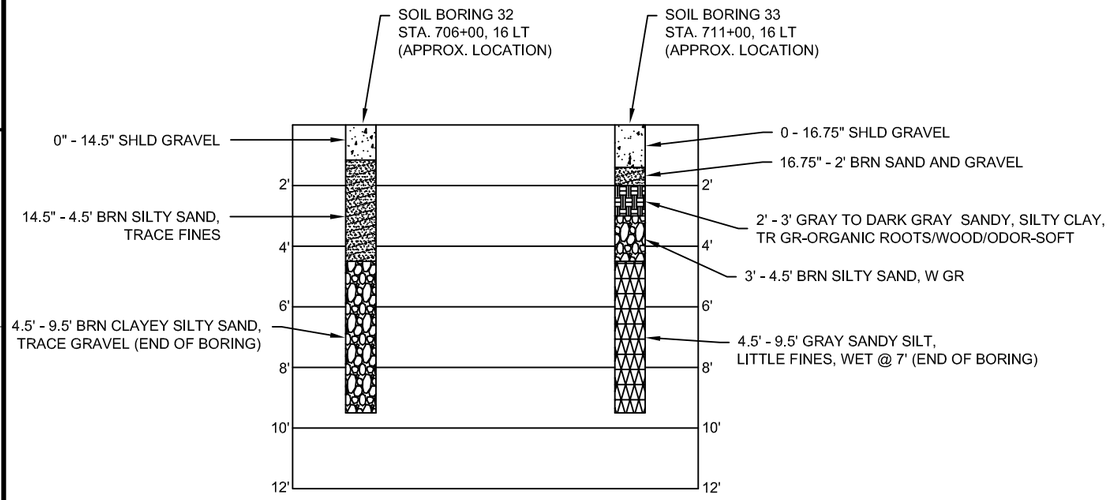
STA 852+60 - 852+70 LT



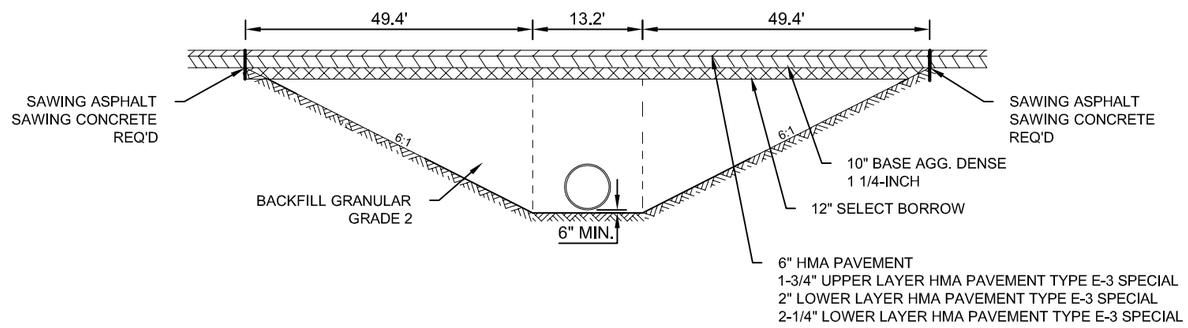
DETAIL FOR 6 X 6-FT MANHOLE WITH 18-INCH SUMP

STORM SEWER STRUCTURE S19.2 - STA. 28+48.5'BD'

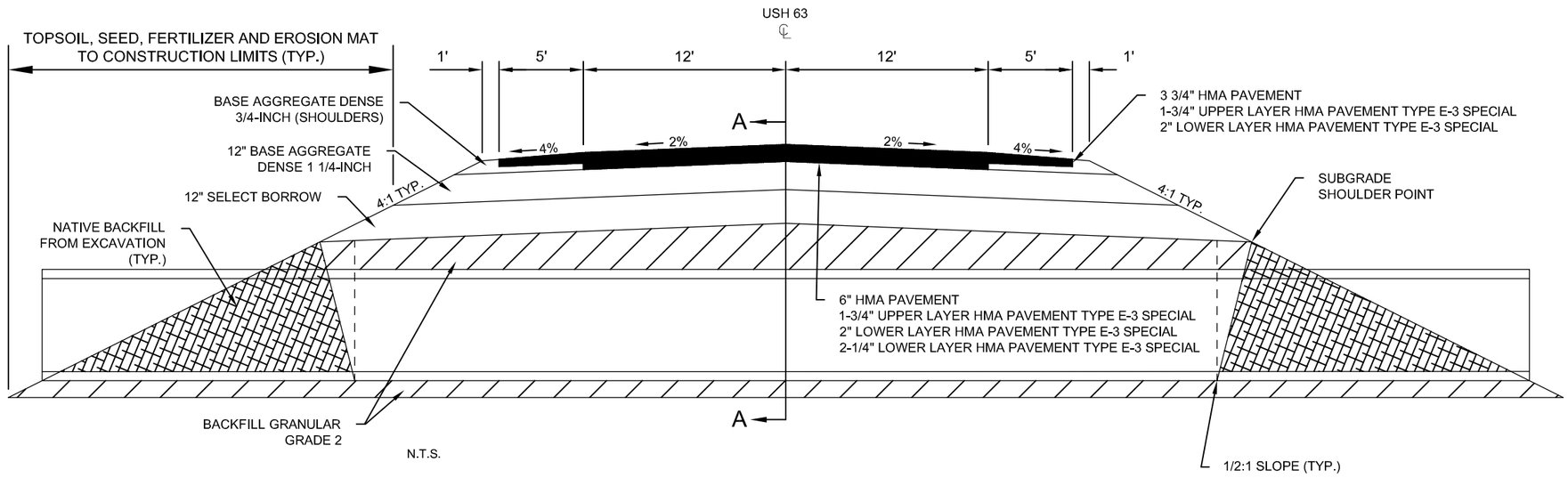
ALL OTHER CONSTRUCTION DETAILS SHALL
BE IN ACCORDANCE WITH SDD 8 B 10-1.



SOIL BORING LOG



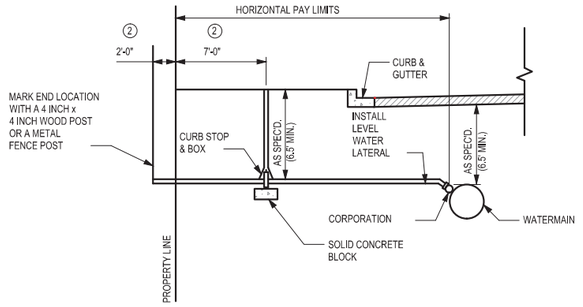
SECTION A - A



N.T.S.

CROSS DRAIN INSTALLATION DETAIL

STA. 709+08

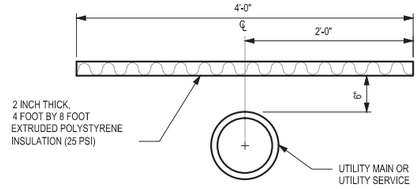


GENERAL NOTES:

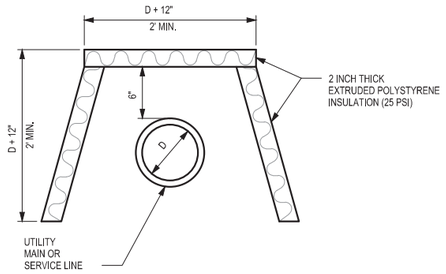
1. SEE PLANS AND SPECIFICATIONS FOR SIZE AND TYPE OF CURB STOP AND BOX CORPORATION AND SERVICE LINE.
2. COMMUNITY STANDARDS SHALL SUPERSEDE THE DIMENSIONS FROM THE PROPERTY LINE.

WATER SERVICE DETAIL

SCALE: NONE



STANDARD INSTALLATION



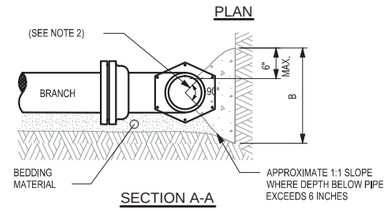
SIDE PROTECTION INSTALLATION

GENERAL NOTES:

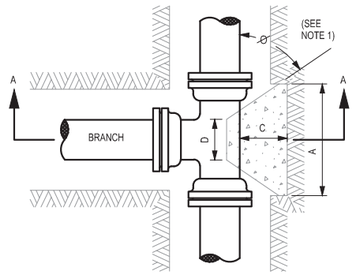
1. THE SIDE PROTECTION INSTALLATION SHALL BE USED WHERE FROST WILL PENETRATE BELOW THE PIPE INVERT.

PIPE INSULATION DETAIL

SCALE: NONE



SECTION A-A



NOTES:

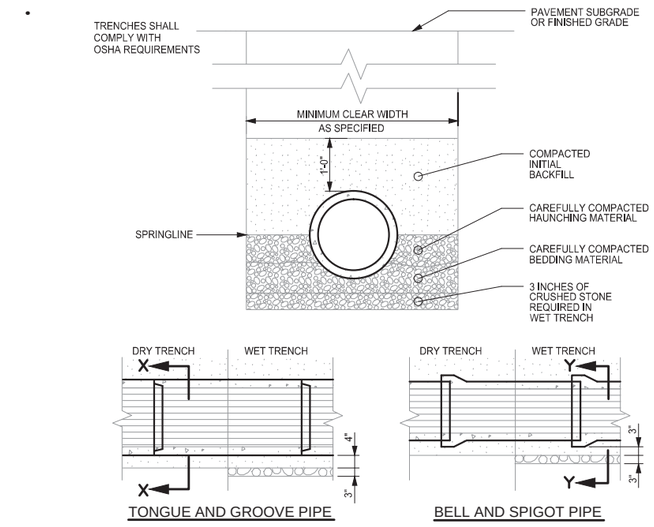
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE O GREATER THAN OR EQUAL TO 45°.
2. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT A MINIMUM.
3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE 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 PLACED 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 POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
8. IN ADDITION TO BUTTRESSES, ALL JOINTS SURROUNDING TEES SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

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

BUTTRESS FOR TEES DETAIL

SCALE: NONE



TONGUE AND GROOVE PIPE

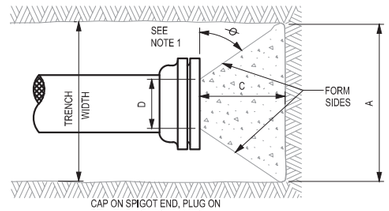
BELL AND SPIGOT PIPE

GENERAL NOTES:

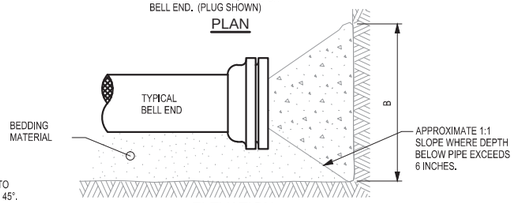
1. BEDDING AND HAUNCHING MATERIAL SHALL BE WELL-GRADED 3/4 TO 1/4 INCH CRUSHED STONE OR OTHER NONE COHESIVE MATERIAL NOT SUBJECT TO MIGRATION AND FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
2. BEDDING MATERIAL TO BE PLACED BEFORE SETTING PIPE, 4 INCH MINIMUM UNDER BARREL WITH 3 INCH MINIMUM UNDER 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 AND REFILLED WITH GRANULAR MATERIAL.

CLASS "B" EMBEDMENT FOR RIGID PIPE DETAIL

SCALE: NONE



PLAN



ELEVATION

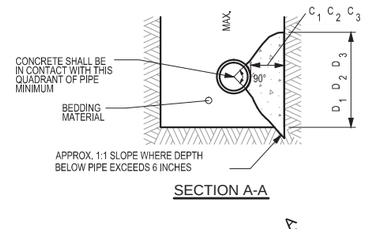
NOTES:

1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE O EQUAL TO OR LARGER THAN 45°.
2. DIMENSION 'D' EQUALS APPROX. I.D. OF PIPE LESS 2 INCHES. THE CONCRETE SHOULD NOT INTERFERE WITH THE MECHANICAL JOINTS.
3. WHERE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, WEDGE ACTION RESTRAINING GLANDS SHALL BE PERMITTED.
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 PLACED 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 POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHLENE.

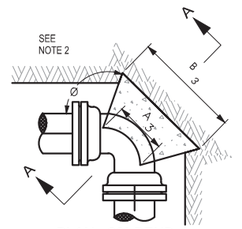
BUTTRESS DIMENSIONS				
DIA.	A	B	C	D
6"	1'-6"	1'-2"	SEE NOTE NO. 1	SEE NOTE NO. 2
8"	2'-0"	1'-4"		
12"	2'-5"	1'-10"		
16"	3'-4"	2'-4"		
20"	4'-3"	2'-10"		
24"	5'-2"	3'-4"		
30"	6'-9"	4'-0"		

BUTTRESS FOR PLUGS DETAIL

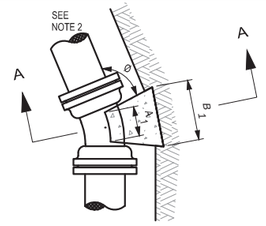
SCALE: NONE



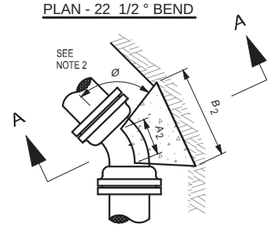
SECTION A-A



PLAN - 90° BEND



PLAN - 22 1/2 ° BEND



PLAN - 45° BEND

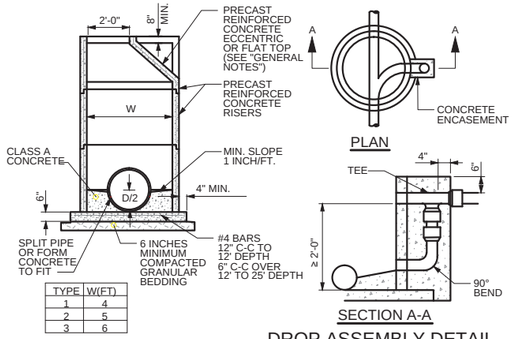
NOTES:

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 EXCEEDS 150 PSI, OR ON-SITE SOIL DOES NOT MEET THIS CONDITION.
2. DIMENSION C C C SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.
3. DIMENSION C C C SHOULD BE LARGE AS POSSIBLE WITHOUT INTERFERRING WITH THE MECHANICAL JOINT.
4. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
5. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. IN ADDITION TO BUTTRESS, ALL JOINTS SURROUNDING BENDS SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS. RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

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



TYPE	W(FT)
1	4
2	5
3	6

PLAN

SECTION A-A

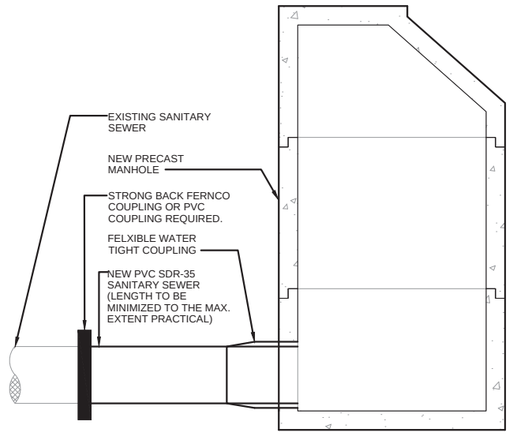
DROP ASSEMBLY DETAIL

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING AND THE APPLICABLE SPECIAL CONDITIONS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
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 5 FEET OR GREATER IN DEPTH, AND FLAT TOPS SHALL BE USED ONLY ON STRUCTURES LESS THAN 5 FEET IN DEPTH, UNLESS 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 STRUCTURE MANWAY CLEAR OPENING SHALL MATCH CASTING - REFER TO STANDARD SPECIFICATION
8. DIVISION 33 AND THE APPLICABLE SPECIAL CONDITIONS.
   - OPENING SHALL BE 24" FOR R-1550 CASTINGS
   - OPENING SHALL BE 27" FOR R-1642 CASTINGS

PRECAST REINFORCED CONCRETE MANHOLE DETAIL

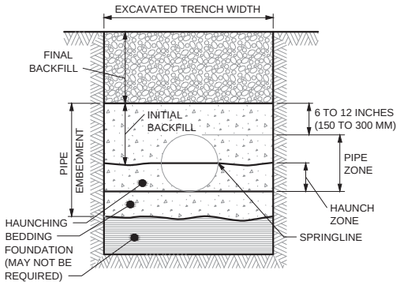
SCALE: NONE



1. SEE PRECAST REINFORCED MANHOLE DETAIL FOR SPEICFICS OF MANHOLE INSTALLATION
2. SEE CLASS II-FLEXIBLE PIPE EMBEDDMENT DETAIL FOR BACKFILL REQUIREMENTS.

MANHOLE CONNECTION DETAIL

SCALE: NONE

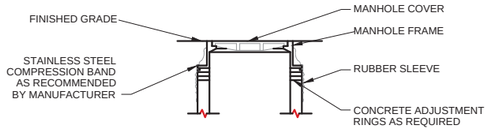


GENERAL NOTES:

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO ASTM D2321.
2. CLASS II EMBEDMENT MATERIAL SHALL BE CLEAN, COARSE-GRAINED SOILS WITH LITTLE TO NO FINES. NO PARTICLES LARGER THAN 1 1/2 -INCHES SHALL BE USED IN THE PIPE EMBEDMENT.
3. WHERE HYDRAULIC GRADIENT EXISTS USE A WELL-GRADED MIXTURE TO MINIMIZE MIGRATION OF FINES FROM ADJACENT SOIL.
4. CLASS II MATERIAL IS SUITABLE AS A FOUNDATION AND FOR REPLACING OVER-EXCAVATED AND UNSTABLE TRENCH BOTTOM. INSTALL AND COMPACT IN 6-INCH MAXIMUM LAYERS.
5. INSTALL AND COMPACT BEDDING IN 6-INCH MAXIMUM LAYERS. LEVEL FINAL GRADE BY HAND. MINIMUM DEPTH 4 INCH (6 INCH IN ROCK CUTS.)
6. INSTALL AND COMPACT HAUNCHING IN 6-INCH MAXIMUM LAYERS. WORK IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.
7. INSTALL AND COMPACT INITIAL BACKFILL TO A MINIMUM OF 6 INCH ABOVE PIPE CROWN.
8. EMBEDMENT COMPACTION:
   MINIMUM DENSITY 85% STANDARD PROCTOR. USE HAND TAMPERS OR VIBRATORY COMPACTORS.

CLASS II - FLEXIBLE PIPE EMBEDMENT DETAIL

SCALE: NONE



GENERAL NOTE:
THE SEAL SHALL EXTEND FROM THE CASTING TO THE CORBEL (CONE). SEAL EXTENSIONS SHALL BE USED AS REQUIRED.

EXTERNAL RUBBER SLEEVE FRAME/CHIMNEY SEAL

MANHOLE WATERPROOFING DETAIL

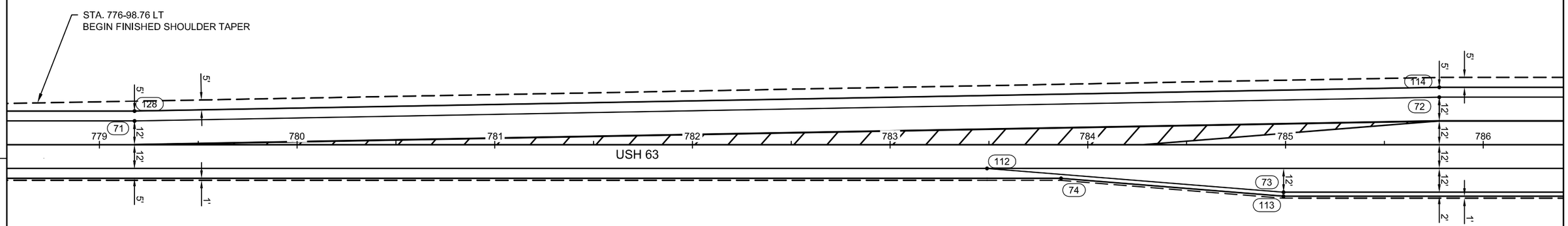
SCALE: NONE

2

POINT NO.	ALIGNMENT	STATION	OFFSET
71	USH 63	779+17.79	-12.00
72	USH 63	785+77.79	-24.00
73	USH 63	784+99.04	24.00
74	USH 63	783+86.46	17.00
112	USH 63	783+49.04	12.00
113	USH 63	784+98.96	26.00
114	USH 63	785+77.79	-29.00
128	USH 63	779+17.79	-17.00

SCALE, FEET

0 50' 100'



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: USH 63 TURN LANE TAPERS	SHEET 37	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021101_ID_NEW_SCOPE.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GARY COLBERT PLOT NAME : ----------

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
1	USH 63	788+84.84	-77.76	'HT'	9+21.64	-15.00	1237.65
2	USH 63	789+10.66	-47.36	'HT'	9+59.86	-26.36	1237.02
3	USH 63	789+48.89	-36.00	'HT'	9+85.68	-56.76	1237.30
4	USH 63	788+52.94	-140.19	'HT'	8+51.64	-11.00	1239.63
5	USH 63	788+32.84	-131.23	'HT'	8+51.72	11.00	1239.63
6	USH 63	788+48.81	-85.12	'HT'	9+00.35	15.00	1238.07
7	USH 63	788+46.10	-51.89	'HT'	9+29.67	30.89	1237.30
8	USH 63	788+16.78	-36.00	'HT'	9+32.38	64.12	1237.78
9	USH 63	788+49.04	24.14	'D'	10+02.88	58.81	1237.81
10	USH 63	788+77.21	32.70	'D'	10+21.13	35.70	1237.47
11	USH 63	788+95.59	55.76	'D'	10+49.30	27.00	1237.12
12	USH 63	789+68.40	80.60	'D'	10+97.08	-32.51	1237.44
13	USH 63	789+77.73	43.64	'D'	10+68.00	-53.90	1237.02
14	USH 63	790+10.40	24.00	'D'	10+61.63	-91.48	1237.26
15	USH 63	789+33.67	28.23	'D'	10+37.57	-18.50	1238.04
16	USH 63	789+52.03	26.79	'D'	10+42.93	-36.12	1237.99
17	USH 63	789+48.94	69.82	'D'	10+81.49	-17.64	1238.06
18	USH 63	790+49.72	57.80	'D'	10+99.75	116.91	0.00
19	USH 63	790+17.88	73.44	'D'	11+04.14	-81.86	0.00
20	USH 63	788+49.04	74.00	'D'	10+49.30	77.00	0.00
21	USH 63	788+16.78	-71.00	'HT'	9+00.35	50.00	0.00
22	USH 63	789+48.89	-106.00	'HT'	9+21.64	-85.00	0.00
23	USH 63	789+11.05	103.42	'D'	11+01.38	29.07	1237.55
24	USH 63	789+40.29	147.95	'D'	11+54.19	11.16	0.00
25	USH 63	789+66.97	144.68	'D'	11+55.55	-15.68	0.00
26	USH 63	789+68.18	90.60	'D'	11+05.89	-29.31	1237.61

POINT NO.	ALIGNMENT	STATION	OFFSET
70	USH 63	790+77.14	17.00

SCALE, FEET

0 30' 60'

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
301	'D'	10+59.72	-16.02	1237.36
302	'D'	10+37.57	-16.00	1237.50
303	'D'	10+35.18	-19.23	1237.61
304	'D'	10+40.53	-36.84	1237.52
305	'D'	10+44.50	-38.06	1237.45
306	'D'	10+62.35	-26.51	1237.49
307	'D'	10+81.82	-19.10	1237.53
308	'D'	10+81.52	-16.14	1237.59

NOTE:

SIGN POSTS INSTALLED IN ASPHALT/CONCRETE REQUIRE 18" PVC BOX-OUT ACCORDING TO SIGN PLATE A4-3B

USH 63 STA. 789+02.74 = HILLTOP ROAD STA. 10+00.00'HT' (INTERSECTION TYPE 'B2') = CTH D STA. 10+00.00'D' (INTERSECTION TYPE 'A2')

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB TYPE J

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

MATCH EXISTING STA. 11+54'D'

HILLTOP ROAD

CTH D

USH 63

PC: 10+72.66'D'

PCC: 11+80.55'D'

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
129	'D'	11+08.01	35.52	-
130	'D'	11+05.29	60.12	-
131	'D'	11+16.56	62.98	-
132	'D'	11+37.33	31.69	-
133	'D'	11+50.53	-30.02	-
134	'D'	11+44.56	-48.01	-
135	'D'	11+35.84	-50.18	-
136	'D'	11+23.58	-37.12	-

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: HILLTOP ROAD / CTH D	SHEET 38	E

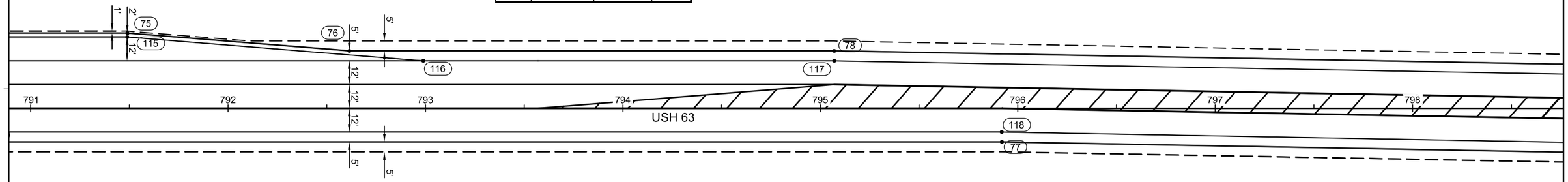
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021101_ID_NEW_SCOPE.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GARY COLBERT PLOT NAME : ----------

WISDOT/CADDS SHEET 42

2

POINT NO.	ALIGNMENT	STATION	OFFSET
75	USH 63	791+49.05	-38.00
76	USH 63	792+61.47	-29.00
77	USH 63	795+91.93	17.00
78	USH 63	795+07.03	-29.00
115	USH 63	791+48.97	-36.00
116	USH 63	792+98.89	-24.00
117	USH 63	795+07.03	-24.00
118	USH 63	795+91.85	12.00

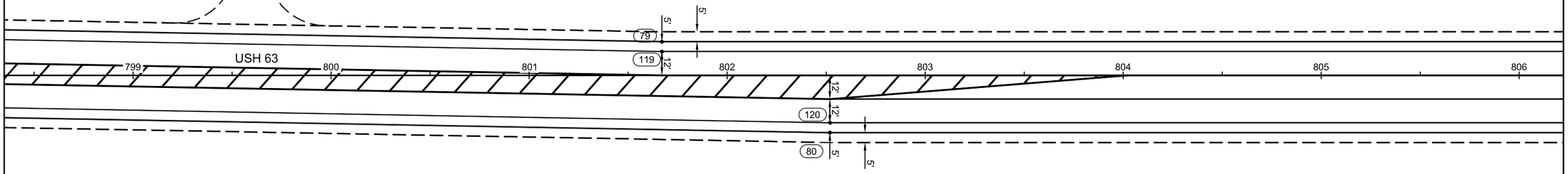
SCALE, FEET
0 50' 100'



STA. 799+60 LT
CONSTRUCT F.E.

POINT NO.	ALIGNMENT	STATION	OFFSET
79	USH 63	801+67.03	-17
80	USH 63	802+51.90	29
119	USH 63	801+67.03	-12
120	USH 63	802+51.96	24

SCALE, FEET
0 50' 100'



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: USH 63 TURN LANE TAPERS	SHEET 39	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021101_ID_NEW_SCOPE.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GARY COLBERT PLOT NAME : ----------

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
31	USH 63	808+36.57	-173.54	'SE'	8+25.40	12.22	1235.49
32	USH 63	808+40.30	-66.43	'SE'	9+32.53	15.00	1236.51
33	USH 63	808+29.50	-36.59	'SE'	9+61.66	27.59	1237.01
34	USH 63	808+00.37	-24.00	'SE'	9+72.46	57.43	1237.51
35	USH 63	807+37.87	-17.00	'SE'	9+75.65	120.24	1237.82
36	USH 63	809+29.09	-29.00	'SE'	9+75.28	-71.36	1237.34
37	USH 63	808+87.98	-45.30	'SE'	9+56.51	-31.30	1236.80
38	USH 63	808+69.20	-85.36	'SE'	9+15.40	-15.00	1236.25
39	USH 63	808+61.53	-175.05	'SE'	8+25.40	-12.79	1235.25
40	USH 63	809+29.09	-89.00	'SE'	9+15.40	-75.00	0.00
41	USH 63	808+00.37	-64.00	'SE'	9+32.53	55.00	0.00

POINT NO.	ALIGNMENT	STATION	OFFSET
81	USH 63	809+59.42	29.00
85	USH 63	811+29.09	-29.00

SCALE, FEET
0 30' 60'

MATCH EXISTING
STA. 8+25'SE'

SCHOOL ENTRANCE

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D (TYP.)

USH 63

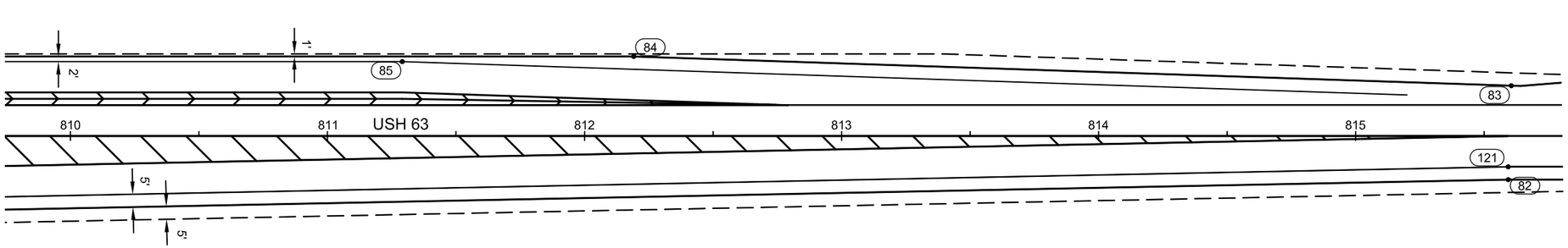
USH 63 STA. 808+59.37 =
SCHOOL ENTRANCE STA. 808+59.37'SE'
(INTERSECTION TYPE 'B2')

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: SCHOOL ENTRANCE	SHEET 40	E

2

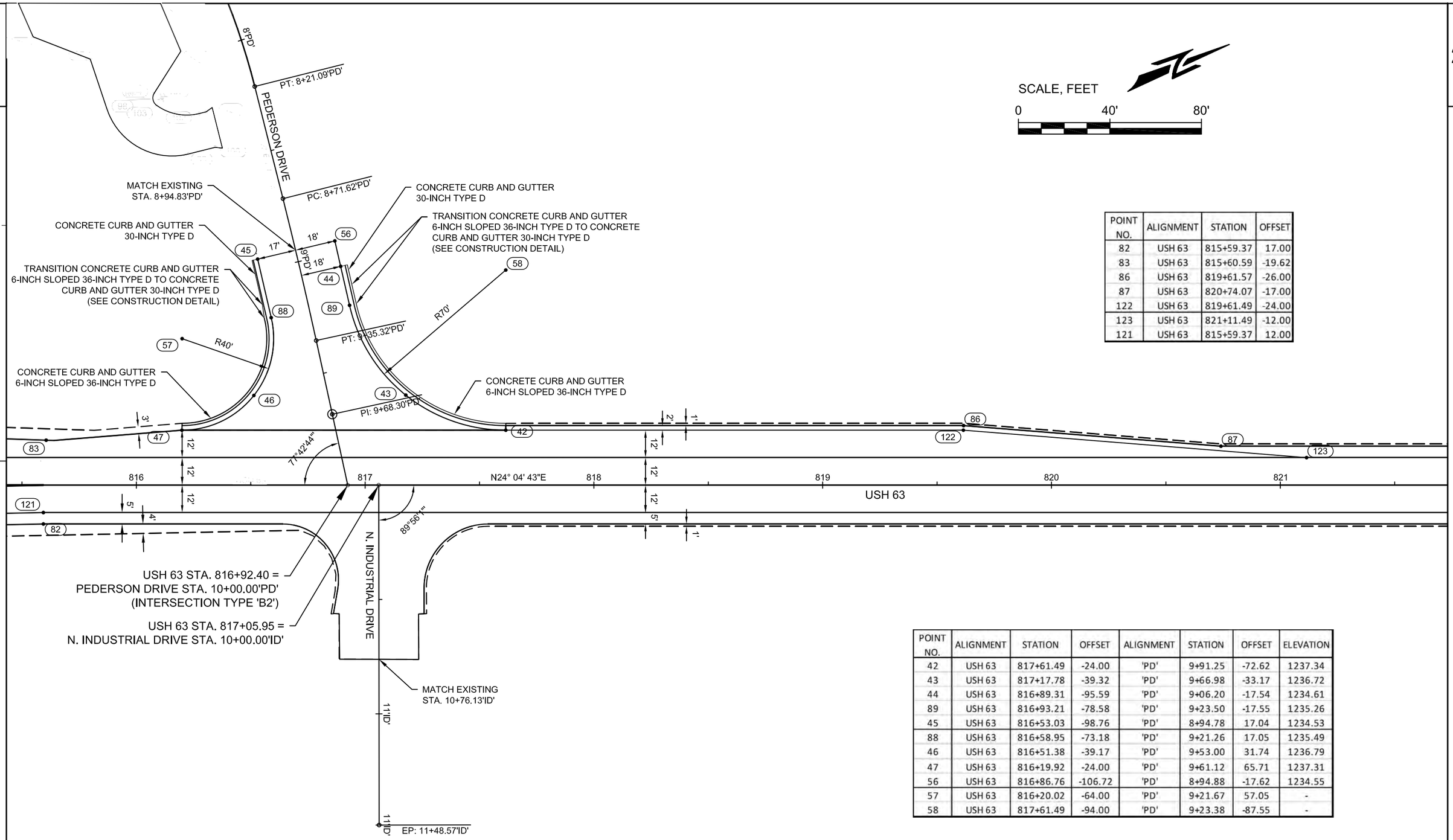
SCALE, FEET
0 50' 100'

POINT NO.	ALIGNMENT	STATION	OFFSET
82	USH 63	815+59.37	17.00
83	USH 63	815+60.59	-19.62
84	USH 63	812+19.18	-31.00
85	USH 63	811+29.09	-29.00
121	USH 63	815+59.37	12.00



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: USH 63 TURN LANE TAPERS	SHEET 41	E

2



POINT NO.	ALIGNMENT	STATION	OFFSET
82	USH 63	815+59.37	17.00
83	USH 63	815+60.59	-19.62
86	USH 63	819+61.57	-26.00
87	USH 63	820+74.07	-17.00
122	USH 63	819+61.49	-24.00
123	USH 63	821+11.49	-12.00
121	USH 63	815+59.37	12.00

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
42	USH 63	817+61.49	-24.00	'PD'	9+91.25	-72.62	1237.34
43	USH 63	817+17.78	-39.32	'PD'	9+66.98	-33.17	1236.72
44	USH 63	816+89.31	-95.59	'PD'	9+06.20	-17.54	1234.61
89	USH 63	816+93.21	-78.58	'PD'	9+23.50	-17.55	1235.26
45	USH 63	816+53.03	-98.76	'PD'	8+94.78	17.04	1234.53
88	USH 63	816+58.95	-73.18	'PD'	9+21.26	17.05	1235.49
46	USH 63	816+51.38	-39.17	'PD'	9+53.00	31.74	1236.79
47	USH 63	816+19.92	-24.00	'PD'	9+61.12	65.71	1237.31
56	USH 63	816+86.76	-106.72	'PD'	8+94.88	-17.62	1234.55
57	USH 63	816+20.02	-64.00	'PD'	9+21.67	57.05	-
58	USH 63	817+61.49	-94.00	'PD'	9+23.38	-87.55	-

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PEDERSEN DR./N. INDUSTRIAL DR. - INTERSECTION LAYOUT DETAIL	SHEET 42	E

SCALE, FEET
0 30' 60'

POINT NO.	ALIGNMENT	STATION	OFFSET
91	'PD'	6+63.30	26.70
92	'PD'	6+59.30	64.16
93	'PD'	6+95.96	80.30
94	'PD'	7+08.82	72.84
95	'PD'	7+43.19	84.62
96	'PD'	7+63.31	84.32
97	'PD'	7+83.76	65.02
98	'PD'	8+13.21	64.99
99	'PD'	8+42.63	35.16
100	'PD'	8+42.63	23.30
101	'PD'	8+26.63	23.30
102	'PD'	8+26.63	26.41
103	'PD'	8+18.18	43.61
104	'PD'	8+11.79	43.19
105	'PD'	7+95.97	26.65
106	'PD'	8+11.50	35.02
107	'PD'	8+15.24	40.51

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
48	'PD'	7+79.31	-17.11	'C1'	10+16.74	34.70	1234.63
49	'PD'	7+61.98	-24.33	'C1'	10+24.16	17.22	1234.73
50	'PD'	7+54.58	-41.83	'C1'	10+41.73	10.00	1234.83
53	'PD'	7+09.60	-17.11	'C1'	10+17.46	-35.22	1235.07
54	'PD'	7+27.35	-24.53	'C1'	10+24.70	-17.40	1234.81
55	'PD'	7+34.58	-42.36	'C1'	10+42.46	-10.00	1234.60
59	'PD'	7+79.08	-42.11	'C1'	10+41.73	35.00	-
60	'PD'	7+09.58	-42.11	'C1'	10+42.46	-35.00	-
108	'PD'	7+33.84	-116.31	'C1'	11+15.33	-10.26	1234.43
109	'PD'	7+70.16	-156.54	'C1'	11+60.16	-10.44	1234.33
110	'PD'	7+73.84	-116.71	'C1'	11+38.43	28.06	-
111	'PD'	7+54.58	-42.59	'C1'	10+42.49	10.00	1234.82

MATCH EXISTING
STA. 11+54.21'C1'

PT: 11+65.27'C1'

R40'

R35'

PC: 11+11.60'C1'

11'C1'

COMMERICIAL ENTRANCE (U-TURN BUILDING)

CONCRETE CURB AND GUTTER
30-INCH TYPE D

R25'

CONCRETE CURB AND GUTTER
30-INCH TYPE D

R25'

PT: 8+21.09'PD'

PC: 8+71.62'PD'

PT: 9+38.12'PD'

PI: 9+68.30'PD'

17'

8'PD'

7'PD'

9'PD'

PEDERSEN DRIVE

PEDERSON DRIVE STA. 7+45.00'PD' =
COMMERCIAL ENTRANCE (U-TURN BUILDING)
STA. 10+00.00'C1'

130'

EDGE OF PAVEMENT APPROX.
8' FROM PEDERSON DRIVE FACE OF CURB

FULL GOSPEL CHURCH PARKING LOT
(ASPHALTIC SURFACE DRIVEWAYS AND
FIELD ENTRANCES)

R=22'

R=30'

R4'

PAVE TO BUILDING FACE
BETWEEN POINT 92 & 93

R70'

R40'

N24° 04' 43"E

1498.68'

T=42.44'

818

817

816

USH 63

N. INDUSTRIAL DRIVE

16'

18'

18'

12'

12'

12'

5'

2'

3'

4'

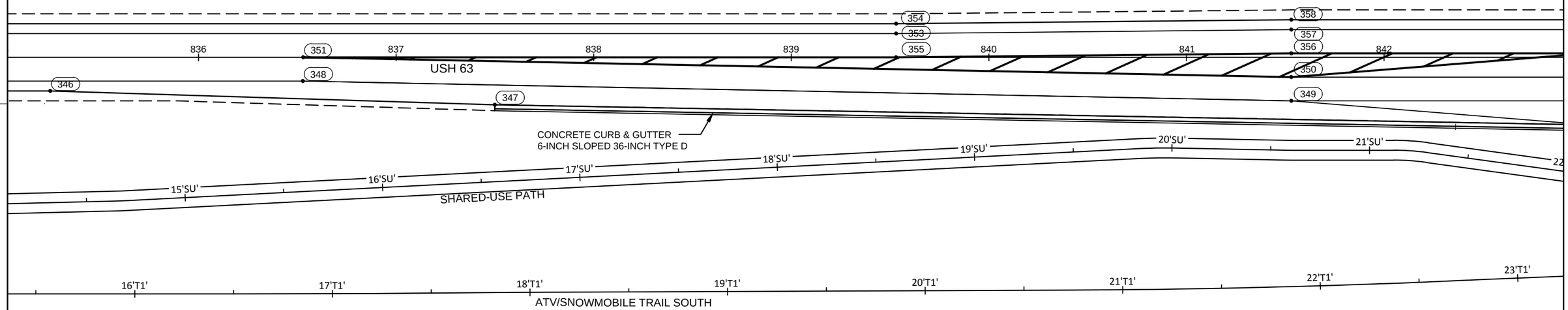
5'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PEDERSEN DR./N. INDUSTRIAL DR. - INTERSECTION LAYOUT DETAIL	SHEET 43	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
346	USH 63	835+25.02	17.00	-
347	USH 63	837+50.01	23.94	1,249.52
348	USH 63	836+52.90	12.00	-
349	USH 63	841+53.06	22.00	-
350	USH 63	841+53.06	10.00	-
351	USH 63	836+53.06	0.00	-
353	USH 63	839+53.06	-12	-
354	USH 63	839+53.06	-17	-
355	USH 63	839+53.06	0.001	-
356	USH 63	841+53.06	-2	-
357	USH 63	841+53.06	-14	-
358	USH 63	841+53.06	-19	-

SCALE, FEET

0 50' 100'



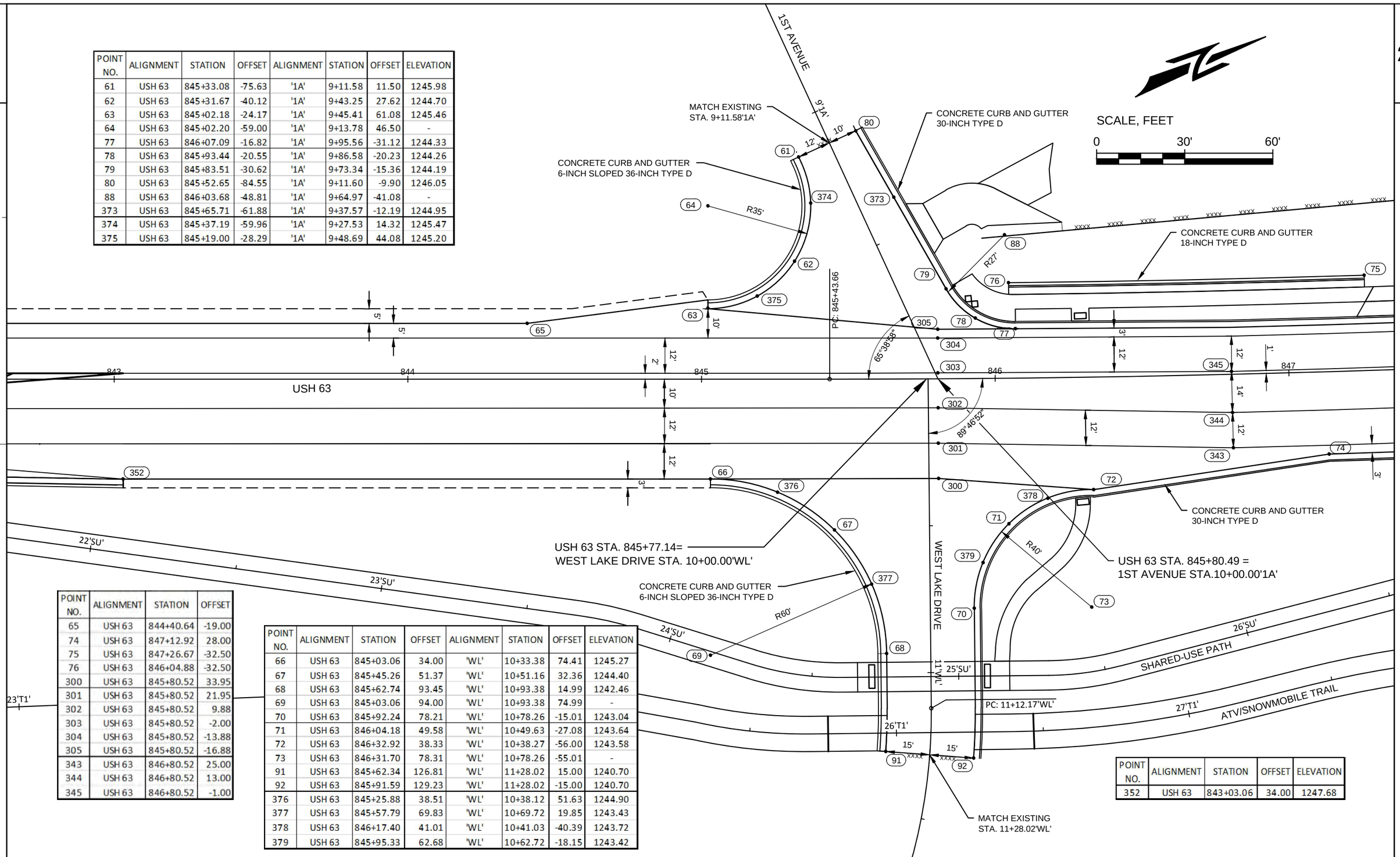
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: 1ST AVENUE / WEST LAKE DRIVE TAPERS	SHEET 44	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021102_ID.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : USER PLOT NAME : ----------

WISDOT/CADDS SHEET 42

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
61	USH 63	845+33.08	-75.63	'1A'	9+11.58	11.50	1245.98
62	USH 63	845+31.67	-40.12	'1A'	9+43.25	27.62	1244.70
63	USH 63	845+02.18	-24.17	'1A'	9+45.41	61.08	1245.46
64	USH 63	845+02.20	-59.00	'1A'	9+13.78	46.50	-
77	USH 63	846+07.09	-16.82	'1A'	9+95.56	-31.12	1244.33
78	USH 63	845+93.44	-20.55	'1A'	9+86.58	-20.23	1244.26
79	USH 63	845+83.51	-30.62	'1A'	9+73.34	-15.36	1244.19
80	USH 63	845+52.65	-84.55	'1A'	9+11.60	-9.90	1246.05
88	USH 63	846+03.68	-48.81	'1A'	9+64.97	-41.08	-
373	USH 63	845+65.71	-61.88	'1A'	9+37.57	-12.19	1244.95
374	USH 63	845+37.19	-59.96	'1A'	9+27.53	14.32	1245.47
375	USH 63	845+19.00	-28.29	'1A'	9+48.69	44.08	1245.20



POINT NO.	ALIGNMENT	STATION	OFFSET
65	USH 63	844+40.64	-19.00
74	USH 63	847+12.92	28.00
75	USH 63	847+26.67	-32.50
76	USH 63	846+04.88	-32.50
300	USH 63	845+80.52	33.95
301	USH 63	845+80.52	21.95
302	USH 63	845+80.52	9.88
303	USH 63	845+80.52	-2.00
304	USH 63	845+80.52	-13.88
305	USH 63	845+80.52	-16.88
343	USH 63	846+80.52	25.00
344	USH 63	846+80.52	13.00
345	USH 63	846+80.52	-1.00

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
66	USH 63	845+03.06	34.00	'WL'	10+33.38	74.41	1245.27
67	USH 63	845+45.26	51.37	'WL'	10+51.16	32.36	1244.40
68	USH 63	845+62.74	93.45	'WL'	10+93.38	14.99	1242.46
69	USH 63	845+03.06	94.00	'WL'	10+93.38	74.99	-
70	USH 63	845+92.24	78.21	'WL'	10+78.26	-15.01	1243.04
71	USH 63	846+04.18	49.58	'WL'	10+49.63	-27.08	1243.64
72	USH 63	846+32.92	38.33	'WL'	10+38.27	-56.00	1243.58
73	USH 63	846+31.70	78.31	'WL'	10+78.26	-55.01	-
91	USH 63	845+62.34	126.81	'WL'	11+28.02	15.00	1240.70
92	USH 63	845+91.59	129.23	'WL'	11+28.02	-15.00	1240.70
376	USH 63	845+25.88	38.51	'WL'	10+38.12	51.63	1244.90
377	USH 63	845+57.79	69.83	'WL'	10+69.72	19.85	1243.43
378	USH 63	846+17.40	41.01	'WL'	10+41.03	-40.39	1243.72
379	USH 63	845+95.33	62.68	'WL'	10+62.72	-18.15	1243.42

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
352	USH 63	843+03.06	34.00	1247.68

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: 1ST AVENUE / WEST LAKE DRIVE	SHEET 45	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021102_ID.DWG
PLOT DATE : 9/3/2008 9:36 AM
PLOT BY : USER
PLOT NAME : ----------
WISDOT/CADDS SHEET 42

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
93	USH 63	851+00.34	-48.03	'1S'	9+48.53	16.84	1240.70
94	USH 63	850+95.66	-24.48	'1S'	9+71.00	25.31	1239.77
95	USH 63	850+77.36	-16.00	'1S'	9+76.38	44.75	1239.50
96	USH 63	850+77.36	-40.00	'1S'	9+52.70	40.83	-
97	USH 63	851+59.53	-16.01	'1S'	9+89.78	-36.33	1238.91
98	USH 63	851+42.85	-22.41	'1S'	9+80.75	-20.91	1239.04
99	USH 63	851+31.26	-53.15	'1S'	9+48.53	-14.50	1241.03
100	USH 63	851+60.31	-43.00	'1S'	9+63.28	-41.50	-
367	USH 63	851+01.03	-43.92	'1S'	9+52.70	16.83	1240.50
368	USH 63	851+33.67	-38.59	'1S'	9+63.28	-14.50	1239.93
380	USH 63	851+00.49	-33.61	'1S'	9+62.78	19.05	1239.93
381	USH 63	850+87.44	-18.22	'1S'	9+75.83	34.44	1239.64

SCALE, FEET

0 30' 60'

CONCRETE CURB AND GUTTER
30-INCH TYPE D (TYP.)

PT 849+18.14

USH 63

848 849 850 851 852

90°0'0"

80°36'10"

9'15'

1ST STREET

MATCH EXISTING
STA. 9+48.53'

93 99 96 367 380 94 381 95 368 100 98 97

R24'

R27'

17' 15'

5' 5' 5' 5'

12' 1' 14' 12' 3' 3'

31'T1'

USH 63 STA. 849+86.45 =
ATV TRAIL STA. 31+28.05'T1'

USH 63 STA. 851+25.36
1ST STREET STA. 10+00.00'1S'

CONCRETE CURB AND GUTTER
30-INCH TYPE D (TYP.)

27'SU' 28'SU' 29'SU' 30'SU' 31'SU'

SHARED-USE PATH

28'T1' 29'T1' 30'T1'

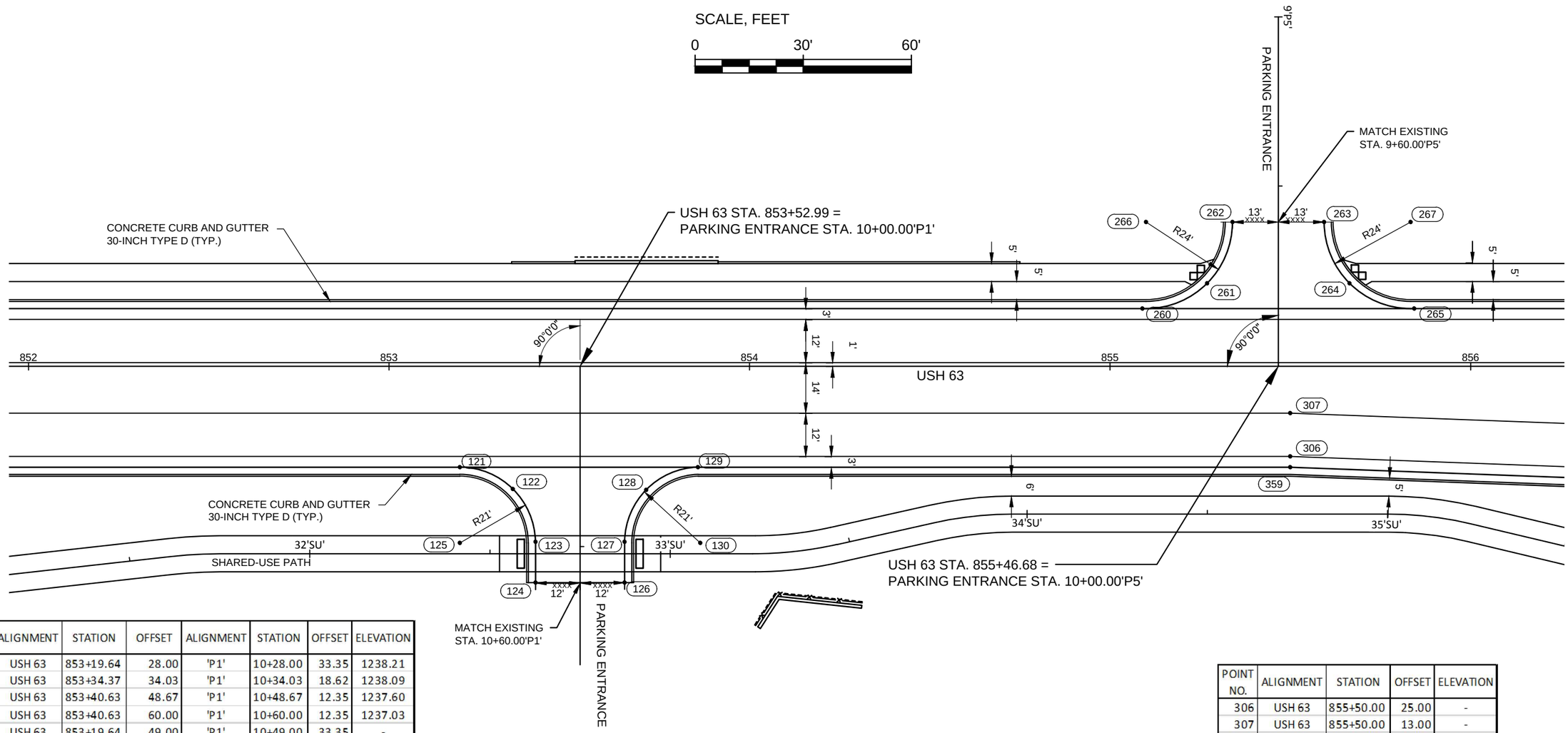
ATV/SNOWMOBILE TRAIL SOUTH

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: 1ST STREET	SHEET 46	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
260	USH 63	855+08.98	-16.00	'P5'	9+84.00	37.70	1238.80
261	USH 63	855+26.95	-23.03	'P5'	9+76.97	19.73	1238.64
262	USH 63	855+33.97	-40.00	'P5'	9+60.00	12.70	1240.28
263	USH 63	855+59.38	-40.00	'P5'	9+60.00	-12.70	1240.11
264	USH 63	855+66.41	-23.03	'P5'	9+76.97	-19.73	1238.76
265	USH 63	855+84.38	-16.00	'P5'	9+84.00	-37.70	1238.56
266	USH 63	855+09.98	-40.00	'P5'	9+60.00	36.70	-
267	USH 63	855+83.38	-40.00	'P5'	9+60.00	-36.70	-

SCALE, FEET

0 30' 60'



POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
121	USH 63	853+19.64	28.00	'P1'	10+28.00	33.35	1238.21
122	USH 63	853+34.37	34.03	'P1'	10+34.03	18.62	1238.09
123	USH 63	853+40.63	48.67	'P1'	10+48.67	12.35	1237.60
124	USH 63	853+40.63	60.00	'P1'	10+60.00	12.35	1237.03
125	USH 63	853+19.64	49.00	'P1'	10+49.00	33.35	-
126	USH 63	853+65.34	60.00	'P1'	10+60.00	-12.35	1237.39
127	USH 63	853+65.34	48.67	'P1'	10+48.67	-12.35	1237.89
128	USH 63	853+71.37	34.27	'P1'	10+34.27	-18.38	1238.19
129	USH 63	853+85.67	28.01	'P1'	10+28.01	-32.69	1238.38
130	USH 63	853+86.34	49.00	'P1'	10+49.00	-33.35	-

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
306	USH 63	855+50.00	25.00	-
307	USH 63	855+50.00	13.00	-
359	USH 63	855+50.00	28.00	1238.41

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: PARKING ENTRANCES 'P1' AND 'P5'	SHEET 47	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
160	USH 63	856+89.94	2.00	-
161	USH 63	856+30.32	2.50	-
162	USH 63	856+77.55	-36.00	-
268	USH 63	856+90.88	4.85	1237.81
269	USH 63	856+30.24	6.00	1238.28
270	USH 63	856+30.18	-1.00	1238.40
271	USH 63	856+75.61	-1.00	1238.04
272	USH 63	856+77.55	7.00	1237.87
273	USH 63	856+89.94	-1.00	1237.93

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
101	USH 63	856+95.35	-57.78	'4A'	9+30.54	19.10	1239.30
102	USH 63	856+98.65	-24.64	'4A'	9+62.73	27.67	1238.27
103	USH 63	856+81.46	-16.00	'4A'	9+64.74	46.97	1238.13
105	USH 63	857+68.43	-16.00	'4A'	9+96.95	-34.59	1237.94
106	USH 63	857+54.75	-20.22	'4A'	9+87.74	-23.47	1238.01
107	USH 63	857+45.76	-31.43	'4A'	9+73.91	-19.30	1238.12
108	USH 63	857+68.43	-41.00	'4A'	9+73.91	-44.30	-
109	USH 63	857+29.98	-71.66	'4A'	9+30.54	-19.30	1239.64
110	USH 63	856+82.45	-36.00	'4A'	9+46.32	39.10	-
369	USH 63	857+00.80	-43.02	'4A'	9+46.32	19.10	1238.76

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
131	USH 63	858+59.12	28.00	'P3'	10+28.37	39.22	1237.05
132	USH 63	858+77.95	35.22	'P3'	10+35.30	20.60	1237.17
133	USH 63	858+86.84	53.09	'P3'	10+49.87	12.96	1237.39
134	USH 63	859+14.77	35.27	'P3'	10+35.30	-15.54	1237.24
135	USH 63	858+93.59	72.34	'P3'	10+62.28	16.87	1237.54
136	USH 63	859+16.36	52.25	'P3'	10+65.08	-12.84	1237.55
137	USH 63	858+59.66	54.82	'P3'	10+48.09	39.19	-
139	USH 63	859+25.63	57.35	'P3'	10+83.35	-10.00	1237.85
140	USH 63	859+27.72	42.35	'P3'	10+85.82	-24.93	-
141	USH 63	859+27.68	28.00	'P3'	10+28.18	-28.33	1237.54
370	USH 63	859+10.11	75.93	'P3'	10+71.93	10.94	1237.82

POINT NO.	ALIGNMENT	STATION	OFFSET
306	USH 63	855+50.00	25.00
307	USH 63	855+50.00	13.00
308	USH 63	856+57.00	29.00
309	USH 63	856+57.00	17.00
310	USH 63	858+07.00	13.00
311	USH 63	858+07.00	25.00
312	USH 63	857+00.00	17.04
313	USH 63	857+00.00	29.00
315	USH 63	859+46.86	13.00
316	USH 63	859+46.86	25.00

SCALE, FEET
0 30' 60'

USH 63 STA. 857+37.73=
4TH AVENUE STA. 10+00.00'4A'

USH 63 STA. 855+50.00 =
PARKING ENTRANCE STA. 10+00.00'P5'

USH 63 STA. 858+98.94=
PARKING ENTRANCE
STA. 10+00.00'P3'

USH 63 STA. 857+16.09=
PARKING ENTRANCE STA. 10+00.00'P2'

MATCH EXISTING
9+30.54'4A'

MATCH EXISTING
STA 10+65'P2'

CONCRETE CURB AND GUTTER
20-INCH TYPE J SPECIAL

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE R

CONCRETE CURB & GUTTER
30-INCH TYPE D (TYP.)

CONCRETE CURB AND GUTTER
30-INCH TYPE D (TYP.)

SHARED-USE PATH

PARKING ENTRANCE

4TH AVENUE

USH 63

PC: 856+75.61

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
111	USH 63	856+82.01	32.00	'P2'	10+32.42	33.40	1237.34
112	USH 63	856+97.30	38.22	'P2'	10+38.38	18.29	1237.10
113	USH 63	857+03.54	51.46	'P2'	10+51.54	12.04	1236.87
114	USH 63	857+03.67	64.96	'P2'	10+65.04	11.77	1236.64
115	USH 63	856+82.01	53.00	'P2'	10+53.41	32.95	-
116	USH 63	857+28.52	64.96	'P2'	10+64.96	-12.23	1236.08
117	USH 63	857+28.58	52.13	'P2'	10+52.13	-12.32	1236.44
118	USH 63	857+34.61	37.37	'P2'	10+37.39	-18.29	1236.77
119	USH 63	857+49.39	30.89	'P2'	10+31.06	-32.86	1236.86
120	USH 63	857+50.16	51.88	'P2'	10+52.05	-33.32	-

LEGEND
REVERSE SLOPE GUTTER

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: 4TH AVENUE/PARKING ENTRANCES 'P2' & 'P3'	SHEET 48	E

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
163	USH 63	860+19.39	2.50	-
165	USH 63	860+74.64	2.09	-
274	USH 63	860+19.24	6.00	1238.71
275	USH 63	860+19.34	-1.00	1238.88
276	USH 63	860+46.85	-1.00	1238.96
277	USH 63	860+74.63	-1.02	1238.94
278	USH 63	860+75.52	4.85	1238.80
279	USH 63	860+61.91	7.00	1238.76
280	USH 63	860+62.08	-36.88	-
299	USH 63	860+46.86	7.00	1238.77

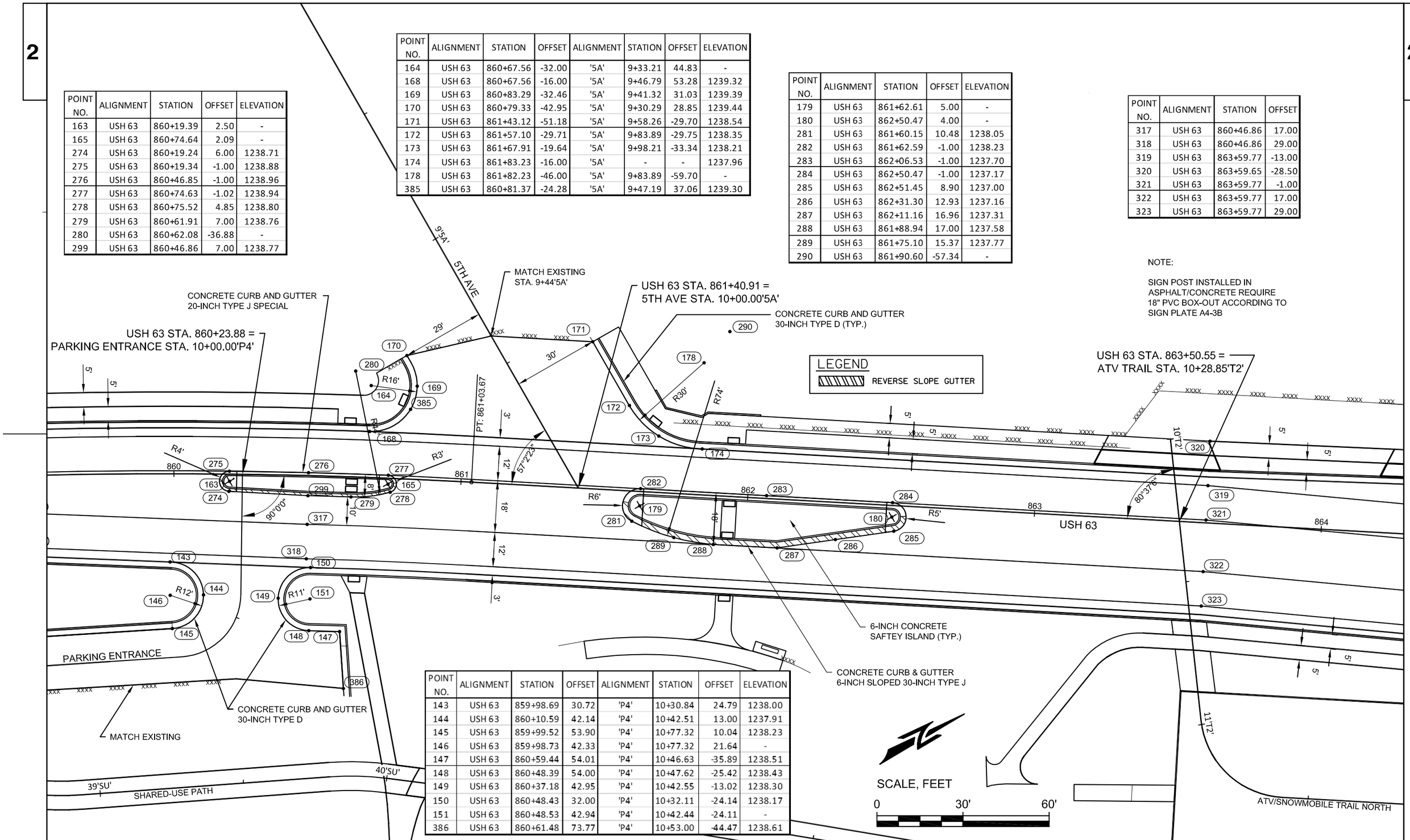
POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
164	USH 63	860+67.56	-32.00	'5A'	9+33.21	44.83	-
168	USH 63	860+67.56	-16.00	'5A'	9+46.79	53.28	1239.32
169	USH 63	860+83.29	-32.46	'5A'	9+41.32	31.03	1239.39
170	USH 63	860+79.33	-42.95	'5A'	9+30.29	28.85	1239.44
171	USH 63	861+43.12	-51.18	'5A'	9+58.26	-29.70	1238.54
172	USH 63	861+57.10	-29.71	'5A'	9+83.89	-29.75	1238.35
173	USH 63	861+67.91	-19.64	'5A'	9+98.21	-33.34	1238.21
174	USH 63	861+83.23	-16.00	'5A'	-	-	1237.96
178	USH 63	861+82.23	-46.00	'5A'	9+83.89	-59.70	-
385	USH 63	860+81.37	-24.28	'5A'	9+47.19	37.06	1239.30

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
179	USH 63	861+62.61	5.00	-
180	USH 63	862+50.47	4.00	-
281	USH 63	861+60.15	10.48	1238.05
282	USH 63	861+62.59	-1.00	1238.23
283	USH 63	862+06.53	-1.00	1237.70
284	USH 63	862+50.47	-1.00	1237.17
285	USH 63	862+51.45	8.90	1237.00
286	USH 63	862+31.30	12.93	1237.16
287	USH 63	862+11.16	16.96	1237.31
288	USH 63	861+88.94	17.00	1237.58
289	USH 63	861+75.10	15.37	1237.77
290	USH 63	861+90.60	-57.34	-

POINT NO.	ALIGNMENT	STATION	OFFSET
317	USH 63	860+46.86	17.00
318	USH 63	860+46.86	29.00
319	USH 63	863+59.77	-13.00
320	USH 63	863+59.65	-28.50
321	USH 63	863+59.77	-1.00
322	USH 63	863+59.77	17.00
323	USH 63	863+59.77	29.00

NOTE:

SIGN POST INSTALLED IN ASPHALT/CONCRETE REQUIRE 18" PVC BOX-OUT ACCORDING TO SIGN PLATE A4-3B



POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
143	USH 63	859+98.69	30.72	'P4'	10+30.84	24.79	1238.00
144	USH 63	860+10.59	42.14	'P4'	10+42.51	13.00	1237.91
145	USH 63	859+99.52	53.90	'P4'	10+77.32	10.04	1238.23
146	USH 63	859+98.73	42.33	'P4'	10+77.32	21.64	-
147	USH 63	860+59.44	54.01	'P4'	10+46.63	-35.89	1238.51
148	USH 63	860+48.39	54.00	'P4'	10+47.62	-25.42	1238.43
149	USH 63	860+37.18	42.95	'P4'	10+42.55	-13.02	1238.30
150	USH 63	860+48.43	32.00	'P4'	10+32.11	-24.14	1238.17
151	USH 63	860+48.53	42.94	'P4'	10+42.44	-24.11	-
386	USH 63	860+61.48	73.77	'P4'	10+53.00	-44.47	1238.61

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: 5TH AVE AND PARKING ENTRANCES	SHEET 49	E

2

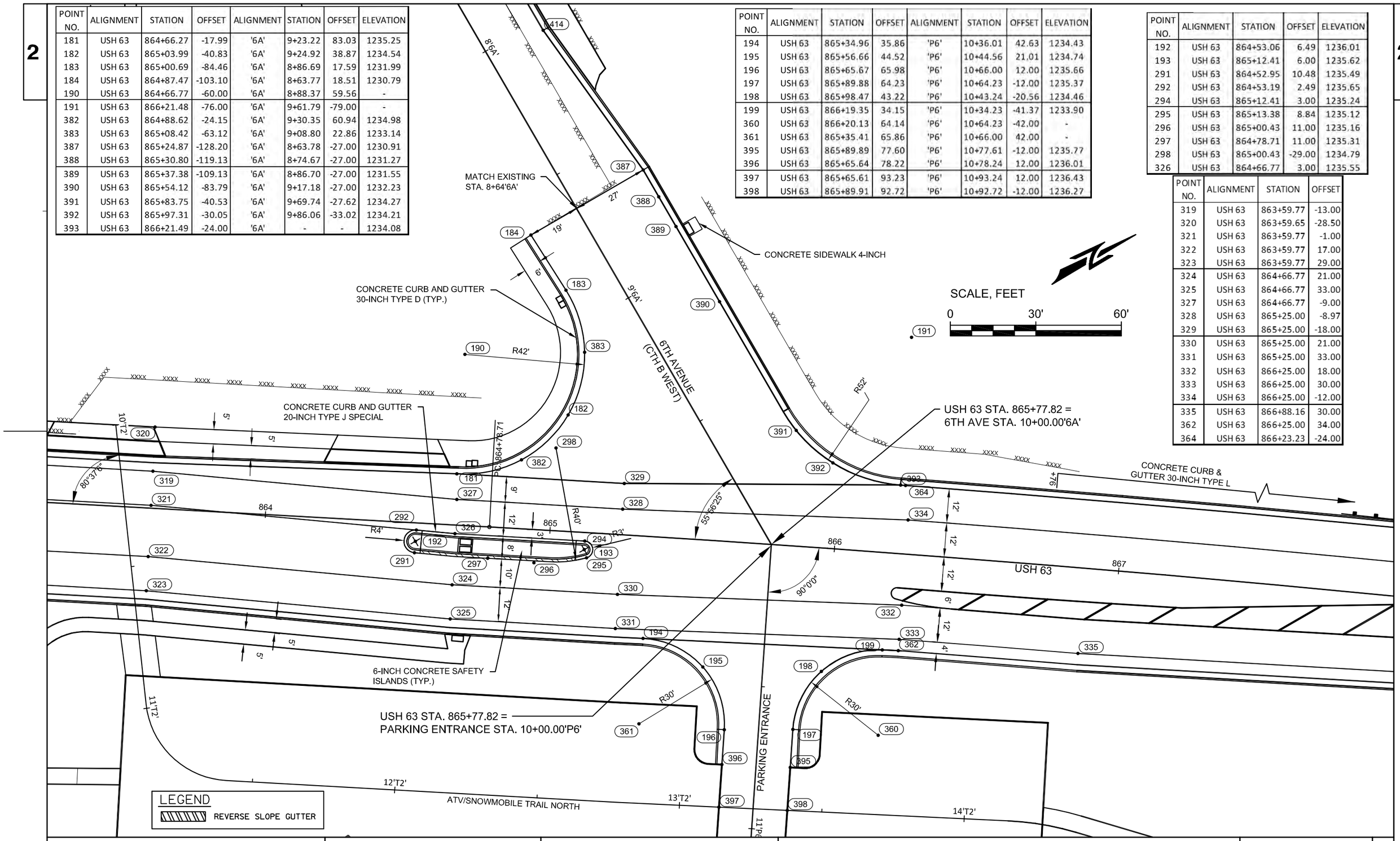
POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
181	USH 63	864+66.27	-17.99	'6A'	9+23.22	83.03	1235.25
182	USH 63	865+03.99	-40.83	'6A'	9+24.92	38.87	1234.54
183	USH 63	865+00.69	-84.46	'6A'	8+86.69	17.59	1231.99
184	USH 63	864+87.47	-103.10	'6A'	8+63.77	18.51	1230.79
190	USH 63	864+66.77	-60.00	'6A'	8+88.37	59.56	-
191	USH 63	866+21.48	-76.00	'6A'	9+61.79	-79.00	-
382	USH 63	864+88.62	-24.15	'6A'	9+30.35	60.94	1234.98
383	USH 63	865+08.42	-63.12	'6A'	9+08.80	22.86	1233.14
387	USH 63	865+24.87	-128.20	'6A'	8+63.78	-27.00	1230.91
388	USH 63	865+30.80	-119.13	'6A'	8+74.67	-27.00	1231.27
389	USH 63	865+37.38	-109.13	'6A'	8+86.70	-27.00	1231.55
390	USH 63	865+54.12	-83.79	'6A'	9+17.18	-27.00	1232.23
391	USH 63	865+83.75	-40.53	'6A'	9+69.74	-27.62	1234.27
392	USH 63	865+97.31	-30.05	'6A'	9+86.06	-33.02	1234.21
393	USH 63	866+21.49	-24.00	'6A'	-	-	1234.08

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
194	USH 63	865+34.96	35.86	'P6'	10+36.01	42.63	1234.43
195	USH 63	865+56.66	44.52	'P6'	10+44.56	21.01	1234.74
196	USH 63	865+65.67	65.98	'P6'	10+66.00	12.00	1235.66
197	USH 63	865+89.88	64.23	'P6'	10+64.23	-12.00	1235.37
198	USH 63	865+98.47	43.22	'P6'	10+43.24	-20.56	1234.46
199	USH 63	866+19.35	34.15	'P6'	10+34.23	-41.37	1233.90
360	USH 63	866+20.13	64.14	'P6'	10+64.23	-42.00	-
361	USH 63	865+35.41	65.86	'P6'	10+66.00	42.00	-
395	USH 63	865+89.89	77.60	'P6'	10+77.61	-12.00	1235.77
396	USH 63	865+65.64	78.22	'P6'	10+78.24	12.00	1236.01
397	USH 63	865+65.61	93.23	'P6'	10+93.24	12.00	1236.43
398	USH 63	865+89.91	92.72	'P6'	10+92.72	-12.00	1236.27

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
192	USH 63	864+53.06	6.49	1236.01
193	USH 63	865+12.41	6.00	1235.62
291	USH 63	864+52.95	10.48	1235.49
292	USH 63	864+53.19	2.49	1235.65
294	USH 63	865+12.41	3.00	1235.24
295	USH 63	865+13.38	8.84	1235.12
296	USH 63	865+00.43	11.00	1235.16
297	USH 63	864+78.71	11.00	1235.31
298	USH 63	865+00.43	-29.00	1234.79
326	USH 63	864+66.77	3.00	1235.55

POINT NO.	ALIGNMENT	STATION	OFFSET
319	USH 63	863+59.77	-13.00
320	USH 63	863+59.65	-28.50
321	USH 63	863+59.77	-1.00
322	USH 63	863+59.77	17.00
323	USH 63	863+59.77	29.00
324	USH 63	864+66.77	21.00
325	USH 63	864+66.77	33.00
327	USH 63	864+66.77	-9.00
328	USH 63	865+25.00	-8.97
329	USH 63	865+25.00	-18.00
330	USH 63	865+25.00	21.00
331	USH 63	865+25.00	33.00
332	USH 63	866+25.00	18.00
333	USH 63	866+25.00	30.00
334	USH 63	866+25.00	-12.00
335	USH 63	866+88.16	30.00
362	USH 63	866+25.00	34.00
364	USH 63	866+23.23	-24.00

2



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: 6TH AVE / PARKING ENTRANCE	SHEET 50	E

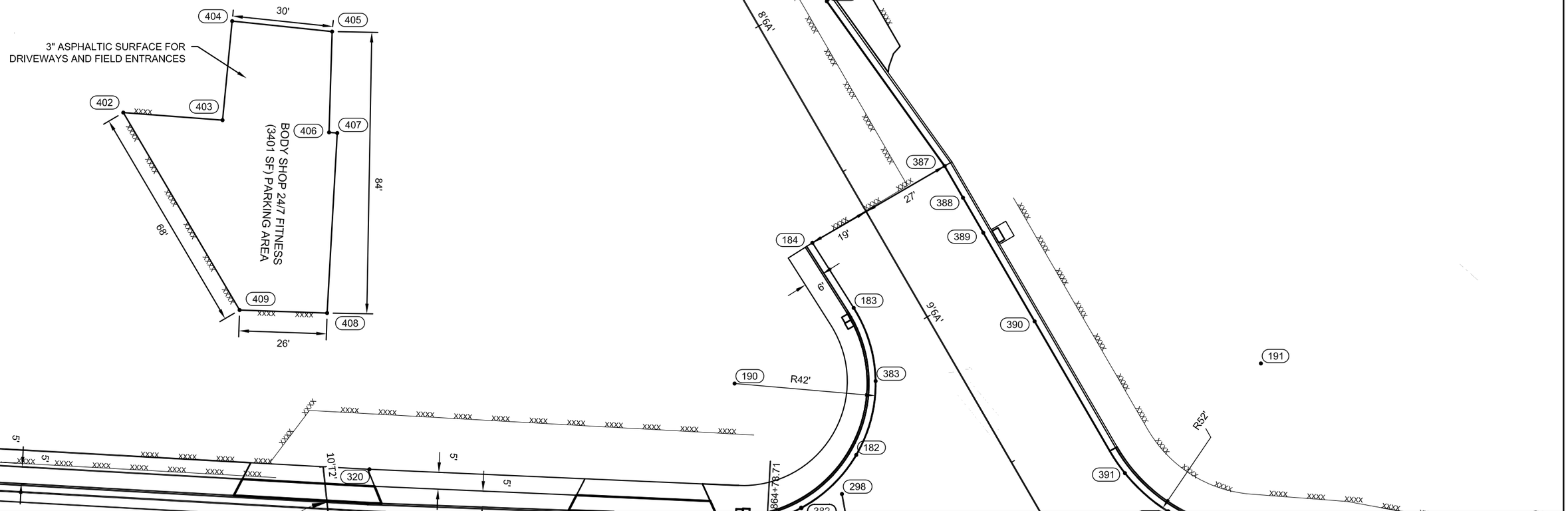
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POINT NO.	ALIGNMENT	STATION	OFFSET
402	USH 63	862+80.61	-130.40
403	USH 63	863+10.23	-129.79
404	USH 63	863+11.46	-159.37
405	USH 63	863+41.35	-157.90
406	USH 63	863+42.10	-127.92
407	USH 63	863+44.54	-127.86
408	USH 63	863+44.49	-74.21
409	USH 63	863+18.43	-73.66

POINT NO.	ALIGNMENT	STATION	OFFSET
414	'6A'	8+03.77	-21.25
415	'6A'	6+90.39	-21.06

SCALE, FEET

0 30' 60'



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: 6TH AVE PARKING	SHEET 51	E

SCALE, FEET

0 30' 60'

POINT NO.	ALIGNMENT	STATION	OFFSET
337	USH 63	871+68.17	0.00
338	USH 63	868+74.87	11.00
339	USH 63	868+75.40	22.99
340	USH 63	871+68.62	11.99
341	USH 63	869+38.50	-22.00
342	USH 63	868+54.53	-24.00

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
202	USH 63	869+22.85	25.21	'PG'	10+25.21	43.12	1232.80
203	USH 63	869+44.79	33.58	'PG'	10+33.58	21.19	1233.22
204	USH 63	869+53.98	55.19	'PG'	10+55.19	12.00	1234.55
205	USH 63	869+77.98	52.04	'PG'	10+52.04	-12.00	1,234.310
206	USH 63	869+86.37	31.23	'PG'	10+31.23	-20.39	1233.50
207	USH 63	870+06.85	22.06	'PG'	10+22.06	-40.88	1233.23
208	USH 63	869+23.98	55.19	'PG'	10+55.19	42.00	--
209	USH 63	870+07.98	52.04	'PG'	10+52.04	-42.00	--

CONCRETE CURB & GUTTER 30-INCH TYPE L

PT: 868+74.87

USH 63 STA. 869+65.98=
PLAYGROUND DRIVE STA. 10+00.00'PG'

USH 63

868 869 870 871

12' 12' 12' 10' 12' 4'

342 341 338 339 202 203 204 205 206 207 208 209 337 340

90°0'0"

CONCRETE CURB AND GUTTER
30-INCH TYPE D (TYP.)

R30' R30'

PLAYGROUND DRIVE 11'PG'

15'T2' 16'T2' 17'T2' 18'T2' 19'T2'

ATV/SNOWMOBILE TRAIL NORTH

47'SU' 48'SU' 49'SU' 50'SU' 51'SU'

SHARED-USE PATH

12' 12'

MATCH EXISTING
STA. 11+47'PG'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: PLAYGROUND DRIVE	SHEET 52	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
210	USH 63	873+95.95	16.00	'PC'	10+16.00	42.00	1235.80
211	USH 63	874+17.17	24.79	'PC'	10+24.79	20.79	1236.13
212	USH 63	874+25.95	46.00	'PC'	10+46.00	12.00	1236.46
213	USH 63	874+49.95	46.00	'PC'	10+46.00	-12.00	1236.58
214	USH 63	874+58.74	24.79	'PC'	10+24.79	-20.79	1236.48
215	USH 63	874+79.95	16.00	'PC'	10+16.00	-42.00	1236.81
216	USH 63	873+95.95	46.00	'PC'	10+46.00	42.00	-
217	USH 63	874+79.95	46.00	'PC'	10+46.00	-42.00	-

POINT NO.	ALIGNMENT	STATION	OFFSET
365	USH 63	875+07.20	-24.00
366	USH 63	875+67.20	-20.00
399	USH 63	878+32.18	16.00

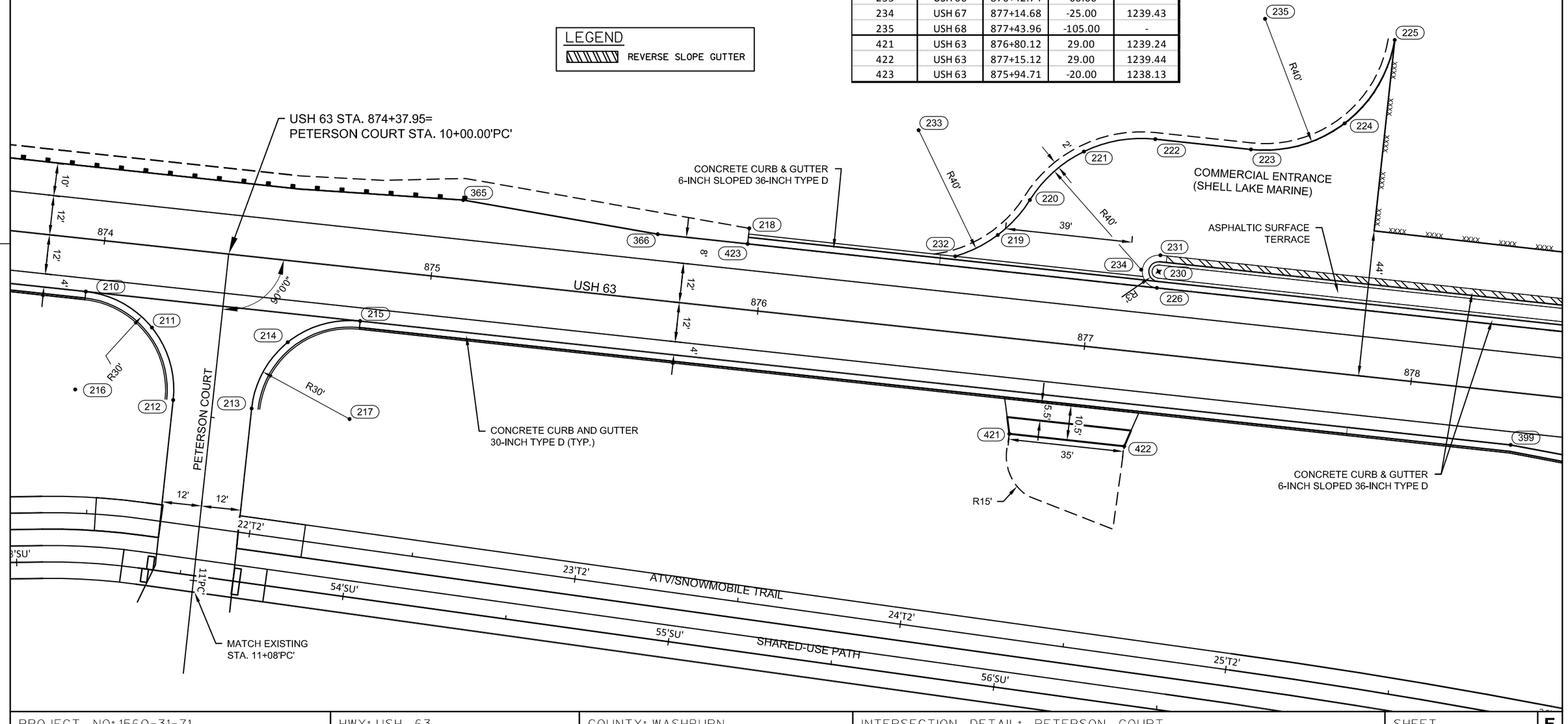
POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
218	USH 63	875+94.71	-24.77	1238.56
219	USH 63	876+70.12	-30.84	1238.76
220	USH 63	876+78.71	-42.50	1238.83
221	USH 63	876+93.46	-58.91	1238.93
222	USH 63	877+14.68	-65.00	1239.04
223	USH 63	877+43.96	-65.00	1239.20
224	USH 63	877+71.47	-75.96	1239.49
225	USH 63	877+83.90	-102.84	-
226	USH 63	877+20.00	-20.00	1239.50
230	USH 63	877+20.00	-25.00	1239.75
231	USH 64	877+20.00	-30.00	1239.36
232	USH 65	876+57.94	-23.00	1239.24
233	USH 66	876+42.74	-60.00	-
234	USH 67	877+14.68	-25.00	1239.43
235	USH 68	877+43.96	-105.00	-
421	USH 63	876+80.12	29.00	1239.24
422	USH 63	877+15.12	29.00	1239.44
423	USH 63	875+94.71	-20.00	1238.13

LEGEND

REVERSE SLOPE GUTTER

SCALE, FEET

0 30' 60'



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: PETERSON COURT	SHEET 53 E

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
227	USH 63	879+11.20	-30.00	1240.85
228	USH 63	879+11.20	-25.00	1241.30
229	USH 63	879+11.20	-20.00	1241.01
400	USH 63	879+32.18	24.00	1241.05
417	USH 63	878+94.82	-43.86	-
418	USH 63	879+02.67	-75.00	-
419	USH 63	879+55.70	-75.00	-
420	USH 63	879+60.20	-23.00	1241.65
424	USH 63	880+54.10	-20.00	1241.65

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
252	USH 63	881+32.18	24.00	'B'	10+02.40	59.30	1241.81
253	USH 63	881+71.56	36.13	'B'	10+28.13	27.13	1241.58
254	USH 63	881+97.29	68.30	'B'	10+67.51	15.00	1240.71
255	USH 63	882+30.96	71.88	'B'	10+83.20	-15.00	1240.32
256	USH 63	882+34.58	39.34	'B'	10+54.25	-30.32	1241.51
257	USH 63	882+63.51	24.00	'B'	10+50.61	-62.86	1241.98
258	USH 63	881+32.18	94.00	'B'	10+67.51	85.00	-
259	USH 63	882+63.55	59.04	'B'	10+83.21	-50.04	-

LEGEND

REVERSE SLOPE GUTTER

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
236	'C2'	8+31.93	-12.00	-
237	'C2'	8+96.45	-12.00	1240.38
238	'C2'	9+60.97	-12.00	1236.55
239	'C2'	9+82.01	-20.61	1235.68
240	'C2'	9+90.96	-41.51	1235.65
241	'C2'	9+89.58	42.49	1235.26
242	'C2'	9+80.98	20.96	1235.31
243	'C2'	9+59.59	12.00	1236.12
244	'C2'	9+30.50	12.00	1237.94
245	'C2'	9+03.89	12.00	1239.50
246	'C2'	8+83.74	19.32	1240.75
247	'C2'	8+76.42	37.00	-
248	'C2'	8+76.42	0.68	1241.30
249	'C2'	9+60.97	-42.00	-
250	'C2'	9+59.59	42.00	-
251	'C2'	9+01.42	37.00	-

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: CTH B / COMMERCIAL ENTRANCE 'C2'	SHEET 54	E

2

USH 63

NORTH INDUSTRIAL DRIVE

10'ID'

11'ID'

816+74.37
18.60'

816+81.99
30.80'

816+85.99
46.48'

816+86.15
56.11'

S66° 52' 25.51"E
9.63

816+59.74
42.36'

R35'

SLOPE INTERCEPT

PROPOSED PAVEMENT EDGE

EXISTING PAVEMENT EDGE

PI STA = 0+17.62
Y = 534354.46
X = 730450.63
DELTA = 53°26'42"
D = 163°42'08"
T = 17.62
L = 32.65
R = 35.00
PC STA = 0+00.00
PT STA = 0+32.65

817

816

MH

SIGN

PI STA = 0+75.14
Y = 541442.45
X = 734017.69
DELTA = 62°24'26"
D = 229°10'59"
T = 15.14
L = 27.23
R = 25.00
PC STA = -0+00.00
PT STA = 0+27.23

896+65.38
43.07'

PC: 10+95

896+65.38
69.25'

R25'

R125'

896+50.64
22.14'

896+40.99
45.20'

896+59.43
94.74'

LIND AVE

SLOPE INTERCEPT

PROPOSED PAVEMENT EDGE

EXISTING PAVEMENT EDGE

896

USH 63

PI STA = 0+53.85
Y = 541437.19
X = 734059.12
DELTA = 24°02'39"
D = 45°50'12"
T = 26.62
L = 52.46
R = 125.00
PC STA = 0+27.23
PT STA = 0+79.69

STA. 10+57'LA' RT
1 - 18" X 8' CPCS
1 - AEW REQ'D

PT: 895+34.33

895+41.35
53.72'

2

12'3S'

MERRITT DR

3RD STREET

13'3S'

830+95.99
-55.99'

EXISTING PAVEMENT EDGE

PROPOSED PAVEMENT EDGE

SLOPE INTERCEPT

STA. 830+90 LT
1 - 18" X 12' CPCS
1 - AEW REQ'D

R30'

830+66.13
-53.04'

830+89.03
-33.65'

830+68.13
-23.10'

2"PE

- ASPHALTIC SURFACE DETOURS

EDGE OF PAVEMENT
STAGE 1 WIDENING

831

USH 63

PI STA = 0+30.98
Y = 535666.86
X = 730977.95
DELTA = 91°50'22"
D = 190°59'09"
T = 30.98
L = 48.09
R = 30.00
PC STA = 0+00.00
PT STA = 0+48.09

SCALE, FEET
0 30' 60'

EXISTING PAVEMENT EDGE

10+58.37
-11.59'

12+06.64
-106.16'

PROPOSED PAVEMENT EDGE

11'3S'

PI STA = 0+71.95
Y = 535748.70
X = 730779.34
DELTA = 74°11'07"
D = 60°12'40"
T = 71.95
L = 123.21
R = 95.16
PC STA = 0+00.00
PT STA = 1+23.21

11+32.72
-18.94'

R95'

TLE

SLOPE INTERCEPT

1 1/4"PE

IP
12+03.26
-11.06'

203
ELE.=1243.45
IP 1.5

12'3S'

3RD STREET

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL - STAGE 1 - DETOURS	SHEET 55	E

2

2

PC: 11+11.60'C1'

11'C1'

BP: 6+93.50'PD'

PC: 7+75.48'PD'

PT: 8+21.09'PD'

PC: 8+71.62'PD'

PT: 9+35.32'PD'

PI: 9+68.30'PD'

6'P 7'PD'

10'C1'

8'PD'

PEDERSON DRIVE

9'PD'

USH 63

819

818

817

10'PD'

10'EP: 10+00.00'PD'

9'ID'

11'ID'

NORTH INDUSTRIAL DRIVE

11'ID'

816

815

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
(7626 SF, 2" THICK)

FULL GOSPEL CHURCH
PARKING LOT

6+63.80
27.46'

7+95.97
26.65'

8+02.54
25.89'

18'

R22'

8+11.50
35.02'

8+15.24
40.51'

R30'

8+42.58
35.16'

R4'

6+60.50
64.9'

7+08.82
72.83'

7+83.76
65.02'

8+13.16
64.99'

7+42.82
84.62'

6+95.99
80.30'

7+63.31
84.32'

PLACE ASPHALTIC SURFACE
TO BUILDING FACE

SIGN

INL

MH

1_062_18
1233.24

1_062_20
1233.61

6341
1237.30

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	SIDEWALK AND DRIVEWAY DETAILS	SHEET 56	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021104_ID_SIDEWALK.DWG PLOT DATE : 8/8/2014 8:49 AM PLOT BY : USER PLOT NAME : ----------

WISDOT/CADDS SHEET 42

2

2

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CONCRETE SIDEWALK 4-INCH

9+43.45
-69.14'

9+45.32
-40.13'

9+43.61
-20.26'

9+59.04
-52.50'

9+58.57
-61.50'

9+57.56
-21.49'

9+69.16
-60.56'

R18'

CONCRETE CURB & GUTTER
18-INCH TYPE D

CONCRETE SIDEWALK 4-INCH

ASPHALTIC SURFACE

LOWER BACK OF SIDEWALK BELOW CURB HEAD
TO MAINTAIN CURB RAMP SLOPE

847+26.67
-32.50'

41'

847+26.67
-23.50'

5'

9'1A'

1ST AVENUE

14'

20'

25'

R4'

845+92.52
-48.48'

TYPE 4B1 RAMP

TYPE 7B RAMP

846+32.25
-19.14'

ASPHALTIC SURFACE TERRACE (TYP.)

843 844 845 846 847 848

USH 63

10'WL'

10'1A'

846+01.44
42.58'

R18'

TYPE 2 RAMP

CONCRETE SIDEWALK 4-INCH

5'

R26'

846+29.62
92.19'

WEST LAKE DRIVE

22'SU' 23'SU' 24'SU' 25'SU' 26'SU' 27'SU'

SHARED-USE PATH

DETECTABLE WARNING FIELD

23'T1' 24'T1' 25'T1' 26'T1' 27'T1' 28'T1'

ATV/SNOWMOBILE TRAIL

DETECTABLE WARNING FIELD

PC: 11+12.17'WL'

20' 20'

ASPHALTIC SURFACE

12'WL'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	SIDEWALK AND DRIVEWAY DETAILS	SHEET 57	E

2

849+13.28
-81.61'
R10'
CONCRETE SIDEWALK 4-INCH
849+03.67
-58.21'
R10'
5'
849+23.86
-42.08'
R8'
TYPE 2 RAMP
ASPHALTIC SURFACE
849+36.86
-23.50'
849+80.45
-18.50'
TYPE 7B RAMP
5'
850+86.93
-23.50'
1ST STREET
TYPE 2 RAMPS
851+48.48
-23.50'
CONCRETE SURFACE DRAIN
CONCRETE SIDEWALK 4-INCH (TYP.)
ASPHALTIC SURFACE TERRACE (TYP.)
CONCRETE CURB PEDESTRIAN (TYP.)
CONSTRUCT RETAINING WALL
5'
5'
10'P1'
849
850
851
852
853
854
USH 63
10'T5'
31'T1'
849+80.45
30.50'
TYPE 2 RAMP
CONCRETE SIDEWALK 4-INCH
5'
849+36.86
65.51'
ASPHALTIC SURFACE
28'SU'
29'SU'
30'SU'
31'SU'
32'SU'
33'SU'
SHARED-USE PATH
DETECTABLE WARNING FIELD
DETECTABLE WARNING FIELD
PARKING ENTRANCE
CONSTRUCT RETAINING WALL
850+20.38
70.64'
5'
850+33.48
105.51'
850+35.60
117.97'
3/4-INCH BASE AGG. DENSE
29'T1'
ATV/SNOWMOBILE TRAIL
30'T1'
12'
ASPHALTIC SURFACE
CONCRETE SIDEWALK 4-INCH

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	SIDEWALK AND DRIVEWAY DETAILS	SHEET 58	E

2

CONCRETE CURB PEDESTRIAN

PARKING ENTRANCE

855+20.76
-23.50'

855+72.59
-23.50'

856+79.43
-36.50'

856+75.01
-18.50'

9+54.44
-21.80'

9+47.06
-33.48'

857+68.43
-18.50'

857+79.90
-23.50'

858+99.01
-23.50

860+56.49
-18.50'

860+62.64
40.36'

860+76.48
99.31'

860+81.08
139.58'

4TH AVENUE

MAINTAIN MAXIMUM 6:1 SLOPE
BEHIND SIDEWALK AT CURB RAMP

ASPHALTIC SURFACE TERRACE (TYP.)

CONCRETE SIDEWALK 4-INCH (TYP.)

TYPE 2 RAMPS

TYPE 7B RAMP

TYPE 1A RAMPS

TYPE 7B RAMP

TYPE 5 RAMPS

USH 63

855

856

857

858

859

860

856+82.01
4.50'

TYPE 2 RAMP

857+68.92
37.60'

TYPE 2 RAMP

CONCRETE SIDEWALK 4-INCH

CONCRETE SIDEWALK 4-INCH

DETECTABLE WARNING FIELD

DETECTABLE WARNING FIELD

PARKING ENTRANCE

PARKING ENTRANCE

SHARED-USE PATH

34'SU'

35'SU'

36'SU'

37'SU'

38'SU'

39'SU'

40'SU'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	SIDEWALK AND DRIVEWAY DETAILS	SHEET 59	E

2

2

STA. 861+65 - 862+03 LT
CONCRETE CURB PEDESTRIAN REQ'D

860+64.96
-33.65'
860+67.55
-32.02'

860+56.49
-18.50'

861+96.83
-18.50'

862+22.01
-23.50'

864+21.63
-24.23'

864+69.28
-60.79'

TYPE 1A RAMP
TYPE 7B RAMP
TYPE 5 RAMPS
TYPE 2 RAMP
TYPE 7A RAMP

COLORED CONCRETE (TYP.)
CONCRETE SIDEWALK 4-INCH (TYP.)
ASPHALTIC SURFACE TERRACE (TYP.)

5TH AVENUE
6TH AVENUE
USH 63

10'
8'
9'5A'
10'5A'
10'4'
10'T2'
8'6A'
9'6A'
6'
39'
40'
R14'
R31'
861
862
863
864
865
866

860+62.64
40.36'

861+82.74
42.53'

862+04.74
45.22'

R8'
6'
5'

CONCRETE SIDEWALK 4-INCH
RELOCATE BENCH
TO STA 862+25, 57' RT

ASPHALTIC SURFACE

860+76.48
99.31'

EXISTING SIDEWALK
TO REMIAN

40'SU'
41'SU'
42'SU'
43'SU'
44'SU'
45'SU'

CONCRETE SIDEWALK 4-INCH
IN OVERLAP AREA

860+81.08
139.58'

SHARED-USE PATH

CONCRETE SIDEWALK 4-INCH

862+90.82
85.12'

863+05.92
88.11'

863+40.23
64.98'

863+54.23
58.95'

863+54.21
118.95'

R20'
R3'
R6'
15'
21'
6'
50'
160'
201'
60'

CONSTRUCT PARKING LOT

ATV/SNOWMOBILE TRAIL

PARKING ENTRACNE

864+66.73
38.45'

TYPE 2 RAMP

865+55.42
58.41'

865+60.59
73.35'

865+65.55
118.23'

865+99.72
57.37'

865+94.91
72.44'

865+89.93
117.61'

79'
40'
11'P6'
14'T2'
13'T2'
12'T2'
R5'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	SIDEWALK AND DRIVEWAY DETAILS	SHEET 60	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021104_ID_SIDEWALK.DWG
PLOT DATE : 8/8/2014 8:49 AM
PLOT BY : USER
PLOT NAME : ----------

WISDOT/CADDS SHEET 42

2

TYPE 1A RAMP
TYPE 7B RAMP
CONCRETE SIDEWALK 4-INCH (TYP.)
ASPHALTIC SURFACE TERRACE (TYP.)
8'
10'
861+96.83
-18.50'
862
TYPE 5 RAMPS
5'
863
USH 63
39'
10'T2'
5'
863+22.01
-23.50'
40'
864+21.63
-24.23'
TYPE 7A RAMP
TYPE 7B RAMP
6'
R31'
864+69.28
-60.79'
8%A'
9%
6TH AVENUE
TYPE 7A RAMP
SEPTIC
TYPE 2 RAMP
861+82.74
42.53'
R8'
6'
R8'
862+04.74
45.22'
864
865
TYPE 5 RAMPS
ASPHALTIC SURFACE
CONCRETE SIDEWALK 4-INCH
RELOCATE BENCH
TO STA. 862+25, 57' RT
5'
5'
R20'
863+40.23
64.98'
862+90.82
85.12'
863+05.92
88.11'
R3'
R6'
5'
5'
864+66.73
38.45'
TYPE 2 RAMP
863+54.23
58.95'
201'
11'T2'
15'
21'
6'
60'
CONSTRUCT
PARKING LOT
12'T2'
ATV/SNOWMOBILE TRAIL
863+54.21
118.95'
865+55.42
58.41'
865+60.59
73.35'
5%
13'T2'
PARKING ENTRANCE
10'9%
866
867
79'
865+99.72
57.37'
866+79.64
55.15'
865+94.91
72.44'
R5'
14'T2'
40'
11'9%
40'
865+89.93
117.61'
865+65.55
118.23'
ASPHALTIC SURFACE
60'
866+81.28
115.13'
15'T2'
41'SU'
42'SU'
43'SU'
50'
SHARED-USE PATH
44'SU'
160'
45'SU'
46'SU'
90'
11'9%
47'SU'
1,067.20
1233.48
1,067.20
1238.26

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	SIDEWALK AND DRIVEWAY DETAILS	SHEET 61	E

2

WOODYARD ROAD

Pi: 7+72.39'WS'

8'WS'

wet 59 WS

Pi: 12+07.03'WN'

wet 55 M

620

625

630

USH 63

10'WS'

10'WN'

SIGN

wet 57 SM

wet 59 M

Pi: 11+94.43'WS'

11'WS'

Pi: 13+19.72'WS'

NORTH WOODYARD ROAD

BP: 7+74.18'WN'

SIGN

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NORTH WOODYARD RD

635

640

645

USH 63

wet 65 M

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 62	E

2

MATCHLINE STA. 649+50.00

650 655 660

USH 63

MATCHLINE STA. 664+50.00

2

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

wet 66 M

wet 67 SM

wet 68 SS

MATCHLINE STA. 664+50.00

665 670 675

USH 63

MATCHLINE STA. 679+50.00

wet 69 M

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 63	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022001_EC_US63_625-830_100_SCALE.DWG PLOT DATE : 7/25/2014 4:56 PM PLOT BY : USER PLOT NAME : PLOT SCALE : 1 IN=100 FT_XREF

2

2

MATCHLINE STA. 679+50.00

MATCHLINE STA. 694+50.00

680

685

690

USH 63

USH 63

SIGN

SIGN

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

MATCHLINE STA. 694+50.00

MATCHLINE STA. 709+50.00

695

700

705

USH 63

USH 63

USH 63

SIGN

wet 71 SS

wet 68 SS

wet 72 M

LEHMAN LAKE RD

10'LL'

12'LL'

EP: 12+00.00'LL'

M

M

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 64	E

2

N

MATCHLINE STA. 709+50.00

710

715

720

PC: 714+16.27

wet 74 SS

wet 73 M

MATCHLINE STA. 724+50.00

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

8"HL

HEART LAKE ROAD

wet 76 M

PT: 735+15.85

10"HL

725

730

735

USH 63

MATCHLINE STA. 739+50.00

SIGN

SIGN

SIGN

BIKE PATH

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 65	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022001_EC_US63_625-830_100_SCALE.DWG PLOT DATE : 7/25/2014 4:56 PM PLOT BY : USER PLOT NAME : PLOT SCALE : 1 IN=100 FT_XREF

2

MATCHLINE STA. 739+50.00

MATCHLINE STA. 754+50.00

2

N

wet 77 SS

wet 79 M

SIGN

740

745

USH 63

750

USH 63

USH 63

10" DC

QLD '63' CONNECTION

wet 78 M

BIKE PATH

OLD HWY. 63

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

wet 80 M

755

760

USH 63

USH 63

765

wet 81 M

U/C

OLD HWY. 63

MATCHLINE STA. 754+50.00

MATCHLINE STA. 769+50.00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 66	E

2

MATCHLINE STA. 769+50.00

MATCHLINE STA. 784+50.00

2

N

770

775

USH 63

780

USH 63

SIGN

wet 92 M

wet 102 WS

wet 126 DM

wet 127 SM

BIKE PATH

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

5'HT'

6'HT'

6+22.55'HT'

EROSION MAT CLASS II, TYPE B &
EROSION MAT CLASS III, TYPE B

9'HT'

HILLTOP ROAD

MATCHLINE STA. 784+50.00

MATCHLINE STA. 799+50.00

785

USH 63

10'HT'

10'D'

790

795

USH 63

CTH D

11'D'

PC: 10+72.66'D'

PCC: 11+60.55'D'

BIKE PATH

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 67	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022001_EC_US63_625-830_100_SCALE.DWG PLOT DATE : 11/25/2014 2:21 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1 IN=100 FT_XREF

2

MATCHLINE STA. 799+50.00

MATCHLINE STA. 814+50.00

MATCHLINE STA. 814+50.00

MATCHLINE STA. 829+50.00

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 68 E

2

2

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

11'3S'

12'3S'

3RD STREET

13'3S'

MATCHLINE STA. 829+50.00

MATCHLINE STA. 837+00.00

830 831 832 833 834 835 836

10'1B'

USH 63

SIGN

SIGN

USH 63

A C

A C

L

16'SU'

15'SU'

14'SU'

13'SU'

12'SU'

11'SU'

10'SU'

11'1B'

SHARED-USE PATH

10'T1'

11'T1'

12'T1'

13'T1'

14'T1'

ATV/SNONMOBILE TRAIL

15'T1'

16'T1'

17'T1'

INDUSTRIAL BLVD

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 69	E

2

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY (L M H)
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C (A B C)
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TEMPORARY SEDIMENT BASIN (TSB)
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

INL

MH

MATCHLINE STA. 837+00.00

837 838 USH 63 839 840 841 842 843 844

USH 63

SIGN

17'SU' 18'SU' 19'SU' 20'SU' 21'SU' 22'SU' 23'SU'

SHARED-USE PATH

18'T1' 19'T1' 20'T1' ATV/SNONMOBILE TRAIL 21'T1' 22'T1' 23'T1' 24'T1'

MATCHLINE STA. 844+50.00

2

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 70	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022002_EC_US63_830-887_50_SCALE.DWG PLOT DATE : 9/12/2014 12:13 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:50_XREF

2

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

1ST AVENUE

8'1A'

9'1A'

PC: 845+43.66

CONC PATIO

SIGN

MH

USH 63

PT: 849+18.14

1ST STREET

10'1S'

MATCHLINE STA. 844+50.00

MATCHLINE STA. 852+00.00

845 846 847 848 849 850 851

10'WL'

10'1A'

WEST LAKE DRIVE

25'SU'

WL

12'WL'

24'SU'

25'T1'

26'T1'

26'SU'

27'SU'

27'T1'

28'SU'

28'T1'

29'SU'

29'T1'

30'SU'

30'T1'

31'SU'

31'T1'

SHARED-USE PATH

ATV/SNONMOBILE TRAIL

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 71	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022002_EC_US63_830-887_50_SCALE.DWG PLOT DATE : 9/12/2014 12:13 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

CONSTRUCT CONCRETE SURFACE DRAIN

PARKING ENTRANCE

USH 63

SHARED-USE PATH

PARKING ENTRANCE

PARKING ENTRANCE

PARKING ENTRANCE

MATCHLINE STA. 852+00.00

MATCHLINE STA. 859+50.00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 72	E

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

MATCHLINE STA. 859+50.00

MATCHLINE STA. 867+00.00

5TH AVENUE

6TH AVENUE

USH 63

PARKING

ENTRANCE 11'P4'

PARKING ENTRANCE

ATV/SNOWMOBILE TRAIL

SHARED-USE PATH

PC: 861+08.67

PC: 864+78.71

7'5A'

8'5A'

9'5A'

10'5A'

7'6A'

8'6A'

9'6A'

10'T2'

11'T2'

12'T2'

13'T2'

14'T2'

10'P4'

10'P6'

11'P6'

25'BD'

26'BD'

27'BD'

28'BD'

39'SU'

40'SU'

41'SU'

42'SU'

43'SU'

44'SU'

45'SU'

46'SU'

860 861 862 863 864 865 866

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 73 E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022002_EC_US63_830-887_50_SCALE.DWG PLOT DATE : 11/25/2014 2:32 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:50_XREF

2

PLACE MEDIUM RIPRAP AND GEOTEXTILE FABRIC, TYPE HR UP TO ELE. 1171.0.

PLACE EROSION MAT CLASS II, TYPE B & EROSION MAT CLASS III, TYPE B FROM ELE. 1171.0 TO SLOPE INTERCEPT.

SEE CTH B STORM SEWER OUTFALL SHEET FOR DETAILS

N

N

2'DP'

3'DP'

PT: 868+74.87

MATCHLINE STA. 867+00.00

MATCHLINE STA. 874+50.00

USH 63

10'PC'

10'PT'

11'PC'

11'PT'

PETERSON COURT

PLAYGROUND DRIVE

ATV/SNONMOBILE TRAIL

SHARED-USE PATH

15'T2'

16'T2'

17'T2'

18'T2'

19'T2'

20'T2'

21'T2'

47'SU'

48'SU'

49'SU'

50'SU'

51'SU'

52'SU'

53'SU'

28'BD'

29'BD'

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 74	E

2

2

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

MATCHLINE STA. 874+50.00

MATCHLINE STA. 882+00.00

875 876 877 878 USH 63 879 880 881

10'B

A C

L L L

SIGN V

USH 63

SIGN

I SIGN

FARLEY AUTO BODY 9'C2'

10'C2'

2'T2' 23'T2' 24'T2' 25'T2' 26'T2' 27'T2'

54'SU' 55'SU' 56'SU' 57'SU' 58'SU' 59'SU' 60'SU' 61'SU'

ATV/SNONMOBILE TRAIL

SHARED-USE PATH

STARIHA DR

ANT

SIG

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EROSION CONTROL PLAN	SHEET 75	E

2

2

LEGEND

- EROSION MAT URBAN, CLASS I, TYPE A
- EROSION MAT URBAN, CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIPRAP, LIGHT, MEDIUM OR HEAVY
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A, B OR C
- TEMPORARY DITCH CHECK
- ROCK BAGS
- CULVERT PIPE CHECK
- TEMPORARY SEDIMENT BASIN
- ASPHALTIC FLUME
- SURFACE WATER FLOW
- SLOPE INTERCEPT

RUINS

SIGN

SIGN

MUSEUM OF WOOD CARVING

9'C3'

10'C3'

PI: 882+64.56

PC: 883+82.56

MATCHLINE STA. 882+00.00

MATCHLINE STA. 889+50.00

882

883

884

885

886

USH 63

887

888

889

11'B'

CTH B

12'B'

SIGN

W

SIGN

W

T

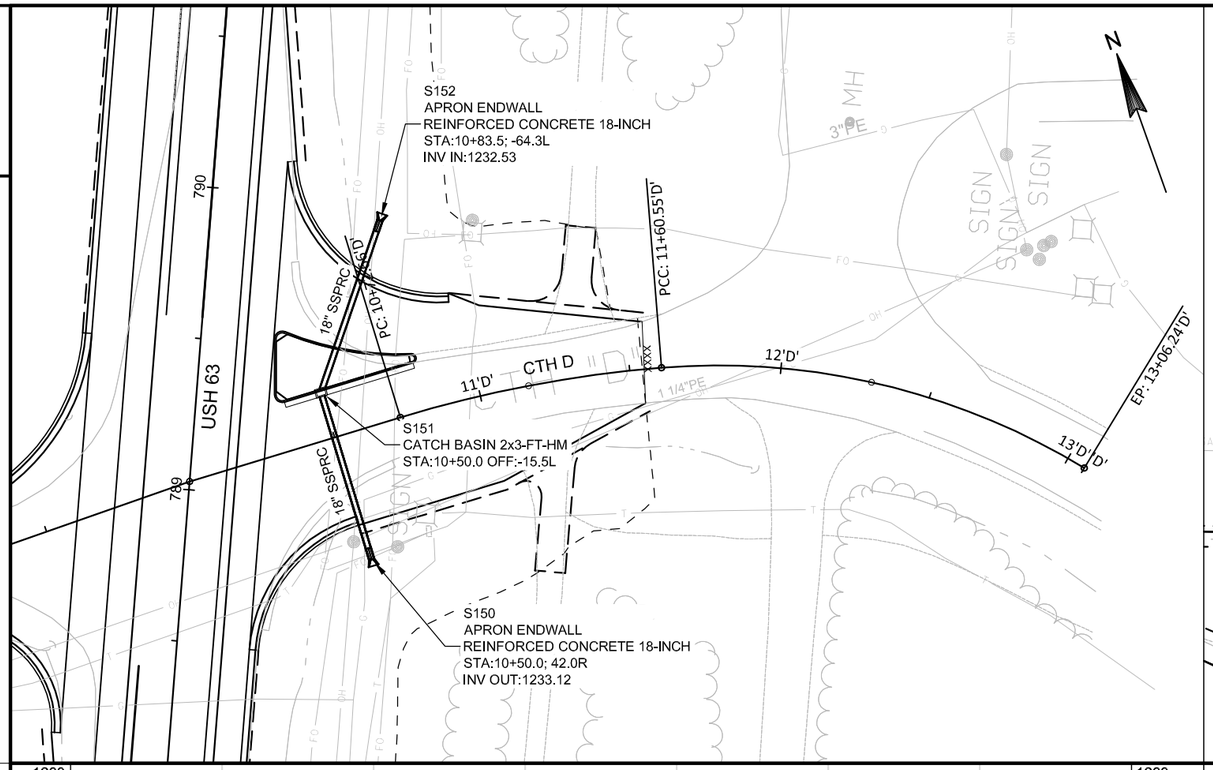
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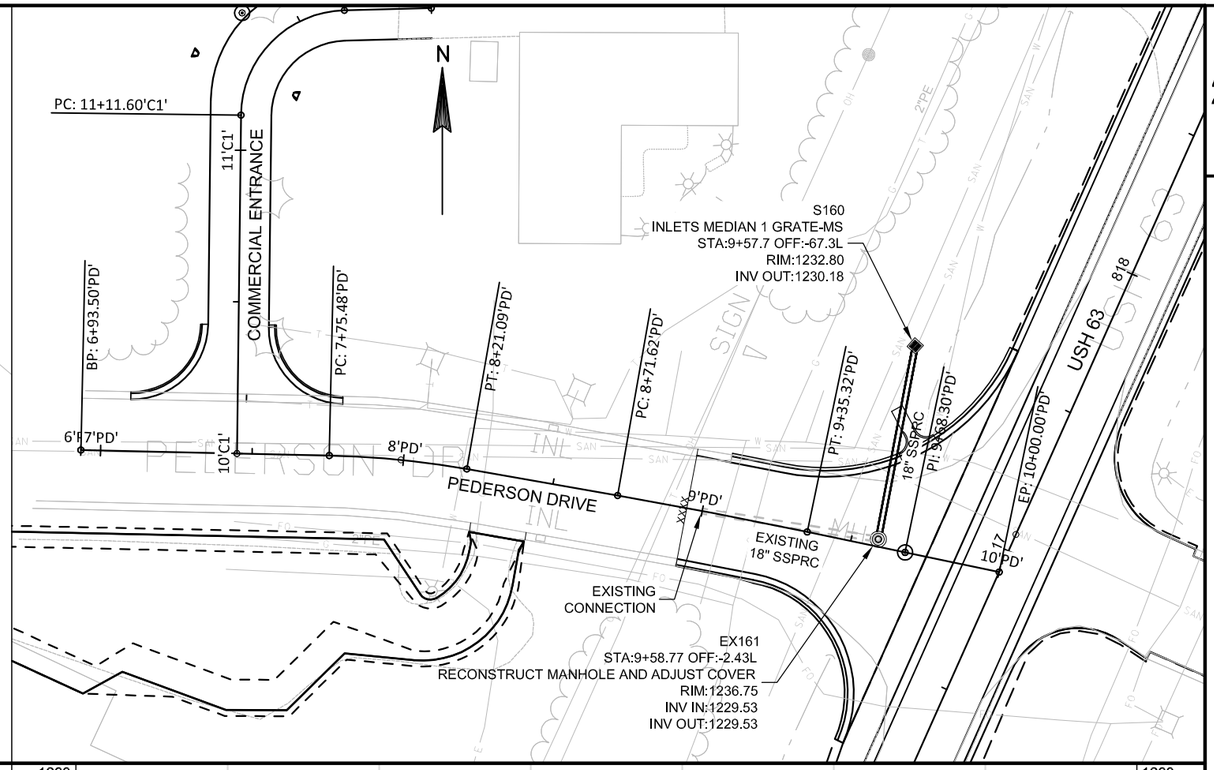
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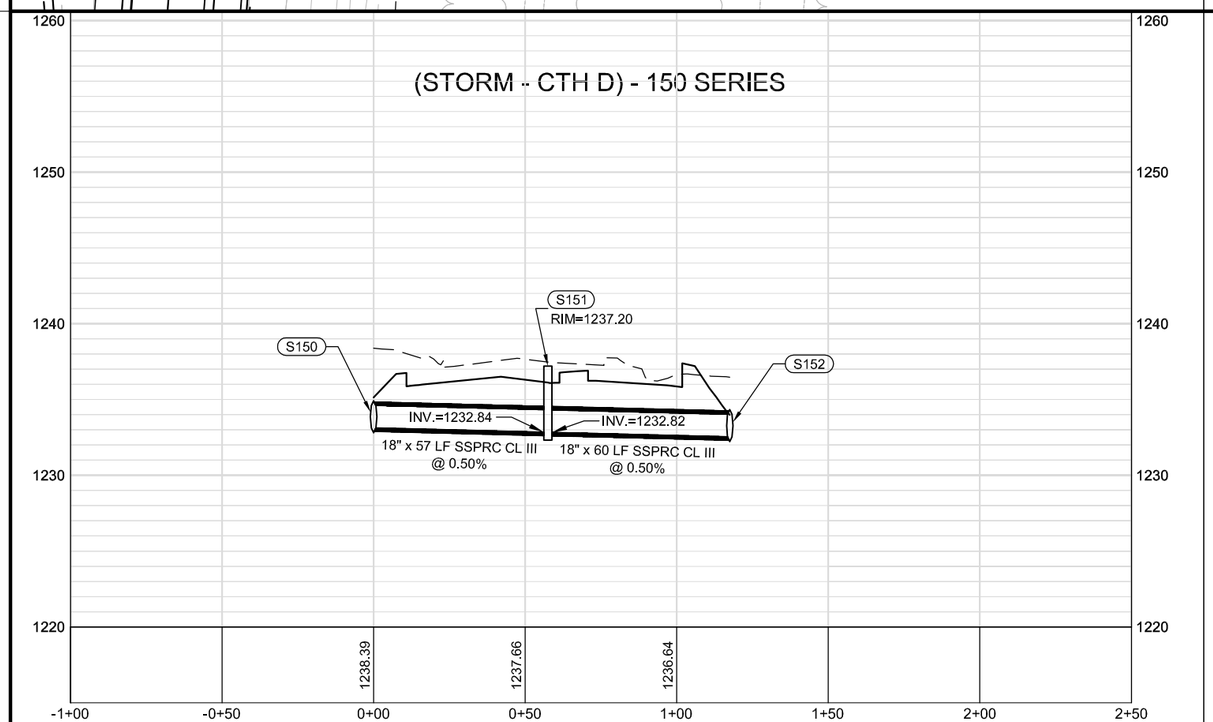
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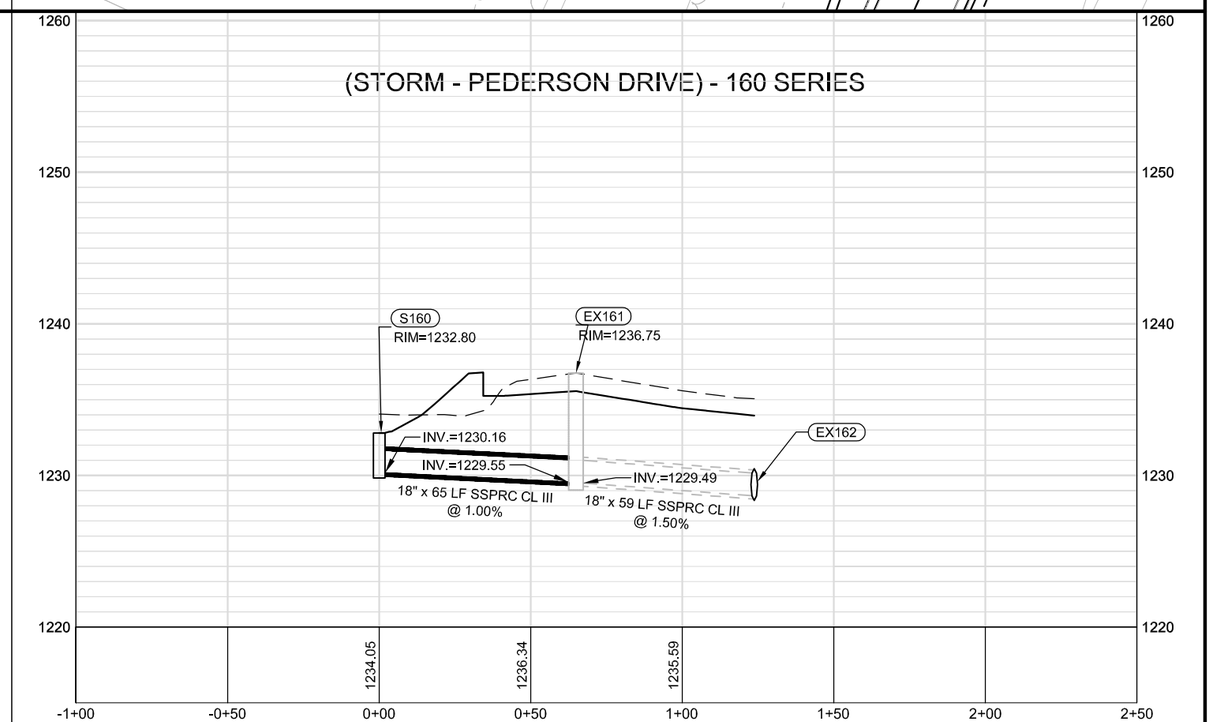
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022002_EC_US63_830-887_50_SCALE.DWG PLOT DATE : 9/12/2014 12:14 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

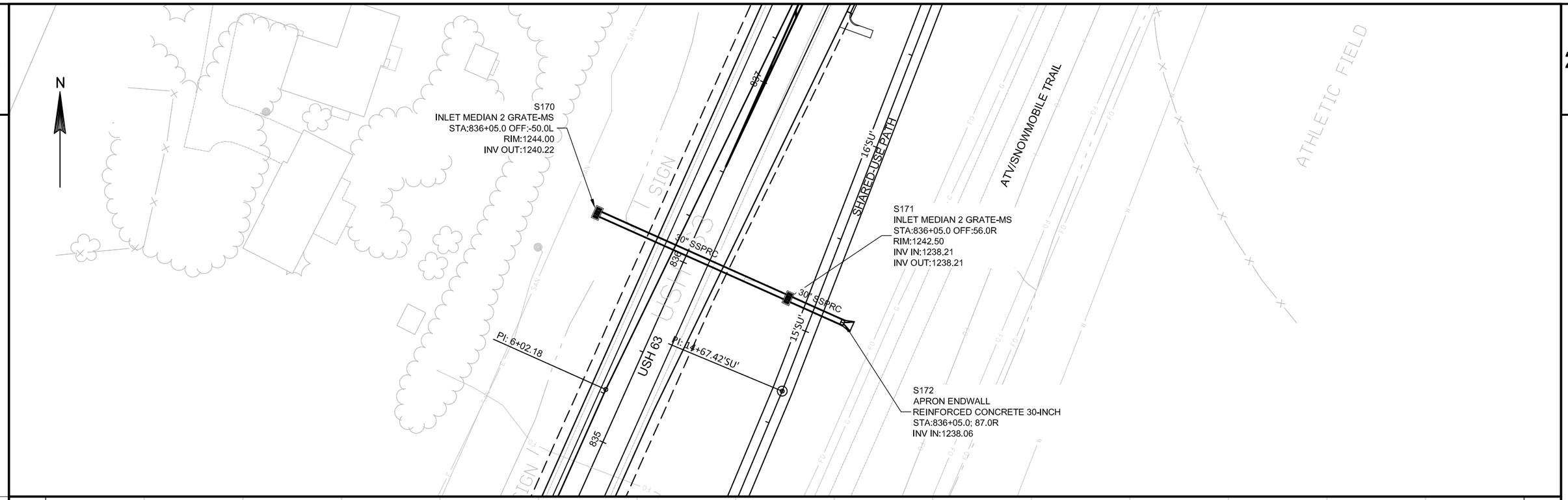






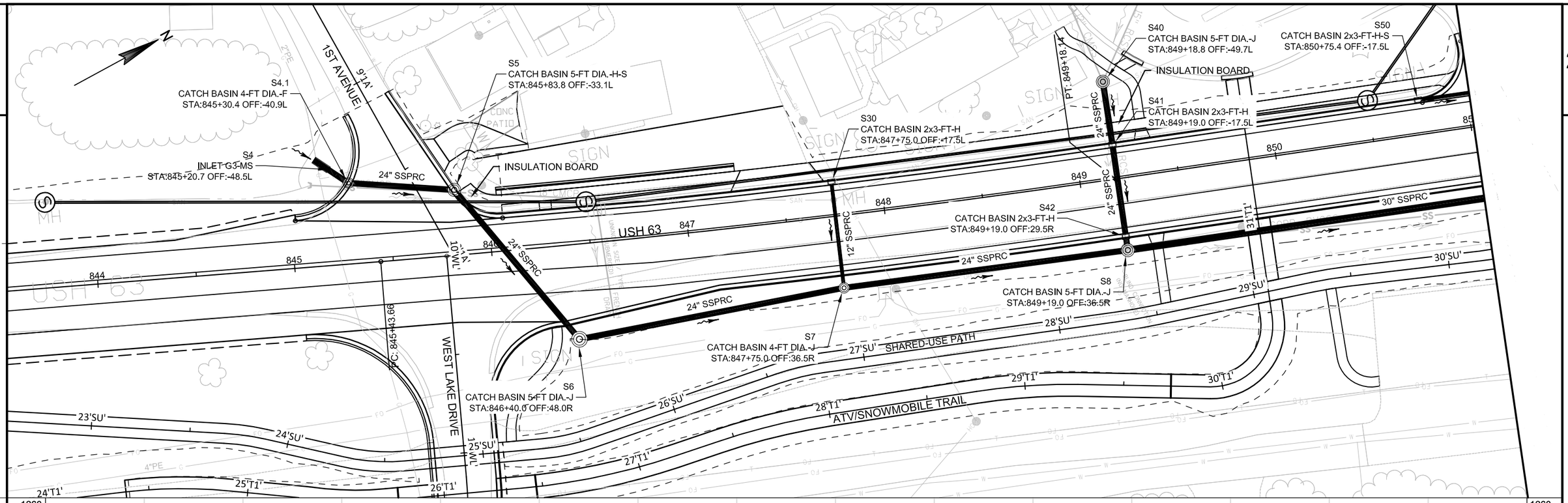


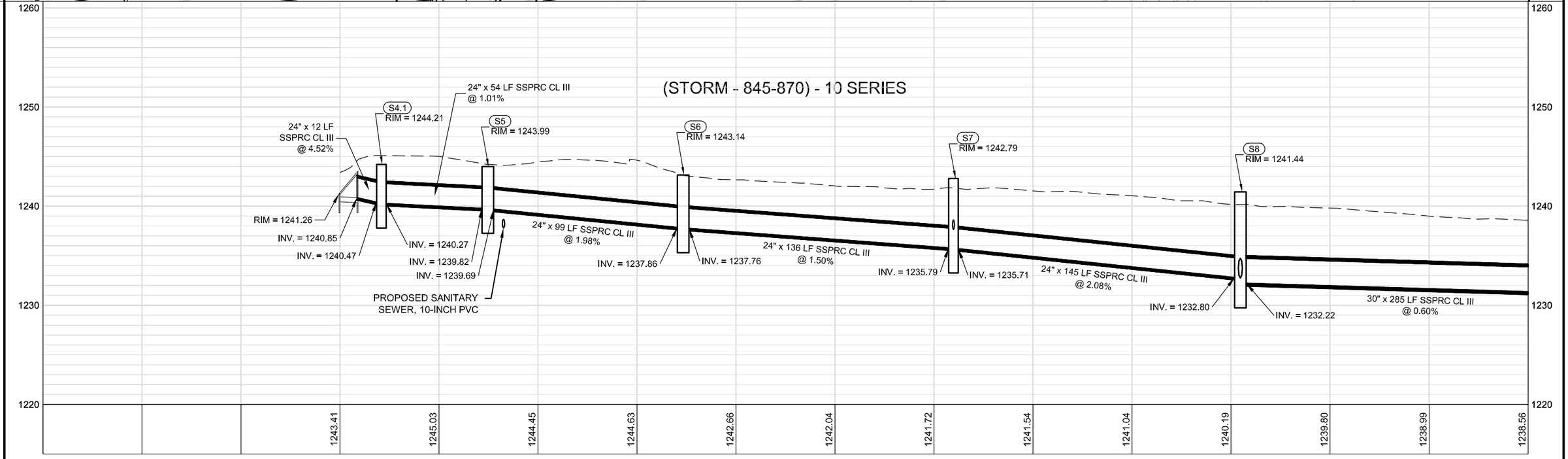
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 77	E



PROJECT NO:1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 78	E

2





PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 79	E

STA. 852+60 - 852+68 LT
8 LF PIPE UNDERDRAIN UNPERFORATED 4-INCH
(ROOF DRAIN CONNECTION INCIDENTAL)

S611
CATCH BASIN 2x3-FT-H-S
STA:853+00.5 OFF:-17.5L

S610
INLET 1G-MS
STA:852+60.0 OFF:-32.8L

S60
CATCH BASIN 5-FT DIA.-C
STA:853+18.9 OFF:-32.0L

S51
CATCH BASIN 2x3-FT-H
STA:852+04.0 OFF:-17.5L
(ROOF DRAIN CONNECTION
INCIDENTAL TO STRUCTURE)

S59
INLET 2x2-FT-V
STA:853+38.1 OFF:-30.0L

S61
CATCH BASIN 5-FT DIA.-H-S
STA:853+10.5 OFF:-17.5L

S62
CATCH BASIN 5-FT DIA.-H-S
STA:853+00.5 OFF:29.5R

S600
CATCH BASIN 2x3-FT-H
STA:853+87.7 OFF:29.5R

S700
CATCH BASIN 2x3-FT-H-S
STA:855+08.0 OFF:-17.5L

S701
CATCH BASIN 2x3-FT-H
STA:856+25.1 OFF:-17.5L

S71
CATCH BASIN 5-FT DIA.-H
STA:856+98.7 OFF:-44.4L

S73
CATCH BASIN 6-FT DIA.-H-S
STA:856+73.1 OFF:-17.5L

S70
CATCH BASIN 6-FT DIA.-H
STA:857+36.3 OFF:-59.4L

S801
CATCH BASIN 2x3-FT-H-D
STA:857+83.7 OFF:-17.5L

S800
CATCH BASIN 2x3-FT-H-D
STA:857+93.7 OFF:-17.5L

S702
CATCH BASIN 2x3-FT-H
STA:856+85.5 OFF:-17.8L

S75
CATCH BASIN 5-FT DIA.-H
STA:856+73.1 OFF:33.5R

S802
CATCH BASIN 2x3-FT-H-S
STA:857+79.0 OFF:31.1R

S803
CATCH BASIN 2x3-FT-H-S
STA:857+88.7 OFF:30.6R

S9
CATCH BASIN 5-FT DIA.-J
STA:852+04.0 OFF:36.5R

S10
CATCH BASIN 6-FT DIA.-J
STA:853+00.5 OFF:44.0R

S11
MANHOLE 7-FT DIA.-J
STA:856+73.1 OFF:45.0R

1ST STREET
SHARED-USE PATH
USH 63
PARKING ENTRANCE
PARKING ENTRANCE
PARKING ENTRANCE
4TH AVE.
PC: 856+75.61

(STORM - 845-870) - 10 SERIES

S9
RIM = 1239.02

S10
RIM = 1236.94

S11
RIM = 1237.74

INV. = 1230.55
INV. = 1230.52
30" x 97 LF SSPRC CL III
@ 0.50%
INV. = 1230.06
INV. = 1229.53
42" x 373 LF SSPRC CL III
@ 0.50%
INV. = 1227.70
INV. = 1227.16
48" x 177 LF SSPRC CL III
@ 0.51%

1238.56 1238.37 1238.01 1237.44 1237.01 1237.42 1238.26 1238.30 1237.55 1238.09 1238.31 1238.12 1238.12 1237.12 1237.94 1238.27

PROJECT NO:1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 80	E

S80
CATCH BASIN 2x3-FT-H-D
STA:859+24.2 OFF:-45.0L

FIELD VERIFY LOCATION
TO MATCH EXISTING SWALE

S81
CATCH BASIN 2x3-FT-H-D
STA:859+33.0 OFF:-30.1L

S83
CATCH BASIN 2x3-FT-H
STA:858+54.0 OFF:-17.5L

S90
CATCH BASIN 3-FT DIA.-H
STA:860+79.1 OFF:-40.5L

S91
CATCH BASIN 3-FT DIA.-H-S
STA:860+77.5 OFF:-21.6L

S82
CATCH BASIN 4-FT DIA.-H-D
STA:859+15.3 OFF:-17.5L

S84
CATCH BASIN 4-FT DIA.-H
STA:858+54.0 OFF:29.5R

S810
CATCH BASIN 2x3-FT-H-S
STA:859+14.9 OFF:38.6R

S100
CATCH BASIN 2x3-FT-H-S
STA:860+09.1 OFF:42.2R

S101
CATCH BASIN 2x3-FT-H
STA:860+50.5 OFF:33.5R

S102
CATCH BASIN 2x3-FT-H-S
STA:860+90.0 OFF:33.5R

S900
CATCH BASIN 3-FT DIA.-H
STA:861+60.5 OFF:-27.6L

S901
CATCH BASIN 2x3-FT-H
STA:861+84.2 OFF:-17.5L

S902
CATCH BASIN 2x3-FT-H
STA:861+87.2 OFF:33.5R

S14
MANHOLE 7-FT DIA.-J
STA:861+85.5 OFF:42.0R

S110
CATCH BASIN 2x3-FT-H
STA:864+64.9 OFF:-19.5L

S109
CATCH BASIN 2x3-FT-H
STA:864+17.6 OFF:-18.6L

S111
CATCH BASIN 2x3-FT-H
STA:864+63.3 OFF:37.4R

S112
CATCH BASIN 2x3-FT-H-S
STA:865+33.0 OFF:37.4R

S16
MANHOLE 8-FT DIA.-J
STA:866+28.0 OFF:50.0R

S12
MANHOLE 7-FT DIA.-J
STA:858+54.0 OFF:50.0R

INSULATION BOARD

INSULATION BOARD

PARKING ENTRANCE

SHARED-USE PATH

5TH AVE.

(CTH B WEST)
6TH AVE.

PT: 861+03.6

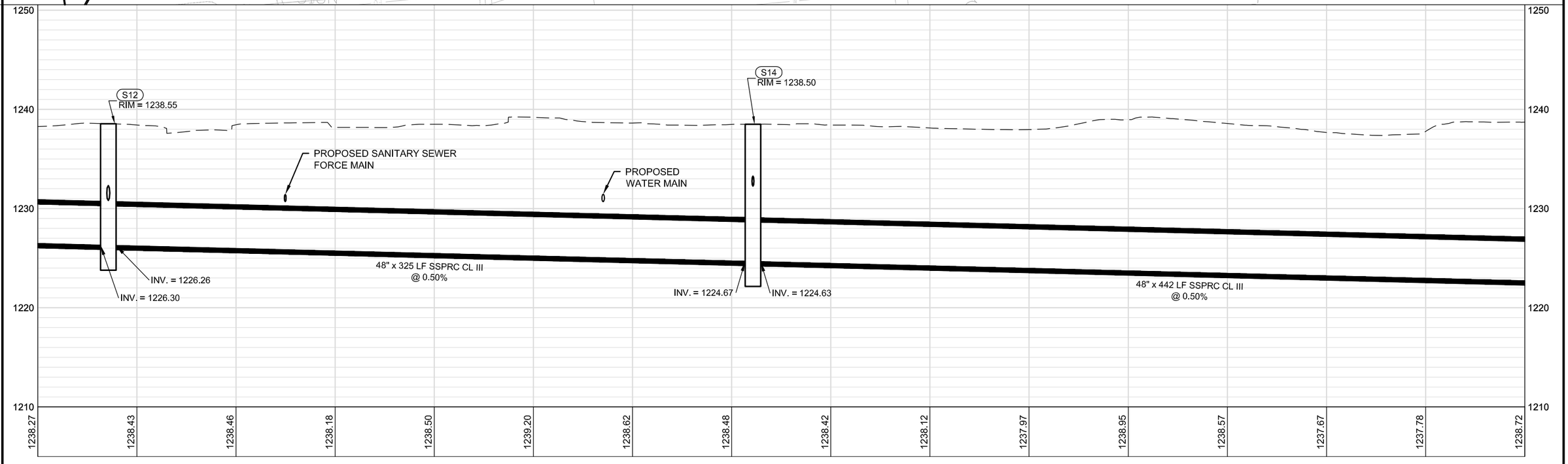
PC: 864+78.71

12" SSPRC
15" SSPRC
18" SSPRC
48" SSPRC
4"PE

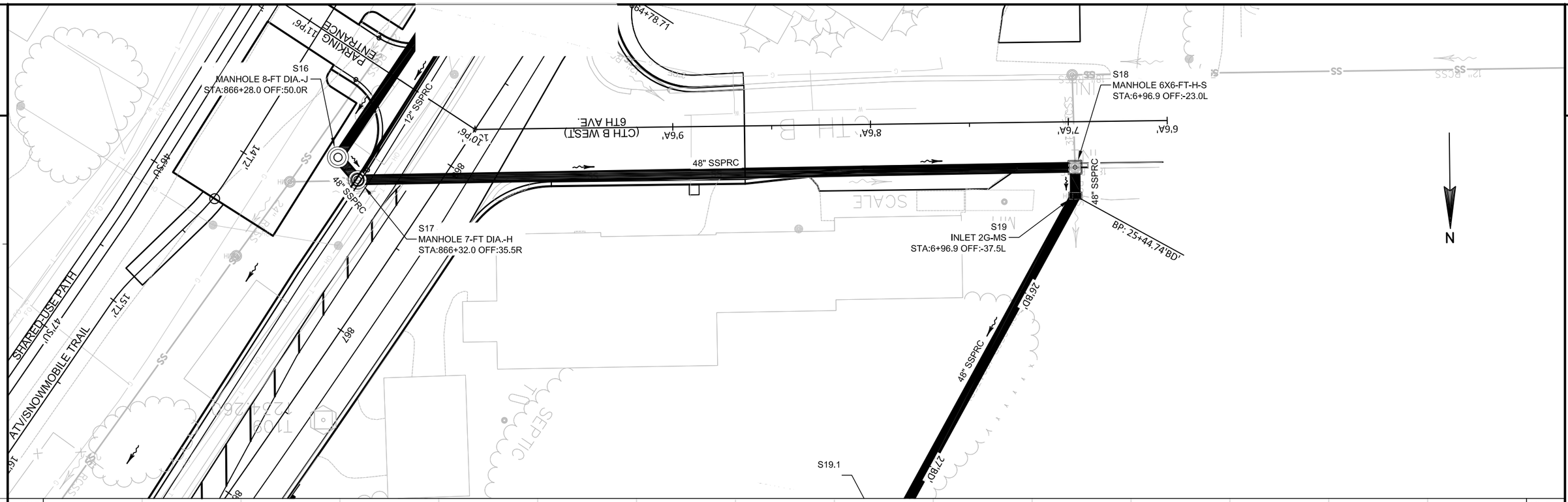
10'P4'
10'P3'
11'P3'
11'P4'
10'5A'
10'T2'
11'T2'
12'T2'
10'P6'
11'P6'

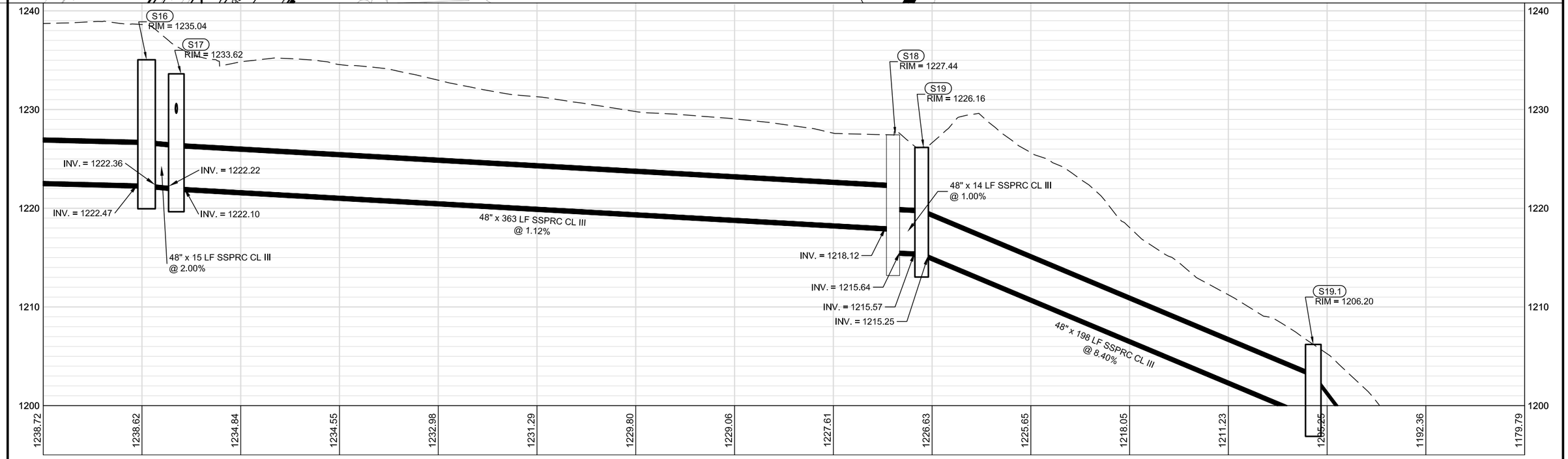
38'SU'
39'SU'
40'SU'
41'SU'
42'SU'
43'SU'
44'SU'
45'SU'

360
861
862
863
864
865
866



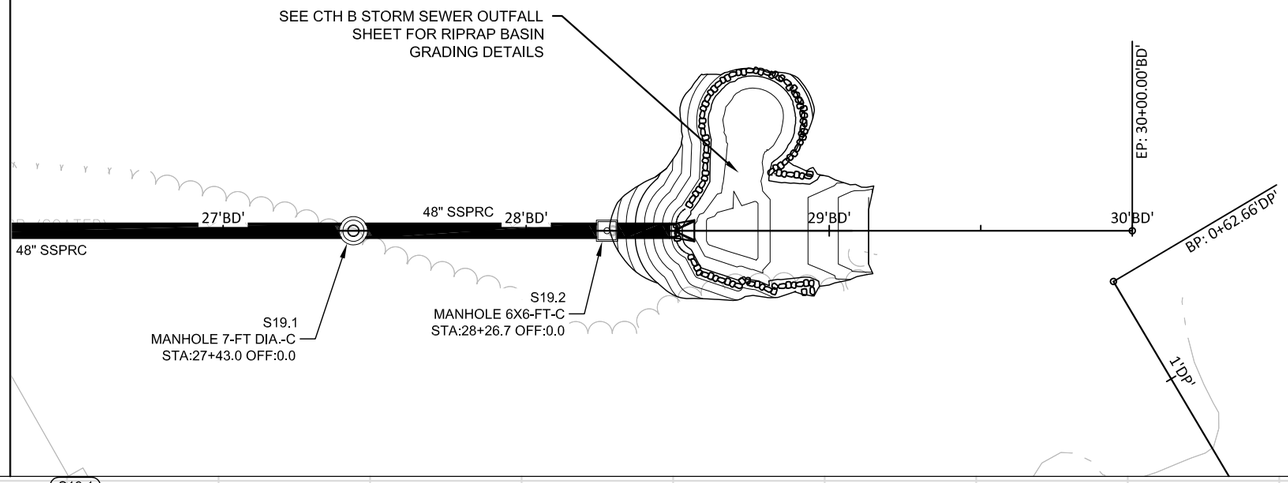
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 81	E

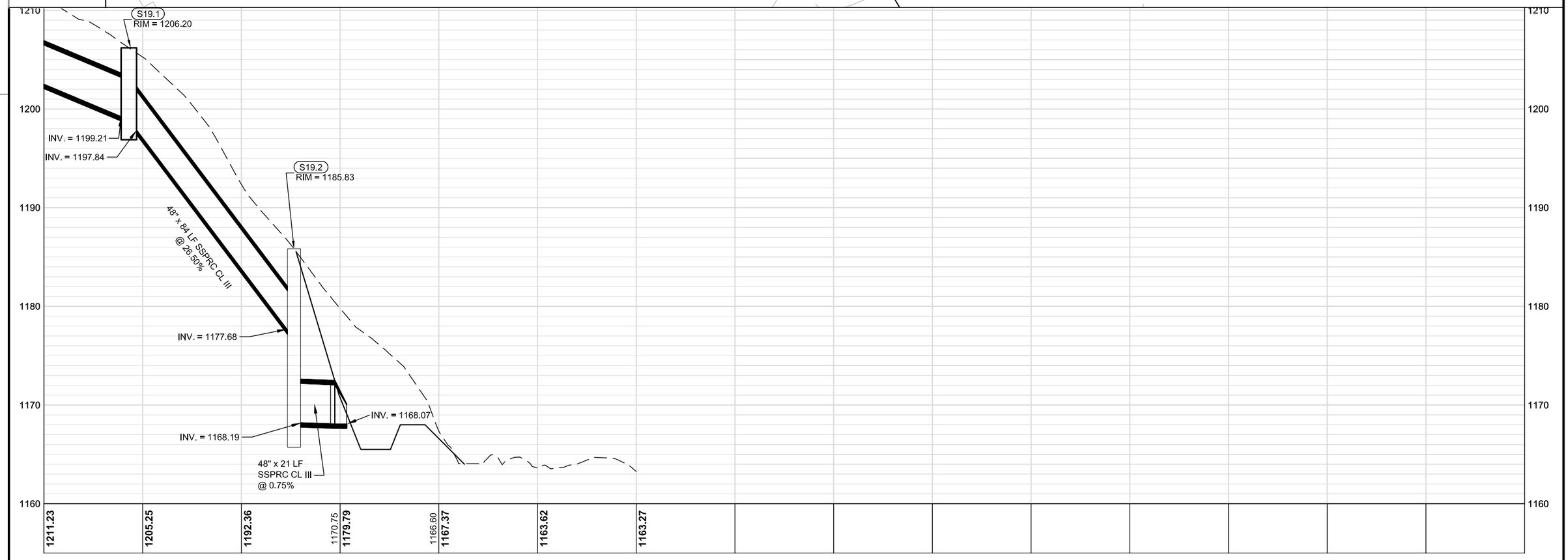




PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET E

2

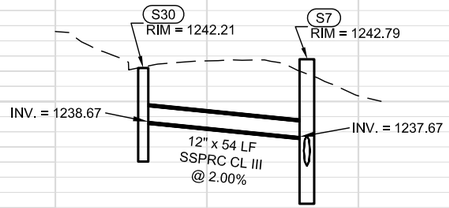




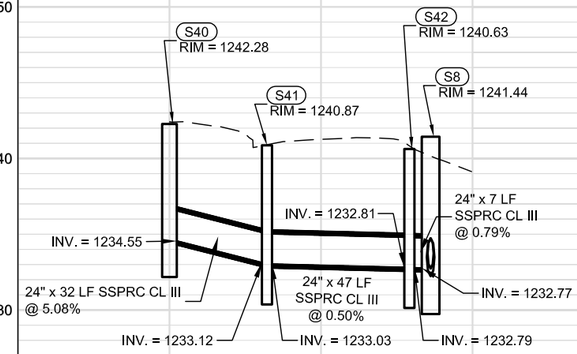
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2

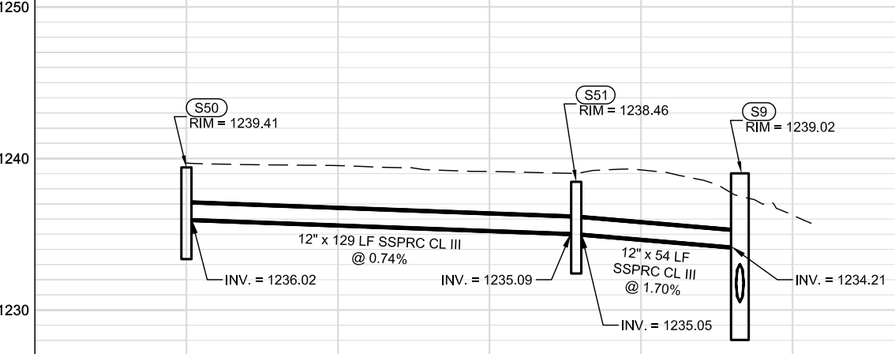
(STORM - 845-870) - 30 SERIES



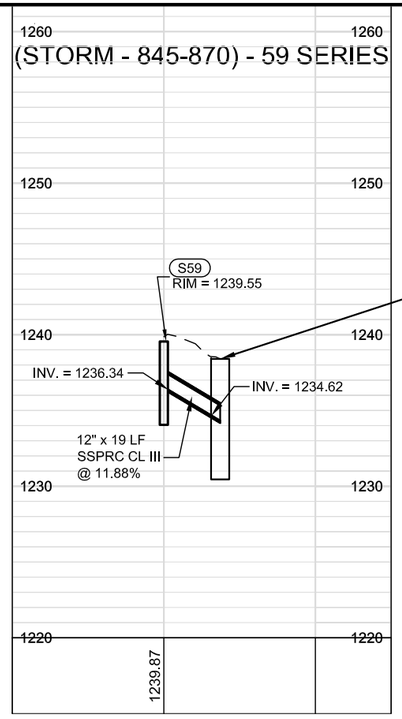
(STORM - 845-870) - 40 SERIES



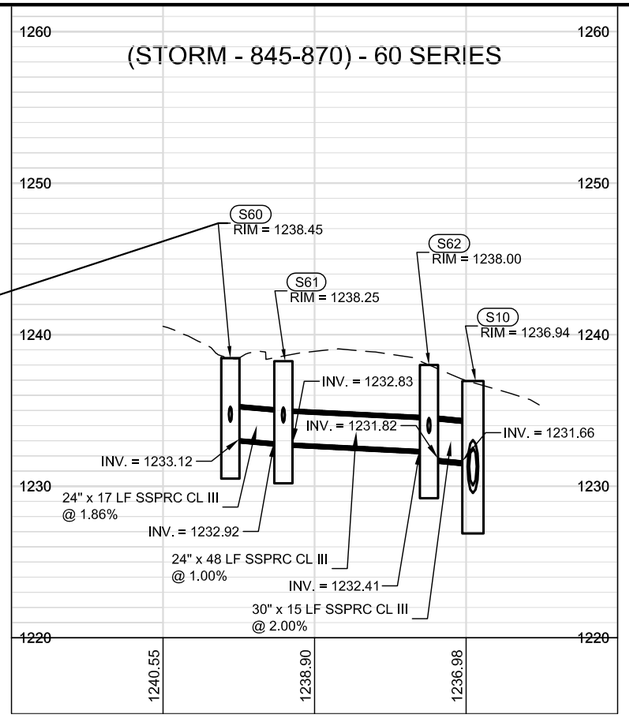
(STORM - 845-870) - 50 SERIES



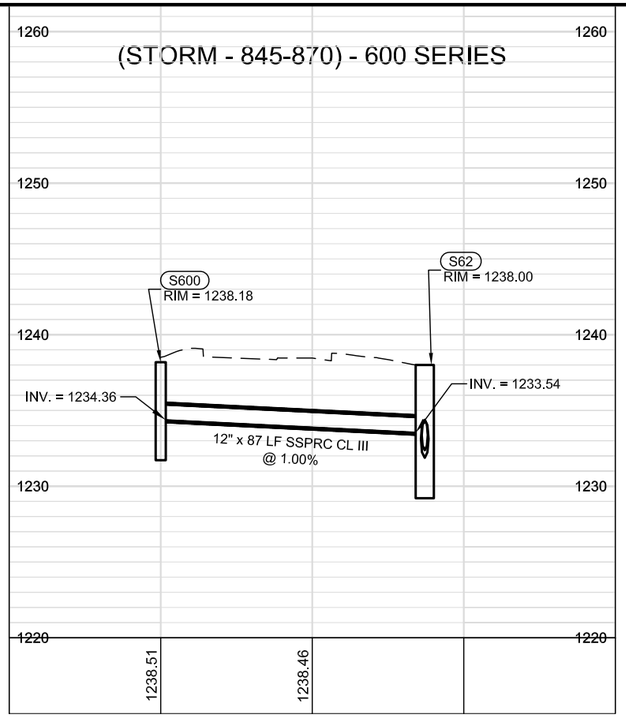
(STORM - 845-870) - 59 SERIES



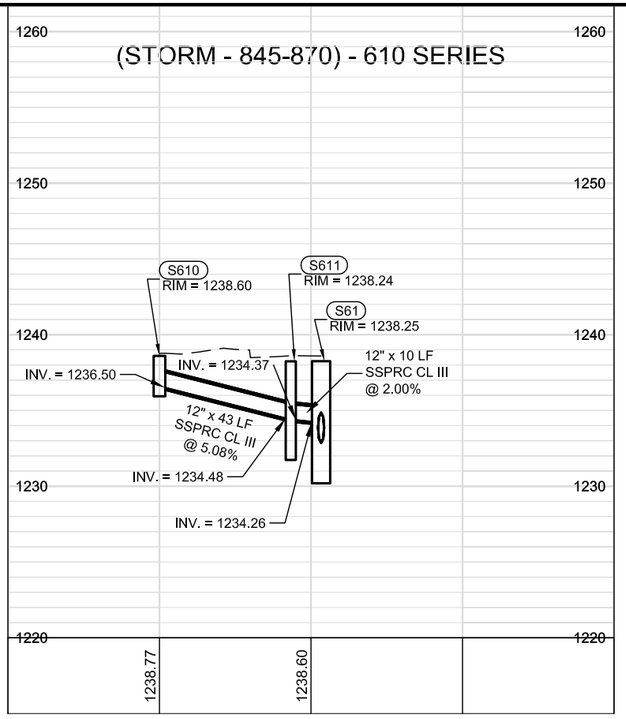
(STORM - 845-870) - 60 SERIES



(STORM - 845-870) - 600 SERIES

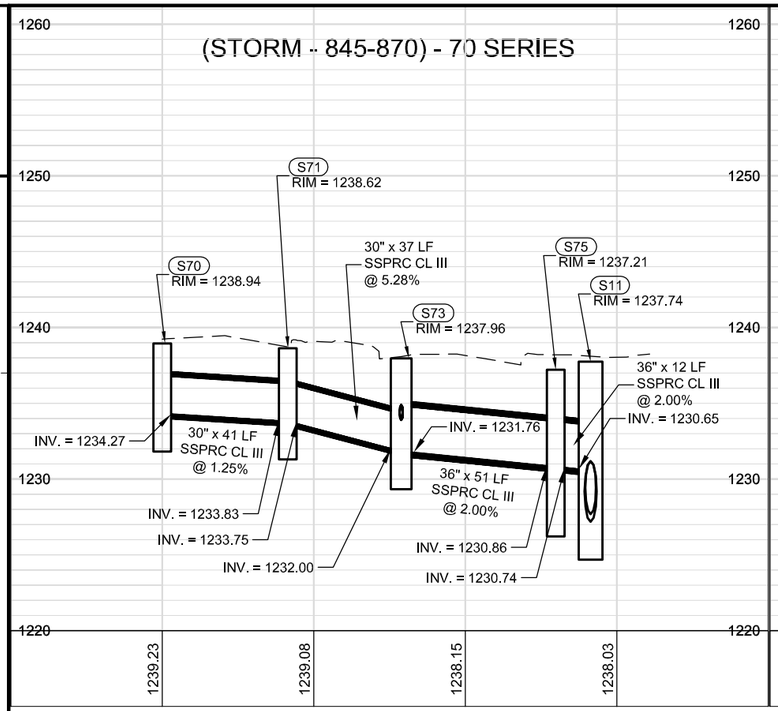


(STORM - 845-870) - 610 SERIES

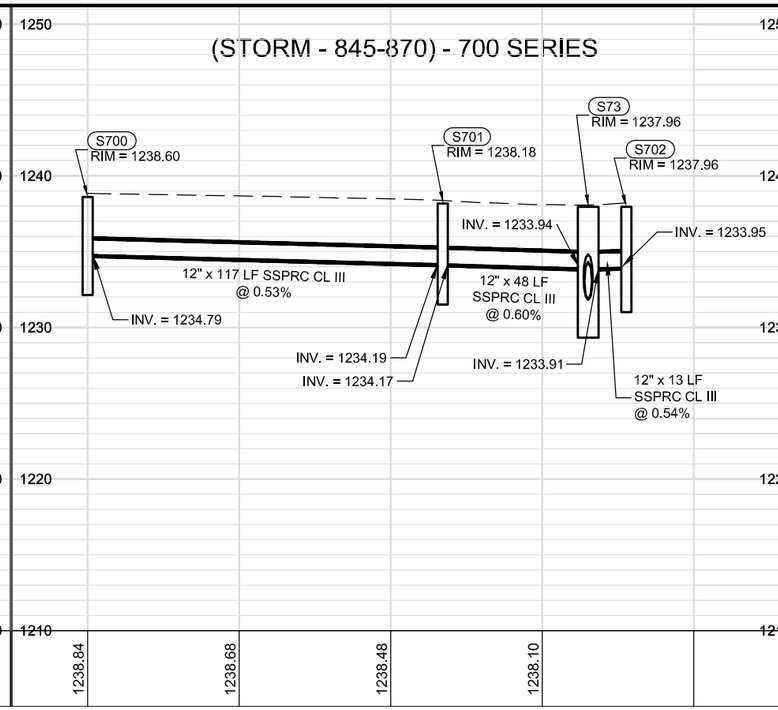


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 84	E

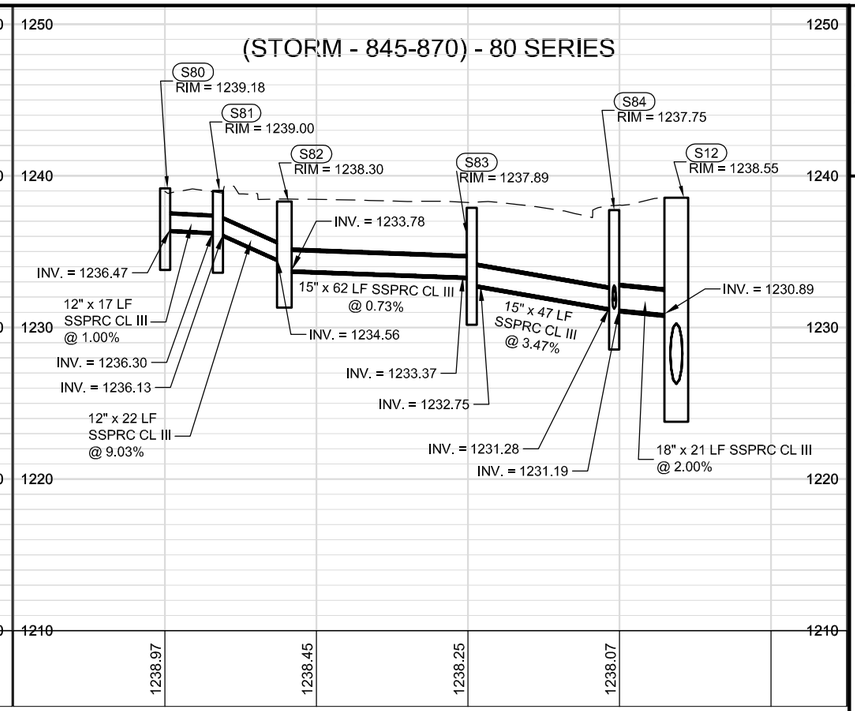
(STORM - 845-870) - 70 SERIES



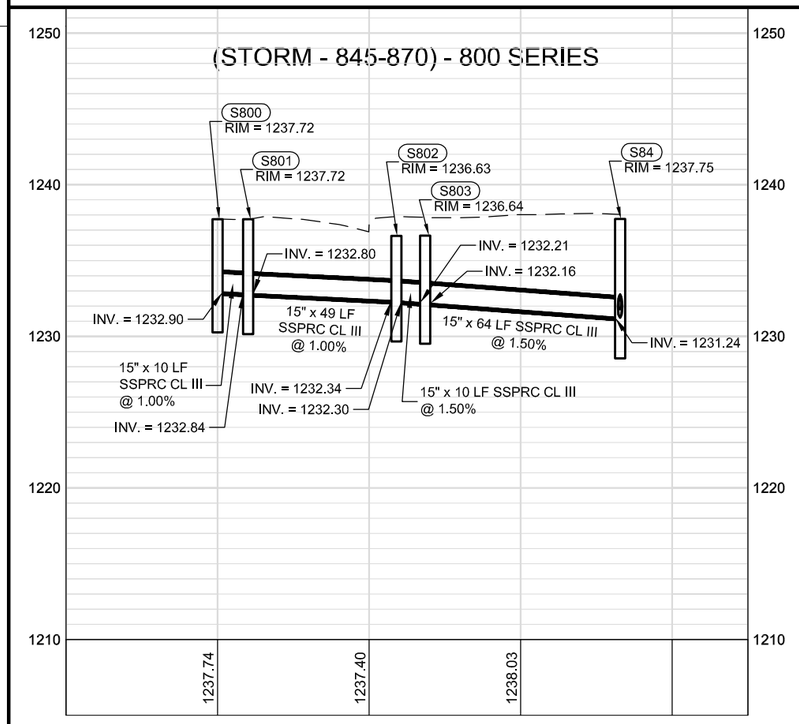
(STORM - 845-870) - 700 SERIES



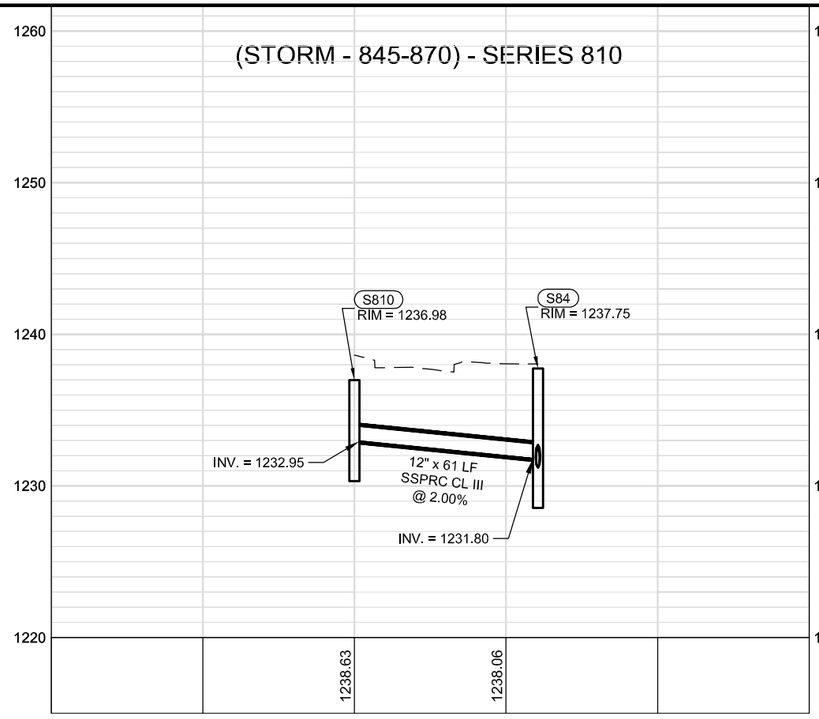
(STORM - 845-870) - 80 SERIES



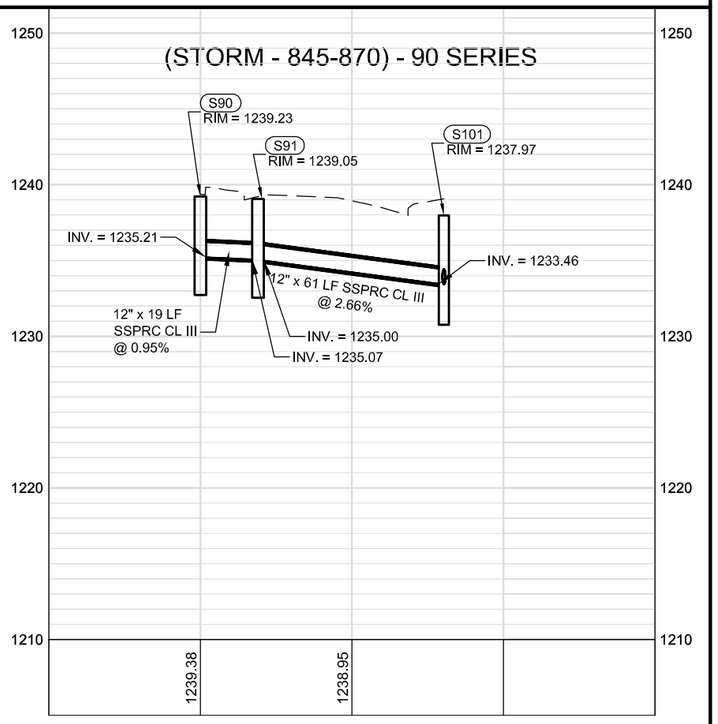
(STORM - 845-870) - 800 SERIES



(STORM - 845-870) - SERIES 810

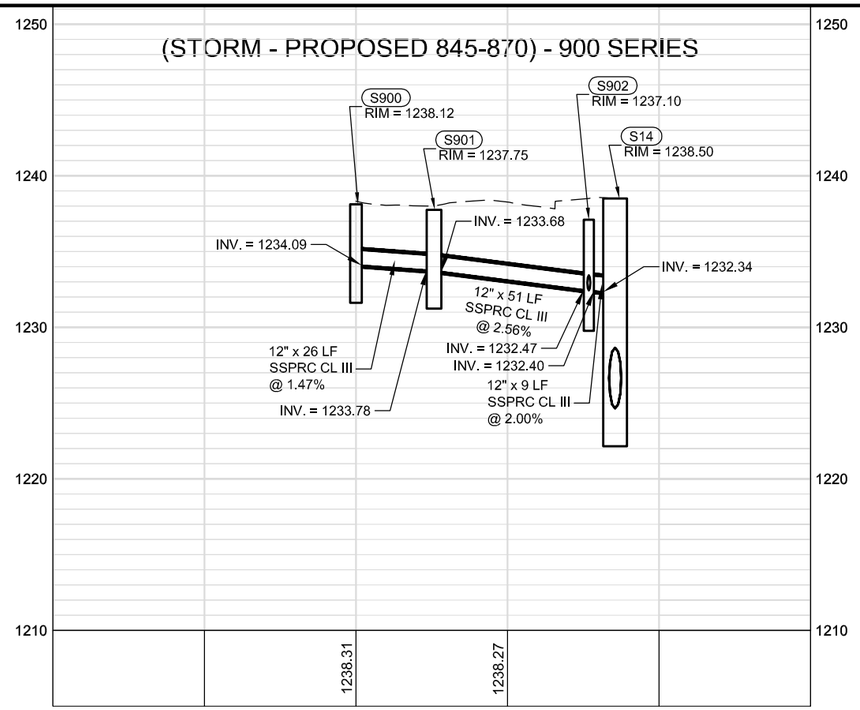


(STORM - 845-870) - 90 SERIES

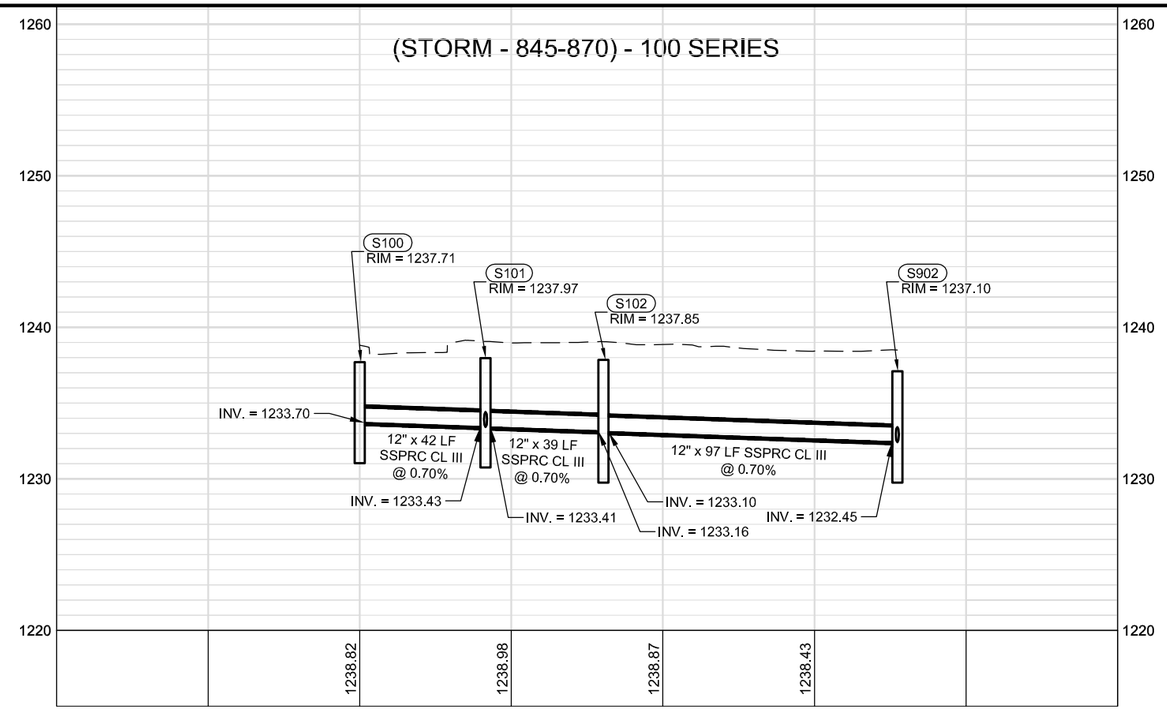


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 85	E

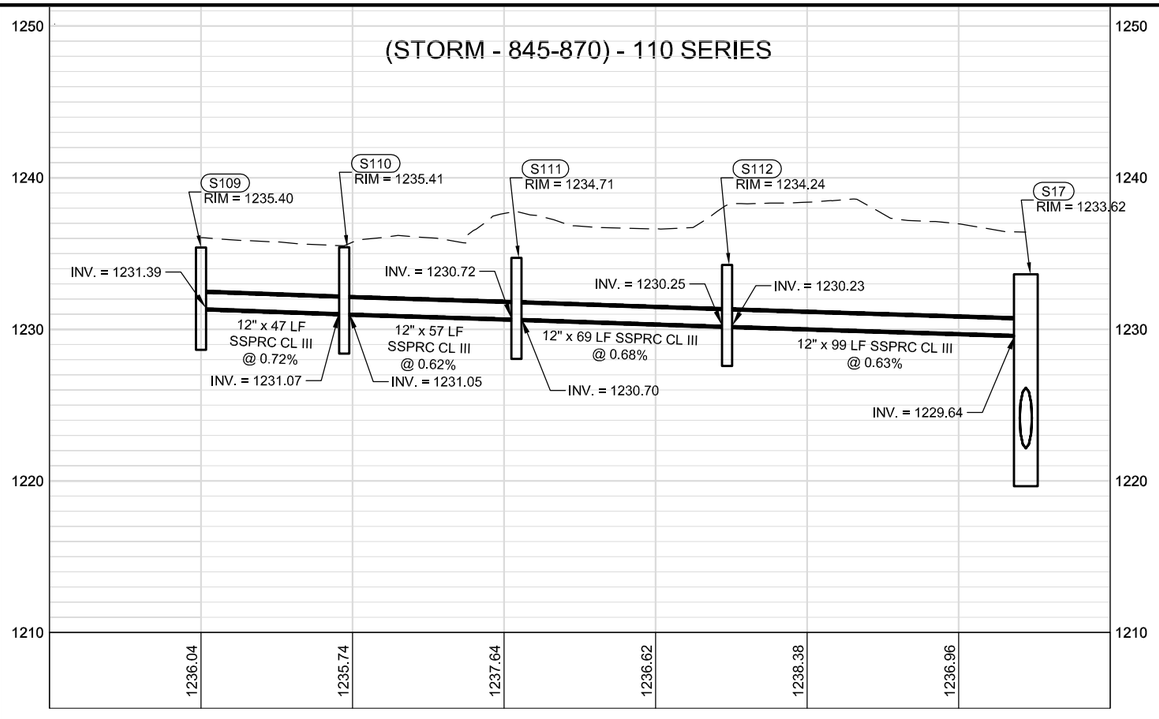
(STORM - PROPOSED 845-870) - 900 SERIES



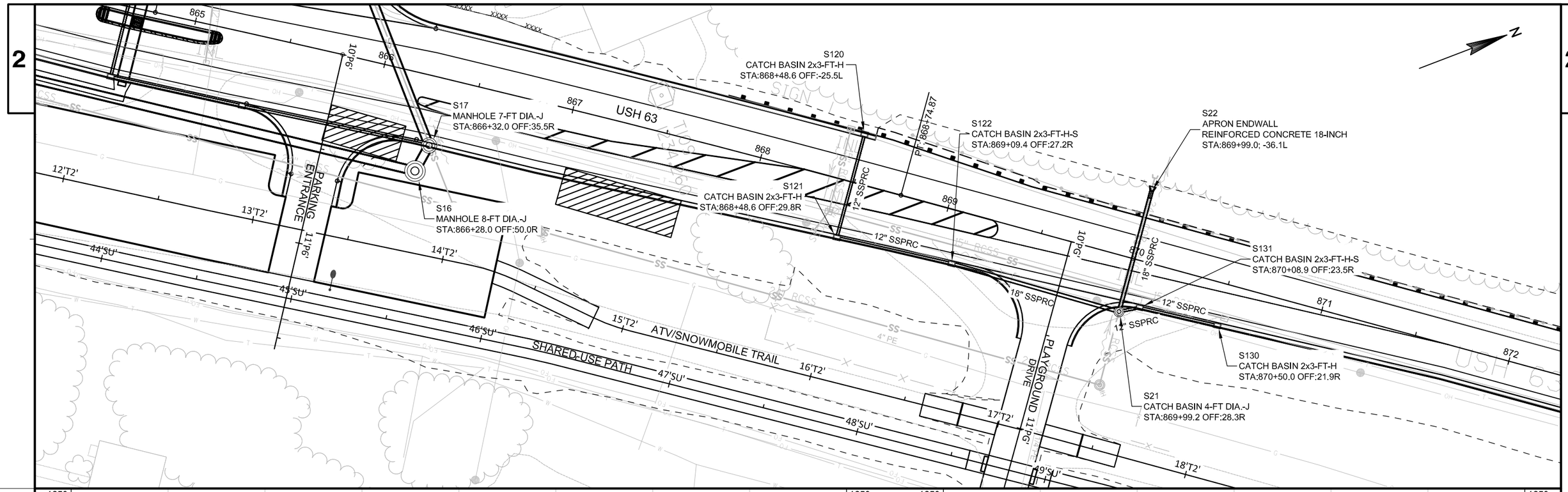
(STORM - 845-870) - 100 SERIES



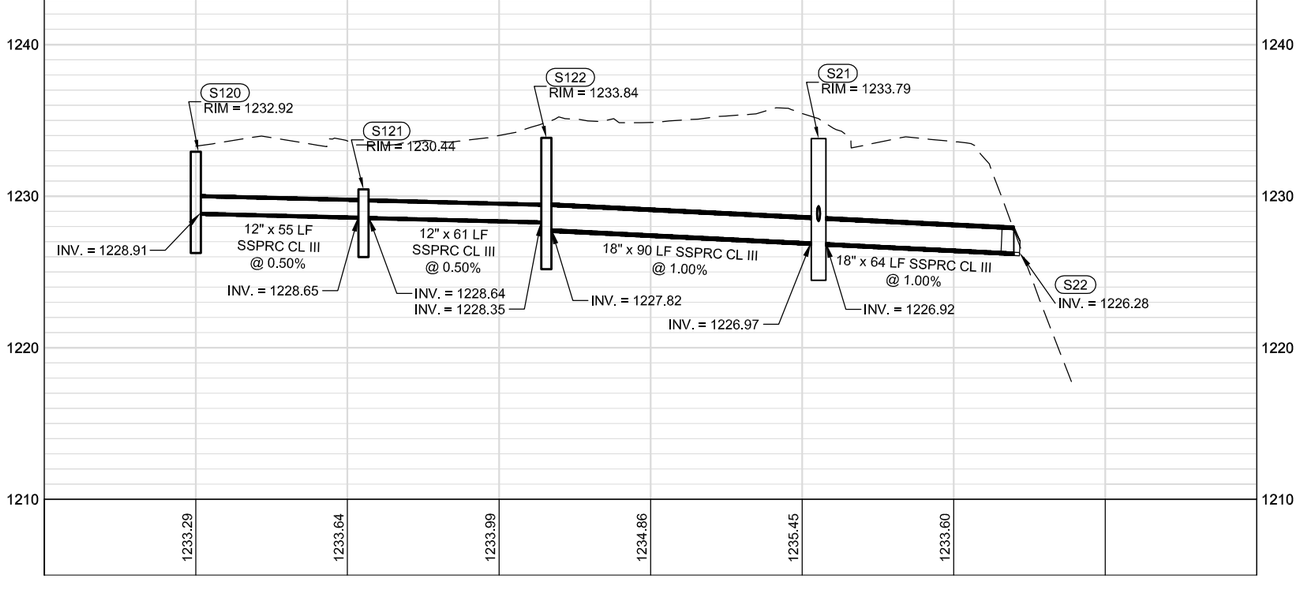
(STORM - 845-870) - 110 SERIES



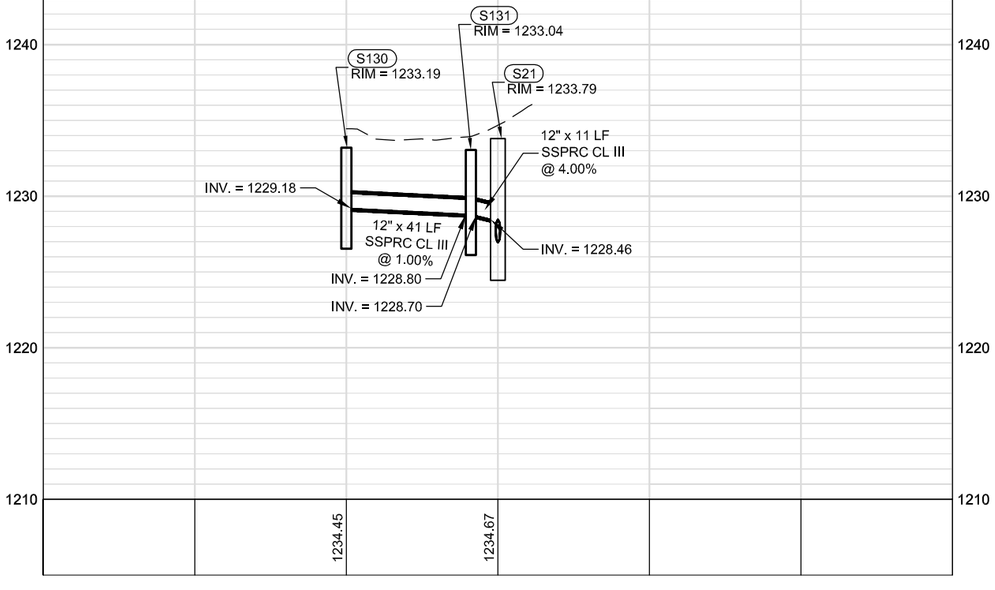
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 86	E



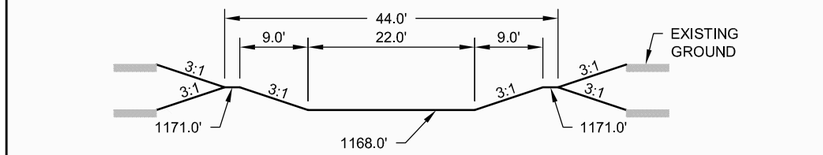
(STORM - 845-870) - 20 SERIES



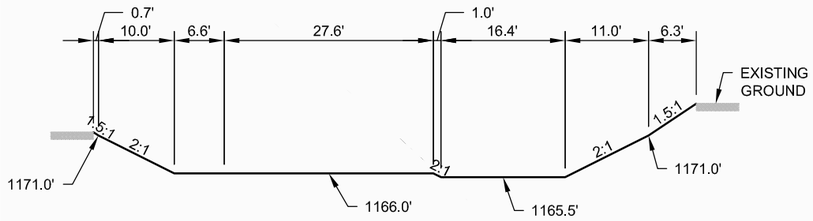
(STORM - 845-870) - 130 SERIES



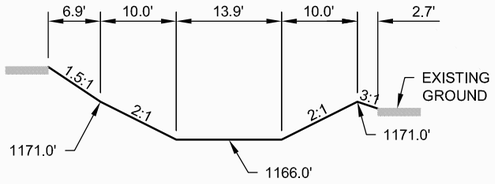
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 87	E



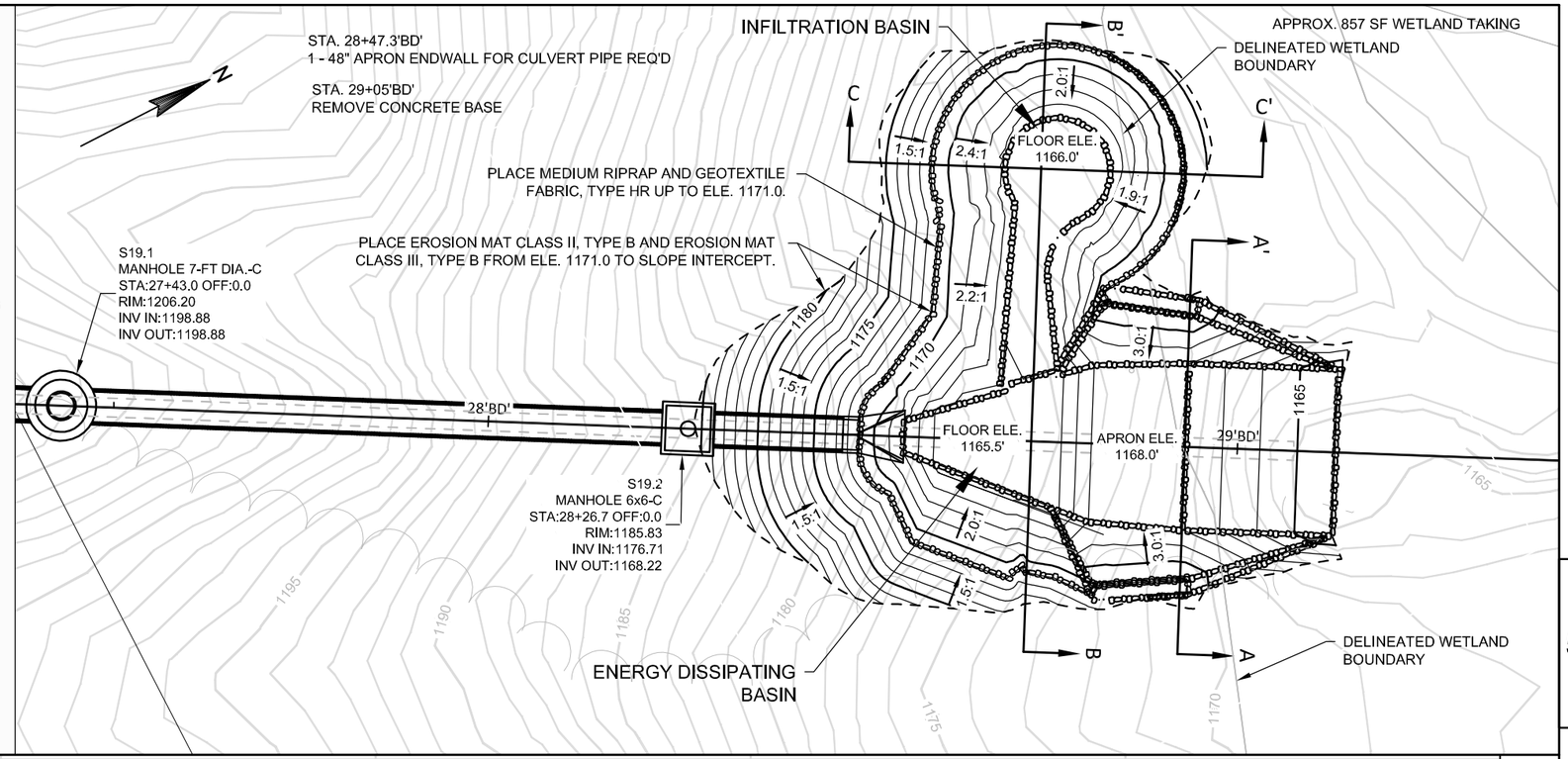
SECTION A'-A

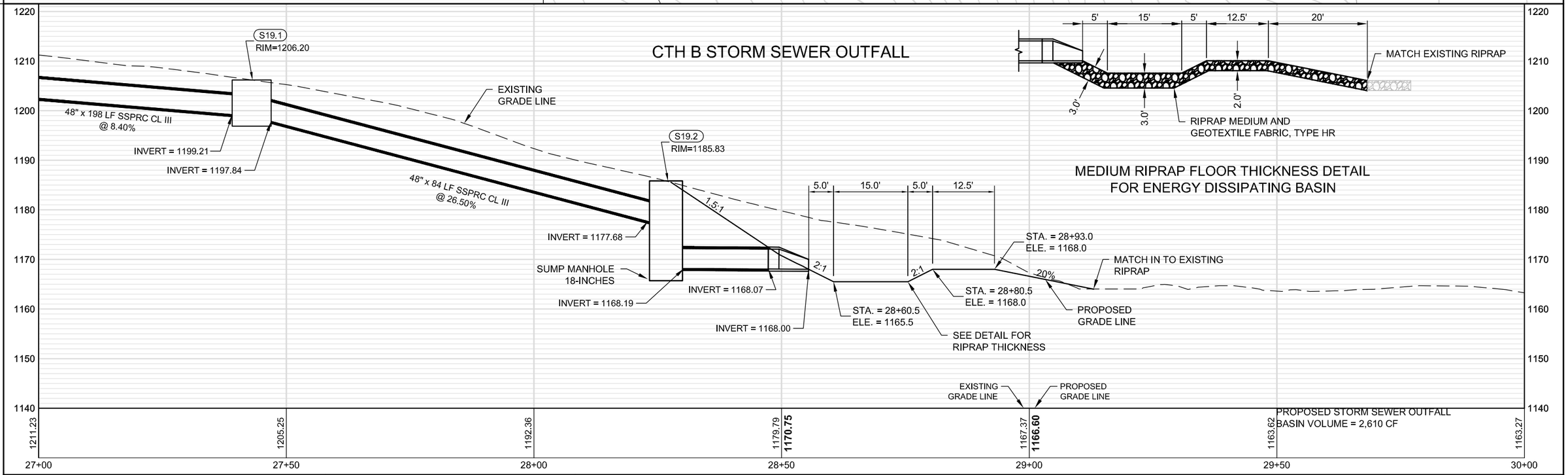


SECTION B'-B



SECTION C-C'





MEDIUM RIPRAP FLOOR THICKNESS DETAIL FOR ENERGY DISSIPATING BASIN

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER: USH 63	SHEET 88	E

S191
APRON ENDWALL
REINFORCED CONCRETE 12-INCH
STA:874+82.0; -39.0L

S190
CATCH BASIN 2x3-FT-H-S
STA:874+82.0 OFF:17.5R

873 874 875 876 877 878 879

USH 63

10'PC'
11'PC'
12" SSPRC
PETERSON COURT
8" T2'
COMMERCIAL ENTRANCE
(FARLEY AUTOBODY)
9'C2'

4" PE

20'T2' 21'T2' 22'T2' 23'T2' 24'T2' 25'T2' 26'T2' 27'T2'
52'SU' 53'SU' 54'SU' 55'SU' 56'SU' 57'SU' 58'SU'

ATV/SNOWMOBILE TRAIL
SHARED-USE PATH

(STORM - 875) - 190 SERIES

S190
RIM = 1236.63
INV. = 1232.62

S191
INVERT = 1233.44

12" x 57 LF
SSPRC CL III
@ 0.75%

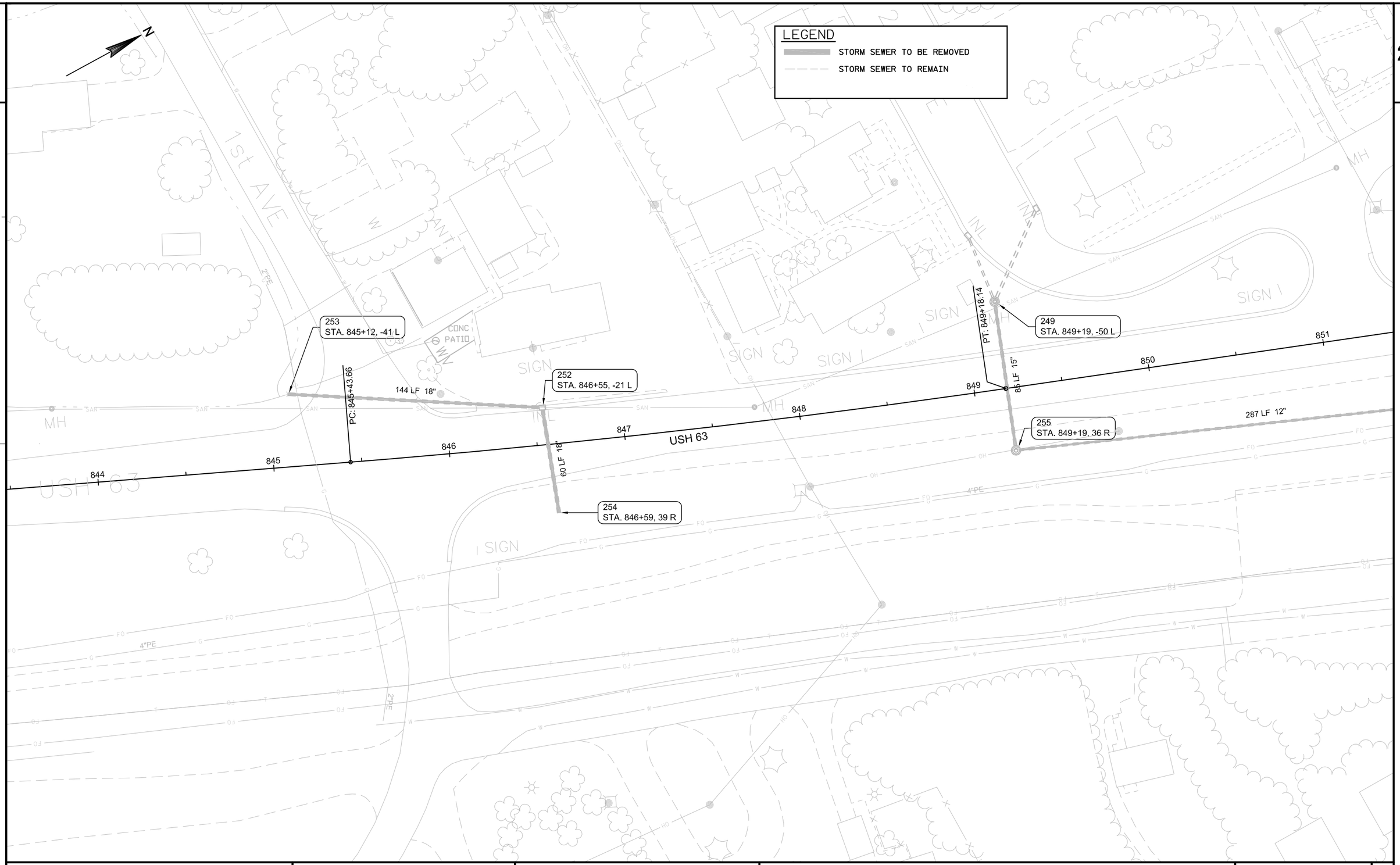
1260
1250
1240
1230
1220

1237.06
1234.50

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	STORM SEWER	SHEET 89	E

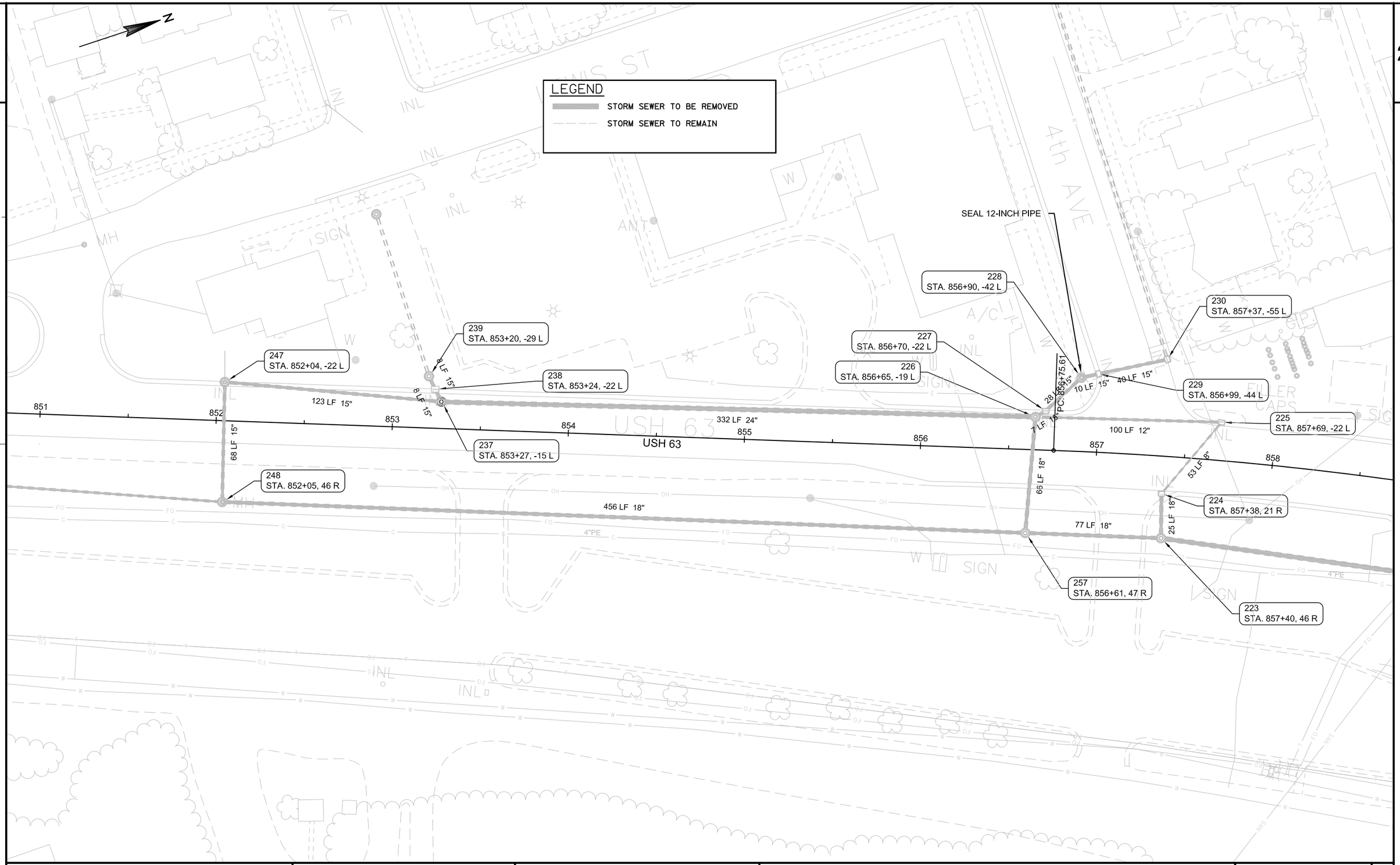
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022506_SS_190_200_SERIES.DWG PLOT DATE : 10/17/2014 3:17 PM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 50'_XREF

2



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EXISTING STORM SEWER OVERVIEW	SHEET 90	E

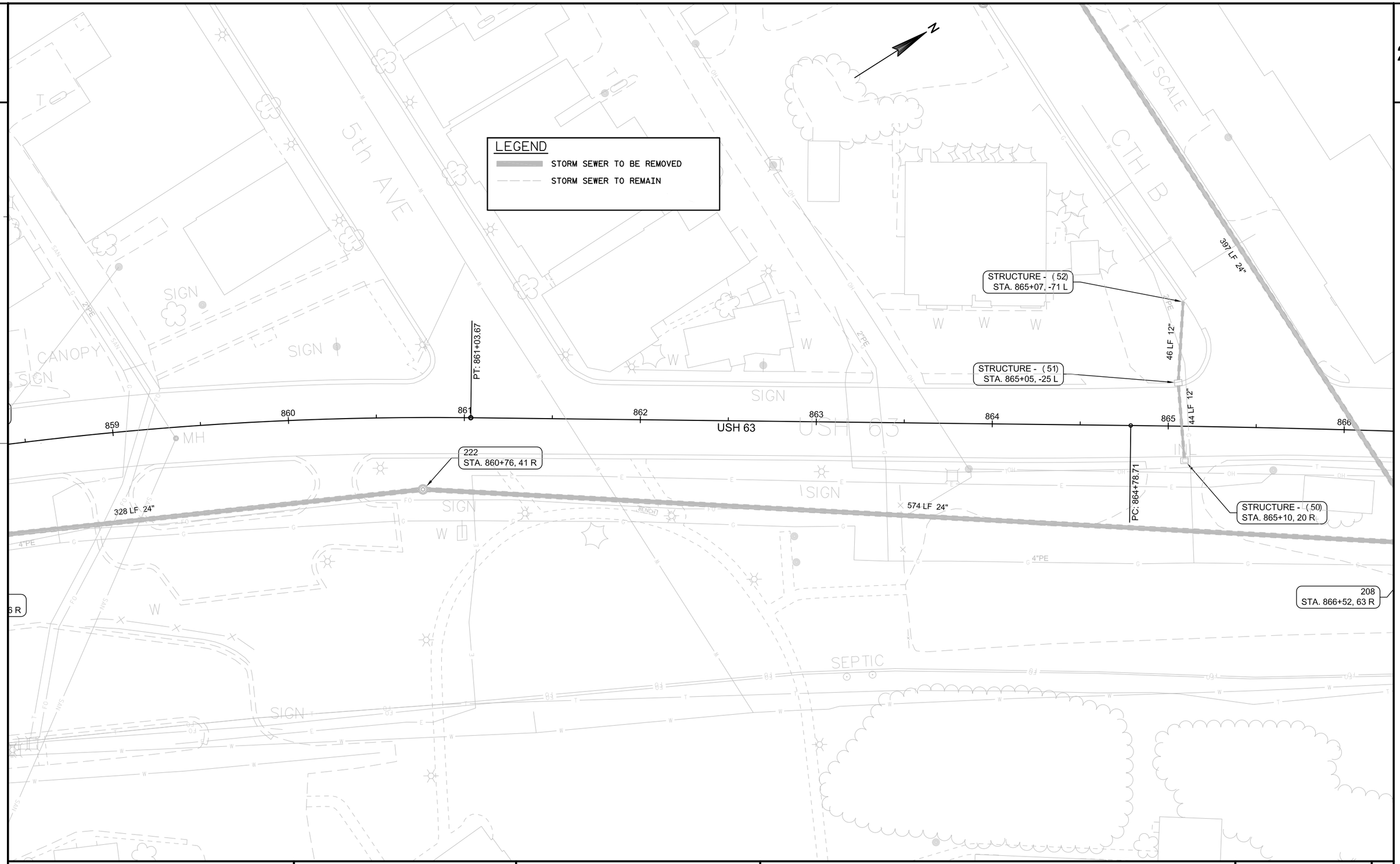
2



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EXISTING STORM SEWER OVERVIEW	SHEET 91	E

2

2



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EXISTING STORM SEWER OVERVIEW	SHEET 92	E

2

209
STA. 6+97, -23 L

213
STA. 6+97, -38 L

260
STA. 29+07, 0

363 LF 30"

14 LF 36"

397 LF 24"

46 LF 12"

44 LF 12"

46 LF 24"

299 LF 24"

44 LF 15"

158 LF 15"

54 LF 15"

60 LF 24"

50 LF 24"

PC: 864+78.71

PT: 868+74.87

STRUCTURE - (52)
STA. 865+07, -71 L

STRUCTURE - (51)
STA. 865+05, -25 L

STRUCTURE - (50)
STA. 865+10, 20 R

207
STA. 866+99, 65 R

208
STA. 866+52, 63 R

204
STA. 868+41, -26 L

203
STA. 868+41, 18 R

200
STA. 869+99, -43 L

201
STA. 869+99, 18 R

202
STA. 870+53, 17 R

206
STA. 870+00, 67 R

USH 63

864 865 866 867 868 869 870 871

MH

SEPTIC TANK

CTH B

SIGN

4"PE

LEGEND

STORM SEWER TO BE REMOVED

STORM SEWER TO REMAIN

N

2

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EXISTING STORM SEWER OVERVIEW	SHEET 93	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\022507_SS_REMOVALS.DWG PLOT DATE : 9/15/2014 1:20 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 44

2

8"SAN 8"SAN 8"SAN 8"SAN 8"SAN 8"SAN 8"SAN 8"SAN 8"SAN 8"SAN 8"SAN 8"SAN

BP STA 50+00
N = 536840.616
E = 731482.655

BP: 50+00.00

SAN. SEWER MH, TYPE 1
STA = 50+00.00 @ 0.00'

1

CONNECT TO EXISTING
SANITARY SEWER

MH

50+00 'S1'

51+00 'S1'

1ST AVENUE

STA 52+73.83
N = 537081.293
E = 731613.257

CONC PATIO

PC: 845+43.66

SAN. SEWER MH, TYPE 1
STA = 52+73.83 @ 0.00'

2

PT: 52+73.83

52+00 'S1'

53+00

841+00 842+00 843+00 844+00 845+00 846+00

USH 63

REMOVE SANITARY SEWER
TO STA. 53+00. BULKHEAD
AND ABANDON EXIST. 8"
SAN. SEWER @ STA. 53+00

MATCHLINE STA. 53+00.00

SIGN

SIGN

N

0 25' 50'

1260 1256 1252 1248 1244 1240 1236 1232 1228 1224

1

STA = 50+00.00
RIM = 1243.71

EXISTING 8" SANITARY SEWER

I.E. = 1238.65 (NE)
I.E. = 1238.68 (SW) (EXISTING)

PROPOSED GROUND PROFILE

EXISTING GROUND PROFILE

274 LF - 10" PVC SAN. SEWER @ 0.39%

REMOVE EXIST. 8" SAN. SEWER

2

STA = 52+73.83
RIM = 1243.26

PROPOSED STORM SEWER
CROSSING.

I.E. = 1237.58 (SW)
I.E. = 1237.58 (N)

	EXIST. PROFILE EL.	PROP. PROFILE EL.
47+00	1244.05	1243.71
47+25	1243.84	1244.01
47+50	1243.63	1244.00
47+75	1243.29	1244.04
48+00	1242.87	1244.23
48+25	1243.78	1245.15
48+50	1245.02	1245.07
48+75	1244.99	1244.89
49+00	1244.47	1244.39
49+25	1244.64	1244.65
49+50	1243.55	1244.55
49+75	1243.25	1243.78
50+00	1243.07	1243.44

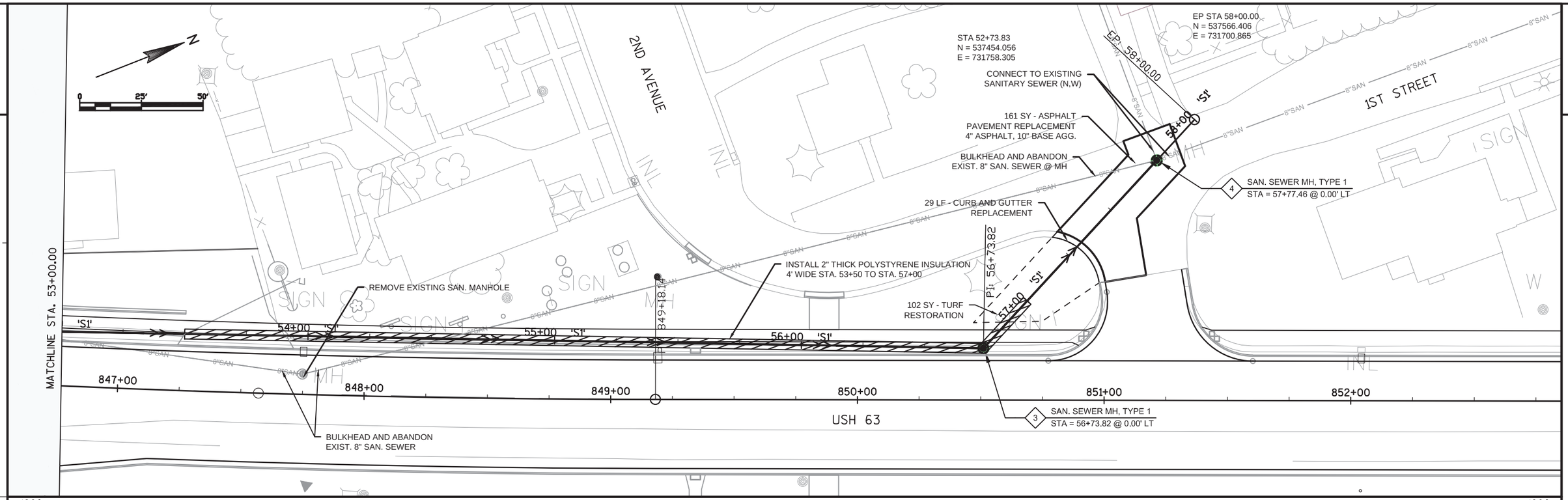
47+00 47+25 47+50 47+75 48+00 48+25 48+50 48+75 49+00 49+25 49+50 49+75 50+00 50+25 50+50 50+75 51+00 51+25 51+50 51+75 52+00 52+25 52+50 52+75 53+00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SANITARY SEWER RECONSTRUCTION	SHEET 94	E

FILE NAME : P:\530S\536\00536015\CADD RICE LAKE\C3D\CADD\SHEETSPLAN\PP SHEETS.DWG
LAYOUT NAME - PP SHEETS - 050121

PLOT DATE : 7/24/2014 10:59 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SANITARY SEWER RECONSTRUCTION	SHEET 95 E

FILE NAME : P:\530S\536\00536015\CADD RICE LAKE\C3D\CADD\SHEETSPLAN\PP SHEETS.DWG
LAYOUT NAME - PP SHEETS - 050122

PLOT DATE : 7/24/2014 11:00 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

5TH AVENUE

23+00 'W1'

STA 9+90
N = 538266.303
E = 732137.068

860+00

P1: 9+90.00

6 SAN. SEWER MH, TYPE 1
STA = 9+90.00 @ 0.00' LT

10+00 'S2'

PROPOSED 4" FORCEMAIN
INSTALL BY DIRECTIONAL DRILL

11+00 'S2'

12+00 'S2'

13+00 'S2'

EP STA 13+00.00
N = 537996.988
E = 732290.592

EP: 13+00.00

EX EXISTING LIFT STRUCTURE
STA = 12+80.11 @ 0.00' LT

45 SY - TURF
RESTORATION

5 SAN. SEWER MH, TYPE 1
STA = 9+05.46 @ 0.02' RT

CONNECT TO EXISTING
SANITARY SEWER

67 SY - ASPHALT
PAVEMENT REPLACEMENT
4" ASPHALT, 10" BASE AGG.

9+00 'S2'

859+00

USH 63

REMOVE EXISTING SAN. MANHOLE
ABANDON EXISTING FM TO SE

ABANDON EXISTING FORCEMAIN

CONNECT TO EXIST. FM OUTSIDE OF STRUCTURE.
CONTRACTOR SHALL FIELD VERIFY DEPTH
OF CONNECTION DURING CONSTRUCTION.

BP STA 5+64.45
N = 538263.828
E = 731711.523

N

0 25' 50'

5 STA = 9+05.46
RIM = 1239.12

6 STA = 9+90.00
RIM = 1238.10

EX STA = 12+80.11
RIM = 1226.00

PROPOSED GROUND PROFILE

EXISTING GROUND PROFILE

PROPOSED STORM SEWER CROSSING.

EXISTING 8" SANITARY SEWER

85 LF - 8" PVC SAN. SEWER @ 0.40%

I.E. = 1230.75 (E)

I.E. = 1231.09 (W)
I.E. = 1231.80 (SE)

PROPOSED STORM SEWER CROSSING.
6" CLEARANCE NECESSARY

EXISTING 4" FORCEMAIN TO BE REMOVED

290 LF - 4" FORCEMAIN (BY H.D.D.)

7.5' MIN. COVER

I.E. = 1220.00 (NW)

EXIST. PROFILE EL.	1240.55	1239.86	1239.48	1239.22	1238.83	1238.59	1237.69	1238.76	1238.02	1238.28	1238.22	1232.37	1232.48	1232.09	1229.66	1229.23	1229.18	1229.07	1226.87	1224.81
PROP. PROFILE EL.						1238.62	1238.18													

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: FM AND SAN. SEWER RECONSTRUCTION	SHEET	E

FILE NAME : P:\530S\536\00536015\CADD RICE LAKE\C3D\CADD\SHEETSPLAN\PP SHEETS.DWG PLOT DATE : 7/24/2014 11:00 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

2

N

0 25' 50'

STA 24+11.39
N = 538445.214
E = 732156.284

83 LF - 1" COPPER WATER SERVICE
1 - 1" CORP. (SADDLE STYLE), CURB STOP & BOX
1 - CONNECT TO EXIST SERVICE

STA. 23+88.3, 13.3' LT.
REMOVE & SALVAGE EXIST. 6" VALVE
1 - 6" VALVE & BOX
1 - 10"X6" REDUCER
1 - CONNECT TO EXIST WM
ABANDON EXIST. 6" WM TO NE

PI: 24+11.39

186 SY - ASPHALT
PAVEMENT REPLACEMENT
4" ASPHALT, 10" BASE AGG.

STA. 23+91.4, 13.0' LT.
1 - 10" 45° BEND

BP STA 20+00
N = 538446.761
E = 731744.897

5TH AVENUE

USH 63

PT: 861+03.57

STA 26+33.66
N = 538323.585
E = 732342.324

EP STA 27+00
N = 538287.283
E = 732397.851

STA. 26+16.5, 98.3' LT.
CONTRACTOR SHALL FIELD LOCATE
EXISTING TEE.
INSTALL 1 - 6" PLUG ON WEST SIDE OF TEE
ABANDON EXISTING 6" WATER MAIN TO W

172 SF - 4" CONC.
SIDEWALK REPLACEMENT

249 LF - 10" PVC WM
(CONNECTION - TEE)

PI: 26+38.66

EP: 27+00.00

STA. 26+33.7, 0' RT.
1 - 10" TEE
1 - 10" PLUG
1 - 10" VALVE & BOX

80 SY - TURF
RESTORATION

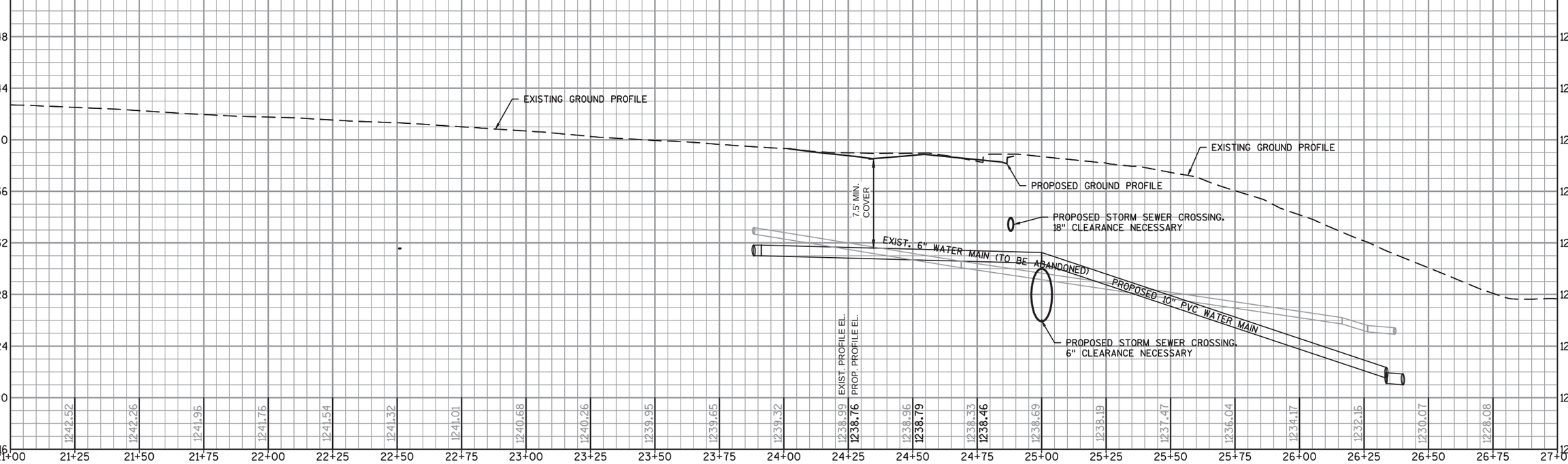
367 SY - TURF
RESTORATION

46 LF - 10" PVC WM
(CONNECTION - TEE)

119 SF - 4" CONC.
SIDEWALK REPLACEMENT

60 SY - TURF RESTORATION

STA. 26+40.2, 45.3' RT.
1 - 10" VALVE & BOX
1 - CONNECT TO EXIST. WM

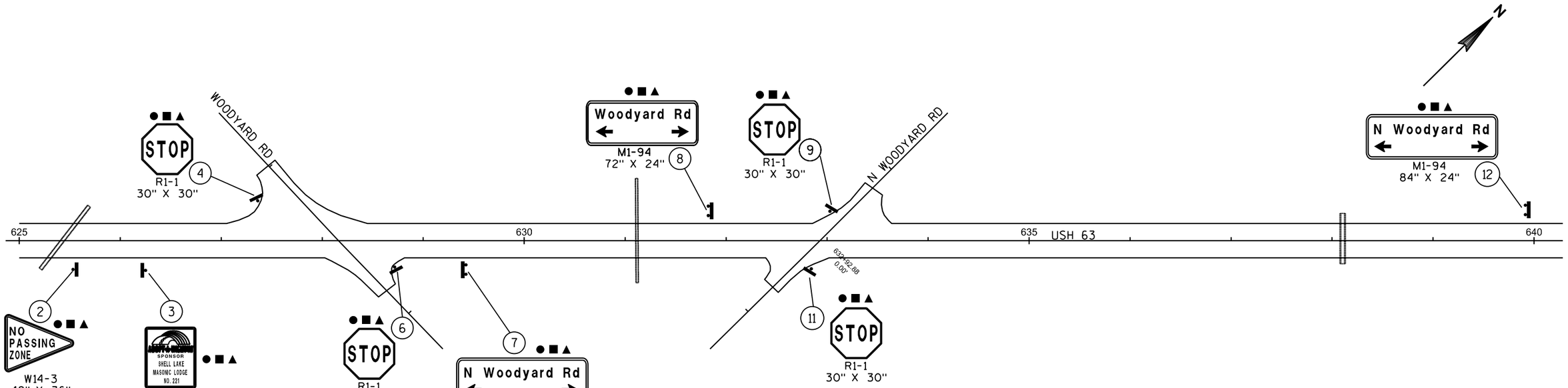


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: WATERMAIN RELOCATION	SHEET	E

FILE NAME : P:\530S\536\00536015\CADD RICE LAKE\C3D\CADD\SHEETSPLAN\PP SHEETS.DWG PLOT DATE : 7/24/2014 11:01 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 44

2

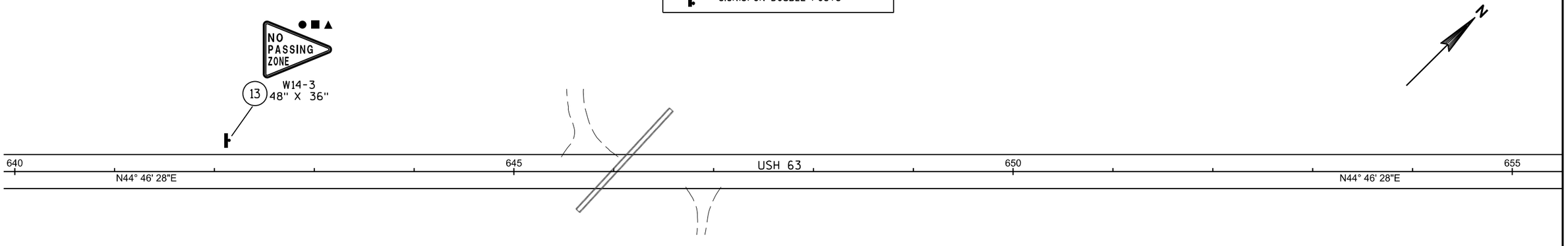


NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

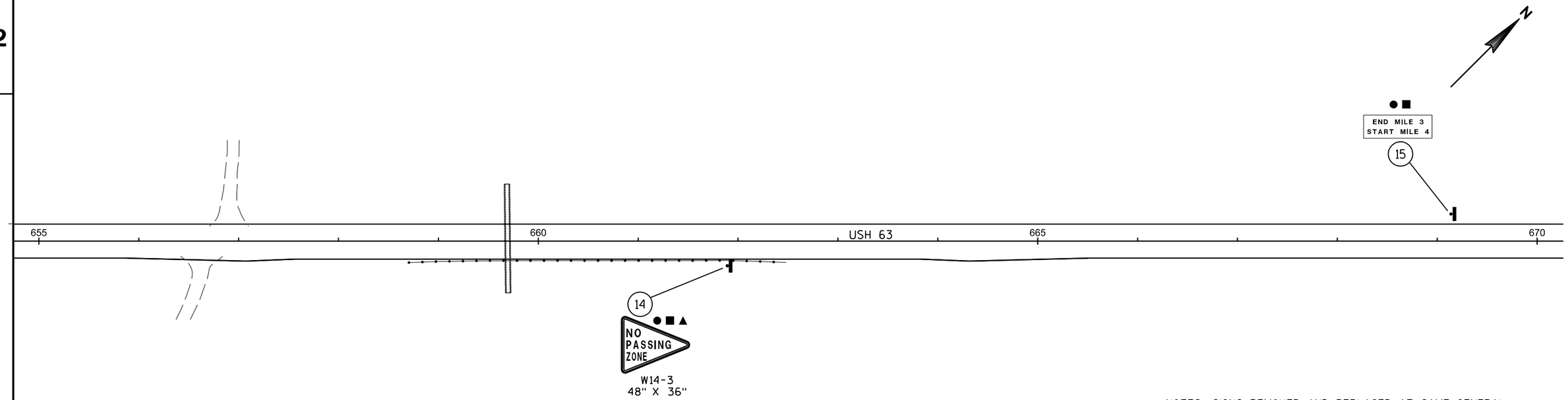
SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 98	E

2

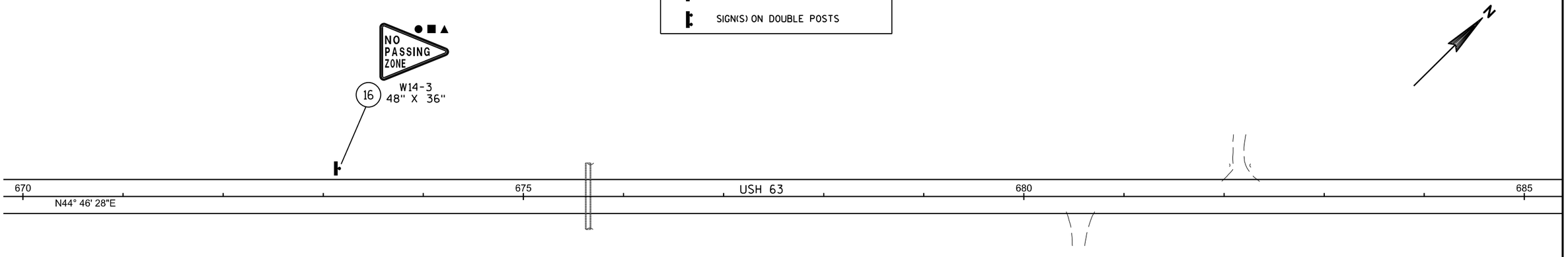


NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

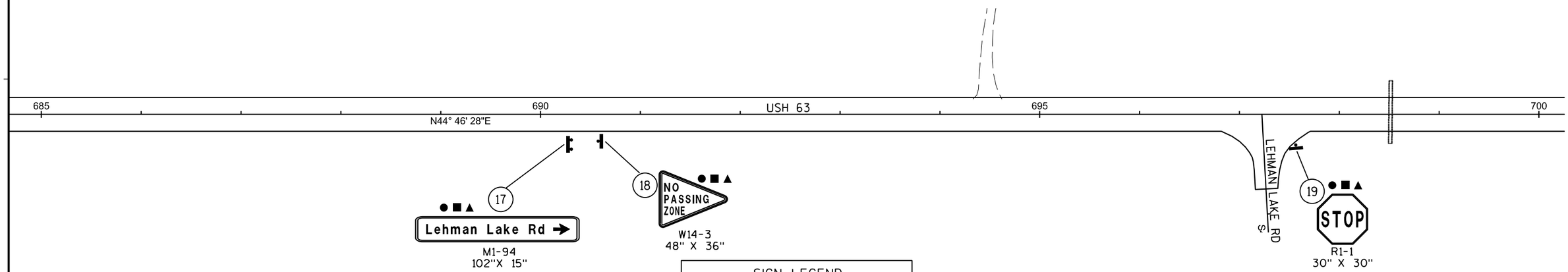
SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS



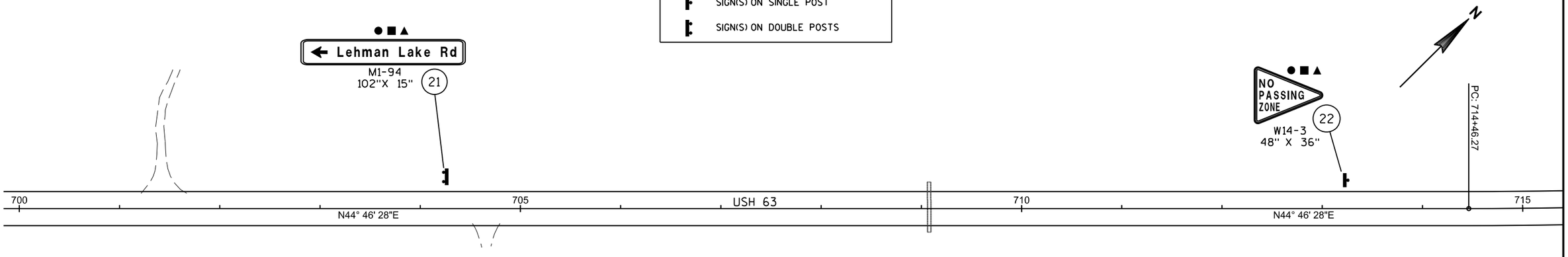
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 99	E

2



SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS



NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 100	E

2

PI STA = 724+92.46
Y = 525952.12
X = 726664.22
DELTA = 20°41'45"
D = 1°00'00"
T = 1046.19
L = 2069.58
R = 5729.58

PC: 714+46.27

715 720 725 730

USH 63

END MILE 2
START MILE 3

23

24

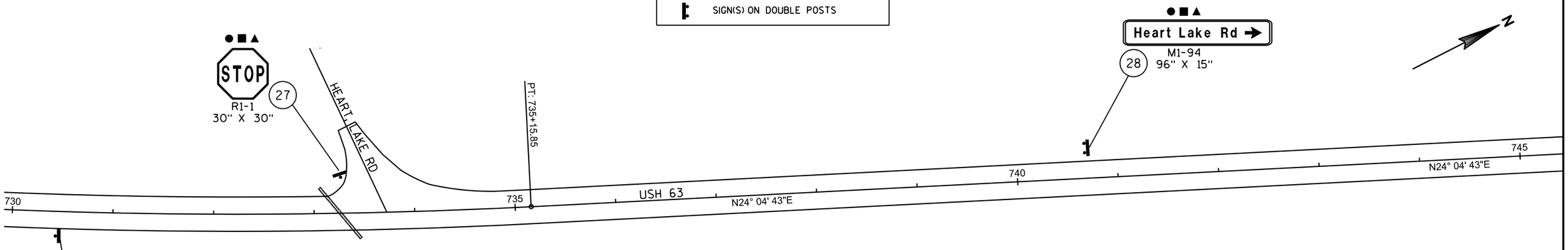
Heart Lake Rd

M1-94
96" X 15"

N

SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS

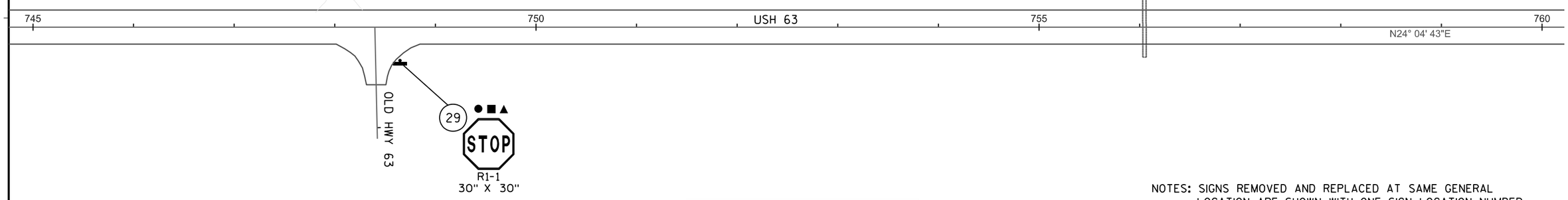


NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 101	E

2

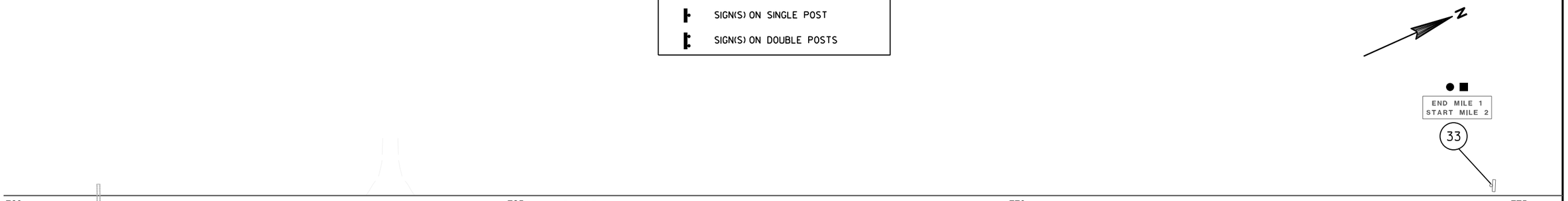


NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

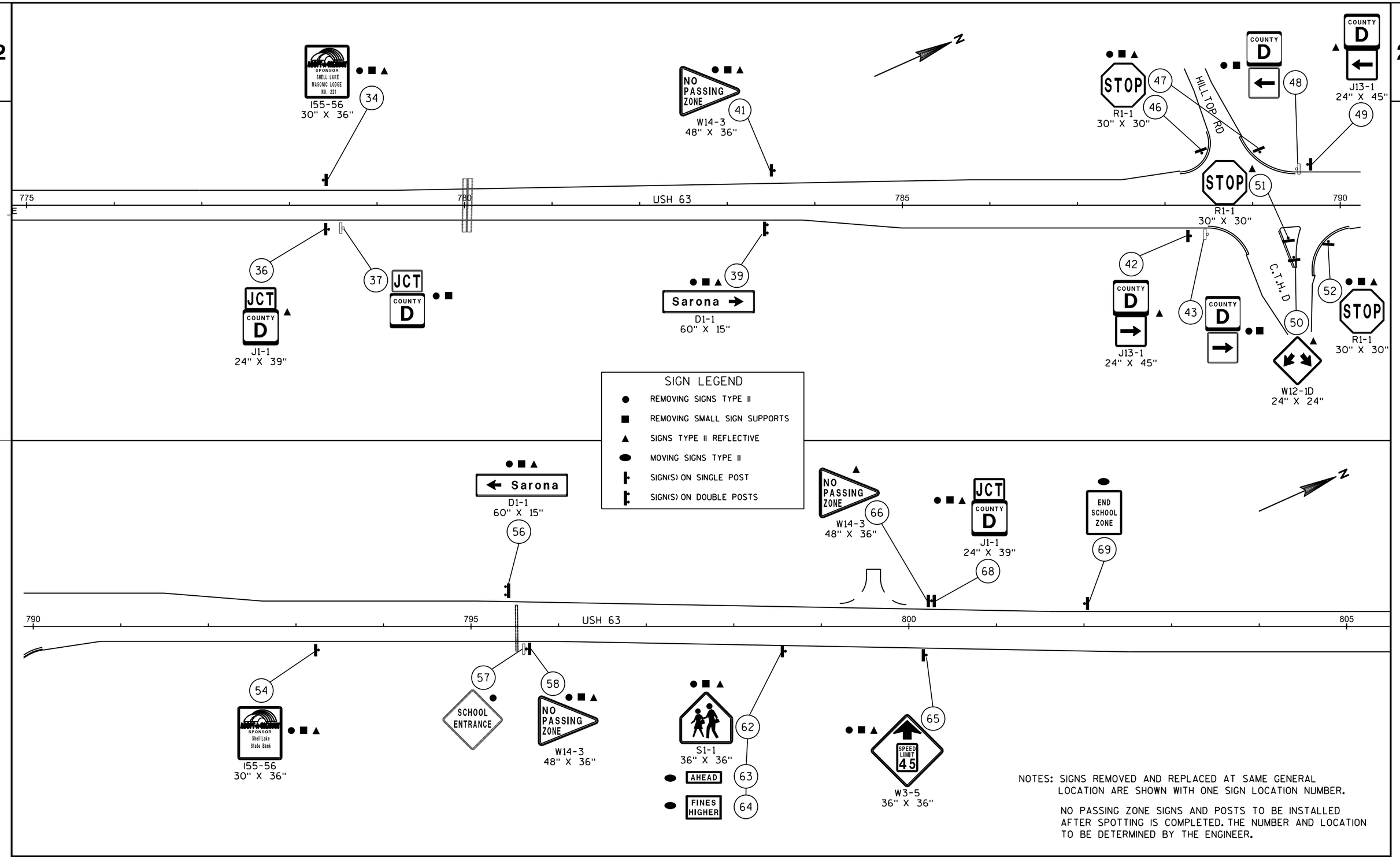
SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS



64

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 102	E

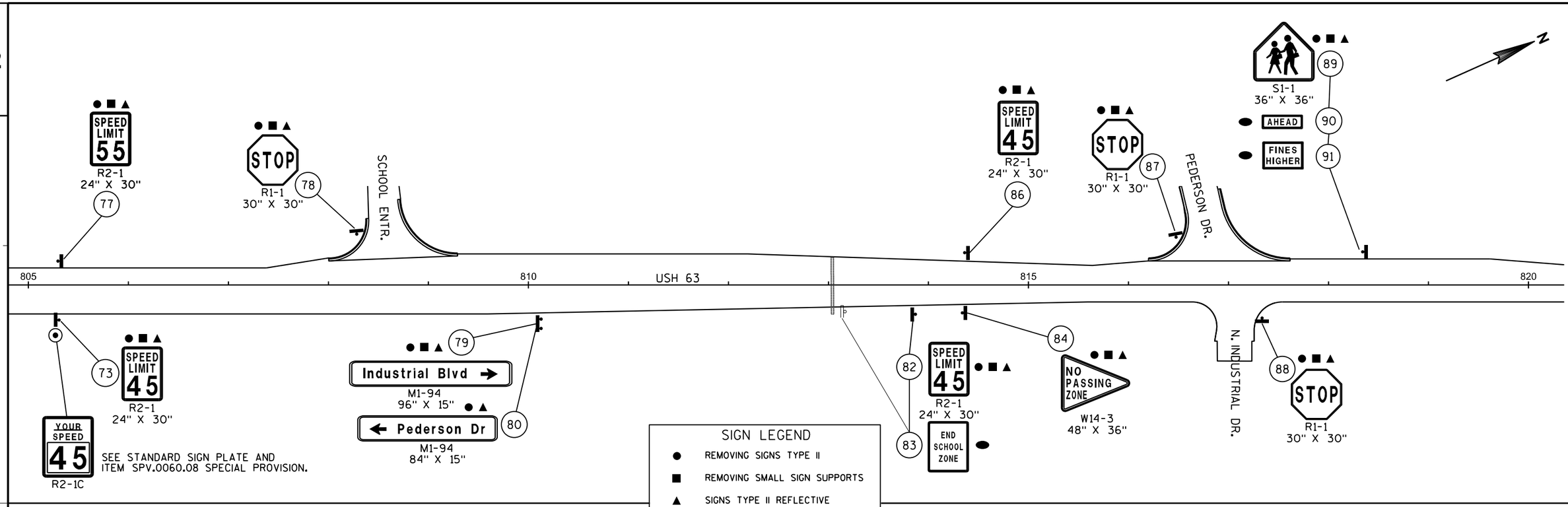


NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 103	E

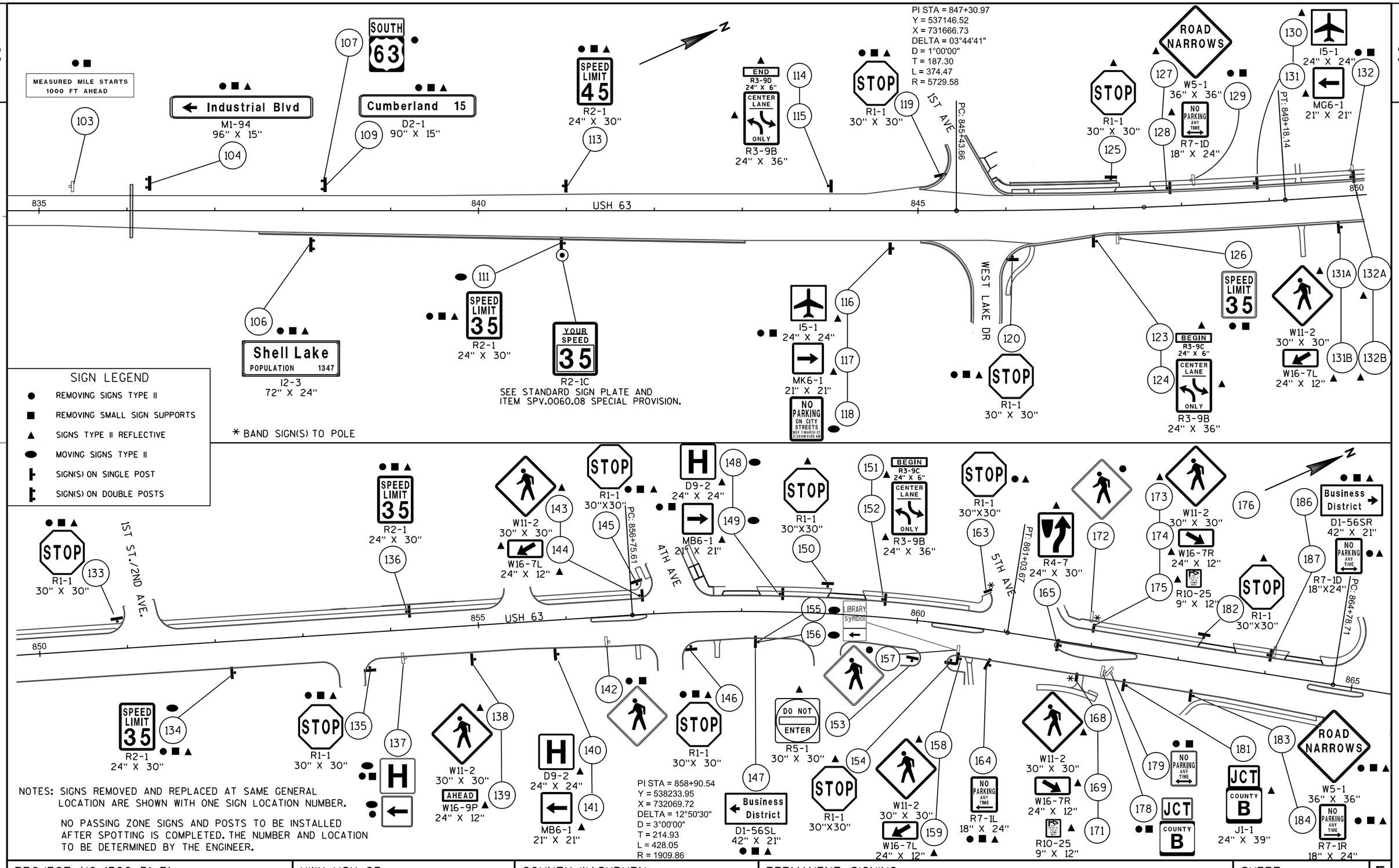
2



NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 104	E



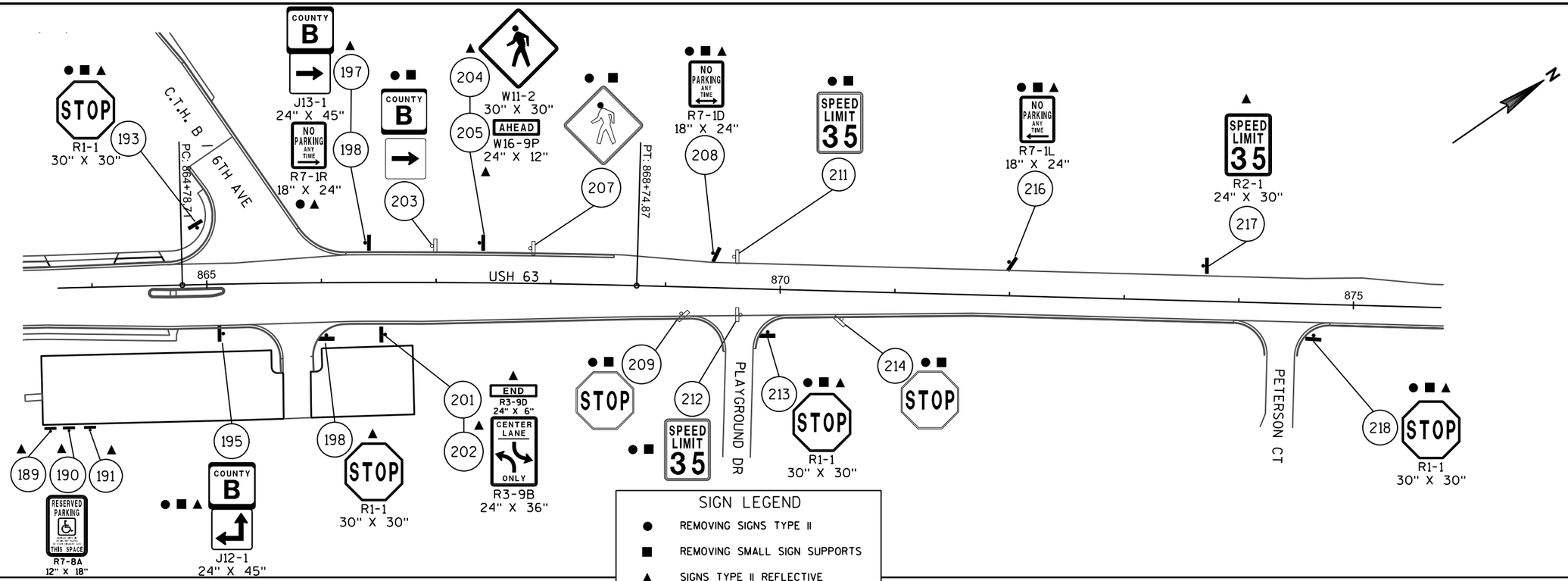
NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET 105	E

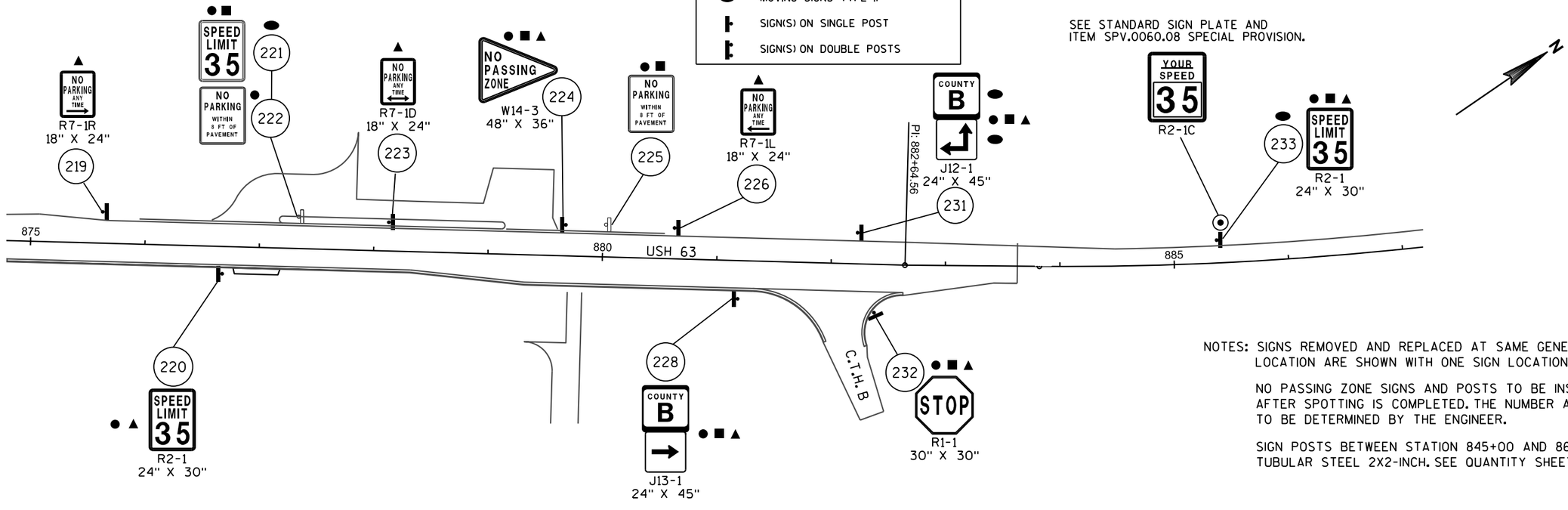
2

PI STA = 866+76.83
Y = 538893.59
X = 732500.97
DELTA = 02°58'17"
D = 00°45'00"
T = 198.13
L = 396.17
R = 7639.44



SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- ⬭ MOVING SIGNS TYPE II
- ┃ SIGN(S) ON SINGLE POST
- ┃┃ SIGN(S) ON DOUBLE POSTS



SEE STANDARD SIGN PLATE AND
ITEM SPV.0060.08 SPECIAL PROVISION.

NOTES: SIGNS REMOVED AND REPLACED AT SAME GENERAL LOCATION ARE SHOWN WITH ONE SIGN LOCATION NUMBER.

NO PASSING ZONE SIGNS AND POSTS TO BE INSTALLED AFTER SPOTTING IS COMPLETED. THE NUMBER AND LOCATION TO BE DETERMINED BY THE ENGINEER.

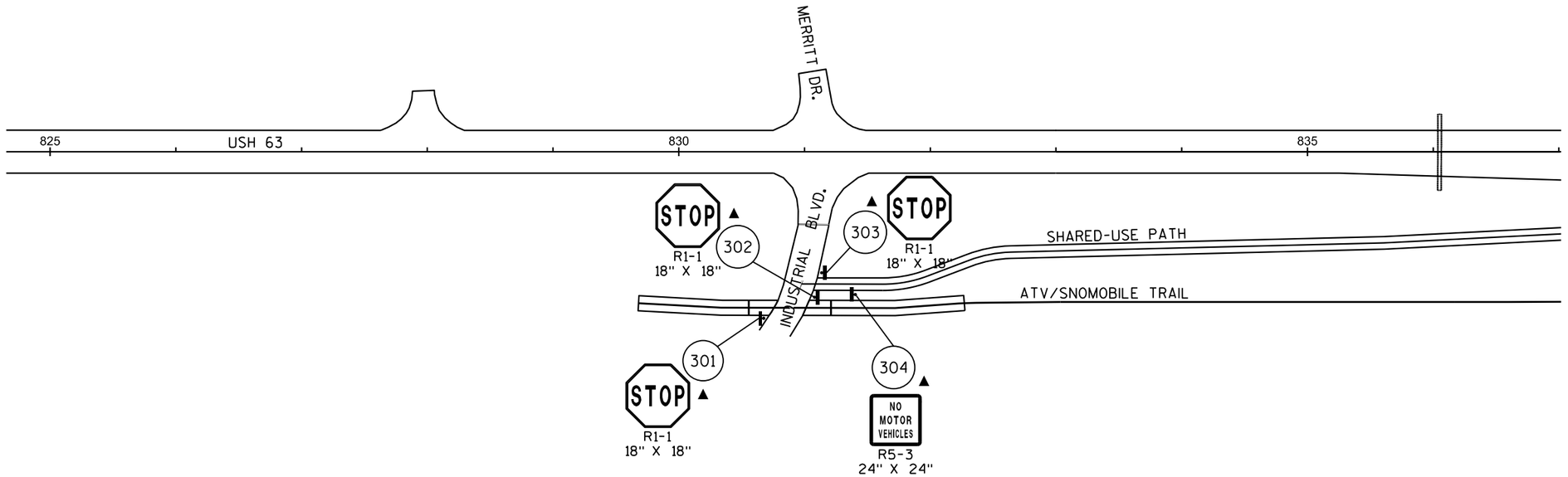
SIGN POSTS BETWEEN STATION 845+00 AND 866+00 ARE TUBULAR STEEL 2X2-INCH. SEE QUANTITY SHEET FOR LENGTHS.

2

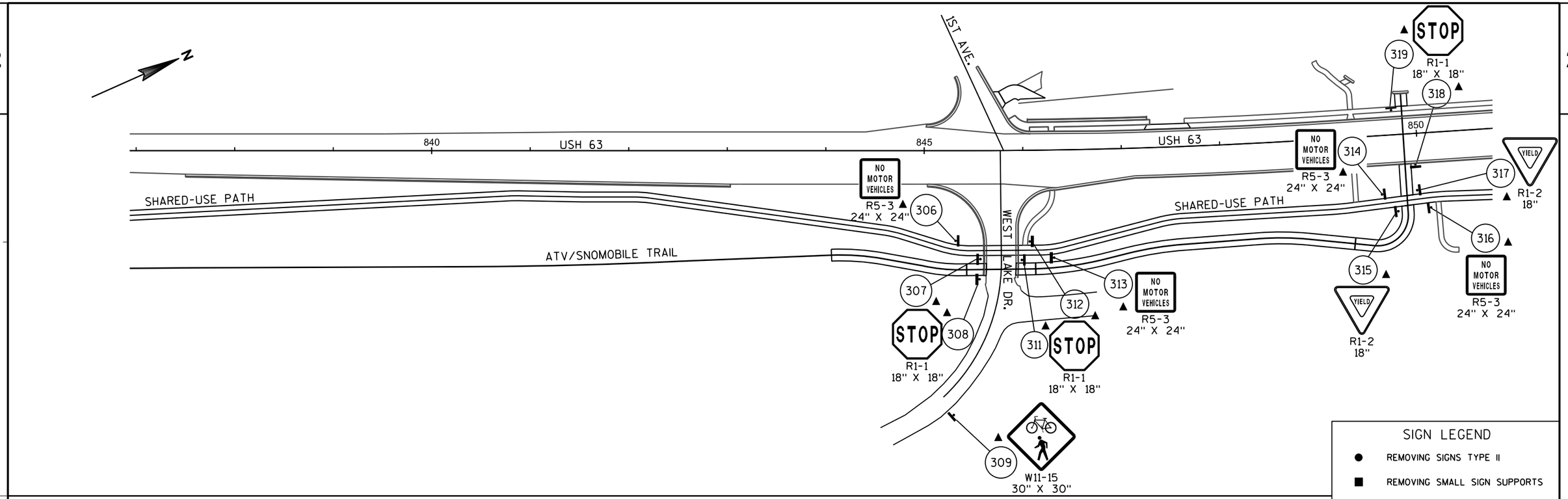
SIGN LEGEND

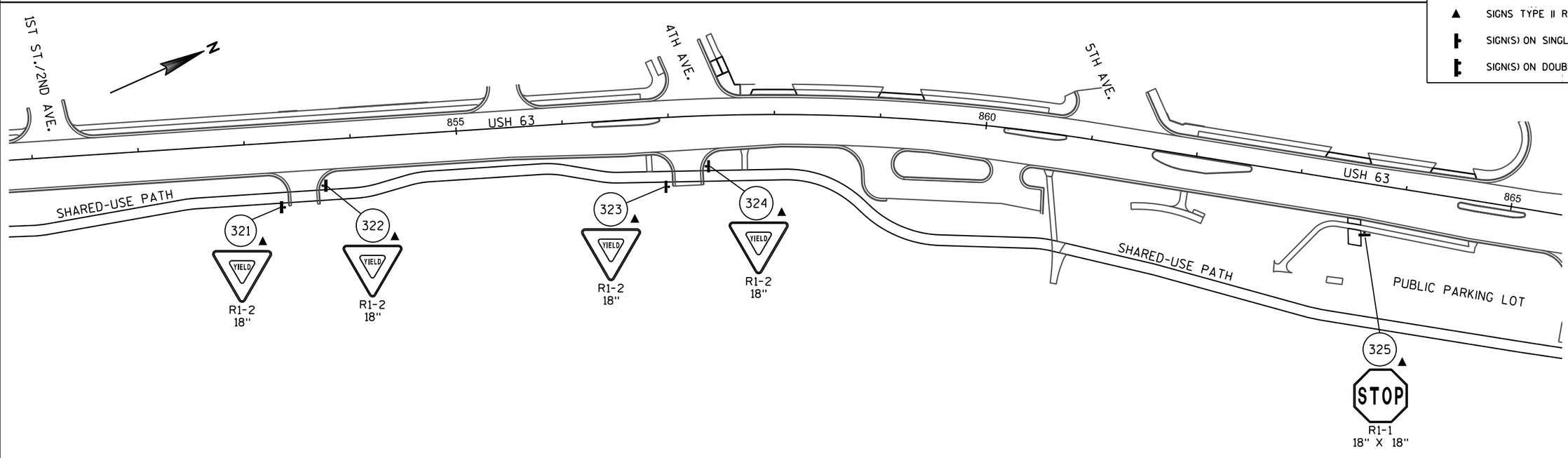
- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS

N



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING - SHARED-USE PATH & ATV TRAIL	SHEET 107	E





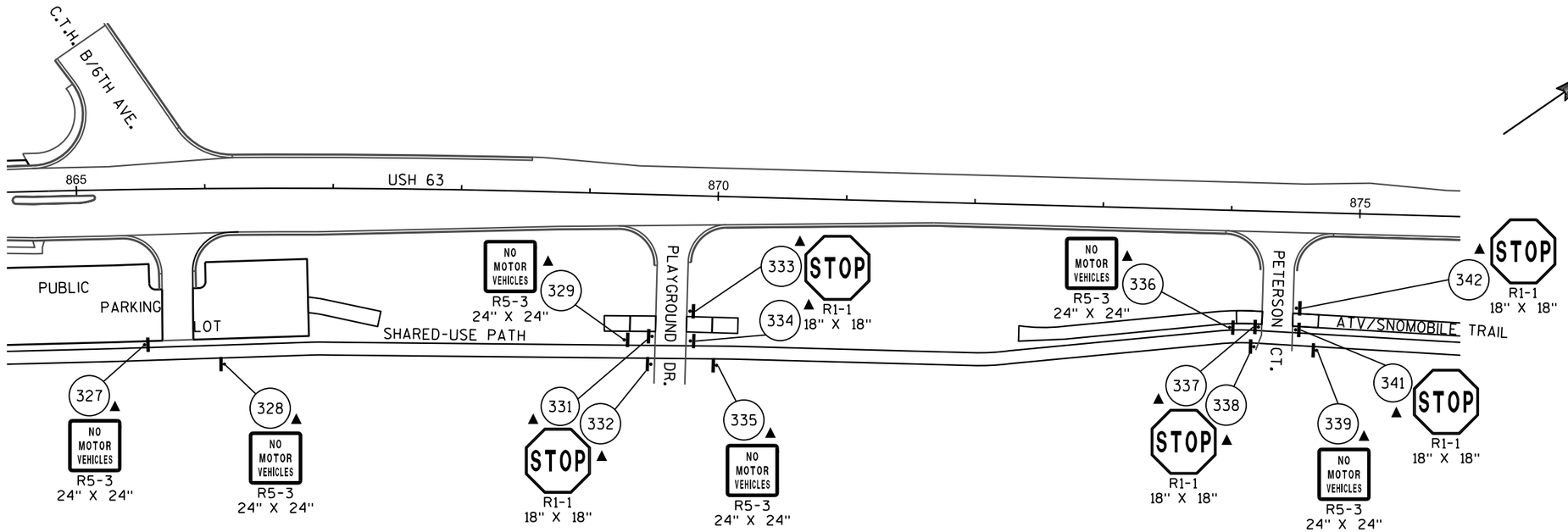
SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING - SHARED-USE PATH & ATV TRAIL	SHEET 108 E

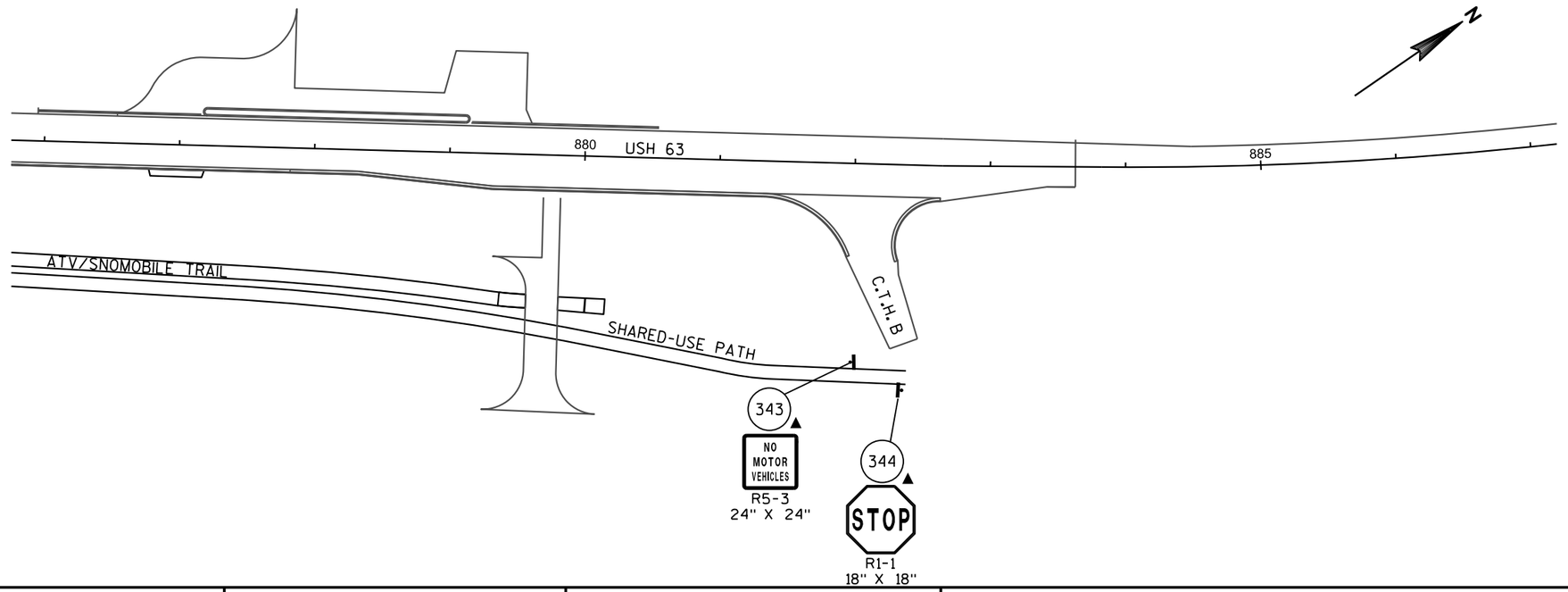
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Signing Plan & Quantities\15603171_023211_ps_Path.dgn PLOT DATE : 7/30/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42



SIGN LEGEND

- ● REMOVING SIGNS TYPE II
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE
- SIGN(S) ON SINGLE POST
- SIGN(S) ON DOUBLE POSTS



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING - SHARED-USE PATH & ATV TRAIL	SHEET 109	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Signing Plan & Quantities\15603171_023212_ps_Path.dgn PLOT DATE : 7/30/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2

SCALE

CTH B

866

865

864

863

862

PARKING LOT

PARKING LOT

NOTE: MAINTAIN A MINIMUM OF 24" OF CLEARANCE BETWEEN THE EDGE OF PATH AND THE CLOSEST PART OF LIGHT BASE (TYP.)

STA. 865+99.11, 119.76' RT
LIGHTING UNIT NO. 2

172 L.F. OF BURIED LIGHTING CONDUIT
(INCLUDES VERTICAL RUN IN LIGHT BASES)

N

0 30 60

SCALE IN FEET

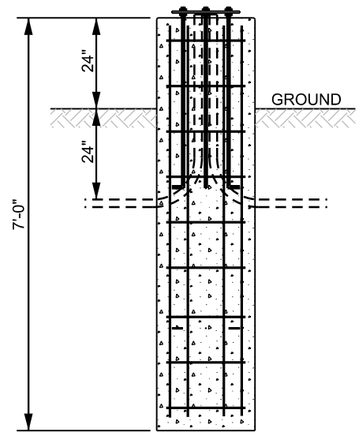
NOTE: MAINTAIN A MINIMUM OF 24" OF CLEARANCE BETWEEN THE EDGE OF PATH AND THE CLOSEST PART OF LIGHT BASE (TYP.)

STA. 864+35.22, 121.23' RT
LIGHTING UNIT NO. 1

190 L.F. OF BURIED LIGHTING CONDUIT
(INCLUDES VERTICAL RUN IN LIGHT BASE)

STA. 863+04.49, 179.36' RT. (FIELD FIT)
INSTALL PULL BOX AT EX. CONDUIT LOCATION

INSTALL AN ADDITIONAL RUN (8 FEET) OF ELECTRICAL CONDUCTOR
INSIDE THE EXISTING CONDUIT STUB AND MAKE THE CONNECTION
TO THE EXISTING LIGHTING CIRCUIT INSIDE THIS POLE BASE



CONCRETE BASE TYPE 2 MODIFIED

NOT TO SCALE

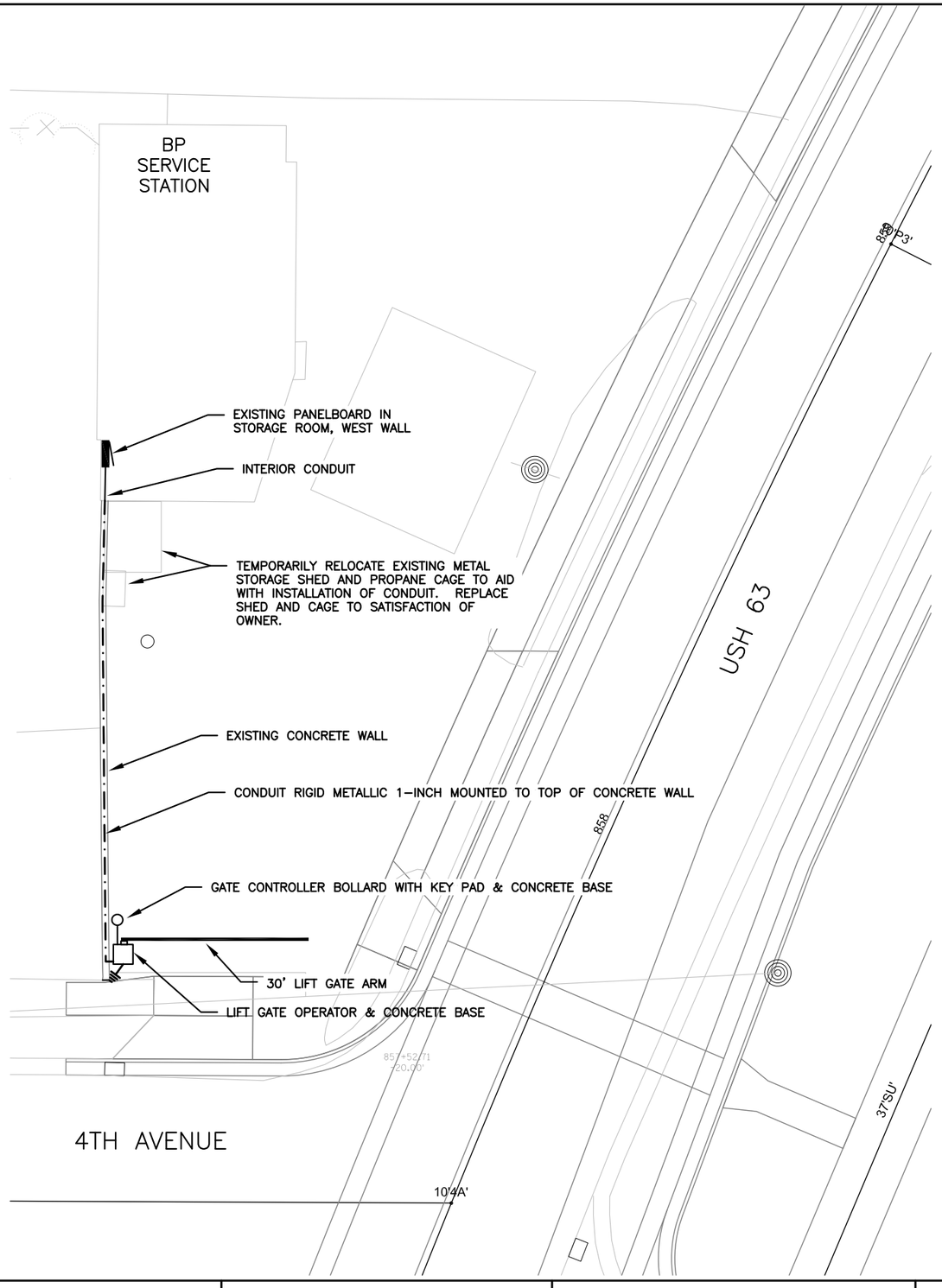
MSA File: ...t05973001 Parking Lot Lighting.dgn

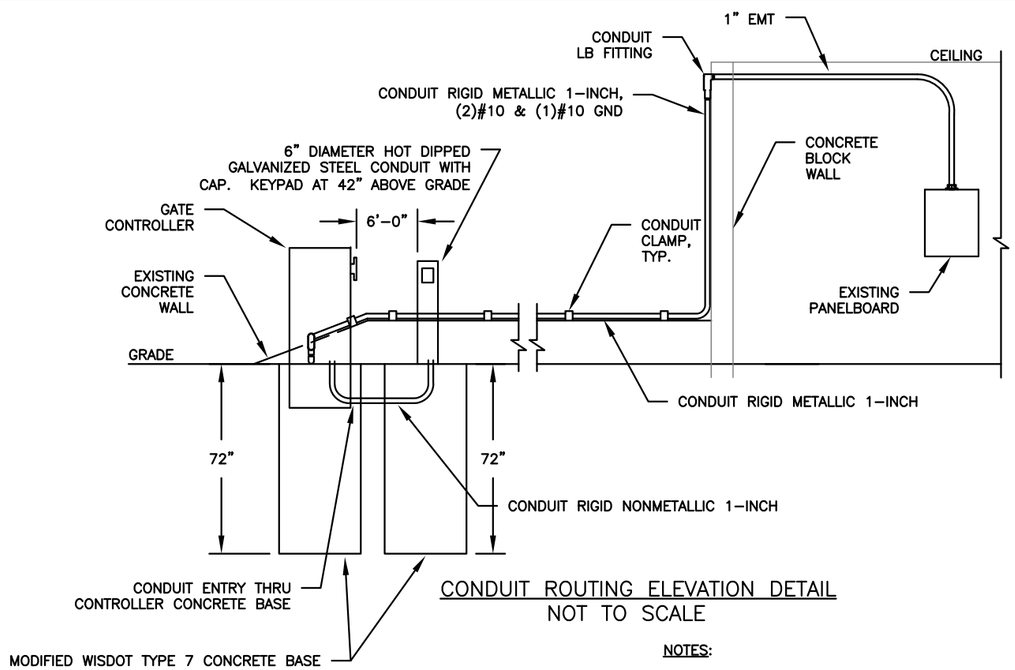
PROJECT NO: 1560-31-71	HWY: U.S.H. 63	COUNTY: WASHBURN	MUNICIPAL PARKING LOT LIGHTING	SHEET	E

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

WISDOT/CADDS SHEET 42

05973001 Parking Lot Lighting.dgn 7/8/2014 11:49:12 AM mlaue

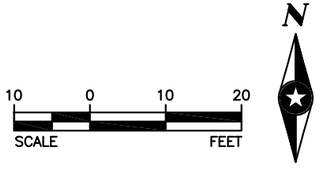




CONDUIT ROUTING ELEVATION DETAIL
NOT TO SCALE

NOTES:

1. PROVIDE 20 AMP 2–POLE CIRCUIT BREAKER IN EXISTING PANELBOARD. MATCH MANUFACTURER AND AIC RATING.
2. PROVIDE FEEDER CONDUCTORS TO GATE CONTROLLER VIA CONDUIT RIGID METALLIC 1–INCH ATTACHED TO WALLS AND EXTERIOR CONCRETE WALL.
3. FASTEN CONDUIT TO CONCRETE WITH HOT DIP GALVANIZED TWO–HOLE CLAMPS AND STAINLESS STEEL MASONRY ANCHORS.
4. REMOVE & RESTORE BITUMINOUS PAVEMENT IN–KIND AS REQUIRED FOR INSTALLATION OF CONTROLLER & KEY PAD PEDESTAL FOUNDATIONS.



LEGEND

- 25 OHM GROUND
- ABOVE GROUND WIRING IN CONDUIT

PROJECT NO:1560–31–71	HWY:USH 63	COUNTY:WASHBURN	CLOSURE GATE SYSTEM	SHEET 111	E

2

PAVEMENT MARKING
PARKING STALL EPOXY
(4-INCH WHITE)

24' 0"

24' 0"

8' 0"

6TH AVE

N

863

864

865

866

867

ONLY

USH 63

PM DIAGONAL EPOXY 8-INCH
(YELLOW 3' C-C)

20' 0"

13' 0"

5' 0"

9' 0"

9' 0"

20' 0"

9' 0"

45° @
3' C-C

SEE PERMANENT SIGNING
PLAN FOR SIGN DETAILS

PM PARKING STALL EPOXY (4-INCH WHITE)

PAVEMENT MARKING SYMBOLS EPOXY (WHITE)

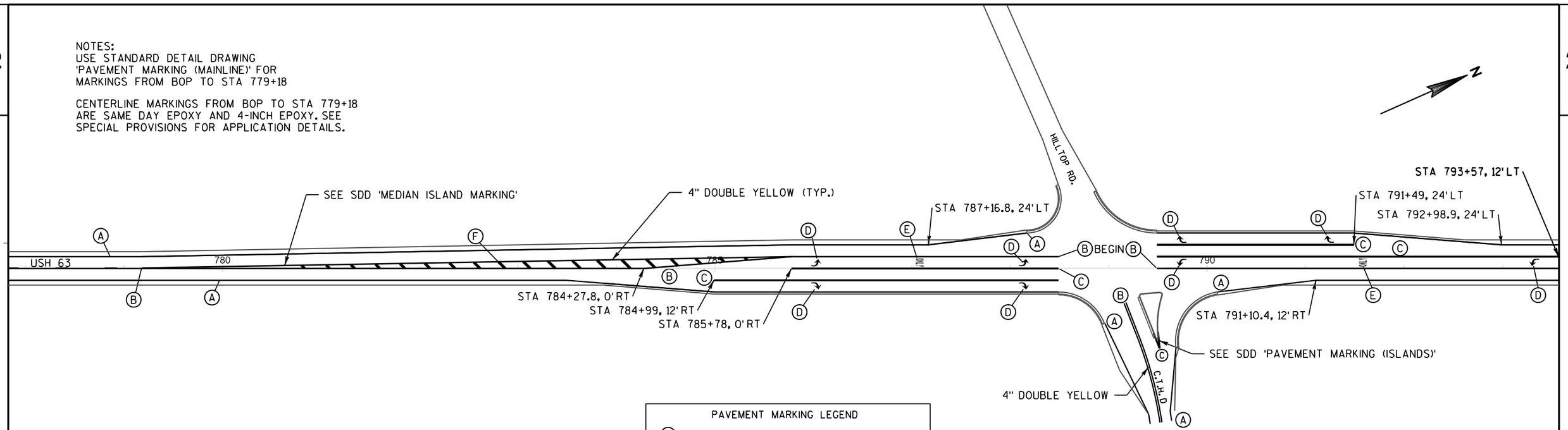
PAVEMENT MARKING DIAGONAL EPOXY 8-INCH (YELLOW)

SHARED-USE PATH

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PAVEMENT MARKING - PARKING LOTS	SHEET 112	E

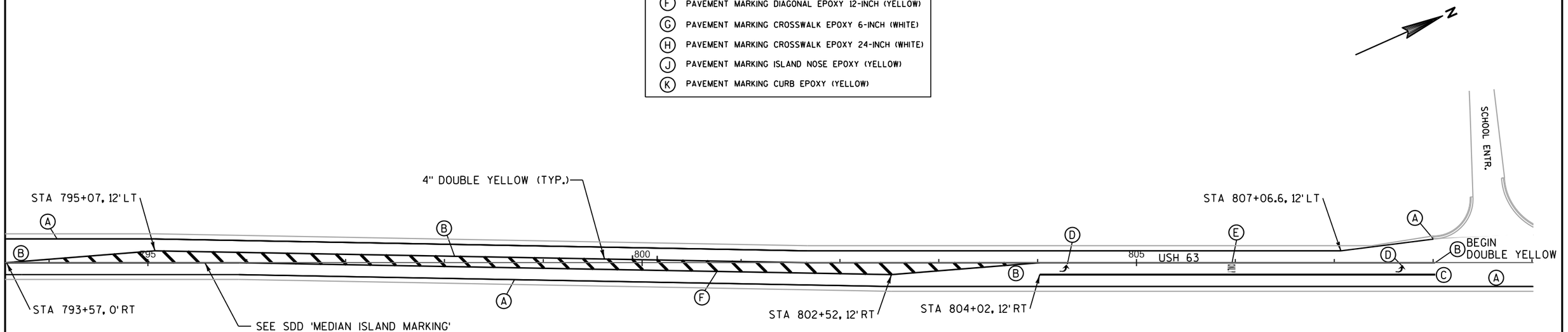
NOTES:
USE STANDARD DETAIL DRAWING
'PAVEMENT MARKING (MAINLINE)' FOR
MARKINGS FROM BOP TO STA 779+18

CENTERLINE MARKINGS FROM BOP TO STA 779+18
ARE SAME DAY EPOXY AND 4-INCH EPOXY. SEE
SPECIAL PROVISIONS FOR APPLICATION DETAILS.

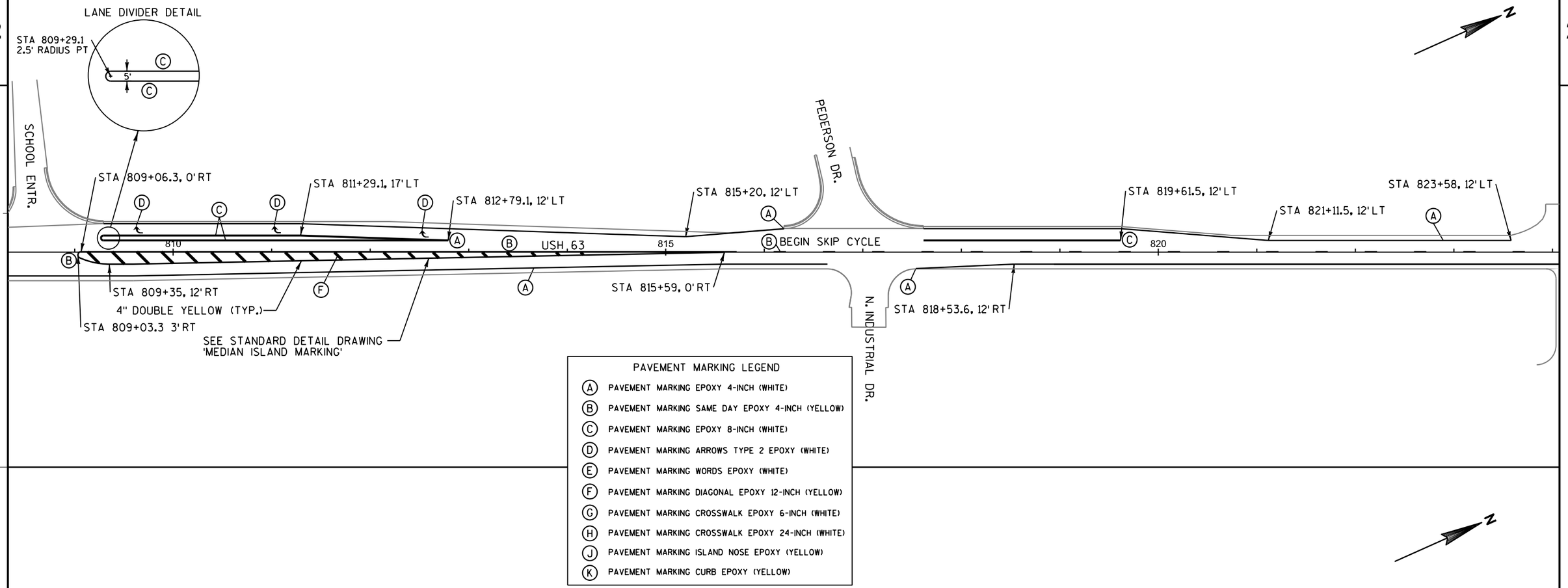


PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW)
- (C) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (D) PAVEMENT MARKING ARROWS TYPE 2 EPOXY (WHITE)
- (E) PAVEMENT MARKING WORDS EPOXY (WHITE)
- (F) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (G) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
- (H) PAVEMENT MARKING CROSSWALK EPOXY 24-INCH (WHITE)
- (J) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) PAVEMENT MARKING CURB EPOXY (YELLOW)

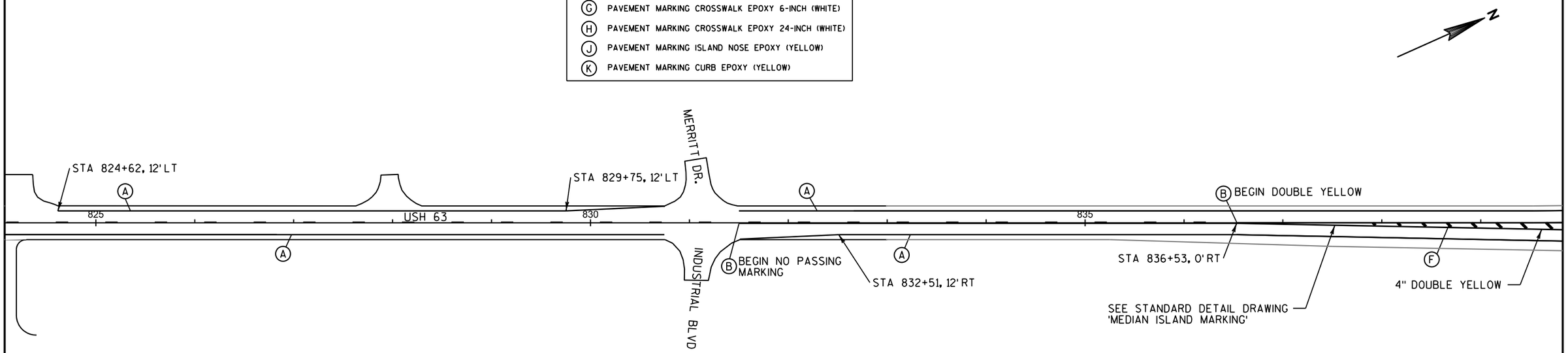


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PAVEMENT MARKINGS	SHEET 113	E



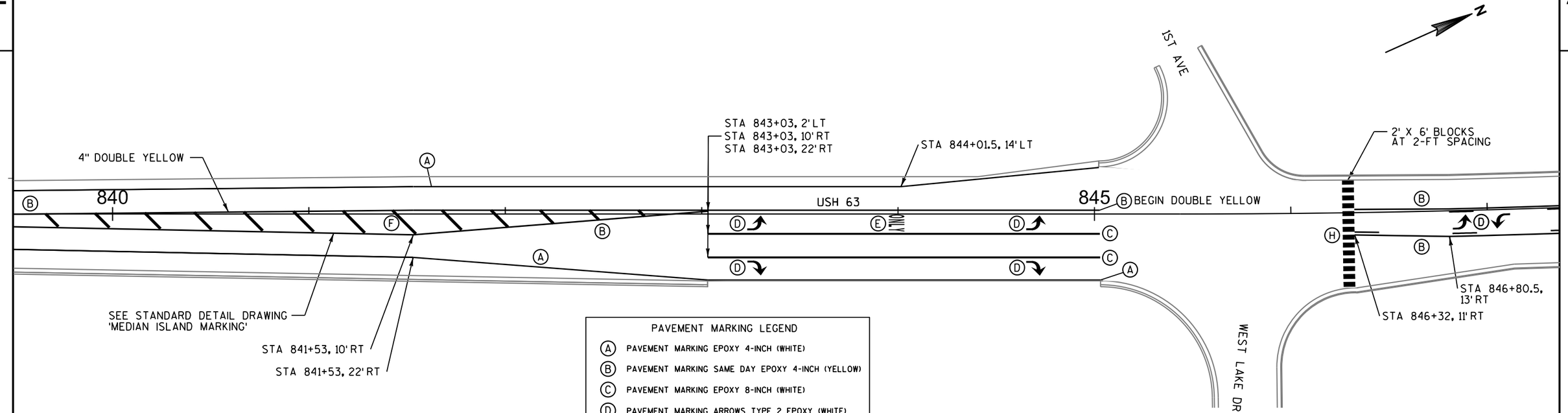
PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW)
- (C) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (D) PAVEMENT MARKING ARROWS TYPE 2 EPOXY (WHITE)
- (E) PAVEMENT MARKING WORDS EPOXY (WHITE)
- (F) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (G) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
- (H) PAVEMENT MARKING CROSSWALK EPOXY 24-INCH (WHITE)
- (J) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) PAVEMENT MARKING CURB EPOXY (YELLOW)



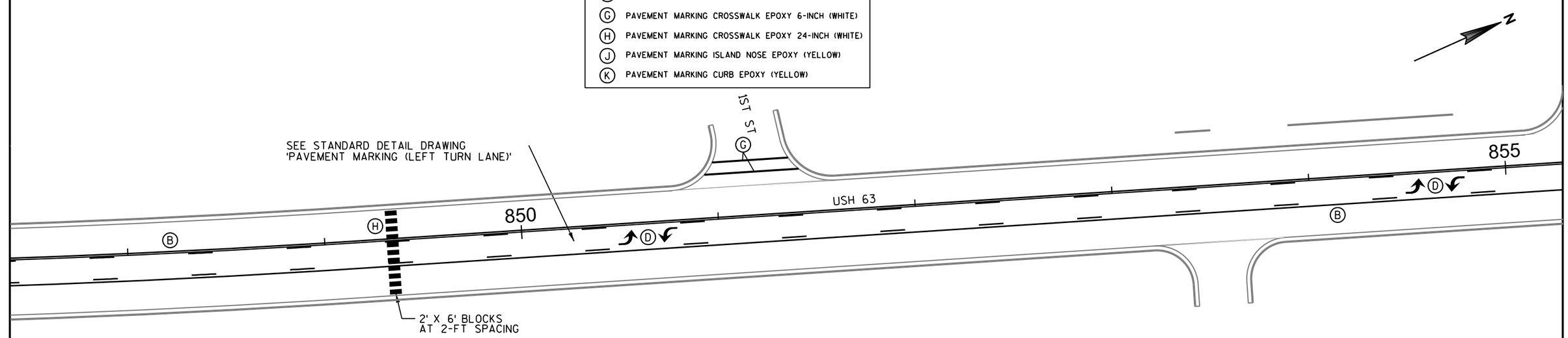
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PAVEMENT MARKINGS	SHEET 114	E

2

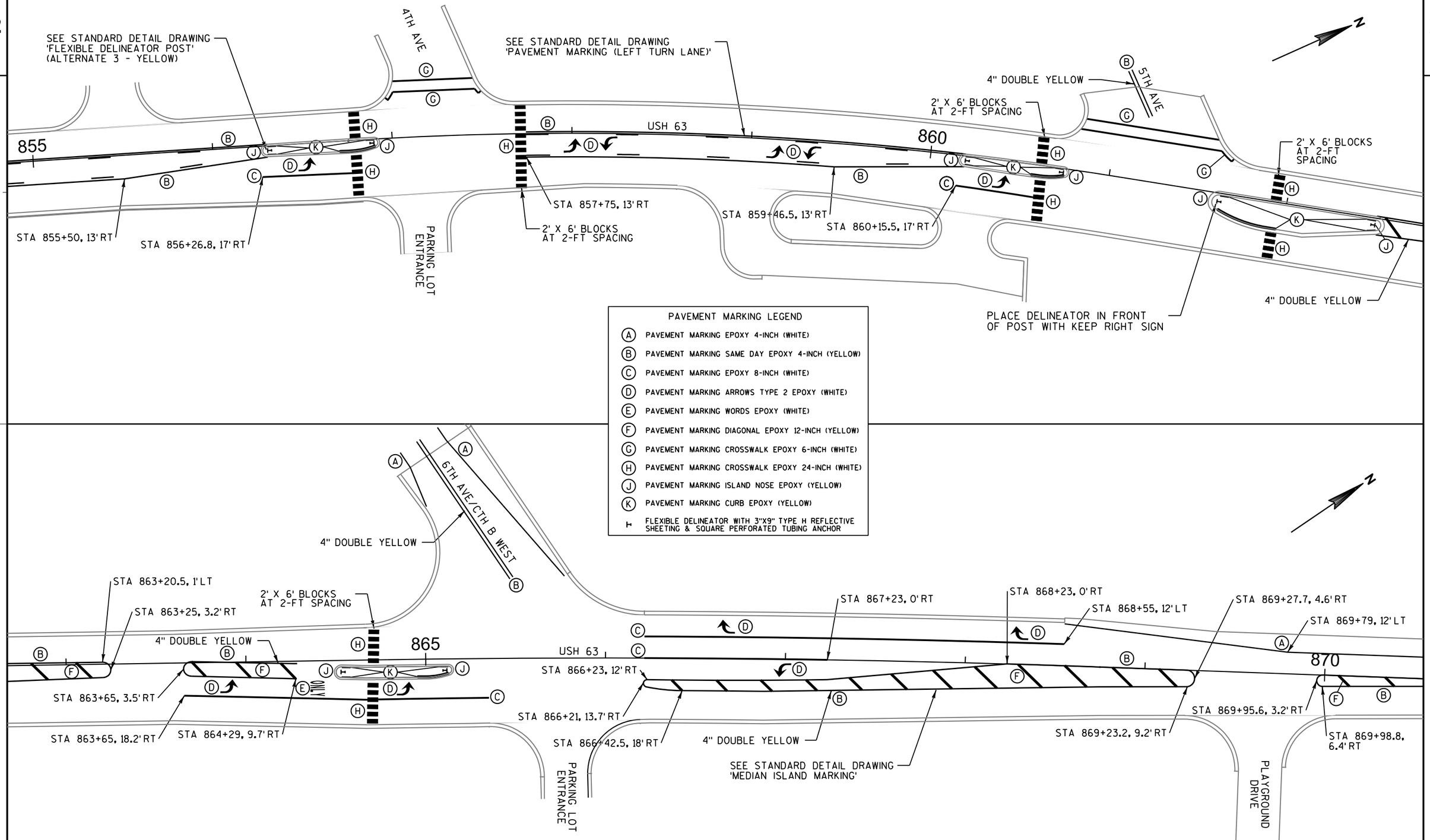


PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW)
- (C) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (D) PAVEMENT MARKING ARROWS TYPE 2 EPOXY (WHITE)
- (E) PAVEMENT MARKING WORDS EPOXY (WHITE)
- (F) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (G) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
- (H) PAVEMENT MARKING CROSSWALK EPOXY 24-INCH (WHITE)
- (J) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) PAVEMENT MARKING CURB EPOXY (YELLOW)



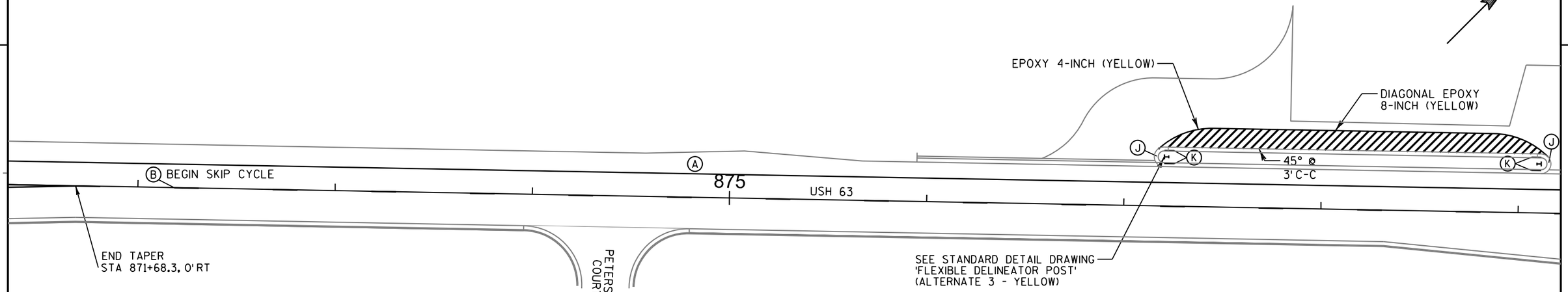
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PAVEMENT MARKINGS	SHEET 115	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PAVEMENT MARKINGS	SHEET	E

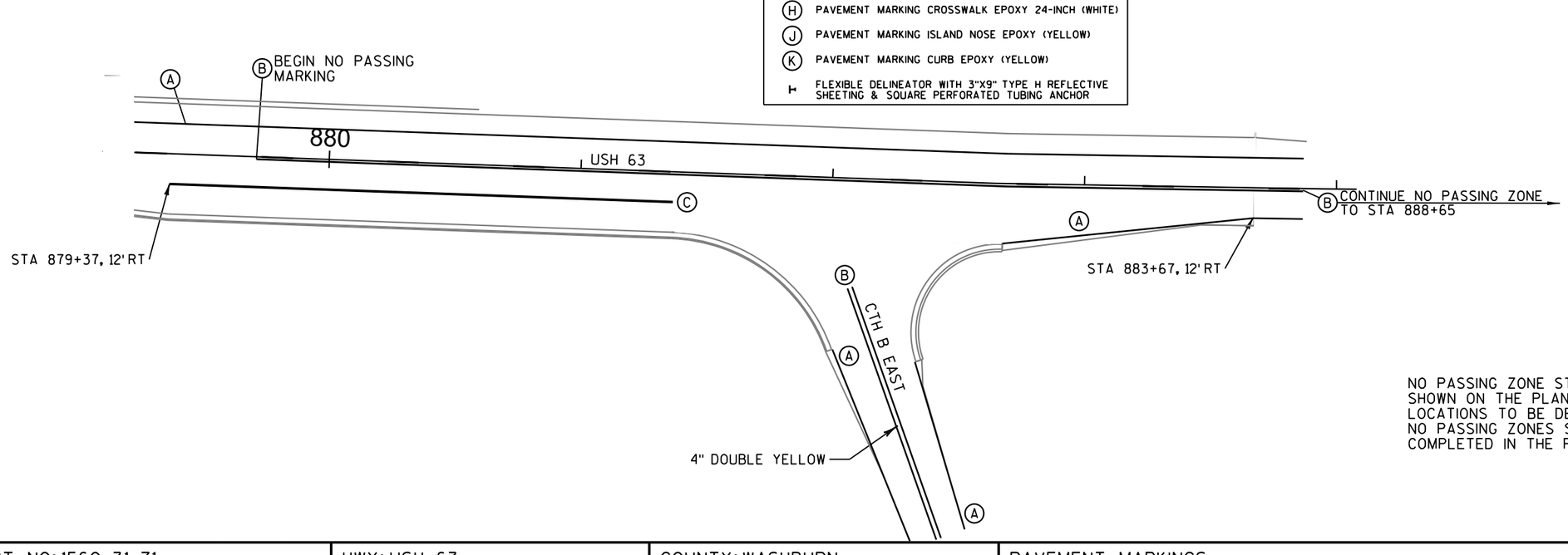
FILE NAME : \\NWBESERVER\Drawings\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Pavement Markings\15603171_024505_pm.dgn PLOT DATE : 9/17/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A
WISDOT/CADDS SHEET 42

2



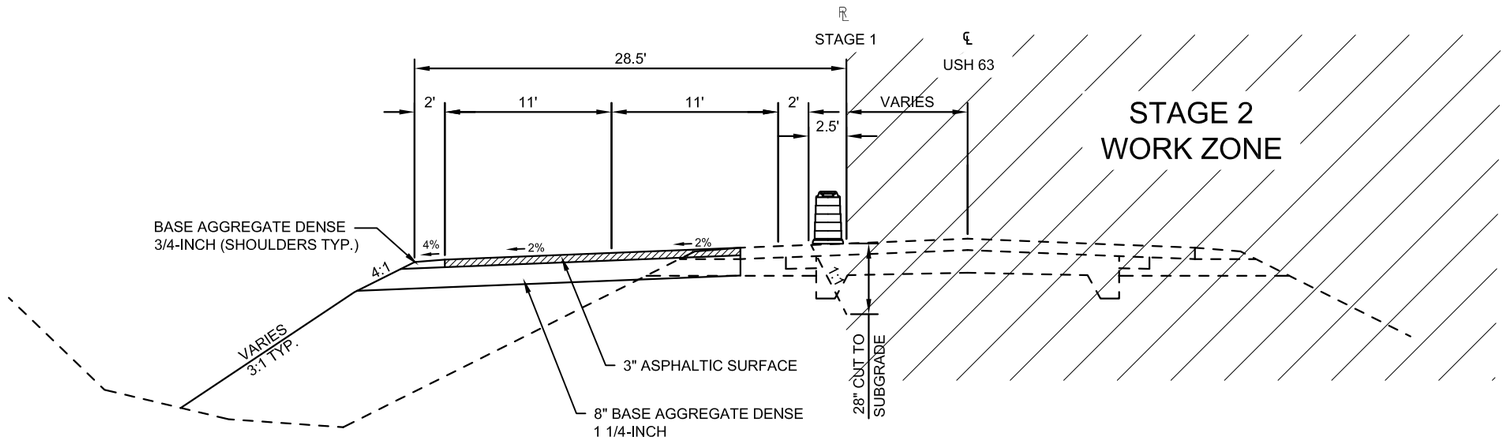
PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING SAME DAY EPOXY 4-INCH (YELLOW)
- (C) PAVEMENT MARKING EPOXY 8-INCH (WHITE)
- (D) PAVEMENT MARKING ARROWS TYPE 2 EPOXY (WHITE)
- (E) PAVEMENT MARKING WORDS EPOXY (WHITE)
- (F) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (G) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
- (H) PAVEMENT MARKING CROSSWALK EPOXY 24-INCH (WHITE)
- (J) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) PAVEMENT MARKING CURB EPOXY (YELLOW)
- H FLEXIBLE DELINEATOR WITH 3"X9" TYPE H REFLECTIVE SHEETING & SQUARE PERFORATED TUBING ANCHOR



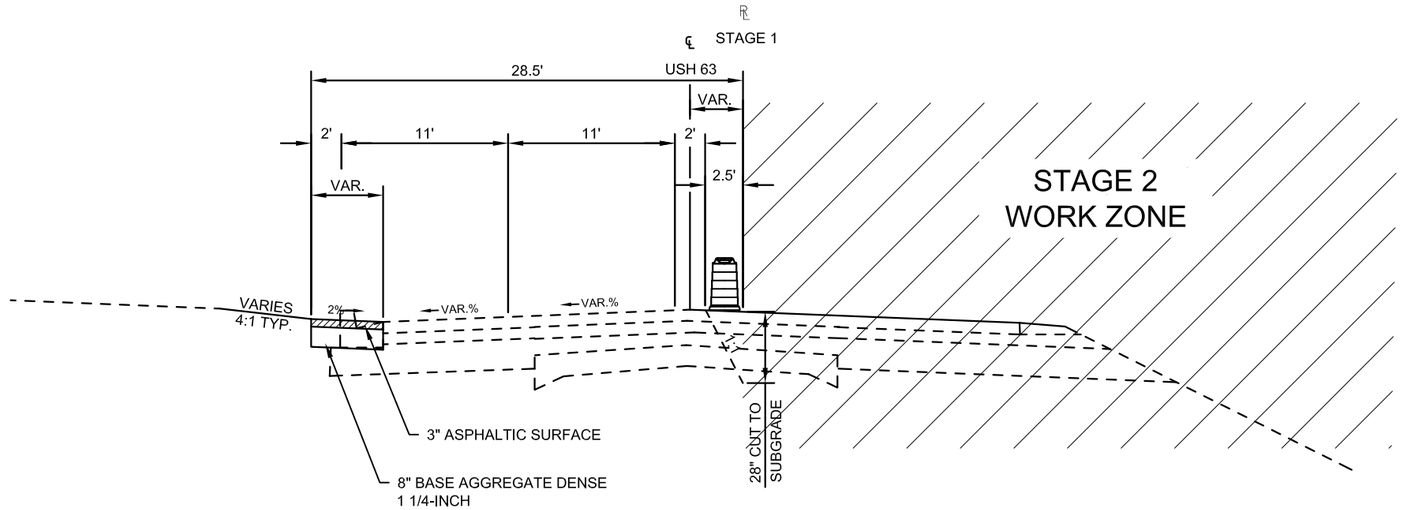
NO PASSING ZONE START AND END LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE. ACTUAL LOCATIONS TO BE DETERMINED AFTER THE LOCATING NO PASSING ZONES SPOTTING HAS BEEN PHYSICALLY COMPLETED IN THE FIELD.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PAVEMENT MARKINGS	SHEET 117	E



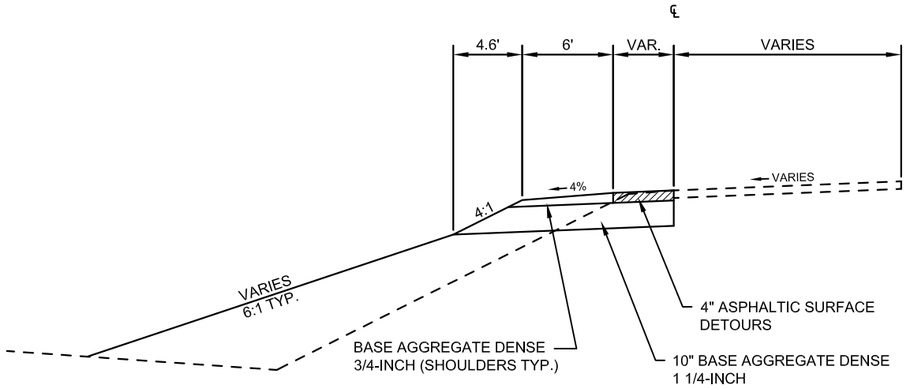
TYPICAL FINISHED SECTION FOR STAGE 1B WIDENING

STA. 829+23 - 844+71 LT
STA. 869+00 - 886+60 LT



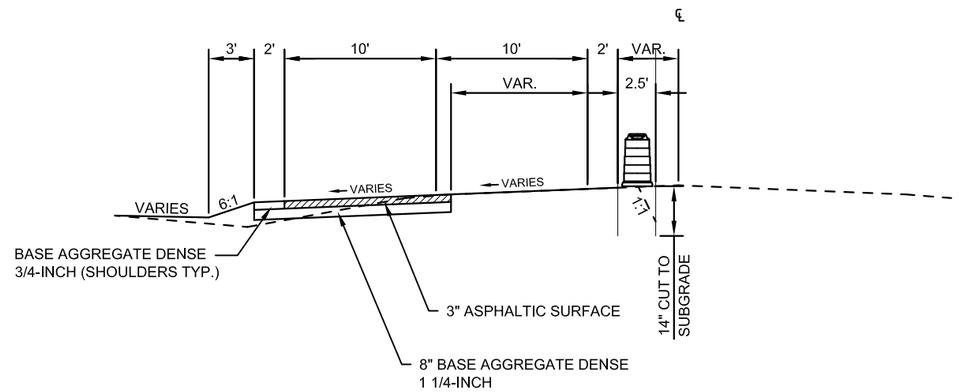
TYPICAL FINISHED SECTION FOR STAGE 1B WIDENING

STA. 846+29 - 864+30 LT



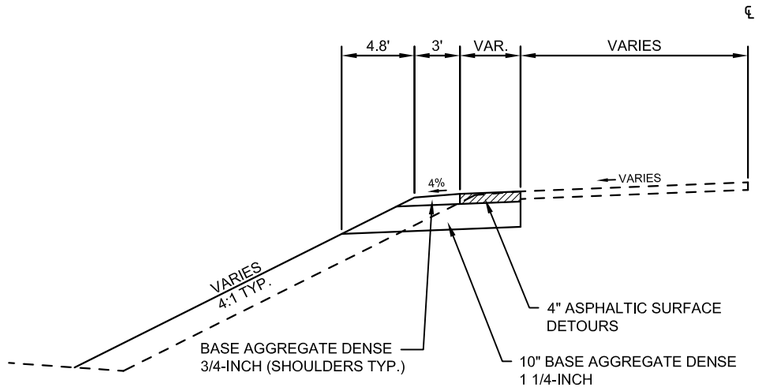
TYPICAL HALF SECTION FOR DETOUR WIDENING

THIRD STREET STA. 10+60 - 12+00 LT



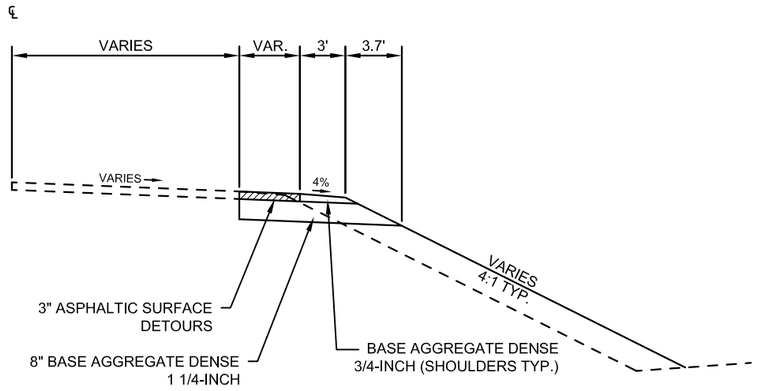
TYPICAL FINISHED SECTION FOR STAGE 1 WIDENING

WEST LAKE DRIVE STA. 0+36 - 1+64 LT



TYPICAL HALF SECTION FOR DETOUR WIDENING

NORTH INDUSTRIAL DRIVE STA. 10+19 - 10+59 RT
LIND AVENUE STA. 10+36 - 10+90 RT



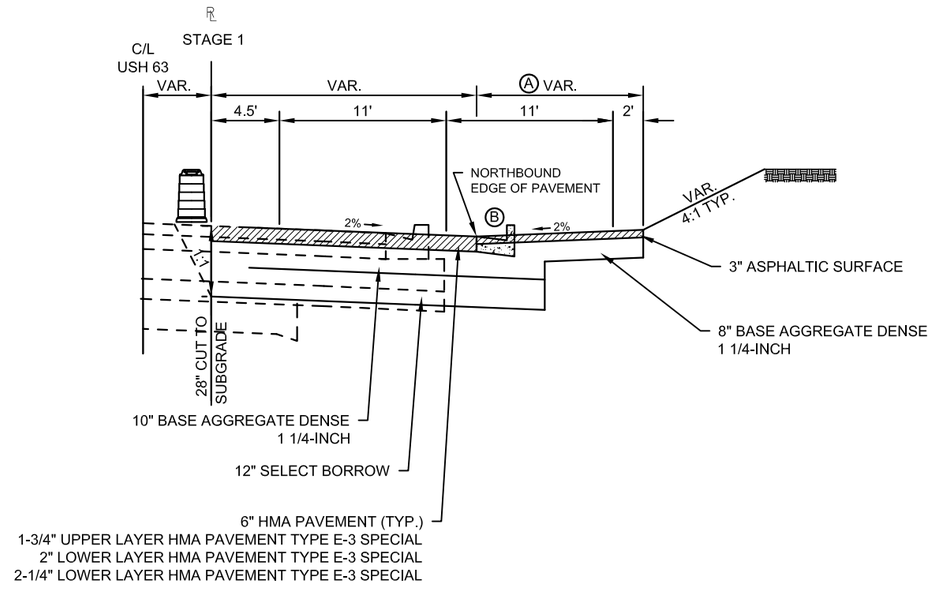
TYPICAL HALF SECTION FOR DETOUR WIDENING

THIRD STREET STA. 13+14 - 13+43 RT

2

Ⓐ CONSTRUCT WIDENED LANE DURING STAGE 2 TO PROVIDE REQUIRED ROADWAY WIDTH FOR STAGE 3 CONSTRUCTION.

Ⓑ CONCRETE CURB & GUTTER 30-INCH TYPE D TO BE INSTALLED DURING STAGE 4



STAGE 2 WIDENING SECTION

STA. 868+31.4 - 877+27.90 RT

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

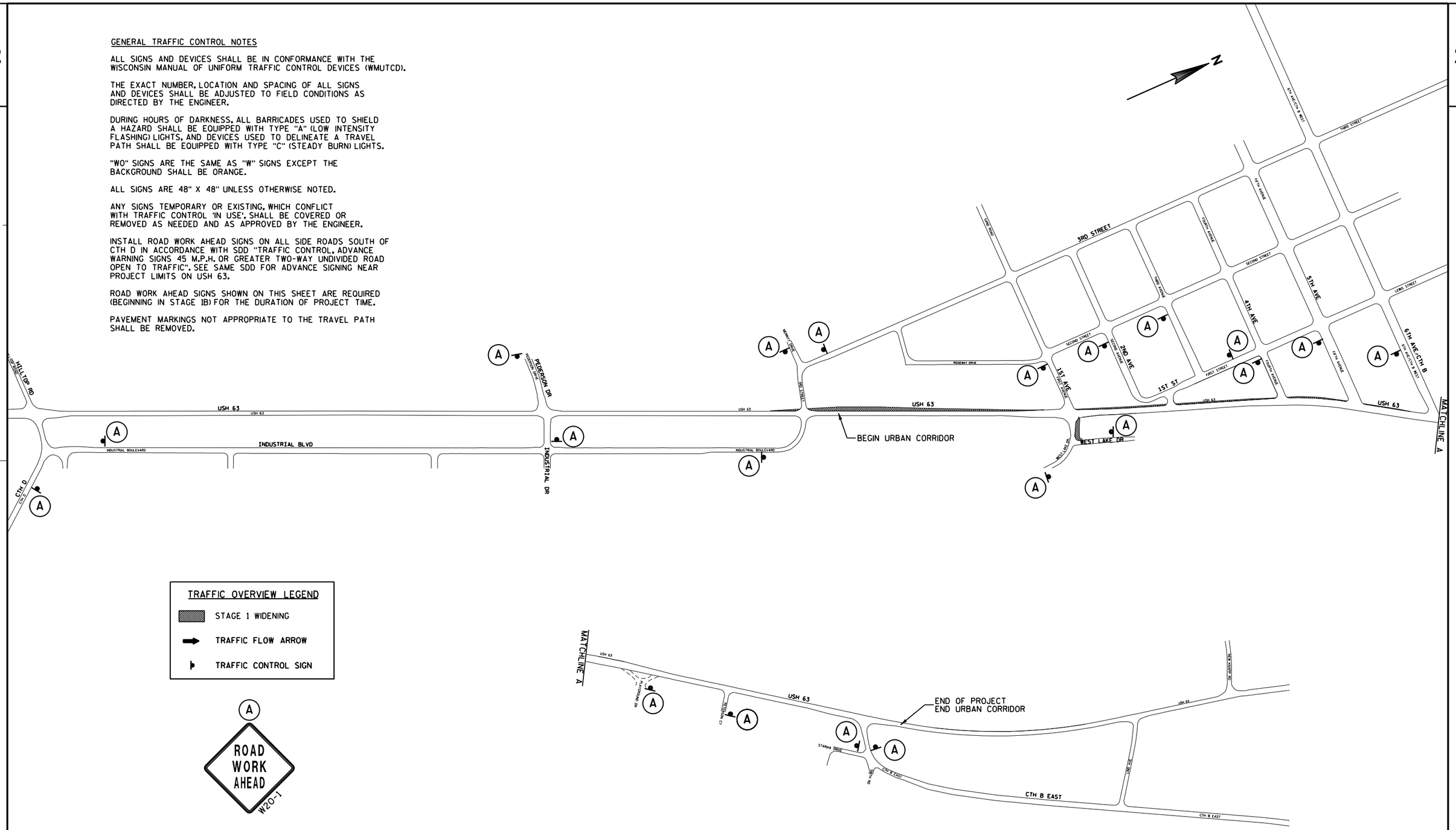
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

INSTALL ROAD WORK AHEAD SIGNS ON ALL SIDE ROADS SOUTH OF CTH D IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC". SEE SAME SDD FOR ADVANCE SIGNING NEAR PROJECT LIMITS ON USH 63.

ROAD WORK AHEAD SIGNS SHOWN ON THIS SHEET ARE REQUIRED (BEGINNING IN STAGE 1B) FOR THE DURATION OF PROJECT TIME.

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.



TRAFFIC OVERVIEW LEGEND

- STAGE 1 WIDENING
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL SIGN

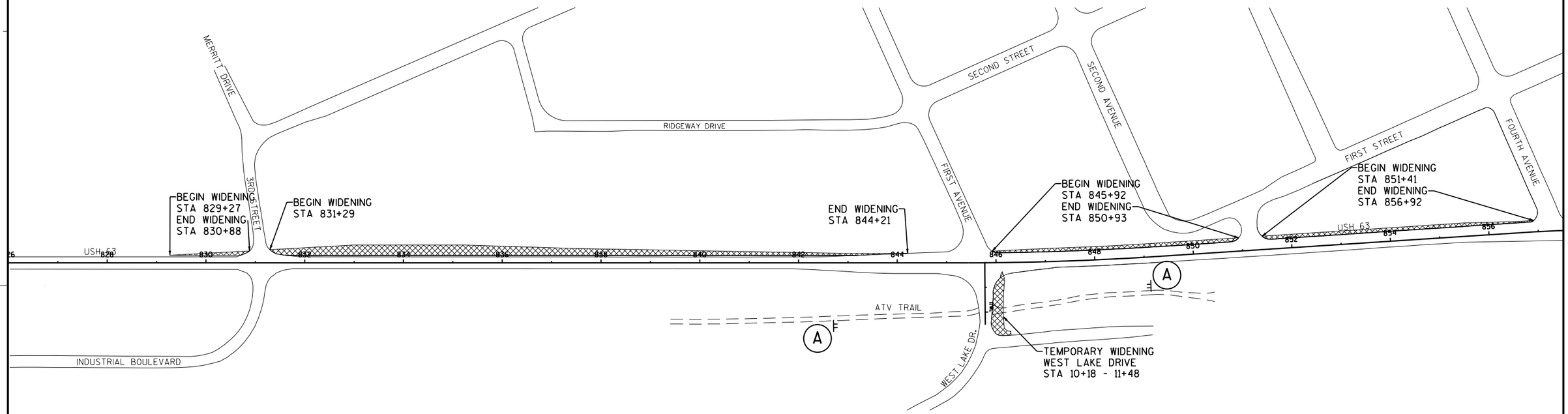
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 1B URBAN OVERVIEW	SHEET 121	E

NOTES:

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR TRAFFIC CONTROL DEVICES IN TEMPORARY WIDENING CONSTRUCTION AREAS.

REMOVE EXISTING TYPE II SIGNS THAT ARE IN TEMPORARY WIDENING AREAS ACCORDING TO PERMANENT SIGNING DETAIL SHEETS.

SEE NEXT SHEET FOR ADDITIONAL STAGE 1B WORK AREAS.



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

TRAFFIC CONTROL LEGEND

- STAGE 1B WIDENING/WORK AREAS
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW



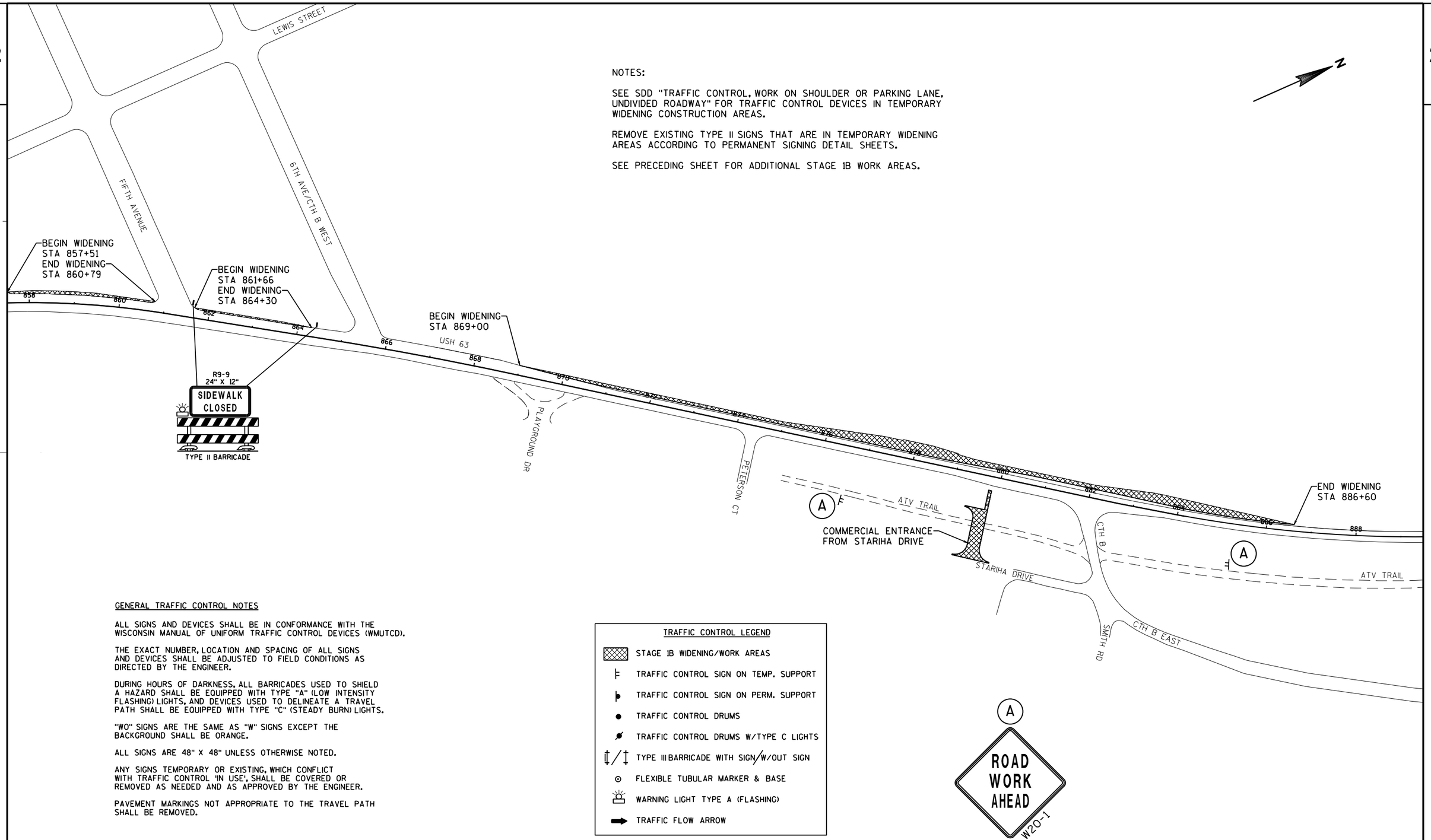
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 1B - TEMPORARY WIDENING	SHEET 122	E

NOTES:

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR TRAFFIC CONTROL DEVICES IN TEMPORARY WIDENING CONSTRUCTION AREAS.

REMOVE EXISTING TYPE II SIGNS THAT ARE IN TEMPORARY WIDENING AREAS ACCORDING TO PERMANENT SIGNING DETAIL SHEETS.

SEE PRECEDING SHEET FOR ADDITIONAL STAGE 1B WORK AREAS.



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

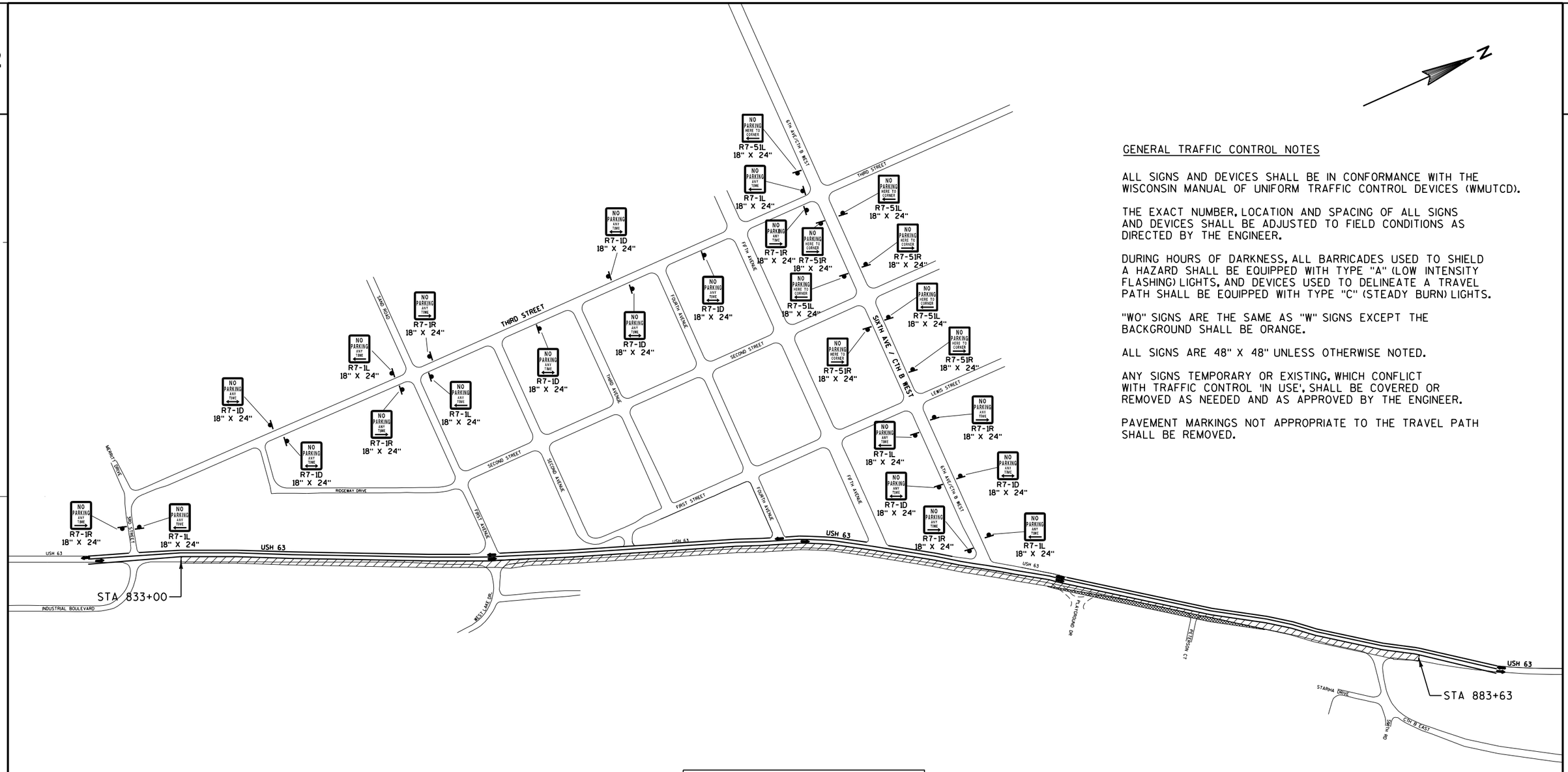
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

TRAFFIC CONTROL LEGEND

- STAGE 1B WIDENING/WORK AREAS
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 1B - TEMPORARY WIDENING	SHEET 123	E

2



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

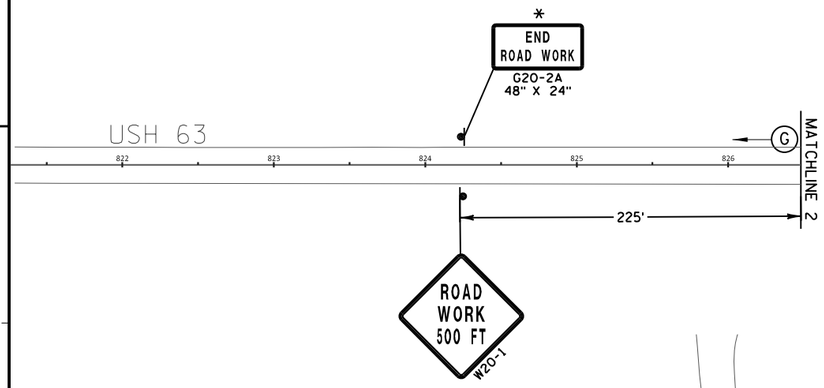
TRAFFIC OVERVIEW LEGEND

- STAGE 2 WORK ZONE
- STAGE 2 TEMPORARY WIDENING
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL SIGN

INSTALL NO PARKING SIGNS DURING THE PERIOD OF TIME THAT THE USH 63 LOCAL DETOUR ROUTE IS IN EFFECT.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 2 URBAN OVERVIEW	SHEET 124	E

2



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

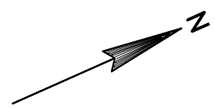
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

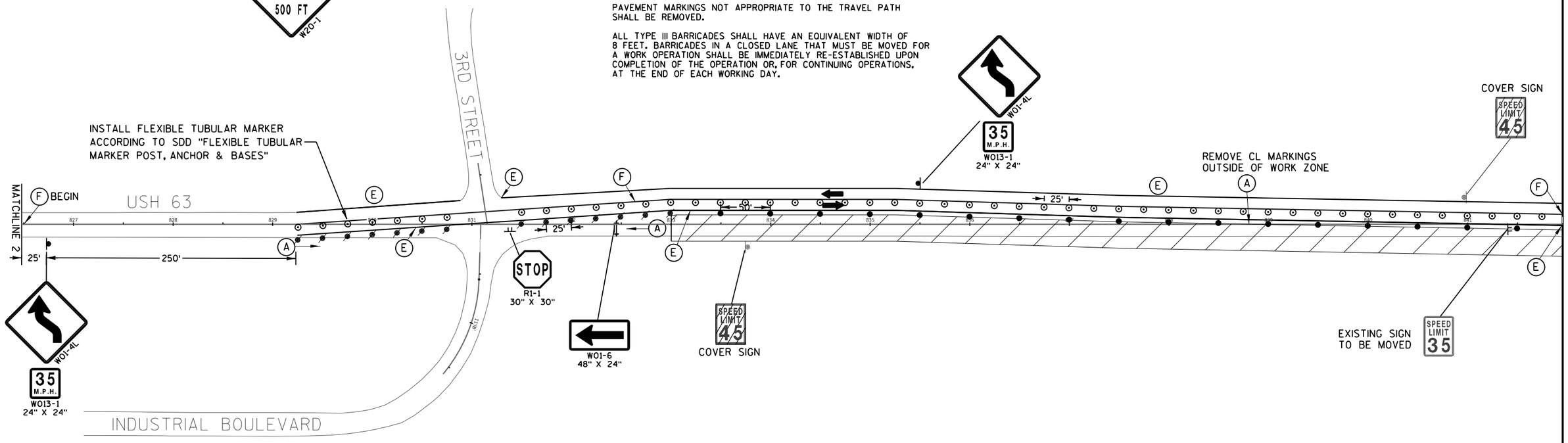
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



*INSTALL G20-2A WHEN PROJECT CONSTRUCTION SOUTH OF THIS SIGN IS COMPLETE. SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL ADVANCE SIGNING ON NORTHBOUND USH 63 SEE SPECIAL PROVISIONS FOR 'COOPERATION WITH OTHER CONTRACTS'.

SEE NEXT SHEET FOR CONTINUATION OF STAGE 2 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.



TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN

TRAFFIC CONTROL LEGEND

- STAGE 2 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 2 - URBAN CORRIDOR	SHEET 125	E

RECONSTRUCT WEST LAKE DRIVE INTERSECTION HALF AT A TIME USING DRUMS FOR TRAFFIC CONTROL.

SEE NEXT SHEET FOR CONTINUATION OF STAGE 2 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.

SECOND STREET
SECOND AVENUE
FIRST AVENUE
FIRST STREET
FOURTH AVENUE
USH 63
WEST LAKE DR.

INSTALL FLEXIBLE TUBULAR MARKER ACCORDING TO SDD "FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES"

25'
50'

H EXISTING SIGNS TO BE MOVED

ROAD CLOSED R11-2 48" X 30"

STOP R1-1 30" X 30"

SAFETY FENCE

SPEED LIMIT 35 EXISTING SIGN TO BE MOVED

INSTALL BARRICADES WITH ROAD CLOSED SIGNS UNTIL EXISTING ENTRANCES ARE REMOVED

TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN

TRAFFIC CONTROL LEGEND

- STAGE 2 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 2 - URBAN CORRIDOR	SHEET 126 E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\TC PLAN\STAGE 2\025006_tc.dgn PLOT DATE : 7/31/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

2

FIFTH AVENUE

6TH AVE/CTH B WEST

USH 63

MAINTAIN TWO PEDESTRIAN CROSSINGS ON USH 63.
3 OPTIONS ARE SHOWN, BUT ACTUAL LOCATION MAY VARY DEPENDING ON CONSTRUCTION SCHEDULE. SEE SPECIAL PROVISIONS FOR 'TEMPORARY CROSSWALK ACCESS' ITEM.

SEE NEXT SHEET FOR CONTINUATION OF STAGE 2 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.

EXISTING SIGNS TO BE MOVED

EXISTING CROSSWALK

REMOVE EXISTING CROSSWALK BLOCKS

INSTALL SAFETY FENCE ALONG REMAINING SIDEWALK PRIOR TO STAGE 2 TRAFFIC SWITCH

W11-2
30" X 30"

INSTALL FLEXIBLE TUBULAR MARKER ACCORDING TO SDD "FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES"

ROAD CLOSED
R11-2
48" X 30"

W11-2
30" X 30"

50'

25'

SAFETY FENCE FOR TEMPORARY CROSSWALK

INSTALL BARRICADES WITH ROAD CLOSED SIGNS UNTIL EXISTING ENTRANCES ARE REMOVED

ROAD CLOSED
R11-2
48" X 30"

EXISTING SIGN TO BE MOVED

SPEED LIMIT 35

BEGIN WIDENING STA 868+31

STOP
R1-1
30" X 30"

SAFETY FENCE (TYP.)

INSTALL A TEMPORARY STOP SIGN AT THE OPEN PLAYGROUND DRIVE ENTRANCE

ROAD CLOSED
R11-2
48" X 30"

INSTALL BARRICADE WITH ROAD CLOSED SIGN AT ONLY ONE PLAYGROUND DRIVE ENTRANCE AT A TIME UNTIL NEW ENTRANCE IS COMPLETE

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

TRAFFIC CONTROL LEGEND

- STAGE 2 WORK ZONE
- STAGE 2 TEMPORARY WIDENING AREA
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW
- SAFETY FENCE

TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 2 - URBAN CORRIDOR	SHEET 127 E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\TC PLAN\STAGE 2\025007_tc.dgn PLOT DATE : 7/31/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

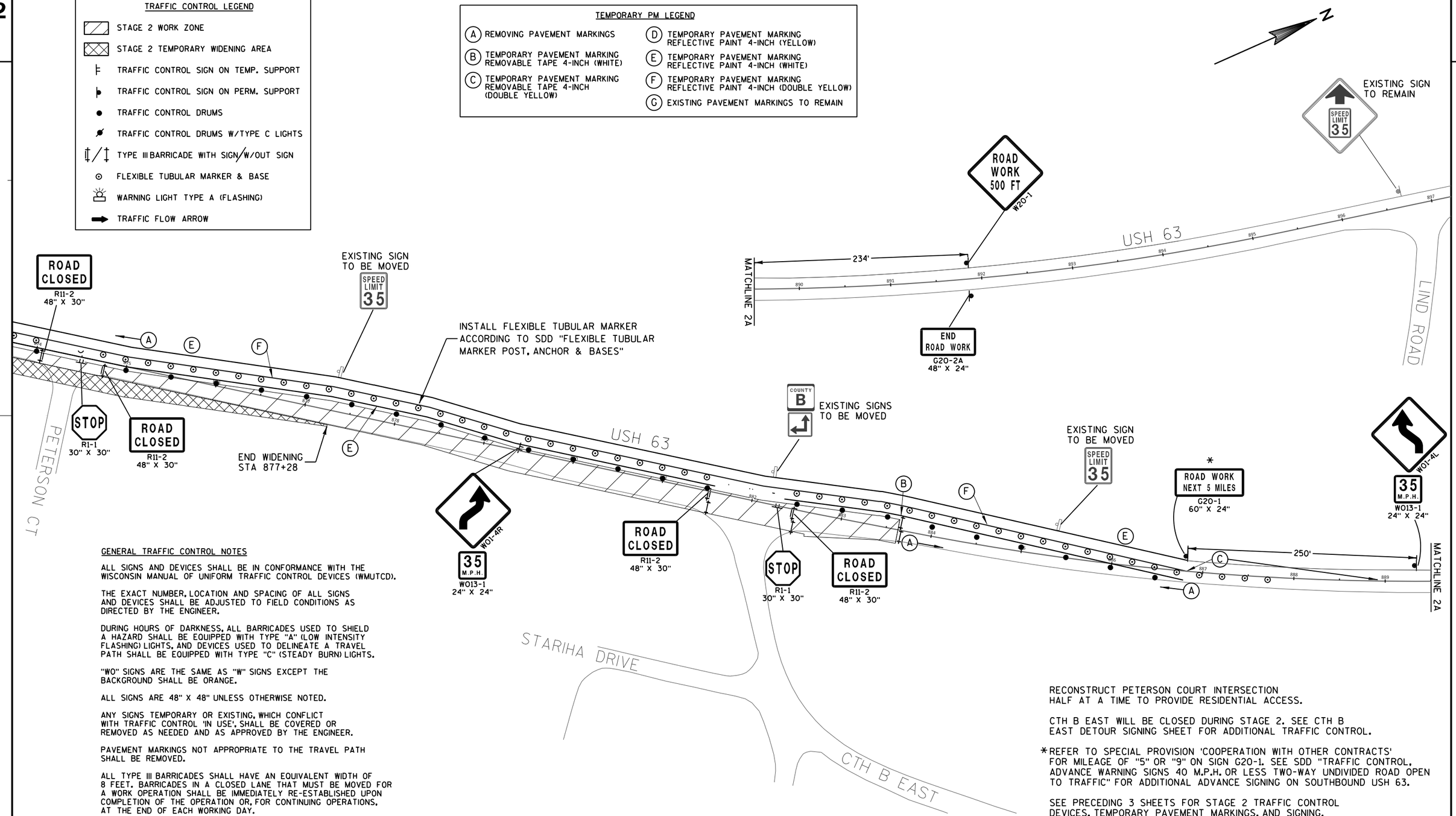
2

TRAFFIC CONTROL LEGEND

- STAGE 2 WORK ZONE
- STAGE 2 TEMPORARY WIDENING AREA
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

RECONSTRUCT PETERSON COURT INTERSECTION HALF AT A TIME TO PROVIDE RESIDENTIAL ACCESS.

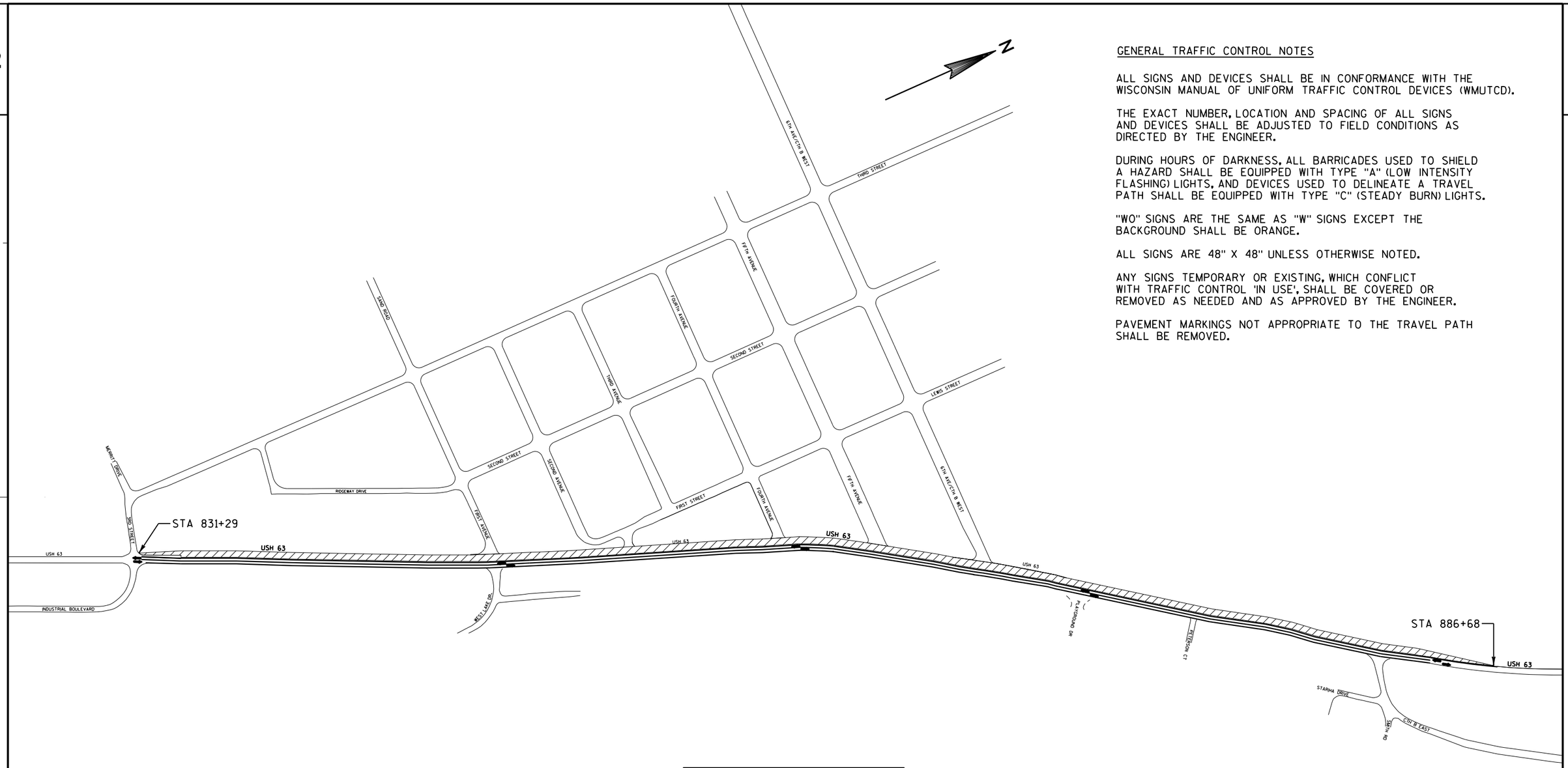
CTH B EAST WILL BE CLOSED DURING STAGE 2. SEE CTH B EAST DETOUR SIGNING SHEET FOR ADDITIONAL TRAFFIC CONTROL.

*REFER TO SPECIAL PROVISION 'COOPERATION WITH OTHER CONTRACTS' FOR MILEAGE OF "5" OR "9" ON SIGN G20-1. SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL ADVANCE SIGNING ON SOUTHBOUND USH 63.

SEE PRECEDING 3 SHEETS FOR STAGE 2 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 2 - URBAN CORRIDOR	SHEET 128	E

2



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

TRAFFIC OVERVIEW LEGEND

- STAGE 3 WORK ZONE
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL SIGN

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 3 URBAN OVERVIEW	SHEET 129	E

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

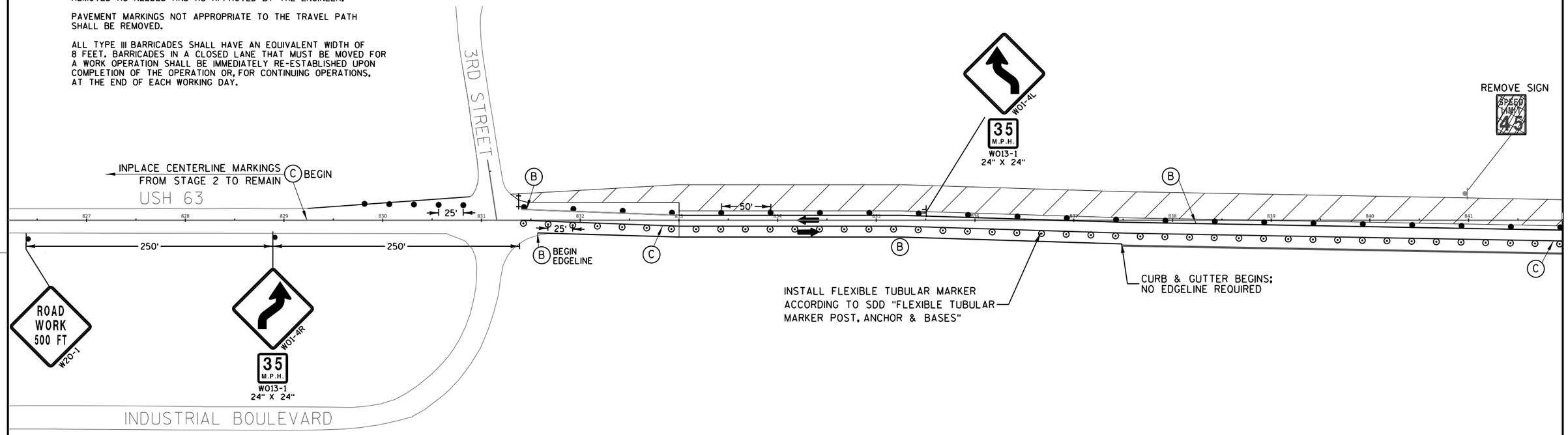
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

INSTALL PERMANENT SIGNS ON NORTHBOUND 63 & SIDE ROADS PRIOR TO STAGE 3 TRAFFIC SWITCH.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL ADVANCE SIGNING ON NORTHBOUND USH 63. REFER TO SPECIAL PROVISION 'COOPERATION WITH OTHER CONTRACTS' FOR SIGN LOCATIONS TO BE DETERMINED.

SEE NEXT SHEET FOR CONTINUATION OF STAGE 3 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.



TEMPORARY PM LEGEND

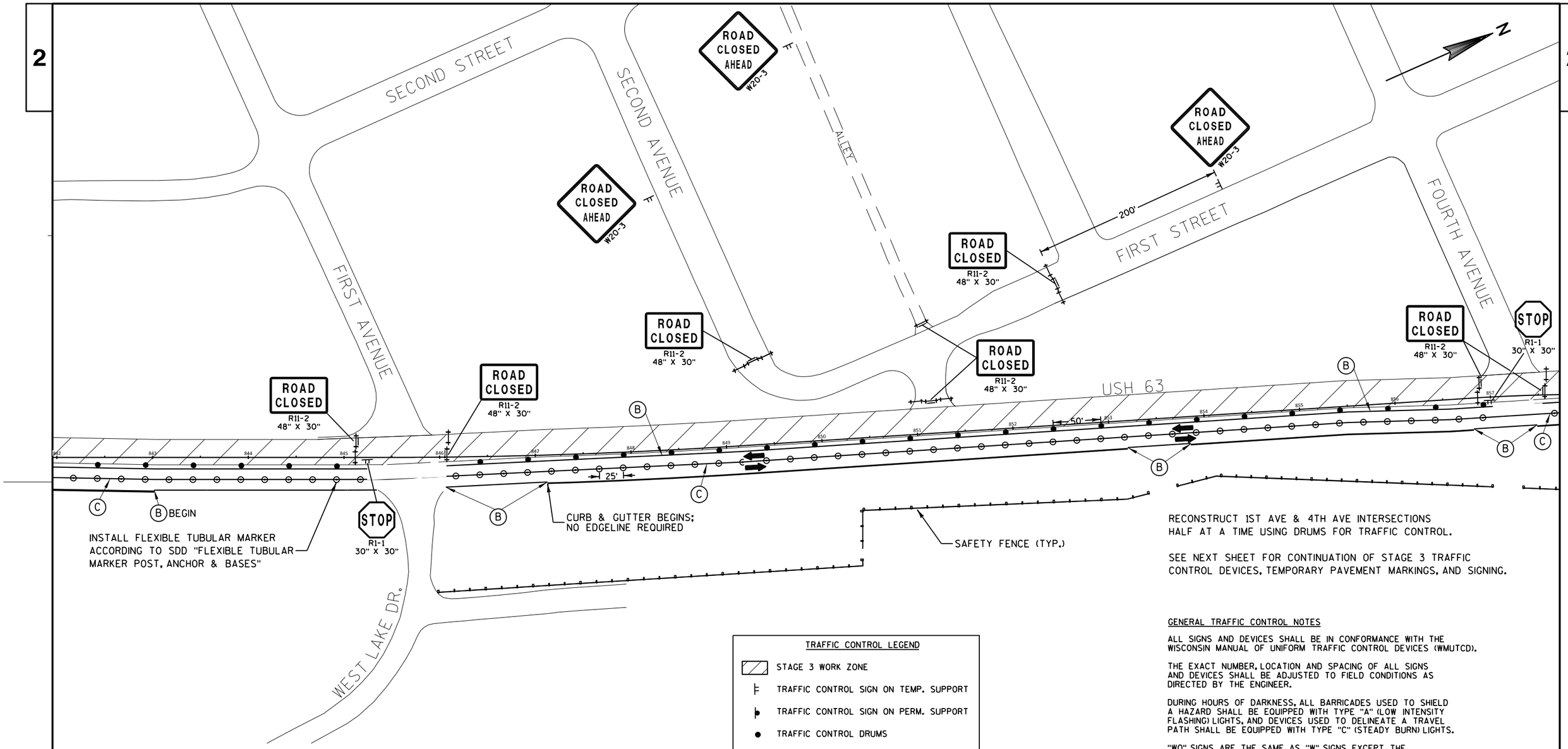
- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN

TRAFFIC CONTROL LEGEND

- STAGE 3 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 3 - URBAN CORRIDOR	SHEET 130	E

2



TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN

TRAFFIC CONTROL LEGEND

- STAGE 3 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

RECONSTRUCT 1ST AVE & 4TH AVE INTERSECTIONS HALF AT A TIME USING DRUMS FOR TRAFFIC CONTROL.

SEE NEXT SHEET FOR CONTINUATION OF STAGE 3 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

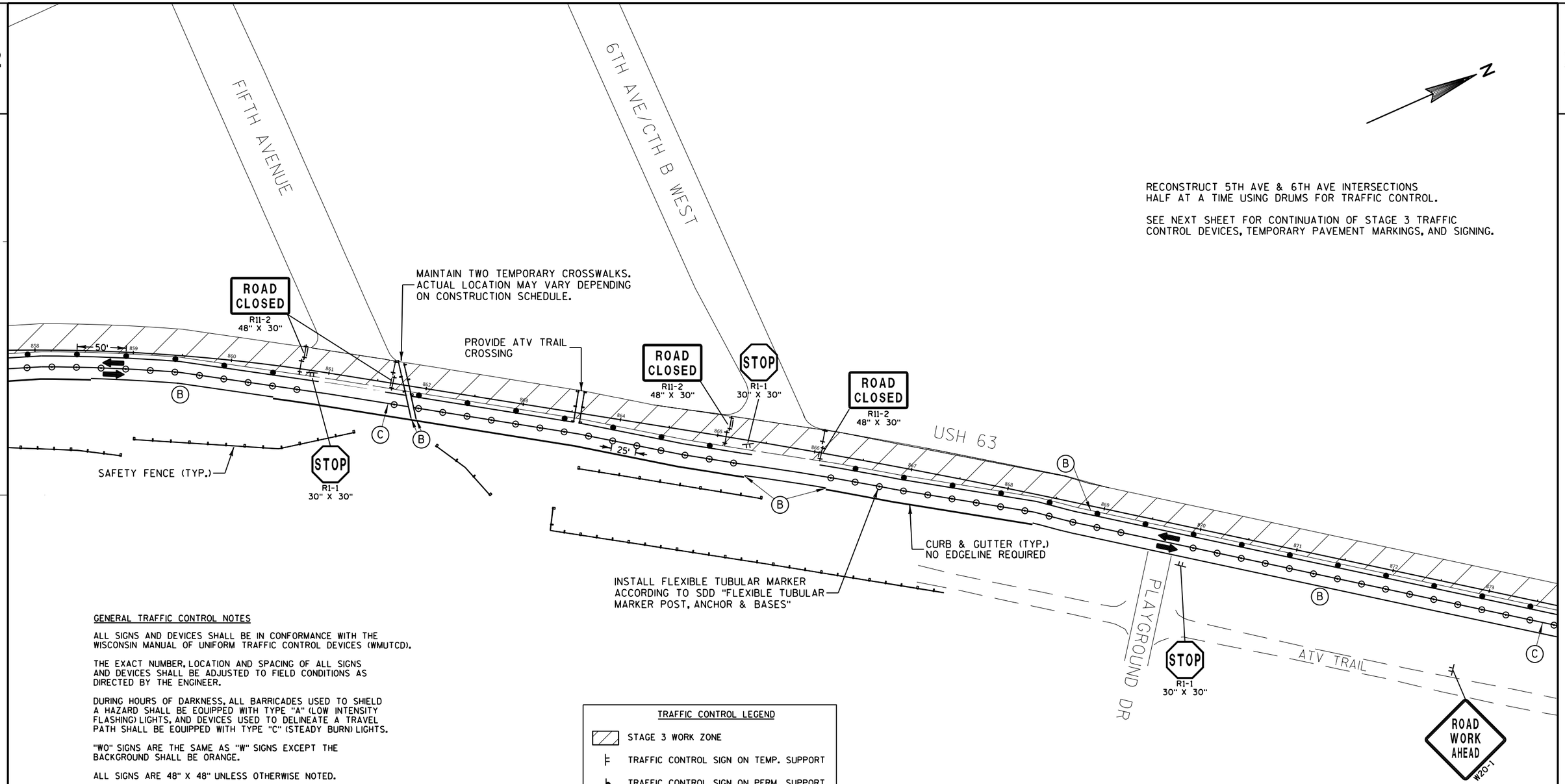
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

2

RECONSTRUCT 5TH AVE & 6TH AVE INTERSECTIONS
HALF AT A TIME USING DRUMS FOR TRAFFIC CONTROL.

SEE NEXT SHEET FOR CONTINUATION OF STAGE 3 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

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"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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TRAFFIC CONTROL LEGEND

- STAGE 3 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN

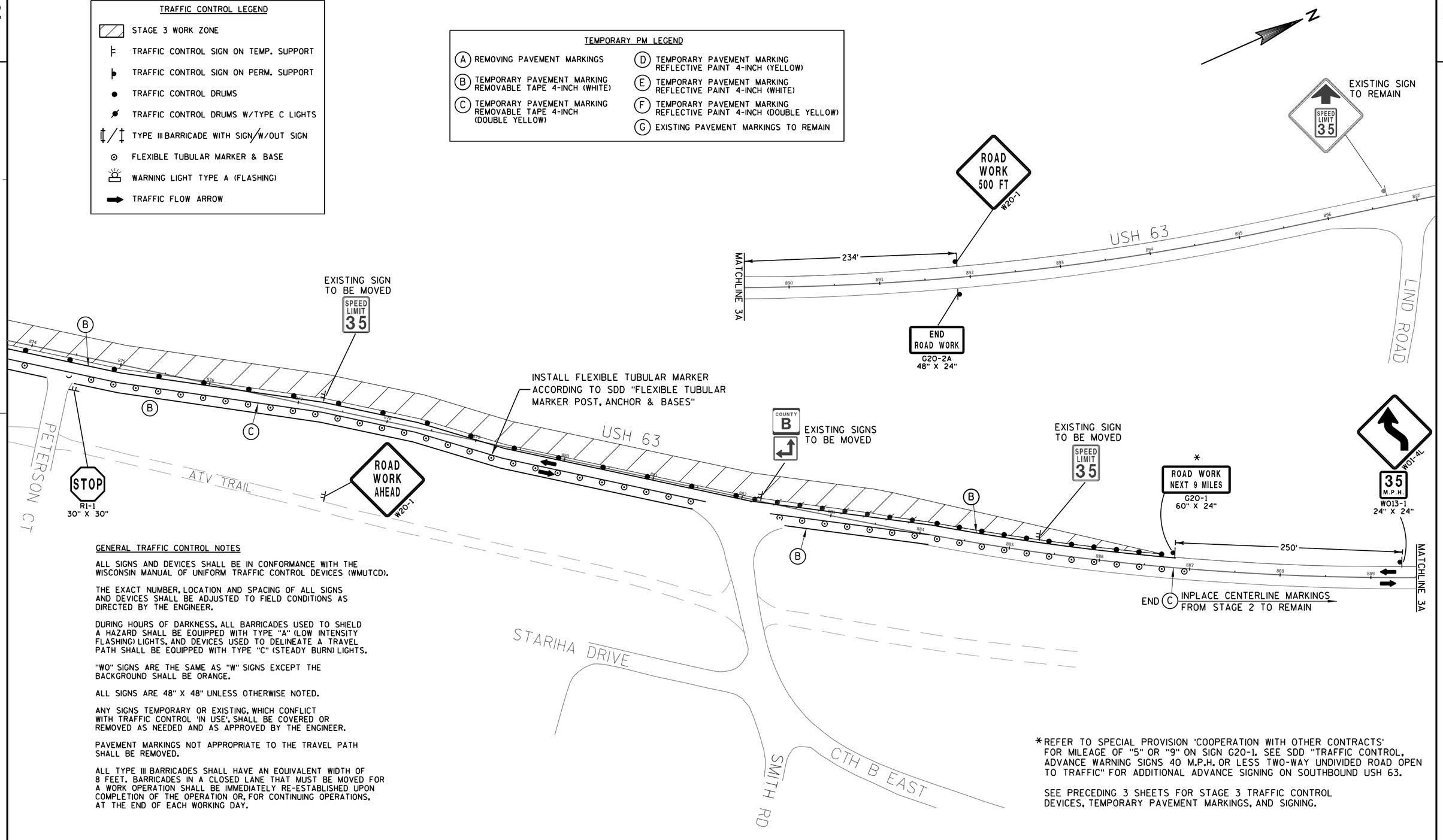
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TRAFFIC CONTROL LEGEND

- STAGE 3 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN



GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

*REFER TO SPECIAL PROVISION 'COOPERATION WITH OTHER CONTRACTS' FOR MILEAGE OF "5" OR "9" ON SIGN G20-1. SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL ADVANCE SIGNING ON SOUTHBOUND USH 63.

SEE PRECEDING 3 SHEETS FOR STAGE 3 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 3 - URBAN CORRIDOR	SHEET 133	E

2

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

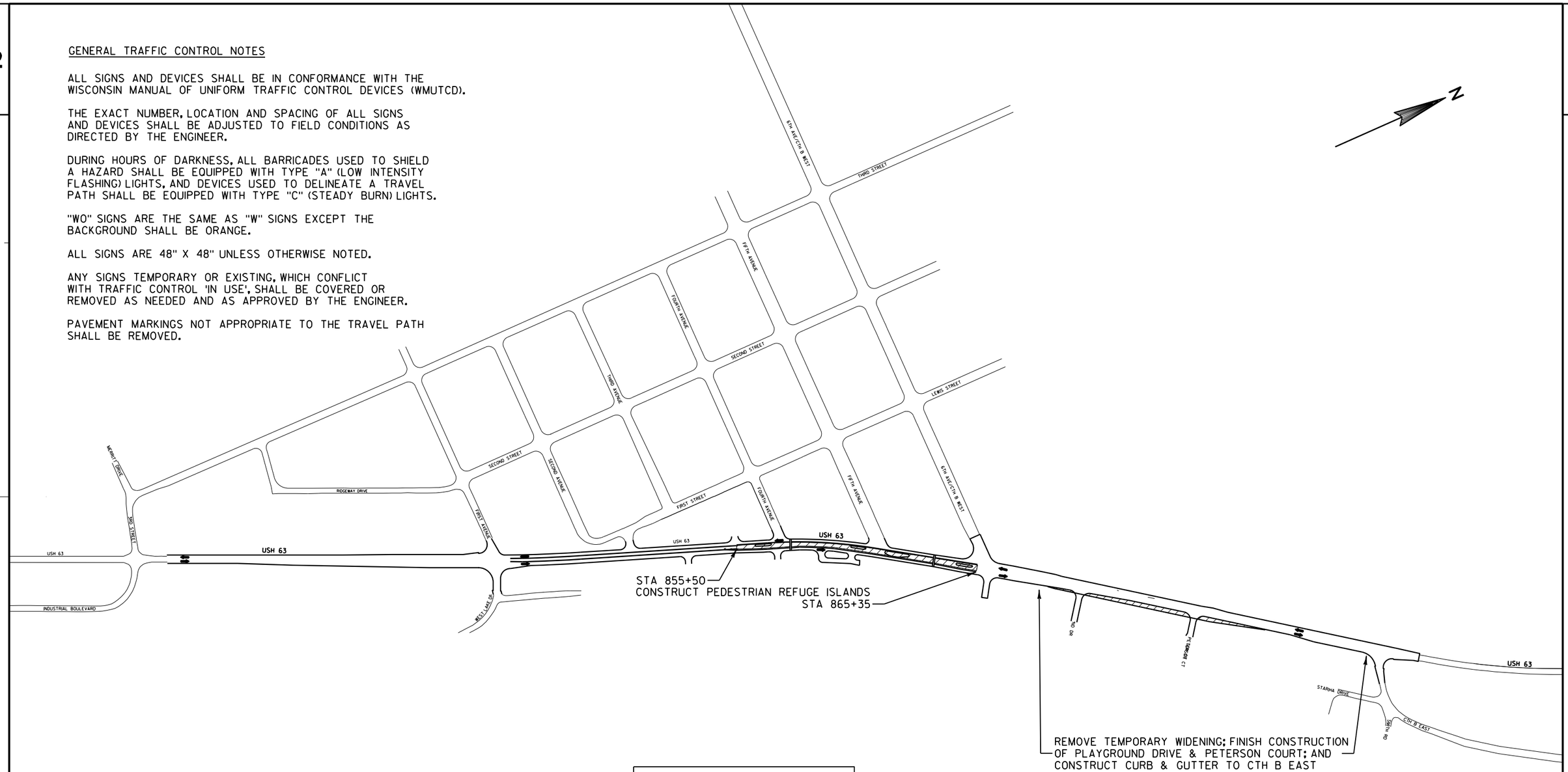
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"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.



TRAFFIC OVERVIEW LEGEND

- STAGE 4 WORK ZONE
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL SIGN

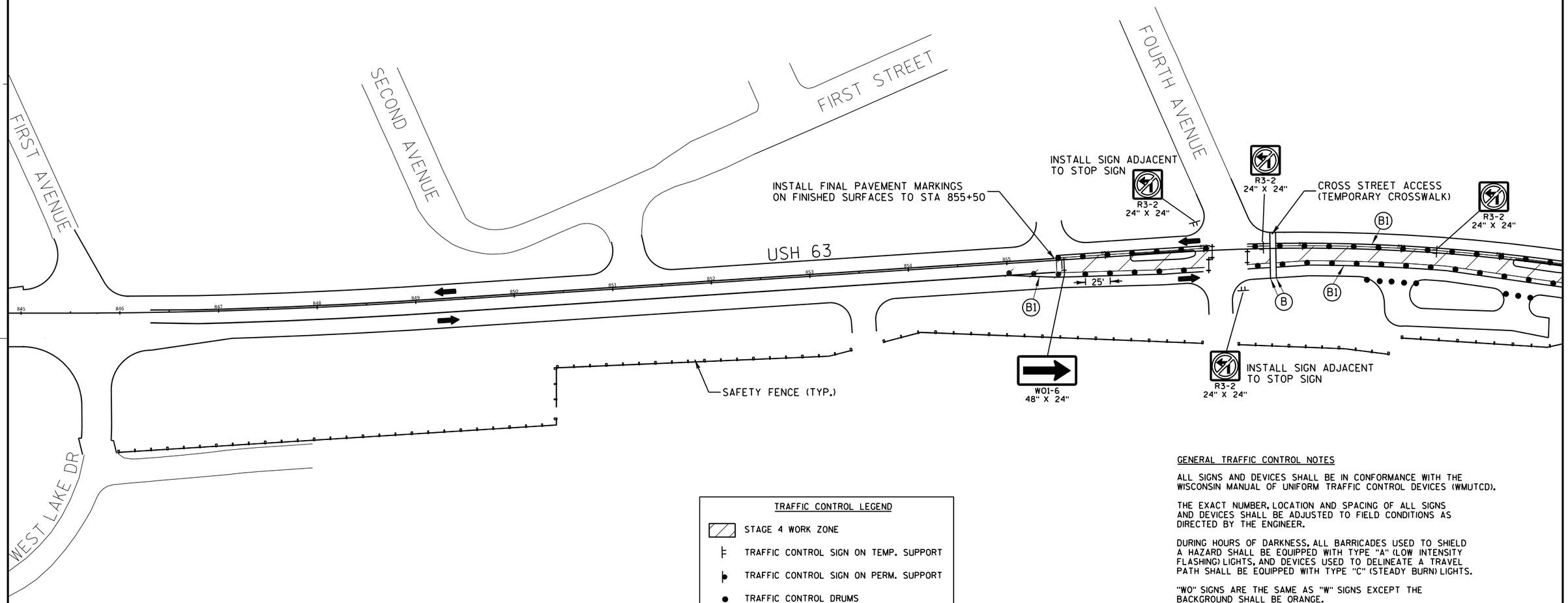
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 4 URBAN OVERVIEW	SHEET 134	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\TC PLAN\STAGE 4\025016_tc.dgn PLOT DATE : 7/31/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

INSTALL PERMANENT SIGNS ON SOUTHBOUND 63 & SIDE ROADS PRIOR TO STAGE 4 TRAFFIC SWITCH.

MOVE ADVANCE SIGNING ON 63 NORTHBOUND TO MATCH LIMITS OF STAGE 4 WORK ZONE.

SEE NEXT SHEET FOR CONTINUATION OF STAGE 4 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.



TEMPORARY PM LEGEND

(A) REMOVING PAVEMENT MARKINGS	(D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
(B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
(B1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
(C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)	(G) EXISTING PAVEMENT MARKINGS TO REMAIN

TRAFFIC CONTROL LEGEND

- STAGE 4 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

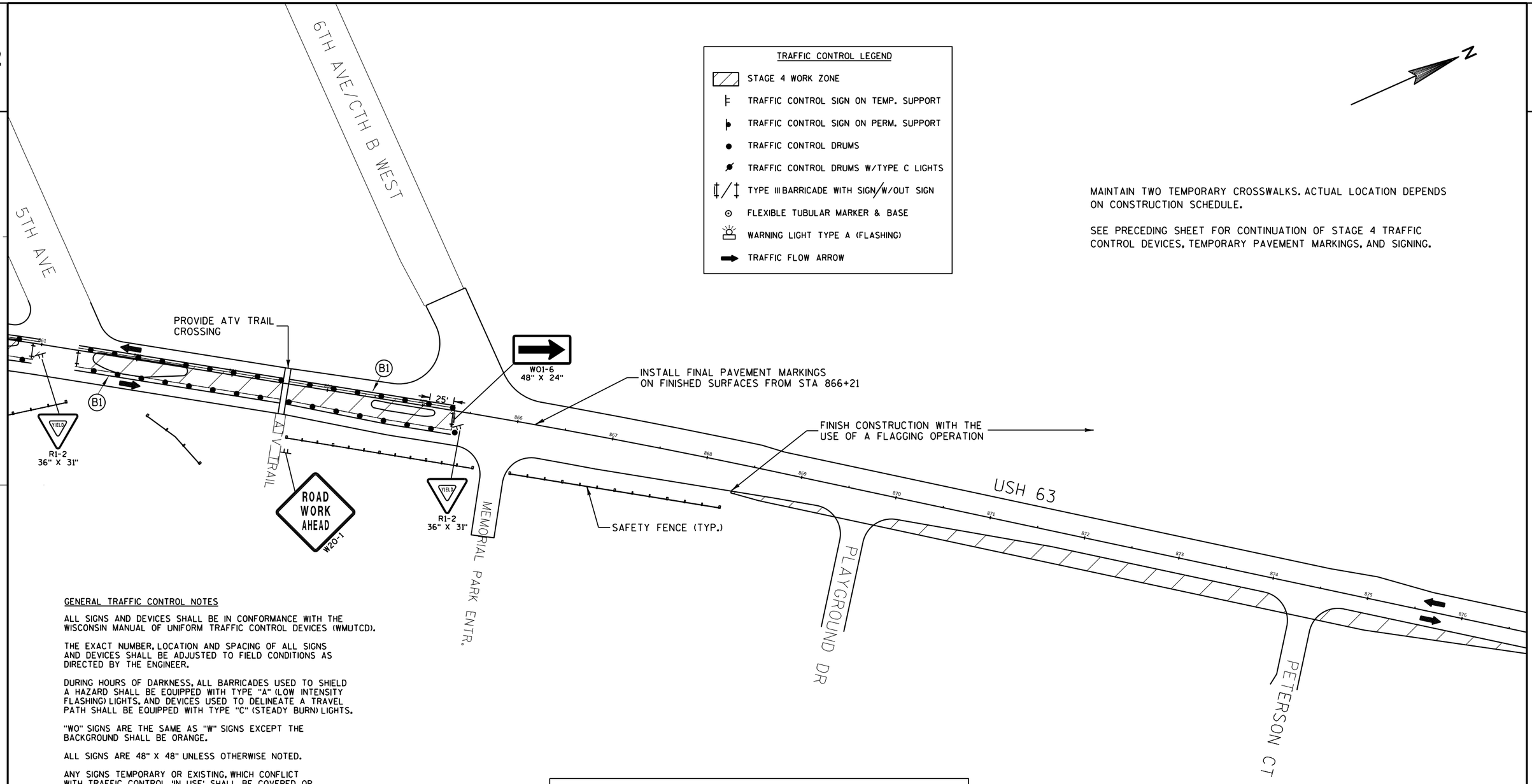
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL 'IN USE', SHALL BE COVERED OR REMOVED AS NEEDED AND AS APPROVED BY THE ENGINEER.

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 4 - URBAN CORRIDOR	SHEET 135 E

2



TRAFFIC CONTROL LEGEND

- STAGE 4 WORK ZONE
- TRAFFIC CONTROL SIGN ON TEMP. SUPPORT
- TRAFFIC CONTROL SIGN ON PERM. SUPPORT
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TYPE C LIGHTS
- TYPE III BARRICADE WITH SIGN/W/OUT SIGN
- FLEXIBLE TUBULAR MARKER & BASE
- WARNING LIGHT TYPE A (FLASHING)
- TRAFFIC FLOW ARROW

N

MAINTAIN TWO TEMPORARY CROSSWALKS. ACTUAL LOCATION DEPENDS ON CONSTRUCTION SCHEDULE.

SEE PRECEDING SHEET FOR CONTINUATION OF STAGE 4 TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS, AND SIGNING.

GENERAL TRAFFIC CONTROL NOTES

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD).

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

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS, AND DEVICES USED TO DELINEATE A TRAVEL PATH SHALL BE EQUIPPED WITH TYPE "C" (STEADY BURN) LIGHTS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE.

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

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

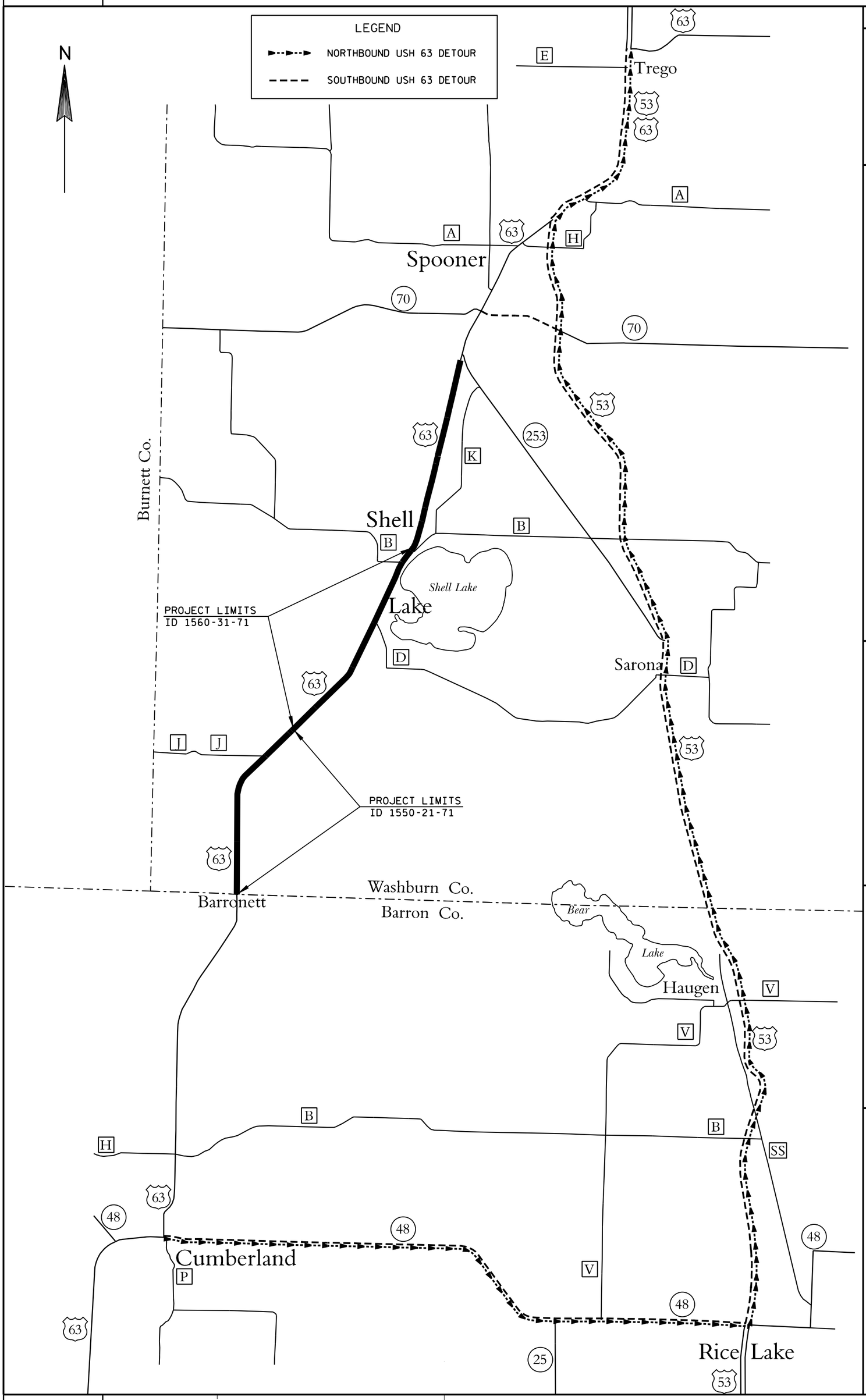
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET. BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

TEMPORARY PM LEGEND

- (A) REMOVING PAVEMENT MARKINGS
- (B) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (B1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (C) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (D) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (E) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (F) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
- (G) EXISTING PAVEMENT MARKINGS TO REMAIN

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TRAFFIC CONTROL - STAGE 4 - URBAN CORRIDOR	SHEET 136	E



PROJECT NO:1560-31-71 | HWY:USH 63 | COUNTY:WASHBURN | USH 63 DETOUR OVERVIEW | SHEET 137 E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\Detour Plan\027001_dt.dgn

PLOT DATE : 10/10/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

WEEK DAY LOCAL DETOUR

2

LEGEND

USH 63 NORTHBOUND/SOUTHBOUND DETOUR ROUTE

N

6TH AVE/CTH B WEST
THIRD STREET
FIFTH AVENUE
FOURTH AVENUE
THIRD AVENUE
SECOND AVENUE
FIRST AVENUE
SAND ROAD
MERRIT DRIVE
RIDGEWAY DRIVE
SECOND STREET
FIRST STREET
LEWIS STREET
6TH AVE/CTH B
USH 63
INDUSTRIAL BOULEVARD
WEST LAKE DR.
PLAYGROUND DR

LIMITS OF USH 63 CLOSURES
FOR SEWER AND WATER MAIN WORK

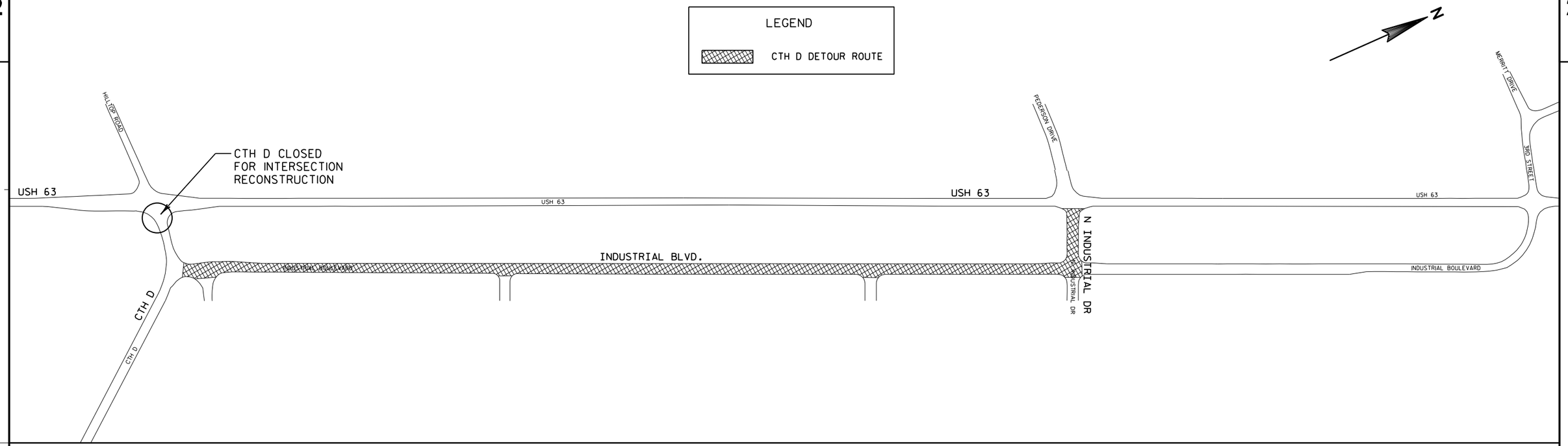
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	DETOUR OVERVIEW - USH 63 - LOCAL DETOUR	SHEET 138	E

2

CTH D DETOUR

LEGEND

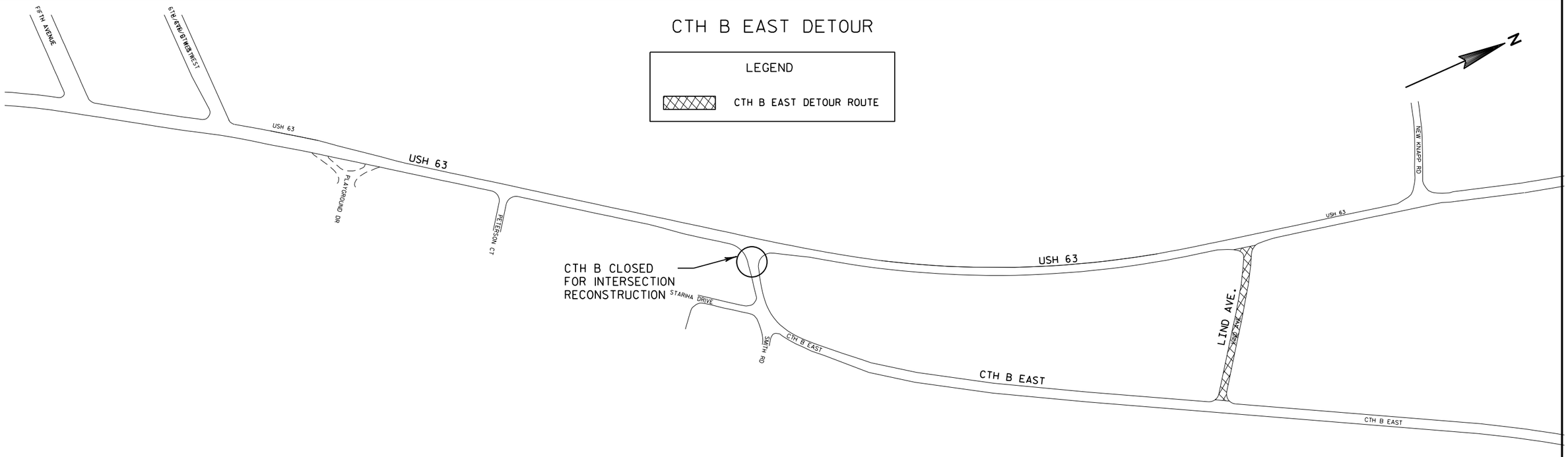
CTH D DETOUR ROUTE



CTH B EAST DETOUR

LEGEND

CTH B EAST DETOUR ROUTE



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	DETOUR OVERVIEW - CTH D & CTH B EAST	SHEET 139	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\Detour Plan\027003_dt.dgn PLOT DATE : 7/31/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

GENERAL DETOUR NOTES:

DETAILS AND LOCATION OF TRAFFIC CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISCONSIN SUPPLEMENT TO THE MUTCD.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS WHEN POSSIBLE.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. USE LARGE SIZE M-SERIES SIGNS ON USH 53. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS.

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

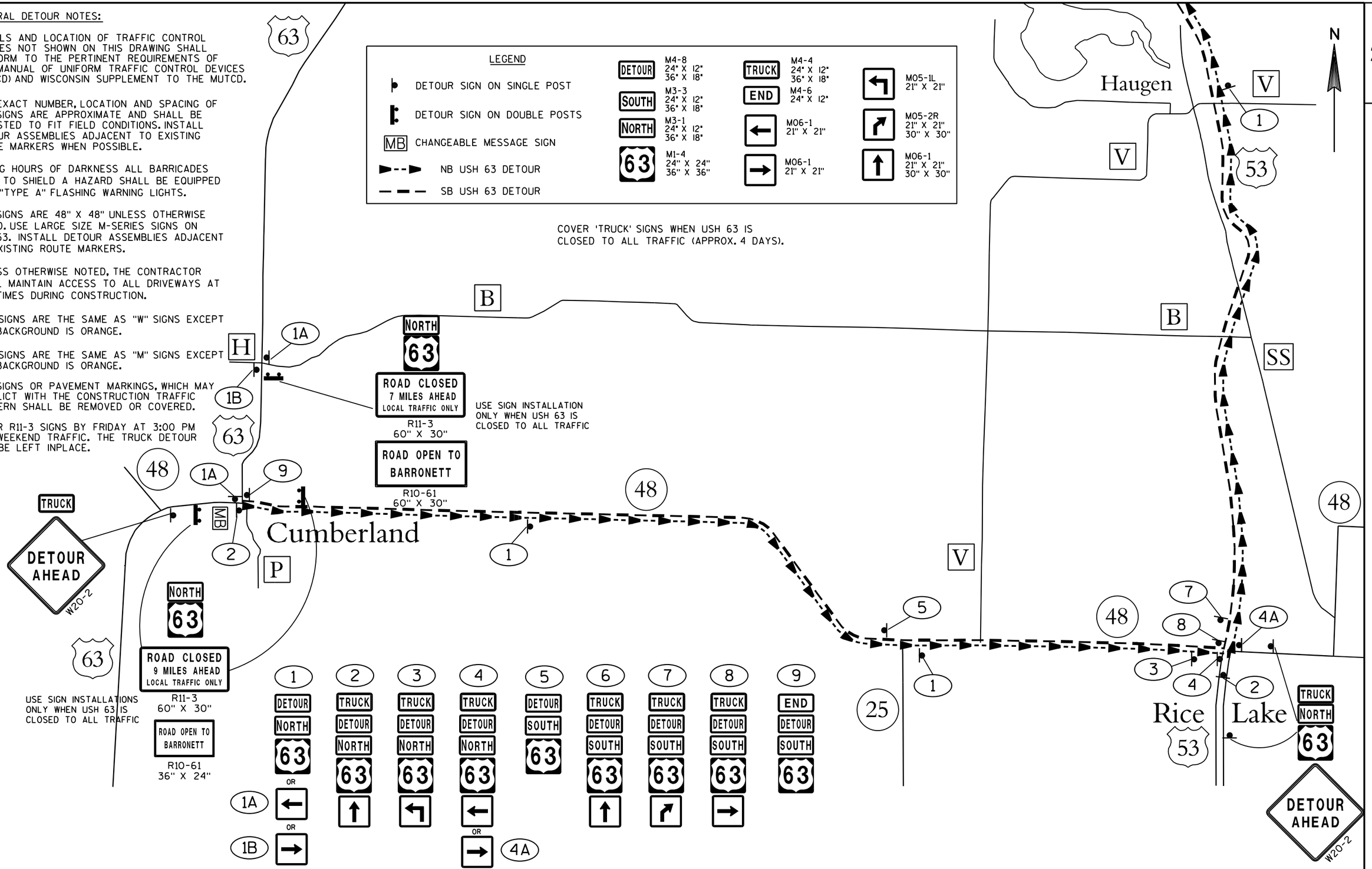
COVER R11-3 SIGNS BY FRIDAY AT 3:00 PM FOR WEEKEND TRAFFIC. THE TRUCK DETOUR MAY BE LEFT INPLACE.

LEGEND

- DETOUR SIGN ON SINGLE POST
- DETOUR SIGN ON DOUBLE POSTS
- MB CHANGEABLE MESSAGE SIGN
- NB USH 63 DETOUR
- SB USH 63 DETOUR

DETOUR M4-8 24" X 12" 36" X 18"
SOUTH M3-3 24" X 12" 36" X 18"
NORTH M3-1 24" X 12" 36" X 18"
63 M1-4 24" X 24" 36" X 36"
TRUCK M4-4 24" X 12" 36" X 18"
END M4-6 24" X 12"
M06-1 21" X 21"
M06-1 21" X 21"
M05-1L 21" X 21"
M05-2R 21" X 21" 30" X 30"
M06-1 21" X 21" 30" X 30"

COVER 'TRUCK' SIGNS WHEN USH 63 IS CLOSED TO ALL TRAFFIC (APPROX. 4 DAYS).



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63 DETOUR SIGNING	SHEET 140	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\Detour Plan\027004_dt.dgn PLOT DATE : 7/31/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

GENERAL DETOUR NOTES:

DETAILS AND LOCATION OF TRAFFIC CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISCONSIN SUPPLEMENT TO THE MUTCD.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS WHEN POSSIBLE.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. USE LARGE SIZE M-SERIES SIGNS ON USH 53. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS.

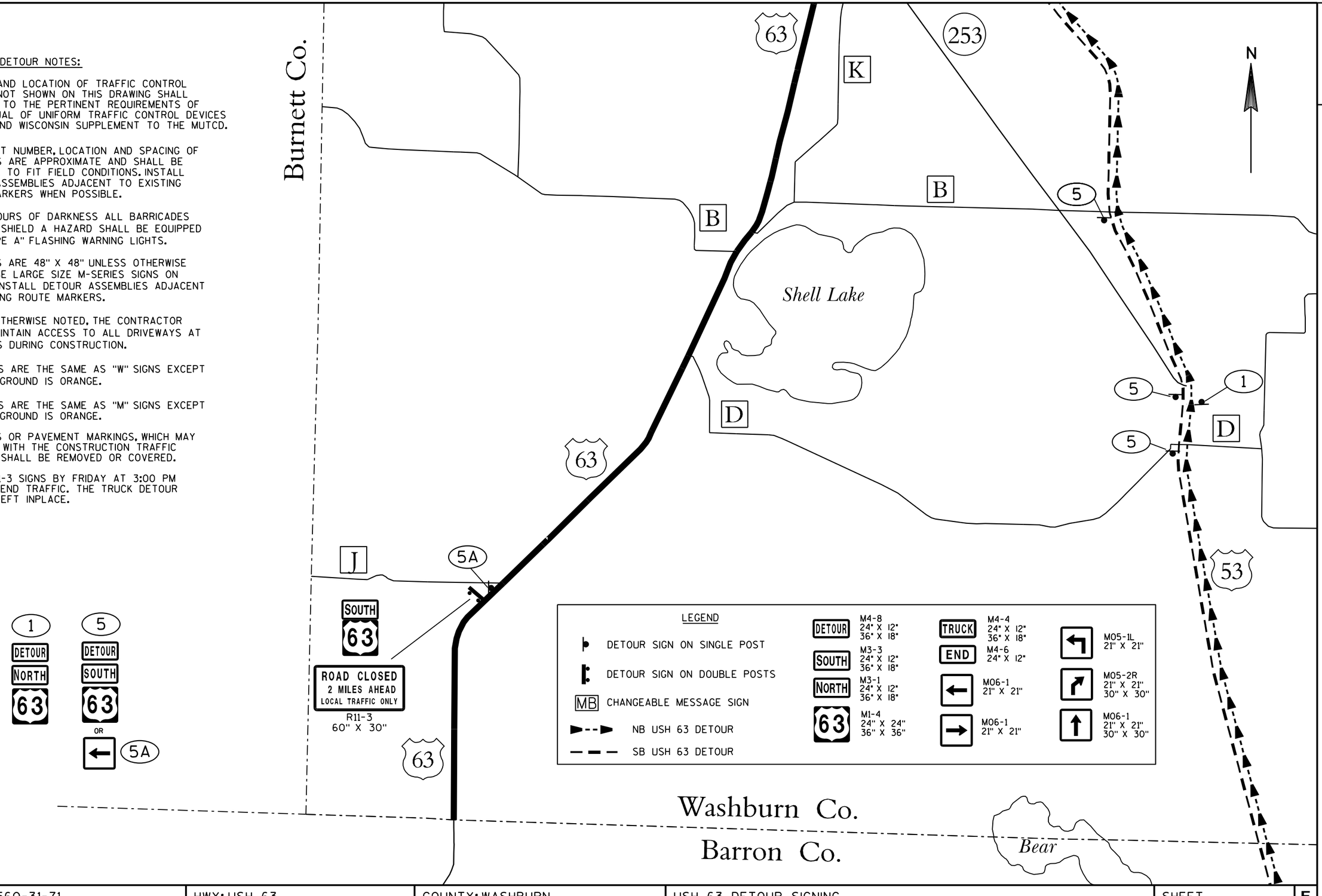
UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

COVER R11-3 SIGNS BY FRIDAY AT 3:00 PM FOR WEEKEND TRAFFIC. THE TRUCK DETOUR MAY BE LEFT INPLACE.



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63 DETOUR SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\Detour Plan\027005_dt.dgn PLOT DATE : 7/31/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

GENERAL DETOUR NOTES:

DETAILS AND LOCATION OF TRAFFIC CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISCONSIN SUPPLEMENT TO THE MUTCD.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS WHEN POSSIBLE.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. USE LARGE SIZE M-SERIES SIGNS ON USH 53. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS.

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

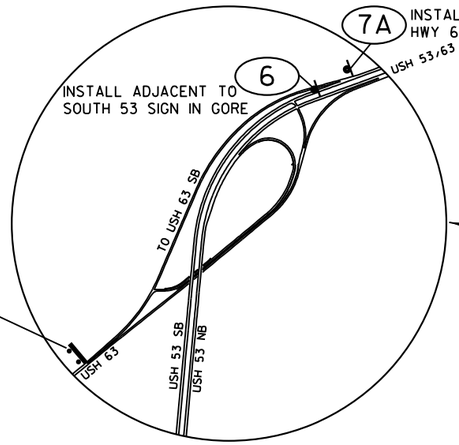
COVER R11-3 SIGNS BY FRIDAY AT 3:00 PM FOR WEEKEND TRAFFIC. THE TRUCK DETOUR MAY BE LEFT INPLACE.

LEGEND

- DETOUR SIGN ON SINGLE POST
- DETOUR SIGN ON DOUBLE POSTS
- MB CHANGEABLE MESSAGE SIGN
- NB USH 63 DETOUR
- SB USH 63 DETOUR

DETOUR M4-8 24" X 12" 36" X 18"
SOUTH M3-3 24" X 12" 36" X 18"
NORTH M3-1 24" X 12" 36" X 18"
63 M1-4 24" X 24" 36" X 36"
TRUCK M4-4 24" X 12" 36" X 18"
END M4-6 24" X 12"
M06-1 21" X 21"
M06-1 21" X 21"
M05-1L 21" X 21"
M05-2R 21" X 21" 30" X 30"
M06-1 21" X 21" 30" X 30"

USH 53 / 63 INTERCHANGE

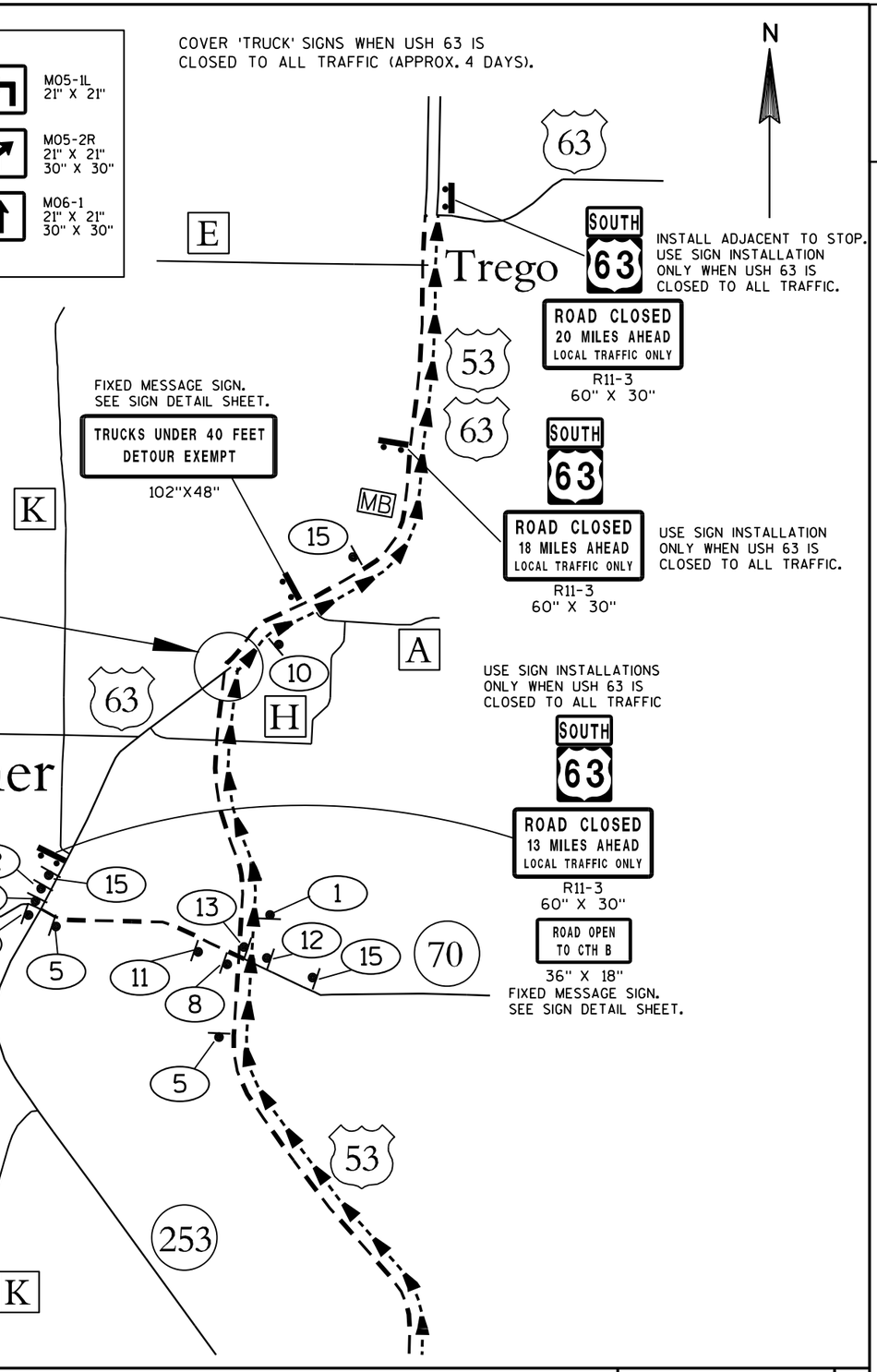


USE SIGN INSTALLATION ONLY WHEN USH 63 IS CLOSED TO ALL TRAFFIC

SOUTH 63
ROAD CLOSED 15 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3 60" X 30"

COVER 'TRUCK' SIGNS WHEN USH 63 IS CLOSED TO ALL TRAFFIC (APPROX. 4 DAYS).

FIXED MESSAGE SIGN. SEE SIGN DETAIL SHEET.
TRUCKS UNDER 40 FEET DETOUR EXEMPT
102"X48"



1 DETOUR NORTH 63
2 TRUCK DETOUR NORTH 63
3 TRUCK DETOUR NORTH 63
4 TRUCK DETOUR NORTH 63
5 DETOUR SOUTH 63
6 TRUCK DETOUR SOUTH 63
7A TRUCK DETOUR SOUTH 63
8 TRUCK DETOUR SOUTH 63
9 END DETOUR SOUTH 63
10 END DETOUR NORTH 63
11 TRUCK DETOUR SOUTH 63
12 TRUCK DETOUR SOUTH 63
13 TRUCK DETOUR SOUTH 63
15 TRUCK SOUTH 63
DETOUR AHEAD W20-2

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63 DETOUR SIGNING	SHEET 142 E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Traffic Control\Detour Plan\027006_dt.dgn PLOT DATE : 7/31/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

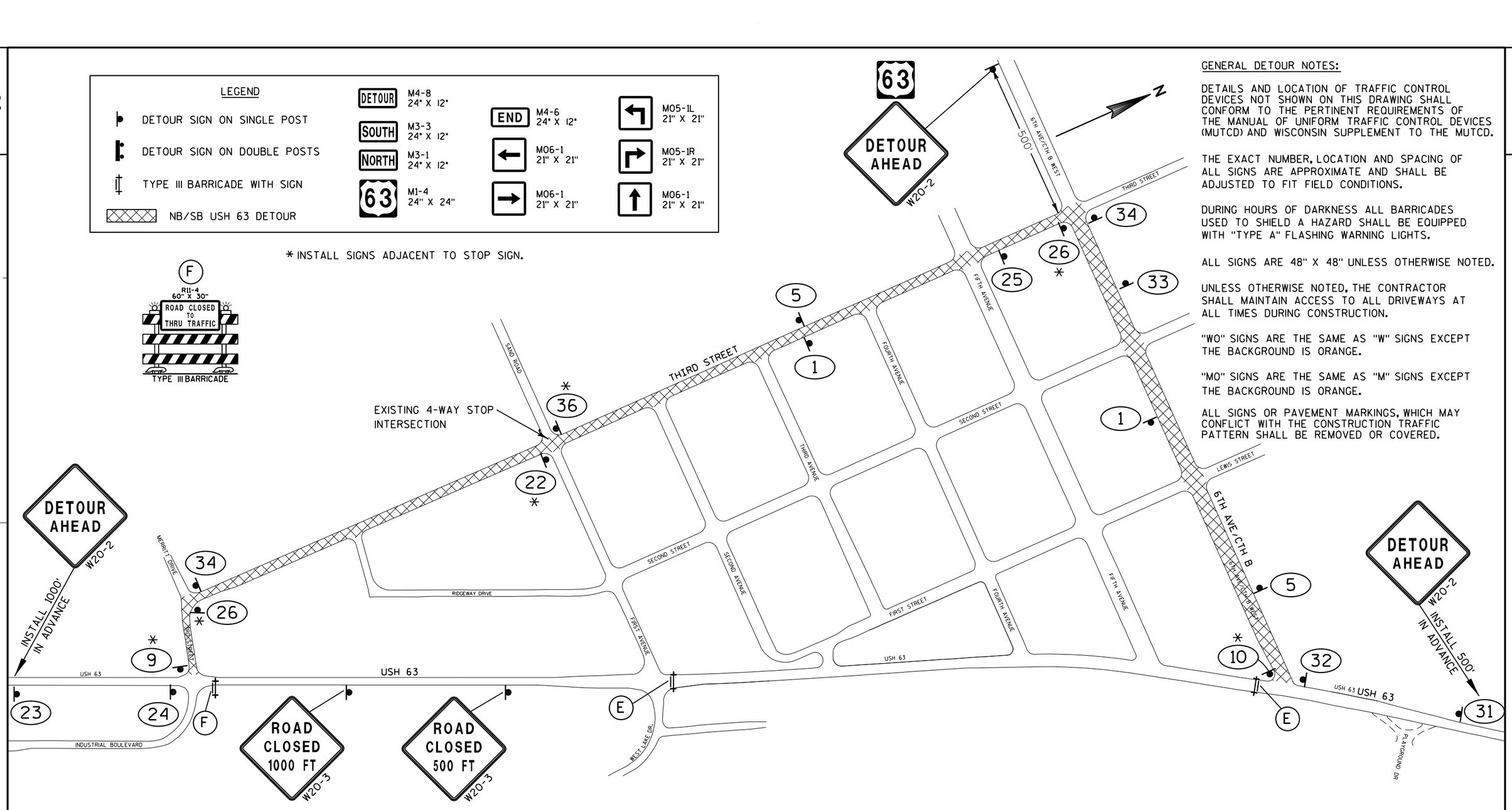
LEGEND

- DETOUR SIGN ON SINGLE POST
- DETOUR SIGN ON DOUBLE POSTS
- TYPE III BARRICADE WITH SIGN
- NB/SB USH 63 DETOUR

DETOUR M4-8 24" X 12"	END M4-6 24" X 12"	M05-1L 21" X 21"	
SOUTH M3-3 24" X 12"	M06-1 21" X 21"	M05-1R 21" X 21"	
NORTH M3-1 24" X 12"	M06-1 21" X 21"	M06-1 21" X 21"	
63 M1-4 24" X 24"			

* INSTALL SIGNS ADJACENT TO STOP SIGN.

F
R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE



GENERAL DETOUR NOTES:

DETAILS AND LOCATION OF TRAFFIC CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISCONSIN SUPPLEMENT TO THE MUTCD.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

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

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

1	22	23	24	25	26	5	36	31	32	33	34	9	10
DETOUR NORTH 63	DETOUR NORTH 63	DETOUR NORTH 63	DETOUR NORTH 63	DETOUR NORTH 63	DETOUR NORTH 63	DETOUR SOUTH 63	DETOUR SOUTH 63	DETOUR SOUTH 63	DETOUR SOUTH 63	DETOUR SOUTH 63	DETOUR SOUTH 63	END DETOUR SOUTH 63	END DETOUR NORTH 63

E
R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE | TYPE III BARRICADE | TYPE III BARRICADE | TYPE III BARRICADE | TYPE III BARRICADE

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63 LOCAL DETOUR SIGNING	SHEET 143 E

2

LEGEND

- DETOUR SIGN ON SINGLE POST
- DETOUR SIGN ON DOUBLE POSTS
- TYPE III BARRICADE WITH SIGN
- CTH D DETOUR

DETOUR M4-8 24" X 12"

COUNTY D M1-5 24" X 24"

END M4-6 24" X 12"

M06-1 21" X 21"

M06-1 21" X 21"

M05-1L 21" X 21"

M05-1R 21" X 21"

M06-1 21" X 21"

GENERAL DETOUR NOTES:

DETAILS AND LOCATION OF TRAFFIC CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISCONSIN SUPPLEMENT TO THE MUTCD.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

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

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

N

COVER SIGNS

COUNTY D

HILLTOP ROAD

COVER SIGN

Sarona

E

USH 63

USH 63

USH 63

FEDERSON DRIVE

54

53

500' TYP.

300'

COUNTY D

DETOUR AHEAD

W20-2

Sarona

COVER SIGN

DETOUR

COUNTY D

57

E

56

52

55

INDUSTRIAL BLVD.

INDUSTRIAL BOULEVARD

COVER STOP SIGN

56

57

STOP

INSTALL SIGN WITH 16"X16" ORANGE FLAGS INCIDENTAL

R1-1 30" X 30"

STOP

R1-1 30" X 30"

INSTALL SIGN WITH 16"X16" ORANGE FLAGS INCIDENTAL

N INDUSTRIAL DR.

STOP

INPLACE SIGN

COUNTY D

INSTALL ADJACENT TO JCT COUNTY D SIGNS

DETOUR AHEAD

W20-2

CTH D

CTH D

55

ROAD CLOSED AHEAD

W20-3

ON CTH D

52 DETOUR COUNTY D

53 DETOUR COUNTY D

54 DETOUR COUNTY D

55 DETOUR COUNTY D

56 DETOUR COUNTY D

57 END DETOUR COUNTY D

E

R11-2 48" X 30"

ROAD CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

TYPE III BARRICADE

TYPE III BARRICADE

TYPE III BARRICADE

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CTH D DETOUR SIGNING	SHEET 144	E

2

LEGEND

- DETOUR SIGN ON SINGLE POST
- DETOUR SIGN ON DOUBLE POSTS
- TYPE III BARRICADE WITH SIGN
- CTH B DETOUR

DETOUR M4-8 24" X 12"
EAST M3-2 24" X 12"
COUNTY B M1-5 24" X 24"
END M4-6 24" X 12"
M06-1 21" X 21"
M06-1 21" X 21"
M05-1L 21" X 21"
M05-1R 21" X 21"
M06-1 21" X 21"

GENERAL DETOUR NOTES:

DETAILS AND LOCATION OF TRAFFIC CONTROL DEVICES NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WISCONSIN SUPPLEMENT TO THE MUTCD.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

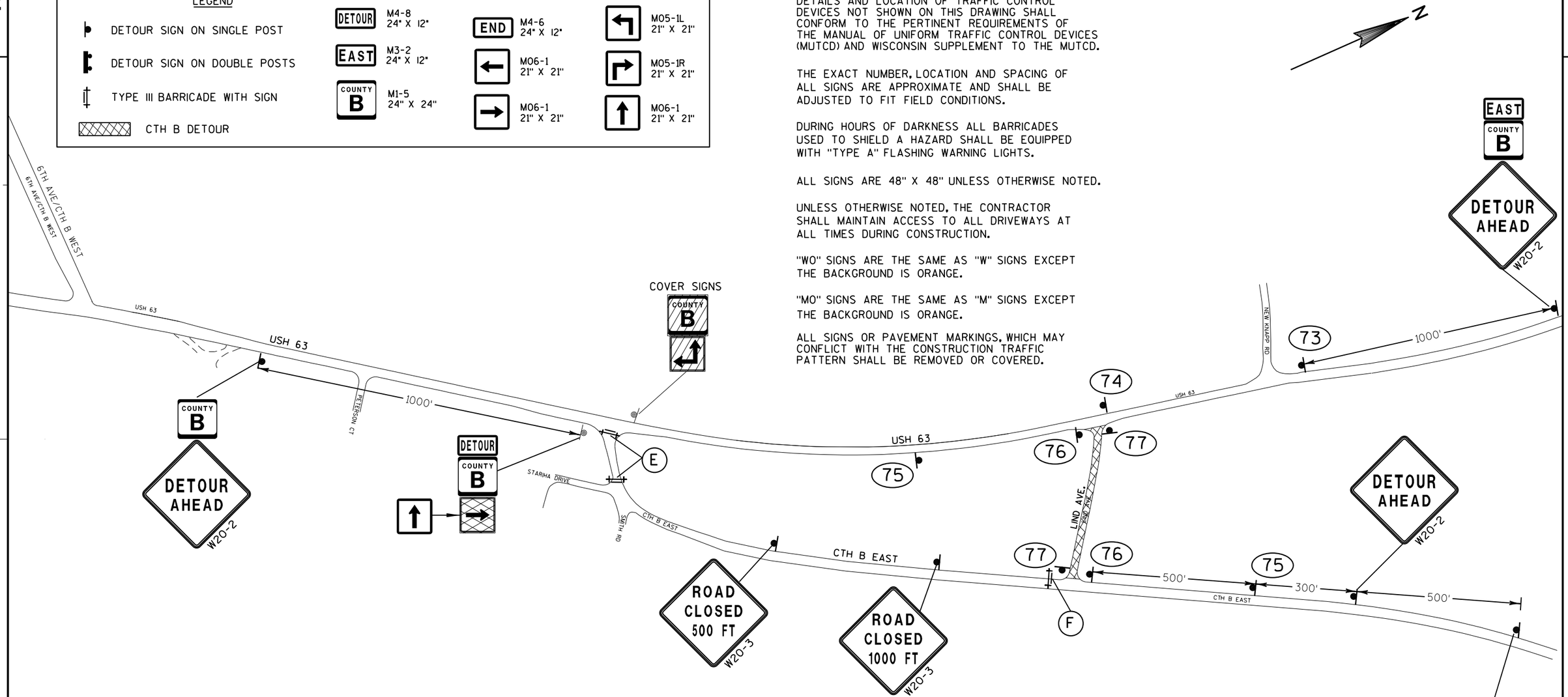
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

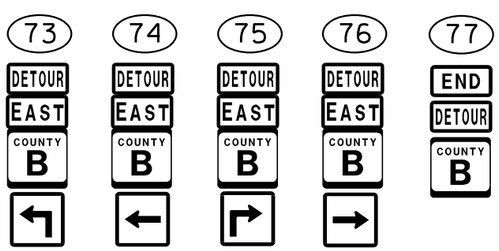
UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

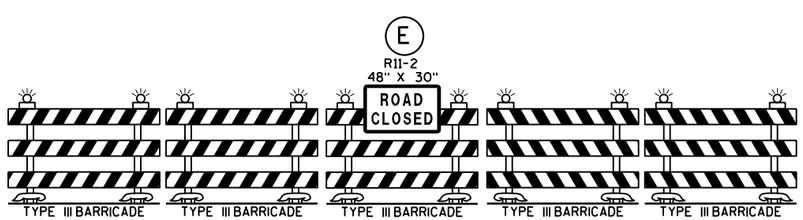
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

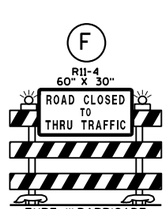
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKINGS, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.



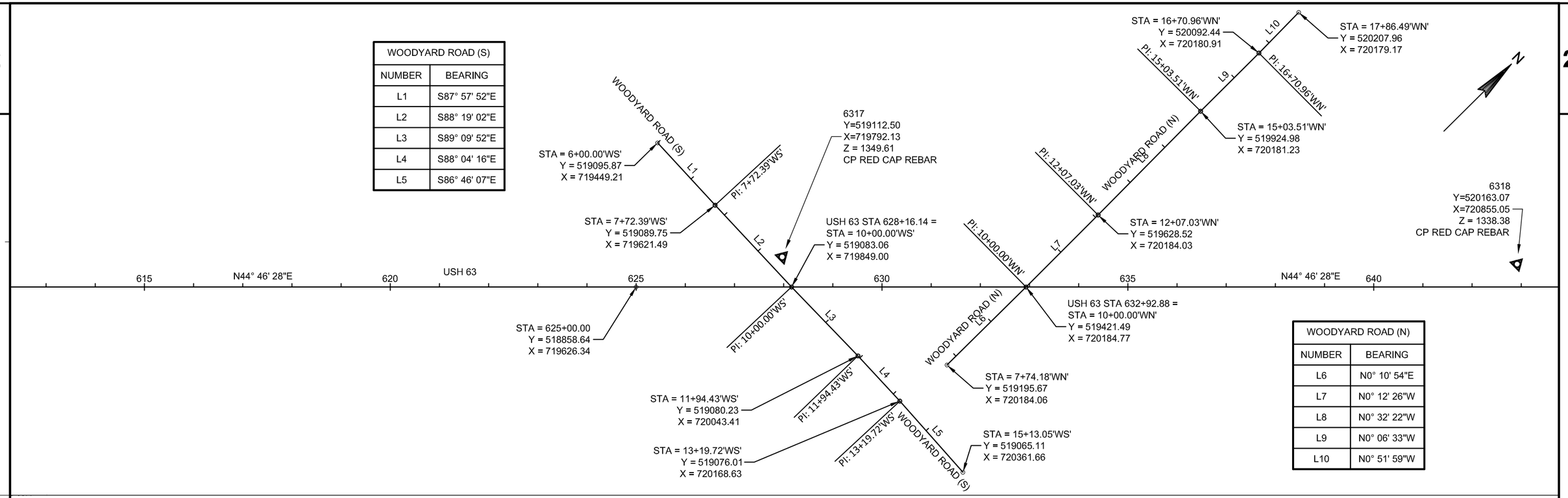






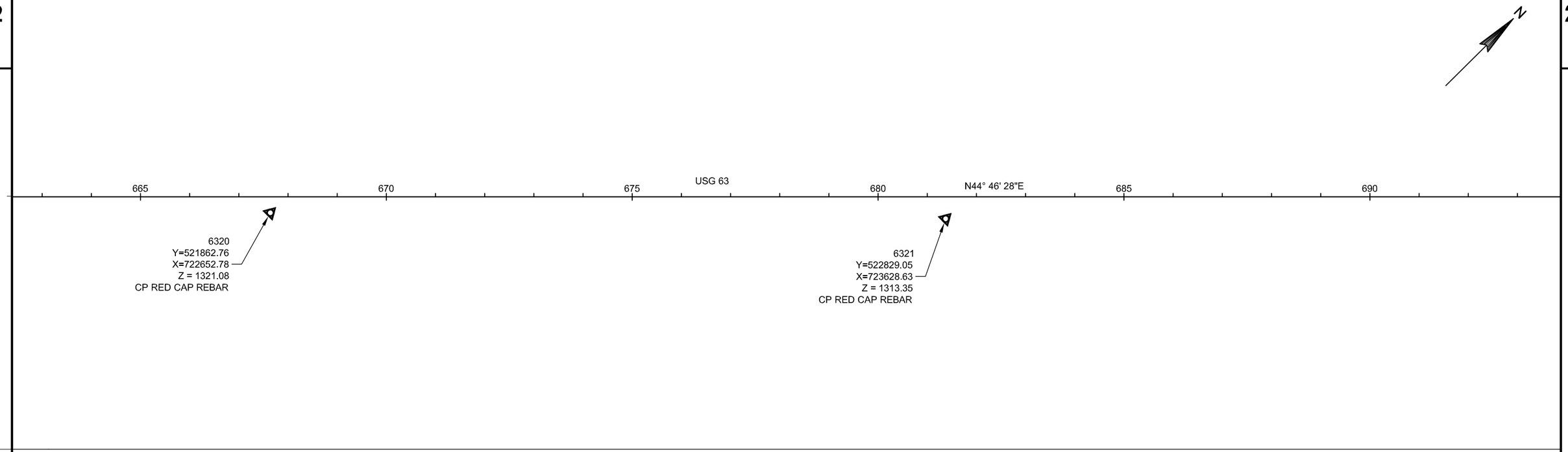
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CTH B EAST DETOUR SIGNING	SHEET 145	E

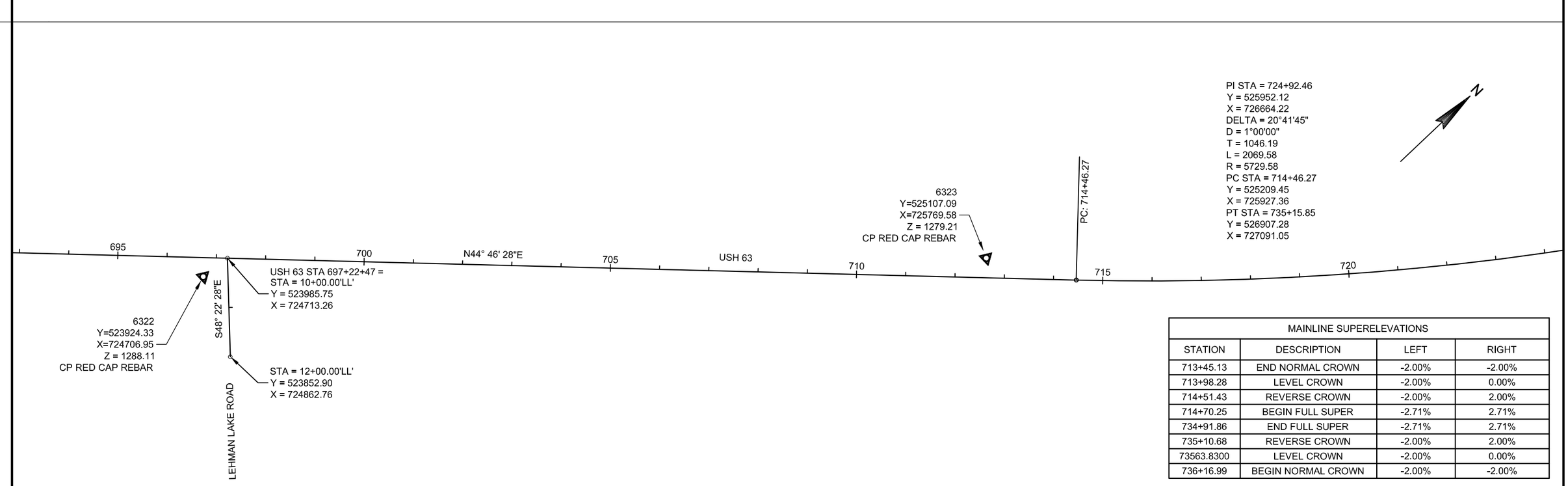
WOODYARD ROAD (S)	
NUMBER	BEARING
L1	S87° 57' 52"E
L2	S88° 19' 02"E
L3	S89° 09' 52"E
L4	S88° 04' 16"E
L5	S86° 46' 07"E


WOODYARD ROAD (S)
L1
PI: 7+72.39'WS'
STA = 6+00.00'WS'
Y = 519095.87
X = 719449.21
STA = 7+72.39'WS'
Y = 519089.75
X = 719621.49
6317
Y=519112.50
X=719792.13
Z = 1349.61
CP RED CAP REBAR
USH 63 STA 628+16.14 =
STA = 10+00.00'WS'
Y = 519083.06
X = 719849.00
L2
L3
L4
L5
PI: 10+00.00'WS
PI: 11+94.43'WS'
PI: 13+19.72'WS'
STA = 625+00.00
Y = 518858.64
X = 719626.34
STA = 11+94.43'WS'
Y = 519080.23
X = 720043.41
STA = 13+19.72'WS'
Y = 519076.01
X = 720168.63
STA = 15+13.05'WS'
Y = 519065.11
X = 720361.66
615
N44° 46' 28"E
620
USH 63
625
630
635
N44° 46' 28"E
640
STA = 16+70.96'WN'
Y = 520092.44
X = 720180.91
L10
STA = 17+86.49'WN'
Y = 520207.96
X = 720179.17
PI: 15+03.51'WN'
L9
PI: 16+70.96'WN'
STA = 15+03.51'WN'
Y = 519924.98
X = 720181.23
WOODYARD ROAD (N)
L8
PI: 12+07.03'WN'
STA = 12+07.03'WN'
Y = 519628.52
X = 720184.03
6318
Y=520163.07
X=720855.05
Z = 1338.38
CP RED CAP REBAR
PI: 10+00.00'WN'
L7
WOODYARD ROAD (N)
L6
USH 63 STA 632+92.88 =
STA = 10+00.00'WN'
Y = 519421.49
X = 720184.77
STA = 7+74.18'WN'
Y = 519195.67
X = 720184.06
N
N
N

2

2





MAINLINE SUPERELEVATIONS			
STATION	DESCRIPTION	LEFT	RIGHT
713+45.13	END NORMAL CROWN	-2.00%	-2.00%
713+98.28	LEVEL CROWN	-2.00%	0.00%
714+51.43	REVERSE CROWN	-2.00%	2.00%
714+70.25	BEGIN FULL SUPER	-2.71%	2.71%
734+91.86	END FULL SUPER	-2.71%	2.71%
735+10.68	REVERSE CROWN	-2.00%	2.00%
73563.8300	LEVEL CROWN	-2.00%	0.00%
736+16.99	BEGIN NORMAL CROWN	-2.00%	-2.00%

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET 147	E

2

PI STA = 8+12.17'HL'
Y = 526783.42
X = 726821.43
DELTA = 25°43'12"
D = 13°19'29"
T = 98.17
L = 193.03
R = 430.00
PC STA = 7+14.00'HL'
Y = 526784.56
X = 726723.27
PT STA = 9+07.03'HL'
Y = 526739.79
X = 726909.37

HEART LAKE ROAD

STA = 6+31.67'HL'
Y = 526785.52
X = 726640.94

L11

PC: 7+14.00'HL'

HEART LAKE ROAD	
NUMBER	BEARING
L11	N89° 19' 58"W
L12	S63° 36' 46"E

PT: 735+15.85

USH 63 STA 732+85.00 =
STA = 10+00.00'HL'
Y = 526698.47
X = 726992.65

L12

PT: 9+07.03'HL'

725 730 735 740 745 750

USH 63

N24° 04' 43"E

6324
Y=526005.33
X=726663.42
Z = 1281.26
CP RED CAP REBAR

6325
Y=527399.30
X=727343.78
Z = 1261.91
CP RED CAP REBAR

USH 63 STA 748+39.89 =
STA = 10+00.00'OC'
Y = 528116.11
X = 727631.25

S67° 12' 06"E

STA = 11+94.52'OC'
Y = 528040.73
X = 727810.58

OLD 63 CONNECTION

6326.
Y=528875.94
X=727923.18
Z = 1259.32
CP RED CAP REBAR

6328.
Y=531516.42
X=729101.86
Z = 1239.66
CP RED CAP REBAR

755 760 765 770 775 780 785

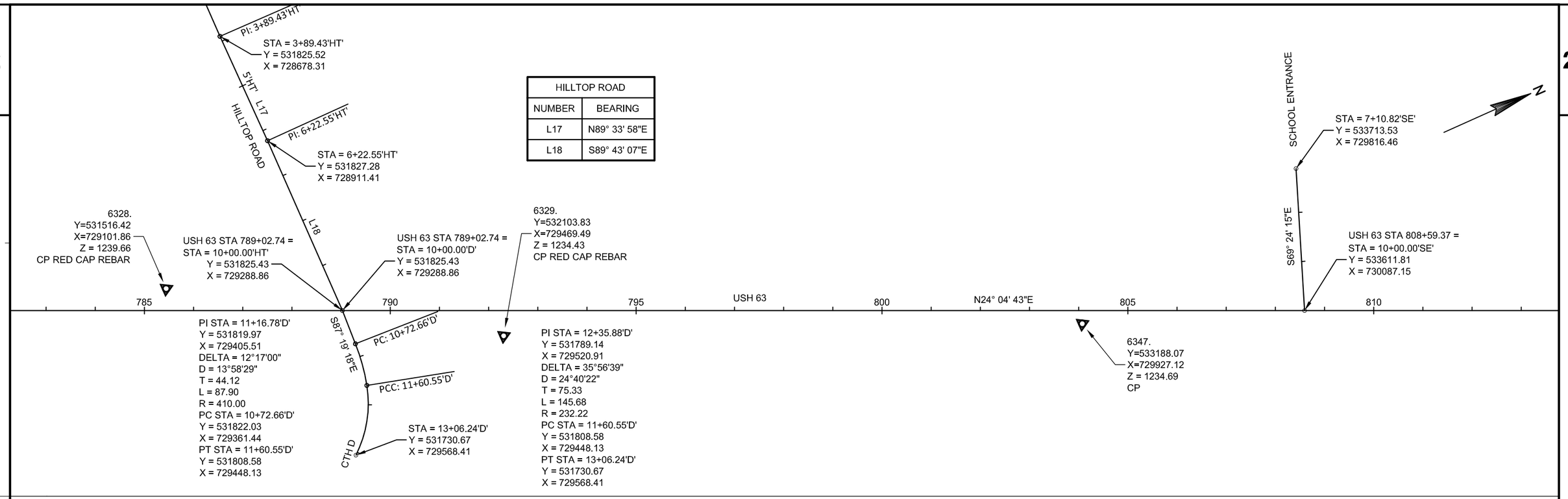
USH 63

N24° 04' 43"E

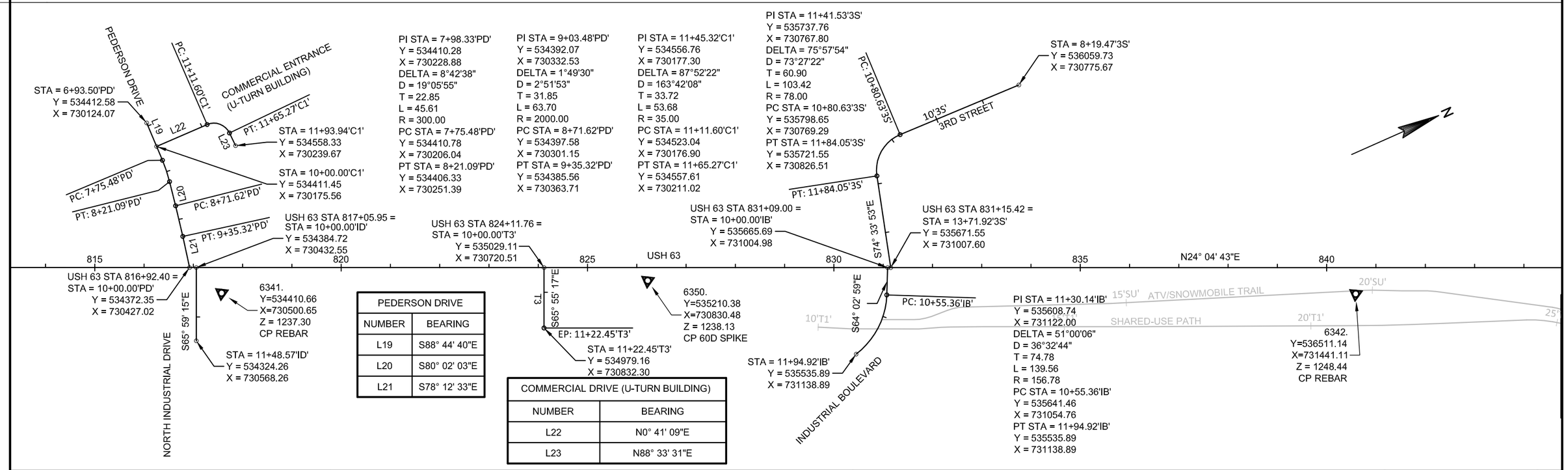
6327
Y=530116.61
X=728563.32
Z = 1246.54
CP RED CAP REBAR

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET 148	E

2



HILLTOP ROAD	
NUMBER	BEARING
L17	N89° 33' 58"E
L18	S89° 43' 07"E

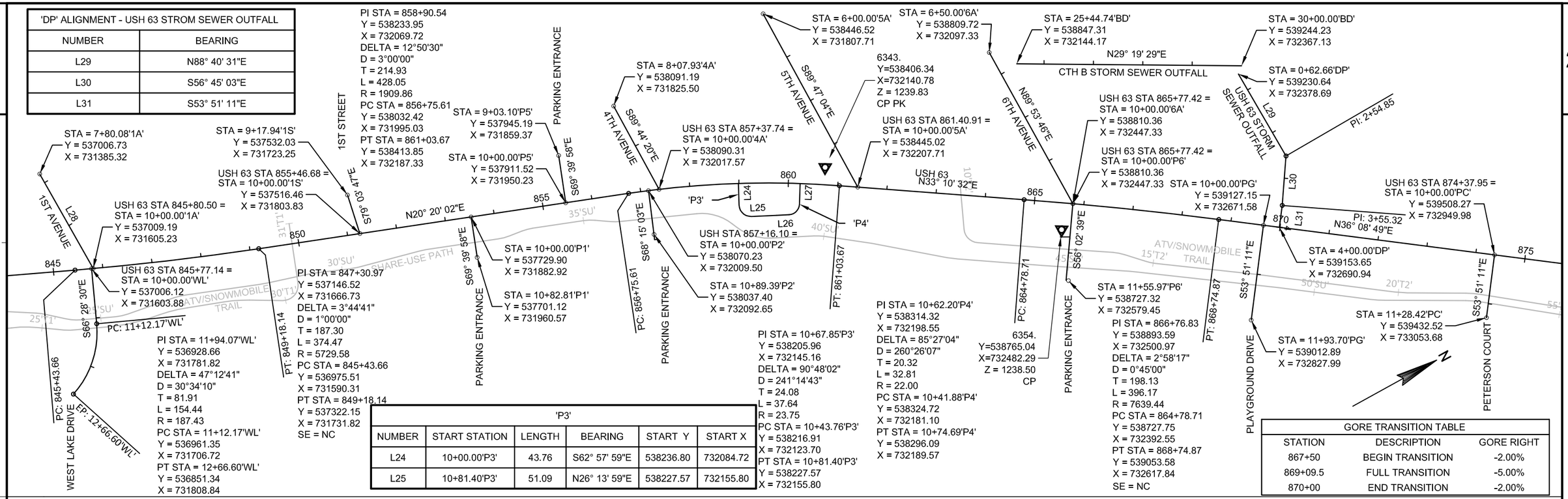


PEDERSON DRIVE	
NUMBER	BEARING
L19	S88° 44' 40"E
L20	S80° 02' 03"E
L21	S78° 12' 33"E

COMMERCIAL DRIVE (U-TURN BUILDING)	
NUMBER	BEARING
L22	N0° 41' 09"E
L23	N88° 33' 31"E

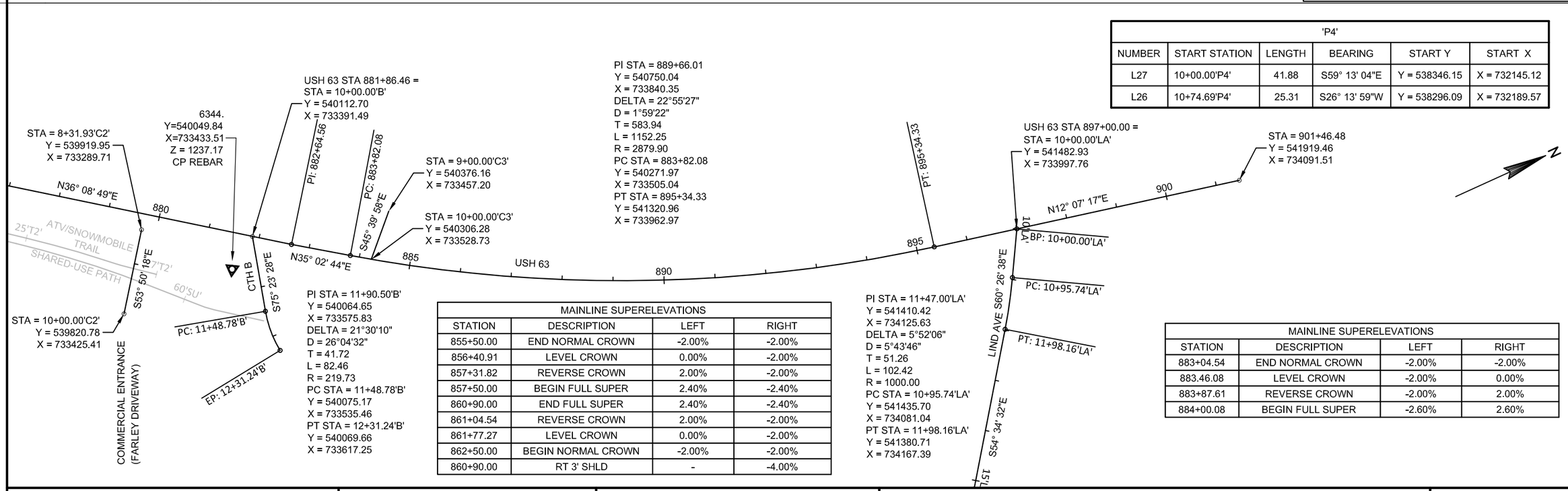
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET 149	E

'DP' ALIGNMENT - USH 63 STROM SEWER OUTFALL	
NUMBER	BEARING
L29	N88° 40' 31"E
L30	S56° 45' 03"E
L31	S53° 51' 11"E



'P3'					
NUMBER	START STATION	LENGTH	BEARING	START Y	START X
L24	10+00.00'P3'	43.76	S62° 57' 59"E	538236.80	732084.72
L25	10+81.40'P3'	51.09	N26° 13' 59"E	538227.57	732155.80

GORE TRANSITION TABLE		
STATION	DESCRIPTION	GORE RIGHT
867+50	BEGIN TRANSITION	-2.00%
869+09.5	FULL TRANSITION	-5.00%
870+00	END TRANSITION	-2.00%

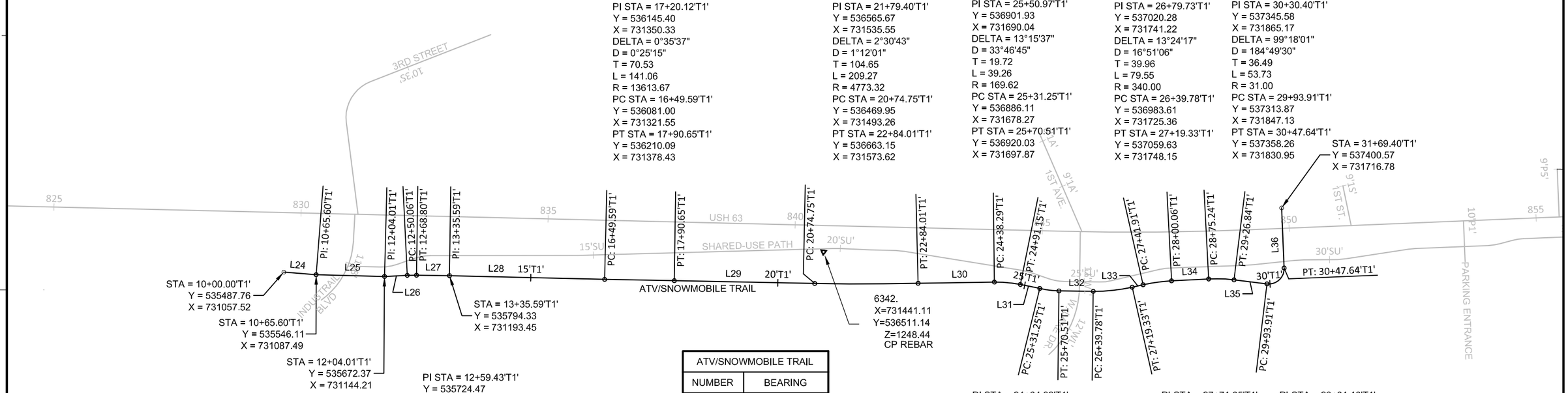


'P4'					
NUMBER	START STATION	LENGTH	BEARING	START Y	START X
L27	10+00.00'P4'	41.88	S59° 13' 04"E	Y = 538346.15	X = 732145.12
L26	10+74.69'P4'	25.31	S26° 13' 59"W	Y = 538296.09	X = 732189.57

MAINLINE SUPERELEVATIONS			
STATION	DESCRIPTION	LEFT	RIGHT
855+50.00	END NORMAL CROWN	-2.00%	-2.00%
856+40.91	LEVEL CROWN	0.00%	-2.00%
857+31.82	REVERSE CROWN	2.00%	-2.00%
857+50.00	BEGIN FULL SUPER	2.40%	-2.40%
860+90.00	END FULL SUPER	2.40%	-2.40%
861+04.54	REVERSE CROWN	2.00%	-2.00%
861+77.27	LEVEL CROWN	0.00%	-2.00%
862+50.00	BEGIN NORMAL CROWN	-2.00%	-2.00%
860+90.00	RT 3' SHLD	-	-4.00%

MAINLINE SUPERELEVATIONS			
STATION	DESCRIPTION	LEFT	RIGHT
883+04.54	END NORMAL CROWN	-2.00%	-2.00%
883.46.08	LEVEL CROWN	-2.00%	0.00%
883+87.61	REVERSE CROWN	-2.00%	2.00%
884+00.08	BEGIN FULL SUPER	-2.60%	2.60%

2



PI STA = 17+20.12'T1'
Y = 536145.40
X = 731350.33
DELTA = 0°35'37"
D = 0°25'15"
T = 70.53
L = 141.06
R = 13613.67
PC STA = 16+49.59'T1'
Y = 536081.00
X = 731321.55
PT STA = 17+90.65'T1'
Y = 536210.09
X = 731378.43

PI STA = 21+79.40'T1'
Y = 536565.67
X = 731535.55
DELTA = 2°30'43"
D = 1°12'01"
T = 104.65
L = 209.27
R = 4773.32
PC STA = 20+74.75'T1'
Y = 536469.95
X = 731493.26
PT STA = 22+84.01'T1'
Y = 536663.15
X = 731573.62

PI STA = 25+50.97'T1'
Y = 536901.93
X = 731690.04
DELTA = 13°15'37"
D = 33°46'45"
T = 19.72
L = 39.26
R = 169.62
PC STA = 25+31.25'T1'
Y = 536886.11
X = 731678.27
PT STA = 25+70.51'T1'
Y = 536920.03
X = 731697.87

PI STA = 26+79.73'T1'
Y = 537020.28
X = 731741.22
DELTA = 13°24'17"
D = 16°51'06"
T = 39.96
L = 79.55
R = 340.00
PC STA = 26+39.78'T1'
Y = 536983.61
X = 731725.36
PT STA = 27+19.33'T1'
Y = 537059.63
X = 731748.15

PI STA = 30+30.40'T1'
Y = 537345.58
X = 731865.17
DELTA = 99°18'01"
D = 184°49'30"
T = 36.49
L = 53.73
R = 31.00
PC STA = 29+93.91'T1'
Y = 537313.87
X = 731847.13
PT STA = 30+47.64'T1'
Y = 537358.26
X = 731830.95

PI STA = 12+59.43'T1'
Y = 535724.47
X = 731163.08
DELTA = 3°34'45"
D = 19°05'55"
T = 9.37
L = 18.74
R = 300.00
PC STA = 12+50.06'T1'
Y = 535715.66
X = 731159.89
PT STA = 12+68.80'T1'
Y = 535733.07
X = 731166.82

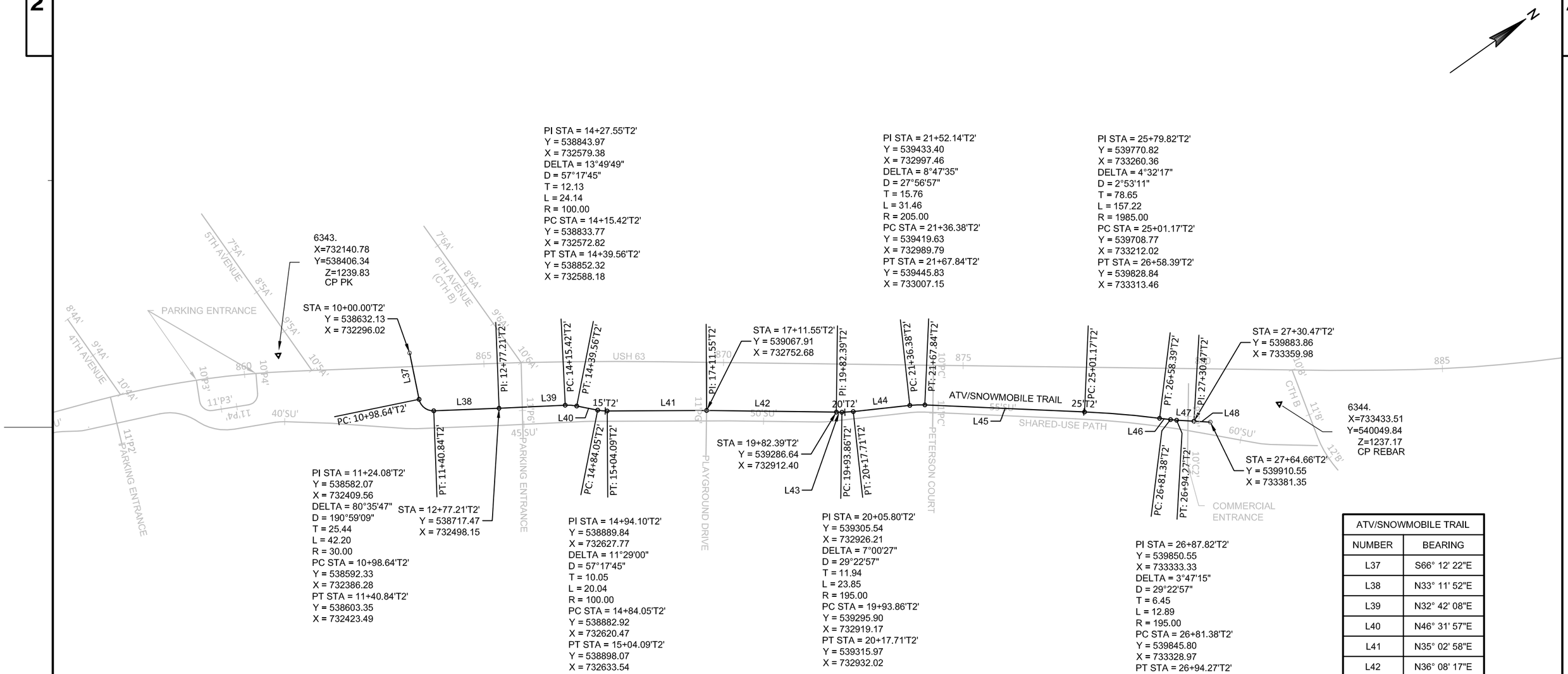
ATV/SNOWMOBILE TRAIL	
NUMBER	BEARING
L24	N27° 11' 03"E
L25	N24° 11' 23"E
L26	N19° 55' 07"E
L27	N23° 29' 53"E
L28	N24° 04' 37"E
L29	N23° 50' 23"E
L30	N21° 46' 39"E
L31	N34° 11' 57"E
L32	N23° 23' 10"E
L33	N9° 58' 53"E
L34	N19° 46' 50"E
L35	N29° 38' 03"E
L36	N69° 39' 58"W

PI STA = 24+64.82'T1'
Y = 536831.00
X = 731640.83
DELTA = 12°06'46"
D = 22°55'06"
T = 26.52
L = 52.85
R = 250.00
PC STA = 24+38.29'T1'
Y = 536806.42
X = 731630.86
PT STA = 24+91.15'T1'
Y = 536852.94
X = 731655.73

PI STA = 27+71.05'T1'
Y = 537110.57
X = 731757.11
DELTA = 9°47'57"
D = 16°51'06"
T = 29.15
L = 58.15
R = 340.00
PC STA = 27+41.91'T1'
Y = 537081.87
X = 731752.06
PT STA = 28+00.06'T1'
Y = 537138.00
X = 731766.98

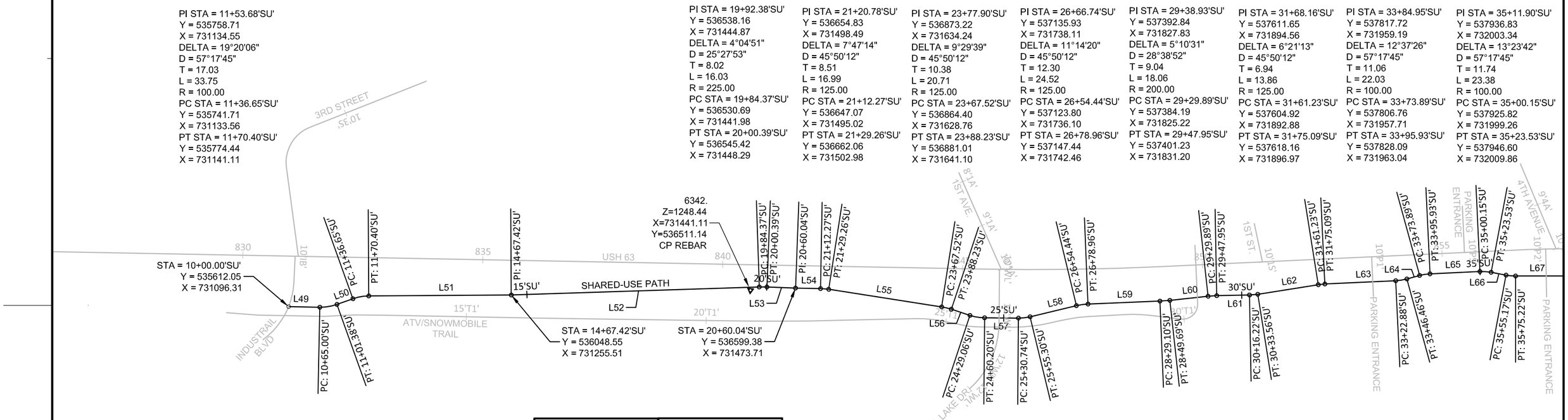
PI STA = 29+01.10'T1'
Y = 537233.09
X = 731801.17
DELTA = 9°51'13"
D = 19°05'55"
T = 25.86
L = 51.59
R = 300.00
PC STA = 28+75.24'T1'
Y = 537208.75
X = 731792.42
PT STA = 29+26.84'T1'
Y = 537255.56
X = 731813.96

2



ATV/SNOWMOBILE TRAIL	
NUMBER	BEARING
L37	S66° 12' 22"E
L38	N33° 11' 52"E
L39	N32° 42' 08"E
L40	N46° 31' 57"E
L41	N35° 02' 58"E
L42	N36° 08' 17"E
L43	N36° 08' 17"E
L44	N29° 07' 50"E
L45	N37° 55' 26"E
L46	N42° 27' 43"E
L47	N38° 40' 27"E
L48	N38° 40' 27"E

2



PI STA = 10+83.40'SU'
Y = 535688.14
X = 731130.45
DELTA = 20°50'44"
D = 57°17'45"
T = 18.39
L = 36.38
R = 100.00
PC STA = 10+65.00'SU'
Y = 535671.36
X = 731122.92
PT STA = 11+01.38'SU'
Y = 535706.50
X = 731131.52

SHARED-USE PATH		SHARED-USE PATH	
NUMBER	BEARING	NUMBER	BEARING
L49	N24° 09' 55"E	L59	N20° 41' 12"E
L50	N3° 19' 11"E	L60	N16° 45' 18"E
L51	N22° 39' 15"E	L61	N21° 55' 48"E
L52	N21° 08' 37"E	L62	N13° 58' 50"E
L53	N25° 13' 28"E	L63	N20° 20' 02"E
L54	N24° 04' 44"E	L64	N7° 42' 36"E
L55	N31° 51' 57"E	L65	N20° 20' 02"E
L56	N41° 21' 36"E	L66	N33° 43' 44"E
L57	N23° 31' 11"E	L67	N22° 59' 33"E
L58	N9° 26' 52"E		

PI STA = 24+44.76'SU'
Y = 536923.44
X = 731678.46
DELTA = 17°50'25"
D = 57°17'45"
T = 15.70
L = 31.14
R = 100.00
PC STA = 24+29.06'SU'
Y = 536911.66
X = 731668.08
PT STA = 24+60.20'SU'
Y = 536937.83
X = 731684.72

PI STA = 25+43.09'SU'
Y = 537013.83
X = 731717.80
DELTA = 14°04'19"
D = 57°17'45"
T = 12.34
L = 24.56
R = 100.00
PC STA = 25+30.74'SU'
Y = 537002.51
X = 731712.87
PT STA = 25+55.30'SU'
Y = 537026.01
X = 731719.82

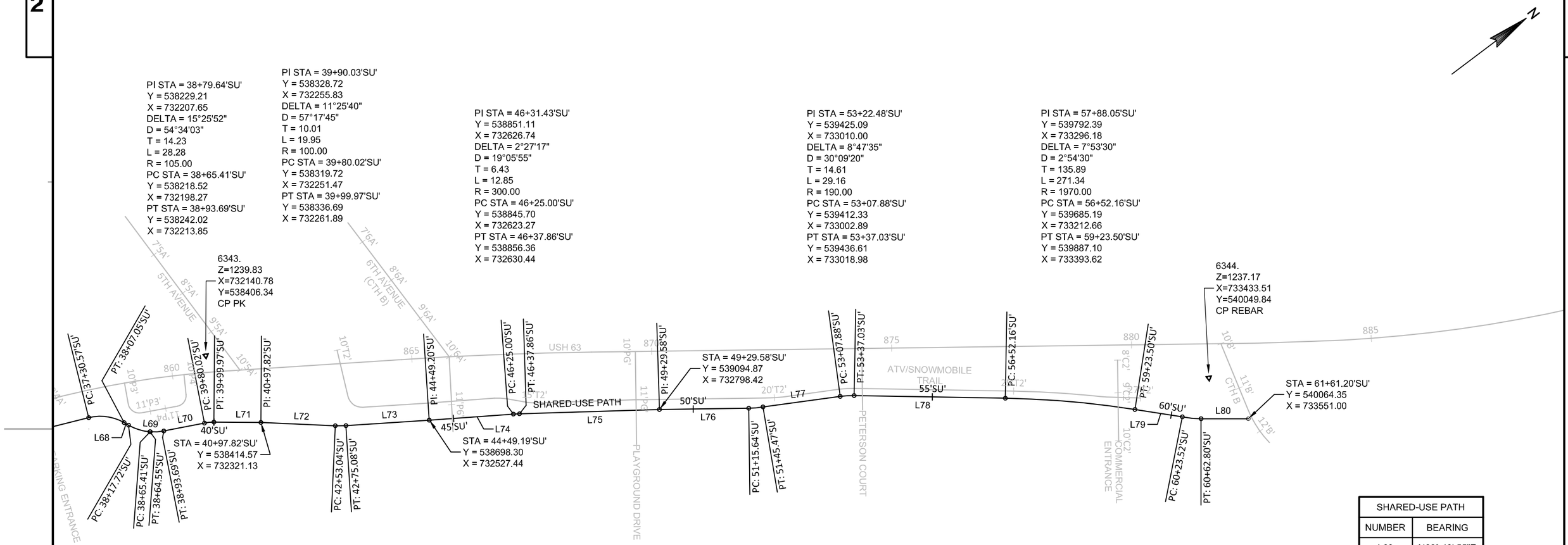
PI STA = 28+39.40'SU'
Y = 537297.53
X = 731799.13
DELTA = 3°55'55"
D = 19°05'55"
T = 10.30
L = 20.59
R = 300.00
PC STA = 28+29.10'SU'
Y = 537287.90
X = 731795.50
PT STA = 28+49.69'SU'
Y = 537307.39
X = 731802.10

PI STA = 30+24.90'SU'
Y = 537472.61
X = 731859.94
DELTA = 7°56'59"
D = 45°50'12"
T = 8.69
L = 17.34
R = 125.00
PC STA = 30+16.22'SU'
Y = 537464.55
X = 731856.70
PT STA = 30+33.56'SU'
Y = 537481.04
X = 731862.04

PI STA = 33+34.72'SU'
Y = 537767.84
X = 731952.44
DELTA = 12°37'26"
D = 53°32'51"
T = 11.84
L = 23.58
R = 107.00
PC STA = 33+22.88'SU'
Y = 537756.74
X = 731948.33
PT STA = 33+46.46'SU'
Y = 537779.57
X = 731954.03

PI STA = 35+65.23'SU'
Y = 537981.28
X = 732033.01
DELTA = 10°44'11"
D = 53°32'51"
T = 10.05
L = 20.05
R = 107.00
PC STA = 35+55.17'SU'
Y = 537972.92
X = 732027.43
PT STA = 35+75.22'SU'
Y = 537990.53
X = 732036.94

2



PI STA = 37+70.79'SU'
Y = 538170.56
X = 732113.33
DELTA = 43°49'21"
D = 57°17'45"
T = 40.22
L = 76.48
R = 100.00
PC STA = 37+30.57'SU'
Y = 538133.54
X = 732097.62
PT STA = 38+07.05'SU'
Y = 538186.40
X = 732150.30

PI STA = 38+41.53'SU'
Y = 538199.97
X = 732181.99
DELTA = 25°33'00"
D = 54°34'03"
T = 23.81
L = 46.82
R = 105.00
PC STA = 38+17.72'SU'
Y = 538190.60
X = 732160.11
PT STA = 38+64.55'SU'
Y = 538217.87
X = 732197.70

PI STA = 42+64.07'SU'
Y = 538542.83
X = 732426.91
DELTA = 6°18'47"
D = 28°38'52"
T = 11.03
L = 22.04
R = 200.00
PC STA = 42+53.04'SU'
Y = 538534.32
X = 732419.89
PT STA = 42+75.08'SU'
Y = 538552.06
X = 732432.95

PI STA = 51+30.59'SU'
Y = 539257.20
X = 732916.96
DELTA = 8°45'57"
D = 29°22'57"
T = 14.95
L = 29.83
R = 195.00
PC STA = 51+15.64'SU'
Y = 539245.13
X = 732908.15
PT STA = 51+45.47'SU'
Y = 539270.47
X = 732923.83

PI STA = 60+43.22'SU'
Y = 539969.94
X = 733480.03
DELTA = 11°15'15"
D = 28°38'52"
T = 19.71
L = 39.28
R = 200.00
PC STA = 60+23.52'SU'
Y = 539956.80
X = 733465.34
PT STA = 60+62.80'SU'
Y = 539985.69
X = 733491.87

SHARED-USE PATH	
NUMBER	BEARING
L68	N66° 48' 55"E
L69	N41° 15' 54"E
L70	N25° 50' 03"E
L71	N37° 15' 43"E
L72	N39° 30' 39"E
L73	N33° 11' 52"E
L74	N32° 42' 10"E
L75	N35° 09' 27"E
L76	N36° 08' 17"E
L77	N29° 07' 50"E
L78	N37° 55' 26"E
L79	N45° 48' 56"E
L80	N36° 56' 00"E

DATE 03DEC14 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	1560-31-71 QUANTITY
0010	201.0105	CLEARING	STA	36.000	36.000
0020	201.0120	CLEARING	ID	38.000	38.000
0030	201.0205	GRUBBING	STA	34.000	34.000
0040	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	9.000	9.000
0050	203.0200	REMOVING OLD STRUCTURE (STATION) 01. 709+08	LS	1.000	1.000
0060	204.0100	REMOVING PAVEMENT	SY	9,364.000	9,364.000
0070	204.0110	REMOVING ASPHALTIC SURFACE	SY	7,341.000	7,341.000
0080	204.0115	REMOVING ASPHALTIC SURFACE BUTT JOINTS	SY	900.000	900.000
0090	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	74,950.000	74,950.000
0100	204.0150	REMOVING CURB & GUTTER	LF	5,515.000	5,515.000
0110	204.0155	REMOVING CONCRETE SIDEWALK	SY	415.000	415.000
0120	204.0170	REMOVING FENCE	LF	95.000	95.000
0130	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	17.000	17.000
0140	204.0195	REMOVING CONCRETE BASES	EACH	5.000	5.000
0150	204.0205	REMOVING UTILITY POLES	EACH	3.000	3.000
0160	204.0210	REMOVING MANHOLES	EACH	13.000	13.000
0170	204.0220	REMOVING INLETS	EACH	16.000	16.000
0180	204.0230	REMOVING BUILDING (STATION) 01. 867+34 RT	LS	1.000	1.000
0190	204.0235	REMOVING BUILDINGS (PARCEL) 01. 16	LS	1.000	1.000
0200	204.0245	REMOVING STORM SEWER (SIZE) 01. 8-INCH	LF	53.000	53.000
0210	204.0245	REMOVING STORM SEWER (SIZE) 02. 12-INCH	LF	477.000	477.000
0220	204.0245	REMOVING STORM SEWER (SIZE) 03. 15-INCH	LF	633.000	633.000
0230	204.0245	REMOVING STORM SEWER (SIZE) 04. 18-INCH	LF	828.000	828.000
0240	204.0245	REMOVING STORM SEWER (SIZE) 05. 24-INCH	LF	2,155.000	2,155.000
0250	204.0245	REMOVING STORM SEWER (SIZE) 06. 30-INCH	LF	425.000	425.000
0260	204.0245	REMOVING STORM SEWER (SIZE) 07. 36-INCH	LF	14.000	14.000
0270	204.0280	SEALING PIPES	EACH	1.000	1.000
0280	205.0100	EXCAVATION COMMON	CY	66,492.000	66,492.000
0290	205.0400	EXCAVATION MARSH	CY	155.000	155.000
0300	208.1100	SELECT BORROW	CY	16,293.000	16,293.000
0310	209.0100	BACKFILL GRANULAR	CY	986.000	986.000
0320	211.0400	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	STA	335.000	335.000
0330	213.0100	FINISHING ROADWAY (PROJECT) 01. 1560-31-71	EACH	1.000	1.000
0340	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	4,131.000	4,131.000
0350	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	40,333.000	40,333.000
0360	305.0500	SHAPING SHOULDERS	STA	471.000	471.000
0370	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	127.000	127.000
0380	416.1010	CONCRETE SURFACE DRAINS	CY	0.200	0.200
0390	440.4410.S	INCENTIVE IRI RIDE	DOL	19,592.000	19,592.000
0400	455.0605	TACK COAT	GAL	14,338.000	14,338.000
0410	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	19,210.000	19,210.000
0420	460.4000	HMA COLD WEATHER PAVING	TON	2,000.000	2,000.000
0430	465.0105	ASPHALTIC SURFACE	TON	3,941.000	3,941.000
0440	465.0110	ASPHALTIC SURFACE PATCHING	TON	340.000	340.000
0450	465.0115	ASPHALTIC SURFACE DETOURS	TON	47.000	47.000
0460	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	346.000	346.000
0470	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	8.000	8.000
0480	465.0315	ASPHALTIC FLUMES	SY	56.000	56.000
0490	465.0425	ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL	LF	32,229.000	32,229.000

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LINE 1560-31-71

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0500	465.0475	ASPHALT CENTER LINE RUMBLE STRIPS 2-LANE RURAL	LF	13,418.000	13,418.000
0510	504.0900	CONCRETE MASONRY ENDWALLS	CY	10.900	10.900
0520	520.7000	CLEANING CULVERT PIPES	EACH	3.000	3.000
0530	520.8000	CONCRETE COLLARS FOR PIPE	EACH	19.000	19.000
0540	520.9700.S	CULVERT PIPE LINERS (SIZE) 01. 24-INCH	LF	104.000	104.000
0550	520.9700.S	CULVERT PIPE LINERS (SIZE) 02. 36-INCH	LF	62.000	62.000
0560	520.9750.S	CLEANING CULVERT PIPES FOR LINER VERIFICATION	EACH	2.000	2.000
0570	521.0112	CULVERT PIPE CORRUGATED STEEL 12-INCH	LF	88.000	88.000
0580	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	276.000	276.000
0590	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	6.000	6.000
0600	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	14.000	14.000
0610	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	4.000	4.000
0620	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	92.000	92.000
0630	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	30.000	30.000
0640	522.0136	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	6.000	6.000
0650	522.0148	CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	60.000	60.000
0660	522.0166	CULVERT PIPE REINFORCED CONCRETE CLASS III 66-INCH	LF	68.000	68.000
0670	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	1.000	1.000
0680	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	3.000	3.000
0690	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	8.000	8.000
0700	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	3.000	3.000
0710	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	3.000	3.000
0720	522.1048	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	EACH	1.000	1.000
0730	522.1066	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 66-INCH	EACH	2.000	2.000
0740	530.0124	CULVERT PIPE CORRUGATED POLYETHYLENE 24-INCH	LF	34.000	34.000
0750	601.0120	CONCRETE CURB TYPE J	LF	75.000	75.000
0760	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	121.000	121.000
0770	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	6,294.000	6,294.000
0780	601.0415	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J	LF	243.000	243.000
0790	601.0419	CONCRETE CURB & GUTTER 30-INCH TYPE L	LF	179.000	179.000
0800	601.0557	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D	LF	1,977.000	1,977.000
0810	601.0580	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	LF	46.000	46.000
0820	601.0600	CONCRETE CURB PEDESTRIAN	LF	143.000	143.000
0830	602.0405	CONCRETE SIDEWALK 4-INCH	SF	16,006.000	16,006.000
0840	602.0415	CONCRETE SIDEWALK 6-INCH	SF	1,525.000	1,525.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1560-31-71 QUANTITY
0850	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	496.000	496.000
0860	602.2400	CONCRETE SAFETY ISLANDS	SF	2,048.000	2,048.000
0870	606.0100	RIPRAP LIGHT	CY	72.000	72.000
0880	606.0200	RIPRAP MEDIUM	CY	380.000	380.000
0890	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	1,527.000	1,527.000
0900	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	192.000	192.000
0910	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	398.000	398.000
0920	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	596.000	596.000
0930	608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	643.000	643.000
0940	608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	63.000	63.000
0950	608.0342	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	373.000	373.000
0960	608.0348	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	1,639.000	1,639.000
0970	611.0410	RECONSTRUCTING CATCH BASINS	EACH	2.000	2.000
0980	611.0420	RECONSTRUCTING MANHOLES	EACH	2.000	2.000
0990	611.0430	RECONSTRUCTING INLETS	EACH	1.000	1.000
1000	611.0530	MANHOLE COVERS TYPE J	EACH	11.000	11.000
1010	611.0612	INLET COVERS TYPE C	EACH	3.000	3.000
1020	611.0615	INLET COVERS TYPE F	EACH	1.000	1.000
1030	611.0624	INLET COVERS TYPE H	EACH	25.000	25.000
1040	611.0627	INLET COVERS TYPE HM	EACH	1.000	1.000
1050	611.0639	INLET COVERS TYPE H-S	EACH	19.000	19.000
1060	611.0642	INLET COVERS TYPE MS	EACH	17.000	17.000
1070	611.0651	INLET COVERS TYPE S	EACH	8.000	8.000
1080	611.0654	INLET COVERS TYPE V	EACH	1.000	1.000
1090	611.1003	CATCH BASINS 3-FT DIAMETER	EACH	3.000	3.000
1100	611.1004	CATCH BASINS 4-FT DIAMETER	EACH	5.000	5.000
1110	611.1005	CATCH BASINS 5-FT DIAMETER	EACH	10.000	10.000
1120	611.1006	CATCH BASINS 6-FT DIAMETER	EACH	3.000	3.000
1130	611.1230	CATCH BASINS 2X3-FT	EACH	34.000	34.000
1140	611.2007	MANHOLES 7-FT DIAMETER	EACH	5.000	5.000
1150	611.2008	MANHOLES 8-FT DIAMETER	EACH	1.000	1.000
1160	611.2066	MANHOLES 6X6-FT	EACH	2.000	2.000
1170	611.3220	INLETS 2X2-FT	EACH	1.000	1.000
1180	611.3901	INLETS MEDIAN 1 GRATE	EACH	2.000	2.000
1190	611.3902	INLETS MEDIAN 2 GRATE	EACH	4.000	4.000
1200	611.3903	INLETS MEDIAN 3 GRATE	EACH	1.000	1.000
1210	611.8115	ADJUSTING INLET COVERS	EACH	1.000	1.000
1220	611.8120.S	COVER PLATES TEMPORARY	EACH	9.000	9.000
1230	612.0204	PIPE UNDERDRAIN UNPERFORATED 4-INCH	LF	8.000	8.000
1240	612.0902.S	INSULATION BOARD POLYSTYRENE (INCH) 01. 2-INCH	SY	191.000	191.000
1250	614.0305	STEEL PLATE BEAM GUARD CLASS A	LF	350.000	350.000
1260	614.0370	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	EACH	2.000	2.000
1270	614.0920	SALVAGED RAIL	LF	711.000	711.000
1280	614.2300	MGS GUARDRAIL 3	LF	275.000	275.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1560-31-71 QUANTITY
1290	614.2330	MGS GUARDRAIL 3 K	LF	350.000	350.000
1300	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	2.000	2.000
1310	616.0204	FENCE CHAIN LINK 4-FT	LF	34.000	34.000
1320	616.0700.S	FENCE SAFETY	LF	3,727.000	3,727.000
1330	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1560-31-71	EACH	1.000	1.000
1340	619.1000	MOBILIZATION	EACH	1.000	1.000
1350	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	468.000	468.000
1360	623.0200	DUST CONTROL SURFACE TREATMENT	SY	25,146.000	25,146.000
1370	624.0100	WATER	MGAL	598.000	598.000
1380	625.0100	TOPSOIL	SY	46,662.000	46,662.000
1390	627.0200	MULCHING	SY	66,150.000	66,150.000
1400	628.1504	SILT FENCE	LF	17,073.000	17,073.000
1410	628.1520	SILT FENCE MAINTENANCE	LF	17,073.000	17,073.000
1420	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	15.000	15.000
1430	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	15.000	15.000
1440	628.2004	EROSION MAT CLASS I TYPE B	SY	7,493.000	7,493.000
1450	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	5,514.000	5,514.000
1460	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	3,083.000	3,083.000
1470	628.2023	EROSION MAT CLASS II TYPE B	SY	2,292.000	2,292.000
1480	628.2033	EROSION MAT CLASS III TYPE B	SY	1,063.000	1,063.000
1490	628.6005	TURBIDITY BARRIERS	SY	565.000	565.000
1500	628.6505	SOIL STABILIZER TYPE A	ACRE	0.510	0.510
1510	628.6510	SOIL STABILIZER TYPE B	ACRE	16.520	16.520
1520	628.7005	INLET PROTECTION TYPE A	EACH	91.000	91.000
1530	628.7010	INLET PROTECTION TYPE B	EACH	14.000	14.000
1540	628.7015	INLET PROTECTION TYPE C	EACH	66.000	66.000
1550	628.7504	TEMPORARY DITCH CHECKS	LF	501.000	501.000
1560	628.7555	CULVERT PIPE CHECKS	EACH	145.000	145.000
1570	628.7570	ROCK BAGS	EACH	20.000	20.000
1580	629.0210	FERTILIZER TYPE B	CWT	52.700	52.700
1590	630.0120	SEEDING MIXTURE NO. 20	LB	2,262.000	2,262.000
1600	630.0200	SEEDING TEMPORARY	LB	2,262.000	2,262.000
1610	633.0200	DELINEATORS FLEXIBLE	EACH	10.000	10.000
1620	633.5100	MARKERS ROW	EACH	25.000	25.000
1630	633.5200	MARKERS CULVERT END	EACH	34.000	34.000
1640	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	37.000	37.000
1650	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	30.000	30.000
1660	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	64.000	64.000
1670	634.0808	POSTS TUBULAR STEEL 2X2-INCH X 8-FT	EACH	5.000	5.000
1680	634.0809	POSTS TUBULAR STEEL 2X2-INCH X 9.5-FT	EACH	15.000	15.000
1690	634.0811	POSTS TUBULAR STEEL 2X2-INCH X 11-FT	EACH	14.000	14.000
1700	634.0812	POSTS TUBULAR STEEL 2X2-INCH X 12-FT	EACH	3.000	3.000
1710	637.2210	SIGNS TYPE II REFLECTIVE H	SF	718.520	718.520
1720	637.2230	SIGNS TYPE II REFLECTIVE F	SF	153.500	153.500
1730	638.2102	MOVING SIGNS TYPE II	EACH	24.000	24.000
1740	638.2602	REMOVING SIGNS TYPE II	EACH	118.000	118.000
1750	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	118.000	118.000
1760	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
1770	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1560-31-71	EACH	1.000	1.000
1780	643.0300	TRAFFIC CONTROL DRUMS	DAY	16,161.000	16,161.000
1790	643.0410	TRAFFIC CONTROL BARRICADES TYPE II	DAY	269.000	269.000
1800	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	3,104.000	3,104.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1560-31-71 QUANTITY
1810	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	459.000	459.000
1820	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	439.000	439.000
1830	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	6,477.000	6,477.000
1840	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	1,584.000	1,584.000
1850	643.0900	TRAFFIC CONTROL SIGNS	DAY	4,408.000	4,408.000
1860	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	11.000	11.000
1870	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	43.000	43.000
1880	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	90.000	90.000
1890	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1560-31-71	EACH	1.000	1.000
1900	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	5,370.000	5,370.000
1910	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	930.000	930.000
1920	645.0130	GEOTEXTILE FABRIC TYPE R	SY	209.000	209.000
1930	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	54,796.000	54,796.000
1940	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	3,769.000	3,769.000
1950	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	33,460.000	33,460.000
1960	646.0600	REMOVING PAVEMENT MARKINGS	LF	7,315.000	7,315.000
1970	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	31.000	31.000
1980	647.0256	PAVEMENT MARKING SYMBOLS EPOXY	EACH	3.000	3.000
1990	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	5.000	5.000
2000	647.0456	PAVEMENT MARKING CURB EPOXY	LF	172.000	172.000
2010	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	10.000	10.000
2020	647.0656	PAVEMENT MARKING PARKING STALL EPOXY	LF	1,299.000	1,299.000
2030	647.0716	PAVEMENT MARKING DIAGONAL EPOXY 8-INCH	LF	828.000	828.000
2040	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	1,534.000	1,534.000
2050	647.0766	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH	LF	353.000	353.000
2060	647.0796	PAVEMENT MARKING CROSSWALK EPOXY 24-INCH	LF	456.000	456.000
2070	647.0965	REMOVING PAVEMENT MARKINGS WORDS	EACH	2.000	2.000
2080	648.0100	LOCATING NO-PASSING ZONES	MI	3.544	3.544
2090	649.0200	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH	LF	23,850.000	23,850.000
2100	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	24,806.000	24,806.000
2110	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	77.000	77.000
2120	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	19,115.000	19,115.000
2130	650.5000	CONSTRUCTION STAKING BASE	LF	19,115.000	19,115.000
2140	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	9,471.000	9,471.000
2150	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	18.000	18.000
2160	650.8000	CONSTRUCTION STAKING RESURFACING REFERENCE	LF	21,385.000	21,385.000
2170	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 1560-31-71	LS	1.000	1.000
2180	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1560-31-71	LS	1.000	1.000
2190	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	19,638.000	19,638.000
2200	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	362.000	362.000
2210	653.0110	PULL BOXES STEEL 12X30-INCH	EACH	1.000	1.000
2220	654.0101	CONCRETE BASES TYPE 1	EACH	5.000	5.000
2230	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	234.000	234.000
2240	655.0620	ELECTRICAL WIRE LIGHTING 8 AWG	LF	1,138.000	1,138.000
2250	657.0322	POLES TYPE 5-ALUMINUM	EACH	2.000	2.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1560-31-71 QUANTITY
2260	657.0610	LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT	EACH	2.000	2.000
2270	659.0115	LUMINAIRES UTILITY HPS 150 WATTS	EACH	2.000	2.000
2280	690.0150	SAWING ASPHALT	LF	3,284.000	3,284.000
2290	690.0250	SAWING CONCRETE	LF	4,616.000	4,616.000
2300	999.1500.S	CRACK AND DAMAGE SURVEY	LS	1.000	1.000
2310	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR	HRS	2,400.000	2,400.000
2320	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	990.000	990.000
2330	SPV.0035	SPECIAL 02. COLORING CONCRETE	CY	12.200	12.200
2340	SPV.0045	SPECIAL 01. TEMPORARY CROSSWALK ACCESS	DAY	184.000	184.000
2350	SPV.0060	SPECIAL 03. CLEANING CULVERT PIPES MINIMAL	EACH	19.000	19.000
2360	SPV.0060	SPECIAL 04. CLEANING CULVERT PIPES FULL	EACH	1.000	1.000
2370	SPV.0060	SPECIAL 05. CLEANING DITCH	EACH	2.000	2.000
2380	SPV.0060	SPECIAL 06. ROTATE SANITARY MANHOLE CONES	EACH	1.000	1.000
2390	SPV.0060	SPECIAL 07. SLOPE REPAIR CULVERT	EACH	3.000	3.000
2400	SPV.0060	SPECIAL 08. RADAR DRIVER FEEDBACK SIGN - SOLAR	EACH	3.000	3.000
2410	SPV.0060	SPECIAL 09. RECTANGULAR RAPID FLASHING BEACON (RRFB) - SOLAR	EACH	2.000	2.000
2420	SPV.0060	SPECIAL 10. CONNECT TO EXISTING WATER MAIN	EACH	2.000	2.000
2430	SPV.0060	SPECIAL 11. ABANDON EXISTING WATER MAIN	EACH	1.000	1.000
2440	SPV.0060	SPECIAL 12. REMOVE AND SALVAGE EXISTING 6-INCH VALVE	EACH	1.000	1.000
2450	SPV.0060	SPECIAL 13. 10-INCH X 10-INCH TEE	EACH	1.000	1.000
2460	SPV.0060	SPECIAL 14. 10-INCH VALVE AND BOX	EACH	2.000	2.000
2470	SPV.0060	SPECIAL 15. 6-INCH VALVE AND BOX	EACH	1.000	1.000
2480	SPV.0060	SPECIAL 16. 10-INCH X 6-INCH REDUCER	EACH	1.000	1.000
2490	SPV.0060	SPECIAL 17. 10-INCH PLUG	EACH	1.000	1.000
2500	SPV.0060	SPECIAL 18. 6-INCH PLUG	EACH	1.000	1.000
2510	SPV.0060	SPECIAL 19. CONNECT TO EXISTING WATER SERVICE	EACH	1.000	1.000
2520	SPV.0060	SPECIAL 20. 1" CORP. (SADDLE STYLE) CURB STOP AND BOX	EACH	1.000	1.000
2530	SPV.0060	SPECIAL 21. REMOVE EXISTING SANITARY MANHOLE	EACH	4.000	4.000
2540	SPV.0060	SPECIAL 22. SANITARY MANHOLE TYPE 1, COMPLETE	EACH	6.000	6.000
2550	SPV.0060	SPECIAL 23. CONNECT TO EXISTING SANITARY SEWER	EACH	5.000	5.000
2560	SPV.0060	SPECIAL 24. ABANDON EXISTING SANITARY SEWER	EACH	4.000	4.000
2570	SPV.0060	SPECIAL 25. ABANDON EXISTING FORCEMAIN	EACH	2.000	2.000
2580	SPV.0060	SPECIAL 26. CONNECTION TO EXISTING ELECTRICAL CIRCUIT	EACH	1.000	1.000
2590	SPV.0060	SPECIAL 27. CONCRETE BASE TYPE 2, MODIFIED	EACH	2.000	2.000
2600	SPV.0060	SPECIAL 29. INLET COVERS TYPE H-D	EACH	5.000	5.000
2610	SPV.0060	SPECIAL 30. SLOPE REPAIR INTERSECTION NW QUADRANT USH 63 / WOODYARD ROAD SOUTH	EACH	1.000	1.000
2620	SPV.0090	SPECIAL 01. REMOVING CONCRETE PIPE SECTIONS	LF	84.000	84.000
2630	SPV.0090	SPECIAL 02. CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER	LF	9,471.000	9,471.000

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DATE 03DEC14 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	1560-31-71 QUANTITY
2640	SPV.0090	SPECIAL 03. CULVERT PIPE FOR CATTLE PASS STA. 638+10	LF	98.000	98.000
2650	SPV.0090	SPECIAL 04. SALVAGE AND REPLACE BARBED WIRE FENCE	LF	200.000	200.000
2660	SPV.0090	SPECIAL 05. CONSTRUCTION STAKING SUBBASE	LF	9,600.000	9,600.000
2670	SPV.0090	SPECIAL 06. REGRADE DITCH	LF	45.000	45.000
2680	SPV.0090	SPECIAL 07. 10-INCH PVC WATER MAIN	LF	295.000	295.000
2690	SPV.0090	SPECIAL 08. 1-INCH COPPER WATER SERVICE	LF	83.000	83.000
2700	SPV.0090	SPECIAL 09. 8-INCH PVC SANITARY SEWER	LF	85.000	85.000
2710	SPV.0090	SPECIAL 10. 10-INCH PVC SANITARY SEWER	LF	778.000	778.000
2720	SPV.0090	SPECIAL 11. 4-INCH FORCE MAIN HDD	LF	290.000	290.000
2730	SPV.0090	SPECIAL 12. CONCRETE CURB & GUTTER 20-INCH TYPE J SPECIAL	LF	393.000	393.000
2740	SPV.0105	SPECIAL 02. MATERIAL TRANSFER VEHICLE	LS	1.000	1.000
2750	SPV.0105	SPECIAL 03. MILLING AND REMOVING TEMPORARY JOINT	LS	1.000	1.000
2760	SPV.0105	SPECIAL 04. CLOSURE GATE SYSTEM	LS	1.000	1.000
2770	SPV.0105	SPECIAL 05. REMOVING CONCRETE BASE STA. 861+95, 30' LT	LS	1.000	1.000
2780	SPV.0105	SPECIAL 06. SALVAGE AND RELOCATE BENCH	LS	1.000	1.000
2790	SPV.0105	SPECIAL 07. PREPARATION OF FOUNDATION FOR ASPHALTIC PAVING SPECIAL	LS	1.000	1.000
2800	SPV.0120	SPECIAL 01. WATER FOR SEEDED AREA	MGAL	1,002.000	1,002.000
2810	SPV.0165	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE SIDEWALK	SF	17,201.000	17,201.000
2820	SPV.0165	SPECIAL 02. CURE AND SEAL TREATMENT, CONCRETE SAFETY ISLANDS	SF	2,048.000	2,048.000
2830	SPV.0165	SPECIAL 03. CURE AND SEAL TREATMENT, CONCRETE MEDIAN SLOPED NOSE	SF	348.000	348.000
2840	SPV.0165	SPECIAL 04. SPLIT CONCRETE BLOCK RETAINING WALL	SF	169.000	169.000
2850	SPV.0170	SPECIAL 01. REHEATING HMA PAVEMENT LONGITUDINAL JOINTS SPECIAL	STA	392.000	392.000
2860	SPV.0180	SPECIAL 02. PREPARING TOPSOIL FOR LAWN TYPE TURF	SY	17,354.000	17,354.000
2870	SPV.0195	SPECIAL 01. HMA PAVEMENT TYPE E-3 SPECIAL (E3SPV4)	TON	18,392.000	18,392.000
2880	SPV.0195	SPECIAL 02. HMA PAVEMENT TYPE E-3 SPECIAL (E3SPV6)	TON	11,618.000	11,618.000
2890	SPV.0195	SPECIAL 03. ASPHALTIC SURFACE TERRACE	TON	97.000	97.000
2900	SPV.0195	SPECIAL 04. EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL	TON	100.000	100.000

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CLEARING AND GRUBBING ITEMS

STATION	-	STATION	LOCATION		201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	COMMENTS
CAT. 0010								
STAGE 1A								
635+75	-	-	USH 63	46 RT	1	-	-	BOX ELDER
636+82	-	-	USH 63	44.5 RT	-	38	-	BOX ELDER
637+10	-	-	USH 63	49.5 RT	1	-	-	BOX ELDER
663+00	-	664+00	USH 63	LT	1	-	1	
776+97	-	782+00	USH 63	LT	7	-	7	
784+85	-	788+25	USH 63	LT	4	-	4	
789+25	-	792+25	USH 63	LT	3	-	3	
794+10	-	796+00	USH 63	RT	2	-	2	
515+16	-	816+39	USH 63	LT	2	-	2	
5+00	-	9+00	'HT'	LT	4	-	4	
10+30	-	11+65	'C1'	LT	2	-	2	
			STAGE 1A TOTALS		27	38	25	
STAGE 2								
844+54	-	845+09	USH 63	RT	1	-	1	
867+73	-	868+31	USH 63	RT	1	-	1	
			STAGE 2 SUBTOTALS		2	0	2	
STAGE 3								
2+04	-	3+62	'DP'	RT & LT	2	-	2	PIPE OUTFALL
28+40	-	29+00	'BD'	LT & RT	2	-	2	PIPE OUTFALL
			STAGE 3 SUBTOTALS		4	0	4	
			CAT. 0010 TOTAL		33	38	31	
CAT. 0020								
STAGE 2								
57+05	-	59+05	'SU'	RT	2	-	2	
59+40	-	60+20	'SU'	RT & LT	1	-	1	
			STAGE 2 SUBTOTALS		3	-	3	
			CAT. 0020 TOTAL		3	-	3	
			PROJECT TOTALS		36	38	34	

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION		203.0100 REMOVING SMALL PIPE CULVERTS EACH
CAT. 0010			
STAGE 1A			
9+40.7	'WN'	-	1
656+59.0	USH 63	RT	1
9+55.6	'HT'	-	1
10+53.8	'D'	-	1
795+55.0	USH 63	RT	1
813+38.0	USH 63	LT	1
818+90.0	USH 63	LT	2
	STAGE 1A TOTAL		8
STAGE 1B			
884+35.0	USH 63	LT	1
	STAGE 1B TOTAL		1
	PROJECT TOTAL		9

REMOVING OLD STRUCTURE

STATION	LOCATION	203.0200.01 REMOVING OLD STRUCTURE LS	COMMENTS
CAT. 0010			
STAGE 1A			
709+08	USH 63	1	BOX CULVERT
PROJECT TOTAL		1	

REMOVING PAVEMENT

STATION	-	STATION	WIDTH	LOCATION	204.0100 REMOVING PAVEMENT SY
CAT. 0010					
708+95	-	709+20	20	USH 63	56
833+00	-	855+60	20	USH 63	5022
864+25	-	883+54	20	USH 63	4286
				PROJECT TOTAL	9364

REMOVING CURB AND GUTTER

STATION	-	STATION	LOCATION		204.0150 REMOVING CURB AND GUTTER LF
CAT. 0010					
STAGE 1A					
10+10	-	10+66	'D'	RT	73
10+54	-	10+81	'D'	LT	56
			STAGE 1A TOTAL		129
STAGE 1B					
9+11	-	9+95	'1A'	LT	90
846+08	-	850+77	USH 63	LT	469
9+49	-	9+75	'1S'	RT	44
9+56	-	9+86	'1S'	LT	42
849+30		849+39	USH 63	LT	12
849+78		849+94	USH 63	LT	16
851+61	-	856+82	USH 63	LT	521
9+31	-	9+66	'4A	RT	51
9+30	-	9+93	'4A	LT	70
857+68	-	860+67	USH 63	LT	303
9+30	-	9+44	'5A'	RT	34
9+58	-	10+00	'5A'	LT	47
861+72	-	865+01	USH 63	LT	325
8+64	-	9+01	'6A'	RT	38
9+21	-	9+39	'6A'	RT	48
9+73	-	10+00	'6A'	LT	36
866+13	-	868+54	USH 63	LT	242
			STAGE 1B TOTAL		2388
STAGE 2					
10+56	-	10+83	'ID'	LT	28
10+24	-	10+76	'WL	LT	85
10+24	-	10+60	'P1'	LT	41
10+24	-	10+60	'P1'	RT	41
10+20	-	10+65	'P2'	LT	53
10+20	-	10+65	'P2'	RT	54
10+20	-	10+71	'P3'	LT	78
10+20	-	11+32	'P3'	RT	106
859+22	-	860+04	USH 63	RT	80
10+20	-	11+00	'P4'	LT	70
10+20	-	10+53	'P4'	RT	77
860+46	-	881+32	USH 63	RT	2086
10+00	-	10+68	'B'	LT	84
10+47	-	10+97	'B'	RT	86
			STAGE 2 TOTAL		2969
			CAT. 0010 TOTAL		5486
STAGE 3					
56+88	-	57+77	'S1'	LT-RT	29
			STAGE 3 TOTAL		29
			CAT. 0030 TOTAL		29
			PROJECT TOTAL		5515

REMOVING ASPHALTIC SURFACE

STATION	-	STATION	LOCATION			204.0110 REMOVING ASPHALTIC SURFACE SY	COMMENTS
CAT. 0010							
STAGE 3							
829+23.7	-	830+88.3	USH 63	LT		71	TEMP WIDENING
831+29.6	-	844+21.1	USH 63	LT		1898	TEMP WIDENING
845+92.6	-	850+93.5	USH 63	LT		372	TEMP WIDENING
10+31.3	-	11+39.5	'WL'	LT		200	TEMP WIDENING
851+41.2	-	855+27.1	USH 63	LT		295	TEMP WIDENING
855+66.8	-	856+91.9	USH 63	LT		51	TEMP WIDENING
857+51.9	-	860+77.9	USH 63	LT		210	TEMP WIDENING
861+66.4	-	864+30.3	USH63	LT		80	TEMP WIDENING
869+00.0	-	886+60.0	USH 63	LT		2232	TEMP WIDENING
862+81.0	-	863+45.0	USH 63	LT		345	FITNESS CENTER
			STAGE 3 TOTAL			5754	
STAGE 4							
856+26.8	-	856+92.9	USH 63	-		53	ISLAND
860+15.9	-	860+77.6	USH 63	-		49	ISLAND
861+56.6	-	862+55.5	USH 63	-		163	ISLAND
864+49.1	-	865+15.4	USH 63	-		57	ISLAND
868+32.0	-	877+28.0	USH 63	RT		1265	TEMP WIDENING
			STAGE 4 TOTAL			1587	
			PROJECT TOTAL			7341	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	-	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
CAT. 0010				
STAGE 1A				
625+00	-	625+50	USH 63	133
8+78	-	8+98	'WS'	52
10+48	-	10+68	'WS'	56
9+35	-	9+50	'WN'	35
10+55	-	10+75	'WN'	54
10+75	-	10+95	'LL'	49
9+06	-	9+26	'HL'	49
10+37	-	10+57	'OC'	54
4+97	-	5+17	'HT'	49
11+35	-	11+55	'D'	57
10+56	-	10+76	'ID'	77
823+55	-	824+60	CE	96
827+59	-	828+34	CE	37
10+58	-	10+78	'IB'	53
12+87	-	13+07	'3S'	49
		PROJECT TOTAL		900

STATION	-	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLINIG SY
CAT. 0010				
STAGE 1A				
625+00	-	786+40	USH 63	53800
786+40	-	787+45	USH 63	548
787+45	-	789+55	USH 63	1213
789+55	-	790+50	USH 63	338
790+50	-	791+05	USH 63	183
791+05	-	806+10	USH 63	5017
806+10	-	807+60	USH 63	600
807+60	-	811+55	USH 63	2107
811+55	-	833+00	USH 63	7150
8+98	-	9+83	'WS'	423
10+28	-	10+69	'WS'	149
9+50	-	9+83	'WN'	113
10+16	-	10+55	'WN'	156
10+12	-	10+75	'LL'	299
9+26	-	9+83	'HL'	442
10+12	-	10+37	'OC'	170
5+17	-	9+74	'HT'	1214
10+12	-	10+56	'ID'	248
823+55	-	824+60	CE	223
827+59	-	828+34	CE	119
10+12	-	10+58	'IB'	221
13+07	-	13+60	'3S'	216
		PROJECT TOTAL		74950

REMOVING CONCRETE SIDEWALK

STATION	-	STATION	LOCATION		204.0155 REMOVING CONCRETE SIDEWALK SY
CAT. 0010					
STAGE 1B					
9+58.3	-	9+93.0	'5A'	LT	28
861+61.7		864+88.2	USH 63	LT	199
		STAGE 1B TOTAL			227
STAGE 2					
40+10.6	-	-	'SU'	5'RT - 34.5'RT	20
861+17.4	-	-	USH 63	22.8'RT - 56.7'RT	27
861+46.5	-	862+14.6	USH 63	56'RT - 59'RT	46
861+99.0	-	-	USH 63	22.3'RT - 56.7'RT	37
863+39.0	-	863+52.0	USH 63	93'RT - 95'RT	8
		STAGE 2 TOTAL			138
STAGE 3					
9+30.5	-	9+59.0	'4A'	RT	20
9+30.5	-	9+54.5	'4A'	LT	15
9+30.4	-	9+44.1	'5A'	RT	15
		STAGE 3 TOTAL			50
		PROJECT TOTAL			415

REMOVING DELINEATORS AND MARKERS

STATION	LOCATION			204.0180 REMOVING DELINEATORS AND MARKERS EACH
CAT. 0010				
638+10.1	USH 63	RT	24.5	1
853+29.0	USH 63	LT	22.9	1
853+84.8	USH 63	RT	24.9	1
853+96.5	USH 63	LT	23.0	1
855+11.8	USH 63	LT	23.0	1
856+86.9	USH 63	RT	23.2	1
857+47.9	USH 63	RT	22.7	1
859+23.6	USH 63	RT	23.6	1
860+47.2	USH 63	RT	23.9	1
865+66.1	USH 63	RT	18.3	1
866+22.5	USH 63	RT	18.7	1
867+08.9	USH 63	RT	18.6	1
867+22.4	USH 63	LT	27.0	1
868+43.5	USH 63	LT	27.2	1
870+50.7	USH 63	RT	18.8	1
874+84.6	USH 63	LT	25.6	1
880+50.8	USH 63	RT	24.0	1
	PROJECT TOTAL			17

SELECT BORROW

STATION	-	STATION	LOCATION	208.1100 SELECT BORROW CY
CAT. 0010				
STAGE 1				
708+52	-	709+64	USH 63	216
779+98	-	801+67	USH 63	3800
		STAGE 1 TOTAL		4016
STAGE 2				
832+40	-	837+50	USH 63	886
837+50	-	843+00	USH 63	636
843+00	-	845+00	USH 63	308
845+00	-	864+71	USH 63	2328
864+71	-	882+64	USH 63	1643
882+64	-	883+63	USH 63	150
		STAGE 2 TOTAL		5951
STAGE 3				
832+40	-	837+50	USH 63	315
837+50	-	843+00	USH 63	754
843+00	-	845+00	USH 63	322
845+00	-	868+55	USH 63	2139
868+55	-	883+63	USH 63	1783
		STAGE 3 TOTAL		5313
		PROJECT TOTAL		15280

REMOVING MANHOLES AND INLETS

STATION	LOCATION			STRUCT. NO.	204.0210 REMOVING MANHOLES EACH	204.0200 REMOVING INLETS EACH
CAT. 0010						
STAGE 2						
849+19.0	USH 63	50	LT	EX249	1	-
849+19.0	USH 63	36	RT	EX255	-	1
852+05.0	USH 63	46	RT	EX248	1	-
856+61.0	USH 63	47	RT	EX257	1	-
856+65.0	USH 63	19	LT	EX226	1	-
857+38.0	USH 63	21	RT	EX224	-	1
857+40.0	USH 63	46	RT	EX223	1	-
860+76.0	USH 63	41	RT	EX222	1	-
864+31.0	USH 63	265	LT	EX209	-	1
864+43.0	USH 63	273	LT	EX213	1	-
865+10.0	USH 63	20	RT	EX219	-	1
866+52.0	USH 63	63	RT	EX208	1	-
866+99.0	USH 63	65	RT	EX207	1	-
868+41.0	USH 63	18	RT	EX203	-	1
869+99.0	USH 63	18	RT	EX201	-	1
870+00.0	USH 63	67	RT	EX206	1	-
870+53.0	USH 63	17	RT	EX202	-	1
	STAGE 2 TOTALS				10	7
STAGE 3						
846+55.0	USH 63	21	LT	EX252	-	1
852+04.0	USH 63	22	LT	EX247	-	1
853+20.0	USH 63	29	LT	EX239	1	-
853+24.0	USH 63	22	LT	EX238	-	1
853+27.0	USH 63	15	LT	EX237	1	-
856+70.0	USH 63	22	LT	EX227	-	1
856+90.0	USH 63	42	LT	EX228	1	-
856+99.0	USH 63	44	LT	EX229	-	1
857+37.0	USH 63	55	LT	EX230	-	1
857+69.0	USH 63	22	LT	EX225	-	1
865+05.0	USH 63	25	LT	EX220	-	1
868+41.0	USH 63	26	LT	EX204	-	1
	STAGE 3 TOTALS				3	9
	PROJECT TOTALS				13	16

REMOVING FENCE

STATION	-	STATION	LOCATION	204.0170 REMOVE FENCE LF
CAT. 0020				
STAGE 3				
38+07	-	39+00	PATH	95
		PROJECT TOTAL		95

REMOVING BUILDING

STATION	-	STATION	LOCATION		204.0195.01 REMOVING BUILDING (STA) 867+34 RT LS	204.0205.01 REMOVING BUILDING (PARCEL) 16 LS
CAT. 0010						
STAGE 2						
865+78	-	866+18	USH 63	RT	-	1
867+03	-	867+66	USH 63	RT	1	-
		PROJECT TOTAL			1	1

FINISHING ROADWAY (PROJECT) 1560-31-71

LOCATION	213.0100.01 FINISHING ROADWAY EACH
CAT. 0010	
USH 63	1
PROJECT TOTAL	1

REMOVING CONCRETE BASES AND UTILITY POLES

STATION	LOCATION				204.0195 REMOVING CONCRETE BASES EACH	204.0205 REMOVING UTILITY POLES EACH
CAT. 0010						
STAGE 1B						
07+12	'PD'	29.5'	RT		1	-
	STAGE 1B TOTALS				1	0
STAGE 2						
860+52	USH 63	28.5'	RT		1	1
863+03	USH 63	28.5'	RT		1	1
29+05	'BD'	0.0'	-		1	-
	STAGE 2 TOTALS				3	2
STAGE 3						
864+05	USH 63	26.0'	LT		1	1
	STAGE 3 TOTALS				1	1
	PROJECT TOTALS				5	3

SEALING CULVERT PIPES

STATION	LCCATION	204.0280 SEALING CULVERT PIPES EACH	COMMENTS
CAT. 0010			
STAGE 3			
856+90	USH 63 41' LT	1	12-INCH PIPE (EX 228)
	PROJECT TOTAL	1	

BACKFILL GRANULAR

STATION	-	STATION	LOCATION	209.0100 BACKFILL GRANULAR (GRADE 2) CY	COMMENT
CAT. 0010					
STAGE 1A					
708+52	-	709+64	USH 63	986	CPRC STA. 709+08
		PROJECT TOTAL		986	

REMOVING STORM SEWER

STATION	LOCATION			STRUCT.	-	STRUCT.	204.0245.01 REMOVING STORM SEWER (8-INCH) LF	204.0245.02 REMOVING STORM SEWER (12-INCH) LF	204.0245.03 REMOVING STORM SEWER (15-INCH) LF	204.0245.04 REMOVING STORM SEWER (18-INCH) LF	204.0245.05 REMOVING STORM SEWER (24-INCH) LF	204.0245.06 REMOVING STORM SEWER (30-INCH) LF	204.0245.07 REMOVING STORM SEWER (36-INCH) LF
CAT. 0010													
STAGE 1A													
816+86	USH 63	40.8	LT	EX161	-	-	-	-	-	-	27	-	-
816+86	USH 63	40.8	LT		-	-	-	-	-	-	42	-	-
				STAGE 1A TOTALS			0	0	0	0	69	0	0
STAGE 2													
836+05	USH 63	-	RT	-	-	-	-	-	-	-	-	40	-
846+59	USH 63	39.0	RT	EX254	-	EX252	-	-	-	36	-	-	-
849+19	USH 63	50.0	LT	EX249	-	EX255	-	-	85	-	-	-	-
849+19	USH 63	36.0	RT	EX255	-	EX248	-	287	-	-	-	-	-
852+05	USH 63	46.0	RT	EX248	-	EX247	-	-	68	-	-	-	-
852+05	USH 63	46.0	RT	EX248	-	EX257	-	-	-	456	-	-	-
856+61	USH 63	47.0	RT	EX257	-	EX226	-	-	-	66	-	-	-
856+61	USH 63	47.0	RT	EX257	-	EX223	-	-	-	77	-	-	-
856+65	USH 63	19.0	LT	EX226	-	EX227	-	-	7	-	-	-	-
857+38	USH 63	21.0	RT	EX224	-	EX225	21	-	-	-	-	-	-
857+38	USH 63	21.0	RT	EX224	-	EX223	-	-	-	25	-	-	-
857+40	USH 63	46.0	RT	EX223	-	EX222	-	-	-	-	328	-	-
860+76	USH 63	41.0	RT	EX222	-	EX208	-	-	-	-	574	-	-
6+97	'6A'	23.0	LT	EX209	-	EX213	-	-	-	-	-	-	14
846+31	USH 63	265.0	LT	EX209	-	EX208	-	-	-	-	397	-	-
865+10	USH 63	20.0	RT	EX219	-	EX220	-	10	-	-	-	-	-
866+52	USH 63	63.0	RT	EX208	-	EX207	-	-	-	-	46	-	-
866+99	USH 63	65.0	RT	EX207	-	EX206	-	-	-	-	299	-	-
868+41	USH 63	18.0	RT	EX203	-	EX204	-	-	14	-	-	-	-
868+41	USH 63	18.0	RT	EX203	-	EX201	-	-	158	-	-	-	-
869+99	USH 63	18.0	RT	EX201	-	EX200	-	-	-	-	60	-	-
869+99	USH 63	18.0	RT	EX201	-	EX206	-	-	-	-	50	-	-
869+99	USH 63	18.0	RT	EX201	-	EX202	-	-	54	-	-	-	-
6+97	'6A'	38.0	LT	EX213	-	EX260	-	-	-	-	-	363	-
				STAGE 2 TOTALS			21	297	386	660	1754	403	14
STAGE 3													
836+05	USH 63	-	LT	-	-	-	-	-	-	-	-	22	-
845+12	USH 63	41.0	LT	EX253	-	EX252	-	-	-	144	-	-	-
846+55	USH 63	21.0	LT	EX252	-	EX254	-	-	-	24	-	-	-
852+04	USH 63	22.0	LT	EX247	-	EX237	-	-	123	-	-	-	-
853+20	USH 63	29.0	LT	EX239	-	EX238	-	-	8	-	-	-	-
853+24	USH 63	22.0	LT	EX238	-	EX237	-	-	8	-	-	-	-
853+27	USH 63	15.0	LT	EX237	-	EX226	-	-	-	-	332	-	-
856+65	USH 63	19.0	LT	EX226	-	EX225	-	100	-	-	-	-	-
856+70	USH 63	22.0	LT	EX227	-	EX228	-	-	28	-	-	-	-
856+90	USH 63	42.0	LT	EX228	-	EX229	-	-	10	-	-	-	-
856+99	USH 63	44.0	LT	EX229	-	EX230	-	-	40	-	-	-	-
857+69	USH 63	22.0	LT	EX225	-	EX224	32	-	-	-	-	-	-
865+05	USH 63	25.0	LT	EX220	-	EX219	-	34	-	-	-	-	-
865+05	USH 63	25.0	LT	EX220	-	EX52	-	46	-	-	-	-	-
868+41	USH 63	26.0	LT	EX204	-	EX203	-	-	30	-	-	-	-
				STAGE 2 TOTALS			32	180	247	168	332	22	0
				PROJECT TOTALS			53	477	633	828	2155	425	14

PREPARE FOUNDATION

STATION	- STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
CAT. 0010			
STAGE 1A			
625+00	- 627+05	USH 63 LT	3
625+00	- 628+02	USH 63 RT	4
628+45	- 632+85	USH 63 LT	5
628+81	- 632+39	USH 63 RT	4
633+02	- 696+82	USH 63 RT	64
633+63	- 733+13	USH 63 LT	100
697+71	- 748+01	USH 63 RT	51
734+80	- 776+98	USH 63 LT	43
748+84	- 783+49	USH 63 RT	35
817+47	- 830+75	USH 63 RT	14
820+74	- 823+58	USH 63 LT	3
824+62	- 827+62	USH 63 LT	3
828+29	- 830+75	USH 63 LT	3
831+38	- 832+40	USH 63 LT	2
831+58	- 832+40	USH 63 RT	1
	PROJECT TOTAL		335

Division	From/To Station	Location	205.0100 Common Excavation (1)		Salvaged / Unusable Pavement Material (4)	Available Material (5)	205. 0400 Marsh Excavation (6)	Reduced Marsh in Fill (8)	Reduced EBS in Fill (9)	Expanded Marsh Backfill (10)	Expanded EBS Backfill (11)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Comment:
			Cut (2)	EBS (3)				Factor 0.60	Factor 0.80	Factor 1.50	Factor 1.30		Factor 1.25		
CATEGORY0010															
STAGE 1A	624+78-626+00 LT & RT	USH 63	52	0	0	52	0	0	0	0	0	54	68	-16	SLOPE REPAIR CULV. PIPE
STAGE 1A	637+60-638+60	USH 63	4	0	0	4	0	0	0	0	0	112	140	-136	SLOPE REPAIR CATTLE PASS
STAGE 1A	655+88-659+20 RT	USH 63	16	0	0	16	0	0	0	0	0	7	9	7	BEAM GUARD WIDENING
STAGE 1A	661+594-665+51 RT	USH 63	15	0	0	15	0	0	0	0	0	6	8	8	BEAM GUARD WIDENING
STAGE 1A	733+25-735+00 RT	USH 63	183	0	0	183	0	0	0	0	0	33	41	142	DITCH GRADING
STAGE 1A	776+98-820+74	USH 63	18,914	200	0	18914	155	93	160	233	260	3151	3623	15292	
STAGE 1A	4+97-9+61	'HT'	3,982	0	0	3982	0	0	0	0	0	12	15	3967	'HT'
STAGE 1A	10+03-11+54	'D'	898	0	0	898	0	0	0	0	0	1	1	897	'D'
STAGE 1A	8+25-9+74	'SE'	289	0	0	289	0	0	0	0	0	20	25	264	'SE'
STAGE 1A	8+95-9+75	'PD'	156	0	0	156	0	0	0	0	0	133	166	-10	'PD'
STAGE 1A	10+17-11+84	'C1'	327	0	0	327	0	0	0	0	0	37	46	281	'C1'
STAGE 1A	6+61-8+44 RT	'PD'	79	0	0	79	0	0	0	0	0	0	0	79	CHURCH PARKING LOT
STAGE 1B	829+24-886+60 LT	USH 63 - TEMP WIDENING	1,480	0	0	1480	0	0	0	0	0	1782	2228	-748	
STAGE 1B	10+32-11+39 LT	'WL' - TEMP. WIDENING	84	0	0	84	0	0	0	0	0	0	0	84	'WL'
STAGE 1B	8+38-9+90	'C2'	107	0	0	107	0	0	0	0	0	52	65	42	'C2'
STAGE 1B	10+60-13+33	'3S' - DETOUR WIDENING	144	0	0	144	0	0	0	0	0	1	1	143	'3S'
STAGE 1B	10+19-10+56 RT	'ID' - DETOUR WIDENING	10	0	0	10	0	0	0	0	0	0	0	10	'ID'
STAGE 1B	10+36-10+90	'LA' - DETOUR WIDENING	6		0	6	0	0	0	0	0	21	26	-20	'LA'
STAGE 1 - CATEGORY0010 Subtotal			26746	200	0	26746	155	93	160	233	260	5422	6461	20285	
CATEGORY0010															
STAGE 2	832+40-886+60 RT	USH 63	18,080	200	0	18080	0	0	160	0	260	1409	1561	16519	
STAGE 2	10+38-11+28	'WL'	321	0	0	321	0	0	0	0	0	49	61	260	'WL'
STAGE 2	10+28-10+60	'P1	71	0	0	71	0	0	0	0	0	2	3	69	'P1
STAGE 2	10+32-10+65	'P2'	77	0	0	77	0	0	0	0	0	0	0	77	'P2'
STAGE 2	10+28-11+32	'P3	198	0	0	198	0	0	0	0	0	0	0	198	'P3'
STAGE 2	10+32-11+00	'P4'	138	0	0	138	0	0	0	0	0	0	0	138	'P4'
STAGE 2	10+36-11+19	'P6'	563	0	0	563	0	0	0	0	0	0	0	563	'P6'
STAGE 2	10+04-11+43	'B'	274	0	0	274	0	0	0	0	0	78	98	177	'B'
STAGE 2 - CATEGORY0010 Subtotal			19722	200	0	19722	0	0	160	0	260	1538	1723	18000	
CATEGORY0020															
STAGE 2	10+11-61+60	'SU'	1289	0	0	1289	0	0	0	0	0	1198	1498	-209	'SU'
STAGE 2	10+17-11+10	'T3'	8	0	0	8	0	0	0	0	0	113	141	-133	'T3'
STAGE 2	10+11-31+69	'T1'	785	0	0	785	0	0	0	0	0	27	34	751	'T1'
STAGE 2	14+30-27+65	'T2'	254	0	0	254	0	0	0	0	0	11	14	240	'T2'
STAGE 2 - CATEGORY0020 Subtotal			2336	0	0	2336	0	0	0	0	0	1349	1686	650	
STAGE 2 TOTAL			22058	200	0	22058	0	0	160	0	260	2887	3409	18649	
CATEGORY0010															
STAGE 3	832+40-886+603 LT	USH 63	14,052	200	0	14052	0	0	160	0	260	902	928	13125	
STAGE 3	9+12-9+81	'1A'	196	0	0	196	0	0	0	0	0	14	18	179	'1A'
STAGE 3	9+48-9+84	'1S'	78	0	0	78	0	0	0	0	0	0	0	78	'1S'
STAGE 3	9+60-9+84	'P5'	50	0	0	50	0	0	0	0	0	0	0	50	'P5'
STAGE 3	9+30-9+83	'4A'	151	0	0	151	0	0	0	0	0	0	0	151	'4A'
STAGE 3	9+30-9+97	'5A'	125	0	0	125	0	0	0	0	0	0	0	125	'5A'
STAGE 3	6+90-9+95	'6A'	573	0	0	573	0	0	0	0	0	0	0	573	'6A'
STAGE 3	28+27-29+15	'BD'	743	0	0	743	0	0	0	0	0	3	4	739	STORM SEWER OUTFALL
STAGE 3	6+93-7+35 RT	'6A'	20	0	0	20	0	0	0	0	0	0	0	20	FITNESS CENTER PARKING
STAGE 3 - CATEGORY0010 Subtotal			15988	200	0	15988	0	0	160	0	260	919	949	15039	
CATEGORY0010															
STAGE 4	868+32-877+28 RT	USH 63	440	0	0	440	0	0	0	0	0	191	239	201	
STAGE 4	10+24-11+39	'PG'	484	0	0	484	0	0	0	0	0	4	5	479	'PG'
STAGE 4	10+16-11+08	'PC'	176	0	0	176	0	0	0	0	0	5	6	170	'PC'
STAGE 4 - CATEGORY0010 Subtotal			1100	0	0	1100	0	0	0	0	0	200	250	850	
CATEGORY0010 TOTALS			63556	600	0	63556	155	93	480	233	780	8079	9383	54174	
CATEGORY0020 TOTALS			2336	0	0	2336	0	0	0	0	0	1349	1686	650	
PROJECT TOTALS			65892	600	0	65892	155	93	480	233	780	9428	11069	54823	

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500
7) Rock Excavation item number 205.0200
8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.1100
11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.1100
12) Expanded Rock - Factor = 1.1.
13) Expanded Fill. Factor = 1.25
Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

BASE AGGREGATE DENSE 3/4-INCH

STATION		STATION	LOCATION		305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	COMMENTS
CAT. 0010						
STAGE 1A						
625+00	-	626+95	USH 63 LT	SHOULDER	13	
625+00	-	628+00	USH 63 RT	SHOULDER	20	
628+49	-	632+83	USH 63 LT	SHOULDER	29	
628+86	-	632+37	USH 63 RT	SHOULDER	23	
633+07	-	696+75	USH 63 RT	SHOULDER	425	
633+65	-	708+85	USH 63 LT	SHOULDER	501	
697+76	-	708+85	USH 63 RT	SHOULDER	74	
708+52	-	709+64	USH 63 RT	SHOULDER	7	CP REPLACEMENT
709+25	-	733+10	USH 63 LT	SHOULDER	159	
734+90	-	776+98	USH 63 LT	SHOULDER	281	
709+25	-	747+98	USH 63 RT	SHOULDER	258	
748+91	-	783+49	USH 63 RT	SHOULDER	231	
776+98	-	787+16	USH 63 LT	SHOULDER	120	
783+49	-	788+49	USH 63 RT	SHOULDER	59	
789+49	-	792+99	USH 63 LT	SHOULDER	39	
790+11	-	816+64	USH 63 RT	SHOULDER	442	
792+99	-	808+00	USH 63 LT	SHOULDER	250	
809+29	-	816+19	USH 63 LT	SHOULDER	115	
817+62	-	820+74	USH 63 LT	SHOULDER	52	
817+55	-	830+70	USH 63 RT	SHOULDER	88	
820+74	-	830+68	USH 63 LT	SHOULDER	66	
831+58	-	833+00	USH 63 LT	SHOULDER	9	
831+58	-	833+00	USH 63 RT	SHOULDER	9	
8+97	-	9+08	'WS' RT	SHOULDER	5	
8+99	-	10+08	'WS' LT	SHOULDER	8	
9+89	-	10+68	'WS' RT	SHOULDER	5	
10+60	-	10+70	'WS' LT	SHOULDER	3	
9+35	-	9+50	'WN' LT	SHOULDER	2	
9+35	-	10+00	'WN' RT	SHOULDER	5	
10+07	-	10+72	'WN' LT	SHOULDER	4	
10+62	-	10+76	'WN' RT	SHOULDER	2	
10+12	-	10+95	'LL' RT	SHOULDER	7	
10+17	-	10+95	'LL' LT	SHOULDER	6	
9+06	-	9+61	'HL' RT	SHOULDER	5	
9+05	-	10+00	'HL' LT	SHOULDER	11	
10+14	-	10+57	'OC' RT	SHOULDER	4	
10+16	-	10+57	'OC' LT	SHOULDER	4	
4+97	-	9+00	'HT' RT	SHOULDER	15	
4+97	-	9+21	'HT' LT	SHOULDER	16	
10+50	-	11+54	'D' RT	SHOULDER	4	
10+91	-	11+54	'D' LT	SHOULDER	3	
8+25	-	9+33	'SE' RT	SHOULDER	8	
8+25	-	9+15	'SE' LT	SHOULDER	7	
823+54	-	824+66	CE LT	SHOULDER	10	
827+64	-	282+29	CE LT	SHOULDER	8	
12+88	-	13+14	'3S' RT	SHOULDER	2	
12+87	-	13+87	'3S' LT	SHOULDER	6	
10+16	-	10+80	'IB' RT	SHOULDER	5	
10+14	-	10+76	'IB' LT	SHOULDER	5	
9+35	-	-	'WN'	MAINLINE	7	
10+74	-	-	'WN'	MAINLINE	7	
				STAGE 1A SUBTOTAL	3443	

BASE AGGREGATE DENSE 3/4-INCH CONT'D

STATION		STATION	LOCATION		305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	COMMENTS
CAT. 0010						
STAGE 1A						
645+75	-	-	PE LT		6	
646+76	-	-	PE RT		5	
656+87	-	-	PE RT		5	
656+90	-	-	PE LT		6	
670+12	-	-	PE LT		6	
680+50	-	-	FE RT		5	
682+15	-	-	PE LT		6	
694+50	-	-	PE LT		6	
701+42	-	-	PE LT		6	
748+00	-	-	PE LT		6	
10+57	-	-	'OC'	MAINLINE	7	
763+15	-	-	PE RT		6	
763+40	-	-	PE LT		6	
802+37	-	-	FE LT		5	
				STAGE 1A TOTAL	3524	
STAGE 1B						
884+25	-	-	CE LT		8	MUSEUM
				STAGE 1B TOTAL	8	
STAGE 2						
10+83	-	11+03	'T1'		2	
11+36	-	11+56	'T1'		2	
25+77	-	25+97	'T1'		2	
26+27	-	26+47	'T1'		2	
29+74	-	30+56	'T1'		10	
30+66	-	30+98	'T1'		4	
31+46	-	31+52	'T1'		1	
31+57	-	31+69	'T1'		1	
10+64	-	10+69	'T2'		1	
10+74	-	10+89	'T2'		2	
14+28	-	14+48	'T2'		2	
16+80	-	17+00	'T2'		2	
17+24	-	17+44	'T2'		2	
21+53	-	21+73	'T2'		2	
21+97		22+17	'T2'		2	
26+86	-	27+06	'T2'		2	
27+30	-	27+50	'T2'		2	
				STAGE 2 TOTAL	41	
STAGE 4						
833+00	-	837+50	USH 63 LT	SHOULDER	163	
843+03	-	845+77	USH 63 LT	SHOULDER	99	
868+55	-	876+43	USH 63 LT	SHOULDER	123	
880+55	-	883+82	USH 63 LT	SHOULDER	37	
10+42	-	11+94	'CE1' LT	SHOULDER	19	
10+42	-	11+94	'CE1' RT	SHOULDER	15	
8+78	-	9+88	'CE2' RT	SHOULDER	16	
8+38	-	9+89	'CE'2 LT	SHOULDER	19	
7+00	-	8+64	'6A' LT	SHOULDER	11	
877+00	-	-	USH 63 LT	SHOULDER	20	SHELL LAKE MARINE
10+67	-	11+42	'B' RT	SHOULDER	9	
10+83	-	11+42	'B' LT	SHOULDER	7	
882+64	-	883+93	USH 63	RT SHOULDER	22	
				STAGE 4 TOTAL	558	
				PROJECT TOTAL	4131	

SHAPING SHOULDERS

STATION		STATION	LOCATION	305.0500 SHAPING SHOULDERS STA
CAT. 0010				
STAGE 1A				
625+00	-	626+95	USH 63 LT	2
625+00	-	628+00	USH 63 RT	3
628+49	-	632+83	USH 63 LT	5
628+86	-	632+37	USH 63 RT	4
633+07	-	696+75	USH 63 RT	64
633+65	-	733+10	USH 63 LT	100
697+76	-	747+98	USH 63 RT	51
734+90	-	776+98	USH 63 LT	43
748+91	-	783+49	USH 63 RT	35
776+98	-	787+16	USH 63 LT	11
783+49	-	788+49	USH 63 RT	5
789+49	-	792+99	USH 63 LT	4
790+11	-	816+64	USH 63 RT	27
792+99	-	808+00	USH 63 LT	16
809+29	-	816+19	USH 63 LT	7
817+62	-	820+74	USH 63 LT	4
817+55	-	830+70	USH 63 RT	14
820+74	-	830+68	USH 63 LT	10
831+58	-	833+00	USH 63 LT	2
831+58	-	833+00	USH 63 RT	2
8+97	-	9+08	'WS' RT	1
8+99	-	10+08	'WS' LT	2
9+89	-	10+68	'WS' RT	1
10+60	-	10+70	'WS' LT	1
9+35	-	9+50	'WN' LT	1
9+35	-	10+00	'WN' RT	1
10+07	-	10+72	'WN' LT	1
10+62	-	10+76	'WN' RT	1
10+12	-	10+95	'LL' RT	1
10+17	-	10+95	'LL' LT	1
9+06	-	9+61	'HL' RT	1
9+05	-	10+00	'HL' LT	1
10+14	-	10+57	'OC' RT	1
10+16	-	10+57	'OC 'LT	1
4+97	-	9+00	'HT' RT	5
4+97	-	9+21	'HT' LT	5
10+50	-	11+54	'D' RT	2
10+91	-	11+54	'D' LT	1
8+25	-	9+33	'SE' RT	2
8+25	-	9+15	'SE' LT	1
823+54	-	824+66	CE LT	2
827+64	-	828+29	CE LT	1
12+88	-	13+14	'3S' RT	1
12+87	-	13+87	'3S' LT	1
10+16	-	10+80	'IB' RT	1
10+14	-	10+76	'IB' LT	1
			STAGE 1A TOTAL	447
STAGE 4				
833+00	-	837+50	USH 63 LT	5
843+03	-	845+77	USH 63 LT	3
868+55	-	876+43	USH 63 LT	8
880+55	-	883+82	USH 63 LT	4
7+00	-	8+64	'6A' LT	2
10+67	-	11+42	'B' RT	1
10+83	-	11+42	'B' LT	1
			STAGE 4 TOTAL	24
			PROJECT TOTAL	471

BASE AGGREGATE DENSE 1 1/4-INCH

STATION	-	STATION	LOCATION		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	COMMENTS
CAT. 0010						
STAGE 1A						
708+52	-	709+64	USH 63	-	296	CP REPLACEMENT
776+98	-	788+17	USH 63	LT	1226	SHLD WIDENING
788+17	-	789+49	USH 63	LT	167	
789+49	-	808+00	USH 63	LT	2072	SHLD WIDENING
808+00	-	809+29	USH 63	LT	89	
809+29	-	816+19	USH 63	LT	846	SHLD WIDENING
816+19	-	817+61	USH 63	LT	76	
817+61	-	820+74	USH 63	LT	292	SHLD WIDENING
783+49	-	788+49	USH 63	RT	465	SHLD WIDENING
788+49	-	790+11	USH 63	RT	91	
790+11	-	816+68	USH 63	RT	2921	SHLD WIDENING
4+97	-	9+61	'HT'	-	1245	
10+26	-	11+54	'D'	-	581	
11+23	-	11+34	'D'	LT/RT	59	ATV TRAIL ACCESS
10+17	-	11+10	'T3'	-	87	
6+61	-	8+44	'PD'	RT	400	CHURCH PARKING LOT
10+17	-	11+84	'C1'		400	U-TURN
		STAGE 1A SUBTOTAL			11313	
STAGE 1B						
829+23	-	830+88	USH 63	LT	71	TEMP. WIDENING
831+30	-	844+21	USH 63	LT	1137	TEMP. WIDENING
845+92		850+93	USH 63	LT	161	TEMP. WIDENING
851+41	-	855+27	USH 63	LT	128	TEMP. WIDENING
855+66	-	856+92	USH 63	LT	22	TEMP. WIDENING
857+52	-	860+78	USH 63	LT	91	TEMP. WIDENING
861+66	-	864+30	USH 63	LT	35	TEMP. WIDENING
869+00	-	886+61	USH 63	LT	1396	TEMP. WIDENING
884+23	-	-	USH63	LT	22	CP REPLACEMENT 'CE' LT
10+18	-	10+56	'ID'	RT	18	'ID' DETOUR WIDENING
10+58	-	12+03	'3S'	LT	67	'3S' DETOUR WIDENING
13+13	-	13+42	'3S'	RT	23	'3S' DETOUR WIDENING
10+36	-	11+03	'LA'	RT	33	'LA' DETOUR WIDENING
8+38	-	9+90	'C2'		235	FARLEY C.E.
		STAGE 1B SUBTOTAL			3439	

BASE AGGREGATE DENSE 1 1/4-INCH CONT'D

STATION	-	STATION	LOCATION		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	COMMENTS
CAT. 0010						
STAGE 2						
833+00	-	845+03	USH 63	RT	2297	
845+03	-	846+32	USH 63	RT	224	
846+32	-	853+20	USH 63	RT	1302	
853+20	-	853+86	USH 63	RT	105	
853+86	-	856+82	USH 63	RT	552	
856+82	-	857+48	USH 63	RT	106	
857+48	-	858+59	USH 63	RT	204	
858+59	-	860+49	USH 63	RT	320	
860+49	-	865+35	USH 63	RT	904	
865+35	-	866+20	USH 63	RT	134	
866+20	-	869+22	USH 63	RT	545	
869+22	-	870+07	USH 63	RT	97	
870+07	-	873+96	USH 63	RT	409	
873+96	-	874+80	USH 63	RT	58	
874+80	-	881+32	USH 63	RT	1093	
881+32	-	882+61	USH 63	RT	214	
882+61	-	883+62	USH 63	RT	263	
10+34	-	11+43	'WL'		343	'WL'
10+31	-	11+41	'WL'	LT	128	'WL' TEMP. WIDENING
10+28	-	10+60	'P1'		82	'P1'
10+32	-	10+65	'P2'		87	'P2'
10+28	-	11+33	'P3'		204	'P3'
10+31	-	11+00	'P4		169	'P4'
10+35	-	11+18	'P6'		179	'P6'
10+26	-	11+43	'B'		332	'B'
868+31	-	877+28	USH 63	RT	792	TEMP. WIDENING
		STAGE 2 SUBTOTAL			11143	
STAGE 3						
833+00	-	845+02	USH 63	LT	2040	
845+02	-	846+07	USH 63	LT	165	
846+07	-	850+77	USH 63	LT	632	
850+77	-	851+60	USH 63	LT	87	
851+60	-	855+10	USH 63	LT	463	
855+10	-	855+83	USH 63	LT	79	
855+83	-	856+82	USH 63	LT	149	
856+82	-	857+68	USH 63	LT	108	
857+68	-	860+67	USH 63	LT	420	
860+67	-	861+82	USH 63	LT	149	
861+82	-	864+67	USH 63	LT	465	
864+67	-	866+22	USH 63	LT	269	
866+22	-	883+82	USH 63	LT	3055	
9+12	-	9+81	'1A'		185	
9+60	-	9+84	'P5'		65	
9+30	-	9+83	'4A'		158	
9+39	-	9+81	'5A'		169	
6+90	-	9+75	'6A'		629	
845+76	-	847+65	USH 63	LT	190	
857+49	-	859+28	USH 63	LT	134	
863+30	-	864+80	USH 63	LT	108	
865+35	-	866+84	USH 63	LT	90	
856+51	-	879+60	USH 63	LT	419	SHELL LAKE MARINE
		STAGE 3 SUBTOTAL			10228	
STAGE 4						
876+95	-	-	USH 63		18	
10+24	-	11+47	'PG'		228	'PG'
10+16	-	11+08	'PC'		186	'PC'
		STAGE 4 SUBTOTAL			432	
		CAT. 0010 SUBTOTAL			36555	

BASE AGGREGATE DENSE 1 1/4-INCH CONT'D

STATION	-	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	COMMENTS
CAT. 0020					
STAGE 2					
10+27	-	24+66	'SU'	572	
25+17	-	32+52	'SU'	292	
32+97	-	36+17	'SU'	127	
36+62	-	40+00	'SU'	134	
40+15	-	48+59	'SU'	335	
49+03	-	53+32	'SU'	170	
53+76	-	58+67	'SU'	195	
59+10	-	61+50	'SU'	95	
10+83	-	11+03	'T1'	9	
11+36	-	11+56	'T1'	9	
25+77	-	25+97	'T1'	9	
26+27	-	26+47	'T1'	9	
29+74	-	30+56	'T1'	36	
30+66	-	30+98	'T1'	14	
31+46	-	31+52	'T1'	3	
31+57	-	31+69	'T1'	5	
10+64	-	10+69	'T2'	2	
10+74	-	10+89	'T2'	7	
14+28	-	14+48	'T2'	9	
16+80	-	17+00	'T2'	9	
17+24	-	17+44	'T2'	9	
21+53	-	21+73	'T2'	9	
21+97		22+17	'T2'	9	
26+86	-	27+06	'T2'	9	
27+30	-	27+50	'T2'	9	
10+17	-	11+10	'T3'	59	
		CAT.0020 SUBTOTAL		2145	
CAT. 0030					
STAGE 2					
9+30	-	13+08	'S2'	36	
23+76	-	26+37	'W1'	101	
		STAGE 2 SUBTOTAL		137	
STAGE 3					
56+88	-	57+77	'S1'	87	
		STAGE 3 SUBTOTAL		87	
		CAT.0030 SUBTOTAL		224	

HMA PAVEMENT

STATION	-	STATION	LOCATION		WIDTH	DEPTH INCH	SPV.0195.01 HMA PAVEMENT TYPE E-3 SPECIAL (E3SPV4) (LOWER LAYER 19.0 mm MIX) TON	SPV.0195.02 HMA PAVEMENT TYPE E-3 SPECIAL (E3SPV6) (UPPER LAYER 12.5 mm MIX) TON	455.0605 TACK COAT GAL	COMMENTS
CAT. 0010										
STAGE1A										
625+00	-	708+95	USH 63	LT	17	4.0	1998	1554	1903	MAINLINE
708+52	-	709+64	USH 63	LT	17	6.0	50	21	25	CULVERT REPLACEMENT
709+20	-	779+98	USH 63	LT	17	4.0	1387	1079	1321	MAINLINE
776+98	-	820+74	USH63	LT	15	4.0	919	715	875	MAINLINE
820+74	-	832+40	USH63	LT	17	4.0	277	216	264	MAINLINE
776+98	-	820+74	USH 63	LT	VARIES	6.0	1150	473	580	MAINLINE
832+40	-	833+00	USH 63	LT	15	4.0	13	10	12	MAINLINE
832+40	-	833+00	USH 63	LT	2	6.0	6	3	1	MAINLINE SHLD
625+00	-	708+95	USH 63	RT	17	4.0	1998	1554	1903	MAINLINE
708+95	-	709+20	USH 63	RT	17	6.0	11	5	6	CULVERT REPLACEMENT
709+20	-	783+49	USH 63	RT	17	4.0	1768	1375	1684	MAINLINE
783+49	-	816+68	USH 63	RT	15	4.0	697	542	664	MAINLINE
816+68	-	832+40	USH 63	RT	17	4.0	374	291	356	MAINLINE
832+40	-	833+00	USH 63	RT	15	4.0	13	10	12	MAINLINE
783+49	-	816+68	USH 63	RT	VARIES	6.0	735	303	371	MAINLINE
832+40	-	833+00	USH 63	RT	2	6.0	6	3	2	MAINLINE SHLD
8+78	-	9+77	'WS'	-	VARIES	1.75	-	33	20	MAINLINE
10+24	-	10+69	'WS'	-	VARIES	1.75	-	20	12	SOUTH WOODYARD ROAD
9+34	-	9+79	'WN'	-	VARIES	1.75	-	11	7	NORTH WOODYARD ROAD
10+23	-	10+74	'WN'	-	VARIES	1.75	-	16	10	NORTH WOODYARD ROAD
10+17	-	10+95	'LL'	-	VARIES	1.75	-	28	17	LEHMAN LAKE ROAD
9+06	-	9+81	'HL'	-	VARIES	1.75	-	39	24	HEART LAKE ROAD
10+17	-	10+57	'OC'	-	VARIES	1.75	-	17	10	OLD 63 CONNECTION
10+26	-	11+55	'D'	-	VARIES	4.0	107	83	102	CTH D
4+97	-	9+61	'HT'	-	VARIES	4.0	170	132	162	HILLTOP ROAD
8+25	-	9+74	'SE'	-	VARIES	4.0	76	59	72	SCHOOL ENTRANCE
10+17	-	10+76	'ID'	-	VARIES	1.75	-	27	16	INDUSTRIAL DRIVE
8+95	-	9+75	'PD'	-	VARIES	4.0	55	43	53	PEDERSON DRIVE
10+17	-	10+78	'IB'	-	VARIES	1.75	-	22	13	INDUSTRIAL BOULEVARD
9+36	-	9+83	'3S'	-	VARIES	1.75	-	21	13	THIRD STREET
			STAGE 1A TOTALS				11810	8705	10510	
STAGE2										
833+00	-	884+54	USH 63	-	VARIES	4.25	3323	0	838	MAINLINE - BINDER
10+34	-	11+43	'WL'	-	VARIES	2.25	63	0	0	WEST LAKE DRIVE
10+28	-	10+60	'P1'	-	VARIES	2.25	14	0	0	PARKING ENTRANCE
10+32	-	10+65	'P2'	-	VARIES	2.25	14	0	0	PARKING ENTRANCE
10+28	-	11+32	'P3'	-	VARIES	2.25	36	0	0	PARKING ENTRANCE
10+31	-	11+00	'P4'	-	VARIES	2.25	31	0	0	PARKING ENTRANCE
10+35	-	11+18	'P6'	-	VARIES	2.25	33	0	0	PARKING ENTRANCE
10+26	-	11+43	'B'	-	VARIES	2.25	61	0	0	CTH B
			STAGE 2 TOTALS				3575	0	838	

HMA PAVEMENT CONT'D

STATION	-	STATION	LOCATION		WIDTH	DEPTH INCH	SPV.0195.01 HMA PAVEMENT TYPE E-3 SPECIAL (E3SPV4) (LOWER LAYER 19.0 mm MIX) TON	SPV.0195.02 HMA PAVEMENT TYPE E-3 SPECIAL (E3SPV6) (UPPER LAYER 12.5 mm MIX) TON	455.0605 TACK COAT GAL	COMMENTS
CAT. 0010										
STAGE 3										
833+00	-	883+63	USH 63	-	VARIES	4.25	2672	0	674	MAINLINE - BINDER
9+12	-	9+81	'1A'	-	VARIES	2.25	36	0	0	1ST AVENUE
9+48	-	9+84	'1S'	-	VARIES	2.25	19	0	0	1ST STREET
9+60	-	9+84	'P5'	-	VARIES	2.25	12	0	0	PARKING LOT ACCESS
9+31	-	9+83	'4A'	-	VARIES	2.25	31	0	0	4TH AVENUE
9+39	-	9+85	'5A'	-	VARIES	2.25	36	0	0	5TH AVENUE
7+26	-	9+76	'6A'	-	VARIES	2.25	118	0	0	6TH AVENUE
			STAGE 3 TOTALS				2924	0	674	
STAGE 4										
10+24	-	11+39	'PG'	-	VARIES	2.25	46	0	0	PLAYGROUND DRIVE
10+16	-	11+08	'PC'	-	VARIES	2.25	37	0	0	PETERSON COURT
			STAGE 4 TOTALS				83	0	0	
STAGE 5										
833+00	-	884+54	USH 63	-	VARIES	1.75	0	2437	1492	MAINLINE - SURFACE
10+34	-	11+43	'WL'	-	VARIES	1.75	0	49	30	WEST LAKE DRIVE
9+12	-	9+81	'1A'	-	VARIES	1.75	0	28	17	1ST AVENUE
9+48	-	9+84	'1S'	-	VARIES	1.75	0	15	9	1ST STREET
10+28	-	10+50	'P1'	-	VARIES	1.75	0	11	7	PARKING ENTRANCE
9+60	-	9+84	'P5'	-	VARIES	1.75	0	9	6	PARKING ENTRANCE
10+32	-	10+55	'P2'	-	VARIES	1.75	0	11	7	PARKING ENTRANCE
9+31	-	9+83	'4A'	-	VARIES	1.75	0	24	15	4TH AVENUE
10+28	-	11+32	'P3'	-	VARIES	1.75	0	28	17	PARKING ENTRANCE
10+31	-	11+00	'P4'	-	VARIES	1.75	0	24	15	PARKING ENTRANCE
9+39	-	9+85	'5A'	-	VARIES	1.75	0	28	17	5TH AVENUE
7+26	-	9+76	'6A'	-	VARIES	1.75	0	111	68	6TH AVENUE
10+35	-	11+18	'P6'	-	VARIES	1.75	0	26	16	PARKING ENTRANCE
10+24	-	11+39	'PG'	-	VARIES	1.75	0	36	22	PLAYGROUND DRIVE
10+16	-	11+08	'PC'	-	VARIES	1.75	0	29	18	PETERSON COURT
10+26	-	11+43	'B'	-	VARIES	1.75	0	47	29	CTH B
			STAGE 5 TOTALS				0	2913	1785	
			TOTALS				18392	11618	13807	

HMA COLD WEATHER PAVING

STATION	-	STATION	LOCATION	460.4000 HMA COLD WEATHER PAVING TON	COMMENTS
CAT. 0010					
STAGE1A					
625+00	-	833+00	USH 63	1500	MAINLINE
			STAGE 1A TOTAL	1500	
STAGE3					
833+00	-	884+54	USH 63	500	MAINLINE
			STAGE 2 TOTALS	500	
			TOTALS	2000	

REHEATING JOINTS

STATION	-	STATION	LOCATION	JOINTS	SPV.0170.01 REHEATING HMA PAVEMENT LONGITUDINAL JOINTS SPECIAL STA
CAT. 0010					
625+00.0	-	779+18.0	USH 63	1	155
779+18.0	-	783+49.0	USH 63	2	9
783+49.0	-	787+50.0	USH 63	3	13
787+50.0	-	790+77.0	USH 63	4	14
790+77.0	-	792+99.0	USH 63	3	7
792+99.0	-	807+38.0	USH 63	2	29
807+38.0	-	812+79.0	USH 63	3	17
812+79.0	-	821+11.0	USH 63	2	17
821+11.0	-	833+00.0	USH 63	1	12
833+00.0	-	835+25.0	USH 63	1	3
835+25.0	-	836+53.0	USH 63	2	3
836+53.0	-	847+13.0	USH 63	3	32
847+13.0	-	856+27.0	USH 63	2	19
856+27.0	-	856+93.0	USH 63	1	1
856+93.0	-	860+16.0	USH 63	2	7
860+16.0	-	860+77.0	USH 63	1	1
860+77.0	-	861+56.0	USH 63	2	2
861+56.0	-	862+55.0	USH 63	1	1
862+55.0	-	863+60.0	USH 63	2	3
863+60.0	-	864+49.0	USH 63	3	3
864+39.0	-	865+15.0	USH 63	2	2
865+15.0	-	871+68.0	USH 63	3	20
871+68.0	-	875+61.0	USH 63	2	8
875+61.0	-	878+32.0	USH 63	1	3
878+32.0	-	883+63.0	USH 63	2	11
			PROJECT TOTAL		392

ASPHALTIC SURFACE

STATION	-	STATION	LOCATION		465.0105 ASPHALTIC SURFACE TON	455.0605 TACK COAT GAL	COMMENT
CAT. 0010							
STAGE 1A							
625+00	-	833+00	USH 63	-	1500	0	LEVELING & WEDGING
6+61	-	8+44	'PD'	RT	95	0	CHURCH PARKING LOT
10+17	-	11+84	'C1'	-	73	0	U-TURN C.E.
			STAGE 1A TOTALS		1668	0	
829+23.7	-	830+88.3	USH 63	LT	12	4	TEMP WIDENING
831+29.6	-	844+21.1	USH 63	LT	319	114	TEMP WIDENING
845+92.6	-	850+93.5	USH 63	LT	62	22	TEMP WIDENING
851+41.2	-	855+27.1	USH 63	LT	50	18	TEMP WIDENING
855+66.8	-	856+91.9	USH 63	LT	9	3	TEMP WIDENING
857+51.9	-	860+77.9	USH 63	LT	35	13	TEMP WIDENING
861+66.4	-	864+30.3	USH63	LT	13	5	TEMP WIDENING
10+31.3	-	11+39.5	'WL'	LT	34	12	TEMP WIDENING
869+00.0	-	886+60.0	USH 63	LT	375	134	TEMP WIDENING
			STAGE 1B TOTALS		909	325	
STAGE 2							
868+31.4	-	877+27.9	USH 63	RT	142	0	TEMP WIDENING
8+38	-	9+90	'C2'		71	0	FARLEY C.E.
			STAGE 2 TOTALS		213	0	
STAGE 3							
876+58	-	879+60	USH 63	LT	162	0	SHELL LAKE MARINE
			STAGE 3 TOTALS		162	0	
			CAT. 0010 TOTALS		2952	325	

ASPHALTIC SURFACE CONT'D

STATION	-	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	455.0605 TACK COAT GAL	COMMENT
CAT. 0020						
STAGE 2						
10+27	-	24+66	'SU'	179	0	
25+17	-	32+52	'SU'	91	0	
32+97	-	36+17	'SU'	40	0	
36+62	-	40+00	'SU'	42	0	
40+15	-	48+59	'SU'	105	0	
49+03	-	53+32	'SU'	53	0	
53+76	-	58+67	'SU'	61	0	
59+10	-	61+50	'SU'	30	0	
10+83	-	11+03	'T1'	3	0	
11+36	-	11+56	'T1'	3	0	
25+77	-	25+97	'T1'	3	0	
26+27	-	26+47	'T1'	3	0	
29+74	-	30+56	'T1'	12	0	
30+66	-	30+98	'T1'	5	0	
31+46	-	31+52	'T1'	1	0	
31+57	-	31+69	'T1'	2	0	
10+64	-	10+69	'T2'	1	0	
10+74	-	10+89	'T2'	2	0	
14+28	-	14+48	'T2'	3	0	
16+80	-	17+00	'T2'	3	0	
17+24	-	17+44	'T2'	3	0	
21+53	-	21+73	'T2'	3	0	
21+97		22+17	'T2'	3	0	
26+86	-	27+06	'T2'	3	0	
27+30	-	27+50	'T2'	3	0	
10+17	-	11+10	'T3'	20	0	
			STAGE 2 TOTALS	677	0	
			CAT. 0020 TOTALS	677	0	
CAT. 0030						
STAGE 2						
9+30	-	13+08	'S2'	15	4	
23+76	-	26+38	'W1'	42	11	
			STAGE 2 TOTALS	57	15	
STAGE 3						
56+88	-	57+77	'S1'	36	10	
			STAGE 3 TOTALS	36	10	
			CAT. 0030 TOTALS	93	25	
CAT. 0040						
STAGE 2						
863+54	-	865+66	USH 63	155	0	CITY PARKING LOT
865+90	-	866+80	USH 63	64	0	CITY PARKING LOT
			STAGE 2 TOTALS	219	0	
			CAT. 0040 TOTALS	219	0	
			TOTALS	3941	350	

ASPHALTIC SURFACE DETOURS

STATION	-	STATION	LOCATION		465.0115 ASPHALTIC SURFACE DETOURS TON	455.0605 TACK COAT GAL	COMMENTS
CAT. 0010							
STAGE 1B							
10+18	-	10+56	'ID'	RT	6	2	DETOUR
10+58	-	12+03	'3S'	LT	23	6	DETOUR
13+13	-	13+42	'3S'	RT	7	3	DETOUR
10+36	-	11+03	'LA'	RT	11	3	DETOUR
			STAGE 1B TOTALS		47	13	
			TOTALS		47	13	

ASPHALTIC SURFACE PATCHING

STATION	- STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0110 ASPHALTIC SURFACE PATCHING TON	455.0605 TACK COAT GAL	COMMENTS
CAT. 0010						
625+00	- 884+53	USH 63	0	250	0	PROJECT
STAGE 2						
847+70	- 847+80	USH 63	14	5	2	PIPE CROSSING
849+14	- 849+24	USH 63	14	5	2	PIPE CROSSING
851+99	- 852+09	USH 63	14	5	2	PIPE CROSSING
853+01	- 853+11	USH 63	14	5	2	PIPE CROSSING
856+58	- 856+78	USH 63	27	11	4	PIPE CROSSING
857+77	- 857+87	USH 63	14	5	2	PIPE CROSSING
858+49	- 858+59	USH 63	14	5	2	PIPE CROSSING
861+80	- 861+90	USH 63	14	5	2	PIPE CROSSING
865+97	- 866+17	USH 63	27	11	4	PIPE CROSSING
869+90	- 870+10	USH 63	27	11	4	PIPE CROSSING
STAGE 2 TOTALS			179	68	26	
CAT. 0010 TOTALS			179	318	26	
CAT. 0030						
STAGE 2						
9+30	- 13+08	'S2'	27	11	4	SAN. CROSSING
23+76	- 26+38	'W1'	27	11	4	WATER CROSSING
STAGE 2 TOTALS			54	22	8	
CAT. 0030 TOTALS			54	22	8	
TOTALS			233	340	34	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	- STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	455.0605 TACK COAT GAL	COMMENTS
CAT. 0010						
STAGE 1A						
823+58	- 824+62	USH 63 LT	-	29	17	C.E. LT
857+49	- 859+28	USH 63 LT	-	14	10	C.E. LT
STAGE 1A TOTAL			0	43	27	
STAGE 3						
845+76	- 847+65	USH 63 LT	190	74	26	THROUGH THE WOODS CAFÉ
857+49	- 859+28	USH 63 LT	134	52	19	BP GAS STATION & ALLEY
863+30	- 864+80	USH 63 LT	108	42	14	ALLEY & FITNESS CENTER
862+81	- 863+45	USH 63 LT	0	58	22	FITNESS CENTER PARKING
7+26	- 8+28	'6A' LT	24	42	14	OLD FEED MILL
865+35	- 866+84	USH 63 LT	90	35	12	OLD FEED MILL
STAGE 3 TOTAL			546	303	107	
TOTALS			546	346	134	

ASPHALTIC SURFACE TEMPORARY

STATION	- STATION	LOCATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON	COMMENTS
CAT. 0010				
STAGE 2				
829+23.7	- 830+88.3	USH 63 RT	1	TEMP. CROSSWALK ACCESS
831+29.6	- 844+21.1	USH 63 RT	1	TEMP. CROSSWALK ACCESS
845+92.6	- 850+93.5	USH 63 RT	1	TEMP. CROSSWALK ACCESS
851+41.2	- 855+27.1	USH 63 RT	1	TEMP. CROSSWALK ACCESS
STAGE 2 TOTAL			4	
STAGE 3				
855+66.8	- 856+91.9	USH 63 LT	1	TEMP. CROSSWALK ACCESS
857+51.9	- 860+77.9	USH 63 LT	1	TEMP. CROSSWALK ACCESS
861+66.4	- 864+30.3	USH63 LT	1	TEMP. CROSSWALK ACCESS
10+31.3	- 11+39.5	USH 63 LT	1	TEMP. CROSSWALK ACCESS
STAGE 3 TOTAL			4	
PROJECT TOTAL			8	

CLEANING CULVERT PIPES

STATION	LOCATION	520.7000 CLEANING CULVERT PIPES EACH	SPV.0060.03 CLEANING CULVERT PIPES MINIMAL EACH	SPV.0060.04 CLEANING CULVERT PIPES FULL EACH	SPV.0060.05 CLEANING DITCH EACH	COMMENTS
CAT. 0010						
STAGE 1A						
625+34	USH 63 LT	-	1	-	-	
631+12	USH 63 RT	-	1	-	-	
631+12	USH 63 LT	-	1	-	-	
632+06	USH 63 RT	-	-	-	1	STA. 631+81 - 632+31 RT
638+10	USH 63 LT	-	1	-	-	
646+76	USH 63 RT	-	1	-	-	
647+00	USH 63 RT	-	1	-	-	
656+71	USH 63 LT	-	1	-	-	
657+03	USH 63 LT	-	1	-	-	
659+69	USH 63 LT	-	1	-	-	
719+08	USH 63 RT	-	1	-	-	
719+08	USH 63 LT	-	-	1		
732+95	USH 63 LT	-	-	-	1	STA. 732+90 - 733+00 LT
733+34	USH 63 -	1	-	-	-	
756+05	USH 63 -	1	-	-	-	
760+84	USH 63 LT	-	1	-	-	
760+84	USH 63 RT	-	1	-	-	
795+52	USH 63 -	1	-	-	-	
09+36	'SE' LT	-	1	-	-	
09+36	'SE' RT	-	1	-	-	
823+87	USH 63 LT	-	1	-	-	
824+42	USH 63 LT	-	1	-	-	
827+80	USH 63 LT	-	1	-	-	
830+90	USH 63 LT	-	1	-	-	
831+32	USH 63 LT	-	1	-	-	
PROJECT TOTAL		3	19	1	2	

ASPHALTIC SHOULDER RUMBLE STRIPS

STATION	- STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIP 2-LANE RURAL (TYPE I) LF
CAT. 0010			
STAGE 4			
625+00	- 627+05	USH 63 LT	205
625+00	- 627+52	USH 63 RT	252
628+95	- 632+35	USH 63 LT	340
629+32	- 631+87	USH 63 RT	255
633+52	- 646+46	USH 63 RT	1294
647+29	- 657+04	USH 63 RT	975
633+64	- 645+20	USH 63 LT	1156
646+28	- 656+45	USH 63 LT	1017
657+04	- 680+16	USH 63 RT	2312
657+32	- 669+60	USH 63 LT	1228
670+62	- 681+72	USH 63 LT	1110
680+93	- 704+27	USH 63 RT	2334
682+56	- 694+08	USH 63 LT	1152
694+84	- 700+96	USH 63 LT	612
704+98	- 747+51	USH 63 RT	4253
701+88	- 732+61	USH 63 LT	3073
735+35	- 747+56	USH 63 LT	1221
748+52	- 762+83	USH 63 LT	1431
749+35	- 762+69	USH 63 RT	1334
763+63	- 783+36	USH 63 RT	1973
764+04	- 787+00	USH 63 LT	2296
791+27	- 805+30	USH 63 RT	1403
793+11	- 798+96	USH 63 LT	585
800+22	- 801+93	USH 63 LT	171
802+83	- 805+30	USH 63 LT	247
PROJECT TOTAL			32229

ASPHALT CENTER LINE RUMBLE STRIPS

STATION	- STATION	LOCATION	465.0475 ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL LF
CAT. 0010			
STAGE 4			
625+00	- 626+16	USH 63	116
630+16	- 630+93	USH 63	77
634+93	- 695+27	USH 63	6034
699+27	- 731+72	USH 63	3245
735+72	- 746+41	USH 63	1069
750+41	- 779+18	USH 63	2877
PROJECT TOTAL			13418

CONCRETE MASONRY ENDWALLS

STATION	LOCATION		504.0900 CONCRETE MANSONRY ENDWALLS CY
CAT. 0010			
STAGE 1A			
780+00	USH 63	RT	5.28
780+00	USH 63	LT	5.62
PROJECT TOTAL			10.9

SURFACE DRAINS

STATION	LOCATION		416.1010 CONCRETE SURFACE DRAINS CY	465.0315 ASPHALTIC FLUMES SY	645.0130 GEOTEXTILE FABRIC TYPE R SY
CAT. 0010					
09+67	'PD'	LT	-	8	-
837+50	USH 63	RT	-	8	-
11+28	'WL'	RT	-	8	-
11+28	'WL'	LT	-	8	-
853+38	USH 63	LT	0.2	-	2
875+95	USH 63	LT	-	8	-
10+68	'B'	RT	-	8	-
10+83	'B'	LT	-	8	-
TOTALS			0.2	56	2

CULVERT PIPE REINFORCED CONCRETE

STATION		LOCATION		522.0124 CULVERT PIPE REINFORCED CONCRETE CL III 24-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CL III 30-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CL III 36-INCH LF	522.0148 CULVERT PIPE REINFORCED CONCRETE CL III 48-INCH LF	522.0166 CULVERT PIPE REINFORCED CONCRETE 66-INCH LF	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.1066 APRON ENDWALLS FOR CULVERT PIPE REINFORCED COCNRETE 66-INCH EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH
CAT. 0010													
STAGE 1A													
625+34		USH 63	RT	-	-	6	-	-	-	-	1	-	1
709+08		USH 63	-	-	-	-	-	68	-	-	-	2	-
719+08		USH 63	RT	6	-	-	-	-	1	-	-	-	1
719+08		USH 63	LT	6	-	-	-	-	1	-	-	-	1
733+34		USH 63	LT	6	-	-	-	-	1	-	-	-	1
733+34		USH 63	RT	8	-	-	-	-	1	-	-	-	1
756+05		USH 63	LT	-	-	-	-	-	-	-	1	-	-
756+05		USH 63	RT	-	-	-	-	-	-	-	1	-	
760+84		USH 63	LT	-	8	-	-	-	-	1	-	-	1
760+84		USH 63	RT	-	6	-	-	-	-	1	-	-	1
780+00		USH 63	LT	-	-	-	44	-	-	-	-	-	2
780+00		USH 63	RT	-	-	-	16	-	-	-	-	-	2
795+52		USH 63	LT	20	-	-	-	-	1	-	-	-	1
795+52		USH 63	RT	12	-	-	-	-	1	-	-	-	1
813+04		USH 63	LT	20	-	-	-	-	1	-	-	-	1
813+04		USH 63	RT	14	-	-	-	-	1	-	-	-	1
STAGE 1A TOTALS				92	14	6	60	68	8	2	3	2	15
STAGE 1B													
836+05		USH 63	LT	-	16	-	-	-	-	-	-	-	1
STAGE 1B TOTALS				0	16	0	0	0	0	0	0	0	1
TOTALS				92	30	6	60	68	8	2	3	2	16

CONCRETE CURB & GUTTER

STATION		STATION	LOCATION		601.0120 CONCRETE CURB TYPE J LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	SPV.0090.12 CONCRETE CURB & GUTTER 20-INCH TYPE J SPECIAL LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.02 CURE AND SEAL TREATMENT CONCRETE CURB AND GUTTER LF	COMMENTS
CAT. 0010											
STAGE 1A											
1038	-	1082	'D'	LT	-	-	44	-	44	44	ISLAND
1035	-	1083	'D'	LT	75	-	-	-	75	75	ISLAND
STAGE 1A TOTALS					75	0	44	0	119	119	
STAGE 3											
846+05	-	847+27	USH 63	LT	-	121	-	-	121	121	CAFÉ PARKING
STAGE 3 TOTALS						121	0	0	121	121	
STAGE 4											
856+27	-	856+93	USH 63	-	-	-	-	134	134	134	ISLAND
860+16	-	860+78	USH 63	-	-	-	-	125	125	125	ISLAND
861+57	-	862+55	USH 63	-	-	-	199	-	199	199	ISLAND
864+49	-	865+15	USH 63	-	-	-	-	134	134	134	ISLAND
STAGE 4 TOTALS					0	0	199	393	592	592	
TOTALS					75	121	243	393	832	832	

CONCRETE CURB PEDESTRIAN

STATION		STATION	LOCATION		601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB AND GUTTER LF	SPV.0090.02 CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER LF
CAT. 0010							
STAGE 3							
853+34	-	853+52	USH 63	LT	18	18	18
853+91	-	854+75	USH 63	LT	84	84	84
861+65	-	862+03	USH 63	LT	41	41	41
PROJECT TOTAL					143	143	143

CULVERT PIPE LINERS

STATION	LOCATION	520.9700.S.1 CULVERT PIPE LINERS 24-INCH LF	520.9700.S.2 CULVERT PIPE LINERS 36-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION EACH
CAT. 0010				
STAGE 1A				
631+12	USH 63	104	-	1
756+05	USH 63	-	62	1
PROJECT TOTAL		104	62	2

CULVERT PIPE CORRUGATED STEEL

STATION	LOCATION	521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH
CAT. 0010						
STAGE 1A						
9+40	'WN'	-	34	-	2	-
638+10	USH 63	-	-	-	-	2
656+59	USH 63	-	28	-	2	-
756+05	USH 63	-	-	-	-	-
5+65	'HT'	12	-	2	-	-
9+11	'HT'	-	76	-	2	-
795+55	USH 63	-	-	-	-	2
799+60	USH 63	-	36	-	2	-
11+25	'C1'	34	-	2	-	-
10+40	'T3'	-	24	-	2	
STAGE 1A TOTAL		46	198	4	10	4
STAGE 1B						
830+90	USH 63	-	12	-	1	-
10+57	'LA'	-	8	-	1	-
884+35	USH 63	-	58	-	2	-
STAGE 1B TOTAL		0	78	0	4	0
STAGE 2						
10+25	'SU'	42	-	2	-	-
STAGE 2 TOTAL		42	0	2	0	0
PROJECT TOTAL		88	276	6	14	4

* NOTE: ALL CULVERT PIPE CORRUGATED STEEL PIPE THICKNESS TO BE .064-INCHES

CONCRETE CURB & GUTTER

STATION	-	STATION	LOCATION		601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0419 CONCRETE CURB & GUTTER 30-INCH TYPE L LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & CUTTER 4-INCH SLOPED 36-INCH TYPE R LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.02 CURE AND SEAL TREATMENT CONCRETE CURB AND GUTTER LF
CAT. 0010										
STAGE 1A										
009+00	-	009+32	'HT'	RT	-	-	66	-	66	66
010+03	-	010+49	'D'	RT	-	-	57	-	57	57
009+22	-	009+86	'HT'	LT	-	-	79	-	79	79
010+62	-	010+97	'D'	LT	-	-	75	-	75	75
009+32	-	009+72	'SE'	RT	-	-	62	-	62	62
009+15	-	009+75	'SE'	LT	-	-	88	-	88	88
008+95	-	009+61	'PD'	RT	-	-	69	-	69	69
009+06	-	009+91	'PD'	LT	-	-	92	-	92	92
STAGE 1A TOTALS					0	0	588	0	588	588
STAGE 2										0
837+50	-	843+03	USH 63	RT	-	-	551	-	551	551
845+03	-	845+61	USH 63	RT	-	-	91	-	91	91
10+93	-	11+28	'WL'	RT	-	-	33	-	33	33
10+38	-	11+28	'WL'	LT	112	-	-	-	112	112
846+33	-	856+20	USH 63	RT	689	-	-	-	689	689
10+28	-	10+60	'P1'	RT	41	-	-	-	41	41
10+28	-	10+60	'P1'	LT	40	-	-	-	40	40
853+86	-	856+82	USH 63	RT	296	-	-	-	296	296
10+32	-	10+65	'P2'	RT	42	-	-	-	42	42
10+31	-	10+65	'P2'	LT	42	-	-	-	42	42
857+49	-	858+59	USH 63	RT	108	-	-	-	108	108
10+28	-	10+72	'P3'	RT	79	-	-	-	79	79
10+28	-	11+32	'P3'	LT	87	-	-	-	87	87
859+28	-	859+99	USH 63	RT	70	-	-	-	70	70
10+31	-	11+00	'P4'	RT	52	-	-	-	52	52
10+32	-	10+54	'P4'	LT	66	-	-	-	66	66
860+48	-	865+35	USH 63	RT	485	-	-	-	485	485
10+36	-	10+78	'P6'	RT	57	-	-	-	57	57
10+34	-	10+78	'P6'	LT	56	-	-	-	56	56
866+19	-	868+32	USH 63	RT	303	-	-	-	303	303
877+28	-	881+32	USH 63	RT	160	-	-	-	160	160
10+02	-	10+68	'B'	RT	81	-	-	-	81	81
10+51	-	10+83	'B'	LT	64	-	-	-	64	64
STAGE 2 TOTALS					2930	0	675	0	3605	3605

CONCRETE CURB & GUTTER CONT'D

STATION	-	STATION	LOCATION		601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0419 CONCRETE CURB & GUTTER 30-INCH TYPE L LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & CUTTER 4-INCH SLOPED 36-INCH TYPE R LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.02 CURE AND SEAL TREATMENT CONCRETE CURB AND GUTTER LF	COMMENTS
CAT. 0010											
STAGE 3											
9+11	-	9+45	'1A'	RT	-	-	68	-	68	68	
9+11	-	9+95	'1A'	LT	88	-	-	-	88	88	
846+07	-	850+77	USH 63	LT	469	-	-	-	469	469	
849+30	-	849+40	USH 63	LT	10	-	-	-	10	10	2ND AVE
849+78	-	849+95	USH 63	LT	17	-	-	-	17	17	2ND AVE
9+48	-	9+76	'1S'	RT	42	-	-	-	42	42	
9+48	-	9+90	'1S'	LT	50	-	-	-	50	50	
851+60	-	855+10	USH 63	LT	350	-	-	-	350	350	
9+60	-	9+84	'P5'	RT	35	-	-	-	35	35	
9+60	-	9+84	'P5'	LT	35	-	-	-	35	35	
855+83	-	856+82	USH 63	LT	99	-	-	-	99	99	
9+30	-	9+65	'4A'	RT	51	-	-	-	51	51	
9+30	-	9+54	'4A'	LT	24	-	-	-	24	24	
9+54		9+97	'4A'	LT	-	-	-	46	46	46	C.E.
857+68	-	860+68	USH 63	LT	302	-	-	-	302	302	
9+30	-	9+47	'5A'	RT	33	-	-	-	33	33	
9+58	-	9+84	'5A'	LT	26	-	-	-	26	26	
861+57	-	861+82	USH 63	LT	28	-	-	-	28	28	
861+82	-	864+67	USH 63	LT	285	-	-	-	285	285	
8+64	-	9+23	'6A'	RT	111	-	-	-	111	111	
9+20	-	9+62	'6A'	LT	272	-	-	-	272	272	
865+79	-	866+21	USH 63	LT	49	-	-	-	49	49	
866+21	-	866+76	USH 63	LT	55	-	-	-	55	55	
866+76	-	868+55	USH 63	LT	-	179	-	-	179	179	
877+22	-	879+09	USH 63	LT	-	-	187	-	187	187	ISLAND
875+95	-	880+54	USH 63	LT	-	-	459	-	459	459	
STAGE 3 TOTALS					2431	179	714	46	3370	3370	
STAGE 4											
868+32	-	869+23	USH 63	RT	91	-	-	-	91	91	
10+25	-	10+55	'PG'	RT	45	-	-	-	45	45	
10+22	-	10+52	'PG'	LT	43	-	-	-	43	43	
870+07	-	873+96	USH 63	RT	389	-	-	-	389	389	
10+16	-	10+46	'PC'	RT	44	-	-	-	44	44	
10+16	-	10+46	'PC'	LT	44	-	-	-	44	44	
874+80	-	877+28	USH 63	RT	248	-	-	-	248	248	
STAGE 4 TOTALS					904	0	0	0	904	904	
CAT. 0010 TOTALS					6265	179	1977	46	8467	8467	
CAT. 0030											
STAGE 3											
56+88	-	57+77	'S1'	LT-RT	29	-	-	-	29	29	1ST ST
STAGE 3 TOTALS					29	0	0	0	29	29	
CAT. 0030 TOTALS					29	0	0	0	29	29	
TOTALS					6294	179	1977	46	8496	8496	

CONCRETE SIDEWALK

STATION	-	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	416.0160 CONCRETE DRIVEWAY 6-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	COMMENTS
CAT. 0010								
STAGE 2								
861+47	-	862+15	USH 63 RT	10	-	416	-	CIRCLE WALK
861+82	-	862+03	USH 63 RT	3	-	126	-	-
862+05	-	862+16	USH 63 RT	1	-	39	-	NEW BENCH PAD
876+78	-	877+19	USH 63 RT	5	25	-	-	-
		STAGE 2 TOTALS		19	25	581	0	
STAGE 3								
847+25	-	847+70	USH 63 LT	5	25	-	-	-
857+46	-	858+18	USH 63 LT	14	-	-	575	-
857+78	-	858+21	USH 63 LT	5	23	-	-	-
858+18	-	859+00	USH 63 LT	10	-	418	-	-
859+01	-	859+36	USH 63 LT	5	-	-	188	-
858+97	-	859+40	USH 63 LT	2	11			
859+36	-	860+81	USH 63 LT	23	-	936	-	-
863+21	-	863+63	USH 63 LT	5	23	-	-	-
861+45	-	863+23	USH 63 LT	28	-	1173	-	-
863+23	-	863+61	USH 63 LT	4	-	-	186	-
863+61	-	864+34	USH 63 LT	26	-	1063	-	-
864+34	-	864+60	USH 63 LT	8	-	340	-	-
864+60	-	864+99	USH 63 LT	17	-	689	-	-
9+45	-	9+59	'1A' LT	6	-	260	-	THROUGH THE WOODS CAFÉ PATIO
9+41	-	9+61	'1A' LT	2	9	-	-	THROUGH THE WOODS CAFÉ
9+54	-	9+70	'4A' LT	2	11	-	-	-
9+30	-	9+54	'4A' LT	3	-	120	-	-
9+54	-	9+70	'4A' LT	2	-	-	91	-
		STAGE 3 TOTALS		167	102	4999	1040	
		CAT. 0010 TOTALS		186	127	5580	1040	

CONCRETE SIDEWALK CONT'D

STATION	-	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	416.0160 CONCRETE DRIVEWAY 6-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	COMMENTS
CAT. 0020								
STAGE 2								
010+40	-	010+96	'WL' LT	8	-	318	-	CONNECTION
849+30	-	849+38	USH 63 RT	4	-	185	-	CONNECTION
029+36	-	029+58	'SU' RT	7	-	302	-	CONNECTION TO PARKING
856+77	-	856+82	USH 63 RT	2	-	78	-	CONNECTION
857+67	-	857+76	USH 63 RT	3	-	105	-	CONNECTION
860+59	-	860+92	USH 63 RT	17	-	693	-	CONNECION
862+89	-	864+74	USH 63 RT	27	-	1123	-	-
863+19	-	863+54	USH 63 RT	2	-	86	-	CONNECTION TO PARKING
10+14	-	10+27	'SU' -	4	-	130	-	-
24+65	-	24+72	'SU' -	2	-	70	-	-
25+08	-	25+17	'SU' -	2	-	93	-	-
32+52	-	32+60	'SU' -	2	-	75	-	-
32+90	-	32+97	'SU' -	2	-	75	-	-
36+17	-	36+25	'SU' -	2	-	73	-	-
36+54	-	36+62	'SU' -	2	-	73	-	-
48+58	-	48+68	'SU' -	3	-	100	-	-
48+93	-	49+03	'SU' -	3	-	100	-	-
53+32	-	53+42	'SU' -	3	-	94	-	-
53+66	-	53+76	'SU' -	3	-	100	-	-
58+67	-	58+76	'SU' -	2	-	93	-	-
59+00	-	59+10	'SU' -	3	-	92	-	-
61+50	-	61+58	'SU' -	2	-	76	-	-
		STAGE 2 TOTALS		105	0	4134	0	
STAGE 3								
845+85	-	847+27	USH 63 LT	27	-	1107	-	-
847+27	-	847+68	USH 63 LT	5	-	-	205	-
847+67	-	850+96	USH 63 LT	40	-	1662	-	-
848+98	-	849+37	USH 63 LT	9	-	360	-	CONNECTION TO '2A'
851+40	-	855+28	USH 63 LT	46	-	1923	-	-
855+67	-	856+99	USH 63 LT	23	-	949	-	-
		STAGE 3 TOTALS		150	0	6001	205	
STAGE 4								
856+77	-	856+82	USH 63 RT	-	-	-	25	ISLAND
860+60	-	860+65	USH 63 RT	-	-	-	25	ISLAND
861+91	-	861+96	USH 63 RT	-	-	-	65	ISLAND
864+68	-	864+73	USH 63 RT	-	-	-	25	ISLAND
		STAGE 4 TOTALS		0	0	0	140	
		CAT. 0020 TOTALS		255	0	10135	345	
CAT. 0030								
STAGE 2								
23+76	-	26+38	'W1' -	7	-	291	-	-
		STAGE 2 TOTALS		7	-	291	-	
		CAT. 0030 TOTALS		7	0	291	0	
		TOTALS		448	127	16006	1385	

DETECTABLE WARNING FIELD

STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
CAT. 0010		
STAGE 2		
846+29	USH 63 41.5' RT	8
849+34	USH 63 30.5' RT	8
856+79	USH 63 35.0' RT	8
856+79	USH 63 5.0' RT	8
856+79	USH 63 0.5' RT	8
857+71	USH 63 32.5' RT	8
860+62	USH 63 34.5' RT	8
860+62	USH 63 5.0' RT	8
860+62	USH 63 0.5' RT	8
861+94	USH 63 34.5' RT	8
861+94	USH 63 14.5' RT	8
861+94	USH 63 1.5' RT	8
864+71	USH 63 38.5' RT	8
864+71	USH 63 9.5' RT	8
864+71	USH 63 4.5' RT	8
	STAGE 2 SUBTOTAL	120
STAGE 3		
845+92	USH 63 26.5' LT	8
845+92	USH 63 26.5' LT	8
849+34	USH 63 18.5' LT	8
849+34	USH 63 58.0' LT	8
850+92	USH 63 26.0' LT	8
851+44	USH 63 26.0' LT	8
855+24	USH 63 26.0' LT	8
855+69	USH 63 26.0' LT	8
856+79	USH 63 18.5' LT	8
856+97	USH 63 26.5' LT	8
857+50	USH 63 28.5' LT	8
857+71	USH 63 18.5' LT	8
860+62	USH 63 18.5' LT	8
860+80	USH 63 27.0' LT	8
861+66	USH 63 24.0' LT	8
861+94	USH 63 18.5' LT	8
864+71	USH 63 20.5' LT	8
865+00	USH 63 91.0' LT	8
865+41	USH 63 108.0' LT	8
	STAGE 3 TOTAL	152
	CAT. 0010 TOTAL	272
CAT. 0020		
STAGE 2		
10+18	'SU' 0.0' -	16
24+72	'SU' 0.0' -	16
25+08	'SU' 0.0' -	16
32+60	'SU' 0.0' -	16
32+90	'SU' 0.0' -	16
36+25	'SU' 0.0' -	16
36+54	'SU' 0.0' -	16
48+68	'SU' 0.0' -	16
48+93	'SU' 0.0' -	16
53+40	'SU' 0.0' -	16
53+66	'SU' 0.0' -	16
58+75	'SU' 0.0' -	16
59+00	'SU' 0.0' -	16
61+55	'SU' 0.0' -	16
	STAGE 2 SUBTOTAL	224
	CAT. 0020 TOTAL	224
	PROJECT TOTAL	496

CONCRETE SAFETY ISLANDS

STATION - STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	602.2400 CONCRETE SAFETY ISLANDS SF	COMMENTS
CAT. 0010				
STAGE 4				
789+32 - 789+54	USH 63 LT	11	460	CTH D
856+33 - 856+77	USH 63 RT	5	200	
856+82 - 856+87	USH 63 RT	1	22	
860+22 - 860+59	USH 63 RT	4	178	
860+64 - 860+72	USH 63 RT	1	32	
861+64 - 861+91	USH 63 RT	8	312	
861+96 - 862+49	USH 63 RT	13	536	
864+55 - 864+68	USH 63 RT	2	65	
864+73 - 865+10	USH 63 RT	6	243	
PROJECT TOTAL		51	2048	

PIPE UNDERDRAIN

STATION - STATION	LOCATION	612.0204 PIPE UNDERDRAIN UNPERFORATED 4-INCH LF
CAT. 0010		
STAGE 3		
852+60 - 852+68	USH 63 LT	8
PROJECT TOTAL		8

CULVERT PIPE CORRUGATED POLYETHYLENE

STATION	LOCATION	530.0124 CULVERT PIPE CORRUGATED POLYETHYLENE 24-INCH LF
CAT. 0010		
STAGE 1A		
795+55	USH 63	34
PROJECT TOTAL		34

RIPRAP ITEMS

STATION - STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0130 GEOTEXTILE FABRIC TYPE R SY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
CAT. 0010					
STAGE 1A					
625+18 - -	USH 63 RT	-	7	-	22
625+69 - -	USH 63 LT	-	7	-	22
631+12 - -	USH 63 LT	-	5	-	17
631+12 - -	USH 63 RT	-	5	-	17
638+10 - -	USH 63 LT	-	5	-	17
638+10 - -	USH 63 RT	-	5	-	17
646+71 - -	USH 63 RT	1	-	7	-
647+05 - -	USH 63 RT	1	-	7	-
656+43 - -	USH 63 RT	1	-	8	-
656+76 - -	USH 63 RT	1	-	9	-
656+65 - -	USH 63 LT	1	-	7	-
657+10 - -	USH 63 LT	1	-	8	-
659+69 - -	USH 63 LT	-	12	-	23
709+08 - -	USH 63 RT	-	12	-	35
709+08 - -	USH 63 LT	-	12	-	35
719+08 - -	USH 63 LT	-	5	-	17
719+08 - -	USH 63 RT	-	5	-	17
733+00 - -	USH 63 LT	1	-	7	-
733+53 - -	USH 63 RT	-	5	-	17
756+05 - -	USH 63 RT	-	3	-	11
756+05 - -	USH 63 LT	-	3	-	11
760+84 - -	USH 63 RT	-	6	-	20
760+84 - -	USH 63 LT	-	6	-	20
780+00 - -	USH 63 LT	-	41	-	107
780+00 - -	USH 63 RT	-	32	-	80
795+52 - -	USH 63 RT	-	2	-	8
795+52 - -	USH 63 LT	-	2	-	8
795+55 - -	USH 63 RT	-	4	-	16
799+60 - -	USH 63 LT	3	-	13	-
799+80 - -	USH 63 LT	3	-	13	-
9+40 - -	'WN' LT	1	-	7	-
9+40 - -	'WN' RT	1	-	7	-
9+00 - -	'HT' RT	2	-	9	-
9+22 - -	'HT' LT	2	-	9	-
10+50 - -	'D' RT	2	-	10	-
10+85 - -	'D' LT	2	-	10	-
STAGE 1A TOTALS		23	184	131	537
STAGE 2					
836+05 -	USH 63 RT	41	-	14	-
STAGE 2 TOTALS		41	0	14	0
STAGE 3					
833+94 - -	USH 63 LT	1	-	15	-
874+82 - -	USH 63 LT	1	-	7	-
875+95 - -	USH 63 LT	3	-	7	-
884+58 - -	USH 63 LT	1	-	16	-
3+50 - 3+61	'DP' -	2	-	17	-
28+50 - 29+13	'BD' -	-	196	-	393
STAGE 3 TOTALS		8	196	62	393
PROJECT TOTALS		72	380	207	930

STORM SEWER PIPE

STATION	DESC.	LOCATION		STRUCT. NO.	INVERT ELEV. FT	INVERT ELEV. FT	TO STRUCT. NO.	SLOPE %	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	608.0348 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	520.8000 CONCRETE COLLAR EACH
CAT. 0010																					
STAGE 1A																					
10+81.5	'D'	61.0	LT	S152	1232.53	1232.82	S151	0.50	-	-	57	-	-	-	-	-	-	1	-	-	-
10+50.0	'D'	15.5	LT	S151	1232.84	1233.12	S150	0.50	-	-	60	-	-	-	-	-	-	1	-	-	-
09+58.8	'PD'	2.4	LT	S161	1229.55	1230.16	S160	1.00	-	-	65	-	-	-	-	-	-	-	-	-	-
STAGE1A TOTALS									0	0	182	0	0	0	0	0	0	2	0	0	0
STAGE 2																					
836+05.0	USH63	87.0	RT	S172			S171	0.50	-	-	-	-	31	-	-	-	-	-	1	-	-
836+05.0	USH63	56.0	RT	S172			COLLAR	1.90	-	-	-	-	87	-	-	-	-	-	-	-	1
846+40.0	USH63	48.0	RT	S6	1237.86	-	COLLAR	1.98	-	-	-	53	-	-	-	-	-	-	-	-	-
846+40.0	USH63	48.0	RT	S6	1237.76	1235.79	S7	-1.50	-	-	-	136	-	-	-	-	-	-	-	-	-
847+75.0	USH63	36.5	RT	S7	1237.67	1238.67	S30	2.00	54	-	-	-	-	-	-	-	-	-	-	-	-
847+75.0	USH63	36.5	RT	S7	1235.71	1232.80	S8	-2.08	-	-	-	145	-	-	-	-	-	-	-	-	-
849+19.0	USH63	36.5	RT	S8	1232.77	1232.79	S42	0.79	-	-	-	7	-	-	-	-	-	-	-	-	-
849+19.0	USH63	29.5	RT	S42	1232.81	1233.03	S41	0.50	-	-	-	47	-	-	-	-	-	-	-	-	-
849+19.0	USH63	17.5	LT	S41	1233.12	1234.55	S40	5.08	-	-	-	32	-	-	-	-	-	-	-	-	-
849+18.8	USH63	49.7	LT	S40	-	-	COLLAR	-	6	-	-	-	-	-	-	-	-	-	-	-	1
849+18.8	USH63	49.7	LT	S40	-	-	COLLAR	-	-	6	-	-	-	-	-	-	-	-	-	-	1
849+19.0	USH63	36.5	RT	S8	1232.22	1230.55	S9	-0.60	-	-	-	-	285	-	-	-	-	-	-	-	-
852+04.0	USH63	36.5	RT	S9	1234.21	1235.05	S51	1.70	54	-	-	-	-	-	-	-	-	-	-	-	-
852+04.0	USH63	17.5	LT	S51	-	-	247	-	6	-	-	-	-	-	-	-	-	-	-	-	-
852+04.0	USH63	36.5	RT	S9	1230.52	1230.06	S10	-0.50	-	-	-	-	97	-	-	-	-	-	-	-	-
853+00.6	USH63	44.0	RT	S10	1231.66	1231.82	S62	2.00	-	-	-	-	15	-	-	-	-	-	-	-	-
853+00.6	USH63	29.5	RT	S62	1232.41	1232.83	S61	1.00	-	-	-	48	-	-	-	-	-	-	-	-	-
853+00.6	USH63	44.0	RT	S10	1229.53	1227.70	S11	-0.50	-	-	-	-	-	-	373	-	-	-	-	-	-
853+00.6	USH63	29.5	RT	S62	1233.54	1234.36	S600	1.00	87	-	-	-	-	-	-	-	-	-	-	-	-
856+73.1	USH63	45.0	RT	S11	1230.65	1230.74	S75	2.00	-	-	-	-	-	12	-	-	-	-	-	-	-
856+73.1	USH63	33.5	RT	S75	1230.86	1231.76	S73	2.00	-	-	-	-	-	51	-	-	-	-	-	-	-
856+73.1	USH63	17.5	LT	S73	-	-	227	-	-	6	-	-	-	-	-	-	-	-	-	-	-
856+73.1	USH63	45.0	RT	S11	1227.16	1226.30	S12	-0.51	-	-	-	-	-	-	-	177	-	-	-	-	-
857+79.0	USH63	31.1	RT	S802	1232.34	1232.80	S801	1.00	-	49	-	-	-	-	-	-	-	-	-	-	-
857+79.0	USH63	31.1	RT	S802	1232.30	1232.21	S803	-1.50	-	10	-	-	-	-	-	-	-	-	-	-	-
858+54.0	USH63	50.0	RT	S12	1226.26	1224.67	S14	-0.50	-	-	-	-	-	-	-	325	-	-	-	-	-
858+54.0	USH63	29.5	RT	S84	1231.24	1232.16	S803	1.50	-	64	-	-	-	-	-	-	-	-	-	-	-
858+54.0	USH63	29.5	RT	S84	1231.80	1232.95	S810	2.00	61	-	-	-	-	-	-	-	-	-	-	-	-
858+54.0	USH63	29.5	RT	S84	1231.28	1232.75	S83	3.47	-	47	-	-	-	-	-	-	-	-	-	-	-
860+09.1	USH63	42.2	RT	S100	1233.70	1233.43	S101	-0.70	42	-	-	-	-	-	-	-	-	-	-	-	-
860+50.5	USH63	33.5	RT	S101	1233.41	1233.16	S102	-0.70	39	-	-	-	-	-	-	-	-	-	-	-	-
860+50.5	USH63	33.5	RT	S101	1233.46	-	COLLAR	2.66	29	-	-	-	-	-	-	-	-	-	-	-	-
860+90.0	USH63	33.5	RT	S102	1233.10	1232.45	S902	-0.70	97	-	-	-	-	-	-	-	-	-	-	-	-
861+85.5	USH63	42.0	RT	S14	1232.34	1232.40	S902	2.00	9	-	-	-	-	-	-	-	-	-	-	-	-
861+87.2	USH63	33.5	RT	S902	1232.47	1233.68	S901	2.56	51	-	-	-	-	-	-	-	-	-	-	-	-
861+85.5	USH63	42.0	RT	S14	1224.63	1222.46	S16	-0.50	-	-	-	-	-	-	-	442	-	-	-	-	-
864+63.3	USH63	37.4	RT	S111	1230.72	-	COLLAR	0.62	28	-	-	-	-	-	-	-	-	-	-	-	-
864+63.3	USH63	37.4	RT	S111	1230.70	1230.25	S112	-0.68	69	-	-	-	-	-	-	-	-	-	-	-	-
865+33.0	USH63	37.4	RT	S112	1230.23	1229.64	S17	-0.63	99	-	-	-	-	-	-	-	-	-	-	-	-
866+28.0	USH63	50.0	RT	S16	1222.41	1222.22	S17	-2.00	-	-	-	-	-	-	-	15	-	-	-	-	-
866+32.0	USH63	35.5	RT	S17	1222.10	1218.12	S18	-1.12	-	-	-	-	-	-	-	363	-	-	-	-	-
6+96.9	'6A'	23.0	LT	S18	1215.64	1215.57	S19	-1.00	-	-	-	-	-	-	-	14	-	-	-	-	-
6+96.9	'6A'	37.5	LT	S19	1215.25	1199.21	S19.1	-8.40	-	-	-	-	-	-	-	198	-	-	-	-	-
27+43.0	'BD'	0.0	-	S19.1	1197.84	1177.68	S19.2	-26.50	-	-	-	-	-	-	-	84	-	-	-	-	-
28+26.7	'BD'	0.0	-	S19.2	1168.19	1168.07	AEW	-0.75	-	-	-	-	-	-	-	21	-	-	-	1	-
868+48.6	USH63	29.8	RT	S121	1228.65	-	COLLAR	0.50	26	-	-	-	-	-	-	-	-	-	-	-	-
868+48.6	USH63	29.8	RT	S121	1228.64	1228.35	S122	-0.50	61	-	-	-	-	-	-	-	-	-	-	-	-
869+09.4	USH63	27.2	RT	S122	1227.82	1226.97	S21	-1.00	-	-	90	-	-	-	-	-	-	-	-	-	-
869+99.2	USH63	28.3	RT	S21	1226.92	1226.28	S22	-1.00	-	-	64	-	-	-	-	-	-	1	-	-	-
869+99.2	USH63	28.3	RT	S21	1228.46	1228.70	S131	4.00	12	-	-	-	-	-	-	-	-	-	-	-	-
870+08.9	USH63	23.5	RT	S131	1228.80	1229.18	S130	1.00	41	-	-	-	-	-	-	-	-	-	-	-	-
874+82.0	USH63	17.5	RT	S190	1232.62	-	COLLAR	-0.75	18	-	-	-	-	-	-	-	-	-	-	-	-
STAGE 2 TOTALS									889	182	154	468	515	63	373	1639	0	1	1	1	3

STORM SEWER PIPE CONT'D

STATION	DESC.	LOCATION		STRUCT. NO.	INVERT ELEV. FT	INVERT ELEV. FT	TO STRUCT. NO.	SLOPE %	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0342 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	608.0348 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	520.8000 CONCRETE COLLAR EACH
CAT. 0010																					
STAGE 3																					
836+05.0	USH 63	-50	LT	S170			COLLAR	-1.9	-	-	-	-	19	-	-	-	-	-	-	-	-
845+20.7	USH 63	48.5	LT	S4	1241.18	1240.47	S4.1	-4.52	-	-	-	12	-	-	-	-	-	-	-	-	-
845+30.4	USH 63	40.9	LT	S4.1	1240.27	1239.82	S5	-1.01	-	-	-	54	-	-	-	-	-	-	-	-	-
845+83.8	USH 63	33.1	LT	S5	1238.69	-	COLLAR	-1.98	-	-	-	46	-	-	-	-	-	-	-	-	-
850+75.4	USH 63	17.5	LT	S50	1236.02	1235.09	S51	-0.74	129	-	-	-	-	-	-	-	-	-	-	-	-
853+10.5	USH 63	17.5	LT	S61	1232.92	1233.11	S60	2.00	-	-	-	16	-	-	-	-	-	-	-	-	-
853+10.5	USH 63	17.5	LT	S61	1234.26	1234.37	S611	2.00	10	-	-	-	-	-	-	-	-	-	-	-	-
853+00.6	USH 63	17.5	LT	S611	1234.48	1236.50	S610	5.08	43	-	-	-	-	-	-	-	-	-	-	-	-
853+19.5	USH 63	30.2	LT	S60	1234.62	1236.34	S59	12.37	19	-	-	-	-	-	-	-	-	-	-	-	-
855+08.0	USH 63	17.5	LT	S700	1234.79	1234.19	S701	-0.53	117	-	-	-	-	-	-	-	-	-	-	-	-
856+25.1	USH 63	17.5	LT	S701	1234.17	1233.94	S73	-0.60	48	-	-	-	-	-	-	-	-	-	-	-	-
856+73.1	USH 63	17.5	LT	S73	1232.00	1233.75	S71	5.28	-	-	-	-	37	-	-	-	-	-	-	-	-
856+73.1	USH 63	17.5	LT	S73	1233.91	1233.95	S702	0.54	13	-	-	-	-	-	-	-	-	-	-	-	-
856+98.7	USH 63	44.4	LT	S71	1233.83	1234.27	S70	1.25	-	-	-	-	41	-	-	-	-	-	-	-	-
857+83.7	USH 63	17.5	LT	S801	1232.84	1232.90	S800	1.00	-	10	-	-	-	-	-	-	-	-	-	-	-
858+54.0	USH 63	17.5	LT	S83	1233.37	1233.78	S82	0.73	-	-	62	-	-	-	-	-	-	-	-	-	-
859+15.3	USH 63	17.5	LT	S82	1234.56	1236.13	S81	9.03	22	-	-	-	-	-	-	-	-	-	-	-	-
859+33.0	USH 63	30.1	LT	S81	1236.30	1236.47	S80	1.00	17	-	-	-	-	-	-	-	-	-	-	-	-
860+77.5	USH 63	21.6	LT	S91	1235.00	-	COLLAR	-2.66	32	-	-	-	-	-	-	-	-	-	-	-	-
860+79.1	USH 63	40.5	LT	S90	1235.21	1235.07	S91	-0.95	19	-	-	-	-	-	-	-	-	-	-	-	-
861+60.5	USH 63	27.6	LT	S900	1234.09	1233.78	S901	-1.47	26	-	-	-	-	-	-	-	-	-	-	-	-
864+17.6	USH 63	18.6	LT	S109	1231.39	1231.07	S110	-0.72	46	-	-	-	-	-	-	-	-	-	-	-	-
864+64.9	USH 63	19.5	LT	S110	1231.05	-	COLLAR	-0.62	29	-	-	-	-	-	-	-	-	-	-	-	-
868+48.6	USH 63	25.5	LT	S120	1228.91	-	COLLAR	-0.50	29	-	-	-	-	-	-	-	-	-	-	-	-
874+82.0	USH 63	39.0	LT	S191	1233.44	-	COLLAR	0.75	39	-	-	-	-	-	-	-	1	-	-	-	-
STAGE 3 TOTALS									638	10	62	128	97	0	0	0	1	0	0	0	0
CAT. 0010 TOTALS									1527	192	398	596	612	63	373	1639	1	3	1	1	3
CAT. 0020																					
STAGE 2																					
836+05.0	USH 63	87.0	RT	S172			S171	0.50	-	-	-	-	31	-	-	-	-	-	-	-	-
STAGE 2 TOTALS									-	-	-	-	31	-	-	-	-	-	-	-	-
CAT. 0020 TOTALS									0	0	0	0	31	0	0	0	0	0	0	0	0
TOTALS									1527	192	398	596	643	63	373	1639	1	3	1	1	3

RECONSTRUCTING CATCH BASINS, MANHOLES AND INLETS

STATION	DESC.	LOCATION		STRUCT. NO.	611.0410 RECONSTRUCTING CATCH BASINS EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH
CAT. 0010							
STAGE 1A							
09+58.8	'PD'	2.43	LT	S161	-	1	-
STAGE 1A TOTALS					0	1	0
STAGE 2							
852+04.0	USH 63	22	LT	E247	-	1	-
856+70.0	USH 63	22	LT	E227	-	-	1
STAGE 2 TOTALS					0	1	1
STAGE 3							
852+04.0	USH 63	17.5	LT	S51	1	-	-
856+73.1	USH 63	17.5	LT	S73	1	-	-
STAGE 3 TOTALS					2	0	0
PROJECT TOTALS					2	2	1

INLET COVERS TYPE S

STATION	LOCATION	611.0651 INLET COVERS TYPE S EACH	611.8115 ADJUSTING INLET COVERS	COMMENTS
CAT. 0010				
STAGE 1B				
852+04	USH 63 21.7 LT	1	-	TEMP. WIDENING
853+20	USH 63 29.4 LT	-	1	TEMP. WIDENING
853+24	USH 63 21.8 LT	1	-	TEMP. WIDENING
856+70	USH 63 22.1 LT	1	-	TEMP. WIDENING
857+70	USH 63 21.7 LT	1	-	TEMP. WIDENING
	STAGE 1B TOTALS	4	1	
STAGE 2				
868+49	USH 63 29.8 RT	1	-	TEMP. WIDENING
869+09	USH 63 27.2 RT	1	-	TEMP. WIDENING
870+09	USH 63 23.5 RT	1	-	TEMP. WIDENING
870+50	USH 63 21.9 RT	1	-	TEMP. WIDENING
	STAGE 1B TOTALS	4	0	
	TOTALS	8	1	

INSULATION BOARD

STATION	LOCATION	- STATION	LOCATION		612.0902.S.01 INSULATION BOARD POLYSTYRENE (2-INCH) SY
CAT. 0010					
845+86	30.0 LT	- 846+91	23.0 LT	USH 63	7
849+15	23.0 LT	- 849+23	23.0 LT	USH 63	7
859+19	17.0 LT	- 859+27	17.0 LT	USH 63	7
859+41	44.0 RT	- 859+49	44.0 RT	USH 63	7
861+07	40.0 RT	- 861+15	41.0 RT	USH 63	7
CAT. 0010 TOTAL					35
CAT. 0030					
52+74	0.0 RT	- 57+78	0.0 RT	'S1'	156
CAT. 0030 TOTAL					156
PROJECT TOTAL					191

STORM SEWER STRUCTURES

STATION	DESC.	LOCATION		STRUCT. NO.	GRATE / RIM ELE. FT	INVERT INLET ELE FT	INVERT DISCH. ELE FT	STRUCT. HEIGHT FT	611.1230 CATCH BASINS 2X3-FT EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.2007 MANHOLES TYPE 7-FT DIAMETER EACH	611.2008 MANHOLES TYPE 8-FT DIAMETER EACH	611.2066 MANHOLES 6x6-FT EACH	611.3220 INLETS 2X2-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.3903 INLET MEDIAN 3 GRATE EACH
CAT 0010																				
STAGE 1A																				
10+81.5	'D'	61	LT	S152	-	1232.53	-	AEW	-	-	-	-	-	-	-	-	-	-	-	-
10+50.0	'D'	15.5	LT	S151	1237.20	1232.84	1232.82	3.76	1	-	-	-	-	-	-	-	-	-	-	-
10+50.0	'D'	48	RT	S150	-	1233.12	-	AEW	-	-	-	-	-	-	-	-	-	-	-	-
9+57.7	'PD'	67.3	LT	S160	1232.80	-	1229.55	3.46	-	-	-	-	-	-	-	-	-	1	-	-
					STAGE 1A TOTALS				1	0	0	0	0	0	0	0	0	1	0	0
STAGE 2																				
836+05.0	USH 63	56	RT	S171	1242.50	1238.22	1238.20	4.59	-	-	-	-	-	-	-	-	-	-	1	-
846+40.0	USH 63	48	RT	S6	1243.13	1237.86	1237.76	6.13	-	-	-	1	-	-	-	-	-	-	-	-
847+75.0	USH 63	36.5	RT	S7	1242.79	1235.79	1235.71	7.84	-	-	1	-	-	-	-	-	-	-	-	-
849+19.0	USH 63	36.5	RT	S8	1241.44	1232.80	1232.22	9.98	-	-	-	1	-	-	-	-	-	-	-	-
849+19.0	USH 63	29.5	RT	S42	1240.63	1232.81	1232.79	9.01	1	-	-	-	-	-	-	-	-	-	-	-
849+19.0	USH 63	17.5	LT	S41	1240.87	1233.12	1233.03	9.01	1	-	-	-	-	-	-	-	-	-	-	-
849+18.8	USH 63	49.7	LT	S40	1242.28	1242.07	1234.55	8.49	-	-	-	1	-	-	-	-	-	-	-	-
852+04.0	USH 63	36.5	RT	S9	1239.02	1230.55	1230.52	9.26	-	-	-	1	-	-	-	-	-	-	-	-
852+04.0	USH 63	17.5	LT	S51	1238.46	1235.09	1235.05	4.58	1	-	-	-	-	-	-	-	-	-	-	-
853+00.5	USH 63	44.0	RT	S10	1236.94	1230.06	1229.53	8.17	-	-	-	-	1	-	-	-	-	-	-	-
853+00.6	USH 63	29.5	RT	S62	1238.00	1232.41	1231.82	7.35	-	-	-	1	-	-	-	-	-	-	-	-
853+87.7	USH 63	29.5	RT	S600	1238.18	-	1234.36	4.99	1	-	-	-	-	-	-	-	-	-	-	-
856+73.1	USH 63	45.0	RT	S11	1237.74	1227.70	1227.16	11.75	-	-	-	-	-	1	-	-	-	-	-	-
856+73.1	USH 63	33.5	RT	S75	1237.21	1230.86	1230.74	7.64	-	-	-	1	-	-	-	-	-	-	-	-
856+73.1	USH 63	17.5	LT	S73	1237.96	1232.00	1231.76	7.37	-	-	-	-	1	-	-	-	-	-	-	-
857+79.0	USH 63	31.1	RT	S802	1236.63	1232.34	1232.30	5.50	1	-	-	-	-	-	-	-	-	-	-	-
857+88.7	USH 63	30.6	RT	S803	1236.64	1232.21	1232.16	5.65	1	-	-	-	-	-	-	-	-	-	-	-
858+54.0	USH 63	50.0	RT	S12	1238.55	1226.30	1226.26	13.46	-	-	-	-	-	1	-	-	-	-	-	-
858+54.0	USH 63	29.5	RT	S84	1237.75	1231.28	1231.19	7.73	-	-	1	-	-	-	-	-	-	-	-	-
859+14.9	USH 63	38.6	RT	S810	1236.98	-	1232.95	5.20	1	-	-	-	-	-	-	-	-	-	-	-
860+09.1	USH 63	42.2	RT	S100	1237.71	-	1233.70	5.18	1	-	-	-	-	-	-	-	-	-	-	-
860+50.5	USH 63	33.5	RT	S101	1237.97	1233.43	1233.41	5.73	1	-	-	-	-	-	-	-	-	-	-	-
860+90.0	USH 63	33.5	RT	S102	1237.85	1233.16	1233.10	5.92	1	-	-	-	-	-	-	-	-	-	-	-
861+85.5	USH 63	42.0	RT	S14	1238.50	1224.67	1224.63	15.04	-	-	-	-	-	1	-	-	-	-	-	-
861+87.2	USH 63	33.5	RT	S902	1237.10	1232.47	1232.40	5.87	1	-	-	-	-	-	-	-	-	-	-	-
864+63.3	USH 63	37.4	RT	S111	1234.71	1230.72	1230.70	5.18	1	-	-	-	-	-	-	-	-	-	-	-
865+33.0	USH 63	37.4	RT	S112	1234.24	1230.25	1230.23	5.18	1	-	-	-	-	-	-	-	-	-	-	-
6+96.9	'6A'	23.0	LT	S18	1227.44	1218.12	1215.64	12.97	-	-	-	-	-	-	-	1	-	-	-	-
6+96.9	'6A'	37.5	LT	S19	1226.16	1257.57	1215.25	12.91	-	-	-	-	-	-	-	-	-	-	1	-
27+43.0	'BD'	0.0	-	S19.1	1206.20	1199.21	1197.84	9.12	-	-	-	-	-	1	-	-	-	-	-	-
28+26.7	'BD'	0.0	-	S19.2	1185.83	1177.68	1168.19	18.40	-	-	-	-	-	-	-	1	-	-	-	-
866+28.0	USH 63	50.0	RT	S16	1235.04	1222.47	1222.36	13.85	-	-	-	-	-	-	1	-	-	-	-	-
866+32.0	USH 63	35.5	RT	S17	1233.62	1222.22	1222.10	12.69	-	-	-	-	-	1	-	-	-	-	-	-
868+48.6	USH 63	29.8	RT	S121	1232.63	1228.65	1228.64	5.16	1	-	-	-	-	-	-	-	-	-	-	-
869+09.4	USH 63	27.2	RT	S122	1232.58	1228.35	1227.82	5.93	1	-	-	-	-	-	-	-	-	-	-	-
869+99.2	USH 63	28.3	RT	S21	1233.79	1226.97	1226.92	8.04	-	-	1	-	-	-	-	-	-	-	-	-
870+08.9	USH 63	23.5	RT	S131	1233.04	1228.80	1228.70	5.51	1	-	-	-	-	-	-	-	-	-	-	-
870+50.0	USH 63	21.9	RT	S130	1233.19	-	1229.18	5.18	1	-	-	-	-	-	-	-	-	-	-	-
874+82.0	USH 63	17.5	RT	S190	1236.63	-	1232.62	5.18	1	-	-	-	-	-	-	-	-	-	-	-
					STAGE 2 SUBTOTALS				18	0	3	6	2	5	1	2	0	0	2	0

STORM SEWER STRUCTURES CONT'D

STATION	DESC.	LOCATION		STRUCT. NO.	GRATE / RIM ELE. FT	INVERT INLET ELE FT	INVERT DISCH. ELE FT	STRUCT. HEIGHT FT	611.1230 CATCH BASINS 2X3-FT EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.2007 MANHOLES TYPE 7-FT DIAMETER EACH	611.2008 MANHOLES TYPE 8-FT DIAMETER EACH	611.2066 MANHOLES 6x6-FT EACH	611.3220 INLETS 2X2-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.3903 INLET MEDIAN 3 GRATE EACH
CAT 0010 STAGE 3																				
836+05.0	USH 63	50	LT	S170	1244.00	-	1238.73	5.56	-	-	-	-	-	-	-	-	-	-	1	-
845+20.7	USH 63	48.5	LT	S4	1241.26	-	1240.85	-	-	-	-	-	-	-	-	-	-	-	-	1
845+30.4	USH 63	40.9	LT	S4.1	1244.21	1240.47	1240.27	5.11	-	-	1	-	-	-	-	-	-	-	-	-
845+83.8	USH 63	33.1	LT	S5	1243.99	1240.27	1239.69	5.47	-	-	-	1	-	-	-	-	-	-	-	-
847+75.0	USH 63	17.5	LT	S30	1242.21	-	1238.67	4.71	1	-	-	-	-	-	-	-	-	-	-	-
850+75.4	USH 63	17.5	LT	S50	1239.41	-	1236.02	4.56	1	-	-	-	-	-	-	-	-	-	-	-
852+60.0	USH 63	32.8	LT	S610	1238.60	-	1236.50	2.27	-	-	-	-	-	-	-	-	-	1	-	-
853+00.6	USH 63	17.5	LT	S611	1238.24	1234.48	1234.37	5.04	1	-	-	-	-	-	-	-	-	-	-	-
853+10.5	USH 63	17.5	LT	S61	1238.25	1232.92	1232.83	6.59	-	-	-	1	-	-	-	-	-	-	-	-
853+19.5	USH 63	30.2	LT	S60	1237.84	1234.60	1233.11	5.49	-	-	-	1	-	-	-	-	-	-	-	-
853+38.1	USH 63	30.0	LT	S59	1239.55	-	1236.34	3.96	-	-	-	-	-	-	-	-	1	-	-	-
855+08.0	USH 63	17.5	LT	S700	1238.60	-	1234.79	4.98	1	-	-	-	-	-	-	-	-	-	-	-
856+25.1	USH 63	17.5	LT	S701	1238.18	1234.19	1234.17	5.18	1	-	-	-	-	-	-	-	-	-	-	-
856+85.5	USH 63	17.8	LT	S702	1237.96	-	1233.95	5.18	1	-	-	-	-	-	-	-	-	-	-	-
856+98.7	USH 63	44.4	LT	S71	1238.62	1233.83	1233.75	6.04	-	-	-	1	-	-	-	-	-	-	-	-
857+36.3	USH 63	59.4	LT	S70	1238.94	1236.40	1234.27	5.84	-	-	-	-	1	-	-	-	-	-	-	-
857+83.7	USH 63	17.5	LT	S801	1237.72	1232.84	1232.80	6.09	1	-	-	-	-	-	-	-	-	-	-	-
857+93.7	USH 63	17.5	LT	S800	1237.72	-	1232.90	5.99	1	-	-	-	-	-	-	-	-	-	-	-
858+54.0	USH 63	17.5	LT	S83	1237.89	1233.37	1232.75	6.31	1	-	-	-	-	-	-	-	-	-	-	-
859+15.3	USH 63	17.5	LT	S82	1238.30	1234.56	1233.78	5.69	-	-	1	-	-	-	-	-	-	-	-	-
859+24.2	USH 63	45.0	LT	S80	1239.18	-	1236.47	3.88	1	-	-	-	-	-	-	-	-	-	-	-
859+33.0	USH 63	30.1	LT	S81	1239.00	1236.30	1236.13	4.04	1	-	-	-	-	-	-	-	-	-	-	-
860+77.5	USH 63	21.6	LT	S91	1239.05	1235.07	1235.00	5.22	-	1	-	-	-	-	-	-	-	-	-	-
860+79.1	USH 63	40.5	LT	S90	1239.23	-	1235.21	5.19	-	1	-	-	-	-	-	-	-	-	-	-
861+60.5	USH 63	27.6	LT	S900	1238.12	-	1234.09	5.20	-	1	-	-	-	-	-	-	-	-	-	-
861+84.2	USH 63	17.5	LT	S901	1237.75	1233.78	1233.68	5.24	1	-	-	-	-	-	-	-	-	-	-	-
864+17.6	USH 63	18.6	LT	S109	1235.40	-	1231.39	5.18	1	-	-	-	-	-	-	-	-	-	-	-
864+64.9	USH 63	19.5	LT	S110	1235.41	1231.07	1231.05	5.53	1	-	-	-	-	-	-	-	-	-	-	-
868+48.6	USH 63	25.5	LT	S120	1232.92		1228.91	5.18	1	-	-	-	-	-	-	-	-	-	-	-
							STAGE 3 TOTALS		15	3	2	4	1	0	0	0	1	1	1	1
							CAT. 0010 TOTALS		34	3	5	10	3	5	1	2	1	2	3	1
CAT 0020 STAGE 2																				
836+05.0	USH 63	56	RT	S171	1242.50	1238.22	1238.20	6.30	-	-	-	-	-	-	-		-	-	1	-
							STAGE 2 SUBTOTALS		0	0	0	0	0	0	0		0	0	1	0
							CAT. 0020 TOTALS		0	0	0	0	0	0	0	0	0	0	1	0
							PROJECT TOTALS		34	3	5	10	3	5	1	2	1	2	4	1

STORM SEWER COVERS

STATION	DESC.	LOCATION		STRUCT. NO.	611.0530 MANHOLE COVERS TYPE J EACH	611.0612 INLET COVERS TYPE C EACH	611.0615 INLET COVERS TYPE F EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0627 INLET COVERS TYPE HM EACH	611.0654 INLET COVERS TYPE V EACH	612.0642 INLET COVERS TYPE MS EACH	611.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.29 INLET COVERS TYPE H-D EACH
CAT. 0010														
STAGE 1A														
10+81.5	'D'	61	LT	S152	-	-	-	-	-	-	-	-	-	-
10+50.0	'D'	15.5	LT	S151	-	-	-	-	-	1	-	-	-	-
10+50.0	'D'	48	RT	S150	-	-	-	-	-	-	-	-	-	-
09+57.7	'PD'	67.3	LT	S160	-	-	-	-	-	-	-	1	-	-
06+96.9	'6A'	23.0	LT	S18	-	-	-	-	1	-	-	-	-	-
06+96.9	'6A'	37.5	LT	S19	-	-	-	-	-	-	-	2	-	-
02+33.3	'DP'	0.0	-	S180	-	-	-	-	-	-	-	2	-	-
01+88.6	'DP'	0.0	-	S181	-	-	-	-	-	-	-	-	-	-
STAGE 1A TOTALS					0	0	0	0	1	1	0	5	0	0
STAGE 2														
836+05.0	USH 63	56	RT	S171	-	-	-	-	-	-	-	2	-	-
846+40.0	USH 63	48	RT	S6	1	-	-	-	-	-	-	-	-	-
847+75.0	USH 63	36.5	RT	S7	1	-	-	-	-	-	-	-	-	-
849+19.0	USH 63	36.5	RT	S8	1	-	-	-	-	-	-	-	-	-
849+19.0	USH 63	29.5	RT	S42	-	-	-	1	-	-	-	-	1	-
849+19.0	USH 63	17.5	LT	S41	-	-	-	1	-	-	-	-	1	-
849+18.8	USH 63	49.7	LT	S40	1	-	-	-	-	-	-	-	-	-
852+04.0	USH 63	36.5	RT	S9	1	-	-	-	-	-	-	-	-	-
852+04.0	USH 63	17.5	LT	S51	-	-	-	1	-	-	-	-	1	-
852+04.0	USH 63	21.9	LT	EX247	-	-		-	-	-	-	-	-	-
853+00.6	USH 63	44.0	RT	S10	1	-	-	-	-	-	-	-	-	-
853+00.6	USH 63	29.5	RT	S62	-	-	-	-	1	-	-	-	-	-
853+87.7	USH 63	29.5	RT	S600	-	-	-	1	-	-	-	-	-	-
856+73.1	USH 63	45.0	RT	S11	1	-	-	-	-	-	-	-	-	-
856+73.1	USH 63	33.5	RT	S75	-	-	-	1	-	-	-	-	-	-
856+73.1	USH 63	17.5	LT	S73	-	-	-	-	1	-	-	-	1	-
857+79.0	USH 63	31.1	RT	S802	-	-	-	-	1	-	-	-	-	-
857+88.7	USH 63	30.6	RT	S803	-	-	-	-	1	-	-	-	-	-
858+54.0	USH 63	50.0	RT	S12	1	-	-	-	-	-	-	-	-	-
858+54.0	USH 63	29.5	RT	S84	-	-	-	1	-	-	-	-	-	-
859+14.9	USH 63	38.6	RT	S810	-	-	-	-	1	-	-	-	-	-
860+09.1	USH 63	42.2	RT	S100	-	-	-	-	1	-	-	-	-	-
860+50.5	USH 63	33.5	RT	S101	-	-	-	1	-	-	-	-	-	-
860+90.0	USH 63	33.5	RT	S102	-	-	-	-	1	-	-	-	-	-
861+85.5	USH 63	42.0	RT	S14	1	-	-	-	-	-	-	-	-	-
861+87.2	USH 63	33.5	RT	S902	-	-	-	1	-	-	-	-	-	-
864+63.3	USH 63	37.4	RT	S111	-	-	-	1	-	-	-	-	-	-
865+33.0	USH 63	37.4	RT	S112	-	-	-	-	1	-	-	-	-	-
6+96.9	'6A'	23.0	LT	S18	-	-	-	-	1	-	-	-	-	-
6+96.9	'6A'	37.5	LT	S19	-	-	-	-	-	-	-	2	-	-
27+49.5	'BD'	0.0	-	S19.1	-	1	-	-	-	-	-	-	-	-
28+48.5	'BD'	0.0	-	S19.2	-	1	-	-	-	-	-	-	-	-
866+28.0	USH 63	50.0	RT	S16	1	-	-	-	-	-	-	-	-	-
866+32.0	USH 63	35.5	RT	S17	-	-	-	1	-	-	-	-	-	-
868+48.6	USH 63	29.8	RT	S121	-	-	-	1	-	-	-	-	1	-
869+09.4	USH 63	27.2	RT	S122	-	-	-	-	1	-	-	-	1	-
869+99.2	USH 63	28.3	RT	S21	1	-	-	-	-	-	-	-	-	-
870+08.9	USH 63	23.5	RT	S131	-	-	-	-	1	-	-	-	1	-
870+50.0	USH 63	21.9	RT	S130	-	-	-	1	-	-	-	-	1	-
874+82.0	USH 63	17.5	RT	S190	-	-	-	-	1	-	-	-	1	-
STAGE 2 TOTALS					11	2	0	12	12	0	0	4	9	0

STORM SEWER COVERS CONT'D

STATION	DESC.	LOCATION		STRUCT. NO.	611.0530 MANHOLE COVERS TYPE J EACH	611.0612 INLET COVERS TYPE C EACH	611.0615 INLET COVERS TYPE F EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0627 INLET COVERS TYPE HM EACH	611.0654 INLET COVERS TYPE V EACH	612.0642 INLET COVERS TYPE MS EACH	611.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.29 INLET COVERS TYPE H-D EACH
CAT. 0010														
STAGE 3														
836+05.0	USH 63	50	LT	S170	-	-	-	-	-	-	-	2	-	-
845+20.7	USH 63	48.5	LT	S4	-	-	-	-	-	-	-	3	-	-
845+30.4	USH 63	40.9	LT	S4.1	-	-	1	-	-	-	-	-	-	-
845+83.8	USH 63	33.1	LT	S5	-	-	-	-	1	-	-	-	-	-
847+75.0	USH 63	17.5	LT	S30	-	-	-	1	-	-	-	-	-	-
850+75.4	USH 63	17.5	LT	S50	-	-	-	-	1	-	-	-	-	-
852+60.0	USH 63	32.8	LT	S610	-	-	-	-	-	-	-	1	-	-
853+00.6	USH 63	17.5	LT	S611	-	-	-	-	1	-	-	-	-	-
853+10.5	USH 63	17.5	LT	S61	-	-	-	-	1	-	-	-	-	-
853+19.5	USH 63	30.2	LT	S60	-	1	-	-	-	-	-	-	-	-
853+38.1	USH 63	30.0	LT	S59	-	-	-	-	-	-	1	-	-	-
855+08.0	USH 63	17.5	LT	S700	-	-	-	-	1	-	-	-	-	-
856+25.1	USH 63	17.5	LT	S701	-	-	-	1	-	-	-	-	-	-
856+85.5	USH 63	17.8	LT	S702	-	-	-	1	-	-	-	-	-	-
856+98.7	USH 63	44.4	LT	S71	-	-	-	1	-	-	-	-	-	-
857+36.3	USH 63	59.4	LT	S70	-	-	-	1	-	-	-	-	-	-
857+83.7	USH 63	17.5	LT	S801	-	-	-	-	-	-	-	-	-	1
857+93.7	USH 63	17.5	LT	S800	-	-	-	-	-	-	-	-	-	1
858+54.0	USH 63	17.5	LT	S83	-	-	-	1	-	-	-	-	-	-
859+15.3	USH 63	17.5	LT	S82	-	-	-	-	-	-	-	-	-	1
859+24.2	USH 63	45.0	LT	S80	-	-	-	-	-	-	-	-	-	1
859+33.0	USH 63	30.1	LT	S81	-	-	-	-	-	-	-	-	-	1
860+77.5	USH 63	21.6	LT	S91	-	-	-	-	1	-	-	-	-	-
860+79.1	USH 63	40.5	LT	S90	-	-	-	1	-	-	-	-	-	-
861+60.5	USH 63	27.6	LT	S900	-	-	-	1	-	-	-	-	-	-
861+84.2	USH 63	17.5	LT	S901	-	-	-	1	-	-	-	-	-	-
864+17.6	USH 63	18.6	LT	S109	-	-	-	1	-	-	-	-	-	-
864+64.9	USH 63	19.5	LT	S110	-	-	-	1	-	-	-	-	-	-
868+48.6	USH 63	25.5	LT	S120	-	-	-	1	-	-	-	-	-	-
877+22.8	USH 63	21.5	LT	S200	-	-	-	1	-	-	-	-	-	-
STAGE 3 TOTALS					0	1	1	13	6	0	1	6	0	5
CAT.0010 TOTALS					11	3	1	25	19	1	1	15	9	5
CAT. 0020														
STAGE 2														
836+05.0	USH 63	56	RT	S171	-	-	-	-	-	-	-	2	-	-
STAGE 2 TOTALS					0	0	0	0	0	0	0	2	0	0
CAT.0020 TOTALS					0	0	0	0	0	0	0	2	0	0
PROJECT TOTALS					11	3	1	25	19	1	1	17	9	5

STEEL PLATE BEAM GUARD AND GUARDRAIL

STATION	-	STATION	LOCATION	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF
CAT. 0010						
STAGE 1A						
657+57.3	-	659+19.8	USH 63 RT	162.5	-	-
661+94.3	-	663+81.8	USH 63 RT	187.5	-	-
		STAGE 1A TOTALS		350.0	0.0	0.0
STAGE 3						
868+29.1	-	869+41.6	USH 63 LT	-	112.5	-
869+41.6	-	872+91.6	USH 63 LT	-	-	350.0
872+91.6	-	874+54.1	USH 63 LT	-	162.5	-
		STAGE 3 TOTALS		0.0	275.0	350.0
		PROJECT TOTALS		350.0	275.0	350.0

ENERGY ABSORBING TERMINALS

STATION	LOCATION	614.0370 STEEL PLATE BEAM GUARD EAT EACH	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
CAT. 0010			
STAGE 1A			
657+07.3	USH 63 RT	1	-
664+31.8	USH 63 RT	1	-
STAGE 1A TOTALS		2	0
STAGE 3			
867+76.0	USH 63 LT	-	1
875+07.2	USH 63 LT	-	1
STAGE 3 TOTALS		0	2
PROJECT TOTALS		2	2

SALVAGED RAIL

STATION	-	STATION	LOCATION	614.0920 SALVAGED RAIL LF
CAT. 0010				
658+69.8	-	659+19.8	USH 63 RT	50
661+94.3	-	662+44.3	USH 63 RT	50
868+71.5	-	874+82.5	USH 63 LT	611
		PROJECT TOTAL		711

FENCE CHAIN LINK

STATION	-	STATION	LOCATION	616.0204 FENCE CHAIN LINK 4-FT LF
CAT. 0020				
STAGE 2				
33+25	-	33+50	'SU' RT	34
		PROJECT TOTAL		34

MAINTENANCE AND REPAIR OF HAUL ROADS

STATION	-	STATION	LOCATION	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS EACH	COMMENT
CAT. 0010					
625+00.00	-	883+62.84	USH 63	1	PROJECT
		PROJECT TOTAL		1	

MOBILIZATION

STATION	-	STATION	LOCATION	619.1000 MOBILIZATION EACH	COMMENT
CAT. 0010					
625+00.00	-	883+62.84	USH 63	1	PROJECT
		PROJECT TOTAL		1	

CONCRETE MEDIAN SLOPED NOSE

STATION	-	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
CAT. 0010				
STAGE 4				
856+28	-	856+33	USH 63	37
856+87	-	856+92	USH 63	34
860+17	-	860+22	USH 63	37
860+72	-	860+77	USH 63	34
861+59	-	861+64	USH 63	71
862+49	-	862+54	USH 63	60
864+50	-	864+55	USH 63	41
865+10	-	865+15	USH 63	34
877+15	-	877+22	USH 63	60
879+09	-	879+16	USH 63	60
		PROJECT TOTAL		468

FENCE SAFETY

STATION	-	STATION	LOCATION	616.0700.S FENCE SAFETY LF
CAT. 0010				
STAGE 1B				
845+95	-	861+36	RT	1575
861+73	-	863+32	LT	158
862+18	-	863+50	RT	176
863+60	-	868+25	RT	627
STAGE 2				
862+18	-	862+81	RT	76
863+65	-	865+55	RT	190
863+45	-	868+25	RT	497
STAGE 3				
865+96	-	868+25	RT	228
UNDISTRIBUTED				200
		PROJECT TOTAL		3727

WATER

STATION	-	STATION	624.0100 WATER MGAL	SPV.0120.01 WATER FOR SEEDED AREA MGAL	COMMENTS
CAT. 0010					
625+00.0	-	883+62.8	594	857	PROJECT
		CAT. 0010 TOTALS	594	857	
CAT. 0020					
625+00.0	-	883+62.8	4	145	PROJECT
		CAT. 0020 TOTALS	4	145	
		PROJECT TOTALS	597	1002	

DUST CONTROL

STATION	-	STATION	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY
CAT. 0010				
832+40	-	883+62	USH 63	19350
9+11	-	9+85	'1A'	415
10+22	-	11+43	'WL'	500
9+48	-	9+84	'1S'	160
10+28	-	10+60	'P1'	130
10+32	-	10+65	'P2'	90
9+30	-	9+83	'4A'	235
10+20	-	11+32	'P3'	225
10+21	-	11+00	'P4'	215
9+39	-	9+81	'5A'	300
8+64	-	9+75	'6A'	825
10+26	-	11+43	'B'	415
UNDISTRIBUTED				2286
		PROJECT TOTAL		25146

LANDSCAPING ITEMS

STATION		STATION	LOCATION		625.0100 TOPSOIL SY	SPV.0180.02 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	627.0200 MULCHING SY	628.6505 SOIL STABILIZER TYPE A ACRE	628.6510 SOIL STABILIZER TYPE B ACRE	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	COMMENTS
CAT. 0010													
STAGE 1A													
624+77	-	625+58	USH 63	RT	124	-	90	-	0.04	0.1	6	6	
625+30	-	626+00	USH 63	LT	188	-	145	-	0.05	0.2	7	7	
637+60	-	638+60	USH 63	RT	149	-	0	-	0.05	0.2	7	7	
637+60	-	638+60	USH 63	LT	149	-	0	-	0.05	0.2	7	7	
733+25	-	735+00	USH 63	RT	525	-	203	-	0.15	0.5	19	19	
776+97	-	788+17	USH 63	LT	4213	-	2422	-	1.13	3.4	147	147	
776+97	-	788+50	USH 63	RT	1922	-	2812	-	0.66	2.0	86	86	
790+10	-	816+60	USH 63	RT	517	-	2933	-	0.72	2.2	93	93	
789+48	-	808+36	USH 63	LT	4775	-	5482	-	1.42	4.3	186	186	INCLUDES 'SE'
809+29	-	816+50	USH 63	LT	1762	1762	2295	-	0.53	1.6	69	69	INCLUDES 'SE' & 'PD'
816+92	-	820+73	USH 63	LT	826	826	1018	-	0.26	0.8	34	34	INCLUDES 'PD'
4+97	-	9+32	'HT'	RT	1460	-	1250	0.19	0.11	1.2	52	52	DITCH
4+97	-	9+86	'HT'	LT	1664	-	1218	0.19	0.15	1.4	60	60	DITCH
10+05	-	11+55	'D'	RT	449	-	575	-	0.13	0.4	17	17	
10+64	-	11+55	'D'	LT	333	-	388	-	0.09	0.3	12	12	
10+20	-	11+84	'C1'	RT	198	198	285	-	0.08	0.2	10	10	
10+20	-	11+84	'C1'	LT	300	300	337	-	0.10	0.3	13	13	
5+54	-	8+44	'PD'	RT	106	106	318	-	0.07	0.2	9	9	CHURCH PARKING LOT
10+17	-	11+10	'T3'	RT	69	-	34	-	0.04	0.1	5	5	
10+17	-	11+10	'T3'	LT	53	-	87	-	0.03	0.1	4	4	
UNDISTRIBUTED					989	160	5473	0.10	1.47	4.9	211	211	
STAGE 1A TOTALS					20771	3352	27365	0.48	7.33	24.6	1054	1054	
STAGE 1B													
830+00	-	831+00	USH 63	LT	50	-	51	-	0.03	0.1	4	4	TEMP. WIDENING. INCLUDES '3S'
831+30	-	844+05	USH 63	LT	914	-	2331	-	0.48	1.5	63	63	TEMP. WIDENING
847+65	-	850+92	USH 63	LT	93	-	202	-	0.04	0.1	5	5	TEMP. WIDENING
851+44	-	855+28	USH 63	LT	123	-	251	-	0.05	0.2	7	7	TEMP. WIDENING
855+65	-	856+87	USH 63	LT	29	-	70	-	0.01	0.0	2	2	TEMP. WIDENING
859+34	-	860+75	USH 63	LT	40	-	87	-	0.02	0.1	2	2	TEMP. WIDENING
875+25	-	877+60	USH 63	LT	91	-	352	-	0.07	0.2	10	10	TEMP. WIDENING
879+75	-	884+10	USH 63	LT	701	-	1184	-	0.24	0.7	32	32	TEMP. WIDENING
884+50	-	886+60	USH 63	LT	225	-	225	-	0.05	0.1	6	6	TEMP. WIDENING
10+18	-	10+56	'ID'	RT	19	-	32	-	0.01	0.0	1	1	DETOUR WIDENING
10+00	-	12+00	'3S'	LT	110	-	332	-	0.07	0.2	9	9	DETOUR WIDENING
10+32	-	11+37	'WL'	LT	73	-	123	-	0.04	0.1	5	5	DETOUR WIDENING
3+38		9+90	'C2'	LT	134	-	218	-	0.05	0.1	6	6	
3+76	-	9+90	'C2'	RT	98	-	161	-	0.03	0.1	4	4	
10+35	-	10+90	'LA'	RT	38	-	99	-	0.02	0.1	3	3	DETOUR WIDENING
UNDISTRIBUTED					137	0	1430	-	0.30	0.9	40	40	
STAGE 1B TOTALS					2875	0	7148	0.00	1.51	4.5	199	199	
STAGE 2													
832+40	-	845+05	USH 63	RT	1893	1893	1477	-	0.45	1.4	59	59	
846+32	-	853+38	USH 63	RT	738	738	746	-	0.23	0.7	31	31	
853+68	-	857+01	USH 63	RT	242	242	58	-	0.05	0.2	7	7	
857+31	-	858+84	USH 63	RT	328	328	241	-	0.07	0.2	9	9	
859+19	-	860+08	USH 63	RT	158	158	93	-	0.03	0.1	4	4	
850+40	-	865+63	USH 63	RT	669	669	618	-	0.17	0.5	23	23	
855+92	-	869+52	USH 63	RT	852	-	827	-	0.20	0.6	26	26	
859+80	-	874+23	USH 63	RT	518	-	764	-	0.16	0.5	21	21	
874+52	-	881+36	USH 63	RT	765	-	915	-	0.24	0.7	31	31	
832+63	-	883+63	USH 63	RT	143	-	254	-	0.05	0.2	7	7	
10+26	-	11+43	'B'	LT & RT	586	-	641	-	0.15	0.5	19	19	
10+34	-	11+44	'WL'	LT & RT	186	-	224	-	0.06	0.2	8	8	
UNDISTRIBUTED					354	201	1715	-	0.47	1.5	61	61	
STAGE 2 TOTALS					7432	4229	8573	0.00	2.33	7.3	306	306	

LANDSCAPING ITEMS CONT'D

STATION		STATION	LOCATION		625.0100 TOPSOIL SY	SPV.0180.02 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	627.0200 MULCHING SY	628.6505 SOIL STABILIZER TYPE A ACRE	628.6510 SOIL STABILIZER TYPE B ACRE	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	COMMENTS
CAT. 0010													
STAGE 3													
832+40	-	845+00	USH 63	LT	1921	1921	1305	-	0.40	1.2	52	52	
847+64	-	850+77	USH 63	LT	107	107	107	-	0.02	0.1	3	3	
851+61	-	855+10	USH 63	LT	136	136	136	-	0.03	0.1	4	4	
855+84	-	860+68	USH 63	LT	51	51	51	-	0.01	0.0	1	1	
866+82	-	877+81	USH 63	LT	1338	-	1949	-	0.40	1.2	53	53	
879+60	-	886+00	USH 63	LT	1304	1304	1977	-	0.42	1.3	54	54	
9+12	-	9+81	'1A'	LT & RT	113	113	79	-	0.02	0.1	3	3	
6+90	-	7+30	'6A'	LT	101	101	101	-	0.02	0.1	3	3	
8+65	-	9+75	'6A'	RT	37	37	37	-	0.01	0.0	1	1	
25+51	-	28+27	'BD'	LT & RT	1229	-	-	-	0.25	0.8	33	33	
28+25	-	29+13	'BD'	LT & RT	153	-	153	0.03	0.03	0.1	4	4	
UNDISTRIBUTED					255	189	1436	-	0.33	1.0	44	44	
STAGE 3 TOTALS					6745	3959	7331	0.03	1.94	6.0	255	255	
STAGE 4													
868+32	-	877+28	USH 63	RT	1294	-	1335	-	0.37	1.1	48	48	
101+24	-	10+91	'PG'	LT & RT	222	-	222	-	0.05	0.1	6	6	
10+16	-	10+77	'PC'	LT & RT	113	-	113	-	0.02	0.1	3	3	
UNDISTRIBUTED					81	0	418	-	0.11	0.3	14	14	
STAGE 4 TOTALS					1710	0	2088	0.00	0.55	1.6	71	71	
CAT. 0010 TOTALS					39533	11540	52505	0.51	13.66	44.0	1885	1885	
CAT. 0020													
STAGE 2													
10+11	-	11+03	'T1'	LT & RT	37	-	88	-	0.02	0.1	2	2	
11+33	-	12+59	'T1'	LT & RT	76	-	146	-	0.03	0.1	4	4	
24+38		25+94	'T1'	LT & RT	80	80	167	-	0.03	0.1	5	5	
26+31	-	30+56	'T1'	LT & RT	289	289	525	-	0.11	0.3	14	14	
14+28	-	14+84	'T2'	LT & RT	24	24	55	-	0.01	0.0	1	1	
19+80	-	21+73	'T2'	LT	22	-	129	-	0.03	0.1	3	3	
21+97	-	27+06	'T2'	LT	61	-	344	-	0.07	0.2	9	9	
27+30	-	27+65	'T2'	LT & RT	8	-	27	-	0.01	0.0	1	1	
10+11	-	24+74	'SU'	LT & RT	2309	2309	3722	-	0.81	2.5	106	106	
25+22	-	32+60	'SU'	LT & RT	689	689	1099	-	0.23	0.7	30	30	
32+90	-	36+23	'SU'	LT & RT	183	183	368	-	0.08	0.2	10	10	
36+54	-	40+00	'SU'	LT & RT	311	311	503	-	0.10	0.3	14	14	
40+17	-	48+69	'SU'	LT & RT	998	998	1471	-	0.30	0.9	40	40	
48+93	-	53+41	'SU'	LT & RT	404	-	653	-	0.13	0.4	18	18	
53+66	-	58+76	'SU'	LT & RT	463	-	746	-	0.15	0.5	20	20	
59+00	-	61+56	'SU'	LT & RT	181	-	323	-	0.07	0.2	9	9	
UNDISTRIBUTED					307	244	2592	-	0.55	1.7	72	72	
STAGE 2 TOTALS					6442	5127	12958	0.00	2.73	8.3	358	358	
CAT. 0020 TOTALS					6442	5127	12958	0.00	2.73	8.3	358	358	
STAGE 2													
09+30	-	13+08	'S2'	LT & RT	45	45	45	-	0.01	0.0	1	1	
23+76	-	26+38	'W1'	LT & RT	507	507	507	-	0.10	0.3	14	14	
UNDISTRIBUTED					28	28	28	0.00	0.00	0.0	1	1	
STAGE 2 TOTALS					580	580	580	0	0	0	16	16	
CAT. 0030													
STAGE 3													
56+88	-	57+77	'S1'	LT & RT	102	102	102	-	0.02	0.1	3	3	
UNDISTRIBUTED					5	5	5	0.00	0.00	0.0	0	0	
STAGE 3 TOTALS					107	107	107	0	0	0	3	3	
CAT. 0030 TOTALS					687	687	687	0.00	0.13	0.4	19	19	
PROJECT TOTALS					46662	17354	66150	0.51	16.52	52.7	2262	2262	

SILT FENCE ITEMS

STATION		STATION	LOCATION		628.1504 SILT FENCE LF	628.1905 SILT FENCE MAINTENANCE LF
CAT. 0010						
STAGE 1A						
624+77	-	625+58	USH 63	RT	88	88
625+25	-	626+03	USH 63	LT	107	107
628+92	-	629+10	USH 63	RT	44	44
637+50	-	638+65	USH 63	LT	132	132
637+51	-	638+69	USH 63	RT	127	127
655+88	-	656+51	USH 63	RT	63	63
656+69	-	659+21	USH 63	RT	252	252
661+93	-	665+53	USH 63	RT	361	361
708+75	-	709+38	USH 63	LT	85	85
708+77	-	709+38	USH 63	RT	76	76
776+82	-	779+82	USH 63	LT	304	304
776+97	-	779+89	USH 63	RT	301	301
780+15	-	783+00	USH 63	RT	294	294
780+19	-	783+82	USH 63	LT	363	363
795+61	-	799+33	USH 63	LT	374	374
795+65	-	813+01	USH 63	RT	1741	1741
799+88	-	808+32	USH 63	LT	859	859
808+90	-	812+99	USH 63	LT	432	432
813+09	-	816+83	USH 63	RT	377	377
815+61	-	816+36	USH 63	LT	116	116
819+43	-	820+74	USH 63	LT	132	132
10+17	-	11+10	'T3'	RT	114	114
10+17	-	11+10	'T3'	LT	109	109
UNDISTRIBUTED					1713	1713
STAGE 1A TOTALS					8564	8564
STAGE 1B						
829+79	-	830+68	USH 63	RT	90	90
831+01	-	832+28	USH 63	RT	134	134
832+28	-	834+96	USH 63	RT	277	277
837+91	-	844+09	USH 63	RT	625	625
844+08	-	845+55	USH 63	RT	150	150
845+95	-	850+10	USH 63	RT	442	442
850+32	-	853+35	USH 63	RT	302	302
851+75	-	853+17	USH 63	LT	141	141
853+71	-	856+98	USH 63	RT	262	262
855+80	-	856+72	USH 63	LT	131	131
857+33	-	858+99	USH 63	RT	161	161
859+60	-	860+77	USH 63	RT	122	122
860+90	-	862+80	USH 63	RT	206	206
862+95	-	869+49	USH 63	RT	646	646
868+08	-	877+77	USH 63	LT	986	986
869+85	-	874+07	USH 63	RT	423	423
879+62	-	884+08	USH 63	LT	448	448
879+89	-	882+41	USH 63	RT	256	256
882+53	-	884+02	USH 63	RT	209	209
25+50	-	29+20	BD'	LT & RT	796	796
UNDISTRIBUTED					1702	1702
STAGE 1B TOTALS					8509	8509
PROJECT TOTALS					17073	17073

EROSION CONTROL MOBILIZATIONS

STATION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
CAT. 0010		
STAGE 1A	3	3
STAGE 1B	3	3
STAGE 2	3	3
STAGE 3	3	3
STAGE 4	3	3
STAGE 5	0	0
PROJECT TOTAL	15	15

CULVERT PIPE CHECKS

STATION	LOCATION		628.7555 CULVERT PIPE CHECKS EACH
CAT. 0010			
STAGE 1A			
625+34	USH 63	RT	7
631+12	USH 63	RT	5
638+10	USH 63	RT	8
659+69	USH 63	RT	10
719+08	USH 63	RT	5
733+26	USH 63	LT	5
756+05	USH 63	RT	7
760+84	USH 63	RT	6
780+00	USH 63	LT	20
9+11	'HT'	RT	3
10+50	'D'	RT	3
795+52	USH 63	LT	5
795+55	USH 63	RT	5
9+36	'SE'	RT	3
813+04	USH 63	LT	5
10+40	T3'	LT	3
UNDISTRIBUTED			25
STAGE 1A TOTAL			125
STAGE 1B			
10+36	'SU'	LT	1
13+36	'3S'	LT	3
836+05	USH 63	LT	6
16+93	T1'	LT	6
UNDISTRIBUTED			4
STAGE 1B TOTAL			20
PROJECT TOTAL			145

TURBIDITY BARRIER

STATION		STATION	LOCATION		628.6005 TURBIDITY BARRIERS SY
CAT. 0010					
STAGE 1					
783+82	-	784+95	USH 63	LT	565
PROJECT TOTAL					565

ROCK BAGS

STATION	LOCATION		628.7570 ROCK BAGS EACH
CAT. 0010			
11+28	'WL'	RT	2
11+28	'WL'	LT	2
10+60	'P1'	RT	2
10+60	'P1'	LT	2
10+65	'P2'	RT	2
10+65	'P2'	LT	2
10+67	'B'	RT	2
10+83	'B'	LT	2
UNDISTRIBUTED			4
PROJECT TOTAL			20

DELINEATORS FLEXIBLE

STATION	LOCATION	633.0200 DELINEATORS FLEXIBLE EACH
CAT. 0010		
856+32	USH 63 ISLAND	1
856+89	USH 63 ISLAND	1
860+20	USH 63 ISLAND	1
860+74	USH 63 ISLAND	1
861+62	USH 63 ISLAND	1
862+49	USH 63 ISLAND	1
864+54	USH 63 ISLAND	1
865+10	USH 63 ISLAND	1
877+20	USH 63 LT	1
879+11	USH 63 LT	1
PROJECT TOTAL		10

MARKERS CULVERT ENDS

STATION	LOCATION	633.5200 MARKERS CULVERT ENDS EACH
CAT. 0010		
625+34.0	USH 63	2
631+12.0	USH 63	2
638+10.0	USH 63	2
646+00.0	USH 63	2
659+69.0	USH 63	2
675+70.0	USH 63	2
698+40.0	USH 63	2
709+08.0	USH 63	2
719+08.0	USH 63	2
733+34.0	USH 63	2
756+05.0	USH 63	2
760+84.0	USH 63	2
780+00.0	USH 63	4
795+52.0	USH 63	2
813+04.0	USH 63	2
836+13.0	USH 63	2
PROJECT TOTAL		34

TEMPORARY DITCH CHECKS

STATION	LOCATION		628.7504 TEMPORARY DITCH CHECKS LF
CAT. 0010			
STAGE 1A			
735+00	USH 63	RT	10
780+45	USH 63	LT	10
784+20	USH 63	LT	10
784+55	USH 63	RT	10
787+82	USH 63	LT	10
788+00	USH 63	RT	10
5+78	'HT'	RT	10
5+78	'HT'	LT	10
6+26	'HT'	RT	10
6+26	'HT'	LT	10
6+70	'HT'	RT	10
6+70	'HT'	LT	10
7+10	'HT'	RT	10
7+10	'HT'	LT	10
7+50	'HT'	RT	10
7+50	'HT'	LT	10
7+87	'HT'	RT	10
7+87	'HT'	LT	10
8+27	'HT'	RT	10
8+27	'HT'	LT	10
8+76	'HT'	RT	10
8+77	'HT'	LT	10
9+11	'HT'	LT	10
790+00	USH 63	LT	10
791+57	USH 63	RT	10
792+52	USH 63	LT	10
795+00	USH 63	LT	10
818+00	USH 63	LT	10
11+23	'C1'	LT	10
UNDISTRIBUTED			73
STAGE 1A TOTAL			363
STAGE 2			
833+72	USH 63	RT	10
835+64	USH 63	RT	10
836+81	USH 63	RT	10
836+86	USH 63	RT	10
12+00	'WL'	RT	10
27+00	'T1'	RT	10
884+07	USH 63	RT	10
UNDISTRIBUTED			18
STAGE 2 TOTAL			88
STAGE 3			
832+98	USH 63	LT	10
833+97	USH 63	LT	10
834+98	USH 63	LT	10
844+60	USH 63	LT	10
UNDISTRIBUTED			10
STAGE 3 TOTAL			50
PROJECT TOTAL			501

EROSION MAT

STATION	-	STATION	LOCATION		628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.2033 EROSION MAT CLASS III TYPE B SY	COMMENTS
CAT. 0010										
STAGE 1A										
624+81	-	625+57	USH 63	RT	176	-	-	-	-	
625+30	-	626+00	USH 63	LT	110	-	-	-	-	
631+76	-	632+31	USH 63	RT	42	-	-	-	-	REGRADE DITCH
09+20	-	09+45	'WN'	LT	9	-	-	-	-	
09+35	-	09+60	'WN'	RT	16	-	-	-	-	
637+60	-	638+60	USH 63	LT	261	-	-	-	-	
637+60	-	638+60	USH 63	RT	272	-	-	-	-	
708+85	-	709+32	USH 63	LT	67	-	-	-	-	
708+85	-	709+32	USH 63	RT	61	-	-	-	-	
718+90	-	719+25	USH 63	LT	-	-	40	-	-	
718+90	-	719+30	USH 63	RT	-	-	56	-	-	
732+90	-	733+30	USH 63	LT	-	-	61	-	-	
733+25	-	735+00	USH 63	RT	-	-	516	-	-	
760+80	-	760+90	USH 63	LT	14	-	-	-	-	
760+80	-	760+90	USH 63	RT	14	-	-	-	-	
776+97	-	785+50	USH 63	LT	-	-	1586	-	-	
783+72	-	788+73	USH 63	RT	391	-	-	-	-	
785+50	-	788+21	USH 63	LT	1449	-	-	-	-	
4+91	-	9+03	'HT'	RT	-	-	-	356	356	DITCH
7+00	-	9+03	'HT'	RT	337	-	-	-	-	
4+97		5+55	'HT'	LT	52	-	-	-	-	DITCH
7+50		9+50	'HT'	LT	551	-	-	-	-	
5+86		9+86	'HT'	LT	-	-	-	386	386	DITCH
10+46	-	11+41	'D'	RT	41	-	-	-	-	
10+85	-	11+48	'D'	LT	46	-	-	-	-	
789+50	-	795+40	USH 63	LT	1391	-	-	-	-	
790+05	-	795+52	USH 63	RT	528	-	-	-	-	
813+04	-	816+00	USH 63	LT	-	267	-	-	-	
816+95	-	819+50	USH 63	LT	-	231	-	-	-	
10+50	-	11+84	'C1'	RT	-	95	-	-	-	
10+50	-	11+84	'C1'	LT	-	145	-	-	-	
10+17	-	10+17	'T3'	LT	-	-	69	-	-	
11+10	-	11+10	'T3'	RT	-	-	138	-	-	
UNDISTRIBUTED					1457	185	617	186	186	
STAGE 1A TOTALS					7285	923	3083	928	928	

EROSION MAT CONT'D

STATION	-	STATION	LOCATION		628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT UREAN CLASS I TYPE B SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.2033 EROSION MAT CLASS III TYPE B SY	COMMENTS
CAT. 0010										
STAGE 1B										
853+35	-	853+75	USH 63	LT	-	22	-	-	-	
10+60	-	12+00	'3S'	LT	-	88	-	-	-	
10+32	-	11+37	'WL'	LT	-	67	-	-	-	
UNDISTRIBUTED					-	44	-	-	-	
STAGE 1B TOTALS					0	221	0	0	0	
STAGE 2										
832+40	-	836+53	USH 63	RT	-	266	-	-	-	
837+50	-	843+03	USH 63	RT	-	307	-	-	-	
843+03	-	844+42	USH 63	RT	-	124	-	-	-	
846+32	-	849+30	USH 63	RT	-	167	-	-	-	
849+38	-	849+80	USH 63	RT	-	23	-	-	-	
849+92	-	853+38	USH 63	RT	-	194	-	-	-	
853+68	-	856+77	USH 63	RT	-	171	-	-	-	
856+82	-	857+00	USH 63	RT	-	13	-	-	-	
857+31	-	857+67	USH 63	RT	-	23	-	-	-	
857+75	-	858+83	USH 63	RT	-	64	-	-	-	
859+16	-	860+07	USH 63	RT	-	65	-	-	-	
860+40	-	860+59	USH 63	RT	-	16	-	-	-	
860+68	-	861+61	USH 63	RT	-	68	-	-	-	
861+97	-	863+50	USH 63	RT	-	85	-	-	-	
864+74	-	865+63	USH 63	RT	-	56	-	-	-	
865+93	-	868+31	USH 63	RT	-	145	-	-	-	
877+18	-	881+32	USH 63		-	230	-	-	-	
10+41	-	10+96	'WL'	LT	-	37	-	-	-	
10+37	-	10+93	'WL'	RT	-	47	-	-	-	
10+53	-	10+83	'B'	LT	-	32	-	-	-	
10+05	-	10+67	'B'	RT	-	43	-	-	-	
UNDISTRIBUTED					-	544	-	-	-	
STAGE 2 SUBTOTALS					0	2720	0	0	0	
STAGE 3										
832+40	-	837+00	USH 63	LT	-	409	-	-	-	
843+00	-	845+23	USH 63	LT	-	207	-	-	-	
883+53	-	883+96	USH 63	LT	38	-	-	-	-	
884+55	-	885+97	USH 63	LT	128	-	-	-	-	
9+11	-	9+43	'1A'	RT	-	34	-	-	-	
25+51	-	28+27	'BD'	LT & RT	-	-	-	1229	-	
28+25	-	28+83	'BD'	LT & RT	-	-	-	135	135	
UNDISTRIBUTED					42	163	-	-	-	
STAGE 3 TOTALS					208	813	0	1364	135	
STAGE 4										
868+31	-	869+51	USH 63	RT	-	67	-	-	-	
869+81	-	874+23	USH 63	RT	-	259	-	-	-	
874+53	-	876+78	USH 63	RT	-	131	-	-	-	
UNDISTRIBUTED					-	114	-	-	-	
STAGE 4 TOTALS					0	571	0	0	0	
CAT. 0010 TOTALS					7493	5248	3083	2292	1063	
CAT. 0020										
STAGE 2										
14+07	-	16+64	'SU'	RT	-	213	-	-	-	
UNDISTRIBUTED					-	53	-	-	-	
CAT. 0020 TOTALS					0	266	0	0	0	
PROJECT TOTALS					7493	5514	3083	2292	1063	

INLET PROTECTION

STATION	LOCATION			628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	STRUCTURE
CAT. 0010							
STAGE 1A							
10+50	'D'	15.5	LT	1	-	1	S151
08+47	'PD'	18.2	LT	-	-	1	-
08+49	'PD'	18.2	RT	-	-	1	-
09+58	'PD'	67.3	LT	1	-	-	S160
STAGE 1A TOTALS				2	0	3	
STAGE 1B							
852+04	USH 63	22.0	LT	1	1	1	EX247
853+20	USH 63	29.0	LT	1	-	1	EX239
853+24	USH 63	22.0	LT	1	1	1	EX238
856+70	USH 63	22.0	LT	1	1	1	EX227
857+69	USH 63	22.0	LT	1	1	1	EX225
STAGE 1B TOTALS				5	4	5	
STAGE 2							
836+05	USH 63	56.0	RT	1	-	1	S171
846+40	USH 63	48.0	RT	1	-	-	S6
847+75	USH 63	36.5	RT	1	-	-	S7
849+19	USH 63	49.7	LT	1	-	-	S40
849+19	USH 63	17.5	LT	1	-	1	S41
849+19	USH 63	29.5	RT	1	-	1	S42
849+19	USH 63	36.5	RT	1	-	-	S8
852+04	USH 63	17.5	LT	1	-	1	S51
852+04	USH 63	36.5	RT	1	-	-	S9
853+01	USH 63	44.0	RT	1	-	-	S10
853+01	USH 63	29.5	RT	1	-	1	S62
853+88	USH 63	29.5	RT	1	-	1	S600
856+73	USH 63	17.5	LT	1	-	1	S73
856+73	USH 63	33.5	RT	1	-	1	S75
856+73	USH 63	45.0	RT	1	-	-	S11
857+38	USH 63	21.0	RT	1	-	1	EX224
857+79	USH 63	31.1	RT	1	-	1	S802
857+89	USH 63	30.6	RT	1	-	1	S803
858+54	USH 63	29.5	RT	1	-	1	S84
858+54	USH 63	50.0	RT	1	-	-	S12
859+15	USH 63	38.6	RT	1	-	1	S810
860+09	USH 63	42.2	RT	1	-	1	S100
860+51	USH 63	33.5	RT	1	-	1	S101
860+90	USH 63	33.5	RT	1	-	1	S102
861+86	USH 63	42.0	RT	1	-	-	S14
861+87	USH 63	33.5	RT	1	-	1	S902
864+63	USH 63	37.4	RT	1	-	1	S111
865+33	USH 63	37.4	RT	1	-	1	S112
866+28	USH 63	50.0	RT	1	-	-	S16
06+88	'6A'	24.0	RT	1	-	-	-
06+98	'6A'	24.0	RT	1	-	-	-
06+88	'6A'	22.0	LT	1	-	-	-
06+97	USH 63	23.0	LT	1	-	1	S18
06+97	USH 63	37.5	LT	1	-	1	S19
866+32	USH 63	35.5	RT	1	-	1	S17
868+41	USH 63	26.0	LT	1	1	1	EX204
868+41	USH 63	18.0	RT	1	-	1	EX203
868+49	USH 63	29.8	RT	1	-	1	S121
869+09	USH 63	27.2	RT	1	-	1	S122
869+21	USH 63	26.8	RT	1	-	1	S140
869+99	USH 63	18.0	RT	1	1	1	EX201
869+99	USH 63	28.3	RT	1	-	-	S21
870+09	USH 63	23.5	RT	1	-	1	S131
870+50	USH 63	21.9	RT	1	-	1	S130
870+53	USH 63	17.0	RT	1	1	1	EX202
874+82	USH 63	17.5	RT	1	-	1	S190
STAGE 2 TOTALS				46	3	32	

INLET PROTECTION CONT'D

STATION	LOCATION			628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	STRUCTURE
CAT. 0010							
STAGE 3							
836+05	USH 63	50.0	LT	1	-	1	S170
845+21	USH 63	48.5	LT	1	-	-	S4
845+30	USH 63	40.9	LT	1	-	1	S4.1
845+84	USH 63	33.1	LT	1	-	1	S5
847+75	USH 63	17.5	LT	1	-	1	S30
850+75	USH 63	17.5	LT	1	-	1	S50
852+60	USH 63	32.8	LT	1	1	-	S610
853+01	USH 63	17.5	LT	1	-	1	S611
853+11	USH 63	17.5	LT	1	-	1	S61
853+20	USH 63	30.2	LT	1	-	-	S60
855+08	USH 63	17.5	LT	1	-	1	S700
856+25	USH 63	17.5	LT	1	-	1	S701
856+86	USH 63	17.8	LT	1	-	1	S702
856+99	USH 63	44.4	LT	1	-	1	S71
859+36	USH 63	59.4	LT	1	-	1	S70
857+84	USH 63	17.5	LT	1	1	-	S801
857+94	USH 63	17.5	LT	1	1	-	S800
858+54	USH 63	17.5	LT	1	-	1	S83
859+15	USH 63	17.5	LT	1	1	-	S82
859+24	USH 63	45.0	LT	1	1	-	S80
859+33	USH 63	30.1	LT	1	1	-	S81
860+78	USH 63	21.6	LT	1	-	1	S91
860+79	USH 63	40.5	LT	1	-	1	S90
861+61	USH 63	27.6	LT	1	-	1	S900
861+84	USH 63	17.5	LT	1	-	1	S901
864+28	USH 63	18.8	LT	1	-	1	S109
864+65	USH 63	19.5	LT	1	-	1	S110
868+49	USH 63	25.5	LT	1	-	1	S120
27+43	'BD'	0.0	-	1	-	-	S19.1
28+27	'BD'	0.0	-	1	-	-	S19.2
STAGE 3 TOTALS				30	6	20	
UNDISTRIBUTED				8	1	6	
PROJECT TOTALS				91	14	66	

SAWING ASPHALT AND CONCRETE

STATION		STATION	LOCATION		690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CAT. 0010						
625+00	-	-	USH 63	-	30	-
8+78	-	-	'WS'	-	23	-
10+95	-	-	'LL'	-	22	-
708+52	-	-	USH 63	-	30	30
709+64	-	-	USH 63	-	30	30
9+06	-	-	'HL'	-	19	-
4+97	-	-	'HT'	-	22	-
8+25	-	-	'SE'	-	25	-
813+36	-	-	CE	LT	19	-
-	-	-	CHURCH	-	22	-
8+25	-	-	'PD'	RT	-	3
8+45	-	-	'PD'	RT	-	3
8+95	-	-	'PD'	-	34	5
10+76	-	-	'ID'	-	34	5
818+94	-	-	CE	LT	60	-
824+17	-	-	CE	LT	44	-
828+00	-	-	CE	LT	17	-
12+87	-	-	'3S'	-	22	-
10+78	-	-	'IB'	-	24	-
9+11	-	-	'1A'	-	21	-
11+28	-	-	'WL'	-	34	-
845+96	-	847+55	USH 63	LT	134	-
849+30	-	-	USH 63	LT	-	3
849+40	-	-	USH 63	LT	-	3
849+78	-	-	USH 63	LT	-	3
849+94	-	-	USH 63	LT	-	3
9+48	-	-	'1S'	-	34	-
10+60	-	-	'P1'	-	25	5
9+60	-	-	'P5'	-	26	5
10+65	-	-	'P2'	-	25	5
9+31	-	-	'4A'	-	38	16
857+54	-	858+28	USH 63	LT	88	-
858+57	-	859+24	USH 63	LT	102	-
859+24	-	859+44	USH 63	LT	-	20
10+72	-	-	'P3'	RT	-	3
859+10	-	860+23	USH 63	RT	107	-
10+53	-	-	'P4'	LT	-	3
40+05	-	40+11	'SU'	RT	-	6
40+07	-	40+13	'SU'	RT	-	6
9+30	-	-	'5A'	RT	-	12
9+14	-	-	'5A'	-	57	-
9+58	-	-	'5A'	LT	-	10
861+37	-	861+46	USH 63	RT	-	9
862+10	-	862+25	USH 63	RT	-	16
862+87	-	864+35	USH 63	LT	195	-
862+81	-	863+45	USH 63	LT	179	-
6+90	-	8+64	'6A'	-	212	3
7+41	-	8+26	'6A'	LT	85	-
8+82	-	9+39	'6A'	LT	56	-
9+39	-	9+94	'6A'	LT	-	61
866+21	-	866+84	USH 63	LT	62	-
877+84	-	879+03	USH 63	LT	194	-
878+82	-	879+70	USH 63	RT	134	-
11+42	-	-	'B'	-	22	-
883+62	-	-	USH 63	-	30	-
ISLANDS			USH 63	-	640	-
			SUBTOTALS		2977	268

SAWING ASPHALT AND CONCRETE CONT'D

STATION		STATION	LOCATION		690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CAT. 0010						
STAGE 1B						
861+73	-	863+32	USH 63	LT	-	159
STAGE 1B TOTALS					0	159
STAGE 2						
833+00	-	855+60	USH 63	-	-	2260
864+25	-	883+54	USH 63	-	-	1929
STAGE 2 TOTALS					0	4189
STAGE 5						
9+62	-	9+76	'C3'	LT	36	-
9+66	-	9+87	'C3'	RT	29	-
883+63	-	883+86	USH 63	LT	23	-
STAGE 5 TOTALS					88	0
CAT. 0010 TOTALS					3065	4616
CAT. 0030						
9+30	-	13+08	'S2'	-	80	-
56+88	-	57+77	'S1'	-	139	-
CAT. 0030 TOTALS					219	0
PROJECT TOTALS					3284	4616

PERMANENT SIGNING ITEMS (NB WOOD POSTS)

USH 63 STATION (APPROX.)	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
CAT. 0010											
NORTHBOUND - STAGE 2											
625+60	2	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES SOUTHBOUND TRAFFIC
626+25	3	I55-56	ADOPT A HIGHWAY SHELL LAKE MASONIC LODGE NO 221	30 X 36	7.50	---	---	1	1	1	
628+75	6	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
629+35	7	M1-94	N Woodyard Rd (double arrows)	84 X 24	14.00	---	---	2	1	2	
632+80	11	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
661+90	14	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES SOUTHBOUND TRAFFIC
690+30	17	M1-94	Lehman Lake Rd (right arrow)	102 X 15	10.63	---	---	2	1	2	
690+60	18	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES SOUTHBOUND TRAFFIC
697+55	19	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
726+80	24	M1-94	Heart Lake Rd (left arrow)	96 X 15	10.00	---	---	2	1	2	
730+45	26	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES SOUTHBOUND TRAFFIC
748+60	29	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	SIGN ON OLD HWY. 63
778+45	36	J1-1	JCT COUNTY D	24 X 39	6.50	---	---	1	---	---	
778+55	37	N/A	JCT COUNTY D	--- ---	--- ---	--- ---	--- ---	--- ---	1	1	
783+40	39	D1-1	Sarona (right arrow)	60 X 15	6.25	---	---	2	1	1	
788+30	42	J13-1	COUNTY D Right Arrow	24 X 45	7.50	---	---	1	--- ---	---	
788+45	43	N/A	COUNTY D Right Arrow	--- ---	--- ---	--- ---	--- ---	--- ---	1	1	
789+45	51	R1-1	STOP	30 X 30	5.18	---	1	---	---	---	
789+85	52	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
793+20	54	I55-56	ADOPT A HIGHWAY SHELL LAKE STATE BANK	30 X 36	7.50	---	---	1	1	1	
795+65	57	N/A	SCHOOL ENTRANCE	---	---	---	---	---	1	---	EXISTING SIGN IS ON SAME POST AS NPZ SIGN
795+65	58	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES SOUTHBOUND TRAFFIC
798+60	62	S1-1	School Zone Advance	36 X 36	---	6.75	---	1	1	1	
800+18	65	W3-5	Reduced Speed Ahead 45	36 X 36	9.00	---	---	1	1	1	
805+28	73	R2-1	SPEED LIMIT 45	24 X 30	5.00	---	1	---	1	1	INSTALL LEFT OF DRIVER FEEDBACK SIGN
810+12	79	M1-94	Industrial Blvd (right arrow)	96 X 15	10.00	---	---	2	1	2	
810+12	80	M1-94	Pederson Dr (left arrow)	84 X 15	8.75	---	---	---	1	---	MOUNT SIGN BELOW 'INDUSTRIAL BLVD' SIGN
813+87	82	R2-1	SPEED LIMIT 45	24 X 30	5.00	---	1	---	1	1	
814+32	84	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES SOUTHBOUND TRAFFIC
817+32	88	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
820+75	93	R2-1	SPEED LIMIT 45	24 X 30	5.00	---	1	---	1	1	
831+36	100	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
833+80	102	R2-1	SPEED LIMIT 45	24 X 30	5.00	---	1	---	1	1	
838+12	106	I2-3	Shell Lake POPULATION 1347	72 X 24	12.00		2	---	1	1	
840+98	111	R2-1	SPEED LIMIT 35	24 X 30	5.00	---	1	---	1	1	INSTALL LEFT OF DRIVER FEEDBACK SIGN
844+70	116	I5-1	Airport symbol	24 X 24	4.00	---	---	1	1	1	
844+70	117	MG6-1	Right Arrow	21 X 21	3.06	---	---	---	---	---	WHITE ARROW ON GREEN BACKGROUND
866+07	198	R1-1	STOP	30 X 30	5.18	---	1	---	---	---	
866+55	201	R3-9D	END	24 X 6	1.00	---	---	---	---	---	MOUNT SIGN ABOVE R3-9B SIGN
866+55	202	R3-9B	CENTER LANE Left Turn ONLY	24 X 36	6.00	---	---	1	---	---	
869+14	209	N/A	STOP	---	---	---	---	---	1	1	
869+66	212	N/A	SPEED LIMIT 35	---	---	---	---	---	1	1	SEE MOVING SIGN TABLE
869+90	213	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
870+54	214	N/A	STOP	---	---	---	---	---	1	1	
874+66	218	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
876+68	220	R2-1	SPEED LIMIT 35	24 X 30	5.00	---	1	---	1	---	EXISTING SIGN ON POWER POLE
881+19	228	J13-1	COUNTY B Right Arrow	24 X 45	7.50	---	---	1	1	1	
882+40	232	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
			SUB-TOTALS		223.35	42.75	17	28	41	42	

PERMANENT SIGNING ITEMS (SB WOOD POSTS)

USH 63 STATION (APPROX.)	SIGN NO.	SIGN CODE	SIGN MESSGAE	SIGN SIZE W X L (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X4-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X4-INCH X 16-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	
CAT. 0010											
SOUTHBOUND - STAGE 3											
627+30	4	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
631+85	8	M1-94	Woodyard Rd (double arrows)	72 X 24	12.00	---	---	2	1	2	
633+00	9	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
639+95	12	M1-94	N Woodyard Rd (double arrows)	84 X 24	14.00	---	---	2	1	2	
642+10	13	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES NORTHBOUND TRAFFIC
669+15	15	N/A	END MILE 3 START MILE 4	---	---	---	---	---	1	1	
673+15	16	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES NORTHBOUND TRAFFIC
704+25	21	M1-94	Lehman Lake Rd (left arrow)	102 X 15	10.63	---	---	2	1	2	
713+25	22	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES NORTHBOUND TRAFFIC
721+95	23	N/A	END MILE 2 START MILE 3	---	---	---	---	---	1	1	
733+25	27	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
740+70	28	M1-94	Heart Lake Rd (right arrow)	96 X 15	10.00	---	---	2	1	2	
774+75	33	N/A	END MILE 1 START MILE 2	---	---	---	---	---	1	1	
778+40	34	I55-56	ADOPT A HIGHWAY SHELL LAKE MASONIC LODGE NO 221	30 X 36	7.50	---	---	1	1	1	
783+50	41	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES NORTHBOUND TRAFFIC
788+40	46	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
789+05	47	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	LEFT SIDE OF HILLTOP RD INTERSECTION
789+55	48	N/A N/A	COUNTY D Left Arrow	--- ---	--- ---	--- ---	--- ---	--- ---	1	1	
789+65	49	J13-1	COUNTY D Left Arrow	24 X 45	7.50	---	---	1	---	---	
795+40	56	D1-1	Sarona (left arrow)	60 X 15	6.25		---	2	1	1	
800+25	66	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	---	1	---	SIGN FACES NORTHBOUND TRAFFIC
800+25	68	J1-1	JCT COUNTY D	24 X 39	6.50	---	---	1	1	1	MOUNT J-ASSEMBLY OPPOSITE W14-3 SIGN
805+28	77	N/A	SPEED LIMIT 55	---	---	---	1	---	1	1	
808+28	78	R1-1	STOP	30 X 30	5.18	---	---	1	1	1	
814+35	86	R2-1	SPEED LIMIT 45	24 X 30	5.00	---	1	---	1	1	
816+48	87	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
818+35	89	S1-1	School Zone Advance	36 X 36	---	6.75	---	1	1	1	
820+75	94	R2-1	SPEED LIMIT 45	24 X 30	5.00	---	1	---	1	1	
821+60	95	N/A	SCHOOL ENTRANCE	---	---	---	---	---	1	1	
810+12	96	M1-94	Pederson Dr (right arrow)	84 X 15	8.75	---	---	2	1	2	
826+55	97	N/A	MEASURED MILE STARTS HERE	---	---	---	---	---	1	1	
830+02	98	N/A	Deer Crossing symbol	---	---	---	---	---	1	1	
830+88	99	R1-1	STOP	30 X 30	5.18	---	1	---	1	1	
833+00	101	J4-1	SOUTH 63 US Route Marker	24 X 36	6.00	---	---	1	---	---	
835+35	103	N/A		---	---	---	---	---	1	1	
836+32	104	M1-94	Industrial Blvd (left arrow)	96 X 15	10.00	---	---	2	1	2	
838+22 838+22	107	N/A N/A	SOUTH 63 US Route Marker		---	---	---	---	1	---	
838+22	109		Cumberland 15	90 X 15	9.38	---	---	2	1	2	
840+96	113	R2-1	SPEED LIMIT 45	24 X 30	5.00	---	1	---	1	1	
843+98	114	R3-9D	END	24 X 6	1.00	---	---	---	---	---	MOUNT SIGN ABOVE R3-9B SIGN
843+98	115	R3-9B	CENTER LANE Left Turn ONLY	24 X 36	6.00	---	---	1	---	---	
866+40	197	J13-1	COUNTY B Right Arrow	24 X 45	7.50	---	---	1	---	---	
866+40	198	R7-1R	NO PARKING ANY TIME (right arrow)	18 X 24	3.00	---	---	---	1	1	MOUNT SIGN BELOW J13-1 SIGN
866+96	203	N/A N/A	COUNTY B Right Arrow	--- ---	--- ---	--- ---	--- ---	--- ---	1	1	
867+40	204	W11-2	Pedestrian Crossing symbol	30 X 30	6.25	---	1	---	---	---	
867+40	205	W16-9P	AHEAD	24 X 12	2.00	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
867+82	207	N/A	Pedestrian Crossing symbol	---	---	---	---	---	1	1	
869+42	208	R7-1D	NO PARKING ANY TIME (double arrows)	18 X 24	3.00	---	1	---	1	1	
869+65	211	N/A	SPEED LIMIT 35	---	---	---	---	---	1	1	
872+00	216	R7-1L	NO PARKING ANY TIME (left arrow)	18 X 24	3.00	---	---	---	1	1	
873+75	217	R2-1	SPEED LIMIT 35	24 X 30	5.00	---	---	1	---	---	
875+65	219	R7-1R	NO PARKING ANY TIME (right arrow)	18 X 24	3.00	---	1	---	---	---	
877+34	221	N/A	SPEED LIMIT 35	---	---	---	---	---	1	1	
877+34	222	N/A	NO PARKING WITHIN 8 FT OF PAVEMENT	---	---	---	---	---	1	---	
878+15	223	R7-1D	NO PARKING ANY TIME (double arrows)	18 X 24	3.00	---	1	---	---	---	
879+67	224	W14-3	NO PASSING ZONE	48 X 36	---	6.00	---	1	1	1	SIGN FACES NORTHBOUND TRAFFIC
880+02	225	N/A	NO PARKING WITHIN 8 FT OF PAVEMENT	---	---	---	---	---	1	1	
880+65	226	R7-1L	NO PARKING ANY TIME (left arrow)	18 X 24	3.00	---	1	---	---	---	
882+22	231	J12-1	COUNTY B Directional Arrows LA/UA Combo	24 X 45	7.50	---	---	1	1	1	
885+38	233	R2-1	SPEED LIMIT 35	24 X 30	5.00	---	1	---	1	1	INSTALL LEFT OF DRIVER FEEDBACK SIGN
			SUB-TOTALS		223.20	42.75	12	36	49	53	
			TOTALS		446.55	85.50	29	64	90	95	CAT. 0100 WOOD POSTS TOTALS

PERMANENT SIGNING ITEMS (NB STEEL POSTS)

USH 63 STATION (APPROX.)	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0809 POSTS TUBULAR STEEL 2X2-INCH X 9.5-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
CAT. 0010													
NORTHBOUND - STAGE 2													
789+50	50	W12-1D	Double down arrows	24 X 24	---	4.00	1	---	---	---	---	---	SEE SDD FOR MOUNTING HEIGHT
846+05	120	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	1	1	
847+02	123	R3-9C	BEGIN	24 X 6	1.00	---	---	---	---	---	---	---	MOUNT SIGN ABOVE R3-9B SIGN
847+02	124	R3-9B	CENTER LANE Left Turn ONLY	24 X 36	6.00	---	---	---	1	---	---	---	
847+29	126	N/A	SPEED LIMIT 35	---	---	---	---	---	---	---	1	1	
849+80	131A	W11-2	Pedestrian Crossing symbol	30 X 30	---	6.25	---	---	1	---	---	---	
849+80	131B	W16-7L	Down Arrow Left	24 X 12	---	2.00	---	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
852+20	134	R2-1	SPEED LIMIT 35	24 X 30	5.00	---	---	1	---	---	1	1	SEE MOVING SIGN TABLE
853+74	135	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	1	1	
854+15	137	N/A	Hospital symbol Left Arrow	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	1	1	SEE MOVING SIGN TABLE
854+95	138	W11-2	Pedestrian Crossing symbol	30 X 30	---	6.25	---	---	1	---	---	---	
854+95	139	W16-9P	AHEAD	24 X 12	---	2.00	---	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
855+88	140	D9-2	Hospital symbol	24 X 24	4.00	---	---	---	1	---	---	---	
855+88	141	MB6-1	Left Arrow	21 X 21	3.06	---	---	---		---	---	---	WHITE ARROW ON BLUE BACKGROUND
856+47	142	N/A	Pedestrian symbol	---	---	---	---	---	---	---	1	1	
857+36	146	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	1	1	
858+22	147	D1-56SL	Business District w/ Left arrow	42 X 21	6.13	---	---	---	---	1	1	1	SEE MOVING SIGNS TABLE FOR ADD'L SIGNS
860+00	153	R5-1	DO NOT ENTER	30 X 30	6.25	---	---	1	---	---	---	---	
860+42	154	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	---	---	
860+50	157	N/A	Pedestrian Crossing symbol	---	---	---	---	---	---	---	1	---	REMOVE FROM LIGHT POLE
860+54	158	W11-2	Pedestrian Crossing symbol	30 X 30	---	6.25	---	---	1	---	---	---	
860+54	159	W16-7L	Down Arrow Left	24 X 12	---	2.00	---	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
860+90	164	R7-1L	NO PARKING ANY TIME (left arrow)	18 X 24	3.00	---	1	---	---	---	1	1	
861+66	165	R4-7	Keep Right symbol	24 X 30	5.00	---	---	1	---	---	---	---	SIGN FACES NB TRAFFIC IN REFUGE ISLAND
861+86	168	W11-2	Pedestrian Crossing symbol	30 X 30	---	6.25	---	---	---	---	---	---	SIGN FACES SB TRAFFIC ON POLE
861+86	169	W16-7R	Down Arrow Right	24 X 12	---	2.00	---	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
862+20	178	N/A	JCT COUNTY B	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	--- ---	1	1	
862+26	179	N/A	NO PARKING ANY TIME (double arrows)	---	---	---	---	---	---	---	1	1	
862+28	181	J1-1	JCT COUNTY B	24 X 39	6.50	---	---	---	1	---	---	---	
863+24	183	W5-1	ROAD NARROWS	36 X 36	9.00	---	---	---	---	1	1	1	
863+24	184	R7-1R	NO PARKING ANY TIME (right arrow)	18 X 24	3.00	---	---	---	---	---	1	1	MOUNT SIGN BELOW W5-1 SIGN
865+13	195	J12-1	COUNTY B Directional Arrows LA/UA Combo	24 X 45	7.50	---	---	---	1	---	1	1	
			SUB-TOTALS		86.16	37.00	2	7	7	2	15	14	

PERMANENT SIGNING ITEMS (SB STEEL POSTS)

USH 63 STATION (APPROX.)	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0809 POSTS TUBULAR STEEL 2X2-INCH X 9.5-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENT
CAT. 0010													
SOUTHBOUND - STAGE 3													
845+26	119	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	1	1	
847+20	125	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	---	---	
847+84	127	W5-1	ROAD NARROWS	36 X 36	9.00	---	---	---	---	1	---	---	
847+84	128	R7-1D	NO PARKING ANY TIME (double arrows)	18 X 24	3.00	---	---	---	---	---	---	---	MOUNT SIGN BELOW W5-1 SIGN
848+12	129	N/A	ROAD NARROWS	---	---	---	---	---	---	---	1	1	
848+12		N/A	NO PARKING ANY TIME (double arrows)	---	---	---	---	---	---	---	1	---	
848+84	130	I5-1	Airport symbol	24 X 24	4.00	---	---	---	1	---	---	---	WHITE ARROW ON GREEN BACKGROUND
848+84	131	MG6-1	Left Arrow	21 X 21	3.06	---	---	---		---	---	---	
849+94	132	N/A	Airport symbol	---	---	---	---	---	---	---	1	1	
		N/A	Left Arrow	---	---	---	---	---	---	---			
849+94	132A	W11-2	Pedestrian Crossing symbol	30 X 30	---	6.25	---	---	1	---	---	---	
849+94	132B	W16-7L	Down Arrow Left	24 X 12	---	2.00	---	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
850+90	133	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	1	1	
854+20	136	R2-1	SPEED LIMIT 35	24 X 30	5.00	---	---	---	1	---	1	1	
856+84	143	W11-2	Pedestrian Crossing symbol	30 X 30	---	6.25	---	---	1	---	---	---	
856+84	144	W16-7L	Down Arrow Left	24 X 12	---	2.00	---	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
856+90	145	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	1	1	
858+43	148	D9-2	Hospital symbol	24 X 24	4.00	---	---	---	1	---	1	1	SEE MOVING SIGNS TABLE
858+43	149	MB6-1	Left Arrow	21 X 21	3.06	---	---	---		---			
858+96	150	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	---	---	
859+58	151	R3-9C	BEGIN	24 X 6	1.00	---	---	---	---	---	---	---	MOUNT SIGN ABOVE R3-9B SIGN
859+58	152	R3-9B	CENTER LANE Left Turn ONLY	24 X 36	6.00	---	---	---	1	---	---	---	
860+74	163	R1-1	STOP	30 X 30	5.18	---	---	---	---	---	1	---	BAND SIGN TO EXISTING LIGHT POLE
861+95	172	N/A	Pedestrian Crossing symbol	---	---	---	---	---	---	---	1	---	PAYMENT INCLUDES REMOVING BRACKET
862+02	173	W11-2	Pedestrian Crossing symbol	30 X 30	---	6.25	---	---	---	---	---	---	SIGN FACES NB TRAFFIC ON POLE
862+02	174	W16-7R	Down Arrow Right	24 X 12	---	2.00	---	---	---	---	---	---	MOUNT SIGN BELOW W11-2 SIGN
863+25	182	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	---	---	
864+00	186	D1-56SR	Business District w/ Right arrow	42 X 21	6.13	---	---	---	1	---	1	1	
864+00	187	R7-1D	NO PARKING ANY TIME (double arrows)	18 X 24	3.00	---	---	---	---	---	1	---	MOUNT SIGN BELOW D1-56SR SIGN
864+92	193	R1-1	STOP	30 X 30	5.18	---	---	1	---	---	1	1	
878+15	223	R7-1D	NO PARKING ANY TIME (double arrows)	18 X 24	3.00	---	---	1	---	---	---	---	BUSINESS ENTRANCE ISLAND
			SUB-TOTALS		91.69	24.75	0	8	7	1	13	9	
			TOTALS		177.85	61.75	2	15	14	3	28	23	CAT. 0100 STEEL POSTS TOTALS
			CAT. 0010 PROJECT TOTALS		624.40	147.25	---	---	---	---	118	118	

PERMANENT SIGNING ITEMS

USH 63 STATION (APPROX.)	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	LOCATION
CAT. 0040							
861+86	171	R10-25		9 X 12	0.75	-	LOCATE ABOVE PUSH BUTTON ACTIVATION
862+02	175	R10-25		9 X 12	0.75	-	LOCATE ABOVE PUSH BUTTON ACTIVATION
863+58	189	R7-8A	RESERVED PARKING	12 X 18	1.5	1	BEACH PARKING LOT
863+73	190	R7-8A	RESERVED PARKING	12 X 18	1.5	1	BEACH PARKING LOT
863+91	191	R7-8A	RESERVED PARKING	12 X 18	1.5	1	BEACH PARKING LOT
			TOTALS		6.00	3	

PERMANENT SIGNING ITEMS CONTINUED

USH 63 STATION (APPROX.)	SIGN NO.	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	LOCATION
CAT. 0020									
830+67 RT	301	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail
831+08 RT	302	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail
831+14 RT	303	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
831+40 RT	304	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
845+35 RT	306	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
845+57 RT	307	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
845+56 RT	308	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail
12+75 RT	309	W11-15	TRAIL CROSSING (BIKE & PED SYMBOL)	30 X 30	---	6.25	---	1	WEST LAKE DRIVE
845+98 RT	311	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail
846+06 RT	312	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
846+30 RT	313	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
849+62 RT	314	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
849+77 RT	315	R1-2	YIELD	18 X 18 X 18	1.13	---	1	---	SHARED-USE PATH
850+10 RT	316	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
849+97 RT	317	R1-2	YIELD	18 X 18 X 18	1.13	---	1	---	SHARED-USE PATH
849+97 RT	318	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail @ USH 63
849+77 RT	319	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail @ USH 63
853+34 RT	321	R1-2	YIELD	18 X 18 X 18	1.13	---	1	---	SHARED-USE PATH
853+72 RT	322	R1-2	YIELD	18 X 18 X 18	1.13	---	1	---	SHARED-USE PATH
856+97 RT	323	R1-2	YIELD	18 X 18 X 18	1.13	---	1	---	SHARED-USE PATH
857+34 RT	324	R1-2	YIELD	18 X 18 X 18	1.13	---	1	---	SHARED-USE PATH
863+68 RT	325	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail @ USH 63
865+50 RT	327	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
866+14 RT	328	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
869+30 RT	329	R5-3	NO MOTOR VEHICLES	24 X 24	2.00	---	1	---	SHARED-USE PATH
869+50 RT	331	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail @ USH 63
869+50 RT	332	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
869+80 RT	333	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail @ USH 63
869+82 RT	334	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
870+02 RT	335	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
874+00 RT	336	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
874+22 RT	337	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail @ USH 63
874+20 RT	338	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
874+68 RT	339	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
874+52 RT	341	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
874+52 RT	342	R1-1	STOP	18 X 18	1.86	---	1	---	ATV/Snomobile Trail @ USH 63
882+00 RT	343	R5-3	NO MOTOR VEHICLES	24 X 24	4.00	---	1	---	SHARED-USE PATH
882+40 RT	344	R1-1	STOP	18 X 18	1.86	---	1	---	SHARED-USE PATH
			TOTALS		88.12	6.25	37	1	

MOVING SIGNS TYPE II

USH 63 STATION (APPROX.)	SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	LOCATION
CAT. 0010					
798+60 NB	63	S16-9P	AHEAD plaque	1	MOVE SIGN TO POST BELOW S1-1 SIGN
798+60 NB	64	R2-6P	FINES HIGHER	1	MOVE SIGN BELOW S16-9P SIGN
813+87 NB	83	S5-2	END SCHOOL ZONE	1	MOVE SIGN TO POST BELOW R2-1 SIGN
802+00 SB	69	S5-2	END SCHOOL ZONE	1	MOVE SIGN WITH POST
818+35 SB	90	S16-9P	AHEAD plaque	1	MOVE SIGN TO POST BELOW S1-1 SIGN
818+35 SB	91	R2-6P	FINES HIGHER	1	MOVE SIGN BELOW S16-9P SIGN
841+40 NB	111	---	SPEED LIMIT 35	1	MOVE SIGN FOR STAGE 2 TRAFFIC
844+70 NB	118	---	NO PARKING ON CITY STREETS w/times	1	MOVE SIGN TO POST BELOW I5-1 ASSEMBLY
852+30 NB	134	---	SPEED LIMIT 35	1	MOVE SIGN FOR STAGE 2 TRAFFIC
854+30 NB	137	---	Hospital symbol	1	MOVE SIGN FOR STAGE 2 TRAFFIC
854+30 NB	---	---	Left Arrow	1	MOVE SIGN WITH HOSPITAL SIGN
858+45 SB	148	---	Hospital symbol	1	MOVE SIGN WITH POST FOR STAGE 2 TRAFFIC
858+45 SB	149	---	Left Arrow	1	MOVE SIGN WITH HOSPITAL SIGN
858+22 NB	155	---	Library symbol	1	MOVE SIGN BELOW D1-56SR SIGN
858+22 NB	156	---	Left Arrow	1	MOVE SIGN BELOW LIBRARY SIGN
867+80 NB	212	---	SPEED LIMIT 35	1	MOVE SIGN FOR STAGE 2 TRAFFIC
877+30 SB	221	---	SPEED LIMIT 35	1	MOVE SIGN WITH POST FOR STAGE 2 TRAFFIC
882+20 SB	231	---	COUNTY B	1	MOVE SIGN WITH POST FOR STAGE 2 TRAFFIC
882+20 SB	---	---	Directional Arrows LA/UA Combo	1	MOVE SIGN WITH 'COUNTY B' SIGN
885+35 SB	233	---	SPEED LIMIT 35	1	MOVE SIGN WITH POST FOR STAGE 2 TRAFFIC
877+25 SB	221	---	SPEED LIMIT 35	1	MOVE SIGN FOR STAGE 3 TRAFFIC
882+20 SB	231	---	COUNTY B	1	MOVE SIGN FOR STAGE 3 TRAFFIC
882+20 SB	---	---	Directional Arrows LA/UA Combo	1	MOVE SIGN WITH 'COUNTY B' SIGN
885+30 SB	233	---	SPEED LIMIT 35	1	MOVE SIGN FOR STAGE 3 TRAFFIC
			PROJECT TOTAL	24	

FIELD OFFICE TYPE C

LOCATION	642.5201 FIELD OFFICE TYPE C EACH
USH 63	1
PROJECT TOTAL	1

TRAFFIC CONTROL

LOCATION	643.0100.01 TRAFFIC CONTROL 1560-31-71 EACH
USH 63	1
PROJECT TOTAL	1

TRAFFIC CONTROL DETOUR

LOCATION	643.2000.01 TRAFFIC CONTROL DETOUR 1560-31-71 EACH
USH 63	1
PROJECT TOTAL	1

PAVEMENT MARKING EPOXY 4-INCH

STATION - STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	TYPE
CAT. 0010			
624+80 - 788+50	USH 63 RT	16370	EDGELINE
624+80 - 788+17	USH 63 LT	16337	EDGELINE
789+49 - 808+00	USH 63 LT	1851	EDGELINE
790+10 - 816+64	USH 63 RT	2654	EDGELINE
809+29 - 816+20	USH 63 LT	691	EDGELINE
817+61 - 823+58	USH 63 LT	597	EDGELINE
824+62 - 830+75	USH 63 LT	613	EDGELINE
817+54 - 830+75	USH 63 RT	1321	EDGELINE
831+50 - 845+03	USH 63 RT	1353	EDGELINE
831+50 - 845+03	USH 63 LT	1353	EDGELINE
868+54 - 883+82	USH 63 LT	1528	EDGELINE
882+63 - 883+82	USH 63 RT	119	EDGELINE
624+00 - 779+18	USH 63 CL	3880	CENTERLINE SKIPS
615+00 - 625+60	USH 63 CL	1060	NO PASSING SB
642+10 - 650+55	USH 63 CL	845	NO PASSING NB
654+20 - 661+90	USH 63 CL	770	NO PASSING SB
673+15 - 679+95	USH 63 CL	680	NO PASSING NB
686+85 - 690+60	USH 63 CL	375	NO PASSING SB
713+25 - 719+05	USH 63 CL	580	NO PASSING NB
724+10 - 730+45	USH 63 CL	635	NO PASSING SB
774+18 - 779+18	USH 63 CL	500	NO PASSING NB
10+50 - 11+65	CTH D RT	115	EDGELINE
10+97 - 11+65	CTH D LT	68	EDGELINE
08+54 - 09+62	6TH AVE LT	108	EDGELINE
08+54 - 08+87	6TH AVE RT	33	EDGELINE
877+17 - 879+15	SHELL LAKE MARINE	204	YELLOW (PARKING LOT)
10+67 - 11+53	CTH B EAST RT	86	EDGELINE
10+83 - 11+53	CTH B EAST LT	70	EDGELINE
	PROJECT TOTAL	54796	

PAVEMENT MARKING EPOXY 8-INCH

STATION - STATION	LOCATION	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	TYPE
CAT. 0010			
784+99 - 788+49	USH 63 RT TURN LANE	350	CHANNELIZING LINE
785+78 - 788+49	USH 63 LT TURN LANE	271	CHANNELIZING LINE
10+77 - 10+94	CTH D TURN ISLAND	34	CHANNELIZING LINES
789+49 - 791+49	USH 63 RT TURN LANE	200	CHANNELIZING LINE
789+49 - 793+57	USH 63 LT TURN LANE	408	CHANNELIZING LINE
804+02 - 808+02	USH 63 LT TURN LANE	400	CHANNELIZING LINE
809+26 - 812+79	USH 63 LANE DIVIDER	353	CHANNELIZING LINE
809+26 - 812+79	USH 63 RT TURN LANE	353	CHANNELIZING LINE
817+61 - 819+61	USH 63 RT TURN LANE	200	CHANNELIZING LINE
843+03 - 845+03	USH 63 RT TURN LANE	200	CHANNELIZING LINE
843+03 - 845+03	USH 63 LT TURN LANE	200	CHANNELIZING LINE
856+27 - 856+77	USH 63 LT TURN LANE	50	CHANNELIZING LINE
860+15 - 860+59	USH 63 LT TURN LANE	44	CHANNELIZING LINE
863+65 - 865+35	USH 63 LT TURN LANE	170	CHANNELIZING LINE
866+21 - 867+23	USH 63 LT TURN LANE	102	CHANNELIZING LINE
866+21 - 868+55	USH 63 RT TURN LANE	234	CHANNELIZING LINE
879+37 - 881+37	USH 63 RT TURN LANE	200	CHANNELIZING LINE
	PROJECT TOTAL	3769	

PAVEMENT MARKING SAME DAY EPOXY 4-INCH

STATION - STATION	LOCATION	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH LF	TYPE
CAT. 0010			
624+00 - 779+18	USH 63 CL	3880	CENTERLINE SKIPS
815+60 - 836+53	USH 63 CL	523	CENTERLINE SKIPS
871+68 - 884+65	USH 63 CL	324	CENTERLINE SKIPS
615+00 - 625+60	USH 63 CL	1060	NO PASSING SB
642+10 - 650+55	USH 63 CL	845	NO PASSING NB
654+20 - 661+90	USH 63 CL	770	NO PASSING SB
673+15 - 679+95	USH 63 CL	680	NO PASSING NB
686+85 - 690+60	USH 63 CL	375	NO PASSING SB
713+25 - 719+05	USH 63 CL	580	NO PASSING NB
724+10 - 730+45	USH 63 CL	635	NO PASSING SB
774+18 - 779+18	USH 63 CL	500	NO PASSING NB
779+18 - 785+78	USH 63 MEDIAN	1320	DOUBLE YELLOW
779+18 - 788+49	USH 63 CL	1862	DOUBLE YELLOW
10+38 - 11+65	CTH D CL	254	DOUBLE YELLOW
789+49 - 804+02	USH 63 MEDIAN	2906	DOUBLE YELLOW
793+57 - 808+02	USH 63 CL	2890	DOUBLE YELLOW
809+00 - 815+59	USH 63 MEDIAN	1318	DOUBLE YELLOW
809+00 - 816+64	USH 63 CL	1528	DOUBLE YELLOW
817+53 - 821+12	USH 63 CL	718	DOUBLE YELLOW
831+53 - 836+53	USH 63 CL	500	NO PASSING NB
836+53 - 843+03	USH 63 MEDIAN	1300	DOUBLE YELLOW
836+53 - 845+03	USH 63 CL	1700	DOUBLE YELLOW
846+32 - 856+30	TWO WAY LEFT TURN LANE	1248	NO PASSING NB
846+32 - 856+30	TWO WAY LEFT TURN LANE	1248	NO PASSING SB
857+74 - 860+19	TWO WAY LEFT TURN LANE	306	NO PASSING NB
857+74 - 860+19	TWO WAY LEFT TURN LANE	306	NO PASSING SB
09+29 - 09+66	5TH AVE CL	74	DOUBLE YELLOW
862+50 - 863+30	USH 63 MEDIAN	160	DOUBLE YELLOW
862+50 - 863+30	USH 63 CL	160	DOUBLE YELLOW
863+65 - 864+31	USH 63 MEDIAN	132	DOUBLE YELLOW
863+65 - 864+31	USH 63 CL	132	DOUBLE YELLOW
08+54 - 09+50	6TH AVE CL	192	DOUBLE YELLOW
866+21 - 869+29	USH 63 MEDIAN	616	DOUBLE YELLOW
866+21 - 869+29	USH 63 CL	616	DOUBLE YELLOW
869+95 - 871+68	USH 63 MEDIAN	346	DOUBLE YELLOW
869+95 - 871+68	USH 63 CL	346	DOUBLE YELLOW
879+67 - 888+65	USH 63 CL	898	NO PASSING NB
10+47 - 11+53	CTH B EAST CL	212	DOUBLE YELLOW
	PROJECT TOTAL	33460	

PAVEMENT MARKING - PARKING LOTS

STATION - STATION	LOCATION	647.0256 PAVEMENT MARKING SYMBOLS EPOXY EACH	647.0656 PAVEMENT MARKING PARKING STALL EPOXY LF	647.0716 PAVEMENT MARKING DIAGONAL EPOXY 8-INCH LF	COMMENTS
CAT. 0040					
STAGE 4					
863+63 - 864+11	PARKING LOT LT	-	24	-	4" WHITE
863+55 - 866+80	PARKING LOT RT	-	1275	-	4" WHITE
863+55 - 866+80	PARKING LOT RT	-	-	230	YELLOW
863+55 - 866+80	PARKING LOT RT	3	-	-	HANDICAP
	PROJECT TOTALS	3	1299	230	

LOCATING NO-PASSING ZONES

STATION	LOCATION	648.0100 LOCATING NO-PASSING ZONES MI
CAT. 0010		
625+00 - 779+18	USH 63	2.920
815+35 - 836+25	USH 63	0.396
871+60 - 883+62	USH 63	0.228
PROJECT TOTAL		3.544

CONSTRUCTION STAKING PIPE CULVERTS

STATION	LOCATION		650.6000 CONSTRUCTION STAKING PIPE CUVLERTS EACH
CAT 0010			
009+41	'WN'	-	1
656+59	USH 63	RT	1
719+08	USH 63	-	1
733+34	USH 63	-	1
760+84	USH 63	-	1
780+00	USH 63	-	2
795+52	USH 63	-	1
795+55	USH 63	RT	1
799+60	USH 63	LT	1
813+04	USH 63	-	1
011+25	'C1'	-	1
010+40	'T3'	-	1
830+90	USH 63	LT	1
010+25	'SU'	-	1
836+05	USH 63	-	1
884+35	USH 63	LT	1
010+57	'LA'	RT	1
PROJECT TOTAL			18

PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	647.0166 PAVEMENT MARKING ARROWS TYPE 2 EPOXY EACH	647.0356 PAVEMENT MARKING WORDS EPOXY EACH	647.0456 PAVEMENT MARKING CURB EPOXY LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH	647.0716 PAVEMENT MARKING DIAGONAL EPOXY 8-INCH LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF	647.0766 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH LF	647.0796 PAVEMENT MARKING CROSSWALK EPOXY 24-INCH LF
CAT 0010											
780+80	-	785+33	USH 63 MEDIAN	---	---	---	---	---	159	---	---
785+98			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
785+98			USH 63 NB RT TURN LANE	1	---	---	---	---	---	---	---
787+04			USH 63 NB LT TURN LANE	---	1	---	---	---	---	---	---
788+09			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
788+09			USH 63 NB RT TURN LANE	1	---	---	---	---	---	---	---
789+79			USH 63 SB LT TURN LANE	1	---	---	---	---	---	---	---
789+79			USH 63 SB RT TURN LANE	1	---	---	---	---	---	---	---
791+29			USH 63 SB RT TURN LANE	1	---	---	---	---	---	---	---
791+62			USH 63 SB LT TURN LANE	---	1	---	---	---	---	---	---
793+37			USH 63 SB LT TURN LANE	1	---	---	---	---	---	---	---
794+15	-	803+58	USH 63 MEDIAN	---	---	---	---	---	546	---	---
804+22			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
805+92			USH 63 NB LT TURN LANE	---	1	---	---	---	---	---	---
807+62			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
809+13	-	814+16	USH 63 MEDIAN	---	---	---	---	---	228	---	---
837+90	-	842+70	USH 63 MEDIAN	---	---	---	---	---	192	---	---
843+23			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
843+23			USH 63 NB RT TURN LANE	1	---	---	---	---	---	---	---
843+95			USH 63 NB LT TURN LANE	---	1	---	---	---	---	---	---
844+65			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
844+65			USH 63 NB RT TURN LANE	1	---	---	---	---	---	---	---
846+29			USH 63 CROSSWALK	---	---	---	---	---	---	---	84
846+96			TWO WAY LT TURN LANE	2	---	---	---	---	---	---	
849+34			USH 63 CROSSWALK	---	---	---	---	---	---	---	66
850+65			TWO WAY LT TURN LANE	2	---	---	---	---	---	---	---
850+94	-	851+42	2ND AVE CROSSWALK	---	---	---	---	---	---	86	---
854+65			TWO WAY LT TURN LANE	2	---	---	---	---	---	---	---
856+47			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
856+27			USH 63 REFUGE ISLAND	---	---	10	1	---	---	---	---
856+80			USH 63 CROSSWALK	---	---	---	---	---	---	---	60
856+93			USH 63 REFUGE ISLAND	---	---	25	1	---	---	---	---
856+97	-	857+50	4TH AVE CROSSWALK	---	---	---	---	---	---	103	---
857+71			USH 63 CROSSWALK	---	---	---	---	---	---	---	72
858+10			TWO WAY LT TURN LANE	2	---	---	---	---	---	---	---
859+24			TWO WAY LT TURN LANE	2	---	---	---	---	---	---	---
860+16			USH 63 REFUGE ISLAND	---	---	10	1	---	---	---	---
860+36			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
860+62			USH 63 CROSSWALK	---	---	---	---	---	---	---	60
860+77			USH 63 REFUGE ISLAND	---	---	24	1	---	---	---	---
860+79	-	861+67	5TH AVE CROSSWALK	---	---	---	---	---	---	164	---
861+57			USH 63 REFUGE ISLAND	---	---	40	1	---	---	---	---
861+94			USH 63 CROSSWALK	---	---	---	---	---	---	---	48
862+55			USH 63 REFUGE ISLAND	---	---	10	1	---	---	---	---
862+55	-	863+14	USH 63 MEDIAN	---	---	---	---	---	42	---	---
863+70	-	864+27	USH 63 MEDIAN	---	---	---	---	---	35	---	---
863+85			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
864+35			USH 63 NB LT TURN LANE	---	1	---	---	---	---	---	---
864+49			USH 63 REFUGE ISLAND	---	---	10	1	---	---	---	---
864+71			USH 63 CROSSWALK	---	---	---	---	---	---	---	66
864+84			USH 63 NB LT TURN LANE	1	---	---	---	---	---	---	---
865+15			USH 63 REFUGE ISLAND	---	---	23	1	---	---	---	---
866+36	-	869+18	USH 63 MEDIAN	---	---	---	---	---	153	---	---
866+72			USH 63 SB RT TURN LANE	1	---	---	---	---	---	---	---
867+03			USH 63 SB LT TURN LANE	1	---	---	---	---	---	---	---
868+35			USH 63 SB RT TURN LANE	1	---	---	---	---	---	---	---
870+08	-	870+89	USH 63 MEDIAN	---	---	---	---	---	26	---	---
877+15		LT	SHELL LAKE MARINE	---	---	10	1	---	---	---	---
877+20	-	879+11	SHELL LAKE MARINE	---	---	---	---	598	153	---	---
879+16		LT	SHELL LAKE MARINE	---	---	10	1	---	---	---	---
			TOTALS	31	5	172	10	598	1534	353	456

NOTES: ITEMS FOR DIAGONAL EPOXY 8-INCH & 12-INCH, CURB EPOXY, AND ISLAND NOSE ARE YELLOW. ALL OTHER ITEMS IN THIS TABLE ARE WHITE.
PAVEMENT MARKING WORD EPOXY IS 'ONLY'. SEE SDD "PAVEMENT MARKING (LEFT TURN LANE)" FOR ARROW AND WORD PLACEMENTS.

TEMPORARY PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION		649.0200 TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	TYPE
CAT 0010							
STAGE 2							
826+50	-	886+82	STG 2	CL	12064	---	DOUBLE YELLOW
886+82	-	889+00	STG 2	CL	---	436	DOUBLE YELLOW
829+24	-	845+15	STG 2	RT	1591	---	WHITE EDGELINE
845+95	-	881+56	STG 2	RT	3561	---	WHITE EDGELINE
882+33	-	883+63	STG 2	RT	130	---	WHITE EDGELINE
883+63	-	886+80	STG 2	RT	---	317	WHITE EDGELINE
829+24	-	830+88	STG 2	LT	165	---	WHITE EDGELINE
831+29	-	844+73	STG 2	LT	1344	---	WHITE EDGELINE
845+92	-	850+93	STG 2	LT	501	---	WHITE EDGELINE
851+42	-	856+92	STG 2	LT	550	---	WHITE EDGELINE
857+52	-	860+79	STG 2	LT	327	---	WHITE EDGELINE
861+66	-	864+30	STG 2	LT	264	---	WHITE EDGELINE
869+00	-	886+85	STG 2	LT	1785	---	WHITE EDGELINE
861+75			STG 2	CL	---	52	WHITE CROSSWALK
863+55			STG 2	CL	---	48	WHITE CROSSWALK
STAGE 3							
829+24	-	831+40	STG 3	CL	432	---	DOUBLE YELLOW
831+40	-	881+62	STG 3	CL	---	10044	DOUBLE YELLOW
882+34	-	886+82	STG 3	CL	---	896	DOUBLE YELLOW
831+57	-	845+34	STG 3	RT	---	1377	WHITE EDGELINE
846+06	-	869+40	STG 3	RT	---	2334	WHITE EDGELINE
869+84	-	874+22	STG 3	RT	---	438	WHITE EDGELINE
874+62	-	881+50	STG 3	RT	---	688	WHITE EDGELINE
882+52	-	884+12	STG 3	RT	---	160	WHITE EDGELINE
831+40	-	845+25	STG 3	LT	---	1385	WHITE EDGELINE
846+07	-	857+00	STG 3	LT	---	1093	WHITE EDGELINE
857+52	-	860+90	STG 3	LT	---	338	WHITE EDGELINE
861+60	-	865+38	STG 3	LT	---	378	WHITE EDGELINE
866+07	-	886+82	STG 3	LT	---	2075	WHITE EDGELINE
861+88			STG 3	CL	---	54	WHITE CROSSWALK
863+55			STG 3	CL	---	50	WHITE CROSSWALK
STAGE 4							
855+00	-	857+00	USH 63	RT	---	200	YELLOW EDGELINE
857+44	-	860+93	USH 63	RT	---	349	YELLOW EDGELINE
861+37	-	865+34	USH 63	RT	---	397	YELLOW EDGELINE
855+50	-	857+07	USH 63	LT	---	157	YELLOW EDGELINE
857+44	-	860+96	USH 63	LT	---	352	YELLOW EDGELINE
861+37	-	865+32	USH 63	LT	---	395	YELLOW EDGELINE
857+70			USH 63	CL	---	92	WHITE CROSSWALK
863+56			USH 63	CL	---	96	WHITE CROSSWALK
UNDISTRIBUTED					1136	605	
			PROJECT TOTALS		23850	24806	

TRAFFIC CONTROL DRUMS

STATION		STATION	LOCATION		NO. OF DRUMS	DAYS	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	COMMENTS
CAT. 0010									
STAGE 1A									
788+15	-	789+50	USH 63	LT	10	10	100	---	HILLTOP ROAD C & G
807+75	-	809+50	USH 63	LT	10	7	70	---	SCHOOL ENTRANCE C & G
816+00	-	818+00	USH 63	LT	10	7	70	---	PEDERSON DRIVE C & G
			STAGE 1A TOTALS				240	0	
STAGE 1B									
829+27	-	844+21	USH 63	LT	36	10	360	---	SHOULDER WIDENING
845+92	-	850+93	USH 63	LT	11	10	110	---	SHOULDER WIDENING
851+41	-	856+92	USH 63	LT	12	10	120	---	SHOULDER WIDENING
857+51	-	860+79	USH 63	LT	13	10	130	---	SHOULDER WIDENING
861+66	-	864+30	USH 63	LT	16	10	160	---	SHOULDER WIDENING
869+00	-	886+60	USH 63	LT	44	10	440	---	SHOULDER WIDENING
816+71	-	816+86	---	RT	6	5	30	---	N INDUSTRIAL DR RADIUS
830+68	-	830+96	---	LT	6	5	30	---	3RD ST & 63 RADIUS
10+58	-	12+03	---	LT	9	5	45	---	3RD ST RADIUS
896+50	-	896+65	---	RT	7	5	35	---	LIND AVE RADIUS
10+18	-	11+48	---	LT	9	10	90	---	WEST LAKE DR WIDENING
---		---	---	LT	6	5	30	---	STARIHA DRIVE C.E.
UNDISTRIBUTED					10	10	100	---	
			STAGE 1B TOTALS				1680	0	
STAGE 2									
829+25	-	830+75	STG 2	RT	7	46	322	322	
831+50	-	833+00	STG 2	RT	7	46	322	322	
833+00	-	845+00	STG 2	RT	25	46	1150	---	
846+00	-	874+00	STG 2	RT	57	46	2622	---	
875+00	-	881+50	STG 2	RT	14	46	644	---	
882+50	-	886+50	STG2	RT	9	46	414	---	
787+00	-	790+50	STG2	RT	14	19	266	---	63 SHDR CLOSURE@CTH D
10+18	-	11+48	---	LT	9	21	189	---	W LAKE DR RECONSTRUCT
UNDISTRIBUTED					10	46	460	230	
			STAGE 2 TOTALS				6389	874	
STAGE 3									
829+80	-	830+80	STG 3	LT	5	46	230	---	
831+40	-	845+40	STG 3	LT	29	46	1334	---	
846+40	-	856+90	STG 3	LT	26	46	1196	---	
857+60	-	860+80	STG 3	LT	8	46	368	---	
862+00		865+00	STG 3	LT	7	46	322	---	
866+40	-	881+90	STG 3	LT	32	46	1472	---	
882+15	-	882+80	STG 3	LT	8	46	368	368	
884+15	-	886+70	STG 3	LT	11	46	506	---	
844+75	-	846+25	USH 63	LT	10	7	70	---	1ST AVENUE C & G
856+75	-	858+00	USH 63	LT	10	7	70	---	4TH AVENUE C & G
860+50	-	862+00	USH 63	LT	10	7	70	---	5TH AVENUE C & G
08+50	-	09+25	---	RT	10	7	70	---	6TH AVENUE C & G
07+75	-	10+00	---	LT	12	7	84	---	6TH AVENUE C & G
UNDISTRIBUTED					10	46	460	230	
			STAGE 3 TOTALS				6620	598	
STAGE 4									
855+00	-	855+50	USH 63	RT	3	14	42	42	MEDIAN
855+75	-	856+75	USH 63	RT	5	14	70	---	MEDIAN
855+50	-	857+00	USH 63	LT	7	14	98	---	MEDIAN
857+50	-	860+75	USH 63	LT	14	14	196	---	MEDIAN
857+50	-	860+75	USH 63	RT	14	14	196	---	MEDIAN
858+50	-	859+25	USH 63	RT	5	14	70	---	PARKING LOT
860+00	-	860+50	USH 63	RT	3	14	42	---	PARKING LOT
861+50	-	864+35	USH 63	LT	16	14	224	---	MEDIAN
861+50	-	864+35	USH 63	RT	16	14	224	---	MEDIAN
UNDISTRIBUTED					5	14	70	70	
			STAGE 4 TOTALS				1232	112	
			PROJECT TOTALS				16161	1584	

TRAFFIC CONTROL BARRICADES

STATION	LOCATION		NO. OF TYPE II	NO. OF TYPE III	DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	COMMENTS
CAT. 0010									
STAGE 1B									
861+60	USH 63	LT	1	0	19	19	0	19	SIDEWALK CLOSURE
864+40	USH 63	LT	1	0	19	19	0	19	SIDEWALK CLOSURE
UNDISTRIBUTED			1	2	19	19	38	95	
			STAGE 1B TOTALS			57	38	133	
STAGE 2									
832+45	USH 63	RT	0	1	46	0	46	92	
845+12	USH 63	RT	0	2	46	0	92	184	
846+25	USH 63	RT	0	2	46	0	92	184	
853+50	USH 63	RT	0	3	46	0	138	276	BOAT RAMP ACCESS
857+20	USH 63	RT	0	3	46	0	138	276	PARKING LOT ENTR
858+95	USH 63	RT	0	1	46	0	46	92	PARKING LOT ENTR
860+30	USH 63	RT	0	1	46	0	46	92	PARKING LOT ENTR
865+05	USH 63	RT	0	3	46	0	138	276	PARKING LOT ENTR
868+85	USH 63	RT	0	2	46	0	92	184	PLAYGROUND DR
874+05	USH 63	RT	0	1	46	0	46	92	
874+75	USH 63	RT	0	1	46	0	46	92	
881+50	USH 63	RT	0	2	46	0	92	184	
882+45	USH 63	RT	0	2	46	0	92	184	
883+68	USH 63	RT	0	2	46	0	92	184	
UNDISTRIBUTED			2	5	46	92	230	552	
			STAGE 2 TOTALS			92	1426	2944	
STAGE 3									
831+35	USH 63	LT	0	1	46	0	46	92	
845+10	USH 63	LT	0	2	46	0	92	184	
846+05	USH 63	LT	0	2	46	0	92	184	
849+30	USH 63	LT	0	3	46	0	138	276	2ND AVE
851+10	USH 63	LT	0	1	46	0	46	92	1ST STREET ALLEY
851+15	USH 63	LT	0	3	46	0	138	276	1ST ST/2ND AVE
852+50	USH 63	LT	0	3	46	0	138	276	1ST STREET
856+90	USH 63	LT	0	2	46	0	92	184	
857+55	USH 63	LT	0	2	46	0	92	184	
860+70	USH 63	LT	0	2	46	0	92	184	
861+62	USH 63	LT	0	2	46	0	92	184	
865+10	USH 63	LT	0	2	46	0	92	184	
866+05	USH 63	LT	0	2	46	0	92	184	
UNDISTRIBUTED			2	5	46	92	230	552	
			STAGE 3 TOTALS			92	1472	3036	
STAGE 4									
855+58	USH 63	RT	0	1	14	0	14	28	
857+05	USH 63	RT	0	2	14	0	28	56	
857+45	USH 63	RT	0	1	14	0	14	28	
860+92	USH 63	RT	0	1	14	0	14	28	
861+48	USH 63	RT	0	1	14	0	14	28	
865+34	USH 63	RT	0	1	14	0	14	28	
UNDISTRIBUTED			2	5	14	28	70	168	
			STAGE 4 TOTALS			28	168	364	
			PROJECT TOTALS			269	3104	6477	

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER

STATION	- STATION	LOCATION	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH
CAT. 0010				
STAGE 2				
829+25	- 830+75	STG 2 RL	7	7
831+50	- 845+00	STG 2 RL	55	55
846+00	- 850+75	STG 2 RL	20	20
851+50	- 856+75	STG 2 RL	22	22
857+75	- 860+75	STG 2 RL	13	13
862+00	- 865+00	STG 2 RL	13	13
866+00	- 874+00	STG 2 RL	33	33
874+70	- 881+45	STG 2 RL	28	28
882+45	- 887+70	STG 2 RL	22	22
UNDISTRIBUTED			20	10
STAGE 2 TOTALS			233	223
STAGE 3				
831+40	- 845+40	STG 3 RL	57	57
846+20	- 856+90	STG 3 RL	44	44
857+65	- 860+65	STG 3 RL	13	13
861+70	- 865+20	STG 3 RL	15	15
866+20	- 869+20	STG 3 RL	13	13
869+95	- 873+95	STG 3 RL	17	17
874+75	- 881+45	STG 3 RL	28	28
882+45	- 886+95	STG 3 RL	19	19
UNDISTRIBUTED			20	10
STAGE 3 TOTALS			226	216
PROJECT TOTALS			459	439

TRAFFIC CONTROL MESSAGE SIGNS

LOCATION		MESSAGE	NO. OF PCMS	DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
CAT. 0010						
STAGE 2						
USH 53	SB	* HWY 63 CLOSED 17 MILES AHEAD USE HWY 53 DETOUR	1	30	30	---
USH 53	SB	TRUCKS UNDER 40 FEET DETOUR EXEMPT	---	---	---	34
USH 63	SB	* HWY 63 CLOSED 12 MILES AHEAD HWY 253 TO DETOUR	1	30	30	---
USH 63	SB	ROAD OPEN TO CTH B	---	---	---	4.5
USH 63	SB	ROAD OPEN TO CTH B	---	---	---	4.5
USH 63	SB	* HWY 63 CLOSED 9 MILES AHEAD USE HWY 48 DETOUR	1	30	30	---
STAGE 2 TOTAL					90	43
PROJECT TOTAL					90	43

* CHANGEABLE MESSAGE TO BE DETERMINED BY ENGINEER

TRAFFIC CONTROL SIGNS

STATION	LOCATION		NO. OF SIGNS	DAYS	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	SIGN MESSAGE
CAT. 0010							
STAGE 1A							
---	SIDE ROADS		8	38	304	---	RWA ON HILLTOP & SOUTH
STAGE 1A TOTALS					304	0	
STAGE 1B							
861+60	USH 63	LT	1	19	19	---	SIDEWALK CLOSED
864+40	USH 63	LT	1	19	19	---	SIDEWALK CLOSED
---	SIDE ROADS		20	19	380	---	RWA ON CTH D & NORTH
---	ATV TRAIL		2	19	38	---	RWA @ WEST LAKE DR
---	ATV TRAIL		1	19	19	---	RWA @ CTH B EAST
---	ATV TRAIL		1	19	19	---	RWA @ STARIHA DR
UNDISTRIBUTED			2	19	38	---	
STAGE 1B TOTALS					532	0	
STAGE 2							
783+40		RT	---	46	---	1	SARONA w/RT arrow
789+50	USH 63	LT	---	46	---	1	COUNTY D
789+50	USH 63	LT	---	46	---	1	LEFT ARROW
795+40	USH 63	LT	---	46	---	1	SARONA w/LT arrow
809+25	USH 63	RT	1	23	23	---	ROAD WORK AHEAD
816+80	USH 63	RT	---	46	---	1	STOP@NORTH INDUS. DR
819+25	USH 63	RT	1	23	23	---	ROAD WORK 1000 FT
822+75	USH 63	RT	1	46	46	---	REDUCED SPEED 35
824+25	USH 63	RT	1	46	46	---	ROAD WORK 500 FT
824+25	USH 63	LT	1	23	23	---	END ROAD WORK
826+75	USH 63	RT	1	46	46	---	REVERSE CURVE LEFT
828+00	USH 63	RT	1	46	46	---	SPEED LIMIT 35
831+38	USH 63	RT	1	46	46	---	STOP@INDUS. BLVD
832+45	USH 63	RT	1	46	46	---	LEFT NIGHT ARROW
833+68	USH 63	RT	---	---	---	1	SPEED LIMIT 45
835+50	USH 63	LT	1	46	46	---	REVERSE CURVE LEFT
841+00	USH 63	LT	---	---	---	1	SPEED LIMIT 45
841+40	USH 63	RT	1	46	46	---	SPEED LIMIT 35
845+12	USH 63	RT	1	46	46	---	ROAD CLOSED
846+00	USH 63	RT	1	46	46	---	STOP@WEST LAKE DR
846+25	USH 63	RT	1	46	46	---	ROAD CLOSED
853+50	USH 64	RT	1	46	46	---	ROAD CLOSED
853+51	USH 65	RT	1	46	46	---	ROAD CLOSED
857+20	USH 63	RT	1	46	46	---	ROAD CLOSED
858+95	USH 63	RT	1	46	46	---	ROAD CLOSED
860+30	USH 63	RT	1	46	46	---	ROAD CLOSED
860+40	USH 63	RT	1	46	46	---	PED CROSSING
864+05	USH 63	LT	1	46	46	---	PED CROSSING
865+05	USH 63	RT	1	46	46	---	ROAD CLOSED
868+85	USH 63	RT	1	46	46	---	STOP@PLAYGROUND DR
868+85	USH 63	RT	1	46	46	---	ROAD CLOSED
874+05	USH 63	RT	1	46	46	---	ROAD CLOSED
874+50	USH 63	RT	1	46	46	---	STOP@PETERSON CT
874+75	USH 63	RT	1	46	46	---	ROAD CLOSED
879+40	USH 63	LT	1	46	46	---	REVERSE CURVE RIGHT
881+50	USH 63	RT	1	46	46	---	ROAD CLOSED
882+25	USH 63	LT	---	---	---	1	COUNTY B
882+25	USH 63	LT	---	---	---	1	LEFT ARROW/UPPER ARROW
882+30	USH 63	RT	1	46	46	---	STOP@CTH B EAST
882+45	USH 63	RT	1	46	46	---	ROAD CLOSED
886+85	USH 63	LT	1	46	46	---	ROAD WORK NEXT 9 MILES
889+35	USH 63	LT	1	46	46	---	REVERSE CURVE RIGHT
891+85	USH 63	LT	1	46	46	---	ROAD WORK 500 FT
891+85	USH 63	RT	1	46	46	---	END ROAD WORK
UNDISTRIBUTED			3	46	138	1	
STAGE 2 TOTALS					1679	10	

TRAFFIC CONTROL SIGNS CONT'D

STATION	LOCATION		NO. OF SIGNS	DAYS	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	SIGN MESSAGE
CAT. 0010							
STAGE 3							
811+40	USH 63	RT	1	46	46	---	ROAD WORK AHEAD
821+40	USH 63	RT	1	46	46	---	ROAD WORK 1000 FT
824+25	USH 63	LT	1	46	46	---	END ROAD WORK
826+40	USH 63	RT	1	46	46	---	ROAD WORK 500 FT
828+90	USH 63	RT	1	46	46	---	REVERSE CURVE RIGHT
835+50	USH 63	LT	1	46	46	---	REVERSE CURVE RIGHT
845+10	USH 63	LT	1	46	46	---	ROAD CLOSED
845+24	USH 63	LT	1	46	46	---	STOP @ 1ST AVE
846+05	USH 63	LT	1	46	46	---	ROAD CLOSED
848+30	USH 63	LT	1	46	46	---	RD CLOSED AHD - 2ND AVE
849+30	USH 63	LT	1	46	46	---	ROAD CLOSED - 2ND AVE
849+90	USH 63	LT	1	46	46	---	RD CLOSED AHD - 1ST ST ALLEY
851+10	USH 63	LT	1	46	46	---	RD CLOSED - 1ST ST ALLEY
851+15	USH 63	LT	1	46	46	---	RD CLOSED - 1ST ST/2ND AVE
852+50	USH 63	LT	1	46	46	---	1ST ST
854+35	USH 63	LT	1	46	46	---	RD CLOSED AHD - 1ST ST
856+90	USH 63	LT	1	46	46	---	ROAD CLOSED
857+00	USH 63	LT	1	46	46	---	STOP @ 4TH AVE
857+55	USH 63	LT	1	46	46	---	ROAD CLOSED
860+70	USH 63	LT	1	46	46	---	ROAD CLOSED
860+85	USH 63	LT	1	46	46	---	STOP @ 5TH AVE
861+62	USH 63	LT	1	46	46	---	ROAD CLOSED
865+10	USH 63	LT	1	46	46	---	ROAD CLOSED
865+32	USH 63	LT	1	46	46	---	STOP @ 6TH AVE
866+05	USH 63	LT	1	46	46	---	ROAD CLOSED
868+90	USH 63	RT	1	46	46	---	STOP@PLAYGROUND DR
874+55	USH 63	RT	1	46	46	---	STOP@PETERSON CT
886+85	USH 63	LT	1	46	46	---	ROAD WORK NEXT 9 MILES
889+35	USH 63	LT	1	46	46	---	REVERSE CURVE LEFT
891+85	USH 63	LT	1	46	46	---	ROAD WORK 500 FT
891+85	USH 63	RT	1	46	46	---	END ROAD WORK
896+85	USH 63	LT	1	46	46	---	ROAD WORK 1000 FT
906+85	USH 63	LT	1	46	46	---	ROAD WORK AHEAD
UNDISTRIBUTED			3	46	138	1	
STAGE 3 TOTALS					1656	1	
STAGE 4							
811+40	USH 63	RT	1	25	25	---	ROAD WORK AHEAD
821+40	USH 63	RT	1	25	25	---	ROAD WORK 1000 FT
824+25	USH 63	LT	1	25	25	---	END ROAD WORK
826+40	USH 63	RT	1	25	25	---	ROAD WORK 500 FT
855+58	USH 63	RT	1	14	14	---	RIGHT NIGHT ARROW
856+90	USH 63	LT	1	14	14	---	NO LEFT TURN@4TH AVE
857+40	USH 63	RT	1	14	14	---	NO LEFT TURN@LOT ENTR.
857+60	USH 63	LT	1	14	14	---	NO LEFT TURN
859+35	USH 63	LT	1	14	14	---	NO LEFT TURN
861+00	USH 63	RT	1	14	14	---	YIELD @ 5TH AVE
865+34	USH 63	RT	1	14	14	---	RIGHT NIGHT ARROW
865+40	USH 63	RT	1	14	14	---	YIELD @ 6TH AVE
UNDISTRIBUTED			1	25	25	---	
STAGE 4 TOTALS					237	0	
PROJECT TOTALS					4408	11	

COLORING CONCRETE

STATION	-	STATION	LOCATION		SPV.0035.02 COLORING CONCRETE CY	COMMENTS
CAT. 0040						
STAGE 2						
860+59	-	860+68	USH 63	RT	0.5	CONCRETE SIDEWALK 4-INCH
861+91	-	861+97	USH 63	RT	1.6	CONCRETE SIDEWALK 4-INCH
		STAGE 2 TOTAL			2.1	
STAGE 3						
860+56	-	861+81	USH 63	LT	4.1	CONCRETE SIDEWALK 4-INCH
861+59	-	861+98	USH 63	LT	4.3	CONCRETE SIDEWALK 4-INCH
		STAGE 3 TOTAL			8.4	
STAGE 4						
860+60	-	860+65	USH 63	RT	0.5	ISLAND SIDEWALK 6-INCH
861+91	-	861+96	USH 63	RT	1.2	ISLAND SIDEWALK 6-INCH
		STAGE 4 TOTAL			1.7	
		CAT. 0040 TOTAL			12.2	
		PROJECT TOTAL			12.2	

REMOVING CONCRETE BASE STA. 861+95, 30' LT

STATION	LOCATION			SPV.0105.05 REMOVING CONCRETE BASE STA. 861+95, 30' LT LS
CAT. 0010				
STAGE 2				
861+95.0	USH 63	30'	LT	1
STAGE 2 TOTAL				1
PROJECT TOTAL				1

SLOPE REPAIR

STATION	LOCATION		SPV.0060.07 SLOPE REPIAR CULVERT EACH	SPV.0060.30 SLOPE REPAIR INTERSECTION NW QUADRANT USH 63 / WOODYARD ROAD SOUTH EACH
CAT. 0010				
STAGE 1				
628+90	USH 63	RT	-	1
709+08	USH 63	LT & RT	2	-
719+08	USH 63	LT & RT	2	-
733+34	USH 63	LT	1	-
STAGE 1 TOTAL			3	1
PROJECT TOTAL			3	1

REGRADE DITCH

STATION	-	STATION	LOCATION		SPV.0090.06 REGRADE DITCH LF
CAT. 0010					
STAGE 1A					
795+52	-	795+55	USH 63	RT	45
			PROJECT TOTAL		45

SALVAGE AND REPLACE BARBED WIRE FENCE

STATION	STATION	LOCATION		SPV.0090.04 SALVAGE AND REPLACE BARBED WIRE FENCE LF
CAT. 0010				
STAGE 1A				
637+60	- 638+60	USH 63	LT	100
637+60	- 638+60	USH 63	RT	100
		PROJECT TOTAL		200

CULVERT PIPE FOR CATTLE PASS

STATION	LOCATION		SPV.0090.03 CULVERT PIPE FOR CATTLE PASS STA. 638+10 LF
CAT. 0010			
STAGE 1			
638+10.0	USH 63		98
	PROJECT TOTAL		98

REMOVING CONCRETE PIPE SECTIONS

STATION	LOCATION		SPV.0090.01 REMOVING CONCRETE PIPE SECTIONS LF
CAT. 0010			
STAGE 1A			
625+34	USH 63	RT	4
631+12	USH 63	LT	8
631+12	USH 63	RT	8
719+08	USH 63	RT	4
719+08	USH 63	LT	4
733+34	USH 63	LT	4
733+34	USH 63	RT	4
760+84	USH 63	LT	8
760+84	USH 63	RT	8
780+00	USH 63	RT	8
780+00	USH 63	LT	8
795+52	USH 63	RT	4
795+52	USH 63	LT	4
813+04	USH 63	RT	4
813+04	USH 63	LT	4
PROJECT TOTAL			84

CONTAMINATED SOIL

STATION	-	STATION	LOCATION	SPV.0195.04 EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL EACH	COMMENT
CAT. 0010					
625+00	-	883+63	USH 63	100	PROJECT LIMITS
		PROJECT TOTAL		100	

SALVAGE AND RELOCATE BENCH

STATION	LOCATION	SPV.0105.06 SALVAGE AND RELOCATE BENCH LS
CAT. 0010		
STAGE 2		
862+11	52' RT	1
STAGE 2 TOTAL		
PROJECT TOTAL		1

TEMPORARY CROSSWALK ACCESS

LOCATION	SPV.0045.01 TEMPORARY CROSSWALK ACCESS DAY
CAT. 0010	
STAGE 2	
'4A'	46
'5A'	46
STAGE 2 TOTAL	92
STAGE 3	
'4A'	46
'5A'	46
STAGE 3 TOTAL	92
PROJECT TOTAL	184

RADAR DRIVER FEEDBACK - SOLAR SIGNS AND RECTANGULAR RAPID FLASHING BEACON (RRFB) - SOLAR SIGNS

STATION	LOCATION		SPV.0060.08 RADAR DRIVER FEEDBACK SIGN - SOLAR EACH	SPV.0060.09 RECTANGULAR RAPID FLASHING BEACON (RRFB) - SOLAR EACH	654.0101 CONCRETE BASES TYPE 1 EACH
CAT. 0040					
805+28.0	USH 63	RT	1	-	1
840+98.0	USH 63	RT	1	-	1
861+86.0	USH 63	RT	-	1	1
861+95.0	USH 63	LT	-	1	1
885+35.0	USH 63	LT	1	-	1
PROJECT TOTAL			3	2	5

CONSTRUCTION STAKING STORM SEWER

STATION	DESC.	LOCATION		STRUCT. NO.	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
CAT 0010					
STAGE 1A					
10+81.5	'D'	61	LT	S152	1
10+50.0	'D'	15.5	LT	S151	1
10+50.0	'D'	48	RT	S150	1
09+57.7	'PD'	67.3	LT	S160	1
02+33.3	'DP'	0.0	-	S180	1
01+88.6	'DP'	0.0	-	S181	1
			STAGE 1A TOTAL		6
STAGE 2					
836+05.0	USH 63	56	RT	S171	1
836+05.0	USH 63	87	RT	S172	1
846+40.0	USH 63	48	RT	S6	1
847+75.0	USH 63	36.5	RT	S7	1
849+19.0	USH 63	36.5	RT	S8	1
849+19.0	USH 63	29.5	RT	S42	1
849+19.0	USH 63	17.5	LT	S41	1
849+18.8	USH 63	49.7	LT	S40	1
852+04.0	USH 63	36.5	RT	S9	1
852+04.0	USH 63	17.5	LT	S51	1
853+00.6	USH 63	44.0	RT	S10	1
853+00.6	USH 63	29.5	RT	S62	1
853+87.7	USH 63	29.5	RT	S600	1
856+73.1	USH 63	45.0	RT	S11	1
856+73.1	USH 63	33.5	RT	S75	1
856+73.1	USH 63	17.5	LT	S73	1
857+79.0	USH 63	31.1	RT	S802	1
857+88.7	USH 63	30.6	RT	S803	1
858+54.0	USH 63	50.0	RT	S12	1
858+54.0	USH 63	29.5	RT	S84	1
859+14.9	USH 63	38.6	RT	S810	1
860+09.1	USH 63	42.2	RT	S100	1
860+50.5	USH 63	33.5	RT	S101	1
860+90.0	USH 63	33.5	RT	S102	1
861+85.5	USH 63	42.0	RT	S14	1
861+87.2	USH 63	33.5	RT	S902	1
864+63.3	USH 63	37.4	RT	S111	1
865+33.0	USH 63	37.4	RT	S112	1
06+96.9	'6A'	23.0	LT	S18	1
06+96.9	'6A'	37.5	LT	S19	1
27+49.5	'BD'	0.0	RT	S19.1	1
28+48.5	'BD'	0.0	RT	S19.2	1
866+28.0	USH 63	50.0	RT	S16	1
866+32.0	USH 63	35.5	RT	S17	1
868+48.6	USH 63	29.8	RT	S121	1
869+09.4	USH 63	27.2	RT	S122	1
869+99.3	USH 63	41.1	RT	S21	1
870+08.9	USH 63	23.5	RT	S131	1
870+50.0	USH 63	21.9	RT	S130	1
874+82.0	USH 63	17.5	RT	S190	1
			STAGE 2 SUBTOTAL		40

CONSTRUCTION STAKING STORM SEWER CONT'D

STATION	DESC.	LOCATION		STRUCT. NO.	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
CAT 0010					
STAGE 3					
836+05.0	USH 63	50	LT	S170	1
845+20.7	USH 63	48.5	LT	S4	1
845+30.4	USH 63	40.9	LT	S4.1	1
845+83.8	USH 63	33.1	LT	S5	1
847+75.0	USH 63	17.5	LT	S30	1
850+75.4	USH 63	17.5	LT	S50	1
852+50.0	USH 63	32.8	LT	S610	1
853+00.6	USH 63	17.5	LT	S611	1
853+10.5	USH 63	17.5	LT	S61	1
853+19.5	USH 63	30.2	LT	S60	1
853+38.1	USH 63	30.0	LT	S59	1
855+08.0	USH 63	17.5	LT	S700	1
856+25.1	USH 63	17.5	LT	S701	1
856+85.5	USH 63	17.8	LT	S702	1
856+98.7	USH 63	44.4	LT	S71	1
857+36.3	USH 63	59.4	LT	S70	1
857+83.7	USH 63	17.5	LT	S801	1
857+93.7	USH 63	17.5	LT	S800	1
858+54.0	USH 63	17.5	LT	S83	1
859+15.3	USH 63	17.5	LT	S82	1
859+24.2	USH 63	45.0	LT	S80	1
859+33.0	USH 63	30.1	LT	S81	1
860+77.5	USH 63	21.6	LT	S91	1
860+79.1	USH 63	40.5	LT	S90	1
861+50.5	USH 63	27.6	LT	S900	1
861+84.2	USH 63	17.5	LT	S901	1
864+17.6	USH 63	18.6	LT	S109	1
864+64.9	USH 63	19.5	LT	S110	1
868+48.6	USH 63	25.5	LT	S120	1
874+82.0	USH 63	39.0	LT	S191	1
			STAGE 3 TOTAL		30
					76
CAT 0020					
STAGE 2					
836+05.0	USH 63	56	RT	S171	1
			STAGE 2 SUBTOTAL		1
			CAT. 0020 TOTAL		1
					77

CONSTRUCTION STAKING ROADWAY

STATION		STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0090.05 CONSTRUCTION STAKING SUBBASE LF
CAT 0010							
624+78	-	626+00	USH 63	-	-	122	-
637+60	-	638+60	USH 63	-	-	100	-
655+88	-	659+19	USH 63	331	331	331	-
662+94	-	665+51	USH 63	257	257	257	-
708+58	-	709+58	USH 63	100	100	100	100
718+98	-	719+18	USH 63	-	-	20	-
732+90	-	733+10	USH 63	-	-	20	-
733+25	-	735+00	USH 63	-	-	175	-
776+97	-	820+74	USH 63	4377	4377	4377	4377
832+40	-	883+63	USH 63	5123	5123	5123	5123
4+97	-	9+60	'HT'	463	463	463	-
10+25	-	11+55	'D'	130	130	130	-
8+25	-	9+74	'SE'	149	149	149	-
8+95	-	9+75	'PD'	80	80	80	-
10+17	-	11+84	'C1'	167	167	167	-
10+17	-	11+10	'T3'	93	93	93	-
10+34	-	11+43	'WL'	109	109	109	-
9+11	-	9+81	'1A'	70	70	70	-
9+48	-	9+84	'1S'	36	36	36	-
10+28	-	10+60	'P1'	32	32	32	-
9+60	-	9+84	'P5'	24	24	24	-
10+32	-	10+65	'P2'	33	33	33	-
9+30	-	9+83	'4A'	53	53	53	-
10+28	-	11+32	'P3'	104	104	104	-
10+31	-	11+00	'P4'	69	69	69	-
9+39	-	9+85	'5A'	46	46	46	-
7+26	-	9+76	'6A'	250	250	250	-
10+35	-	11+18	'P6'	83	83	83	-
10+23	-	11+39	'PG'	116	116	116	-
10+16	-	11+08	'PC'	92	92	92	-
8+38	-	9+90	'C2'	152	152	152	-
10+25	-	11+43	'B'	118	118	118	-
28+27	-	29+13	'BD'	-	-	86	
			CAT. 0010 TOTALS	12657	12657	13180	9600
CAT 0020							
10+11	-	24+75	'SU'	1464	1464	1464	-
25+05	-	32+63	'SU'	758	758	758	-
32+87	-	36+27	'SU'	340	340	340	-
36+51	-	48+68	'SU'	1217	1217	1217	-
48+93	-	53+41	'SU'	448	448	448	-
53+66	-	58+74	'SU'	508	508	508	-
59+02	-	61+59	'SU'	257	257	257	-
10+11	-	11+07	'T1'	96	96	96	-
11+33	-	12+59	'T1'	126	126	126	-
10+28	-	13+13	'T2'	285	285	285	-
13+38	-	14+84	'T2'	146	146	146	-
16+59	-	17+00	'T2'	41	41	41	-
17+23	-	17+64	'T2'	41	41	41	-
19+82	-	21+73	'T2'	191	191	191	-
21+96	-	27+04	'T2'	508	508	508	-
27+32	-	27+64	'T2'	32	32	32	-
			CAT. 0020 TOTALS	6458	6458	6458	0
			PROJECT TOTALS	19115	19115	19638	9600

WATER MAIN ITEMS

STATION	-	STATION	LOCATION			SPV.0060.10 CONNECT TO EXISTING WATER MAIN EA	SPV.0060.11 ABANDON EXISTING WATER MAIN EA	SPV.0060.12 REMOVE AND SALVAGE 6-INCH VALVE EA	SPV.0060.13 10-INCH x 10" TEE EA	SPV.0060.14 10-INCH VALVE AND BOX EA	SPV.0060.15 6-INCH VALVE AND BOX EA	SPV.0060.16 10-INCH x 6-INCH REDUCER EA	SPV.0060.17 10-INCH PLUG EA	SPV.0060.18 6-INCH PLUG EA	SPV.0060.19 CONNECT TO EXISTING WATER SERVICE EA	SPV.0060.20 1" CORP. (SADDLE STYLE), CURB STOP AND BOX EA	SPV.0090.07 10-INCH PVC WATER MAIN LF	SPV.0090.08 1-INCH COPPER WATER SERVICE LF
CAT. 0030																		
STAGE 2																		
23+88.30	-	-	'W1'	13.3	LT	1	1	1	-	-	1	1	-	-	-	-	-	-
23+88.30	-	26+33.70	'W1'	0	RT	-	-	-	-	-	-	-	-	-	-	-	249	-
24+35.50	-	-	'W1'	0	LT	-	-	-	-	-	-	-	-	-	1	1	-	83
26+33.70	-	-	'W1'	0	RT	-	-	-	1	1	-	-	1	-	-	-	-	-
26+33.70	-	26+40.20	'W1'	0	RT	-	-	-	-	-	-	-	-	-	-	-	46	-
26+40.20	-	-	'W1'	45.3	RT	1	-	-	-	1	-	-	-	-	-	-	-	-
26+16.50	-	-	'W1'	98.3	LT	-	-	-	-	-	-	-	-	1	-	-	-	-
STAGE 2 TOTALS						2	1	1	1	2	1	1	1	1	1	1	295	83
CAT. 0030 TOTAL						2	1	1	1	2	1	1	1	1	1	1	295	83
PROJECT TOTAL						2	1	1	1	2	1	1	1	1	1	1	295	83

SANITARY SEWER ITEMS

STATION	-	STATION	LOCATION			SPV.0060.21 REMOVE EXISTING SANITARY MANHOLE EA	SPV.0060.22 SANITARY MANHOLE TYPE 1, COMPLETE EA	SPV.0060.23 CONNECT TO EXISTING SANITARY SEWER EA	SPV.0060.24 ABANDON EXISTING SANITARY SEWER EA	SPV.0060.25 ABANDON EXISTING FORCEMAIN EA	SPV.0090.09 8-INCH PVC SANITARY SEWER LF	SPV.0090.10 10-INCH PVC SANITARY SEWER LF	SPV.0090.11 4-INCH FORCEMAIN HDD LF
CAT. 0030													
STAGE 2													
9+05.46	-	-	'S2'	0	RT	-	1	1	-	-	-	-	-
9+05.46	-	9+90.00	'S2'	0	LT	-	-	-	-	-	85	-	-
9+60.20	-	-	'S2'	0	RT	1	-	-	-	1	-	-	-
9+90.00	-	-	'S2'	0	RT	-	1	-	-	-	-	-	-
9+90.00	-	12+87.90	'S2'	0	RT	-	-	1	-	1	-	-	290
STAGE 2 TOTALS						1	2	2	0	2	85	0	290
STAGE 3													
50+00.00	-	-	'S1'	0	RT	1	1	1	-	-	-	-	-
50+00.00	-	52+73.83	'S1'	0	RT	-	-	-	-	-	-	274	-
52+73.83	-	-	'S1'	0	RT	-	1	-	-	-	-	-	-
52+73.83	-	56+73.82	'S1'	0	RT	-	-	-	-	-	-	400	-
53+00.00	-	-	'S1'	0	RT	-	-	-	1	-	-	-	-
53+98.00	-	-	'S1'	15.5	RT	1	-	-	2	-	-	-	-
56+73.83	-	-	'S1'	0	RT	-	1	-	-	-	-	-	-
56+73.83	-	57+77.46	'S1'	0	RT	-	-	-	-	-	-	104	-
57+77.46	-	-	'S1'	0	RT	1	1	2	1		-	-	-
STAGE 3 TOTALS						3	4	3	4	0	0	778	0
CAT 0030 TOTAL						4	6	5	4	2	85	778	290
PROJECT TOTAL						4	6	5	4	2	85	778	290

LIGHTING CONDUIT & WIRE

STATION - STATION LOCATION	652.0255 CONDUIT RIGID NONMETALIC SCHEDULE 40 2-INCH LF	653.0110 PULL BOXES STEEL 12X30-INCH EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	652.0255 ELECTRICAL WIRE LIGHTING 8 AWG LF	SPV.0060.26 CONNECTION TO EXISTING ELECTRICAL CIRCUIT EACH
CAT. 0040					
STAGE 2					
EXISTING LIGHT BASE	-	-	-	-	1
863+04.49 - 863+04.49 USH 63	-	-	-	36	-
PULL BOX	-	1	-	-	-
863+04.49 - 864+35.22 USH 63	190	-	-	580	-
LIGHTING UNIT NO. 1	-	-	117	-	-
859+19.00 - 859+27.00 USH 63	172	-	-	522	-
LIGHTING UNIT NO. 2	-	-	117	-	-
PROJECT TOTALS	362	1	234	1138	1

LIGHTING UNITS

STRUCTURE	STATION	LOCATION	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	659.0115 LUMINAIRE UTILITY HPS 150 WATTS EACH	SPV.0060.27 CONCRETE BASE TYPE 2 MODIFIED EACH
CAT. 0040						
STAGE 2						
1	864+35.22	USH 63 121.23 RT	1	1	1	1
2	865+99.11	USH 63 119.76 RT	1	1	1	1
PROJECT TOTALS			2	2	2	2

TRAFFIC CONTROL DETOUR SIGNS

LOCATION		NO. OF SIGNS	DAYS	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY	COMMENTS
CAT. 0010					
STAGE 2					
USH 63	NB	7	17	119	USH 63 TRUCK DETOUR
USH 63	NB	8	4	32	USH 63 AUTO DETOUR
CTH B -Barron Co	WB	4	4	16	USH 63 AUTO DETOUR
CTH H -Barron Co	WB	4	4	16	USH 63 AUTO DETOUR
CTH J	EB	4	4	16	USH 63 AUTO DETOUR
STH 48	WB	4	4	16	USH 63 AUTO DETOUR
STH 48	WB	4	4	16	USH 63 AUTO DETOUR
STH 48	EB	16	17	272	USH 63 TRUCK DETOUR
USH 53	NB	22	17	374	USH 63 TRUCK DETOUR
USH 53	SB	36	17	612	USH 63 TRUCK DETOUR
USH 63	SB	14	17	238	USH 63 TRUCK DETOUR
USH 63	SB	16	4	64	USH 63 AUTO DETOUR
STH 70	WB	14	17	238	USH 63 TRUCK DETOUR
STH 70	EB	22	17	374	USH 63 TRUCK DETOUR
USH 63	NB	13	13	169	USH 63 LOCAL DETOUR
USH 63	SB	10	13	130	USH 63 LOCAL DETOUR
CTH B	WB	11	13	143	USH 63 LOCAL DETOUR
CTH B	EB	9	13	117	USH 63 LOCAL DETOUR
3RD ST	NB	19	13	247	USH 63 LOCAL DETOUR
3RD ST	SB	15	13	195	USH 63 LOCAL DETOUR
USH 63	NB	10	24	240	CTH D DETOUR
USH 63	SB	8	24	192	CTH D DETOUR
CTH D	WB	7	24	168	CTH D DETOUR
INDUSTRIAL	NB	6	24	144	CTH D DETOUR
INDUSTRIAL	SB	9	24	216	CTH D DETOUR
USH 63	NB	12	19	228	CTH B DETOUR
USH 63	SB	11	19	209	CTH B DETOUR
CTH B EAST	WB	14	19	266	CTH B DETOUR
CTH B EAST	EB	1	19	19	CTH B DETOUR
LIND AVE		6	19	114	CTH B DETOUR
UNDISTRIBUTED		10	17	170	
STAGE 2 TOTAL				5370	
PROJECT TOTAL				5370	

REMOVING PAVEMENT MARKINGS

STATION	-	STATION	LOCATION	646.0600 REMOVING PAVEMENT MARKINGS LF	TYPE
CAT. 0010					
STAGE 2					
829+24	-	833+00	USH 63 CL	94	CENTERLINE SKIPS
829+20	-	830+62	USH 63 LT	142	EDGELINE
831+45	-	845+00	USH 63 LT	1355	EDGELINE
838+80	-	847+00	USH 63 CL	205	CENTERLINE SKIPS
855+50	-	858+00	USH 63 CL	63	CENTERLINE SKIPS
859+50	-	861+00	USH 63 CL	38	CENTERLINE SKIPS
862+00	-	866+20	USH 63 CL	105	CENTERLINE SKIPS
866+20	-	868+75	USH 63 CL	319	NO PASSING SB
868+75	-	875+50	USH 63 CL	169	CENTERLINE SKIPS
883+63	-	887+00	USH 63 CL	421	NO PASSING NB
869+00	-	886+86	USH 63 LT	1786	EDGELINE
8+64	-	9+20	6TH AVE RT	56	EDGELINE
8+64	-	9+72	6TH AVE LT	108	EDGELINE
866+00	-	868+25	USH 63 TURN LN	450	CHANNELIZING LINE
861+84			USH 63 LT	320	8 CROSSWALK BLOCKS (8-FT X 20-IN)
STAGE 3					
831+55	-	833+00	USH 63 RT	145	EDGELINE
883+63	-	884+12	USH 63 RT	49	EDGELINE
829+24	-	831+74	STAGE 2 CL	400	DOUBLE YELLOW
886+50	-	886+80	STAGE 2 CL	440	DOUBLE YELLOW
UNDISTRIBUTED				650	
PROJECT TOTAL				7315	

MARKERS ROW

STATION	OFFSET	NORTHING	EASTING	633.5100 MARKERS ROW EACH
CAT. 0010				
784+75.00	70.00'	531406.35	729178.26	1
785+75.00	90.00'	531489.49	729237.32	1
786+95.59	-345.13'	531777.11	728889.25	1
787+00.21	-374.72'	531793.40	728864.12	1
787+42.39	-202.52'	531761.66	729038.55	1
787+60.26	-402.10'	531859.40	728863.62	1
787+76.57	-125.00'	531761.24	729123.26	1
787+77.48	-382.47'	531867.11	728888.56	1
788+50.00	90.00'	531740.56	729349.51	1
788+97.15	161.13'	531754.59	729433.70	1
789+25.00	-140.00'	531902.87	729170.13	1
790+02.45	144.24'	531857.62	729461.23	1
790+10.00	80.00'	531890.72	729405.66	1
790+90.00	60.00'	531971.92	729420.04	1
791+50.00	-100.00'	532091.97	729298.44	1
849+15.00	-55.53'	537338.53	731678.67	1
850+44.00	-33.61'	537451.85	731744.04	1
864+55.00	-29.62'	538724.12	732354.79	1
864+90.00	-59.01'	538769.57	732349.40	1
865+09.02	-30.00'	538769.61	732384.15	1
874+45.00	-40.00'	539537.55	732921.83	1
874+75.00	-55.00'	539570.63	732927.42	1
875+25.00	-60.00'	539613.95	732952.87	1
876+25.00	-60.00'	539694.70	733011.86	1
876+50.00	-40.00'	539703.09	733042.75	1
			TOTAL	25

REMOVING PAVEMENT MARKINGS WORDS

STATION	LOCATION	647.0965 REMOVING PAVEMENT MARKINGS WORDS EACH
CAT 0010		
STAGE 2		
862+80	USH 63 LT	1
863+10	USH 63 LT	1
	PROJECT TOTAL	2

CONSTRUCTION STAKING RESURFACING REFERENCE

STATION	-	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF
CAT. 0010				
625+00	-	833+00	USH 63	20800
08+98	-	09+77	'WS'	79
10+16	-	10+69	'WS'	53
10+24	-	10+73	'WN'	49
09+34	-	09+76	'WN'	42
10+17	-	10+95	'LL'	78
09+05	-	09+81	'HL'	76
10+17	-	10+57	'OC'	40
10+17	-	10+56	'ID'	39
12+87	-	13+55	'3S'	68
10+17	-	10+78	'IB'	61
			PROJECT TOTAL	21385

CURE & SEAL CONCRETE SIDEWALK

STATION	-	STATION	LOCATION		SPV.0165.01 CURE AND SEAL TREATMENT CONCRETE SIDEWALK SF
CAT. 0010					
STAGE 2					
861+47	-	862+15	USH 63	RT	416
861+82	-	862+03	USH 63	RT	126
862+05	-	862+16	USH 63	RT	39
STAGE 2 TOTALS					581
STAGE 3					
857+46		858+18	USH 63	LT	575
858+18	-	859+00	USH 63	LT	418
859+01	-	859+36	USH 63	LT	188
859+36	-	860+81	USH 63	LT	936
861+45	-	863+23	USH 63	LT	1173
863+23	-	863+61	USH 63	LT	186
863+61	-	864+34	USH 63	LT	1063
864+34	-	864+60	USH 63	LT	340
864+60	-	864+99	USH 63	LT	689
9+45	-	9+59	'1A'	LT	260
9+30	-	9+54	'4A'	LT	120
9+54	-	9+70	'4A'	LT	91
STAGE 3 TOTALS					6039
CAT. 0010 TOTALS					6620

CURE & SEAL CONCRETE SIDEWALK CONT'D

STATION	-	STATION	LOCATION		SPV.0165.01 CURE AND SEAL TREATMENT CONCRETE SIDEWALK SF
CAT. 0020					
STAGE 2					
010+40	-	010+96	'WL'	LT	318
849+30	-	849+38	USH 63	RT	185
029+36	-	029+58	'SU'	RT	302
856+77	-	856+82	USH 63	RT	78
857+67	-	857+76	USH 63	RT	105
860+59	-	860+92	USH 63	RT	693
862+89	-	864+74	USH 63	RT	1123
863+19	-	863+54	USH 63	RT	86
10+14	-	10+27	'SU'	-	130
24+65	-	24+72	'SU'	-	70
25+08	-	25+17	'SU'	-	93
32+52	-	32+60	'SU'	-	75
32+90	-	32+97	'SU'	-	75
36+17	-	36+25	'SU'	-	73
36+54	-	36+62	'SU'	-	73
48+58	-	48+68	'SU'	-	100
48+93	-	49+03	'SU'	-	100
53+32	-	53+42	'SU'	-	94
53+66	-	53+76	'SU'	-	100
58+67	-	58+76	'SU'	-	93
59+00	-	59+10	'SU'	-	92
61+50	-	61+58	'SU'	-	76
STAGE 2 TOTALS					4134
STAGE 3					
845+85	-	847+27	USH 63	LT	803
847+27	-	847+68	USH 63	LT	205
847+67	-	850+96	USH 63	LT	1662
848+98	-	849+37	USH 63	LT	360
851+40	-	855+28	USH 63	LT	1923
855+67	-	856+99	USH 63	LT	949
08+64	-	08+87	'6A'	RT	114
STAGE 3 TOTALS					6016
STAGE 4					
856+77	-	856+82	USH 63	RT	25
860+60	-	860+65	USH 63	RT	25
861+91	-	861+96	USH 63	RT	65
864+68	-	864+73	USH 63	RT	25
STAGE 4 TOTALS					140
CAT. 0020 TOTALS					10290
CAT. 0030					
STAGE 2					
27+76	-	26+38	'W1'		291
STAGE 2 TOTALS					291
CAT. 0030 TOTALS					291
PROJECT TOTALS					17201

CURE AND SEAL TREATMENT CONCRETE SAFETY ISLANDS

STATION	-	STATION	LOCATION		SPV.0165.02 CURE AND SEAL TREATMENT CONCRETE SAFETY ISLANDS SF
CAT. 0010					
STAGE 4					
789+32	-	789+54	USH 63	LT	460
856+33	-	856+77	USH 63	RT	200
856+82	-	856+87	USH 63	RT	22
860+22	-	860+59	USH 63	RT	178
860+64	-	860+72	USH 63	RT	32
861+64	-	861+91	USH 63	RT	312
861+96	-	862+49	USH 63	RT	536
864+55	-	864+68	USH 63	RT	65
864+73	-	865+10	USH 63	RT	243
PROJECT TOTAL					2048

CURE & SEAL TREATMENT CONC. MED. SLOPED NOSE

STATION	-	STATION	LOCATION	SPV.0165.03 CURE AND SEAL TREATMENT CONCRETE MEDIAN SLOPED NOSE SF
CAT. 0010				
STAGE 4				
856+28	-	856+33	USH 63	37
856+87	-	856+92	USH 63	34
860+17	-	860+22	USH 63	37
860+72	-	860+77	USH 63	34
861+59	-	861+64	USH 63	71
862+49	-	862+54	USH 63	60
864+50	-	864+55	USH 63	41
865+10	-	865+15	USH 63	34
PROJECT TOTAL				348

ASPHALTIC SURFACE TERRACE

STATION	-	STATION	LOCATION		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	SPV.0195.03 ASPHALTIC SURFACE TERRACE TON	COMMENT
CAT. 0010							
STAGE 2							
863+62	-	864+66	USH 63	RT	12	6	
863+54	-	864+04	USH 63	RT	6	3	PARKING LOT TERRACE
STAGE 2 TOTALS					18	9	
STAGE 3							
846+07	-	846+26	USH 63	LT	2	1	
846+32	-	847+25	USH 63	LT	11	6	
847+69	-	849+31	USH 63	LT	19	10	
849+38	-	849+80	USH 63	LT	5	3	
849+92	-	850+90	USH 63	LT	11	6	
851+46	-	855+22	USH 63	LT	44	23	
855+71	-	856+75	USH 63	LT	12	6	
858+20	-	858+98	USH 63	LT	9	5	
859+39	-	860+57	USH 63	LT	14	7	
861+98	-	863+26	USH 63	LT	15	8	
863+68	-	864+32	USH 63	LT	7	4	
877+22	-	879+09	USH 63	LT	18	9	SHELL LAKE MARINE
STAGE 3 TOTALS					167	88	
TOTALS					185	97	

ROTATE SANITARY MANHOLE CONES

STATION	LOCATION	SPV.0060.01 ROTATE SANITARY MANHOLE CONES AND ADJUST SANITARY MANHOLE COVERS EACH
CAT. 0010		
STAGE 1A		
817+08	USH 63 55' LT	1
PROJECT TOTAL		1

CLOSURE GATE

STATION	LOCATION			SPV.0105.04 CLOSURE GATE SYSTEM LS
CAT. 0010				
STAGE 3				
9+49.7	'4A'	37.81	LT	1
PROJECT TOTAL				1

SPLIT CONCRETE BLOCK RETAINING WALL

STATION	-	STATION	LOCATION		SPV.0165.04 SPLIT CONCRETE BLOCK RETAINING WALL SF
CAT. 0010					
STAGE 3					
853+52	-	853+91	USH 63	LT	70
CAT. 0010 TOTAL					70
CAT. 0020					
STAGE 2					
33+25	-	33+50	'SU'	RT	99
CAT. 0020 TOTAL					99
PROJECT TOTAL					169

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.01

PART OF THE NW1/4 - NE1/4 AND GOV'T LOT 1 OF SECTION 2, T 37 N, R 13 W; LOT 2, C.S.M. 7-248, BEING PART OF THE SW1/4 - SE1/4, AND GOV'T LOT 1 OF SECTION 35, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
1	ELLEN K. MATSON TRUST	FEE, TLE	0.15	0.00	0.15	0.06
2	SUSAN A. PEDERSON	FEE, TLE	0.30	0.00	0.30	0.02
3	CITY OF SHELL LAKE	FEE, TLE	0.06	0.00	0.06	0.24

POINT TABLE - STA. OFFSET & COORDS.					
POINT#	STATION		DIST.	Y (N)	X (E)
HILLTOP RD					
116	4+85.00		-33.44'	531859.68	728773.62
117	4+85.00		-40.00'	531866.24	728773.57
114	4+85.00		40.00'	531786.24	728774.17
115	4+85.00		32.56'	531793.68	728774.12
106	5+75.00		-32.48'	531859.40	728863.62
901	5+75.00		0.54'	531826.38	728863.87
104	5+75.00		33.52'	531793.40	728864.12
107	6+00.00		-40.00'	531867.11	728888.56
103	6+00.00		50.00'	531777.11	728889.25
102	7+50.00		65.00'	531761.66	729038.55
CTH D					
125	11+60.55		-50.75'	531857.62	729461.23
904	11+60.55		-16.56'	531824.58	729452.40
905	11+60.55		0.00'	531808.58	729448.13
906	11+60.55		8.96'	531799.93	729445.81
126	11+60.55		55.89'	531754.59	729433.70

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 1011-1123), AND PLAT 1000-58-21. HIGHWAY RIGHT-OF-WAY FOR CTH "D" ESTABLISHED FROM PREVIOUS PROJECT 8813-01-71. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	○ =(SET)	PROPERTY LINE	
R/W STANDARD	▲ =(SET)	LOT & TIE LINES	
SIGN	ISIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		RESTRICTED ACCESS (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	XXX	QUARTER LINE	
PARCEL NUMBER	902	SIXTEENTH LINE	
UTILITY INTEREST	40	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

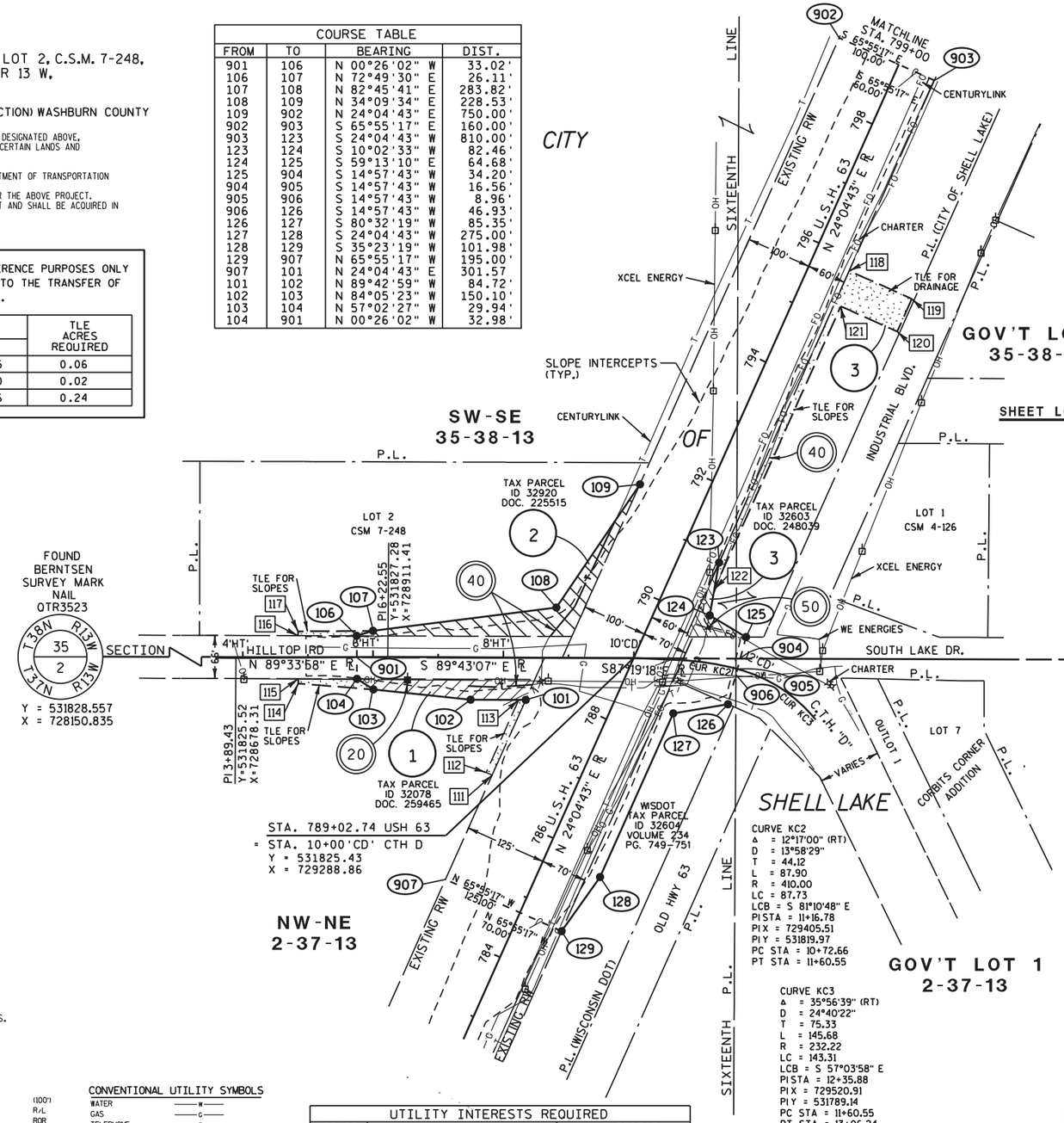
CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	RECORDED AS	(100')
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
DOING BUSINESS AS	DBA	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
		TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

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

COURSE TABLE			
FROM	TO	BEARING	DIST.
901	106	N 00°26'02" W	33.02'
106	107	N 72°49'30" E	26.11'
107	108	N 82°45'41" E	283.82'
108	109	N 34°09'34" E	228.53'
109	902	N 24°04'43" E	750.00'
902	903	S 65°55'17" E	160.00'
903	123	S 24°04'43" W	810.00'
123	124	S 10°02'33" W	82.46'
124	125	S 59°13'10" E	64.68'
125	904	S 14°57'43" W	34.20'
904	905	S 14°57'43" W	16.56'
905	906	S 14°57'43" W	8.96'
906	126	S 14°57'43" W	46.93'
126	127	S 80°32'19" W	85.35'
127	128	S 24°04'43" W	275.00'
128	129	S 35°23'19" W	101.98'
129	907	N 65°55'17" W	195.00'
907	101	N 24°04'43" E	301.57
101	102	N 89°42'59" W	84.72'
102	103	N 84°05'23" W	150.10'
103	104	N 57°02'27" W	29.94'
104	901	N 00°26'02" W	32.98'



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION		
PARCEL 1	SHELL LAKE TELEPHONE CO. DBA AS CENTURYLINK	223048 / V. 302, P. 348-349
PARCEL 2	SHELL LAKE TELEPHONE CO. DBA AS CENTURYLINK	223102 / V. 302, P. 456-457
PARCEL 3	NO UTILITY INFORMATION FOUND	

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR3523	901	S 89°49'30" E	713.04'
OTR3523	SIX3524	S 89°49'30" E	1295.12'
SIX3524	M3524A1	S 89°49'30" E	938.78'
M3524A1	904	N 89°49'30" W	932.32'

SIX3524 IS THE CALCULATED NORTHEAST CORNER OF THE NW1/4 - NE1/4 OF SECTION 2, T 37 N, R 13 W

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 8:01AM ON JUNE 16, 2014 AS DOCUMENT #363283 AND FILED IN ENV # 224

RENEE M BELL - Deputy
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.01
AMENDMENT NO:

POINT TABLE - STA. OFFSET & COORDS.				
POINT#	STATION	DIST.	Y (N)	X (E)
USH 63				
907	784+75.00	-125.00'	531485.91	729000.22
129	784+75.00	70.00'	531406.35	729178.26
128	785+75.00	90.00'	531489.49	729237.32
112	786+50.00	-135.00'	531649.76	729062.49
111	786+50.00	-125.00'	531645.68	729071.62
113	787+72.16	-135.00'	531761.29	729112.33
101	787+76.57	-125.00'	531761.24	729123.26
127	788+50.00	90.00'	531740.56	729349.51
126	788+97.15	161.14'	531754.59	729433.70
108	789+25.00	-140.00'	531902.87	729170.13
124	790+10.00	80.00'	531890.72	729405.66
122	790+50.00	70.00'	531931.32	729412.85
123	790+90.00	60.00'	531971.92	729420.04
109	791+50.00	-100.00'	532091.97	729298.44
120	795+25.00	165.00'	532326.23	729693.38
121	795+25.00	70.00'	532364.99	729606.65
119	795+80.00	165.00'	532376.44	729715.82
118	795+80.00	60.00'	532419.28	729619.96
902	799+00.00	-100.00'	532776.71	729604.44
903	799+00.00	60.00'	532711.44	729750.52

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE JUNE 6, 2014

JOHN D. RIPLEY REGISTRATION NO. S-2384

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE JUNE 6, 2014

MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.02

PART OF GOV'T LOT 1 AND THE NE1/4 - SE1/4 OF SECTION 35,
T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOUND BERNTSEN SURVEY MARK NAIL CEN3513

T 38 N, 35, R 13 W

Y = 534420.744
X = 728156.427

FOUND 2" STANDARD BRASS CAP OTR3515

T 38 N, 35 36, R 13 W

Y = 534366.139
X = 730760.005

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 8:09AM ON JUNE 16, 2014 AS DOCUMENT # 363277 AND FILED IN ENV #218

RENEE M BELL - Deputy
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.02
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	0.34
4	SHELL LAKE SCHOOL DISTRICT	TLE	0.00	0.00	0.00	0.14

POINT TABLE - STA. OFFSET & COORDS.

POINT*	STATION	DIST.	Y (N)	X (E)
USH 63				
902	799+00.00	-100.00'	532776.71	729604.44
903	799+00.00	60.00'	532711.44	729750.52
206	779+50.00	60.00'	532757.08	729770.92
207	779+50.00	70.00'	532753.00	729780.05
201	808+20.00	-100.00'	533616.66	729979.79
202	808+20.00	-190.00'	533653.38	729897.62
203	808+90.00	-190.00'	533717.29	729926.18
204	808+90.00	-100.00'	533680.57	730008.35
208	814+50.00	70.00'	534122.48	730392.03
209	814+50.00	60.00'	534126.56	730382.90
925	816+51.04	-100.00'	534375.39	730318.85
926	816+93.24	0.00'	534373.12	730427.36
927	817+18.56	60.00'	534371.75	730492.47
OTR3515	818+22.58	306.54'	534366.14	730760.01

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNERS	INTEREST REQUIRED
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT T011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT ○ =(SET)
R/W STANDARD △ =(SET)
SIGN ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT XXX
PARCEL NUMBER 102
UTILITY INTEREST 40
SIGN NUMBER (OFF PREMISE) 21-D
BUILDING

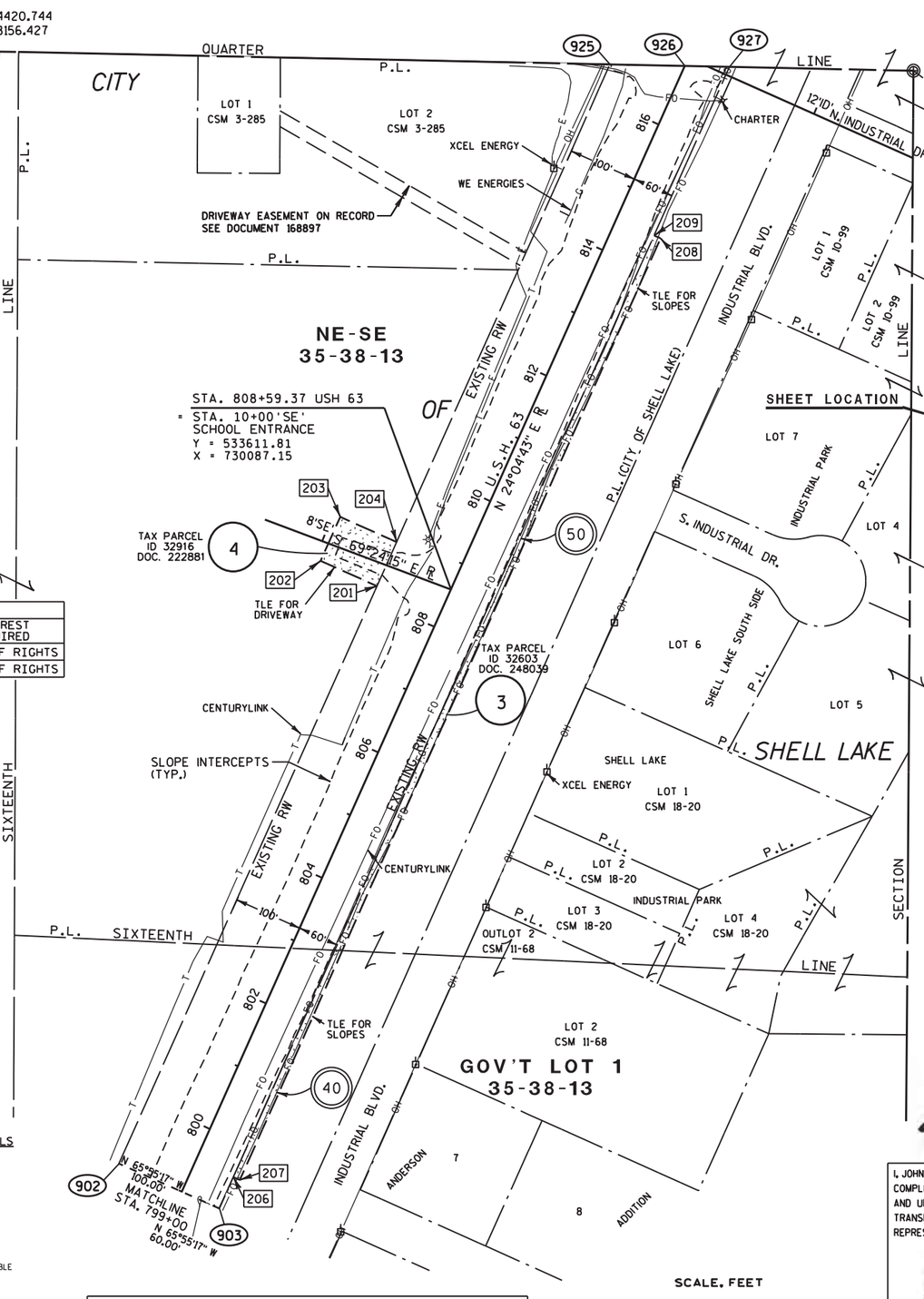
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

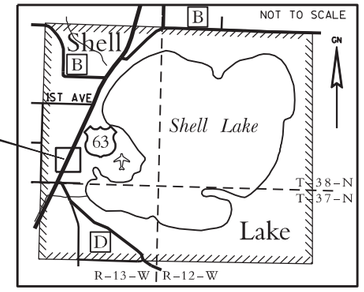
ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER — W —		
GAS — G —		
TELEPHONE — T —		
OVERHEAD TRANSMISSION LINES — OH —		
ELECTRIC — E —		
CABLE TELEVISION — TV —		
FIBER OPTIC — FO —		
SANITARY SEWER — SAN —		
STORM SEWER — SS —		
POWER POLE	⊕	⊕
TELEPHONE POLE	⊠	⊠
TELEPHONE PEDESTAL	⊠	⊠



SCALE, FEET
0 100 200



COURSE TABLE

FROM	TO	BEARING	DIST.
902	925	N 24°04'43" E	1751.04'
925	926	S 88°47'55" E	108.54'
926	927	S 88°47'55" E	65.13'
927	903	S 24°04'43" W	1818.56'
903	902	N 65°55'17" W	160.00'

PLSS TIE TABLE

FROM	TO	BEARING	DIST.
OTR3515	CEN3513	N 88°47'55" W	2604.15'
OTR3515	927	N 88°47'55" W	267.59'

OTHER EASEMENT INFORMATION

PARCEL 4	DOC. 222881 / V.302, P.51-52

UTILITY EASEMENT INFORMATION

PARCEL 3	NO UTILITY INFORMATION FOUND	
PARCEL 4	SHELL LAKE TELEPHONE CO. DBA AS CENTURYLINK	223107/V.302, P.466-467

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE JUNE 6, 2014
John D. Ripley

JOHN D. RIPLEY REGISTRATION NO. S-2384

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE JUNE 6, 2014
Michael Piller
MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.03

PART OF C.S.M. 4-83, BEING PART OF THE SE 1/4 - NE 1/4 OF SECTION 35, AND GOV'T LOT 2 OF SECTION 36, ALL IN T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

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1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	0.53
6	SHELL LAKE FULL GOSPEL CHURCH	TLE	0.00	0.00	0.00	0.44

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

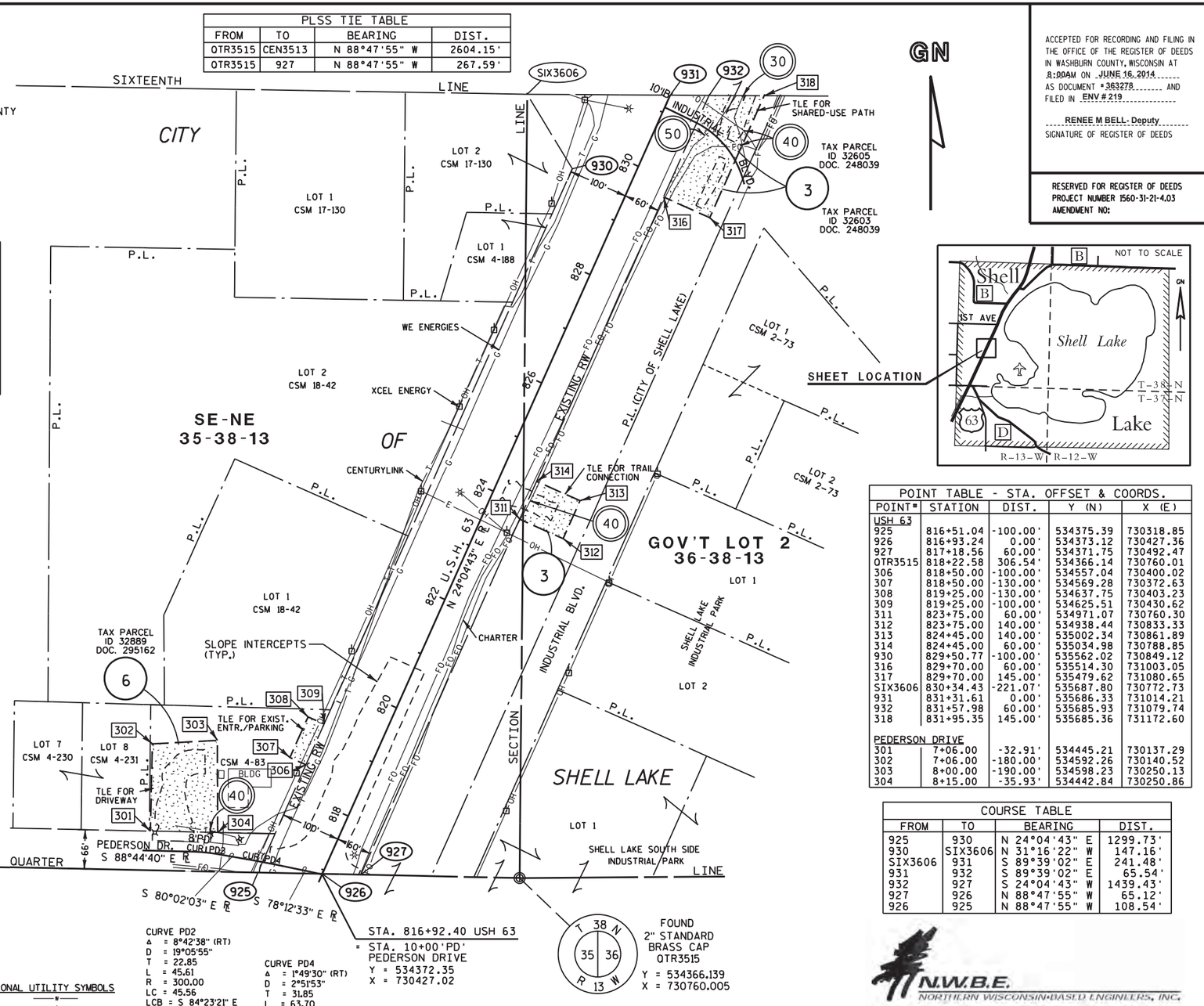
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

DIMENSIONING FOR EXISTING PEDERSON DRIVE RIGHT-OF-WAY IS MEASURED FROM THE EAST-WEST QUARTER LINE OF SECTION 35.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR3515	CEN3513	N 88°47'55" W	2604.15'
OTR3515	927	N 88°47'55" W	267.59'



NOT TO SCALE

CURVE PD2
Δ = 8°42'38" (RT)
D = 19°05'55"
T = 22.85
L = 45.61
R = 300.00
LC = 45.56
LCB = S 84°23'21" E
PC STA = 7+75.48
PI STA = 7+98.33
PI X = 730228.88
PI Y = 534410.28
PT STA = 8+21.09

CURVE PD4
Δ = 1°49'30" (RT)
D = 2°51'53"
T = 31.85
L = 63.70
R = 2000.00
LC = 63.70
LCB = S 79°07'18" E
PC STA = 8+71.62
PI STA = 9+03.48
PI X = 730332.53
PI Y = 534392.07
PT STA = 9+35.32

POINT TABLE - STA. OFFSET & COORDS.				
POINT#	STATION	DIST.	Y (N)	X (E)
USH 63				
925	816+51.04	-100.00'	534375.39	730318.85
926	816+93.24	0.00'	534373.12	730427.36
927	817+18.56	60.00'	534371.75	730492.47
OTR3515	818+22.58	306.54'	534366.14	730760.01
306	818+50.00	-100.00'	534557.04	730400.02
307	818+50.00	-130.00'	534569.28	730372.63
308	819+25.00	-130.00'	534637.75	730403.23
309	819+25.00	-100.00'	534625.51	730430.62
311	823+75.00	60.00'	534971.07	730760.30
312	823+75.00	140.00'	534938.44	730833.33
313	824+45.00	140.00'	535002.34	730861.89
314	824+45.00	60.00'	535034.98	730788.85
930	829+50.77	-100.00'	535562.02	730849.12
316	829+70.00	60.00'	535514.30	731003.05
317	829+70.00	145.00'	535479.62	731080.65
SIX3606	830+34.43	-221.07'	535687.80	730772.73
931	831+31.61	0.00'	535686.33	731014.21
932	831+57.98	60.00'	535685.93	731079.74
318	831+95.35	145.00'	535685.36	731172.60
PEDERSON DRIVE				
301	7+06.00	-32.91'	534445.21	730137.29
302	7+06.00	-180.00'	534592.26	730140.52
303	8+00.00	-190.00'	534598.23	730250.13
304	8+15.00	-35.93'	534442.84	730250.86

COURSE TABLE			
FROM	TO	BEARING	DIST.
925	930	N 24°04'43" E	1299.73'
930	SIX3606	N 31°16'22" W	147.16'
SIX3606	931	S 89°39'02" E	241.48'
931	932	S 89°39'02" E	65.54'
932	927	S 24°04'43" W	1439.43'
927	926	N 88°47'55" W	65.12'
926	925	N 88°47'55" W	108.54'

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 6	NO UTILITY INFORMATION FOUND

OTHER EASEMENT INFORMATION	
PARCEL 6	DOC. 244732 (HIGHWAY PURPOSES)
PARCEL 6	DOC. 180067 (STREET DEDICATION)

SCALE, FEET
0 100 200

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN — IF UNLESS NOTED
R/W MONUMENT — ○ •(SET)
R/W STANDARD — ▲ •(SET)
SIGN — ISIGN
SECTION CORNER MONUMENT — ⊕
SECTION CORNER SYMBOL — (SEE DETAIL)
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT — XXX
PARCEL NUMBER — 102
UTILITY INTEREST — 40
SIGN NUMBER (OFF PREMISE) — 21-1
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP		
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
HIGHWAY EASEMENT	H.E.	**CURVE DATA**	
LAND CONTRACT	LC	LONG CHORD	LC
MONUMENT	MON.	LONG CHORD BEARING	LCB
PAGE	P.	RADIUS	R
PERMANENT LIMITED EASEMENT	PLE	DEGREE OF CURVE	D
PROPERTY LINE	PL	CENTRAL ANGLE OR DELTA	DELTA
RECORDED AS	(100')	LENGTH OF CURVE	L
		TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER — W		
GAS — G		
TELEPHONE — T		
OVERHEAD — OH		
TRANSMISSION LINES — E		
ELECTRIC		
CABLE TELEVISION — TV		
FIBER OPTIC — FO		
SANITARY SEWER — SAN		
STORM SEWER — SS		
POWER POLE	⌀	⌀
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌘	⌘

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 8:00AM ON JUNE 16, 2014 AS DOCUMENT #363278 AND FILED IN ENV # 219

RENEE M BELL- Deputy
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.03
AMENDMENT NO:

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE JUNE 6, 2014
JOHN D. RIPLEY
JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
DATE JUNE 6, 2014
MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.04

PART OF LOT 4, C.S.M. 4-16, ALSO BEING PART OF LOT 17 AND PART OF A VACATED ALLEY WITHIN RIDGEWAY ADDITION, AND GOV'T LOT 1, ALL IN SECTION 36, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	1.69

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

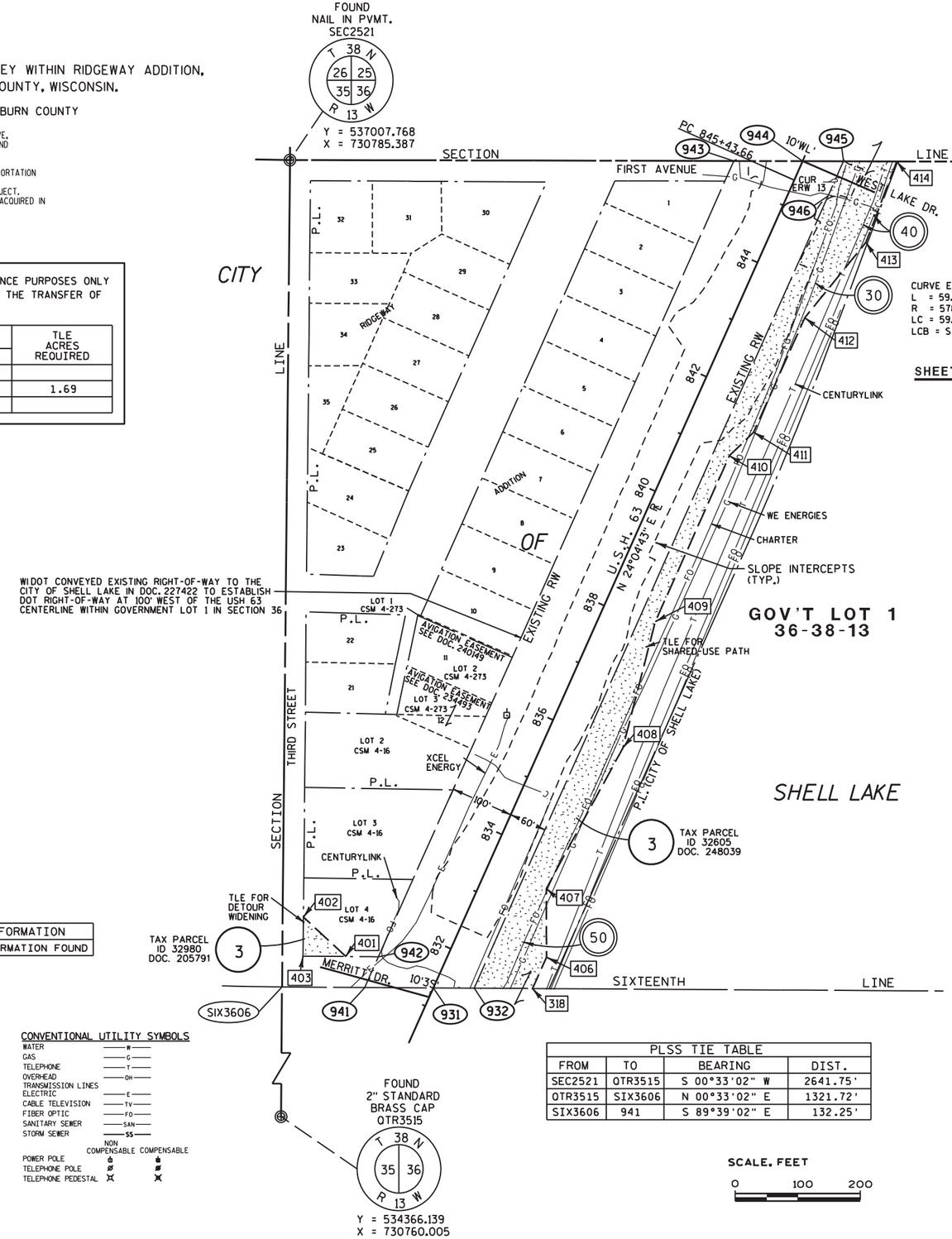
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.



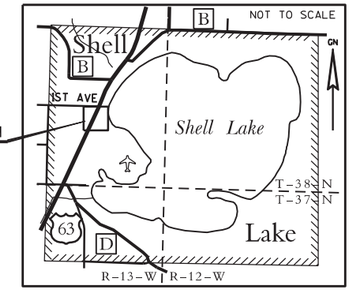
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 8:00 AM ON JUNE 16, 2014 AS DOCUMENT #363279 AND FILED IN ENV # 220

RENEE M BELL - Deputy
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.04
AMENDMENT NO:

CURVE ERW13
L = 59.78
R = 5789.58
LC = 59.77
LCB = S 23°47'00" W

SHEET LOCATION



COURSE TABLE			
FROM	TO	BEARING	DIST.
941	942	N 24°04'43" E	53.69'
942	943	N 24°04'43" E	1391.17'
943	944	S 89°52'04" E	109.31'
944	945	S 89°52'04" E	65.42'
CURVE ERW13			
946	932	S 24°04'43" W	1385.68'
932	931	N 89°39'02" W	65.54'
931	941	N 89°39'02" W	109.23'

POINT TABLE - STA. OFFSET & COORDS.				
POINT#	STATION	DIST.	Y (N)	X (E)
USH 63				
SIX3606	830+34.43	-221.07'	535687.80	730772.73
941	830+87.65	-100.00'	535686.99	730904.98
403	830+93.10	-210.53'	535737.06	730806.29
401	831+20.41	-147.96'	535736.47	730874.55
931	831+31.61	0.00'	535686.33	731014.21
942	831+41.35	-100.00'	535736.02	730926.88
402	831+50.27	-235.41'	535799.41	730806.89
932	831+57.98	60.00'	535685.93	731079.74
318	831+95.35	145.00'	535685.36	731172.60
406	832+50.00	145.00'	535735.26	731194.89
407	833+50.00	100.00'	535844.92	731194.61
408	836+05.00	120.00'	536069.57	731316.90
409	838+10.00	85.00'	536271.01	731368.59
410	841+00.00	85.00'	536535.77	731486.91
411	841+50.00	105.00'	536573.26	731525.57
412	843+50.00	105.00'	536755.86	731607.16
413	845+00.00	145.00'	536876.49	731704.88
943	845+32.51	-100.00'	537006.13	731494.47
946	845+43.66	60.00'	536951.03	731645.09
944	845+76.88	0.00'	537005.88	731603.78
945	846+02.82	60.00'	537005.73	731669.20
414	846+35.70	138.06'	537005.54	731754.12

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
SEC2521	OTR3515	S 00°33'02" W	2641.75'
OTR3515	SIX3606	N 00°33'02" E	1321.72'
SIX3606	941	S 89°39'02" E	132.25'

SCALE, FEET
0 100 200

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP		
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
HIGHWAY EASEMENT	H.E.	CURVE DATA	
LAND CONTRACT	LC	LONG CHORD	LC
MONUMENT	MON.	LONG CHORD BEARING	LCB
PAGE	P.	RADIUS	R
PERMANENT LIMITED EASEMENT	PLE	DEGREE OF CURVE	D
PROPERTY LINE	PL	CENTRAL ANGLE OR DELTA	DELTA
RECORDED AS	(100')	LENGTH OF CURVE	L
		TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

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

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE JUNE 6, 2014

JOHN D. RIPLEY S-2384 SPOONER WIS. LAND SURVEYOR

JOHN D. RIPLEY REGISTRATION NO. S-2384

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE JUNE 6, 2014

MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.05

PART OF LOTS 5 & 7, BLOCK 7, ORIGINAL PLAT OF THE CITY OF SHELL LAKE, AND GOV'T LOT 4, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES (S.F.) REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	0.97
5	WASHBURN CO. HISTORICAL SOCIETY	TLE	0.00	0.00	0.00	(205)
7	JOHNSON FAMILY IRREV. TRUST	TLE	0.00	0.00	0.00	(673)

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 1011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

DIMENSIONING FOR EXISTING FIRST AVENUE RIGHT-OF-WAY IS MEASURED FROM THE SOUTH LINE SECTION 25 AS RECORDED ON WASHBURN COUNTY CERTIFIED SURVEY MAP 1924 (C.S.M. 8-85).

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

FOUND BERNTSEN MONUMENT QTR2511
T 38 N, R 13 W, 26, 25
Y = 539658.518
X = 730788.672

FOUND NAIL IN PVMT. SEC2521
T 38 N, R 13 W, 26, 25, 35, 36
Y = 537007.768
X = 730785.387

SECTION LINE

SECTION LINE

COURSE TABLE			
FROM	TO	BEARING	DIST.
943	951	N 61°30'59" E	83.42'
951	952	N 18°50'31" E	139.70'
952	953	N 68°14'12" E	43.42'
953	954	N 17°28'15" E	85.64'
954	955	N 00°15'40" W	50.06'
955	508	N 00°14'58" W	12.55'
508	509	N 29°58'43" E	130.82'
509	956	N 00°44'13" W	103.55'
956	957	S 89°28'45" E	40.96'
957	958	N 18°04'26" E	138.59'
958	968	N 25°09'26" E	42.15'
968	967	S 69°39'58" E	94.23'
967	959	S 20°20'02" W	416.86'
CURVE ERW14			
945	944	N 89°52'04" W	65.42'
944	943	N 89°52'04" W	109.31'

CURVE PRL1-4
Δ = 03°44'41" (LT)
D = 1°00'00"
T = 187.30
L = 374.47
R = 5729.58
LC = 374.41
LCB = N 22°12'23" E
PI STA = 847+30.97
PI X = 731666.73
PI Y = 537146.52
PC = STA 845+43.66
PT = STA 849+18.14

CURVE ERW14
L = 318.62
R = 5789.58
LC = 318.58
LCB = S 21°54'38" W

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 8:00 AM ON JUNE 16, 2014 AS DOCUMENT #363280 AND FILED IN ENV # 221
RENEE M BELL - Deputy
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.05
AMENDMENT NO:

NOT TO SCALE

SHEET LOCATION

R-13-W | R-12-W
T-38-N
T-37-N

POINT TABLE - STA. OFFSET & COORDS.				
POINT #	STATION	DIST.	Y (N)	X (E)
USH 63				
943	845+32.51	-100.00'	537006.13	731494.47
944	845+76.88	0.00'	537005.88	731603.78
951	845+99.23	-49.02'	537045.92	731567.79
945	846+02.82	60.00'	537005.73	731669.20
414	846+35.70	138.06'	537005.54	731754.12
952	847+39.92	-58.71'	537178.13	731612.91
506	847+68.33	-31.98'	537194.27	731648.24
953	847+70.16	-27.33'	537194.23	731653.24
954	848+56.06	-33.17'	537275.92	731678.95
955	849+03.15	-51.10'	537325.99	731678.72
959	849+18.14	60.00'	537301.30	731788.08
508	849+15.00	-55.53'	537338.53	731678.67
509	850+44.00	-33.61'	537451.85	731744.04
511	850+50.00	135.00'	537398.88	731904.23
512	851+00.00	90.00'	537461.40	731879.41
956	851+40.63	-70.84'	537555.39	731742.70
957	851+54.52	-32.30'	537555.02	731783.67
958	852+93.00	-37.77'	537686.78	731826.66
968	853+35.00	-34.23'	537724.93	731844.58
967	853+35.00	60.00'	537692.18	731932.94
513	853+35.00	90.00'	537681.76	731961.07
1ST AVENUE				
502	9+42.98	-37.42'	537045.97	731547.79
503	9+43.13	-69.30'	537077.85	731547.59
504	9+71.00	-59.82'	537068.69	731575.56

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
QTR2511	SEC2521	S 00°04'16" W	2650.75'
SEC2521	943	S 89°52'04" E	709.08'

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

OTHER EASEMENT INFORMATION	
PARCEL 7	DOC. 229277 / V.316, P.517-518

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 5	NO UTILITY INFORMATION FOUND
PARCEL 7	NO UTILITY INFORMATION FOUND

SCALE, FEET
0 50 100

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	● (1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	◆ •(SET)	PROPERTY LINE	
R/W STANDARD	▲ •(SET)	LOT & TIE LINES	
SIGN	(SIGN)	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT	◎	CORPORATE LIMITS	
SECTION CORNER SYMBOL	(SEC. COR.)	RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		RESTRICTED ACCESS (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	XXX	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY INTEREST	40	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET. AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	CURVE DATA	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE	●	●
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌘	⌘

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE JUNE 6, 2014
JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
DATE JUNE 6, 2014
MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.06

PART OF LOTS 2, 3, 4, 5, AND VACATED ALLEY IN BLOCK 14 (INCLUDING PART OF FOURTH AVENUE AND THE NORTH HALF OF VACATED THIRD AVENUE); LOTS 4, 5, 7 & 8, BLOCK 15; ALL IN ORIGINAL PLAT OF THE CITY OF SHELL LAKE; GOV'T LOT 3, GOV'T LOT 4, AND THE NW1/4 - SW1/4, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	PLE, TLE ACRES (S.F.) REQUIRED
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	1.09
8	WASHBURN COUNTY	TLE	0.00	0.00	0.00	(3970)
9	J & S SALES OF CHIPPEWA FALLS	TLE	0.00	0.00	0.00	(2268)
10	UNION PACIFIC RAILROAD	FEE	(6671)	0.00	(6671)	0.00
11	SHELL LAKE STATE BANK	TLE	0.00	0.00	0.00	(1207)

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 8	NO UTILITY INFORMATION FOUND
PARCEL 9	NO UTILITY INFORMATION FOUND
PARCEL 11	NO UTILITY INFORMATION FOUND

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
SEC2521	QTR2511	N 00°04'16" E	2650.75'
QTR2511	SIX2516	S 00°04'16" W	1325.375'
SIX2516	960	S 89°34'39" E	1312.09'

SIX2516 IS THE MATHEMATICAL SPLIT BETWEEN THE SOUTHWEST SECTION CORNER AND THE WEST QUARTER CORNER OF SECTION 25, T 38 N, R 13 W

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT ○ =(SET)
R/W STANDARD △ =(SET)
SIGN ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT XXX
PARCEL NUMBER 102
UTILITY INTEREST 40
SIGN NUMBER (OFF PREMISE) 21-1
BUILDING
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION AP
ACCESS RIGHTS AR
ACRES AC.
AND OTHERS ET. AL.
CENTERLINE C/L
CERTIFIED SURVEY MAP CSM
CORNER COR.
DOCUMENT DOC.
EASEMENT EASE.
HIGHWAY EASEMENT H.E.
LAND CONTRACT LC
MONUMENT MON.
PAGE P.
PERMANENT LIMITED EASEMENT PLE
PROPERTY LINE PL
RECORDED AS (100')
REFERENCE LINE R/L
RELEASE OF RIGHTS ROR
REMAINING REM.
RIGHT-OF-WAY R/W
SECTION SEC.
STATION STA.
TEMPORARY LIMITED EASEMENT TLE
VOLUME V.

CURVE DATA
LONG CHORD LC
LONG CHORD BEARING LCB
RADIUS R
DEGREE OF CURVE D
CENTRAL ANGLE OR DELTA DELTA
LENGTH OF CURVE L
TANGENT TAN

CONVENTIONAL UTILITY SYMBOLS

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

	NON COMPENSABLE	COMPENSABLE
POWER POLE	●	●
TELEPHONE POLE	⊠	⊠
TELEPHONE PEDESTAL	⊠	⊠

T 38 N, R 13 W, SECTIONS 26, 25, 35, 36

FOUND BERNTSEN MONUMENT OTR2511
Y = 539658.518
X = 730788.672

SHEET LOCATION

GN

SCALE, FEET
0 50 100

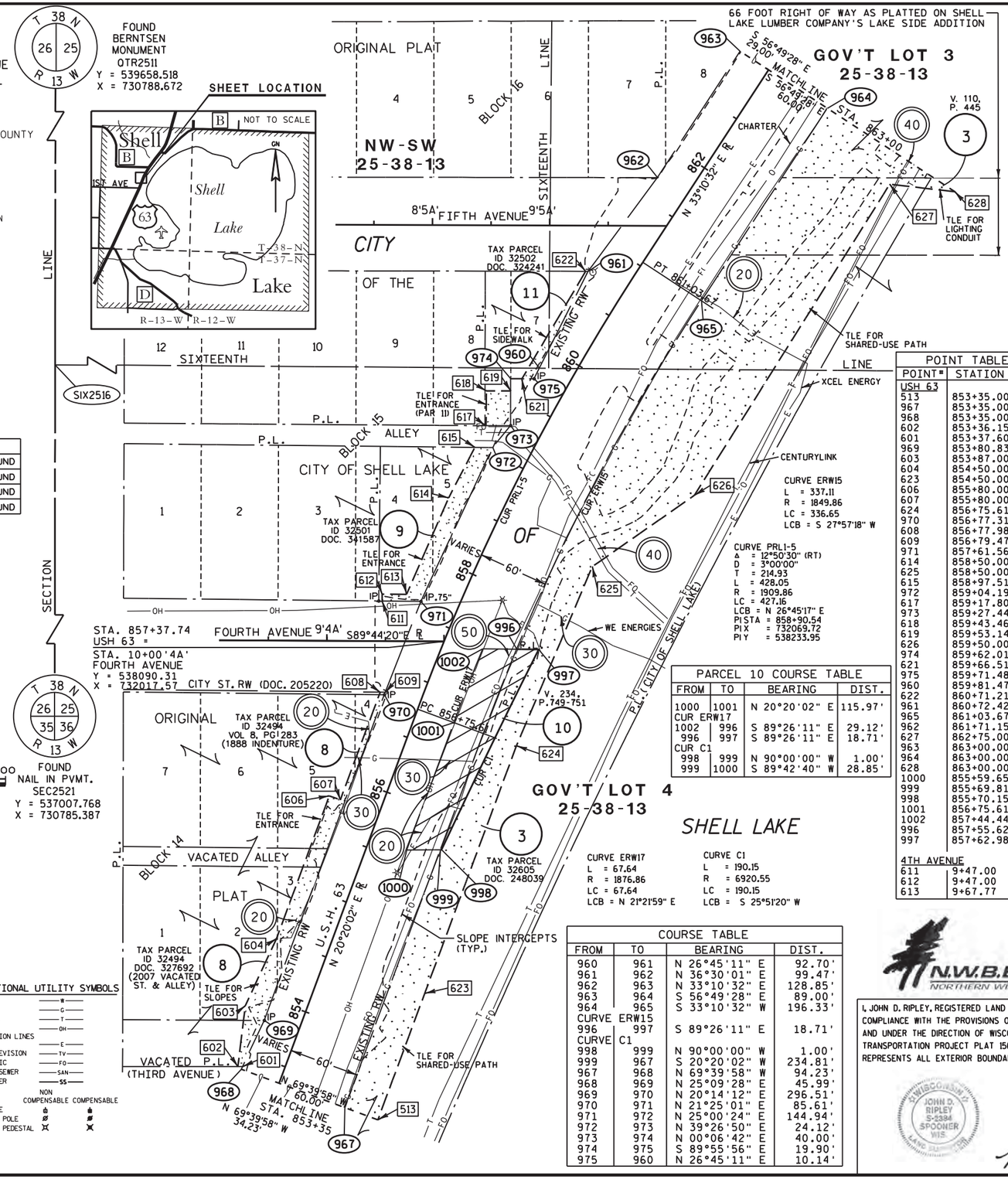
FOUND NAIL IN PVMT. SEC2521
Y = 537007.768
X = 730785.387

66 FOOT RIGHT OF WAY AS PLATTED ON SHELL LAKE LUMBER COMPANY'S LAKE SIDE ADDITION

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 9:50 AM ON JUNE 27, 2014 AS DOCUMENT # 363478 AND FILED IN ENV # 226

RENEE M BELL - Deputy
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.06
AMENDMENT NO:



CURVE ERW15	
L	= 337.11
R	= 1849.86
LC	= 336.65
LCB	= S 27°57'18" W

CURVE PRL1-5	
Δ	= 12°50'30" (RT)
D	= 3°00'00"
T	= 214.93
L	= 428.05
R	= 1909.86
LC	= 427.16
LCB	= N 26°45'17" E
PI STA	= 858+90.54
PI X	= 732069.72
PI Y	= 538233.95

CURVE ERW17	
L	= 67.64
R	= 1876.86
LC	= 67.64
LCB	= N 21°21'59" E

CURVE C1	
L	= 190.15
R	= 6920.55
LC	= 190.15
LCB	= S 25°51'20" W

PARCEL 10 COURSE TABLE			
FROM	TO	BEARING	DIST.
1000	1001	N 20°20'02" E	115.97'
CUR ERW17			
1002	996	S 89°26'11" E	29.12'
996	997	S 89°26'11" E	18.71'
CUR C1			
998	999	N 90°00'00" W	1.00'
999	1000	S 89°42'40" W	28.85'

COURSE TABLE			
FROM	TO	BEARING	DIST.
960	961	N 26°45'11" E	92.70'
961	962	N 36°30'01" E	99.47'
962	963	N 33°10'32" E	128.85'
963	964	S 56°49'28" E	89.00'
964	965	S 33°10'32" W	196.33'
CURVE ERW15			
996	997	S 89°26'11" E	18.71'
CURVE C1			
998	999	N 90°00'00" W	1.00'
999	967	S 20°20'02" W	234.81'
967	968	N 69°39'58" W	94.23'
968	969	N 25°09'28" E	45.99'
969	970	N 20°14'12" E	296.51'
970	971	N 21°25'01" E	85.61'
971	972	N 25°00'24" E	144.94'
972	973	N 39°26'50" E	24.12'
973	974	N 00°06'42" E	40.00'
974	975	S 89°55'56" E	19.90'
975	960	N 26°45'11" E	10.14'

POINT TABLE - STA. OFFSET & COORDS				
POINT #	STATION	DIST.	Y (N)	X (E)
USH 63				
513	853+35.00	90.00'	537681.76	731961.07
967	853+35.00	60.00'	537692.18	731932.94
968	853+35.00	-34.23'	537724.93	731844.58
602	853+36.15	-37.89'	537727.28	731841.54
601	853+37.60	-34.01'	537727.29	731845.69
969	853+80.83	-30.36'	537766.55	731864.13
603	853+87.00	-50.00'	537779.17	731847.86
604	854+50.00	-45.00'	537836.51	731874.44
623	854+50.00	90.00'	537789.59	732001.03
606	855+80.00	-45.00'	537958.40	731919.61
607	855+80.00	-35.00'	537954.93	731928.99
624	856+75.61	90.00'	538001.14	732079.43
970	856+77.31	-30.86'	538044.76	731966.69
608	856+77.98	-35.00'	538046.84	731963.05
609	856+79.47	-30.83'	538046.81	731967.50
971	857+61.56	-31.21'	538124.46	731997.95
614	858+50.00	-46.00'	538212.80	732021.51
625	858+50.00	90.00'	538154.11	732144.20
615	858+97.51	-45.00'	538255.97	732043.94
972	859+04.19	-31.32'	538255.81	732059.22
617	859+17.80	-45.00'	538274.43	732053.47
973	859+27.44	-26.35'	538274.44	732074.55
618	859+43.46	-58.72'	538304.14	732053.72
619	859+53.14	-40.35'	538304.10	732074.60
626	859+50.00	140.00'	538215.04	732231.46
974	859+62.01	-45.31'	538314.44	732074.63
621	859+66.51	-37.00'	538314.43	732084.12
975	859+71.48	-27.90'	538314.41	732094.53
960	859+81.47	-28.37'	538323.47	732099.09
622	860+71.21	-37.00'	538406.25	732138.49
961	860+72.42	-35.03'	538406.24	732140.82
965	861+03.67	60.00'	538381.02	732237.55
962	861+71.15	-29.00'	538486.21	732199.99
627	862+75.00	140.00'	538480.64	732398.27
963	863+00.00	-29.00'	538594.05	732270.49
964	863+00.00	60.00'	538545.35	732344.99
628	863+00.00	190.00'	538474.21	732453.80
1000	855+59.65	33.00'	537912.21	731985.68
999	855+69.81	60.00'	537912.36	732014.53
998	855+70.15	60.94'	537912.36	732015.53
1001	856+75.61	33.00'	538020.95	732025.98
1002	857+44.44	33.00'	538083.94	732050.62
996	857+55.62	60.00'	538083.65	732079.74
997	857+62.98	77.32'	538083.47	732098.45
4TH AVENUE				
611	9+47.00	-34.23'	538124.79	731964.72
612	9+47.00	-40.00'	538130.55	731964.75
613	9+67.77	-40.00'	538130.46	731985.52

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE JUNE 12, 2014

JOHN D. RIPLEY REGISTRATION NO. S-2384

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE JUNE 12, 2014

MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.07

PART OF LOTS 10 & 11, BLOCK 16, ORIGINAL PLAT OF THE CITY OF SHELL LAKE; LOTS 6, 7, 9, AND 10, BLOCK 5, FIRST ADDITION TO THE CITY OF SHELL LAKE; LOT 6, BLOCK 1, SHELL LAKE LUMBER COMPANY'S LAKE SIDE ADDITION; LOT 1, C.S.M. 16-9, AND GOV'T LOT 3, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 8:00 AM ON JUNE 16, 2014 AS DOCUMENT # 363281 AND FILED IN ENV # 222

RENEE M BELL - Deputy
SIGNATURE OF REGISTER OF DEEDS

207

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.07
AMENDMENT NO:

GN

FOUND BERNTSEN MONUMENT OTR2511

T 38 N, 26, 25, R 13 W

Y = 539658.518
X = 730788.672

SIX2512

QUARTER LINE

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS

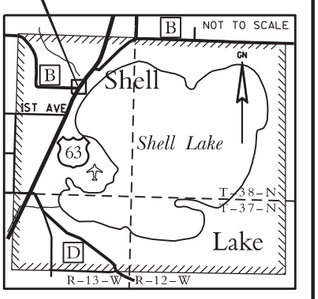
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W (S.F.) REQUIRED			TLE ACRES (S.F.) REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	2.16
13	MATTHEW C. DRYDEN	FEE,TLE	(790)	0.00	(790)	(1852)
14	LEE R. GRAMBERG	TLE	0.00	0.00	0.00	(1450)
16	KYLE JOHN & AMY MARIE SCHAFFER	FEE	(4282)	0.00	(4282)	---

CALCULATED CENTER SECTION CEN2513
Y = 539625.760
X = 733447.831

SHEET LOCATION



SCALE, FEET
0 50 100

COURSE TABLE			
FROM	TO	BEARING	DIST.
963	995	N 33°10'32" E	31.50'
995	704	N 32°53'21" E	123.50'
704	705	N 06°45'58" W	45.76'
705	706	N 89°55'33" E	34.75'
706	976	N 33°34'07" E	96.09'
CURVE	ERW19		
977	978	N 34°30'53" E	14.00'
978	979	N 27°41'20" E	89.46'
979	980	N 37°00'55" E	130.65'
980	981	N 36°08'49" E	361.71'
981	982	S 53°51'11" E	99.58'
982	983	S 36°05'26" W	425.13'
CURVE	ERW20		
984	964	S 33°10'32" W	178.71'
964	963	N 56°49'28" W	89.00'

CURVE TABLE				
CURVE	RADIUS	LENGTH	LC	LCB
ERW19	7669.74	101.50	101.50	N 34°30'48" E
ERW20	7579.44	393.05	393.00	S 34°39'41" W

OTHER EASEMENT INFORMATION	
PARCEL 14	DOC. 174351 / V.206, P.364-365
PARCEL 14	DOC. 174352 / V.206, P.366-367
PARCEL 14	DOC. 177070 / V.211, P.629-630

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

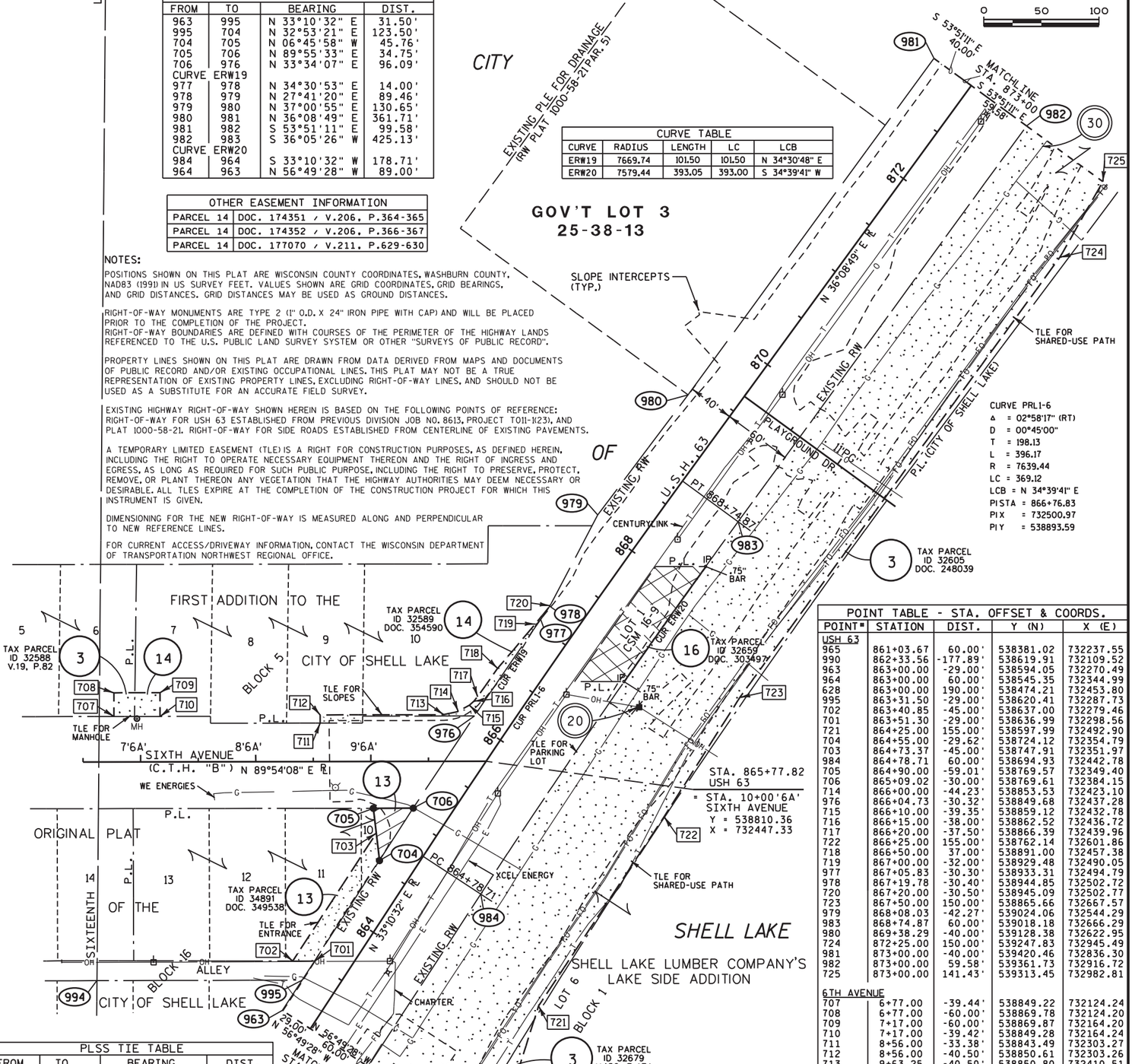
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.



POINT TABLE - STA. OFFSET & COORDS.				
POINT*	STATION	DIST.	Y (N)	X (E)
USH 63				
965	861+03.67	60.00'	538381.02	732237.55
990	862+33.56	-177.89'	538619.91	732109.52
963	863+00.00	-29.00'	538594.05	732270.49
964	863+00.00	60.00'	538545.35	732344.99
628	863+00.00	190.00'	538474.21	732453.80
995	863+31.50	-29.00'	538629.41	732287.73
702	863+40.85	-45.00'	538637.00	732279.46
701	863+51.30	-29.00'	538636.99	732298.56
721	864+25.00	155.00'	538597.99	732492.90
704	864+55.00	-29.62'	538724.12	732354.79
703	864+73.37	-45.00'	538747.91	732351.97
984	864+78.71	60.00'	538694.93	732442.78
705	864+90.00	-59.01'	538769.57	732349.40
706	865+09.02	-30.00'	538769.61	732384.15
714	866+00.00	-44.23'	538853.53	732423.10
976	866+04.73	-30.32'	538849.68	732437.28
715	866+10.00	-39.35'	538859.12	732432.78
716	866+15.00	-38.00'	538862.52	732436.72
717	866+20.00	-37.50'	538866.39	732439.96
722	866+25.00	155.00'	538762.14	732601.86
718	866+50.00	-37.00'	538891.00	732457.38
719	867+00.00	-32.00'	538929.48	732490.05
977	867+05.83	-30.30'	538933.31	732494.79
978	867+19.78	-30.40'	538944.85	732502.72
720	867+20.00	-30.50'	538945.09	732502.77
723	867+50.00	150.00'	538865.66	732667.57
979	868+08.03	-42.27'	539024.06	732544.29
983	868+74.87	60.00'	539018.18	732666.29
980	869+38.29	-40.00'	539128.38	732622.95
724	872+25.00	150.00'	539247.83	732945.49
981	873+00.00	-40.00'	539420.46	732836.30
982	873+00.00	59.58'	539361.73	732916.72
725	873+00.00	141.43'	539313.45	732982.81
6TH AVENUE				
707	6+77.00	-39.44'	538849.22	732124.24
708	6+77.00	-60.00'	538869.78	732124.20
709	7+17.00	-60.00'	538869.87	732164.20
710	7+17.00	-39.42'	538849.28	732164.24
711	8+56.00	-33.38'	538843.49	732303.27
712	8+56.00	-40.50'	538850.61	732303.26
713	9+63.25	-40.50'	538850.80	732410.51

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2511	CEN2513	S 89°17'39" E	2659.36'
OTR2511	SIX2512	S 89°17'39" E	1329.68'
SIX2512	994	S 00°29'21" W	1022.27'
994	995	N 89°50'11" E	178.21'

SIX2512 IS THE MATHEMATICAL SPLIT BETWEEN THE W. QUARTER COR. AND THE CALCULATED CENTER OF SEC. 25, T 38 N, R 13 W

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 13	NO UTILITY INFORMATION FOUND
PARCEL 14	NO UTILITY INFORMATION FOUND
PARCEL 16	NO UTILITY INFORMATION FOUND

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION (AP)
ACCESS RIGHTS (AR)
ACRES (AC.)
AND OTHERS (ET.AL.)
CENTERLINE (C/L)
CERTIFIED SURVEY MAP (CSM)
CORNER (COR.)
DOCUMENT (DOC.)
EASEMENT (EASE.)
HIGHWAY EASEMENT (H.E.)
LAND CONTRACT (LC)
MONUMENT (MON.)
PAGE (P.)
PERMANENT LIMITED EASEMENT (PLE)
PROPERTY LINE (PL)
RECORDED AS (100')
REFERENCE LINE (R/L)
RELEASE OF RIGHTS (ROR)
REMAINING (REM.)
RIGHT-OF-WAY (R/W)
SECTION (SEC.)
STATION (STA.)
TEMPORARY LIMITED EASEMENT (TLE)
VOLUME (V.)

CURVE DATA

LONG CHORD (LC)
LONG CHORD BEARING (LCB)
RADIUS (R)
DEGREE OF CURVE (D)
CENTRAL ANGLE OR DELTA (DELTA)
LENGTH OF CURVE (L)
TANGENT (TAN)

CONVENTIONAL UTILITY SYMBOLS

	NON-COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE JUNE 6, 2014

John D. Ripley

JOHN D. RIPLEY REGISTRATION NO. S-2384

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE JUNE 6, 2014

Michael Piller
MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.08

PART OF LOT 1, C.S.M. 5-146, THE SE 1/4 - NW 1/4, THE SW 1/4 - NE 1/4, AND GOV'T LOT 3, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT 8:30 AM ON JUNE 16, 2014 AS DOCUMENT #363282 AND FILED IN ENV.#223

RENEE M BELL - Deputy
SIGNATURE OF REGISTER OF DEEDS

208

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.08
AMENDMENT NO:

GN

SCALE, FEET
0 50 100

SHEET LOCATION

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

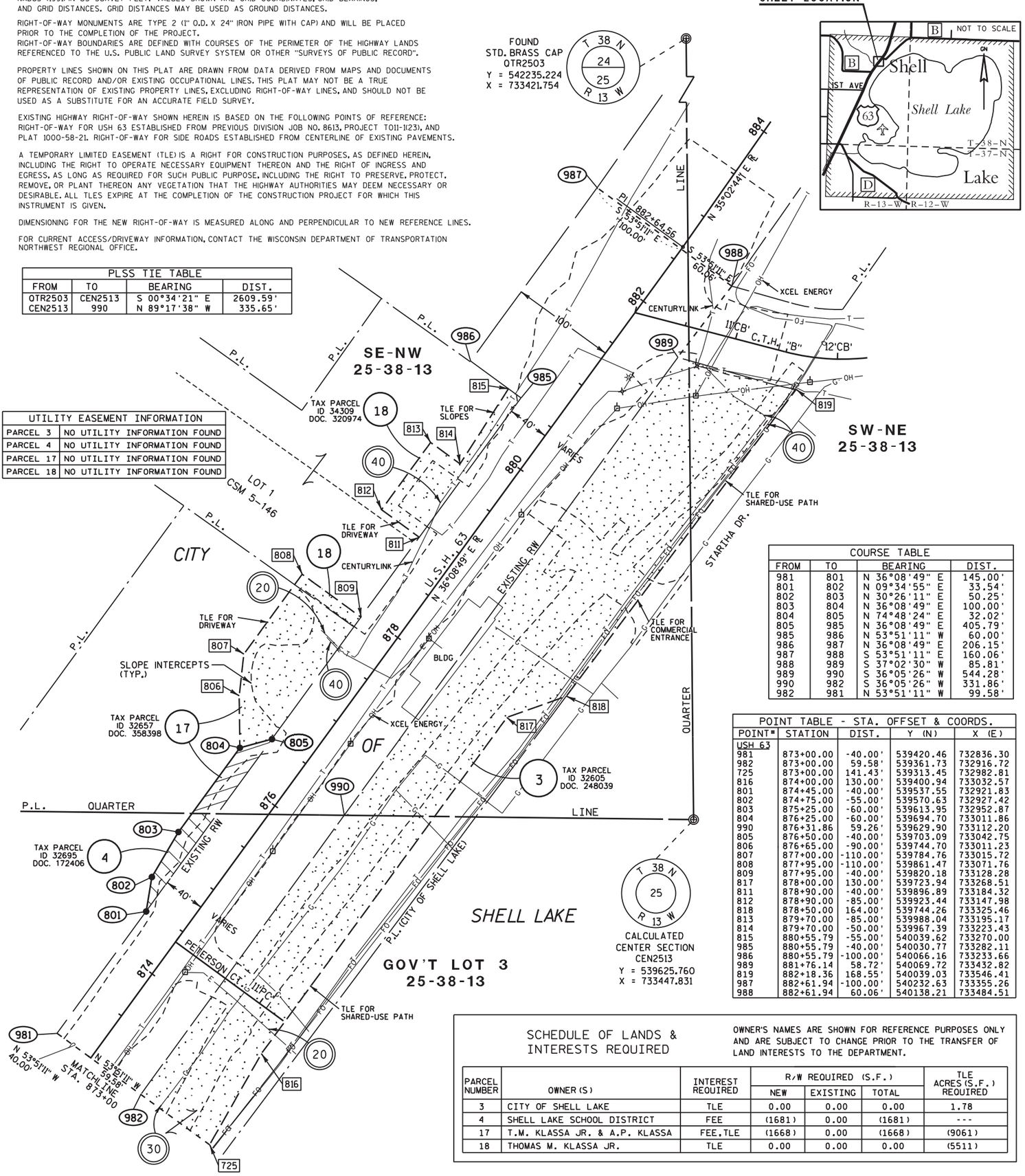
FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2503	CEN2513	S 00°34'21" E	2609.59'
CEN2513	990	N 89°17'38" W	335.65'

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 4	NO UTILITY INFORMATION FOUND
PARCEL 17	NO UTILITY INFORMATION FOUND
PARCEL 18	NO UTILITY INFORMATION FOUND

COURSE TABLE			
FROM	TO	BEARING	DIST.
981	801	N 36°08'49" E	145.00'
801	802	N 09°34'55" E	33.54'
802	803	N 30°26'11" E	50.25'
803	804	N 36°08'49" E	100.00'
804	805	N 74°48'24" E	32.02'
805	985	N 36°08'49" E	405.79'
985	986	N 53°51'11" W	60.00'
986	987	N 36°08'49" E	206.15'
987	988	S 53°51'11" E	160.06'
988	989	S 37°02'30" W	85.81'
989	990	S 36°05'26" W	544.28'
990	982	S 36°05'26" W	331.86'
982	981	N 53°51'11" W	99.58'

POINT TABLE - STA. OFFSET & COORDS.				
POINT#	STATION	DIST.	Y (N)	X (E)
USH 63				
981	873+00.00	-40.00'	539420.46	732836.30
982	873+00.00	59.58'	539361.73	732916.72
725	873+00.00	141.43'	539313.45	732982.81
816	874+00.00	130.00'	539400.94	733032.57
801	874+45.00	-40.00'	539537.55	732921.83
802	874+75.00	-55.00'	539570.63	732927.42
803	875+25.00	-60.00'	539613.95	732952.87
804	876+25.00	-60.00'	539694.70	733011.86
990	876+31.86	59.26'	539629.90	733112.20
805	876+50.00	-40.00'	539703.09	733042.75
806	876+65.00	-90.00'	539744.70	733011.23
807	877+00.00	-110.00'	539784.76	733015.72
808	877+95.00	-110.00'	539861.47	733071.76
809	877+95.00	-40.00'	539820.18	733128.28
817	878+00.00	130.00'	539723.94	733268.51
811	878+90.00	-40.00'	539896.89	733184.32
812	878+90.00	-85.00'	539923.44	733147.98
818	878+50.00	164.00'	539744.26	733325.46
813	879+70.00	-85.00'	539988.04	733195.17
814	879+70.00	-50.00'	539967.39	733223.43
815	880+55.79	-55.00'	540039.62	733270.00
985	880+55.79	-40.00'	540030.77	733282.11
986	880+55.79	-100.00'	540066.16	733233.66
989	881+76.14	58.72'	540069.72	733432.82
819	882+18.36	168.55'	540039.03	733546.41
987	882+61.94	-100.00'	540232.63	733355.26
988	882+61.94	60.06'	540138.21	733484.51



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (S.F.)			TLE ACRES (S.F.) REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	1.78
4	SHELL LAKE SCHOOL DISTRICT	FEE	(1681)	0.00	(1681)	---
17	T.M. KLASSA JR. & A.P. KLASSA	FEE,TLE	(1668)	0.00	(1668)	(9061)
18	THOMAS M. KLASSA JR.	TLE	0.00	0.00	0.00	(5511)

OTHER EASEMENT INFORMATION	
PARCEL 17	DOC. 358398 (PUBLIC TRAIL)

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (IF UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS REMAINING	ROR REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.	**CURVE DATA**	
EASEMENT	EASE.	LONG CHORD	LC
HIGHWAY EASEMENT	H.E.	LONG CHORD BEARING	LCB
LAND CONTRACT	LC	RADIUS	R
MONUMENT	MON.	DEGREE OF CURVE	D
PAGE	P.	CENTRAL ANGLE OR DELTA	DELTA
PERMANENT LIMITED EASEMENT	PLE	LENGTH OF CURVE	L
PROPERTY LINE	PL	TANGENT	TAN
RECORDED AS	(000')		

CONVENTIONAL UTILITY SYMBOLS

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

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DATE JUNE 6, 2014

JOHN D. RIPLEY REGISTRATION NO. S-2384

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE JUNE 6, 2014

MICHAEL PILLER

STA. 625+69 LT
9'W X 14'L MEDIUM RIPRAP AND
GEOTEXTILE FABRIC TYPE HR REQ'D

STA 625+34
CLEANING CULVERT PIPES MINIMAL LT
REMOVE 36" X 4' CPRC RT
1 - 36" X 6' CPRC RT
1- APRON ENDWALL RT REQ'D
1 - CONCRETE COLLAR RT REQ'D

BARRON ELEC. CO-OP

WOODYARD ROAD

PI: 7+72.39'WS

8'WS

S88° 19' 02"E

STA. 631+12 LT
7'W X 13'L MEDIUM RIPRAP AND
GEOTEXTILE FABRIC TYPE HR REQ'D

STA 631+12
EXISTING 24" X 104' CPRC
CLEANING CULVERT PIPES MINIMAL LT
REMOVE 24" X 8' CPRC LT
CLEANING CULVERT PIPES MINIMAL RT
REMOVE 24" X 8' CPRC RT
1 - 24" X 104' PIPE LINER

PI: 12+07.03'WN'

BEGIN PROJECT NO. 1560-31-71
STA. 625+00.00
X = 719,626.34
Y = 518,858.64
(SAW CUT REQUIRED)

SLOPE INTERCEPT (TYP.)

CENTURYLINK
BARRON ELE. CO-OP
RIGHT-OF-WAY

6317

USH 63 STA. 632+92.88 =
WOODYARD RD (N.) STA. 10+00.00

USH 63 STA. 628+16.14 =
WOODYARD RD (S.) STA. 10+00.00

NO 72 29'W

BARRON ELE. COOP

100'

620 625 630

USH 63

N44° 46' 28"E

MATCHLINE STA. 634+50.00

50'

SIGN

100'

SLOPE INTERCEPT (TYP.)

CENTURYLINK

XCEL ENERGY

RIGHT-OF-WAY

S89° 09' 52"E

SLOPE INTERCEPT FOR
SLOPE REPAIR INTERSECTION

STA. 631+81 - 632+31 RT
DITCH CLEANING

NE QUADRANT USH 63 / WOODYARD ROAD SOUTH
SLOPE REPAIR INTERSECTION

STA. 631+12 RT
7'W X 13'L MEDIUM RIPRAP AND
GEOTEXTILE FABRIC TYPE HR REQ'D

12'WS

S88° 04' 16"E

PI: 11+94.43'WS

PI: 13+19.72'WS

NO 10 24"E

NORTH WOODYARD ROAD

8P: 7+74.18'WN'

STA. 9+40.7'WN' SKEW 37°33' RHF
REMOVE SMALL PIPE CULVERT
1 - 18" X 34' CPCS
2 - APRON ENDWALLS REQ'D
6' X 6' RIPRAP AND GEOTEXTILE
FABRIC TYPE REQ'D R LT & RT

STA. 625+18 RT
14'W X 9'L MEDIUM RIPRAP AND
GEOTEXTILE FABRIC TYPE HR REQ'D

STA. 633+46, 44.6' RT
SAVE TREE
(16-INCH DIA. DEAD DECIDUOUS TREE)

STA. 634+40, 43.7' RT
SAVE TREE (12-INCH DIA. RED PINE)

5

5

BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6317	627+96.98	-61.10	1349.61	RED-CAPPED REBAR

STA 638+10 CULVERT PIPE FOR CATTLE PASS
(INCLUDES 1 - 24" X 98' CPCP AND FILL VOID IN BARREL AND
WINGWALLS WITH LOW STRENGTH CONCRETE GROUT)
2 - APRON ENDWALLS REQ'D

(EXISTING 42" X 72" X 98' CATTLE PASS TO REMAIN IN PLACE)

NORTH WOODYARD RD

STA. 637+60 - 638+60 LT
SALVAGE AND REPLACE
BARBED WIRE FENCE

638+10 LT
CLEANING CULVERT PIPES MINIMAL
7'W X 13'L MEDIUM RIPRAP AND
GEOTEXTILE FABRIC TYPE HR REQ'D

STA 646+00
EXISTING 48" X 138' CPRC
NO WORK REQ'D

RIGHT-OF-WAY

SLOPE INTERCEPT (TYP.)

CHARTER

6318

100'

635 640 645

N44° 46' 28"E

USH 63

MATCHLINE STA. 634+50.00

MATCHLINE STA. 649+50.00

50'

100'

SLOPE INTERCEPT (TYP.)

CENTURYLINK

RIGHT-OF-WAY

XCEL ENERGY

STA. 647+00, 36' RT
CLEANING CULVERT PIPES MINIMAL
6' X 6' LIGHT RIPRAP AND
GEOTEXTILE FABRIC TYPE R REQ'D

STA. 635+75, 46' RT
TRIM OVERHANGING BRANCHES
(24-INCH DIAMETER BOX ELDER)

STA. 637+10, 49.5' RT
TRIM OVERHANGING BRANCHES
(24-INCH DIAMETER BOX ELDER)

STA. 646+76, 36' RT
CLEANING CULVERT PIPES MINIMAL
6' X 6' LIGHT RIPRAP AND GEOTEXTILE
FABRIC TYPE R REQ'D

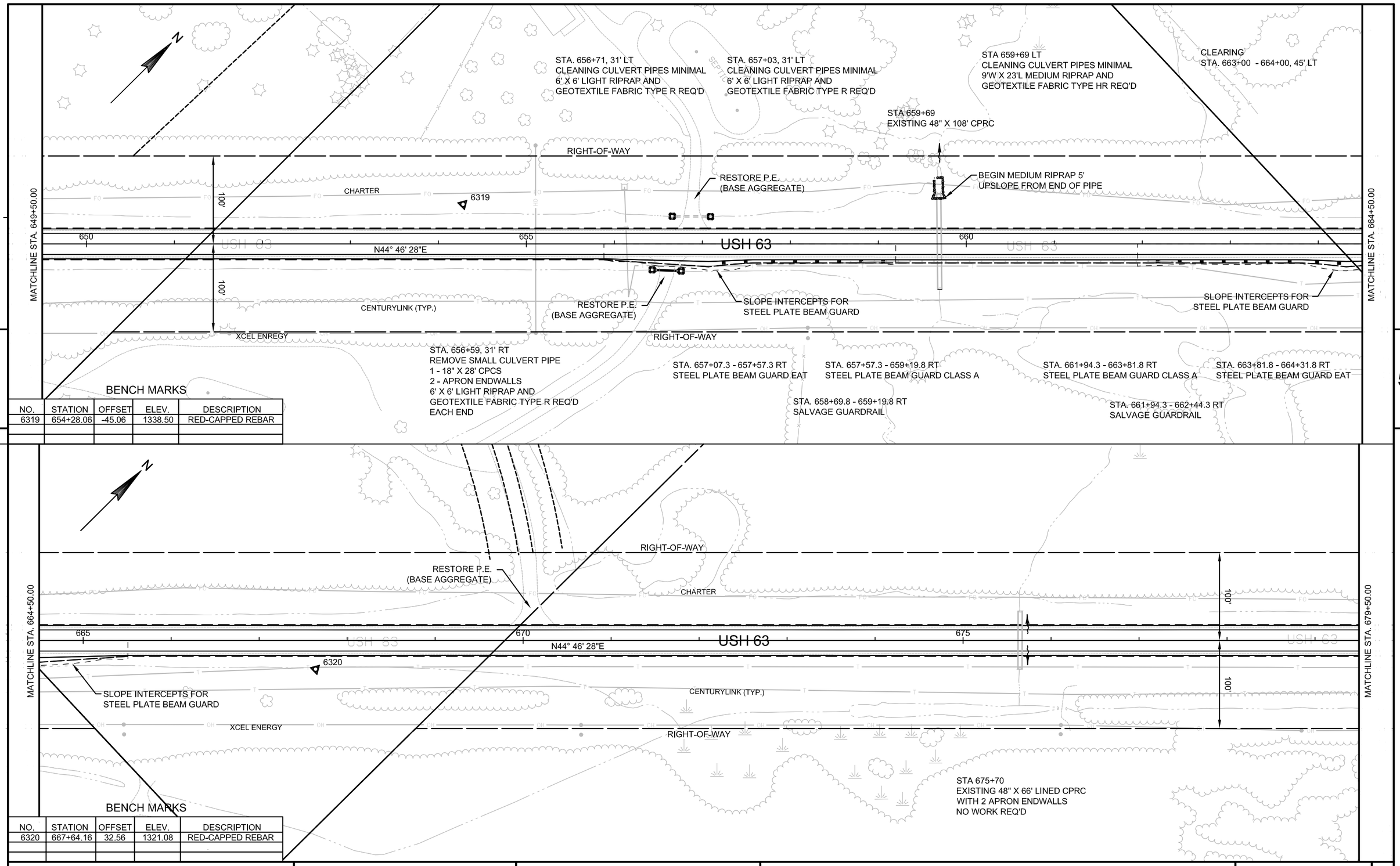
STA. 636+82, 44.5' RT
CLEAR TREE
(38-INCH DIAMETER BOX ELDER)

STA. 637+60 - 638+60 RT
SALVAGE AND REPLACE
BARBED WIRE FENCE

BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6318	642+91.40	-46.49	1338.38	RED-CAPPED REBAR

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET 209	E



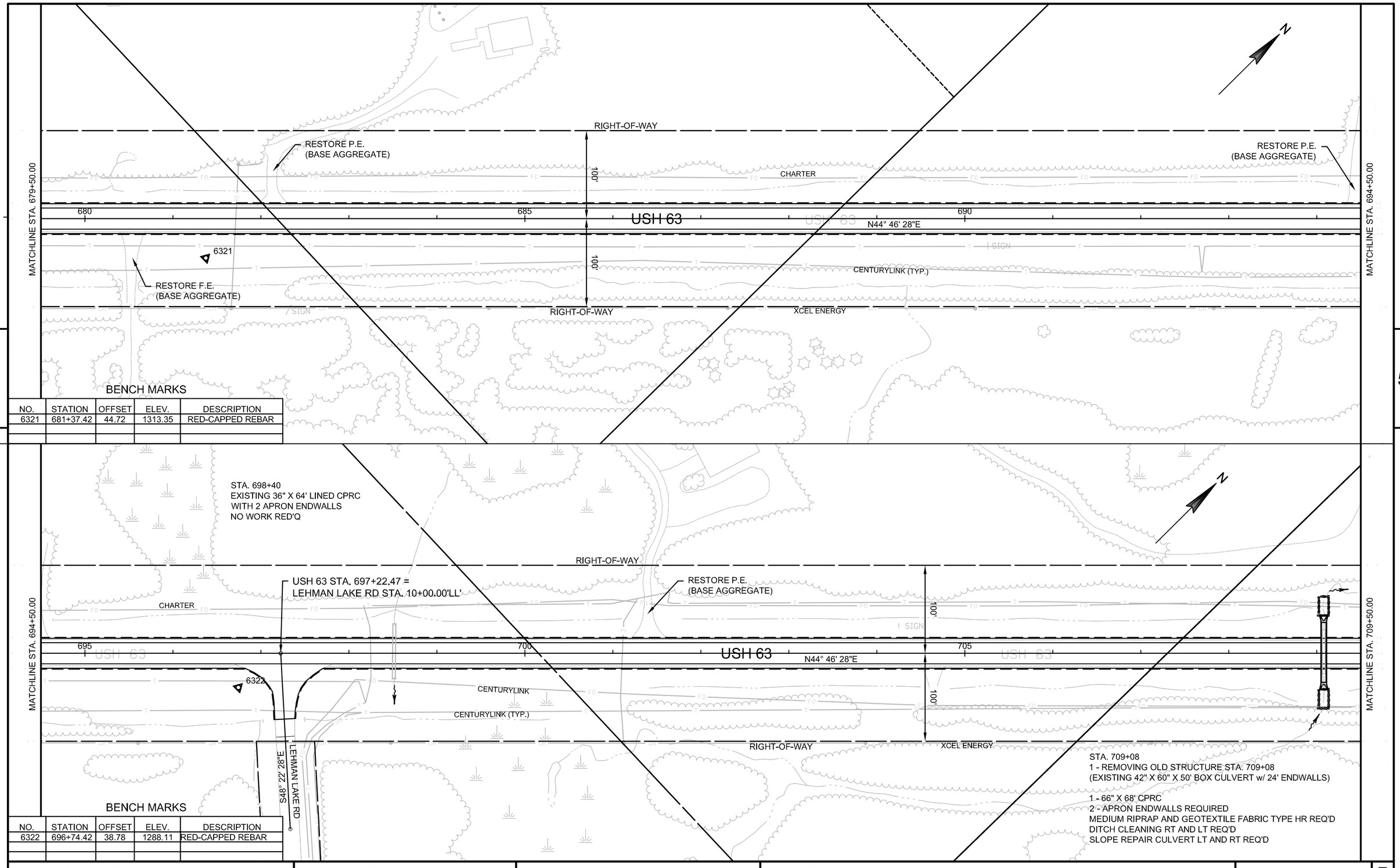
BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6319	654+28.06	-45.06	1338.50	RED-CAPPED REBAR

BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6320	667+64.16	32.56	1321.08	RED-CAPPED REBAR

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET 210	E



5

5

BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6321	681+37.42	44.72	1313.35	RED-CAPPED REBAR

BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6322	696+74.42	38.78	1288.11	RED-CAPPED REBAR

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET 211	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050201_PN_US63.DWG PLOT DATE : 9/10/2014 10:56 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

STA 719+08 LT
CLEANING CULVERT PIPES FULL
REMOVE 24" X 4' CPRC
1 - 24" X 6' CPRC
1 - APRON ENDWALL REQ'D
1 - CONCRETE COLLAR REQ'D
MEDIUM RIPRAP AND GEOTEXTILE
FRABIC TYPE HR REQ'D

STA. 718+98 - 719+18 LT
SLOPE REPAIR CULVERT

MATCHLINE STA. 709+50.00

RIGHT-OF-WAY

PC: 714+46.27

100'

6323

710

N44° 46' 28"E

715

720

USH 63

CHARTER

CENTURYLINK

CENTURYLINK (TYP.)

XCEL ENERGY

RIGHT-OF-WAY

MATCHLINE STA. 724+50.00

STA 719+08 RT
CLEANING CULVERT PIPES
MINIMAL
REMOVE 24" X 4' CPRC
1 - 24" X 6' CPRC
1 - APRON ENDWALL REQ'D
1 - CONCRETE COLLAR REQ'D
MEDIUM RIPRAP AND GEOTEXTILE
FABRIC TYPE HR REQ'D

STA. 718+98 - 719+18 RT
SLOPE REPAIR CULVERT

BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6323	712+62.47	-39.92	1279.21	RED-CAPPED REBAR

PI STA = 724+92.46
Y = 525952.12
X = 726664.22
DELTA = 20°41'45"
D = 1°00'00"
T = 1046.19
L = 2069.58
R = 5729.58
PC STA = 714+46.27
PT STA = 735+15.85
SE = 2.71%

STA 733+34 LT
REMOVE 24" X 4' CPRC
1 - 24" X 6' CPRC
1 - APRON ENDWALL REQ'D
1 - CONCRETE COLLAR REQ'D
6' X 6' LIGHT RIPRAP AND
GEOTEXTILE FABRIC TYPE R
REQ'D

STA 733+34 CLEAN CULVERT PIPE
(EXISTING 24" X 64' CPRC)

BARRON ELE CO-OP

HEART LAKE ROAD

S 88° 15' 48"E

USH 63 STA. 733+72.27 =
HEART LAKE RD STA. 10+00.00'HL'

STA. 732+90 - 733+10 LT
SLOPE REPAIR CULVERT

PT: 735+15.85

BARRON ELE. CO-OP

STA. 732+90 - 733+00 LT
DITCH CLEANING

CHARTER

CENTURYLINK

CENTURYLINK

110'

100'

MATCHLINE STA. 724+50.00

725

730

735

USH 63

N24° 04' 43"E

6324

SIGN

SIGN

SIGN

CENTURYLINK

XCEL ENERGY

SLOPE INTERCEPT

RIGHT-OF-WAY

BENCHMARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6324	725+24.02	64.16	1281.26	RED-CAPPED REBAR

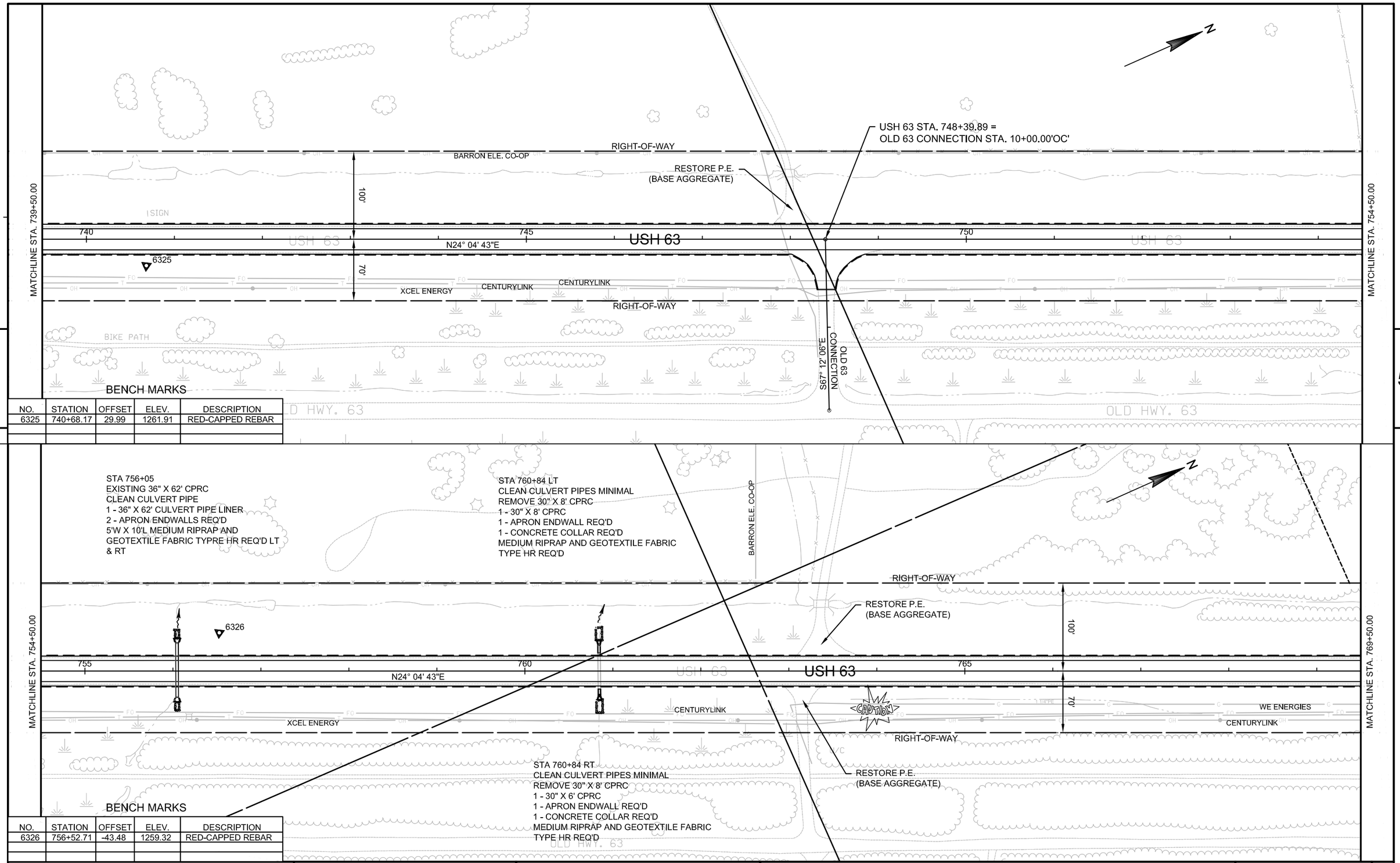
STA 733+34 RT
REMOVE 24" X 4' CPRC
1 - 24" X 8' CPRC
1 - APRON ENDWALL REQ'D
1 - CONCRETE COLLAR REQ'D
MEDIUM RIPRAP AND GEOTEXTILE
FABRIC TYPE HR REQ'D

STA. 733+25 - 735+00 RT
GRADE DITCH

BIKE PATH

MATCHLINE STA. 739+50.00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET 212	E



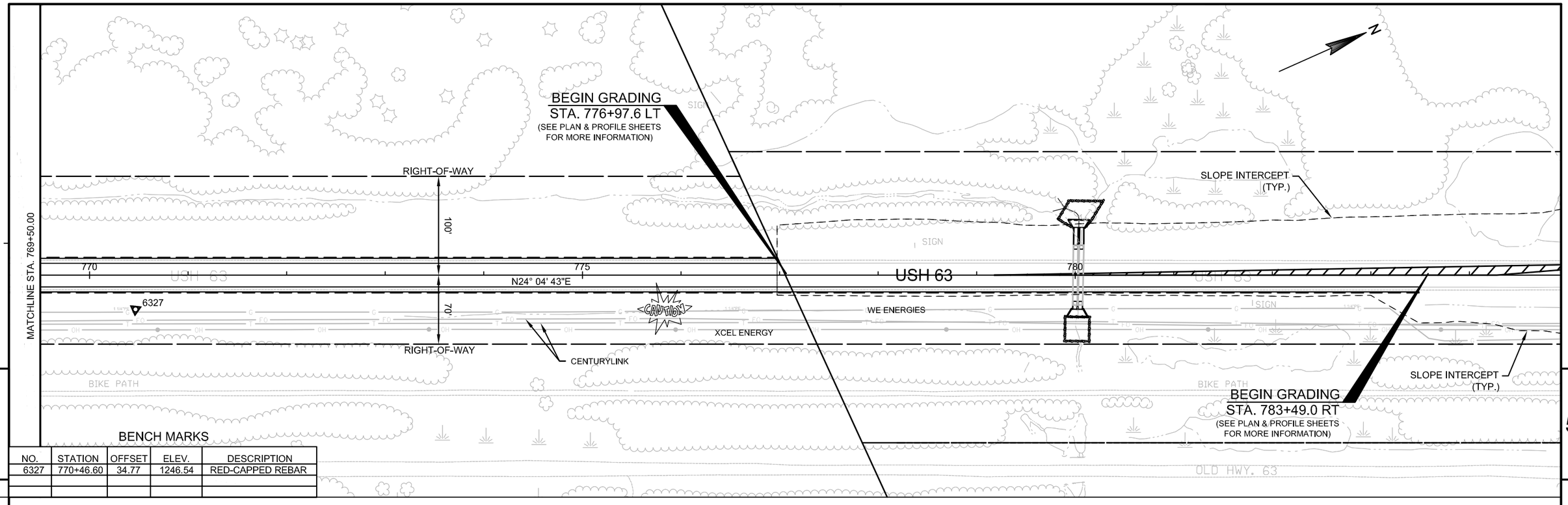
BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6325	740+68.17	29.99	1261.91	RED-CAPPED REBAR

BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6326	756+52.71	-43.48	1259.32	RED-CAPPED REBAR

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET 213	E



BENCH MARKS

NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6327	770+46.60	34.77	1246.54	RED-CAPPED REBAR

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET 214	E

RIGHT-OF-WAY

BEGIN GRADING
STA. 776+97.6 LT
(END CLEARING LIMITS TO 45')

82 M

RE-ALIGN CHANNEL
(INCIDENTAL TO RIPRAP ITEM)

PROPOSED
SLOPE INTERCEPT

STA. 780+00 LT
REMOVE 2 - 48" X 4' CPRC
2 - 48" X 22' CPRC
2 - CONCRETE COLLARS
1 - CONCRETE MASONRY ENDWALL
20'W X 35'L MEDIUM RIPRAP AND
GEOTEXTILE FABRIC TYPE HR RED'Q

wet 102 WS

N

SIGN

776 778 USH 63 780 782

N24° 04' 43"E

MATCHLINE STA. 783+00

1 1/4"PE

WE ENERGIES

CAUTION

PROPOSED
SLOPE INTERCEPT

XCEL ENERGY

RIGHT-OF-WAY

CENTURYLINK

wet 127 SM

STA. 780+00 RT
REMOVE 2 - 48" X 4' CPRC
2 - 48" X 8' CPRC
2 - CONCRETE COLLARS
1 - CONCRETE MASONRY ENDWALL
24'W X 24'L MEDIUM RIPRAP AND
GEOTEXTILE FABRIC TYPE HR REQ'D

BIKE PATH

5

5

1270
1260
1250
1240
1230

PROPOSED
GRADE LINE

EXISTING
GRADE LINE

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

775	776	+50	777	+50	778	+50	779	+50	780	+50	781	+50	782	+50	783
1245.43	1244.83	1244.40	1244.20	1243.94	1243.64	1243.33	1243.04	1242.84	1242.57	1242.32	1242.12	1241.87	1241.63	1241.39	1241.23
1245.55	**1244.95**	**1244.53**	**1244.33**	**1244.06**	**1243.76**	**1243.45**	**1243.17**	**1242.96**	**1242.69**	**1242.44**	**1242.25**	**1242.00**	**1241.76**	**1241.51**	**1241.36**

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 215	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050101_PP_US63_776-843.DWG PLOT DATE : 9/11/2014 10:45 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 50'_XREF

WISDOT/CADDS SHEET 44

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6328	785+44.32	-44.65	1239.66	RED-CAPPED REBAR

PROPOSED SLOPE INTERCEPT

TEMP. EASEMENT

RIGHT-OF-WAY

MARSH EXCAVATION
STA. 783+80 - 784+90 LT

STA. 784+99 LT
BERM DITCH TO RETAIN EXISTING
WATER ELEVATION OF POND

6328

CENTURYLINK

HILLTOP ROAD
S89° 43' 07"E

9'HT'

CENTURYLINK

USH 63 STA. 789+02.74 =
HILLTOP RD STA. 10+00.00'HT'
(INTERSECTION TYPE 'B2' =
CTH D STA. 10+00.00'D'
(INTERSECTION TYPE 'A2')

MATCHLINE STA. 783+00

784 786 USH 63 788 790

N24° 04' 43"E

66°12'9"

10'HT'

10'D'

68°35'8"

MATCHLINE STA. 790+50

CENTURYLINK

XCEL ENERGY

WE ENERGIES

PROPOSED SLOPE INTERCEPT

1 1/4"PE

CHARTER

CAUTION

S87° 19' 18"E

CTH D

11'D'

PC: 10+76.65'D'

CENTURYLINK

CHARTER

BEGIN GRADING
STA. 783+49.0 RT
(END CLEARING LIMITS TO 45')

RIGHT-OF-WAY

1260
1250
1240
1230
1220

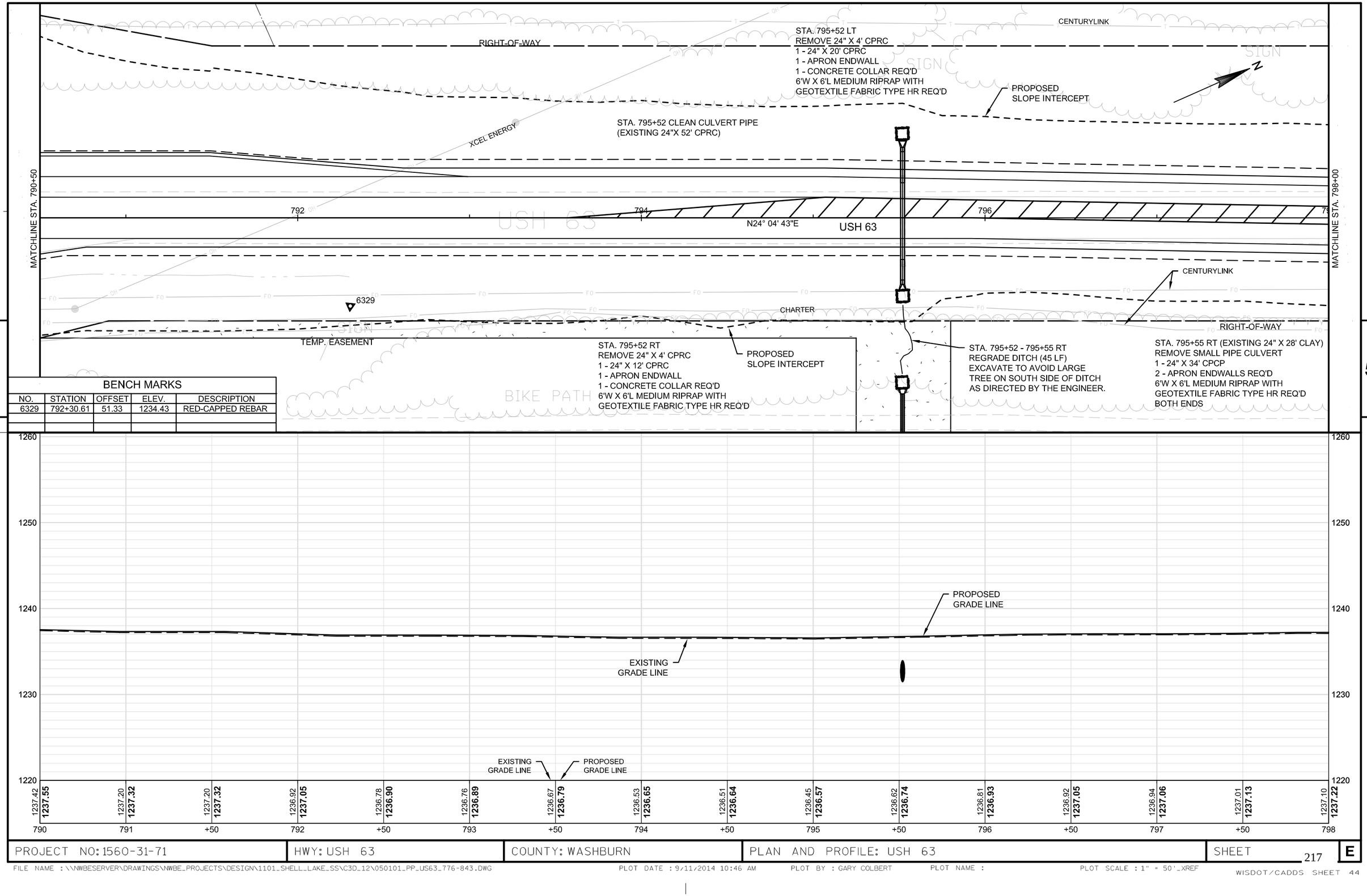
PROPOSED GRADE LINE

EXISTING GRADE LINE

EXISTING GRADE LINE

PROPOSED GRADE LINE

| | | | |



5

5

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6329	792+30.61	51.33	1234.43	RED-CAPPED REBAR

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 217	E

STA. 799+60 FE LT
1 - 18" X 36' CPCS
2 - APRON ENDWALLS
6'W X 6'L LIGHT RIPRAP AND GEOTEXTILE
FABRIC TYPE R REQ'D EACH END

PROPOSED
SLOPE INTERCEPT

RIGHT-OF-WAY

CENTURYLINK

STA. 802+36 LT
REMOVE FE

N

MATCHLINE STA. 798+00

MATCHLINE STA. 805+50

798 800 N24° 04' 43"E 802 USH 63 804

CENTURYLINK

RIGHT-OF-WAY

CHARTER

TEMP. EASEMENT

PROPOSED
SLOPE INTERCEPT

5

5

1260
1250
1240
1230
1220

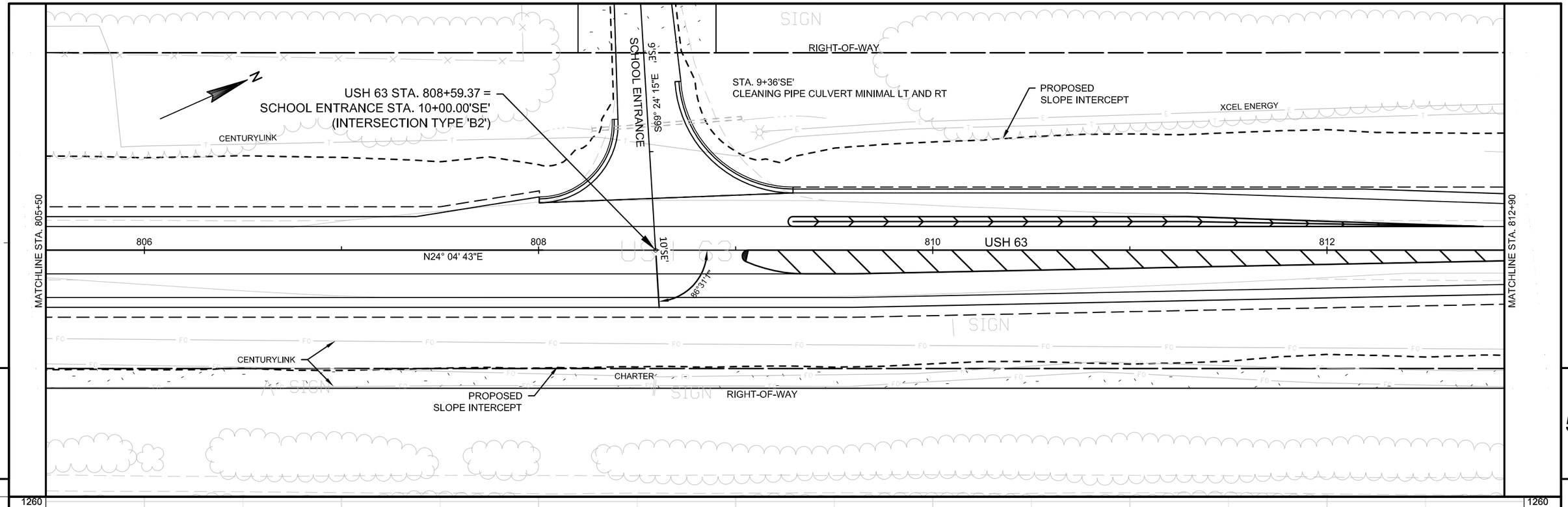
PROPOSED
GRADE LINE

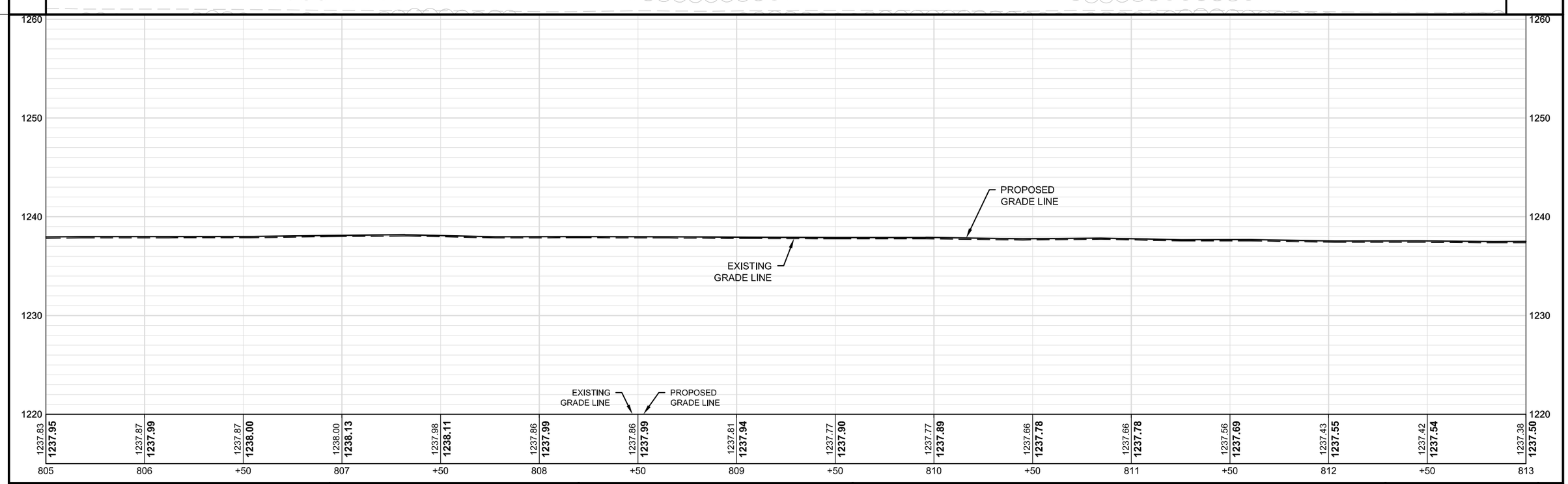
EXISTING
GRADE LINE

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

| | | |





PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 219	E

MATCHLINE STA. 812+90

MATCHLINE STA. 820+50

CENTURYLINK

XCEL ENERGY

RIGHT-OF-WAY

WE ENERGIES

STA. 813+04 LT
REMOVE 24" X 4' CPRC
1 - 24" X 20' CPRC
1 - CONCRETE COLLAR
1 - APRON ENDWALL

STA. 813+38 LT
REMOVE CE
1 - REMOVE SMALL PIPE CULVERT
SAW CUT REQ'D AT RW, 100' LT

PEDERSON DRIVE

S78° 12' 33"E

PT: 9135.32'PD'

PI: 9168.30'PD'

STA. 817+08, 55' LT
ROTATE SANITARY MANHOLE CONE
SO COVER IS NOT LOCATED IN THE
CURB HEAD

STA. 818+90 LT
REMOVE CE
2 - REMOVE SMALL PIPE CULVERT
SAW CUT REQ'D APPROX. 118' LT. LOCATE
CUT TO FORM CONTINUOUS PAVED EDGE
FROM CORNERS OF EXISTING PARKING
LOT AS DIRECTED BY THE ENGINEER.

PROPOSED
SLOPE INTERCEPT

USH 63 STA. 816+92.40 =
PEDERSON DRIVE STA. 10+00.00'PD
(INTERSECTION TYPE 'B2')

814 816 818 820

USH 63
N24° 04' 43"E

10'PD' 89°56'1" 10'ID'

77°42'44"

USH 63 STA. 817+05.95 =
N. INDUSTRIAL DRIVE STA. 10+00.00'ID'

NORTH INDUSTRIAL DRIVE

S89° 59' 15"E

11'ID'

CENTURYLINK

6341

CHARTER

RIGHT-OF-WAY

TEMP. EASEMENT

PROPOSED
SLOPE INTERCEPT

END GRADING
STA. 816+68.2 RT

STA. 813+04 RT
REMOVE 24" X 4' CPRC
1 - 24" X 14' CPRC
1 - CONCRETE COLLAR
1 - APRON ENDWALL

5

5

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6341	817+57.42	51.59	1237.30	RED CAPPED REBAR

1260
1250
1240
1230
1220

PROPOSED
GRADE LINE

EXISTING
GRADE LINE

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

1237.38	**1237.50**	1237.40	**1237.53**	1237.44	**1237.57**	1237.64	**1237.76**	1237.65	**1237.77**	1237.74	**1237.87**	1237.62	**1237.75**	1237.67	**1237.79**	1237.65	**1237.78**	1237.71	**1237.83**	1237.87	**1238.00**	1237.86	**1237.99**	1238.04	**1238.17**	1237.95	**1238.07**	1237.96	**1238.09**	1238.10	**1238.22**
813		+50		814		+50		815		+50		816		+50		817		+50		818		+50		819		+50		820		820	

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 220	E

END GRADING
STA. 820+74.1 LT

MATCHLINE STA. 820+50

MATCHLINE STA. 828+00

CENTURYLINK

WE ENERGIES

CAUTION

RIGHT-OF-WAY

STA. 823+87 LT
CLEANING CULVERT PIPE MINIMAL

STA. 824+42 LT
CLEANING CULVERT PIPE MINIMAL

STA. 827+80 LT
CLEANING CULVERT PIPE MINIMAL

RESTORE C.E.
(ASPHALT)

USH 63 STA. 824+11.76 =
TRAIL ACCESS STA. 10+00.00'T3'

90°0'0"

USH 63
N24° 04' 43"E

822 824 826

10'T3'

CENTURYLINK

CHARTER

SLOPE INTERCEPTS FOR
TRAIL ACCESS (TYP.)

RIGHT-OF-WAY

100' W

TRAIL ACCESS 11'T3'
S69° 55' 17"E

TEMP. EASEMENT

STA. 10+40'T3'
1 - 18" X 24' CPCS
2 - AEW'S REQ'D

5

5

'T3'

PROFILE

VPI STA 10+00.00	VPI STA 10+12.00	VPI STA 10+18.00	VPI STA 10+55.00	VPI STA 10+80.00	VPI STA 11+10.00
EL 1239.62	EL 1239.38	EL 1239.14	EL 1238.22	EL 1237.92	EL 1238.67

2.00% -2.50% -4.00% -1.19% 2.50%

1239.31	**1239.62**	1235.85	**1238.34**	1237.79	**1238.42**	1239.03

PROPOSED GRADE LINE

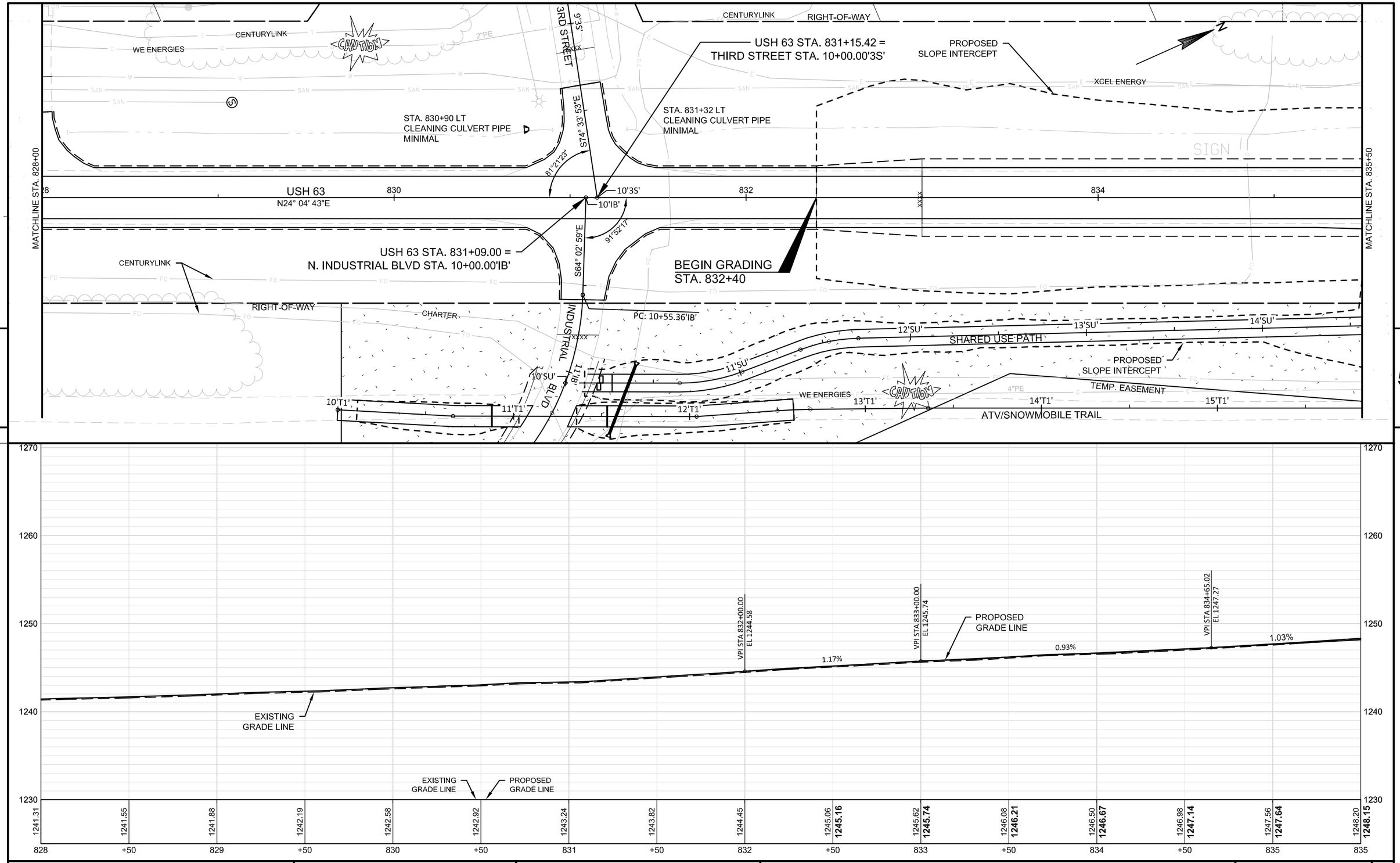
EXISTING GRADE LINE

EXISTING GRADE LINE

PROPOSED GRADE LINE

1238.10	**1238.22**	1238.14	**1238.26**	1238.08	**1238.20**	1238.32	**1238.45**	1238.58	**1238.71**	1238.77	**1238.89**	1238.97	**1239.10**	1239.25	**1239.37**	1239.49	**1239.61**	1239.71	**1239.83**	1239.94	**1240.07**	1240.35	**1240.48**	1240.64	**1240.77**	1240.87	**1241.00**	1241.10	**1241.23**	1241.31	**1241.43**
820		821		+50		822		+50		823		+50		824		+50		825		+50		826		+50		827		+50		828	

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 221 E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 222	E

RIGHT-OF-WAY

STA. 836+05
SEE STORM SEWER DETAILS

PROPOSED
SLOPE INTERCEPT

MATCHLINE STA. 835+50

MATCHLINE STA. 843+00

836 838 USH 63 N24° 04' 43"E 840 842

15'SU' 16'SU' 17'SU' 18'SU' 19'SU' 20'SU' 21'SU' 22'SU'

SHARED USE PATH

6342

RIGHT-OF-WAY

PROPOSED
SLOPE INTERCEPT

TEMP. EASEMENT

CHARTER

4"PE

WE ENERGIES

ATV/SNOWMOBILE TRAIL

16'T1' 17'T1' 18'T1' 19'T1' 20'T1' 21'T1'

CAUTION

5

5

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6342	840+58.82	53.24	1248.44	RED CAPPED REBAR

1270
1260
1250
1240
1230

VPC STA 836+36.86
VPC EL 1249.05

EXISTING
GRADE LINE

VPI STA 839+61.86
VPI EL 1252.41

VPT STA 842+86.86
VPT EL 1248.55

1.03%

1.19%

PROPOSED
GRADE LINE

VCL = 650.00

K = 292.84

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

1248.20	1248.71	1249.29	1249.74	1250.08	1250.48	1250.66	1250.73	1250.70	1250.52	1250.46	1250.32	1249.98	1249.57	1249.00	1248.39
1248.15	**1248.67**	**1249.18**	**1249.63**	**1250.00**	**1250.28**	**1250.48**	**1250.59**	**1250.61**	**1250.55**	**1250.40**	**1250.17**	**1249.85**	**1249.45**	**1248.96**	**1248.39**
835	836	+50	837	+50	838	+50	839	+50	840	+50	841	+50	842	+50	843

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 223	E

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

RIGHT-OF-WAY

PROPOSED SLOPE INTERCEPT

USH 63 STA. 845+80.49 = 1ST AVENUE STA. 10+00.00'1A'

USH 63 STA. 845+77.14 = WEST LAKE DRIVE STA. 10+00.00'WL'

MATCHLINE STA. 843+00

MATCHLINE STA. 850+50

1ST AVENUE

WEST LAKE DRIVE

ALLEY

2ND AVENUE

USH 63

STA. 859+75 - 860+67 LT
TERRACE SLOPE = 2.0%

STA.847+47
CONSTRUCT CE 35' WIDE
(ASPHALT)

PI STA = 847+30.97
Y = 537146.52
X = 731666.73
DELTA = 3°44'41"
L.C. BEARING = N22° 12' 23"E
D = 1°00'00"
T = 187.30
L = 374.47
R = 5729.58
SE = NORMAL CROWN

USH 63 STA. 849+86.45 = S. ATV TRAIL STA. 31+28.05'T1'

PC: 845+43.66

N89° 21' 35"E

89°26'46"

N24° 04' 43"E

10'1A'

10'WL'

65°38'58"

N20° 20' 02"E

90°00'

FT: 849+18.14

3.30' 28' 39° S 11.1'WL'

PROPOSED SLOPE INTERCEPT

RIGHT-OF-WAY

SHARED-USE PATH

SNOWMOBILE/ATV TRAIL

TEMP. EASEMENT

CHARTER

WE ENERGIES

CENTURYLINK

PC: 11+12.17 WL

CAUTION

23'SU'
24'SU'
26'SU'
27'SU'
28'SU'
29'SU'
31'T1'
24'T1'
25'T1'
26'T1'
27'T1'
28'T1'
29'T1'
30'T1'

STA 844+40.00
EL 1246.73

STA 847+30.00
EL 1243.15

-1.19%
-1.24%
-0.93%

EXISTING GRADE LINE
PROPOSED GRADE LINE

1248.39	**1248.39**	1247.79	**1247.80**	1247.19	**1247.21**	1246.57	**1246.61**	1245.96	**1245.99**	1245.32	**1245.37**	1244.80	**1244.76**	1244.13	**1244.14**	1243.59	**1243.52**	1242.97	**1242.96**	1242.46	**1242.50**	1241.95	**1242.03**	1241.48	**1241.56**	1241.10	**1241.10**	1240.73	**1240.63**	1240.32	**1240.17**
843+00		843+50		844+00		844+50		845+00		845+50		846+00		846+50		847+00		847+50		848+00		848+50		849+00		849+50		850+00		850+50	

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 224 E

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

1ST STREET (LEWIS STREET)

USH 63 STA. 851+25.36 = 1ST STREET STA. 10+00.00'1S'

PROPOSED SLOPE INTERCEPT

STA. 853+34 - 853+52 LT CONCRETE CURB PEDESTRIAN. ADJUST TOP OF CURB HEIGHT TO 2-INCHES ABOVE INLET GRATE ELEVATION AT BACK OF CURB.

STA. 853+52 - 853+91 LT CONCRETE BLOCK RETAINING WALL

STA. 853+91 - 854+75 LT CONCRETE CURB PEDESTRIAN

USH 63 STA. 855+46.68 = PARKING ENTRANCE STA. 10+00.00'P5'

USH 63 STA. 857+37.73 = 4TH AVENUE STA. 10+00.00'4A'

STA. 857+99 LT CONSTRUCT CE 35' WIDE

RIGHT-OF-WAY

TEMP. EASEMENT

PARKING ENTRANCE

1ST STREET S19° 03' 47"E

4TH AVENUE S89° 44' 20"E

MATCHLINE STA. 850+50

MATCHLINE STA. 858+00

USH 63 N20° 20' 02"E

10'15'

10'P1'

10'P5'

10'4A'

10'P2'

90°00'00"

80°36'10"

90°12'2"

68°34'48"

XCEL ENERGY

SHARED-USE PATH

WE ENERGIES RIGHT-OF-WAY

CHARTER

30'SU'

31'SU'

32'SU'

33'SU'

34'SU'

35'SU'

36'SU'

37'SU'

CAUTION

USH 63 STA. 853+52.99 = PARKING ENTRANCE STA. 10+00.00'P1'

PROPOSED SLOPE INTERCEPT

STA. 33+25 - 33+50'SU' RT CONCRETE BLOCK RETAINING WALL AND CHAIN LINK FENCE 4-FT

USH 63 STA. 857+16.09 = PARKING ENTRANCE STA. 10+00.00'P2'

5

5

VCL = 300.00
K = 215.03

EXISTING GRADE LINE

VPC STA 851+00.00
VPC EL 1239.70

VPI STA 852+50.00
VPI EL 1238.30

VPC STA 854+00.00
VPC EL 1238.99

VPI STA 855+00.00
VPI EL 1239.46

VPT STA 856+00.00
VPT EL 1238.64

VCL = 200.00
K = 128.99

-0.81%

VPC STA 856+84.00
VPC EL 1237.96

VPI STA 857+84.00
VPI EL 1237.15

PROPOSED GRADE LINE

VPT STA 854+00.00
VPT EL 1238.99

VCL = 200.00
K = 156.92

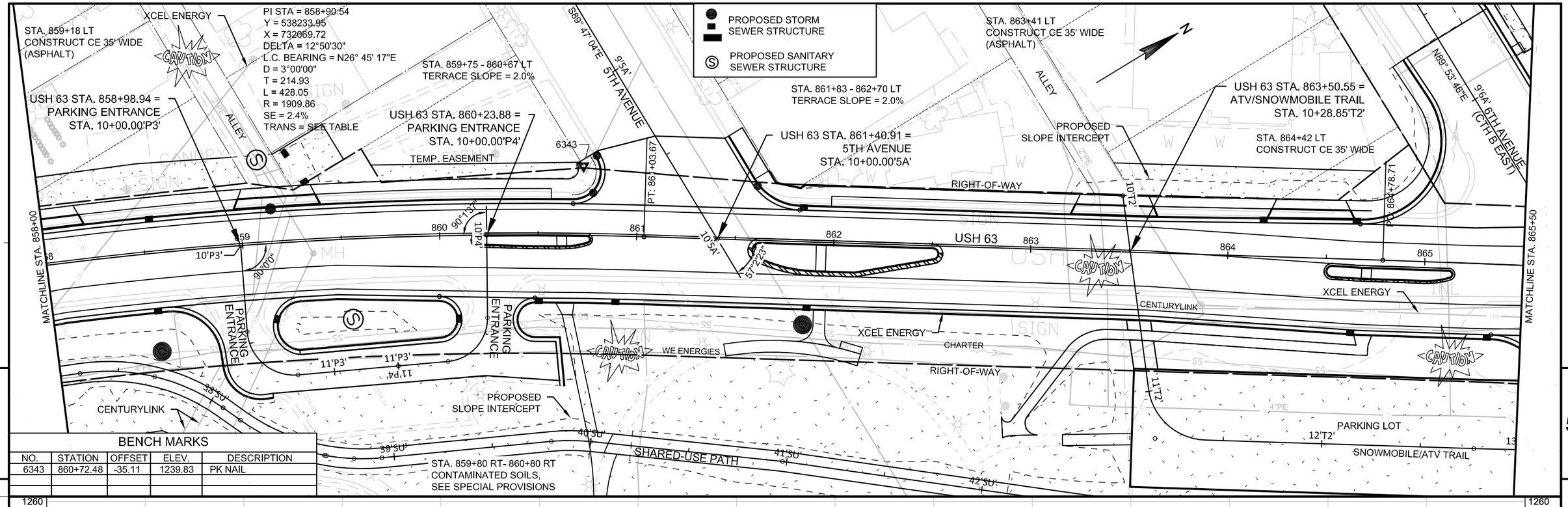
EXISTING GRADE LINE

PROPOSED GRADE LINE

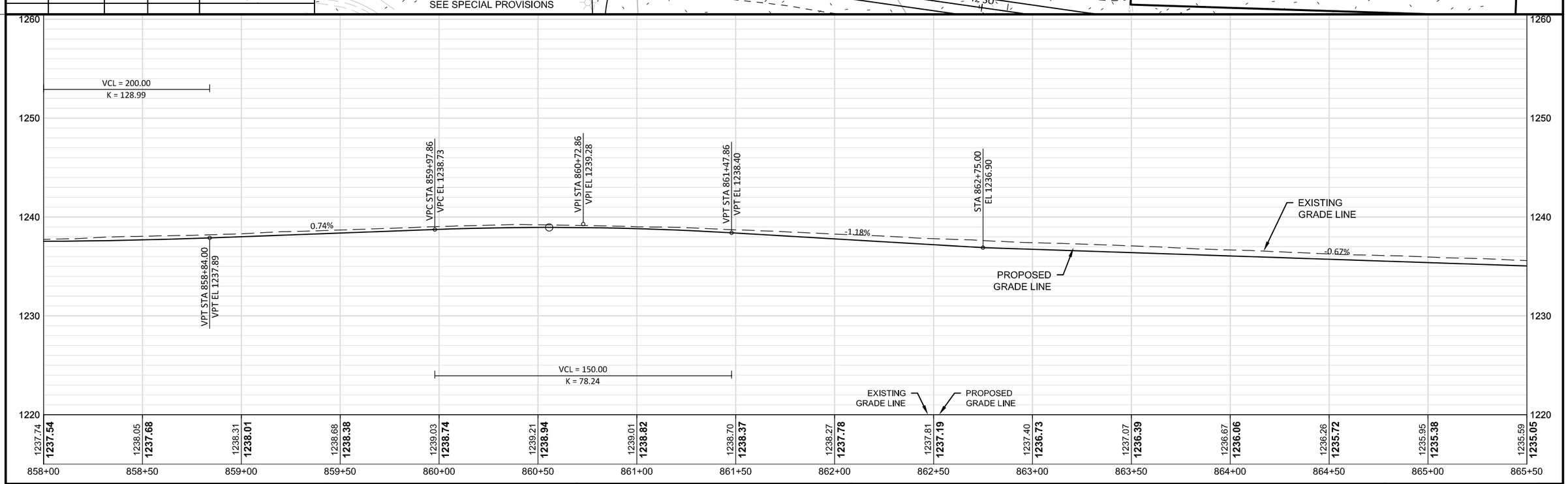
1240.32	1240.02	1239.62	1239.32	1239.20	1239.08	1239.13	1239.21	1239.30	1239.19	1239.02	1238.78	1238.42	1238.05	1237.84	1237.74
1240.17	**1239.70**	**1239.29**	**1239.00**	**1238.82**	**1238.76**	**1238.82**	**1238.99**	**1239.15**	**1239.14**	**1238.97**	**1238.64**	**1238.24**	**1237.84**	**1237.59**	**1237.54**
850+50	851+00	851+50	852+00	852+50	853+00	853+50	854+00	854+50	855+00	855+50	856+00	856+50	857+00	857+50	858+00

1260 1250 1240 1230 1220

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 225	E



BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6343	860+72.48	-35.11	1239.83	PK NAIL



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 226	E

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

PI STA = 866+76.83
Y = 538893.59
X = 732500.97
DELTA = 2°58'17"
L.C. CHORD = N34°39'41"E
D = 0°45'00"
T = 198.13
L = 396.17
R = 7639.44
SE = NORMAL CROWN

STA. 866+76 - 868+55 LT
CONCRETE CURB & GUTTER
30-INCH TYPE L

STA. 867+76.0 - 868+29.1 LT
MGS GUARDRAIL TERMINAL EAT

STA. 868+29.1 - 869+41.6 LT
MGS GUARDRAIL 3

STORM SEWER OUTFALL / SLOPE REPAIR
SEE STORM SEWER DETAILS

STA. 868+71.5 - 874+82.5 LT
SALVAGE GUARDRAIL

STA. 869+41.6 - 872+91.6 LT
MGS GUARDRAIL 3 K

STA. 872+91.6 - 874+54.1 LT
MGS GUARDRAIL 3

N

USH 63 STA.865+77.82 =
6TH AVE STA. 10+00.00'6A' =
PARKING ENTRANCE STA. 10+00.00'P6'

6TH AVENUE (CTH B WEST)

TEMP. EASEMENT

PT STA 868+74.87

RIGHT-OF-WAY

PROPOSED SLOPE INTERCEPT

MATCHLINE STA. 865+50.00

MATCHLINE STA. 873+00.00

866 867 868 869 870 871 872

USH 63

N36°08'49"E

90°0'0"

58°34"

XCEL ENERGIES

USH 63 STA. 869+65.98 =
PLAYGROUND DRIVE STA. 10+00.00'PG'

PLAYGROUND DRIVE 11'PG'

S35°51'11"E

RIGHT-OF-WAY

WE ENERGIES

PARKING ENTRANCE 11'P6'

S56°02'39"E

STA. 865+78 - 866+18 RT
REMOVE BUILDING

PARKING LOT

14'T2'

STA. 867+03 - 867+66 RT
REMOVE BUILDING

CAUTION

PROPOSED SLOPE INTERCEPT

4" PP

15'T2' 16'T2' 17'T2' 18'T2' 19'T2' 20'T2'

ATV/SNOWMOBILE TRAIL

46'SU' 47'SU' 48'SU' 49'SU' 50'SU' 51'SU' 52'SU'

SHARED USE PATH

5 5

1260 1250 1240 1230 1220

VCL = 600.00

K = 409.97

EXISTING GRADE LINE

PROPOSED GRADE LINE

VPC STA 866+33.00
VPC EL 1234.49

VPI STA 869+33.00
VPI EL 1232.46

VPT STA 872+33.00
VPT EL 1234.83

EXISTING GRADE LINE

PROPOSED GRADE LINE

1235.59	**1235.05**	865+50
1235.14	**1234.71**	866+00
1234.74	**1234.38**	866+50
1234.45	**1234.09**	867+00
1234.08	**1233.86**	867+50
1233.88	**1233.70**	868+00
1233.84	**1233.60**	868+50
1233.90	**1233.56**	869+00
1233.88	**1233.57**	869+50
1233.90	**1233.65**	870+00
1233.99	**1233.79**	870+50
1234.13	**1234.00**	871+00
1234.30	**1234.26**	871+50
1234.55	**1234.58**	872+00
1234.96	**1234.96**	872+50
1235.33	**1235.36**	873+00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 227	E

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

STA. 874+54.1 - 875+07.2 LT
MGS GUARDRAIL TERMINAL EAT

PROPOSED SLOPE INTERCEPT

RIGHT-OF-WAY

STA. 876+92 LT
CONSTRUCT CE.
SEE INTERSECTION DETAILS

TEMP. EASEMENT

STA. 879+38 LT
CONSTRUCT CE 35' WIDE

TEMP. EASEMENT

CENTURYLINK

MATCHLINE STA. 873+00.00

MATCHLINE STA. 880+50.00

873 874 875 USH 63 876 877 878 879 880

N36°08'49"E

CENTURYLINK

XCEL ENERGY

USH 63 STA. 874+37.95 =
PETERSON COURT
STA. 10+00.00'PC'

PETERSON COURT

S53°51'11"E

PROPOSED SLOPE INTERCEPT

STA. 876+98
CONSTRUCT CE 35' WIDE
RIGHT-OF-WAY

STA. 877+48 RT
REMOVE CE

STA. 878+31 RT
REMOVE CE

STA. 879+33 RT
REMOVE CE

COMMERCIAL ENTRANCE
(EARLEY AUTOBODY)

9'C2'

WE ENERGIES

STA. 877+50 - 877+70, RT
CONTAMINATED SOILS, SEE
SPECIAL PROVISIONS

4" PE

21'T2' 22'T2' 23'T2' 24'T2' 25'T2' 26'T2' 27'T2'

53'SU' 54'SU' 55'SU' 56'SU' 57'SU' 58'SU'

11'PC'

ATV / SNOWMOBILE TRAIL

SHARED-USE PATH

5

5

1260 1250 1240 1230 1220

STA 874+00.00
EL 1236.15

0.79%

1.22%

VPC STA 875+96.00
VPC EL 1238.54

EXISTING GRADE LINE

VPI STA 878+64.00
VPI EL 1241.82

PROPOSED GRADE LINE

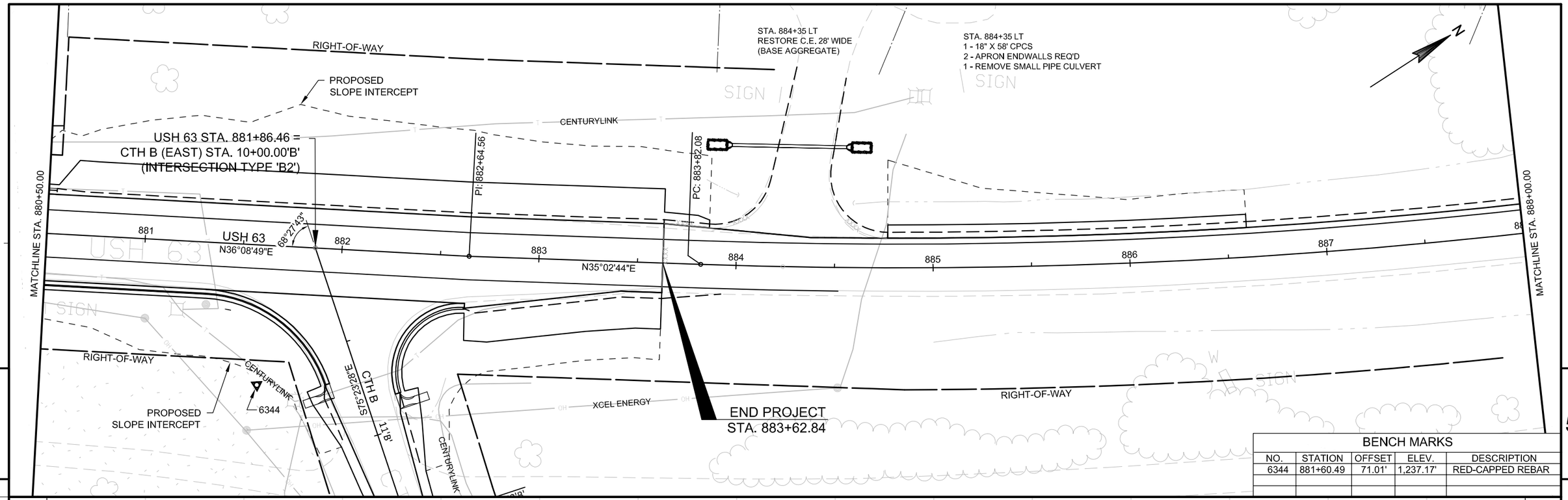
VCL = 536.00

K = 502.55

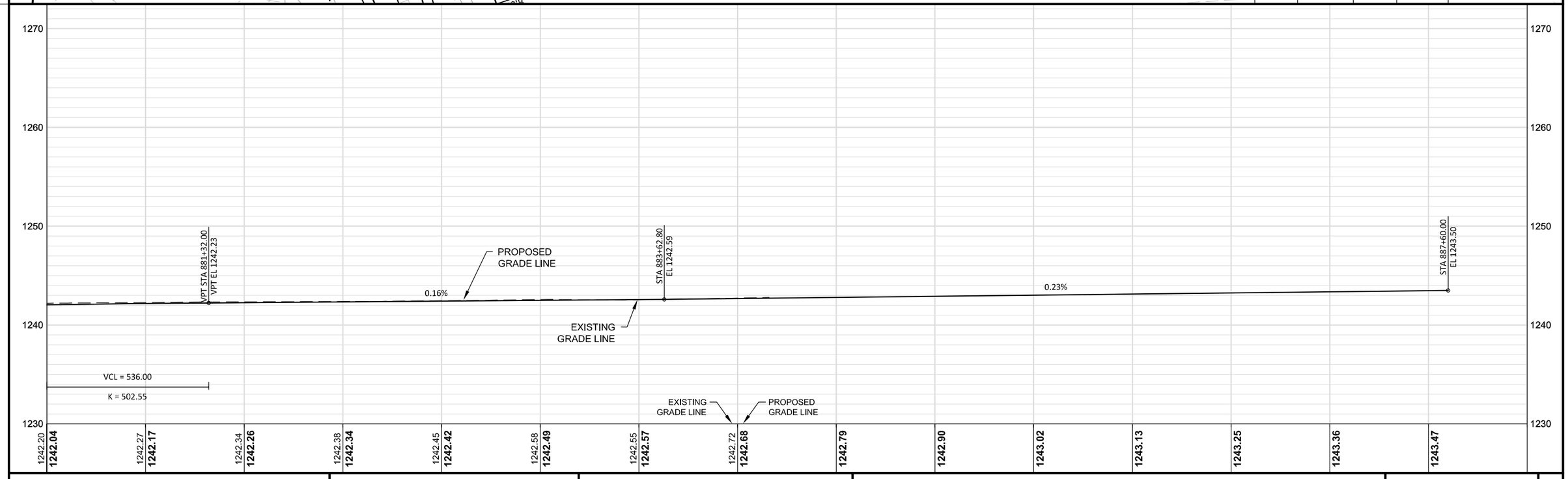
EXISTING GRADE LINE

PROPOSED GRADE LINE

| | | |



BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
6344	881+60.49	71.01'	1,237.17'	RED-CAPPED REBAR



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET 229	E

USH 63 STA. 789+02.74 =
CTH D STA. 10+00.00'D'
(INTERSECTION TYPE 'A2') =
HILLTOP ROAD STA. 10+00.00'HT'
(INTERSECTION TYPE 'B2')

SEE STORM SEWER DETAIL SHEETS

CENTURYLINK

PROPOSED SLOPE INTERCEPT

RIGHT-OF-WAY

STA. 10+53.8'D'
REMOVE SMALL PIPE CULVERT

STA. 11+34'D' LT
CONSTRUCT TRAIL ACCESS 10' WIDE
(BASE AGGREGATE)

SHAPE FINISHED SLOPE TO DRAIN EAST

PCC: 11+60.55'D'

PC 10+72.66'D

CHARTER

11'D'

12'D'

CTH D

13'D'

PT: 13+06.24'D'

SHAPE DITCH TO DRAIN EAST

WE ENERGIES

CENTURYLINK

RIGHT-OF-WAY

PROPOSED SLOPE INTERCEPT

STA. 11+23'D' RT
CONSTRUCT TRAIL ACCESS 10' WIDE
(BASE AGGREGATE)

66°12'9"

S87° 19' 18"E

68°35'59"

USH 63

789

790

788

N24° 04' 43"E

9'HT'

8'HT'

S89° 43' 07"E

HILLTOP ROAD

XCEL ENERGY

EXCEL ENERGY

PI STA = 12+35.88'D'
Y = 531789.14
X = 729520.91
DELTA = 35°56'39"
L.C. BEARING = S57° 03' 58.3"E
D = 24°40'22"
T = 75.33
L = 145.68
R = 232.22
PC STA = 11+60.55'D'
PT STA = 13+06.24'D'

N

END CONSTRUCTION
STA. 11+55.06'D'
(SAW CUT REQ'D)

VCL = 50.00
K = 28.20

VPI STA 10+00.00'D'
EL 1238.21

VPI STA 10+25.80'D'
EL 1237.71

VPI STA 11+55.06'D'
EL 1238.76

-1.94%

-0.62%

1.16%

VPC STA 10+25.80'D'
VPC EL 1237.71

VPI STA 10+50.80'D'
VPI EL 1237.56

VPT STA 10+75.80'D'
VPT EL 1237.84

EXISTING GRADE LINE

PROPOSED GRADE LINE

EXISTING GRADE LINE

PROPOSED GRADE LINE

1238.09 **1238.21**
1237.59 **1237.66**
1238.29 **1238.12**
1238.70 **1238.70**
1239.12
1239.14
1239.04

1260
1250
1240
1230
1220

9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50 16+00 16+50

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: CTH D	SHEET 230	E

N

STA. 5+65'HT' LT
CONSTRUCT FE (BASE AGGREGATE)
1 - 12" X 12' CPCS
2 - APRON ENDWALLS REQ'D

STA. 9+11.0'HT'
1 - 18" X 76' CPCS
2 - APRON ENDWALLS REQ'D
SKEW 16°04'07" LHF

STA. 9+55.6'HT'
REMOVE SMALL PIPE CULVERT

USH 63 STA.789+02.74 =
HILLTOP RD STA. 10+00.00'HT'
(INTERSECTION TYPE 'B2')=
CTH D STA. 10+00.00'D'
(INTERSECTIONTYPE 'A2')

PROPOSED
SLOPE INTERCEPT

RIGHT-OF-WAY

TEMP. EASEMENT

PI: 6+22.55'HT'

CENTURYLINK

CENTURYLINK

CHARTER

33.6'

32.4'

5'HT'

6'HT'

7'HT'

8'HT'

9'HT'

N89° 33' 58"E

HILLTOP ROAD
S89° 43' 07"E

CAUTION

790

789

788

66° 29'

68°35'59"

PC: 10+66.55'D'

PCC: 11+60.55'D'

S87° 19' 18"E

11'D'

CTH D

12'D'

WE ENERGIES

1 1/4"PE

XCEL ENERGY

USH 63
N24° 04' 43"E

XCEL ENERGY

TEMP. EASEMENT

RIGHT-OF-WAY

PROPOSED
SLOPE INTERCEPT

TEMP. EASEMENT

BEGIN CONSTRUCTION
STA. 4+97.00'HT'
(SAW CUT REQ'D)

5

5

1270
1260
1250
1240
1230

VPC STA 4+97.00'HT'
VPC EL 1255.83

-3.24%

VPI STA 6+12.00'HT'
VPI EL 1252.10

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

VPT STA 7+27.00'HT'
VPT EL 1246.05

-5.26%

VCL = 230.00
K = 113.83

VPC STA 8+02.98'HT'
VPC EL 1242.05

VCL = 140.00
K = 32.85

VPI STA 8+72.98'HT'
VPI EL 1238.37

VPT STA 9+42.98'HT'
VPT EL 1237.67

-1.00%

STA 9+59.88
EL 1237.50

1.77%

STA 9+99.98
EL 1238.21

1264.95	1262.44	1260.10	1257.86	1255.74	**1255.73**	1254.24	**1253.99**	1252.74	**1252.03**	1251.10	**1249.84**	1248.93	**1247.44**	1247.13	**1244.84**	1244.93	**1242.21**	1242.39	**1239.91**	1239.77	**1238.38**	1238.15	**1237.60**	1238.09
3+00	3+50	4+00	4+50	5+00		5+50		6+00		6+50		7+00		7+50		8+00		8+50		9+00		9+50		10+00	10+50

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: HILLTOP ROAD	SHEET 231	E

STA. 9+36'SE'
EXISTING 18" X 76' CPCM TO REMAIN
CLEANING PIPE CULVERT MINIMAL LT AND RT

USH 63 STA. 808+59.37 =
SCHOOL ENTRANCE STA. 10+00.00'SE'
(INTERSECTION TYPE 'B2')

TEMP. EASEMENT

8'SE' S69° 24' 15"E 9'SE'
SCHOOL ENTRANCE

TEMP. EASEMENT

SHAPE TERRACE WIDTH BEHIND
CURB AS SHOWN IN THE CROSS
SECTIONS

BEGIN CONSTRUCTION
STA. 8+25.40'SE'
(SAW CUT REQ'D)

PROPOSED
SLOPE
INTERCEPT

RIGHT-OF-WAY

CENTURYLINK

XCEL ENERGY

809

86°31'1"

USH 63
N24° 04' 43"E

808

RIGHT-OF-WAY

PROPOSED
SLOPE INTERCEPT

CHARTER

TEMP. EASEMENT

CENTURYLINK

VCL = 50.00

K = 40.74

PROPOSED
GRADE LINE

VPI STA 9+73.70'SE'
EL 1237.45

1.55%

2.02%

0.32%

EXISTING
GRADE LINE

VPI STA 8+00.00'SE'
EL 1235.53

VPC STA 8+38.00'SE'
VPC EL 1235.65

VPI STA 8+63.00'SE'
VPI EL 1235.73

VPT STA 8+88.00'SE'
VPT EL 1236.12

VPI STA 10+00.00'SE'
EL 1237.98

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

1235.52

1235.53 **1235.53**

1235.73 **1235.71**

1236.36 **1236.31**

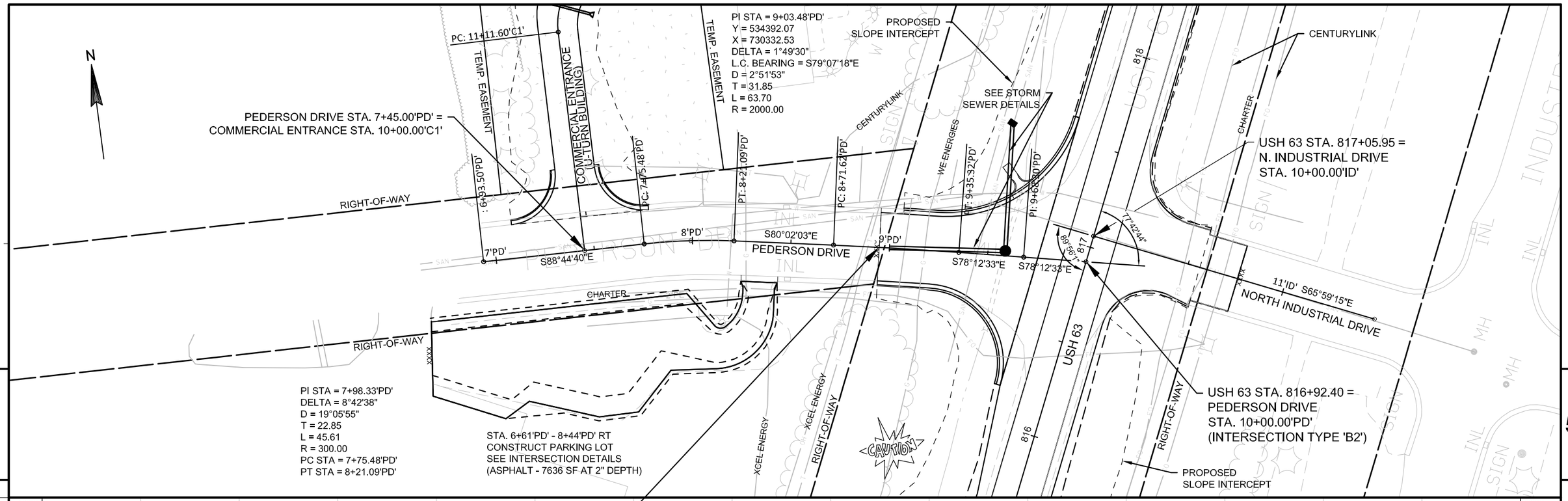
1237.14 **1237.08**

1237.98

1260
1250
1240
1230
1220

5+00 5+50 6+00 6+50 7+00 7+50 8+00 8+50 9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SCHOOL ENTRANCE	SHEET 232	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: PEDERSON DRIVE	SHEET 233	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050107_PP_PEDERSON_DRIVE.DWG PLOT DATE : 7/29/2014 11:53 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : [illegible]
WISDOT/CADDS SHEET 44

PEDERSON DRIVE STA. 7+45.00'PD' =
U-TURN ENTRANCE STA. 10+00.00'C1'

N

PARKING LOT
(SEE INTERSECTION DETAILS)

PI STA = 7+98.33'PD'
Y = 534410.28
X = 730228.88
DELTA = 8°42'38"
L.C. BEARING = S84°23'21"E
D = 19°05'55"
T = 22.85
L = 45.61
R = 300.00

STA. 11+25'C1'
1 - 12" X 34' CPCS
2 - AEW'S REQ'D

PROPOSED
SLOPE INTERCEPT

PI STA = 11+45.32'C1'
Y = 534556.76
X = 730177.30
DELTA = 87°52'22"
L.C. BEARING = N44°37'20"E
D = 163°42'08"
T = 33.72
L = 53.68
R = 35.00

RIGHT-OF-WAY
TEMP. EASEMENT
PC 11+11.60'C1'
TEMP. EASEMENT
N0°41'09"E
11'C1'
COMMERCIAL ENTRANCE
(U-TURN BUILDING)
PT 11+65.27'C1'
N88°33'31"E
11+93.94'C1'
PROPOSED
SLOPE INTERCEPT
TEMP. EASEMENT
RIGHT-OF-WAY
CHANNEL
89°25'49"
S88°44'40"E
7'PD'
6+93.50'PD'
PC 7+75.48'PD'
8'PD'
PT 8+21.09'PD'
PEDERSON DRIVE
S80°20'03"E
PC 8+71.62'PD'
9'PD'
XCEL ENERGY
XCEL ENERGY
CENTURYLINK
WE ENERGIES
CENTURYLINK
CAUTION
SIGN
A/C

BEGIN CONSTRUCTION
STA. 10+17.13'C1'

END CONSTRUCTION
STA. 11+83.94'C1'

PROPOSED
GRADE LINE

EXISTING
GRADE LINE

-2.89%
-0.22%
2.63%

VPI STA 10+00.00'C1'
EL 1235.35

VPI STA 10+17.10'C1'
EL 1234.85

VPI STA 11+83.94'C1'
EL 1234.49

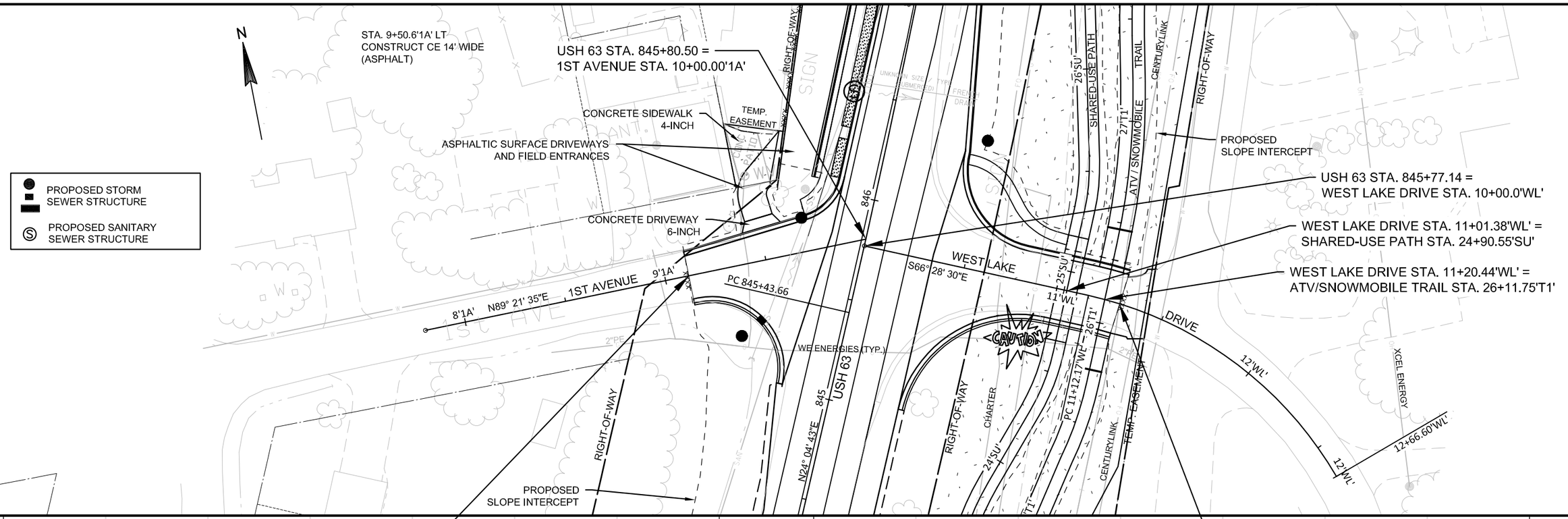
VPI STA 11+93.94'C1'
EL 1234.75

EXISTING GRADE LINE	PROPOSED GRADE LINE
1235.35	**1235.35**
1236.75	**1234.78**
1233.72	**1234.67**
1233.59	**1234.56**

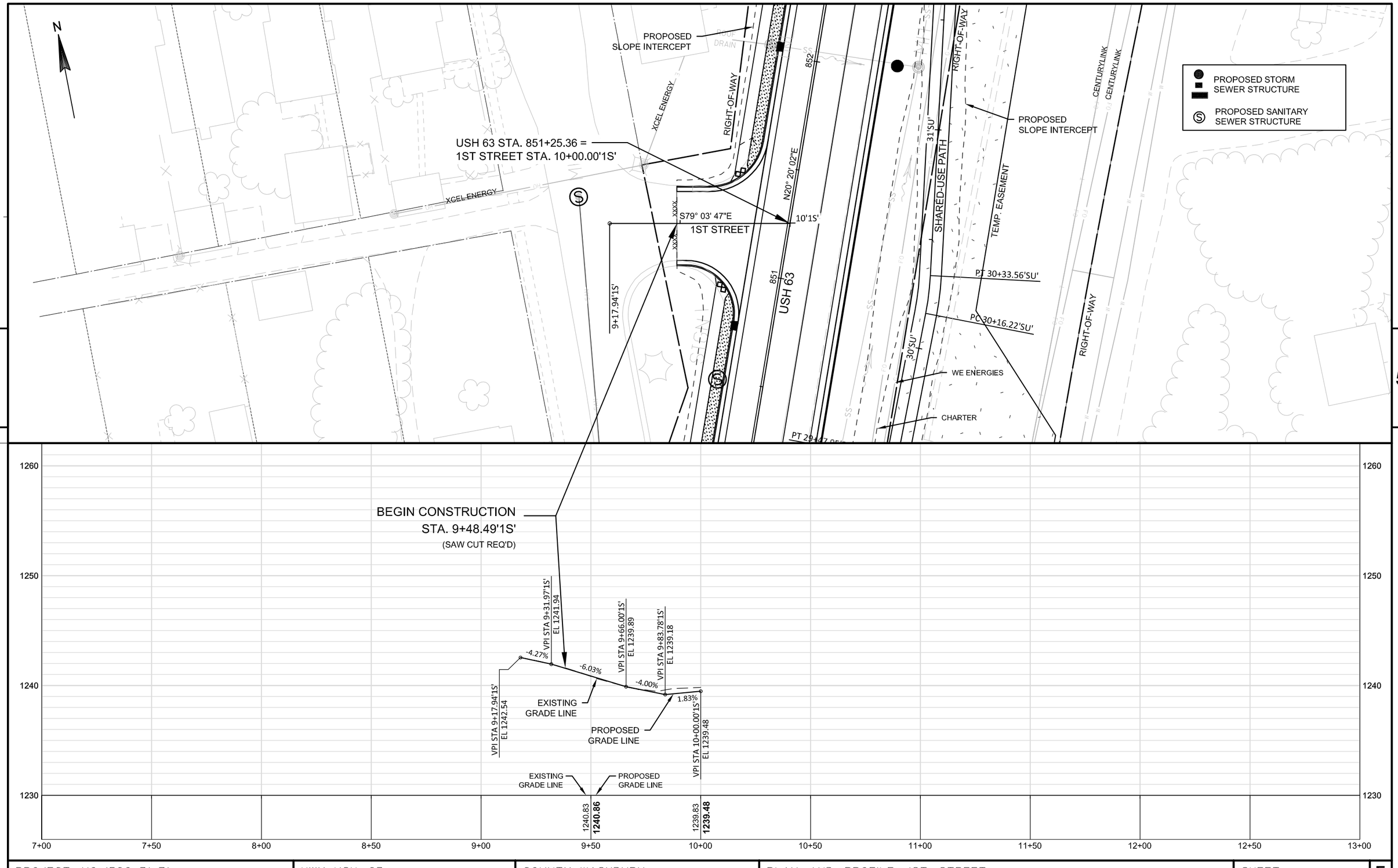
1260 1250 1240 1230 1220

8+00 8+50 9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET 234	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 1ST AVENUE / WEST LAKE DRIVE	SHEET 235 E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 1ST STREET	SHEET 236	E

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

N

PROPOSED SLOPE INTERCEPT

TEMP. EASEMENT

RIGHT-OF-WAY

PARKING ENTRANCE

S69° 39' 58"E

9+03.10'P5'

4TH AVENUE

S89° 44' 20"E

PC: 856+75.61

XCEL ENERGY

853 854 N20° 20' 02"E 855 856 857 858

USH 63

USH 63 STA. 853+52.99 = PARKING ENTRANCE STA. 10+00.00'P1'

USH 63 STA. 855+46.68 = PARKING ENTRANCE STA. 10+00.00'P5'

USH 63 STA. 857+16.10 = PARKING ENTRANCE STA. 10+00.00'P2'

S89° 15' 03"E

32'SU' 33'SU' 34'SU' 35'SU' 36'SU' 37'SU'

SHARED-USE PATH

CHARTER

WE ENERGIES

CAUTION

10+82.81'P1'

5

5

'P1' PROFILE

END CONSTRUCTION STA. 10+60.00'P1' (SAW CUT REQ'D)

BEGIN CONSTRUCTION STA. 9+60.00'P5' (SAW CUT REQ'D)

VPI STA 9+99.90'P1' EL 1238.83

VPC STA 10+42.69 VPC EL 1237.97

VPI STA 10+62.69 VPI EL 1237.57

VPT STA 10+82.69 VPT EL 1234.79

VPI STA 10+82.81'P1' EL 1234.77

-2.00%

-13.91%

EXISTING GRADE LINE

PROPOSED GRADE LINE

VCL = 40.00

K = 3.36

1239.14 **1238.83**

1237.81 **1237.75**

9+50 10+00 10+50 11+00

'P5' PROFILE

VPI STA 9+07.66'P5' EL 1244.64

VPI STA 9+29.01'P5' EL 1243.41

VPI STA 9+56.39'P5' EL 1240.63

VPI STA 9+74.00'P5' EL 1239.08

VPI STA 9+84.00'P5' EL 1238.68

VPI STA 10+00.00'P5' EL 1238.98

-5.76%

-10.16%

-8.78%

-4.00%

1.88%

1241.25 **1241.28**

1239.03 **1238.98**

9+00 9+50 10+00 10+50

'P2' PROFILE

END CONSTRUCTION STA. 10+65.00'P2' (SAW CUT REQ'D)

VPI STA 10+00.00'P2' EL 1237.75

VPI STA 10+31.78'P2' EL 1237.11

VPI STA 10+65.00'P2' EL 1236.43

-2.00%

-2.04%

1237.98 **1237.75**

1237.01 **1236.74**

1234.94

9+50 10+00 10+50 11+00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: PARKING ENTRANCE P1, P2, AND P5	SHEET 237	E

STA. 9+54 - 9+70'4A' LT
CONSTRUCT CE
(CONCRETE)

PROPOSED
SLOPE INTERCEPT

STA. 9+49.7'4A', 37.8 LT
INSTALL CLOSURE
GATE SYSTEM

8+07.93'4A'

USH 63 STA. 857+37.14 =
4TH AVENUE STA. 10+00.00'4A'

9'4A'

S89° 44' 20"E

4TH AVENUE

10'4A'

PROPOSED STORM
SEWER STRUCTURE

PROPOSED SANITARY
SEWER STRUCTURE

TEMP. EASEMENT

RIGHT-OF-WAY

USH 63

858

857

XCEL ENERGY

CHARTER

38'SU

CAUTION

SHARED-USE PATH

37'SU

PC 37+30.57'SU'

PROPOSED
SLOPE INTERCEPT

CENTURYLINK

CENTURYLINK

CENTURYLINK

WE ENERGIES

TEMP. EASEMENT

11+00.00'P2'

10'P2'

PC: 856+75.61

S68° 15' 03"E

PARKING ENTRANCE

11'P2'

36'SU

RIGHT-OF-WAY

TEMP. EASEMENT

RIGHT-OF-WAY

N20° 20' 02"E

SEEPAGE MANHOLE
(SAND BOTTOM TO
INLET OR DISCHARGE)

BLIND CONNECTION

N

5

5

BEGIN CONSTRUCTION
STA. 9+30.54'4A'
(SAW CUT REQ'D)

VPI STA 8+08.00'4A'
EL 1243.11

VPC STA 8+18.80'4A'
VPC EL 1242.93

VPI STA 8+58.80'4A'
VPI EL 1242.29

VPT STA 8+98.80'4A'
VPT EL 1240.96

PROPOSED
GRADE LINE

VPI STA 9+67.77'4A'
EL 1238.53

VPI STA 9+82.77'4A'
EL 1237.98

EXISTING
GRADE LINE

-1.61%

-3.33%

-3.68%

-1.97%

-3.66%

VCL = 80.00
K = 46.57

VPI STA 9+30.00'4A'
EL 1239.92

VPI STA 10+00.00'4A'
EL 1237.64

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

1242.27
1242.33

1240.89
1240.92

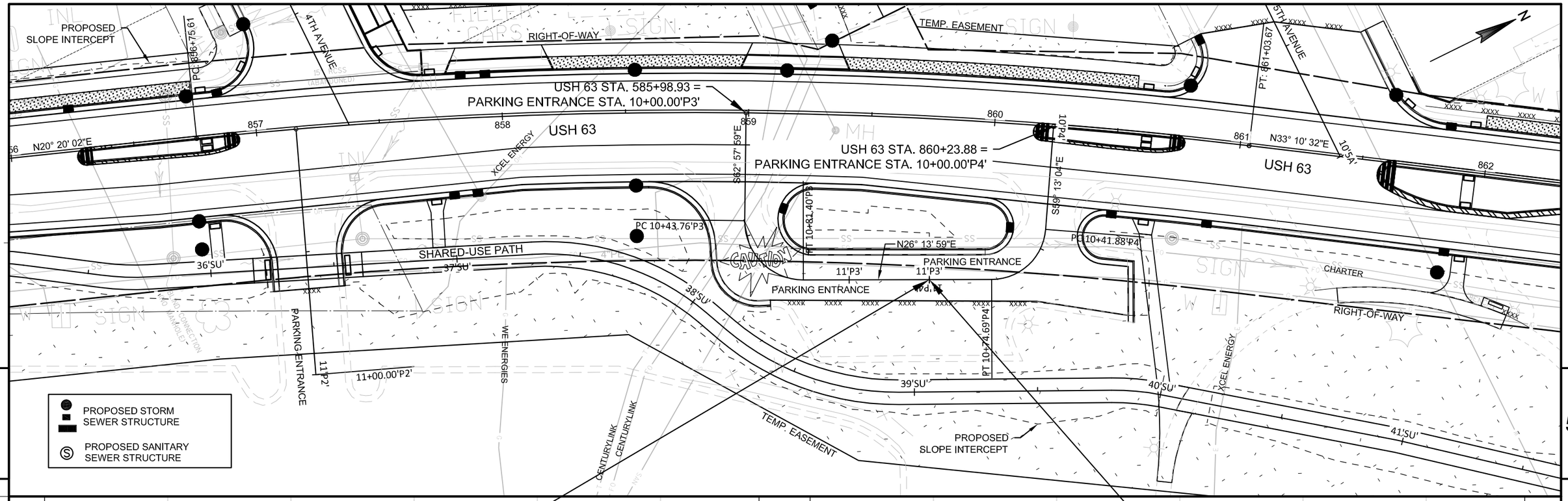
1239.26
1239.18

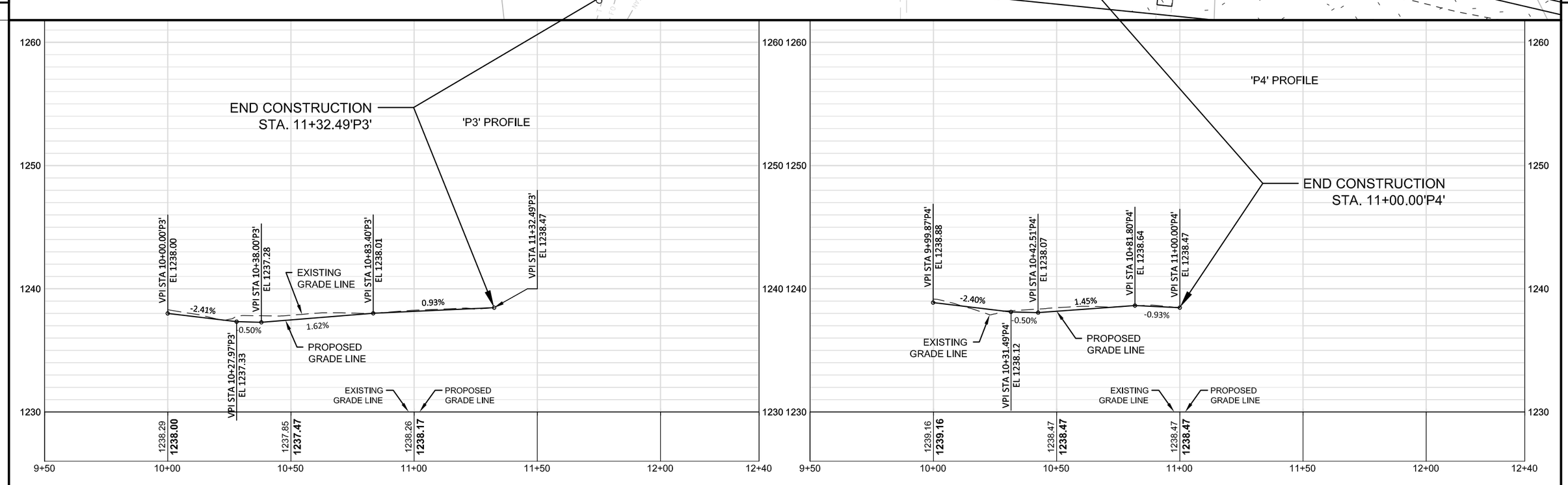
1237.90
1237.64

1260
1250
1240
1230

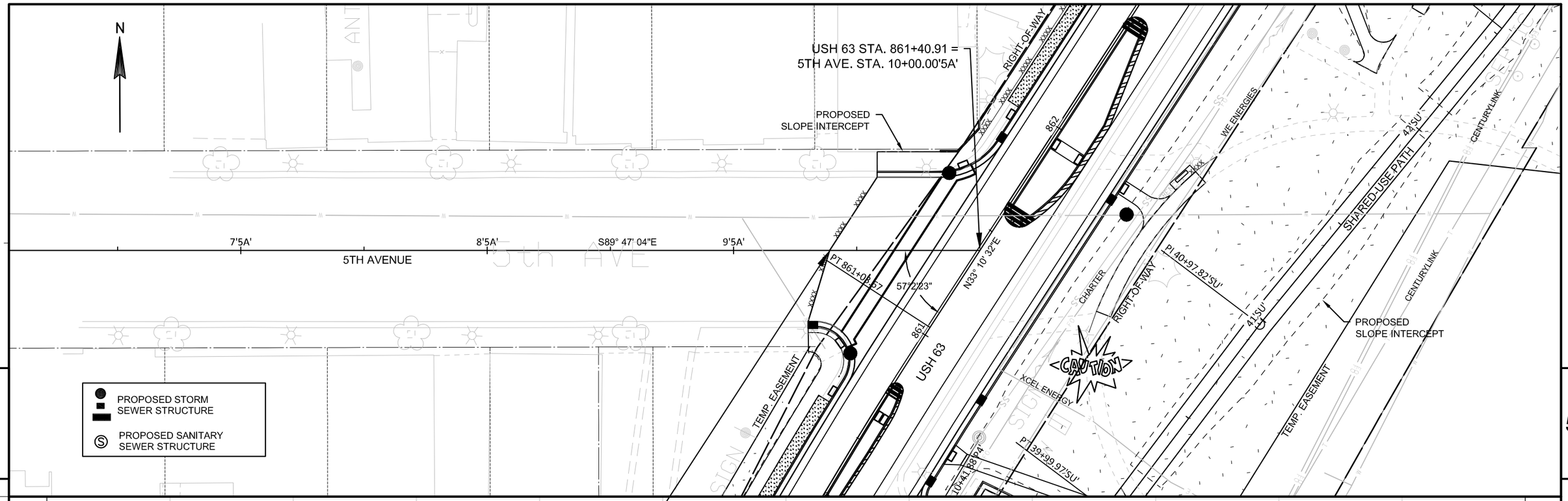
6+50 7+00 7+50 8+00 8+50 9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 4TH AVENUE	SHEET 238	E





PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: PARKING ENTRANCE 'P3' & 'P4'	SHEET 239 E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 5TH AVENUE	SHEET 240	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050114_PP_5TH_AVE.DWG PLOT DATE : 9/11/2014 1:14 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44

N

TEMP EASEMENT

RIGHT-OF-WAY

6+50.00'6A'

7'6A'

N89° 53' 46"E

8'6A'

9'6A'

6TH AVENUE

STA. 7+26'6A' - 9+24'6A' LT
CONSTRUCT CE
(ASPHALT)

USH 63 STA. 865+77.82 =
6TH AVE. STA. 10+00.00'6A'

TEMP. EASEMENT

RIGHT-OF-WAY

USH 63 STA.865+77.82 =
PARKING ENTRANCE STA. 10+00.00'P6'

XCEL ENERGY

PI 46+25.00'SU

46'SU

866

ATV/SNOWMOBILE TRAIL

SHARED-USE PATH

46'SU

RIGHT-OF-WAY

TEMP. EASEMENT

STA. 865+78 - 866+18 RT
REMOVE BUILDING

CENTURYLINK (TYP.)

STA. 6+94'6A' - 7+35'6A' RT
CONSTRUCT PARKING LOT
SEE INTERSECTION DETAIL
(ASPHALT)

CAUTION

RIGHT-OF-WAY

PROPOSED
SLOPE INTERCEPT

USH 63

PARKING ENTRANCE

S56° 02' 39"E 11'P6'

PC 864+78.11

865

TEMP. EASEMENT

N33° 10' 32"E

RIGHT-OF-WAY

WE ENERGIES

PI 44+49.20'SU

46'SU

11+55.97'P6'

PROPOSED
SLOPE INTERCEPT

CENTURYLINK (TYP.)

5

5

PROPOSED STORM
SEWER STRUCTURE

PROPOSED SANITARY
SEWER STRUCTURE

BEGIN CONSTRUCTION
STA. 6+90.39'6A'
(SAW CUT REQ'D)

END CONSTRUCTION
STA. 11+17.93'P6'

VCL = 40.00
K = 22.20

VCL = 134.00
K = 65.38

VCL = 40.00
K = 16.80

PROPOSED
GRADE LINE

EXISTING
GRADE LINE

-0.21%

1.59%

3.64%

1.26%

3.00%

5.00%

-2.00%

-2.00%

-2.00%

0.24%

VPC STA 6+85.66'6A'
VPC EL 1228.49

VPI STA 7+05.66'6A'
VPI EL 1228.45

VPT STA 7+25.66'6A'
VPT EL 1228.76

VPC STA 7+93.00'6A'
VPC EL 1229.84

VPI STA 8+60.00'6A'
VPI EL 1230.90

VPT STA 9+27.00'6A'
VPT EL 1233.34

VPC STA 9+32.00'6A'
VPC EL 1233.53

VPI STA 9+52.00'6A'
VPI EL 1234.25

VPT STA 9+72.00'6A'
VPT EL 1234.51

VPI STA 10+00.00'6A'
EL 1234.86

VPI STA 9+99.93'P6'
EL 1234.86

VPI STA 10+35.11'P6'
EL 1234.16

VPI STA 10+57.93'P6'
EL 1235.30

VPI STA 11+17.93'P6'
EL 1237.10

VPI STA 11+27.93'P6'
EL 1237.01

VPI STA 11+22.93'P6'
EL 1237.11

VPI STA 11+32.93'P6'
EL 1236.91

1250
1240
1230
1220

1228.50 **1228.51**
1228.51 **1228.50**
1229.16 **1229.15**
1229.93 **1229.95**
1231.02 **1230.99**
1232.41 **1232.42**
1234.36 **1234.08**
1235.35 **1234.86**

6+75 7+00 7+50 8+00 8+50 9+00 9+50 10+00 10+25

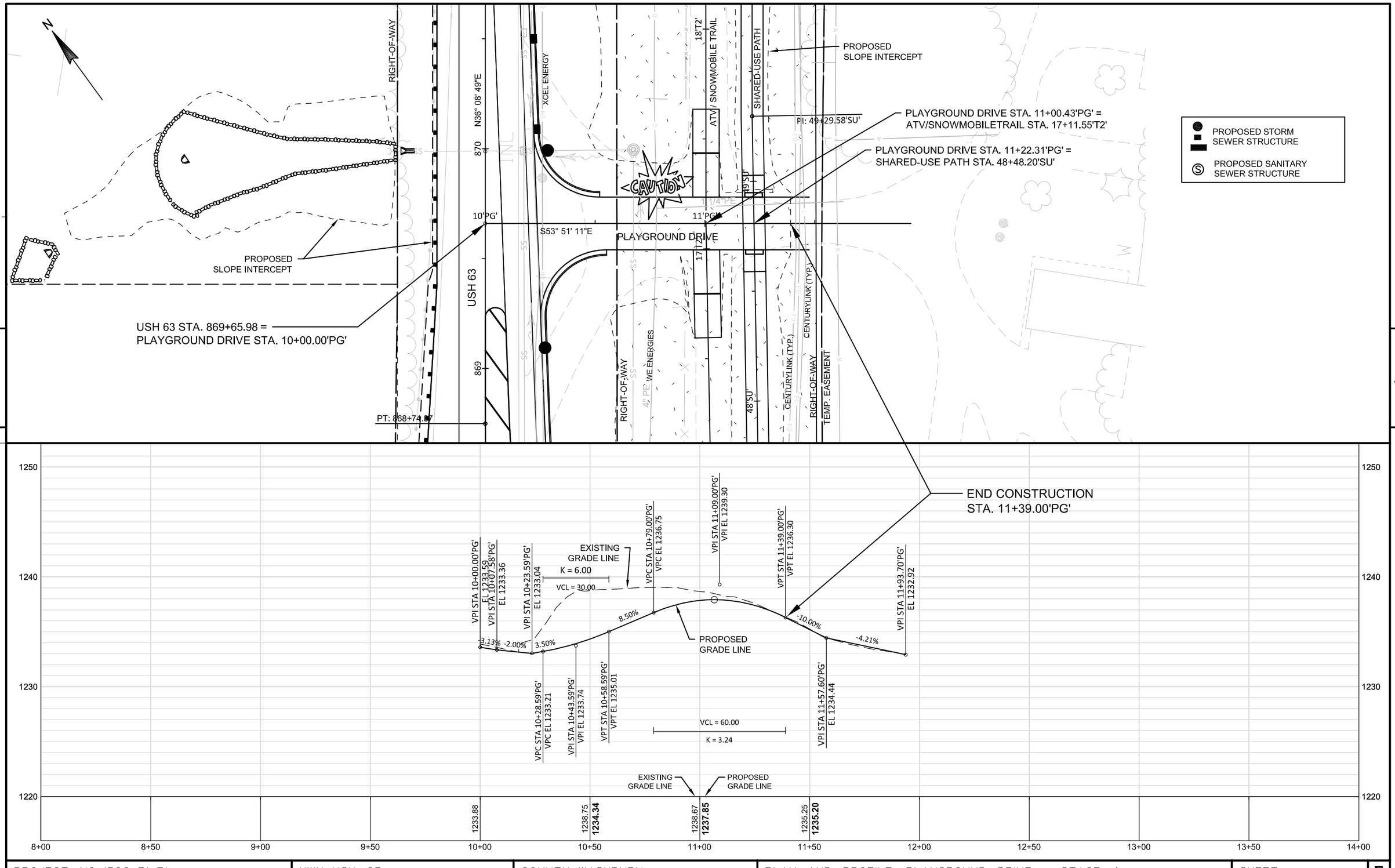
1235.35 **1234.86**
1238.73 **1234.90**
1238.48 **1236.56**
1234.55

9+50 10+00 10+50 11+00 11+50 11+75

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 6TH AVENUE/PARKING ENTRANCE 'R6'	SHEET 241 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050115_PP_6TH_AVE.DWG PLOT DATE : 9/11/2014 1:24 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF

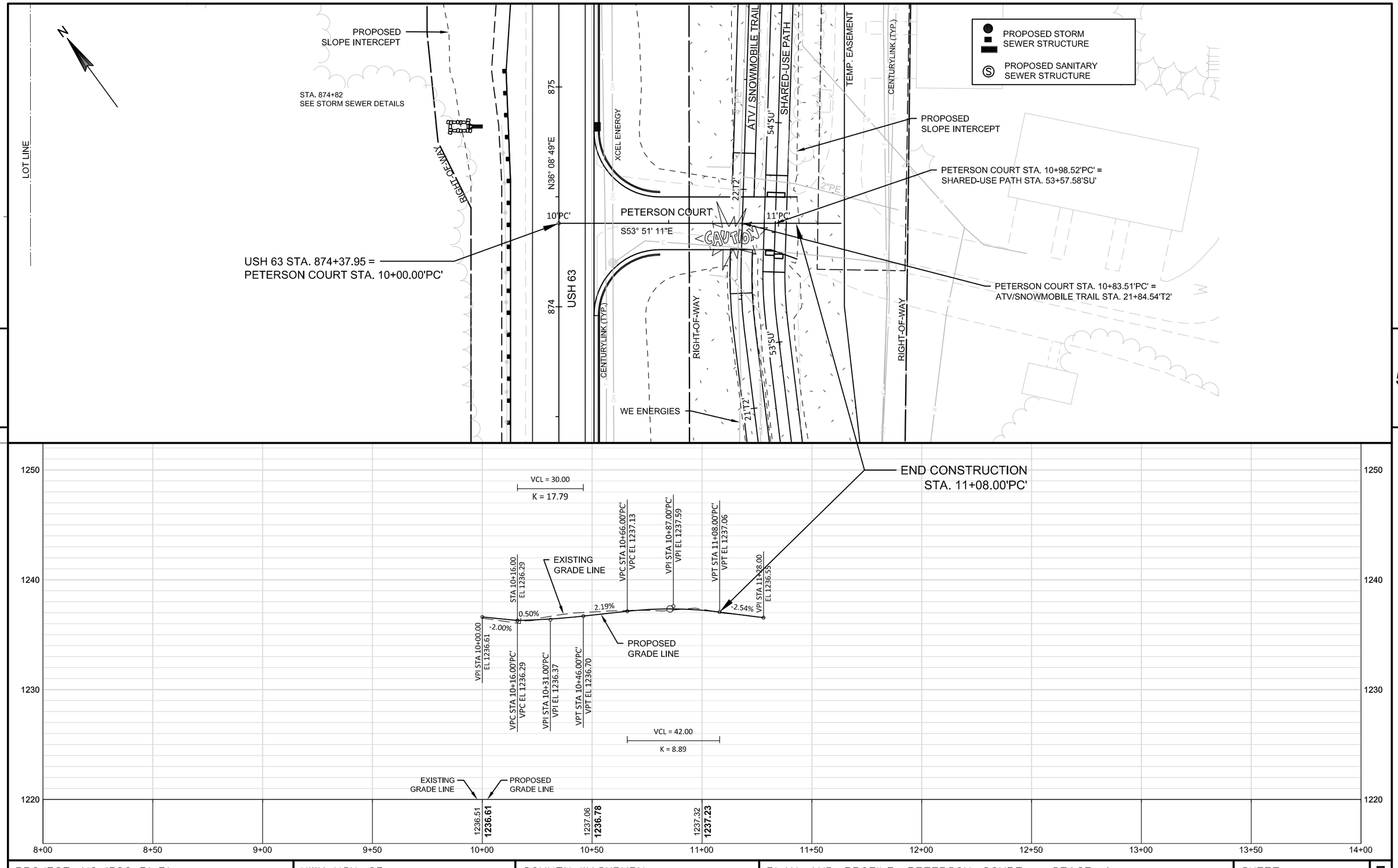
WISDOT/CADDS SHEET 44



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: PLAYGROUND DRIVE - STAGE 4	SHEET 242	E

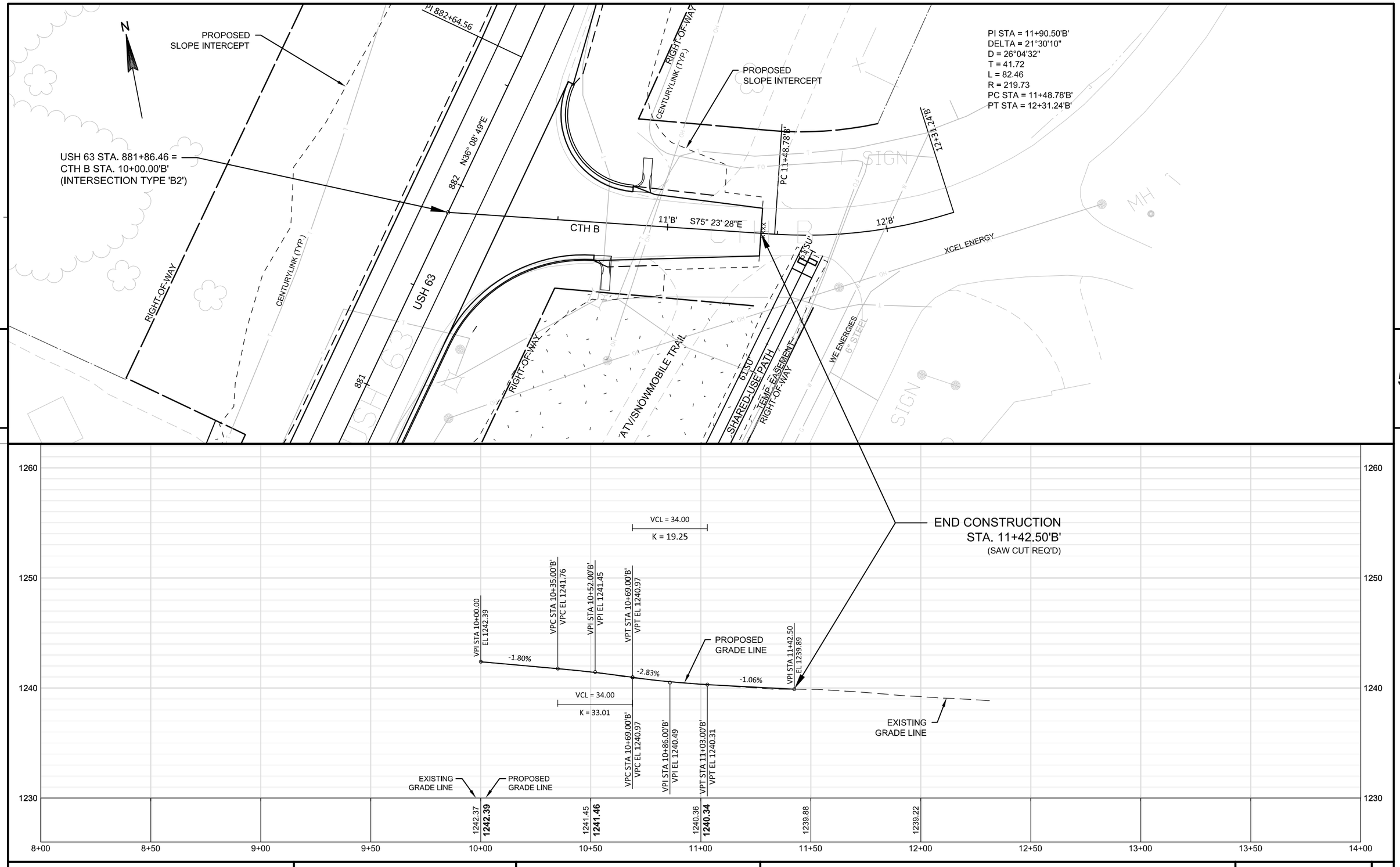
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050116_PP_PLAYGROUND.DWG PLOT DATE : 9/11/2014 1:39 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

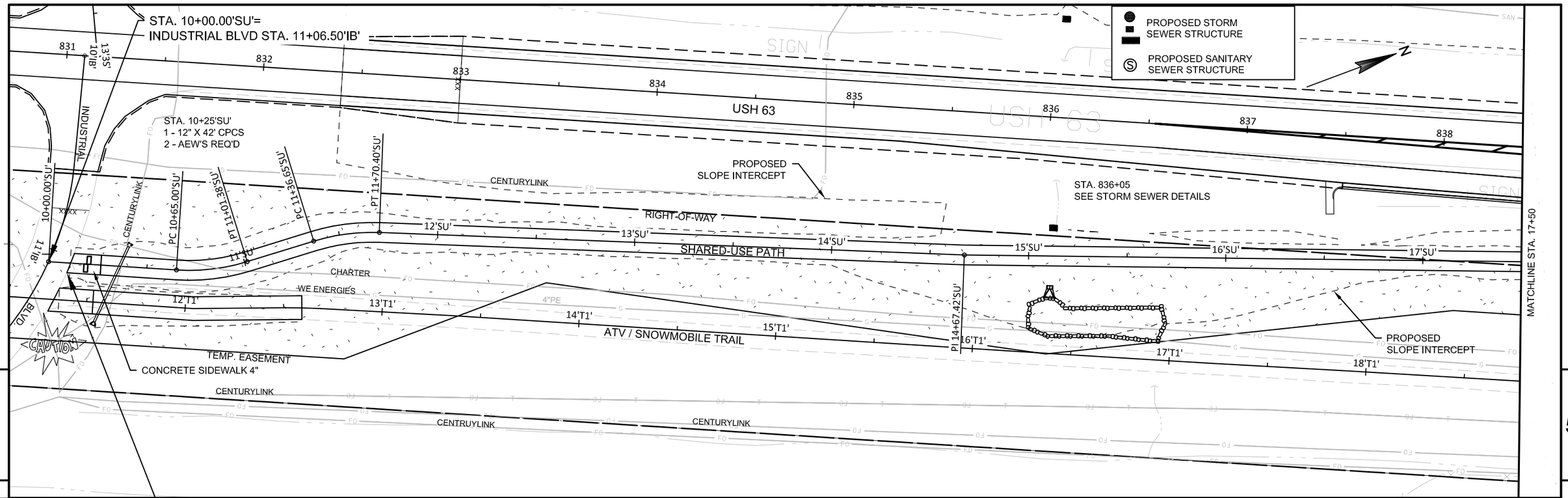


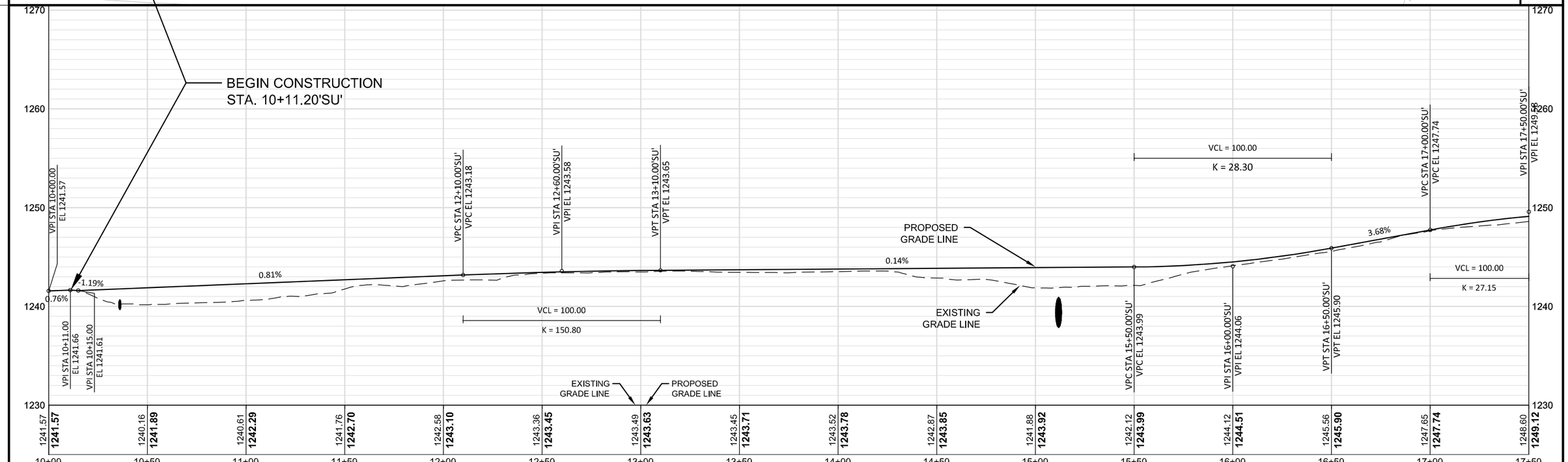
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: PETERSON COURT - STAGE 4	SHEET 243	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050117_PP_PETERSON.DWG PLOT DATE : 9/11/2014 1:49 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF

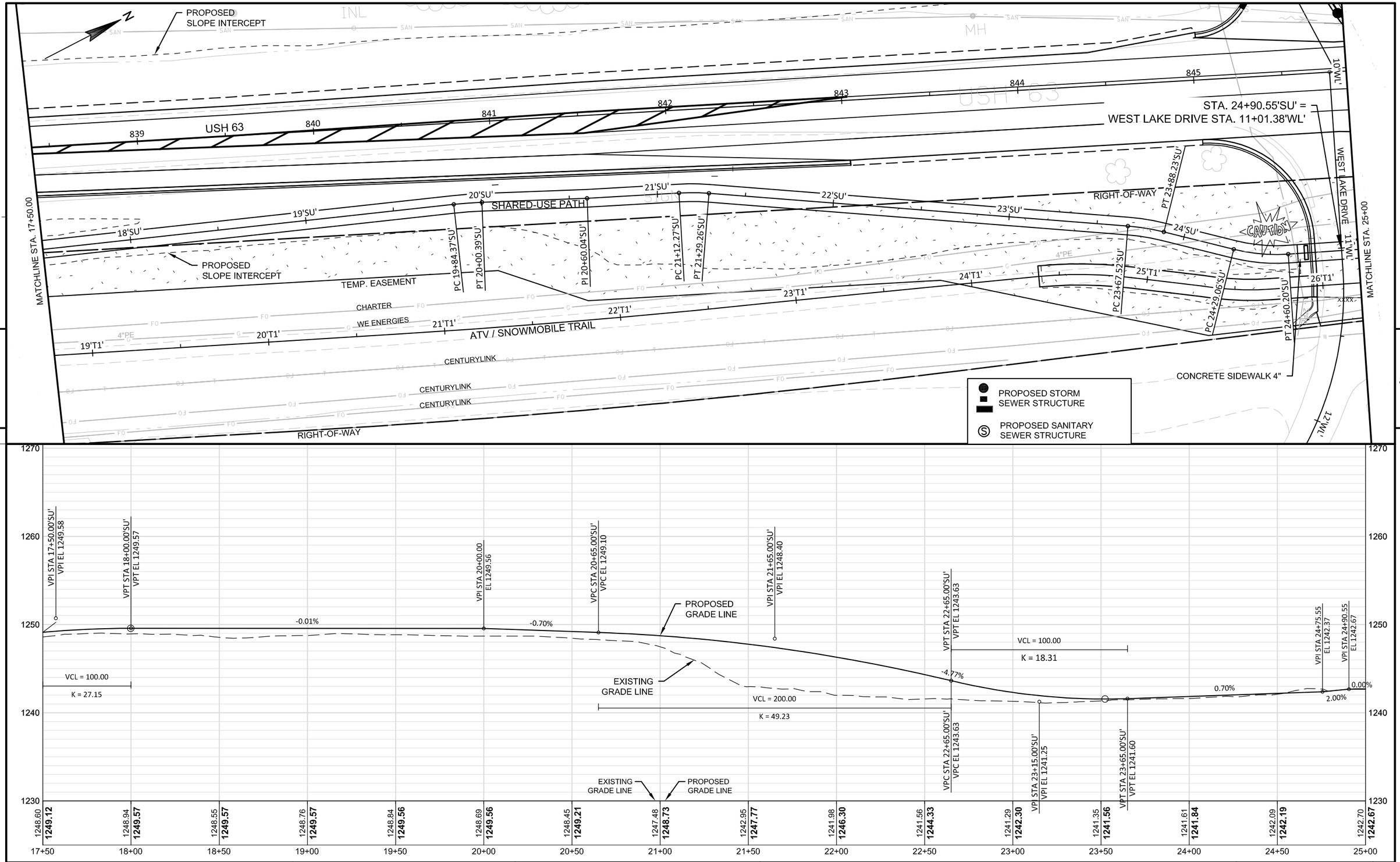


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: CTH B	SHEET 244	E

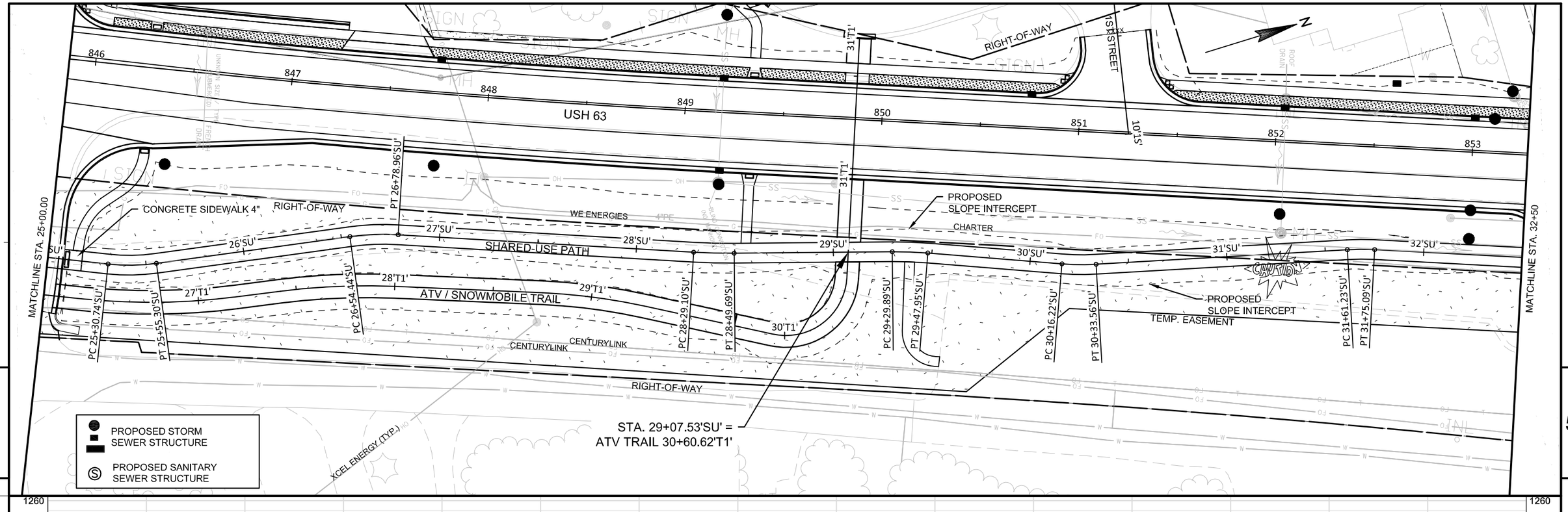


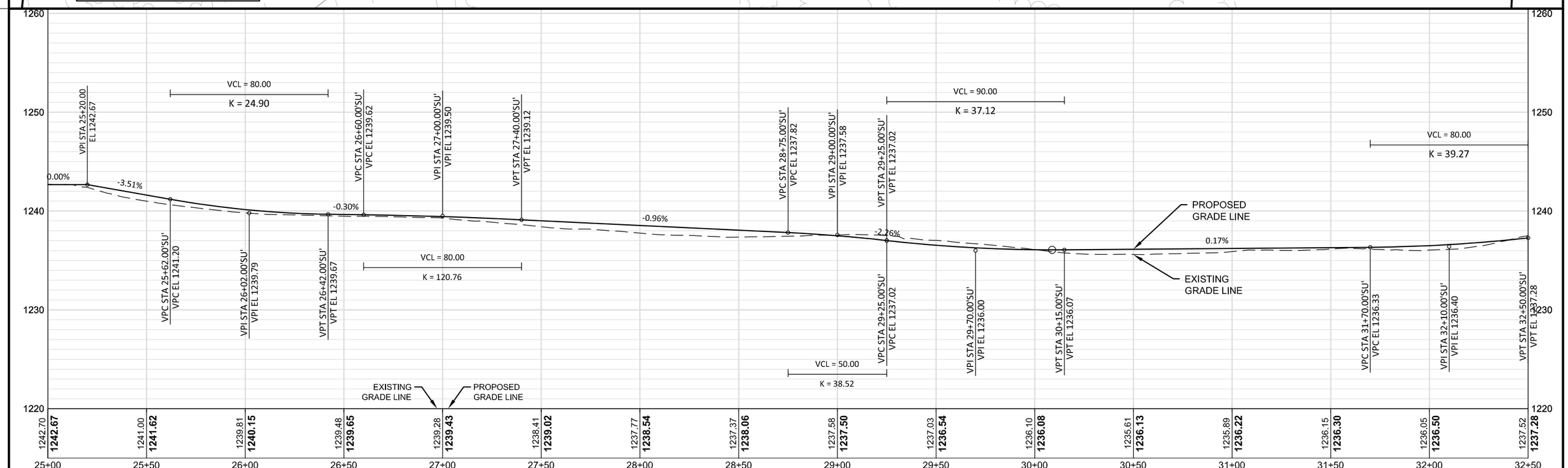


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET 245 E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET 246	E





PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET 247	E

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

STA. 32+74.95'SU' =
PARKING ENTRANCE STA. 10+52.00'P1'

STA. 36+39.10'SU' =
PARKING ENTRANCE STA. 10+56.40'P2'

MATCHLINE STA. 32+50.00

MATCHLINE STA. 40+00

TEMP. EASEMENT

XCEL ENERGY (TYP.)

USH 63

4TH AVE.

PARKING ENTRANCE

SHARED-USE PATH

CHARTER

RIGHT-OF-WAY

CONCRETE SIDEWALK 4"

STA. 33+25'SU' - 33+50'SU' RT
CONSTRUCT RETAINING WALL

WE ENERGIES (TYP.)

CENTURYLINK (TYP.)

CENTURYLINK

XCEL ENERGY

PROPOSED SLOPE INTERCEPT

ENTRANCE

CAUTION

VCL = 40.00
K = 6.25

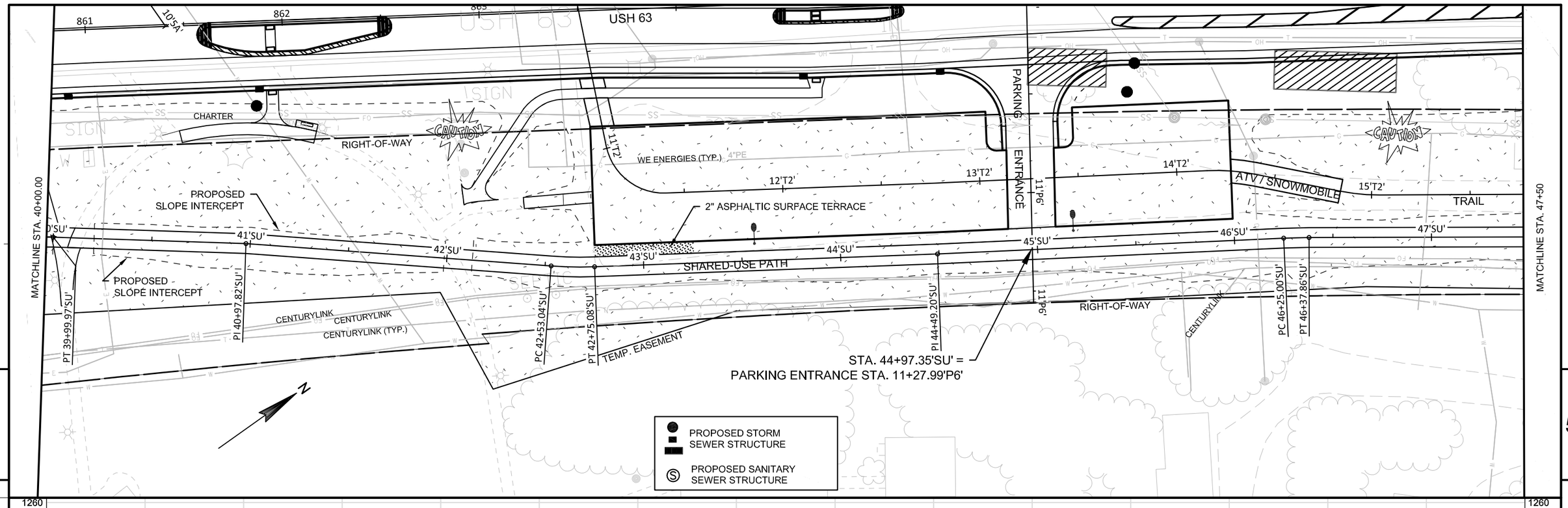
VCL = 66.00
K = 15.57

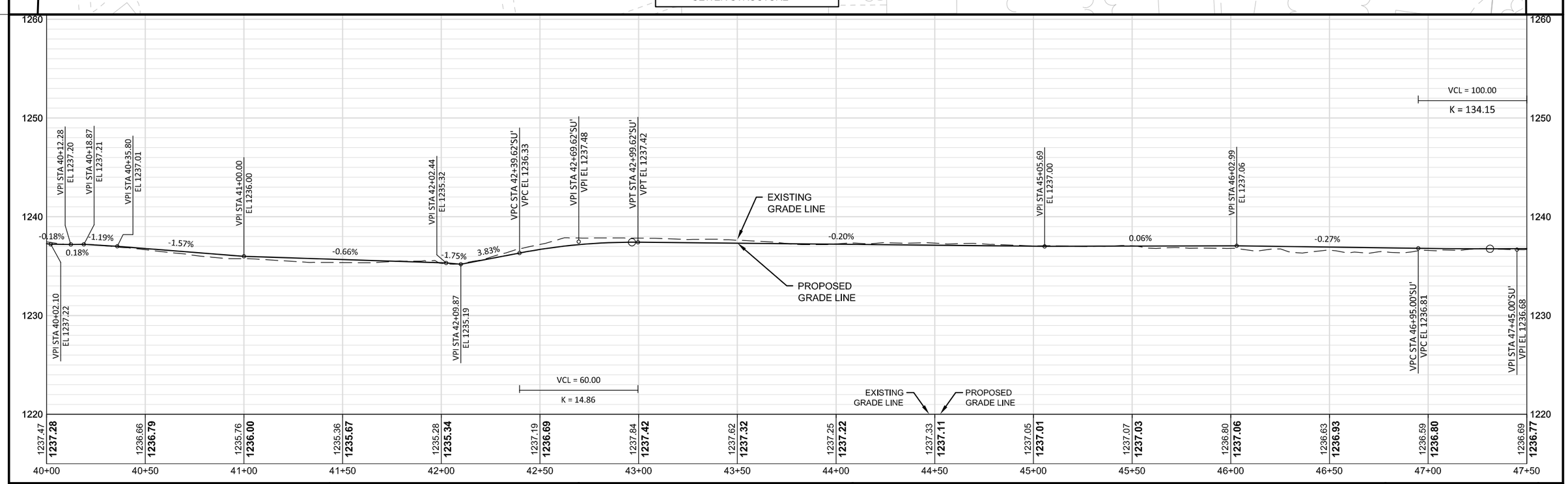
VCL = 37.39
K = 25.20

EXISTING GRADE LINE

PROPOSED GRADE LINE

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET 248 E

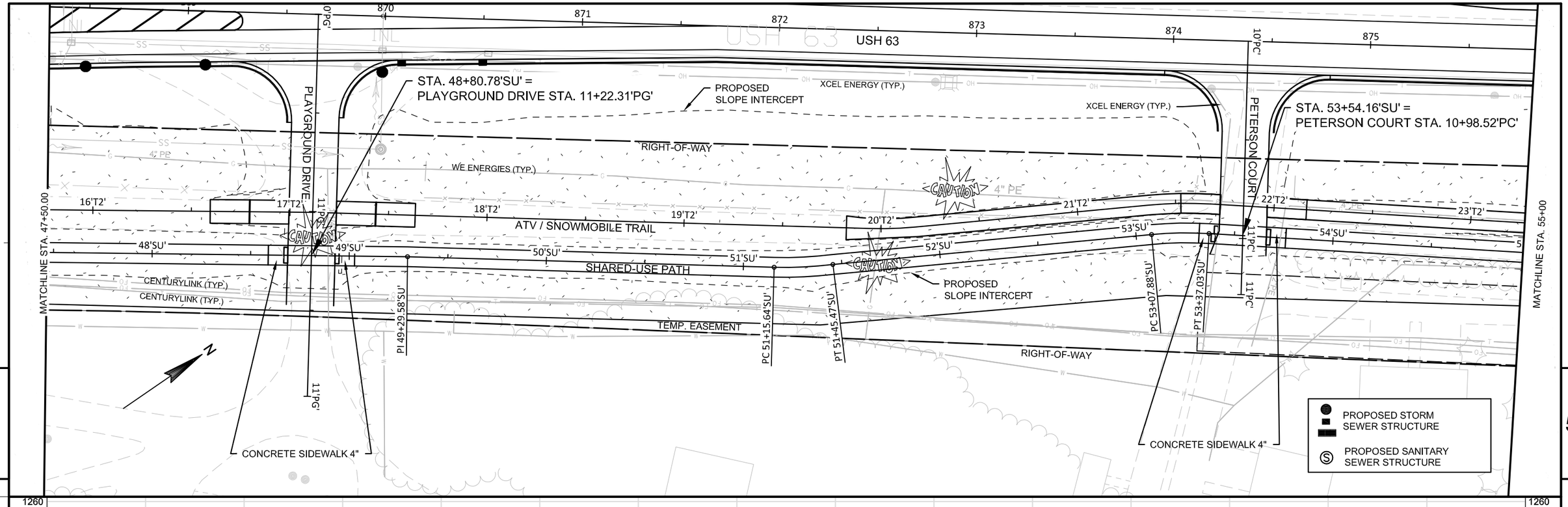


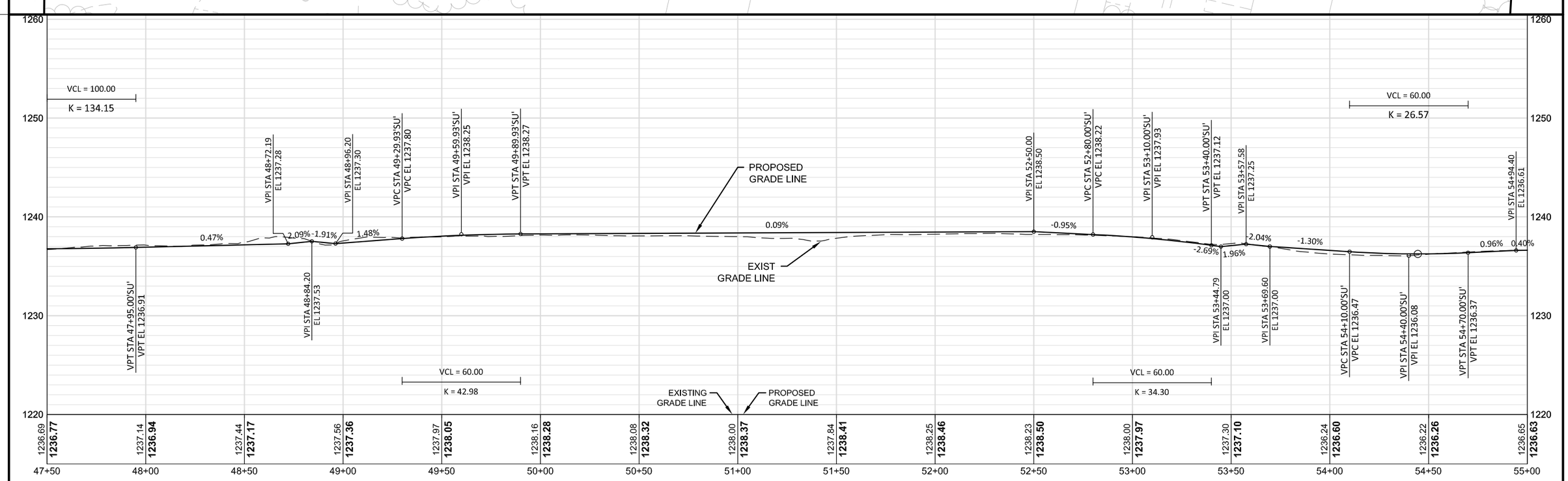


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET 249 E

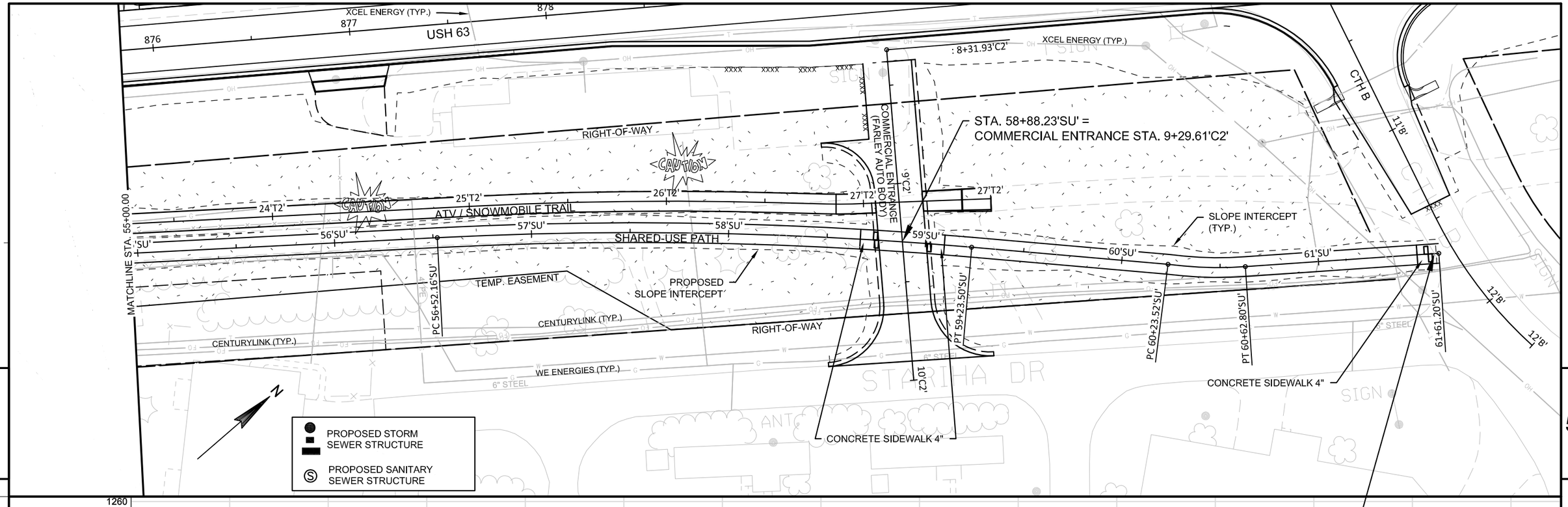
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050119_PP_SHARED_USE.DWG PLOT DATE : 9/11/2014 2:50 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 50'_XREF

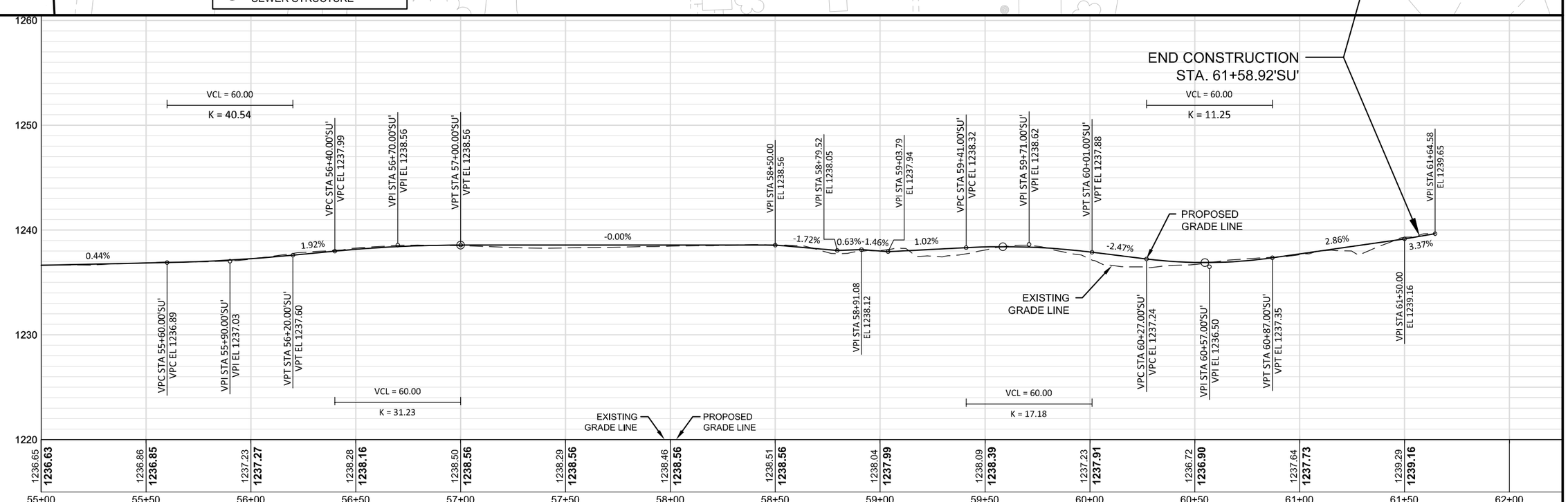
WISDOT/CADDS SHEET 44



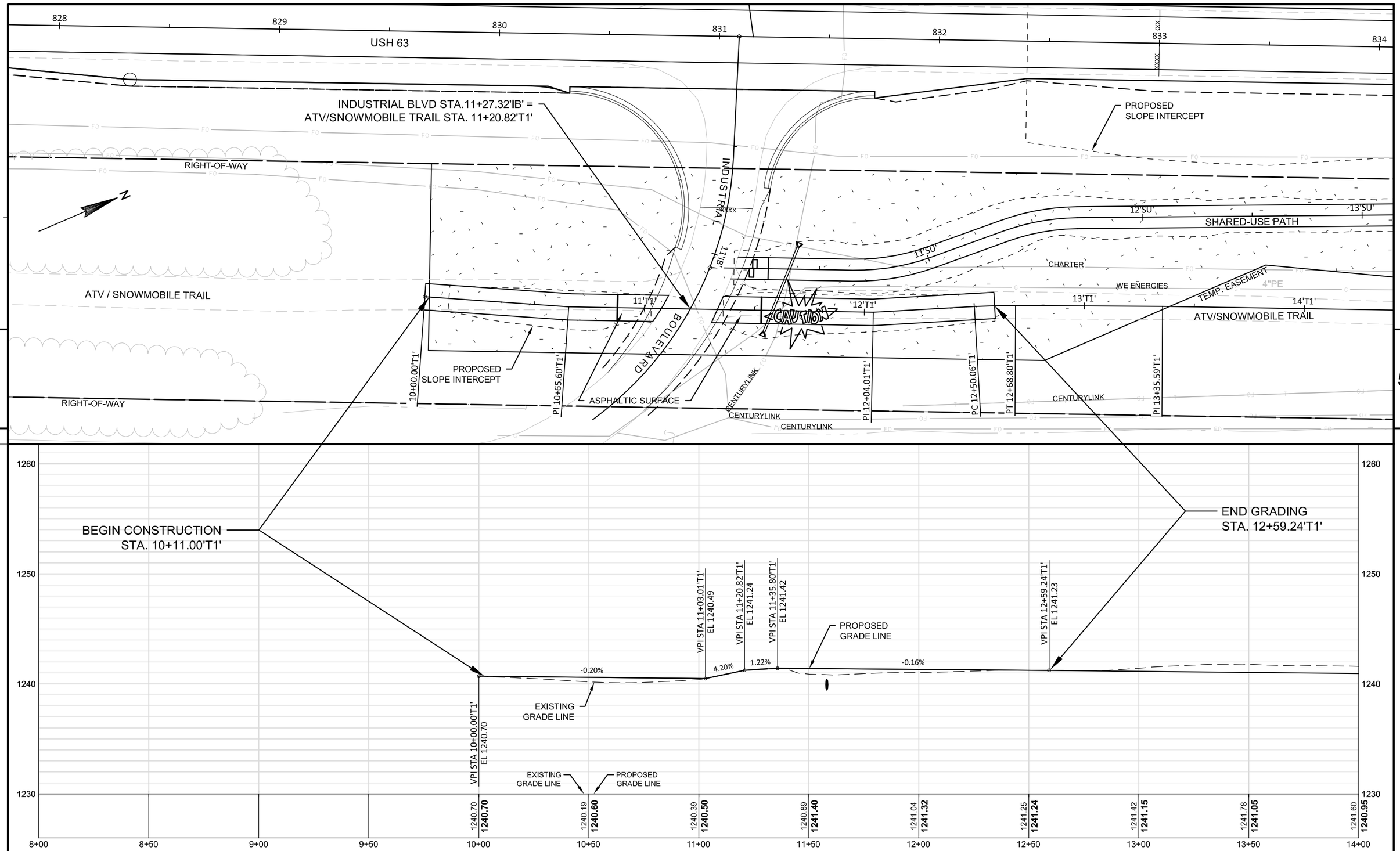


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET 250 E

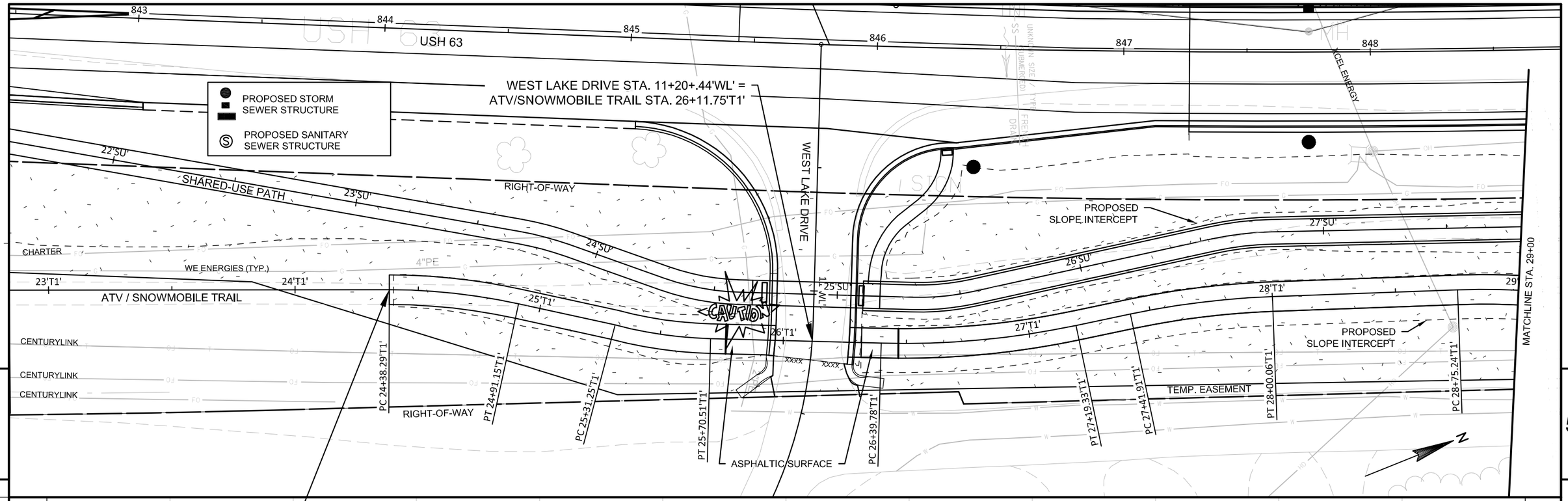


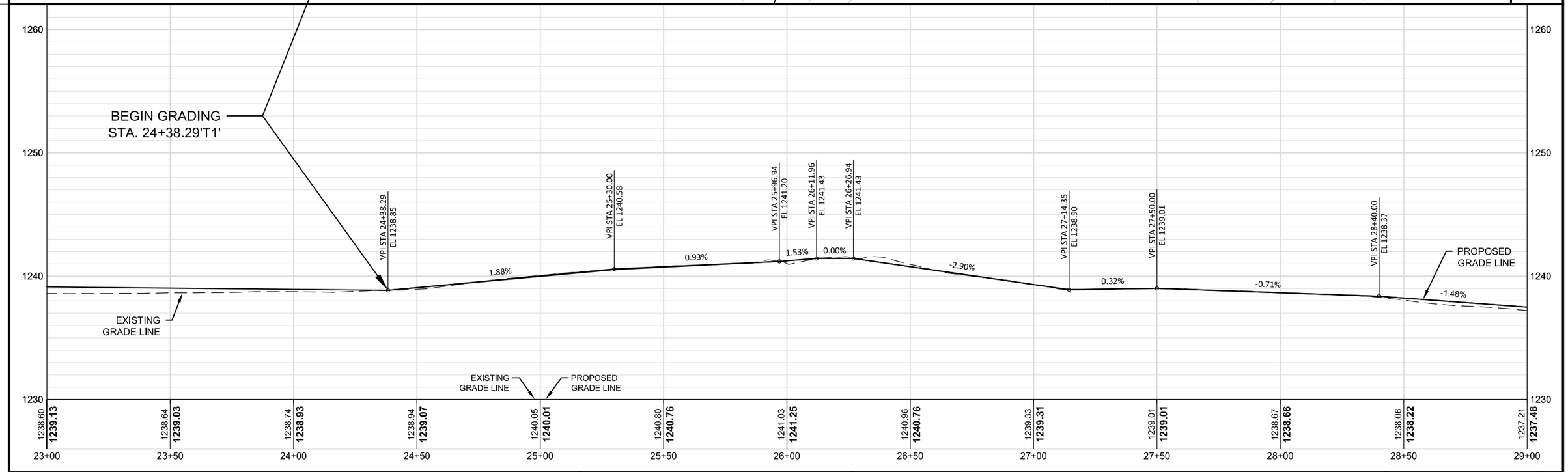


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET 251	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: ATV / SNOWMOBILE TRAIL	SHEET 252	E





PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: ATV / SNOWMOBILE TRAIL	SHEET 253	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050120_PP_ATV_SNOW.DWG PLOT DATE : 9/10/2014 3:43 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

SHARED-USE PATH STA. 29+07.53'SU' =
ATV/SNOWMOBILE TRAIL STA. 30+60.62'T1'

MATCHLINE STA. 29+00.00

RIGHT-OF-WAY

28'SU'

T1'

ATV/SNOWMOBILE TRAIL

PT 29+26.84'T1'

TEMP. EASEMENT

CENTURYLINK
CENTURYLINK

30'T1'

PC 29+93.91'T1'

ASPHALTIC SURFACE

PROPOSED
SLOPE INTERCEPT

RIGHT-OF-WAY

849

PROPOSED
SLOPE INTERCEPT

PT 849+18.1

USH 63 STA. 849+86.45 =
ATV/SNOWMOBILE TRAIL STA. 31+28.05'T1'

ASPHALTIC SURFACE

31'T1'

31+69.40'T1'

850

T2'

CORR. PVCSS

CHARTER

WE ENERGIES

SHARED-USE PATH

30'SU'

PT 30+47.64'T1'

USH 63

851

1ST STREET

XCEL ENERGY

XCEL ENERGY

ST.6

19'ST.

MH

N

5

5

END CONSTRUCTION
STA. 31+69.40'T1'

PROPOSED
GRADE LINE

EXISTING
GRADE LINE

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

VPI STA 30+00.00
EL 1236.00

VPI STA 30+54.61
EL 1237.26

VPI STA 30+66.62
EL 1237.48

VPI STA 30+97.50
EL 1240.13

VPI STA 31+00.05
EL 1240.20

VPI STA 30+98.05
EL 1240.07

VPI STA 31+28.05
EL 1240.76

VPI STA 31+44.05
EL 1240.44

VPI STA 31+46.55
EL 1240.51

VPI STA 31+46.05
EL 1240.31

VPI STA 31+51.56
EL 1241.01

VPI STA 31+56.55
EL 1241.09

VPI STA 31+69.40
EL 1242.28

-1.48%
2.31%
1.85%
8.58%
6.25%
2.00%
-2.00%
0.00%
-6.25%
1.50%
9.28%

1260
1250
1240
1230

1237.21 **1237.48**
1236.73 **1236.74**
1236.02 **1236.00**
1237.15 **1237.15**
1240.16 **1240.20**
1240.37 **1240.86**

29+00 29+50 30+00 30+50 31+00 31+50 32+00 32+50 33+00 33+50 34+00 34+50 35+00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: ATV / SNOWMOBILE TRAIL	SHEET 254	E

USH 63 STA. 863+50.55 =
ATV/SNOWMOBILE TRAIL STA. 10+28.85'T2'

PARKING ENTRANCE STA. 10+92.98'P6' =
ATV/SNOWMOBILE TRAIL STA. 13+25.88'T2'

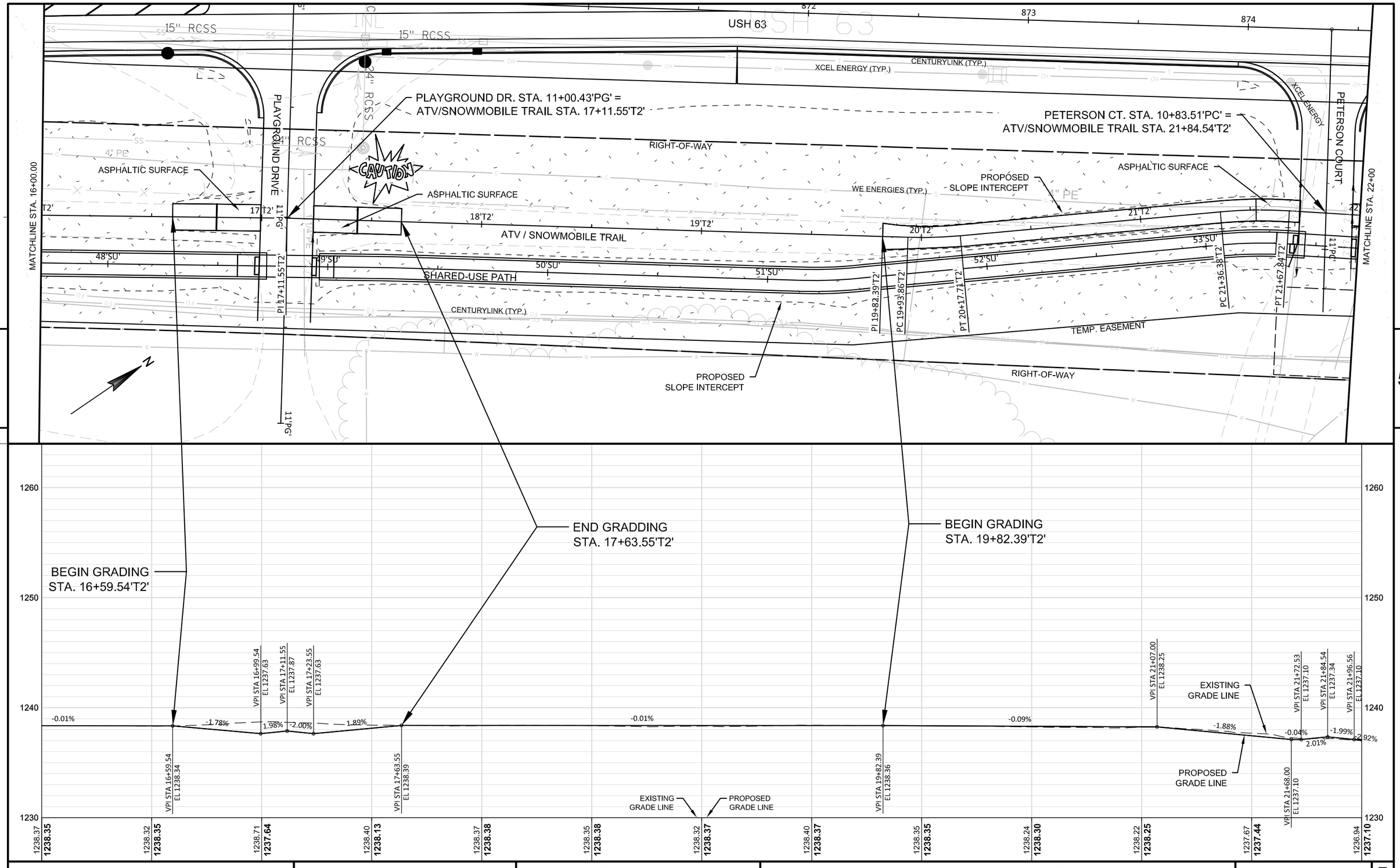
BEGIN CONSTRUCTION
STA. 10+63.82 'T2'

END GRADING
STA. 14+84.05'T2'

PROPOSED STORM SEWER STRUCTURE

PROPOSED SANITARY SEWER STRUCTURE

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: ATV / SNOWMOBILE TRAIL	SHEET 255 E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: ATV / SNOWMOBILE TRAIL	SHEET 256	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050120_PP_ATV_SNOW.DWG PLOT DATE : 9/10/2014 3:45 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

USH 63

875 876 877

XCEL ENERGY (TYP.)

COMMERCIAL ENTRANCE STA. 9+09.42'C2' =
ATV/SNOWMOBILE TRAIL STA. 27+18.14'T2'

RIGHT-OF-WAY

PROPOSED
SLOPE INTERCEPT

MATCHLINE STA. 22+00.00

CAUTION

ATV / SNOWMOBILE TRAIL

SHARED-USE PATH

12' 4'PE 23'T2' 24'T2' 25'T2' 26'T2' 27'T2' 8'C2' 9'C2'

54'SU 55'SU 56'SU 57'SU 58'SU

PC 25+01.17'T2'

PT 26+58.39'T2'

PC 26+81.38'T2'

PT 26+94.27'T2'

PT 27+47.06'T2'

ASPHALTIC SURFACE

ASPHALTIC SURFACE

PROPOSED
SLOPE INTERCEPT

TEMP. EASEMENT

CENTURYLINK (TYP.)

CENTURYLINK (TYP.)

RIGHT-OF-WAY

WE ENERGIES (TYP.)

6" STEEL

COMMERCIAL ENTRANCE
(FARLEY AUTO BODY)

10'C2'

6" STEEL

27+64.66'T2'

STARIHA DR

5

5

1260
1250
1240
1230

VPI STA 22+62.00
EL 1237.12

VPI STA 24+00.00
EL 1237.75

VPI STA 24+88.00
EL 1238.76

VPI STA 25+48.00
EL 1238.40

VPI STA 26+00.00
EL 1238.63

VPI STA 26+86.00
EL 1238.77

VPI STA 27+06.13
EL 1239.20

VPI STA 27+18.14
EL 1239.34

VPI STA 27+30.15
EL 1239.22

VPI STA 27+64.66
EL 1238.67

0.04% 0.45% 1.15% -0.59% 0.44% 0.15% 2.17% 1.18% -1.04% -1.58%

END CONSTRUCTION
STA. 27+64.66'T2'

PROPOSED
GRADE LINE

EXISTING
GRADE LINE

EXISTING
GRADE LINE

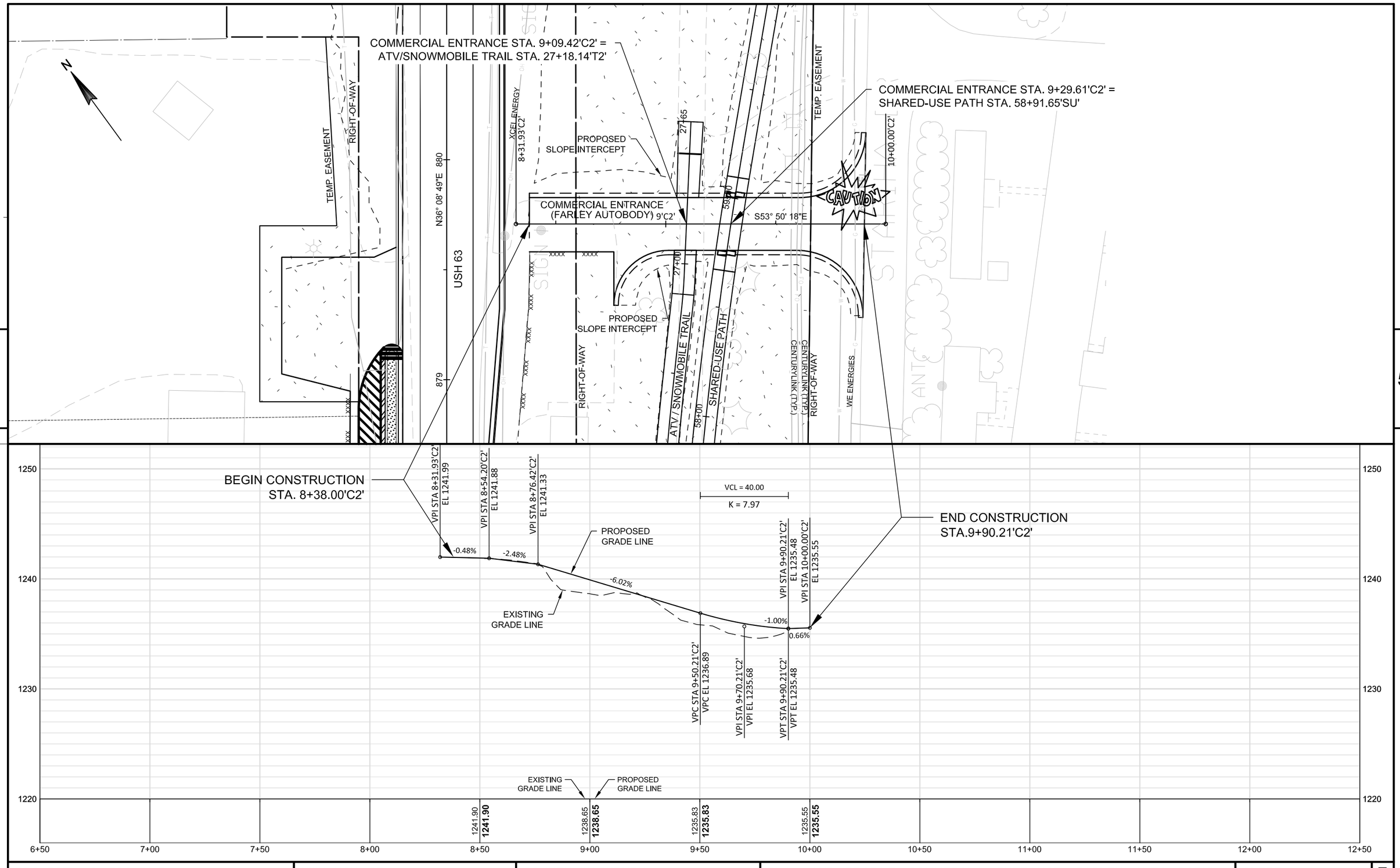
PROPOSED
GRADE LINE

1236.94	1237.11	1237.69	1237.31	1238.03	1238.40	1238.59	1238.39	1238.63	1238.58	1238.75	1238.70
1237.10	**1237.12**	**1237.30**	**1237.52**	**1237.75**	**1238.32**	**1238.69**	**1238.41**	**1238.63**	**1238.71**	**1239.07**	**1238.91**

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: ATV / SNOWMOBILE TRAIL	SHEET 257	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050120_PP_ATV_SNOW.DWG PLOT DATE : 9/10/2014 3:46 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: COMMERCIAL ENTRANCE (FARLEY AUTO BODY)	SHEET 258	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050121_PP_C2_FARLEY_AUTO.DWG PLOT DATE : 9/10/2014 1:19 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

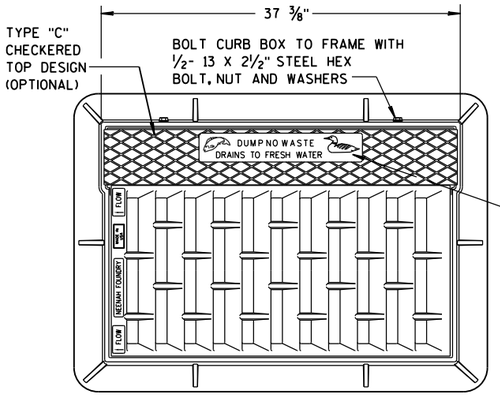
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
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
08B10-01	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08C09-01	INLETS MEDIAN 3 AND 4 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-15A	CURB RAMPS TYPES 1 AND 1-A
08D05-15B	CURB RAMPS TYPES 2 AND 3
08D05-15C	CURB RAMPS TYPES 4A AND 4A1
08D05-15D	CURB RAMPS TYPE 4B AND 4B1
08D05-15E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C08-05	CONCRETE BASE, TYPE 7
09E01-12D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-12G	HARDWARE DETAILS FOR POLE MOUNTINGS
11B02-02	CONCRETE MEDIAN NOSE
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B15-08A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-08C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B24-08A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A01-11	MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15B03-13A	FENCE CHAIN LINK
15B03-13B	FENCE CHAIN LINK
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)

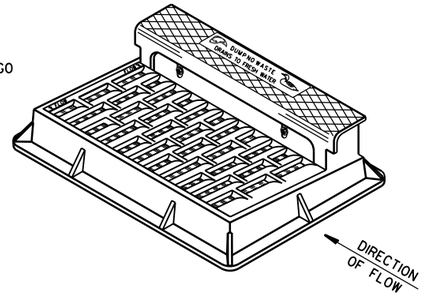
6

Standard Detail Drawing List

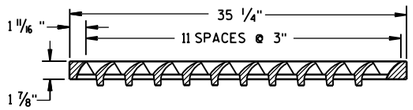
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE

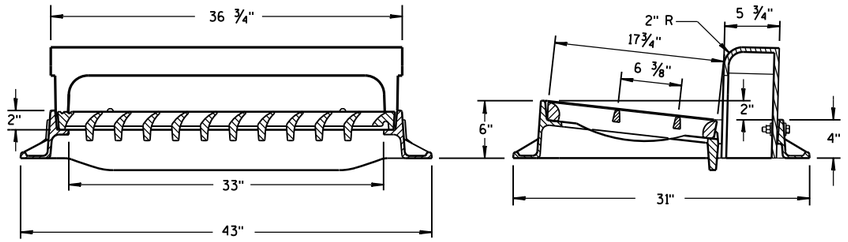


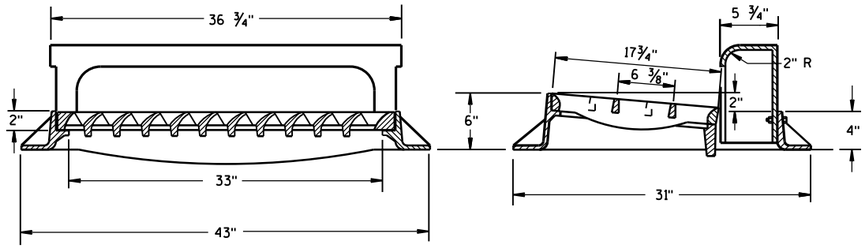
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

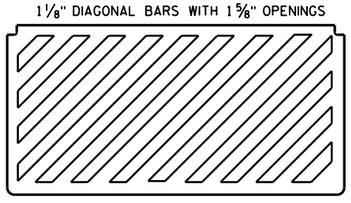






TYPE "H"

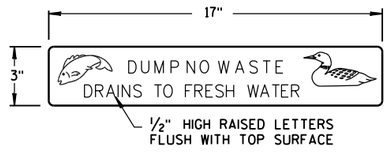
NOTE: EITHER CASTING IS ACCEPTABLE



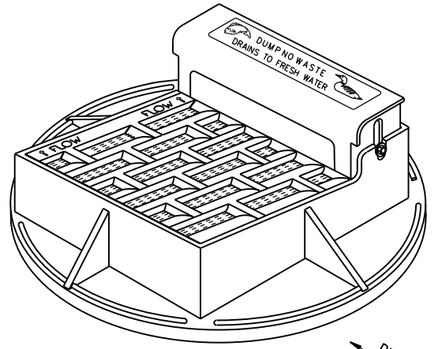
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

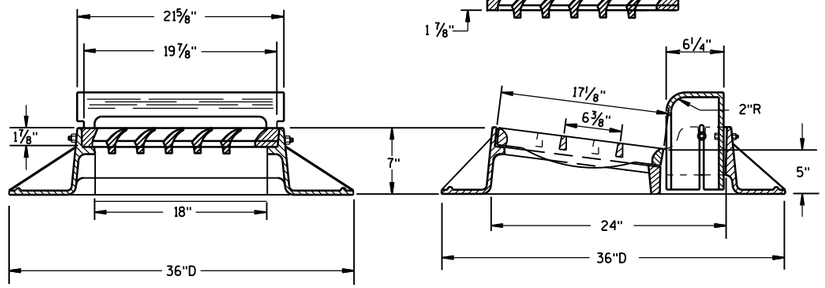


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



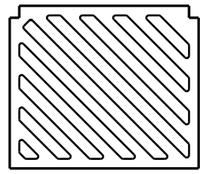
TYPE "A"

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.

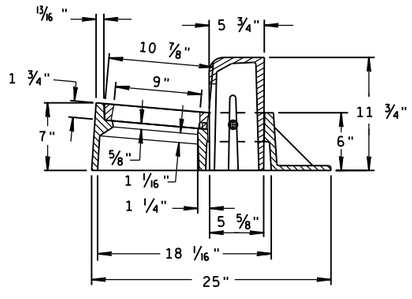
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

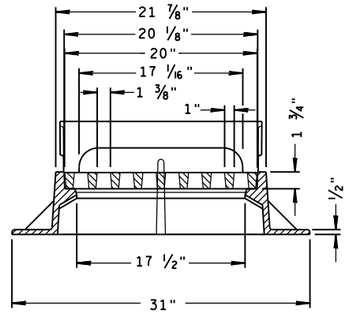


SPECIAL GRATE FOR TYPE "A" COVER

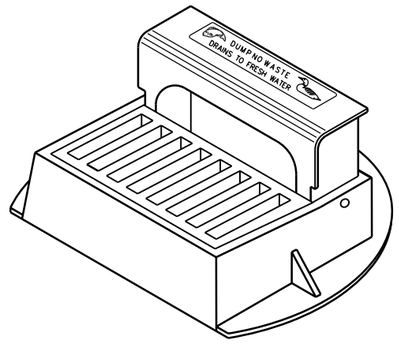
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



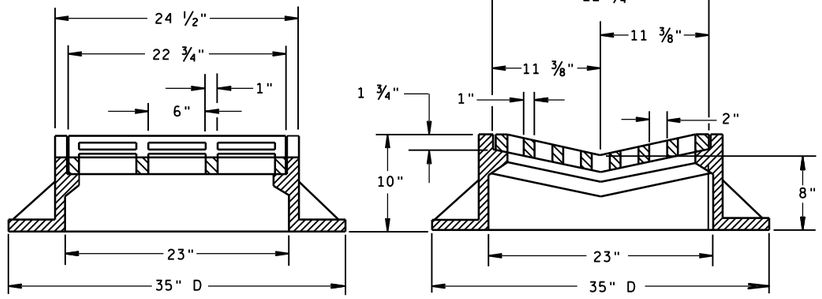
INLET COVERS TYPE A, H, A-S, H-S & Z

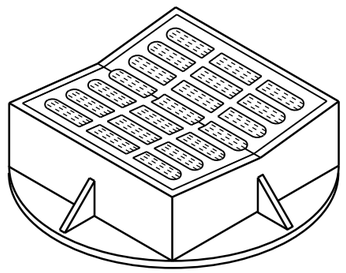
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

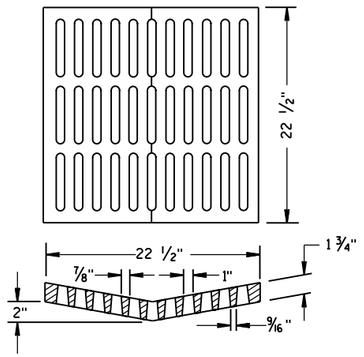
S.D.D. 8 A 5-19a

6



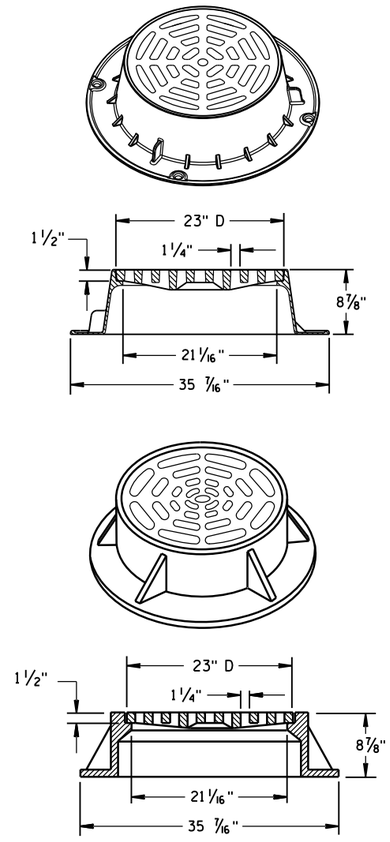


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

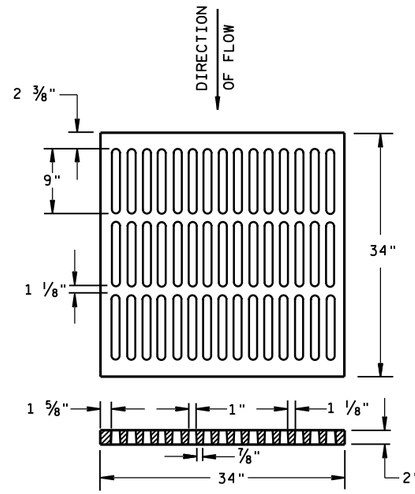
NOTE: EITHER CASTING IS ACCEPTABLE

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.

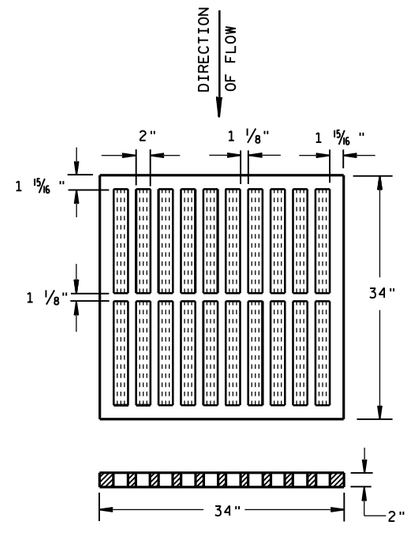
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



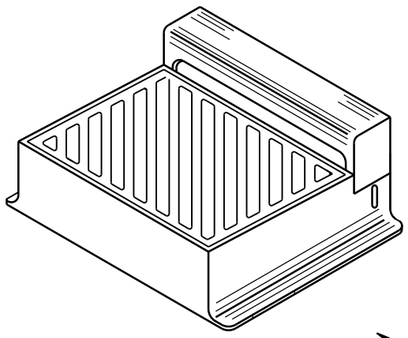
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

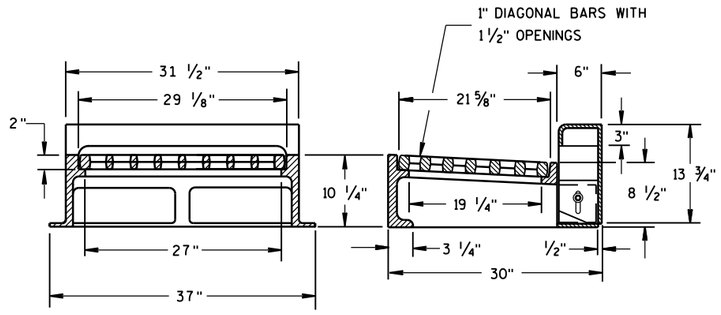


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

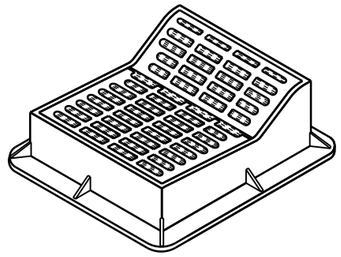
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

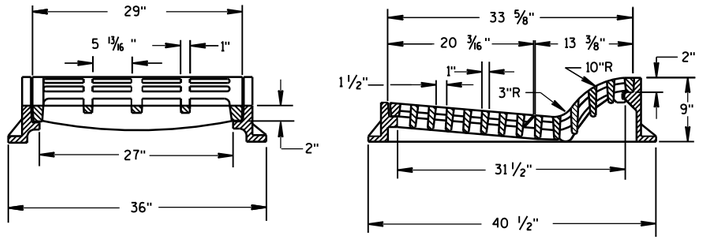
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

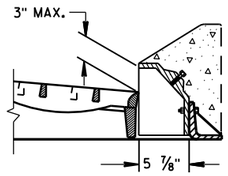
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

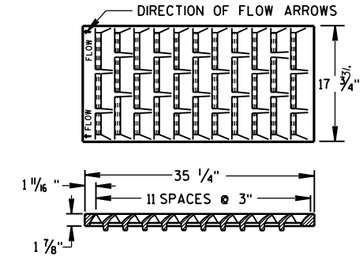
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

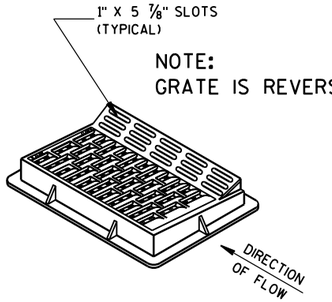
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

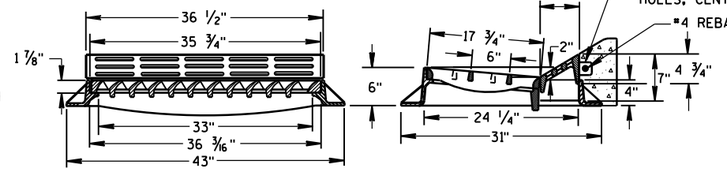
GENERAL NOTES

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

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



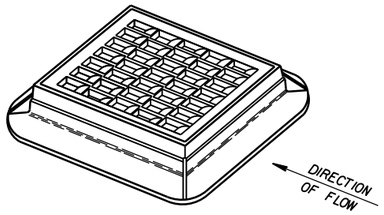


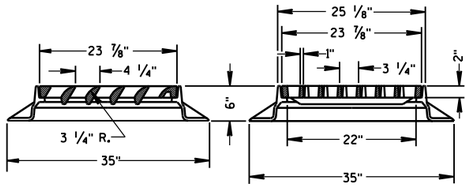


TYPE "HM"

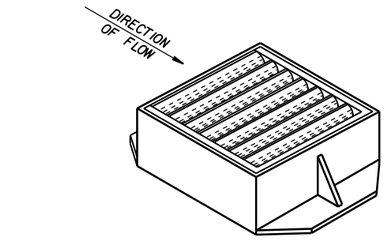
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

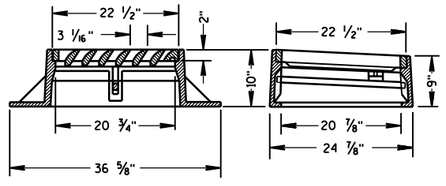
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



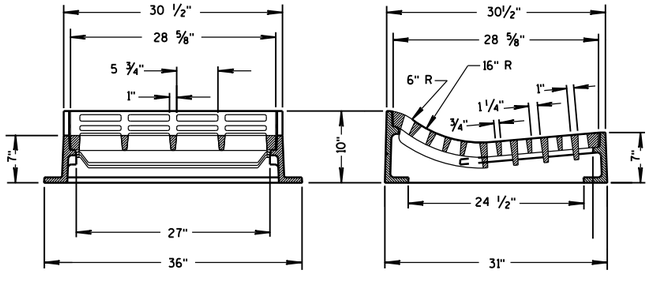


TYPE "S"



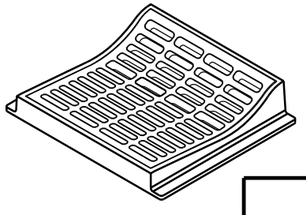


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

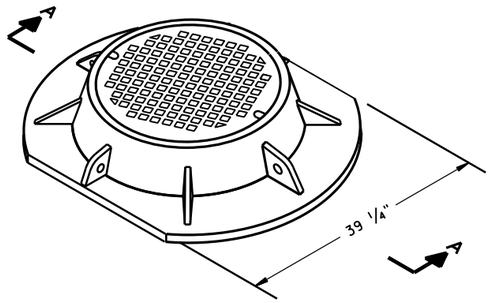
APPROVED
11/27/2013
DATE

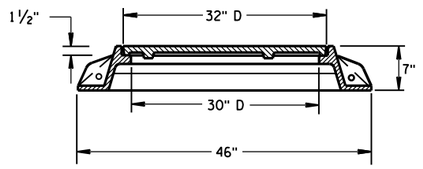
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

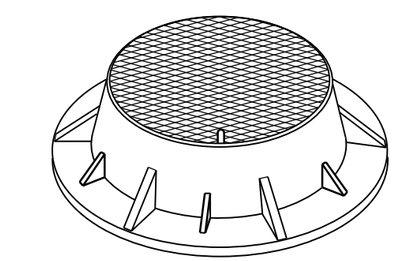
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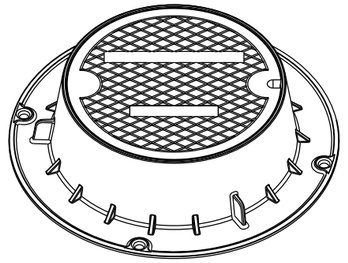
S.D.D. 8 A 5-19c

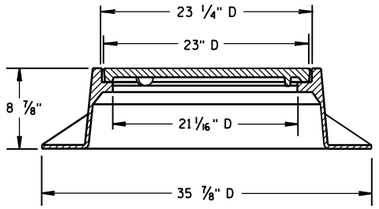


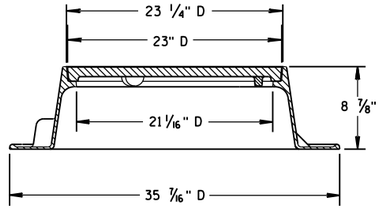


SECTION A-A
TYPE "K"









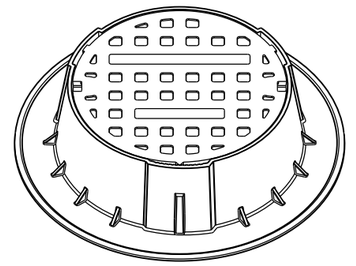
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

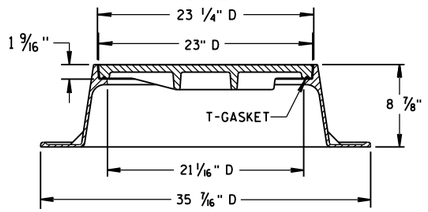
GENERAL NOTES

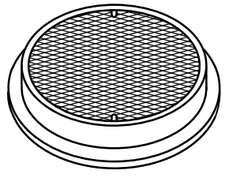
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

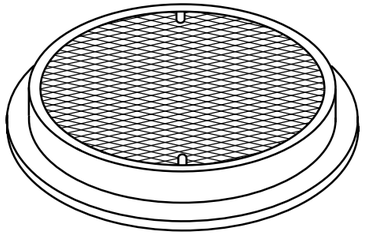
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

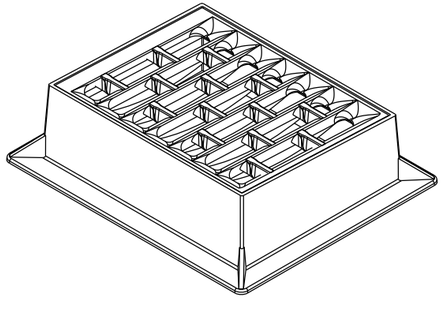
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

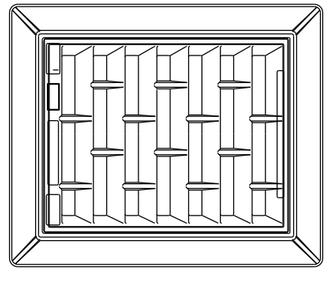


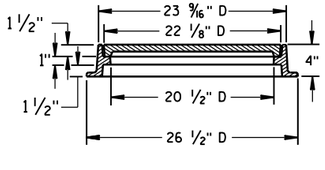




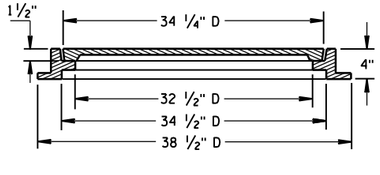




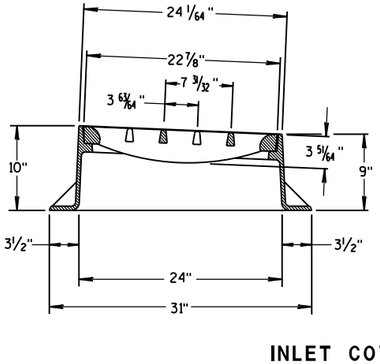


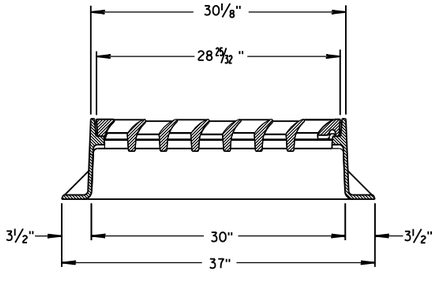


TYPE "L"

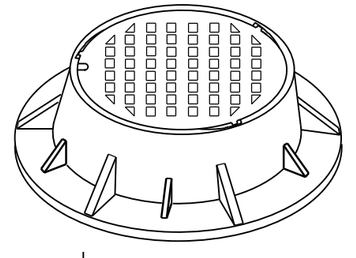


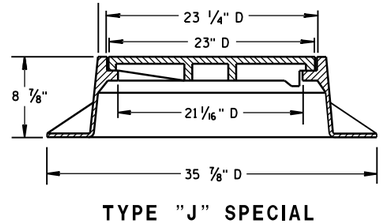
TYPE "M"





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

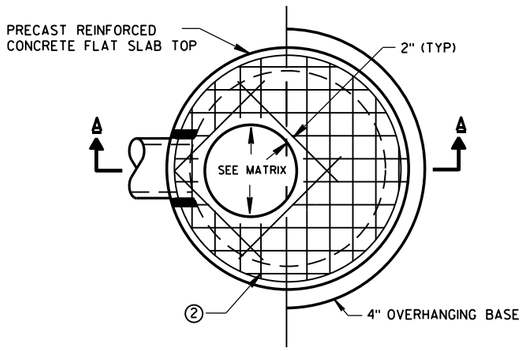
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

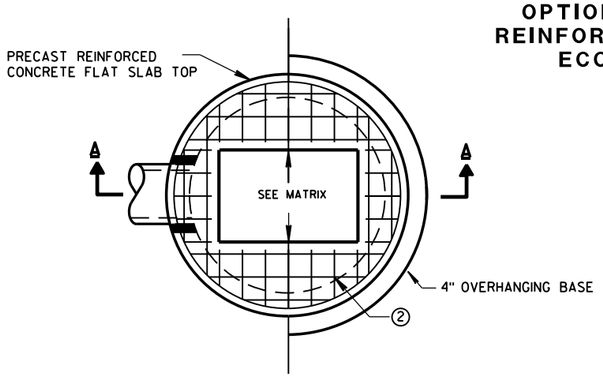
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

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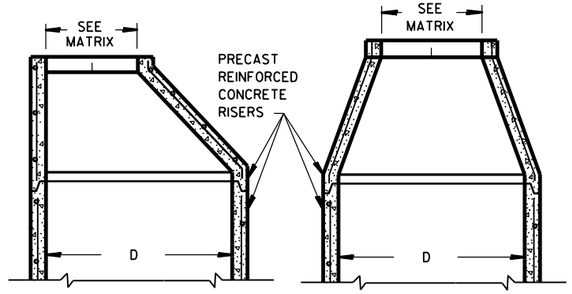
S.D.D. 8 A 5-19d



PLAN VIEW CIRCULAR OPENING

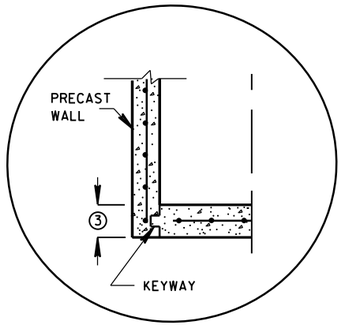


PLAN VIEW RECTANGULAR OPENING

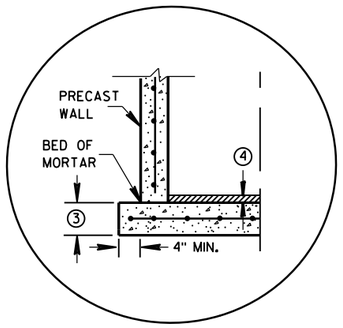


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

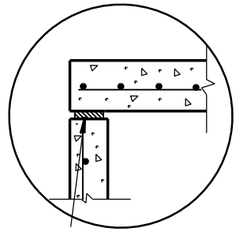


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



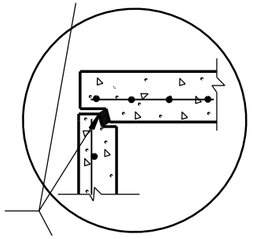
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

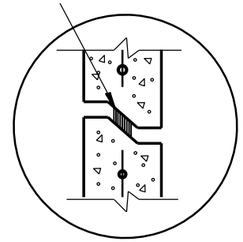


TOP WITH PLAIN END JOINT

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

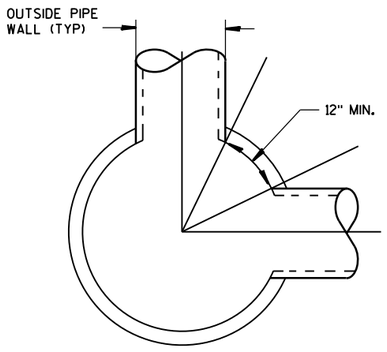


TOP WITH TONGUE AND GROOVE JOINT

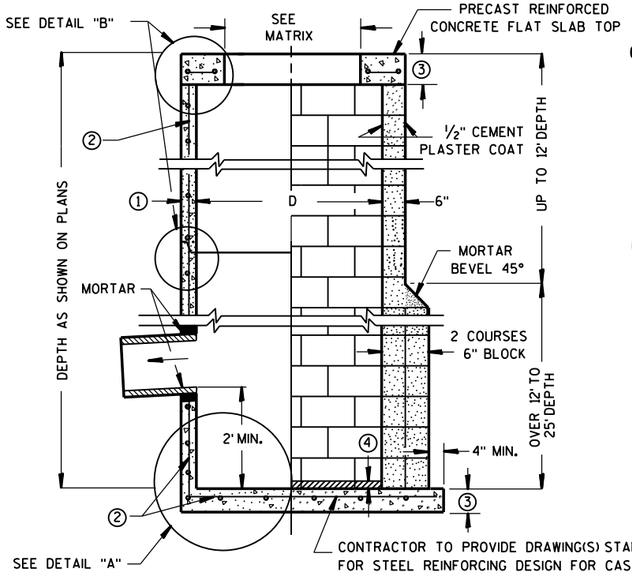


RISER WITH TONGUE AND GROOVE JOINT

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

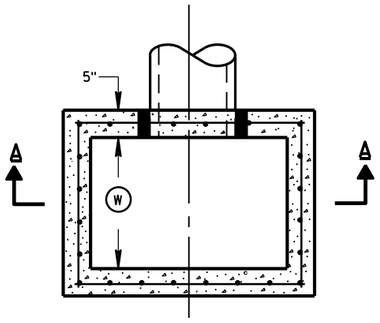
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

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

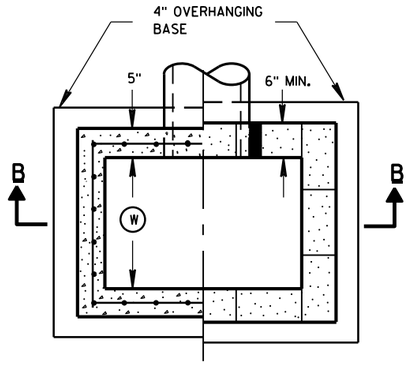
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

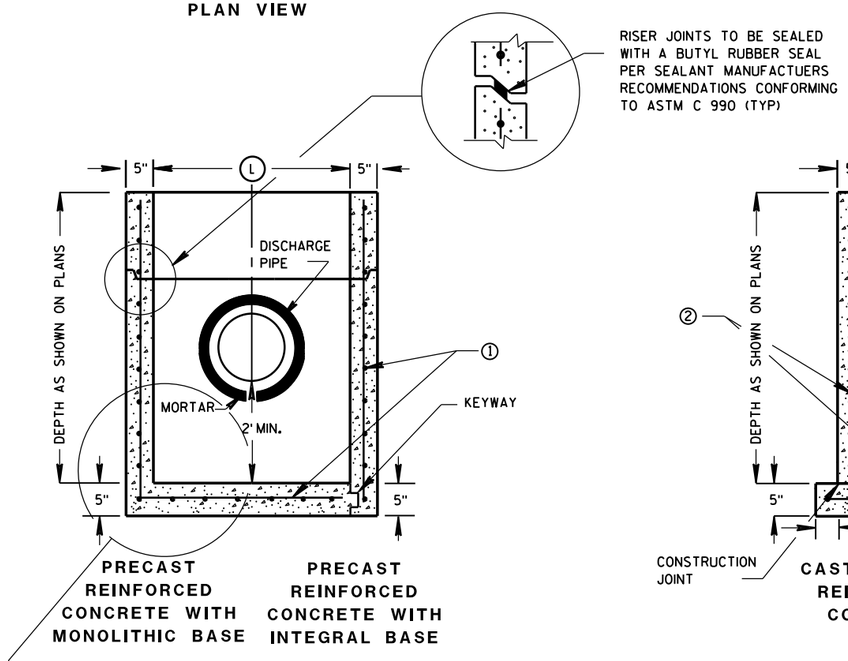
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S.D.D. 8 A 8-1



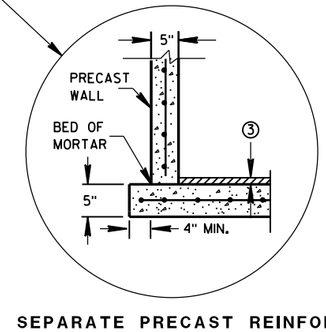
PLAN VIEW



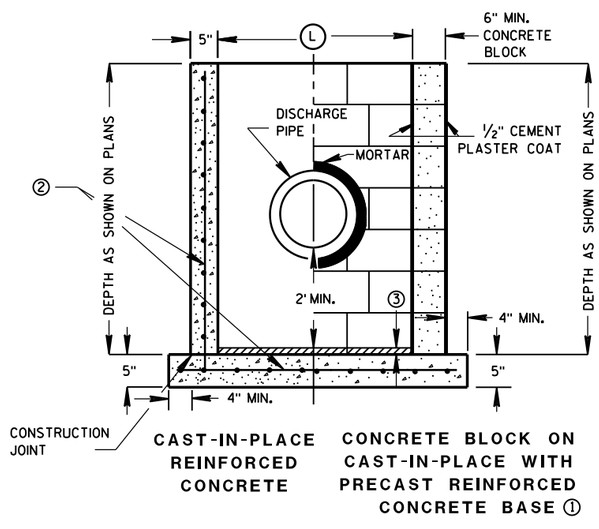
PLAN VIEW



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.

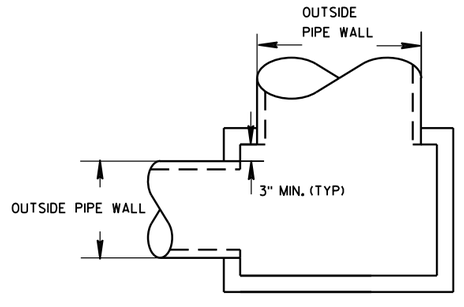
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

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

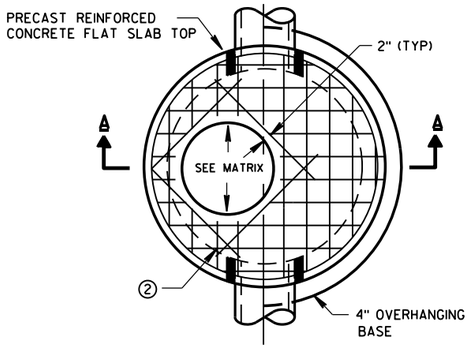
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
6/5/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER
FHWA	266 NT

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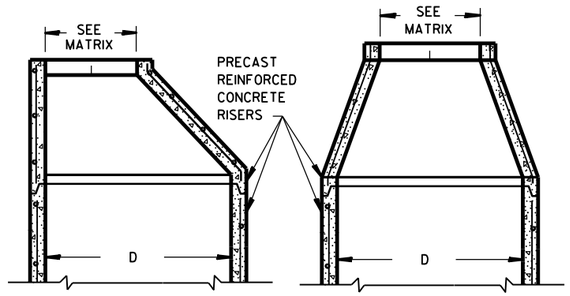
S.D.D. 8 A 9-1

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S.D.D. 8 A 9-1

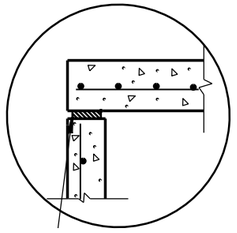


PLAN VIEW CIRCULAR OPENING

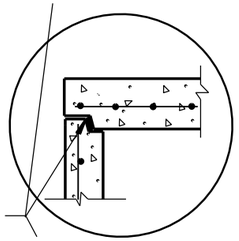


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

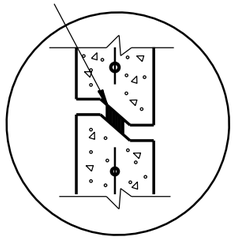


TOP WITH PLAIN END JOINT



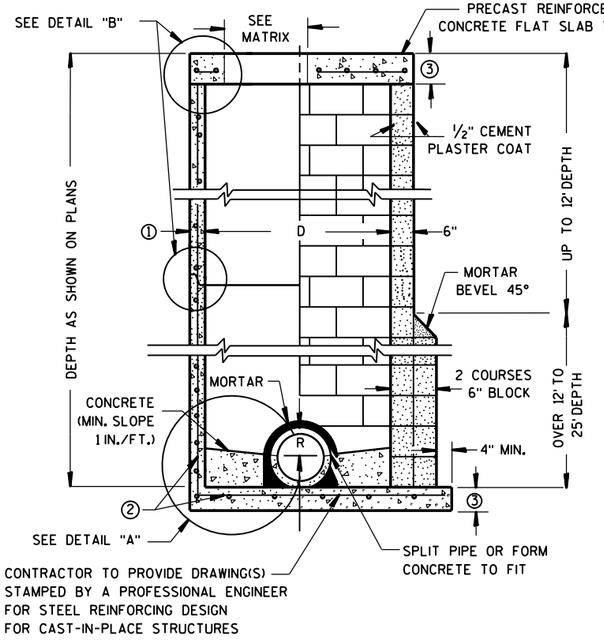
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



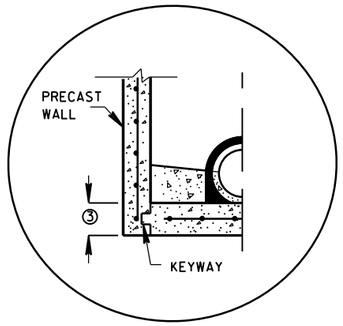
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

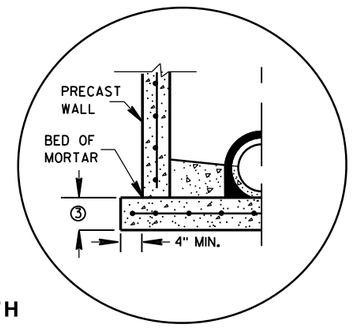


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

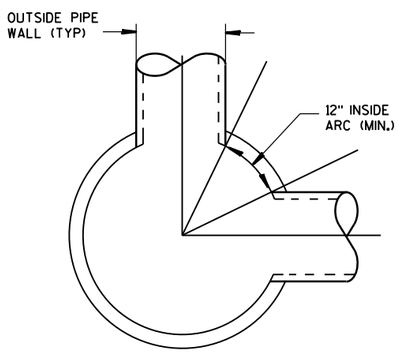


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

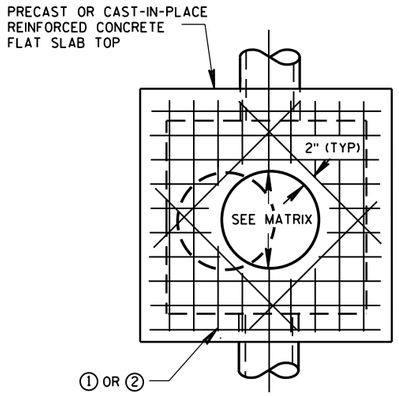
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

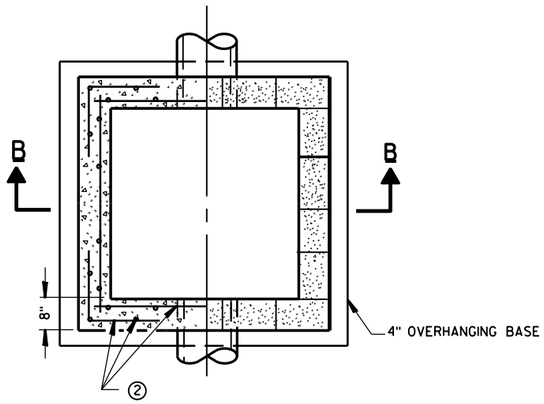
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

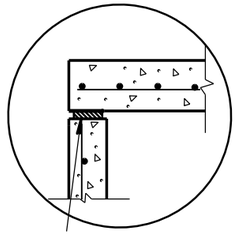
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S.D.D. 8 B 9-1



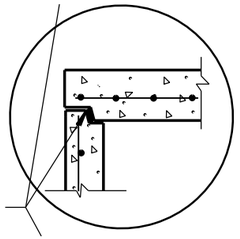
PLAN VIEW
CIRCULAR OPENING



SECTION A-A
PLAN VIEW

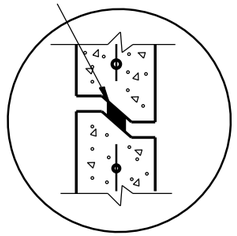


TOP WITH PLAIN END JOINT



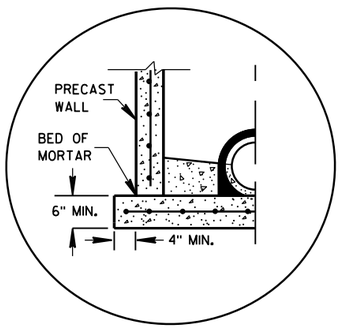
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



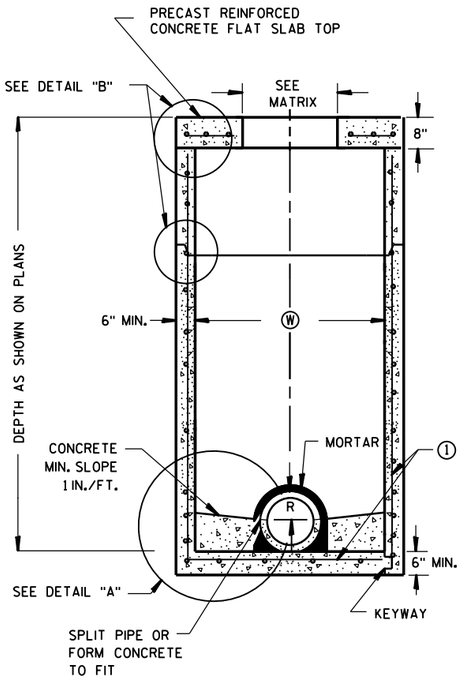
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

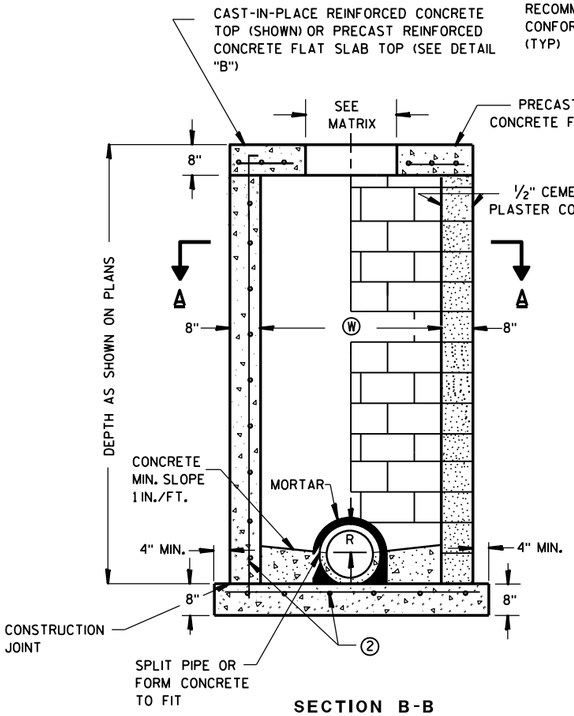


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE



SECTION B-B

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST-IN-PLACE REINFORCED CONCRETE

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

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

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

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

① FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

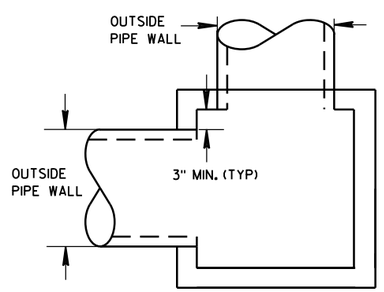
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (W) (IN)	LENGTH (L) (IN)
3X3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



DETAIL "C"

SQUARE MANHOLES W/ FLAT TOP

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

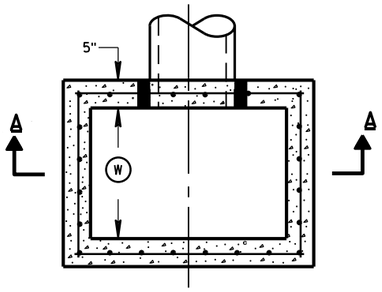
MANHOLES 3X3-FT, 4X4-FT 5X5-FT AND 6X6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

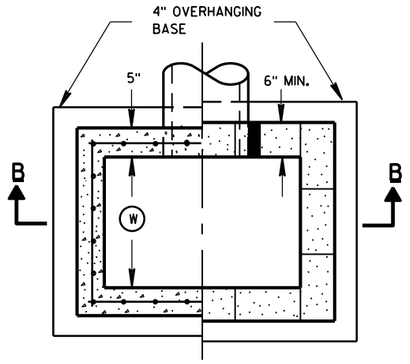
APPROVED
6/5/2012
DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER
FHWA

6

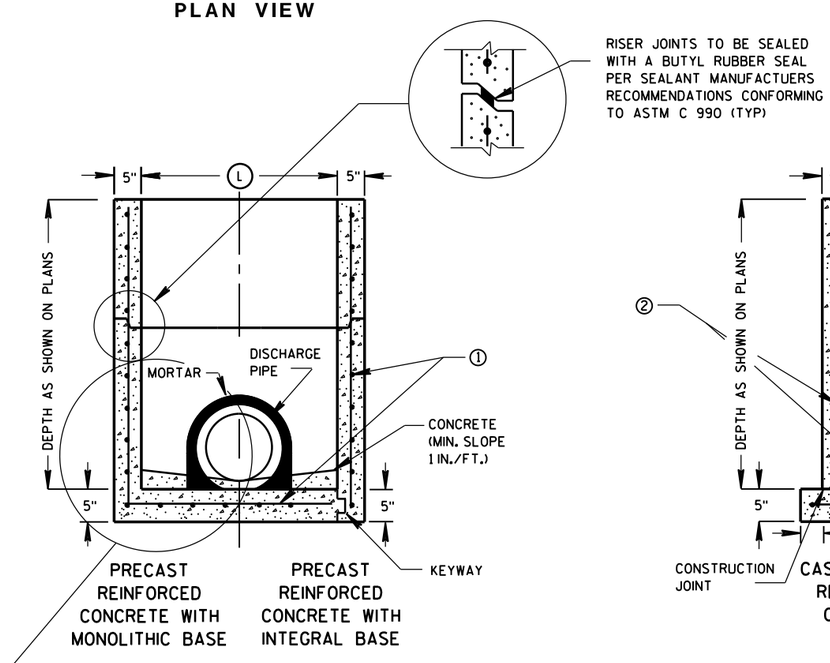
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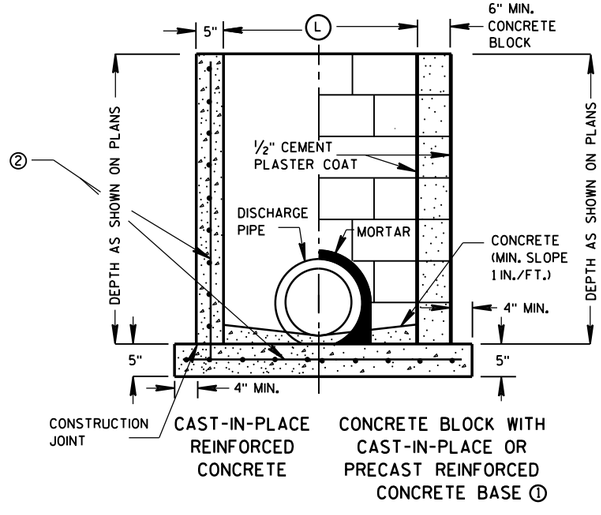
PLAN VIEW



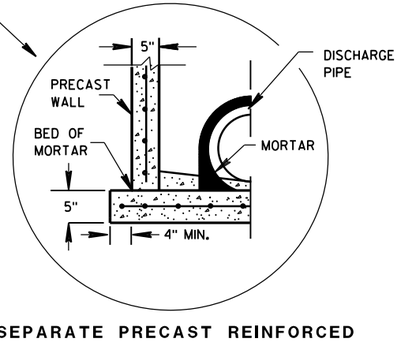
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN 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 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

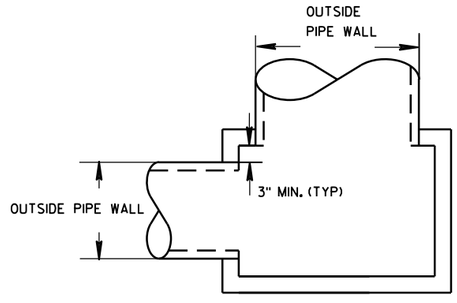
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

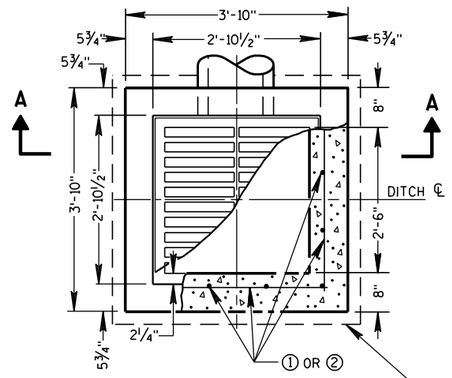
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

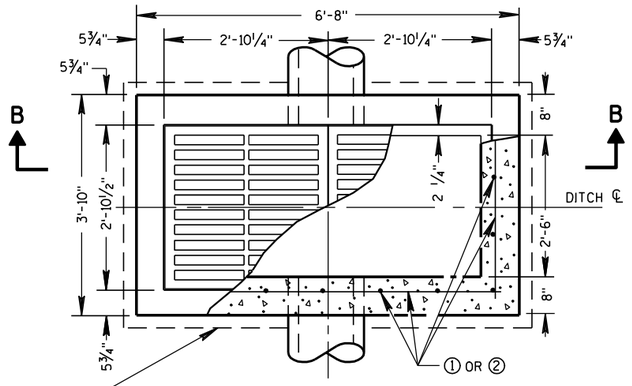
APPROVED
6/5/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

6
S.D.D. 8 C 7-1

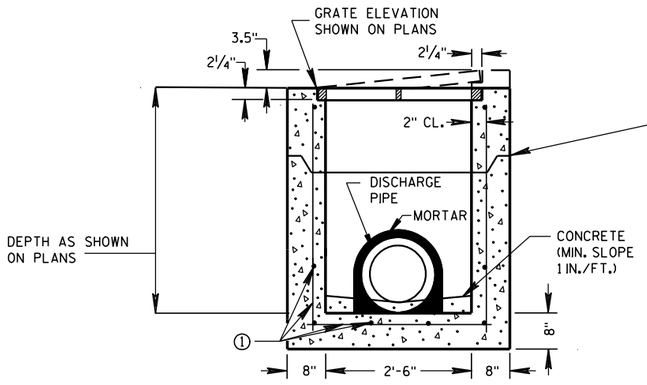


PLAN VIEW

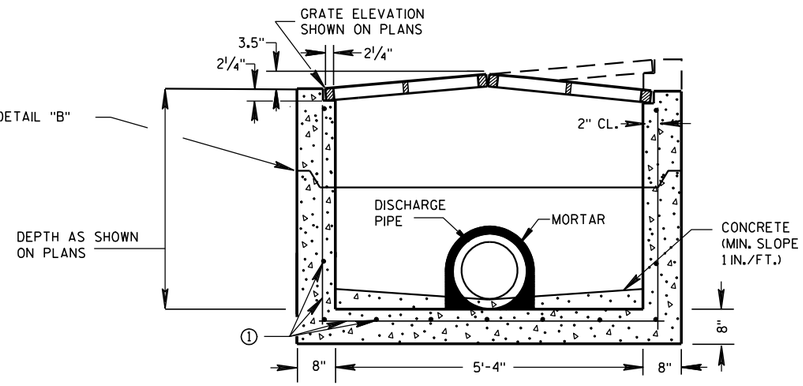


PLAN VIEW

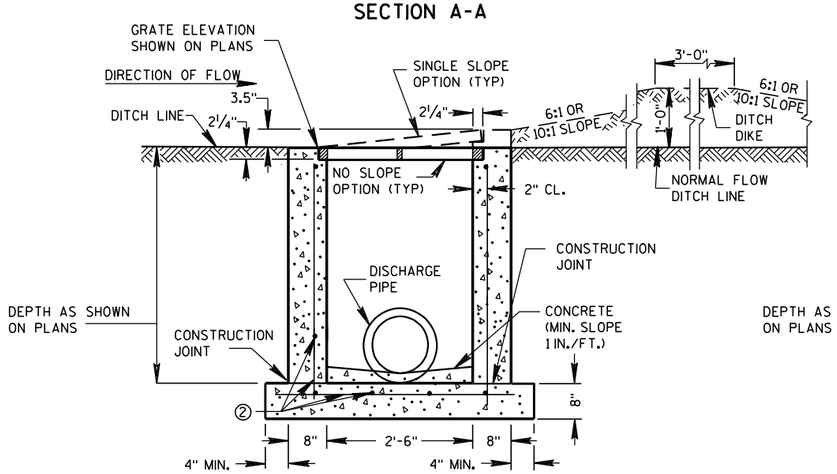
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



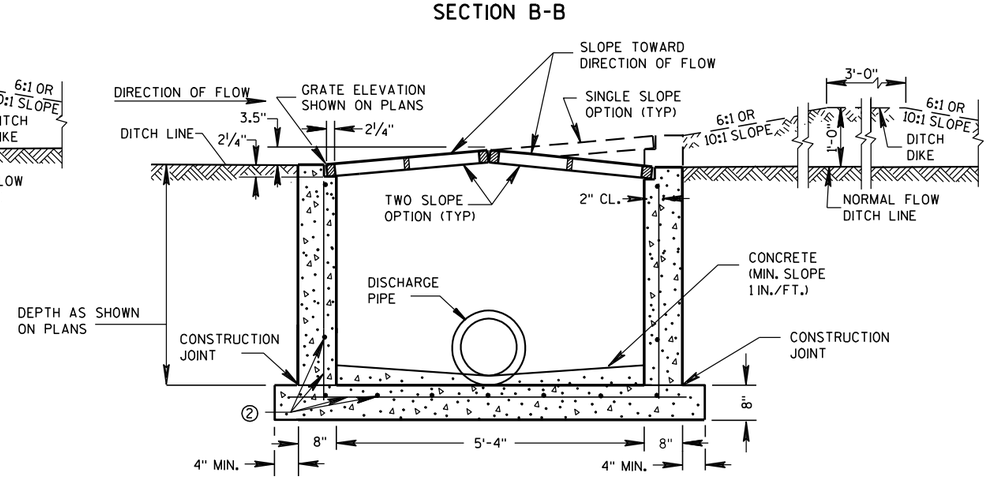
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

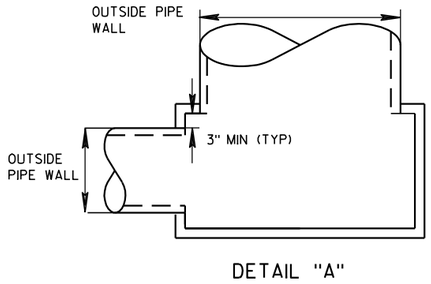
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

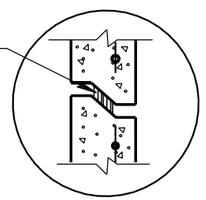
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

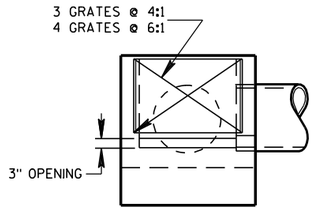
FHWA

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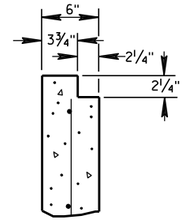
S.D.D. 8 C 8-1

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S.D.D. 8 C 8-1



SECTION B-B



SECTION C-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.

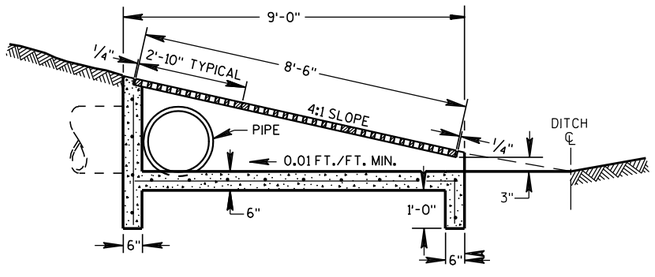
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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

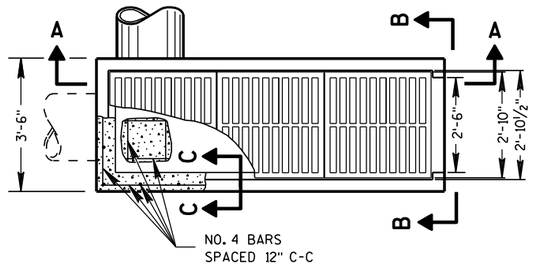
ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 3G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

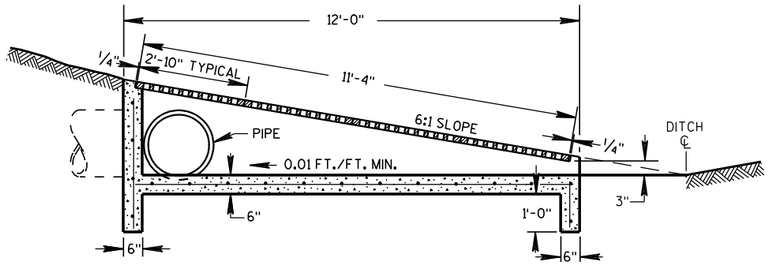


SECTION A-A

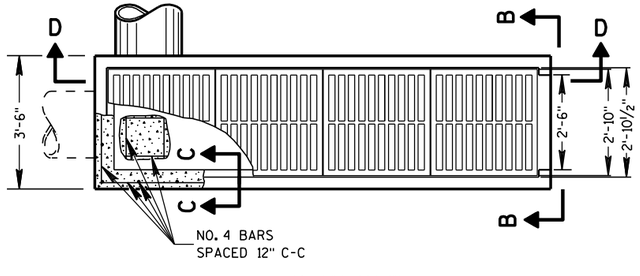


PLAN VIEW

INLETS MEDIAN 3 GRATE



SECTION D-D



PLAN VIEW

INLETS MEDIAN 4 GRATE

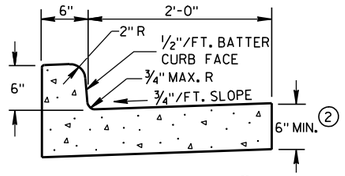
INLETS MEDIAN 3 AND 4 GRATE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/5/2012 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DE\ ENGINEER

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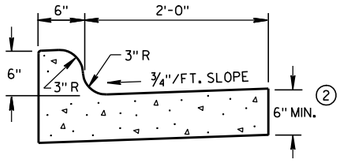
S.D.D. 8 C 9-1

6

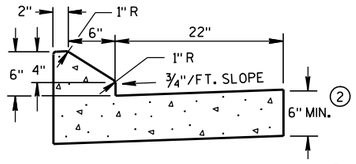
S.D.D. 8 C 9-1



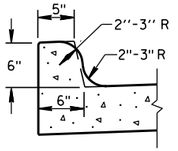
TYPES A & D (1)



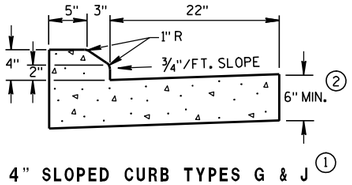
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

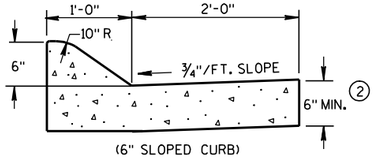


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

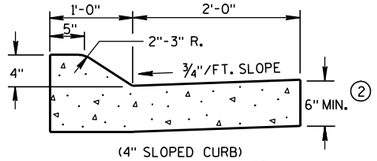


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

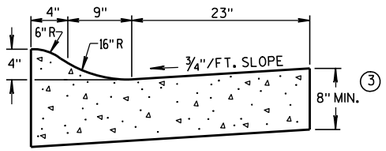


(6" SLOPED CURB)



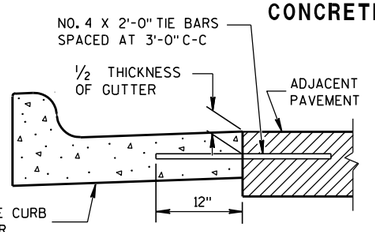
(4" SLOPED CURB)

TYPES A & D (1)

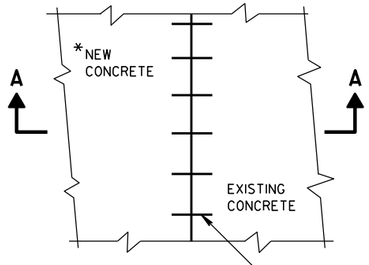


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

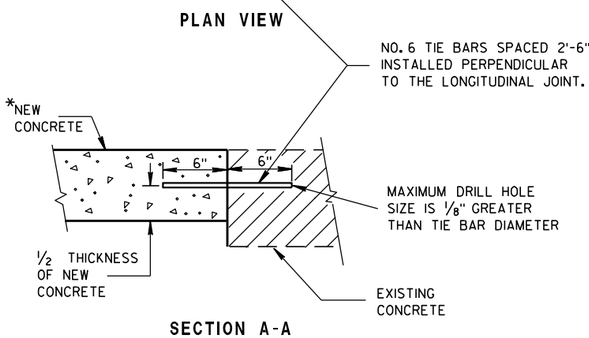


TYPICAL TIE BAR LOCATION (1)



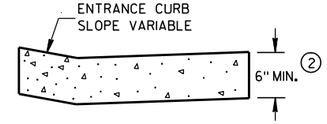
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



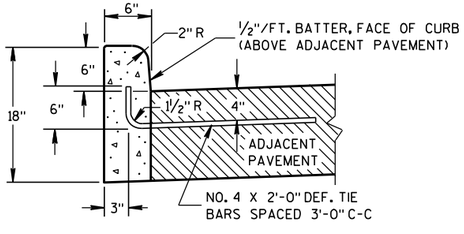
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



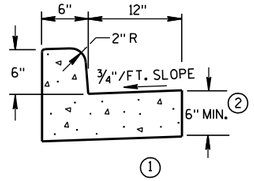
DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)



(1)

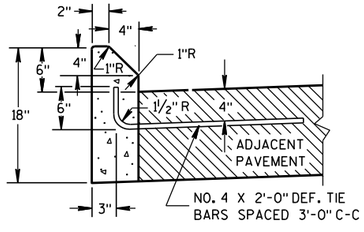
TYPES A & D



(1)

TYPES A & D

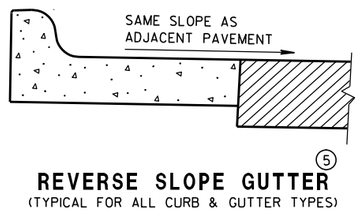
CONCRETE CURB & GUTTER 18"



(1)

TYPES G & J

CONCRETE CURB



(5)

REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

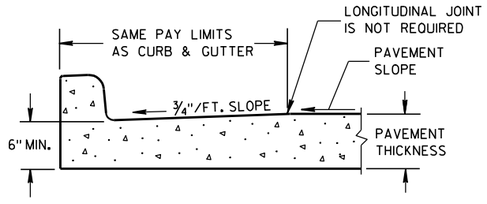
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

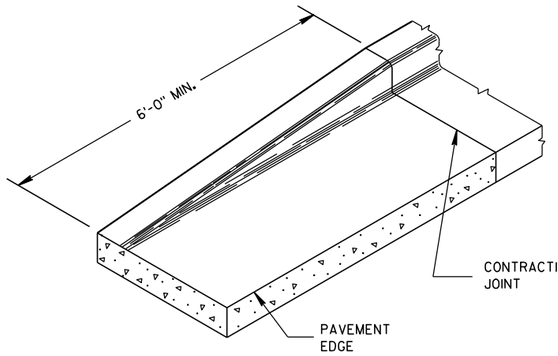
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

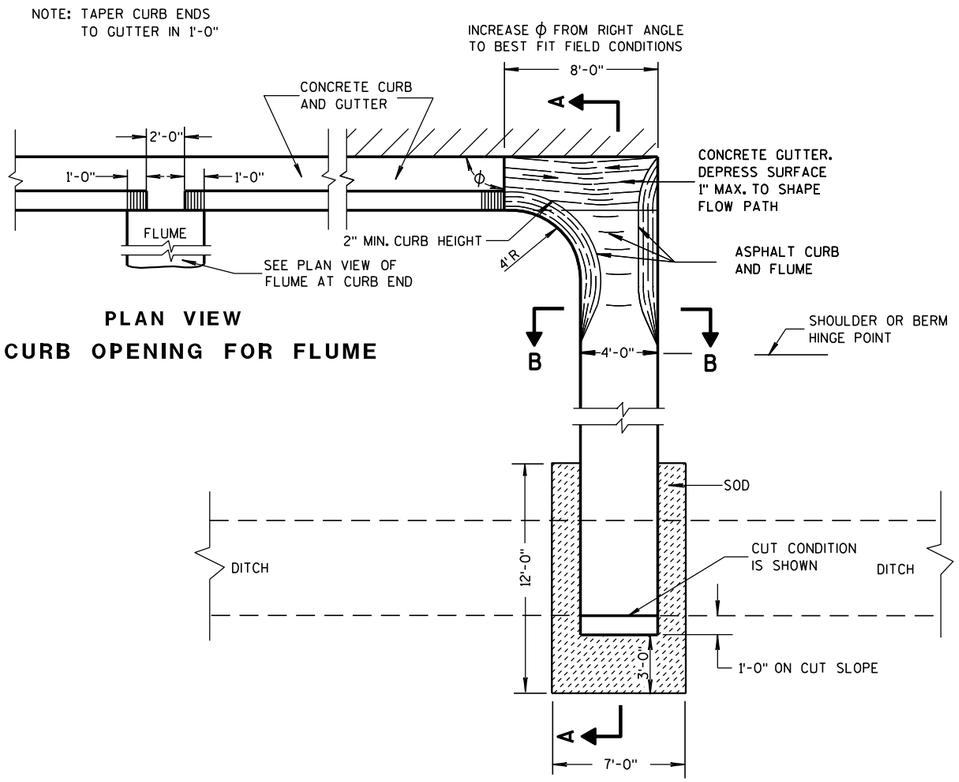
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S.D.D. 8 D 1-17

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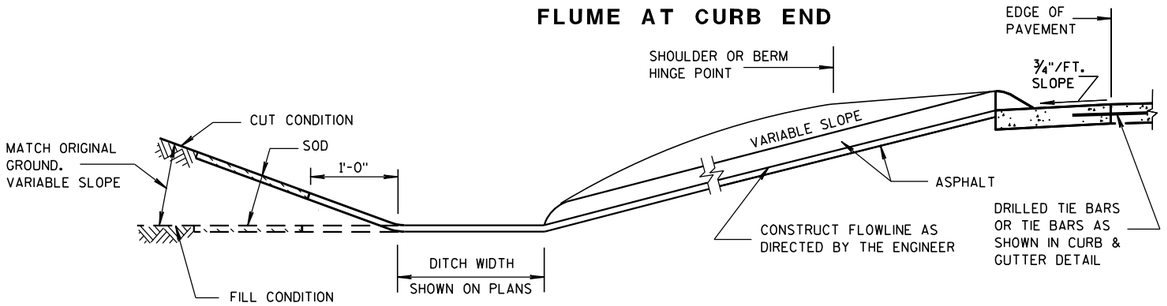
S.D.D. 8 D 1-17

ASPHALTIC FLUME

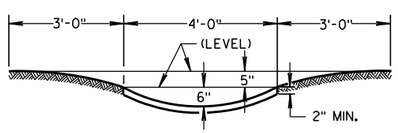


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

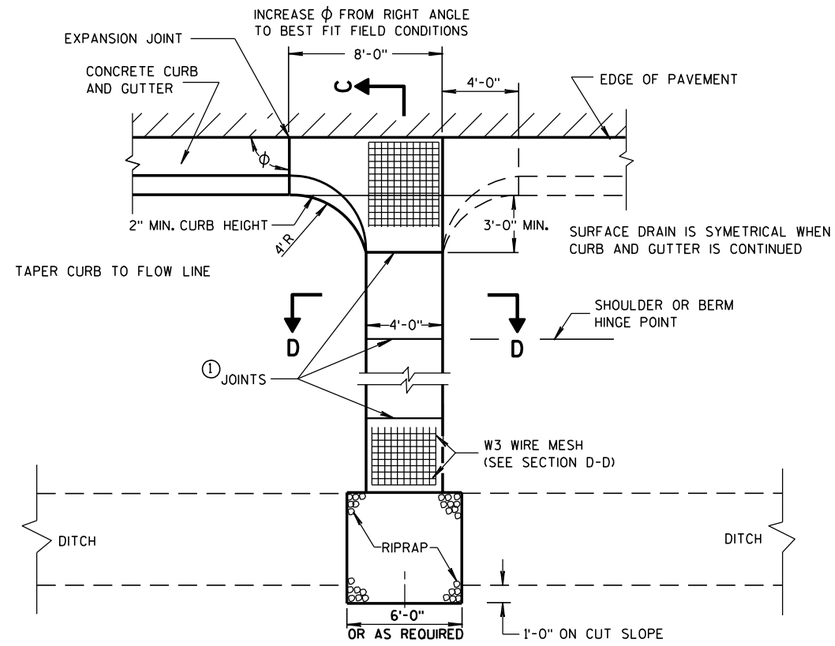
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

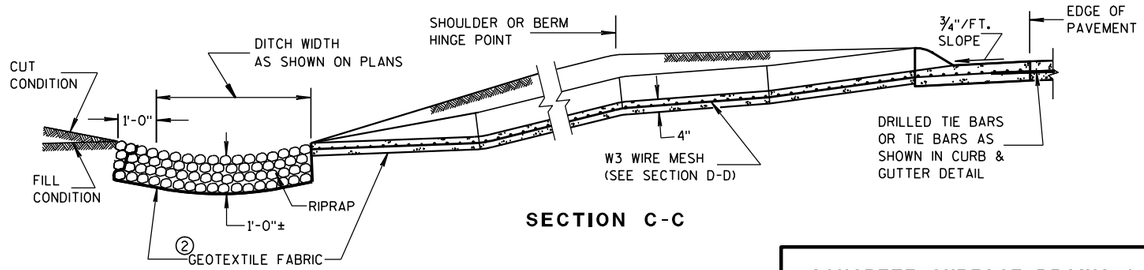
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

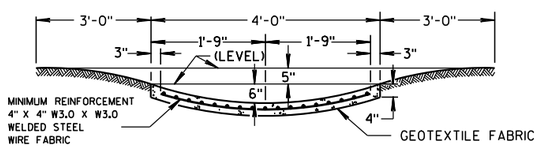
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

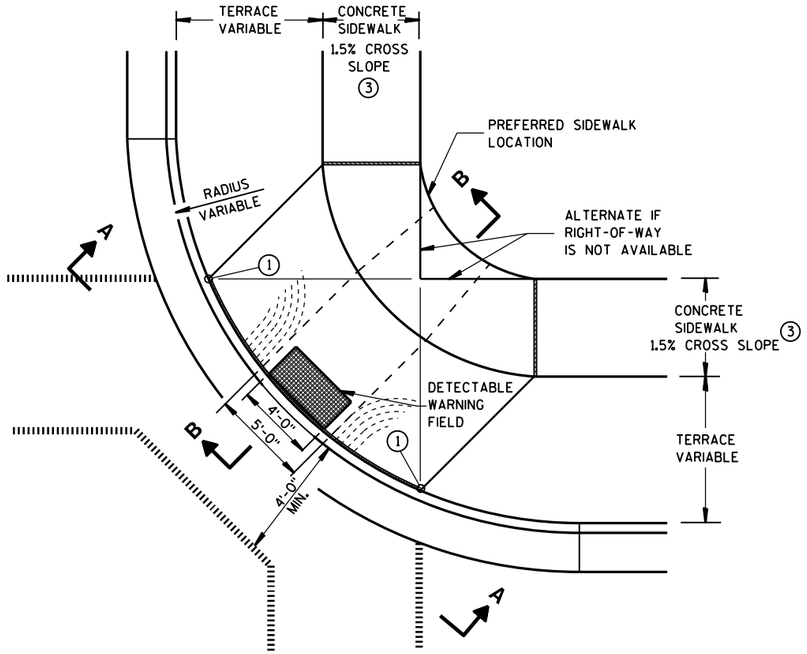
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
273
MENT
FHWA

6

S.D.D. 8 D 4-5

6

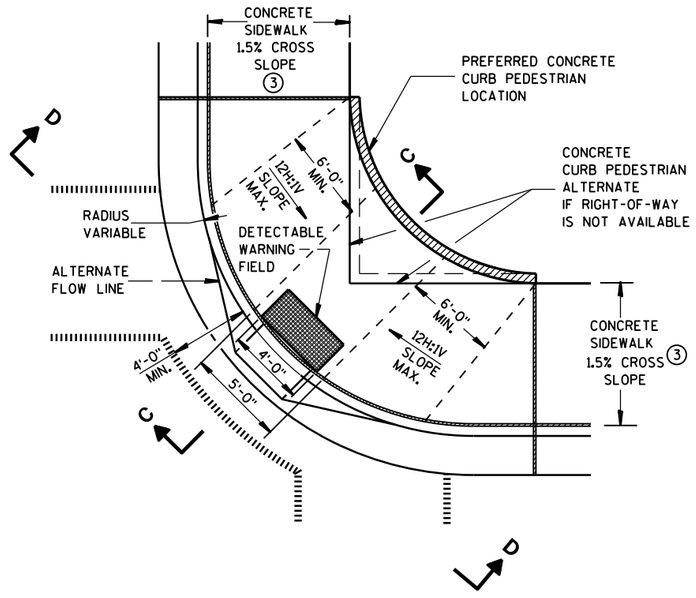
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

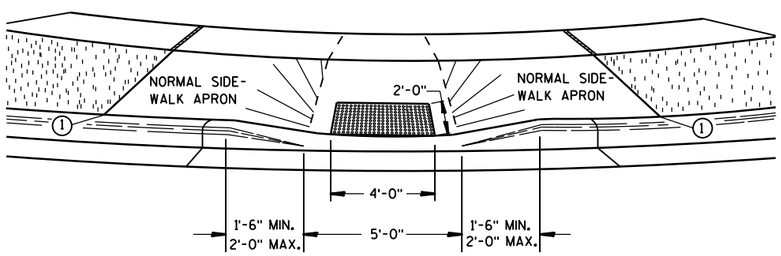
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

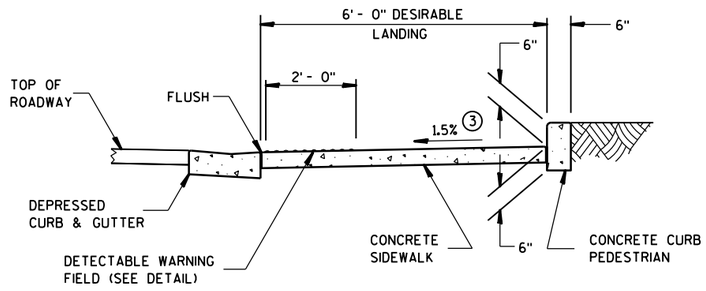
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

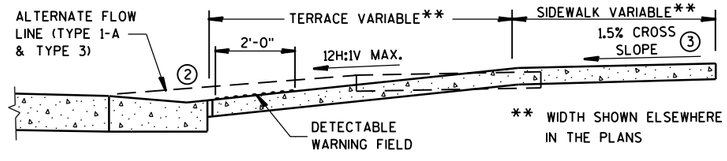
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



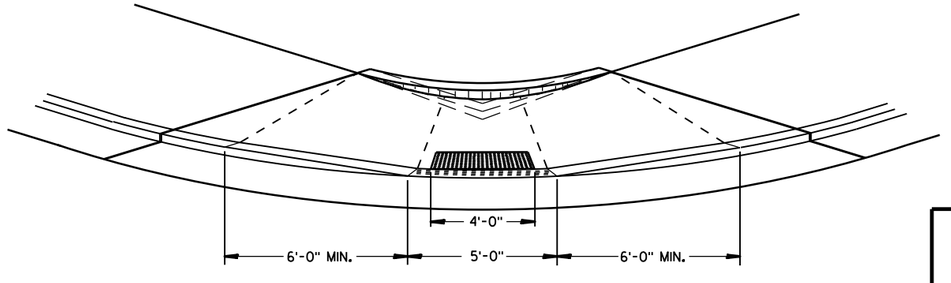
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

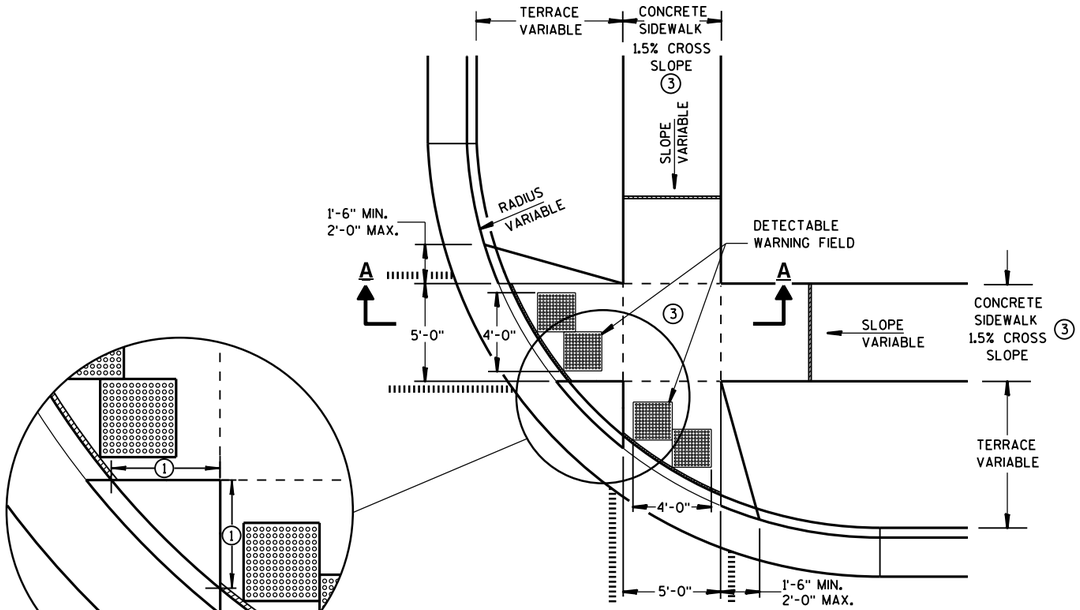
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

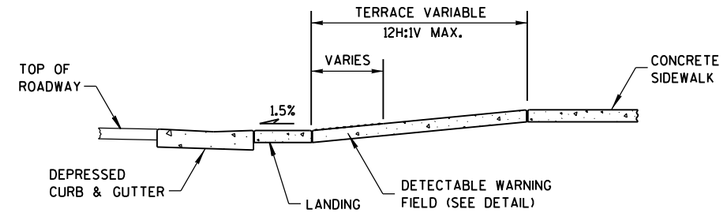
S.D.D. 8 D 5-15a



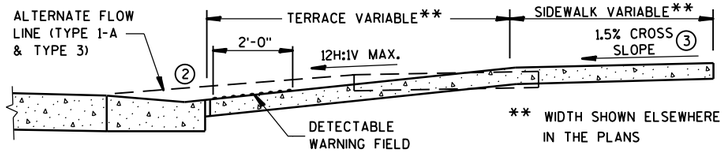
PLAN VIEW

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.

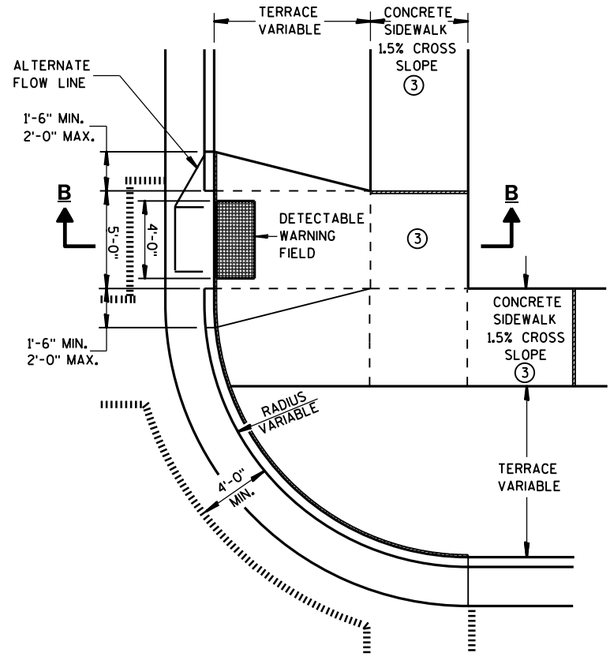
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

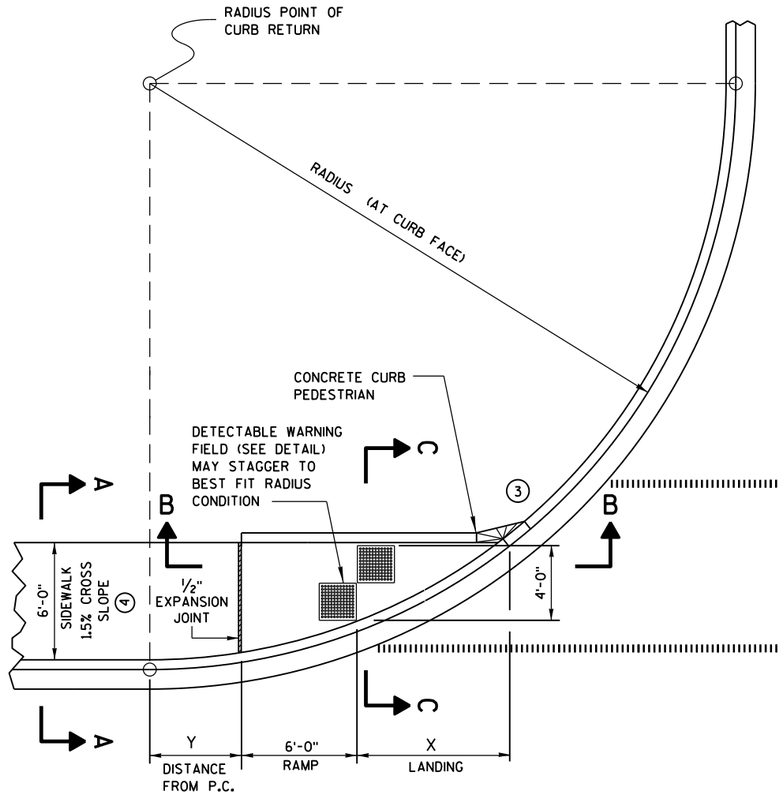
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

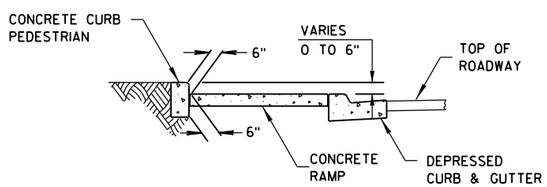
S.D.D. 8 D 5-15b

6

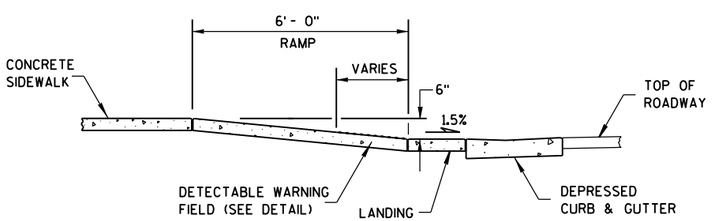
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



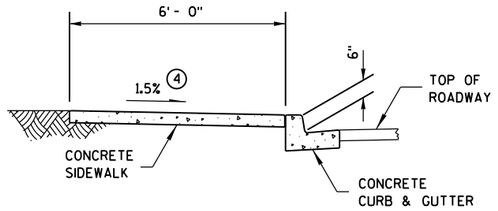
SECTION C-C FOR TYPE 4A



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

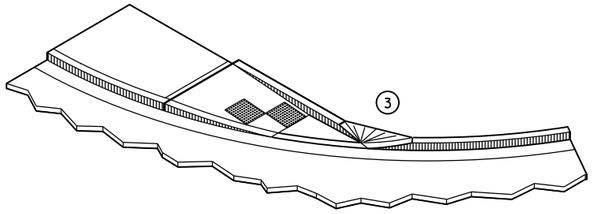
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

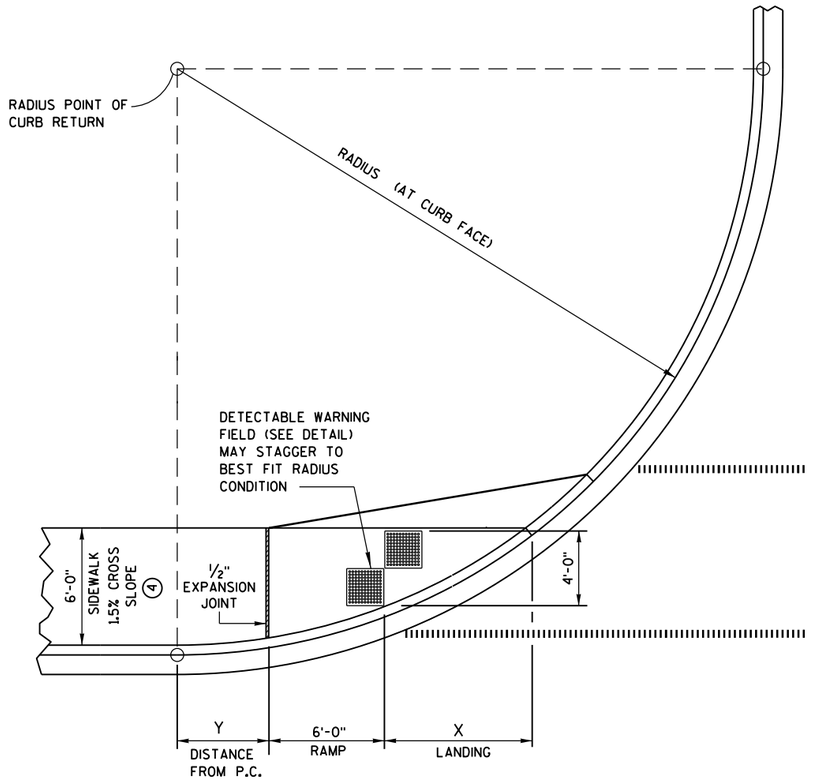
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

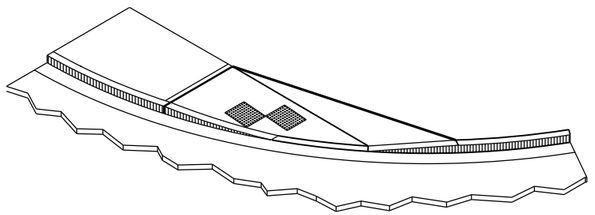
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

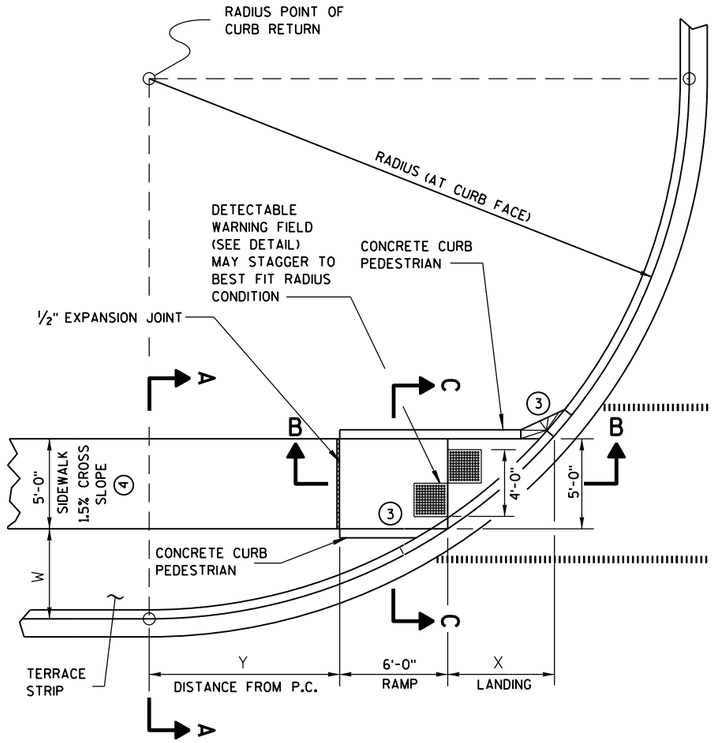
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

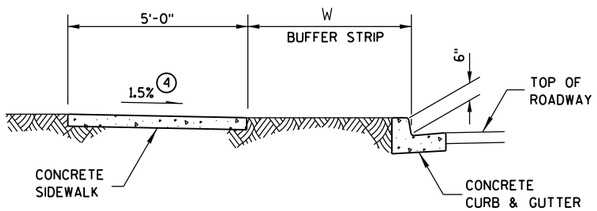
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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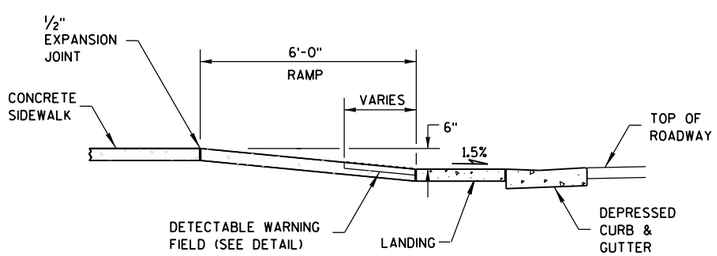
S.D.D. 8 D 5-15c



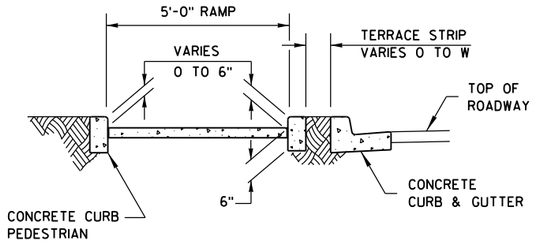
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

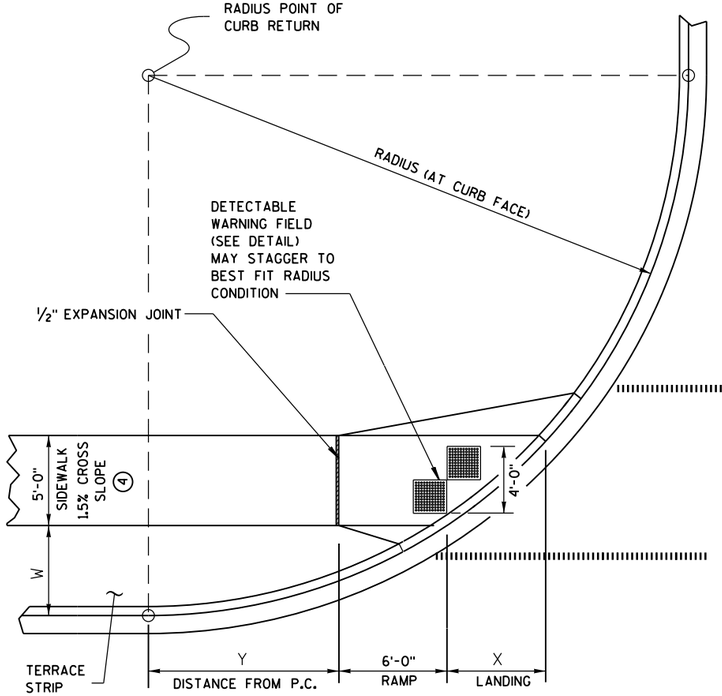
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

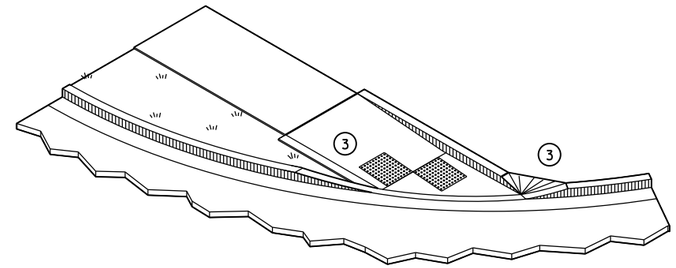
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

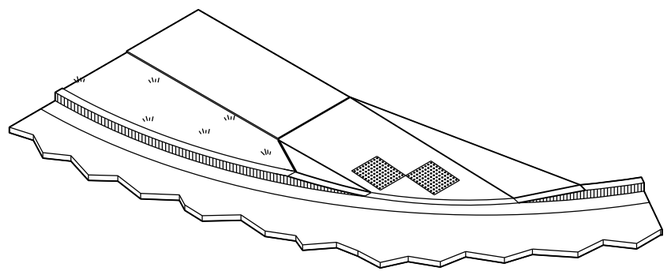
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



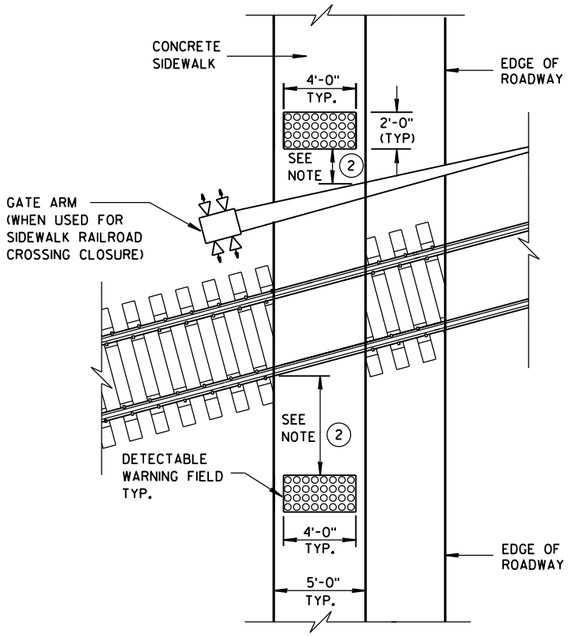
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

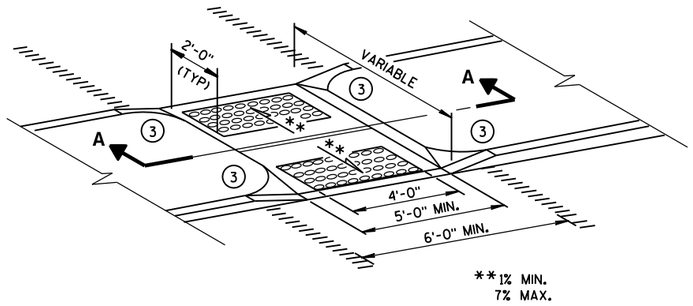
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

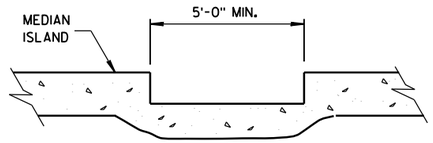
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

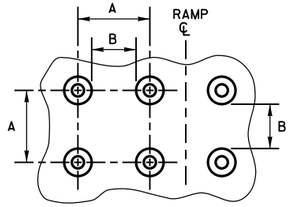
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



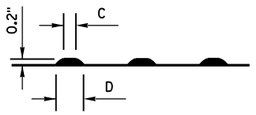
SECTION A-A



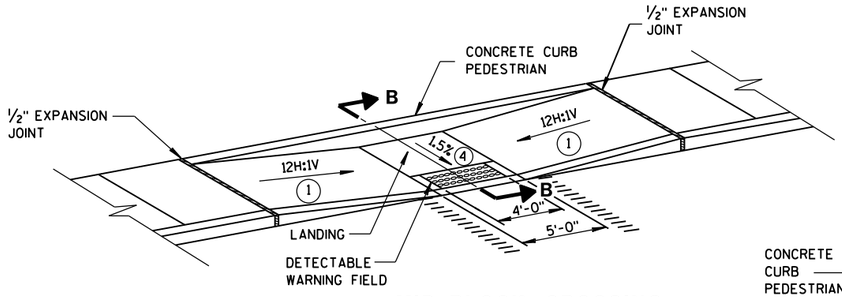
PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

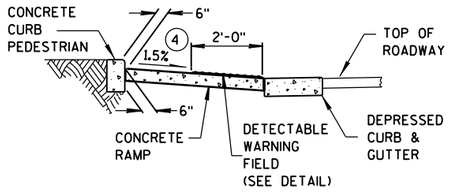
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

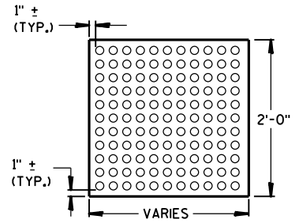


MID-BLOCK CROSSING
TYPE 7A



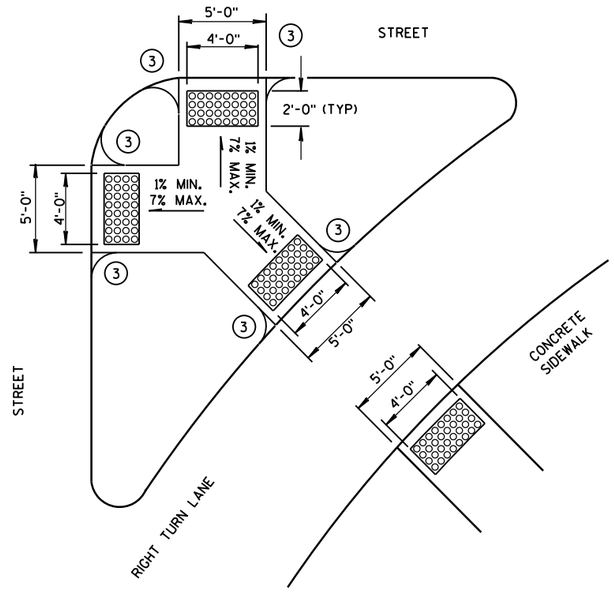
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

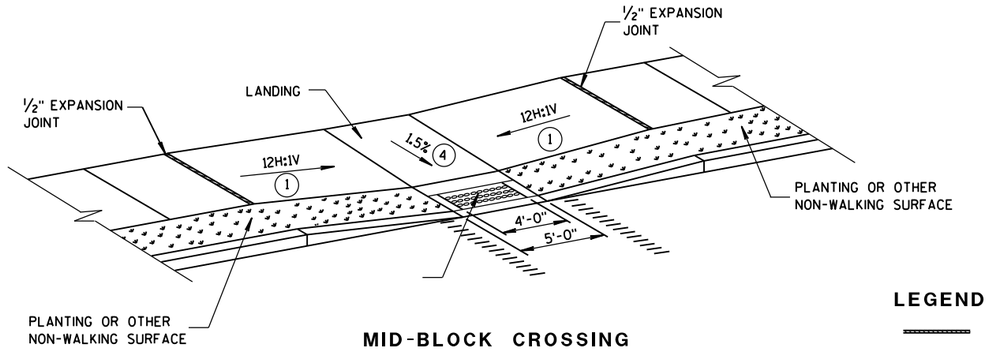


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

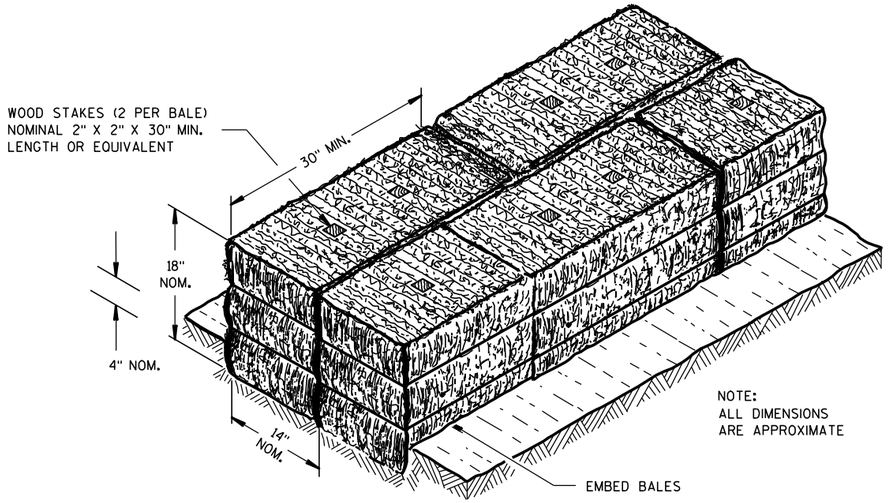
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

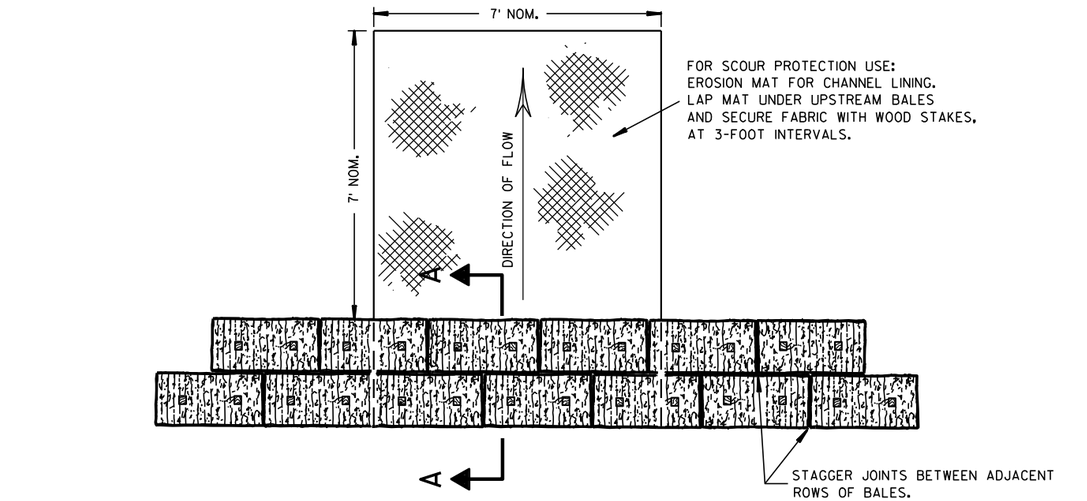
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

6

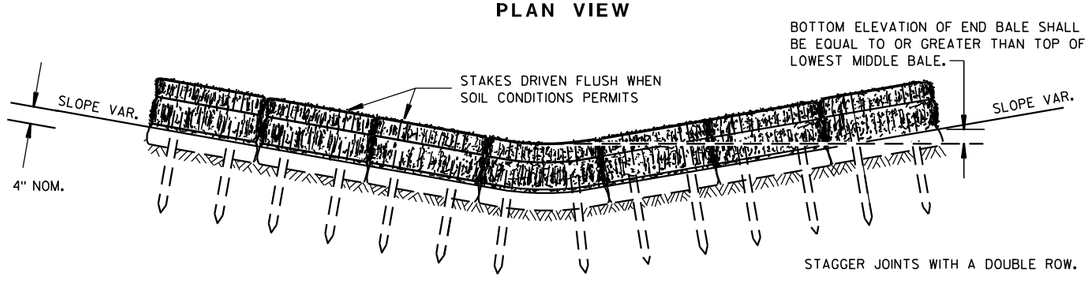
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



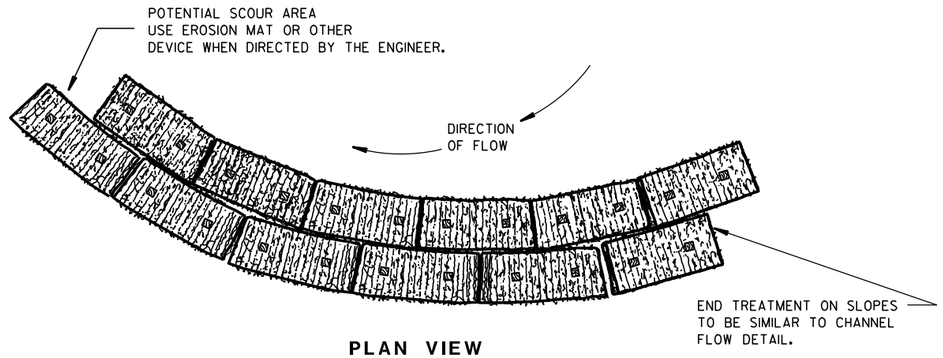
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

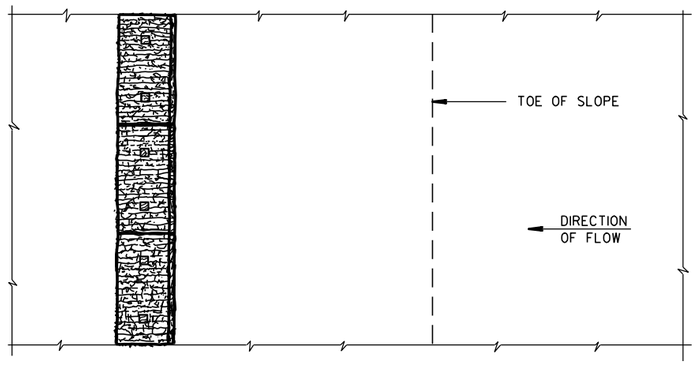
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

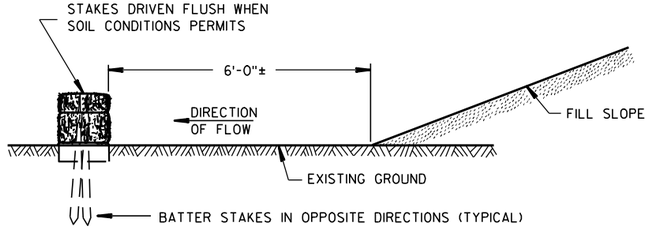


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

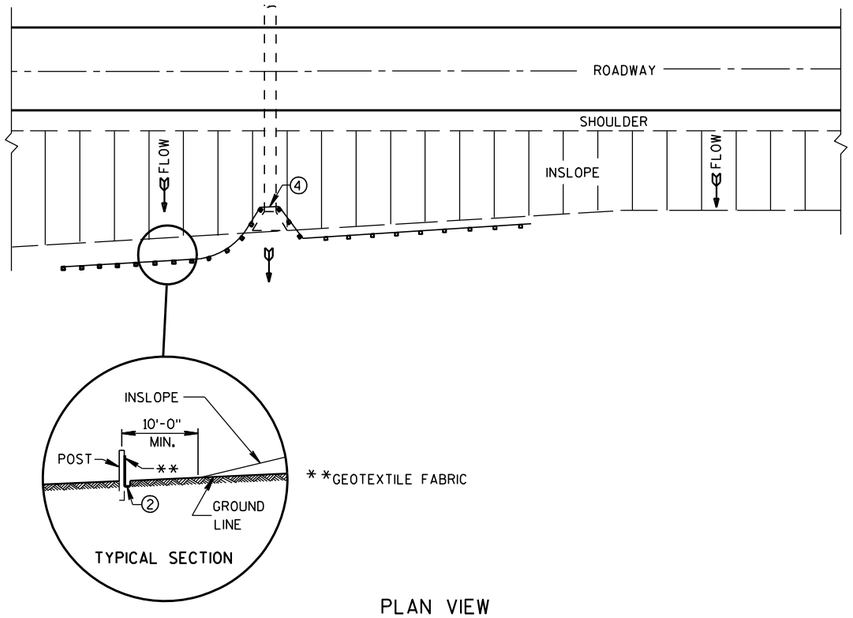
FHWA

6

S.D.D. 8 E 8-3

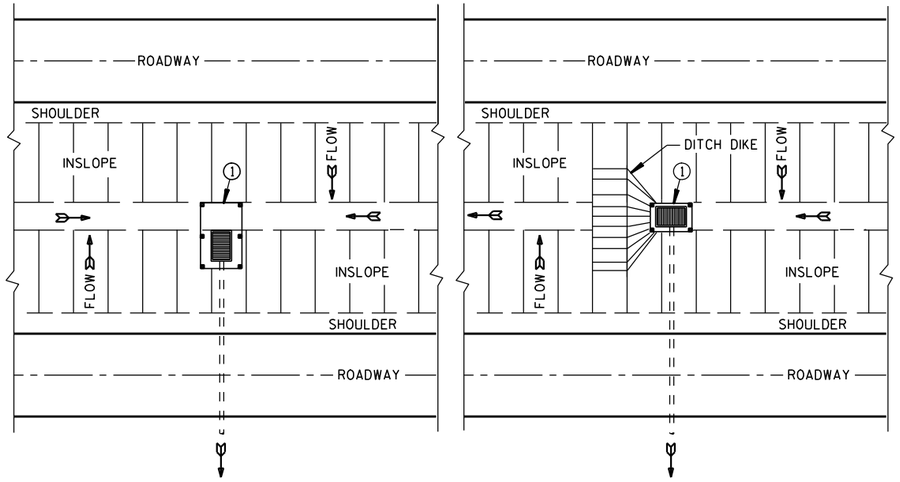
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



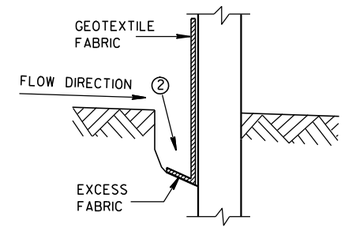
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

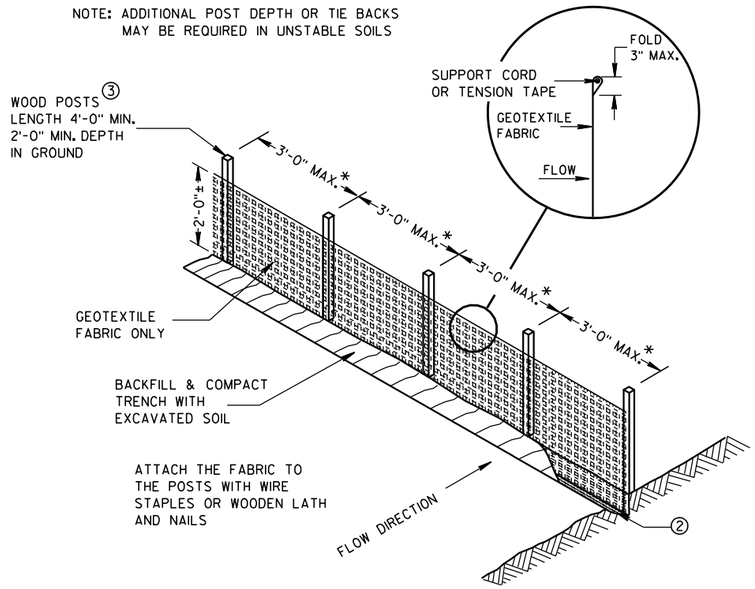
GENERAL NOTES

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

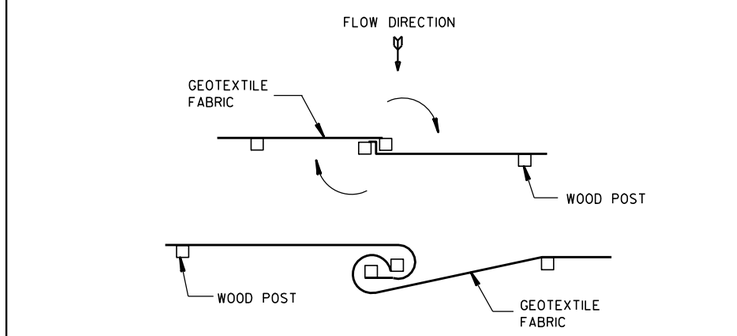
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



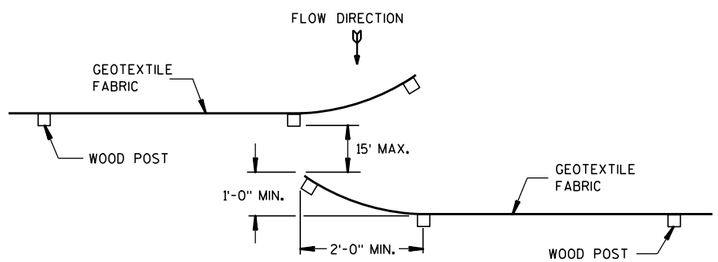
TRENCH DETAIL



SILT FENCE

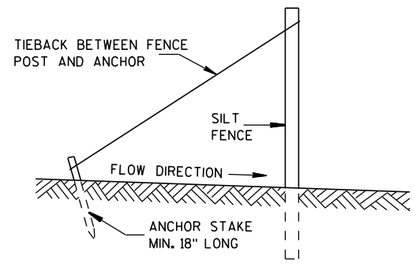


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

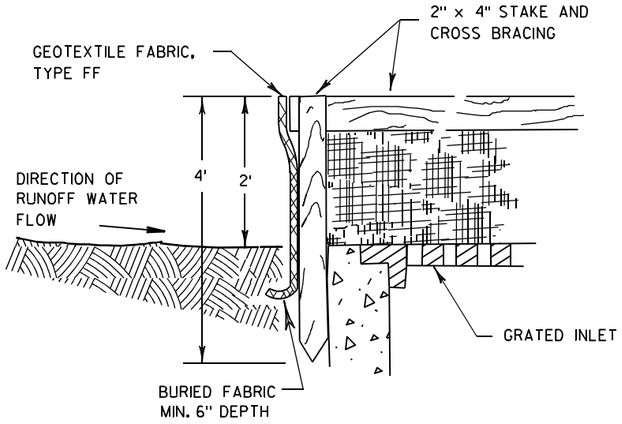
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

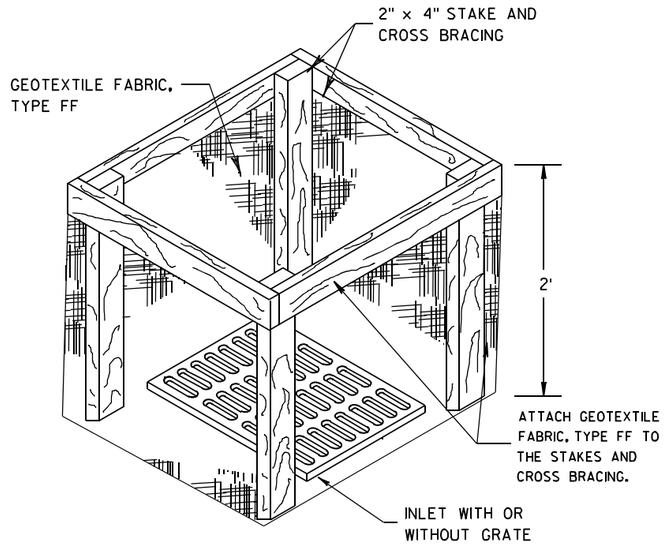
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S.D.D. 8 E 9-6

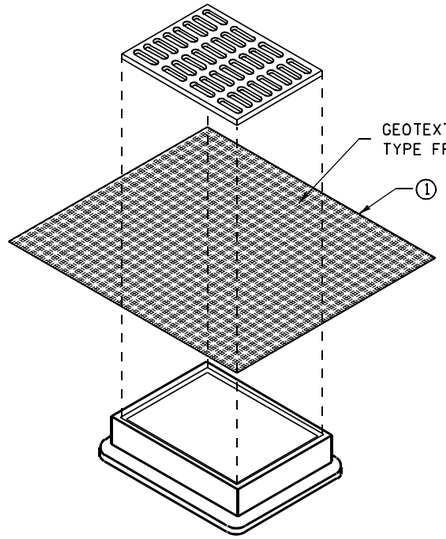
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S.D.D. 8 E 9-6



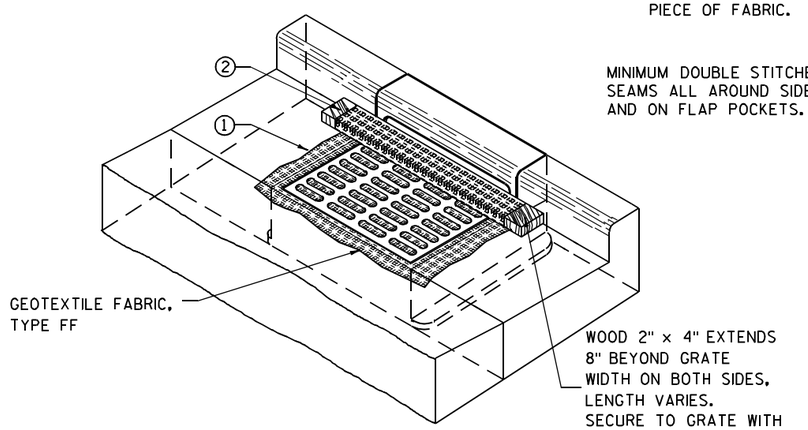


INLET PROTECTION, TYPE A

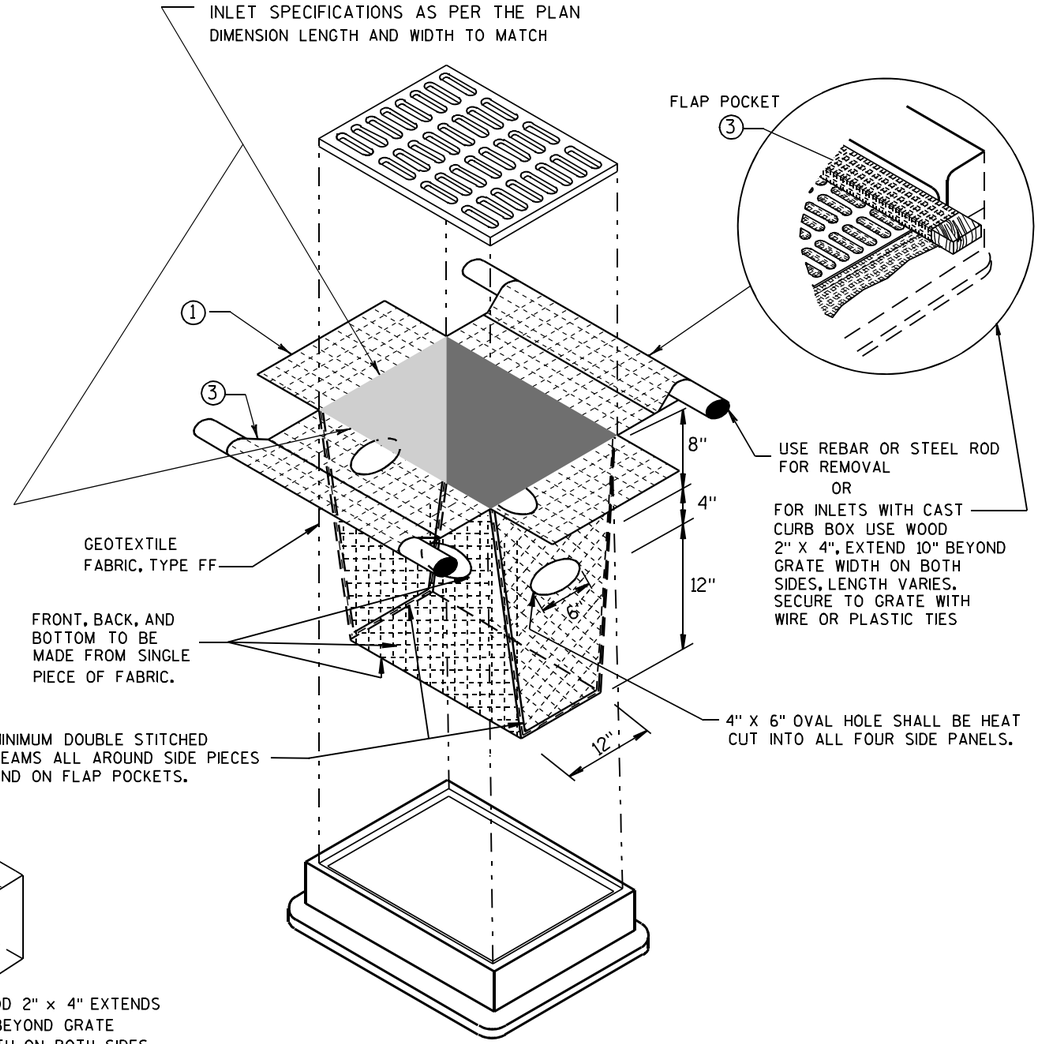


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE 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.

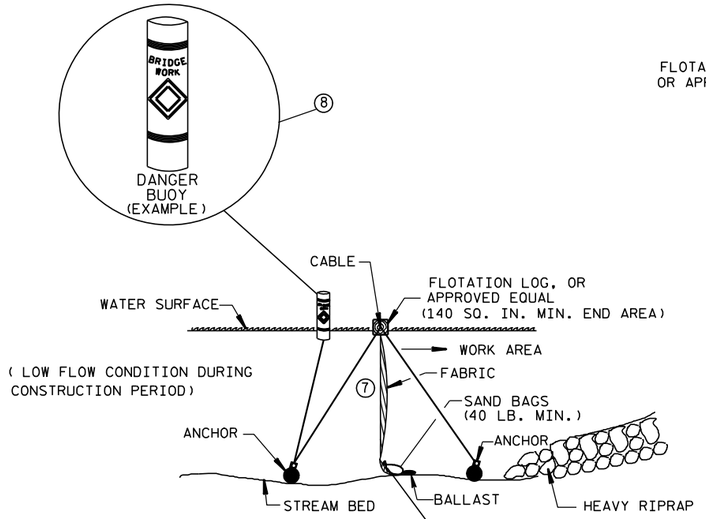
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

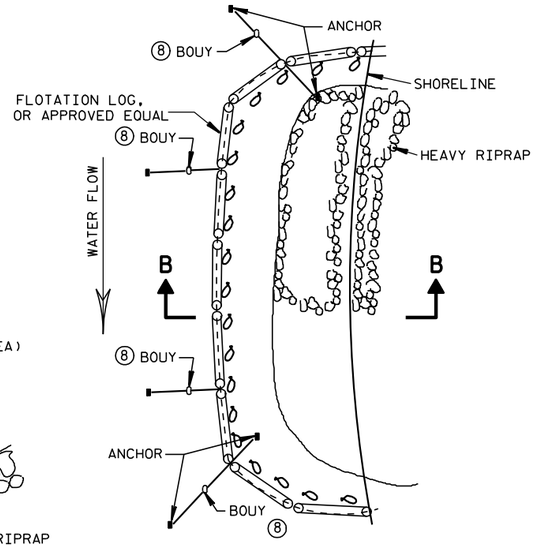
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

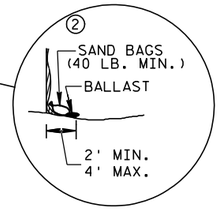
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

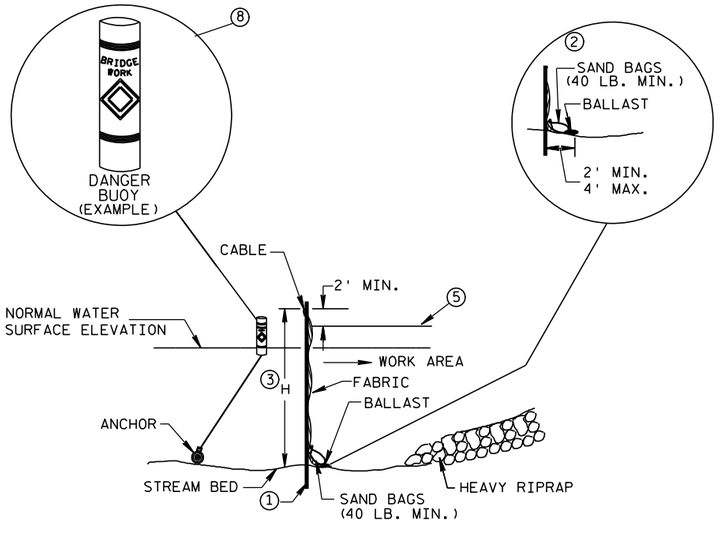


SECTION B-B

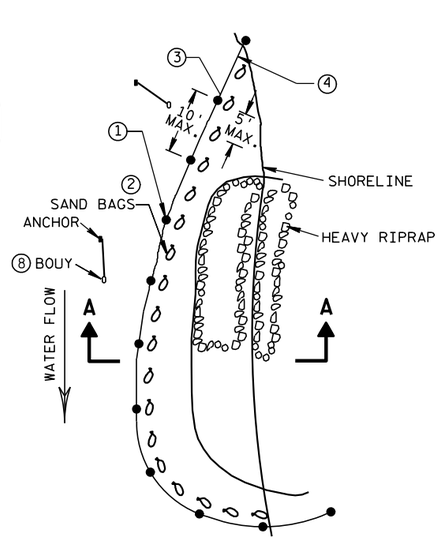




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

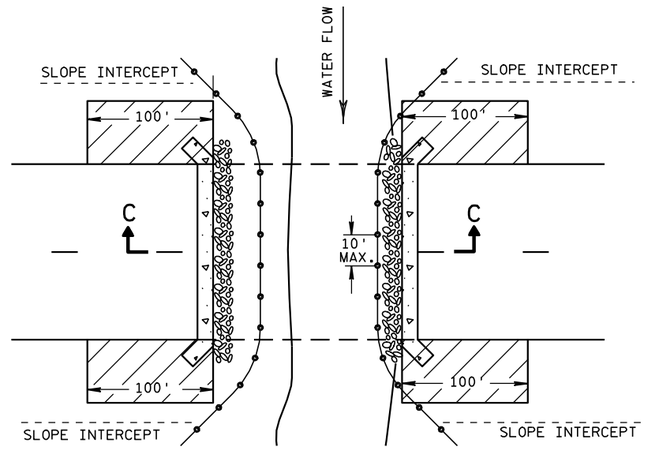
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE O2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

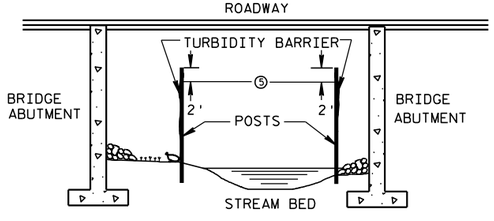
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 11-2

6

S.D.D. 8 E 11-2

METAL APRON ENDWALLS

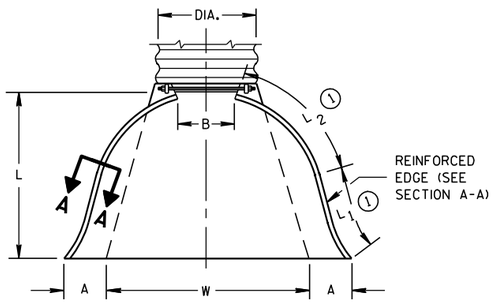
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

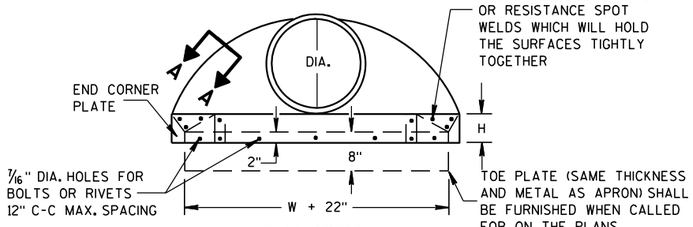
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

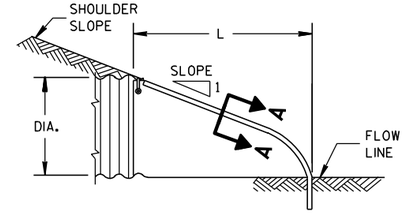
*MINIMUM
**MAXIMUM



PLAN VIEW

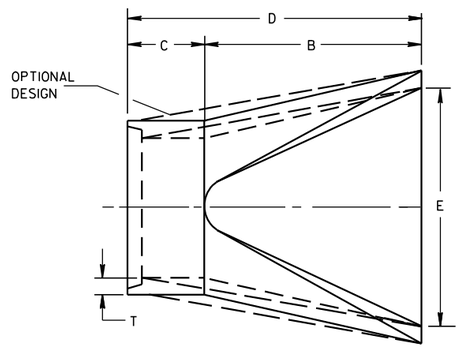


END VIEW

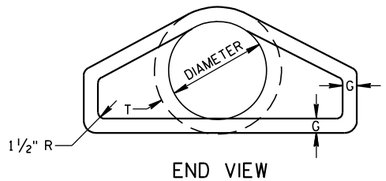


SIDE ELEVATION

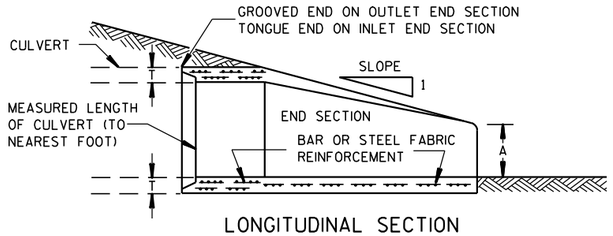
METAL ENDWALLS



PLAN

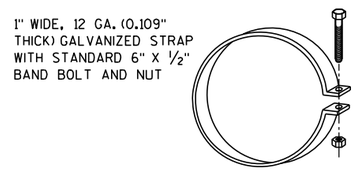


END VIEW



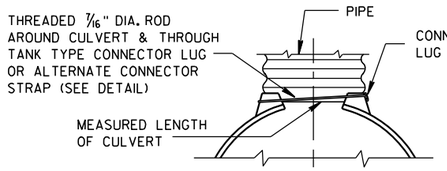
LONGITUDINAL SECTION

CONCRETE ENDWALLS

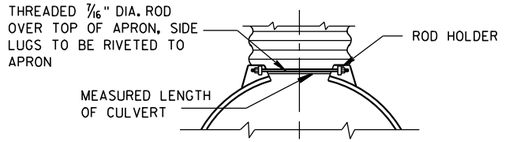


ALTERNATE FOR TYPE 1 CONNECTION

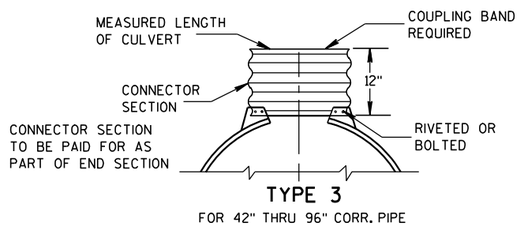
END SECTION CONNECTOR STRAP



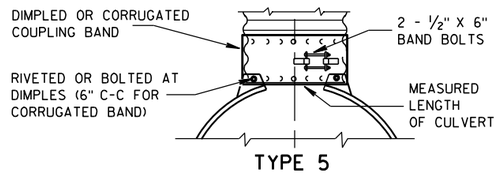
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

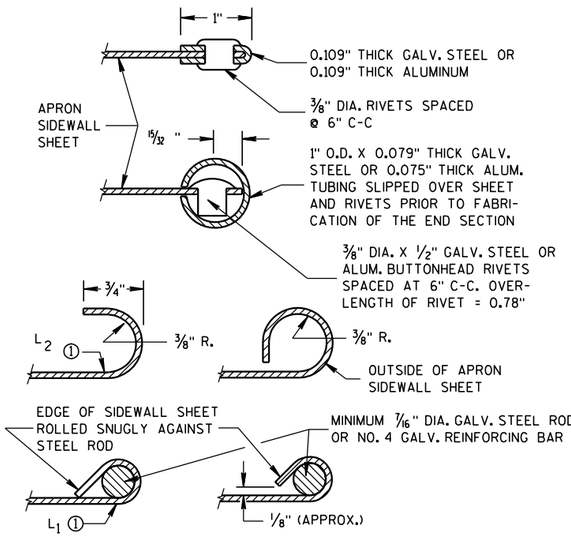
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

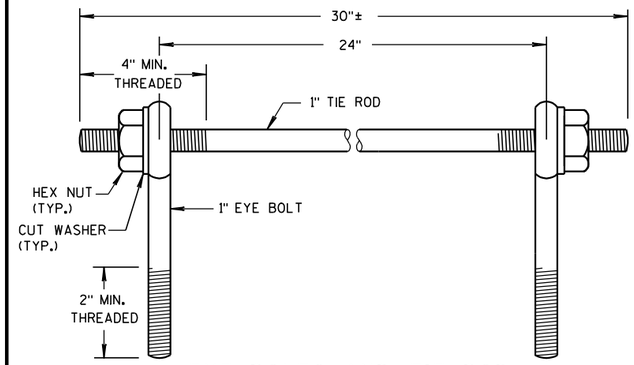
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

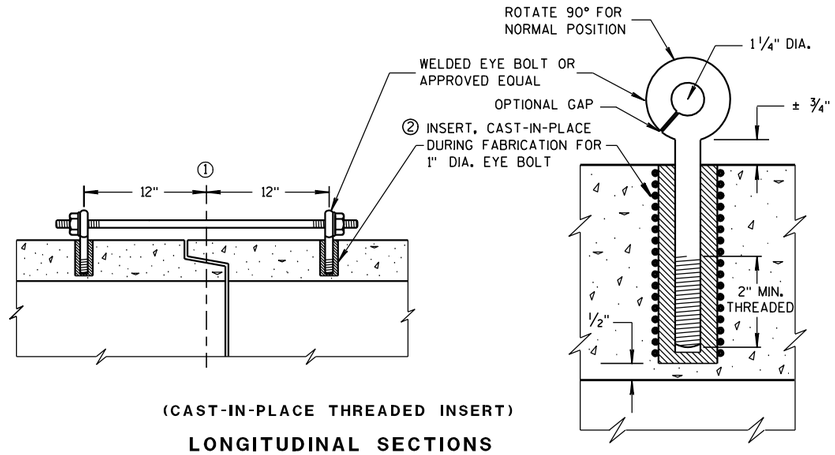
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

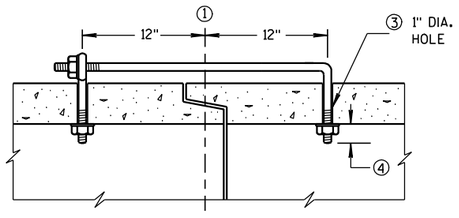
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

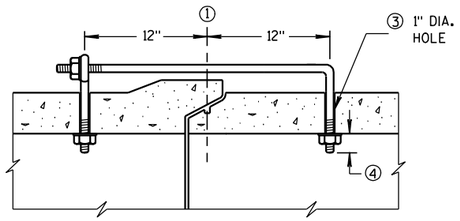
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

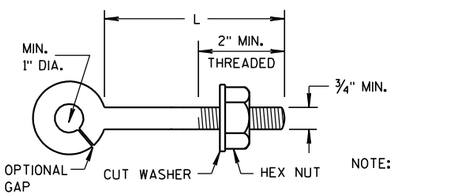


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

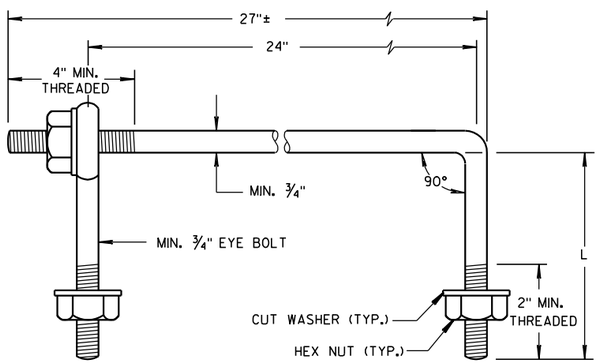
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

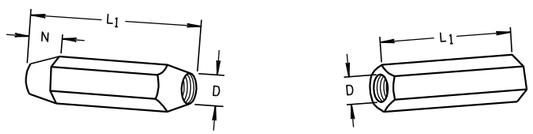
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

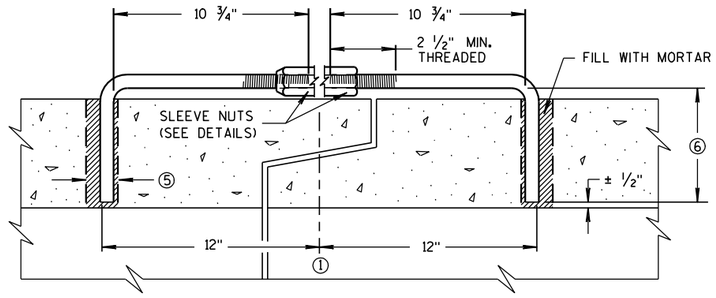
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

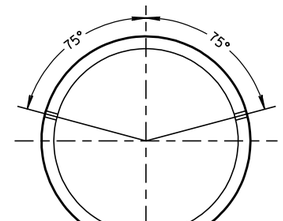
SLEEVE NUTS



LONGITUDINAL SECTION

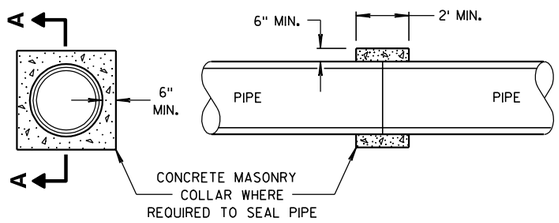
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

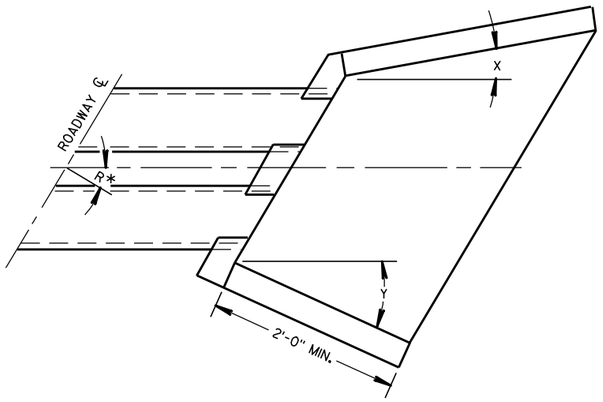
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
284
FHWA

6

S.D.D. 8 F 4-7



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

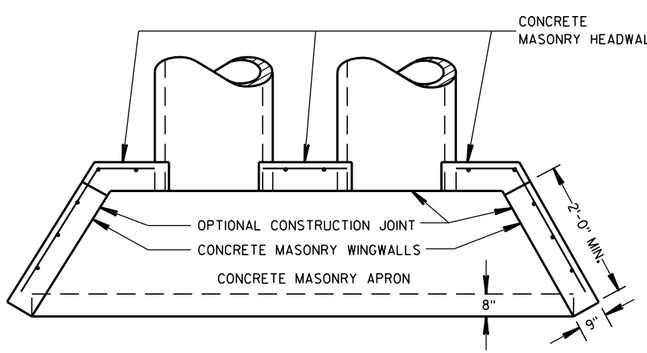
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

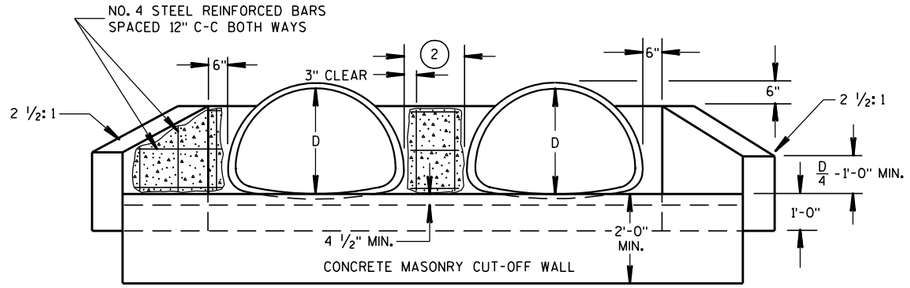
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



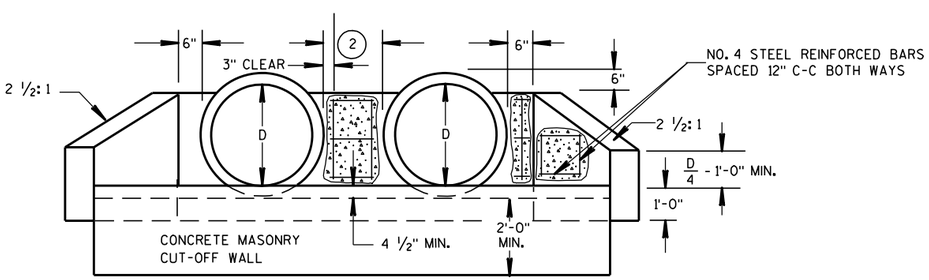
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



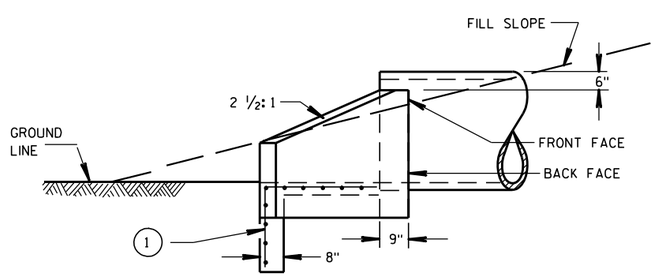
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

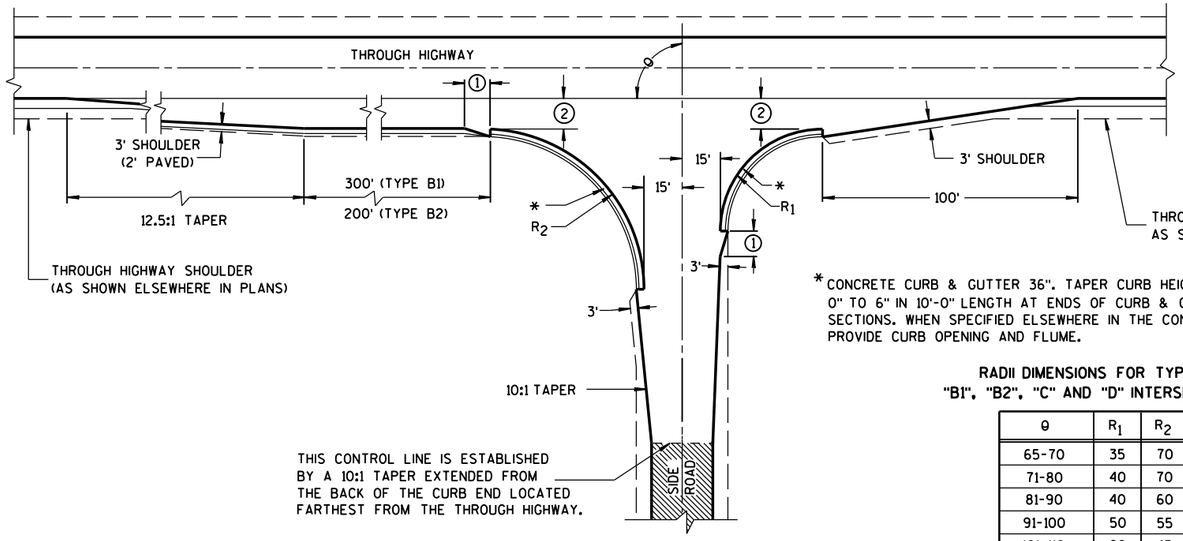
9/14/98 DATE

/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 10-1

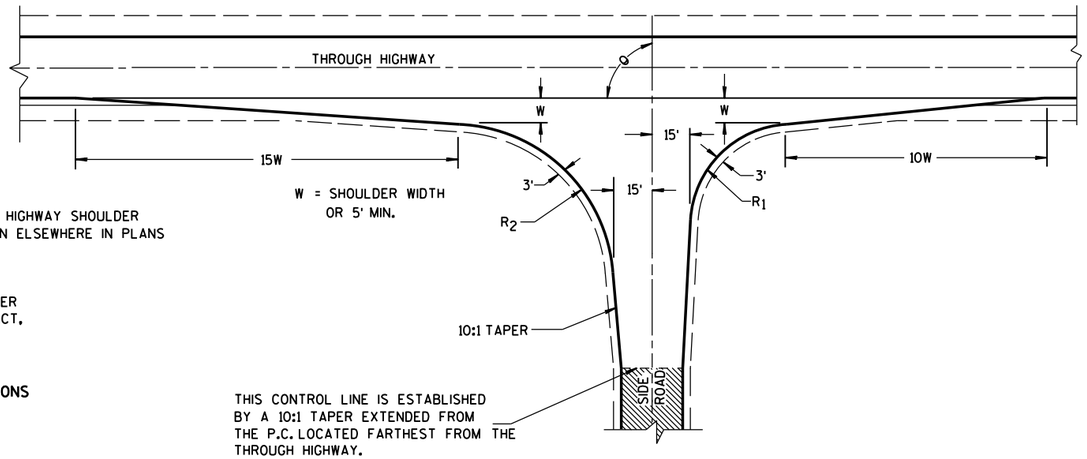


TYPE "B1" AND "B2"

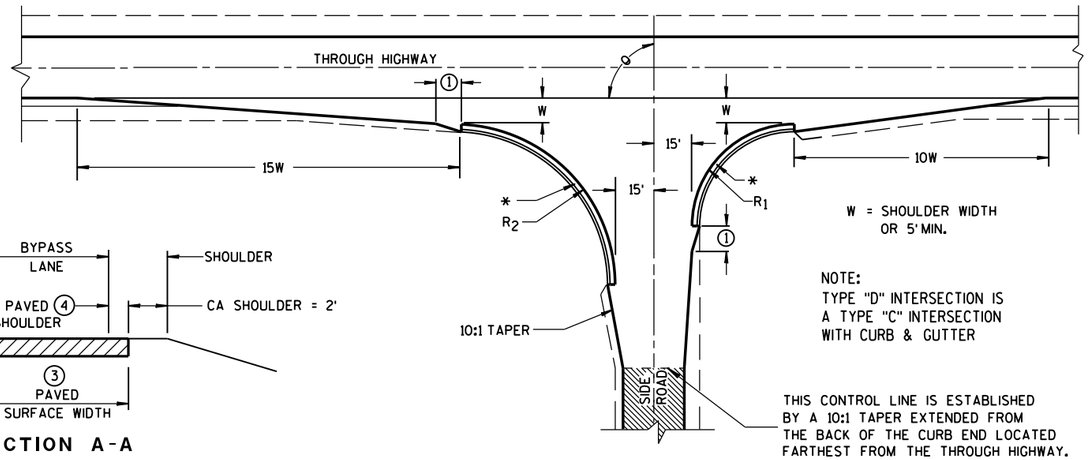
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

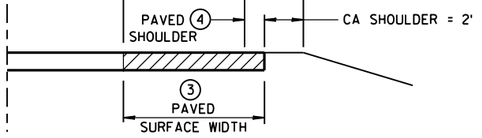
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

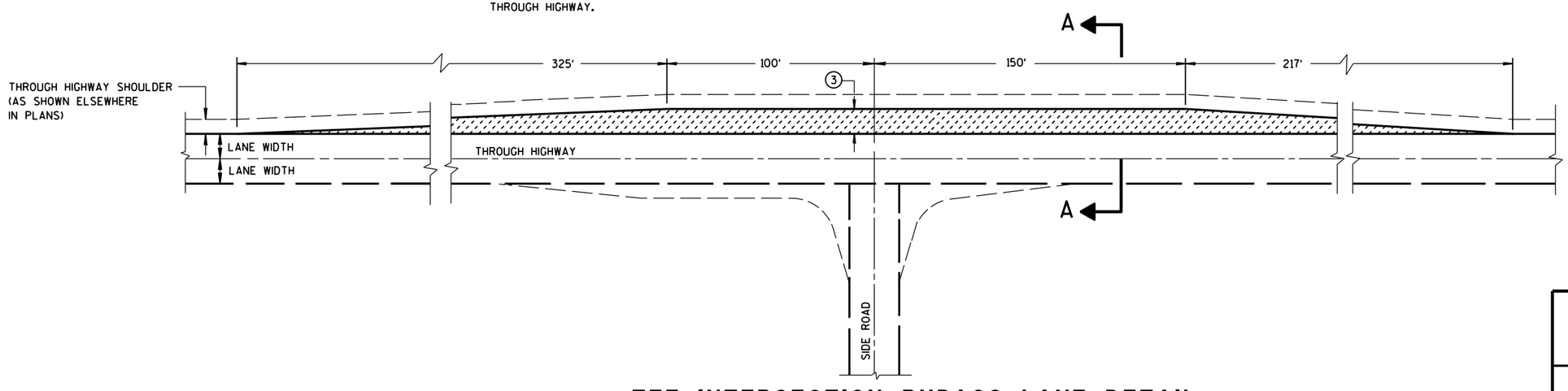
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



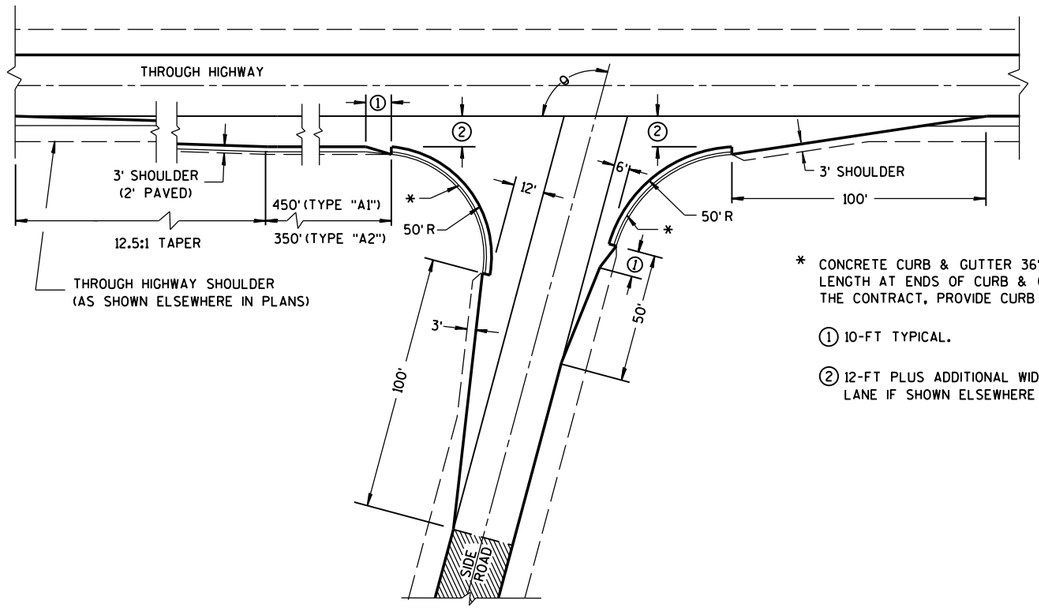
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 9 A 1-13a

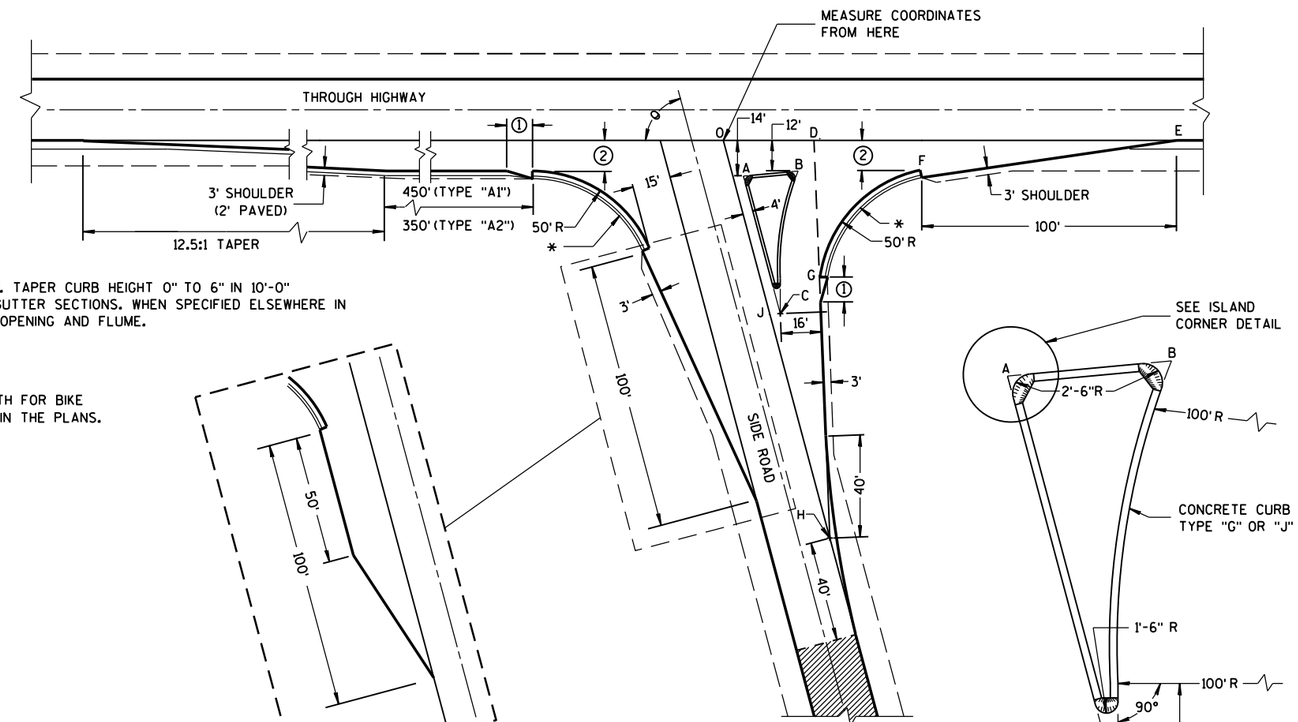


θ = MORE THAN 80°

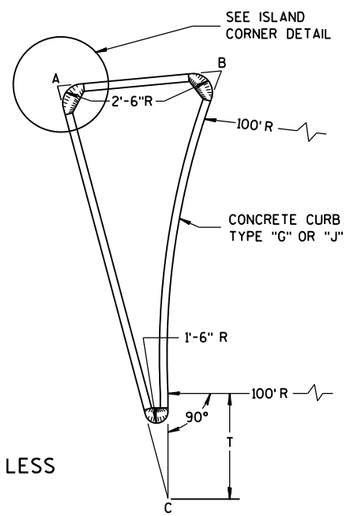
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

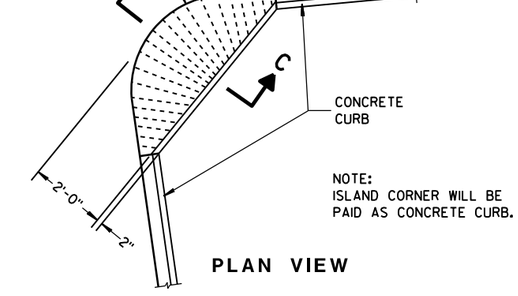
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.



θ = ACUTE ANGLES 80° OR LESS

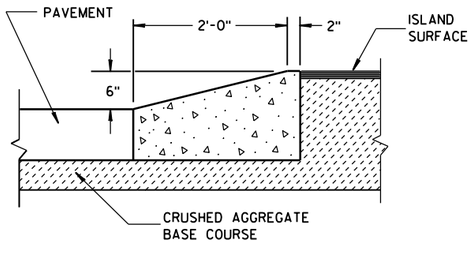


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 9 A 1-13b

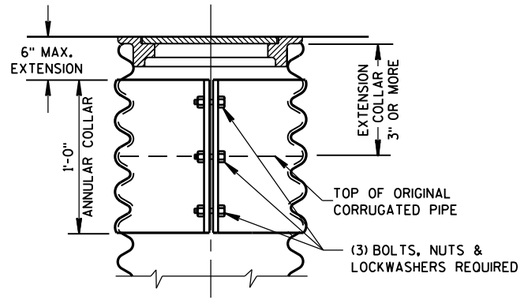
S.D.D. 9 A 1-13b

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

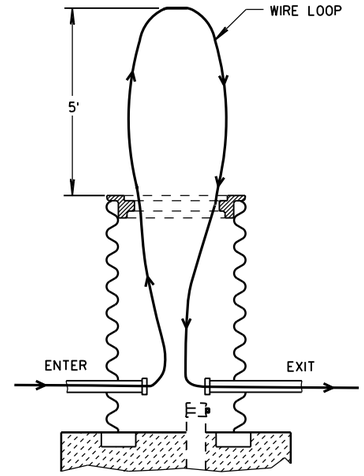
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

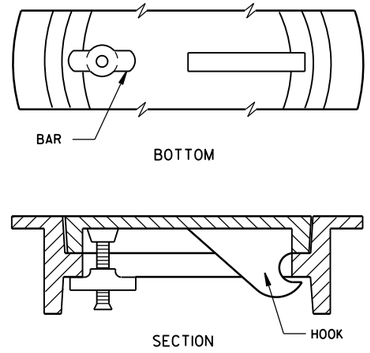
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

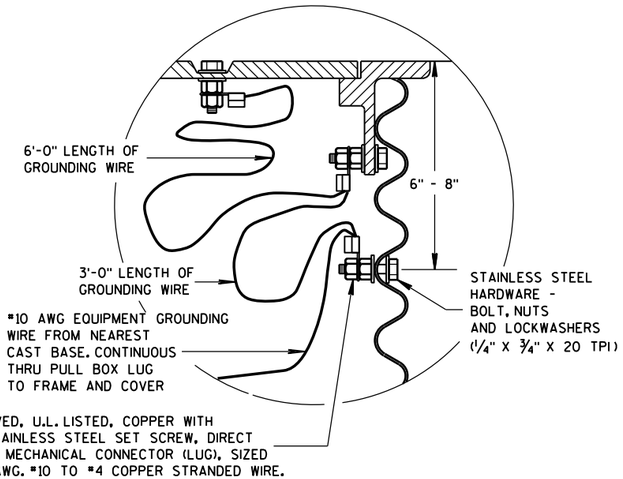


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



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.

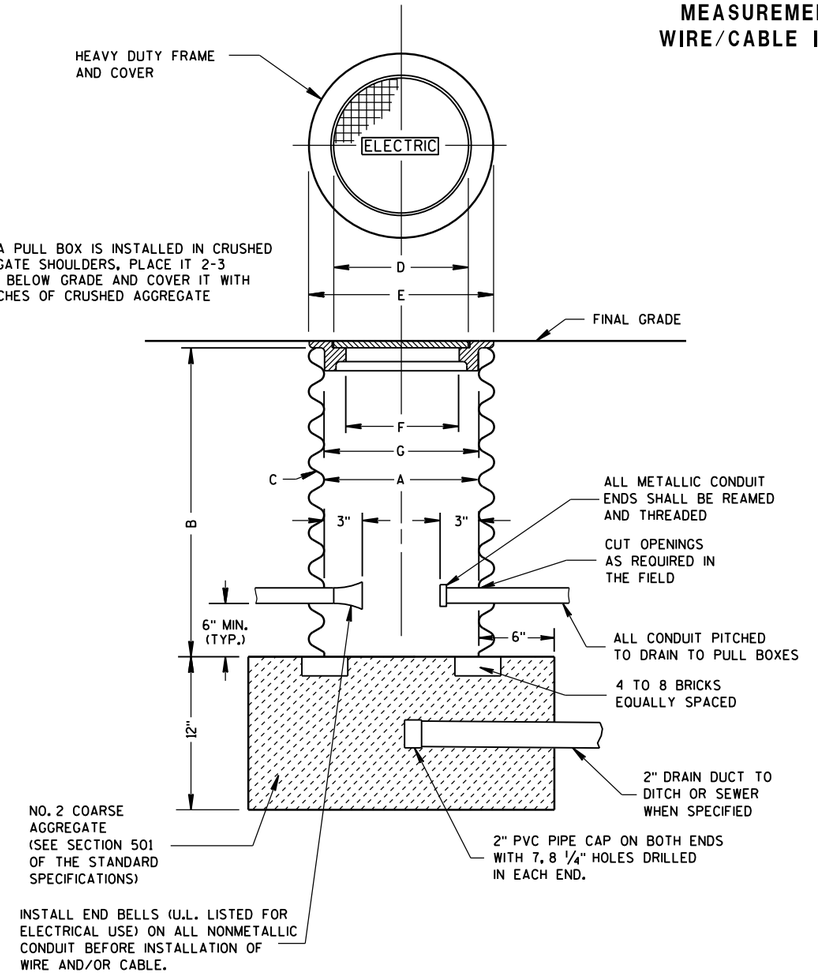
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

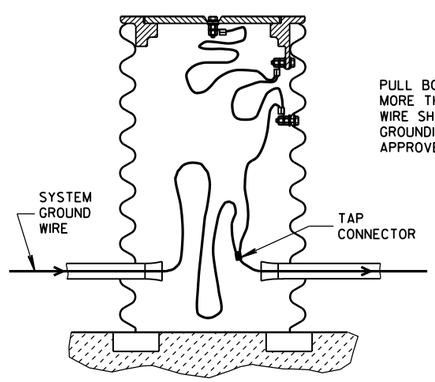
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

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



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

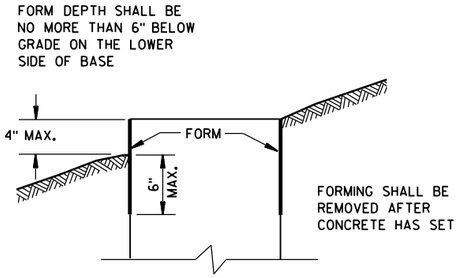
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 288
FHWA

6

S.D.D. 9 B 4-11

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
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 1, TYPE 2, TYPE 5, AND TYPE 6 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 OF THE STANDARD SPECIFICATIONS.

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.

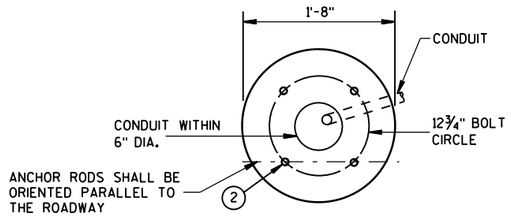
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

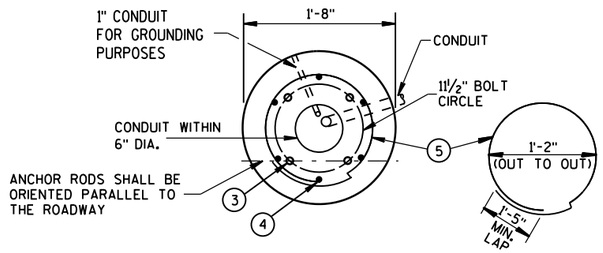
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

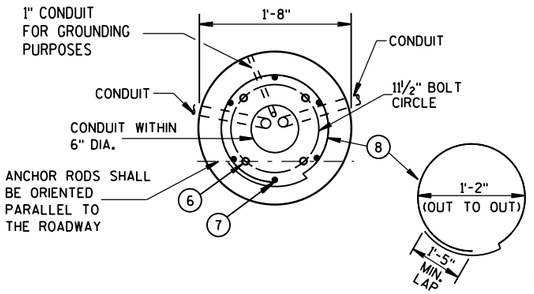
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

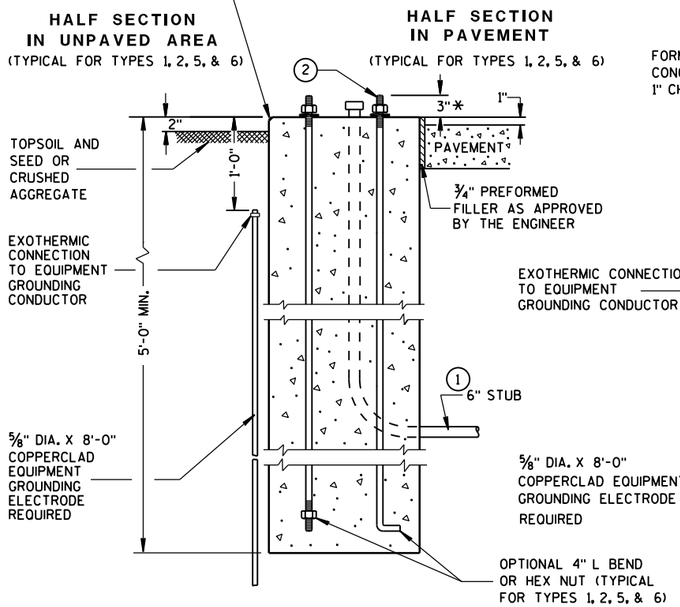






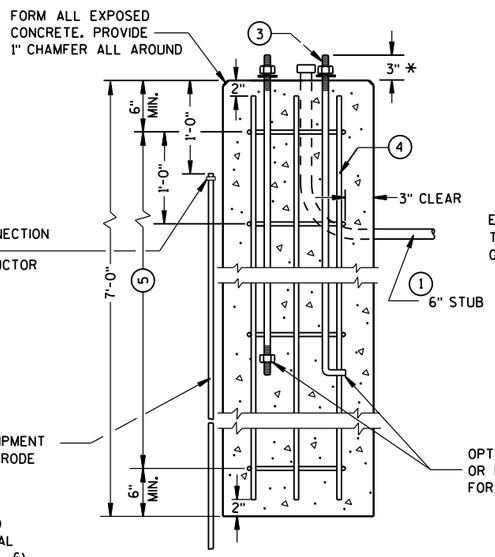
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

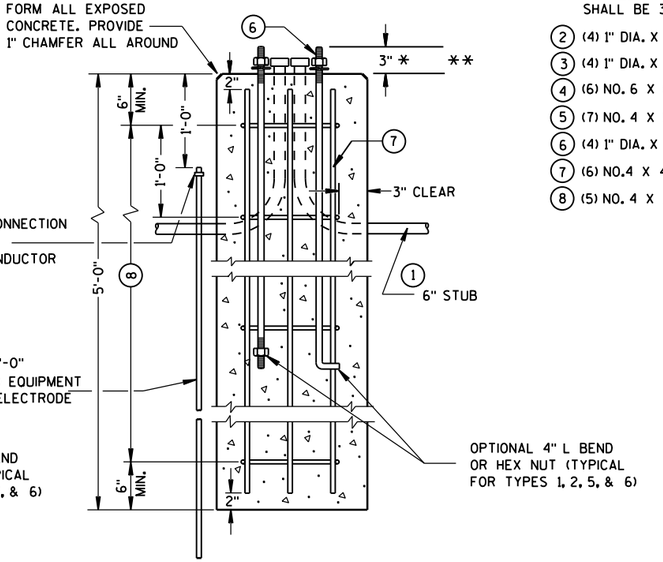


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

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, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7

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.

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, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

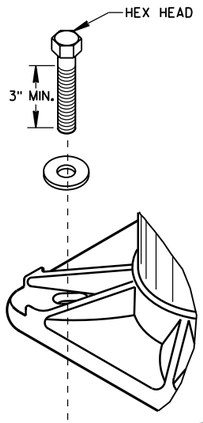
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

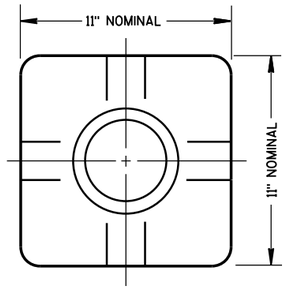
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

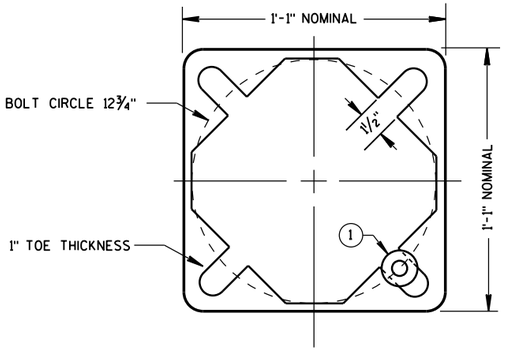
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

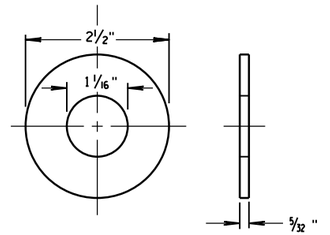




TOP VIEW
(PEDESTAL BASE)

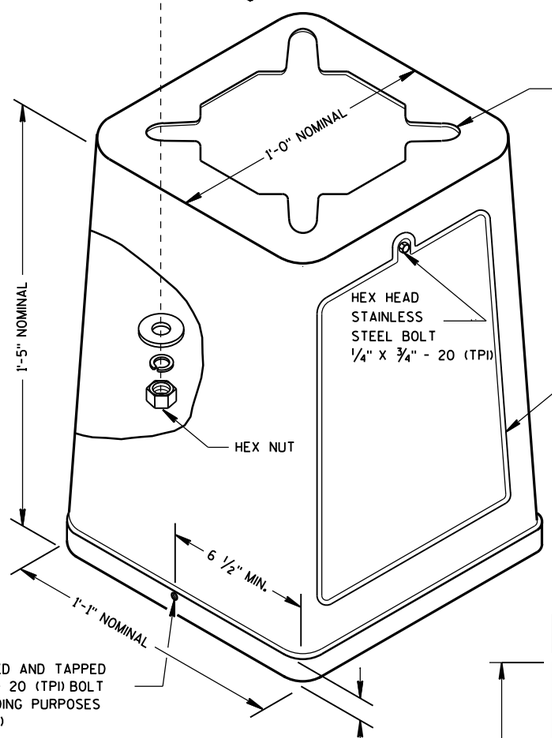


BOTTOM VIEW
(PEDESTAL BASE)

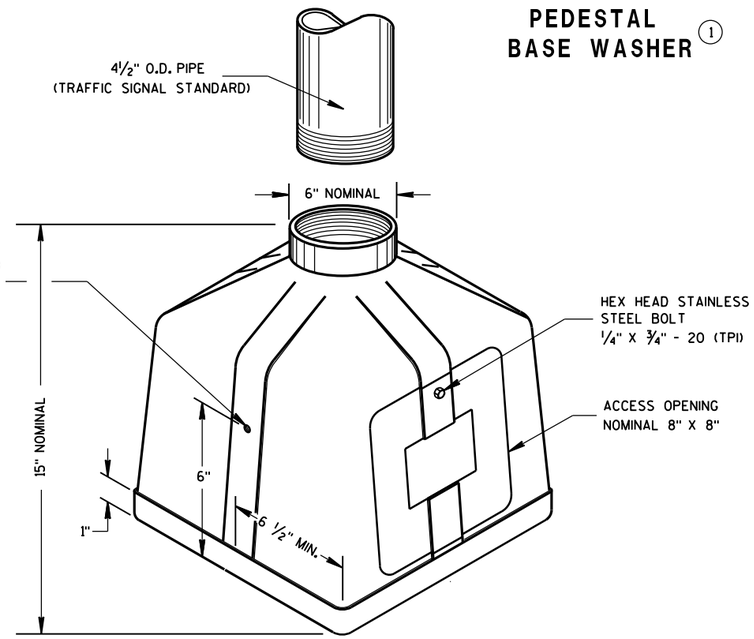


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

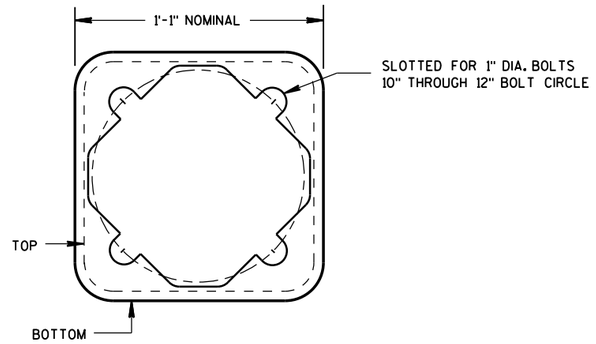


ISOMETRIC VIEW

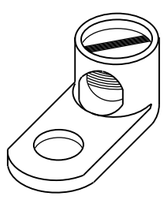


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

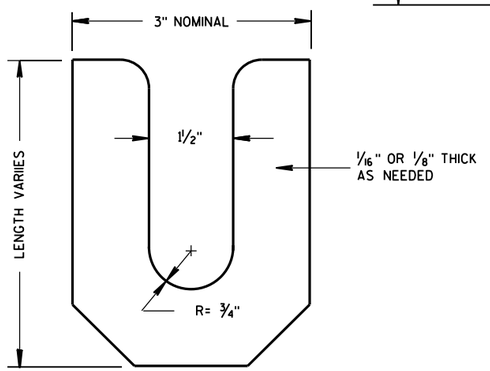


TYPICAL MECHANICAL CONNECTOR LUG

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
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 C 3-4

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE 1" X 60".

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 OF THE STANDARD SPECIFICATIONS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

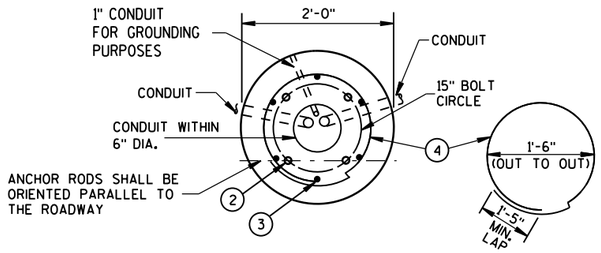
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

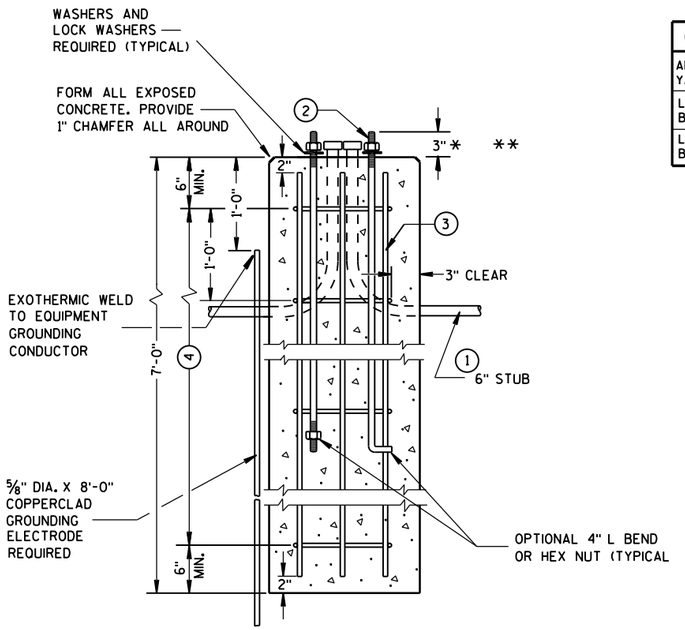
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 5'-0" ANCHOR RODS.

(3) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

(4) (7) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

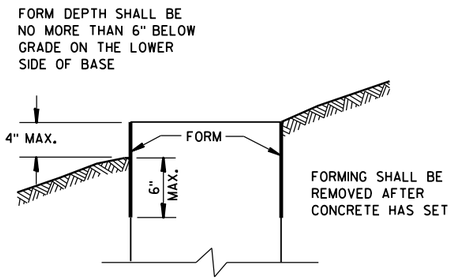




CONCRETE BASE, TYPE 7 (FOR 40' LIGHT POLES)

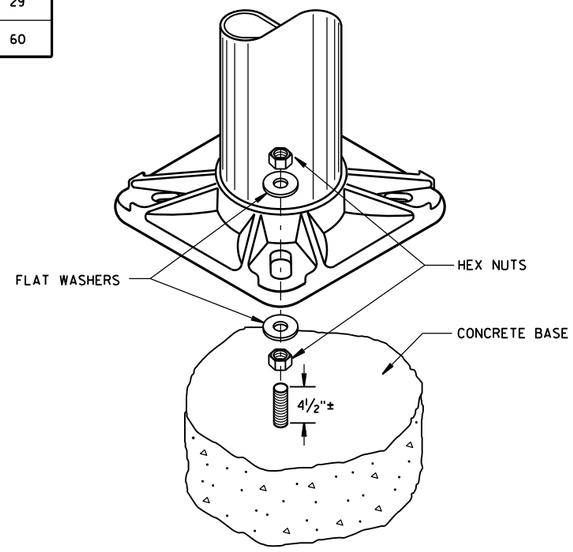
* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.



FORMING DETAIL

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.8
LBS. OF HOOP BAR STEEL	29
LBS. OF VERTICAL BAR STEEL	60



NON-BREAKAWAY INSTALLATION (LEVELING NUT)

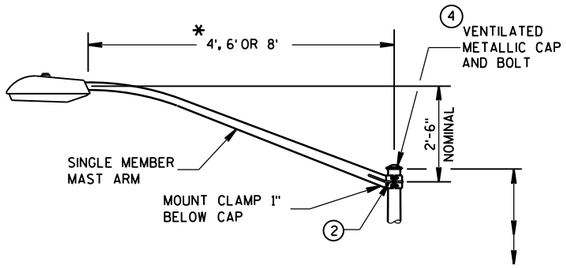
CONCRETE BASE, TYPE 7

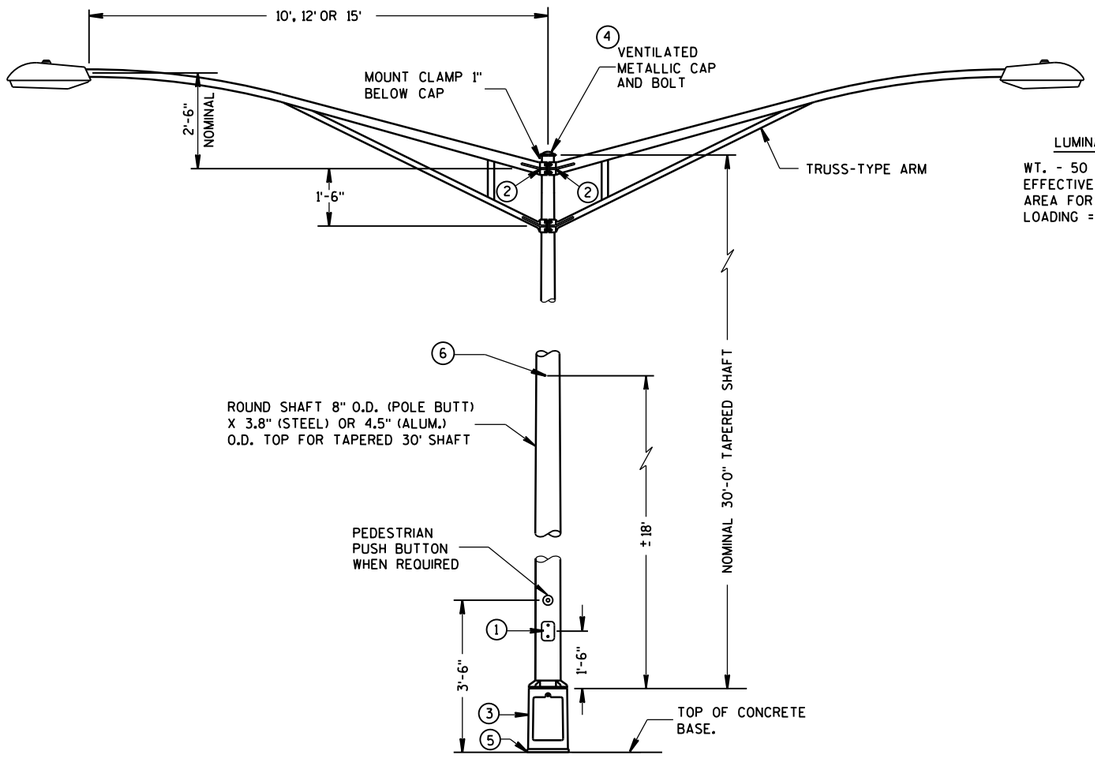
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

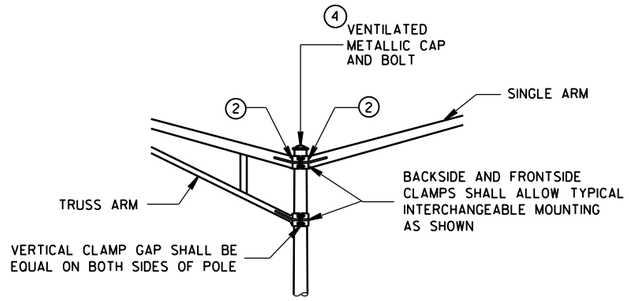
6
S.D.D. 9 C 8-5

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

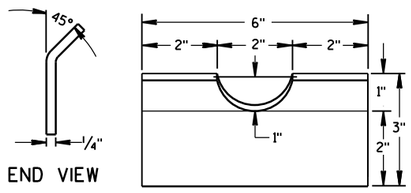
S.D.D. 9 E 1-12d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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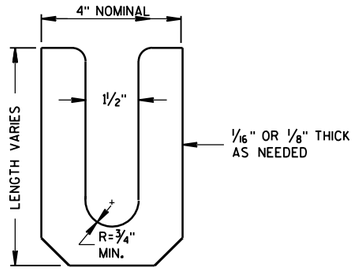
S.D.D. 9 E 1-12d



FRONT VIEW

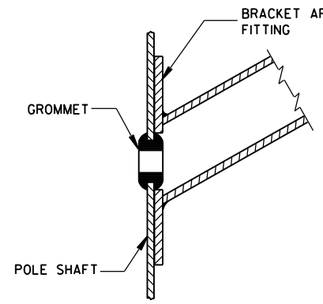
RECTANGULAR CLAMP SHIM

(4 TO A SET)

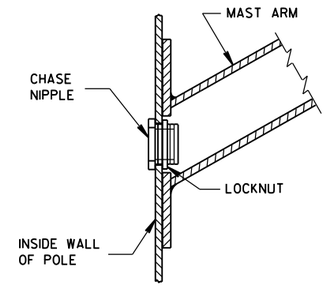


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

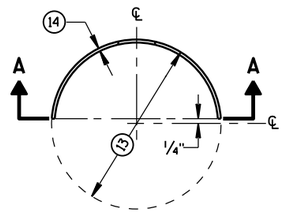
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

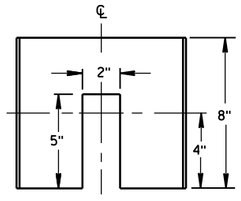
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



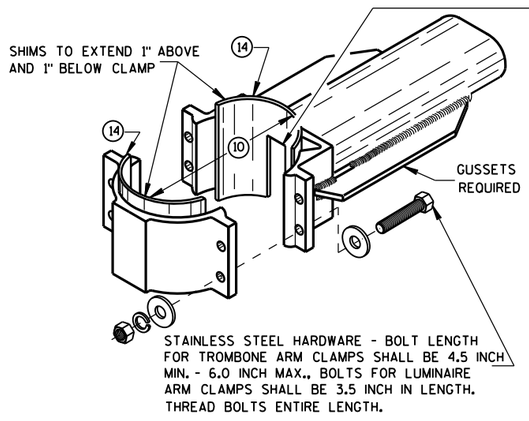
PLAN VIEW



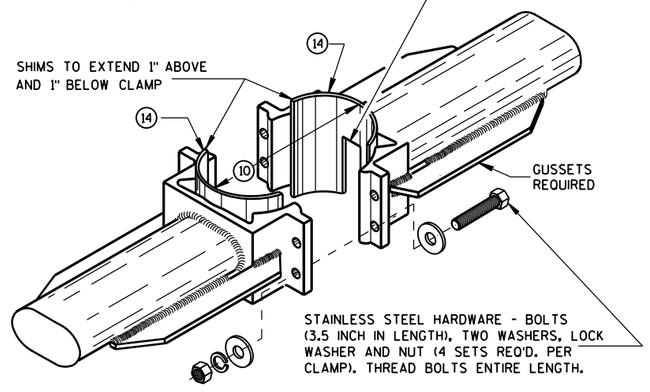
SECTION A-A

CIRCULAR CLAMP SHIM

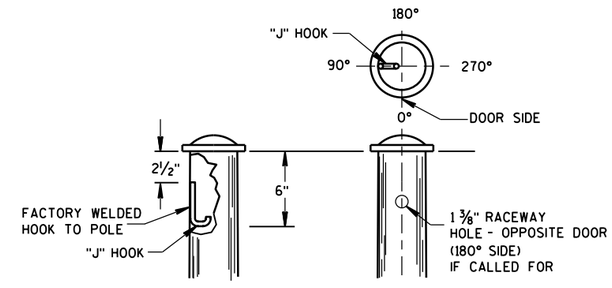
(2 TO A SET)



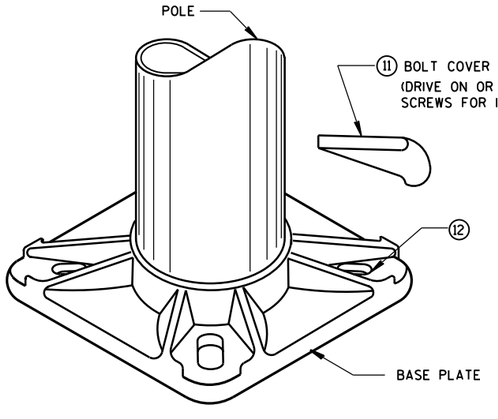
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



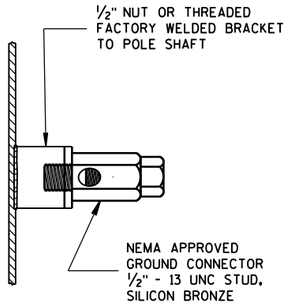
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

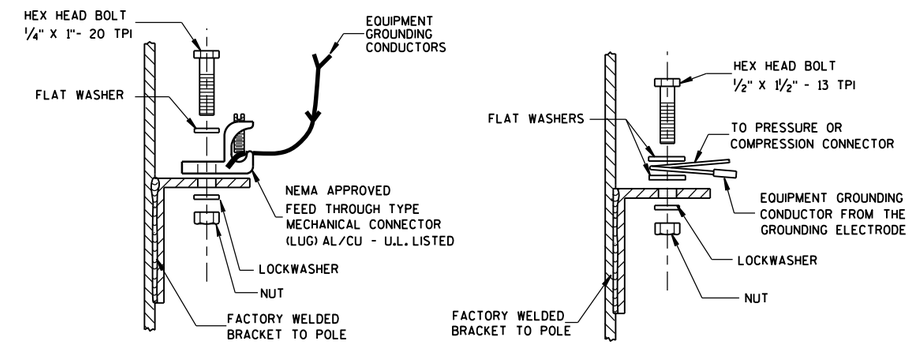


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

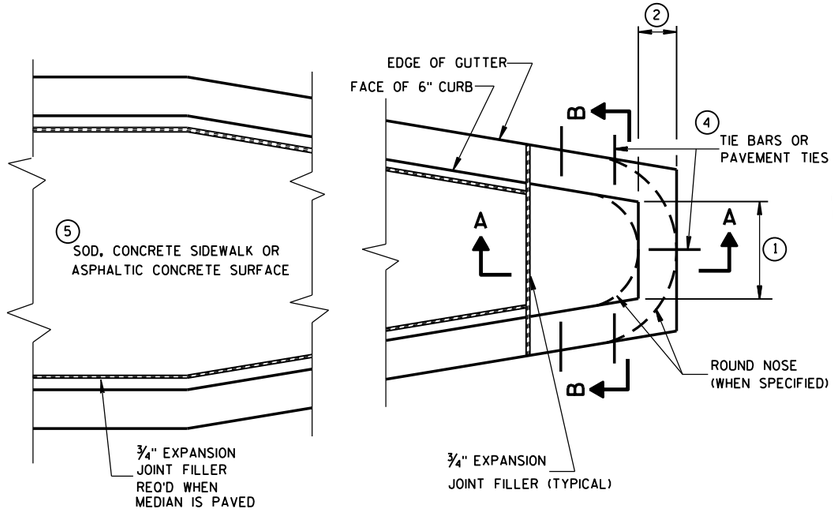
HARDWARE DETAILS FOR POLE MOUNTINGS

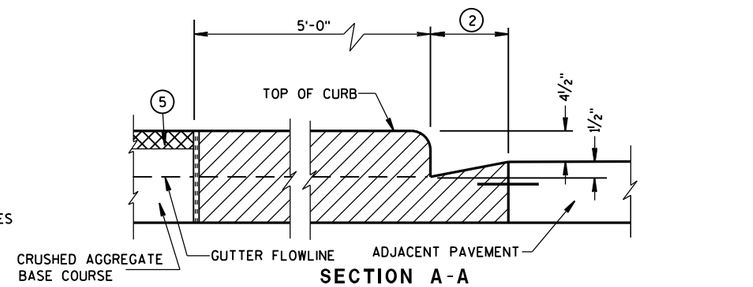
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/7/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 E 1-12g





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.

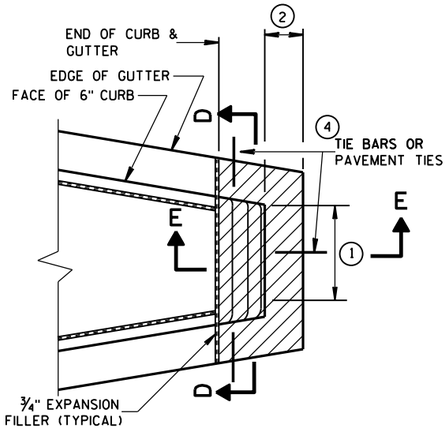
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

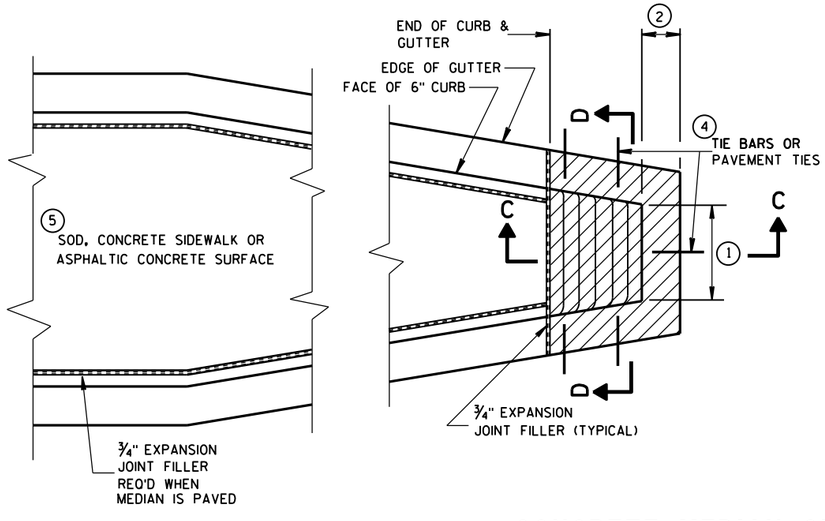
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

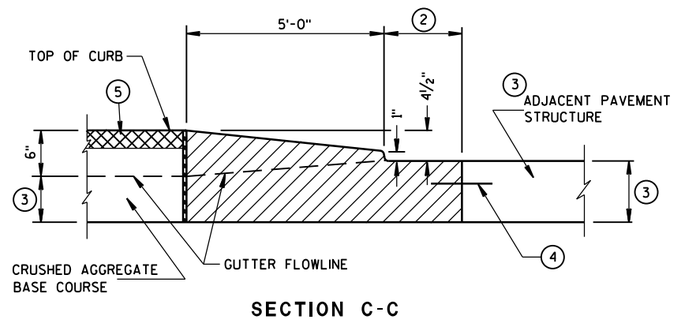
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

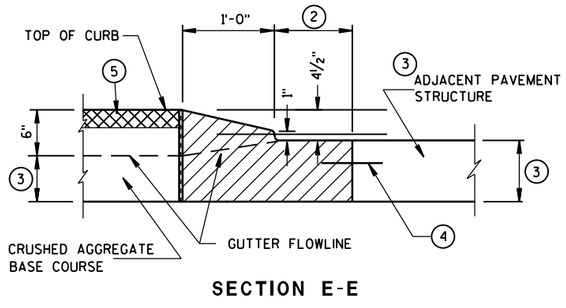
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



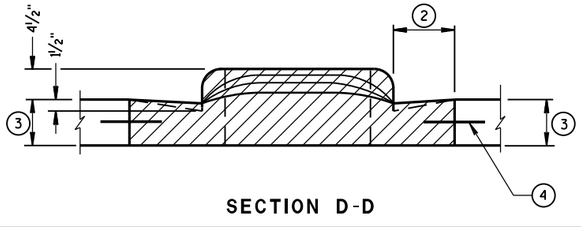




CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



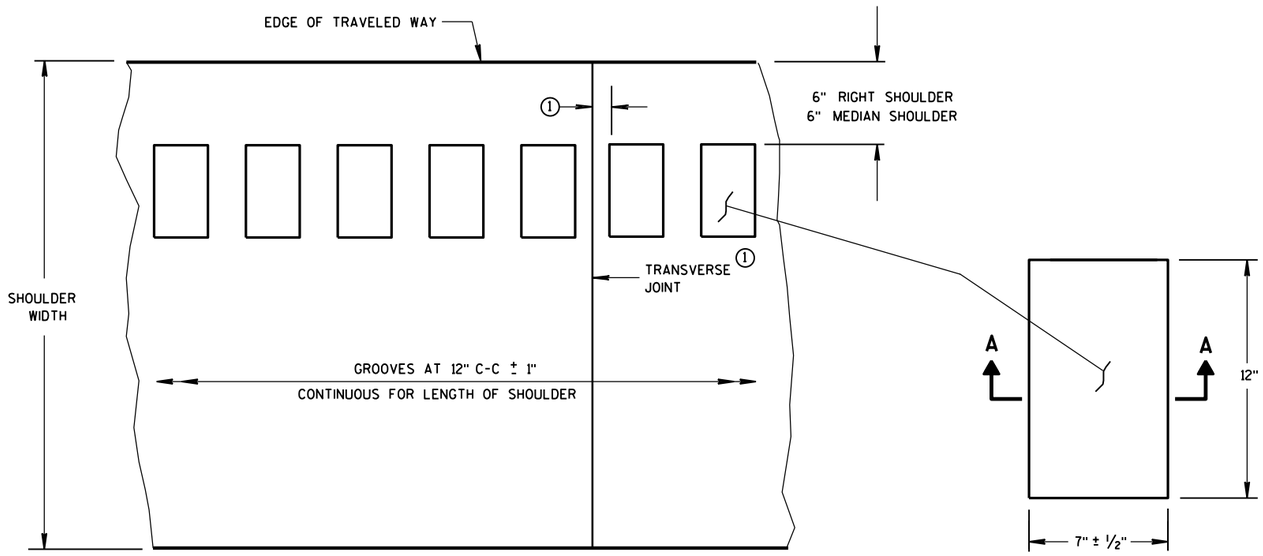
CONCRETE MEDIAN NOSE

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



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

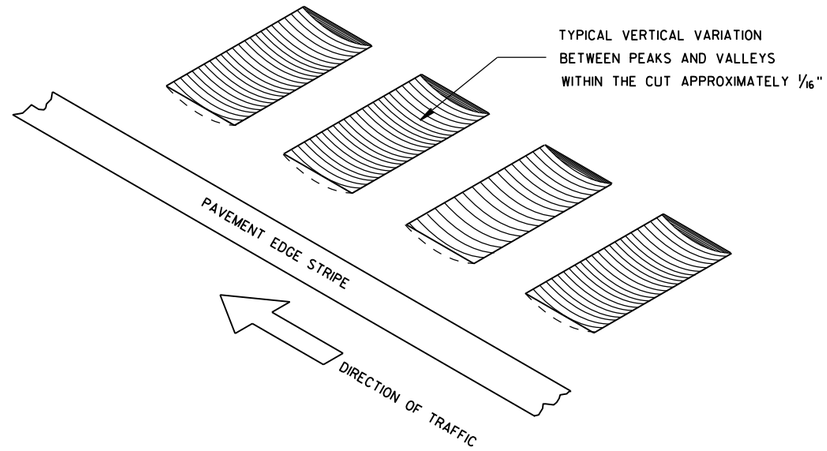
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

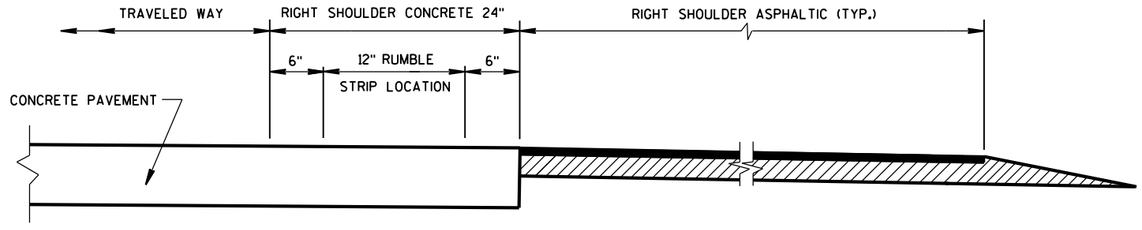
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

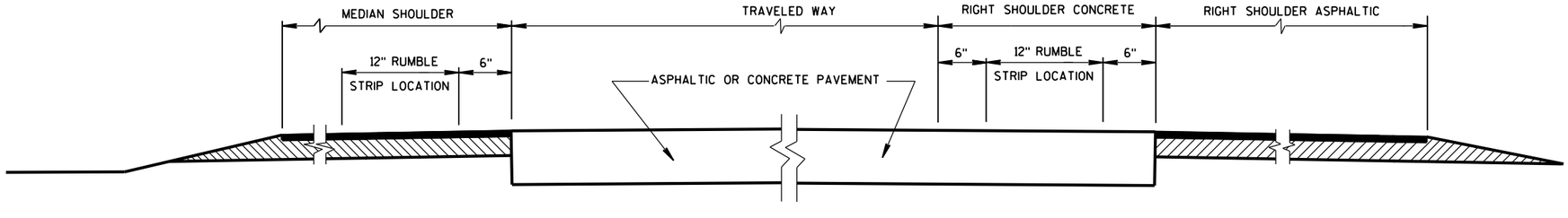
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



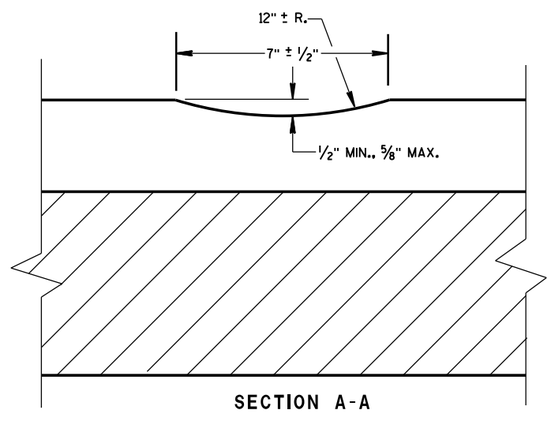
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

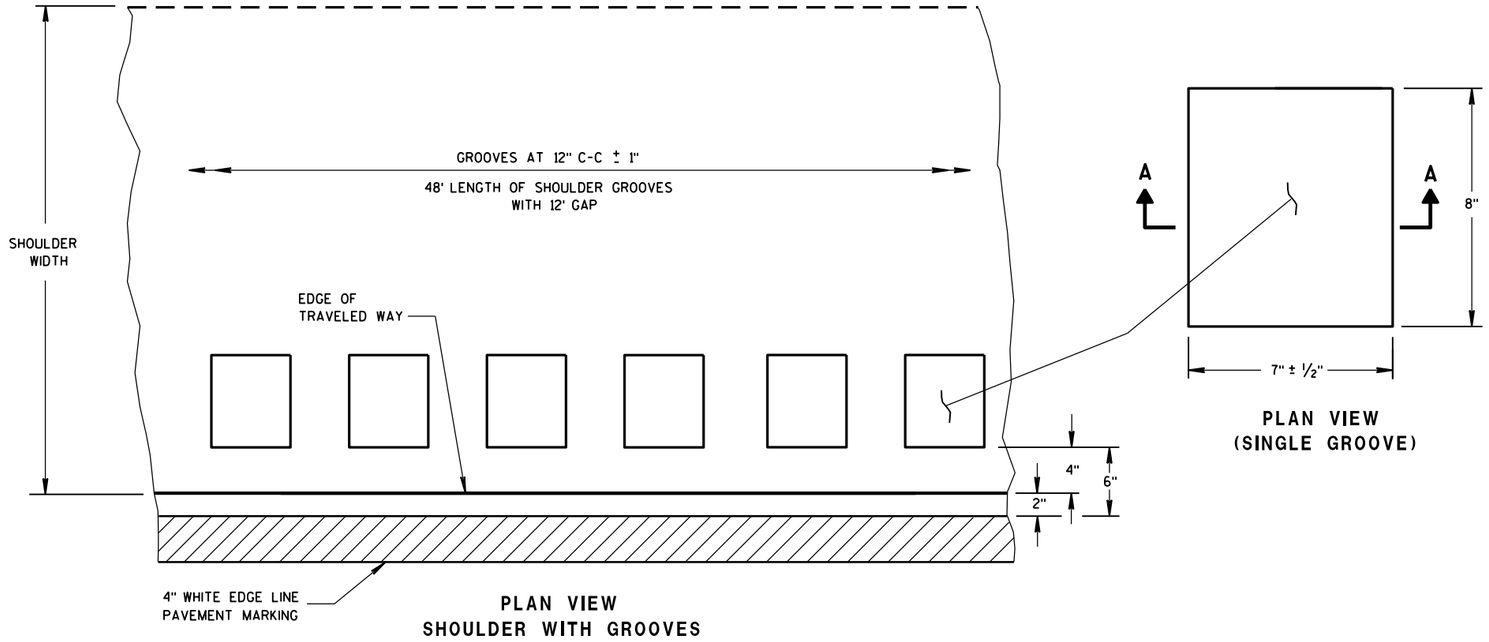
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

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S.D.D. 13 A 5-5a



PLAN VIEW
SHOULDER WITH GROOVES

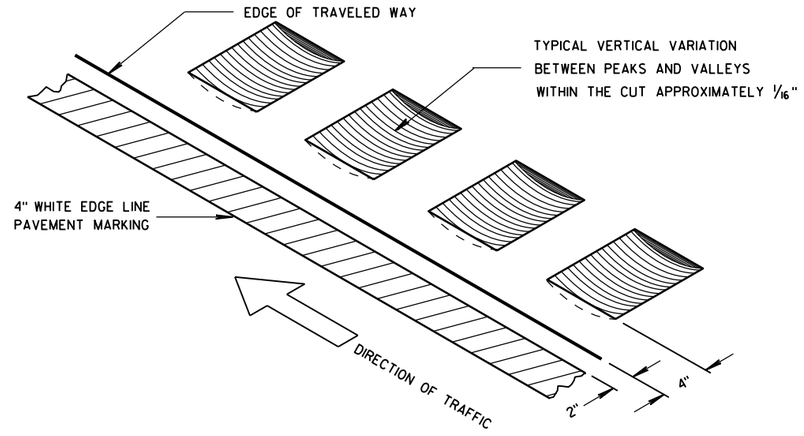
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

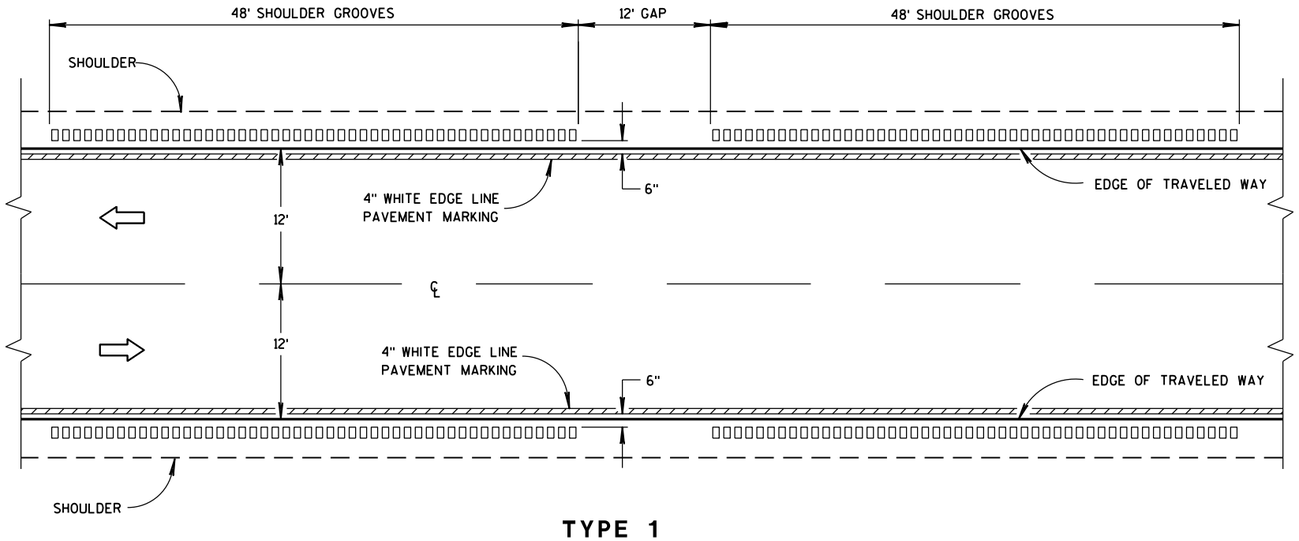
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

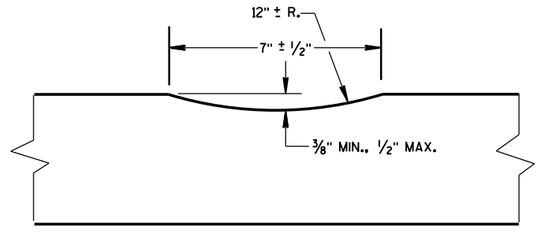


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2-LANE SHOULDER RUMBLE STRIP



SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

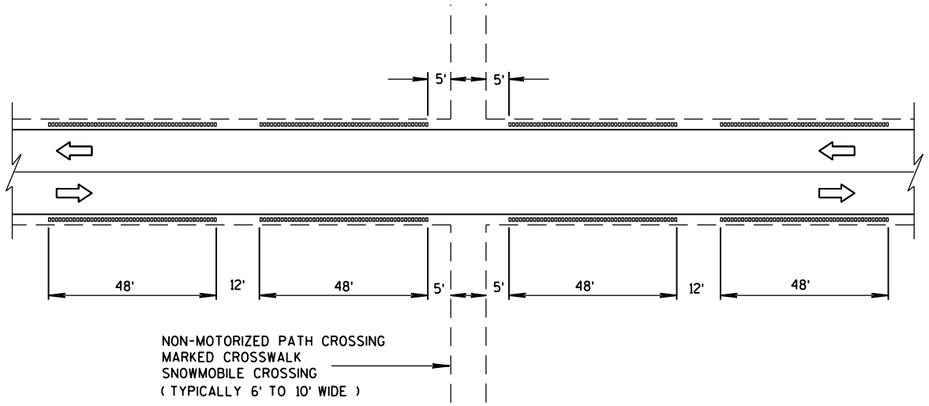
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

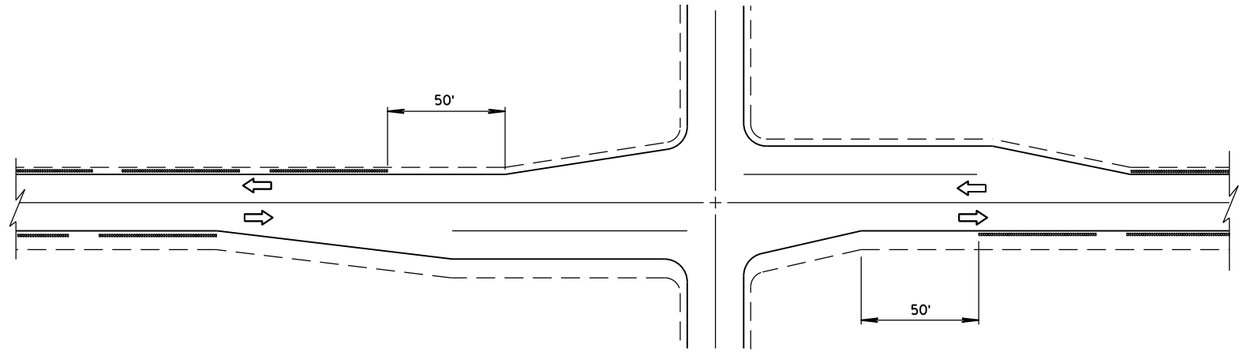
S.D.D. 13 A 10-1a

6

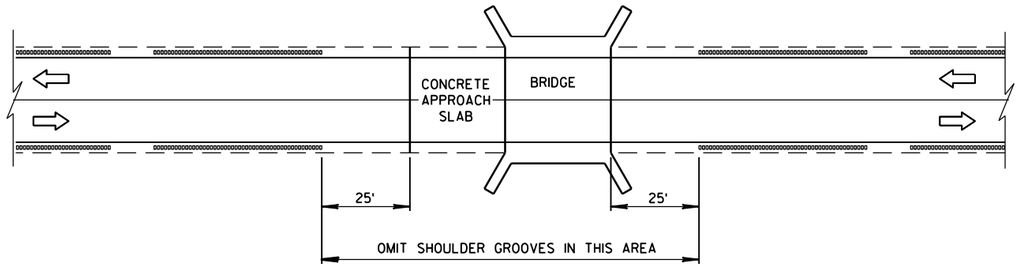
S.D.D. 13 A 10-1a



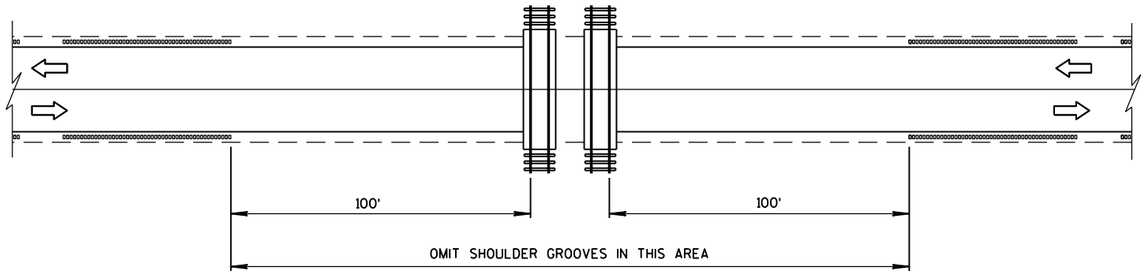
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



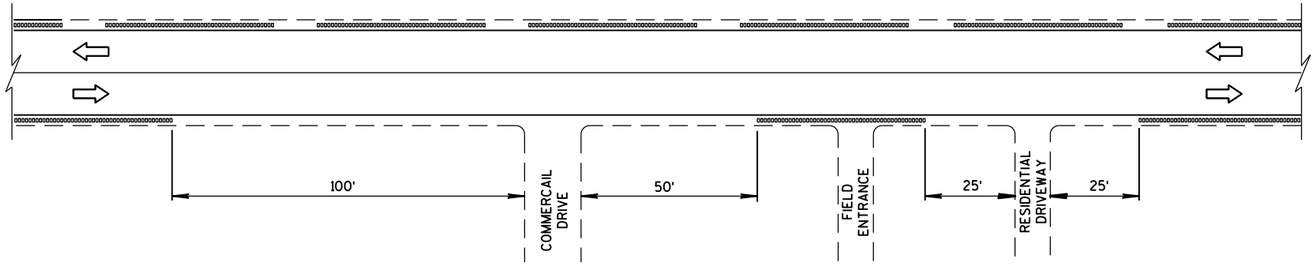
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT RAILROADS

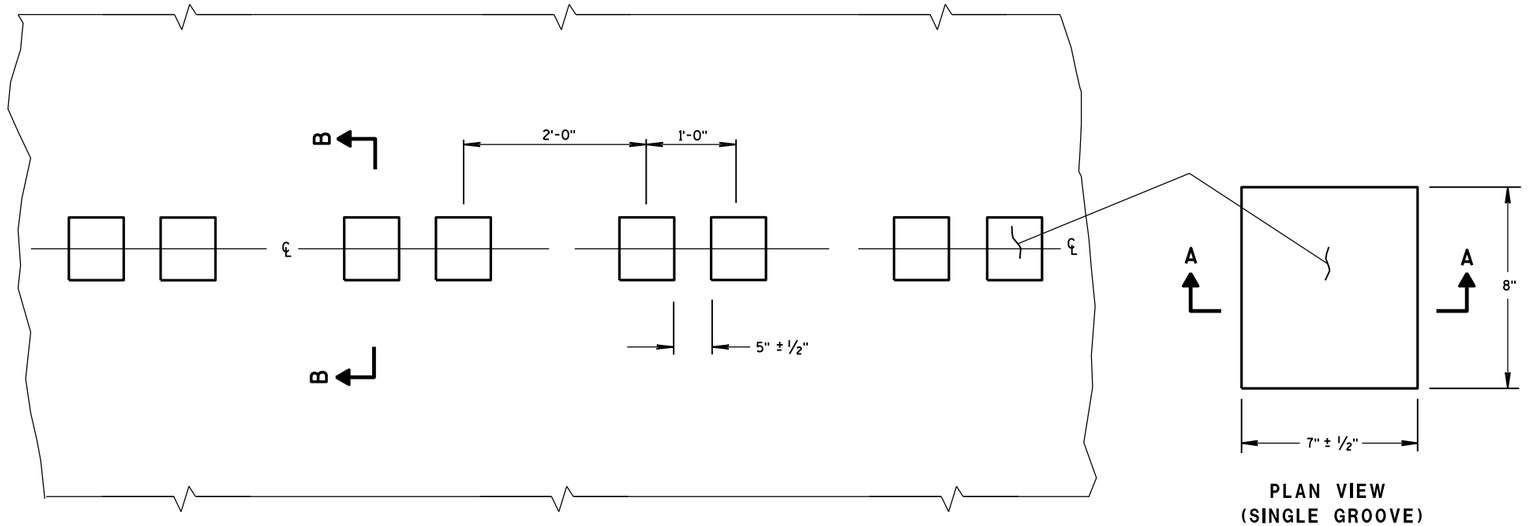


SHOULDER GROOVES AT DRIVEWAYS (1)

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 13 A 10-1c



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

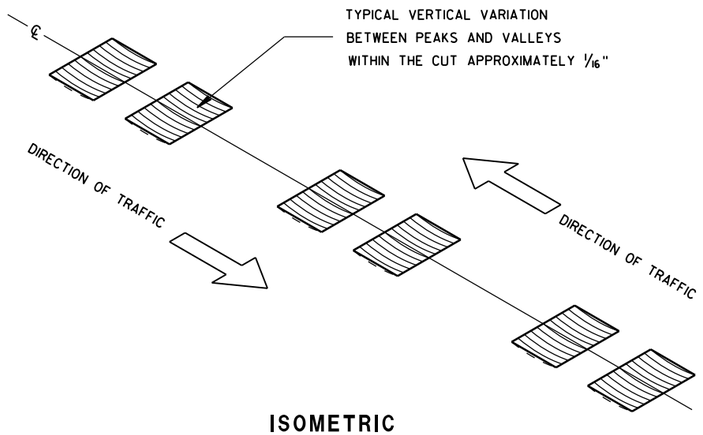
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

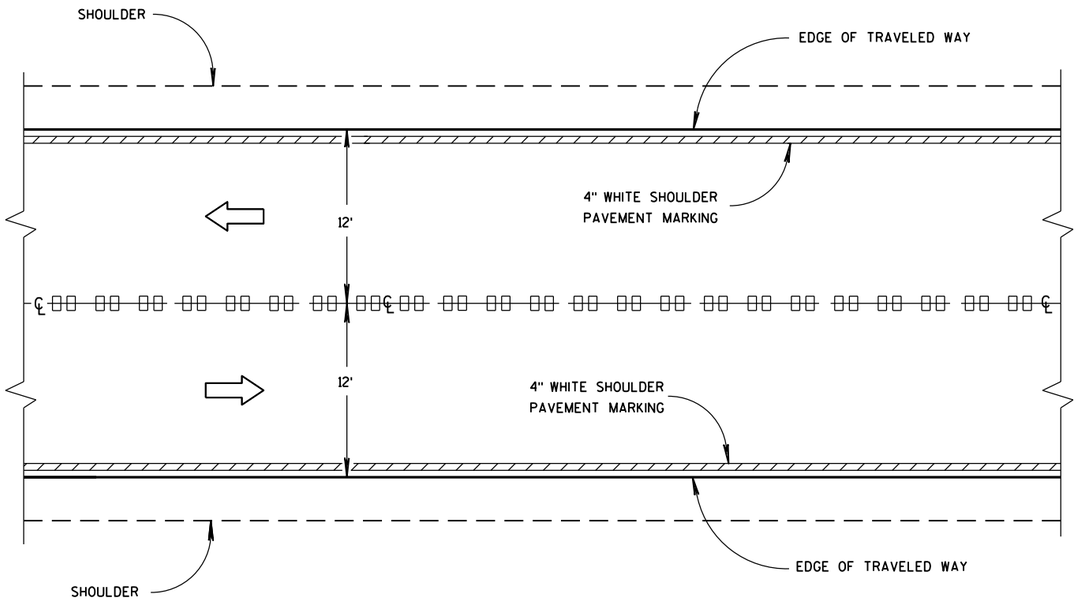
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

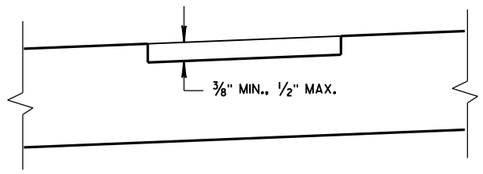
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



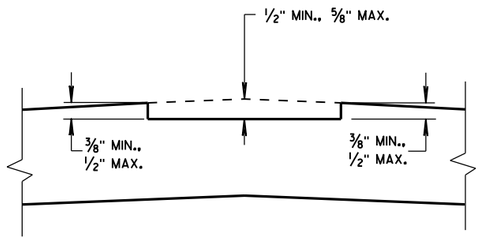
ISOMETRIC



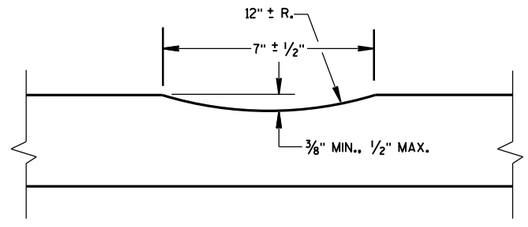
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

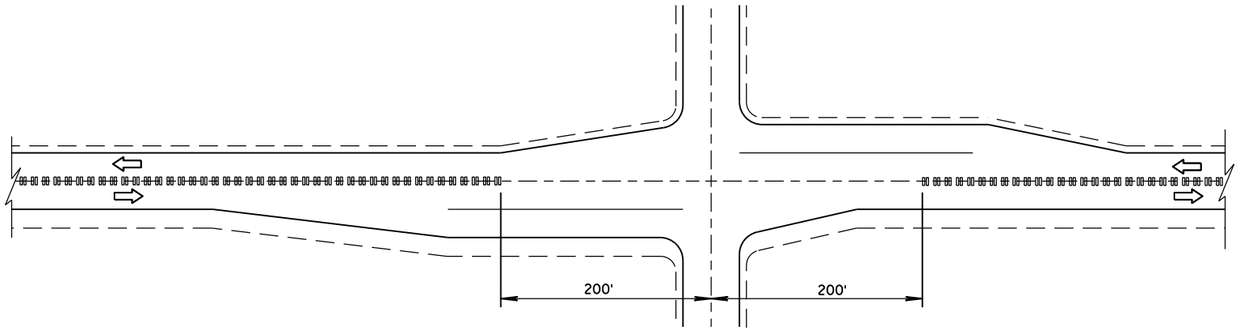
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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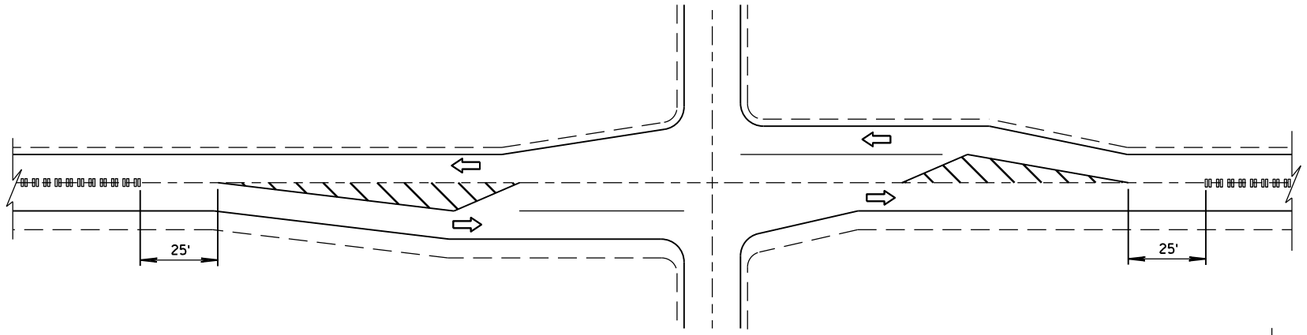
S.D.D. 13 A 11-2a

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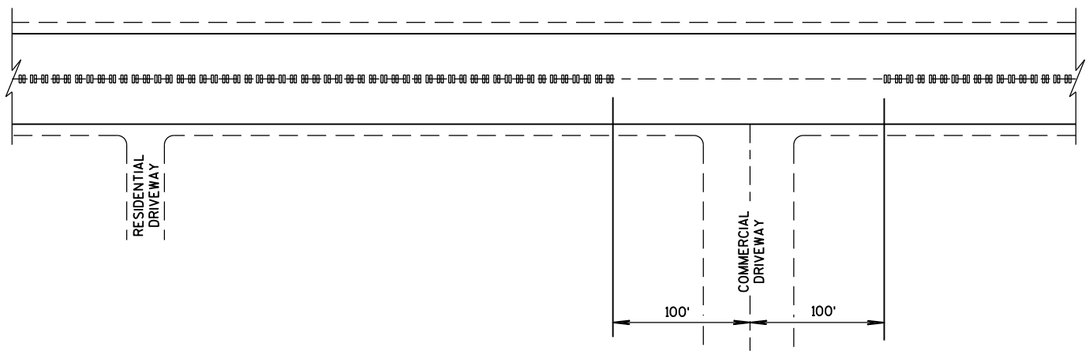
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

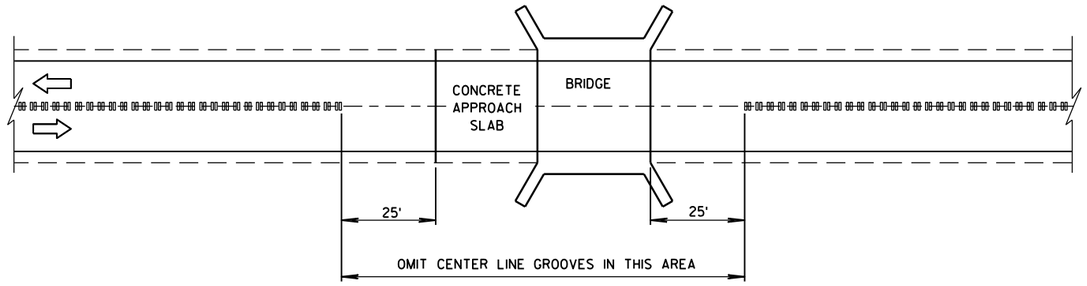


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

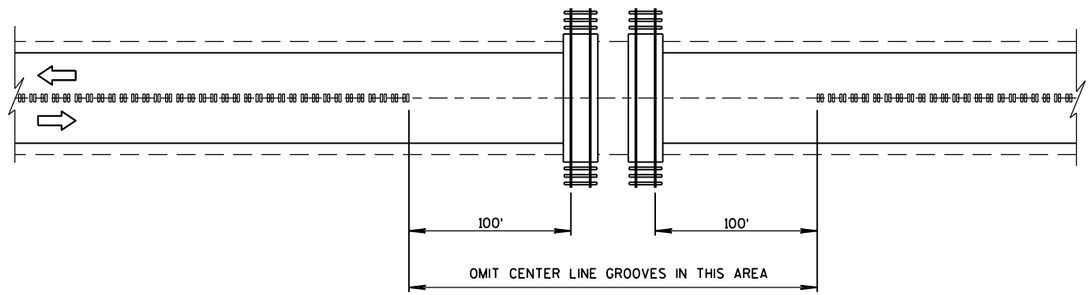


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2013 — DATE

/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER

FHWA

NT

GENERAL NOTES

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

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

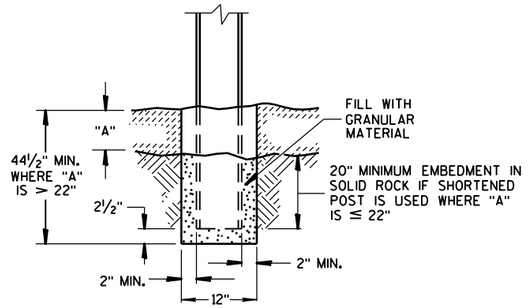
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

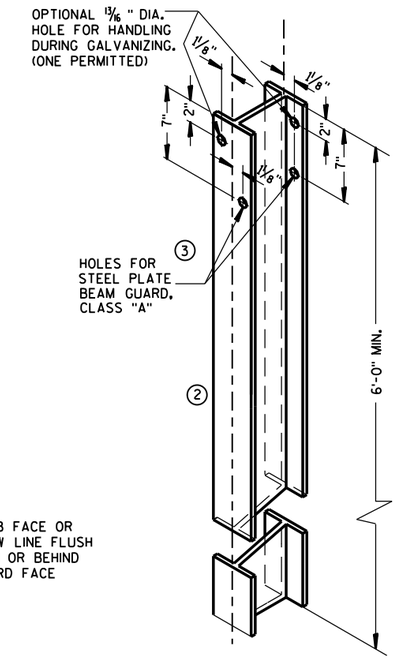
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.

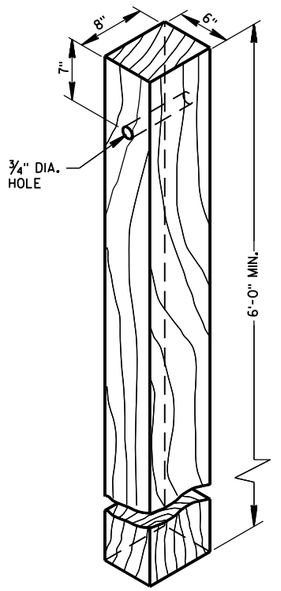


END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

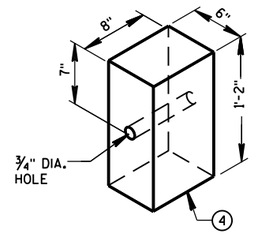


STEEL POST & HOLE PUNCHING DETAIL (W6 X 9) (1)

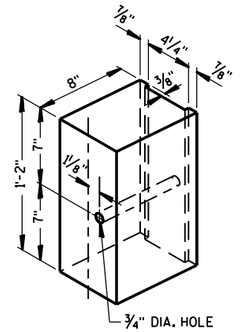
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



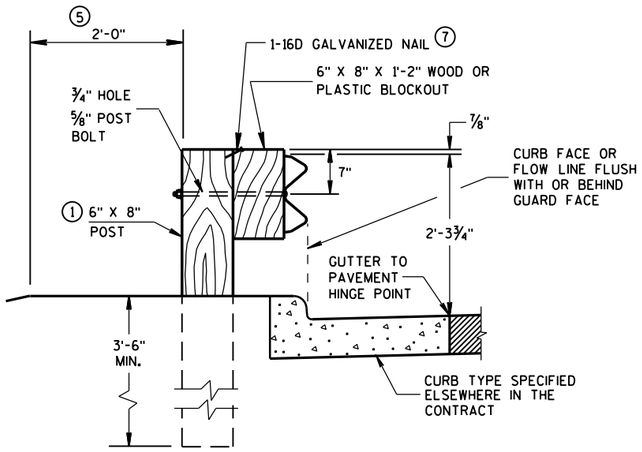
WOOD POST (6"X8") NOMINAL



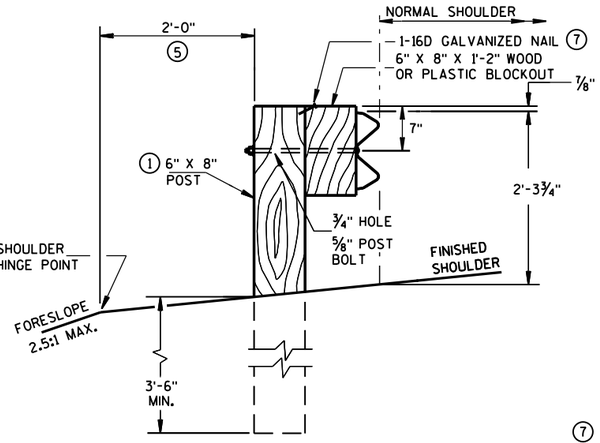
WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS



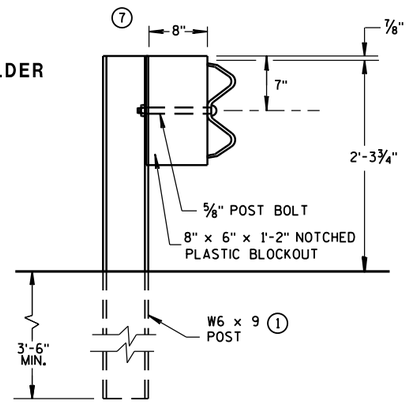
TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS (1)



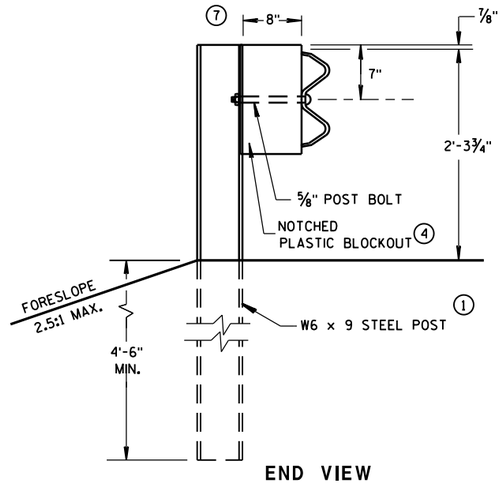
END VIEW
LOCATED ALONG A CURBED ROADWAY



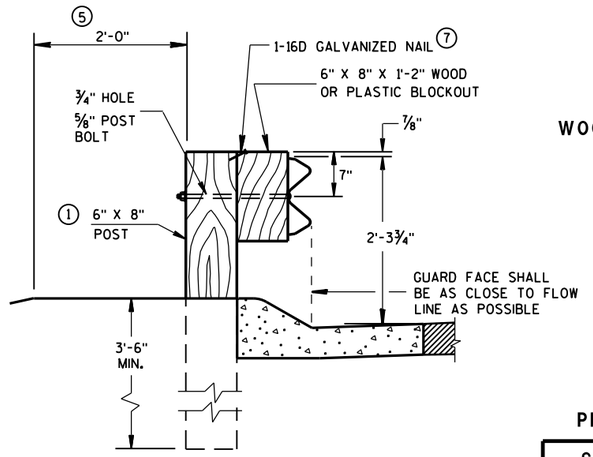
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



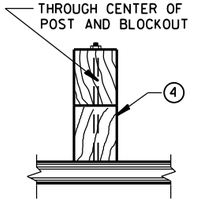
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



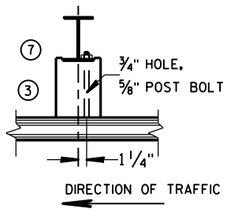
END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS

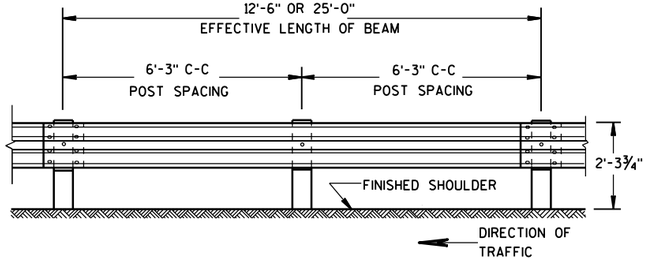
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 300

6

S.D.D. 14 B 15-8a

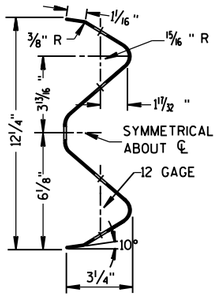
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S.D.D. 14 B 15-8a

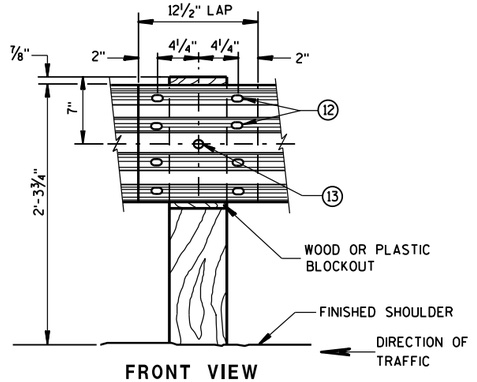


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL

GENERAL NOTES

(8) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

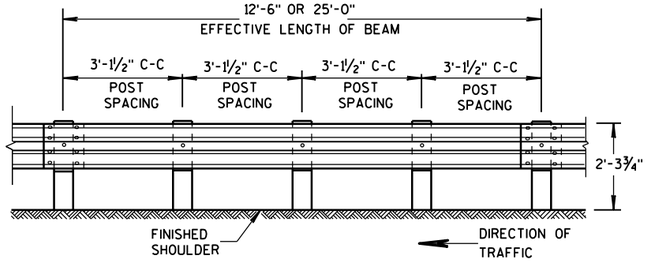
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

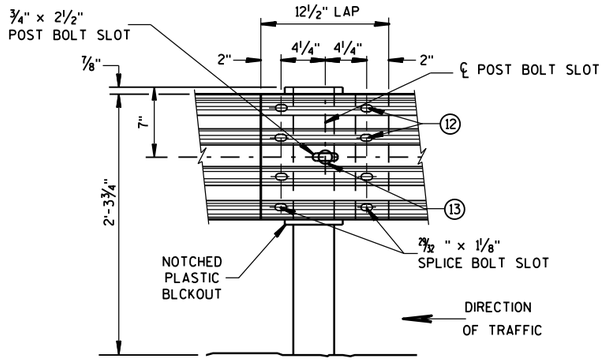
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



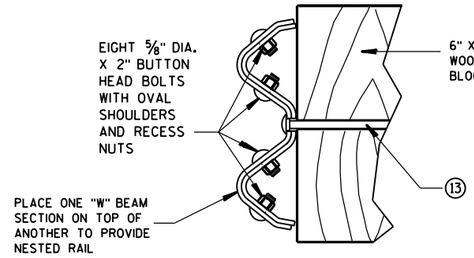
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

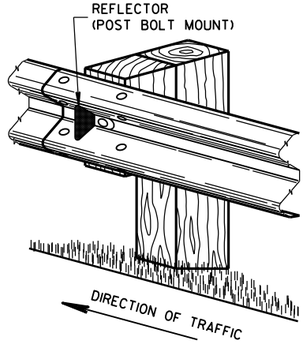


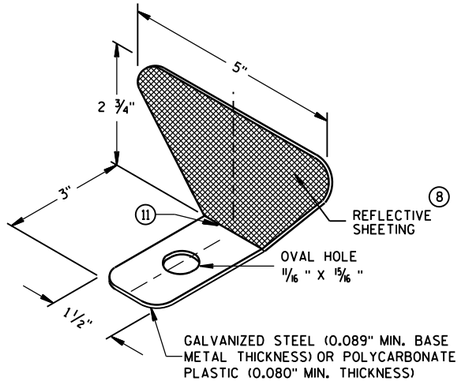
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (9)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 (10) 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 (11) 2	3





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

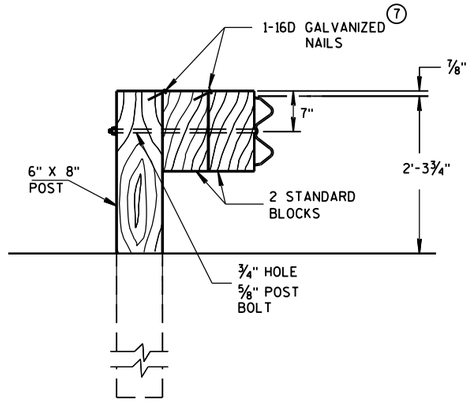
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 301

6

S.D.D. 14 B 15-8b

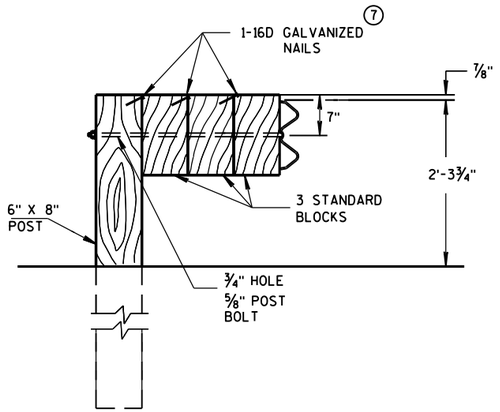
6

S.D.D. 14 B 15-8b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

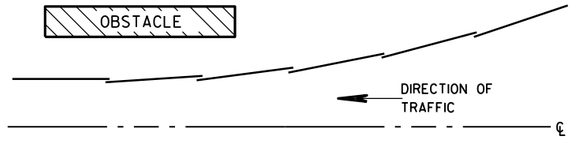


DETAIL FOR TRIPLE BLOCKS

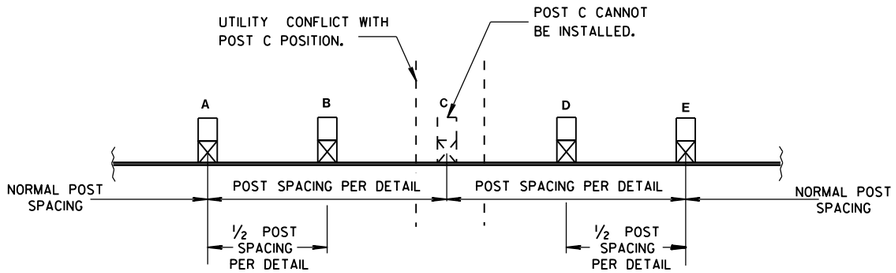
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 15-8c

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
(1)	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
(2)	**	STEEL TUBE: OPTION 1 - QUANITY OF 4 TS 8" X 6" X 0.188", 4'-6" LONG OR OPTION 2 - QUANITY OF 2 TS 8" X 6" X 0.188", 6'-0" AND 2 TS 8" X 6" X 0.188", 4'-6" LONG
(3)	2	SOIL PLATE: 2'-0" X 1'-6" X ¼" **
(4)	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
(5)	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
(6)	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
(7)	1	BEARING PLATE
(8)	1	BCT CABLE ASSEMBLY
(9)	1	CABLE ANCHOR BOX
(10)	1	STRUT & YOKE
(11)	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
(12)	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
(13)	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
(14)	1	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(15)	1	E.A.T. MARKER POST

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS. IF NONE ARE AVAILABLE, INSTALL ⅝" ø X 1'-6" BUTTON HEAD BOLTS AT ALL POSTS EXCEPT FOR POST 1.

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) THE 13 SLOT FIRST RAIL PANEL MAY BE USED IN LIEU OF THE 3 SLOT RAIL PANEL ON SKT-350 ONLY.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 THROUGH 4 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 5 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

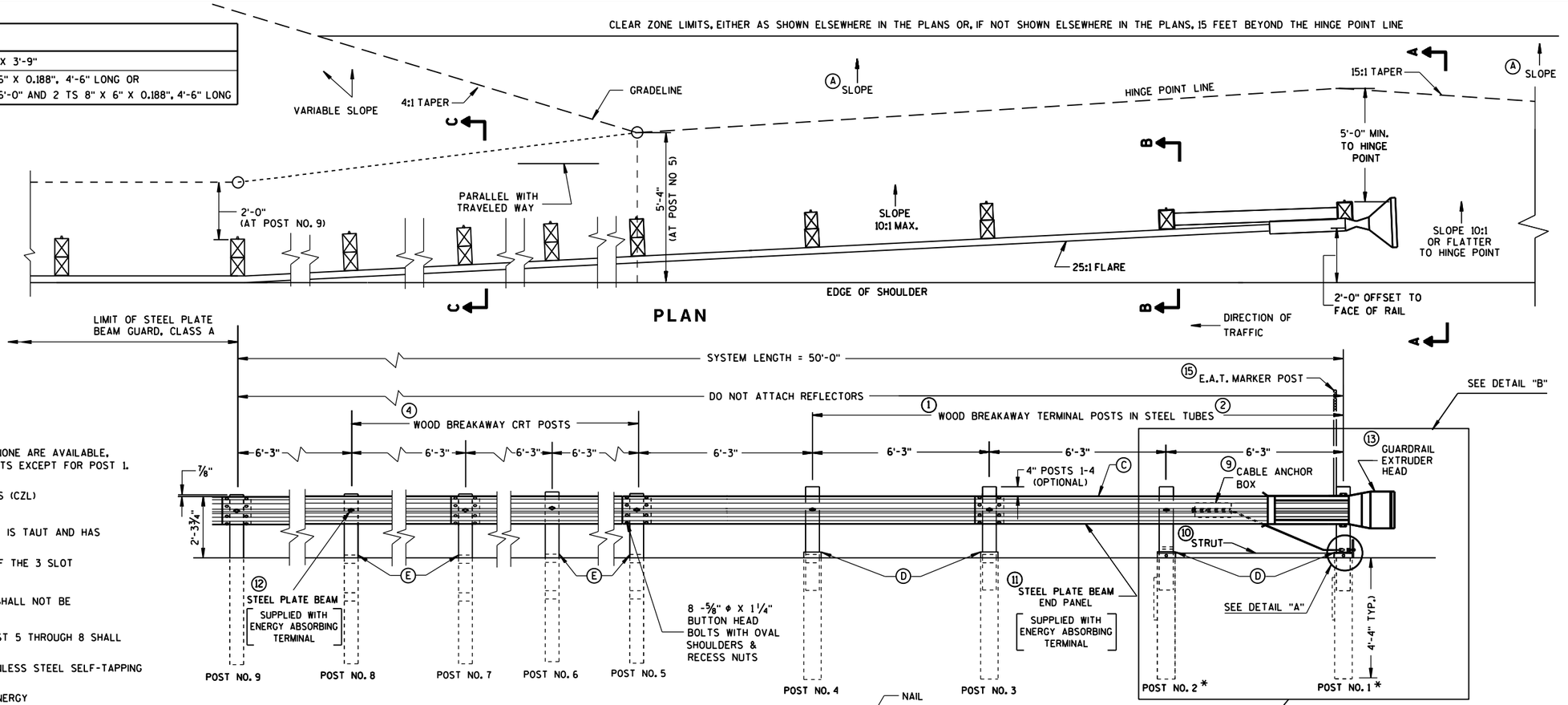
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

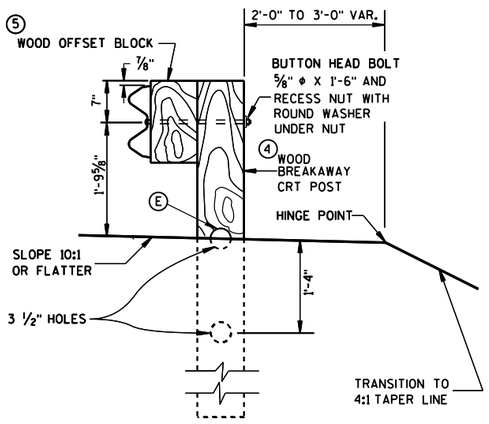
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

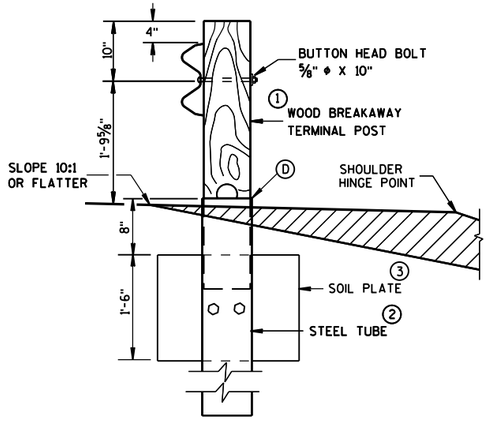
** SDD SHOWS 4 - 54 INCH STEEL TUBES WITH SOIL PLATES INSTALLED ON POST 1 AND POST 2. POST 3 AND 4 DO NOT NEED SOIL PLATES. AN ALTERNATIVE INSTALLATION WOULD CONSIST OF 2 - 72 INCH STEEL TUBES ON POST 1 AND POST 2 AND 54 INCH SOIL TUBES ON POSTS 3 AND 4. THE ALTERNATIVE INSTALLATION DOES NOT REQUIRE SOIL PLATES.



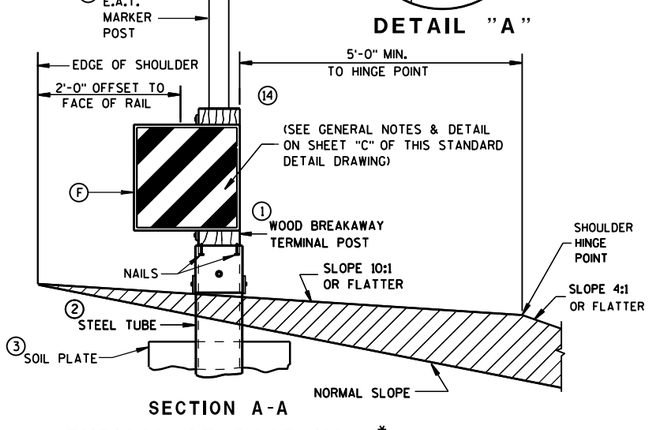
ELEVATION



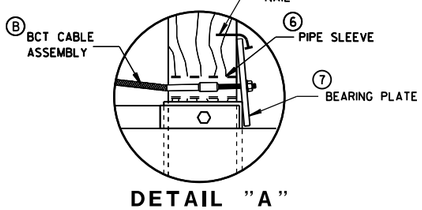
SECTION C-C
TYPICAL AT POST NOS. 6, 8



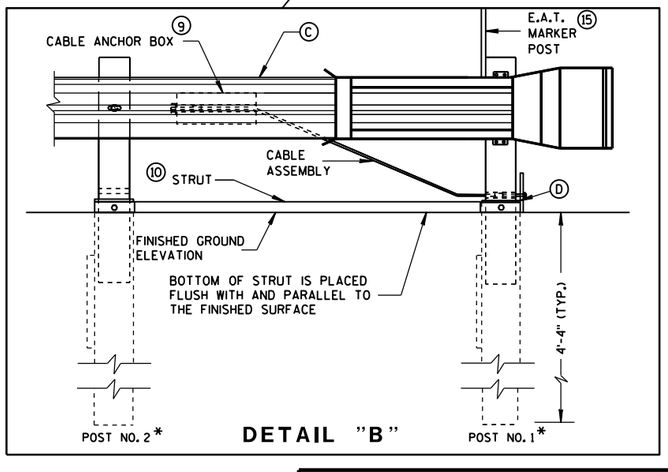
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

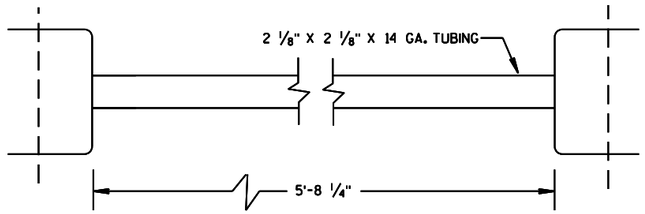
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 303

6

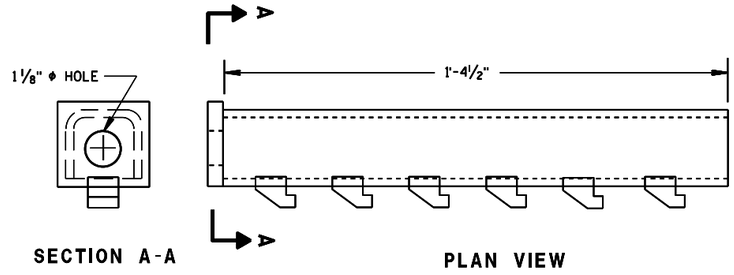
S.D.D. 14 B 24-8a

6

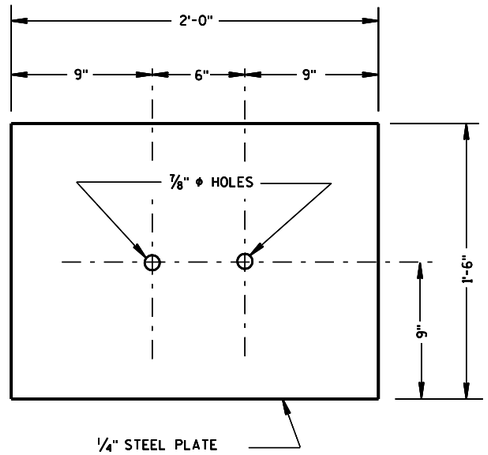
S.D.D. 14 B 24-8a



⑩ STRUT DETAIL (SKT-350)

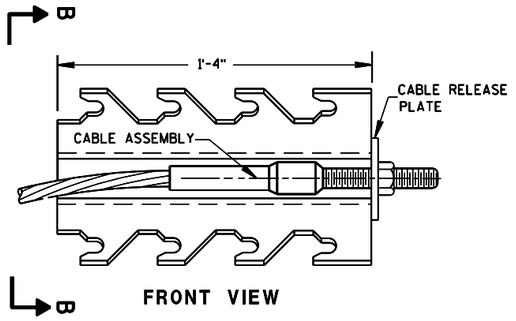


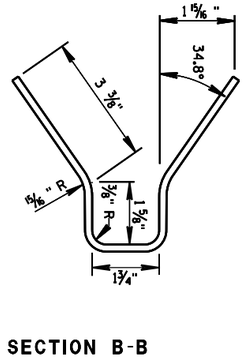
⑨ CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



③ SOIL PLATE

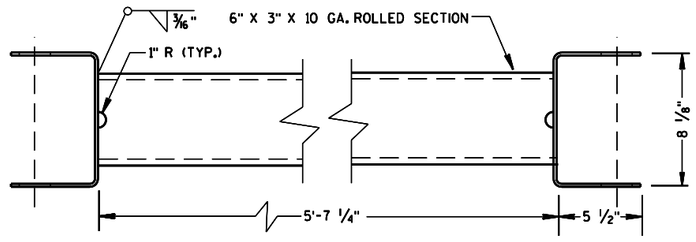
(SKT-350, ET-2000/ET-2000 PLUS)





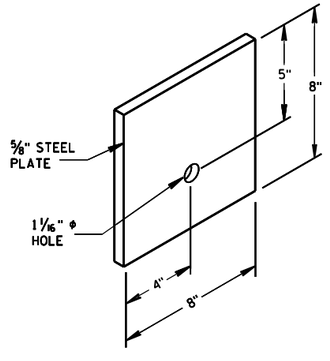
⑨ CABLE ANCHOR BOX (SKT-350)

(SKT-350)



⑩ STRUT DETAIL (ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)



⑦ STEEL BEARING PLATE

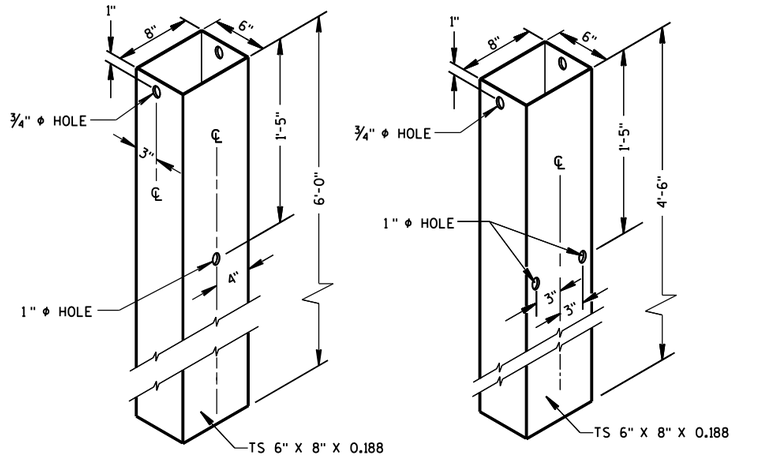
(SKT-350, ET-2000/ET-2000 PLUS)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

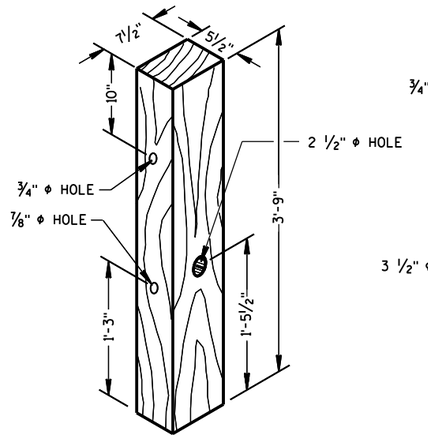
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S.D.D. 14 B 24-8b

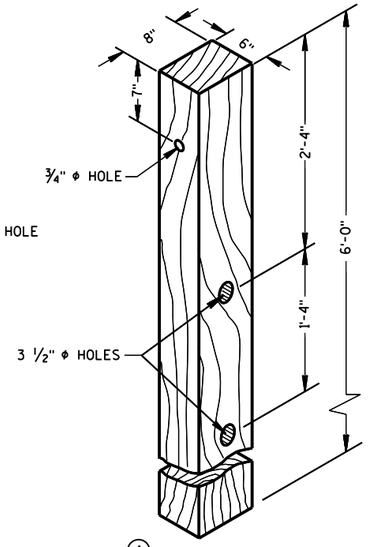


② 72" STEEL TUBE
(POSTS NO. 1-4

② 54" STEEL TUBE
(POSTS NO. 1-4



① TERMINAL POST
(POSTS NO. 1-4



④ CRT POST
(POSTS NO'S 5-8

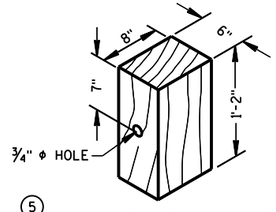
WOOD BREAKAWAY POSTS

GENERAL NOTES

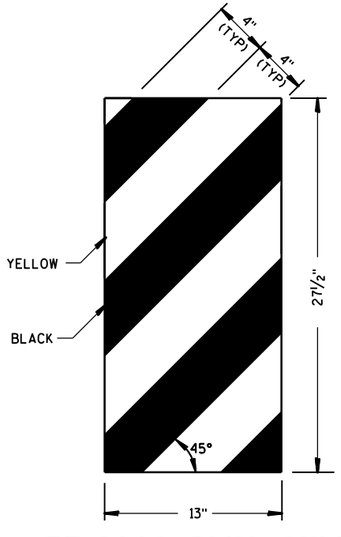
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE E. A. T. MARKER POST.

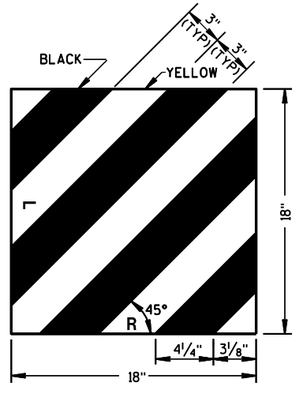
(G) ½" DIA. X 3" LAG BOLT WITH WASHER.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

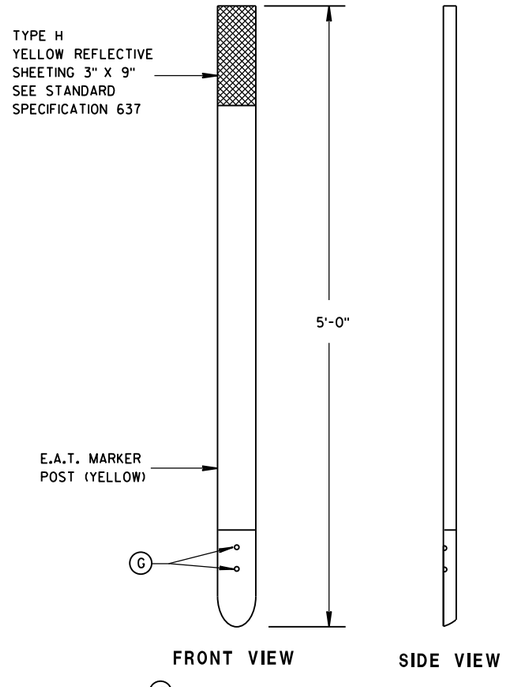


ET-2000 PLUS ONLY

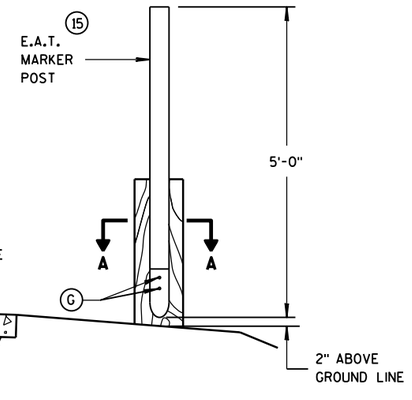


ET-2000 AND SKT-350

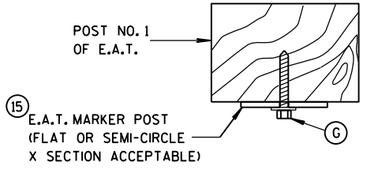
⑭ REFLECTIVE SHEETING DETAILS



⑮ E.A.T. MARKER POST



TYPICAL INSTALLATION OF E.A.T.
MARKER POST BACKSIDE OF POST NO. 1
(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 24-8c

6

S.D.D. 14 B 24-8c

GENERAL NOTES

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

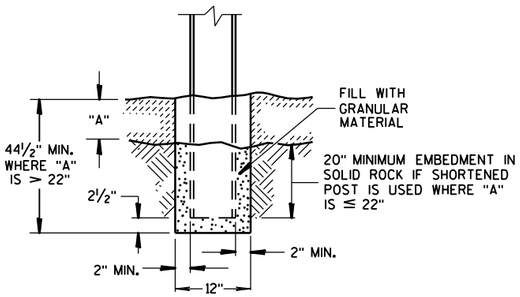
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

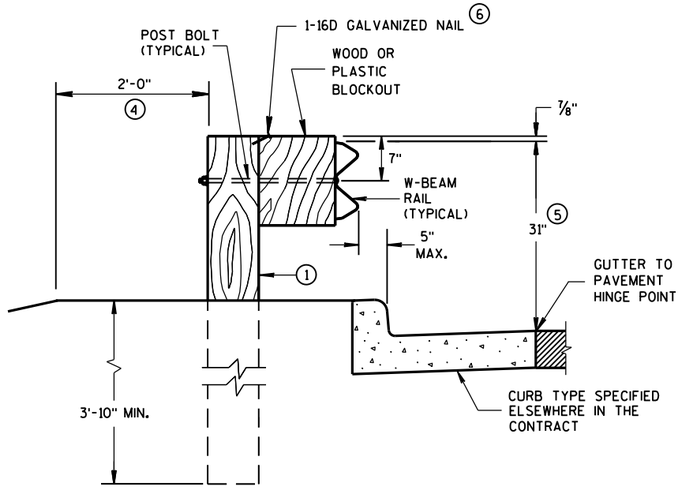
4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

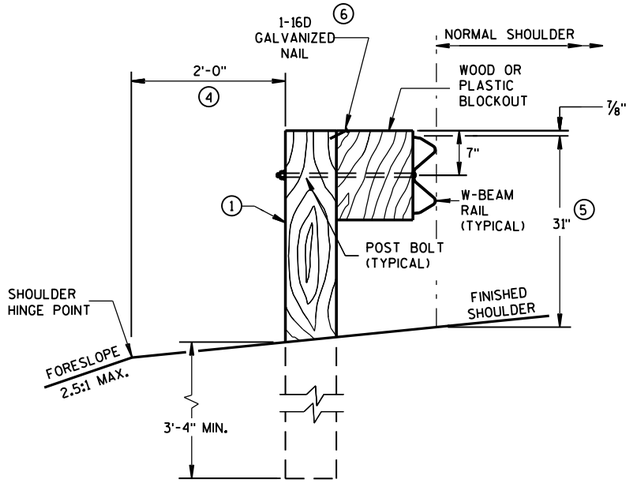
6. WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



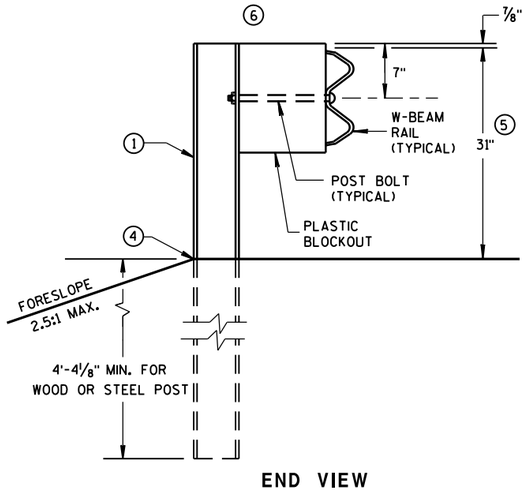
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ③



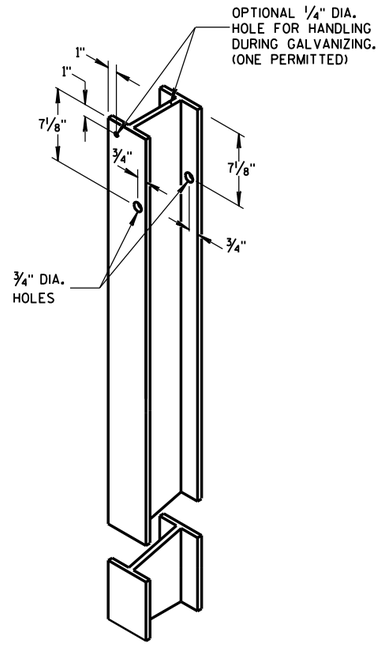
END VIEW
LOCATED ALONG A CURBED ROADWAY



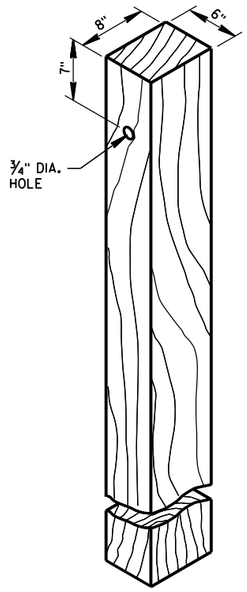
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



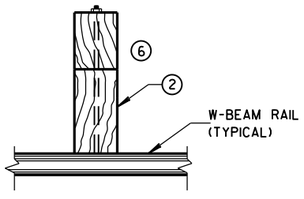
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



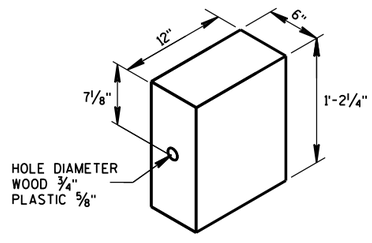
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



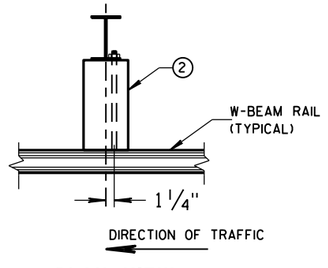
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

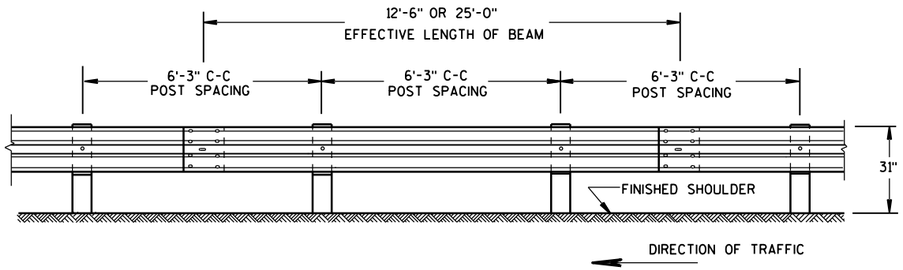


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

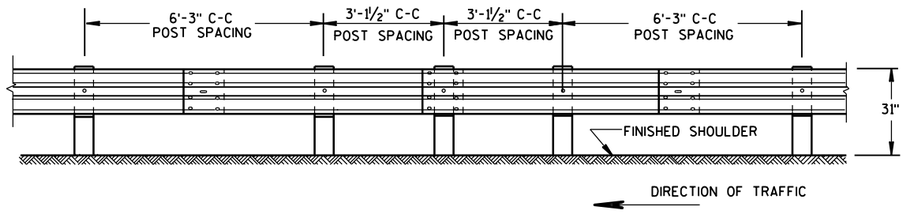
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 42-3a



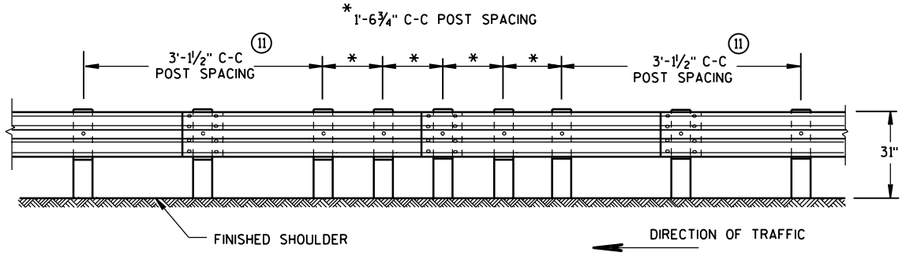
FRONT VIEW

POST SPACING STANDARD INSTALLATION



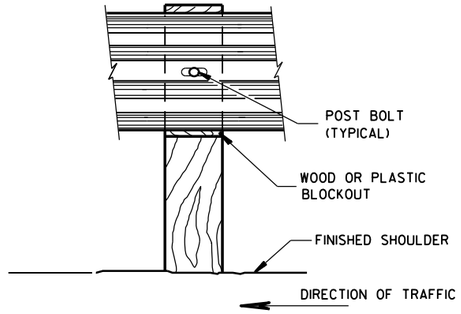
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

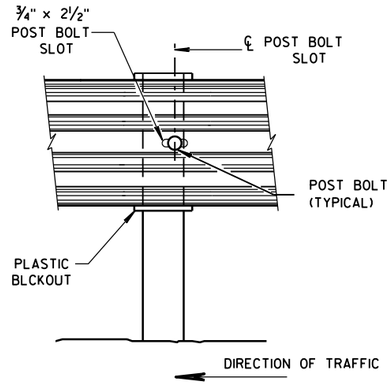


FRONT VIEW

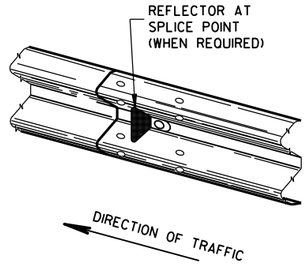
QUARTER POST SPACING (QS)

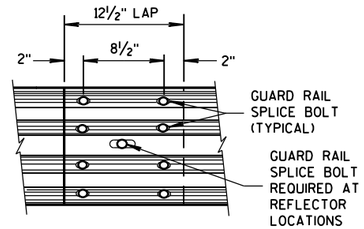


FRONT VIEW AT WOOD POST



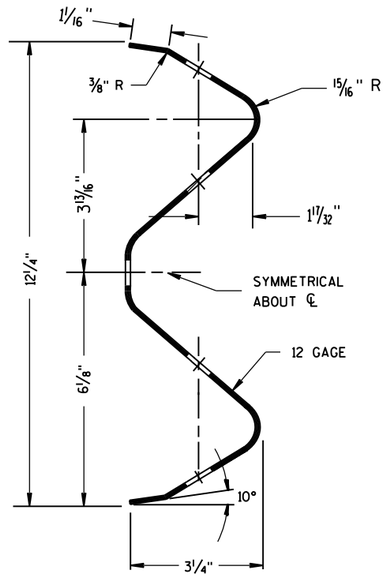
FRONT VIEW AT STEEL POST



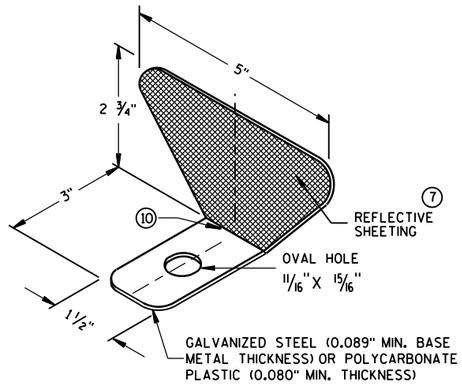


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ⑨	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 ⑩	

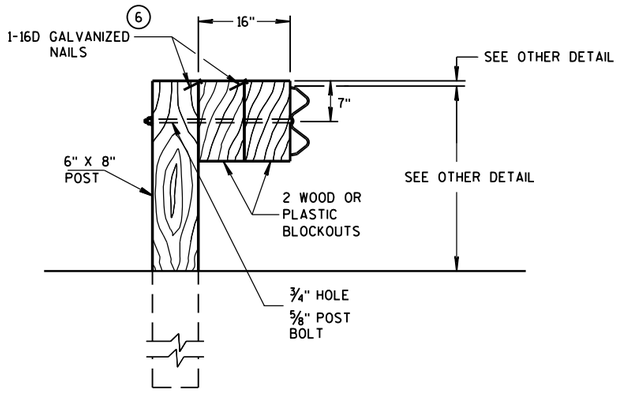
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

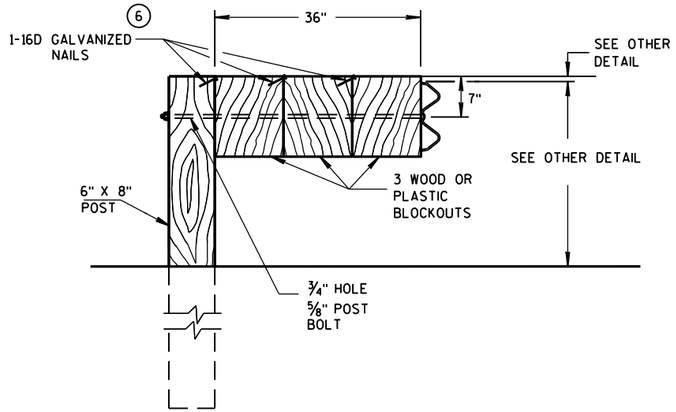
6

S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

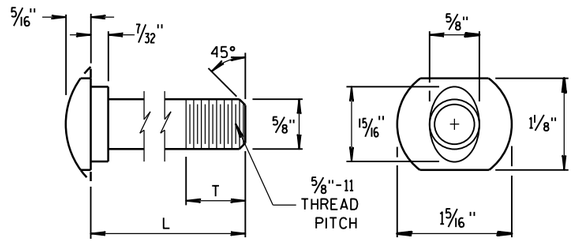


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

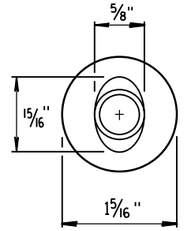
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

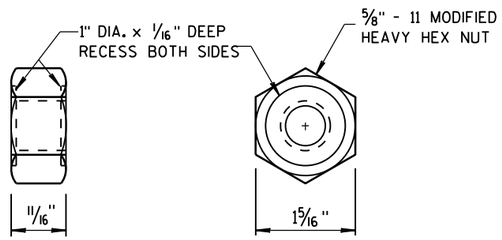


POST BOLT TABLE

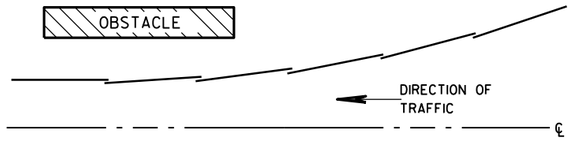
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

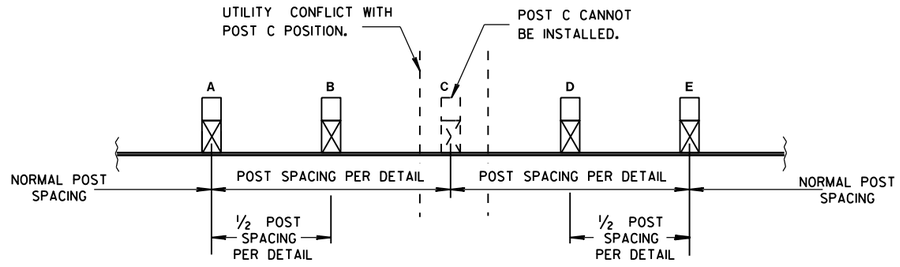


POST BOLT AND RECESS NUT

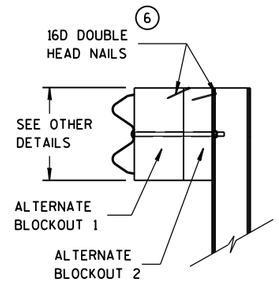


PLAN VIEW

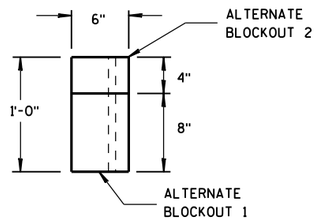
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

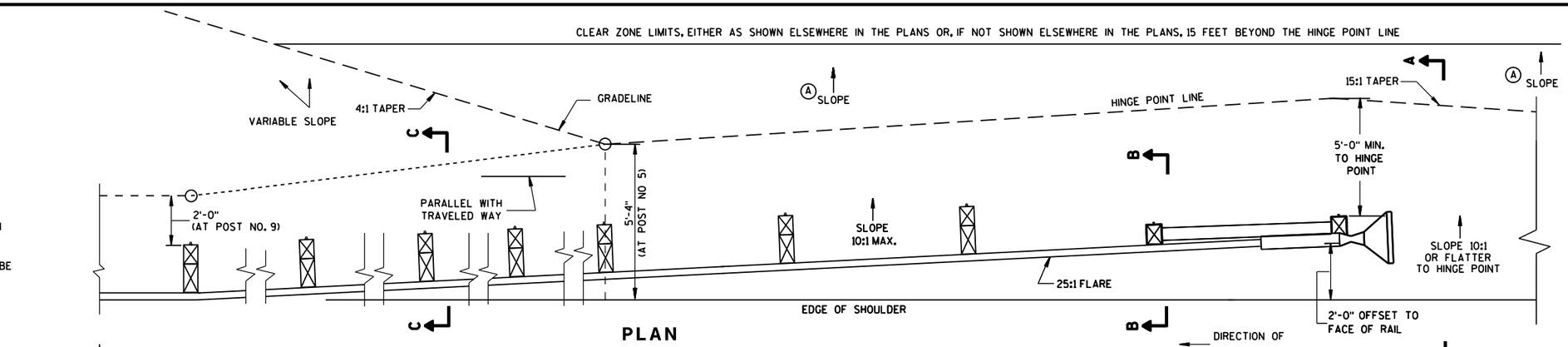
SEE SDD 14B42 FOR MORE INFORMATION.

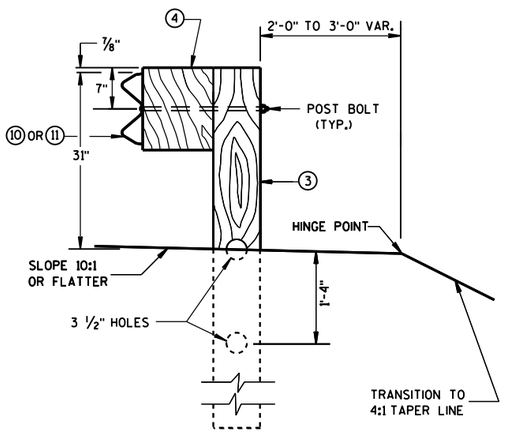
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

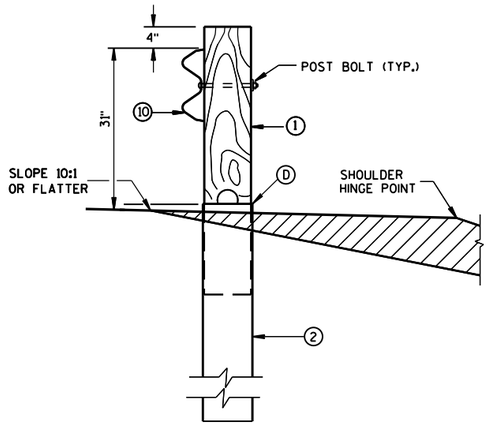
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

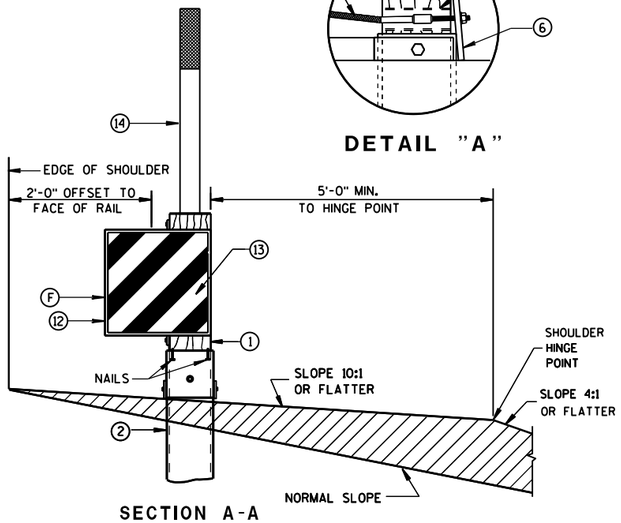




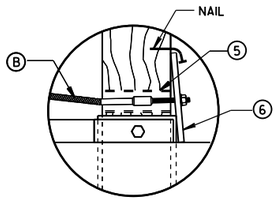
SECTION C-C
TYPICAL AT POST NOS. 3-9



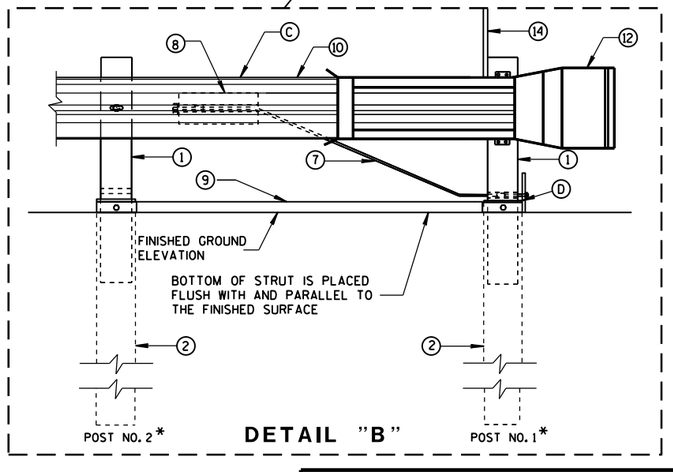
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



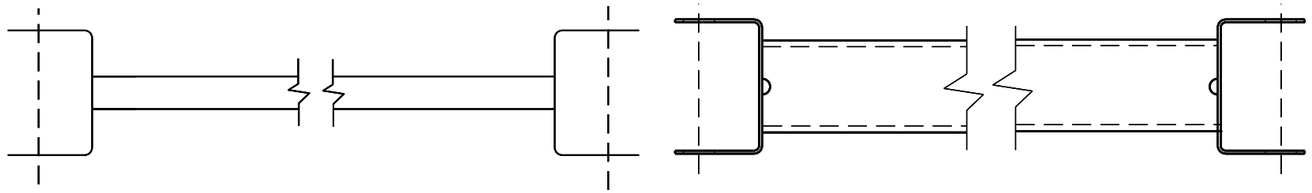
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

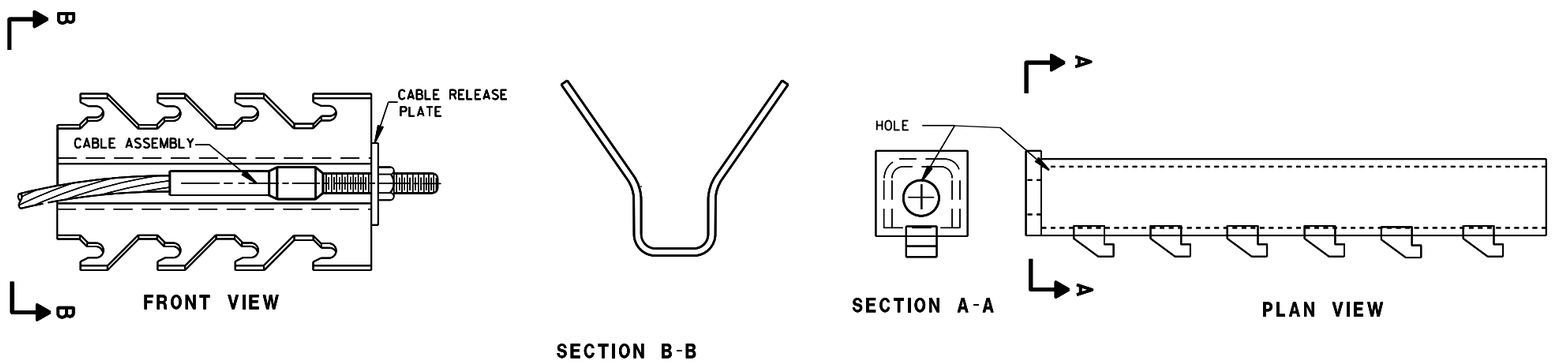
S.D.D. 14 B 44-2a



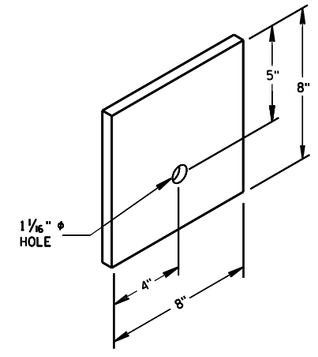
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)

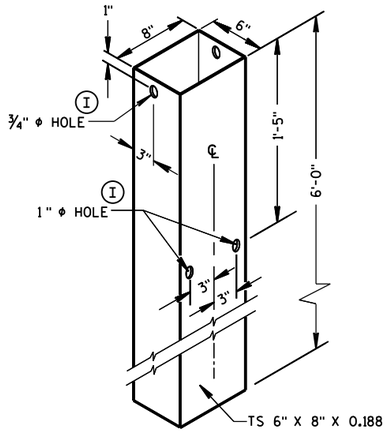


BEARING PLATE (6)

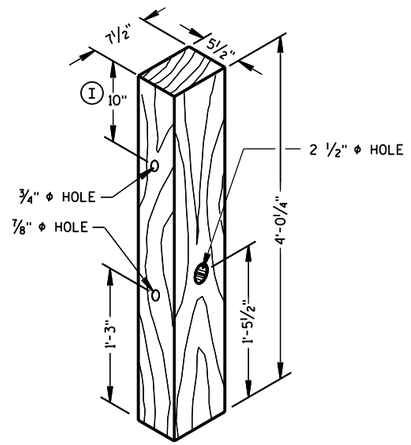
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 44-2b

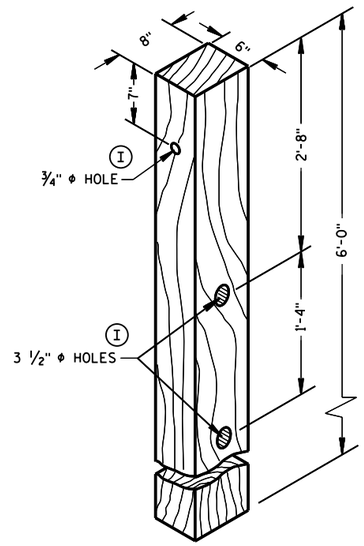


FOUNDATION TUBE (2)



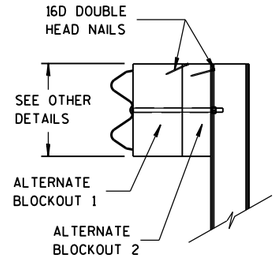
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

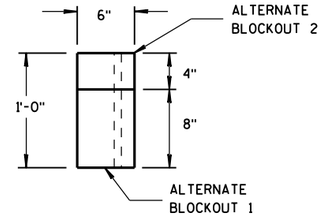


POSTS NUMBER 3-9

WOOD CRT POST (3)

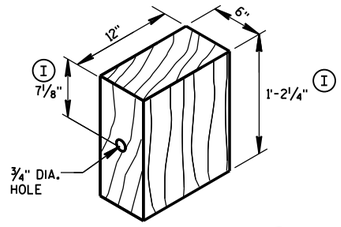


SIDE VIEW



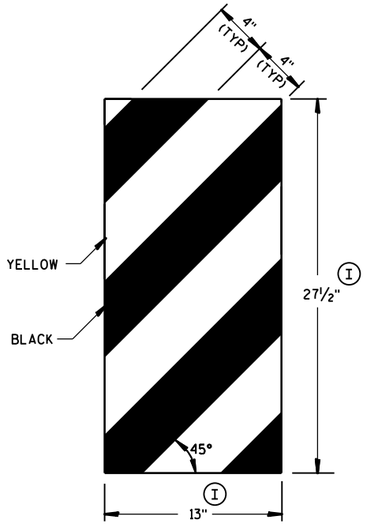
TOP VIEW

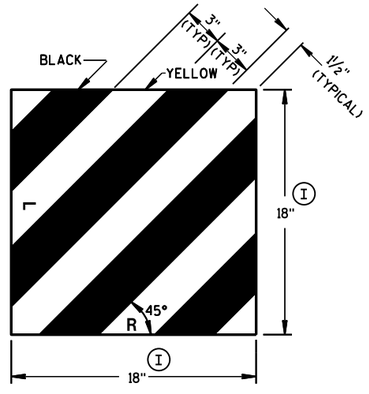
ALTERNATE WOOD BLOCKOUT DETAIL



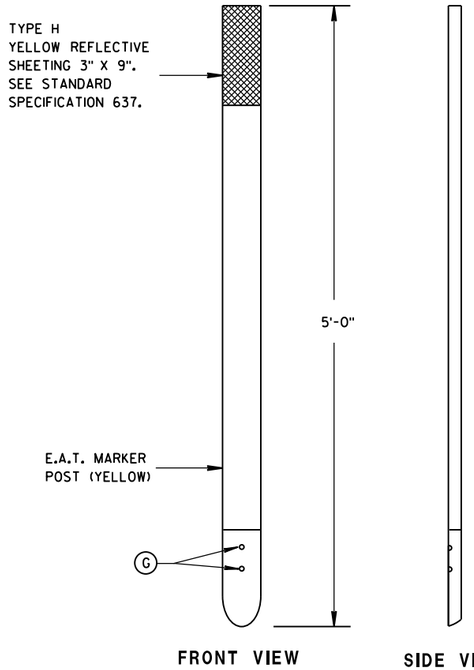
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





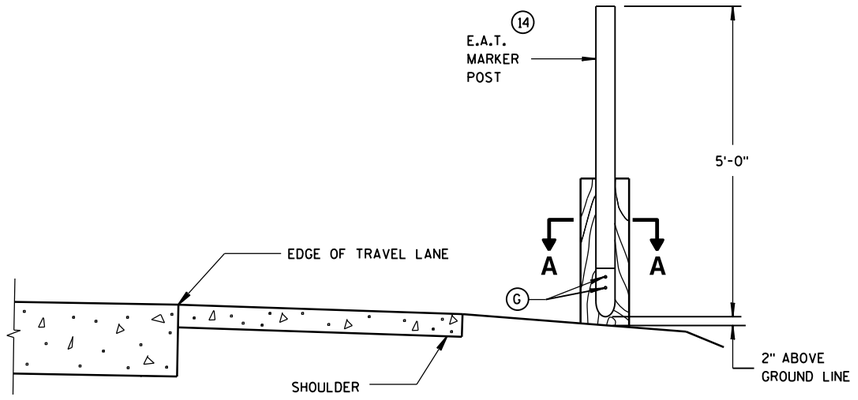
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

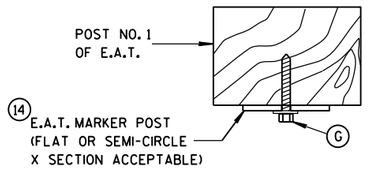
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

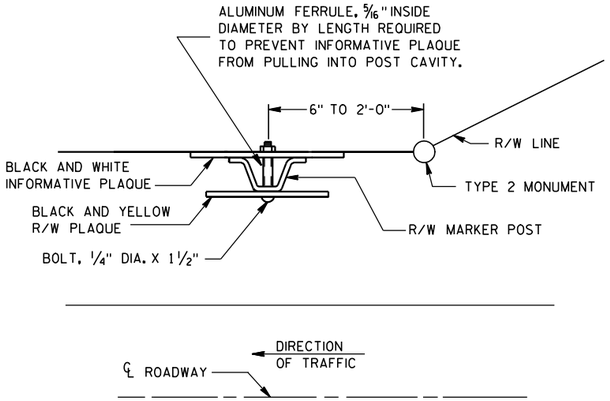
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

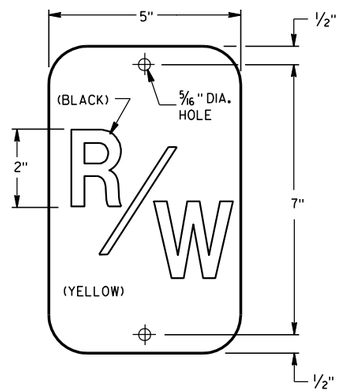
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 44-2c

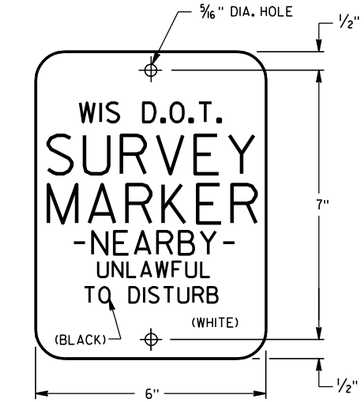


PLAN VIEW



R/W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

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

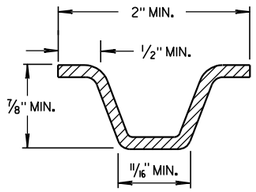
A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

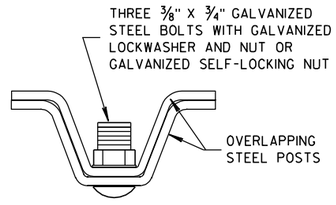
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.

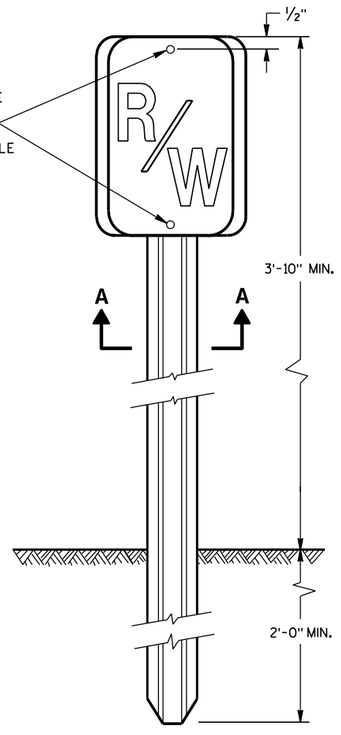


MIN. WEIGHT 1.12 LB./FT.

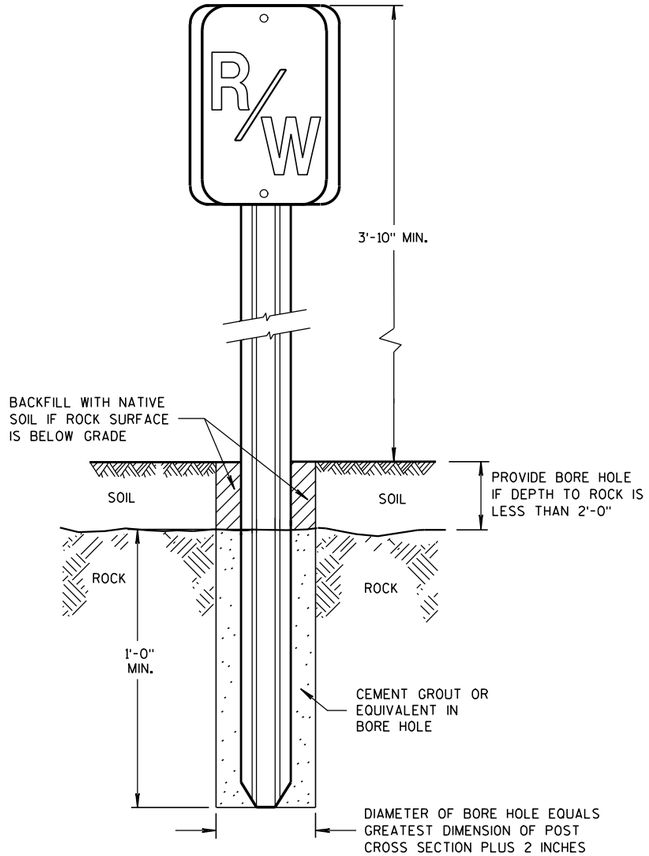
SECTION A-A



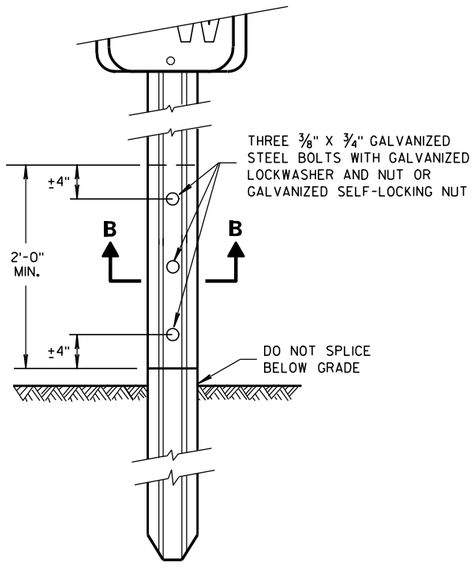
SECTION B-B



FRONT VIEW
STEEL MARKER POST



FRONT VIEW
ROCK INSTALLATION (1)



FRONT VIEW
SPLICE DETAIL

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

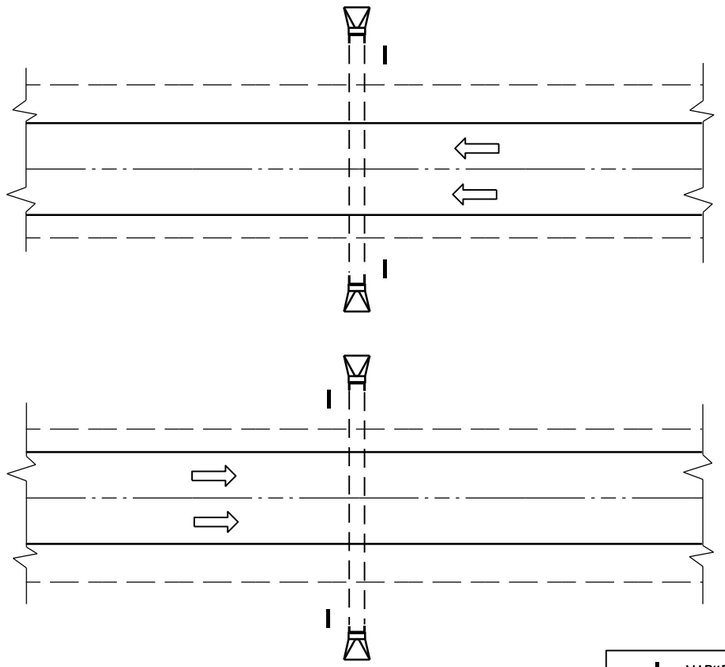
APPROVED
4/27/09 DATE
/S/ Ray Kumapayi
CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

S.D.D. 15 A 1-11

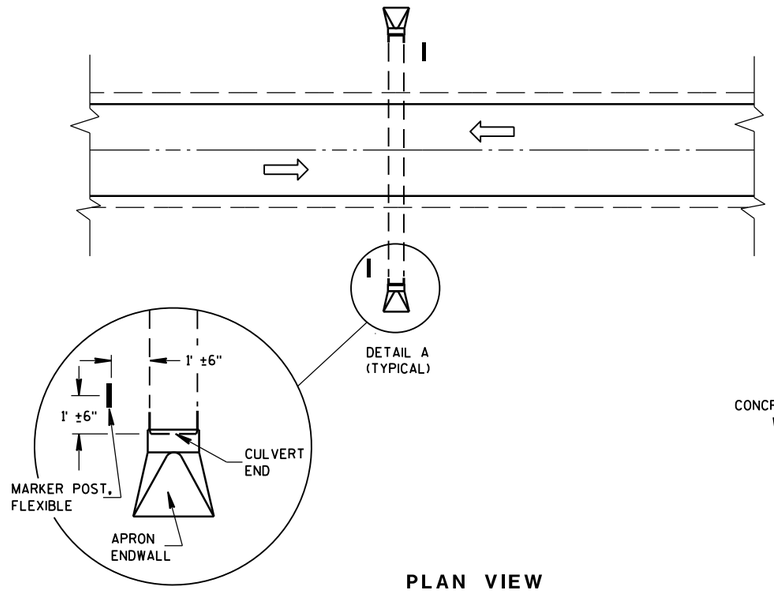
6

S.D.D. 15 A 1-11



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

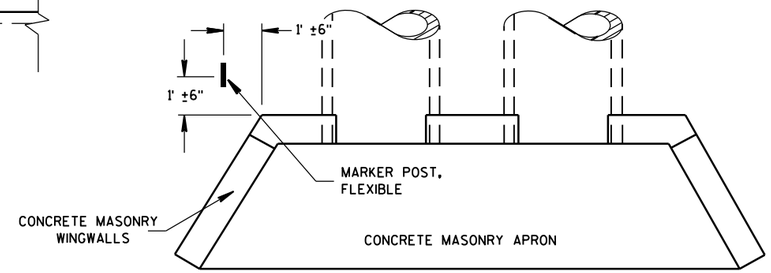
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

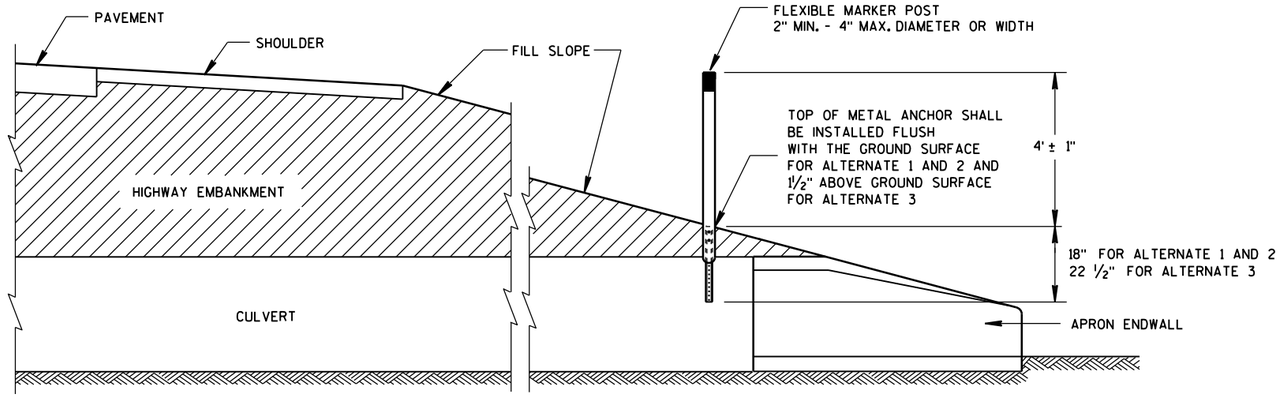
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

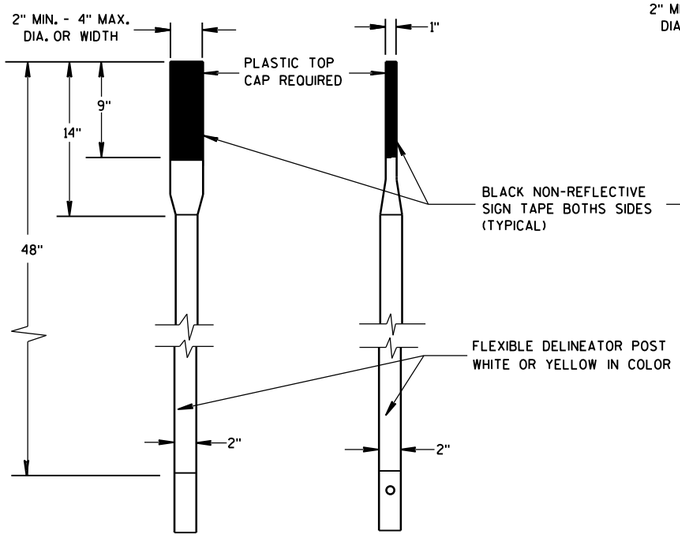
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

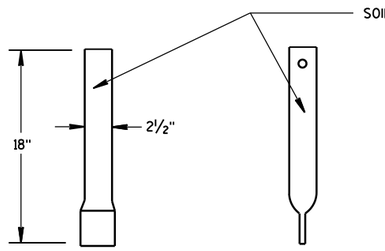
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S.D.D. 15 A 3-2a

6

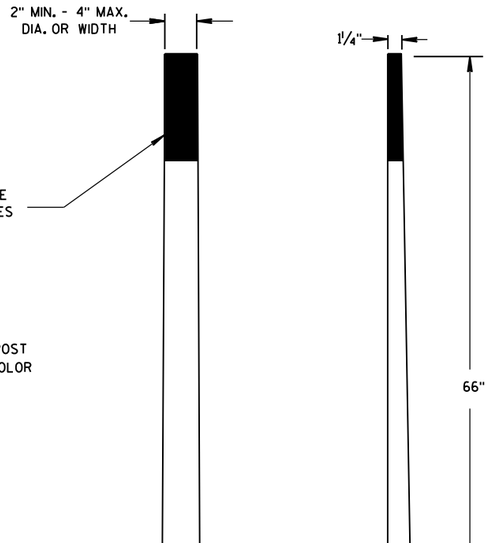
S.D.D. 15 A 3-2a





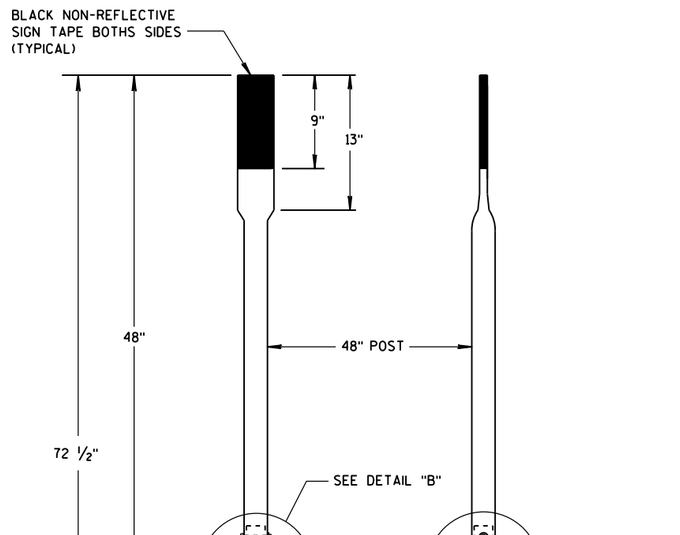
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

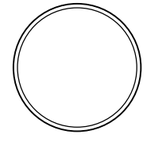
ALTERNATE 2



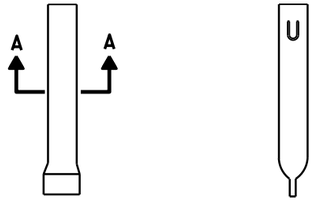
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

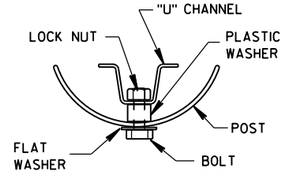


SECTION A-A

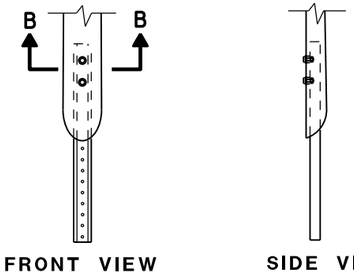


FRONT VIEW SIDE VIEW

ALTERNATE 1

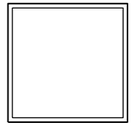


SECTION B-B

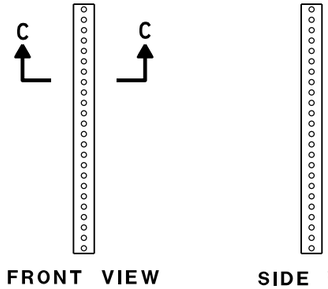


FRONT VIEW SIDE VIEW

ALTERNATE 2



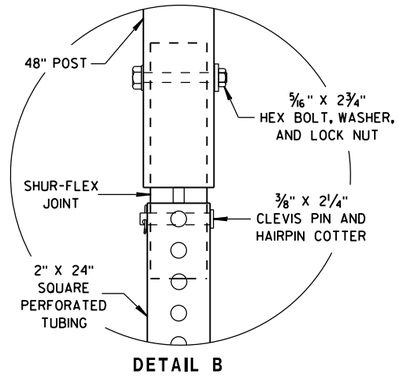
SECTION C-C



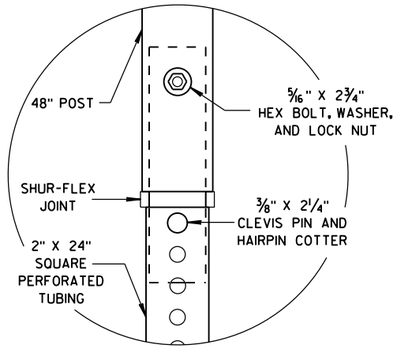
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

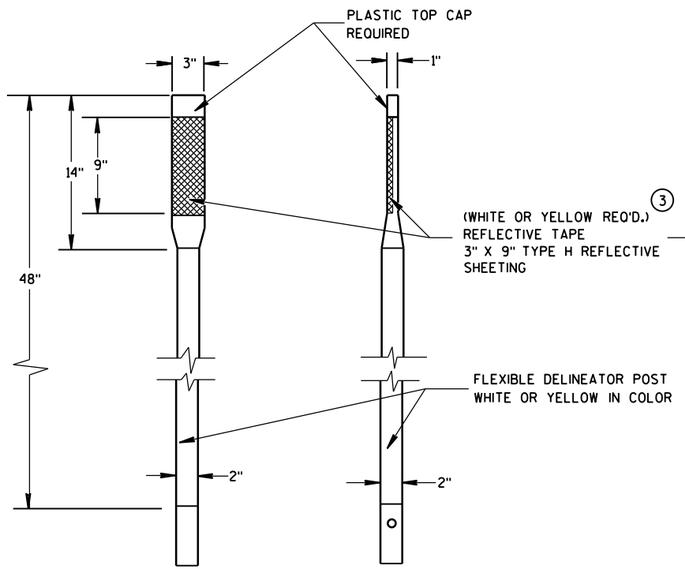
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

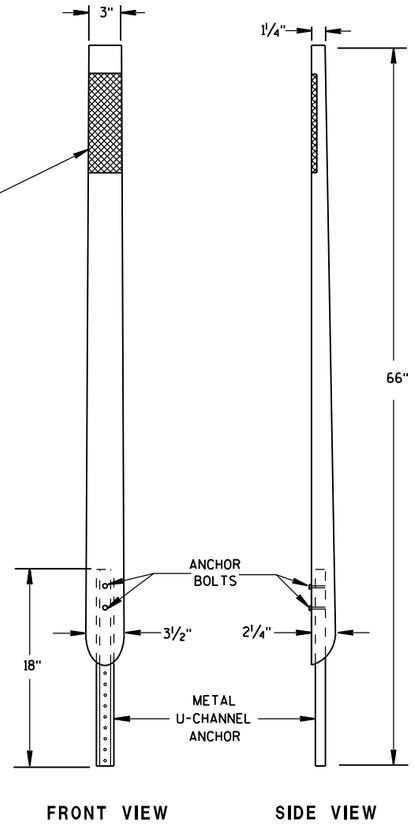
S.D.D. 15 A 3-2b

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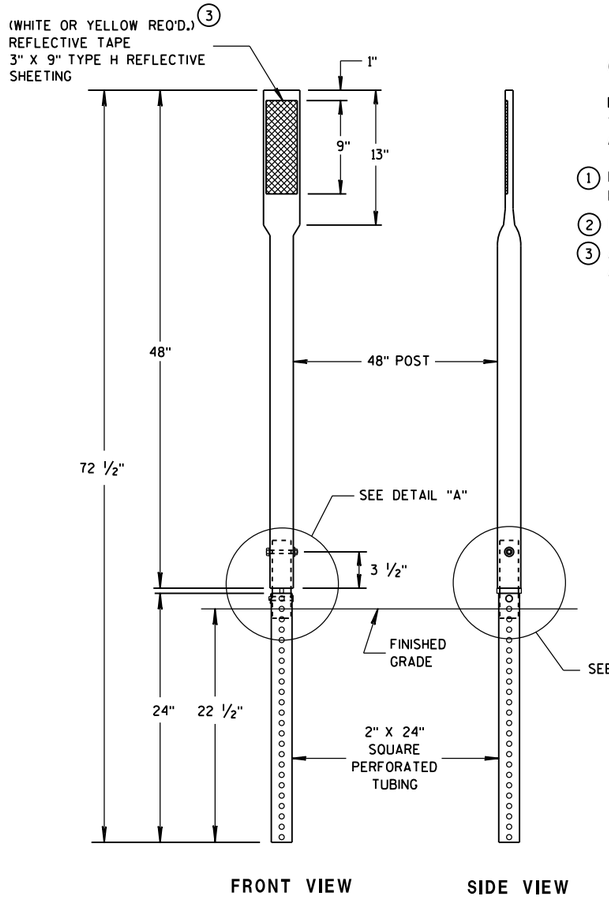
S.D.D. 15 A 3-2b



ALTERNATE 1



ALTERNATE 2



ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

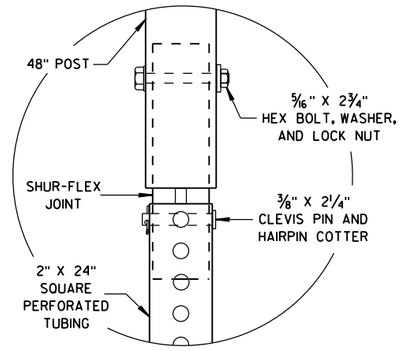
GENERAL NOTES

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

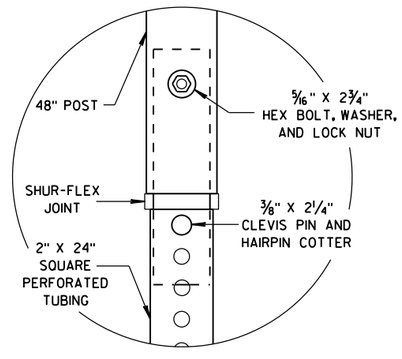
(1) DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

(2) EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.

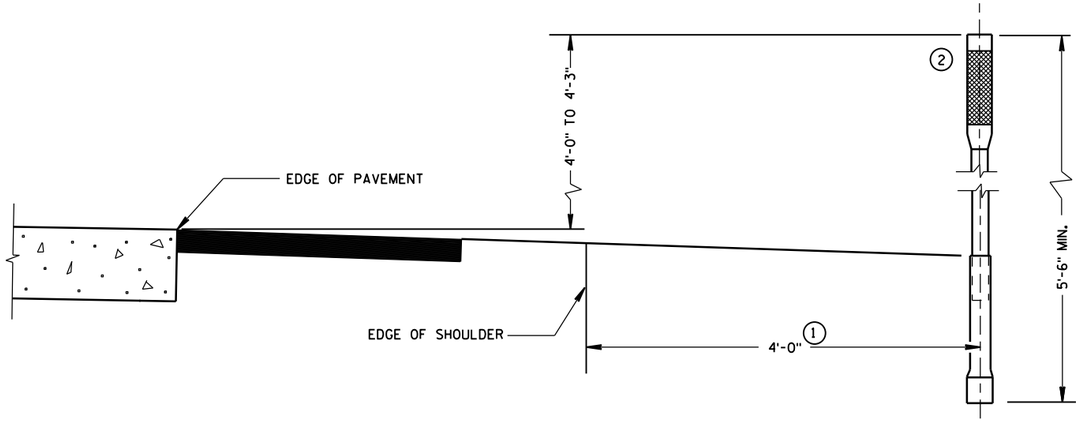
(3) AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

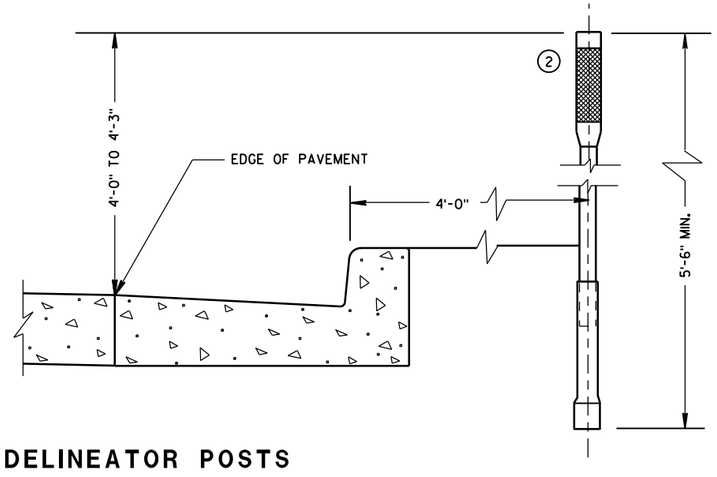


DETAIL A



DETAIL B





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-26-2012 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

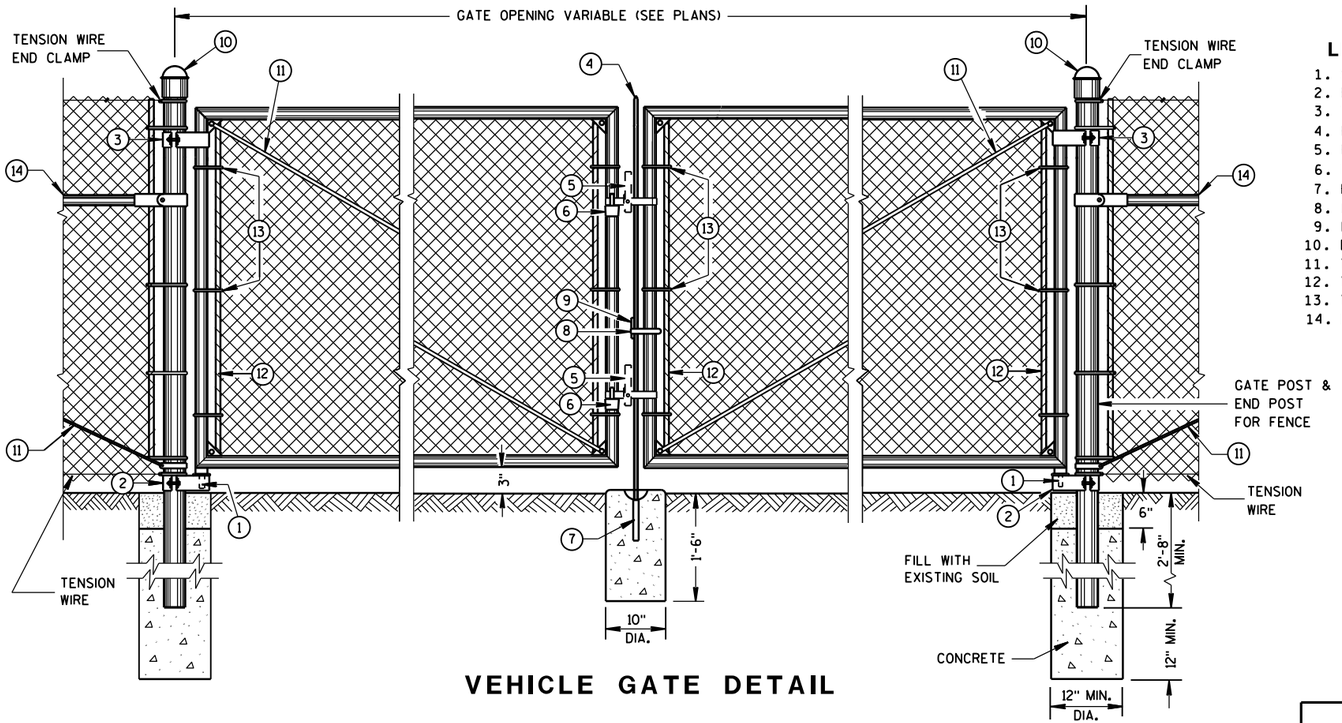
FHWA

6

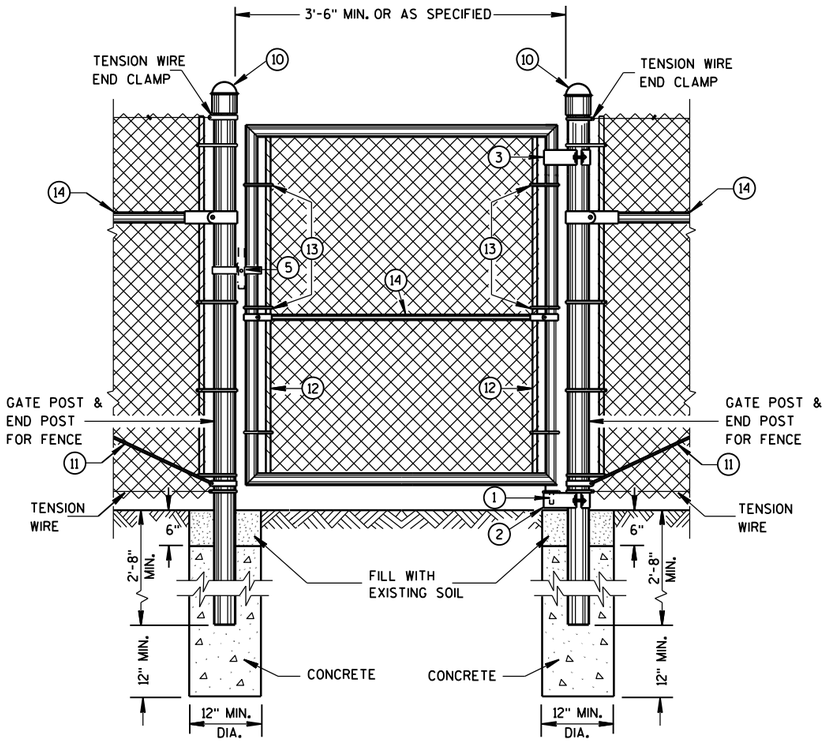
S.D.D. 15 A 4-2

6

S.D.D. 15 A 4-2



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

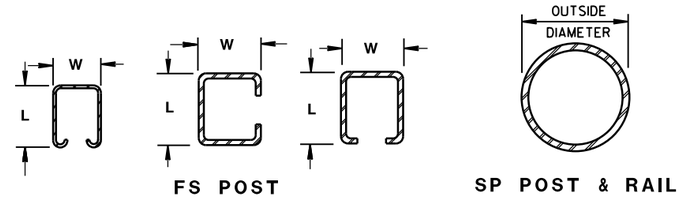
FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FORMED STEEL FENCE POST

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

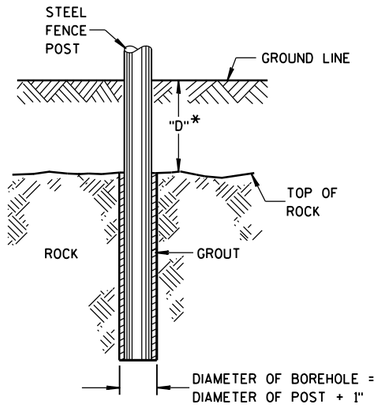
USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR ROUND STEEL FENCE POST

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

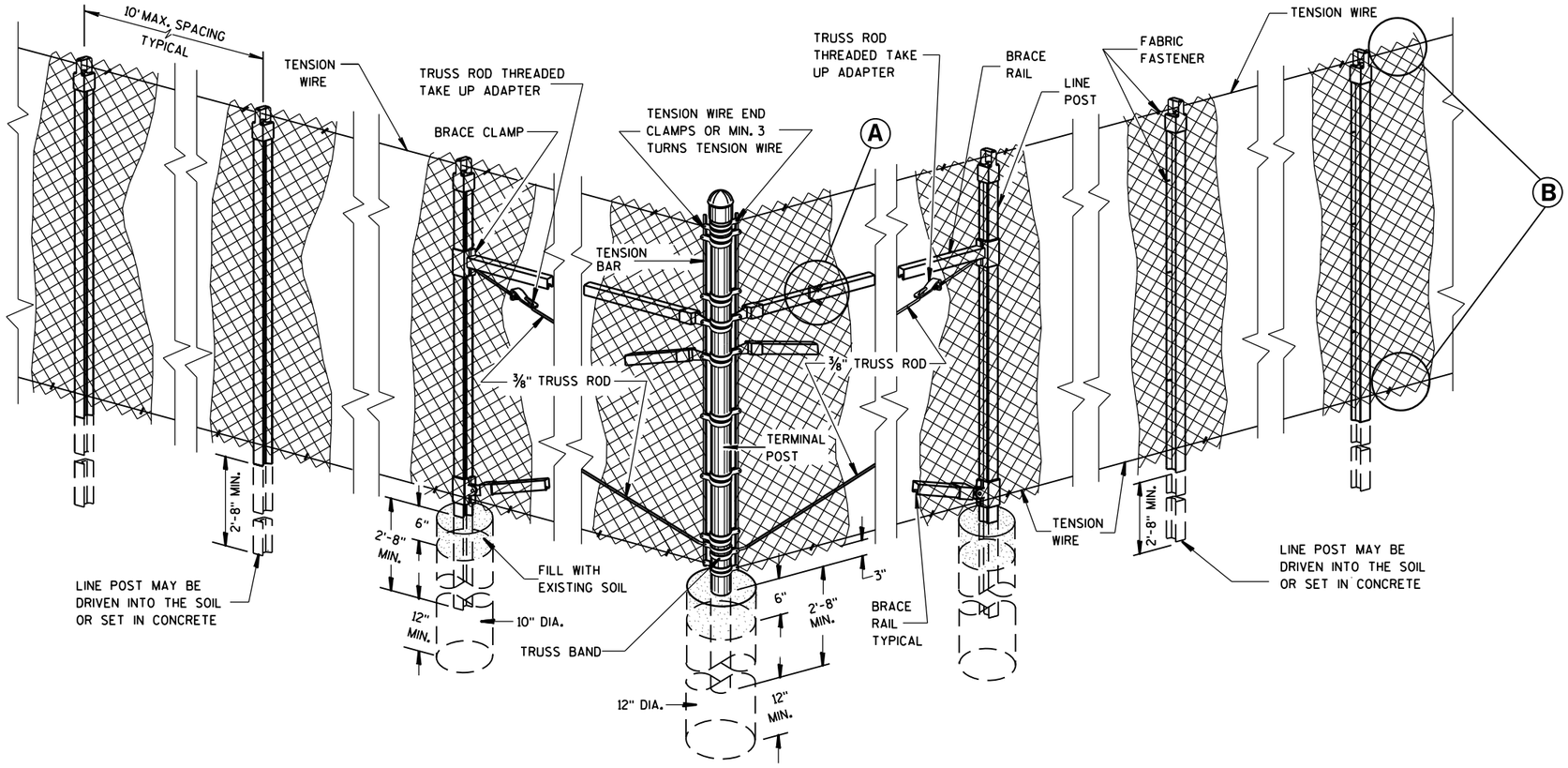
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

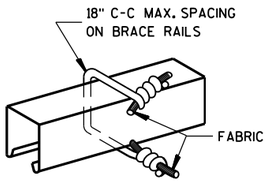


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



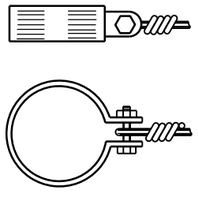
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



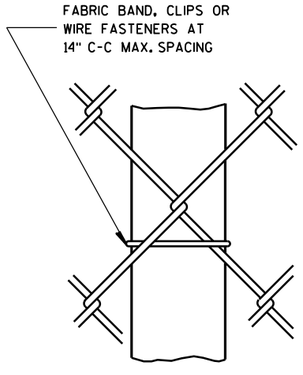
BRACE RAIL

FABRIC FASTENER

Ⓐ



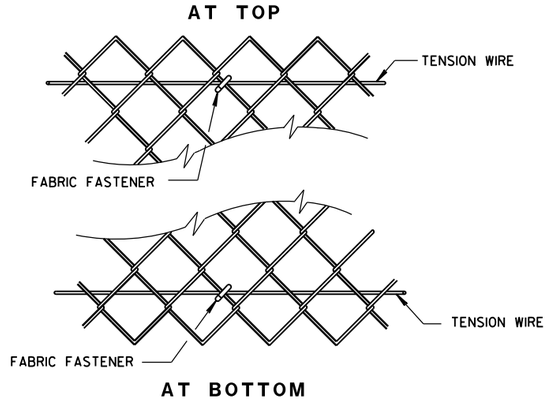
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

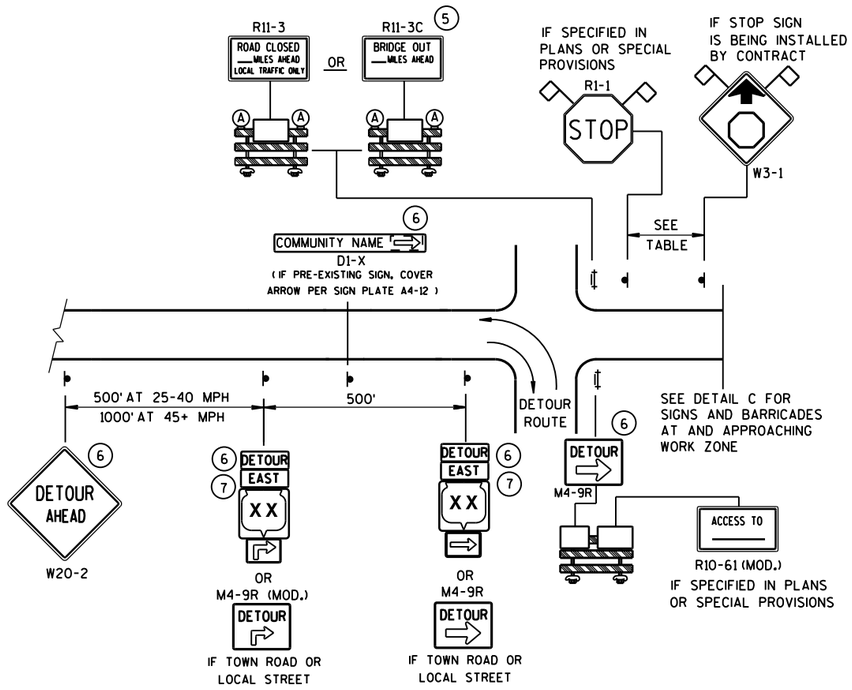
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/16/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

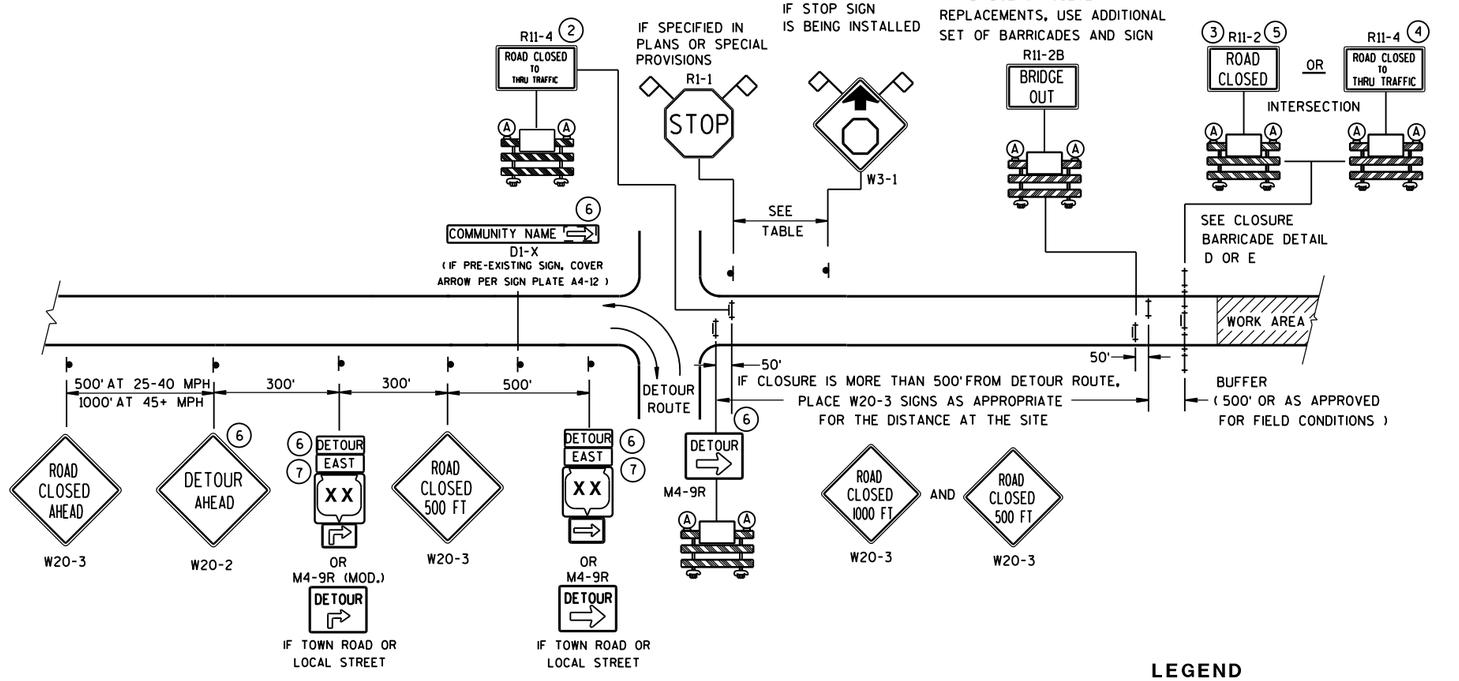
S.D.D. 15 B 3-13b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

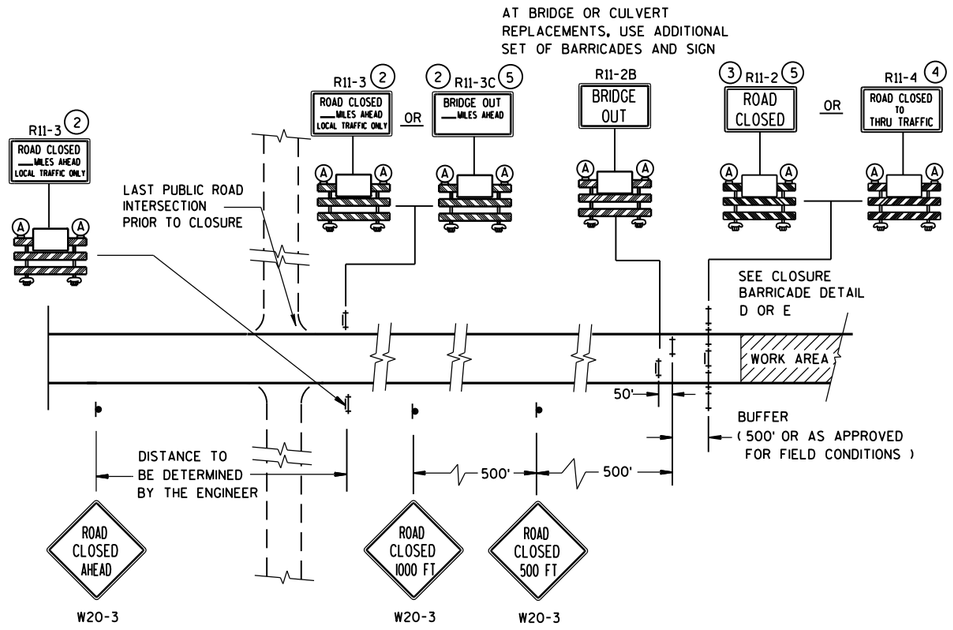
WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

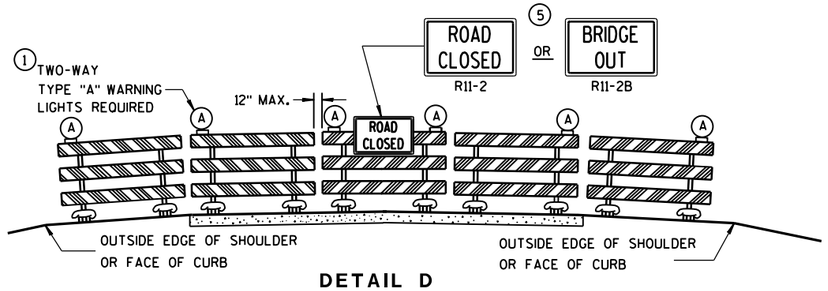
FHWA

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S.D.D. 15 C 2-5a

6

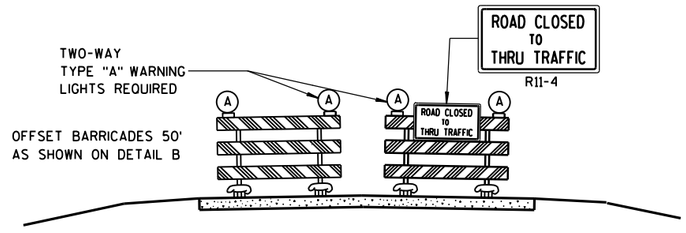
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 2-5b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

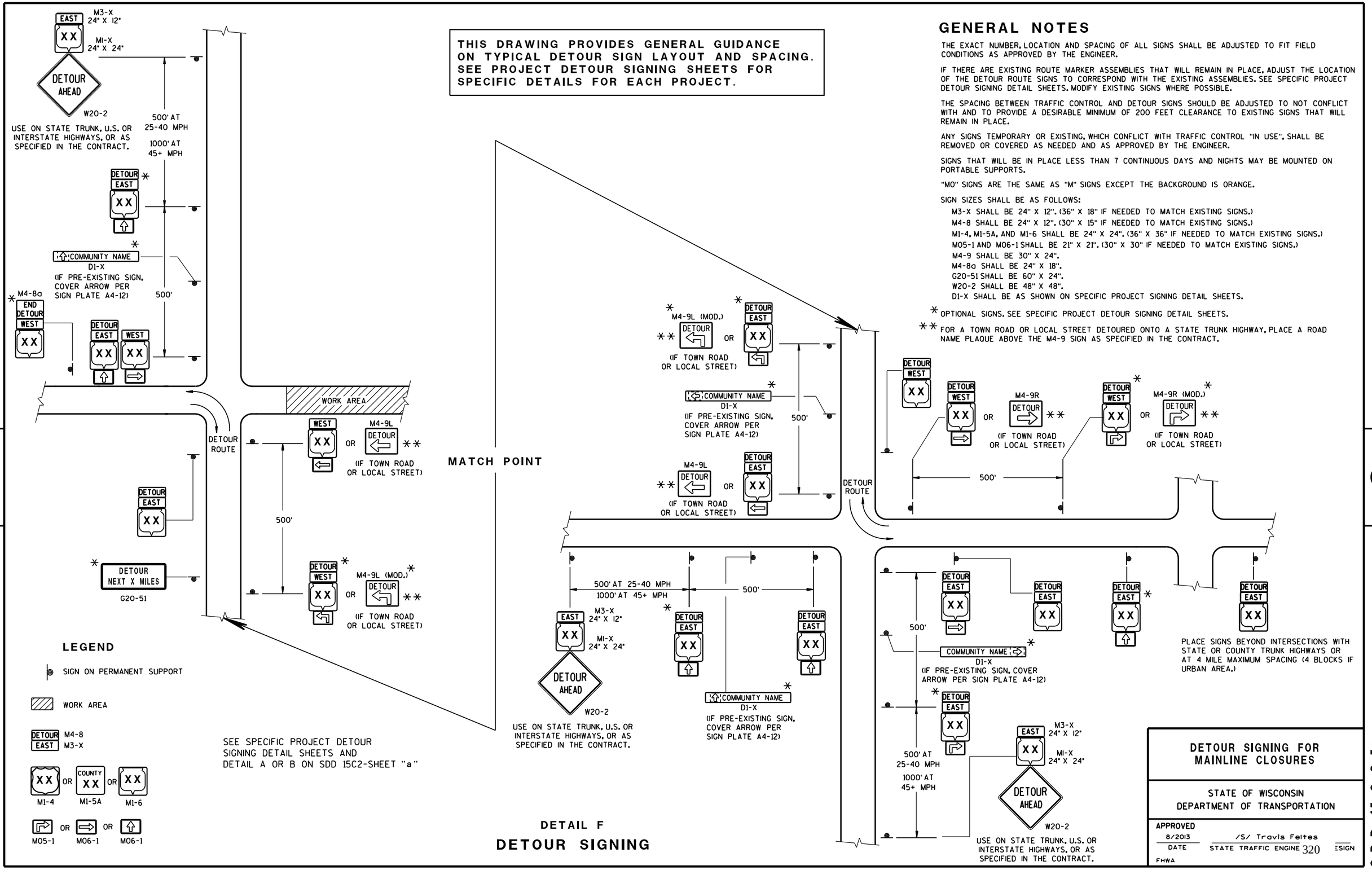
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

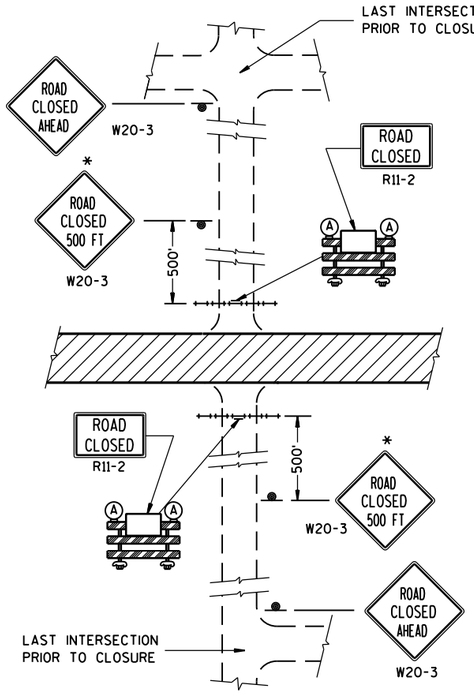
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

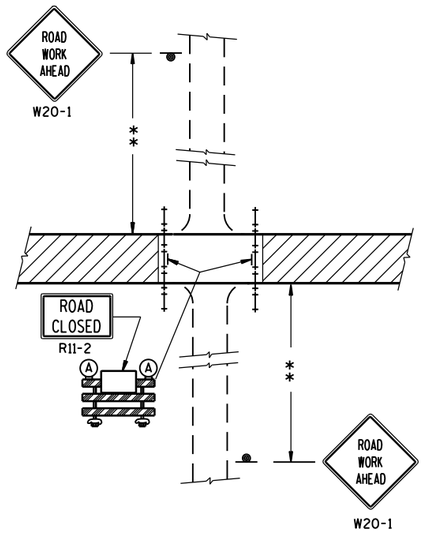
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

S.D.D. 15 C 2-5c



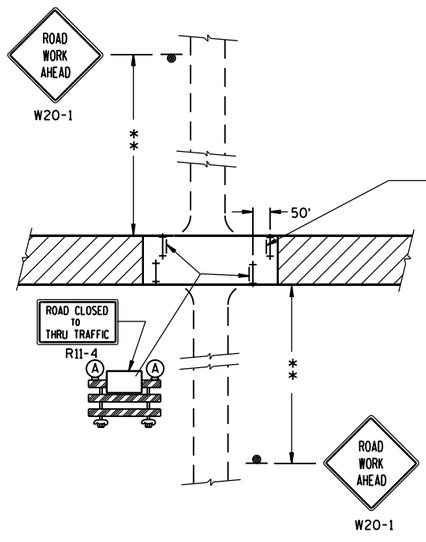
DETAIL 1

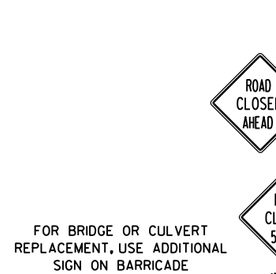
(NO ACCESS TO PROJECT)



DETAIL 2

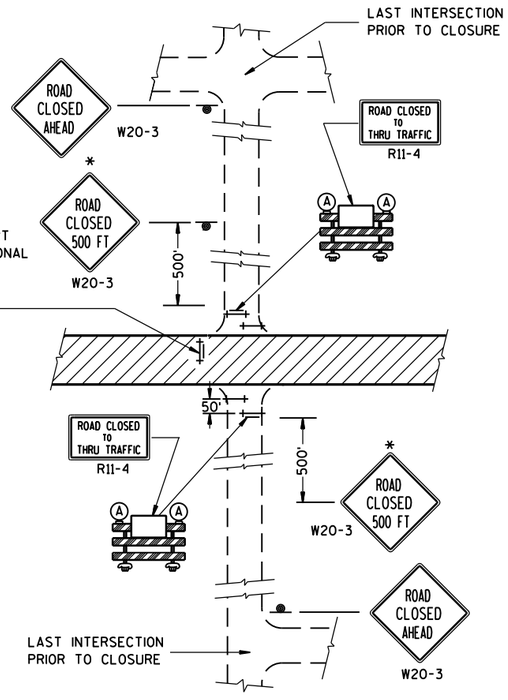
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

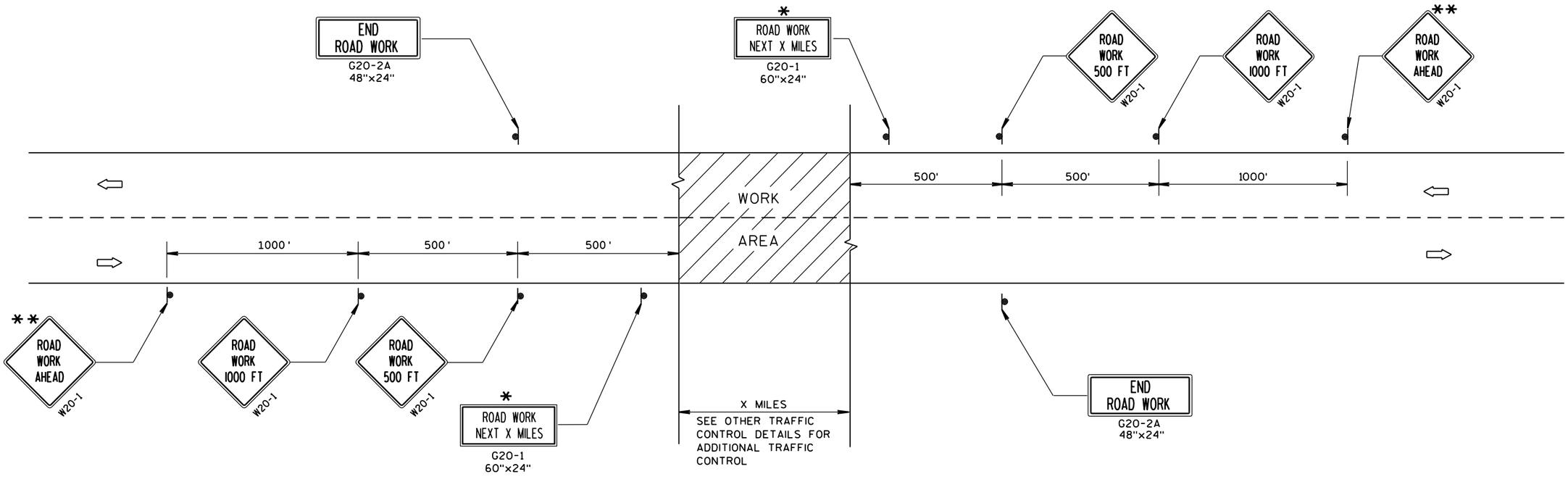
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 3-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

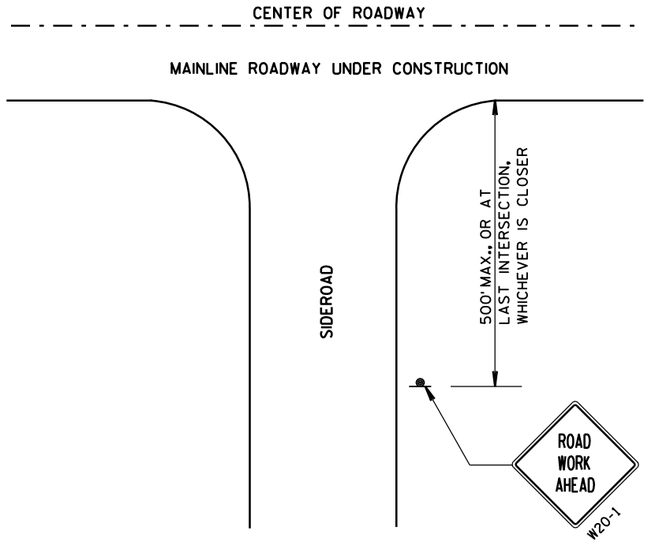
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

322

SIGN

FHWA

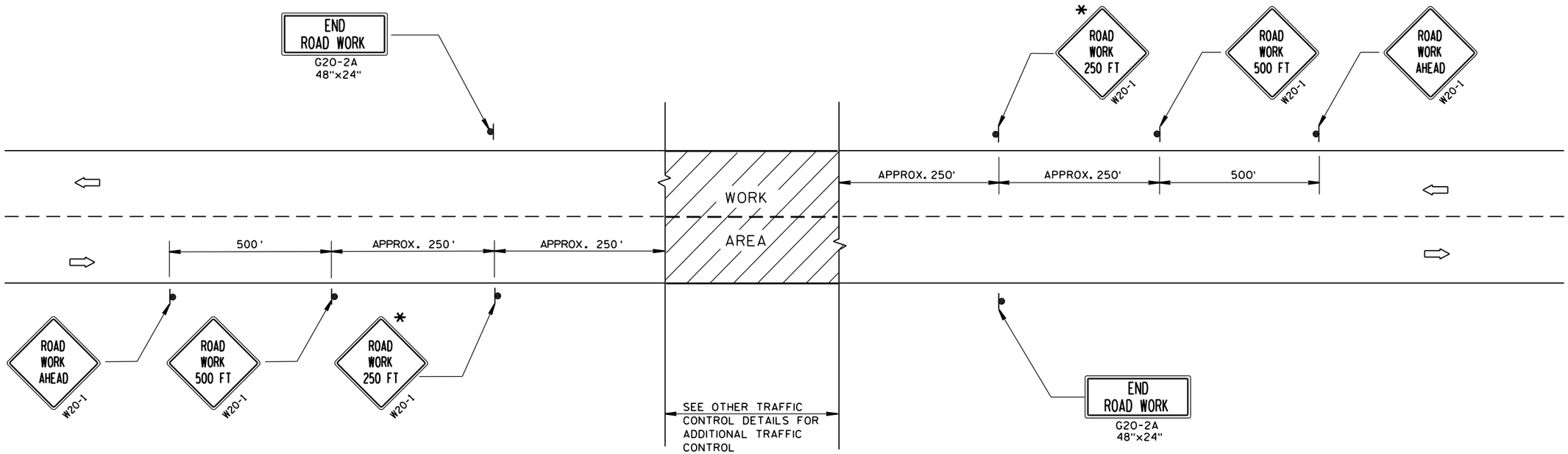
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S.D.D. 15 C 4-2

6

S.D.D. 15 C 4-2

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

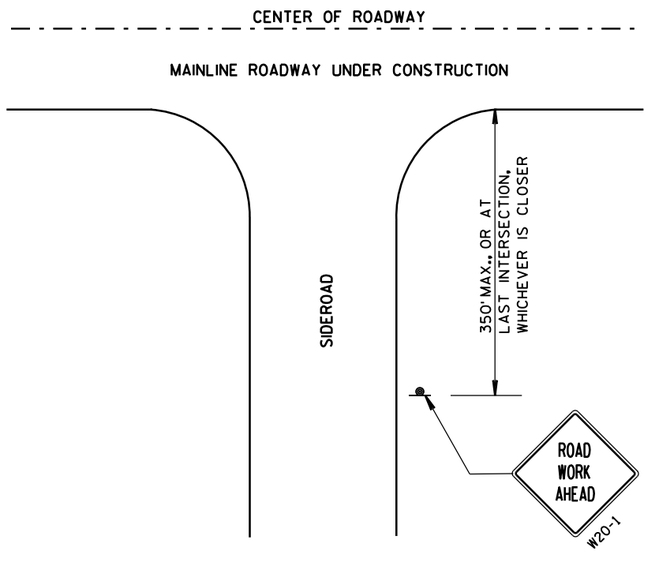
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

SIGN

6

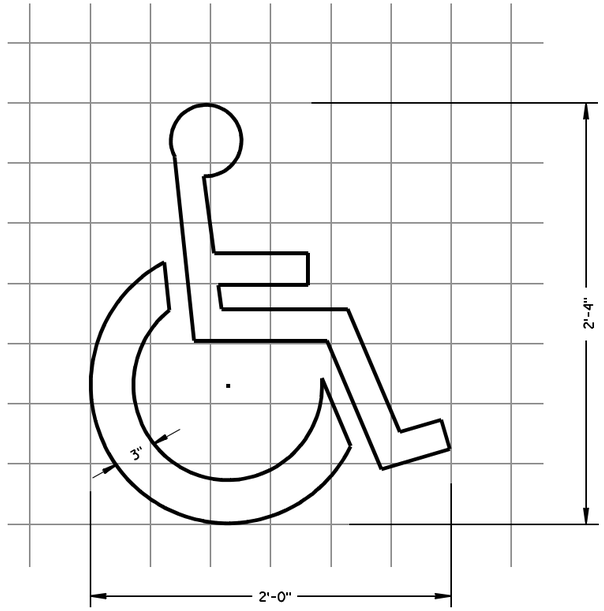
S.D.D. 15 C 5-2

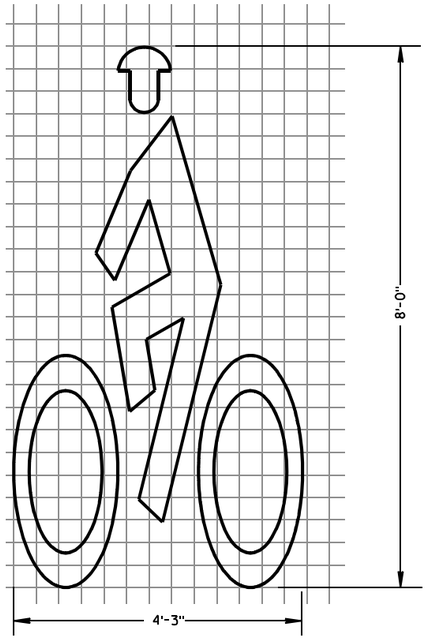
GENERAL NOTES

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

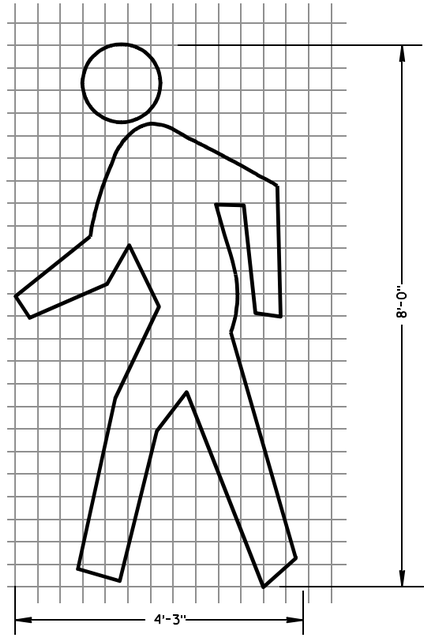
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

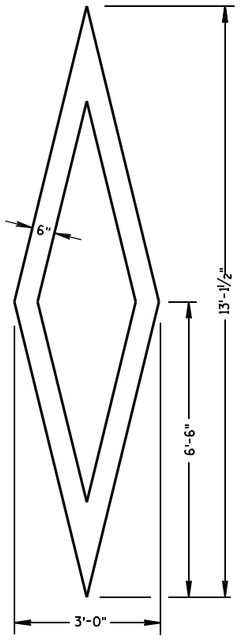




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-12a

S.D.D. 15 C 7-12a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 DATE

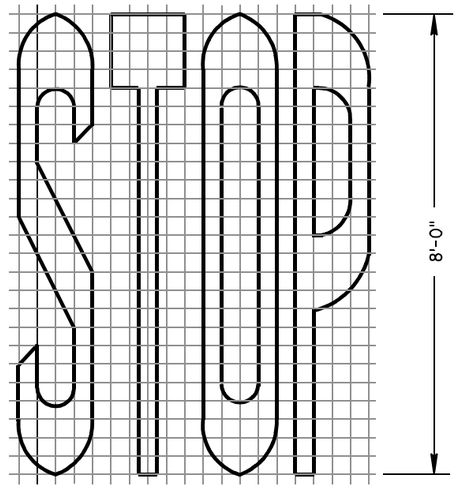
/S/ Thomas N Nathan STATE TRAFFIC ENGINEER

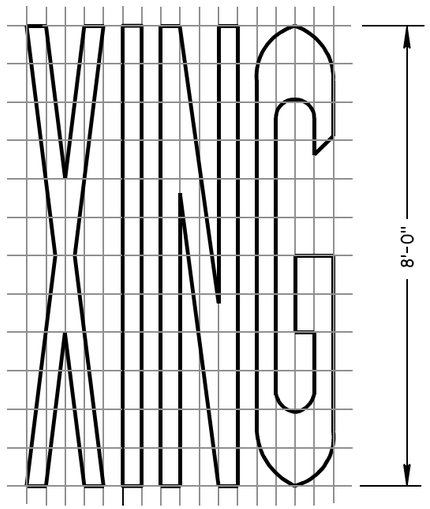
FHWA

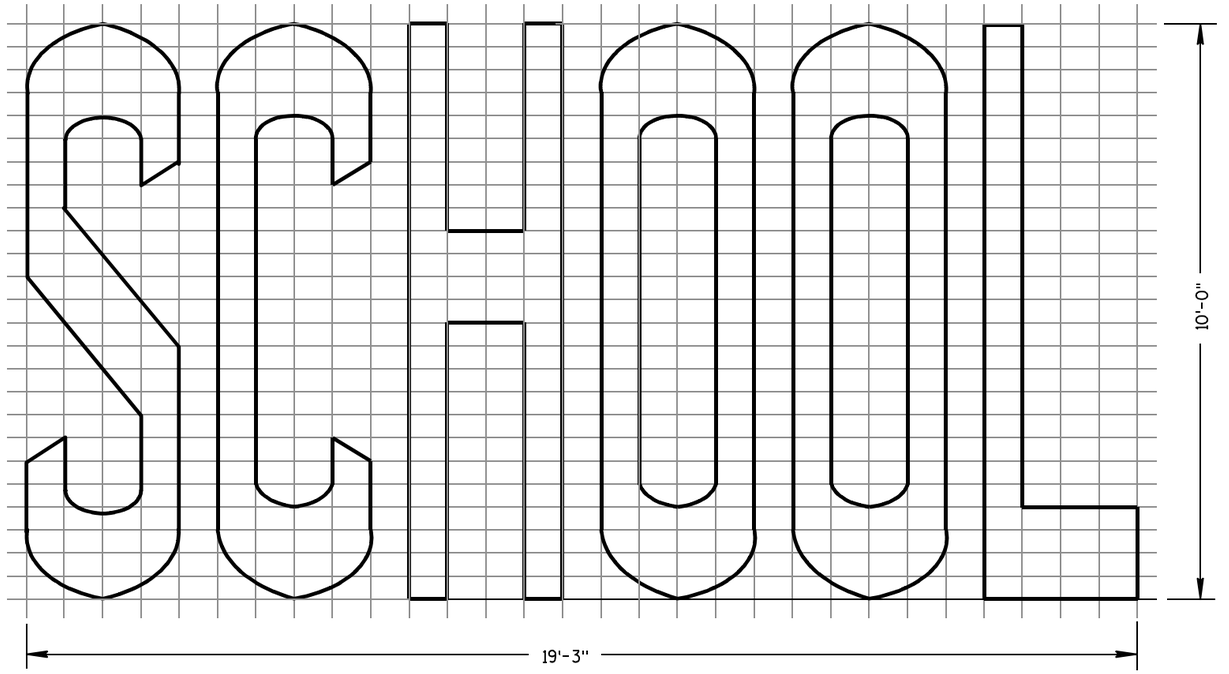
GENERAL NOTES

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

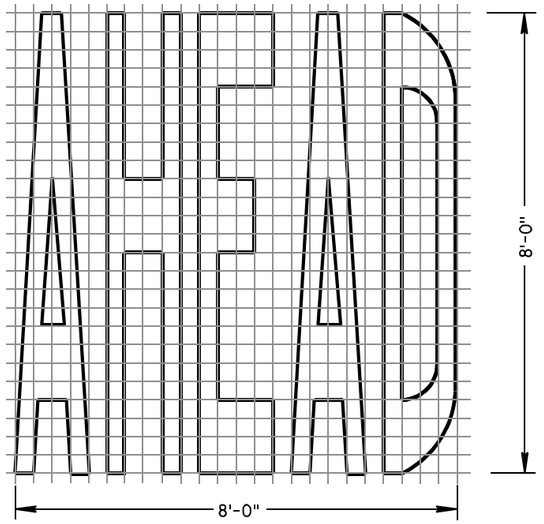
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

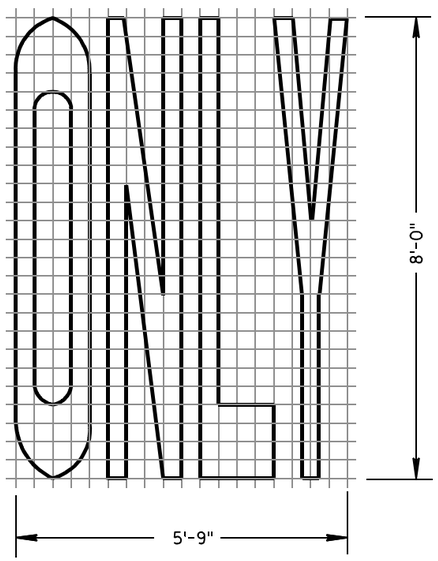


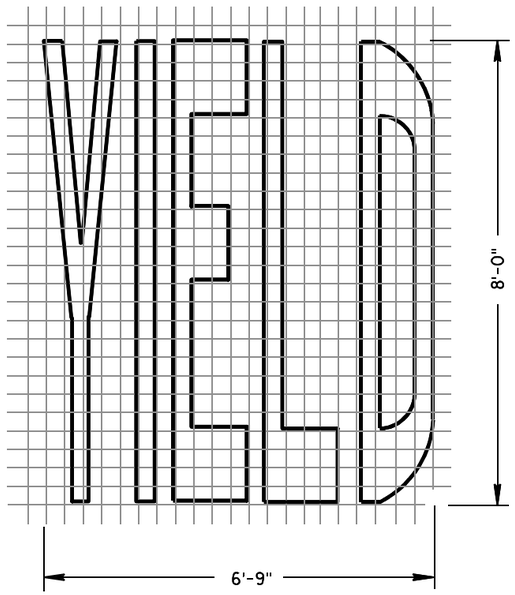


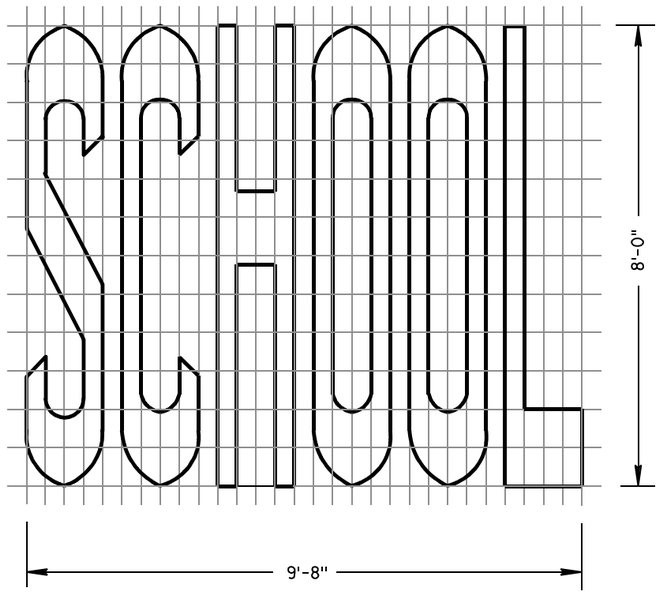


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

FHWA

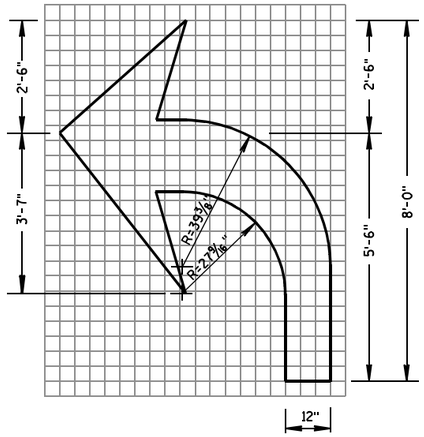
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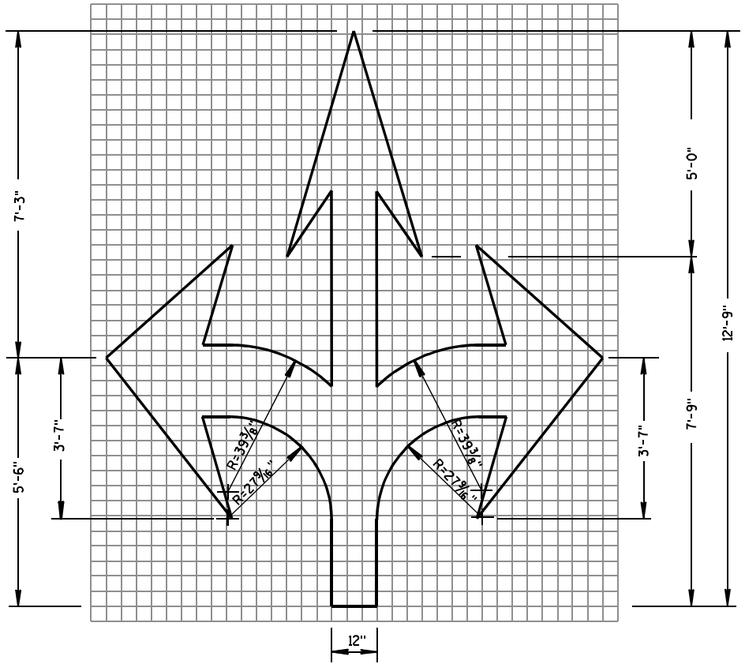
S.D.D. 15 C 7-12b

6

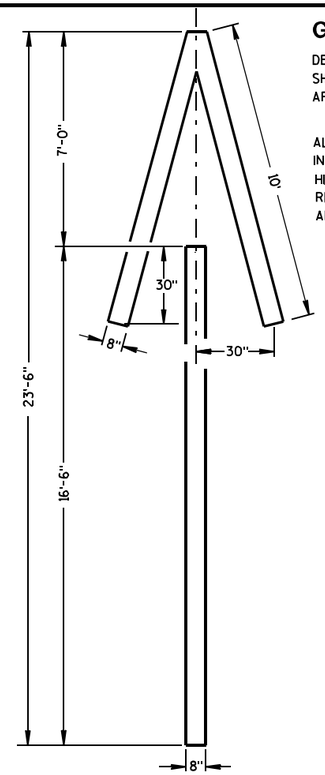
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

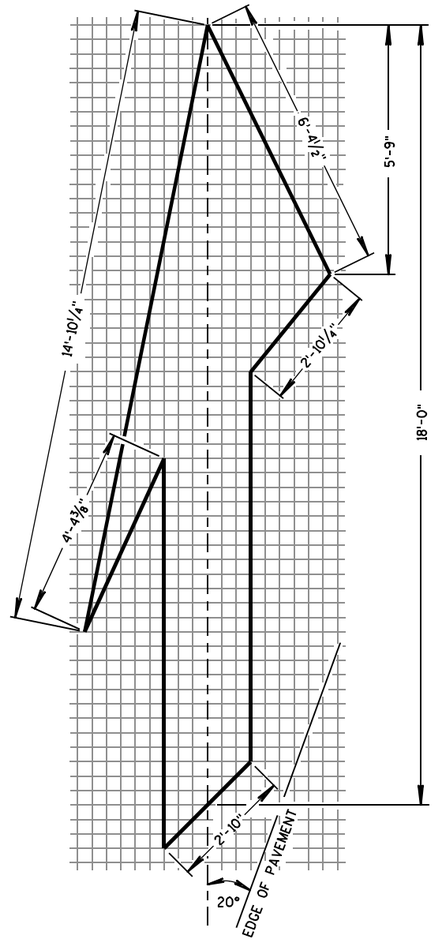


TYPE 4

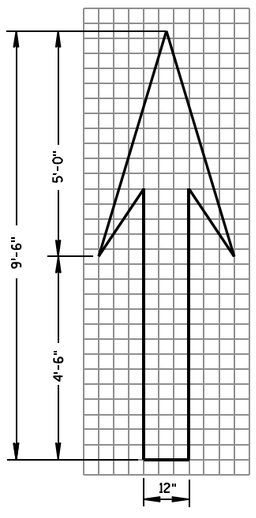
GENERAL NOTES

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

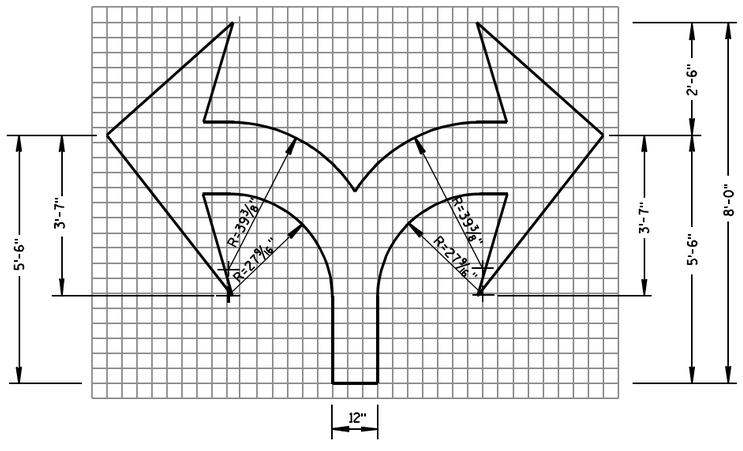
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



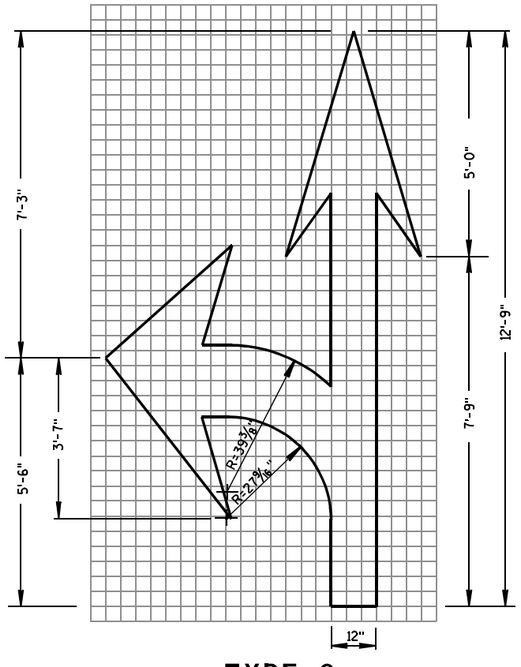
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

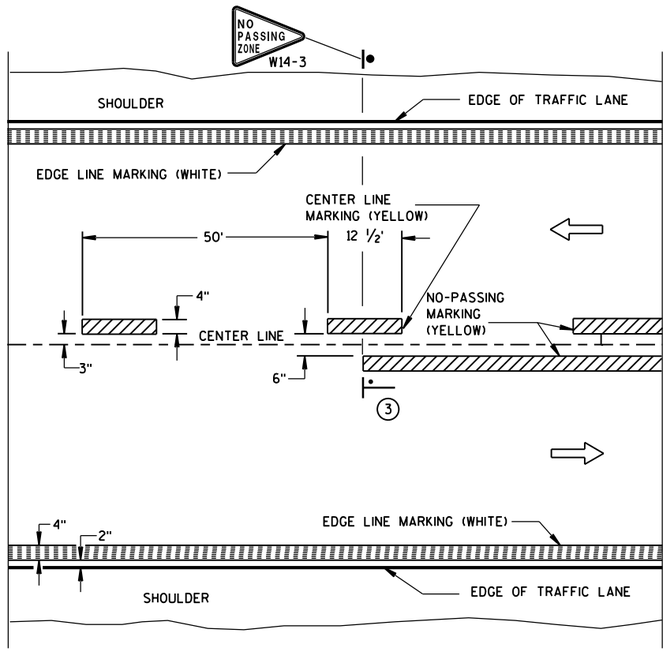
FHWA

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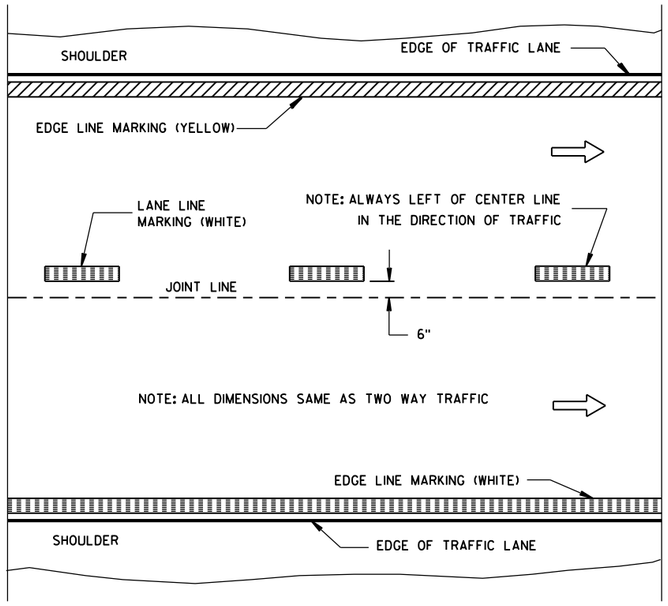
S.D.D. 15 C 7-12c

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S.D.D. 15 C 7-12c

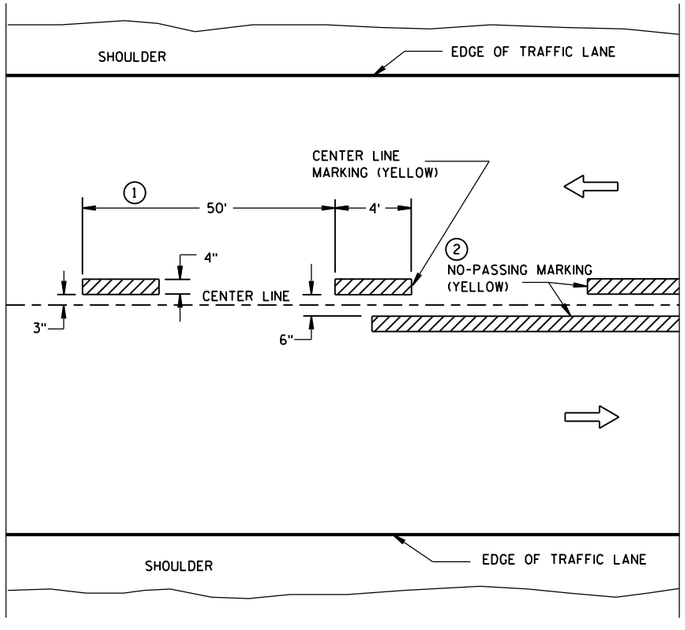


TWO WAY TRAFFIC

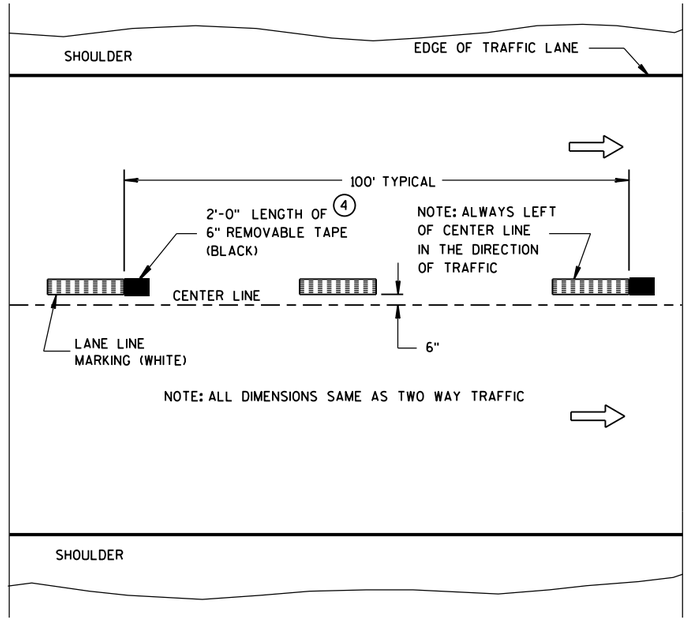


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

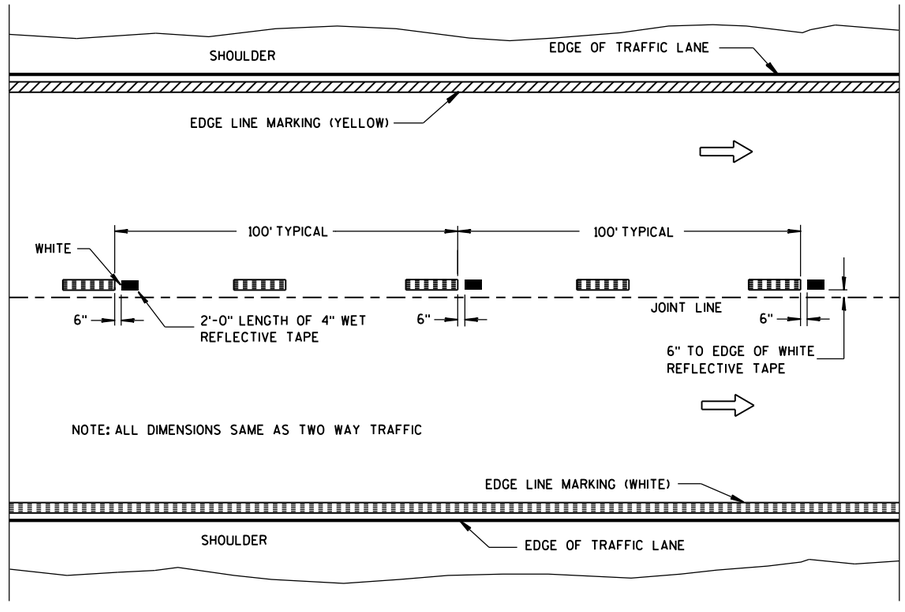
GENERAL NOTES

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

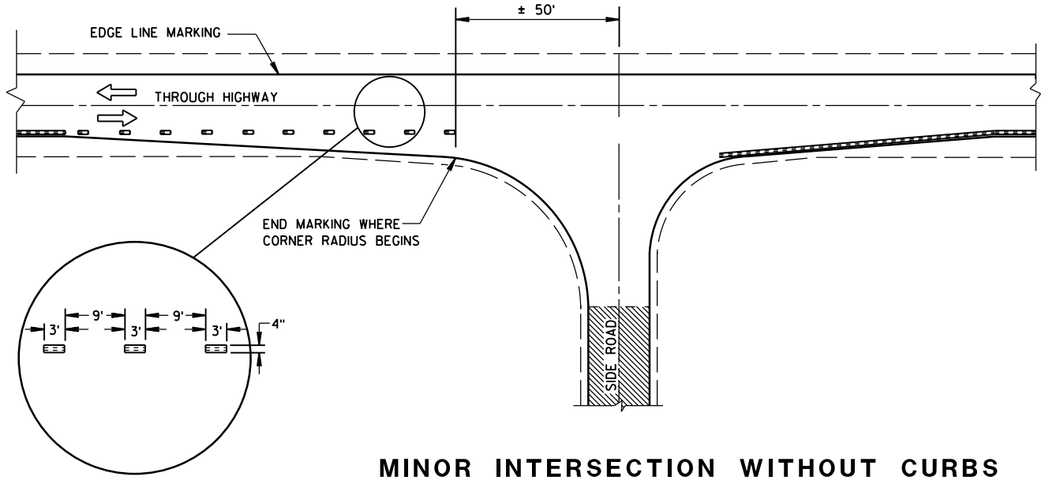
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

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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.

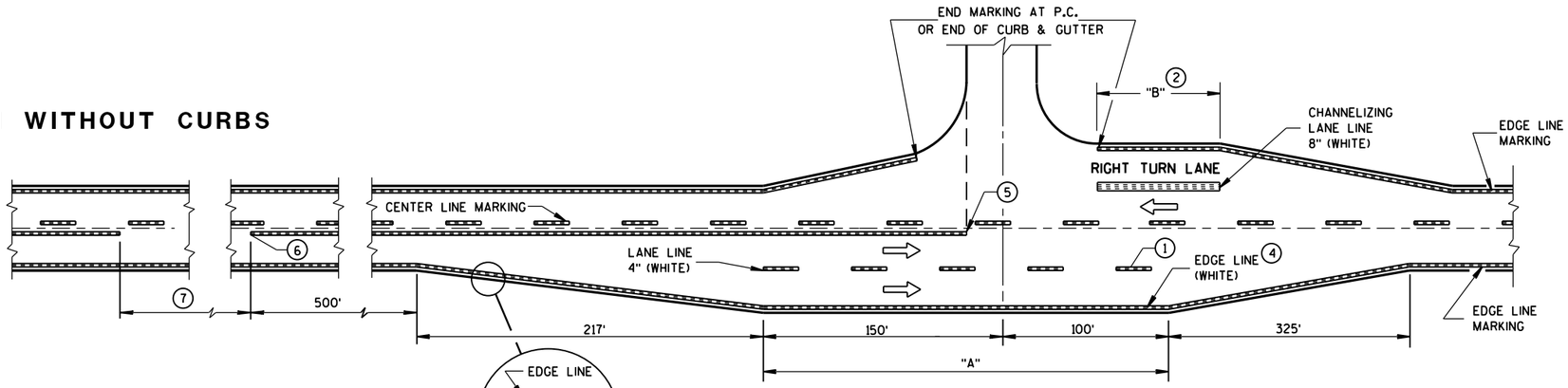
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

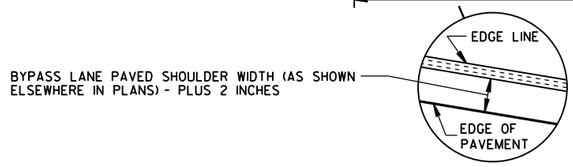
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

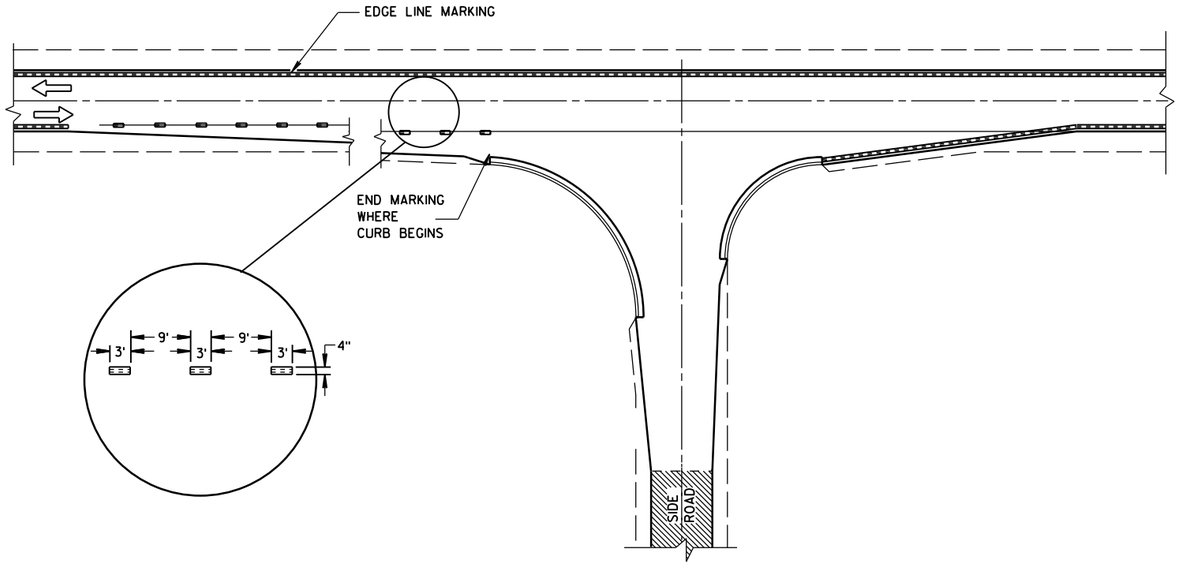
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





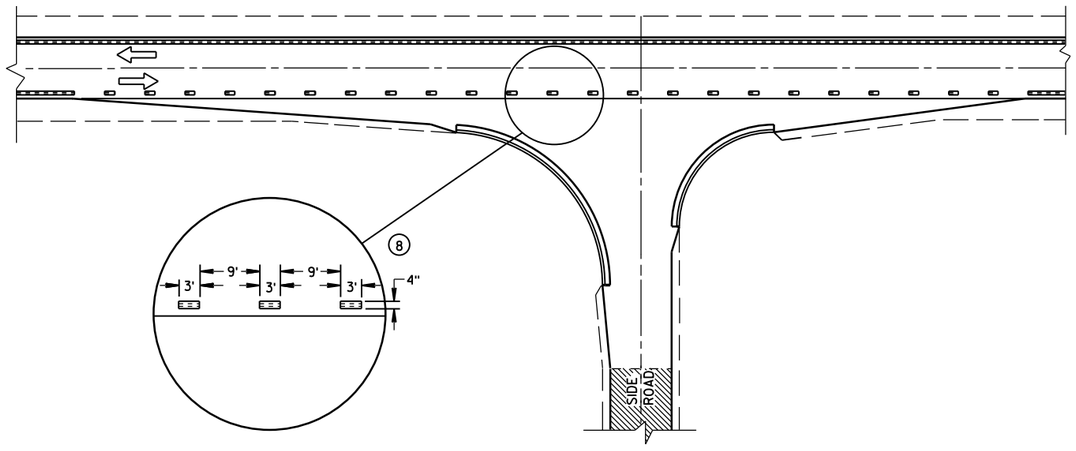
MAJOR INTERSECTIONS

(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)

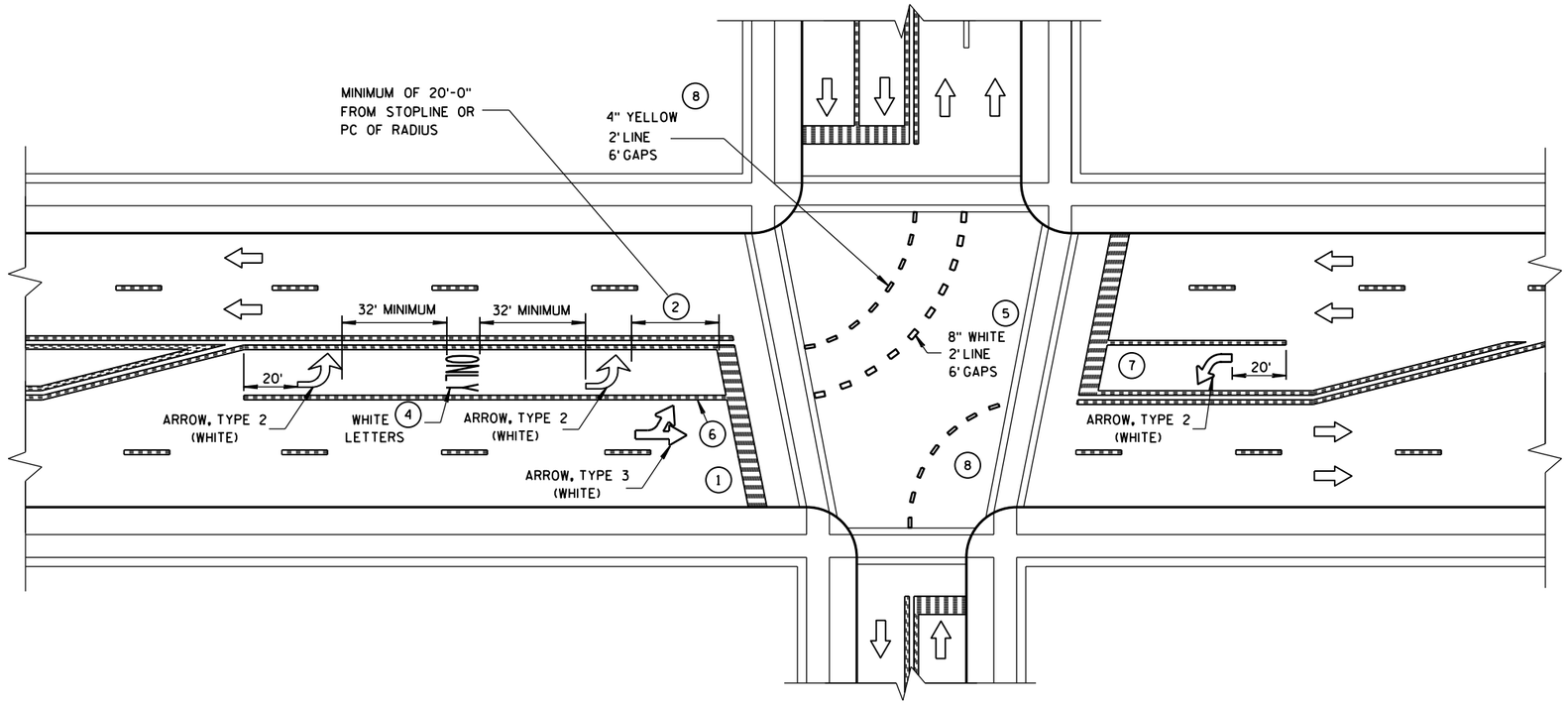
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

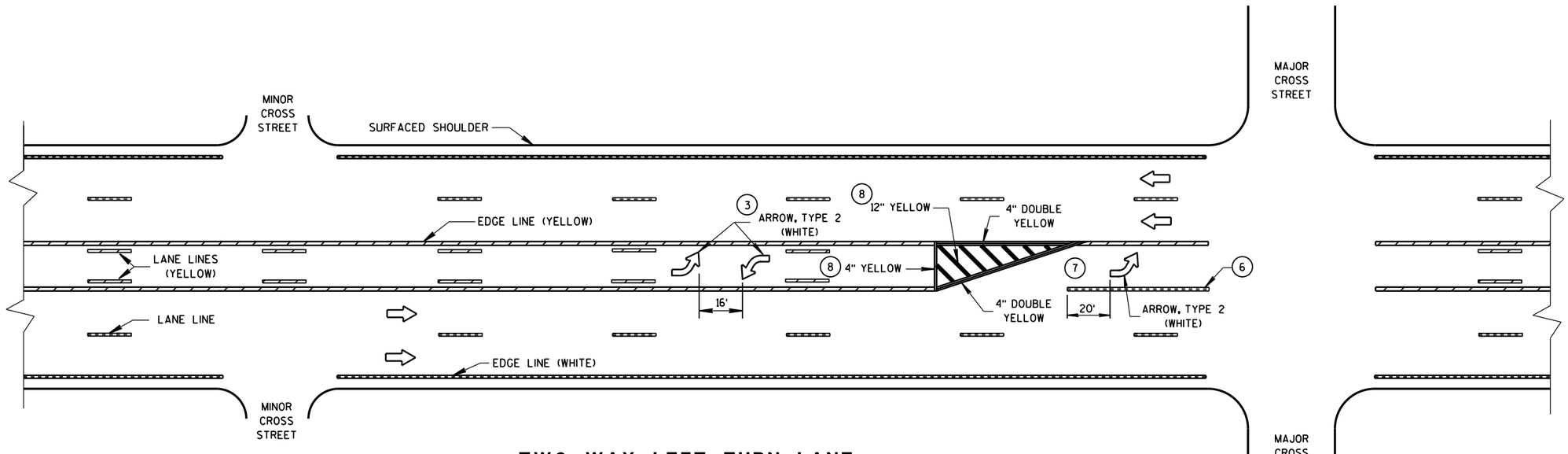
S.D.D. 15 C 8-16b



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)

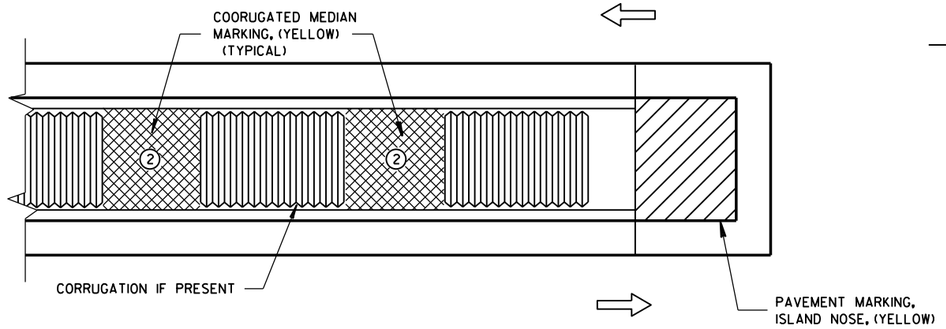
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

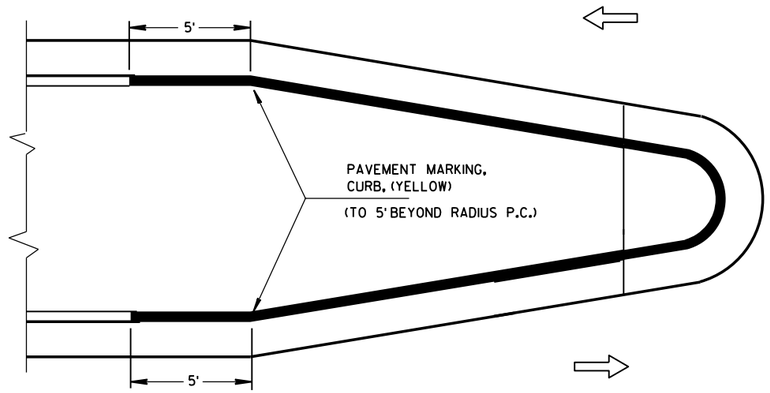
S.D.D. 15 C 8-16e

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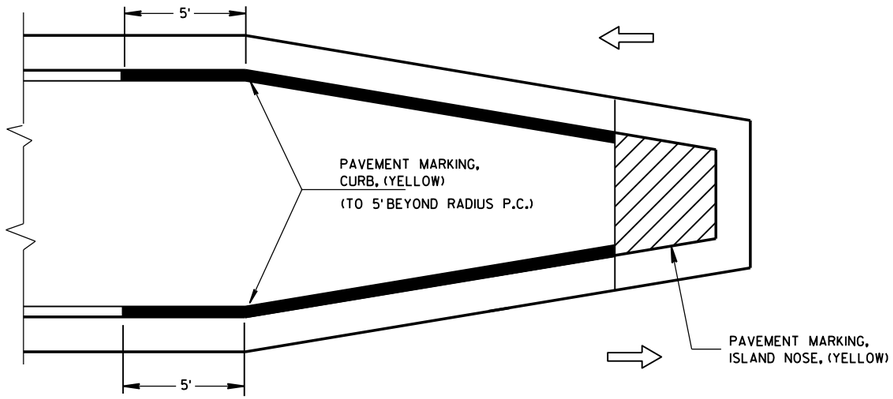
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

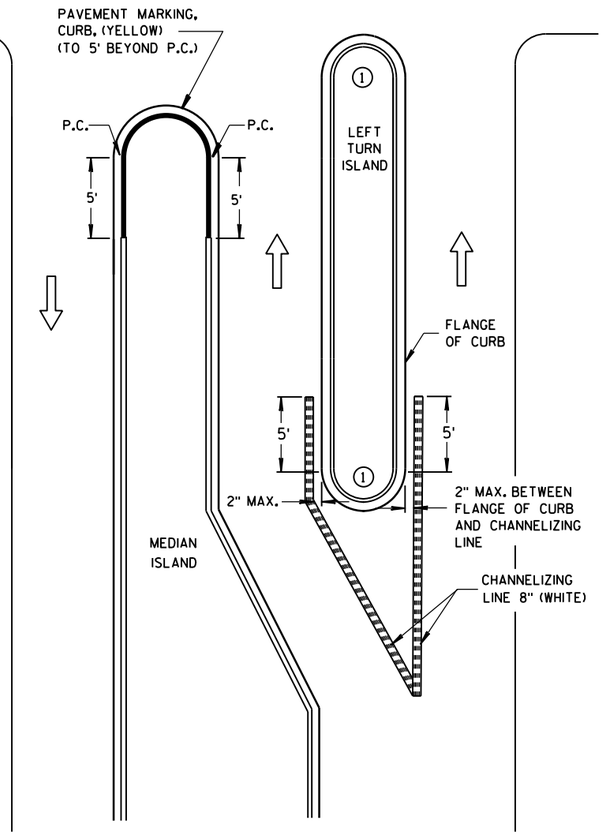


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

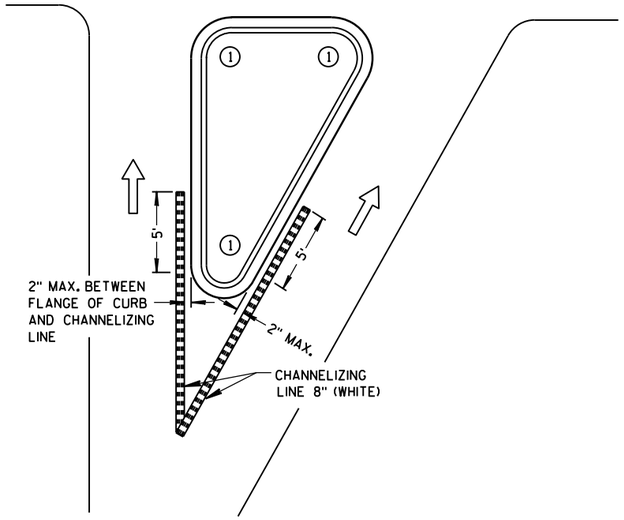


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

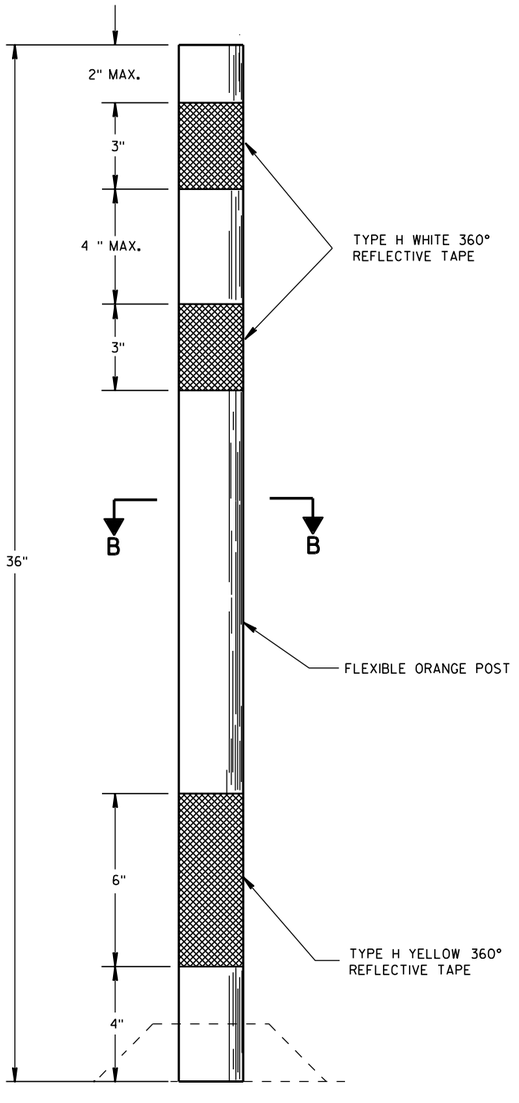
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

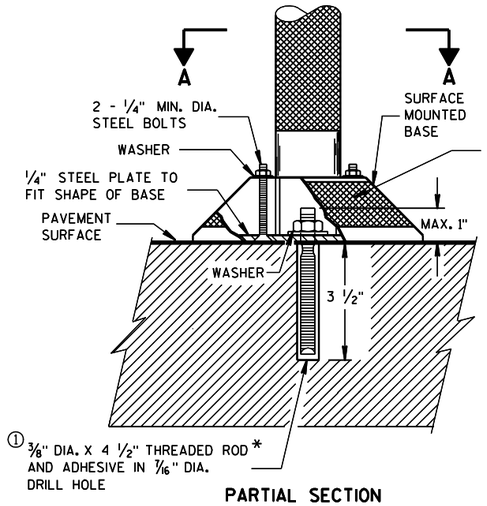
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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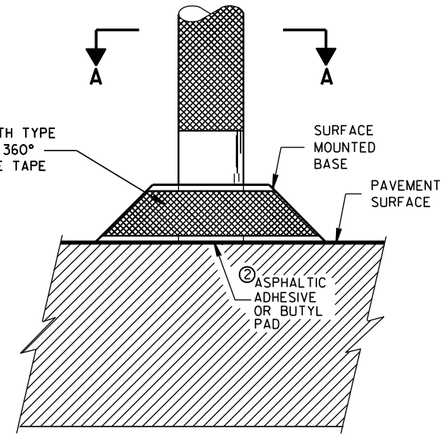
S.D.D. 15 C 8-16f



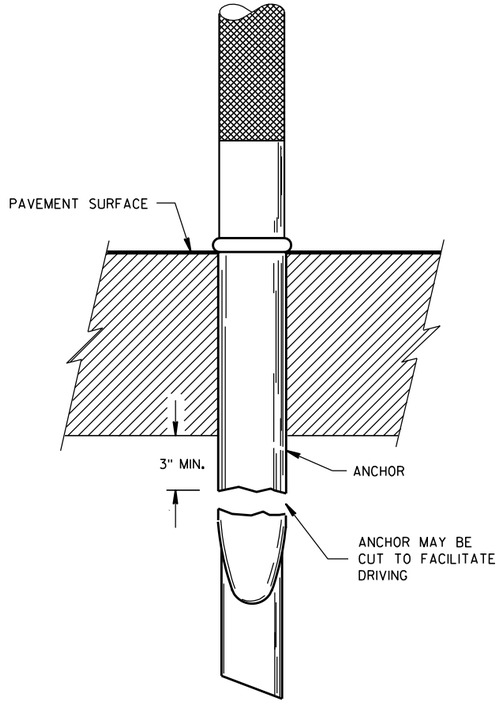
FLEXIBLE TUBULAR MARKER POST

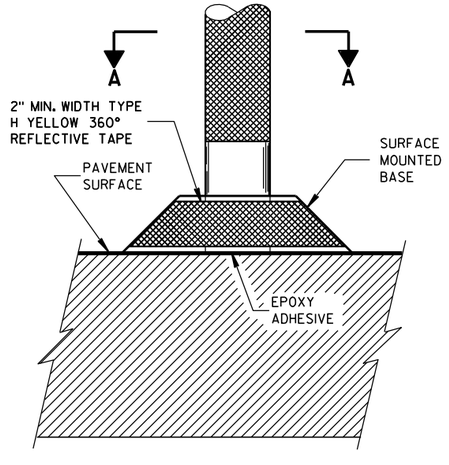


PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

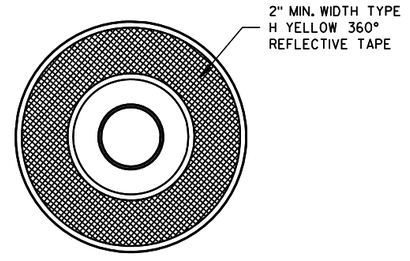
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

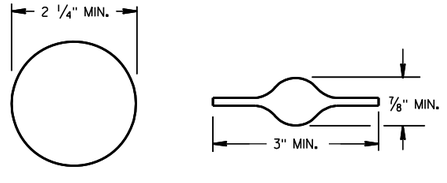
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



SECTION A-A

SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O

FHWA

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S.D.D. 15 C 11-5

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S.D.D. 15 C 11-5

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

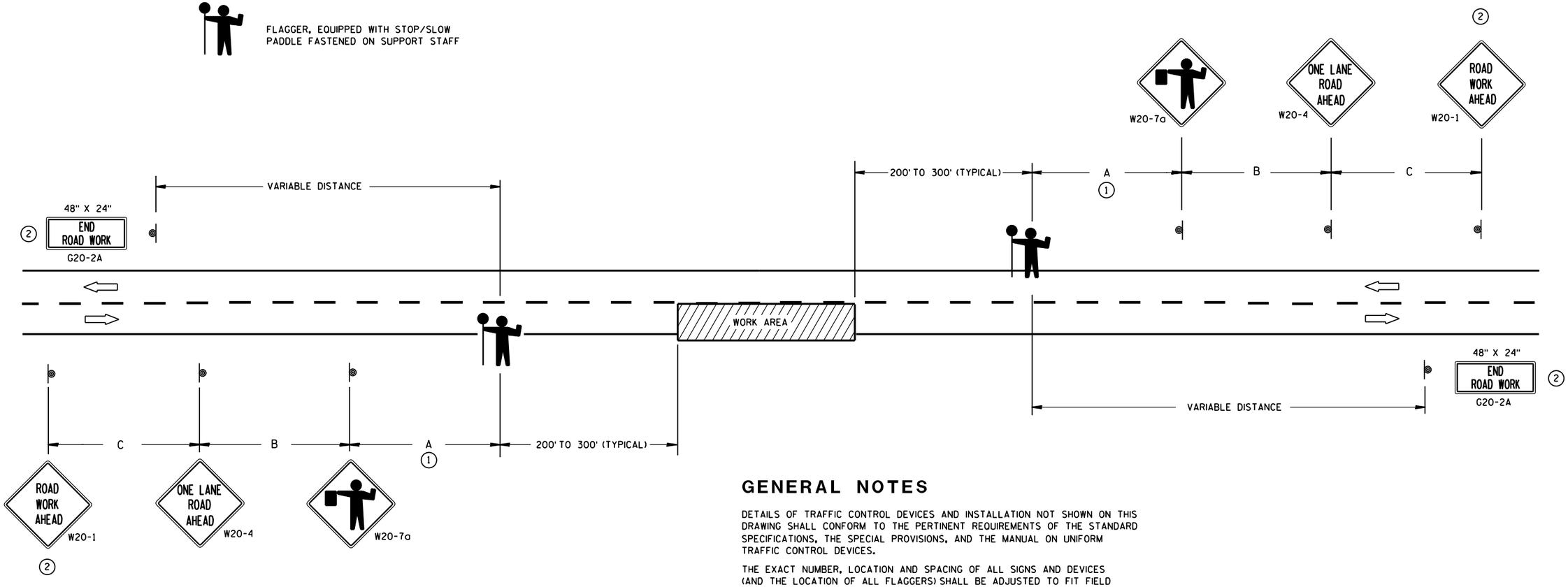
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

BE PREPARED TO STOP
W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

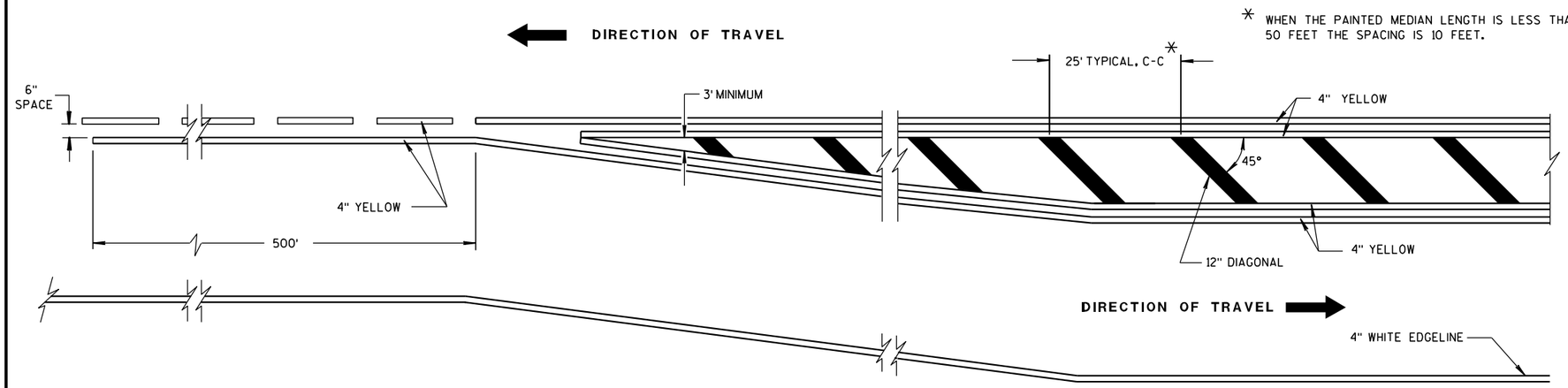
APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

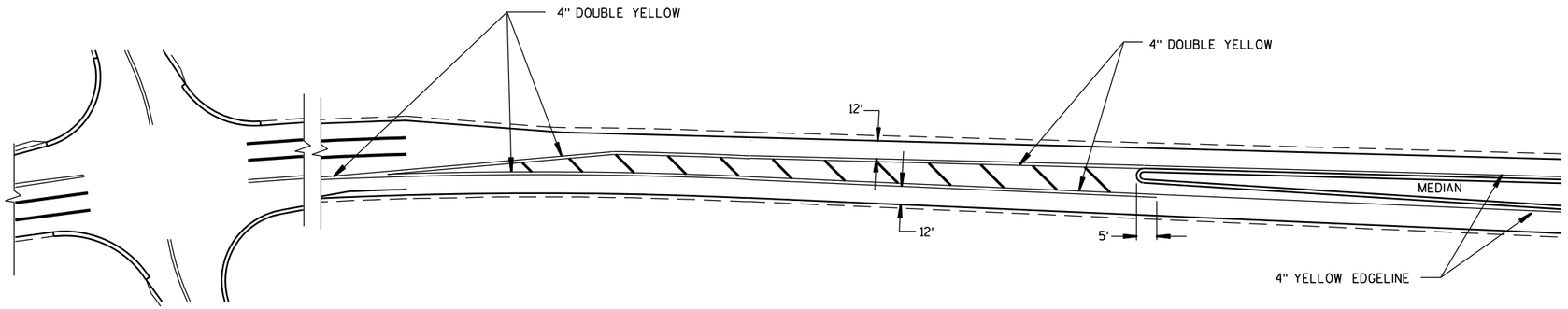
S.D.D. 15 C 12-4



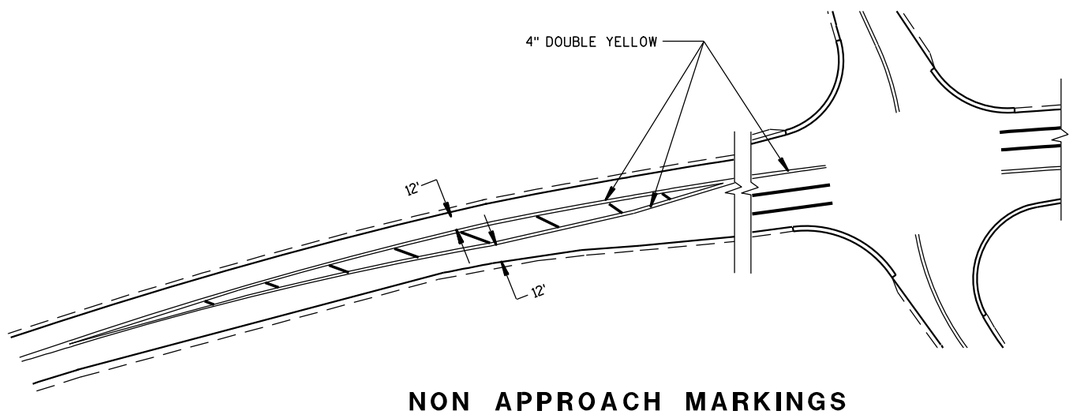
MEDIAN ISLAND DETAIL

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

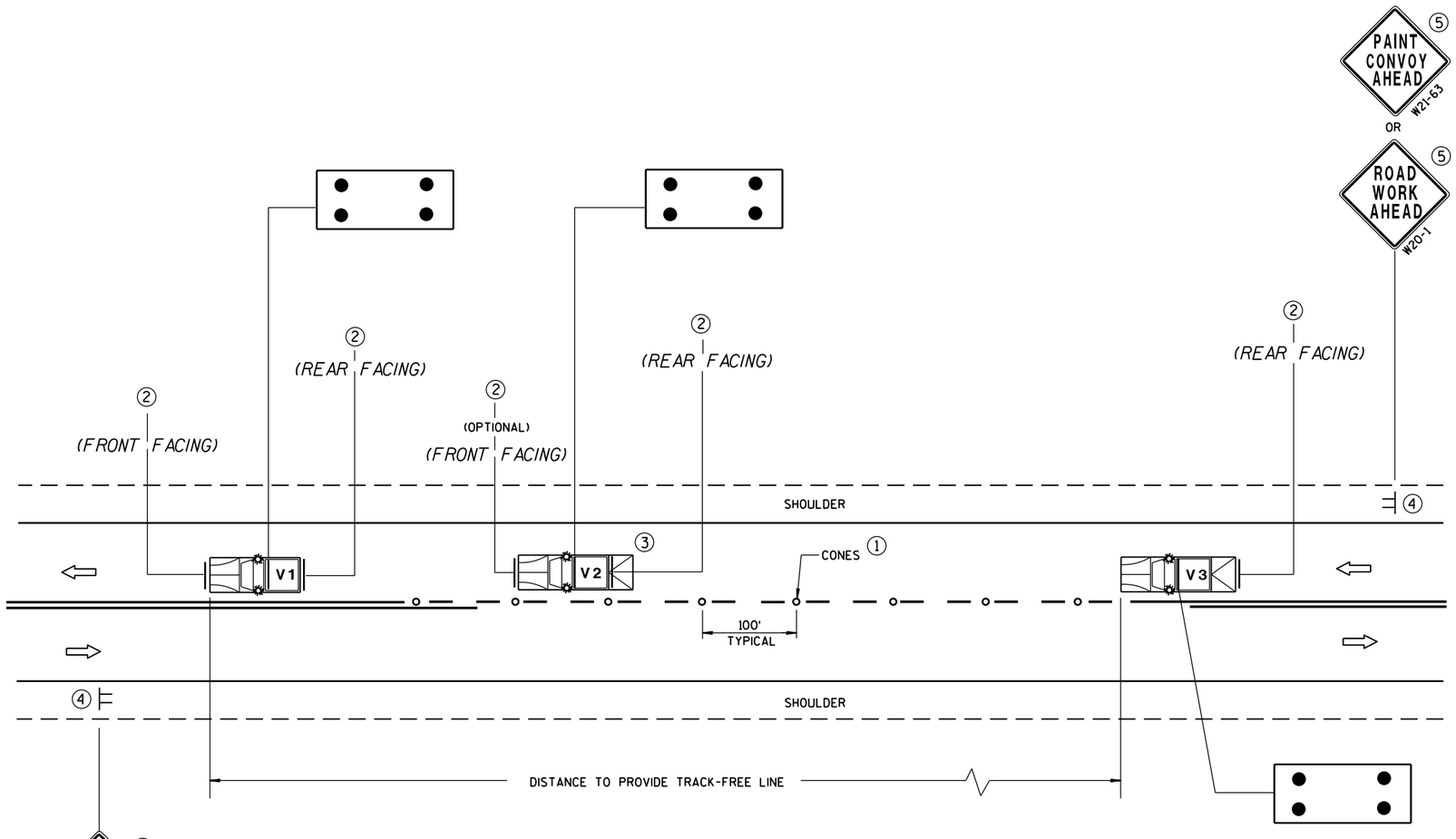
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 333 IGN
FHWA	

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
⊢	SIGN ON TEMPORARY SUPPORT
⇨	DIRECTION OF TRAFFIC
o	CONES
⁘	FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 5/3/2013 DATE /S/ Travis Feltes STATE TRAFFIC E FHWA

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S.D.D. 15 C 19-2a

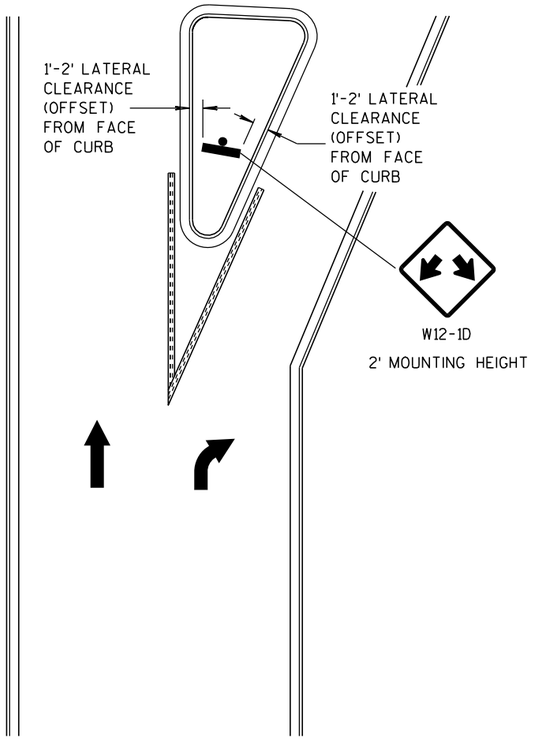
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S.D.D. 15 C 19-2a

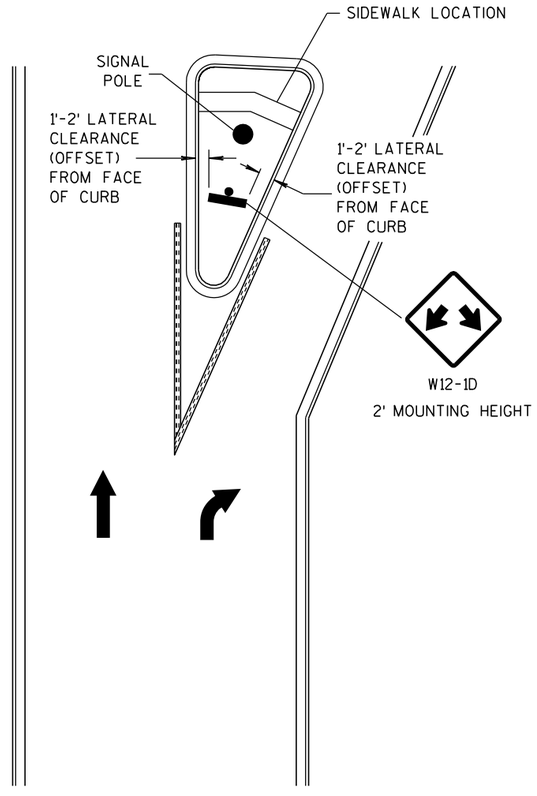
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

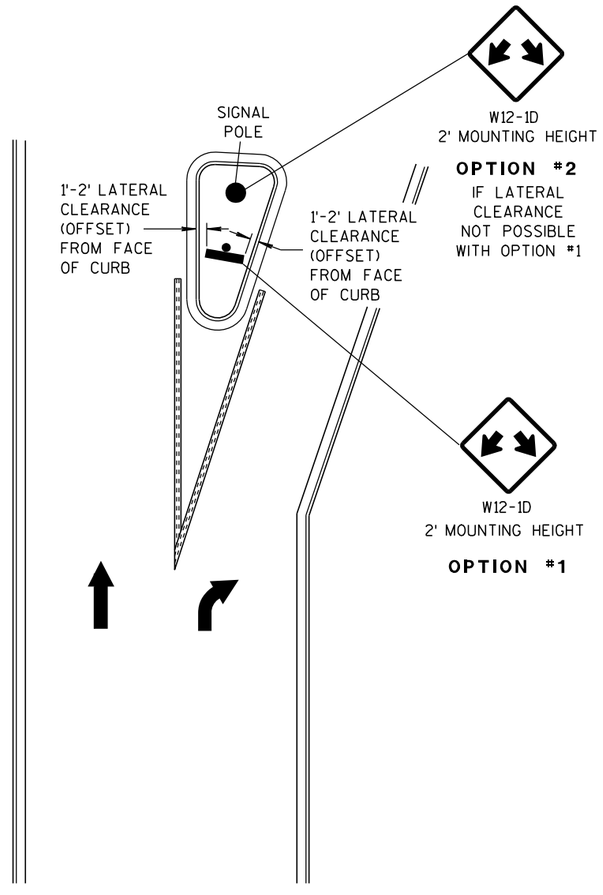
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



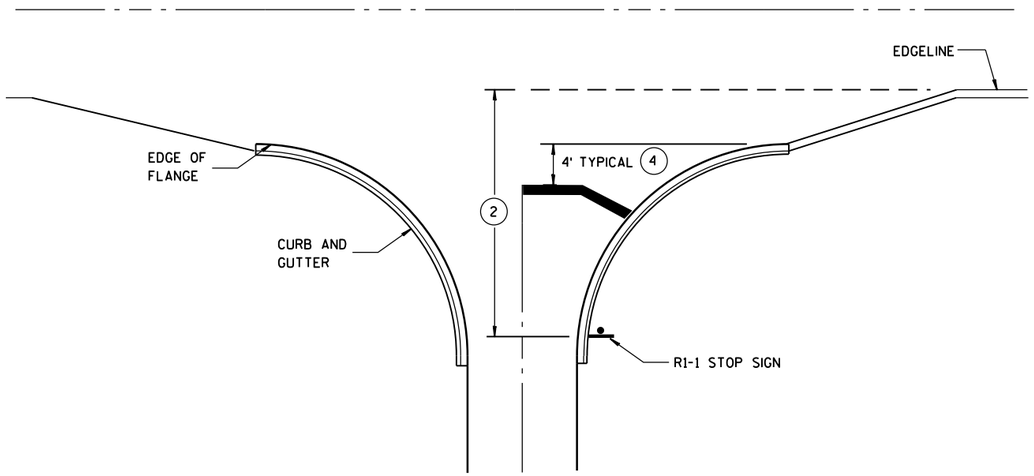
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



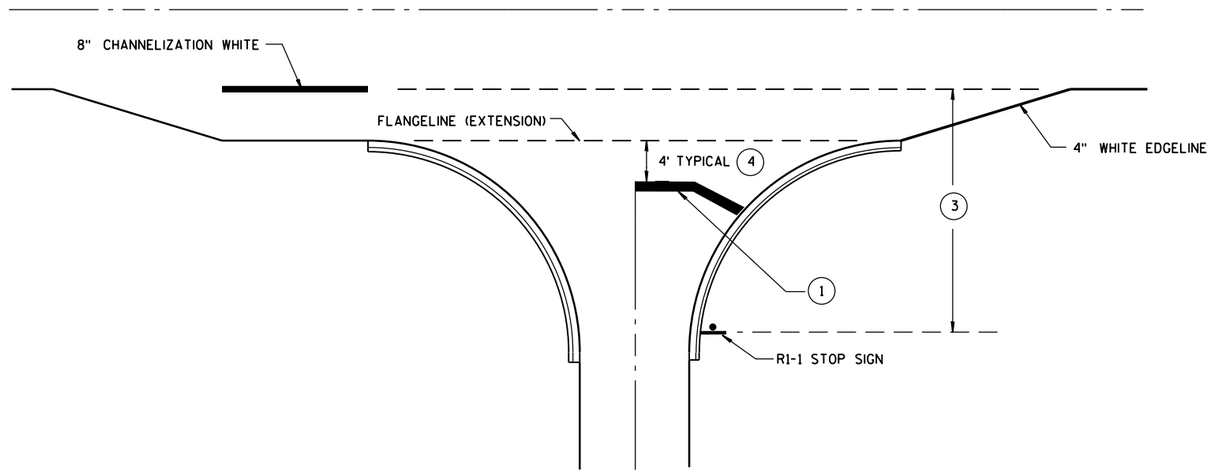
SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

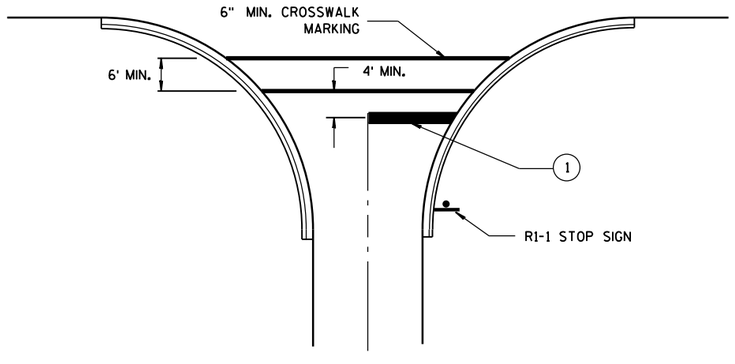
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER
FHWA	335 IGN



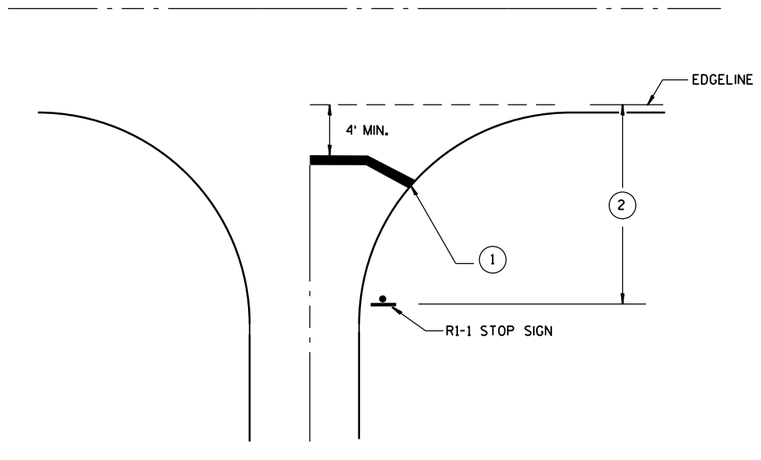
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

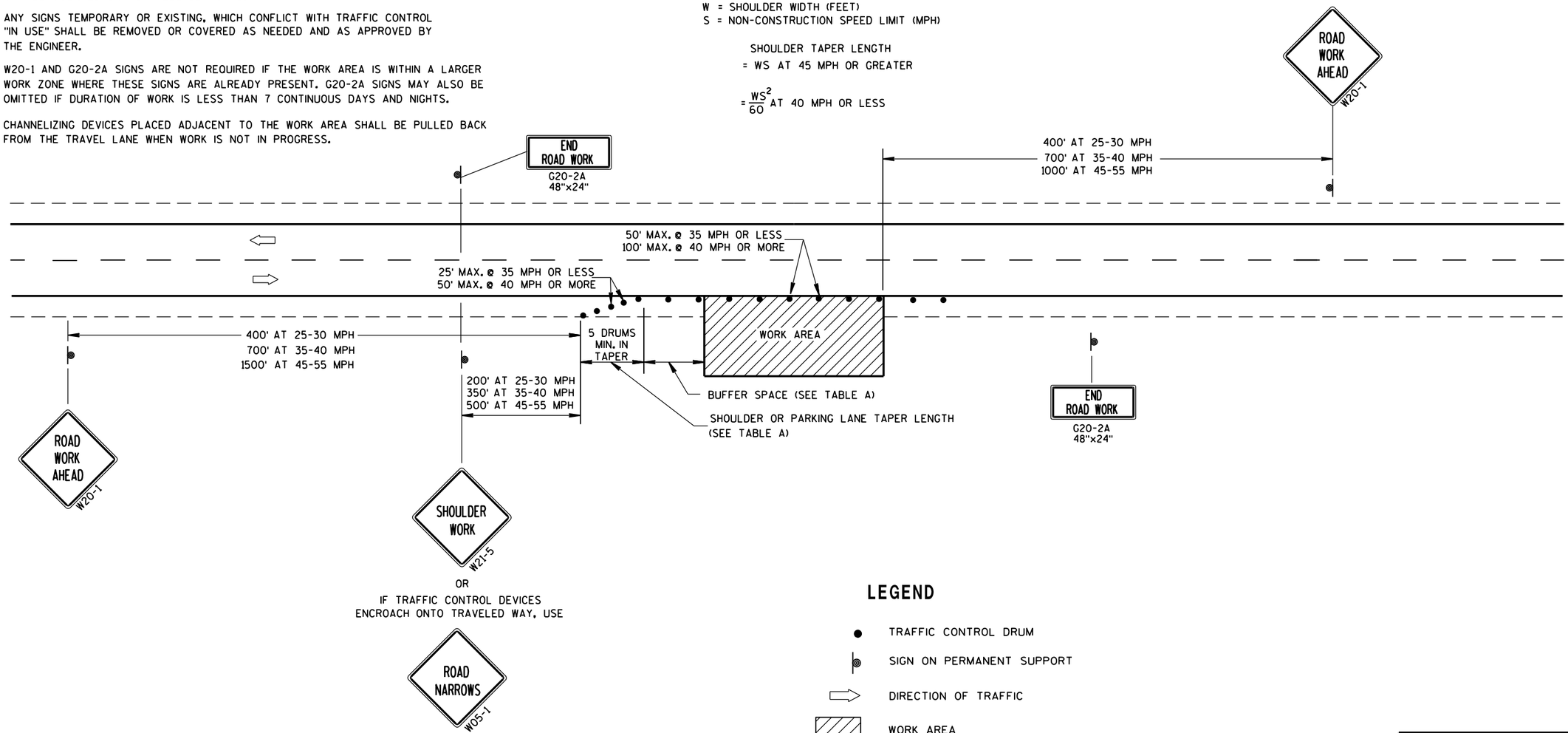
TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

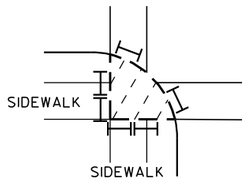
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

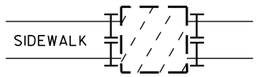
FHWA

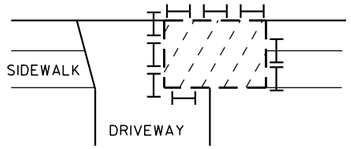
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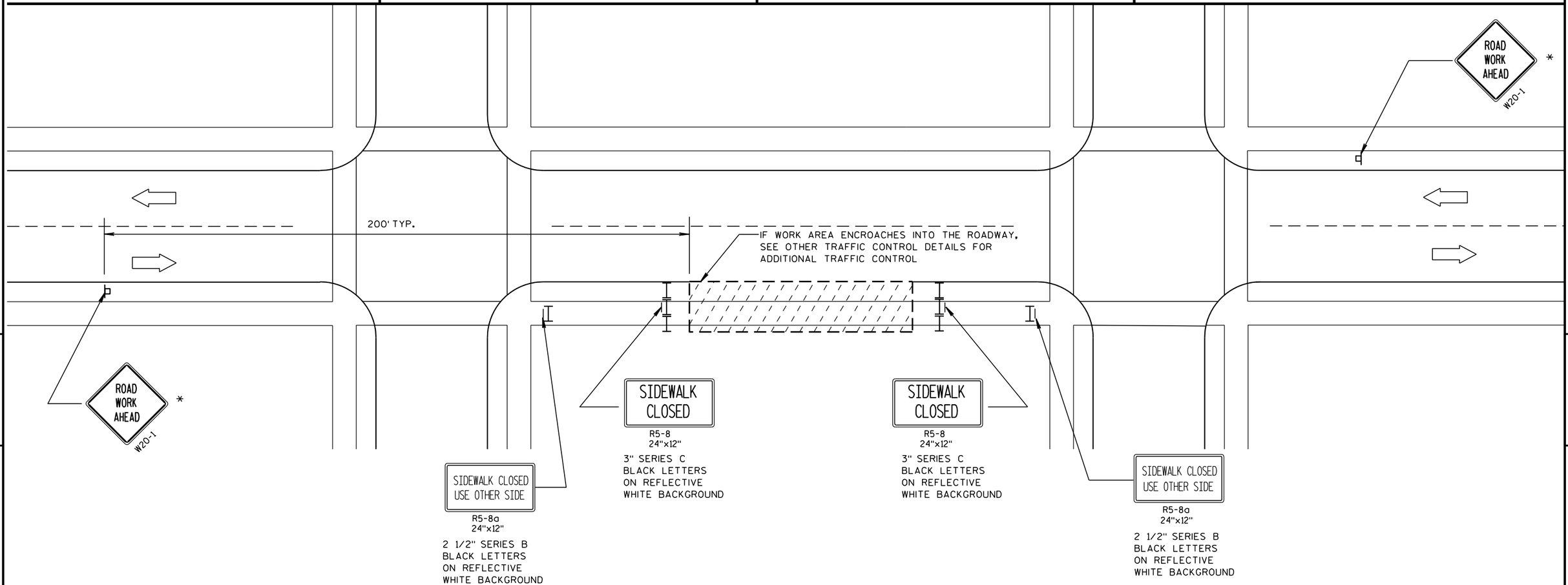
S.D.D. 15 D 28-2

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

TRAFFIC CONTROL, SIDEWALK CLOSURE

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK 338 NEER
FHWA

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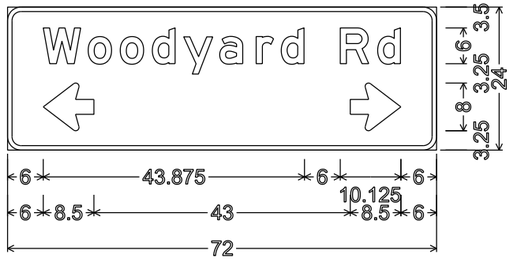
S.D.D. 15 D 30-1

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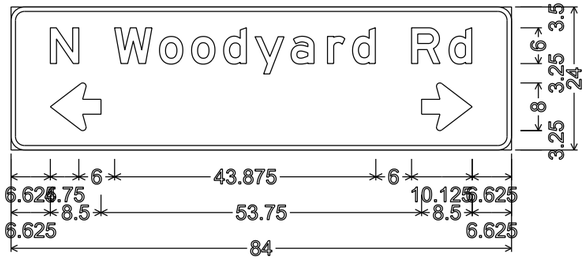
S.D.D. 15 D 30-1

NOTES

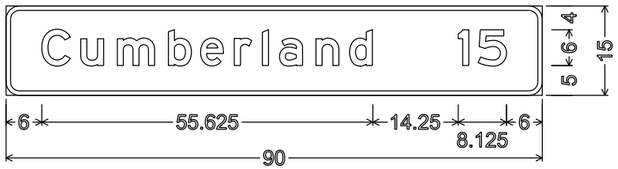
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



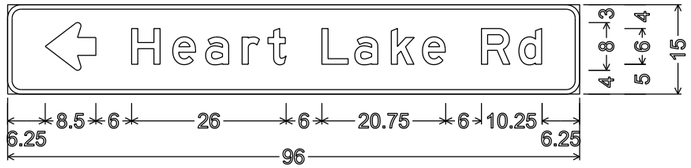
2.250" Radius, 0.750" Border



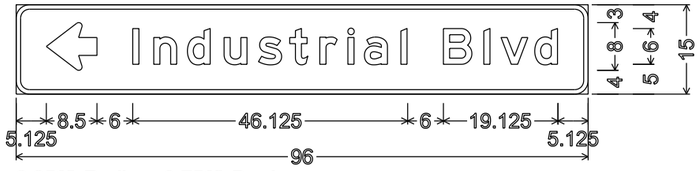
2.250" Radius, 0.750" Border



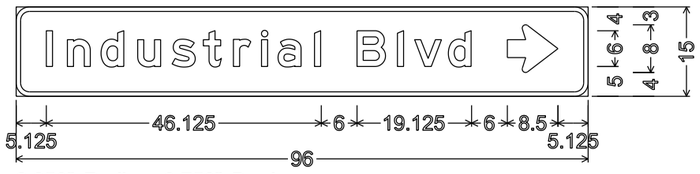
2.250" Radius, 0.750" Border



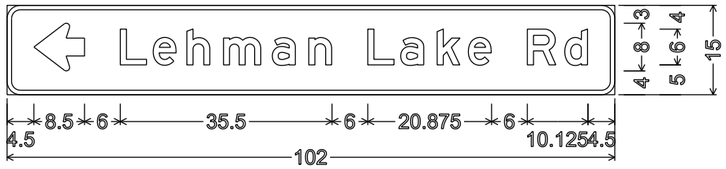
2.250" Radius, 0.750" Border



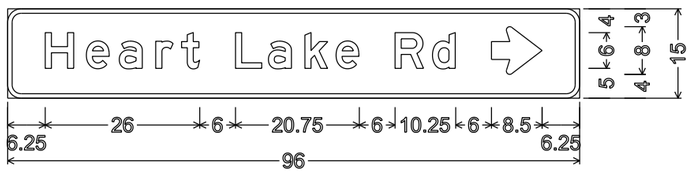
2.250" Radius, 0.750" Border



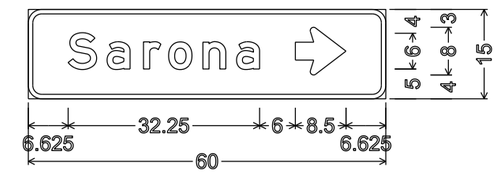
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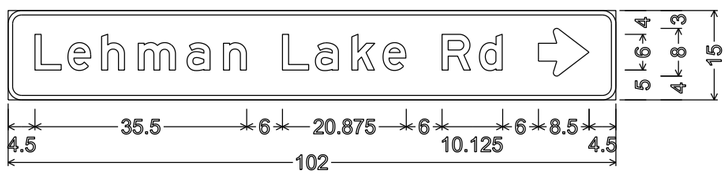
2.250" Radius, 0.750" Border



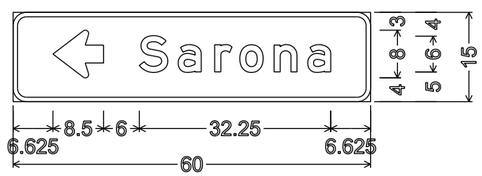
2.250" Radius, 0.750" Border



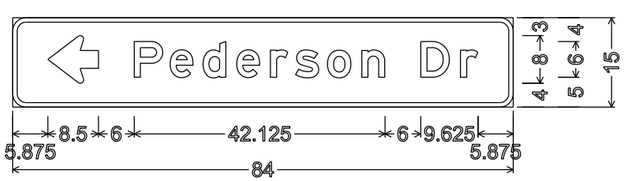
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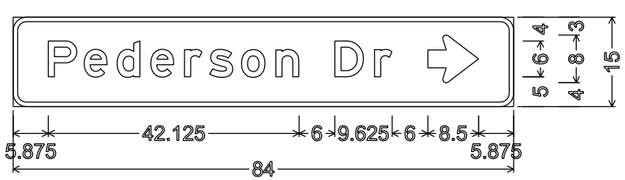
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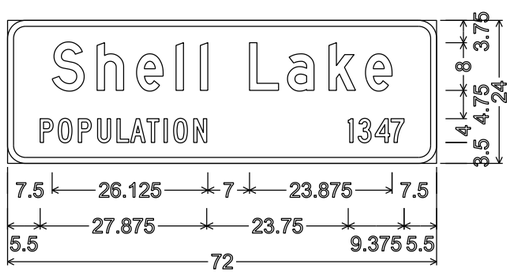
2.250" Radius, 0.750" Border



2.250" Radius, 0.750" Border



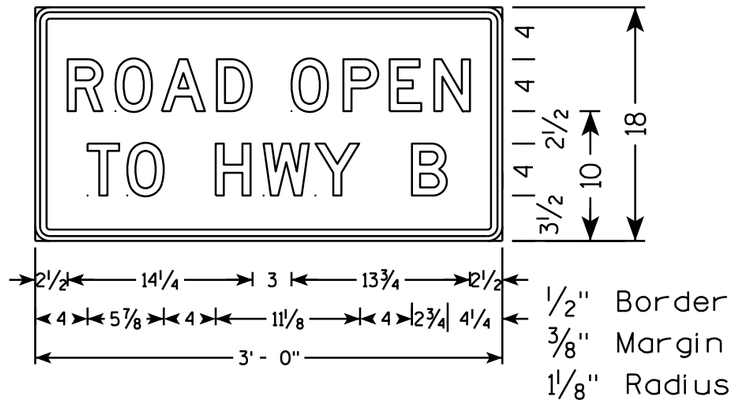
2.250" Radius, 0.750" Border



3.000" Radius, 1.000" Border
"Shell" D; "Lake" D;
"POPULATION" C 125% spacing; "1347" C;

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_d8\8653a514.dgn PLOT DATE : 22-MAY-2014 15:17 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 25.428261:1.000000
WISDOT/CADDS SHEET 42

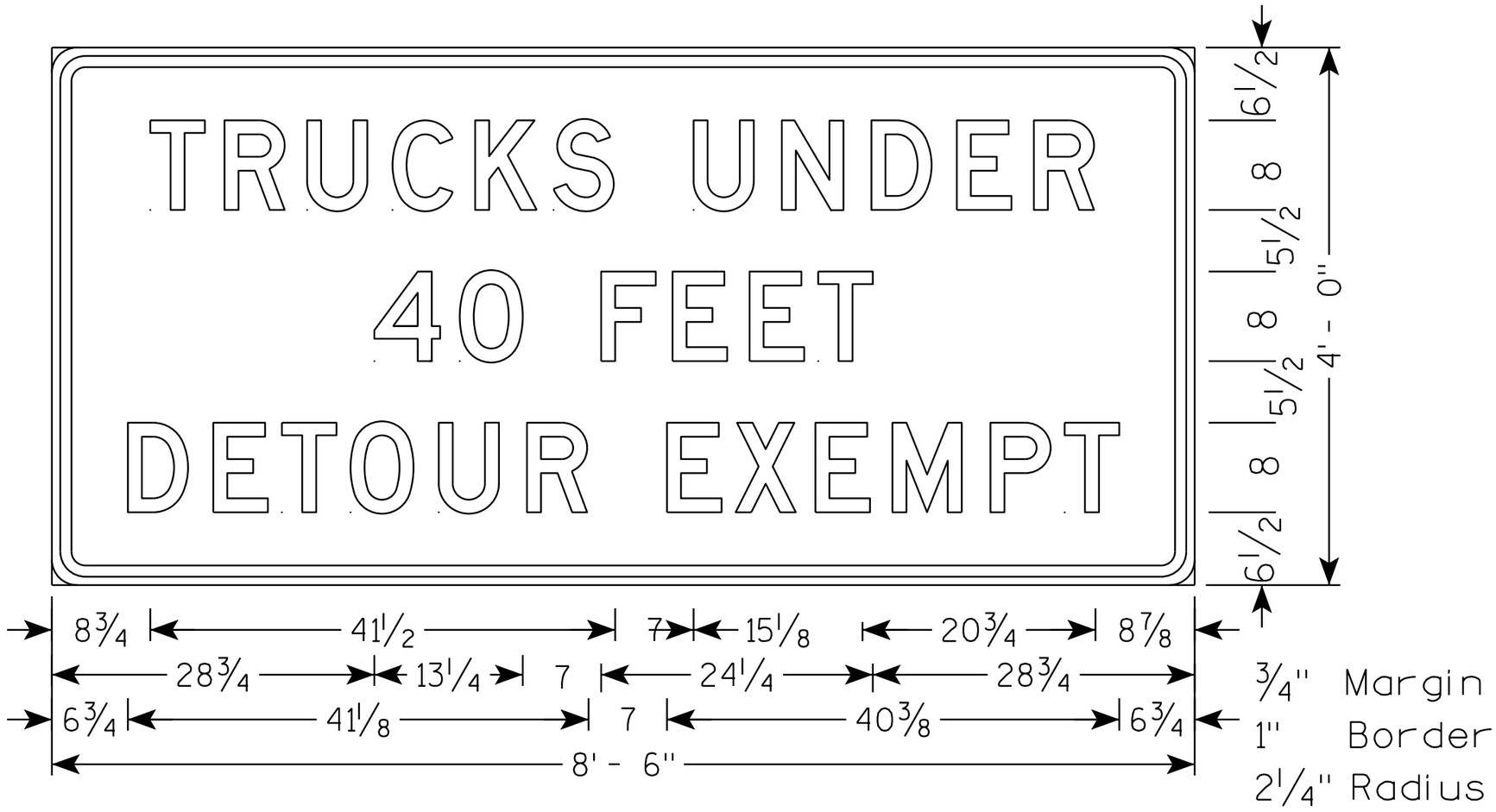


NOTES

1. Sign Is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D

NOTES

1. Sign Is Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - D



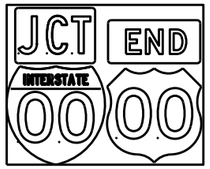
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TEMPORARY SIGNING	SHEET NO:	E

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WISDOT/CADDS SHEET 42

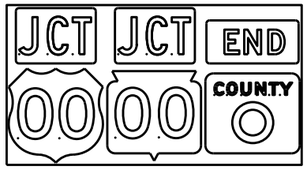
TYPICAL ASSEMBLIES



J1-1



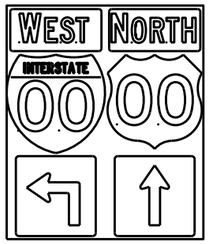
J1-2



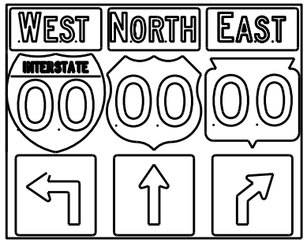
J1-3



J2-1



J2-2

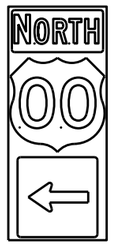


J2-3

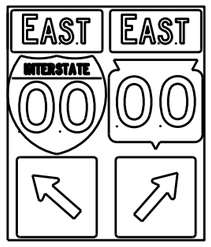


JV

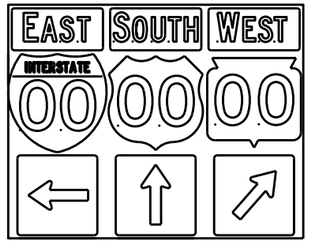
(Typical Vertical J-Assembly
See Note 10 and 11)



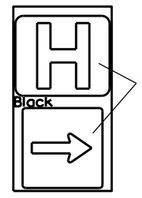
J3-1



J3-2



J3-3

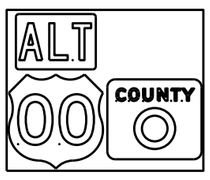


Blue Background

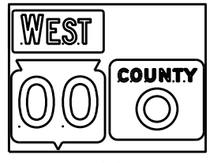
JH-1



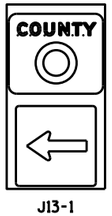
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

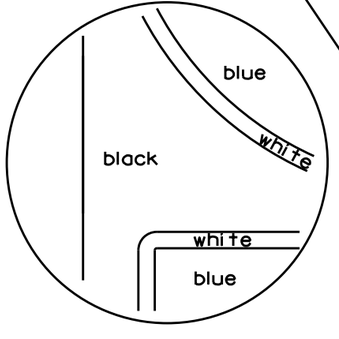


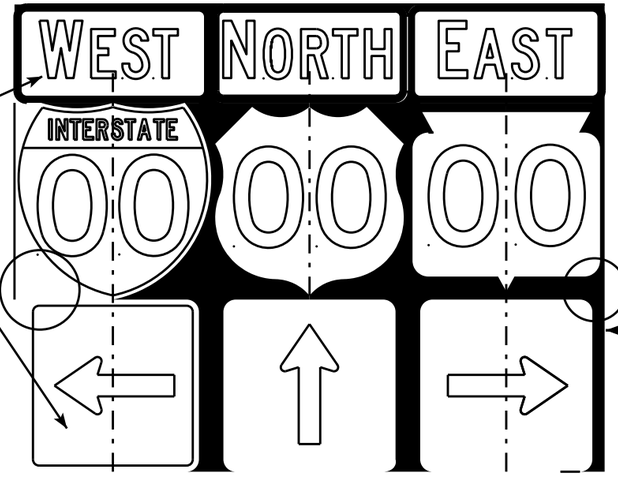
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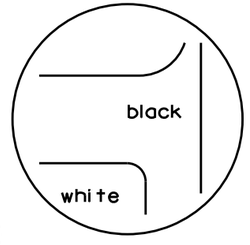


J22-1

[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

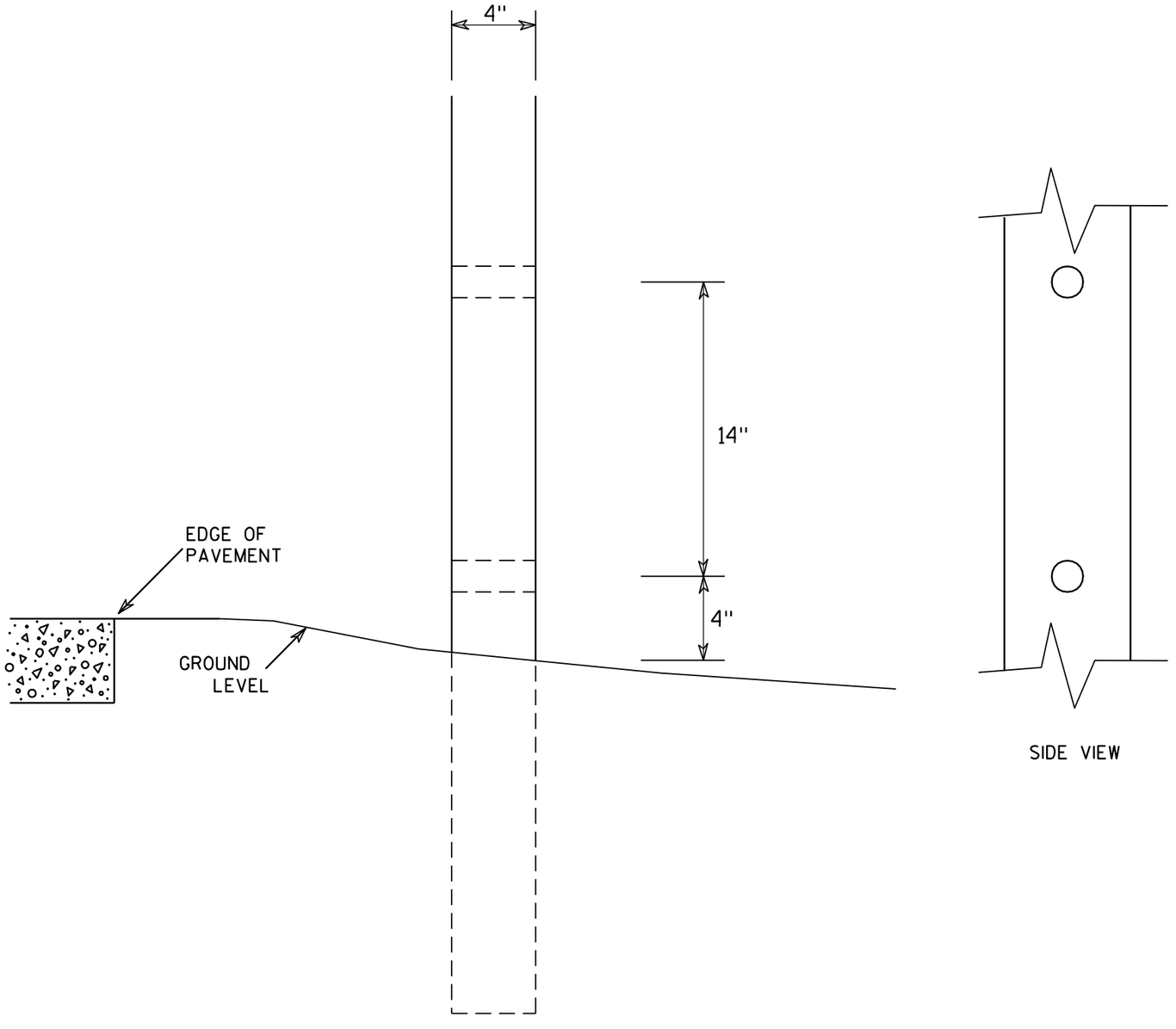
DATE 2/06/14 PL... A2-1S.8

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



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

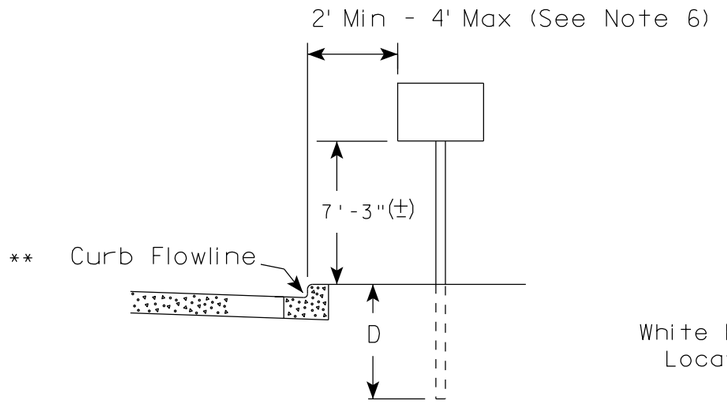
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

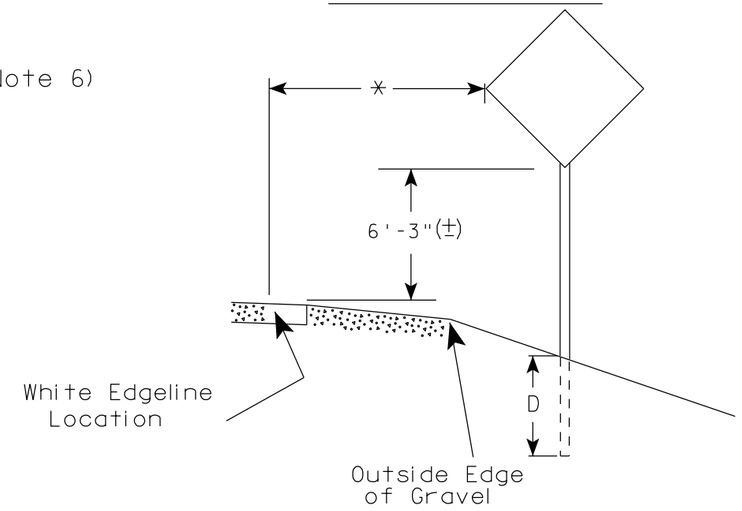
DATE 3/27/97 PLATE NO. A4-11.2

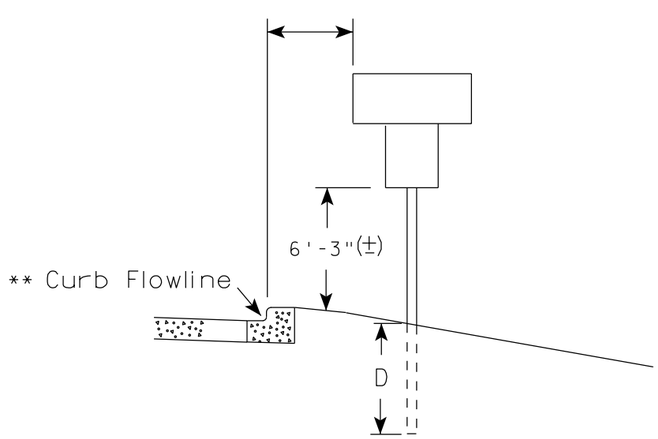
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 342	E

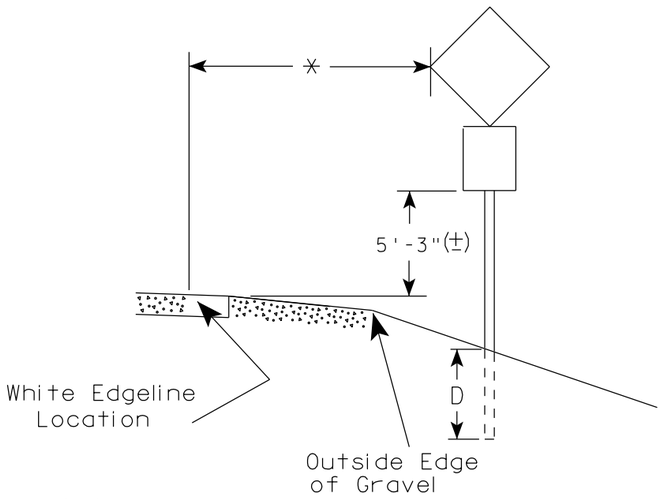
URBAN AREA



RURAL AREA (See Note 2)







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" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** 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.

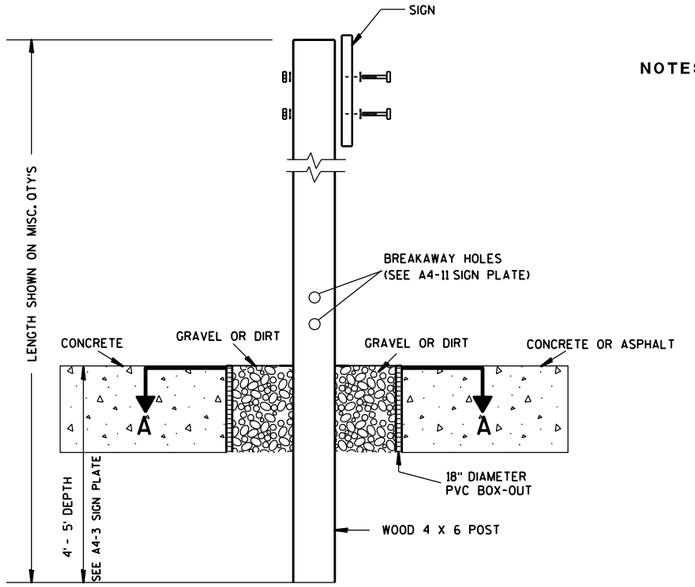
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

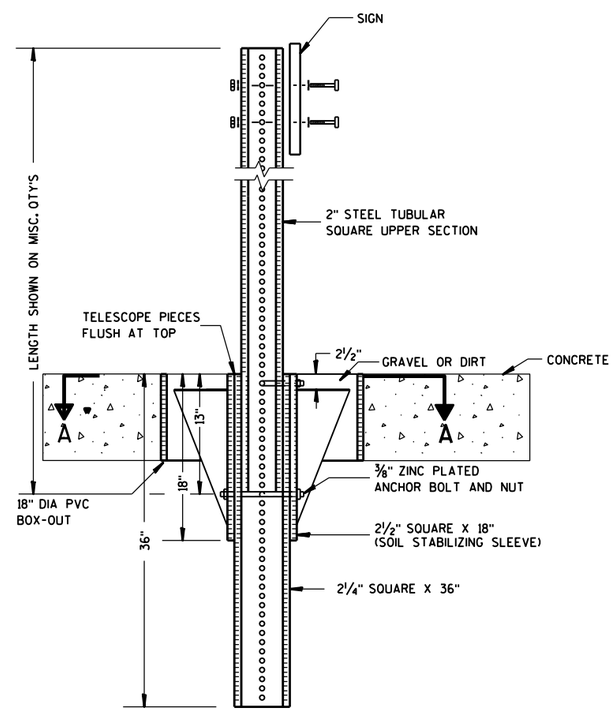
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

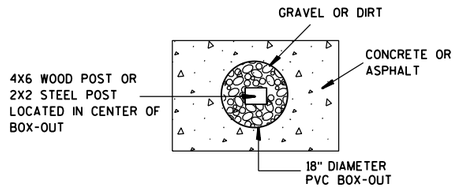
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

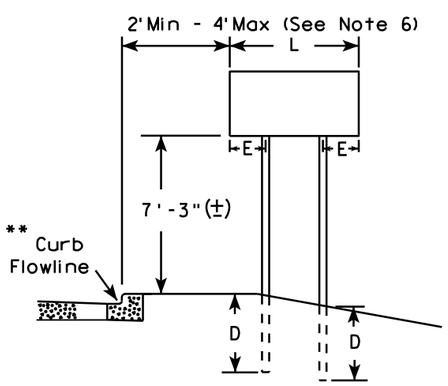
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

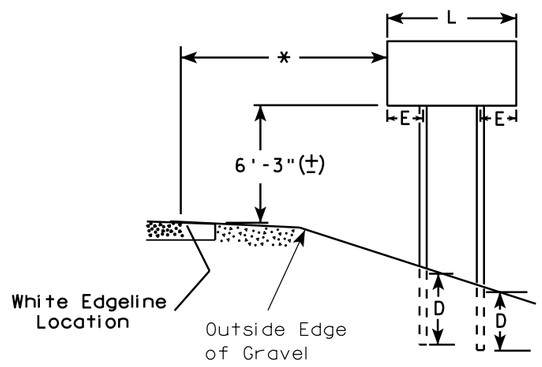
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

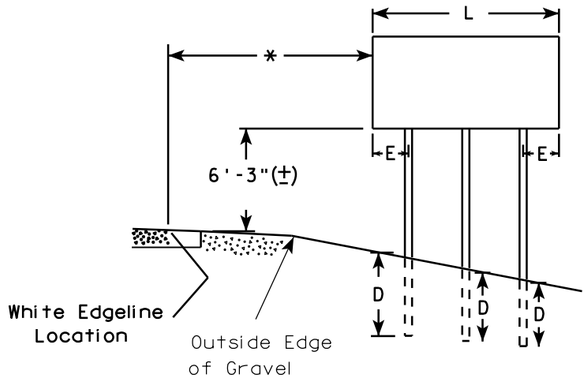
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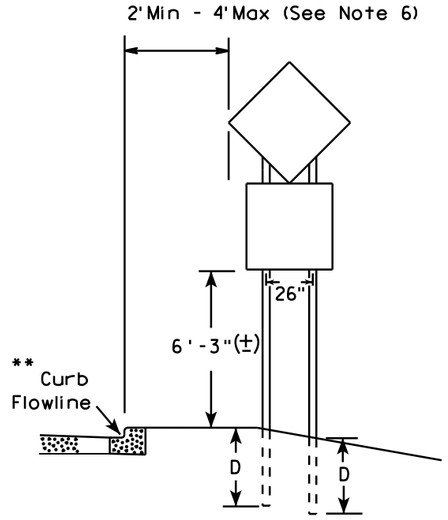
URBAN AREA



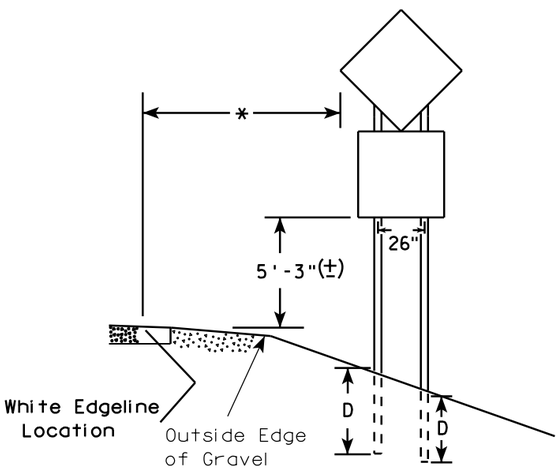
RURAL AREA (See Note 3)







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'

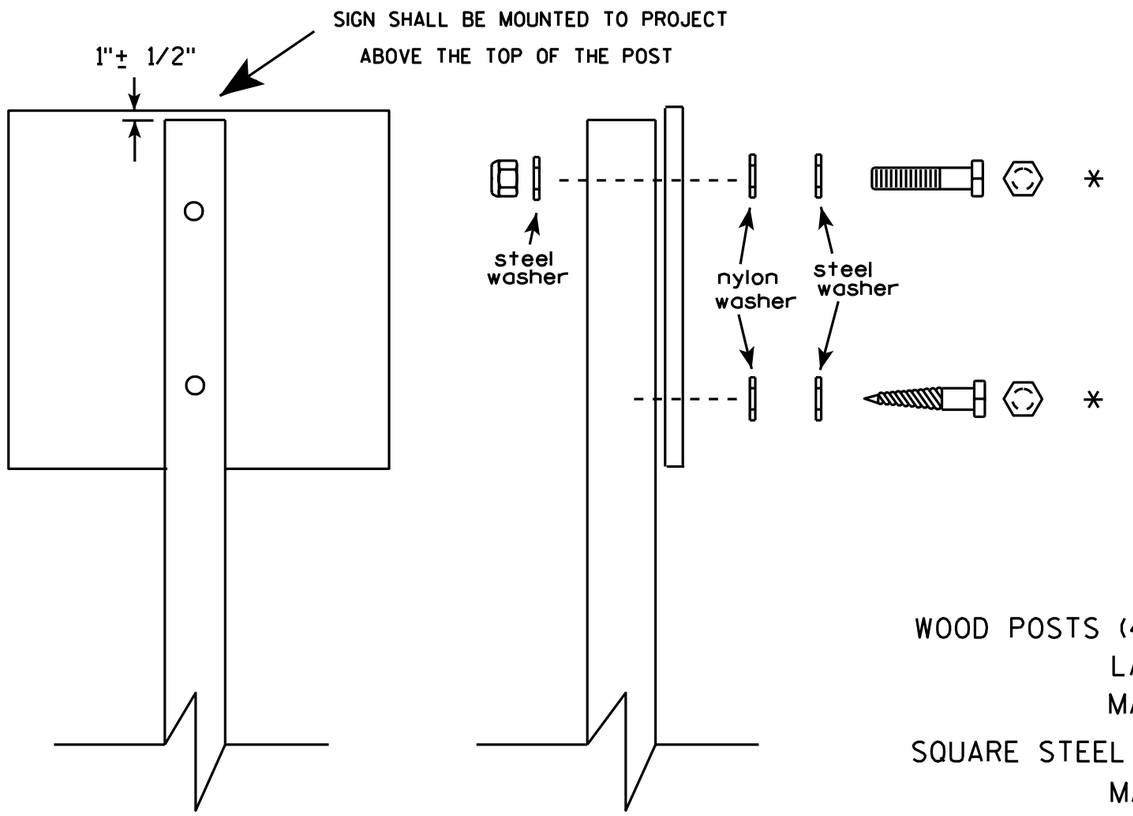
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 345 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

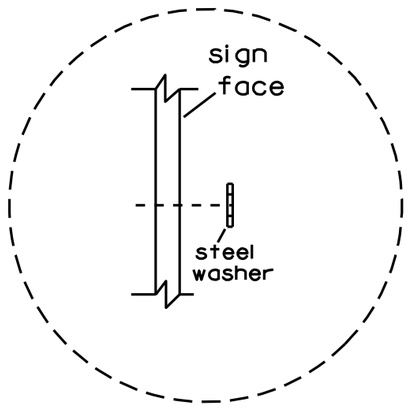
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

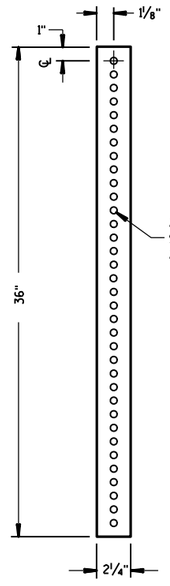
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

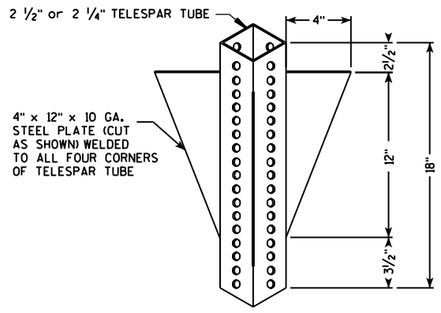
DATE 3/23/10 PLATE NO. A4-8.7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

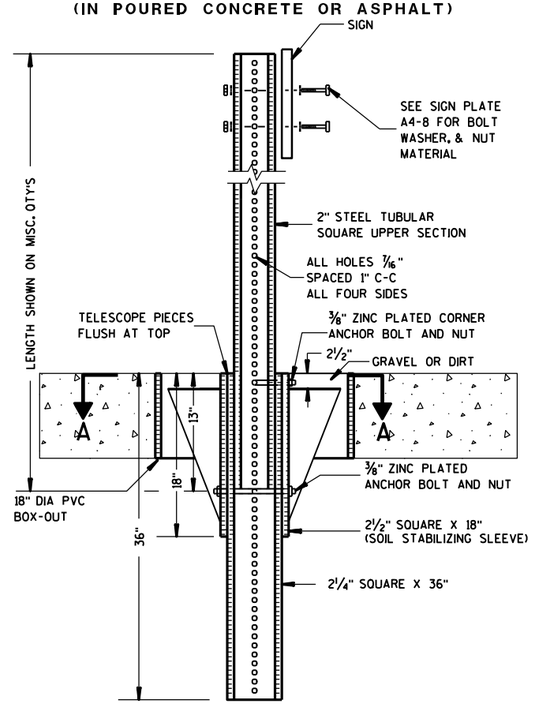
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



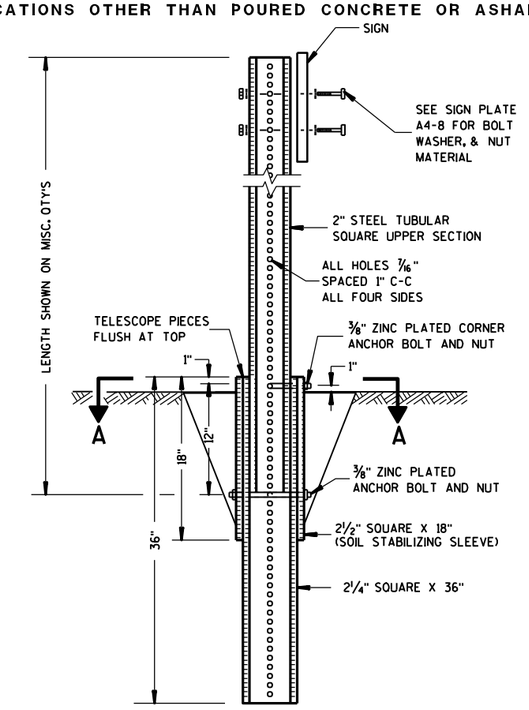
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

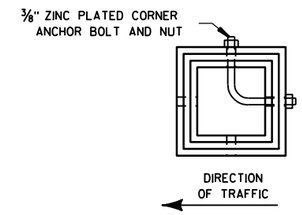


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

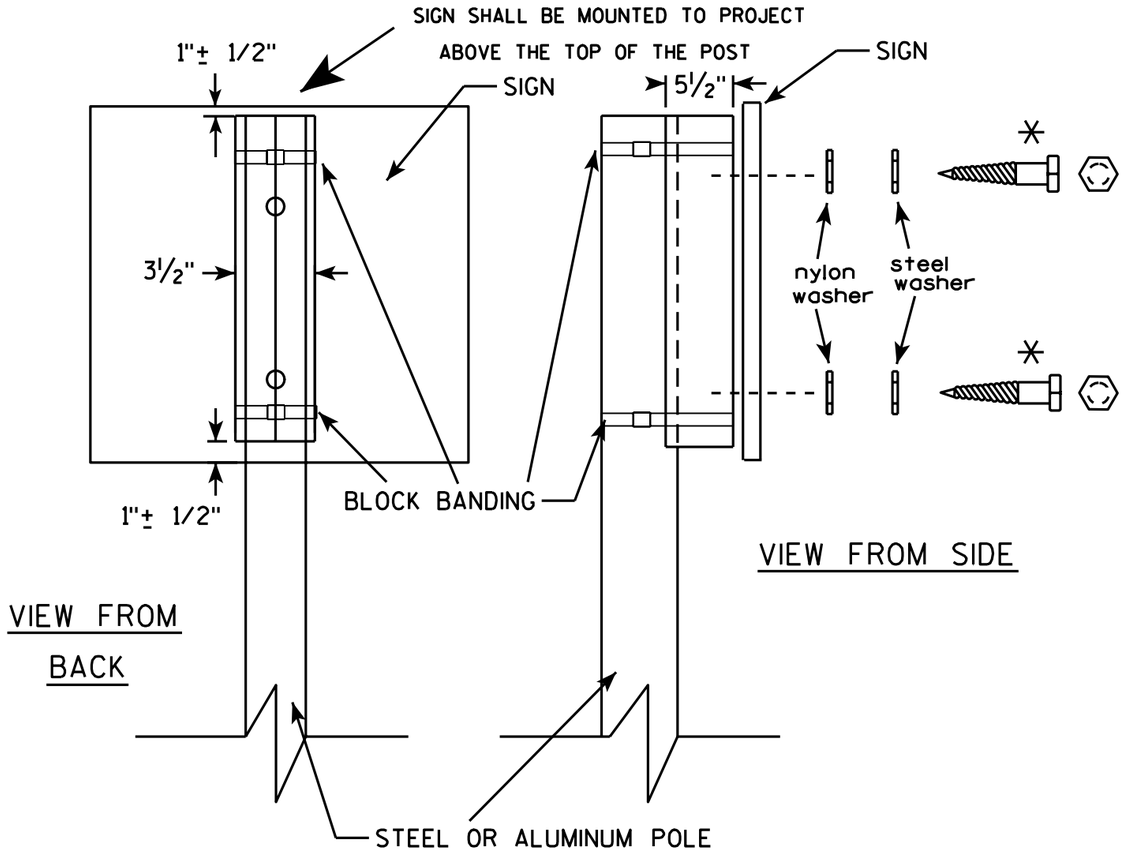
TUBULAR STEEL SIGN POST A4-9

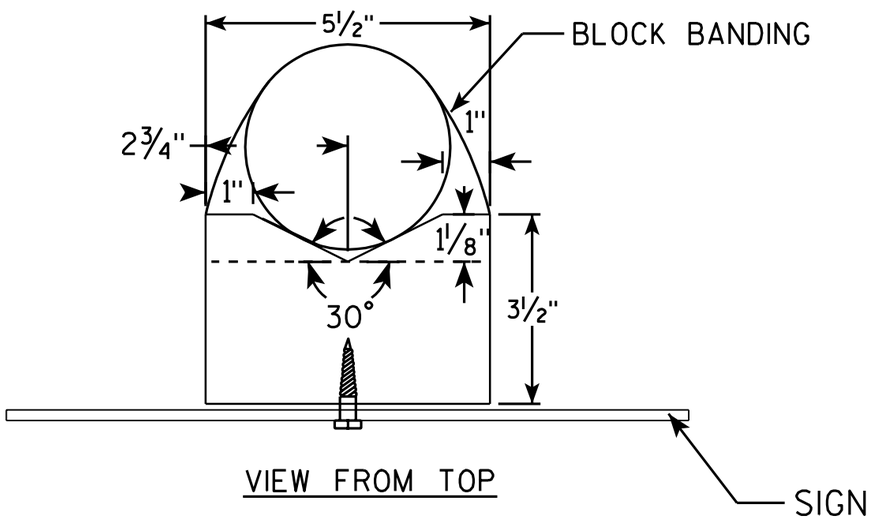
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	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

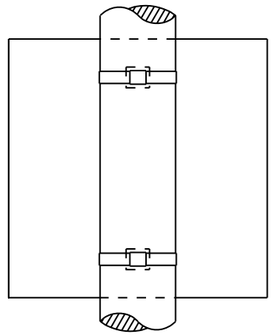
PROJECT NO:

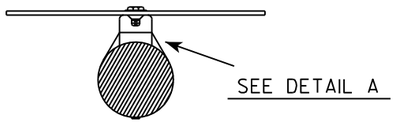
SHEET NO: 348 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph
WISDOT/CADDS SHEET 42

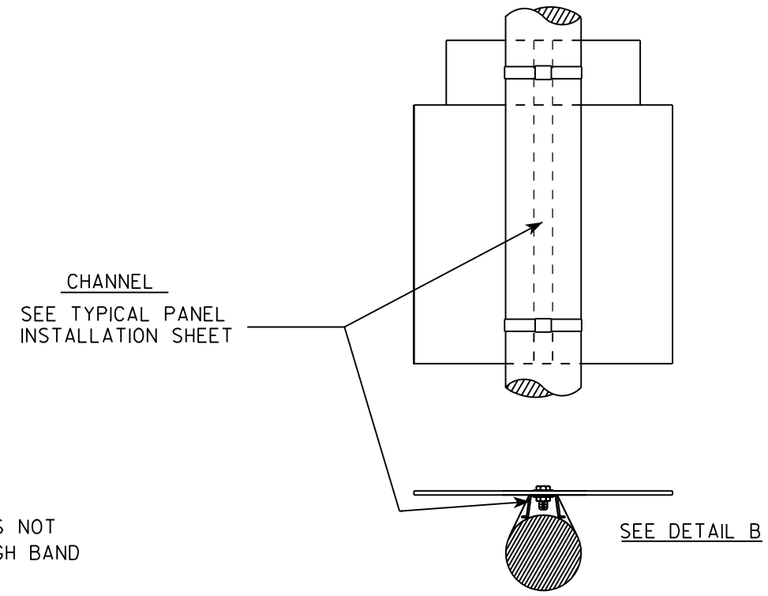
BANDING

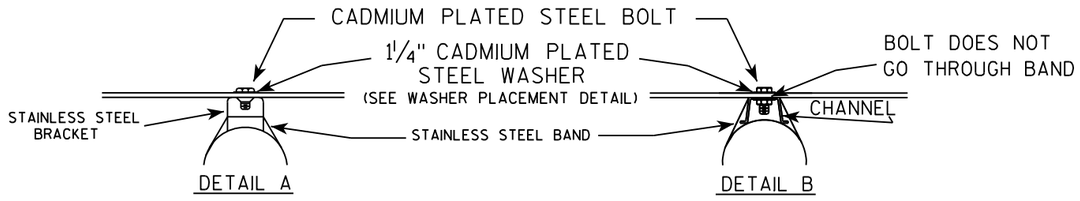
SINGLE SIGN



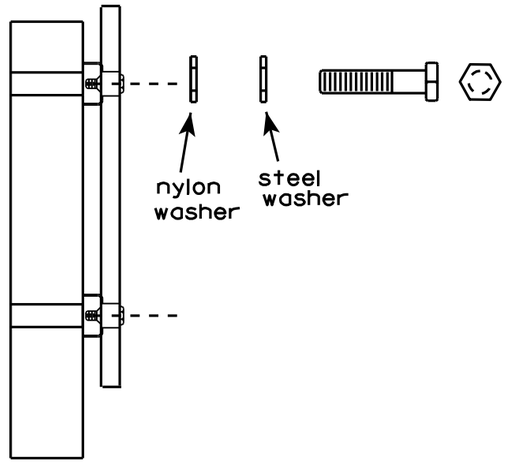


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

STANDARD SIGN
SIGN BANDING DETAILS

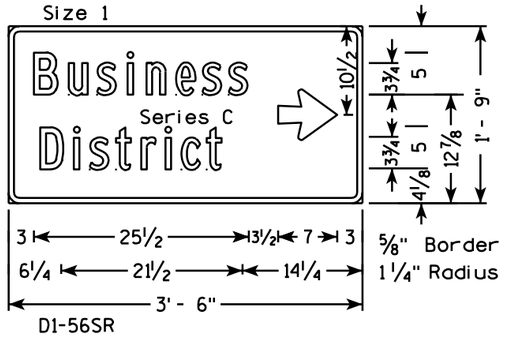
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

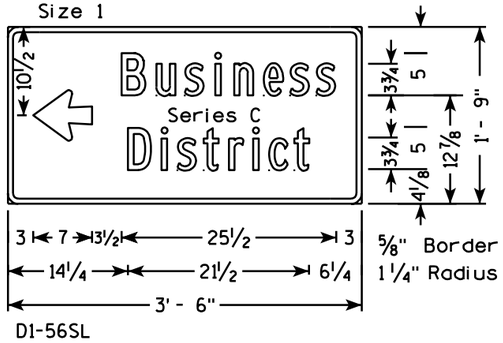
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 349	E

Size 1



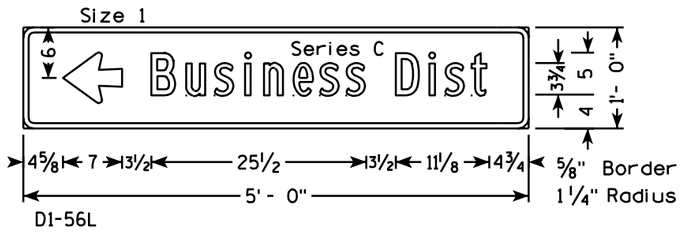
D1-56SR

Size 1



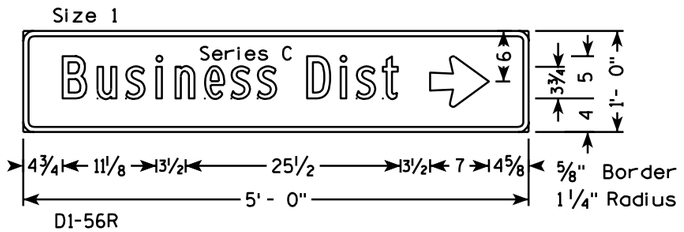
D1-56SL

Size 1



D1-56L

Size 1



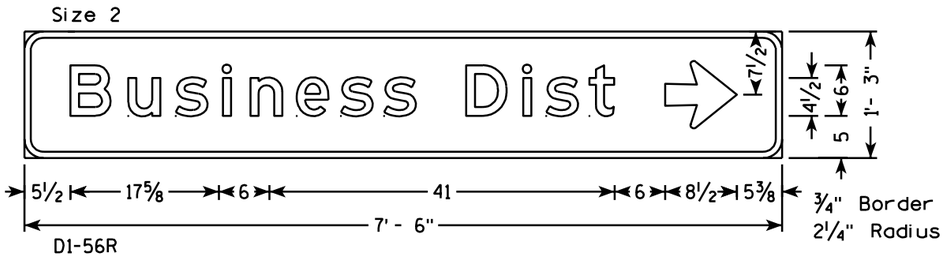
D1-56R

Size 2



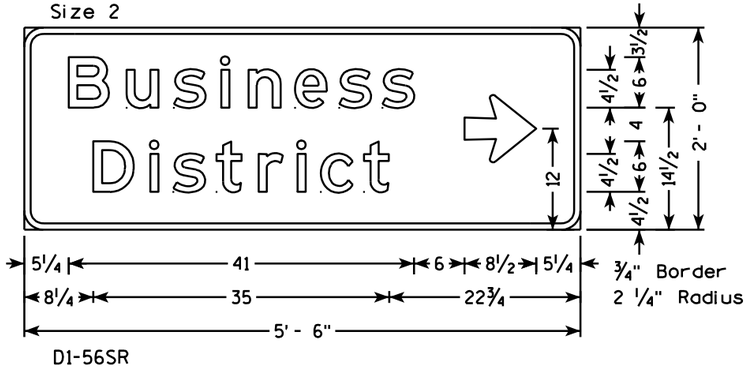
D1-56L

Size 2



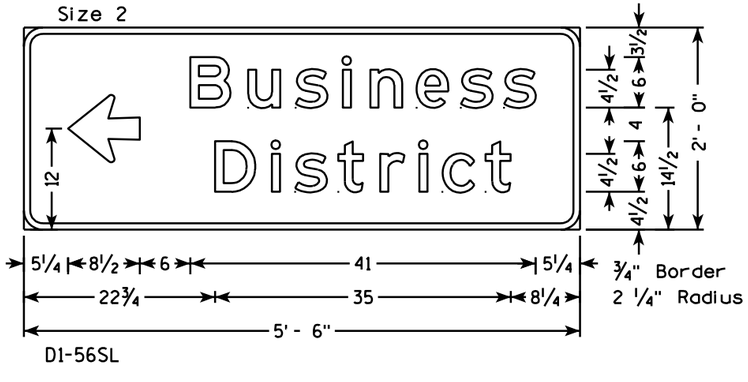
D1-56R

Size 2



D1-56SR

Size 2



D1-56SL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
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.

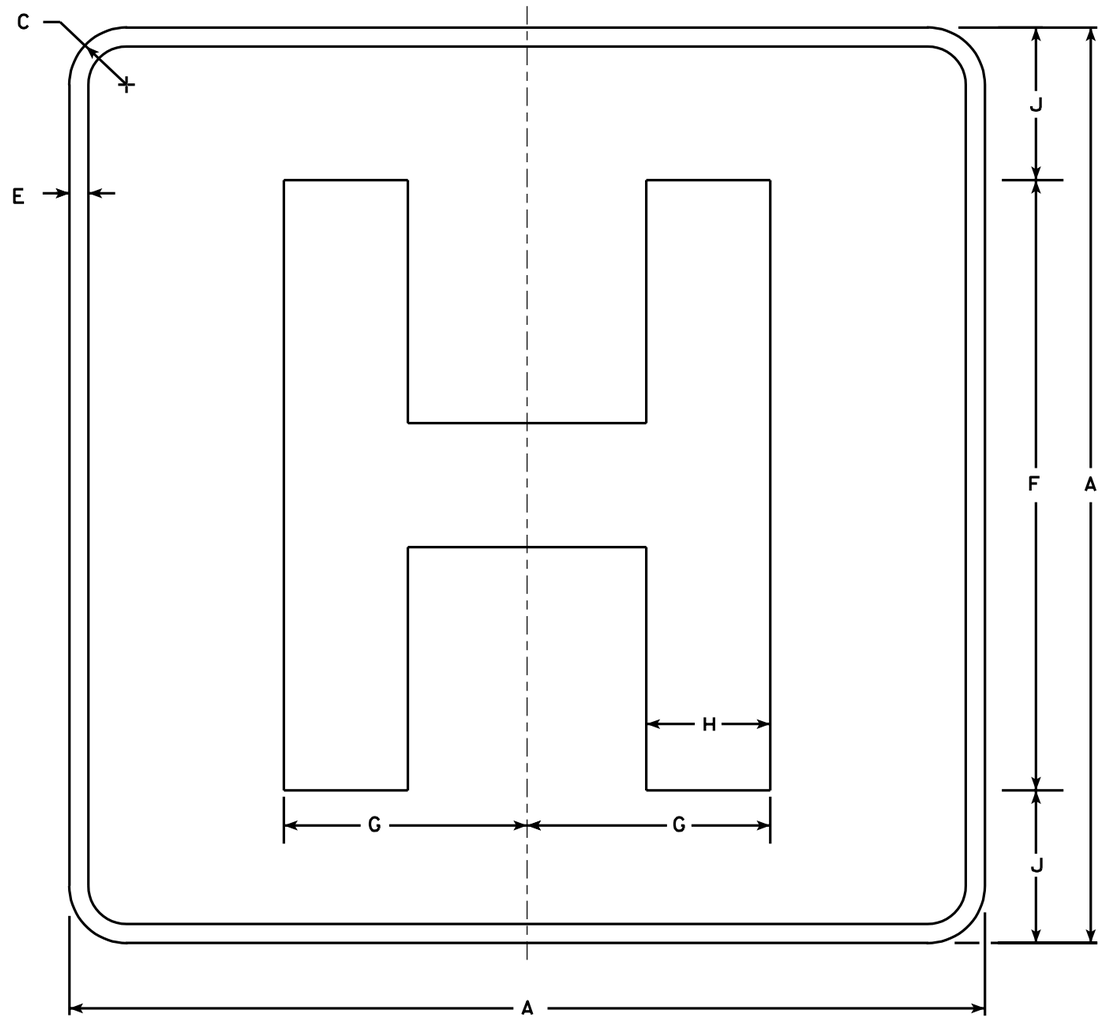
TYPICAL STANDARD
D1-56L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/19/08 PLATE NO. D1-56.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 350	E



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

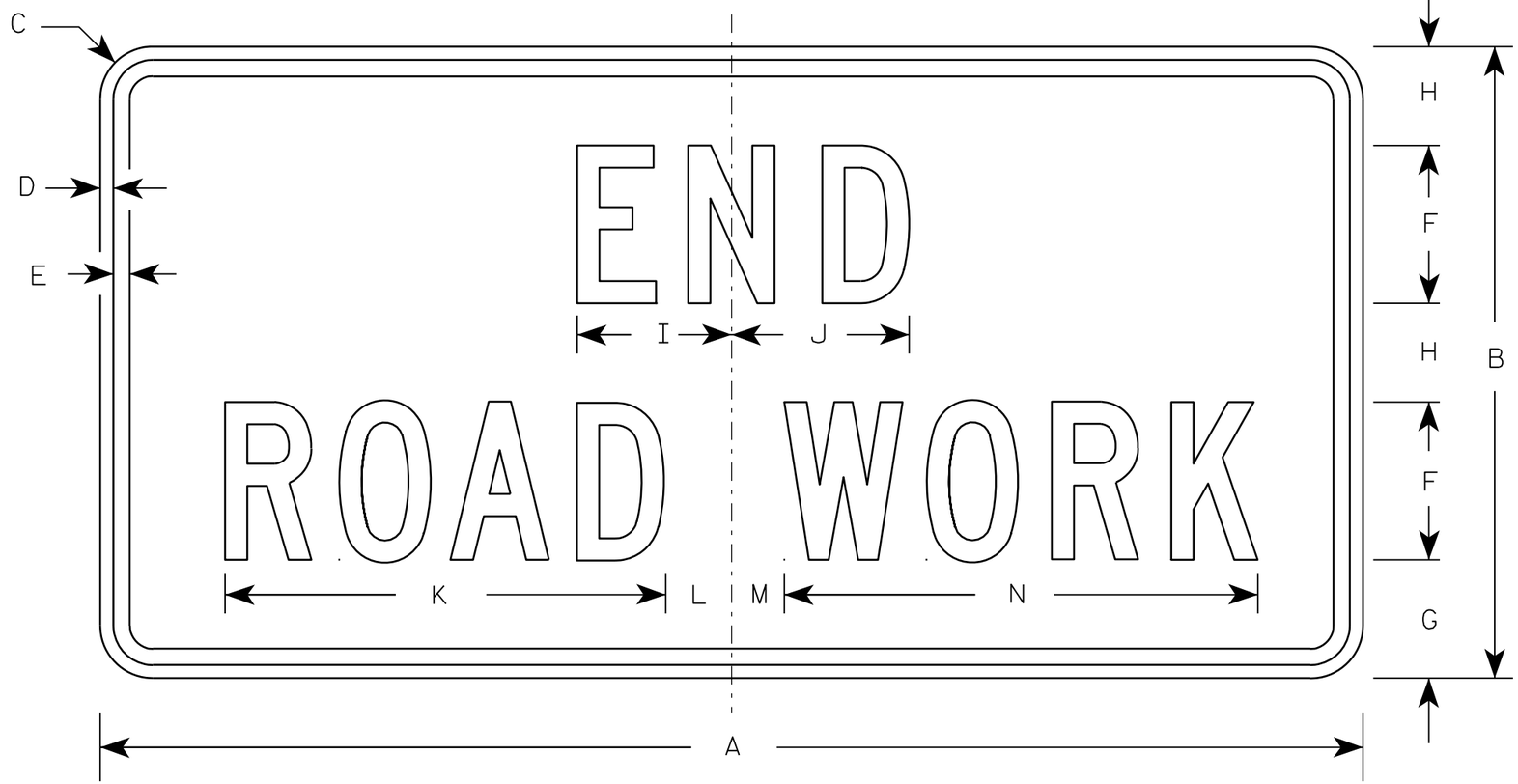
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 351 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

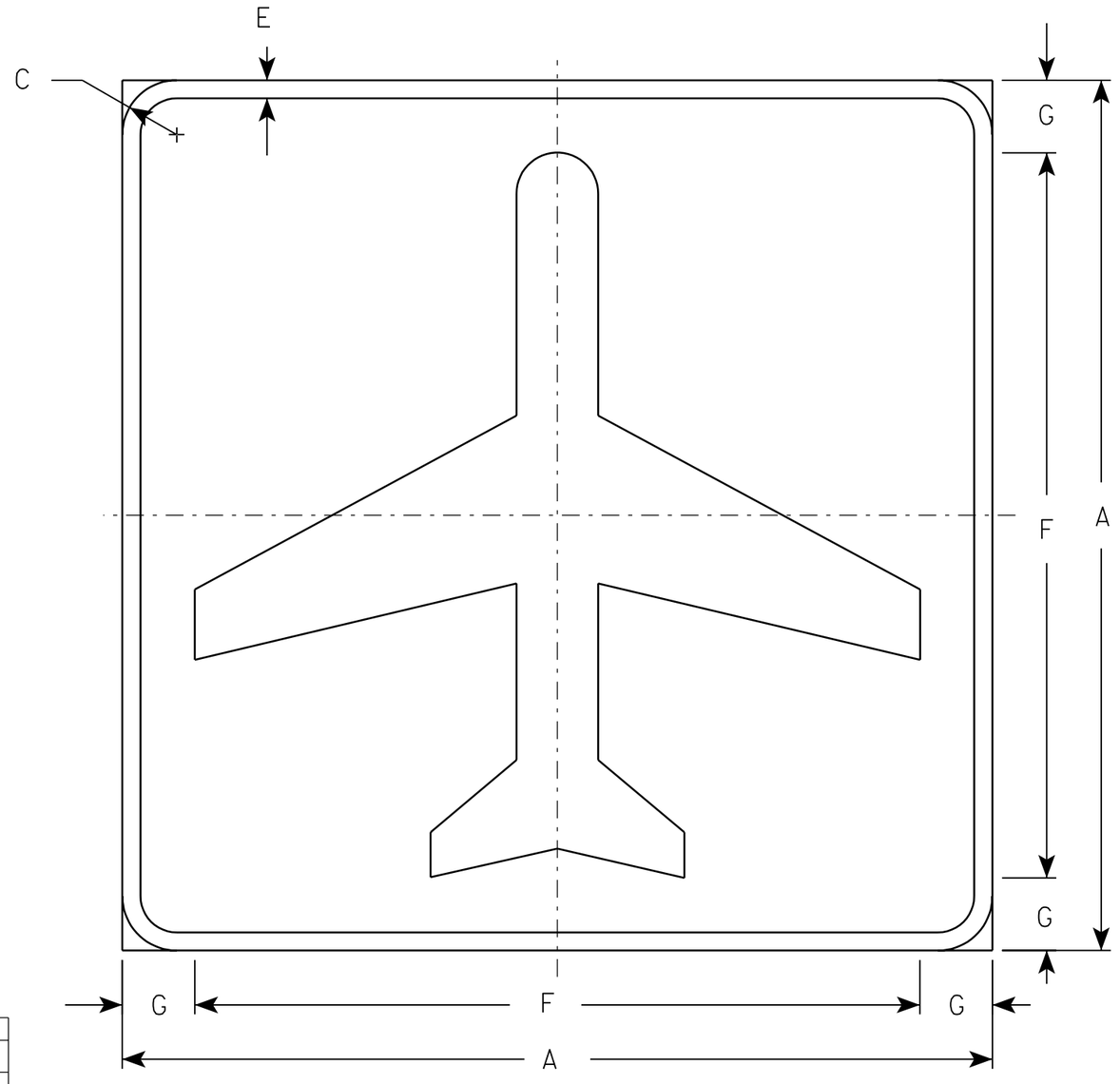
STANDARD SIGN
G20-2A

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: 352	E



I5 - 1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
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.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 450 mm
2	600 mm X 600 mm
3	750 mm X 750 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18		1 1/8		3/8	15	1 1/2																				2.25	0.20
2	24		1 1/2		1/2	20	2																				4.0	0.37
3	30		2 1/4		3/4	25	2 1/2																				6.25	0.58
4																												
5																												

STANDARD SIGN
I5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 1/25/02 PLATE NO. I5-1.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 353	E

FILE NAME : C:\Users\Projects\tr_stdplate\I51.DGN PLOT DATE : 13-OCT-2005 11:47 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 3.973889:1.000000

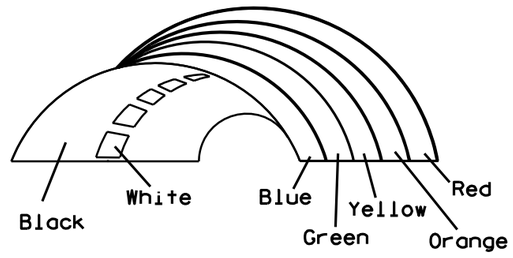


* VARIES

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
3. Message Series - (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. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

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	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

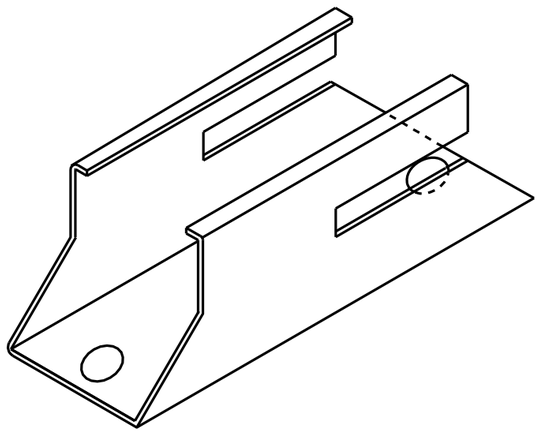
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

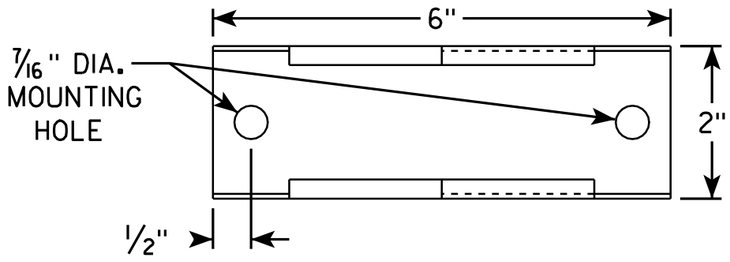
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 354

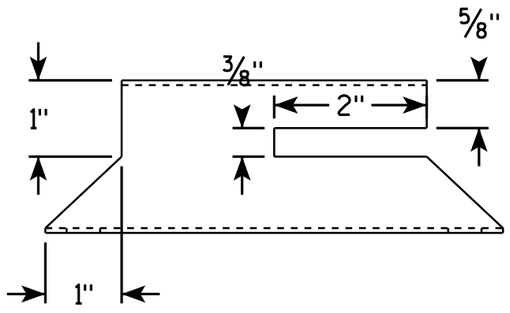
ISOMETRIC VIEW



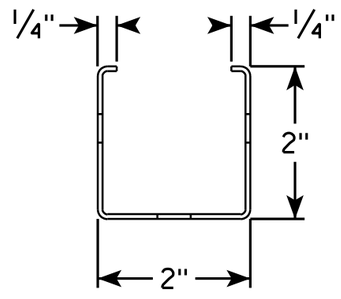
TOP VIEW



SIDE VIEW



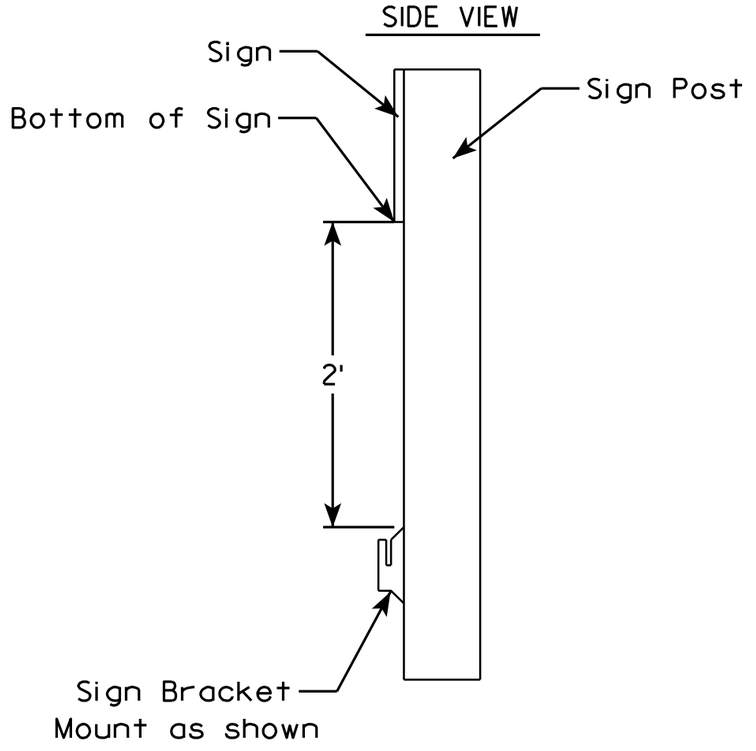
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

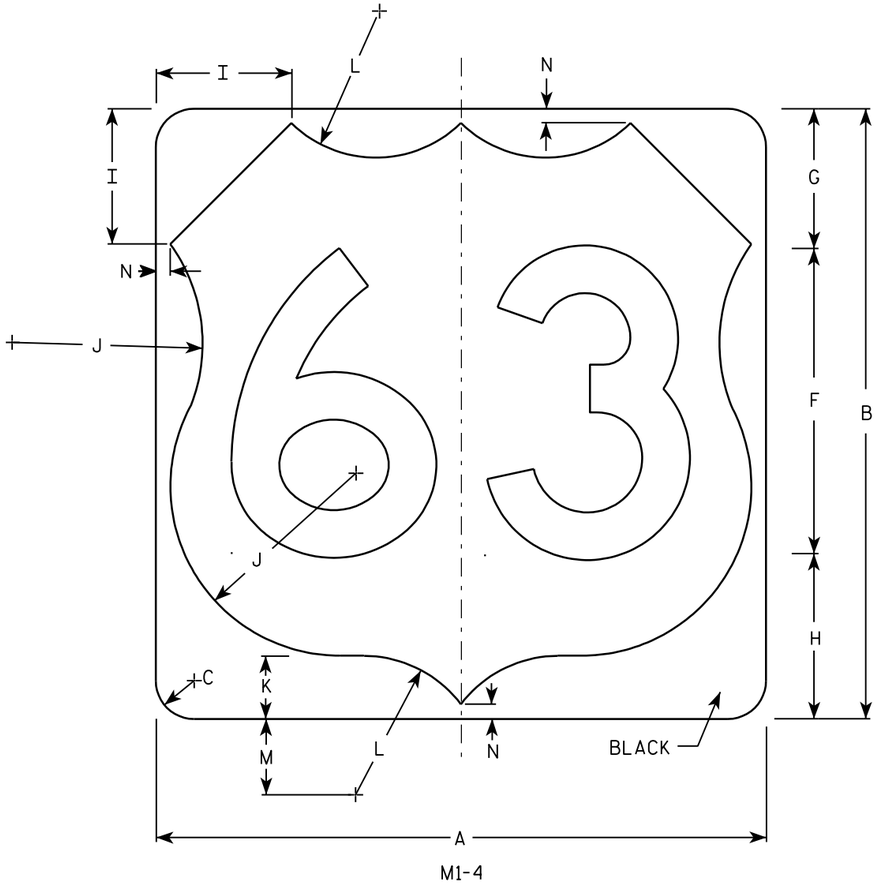
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

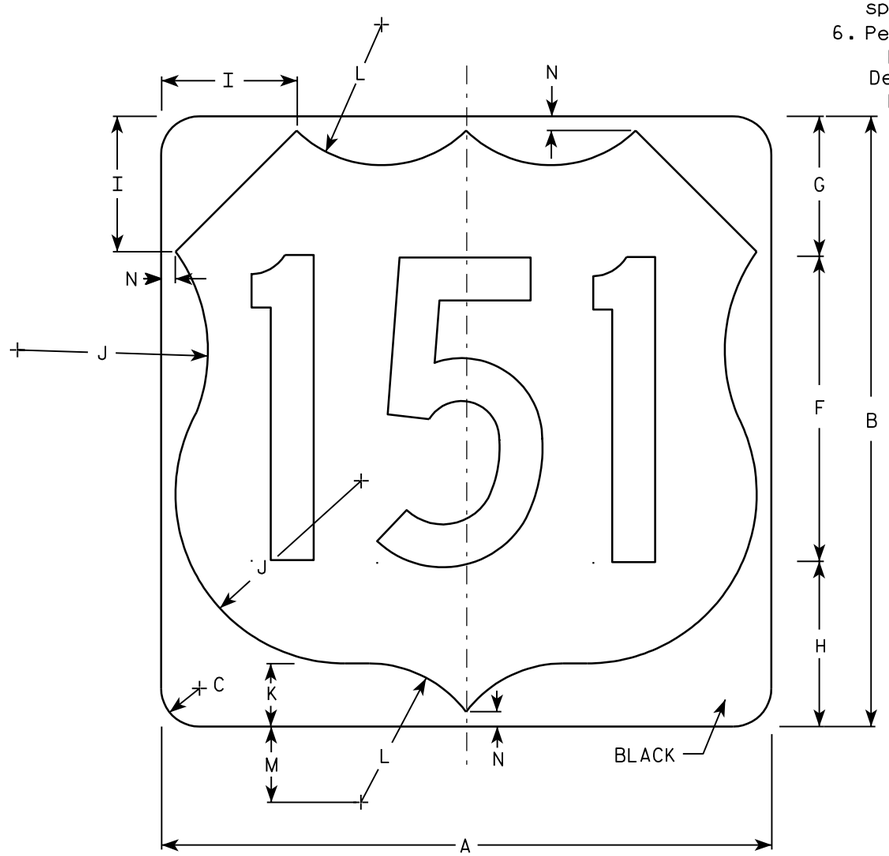
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 355	E

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	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

USH MARKER
M1-4 FOR ASSEMBLIES

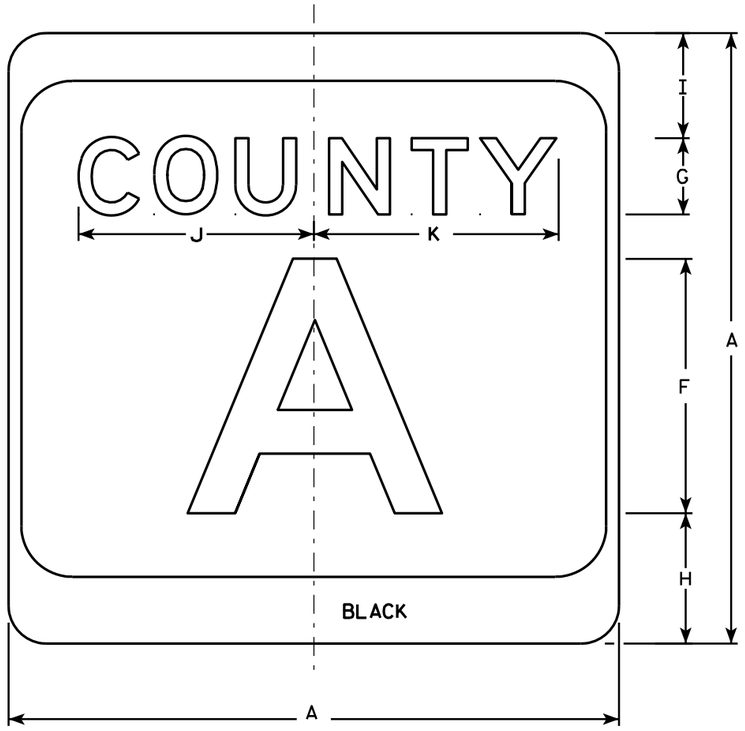
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

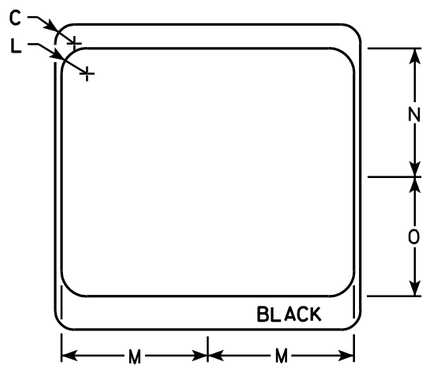
DATE 08/25/05 PLATE NO. M1-4.9

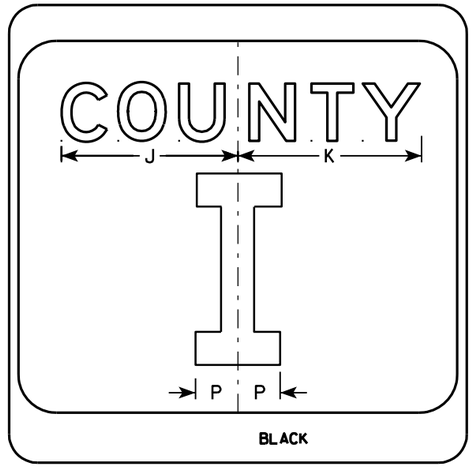
7 7

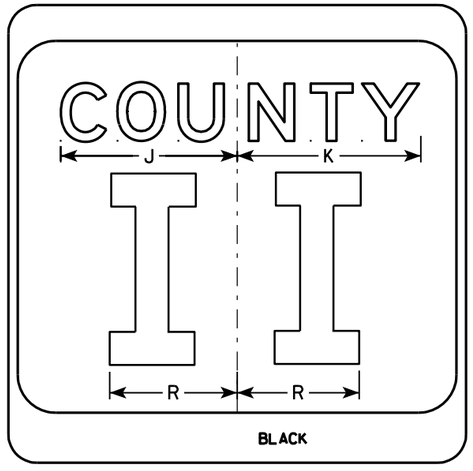
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

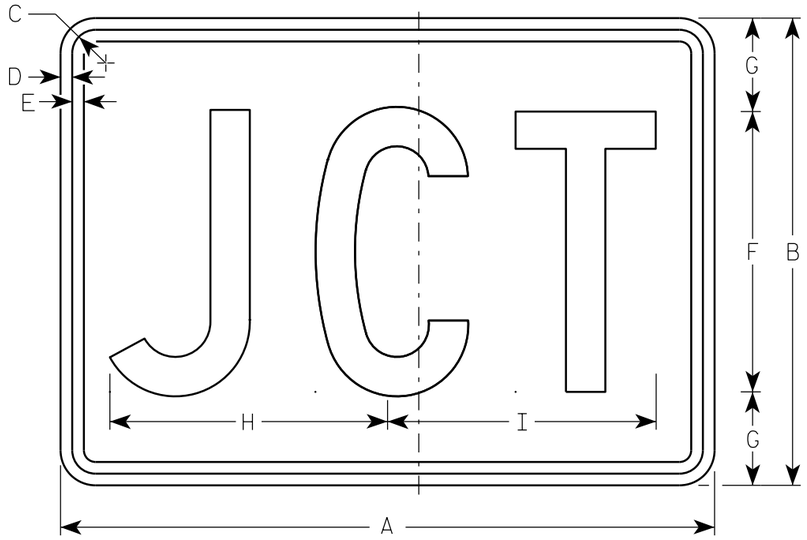
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

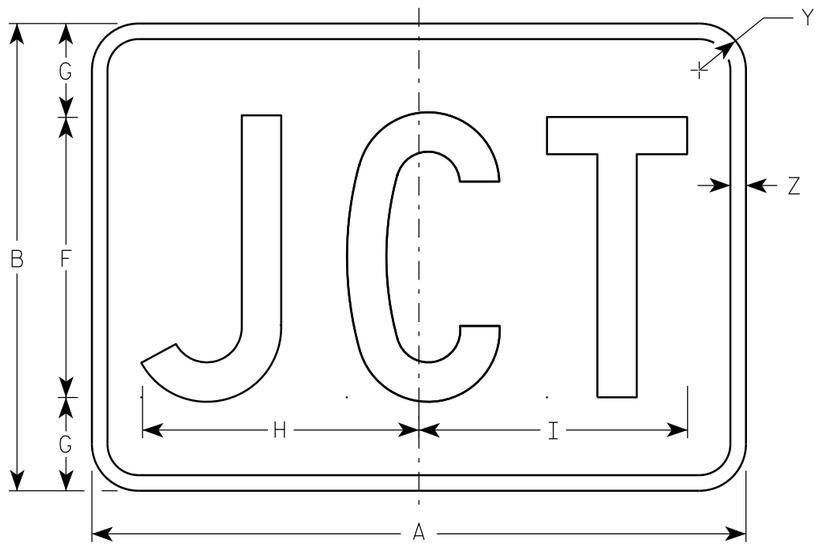
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 357	E



M2-1
MK2-1
MM2-1
MN2-1
MR2-1



MB2-1

NOTES

1. Sign is 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. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

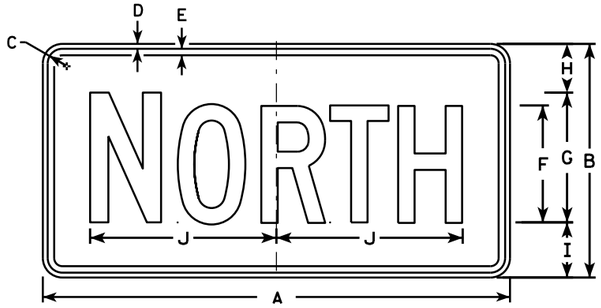
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

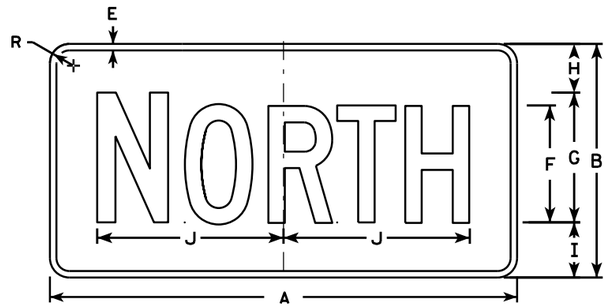
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 358 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



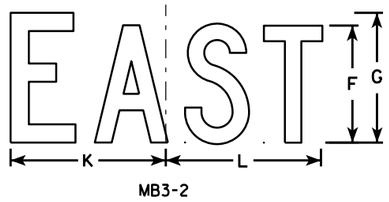
M3-1
MK3-1
MM3-1
MN3-1



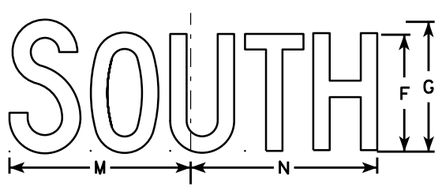
MB3-1



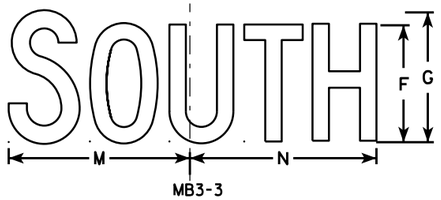
M3-2
MK3-2
MM3-2
MN3-2



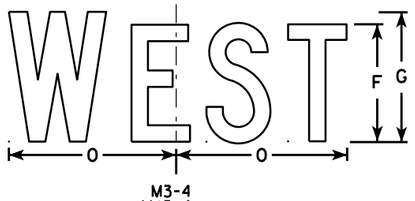
MB3-2



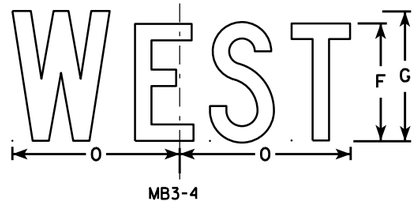
M3-3
MK3-3
MM3-3
MN3-3



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

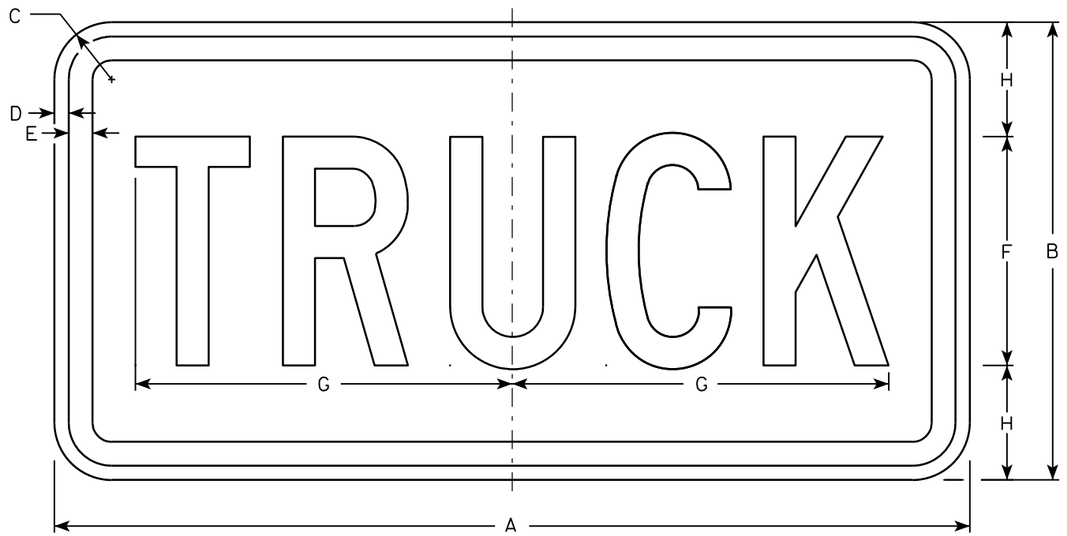
WISCONSIN DEPT OF TRANSPORTATION

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



M4-4

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 - 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. Permanent Signs
   Background - Type H Reflective
   Temporary 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 1/2	3/8	3/8	6	9 7/8	3																			2.0
3	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
4																											
5																											

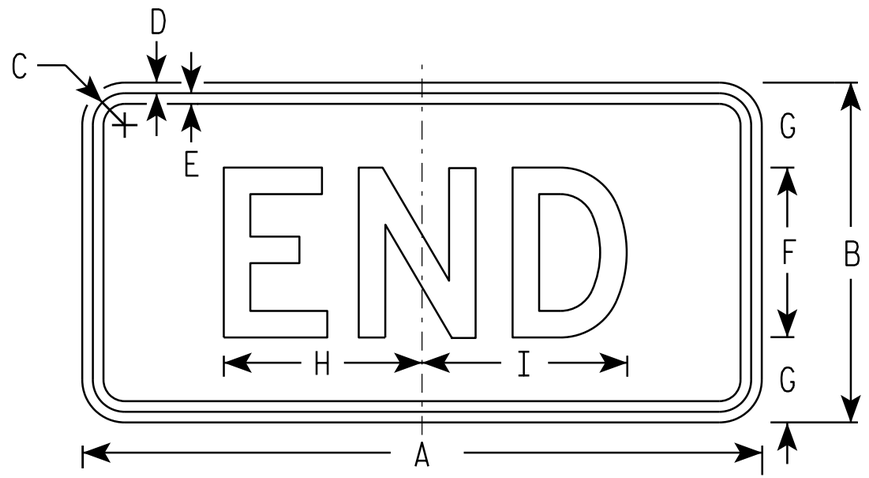
STANDARD SIGN
M4-4

WISCONSIN DEPT OF TRANSPORTATION

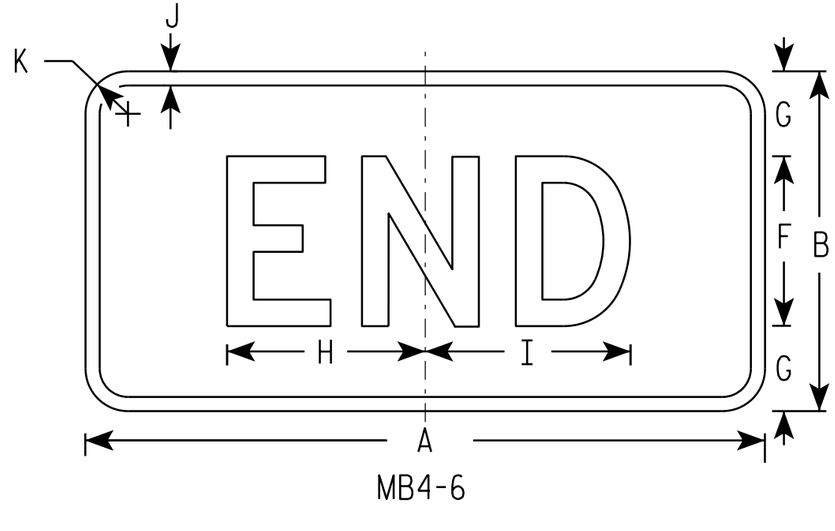
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E



M4-6
MK4-6
MM4-6
MN4-6
MR4-6



MB4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MR4-6 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

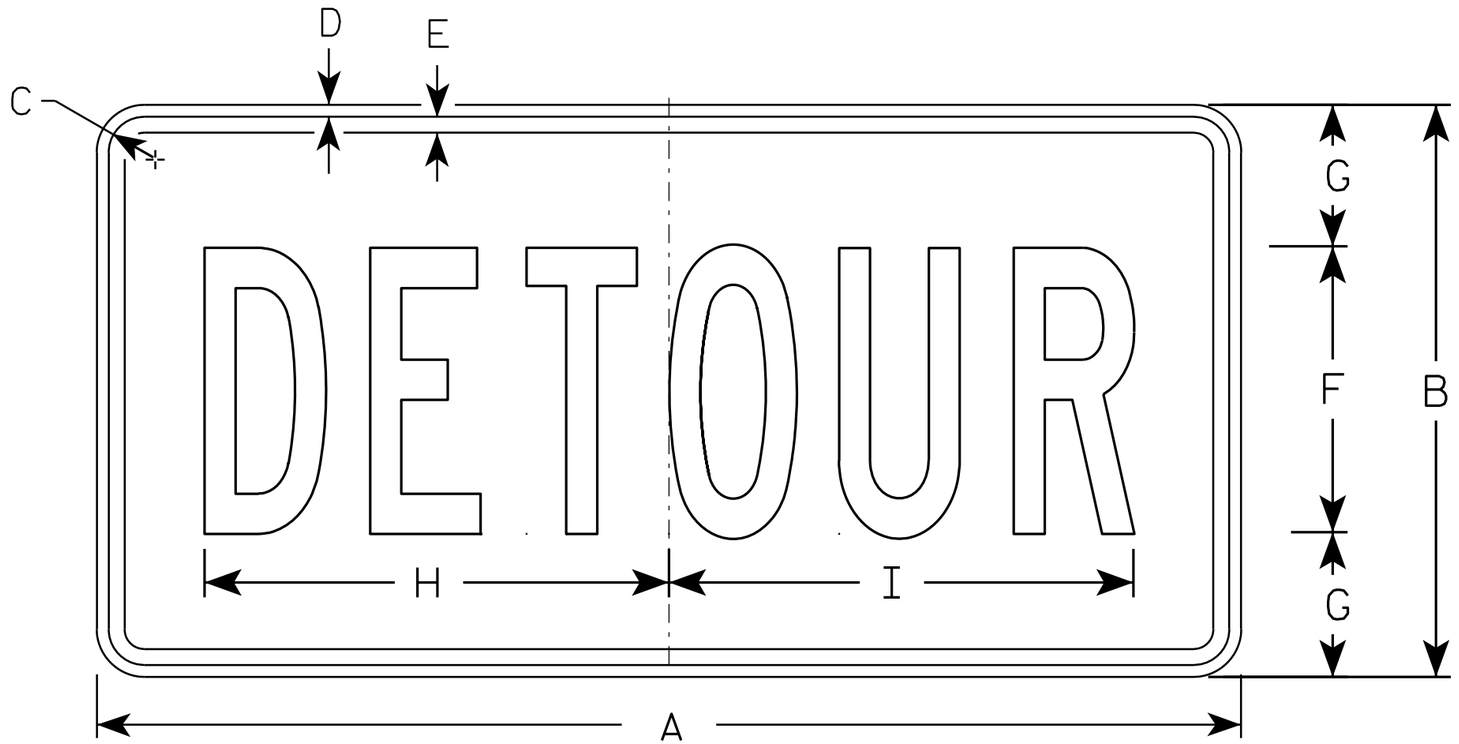
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M46.DGN PLOT DATE : 30-JUN-2014 15:51 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000 WISDOT/CADDS SHEET 42



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																											

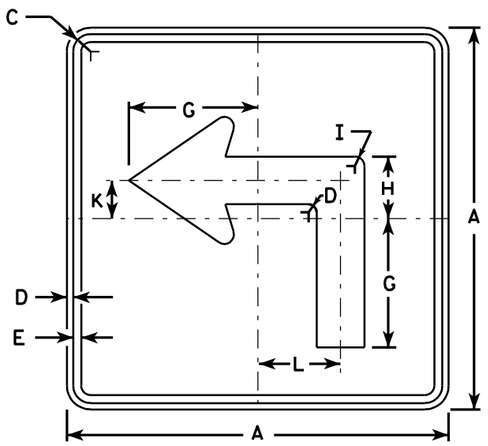
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

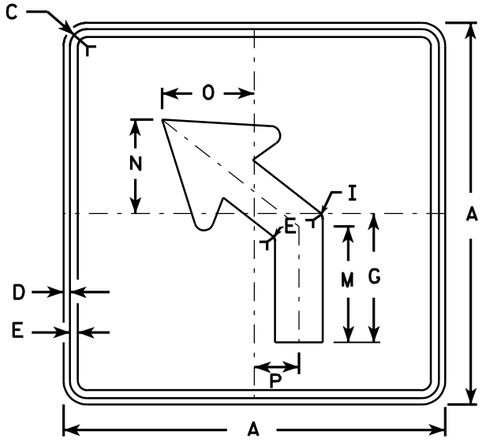
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

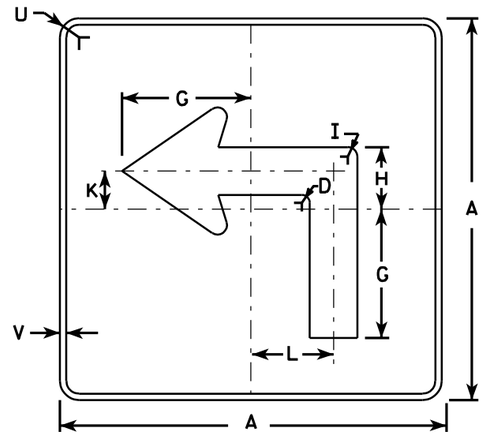
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 362	E



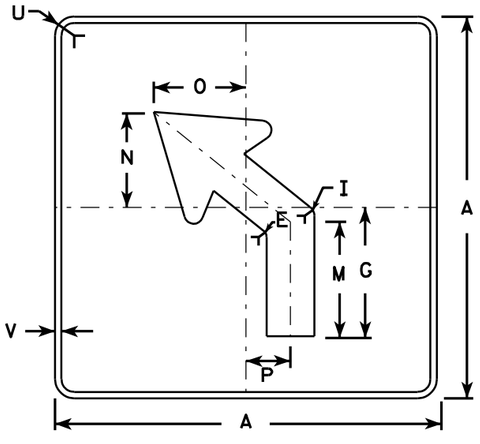
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



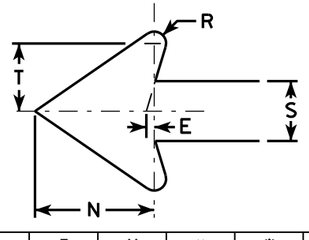
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

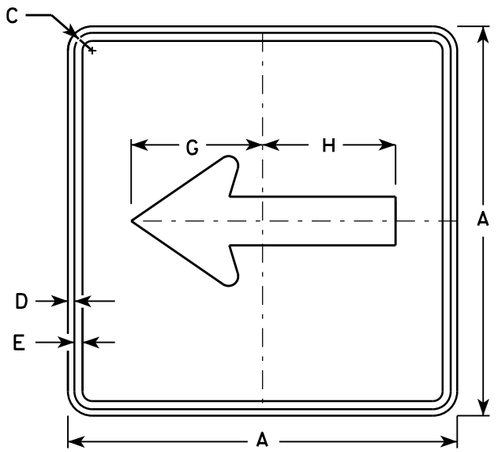
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

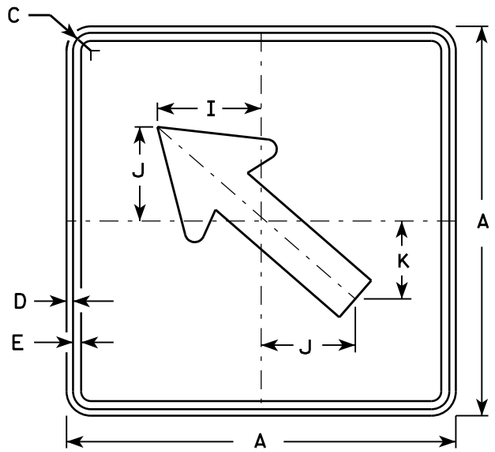
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 | E



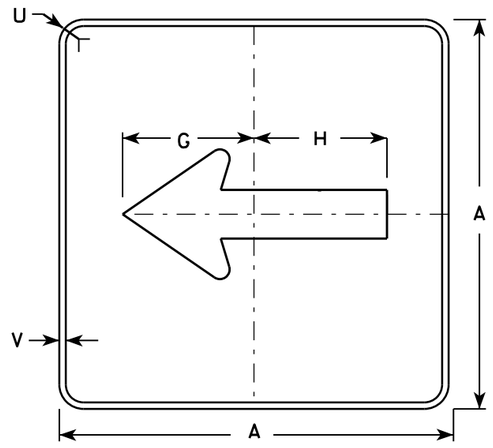
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



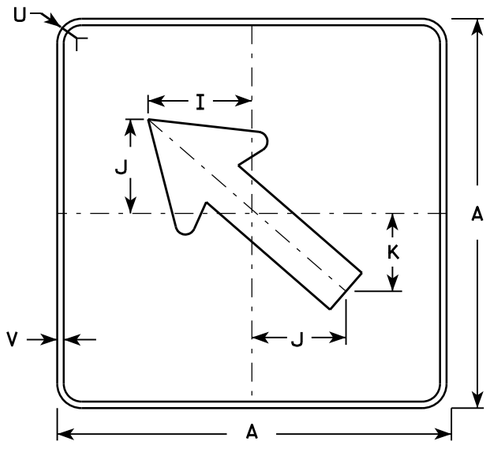
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

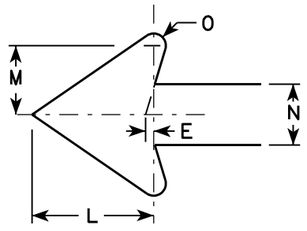
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

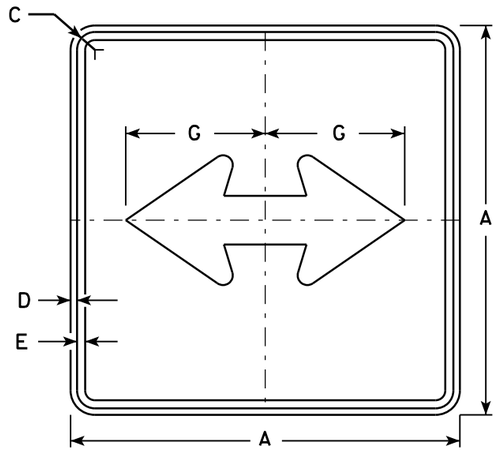
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

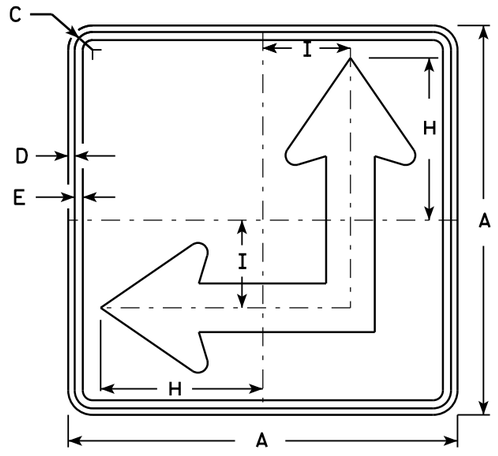
DATE 7/03/14 PLATE 364 M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

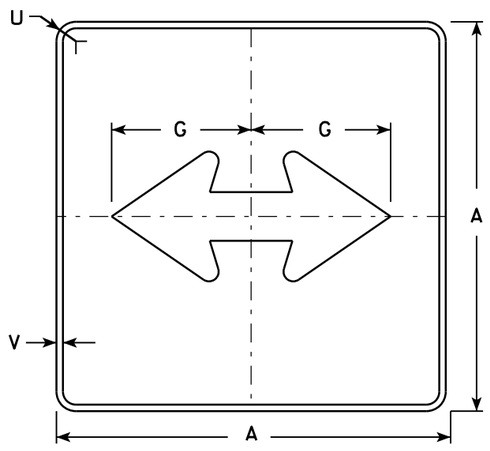
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000
WISDOT/CADDS SHEET 42



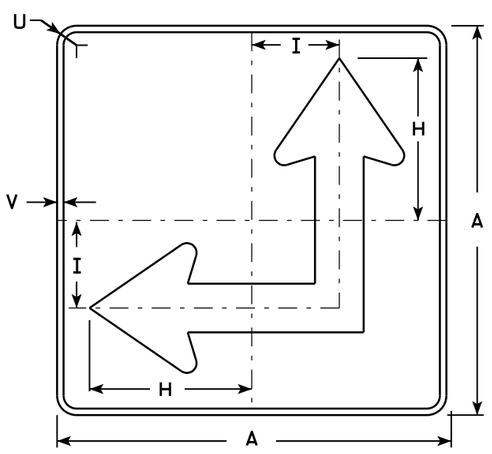
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



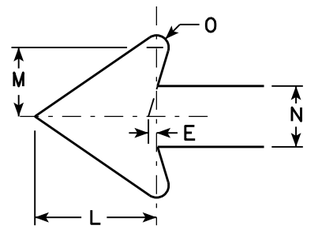
MB6-4



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

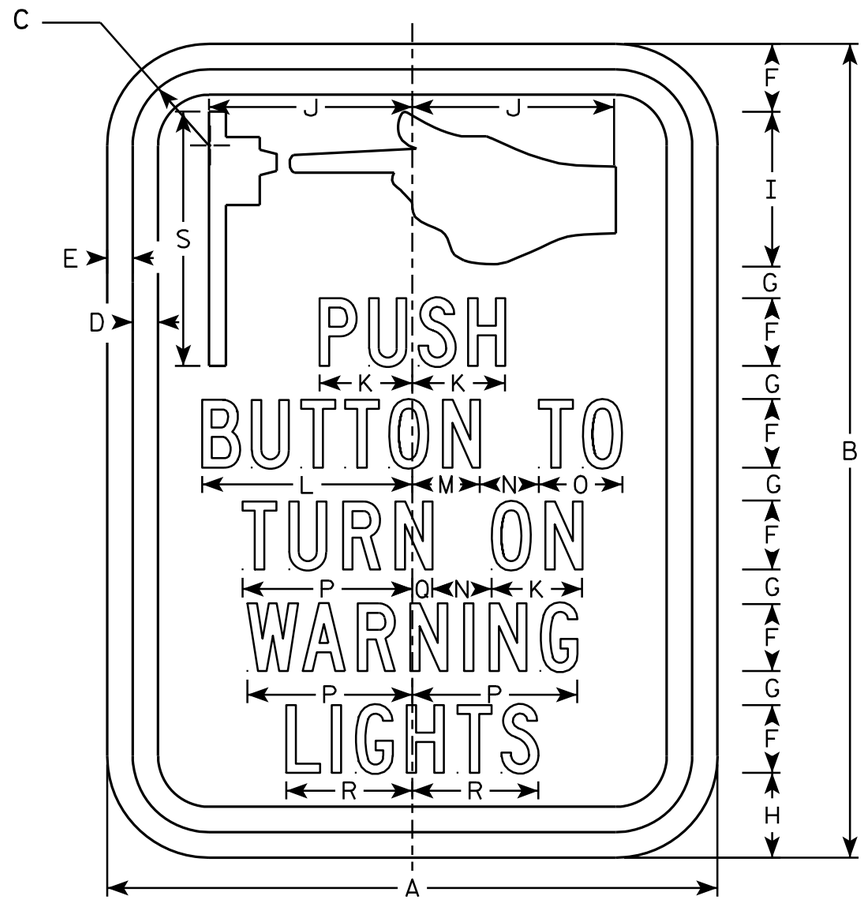
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE 365 M6-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R10-25

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. Size (1) comes as a decal only.

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	6	9	1 1/8	3/8	3/8	3/4	3/8	1	1 3/4	2	7/8	2 1/8	5/8	5/8	7/8	1 5/8	1/4	1 1/4	2 7/8								.38
2S	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
2M	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
3																											
4																											
5																											

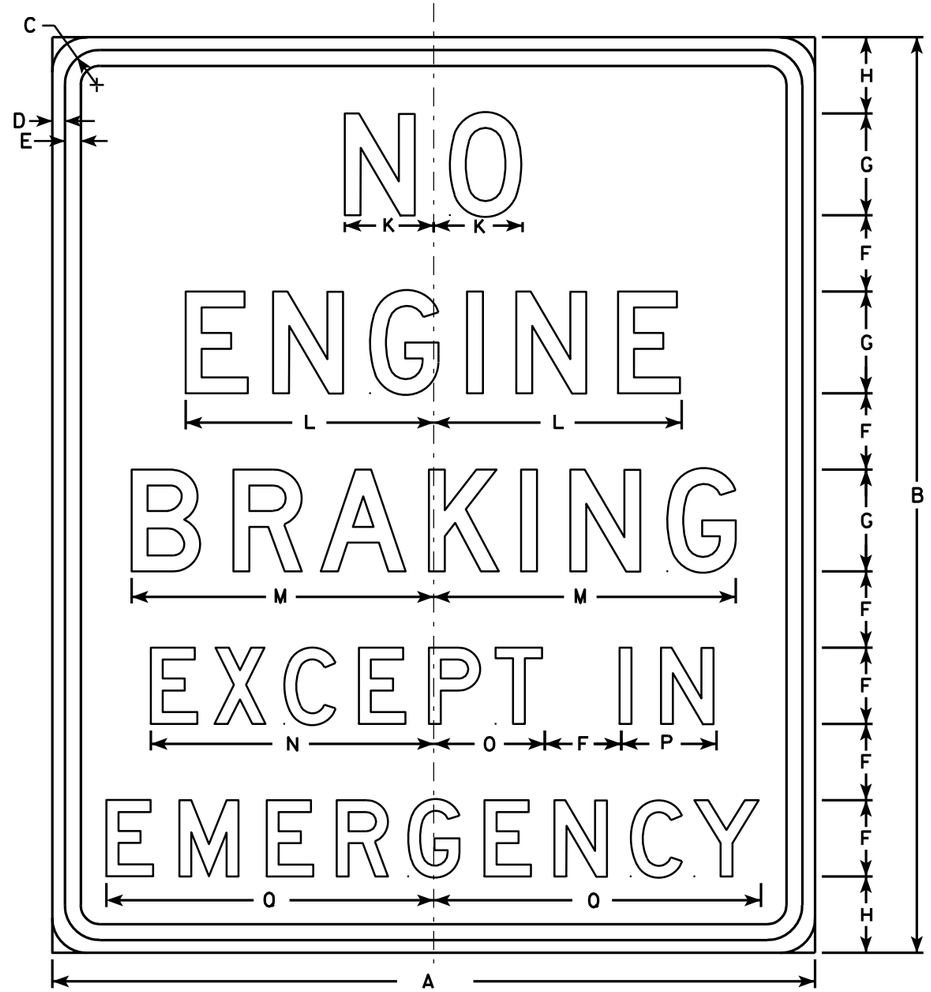
STANDARD SIGN
R10-25

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/10 PLATE NO. R10-25.1

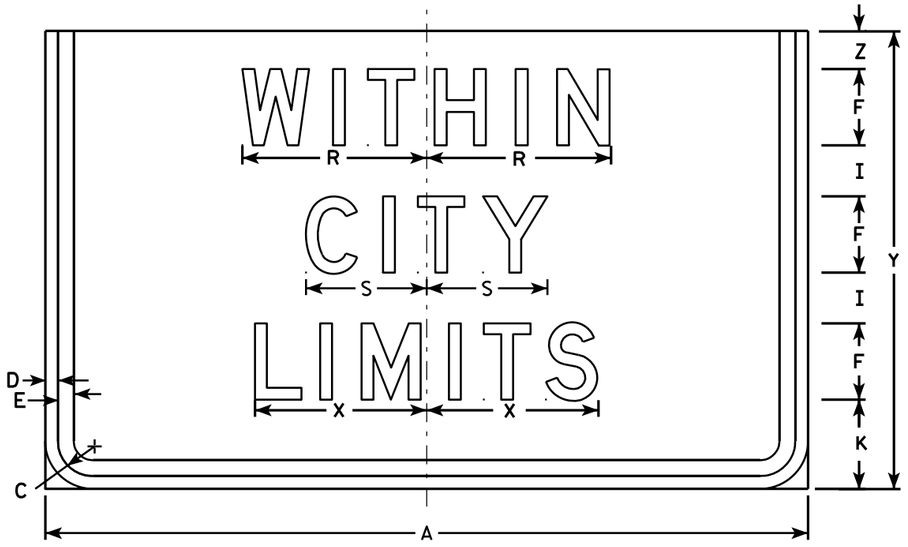
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 366	E



R10-64

NOTES

1. Signs are 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 See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 2 of R10-64F is Series C for "TOWNSHIP" Only



R10-64F

Area sq. ft.
3.75
7.0

VILLAGE
V
V

TOWNSHIP
U
U

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5
2S	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5
2M	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5
3	42	48	1 3/8	1/2	5/8	4	5	4 1/2	3		4	12 1/4	14 7/8	14 1/8	5 1/4	4 3/4	16 1/4	9	6		11	11 1/4	1 1/2	8 1/2	24	2	14.0
4																											
5																											

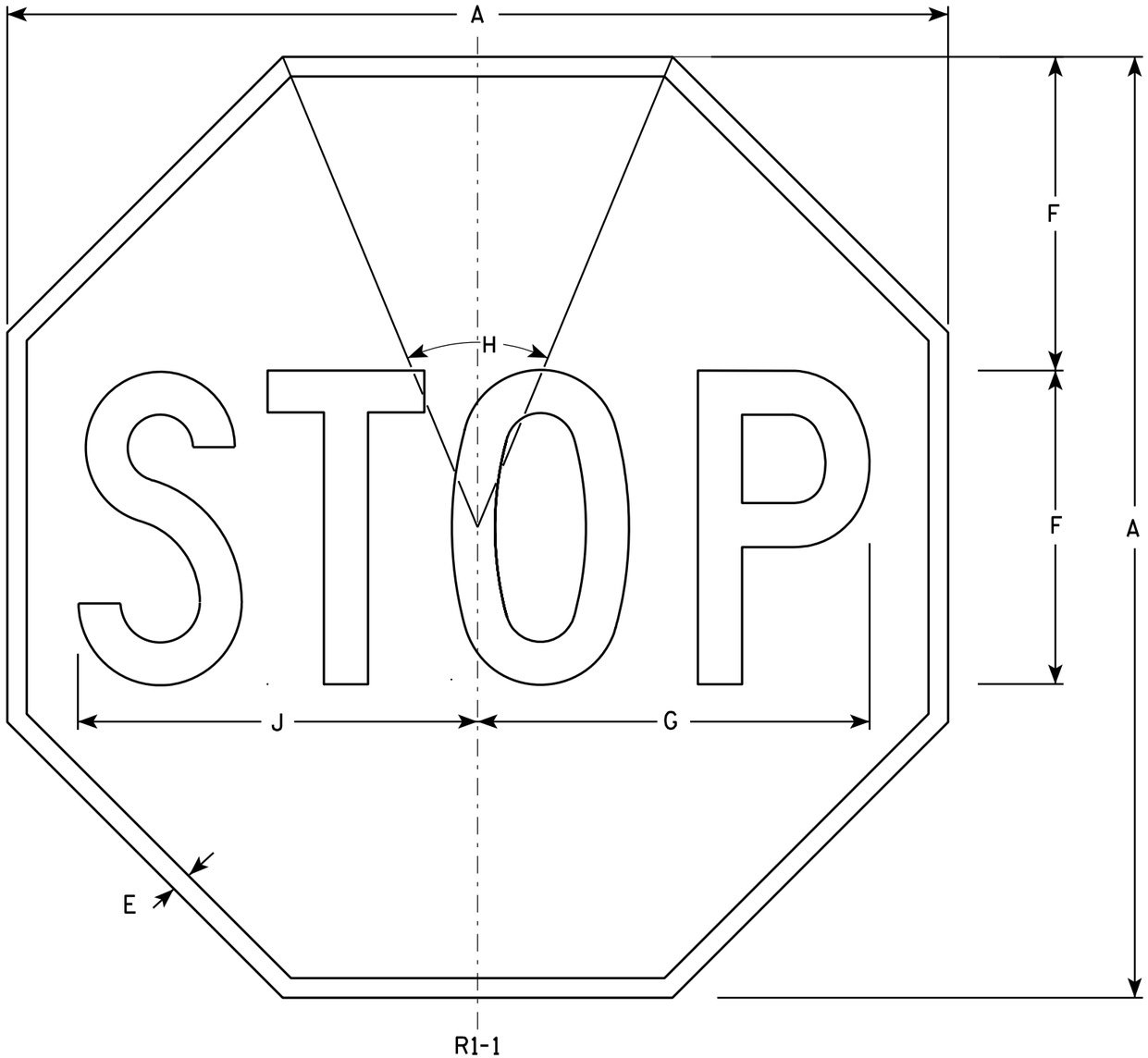
STANDARD SIGN
R10-64 & R10-64F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-64.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 367	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

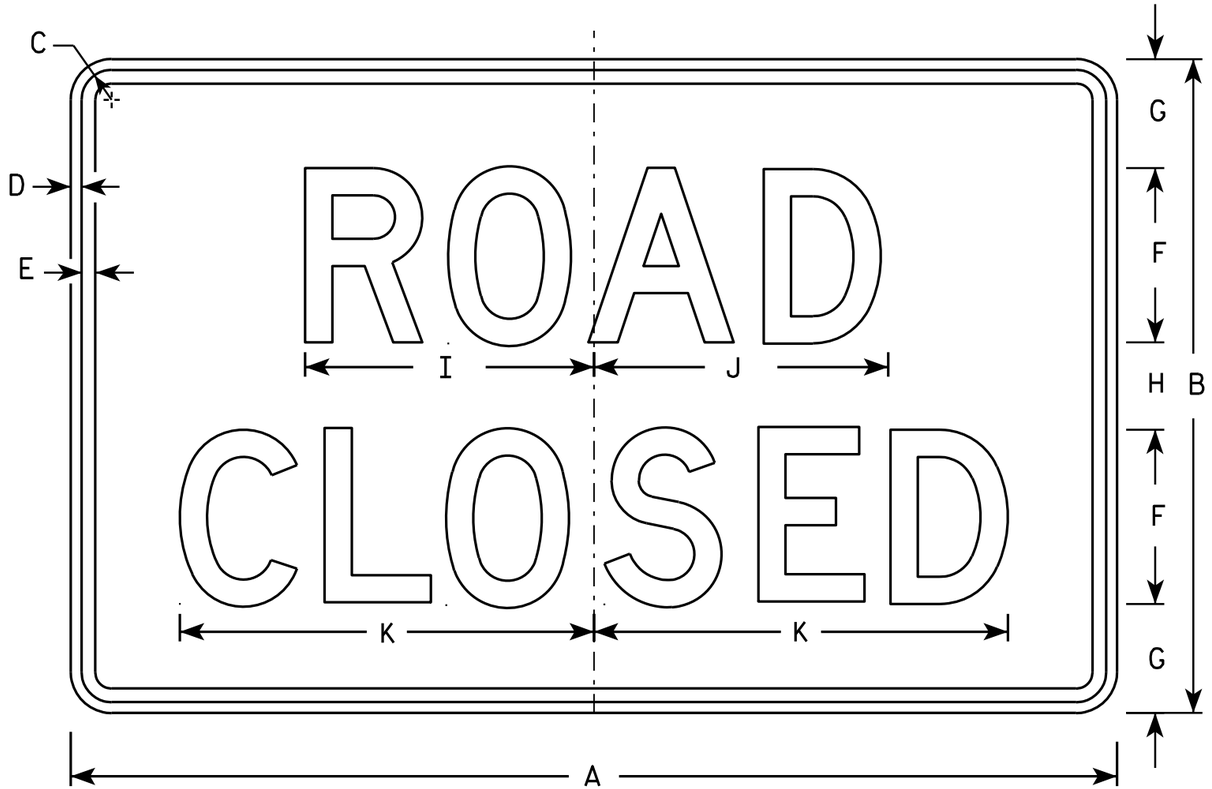
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

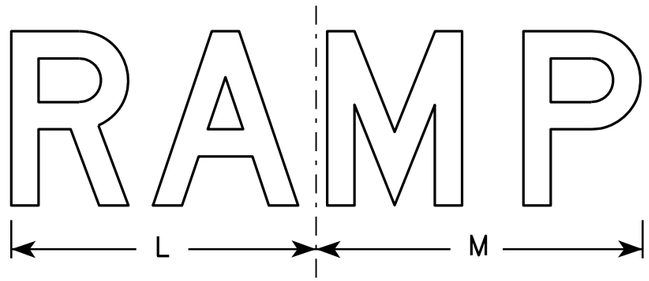
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 368	E



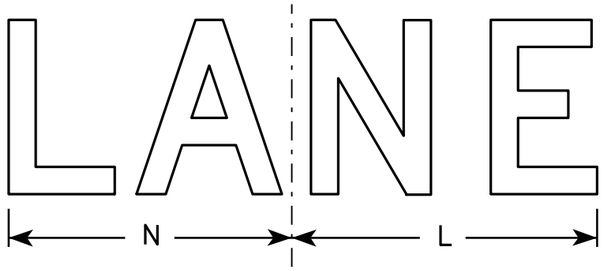
R11-2

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

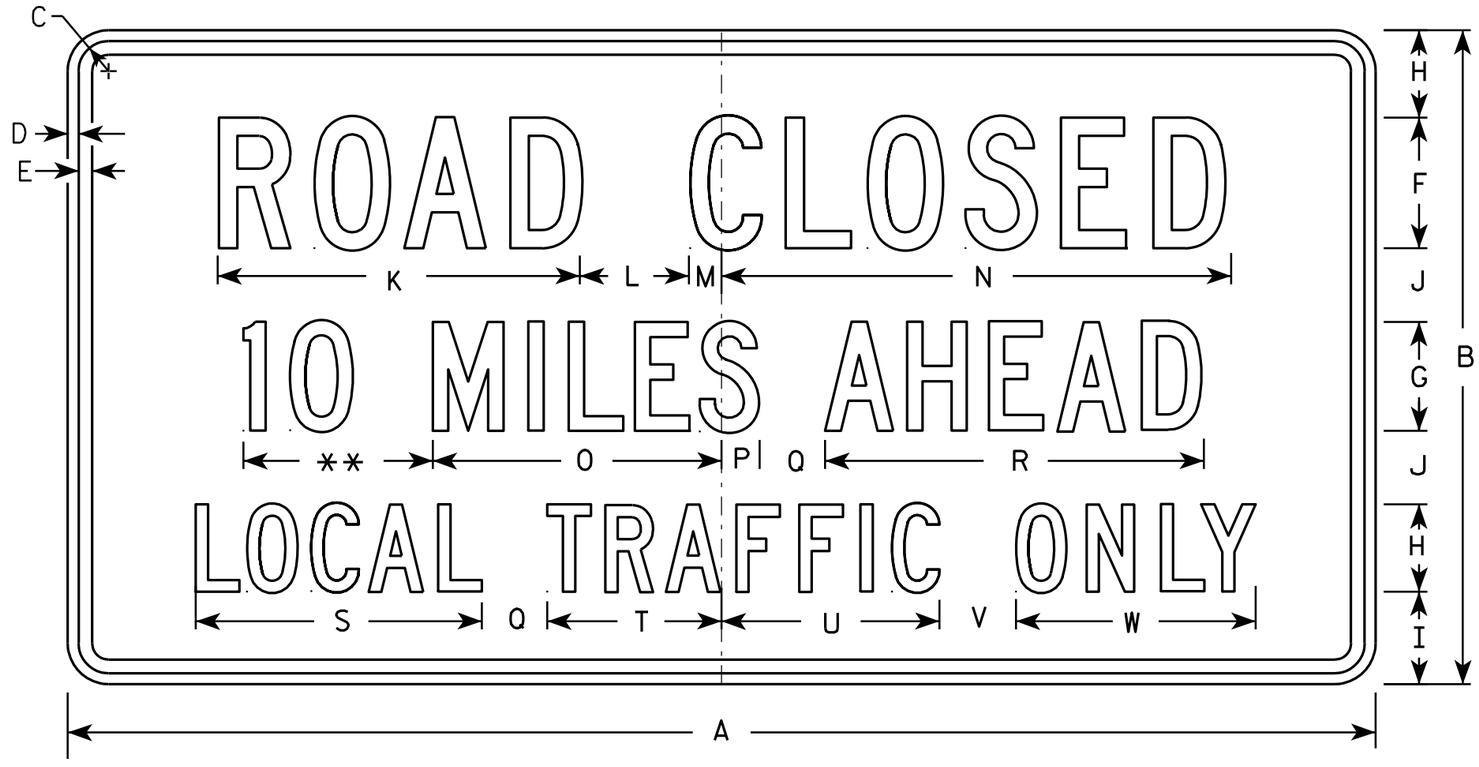
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 369	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.DGN PLOT DATE : 01-APR-2011 14:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.952219:1.000000

WISDOT/CADDS SHEET 42



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																											

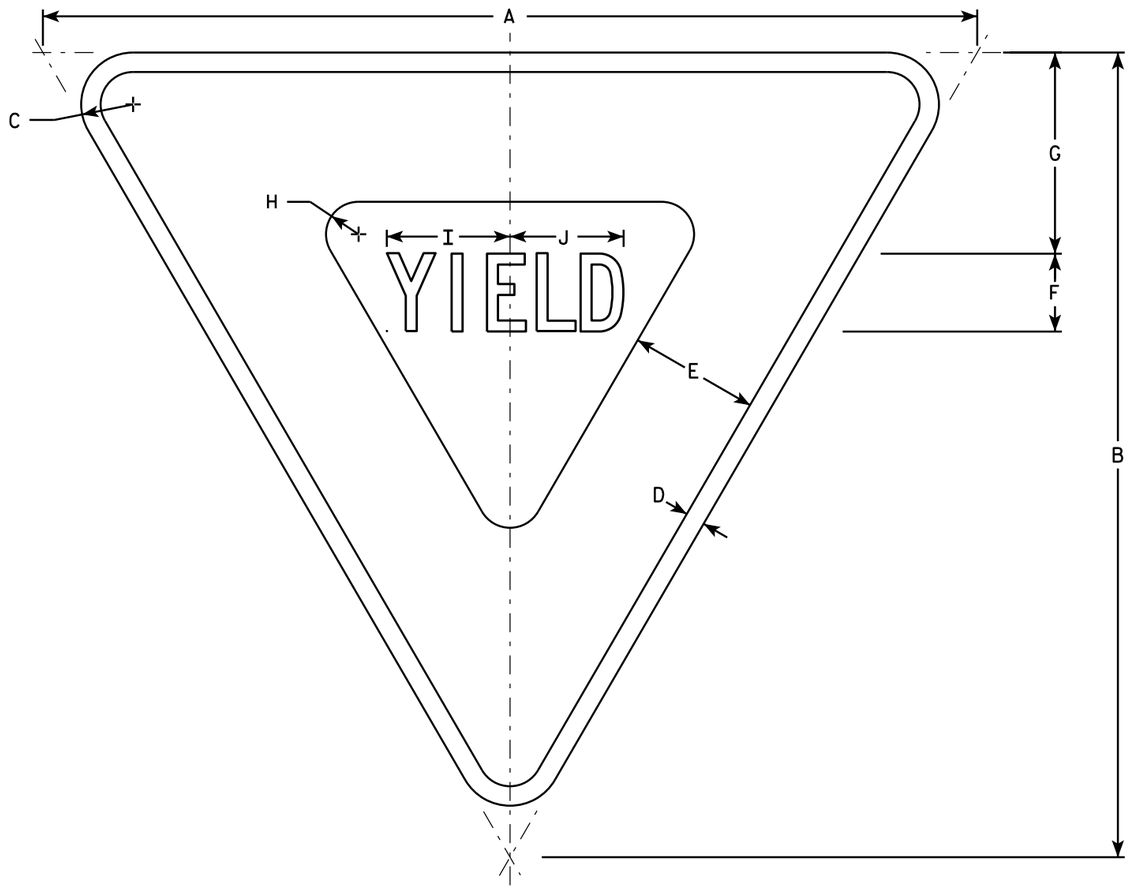
STANDARD SIGN
R11-3

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: 370	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

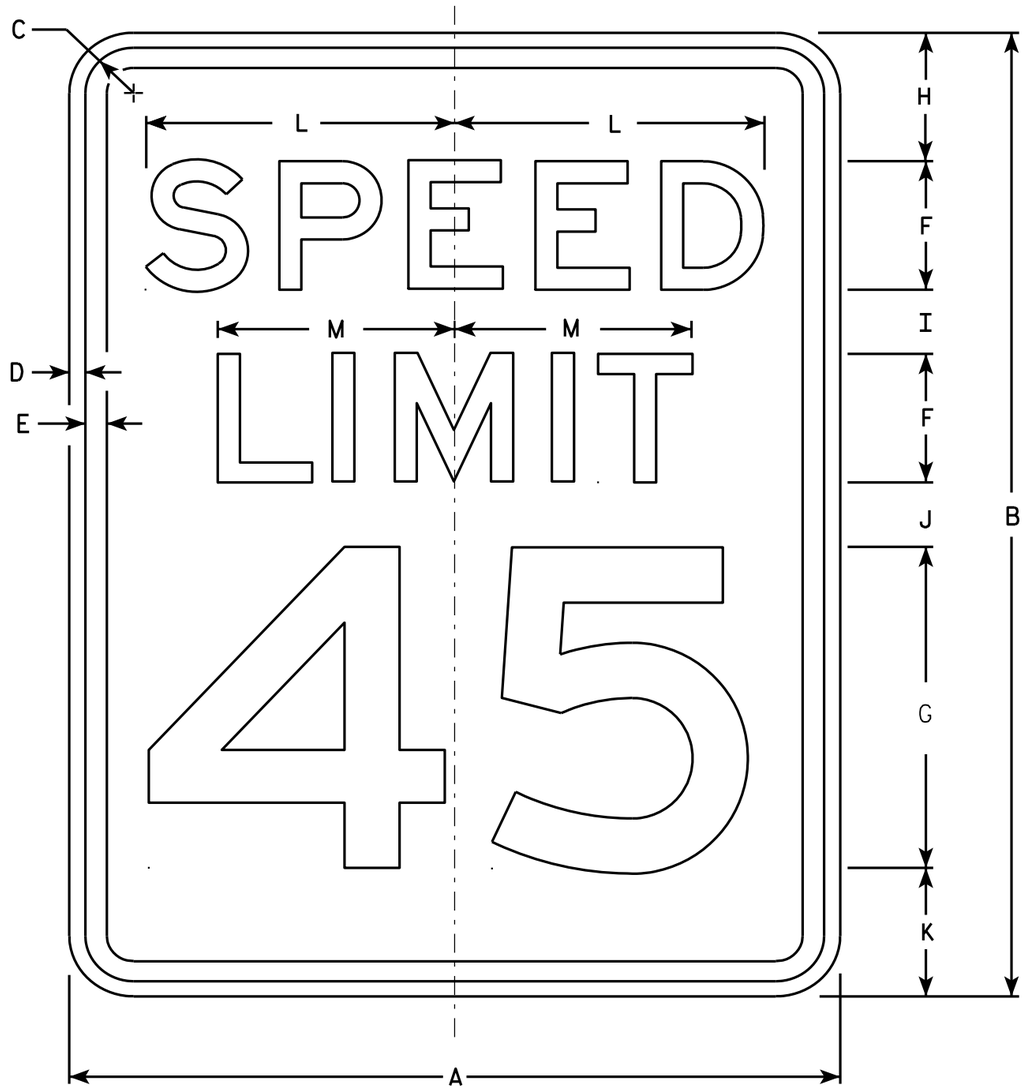
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

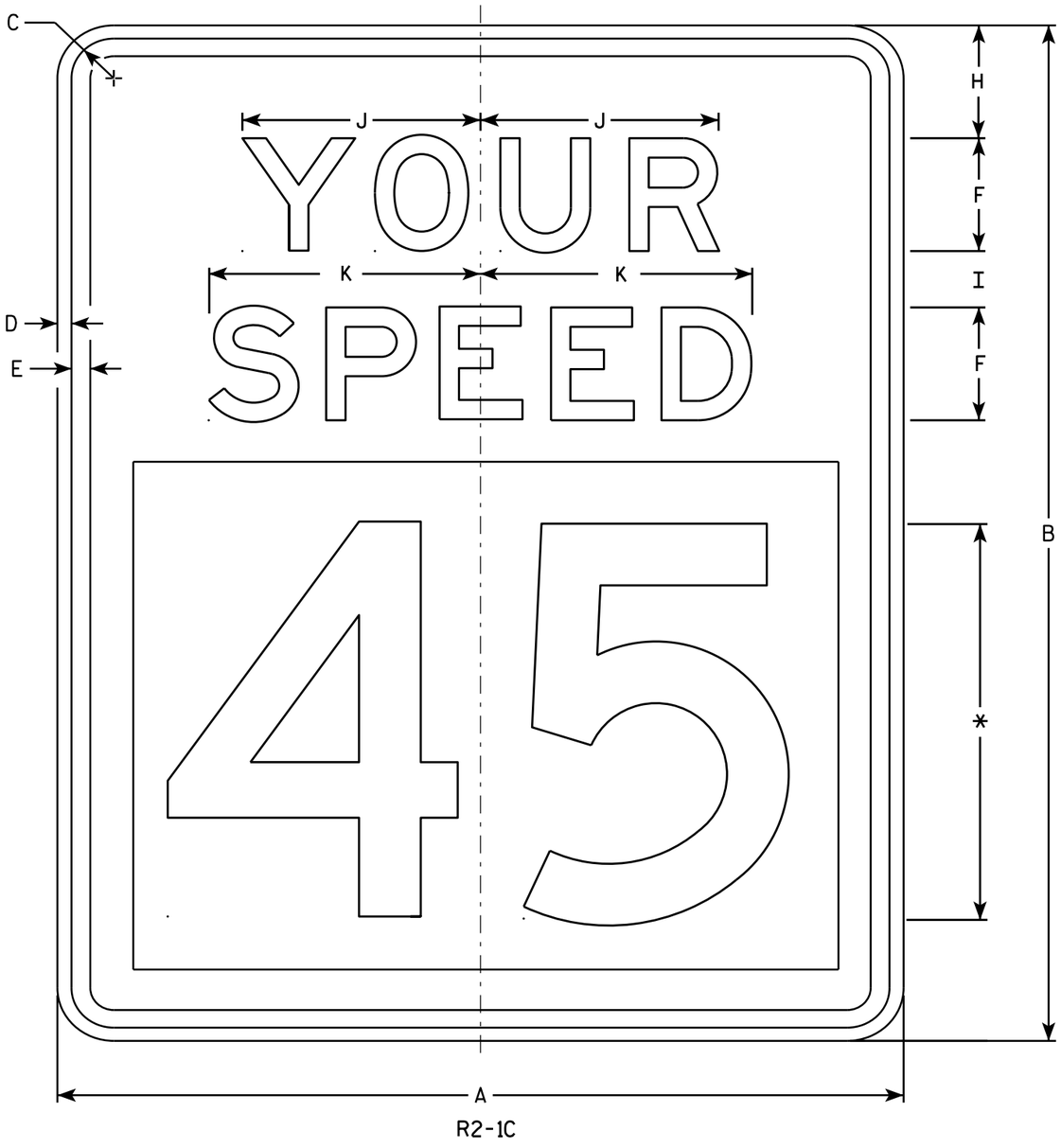
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 372 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



* SEE NOTE 4

R2-1C

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E, Lines 1 & 2
4. LED screen shall have a minimum of 12" numbers for posted speeds of less than 45 MPH and a minimum of 18" numbers should be used for posted speeds of 45 MPH or greater.

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	VARIES	VARIES	1 1/8	3/8	1/2	4		3	2 1/4	8 1/2	9 5/8																VARIES
2M	VARIES	VARIES	1 1/8	3/8	1/2	4		3	2 1/4	8 1/2	9 5/8																VARIES
3	VARIES	VARIES	1 3/8	1/2	5/8	6		6	5	13	15 1/2																VARIES
4	VARIES	VARIES	1 3/8	1/2	5/8	6		6	5	13	15 1/2																VARIES
5																											

STANDARD SIGN
R2-1C

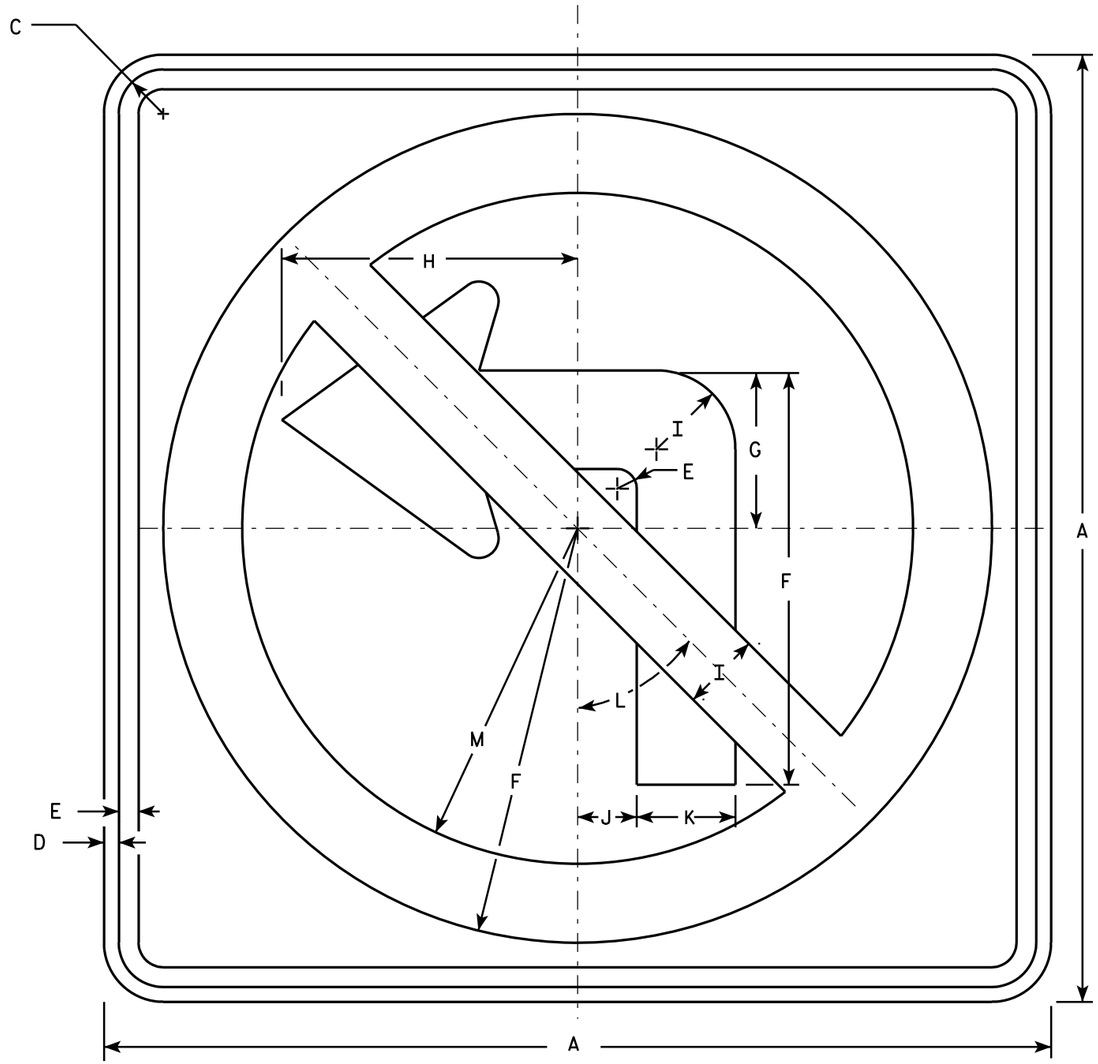
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/14 PLATE P2-1C.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

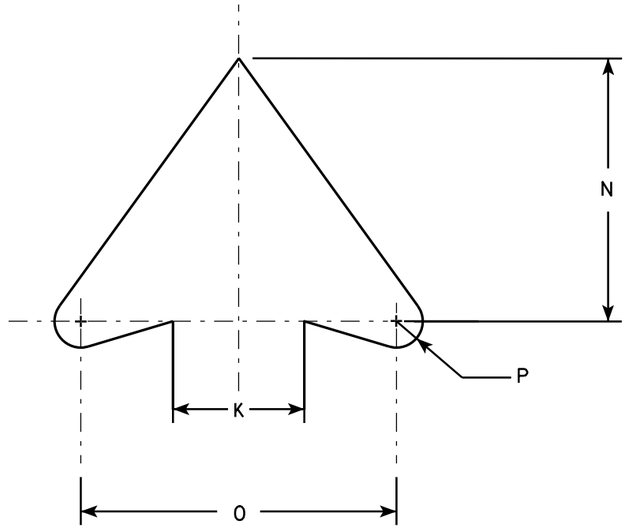
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R21C.DGN PLOT DATE : 13-FEB-2014 12:03 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.083511:1.000000 WISDOT/CADDS SHEET 42



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

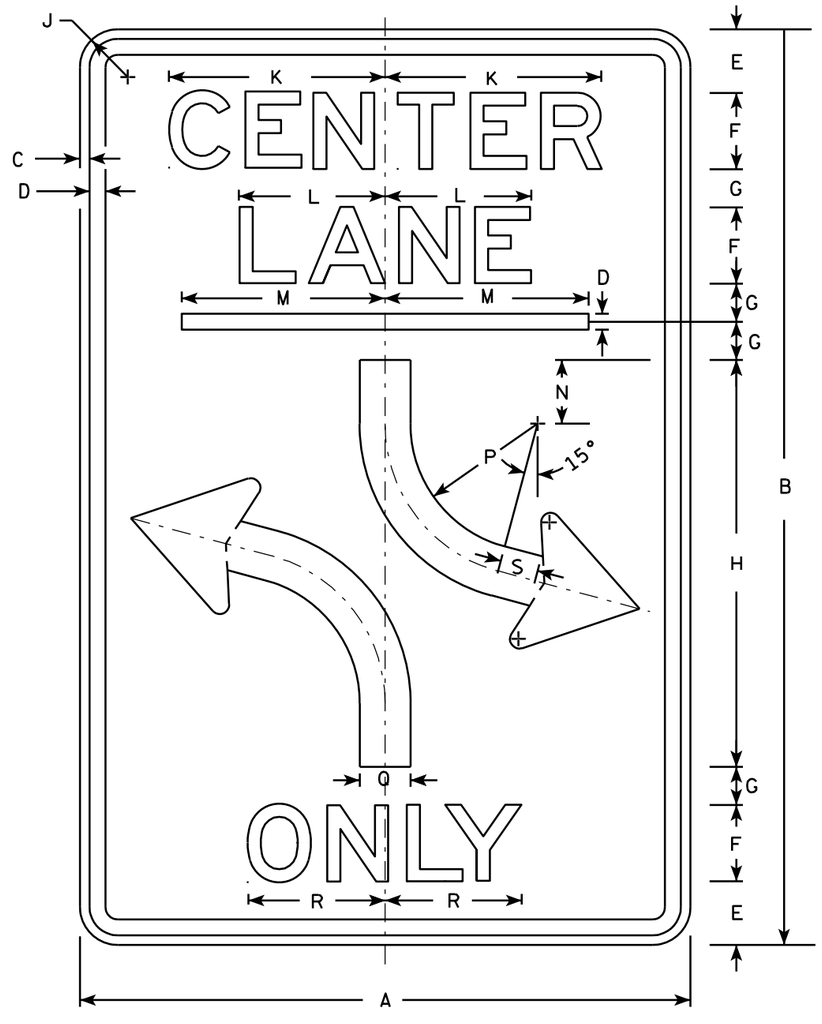
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

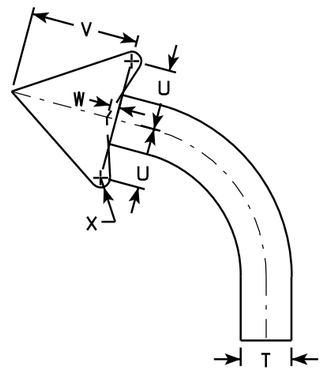
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 374	E



R3-9B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

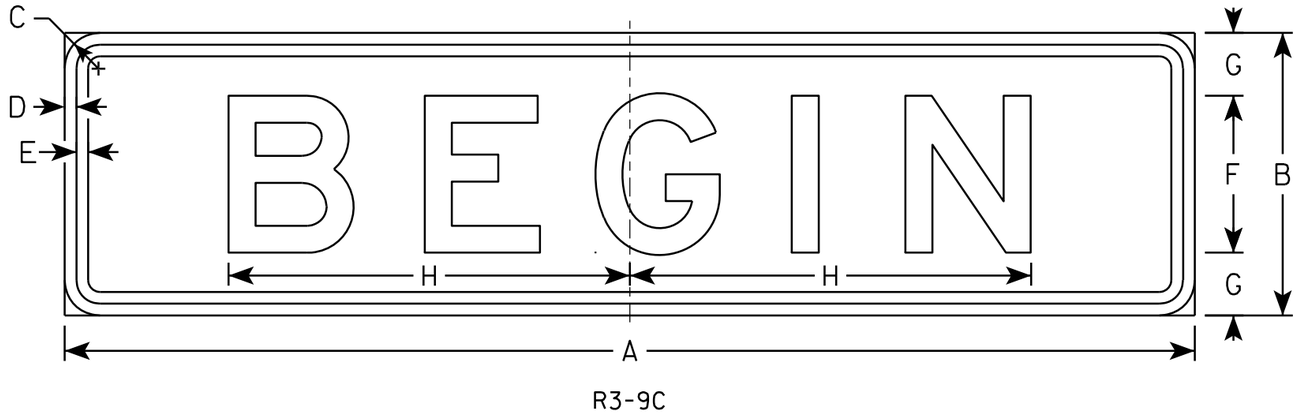
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

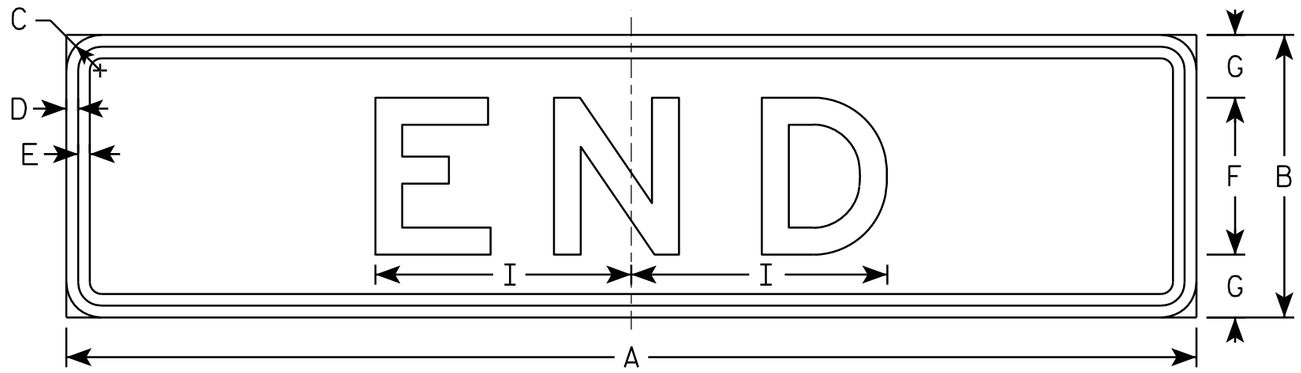
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 375 | E



R3-9C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-9D

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	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		1.86
4																											
5																											

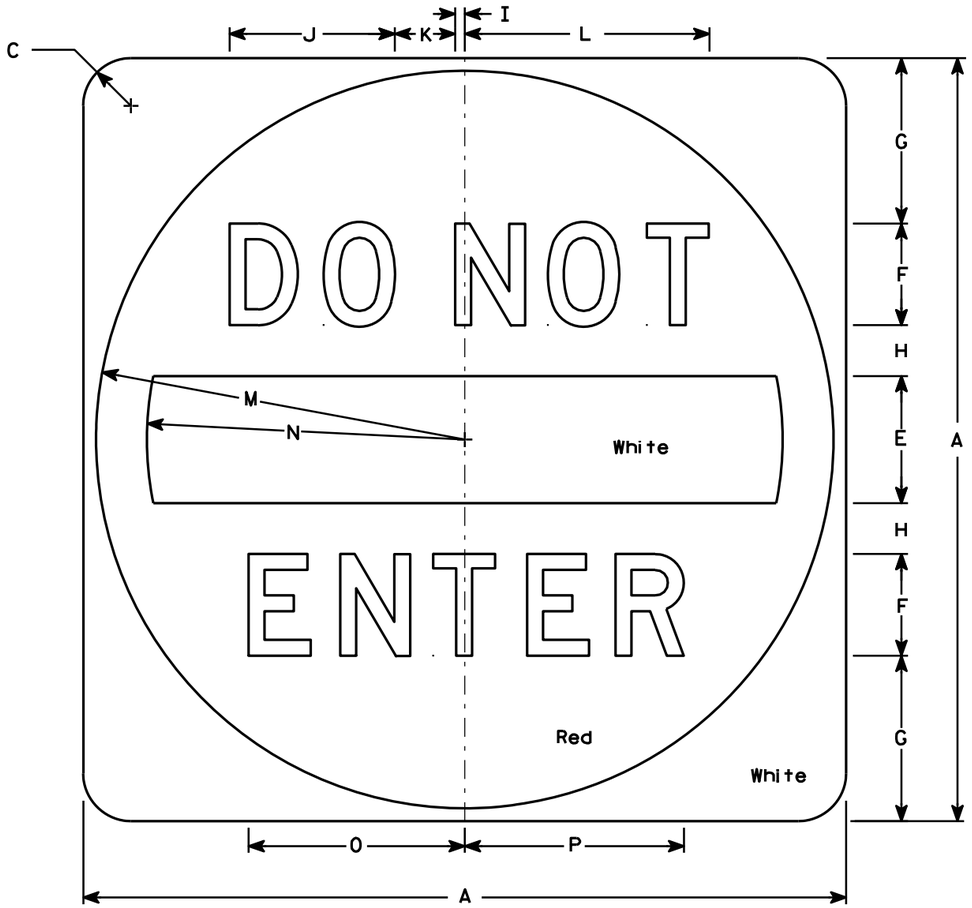
STANDARD SIGN
R3-9C & R3-9D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9C.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 376	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

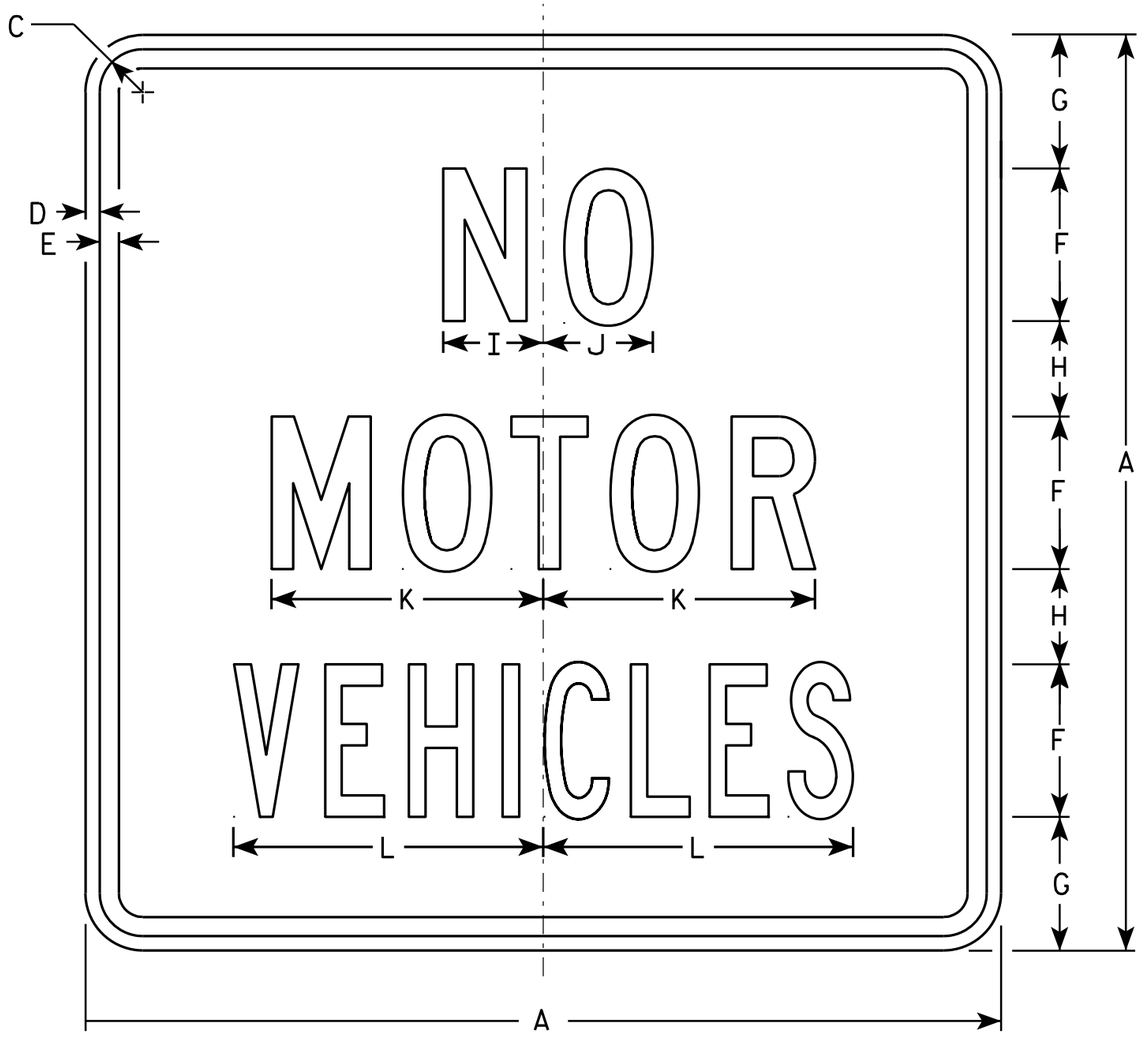
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 377 | E

7



R5-3

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 - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 2 are Series C.
   Line 3 is Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
3																											
4																											
5																											

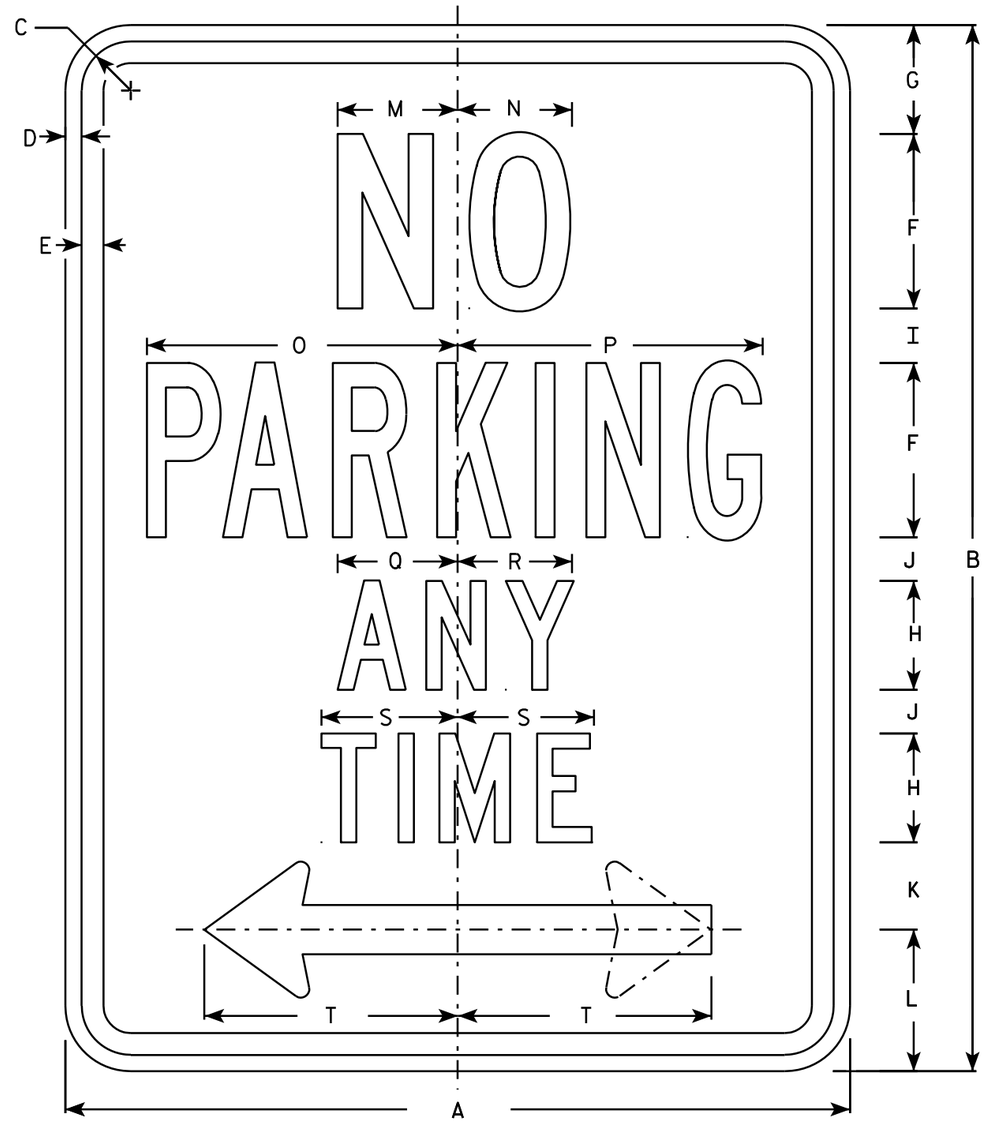
STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

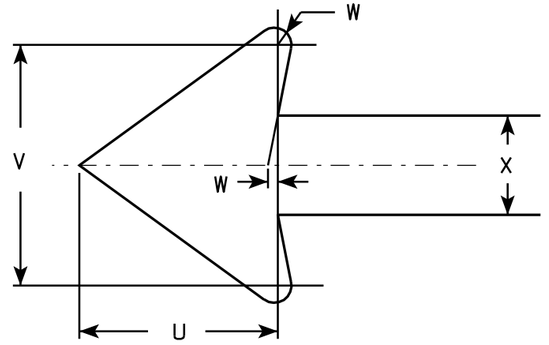
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 378 | E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

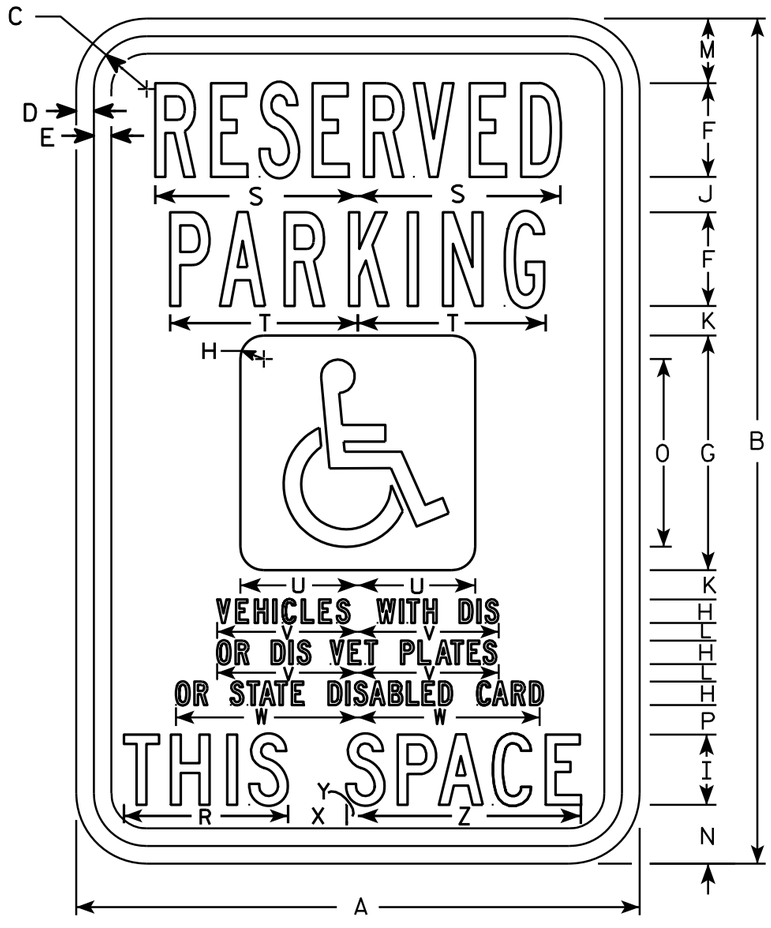
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 379	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42



R7-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are 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	12	18	1 1/8	3/8	3/8	2	5	1/2	1 1/2	3/4	5/8	3/8	1 3/8	1 1/4	4	5/8		3 1/2	4 3/8	4	2 1/2	3	3 7/8	1 1/4	1/4	4 3/4	1.5
2M	18	24	1 1/8	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
3	18	24	1 1/8	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
4																											
5																											

STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/25/2011 PLATE NO. R7-8A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 380 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R78A.DGN PLOT DATE : 26-APR-2011 10:03 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 3.227815:1.000000

WISDOT/CADDS SHEET 42

7

7



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																											

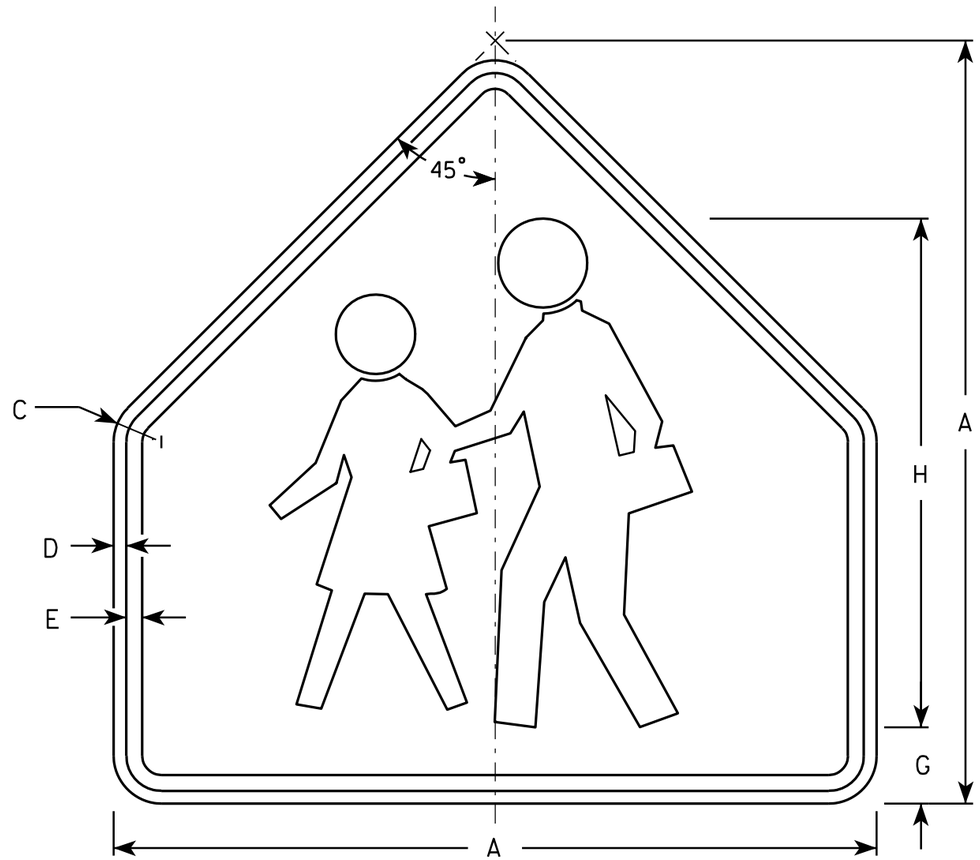
STANDARD SIGN
R9-9

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: 381	E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

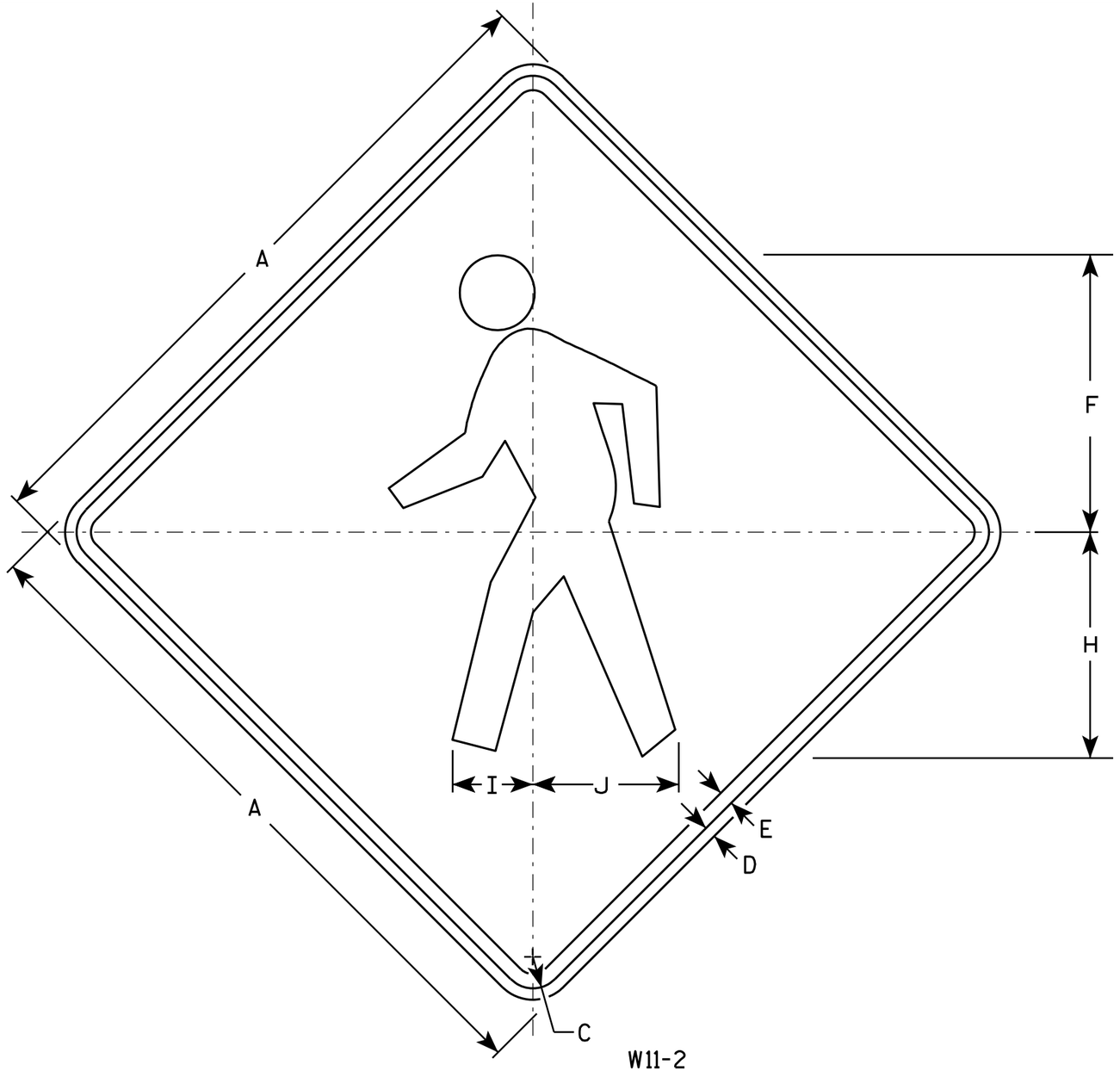
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 382	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																											

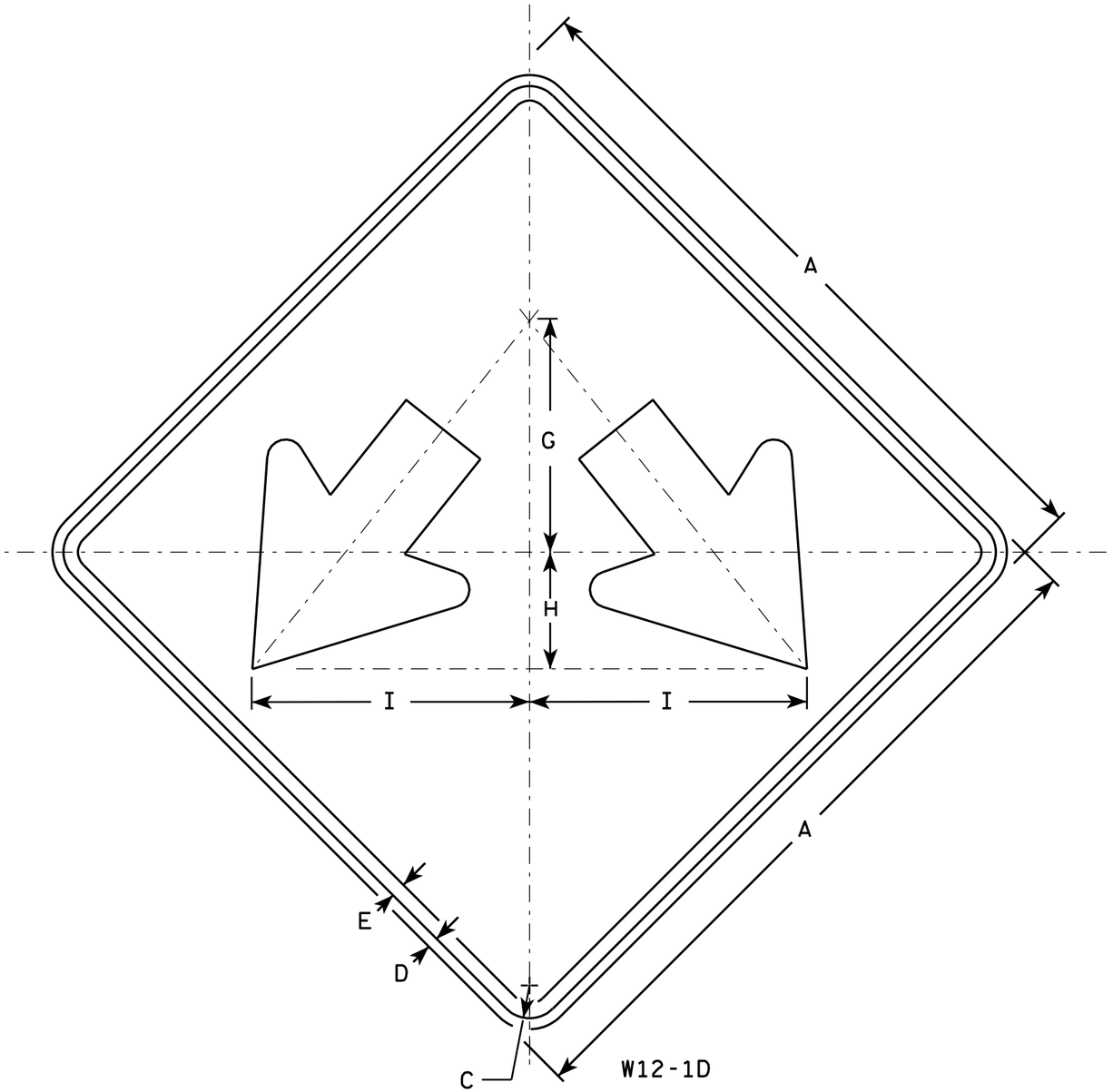
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

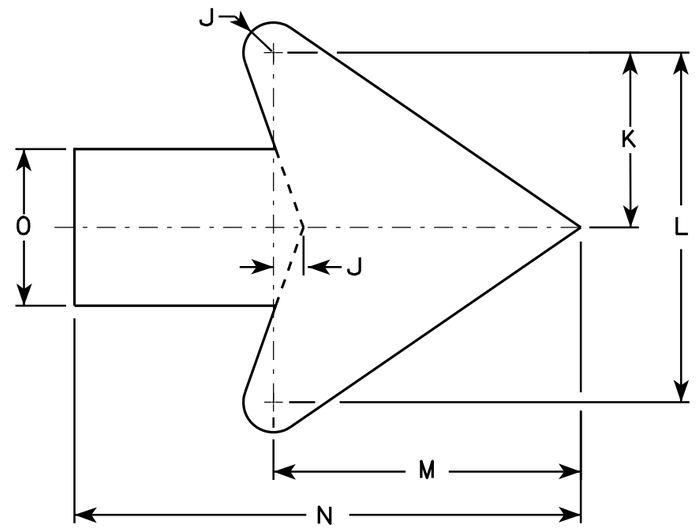
DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 383	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

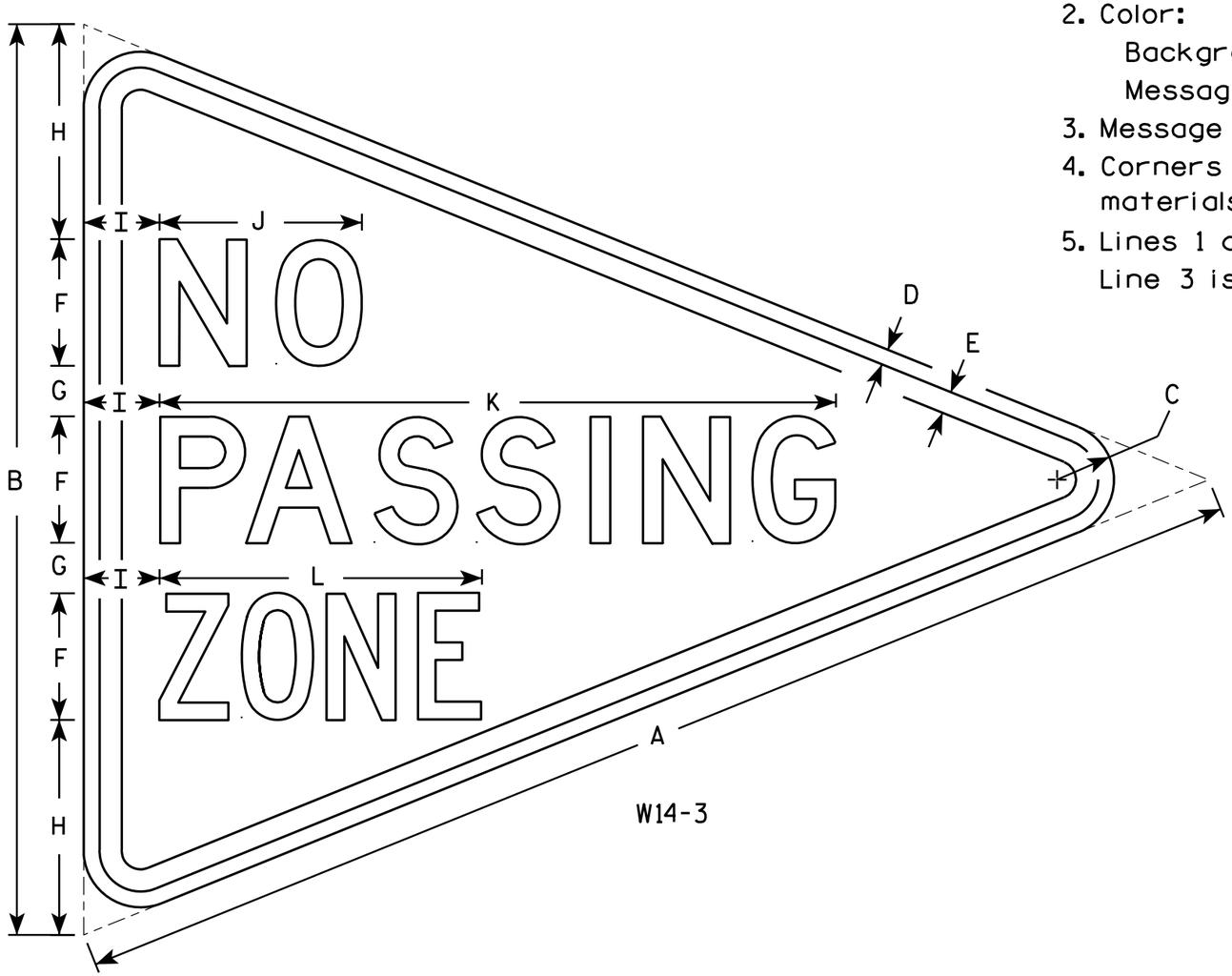
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 384	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

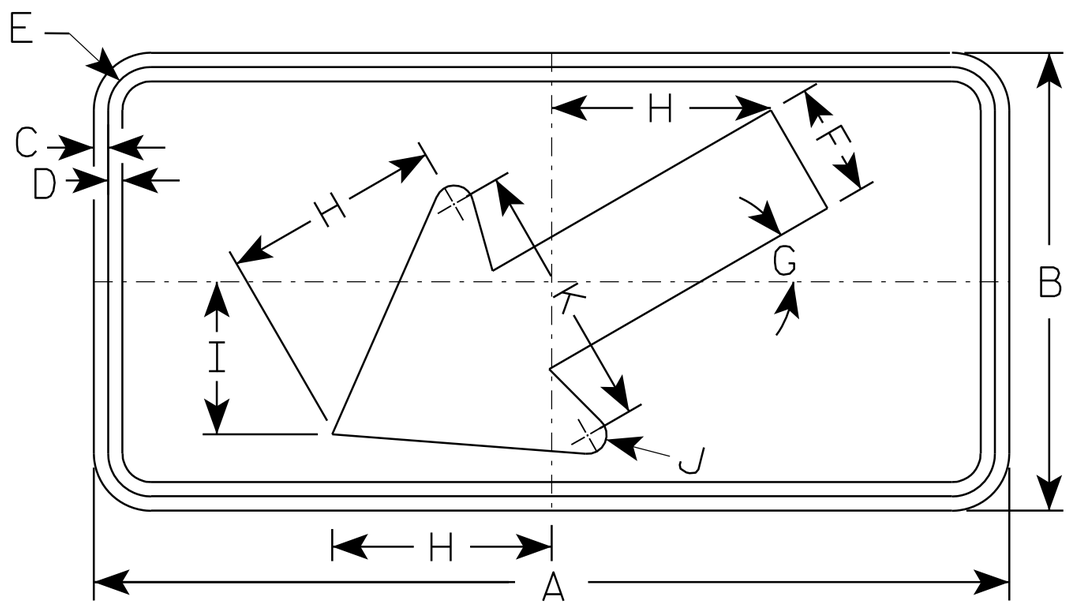
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 385	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

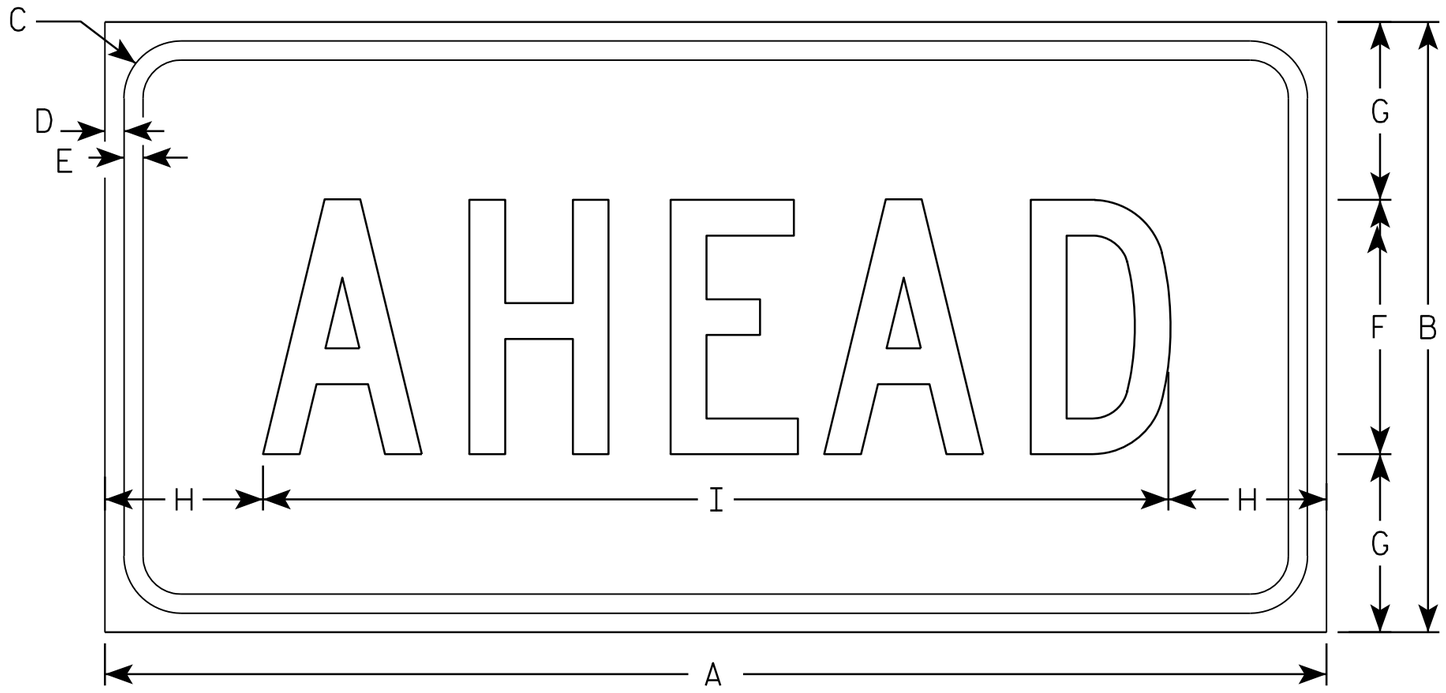
STANDARD SIGN
W16-7

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: 386	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

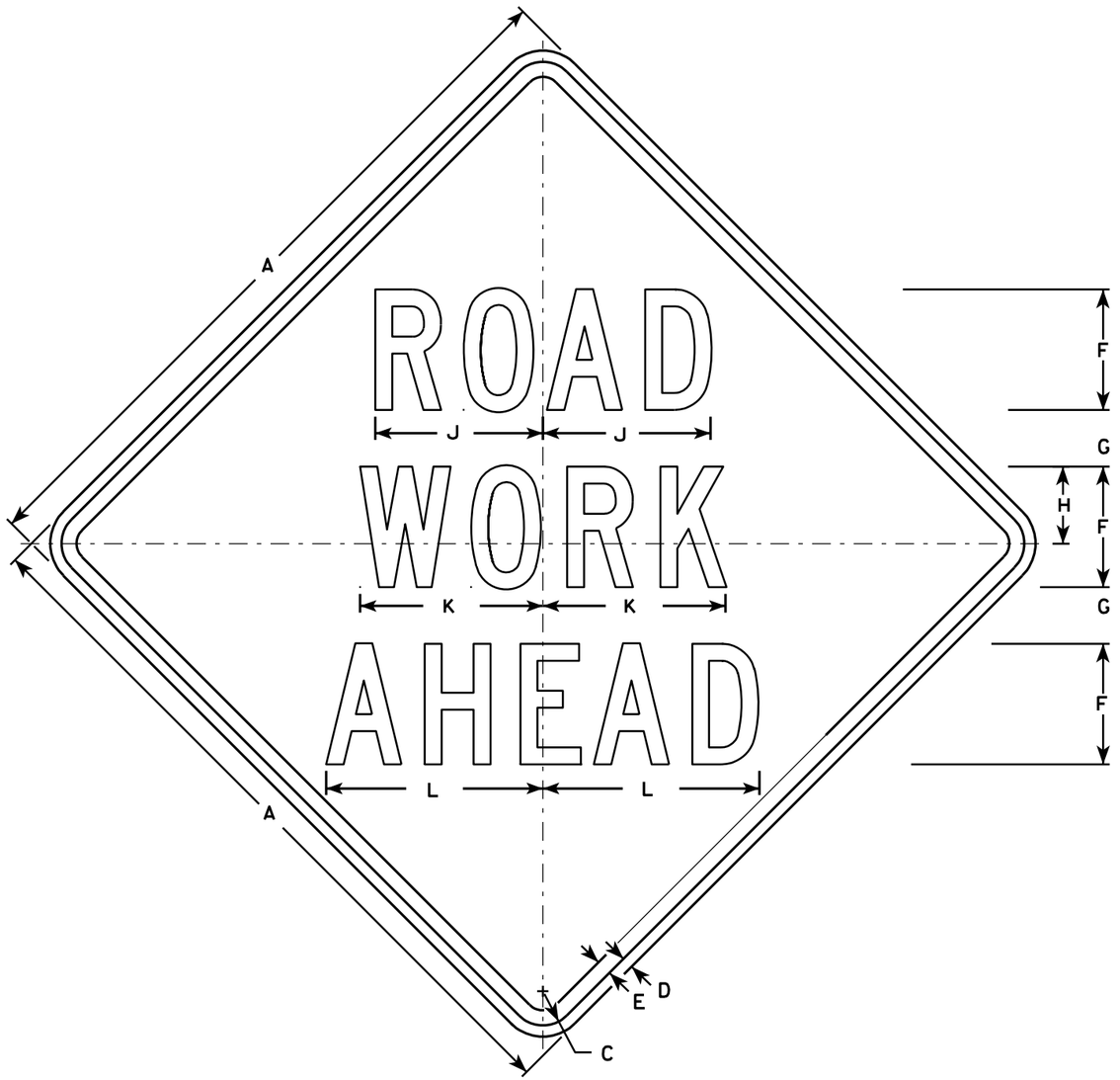
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

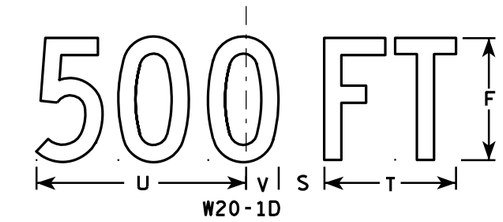
DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 387 | E

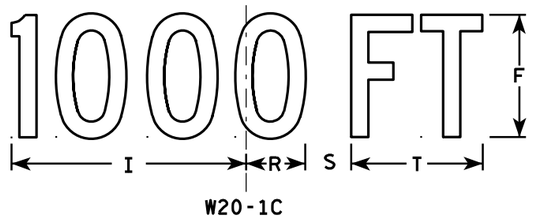
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000
WISDOT/CADDS SHEET 42



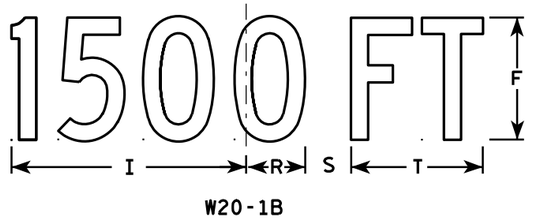
W20-1A



W20-1D



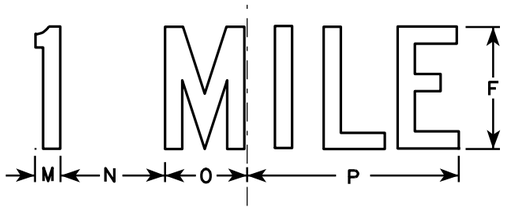
W20-1C



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
4	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
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:

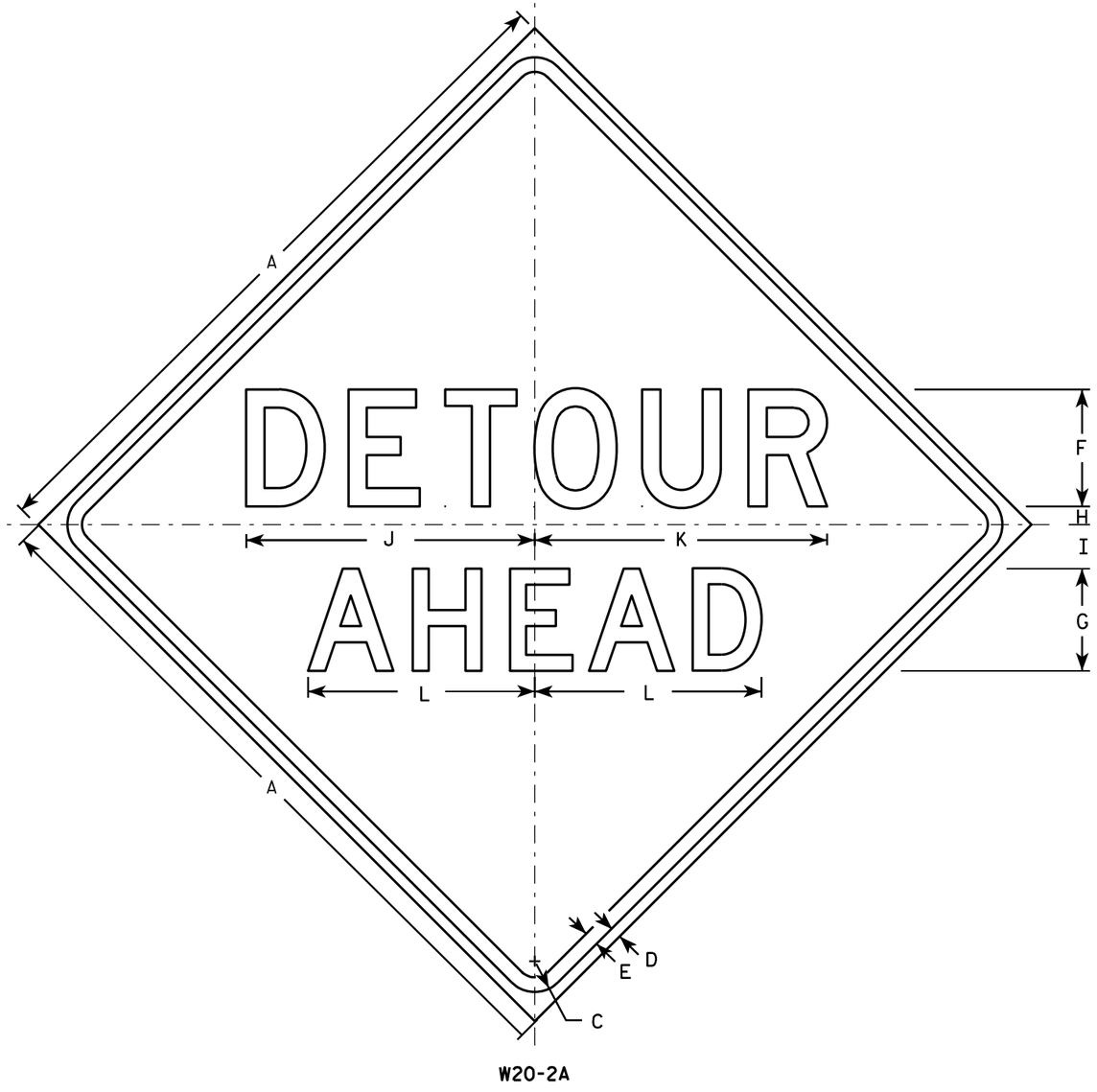
SHEET NO: 388 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

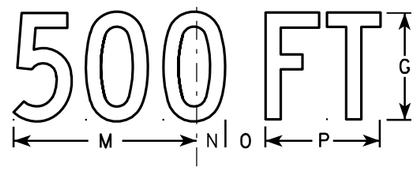
WISDOT/CADDS SHEET 42

7

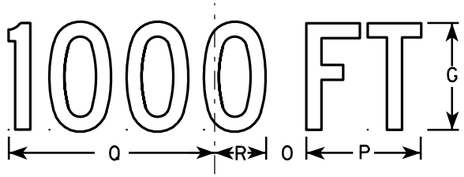
7



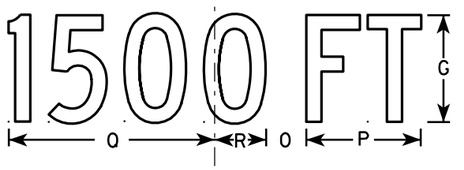
W20-2A



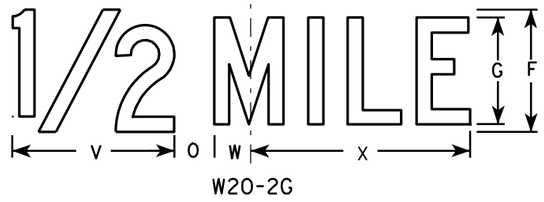
W20-2D



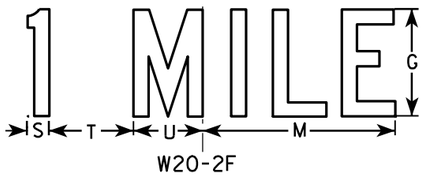
W20-2C



W20-2B



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:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   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	O	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
3	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
4	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
5	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

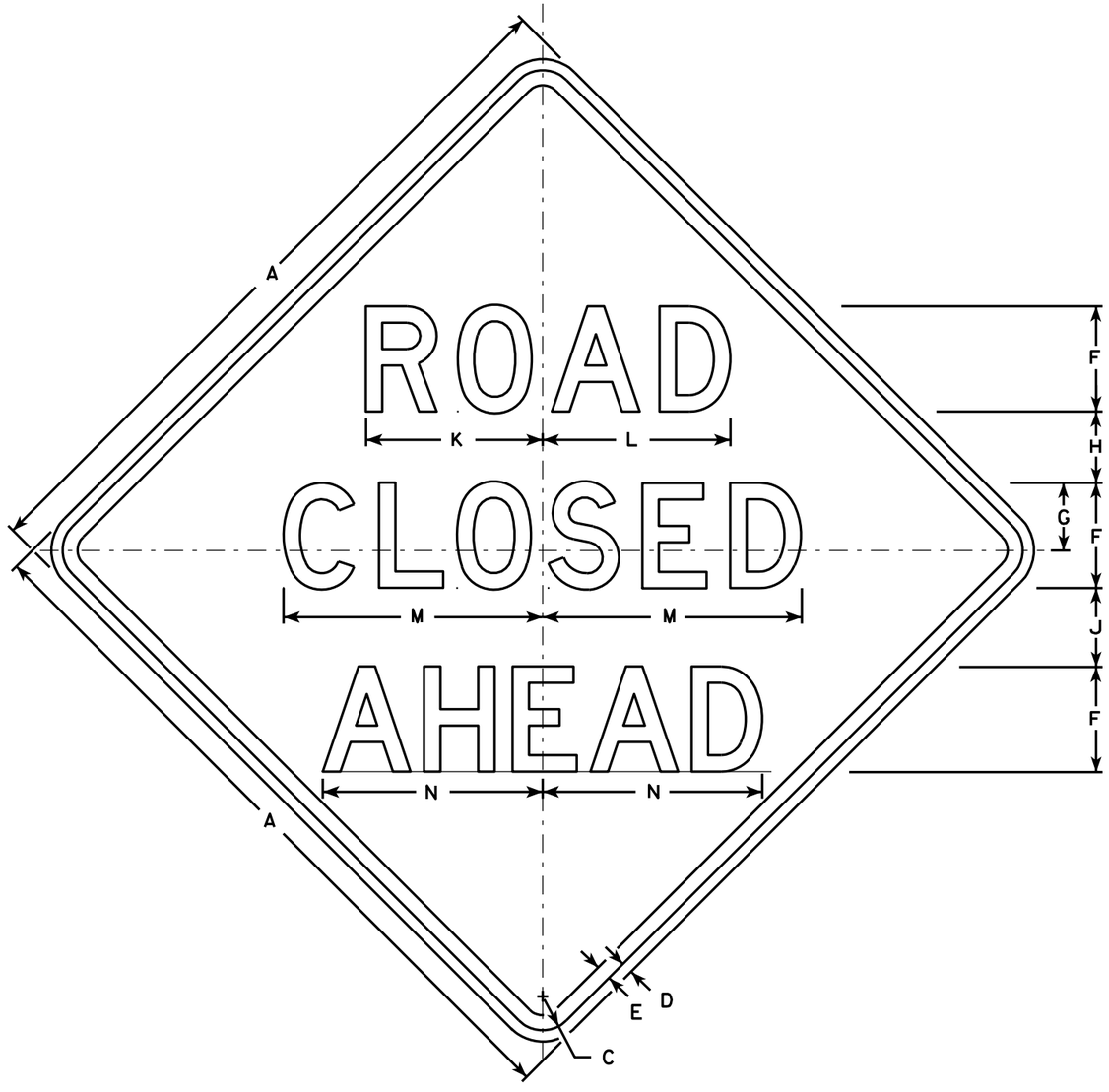
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

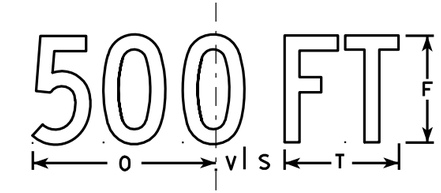
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

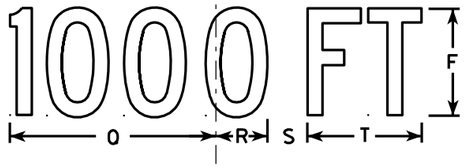
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 389	E



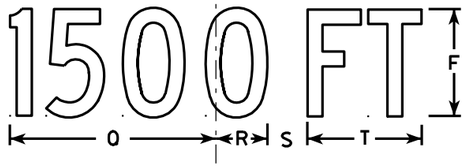
W20-3A



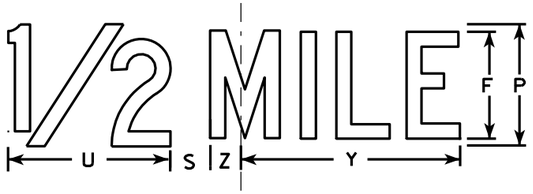
W20-3D



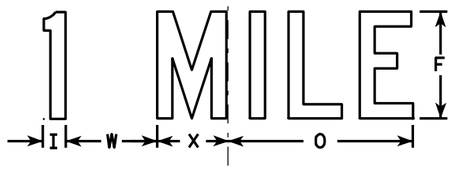
W20-3C



W20-3B



W20-3G



W20-3F

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 - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

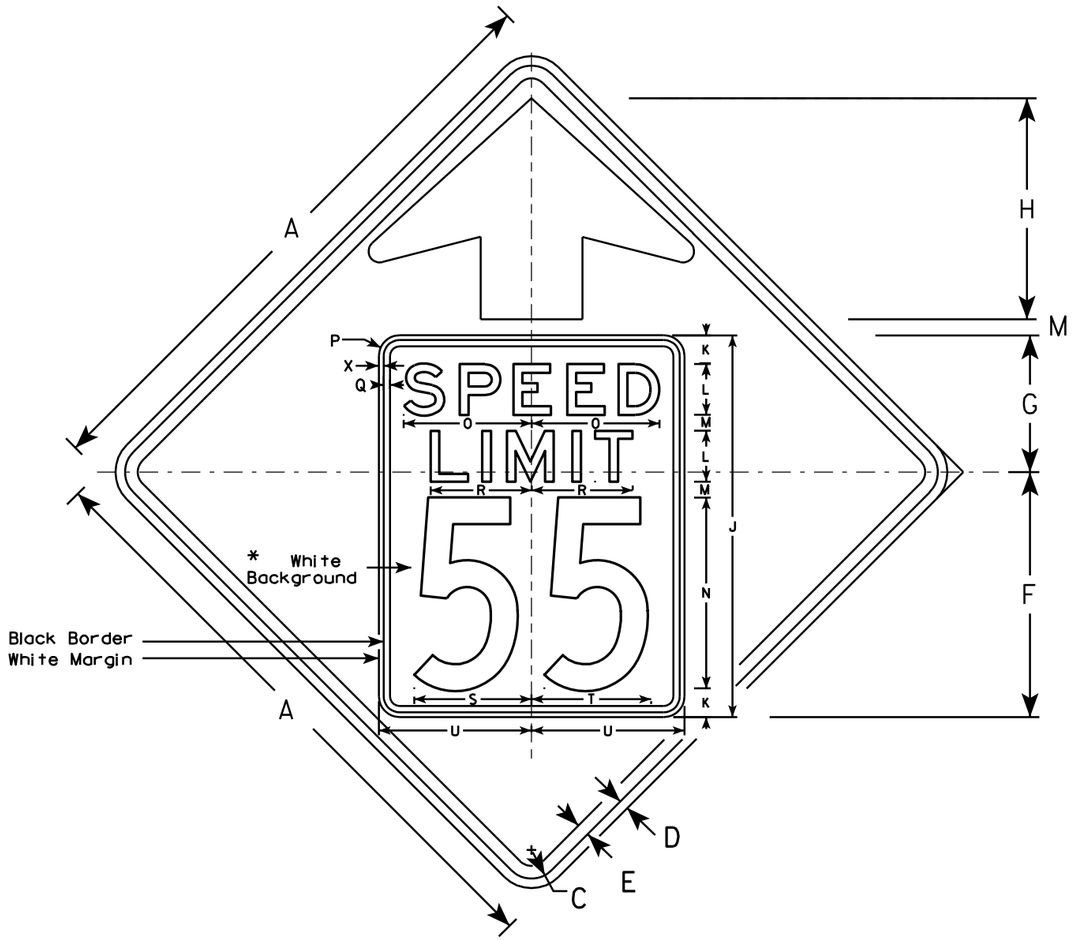
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	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
4	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
5	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

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: 390 | E

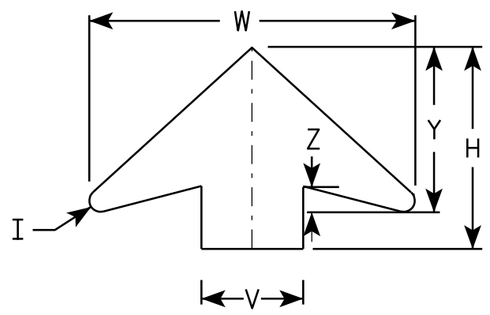


W3-5

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 for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

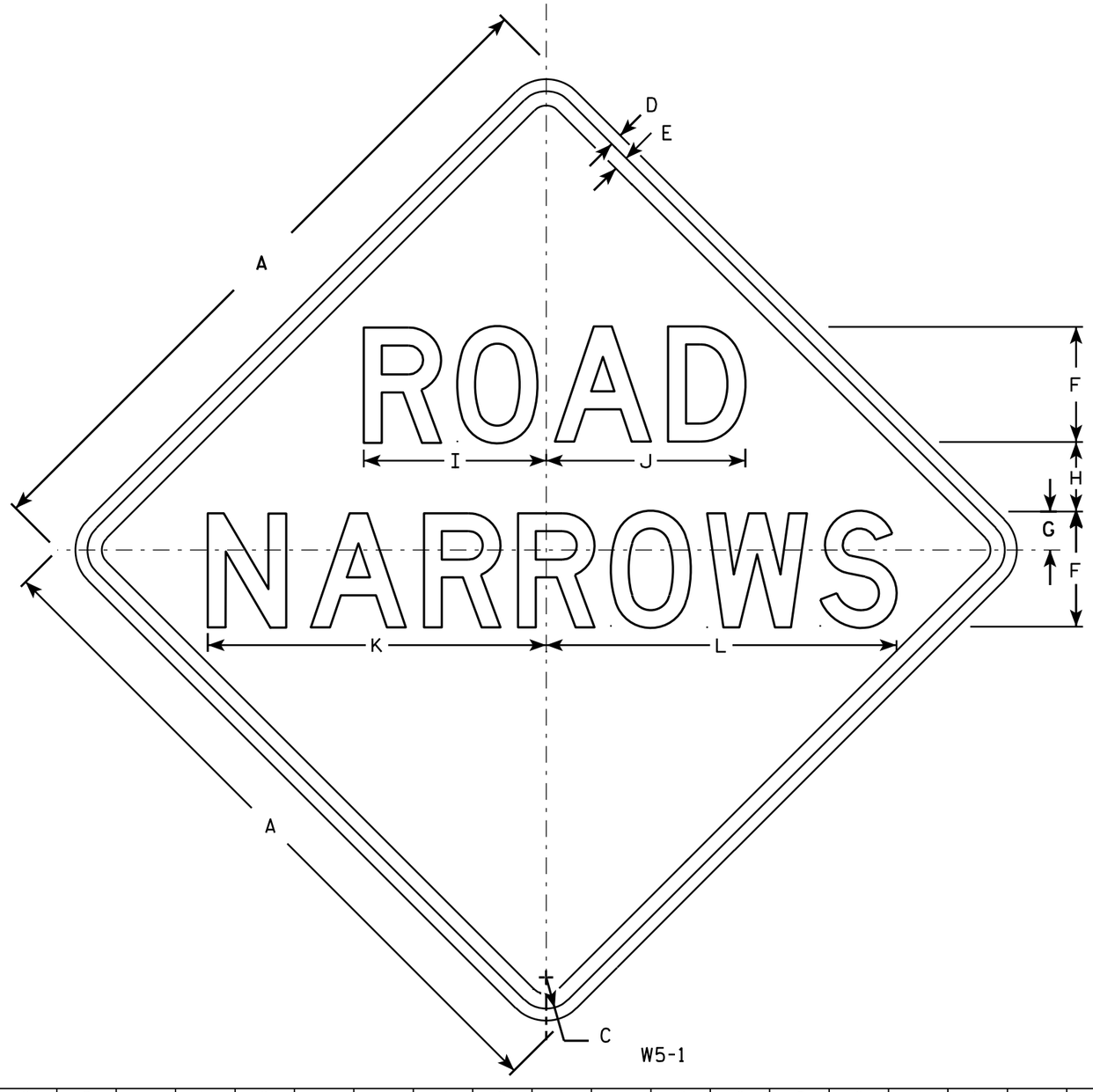
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 391 E



W5-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - 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	30		1 3/8	1/2	5/8	5	1 3/4	3	7 7/8	8 5/8	14 3/4	15 1/8															6.25
2S	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2M	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
3																											
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5																											

STANDARD SIGN

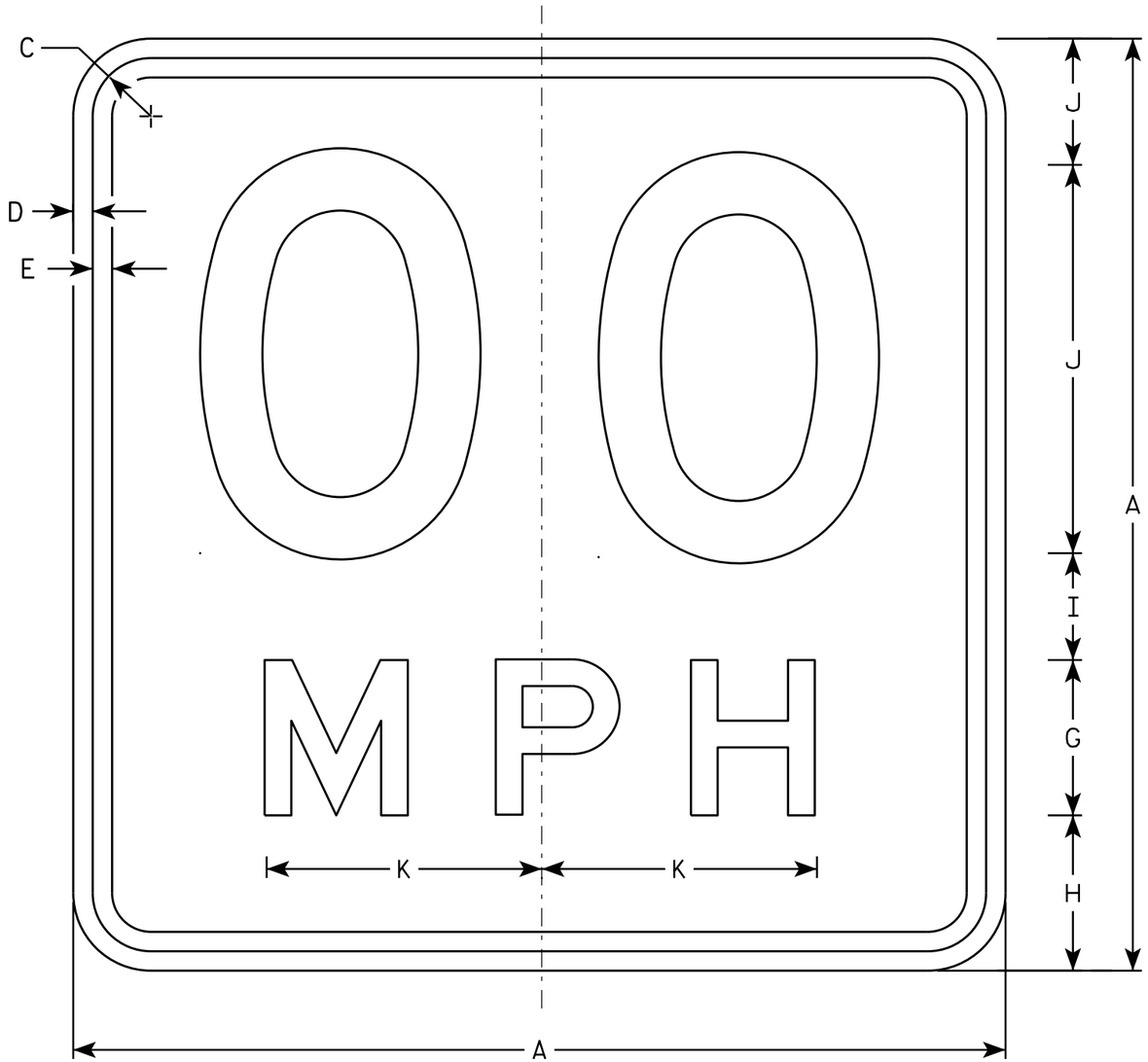
W5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 03/12/13 PLATE NO. W5-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 392 | E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

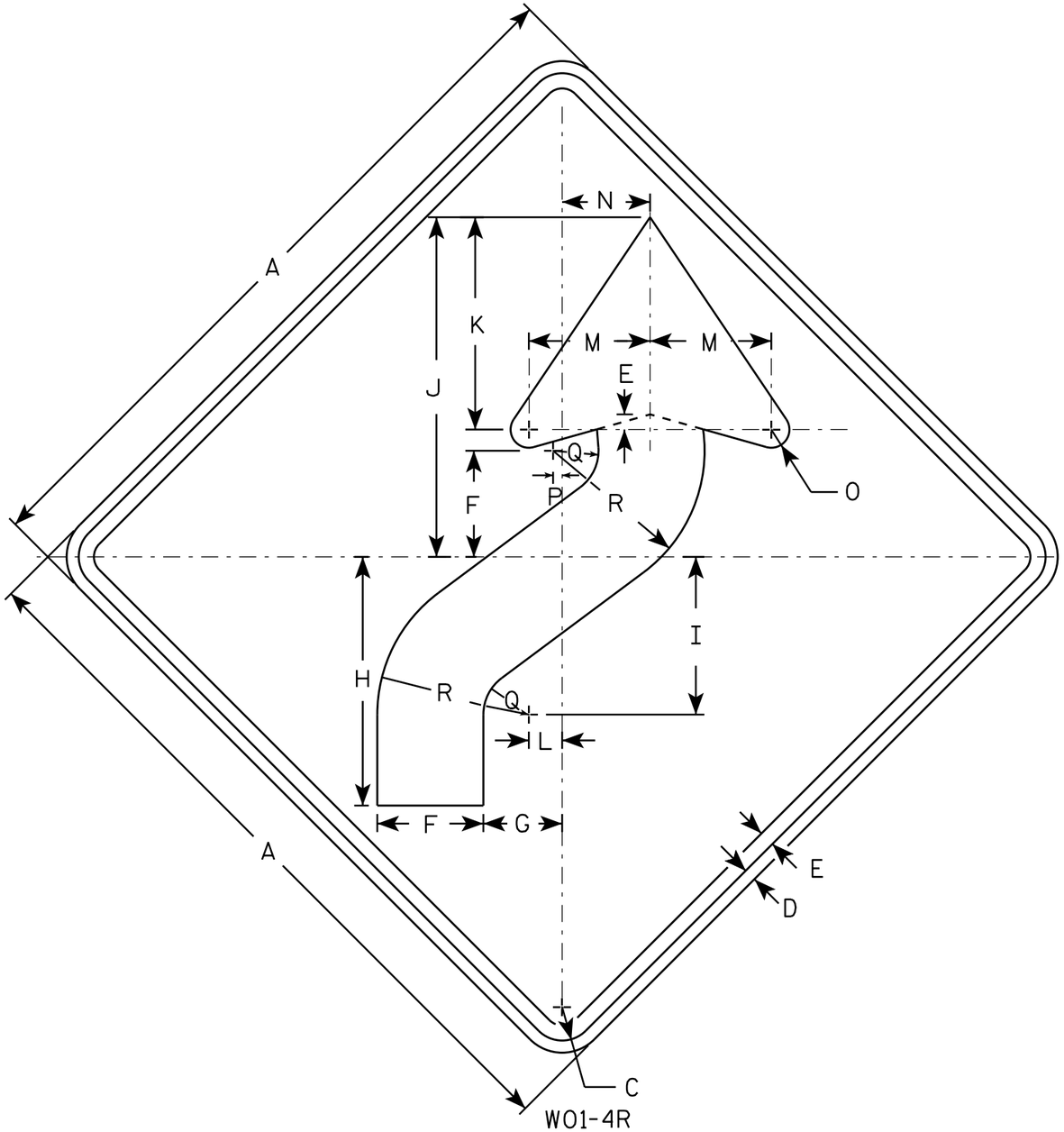
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 393 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W01-4R

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. 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. W01-4L is the same as W01-4R 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	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

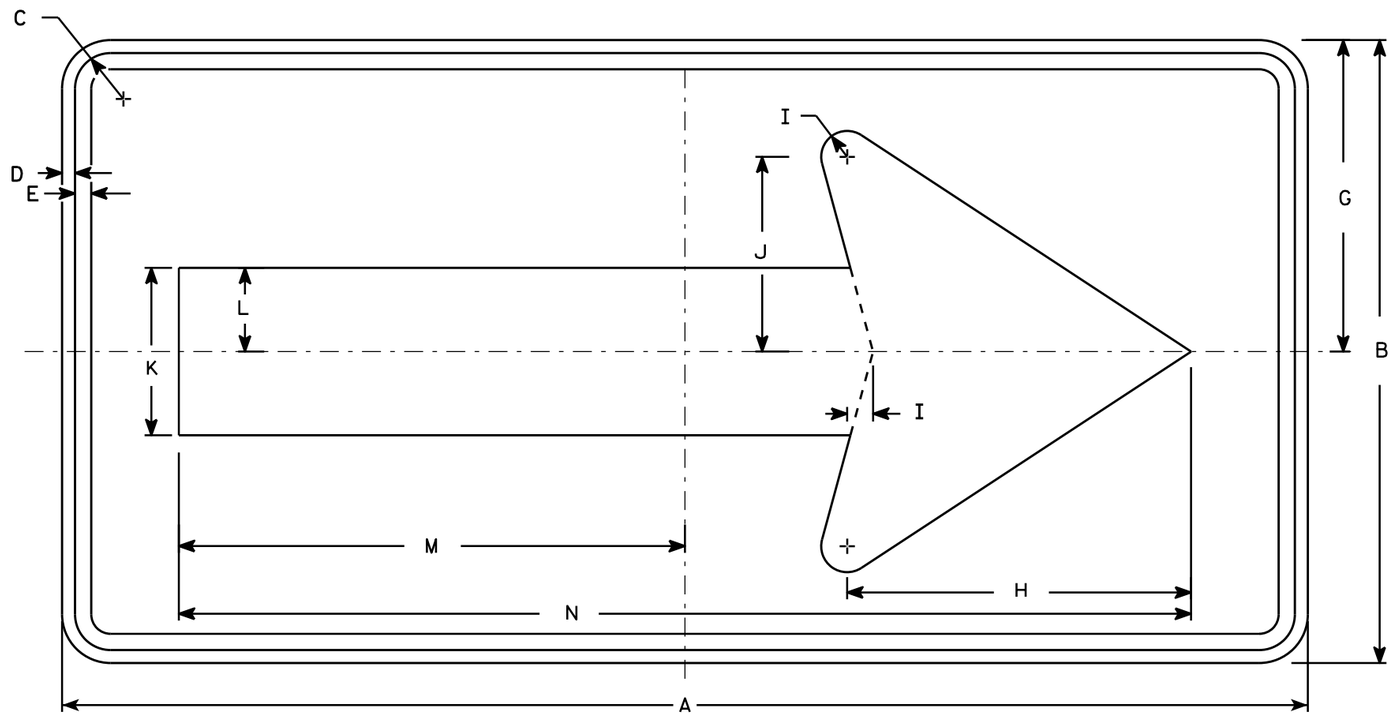
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

USH 63 - STAGE 1 WIDENING STA. 829+24 - 886+60

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
829+24.0	-	0.0	0.0	-	-	-	-	-	-
829+55.0	31.0	3.0	0.0	2	0	0	2	0	2
830+00.0	45.0	5.3	0.0	7	0	0	9	0	9
830+50.0	50.0	5.5	4.6	10	4	5	19	5	13
830+75.0	25.0	5.6	3.2	5	4	4	24	10	14
830+75.1	0.1	0.0	0.0	0	0	0	24	10	14
831+29.4	54.3	0.0	0.0	0	0	0	24	10	14
831+30.0	0.6	0.0	0.0	0	0	0	24	10	14
831+50.0	20.0	5.8	10.8	2	4	5	26	15	11
832+00.0	50.0	8.6	12.0	13	21	26	39	41	-2
832+50.0	50.0	8.8	15.3	16	25	32	55	73	-18
833+00.0	50.0	8.7	15.6	16	29	36	72	109	-37
833+50.0	50.0	7.6	16.7	15	30	37	87	146	-59
834+00.0	50.0	7.1	20.4	14	34	43	100	189	-89
834+50.0	50.0	6.9	27.2	13	44	55	113	244	-131
835+00.0	50.0	6.6	40.8	12	63	79	126	323	-197
835+50.0	50.0	5.8	48.2	11	82	103	137	426	-288
836+00.0	50.0	6.6	44.0	11	85	107	149	532	-384
836+05.0	5.0	12.2	48.3	2	9	11	150	543	-393
836+50.0	45.0	6.3	36.8	15	71	89	166	632	-466
837+00.0	50.0	6.6	29.1	12	61	76	178	708	-530
837+50.0	50.0	6.4	24.8	12	50	62	190	770	-580
838+00.0	50.0	6.8	23.7	12	45	56	202	826	-624
838+50.0	50.0	6.6	19.6	12	40	50	214	876	-662
839+00.0	50.0	6.7	19.0	12	36	45	226	921	-695
839+50.0	50.0	6.5	17.1	12	33	42	239	963	-724
840+00.0	50.0	6.0	14.2	12	29	36	250	999	-749
840+50.0	50.0	6.8	8.9	12	21	27	262	1026	-764
841+00.0	50.0	7.2	7.0	13	15	18	275	1044	-769
841+50.0	50.0	7.5	2.8	14	9	11	289	1055	-767
842+00.0	50.0	8.7	0.4	15	3	4	303	1059	-755
842+50.0	50.0	10.0	0.0	17	0	0	321	1059	-739
843+00.0	50.0	9.9	0.0	18	0	0	339	1059	-720
843+50.0	50.0	7.1	0.0	16	0	0	355	1059	-704
844+00.0	50.0	6.9	0.0	13	0	0	368	1059	-691
844+20.0	20.0	0.0	0.0	3	0	0	370	1059	-689
845+93.0	173.0	0.0	0.0	0	0	0	370	1059	-689
846+28.7	35.7	4.0	0.0	3	0	0	373	1059	-686
846+50.0	21.3	5.8	0.0	4	0	0	377	1059	-682
847+00.0	50.0	7.6	0.0	12	0	0	389	1059	-670
847+50.0	50.0	7.9	0.0	14	0	0	404	1059	-656
848+00.0	50.0	10.5	0.0	17	0	0	421	1059	-639
848+50.0	50.0	9.2	0.0	18	0	0	439	1059	-620
849+00.0	50.0	9.7	0.0	17	0	0	456	1059	-603
849+50.0	50.0	11.5	0.0	20	0	0	476	1059	-583
850+00.0	50.0	9.8	0.0	20	0	0	496	1059	-564
850+50.0	50.0	9.7	0.0	18	0	0	514	1059	-546
851+00.0	50.0	6.1	0.3	15	0	0	528	1060	-531
851+25.0	25.0	6.3	0.7	6	0	1	534	1060	-526
851+50.0	25.0	6.4	0.0	6	0	0	540	1061	-521
852+00.0	50.0	9.4	0.0	15	0	0	555	1061	-506
852+50.0	50.0	9.0	0.0	17	0	0	572	1061	-489
853+00.0	50.0	7.6	0.0	15	0	0	587	1061	-474
853+50.0	50.0	15.5	0.0	21	0	0	608	1061	-452
853+66.0	16.0	13.4	0.0	9	0	0	617	1061	-444
854+00.0	34.0	10.7	0.0	15	0	0	632	1061	-429
854+50.0	50.0	11.3	0.0	20	0	0	652	1061	-408
855+00.0	50.0	9.8	0.0	19	0	0	672	1061	-389
855+50.0	50.0	7.4	0.0	16	0	0	688	1061	-373

USH 63 - STAGE 1 WIDENING STA. 829+24 - 886+60 CONT'D

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
856+00.0	50.0	6.8	0.0	13	0	0	701	1061	-360
856+50.0	50.0	3.7	0.0	10	0	0	711	1061	-350
856+91.0	41.0	0.0	0.0	3	0	0	714	1061	-347
857+53.0	62.0	0.8	0.0	1	0	0	714	1061	-346
858+00.0	47.0	15.3	0.0	14	0	0	728	1061	-332
858+50.0	50.0	11.5	0.0	25	0	0	753	1061	-307
859+00.0	50.0	6.4	0.0	17	0	0	770	1061	-291
859+22.0	22.0	8.0	0.0	6	0	0	776	1061	-285
859+50.0	28.0	10.1	0.0	9	0	0	785	1061	-276
860+00.0	50.0	5.5	0.0	14	0	0	799	1061	-261
860+50.0	50.0	4.1	0.0	9	0	0	808	1061	-253
860+77.0	27.0	0.6	0.0	2	0	0	810	1061	-250
861+67.0	90.0	0.3	0.0	1	0	0	812	1061	-249
862+00.0	33.0	3.3	0.0	2	0	0	814	1061	-247
862+50.0	50.0	3.2	0.0	6	0	0	820	1061	-241
863+00.0	50.0	3.0	0.0	6	0	0	826	1061	-235
863+38.0	38.0	3.7	0.0	5	0	0	830	1061	-230
863+50.0	12.0	3.7	0.0	2	0	0	832	1061	-229
863+75.0	25.0	2.2	0.0	3	0	0	835	1061	-226
863+75.1	0.1	0.0	0.0	0	0	0	835	1061	-226
868+99.9	524.8	0.0	0.0	0	0	0	835	1061	-226
869+00.0	0.1	1.9	0.0	0	0	0	835	1061	-226
869+50.0	50.0	4.3	0.0	6	0	0	841	1061	-220
869+99.0	49.0	5.2	0.8	9	1	1	849	1062	-212
870+50.0	51.0	10.4	0.0	15	1	1	864	1062	-199
871+00.0	50.0	8.1	0.0	17	0	0	881	1062	-181
871+50.0	50.0	7.9	0.0	15	0	0	896	1062	-167
872+00.0	50.0	8.4	0.0	15	0	0	911	1062	-152
872+50.0	50.0	8.7	0.0	16	0	0	927	1062	-136
873+00.0	50.0	9.2	0.0	17	0	0	943	1062	-119
873+50.0	50.0	8.7	0.0	17	0	0	960	1062	-103
874+00.0	50.0	8.4	0.0	16	0	0	976	1062	-87
874+50.0	50.0	9.3	0.0	16	0	0	992	1062	-70
875+00.0	50.0	8.2	0.0	16	0	0	1008	1062	-54
875+50.0	50.0	12.5	0.0	19	0	0	1027	1062	-35
876+00.0	50.0	18.0	0.0	28	0	0	1056	1062	-7
876+50.0	50.0	13.3	0.1	29	0	0	1085	1063	22
877+00.0	50.0	16.5	0.1	28	0	0	1112	1063	49
877+50.0	50.0	17.3	0.3	31	0	0	1143	1063	80
878+00.0	50.0	23.9	0.0	38	0	0	1181	1064	118
878+50.0	50.0	20.3	0.0	41	0	0	1222	1064	159
879+00.0	50.0	14.8	0.5	33	0	1	1255	1064	191
879+50.0	50.0	11.2	0.6	24	1	1	1279	1065	214
880+00.0	50.0	8.1	1.6	18	2	3	1297	1068	229
880+50.0	50.0	6.2	10.4	13	11	14	1310	1082	228
881+00.0	50.0	4.4	44.0	10	50	63	1320	1145	175
881+50.0	50.0	4.9	64.8	9	101	126	1328	1271	58
882+00.0	50.0	5.0	75.8	9	130	163	1337	1433	-96
882+50.0	50.0	4.3	70.7	9	136	170	1346	1603	-257
883+00.0	50.0	4.6	78.3	8	138	173	1354	1775	-421
883+50.0	50.0	4.8	87.9	9	154	192	1363	1968	-605
884+00.0	50.0	8.2	22.5	12	102	128	1375	2096	-721
884+25.0	25.0	18.1	0.1	12	10	13	1387	2109	-721
884+60.0	35.0	28.7	11.6	30	8	9	1418	2118	-701
885+00.0	40.0	7.0	25.3	26	27	34	1444	2152	-708
885+50.0	50.0	8.6	14.1	14	37	46	1459	2198	-740
886+00.0	50.0	5.7	5.8	13	18	23	1472	2221	-749
886+50.0	50.0	2.9	0.1	8	5	7	1480	2228	-748
886+60.0	10.0	1.8	0.0	1	0	0	1480	2228	-747
TOTALS				1480	1782	2228			

USH 63 - STAGE 1 WIDENING WEST LAKE DRIVE

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+32.0	-	0.0	0.0	-	-	-	-	-	-
10+33.0	1.0	9.0	0.0	0.2	0.0	0.0	0	0	0
10+50.0	17.0	27.6	0.0	11.5	0.0	0.0	12	0	12
10+75.0	25.0	17.2	0.0	20.7	0.0	0.0	32	0	32
11+00.0	25.0	18.7	0.1	16.6	0.0	0.0	49	0	49
11+25.0	25.0	26.3	0.0	20.8	0.0	0.0	70	0	70
11+39.0	14.0	28.1	0.0	14.1	0.0	0.0	84	0	84
TOTALS				84	0	0			

USH 63 - STAGE 1 WIDENING NORTH INDUSTRIAL DRIVE

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+18.6	-	0.0	0.0	-	-	-	-	-	-
10+29.7	11.1	9.3	0.4	1.9	0.1	0.1	2	0	2
10+40.0	10.3	9.8	0.0	3.6	0.1	0.1	6	0	5
10+50.0	10.0	9.7	0.0	3.6	0.0	0.0	9	0	9
10+56.1	6.1	0.0	0.0	1.1	0.0	0.0	10	0	10
TOTALS				10	0	0			

USH 63 - STAGE 1 WIDENING 3RD STREET

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+60.0	-	16.1	0.0	-	-	-	-	-	-
11+00.0	40.0	28.0	0.0	32.6	0.0	0.0	33	0	33
11+25.0	25.0	36.3	0.0	29.7	0.0	0.0	62	0	62
11+50.0	25.0	35.1	0.0	33.0	0.0	0.0	95	0	95
12+00.0	50.0	13.8	0.0	45.2	0.0	0.0	141	0	141
12+00.1	0.1	0.0	0.0	0.0	0.0	0.0	141	0	141
13+13.5	113.4	0.0	0.0	0.0	0.0	0.0	141	0	141
13+13.7	0.2	5.9	0.1	0.0	0.0	0.0	141	0	141
13+30.0	16.3	4.1	2.4	3.0	0.7	0.9	144	1	143
TOTALS				144	1	1			

USH 63 - STAGE 1 WIDENING LIND AVENUE

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+35.9	-	0.0	0.0	-	-	-	-	-	-
10+50.0	14.1	2.2	25.5	0.6	6.7	8.3	1	8	-8
10+57.0	7.0	2.6	18.7	0.6	5.7	7.2	1	15	-14
10+64.9	7.9	3.5	10.8	0.9	4.3	5.4	2	21	-19
10+84.9	20.0	4.4	0.0	2.9	4.0	5.0	5	26	-21
10+89.9	5.1	4.4	0.0	0.8	0.0	0.0	6	26	-20
TOTALS				6	21	26			

USH 63 - SLOPE REPAIR 624+78 - 626+00 LT & RT

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
624+78.0	-	0.0	0.2	-	-	-	-	-	-
625+00.0	22.0	16.9	9.7	6.9	4.0	5.0	7	5	2
625+18.1	18.1	25.0	22.1	14.1	10.6	13.3	21	18	3
625+30.0	11.9	37.3	7.8	13.7	6.6	8.2	35	27	8
625+40.0	10.0	16.5	10.3	10.0	3.4	4.2	45	31	14
625+58.0	18.0	3.8	16.2	6.8	8.8	11.0	51	42	10
625+69.1	11.1	0.0	15.4	0.8	6.5	8.1	52	50	2
625+80.0	10.9	0.2	19.9	0.0	7.1	8.9	52	59	-7
626+00.0	20.0	0.0	0.3	0.1	7.5	9.3	52	68	-16
TOTALS				52	54	68			

USH 63 - SLOPE REPAIR 637+60 - 638+60 LT & RT FOR CATTLE PASS

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
637+60.0	-	1.9	2.4	-	-	-	-	-	-
637+80.0	20.0	1.6	9.1	1.3	4.2	5.3	1	5	-4
638+00.0	20.0	1.2	19.4	1.0	10.6	13.2	2	18	-16
638+10.5	10.5	1.2	157.4	0.5	34.4	43.0	3	61	-59
638+20.0	9.5	1.1	23.4	0.4	31.8	39.8	3	101	-98
638+40.0	20.0	0.9	28.6	0.7	19.2	24.0	4	125	-121
638+60.0	20.0	0.6	4.5	0.6	12.2	15.3	4	141	-136
TOTALS				4	112	141			

USH 63 - SLOPE REPAIR 655+88 - 659+20 RT FOR SPBG

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
655+88.2	-	0.0	0.1	-	-	-	-	-	-
656+00.0	11.8	0.2	0.1	0.0	0.0	0.1	0	0	0
656+50.0	50.0	2.1	0.0	2.1	0.1	0.2	2	0	2
657+00.0	50.0	2.0	1.8	3.8	1.6	2.1	6	2	4
657+07.3	7.3	2.1	2.6	0.5	0.6	0.7	6	3	3
657+32.3	25.0	1.5	2.7	1.7	2.4	3.0	8	6	2
657+50.0	17.7	1.1	1.0	0.9	1.2	1.5	9	8	1
657+57.3	7.3	0.9	0.3	0.3	0.2	0.2	9	8	2
658+00.0	42.7	1.2	0.1	1.7	0.3	0.4	11	8	3
658+50.0	50.0	1.1	0.0	2.1	0.1	0.1	13	8	5
659+00.0	50.0	0.9	0.0	1.9	0.0	0.0	15	8	7
659+19.8	19.8	0.7	0.2	0.6	0.1	0.1	16	8	7
TOTALS				16	7	8			

USH 63 - SLOPE REPAIR 661+94 - 665+51 RT FOR SPBG

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
661+94.3	-	0.5	0.9	-	-	-	-	-	-
662+00.0	5.7	0.5	0.7	0.1	0.2	0.2	0	0	0
662+50.0	50.0	0.6	0.2	1.1	0.8	1.0	1	1	0
663+00.0	50.0	1.1	0.0	1.6	0.2	0.2	3	1	1
663+50.0	50.0	0.9	0.0	1.8	0.0	0.0	5	1	3
663+81.8	31.8	0.8	0.0	1.0	0.0	0.0	6	1	4
664+00.0	18.2	1.3	0.5	0.7	0.2	0.2	6	2	5
664+06.8	6.8	1.6	1.1	0.4	0.2	0.2	7	2	5
664+31.8	25.0	2.2	2.9	1.7	1.8	2.3	8	4	4
664+50.0	18.2	2.0	1.0	1.4	1.3	1.6	10	6	4
665+00.0	50.0	1.2	0.2	3.0	1.1	1.3	13	7	6
665+50.0	50.0	0.8	0.0	1.9	0.2	0.2	15	7	7
665+50.9	0.9	0.8	0.0	0.0	0.0	0.0	15	7	7
TOTALS				15	6	7			

USH 63 - DITCH GRADING STA. 733+25 - 735+00 RT

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
733+25.0	-	0.0	0.0	-	-	-	-	-	-
733+46.3	21.3	20.3	7.5	8.0	3.0	3.7	8	4	4
734+00.0	53.7	69.3	0.9	89.0	8.3	10.4	97	14	83
734+50.0	50.0	9.9	8.0	73.3	8.2	10.3	170	24	146
735+00.0	50.0	3.9	6.8	12.8	13.7	17.2	183	42	142
TOTALS				183	33	42			

USH 63 - STA 776+98 - 820+74

STATION	LENGTH	CUT END AREA	FILL END AREA	MARSH EXC AREA	CUT RAW VOLUME	FILL RAW VOLUME	MARSH EXC RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	CUMULATIVE MARSH EXC VOLUME	MASS ORDINATE
	LF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY
776+97.6	-	66.7	0.8		-	-	-	-	-	-	-	-
777+00.0	2.4	64.4	0.8		6	0	0	0	6	0	0	6
777+50.0	50.0	70.9	1.1		125	2	0	2	131	2	0	129
778+00.0	50.0	81.3	4.0		141	5	0	6	272	8	0	264
778+50.0	50.0	73.3	4.2		143	8	0	9	415	18	0	398
779+00.0	50.0	52.2	1.2		116	5	0	6	531	24	0	507
779+17.8	17.8	53.6	1.0		35	1	0	1	566	25	0	541
779+50.0	32.2	54.5	0.8		64	1	0	1	631	26	0	605
780+00.0	50.0	26.9	58.4		75	55	0	69	706	95	0	611
780+50.0	50.0	44.3	1.0		66	55	0	69	772	163	0	608
781+00.0	50.0	48.9	1.0		86	2	0	2	858	165	0	693
781+50.0	50.0	42.8	1.1		85	2	0	2	943	168	0	775
782+00.0	50.0	60.1	1.3		95	2	0	3	1038	171	0	868
782+50.0	50.0	70.9	1.0		121	2	0	3	1159	173	0	986
783+00.0	50.0	50.8	1.1		113	2	0	2	1272	176	0	1096
783+49.0	49.0	94.1	1.6		132	2	0	3	1404	179	0	1225
783+50.0	1.0	94.7	1.8	0.0	3	0	0	0	1407	179	0	1228
784+00.0	50.0	91.5	1.4	26.0	172	3	24	4	1579	182	24	1397
784+50.0	50.0	108.2	0.7	58.0	185	2	78	2	1764	185	102	1579
784+99.0	49.0	148.0	0.1	0.0	233	1	53	1	1997	186	155	1811
785+00.0	1.0	150.0	0.0		5	0	0	0	2002	186	155	1816
785+50.0	50.0	303.0	0.0		419	0	0	0	2422	186	155	2236
785+77.8	27.8	339.6	2.3		331	1	0	1	2752	187	155	2565
786+00.0	22.2	413.3	0.0		310	1	0	1	3062	188	155	2874
786+50.0	50.0	600.0	0.0		938	0	0	0	4000	188	155	3812
787+00.0	50.0	636.6	0.0		1145	0	0	0	5145	188	155	4957
787+50.0	50.0	518.6	0.3		1070	0	0	0	6215	189	155	6026
788+00.0	50.0	580.9	0.0		1018	0	0	0	7233	189	155	7044
788+17.0	17.0	644.7	0.0		385	0	0	0	7618	189	155	7429
788+17.0	0.0	195.3	0.0		1	0	0	0	7618	189	155	7429
788+49.2	32.2	170.7	1.5		218	1	0	1	7837	190	155	7646
788+50.0	0.8	84.4	0.0		4	0	0	0	7841	190	155	7650
789+00.0	50.0	82.9	0.0		155	0	0	0	7995	190	155	7805
789+48.0	48.0	73.0	0.0		139	0	0	0	8134	190	155	7944
789+48.7	0.7	561.3	5.8		8	0	0	0	8142	190	155	7952
790+00.0	51.3	490.4	0.0		999	6	0	7	9141	197	155	8944
790+10.0	10.0	481.5	0.0		180	0	0	0	9321	197	155	9124
790+10.1	0.1	551.5	9.0		1	0	0	0	9323	197	155	9125
790+50.0	39.9	477.3	0.0		761	7	0	8	10083	206	155	9878
790+77.1	27.1	367.6	0.0		425	0	0	0	10508	206	155	10302
791+00.0	22.9	318.0	0.0		290	0	0	0	10798	206	155	10592
791+48.9	48.9	261.5	0.0		525	0	0	0	11323	206	155	11117
791+50.0	1.1	265.4	0.0		11	0	0	0	11334	206	155	11128
792+00.0	50.0	229.3	0.0		458	0	0	0	11792	206	155	11586
792+50.0	50.0	162.8	0.0		363	0	0	0	12155	206	155	11949
792+61.5	11.5	152.7	0.1		67	0	0	0	12222	206	155	12016
793+00.0	38.5	132.5	0.5		203	0	0	1	12425	206	155	12219
793+50.0	50.0	119.6	0.9		233	1	0	2	12659	208	155	12451
794+00.0	50.0	87.1	3.7		191	4	0	5	12850	213	155	12637
794+50.0	50.0	93.1	8.3		167	11	0	14	13017	227	155	12790
795+00.0	50.0	113.9	6.2		192	13	0	17	13209	244	155	12965
795+07.0	7.0	112.8	6.8		30	2	0	2	13238	246	155	12992
795+52.0	45.0	76.2	43.5		157	42	0	52	13395	298	155	13097
795+92.1	40.1	46.9	15.9		91	44	0	55	13487	353	155	13133
796+00.0	7.9	45.1	18.4		14	5	0	6	13500	360	155	13140
796+50.0	50.0	44.5	32.7		83	47	0	59	13583	419	155	13164
797+00.0	50.0	47.7	43.9		85	71	0	89	13669	508	155	13161
797+50.0	50.0	46.4	45.2		87	83	0	103	13756	611	155	13145
798+00.0	50.0	47.1	46.6		87	85	0	106	13842	717	155	13125

USH 63 - STA 776+98 - 820+74 CONT'D

STATION	LENGTH	CUT END AREA	FILL END AREA	MARSH EXC AREA	CUT RAW VOLUME	FILL RAW VOLUME	MARSH EXC RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	CUMULATIVE MARSH EXC VOLUME	MASS ORDINATE
	LF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY
798+00.0	50.0	47.1	46.6		87	85	0	106	13842	717	155	13125
798+50.0	50.0	51.0	31.9		91	73	0	91	13933	808	155	13125
799+00.0	50.0	46.2	36.0		90	63	0	79	14023	887	155	13137
799+50.0	50.0	45.3	39.4		85	70	0	87	14108	974	155	13134
800+00.0	50.0	44.0	26.1		83	61	0	76	14191	1050	155	13141
800+50.0	50.0	44.1	30.3		82	52	0	65	14272	1115	155	13157
801+00.0	50.0	45.6	24.9		83	51	0	64	14355	1179	155	13177
801+50.0	50.0	51.2	20.7		90	42	0	53	14445	1232	155	13213
801+67.0	17.0	46.6	27.6		31	15	0	19	14476	1251	155	13225
802+00.0	33.0	41.9	31.2		54	36	0	45	14530	1296	155	13234
802+50.0	50.0	59.5	32.1		94	59	0	73	14624	1369	155	13255
802+52.1	2.1	52.5	31.9		4	2	0	3	14628	1372	155	13256
803+00.0	47.9	45.3	47.6		87	70	0	88	14715	1460	155	13255
803+50.0	50.0	41.1	51.5		80	92	0	115	14795	1575	155	13220
804+00.0	50.0	44.6	54.2		79	98	0	122	14874	1697	155	13177
804+02.1	2.1	44.4	53.7		3	4	0	5	14878	1702	155	13175
804+50.0	47.9	47.3	54.8		81	96	0	120	14959	1823	155	13137
805+00.0	50.0	45.9	52.4		86	99	0	124	15045	1947	155	13099
805+50.0	50.0	46.6	52.0		86	97	0	121	15131	2068	155	13063
806+00.0	50.0	56.4	41.6		95	87	0	108	15226	2176	155	13051
806+50.0	50.0	66.5	36.0		114	72	0	90	15340	2266	155	13074
807+00.0	50.0	67.8	30.6		124	62	0	77	15465	2343	155	13122
807+37.9	37.9	73.5	18.0		99	34	0	43	15564	2385	155	13178
807+50.0	12.1	80.6	15.1		35	7	0	9	15598	2395	155	13204
807+75.0	25.0	91.4	13.3		80	13	0	16	15678	2411	155	13267
808+00.4	25.4	75.9	22.5		79	17	0	21	15757	2432	155	13325
808+01.0	0.6	76.0	22.1		2	0	0	1	15758	2433	155	13326
808+50.0	49.0	228.9	10.5		277	30	0	37	16035	2470	155	13565
808+59.4	9.4	233.3	10.2		80	4	0	4	16115	2474	155	13641
809+00.0	40.6	101.8	11.9		252	17	0	21	16367	2495	155	13873
809+29.0	29.0	88.7	19.4		102	17	0	21	16470	2516	155	13954
809+29.1	0.1	88.6	19.5		0	0	0	0	16470	2516	155	13954
809+50.0	20.9	100.0	11.1		73	12	0	15	16543	2531	155	14012
809+59.4	9.4	96.4	12.8		34	4	0	5	16577	2536	155	14041
810+00.0	40.6	85.3	16.6		137	22	0	28	16714	2563	155	14150
810+50.0	50.0	69.2	34.5		143	47	0	59	16857	2623	155	14234
811+00.0	50.0	51.2	67.2		112	94	0	118	16968	2740	155	14228
811+29.1	29.1	47.1	72.0		53	75	0	94	17021	2834	155	14187
811+50.0	20.9	44.4	74.6		35	57	0	71	17057	2905	155	14152
812+00.0	50.0	47.9	63.0		85	127	0	159	17142	3064	155	14078
812+50.0	50.0	44.1	66.1		85	120	0	149	17227	3214	155	14014
813+00.0	50.0	46.0	66.0		83	122	0	153	17311	3366	155	13944
813+04.0	4.0	45.8	72.2		7	10	0	13	17317	3379	155	13938
813+30.0	26.0	146.1	21.8		92	45	0	57	17410	3436	155	13974
813+38.0	8.0	149.1	24.5		44	7	0	9	17454	3444	155	14009
813+46.0	8.0	144.2	26.4		43	8	0	9	17497	3454	155	14043
813+50.0	4.0	134.2	27.5		21	4	0	5	17518	3459	155	14059
814+00.0	50.0	52.1	46.7		172	69	0	86	17690	3545	155	14145
814+50.0	50.0	61.1	42.9		105	83	0	104	17795	3648	155	14147
815+00.0	50.0	64.4	18.8		116	57	0	71	17911	3720	155	14191
815+50.0	50.0	48.1	24.0		104	40	0	50	18015	3769	155	14246
815+60.2	10.2	46.6	23.2		18	9	0	11	18033	3780	155	14253
816+00.0	39.8	48.5	27.6		70	37	0	47	18103	3827	155	14276
816+20.0	20.0	42.6	59.2		34	32	0	40	18137	3867	155	14269
816+21.0	1.0	42.5	13.3		2	1	0	2	18138	3869	155	14269
816+50.0	29.0	41.4	5.4		45	10	0	13	18183	3882	155	14302
816+92.4	42.4	35.9	0.0		61	4	0	5	18244	3887	155	14357
817+00.0	7.6	37.5	0.0		10	0	0	0	18254	3887	155	14368
817+06.0	5.9	38.0	0.0		8	0	0	0	18263	3887	155	14376
817+15.1	9.1	37.6	0.0		13	0	0	0	18276	3887	155	14389
817+50.0	34.9	28.2	0.2		43	0	0	0	18318	3887	155	14431

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EARTHWORK	SHEET 400	E

USH 63 - STA 776+98 - 820+74 CONT'D

STATION	LENGTH	CUT END AREA	FILL END AREA	MARSH EXC AREA	CUT RAW VOLUME	FILL RAW VOLUME	MARSH EXC RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	CUMULATIVE MARSH EXC VOLUME	MASS ORDINATE
	LF	SF	SF	SF	CY	CY	CY	CY	CY	CY	CY	CY
817+61.0	11.0	30.1	0.0		12	0	0	0	18330	3887	155	14443
817+61.5	0.5	41.1	28.7		1	0	0	0	18331	3887	155	14443
818+00.0	38.5	37.9	5.6		56	25	0	31	18387	3918	155	14469
818+50.0	50.0	35.5	1.9		68	7	0	9	18455	3927	155	14528
818+75.0	25.0	137.1	0.1		80	1	0	1	18535	3928	155	14607
818+80.0	5.0	163.1	0.2		28	0	0	0	18563	3928	155	14635
818+87.0	7.0	166.0	0.2		43	0	0	0	18605	3928	155	14677
818+94.0	7.0	134.4	0.6		39	0	0	0	18644	3928	155	14716
819+00.0	6.0	70.1	0.3		23	0	0	0	18667	3928	155	14739
819+50.0	50.0	33.0	3.2		95	3	0	4	18762	3932	155	14830
819+61.6	11.6	32.4	2.7		14	1	0	2	18776	3934	155	14843
820+00.0	38.4	35.9	0.2		49	2	0	3	18825	3936	155	14889
820+50.0	50.0	31.0	1.2		62	1	0	2	18887	3938	155	14949
820+74.1	24.1	31.0	0.7		28	1	0	1	18914	3939	155	14975
TOTALS					18914	3151	155	3939				

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	EARTHWORK	SHEET 401	E

USH 63 STA 832+40.0 - 886+60

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
832+40.0	-	94.2	0.9	-	-	-	-	-	-
832+50.0	10.0	96.9	1.2	35.4	0.4	0.5	35	0	35
833+00.0	50.0	121.6	0.1	202.3	1.2	1.5	238	2	236
833+50.0	50.0	193.3	0.1	291.5	0.2	0.2	529	2	527
834+00.0	50.0	168.1	2.4	334.6	2.3	2.9	864	5	859
834+50.0	50.0	162.0	5.2	305.6	7.1	8.8	1169	14	1155
835+00.0	50.0	163.7	7.4	301.5	11.7	14.6	1471	29	1442
835+50.0	50.0	162.7	22.9	302.2	28.1	35.1	1773	64	1709
836+00.0	50.0	164.7	42.2	303.1	60.3	75.4	2076	139	1937
836+05.0	5.0	166.4	78.0	30.7	11.1	13.9	2107	153	1954
836+50.0	45.0	160.6	42.7	272.5	100.6	125.7	2379	279	2101
837+00.0	50.0	157.5	16.4	294.5	54.7	68.4	2674	347	2327
837+50.0	50.0	159.2	29.5	293.2	42.5	53.1	2967	400	2567
838+00.0	50.0	153.8	28.6	289.8	53.8	67.2	3257	467	2790
838+50.0	50.0	149.1	17.6	280.5	42.8	53.6	3537	521	3016
839+00.0	50.0	146.6	18.1	273.8	33.1	41.4	3811	562	3249
839+50.0	50.0	142.0	23.7	267.3	38.7	48.4	4078	611	3468
840+00.0	50.0	136.2	18.2	257.6	38.8	48.4	4336	659	3677
840+50.0	50.0	141.8	13.3	257.4	29.1	36.4	4593	696	3898
841+00.0	50.0	143.7	10.4	264.4	21.9	27.4	4858	723	4135
841+50.0	50.0	148.9	11.7	271.0	20.4	25.5	5129	748	4380
842+00.0	50.0	141.5	10.0	268.8	20.0	25.0	5398	773	4624
842+50.0	50.0	128.0	38.0	249.5	44.4	55.5	5647	829	4818
843+00.0	50.0	128.9	55.8	237.9	86.8	108.5	5885	937	4948
843+03.0	3.0	129.0	56.9	14.3	6.2	7.8	5899	945	4954
843+50.0	47.0	137.4	50.3	231.9	93.4	116.7	6131	1062	5069
844+00.0	50.0	146.9	34.8	263.3	78.8	98.5	6395	1160	5234
844+50.0	50.0	153.6	16.4	278.2	47.4	59.2	6673	1220	5453
845+00.0	50.0	172.7	3.2	302.0	18.1	22.6	6975	1242	5732
845+01.7	1.7	146.7	0.0	10.1	0.1	0.1	6985	1242	5742
845+02.6	0.9	135.6	0.0	4.5	0.0	0.0	6989	1242	5747
845+50.0	47.4	127.9	0.0	231.4	0.0	0.0	7221	1242	5978
845+77.1	27.1	126.7	0.0	127.9	0.0	0.0	7349	1242	6106
845+80.5	3.4	126.1	0.0	15.7	0.0	0.0	7364	1242	6122
846+00.0	19.5	130.2	0.0	92.6	0.0	0.0	7457	1242	6215
846+07.6	7.6	170.0	0.6	42.2	0.1	0.1	7499	1243	6257
846+32.9	25.3	175.1	7.7	161.9	3.9	4.9	7661	1247	6414
846+50.0	17.1	166.1	6.5	107.9	4.5	5.6	7769	1253	6516
847+00.0	50.0	158.7	5.1	300.8	10.7	13.4	8070	1266	6803
847+26.6	26.6	154.0	6.0	154.1	5.4	6.8	8224	1273	6951
847+50.0	23.4	167.3	6.7	139.3	5.5	6.9	8363	1280	7083
848+00.0	50.0	131.9	6.5	277.1	12.3	15.3	8640	1295	7345
848+50.0	50.0	133.1	6.4	245.4	11.9	14.9	8886	1310	7575
849+00.0	50.0	129.8	9.6	243.4	14.8	18.5	9129	1329	7800
849+50.0	50.0	129.2	10.1	239.8	18.3	22.8	9369	1352	8017
850+00.0	50.0	128.3	11.2	238.4	19.8	24.7	9607	1376	8231
850+50.0	50.0	131.5	12.6	240.5	22.0	27.5	9848	1404	8444
850+76.9	26.9	134.6	12.5	132.3	12.5	15.6	9980	1420	8561
851+00.0	23.1	160.4	9.0	126.4	9.2	11.5	10106	1431	8675
851+22.7	22.7	128.2	8.3	121.4	7.3	9.1	10228	1440	8788
851+50.0	27.3	127.5	8.9	129.2	8.7	10.8	10357	1451	8906
851+60.8	10.8	142.4	8.4	54.0	3.5	4.3	10411	1455	8956
852+00.0	39.2	140.3	11.1	205.1	14.2	17.7	10616	1473	9143
852+50.0	50.0	140.9	8.8	260.3	18.4	23.0	10877	1496	9381
853+00.0	50.0	137.2	13.0	257.5	20.1	25.2	11134	1521	9613
853+19.1	19.1	143.2	3.5	99.4	5.9	7.3	11233	1528	9705

USH 63 STA 832+40.0 - 886+60 CONT'D

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
853+50.0	30.9	127.3	4.6	154.6	4.6	5.8	11388	1534	9854
853+53.0	3.0	127.6	4.1	14.1	0.5	0.6	11402	1535	9867
853+66.0	13.0	128.9	5.0	61.8	2.2	2.7	11464	1538	9926
853+75.0	9.0	129.0	5.0	43.0	1.7	2.1	11507	1540	9967
853+87.3	12.3	140.3	9.3	61.5	3.3	4.1	11568	1544	10025
854+00.0	12.7	135.8	10.7	64.7	4.7	5.9	11633	1550	10084
854+50.0	50.0	131.1	6.4	247.1	15.8	19.8	11880	1569	10311
855+00.0	50.0	125.8	3.0	237.8	8.8	10.9	12118	1580	10538
855+09.5	9.5	124.4	1.2	43.9	0.7	0.9	12162	1581	10581
855+46.7	37.2	118.3	0.5	167.1	1.2	1.5	12329	1583	10746
855+50.0	3.3	118.3	0.5	14.6	0.1	0.1	12344	1583	10761
855+83.9	33.9	128.2	1.2	154.6	1.1	1.3	12498	1584	10914
856+00.0	16.1	136.3	1.4	79.1	0.8	1.0	12577	1585	10992
856+50.0	50.0	146.9	1.3	262.2	2.5	3.1	12840	1588	11251
856+81.5	31.5	150.8	0.2	173.6	0.9	1.1	13013	1589	11424
856+82.0	0.4	146.6	0.2	2.5	0.0	0.0	13016	1589	11426
857+03.6	21.6	115.7	0.0	105.0	0.1	0.1	13121	1589	11531
857+16.1	12.5	114.7	0.0	53.5	0.0	0.0	13174	1589	11585
857+37.7	21.6	114.2	0.0	91.6	0.0	0.0	13266	1589	11676
857+50.0	12.3	138.2	0.0	57.4	0.0	0.0	13323	1589	11734
857+68.9	18.9	174.8	0.0	109.7	0.0	0.0	13433	1589	11843
858+00.0	31.1	167.0	0.0	196.6	0.0	0.0	13629	1589	12040
858+25.0	25.0	173.5	0.1	157.6	0.0	0.0	13787	1589	12198
858+50.0	25.0	178.4	0.0	162.9	0.0	0.0	13950	1589	12360
858+58.6	8.6	176.1	0.0	56.6	0.0	0.0	14007	1589	12417
858+98.9	40.3	149.4	0.0	243.0	0.0	0.0	14250	1589	12660
859+00.0	1.1	149.3	0.0	5.9	0.0	0.0	14255	1589	12666
859+28.2	28.2	171.3	0.0	167.3	0.0	0.0	14423	1589	12833
859+50.0	21.8	171.3	0.1	138.4	0.1	0.1	14561	1590	12972
859+97.7	47.7	173.4	0.3	304.3	0.4	0.5	14865	1590	13275
860+00.0	2.3	170.1	0.3	14.8	0.0	0.0	14880	1590	13290
860+23.8	23.8	124.8	0.4	130.2	0.3	0.3	15010	1590	13420
860+50.0	26.2	178.1	1.3	146.7	0.8	1.0	15157	1591	13566
860+67.1	17.1	149.6	0.5	103.5	0.5	0.7	15261	1592	13669
861+00.0	32.9	135.3	0.0	173.8	0.3	0.3	15434	1592	13842
861+30.5	30.5	140.8	0.0	156.1	0.0	0.0	15591	1592	13998
861+50.0	19.5	143.0	0.0	102.3	0.0	0.0	15693	1592	14100
861+82.7	32.7	166.2	0.0	187.4	0.0	0.0	15880	1592	14288
862+00.0	17.3	170.2	0.0	107.6	0.0	0.0	15988	1592	14395
862+50.0	50.0	193.0	0.0	336.3	0.0	0.0	16324	1592	14732
863+00.0	50.0	201.1	0.0	364.9	0.0	0.0	16689	1592	15097
863+50.0	50.0	309.6	0.0	472.9	0.0	0.0	17162	1592	15569
864+00.0	50.0	418.5	0.0	674.2	0.0	0.0	17836	1592	16244
864+50.0	50.0	423.2	0.0	779.4	0.0	0.0	18615	1592	17023
864+66.3	16.3	402.5	0.0	248.8	0.0	0.0	18864	1592	17272
865+00.0	33.7	459.0	0.0	538.1	0.0	0.0	19402	1592	17810
865+34.5	34.5	480.7	0.0	599.7	0.0	0.0	20002	1592	18409
865+50.0	15.5	272.3	0.0	216.7	0.0	0.0	20219	1592	18626
865+64.2	14.2	289.9	0.0	147.4	0.0	0.0	20366	1592	18774
865+77.8	13.6	250.9	0.0	136.6	0.0	0.0	20503	1592	18910
866+00.0	22.2	200.9	0.0	185.8	0.0	0.0	20688	1592	19096
866+19.9	19.9	436.6	0.0	234.3	0.0	0.0	20923	1592	19330
866+22.0	2.1	440.1	0.0	34.6	0.0	0.0	20957	1592	19365
866+50.0	28.0	412.3	0.0	442.3	0.0	0.0	21400	1592	19807
867+00.0	50.0	248.4	0.0	611.7	0.0	0.0	22011	1592	20419

USH 63 STA 832+40.0 - 886+60 CONT'D

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
867+50.0	50.0	237.3	0.0	449.7	0.0	0.0	22461	1592	20869
867+76.0	26.0	252.7	0.0	235.9	0.0	0.0	22697	1592	21104
868+00.0	24.0	211.2	0.0	206.1	0.0	0.0	22903	1592	21311
868+01.0	1.0	205.5	0.0	7.7	0.0	0.0	22911	1592	21318
868+26.0	25.0	185.7	0.4	181.1	0.2	0.2	23092	1593	21499
868+50.0	24.0	161.2	0.0	154.1	0.2	0.2	23246	1593	21653
869+00.0	50.0	192.0	0.0	327.0	0.0	0.0	23573	1593	21980
869+50.0	50.0	223.1	0.0	384.4	0.0	0.0	23957	1593	22365
870+00.0	50.0	162.1	0.0	356.7	0.0	0.0	24314	1593	22721
870+50.0	50.0	189.5	0.0	325.6	0.0	0.0	24640	1593	23047
871+00.0	50.0	176.7	0.0	339.1	0.0	0.0	24979	1593	23386
871+50.0	50.0	163.7	0.0	315.2	0.0	0.0	25294	1593	23701
872+00.0	50.0	143.9	0.0	284.8	0.0	0.0	25579	1593	23986
872+50.0	50.0	142.8	0.0	265.5	0.0	0.0	25844	1593	24251
873+00.0	50.0	146.7	0.4	268.0	0.3	0.4	26112	1593	24519
873+50.0	50.0	148.7	0.4	273.5	0.7	0.9	26386	1594	24792
874+00.0	50.0	143.3	0.0	270.4	0.4	0.5	26656	1595	25061
874+50.0	50.0	112.2	0.1	236.5	0.1	0.1	26893	1595	25298
874+57.2	7.2	111.0	0.1	29.8	0.0	0.0	26922	1595	25328
874+82.2	25.0	126.3	3.7	109.9	1.8	2.2	27032	1597	25435
875+00.0	17.8	130.9	4.3	84.8	2.7	3.3	27117	1600	25517
875+07.2	7.2	131.3	2.9	35.0	1.0	1.2	27152	1602	25550
875+50.0	42.8	149.5	0.0	222.6	2.3	2.9	27375	1604	25770
876+00.0	50.0	111.9	6.5	242.1	6.1	7.6	27617	1612	26005
876+50.0	50.0	109.3	3.5	204.8	9.3	11.6	27822	1624	26198
877+00.0	50.0	125.3	1.7	217.2	4.8	6.0	28039	1630	26409
877+50.0	50.0	153.1	5.2	257.7	6.4	8.0	28296	1638	26659
878+00.0	50.0	143.4	0.0	274.5	4.9	6.1	28571	1644	26927
878+50.0	50.0	147.7	0.2	269.5	0.2	0.2	28840	1644	27196
879+00.0	50.0	172.5	0.0	296.4	0.2	0.2	29137	1644	27493
879+30.0	30.0	193.1	0.0	203.1	0.0	0.0	29340	1644	27696
879+50.0	20.0	204.0	0.0	147.1	0.0	0.0	29487	1644	27843
880+00.0	50.0	144.0	9.0	322.2	8.4	10.5	29809	1655	28155
880+50.0	50.0	135.6	19.2	258.9	26.2	32.7	30068	1687	28381
881+00.0	50.0	155.6	73.6	269.6	86.0	107.5	30338	1795	28543
881+31.7	31.7	152.5	94.8	180.7	98.8	123.5	30518	1918	28600
881+50.0	18.3	144.0	26.4	100.6	41.1	51.4	30619	1970	28649
881+96.0	46.0	141.8	43.4	243.2	59.4	74.3	30862	2044	28818
882+00.0	4.0	141.5	42.2	21.2	6.4	8.0	30883	2052	28832
882+50.0	50.0	152.4	19.7	272.1	57.3	71.6	31156	2124	29032
882+64.0	14.0	169.5	58.2	83.5	20.2	25.3	31239	2149	29090
883+00.0	36.0	174.0	40.5	228.9	65.8	82.2	31468	2231	29237
883+50.0	50.0	176.5	22.3	324.5	58.2	72.7	31792	2304	29489
883+62.9	12.9	63.6	0.0	57.4	5.3	6.7	31850	2310	29539
883+85.9	23.0	61.8	0.0	53.4	0.0	0.0	31903	2310	29593
884+00.0	14.1	0.0	0.0	16.1	0.0	0.0	31919	2310	29609
884+50.0	50.0	0.0	0.0	0.0	0.0	0.0	31919	2310	29609
884+77.0	27.0	55.6	0.0	27.8	0.0	0.0	31947	2310	29637
885+00.0	23.0	47.2	0.0	43.8	0.0	0.0	31991	2310	29680
885+50.0	50.0	30.3	0.0	71.8	0.0	0.0	32063	2310	29752
886+00.0	50.0	16.3	0.0	43.2	0.0	0.0	32106	2310	29795
886+50.0	50.0	8.5	0.0	23.0	0.0	0.0	32129	2310	29818
886+60.0	10.0	7.8	0.0	3.0	0.0	0.0	32132	2310	29821
TOTALS				32132	1848	2310			

STAGE 4 - USH 63 - STA. 868+31 - 877+30

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
868+31.4	-	11.6	0.2	-	-	-	-	-	-
868+48.6	17.2	26.6	0.0	12	0	0	12	0	12
868+50.0	1.4	27.5	0.1	1	0	0	14	0	13
869+00.0	50.0	33.1	1.2	56	1	2	70	2	68
869+22.8	22.8	29.4	2.7	26	2	2	96	4	92
869+50.0	27.2	0.0	0.0	15	1	2	111	5	106
869+66.0	16.0	0.0	0.0	0	0	0	111	5	106
869+99.0	33.1	14.4	2.5	9	2	2	120	7	113
870+08.9	9.9	14.3	3.0	5	1	1	125	9	117
870+50.0	41.1	18.2	4.1	25	5	7	150	15	134
871+00.0	50.0	11.9	7.8	28	11	14	178	29	149
871+50.0	50.0	10.9	12.2	21	18	23	199	52	147
872+00.0	50.0	10.9	12.8	20	23	29	219	81	138
872+50.0	50.0	10.9	13.1	20	24	30	239	111	128
873+00.0	50.0	10.9	12.6	20	24	30	260	141	119
873+50.0	50.0	10.9	11.3	20	22	28	280	168	112
873+95.9	45.9	10.9	9.9	19	18	22	298	191	108
874+00.0	4.1	0.0	0.0	1	1	1	299	192	108
874+38.0	38.0	0.0	0.0	0	0	0	299	192	108
874+50.0	12.0	0.0	0.0	0	0	0	299	192	108
874+82.0	32.0	10.9	7.5	6	4	6	306	197	108
875+00.0	18.0	10.9	8.0	7	5	6	313	204	109
875+50.0	50.0	10.9	5.1	20	12	15	333	219	114
876+00.0	50.0	10.9	2.8	20	7	9	353	228	126
876+50.0	50.0	11.7	1.3	21	4	5	374	233	142
877+00.0	50.0	33.7	0.0	42	1	2	416	234	182
877+27.9	27.9	11.4	6.6	23	3	4	440	238	201
TOTALS				440	191	238			

STAGE 4 - PLAYGROUND DRIVE - STA. 10+24 - 11+39

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+23.6	-	47.1	0.0	-	-	-	-	-	-
10+25.2	1.6	96.1	0.0	4	0	0	4	0	4
10+31.2	6.0	63.5	10.9	18	1	2	22	2	21
10+40.2	9.0	176.7	0.0	40	2	2	62	4	58
10+52.0	11.8	259.8	0.0	96	0	0	158	4	154
10+55.2	3.2	240.7	2.4	29	0	0	187	4	183
10+75.0	19.8	158.4	0.0	146	1	1	333	5	328
11+00.0	25.0	48.0	0.0	96	0	0	429	5	424
11+25.0	25.0	33.0	0.0	38	0	0	466	5	461
11+39.0	14.0	36.4	0.0	18	0	0	484	5	479
TOTALS				484	4	5			

STAGE 4 - PLAYGROUND DRIVE - STA. 10+16 - 11+08

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+16.0	-	98.1	0.0	-	-	-	-	-	-
10+24.8	8.8	74.0	8.0	28	1	2	28	2	26
10+43.9	19.1	64.7	0.8	49	3	4	77	6	71
10+46.0	2.1	62.4	1.2	5	0	0	82	6	76
10+50.0	4.0	54.7	0.0	9	0	0	91	6	85
10+75.0	25.0	35.9	0.2	42	0	0	133	6	127
11+00.0	25.0	34.5	0.0	33	0	0	165	6	159
11+08.4	8.4	34.6	0.0	11	0	0	176	6	170
TOTALS				176	5	6			

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PROJECT NO: 1560-31-71 | HWY: USH 63 | COUNTY: WASHBURN | EARTHWORK | SHEET 403 | E

HILLTOP ROAD - STA. 4+97 - 9+61

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
4+97.0	-	40.3	8.5	-	-	-	-	-	-
5+00.0	3.0	40.3	8.4	4	1	1	4	1	3
5+50.0	50.0	62.0	0.0	95	8	10	99	11	88
5+63.0	13.0	75.8	0.1	33	0	0	132	11	121
6+00.0	37.0	80.6	0.6	107	0	1	240	11	228
6+50.0	50.0	141.4	0.0	206	1	1	445	12	433
7+00.0	50.0	210.0	0.0	325	0	0	770	12	758
7+50.0	50.0	323.1	0.0	494	0	0	1264	12	1252
8+00.0	50.0	343.5	0.0	617	0	0	1881	12	1869
8+50.0	50.0	367.2	0.0	658	0	0	2539	12	2527
8+51.6	1.6	368.4	0.0	22	0	0	2562	12	2550
9+00.6	48.9	365.0	0.0	664	0	0	3226	12	3214
9+21.8	21.3	395.3	0.4	300	0	0	3526	12	3513
9+35.7	13.9	338.0	1.1	188	0	0	3714	13	3701
9+50.0	14.3	297.0	1.5	168	1	1	3882	14	3868
9+60.7	10.7	208.7	1.9	100	1	1	3982	14	3967
TOTALS				3982	12	14			

CTH D - STA. 10+03 - 11+54

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+03.0	-	0.0	0.0	-	-	-	-	-	-
10+25.7	22.7	88.1	0.0	37	0	0	37	0	37
10+49.0	23.3	219.9	0.0	133	0	0	170	0	170
10+81.5	32.5	250.6	1.4	283	1	1	453	1	452
11+00.0	18.5	227.8	0.0	164	0	1	617	2	615
11+50.0	50.0	65.6	0.0	272	0	0	889	2	887
11+54.2	4.2	60.9	0.0	10	0	0	898	2	897
TOTALS				898	1	2			

SCHOOL ENTRANCE - STA. 8+25 - 9+74

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
8+25.4	-	33.1	0.0	-	-	-	-	-	-
8+50.0	24.6	37.2	0.0	32	0	0	32	0	32
9+15.4	65.4	48.2	1.0	103	1	2	135	2	134
9+32.5	17.1	56.8	5.6	33	2	3	169	4	165
9+50.0	17.5	75.6	6.5	43	4	5	212	9	202
9+56.5	6.5	89.9	14.8	20	3	3	232	12	219
9+61.7	5.1	103.1	28.6	18	4	5	250	17	232
9+73.7	12.1	70.3	0.0	39	6	8	289	25	263
TOTALS				289	20	25			

PEDERSON DRIVE - STA. 8+95 - 9+75

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
8+94.9	-	44.9	0.0	-	-	-	-	-	-
9+00.0	5.1	43.5	0.7	8	0	0	8	0	8
9+20.9	20.9	44.5	6.8	34	3	4	42	4	39
9+23.5	2.6	45.5	7.1	4	1	1	47	5	42
9+45.7	22.2	58.7	83.3	43	37	47	90	51	39
9+50.0	4.3	64.8	108.6	10	15	19	99	70	29
9+55.7	5.7	82.0	90.6	15	21	26	115	96	19
9+75.1	19.4	33.7	65.8	42	56	70	156	166	-10
TOTALS				156	133	166			

COMMERCIAL ENTRANCE (U-TURN BUILDING) 'C1' - STA. 10+17 - 11+84

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+17.3	-	52.1	0.0	-	-	-	-	-	-
10+22.7	5.4	116.5	0.0	17	0	0	17	0	17
10+25.3	2.6	135.4	0.0	12	0	0	29	0	29
10+36.6	11.4	131.3	0.0	56	0	0	85	0	85
10+46.1	9.5	131.1	0.0	46	0	0	131	0	131
10+50.0	3.9	146.7	0.0	20	0	0	151	0	151
11+00.0	50.0	10.2	2.5	145	2	3	296	3	294
11+08.1	8.1	0.8	12.4	2	2	3	298	6	292
11+25.0	16.9	0.0	33.2	0	14	18	298	24	275
11+37.4	12.4	0.0	17.4	0	12	15	298	38	260
11+50.0	12.6	8.1	3.4	2	5	6	300	44	256
11+61.4	11.4	18.2	1.9	6	1	1	306	46	260
11+83.9	22.5	32.0	0.0	21	1	1	327	47	280
TOTALS				327	37	47			

1ST AVENUE - STA. 9+12 - 9+81

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
9+11.6	-	58.9	6.1	-	-	-	-	-	-
9+41.0	29.4	76.2	15.7	74	12	15	74	15	59
9+50.0	9.0	126.6	0.0	34	3	3	107	18	89
9+80.8	30.8	28.7	0.0	88	0	0	196	18	178
TOTALS				196	14	18			

WEST LAKE DRIVE - STA. 10+38 - 11+28

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+38.0	-	216.8	2.2	-	-	-	-	-	-
10+50.0	12.0	120.0	42.1	75	10	12	75	12	63
10+90.0	40.0	70.4	8.8	141	38	47	216	59	156
11+00.0	10.0	94.9	0.3	31	2	2	246	61	185
11+28.0	28.0	48.8	0.1	75	0	0	321	62	259
TOTALS				321	49	62			

1ST STREET - STA. 9+48 - 9+84

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
9+48.5	-	48.7	0.1	-	-	-	-	-	-
9+50.0	1.5	47.9	0.1	3	0	0	3	0	3
9+70.9	20.9	58.6	0.2	41	0	0	44	0	44
9+76.4	5.5	90.1	0.0	15	0	0	59	0	59
9+83.8	7.4	48.6	0.9	19	0	0	78	0	78
TOTALS				78	0	0			

PARKING ENTRANCE 'P1' - STA. 10+28 - 10+60

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+28.0	-	96.9	0.0	-	-	-	-	-	-
10+35.8	7.8	74.5	5.8	25	1	1	25	1	24
10+47.0	11.2	45.0	0.0	25	1	2	50	3	47
10+50.0	3.0	45.8	0.0	5	0	0	55	3	52
10+60.0	10.0	41.9	0.0	16	0	0	71	3	68
TOTALS				71	2	3			

PARKING ENTRANCE 'P2' - STA. 10+32 - 10+64

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+32.4	-	110.9	0.0	-	-	-	-	-	-
10+37.9	5.5	98.7	0.0	21	0	0	21	0	21
10+45.2	7.3	55.5	0.0	21	0	0	42	0	42
10+64.8	19.6	41.6	0.0	35	0	0	77	0	77
TOTALS				77	0	0			

PARKING ENTRANCE 'P3' - STA. 10+28 - 11+32

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+28.4	-	123.4	0.0	-	-	-	-	-	-
10+38.5	10.1	94.9	0.0	41	0	0	41	0	41
10+43.8	5.2	75.3	0.0	17	0	0	57	0	57
10+50.0	6.2	65.9	0.0	16	0	0	74	0	74
10+65.0	15.0	62.9	0.0	36	0	0	110	0	110
10+84.4	19.4	30.0	0.0	33	0	0	143	0	143
11+00.0	15.6	31.5	0.0	18	0	0	161	0	161
11+32.4	32.4	30.6	0.0	37	0	0	198	0	198
TOTALS				198	0	0			

PARKING ENTRANCE 'P4' - STA. 10+32 - 11+00

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+32.1	-	84.0	0.0	-	-	-	-	-	-
10+42.5	10.4	57.8	0.0	27	0	0	27	0	27
10+50.0	7.5	89.8	0.0	20	0	0	48	0	48
10+53.0	3.0	90.8	0.0	10	0	0	58	0	58
10+77.3	24.3	30.2	0.0	54	0	0	112	0	112
11+00.0	22.7	30.2	0.0	25	0	0	138	0	138
TOTALS				138	0	0			

PARKING ENTRANCE 'P5' - STA. 9+60 - 9+84

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
9+60.0	-	41.1	0.0	-	-	-	-	-	-
9+75.0	15.0	51.7	0.0	26	0	0	26	0	26
9+84.0	9.0	93.8	0.0	24	0	0	50	0	50
TOTALS				50	0	0			

PARKING ENTRANCE 'P6' - STA. 10+36 - 11+19

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+36.0	-	401.9	0.0	-	-	-	-	-	-
10+50.0	14.0	363.7	0.0	198	0	0	198	0	198
10+68.2	18.2	167.4	0.0	179	0	0	378	0	378
11+00.0	31.8	74.4	0.0	142	0	0	520	0	520
11+17.6	17.6	52.8	0.0	41	0	0	561	0	561
11+19.0	1.4	0.0	0.0	1	0	0	563	0	563
TOTALS				563	0	0			

4TH AVENEUE - STA. 9+30 - 9+83

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
9+30.5	-	71.4	0.0	-	-	-	-	-	-
9+50.0	19.5	78.5	0.0	54	0	0	54	0	54
9+65.1	15.1	96.6	0.0	49	0	0	103	0	103
9+82.8	17.7	50.3	0.0	48	0	0	151	0	151
TOTALS				151	0	0			

5TH AVENUE - STA. 9+30 - 9+97

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
9+30.4	-	12.0	0.0	-	-	-	-	-	-
9+39.0	8.6	41.5	0.9	9	0	0	9	0	8
9+46.6	7.6	68.4	0.0	15	0	0	24	0	24
9+58.3	11.7	78.2	0.0	32	0	0	56	0	55
9+80.9	22.7	43.5	0.0	51	0	0	107	0	106
9+96.7	15.7	19.0	0.3	18	0	0	125	0	125
TOTALS				125	0	0			

6TH AVENUE - STA. 6+90 - 9+95

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
6+90.4	-	13.3	0.0	-	-	-	-	-	-
7+00.0	9.6	12.4	0.1	5	0	0	5	0	5
7+30.0	30.0	11.2	0.0	13	0	0	18	0	18
7+40.6	10.6	18.1	0.0	6	0	0	23	0	23
7+50.0	9.4	18.8	0.0	6	0	0	30	0	30
8+00.0	50.0	19.4	0.0	35	0	0	65	0	65
8+26.3	26.3	20.6	0.0	19	0	0	85	0	84
8+31.1	4.8	16.6	0.0	3	0	0	88	0	88
8+50.0	18.9	19.1	0.0	12	0	0	100	0	100
8+60.0	10.0	20.0	0.0	7	0	0	108	0	108
8+64.2	4.2	70.5	0.0	7	0	0	115	0	115
8+80.0	15.8	67.8	0.0	40	0	0	155	0	155
8+82.2	2.2	73.2	0.0	6	0	0	161	0	161
9+00.0	17.8	72.9	0.2	48	0	0	209	0	209
9+10.0	10.0	93.4	0.0	31	0	0	240	0	240
9+25.0	15.0	173.9	0.0	74	0	0	314	0	314
9+32.1	7.1	166.3	0.0	45	0	0	359	0	358
9+50.0	17.9	120.7	0.0	95	0	0	454	0	454
9+61.3	11.3	95.8	0.0	45	0	0	499	0	499
9+75.5	14.2	61.3	0.0	41	0	0	541	0	540
9+94.6	19.1	31.1	0.0	33	0	0	573	0	573
TOTALS				573	0	0			

CTH B - STA. 10+04 - 11+42

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+04.3	-	6.6	0.0	-	-	-	-	-	-
10+25.8	21.6	36.4	55.3	17	22	28	17	28	-10
10+50.6	24.8	93.5	11.4	60	31	38	77	66	11
10+68.0	17.4	49.7	35.1	46	15	19	123	85	38
10+83.7	15.7	67.2	0.5	34	10	13	157	98	59
11+00.0	16.3	69.6	0.0	41	0	0	198	98	100
11+25.0	25.0	40.0	0.0	51	0	0	249	98	151
11+42.5	17.5	37.4	0.0	25	0	0	274	98	176
TOTALS				274	78	98			

SHARED USE PATH - STA. 10+11 - 61+60

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+11.2	-	7.9	0.0	-	-	-	-	-	-
10+25.0	13.8	0.2	5.4	2	1	2	2	2	0
10+40.0	15.0	0.0	18.1	0	7	8	2	10	-8
11+00.0	60.0	0.0	21.1	0	44	54	2	64	-62
11+50.0	50.0	0.0	7.6	0	27	33	2	97	-95
12+00.0	50.0	1.8	1.3	2	8	10	4	108	-104
12+50.0	50.0	7.8	0.0	9	1	1	13	109	-97
13+00.0	50.0	6.3	0.0	13	0	0	26	109	-84
13+50.0	50.0	5.0	0.2	10	0	0	36	110	-73
14+00.0	50.0	4.4	0.5	9	1	1	45	110	-66
14+50.0	50.0	9.8	5.1	13	5	6	58	117	-59
15+00.0	50.0	36.2	25.0	43	28	35	101	152	-51
15+12.0	12.0	43.6	25.6	18	11	14	118	166	-47
15+50.0	38.0	23.2	25.5	47	36	45	165	211	-45
16+00.0	50.0	40.6	0.3	59	24	30	224	241	-16
16+50.0	50.0	9.3	0.3	46	1	1	271	241	29
17+00.0	50.0	6.9	0.0	15	0	0	286	242	44
17+50.0	50.0	1.9	0.9	8	1	1	294	243	51
18+00.0	50.0	0.4	1.0	2	2	2	296	245	51
18+50.0	50.0	0.0	6.1	0	7	8	296	253	43
19+00.0	50.0	0.0	4.4	0	10	12	296	265	31
19+50.0	50.0	0.3	4.3	0	8	10	297	275	21
20+00.0	50.0	0.0	7.1	0	11	13	297	288	8
20+50.0	50.0	0.7	15.5	1	21	26	297	315	-17
21+00.0	50.0	0.0	51.8	1	62	78	298	393	-94
21+50.0	50.0	0.0	149.9	0	187	233	298	626	-328
22+00.0	50.0	0.0	120.5	0	250	313	298	939	-641
22+50.0	50.0	0.0	62.0	0	169	211	298	1150	-852
23+00.0	50.0	0.0	10.7	0	67	84	298	1235	-936
23+50.0	50.0	5.7	0.6	5	11	13	303	1248	-944
24+00.0	50.0	5.3	0.3	10	1	1	314	1249	-935
24+50.0	50.0	9.2	0.0	13	0	0	327	1249	-922
24+60.2	10.2	11.9	0.0	4	0	0	331	1249	-918
24+70.6	10.4	11.9	0.0	5	0	0	336	1249	-914
24+70.7	0.1	0.0	0.0	0	0	0	336	1249	-914
25+10.4	39.7	0.0	0.0	0	0	0	336	1249	-914
25+10.5	0.1	6.8	0.1	0	0	0	336	1249	-914
25+50.0	39.5	0.8	1.5	6	1	1	341	1251	-909
26+00.0	50.0	4.1	0.6	5	2	2	346	1253	-907

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PROJECT NO: 1560-31-71 | HWY: USH 63 | COUNTY: WASHBURN | EARTHWORK | SHEET 406 | E

SHARED USE PATH - STA. 10+11 - 61+60 CONT'D

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
26+50.0	50.0	6.2	0.2	9	1	1	355	1254	-899
27+00.0	50.0	6.5	0.4	12	1	1	367	1254	-888
27+50.0	50.0	1.2	2.1	7	2	3	374	1257	-883
28+00.0	50.0	0.5	4.8	2	6	8	376	1265	-890
28+50.0	50.0	0.8	2.9	1	7	9	377	1274	-897
29+00.0	50.0	11.8	0.0	12	3	3	388	1278	-889
29+10.0	10.0	14.1	0.0	5	0	0	393	1278	-884
29+50.0	40.0	17.2	0.0	23	0	0	416	1278	-861
30+00.0	50.0	10.4	0.8	26	1	1	442	1279	-837
30+50.0	50.0	2.8	3.7	12	4	5	454	1284	-830
31+00.0	50.0	5.0	3.1	7	6	8	461	1292	-830
31+50.0	50.0	6.0	1.4	10	4	5	471	1297	-825
32+00.0	50.0	2.7	1.7	8	3	4	480	1300	-821
32+50.0	50.0	11.3	0.0	13	2	2	493	1302	-810
32+58.0	8.0	14.5	0.0	4	0	0	496	1302	-806
32+58.1	0.1	14.5	0.0	0	0	0	496	1302	-806
32+91.8	33.7	14.2	0.0	18	0	0	514	1302	-788
32+91.9	0.1	14.2	0.0	0	0	0	514	1302	-788
33+00.0	8.1	10.5	0.0	4	0	0	518	1302	-784
33+25.0	25.0	4.4	11.7	7	5	7	525	1309	-784
33+35.0	10.0	5.3	11.0	2	4	5	527	1314	-787
33+40.0	5.0	5.7	11.4	1	2	3	528	1317	-789
33+45.0	5.0	6.3	10.1	1	2	2	529	1319	-790
33+50.0	5.0	6.5	2.1	1	1	1	530	1321	-791
34+00.0	50.0	0.0	6.3	6	8	10	536	1330	-794
34+50.0	50.0	3.9	0.2	4	6	8	540	1338	-798
35+00.0	50.0	5.8	0.0	9	0	0	549	1338	-789
35+50.0	50.0	6.6	0.0	11	0	0	560	1338	-778
36+00.0	50.0	16.9	0.0	22	0	0	582	1338	-756
36+22.6	22.6	14.8	0.0	13	0	0	595	1338	-743
36+22.7	0.1	14.8	0.0	0	0	0	595	1338	-743
36+55.9	33.2	18.2	0.0	20	0	0	616	1338	-723
36+56.0	0.1	18.2	0.0	0	0	0	616	1338	-723
37+00.0	44.0	17.7	0.0	29	0	0	645	1338	-693
37+50.0	50.0	8.8	0.1	25	0	0	669	1338	-669
38+00.0	50.0	6.8	0.7	14	1	1	684	1339	-655
38+50.0	50.0	8.4	0.0	14	1	1	698	1340	-642
39+00.0	50.0	5.4	1.1	13	1	1	711	1341	-631
39+50.0	50.0	11.5	0.0	16	1	1	726	1343	-616
40+00.0	50.0	10.8	0.0	21	0	0	747	1343	-596
40+00.1	0.1	0.0	0.0	0	0	0	747	1343	-596
40+20.6	20.5	0.0	0.0	0	0	0	747	1343	-596
40+20.7	0.1	7.9	0.1	0	0	0	747	1343	-596
40+50.0	29.3	6.7	0.7	8	0	1	755	1343	-588
41+00.0	50.0	5.3	2.0	11	2	3	766	1346	-580
41+50.0	50.0	4.3	1.9	9	4	4	775	1351	-576
41+98.7	48.7	9.0	0.0	12	2	2	787	1353	-566
41+98.7	0.0	0.0	0.0	0	0	0	787	1353	-566
42+12.8	14.1	0.0	0.0	0	0	0	787	1353	-566
42+13.0	0.2	10.0	0.2	0	0	0	787	1353	-566
42+50.0	37.0	17.3	0.0	19	0	0	806	1353	-547
43+00.0	50.0	10.5	0.9	26	1	1	831	1354	-523
43+50.0	50.0	10.8	0.8	20	2	2	851	1356	-505
44+00.0	50.0	8.1	2.2	17	3	3	868	1359	-491
44+50.0	50.0	10.1	0.9	17	3	4	885	1363	-478
45+00.0	50.0	8.6	1.6	17	2	3	903	1366	-463
45+50.0	50.0	8.2	4.6	16	6	7	918	1373	-455
46+00.0	50.0	5.2	12.0	12	15	19	931	1392	-461
46+50.0	50.0	5.9	7.4	10	18	22	941	1414	-474
47+00.0	50.0	8.0	6.6	13	13	16	954	1431	-477

SHARED USE PATH - STA. 10+11 - 61+60 CONT'D

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
47+50.0	50.0	10.7	2.8	17	9	11	971	1442	-470
48+00.0	50.0	13.5	3.4	22	6	7	994	1449	-455
48+50.0	50.0	13.9	0.9	25	4	5	1019	1454	-435
48+72.2	22.2	18.4	0.0	13	0	0	1032	1454	-422
48+72.2	0.0	0.0	0.0	0	0	0	1032	1454	-422
49+96.0	123.8	0.0	0.0	0	0	0	1032	1454	-422
48+96.2	-99.8	9.6	0.1	-18	0	0	1014	1454	-440
49+00.0	3.8	11.3	0.0	1	0	0	1016	1454	-438
49+50.0	50.0	7.4	0.1	17	0	0	1033	1454	-421
50+00.0	50.0	6.3	0.6	13	1	1	1046	1455	-409
50+50.0	50.0	4.9	1.1	10	2	2	1056	1457	-401
51+00.0	50.0	3.5	1.8	8	3	3	1064	1460	-396
51+50.0	50.0	1.4	2.3	5	4	5	1068	1465	-396
52+00.0	50.0	5.5	0.6	6	3	3	1075	1468	-393
52+50.0	50.0	4.8	0.9	9	1	2	1084	1470	-386
53+00.0	50.0	8.0	0.3	12	1	1	1096	1471	-375
53+45.0	45.0	10.8	0.0	16	0	0	1112	1472	-360
53+45.0	0.0	0.0	0.0	0	0	0	1112	1472	-360
53+69.4	24.4	0.0	0.0	0	0	0	1112	1472	-360
53+69.6	0.2	7.3	0.3	0	0	0	1112	1472	-360
54+00.0	30.4	2.5	1.7	6	1	1	1117	1473	-356
54+50.0	50.0	7.1	0.4	9	2	2	1126	1476	-349
55+00.0	50.0	8.1	0.5	14	1	1	1140	1477	-336
55+50.0	50.0	8.0	0.2	15	1	1	1155	1477	-322
56+00.0	50.0	7.5	0.4	14	0	1	1169	1478	-308
56+50.0	50.0	9.7	0.0	16	0	0	1185	1478	-293
57+00.0	50.0	6.7	0.8	15	1	1	1200	1479	-279
57+50.0	50.0	4.7	1.1	11	2	2	1211	1481	-270
58+00.0	50.0	7.4	0.2	11	1	2	1222	1483	-261
58+50.0	50.0	7.8	0.3	14	0	1	1236	1484	-247
58+75.0	25.0	9.4	0.0	8	0	0	1244	1484	-240
58+75.1	0.1	0.0	0.0	0	0	0	1244	1484	-240
59+04.4	29.3	0.0	0.0	0	0	0	1244	1484	-240
59+04.6	0.2	2.0	1.3	0	0	0	1244	1484	-240
59+50.0	45.4	4.0	2.2	5	3	4	1249	1487	-238
60+00.0	50.0	0.5	3.2	4	5	6	1253	1494	-240
60+50.0	50.0	5.8	0.1	6	3	4	1259	1498	-238
61+00.0	50.0	6.7	0.1	12	0	0	1271	1498	-227
61+50.0	50.0	9.5	0.0	15	0	0	1286	1498	-212
61+59.8	9.8	10.2	0.0	4	0	0	1289	1498	-209
TOTALS				1289	1198	1498			

ATV / SNOWMOBILE TRAIL 'T3' - STA. 10+17 - 11+10

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+17.0	-	14.6	0.0	-	-	-	-	-	-
10+30.0	13.0	0.0	48.3	4	12	15	4	15	-11
10+40.0	10.0	0.0	57.7	0	20	25	4	39	-36
10+50.0	10.0	0.0	47.7	0	20	24	4	63	-60
10+70.0	20.0	0.0	39.7	0	32	40	4	104	-100
10+80.0	10.0	0.0	37.5	0	14	18	4	122	-118
11+00.0	20.0	2.1	3.4	1	15	19	4	141	-136
11+10.0	10.0	19.3	0.0	4	1	1	8	141	-133
TOTALS				8	113	141			

ATV / SNOWMOBILE TRAIL 'T1' - STA. 10+11 - 31+69

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
10+11.0	-	7.6	0.0	-	-	-	-	-	-
10+50.0	39.0	3.6	1.1	8	1	1	8	1	7
11+00.0	50.0	7.3	0.0	10	1	1	18	2	16
11+03.0	3.0	7.3	0.0	1	0	0	19	2	17
11+03.1	0.1	0.0	0.0	0	0	0	19	2	17
11+35.7	32.6	0.0	0.0	0	0	0	19	2	17
11+35.8	0.1	8.0	0.0	0	0	0	19	2	17
11+50.0	14.2	1.7	5.1	3	1	2	22	4	18
11+58.2	8.2	1.3	5.0	0	2	2	22	6	16
12+00.0	41.8	4.2	1.2	4	5	6	26	12	14
12+50.0	50.0	7.8	0.1	11	1	1	37	13	24
12+59.2	9.2	7.5	0.1	3	0	0	40	13	27
12+59.3	0.1	0.0	0.0	0	0	0	40	13	27
24+39.9	1180.6	0.0	0.0	0	0	0	40	13	27
24+40.0	0.1	7.9	0.1	0	0	0	40	13	27
24+50.0	10.0	7.0	0.1	3	0	0	43	13	29
25+00.0	50.0	8.2	0.4	14	0	1	57	14	43
25+50.0	50.0	9.1	0.9	16	1	1	73	15	57
25+91.0	41.0	0.0	4.0	7	4	5	80	20	60
25+91.1	0.1	0.0	0.0	0	0	0	80	20	60
26+31.7	40.6	0.0	0.0	0	0	0	80	20	60
26+31.8	0.1	10.5	0.0	0	0	0	80	20	60
26+50.0	18.3	10.6	0.0	7	0	0	87	20	67
27+00.0	50.0	7.9	1.4	17	1	2	104	22	82
27+50.0	50.0	7.5	1.0	14	2	3	118	24	94
28+00.0	50.0	7.8	0.9	14	2	2	132	27	106
28+50.0	50.0	5.9	0.8	13	2	2	145	29	116
29+00.0	50.0	4.8	1.2	10	2	2	155	31	124
29+50.0	50.0	6.9	0.8	11	2	2	165	33	132
30+00.0	50.0	10.7	0.0	16	1	1	182	34	148
30+25.0	25.0	11.0	0.0	10	0	0	192	34	158
30+50.0	25.0	11.1	0.0	10	0	0	202	34	168
30+54.2	4.2	13.6	0.0	2	0	0	204	34	170
30+54.3	0.1	0.0	0.0	0	0	0	204	34	170
30+66.9	12.6	0.0	0.0	0	0	0	204	34	170
30+67.0	0.1	15.9	0.0	0	0	0	204	34	170
30+84.1	17.1	8.4	0.0	8	0	0	212	34	178
30+84.2	0.1	0.0	0.0	0	0	0	212	34	178
0+00.0	-3084.2	0.0	0.0	0	0	0	212	34	178
31+60.6	3160.6	9.8	0.0	571	0	0	782	34	748
31+69.4	8.8	8.6	0.0	3	0	0	785	34	751
TOTALS				785	27	34			

ATV / SNOWMOBILE TRAIL 'T2' - STA. 14+30 - 27+65

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
14+29.9	-	0.0	0.0	-	-	-	-	-	-
14+30.0	0.1	31.5	0.0	0	0	0	0	0	0
14+50.0	20.0	13.0	0.0	16	0	0	17	0	17
14+84.1	34.1	0.0	0.4	8	0	0	25	0	24
14+84.1	0.0	0.0	0.0	0	0	0	25	0	24
16+59.4	175.3	0.0	0.0	0	0	0	25	0	24
16+59.5	0.1	8.0	0.0	0	0	0	25	0	24
16+99.5	40.0	25.6	0.0	25	0	0	50	0	49
16+99.6	0.1	0.0	0.0	0	0	0	50	0	49
17+23.4	23.8	0.0	0.0	0	0	0	50	0	49
17+23.6	0.1	22.7	0.0	0	0	0	50	0	49
17+50.0	26.5	11.2	0.0	17	0	0	66	0	66
17+63.6	13.6	8.0	0.0	5	0	0	71	0	71
17+63.6	0.0	0.0	0.0	0	0	0	71	0	71
19+82.3	218.7	0.0	0.0	0	0	0	71	0	71
19+82.4	0.1	7.8	0.0	0	0	0	71	0	71
20+00.0	17.6	6.6	0.0	5	0	0	76	0	75
20+50.0	50.0	6.1	0.0	12	0	0	88	0	87
21+00.0	50.0	6.3	0.1	12	0	0	99	1	99
21+50.0	50.0	9.2	0.0	14	0	0	113	1	113
21+72.5	22.5	7.9	0.0	7	0	0	121	1	120
21+72.6	0.1	0.0	0.0	0	0	0	121	1	120
21+96.5	23.9	0.0	0.0	0	0	0	121	1	120
21+96.6	0.1	6.9	0.0	0	0	0	121	1	120
22+00.0	3.4	5.1	0.1	1	0	0	121	1	121
22+50.0	50.0	6.0	1.9	10	2	2	132	3	129
23+00.0	50.0	11.7	0.3	16	2	3	148	6	143
23+50.0	50.0	4.8	0.6	15	1	1	163	7	157
24+00.0	50.0	9.5	0.8	13	1	2	177	8	169
24+50.0	50.0	7.4	0.6	16	1	2	192	10	183
25+00.0	50.0	5.6	0.1	12	1	1	204	11	194
25+50.0	50.0	6.6	0.0	11	0	0	216	11	205
26+00.0	50.0	6.1	0.2	12	0	0	227	11	217
26+50.0	50.0	6.4	0.0	12	0	0	239	11	228
27+00.0	50.0	3.0	0.6	9	1	1	248	12	236
27+06.1	6.1	5.5	0.0	1	0	0	249	12	237
27+06.2	0.1	0.0	0.0	0	0	0	249	12	237
27+30.0	23.8	0.0	0.0	0	0	0	249	12	237
27+30.2	0.2	2.0	2.2	0	0	0	249	12	237
27+50.0	19.8	4.6	0.4	2	1	1	251	13	238
27+64.7	14.7	7.0	0.0	3	0	0	254	13	241
TOTALS				254	11	13			

COMMERCIAL ENTRANCE (FARLEY AUTO BODY) 'C2' - STA. 8+38 - 9+90

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
8+38.0	-	26.4	0.0	-	-	-	-	-	-
8+50.0	12.0	27.1	3.3	12	1	1	12	1	11
8+76.4	26.4	46.4	11.4	36	7	9	48	10	38
9+00.0	23.6	0.1	17.0	20	12	15	68	25	43
9+50.0	50.0	0.2	9.8	0	25	31	68	56	12
9+87.8	37.8	49.3	0.0	35	7	9	103	65	38
9+90.3	2.5	41.6	0.0	4	0	0	107	65	42
TOTALS				107	52	65			

SS OUTFALL / STILLING BASIN 'BD' - STA. 28+27 - 29+15

STATION	LENGTH	CUT END AREA	FILL END AREA	CUT RAW VOLUME	FILL RAW VOLUME	(ADJUSTED) FILL RAW VOLUME * 1.25	CUMULATIVE CUT VOLUME	(ADJUSTED) CUMULATIVE FILL VOLUME	MASS ORDINATE
	LF	SF	SF	CY	CY	CY	CY	CY	CY
28+27.5	-	0.0	0.0	-	-	-	-	-	-
28+50.0	22.5	243.4	0.0	102	0	0	102	0	102
28+55.5	5.5	372.3	0.0	63	0	0	164	0	164
28+60.5	5.0	499.1	0.0	81	0	0	245	0	245
28+72.0	11.5	531.2	0.0	219	0	0	464	0	464
28+75.5	3.5	497.6	0.0	67	0	0	531	0	531
28+80.5	5.0	338.0	0.0	77	0	0	608	0	608
28+93.0	12.5	77.5	5.8	96	1	2	705	2	703
29+13.0	20.0	24.2	0.0	38	2	3	742	4	738
29+14.7	1.7	0.0	0.0	1	0	0	743	4	739
TOTALS				743	3	4			

STA. 830+75 LT
END GRADING (STAGE 1 WIDENING)

-37.88
1239.96

-28.98
1241.48

3.0:1

2.0%

-28.98
1241.48

-23.17
1241.59

-16.98
1241.72

US 63

STAGE 1

WAT

FO

830+75

STA. 830+90 LT - EXTEND EXISTING CULVERT
1 - 18" X 12' CPCS

1240
1230
1250

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

-33.48
1239.50

-27.63
1241.45

3.0:1

2.0%

-27.63
1241.45

-21.82
1241.57

-15.00
1241.71

℄ 'US 63'

℞ STAGE 1

WAT

FO

830+50

-21.46
1241.81

3.0:1

2.0%

2.0%

-21.12
1241.01

-19.12
1241.05

-15.00
1241.13

℄ 'US 63'

℞ STAGE 1

WAT

FO

FO

830+00

-18.68
1240.67

-16.68
1240.71

-15.00
1240.75

℄ 'US 63'

℞ STAGE 1

WAT

FO

FO

829+55

10 FT

10 FT

STA. 829+24 LT
BEGIN GRADING (STAGE 1 WIDENING)

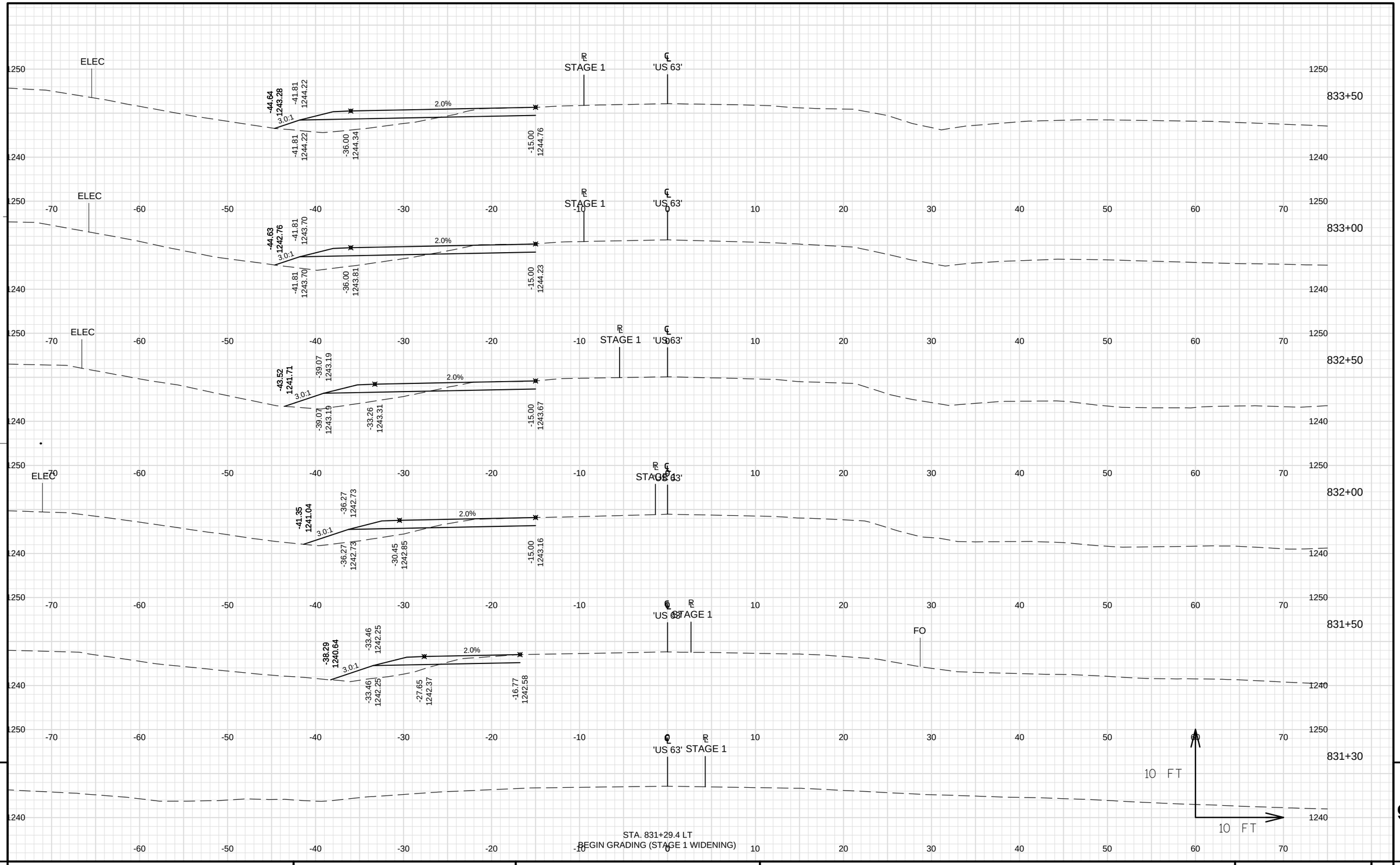
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 410	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:12 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

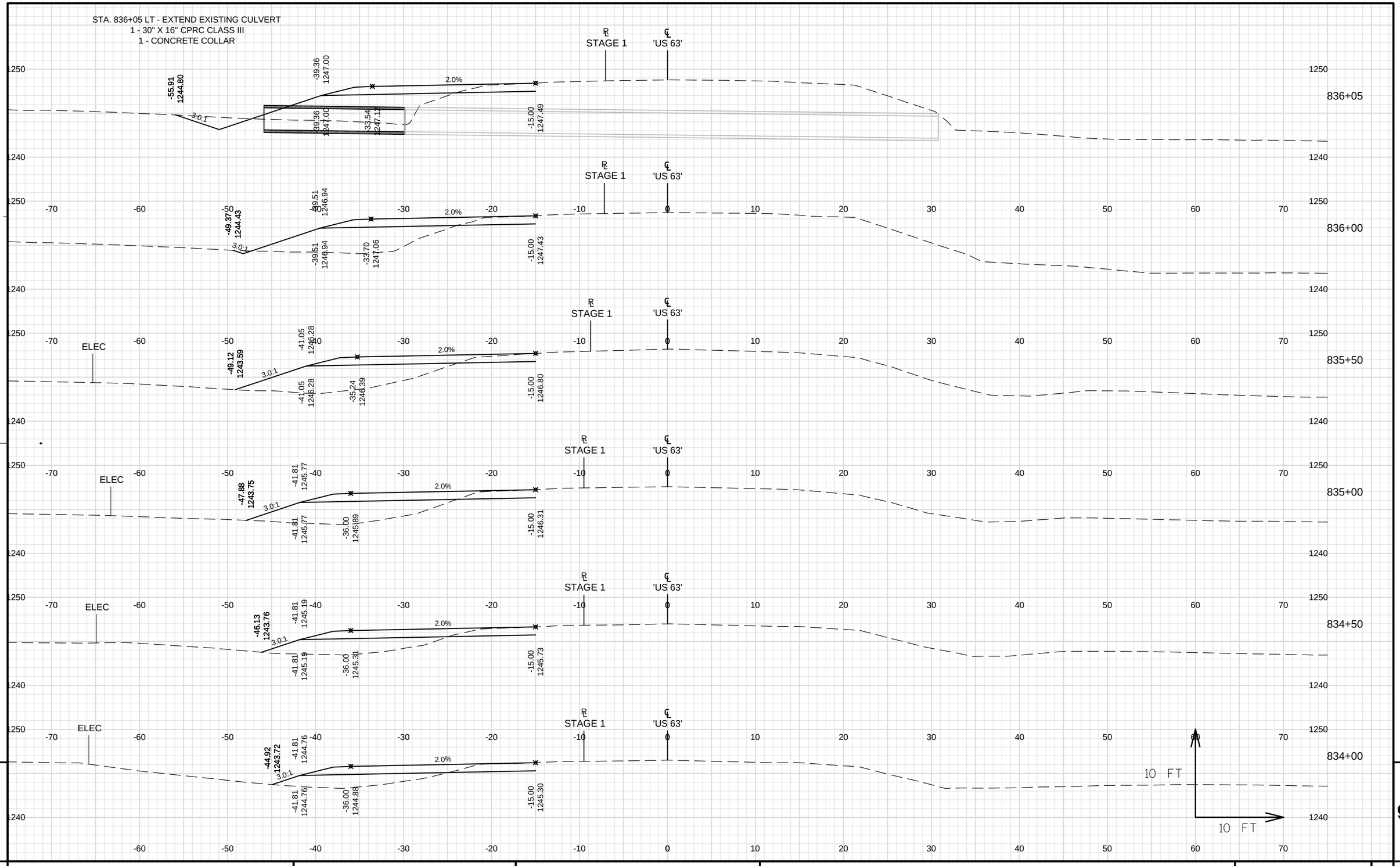


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 411	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:13 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

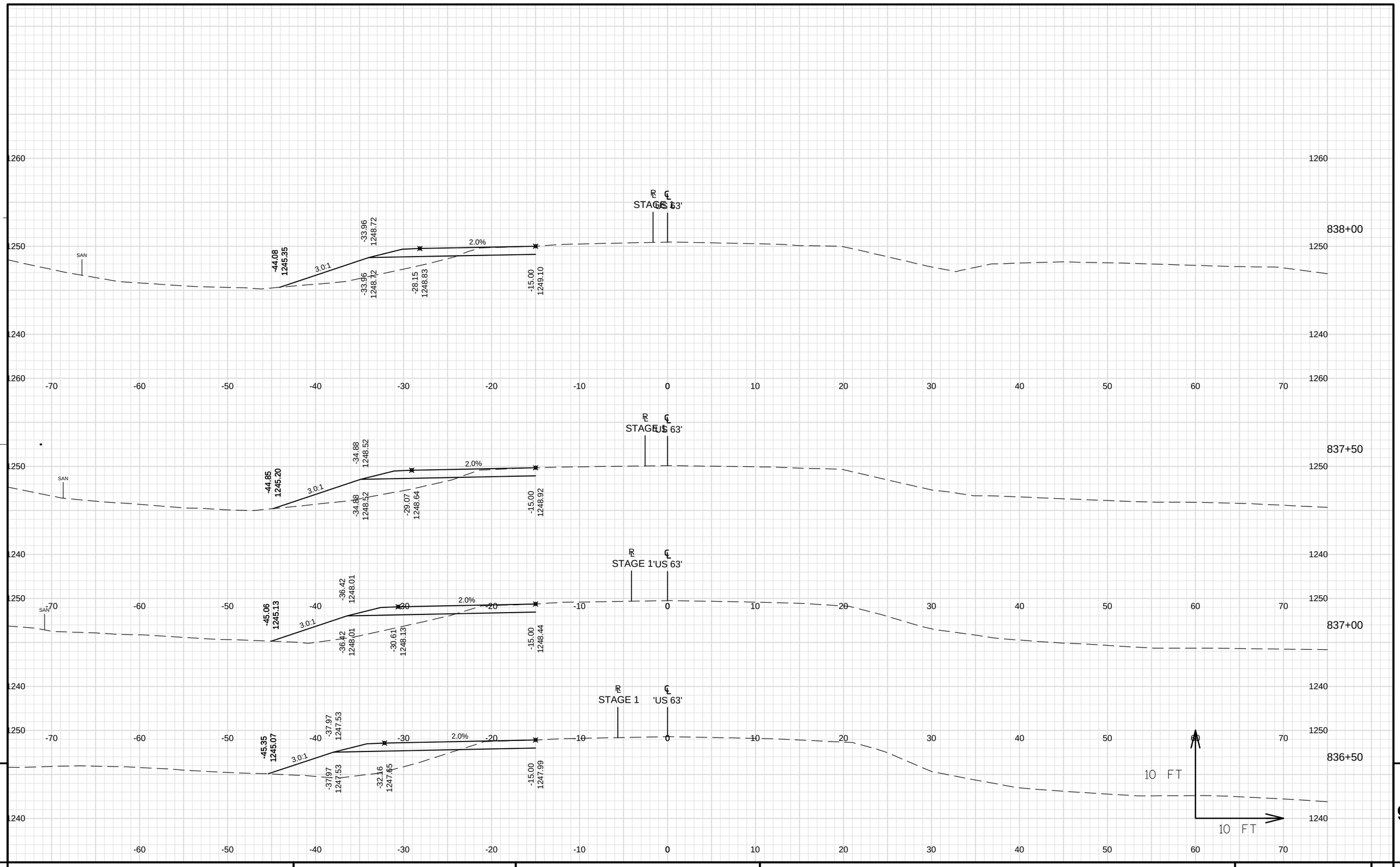
STA. 836+05 LT - EXTEND EXISTING CULVERT
1 - 30" X 16" CPRC CLASS III
1 - CONCRETE COLLAR



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 412	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:13 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

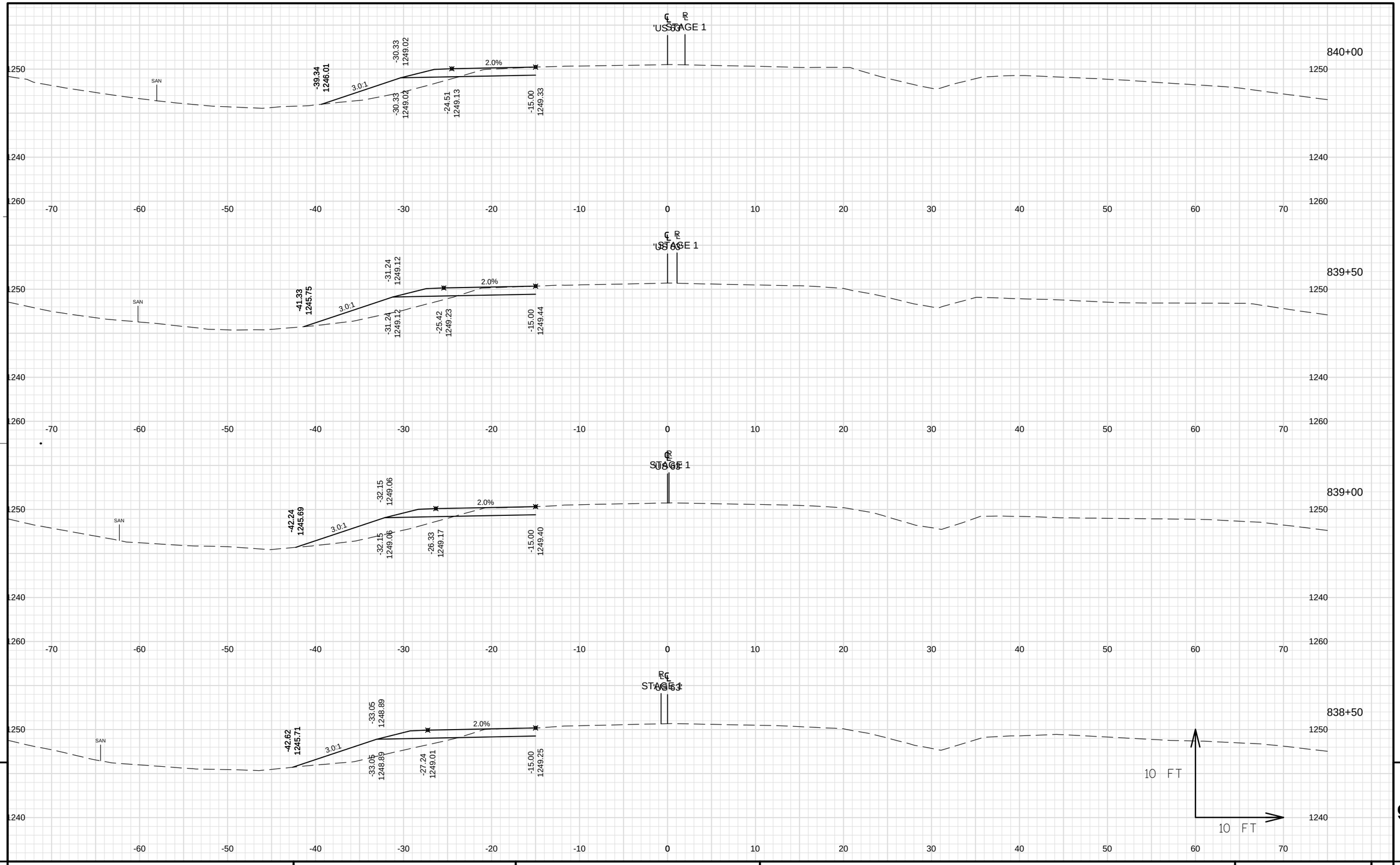


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 413	E

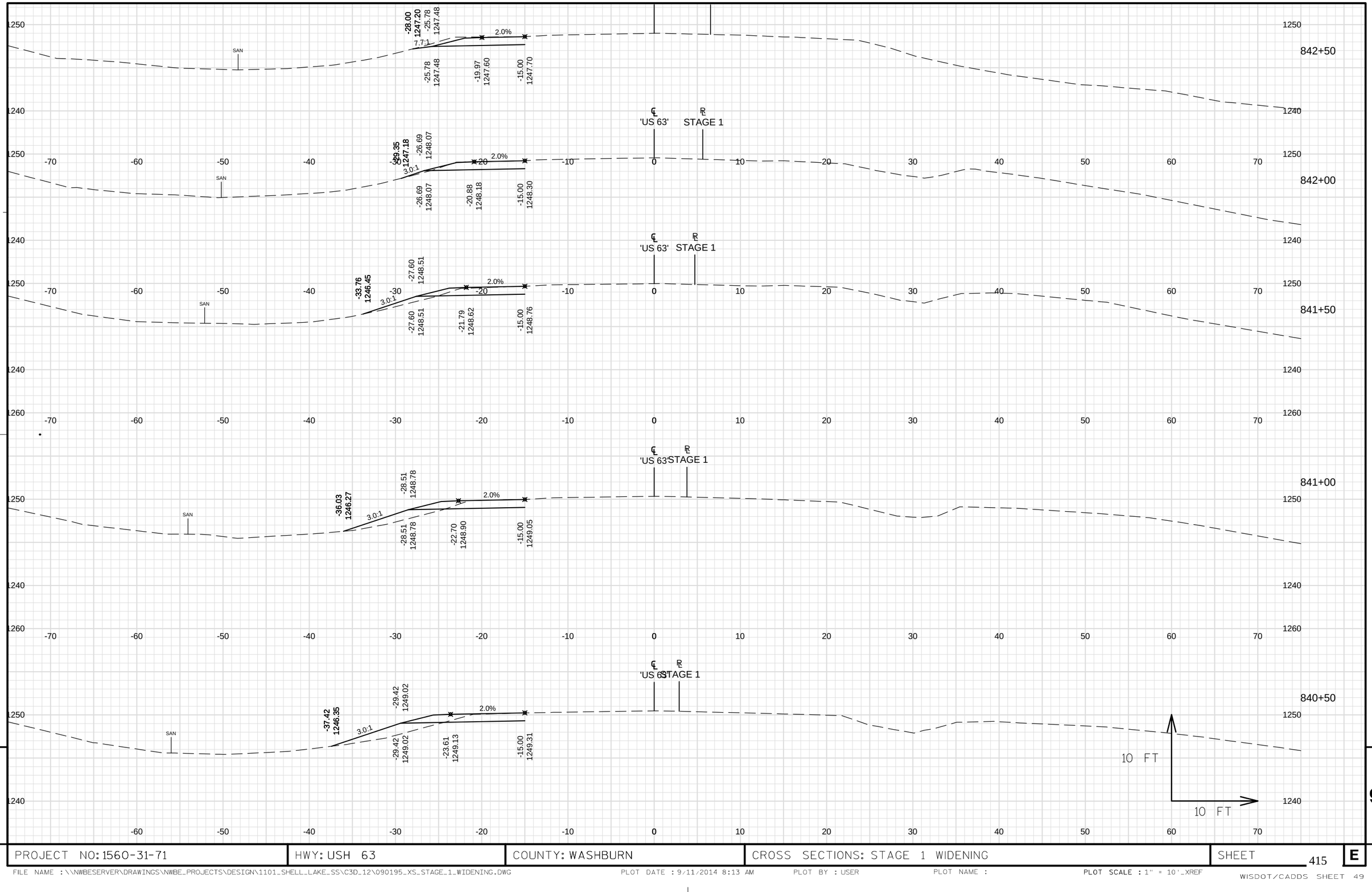
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG
PLOT DATE : 9/11/2014 8:13 AM
PLOT BY : USER
PLOT NAME :
PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 414	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:13 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



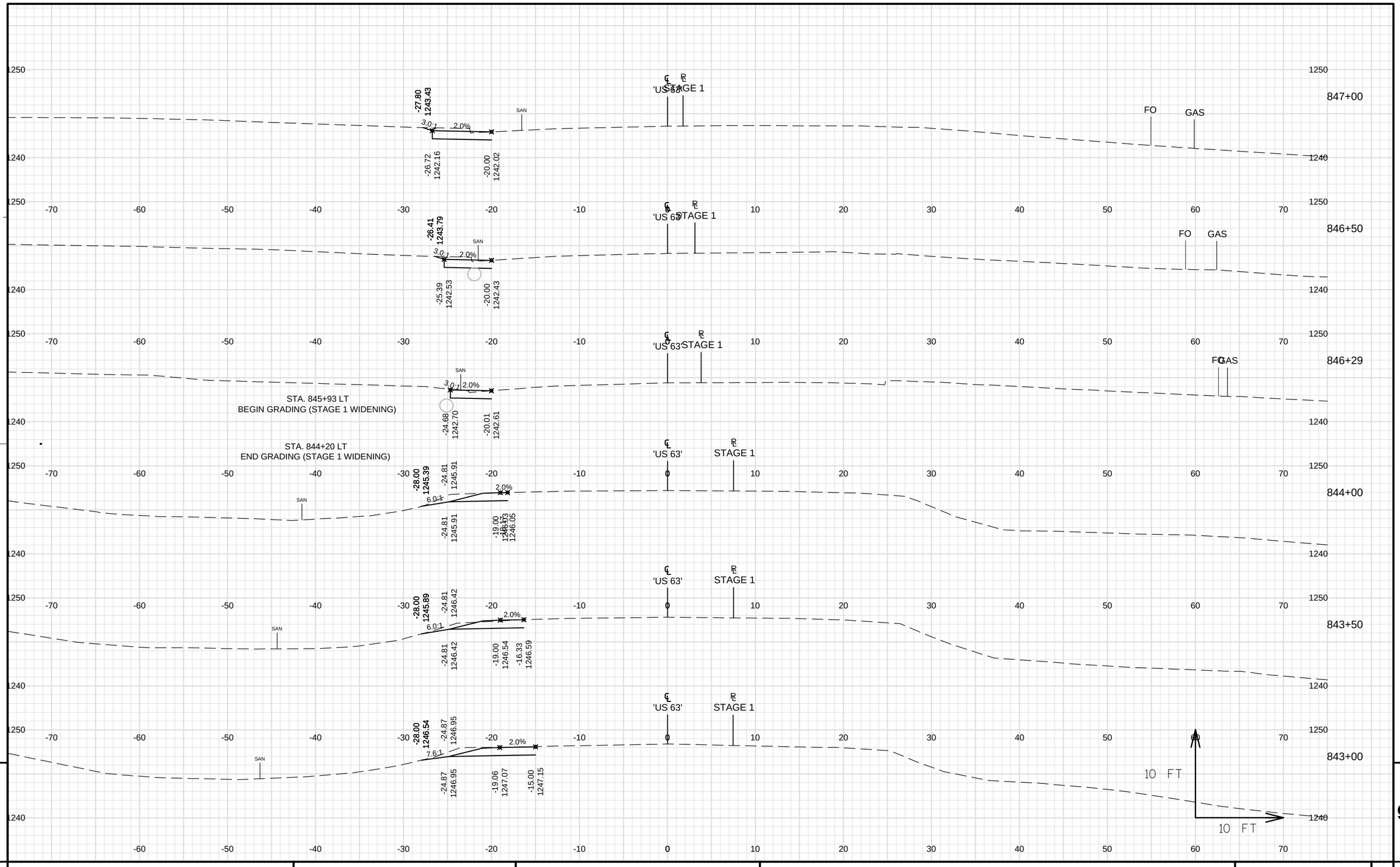
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 415 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:13 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

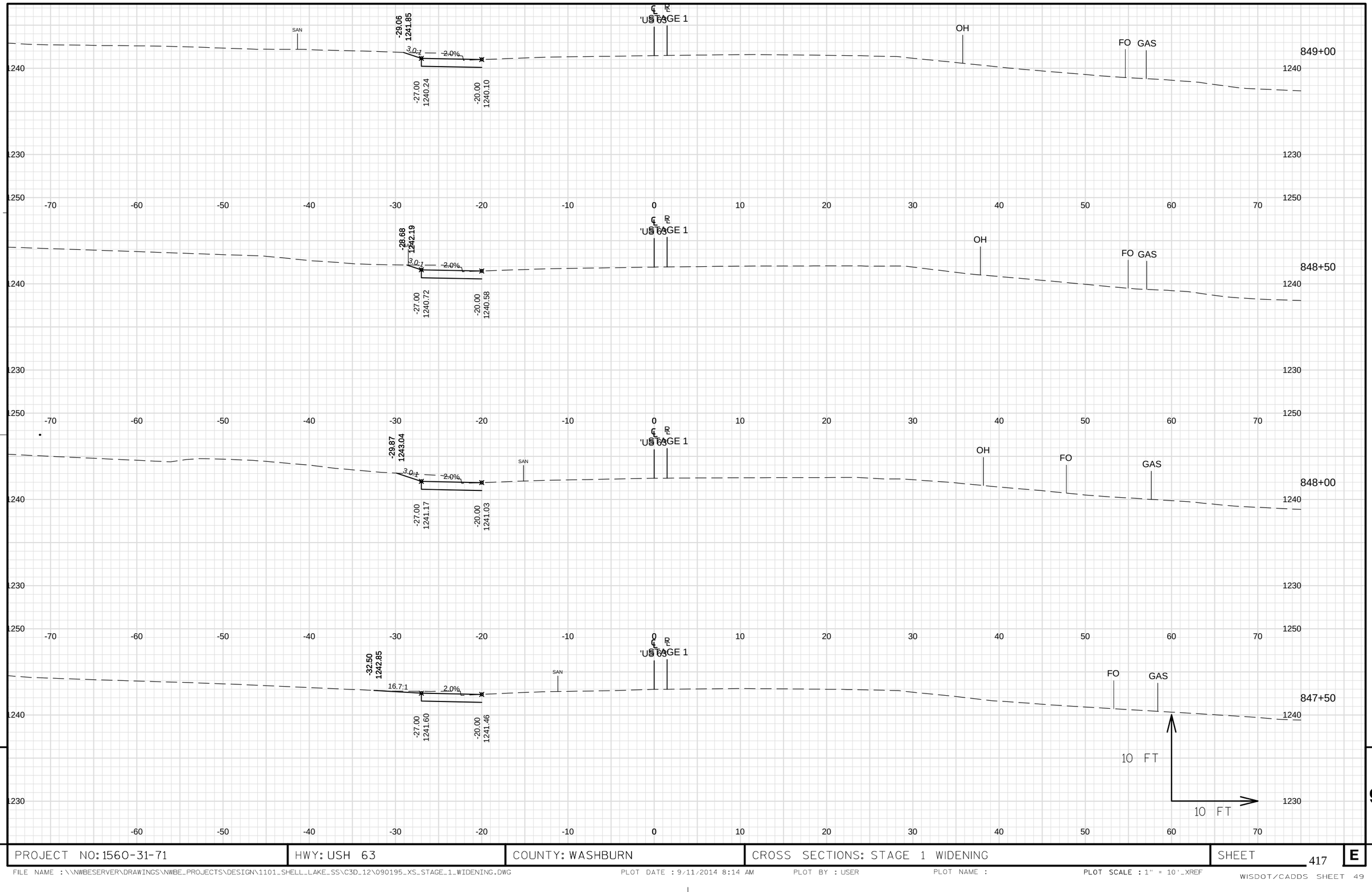
STA. 845+93 LT
BEGIN GRADING (STAGE 1 WIDENING)

STA. 844+20 LT
END GRADING (STAGE 1 WIDENING)



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 416	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:14 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

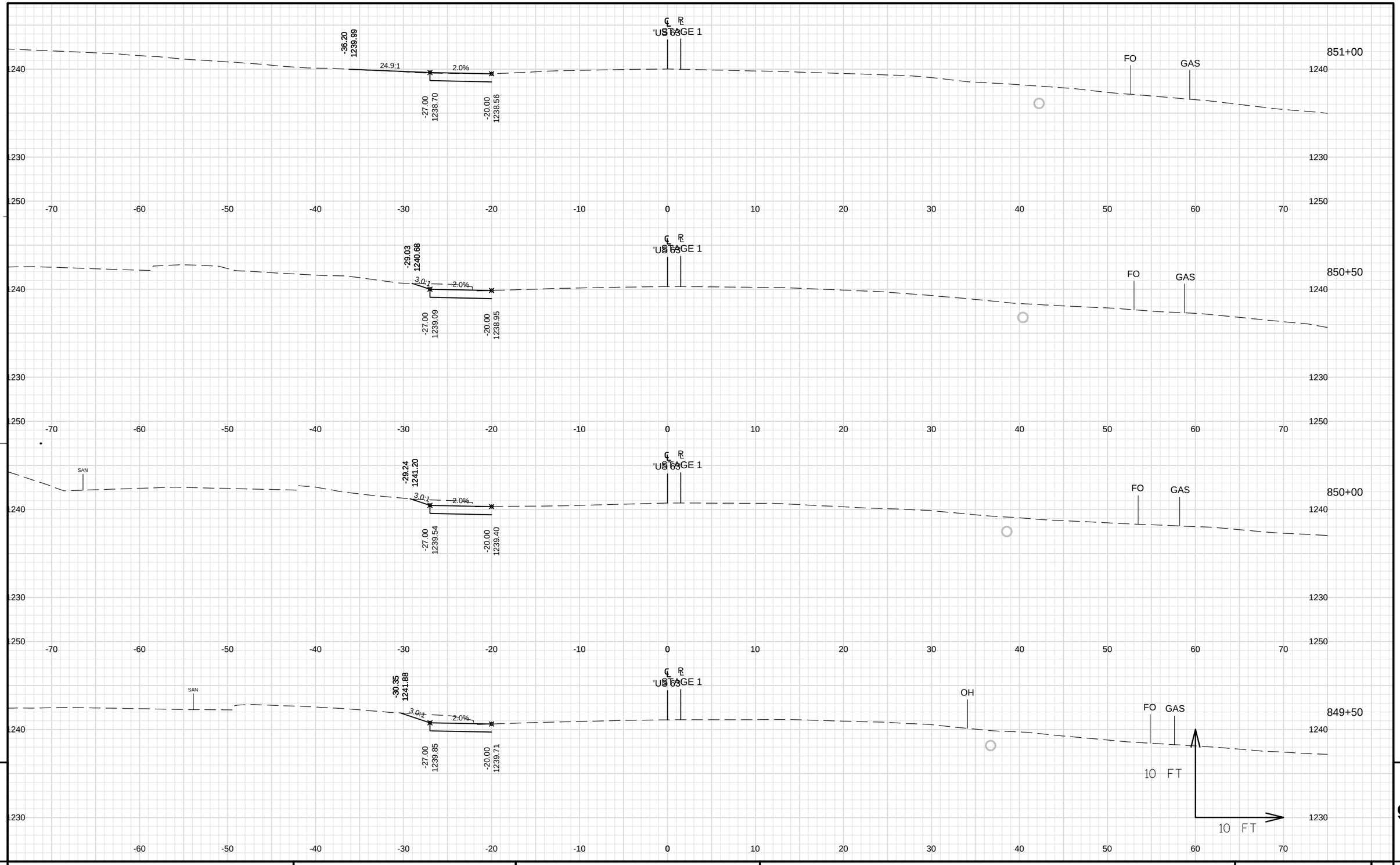


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 417	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:14 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

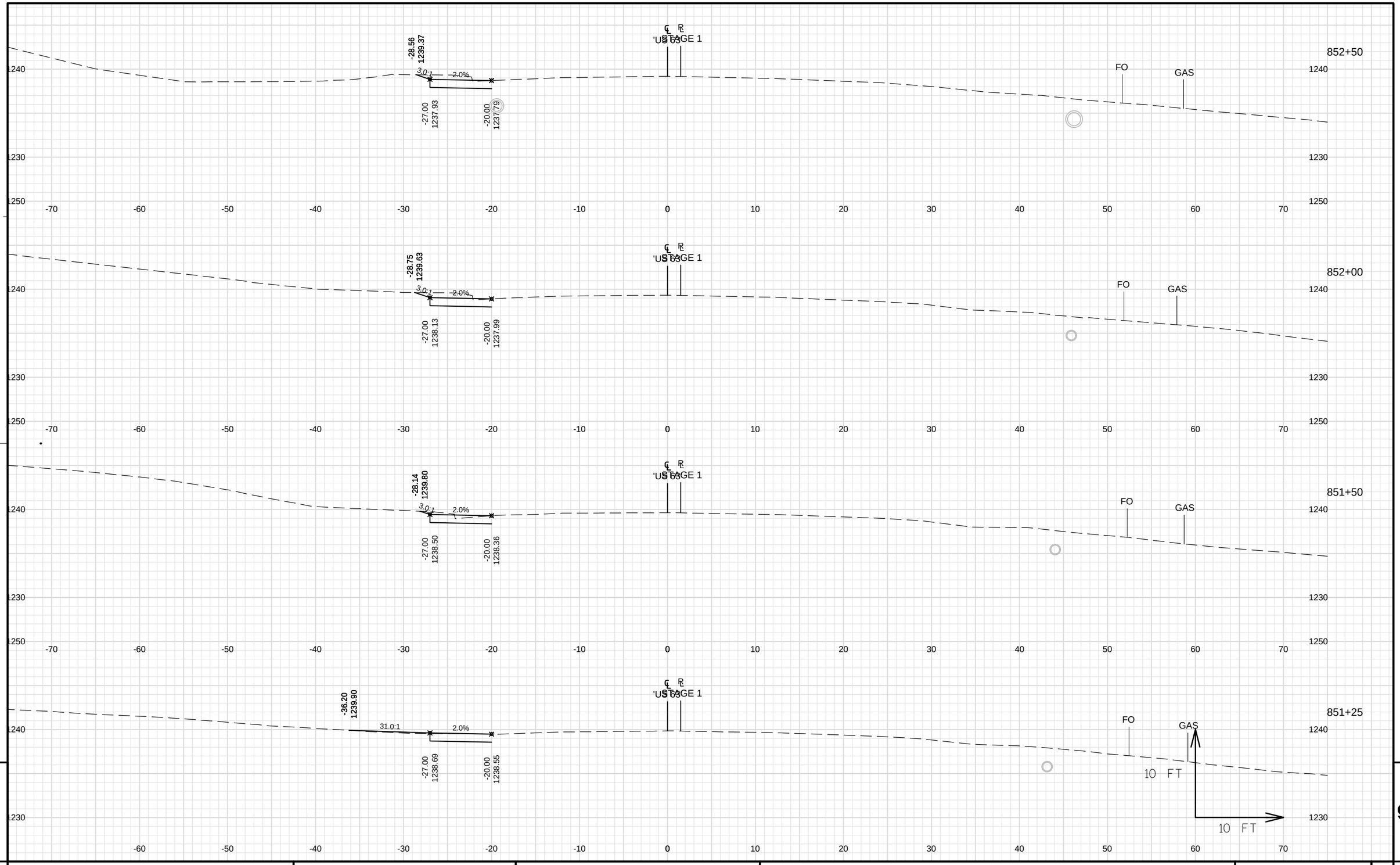


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 418	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG
PLOT DATE : 9/11/2014 8:14 AM
PLOT BY : USER
PLOT NAME :
PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

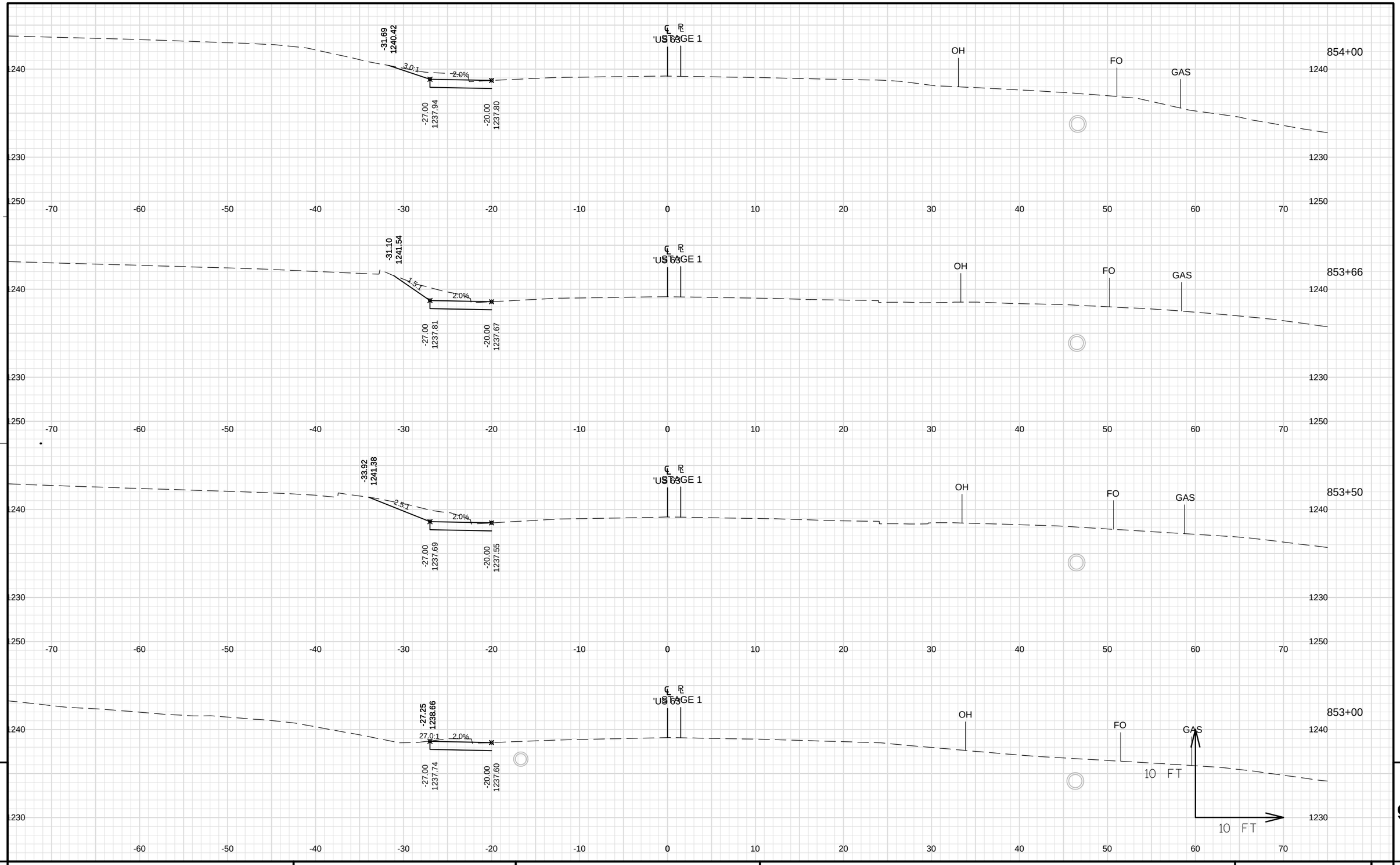


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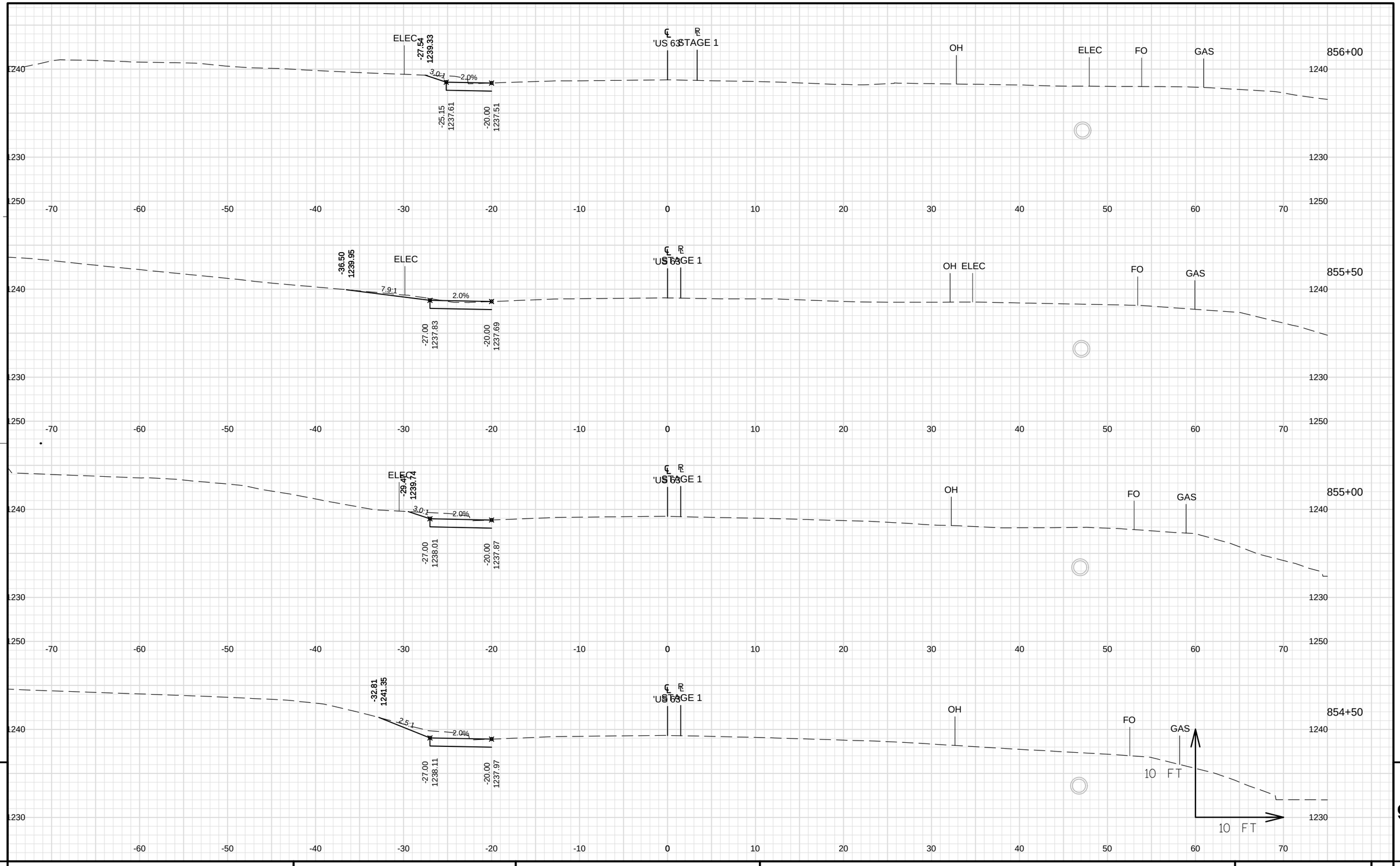
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 419	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:14 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 420	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:14 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF



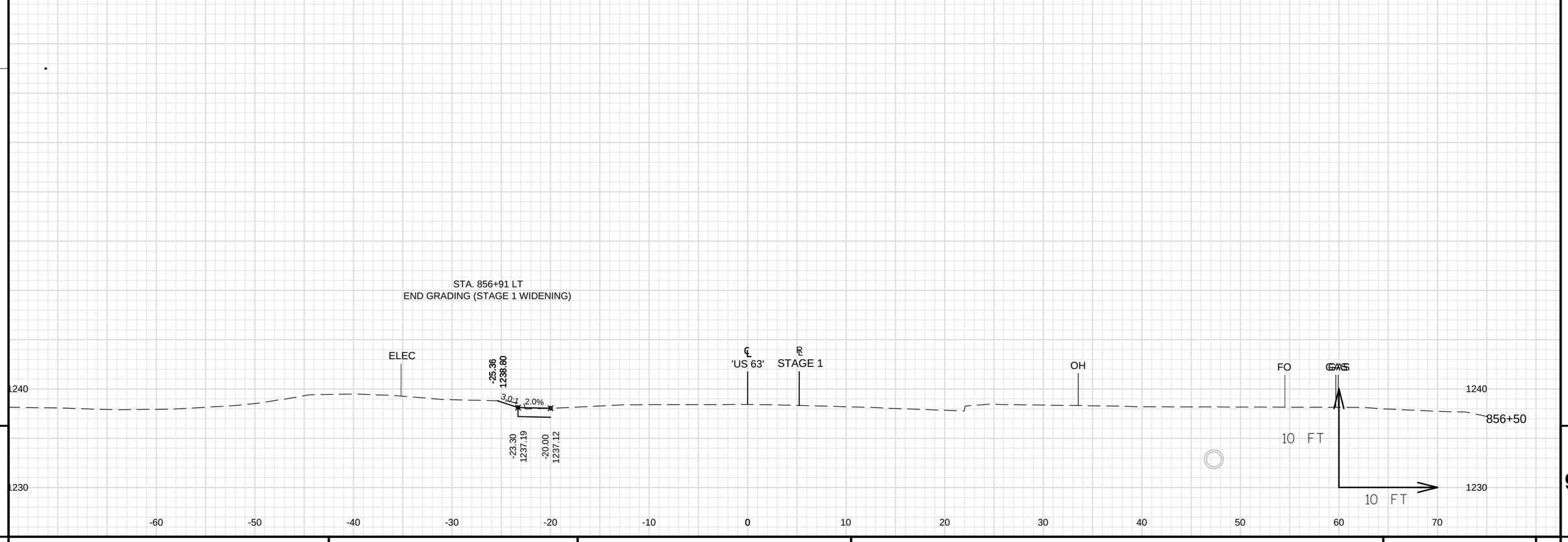
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 421	E

9

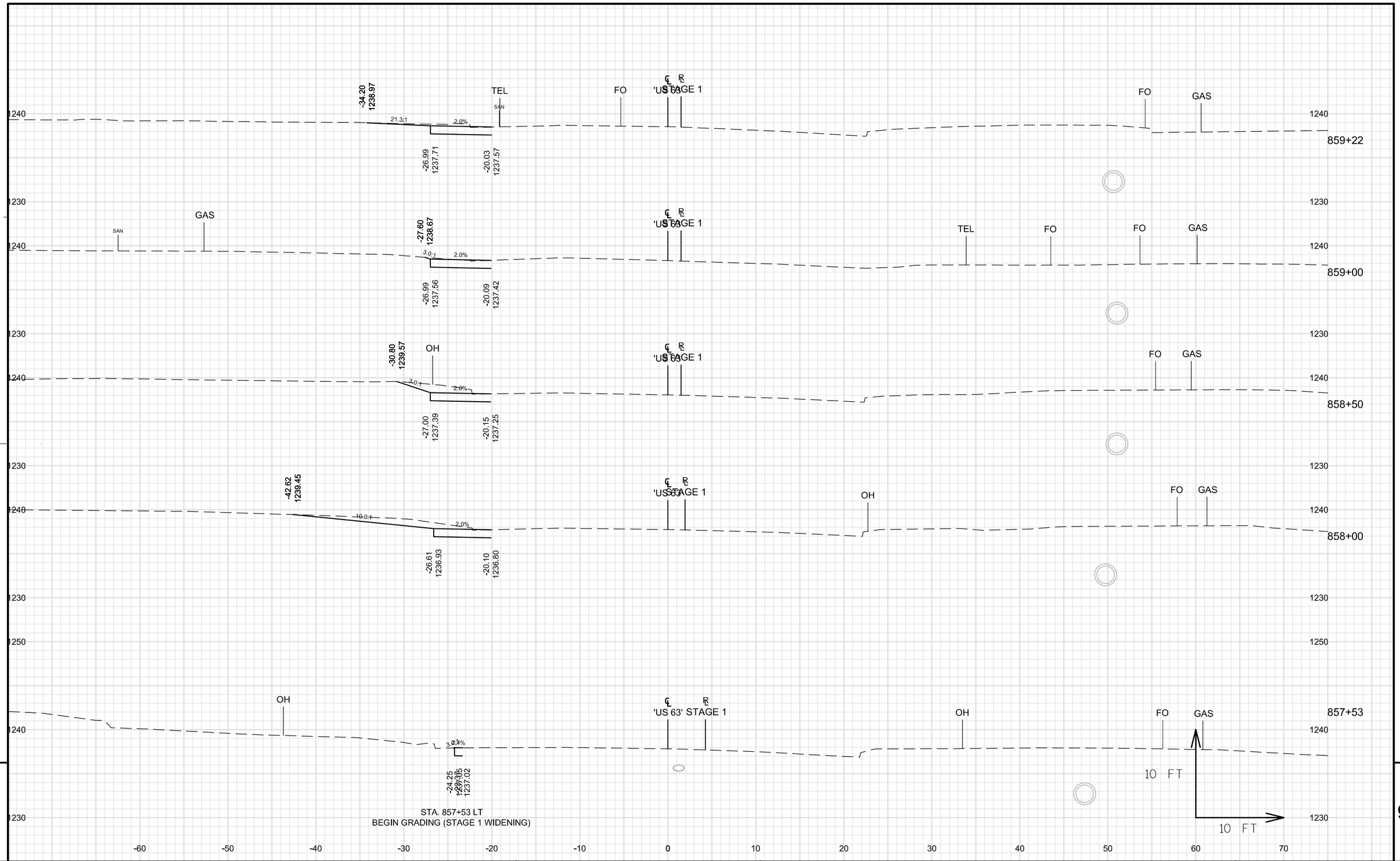
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:14 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

STA. 856+91 LT
END GRADING (STAGE 1 WIDENING)



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 422	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090195_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:15 AM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 10'_XREF



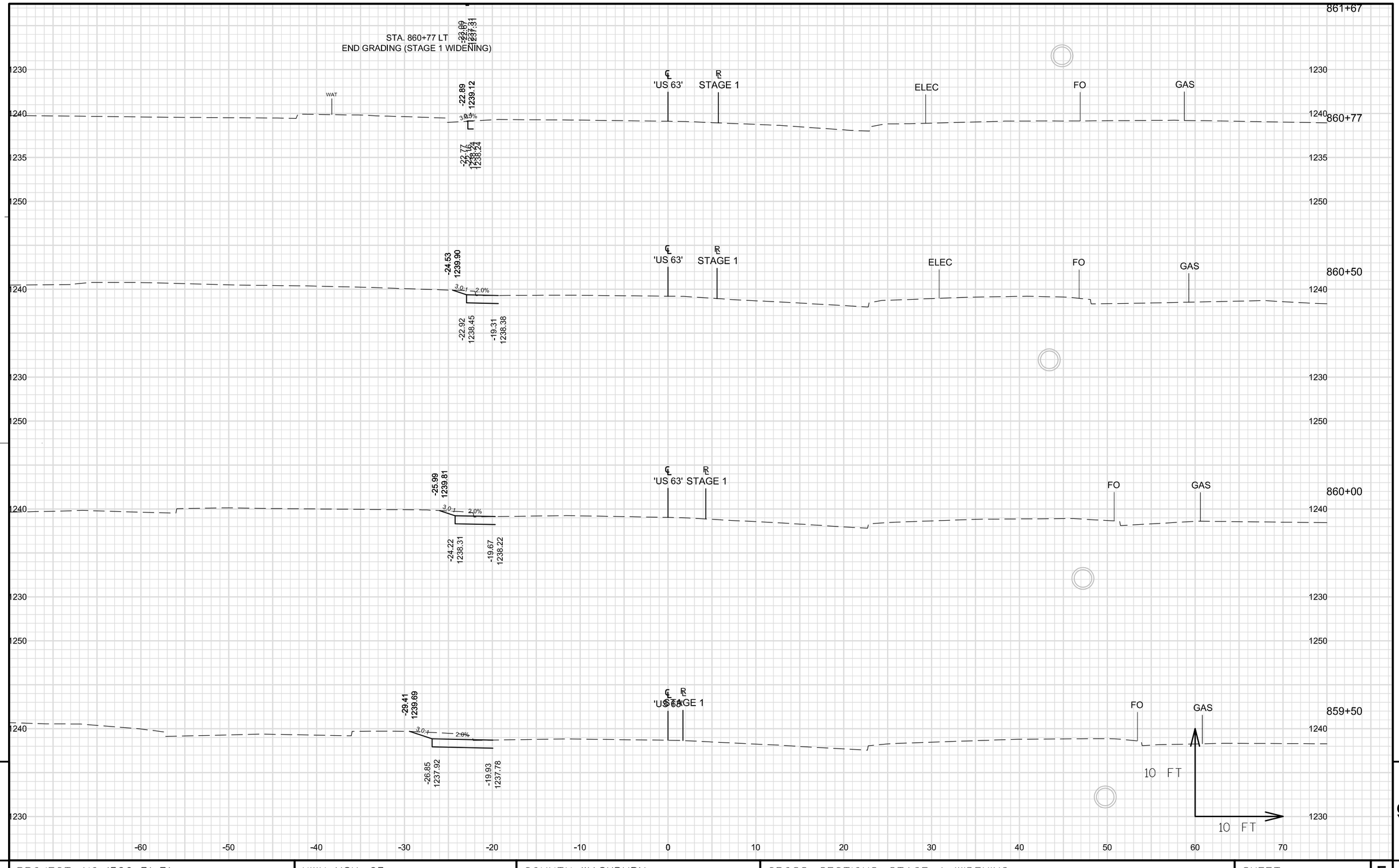
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 423	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:06 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

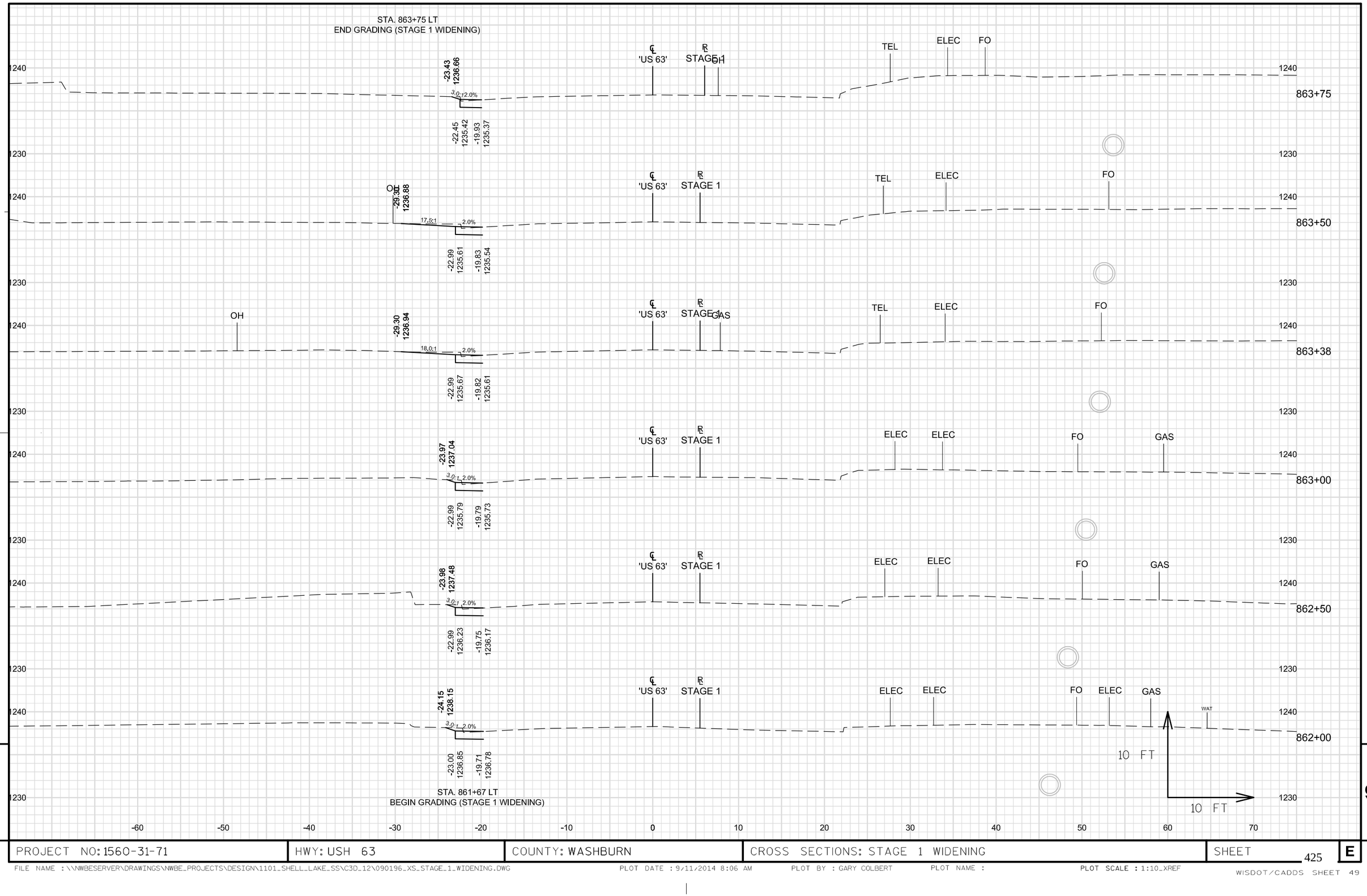
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 424	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:06 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

STA. 863+75 LT
END GRADING (STAGE 1 WIDENING)



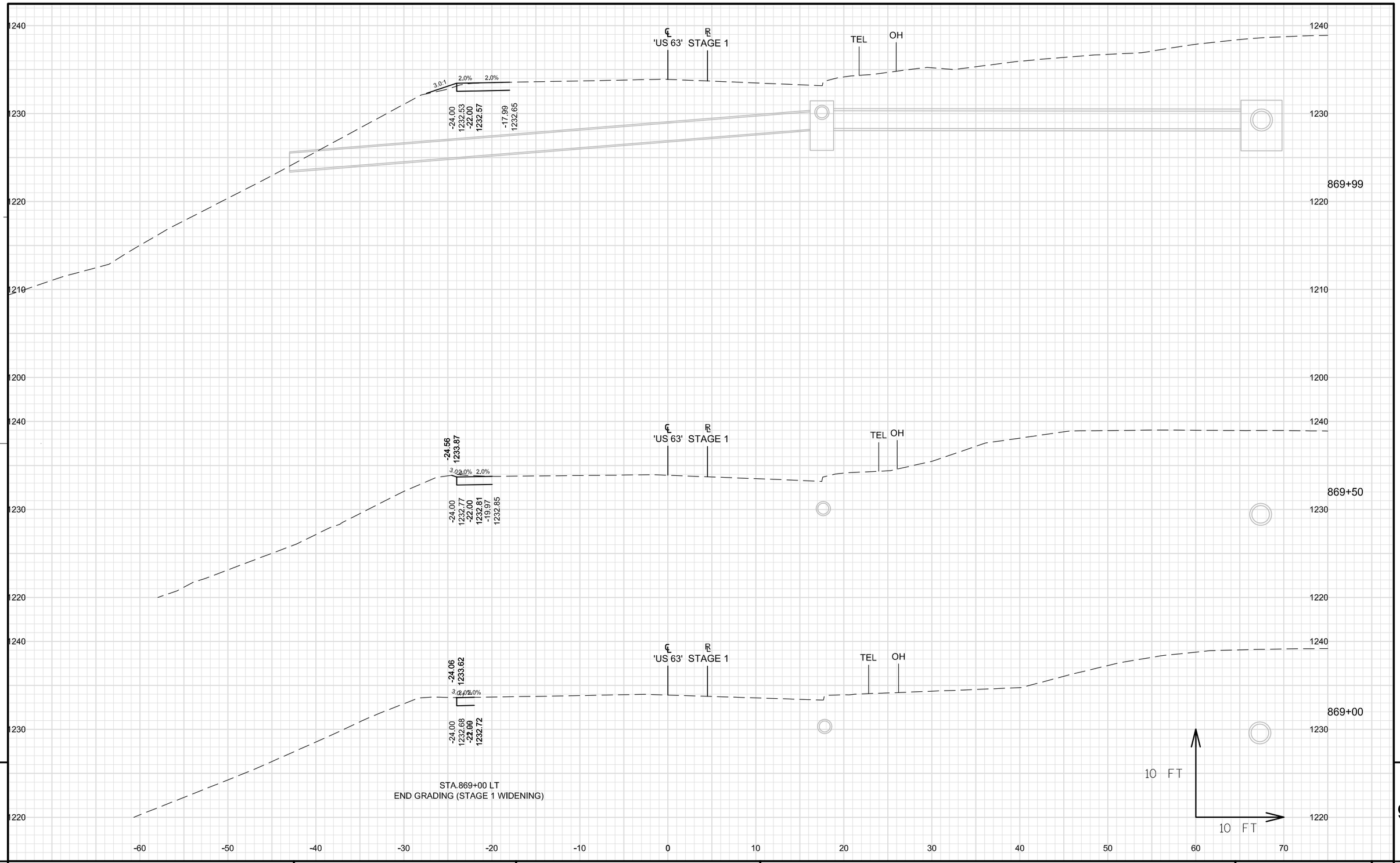
STA. 861+67 LT
BEGIN GRADING (STAGE 1 WIDENING)

9

9

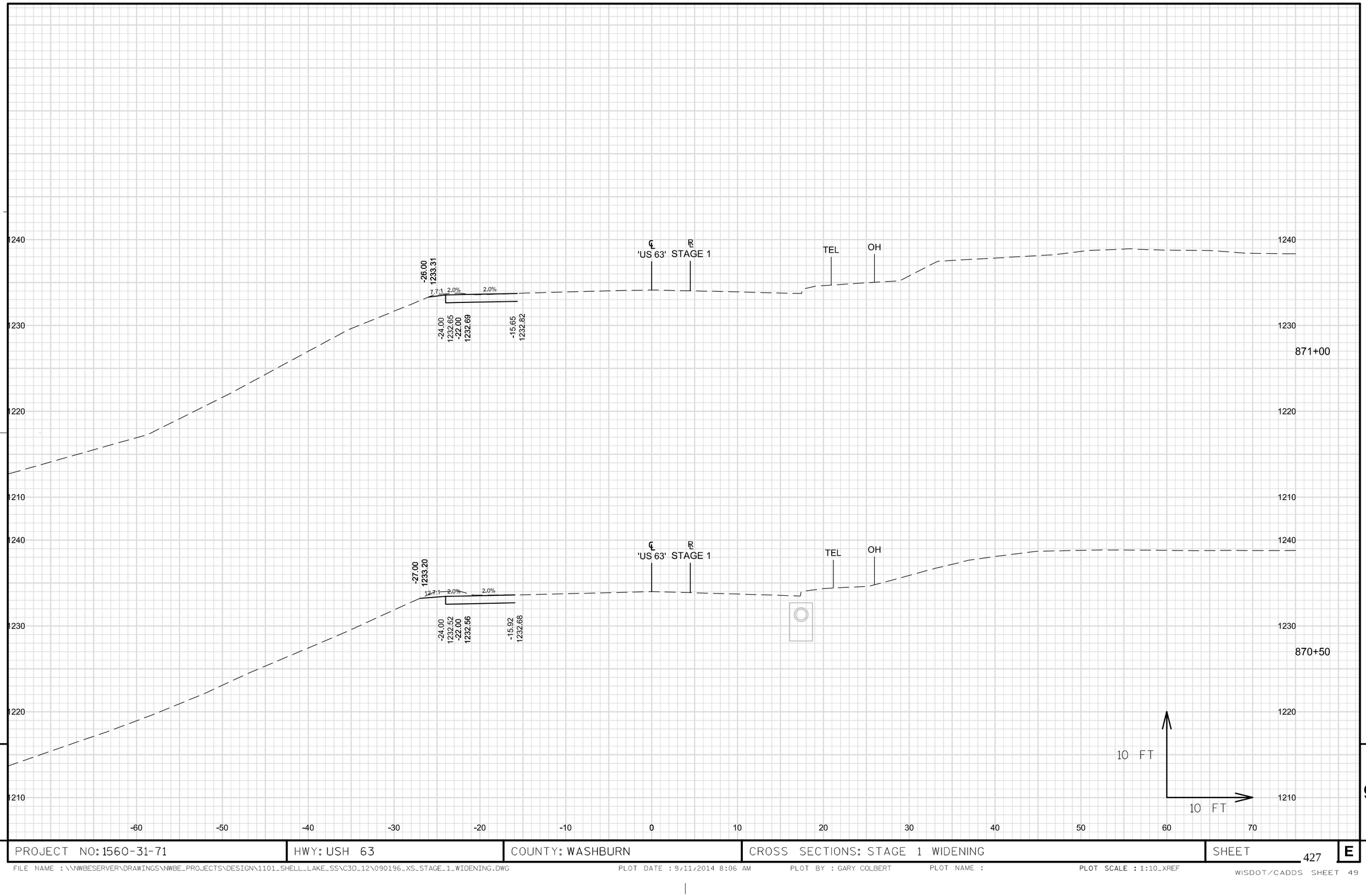
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 425	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:06 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 426	E

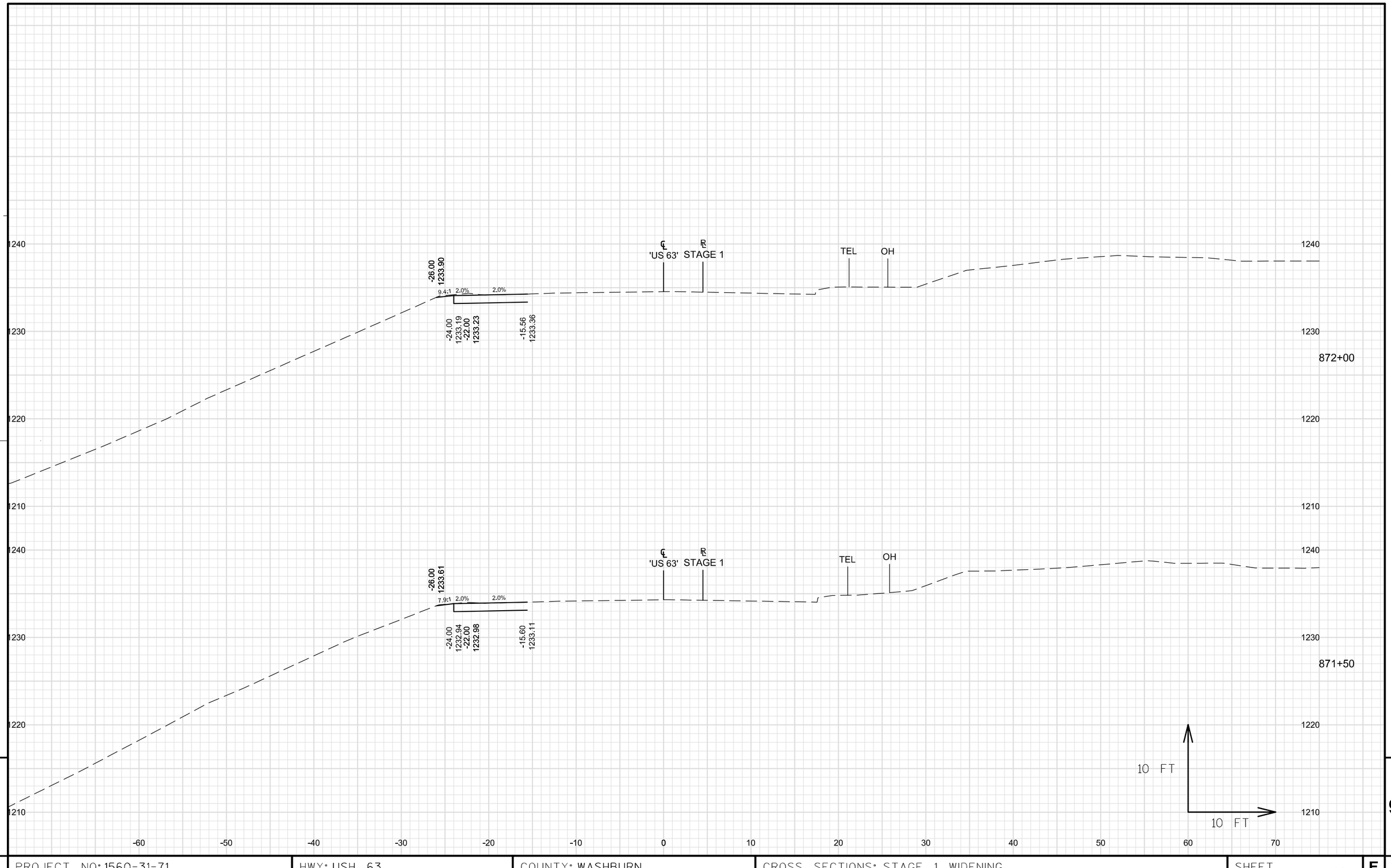
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 427	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:06 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



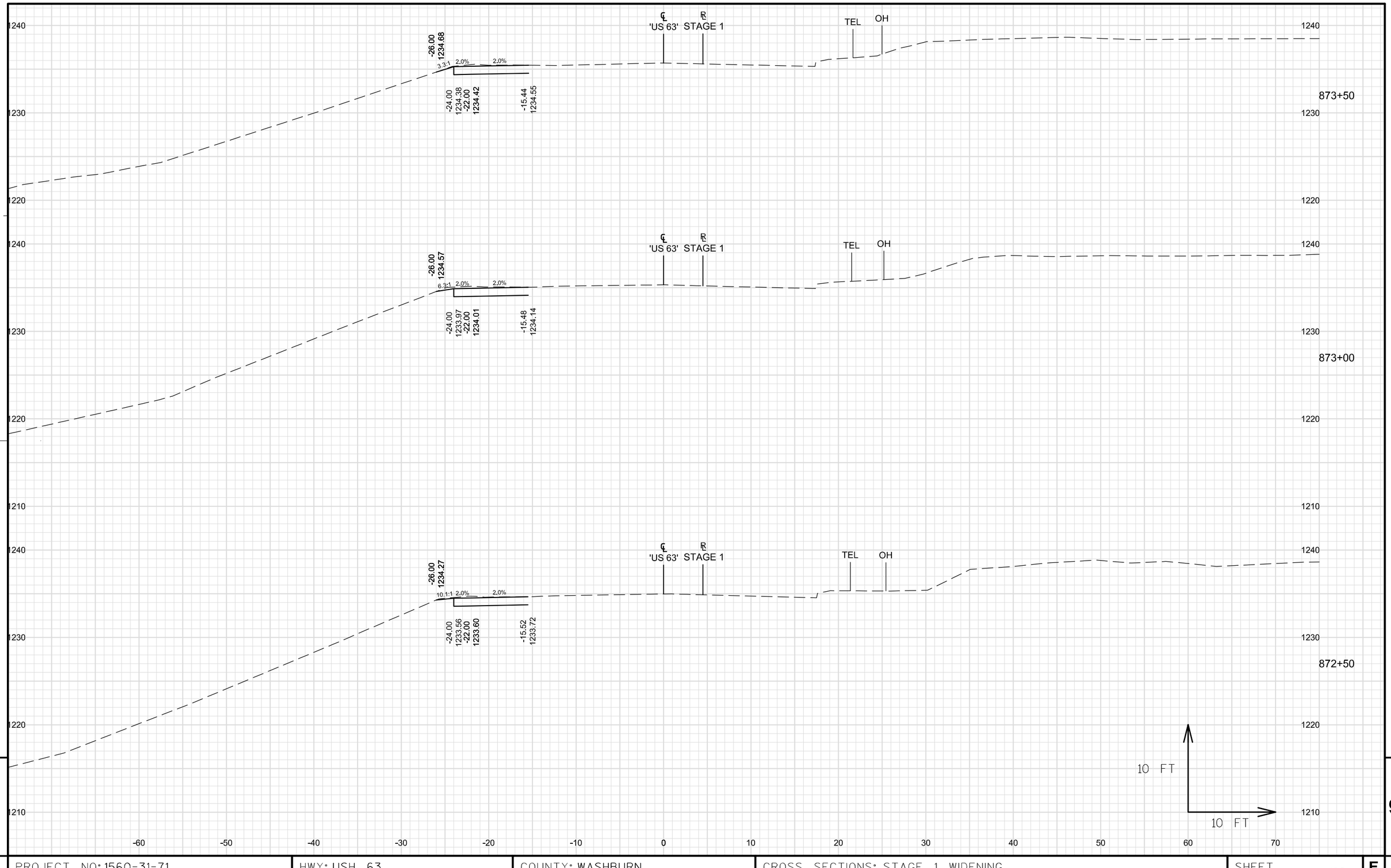
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 428	E

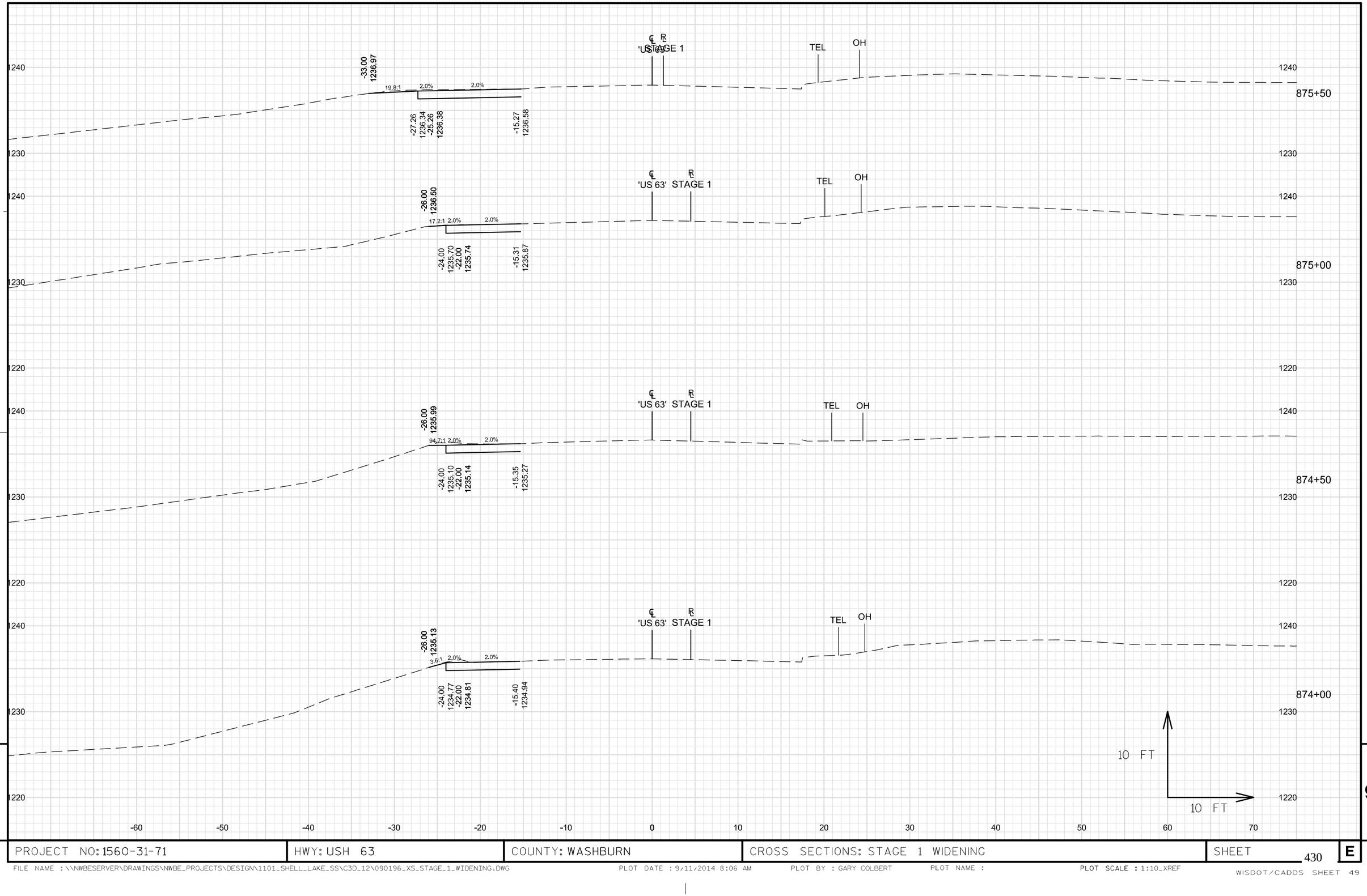
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:06 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



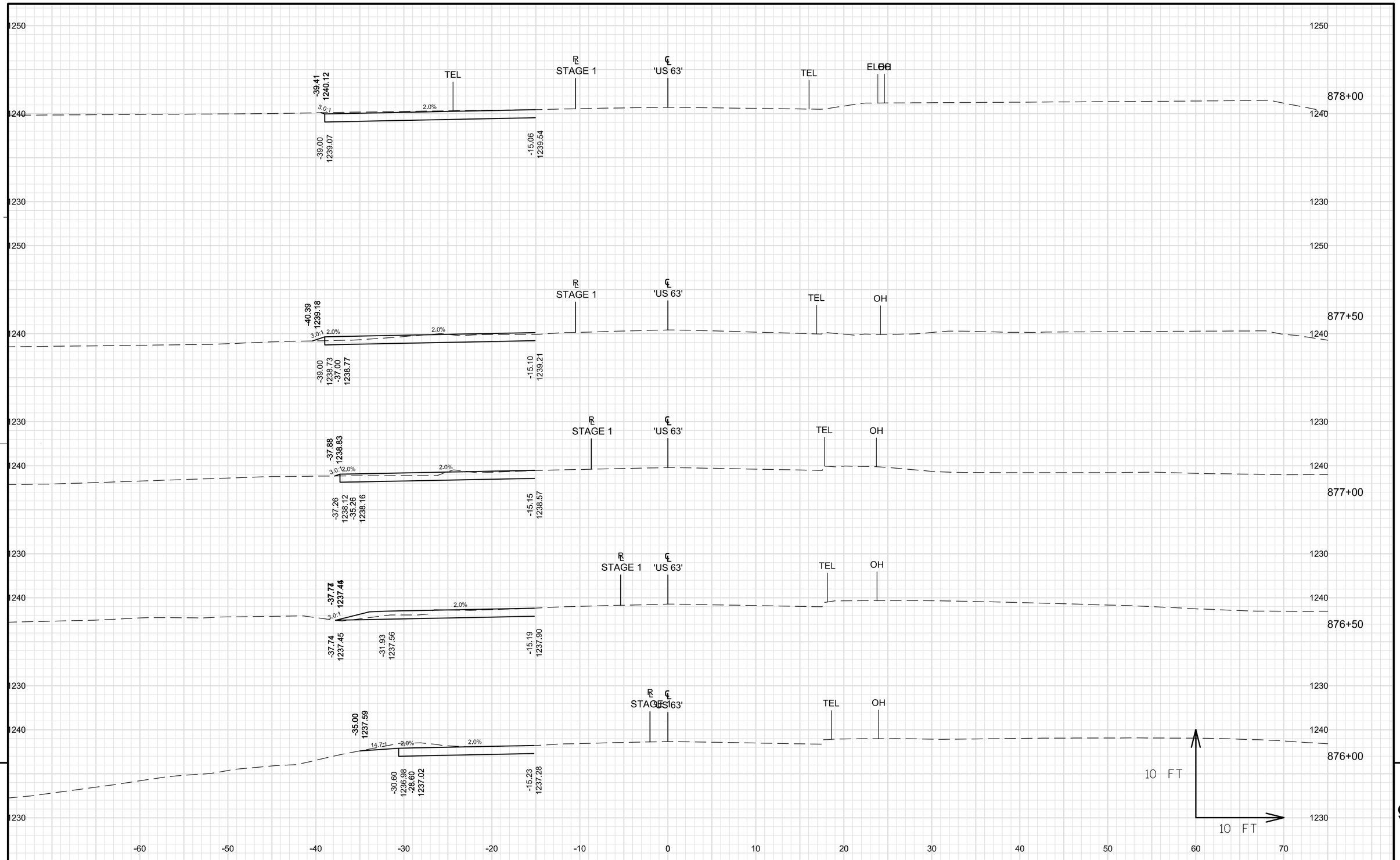
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 429	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:06 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



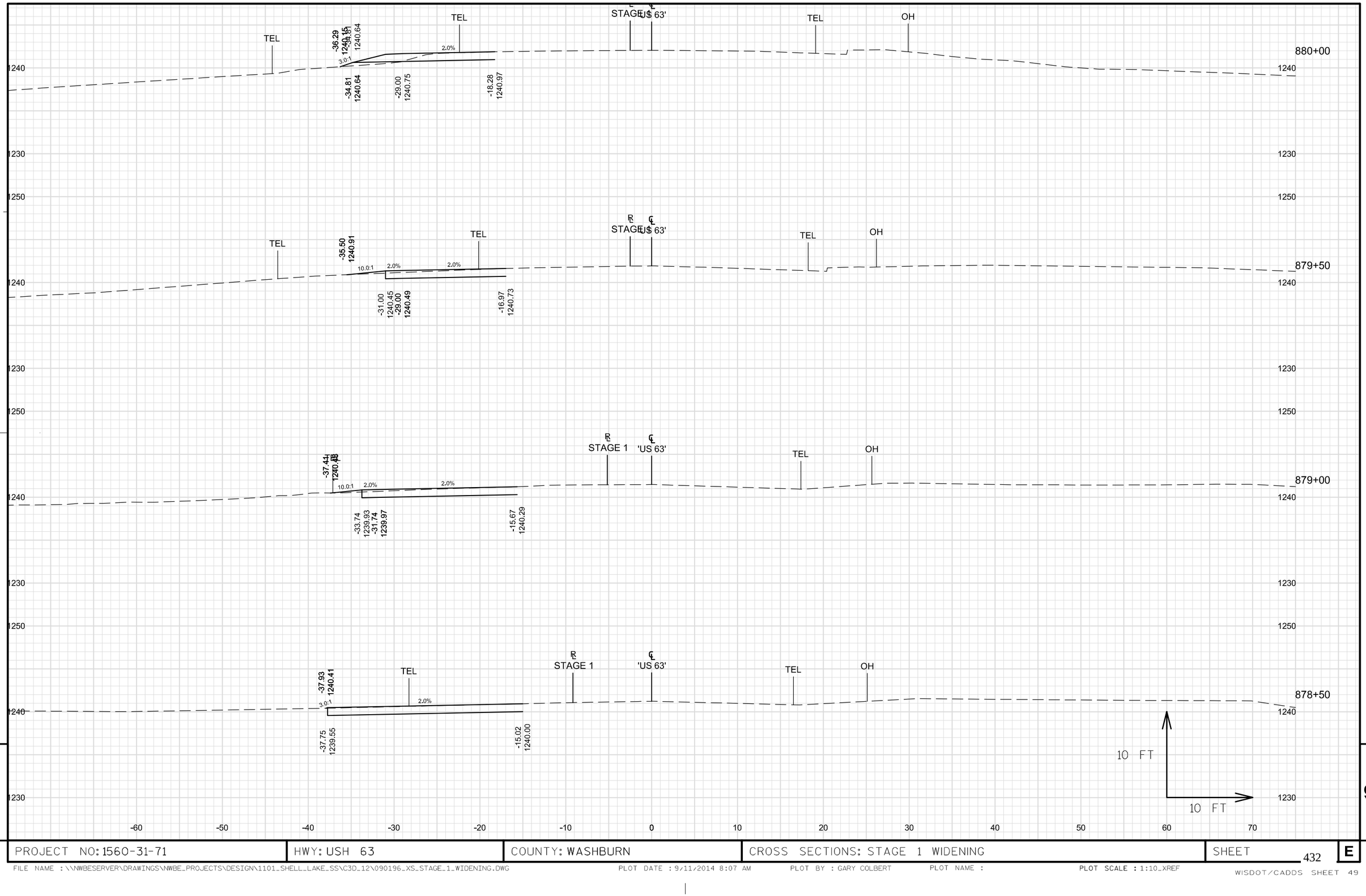
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 430	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:06 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



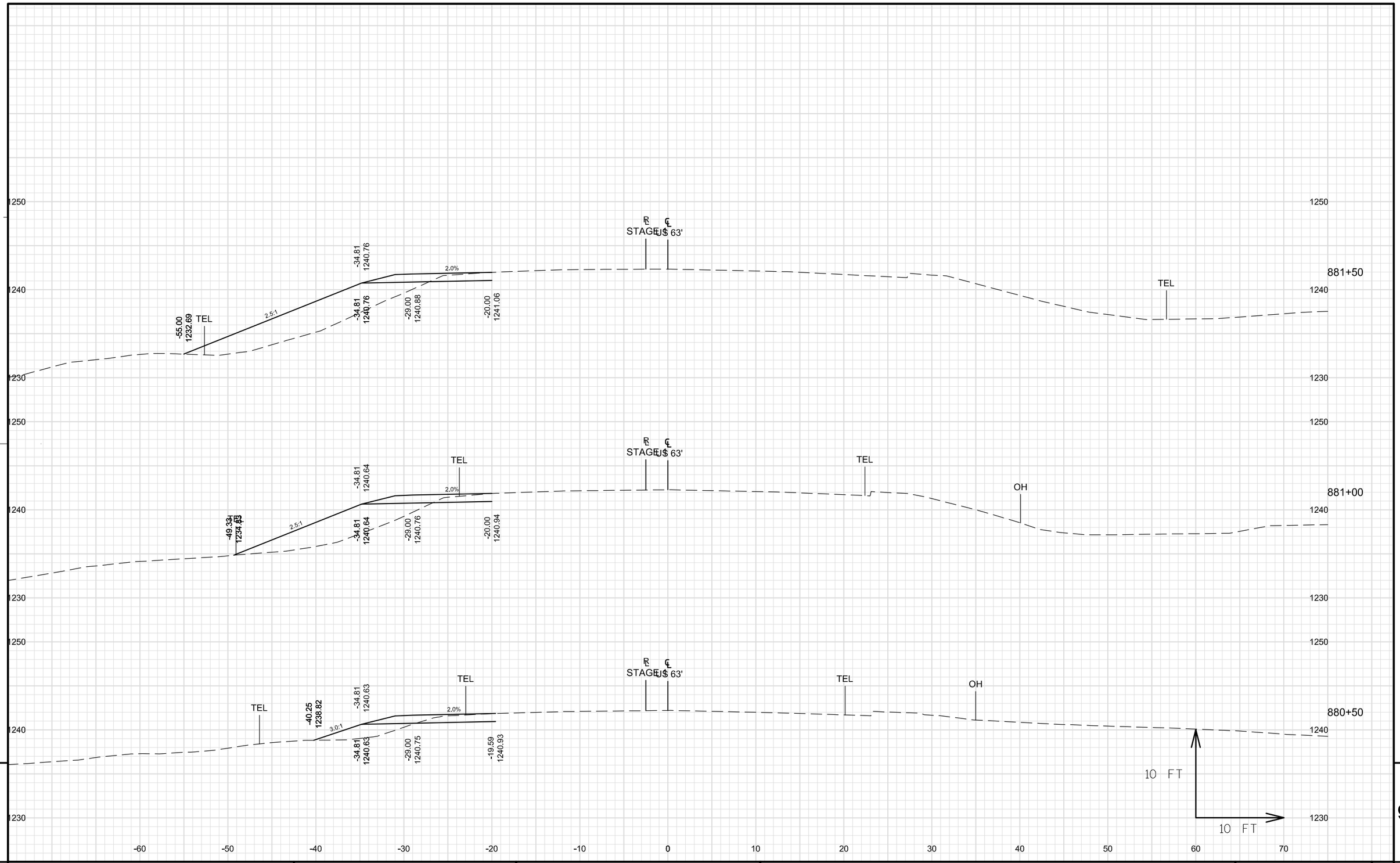
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 431 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:07 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 432	E

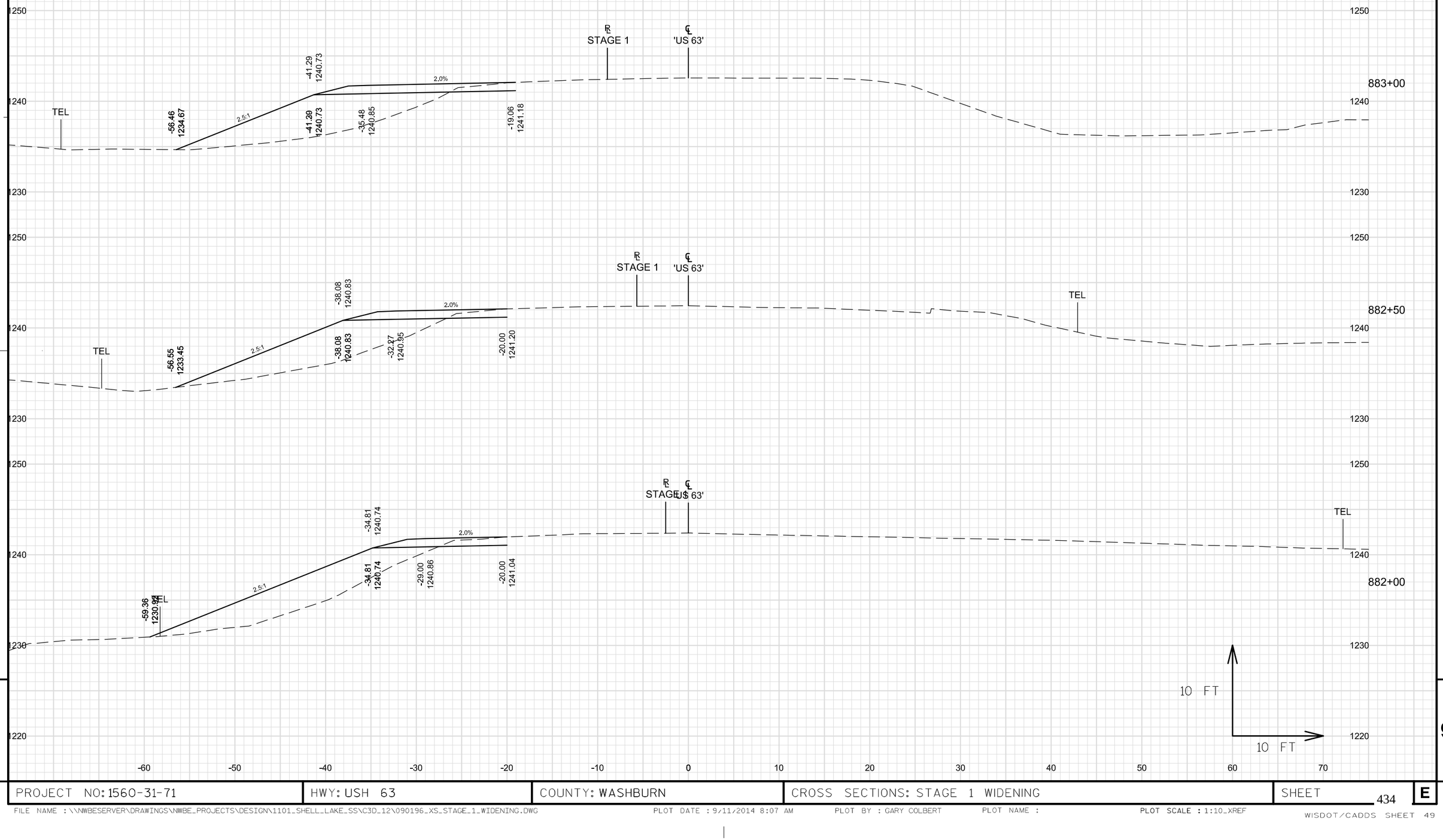
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:07 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 433	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:07 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

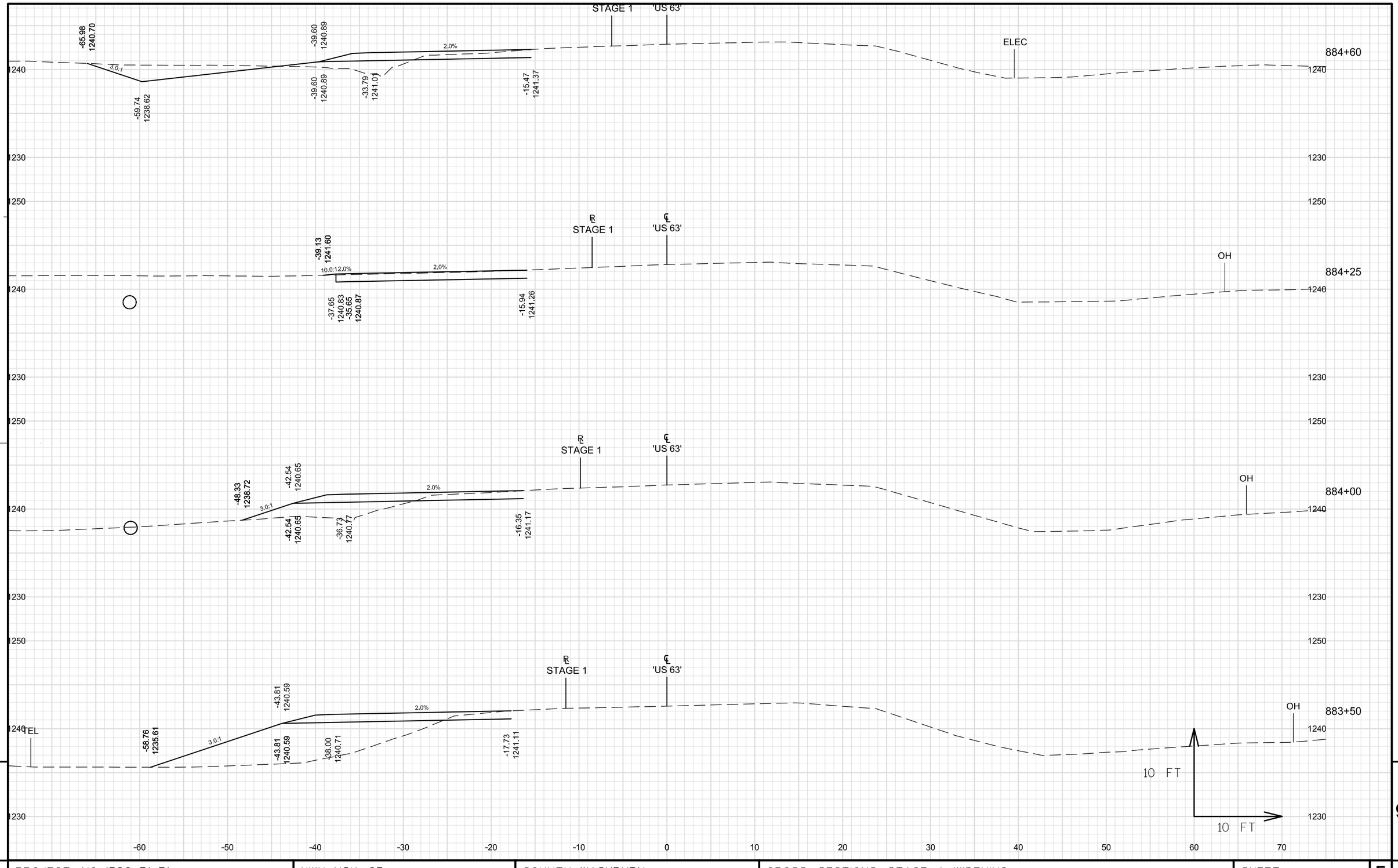
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 434 E

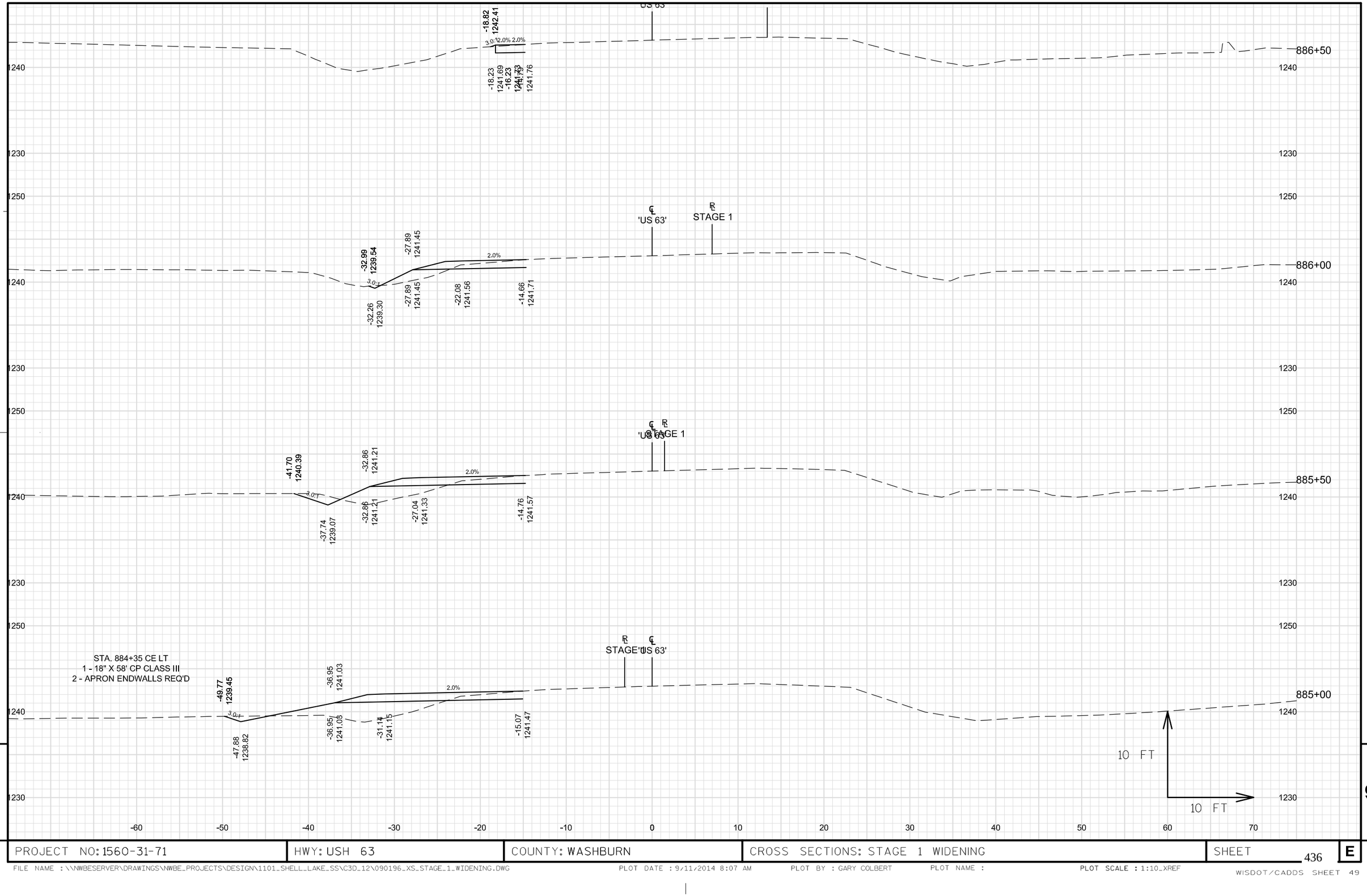
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:07 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 435	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:07 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

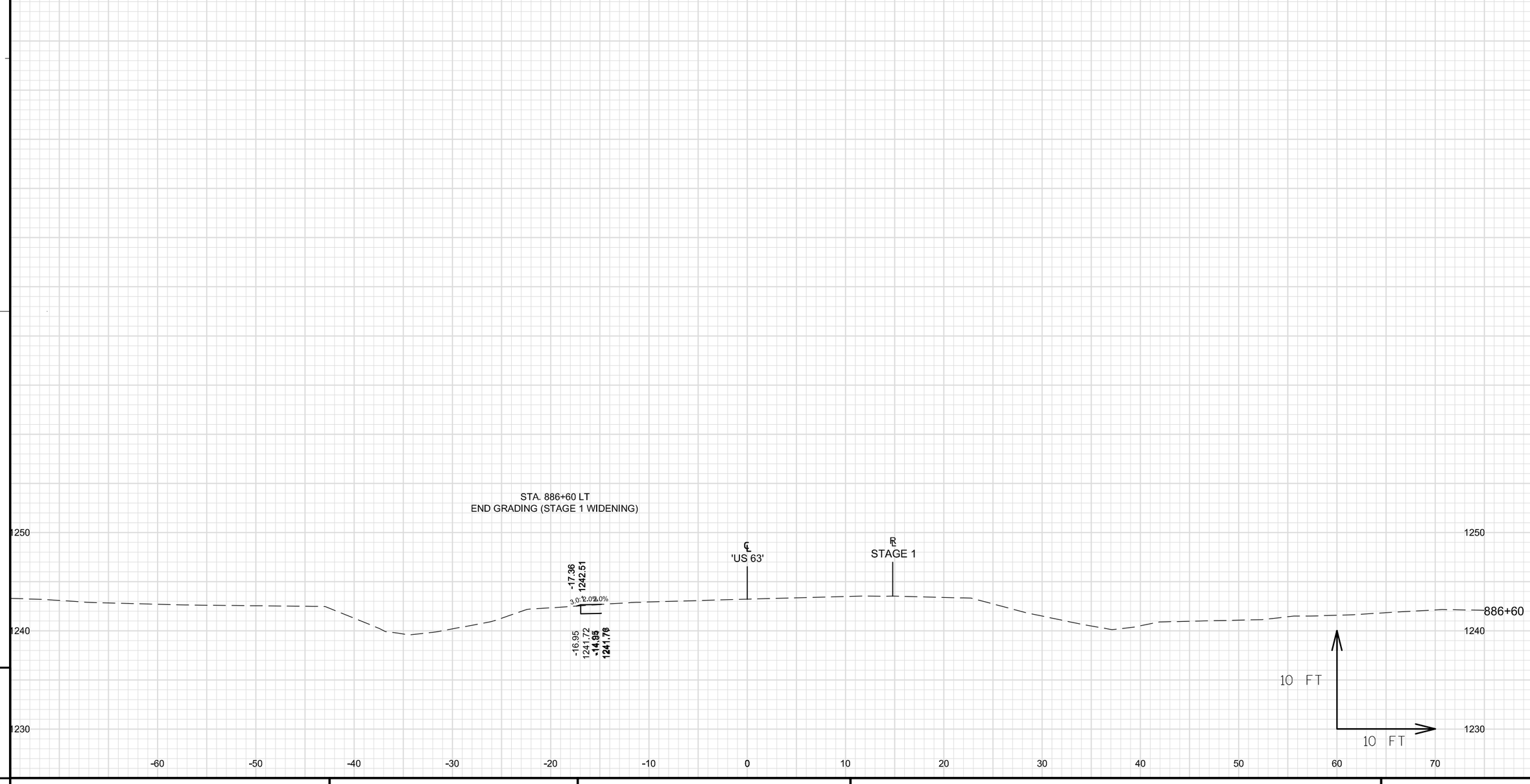
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 436 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:07 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

STA. 886+60 LT
END GRADING (STAGE 1 WIDENING)



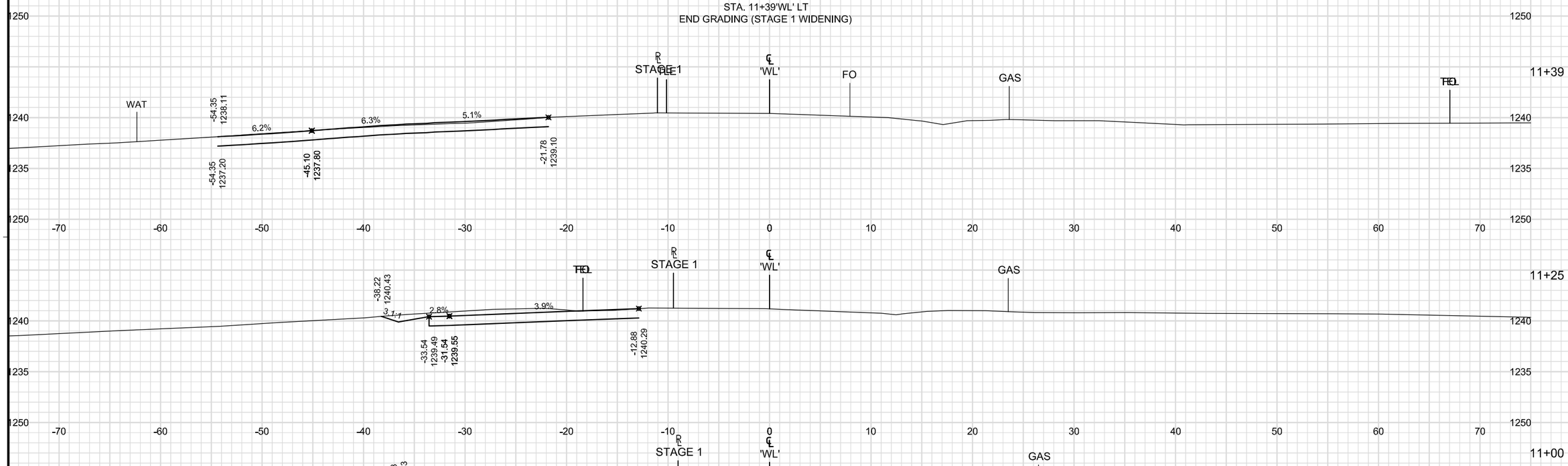
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9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING	SHEET 437	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090196_XS_STAGE_1_WIDENING.DWG PLOT DATE : 9/11/2014 8:07 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

STA. 11+39'WL' LT
END GRADING (STAGE 1 WIDENING)

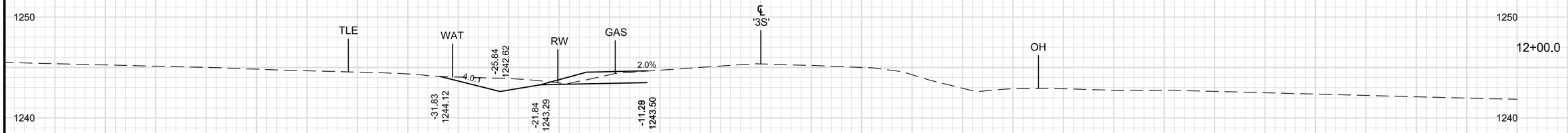


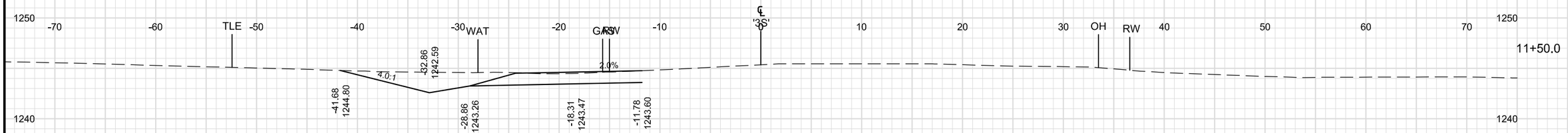
STA. 10+32'WL' LT
BEGIN GRADING (STAGE 1 WIDENING)

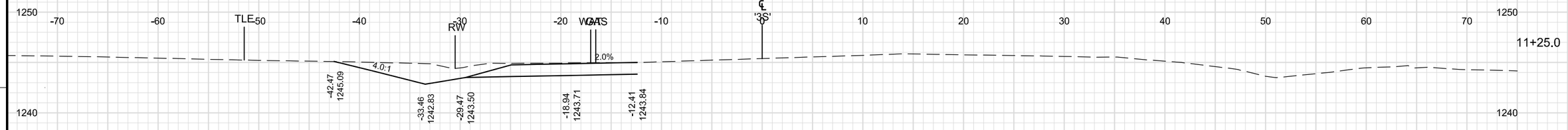
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STAGE 1 WIDENING (WEST LAKE DRIVE)	SHEET 438 E

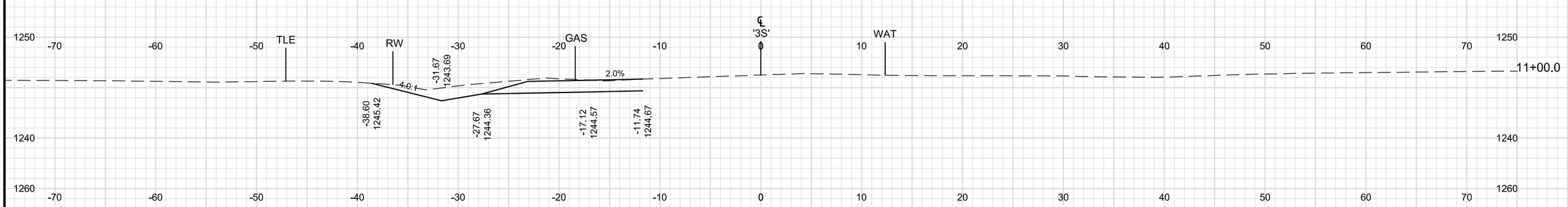
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090197_XS_STAGE_1_WEST_LAKE.DWG PLOT DATE : 9/4/2014 3:42 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

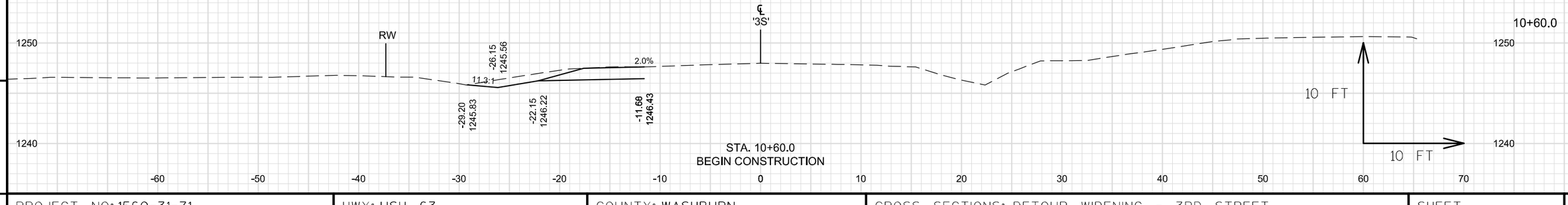
STA. 12+00.0
END GRADING







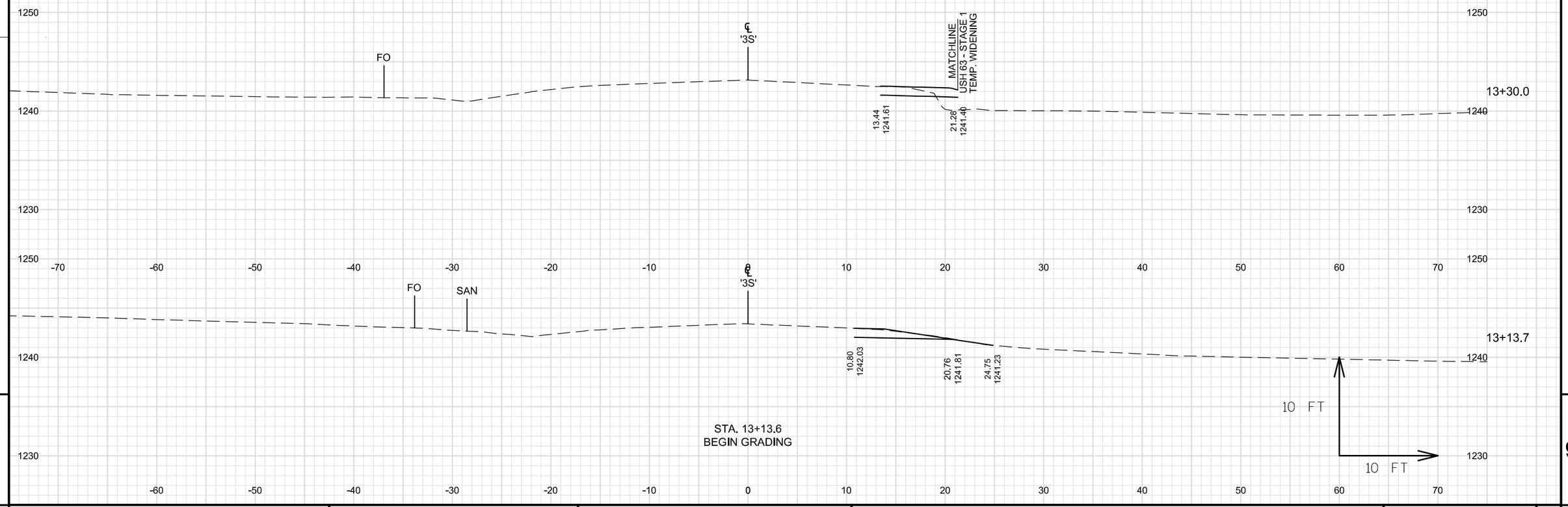




9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: DETOUR WIDENING - 3RD STREET	SHEET 439	E

STA. 13+30.0
END CONSTRUCTION



STA. 13+13.6
BEGIN GRADING

9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: DETOUR WIDENING - 3RD STREET	SHEET 440	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090199_XS_DETOUR_WIDENING.DWG PLOT DATE : 9/8/2014 2:04 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

STA. 10+56.1
END CONSTRUCTION

℄ 'ID'

1240
1230

2.2%
4.2:1
18.58 1235.06
19.97 1235.02
28.22 1234.84
32.40 1234.27
33.76 1234.56

10+50.0

℄ 'ID'

1240
1230

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

1.8%
3.5:1
18.17 1235.21
20.77 1235.16
28.66 1235.04
32.71 1234.45
33.53 1234.68

10+40.0

℄ 'ID'

1240
1230

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

0.7%
5.7:1
20.22 1235.52
24.90 1235.56
33.99 1235.70
39.33 1235.29

10+29.7

10 FT
10 FT

STA. 10+18.6
BEGIN CONSTRUCTION

-60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: DETOUR WIDEING - NORTH INDUSTRIAL DRIVE	SHEET 441	E

STA. 10+89.9
END CONSTRUCTION
℄
'LA'

10+84.9

2.1%

10.37 1232.45
11.05 1232.44
17.79 1232.30
22.00 1231.55

℄
'LA'

10+64.9

2.1%
3.0:1

10.88 1231.73
14.96 1231.64
21.75 1231.50
28.47 1229.27

℄
'LA'

STA. 10+57 RT
EXTEND EXISTING CULVERT
1 - 18" X 8' CPCS
1 - APRON ENDWALL REQ'D

10+57.0

3.6%

11.74 1231.39
17.55 1231.19
24.22 1230.80
31.63 1228.44

℄
'LA'

10+50.0

6.0%
2.6%

13.44 1226.05
20.35 1230.68
27.14 1230.46
34.00 1229.10
38.82 1228.82

10 FT
10 FT

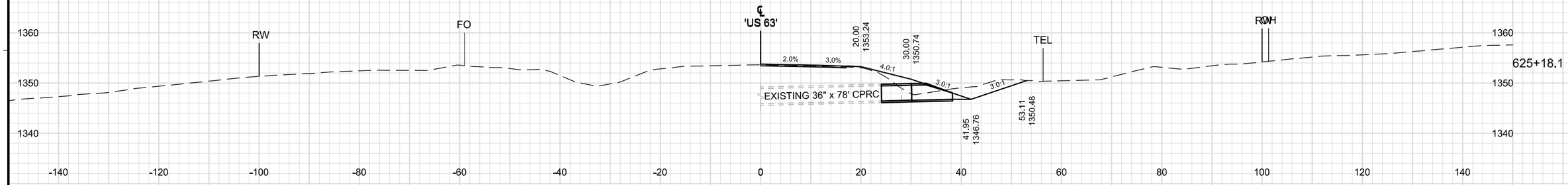
STA. 10+35.9
BEGIN CONSTRUCTION

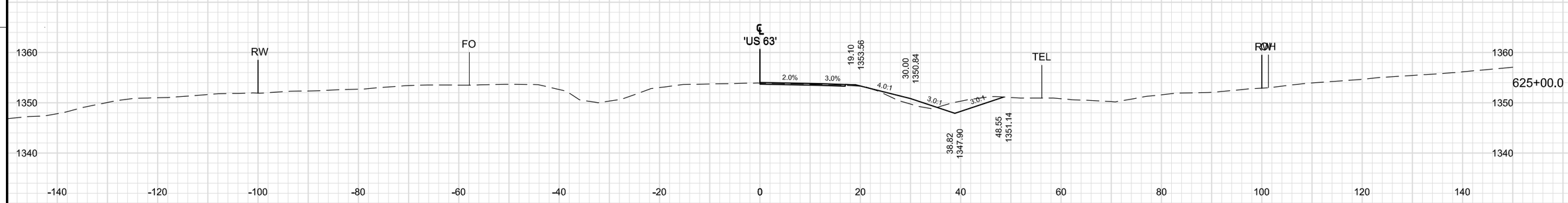
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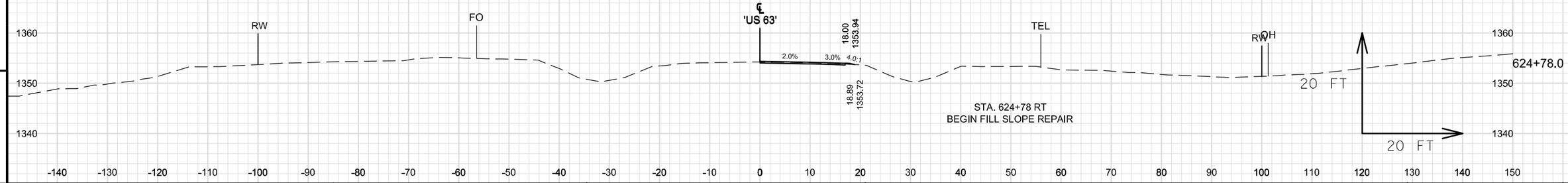
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: DETOUR WIDENING - LIND AVENUE	SHEET 442	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090199_XS_DETOUR_WIDENING.DWG PLOT DATE : 9/8/2014 2:04 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF





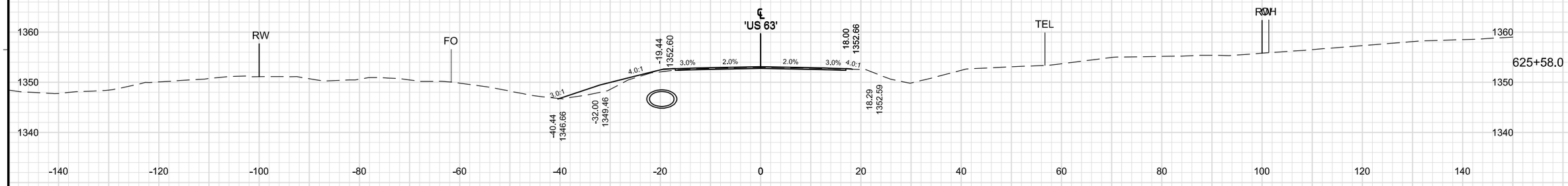


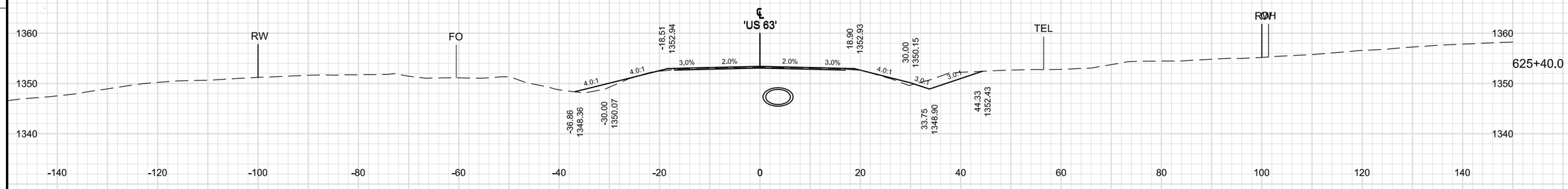
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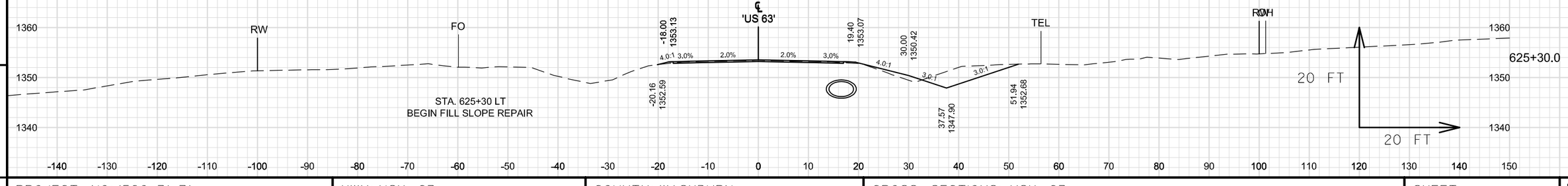
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 443	E

STA. 625+58 RT
END FILL SLOPE REPAIR





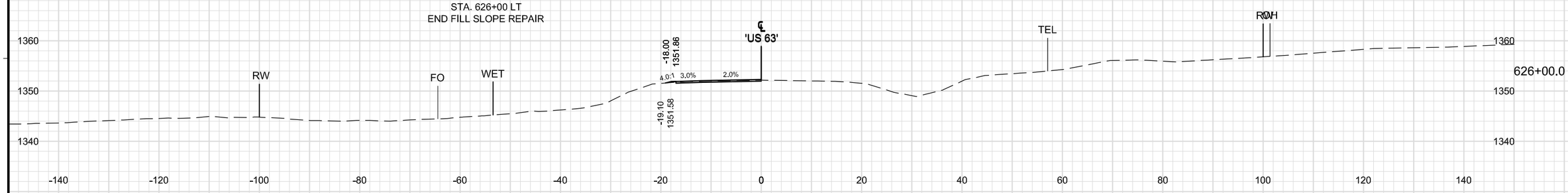
STA. 625+30 LT
BEGIN FILL SLOPE REPAIR

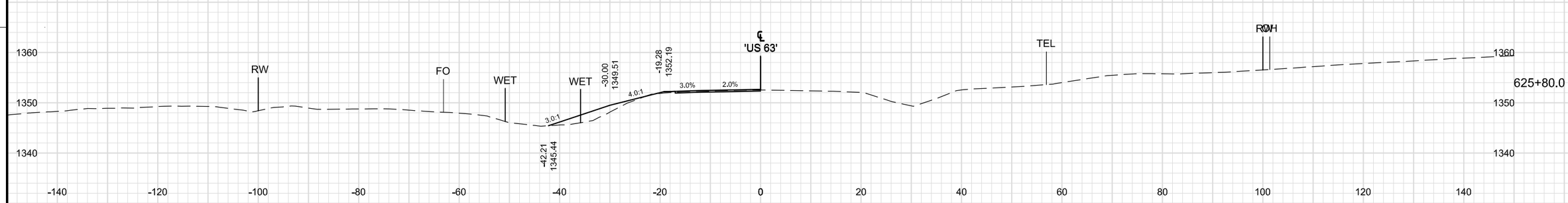


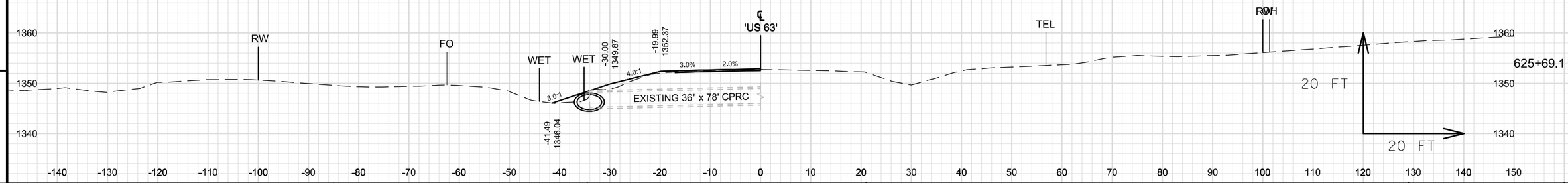
9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 444 E

STA. 626+00 LT
END FILL SLOPE REPAIR







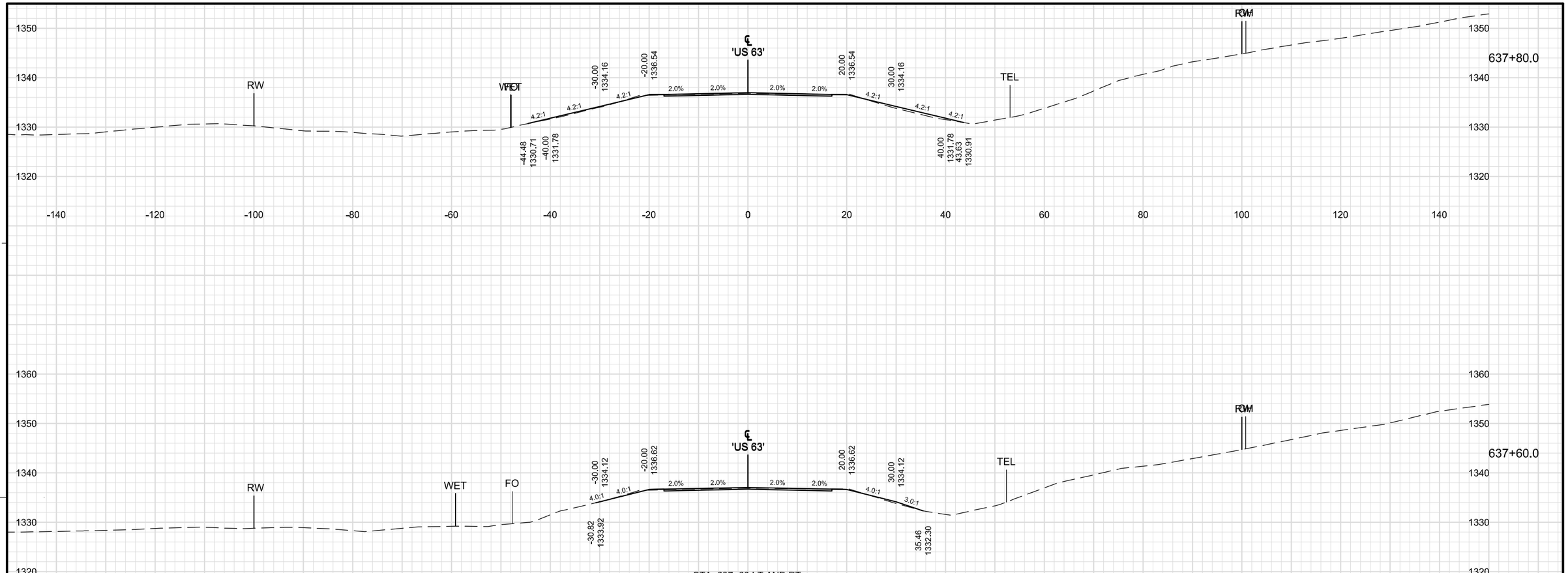
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 445	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:39 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF

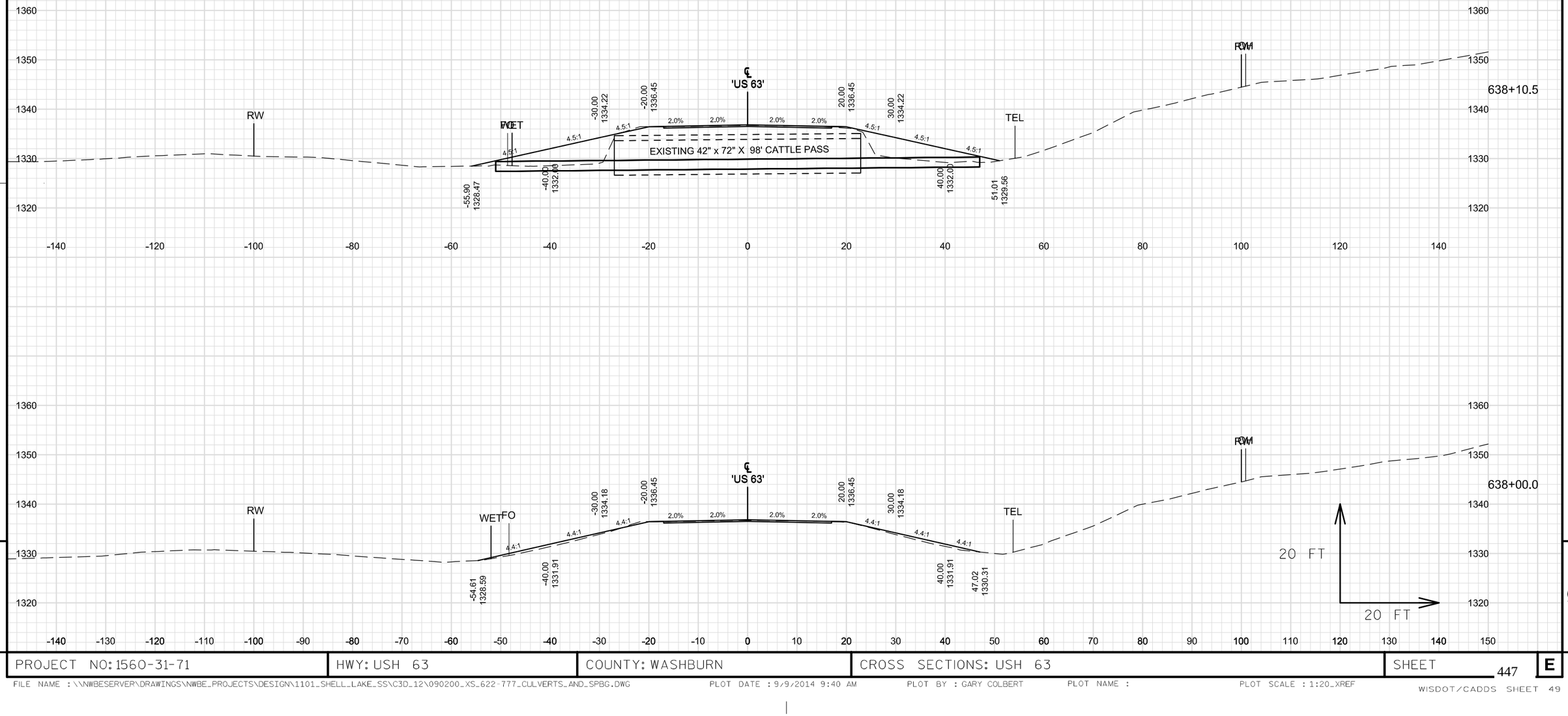
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 446 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:40 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

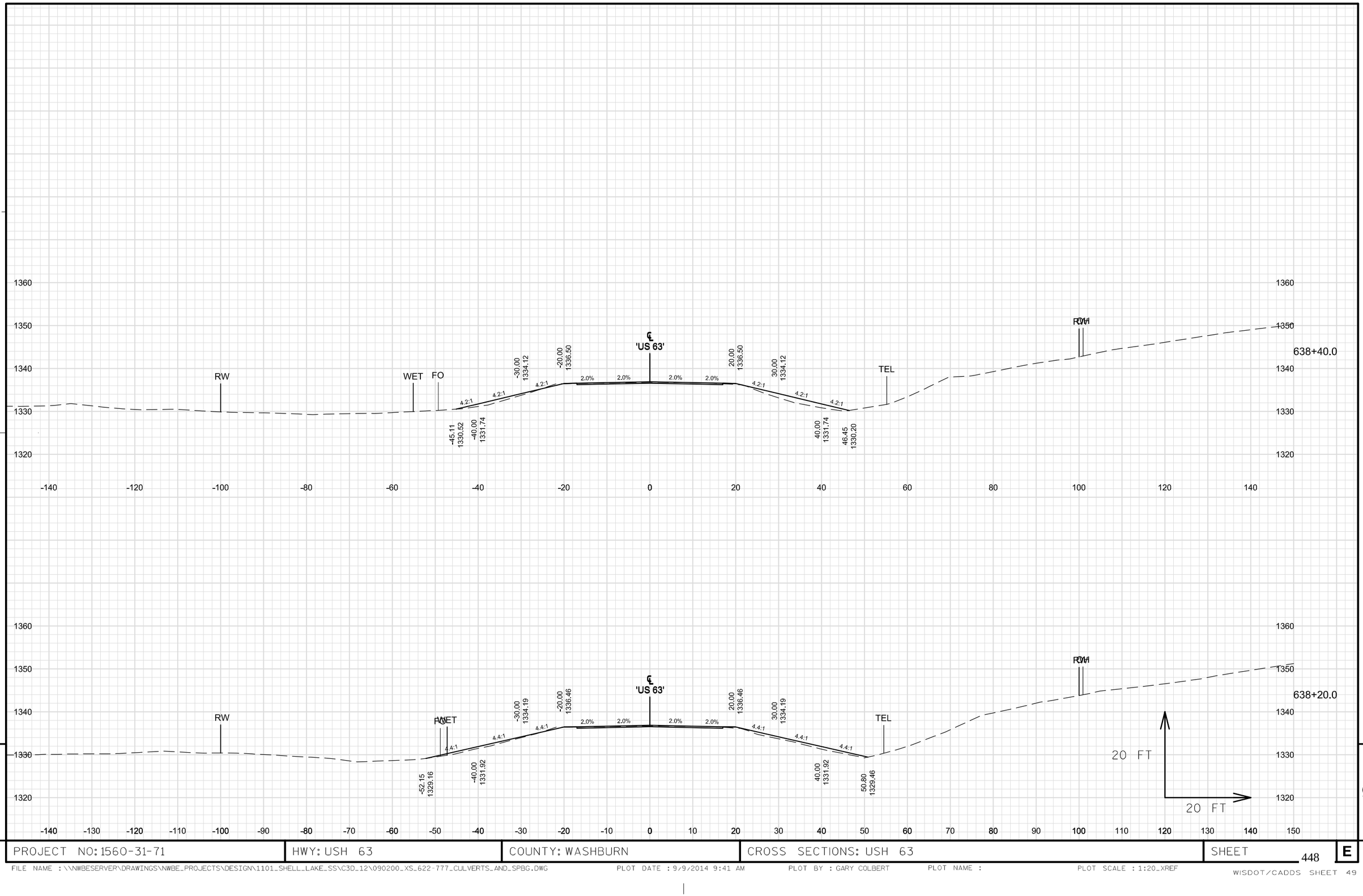


9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 447	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:40 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



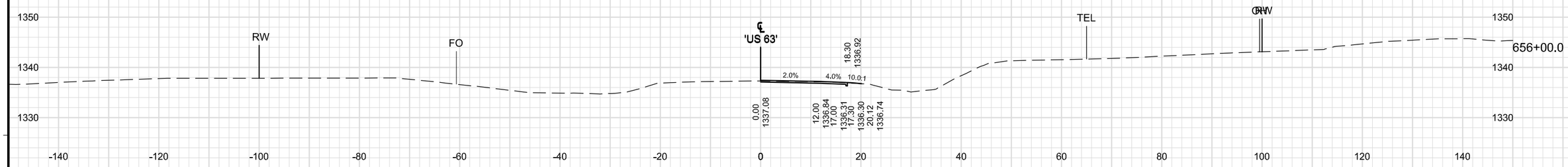
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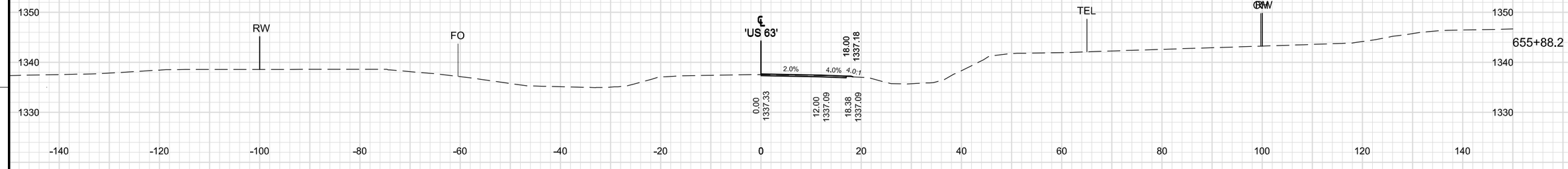
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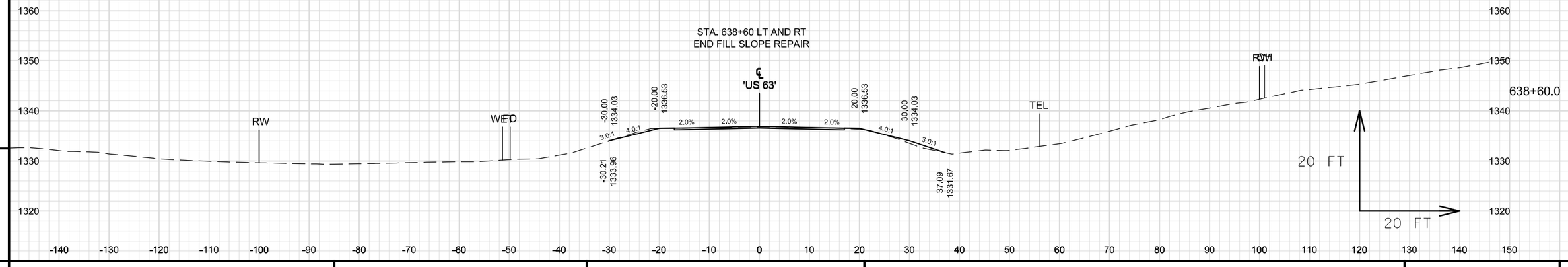
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 448	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:41 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49







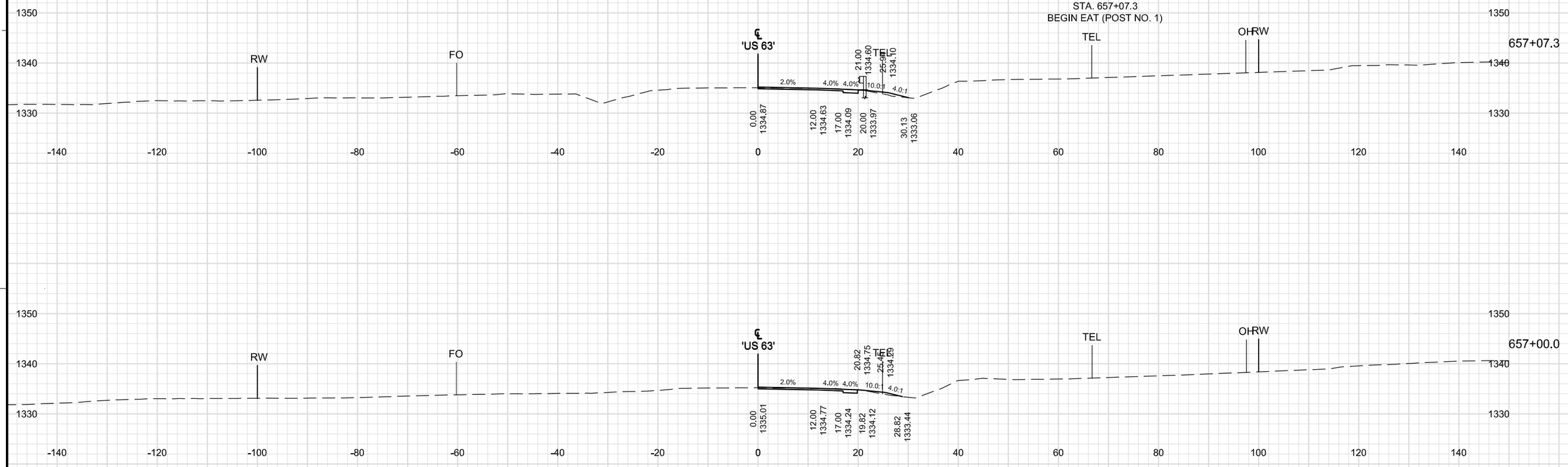
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9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 449	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:42 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF

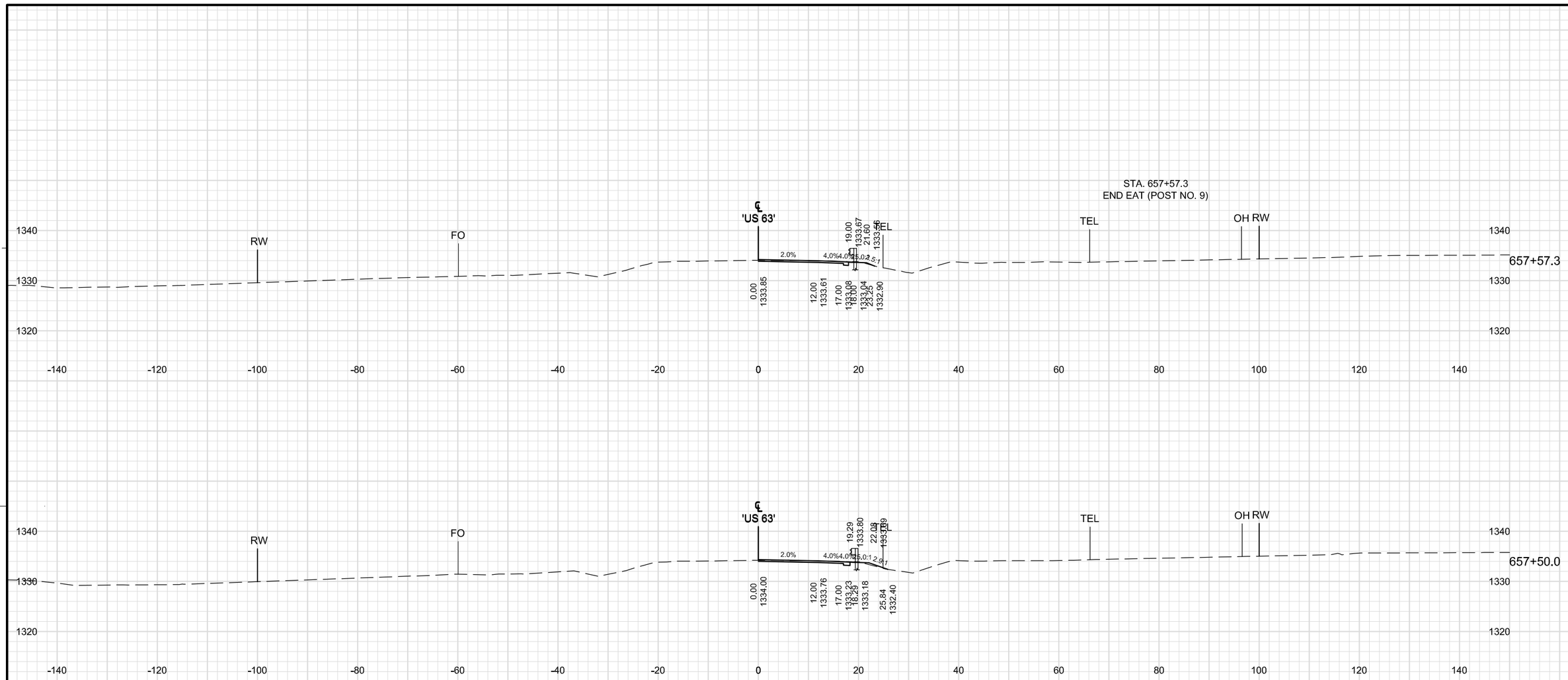
WISDOT/CADDS SHEET 49

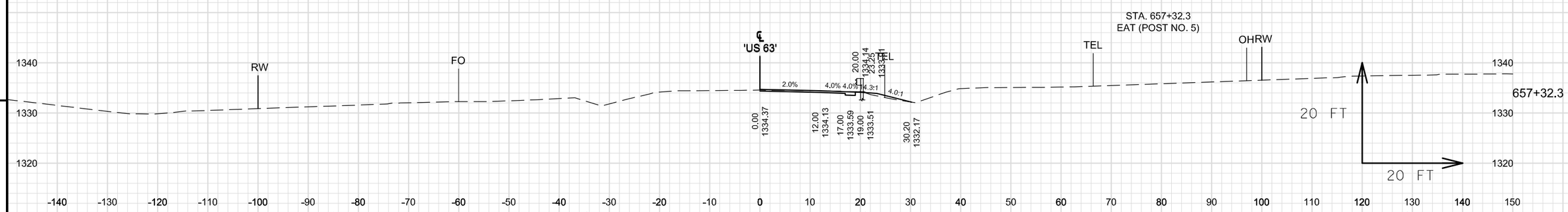


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 450	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:42 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF

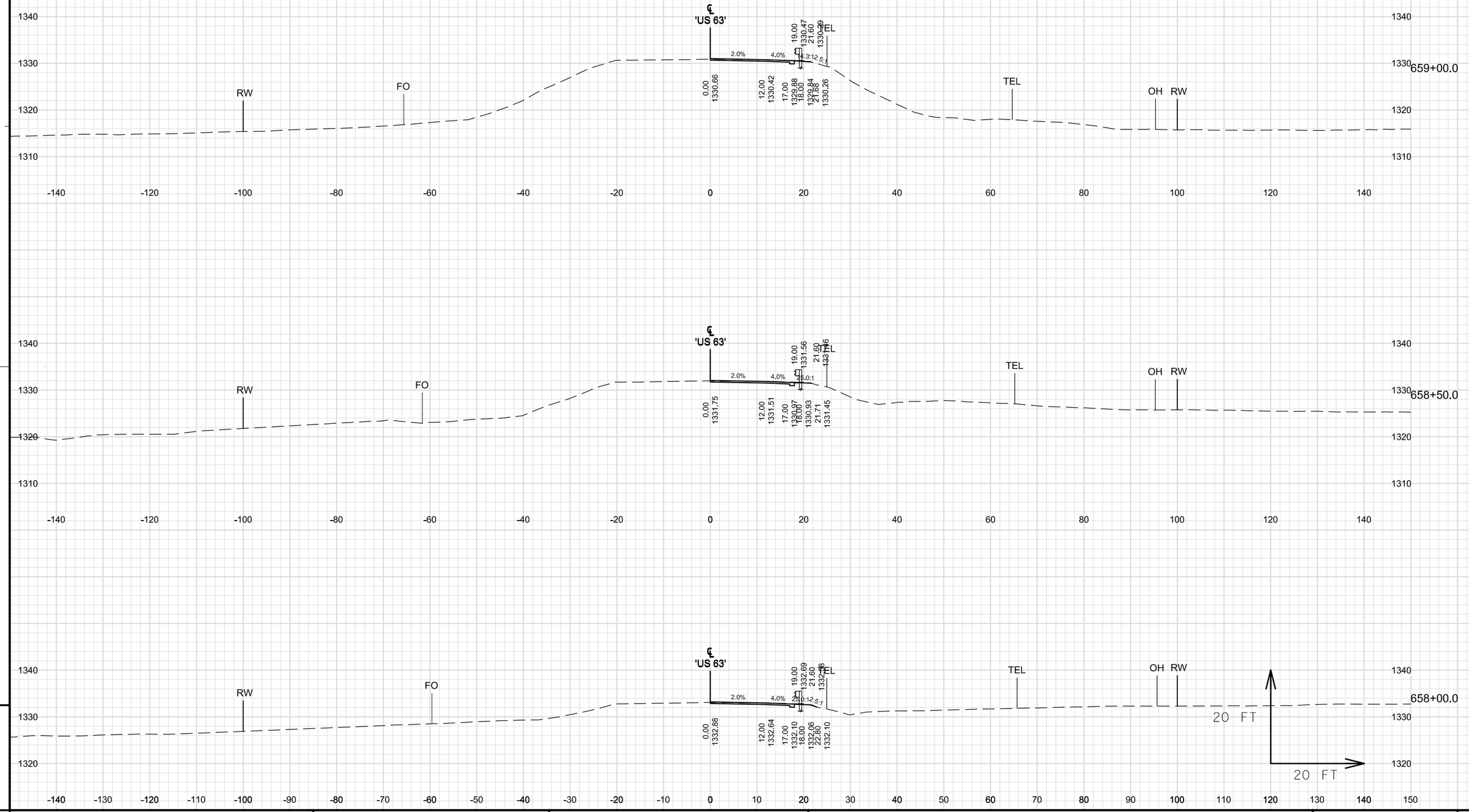
WISDOT/CADDS SHEET 49





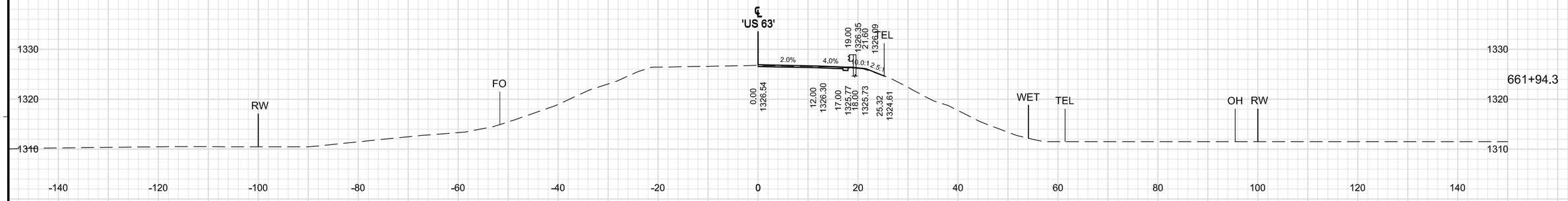
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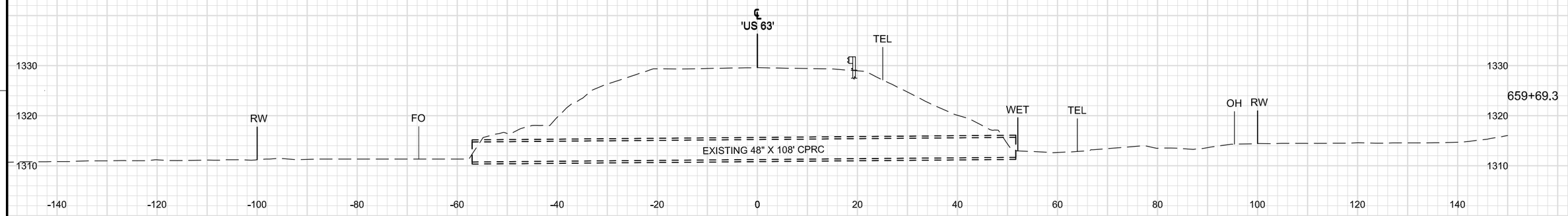
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 451	E

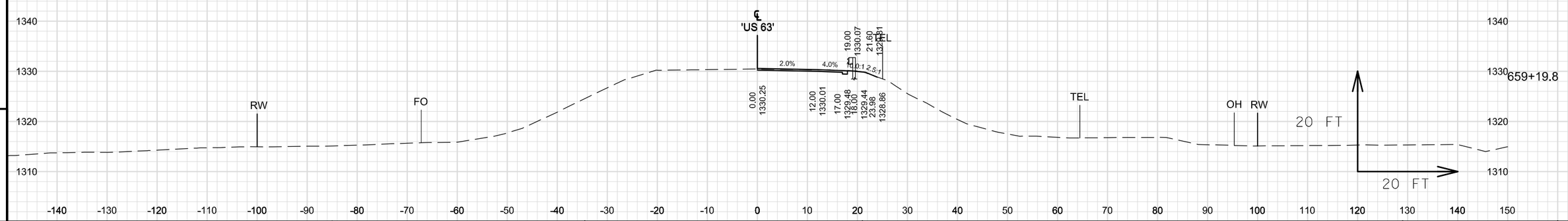


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 452 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:43 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF



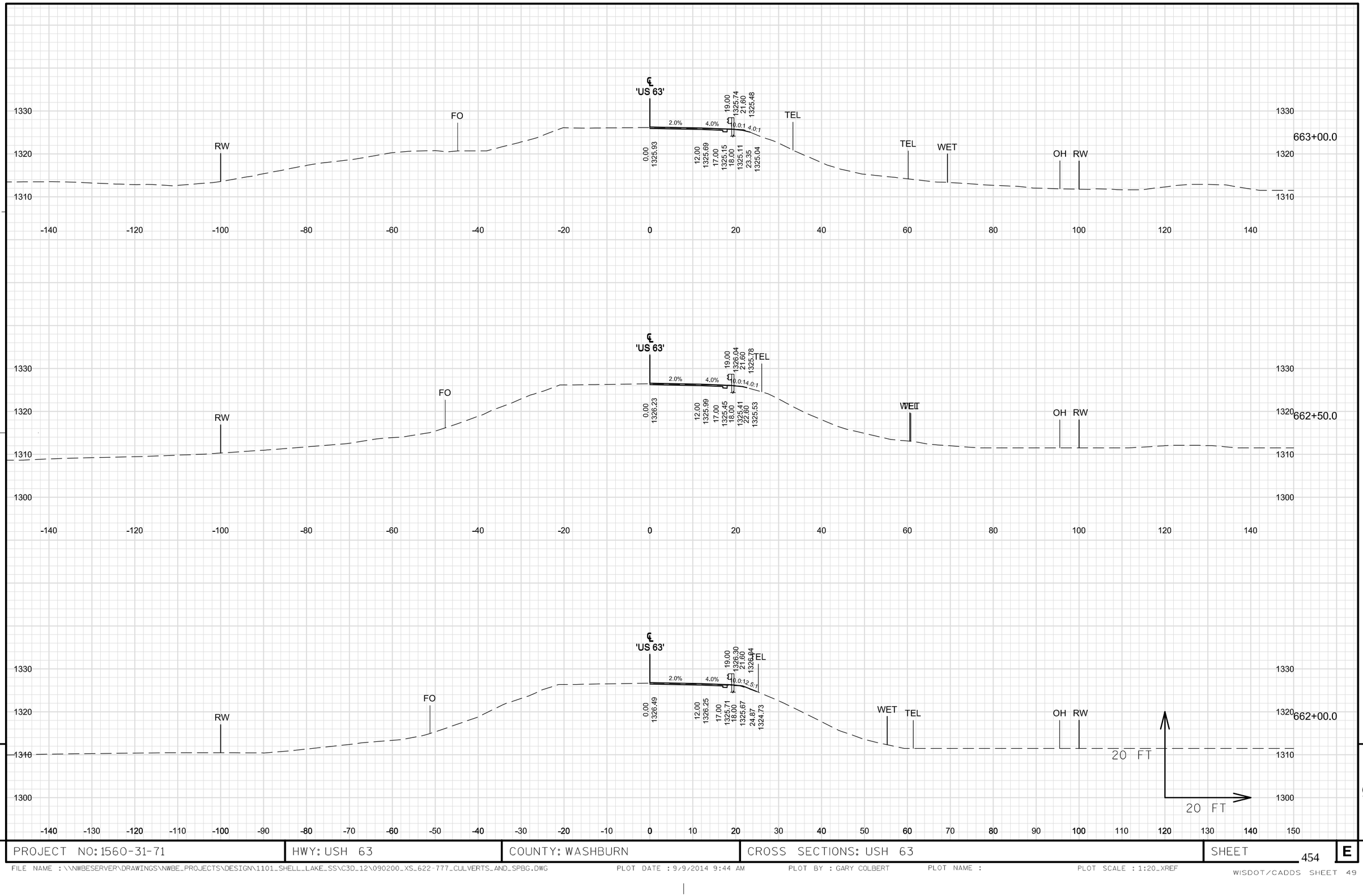




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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 453	E

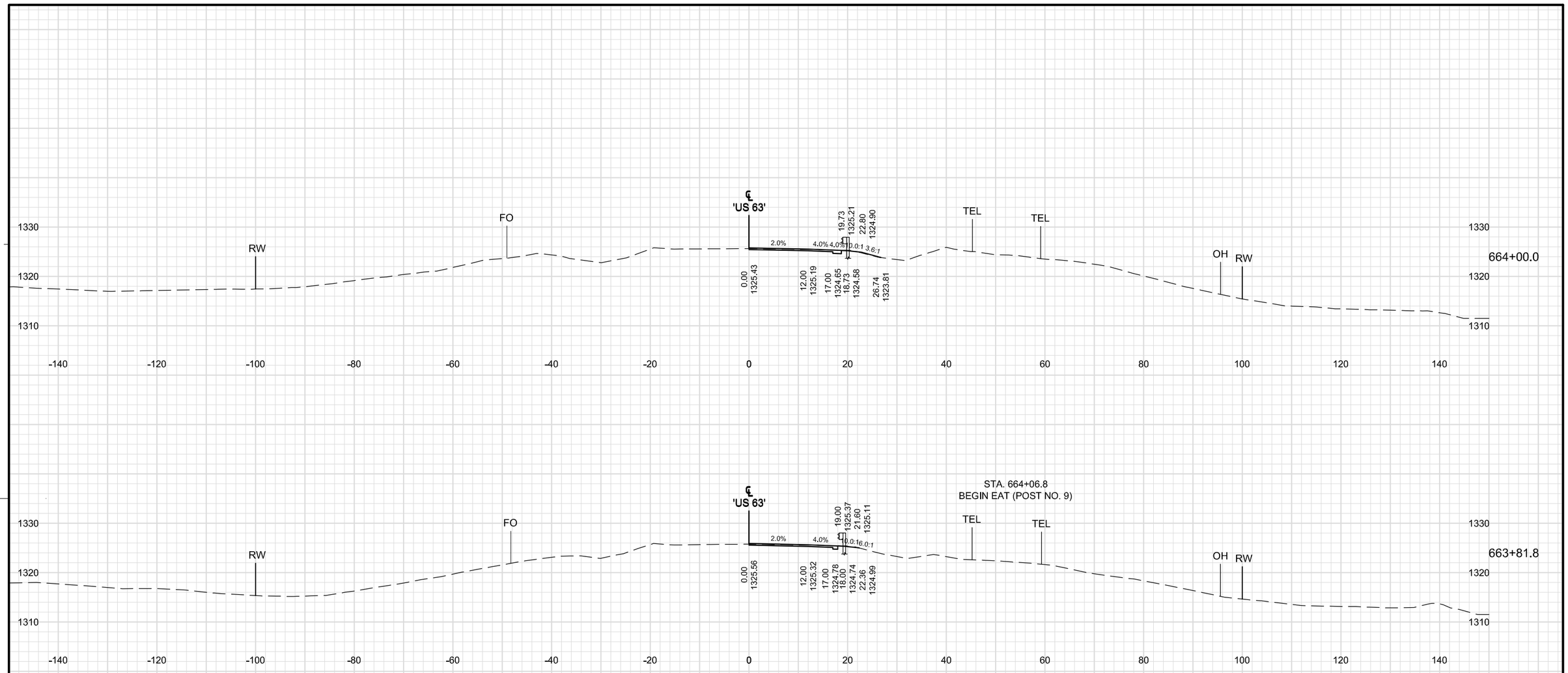


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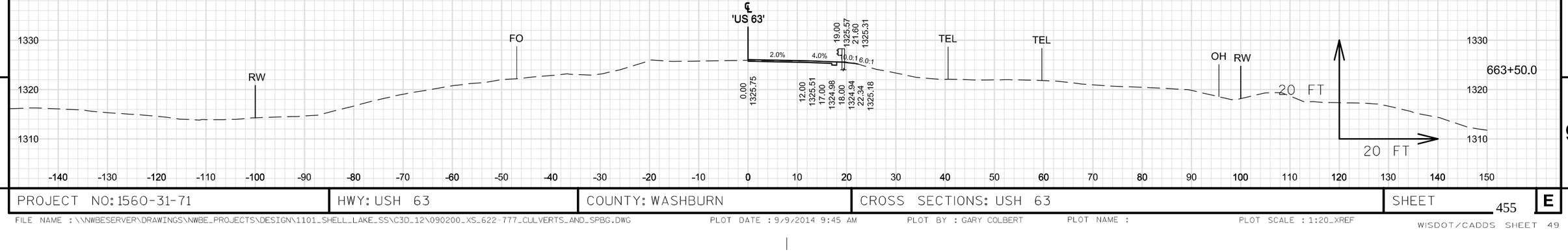
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 454	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:44 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF



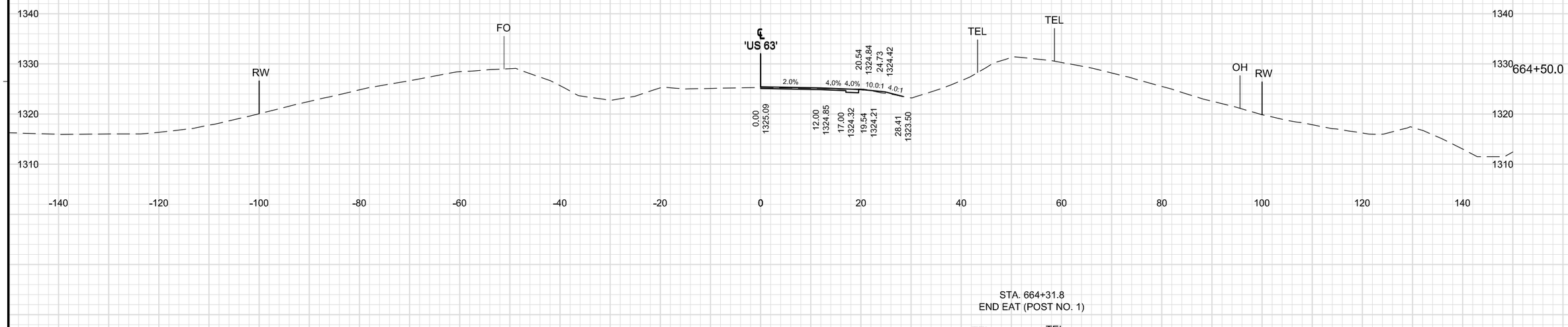
STA. 664+06.8
BEGIN EAT (POST NO. 9)

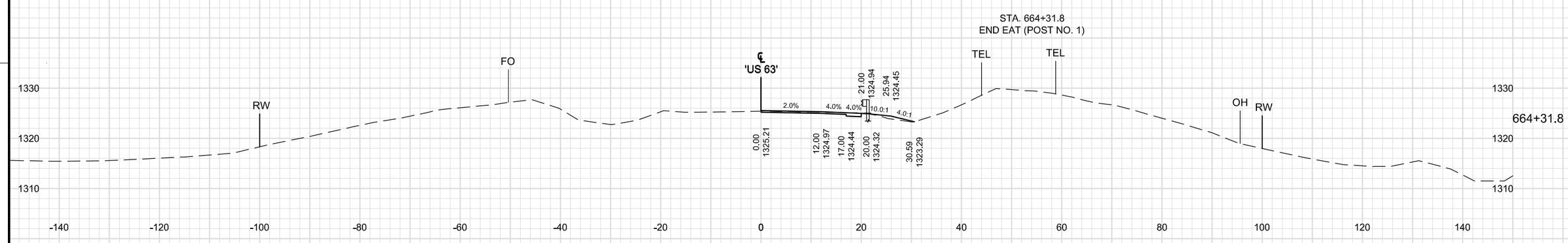


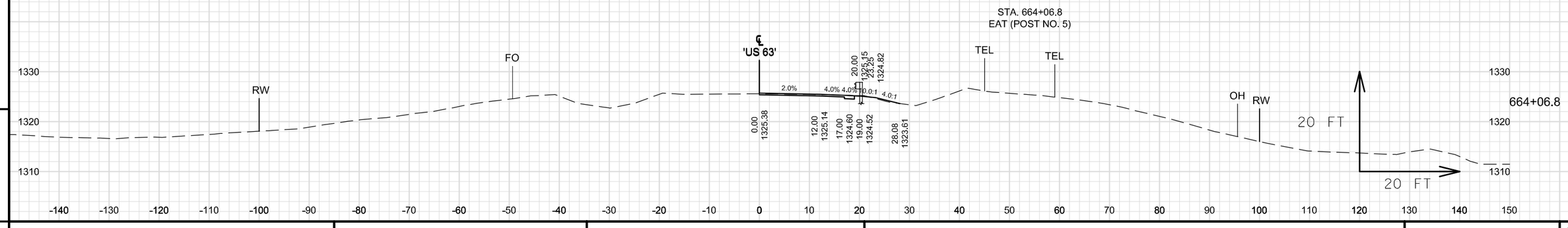
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 455	E





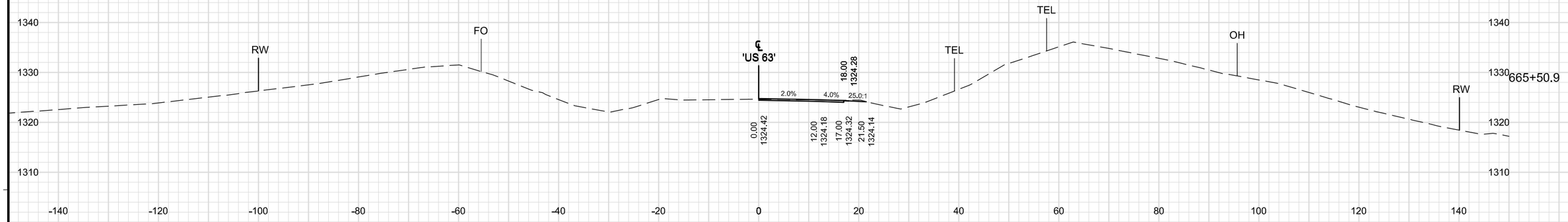


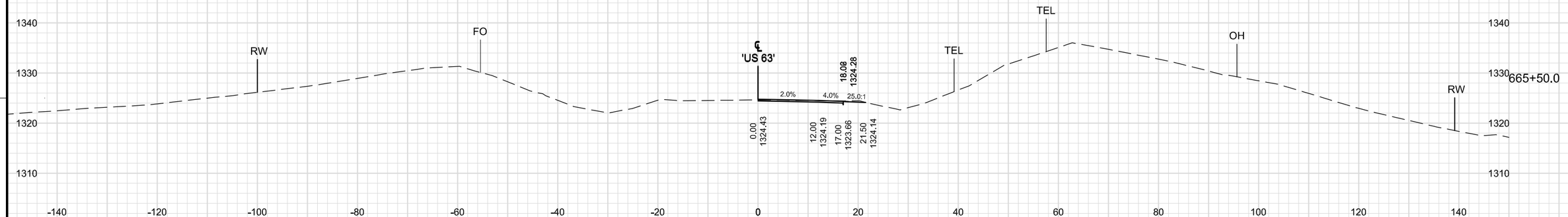
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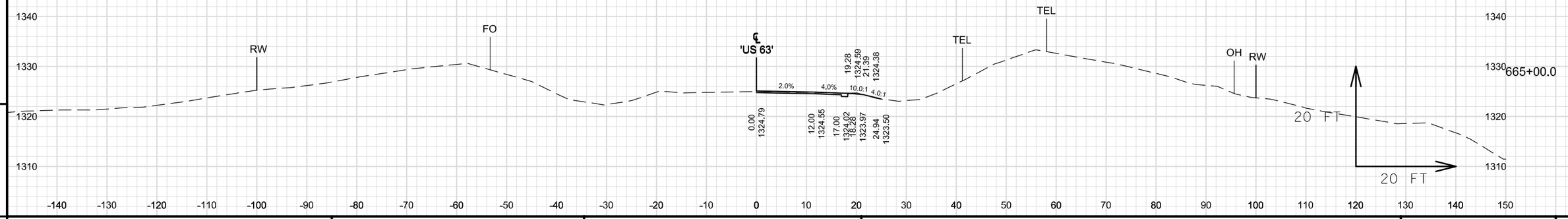
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 456	E

STA. 665+50.9 RT
END TERMINAL WIDENING



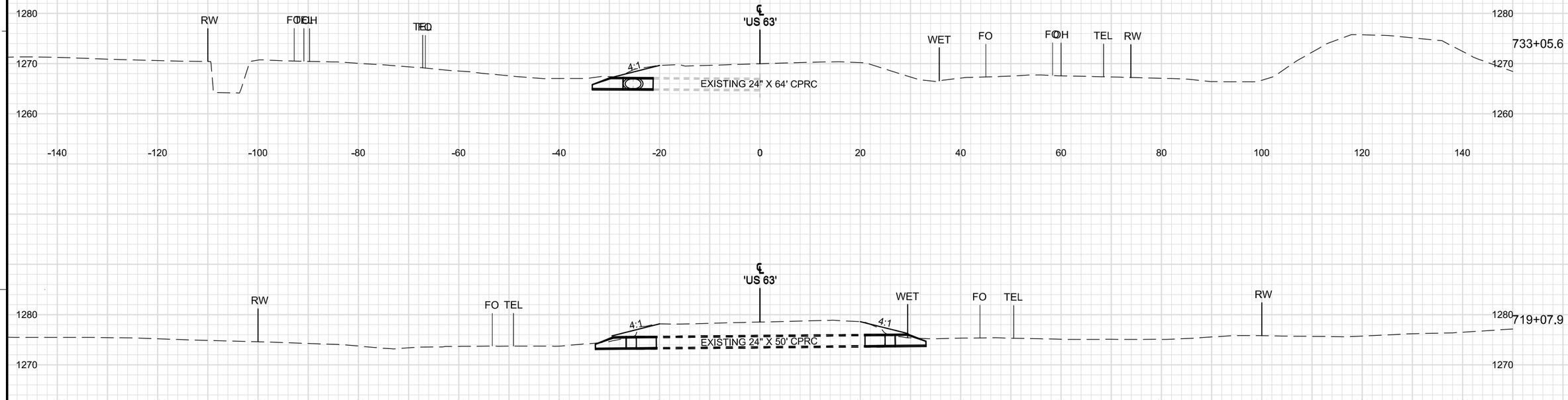




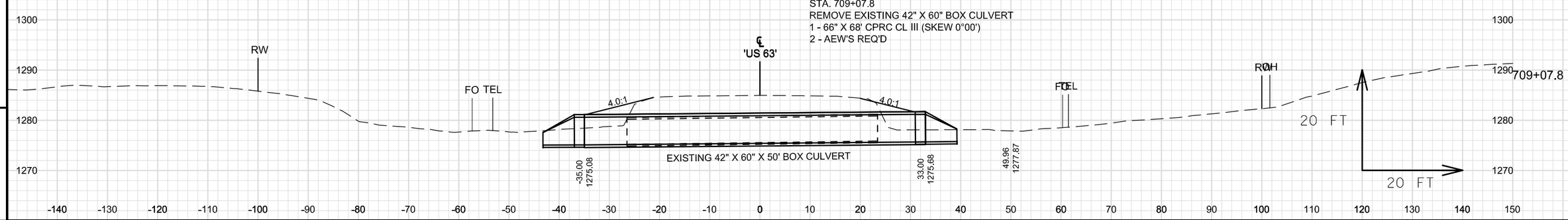
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 457	E



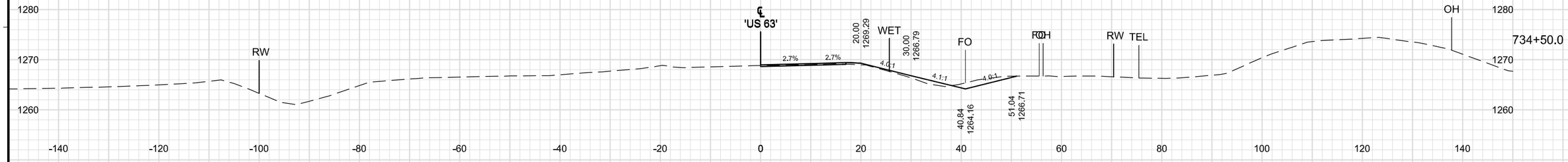
STA. 709+07.8
REMOVE EXISTING 42" X 60" BOX CULVERT
1 - 66" X 68' CPRC CL III (SKEW 0°00')
2 - AEW'S REQ'D



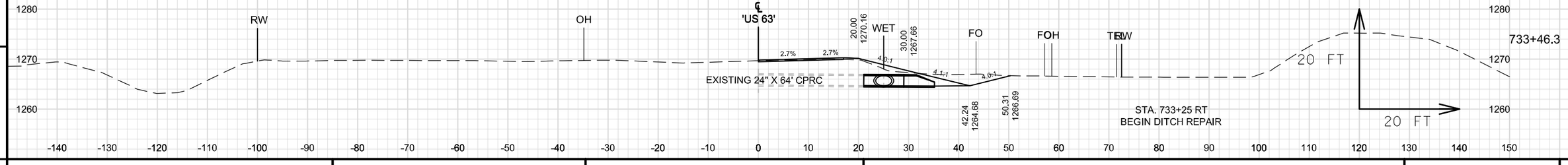
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 458	E







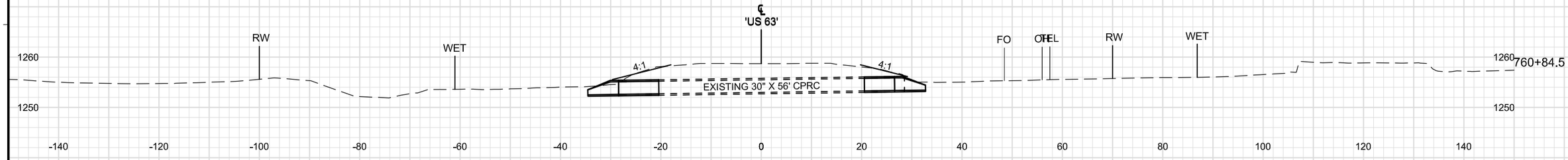
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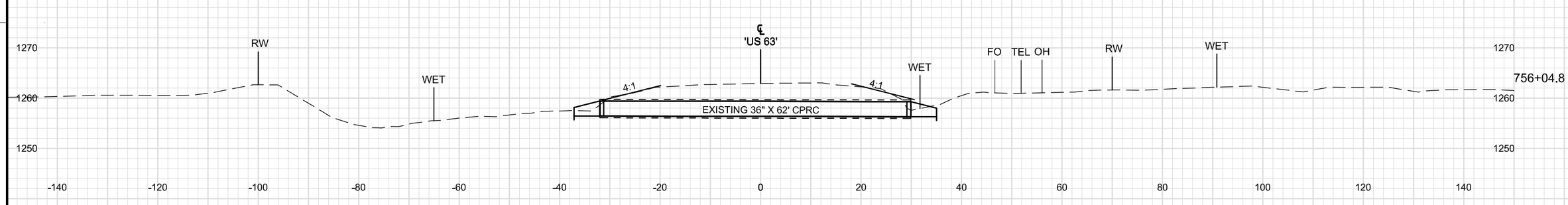
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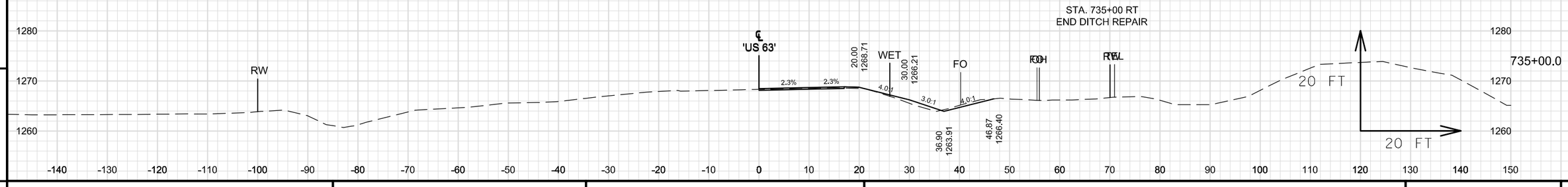
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 459	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:47 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49





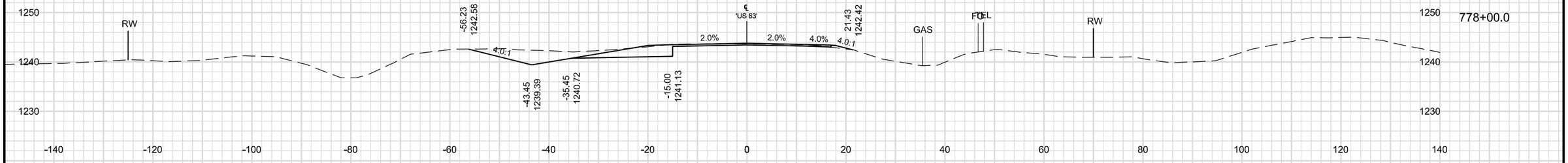


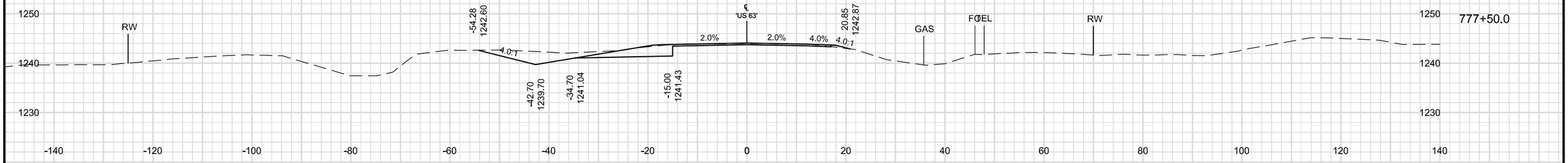
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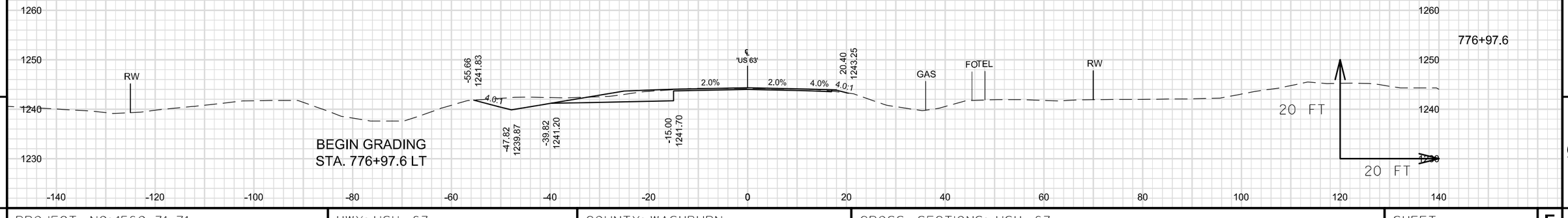
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 460	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 9/9/2014 9:48 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF







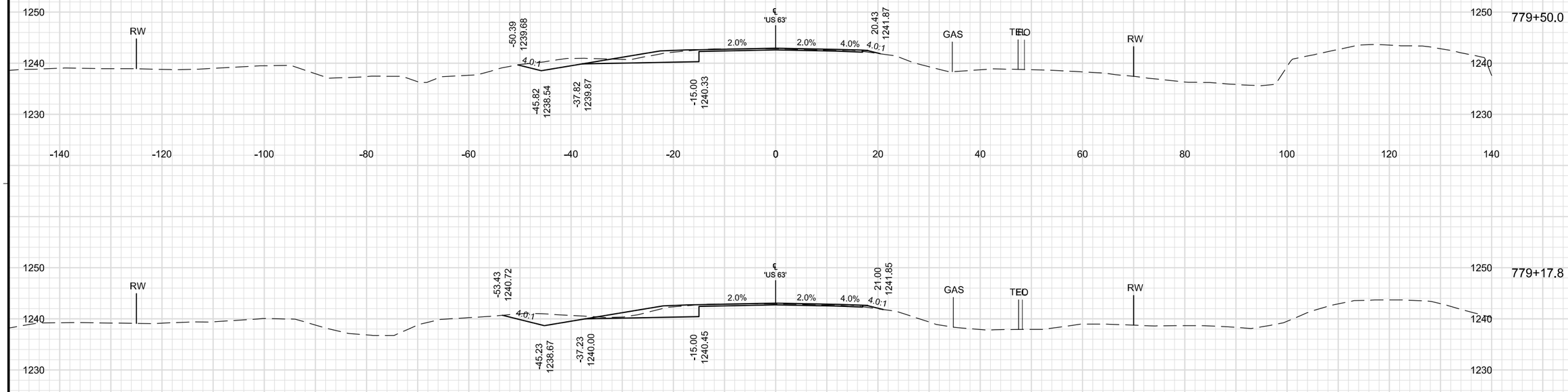


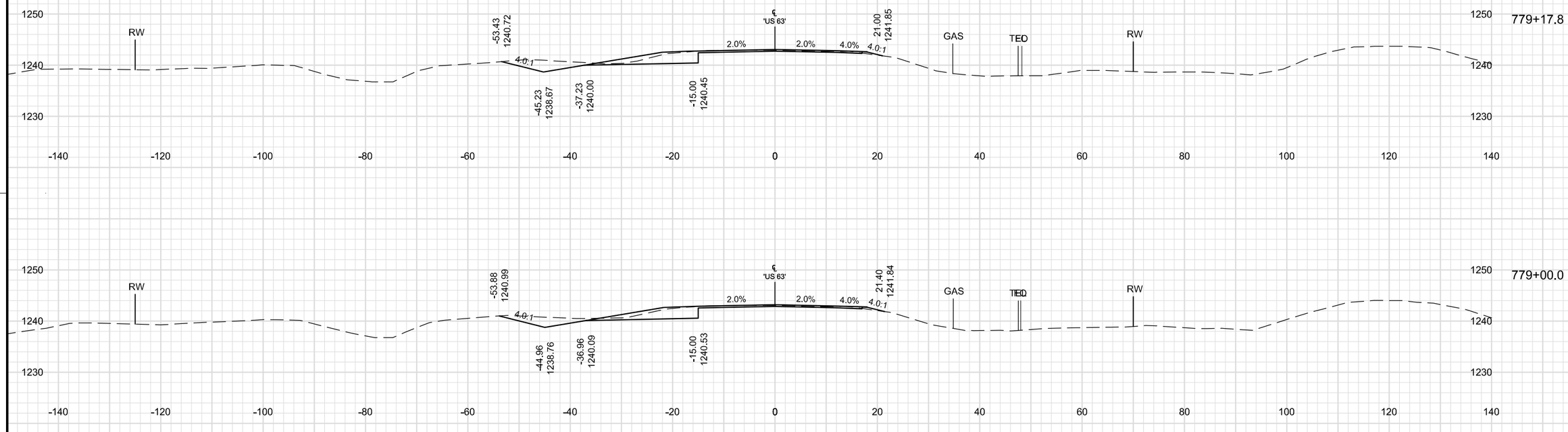
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STA. 776+97.6 LT

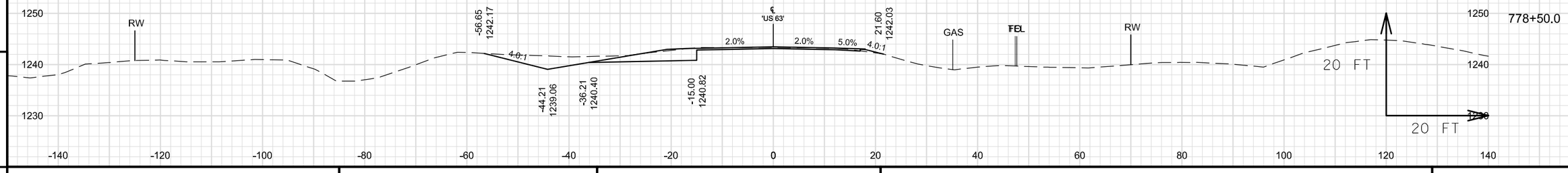
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 461	E







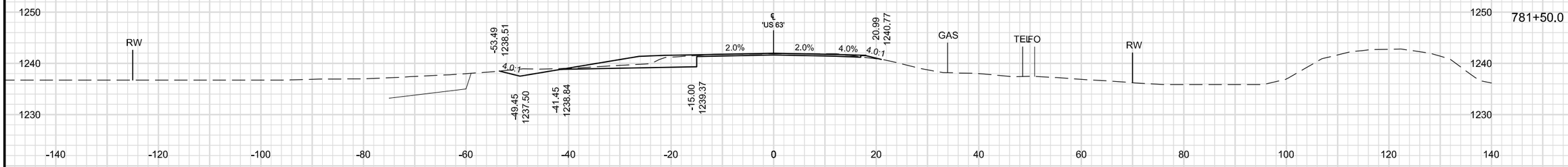
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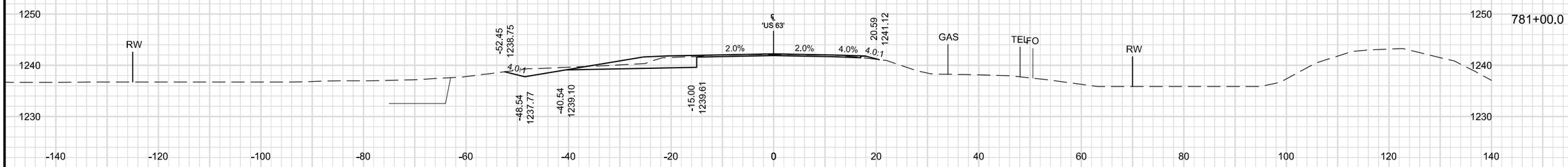
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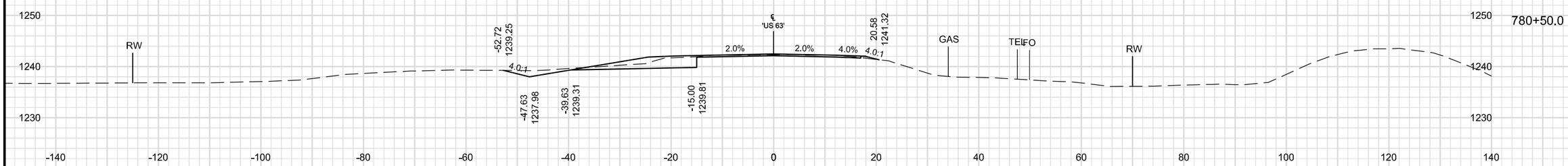
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 462	E

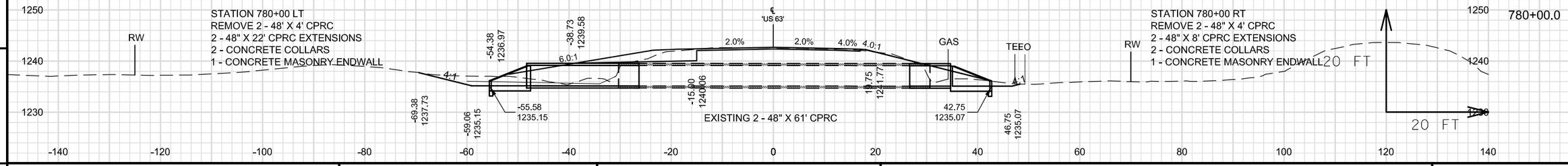
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:23 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49







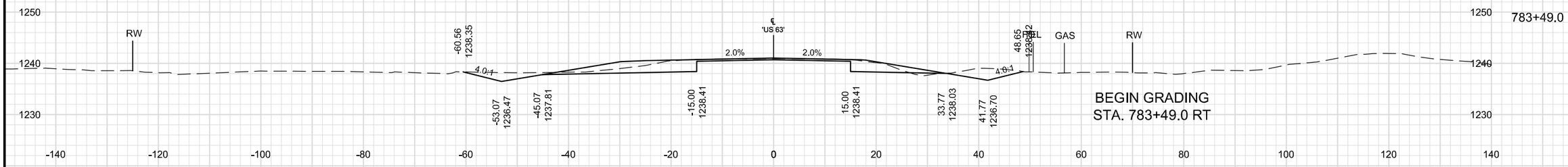


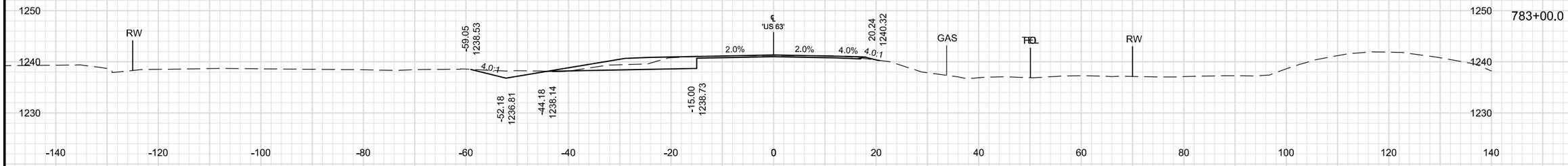
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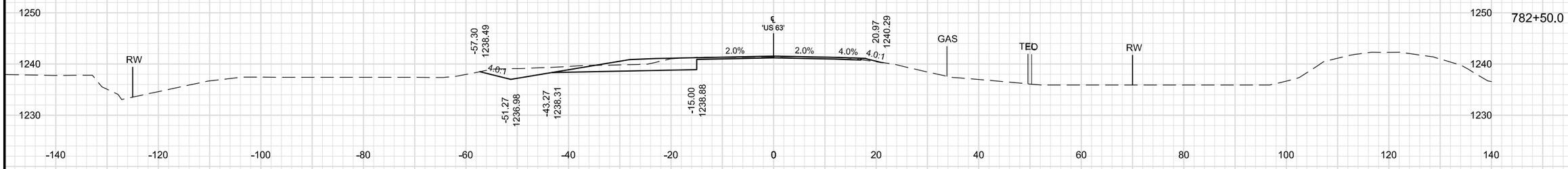
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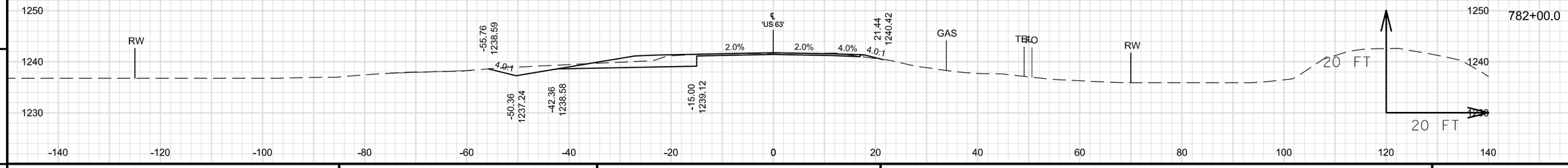
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FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:24 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49





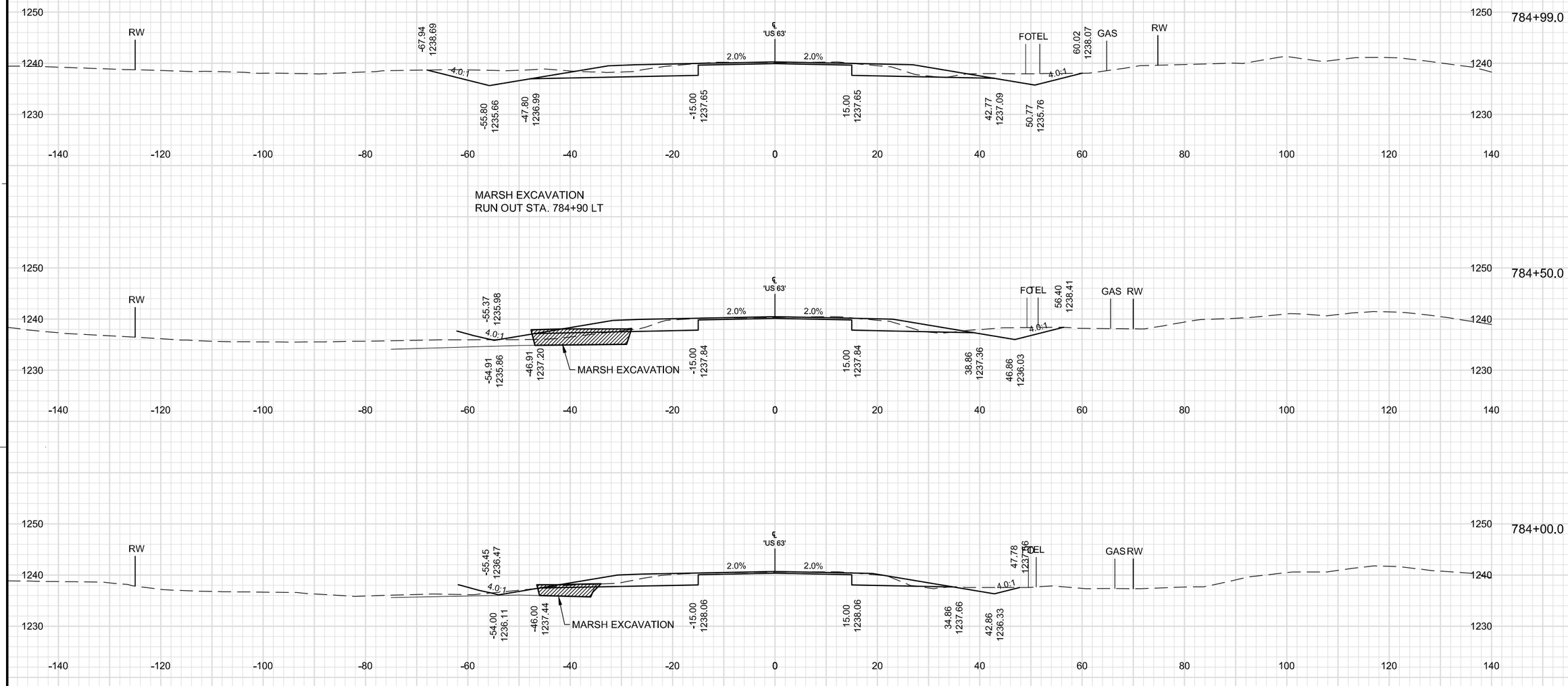




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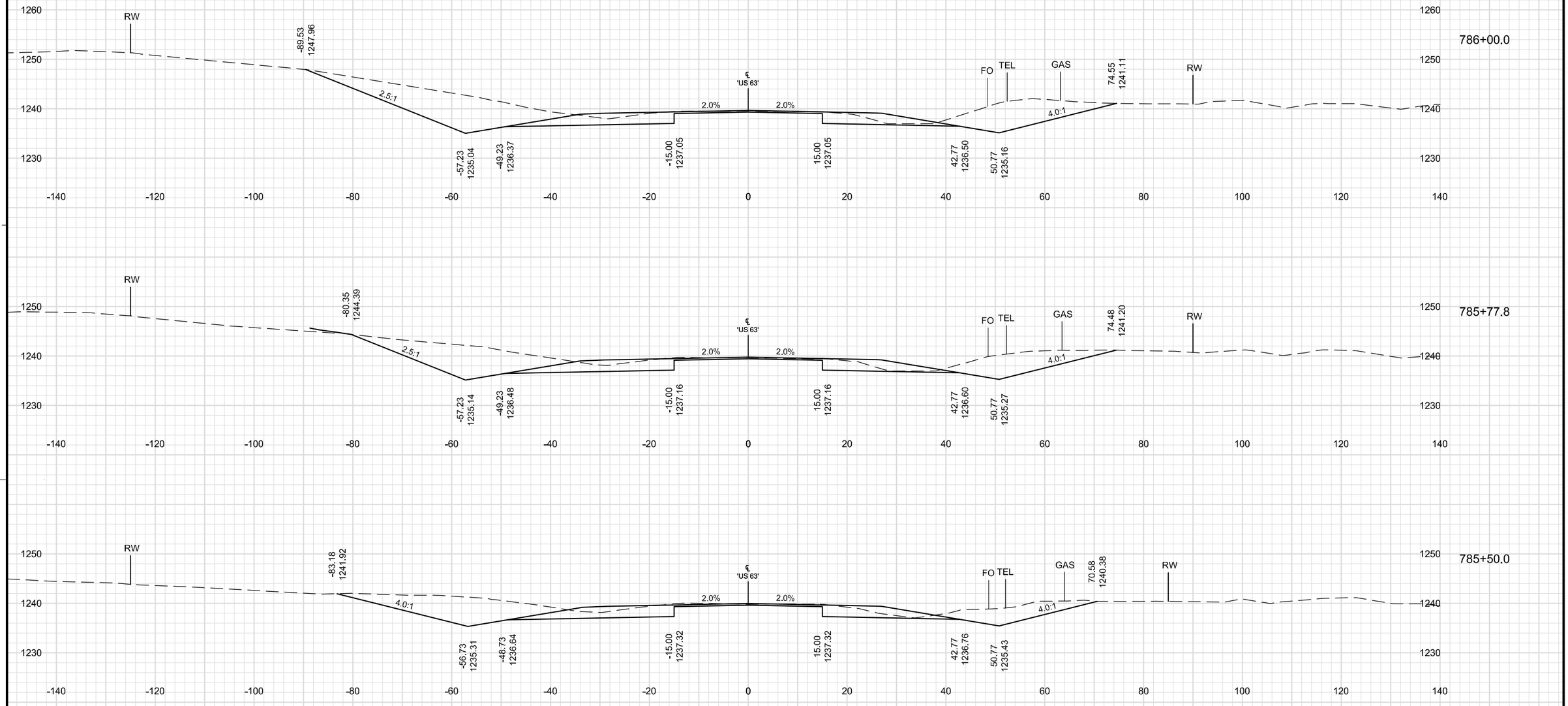
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 464	E



9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 465	E



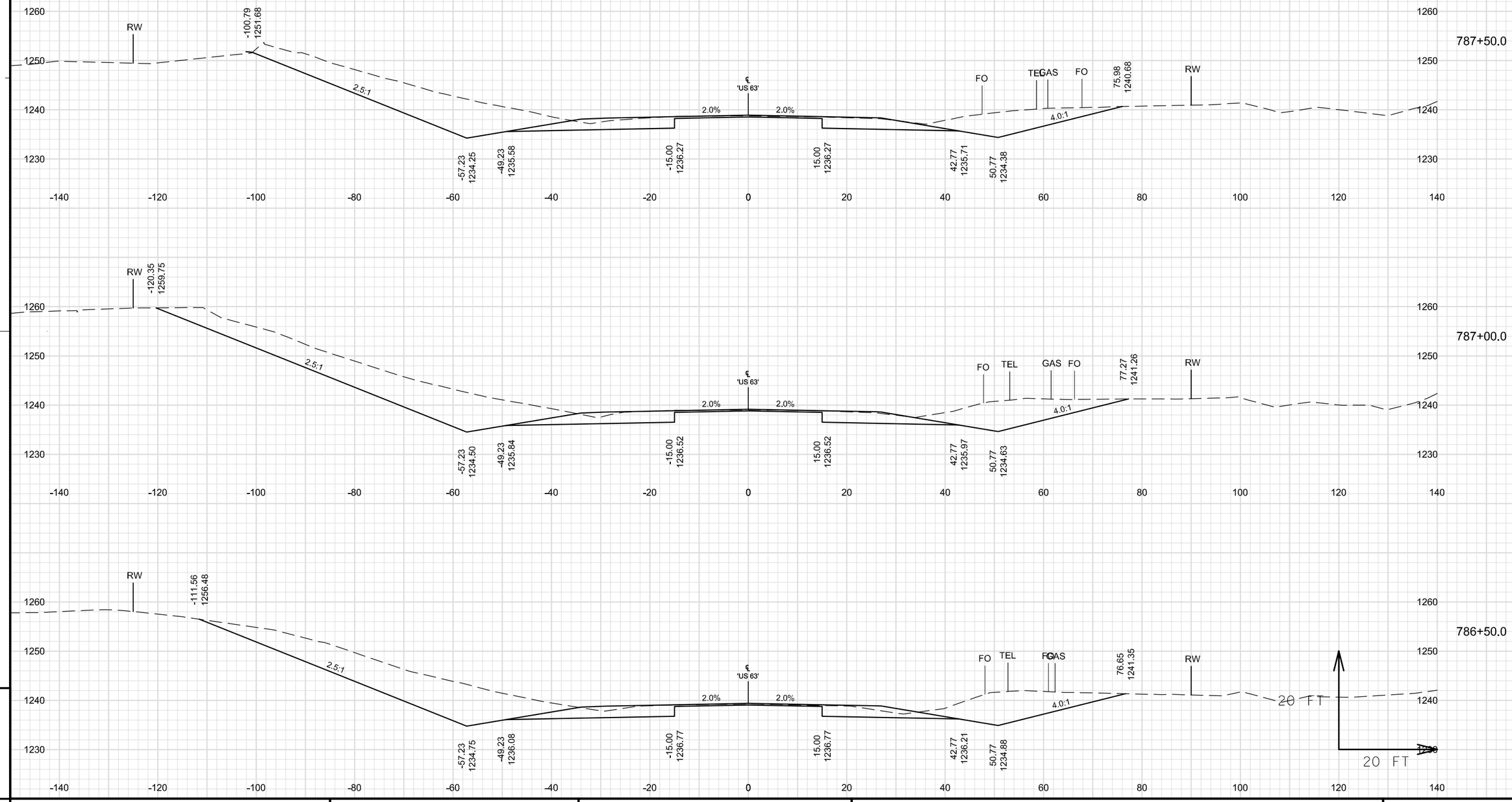
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 466	E

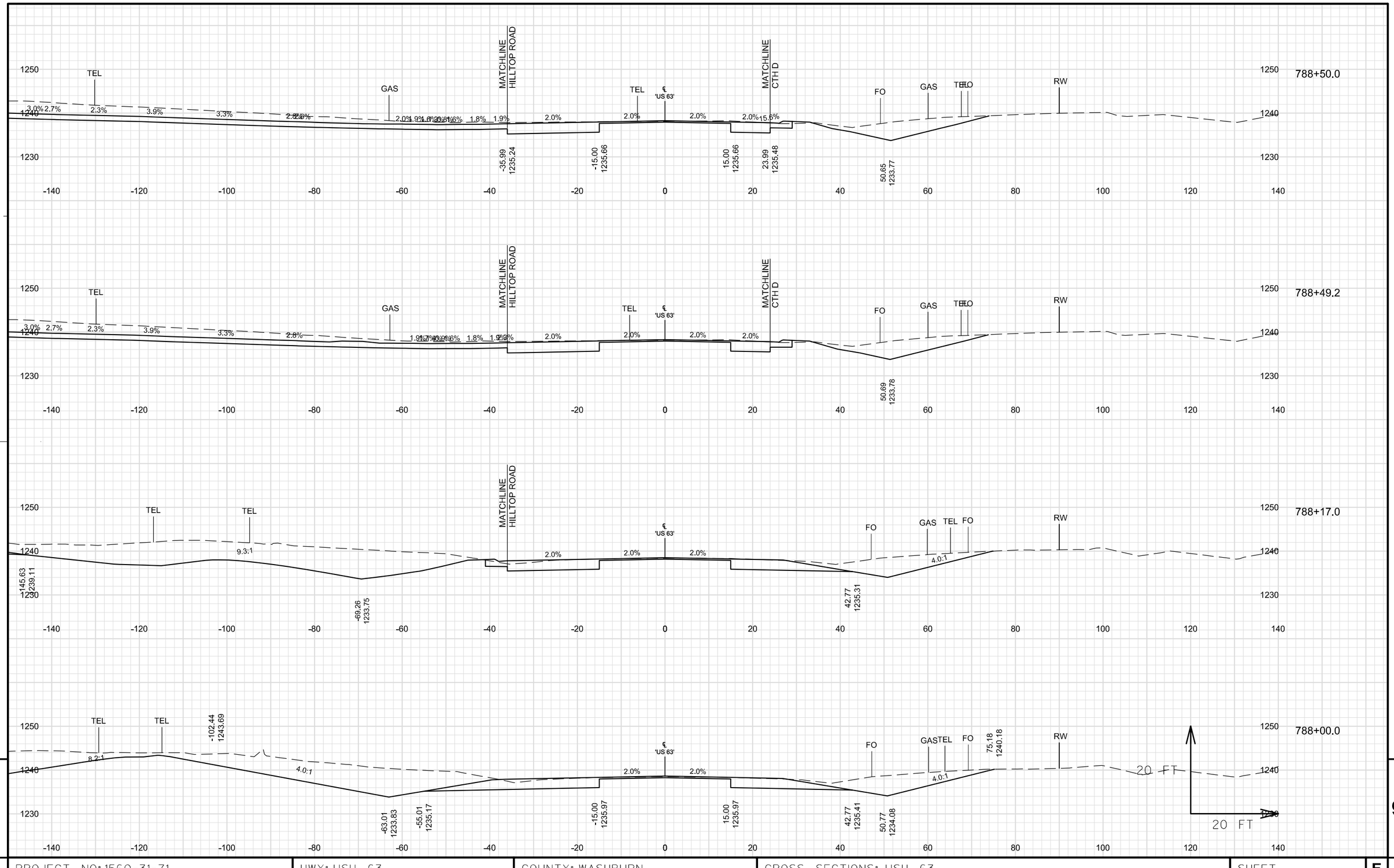
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:26 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 467	E

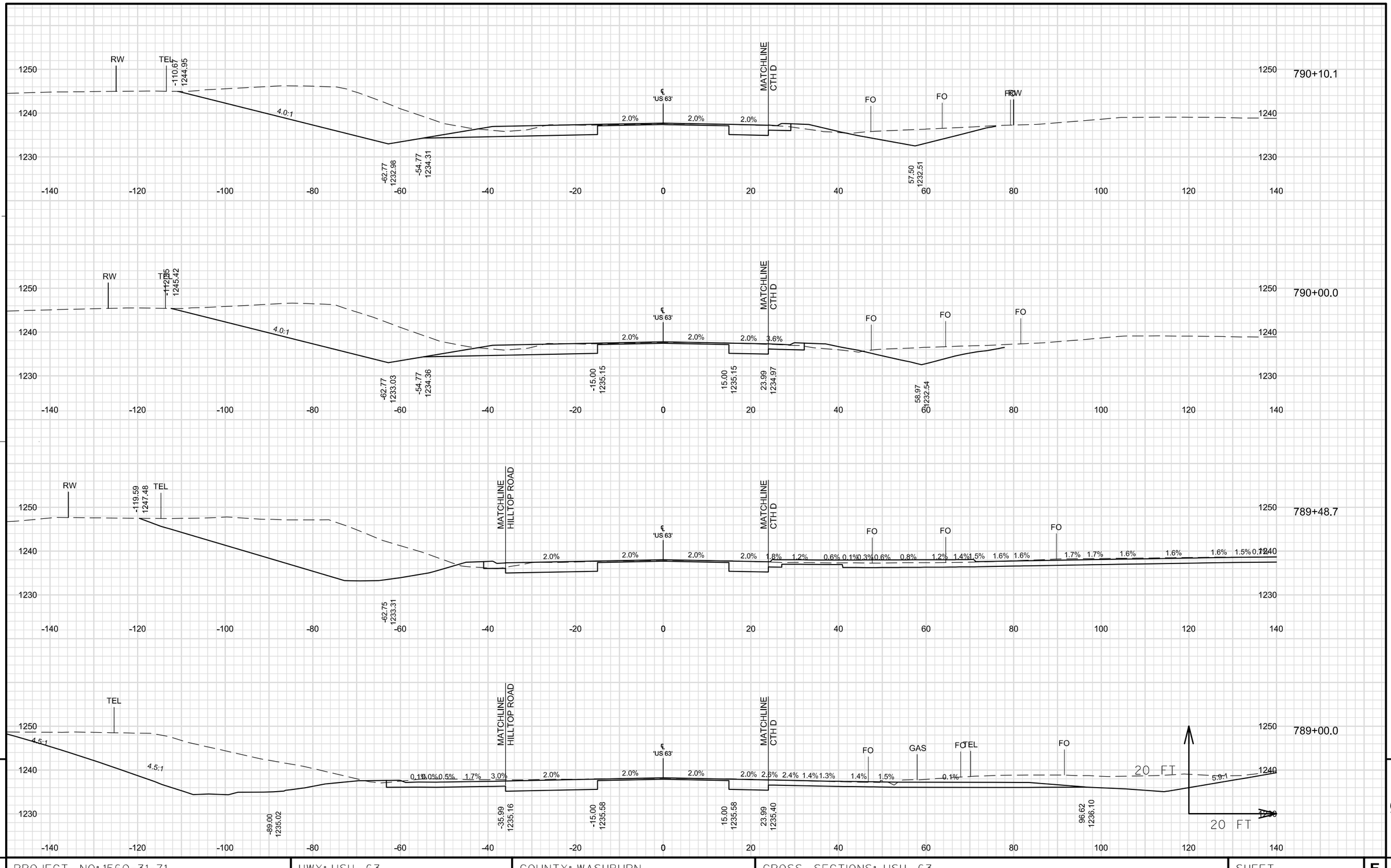


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 468	E

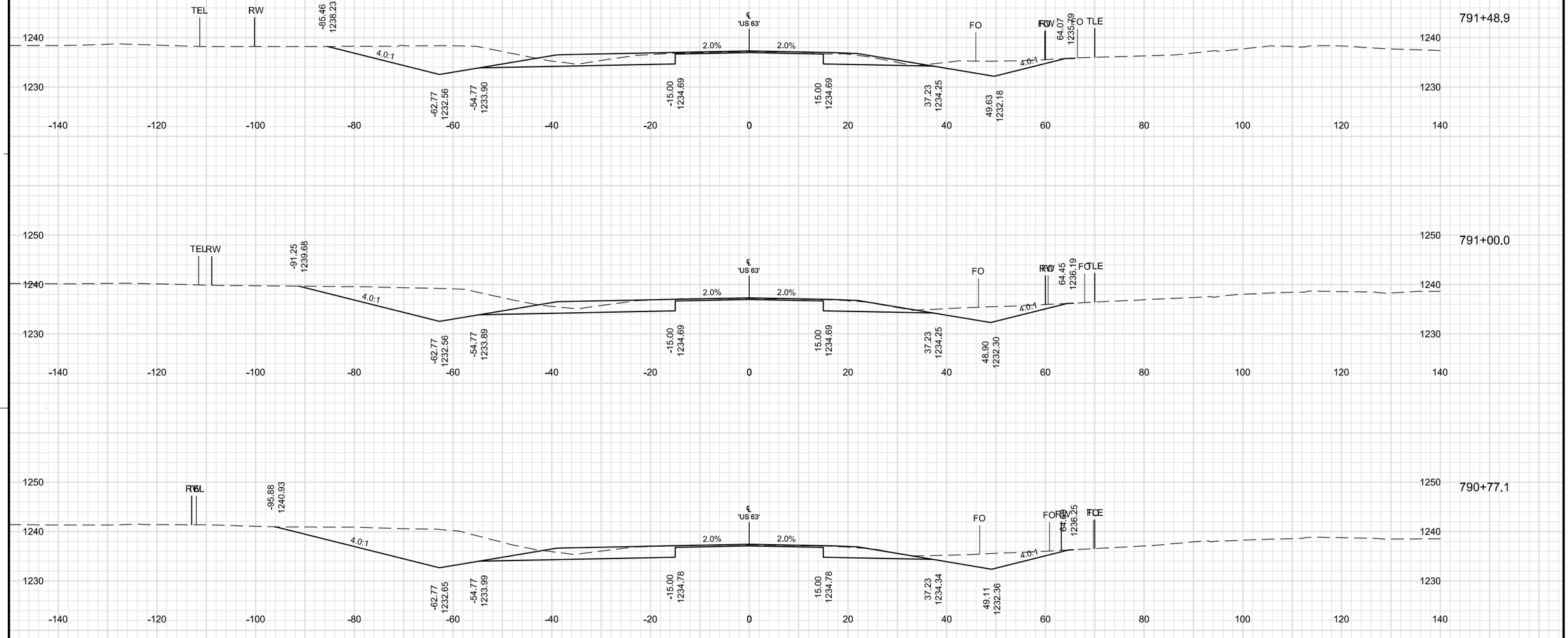
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:27 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 469	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:28 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

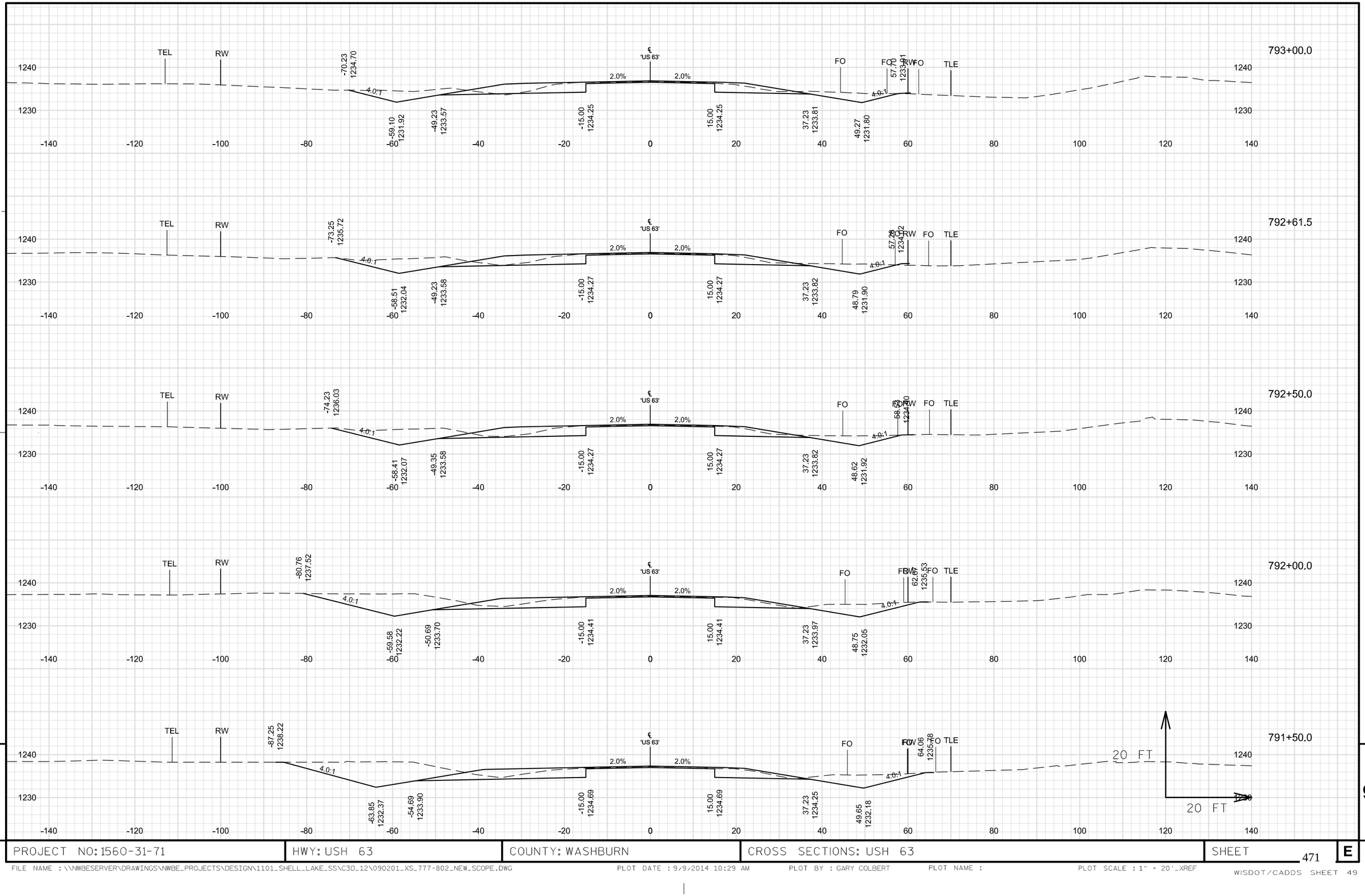


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9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 470	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:28 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

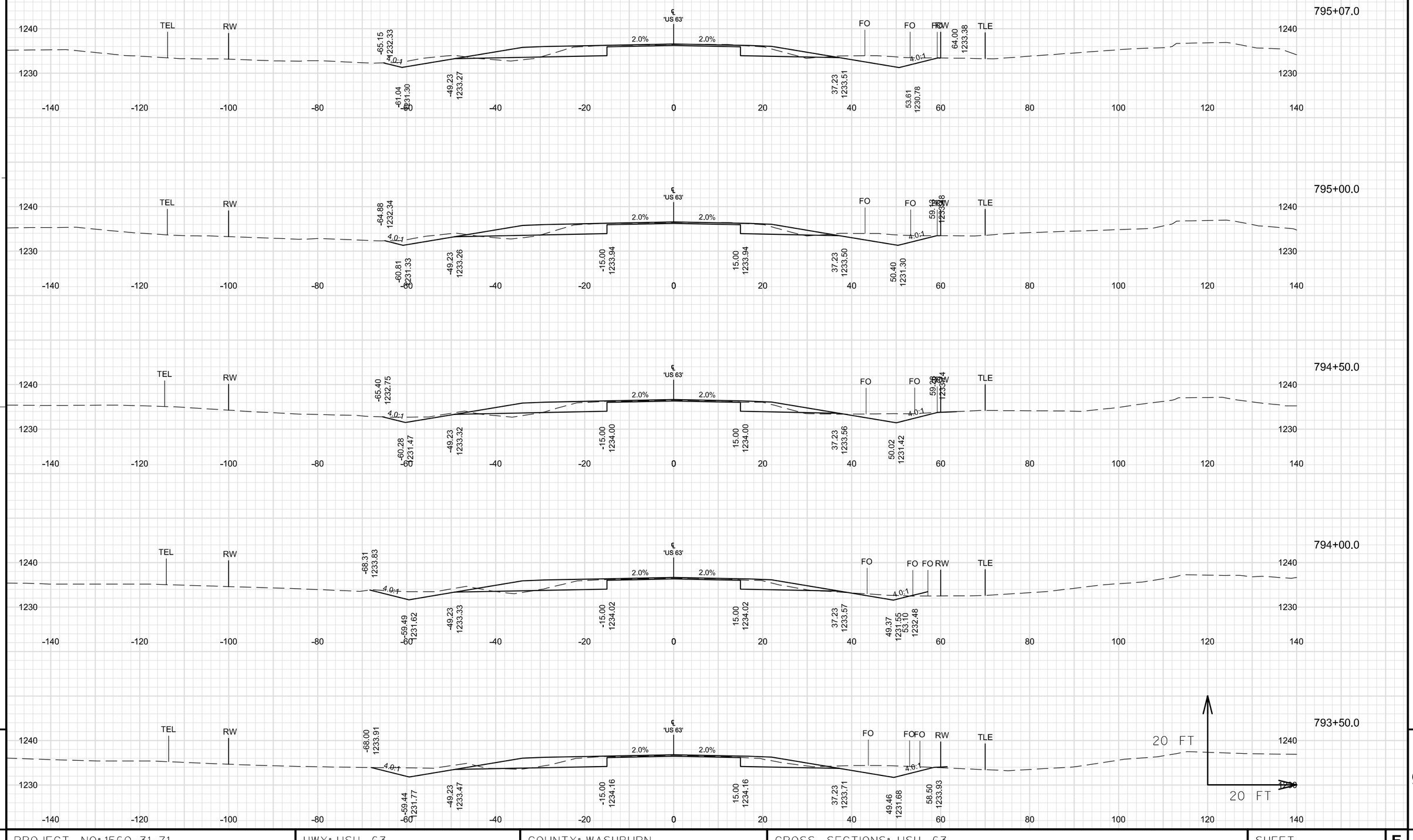


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 471	E

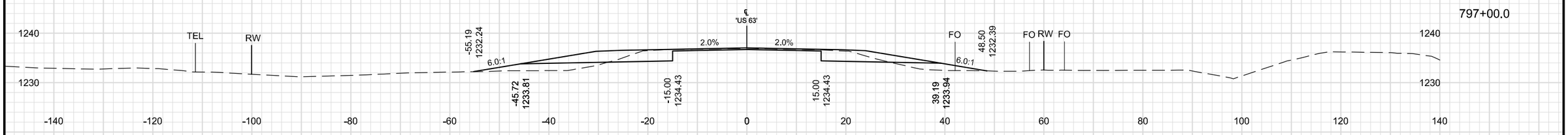
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:29 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

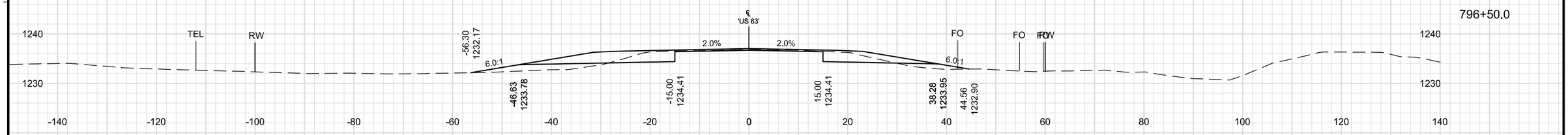


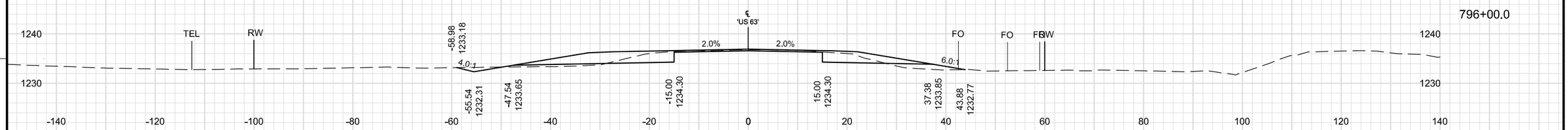
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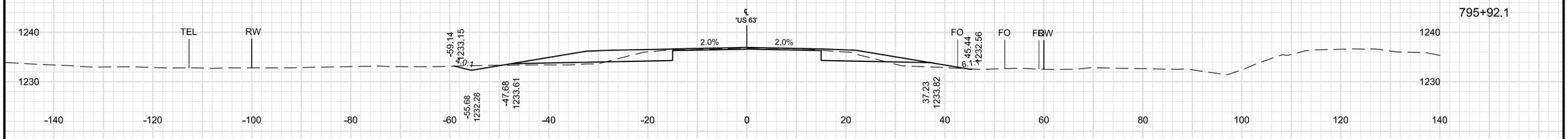
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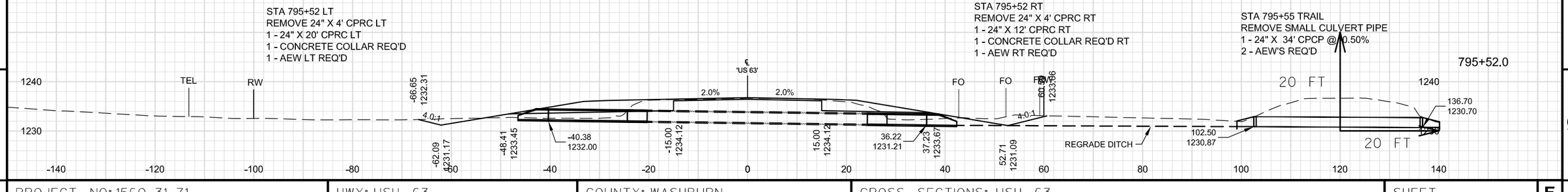
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 472	E







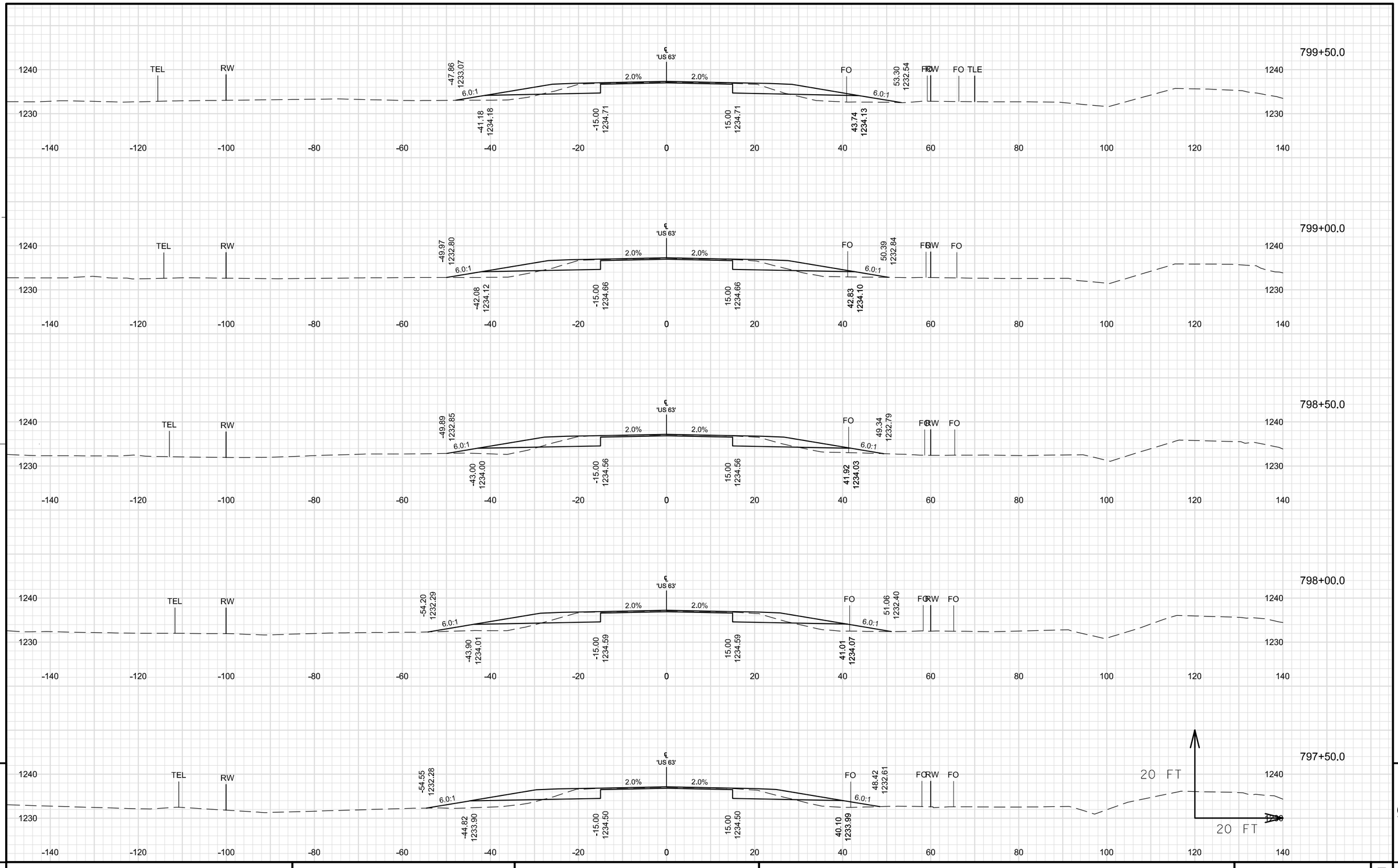




PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 473	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:30 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

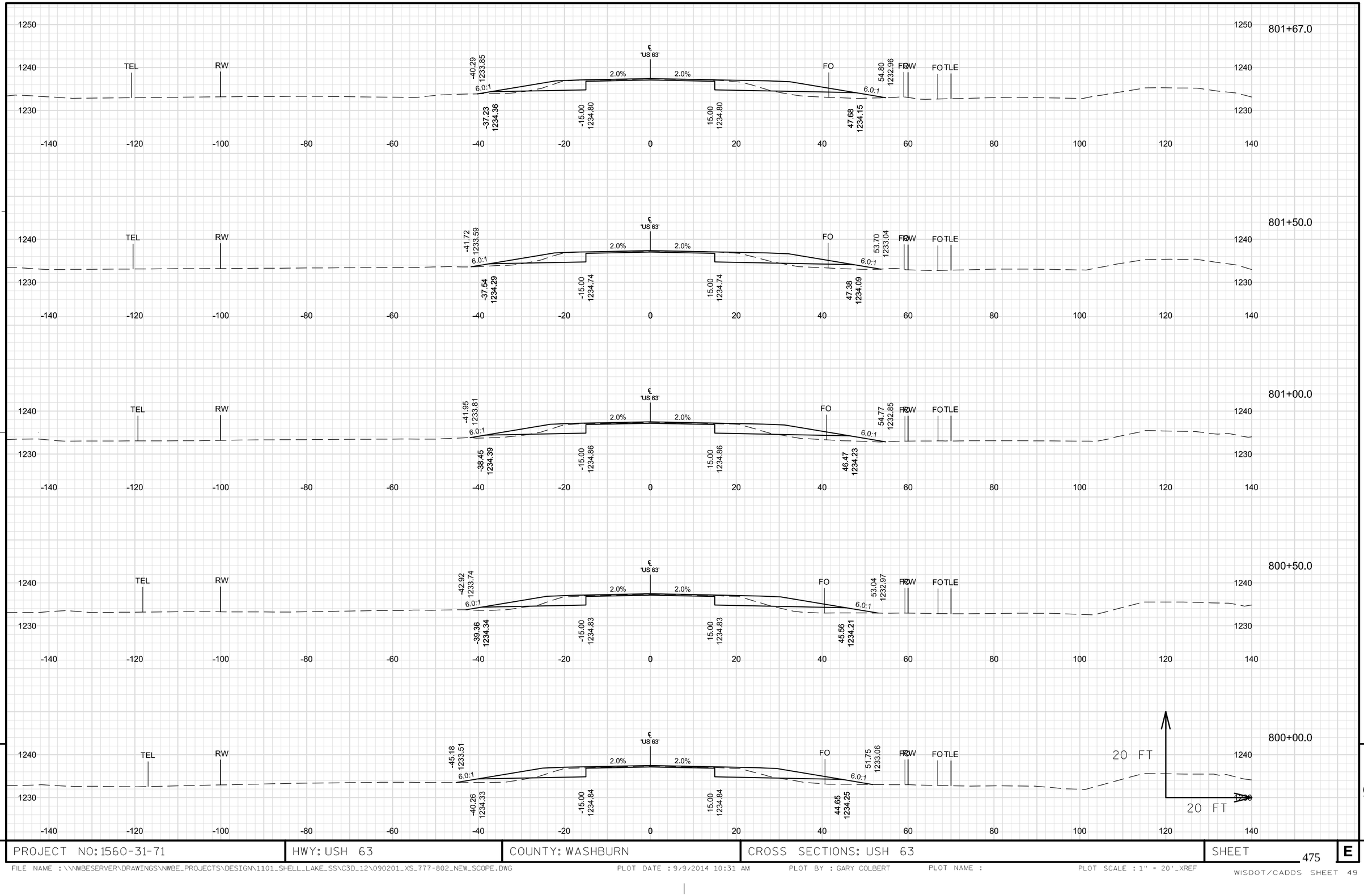
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 474	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:31 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

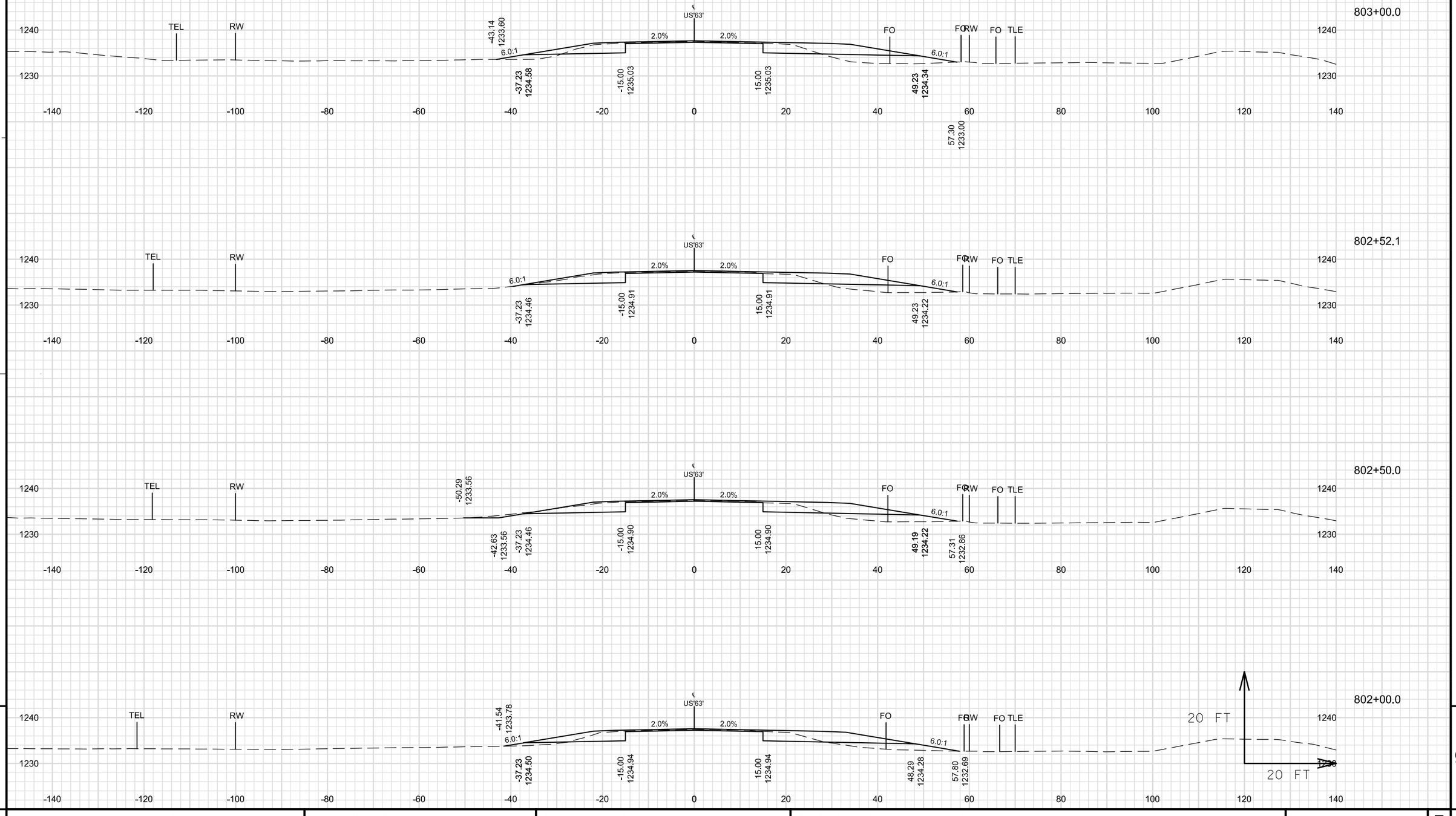


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 475	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 9/9/2014 10:31 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

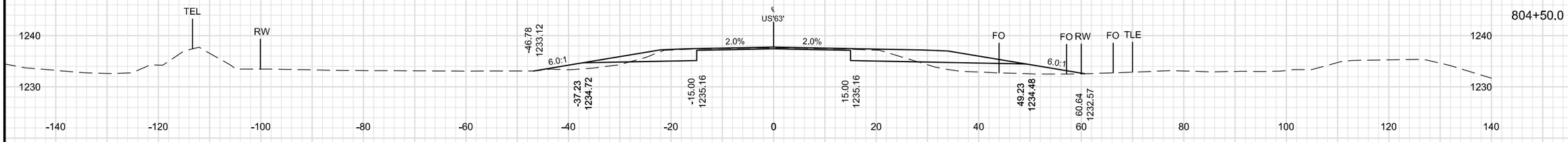


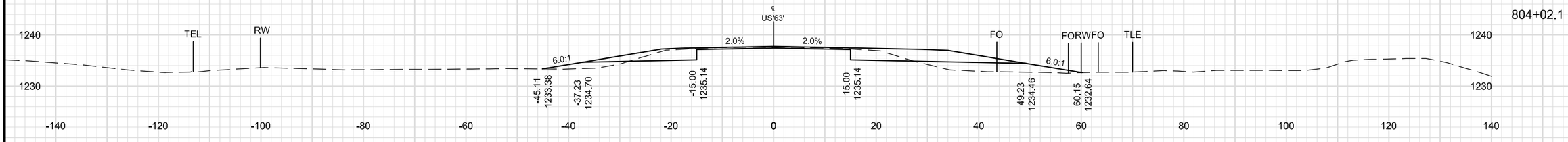
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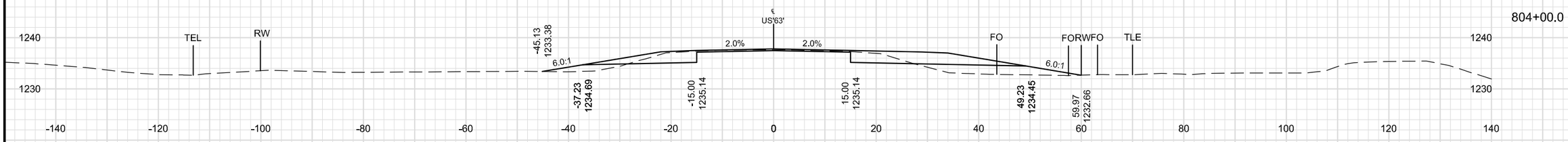
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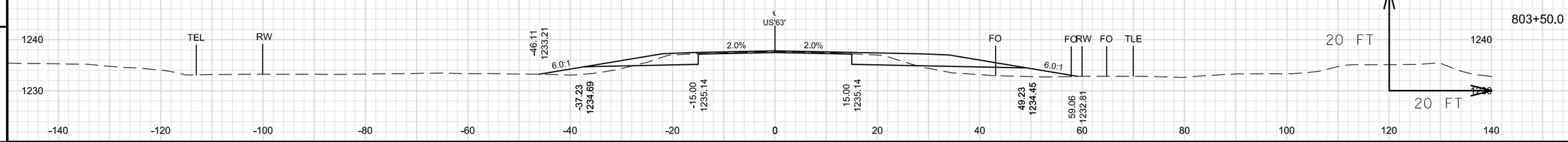
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 476	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 9:30 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49





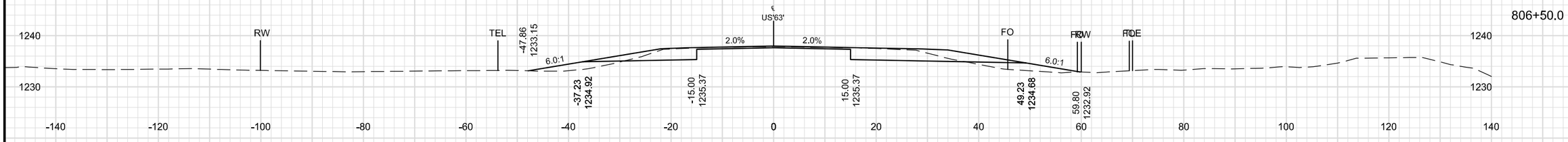


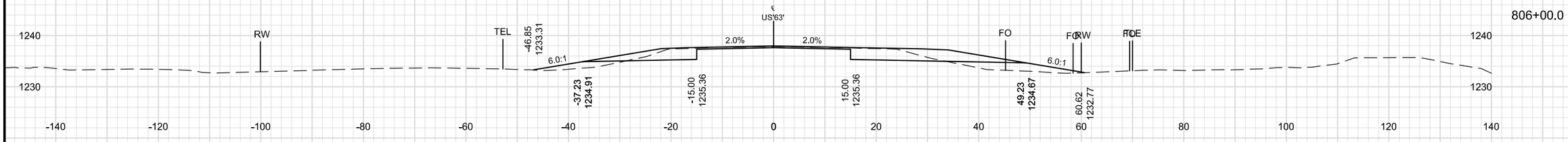


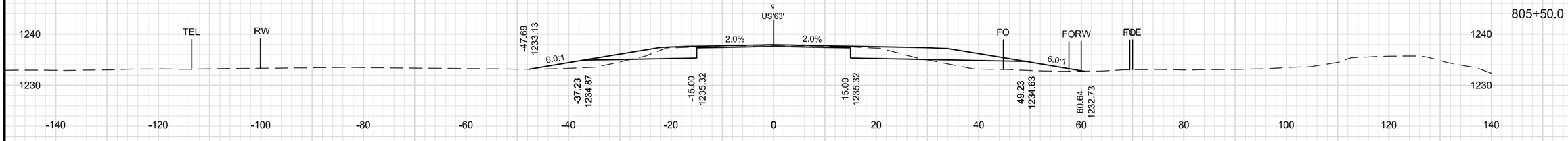
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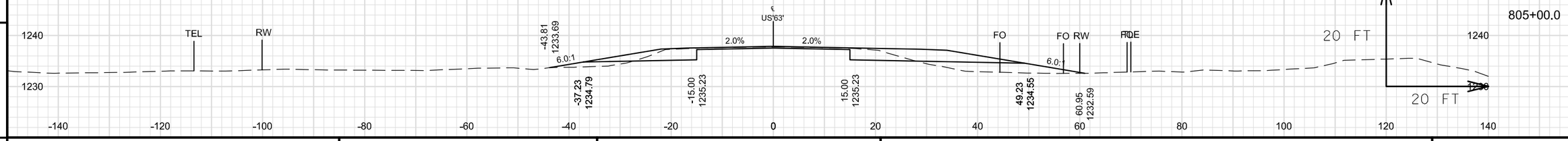
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 477	E







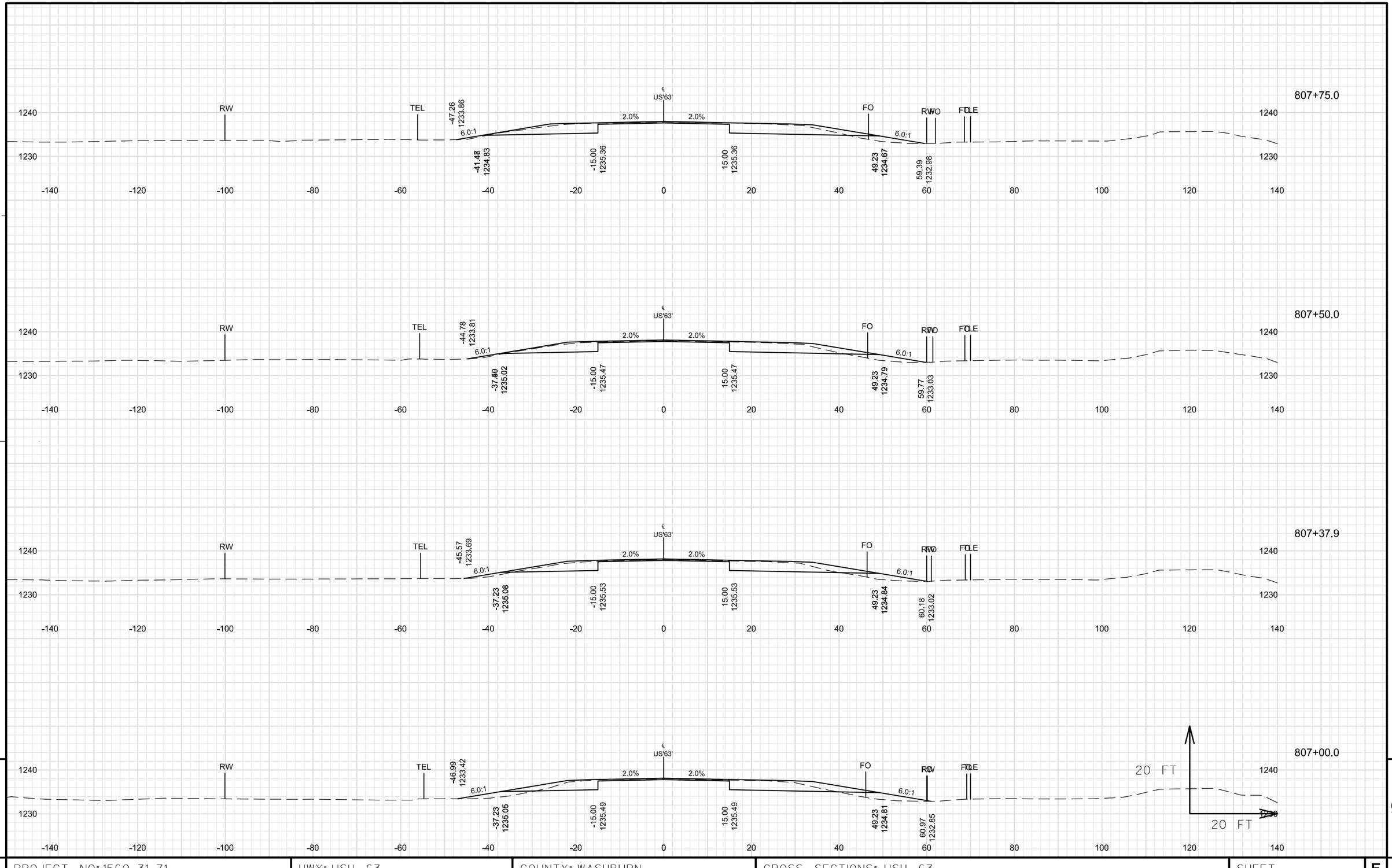


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 478	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 9:21 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



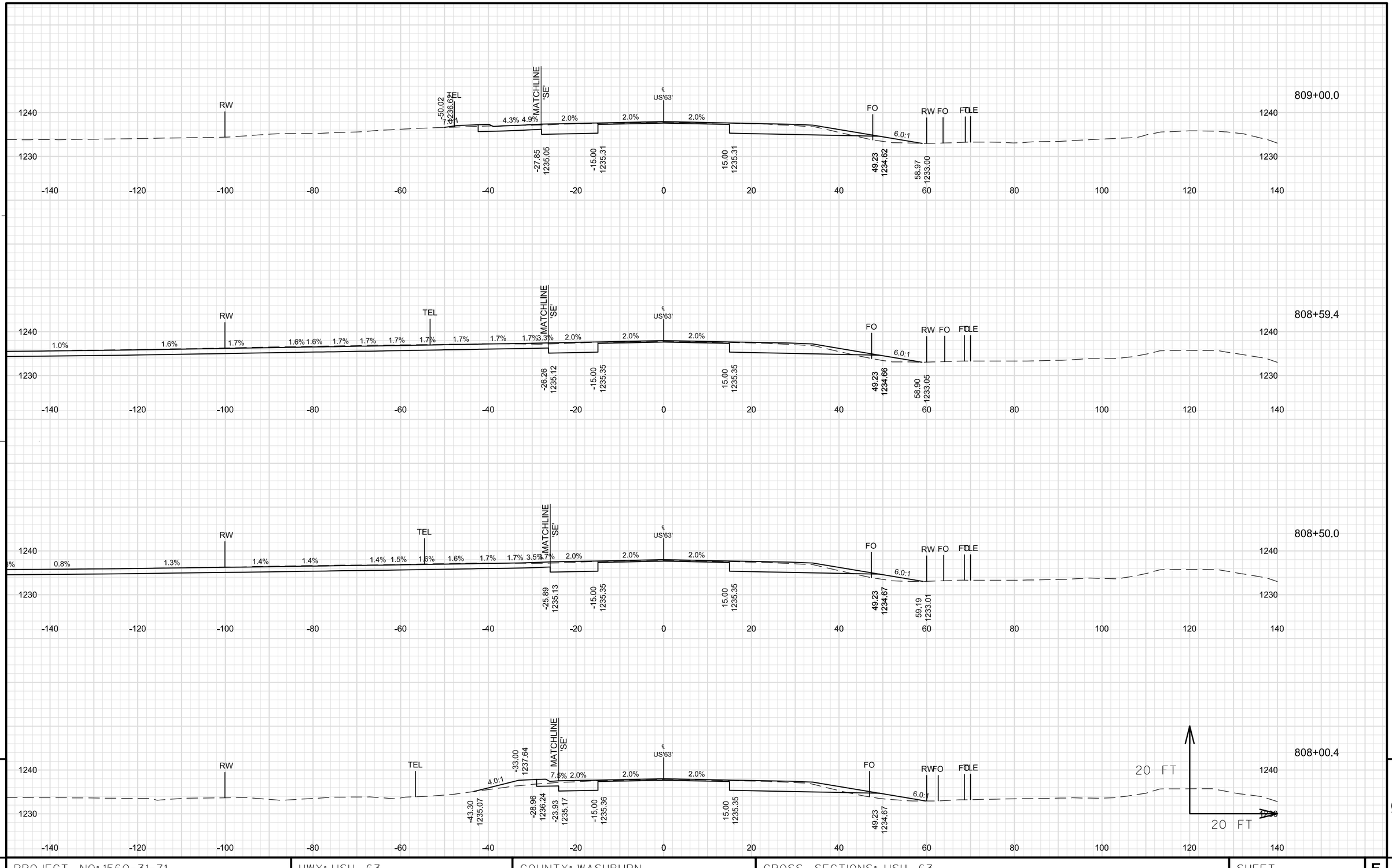
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 479	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 9:21 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

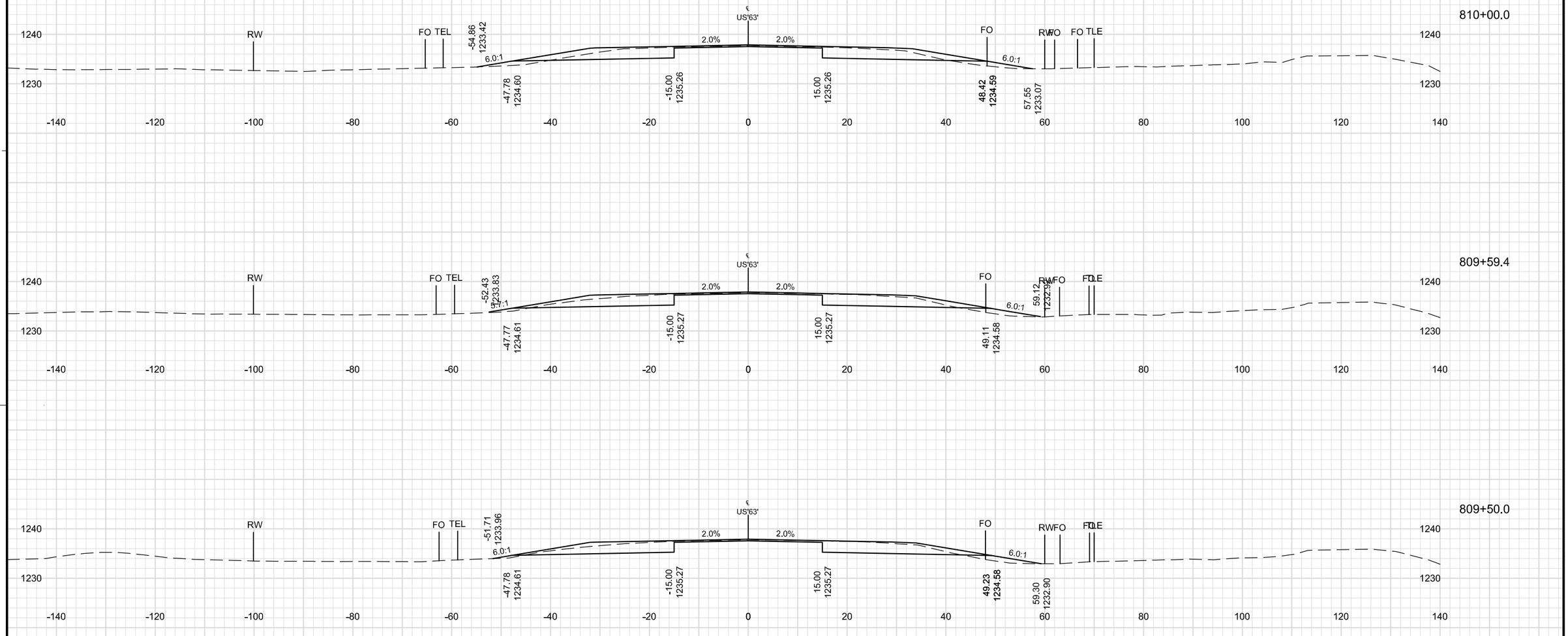


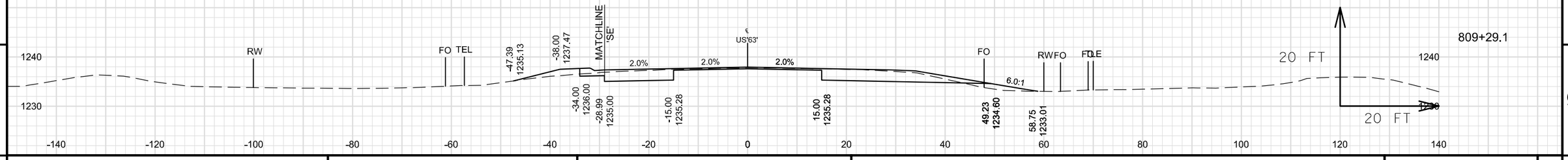
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 480	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 9:22 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF





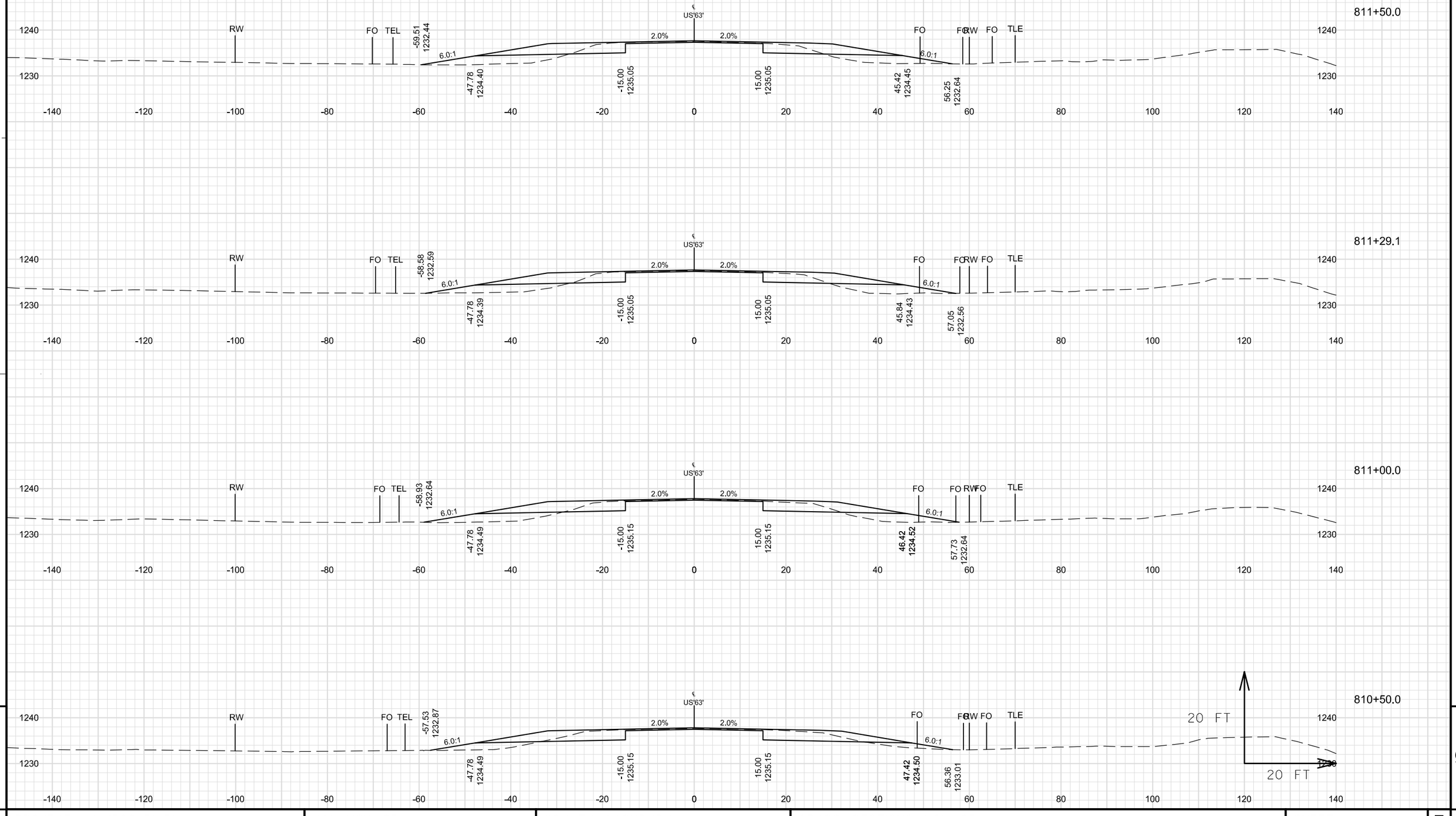
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 481	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 9:23 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



9

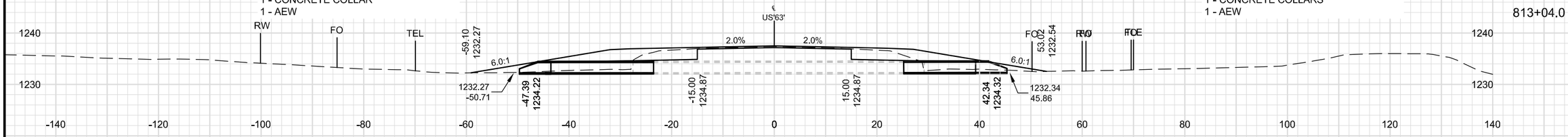
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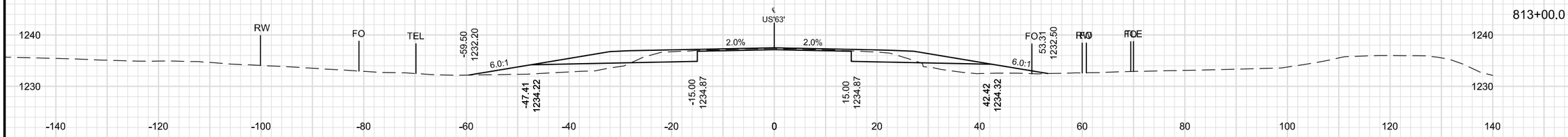
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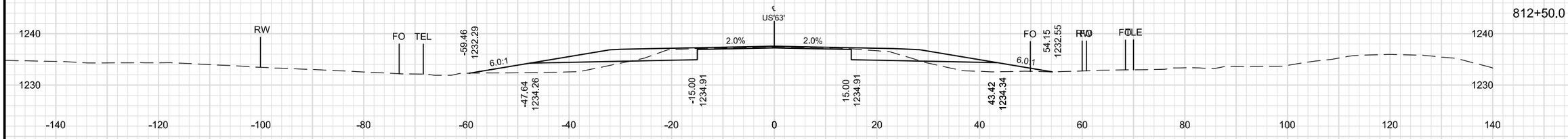
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 9:23 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

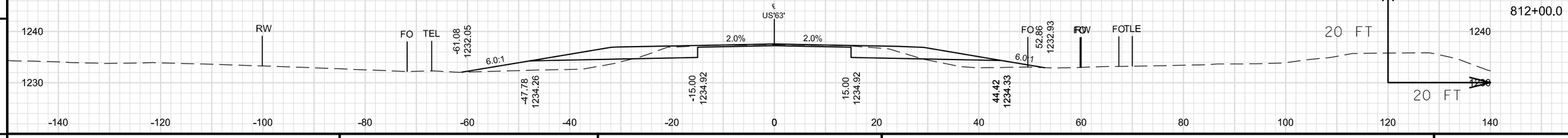
STATION 813+040 LT
1 - 24-INCH X 20 LF CPRC EXTENSION
1 - CONCRETE COLLAR
1 - AEW

STATION 813+04 RT
1 - 24-INCH X 14 LF CPRC EXTENSION
1 - CONCRETE COLLARS
1 - AEW





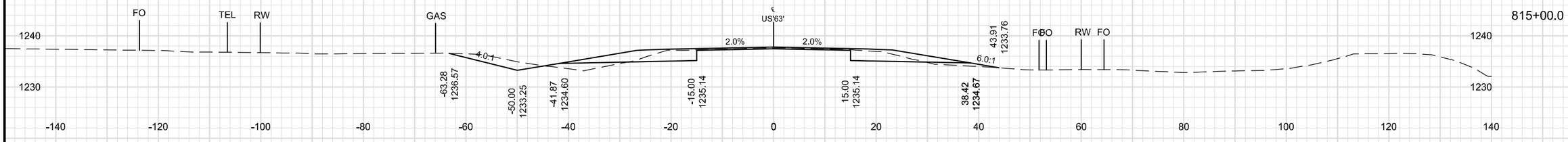


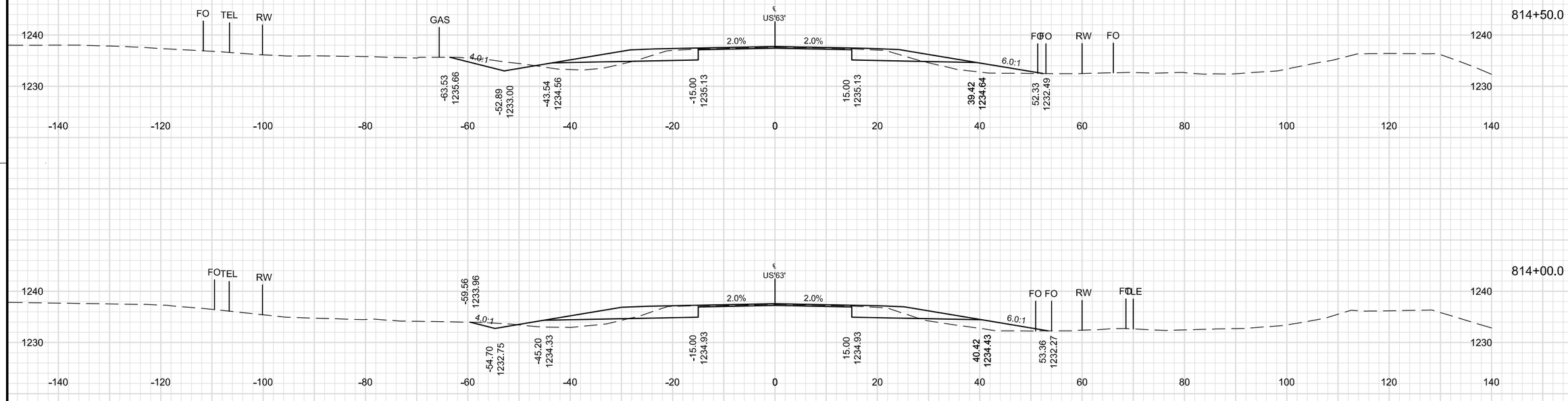


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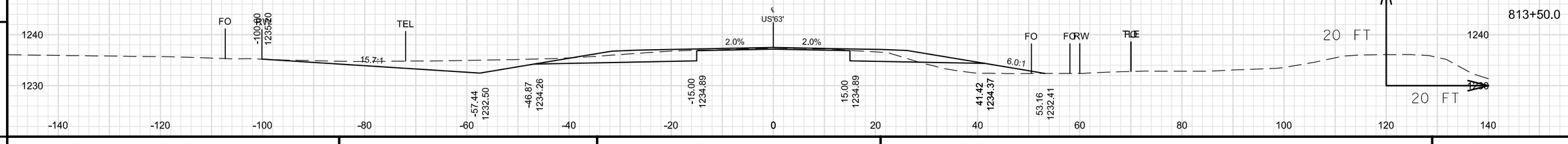
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 483	E





STATION 813+30 - 813+46
REMOVE CE LT



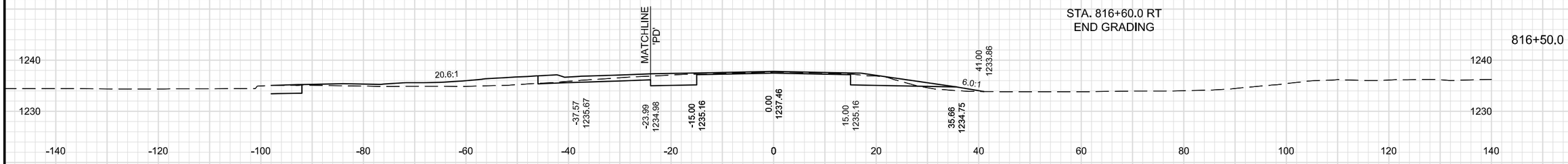
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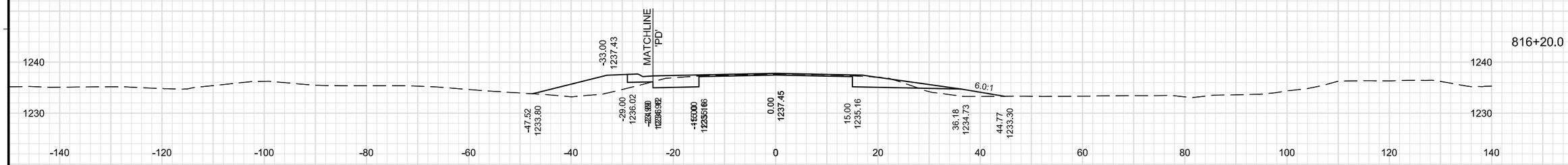
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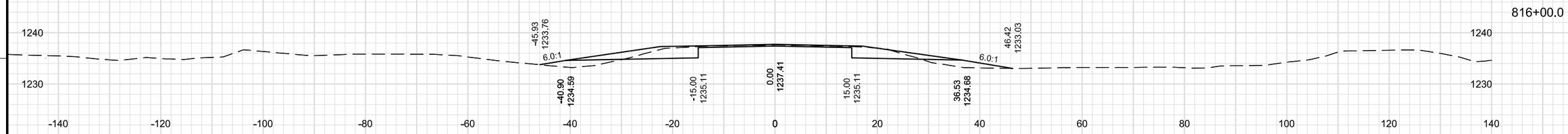
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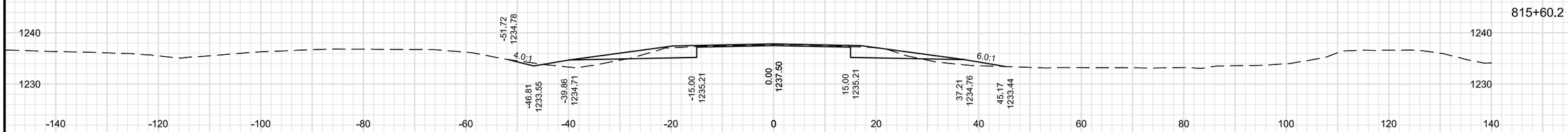
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 9:24 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF

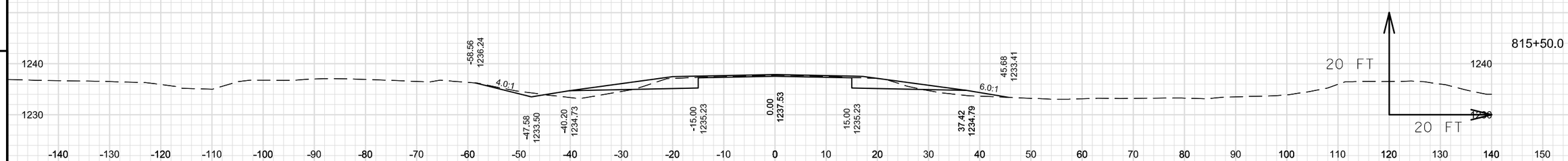
STA. 816+60.0 RT
END GRADING







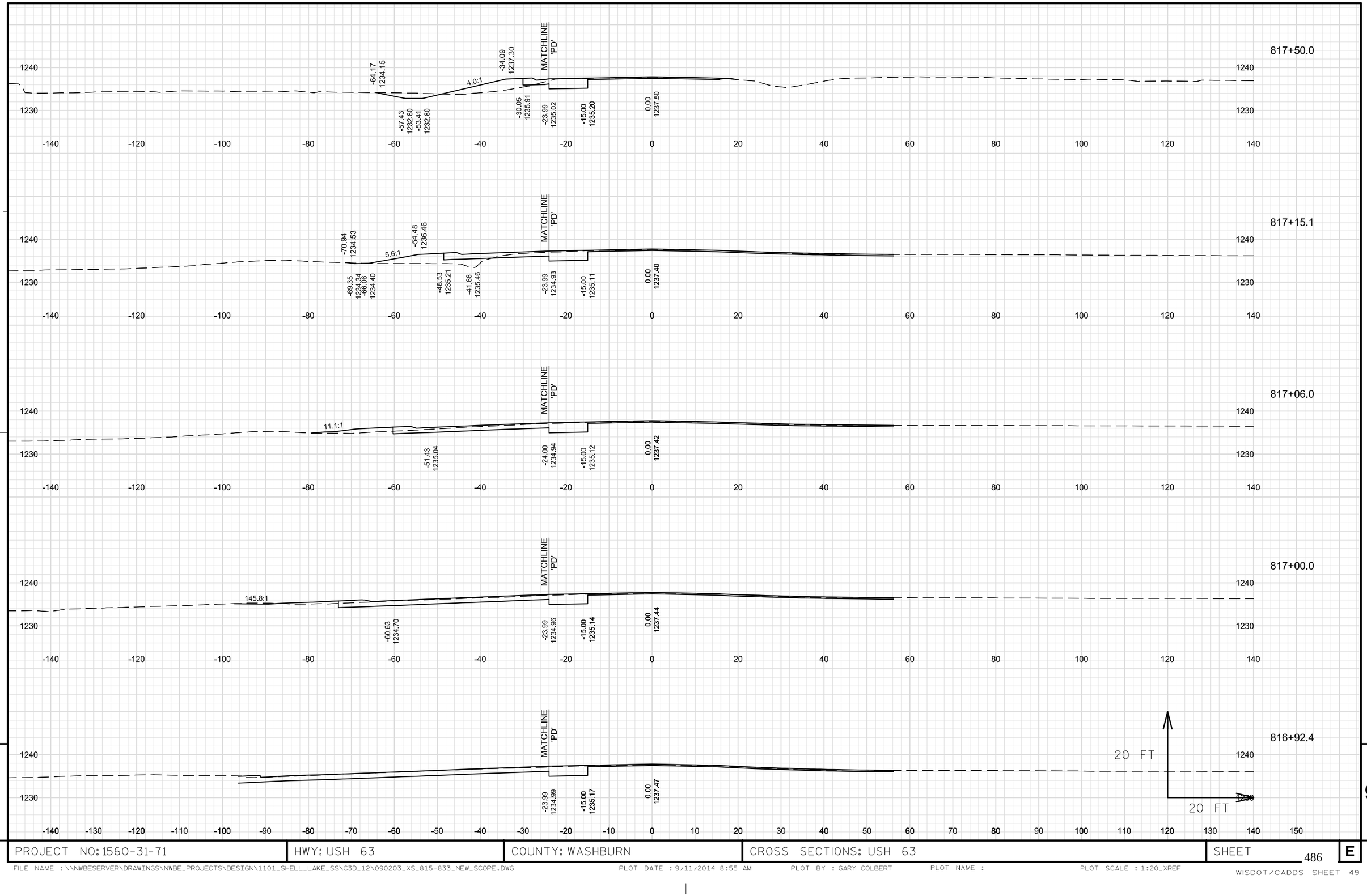




PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 485	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090203_XS_815-833_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 8:55 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

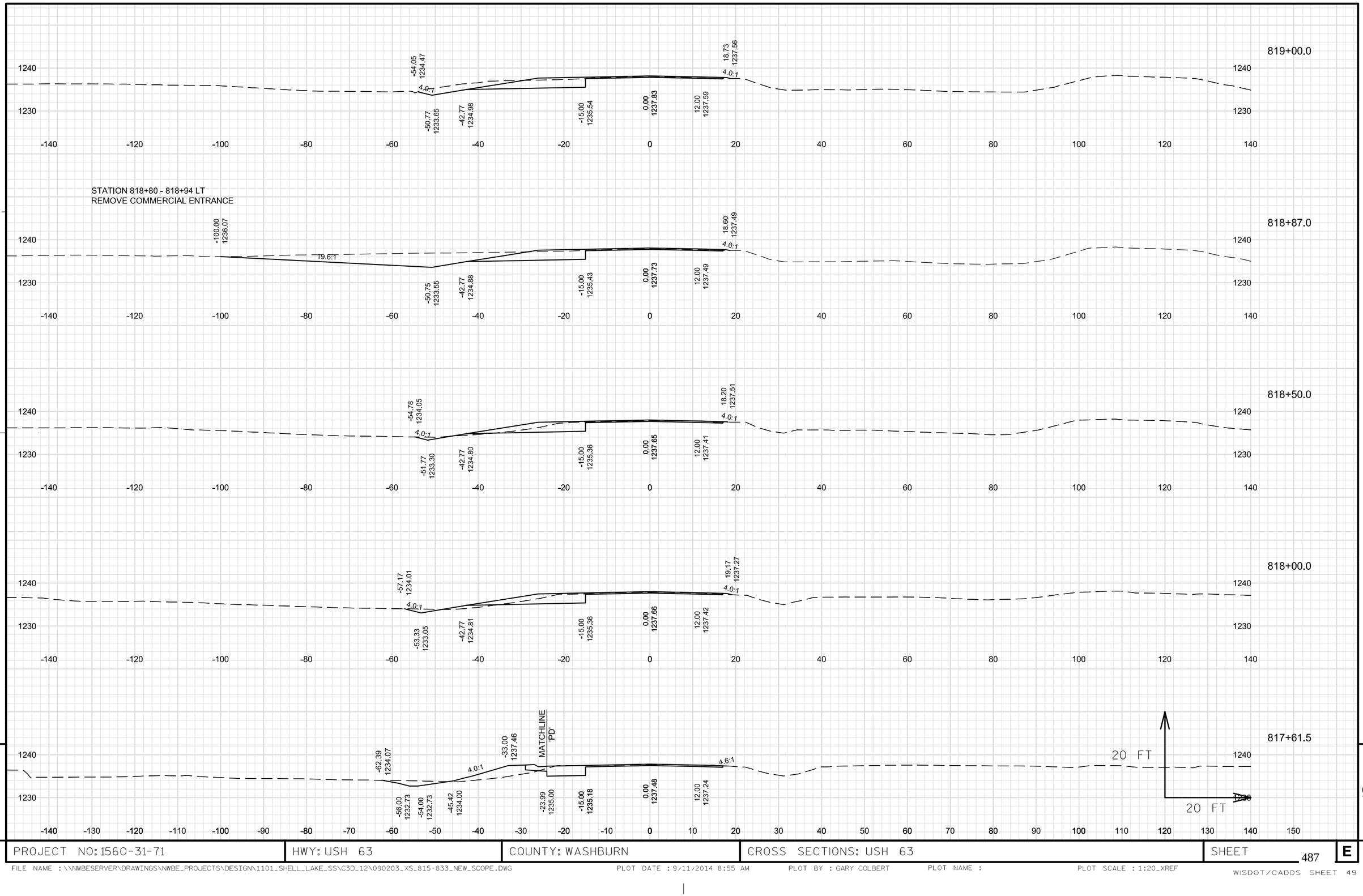


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 486	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090203_XS_815-833_NEW_SCOPE.DWG PLOT DATE : 9/11/2014 8:55 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

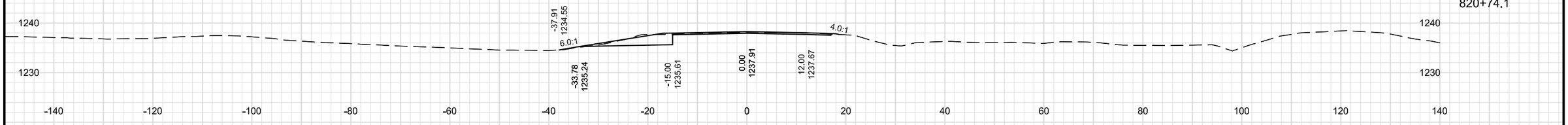
STATION 818+80 - 818+94 LT
REMOVE COMMERCIAL ENTRANCE



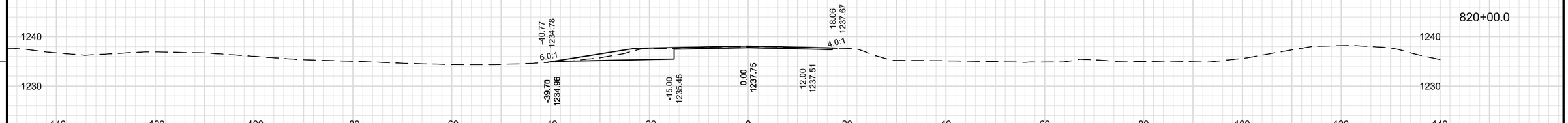
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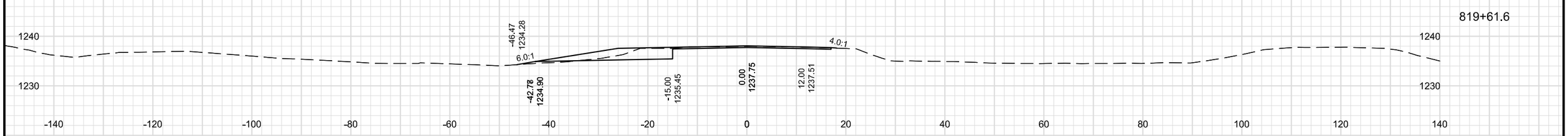
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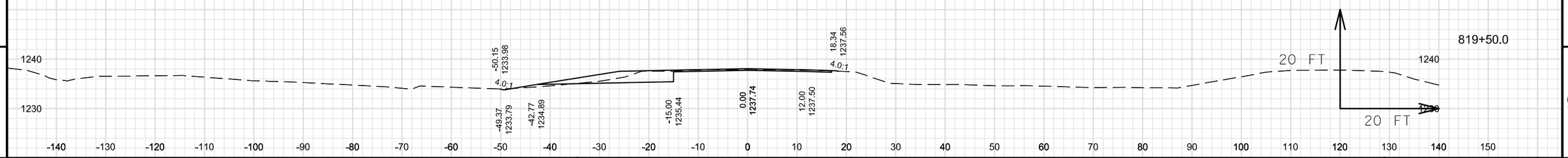
STA. 820+74.1 LT
END GRADING





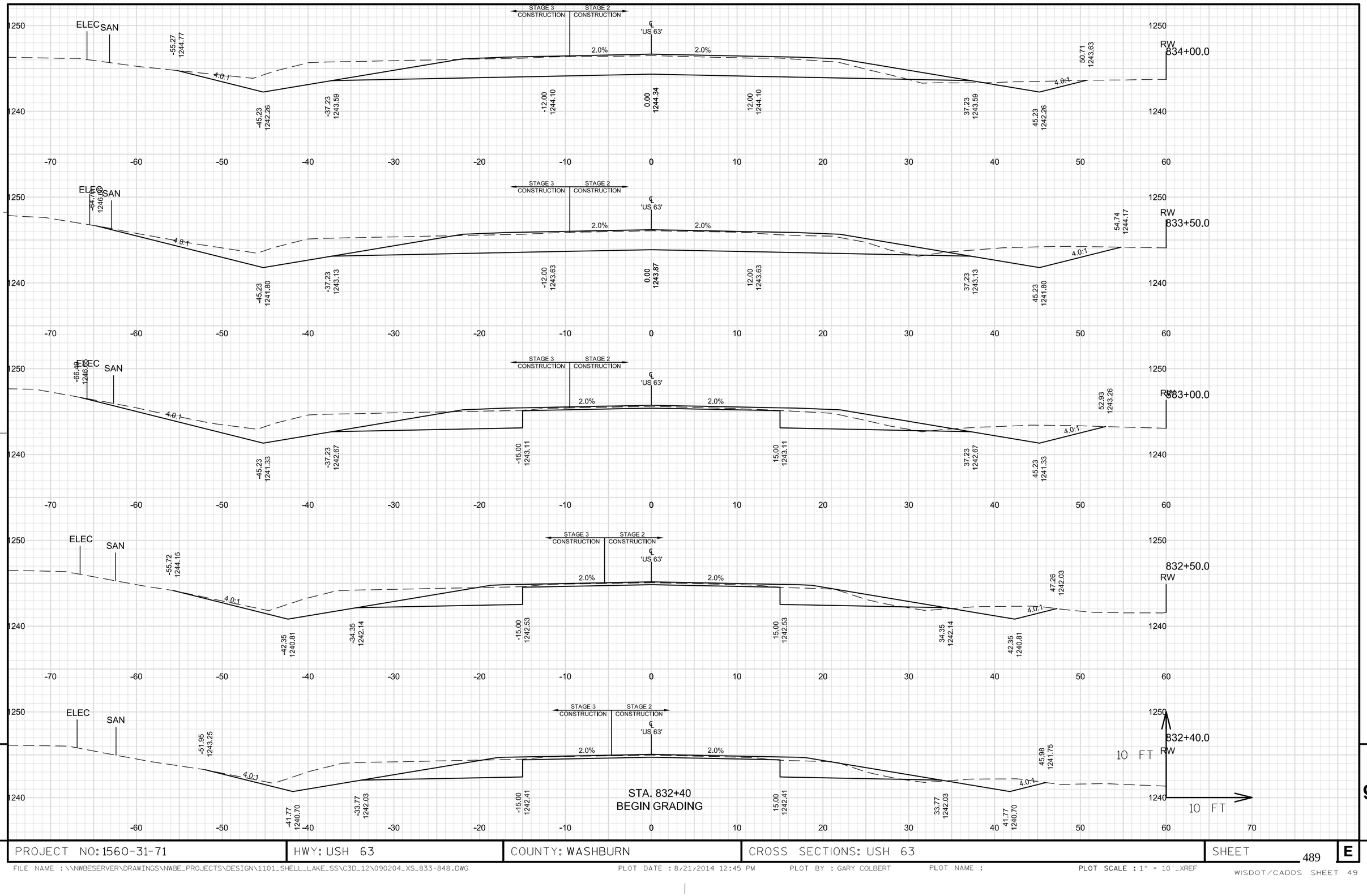






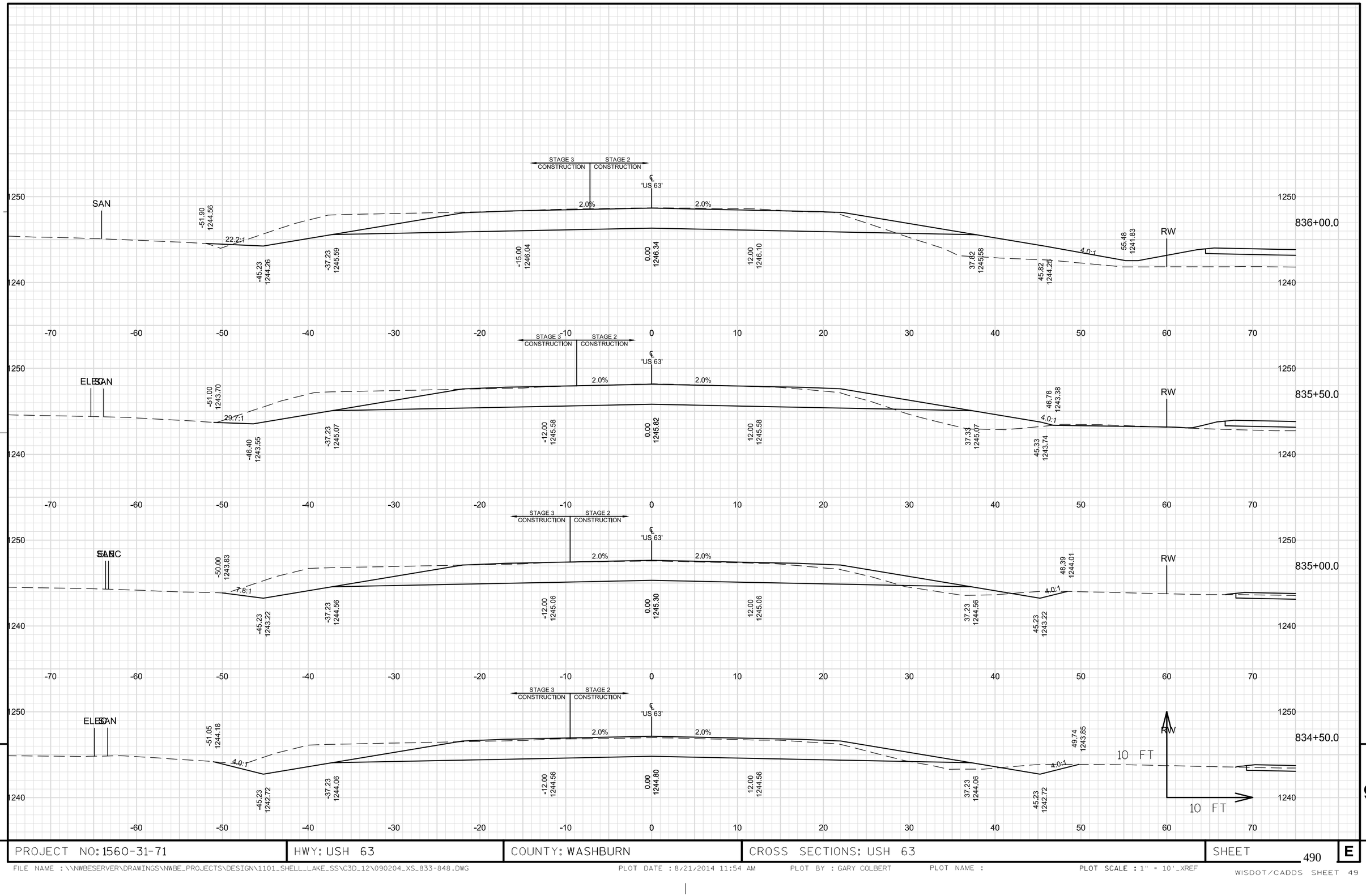
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 488 E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 489	E

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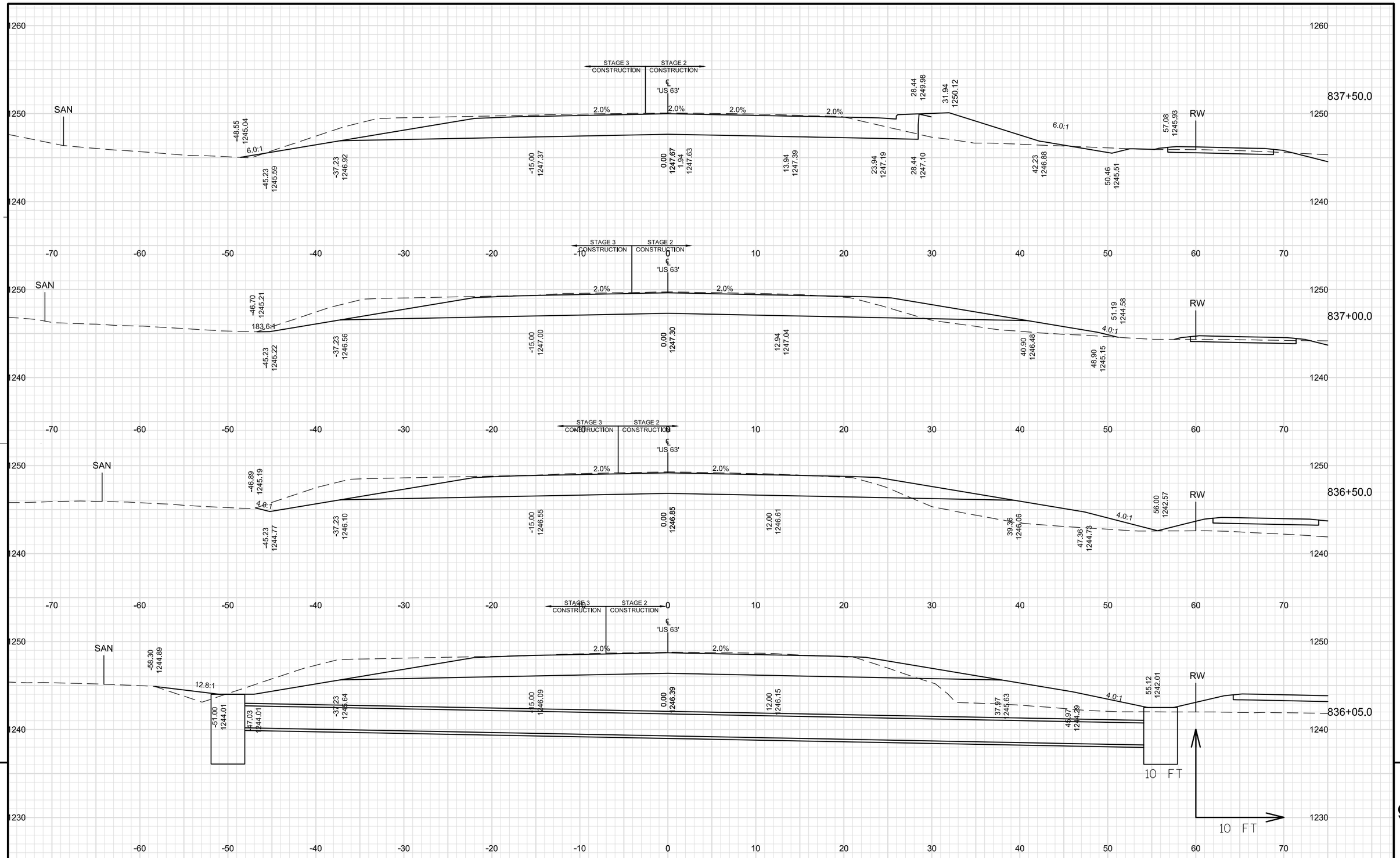


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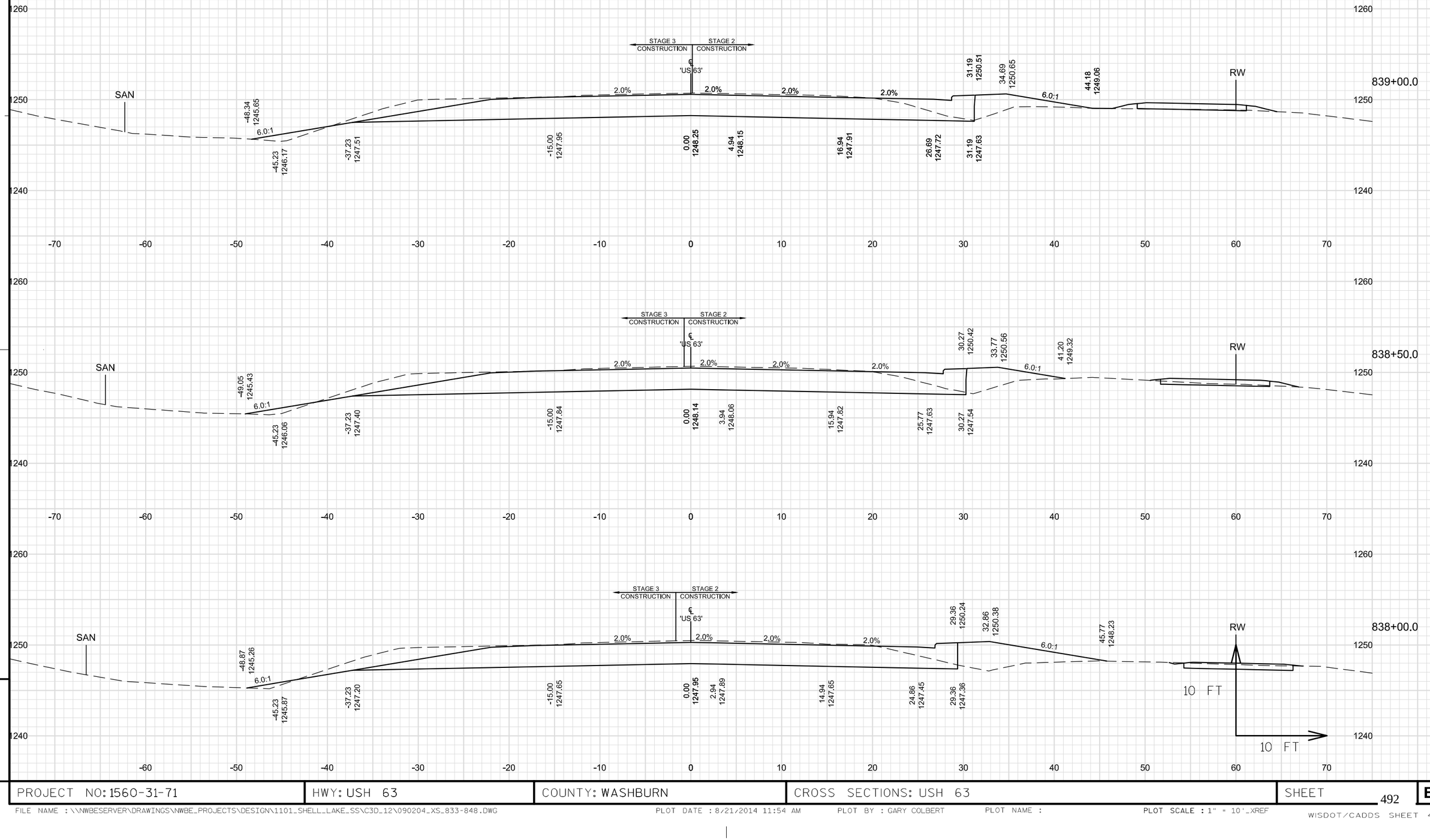
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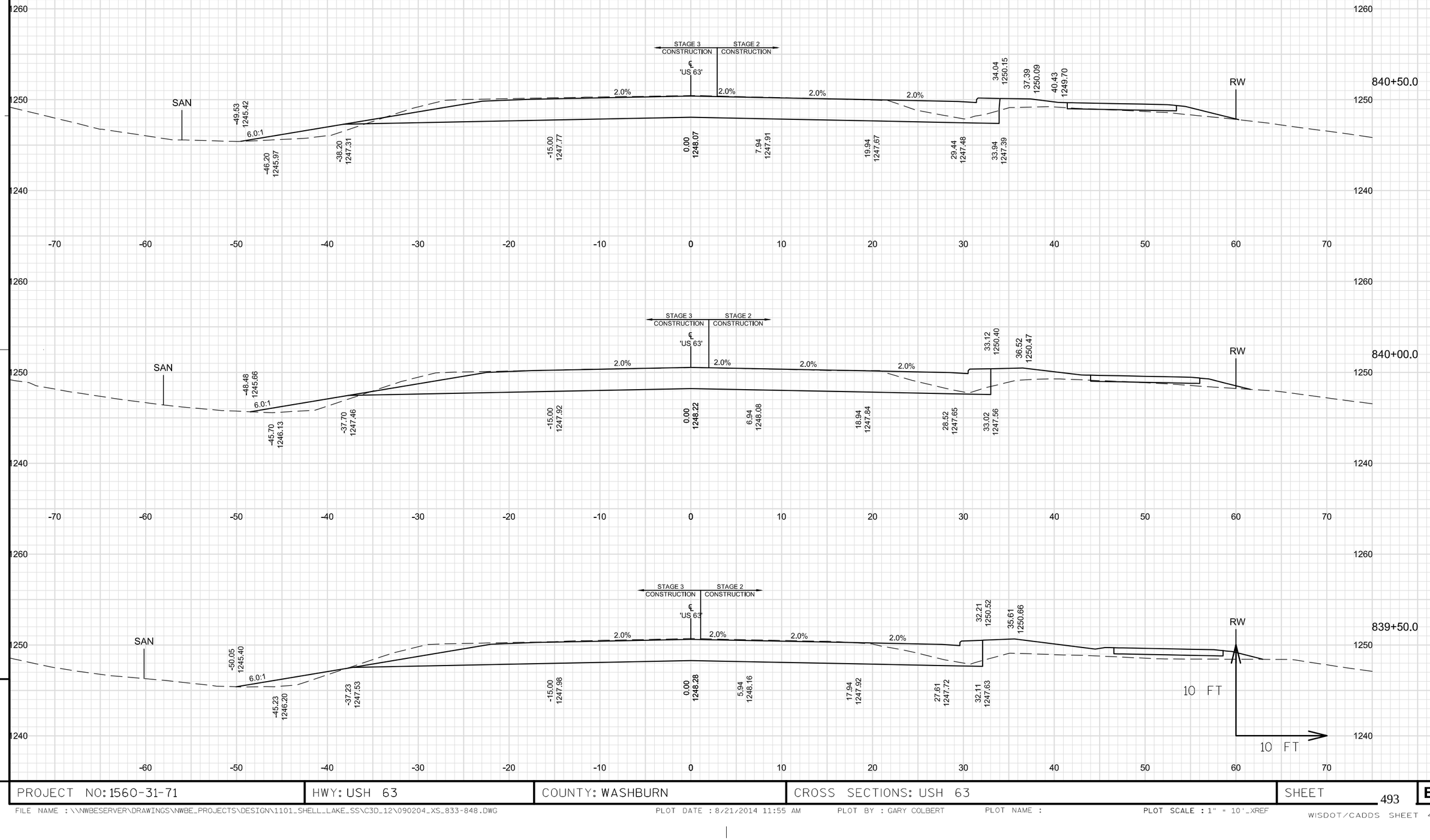
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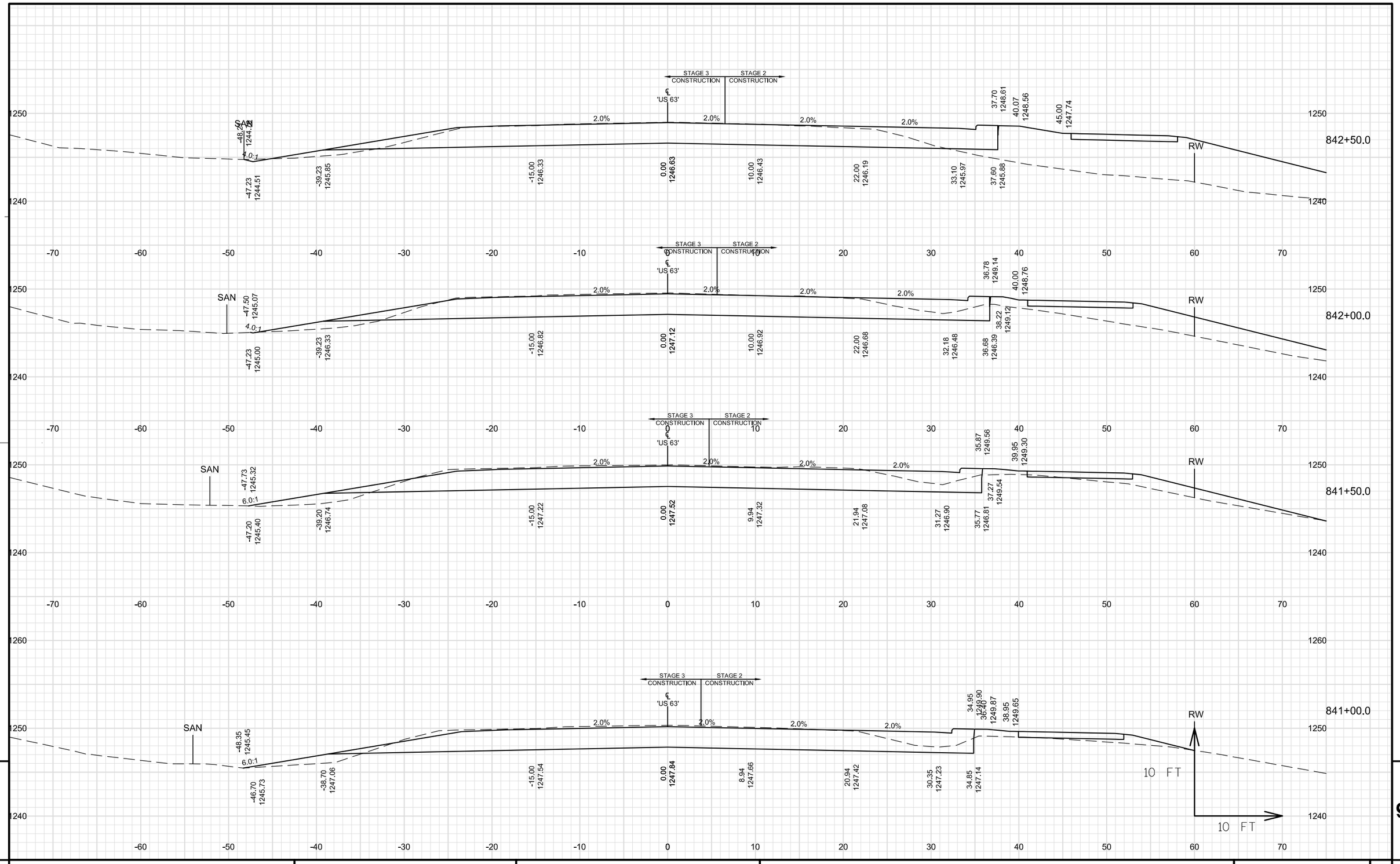
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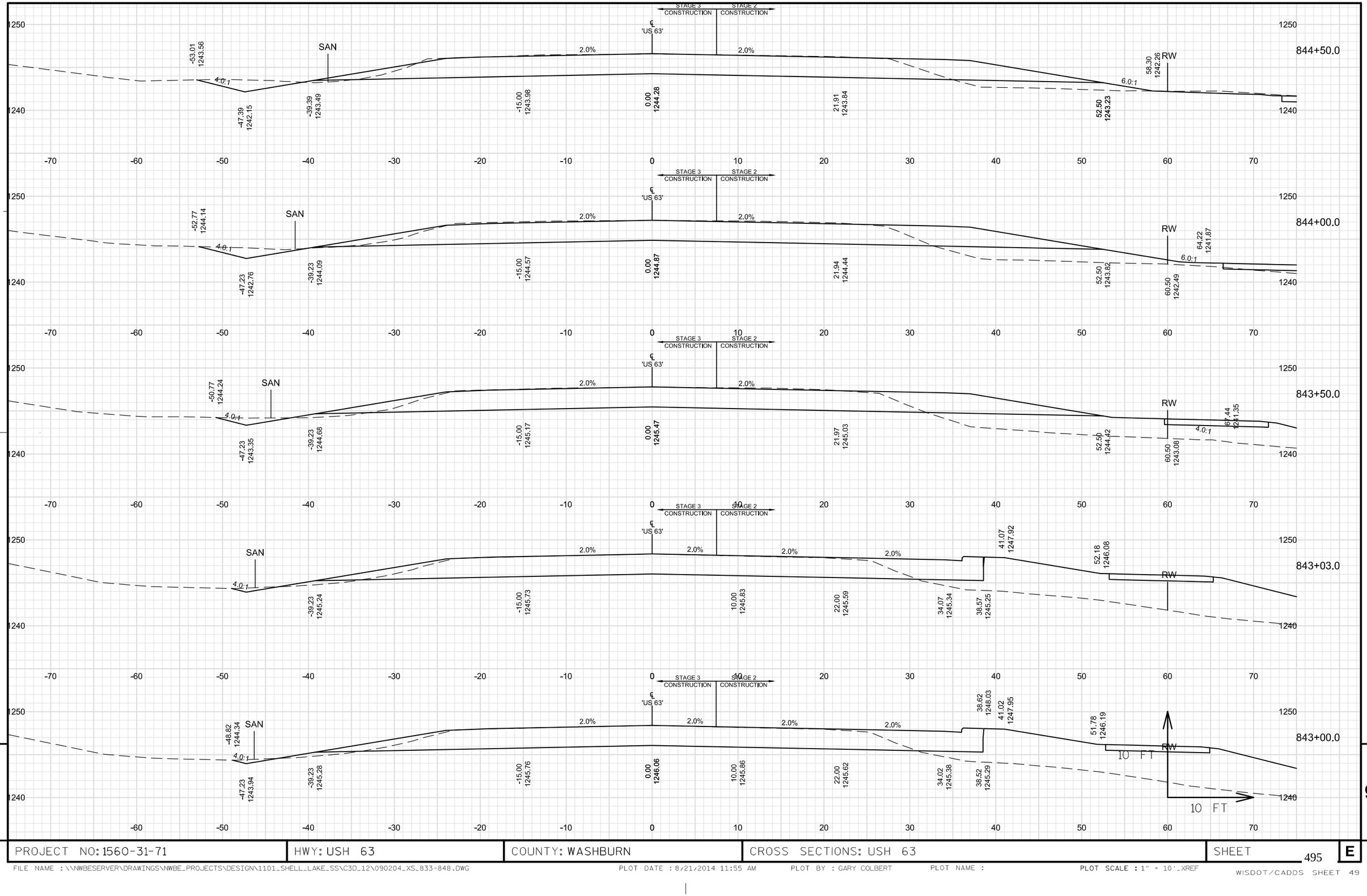
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WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 494	E

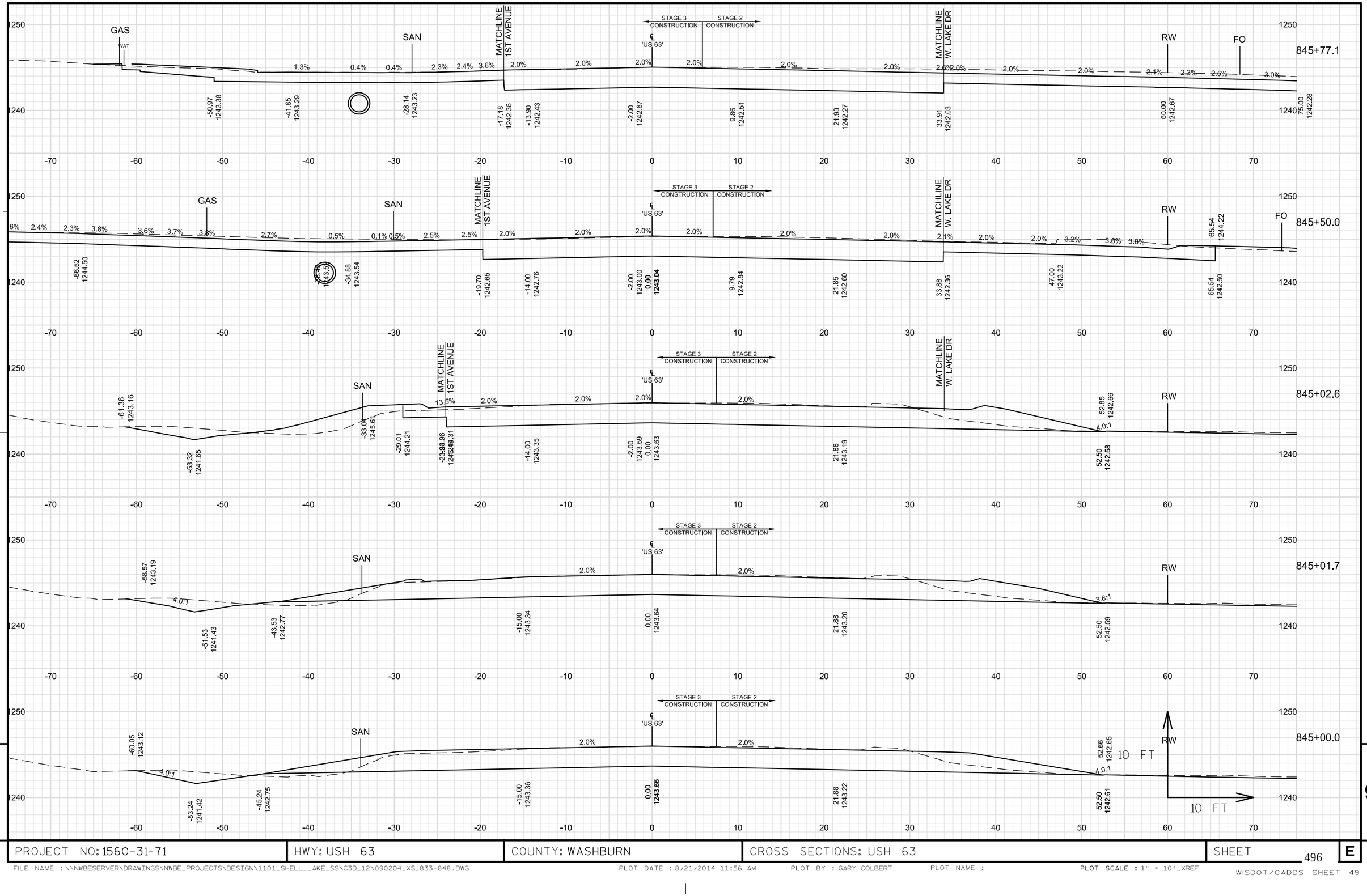


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 495	E

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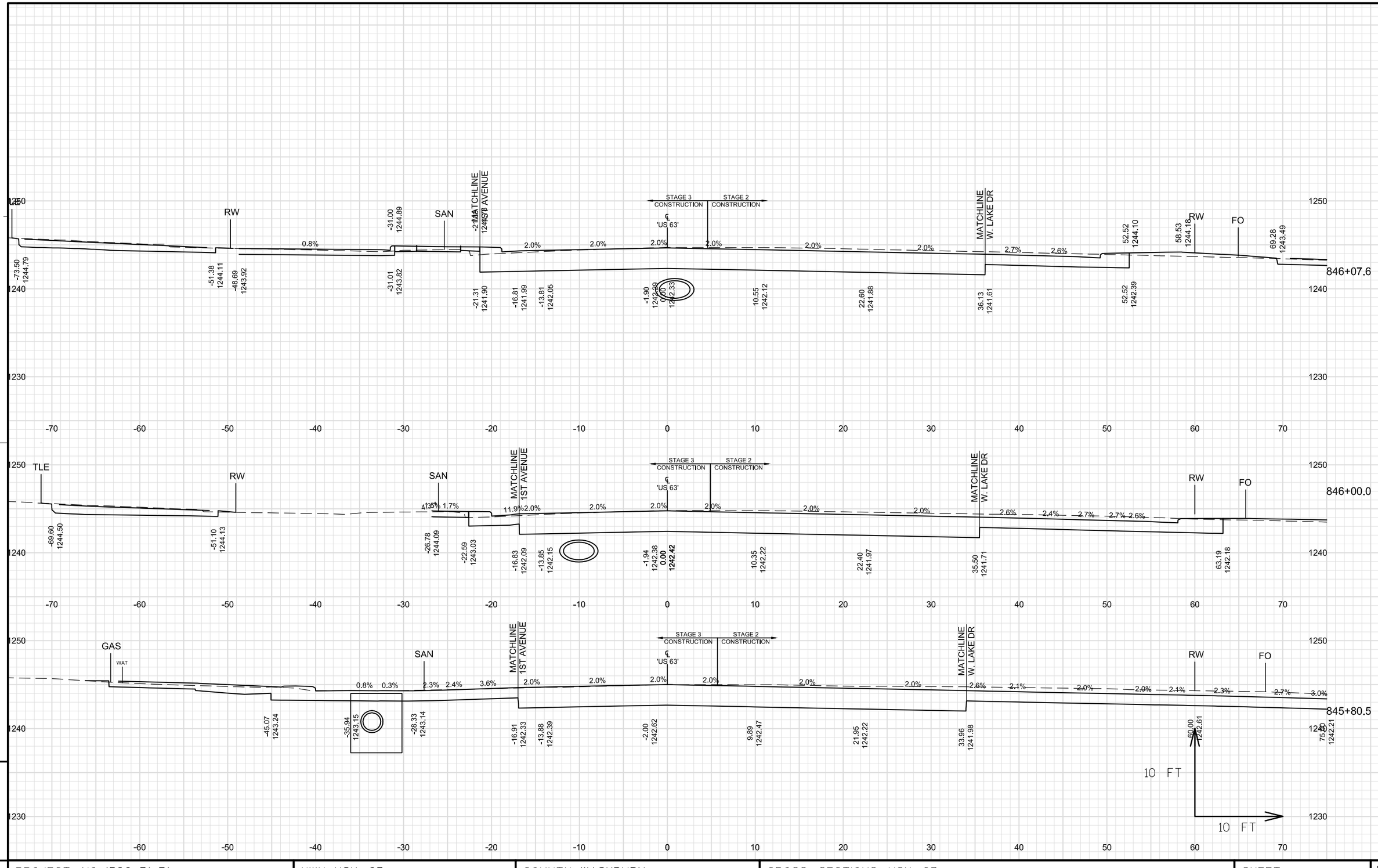


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 496	E

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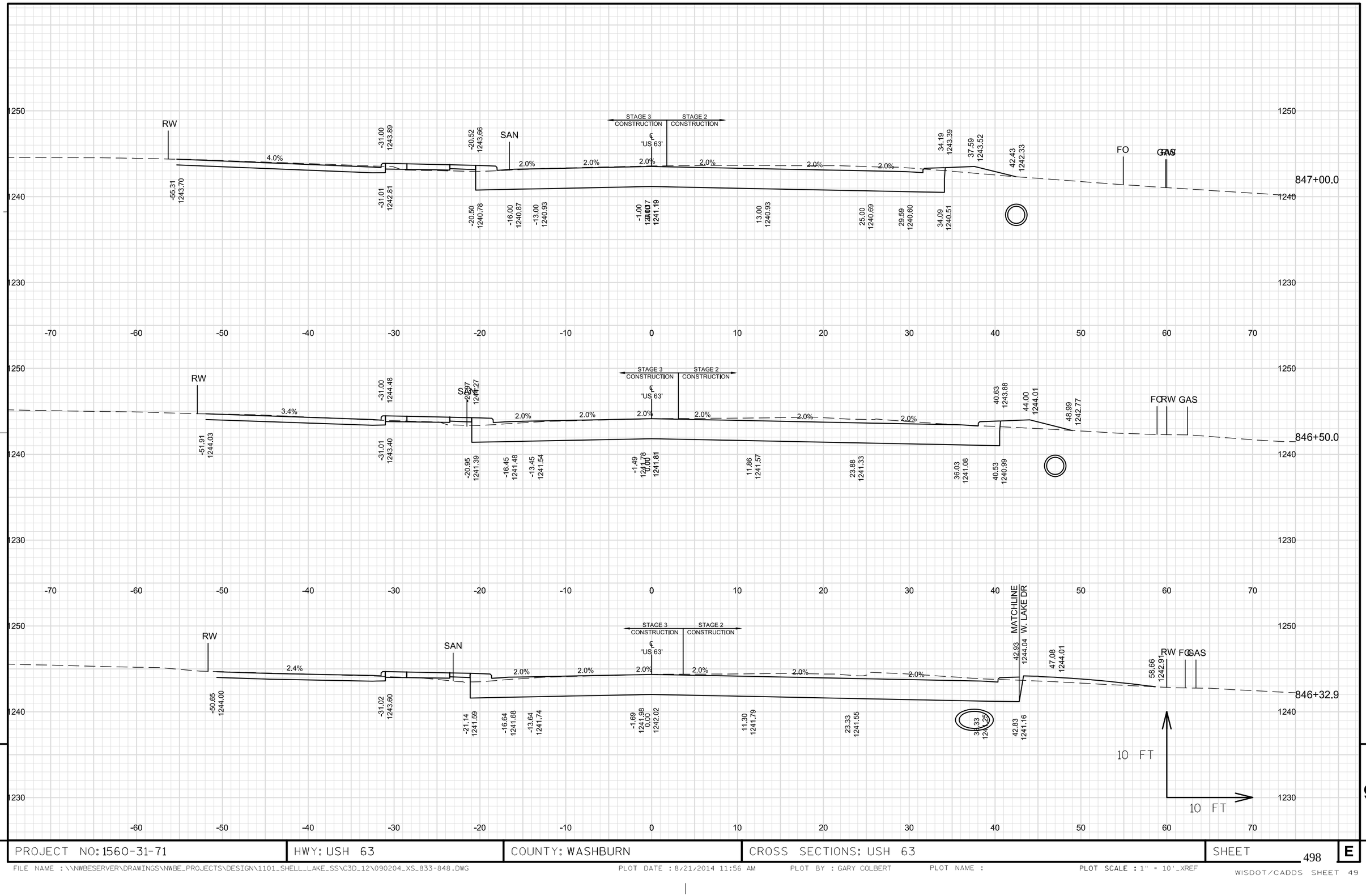


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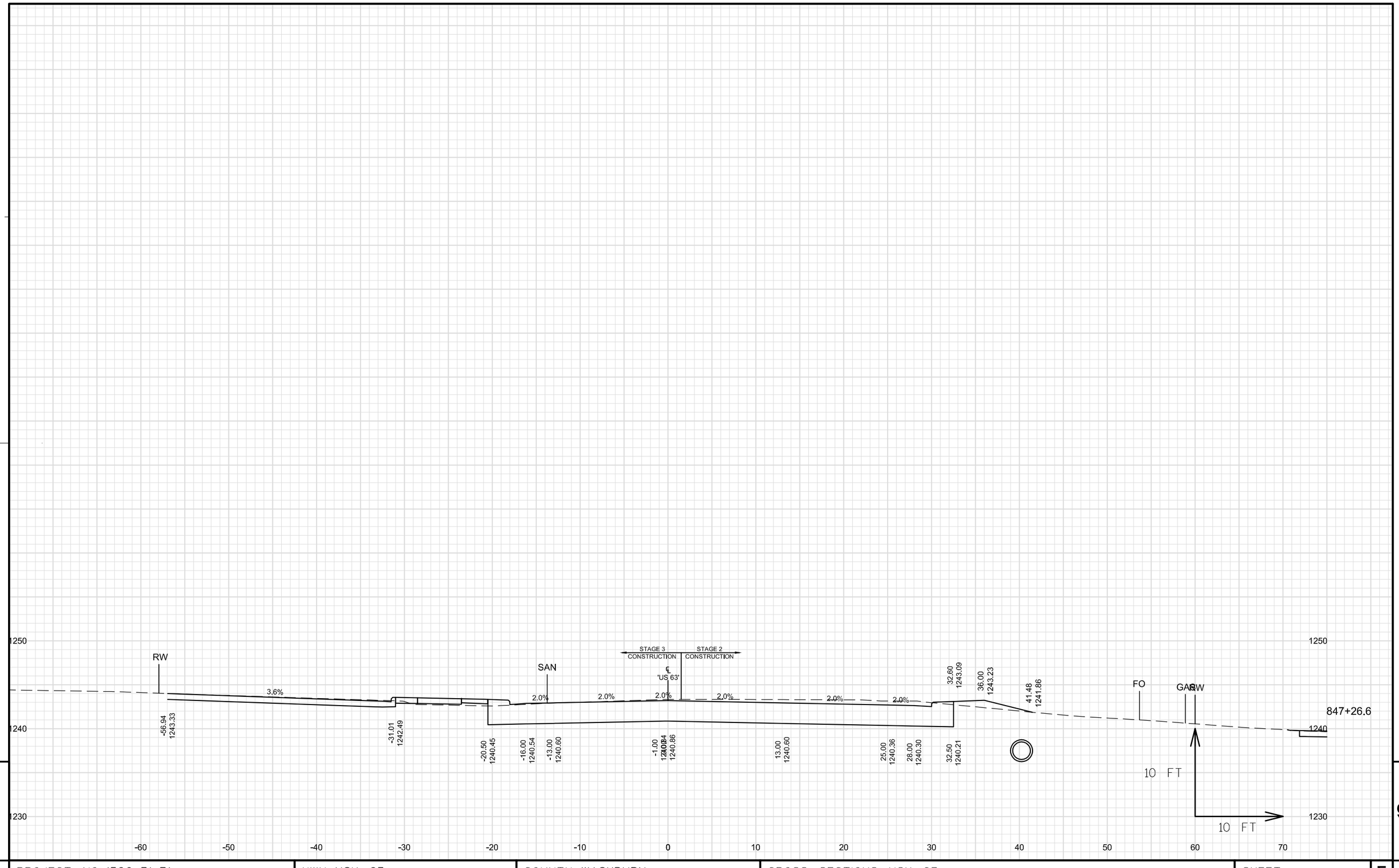
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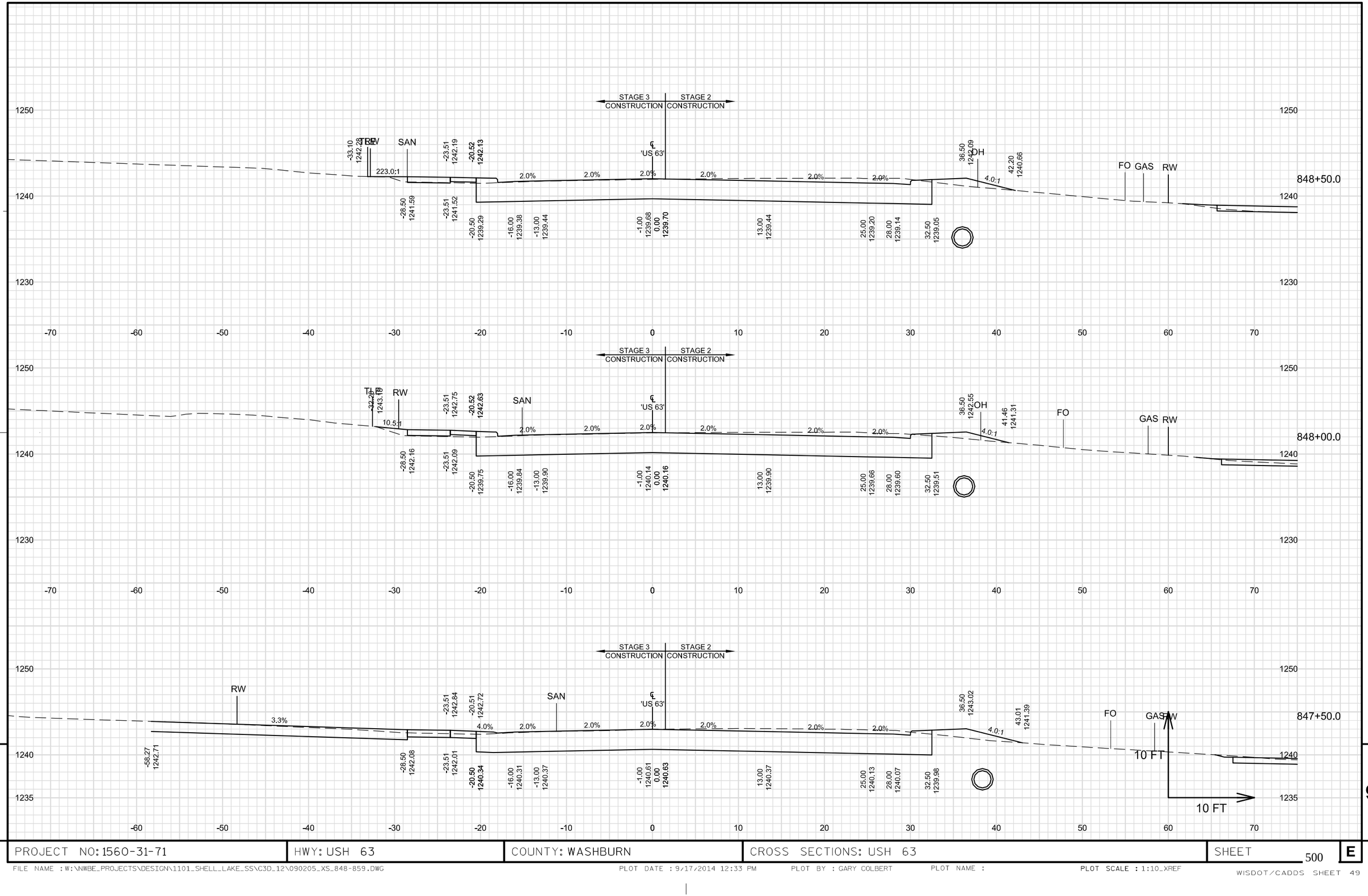


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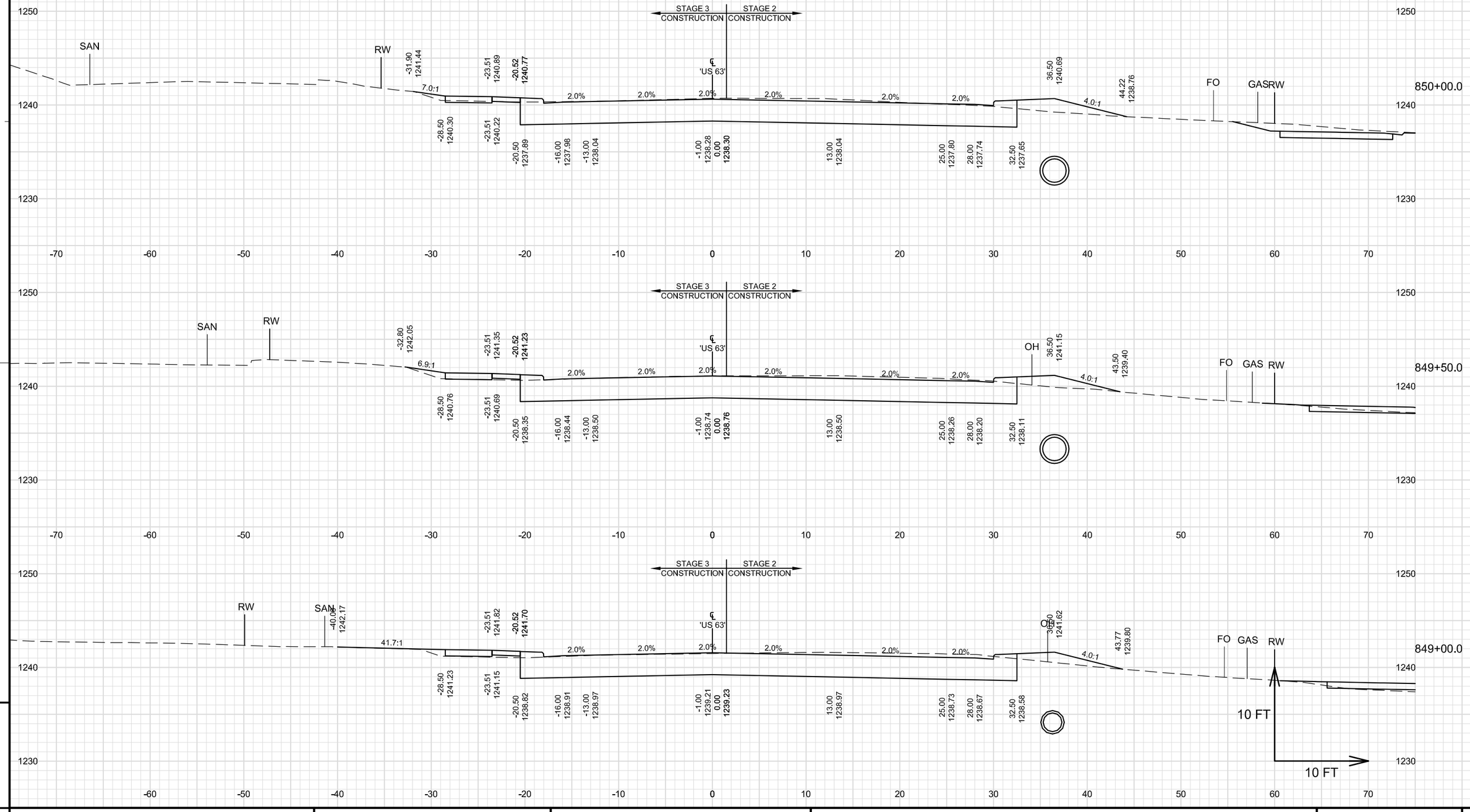
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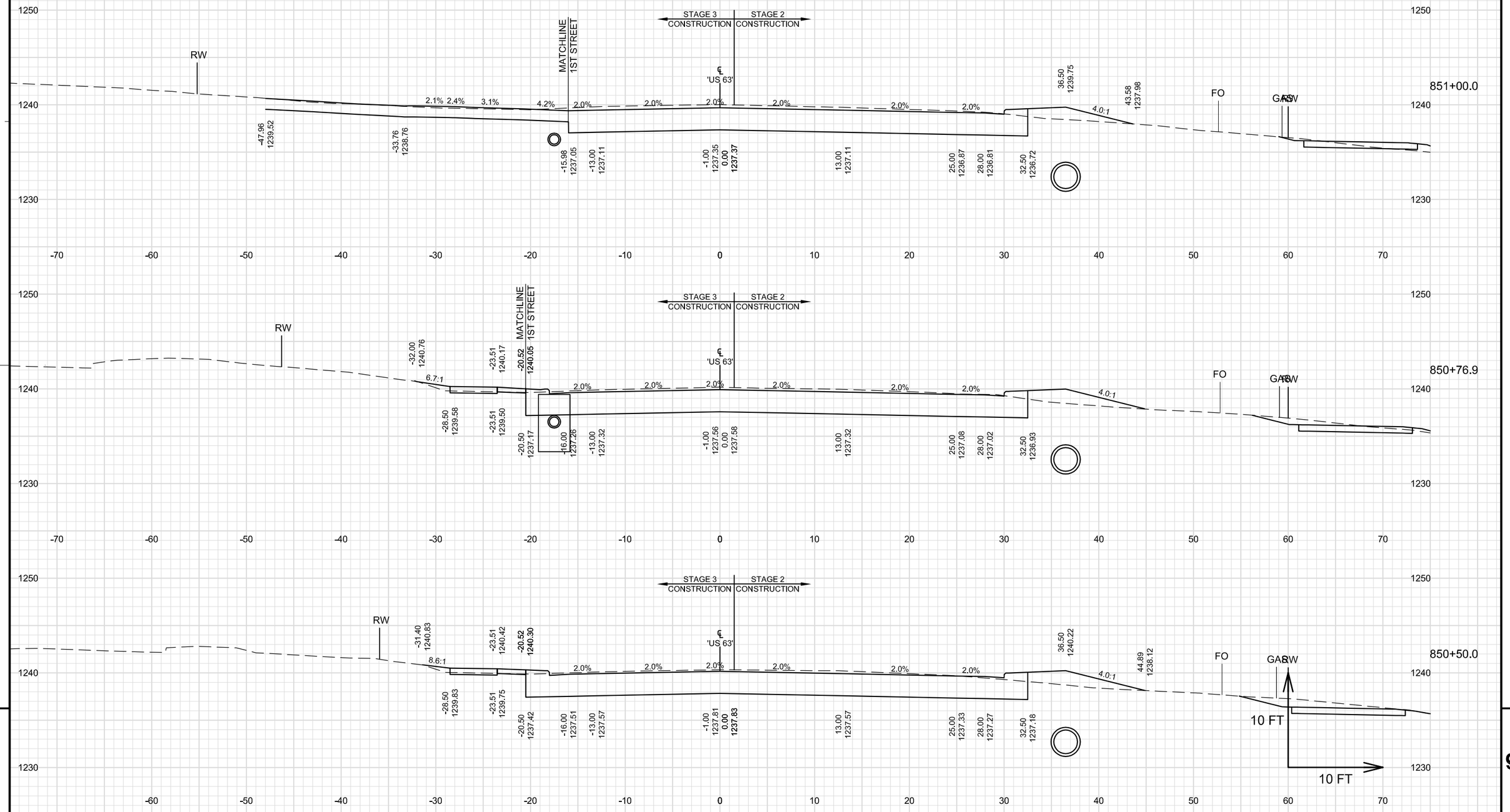
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 500	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 501	E

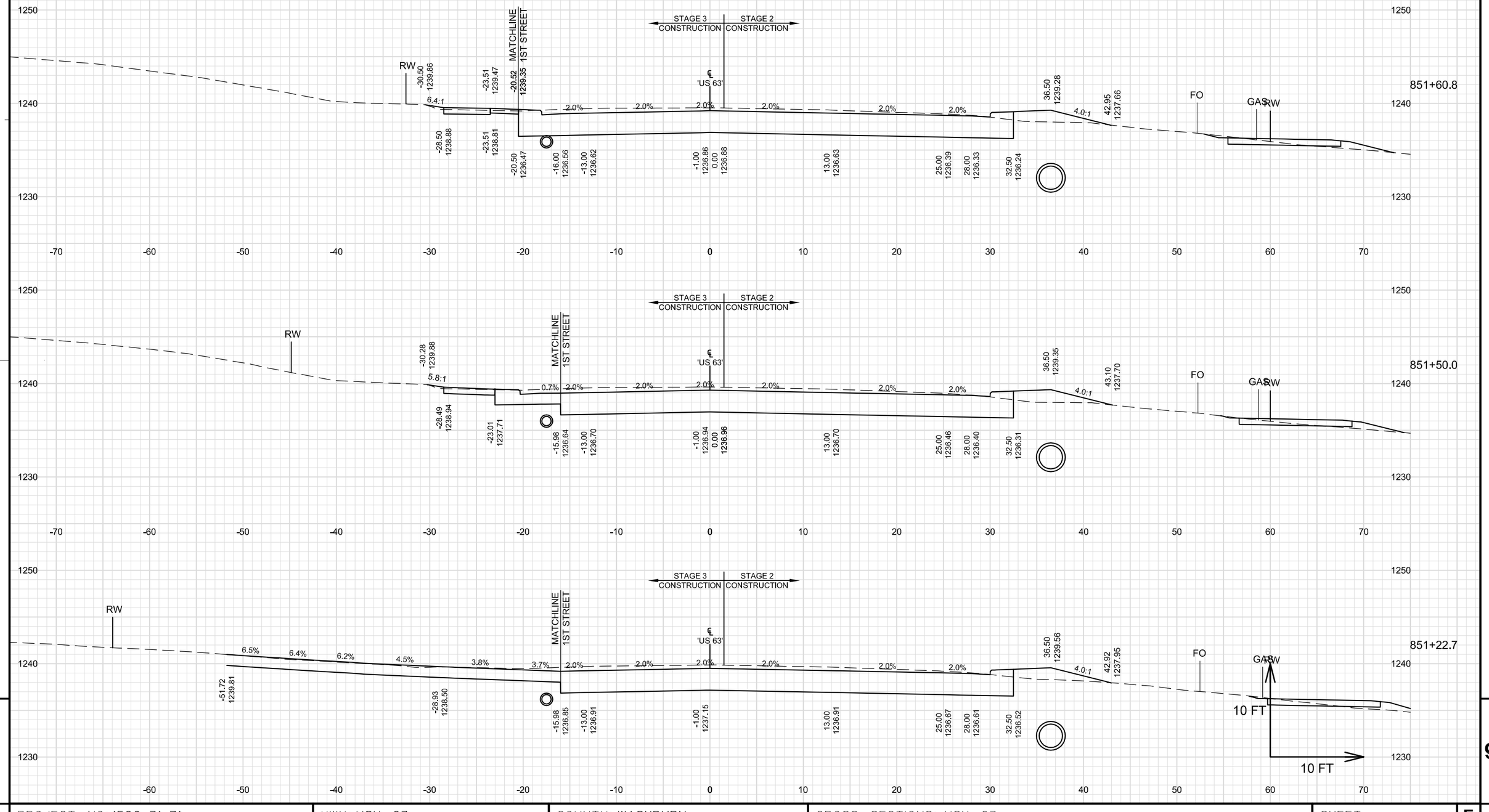
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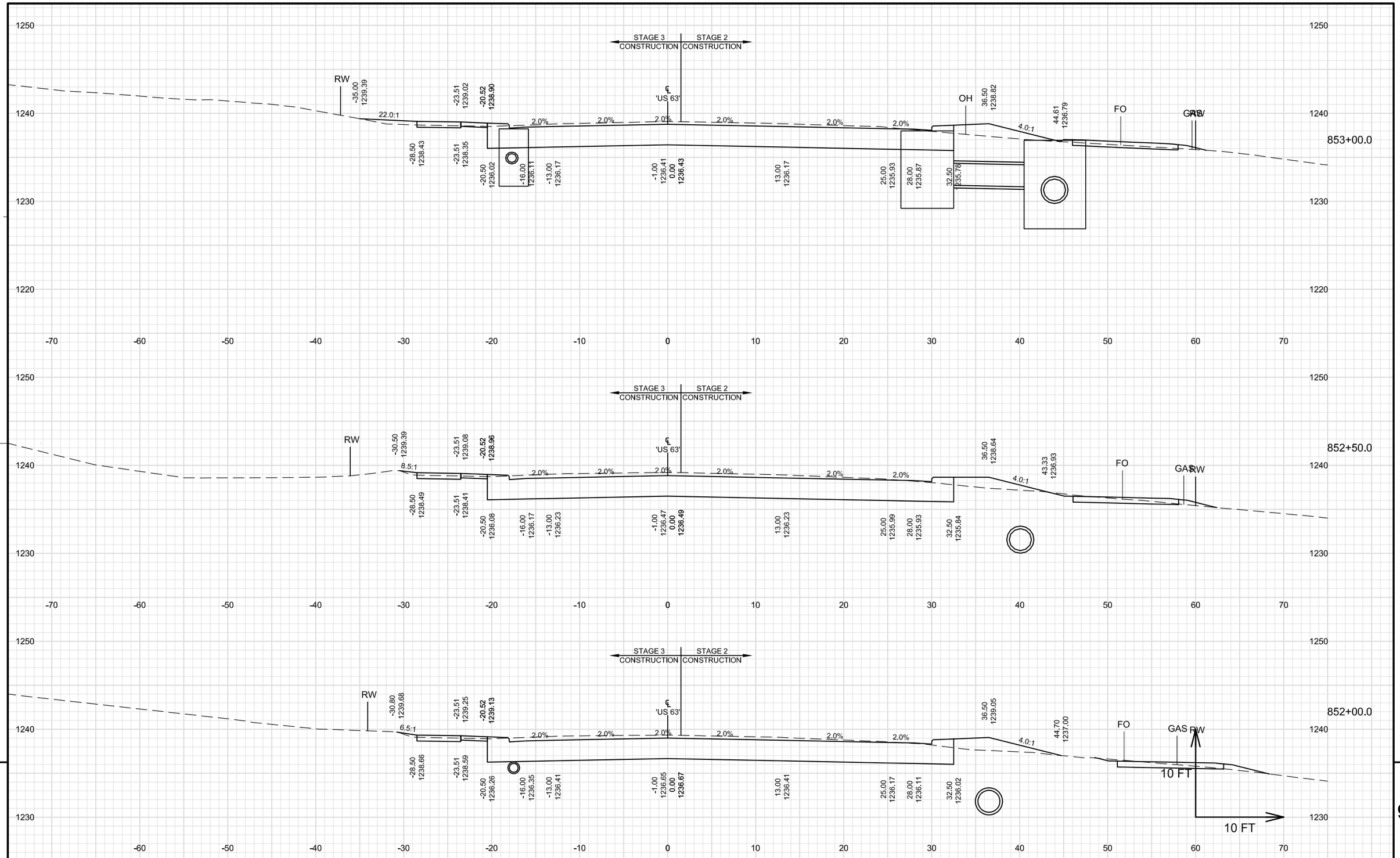
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 502	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 503	E

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 504	E

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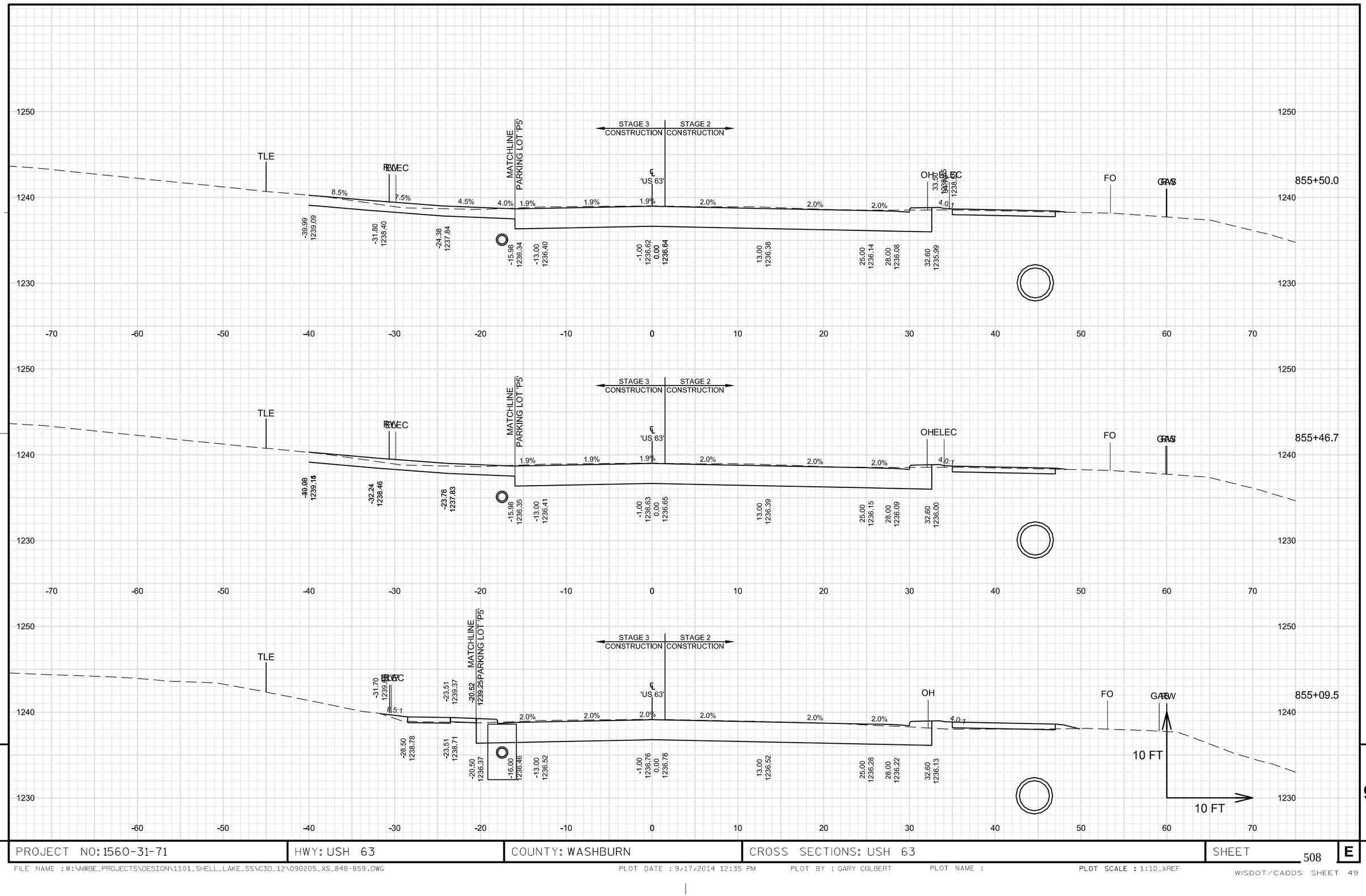
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 506	E

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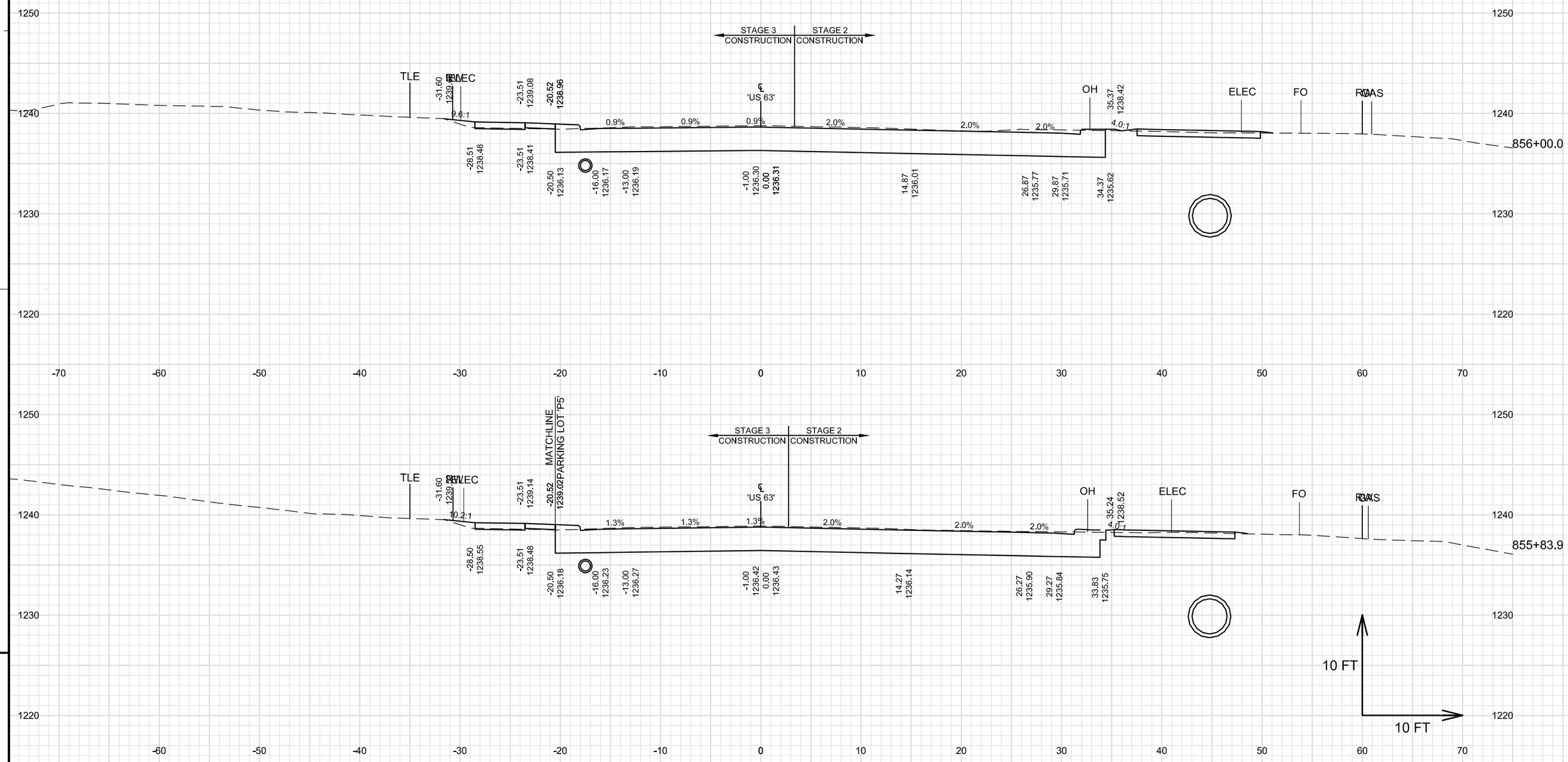
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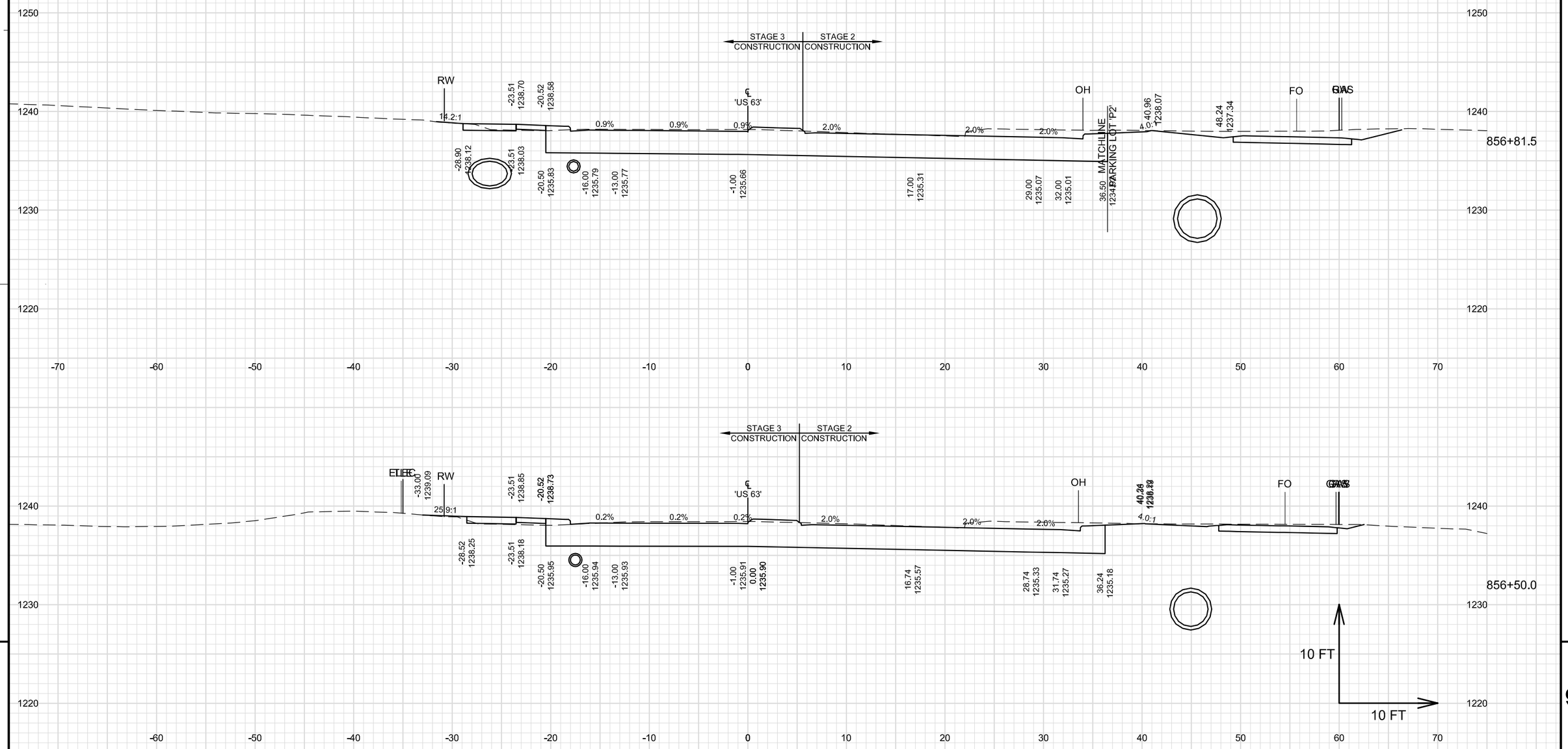
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WISDOT/CADDS SHEET 49

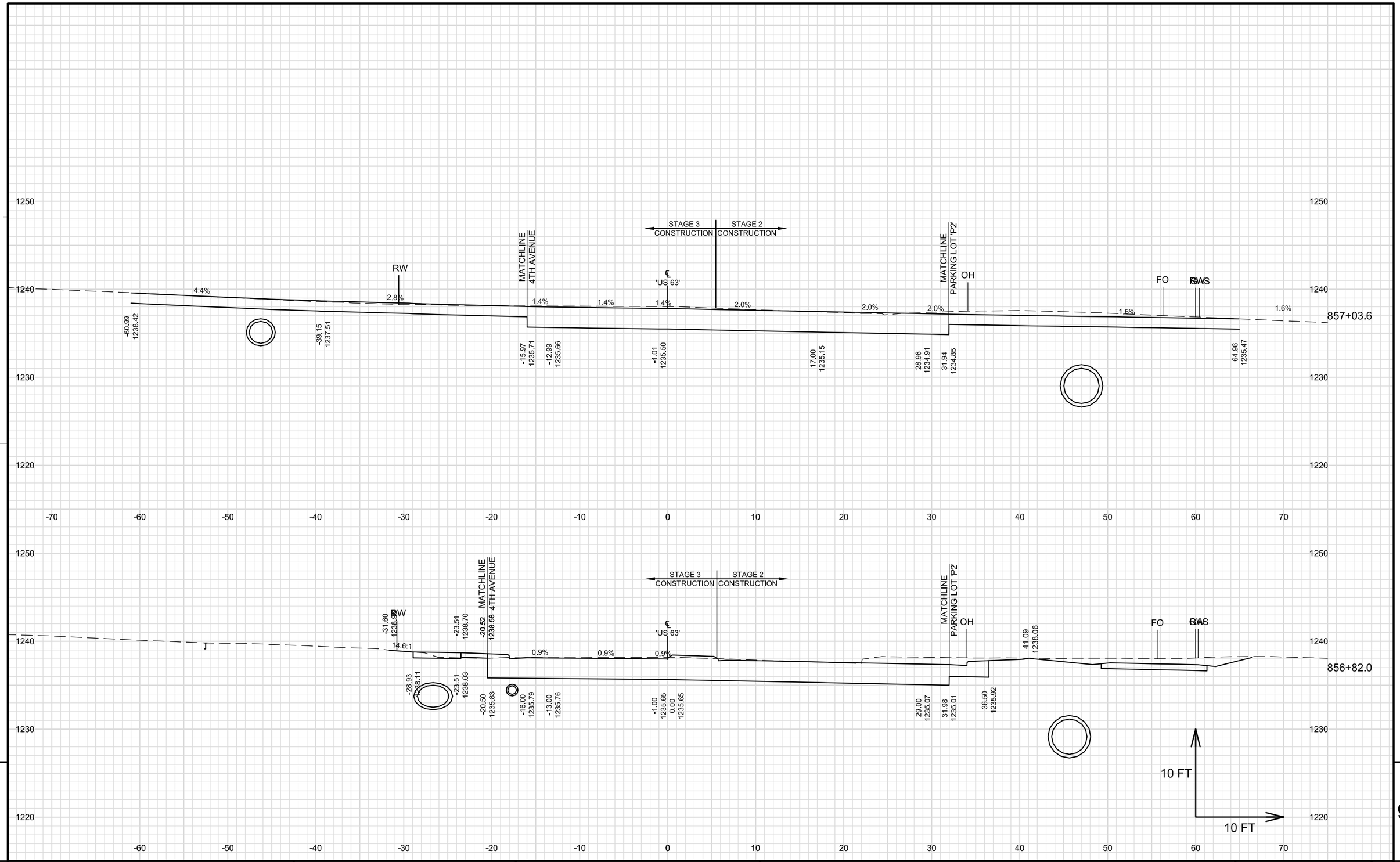


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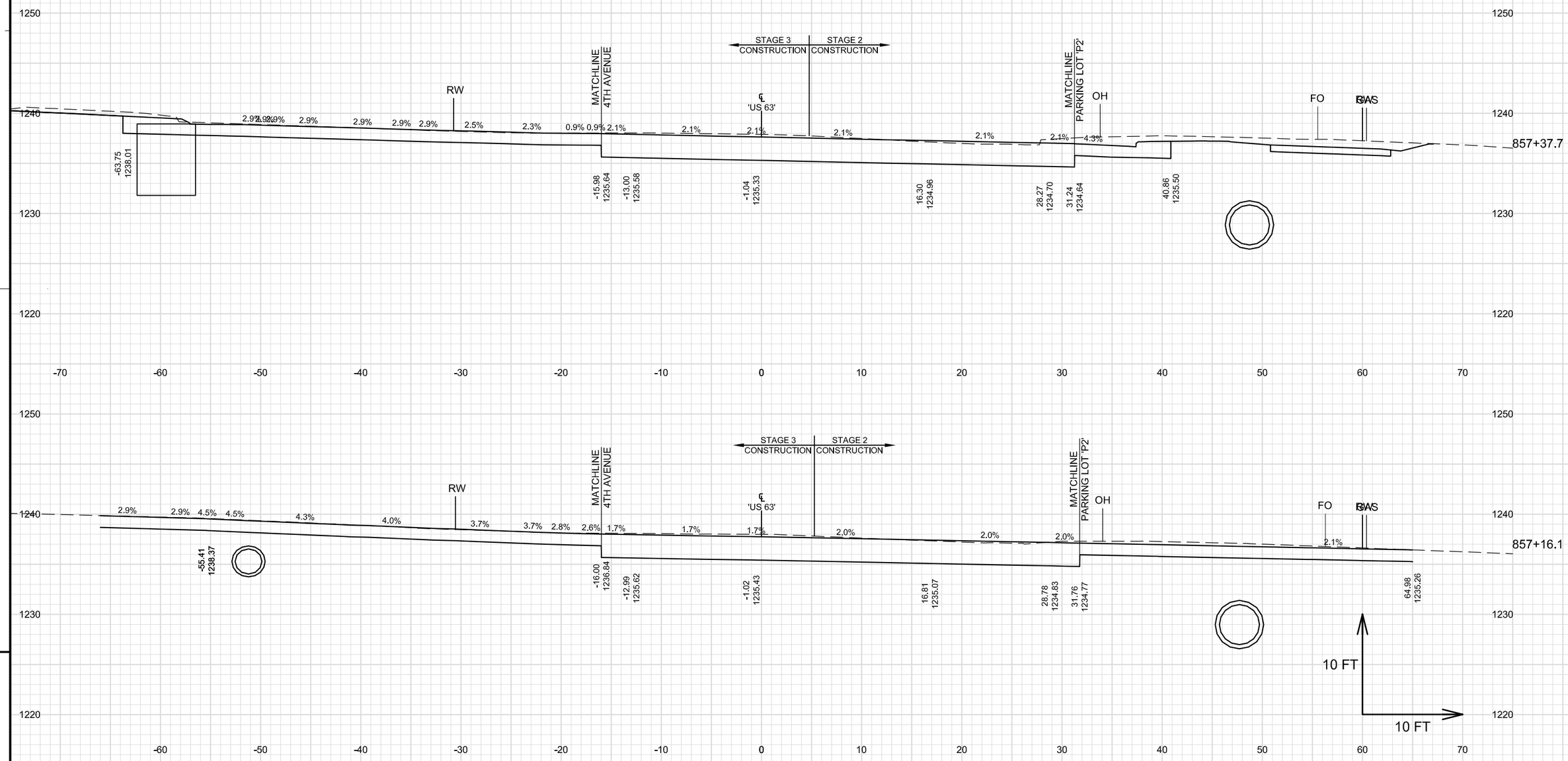
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 511	E

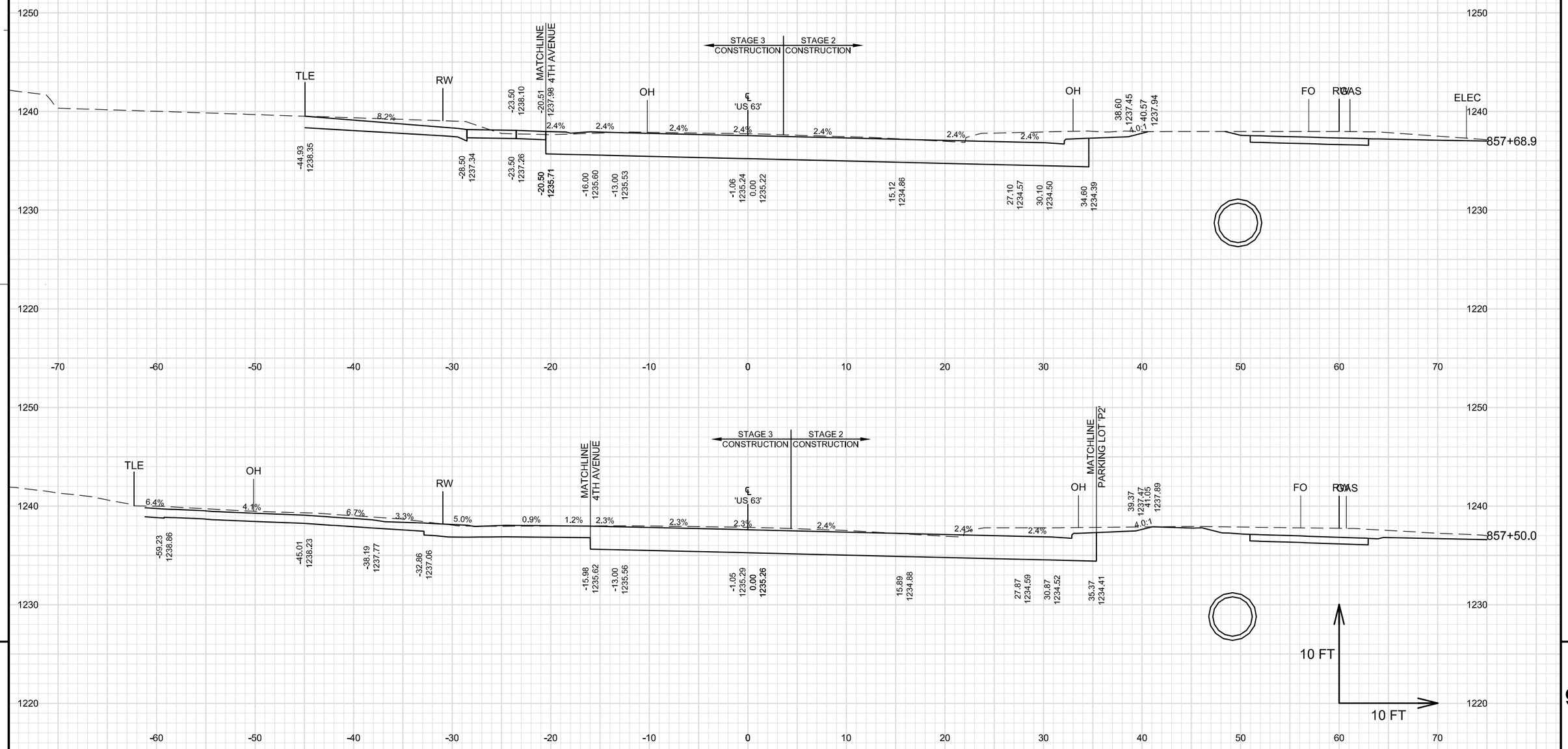
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WISDOT/CADDS SHEET 49



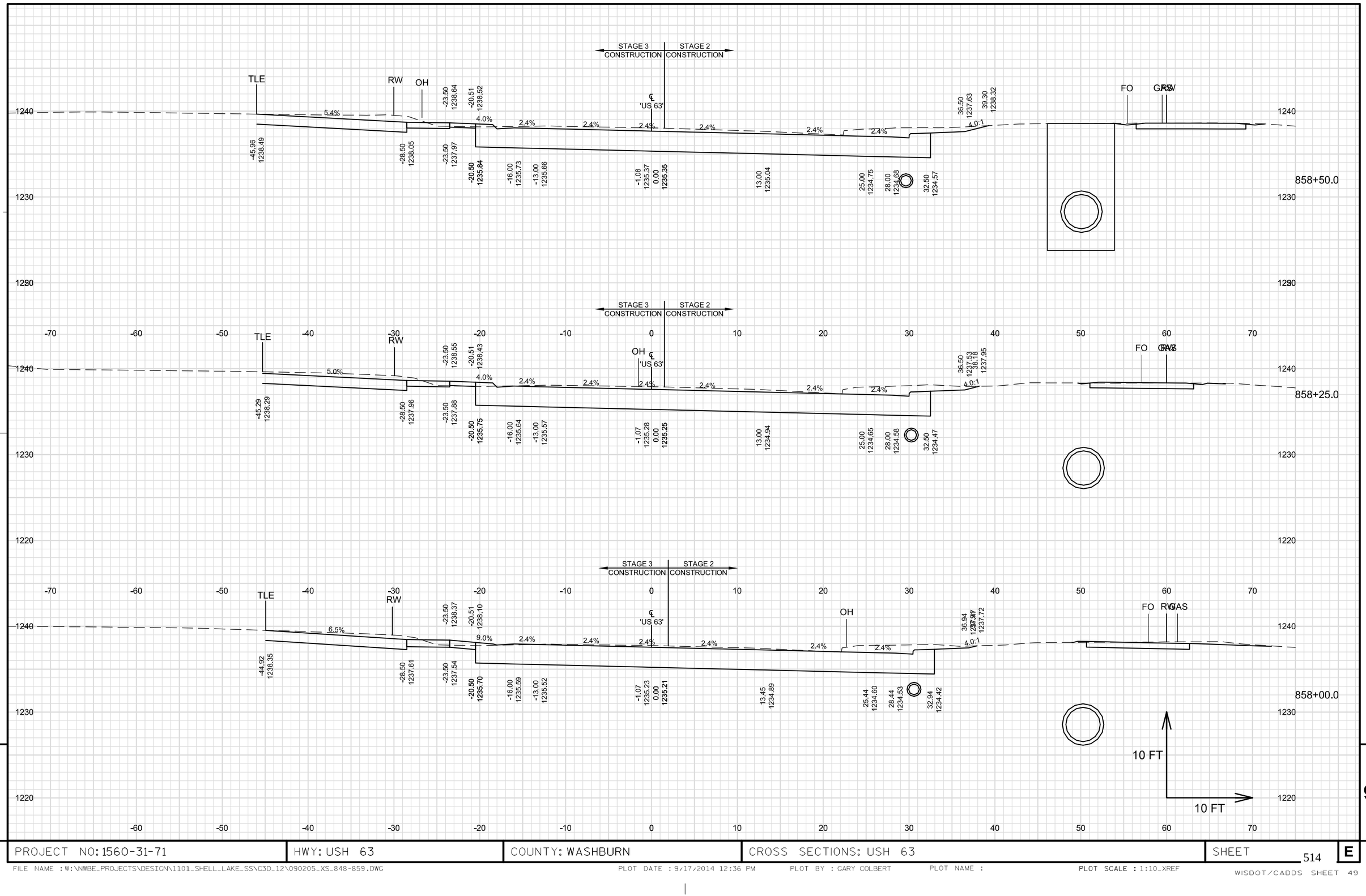
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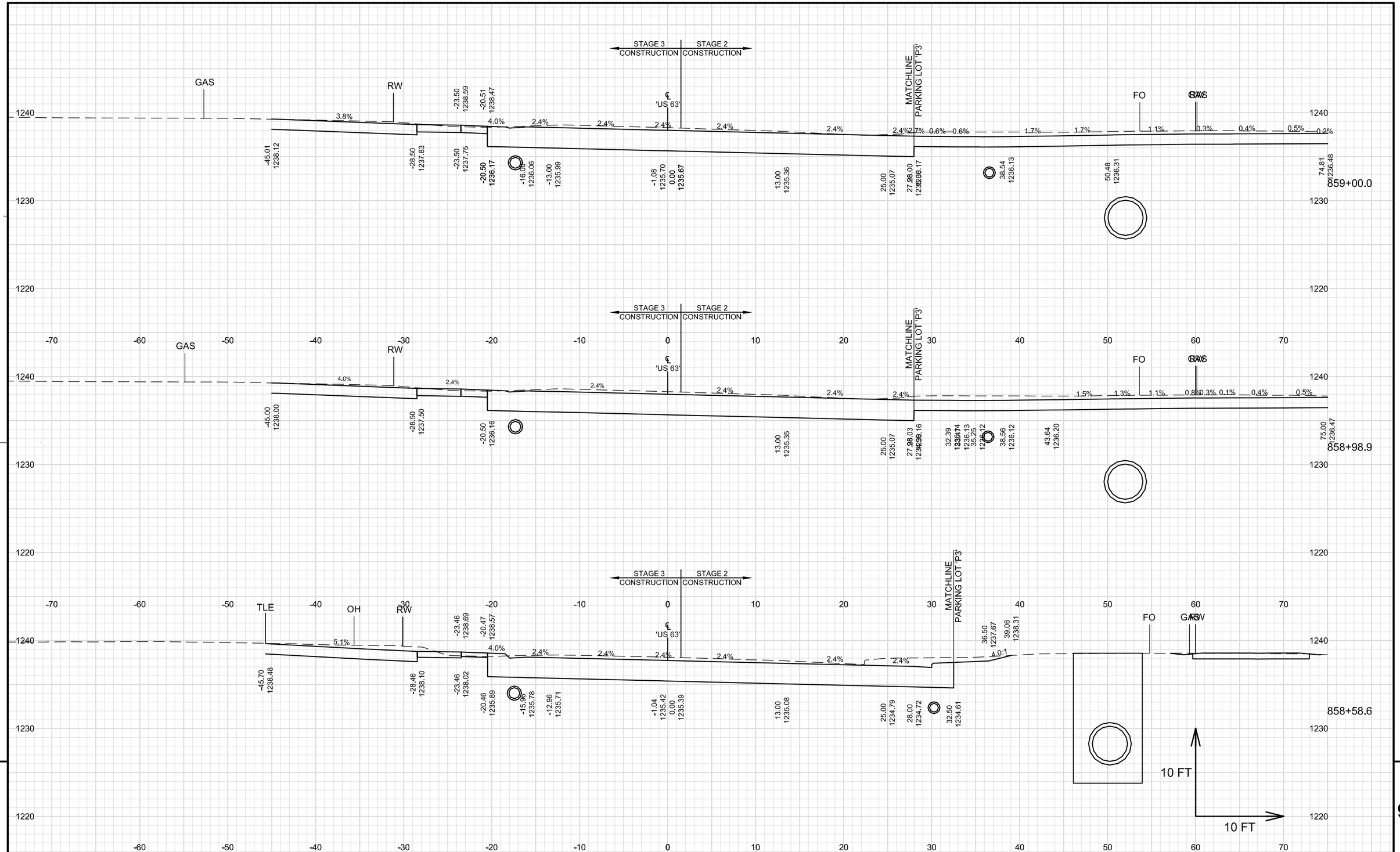


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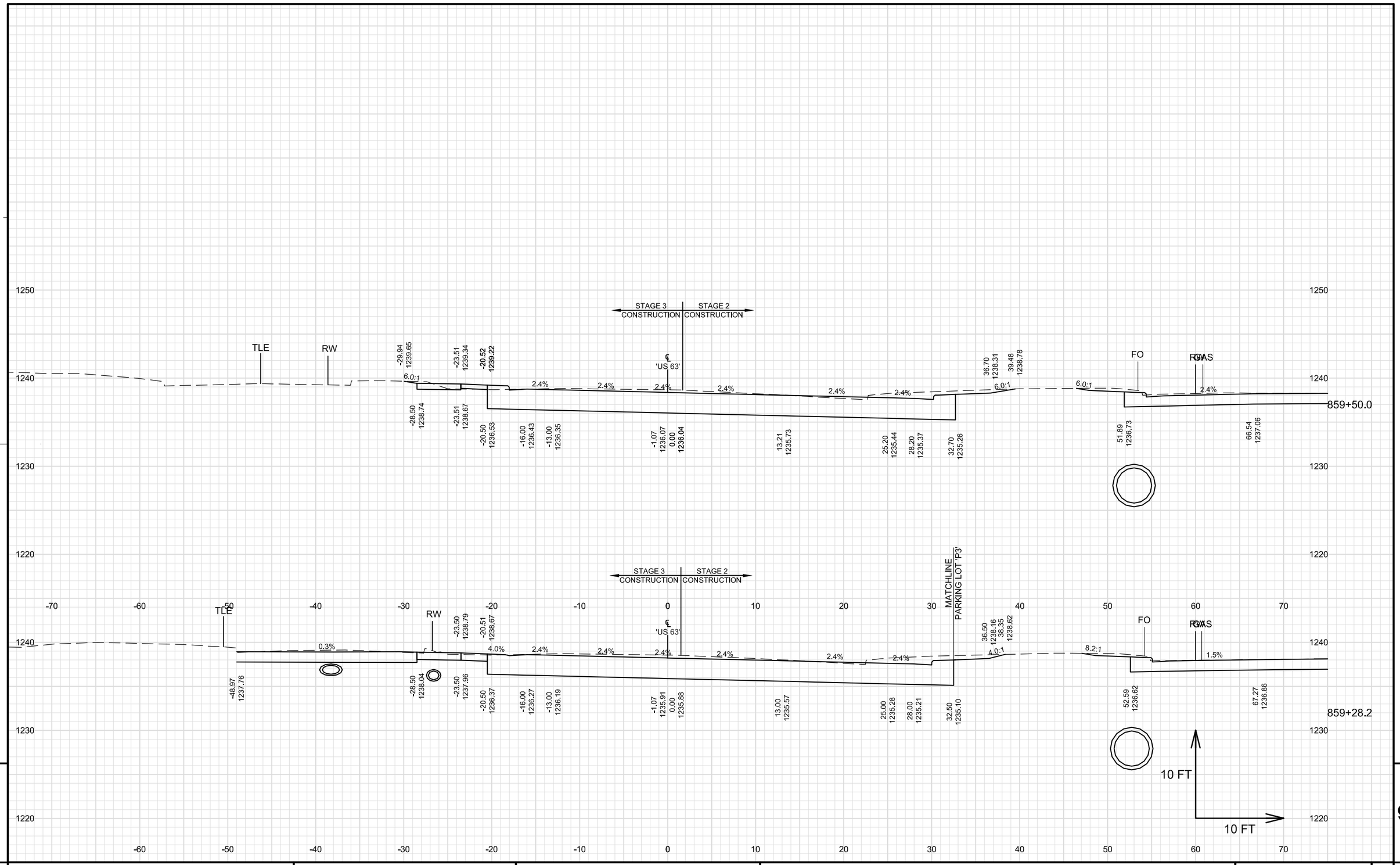


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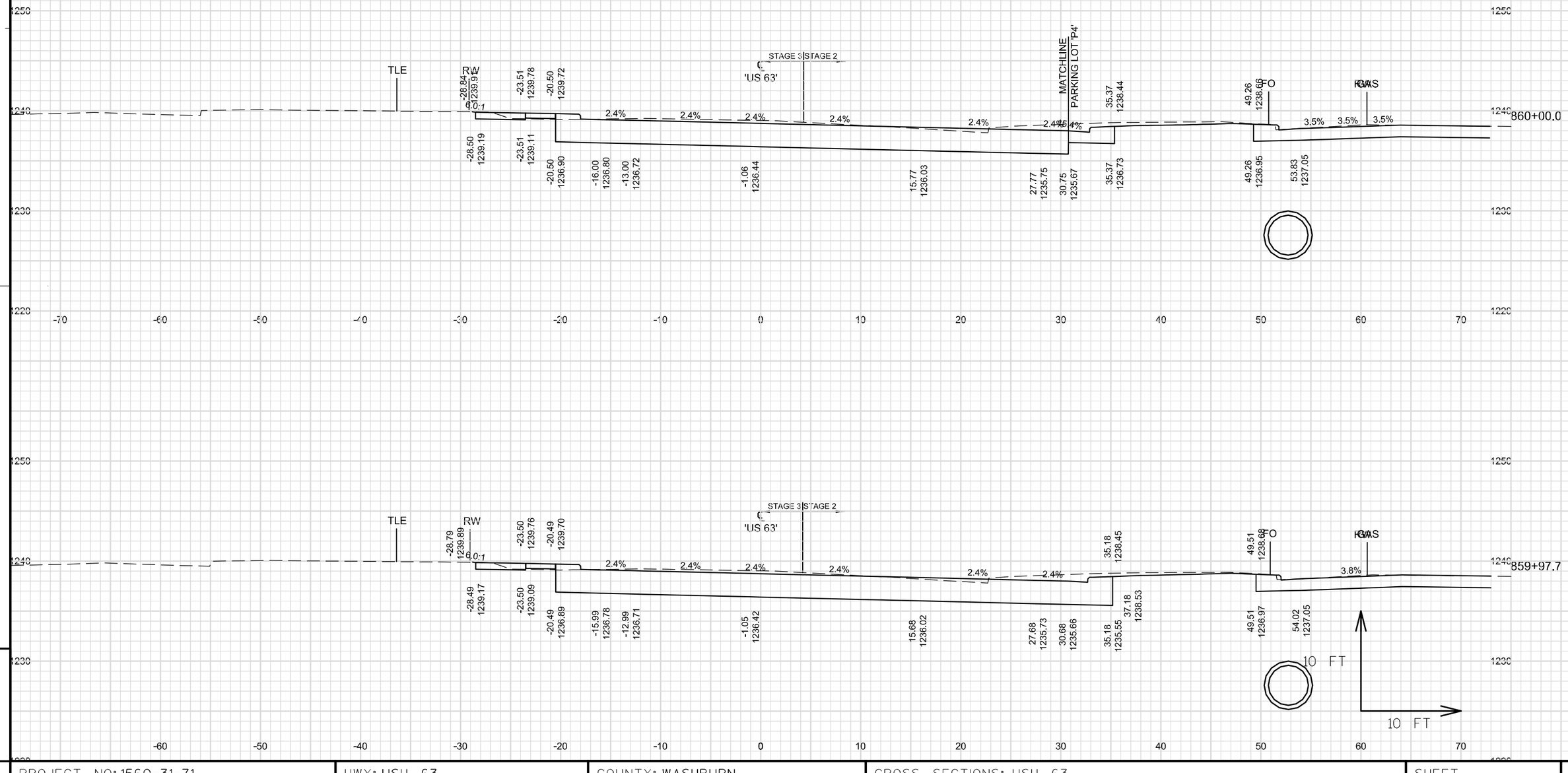
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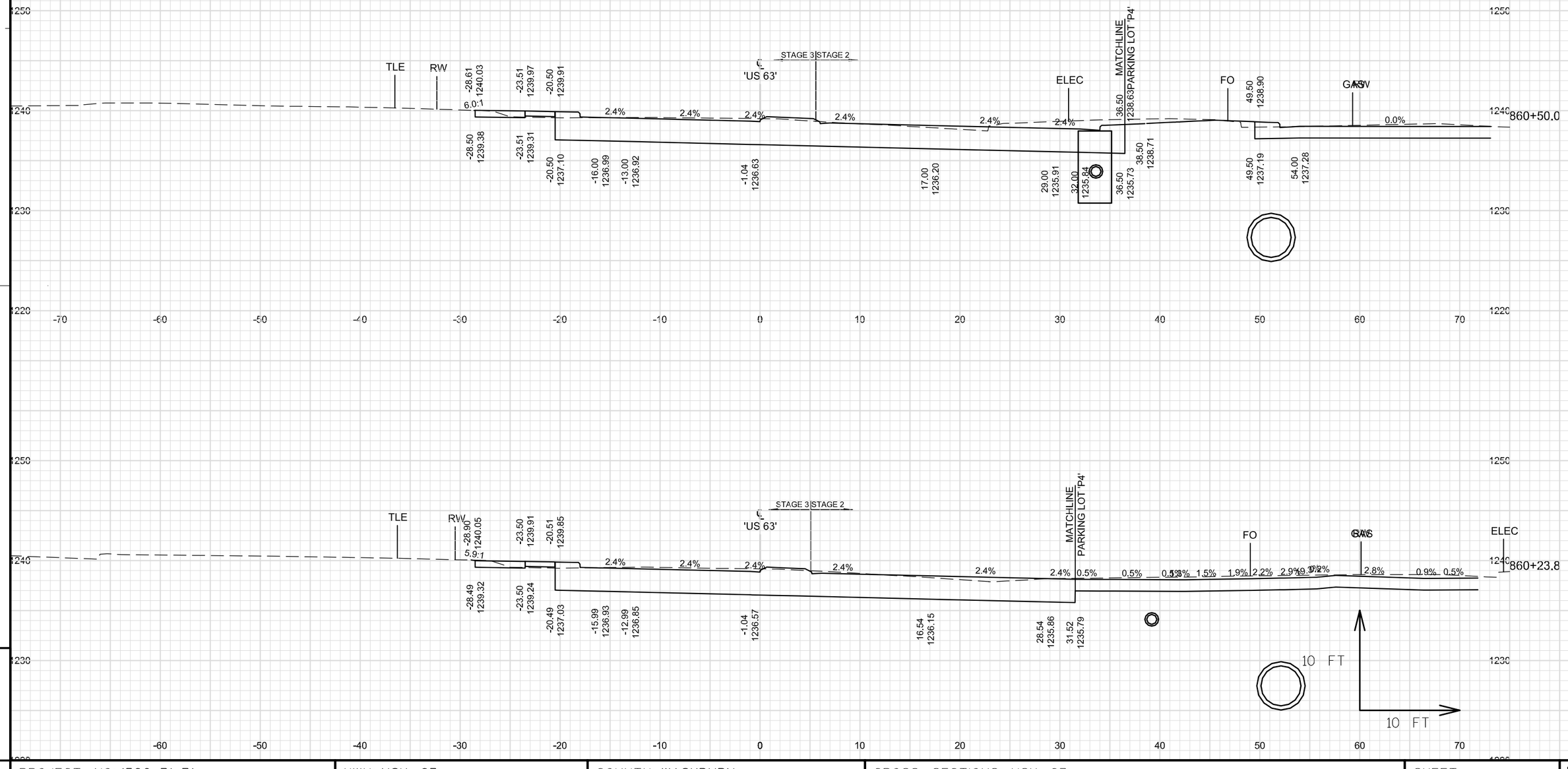
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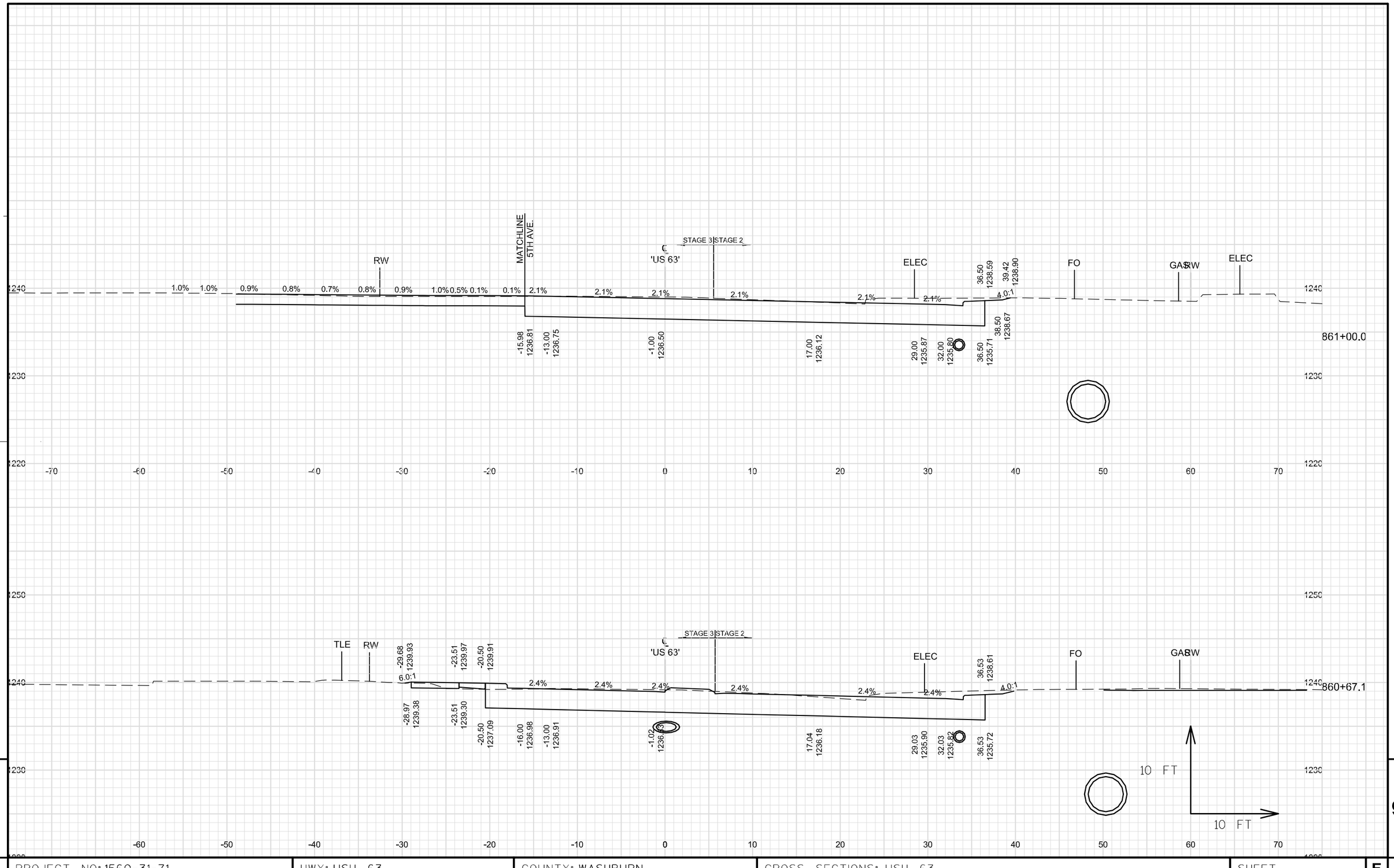
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 518	E

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WISDOT/CADDS SHEET 49

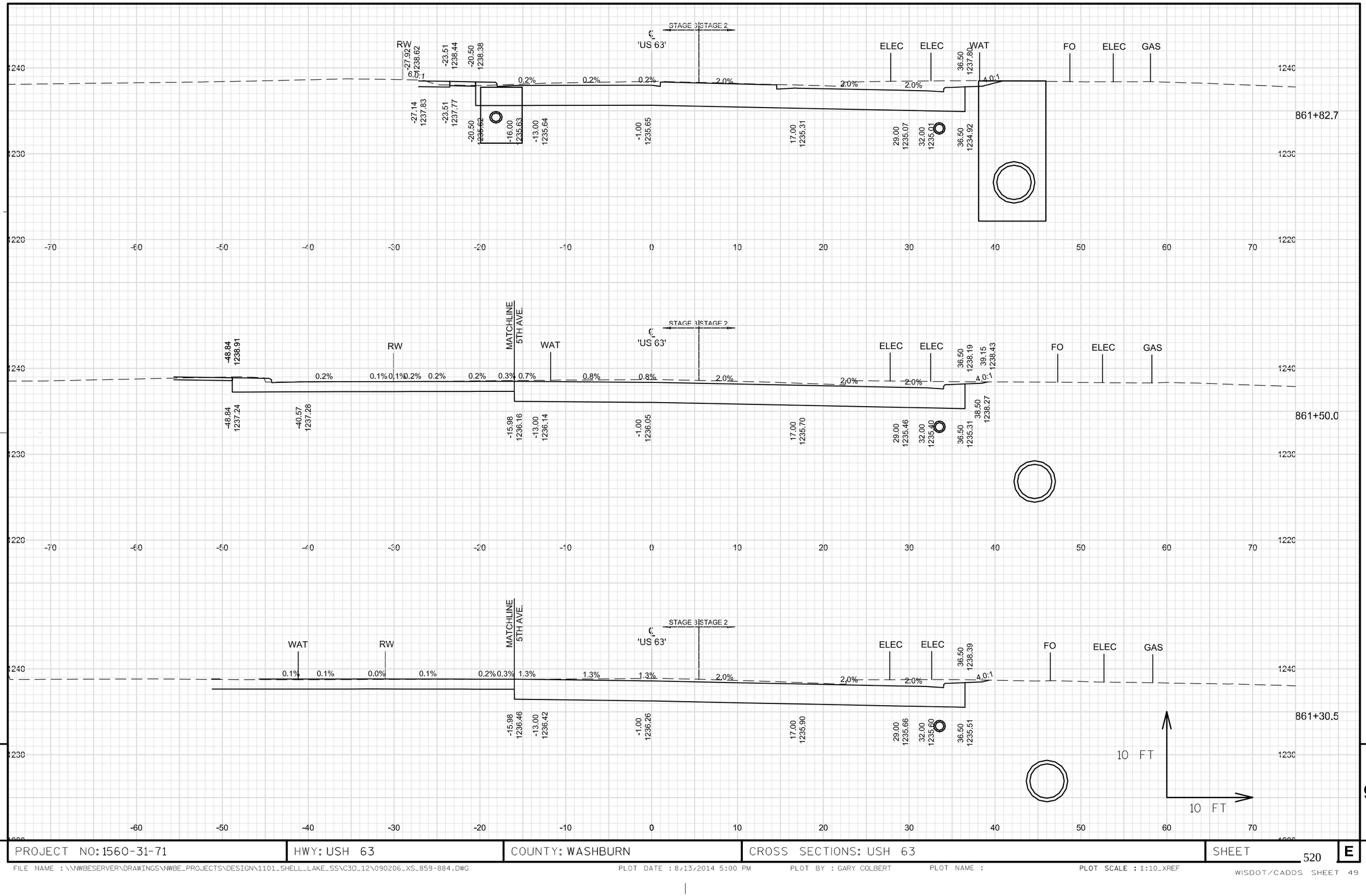


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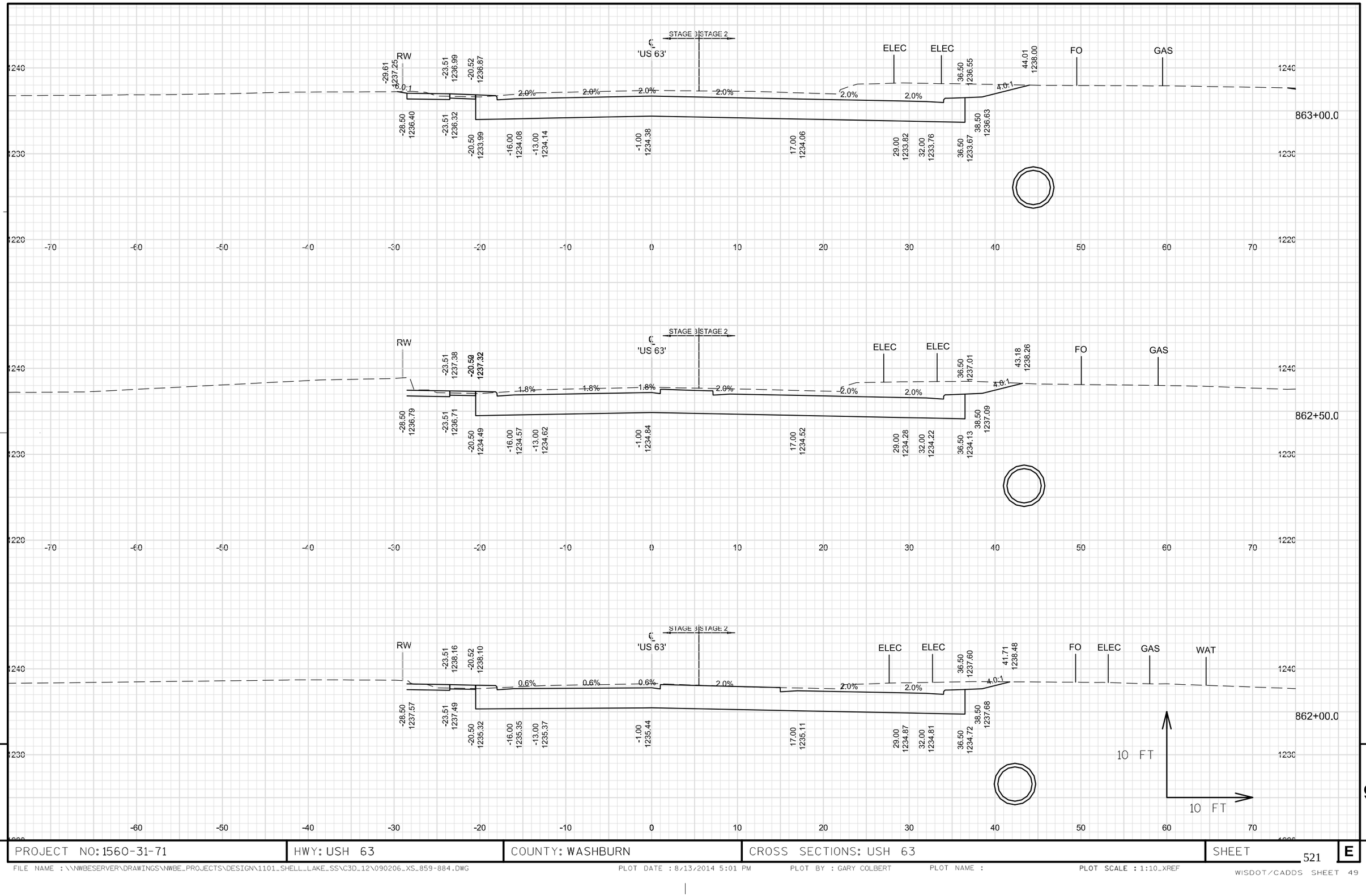
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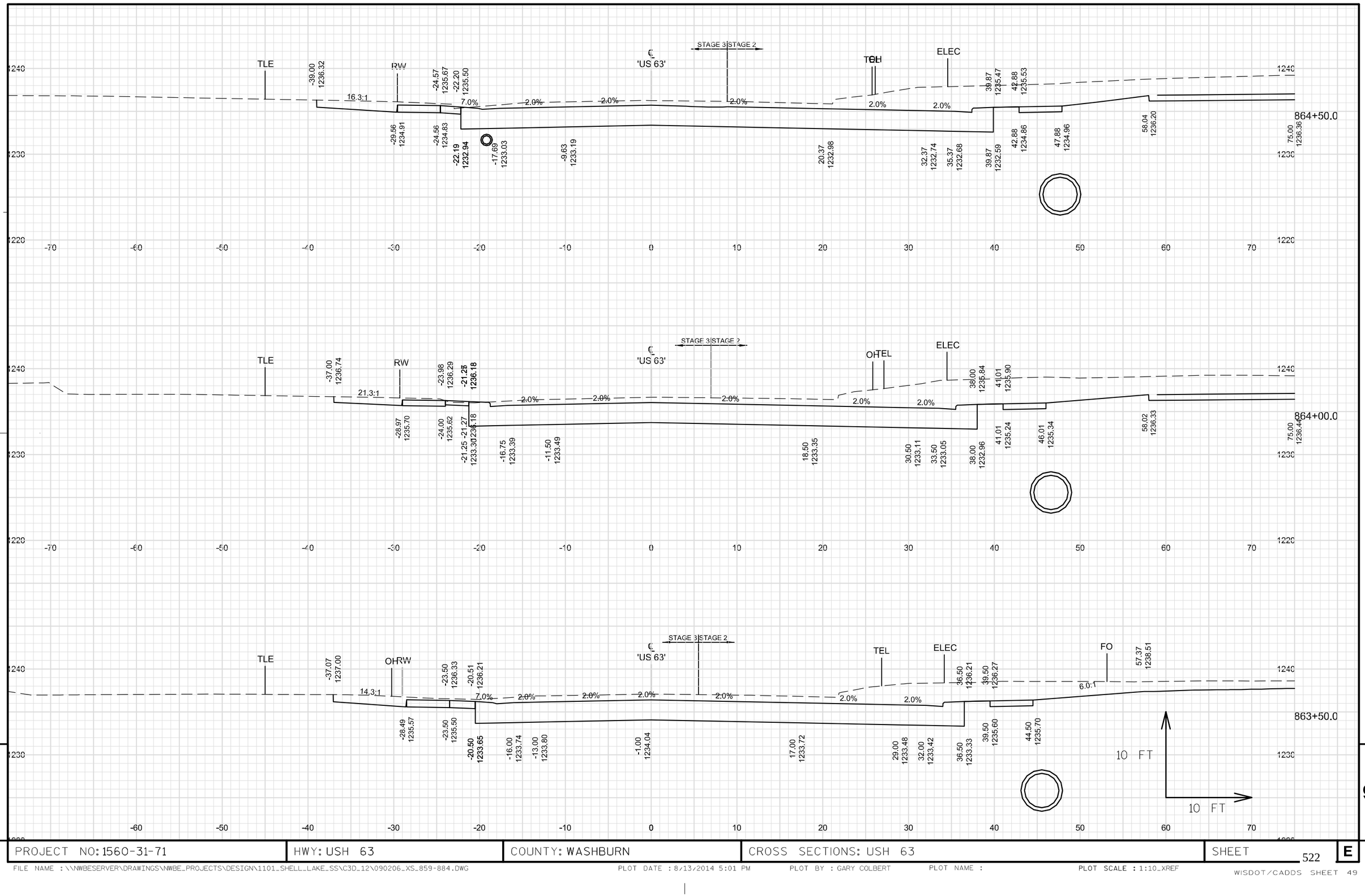
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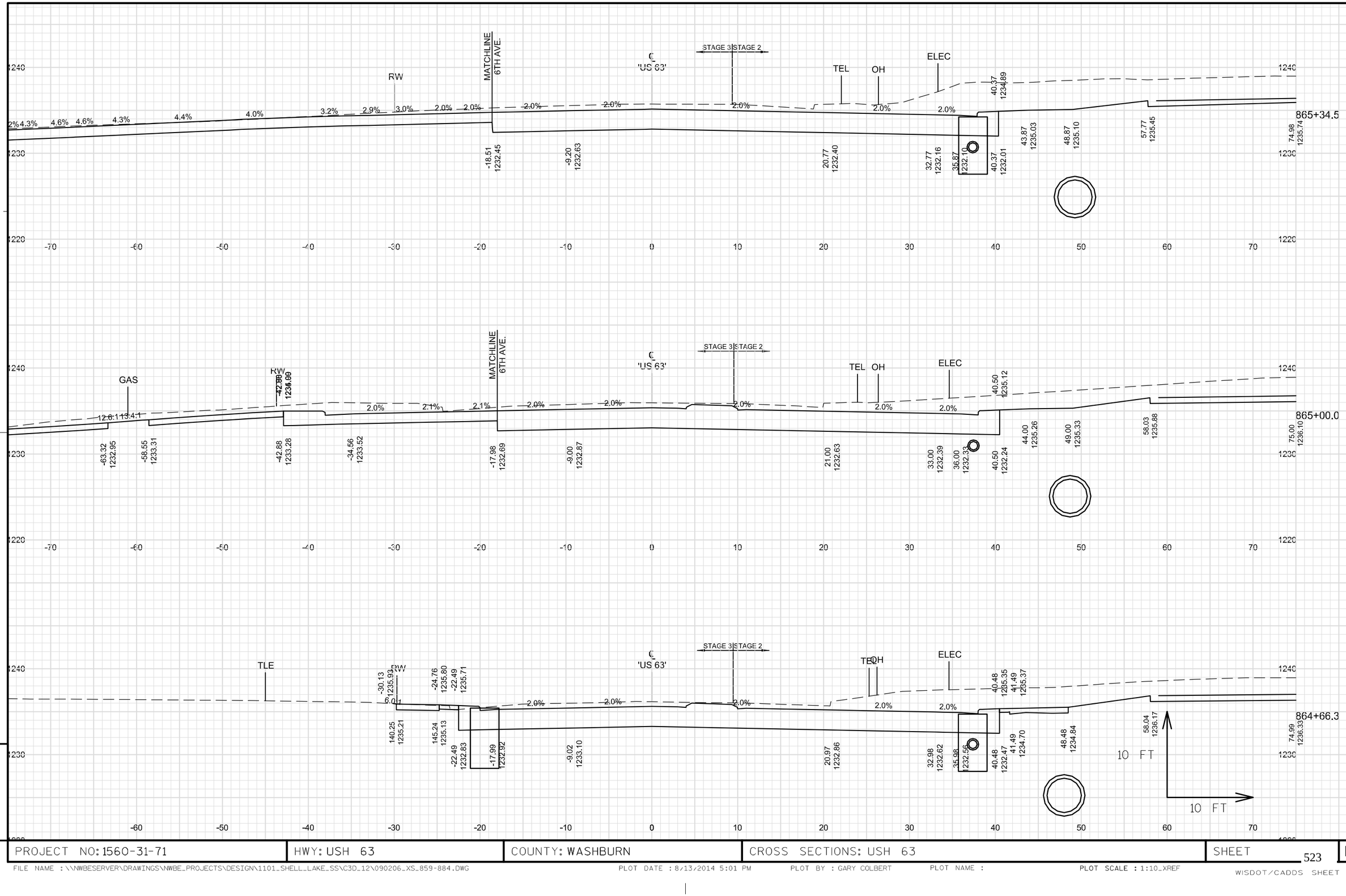
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 521	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 522 E

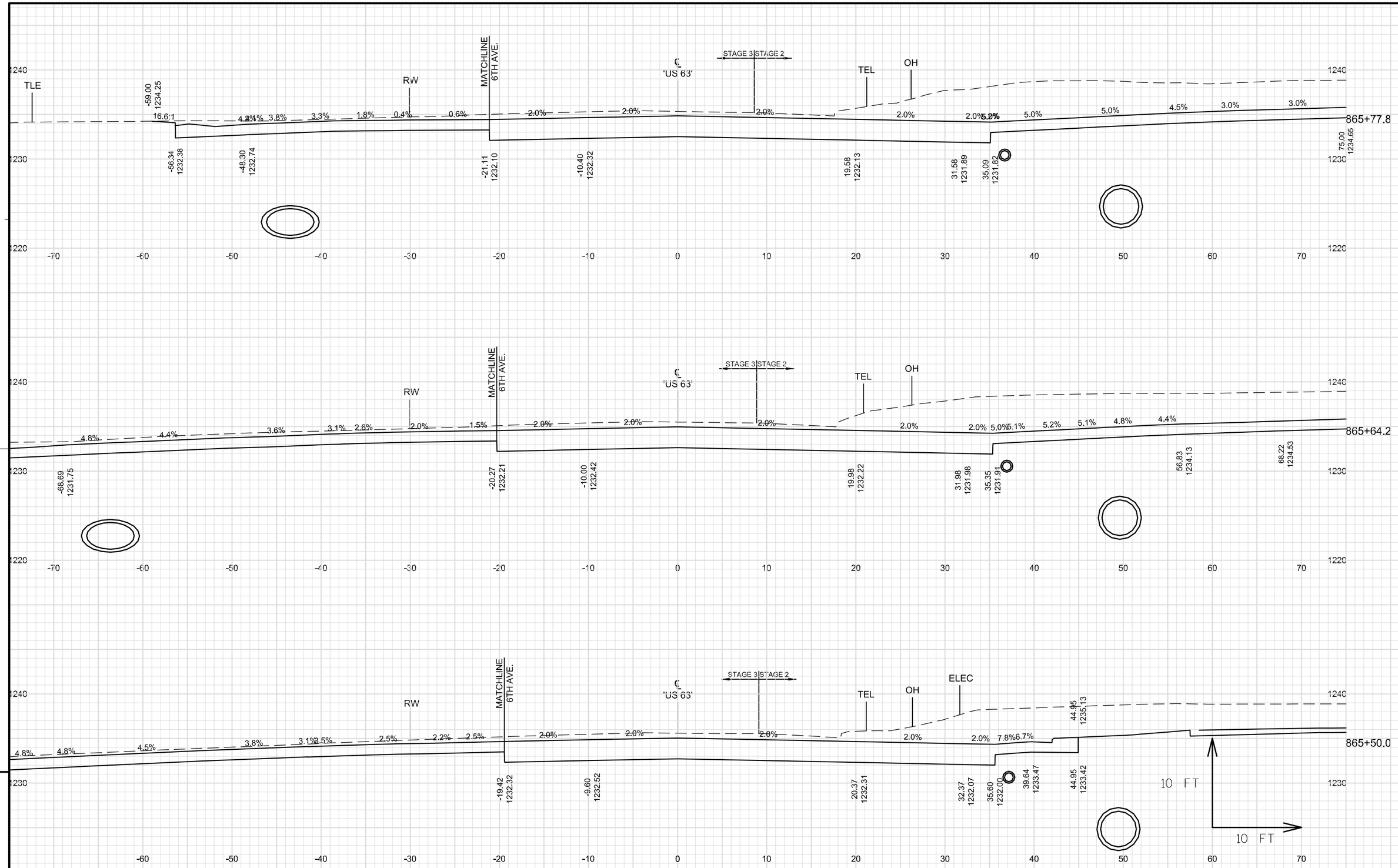
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WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 523 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:01 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

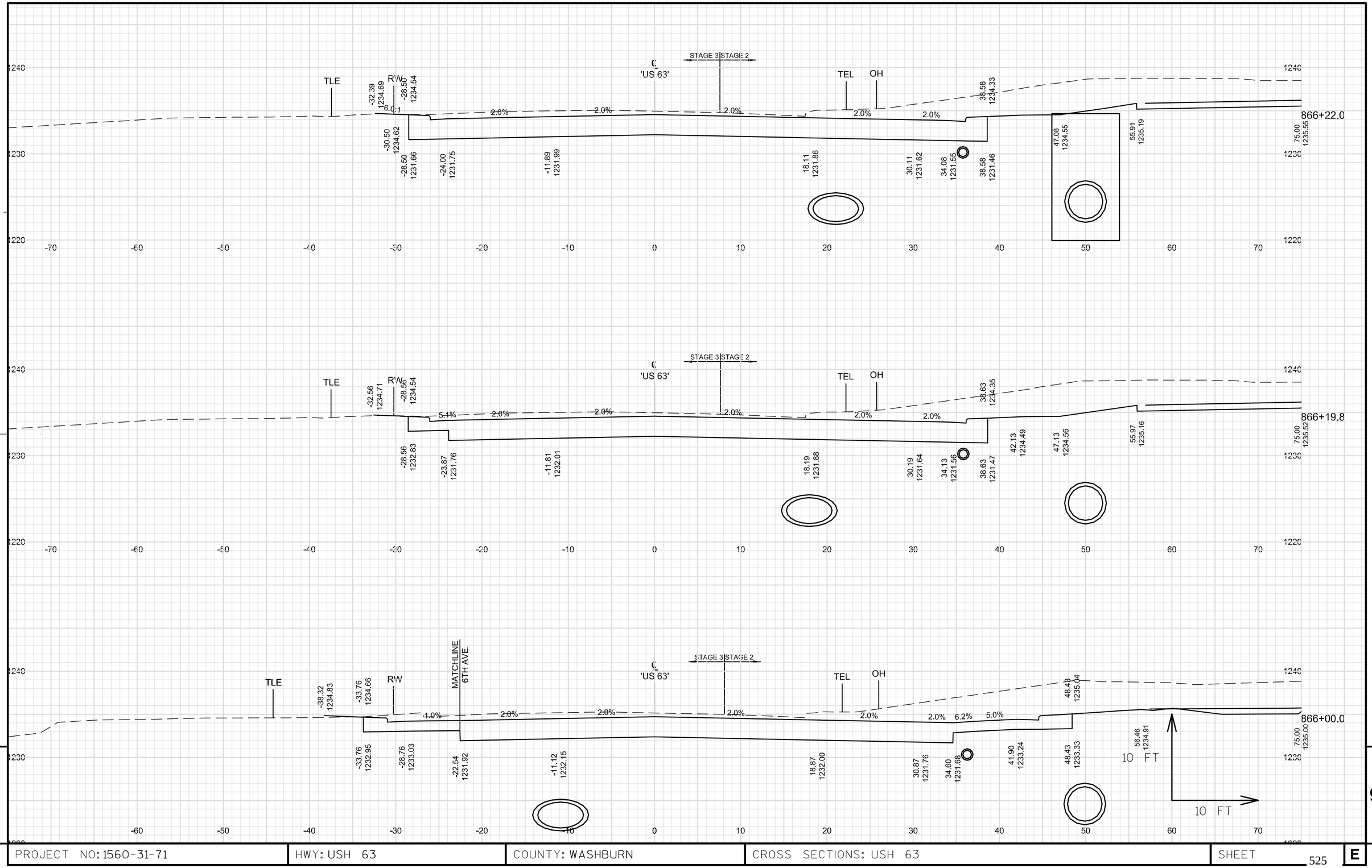


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 524	E

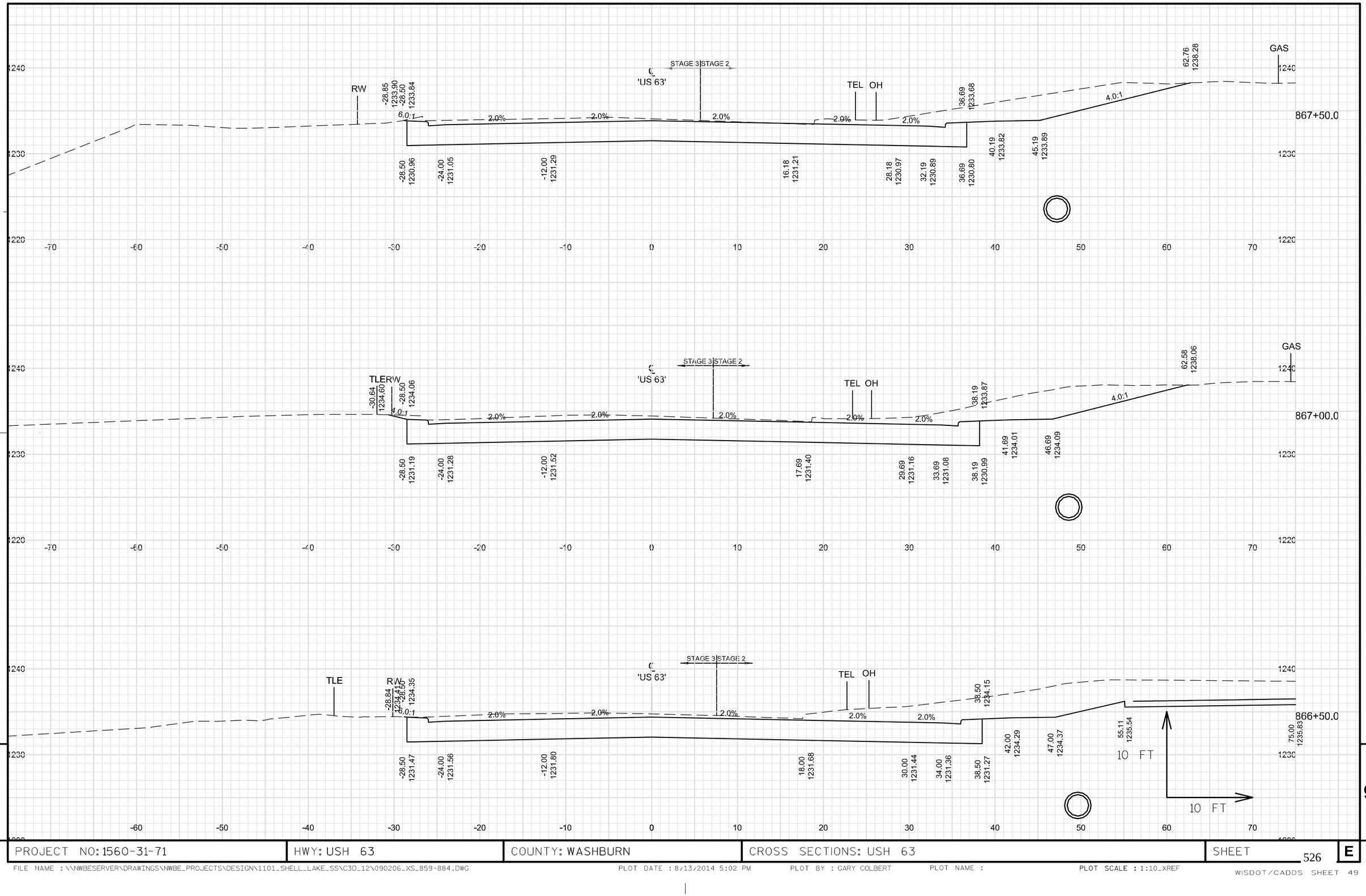
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 525	E



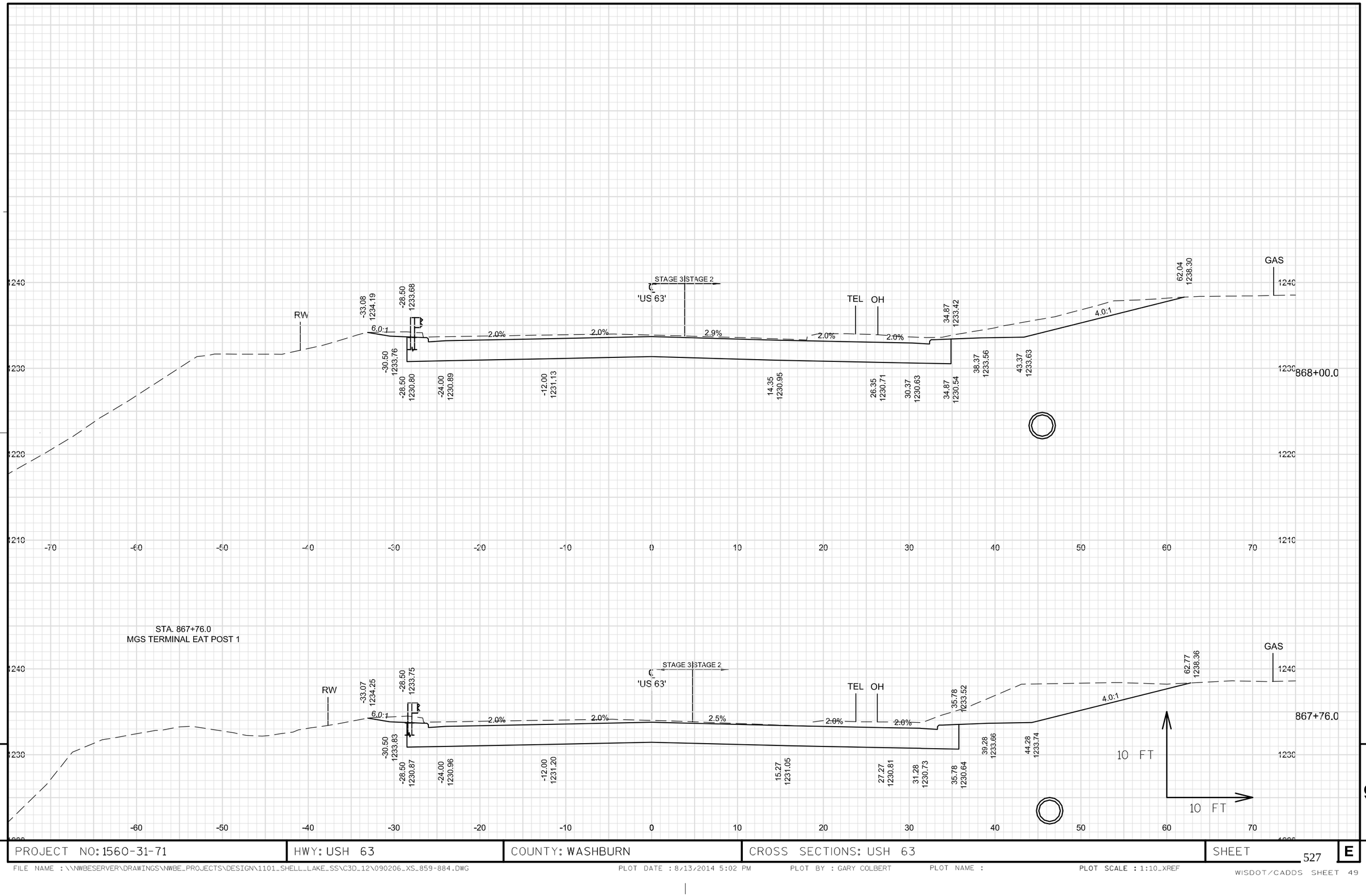
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FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:02 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

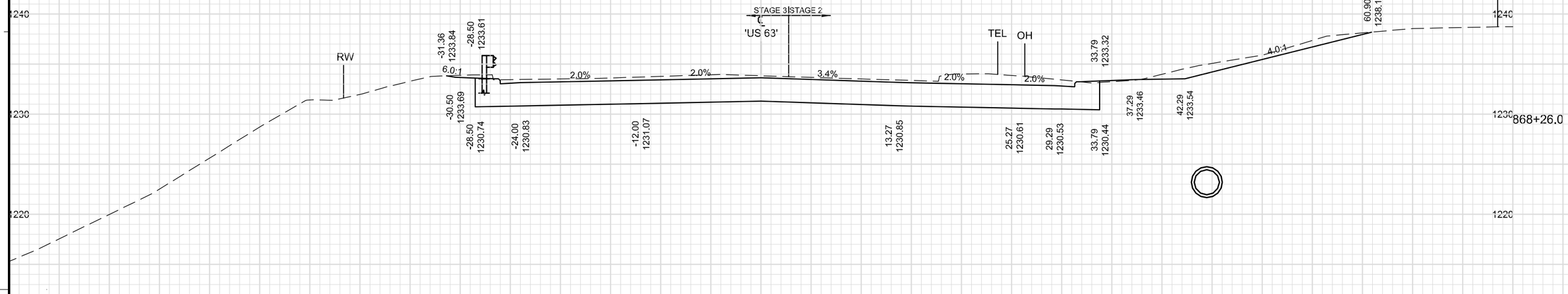


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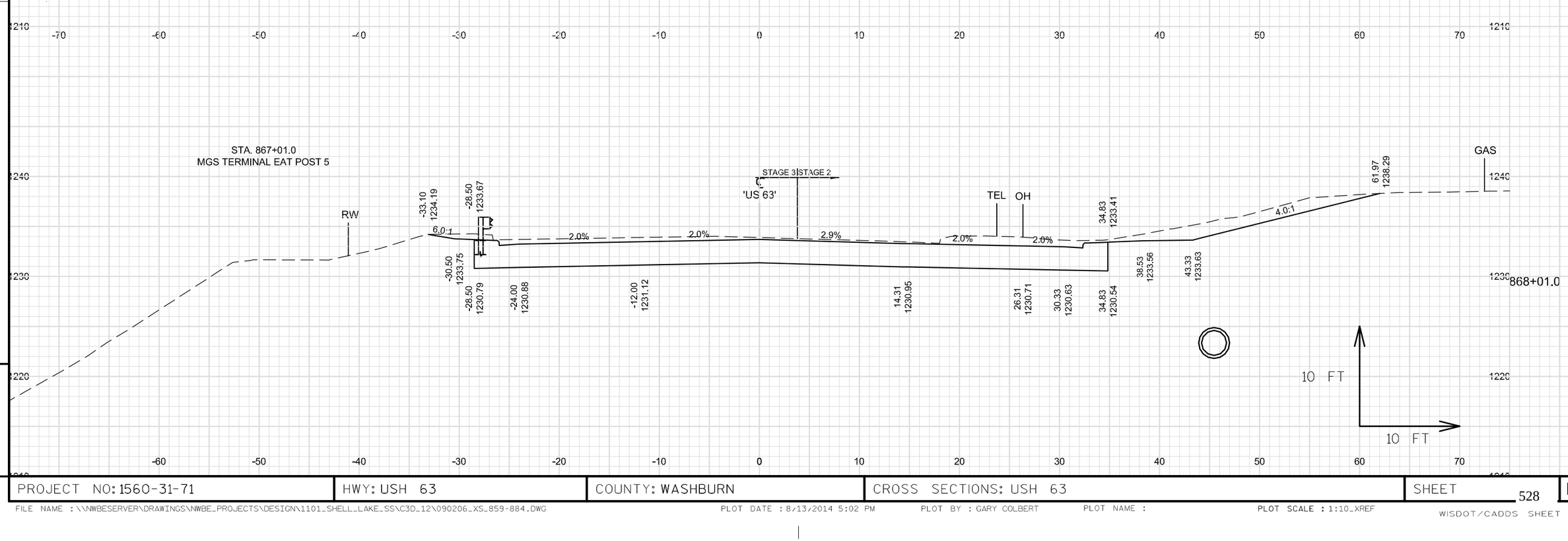
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 527	E

STA. 867+26.0
MGS TERMINAL EAT POST 9

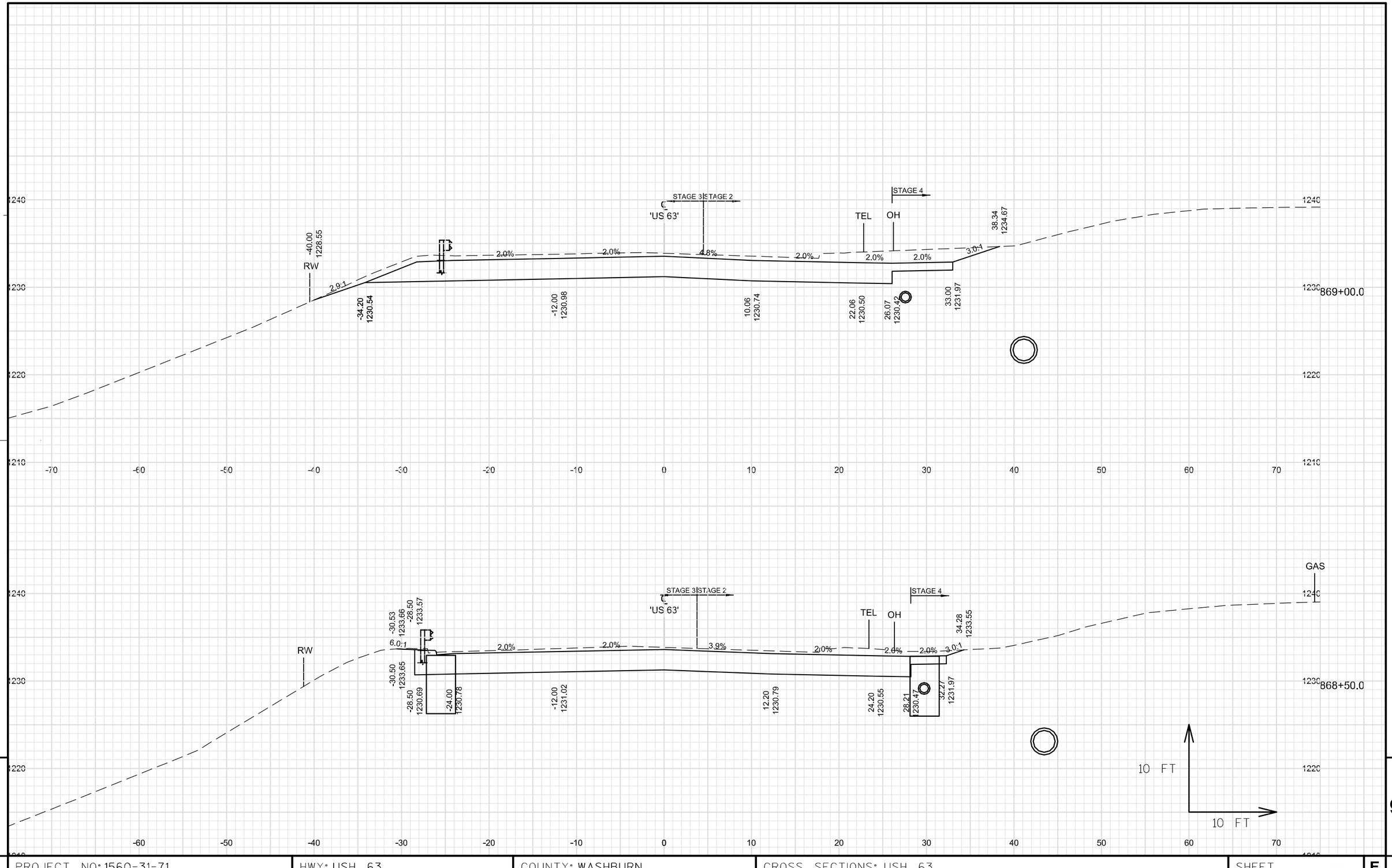


STA. 867+01.0
MGS TERMINAL EAT POST 5



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 528	E

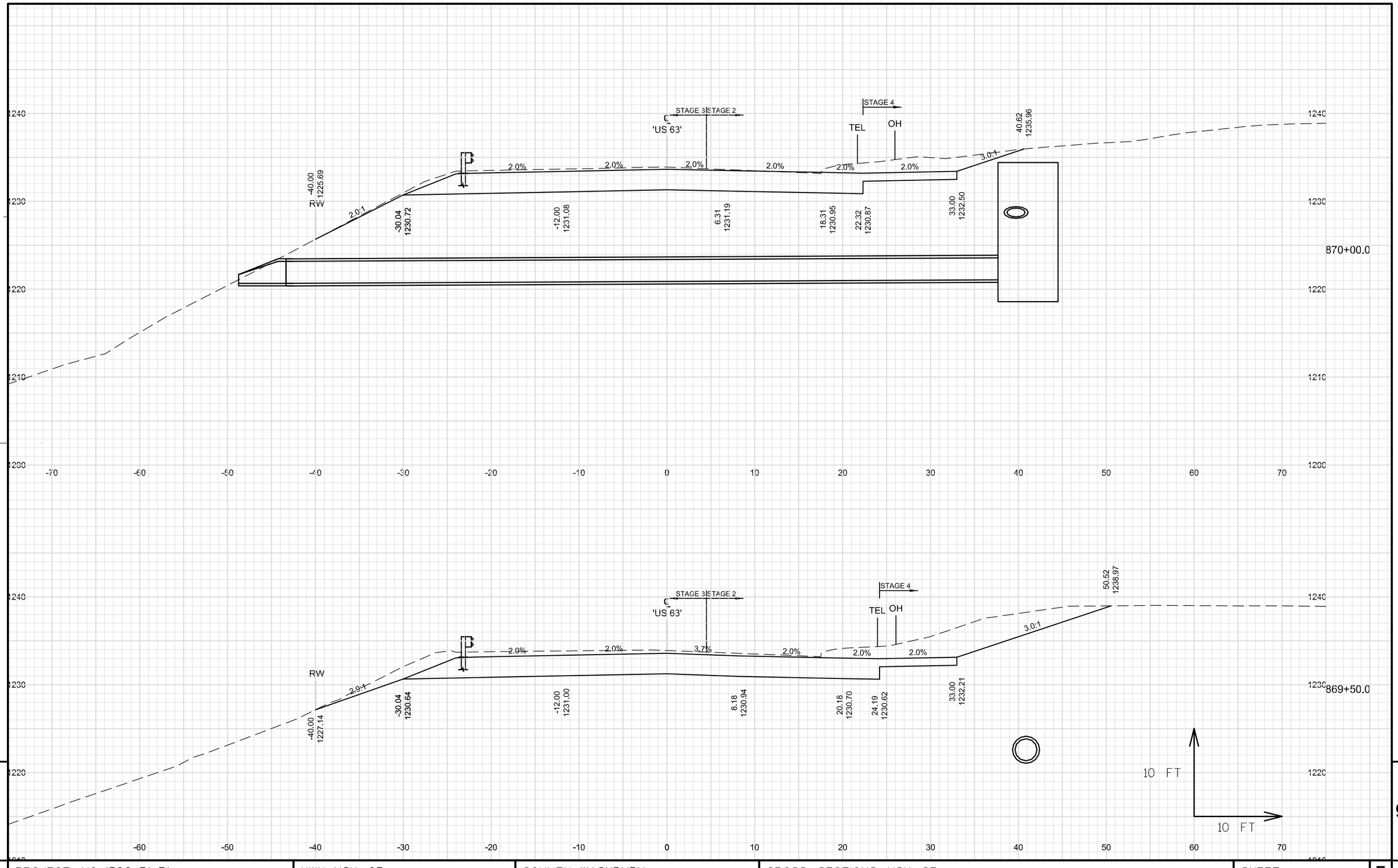
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 529	E

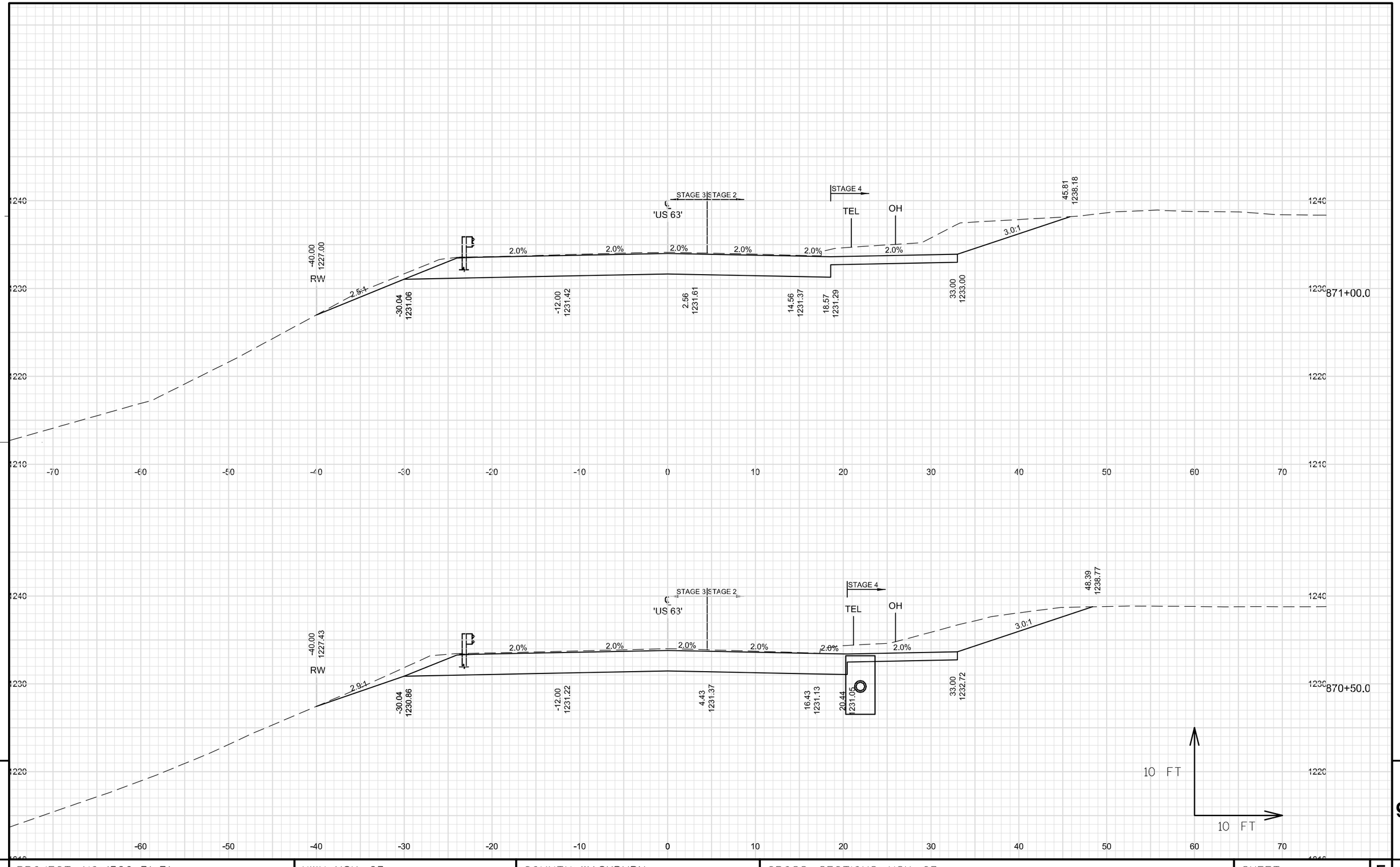
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WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 530	E

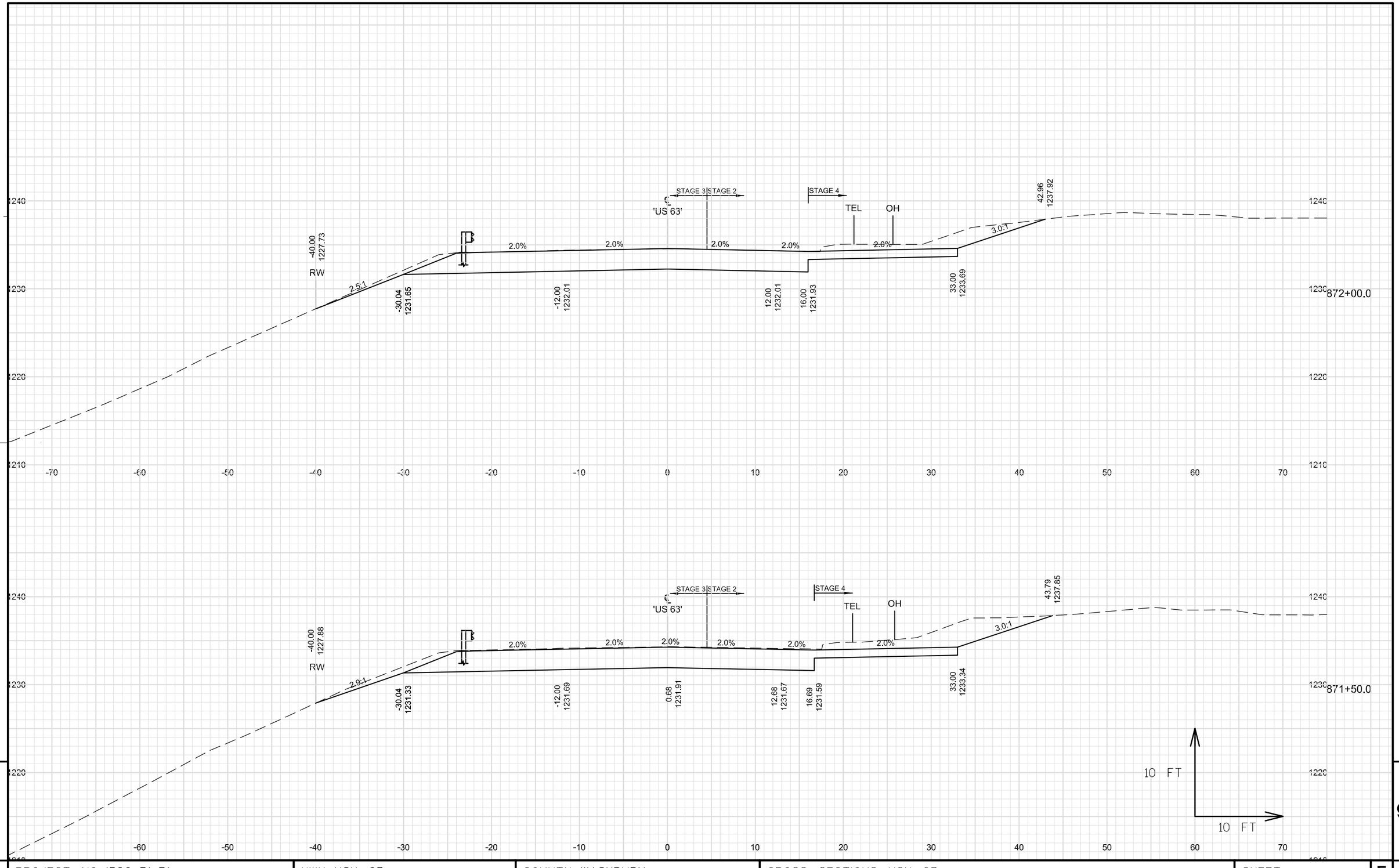
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 531	E

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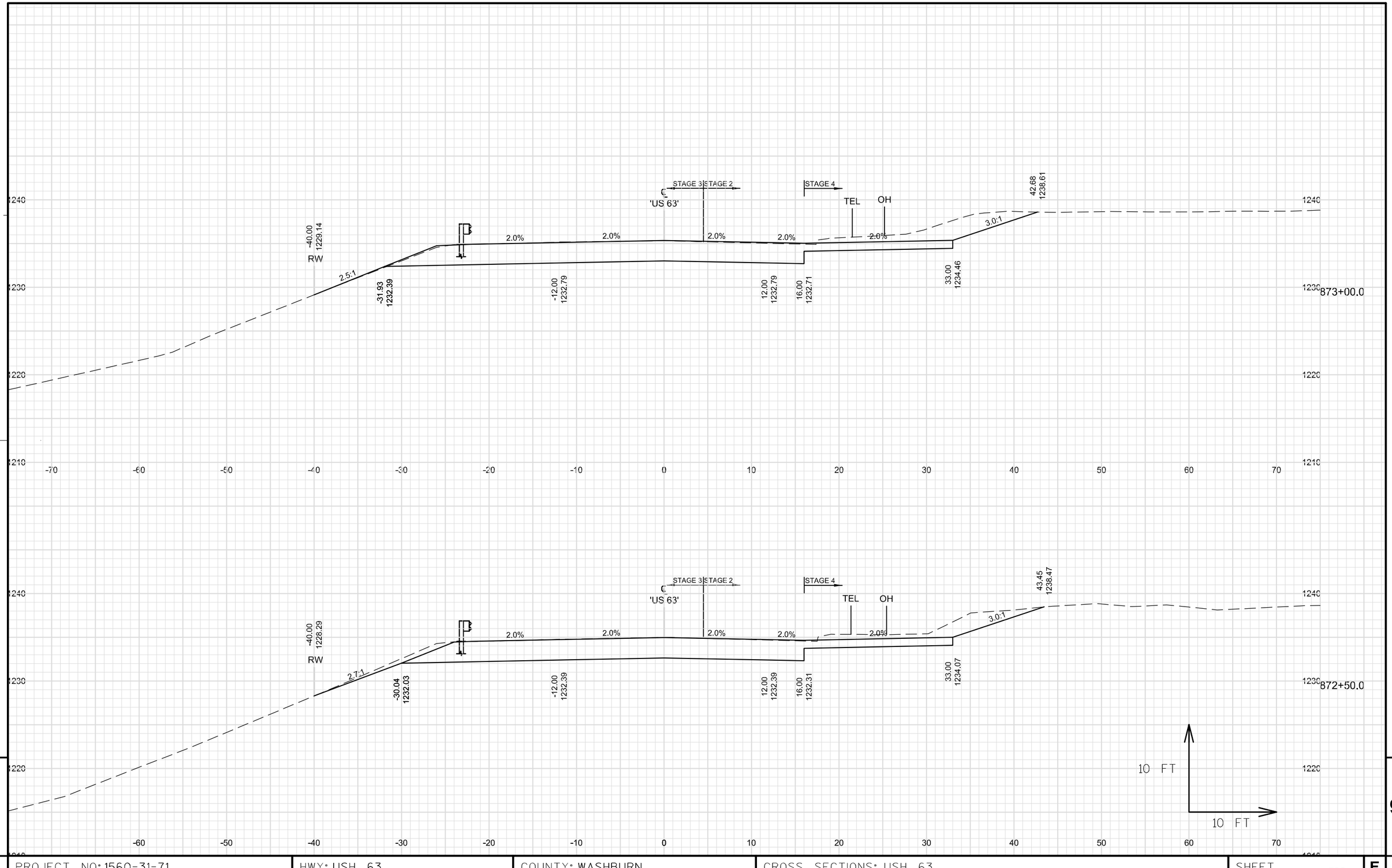
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 532	E

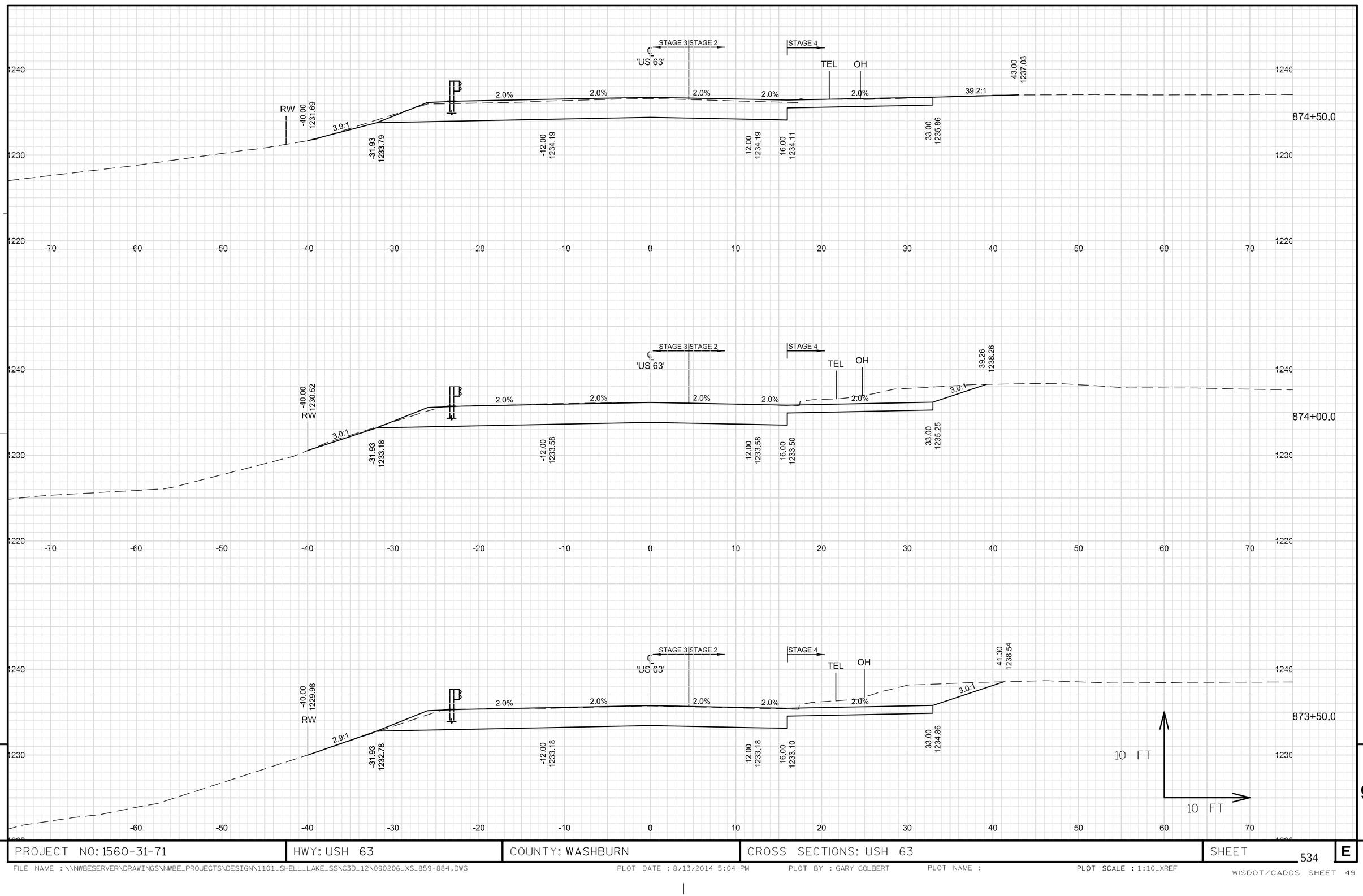
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WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 533	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:04 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

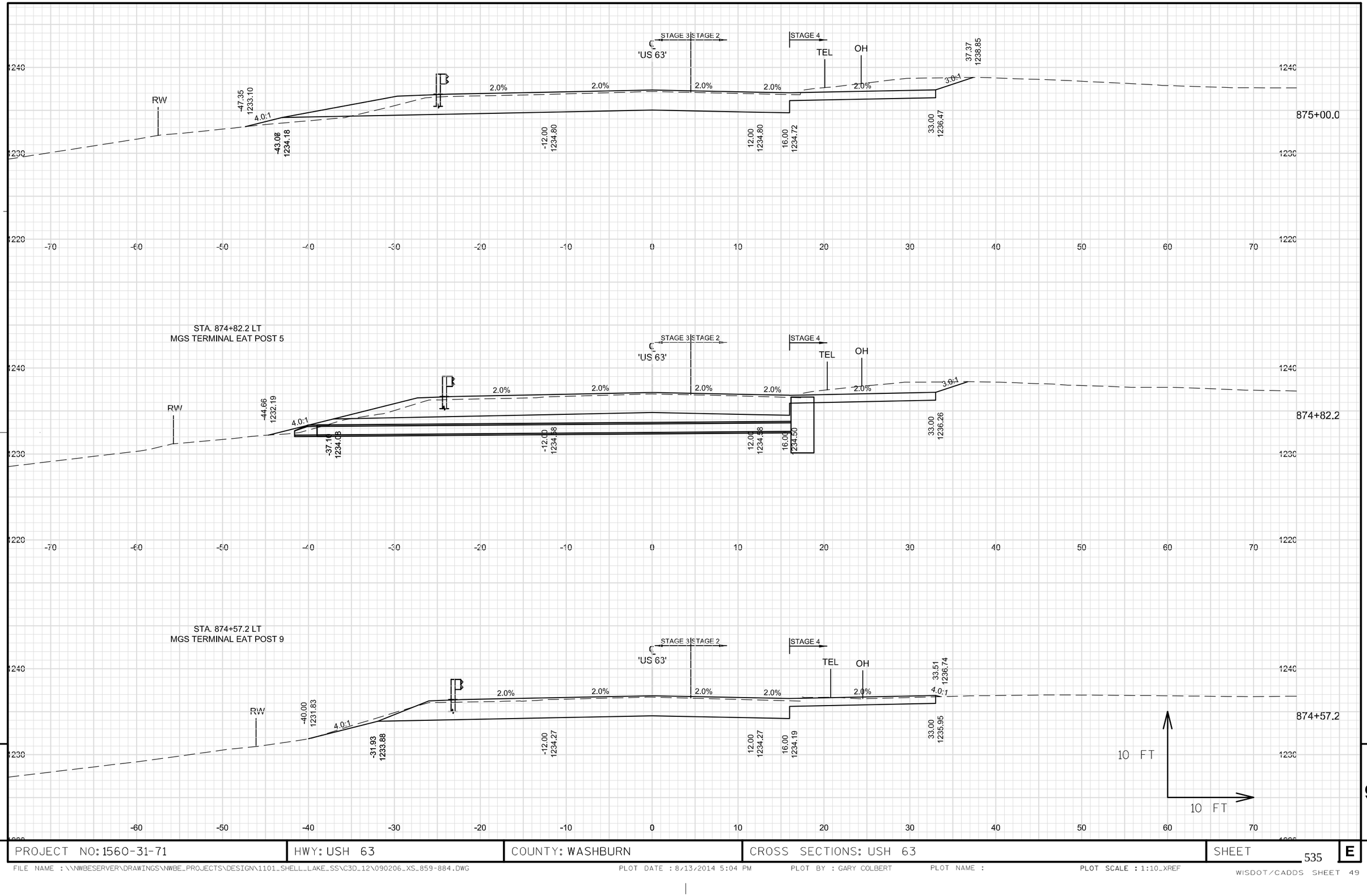


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 534	E

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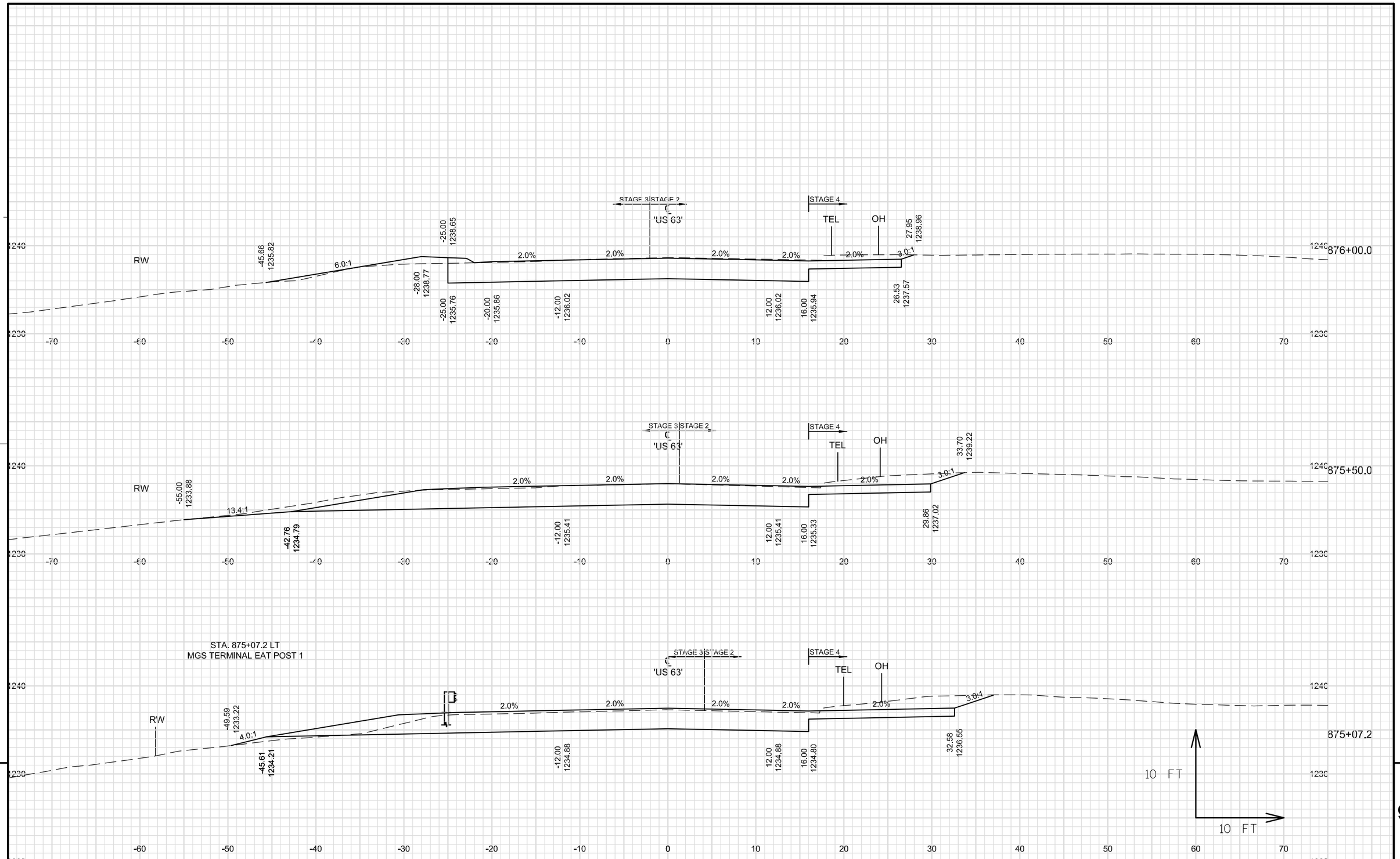


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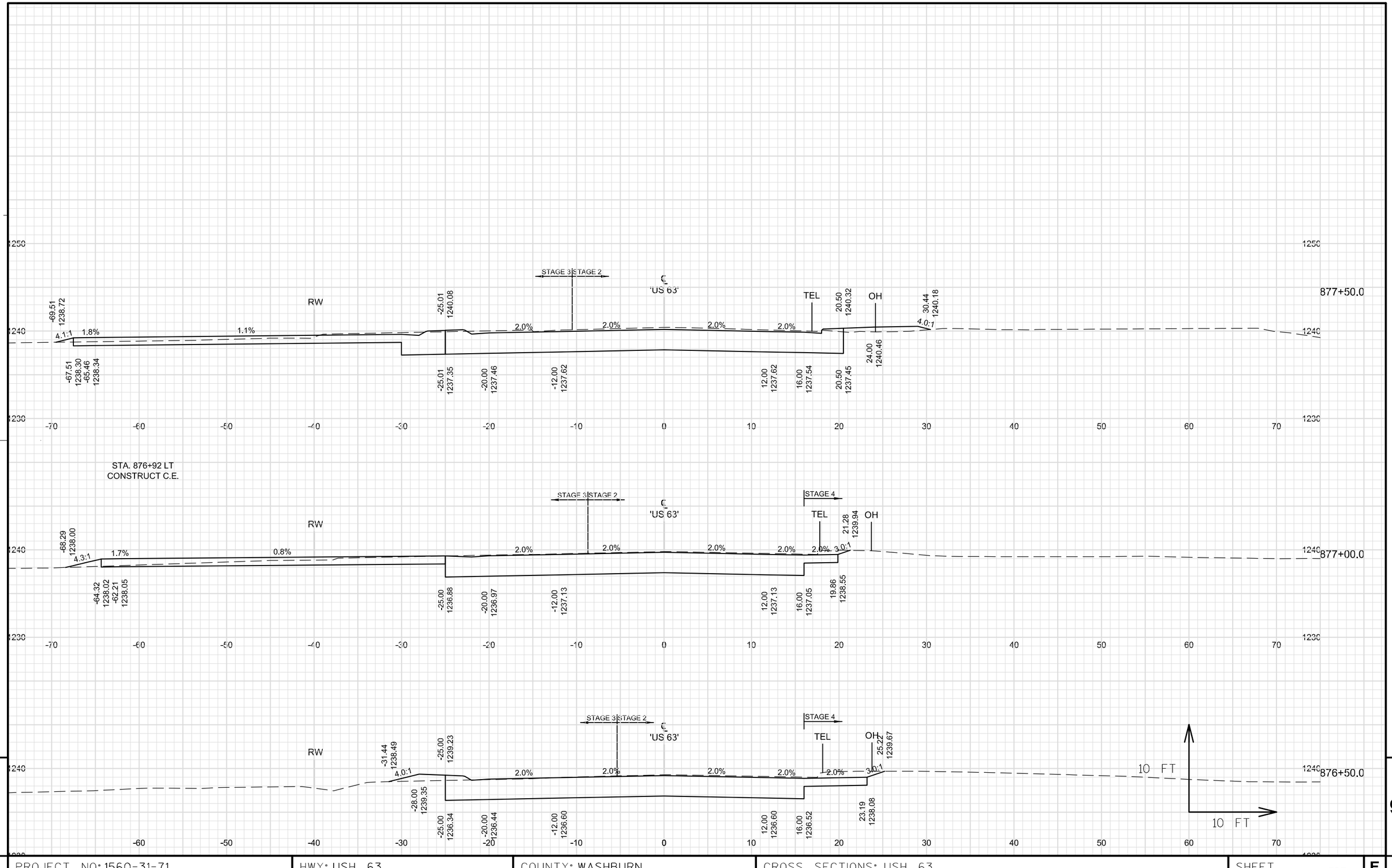
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 536	E

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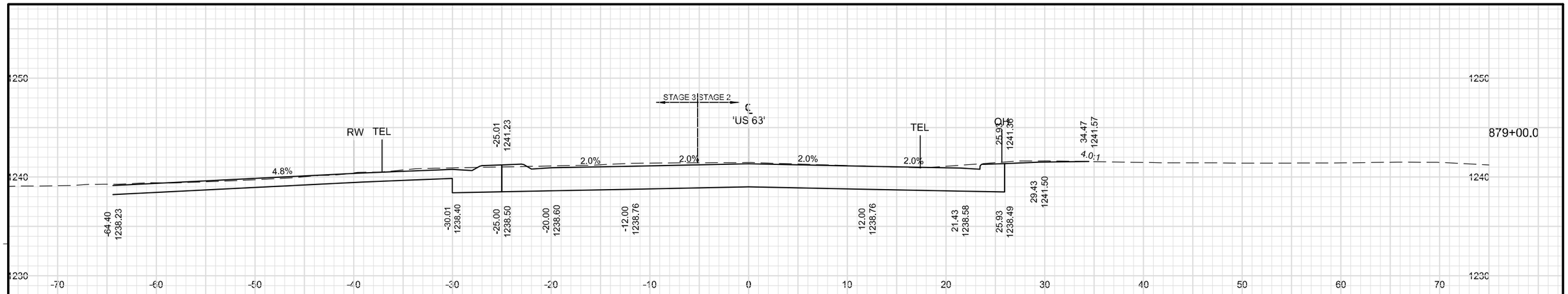
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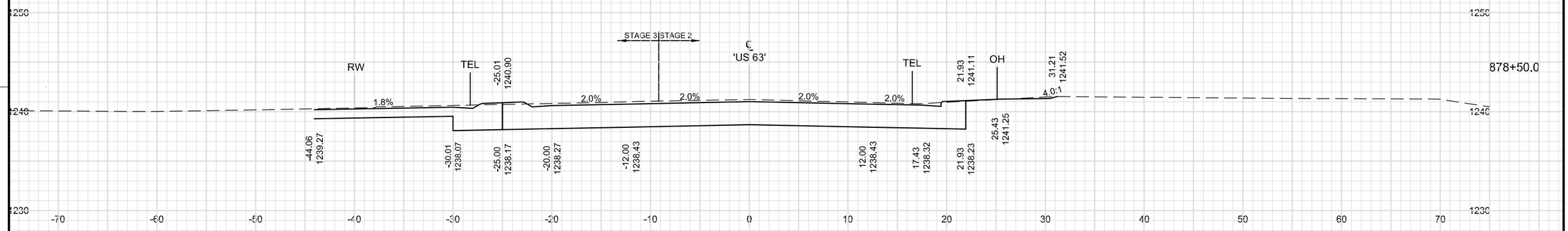
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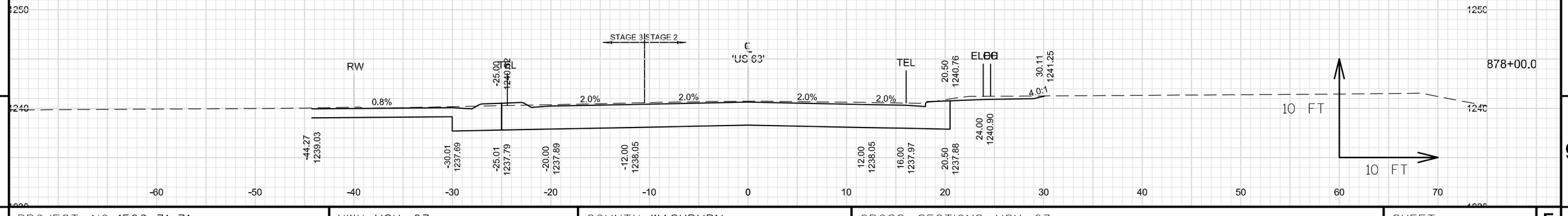
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WISDOT/CADDS SHEET 49





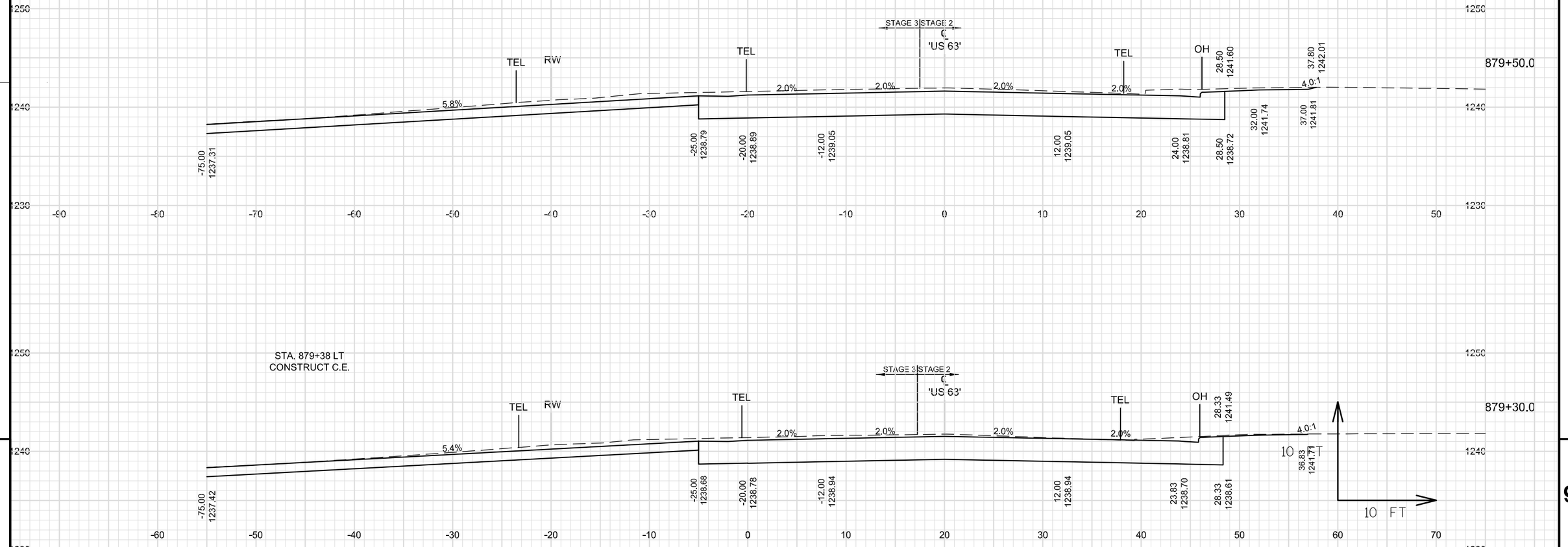


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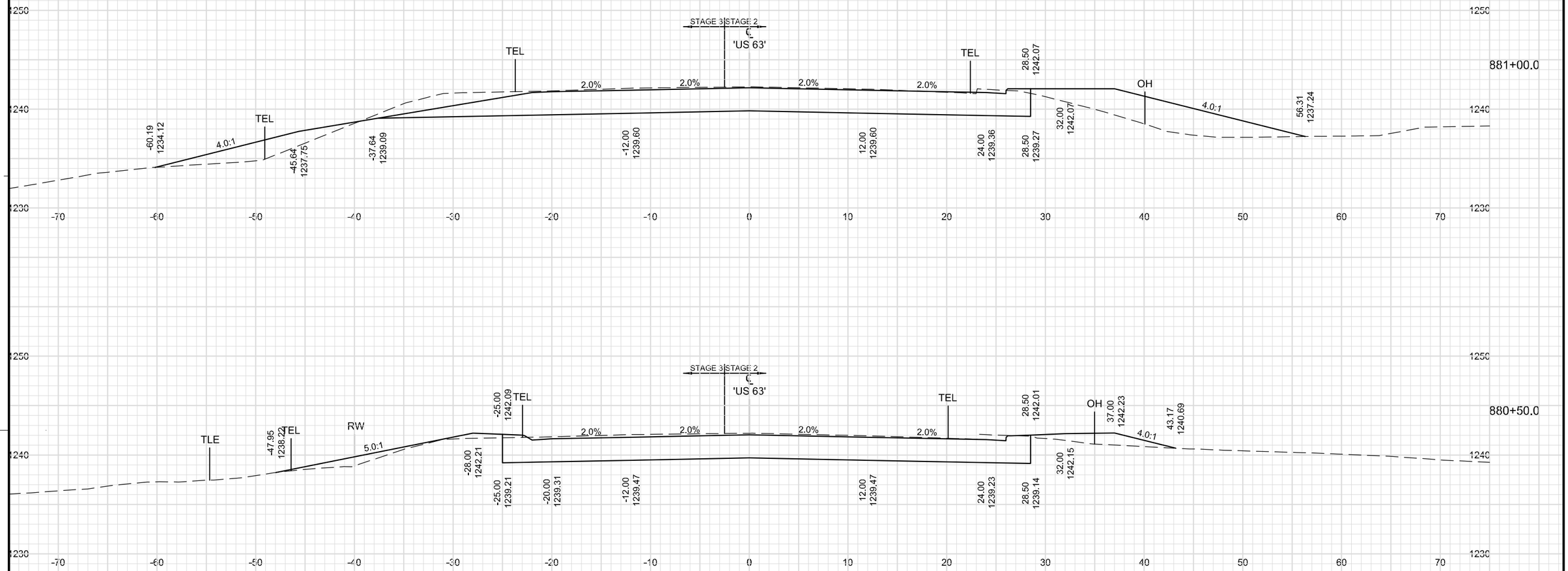
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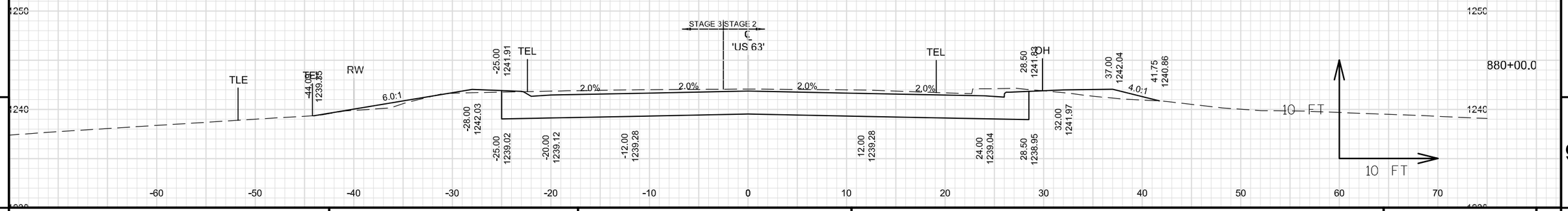
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 539	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:05 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF





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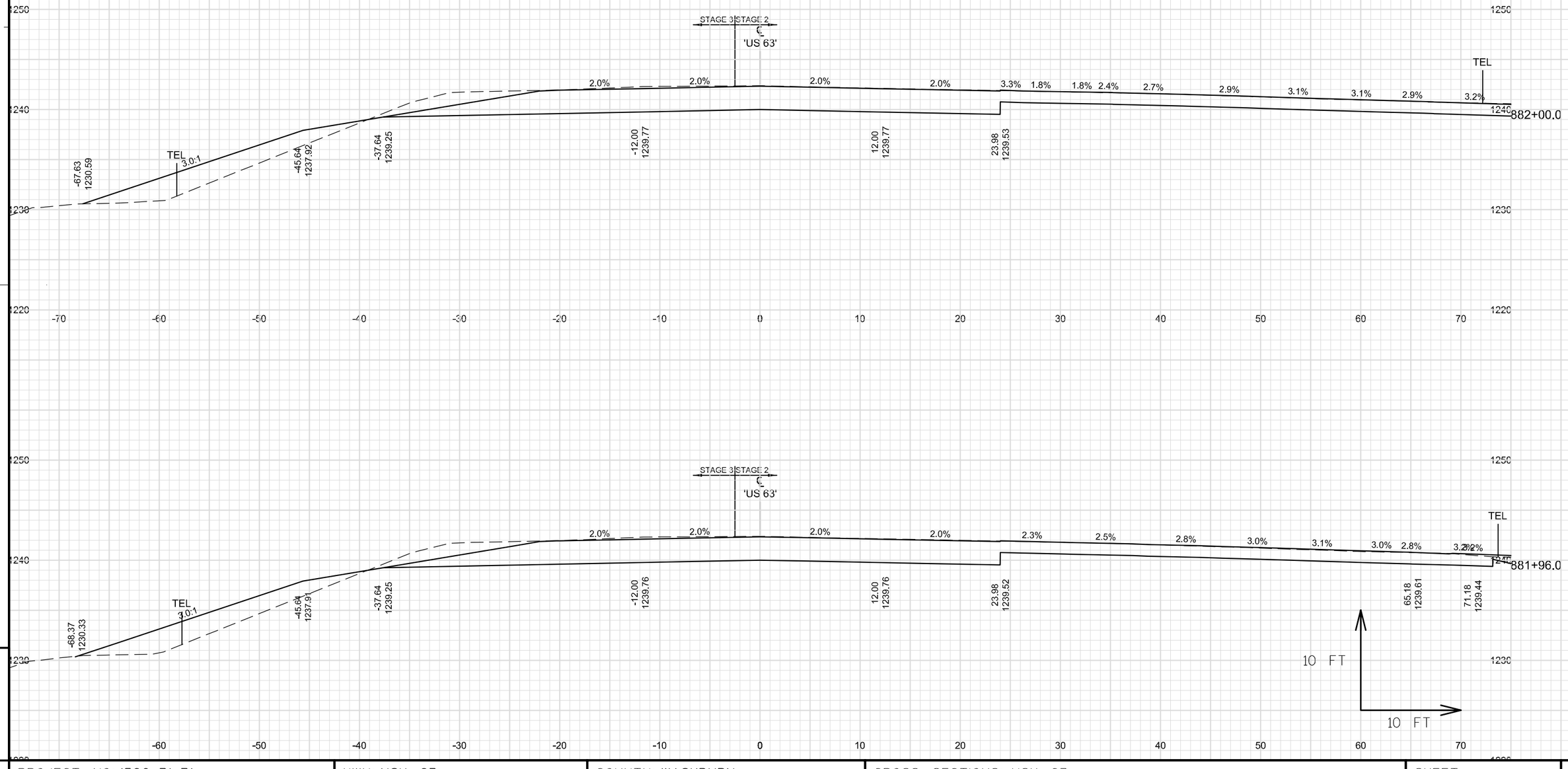
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 541	E

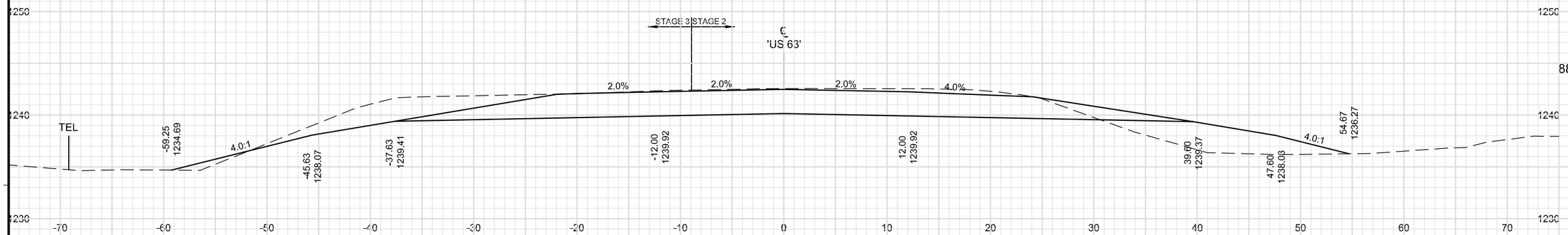
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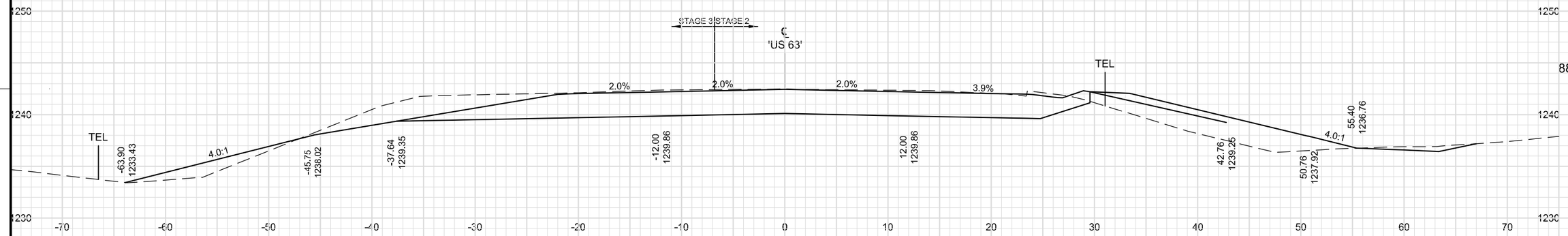


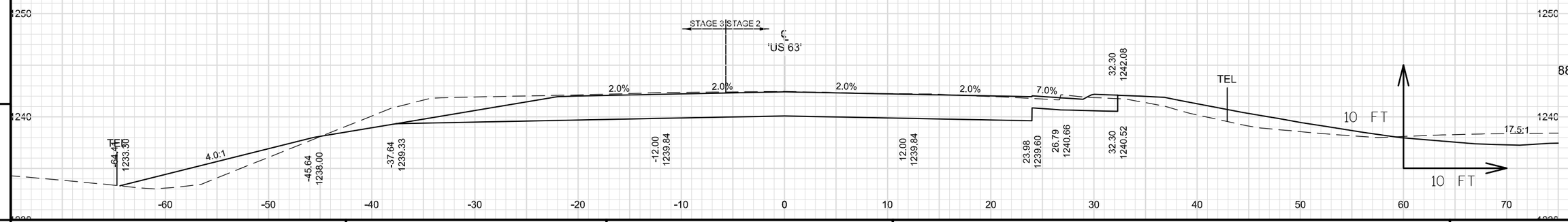
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FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:06 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49







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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 543 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:06 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

STA. 883+85.9 LT
END GRADING

℄
'US 63'

883+85.9

1250
1240
1230

TEL
-55.00
1237.00
11.1:1
-30.62
1239.27
4.0%
-22.62
1241.27
-16.50
1241.40

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

℄
'US 63'

883+62.9

1250
1240
1230

TEL
-57.20
1236.04
-34.12
1239.12
-25.97
1241.14
-19.89
1241.26

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

STAGE 3 STAGE 2

℄
'US 63'

883+50.0

1250
1240

TEL
-58.60
1236.66
5.2:1
-46.64
1239.15
-37.64
1239.49
2.0%
2.0%
-12.00
1240.00
0.2%
0.2%
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1238.97
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10 FT
10 FT

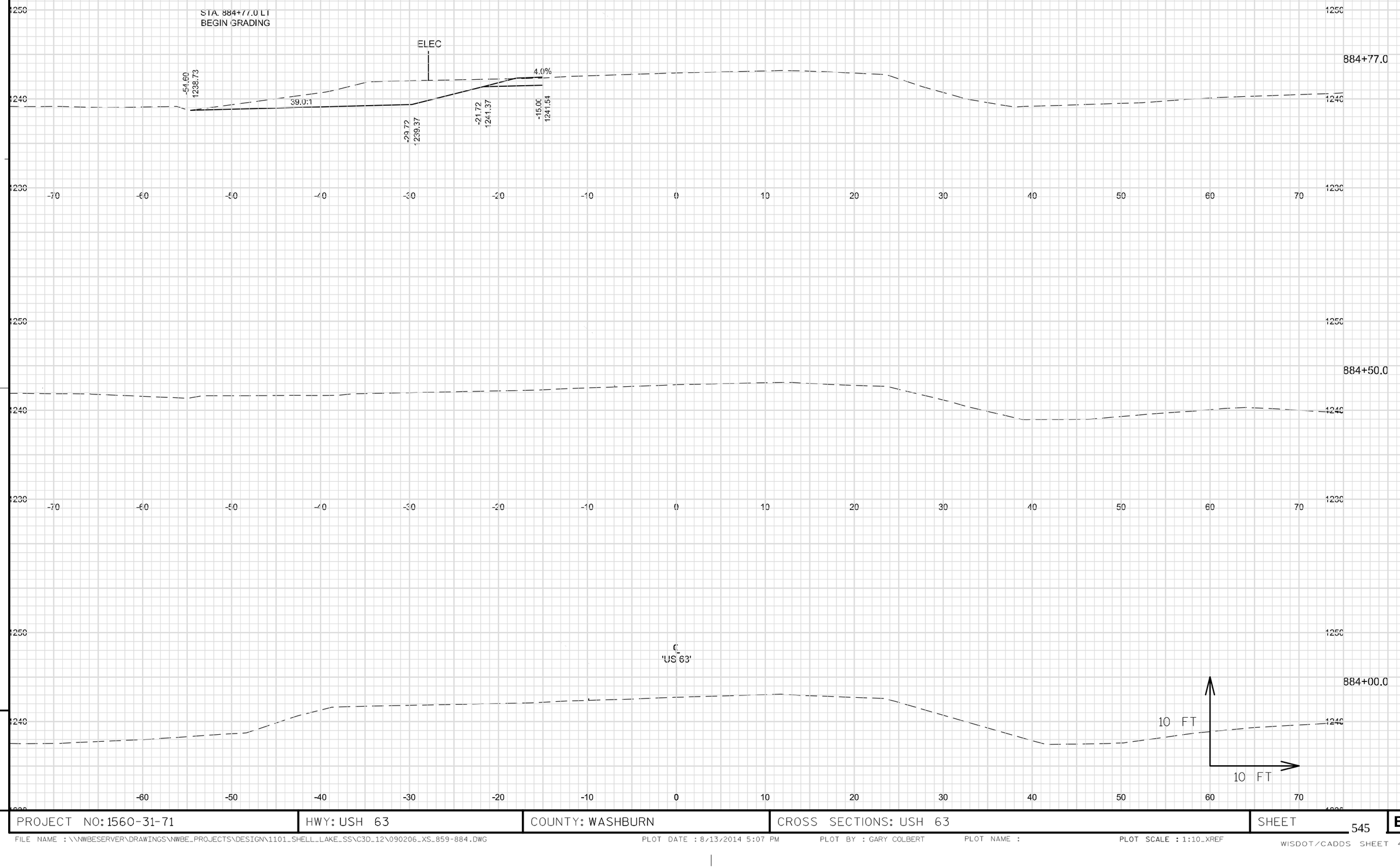
-60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 544	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:06 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

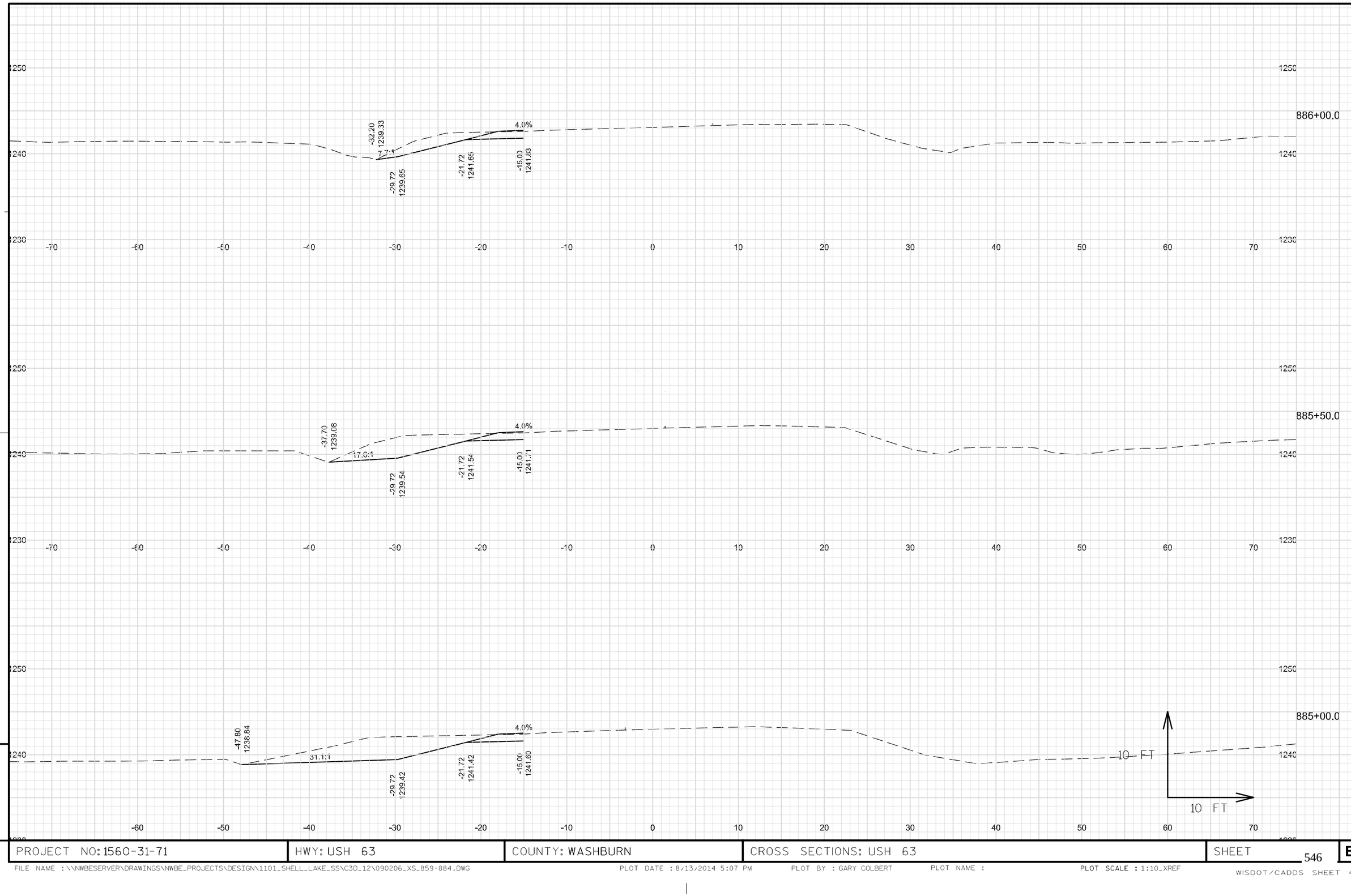


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 545	E

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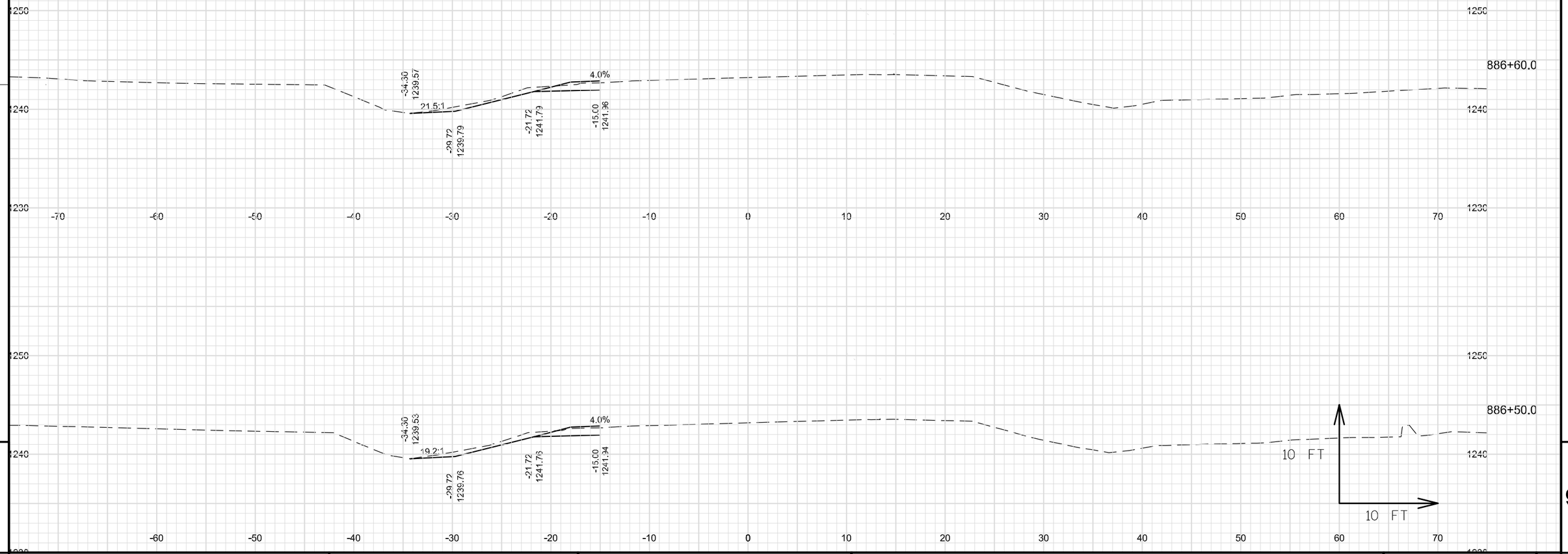
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 546	E

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PLOT DATE : 8/13/2014 5:07 PM
PLOT BY : GARY COLBERT
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

STA. 886+60.0
END CONSTRUCTION

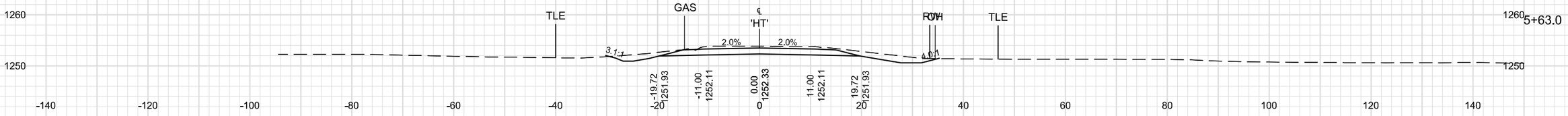


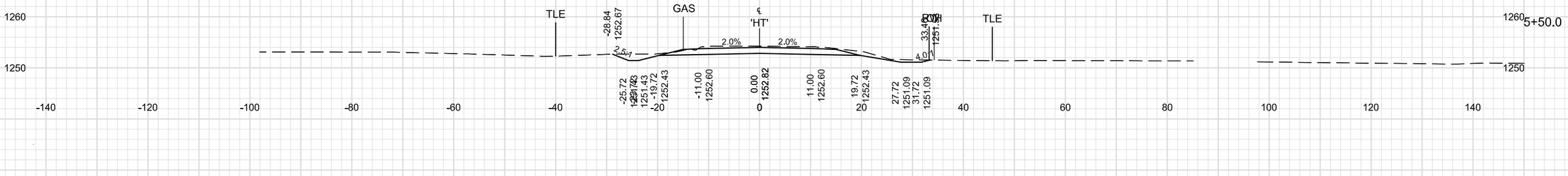
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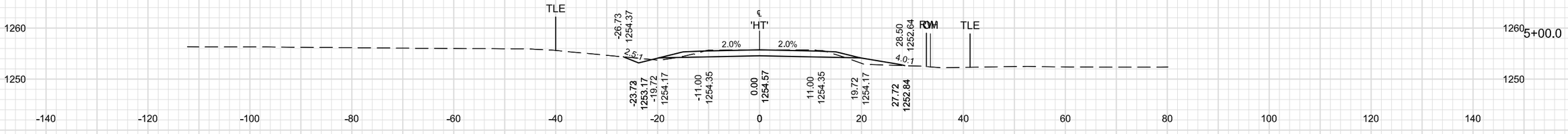
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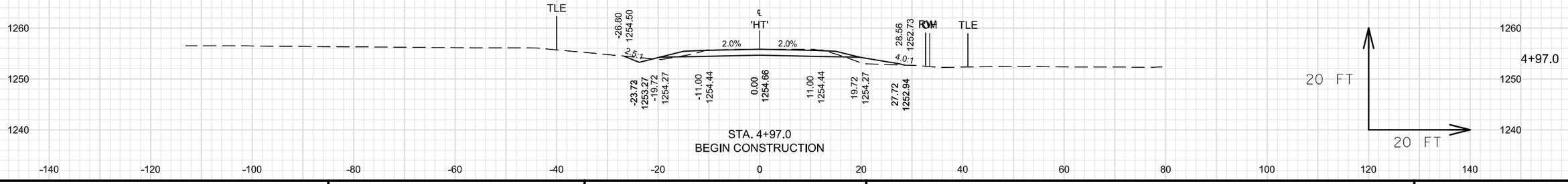
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET 547	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090206_XS_859-884.DWG PLOT DATE : 8/13/2014 5:07 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF







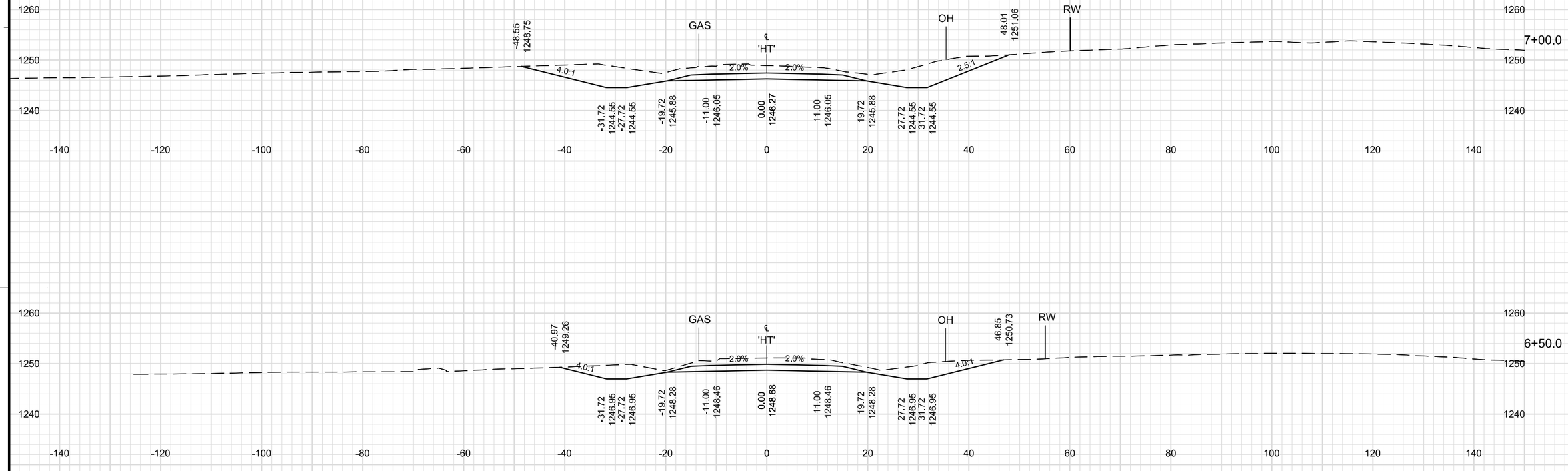


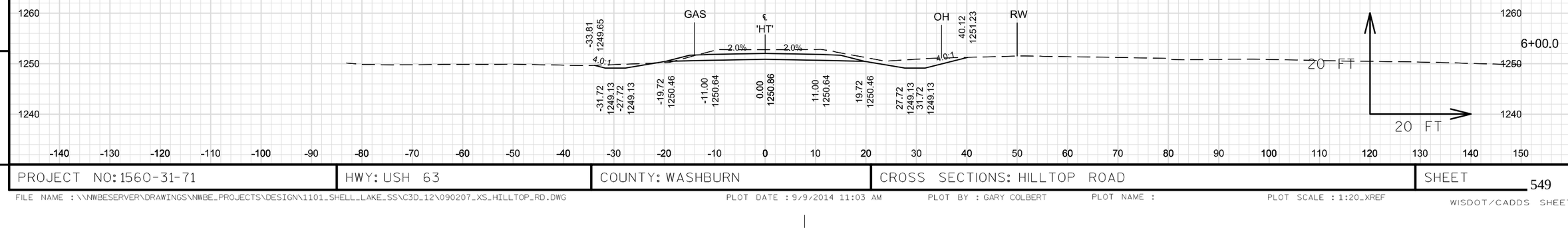
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET 548	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090207_XS_HILLTOP_RD.DWG PLOT DATE : 9/9/2014 11:02 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



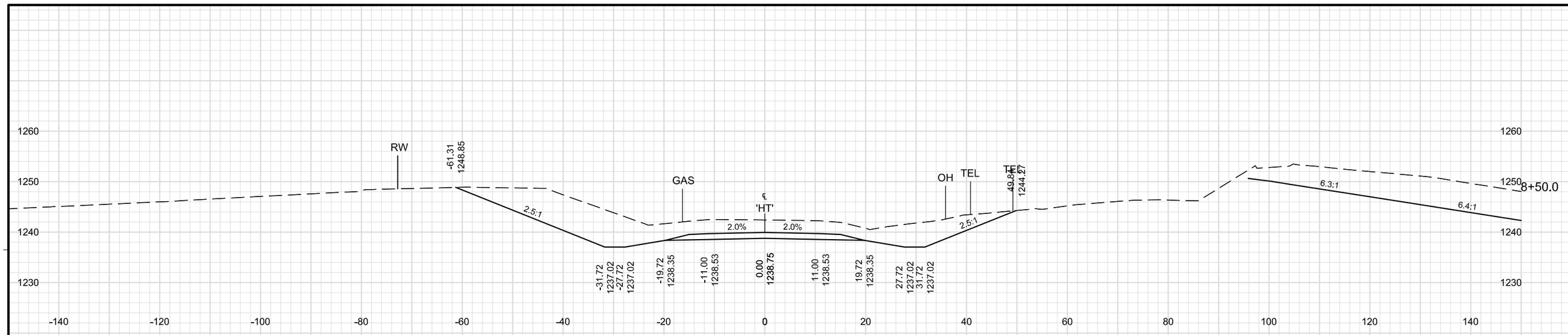


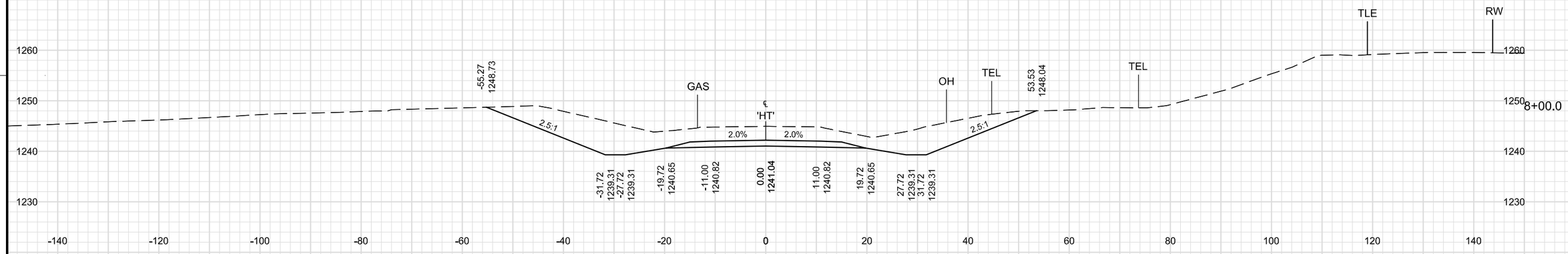
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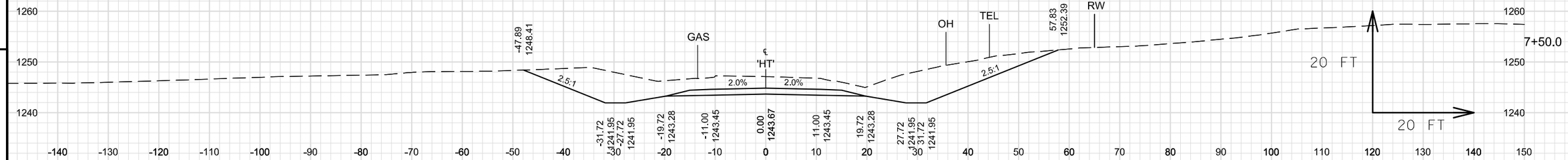
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET 549	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090207_XS_HILLTOP_RD.DWG PLOT DATE : 9/9/2014 11:03 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF



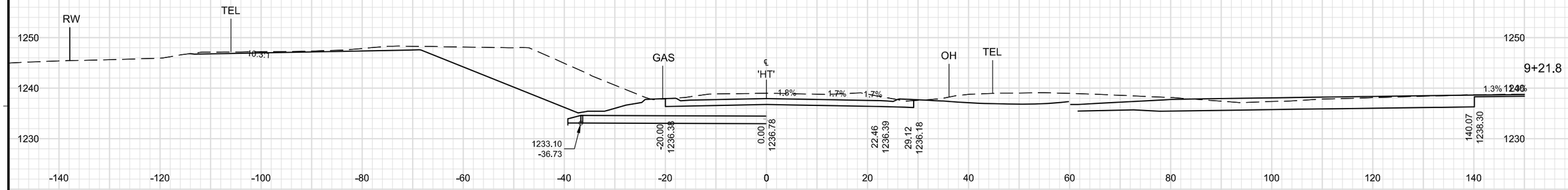




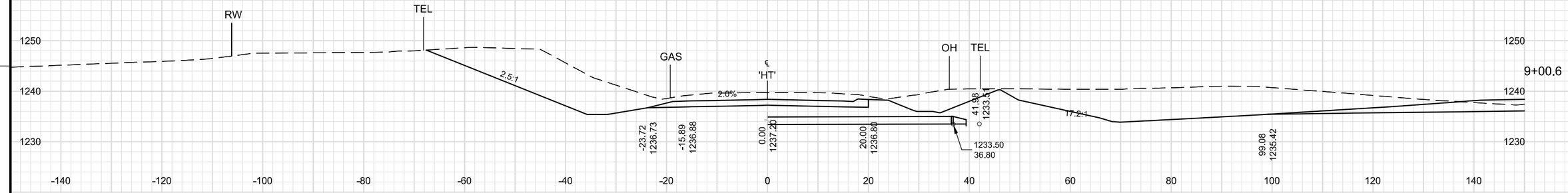
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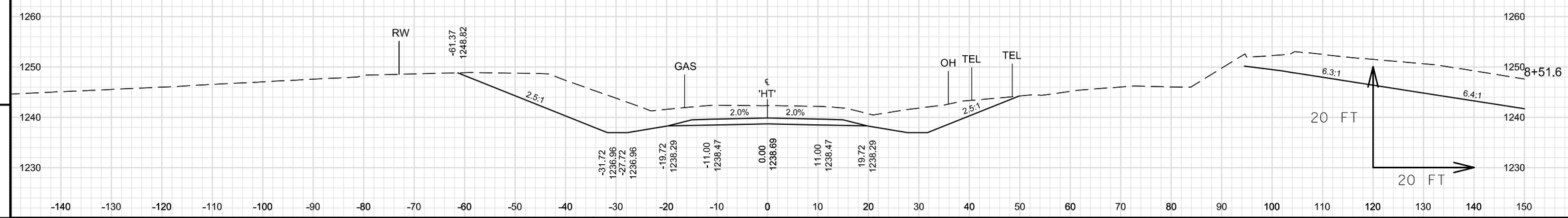
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET 550	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090207_XS_HILLTOP_RD.DWG PLOT DATE : 9/9/2014 11:03 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF



STA 9+11
SKEW - 15° LHF
1 - 18-INCH X 76 LF CP CLASS III
2- AEWS



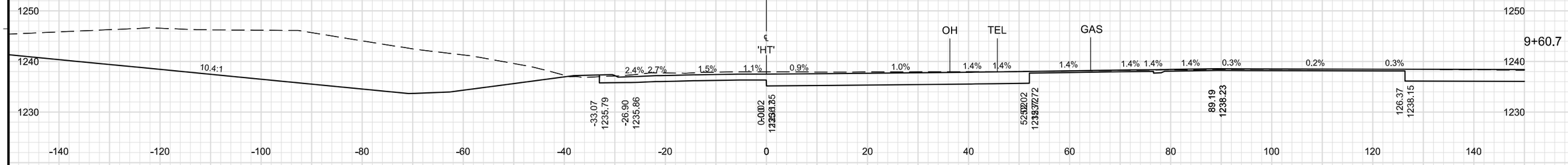


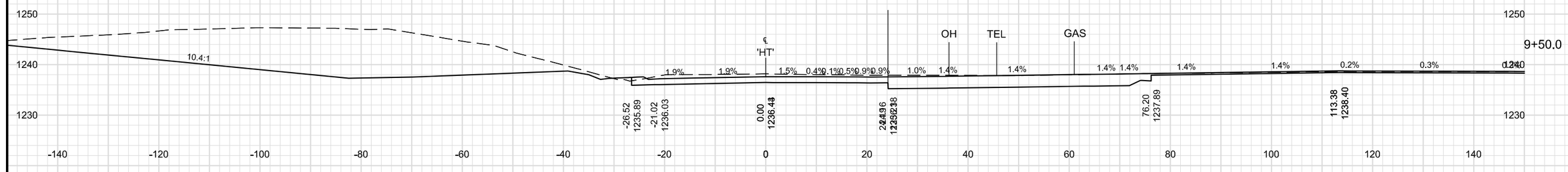
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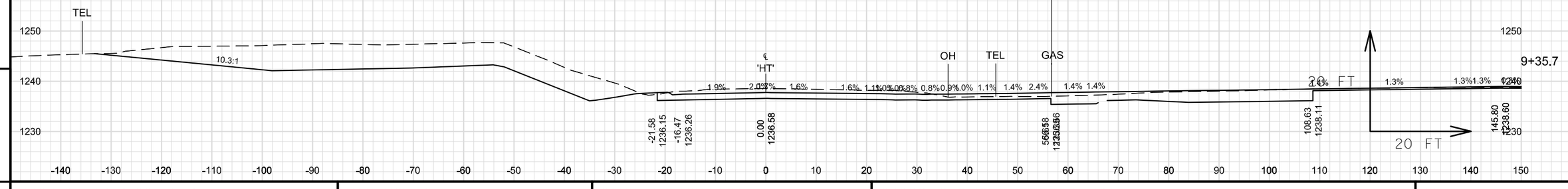
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET 551	E

STA. 9+60.7
END GRADING



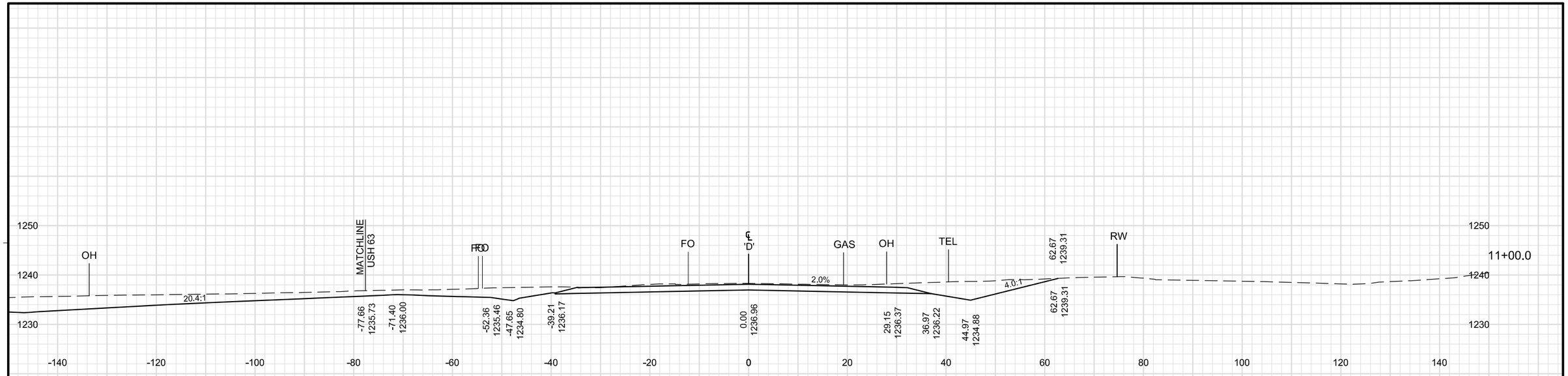


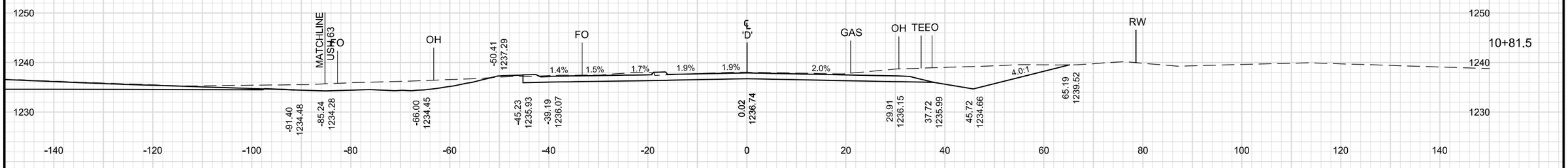


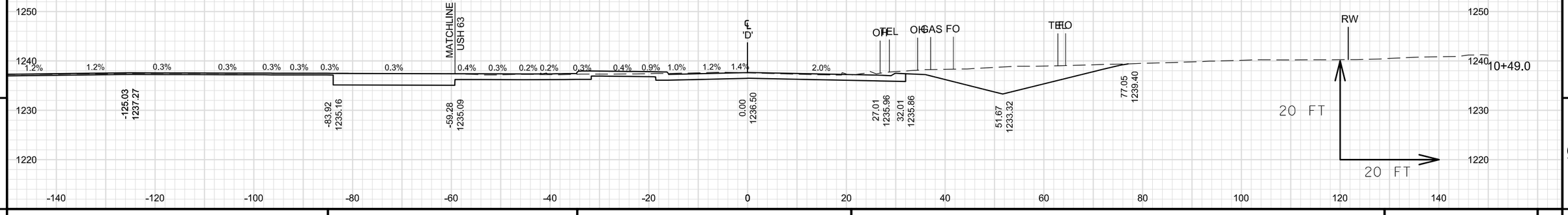
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET 552	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090207_XS_HILLTOP_RD.DWG PLOT DATE : 9/9/2014 11:03 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF





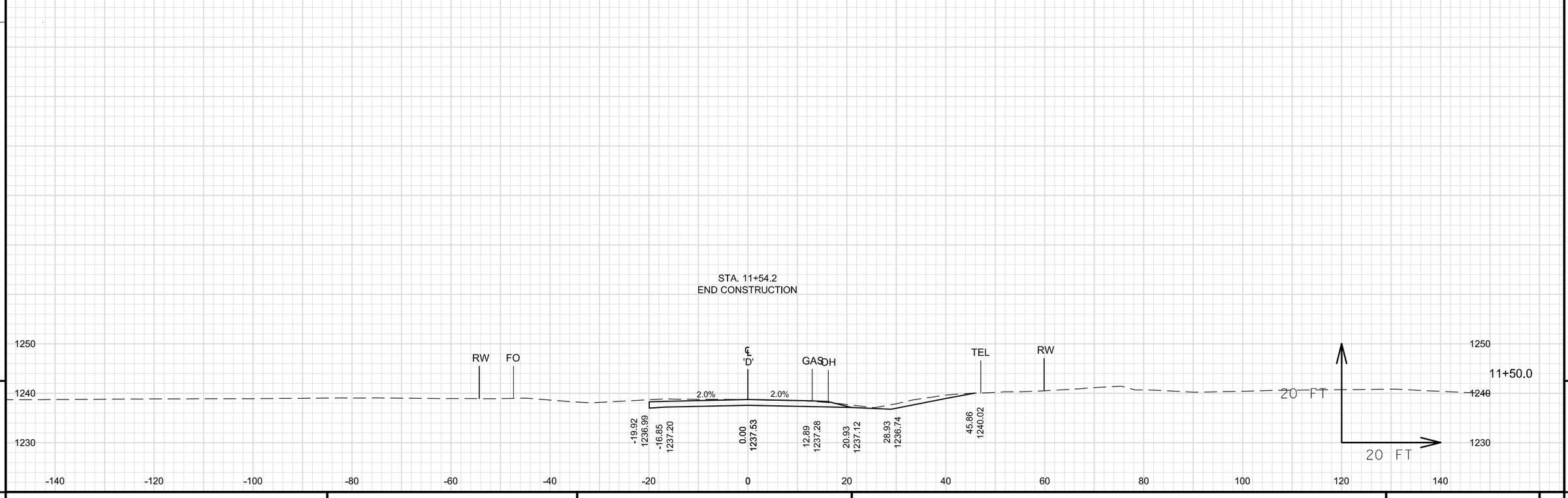


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: CTH D	SHEET 553	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090208_XS_CTH_D.DWG PLOT DATE : 9/9/2014 12:49 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF

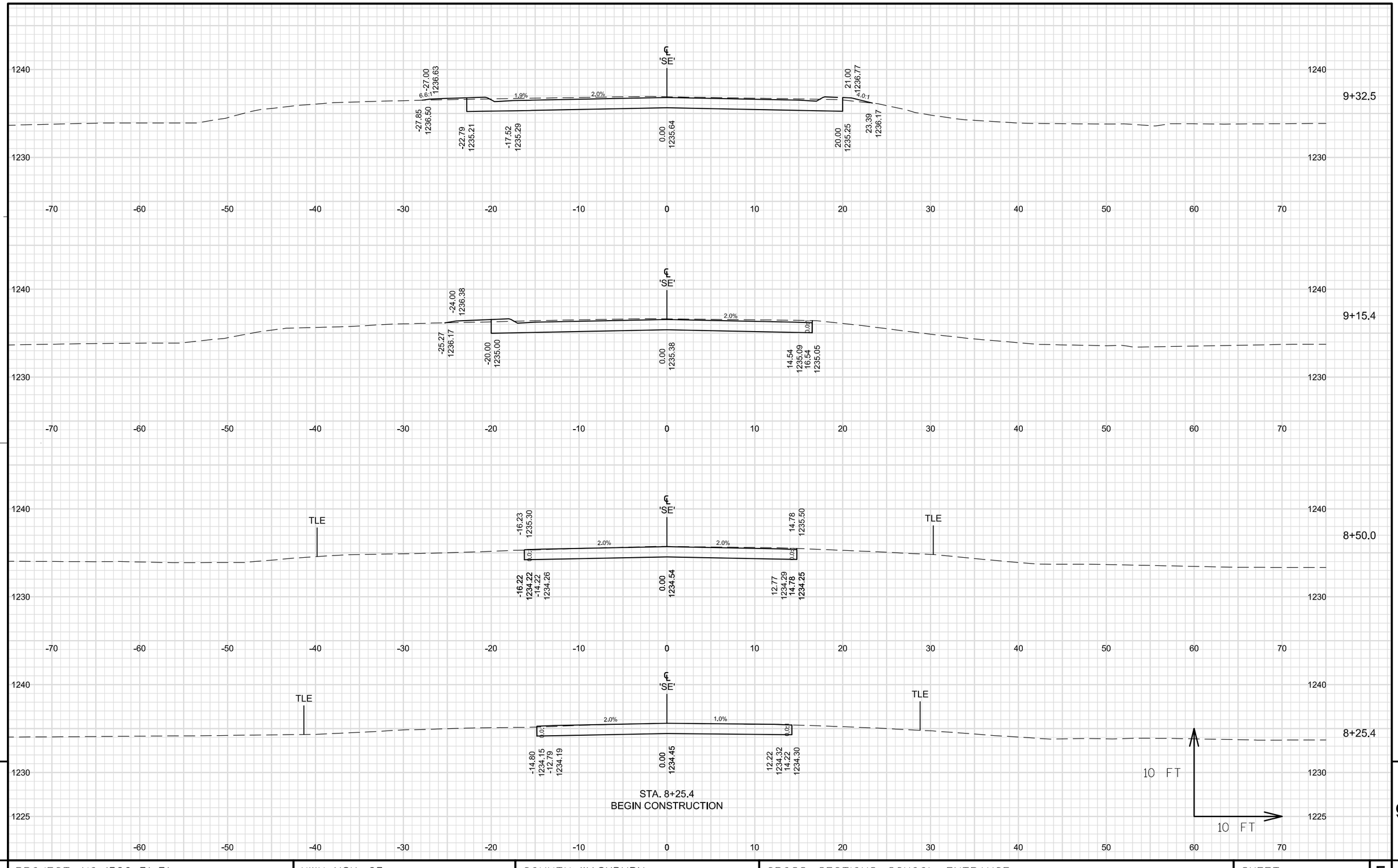
WISDOT/CADDS SHEET 49

STA. 11+54.2
END CONSTRUCTION



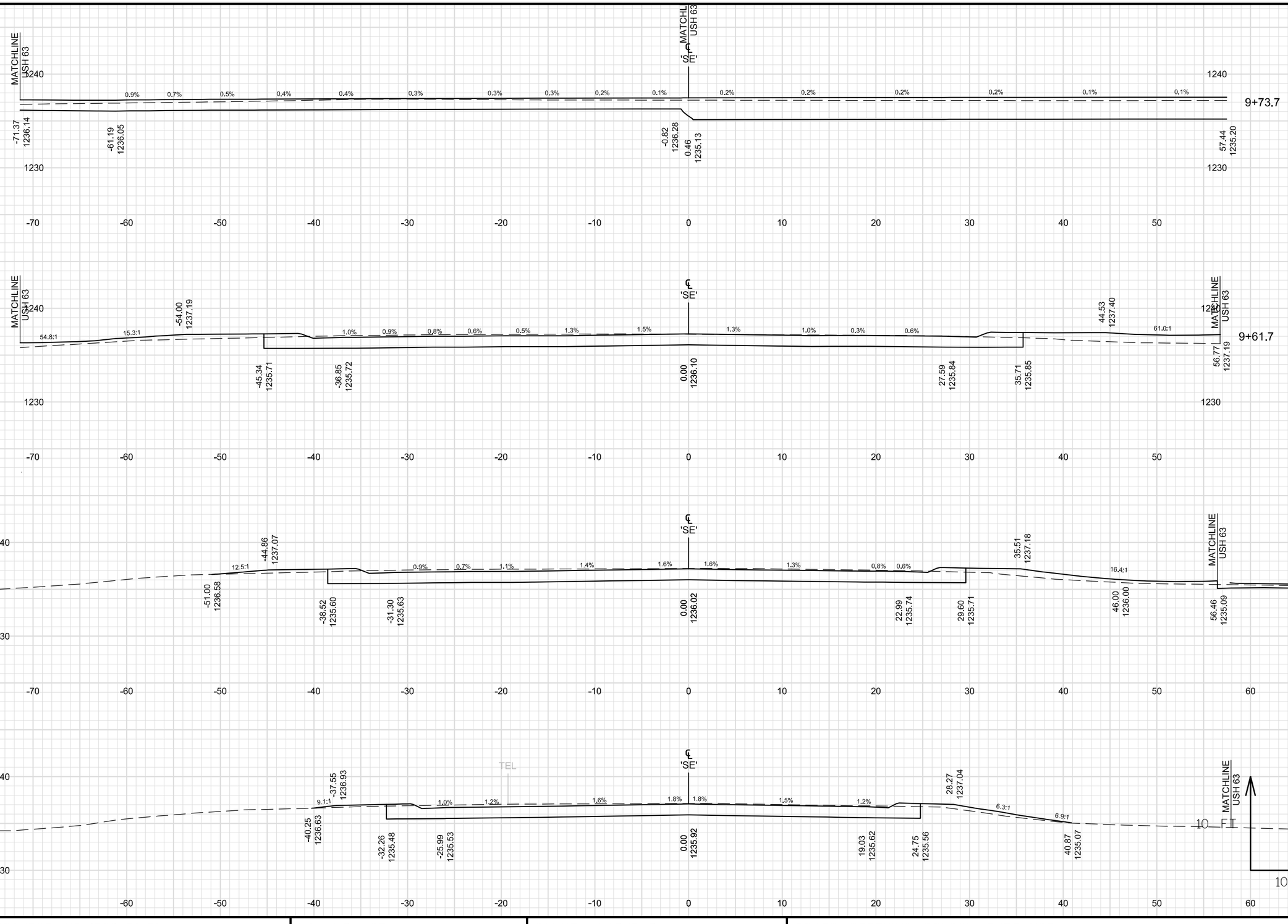
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: CTH D	SHEET 554	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090208_XS_CTH_D.DWG PLOT DATE : 9/9/2014 12:49 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SCHOOL ENTRANCE	SHEET 555 E

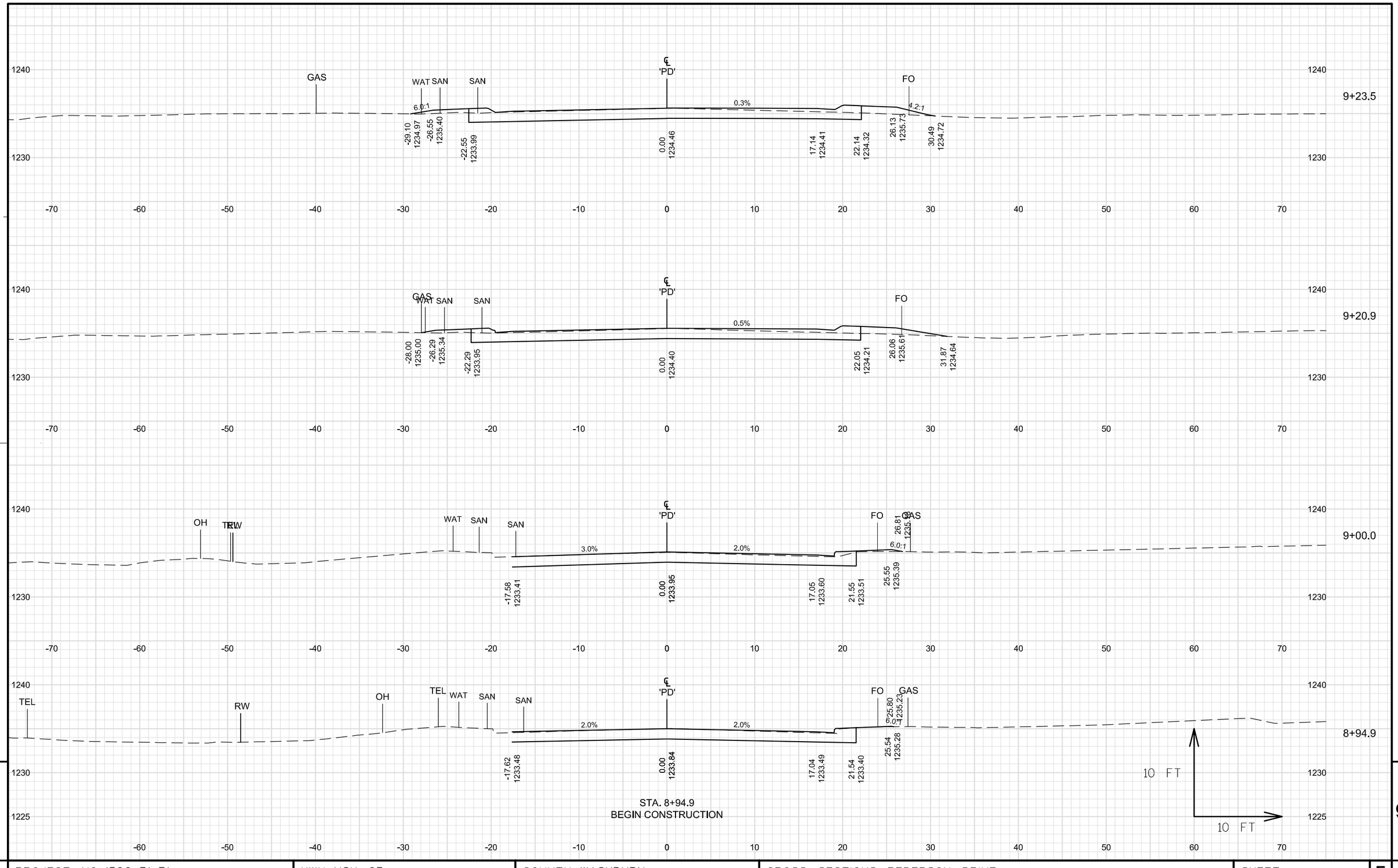
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090209_XS_SCHOOL_ENTRANCE.DWG PLOT DATE : 9/9/2014 1:20 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SCHOOL ENTRANCE	SHEET 556 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090209_XS_SCHOOL_ENTRANCE.DWG PLOT DATE : 9/9/2014 1:20 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

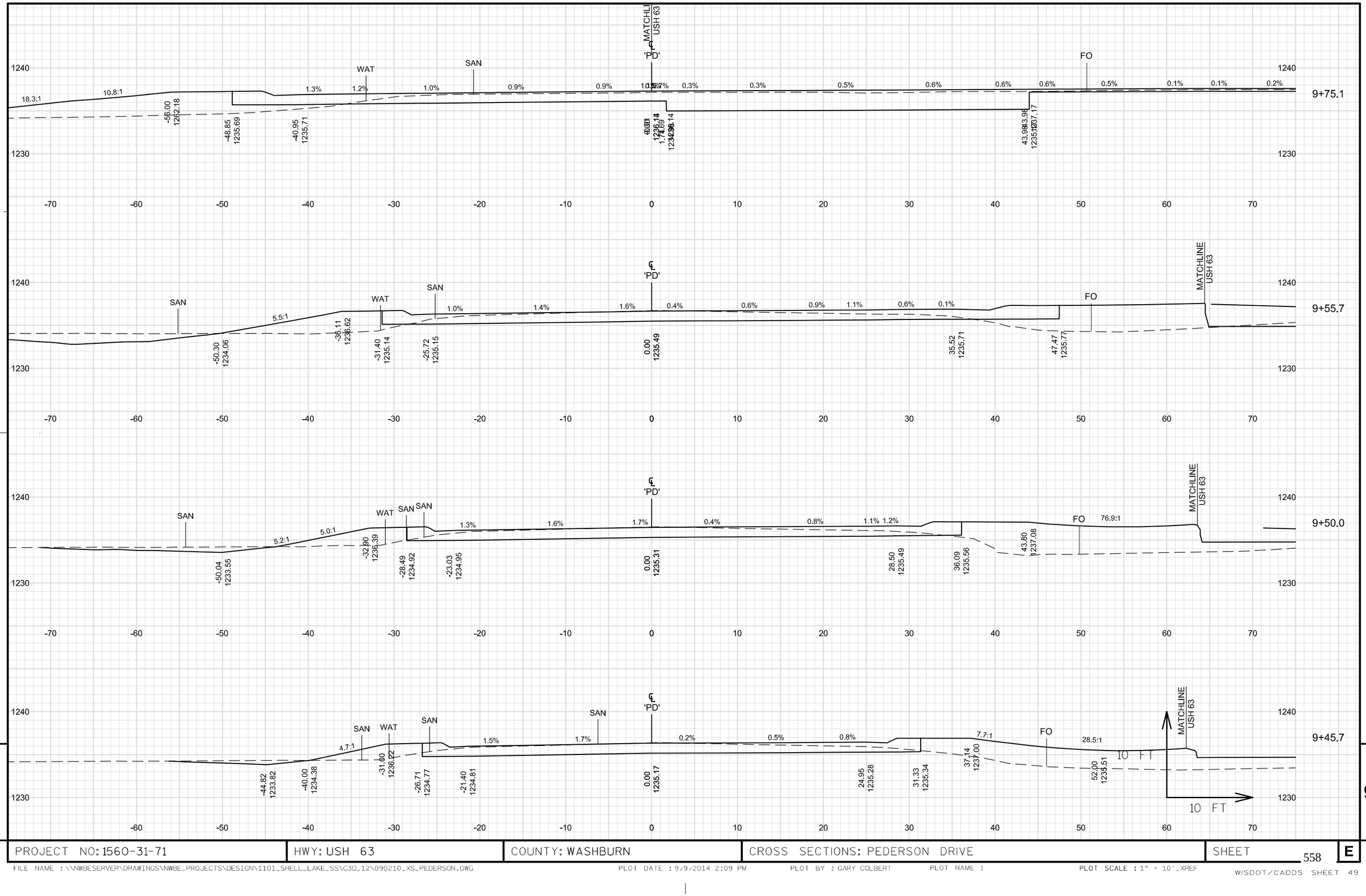


9

9

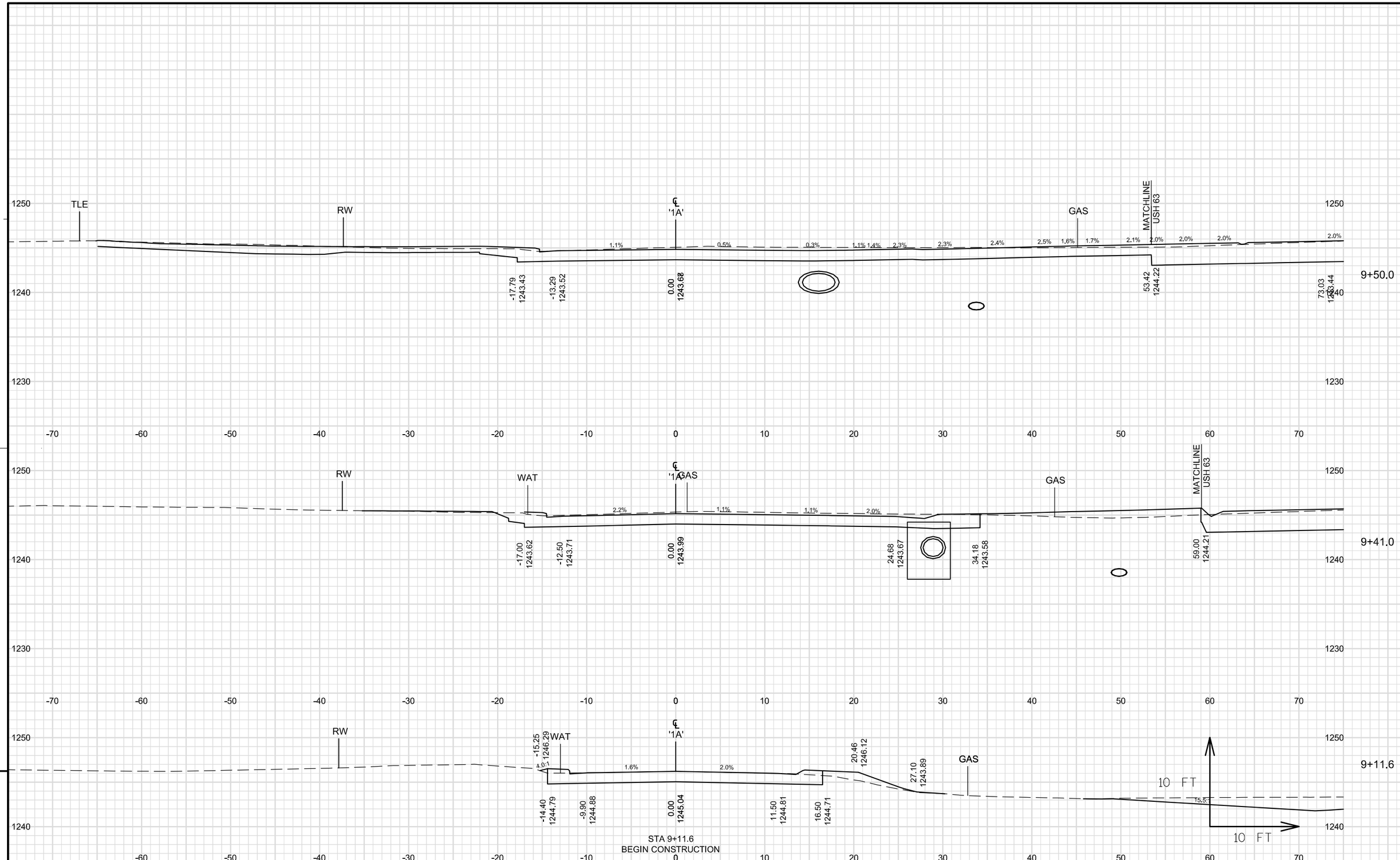
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PEDERSON DRIVE	SHEET 557	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090210_XS_PEDERSON.DWG PLOT DATE : 9/9/2014 2:09 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



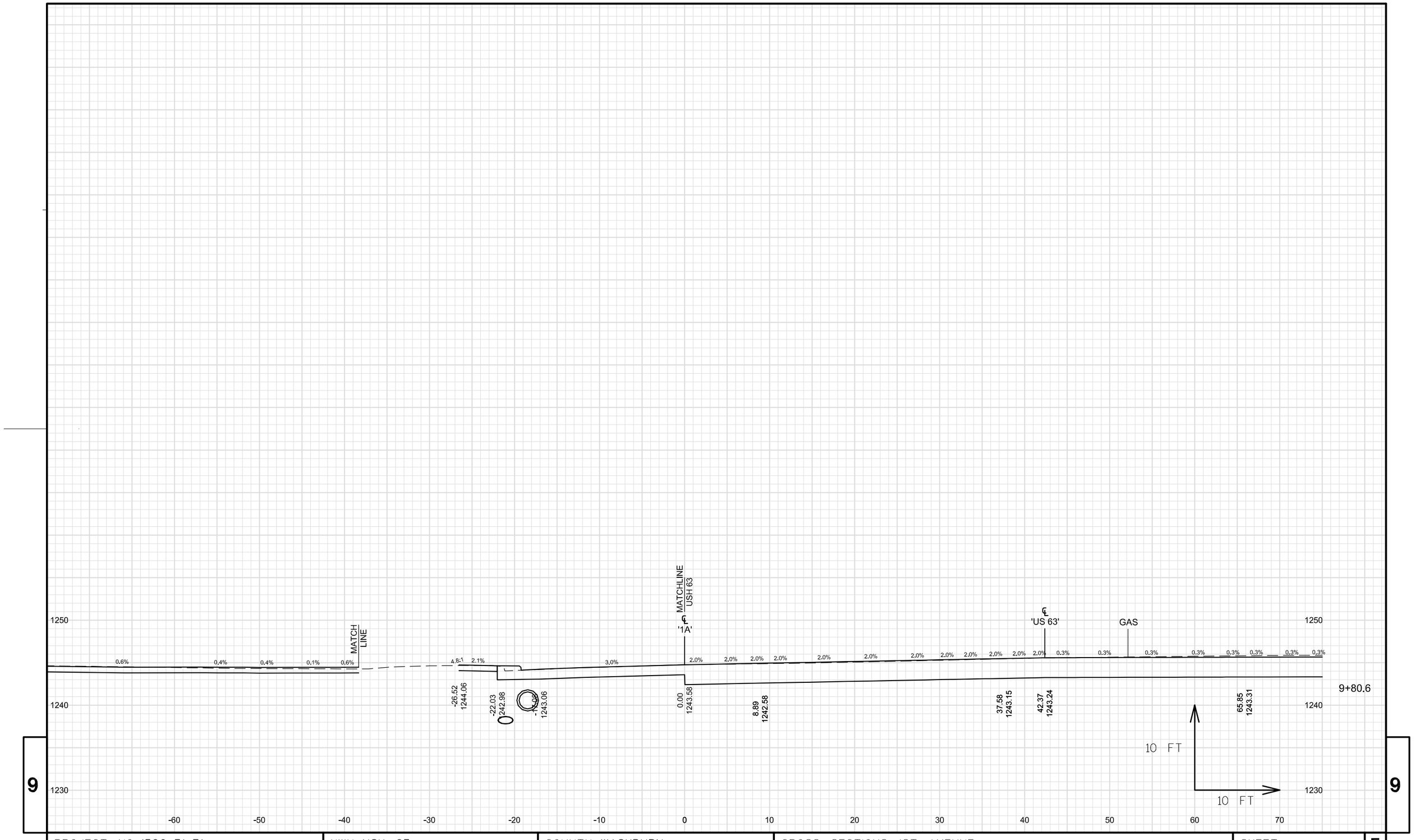
9 9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PEDERSON DRIVE	SHEET 558	E



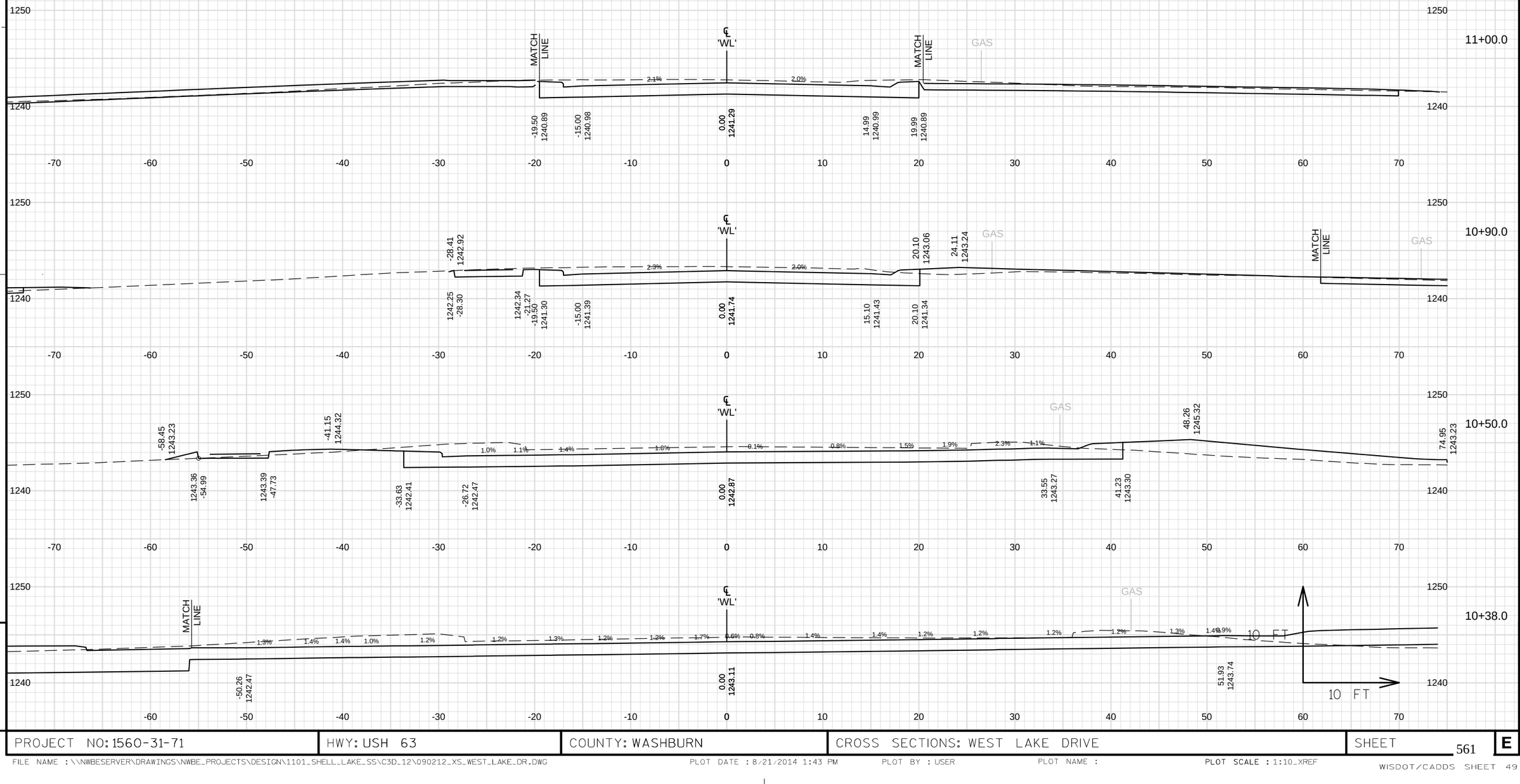
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 1ST AVENUE	SHEET 559	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 1ST AVENUE	SHEET 560	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090211_XS_1ST_AVE.DWG PLOT DATE : 8/22/2014 9:09 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



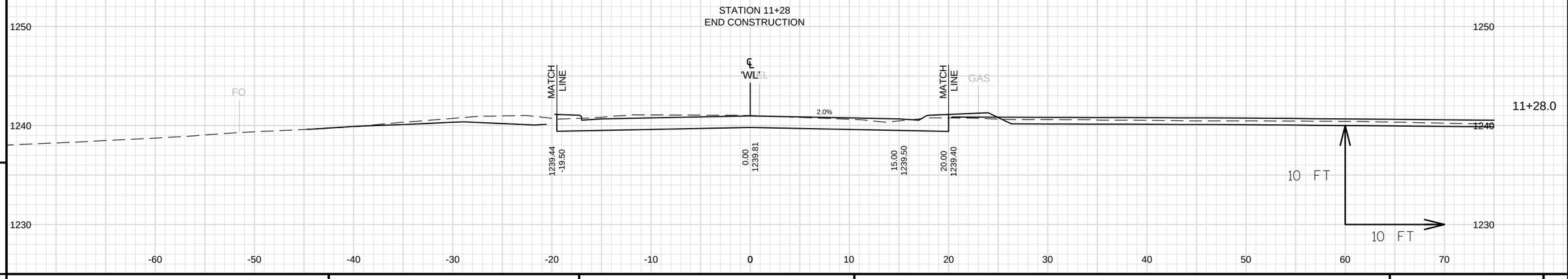
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9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: WEST LAKE DRIVE	SHEET 561	E

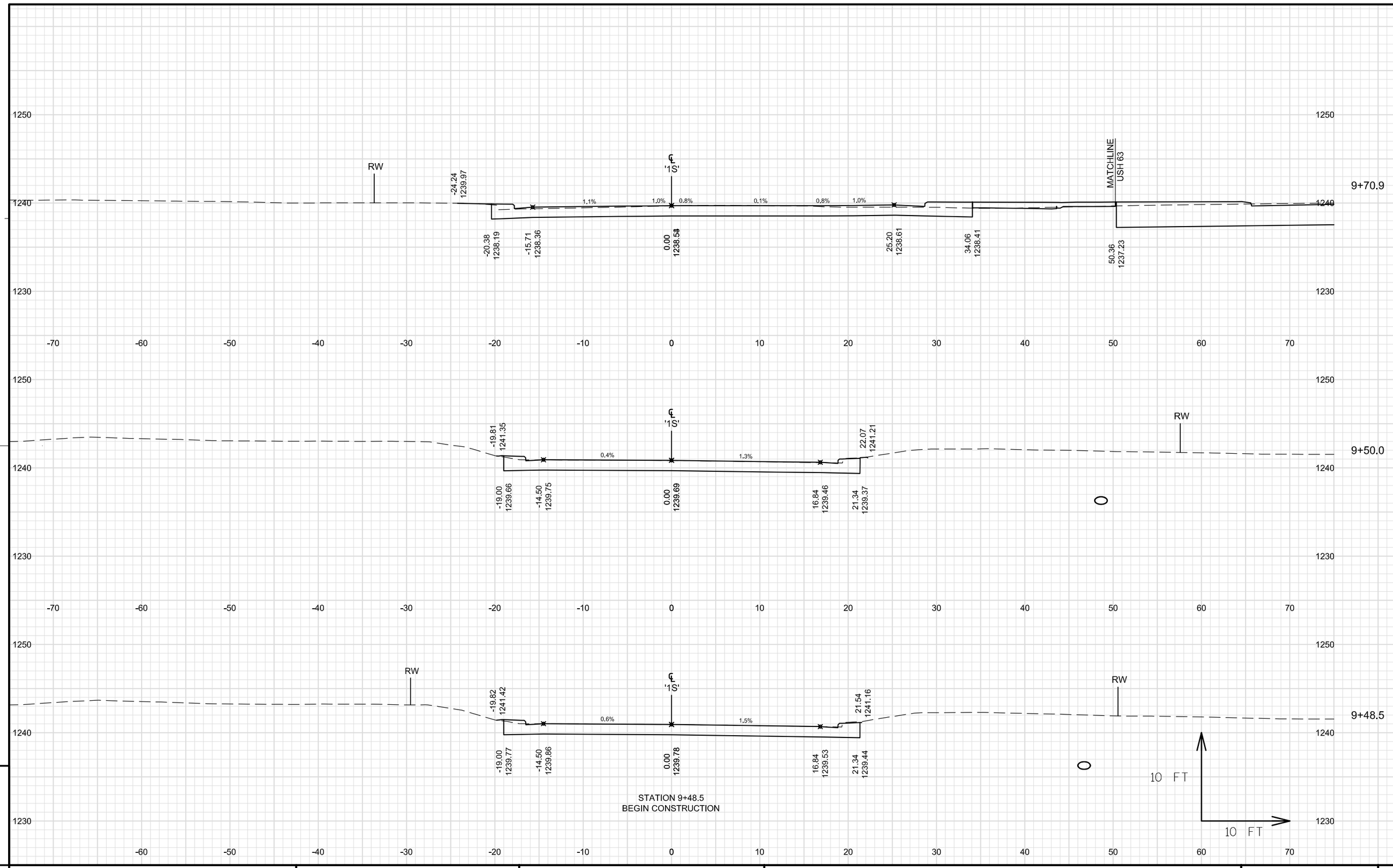
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PLOT DATE : 8/21/2014 1:43 PM
PLOT BY : USER
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

STATION 11+28
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: WEST LAKE DRIVE	SHEET 562	E

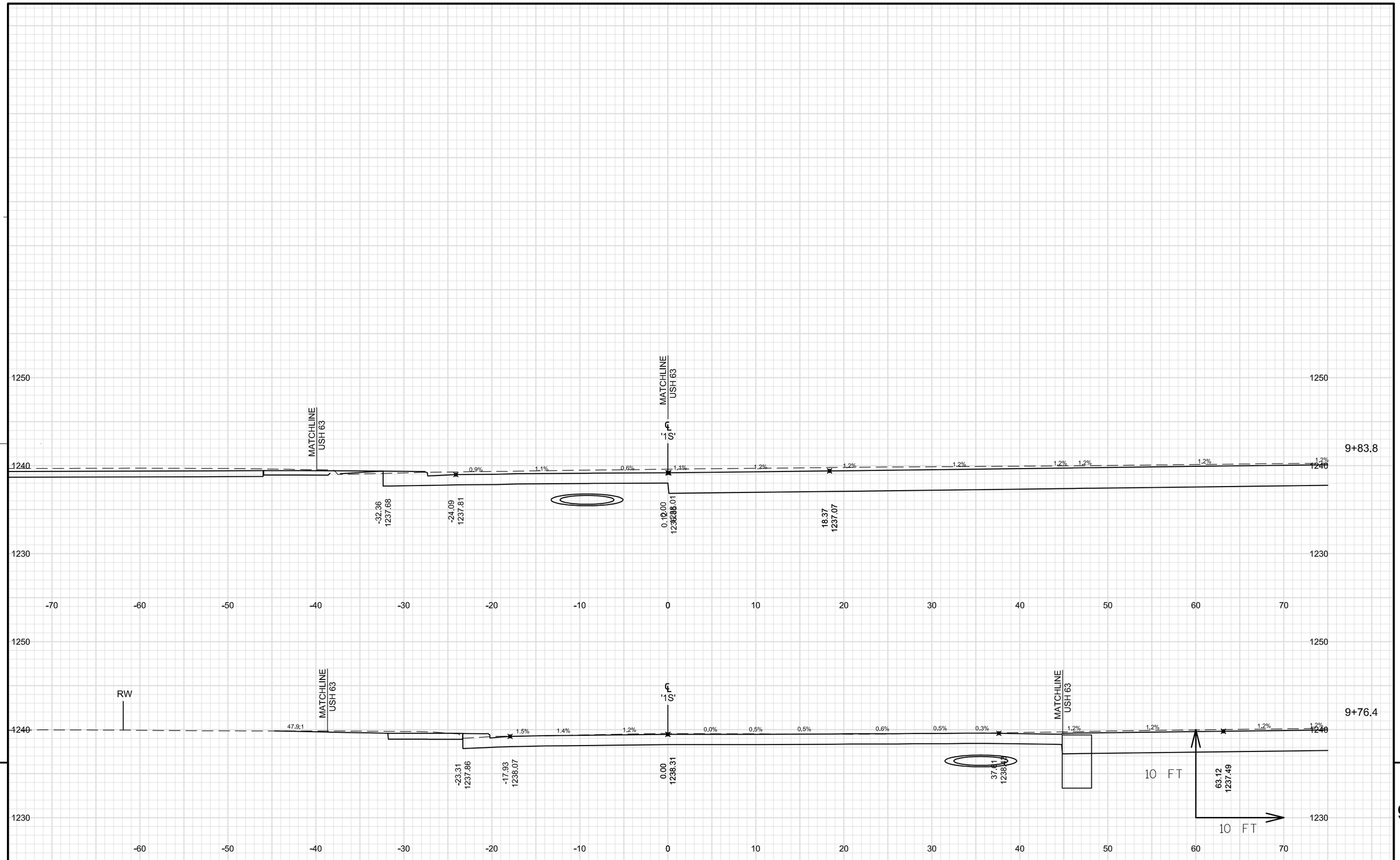
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090212_XS_WEST_LAKE_DR.DWG PLOT DATE : 8/21/2014 1:43 PM PLOT BY : USER PLOT NAME : PLOT SCALE : 1:10_XREF



STATION 9+48.5
BEGIN CONSTRUCTION

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 1ST STREET	SHEET 563 E

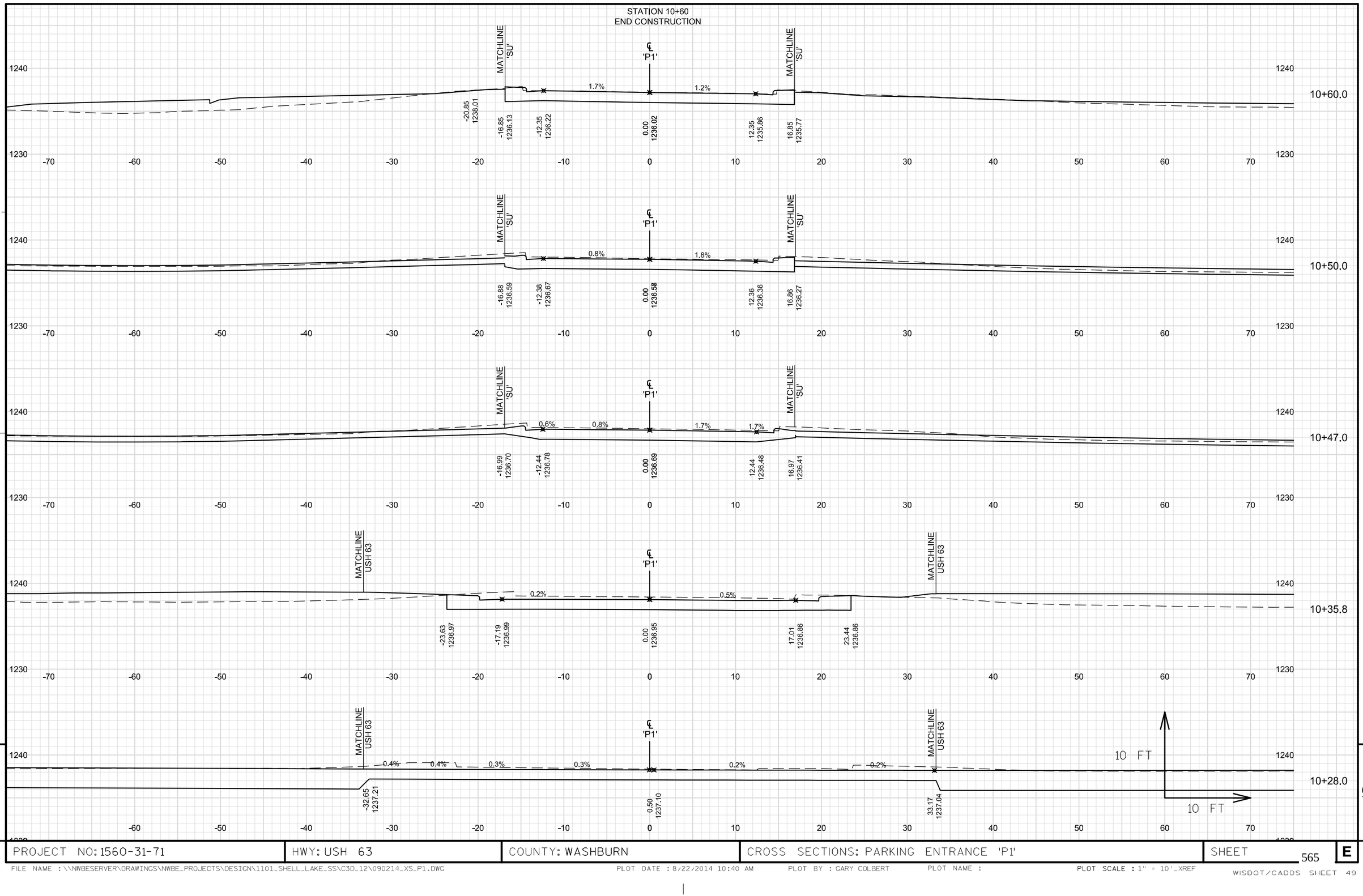
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 1ST STREET	SHEET 564	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090213_XS_1ST_STREET.DWG PLOT DATE : 8/22/2014 9:58 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

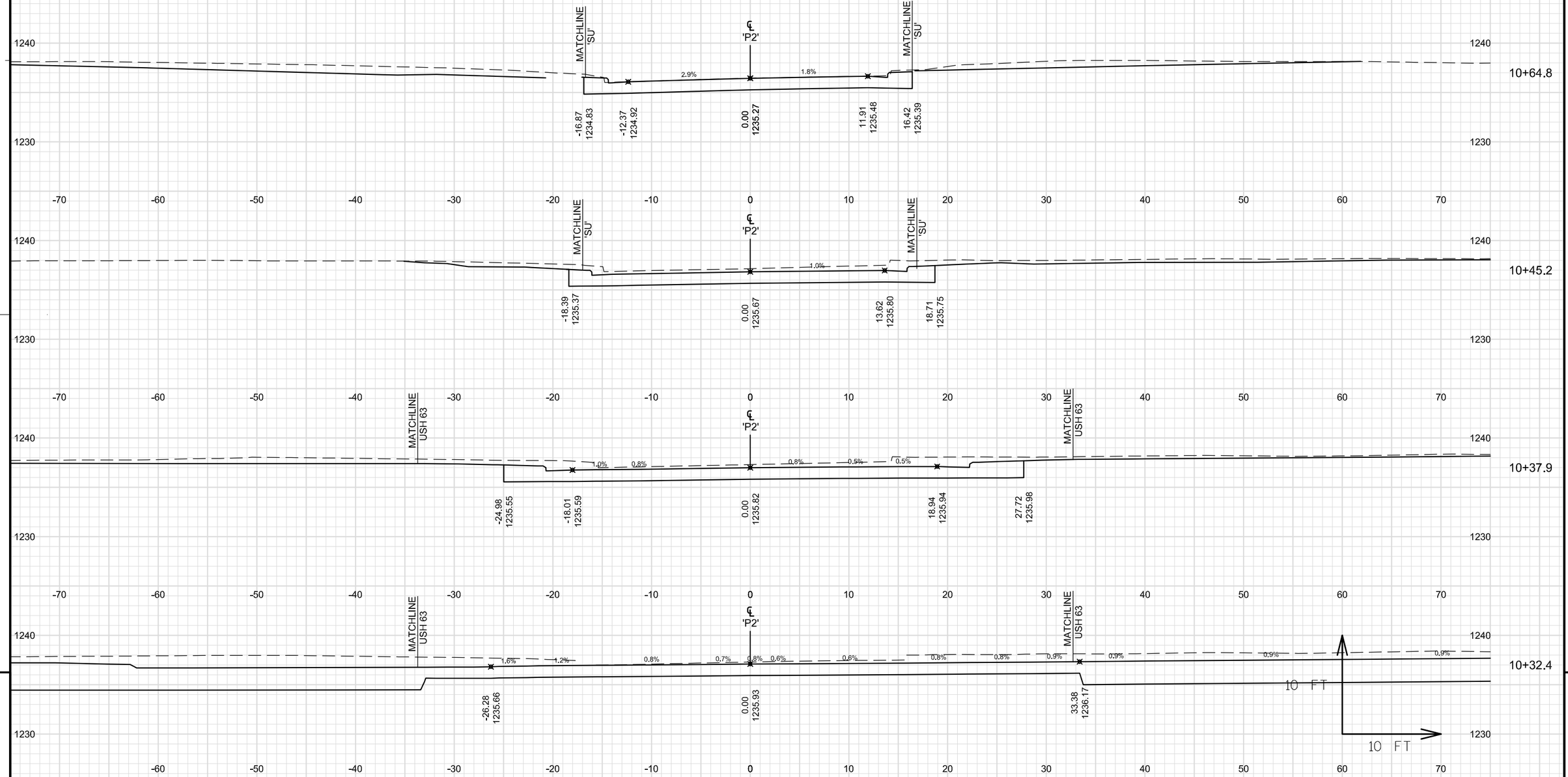
STATION 10+60
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P1'	SHEET 565	E

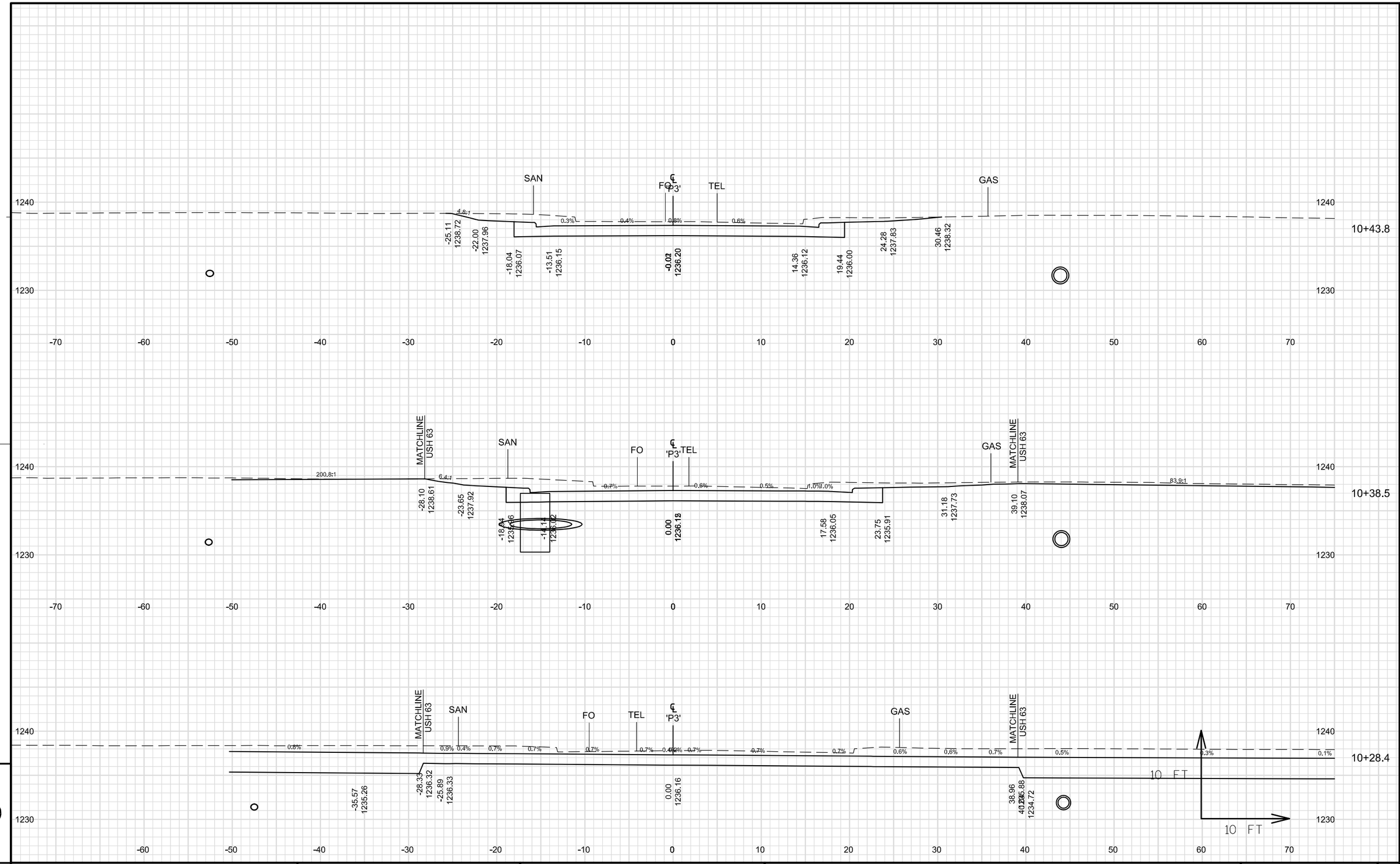
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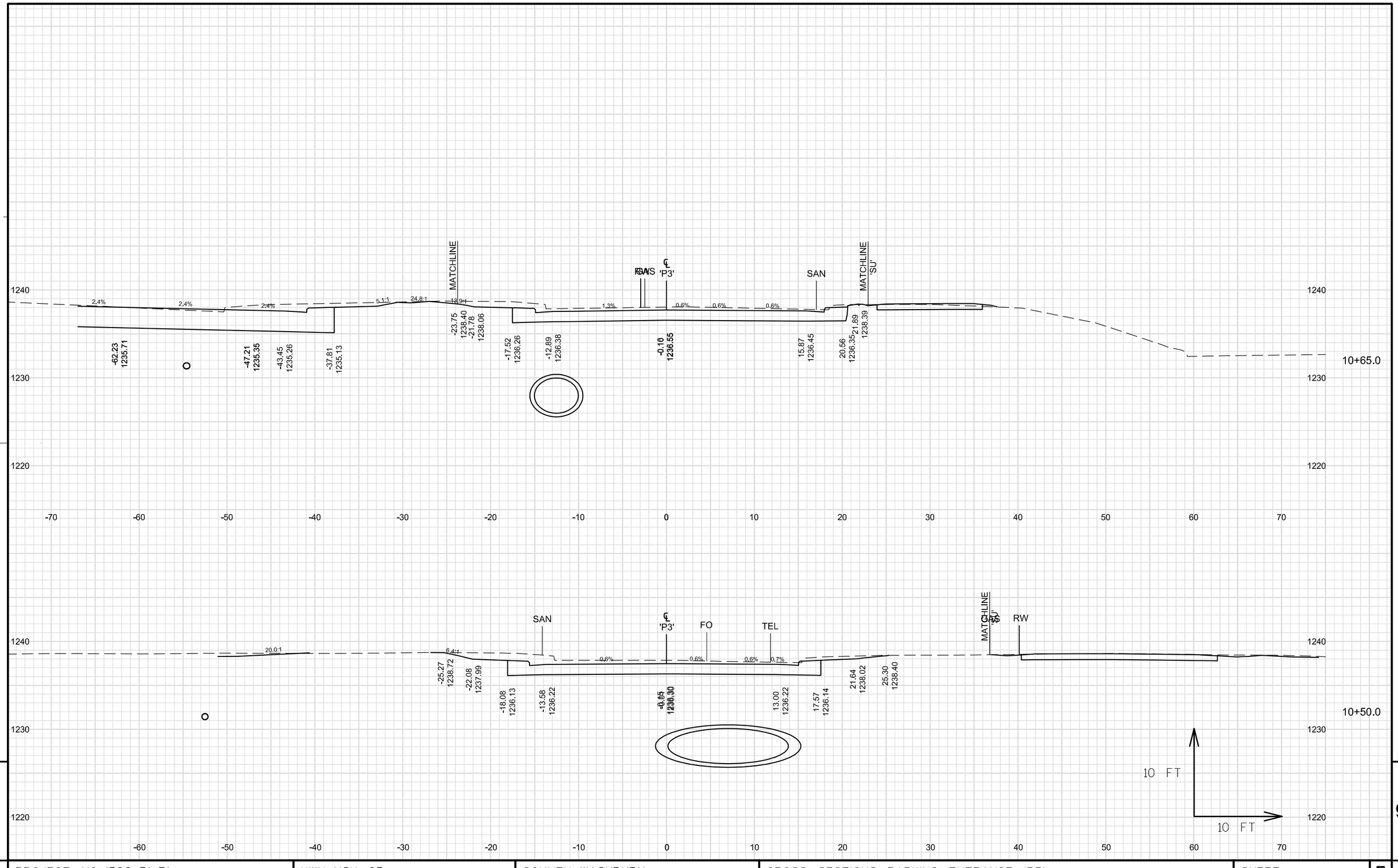
STATION 10+64.8
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P2'	SHEET 566	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090214_XS_P2.DWG PLOT DATE : 8/22/2014 11:09 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

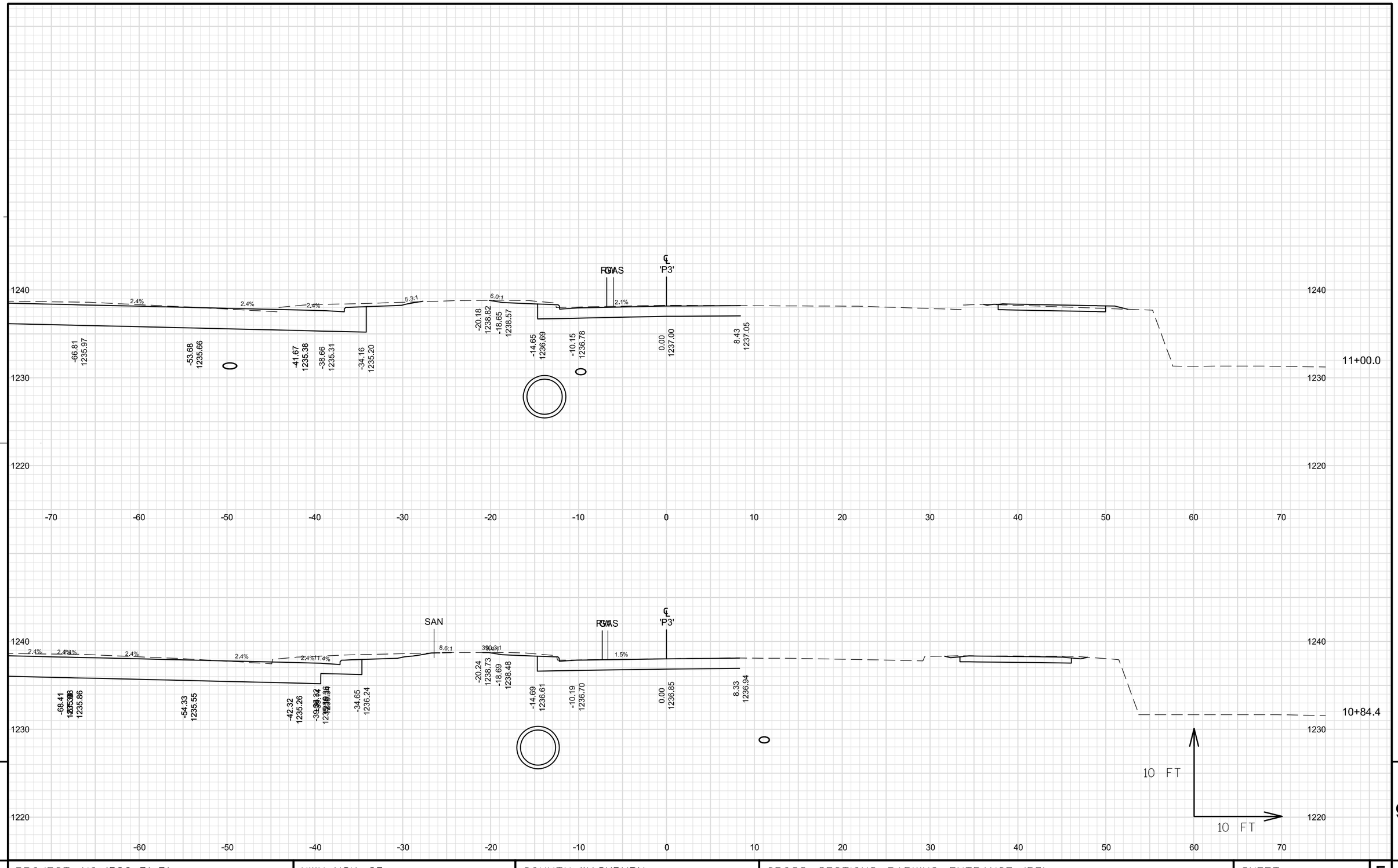

SAN
FO
'P3'
TEL
GAS
1240
1230
10+43.8
-25.11 1238.72
-22.00 1237.96
-18.04 1236.07
-13.51 1236.15
-0.02 1236.20
14.36 1236.12
19.44 1236.00
24.28 1237.83
30.46 1238.32
0.3%
0.4%
0.8%
0.6%
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
MATCHLINE USH 63
200.8:1
6.4:1
83.9:1
0.7%
0.6%
0.5%
1.0%
-28.10 1238.61
-23.65 1237.92
0.00 1236.13
17.58 1236.05
23.75 1235.91
31.18 1237.73
39.10 1238.07
10+38.5
0.8%
0.9%
0.4%
0.7%
0.6%
0.3%
0.1%
-28.33 1236.32
-25.89 1236.33
-35.57 1235.26
0.00 1236.16
38.96 1235.88
1234.72
10 FT
10+28.4
9
PROJECT NO: 1560-31-71
HWY: USH 63
COUNTY: WASHBURN
CROSS SECTIONS: PARKING ENTRANCE 'P3'
SHEET
567
E
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090216_XS_P3.DWG
PLOT DATE : 8/25/2014 8:43 AM
PLOT BY : GARY COLBERT
PLOT NAME :
PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P3'	SHEET 568 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090216_XS_P3.DWG PLOT DATE : 8/25/2014 8:43 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



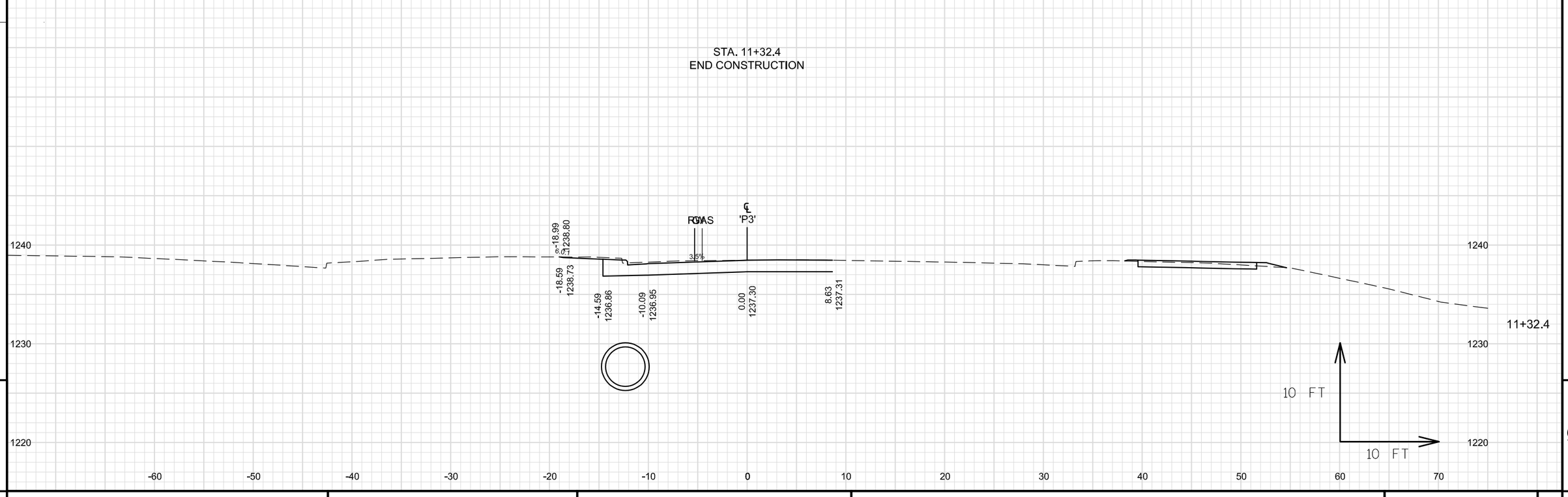
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P3'	SHEET 569	E

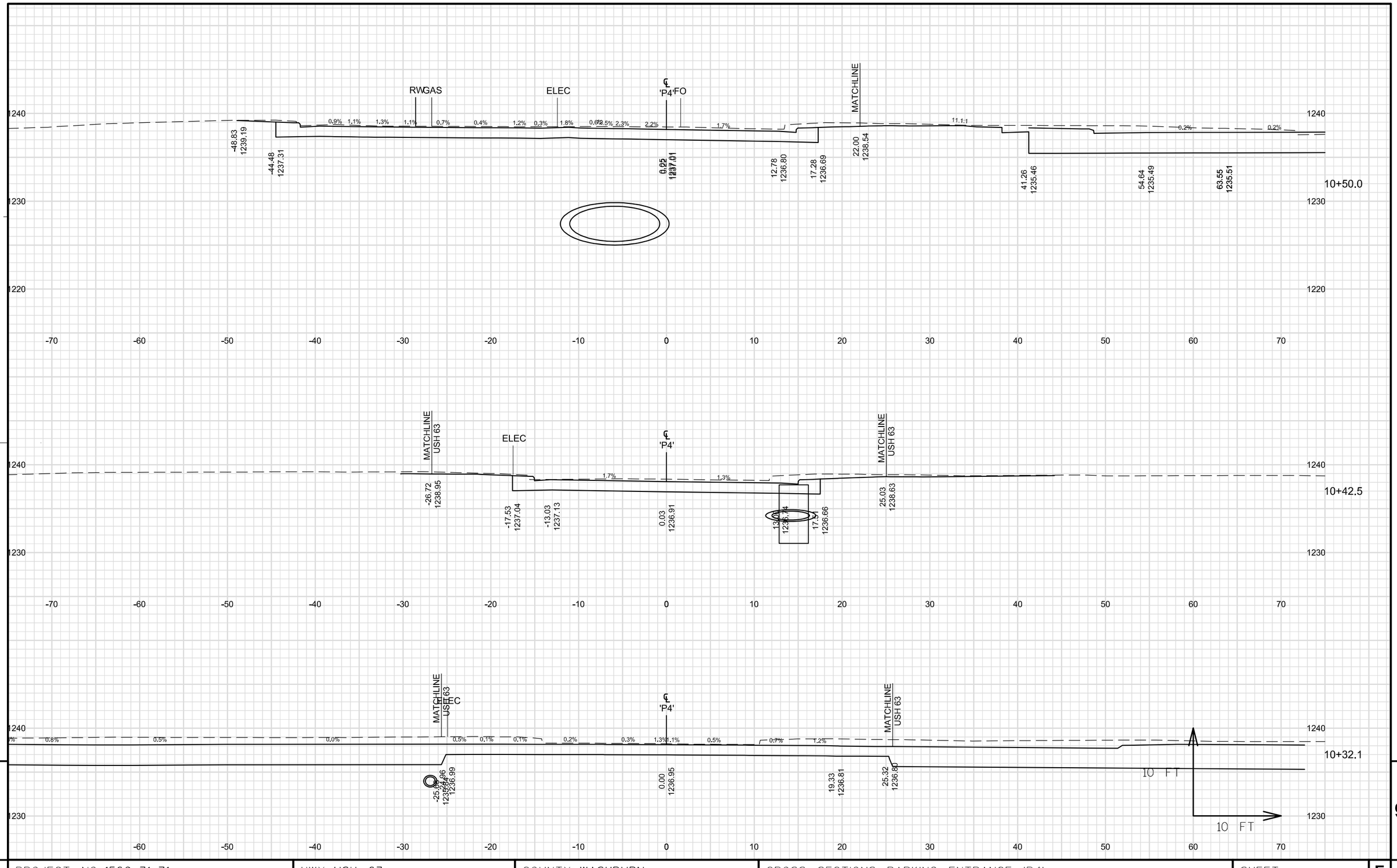
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STA. 11+32.4
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P3'	SHEET 570	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090216_XS_P3.DWG PLOT DATE : 8/25/2014 8:43 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

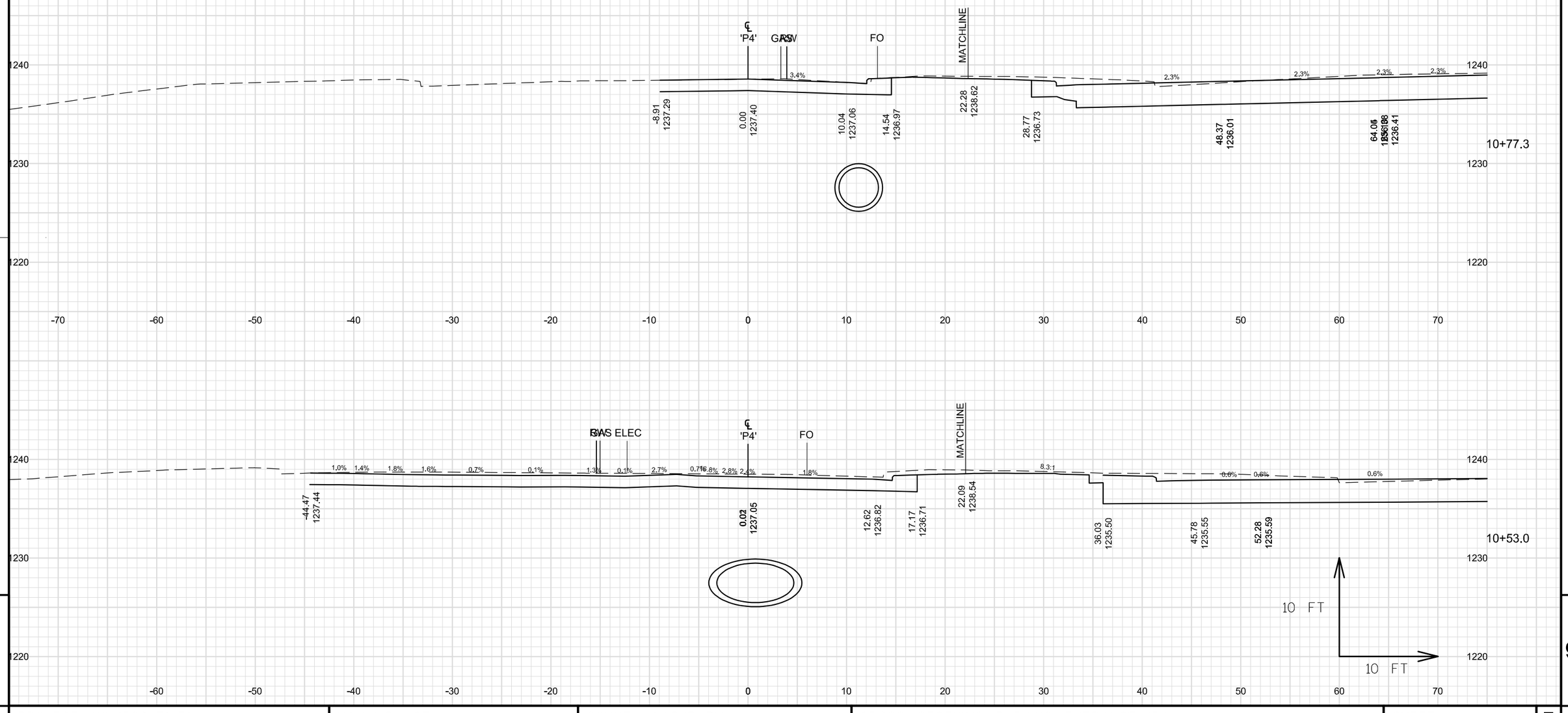


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P4'	SHEET 571	E

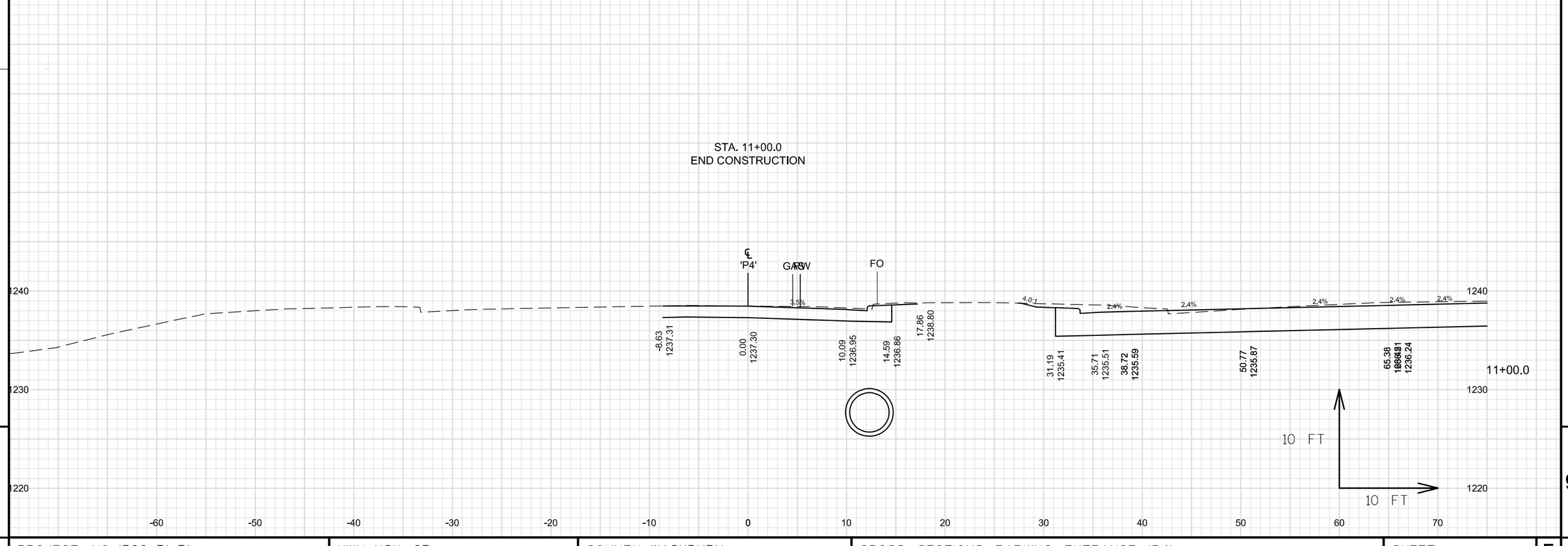
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090217_XS_P4.DWG PLOT DATE : 8/25/2014 11:02 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P4'	SHEET 572	E

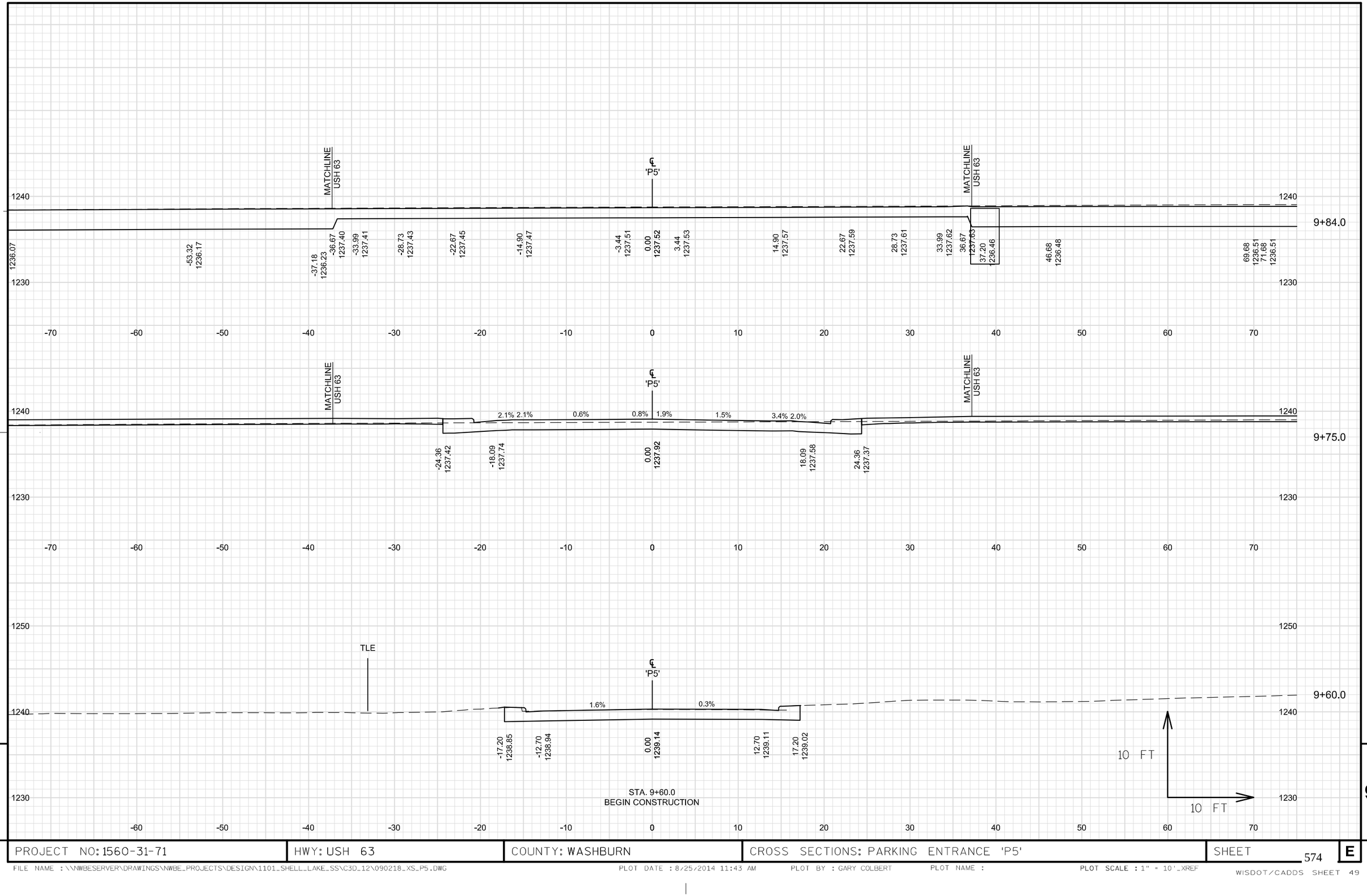
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STA. 11+00.0
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P4'	SHEET 573	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090217_XS_P4.DWG PLOT DATE : 8/25/2014 11:03 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

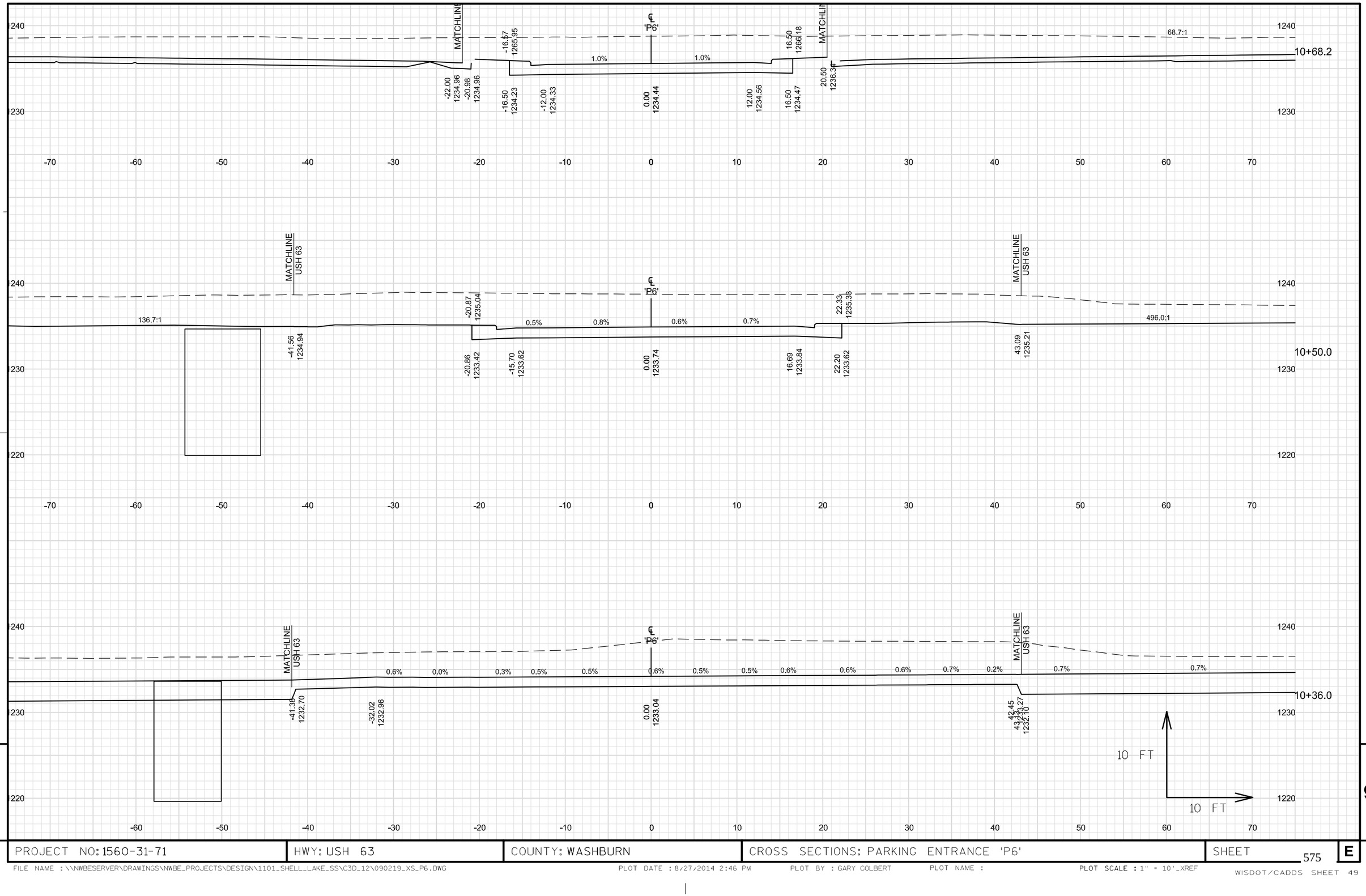


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P5'	SHEET 574	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090218_XS_P5.DWG PLOT DATE : 8/25/2014 11:43 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



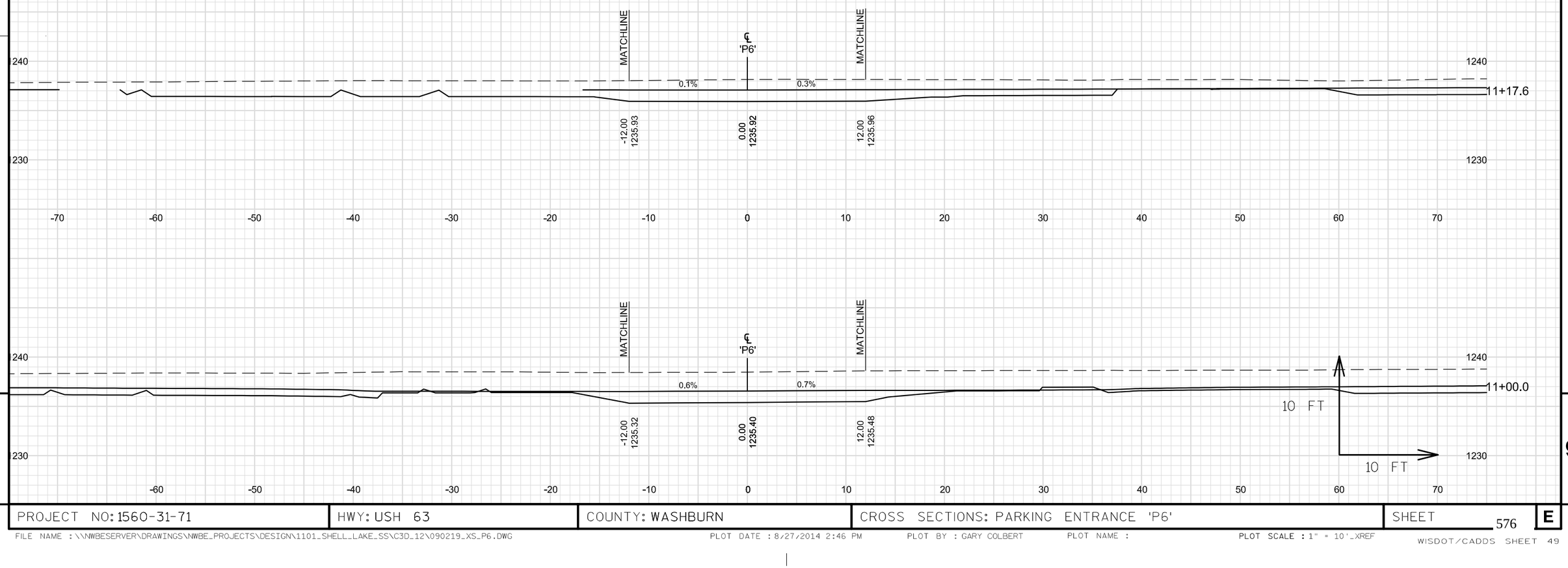
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P6'	SHEET 575	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090219_XS_P6.DWG PLOT DATE : 8/27/2014 2:46 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

STA. 11+19.0
END CONSTRUCTION

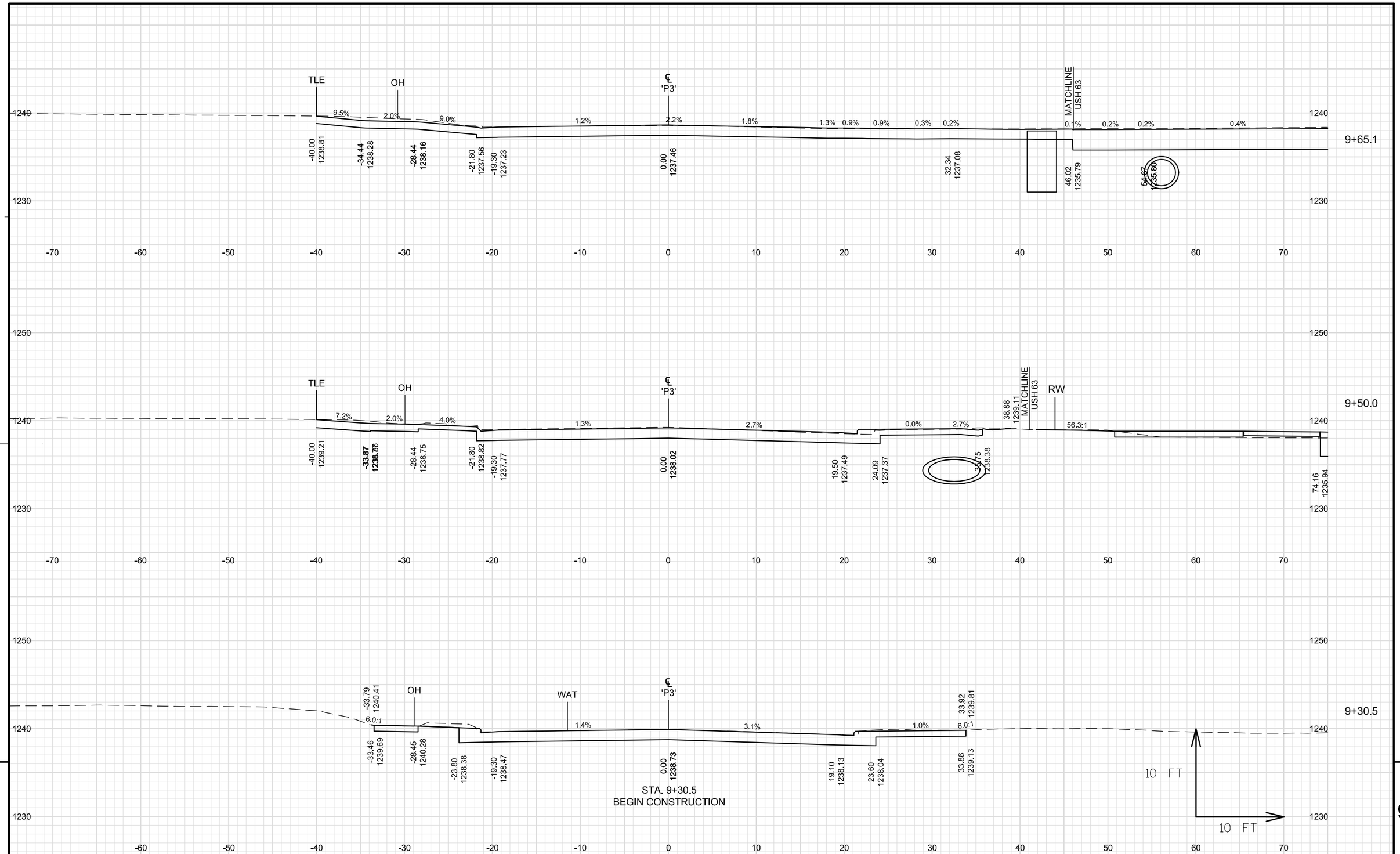


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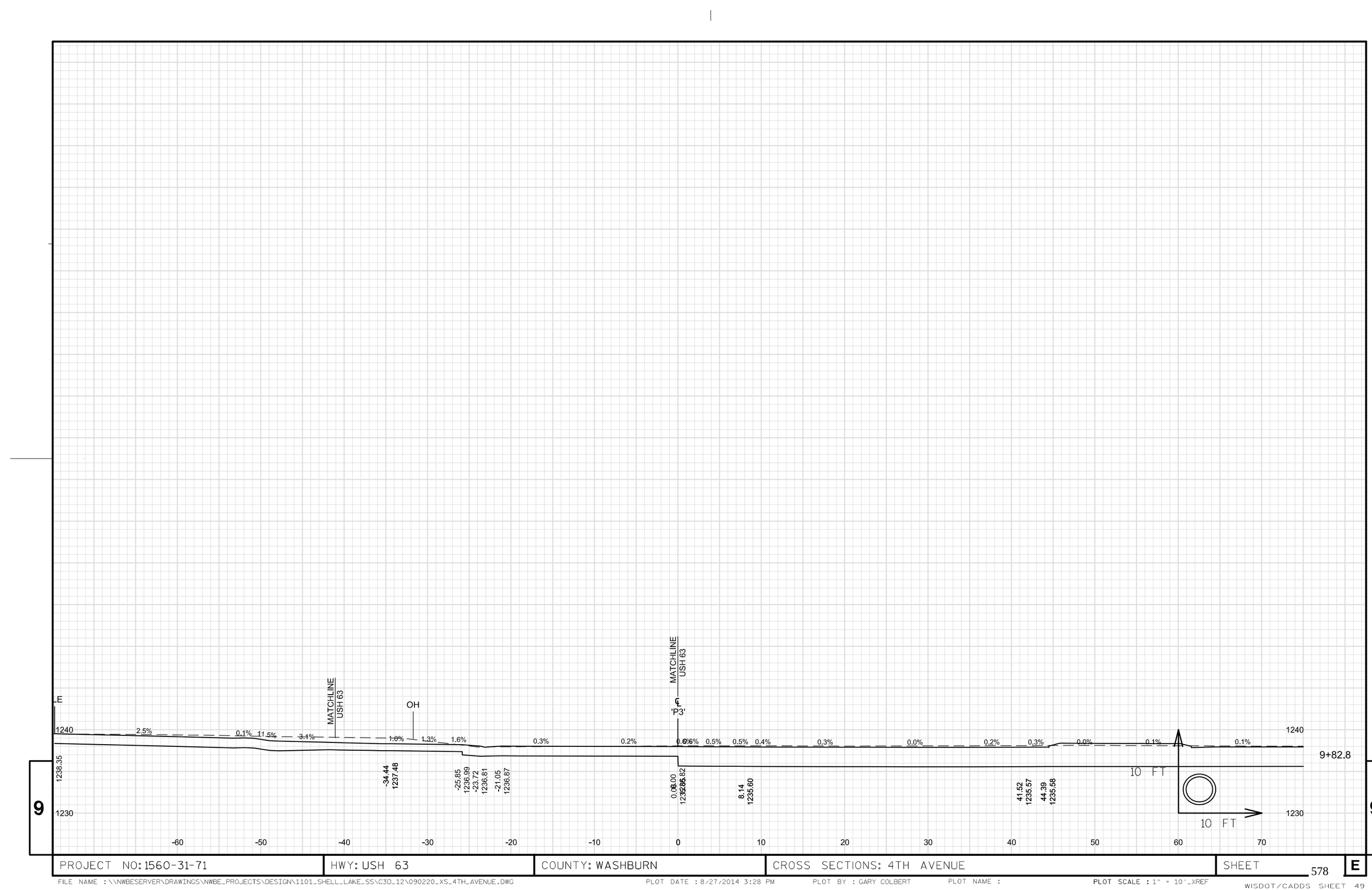
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PARKING ENTRANCE 'P6'	SHEET 576	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090219_XS_P6.DWG PLOT DATE : 8/27/2014 2:46 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 4TH AVENUE	SHEET 577	E

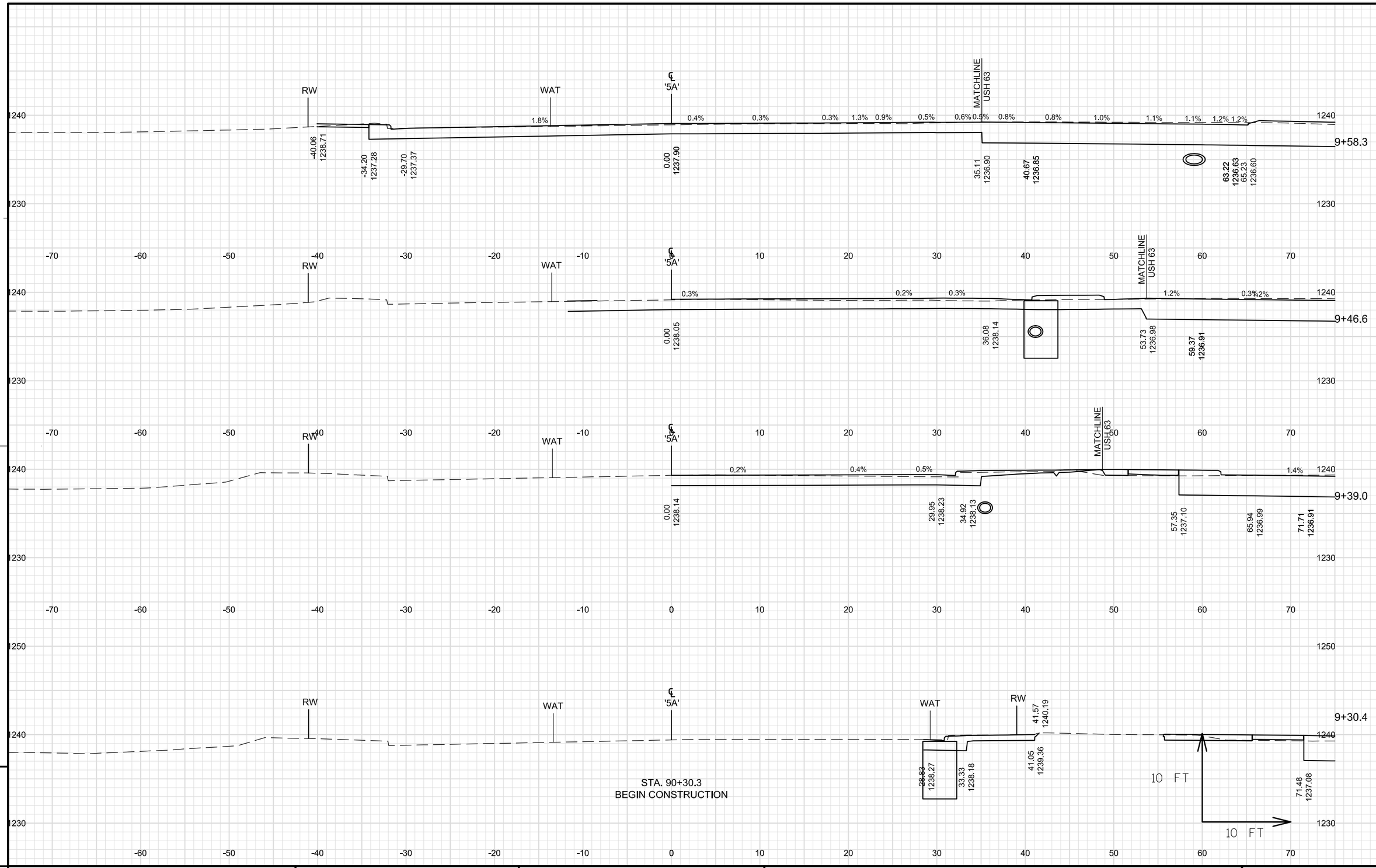
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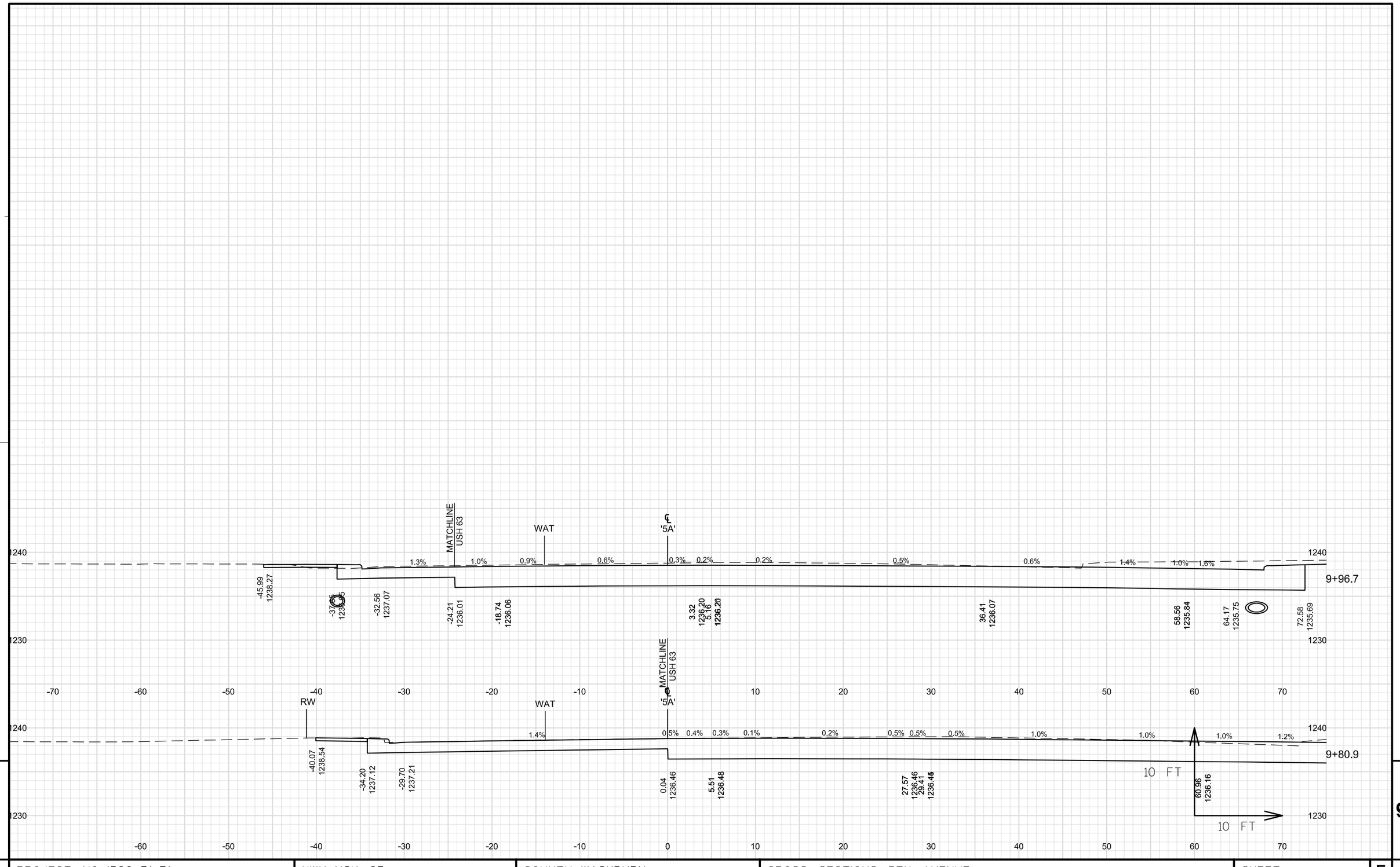
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 4TH AVENUE	SHEET 578	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090220_XS_4TH_AVENUE.DWG PLOT DATE : 8/27/2014 3:28 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

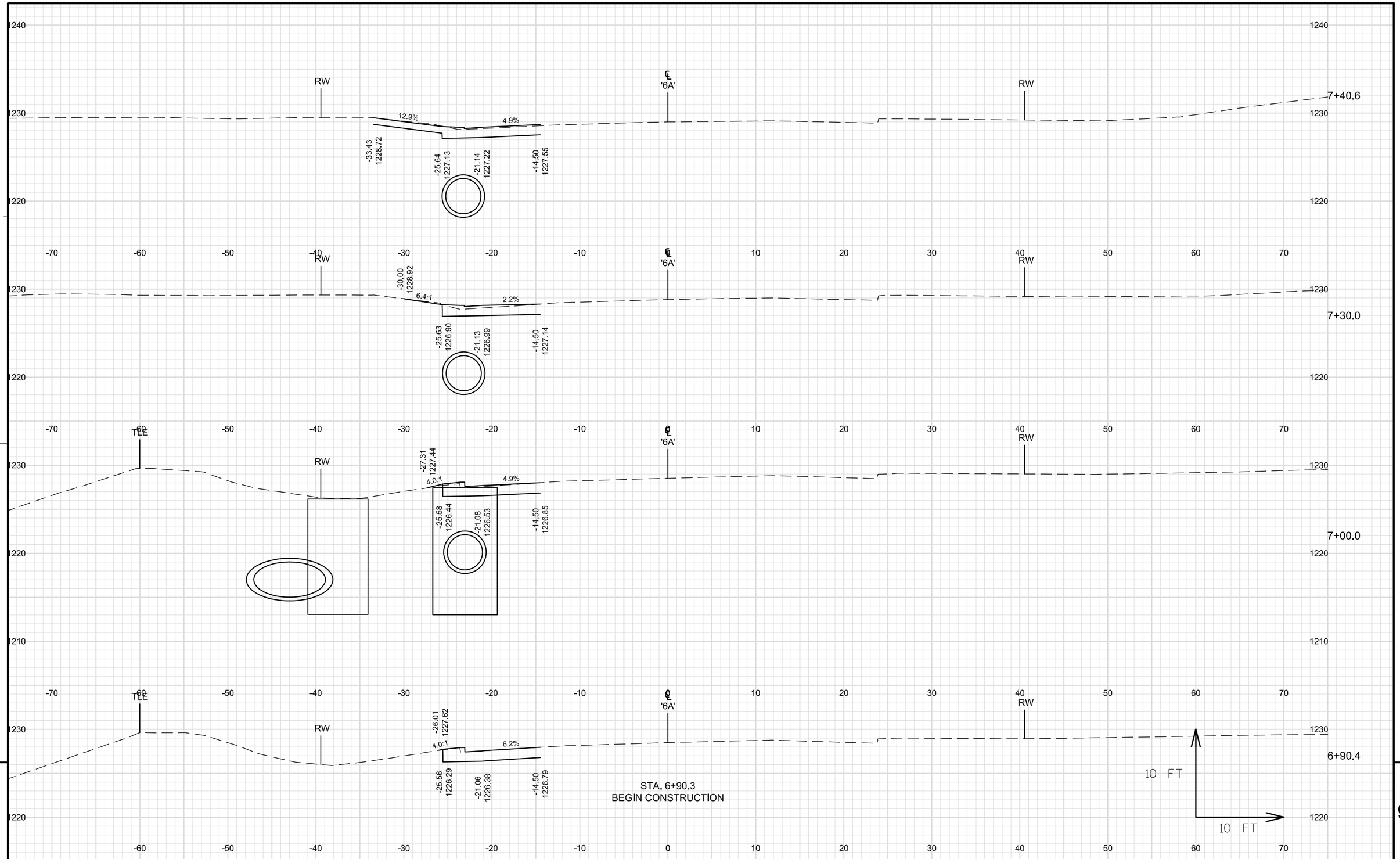


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 5TH AVENUE	SHEET 579 E



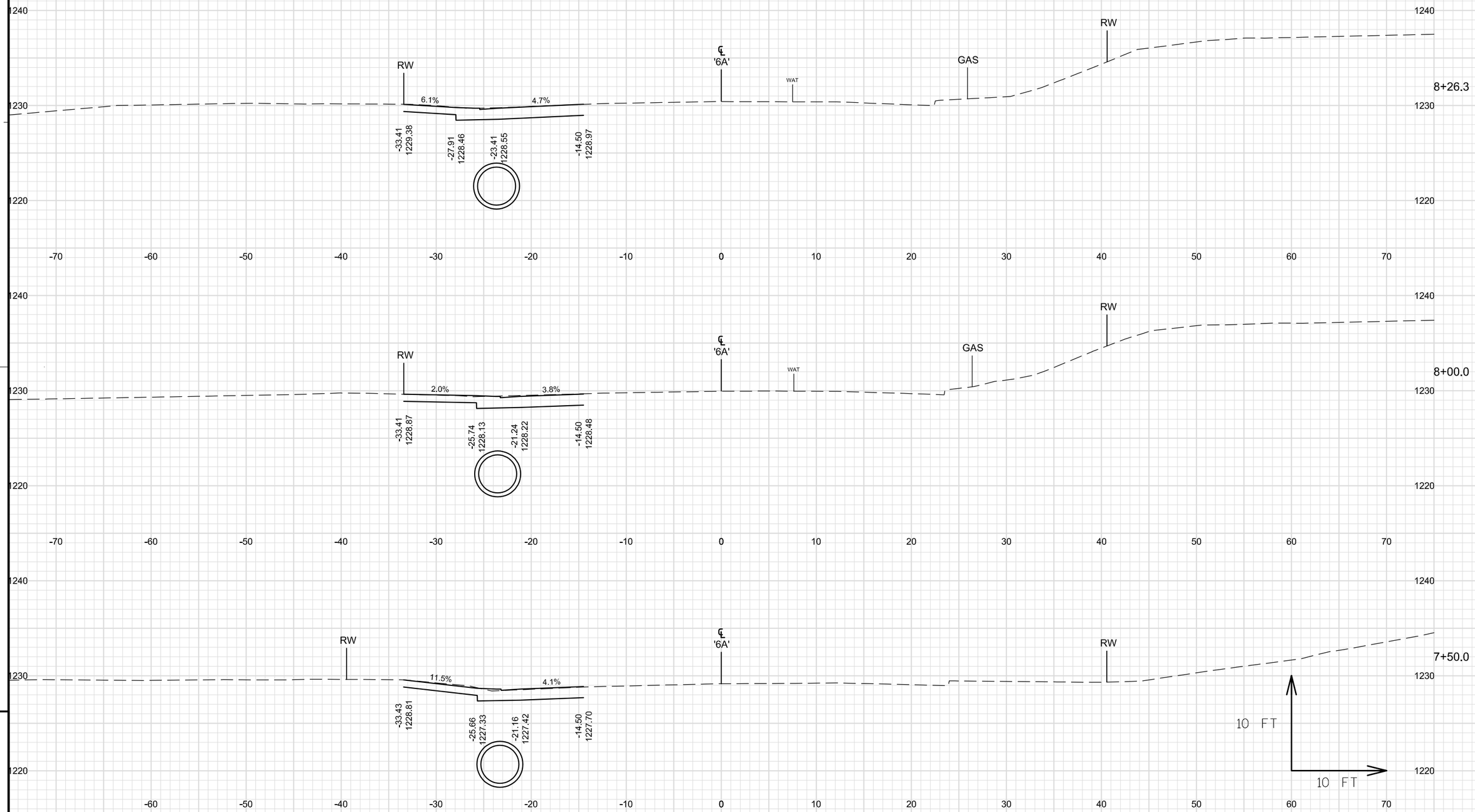
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 5TH AVENUE	SHEET 580	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090221_XS_5TH_AVENUE.DWG PLOT DATE : 8/28/2014 8:24 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 6TH AVENUE	SHEET 581	E

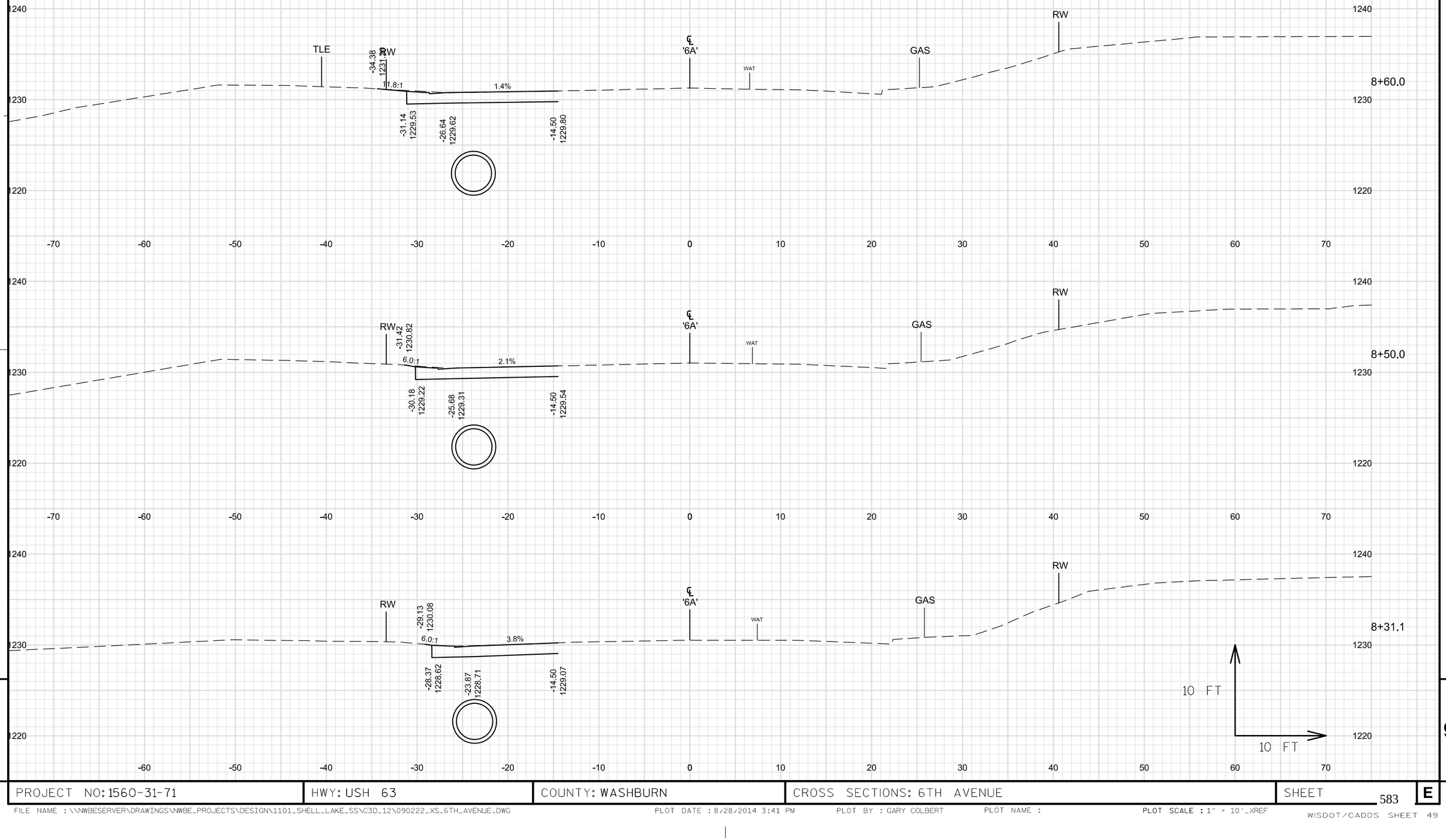
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9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 6TH AVENUE	SHEET 582	E



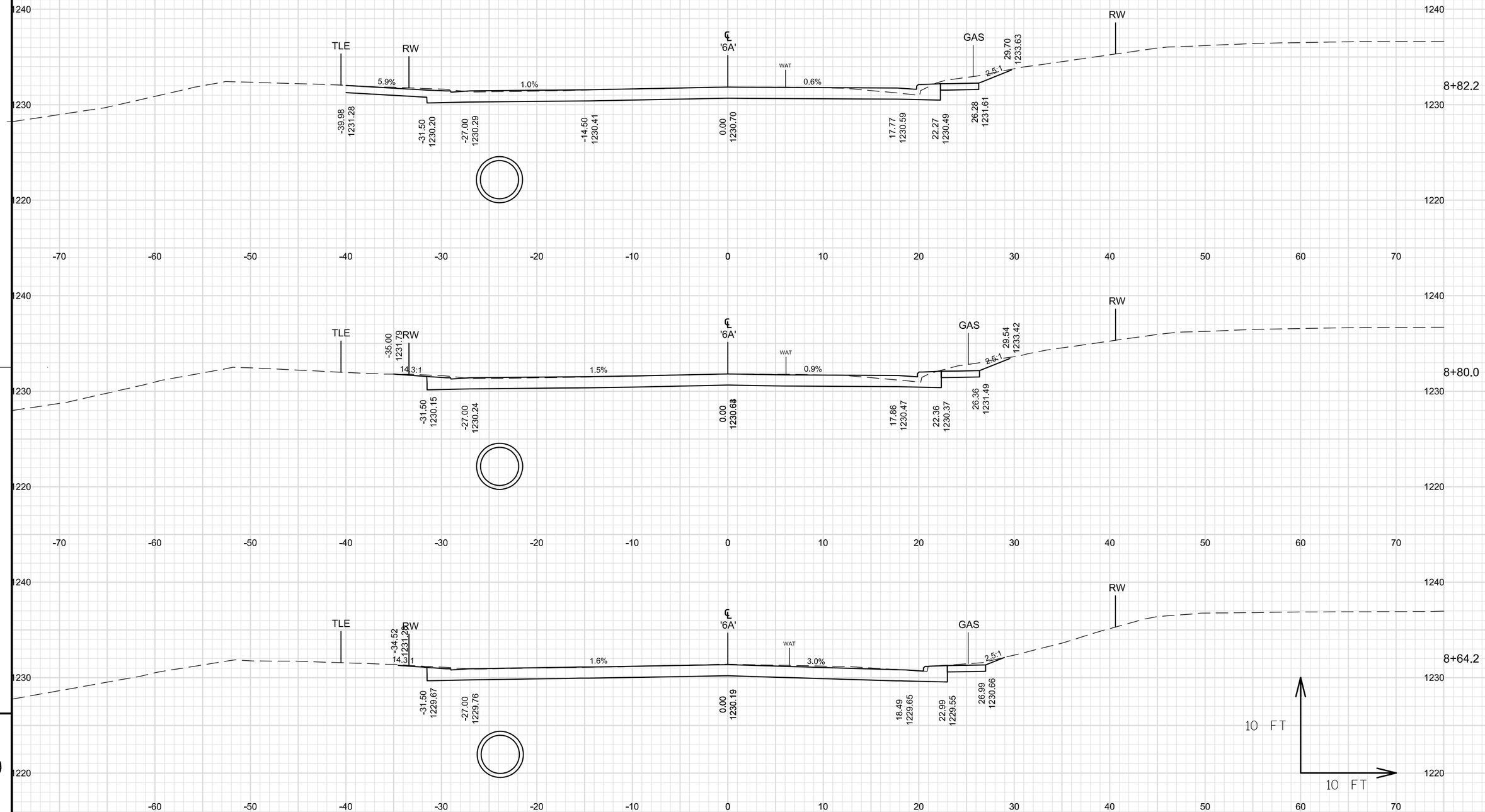
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 6TH AVENUE	SHEET 583	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090222_XS_6TH_AVENUE.DWG PLOT DATE : 8/28/2014 3:41 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

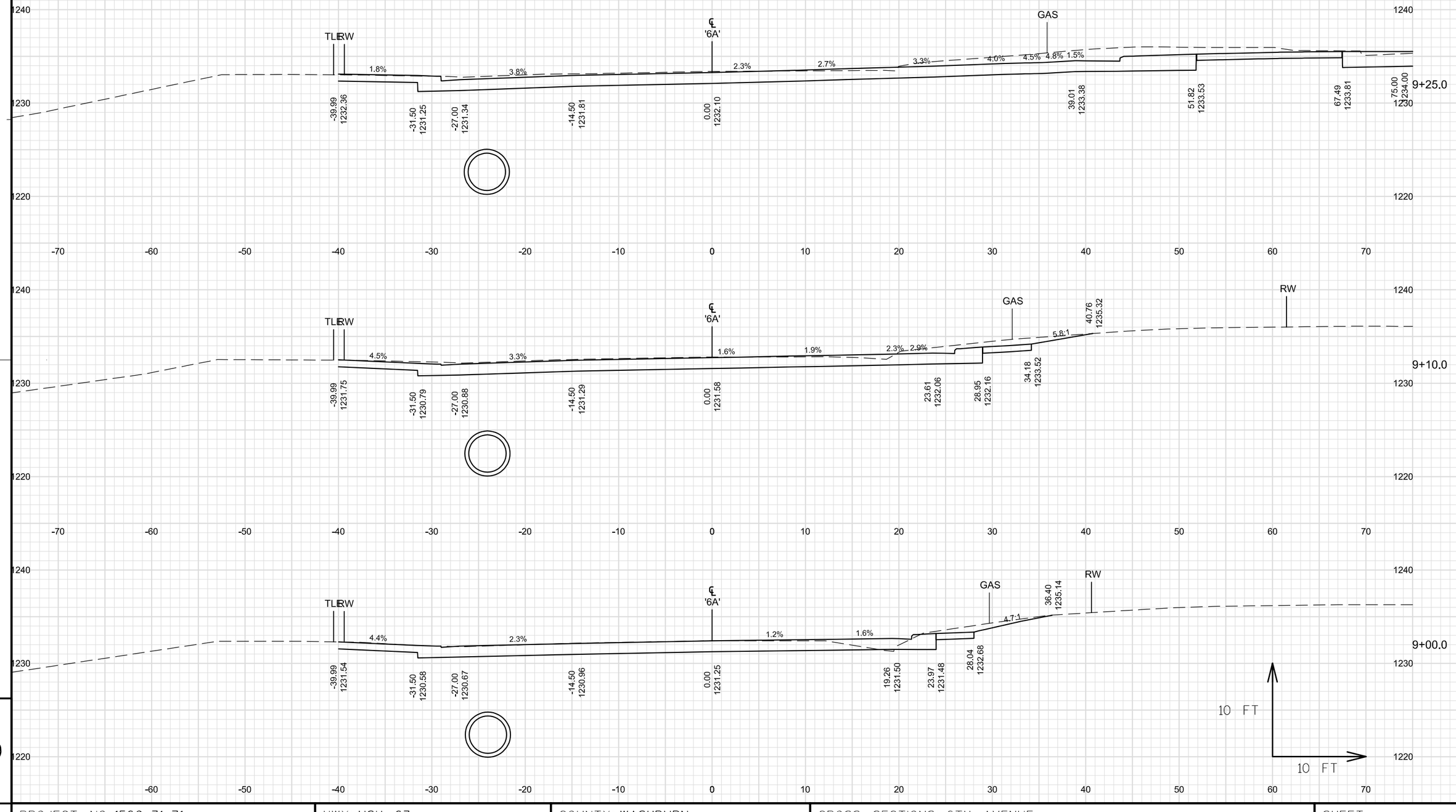


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 6TH AVENUE	SHEET 584	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090222_XS_6TH_AVENUE.DWG PLOT DATE : 8/28/2014 3:41 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



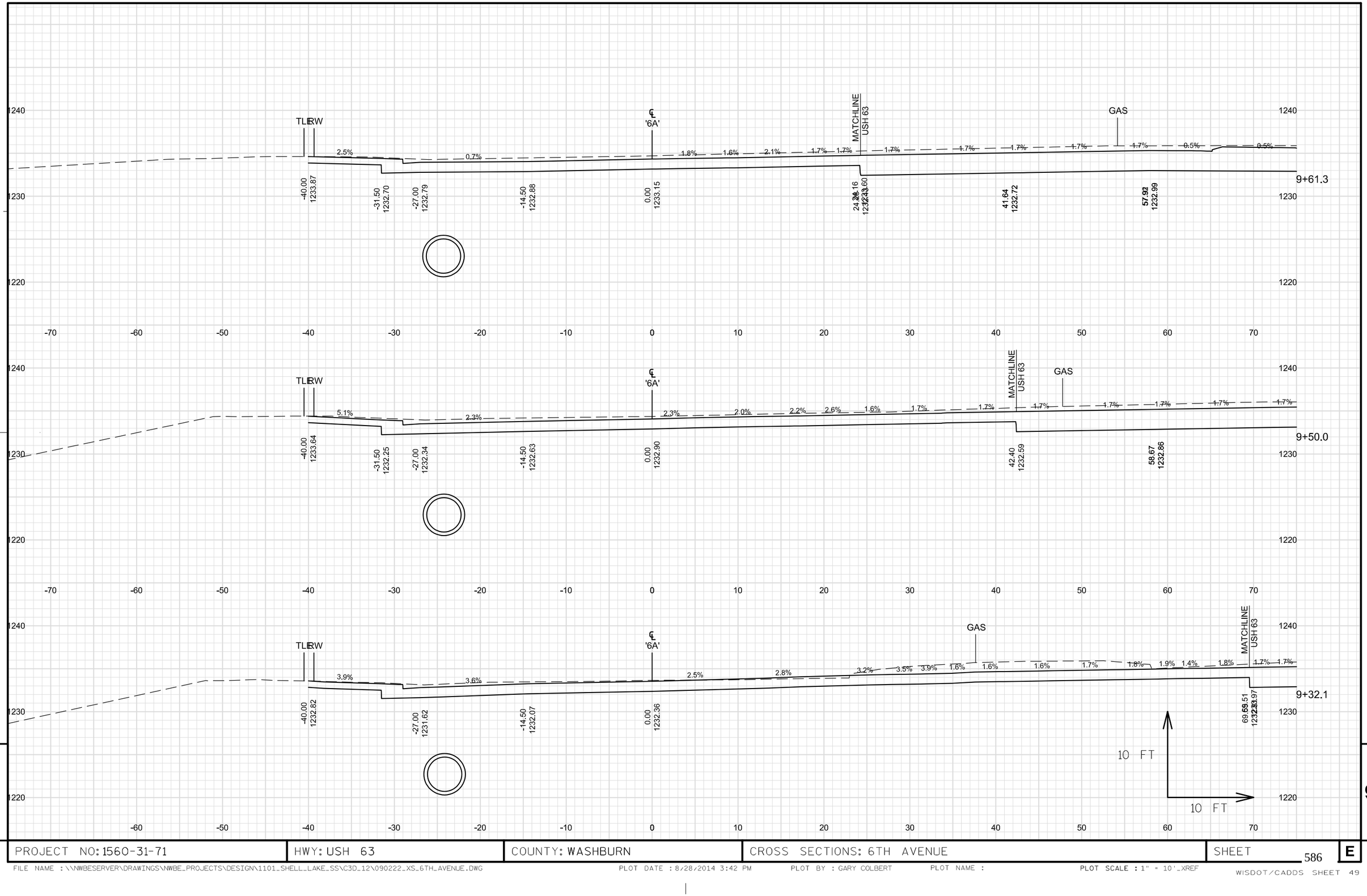
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 6TH AVENUE	SHEET 585	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090222_XS_6TH_AVENUE.DWG PLOT DATE : 8/28/2014 3:42 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



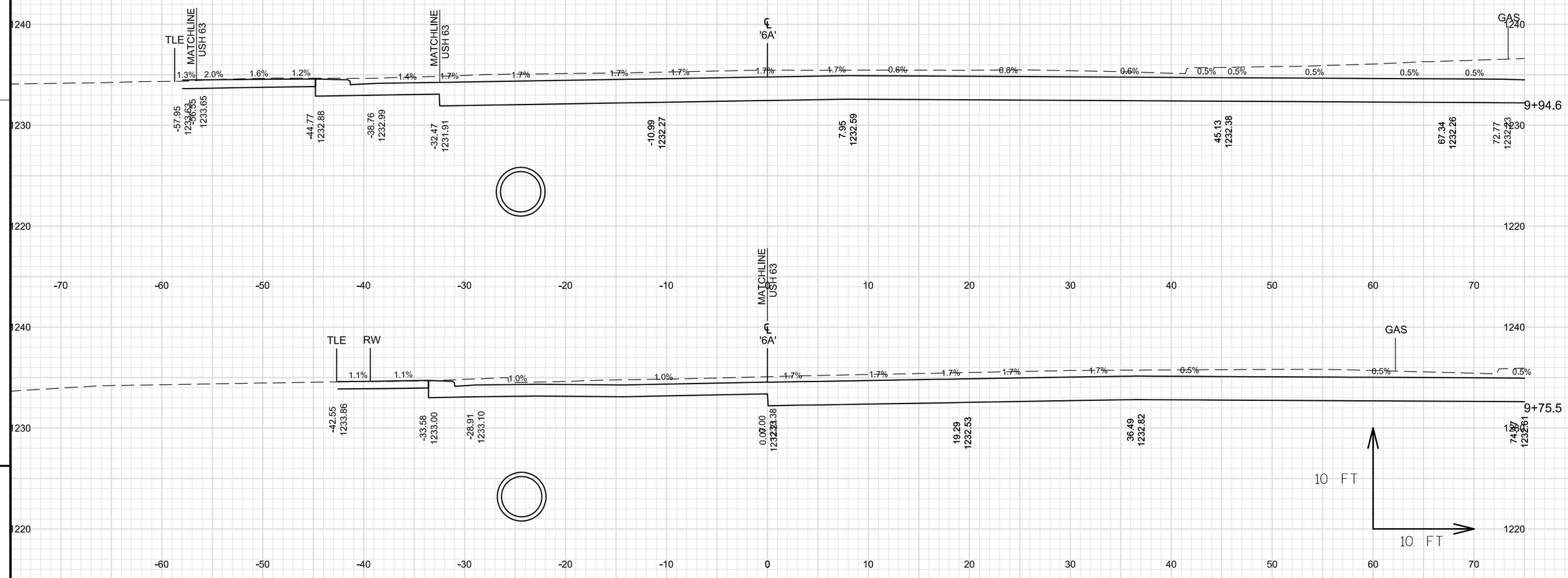
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 6TH AVENUE	SHEET 586	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090222_XS_6TH_AVENUE.DWG PLOT DATE : 8/28/2014 3:42 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

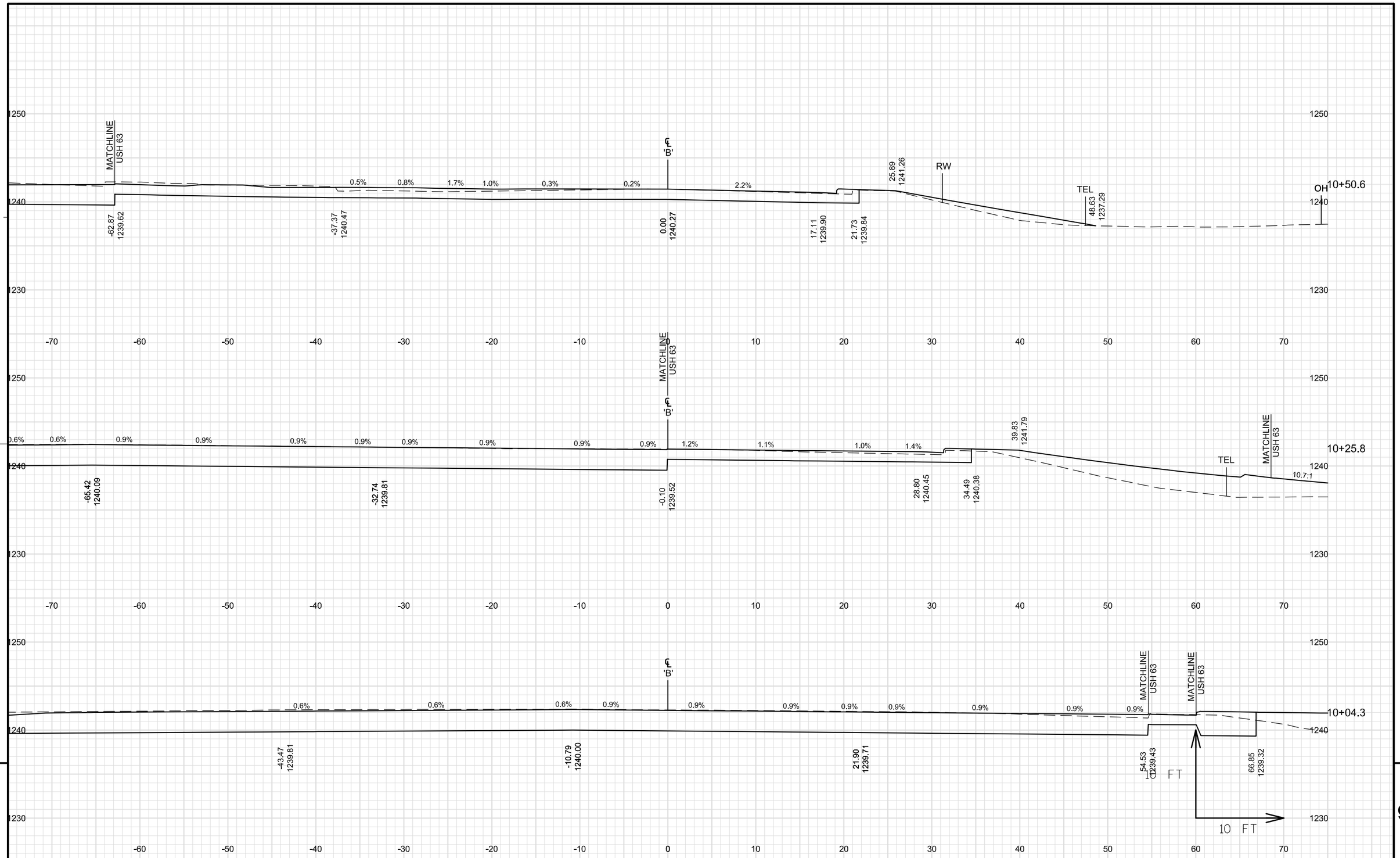


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: 6TH AVENUE	SHEET 587	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090222_XS_6TH_AVENUE.DWG PLOT DATE : 8/28/2014 3:42 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

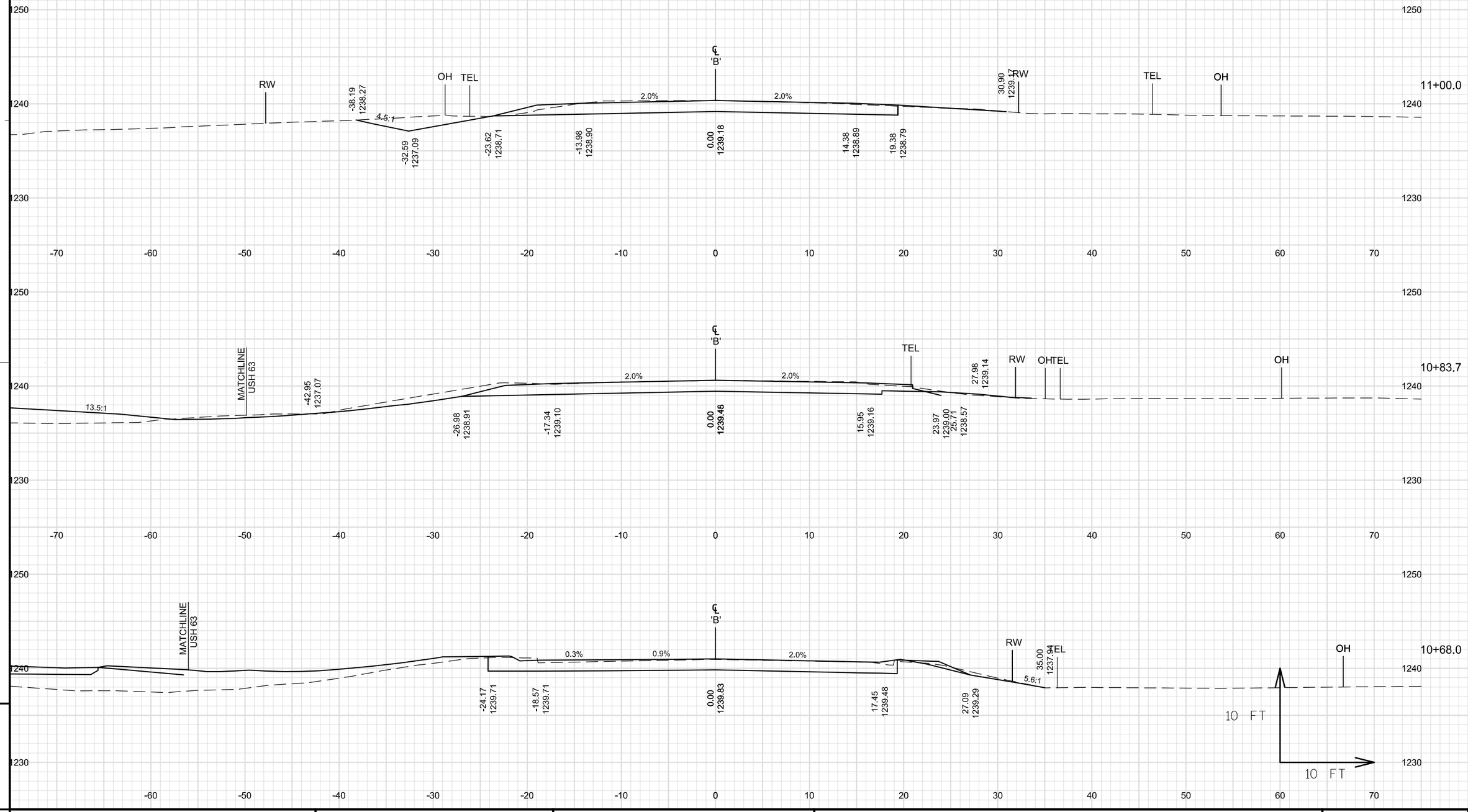


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: CTH B	SHEET 588	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090225_XS_CTH_B.DWG PLOT DATE : 8/29/2014 8:57 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



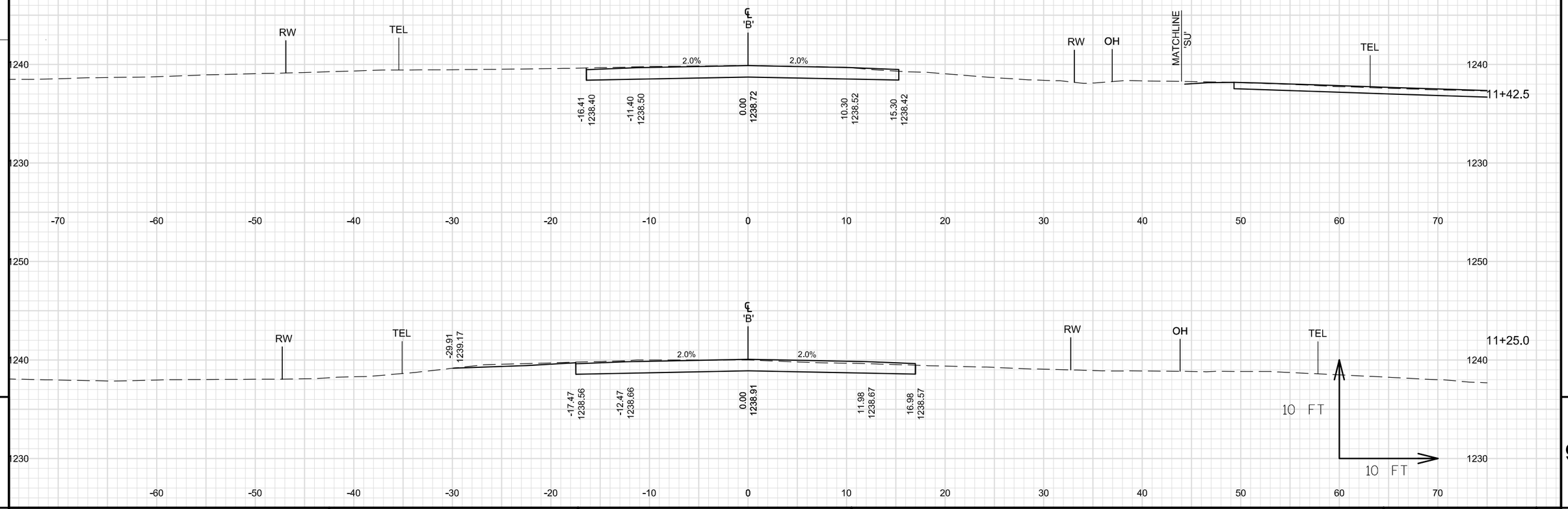
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: CTH B	SHEET 589	E

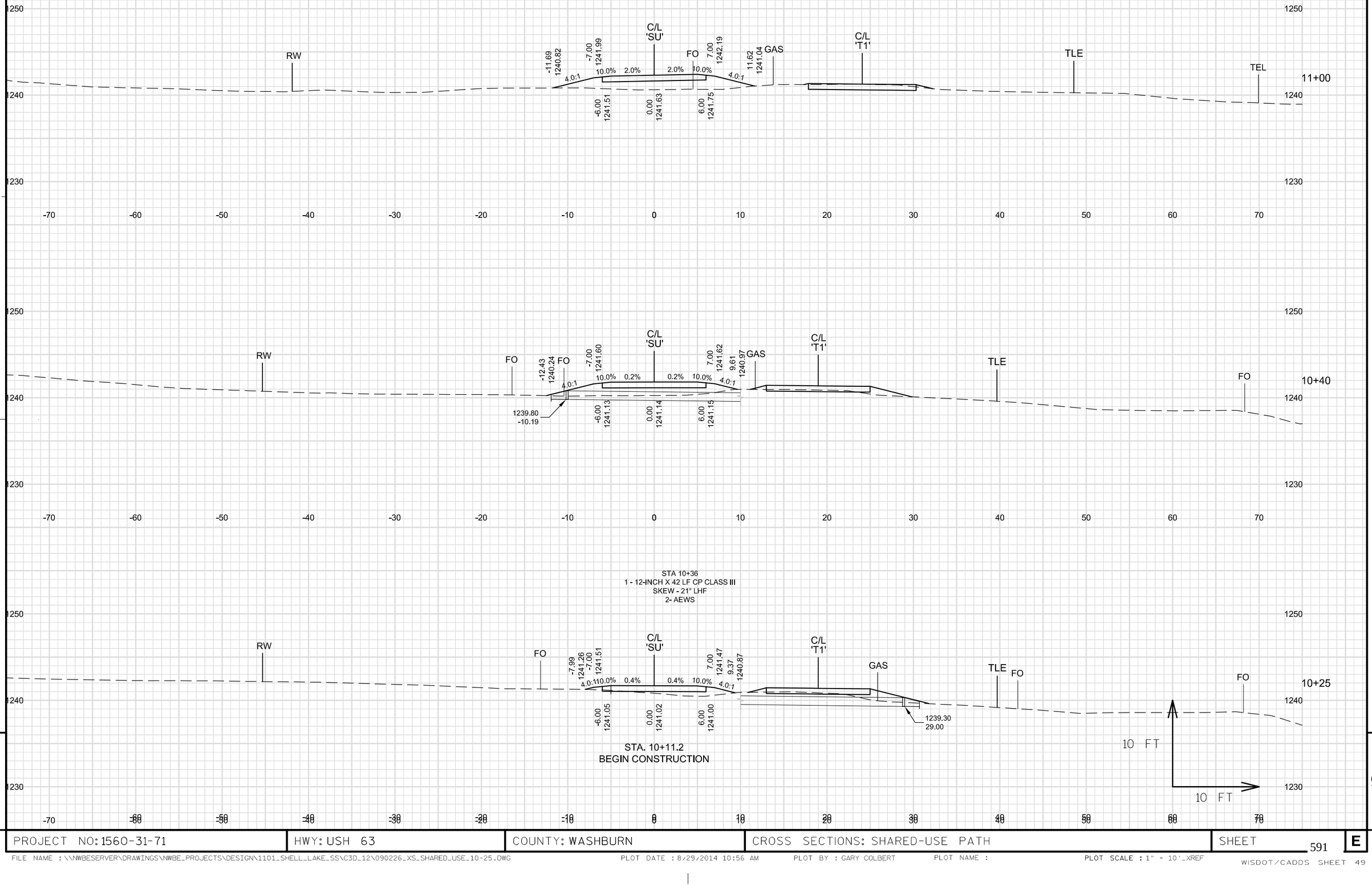
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STA. 11+42.5
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: CTH B	SHEET 590	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090225_XS_CTH_B.DWG PLOT DATE : 8/29/2014 8:58 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

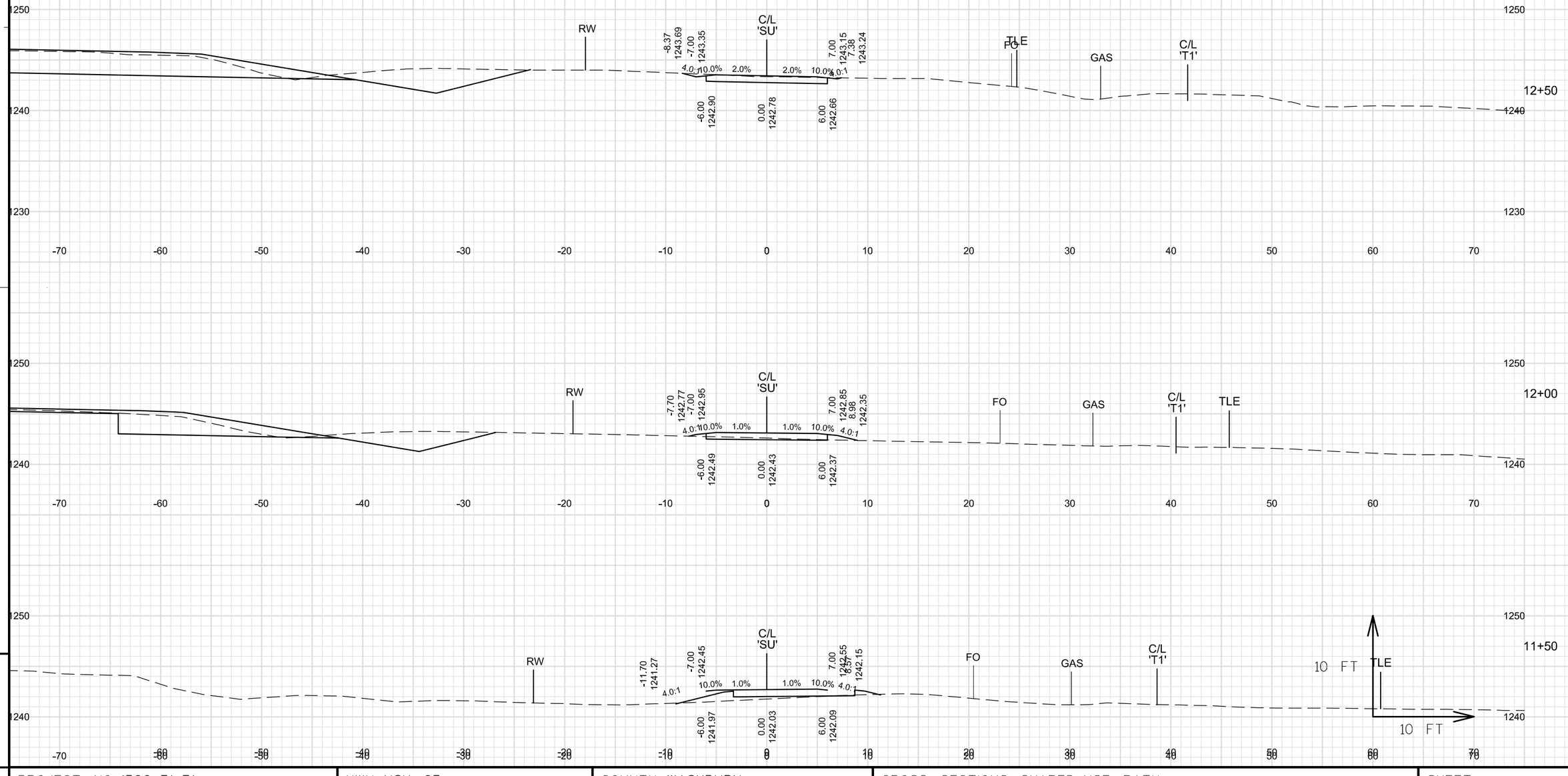


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 591	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:56 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

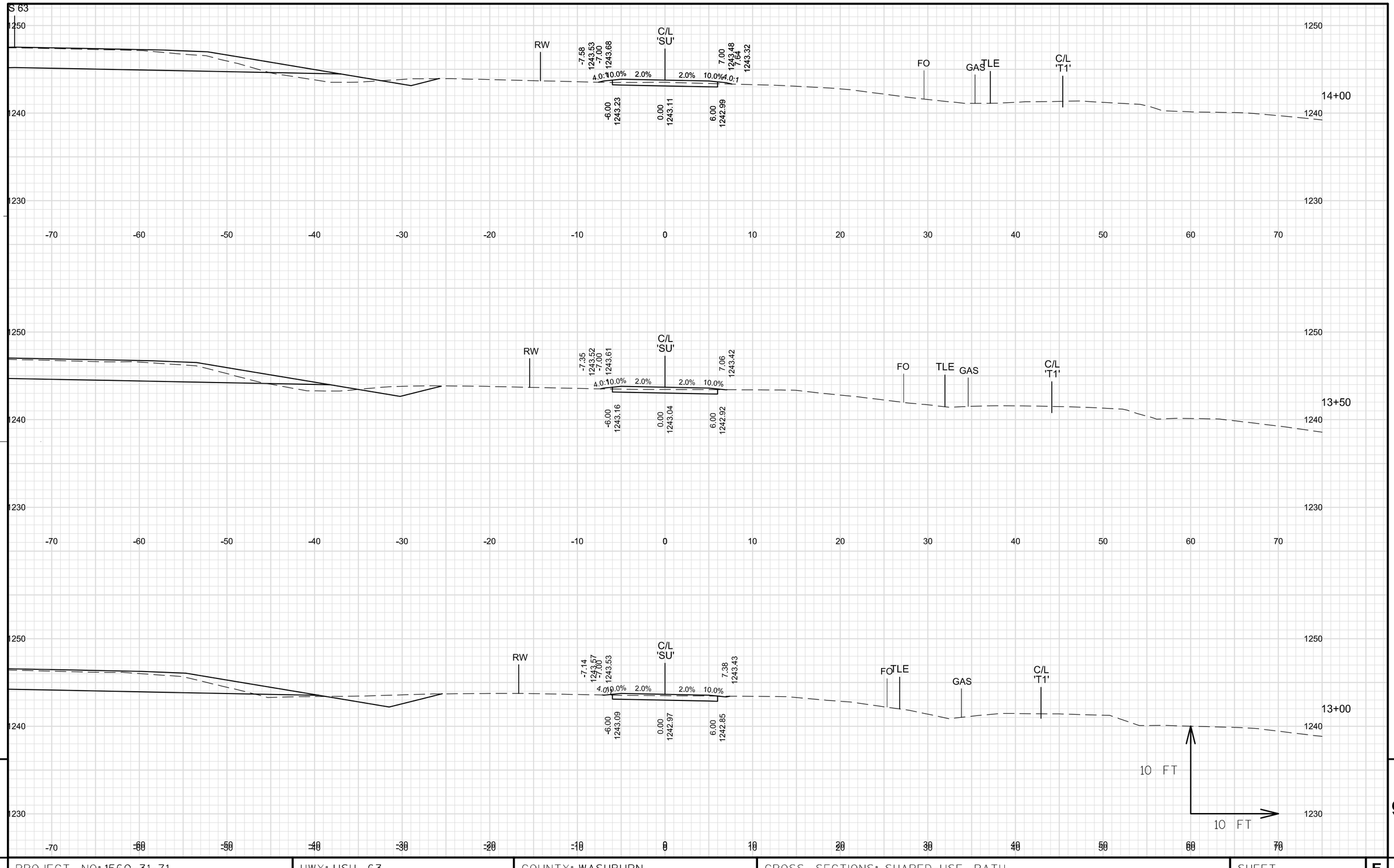


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 592	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:57 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

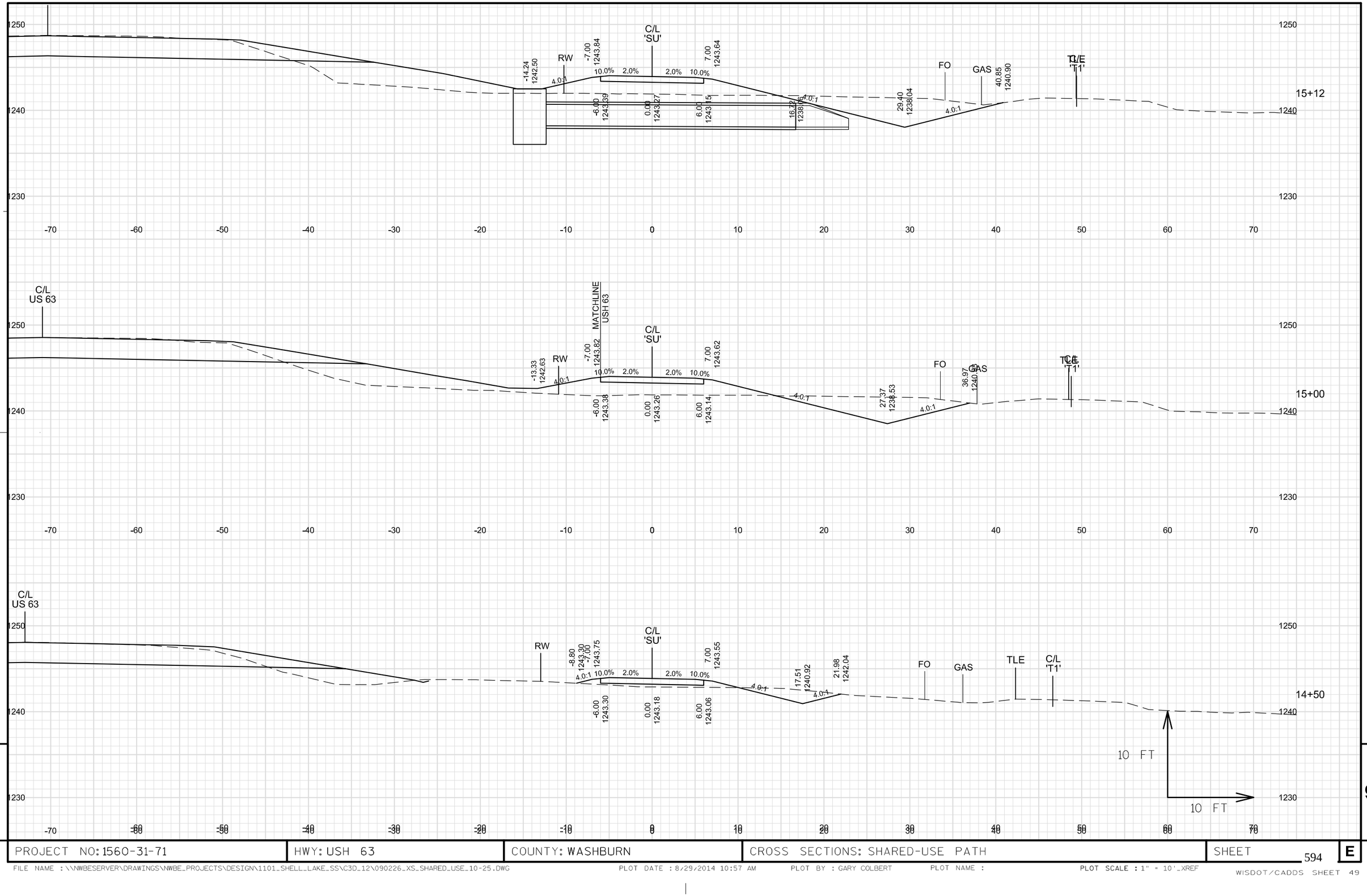


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 593	E

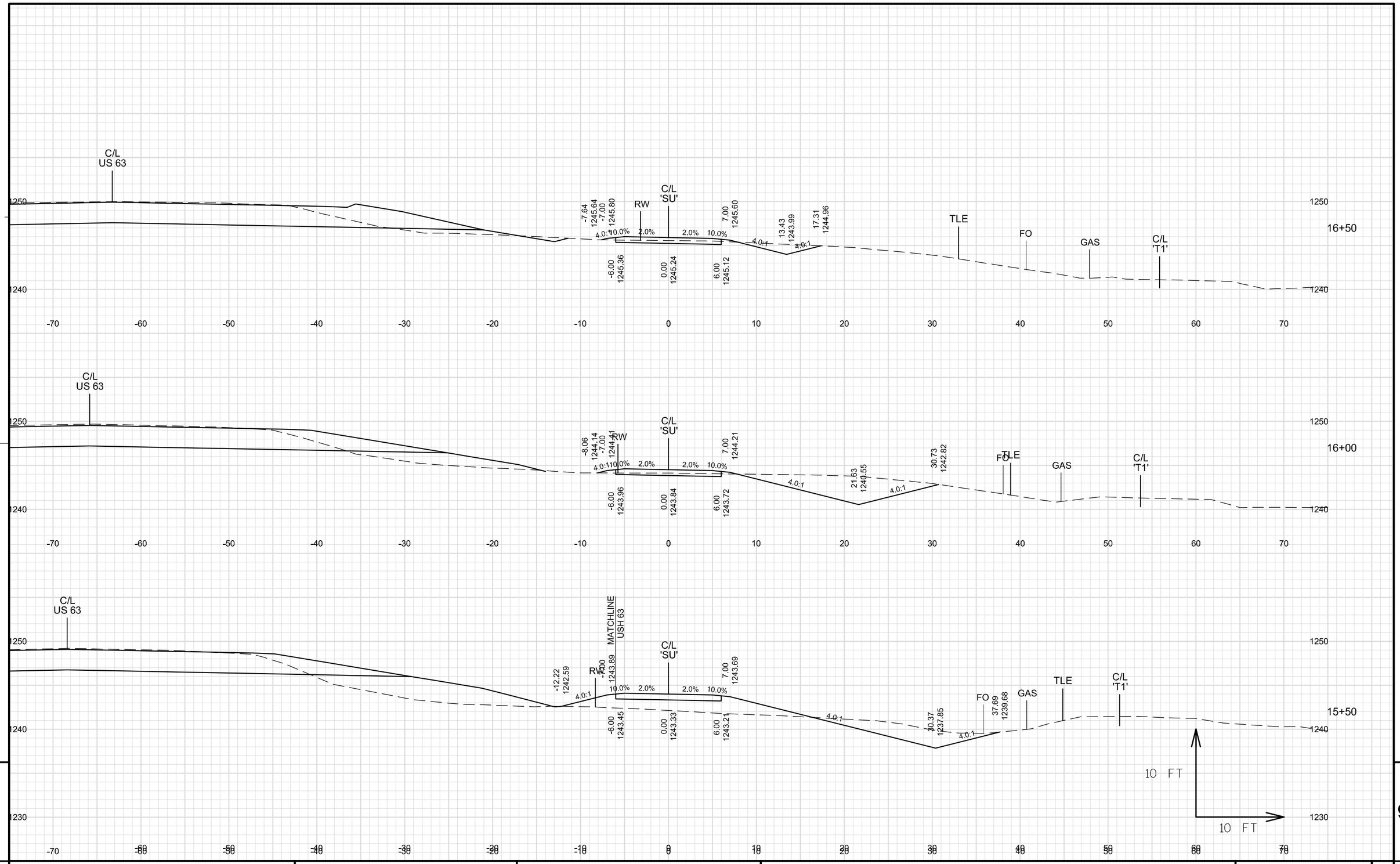
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 594	E

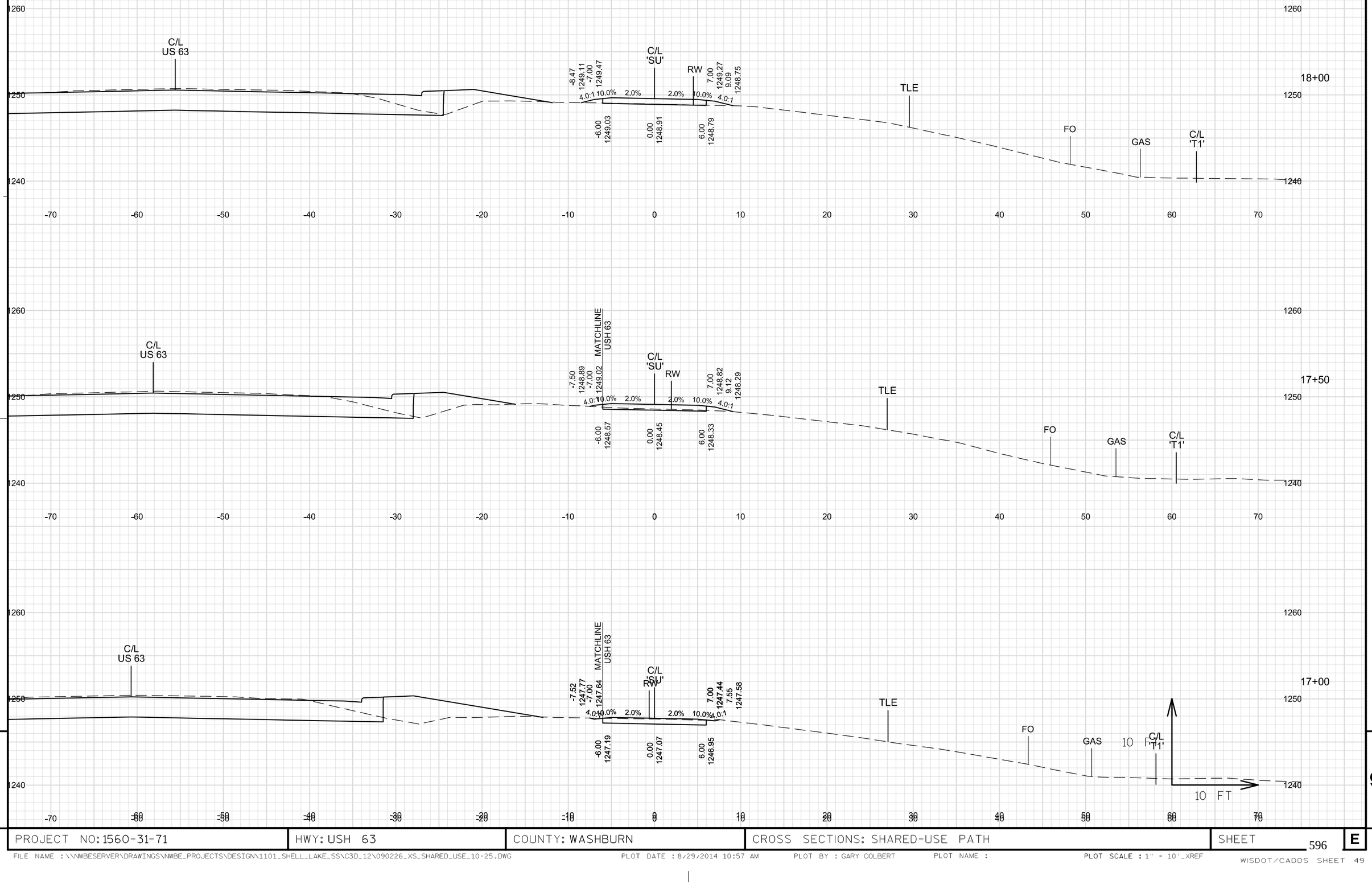
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WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 595	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:57 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

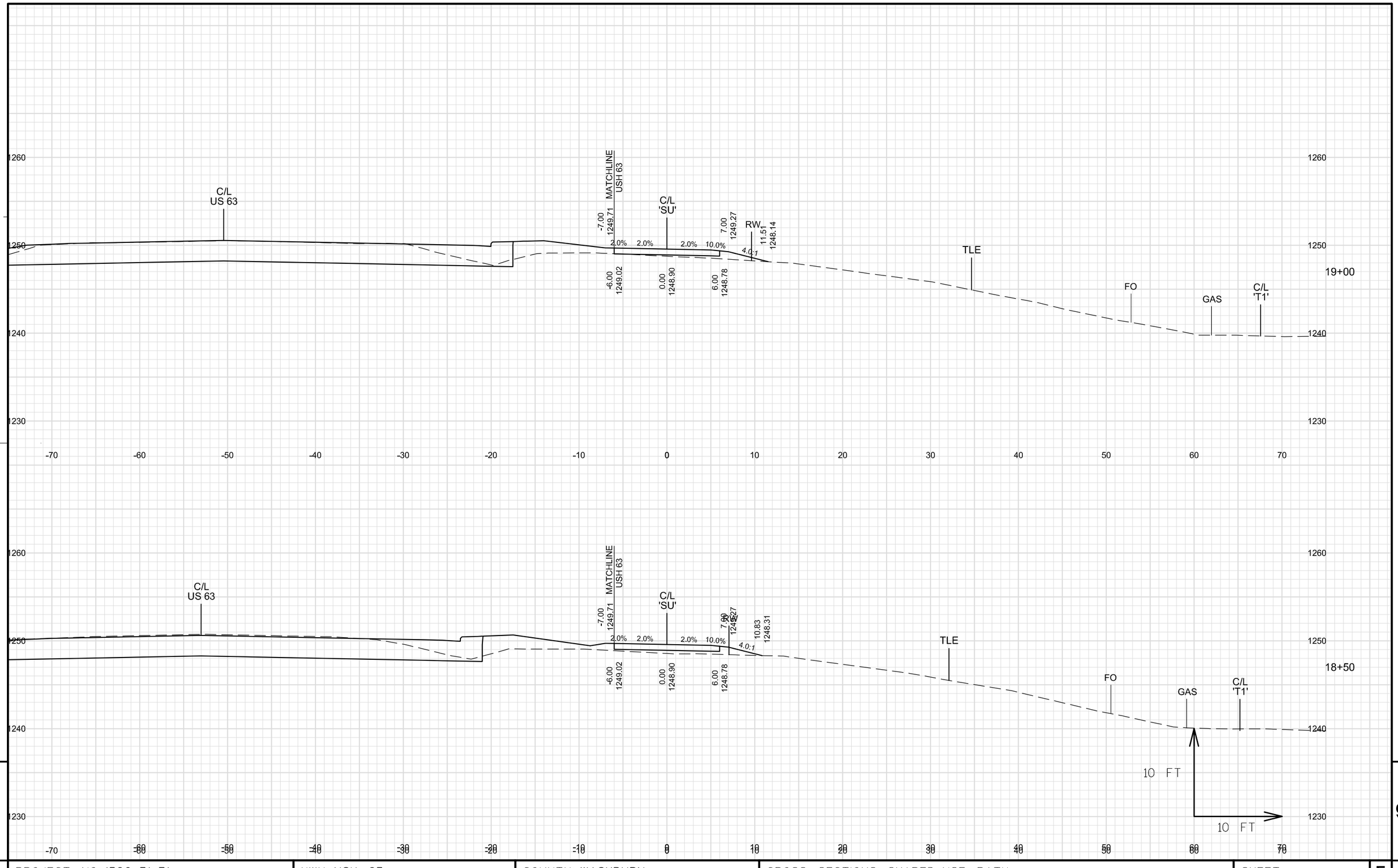


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 596	E

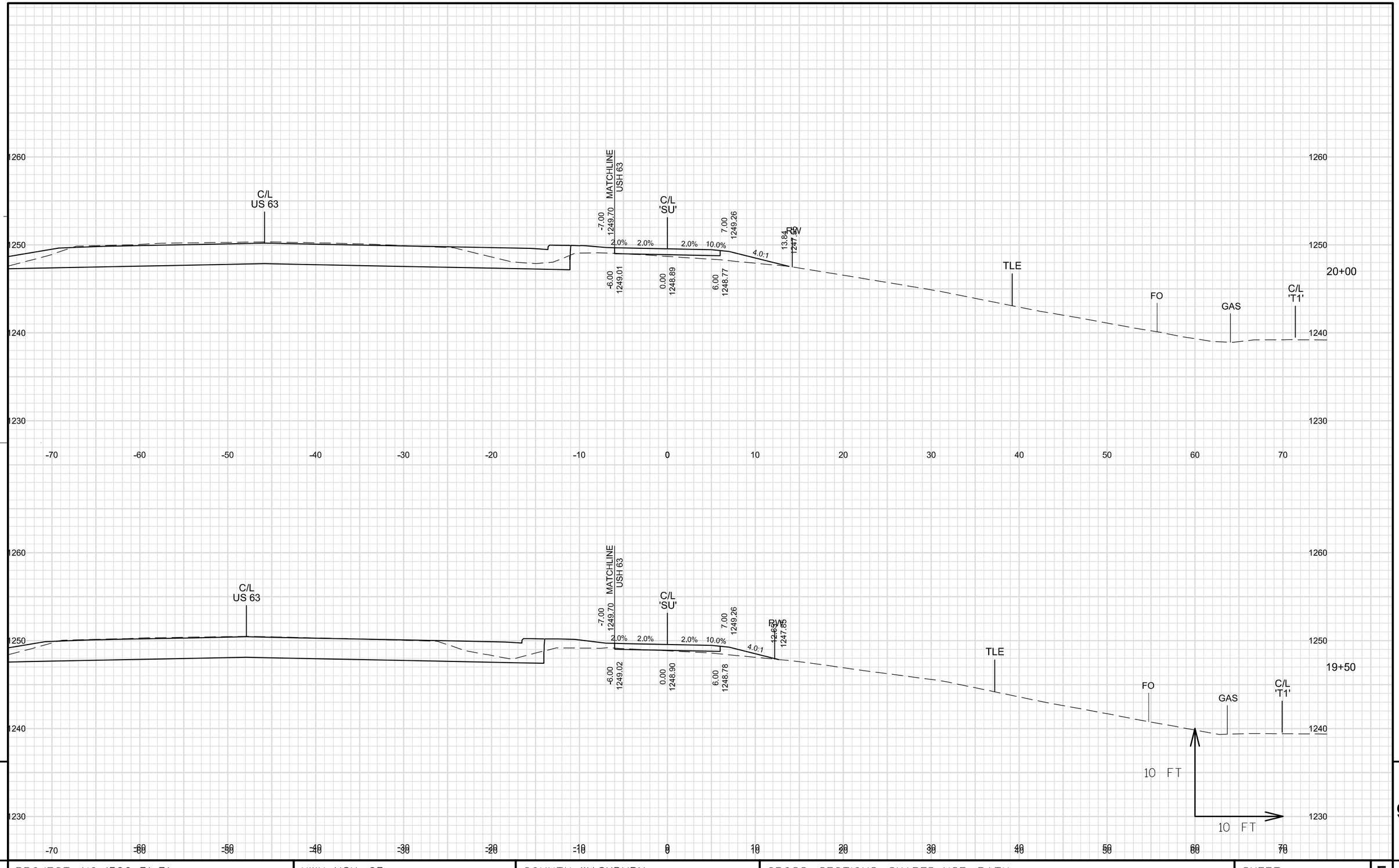
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WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 597	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:58 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

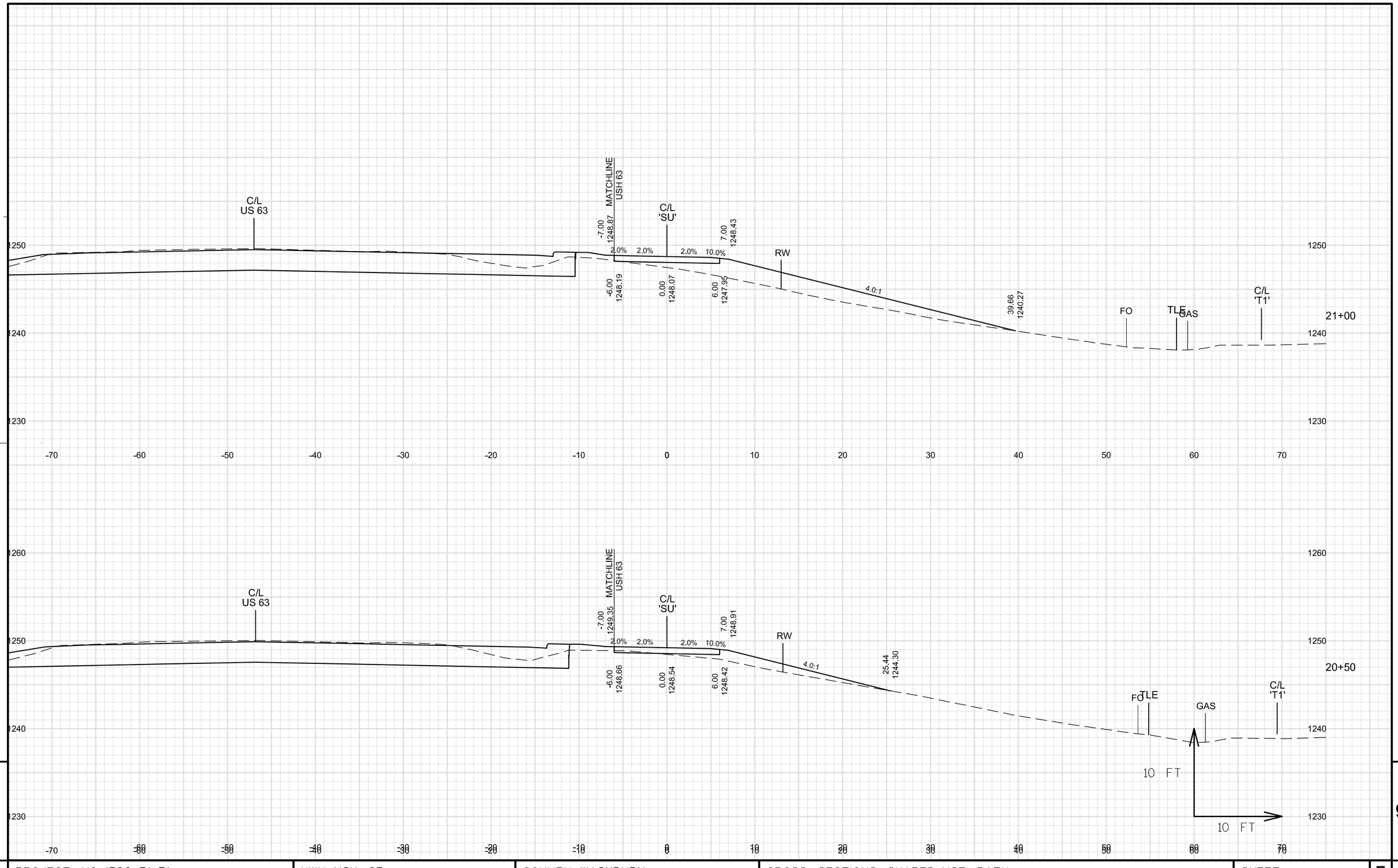
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 598	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:58 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

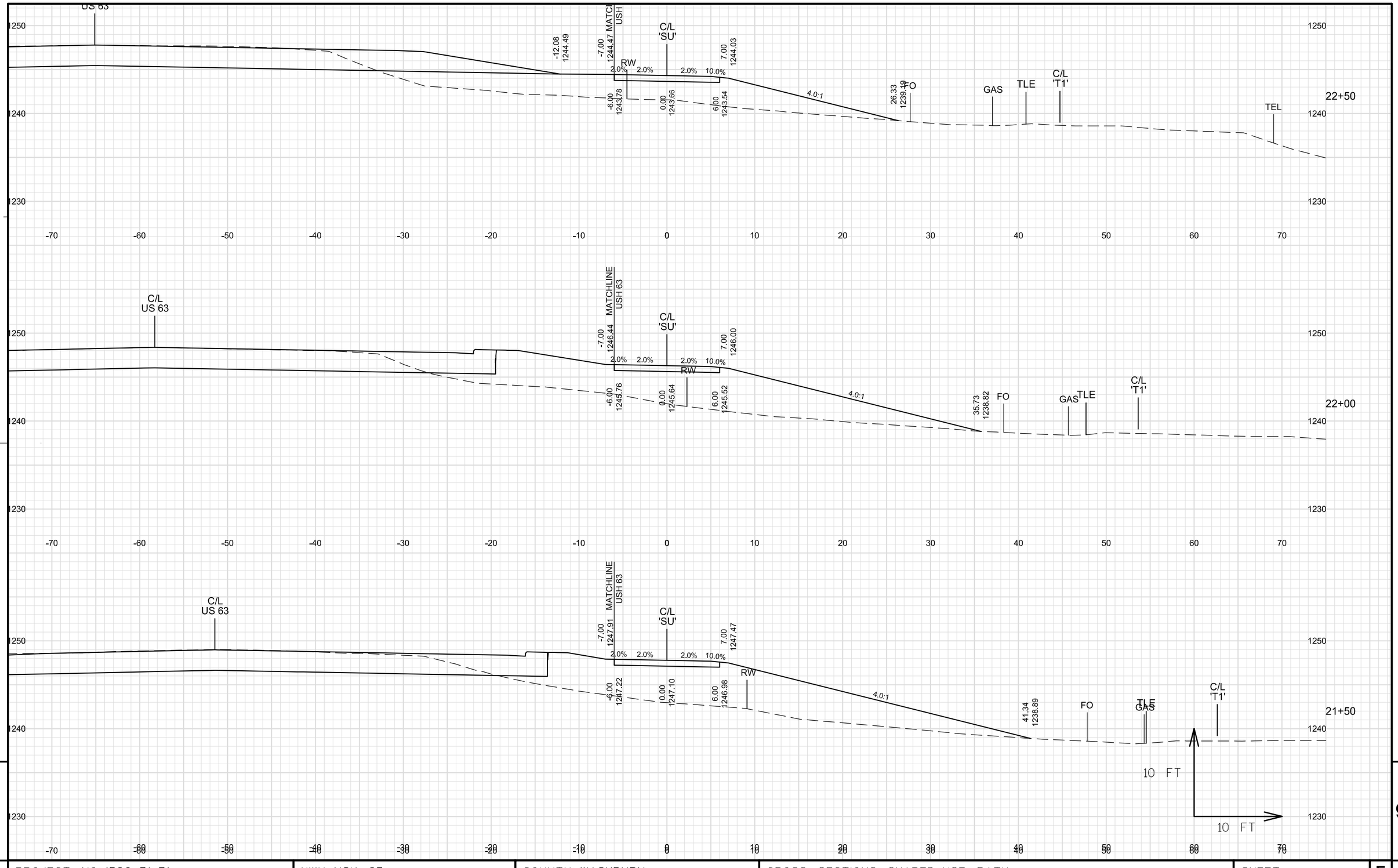
WISDOT/CADDS SHEET 49



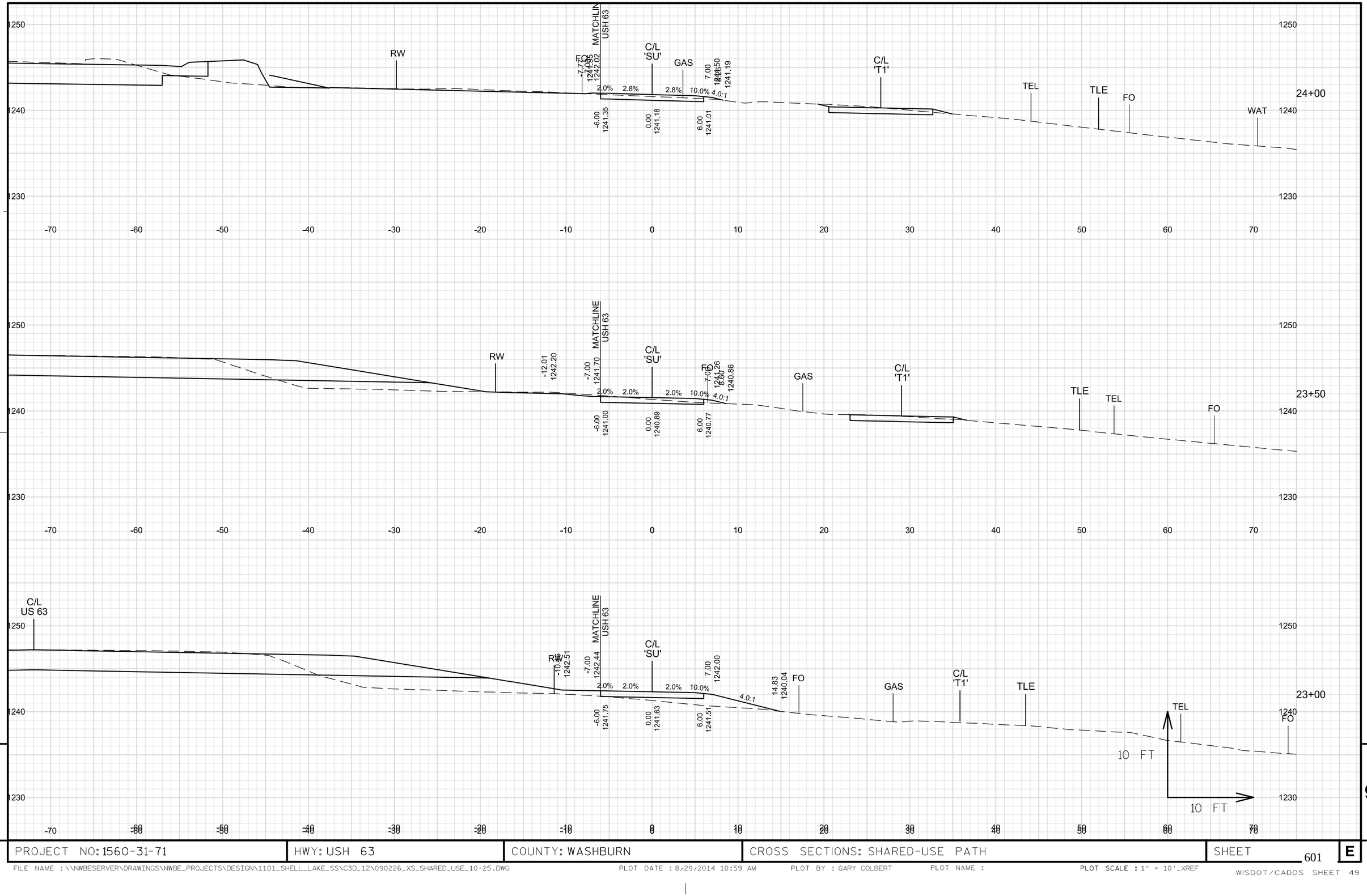
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 599	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:58 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 600 E



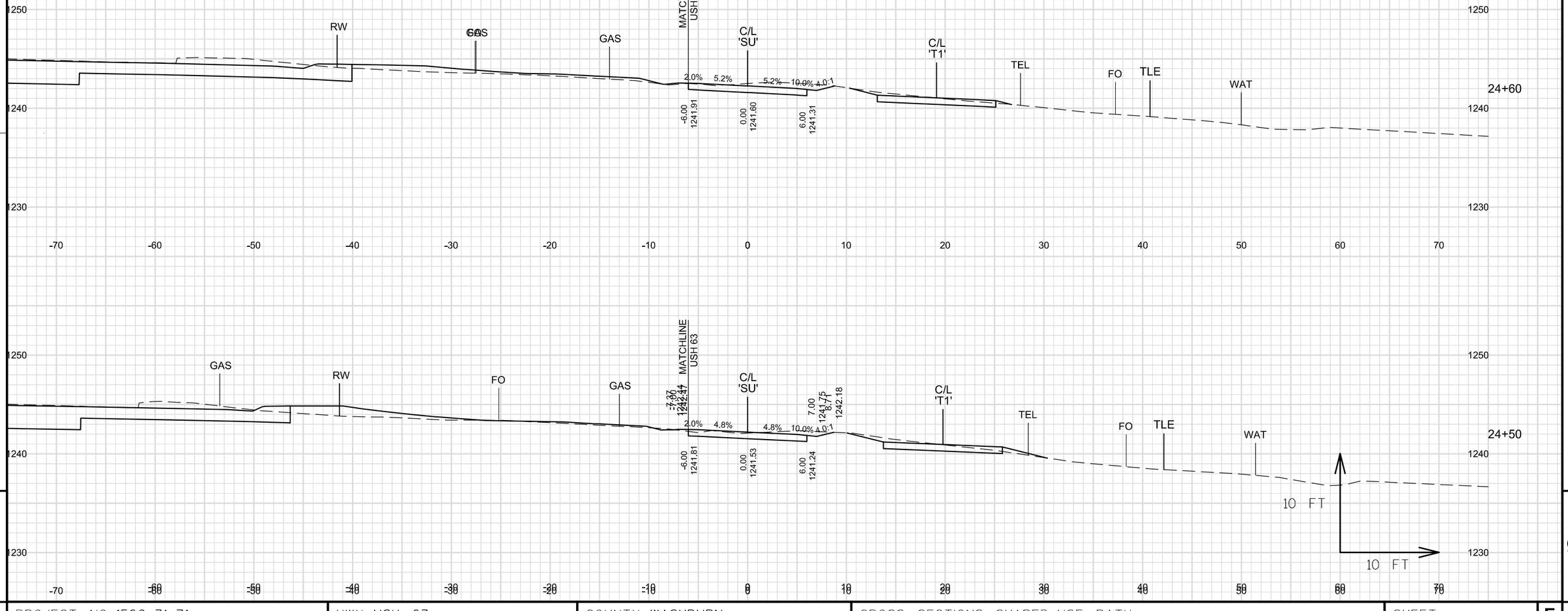
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 601	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:59 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

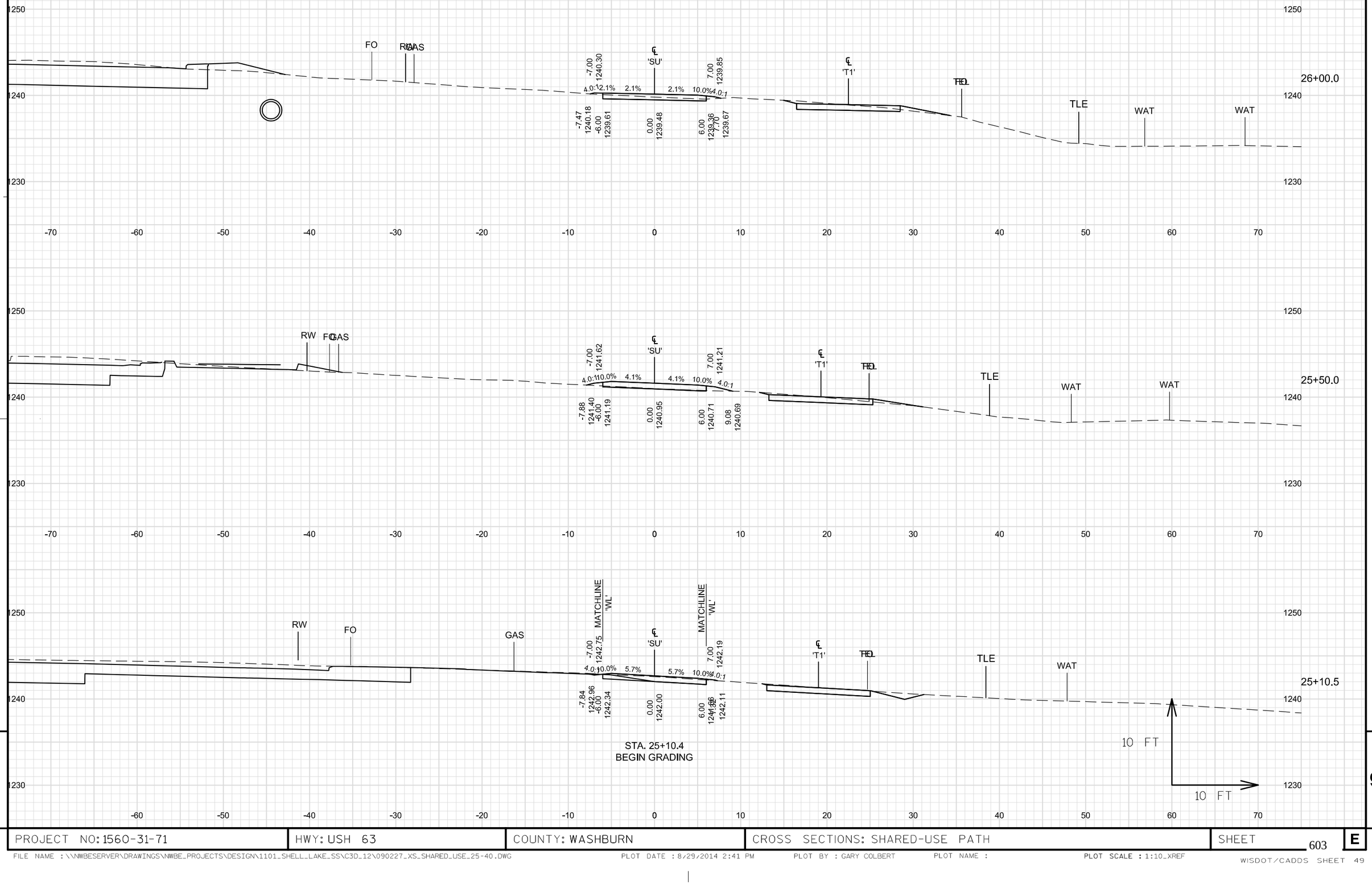
STA. 24+70.6
END GRADING



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 602	E

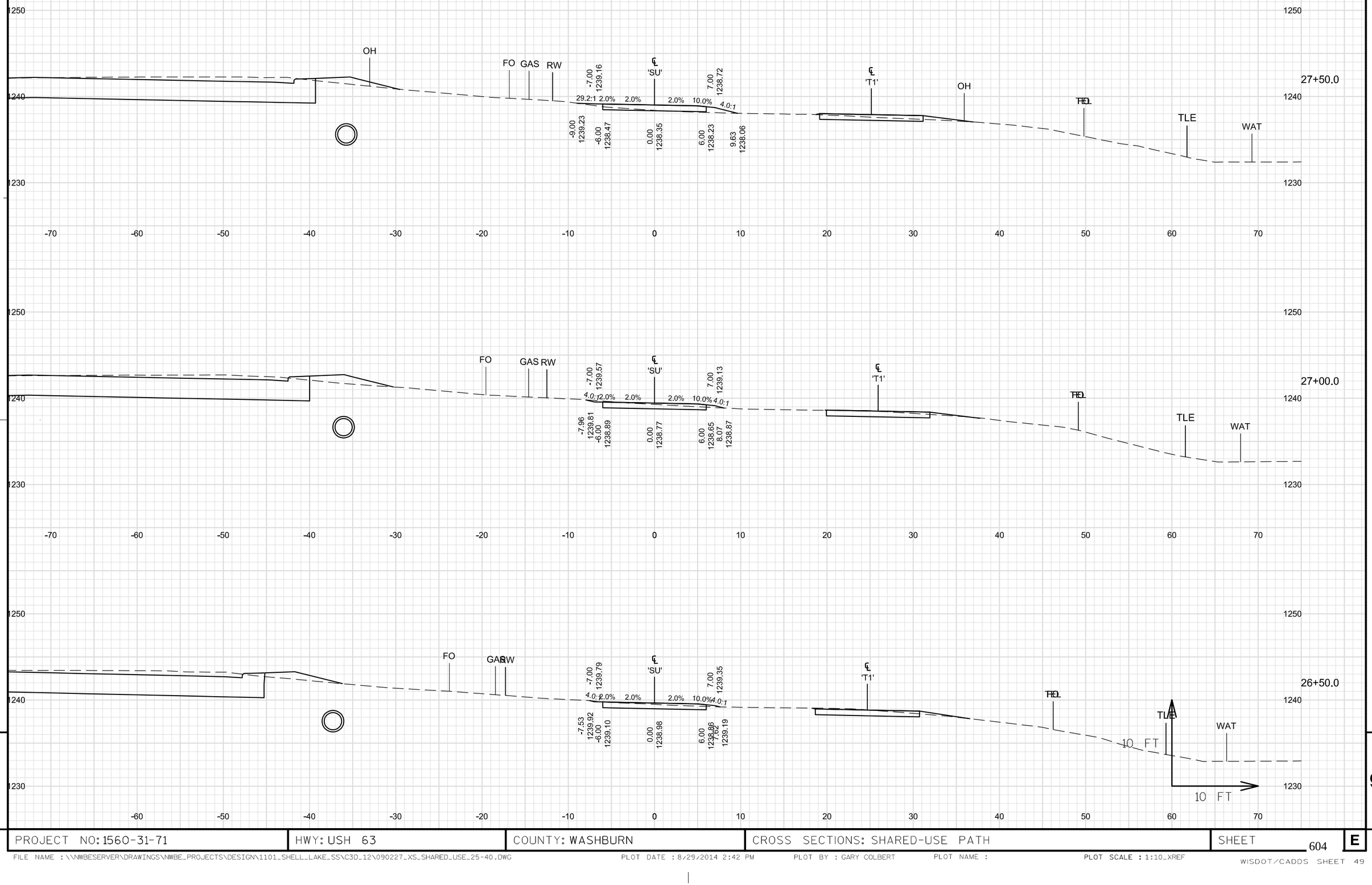
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090226_XS_SHARED_USE_10-25.DWG PLOT DATE : 8/29/2014 10:59 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 603	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG PLOT DATE : 8/29/2014 2:41 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 604	E

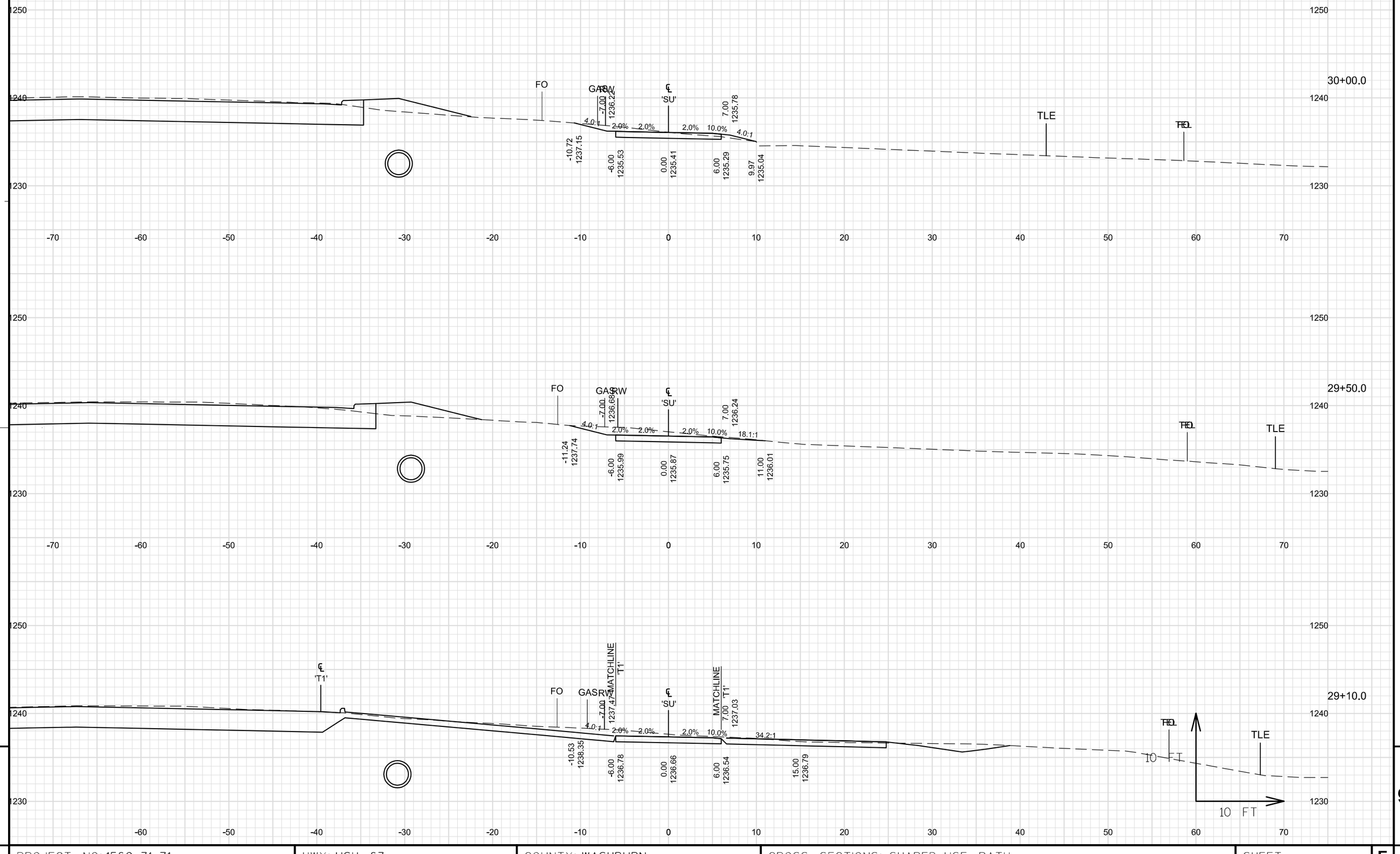
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG PLOT DATE : 8/29/2014 2:42 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

9

9

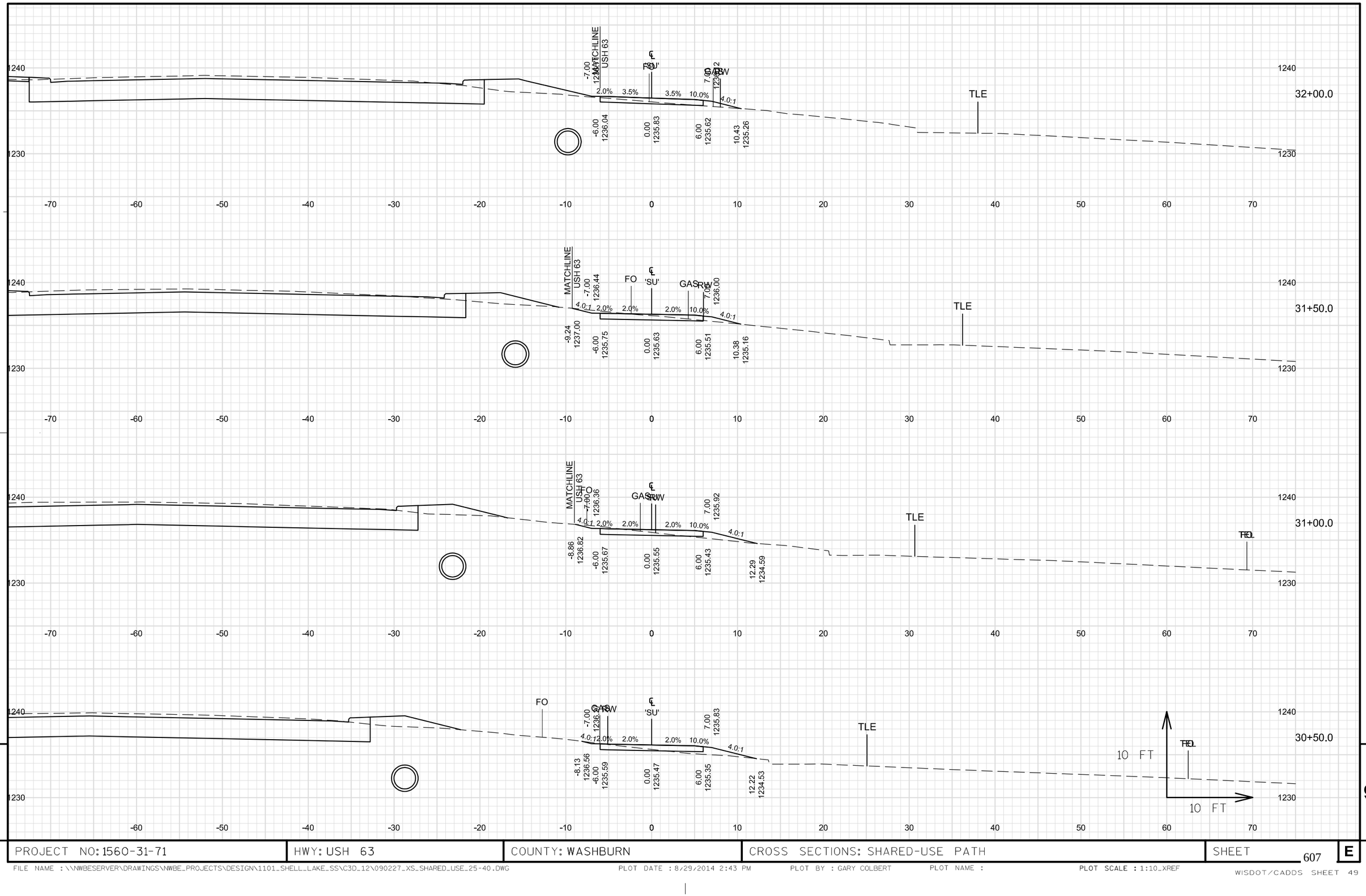
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 605	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG PLOT DATE : 8/29/2014 2:42 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 606 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG PLOT DATE : 8/29/2014 2:43 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

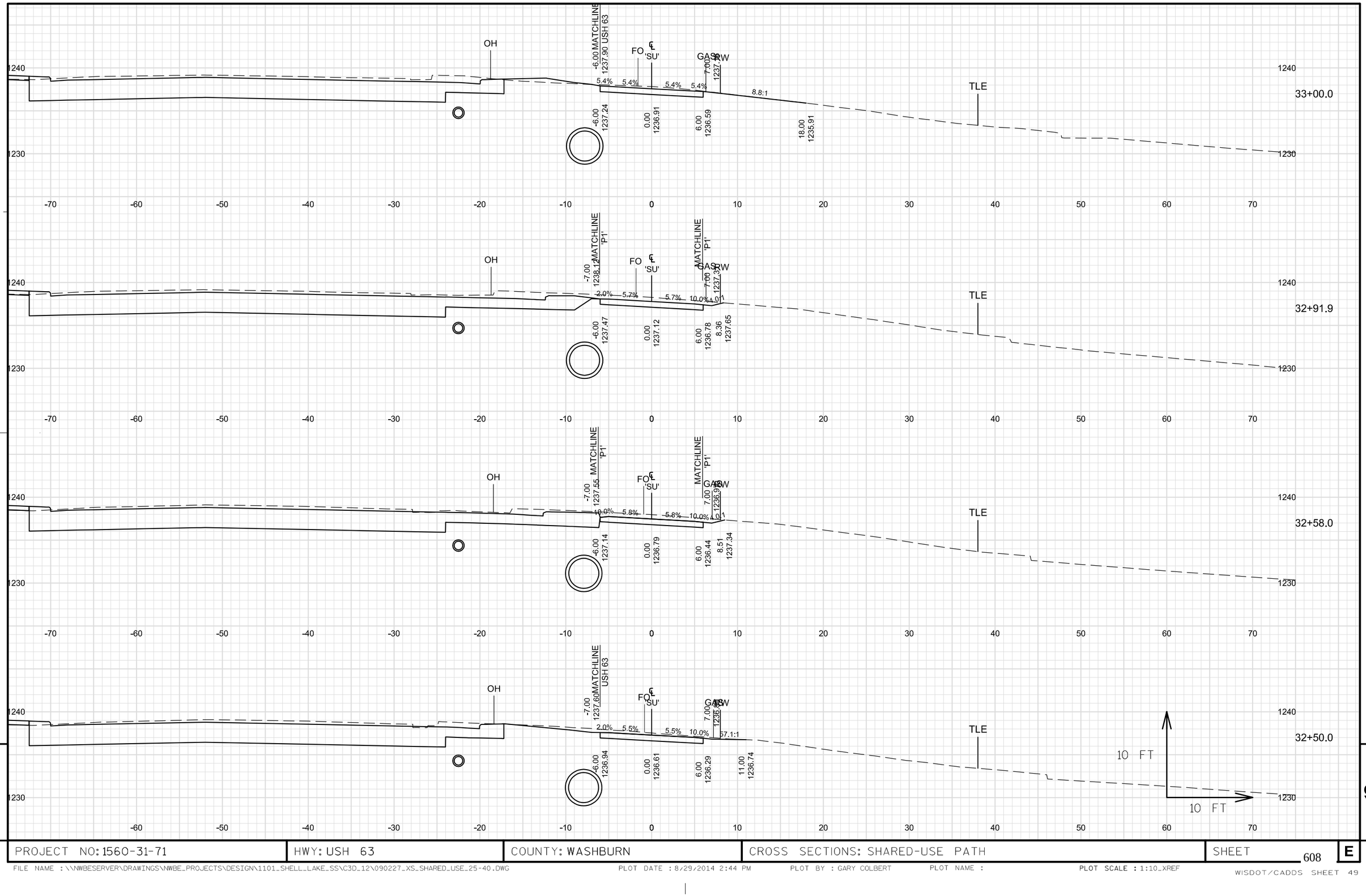


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 607	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG PLOT DATE : 8/29/2014 2:43 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

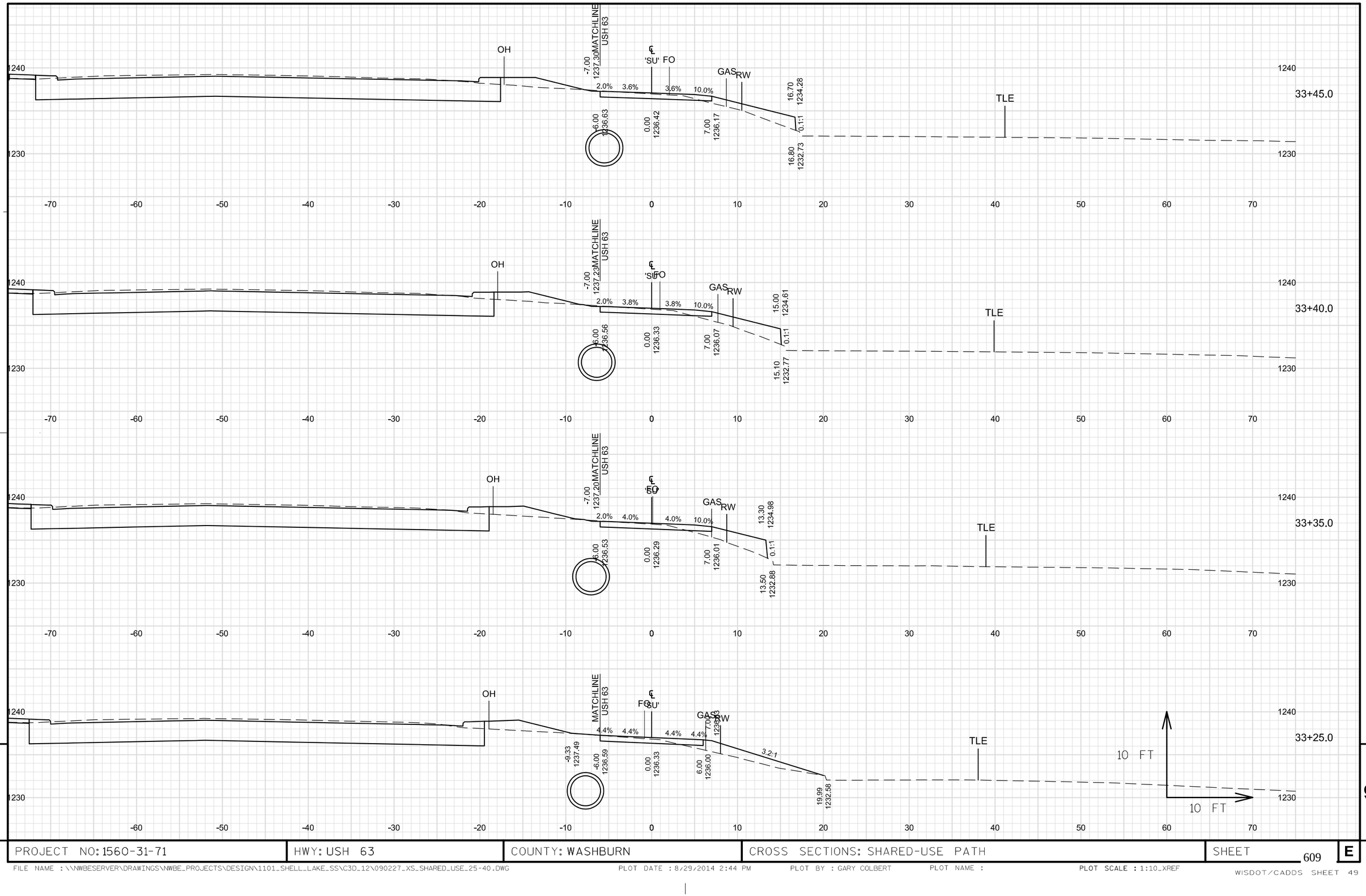


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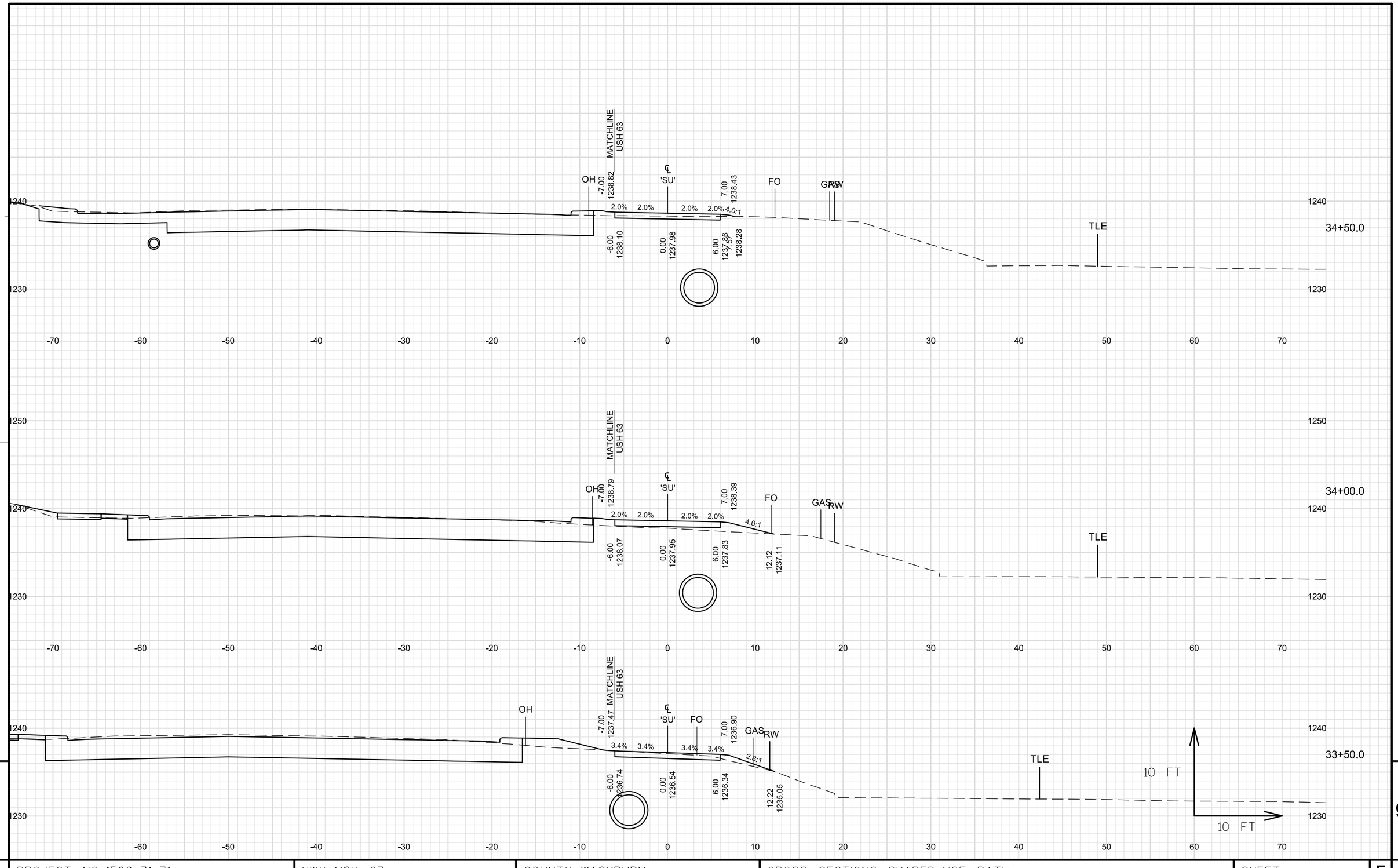
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 608	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG PLOT DATE : 8/29/2014 2:44 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

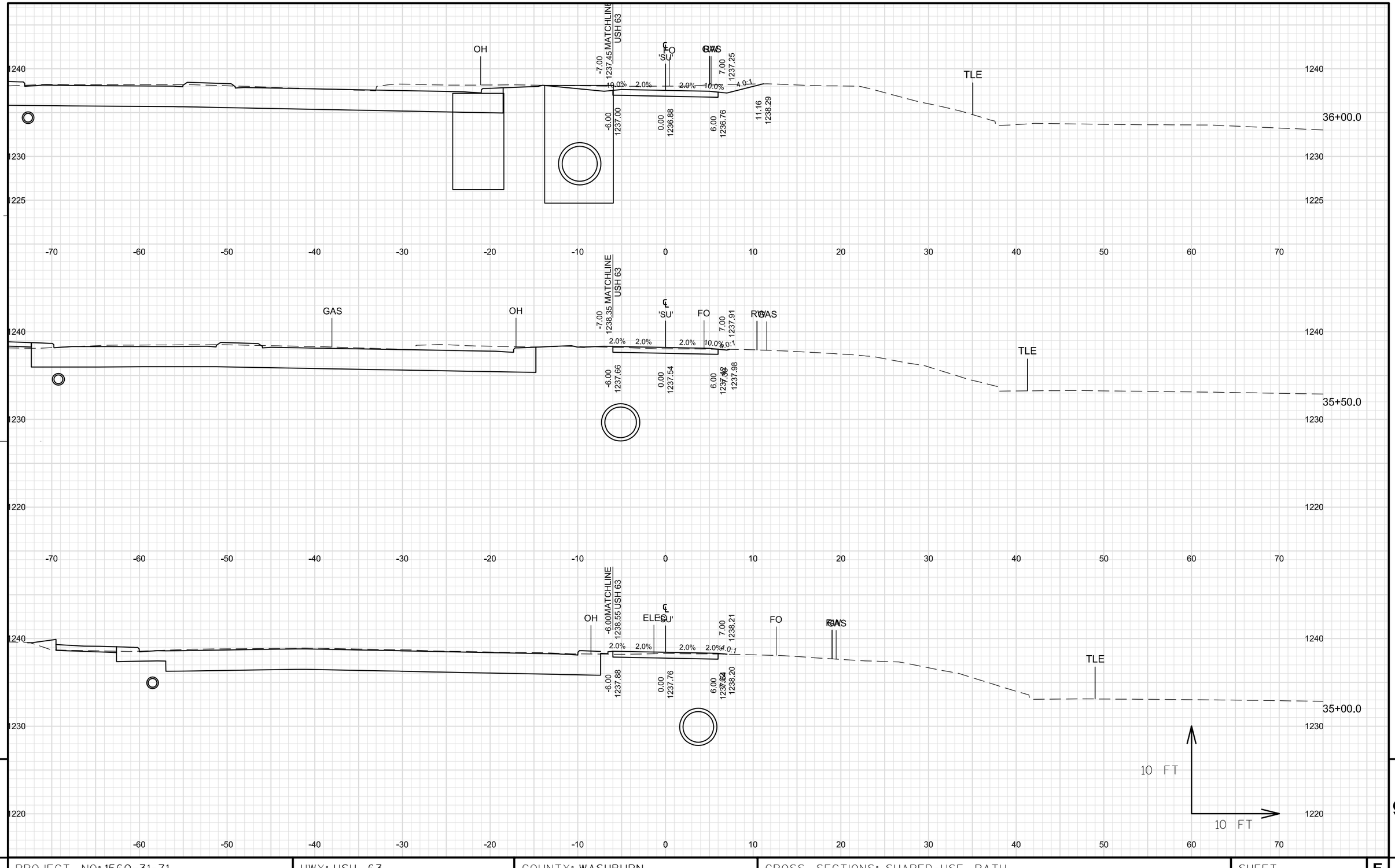


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 609	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG PLOT DATE : 8/29/2014 2:44 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

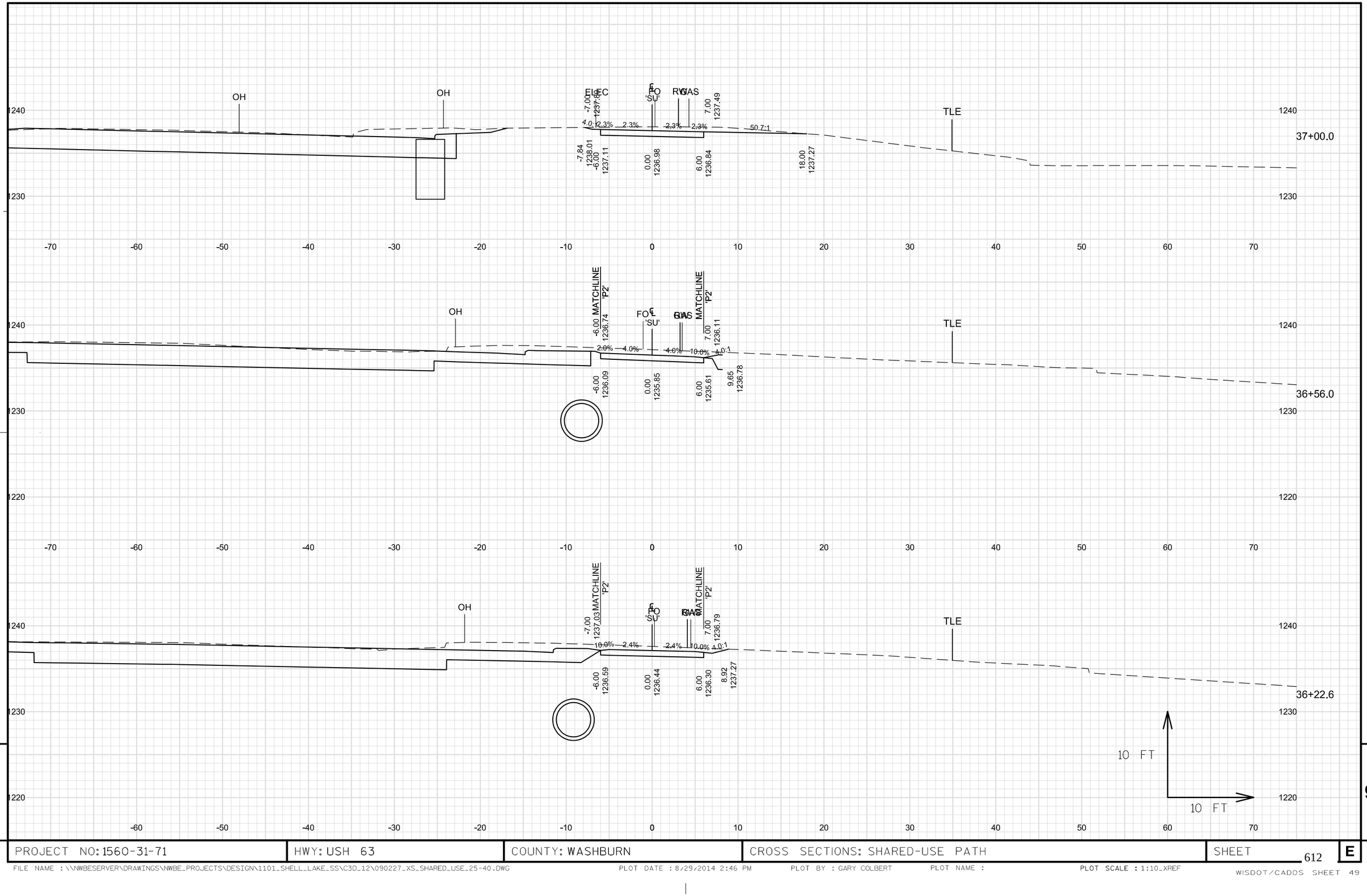


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 610 E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 611	E

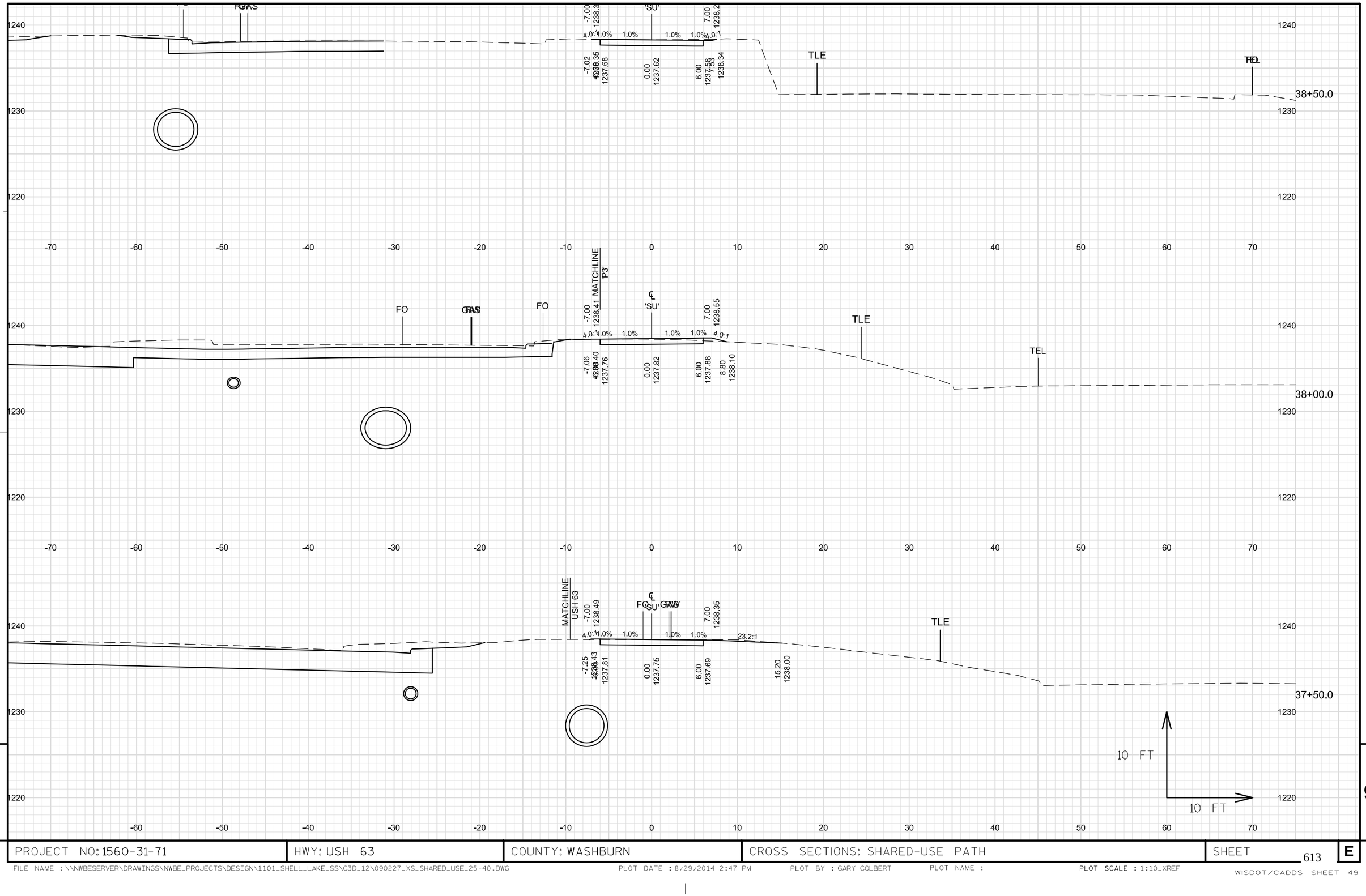
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WISDOT/CADDS SHEET 49



9

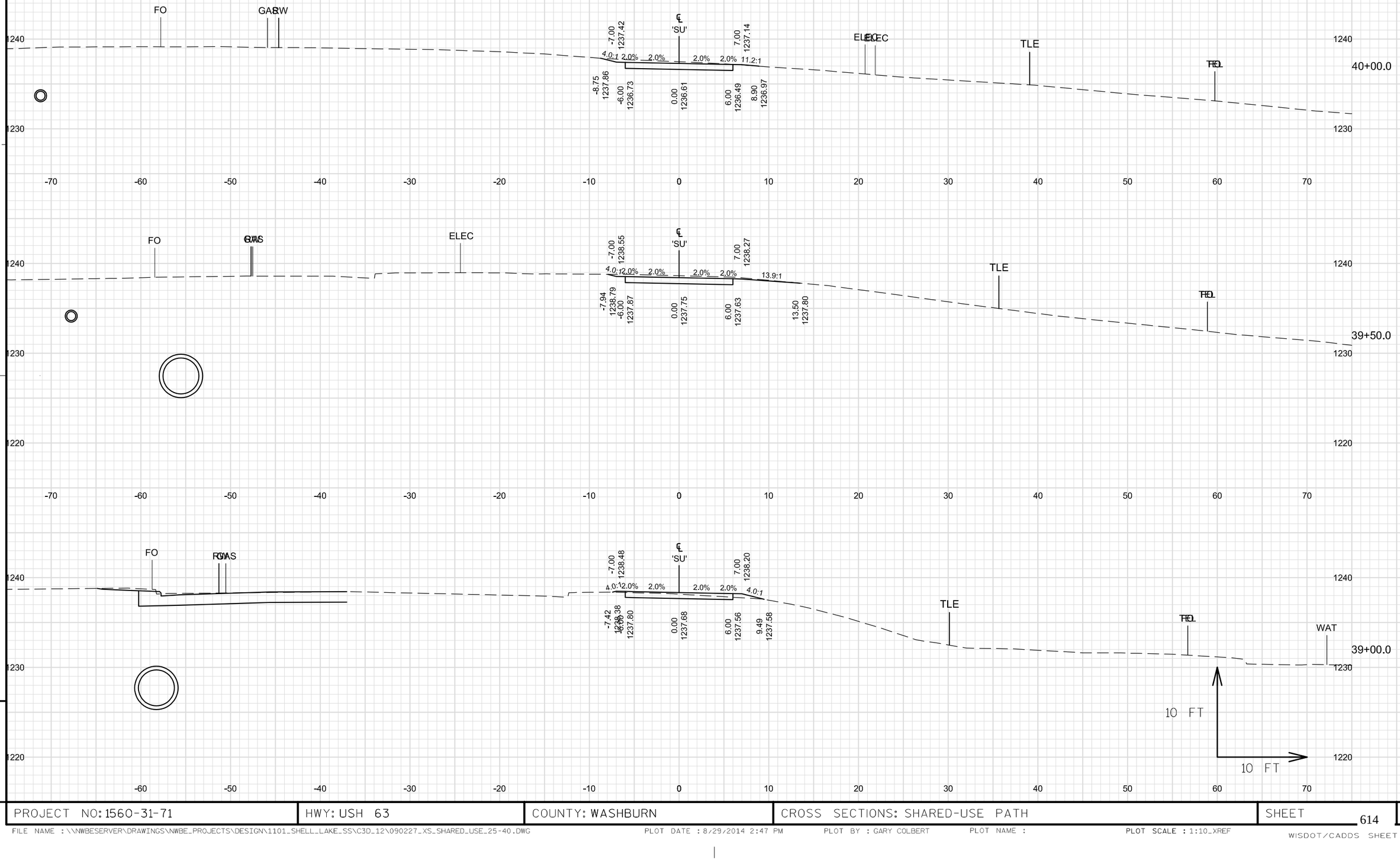
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 612	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 613	E

STA. 40+00.0
END GRADING

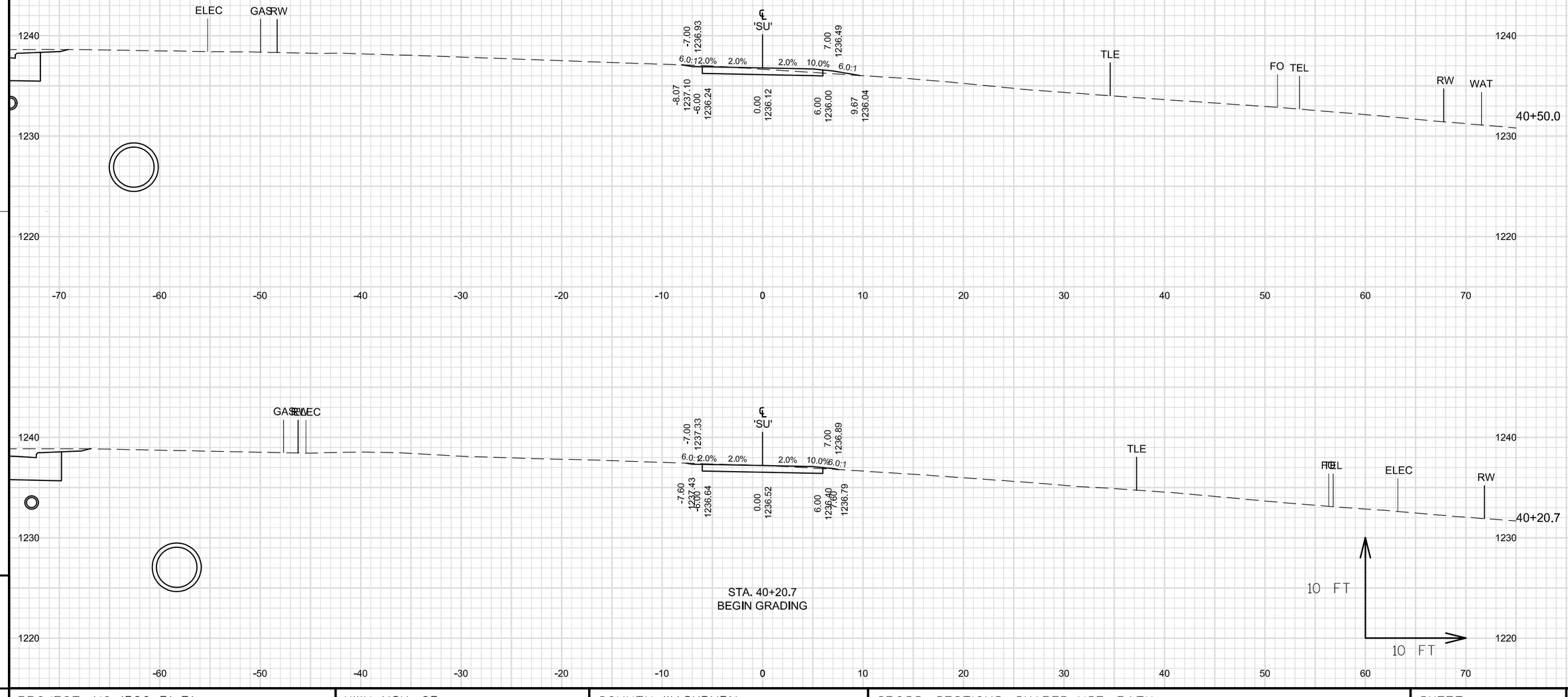


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 614	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090227_XS_SHARED_USE_25-40.DWG
PLOT DATE : 8/29/2014 2:47 PM
PLOT BY : GARY COLBERT
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



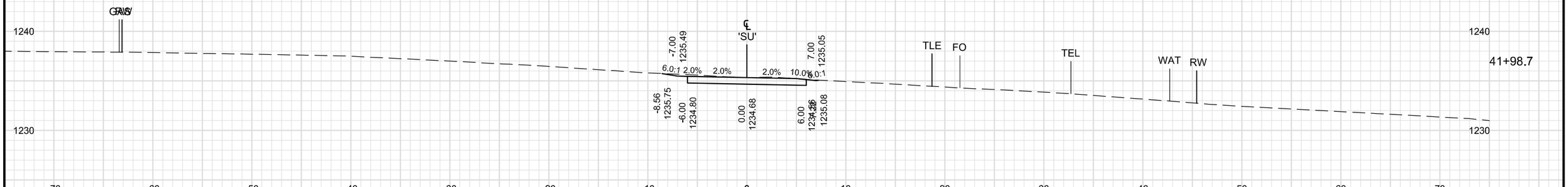
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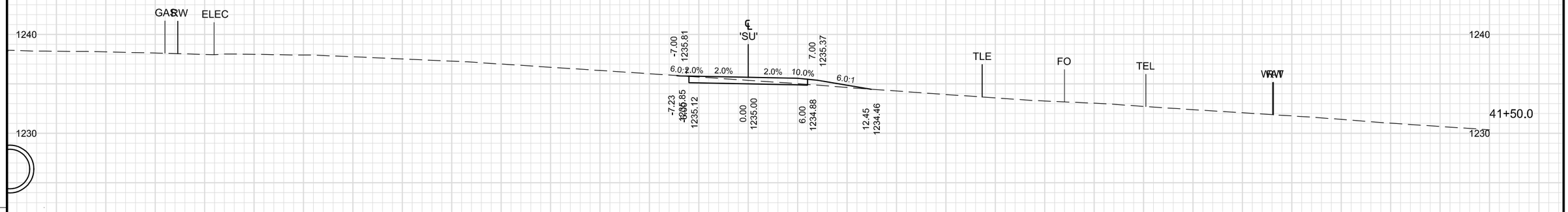
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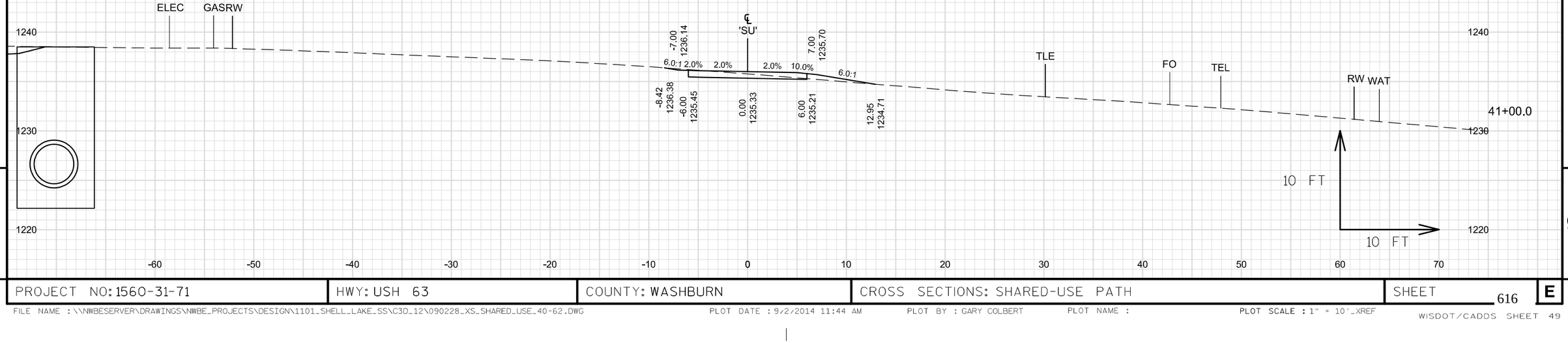
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 615	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:44 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

STA. 41+98.7
END GRADING





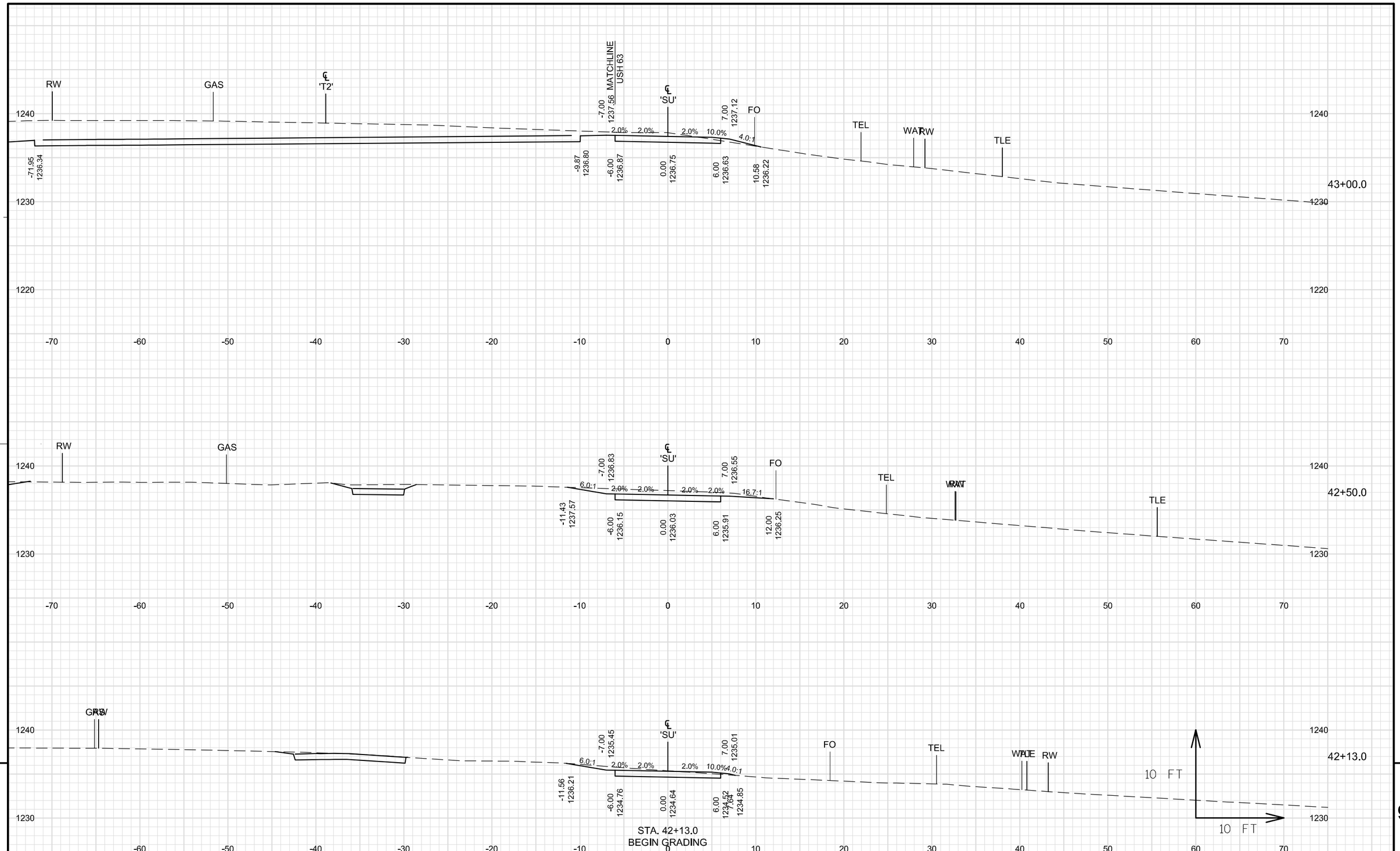


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 616	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:44 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

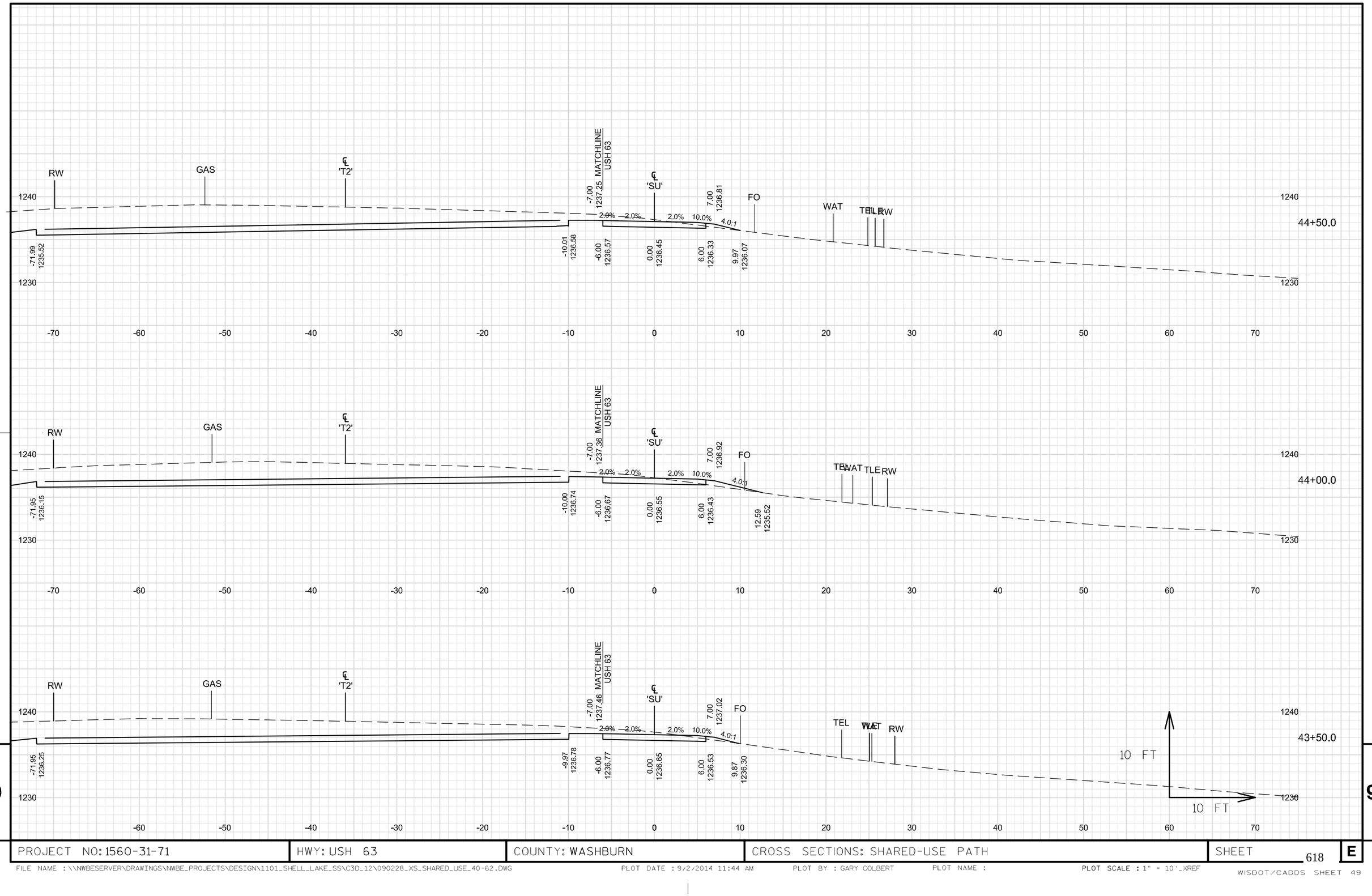


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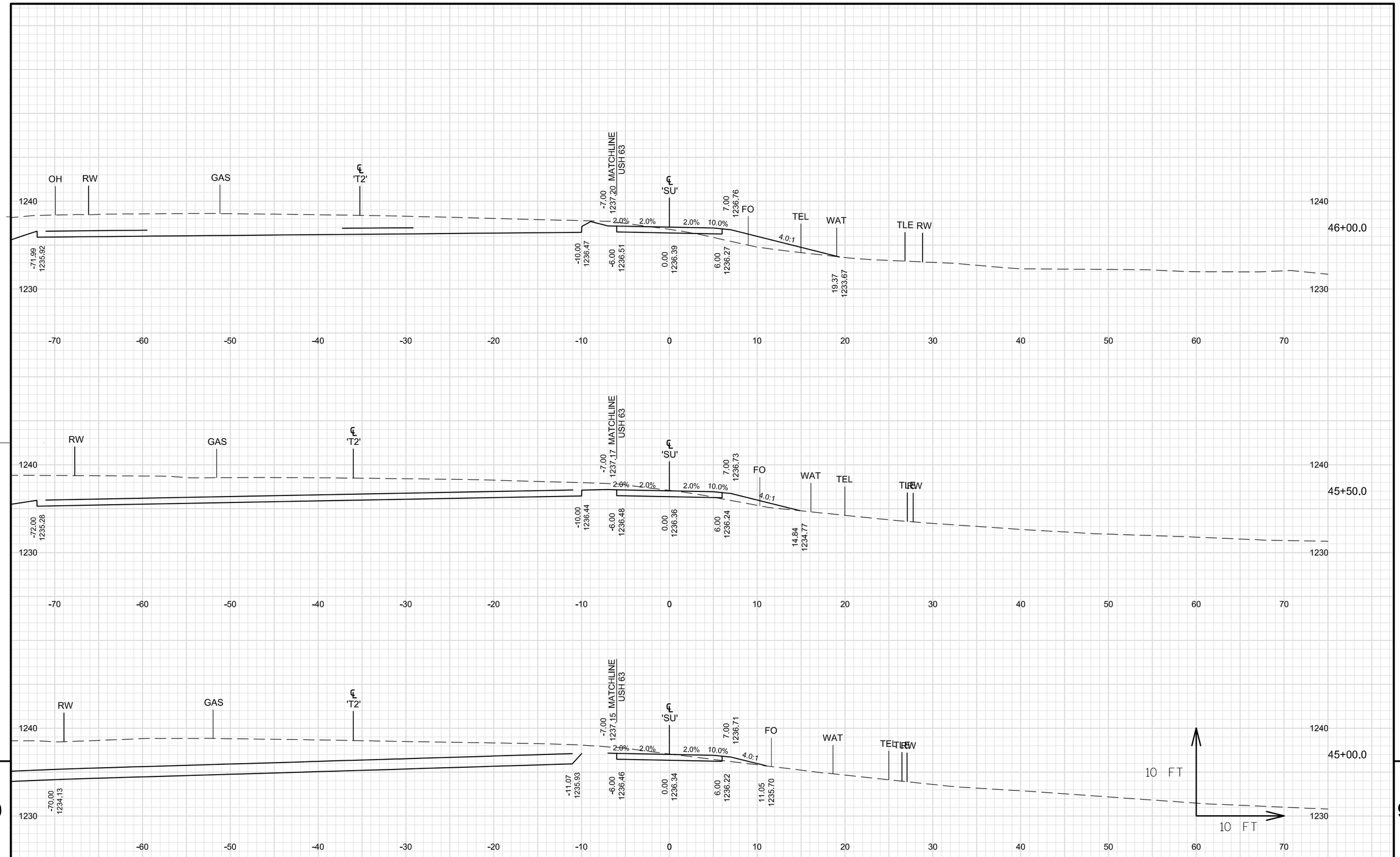
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 617	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:44 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 618	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:44 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

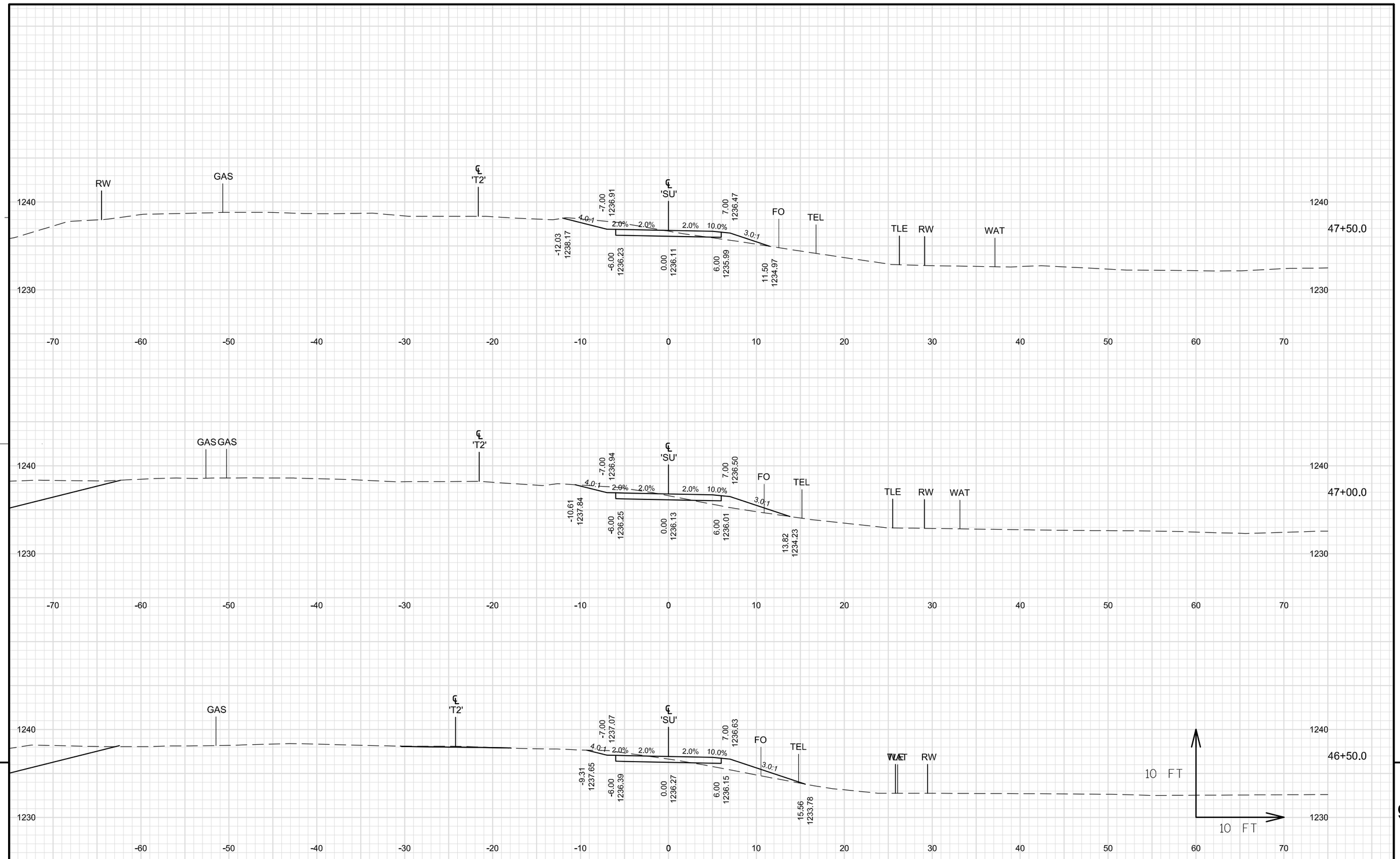


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 619	E

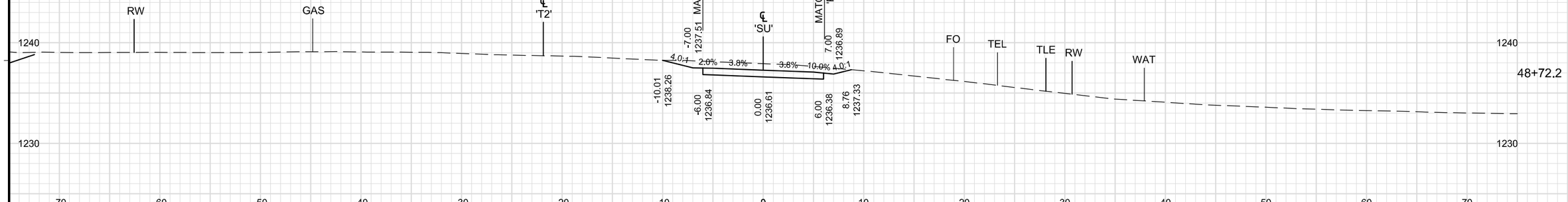
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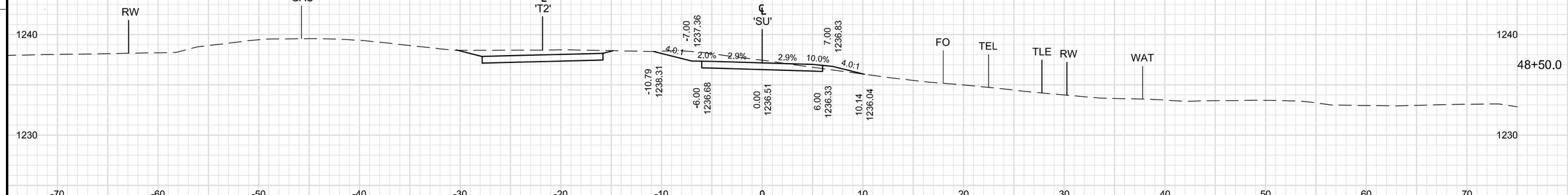


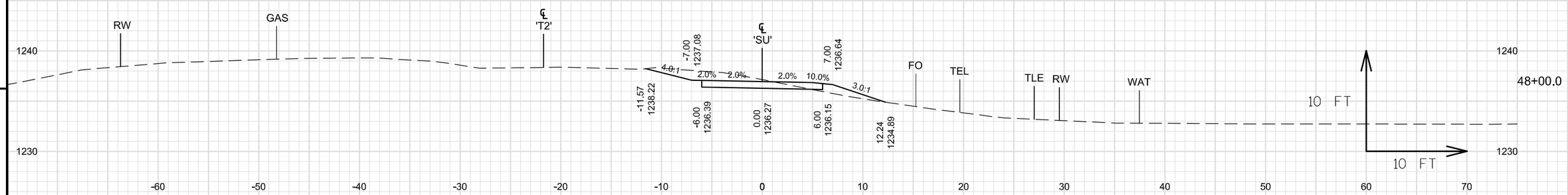
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 620	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:45 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

STA. 48+72.2
END GRADING





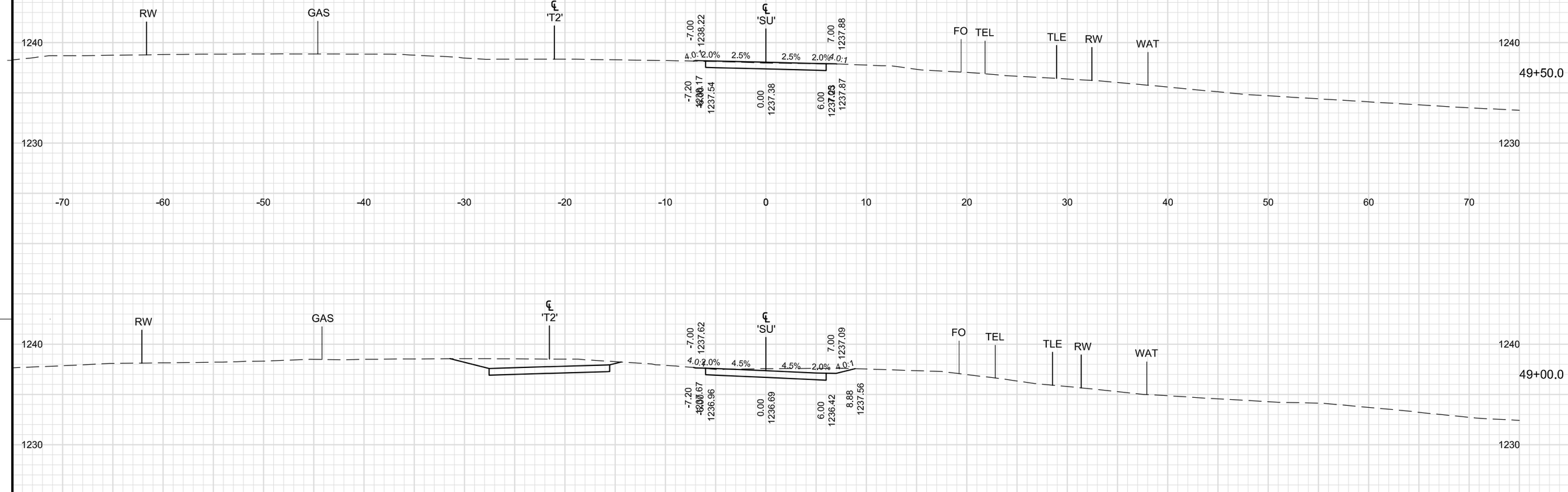


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 621	E

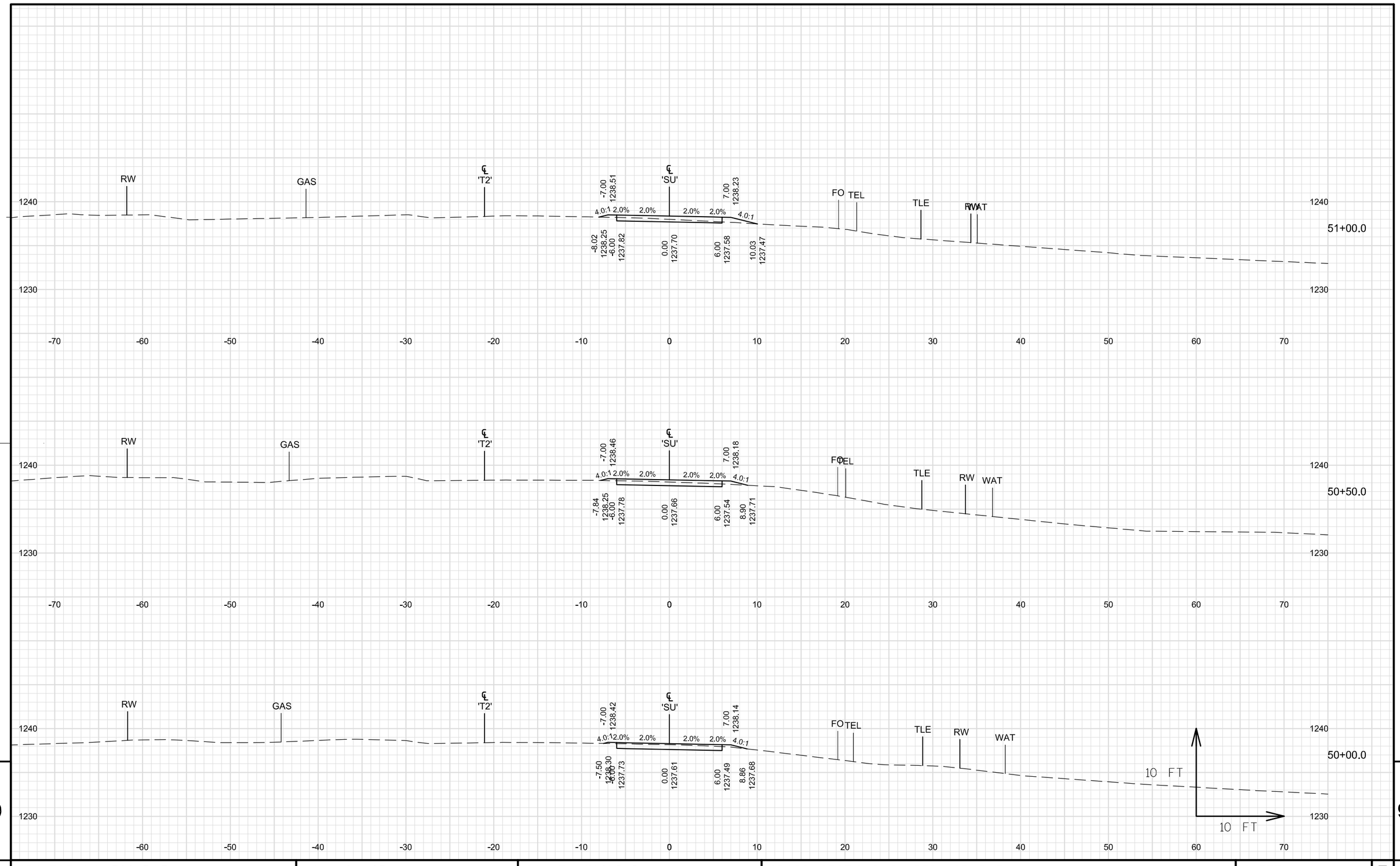
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:45 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 622	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:45 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

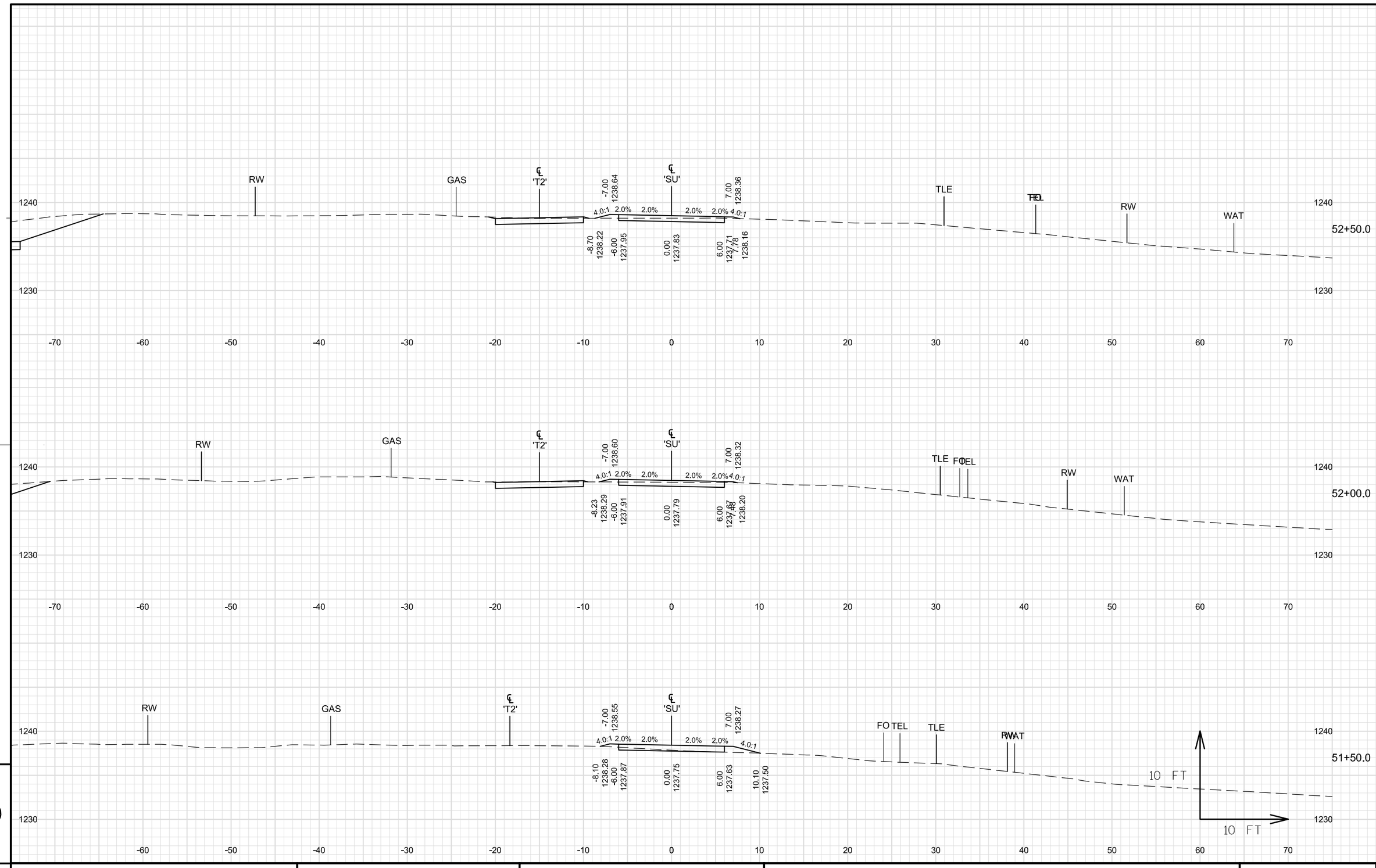


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 623	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:46 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

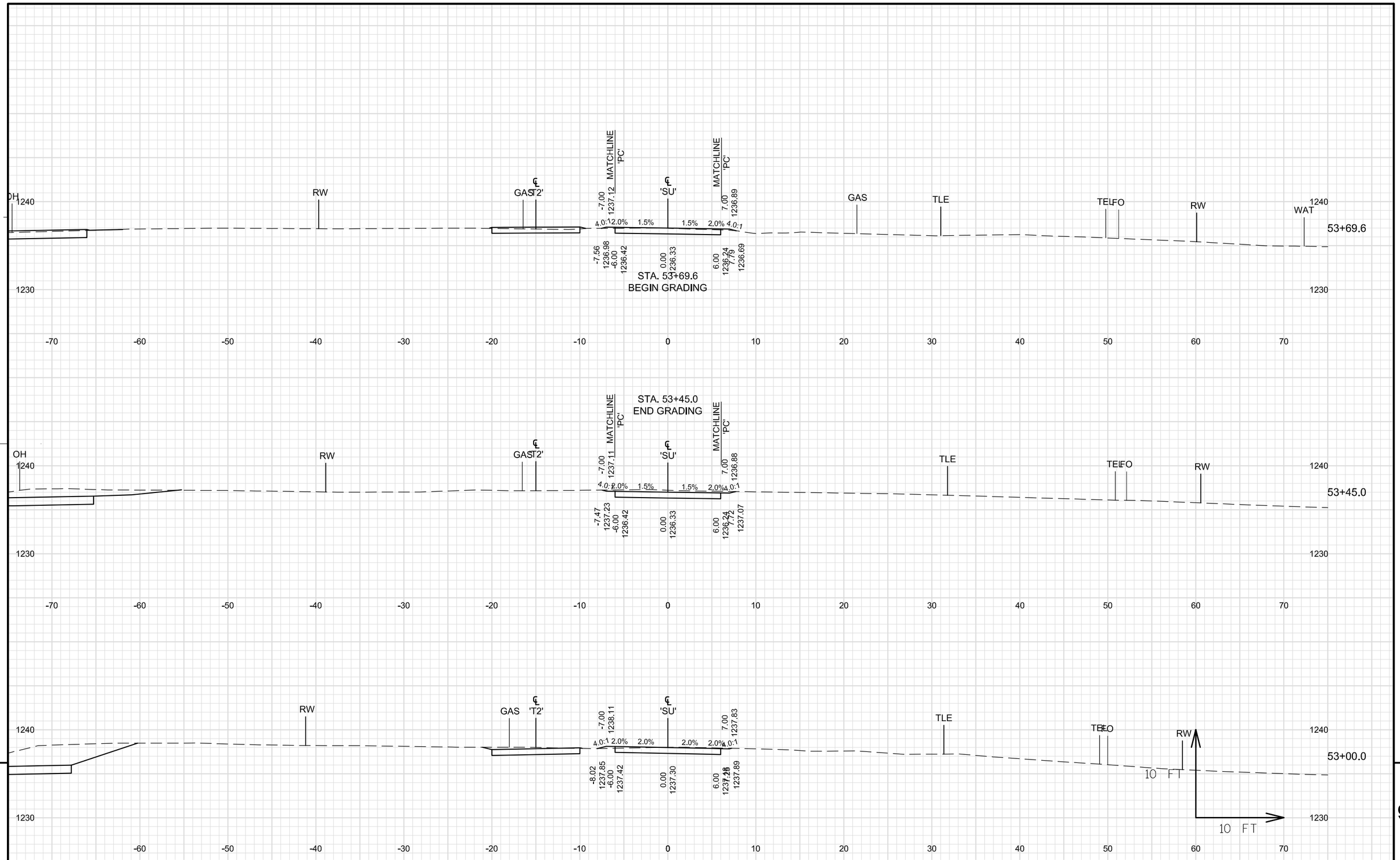


9

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 624	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG
PLOT DATE : 9/2/2014 11:46 AM
PLOT BY : GARY COLBERT
PLOT NAME :
PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

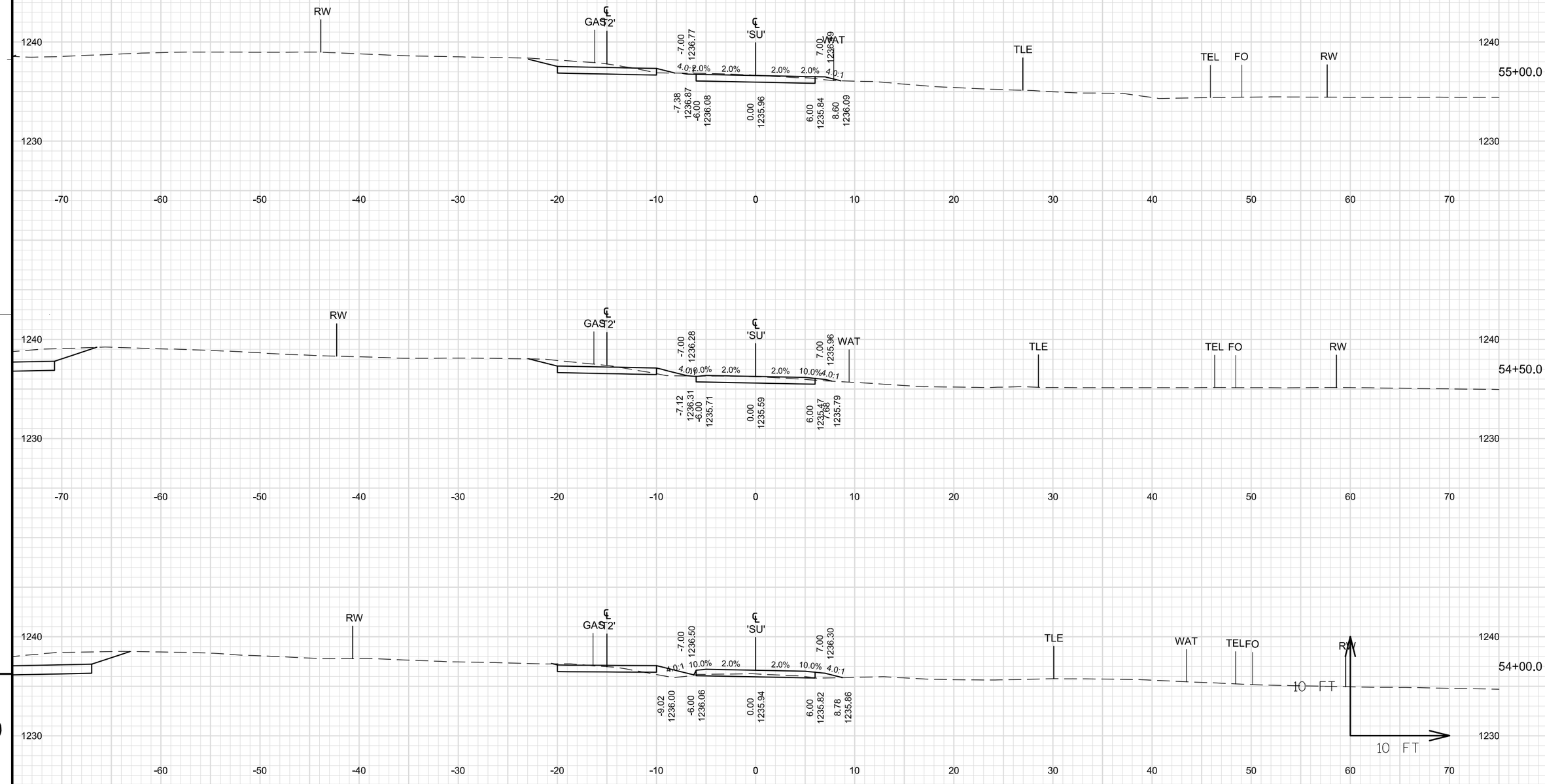


9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 625	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:46 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

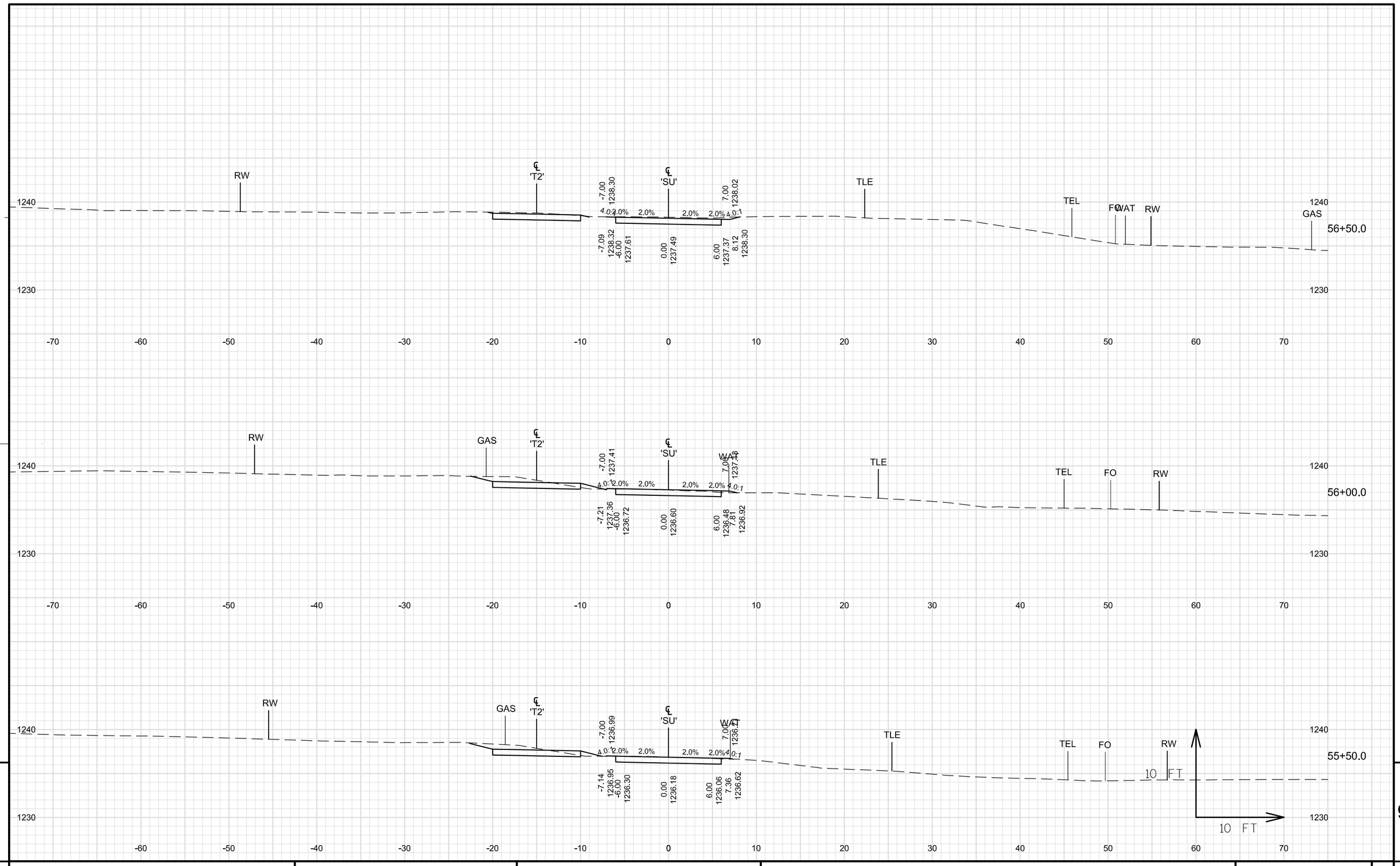


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 626	E

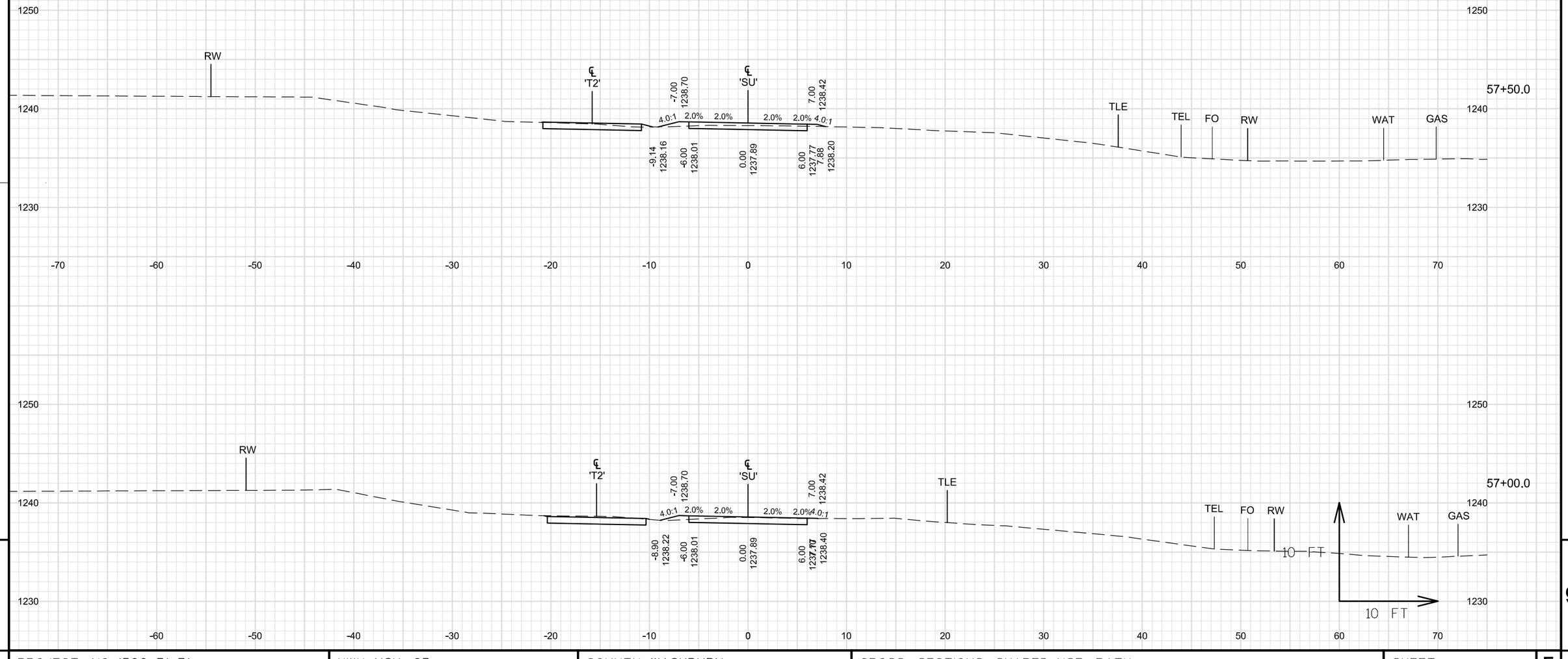
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:46 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 627

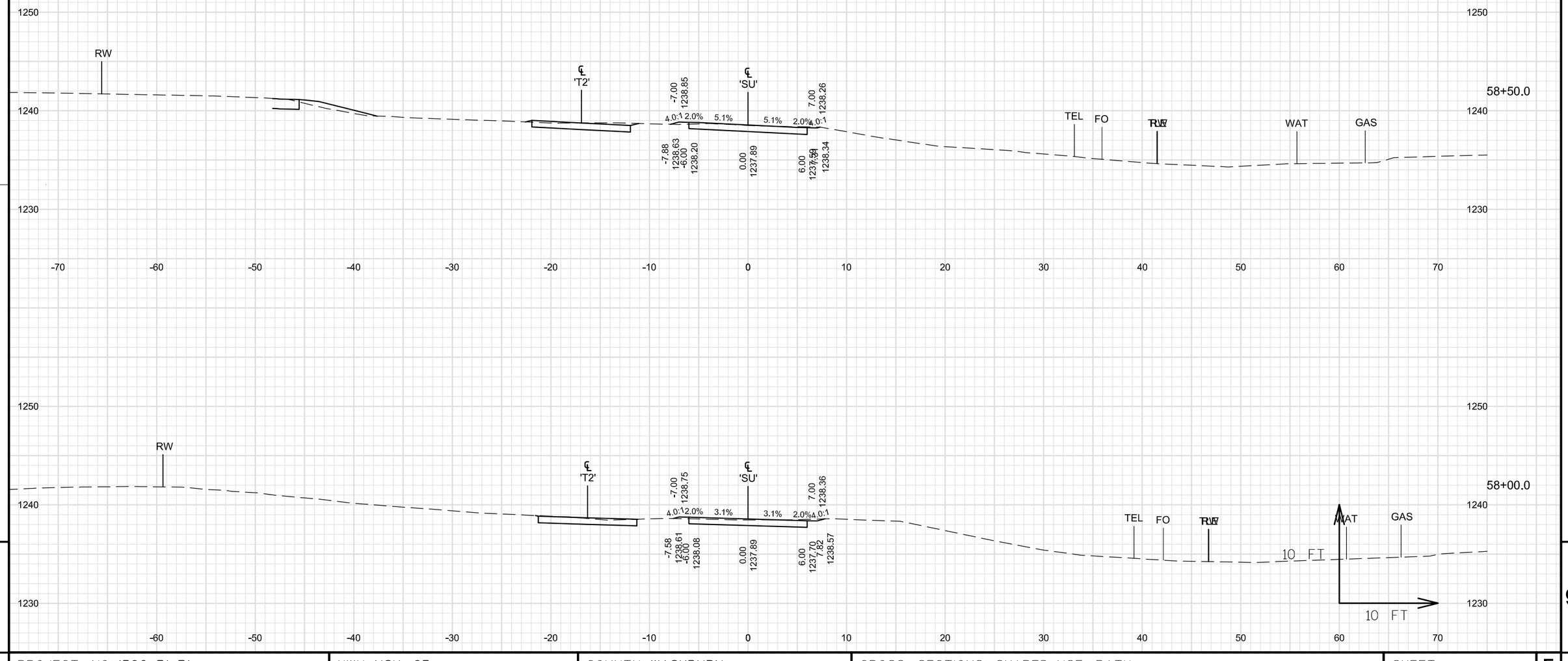
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:46 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 628 E

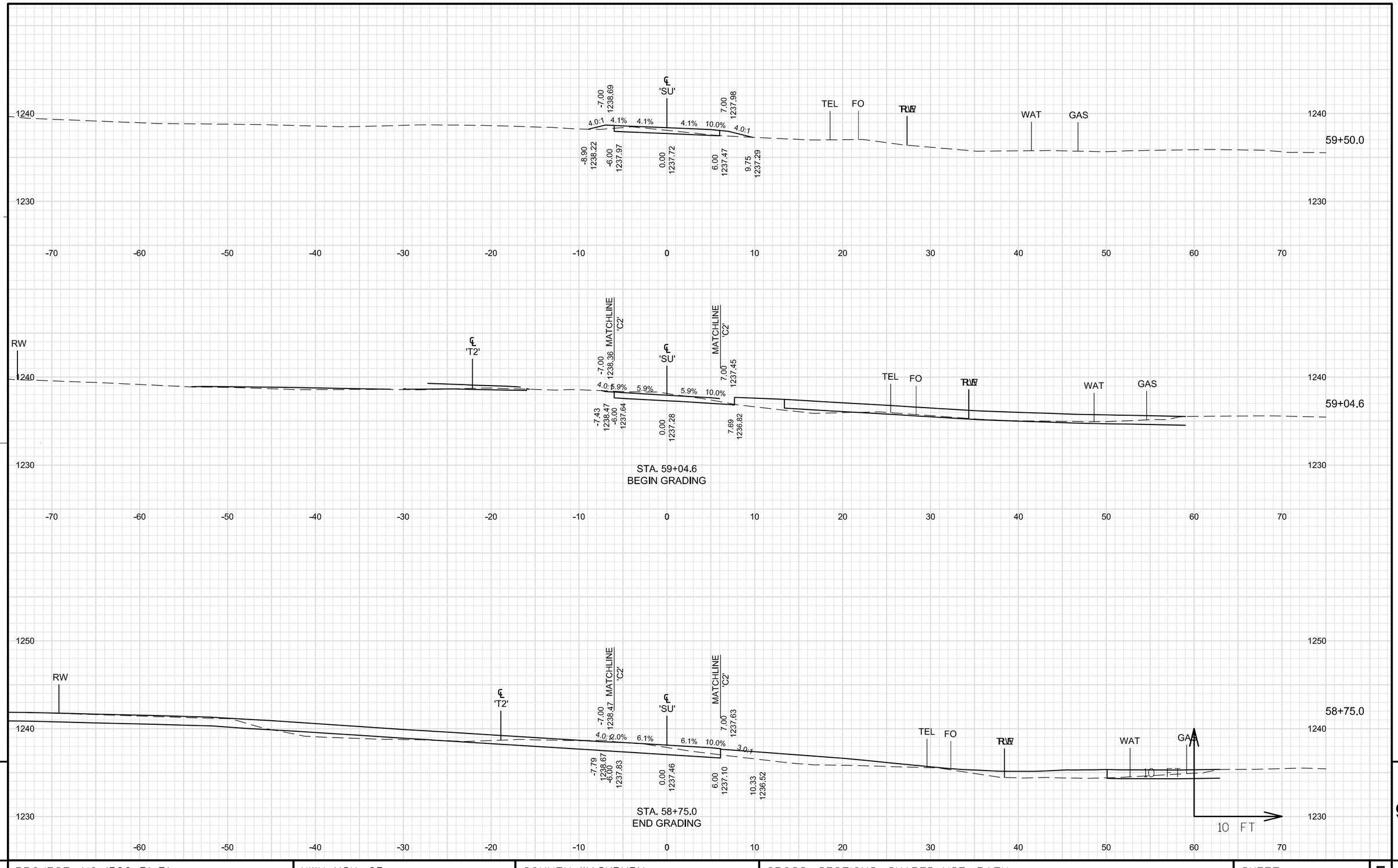
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 629	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:47 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

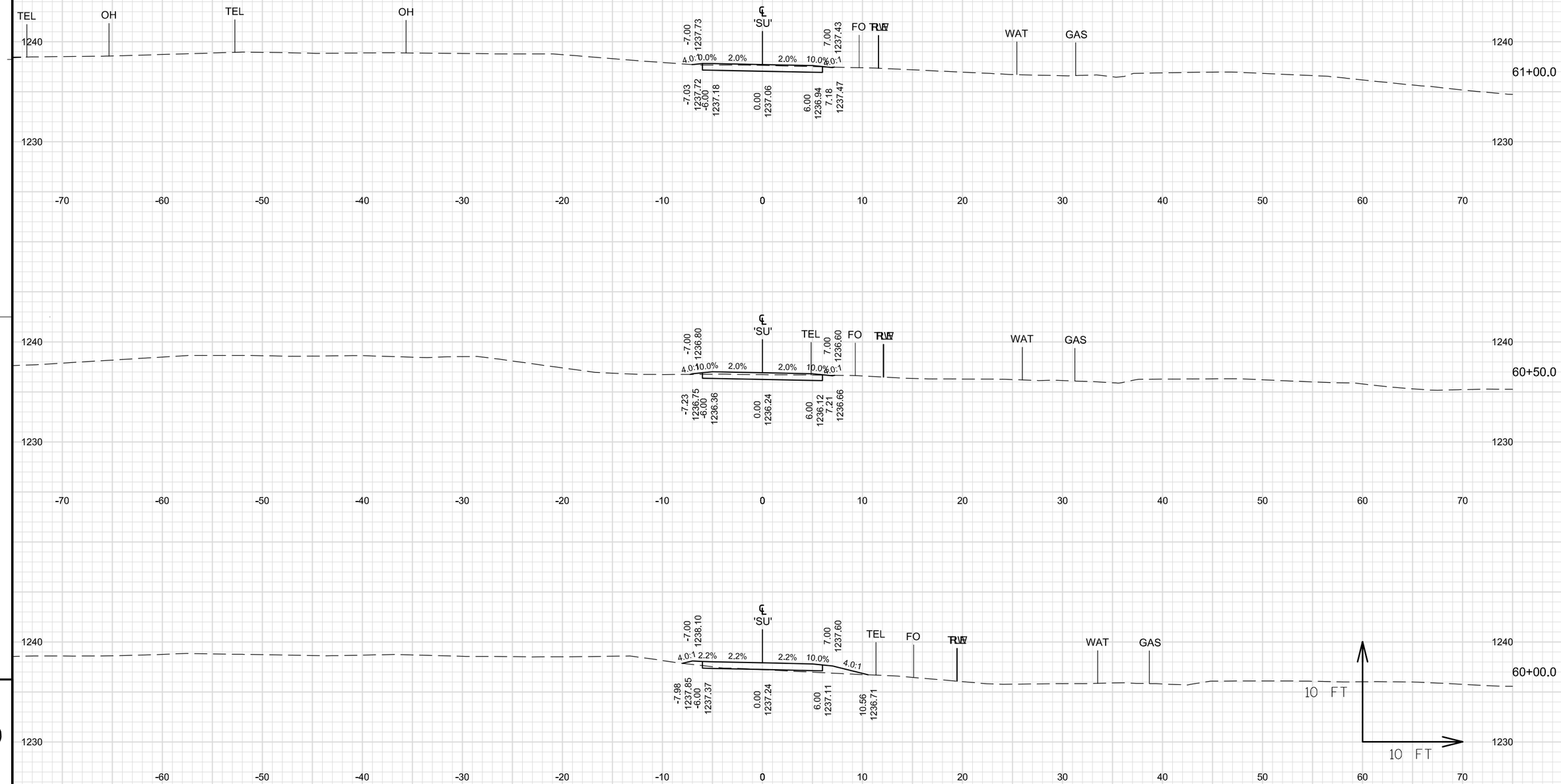
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 630	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:47 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

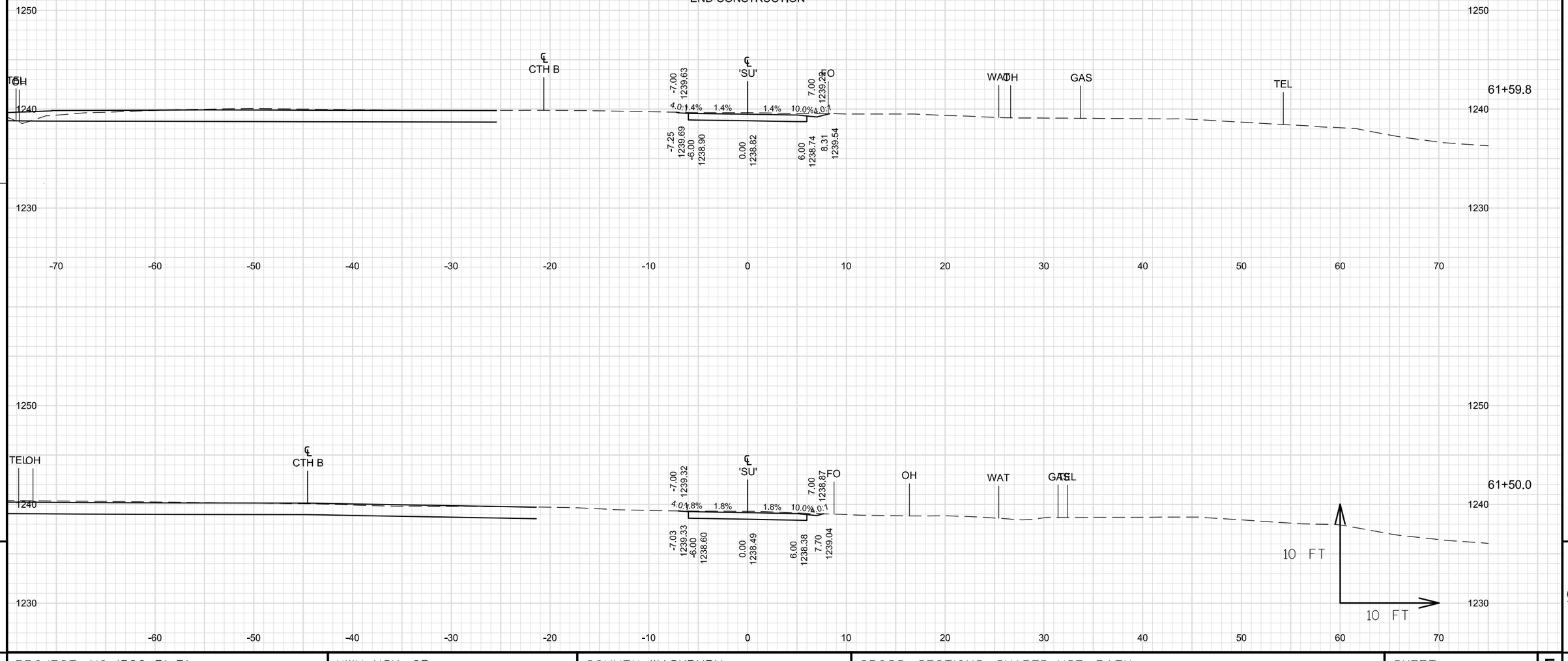
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 631	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:47 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

STA. 61+59.8
END CONSTRUCTION

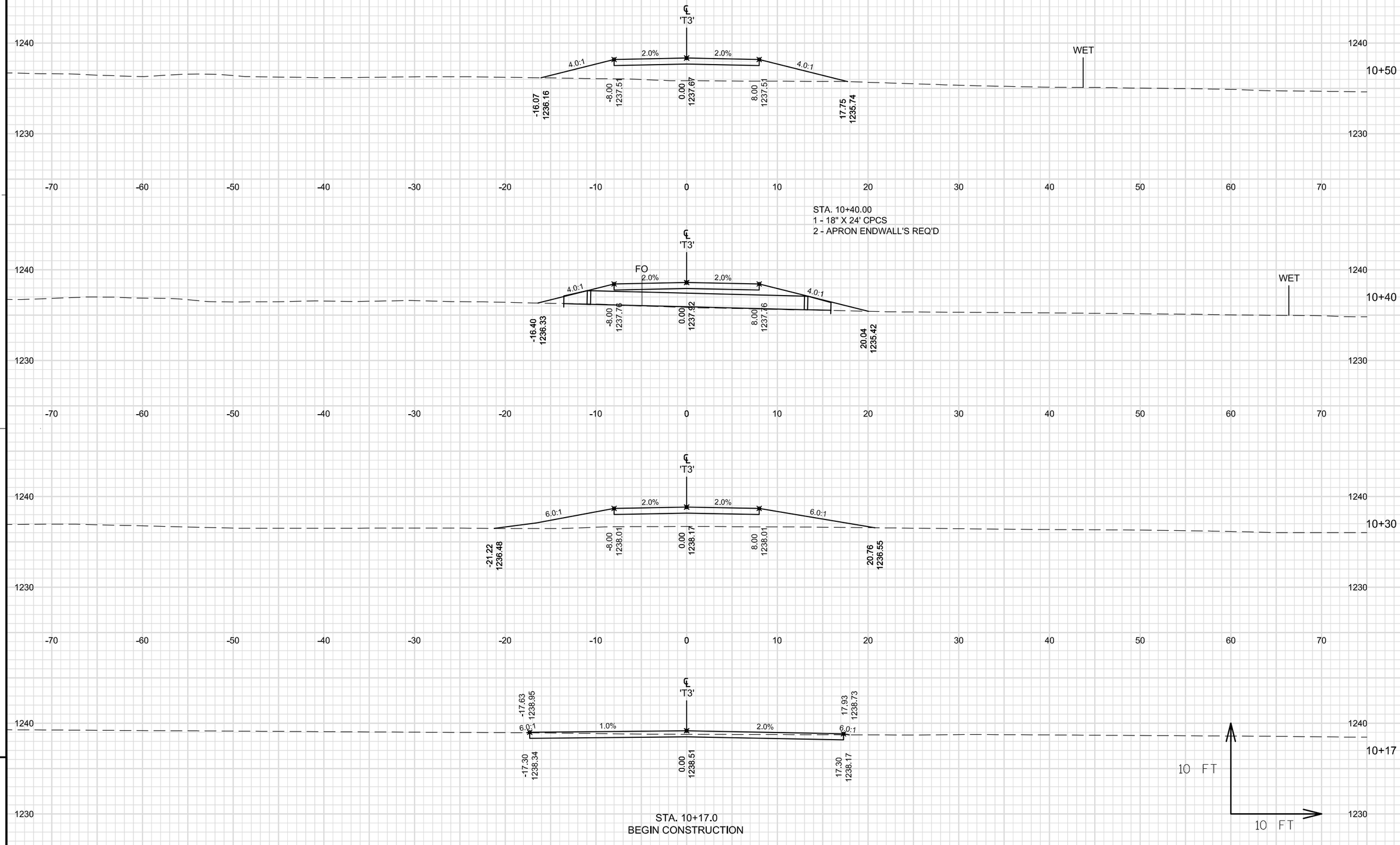


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SHARED-USE PATH	SHEET 632	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090228_XS_SHARED_USE_40-62.DWG PLOT DATE : 9/2/2014 11:48 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



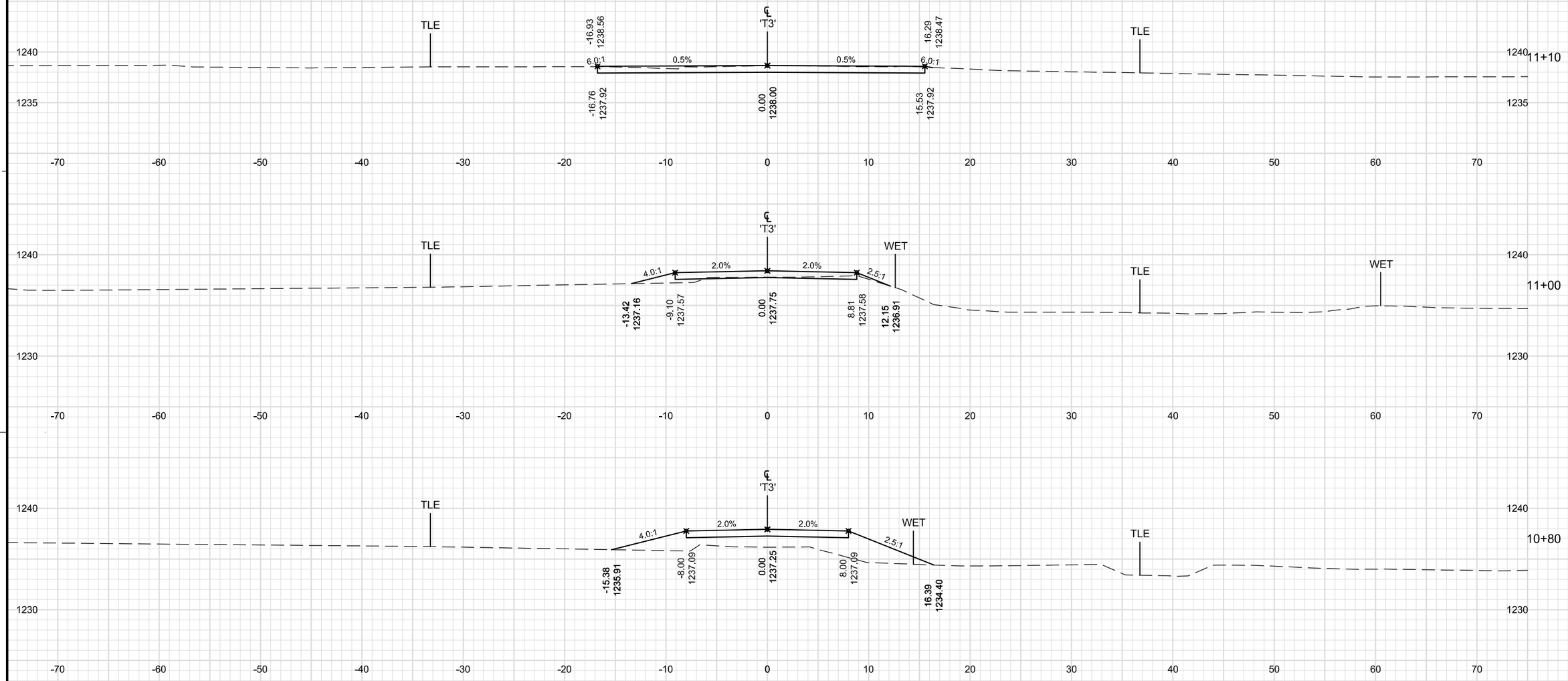
9

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T3'	SHEET 633	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090229_XS_T3_ATV_TRAIL_CENEX.DWG PLOT DATE : 9/2/2014 1:15 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

STA. 11+10.0
END CONSTRUCTION

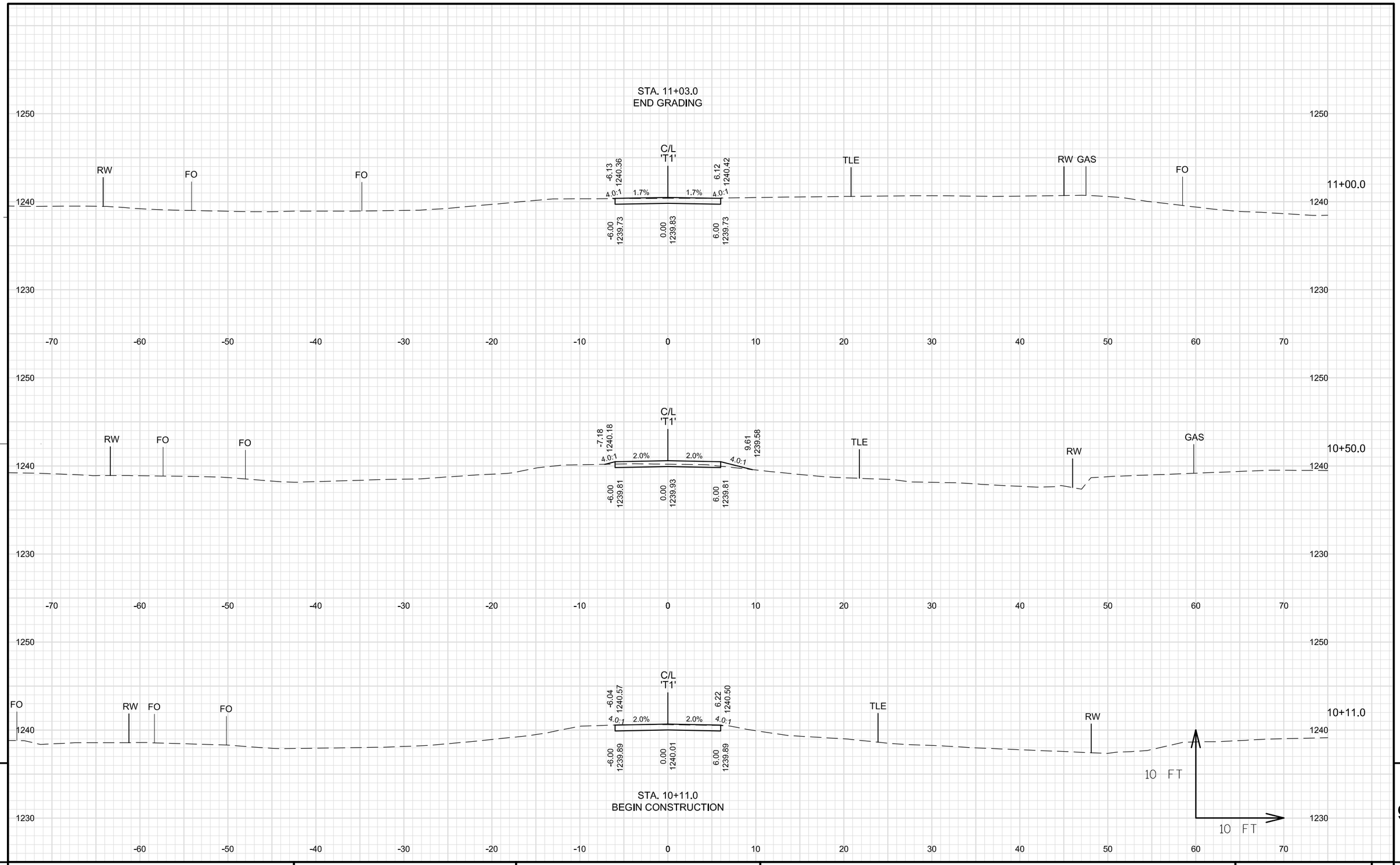


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9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T3'	SHEET 634	E

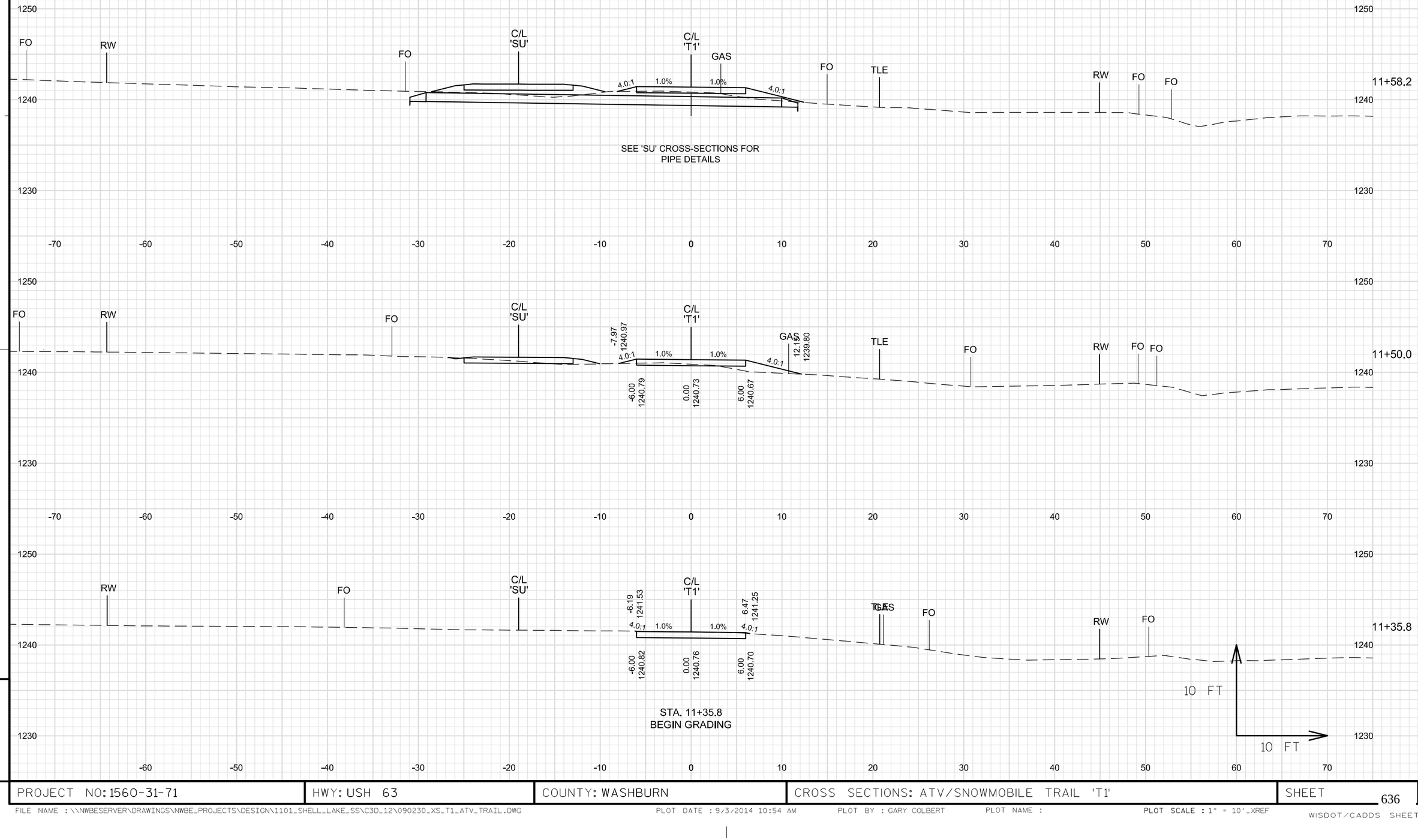
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090229_XS_T3_ATV_TRAIL_CENEX.DWG PLOT DATE : 9/2/2014 1:15 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 635	E

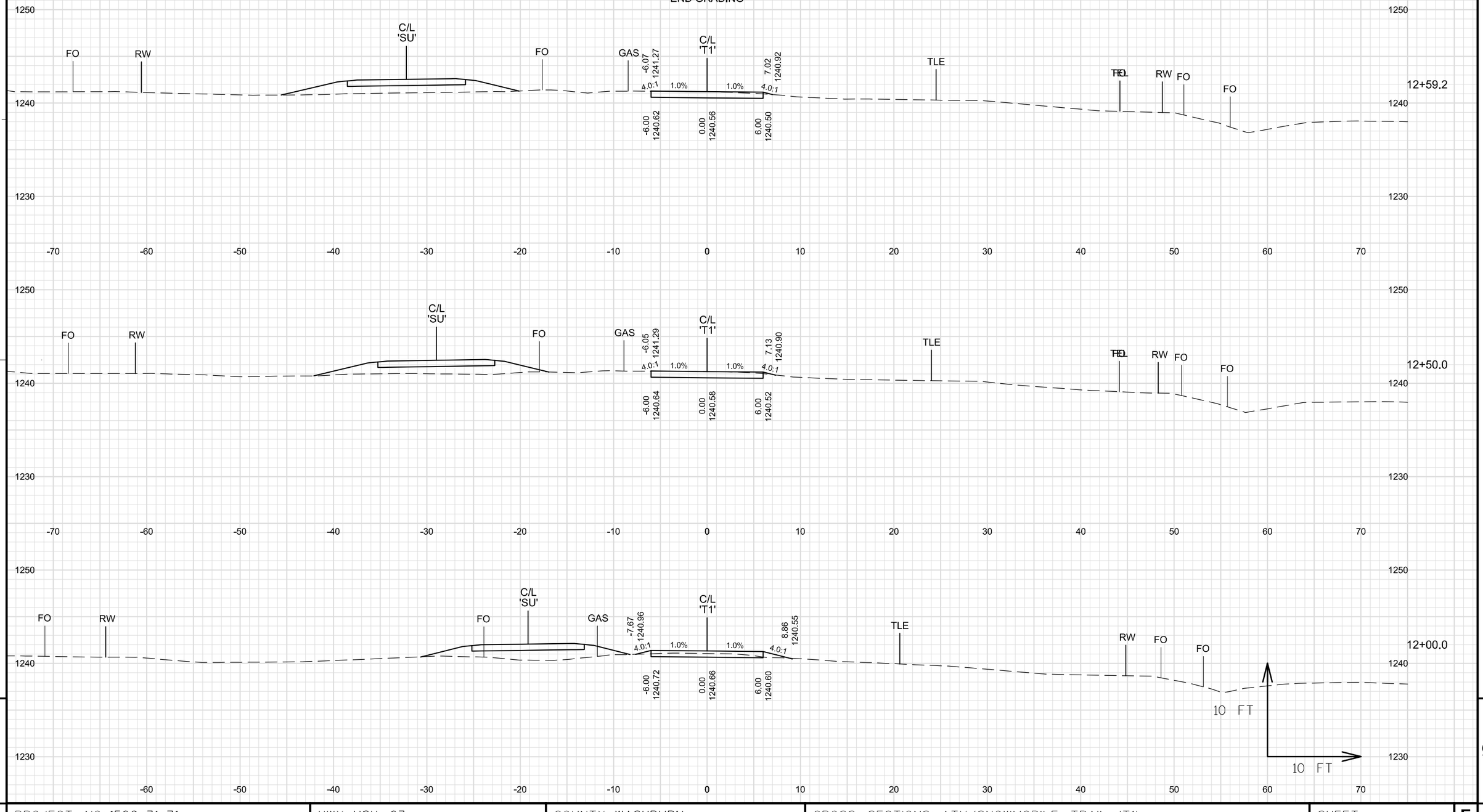
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:54 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 636 E

STA. 12+59.2
END GRADING



12+50.0

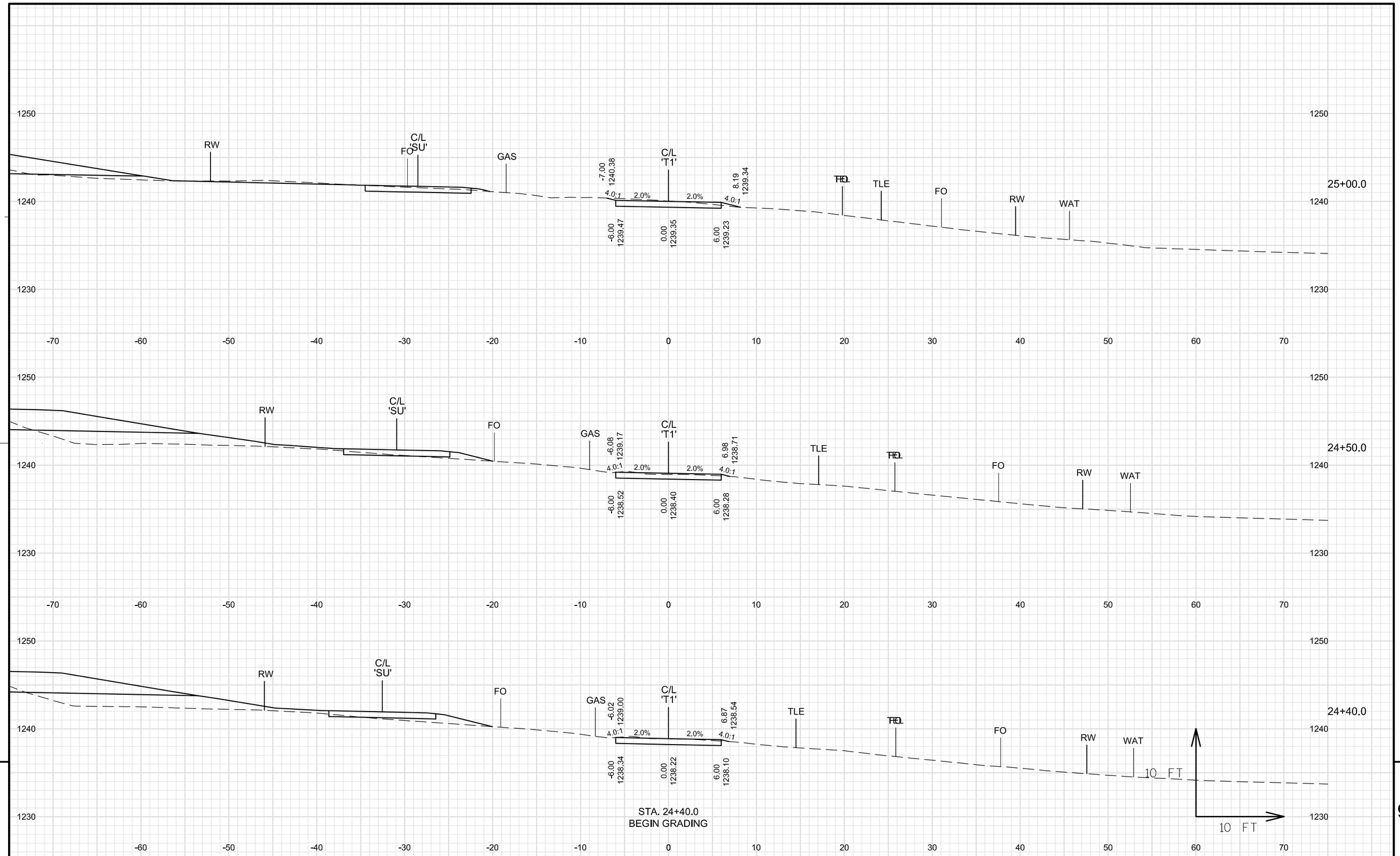
12+00.0

9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 637	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:55 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



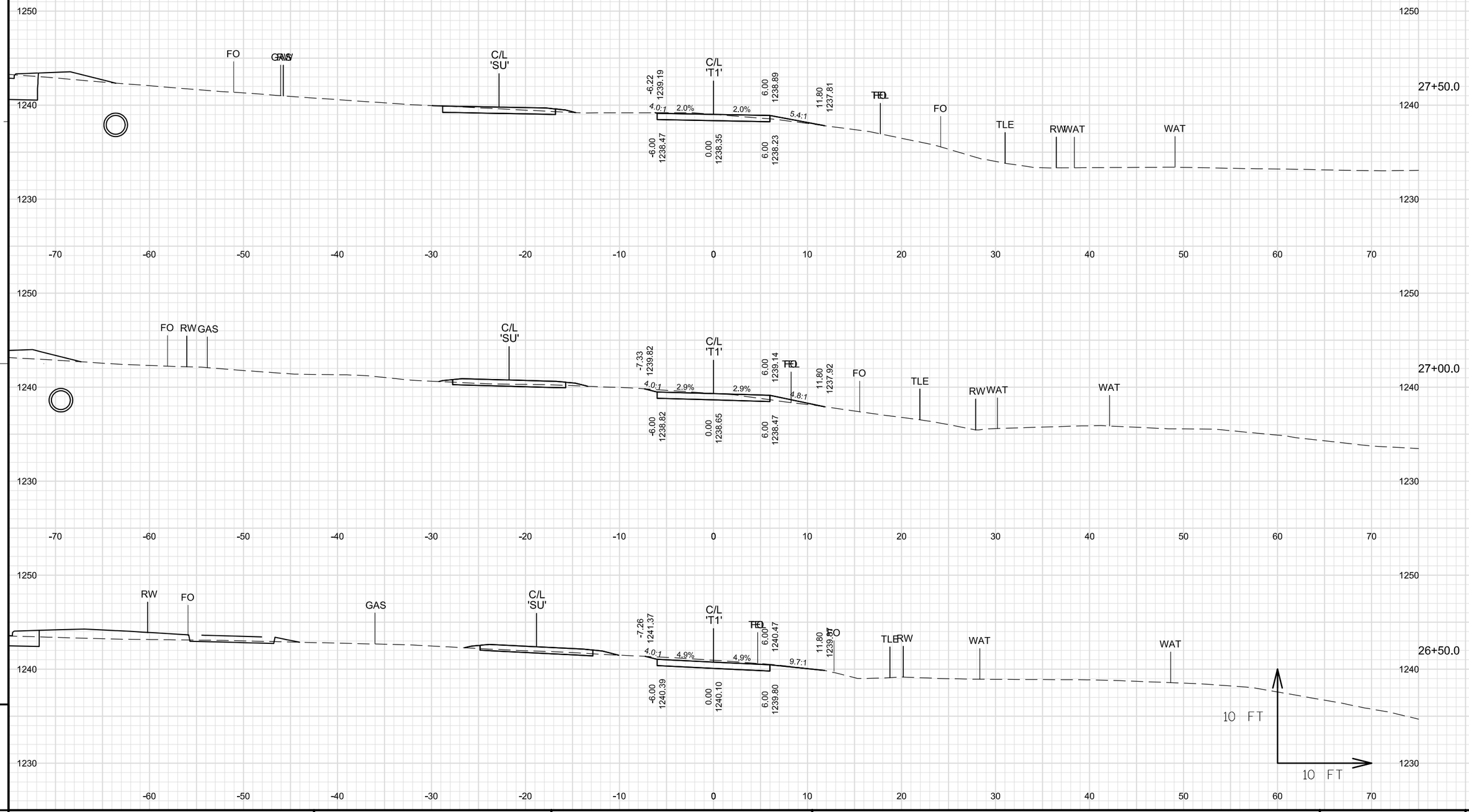
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 638	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:55 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

9

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 639	E

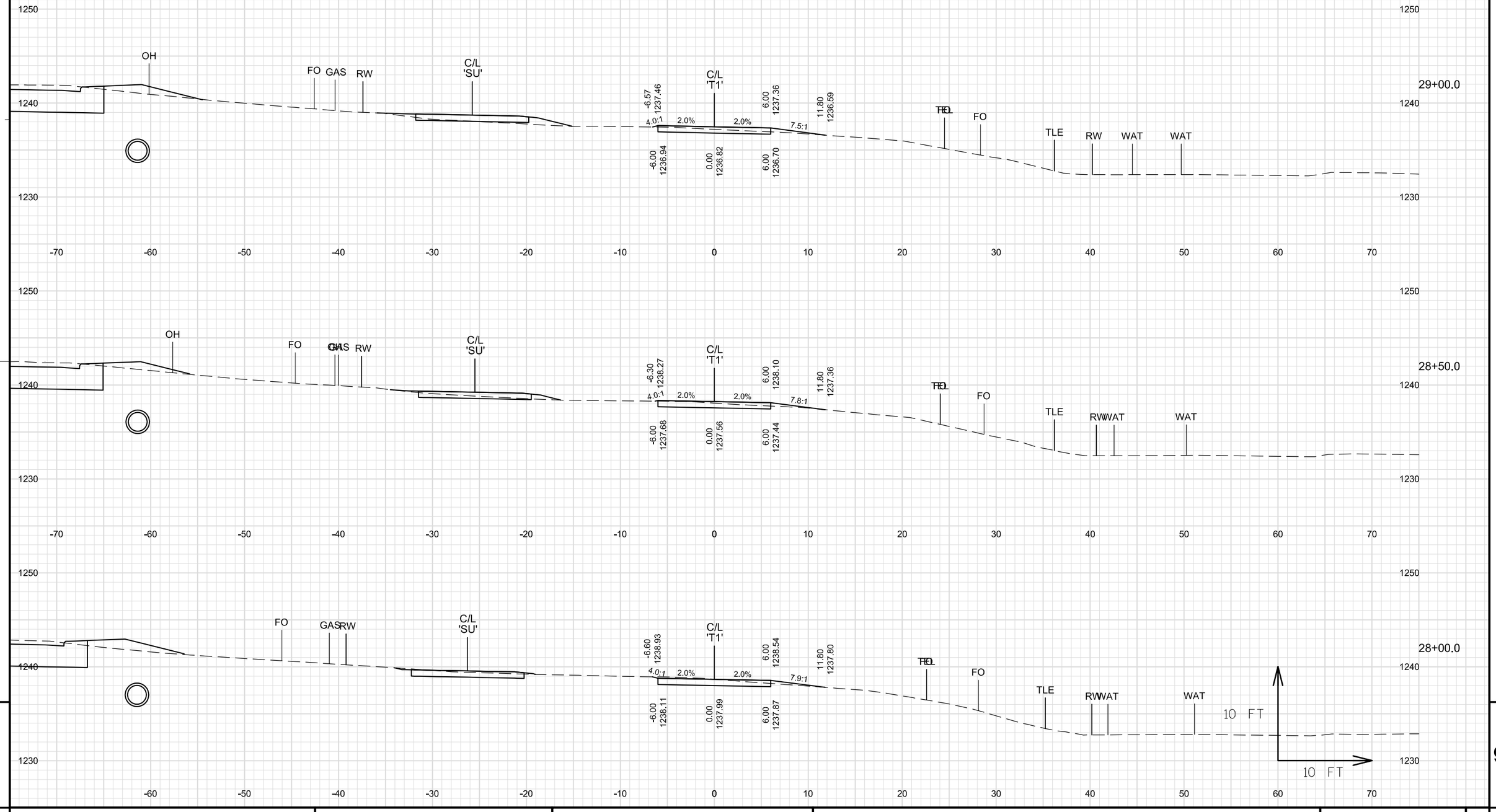


9

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 640	E

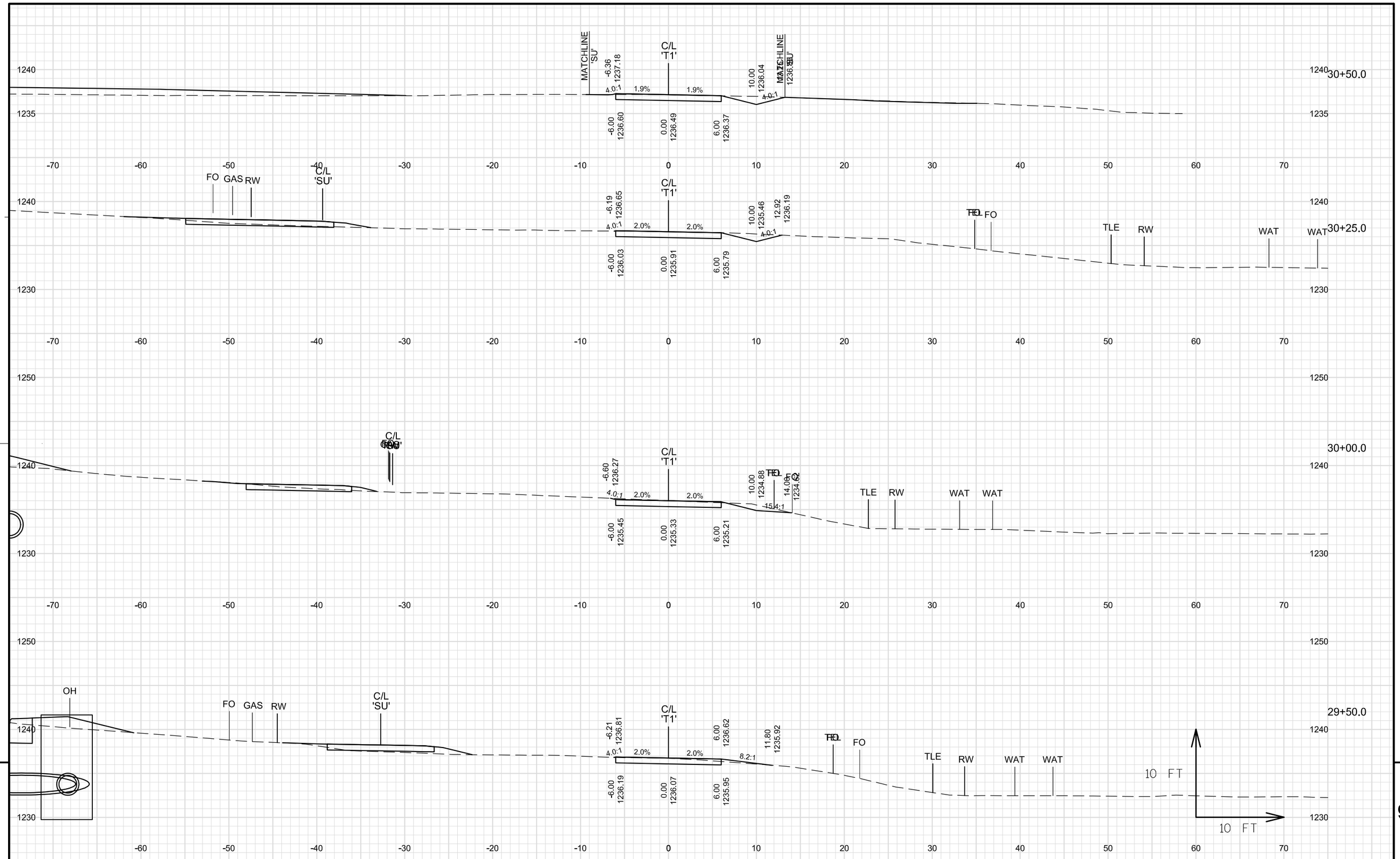
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:56 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 641	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:57 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



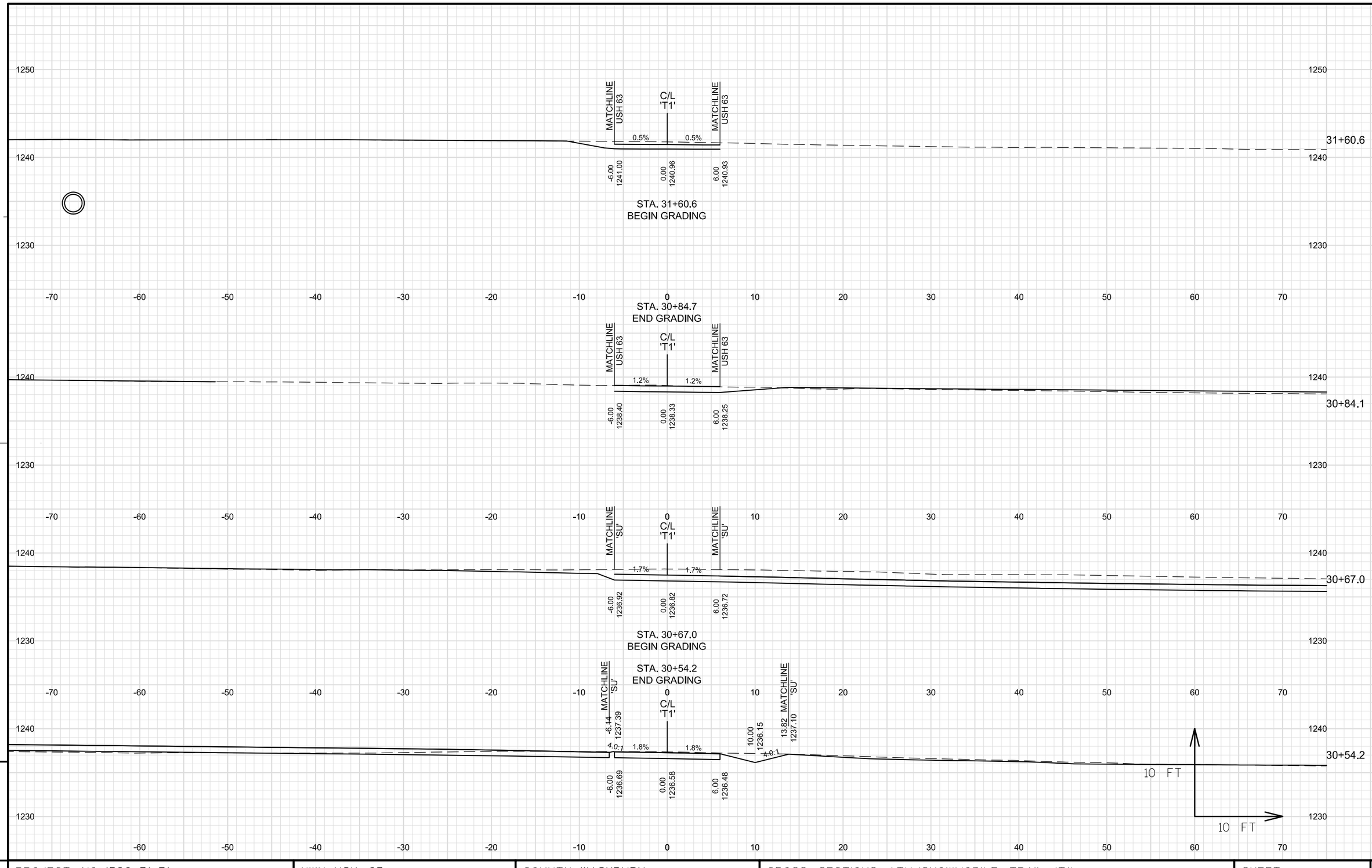
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 642	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:57 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 643	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:57 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

STA. 31+69.4
END CONSTRUCTION

C/L
'T1'

0.0% 0.0%

-6.00
1241.61

0.00
1241.61

6.00
1241.61

31+69.4

10 FT

10 FT

1250
1240
1230

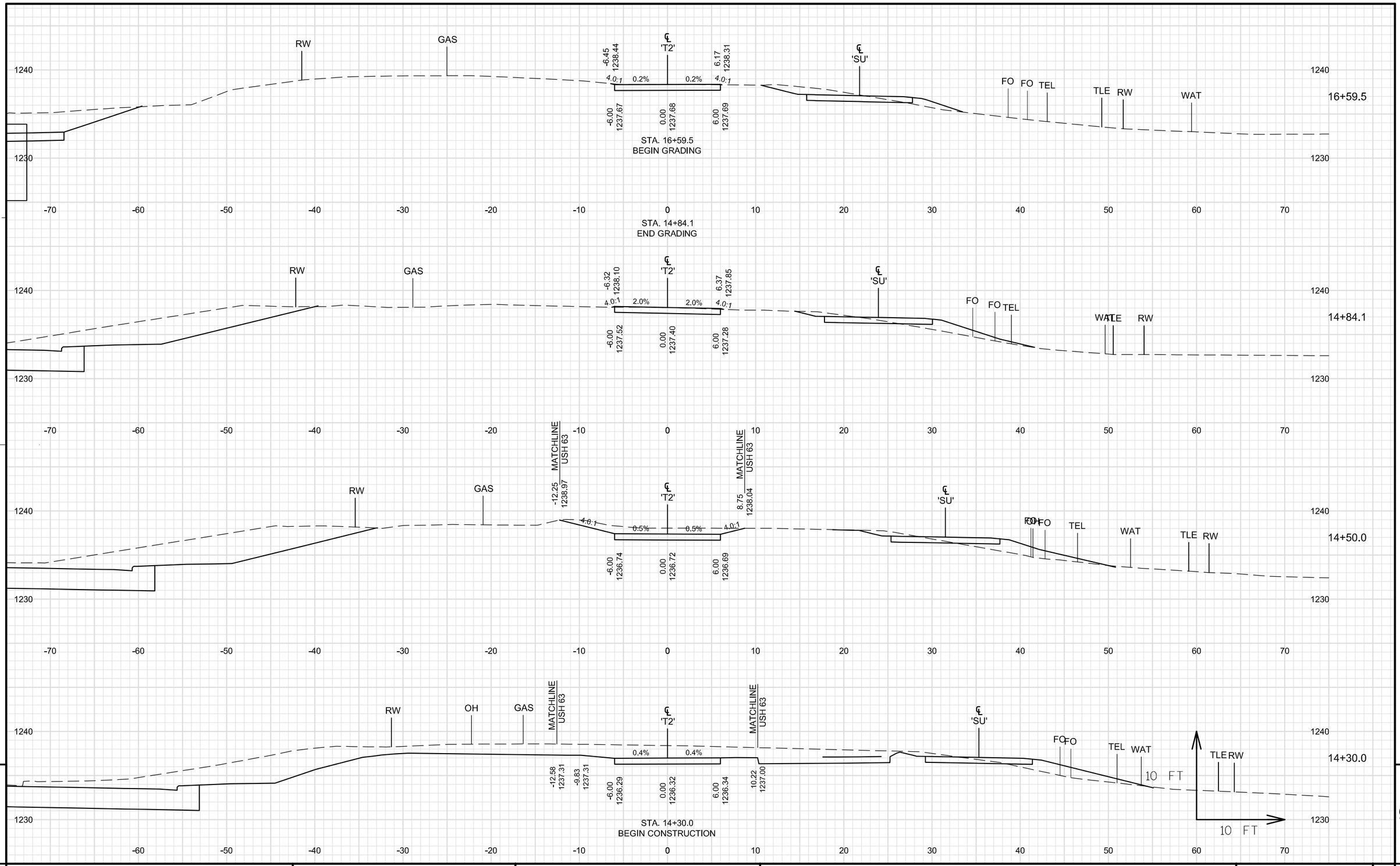
-60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

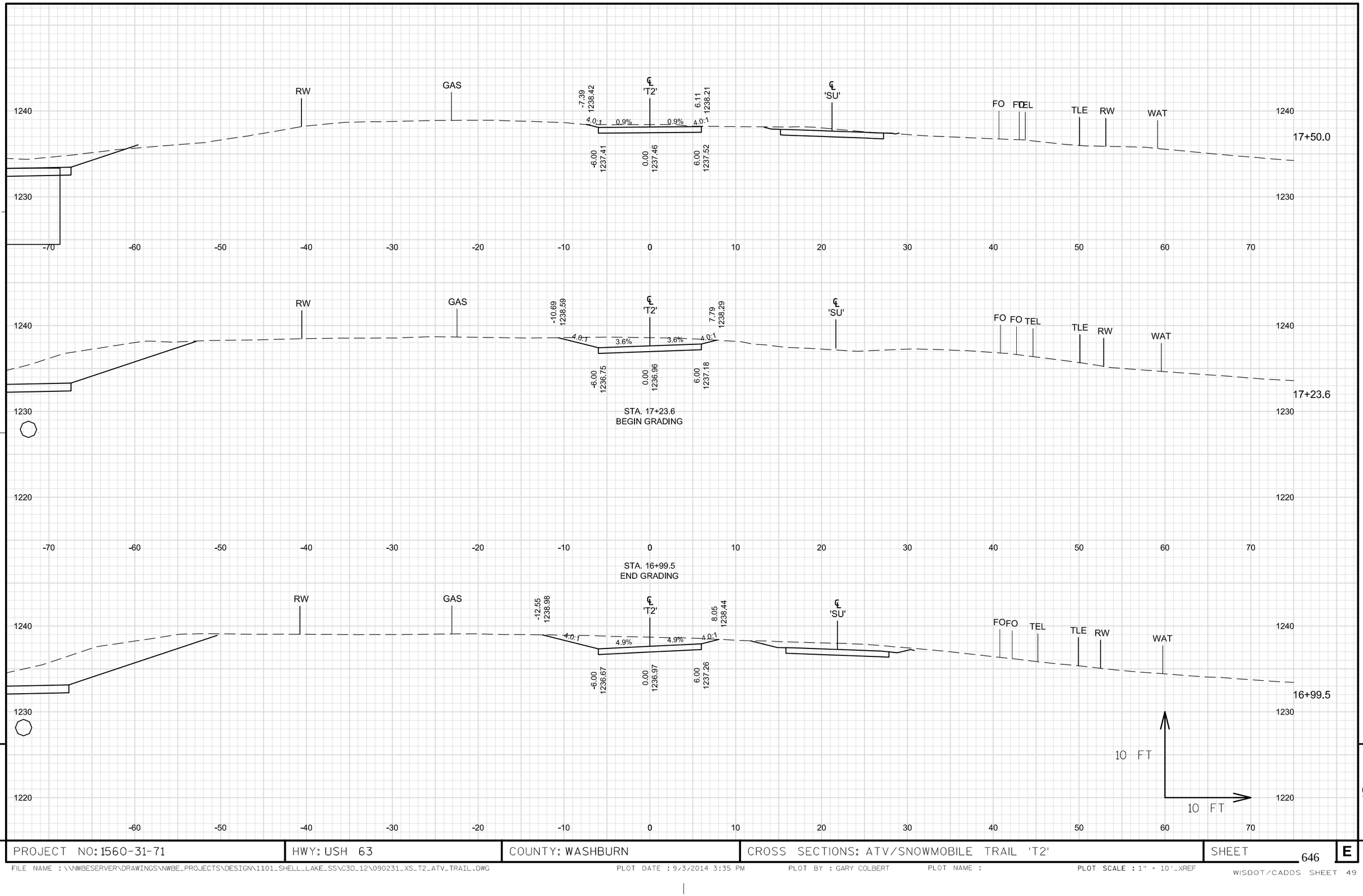
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T1'	SHEET 644	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090230_XS_T1_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 10:58 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 645 E

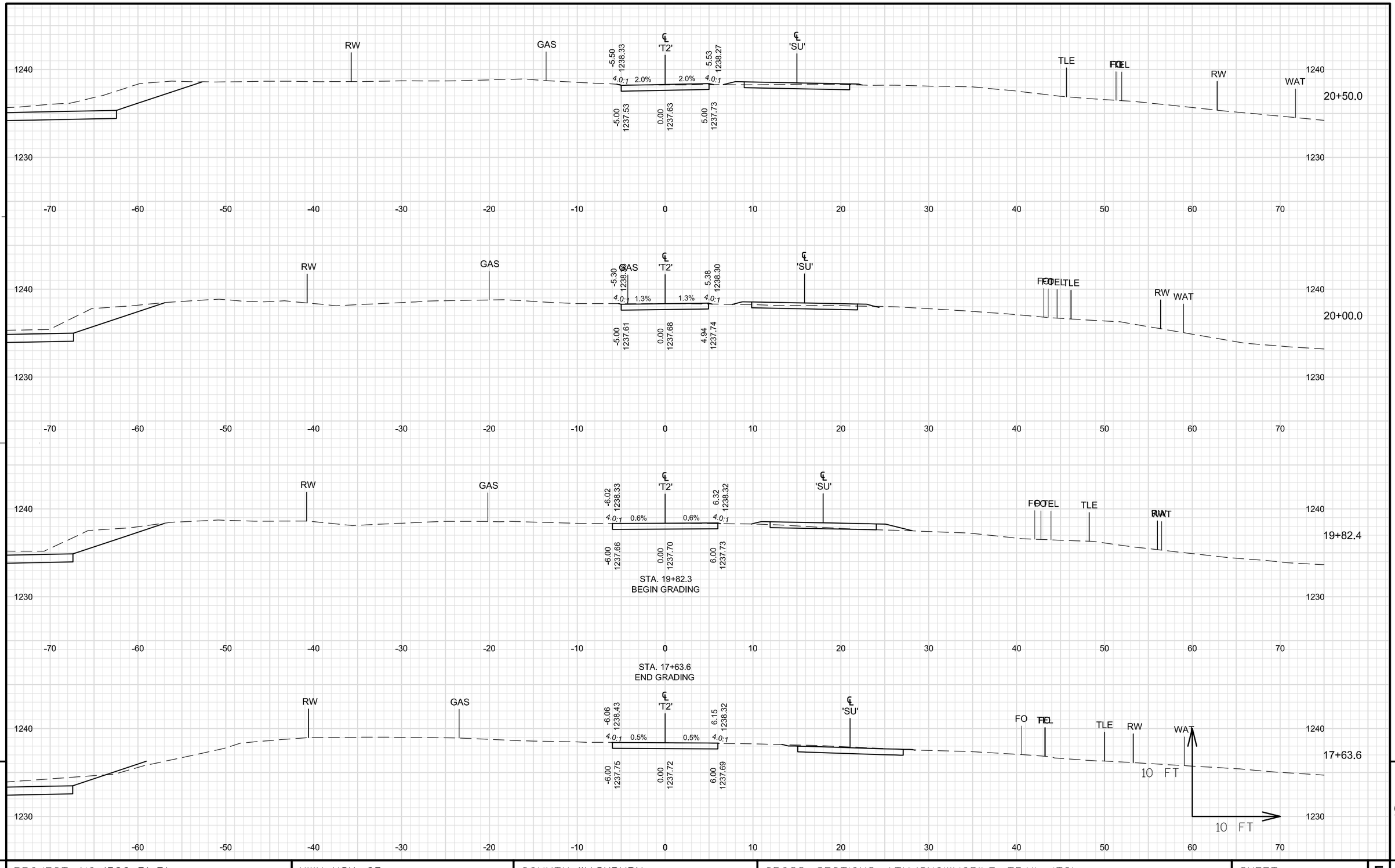
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:34 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 646 E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:35 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

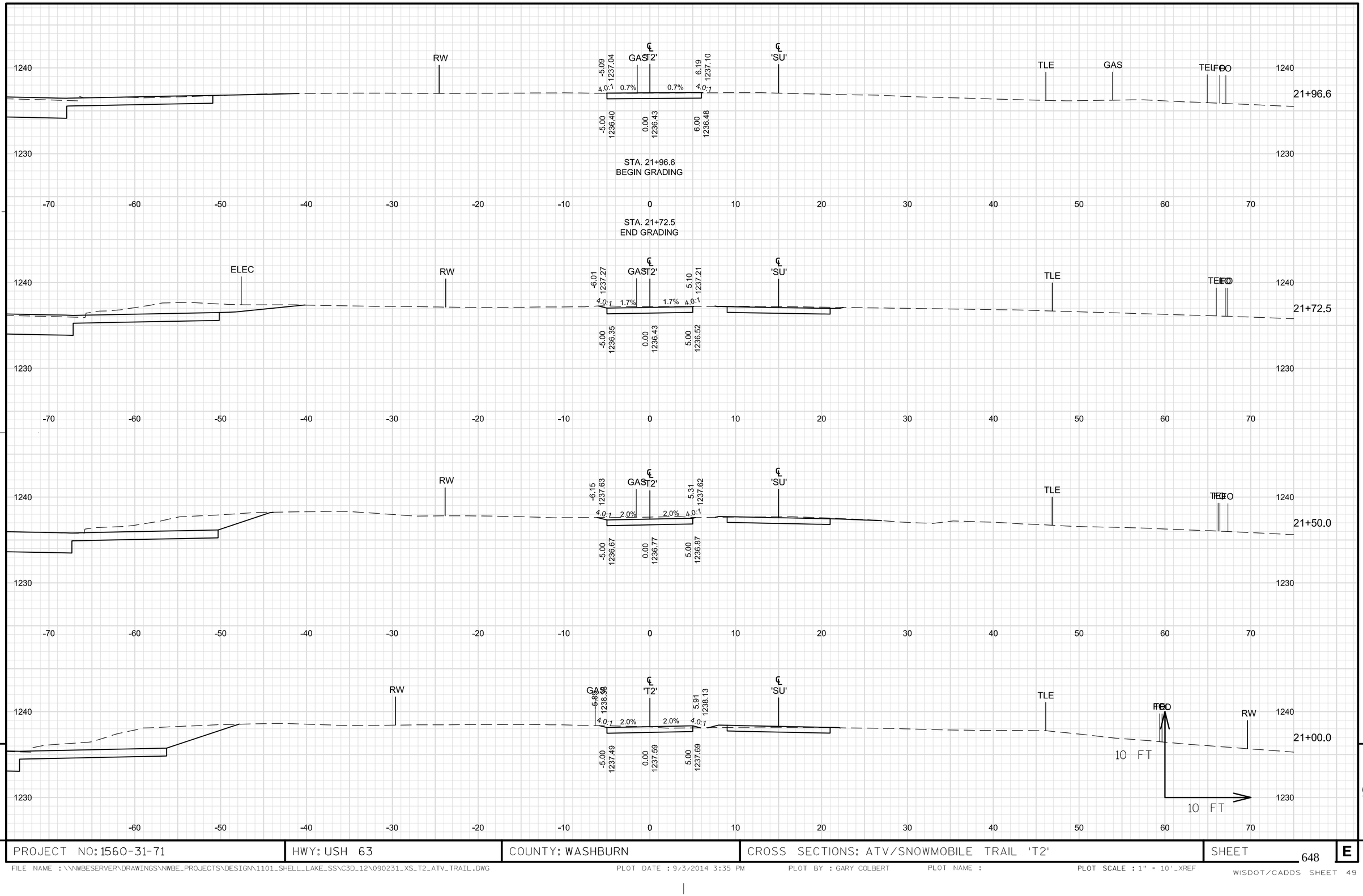


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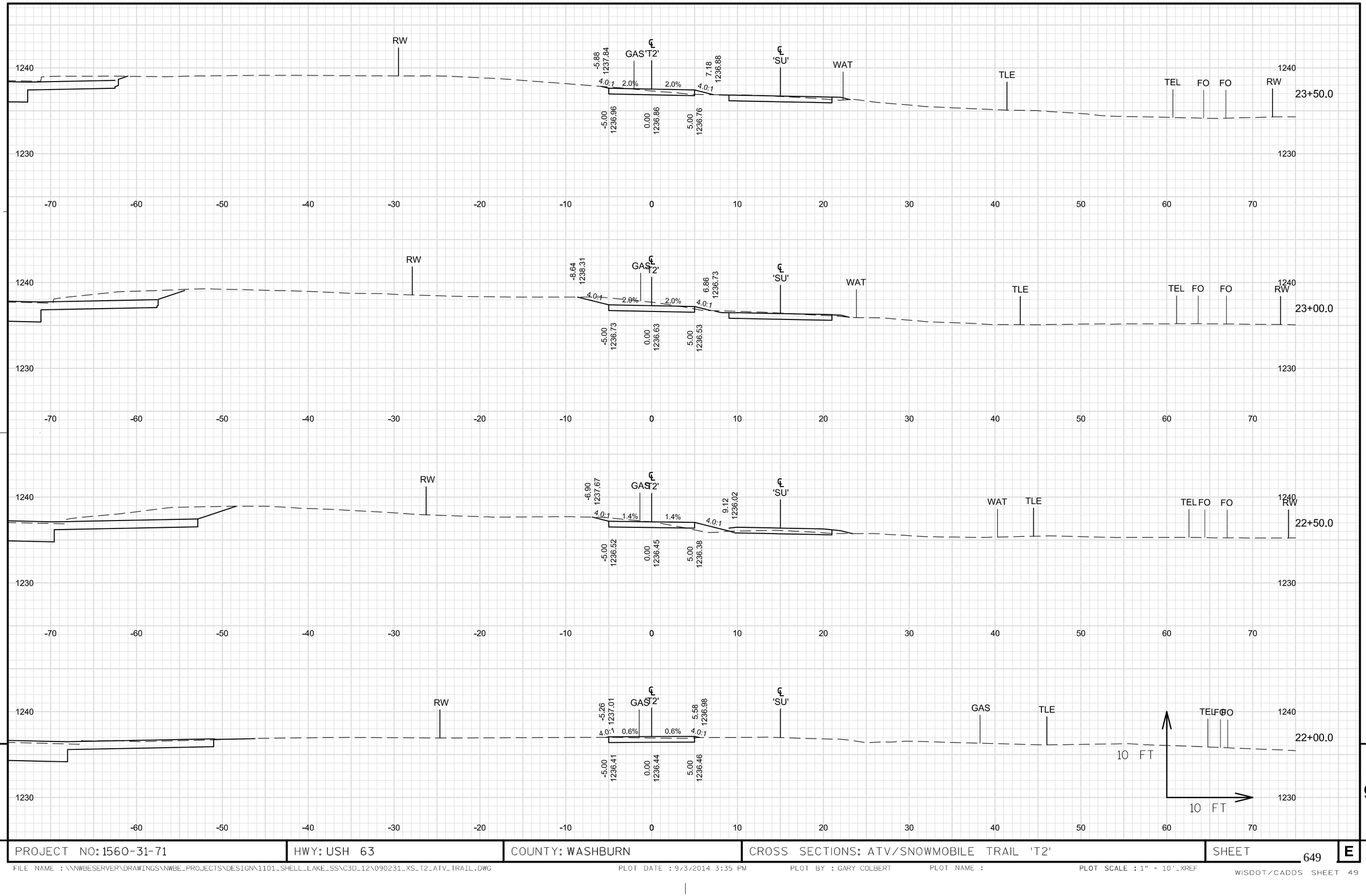
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 647	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:35 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 648	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:35 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



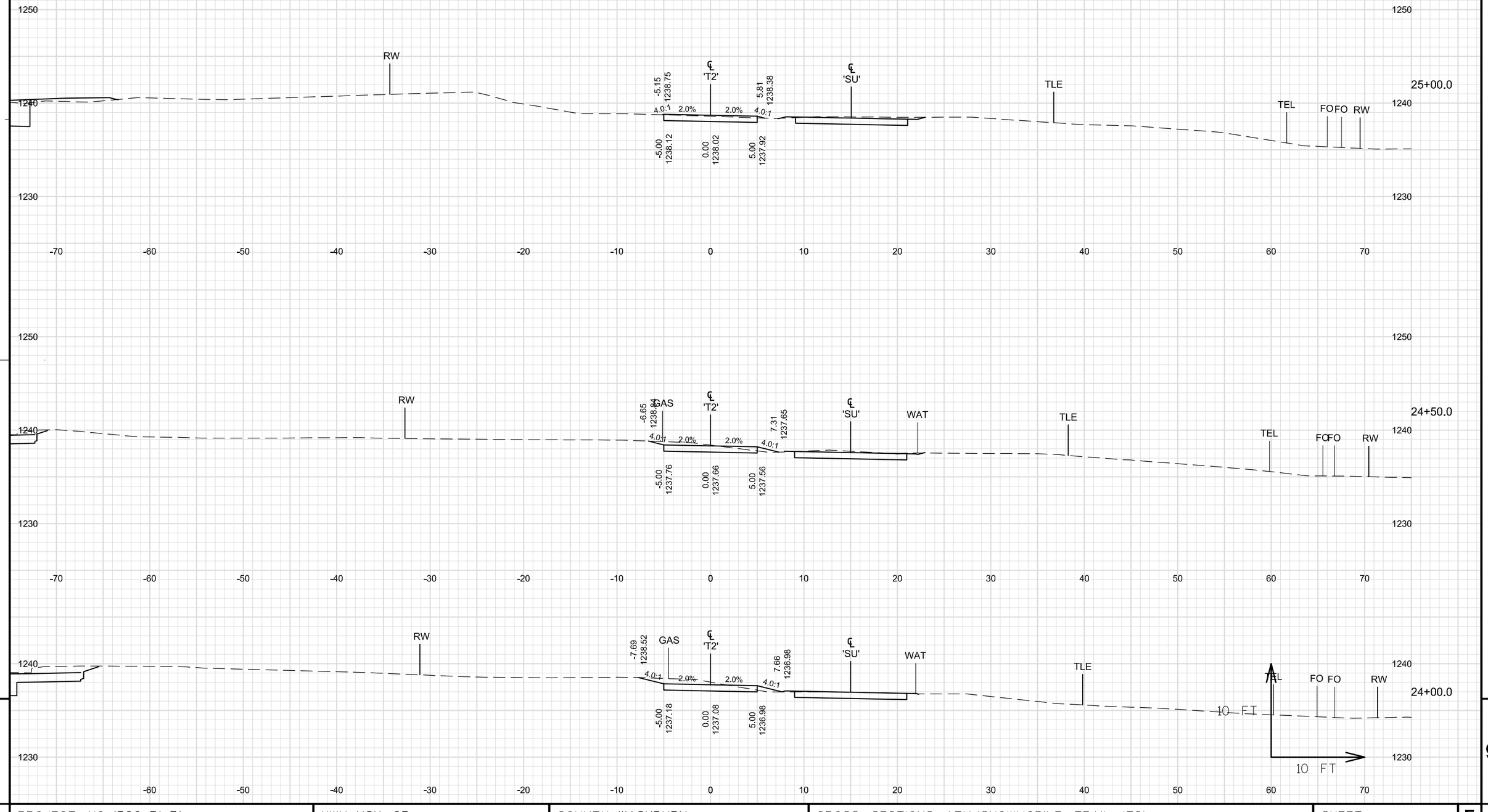
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 649	E

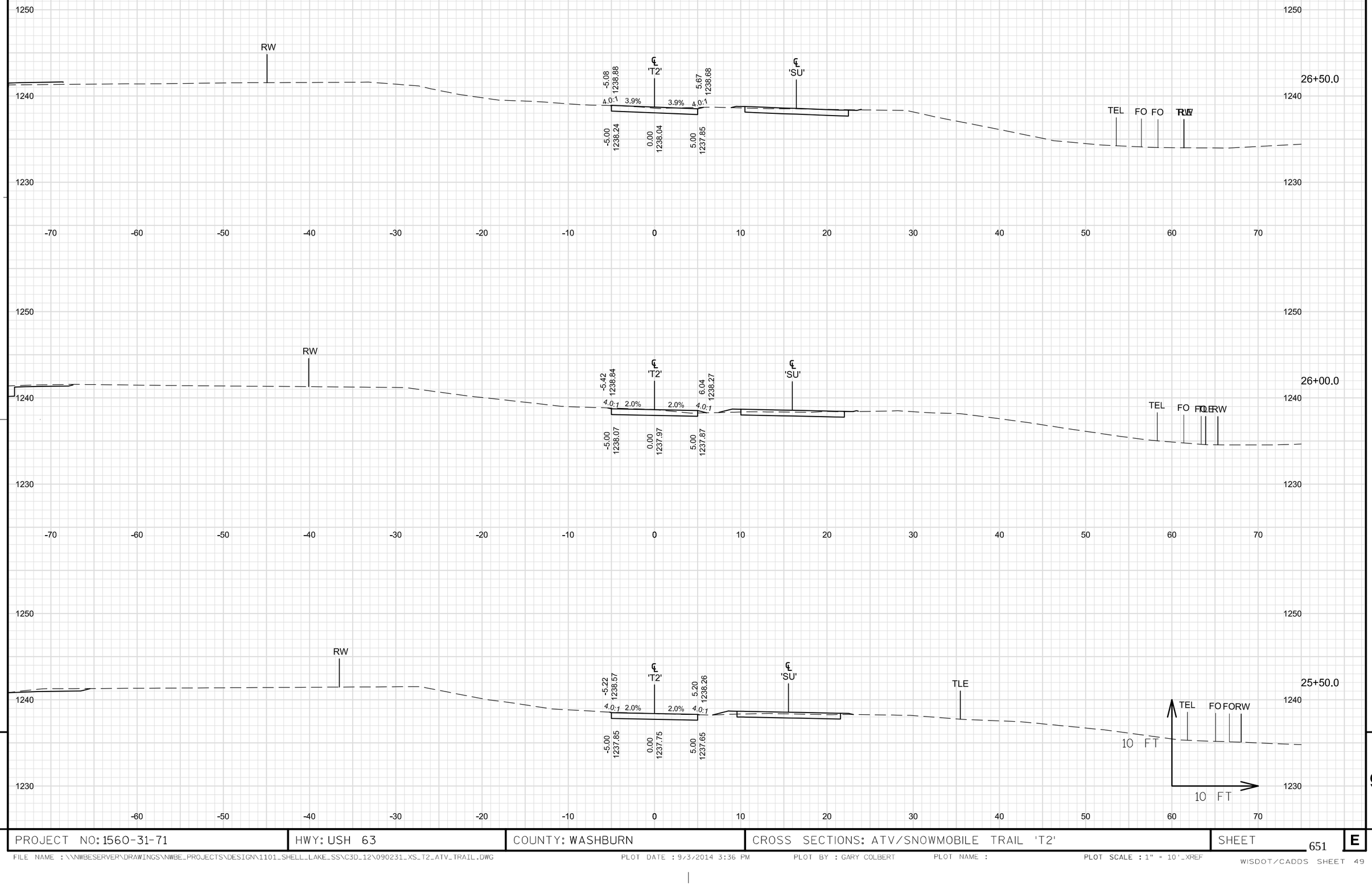
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:35 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 650	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:36 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

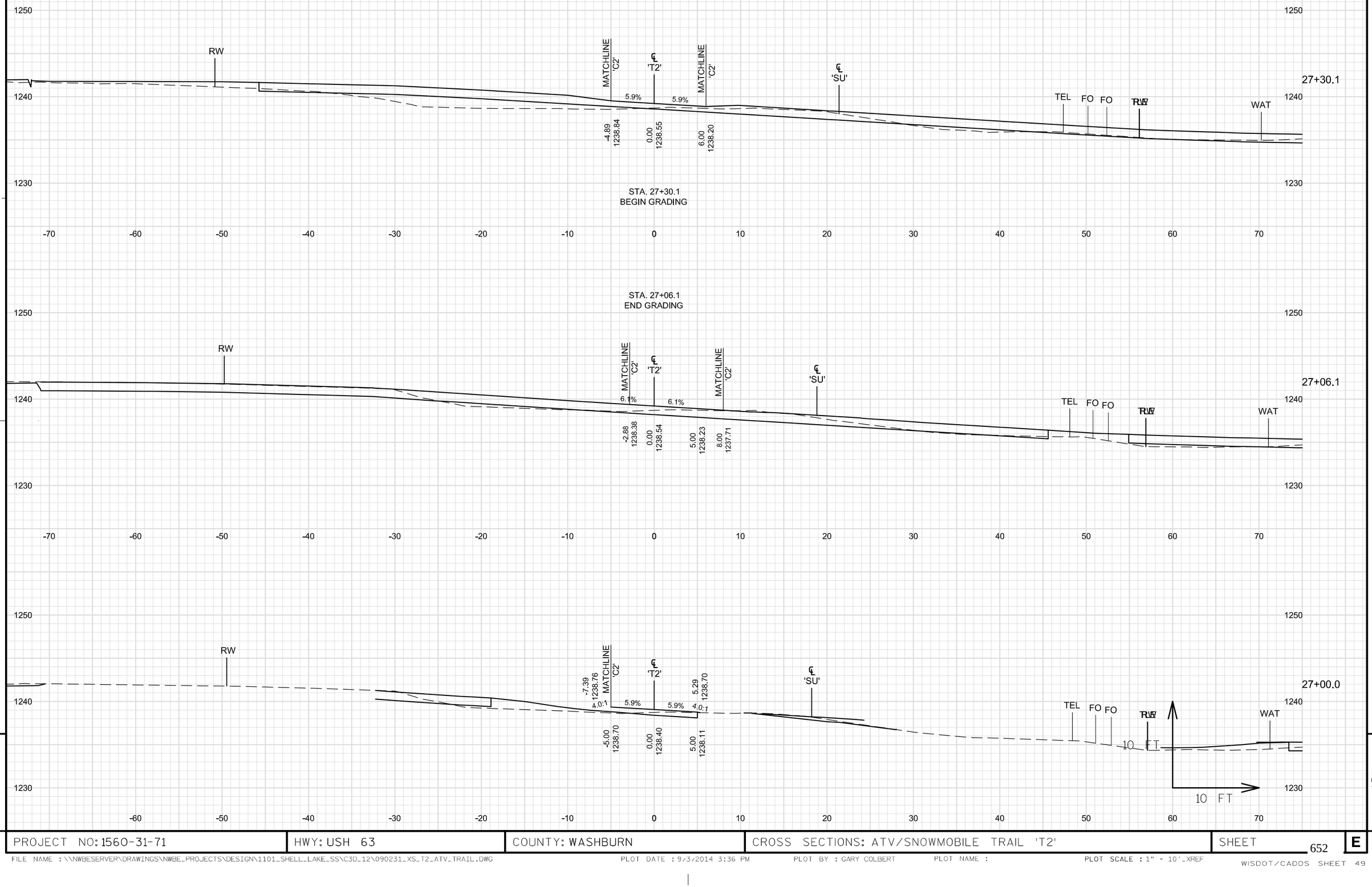


9

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 651	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:36 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



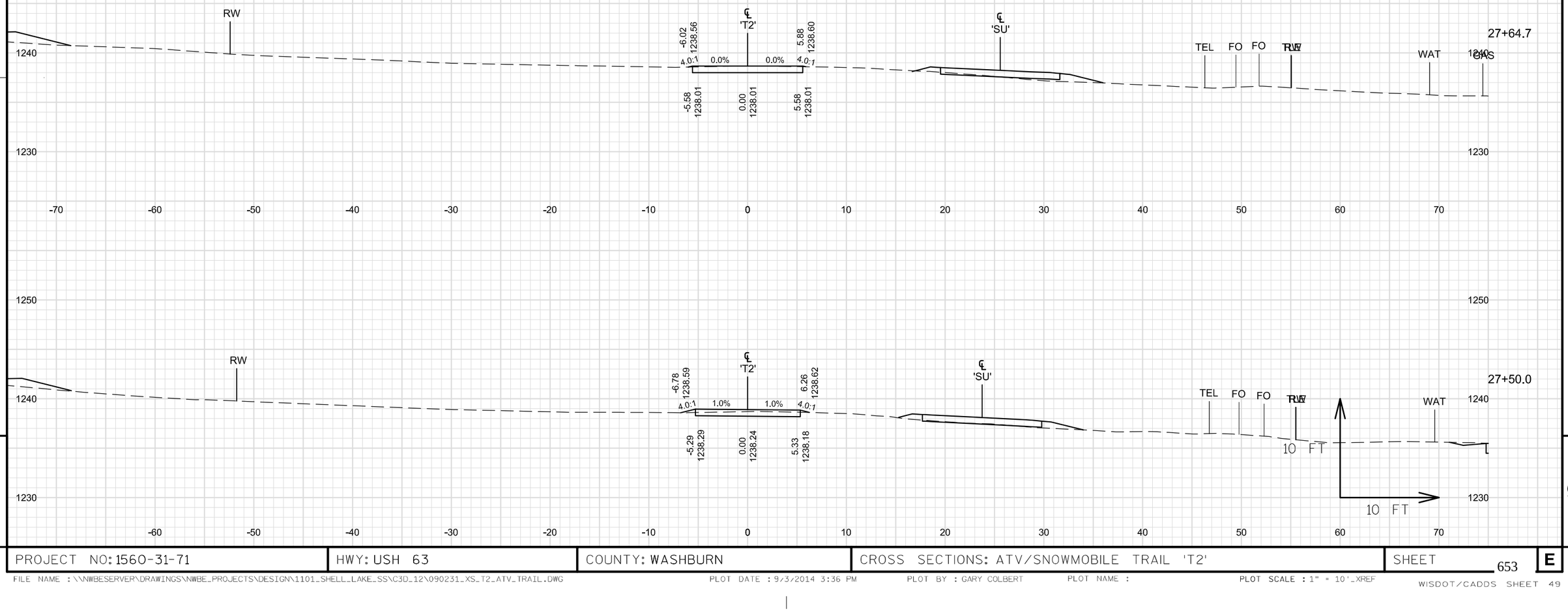
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 652	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090231_XS_T2_ATV_TRAIL.DWG PLOT DATE : 9/3/2014 3:36 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

STA. 27+64.1
END CONSTRUCTION

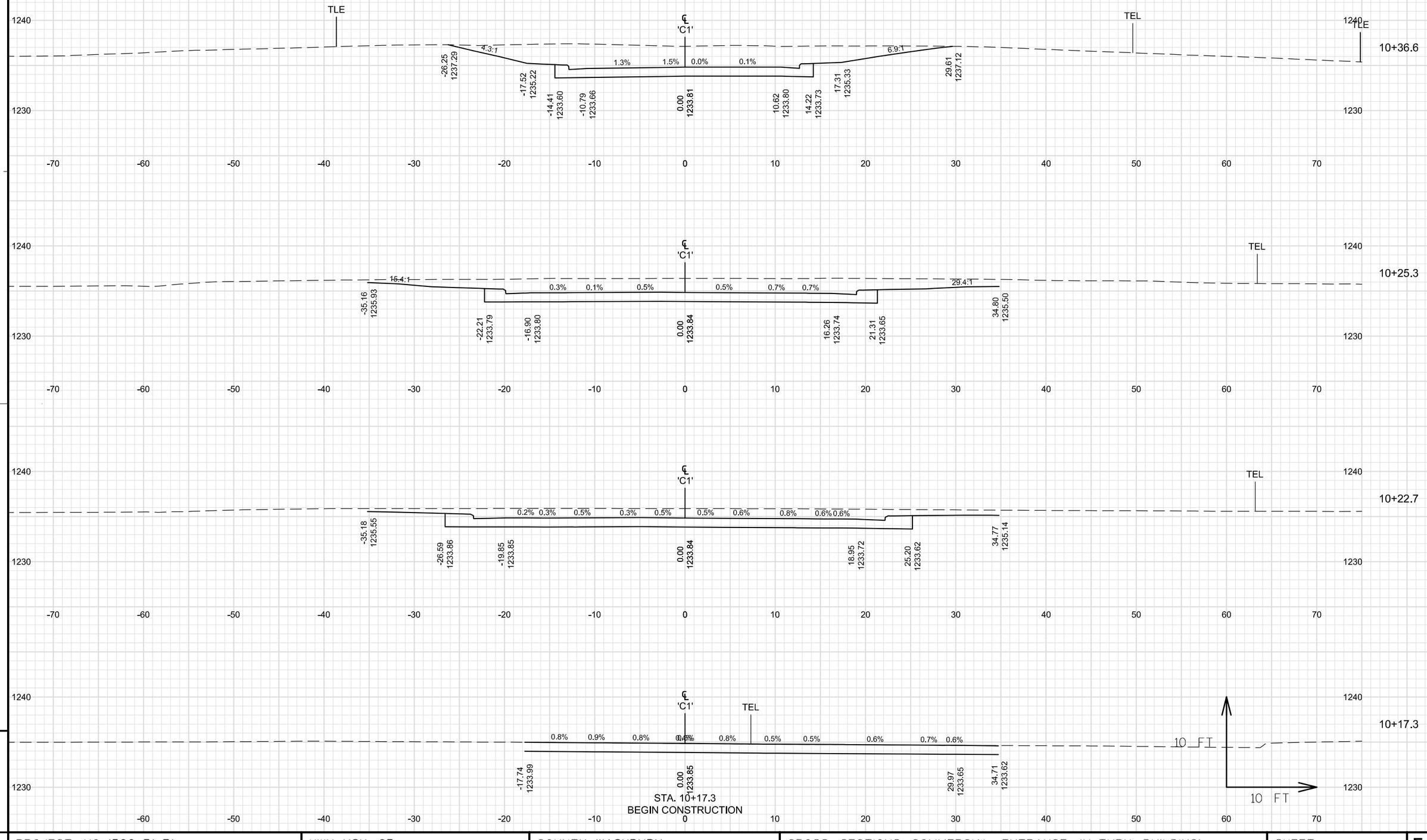


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: ATV/SNOWMOBILE TRAIL 'T2'	SHEET 653	E

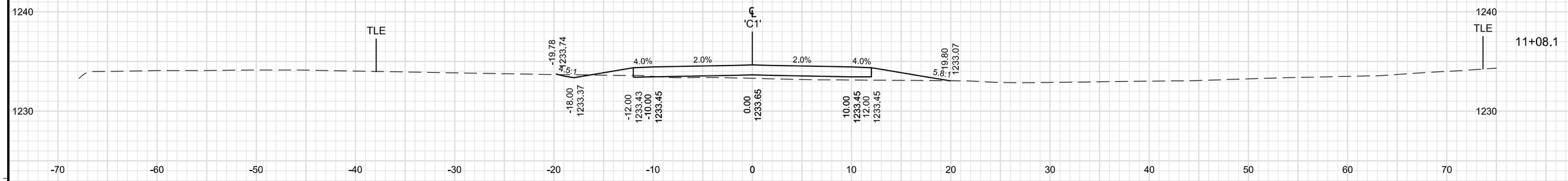
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WISDOT/CADDS SHEET 49

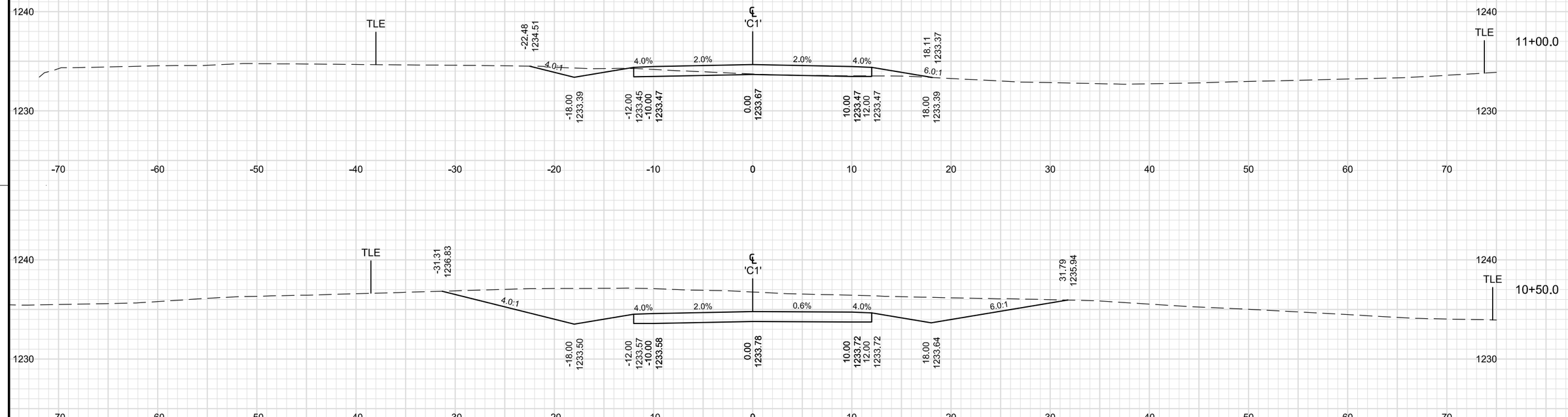


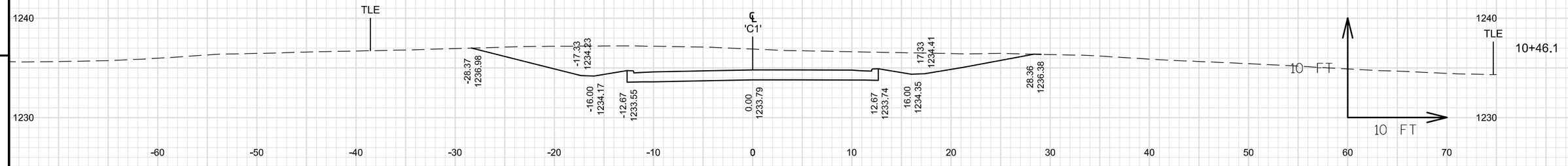
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET 654	E





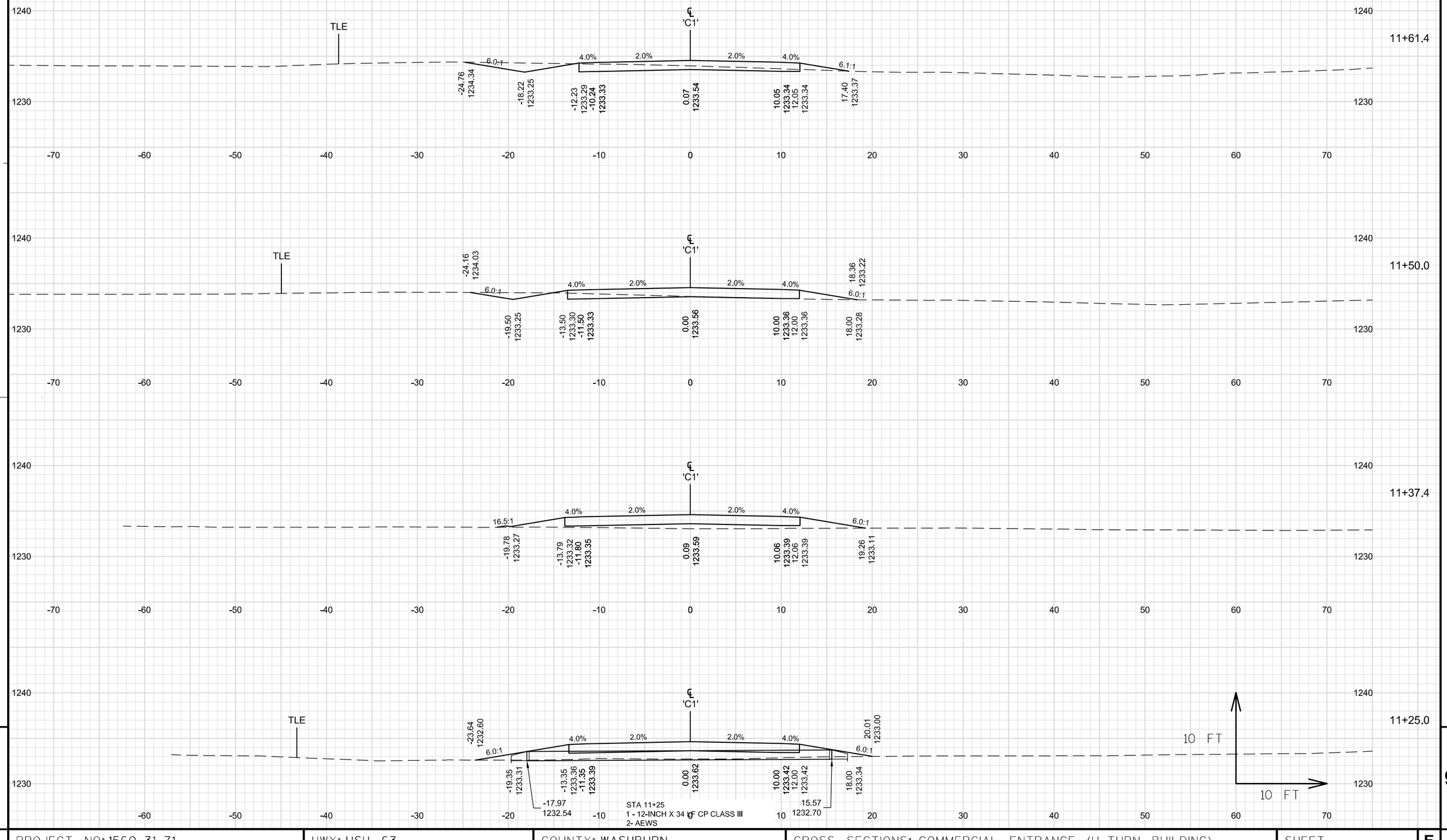


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET 655	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090232_XS_CE1_U-TURN_DWY.DWG PLOT DATE : 9/4/2014 9:28 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

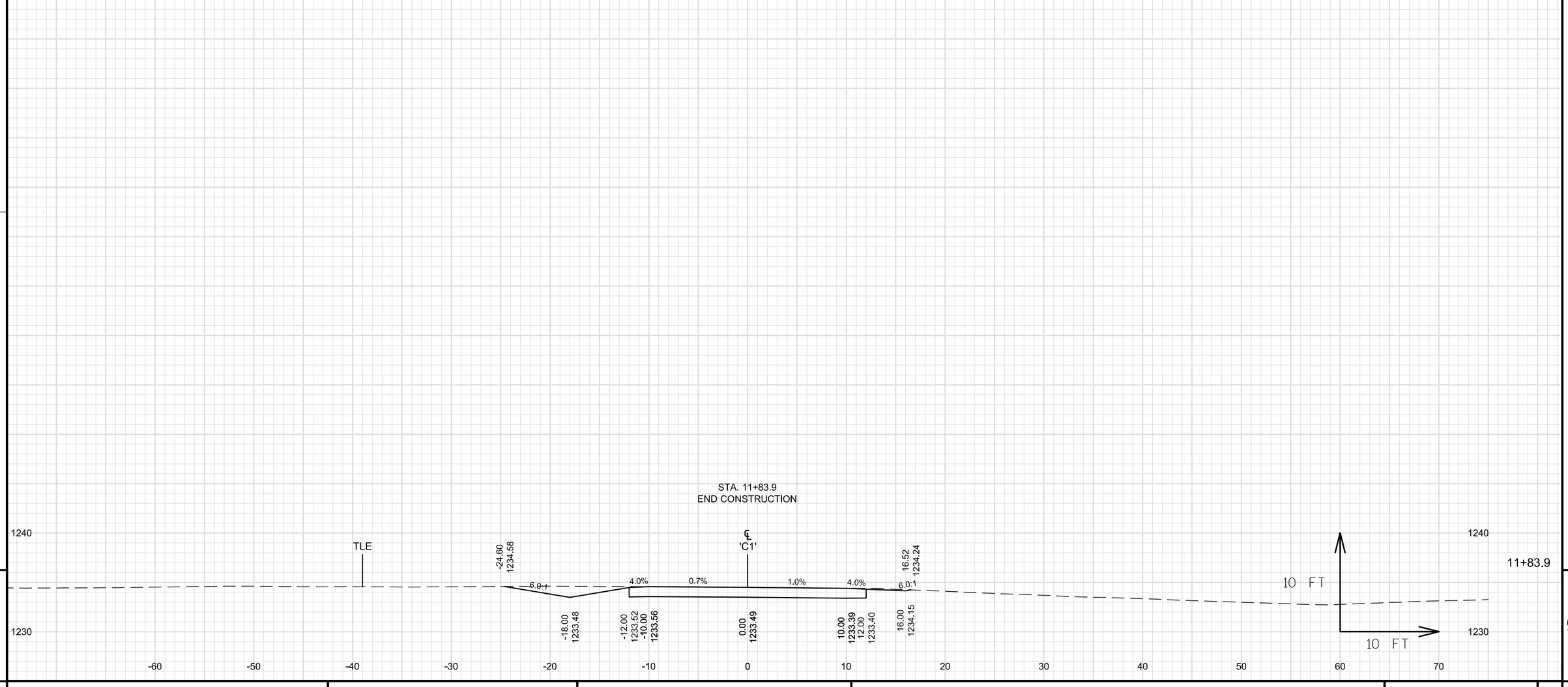


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET 656	E

STA. 11+83.9
END CONSTRUCTION



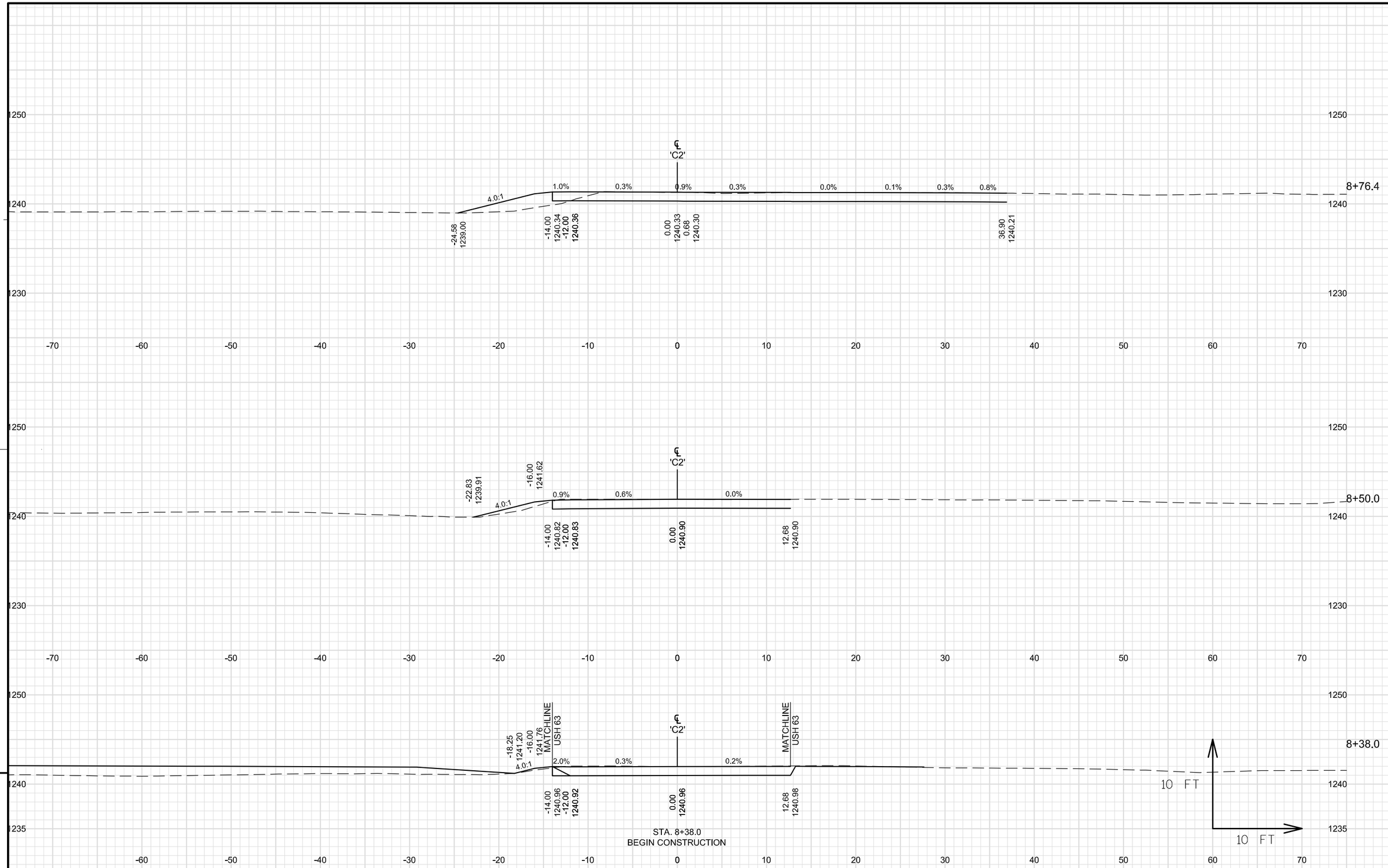
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET 657	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090232_XS_CE1_U-TURN_DWY.DWG PLOT DATE : 9/4/2014 9:28 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

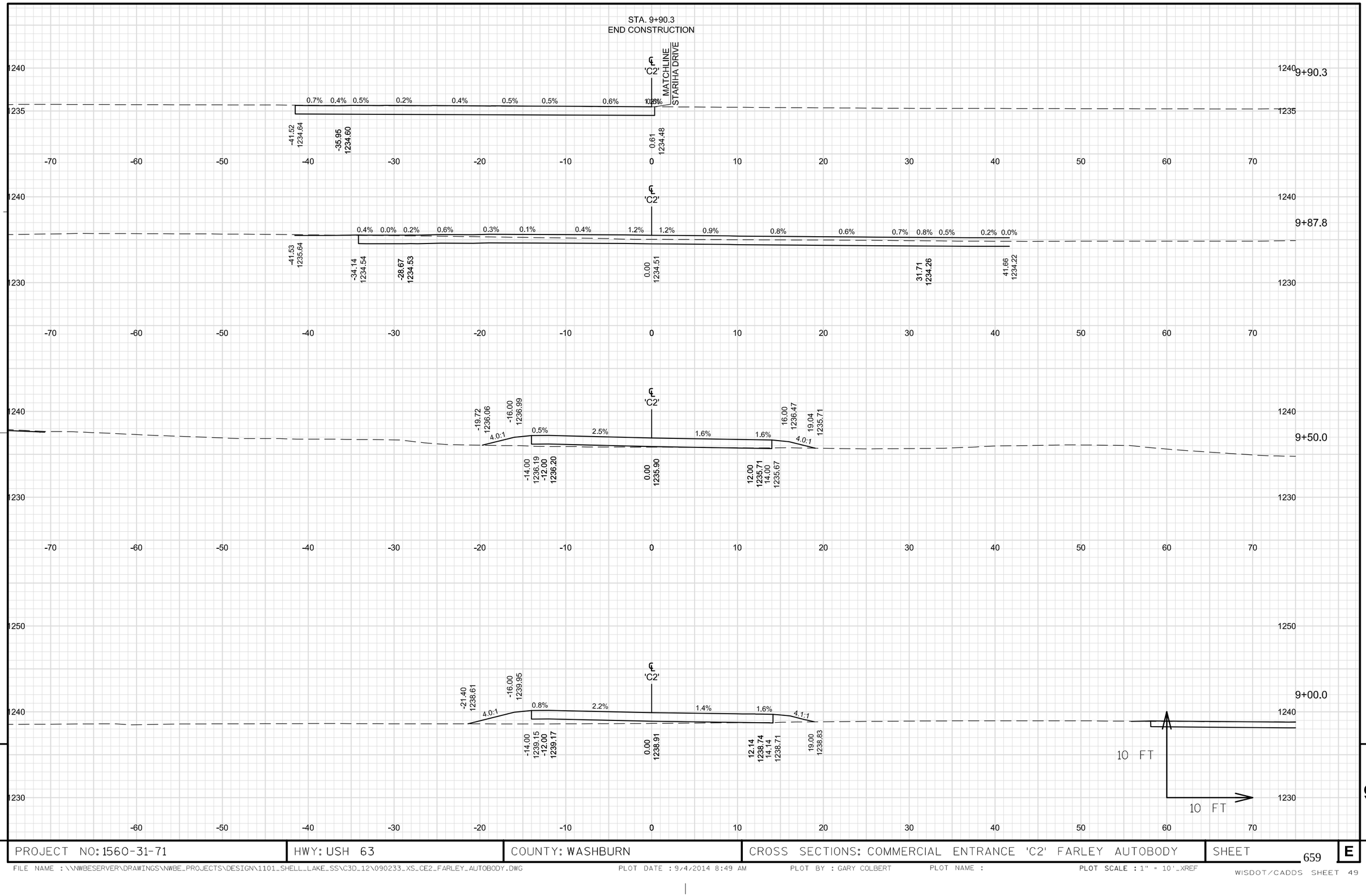
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE 'C2' FARLEY AUTOBODY	SHEET 658 E

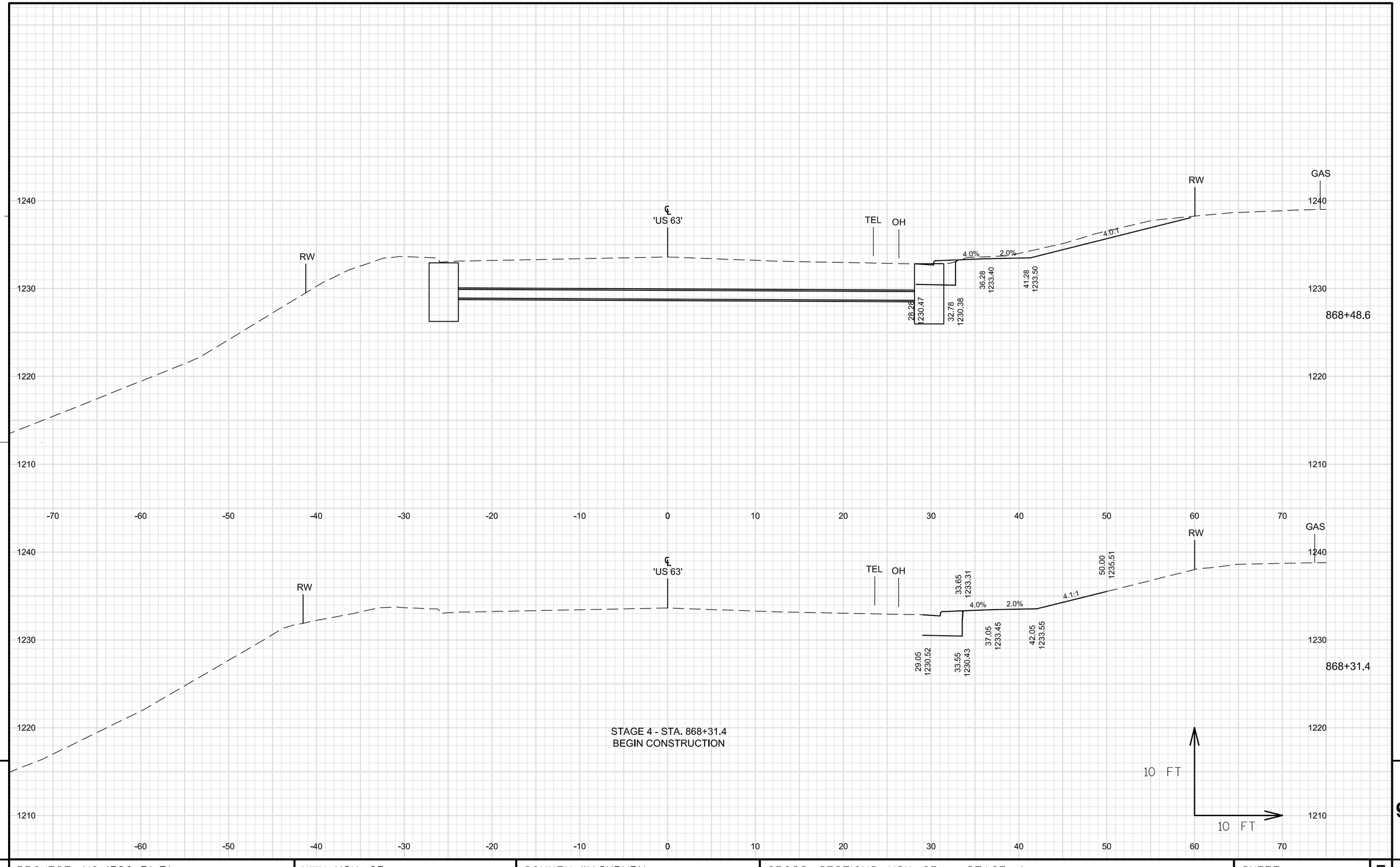
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STA. 9+90.3
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE 'C2' FARLEY AUTOBODY	SHEET 659	E

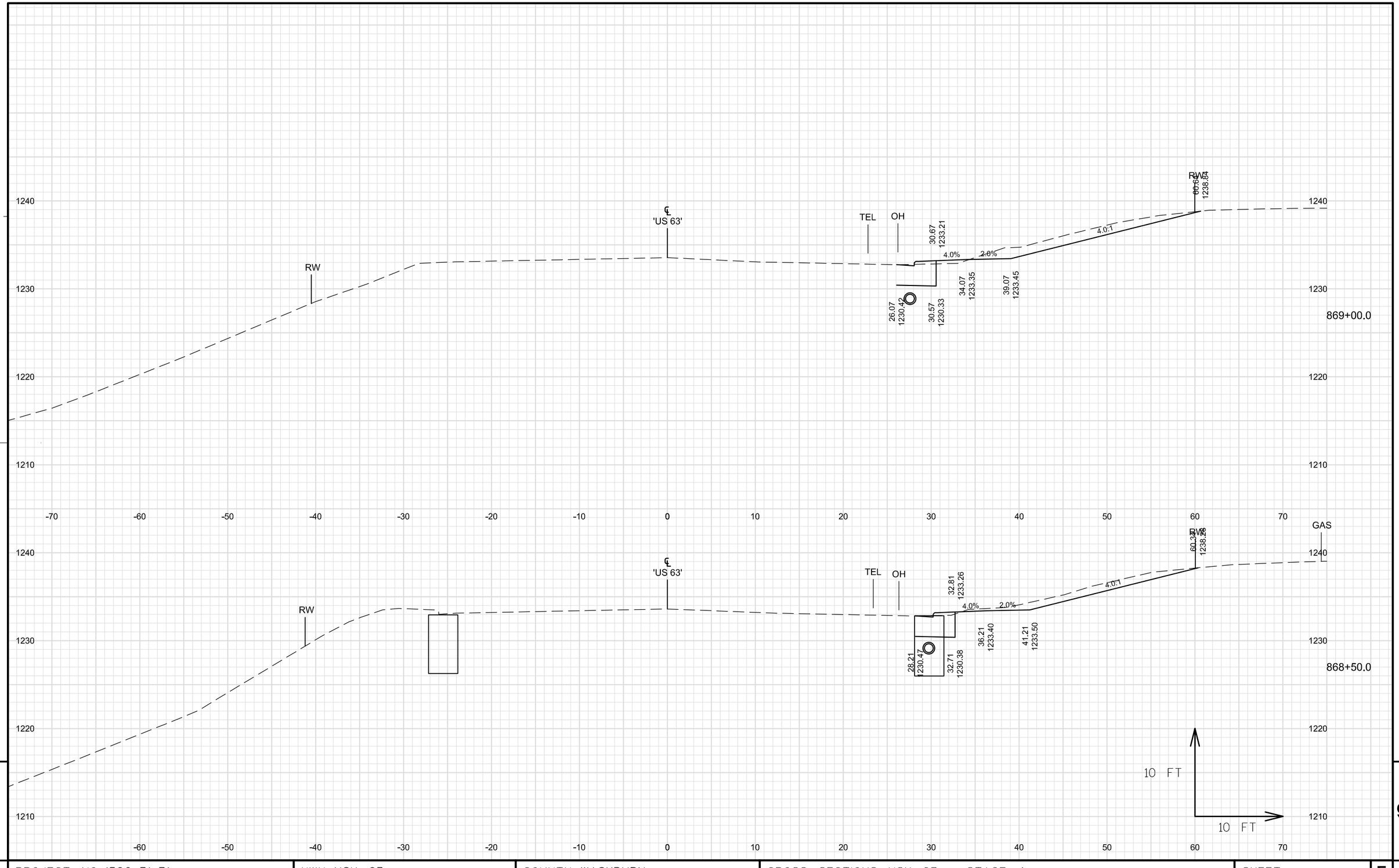
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 660	E

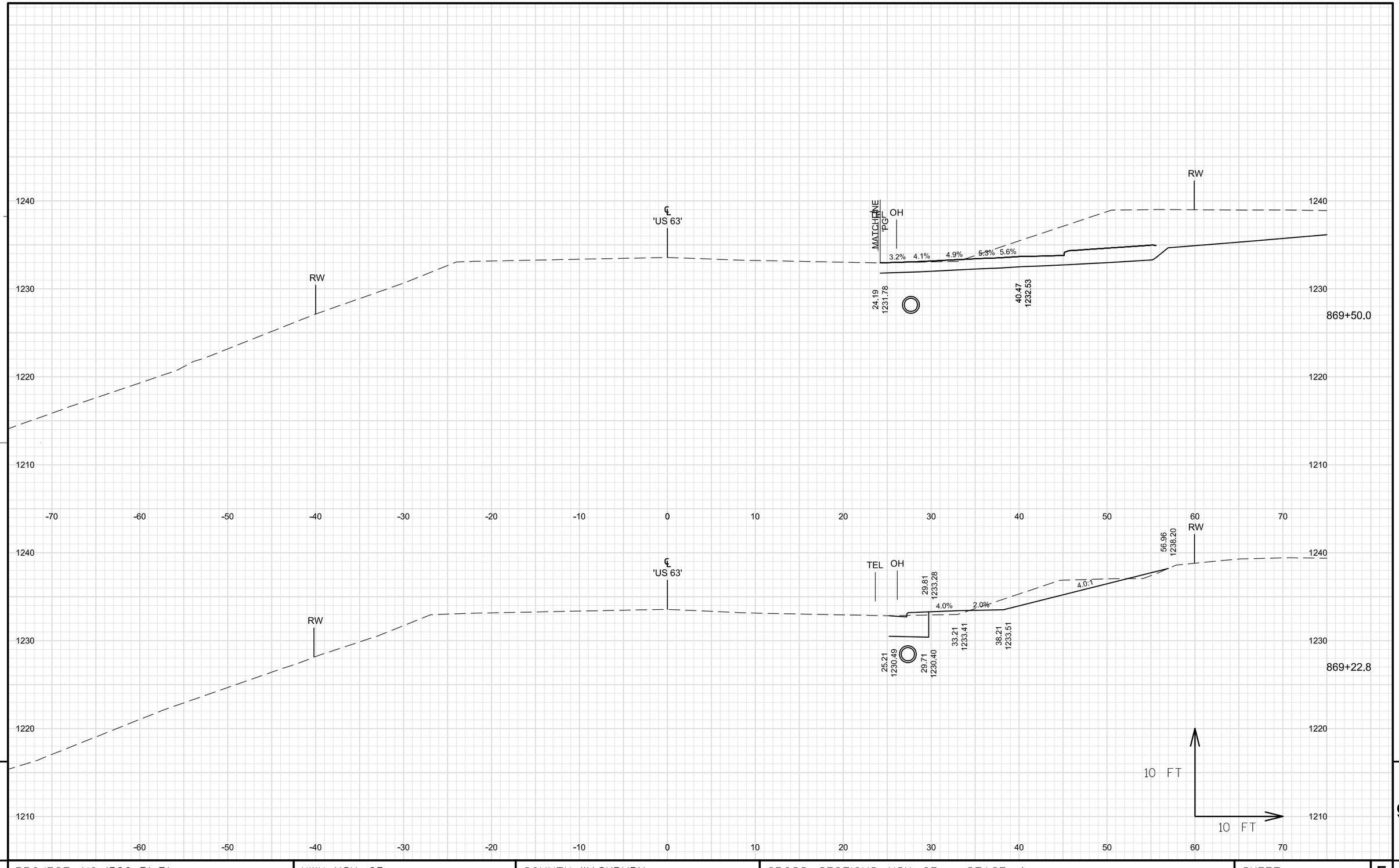
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 661	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090235_XS_USH63_STAGE_4_868-877.DWG PLOT DATE : 9/5/2014 3:38 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

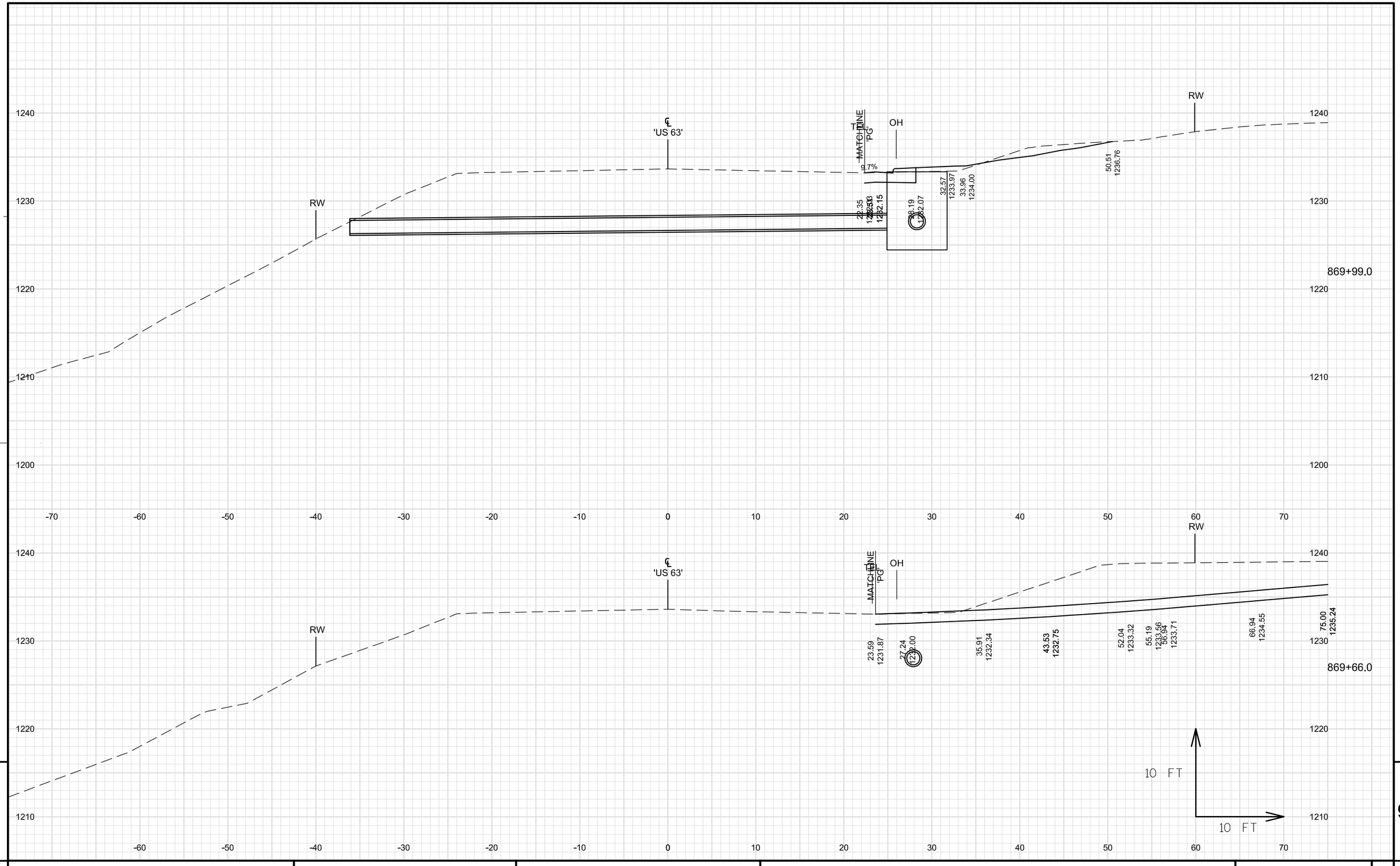


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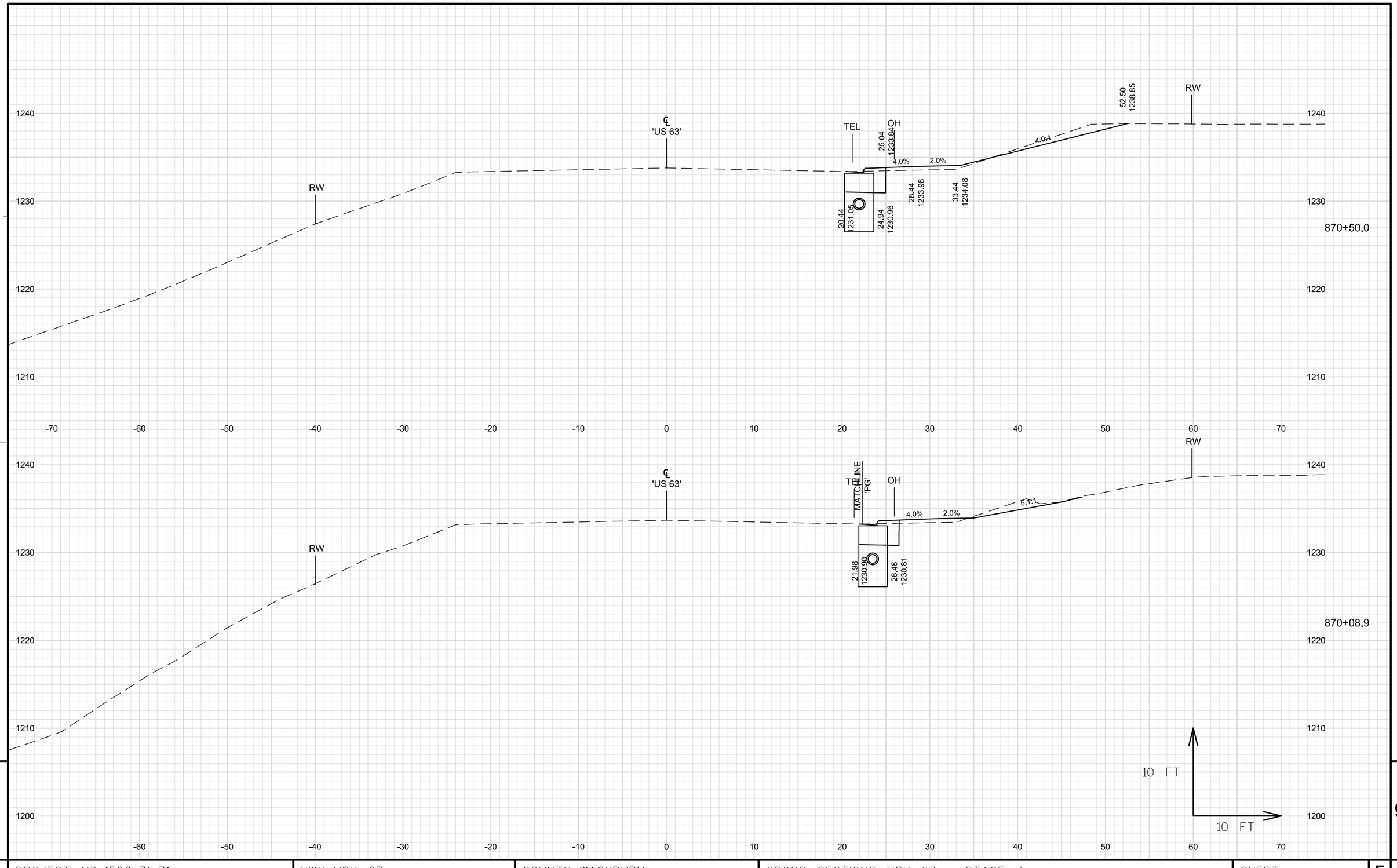
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 662	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090235_XS_USH63_STAGE_4_868-877.DWG PLOT DATE : 9/5/2014 3:38 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 663	E

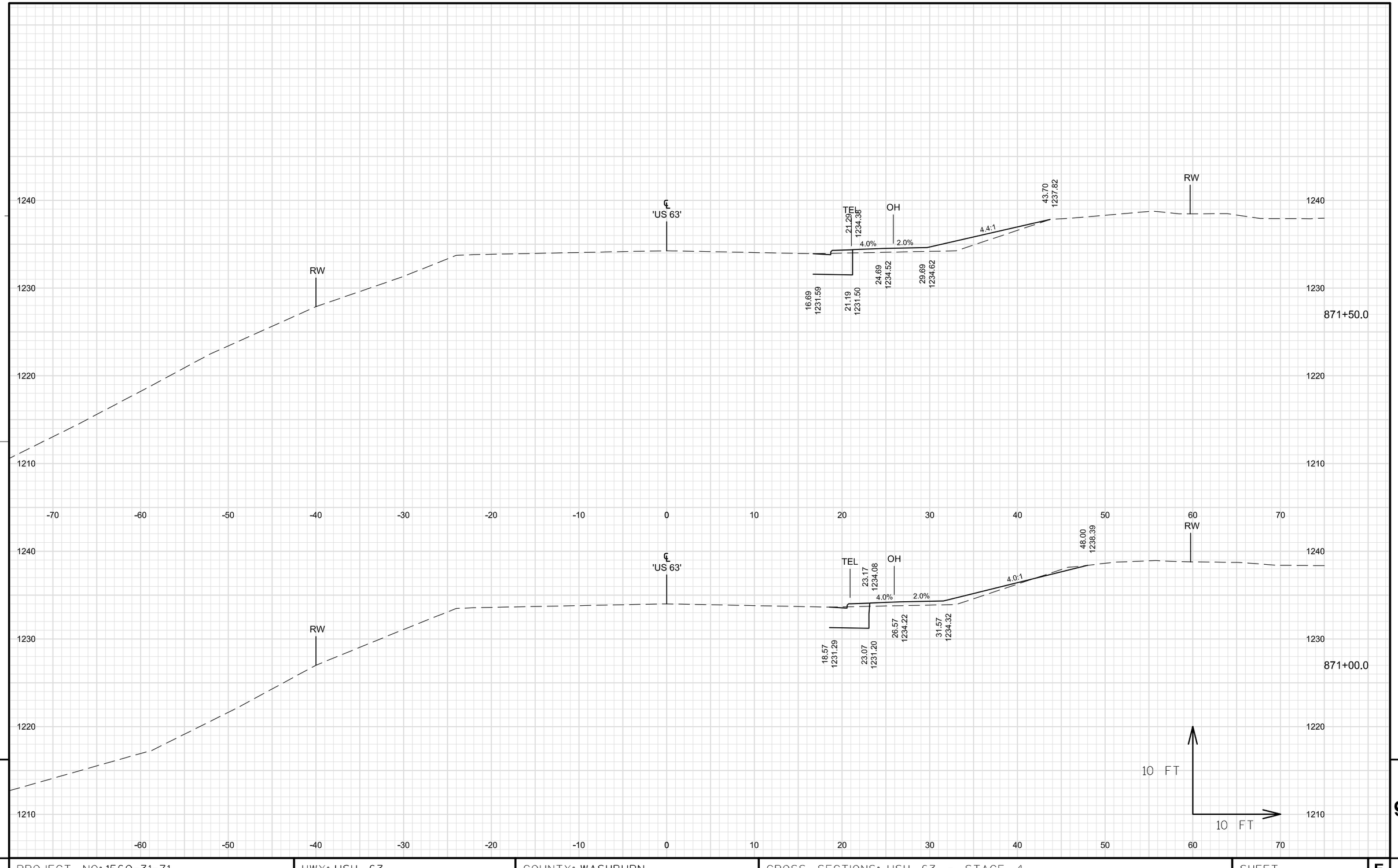
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 664	E

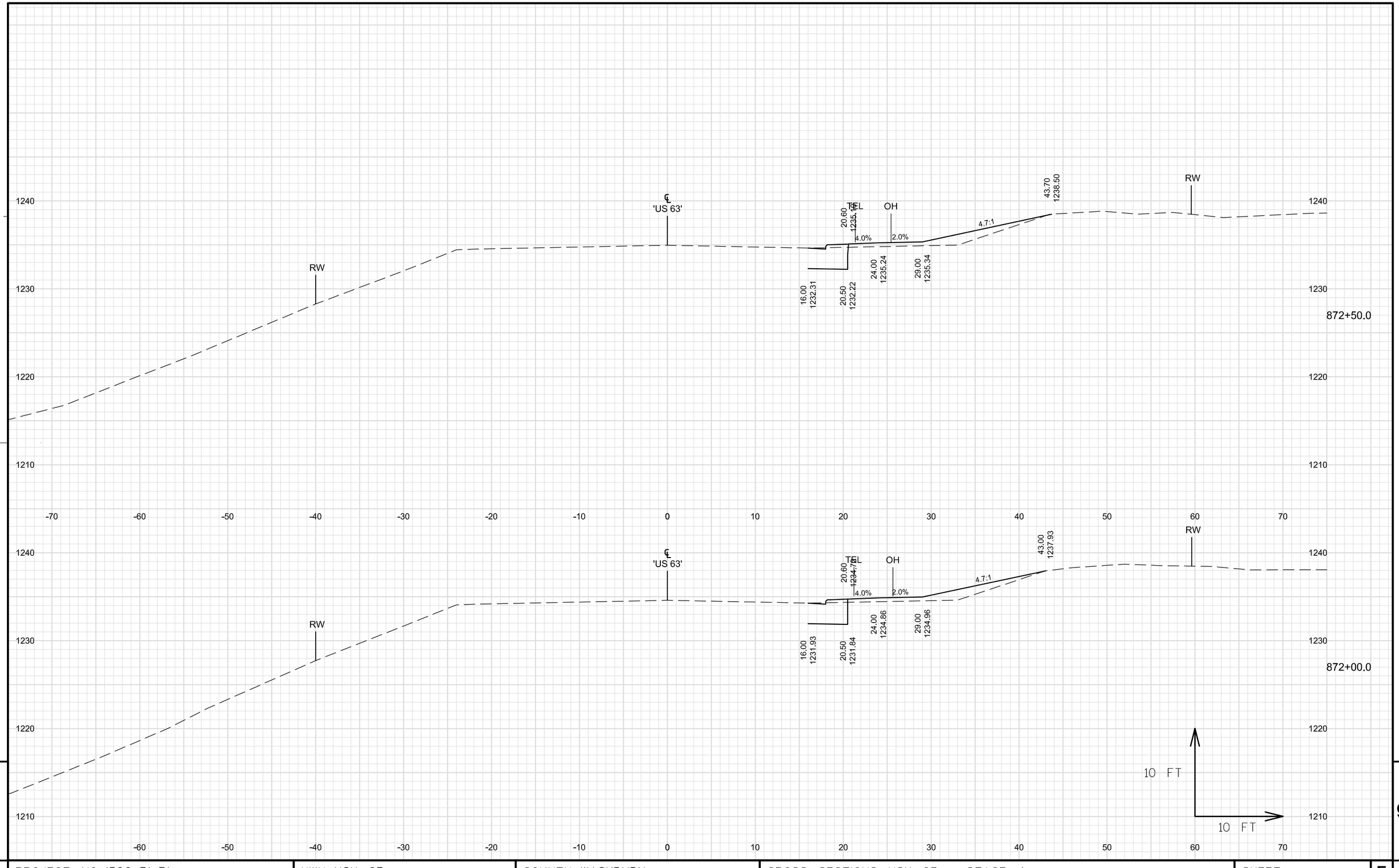
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WISDOT/CADDS SHEET 49



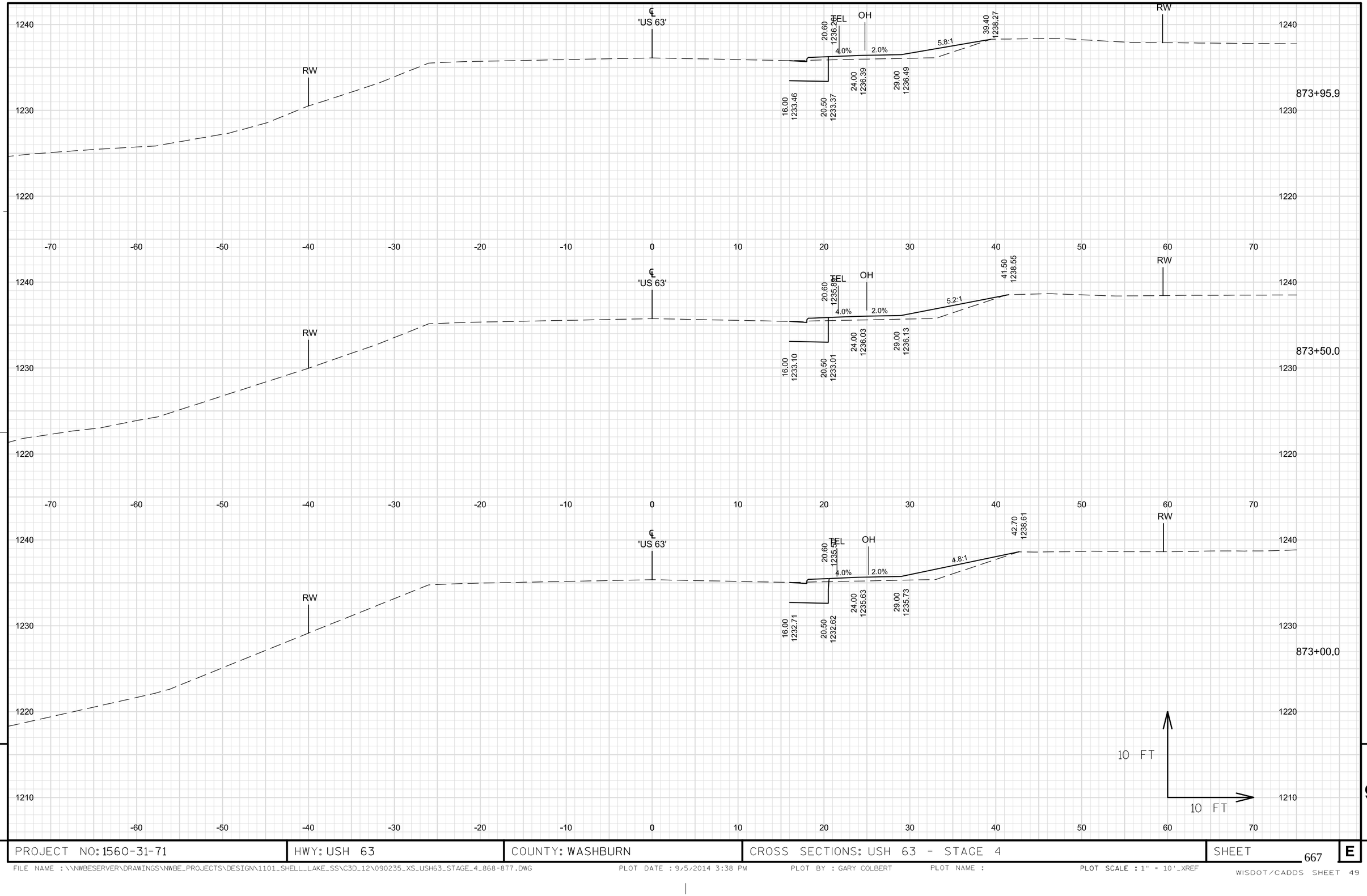
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FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090235_XS_USH63_STAGE_4_868-877.DWG PLOT DATE : 9/5/2014 3:38 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 666	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090235_XS_USH63_STAGE_4_868-877.DWG PLOT DATE : 9/5/2014 3:38 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

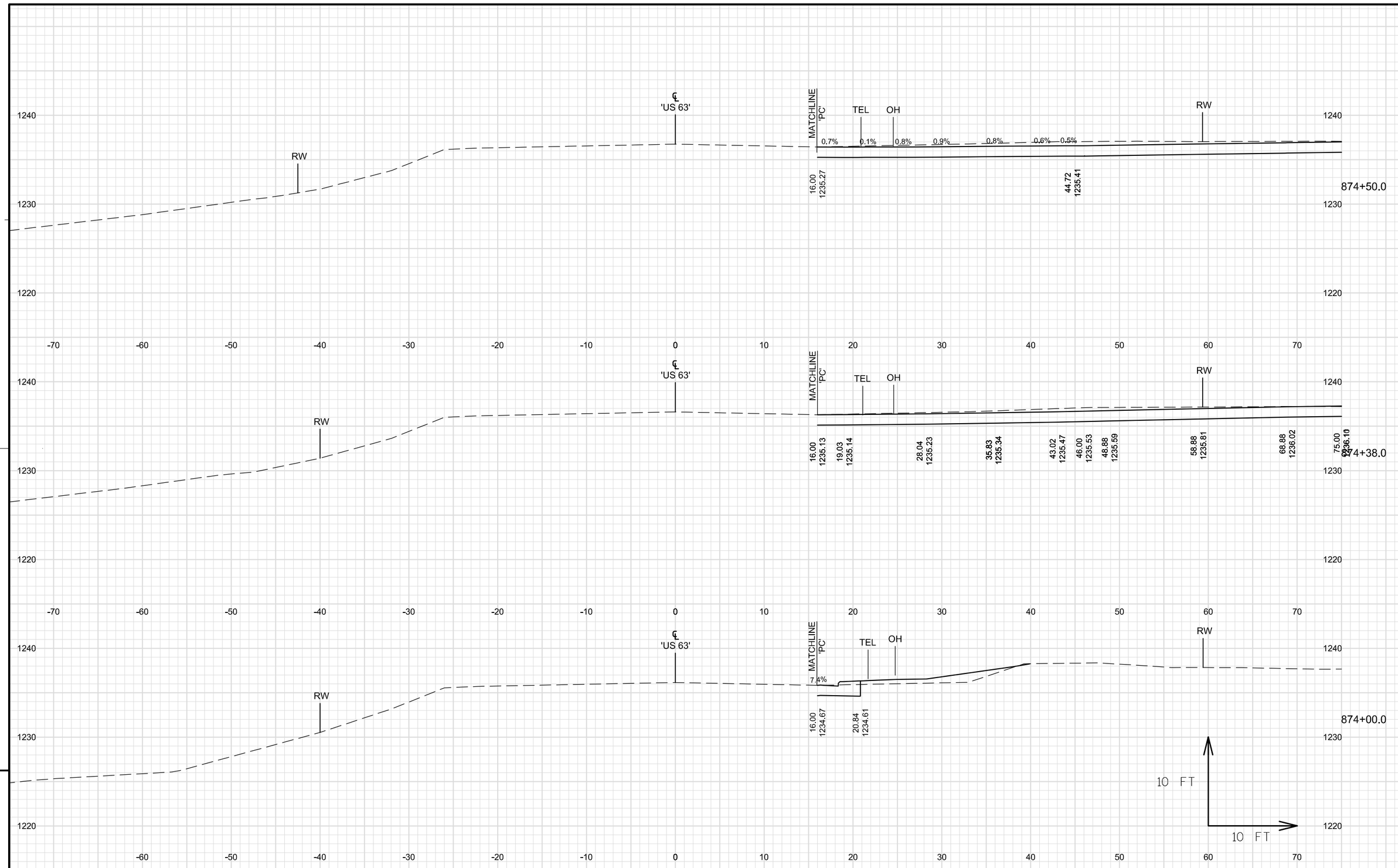


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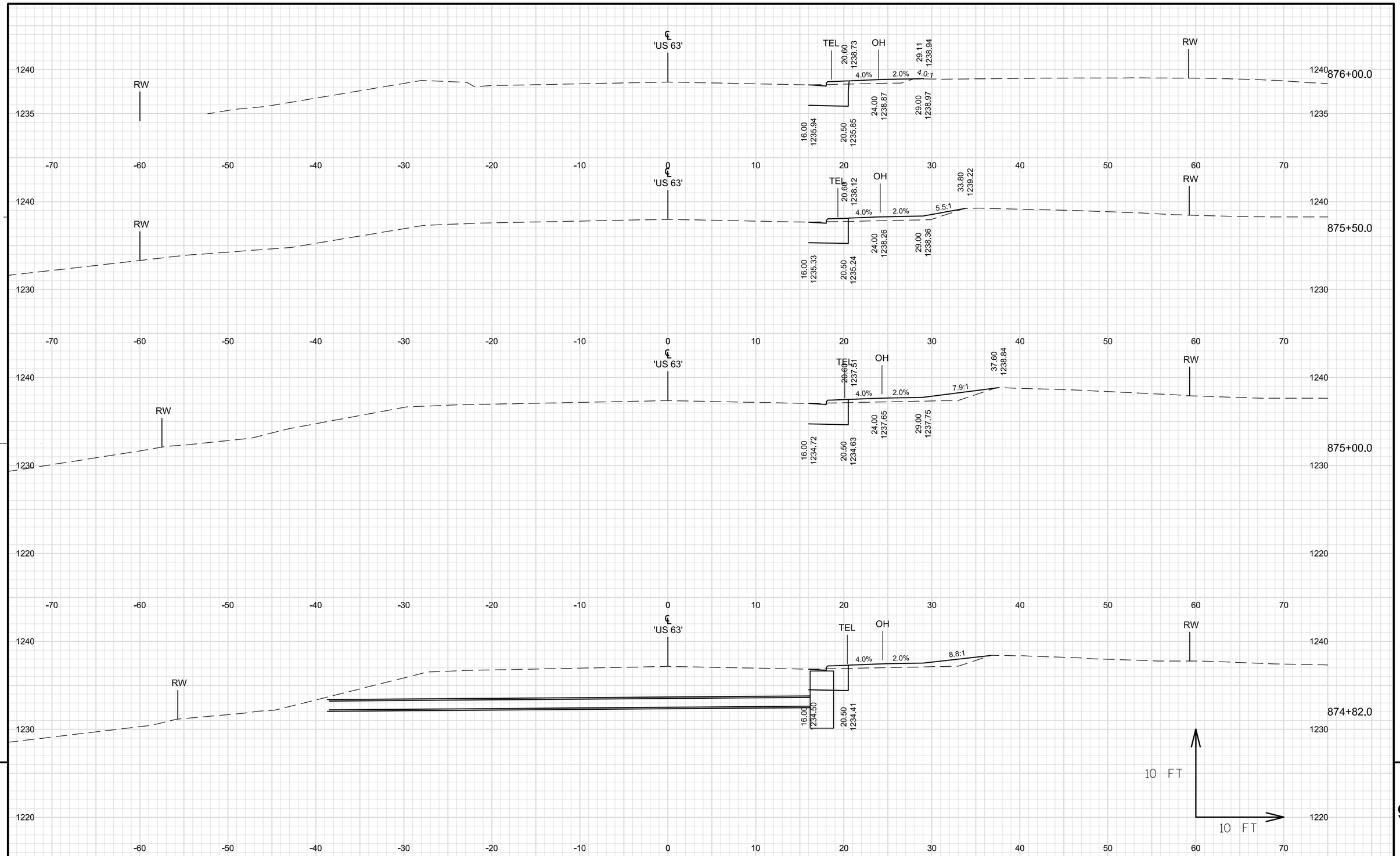
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WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 668	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090235_XS_USH63_STAGE_4_868-877.DWG PLOT DATE : 9/5/2014 3:39 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF



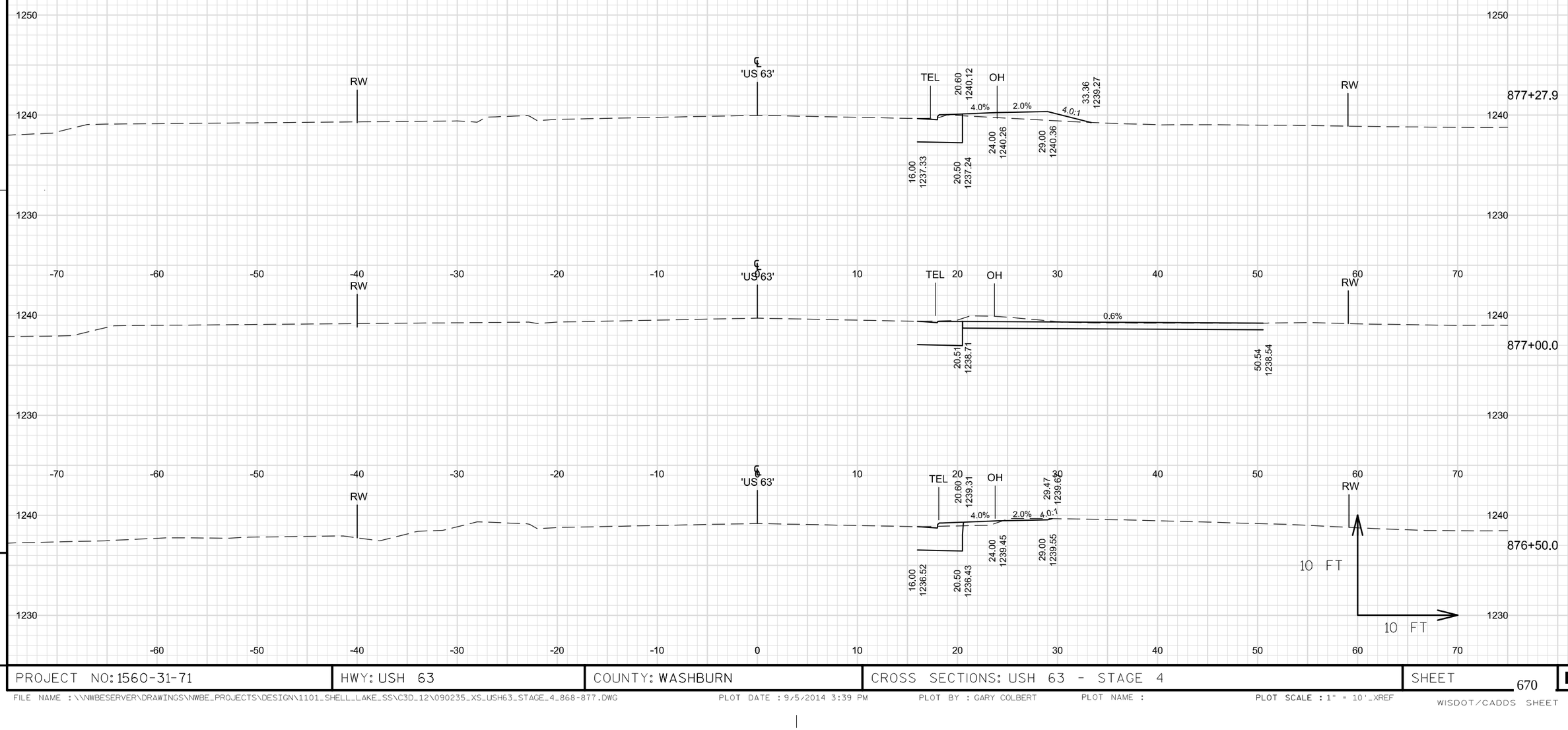
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 669	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090235_XS_USH63_STAGE_4_868-877.DWG PLOT DATE : 9/5/2014 3:39 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 10'_XREF

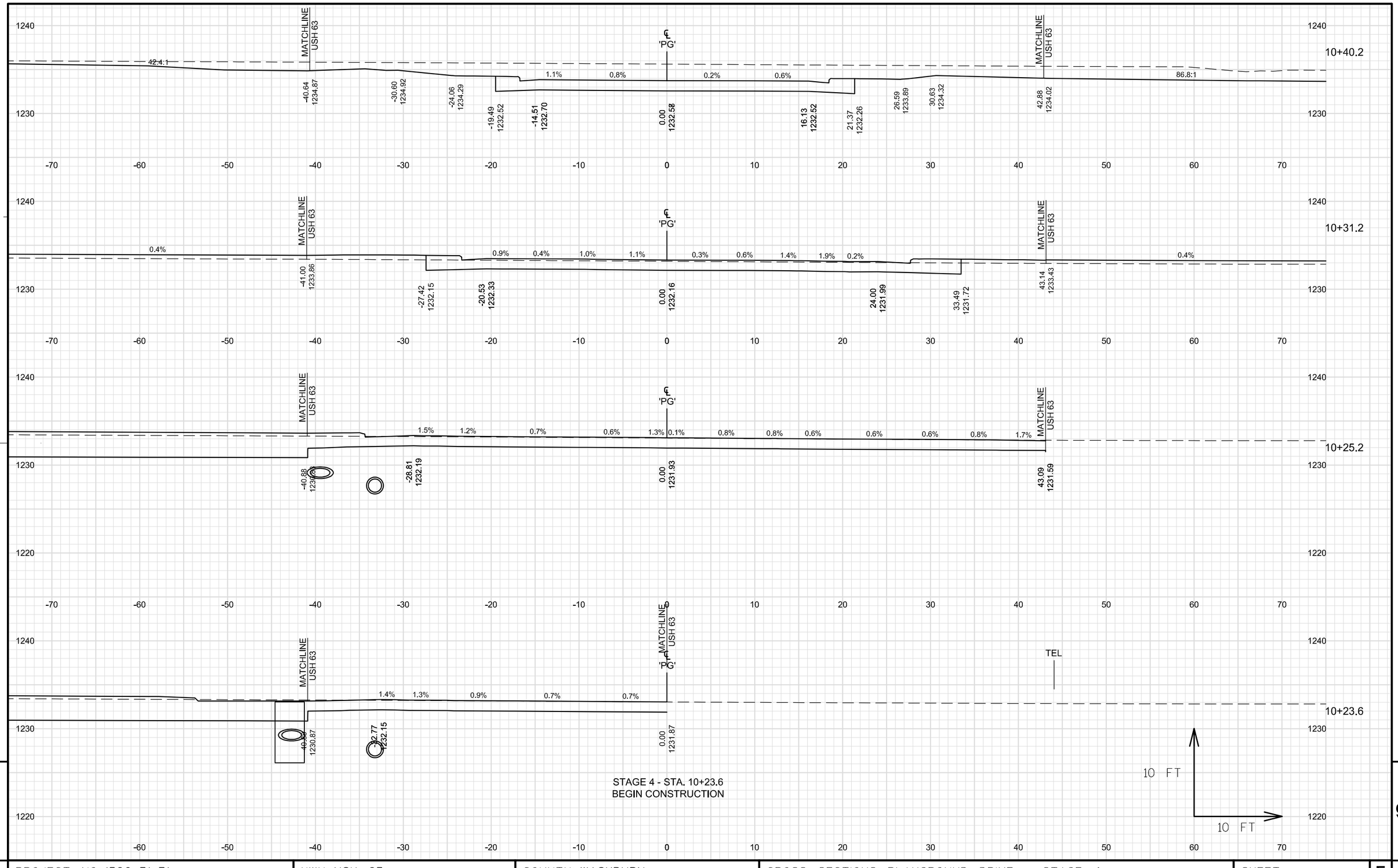
STAGE 4 - STA. 877+27.9
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63 - STAGE 4	SHEET 670	E

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WISDOT/CADDS SHEET 49

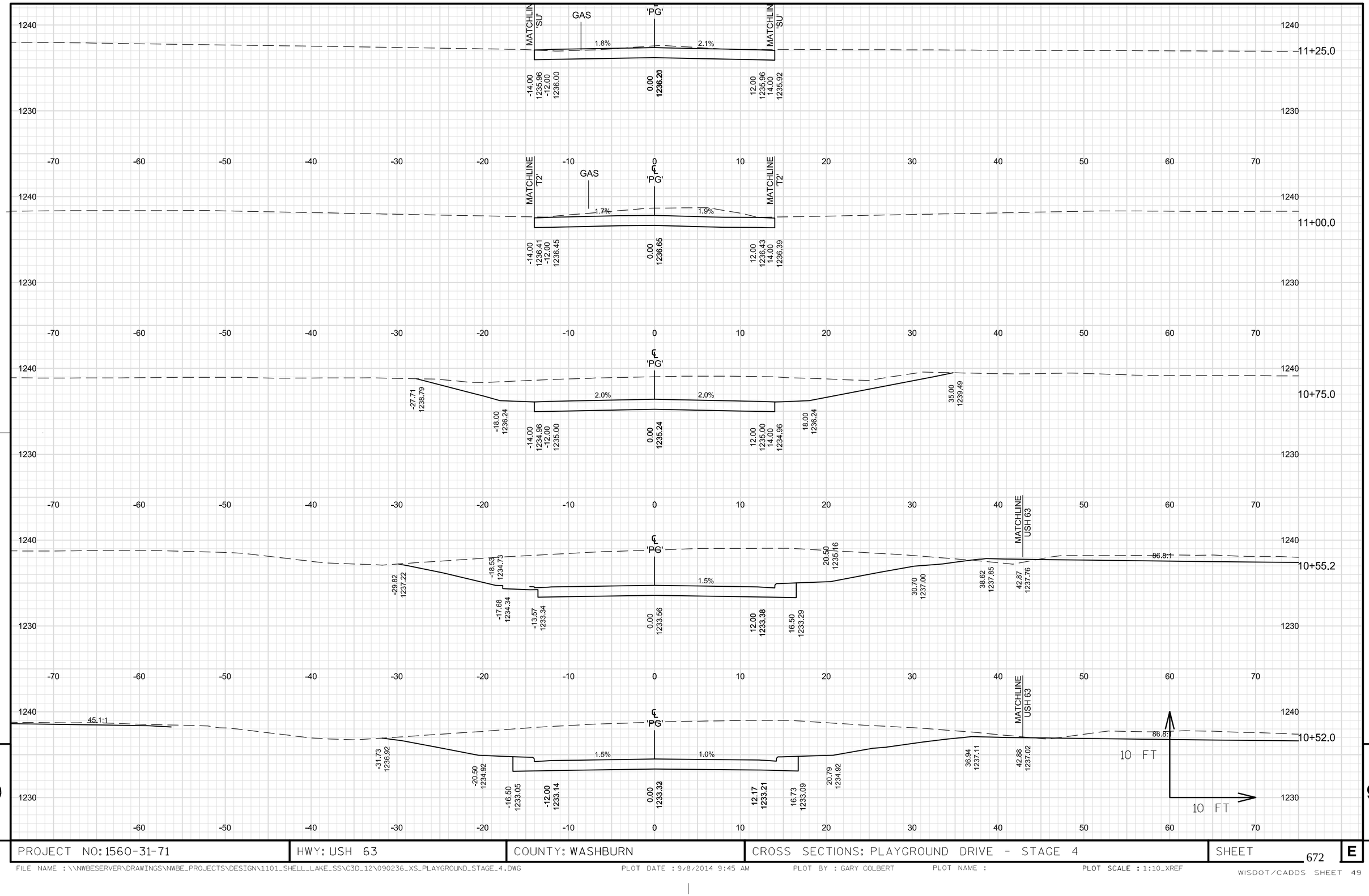


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PLAYGROUND DRIVE - STAGE 4	SHEET 671	E

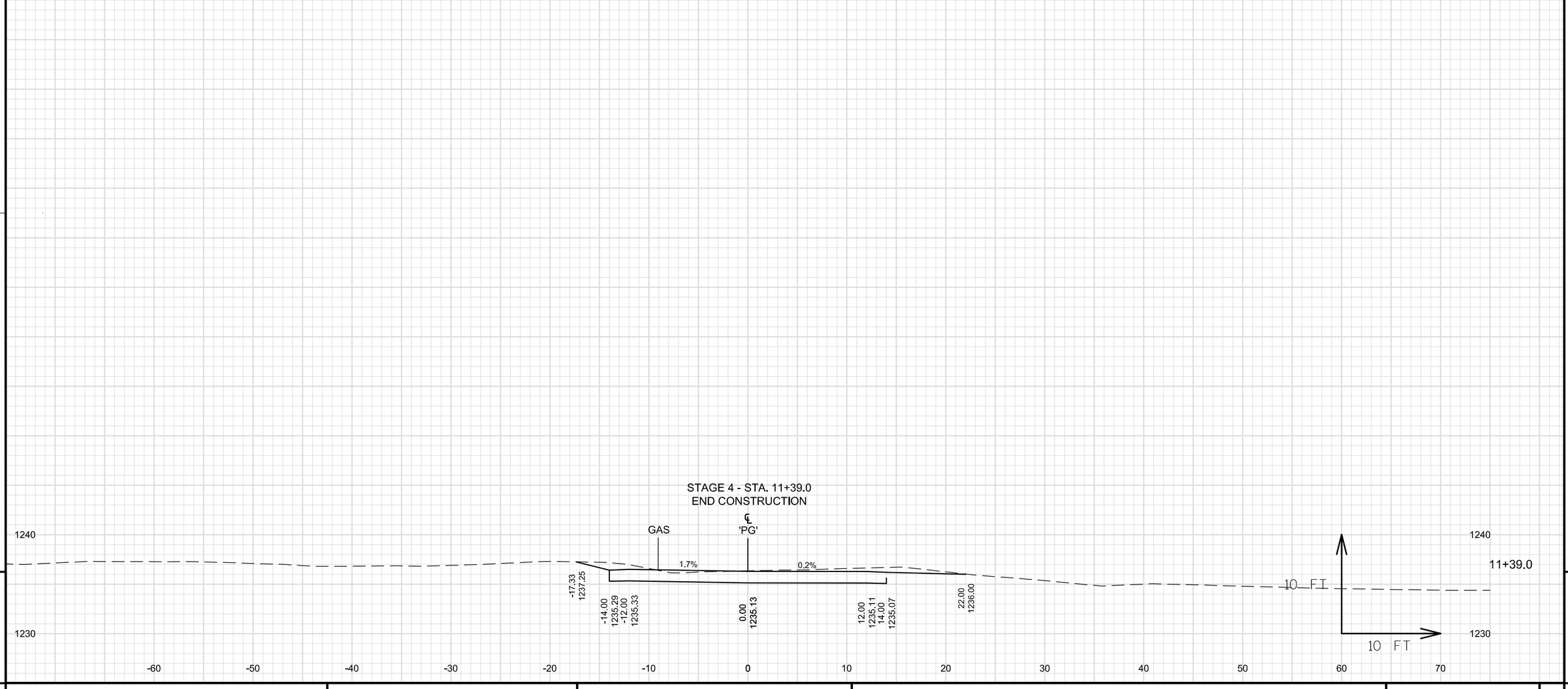
FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090236_XS_PLAYGROUND_STAGE_4.DWG PLOT DATE : 9/8/2014 9:45 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PLAYGROUND DRIVE - STAGE 4	SHEET 672	E

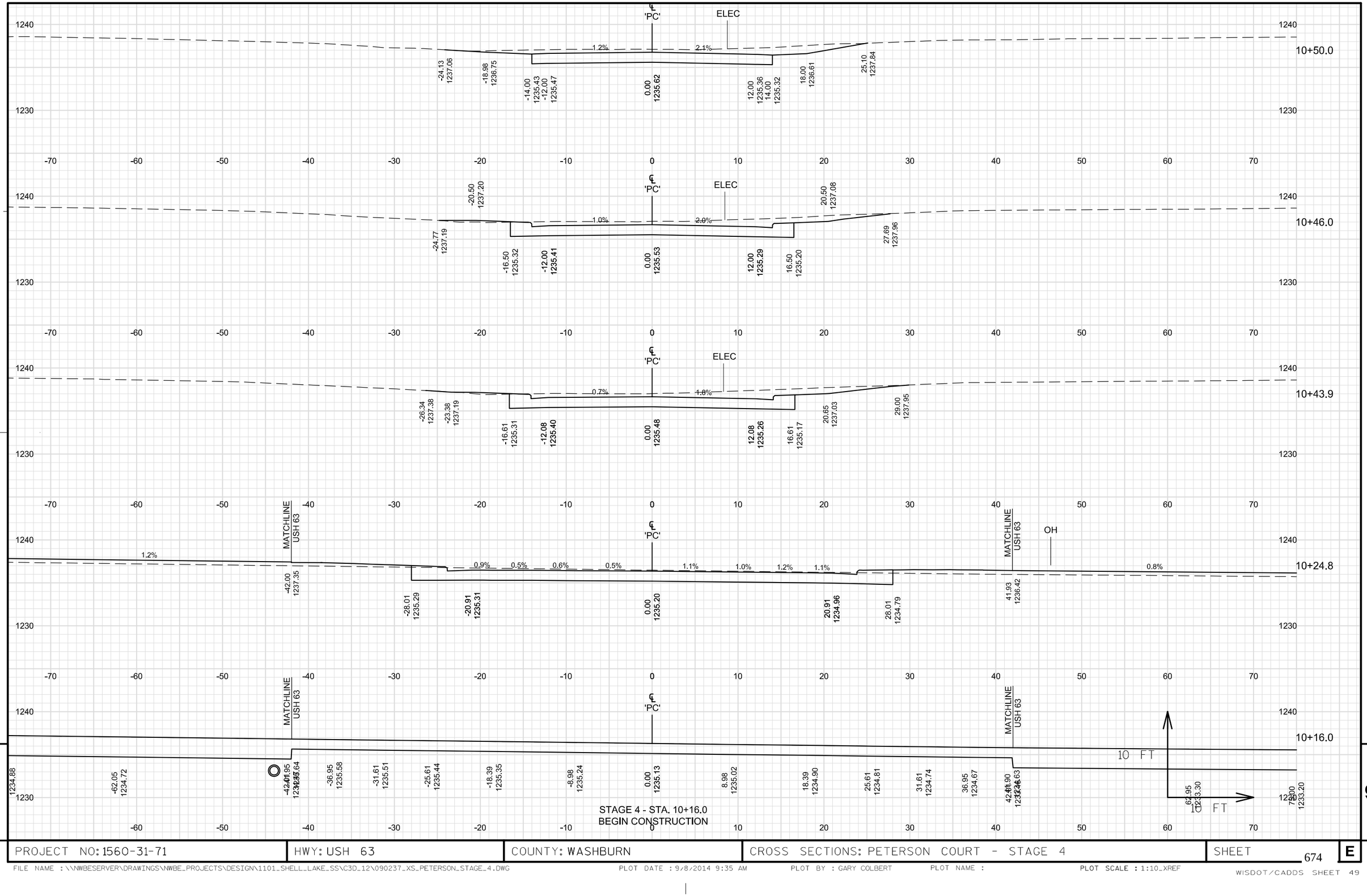
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STAGE 4 - STA. 11+39.0
END CONSTRUCTION



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PLAYGROUND DRIVE - STAGE 4	SHEET 673	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090236_XS_PLAYGROUND_STAGE_4.DWG PLOT DATE : 9/8/2014 9:45 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF



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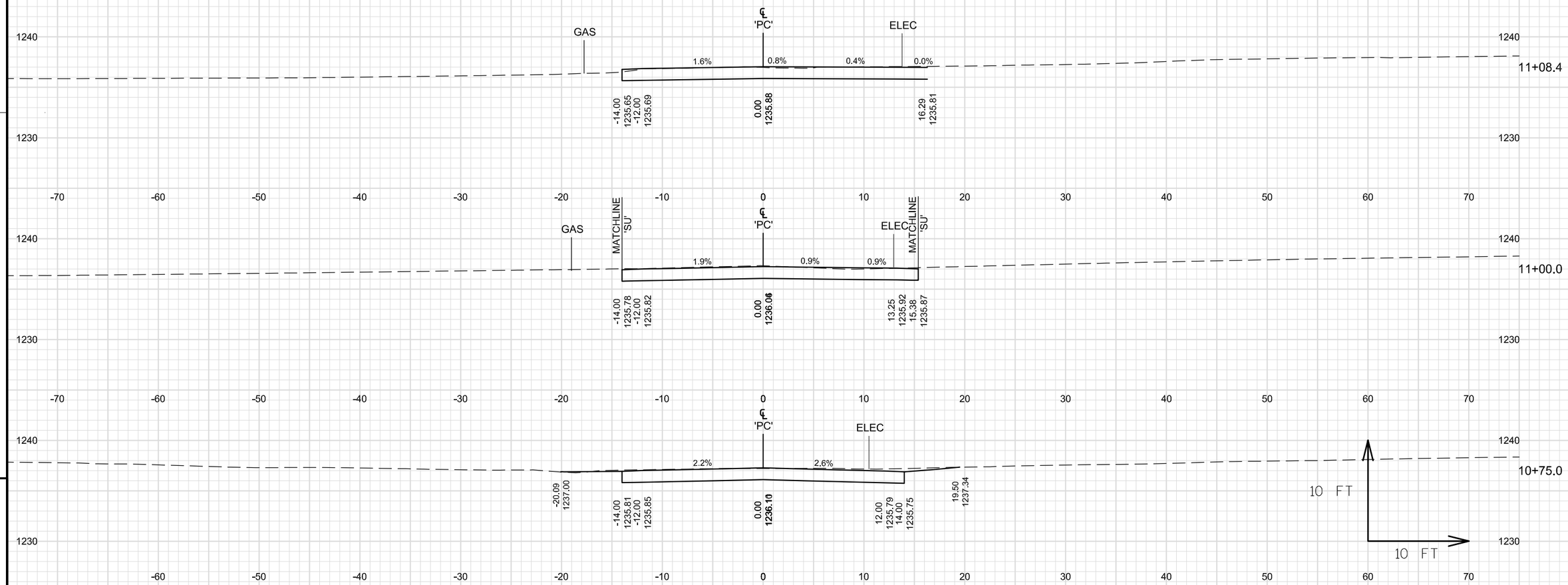
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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PETERSON COURT - STAGE 4	SHEET 674	E

FILE NAME : \\NWBESERVER\DRAWINGS\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090237_XS_PETERSON_STAGE_4.DWG PLOT DATE : 9/8/2014 9:35 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

STAGE 4 - STA. 11+08.4
END CONSTRUCTION

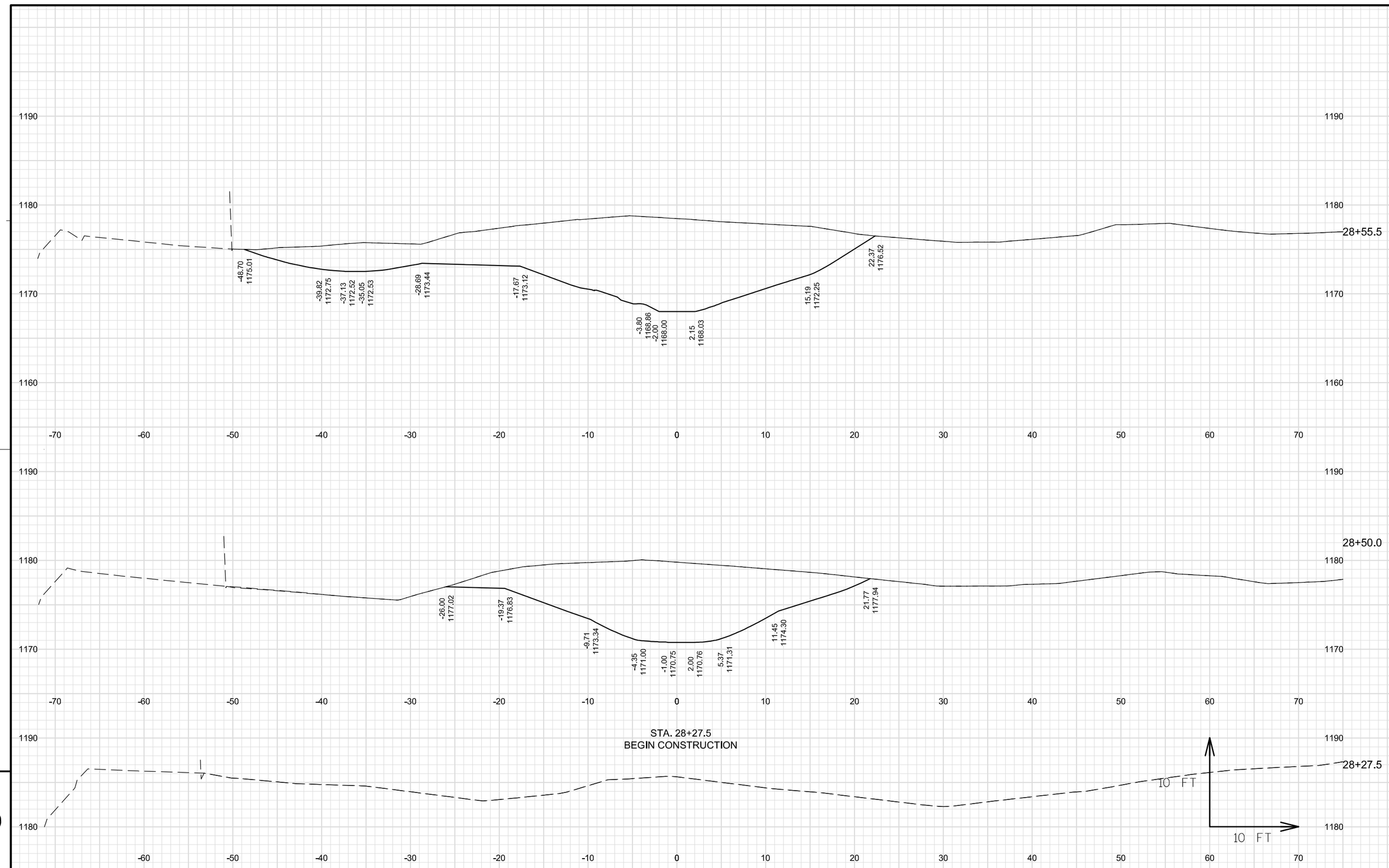


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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PETERSON COURT - STAGE 4	SHEET 675	E

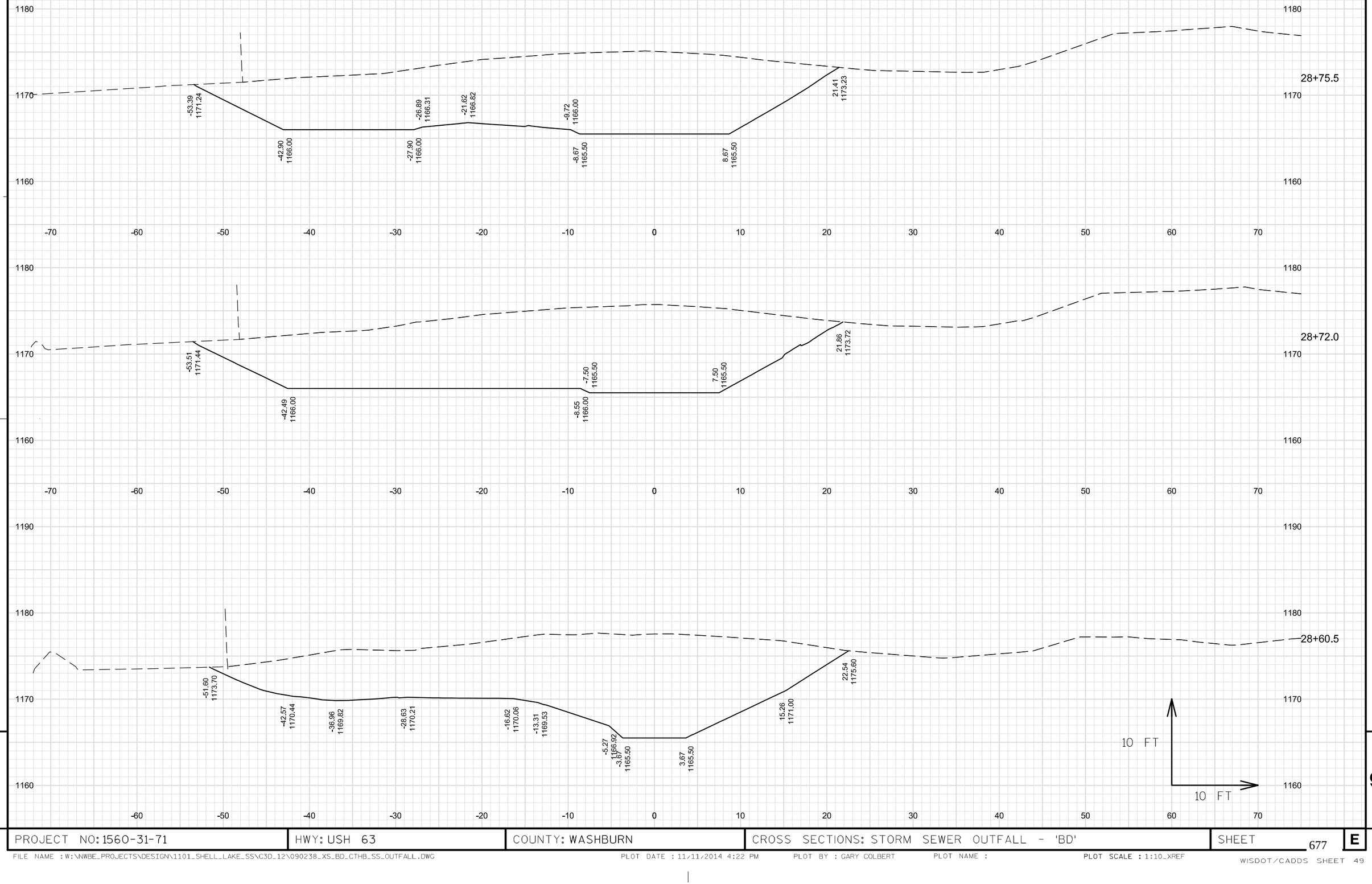
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WISDOT/CADDS SHEET 49



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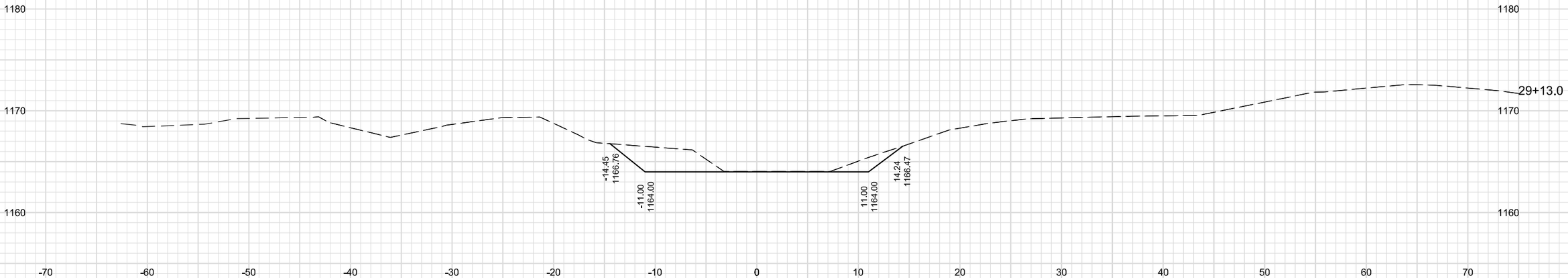
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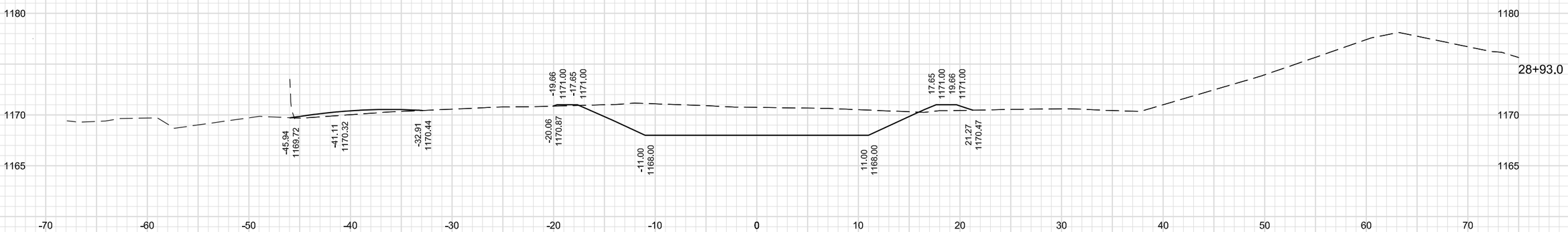


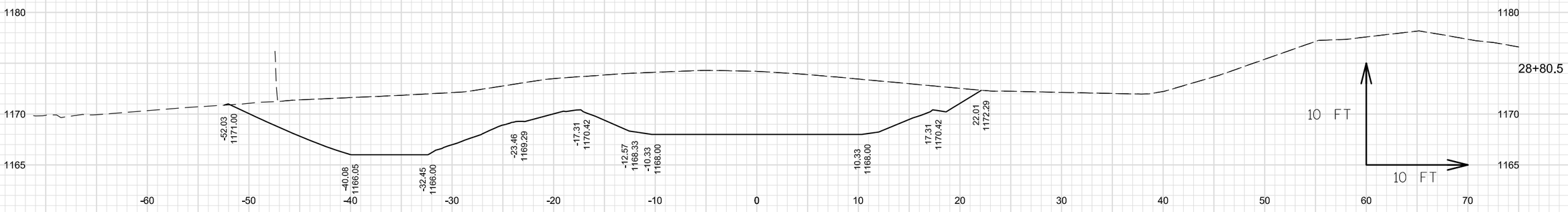
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STORM SEWER OUTFALL - 'BD'	SHEET 677 E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090238_XS_BD_CTHB_SS_OUTFALL.DWG PLOT DATE : 11/11/2014 4:22 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:10_XREF

STA. 29+13.0
END CONSTRUCTION







9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: STORM SEWER OUTFALL - 'BD'	SHEET 678	E

Notes

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