LAX MARCH 2015

PROJECT ID: 5880-02-72/73

WITH:

COUNTY: JUNEAU

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control)
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 = 238



PROJECT LOCATION

10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF MAUSTON, EAST STATE STREET

(HANOVER STREET - PINE STREET) USH 12 JUNEAU COUNTY

(HANOVER STREET - PINE STREET) USH 12 JUNEAU COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5880-02-72	WISC 2015120	1
5880-02-73	———	—

STATE PROJECT NUMBER **5880-02-72** ROADWAY

STATE PROJECT NUMBER **5880-02-73** LOCAL UTILITIES

DESIGN DESIGNATION

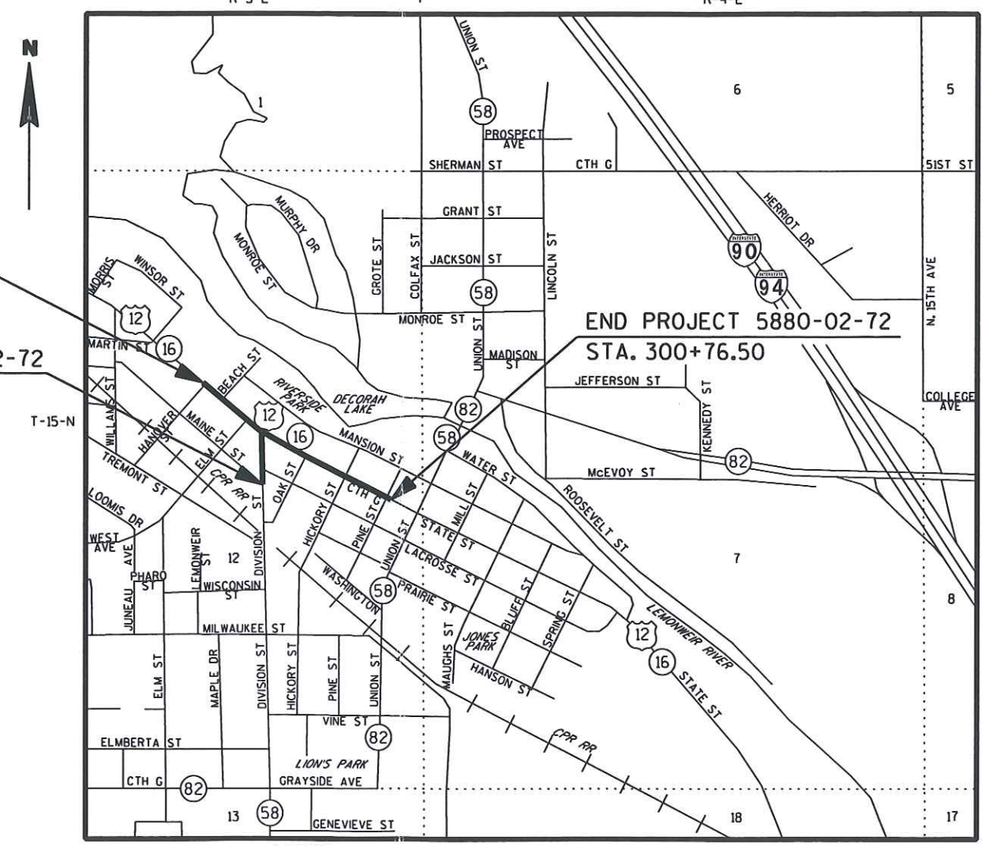
A.A.D.T. (2015)	=	9,600
A.A.D.T. (2025)	=	10,400
D.H.V. (2025)	=	11.5
D.	=	58/42
T.	=	5.4%
DESIGN SPEED	=	30 mph
ESALS	=	1,876,100

BEGIN PROJECT 5880-02-72
STA. 281+50.00
Y = 157,457.56
X = 462,107.55

BEGIN CONSTRUCTION PROJECT 5880-02-72
STA. 532+76.00

END PROJECT 5880-02-72
STA. 300+76.50

T-15-N R-3-E R-4-E



LAYOUT

SCALE 0 1/4 1/2MI.

PROJECT I.D. 5880-02-72 = 0.365 MI.
PROJECT I.D. 5880-02-73 = 0.000 MI.
TOTAL NET LENGTH OF CENTERLINE= 0.365 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), JUNEAU County.

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR CITY of MAUSTON

10/7/14 Brian T. McGuire
(Date) (Mayor)

ORIGINAL PLANS PREPARED BY:

MSA PROFESSIONAL SERVICES
TRANSPORTATION · MUNICIPAL · REDEVELOPMENT · DEVELOPMENT · ENVIRONMENTAL

2901 International Lane, Suite 300 Madison, WI 53704
608-242-7779 1-800-486-4679 Fax: 608-242-5664

WISCONSIN BRIAN G. HUIBREGTSE E-40465 MADISON WI PROFESSIONAL ENGINEER

10-2-14 Date

Signature

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA Professional Services, Inc.
Designer	MSA Professional Services, Inc.
Project Manager	J. Krachey
Regional Examiner	J. Krachey
Regional Supervisor	O.I. Winger
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 10/14/14 (Signature)

E

GENERAL NOTES

INLET OFFSETS GIVEN TO THE CENTER OF STRUCTURE.

ELEVATIONS SHOWN ON THE STORM SEWER SHEETS ARE AT THE FLAG OF THE CURB.

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

ALL CONCRETE DRIVEWAYS AND SIDEWALKS ACROSS DRIVEWAYS SHALL BE 7" THICK AND WILL BE PAID FOR AS A CONCRETE DRIVEWAY.

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

ALL CURB & GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

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

EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. ALL EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE DEVICE IS NO LONGER NECESSARY.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AND MAINTAINED AS DETERMINED BY THE ENGINEER.

THE LOCATIONS OF EXISTING PUBLIC AND PRIVATE UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN.

SEE SUBSURFACE EXPLORATIONS REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WISDOT SW PROJECT SECTION, JEREMY KRACHEY, PHONE 608-789-5702.

ALL OPENINGS OR HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR MATERIAL INCIDENTAL TO THE REMOVING BID ITEM.

THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

UNLESS OTHERWISE SHOWN ON THE PLAN, ALL MATCHING DRIVEWAYS AND STREETS SHALL BE SAWCUT. COST OF CUTTING IS TO BE PAID FOR UNDER "SAWING ASPHALT" FOR ASPHALT PAVEMENT OR "SAWING CONCRETE" FOR CONCRETE PAVEMENT.

IF REMOVING CONCRETE STEPS IS NECESSARY AND APPROVED BY THE ENGINEER, IT WILL BE PAID FOR AS REMOVING CONCRETE SIDEWALK. NEW STEPS OR NEW DROPS BETWEEN ENTRANCES AND SIDEWALK SHALL NOT BE ADDED AT ANY LOCATION WITHIN THE PROJECT, UNLESS APPROVED BY THE ENGINEER.

5.5" HMA PAVEMENT TO BE PLACED IN 3 LAYERS. THE 12.5 mm GRADATION MAY BE USED IN ALL LAYERS.
4" HMA PAVEMENT TO BE PLACED IN 2 LAYERS. 3" ASPHALTIC SURFACE TO BE PLACED IN 1 LAYER. ALL LAYERS ARE REQUIRED TO BE A MINIMUM OF 1.75".

HMA PAVEMENT AND ASPHALTIC SURFACE WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN.

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

TRANSVERSE CONCRETE JOINT DESIGN AND FIELD LAYOUT TO BE PAID FOR UNDER "CONCRETE PAVEMENT JOINT LAYOUT".

UTILITIES

SANITARY SEWER & WATERMAIN
ATTN: ROB NELSON
1260 NORTH ROAD
MAUSTON, WI 53948
PHONE: 608-847-4070
FAX: 608-847-4870
EMAIL: rnelson@mauston.com

COMMUNICATION/TELEPHONE
FRONTIER COMMUNICATIONS OF WI
ATTN: ROBERT CHURCH
118 DIVISON STREET
PLYMOUTH, WI 53073
PHONE: 608-837-1881
EMAIL: Robert.a.church@ftr.com

ATTN: JERRY MOORE (LOCAL CONTACT)
2222 WEST WISCONSIN STREET
PORTAGE, WI 53901
PHONE: 608-742-9507
EMAIL: Jerald.r.moore@ftr.com

ELECTRIC & GAS
ALLIANT ENERGY
(WISCONSIN POWER & LIGHT)
ATTN: JASON HOGAN
4902 NORTH BILTMORE LANE
P.O. BOX 77007
MADISON, WI 53707
PHONE: 608-395-7395
EMAIL: jasonhogan@alliantenergy.com

ATTN: MARK SCHOEN (LOCAL CONTACT)
338 E. STATE ST
MAUSTON, WI 53948
PHONE: 608-355-8913
EMAIL: markschoen@alliantenergy.com

TELECOMMUNICATIONS
MEDIACOM LLC
ATTN: TIMOTHY D. ORCUTT
3033 ASBURY ROAD
DUBUQUE, IA 52001
PHONE: 515-249-5848
EMAIL: torcutt@mediacomcc.com

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

ORDER OF TYPICAL SECTION & DETAIL SHEETS

1. GENERAL NOTES
2. PROJECT OVERVIEW
3. TYPICAL SECTIONS
4. CONSTRUCTION DETAILS
5. OVERVIEW DETAILS
6. CURB RAMP DETAILS
7. PAVING DETAILS
8. EROSION CONTROL
9. STORM SEWER
10. SANITARY & WATER MAIN
11. PERMANENT SIGNING
12. PAVEMENT MARKINGS
13. STREET LIGHTING
14. TRAFFIC SIGNAL PLAN
15. DETOUR PLAN
16. TRAFFIC CONTROL
17. CONTROL POINT TIES
18. ALIGNMENT OVERVIEW

DESIGN CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: JEREMY KRACHEY
SW REGION REPRESENTATIVE
3550 MORMON COULEE ROAD
LACROSSE, WI 54601
PHONE: 608-789-5702
EMAIL: jeremy.krachey@dot.wi.gov

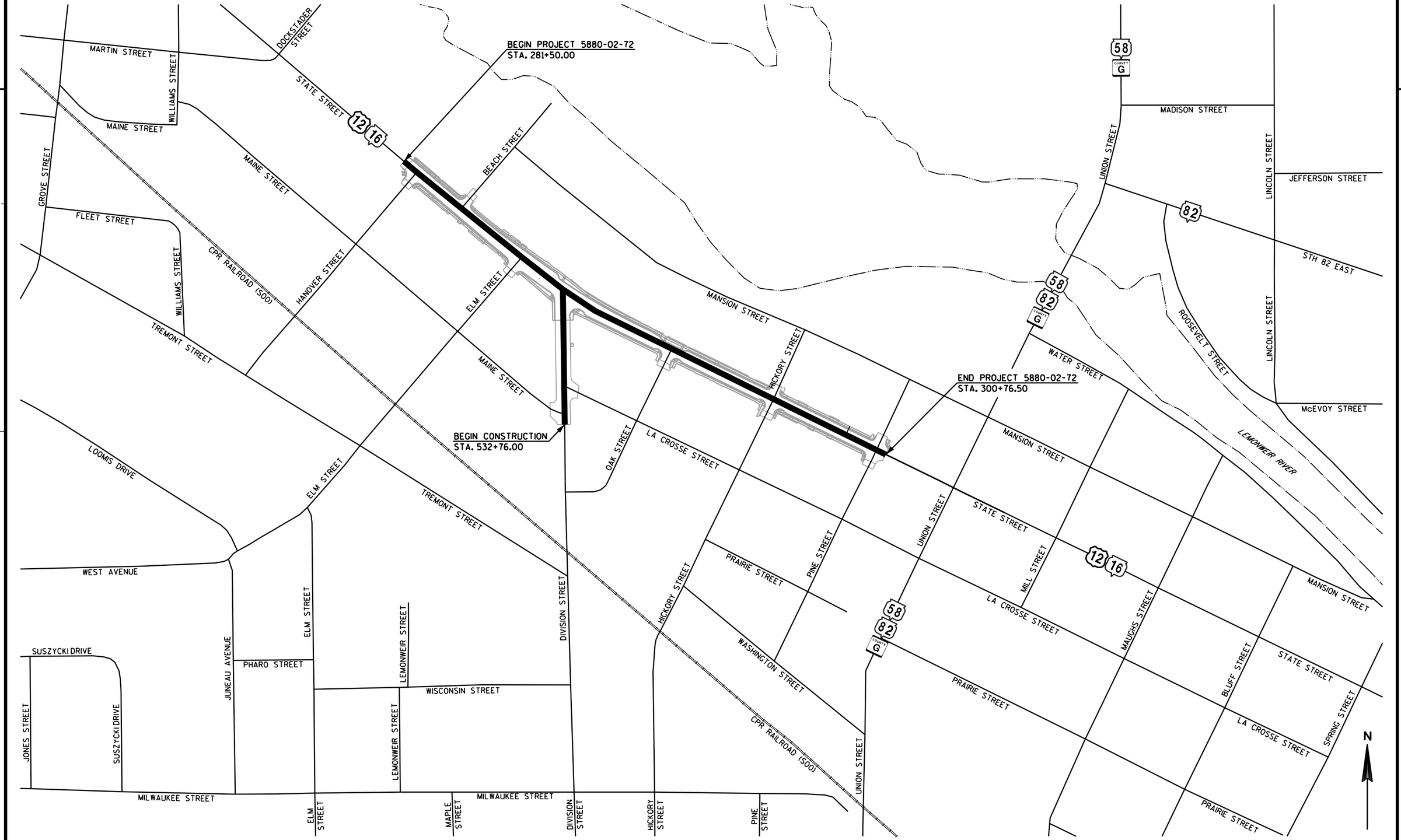
MSA PROFESSIONAL SERVICES
ATTN: BRIAN HUIBREGTSE
2901 INTERNATIONAL LANE, SUITE 300
MADISON, WI 53704
PHONE: 608-242-6650
FAX: 608-242-5664
EMAIL: bhuibregtse@msa-ps.com

DEPARTMENT OF NATURAL RESOURCES
ATTN: MARC HERSHFIELD
473 GRIFFITH AVE
WISCONSIN RAPIDS, WI 54494
PHONE: 715-421-7867
EMAIL: marc.hershfield@wisconsin.gov

STANDARD ABBREVIATIONS

AC	ACRES
AEW	APRON ENDWALL
AH	AHEAD
ALUM.	ALUMINUM
A.P.	ACCESS POINT
ASPH	ASPHALT
BAD	BASE AGGREGATE DENSE
BK	BACK
BLK	BLOCK
BOC	BACK OF CURB
BOW	BACK OF SIDEWALK
BM	BENCHMARK
CL or C/L	CENTERLINE
Δ.	CENTRAL ANGLE or DELTA
CONC	CONCRETE
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
CY	CUBIC YARD
D	DEGREE OF CURVE
DIA	DIAMETER
E	EAST
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EOP	EDGE OF PAVEMENT
ET AL	AND OTHERS
EXIST or EX.	EXISTING
EW	END WALL
FOC	FACE OF CURB
FT	FOOT
FT2	SQUARE FEET
GN	GRID NORTH
GV	GAS VALVE
HB	HOSE BIB
HERCP	HORIZONTAL ELLIPTICAL CONCRETE PIPE
IN	INCH
INV	INVERT
IP	IRON PIPE
L	LENGTH
L	LENGTH OF CURVE
LC	LONG CHORD
LCB	LONG CHORD BEARING
LF	LINEAR FEET
LS	LUMP SUM
LT	LEFT
MH	MANHOLE
MI	MILE
MON	MONUMENT
N	NORTH
NB	NORTHBOUND
NO	NUMBER
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PL	PROPERTY LINE
POB	POINT OF BEGINNING
R	RADIUS
RP	RADIUS POINT
R	RANGE
RL or R/L	REFERENCE LINE
REQ'D	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
S	SOUTH
SB	SOUTHBOUND
SQ	SQUARE
SAN	SANITARY SEWER
STD	STANDARD
STH	STATE TRUNK HIGHWAY
STM	STORM SEWER
SEC	SECTION
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
STA	STATION
STR	STRUCTURE
SY	SQUARE YARD
T	TANGENT
TAN	TANGENT
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
T or TN	TOWN
W	WEST
WB	WESTBOUND
WM	WATERMAIN
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

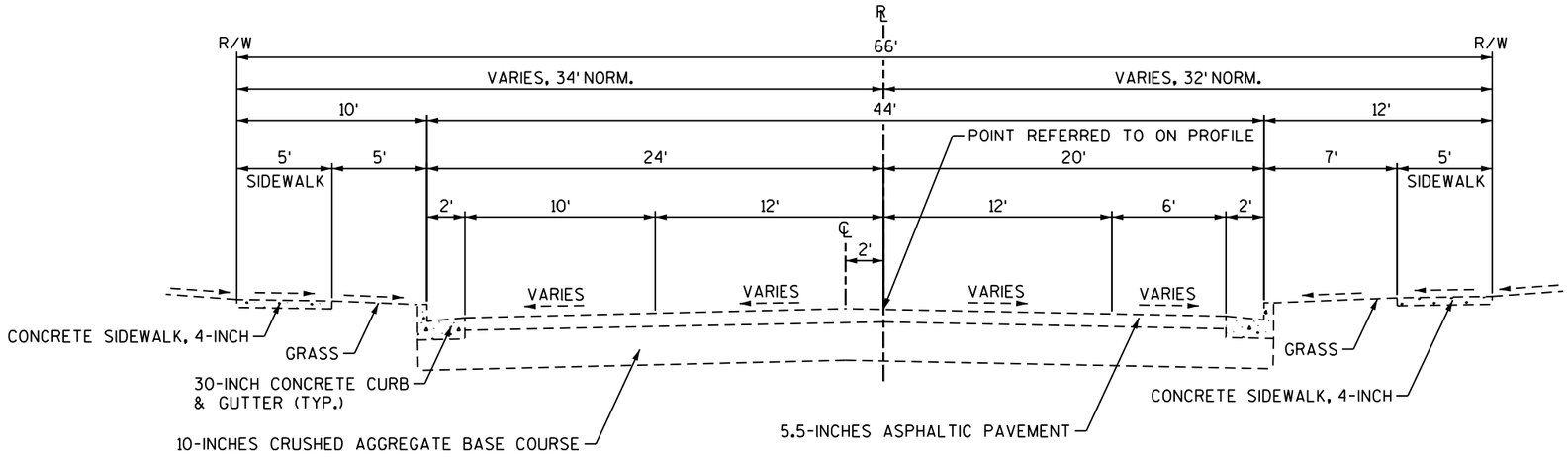
WISCONSIN POWER AND LIGHT COMPANY (ALLIANT ENERGY) EMERGENCY NUMBERS:
ELECTRIC: THE 24-HOUR TOLL FREE NUMBER IS 1-800-862-6261
GAS: THE 24-HOUR TOLL FREE NUMBER IS 1-800-862-6263



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PROJECT OVERVIEW	SHEET 3 E

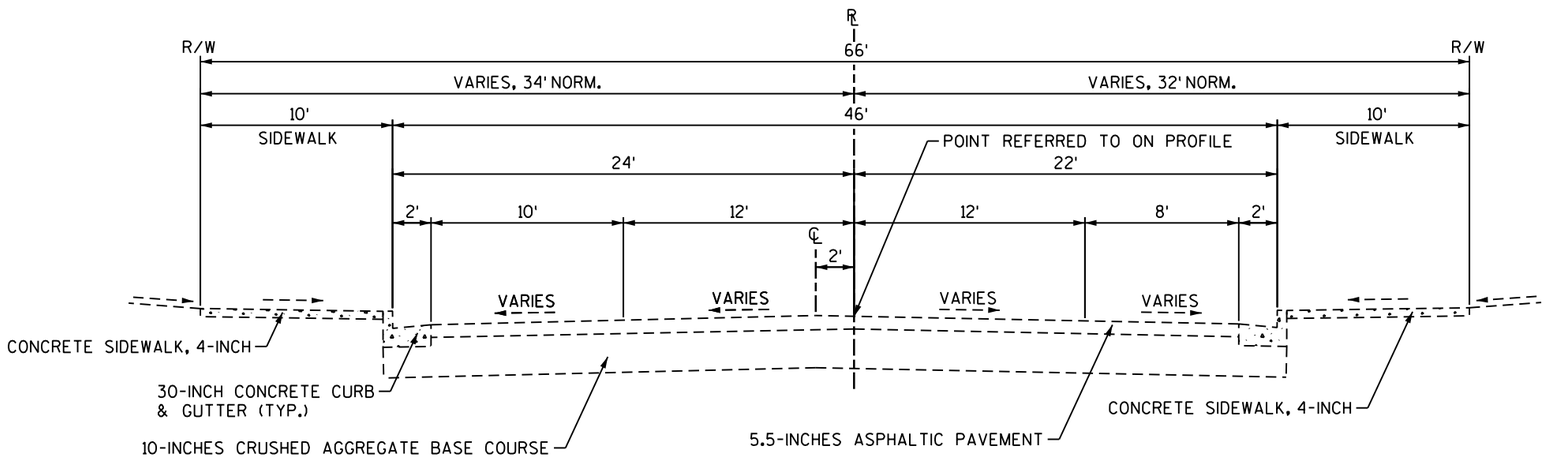
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Project Overview.dgn 12/9/2014 10:28:03 AM jdolens



EXISTING TYPICAL SECTION - STATE STREET (USH 12 & STH 16)

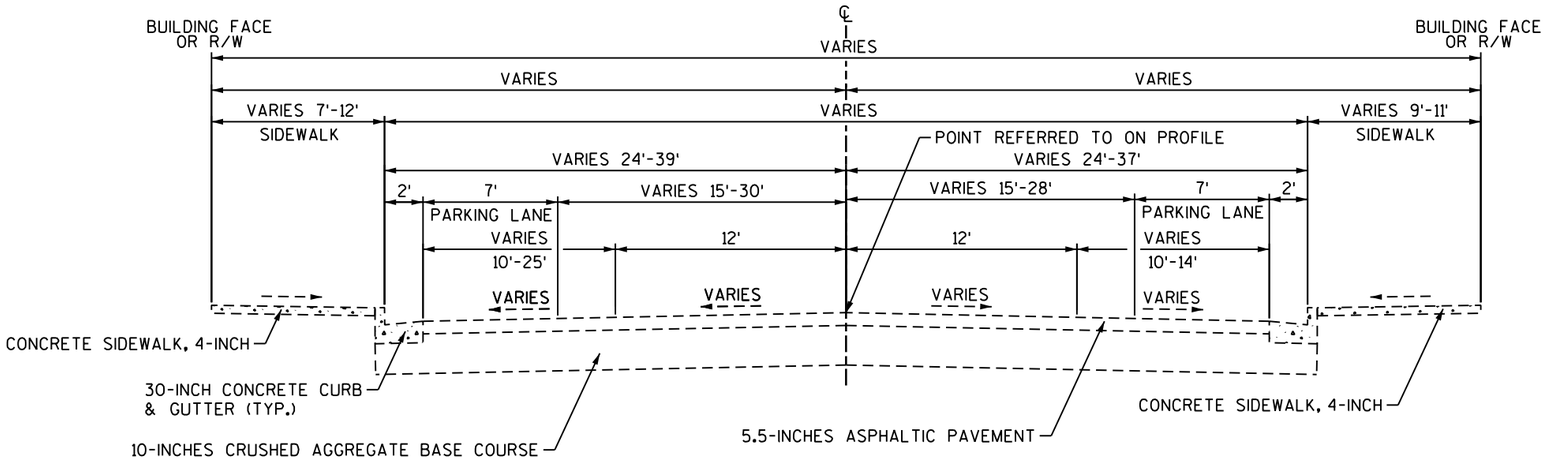
(BOP - HANOVER STREET)
STA. 281+50.00 - STA. 282+00.00



EXISTING TYPICAL SECTION - STATE STREET (USH 12 & STH 16)

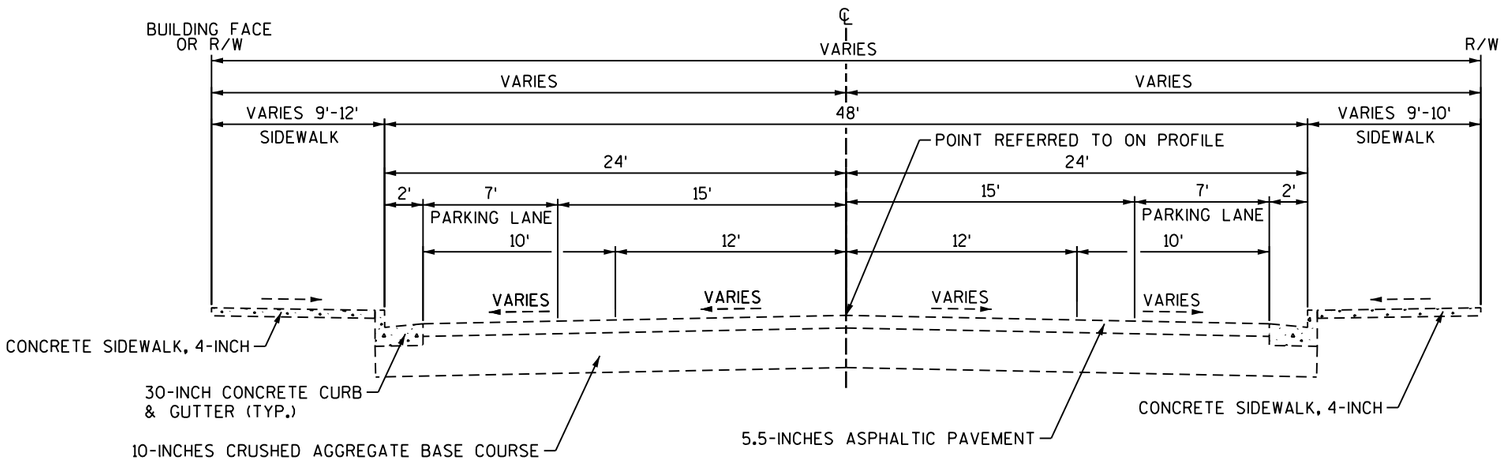
(HANOVER STREET - BEACH STREET)
STA. 282+00.00 - STA. 284+00.00

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EXISTING TYPICAL SECTIONS	SHEET 4	E



EXISTING TYPICAL SECTION - STATE STREET (USH 12 & STH 16)

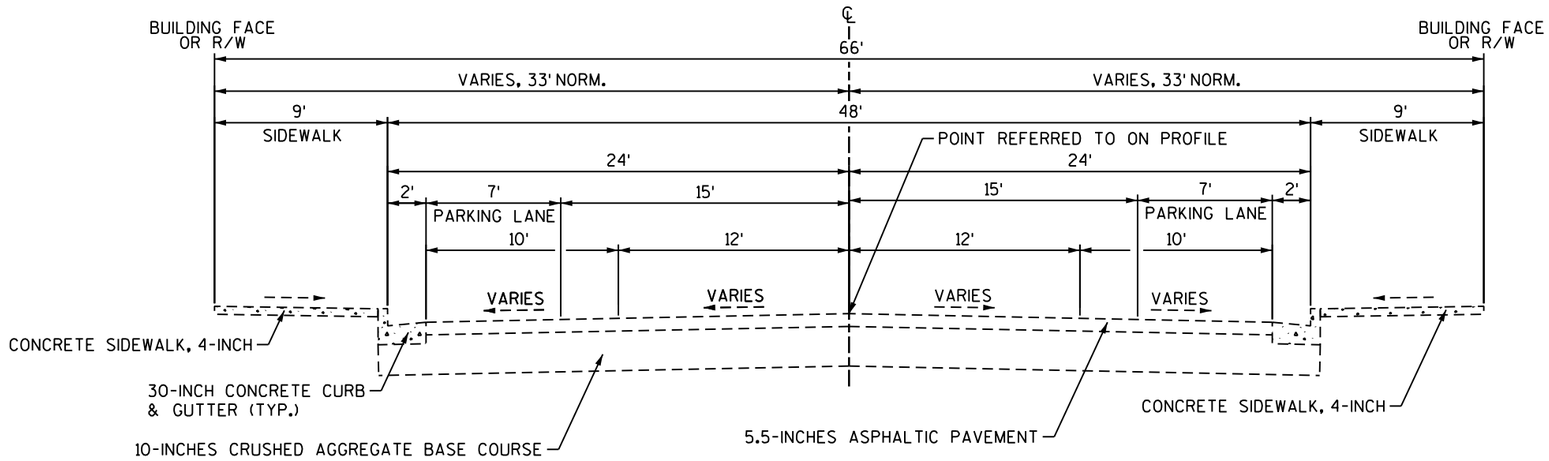
(BEACH STREET - OAK STREET)
STA. 284+00.00 - STA. 293+00.00



EXISTING TYPICAL SECTION - STATE STREET (USH 12 & STH 16)

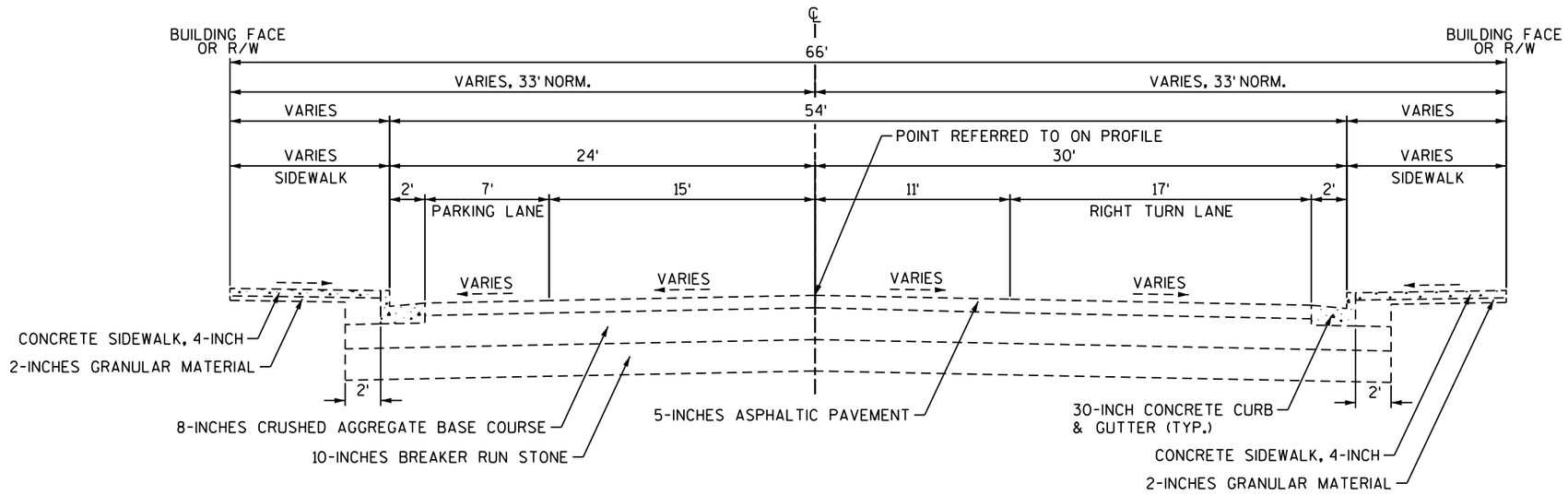
(OAK STREET - HICKORY STREET)
STA. 293+00.00 - STA. 296+50.00

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EXISTING TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION - STATE STREET (USH 12 & STH 16)

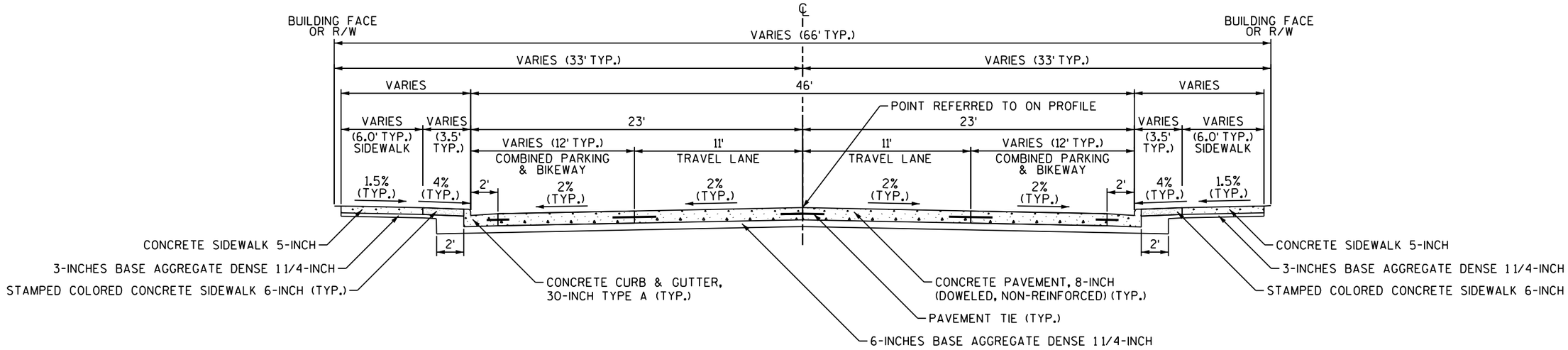
(HICKORY STREET - PINE STREET)
STA. 296+50.00 - STA. 300+76.50



EXISTING TYPICAL SECTION - DIVISION STREET

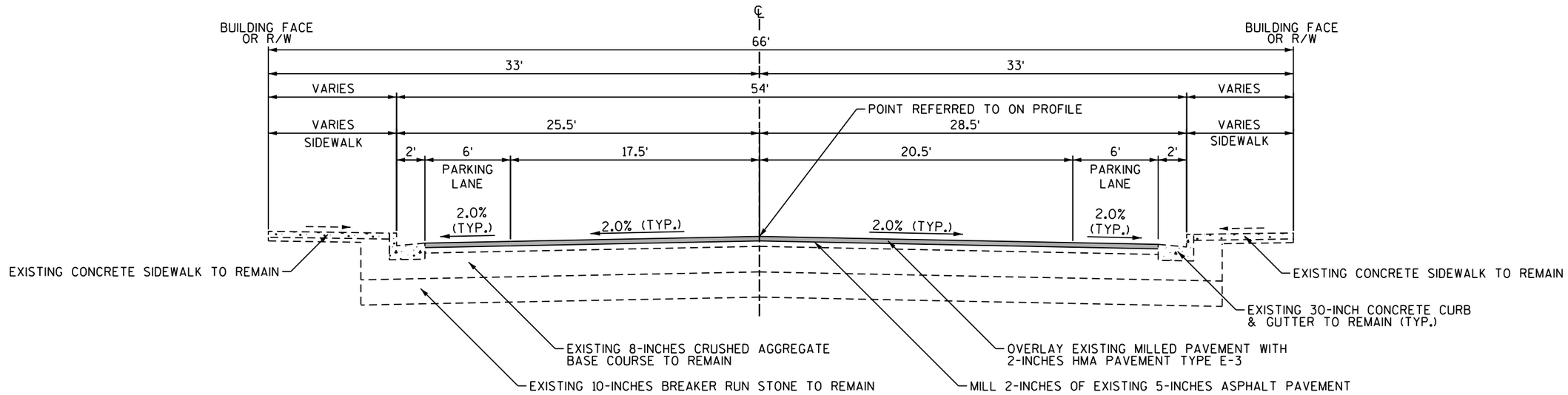
(LA CROSSE STREET - STATE STREET)
STA. 532+76.00 - STA. 536+30.00

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EXISTING TYPICAL SECTIONS	SHEET 6	E



FINISHED TYPICAL SECTION - STATE STREET (USH 12 & STH 16)

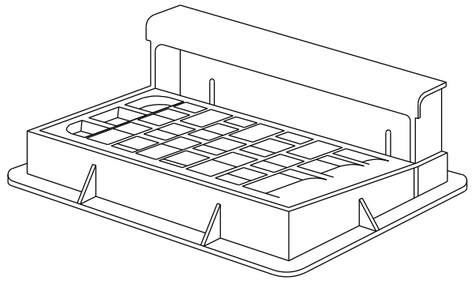
(HANOVER STREET - PINE STREET)
STA. 281+70.00 - STA. 300+76.50



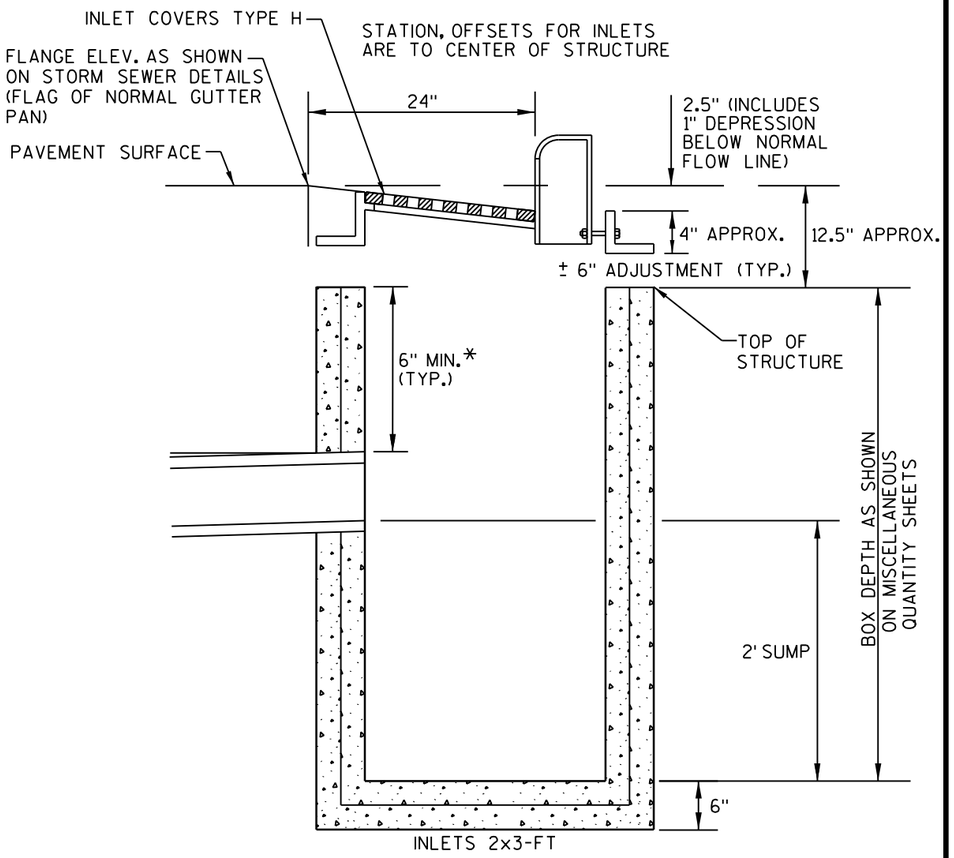
FINISHED TYPICAL SECTION - DIVISION STREET

(LA CROSSE STREET - STATE STREET)
STA. 532+76.00 - STA. 536+30.00

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	FINISHED TYPICAL SECTIONS	SHEET 7	E

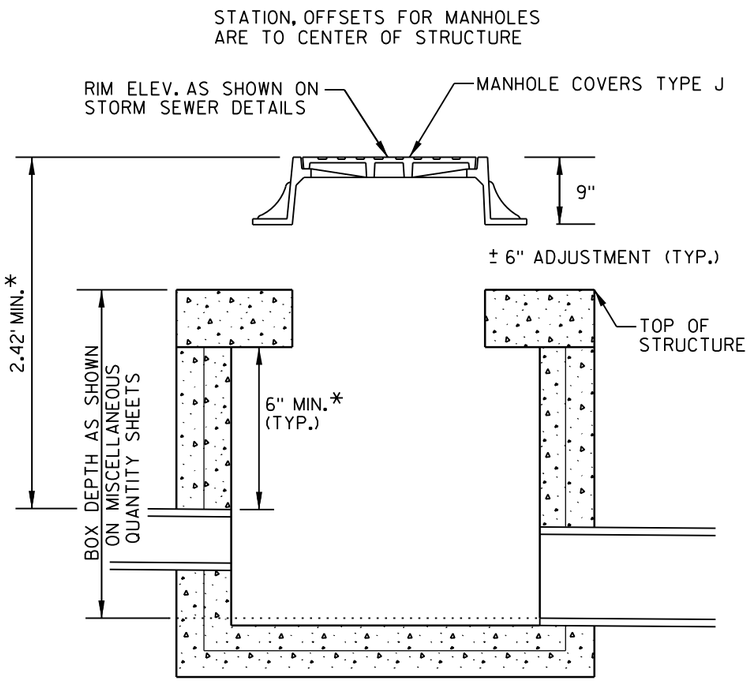


INLET COVERS TYPE "H" DETAIL



DETAIL FOR COMPUTING INLET ELEVATIONS
SCALE: NONE

*STRUCTURES 12.2 & 12.6 HAVE LESS THAN 6" OF CLEARANCE. CAST IN PLACE CONSTRUCTION IS REQUIRED.

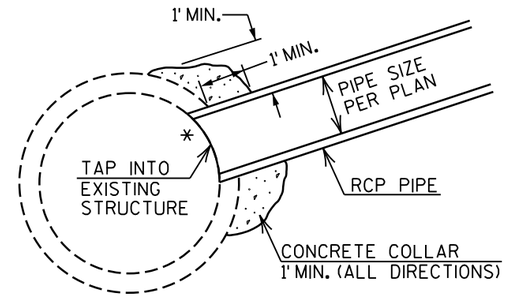


DETAIL FOR COMPUTING MANHOLE ELEVATIONS
SCALE: NONE

*STRUCTURE 12.1 HAS LESS THAN 6" OF CLEARANCE. CAST IN PLACE CONSTRUCTION IS REQUIRED.

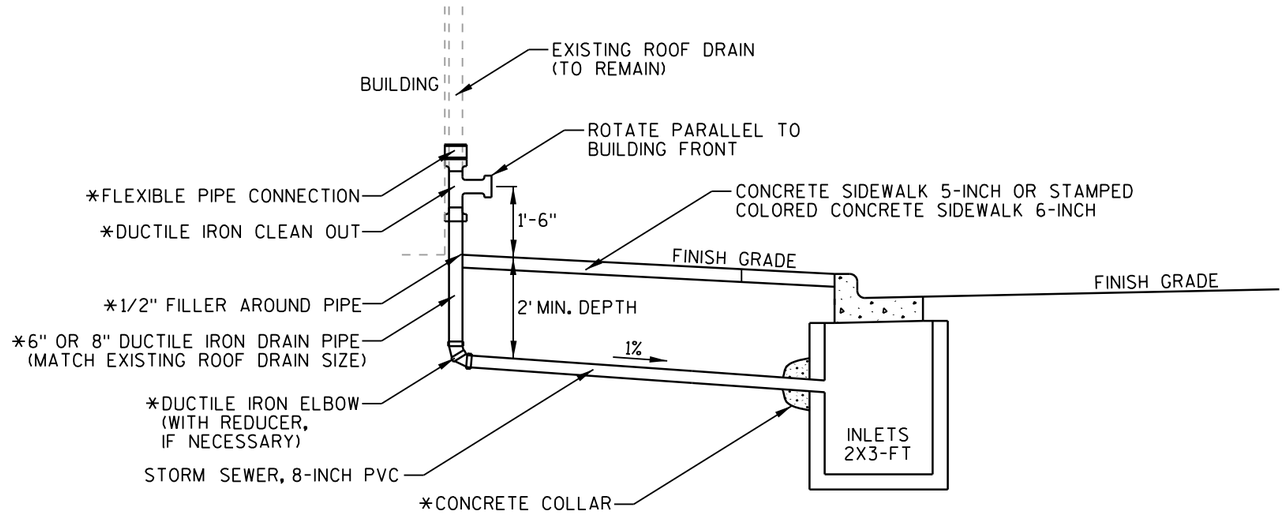
NOTE: CONCRETE COLLAR INCIDENTAL TO INSTALLATION OF STORM SEWER PIPE

* NO PIPE TO PROTRUDE INTO MANHOLE



PLAN VIEW

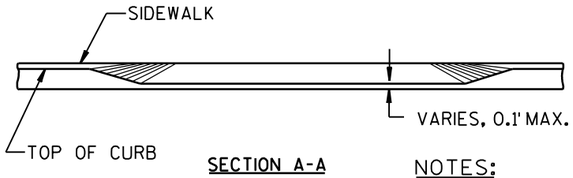
MANHOLE CONNECTION CONCRETE COLLAR DETAIL
SCALE: NONE



*INCIDENTAL TO THE BID ITEM 'ROOF DRAIN CONNECTION'

STATION	LOCATION	PVC PIPE LENGTH
287+65	42.5' RT	50 L.F.
288+13	46.3' RT	25 L.F.

ROOF DRAIN CONNECTION DETAIL
SCALE: NONE



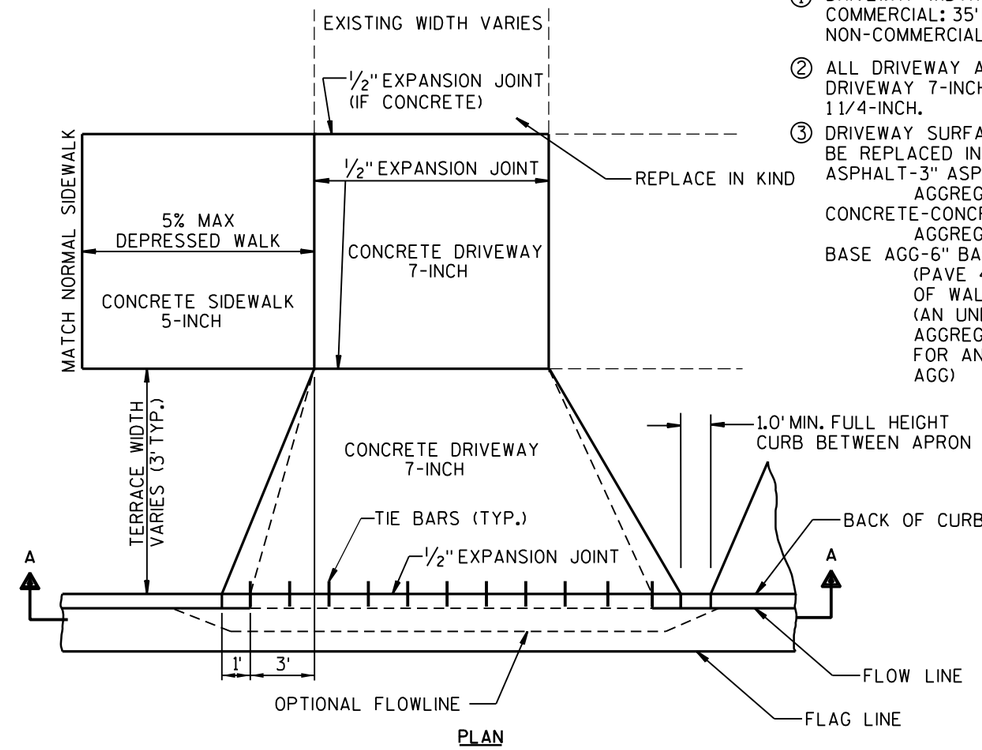
SECTION A-A

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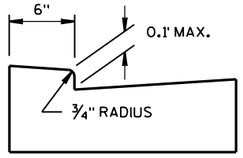
① DRIVEWAY WIDTHS
COMMERCIAL: 35' MAX., 12' MIN.
NON-COMMERCIAL: 24' MAX.

② ALL DRIVEWAY APPROACHES SHALL BE CONCRETE DRIVEWAY 7-INCH ON 4" BASE AGGREGATE DENSE 1 1/4-INCH.

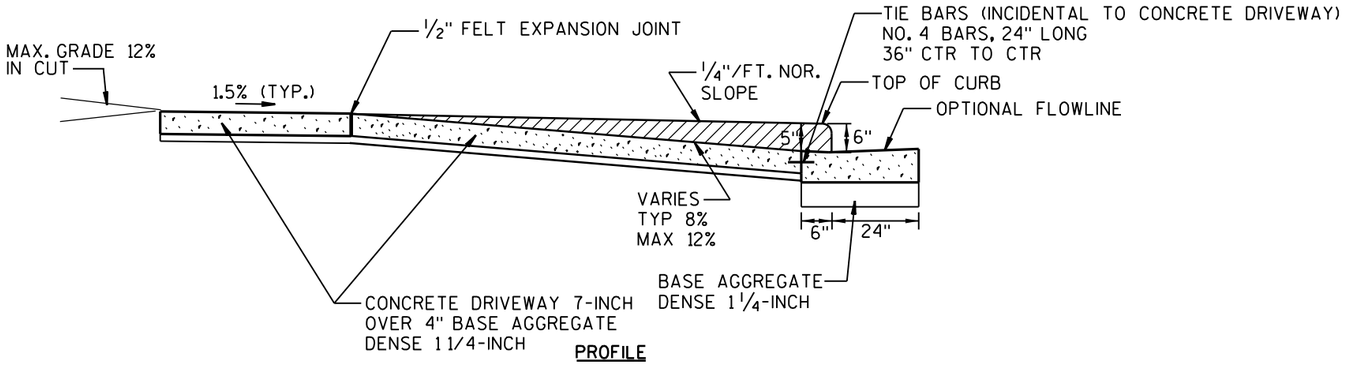
③ DRIVEWAY SURFACE BEHIND SIDEWALK SHALL BE REPLACED IN-KIND WITH MINIMUM SECTION OF:
ASPHALT-3" ASPHALTIC SURFACE ON 4" BASE AGGREGATE DENSE 1 1/4-INCH
CONCRETE-CONCRETE DRIVEWAY 7-INCH ON 4" BASE AGGREGATE DENSE 1 1/4-INCH
BASE AGG-6" BASE AGGREGATE DENSE 3/4-INCH (PAVE 4' WIDE ASPHALTIC SURFACE AT BACK OF WALK PRIOR TO PLACEMENT OF AGG) (AN UNDISTRIBUTED AMOUNT OF BASE AGGREGATE DENSE 3/4-INCH WAS INCLUDED FOR ANY DRIVEWAYS REQUIRING ADDITONAL AGG)



PLAN

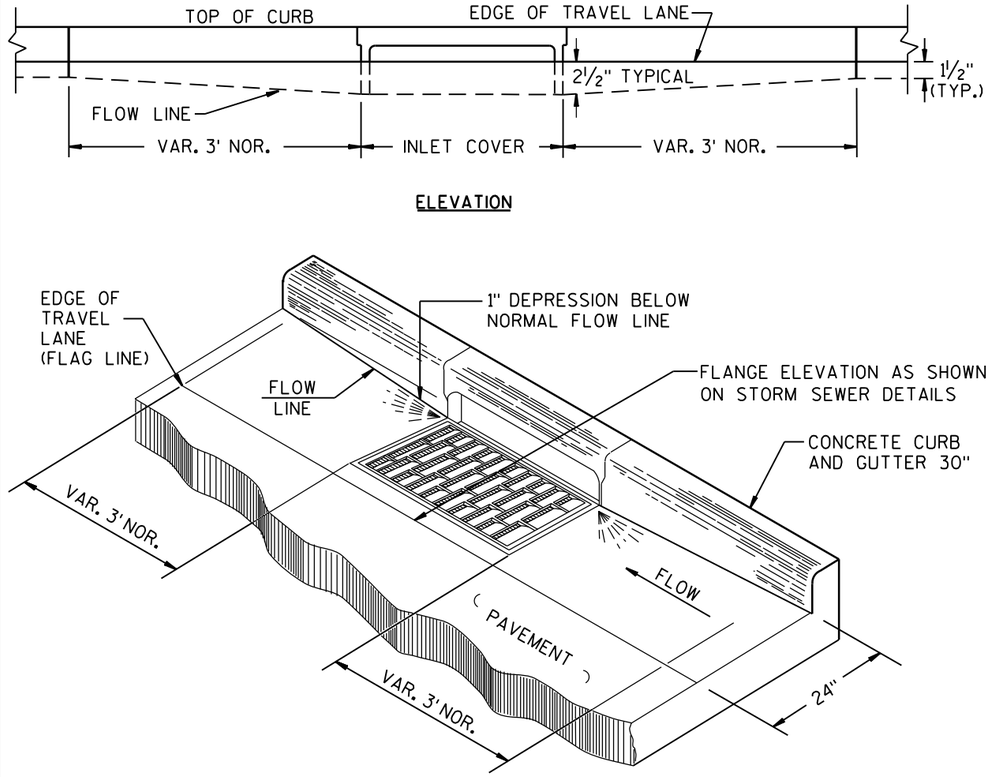


OPTIONAL METHOD FOR CONCRETE GUTTER



PROFILE

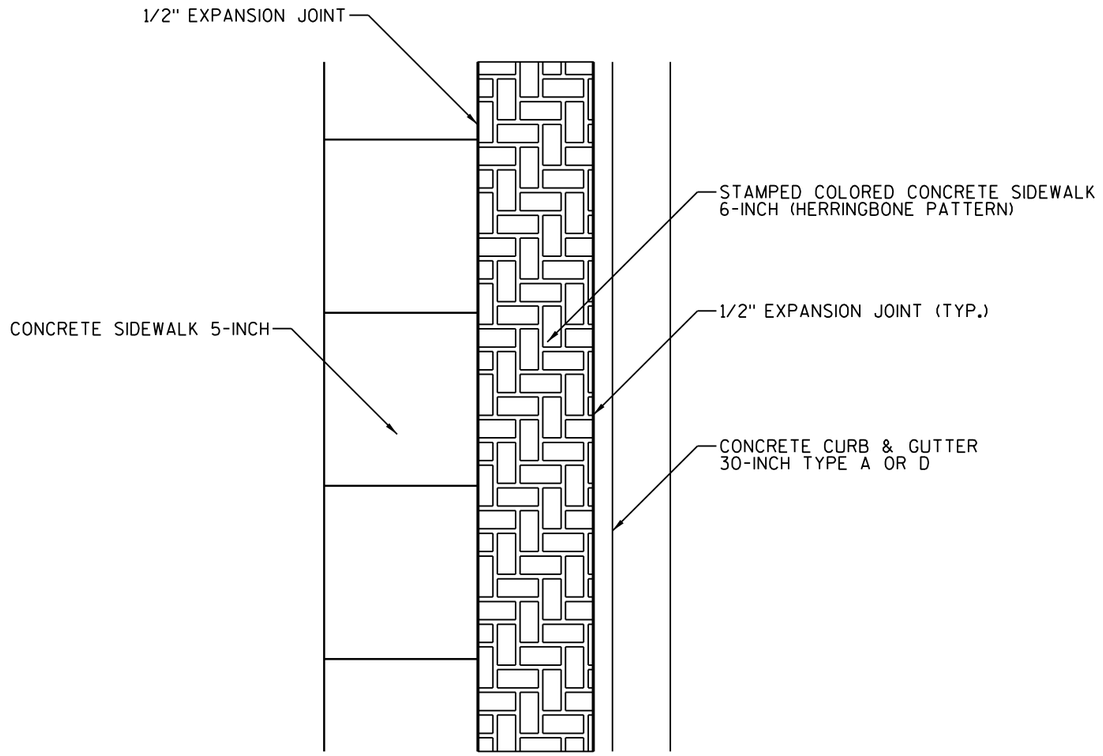
URBAN DRIVEWAY DETAIL
SCALE: NONE



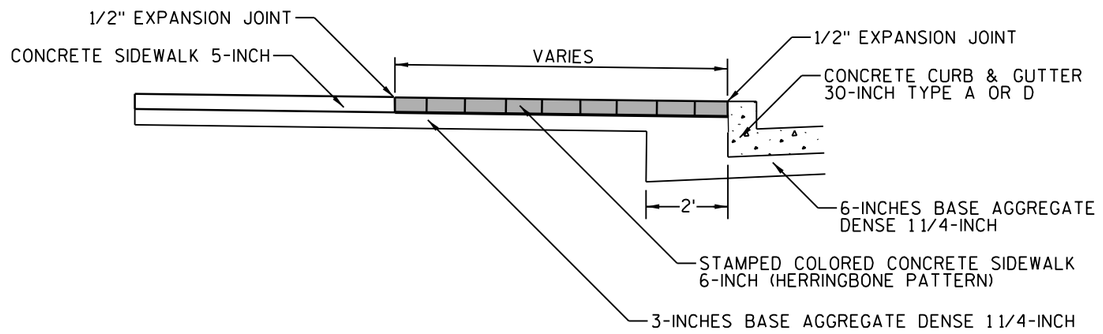
ELEVATION

(INLET 2x3-FT WITH INLET COVER TYPE H SHOWN)

DETAIL OF CURB AND GUTTER AT INLETS
SCALE: NONE

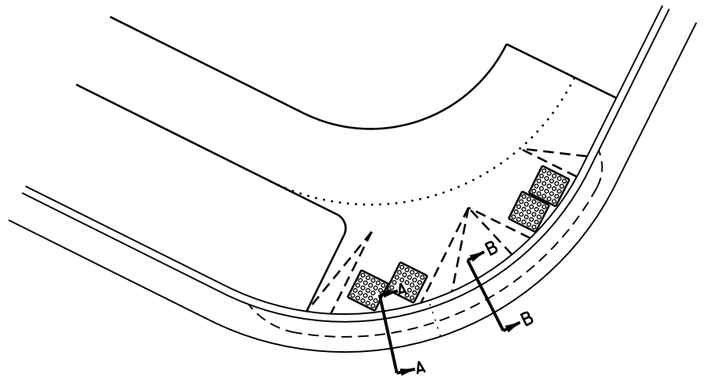


TYPICAL HERRINGBONE PATTERN FOR STAMPED COLORED CONCRETE SIDEWALK 6-INCH
SCALE: NONE

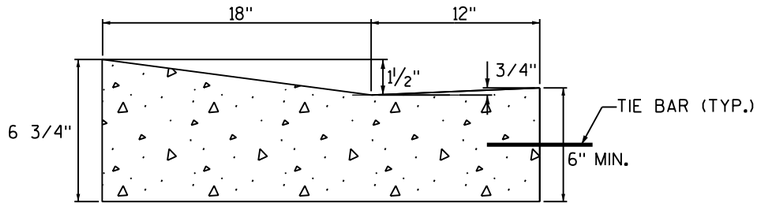


STAMPED COLORED CONCRETE SIDEWALK 6-INCH SECTION DETAIL
SCALE: NONE

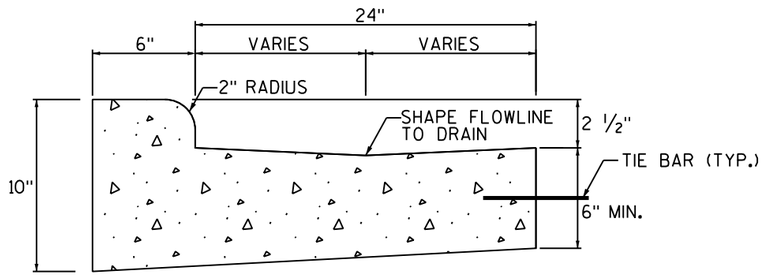
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CONSTRUCTION DETAILS	SHEET 11	E



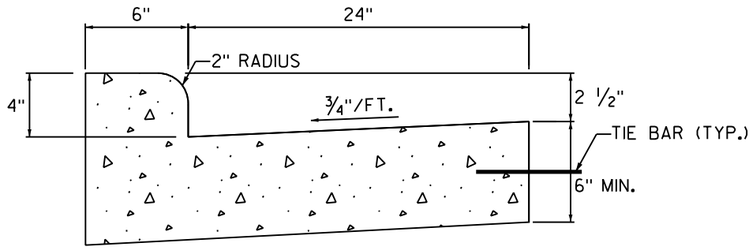
PLAN VIEW



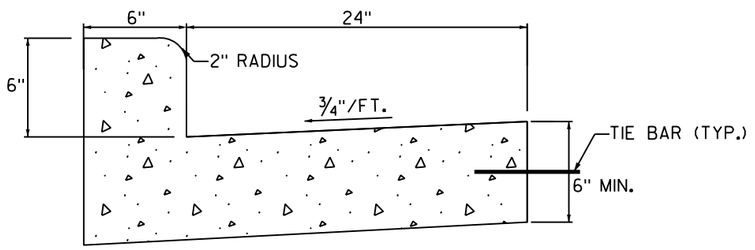
SECTION A-A
MODIFIED FLOWLINE



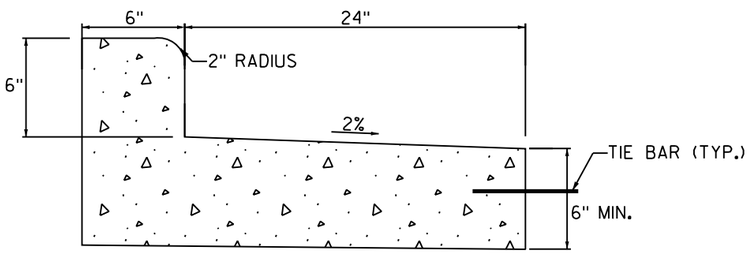
SECTION B-B
MODIFIED FLOWLINE



4-INCH CURB HEAD



6-INCH CURB HEAD



6-INCH CURB HEAD (2% REJECT)

TIE BARS INCIDENTAL TO CURB AND GUTTER TYPE A

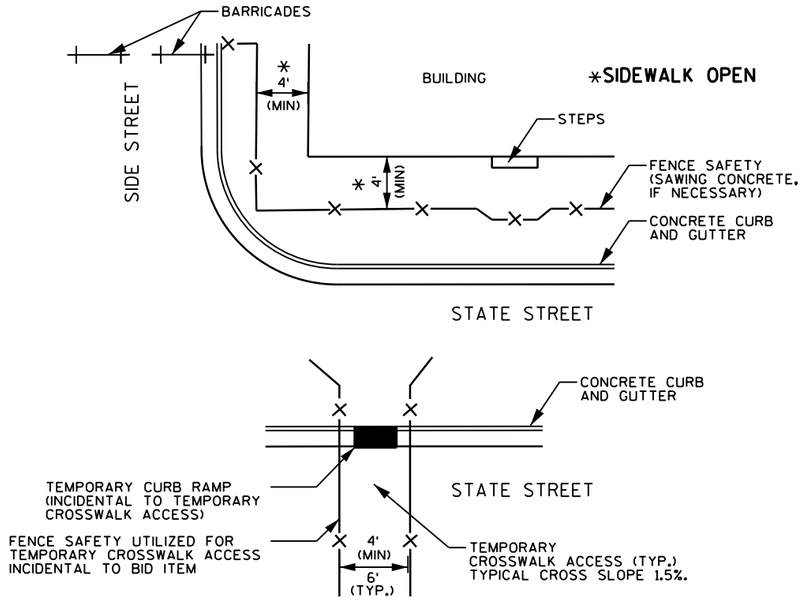
SEE CURB RAMP DETAILS FOR LOCATIONS

IF NOT SHOWN DIFFERENTLY IN CURB RAMP DETAILS,
CONSTRUCT CURB AND GUTTER WITH 6-INCH CURB HEAD

CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL

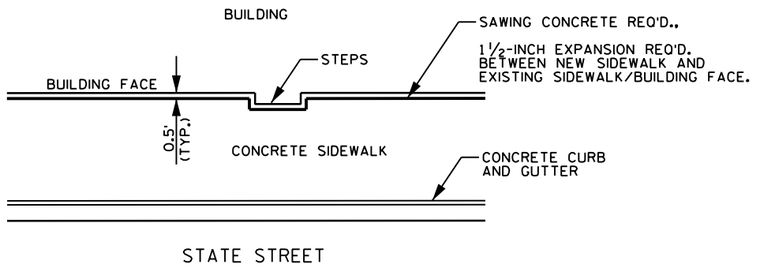
SCALE: NONE

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CONSTRUCTION DETAILS	SHEET 12	E



TYPICAL FENCE SAFETY LAYOUT DETAIL & TEMPORARY CROSSWALK ACCESS DETAIL

SCALE: NONE



TYPICAL SAWING CONCRETE ALONG BUILDING DETAIL

SCALE: NONE

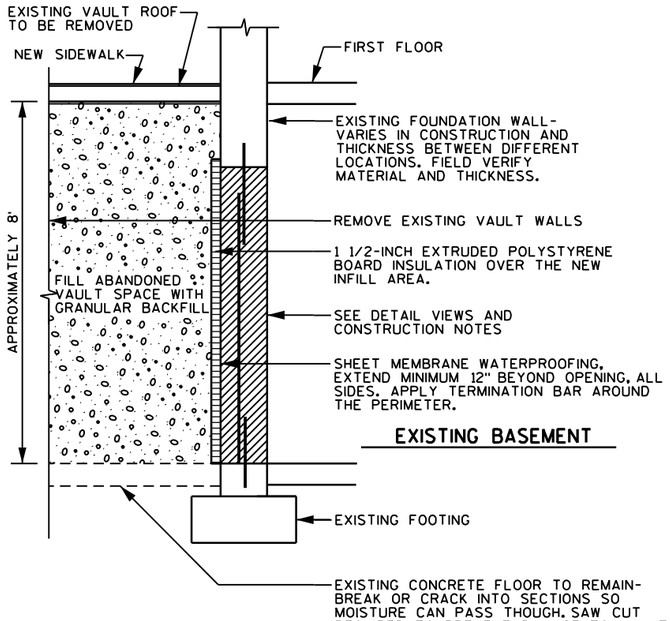
NOTES:
REMOVAL OF THE CONCRETE SIDEWALK WHERE BUILDINGS ABUT THE RIGHT-OF-WAY, OR CONSTRUCTION LIMTS, SHALL INCLUDE PERFORMING A FULL DEPTH SAWCUT APPROXIMATELY ONE HALF FOOT FROM THE BUILDINGS.

IF POSSIBLE, REMOVE THE REMAINING PIECES OF SIDEWALK ADJACENT TO THE BUILDINGS USING METHODS APPROVED BY THE ENGINEER.

DURING THE SAW CUTTING AND SIDEWALK REMOVAL, TAKE EXTREME CARE TO NOT DAMAGE THE BUILDINGS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE BUILDINGS.

SALVAGE REBARS THAT EXTEND INTO THE SIDEWALK FROM THE BUILDINGS, IF ANY, AND INCORPORATE INTO THE NEW SIDEWALK.

WHEN POSSIBLE, SMALL STEPS SHOULD BE ELIMINATED IN FRONT OF BUILDING ENTRANCES. NEW STEPS OR NEW DROPS BETWEEN ENTRANCES AND SIDEWALK SHALL NOT BE ADDED AT ANY LOCATION WITHIN THE PROJECT, UNLESS APPROVED BY THE ENGINEER.



SECTION VIEW

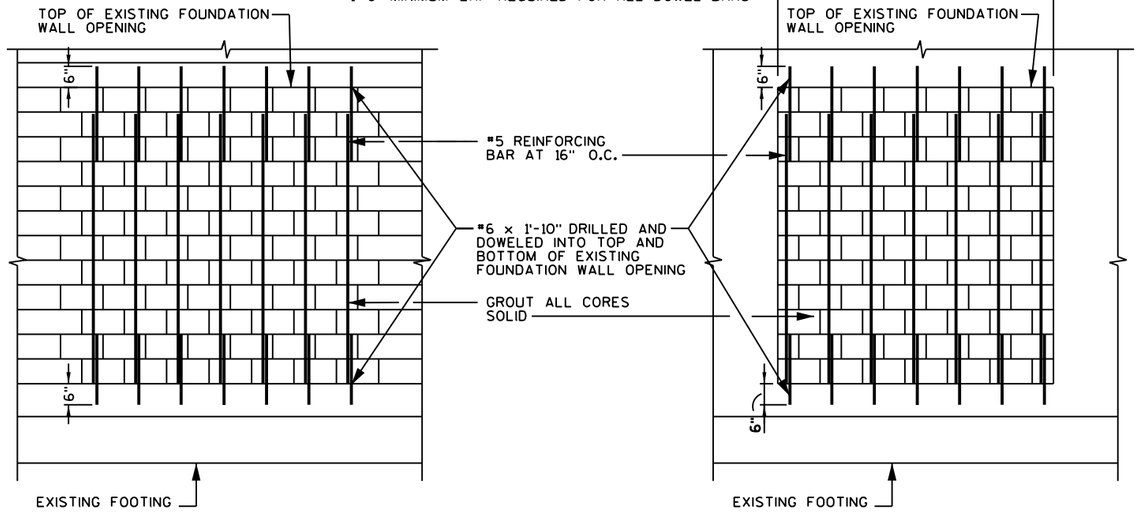
CONSTRUCTION SEQUENCE:

1. REMOVE EXISTING VAULT CONCRETE ROOF, DOOR AND FRAME.
2. DRILL AND DOWEL REBAR INTO THE TOP AND BOTTOM OF FOUNDATION WALL OPENING AND GROUT SOLID.
3. CLOSE DOOR OPENING WITH MASONRY UNITS. MATCH DEPTH OF EXISTING WALL. PER SECTION 519 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS. USE HORIZONTAL JOINT REINFORCEMENT AT 16" O.C.
4. THE EXTERIOR SURFACE OF THE MASONRY SHALL HAVE SHEET MEMBRANE WATERPROOFING APPLIED.
5. BREAK/CRACK EXISTING CONCRETE VAULT FLOOR.
6. REMOVE OUTER WALLS OF VAULT.
7. FILL VAULT WITH GRANULAR BACKFILL PER SECTION 209 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS.

MATERIAL LIST:

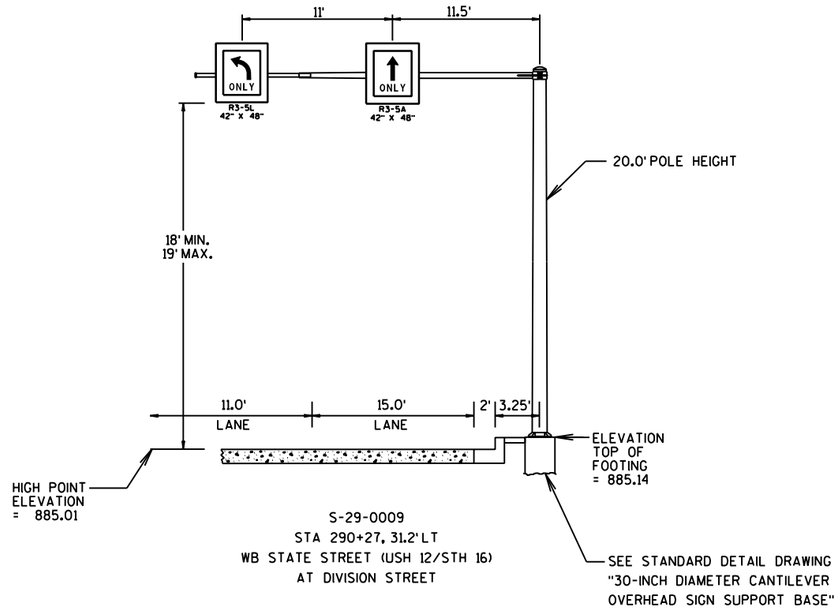
1. STEEL REBAR: ASTM A615, GRADE 60.
2. CONCRETE MASONRY: ASTM C90, GRADE N, TYPE II, NORMAL WEIGHT, 2300 PSI MIN NET COMPRESSIVE STRENGTH.
3. MORTAR: TYPE N PORTLAND AND LIME.
4. HORIZ. REINFORCING: HOT DIPPED GALVANIZED, STANDARD WEIGHT. *120 TRUSS-MESH BY HOHMANN AND BARNARD OR EQUAL BY DUR-O-WALL, HECKMAN, OR MASONRY REINFORCING CORP.
5. GROUT: 3000 PSI AT 28 DAYS, 8"-10" SLUMP. PREMIXED PER ASTM C94 OR SITE MIXED PER ASTM C476 COURSE GROUT.
6. PORTLAND CEMENT: ASTM C150, TYPE I.
7. HYDRATED LIME: ASTM C207, TYPE S.
8. AGGREGATE: MORTAR: ASTM C144. GROUT COURSE: ASTM C404.
9. WATER-PROOFING: GRACE BITUTHENE 3000 OR EQUAL. PRIMER SHALL BE BITUTHENE PRIMER WP-3000 OR PRIMER B2 BY GRACE. OR EQUAL PRODUCTS BY WR MEADOWS OR CARLISLE OR EQUAL.

*1'-0" MINIMUM LAP REQUIRED FOR ALL DOWEL BARS

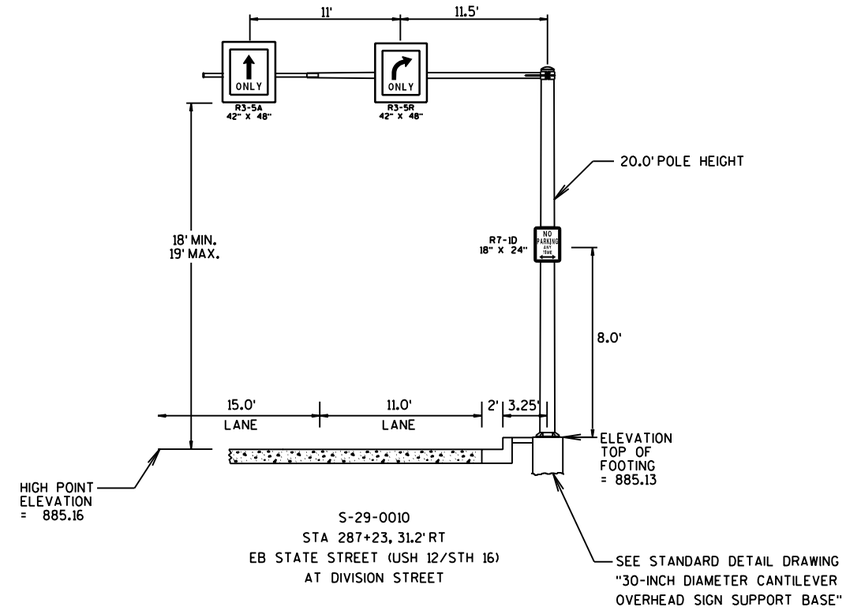


ABANDONED VAULT & VAULT WALL DETAIL

SCALE: NONE



S-29-0009
STA 290+27, 31.2' LT
WB STATE STREET (USH 12/STH 16)
AT DIVISION STREET



S-29-0010
STA 287+23, 31.2' RT
EB STATE STREET (USH 12/STH 16)
AT DIVISION STREET

NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2.) PROVIDE DESIGN CALCULATIONS.
3.) SHOW SIGNS ON SHOP DRAWINGS.
4.) ID PLAQUE INCIDENTAL TO STRUCTURE, SEE STANDARD DETAIL DRAWING "STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS" FOR PLAQUE DETAIL

GENERAL NOTES

DRAWINGS NOT TO SCALE

THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS

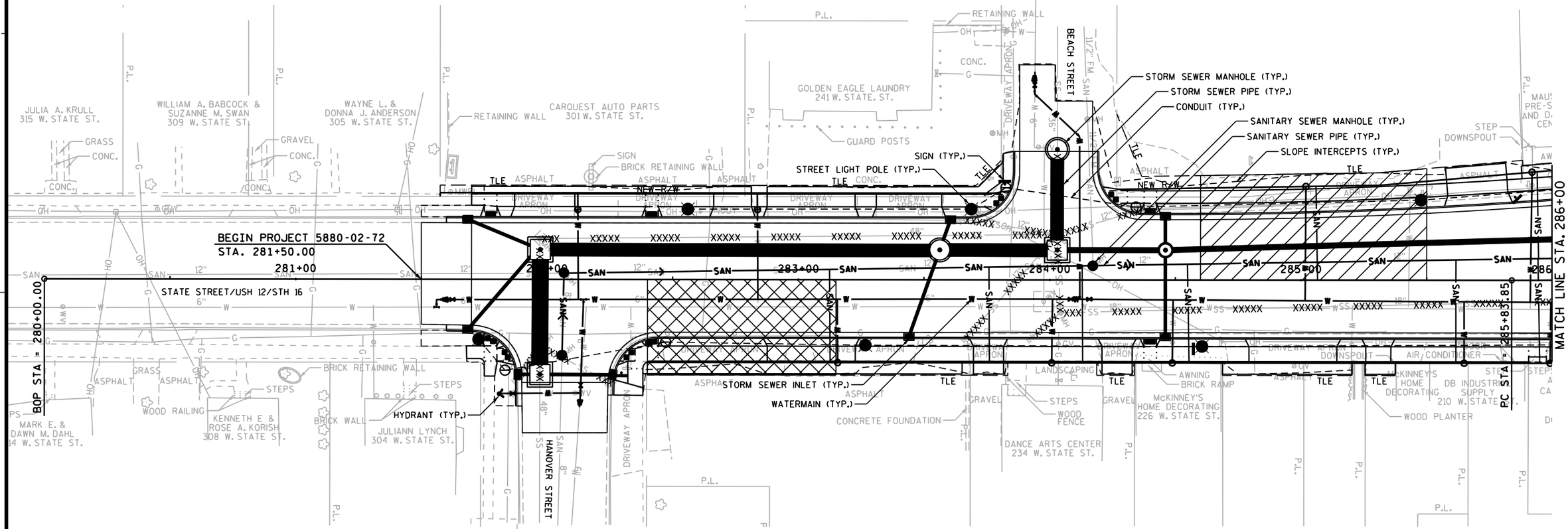
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENT TO THE STATE OF WISCONSIN, "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAYS SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."

SIZE AND ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

2



LEGEND

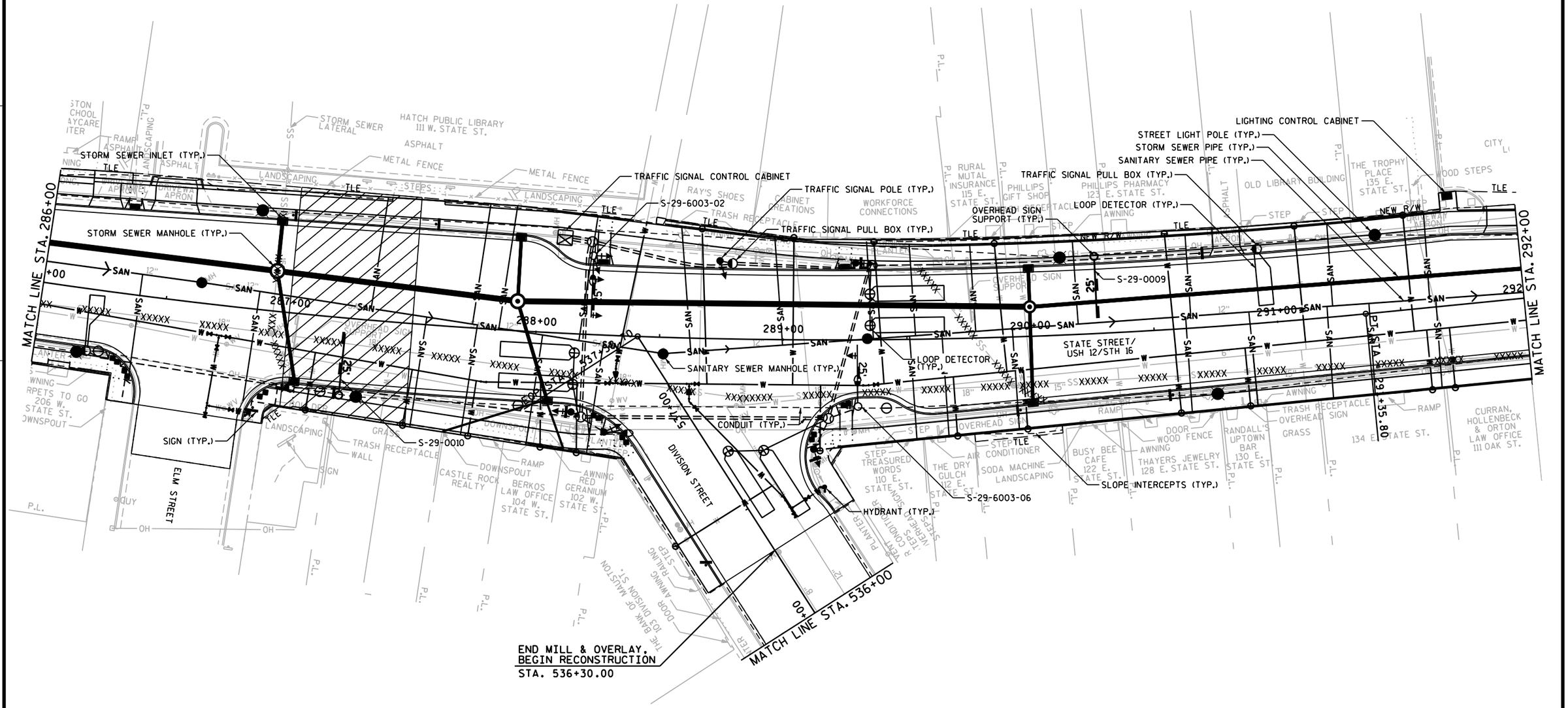
- PETROLEUM CONTAMINATED SOIL AND GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	OVERVIEW	SHEET	E

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

Overview_01.dgn 12/9/2014 10:28:11 AM jdolens

2



LEGEND

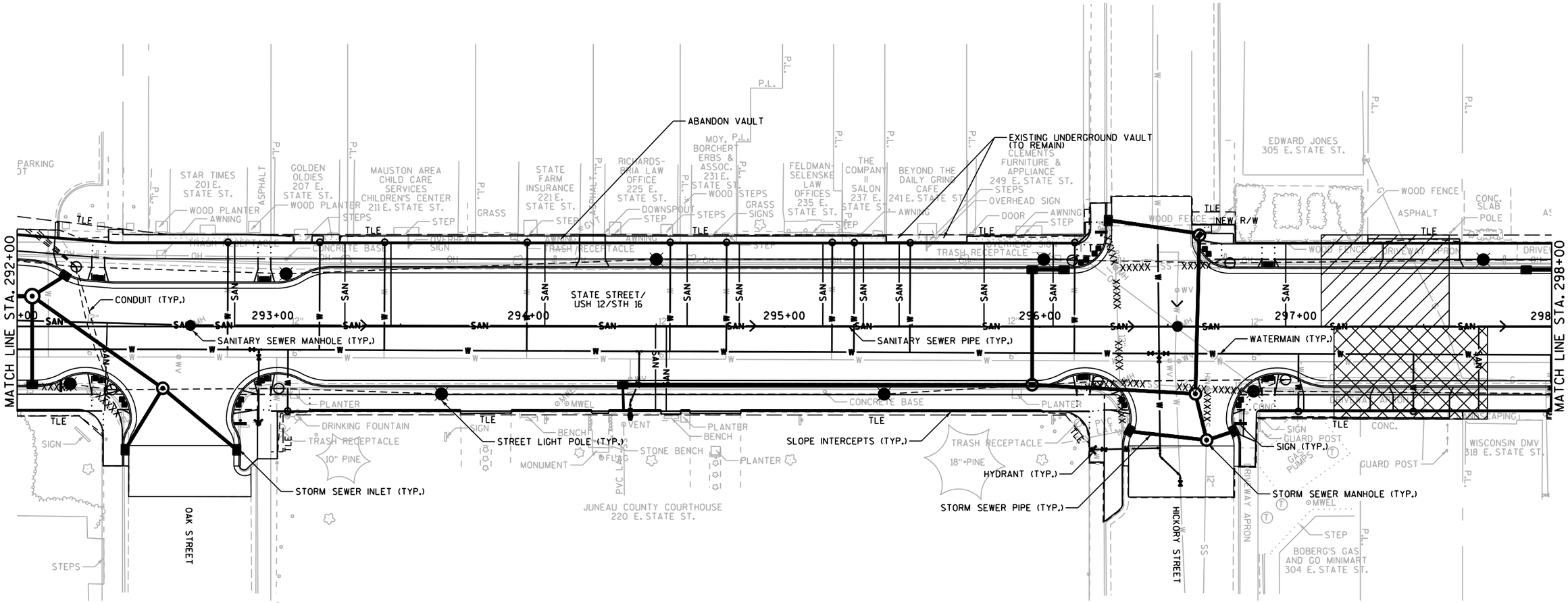
- PETROLEUM CONTAMINATED SOIL AND GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	OVERVIEW	SHEET 16	E

FILE NAME : P:\90s\93\00093025\CADD\Plansh ts\Overview\Overview_02.dgn PLOT DATE : 12/10/2014 PLOT BY : bhuibregtse PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2



LEGEND

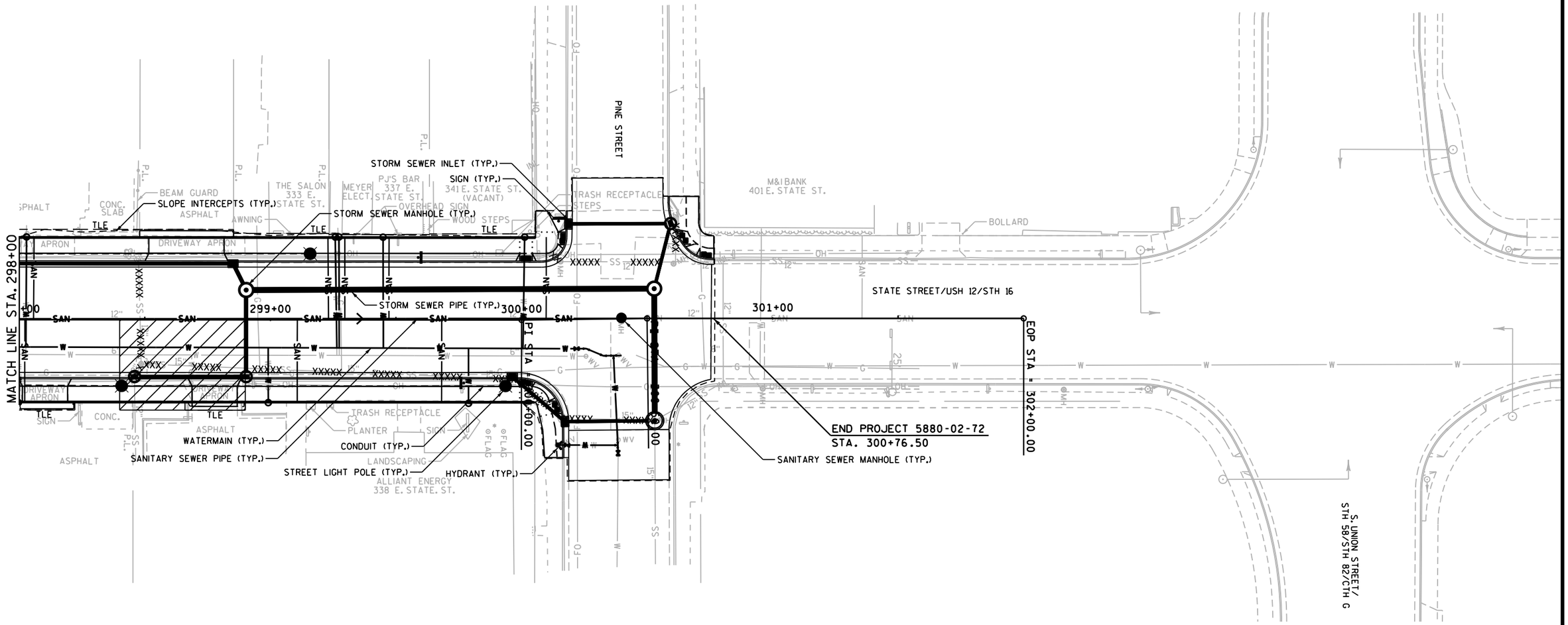
- PETROLEUM CONTAMINATED SOIL AND GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	OVERVIEW	SHEET	E

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

Overview_03.dgn 12/9/2014 10:28:12 AM jdolens

2



LEGEND

- PETROLEUM CONTAMINATED SOIL AND GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	OVERVIEW	SHEET	E

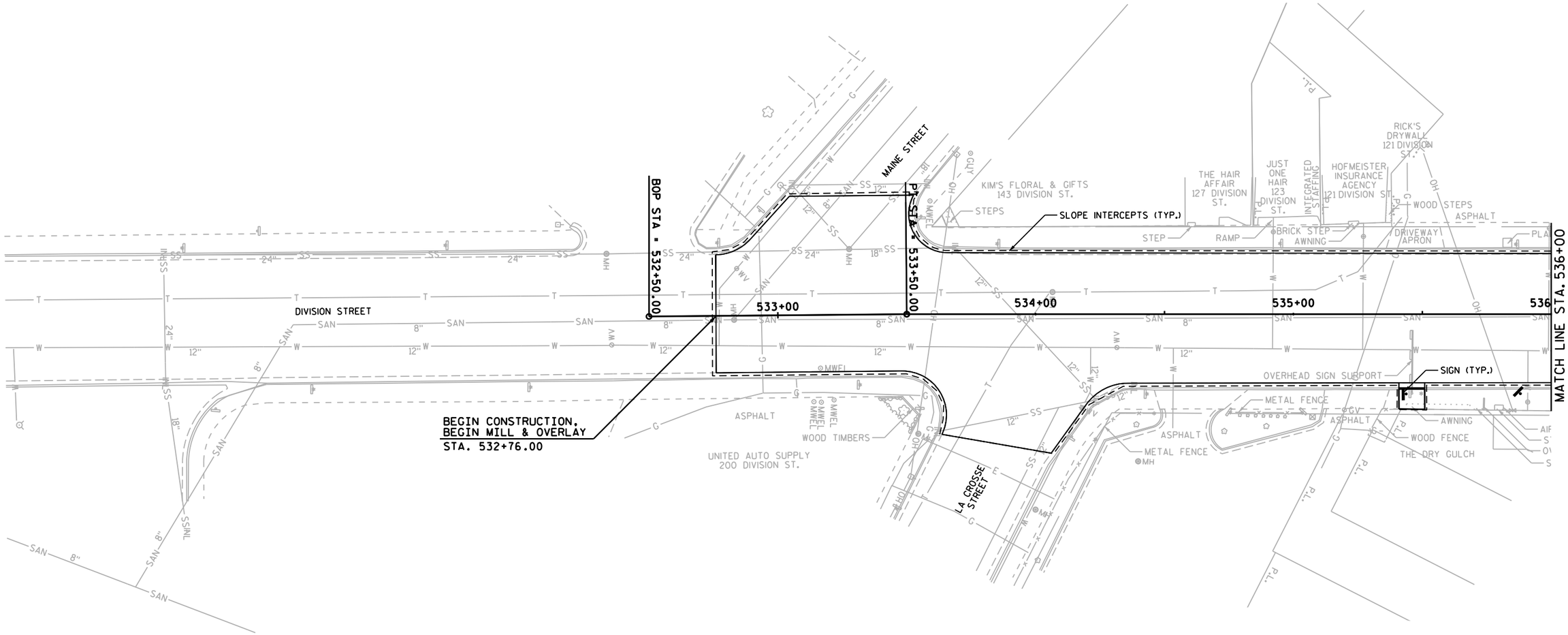
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WISDOT/CADDS SHEET 42

Overview_04.dgn 12/9/2014 10:28:13 AM jdolens

2

2



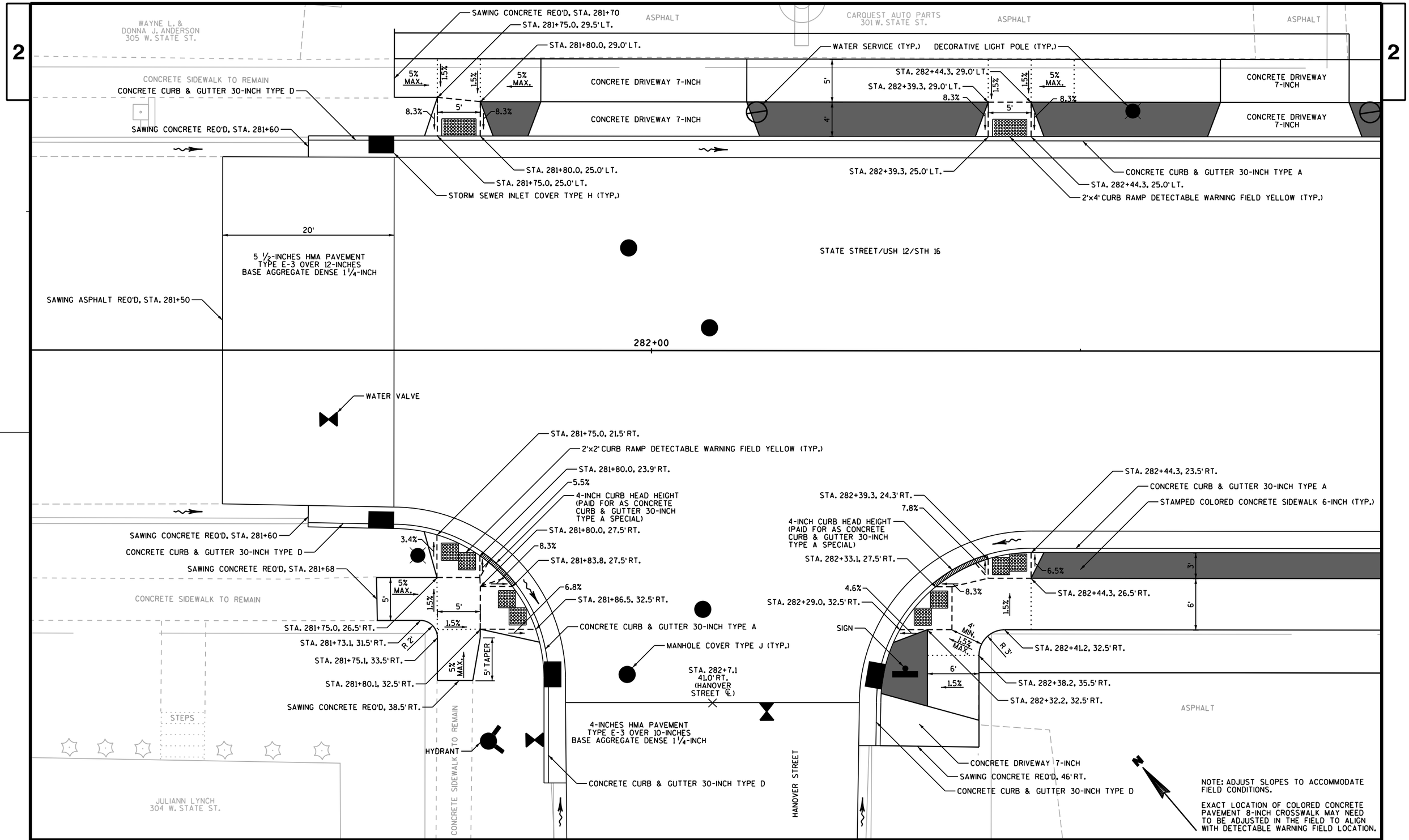
LEGEND

- PETROLEUM CONTAMINATED SOIL AND GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	OVERVIEW	SHEET	E

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

Overview_05.dgn 12/9/2014 10:28:14 AM jdolens



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - STATE STREET & HANOVER STREET	SHEET E

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

Ramps_01.dgn 12/9/2014 10:28:14 AM jdolens

NOTE: ADJUST SLOPES TO ACCOMMODATE FIELD CONDITIONS.

EXACT LOCATION OF COLORED CONCRETE PAVEMENT 8-INCH CROSSWALK MAY NEED TO BE ADJUSTED IN THE FIELD TO ALIGN WITH DETECTABLE WARNING FIELD LOCATION.

GOLDEN EAGLE LAUNDRY
241 W. STATE. ST.

CONCRETE

CONCRETE SIDEWALK, 5-INCH

SIGN (TYP.)

STA. 284+2.5
51.1' LT.
(BEACH STREET ℄)

BEACH STREET

ASPHALT

STA. 284+30.9, 35.5' LT.

STA. 284+30.9, 30.5' LT.

STA. 284+37.5, 30.5' LT.

STA. 284+42.5, 30.5' LT.

CONCRETE

STA. 283+74.2, 34.0' LT.

CONCRETE DRIVEWAY 7-INCH

STA. 283+74.2, 29.0' LT.

CONCRETE DRIVEWAY 7-INCH

CONCRETE DRIVEWAY 7-INCH

6.5%

1.5%

8.3%

5'

4'

STA. 283+83.3, 34.0' LT.

STA. 283+79.2, 29.0' LT.

DECORATIVE LIGHT POLE (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A

STA. 284+21.7, 35.5' LT.

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

STA. 284+25.9, 30.5' LT.

6.2%

1.5%

1.5%

1.5%

1.5%

8.3%

5% MAX.

5'

10'

5.1%

6.6%

5'

4'

STA. 284+37.5, 26.5' LT.

STA. 284+42.5, 26.5' LT.

CONCRETE CURB & GUTTER 30-INCH TYPE A

MANHOLE COVER TYPE J (TYP.)

STATE STREET/USH 12/STH 16

6'

COLORED CONCRETE PAVEMENT 8-INCH

284+00

STA. 284+37.0

STA. 284+43.0

WATER VALVE (TYP.)

CONCRETE CURB & GUTTER 30-INCH
TYPE A SPECIAL (MODIFIED FLOW LINE)

STORM SEWER INLET COVER TYPE H (TYP.)

STAMPED COLORED CONCRETE SIDEWALK 6-INCH (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A

STA. 284+37.5, 23.5' RT.

2'x4' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

STA. 284+42.5, 23.5' RT.

3'

6'

CONCRETE DRIVEWAY
7-INCH

CONCRETE DRIVEWAY
7-INCH

CONCRETE DRIVEWAY
7-INCH

CONCRETE DRIVEWAY
7-INCH

8.3%

5'

8.3%

5% MAX.

5% MAX.

STA. 284+42.5, 26.5' RT.

1.5%

STA. 284+37.5, 26.5' RT.

1.5%

AWNING

WATER SERVICE

BRICK RAMP

LANDSCAPING

GRAVEL

GRAVEL

WOOD FENCE

CONCRETE

STEP

DANCE ARTS CENTER
234 W. STATE ST.

MATCH INTO EXISTING BUILDING ENTRANCE

McKINNEY'S
HOME DECORATING
226 W. STATE ST.

ASPHALT

ASPHALT

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - STATE STREET & BEACH STREET	SHEET	E

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

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MAUSTON PRE-SCHOOL AND DAYCARE CENTER

AWNING

ASPHALT

ASPHALT

CONCRETE DRIVEWAY 7-INCH

CONCRETE DRIVEWAY 7-INCH

CONCRETE DRIVEWAY 7-INCH

CONCRETE DRIVEWAY 7-INCH

5% MAX.

1.5%

1.5%

5% MAX.

1.5%

STA. 286+30.0, 38.3' LT.

STA. 286+35.1, 38.6' LT.

5'

8.3%

8.3%

5'

4'

6'

4'

SIGN (TYP.)

STORM SEWER INLET COVER TYPE H (TYP.)

DECORATIVE LIGHT POLE (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A

STA. 286+35.1, 34.6' LT.

2'x4' CURB RAMP DETECTABLE WARNING FIELD YELLOW

STA. 286+30.0, 34.3' LT.

MANHOLE COVER TYPE J (TYP.)

STATE STREET/USH 12/STH 16

6'

COLORED CONCRETE PAVEMENT 8-INCH (TYP.)

286+00

STA. 286+29.5

STA. 286+35.5

287+00

WATER VALVE (TYP.)

OVERHEAD SIGN SUPPORT

STA. 286+30.0, 24.4' RT.

STAMPED COLORED CONCRETE SIDEWALK 6-INCH (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

STA. 286+35.0, 27.1' RT.

4-INCH CURB HEAD HEIGHT (PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL)

STA. 286+37.4, 29.4' RT.

CONCRETE CURB & GUTTER 30-INCH TYPE A

TRAFFIC SIGNAL PULL BOX (TYP.)

STA. 286+94.1, 31.0' RT.

3'

4' MIN.

2% MAX.

6'

2% MAX.

4' MIN.

5% MAX.

STA. 286+30.0, 26.7' RT.

1.5%

1.5%

1.5%

STA. 286+65.3 29.8' RT.

6'

STA. 286+64.5 35.8' RT.

1.5%

11'

STA. 287+5.0, 31.6' RT.

CONCRETE CURB PEDESTRIAN

5% MAX.

1.5%

1.5%

STA. 287+4.8, 38.5' RT.

6'

STEP

STEPS

AWNING

STA. 286+18.5, 32.8' RT.

MATCH INTO FACE OF EXISTING STEP

WATER SERVICE (TYP.)

CONCRETE CURB PEDESTRIAN

AWNING

5% MAX.

1.5%

STA. 286+40.6, 34.5' RT.

ELM STREET

STA. 286+63.8 44.5' RT. (ELM STREET ℄)

STA. 286+88.2, 37.2' RT.

CONCRETE

GRASS

CARPETS TO GO 206 W. STATE ST.

MATCH INTO FACE OF EXISTING STEP

STA. 286+31.0, 43.5' RT.

1.5%

5% MAX.

STA. 286+98.0, 38.2' RT.

CONCRETE CURB PEDESTRIAN

R 45'

LANDSCAPING

HYDRANT

STA. 286+93.8, 42.0' RT.

NOTE: ADJUST SLOPES TO ACCOMMODATE FIELD CONDITIONS.

EXACT LOCATION OF COLORED CONCRETE PAVEMENT 8-INCH CROSSWALK MAY NEED TO BE ADJUSTED IN THE FIELD TO ALIGN WITH DETECTABLE WARNING FIELD LOCATION.

SAWING CONCRETE REQ'D. 43.5' RT.

SAWING CONCRETE REQ'D. 45.5' RT.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - STATE STREET & ELM STREET	SHEET E

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

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HATCH PUBLIC LIBRARY
111 W. STATE ST.

ASPHALT

LANDSCAPING

METAL FENCE

LIGHT POLE

LANDSCAPING

CONCRETE

RAY'S SHOES

CABINET CREATIONS

WORKFORCE CONNECTIONS

STA. 288+7.8, 48.7'LT.

STA. 288+23.6, 41.5'LT.

TRAFFIC SIGNAL
CONTROL CABINET

1.5%

1.5%

STA. 288+28.7, 41.1'LT.

.9'

DOOR

AWNING

WATER SERVICE (TYP.)

DOOR

DOOR

DOOR

3%
MAX.

AWNING

3%
MAX.

AWNING

AWNING

STA. 289+22.5, 32.6'LT.

2%
MAX.

2%
MAX.

STA. 289+27.5, 32.3'LT.

.9'

7.0%

7.7%

5'

5'

1.5%

8.3%

1.5%

8.3%

STA. 288+23.5, 28.5'LT.

STA. 288+28.6, 28.5'LT.

TRAFFIC SIGNAL MONOTUBE POLE
WITH LUMINAIRE

STAMPED COLORED CONCRETE SIDEWALK 6-INCH (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A

TRAFFIC SIGNAL POLE (TYP.)

TRAFFIC SIGNAL PULL BOX

STA. 289+22.5, 28.5'LT.

2'x4' CURB RAMP DETECTABLE WARNING
FIELD YELLOW (TYP.)

TRAFFIC SIGNAL
PULL BOX (TYP.)

STA. 289+27.5, 28.5'LT.

25'

6'

6'

STATE STREET/USH 12/STH 16

COLORED CONCRETE PAVEMENT 8-INCH (TYP.)

288+00

STA. 288+22.9

STA. 288+28.9

289+00

STA. 289+22.2

STA. 289+28.2

EOP STA = 537+32.70

MANHOLE COVER TYPE J (TYP.)

DIVISION STREET

WATER VALVE (TYP.)

NOTE: ADJUST SLOPES TO ACCOMMODATE FIELD CONDITIONS.

EXACT LOCATION OF COLORED CONCRETE PAVEMENT 8-INCH CROSSWALK MAY NEED TO BE ADJUSTED IN THE FIELD TO ALIGN WITH DETECTABLE WARNING FIELD LOCATION.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - NORTH SIDE STATE STREET & DIVISION ST.	SHEET 23	E

2

STATE STREET/USH 12/STH 16

COLORED CONCRETE PAVEMENT 8-INCH (TYP.)

288+00

STA. 288+22.9

STA. 288+28.9

EOP STA = 537+32.70

537+00

289+00

STA. 289+22.2

STA. 289+28.2

25'

6'

TRAFFIC SIGNAL MONOTUBE POLE WITH LUMINAIRE

WATER VALVE (TYP.)

STA. 289+27.8, 24.0' RT.

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

STA. 289+22.8, 25.7' RT.

TRAFFIC SIGNAL PULL BOX (TYP.)

STAMPED COLORED CONCRETE SIDEWALK 6-INCH (TYP.)

STA. 289+16.9, 36.1' RT.

STA. 536+62.9, 39.2' RT.

STA. 536+58.9, 34.1' RT.

STORM SEWER INLET COVER TYPE H (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A (2% REJECT) (PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL)

STA. 288+23.3, 30.7' RT.

STA. 288+28.2, 32.9' RT.

4-INCH CURB HEAD HEIGHT (PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL)

STA. 288+16.5, 40.4' RT. (MID PT.)

STA. 288+9.7, 39.9' RT. (PC)

STA. 537+2.6, 26.0' LT.

STA. 536+96.5, 25.5' LT.

STA. 536+86.7

STA. 536+79.7

STA. 288+23.3, 40.4' RT. (PT)

STA. 288+28.2, 40.1' RT.

AWNING

DOOR

DOOR

AWNING

STEP

DOOR

WATER SERVICE (TYP.)

STA. 288+26.5, 48.5' RT.

CONCRETE CURB PEDESTRIAN

CONCRETE CURB & GUTTER 30-INCH TYPE A

EXISTING DECORATIVE LIGHT TO REMAIN

STA. 536+86.5, 32.0' LT.

BERKOS LAW OFFICE
104 W. STATE ST.

RED GERANIUM
102 W. STATE ST.

TRAFFIC SIGNAL POLE (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE A

DIVISION STREET

HYDRANT

SAWING CONCRETE REQ'D, STA. 536+30

EXISTING DECORATIVE LIGHT TO REMAIN

STA. 289+39.5, 35.4' RT.

STA. 289+27.8, 35.9' RT.

STA. 289+22.9, 36.0' RT.

STEP

DOOR

TREASURED WORDS
110 E. STATE ST.

NOTE: ADJUST SLOPES TO ACCOMMODATE FIELD CONDITIONS.

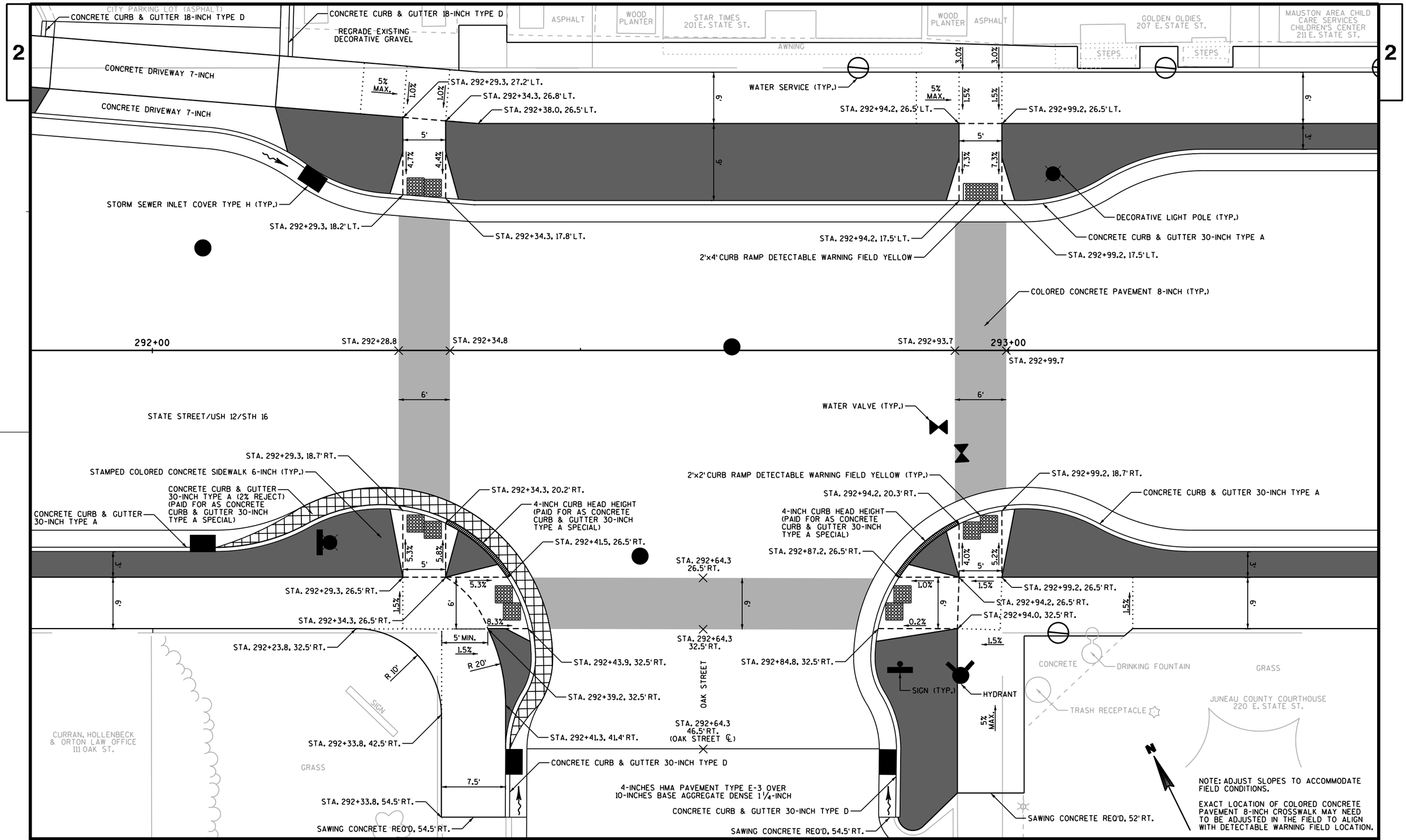
EXACT LOCATION OF COLORED CONCRETE PAVEMENT 8-INCH CROSSWALK MAY NEED TO BE ADJUSTED IN THE FIELD TO ALIGN WITH DETECTABLE WARNING FIELD LOCATION.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - SOUTH SIDE STATE STREET & DIVISION ST.	SHEET 24	E

FILE NAME : P:\90s\93\00093025\CADD\Planshts\Curb Ramps\Ramps_04a.dgn PLOT DATE : 12/10/2014 PLOT BY : bhuibregtse PLOT NAME : PLOT SCALE : 1:10

WISDOT/CADDS SHEET 42

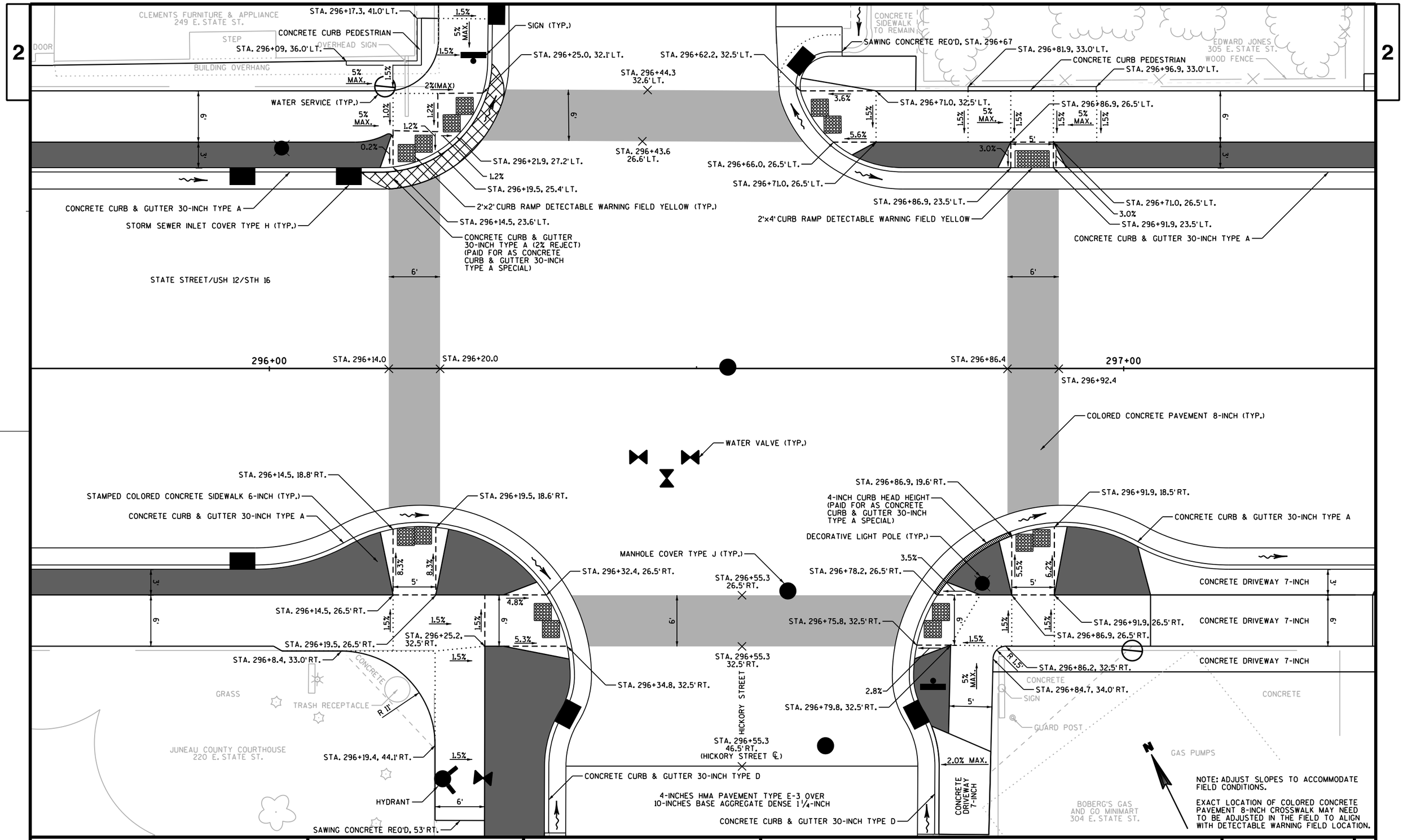
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - STATE STREET & OAK STREET	SHEET	E

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

Ramps_05.dgn 12/9/2014 10:28:17 AM jdolens



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - STATE STREET & HICKORY STREET	SHEET E

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

WISDOT/CADDS SHEET 42

Ramps_06.dgn 12/9/2014 10:28:18 AM jdolens

2

341 E. STATE ST. (VACANT)
DOOR
CONCRETE STEPS
STEPS
WOOD STEPS
SAWING CONCRETE REQ'D. 43'LT.
STA. 300+15.1, 34.8'LT.
STORM SEWER INLET COVER TYPE H (TYP.)
STA. 300+39.8 35.1'LT.
STA. 300+41.1 29.1'LT.
STA. 300+70.6, 37.6'LT.
M&I BANK 401 E. STATE ST.
STA. 300+74.9, 33.0'LT.
LANDSCAPING
CONCRETE SIDEWALK TO REMAIN
SAWING CONCRETE REQ'D. AT NEAREST JOINT
STA. 299+99.3, 26.5'LT.
STA. 300+17.9, 34.8'LT.
STA. 300+17.4, 29.8'LT.
STA. 300+14.8, 29.8'LT.
STA. 300+4.6, 26.5'LT.
STA. 300+4.6, 23.4'LT.
2'x4' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)
CONCRETE CURB & GUTTER 30-INCH TYPE A
STA. 299+99.3, 23.5'LT.
CONCRETE CURB & GUTTER 30-INCH TYPE A (2% REJECT) (PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL)
CONCRETE CURB & GUTTER 30-INCH TYPE A
STA. 300+61.7, 34.6'LT.
STA. 300+64.7, 29.6'LT.
STA. 300+71.1, 24.7'LT.
STA. 300+76.1, 24.0'LT.
MANHOLE COVER TYPE J (TYP.)
STATE STREET/USH 12/STH 16
300+00
STA. 299+98.8
STA. 300+4.8
PI STA = 300+00.00
STA. 300+70.5
STA. 300+76.5
301+00
PI STA = 300+50.00
WATER VALVE (TYP.)
STA. 299+99.3, 23.5'RT.
STA. 300+4.0, 24.4'RT.
STA. 300+4.0, 26.6'RT.
4-INCH CURB HEAD HEIGHT (PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE A SPECIAL)
STA. 300+10.6, 32.5'RT.
STA. 300+13.6, 32.5'RT.
2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)
STA. 300+15.5, 37.5'RT.
STA. 300+39.3 32.0'RT.
STA. 300+38.7 38.0'RT.
STA. 300+38.3 44.3'RT. (PINE STREET ℄)
COLORED CONCRETE PAVEMENT 8-INCH (TYP.)
STAMPED COLORED CONCRETE SIDEWALK 6-INCH (TYP.)
CONCRETE CURB & GUTTER 30-INCH TYPE A
SIGN (TYP.)
DECORATIVE LIGHT POLE (TYP.)
STA. 299+99.0, 26.5'RT.
WATER SERVICE (TYP.)
STA. 300+3.9, 32.5'RT.
STA. 300+5.8, 34.1'RT.
STA. 300+11.7, 37.5'RT.
STA. 300+8.0, 44.1'RT.
HYDRANT
CONCRETE CURB & GUTTER 30-INCH TYPE D
4-INCHES HMA PAVEMENT TYPE E-3 OVER 10-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
PINE STREET
GRASS
SIGN
©FLAG
ALLIANT ENERGY 338 E. STATE. ST.
UTILITY POLE
CONCRETE SIDEWALK TO REMAIN
GRASS
SIGN
LIGHT POLE

NOTE: ADJUST SLOPES TO ACCOMMODATE FIELD CONDITIONS.

EXACT LOCATION OF COLORED CONCRETE PAVEMENT 8-INCH CROSSWALK MAY NEED TO BE ADJUSTED IN THE FIELD TO ALIGN WITH DETECTABLE WARNING FIELD LOCATION.

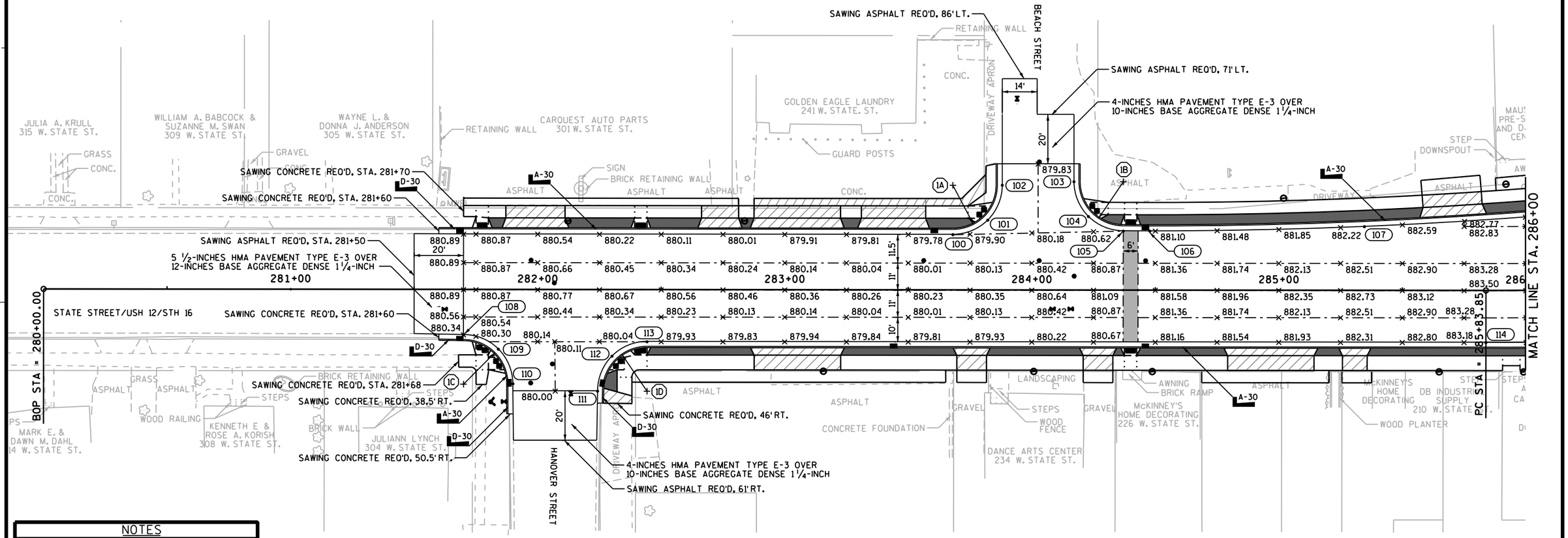
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CURB RAMP DETAILS - STATE STREET & PINE STREET	SHEET E

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

WISDOT/CADDS SHEET 42

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2



NOTES

1. ELEVATIONS ARE AT 25-FOOT INTERVALS.
2. RADIUS DIMENSIONS ARE TO THE FACE OF CURB.
3. USE ASPHALT SURFACE AT DRIVEWAYS/PARKING LOTS UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

- LONGITUDINAL JOINT
- MANHOLE
- INLET
- WATER VALVE/SERVICE
- STAMPED COLORED CONCRETE SIDEWALK 6-INCH
- COLORED CONCRETE PAVEMENT 8-INCH
- CONCRETE DRIVEWAY 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

3. ASPHALT SURFACE AT DRIVEWAYS/PARKING LOTS UNLESS OTHERWISE NOTED IN PLANS.
2. RADIUS DIMENSIONS ARE TO THE FACE OF CURB.

POINT NO.	DESC.	STATION	OFFSET	RADIUS	ELEVATION
100	PC	283+68.04	22.50'LT	20.0'	879.85
101	MID PT.	283+82.19	28.36'LT	20.0'	879.92
102	PT	283+88.04	42.52'LT	20.0'	879.67
103	PC	284+17.04	43.98'LT	20.0'	880.00
104	MID PT.	284+22.90	29.85'LT	20.0'	880.44
105	PT	284+37.04	24.00'LT	20.0'	880.88
106	PC	284+47.73	24.00'LT	2,000.0'	881.05
107	MID PT.	285+34.62	25.89'LT	2,000.0'	882.36
108	PC	281+70.00	18.27'RT	20.0'	880.34
109	MID PT.	281+84.08	24.05'RT	20.0'	880.01
110	PT	281+90.01	38.08'RT	20.0'	879.66
111	PC	282+24.28	41.02'RT	20.0'	879.68
112	MID PT.	282+30.13	26.86'RT	20.0'	879.82
113	PT	282+44.28	21.00'RT	20.0'	879.96
114	PC	285+83.85	21.00'RT	2,221.0'	883.30

POINT NO.	STATION	OFFSET	RADIUS
1A	283+68.04	42.50'LT.	18.0'
1B	284+37.04	44.00'LT.	18.0'
1C	281+70.01	38.27'RT.	18.0'
1D	282+44.28	41.00'RT.	18.0'

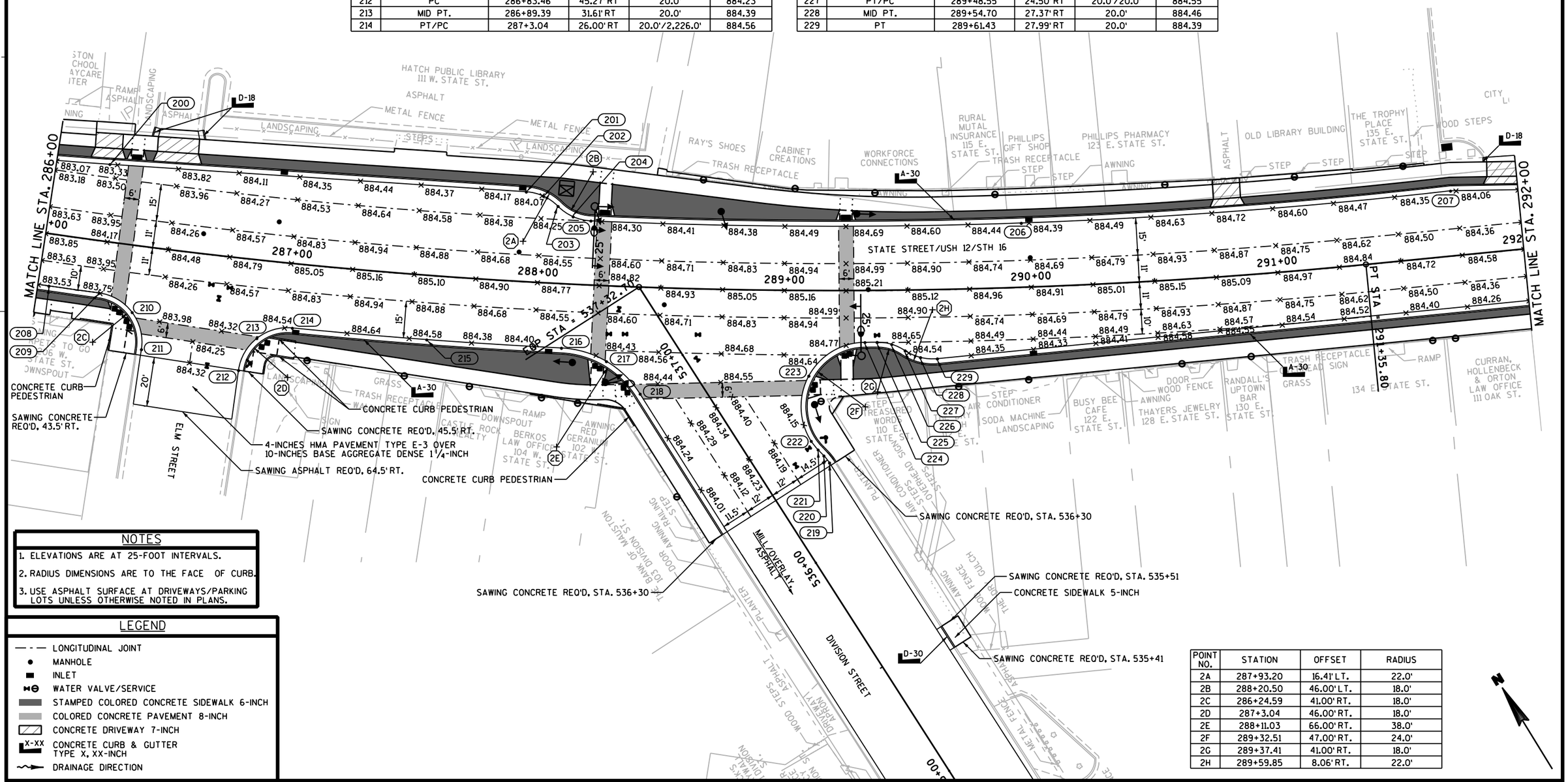
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVING DETAIL	SHEET	E

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

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POINT NO.	DESC.	STATION	OFFSET	RADIUS	ELEVATION
200	PT	286+21.89	31.23' LT	2,000.0'	883.30
201	PC	287+93.37	36.41' LT	20.0'	884.02
202	MID PT.	288+0.55	35.04' LT	20.0'	884.07
203	PT/PC	288+6.76	31.24' LT	20.0'/20.0'	884.14
204	MID PT.	288+13.14	27.36' LT	20.0'	884.22
205	PT/PC	288+20.50	26.00' LT	20.0'/2,174.0'	884.29
206	MID PT.	289+96.85	26.00' LT	2,174.0'	884.40
207	PT	291+72.76	26.31' LT	2,174.0'	884.08
208	MID PT.	286+4.22	21.00' RT	2,221.0'	883.57
209	PT/PC	286+24.59	21.00' RT	2,221.0'/20.0'	883.75
210	MID PT.	286+38.68	27.03' RT	20.0'	883.83
211	PT	286+44.22	41.44' RT	20.0'	883.70
212	PC	286+83.46	45.27' RT	20.0'	884.23
213	MID PT.	286+89.39	31.61' RT	20.0'	884.39
214	PT/PC	287+3.04	26.00' RT	20.0'/2,226.0'	884.56

POINT NO.	DESC.	STATION	OFFSET	RADIUS	ELEVATION
215	MID PT.	287+57.04	26.00' RT	2,226.0'	884.52
216	PT/PC	288+11.03	26.00' RT	2,226.0'/40.0'	884.40
217	MID PT.	288+29.22	30.58' RT	40.0'	884.60
218	PT	288+43.13	43.24' RT	40.0'	884.50
219	PC	536+31.20	26.50' RT	18.0'	883.71
220	PT	536+34.80	26.14' RT	18.0'	883.79
221	PC	536+38.12	25.46' RT	22.0'	883.87
222	PT/PC	536+42.55	25.00' RT	22.0'/26.0'	883.98
223	MID PT.	289+10.09	34.58' RT	26.0'	884.59
224	PT/PC	289+32.51	21.00' RT	26.0'/2,221.0'	884.73
225	PT/PC	289+37.40	21.00' RT	2,221.0'/20.0'	884.72
226	MID PT.	289+43.24	21.89' RT	20.0'	884.64
227	PT/PC	289+48.55	24.50' RT	20.0'/20.0'	884.55
228	MID PT.	289+54.70	27.37' RT	20.0'	884.46
229	PT	289+61.43	27.99' RT	20.0'	884.39



NOTES

1. ELEVATIONS ARE AT 25-FOOT INTERVALS.
2. RADIUS DIMENSIONS ARE TO THE FACE OF CURB.
3. USE ASPHALT SURFACE AT DRIVEWAYS/PARKING LOTS UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

- LONGITUDINAL JOINT
- MANHOLE
- INLET
- WATER VALVE/SERVICE
- STAMPED COLORED CONCRETE SIDEWALK 6-INCH
- COLORED CONCRETE PAVEMENT 8-INCH
- CONCRETE DRIVEWAY 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

POINT NO.	STATION	OFFSET	RADIUS
2A	287+93.20	16.41' LT.	22.0'
2B	288+20.50	46.00' LT.	18.0'
2C	286+24.59	41.00' RT.	18.0'
2D	287+3.04	46.00' RT.	18.0'
2E	288+11.03	66.00' RT.	38.0'
2F	289+32.51	47.00' RT.	24.0'
2G	289+37.41	41.00' RT.	18.0'
2H	289+59.85	8.06' RT.	22.0'

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVING DETAIL	SHEET	E

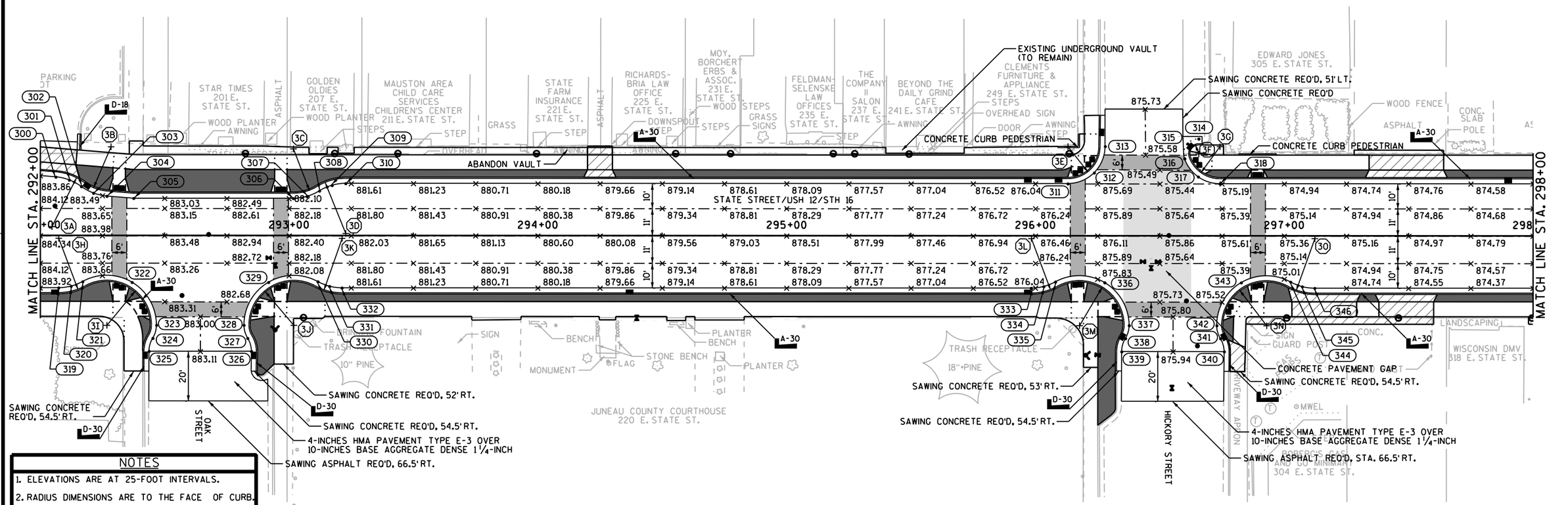
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POINT NO.	DESC.	STATION	OFFSET	RADIUS	ELEVATION
300	PC	292+6.29	23.58' LT	20.0'	883.77
301	MID PT.	292+11.68	22.37' LT	20.0'	883.69
302	PT/PC	292+16.54	19.73' LT	20.0'/20.0'	883.62
303	MID PT.	292+21.40	17.09' LT	20.0'	883.54
304	PT	292+26.80	15.88' LT	20.0'	883.46
305	BEND PT.	292+37.56	15.00' LT	-	883.26
306	PC	293+1.71	15.00' LT	20.0'	882.07
307	MID PT.	293+7.19	15.76' LT	20.0'	881.96
308	PT/PC	293+12.25	18.00' LT	20.0'/20.0'	881.86
309	MID PT.	293+17.31	20.24' LT	20.0'	881.75
310	PT	293+22.78	21.00' LT	20.0'	881.64
311	PC	296+13.05	21.00' LT	15.0'	875.84
312	MID PT.	296+23.67	25.40' LT	15.0'	875.65
313	PT	296+28.05	36.02' LT	15.0'	875.37
314	PC	296+65.64	39.06' LT	6.0'	875.46
315	MID PT.	296+61.19	37.09' LT	6.0'	875.44

POINT NO.	DESC.	STATION	OFFSET	RADIUS	ELEVATION
316	PT/PC	296+59.97	31.10' LT	6.0'/15.0'	875.42
317	MID PT.	296+65.44	23.78' LT	15.0'	875.30
318	PT	296+74.14	21.00' LT	15.0'	875.19
319	PC	292+7.40	21.00' RT	20.0'	883.82
320	MID PT.	292+12.40	20.36' RT	20.0'	883.75
321	PT/PC	292+17.08	18.50' RT	20.0'/20.0'	883.73
322	MID PT.	292+36.92	18.77' RT	20.0'	883.56
323	PT/PC	292+46.77	36.00' RT	20.0'/10.0'	883.67
324	PT/PC	292+45.27	41.27' RT	10.0'/10.0'	883.71
325	PT	292+43.77	46.54' RT	10.0'	883.74
326	PC	292+84.93	46.54' RT	10.0'	882.51
327	PT/PC	292+83.43	41.27' RT	10.0'/10.0'	882.57
328	PT/PC	292+81.93	36.00' RT	10.0'/20.0'	882.62
329	MID PT.	292+91.77	18.77' RT	20.0'	882.24
330	PT/PC	293+11.61	18.50' RT	20.0'/20.0'	881.86
331	MID PT.	293+16.29	20.36' RT	20.0'	881.76

POINT NO.	DESC.	STATION	OFFSET	RADIUS	ELEVATION
332	PT	293+21.29	21.00' RT	20.0'	881.66
333	PC	295+98.35	21.00' RT	20.0'	876.07
334	MID PT.	296+3.35	20.36' RT	20.0'	876.04
335	PT/PC	296+8.03	18.50' RT	20.0'/20.0'	876.01
336	MID PT.	296+27.87	18.77' RT	20.0'	875.80
337	PT/PC	296+37.71	36.00' RT	20.0'/10.0'	875.59
338	PT/PC	296+36.21	41.27' RT	10.0'/10.0'	875.54
339	PT	296+34.71	46.54' RT	10.0'	875.57
340	PC	296+75.92	46.54' RT	10.0'	875.61
341	PT/PC	296+74.42	41.27' RT	10.0'/10.0'	875.59
342	PT/PC	296+72.92	36.00' RT	10.0'/20.0'	875.67
343	MID PT.	296+82.76	18.77' RT	20.0'	875.34
344	PT/PC	297+2.60	18.50' RT	20.0'/20.0'	875.00
345	MID PT.	297+7.28	20.36' RT	20.0'	874.92
346	PT	297+12.28	21.00' RT	20.0'	874.84



NOTES

1. ELEVATIONS ARE AT 25-FOOT INTERVALS.
2. RADIUS DIMENSIONS ARE TO THE FACE OF CURB.
3. USE ASPHALT SURFACE AT DRIVEWAYS/PARKING LOTS UNLESS OTHERWISE NOTED IN PLANS.

LEGEND

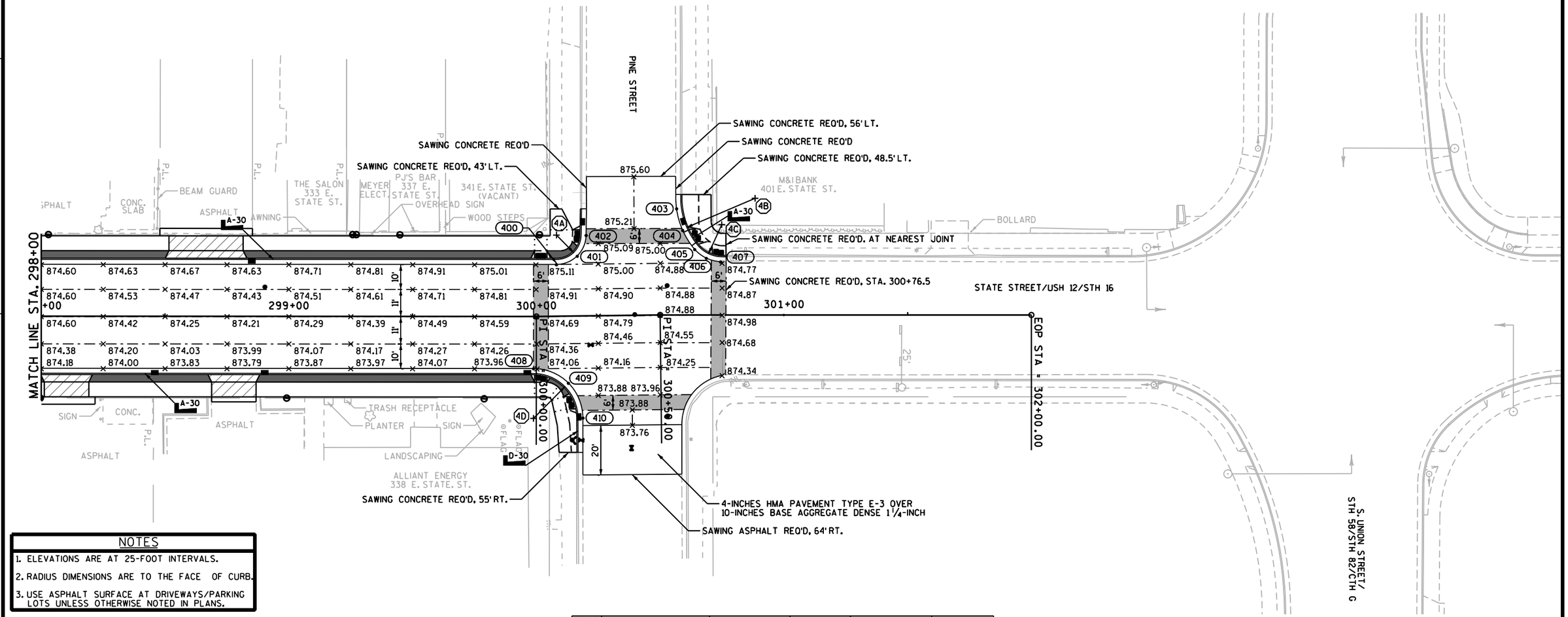
- LONGITUDINAL JOINT
- MANHOLE
- INLET
- WATER VALVE/SERVICE
- STAMPED COLORED CONCRETE SIDEWALK 6-INCH
- COLORED CONCRETE PAVEMENT 8-INCH
- CONCRETE DRIVEWAY 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

POINT NO.	STATION	OFFSET	RADIUS
3A	292+4.66	3.64' LT.	22.0'
3B	292+28.43	35.81' LT.	18.0'
3C	293+1.71	35.00' LT.	18.0'
3D	293+22.78	1.00' LT.	22.0'
3E	296+13.05	36.00' LT.	13.0'
3F	296+65.64	33.06' LT.	4.0'
3G	296+74.14	36.00' LT.	13.0'
3H	292+7.40	1.00' RT.	22.0'

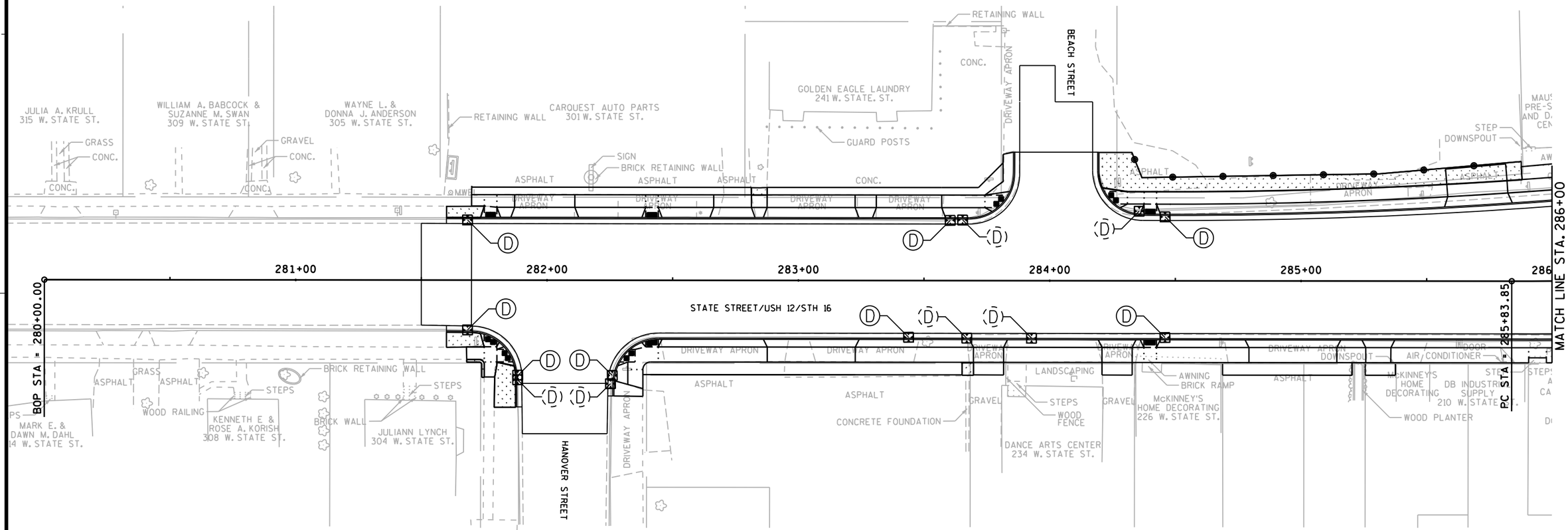
POINT NO.	STATION	OFFSET	RADIUS
3I	292+26.77	36.00' RT.	18.0'
3J	293+1.93	36.00' RT.	18.0'
3K	293+21.29	1.00' RT.	22.0'
3L	295+98.35	1.00' RT.	22.0'
3M	296+17.71	36.00' RT.	18.0'
3N	296+92.92	36.00' RT.	18.0'
30	297+12.28	1.00' RT.	22.0'

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVING DETAIL	SHEET 30	E

2


PINE STREET
SAWING CONCRETE REQ'D
SAWING CONCRETE REQ'D, 43'LT.
SAWING CONCRETE REQ'D, 56'LT.
SAWING CONCRETE REQ'D
SAWING CONCRETE REQ'D, 48.5'LT.
SAWING CONCRETE REQ'D, AT NEAREST JOINT
SAWING CONCRETE REQ'D, STA. 300+76.5
SAWING CONCRETE REQ'D, 55'RT.
SAWING ASPHALT REQ'D, 64'RT.
4-INCHES HMA PAVEMENT TYPE E-3 OVER
10-INCHES BASE AGGREGATE DENSE 1¼-INCH
STATE STREET/USH 12/STH 16
S. UNION STREET/
STH 58/STH 82/CTH G
BEAM GUARD
ASPHALT
CONC. SLAB
AWNING
THE SALON
333 E. STATE ST.
MEYER ELECT.
PJ'S BAR
337 E. STATE ST.
341 E. STATE ST.
(VACANT)
OVERHEAD SIGN
WOOD STEPS
M&I BANK
401 E. STATE ST.
BOLLARD
TRASH RECEPTACLE
PLANTER
SIGN
LANDSCAPING
ALLIANT ENERGY
338 E. STATE. ST.
MATCH LINE STA. 298+00
299+00
300+00
301+00
EOP STA = 302+00.00
PI STA = 300+56.00
PC STA = 300+00.00
875.60
875.21
875.09
875.00
874.77
874.88
874.87
874.98
874.68
874.34
874.25
874.16
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874.51
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874.53
874.60
874.63
874.67
874.63

2



LEGEND

- SILT FENCE
- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SOD

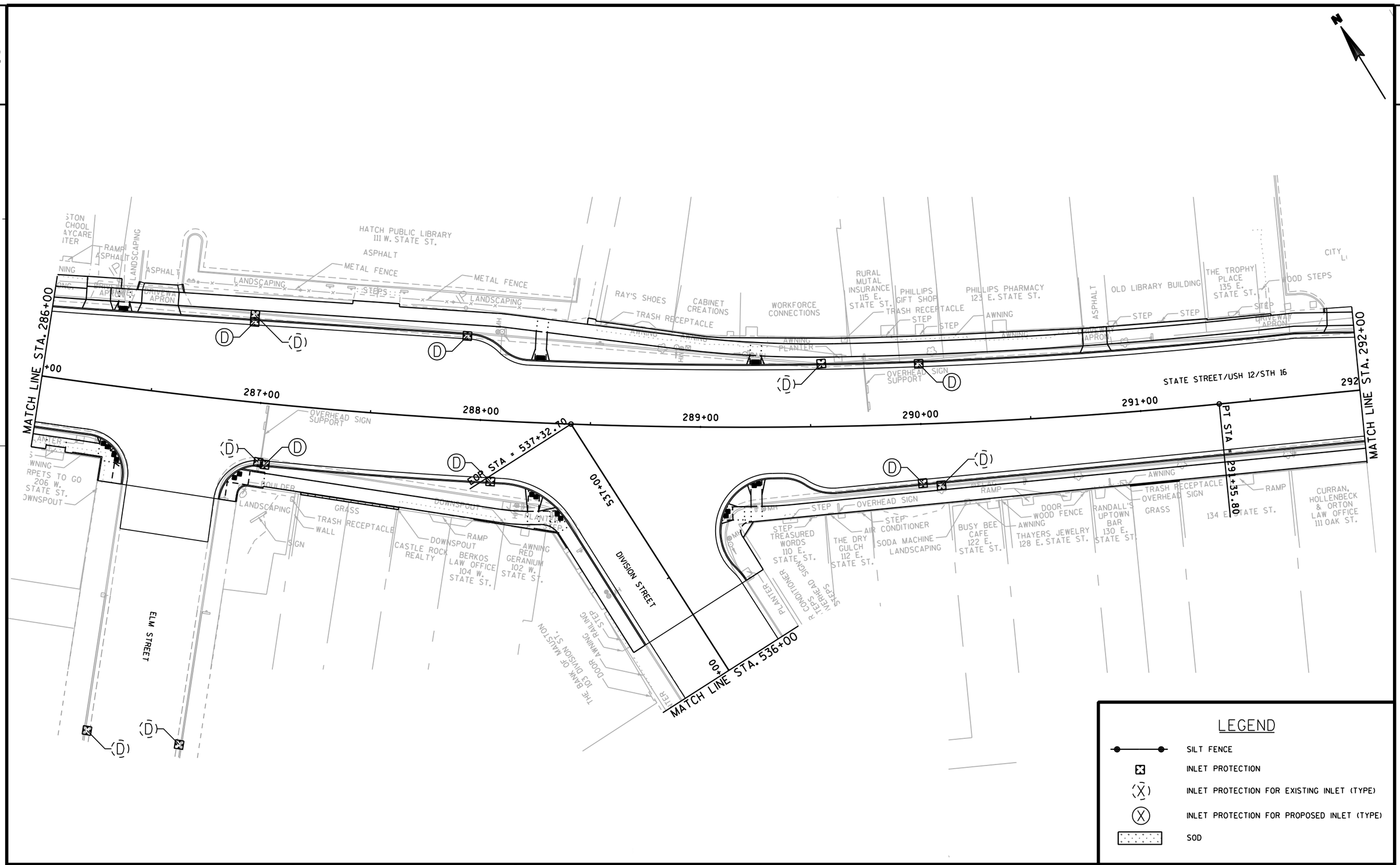
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EROSION CONTROL	SHEET	E

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

WISDOT/CADDS SHEET 42

EC_01.dgn 12/9/2014 10:28:22 AM jdolens

2

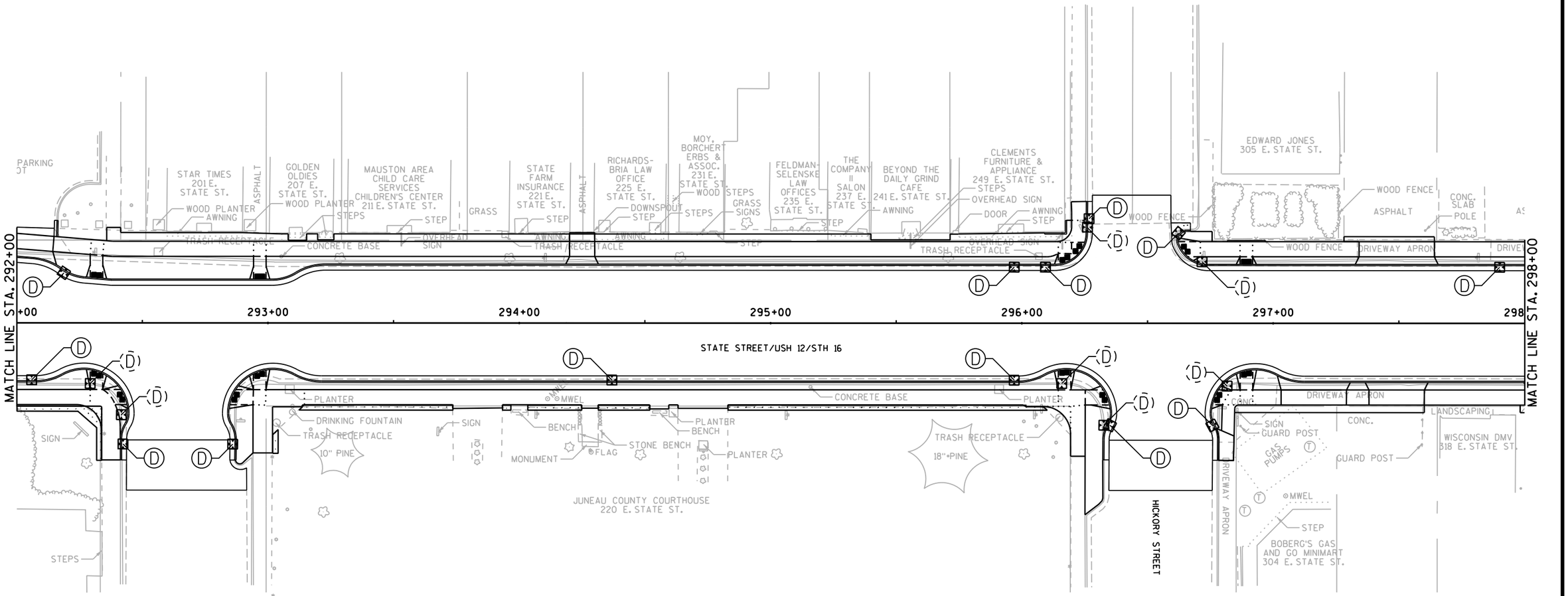


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EROSION CONTROL	SHEET	E

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

EC_02.dgn 12/9/2014 10:28:22 AM jdolens

2



LEGEND

- SILT FENCE
- INLET PROTECTION
- (X) INLET PROTECTION FOR EXISTING INLET (TYPE)
- X INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SOD

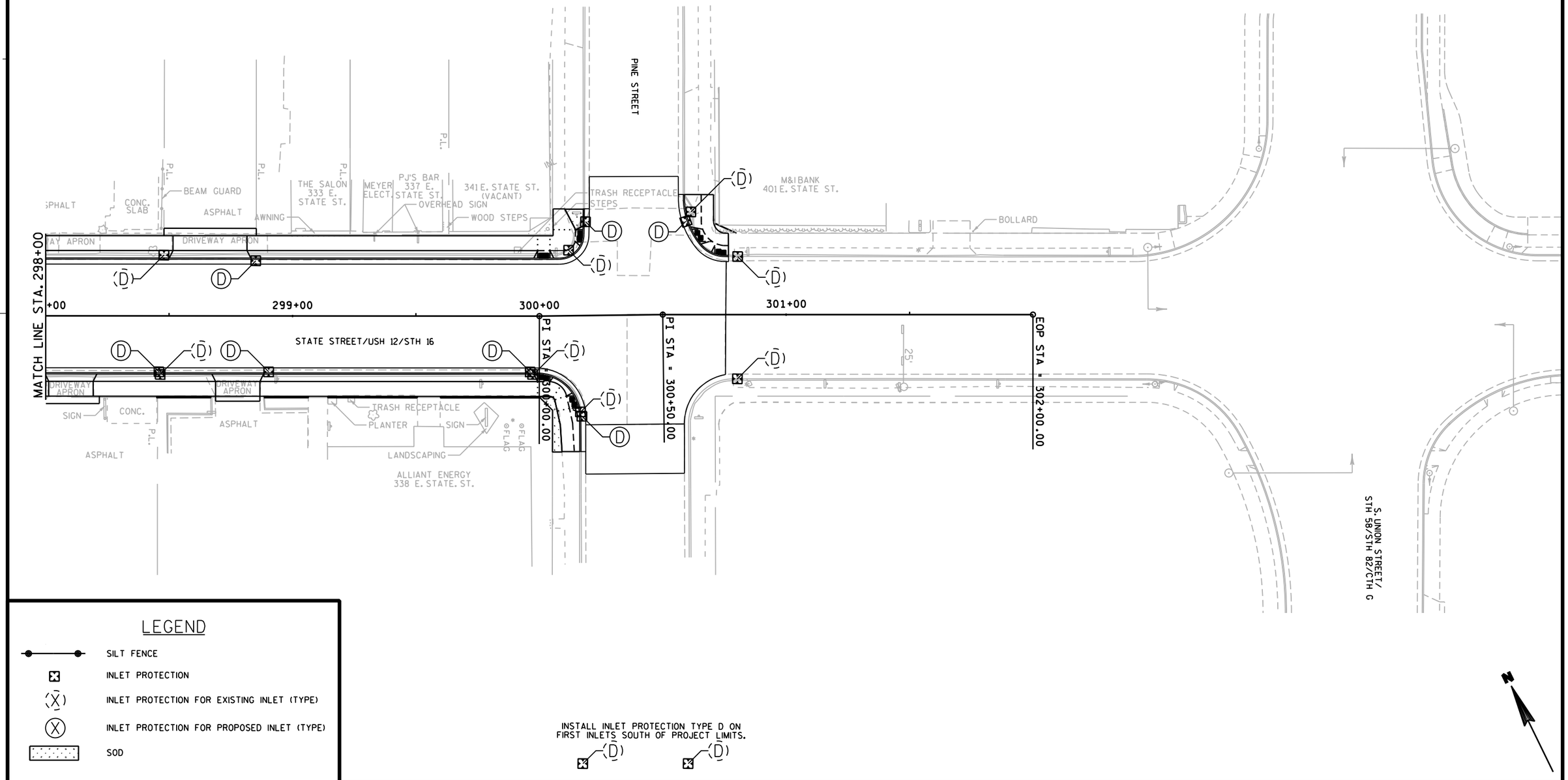
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WISDOT/CADDS SHEET 42

EC_03.dgn 12/9/2014 10:28:23 AM jdolens

2



LEGEND

- SILT FENCE
- INLET PROTECTION
- (X) INLET PROTECTION FOR EXISTING INLET (TYPE)
- X INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SOD

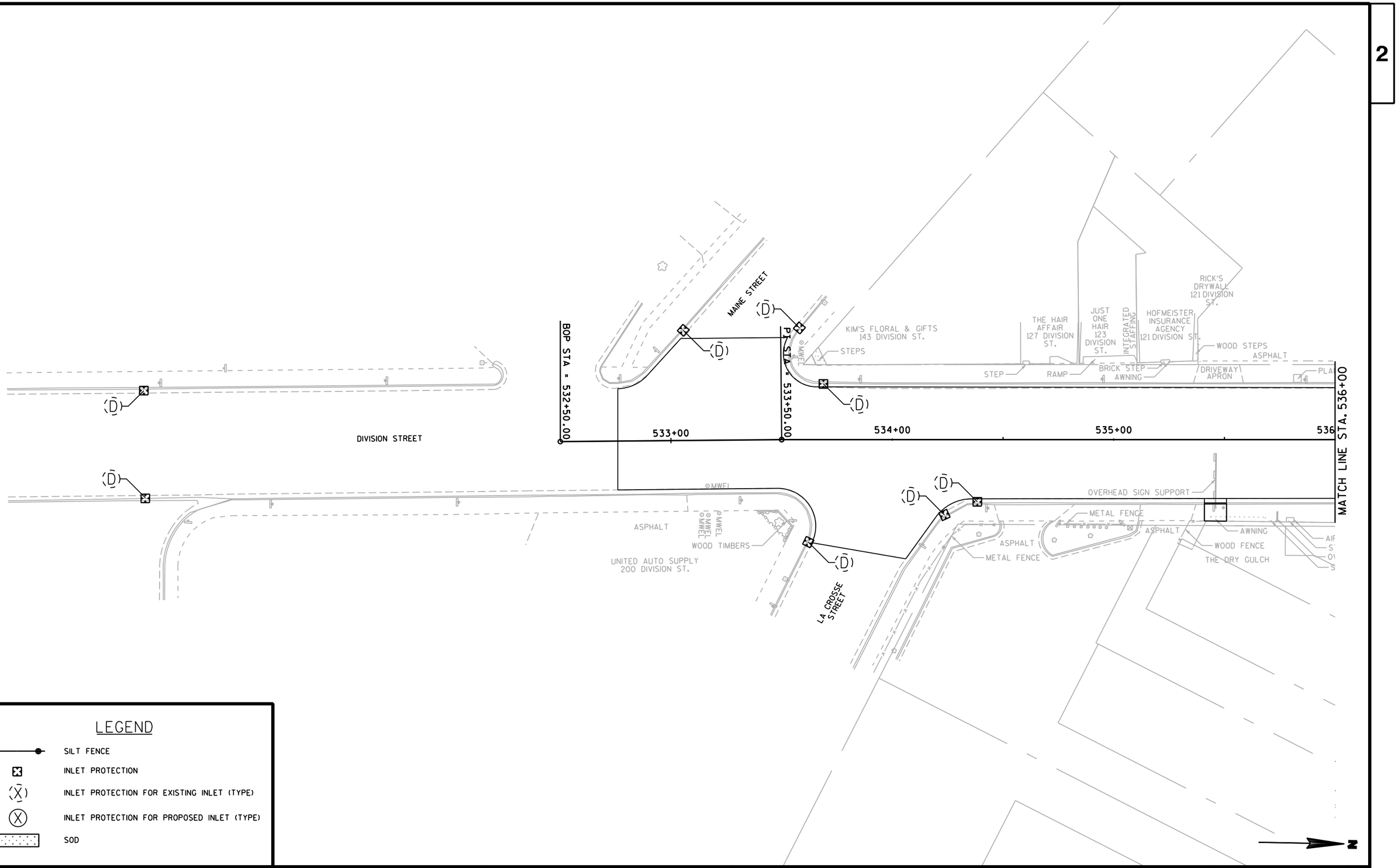
INSTALL INLET PROTECTION TYPE D ON FIRST INLETS SOUTH OF PROJECT LIMITS.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EROSION CONTROL	SHEET	E

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

EC_04.dgn 12/9/2014 10:28:23 AM jdolens

2



LEGEND

- SILT FENCE
- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SOD

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EROSION CONTROL	SHEET	E

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

WISDOT/CADDS SHEET 42

EC_05.dgn 12/9/2014 10:28:24 AM jdolens

LEGEND

PETROLEUM CONTAMINATED SOIL AND GROUNDWATER

PETROLEUM CONTAMINATED SOIL

REMOVE MANHOLE
STA. 281+97.2, 12.0'LT.
MANHOLES 8x8 SPECIAL-J REQ'D. (2.0)
REMOVE STORM SEWER, 48-INCH
REMOVE STORM SEWER, 12-INCH
REMOVE INLET
REMOVE STORM SEWER, 36-INCH
REMOVE MANHOLE
STA. 284+3.0, 12.0'LT.
MANHOLES 8x8 SPECIAL-J REQ'D. (4.0)
REMOVE STORM SEWER, 12-INCH
REMOVE INLET
STA. 284+46.0, 12.0'LT.
MANHOLES 5-J REQ'D. (6.0)
REMOVE INLET
REMOVE STORM SEWER, 15-INCH
STA. 286+93.5, 16.3'LT.
MANHOLES 5-J REQ'D. (7.0)
REMOVE STORM SEWER, 48-INCH
REMOVE MANHOLE
ULO (G)
REMOVE STORM SEWER, 36-INCH
REMOVE STORM SEWER, 18-INCH
REMOVE MANHOLE
REMOVE STORM SEWER, 12-INCH
REMOVE INLET
STA. 283+56.5, 12.0'LT.
MANHOLES 8-J REQ'D. (3.0)
REMOVE INLET
REMOVE STORM SEWER, 12-INCH
REMOVE STORM SEWER, 48-INCH
REMOVE STORM SEWER, 18-INCH
REMOVE MANHOLE
REMOVE STORM SEWER, 12-INCH
REMOVE INLET
MATCH LINE STA. 287+50
PC STA. 285+83.85
STATE STREET/USH 12/STH 16
BEACH STREET
HANOVER STREET
ELM STREET
GOLDEN EAGLE LAUNDRY 241 W. STATE ST.
CARQUEST AUTO PARTS 301 W. STATE ST.
MAUSTON PRE-SCHOOL AND DAYCARE CENTER
MCKINNEY'S HOME DECORATING 226 W. STATE ST.
DB INDUSTRIAL SUPPLY 210 W. STATE ST.
CARPETS TO GO 206 W. STATE ST.
DANCE ARTS CENTER 234 W. STATE ST.
BM #6
BM #5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
6	281+59.8	CHISELED 'X' CONCRETE RETAINING WALL	68.8'LT.	885.61
5	287+38.7	CHISELED 'X' ON STEP	53.6'LT.	885.34

NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.
(@): (INSTALLED PRIOR TO CONSTRUCTION)

MANHOLE 2.0
RIM 880.68
I.E. = 870.55 (S)
I.E. = 876.23 (SW)
I.E. = 876.23 (NW)
I.E. = 870.55 (E)

159 L.F. - 60" SSPRC @ 0.41%

MANHOLE 3.0
RIM 880.02
I.E. = 869.89 (W)
I.E. = 875.71 (NE)
I.E. = 875.71 (SW)
I.E. = 869.89 (E)

MANHOLE 4.0
RIM 880.45
47 L.F.- 60" SSPRC @ 0.40%
I.E. = 869.70 (W)
I.E. = 869.70 (N)
I.E. = 875.74 (E)

PROPOSED 6" PLASTIC GAS MAIN

43 L.F.- 24" SSPRC CLASS IV @ 0.51%
I.E. = 875.96 (W)
I.E. = 876.96 (N)
I.E. = 876.96 (S)
I.E. = 875.96 (E)

EXISTING 6" SANITARY SEWER

MANHOLE 6.0
RIM 881.28

247 L.F.- 24" SSPRC @ 0.40%

MANHOLE 7.0
RIM 884.66
98 L.F.- 24" SSPRC @ 0.30%
I.E. = 876.95 (W)
I.E. = 876.95 (E)
I.E. = 880.05 (N)
I.E. = 880.30 (S)

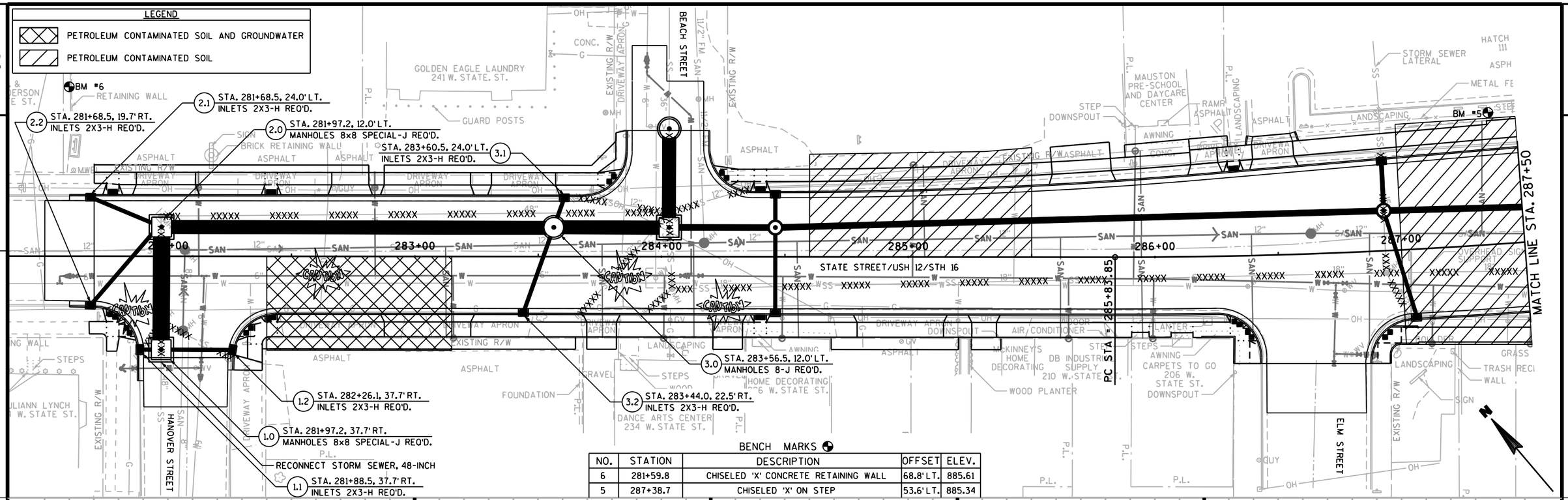
884 882 880 878 876 874 872 870 868

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	STORM SEWER	SHEET 37	E

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

WISDOT/CADDS SHEET 41a

Storm_01.dgn 12/9/2014 10:28:25 AM jdolens

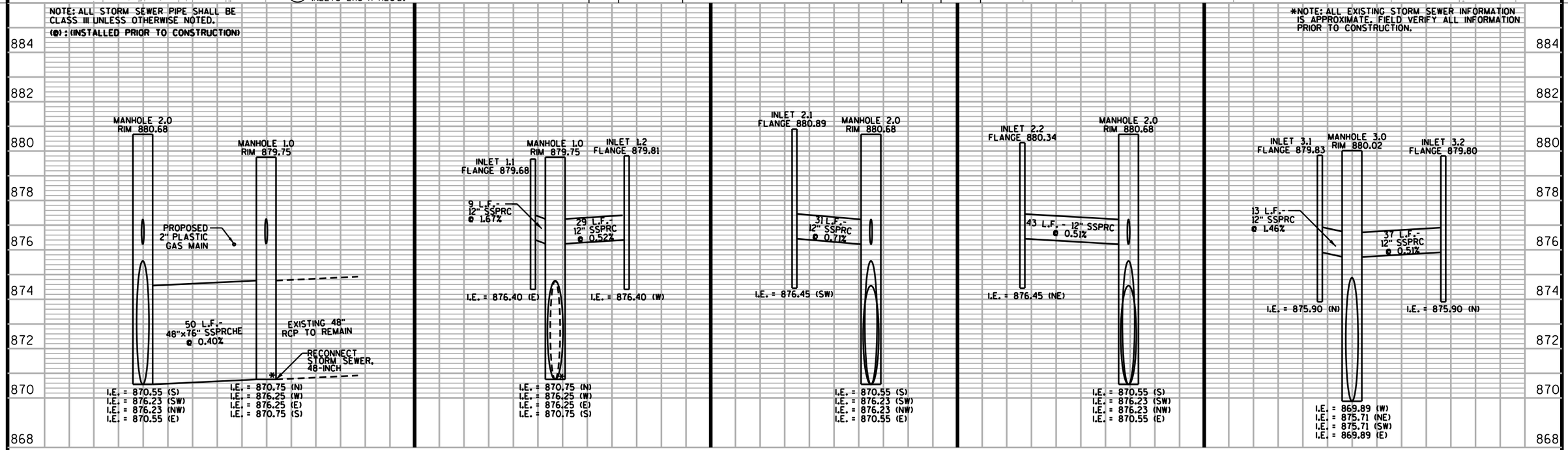


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
6	281+59.8	CHISELED 'X' CONCRETE RETAINING WALL	68.8' LT.	885.61
5	287+38.7	CHISELED 'X' ON STEP	53.6' LT.	885.34

NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.
(@): (INSTALLED PRIOR TO CONSTRUCTION)

*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE. FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

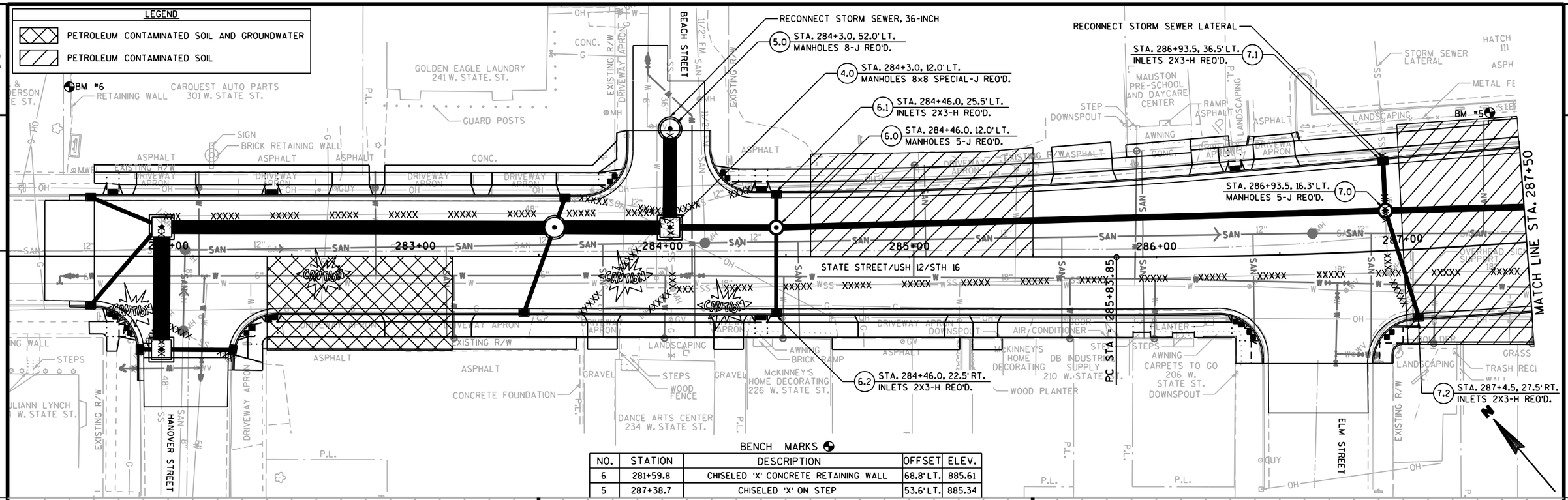


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	STORM SEWER	SHEET	E

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

WISDOT/CADDS SHEET 41a

Storm_01a.dgn 12/9/2014 10:28:25 AM jdolens



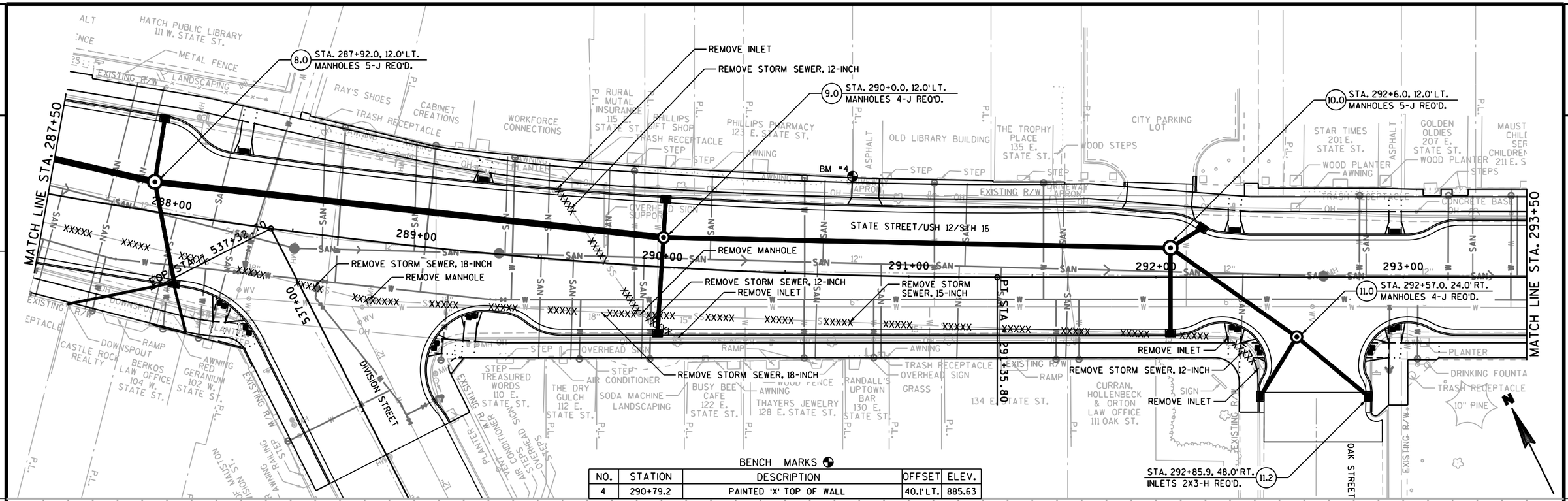
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
6	281+59.8	CHISELED 'X' CONCRETE RETAINING WALL	68.8' LT.	885.61
5	287+38.7	CHISELED 'X' ON STEP	53.6' LT.	885.34

NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.

*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE. FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

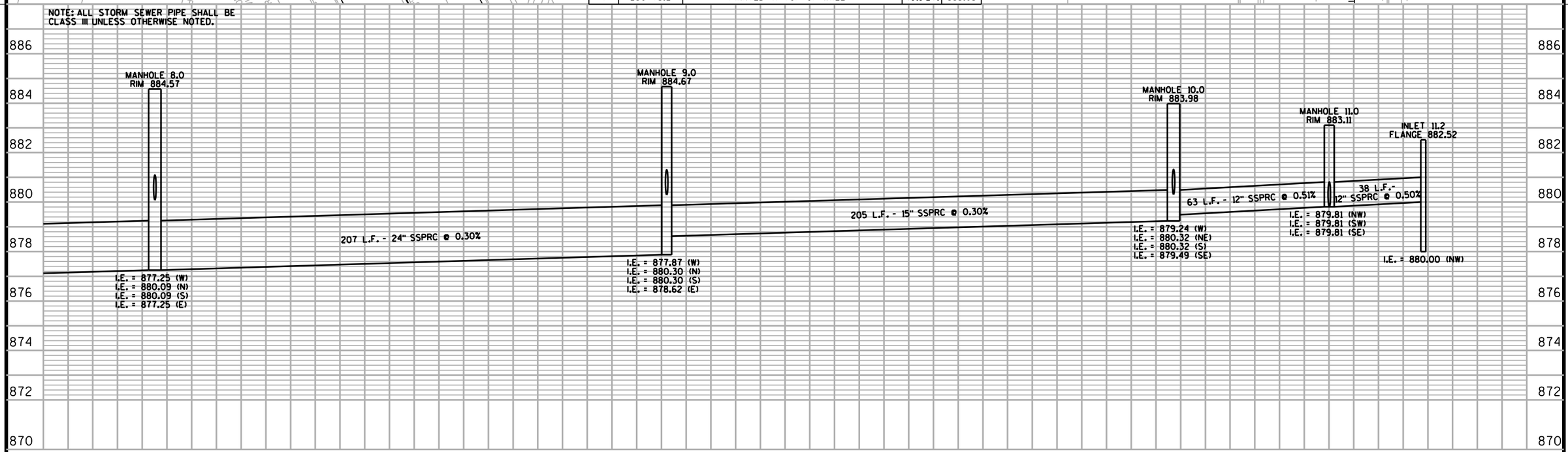
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	STORM SEWER	SHEET 39	E



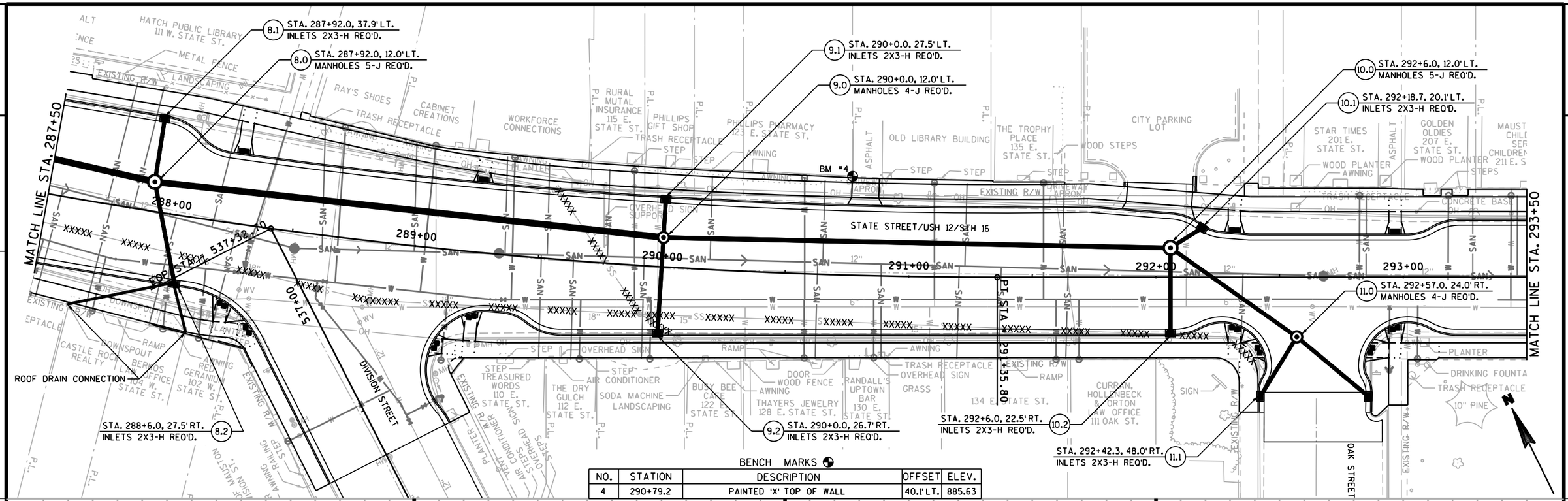
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4	290+79.2	PAINTED 'X' TOP OF WALL	40.1' LT.	885.63

NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.



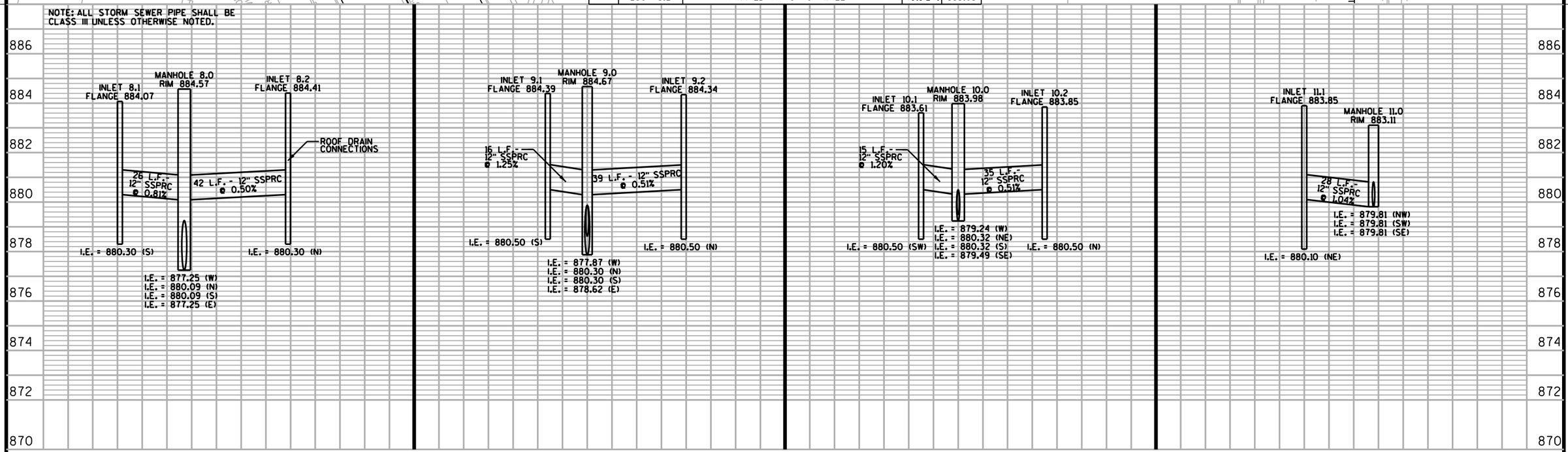
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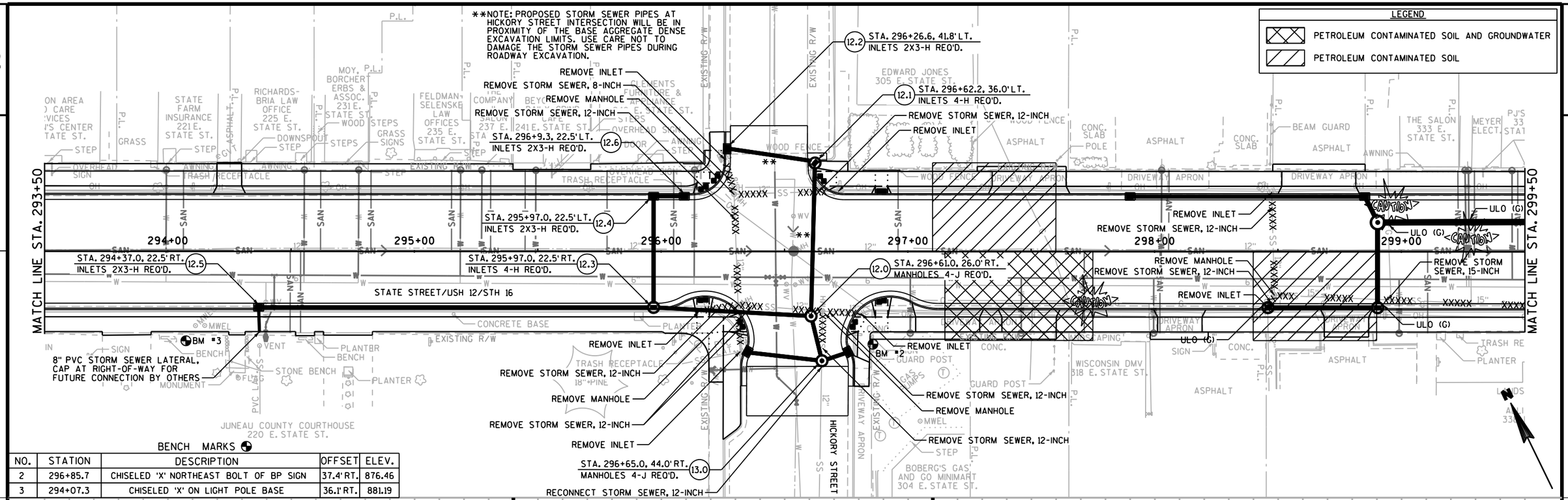
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4	290+79.2	PAINTED 'X' TOP OF WALL	40.1' LT.	885.63

NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.



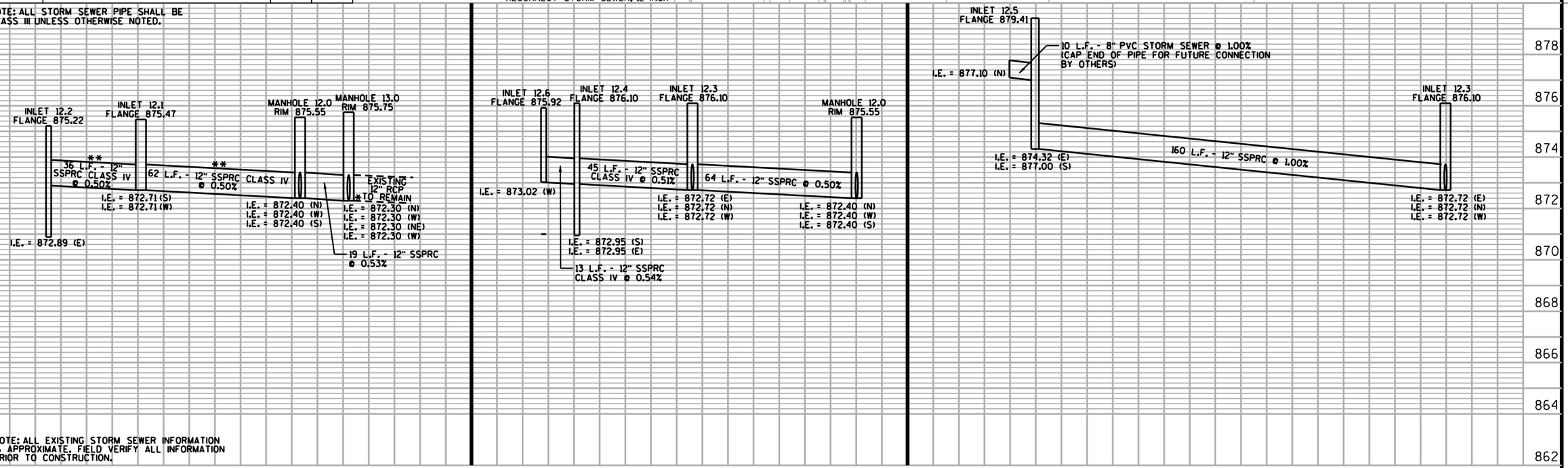
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	STORM SEWER	SHEET 41	E



BENCH MARKS

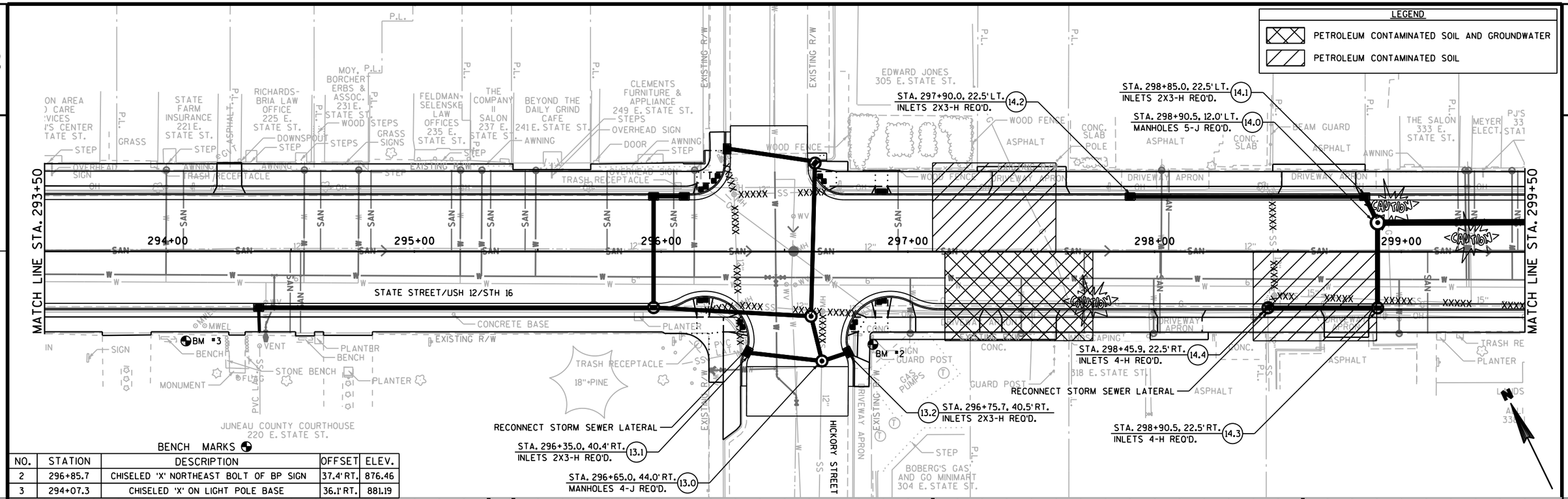
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
2	296+85.7	CHISELED 'X' NORTHEAST BOLT OF BP SIGN	37.4' RT.	876.46
3	294+07.3	CHISELED 'X' ON LIGHT POLE BASE	36.1' RT.	881.19

NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.



*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE. FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

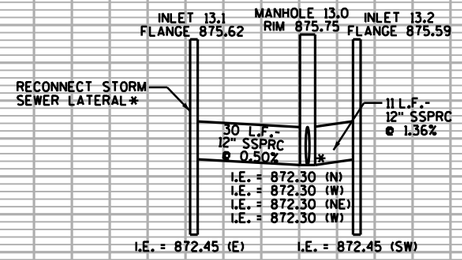
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	STORM SEWER	SHEET 42	E



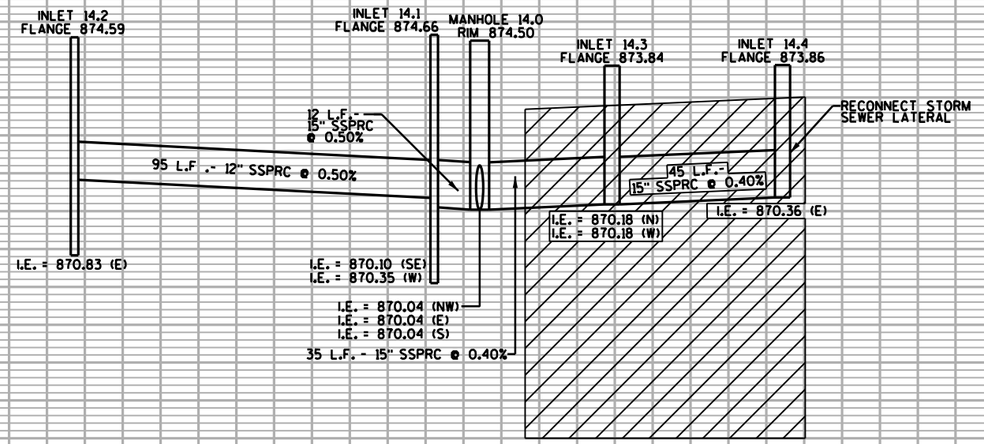
BENCH MARKS

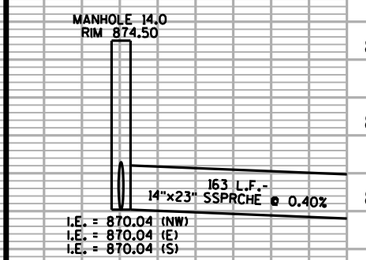
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
2	296+85.7	CHISELED 'X' NORTHEAST BOLT OF BP SIGN	37.4' RT.	876.46
3	294+07.3	CHISELED 'X' ON LIGHT POLE BASE	36.1' RT.	881.19

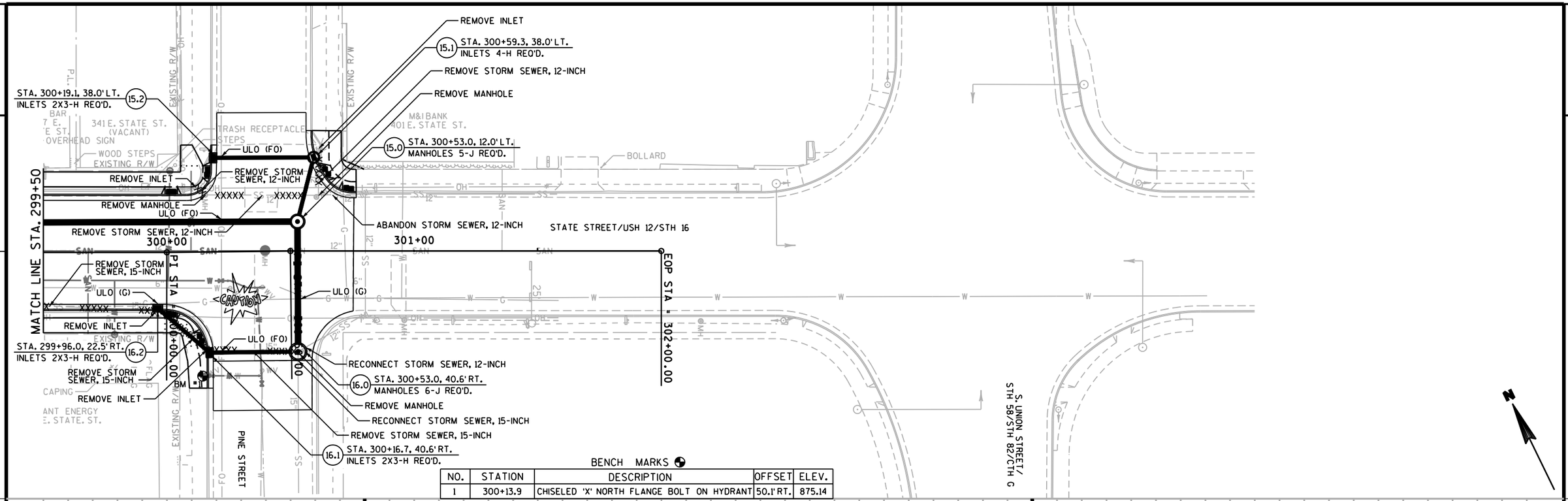
NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.



*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE. FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.



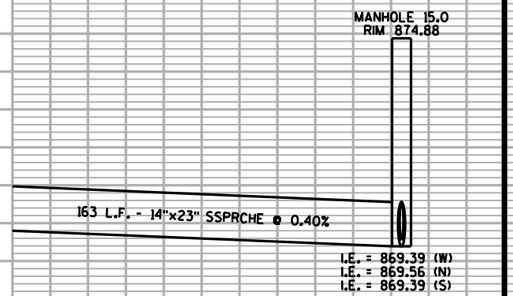


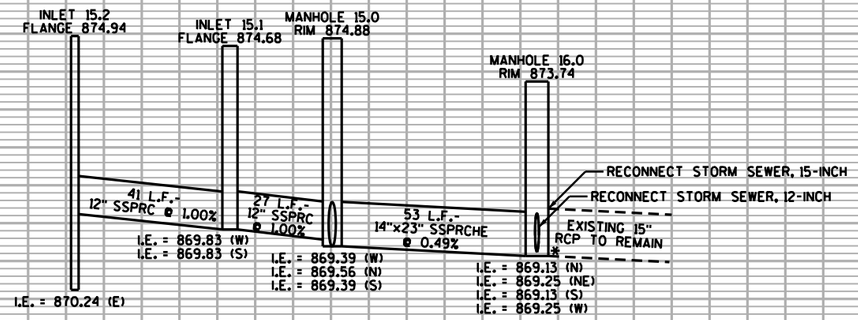


BENCH MARKS

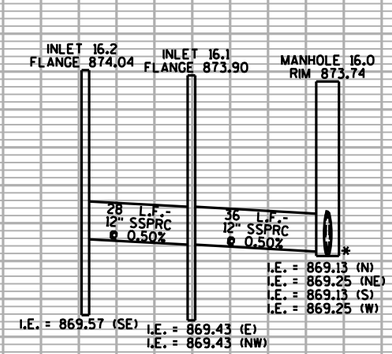
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
1	300+13.9	CHISELED 'X' NORTH FLANGE BOLT ON HYDRANT	50.1' RT.	875.14

NOTE: ALL STORM SEWER PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED.





*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE. FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.



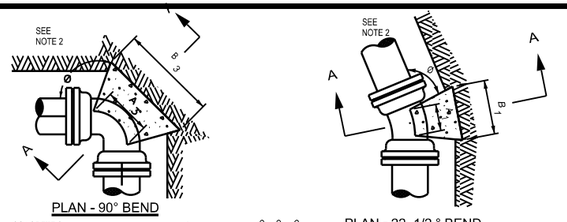
878 876 874 872 870 868 866 864 862

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	STORM SEWER	SHEET 44	E

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

WISDOT/CADDS SHEET 41a

Storm_04.dgn 12/9/2014 10:28:30 AM jdolens



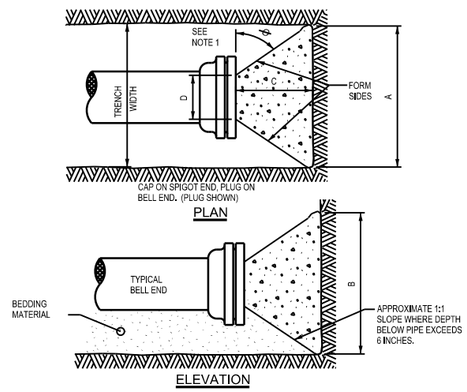
NOTES:

1. ALL BUTTRESSED FITTINGS SHALL BE PRE-CAST CONCRETE BLOCKING CONFORMING TO THE DIMENSIONS SHOWN.
2. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND AN EARTH RESISTANCE OF 2 TONS PER SQ. FT. INFORM THE ENGINEER IF PRESSURES EXCEED 150 PSI, OR ON-SITE SOIL DOES NOT MEET THIS CONDITION.
3. DIMENSION C. C. C. SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.
4. DIMENSION C. C. C. SHOULD BE LARGE AS POSSIBLE WITHOUT INTERFERRING WITH THE MECHANICAL JOINT.
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. IN ADDITION TO BUTTRESS, ALL JOINTS SURROUNDING BENDS SHALL BE 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



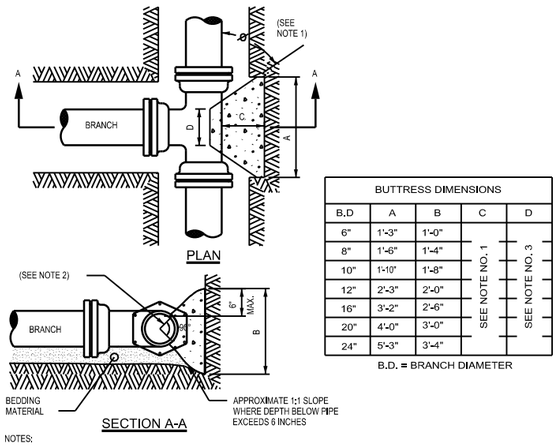
NOTES:

1. ALL BUTTRESSES SHALL BE PRE-CAST CONCRETE BLOCKING CONFORMING TO THE ABOVE DIMENSIONS.
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. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.

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



NOTES:

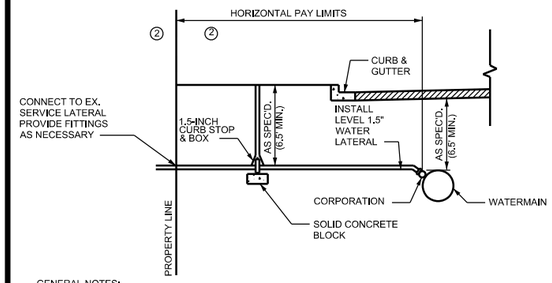
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø GREATER THAN OR EQUAL TO 45°.
2. ALL BUTTRESSES SHALL BE PRE-CAST CONCRETE BLOCKING CONFORMING TO THE DIMENSIONS ABOVE.
3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
4. BUTTRESS DIMENSIONS 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. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT A MINIMUM.
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

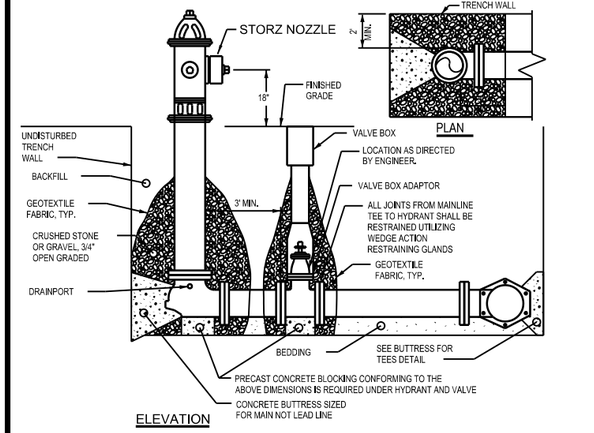


GENERAL NOTES:

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.

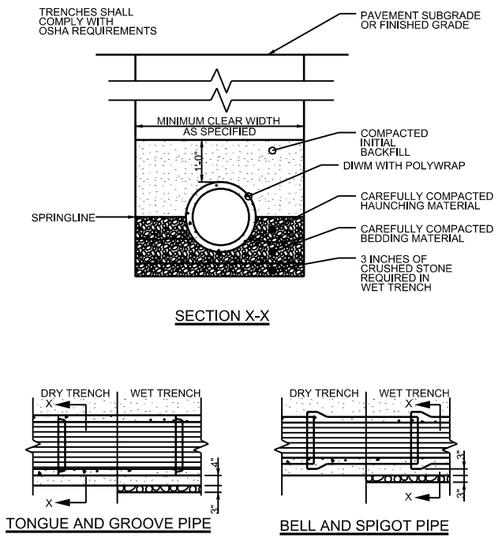
WATER SERVICE DETAIL

SCALE: NONE



HYDRANT AND LEAD CONNECTION DETAIL

SCALE: NONE

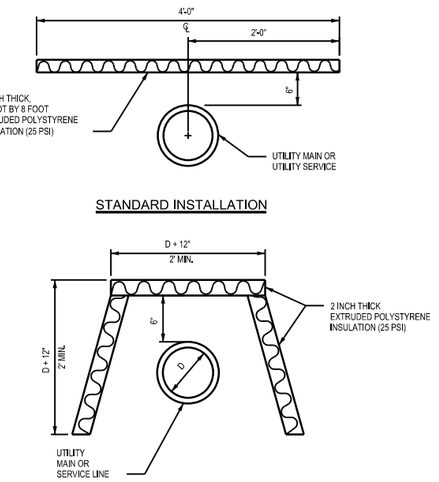


GENERAL NOTES:

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.
5. INSTALL POLYWRAP AS SPECIFIED ON ALL DIWM.

CLASS "B" EMBEDMENT FOR RIGID PIPE DETAIL

SCALE: NONE

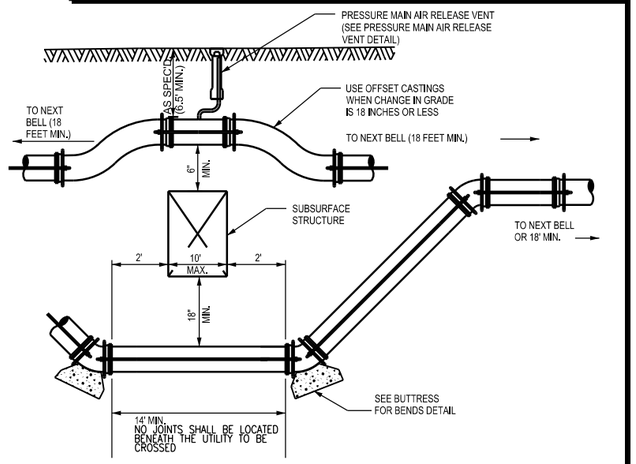


GENERAL NOTES:

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

PIPE INSULATION DETAIL

SCALE: NONE



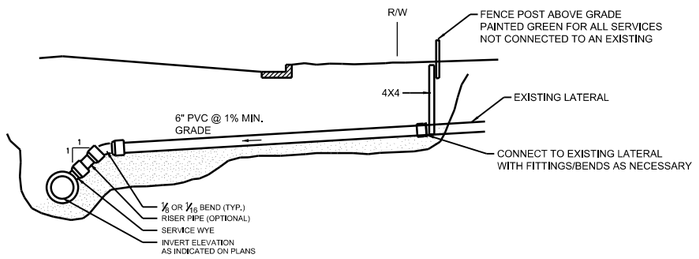
GENERAL NOTES:

1. FITTINGS TO BE WRAPPED WITH POLYETHYLENE BEFORE PLACEMENT OF RODDING AND BUTTRESSES.
2. ALL FITTINGS SHALL BE RODDED OR CONNECTED TO THE PIPE WITH AN APPROVED WEDGE ACTION THRUST RESTRAINING GLAND. RODS SHALL BE STAINLESS STEEL OR BITUMINOUS COATED, AND A MINIMUM OF 1 INCH IN DIAMETER. ALL JOINTS WITHIN 20' BENDS SHALL BE RESTRAINED.
3. LOCATIONS OF EXISTING MAINS ARE APPROXIMATE. LENGTH REQUIRED TO BE LOWERED WILL BE DETERMINED IN THE FIELD.
4. MAINS SHALL BE INSULATED IF COVER IS LESS THAN 6.5 FEET.

PRESSURE MAIN OFFSET DETAIL

SCALE: NONE

WISCONSIN
RAINE L. GARDNER
E-41414
BARABOO
WI
PROFESSIONAL ENGINEER
10/21/14



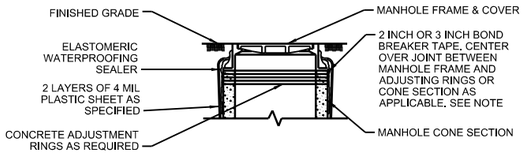
ELEVATION VIEW

NOTES FOR LATERAL INSTALLATION:

1. MINIMUM DEPTH OF COVER UNDER ROADWAY = 7 FEET.
2. MINIMUM DEPTH OF COVER UNDER GRASS AREAS = 5 1/2 FEET.
3. MINIMUM DEPTH OF COVER UNDER GRASS AREAS WITH FROST PROTECTION = 3 FEET 6 INCHES.
4. LATERAL SLOPES SHALL BE 1/8 INCH PER FOOT MINIMUM AND 1/2 INCH PER FOOT MAXIMUM.

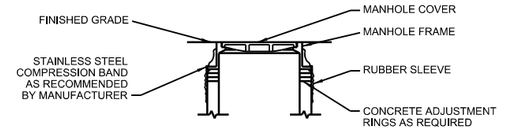
MARKER POST FOR SANITARY & WATER LATERALS & SANITARY RISER DETAIL

SCALE: NONE



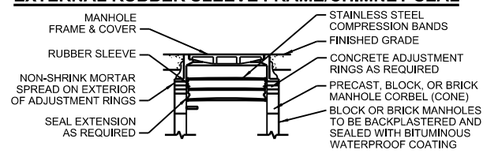
THE BOND BREAKER TAPE IS TO PREVENT THE SEALER FROM BONDING TO THE EDGE OF THE FLANGE OF THE MH FRAME AND THE UPPER 1-1/2 INCHES OF ADJUSTING RING OR CONE. IF THE EDGE OF FLANGE IS NOT FLUSH WITH ADJUSTING RING OR CONE, APPLY ADDITIONAL TAPE AS REQUIRED TO PREVENT SUCH BONDING.

ELASTOMERIC FRAME/CHIMNEY SEAL



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



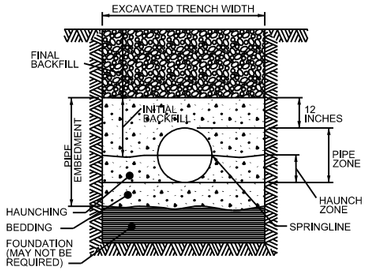
GENERAL NOTES:
1. THE SEAL SHALL EXTEND FROM THE CASTING TO THE CORBEL (CONE). SEAL EXTENSIONS SHALL BE USED AS REQUIRED.
2. AN INTERAL ADAPTOR SEAL RING MAY BE USED IN LIEU OF THE RUBBER SLEEVE. THE INTERNAL ADAPTOR SEAL RING SHALL BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS.

INTERNAL RUBBER SLEEVE FRAME/CHIMNEY SEAL

NOTE:
1. ALL SANITARY MANHOLES SHALL RECEIVE CHIMNEY SEALS.
2. INTERNAL SEALS SHALL BE USED IN CONCRETE PAVEMENT AREAS.
3. EXTERNAL SEALS SHALL BE USED IN ASPHALT PAVEMENT AREAS.

MANHOLE WATERPROOFING DETAIL

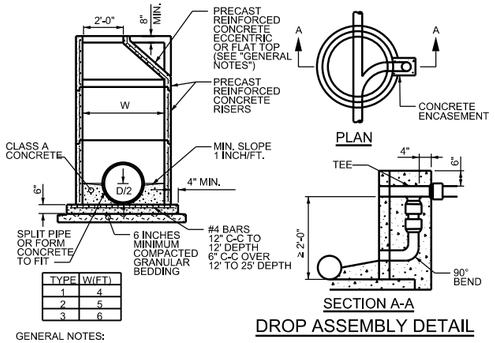
SCALE: NONE



GENERAL NOTES:
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO ASTM D2321.
2. CLASS 1A EMBEDMENT MATERIAL SHALL BE CLEAN, OPEN GRADED CRUSHED STONE, ROCK OR GRAVEL.
3. CLASS 1B EMBEDMENT MATERIAL SHALL BE CLEAN, DENSE GRADED CRUSHED STONE AND SAND/STONE MIXTURES.
4. NO PARTICLES LARGER THAN 1 1/2 -INCHES SHALL BE USED IN THE PIPE EMBEDMENT.
5. DO NOT USE CLASS 1A MATERIAL WHERE CONDITIONS MAY CAUSE MIGRATION OF FINES FROM ADJACENT SOIL AND LOSS OF PIPE SUPPORT.
6. CLASS 1 MATERIAL IS SUITABLE AS FOUNDATION AND FOR REPLACING OVER-EXCAVATED AND UNSTABLE TRENCH BOTTOM. INSTALL AND COMPACT IN 6-INCH MAXIMUM LAYERS.
7. INSTALL BEDDING IN 6-INCH MAXIMUM LAYERS. LEVEL FINAL GRADE BY HAND. MINIMUM DEPTH 4 INCH (6 INCH IN ROCK CUTS).
8. INSTALL AND COMPACT HAUNCHING IN 6-INCH MAXIMUM LAYERS. WORK IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.
9. INSTALL AND COMPACT INITIAL BACKFILL TO A MINIMUM OF 6 INCH ABOVE PIPE CROWN.
10. EMBEDMENT COMPACTION:
    CLASS 1A: PLACE AND WORK BY HAND TO INSURE ALL EXCAVATED VOIDS AND HAUNCH AREAS ARE FILLED. FOR HIGH DENSITIES USE VIBRATORY COMPACTORS.
    CLASS 1B: MINIMUM DENSITY 85% STANDARD PROCTOR. USE HAND TAMPERS OR VIBRATORY COMPACTORS.

CLASS I - FLEXIBLE PIPE EMBEDMENT DETAIL

SCALE: NONE



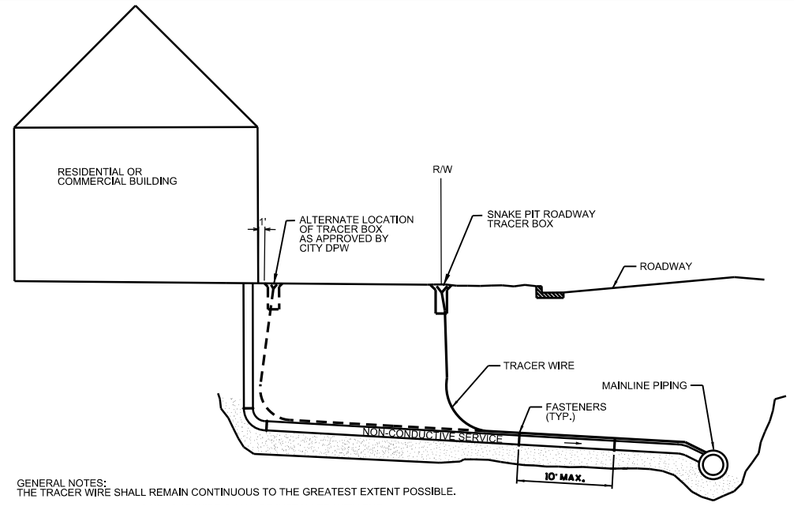
TYPE	W(FT)
1	4
2	5
3	6

DROP ASSEMBLY DETAIL

GENERAL NOTES:
1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING AND THE APPLICABLE SPECIAL CONDITIONS.
2. DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.
3. PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
4. ECCENTRIC CONE TOPS SHALL BE USED ON ALL STRUCTURES 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.
8. PRECAST STRUCTURE MANWAY CLEAR OPENING SHALL MATCH CASTING - REFER TO STANDARD SPECIFICATION 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



GENERAL NOTES:
THE TRACER WIRE SHALL REMAIN CONTINUOUS TO THE GREATEST EXTENT POSSIBLE.

COPPERHEAD NO. 12 CCS TRACER WIRE SHALL BE INSTALLED WITH THE NON-CONDUCIVE SERVICE. PIPE TRACER WIRE TERMINAL BOXES SHALL BE INSTALLED AT LOCATIONS SHOWN ON THE PLANS OR AS DETERMINED BY THE ENGINEER OR VILLAGE DPW. TRACER WIRE INSTALLATION REQUIRES ACCESS POINTS AT LEAST EVERY 300 FEET.

TRACER WIRE SHALL BE RESTRAINED BY ZIP-TIES OR BY NON-CORROSIVE FASTENER APPROVED BY THE VILLAGE DPW, INSTALLED EVERY 10 FEET ALONG SERVICE. DO NO WRAP TRACER WIRE AROUND THE PIPE.

TRACER WIRE SHALL BE TERMINATED IN A FLUSH MOUNTED TERMINAL BOX WITH A CAST IRON LOCKABLE TOP. SPLICES IN TRACER WIRE SHOULD BE MADE WITH COPPERHEAD SNAKE BITE CONNECTORS. WIRE NUTS SHALL NOT BE USED. A WATER-PROOF CONNECTION IS NECESSARY TO PREVENT CORROSION. TERMINAL BOX SHALL BE SNAKEPIT ROADWAY TRACER BOX OR APPROVED EQUAL.

CONTRACTOR MUST DEMONSTRATE TRACEABILITY UPON COMPLETION.

TRACER WIRE INSTALLATION FOR NON-CONDUCTIVE SERVICE

SCALE: NONE

1 - CONNECT TO EXISTING
1 - 6" X 8" TEE
1 - 8" VALVE & BOX
6 - LF 6" DIWM
52 - LF 8" DIWM (VALVE TO TEE)
1 - 6" X 8" REDUCER
1 - ABANDON EX. WATER MAIN TO EAST
2 - 6" PLUG

VERTICAL OFFSET
4 - 8", 45 DEGREE BENDS
UTILITY INSULATION REQUIRED

532 SANITARY MANHOLE, TYPE 1
W/CASTING, R-1550
STA. 282+06.77, 2.47' LT.

RIGID INSULATION (TYP.)

VERTICAL OFFSET
4 - 8", 45 DEGREE BENDS
UTILITY INSULATION REQUIRED FOR OFFSET AND HORIZONTAL SEPARATION

1 - CONNECT TO EXISTING
3 - LF 6" DIWM
97 - LF 8" DIWM
3 - 8" VALVE AND BOX
1 - 8" TEE
1 - 6" X 8" REDUCER

30 SANITARY MANHOLE, TYPE 1
W/CASTING, R-1550
STA. 284+17.26, 5.67' LT.

SANITARY MANHOLE, TYPE 1
W/CASTING, R-1550
STA. 286+63.56, 8.34' LT. 29

ABANDON EXISTING
WATER SERVICE
(TYP. OF 2)

CARQUEST AUTO PARTS
301 W. STATE ST.

GOLDEN EAGLE LAUNDRY
241 W. STATE. ST.

MAUSTON
PRE-SCHOOL
AND DAYCARE
CENTER

HATCH
111

BEACH ST.

EXISTING R/W

282+00 283+00 284+00 285+00 286+00 287+00

197 LF 8" DIWM (TEE TO TEE)

3' TYP.

261 LF - 8" DIWM (TEE TO TEE)

109 LF - 8" DIWM (TEE TO BEND)

PC STA = 285+83.85

MATCH LINE STA. 287+50

23 LF - 10-INCH PVC
SANITARY SEWER
@ 1.04%

532A SANITARY MANHOLE, TYPE 1
W/CASTING, R-1550
STA. 282+06.01, 30.4' RT.
RIM = 880.00
I.E.= 874.38, (10" NE)
I.E.= 874.48, (8" SW)

ABANDON EXISTING
WATER SERVICE

6-INCH PVC SANITARY
LATERAL AND RECONNECT
(TYP. OF 9)

1 - CONNECT TO EXISTING
WATER SERVICE (TYP.)
1.5" COPPER WATER SERVICE
1 - CORPORATION, CURB STOP,
AND BOX

ABANDON EXISTING
SANITARY LATERAL
(TYP. OF 4)

CONTRACTOR TO VERIFY
ACTIVE SANITARY LATERAL
AND REPLACE. OTHER LATERAL
SHALL BE ABANDONED.

McKINNEY'S
HOME DECORATING
226 W. STATE ST.

DB INDUSTRIES
SUPPLY
210 W. STATE ST.

CARPETS TO GO
206 W.
STATE ST.

DANCE ARTS CENTER
234 W. STATE ST.

JULIANN LYNCH
W. STATE ST.

HANOVER ST.

ELM ST.

1 - CONNECT TO EXISTING
1 - HYDRANT
51 - LF 6" DIWM
3 - 6" VALVE AND BOX
2 - 8" VALVE AND BOX
1 - 6" X 6" TEE
1 - 8" X 6" TEE

1 - CONNECT TO EXISTING
1 - HYDRANT
33 - LF 6" DIWM
38 - LF 8" DIWM
1 - 6" VALVE AND BOX
1 - 8" VALVE AND BOX
1 - 6" X 8" TEE
1 - 8" TEE

VERTICAL OFFSET
4 - 6", 45 DEGREE
BENDS
UTILITY INSULATION
REQUIRED

NOTE: 1) ALL NEW WATER SERVICES SHALL BE 1.5-INCH AND REDUCED DOWN TO CONNECT TO THE EXISTING WATER SERVICE.
2) WATER MAIN BETWEEN STATIONS 281+90 - 288+00 SHALL BE WRAPPED IN POLYETHYLENE & EACH JOINT SHALL RECEIVE FLUOROCARBON GASKETS.
3) ALL WATER MAIN SHALL BE INSTALLED A MINIMUM 7' BELOW FINISHED GRADE UNLESS NOTED. IF WATER MAIN IS BURIED LESS THAN 7' FROM FINISHED GRADE, IT SHALL BE INSULATED.
4) SEE CITY'S STANDARD SPECIFICATIONS FOR WATER MAIN PHASING & CONNNECTION/ABANDONMENT PROCESS.

LEGEND:
- PETROLEUM CONTAMINATED SOIL & GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

0 10' 20' 40'

884
882
880
878
876
874
872
870
868

532 RIM = 880.69
EXISTING ℄ PROFILE
FINISHED ℄ PROFILE
RIM = 880.84 30
29 RIM = 884.48
7' MIN. (TYP.)

EXISTING
12-INCH
SANITARY
SEWER (TYP.)

APPROX. EXISTING SANITARY SEWER (TYP.)
PROPOSED SANITARY SEWER (TYP.)
207 L.F. - 15" PVC SANITARY SEWER @ 0.22%
242 L.F. - 15" PVC SANITARY SEWER @ 0.29%

PROPOSED STORM SEWER
(SEE STORM SEWER PLANS)
APPROX. EXISTING TOP OF WATERMAIN (TYP.)
PROPOSED TOP OF WATER MAIN
POSSIBLE CONFLICT WITH
SANITARY SEWER LATERAL
AND WATER MAIN

I.E. = 874.60 (12" NW)
I.E. = 874.14 (10" SW)
I.E. = 874.00 (15" SE)

I.E. = 873.54 (15" NW)
I.E. = 874.63 (6" NE)
I.E. = 873.44 (15" SE)

I.E. = 872.73 (15" NW)
I.E. = 872.63 (15" SE)

880.97 881.0 | 880.77 880.9 | 880.56 880.3 | 880.36 880.2 | 880.23 880.1 | 880.64 880.6 | 881.58 881.5 | 882.35 882.2 | 883.12 883.0 | 883.85 883.8 | 884.48 884.4 | 885.05 884.8 | 885.10 884.9

281+50 282+00 282+50 283+00 283+50 284+00 284+50 285+00 285+50 286+00 286+50 287+00 287+50

PROJECT NO: 5880-02-73	HWY: USH 12	COUNTY: JUNEAU	SANITARY SEWER AND WATER MAIN	SHEET 47	E

FILE NAME : P:\90s\93\00093025\Baraboo\CADD\Planshts\City Utilities\U_01.dgn PLOT DATE : 10/21/2014 PLOT BY : rgardner PLOT NAME : PLOT SCALE : 1:39.9999

WISDOT/CADDS SHEET 41a

U_01.dgn 10/21/2014 3:05:36 PM rgardner

CONTRACTOR SHALL VERIFY ACTIVE SANITARY LATERAL AND REPLACE. OTHER 3 LATERALS SHALL BE ABANDONED.

1 - CONNECT TO EXISTING
2 - 8" VALVE AND BOX
1 - 12" VALVE AND BOX
1 - 8" TEE
3 LF - 8" DIWM
67 LF - 12" DIWM
(TEE TO CONNECTION)

1 - 8" X 12" REDUCER
1 - 12" 11.25 DEGREE BEND
4 - 12", 45 DEGREE BENDS
TO BE USED TO GO UNDER THE STORM SEWER. INSULATION SHALL BE PLACED BETWEEN UTILITIES.

TRAFFIC STAGING PHASE LINE

28 SANITARY MANHOLE, TYPE 1 W/CASTING, R-1550
STA. 288+51.76, 6.61' RT.

1N SANITARY MANHOLE, TYPE 1 W/CASTING, R-1550
STA. 289+34.00, 0.44' RT.

ABANDON EXISTING SANITARY LATERAL

ABANDON EXISTING WATER SERVICE

RIGID INSULATION (TYP.)

TEMP. SEWER MAIN CONNECTION

6-INCH PVC SANITARY LATERAL AND RECONNECT (TYP. OF 27)

27 SANITARY MANHOLE, TYPE 1 W/CASTING, R-1550
STA. 292+67.83, 0.54' LT.

ABANDON EXISTING WATER SERVICE

ABANDON EXISTING SANITARY LATERAL

1 - CONNECT TO EXISTING WATER SERVICE (TYP.)
1.5" COPPER WATER SERVICE
1 - CORPORATION, CURB STOP, AND BOX

NOTE: 1) ALL WATER SERVICES ARE TO 1.5-INCH AND REDUCED DOWN TO CONNECT TO THE EXISTING WATER SERVICE.
2) WATER MAIN BETWEEN STATIONS 281+90 - 288+00 SHALL BE WRAPPED IN POLYETHYLENE & EACH JOINT SHALL RECEIVE FLUOROCARBON GASKETS.
3) CONTRACTOR SHALL NOTE THE TRAFFIC CONTROL FOR CONSTRUCTION AS IT PERTAINS TO THE DIVISION STREET INTERSECTION TO BE ABLE TO INSTALL THE SEWER AND WATER FOR TEMPORARY AND PERMANENT STATES.
4) SEE SPECIFICAITONS FOR WATER MAIN PHASING & CONNECTION/ABANDONMENT PROCEDURES.

MATCH LINE STA. 287+50

288+00

289+00

290+00

291+00

292+00

293+00

MATCH LINE STA. 293+50

STATE STREET/USH 12/STH 16

EXISTING R/W

30 LF - 8" DIWM (TEE TO TEE)

71 LF 8" DIWM (TEE TO BEND)

365 LF - 8" DIWM (BEND TO TEE)

352LF - 8" DIWM (TEE TO CROSS)

3' TYP.

PI STA = 291+35.80

537+00

DIVISION STREET

OAK STREET

1 - 8", 22.5 DEGREE BEND
53 LF - 8" DIWM
(BEND TO TEE)

1 - CONNECT TO EXISTING
1 - HYDRANT
1 - 6" X 12" TEE
1 - 8" TEE
1 - 12", 22.5 DEGREE BEND
1 - 12", 45 DEGREE BEND
1 - 6" VALVE AND BOX
1 - 8" VALVE AND BOX
1 - 12" VALVE AND BOX
1 - 8" X 12" REDUCER
16 LF - 6" DIWM
3 LF - 8" DIWM
67 LF - 12" DIWM

ABANDON EXISTING SANITARY LATERAL (TYP. OF 2)

1 - 8" VALVE AND BOX
1 - 8", 22.5 DEGREE BEND

ADJUST & EXTERNAL WATERPROOF EXISTING SANITARY SEWER MANHOLE

ABANDON EXISTING WATER SERVICE (TYP. OF 2)

1 - HYDRANT
1 - 6" VALVE AND BOX
1 - 8" VALVE AND BOX
1 - 6" X 8" TEE
18 LF - 6" DIWM

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4	290+79.2	PAINTED 'X' TOP OF WALL	40.1' LT.	885.63

LEGEND:
- PETROLEUM CONTAMINATED SOIL & GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

0 10' 20' 40'

EXISTING ℄ PROFILE

FINISHED ℄ PROFILE

RIM = 884.81

RIM = 885.17

RIM = 883.08

7' MIN. (TYP.)

PROPOSED STORM SEWER (SEE STORM SEWER PLANS)

ALL WATER SERVICES SHALL BE INSTALLED UNDER THE STORM SEWER PIPE. ALL SERVICES SHALL BE INSULATED. STA. 285+00 - 292+00

APPROX. EXISTING TOP OF WATERMAIN (TYP.)

PROPOSED TOP OF WATER MAIN

APPROX. EXISTING SANITARY SEWER (TYP.)

PROPOSED SANITARY SEWER (TYP.)

185 L.F. - 15" PVC SAN @ 0.22%

83 L.F. - 15" PVC SAN @ 0.22%

334 L.F. - 15" PVC SAN @ 0.22%

I.E. = 872.22 (15" NW)
I.E. = 872.12 (15" SE)

I.E. = 871.96 (15" W)
I.E. = 871.94 (15" E)

I.E. = 871.21 (15" NW)
I.E. = 871.11 (15" SE)

| | | |

1 - CONNECT TO EXISTING WATER SERVICE (TYP.)
1.5" COPPER WATER SERVICE
1 - CORPORATION, CURB STOP, AND BOX

6-INCH PVC SANITARY LATERAL AND RECONNECT (TYP. OF 17)

CONTRACTOR SHALL VERIFY THE ACTIVE SANITARY LATERAL AND REPLACE. THE OTHER LATERAL SHALL BE ABANDONED.

RIGID INSULATION BETWEEN STORM INLET AND UTILITIES

1 - CONNECT TO EXISTING
1 - 8" CROSS
3 - 8" VALVE AND BOX
43 LF - 8" DIWM
REMOVE REDUCER AND EXISTING 4" WATER MAIN

SANITARY MANHOLE, TYPE 1 W/CASTING, R-1550
26
STA. 296+53.71, 0.19' LT.

NOTE:
1) ALL WATER SERVICES ARE TO 1.5-INCH AND REDUCED DOWN TO CONNECT TO THE EXISTING WATER SERVICE.
2) PER THE PROPOSED TRAFFIC CONTROL FOR THE OVERALL PROJECT, CONTRACTOR SHALL PREPARE TO INSTALL UTILITIES ACCORDINGLY AT THE HICKORY STREET INTERSECTION.
3) WATER MAIN BETWEEN STATIONS 296+58 - 299+40 SHALL BE WRAPPED IN POLYETHYLENE & EACH JOINT SHALL RECEIVE FLUOROCARBON GASKETS.
4) SEE SPECIFICATIONS FOR WATER MAIN PHASING & CONNECTION/ABANDONMENT PROCEDURES.

ABANDON EXISTING SANITARY LATERAL (TYP. OF 2)

RIGID INSULATION

MATCH LINE STA. 293+50

294+00 295+00 296+00 297+00 298+00 299+00

MATCH LINE STA. 299+50

STATE STREET/USH 12/STH 16

3' TYP.

379 LF - 8" DIWM (TEE TO BEND)

BM #3

BM #2

1 - CONNECT TO EXISTING
PROVIDE 18" OF CLEARANCE BETWEEN STORM INLET AND LEAD
2 - 6", 45 DEGREE BEND
1 - 6" VALVE ANB BOX
1 - 6" X 8" TEE
1 - 4' X 6" REDUCER
24 LF - 6" DIWM
INSULATE BETWEEN UTILITIES VERTICALLY AND HORIZONTALLY

1 - CONNECT TO EXISTING
1 - HYDRANT
1 - 6" VALVE ANB BOX
1 - 8" X 6" TEE
27 LF - 6" DIWM
51 LF - 8" DIWM
2 - 8", 45 DEGREE BEND

CONTRACTOR SHALL VERIFY THE ACTIVE SANITARY LATERAL AND REPLACE. THE OTHER LATERAL SHALL BE ABANDONED.

ABANDON EXISTING WATER SERVICE

HICKORY STREET

EXISTING R/W

JUNEAU COUNTY COURTHOUSE
220 E. STATE ST.

WISCONSIN DMV
318 E. STATE ST.

EDWARD JONES
309 E. STATE ST.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
2	296+85.7	CHISELED 'X' NORTHEAST BOLT OF BP SIGN	37.4' RT.	876.46
3	294+07.3	CHISELED 'X' ON LIGHT POLE BASE	36.1' RT.	881.19

LEGEND:
- PETROLEUM CONTAMINATED SOIL & GROUNDWATER
- PETROLEUM CONTAMINATED SOIL

0 10' 20' 40'

880 878 876 874 872 870 868 866 864

7' MIN.

26
RIM = 875.81

PROPOSED STORM SEWER (SEE STORM SEWER PLANS)

PROPOSED STORM SEWER (SEE STORM SEWER PLANS)

PROPOSED STORM SEWER (SEE STORM SEWER PLANS)

APPROX. EXISTING TOP OF WATER MAIN

EX. WATER MAIN TO BE RELOCATED AROUND SEWER

EX. SEWER MAIN TO BE CONNECTED

PROPOSED TOP OF WATER MAIN

382 L.F. - 15" PVC SAN @ 1.22%

6.5' MIN.

PROPOSED SANITARY SEWER (TYP.)

APPROX. EXISTING SANITARY SEWER (TYP.)

I.E. = 866.44 (15" NW)
I.E. = 866.34 (15" SE)
I.E. = 869.44 (6" NE)

382 L.F. - 15" PVC SAN @ 0.52%

293+50	294+00	294+50	295+00	295+50	296+00	296+50	297+00	297+50	298+00	298+50	299+00	299+50
881.65	880.60	879.56	878.51	877.46	876.46	875.86	875.36	874.97	874.60	874.24	874.29	874.49
881.7	880.7	879.7	878.7	877.7	876.7	876.1	875.5	875.1	874.8	874.7	874.7	874.7

PROJECT NO: 5880-02-73	HWY: USH 12	COUNTY: JUNEAU	SANITARY SEWER AND WATER MAIN	SHEET 49	E

FILE NAME : P:\90s\93\00093025\Baraboo\CADD\Planshts\City Utilities\U_03.dgn PLOT DATE : 10/21/2014 PLOT BY : rgardner PLOT NAME : PLOT SCALE : 1:39.9999

WISDOT/CADDS SHEET 41a

U_03.dgn 10/21/2014 3:10:56 PM rgardner

2

1 - CONNECT TO EXISTING WATER SERVICE (TYP.)
1.5" COPPER WATER SERVICE
1 - CORPORATION, CURB STOP, AND BOX

RIGID INSULATION

6-INCH PVC SANITARY LATERAL AND RECONNECT (TYP. OF 2)

25 SANITARY MANHOLE, TYPE 1 W/CASTING, R-1550
STA. 300+39.68, 0.00'.

NOTE:
1) ALL WATER SERVICES ARE TO 1.5-INCH AND REDUCED DOWN TO CONNECT TO THE EXISTING WATER SERVICE.
2) SEE SPECIFICATIONS FOR WATER MAIN PHASING & CONNECTION/ABANDONMENT PROCEDURES.

1 - CONNECT TO EXISTING
2 - 8", 22.5-DEGREE BENDS
1 - 8" VALVE AND BOX
1 - 8" TEE
14 LF - 8" DIWM (VALVE TO VALVE)
1 - 8" PLUG

MATCH LINE STA. 299+50

300+00

301+00

PI STA = 300+00.00

PI STA = 300+50.00

EOP STA = 302+00.00

3' TYP.

STATE STREET/USH 12/STH 16

BM 41

1 - CONNECT TO EXISTING
1 - HYDRANT
1 - 6" VALVE AND BOX
1 - 8" VALVE AND BOX
24 LF - 6" DIWM
39 LF – 8" DIWM

PINE STREET

S. UNION STREET/
STH 58/STH 82/CTH G

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
1	300+13.9	CHISELED 'X' NORTH FLANGE BOLT ON HYDRANT	50.1' RT.	875.14

878
876
874
872
870
868
866
864
862

EXISTING ℄ PROFILE
FINISHED ℄ PROFILE
RIM = 874.81
25
7' MIN. (TYP.)
PROPOSED STORM SEWER (SEE STORM SEWER PLANS)
APPROX. EXISTING TOP OF WATER MAIN
CONTRACTOR SHALL VERIFY WITH FIELD ENGINEER 8" MAIN ELEVATION PRIOR TO SUBMITTING SHOP DRAWINGS
TOP OF PROPOSED WATER MAIN
PROPOSED SANITARY SEWER (TYP.)
APPROX. EXISTING 12-INCH SANITARY SEWER
I.E. = 864.36 (15" NW)
I.E. = 864.26 (12" SE)
I.E. = 866.25 (8" NE)

874.49 874.7 | 874.69 874.8 | 874.88 874.9 | 875.1

299+50 300+00 300+50 301+00 301+50 302+00 302+50 303+00

PROJECT NO: 5880-02-73	HWY: USH 12	COUNTY: JUNEAU	SANITARY SEWER AND WATER MAIN	SHEET 50	E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5	287+38.7	CHISELED 'X' ON STEP	53.6' LT.	885.34

BOP STA = 532+50.00

PI STA = 533+50.00

EOP STA = 537+32.70

BEGIN CONSTRUCTION
STA. 532+76.00
Y = 156,564.99
X = 462,652.27

ADJUST AND EXTERNAL WATERPROOF EXISTING SANITARY MANHOLE (TYP. OF 2)

ADJUST EXISTING WATER MAIN VALVE (TYP. OF 2)

EXISTING ℄ PROFILE

881.8	882.0	882.2	882.3	882.6	883.0	883.5	883.9	884.3	884.8
532+50	533+00	533+50	534+00	534+50	535+00	535+50	536+00	536+50	537+00	537+50	538+00	538+50

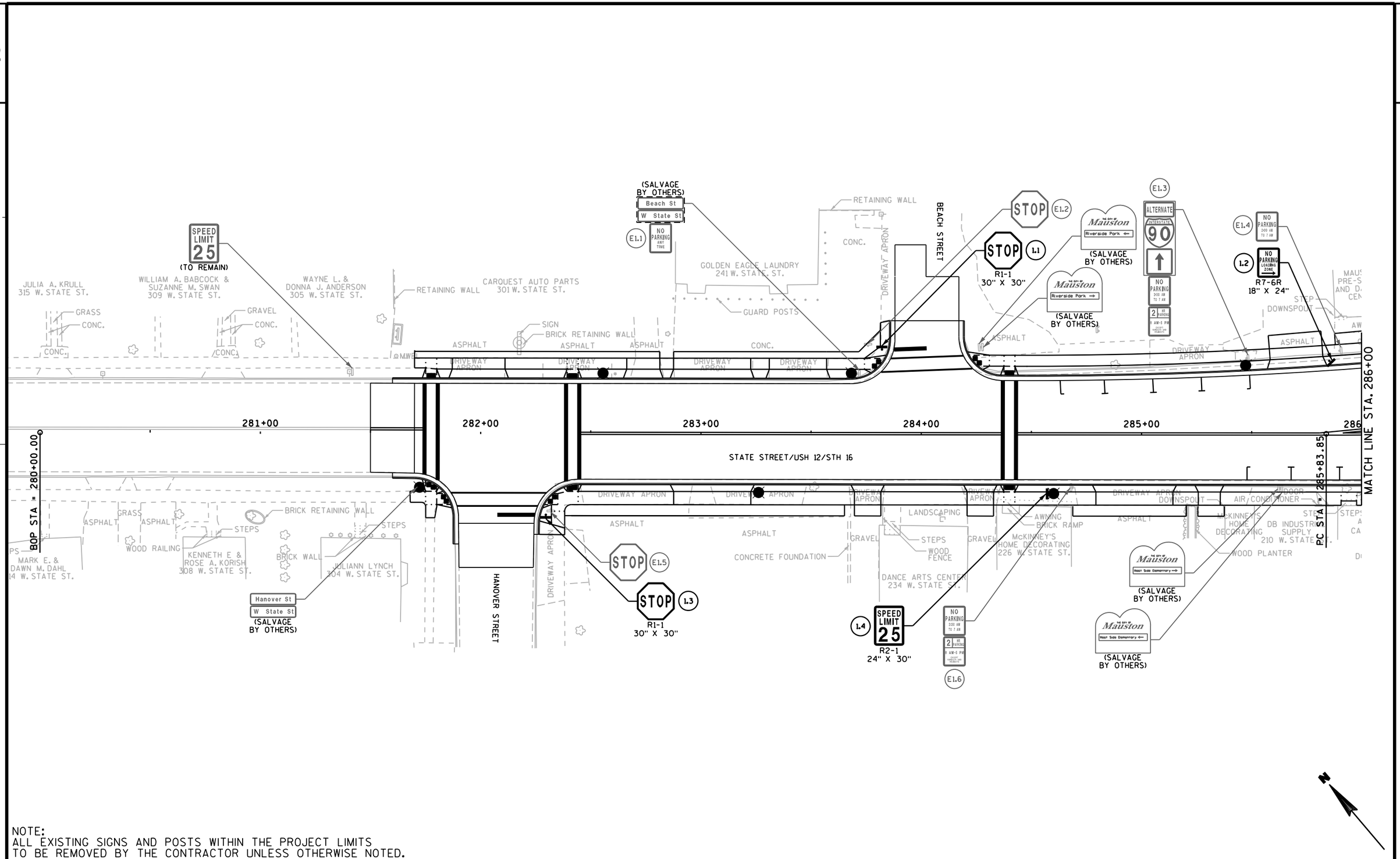
PROJECT NO: 5880-02-73	HWY: USH 12	COUNTY: JUNEAU	SANITARY SEWER AND WATER MAIN	SHEET 51	E

FILE NAME : P:\90s\93\00093025\CADD\Planshts\City Utilities\U_05.dgn PLOT DATE : 7/25/2014 PLOT BY : rgardner PLOT NAME : PLOT SCALE : 1:39.9999

WISDOT/CADDS SHEET 41a

U_05.dgn 7/25/2014 10:32:18 AM rgardner

2



NOTE:
ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS
TO BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

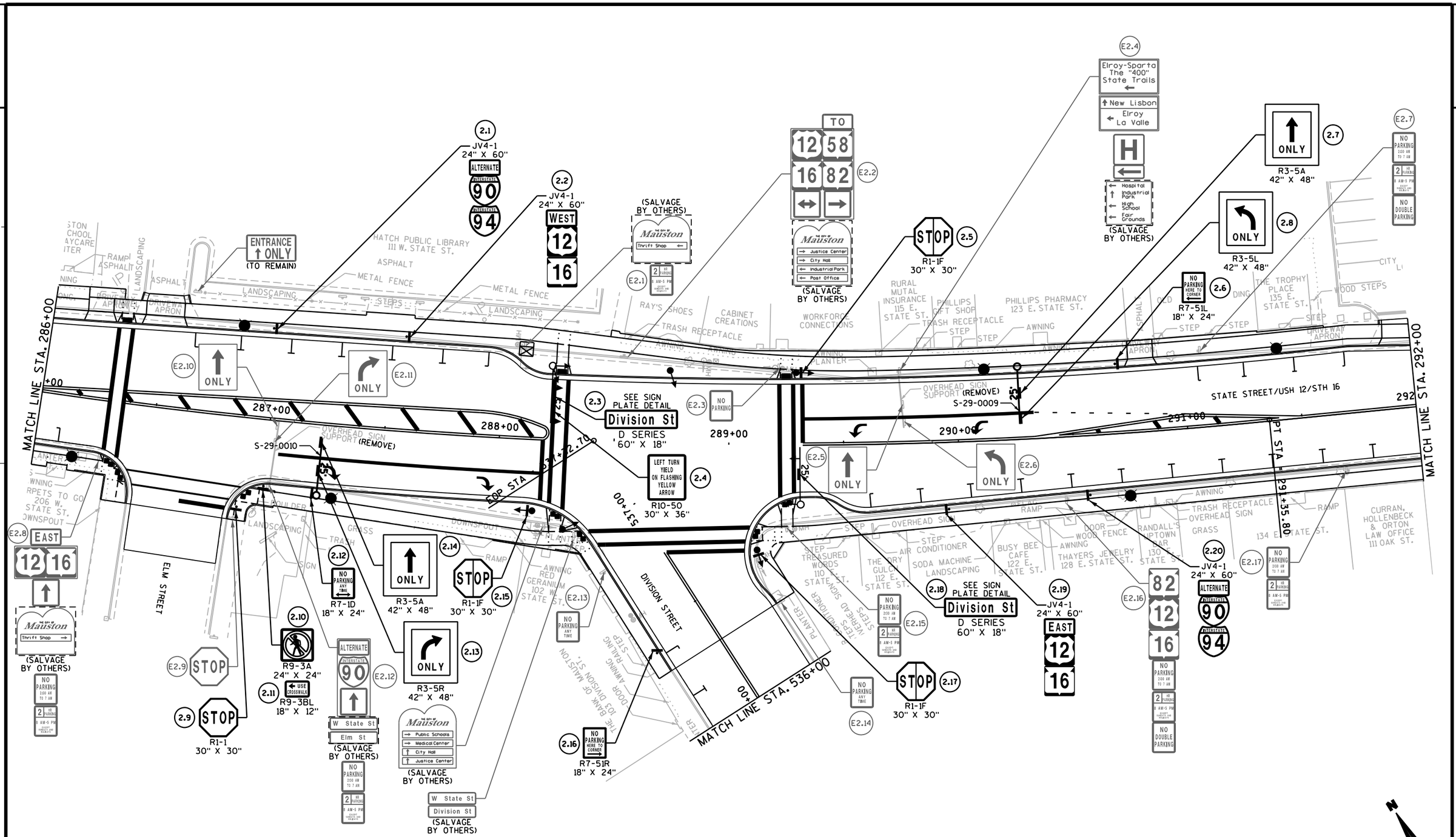
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WISDOT/CADDS SHEET 42

Signing_01.dgn 12/9/2014 10:28:30 AM jdolens

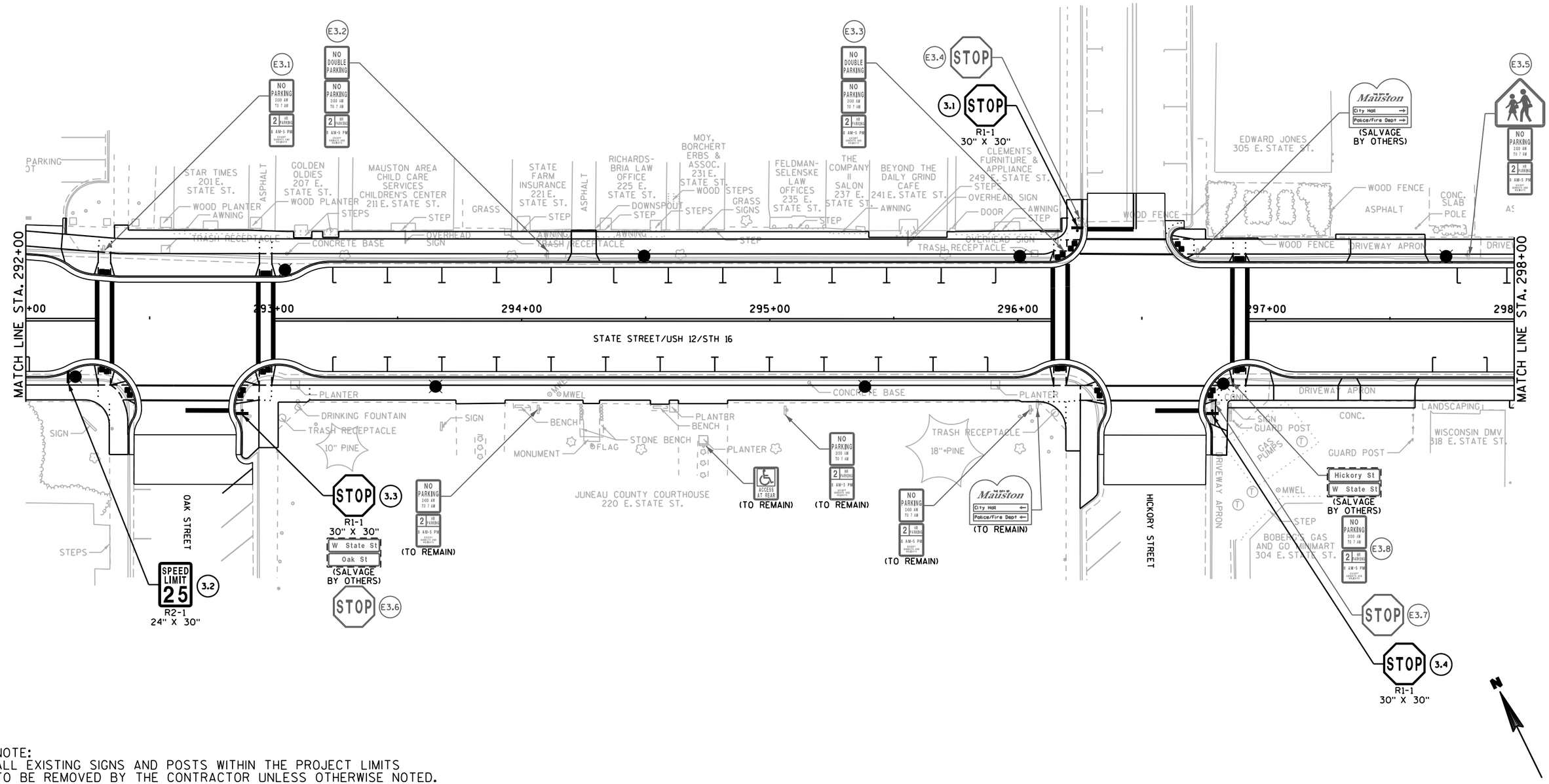
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NOTE:
ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS TO BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PERMANENT SIGNING	SHEET 53	E

2



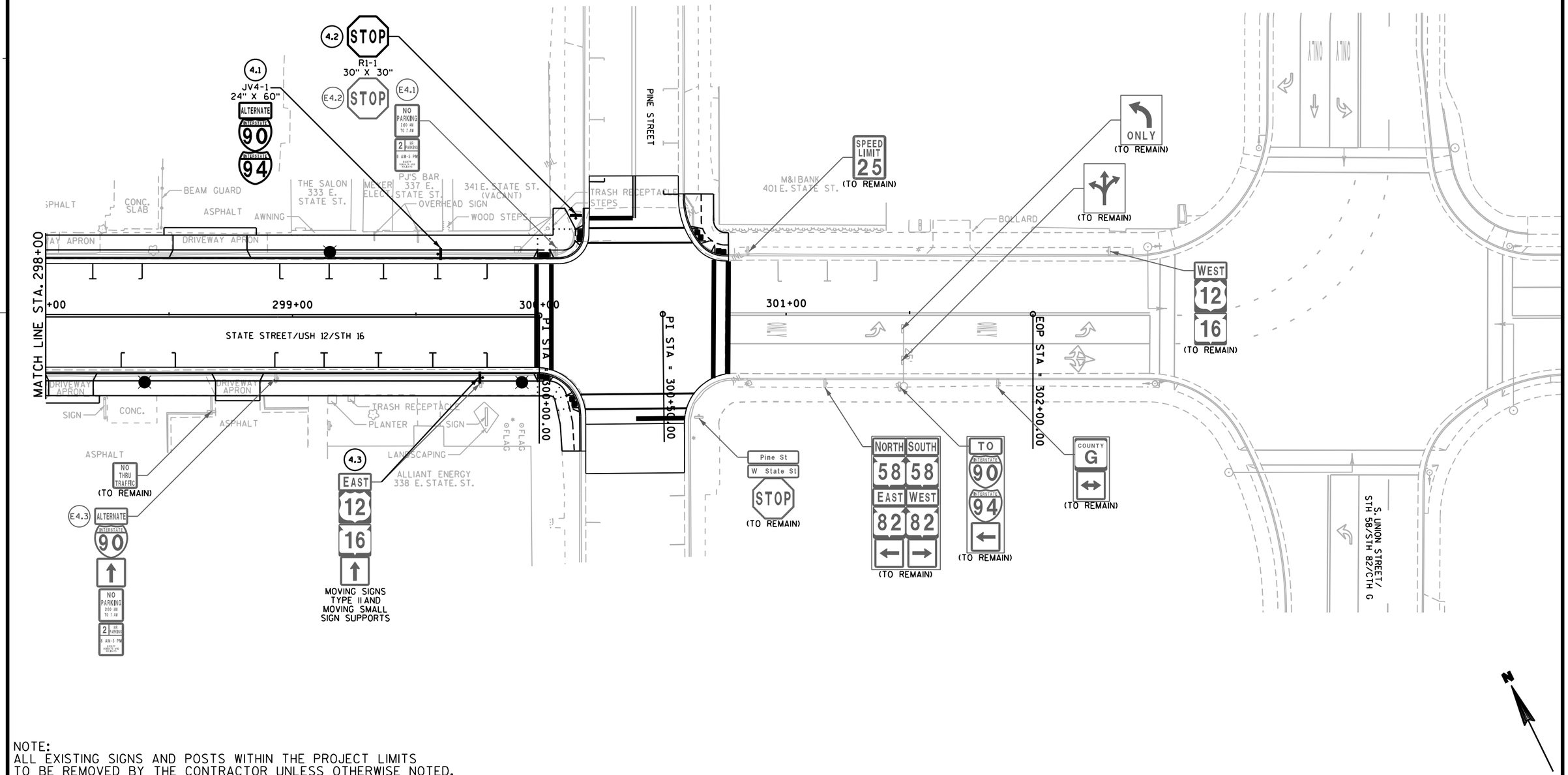
NOTE:
ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS
TO BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PERMANENT SIGNING	SHEET	E

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

Signing_03.dgn 12/9/2014 10:28:33 AM jdolens

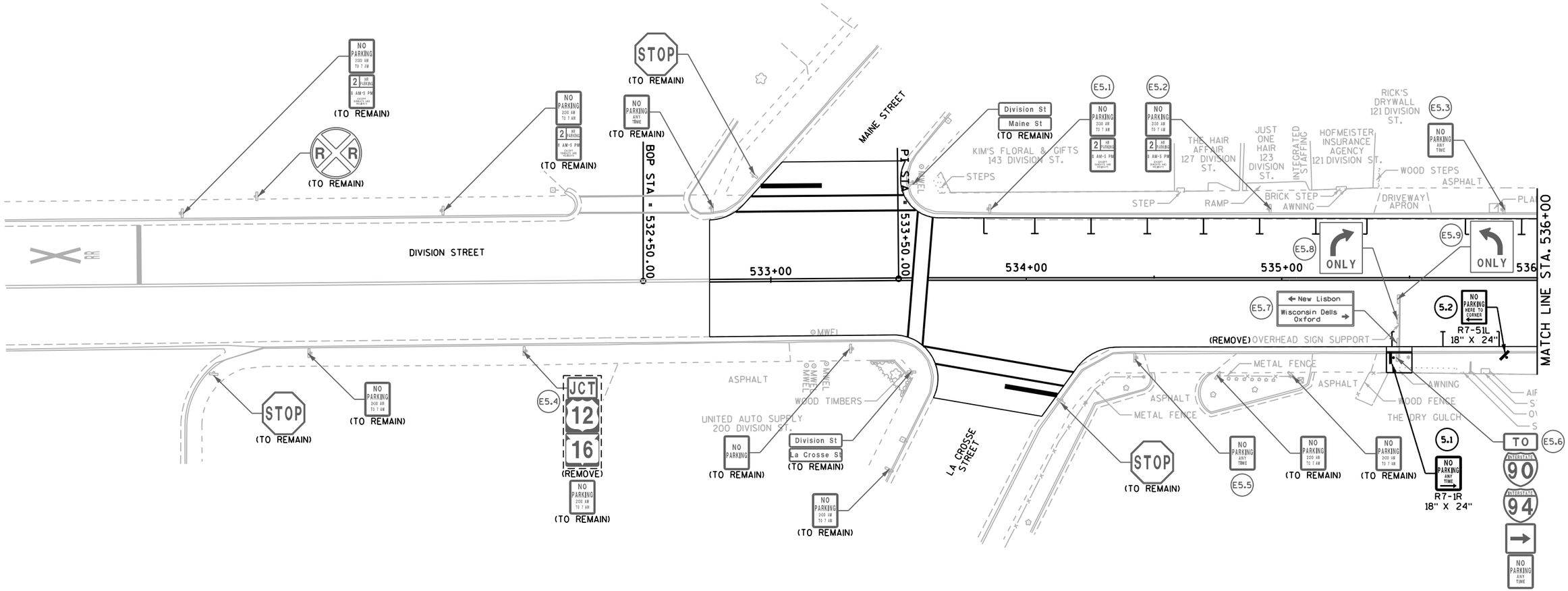
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NOTE:
ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS
TO BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PERMANENT SIGNING	SHEET 55	E

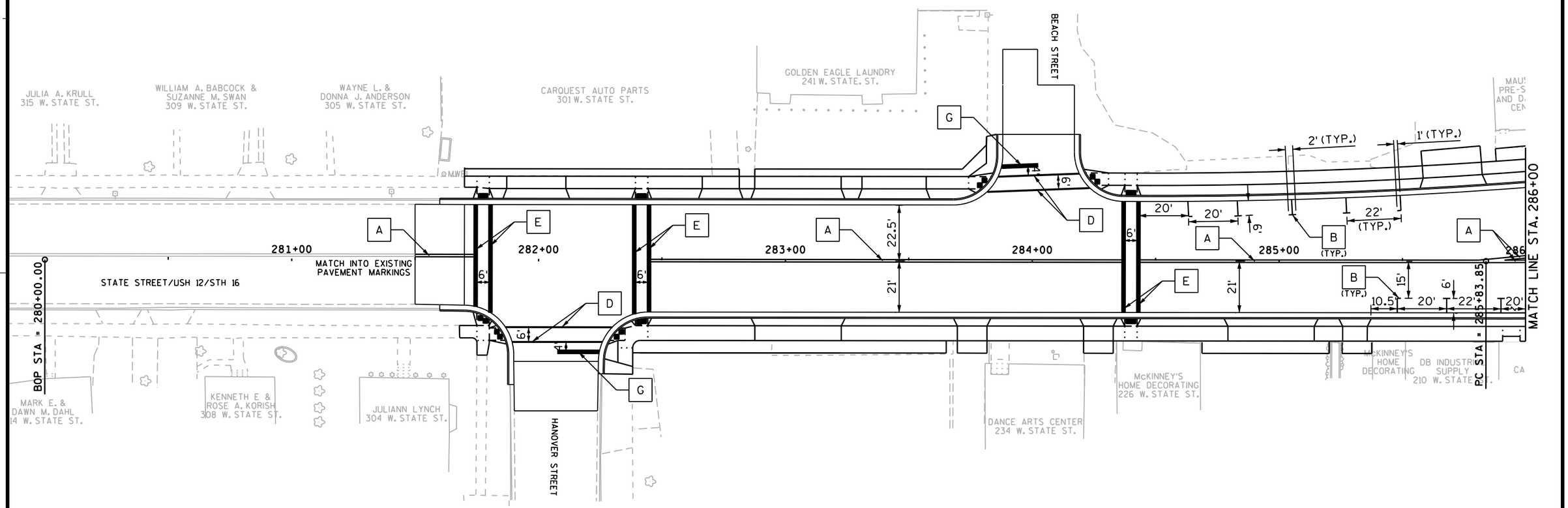
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NOTE:
ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS TO BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PERMANENT SIGNING	SHEET 56	E

2



A	PAVEMENT MARKING EPOXY 4-INCH, SOLID DOUBLE YELLOW
B	PAVEMENT MARKING PARKING STALL EPOXY (6-INCH, WHITE)
C	PAVEMENT MARKING EPOXY 8-INCH, WHITE
D	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
E	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
F	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
G	PAVEMENT MARKING STOP LINE EPOXY 12-INCH
H	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
I	PAVEMENT MARKING EPOXY 4-INCH, WHITE
J	PAVEMENT MARKING ARROWS EPOXY TYPE 2
K	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP

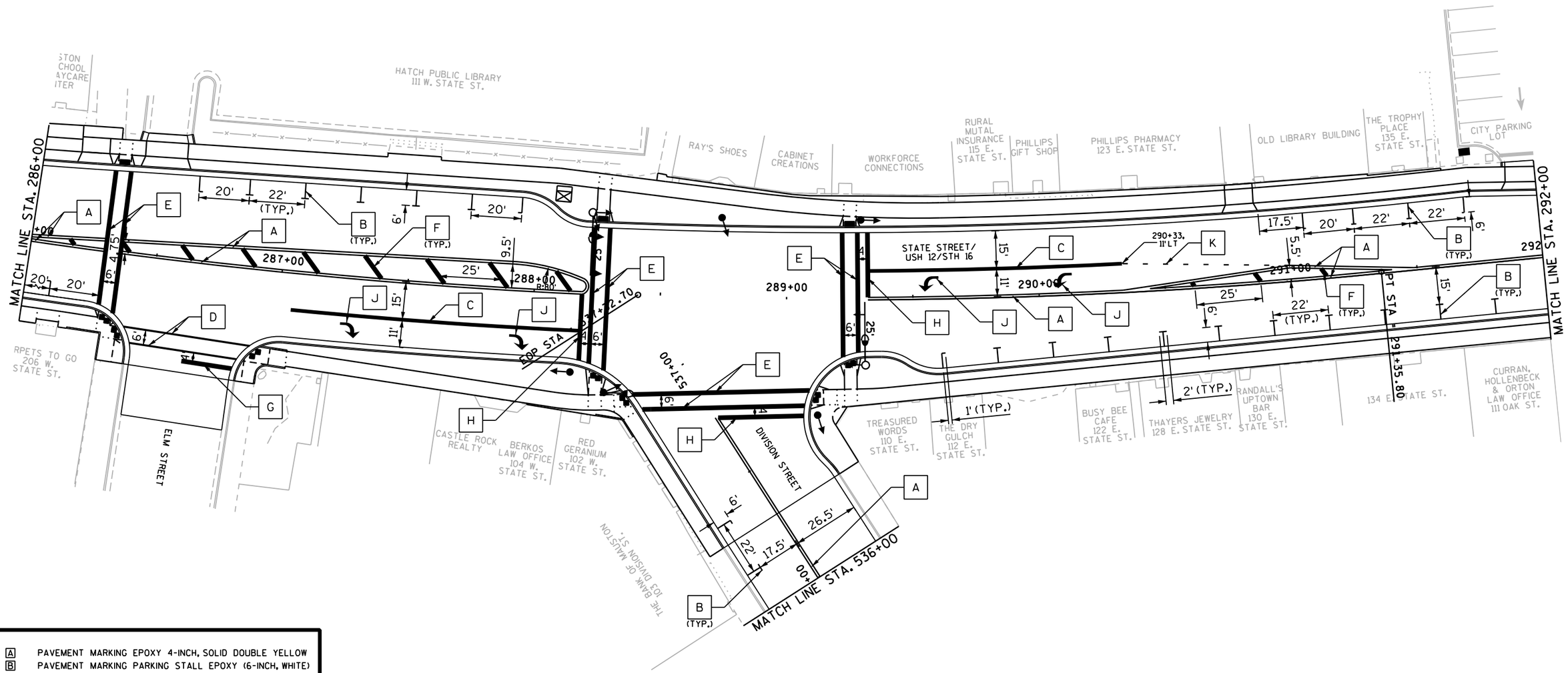
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVEMENT MARKINGS	SHEET	E

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

WISDOT/CADDS SHEET 42

Pavement Markings_01.dgn 12/9/2014 10:28:35 AM jdolens

2



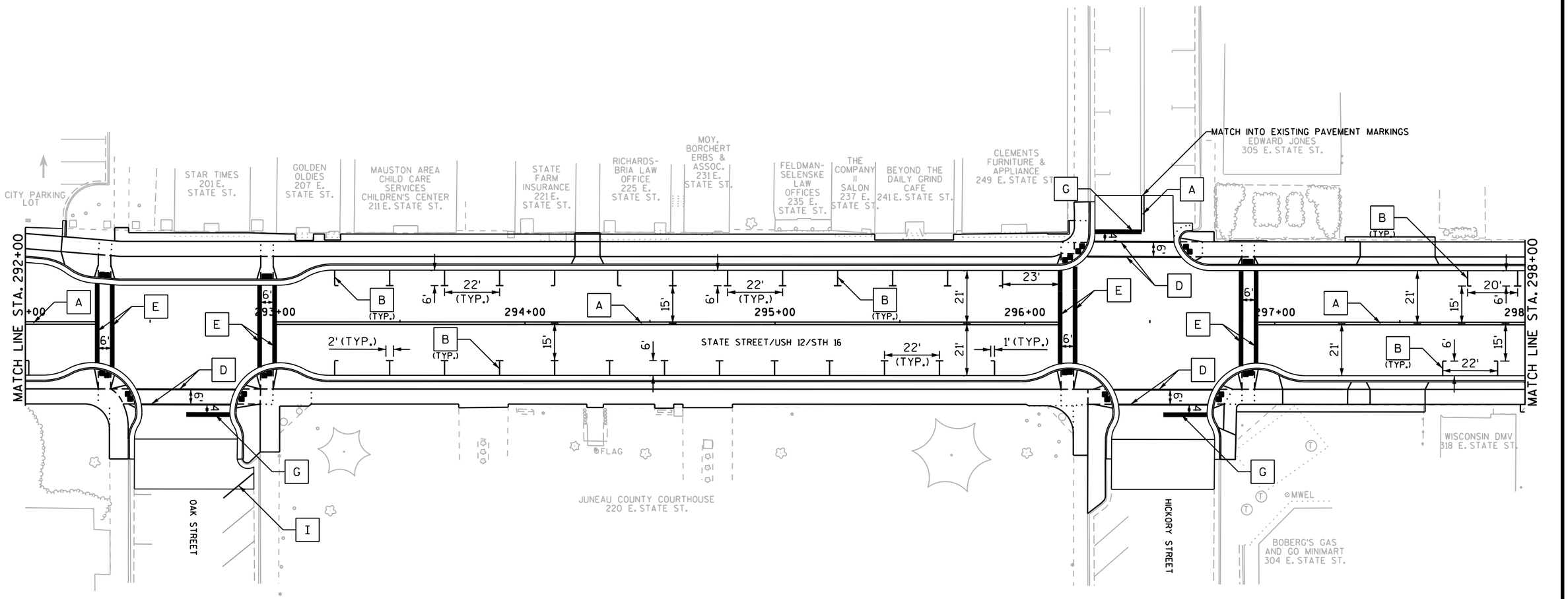
A	PAVEMENT MARKING EPOXY 4-INCH, SOLID DOUBLE YELLOW
B	PAVEMENT MARKING PARKING STALL EPOXY (6-INCH, WHITE)
C	PAVEMENT MARKING EPOXY 8-INCH, WHITE
D	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
E	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
F	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
G	PAVEMENT MARKING STOP LINE EPOXY 12-INCH
H	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
I	PAVEMENT MARKING EPOXY 4-INCH, WHITE
J	PAVEMENT MARKING ARROWS EPOXY TYPE 2
K	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVEMENT MARKINGS	SHEET	E

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

Pavement Markings_02.dgn 12/9/2014 10:28:35 AM jdolens

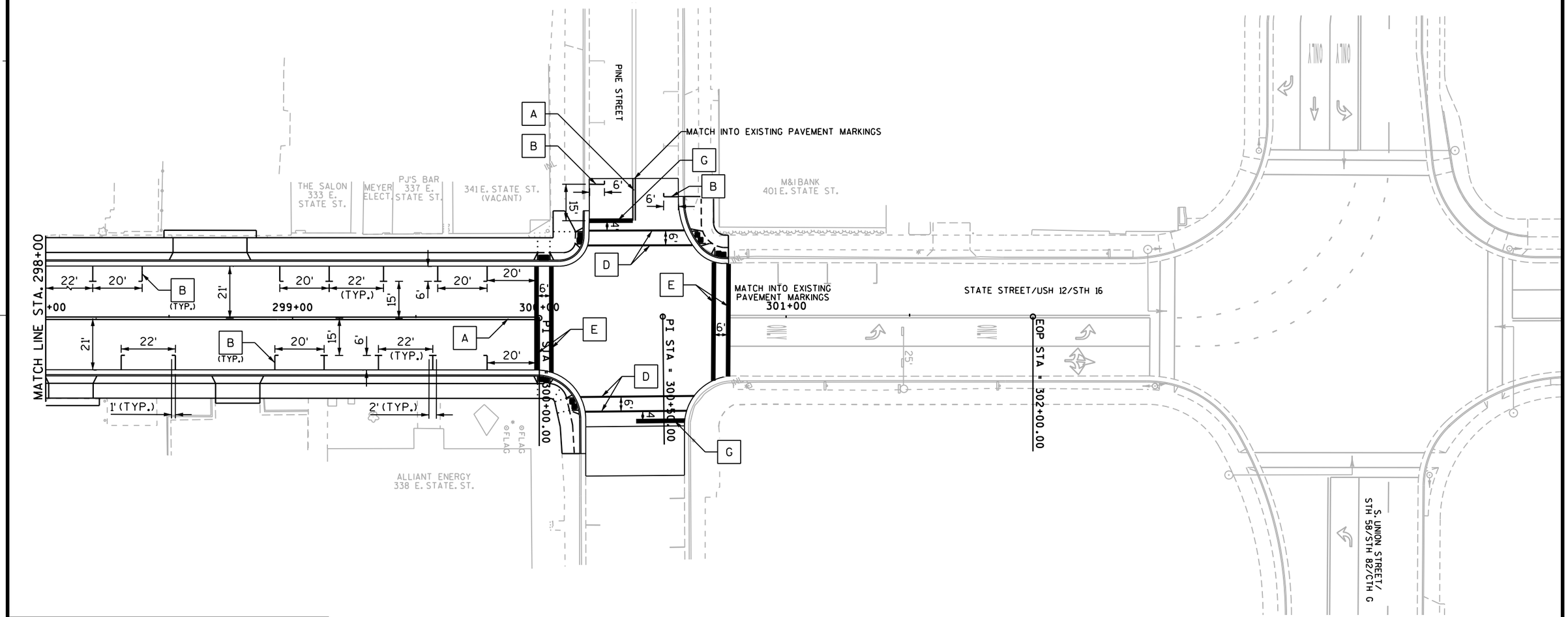
2



A	PAVEMENT MARKING EPOXY 4-INCH, SOLID DOUBLE YELLOW
B	PAVEMENT MARKING PARKING STALL EPOXY (6-INCH, WHITE)
C	PAVEMENT MARKING EPOXY 8-INCH, WHITE
D	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
E	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
F	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
G	PAVEMENT MARKING STOP LINE EPOXY 12-INCH
H	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
I	PAVEMENT MARKING EPOXY 4-INCH, WHITE
J	PAVEMENT MARKING ARROWS EPOXY TYPE 2
K	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVEMENT MARKINGS	SHEET 59	E

2



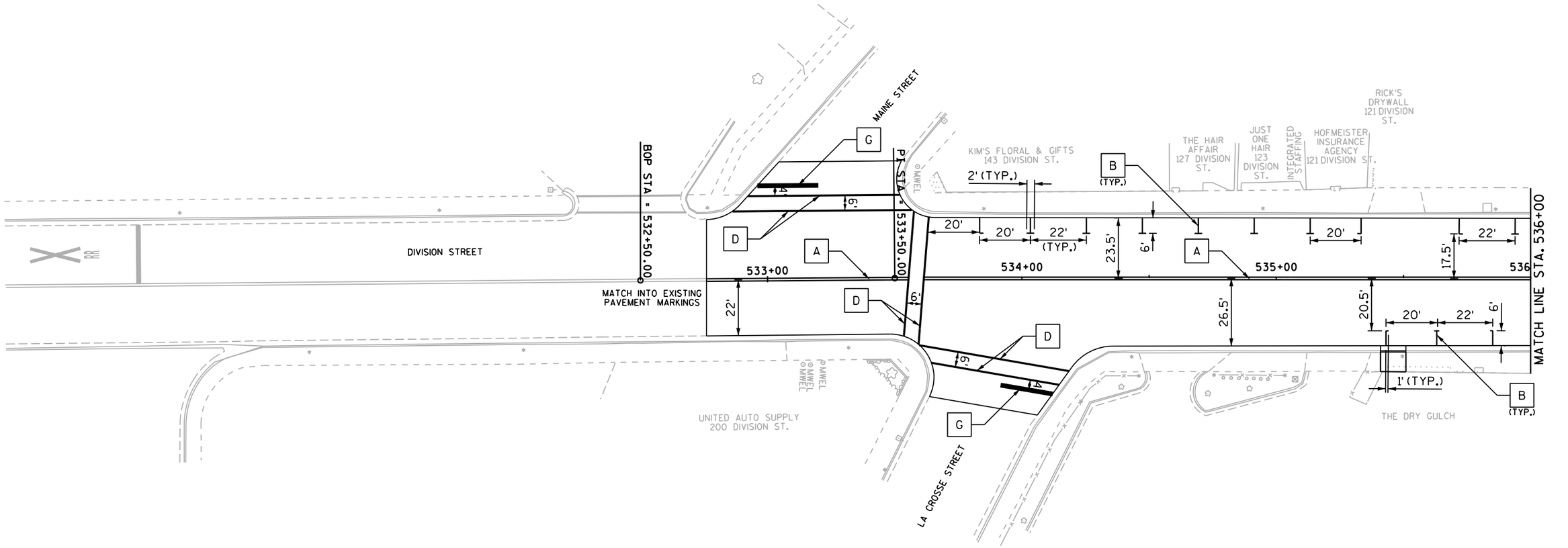
A	PAVEMENT MARKING EPOXY 4-INCH, SOLID DOUBLE YELLOW
B	PAVEMENT MARKING PARKING STALL EPOXY (6-INCH, WHITE)
C	PAVEMENT MARKING EPOXY 8-INCH, WHITE
D	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
E	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
F	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
G	PAVEMENT MARKING STOP LINE EPOXY 12-INCH
H	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
I	PAVEMENT MARKING EPOXY 4-INCH, WHITE
J	PAVEMENT MARKING ARROWS EPOXY TYPE 2
K	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVEMENT MARKINGS	SHEET 60	E

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

Pavement Markings_04.dgn 12/9/2014 10:28:36 AM jdolens

2



A	PAVEMENT MARKING EPOXY 4-INCH, SOLID DOUBLE YELLOW
B	PAVEMENT MARKING PARKING STALL EPOXY (6-INCH, WHITE)
C	PAVEMENT MARKING EPOXY 8-INCH, WHITE
D	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
E	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
F	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
G	PAVEMENT MARKING STOP LINE EPOXY 12-INCH
H	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
I	PAVEMENT MARKING EPOXY 4-INCH, WHITE
J	PAVEMENT MARKING ARROWS EPOXY TYPE 2
K	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PAVEMENT MARKINGS	SHEET E

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

Pavement Markings_05.dgn 12/9/2014 10:28:37 AM jdolens

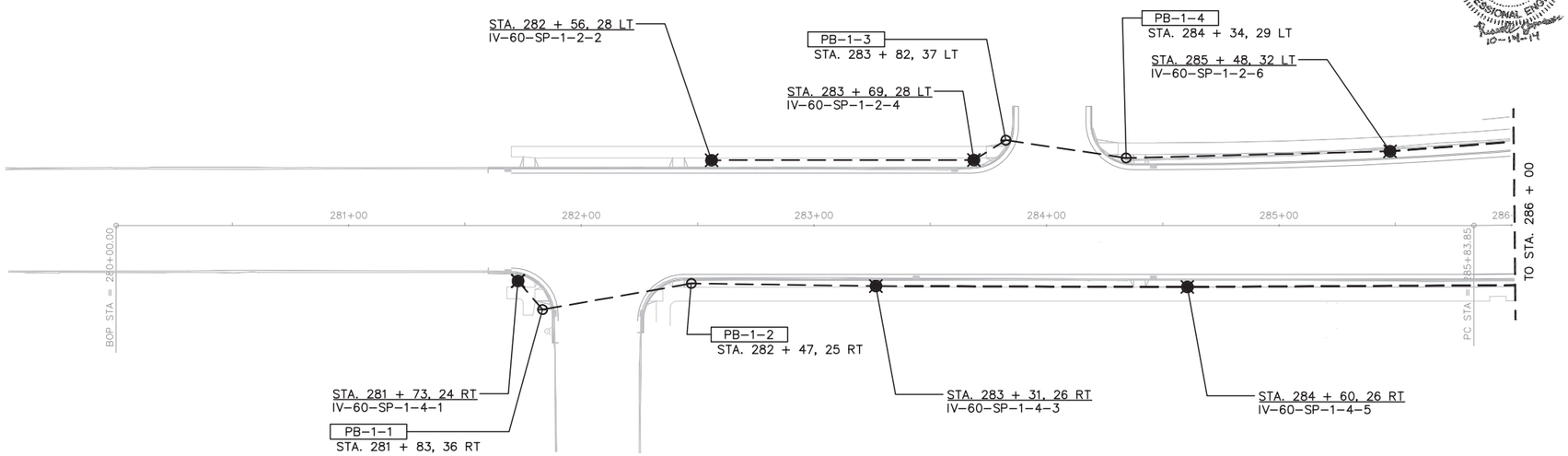
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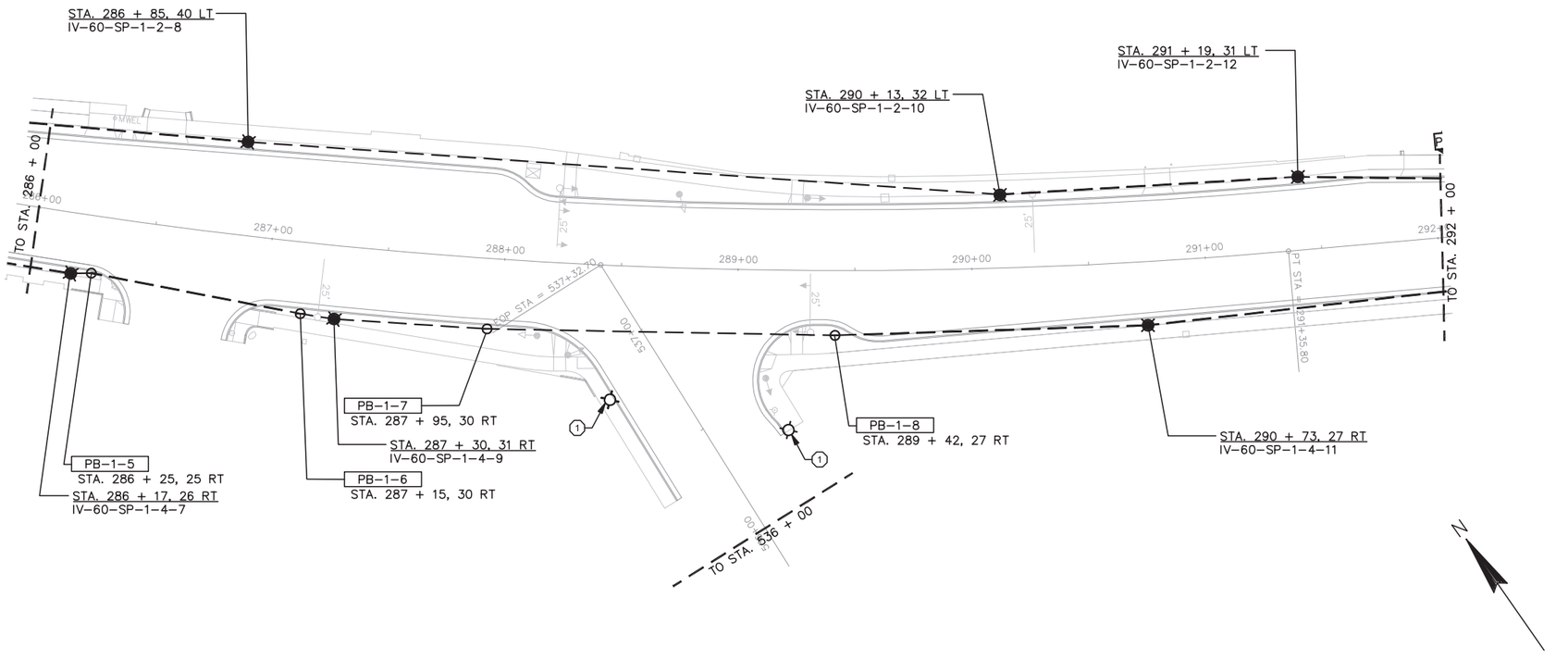
PP	LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL (CONCRETE CONTROL CABINET BASE TYPE L(30) 120/240V).
	DECORATIVE POLE AND LUMINAIRE ASSEMBLY. PROVIDE CONCRETE BASE TYPE 5.
	EXISTING POLE TO BE RELAMPED WITH LED LAMP
	PULL BOX. 24"X42".
— —	ONE 2" CONDUIT RUN. SEE PLAN FOR LOCATION.
PB–X–X	PB = PULL BOX DESIGNATION.
	INDICATES EQUIPMENT NUMBER
	INDICATES POWER PEDESTAL SERVICE NUMBER

LIGHTING FIXTURE DESIGNATION

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

IV–60–SP–X–X–X





GENERAL NOTES:

1. ALL FEEDER CONDUIT TO BE 2" SCH 80 PVC UNDER ROADS, 2" SCHEDULE 40 PVC FOR OTHER AREAS. ALL EXPOSED CONDUIT TO BE GALVANIZED RIGID STEEL.
2. COORDINATE AND FINALIZE LOCATIONS OF POWER PEDESTALS, POLE FIXTURES, AND PULL BOXES WITH ENGINEER ON SITE. VERIFY AND STAKE ALL LOCATIONS PRIOR TO INSTALLATION.
3. INSTALL POLE AND LUMINAIRE PER DOT AND SPECIAL PROVISION DETAILS.
4. INSTALL UNDERGROUND CONDUIT PER DIRECT BURIED UNDERGROUND CONDUIT DETAIL.
5. INSTALL FUSING IN POLE PER DOT DETAILS
6. GROUND ALL PULL BOXES FROM THE NEAREST LIGHT POLE USING #10 AWG XLP WIRE. THIS WIRE SHALL RUN FROM THE GROUNDING SYSTEM OF THE LIGHT POLE TO THE PULL BOX. SEE DRAWING AND PLAN NOTES.
7. MAINTAIN A CONSISTENT OFFSET FROM THE FACE OF CURB FOR LIGHT POLE LOCATIONS. INSTALL POLES 2.833' TO CENTER FROM FACE OF CURB TO MINIMIZE IMPACTS TO THE SIDEWALK.

PLAN NOTES: (X)

1. REMOVE EXISTING HPS BALLAST IN THIS FIXTURE AND REWIRE SOCKET TO 240V SOURCE. PROVIDE RETROFIT LED TYPE III LAMP.

WISCONSIN
RUSSELL J. JENSEN
E-31722
KIEL
WISCONSIN
PROFESSIONAL ENGINEER
10-14-14

PROJECT NO: 5880–02–72	HWY: USH 12	COUNTY: JUNEAU	STREET LIGHTING	SHEET	E

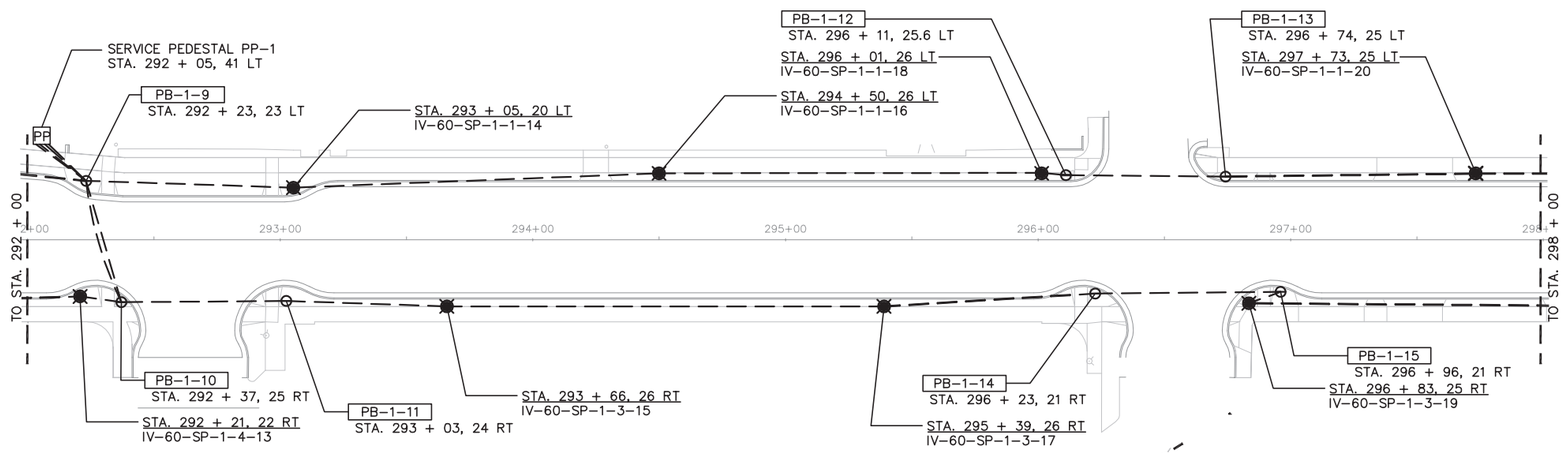
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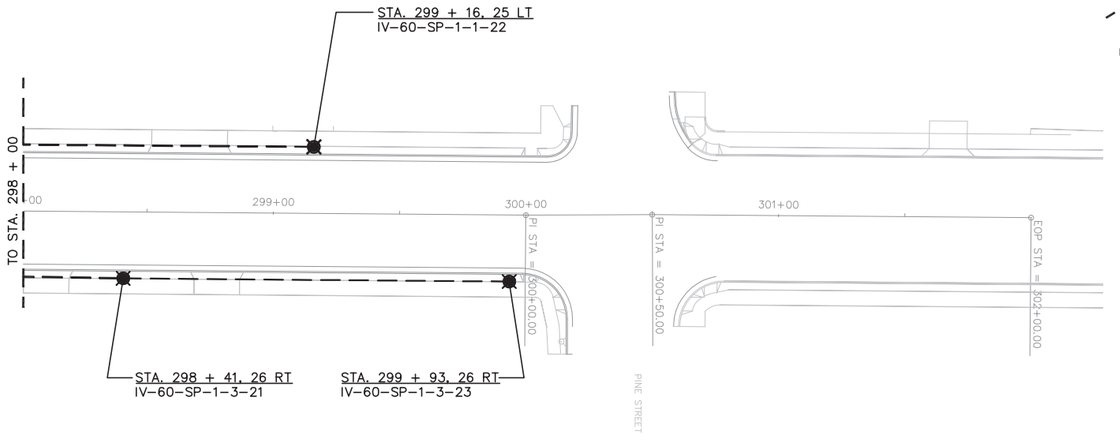
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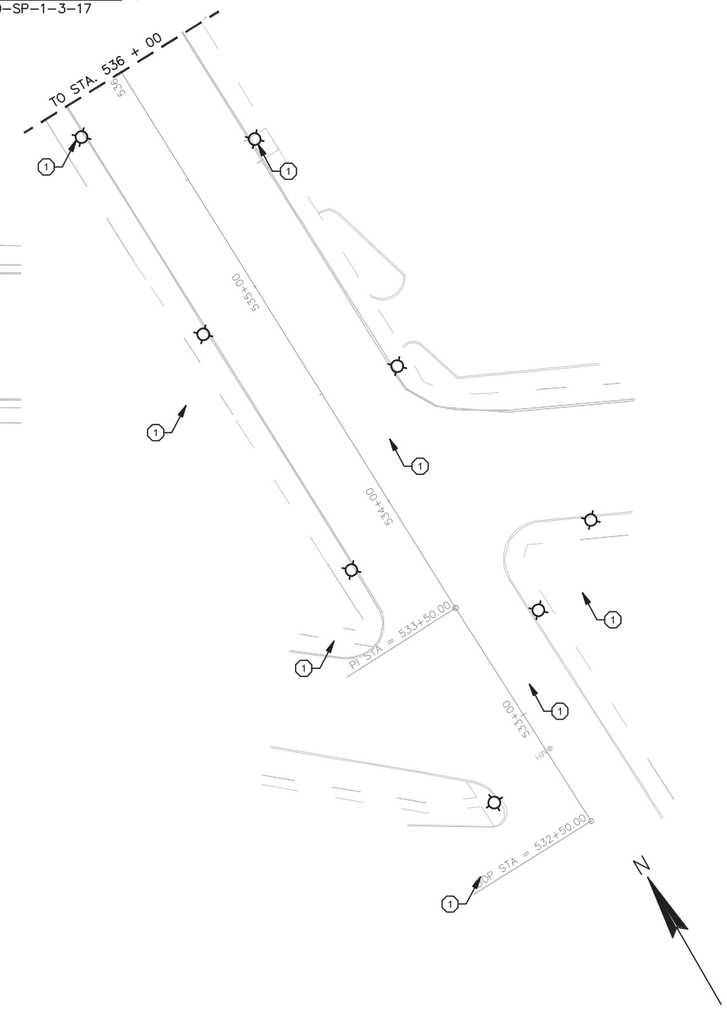
- PP — LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL (CONCRETE CONTROL CABINET BASE TYPE L(30) 120/240V).
- DECORATIVE POLE AND LUMINAIRE ASSEMBLY. PROVIDE CONCRETE BASE TYPE 5.
- EXISTING POLE TO BE RELAMPED WITH LED LAMP
- PULL BOX. 24"X42".
- ONE 2" CONDUIT RUN. SEE PLAN FOR LOCATION.
- PB–X–X — PB = PULL BOX DESIGNATION.
  - INDICATES EQUIPMENT NUMBER
  - INDICATES POWER PEDESTAL SERVICE NUMBER
- LIGHTING FIXTURE DESIGNATION

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

IV–60–SP–X–X–X







GENERAL NOTES:

1. ALL FEEDER CONDUIT TO BE 2" SCH 80 PVC. ALL EXPOSED CONDUIT TO BE GALVANIZED RIGID STEEL.
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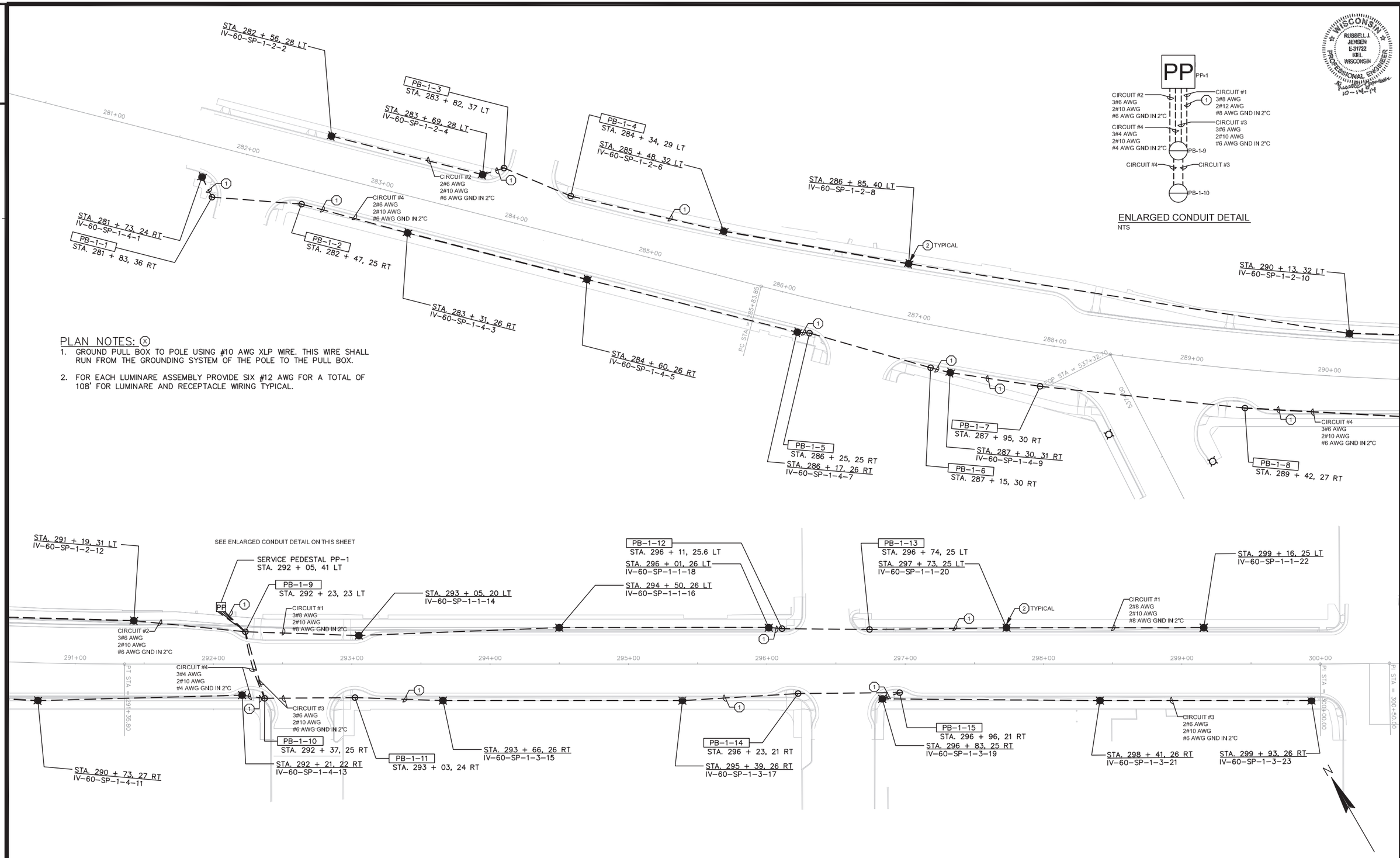
PLAN NOTES: (X)

1. REMOVE EXISTING HPS BALLAST IN THIS FIXTURE AND REWIRE SOCKET TO 240V SOURCE. PROVIDE RETROFIT LED TYPE III LAMP.

WISCONSIN
RUSSELL J. JENSEN
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WISCONSIN
PROFESSIONAL ENGINEER
10-14-14

PROJECT NO: 5880–02–72	HWY: USH 12	COUNTY: JUNEAU	STREET LIGHTING	SHEET	E

FILE NAME : P:\2013 Projects\Mauston USH 12 Street Lighting 2013096\Muermann Drawings\Electrical\ PLOT DATE : 12/08/14 PLOT BY : EJM PLOT NAME : PLOT SCALE : 1"=30'–0"



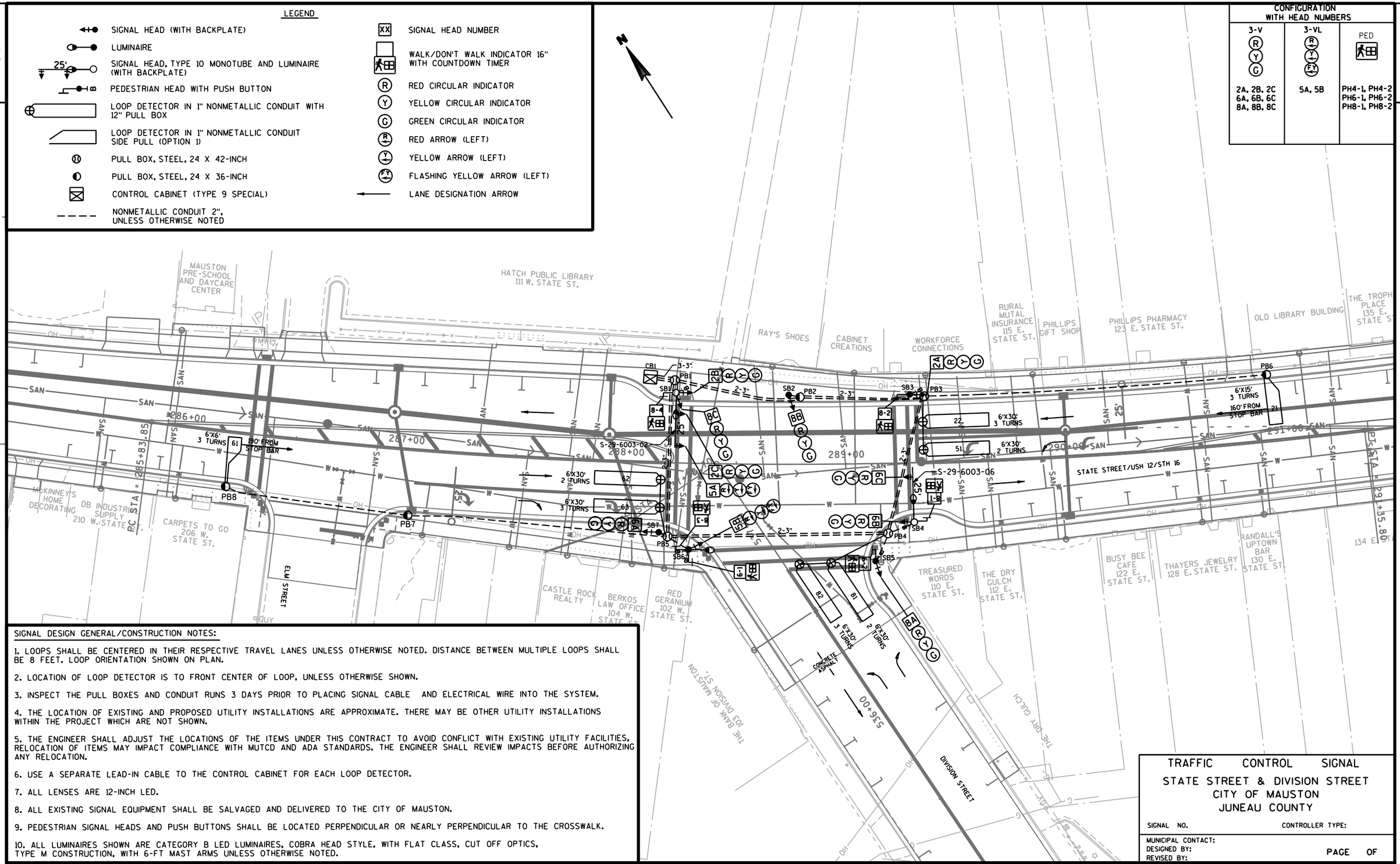
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	STREET LIGHTING	SHEET	E

FILE NAME : P:\2013 Projects\Mauston USH 12 Street Lighting 2013096\Muermann Drawings\Electrical\ PLOT DATE : 12/08/14 PLOT BY : EJM PLOT NAME : PLOT SCALE : NTS

LEGEND

- SIGNAL HEAD (WITH BACKPLATE)
- LUMINAIRE
- SIGNAL HEAD, TYPE 10 MONOTUBE AND LUMINAIRE (WITH BACKPLATE) — 25'
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT WITH 12" PULL BOX
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL (OPTION 1)
- PULL BOX, STEEL, 24 X 42-INCH
- PULL BOX, STEEL, 24 X 36-INCH
- CONTROL CABINET (TYPE 9 SPECIAL)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW (LEFT)
- YELLOW ARROW (LEFT)
- FLASHING YELLOW ARROW (LEFT)
- LANE DESIGNATION ARROW

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	3-VL (R Y FY)	PED
2A, 2B, 2C 6A, 6B, 6C 8A, 8B, 8C	5A, 5B	PH4-1, PH4-2 PH6-1, PH6-2 PH8-1, PH8-2



SIGNAL DESIGN GENERAL/CONSTRUCTION NOTES:

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

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

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

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

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

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

7. ALL LENSES ARE 12-INCH LED.

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

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

10. ALL LUMINAIRES SHOWN ARE CATEGORY B LED LUMINAIRES, COBRA HEAD STYLE, WITH FLAT CLASS, CUT OFF OPTICS, TYPE M CONSTRUCTION, WITH 6-FT MAST ARMS UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNAL

STATE STREET & DIVISION STREET
CITY OF MAUSTON
JUNEAU COUNTY

SIGNAL NO. CONTROLLER TYPE:

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY:
PAGE OF

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : P:\90s\93\00093025\CADD\Planshts\Traffic Signals\TS_01.dgn PLOT DATE : 12/10/2014 PLOT BY : bhuibregtse PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

TS_01.dgn 12/10/2014 8:25:32 AM bhuibregtse

2

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
		NOT USED				NOT USED		NOT USED		
01										
02	2A, 2B, 2C			G	Y R					R
03										
04										
05										-
06	6A, 6B, 6C			R	R R					R
07										
08	8A, 8B, 8C			R	R R					R
OL"C"	5A, 5B			R	R R					R
02P										
06P	6-1, 6-2			DW	DW DW					
08P	8-1, 8-2, 8-3, 8-4			DW	DW DW					-
										-

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
		NOT USED		OL"C"		NOT USED			
01									
02	2A, 2B, 2C			R	R R			R	R R
03									
04									
05									
06	6A, 6B, 6C			G	Y R			R	R R
07									
08	8A, 8B, 8C			R	R R			G	Y R
OL"C"	5A, 5B			FY	Y R			R	R R
02P									
06P	6-1, 6-2			*	DW DW			DW	DW DW
08P	8-1, 8-2, 8-3, 8-4			DW	DW DW			*	DW DW

BARRIER

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

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

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21	1			X		2				6X15	3
22	2	X			2	2				6X30	3
51	3	X			2	2				6X30	2
61	4			X		6				6X6	3
62	5	X			6	6				6X30	2
63	5	X			6	6		X		6X30	3
81	6	X			8	8		X		6X30	3
82	6	X			8	8				6X30	2

CONTROLLER LOGIC

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

RIGHT TURN OVERLAPS

O.L. "A" = NONE
O.L. "B" = NONE
O.L. "C" = NONE
O.L. "D" = NONE

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
"A"	NOT USED	NOT USED
"B"	NOT USED	NOT USED
"C"	NOT USED	6
"D"	NOT USED	NOT USED

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

CHART 1

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

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

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

N

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

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

TRAFFIC CONTROL SIGNAL

STATE STREET & DIVISION STREET
CITY OF MAUSTON
JUNEAU COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE

PAGE NO. OF

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	SEQUENCE OF OPERATIONS	SHEET	E

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

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PROJECT ID:	5880-02-72
INTERSECTION	USH 12 & DIVISION STREET

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

DATE: 7/14/2014

CB1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED	<YELLOW>	<FLASHING YELLOW>	DWALK	WALK		
SB1		19	2B	2	RED	ORG	GRN							
			2C	2	RED-BLK	ORG-BLK	GRN-BLK							
			5A	2				RED-WHT	BLU-WHT	GRN-WHT				
			8C	8	WHT-RED	ORG-RED	BLK-RED							
			8-4	8							BLU	BLK		
			B	8									WHT-BLK	
SB2		15	8B	8	RED	ORG	GRN							
SB3		15	2A	2	RED	ORG	GRN							
			8-2	8							BLU	BLK		
			B	8									WHT-BLK	
SB4		15	6B	6	RED	ORG	GRN							
			6C	6	RED-BLK	ORG-BLK	GRN-BLK							
			8-1	8							BLU	BLK		
			B	8									WHT-BLK	
SB5		15	8A	8	RED	ORG	GRN							
			6-2	6							BLU	BLK		
			B	6									WHT-BLK	
SB6		15	5B	2				RED-WHT	BLU-WHT	GRN-WHT				
			8-3	8							BLU	BLK		
			B	8									WHT-BLK	
			6-1	6							BLU-RED	BLU-BLK		
			B	6									BLK-WHT	
SB7		15	6A	6	RED	ORG	GRN							

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

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB2	PB2
SB3	PB3
SB4	PB4
SB7	PB5

LIGHTING UF 12 AWG UNDERGROUND	
FROM	TO
CB1	SB1
CB1	SB4
CB1	SB6

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

TRAFFIC CONTROL SIGNAL

STATE STREET & DIVISION STREET
CITY OF MAUSTON
JUNEAU COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE PAGE NO. OF

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CABLE ROUTING	SHEET 67	E

2

New Lisbon

LISBON

GERMANTOWN

Mauston

LEMONWEIR

LINDINA

Webster

Brewer

Cr.

Lemonweir

SEE DETOUR ROUTE DETAIL 'B'

SEE DETOUR ROUTE DETAIL 'A'

① DETOUR M4-8 36" X 18" WEST M3-4 36" X 18" 12 M1-4 36" X 36" 16 M1-6 36" X 36"

② DETOUR M4-8 36" X 18" EAST M3-2 36" X 18" 12 M1-4 36" X 36" 16 M1-6 36" X 36"

LEGEND

- DETOUR ROUTE
- PROJECT LOCATION
- POST MOUNTED DETOUR ROUTE SIGN
- TYPE III BARRICADE WITH/WITHOUT DETOUR ROUTE SIGN

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	DETOUR ROUTE OVERVIEW	SHEET 68	E

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

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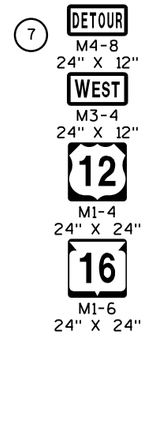

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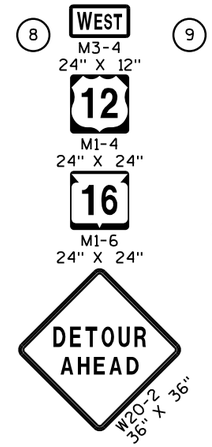

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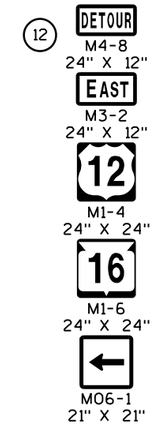

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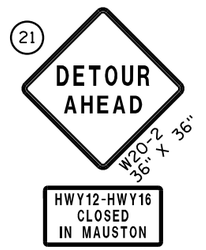

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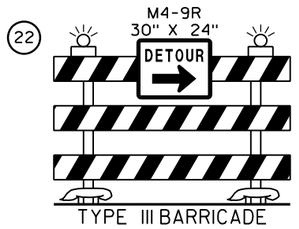

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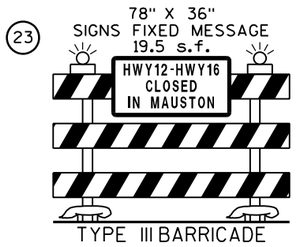

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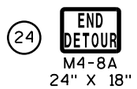

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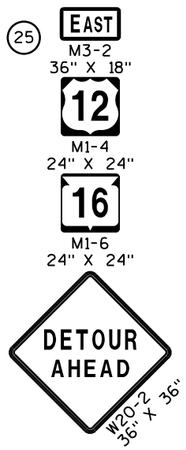

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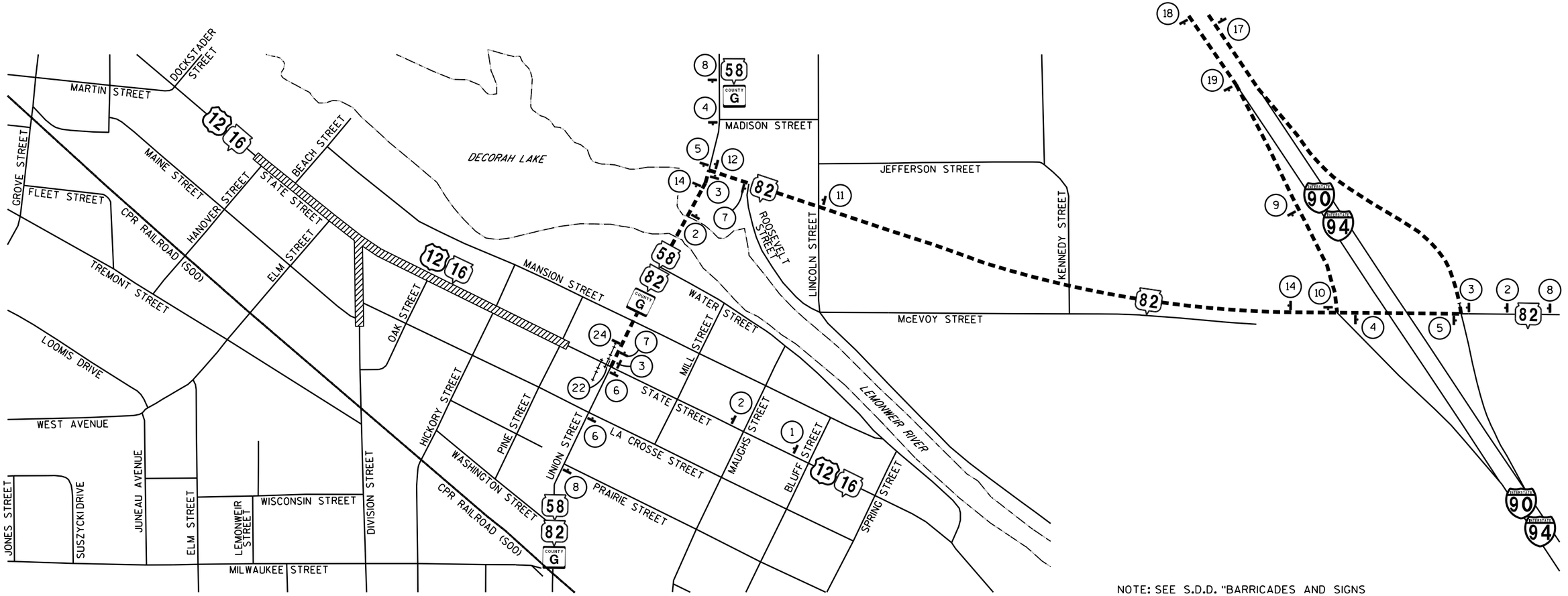
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24


25


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	DETOUR ROUTE SIGNING	SHEET 69	E

2



NOTE: SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES."

LEGEND

- DETOUR ROUTE
- PROJECT LOCATION
- POST MOUNTED DETOUR ROUTE SIGN
- TYPE III BARRICADE WITH/WITHOUT DETOUR ROUTE SIGN

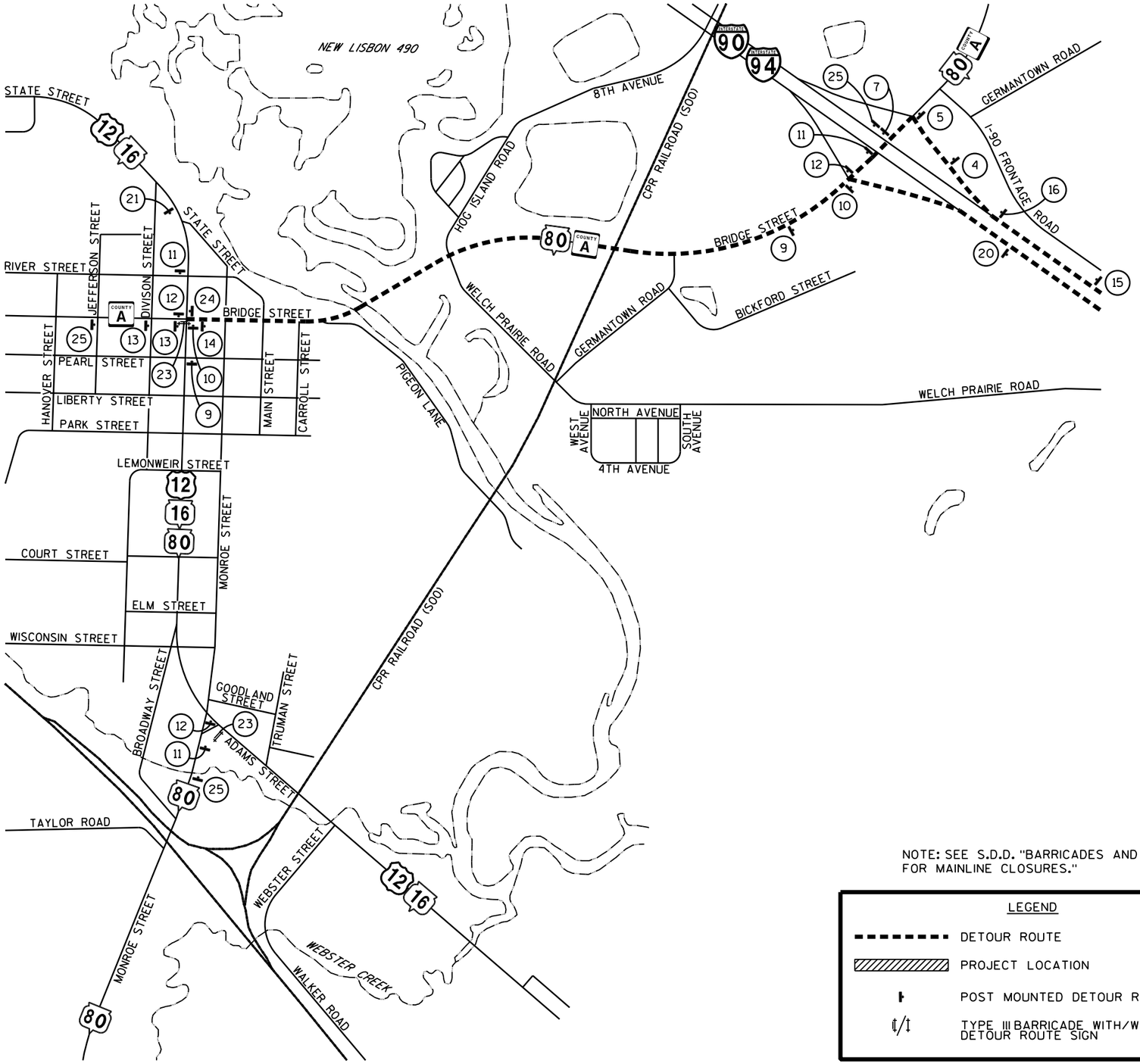
N

SCALE: NONE

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	DETOUR ROUTE DETAIL 'A'	SHEET	E

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

Detour_01.dgn 12/9/2014 10:28:41 AM jdolens



NOTE: SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES."

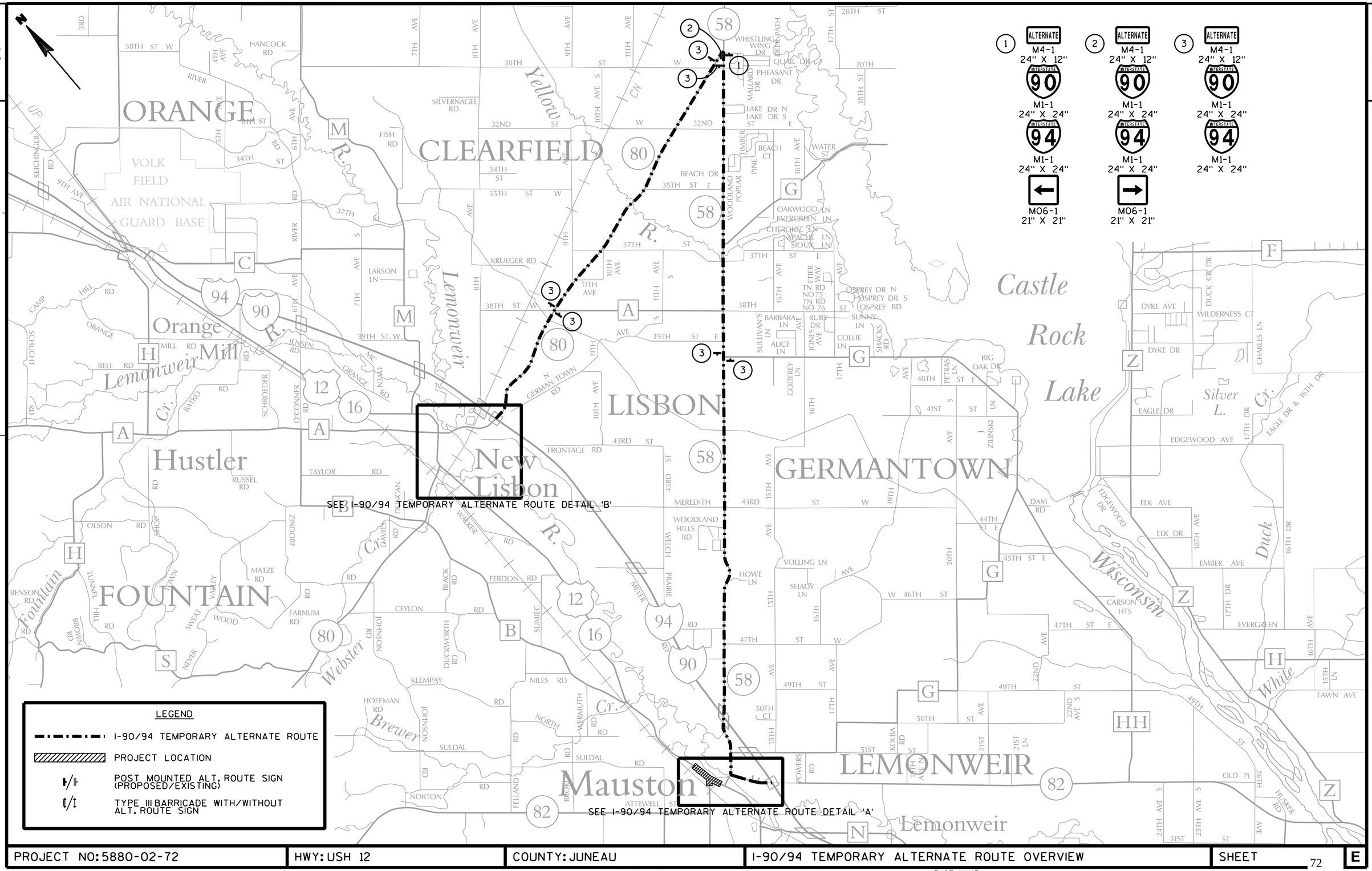
LEGEND

- DETOUR ROUTE
- PROJECT LOCATION
- POST MOUNTED DETOUR ROUTE SIGN
- TYPE III BARRICADE WITH/WITHOUT DETOUR ROUTE SIGN

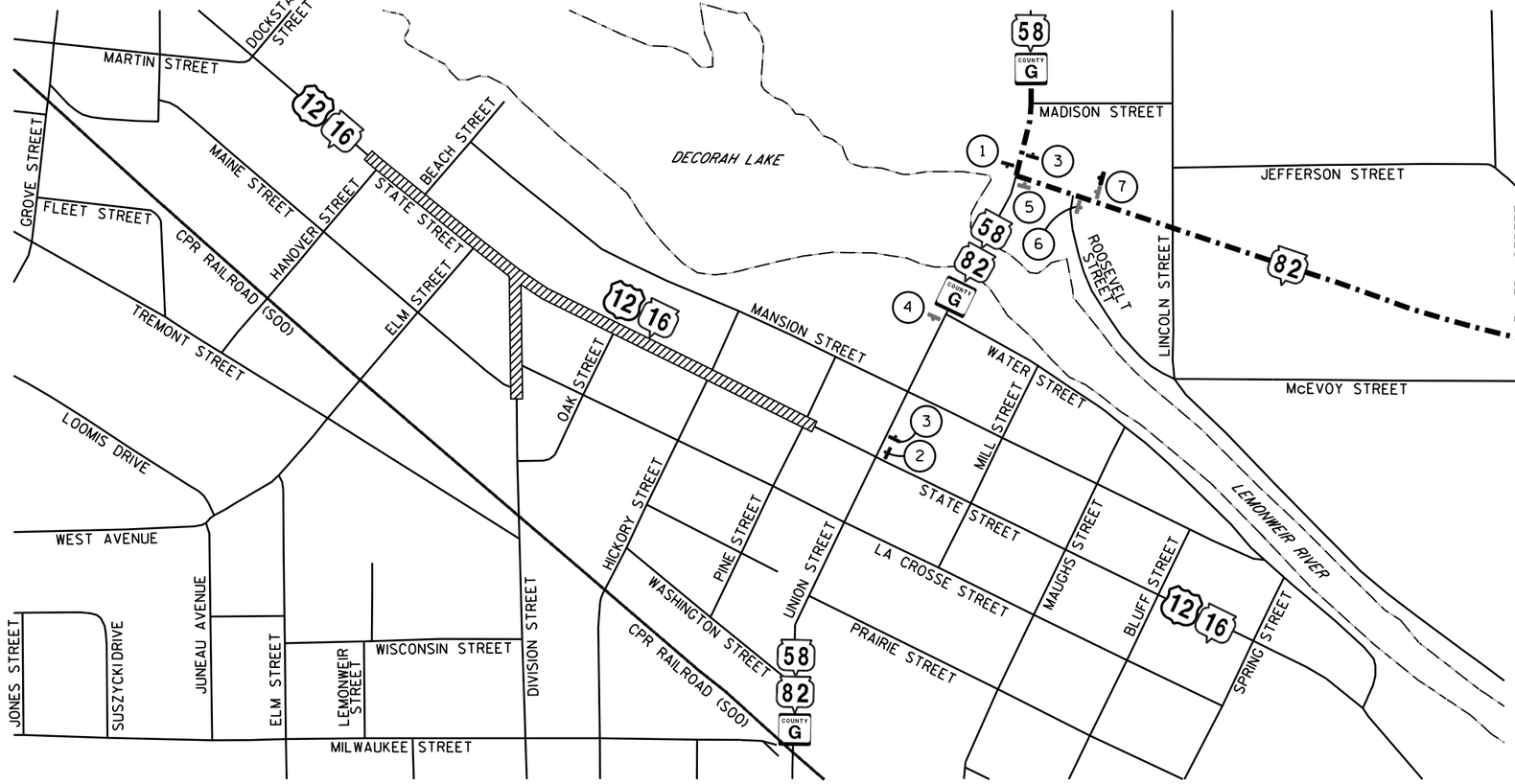
N

SCALE: NONE

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	DETOUR ROUTE DETAIL 'B'	SHEET 71	E



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	I-90/94 TEMPORARY ALTERNATE ROUTE OVERVIEW	SHEET 72	E



LEGEND

- I-90/94 TEMPORARY ALTERNATE ROUTE
- PROJECT LOCATION
- POST MOUNTED ALT. ROUTE SIGN (PROPOSED/EXISTING)
- TYPE III BARRICADE WITH/WITHOUT ALT. ROUTE SIGN

N

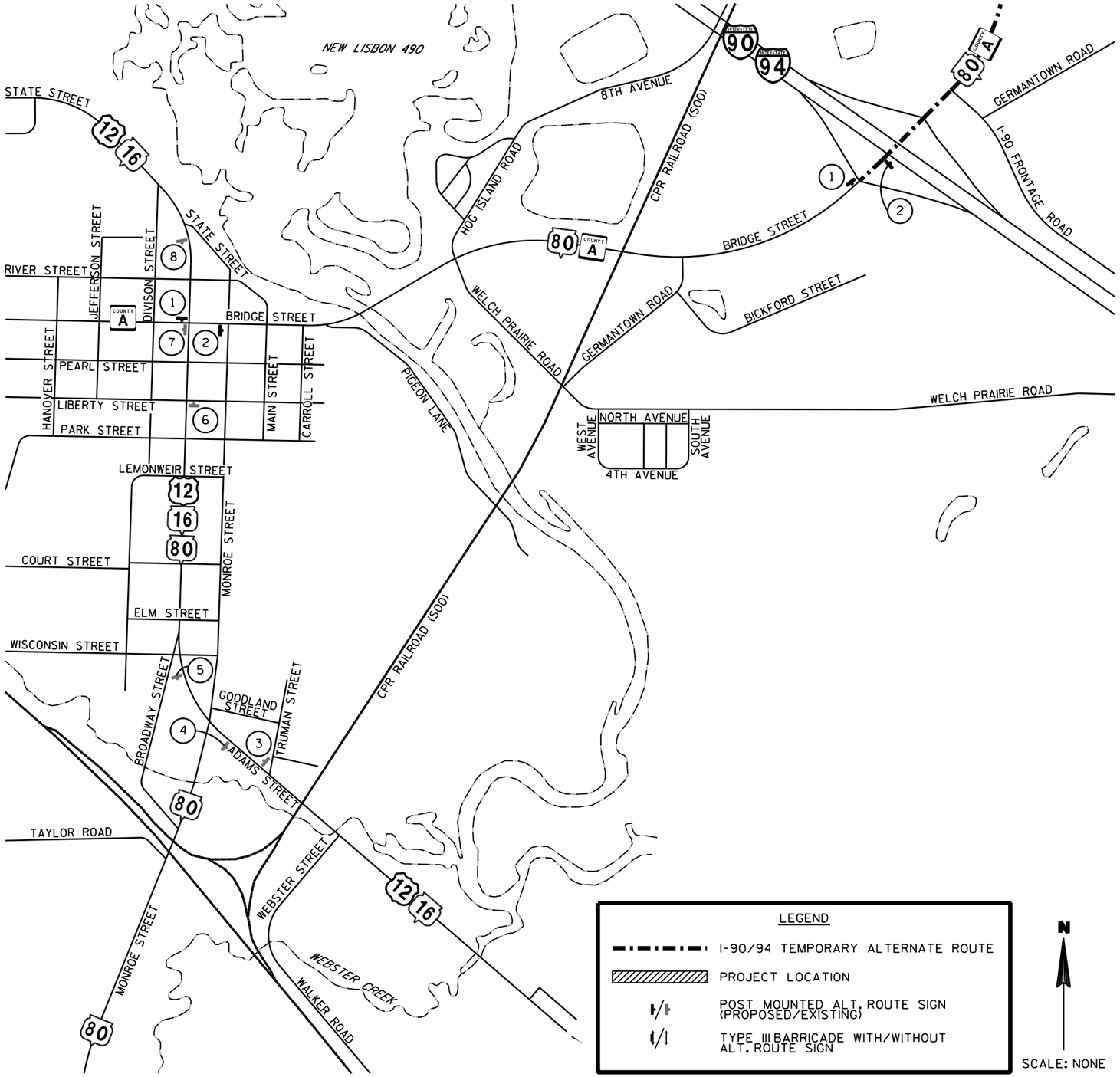
SCALE: NONE

1. ALTERNATE M4-1 24" X 12"; 90 M1-1 24" X 24"; 94 M1-1 24" X 24"; ← M06-1 21" X 21"
2. ALTERNATE M4-1 24" X 12"; 90 M1-1 24" X 24"; 94 M1-1 24" X 24"; → M06-1 21" X 21"
3. ALTERNATE M4-1 24" X 12"; 90 M1-1 24" X 24"; 94 M1-1 24" X 24"
4. ALTERNATE EAST / ALTERNATE WEST; 90 90; 94 94; SECOND LEFT / SECOND RIGHT — COVER SIGN
5. ALTERNATE; 90; 94; → — EXISTING SIGN TO REMAIN
6. ALTERNATE; 90; 94 — EXISTING SIGN TO REMAIN
7. EAST M3-2 24" X 12"; ALTERNATE 90; WEST 82; 94 — EXISTING SIGN TO REMAIN; ALTERNATE M4-1 24" X 12"; WEST M3-4 24" X 12"; 90 M1-1 24" X 24"; 94 M1-1 24" X 24"; ↱ M05-1R 21" X 21"

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	I-90/94 TEMPORARY ALTERNATE ROUTE DETAIL 'A'	SHEET	E

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

Alternate Route_01.dgn 12/9/2014 10:28:43 AM jdolens



1 ALTERNATE M4-1 24" X 12" / INTERSTATE 90 M1-1 24" X 24" / INTERSTATE 94 M1-1 24" X 24" / M06-1 21" X 21"

2 ALTERNATE M4-1 24" X 12" / INTERSTATE 90 M1-1 24" X 24" / INTERSTATE 94 M1-1 24" X 24"

3 ALTERNATE INTERSTATE 90 — EXISTING SIGN TO REMAIN

4 ALTERNATE INTERSTATE 90 — COVER SIGN (INCIDENTAL TO TRAFFIC CONTROL DETOUR BID ITEM)

5 ALTERNATE INTERSTATE 90 — COVER SIGN (INCIDENTAL TO TRAFFIC CONTROL DETOUR BID ITEM)

6 ALTERNATE INTERSTATE 90 — EXISTING SIGN TO REMAIN

7 ALTERNATE INTERSTATE 90 — COVER WITH SIGN / M06-1 21" X 21"

8 ALTERNATE INTERSTATE 90 — COVER SIGN (INCIDENTAL TO TRAFFIC CONTROL DETOUR BID ITEM)

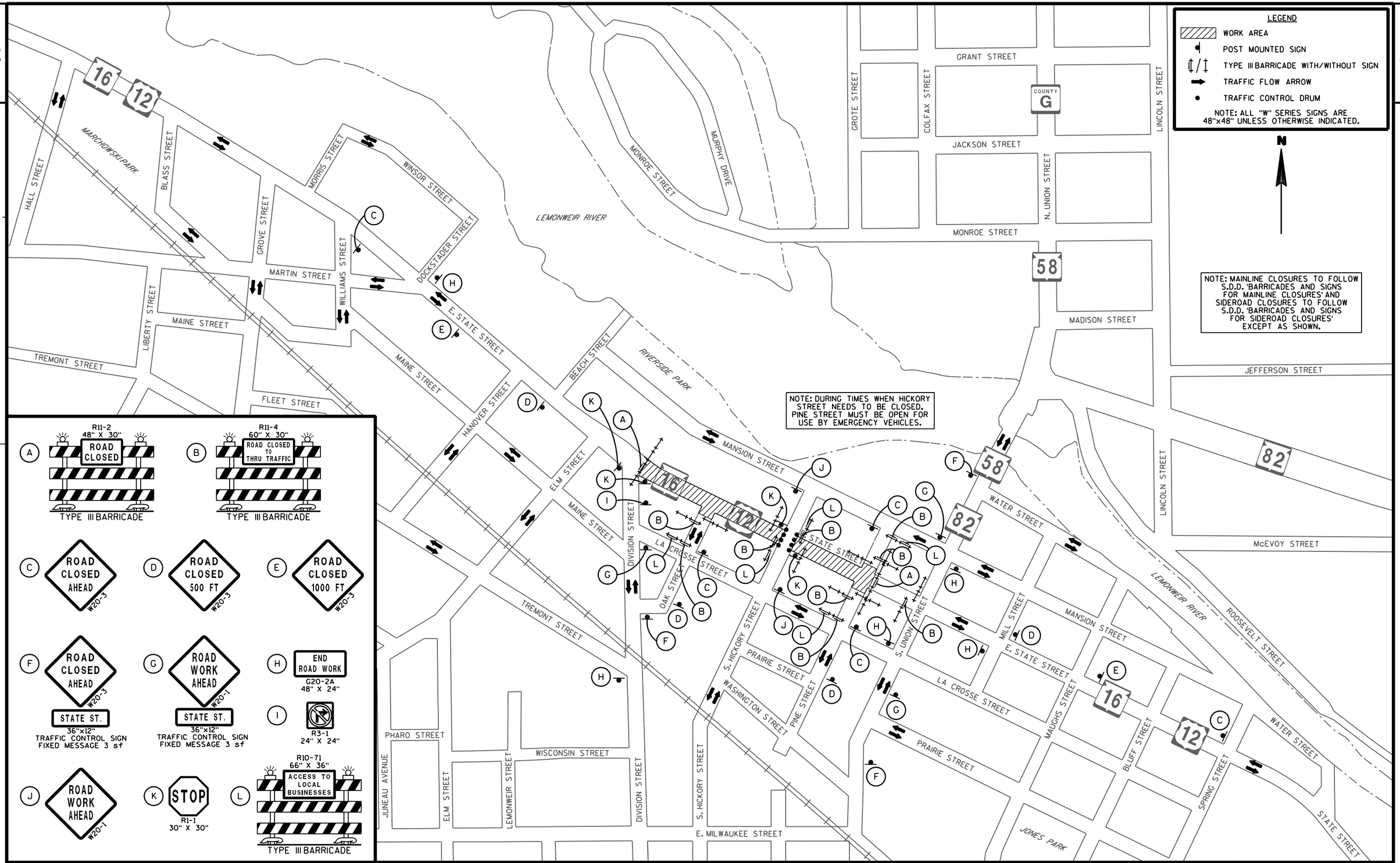
LEGEND

- I-90/94 TEMPORARY ALTERNATE ROUTE
- PROJECT LOCATION
- POST MOUNTED ALT. ROUTE SIGN (PROPOSED/EXISTING)
- TYPE III BARRICADE WITH/WITHOUT ALT. ROUTE SIGN

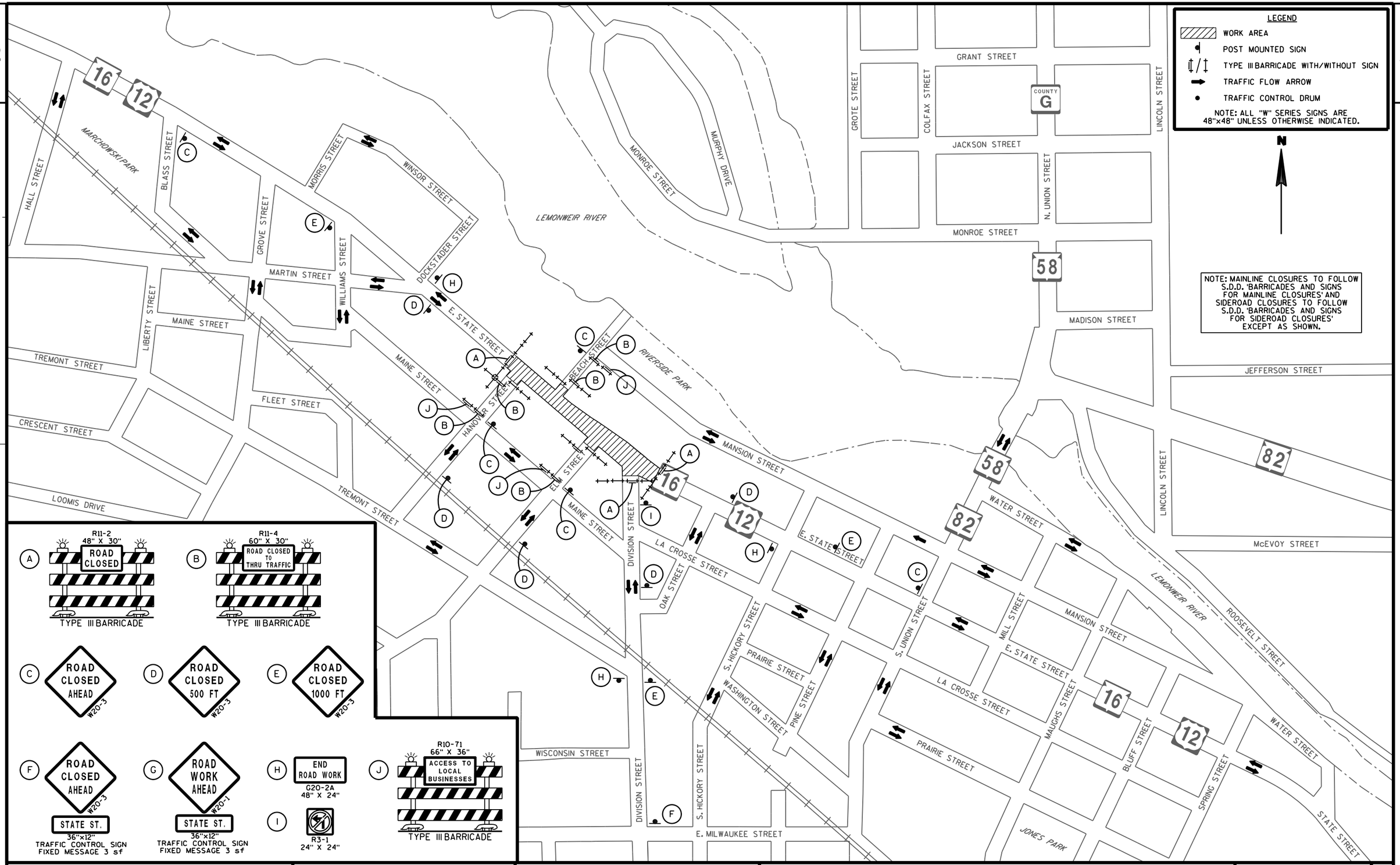
N

SCALE: NONE

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	I-90/94 TEMPORARY ALTERNATE ROUTE DETAIL 'B'	SHEET 74	E



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	TRAFFIC CONTROL: STAGE 1 OVERVIEW (LOCAL TRAFFIC)	SHEET 75	E



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	TRAFFIC CONTROL: STAGE 2 OVERVIEW (LOCAL TRAFFIC)	SHEET	E

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

Stage 2_TC Overview.dgn 12/9/2014 10:28:45 AM jdolens

2

LEGEND

- WORK AREA
- POST MOUNTED SIGN
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL DRUM

NOTE: ALL "W" SERIES SIGNS ARE 48"x48" UNLESS OTHERWISE INDICATED.

N

NOTE: DETOUR NOT IN PLACE DURING THIS STAGE.

NOTE: MAINLINE CLOSURES TO FOLLOW S.D.D. 'BARRICADES AND SIGNS FOR MAINLINE CLOSURES' AND SIDEROAD CLOSURES TO FOLLOW S.D.D. 'BARRICADES AND SIGNS FOR SIDEROAD CLOSURES' EXCEPT AS SHOWN.

A — R11-2, 48" X 30", ROAD CLOSED — TYPE III BARRICADE

B — R11-4, 60" X 30", ROAD CLOSED TO THRU TRAFFIC — TYPE III BARRICADE

C — ROAD CLOSED AHEAD, W20-3

D — ROAD CLOSED 500 FT, W20-3

E — ROAD CLOSED 1000 FT, W20-3

F — ROAD CLOSED AHEAD, W20-3, DIVISION ST., 42"x12" TRAFFIC CONTROL SIGN FIXED MESSAGE 3.5 sf

G — ROAD WORK AHEAD, W20-1, DIVISION ST., 42"x12" TRAFFIC CONTROL SIGN FIXED MESSAGE 3.5 sf

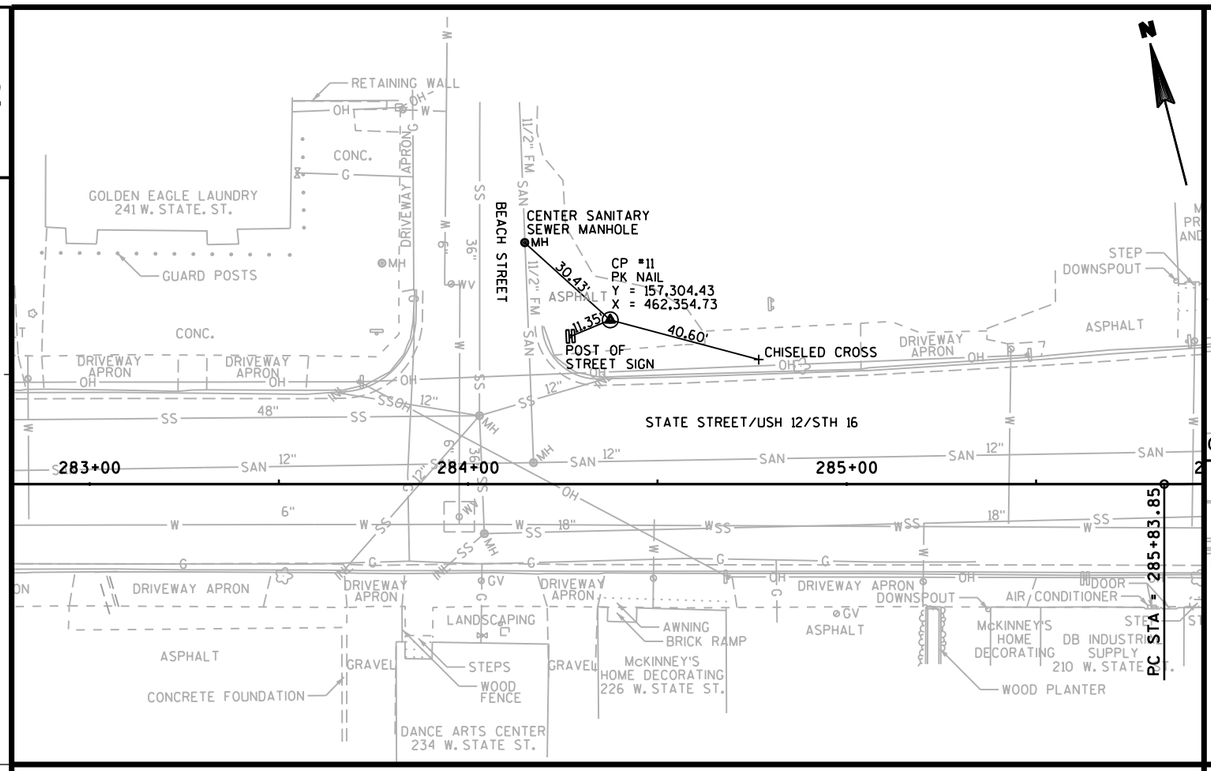
H — END ROAD WORK, G20-2A, 48" X 24"

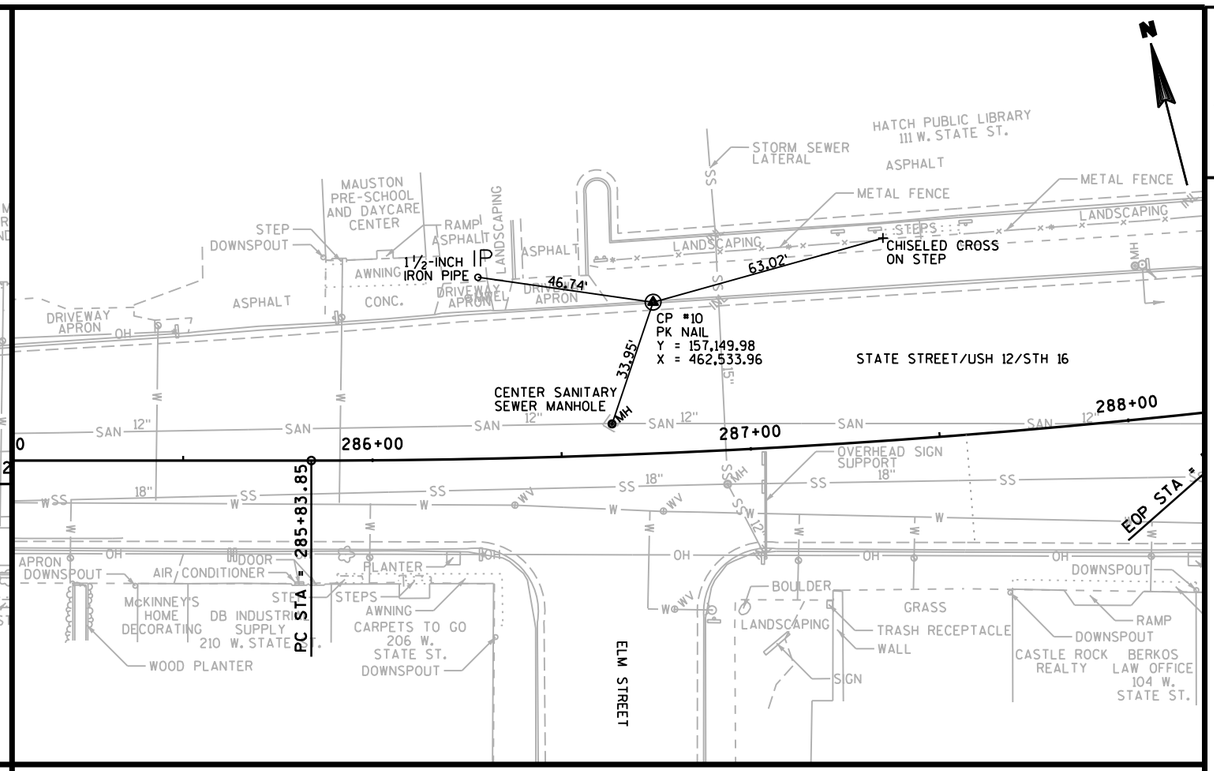
I — R3-1, 24" X 24"

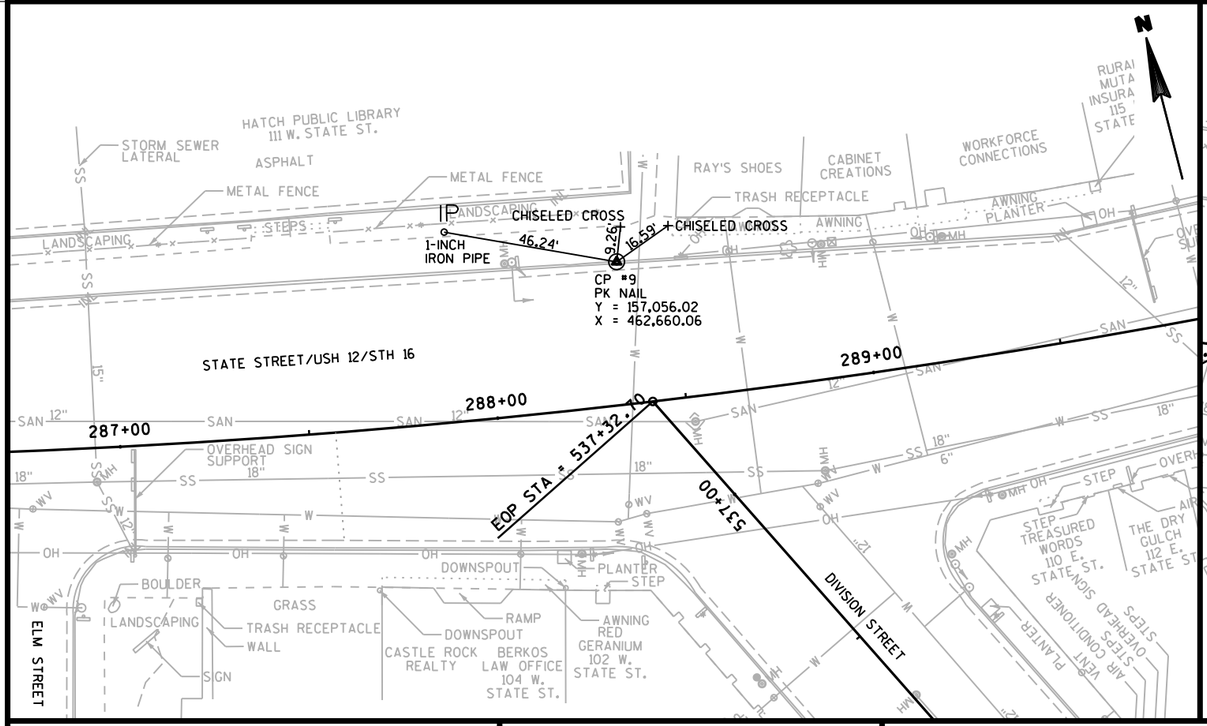
J — R3-1, 24" X 24"

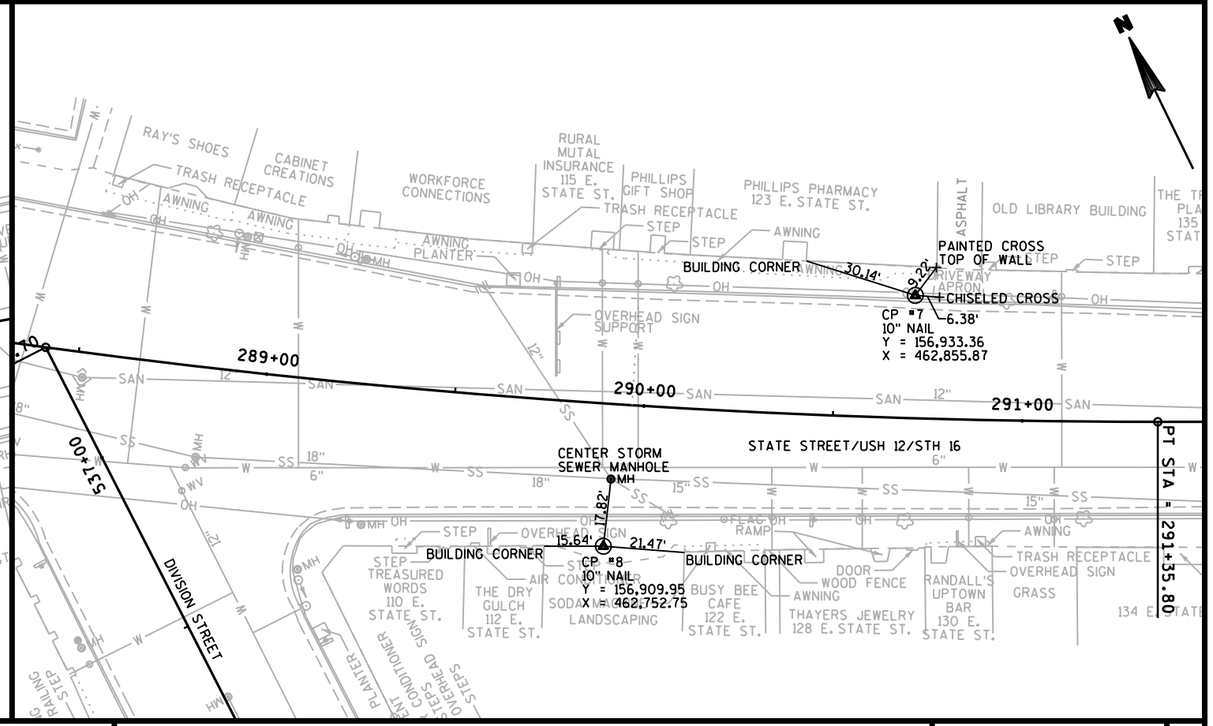
K — R10-71, 66" X 36", ACCESS TO LOCAL BUSINESSES — TYPE III BARRICADE

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	TRAFFIC CONTROL: STAGE 3 OVERVIEW (LOCAL TRAFFIC)	SHEET 77	E

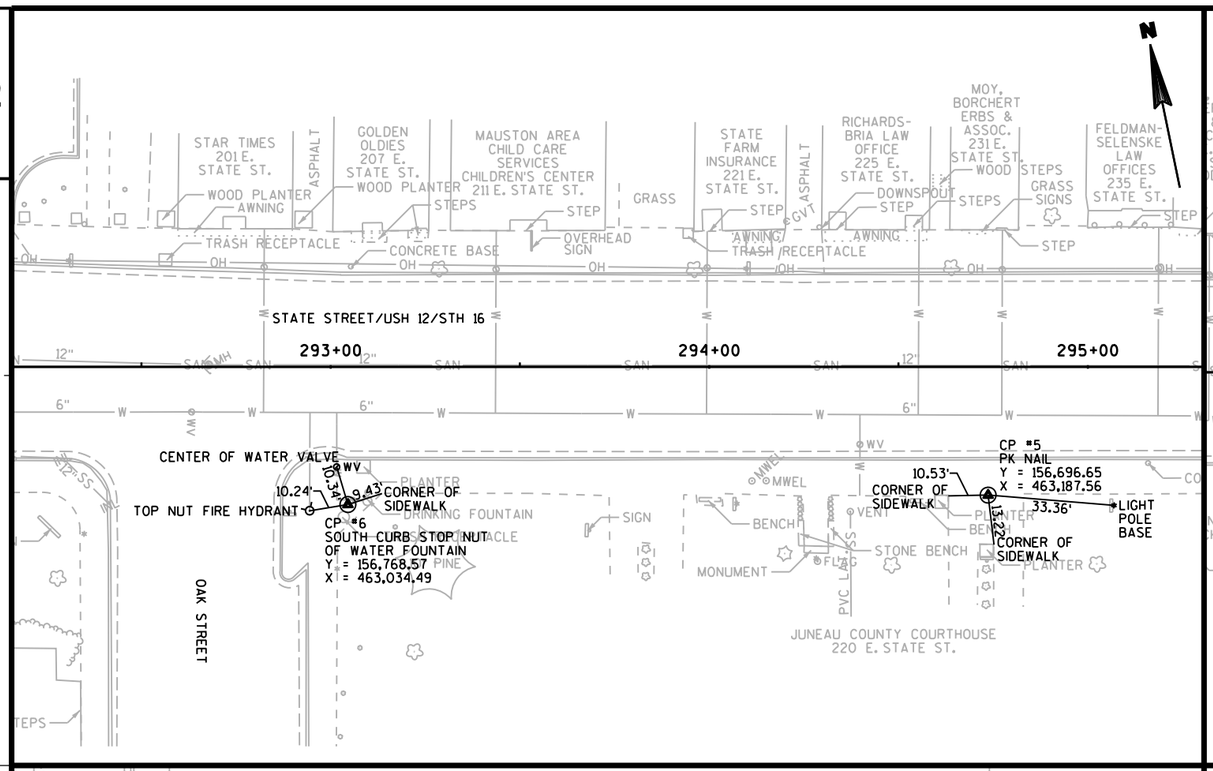


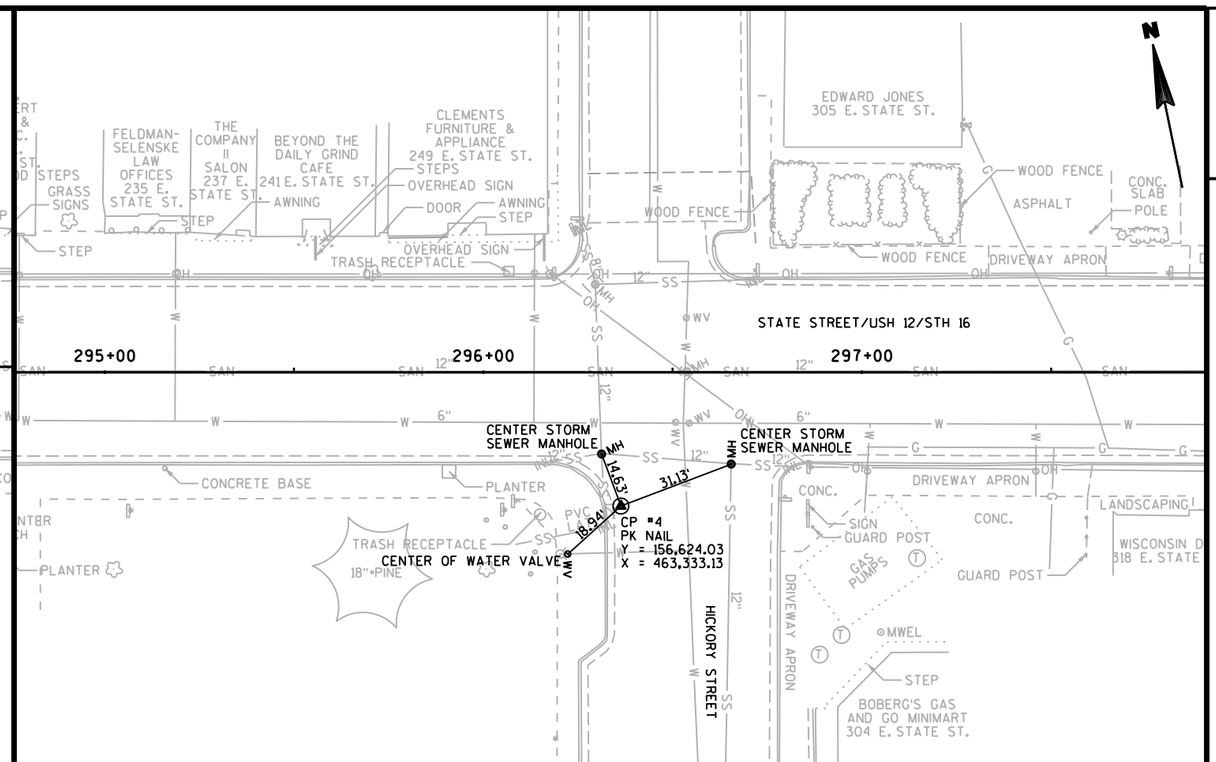


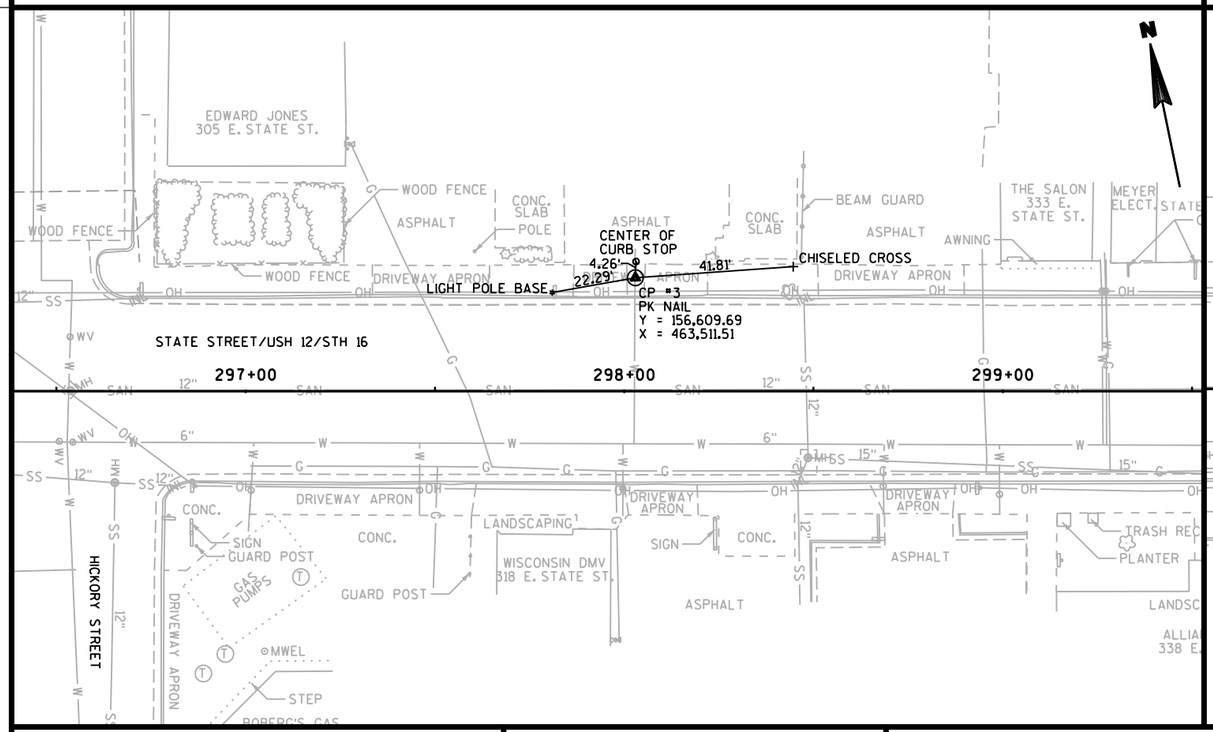


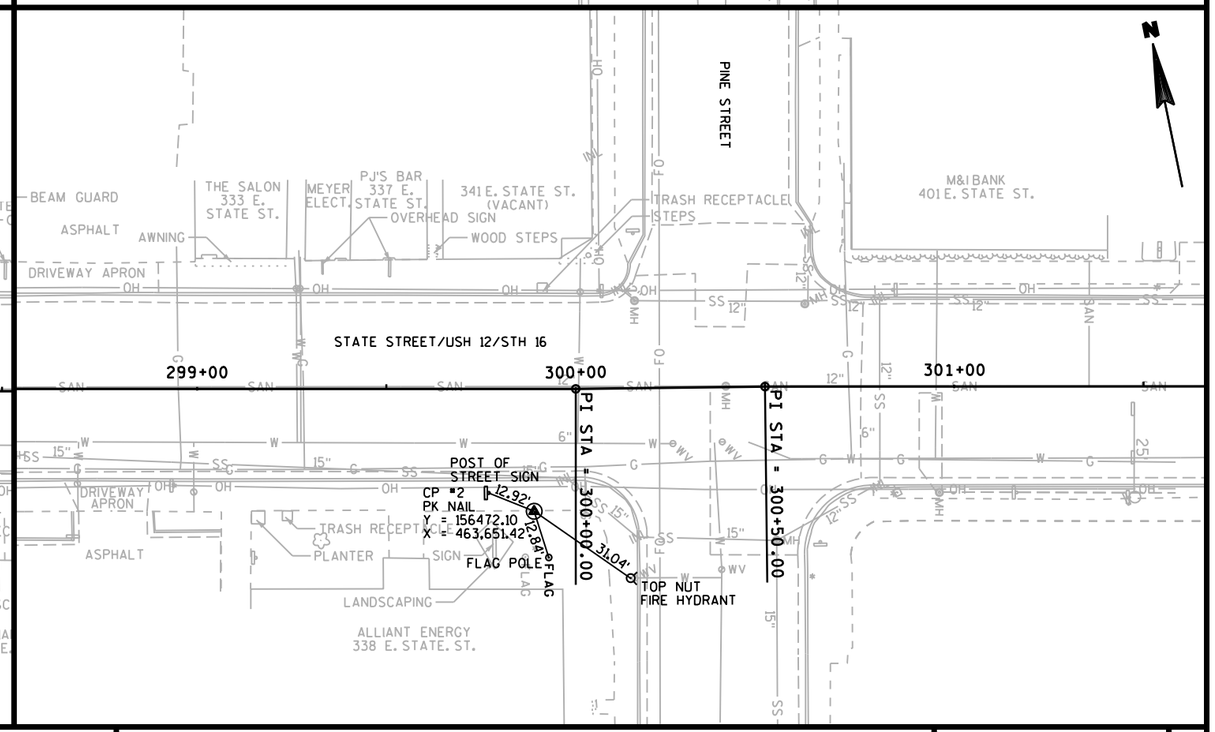


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CONTROL POINT TIES	SHEET 78	E





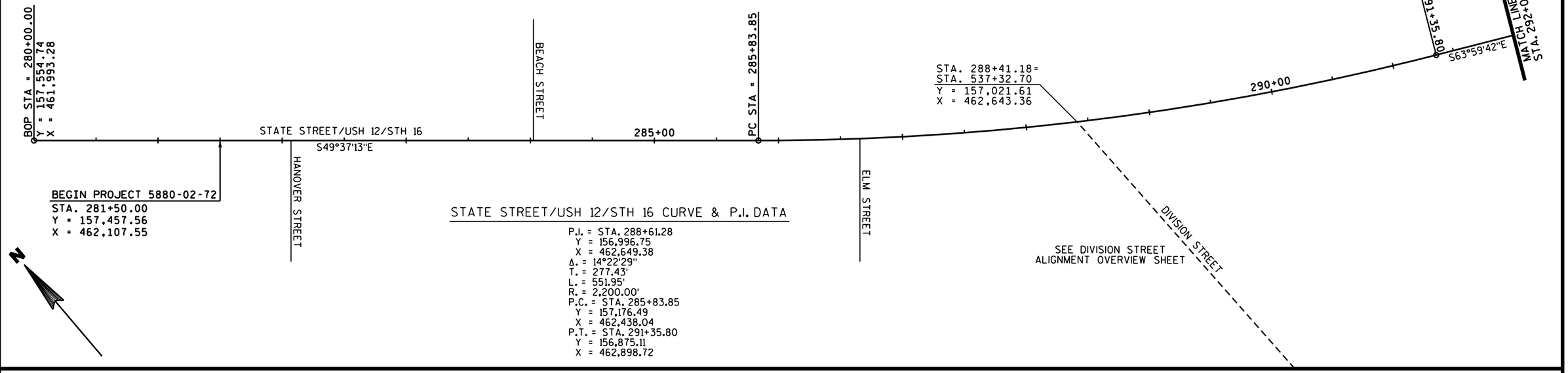




PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CONTROL POINT TIES	SHEET E

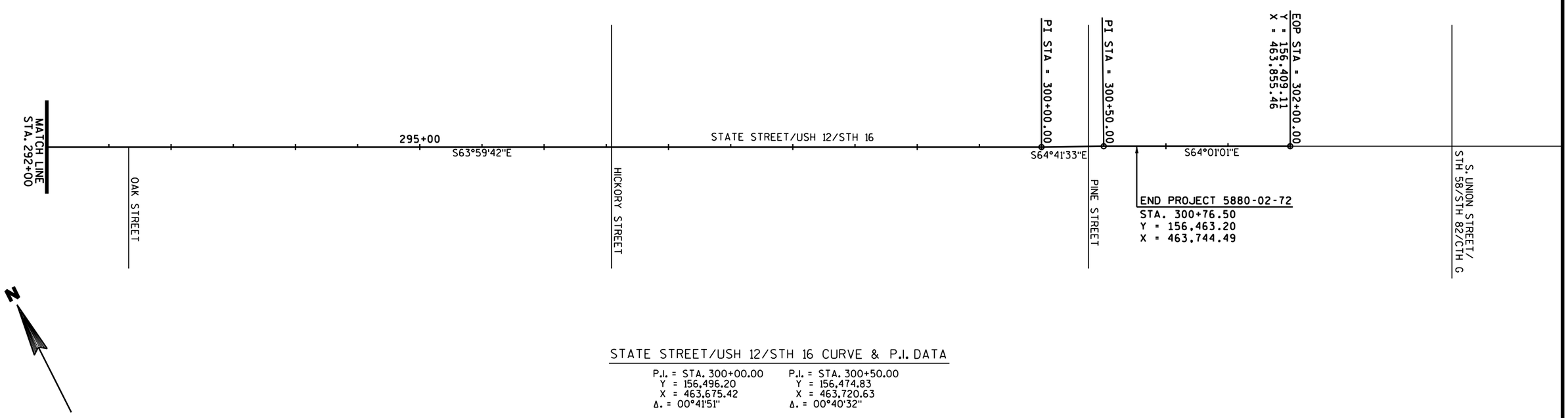
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CP_02.dgn 12/9/2014 10:28:47 AM jdolens



STATE STREET/USH 12/STH 16 CURVE & P.I. DATA

P.I. = STA. 288+61.28
Y = 156,996.75
X = 462,649.38
Δ. = 14°22'29"
T. = 277.43'
L. = 551.95'
R. = 2,200.00'
P.C. = STA. 285+83.85
Y = 157,176.49
X = 462,438.04
P.T. = STA. 291+35.80
Y = 156,875.11
X = 462,898.72



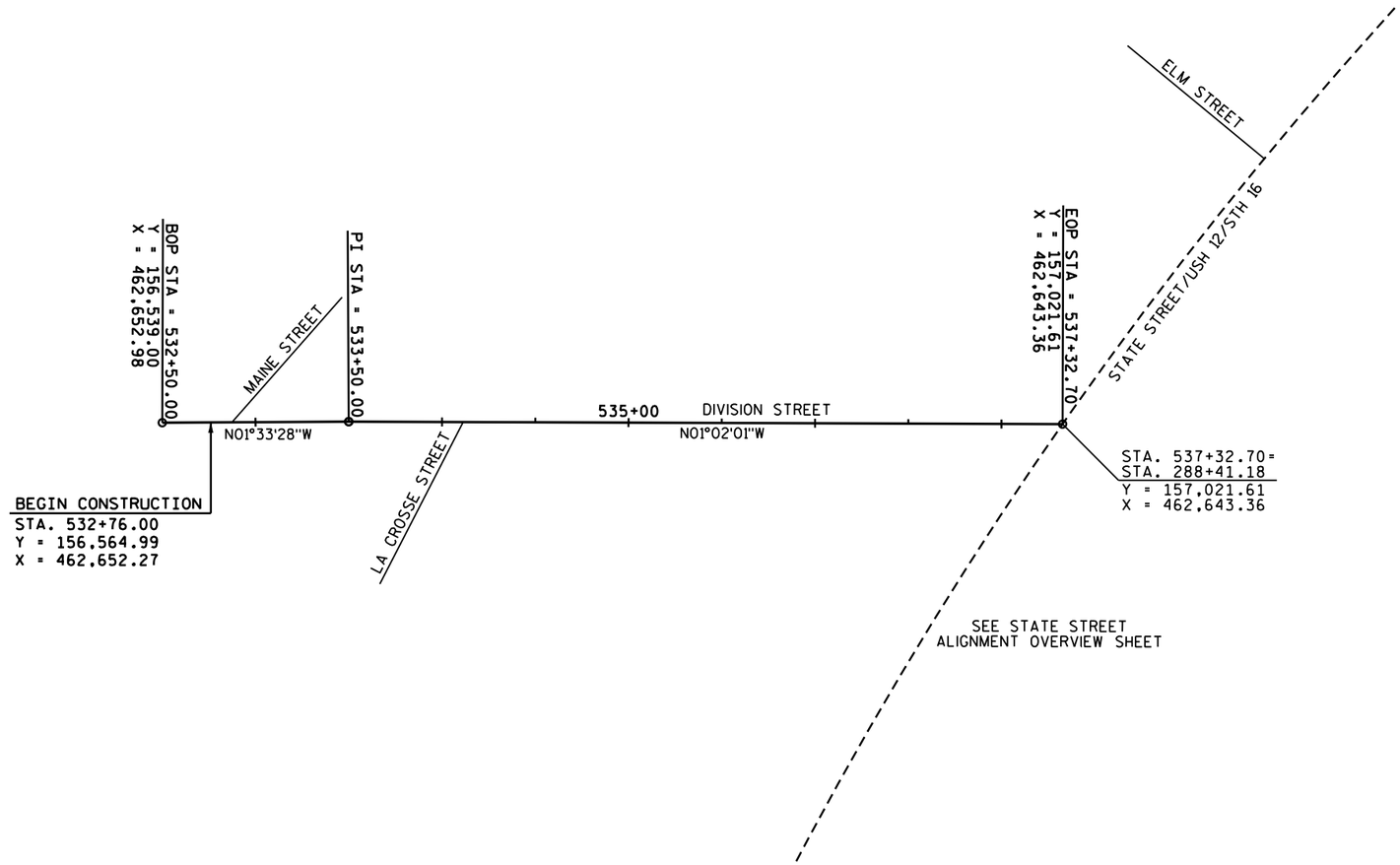
STATE STREET/USH 12/STH 16 CURVE & P.I. DATA

P.I. = STA. 300+00.00
Y = 156,496.20
X = 463,675.42
Δ. = 00°41'51"

P.I. = STA. 300+50.00
Y = 156,474.83
X = 463,720.63
Δ. = 00°40'32"

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	ALIGNMENT OVERVIEW: STATE STREET	SHEET 80	E

2



DIVISION STREET CURVE & P.I. DATA

P.I. = STA. 533+50.00
Y = 156,638.97
X = 462,650.26
Δ. = 00°31'27"

N

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	ALIGNMENT OVERVIEW: DIVISION STREET	SHEET	E

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

Align_02.dgn 12/9/2014 10:28:48 AM jdolens

DATE 29DEC14 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	5880-02-72 QUANTITY	5880-02-73 QUANTITY
0010	108.4300	RBC Progress Schedule	EACH	1.000	1.000	
0020	201.0120	Clearing	ID	80.000	80.000	
0030	201.0220	Grubbing	ID	80.000	80.000	
0040	204.0100	Removing Pavement	SY	192.000	192.000	
0050	204.0120	Removing Asphaltic Surface Milling	SY	2,220.000	2,220.000	
0060	204.0150	Removing Curb & Gutter	LF	3,830.000	3,830.000	
0070	204.0155	Removing Concrete Sidewalk	SY	3,669.000	3,669.000	
0080	204.0195	Removing Concrete Bases	EACH	17.000	17.000	
0090	204.0210	Removing Manholes	EACH	14.000	14.000	
0100	204.0220	Removing Inlets	EACH	23.000	23.000	
0110	204.0245	Removing Storm Sewer (size) 01. 12-Inch Or Less	LF	642.000	642.000	
0120	204.0245	Removing Storm Sewer (size) 02. 15 To 18-Inch	LF	1,091.000	1,091.000	
0130	204.0245	Removing Storm Sewer (size) 03. 36-Inch	LF	65.000	65.000	
0140	204.0245	Removing Storm Sewer (size) 04. 48-Inch	LF	260.000	260.000	
0150	204.0291.S	Abandoning Sewer	CY	0.550	0.550	
0160	204.9060.S	Removing (Item Description) 01. Overhead Sign Supports, Sta. 287+04 Rt.	EACH	1.000	1.000	
0170	204.9060.S	Removing (Item Description) 02. Overhead Sign Supports, Sta. 289+75 Lt.	EACH	1.000	1.000	
0180	204.9060.S	Removing (Item Description) 03. Overhead Sign Supports, Sta. 535+45 Rt.	EACH	1.000	1.000	
0190	204.9060.S	Removing (Item Description) 04. Street Light Assembly	EACH	15.000	15.000	
0200	204.9060.S	Removing (Item Description) 05. Wood Planters	EACH	2.000	2.000	
0210	204.9105.S	Removing (Item Description) 01. Traffic Signal Equipment, State St. And Division St. Intersection	LS	1.000	1.000	
0220	205.0100	Excavation Common	CY	7,432.000	7,432.000	
0230	213.0100	Finishing Roadway (project) 01. 5880-02-72	EACH	1.000	1.000	
0240	305.0110	Base Aggregate Dense 3/4-Inch	TON	20.000	20.000	
0250	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,355.000	5,355.000	
0260	312.0110	Select Crushed Material	TON	2,170.000	2,170.000	
0270	415.0080	Concrete Pavement 8-Inch	SY	10,498.000	10,498.000	
0280	415.0210	Concrete Pavement Gaps	EACH	4.000	4.000	
0290	415.1080	Concrete Pavement HES 8-Inch	SY	1,000.000	1,000.000	
0300	416.0170	Concrete Driveway 7-Inch	SY	570.000	570.000	
0310	416.0270	Concrete Driveway HES 7-Inch	SY	55.000	55.000	
0320	416.0610	Drilled Tie Bars	EACH	40.000	40.000	
0330	416.0620	Drilled Dowel Bars	EACH	9.000	9.000	
0340	455.0120	Asphaltic Material PG64-28	TON	22.000	22.000	
0350	455.0605	Tack Coat	GAL	203.000	203.000	
0360	460.1103	Hma Pavement Type E-3	TON	407.000	407.000	
0370	460.2000	Incentive Density HMA Pavement	DOL	260.000	260.000	
0380	465.0105	Asphaltic Surface	TON	56.000	56.000	
0390	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000	
0400	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	20.000	20.000	
0410	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	3,580.000	3,580.000	
0420	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	105.000	105.000	
0430	601.0600	Concrete Curb Pedestrian	LF	103.000	103.000	
0440	602.0410	Concrete Sidewalk 5-Inch	SF	22,110.000	22,110.000	
0450	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	320.000	320.000	

3

DATE 29DEC14 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	5880-02-72 QUANTITY	5880-02-73 QUANTITY
0460	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,069.000	1,069.000	
0470	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	317.000	317.000	
0480	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	552.000	552.000	
0490	608.0360	Storm Sewer Pipe Reinforced Concrete Class III 60-Inch	LF	246.000	246.000	
0500	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	156.000	156.000	
0510	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	43.000	43.000	
0520	610.0114	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 14x23-Inch	LF	216.000	216.000	
0530	610.0148	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 48x76-Inch	LF	50.000	50.000	
0540	611.0530	Manhole Covers Type J	EACH	16.000	16.000	
0550	611.0624	Inlet Covers Type H	EACH	34.000	34.000	
0560	611.2004	Manholes 4-Ft Diameter	EACH	4.000	4.000	
0570	611.2005	Manholes 5-Ft Diameter	EACH	6.000	6.000	
0580	611.2006	Manholes 6-Ft Diameter	EACH	1.000	1.000	
0590	611.2008	Manholes 8-Ft Diameter	EACH	2.000	2.000	
0600	611.3004	Inlets 4-Ft Diameter	EACH	5.000	5.000	
0610	611.3230	Inlets 2x3-Ft	EACH	29.000	29.000	
0620	616.0700.S	Fence Safety	LF	3,500.000	3,500.000	
0630	619.1000	Mobilization	EACH	1.000	1.000	
0640	624.0100	Water	MGAL	85.000	85.000	
0650	625.0100	Topsoil	SY	280.000	280.000	
0660	628.1504	Silt Fence	LF	250.000	250.000	
0670	628.1520	Silt Fence Maintenance	LF	500.000	500.000	
0680	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000	
0690	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000	
0700	628.7020	Inlet Protection Type D	EACH	71.000	71.000	
0710	628.7560	Tracking Pads	EACH	2.000	2.000	
0720	631.0300	Sod Water	MGAL	16.000	16.000	
0730	631.1000	Sod Lawn	SY	280.000	280.000	
0740	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000	
0750	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	13.000	13.000	
0760	637.2210	Signs Type II Reflective H	SF	198.260	198.260	
0770	637.2215	Signs Type II Reflective H Folding	SF	15.540	15.540	
0780	638.2102	Moving Signs Type II	EACH	1.000	1.000	
0790	638.2602	Removing Signs Type II	EACH	43.000	43.000	
0800	638.3000	Removing Small Sign Supports	EACH	8.000	8.000	
0810	638.4000	Moving Small Sign Supports	EACH	1.000	1.000	
0820	641.8100	Overhead Sign Support (structure) 01. S-29-0009	LS	1.000	1.000	
0830	641.8100	Overhead Sign Support (structure) 02. S-29-0010	LS	1.000	1.000	
0840	642.5401	Field Office Type D	EACH	1.000	1.000	
0850	643.0100	Traffic Control (project) 01. 5880-02-72	EACH	1.000	1.000	
0860	643.0300	Traffic Control Drums	DAY	664.000	664.000	
0870	643.0420	Traffic Control Barricades Type III	DAY	7,009.000	7,009.000	
0880	643.0705	Traffic Control Warning Lights Type A	DAY	10,219.000	10,219.000	

3

DATE 29DEC14 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	5880-02-72 QUANTITY	5880-02-73 QUANTITY
0890	643.0900	Traffic Control Signs	DAY	6,443.000	6,443.000	
0900	643.1000	Traffic Control Signs Fixed Message	SF	90.500	90.500	
0910	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000	
0920	643.2000	Traffic Control Detour (project) 01. 5880-02-72	EACH	1.000	1.000	
0930	643.3000	Traffic Control Detour Signs	DAY	48,018.000	48,018.000	
0940	646.0106	Pavement Marking Epoxy 4-Inch	LF	4,565.000	4,565.000	
0950	646.0126	Pavement Marking Epoxy 8-Inch	LF	215.000	215.000	
0960	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	4.000	4.000	
0970	647.0556	Pavement Marking Stop Line Epoxy 12-Inch	LF	200.000	200.000	
0980	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	95.000	95.000	
0990	647.0656	Pavement Marking Parking Stall Epoxy	LF	790.000	790.000	
1000	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	95.000	95.000	
1010	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	985.000	985.000	
1020	647.0776	Pavement Marking Crosswalk Epoxy 12-Inch	LF	1,185.000	1,185.000	
1030	650.4000	Construction Staking Storm Sewer	EACH	50.000	50.000	
1040	650.4500	Construction Staking Subgrade	LF	2,010.000	2,010.000	
1050	650.5500	Construction Staking Curb Gutter And Curb & Gutter	LF	3,930.000	3,930.000	
1060	650.7000	Construction Staking Concrete Pavement	LF	2,010.000	2,010.000	
1070	650.8500	Construction Staking Electrical Installations (Project) 01. 5880-02-72	LS	1.000	1.000	
1080	650.9910	Construction Staking Supplemental Control (Project) 01. 5880-02-72	LS	1.000	1.000	
1090	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3,435.000	3,435.000	
1100	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	260.000	260.000	
1110	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	661.000	661.000	
1120	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	558.000	558.000	
1130	652.0800	Conduit Loop Detector	LF	687.000	687.000	
1140	653.0135	Pull Boxes Steel 24x36-Inch	EACH	4.000	4.000	
1150	653.0140	Pull Boxes Steel 24x42-Inch	EACH	19.000	19.000	
1160	654.0101	Concrete Bases Type 1	EACH	5.000	5.000	
1170	654.0105	Concrete Bases Type 5	EACH	23.000	23.000	
1180	654.0110	Concrete Bases Type 10	EACH	2.000	2.000	
1190	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000	
1200	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000	
1210	655.0210	Cable Traffic Signal 3-14 Awg	LF	144.000	144.000	
1220	655.0230	Cable Traffic Signal 5-14 Awg	LF	306.000	306.000	
1230	655.0270	Cable Traffic Signal 15-14 Awg	LF	1,065.000	1,065.000	
1240	655.0290	Cable Traffic Signal 21-14 Awg	LF	45.000	45.000	
1250	655.0310	Cable Type Uf 2-12 Awg	LF	429.000	429.000	
1260	655.0515	Electrical Wire Traffic Signals 10 Awg	LF	1,541.000	1,541.000	
1270	655.0610	Electrical Wire Lighting 12 Awg	LF	2,835.000	2,835.000	
1280	655.0615	Electrical Wire Lighting 10 Awg	LF	8,205.000	8,205.000	
1290	655.0620	Electrical Wire Lighting 8 Awg	LF	2,737.000	2,737.000	
1300	655.0625	Electrical Wire Lighting 6 Awg	LF	10,622.000	10,622.000	
1310	655.0630	Electrical Wire Lighting 4 Awg	LF	960.000	960.000	
1320	655.0700	Loop Detector Lead In Cable	LF	1,387.000	1,387.000	
1330	655.0800	Loop Detector Wire	LF	2,108.000	2,108.000	

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DATE 29DEC14 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	5880-02-72 QUANTITY	5880-02-73 QUANTITY
1340	656.0200	Electrical Service Meter Breaker Pedestal (Location) 01. Sta. 288+10, 38' Lt	LS	1.000	1.000	
1350	656.0200	Electrical Service Meter Breaker Pedestal (Location) 02. Sta. 292+05, 41' Lt	LS	1.000	1.000	
1360	657.0100	Pedestal Bases	EACH	4.000	4.000	
1370	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000	
1380	657.0315	Poles Type 4	EACH	1.000	1.000	
1390	657.0420	Traffic Signal Standards Aluminum 13-Ft	EACH	4.000	4.000	
1400	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-Ft	EACH	3.000	3.000	
1410	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	11.000	11.000	
1420	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	11.000	11.000	
1430	658.0416	Pedestrian Signal Face 16-Inch	EACH	6.000	6.000	
1440	658.0500	Pedestrian Push Buttons	EACH	6.000	6.000	
1450	658.0600	Led Modules 12-Inch Red Ball	EACH	9.000	9.000	
1460	658.0605	Led Modules 12-Inch Yellow Ball	EACH	9.000	9.000	
1470	658.0610	Led Modules 12-Inch Green Ball	EACH	9.000	9.000	
1480	658.0615	Led Modules 12-Inch Red Arrow	EACH	2.000	2.000	
1490	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	4.000	4.000	
1500	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	6.000	6.000	
1510	658.5069	Signal Mounting Hardware (Location) 01. State Street & Division Street	LS	1.000	1.000	
1520	659.1120	Luminaires Utility Led B	EACH	3.000	3.000	
1530	690.0150	Sawing Asphalt	LF	1,143.000	1,143.000	
1540	690.0250	Sawing Concrete	LF	4,860.000	4,860.000	
1550	715.0415	Incentive Strength Concrete Pavement	DOL	3,150.000	3,150.000	
1560	999.1000.S	Seismograph	LS	1.000	1.000	
1570	999.1500.S	Crack And Damage Survey	LS	1.000	1.000	
1580	ASP.1T0A	On-The-Job Training Apprentice At $5.00/Hr	HRS	1,200.000	1,200.000	
1590	ASP.1T0G	On-The-Job Training Graduate At $5.00/Hr	HRS	990.000	990.000	
1600	SPV.0045	Special 01. Temporary Crosswalk Access	DAY	159.000	159.000	
1610	SPV.0060	Special 01. Utility Line Opening (Ulo)	EACH	20.000	20.000	
1620	SPV.0060	Special 02. Reconnect Storm Sewer Laterals	EACH	4.000	4.000	
1630	SPV.0060	Special 03. Roof Drain Connection	EACH	3.000	3.000	
1640	SPV.0060	Special 04. Manholes 8x8-Ft Special	EACH	3.000	3.000	
1650	SPV.0060	Special 05. Lighting Control Cabinet	EACH	1.000	1.000	
1660	SPV.0060	Special 06. Led Retrofit Lamp Assembly	EACH	10.000	10.000	
1670	SPV.0060	Special 07. Decorative Luminaire And Pole Assembly 15-Ft	EACH	23.000	23.000	
1680	SPV.0060	Special 08. Coring For Sign Posts	EACH	1.000	1.000	
1690	SPV.0060	Special 09. Traffic Signal Controller & Cabinet, Fully Actuated 8 Phase	EACH	1.000	1.000	
1700	SPV.0060	Special 10. Poles Type 10 Special	EACH	2.000	2.000	
1710	SPV.0060	Special 11. Monotube Arm 25-Ft Special	EACH	2.000	2.000	
1720	SPV.0060	Special 12. Hydrant, Complete	EACH	6.000		6.000
1730	SPV.0060	Special 13. Corporation, Curb Stop, And Box, 1.5-Inch	EACH	50.000		50.000
1740	SPV.0060	Special 14. Water Valve And Box, 6-Inch Complete	EACH	9.000		9.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5880-02-72 QUANTITY	5880-02-73 QUANTITY
1750	SPV.0060	Special 15. Water Valve And Box, 8-Inch Complete	EACH	17.000		17.000
1760	SPV.0060	Special 16. Water Valve And Box, 12-Inch Complete	EACH	3.000		3.000
1770	SPV.0060	Special 17. Water Tee, 6-Inch	EACH	2.000		2.000
1780	SPV.0060	Special 18. Water Tee, 6-Inch X 8-Inch	EACH	5.000		5.000
1790	SPV.0060	Special 19. Water Tee, 8-Inch	EACH	6.000		6.000
1800	SPV.0060	Special 20. Water Tee, 6-Inch X 12-Inch	EACH	1.000		1.000
1810	SPV.0060	Special 21. Water Cross, 8-Inch	EACH	1.000		1.000
1820	SPV.0060	Special 22. Ductile Iron 6-Inch, 45-Degree Bend	EACH	6.000		6.000
1830	SPV.0060	Special 23. Ductile Iron 6-Inch, 90-Degree Bend	EACH	1.000		1.000
1840	SPV.0060	Special 24. Ductile Iron 8-Inch, 22. 5-Degree Bend	EACH	4.000		4.000
1850	SPV.0060	Special 25. Ductile Iron 8-Inch, 45-Degree Bend	EACH	12.000		12.000
1860	SPV.0060	Special 26. Ductile Iron 12-Inch, 11. 25-Degree Bend	EACH	1.000		1.000
1870	SPV.0060	Special 27. Ductile Iron 12-Inch, 22. 5-Degree Bend	EACH	1.000		1.000
1880	SPV.0060	Special 28. Ductile Iron 12-Inch, 45-Degree Bend	EACH	5.000		5.000
1890	SPV.0060	Special 29. Water Reducer, 4-Inch X 6-Inch	EACH	1.000		1.000
1900	SPV.0060	Special 30. Water Reducer, 6-Inch X 8-Inch	EACH	3.000		3.000
1910	SPV.0060	Special 31. Water Reducer, 8-Inch X 12-Inch	EACH	2.000		2.000
1920	SPV.0060	Special 32. Connect To Existing Water Main	EACH	11.000		11.000
1930	SPV.0060	Special 33. Connect To Existing Water Service	EACH	42.000		42.000
1940	SPV.0060	Special 34. Fluorocarbon Gaskets	EACH	70.000		70.000
1950	SPV.0060	Special 35. Abandon Existing Water Service	EACH	8.000		8.000
1960	SPV.0060	Special 36. Adjust Existing Water Valve Box	EACH	2.000		2.000
1970	SPV.0060	Special 37. Type I Manhole, Complete	EACH	9.000		9.000
1980	SPV.0060	Special 38. Connect To Existing Sanitary Sewer Main	EACH	5.000		5.000
1990	SPV.0060	Special 39. Adjust And Waterproof Existing Sanitary Sewer Manhole	EACH	2.000		2.000
2000	SPV.0060	Special 40. Abandon Existing Sanitary Sewer Lateral	EACH	27.000		27.000
2010	SPV.0060	Special 41. Sanitary Sewer Lateral Verification	EACH	17.000		17.000
2020	SPV.0060	Special 42. Water Main Plug, 8-Inch	EACH	3.000		3.000
2030	SPV.0090	Special 01. Concrete Curb & Gutter 30-Inch Type A Special	LF	225.000	225.000	
2040	SPV.0090	Special 02. Concrete Curb & Gutter Hes 30-Inch Type A	LF	360.000	360.000	
2050	SPV.0090	Special 03. Storm Sewer, 8-Inch Pvc	LF	135.000	135.000	
2060	SPV.0090	Special 04. Copper Water Service, 1. 5-Inch	LF	1,809.000		1,809.000
2070	SPV.0090	Special 05. Ductile Iron Water Main, 6-Inch	LF	201.000		201.000

DATE 29DEC14 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	5880-02-72 QUANTITY	5880-02-73 QUANTITY
2080	SPV.0090	Special 06. Ductile Iron Water Main, 8-Inch	LF	2,154.000		2,154.000
2090	SPV.0090	Special 07. Ductile Iron Water Main, 12-Inch	LF	131.000		131.000
2100	SPV.0090	Special 08. Water Main Encasement	LF	2,500.000		2,500.000
2110	SPV.0090	Special 09. Sanitary Sewer Lateral, 6-Inch	LF	2,167.000		2,167.000
2120	SPV.0090	Special 10. Sanitary Sewer Main, 8-Inch	LF	10.000		10.000
2130	SPV.0090	Special 11. Sanitary Sewer Main, 10-Inch	LF	34.000		34.000
2140	SPV.0090	Special 12. Sanitary Sewer Main, 12-Inch	LF	10.000		10.000
2150	SPV.0090	Special 13. Sanitary Sewer Main, 15-Inch	LF	1,825.000		1,825.000
2160	SPV.0105	Special 01. Powder Coating Overhead Sign Structure, S-29-0009	LS	1.000	1.000	
2170	SPV.0105	Special 02. Powder Coating Overhead Sign Structure, S-29-0010	LS	1.000	1.000	
2180	SPV.0105	Special 03. Concrete Pavement Joint Layout	LS	1.000	1.000	
2190	SPV.0105	Special 04. Traffic Signal Equipment And Hardware, Black Finish	LS	1.000	1.000	
2200	SPV.0105	Special 05. Remove Existing Water Main And Services	LS	1.000		1.000
2210	SPV.0105	Special 06. Abandon Existing Water Main	LS	1.000		1.000
2220	SPV.0105	Special 07. Temporary Water Service	LS	1.000		1.000
2230	SPV.0105	Special 08. Temporary Bypass Pumping And Sewer Connections	LS	1.000		1.000
2240	SPV.0165	Special 01. Colored Concrete Pavement 8-Inch	SF	4,665.000	4,665.000	
2250	SPV.0165	Special 02. Stamped Colored Concrete Sidewalk 6-Inch	SF	11,040.000	11,040.000	
2260	SPV.0165	Special 03. Abandon Vault	SF	80.000	80.000	
2270	SPV.0165	Special 04. Vault Wall	SF	100.000	100.000	
2280	SPV.0165	Special 05. Abandoned Vault Wall Removal Masonry	SF	50.000	50.000	
2290	SPV.0165	Special 06. Abandoned Vault Wall Removal Reinforced Concrete 0" - 10"	SF	50.000	50.000	
2300	SPV.0165	Special 07. Abandoned Vault Wall Removal Reinforced Concrete 10"+	SF	50.000	50.000	
2310	SPV.0165	Special 08. Utility Insulation	SF	1,212.000		1,212.000
2320	SPV.0180	Special 01. Shredded Hardwood Bark Mulch	SY	45.000	45.000	
2330	SPV.0195	Special 01. Excavation,Segregation, Hauling,& Dis Posal Of Contaminated Soil & Groundwater	TON	600.000		600.000
2340	SPV.0195	Special 02. Imported Granular Backfill	TON	1,500.000		1,500.000
2350	SPV.0195	Special 03. Special Trench Backfill	TON	500.000		500.000

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CLEARING & GRUBBING

CATEGORY	STATION	LOCATION	(201.0120) CLEARING l.D.	(201.0220) GRUBBING l.D.
0010	283+51	RT	6	6
	284+88	LT	6	6
	285+93	RT	6	6
	290+06	LT	6	6
	290+08	RT	6	6
	290+70	RT	6	6
	290+95	LT	4	4
	291+16	RT	6	6
	291+65	RT	6	6
	293+29	LT	6	6
	293+96	LT	4	4
	294+64	LT	6	6
	295+70	LT	6	6
	298+44	LT	6	6
	PROJECT TOTALS		**80**	**80**

NOTE: 3" DIAMETER TREE AT STATION 288+82, LT TO BE REMOVED BY OTHERS DURING CONSTRUCTION.

REMOVING PAVEMENT

CATEGORY	STATION	TO STATION	LOCATION	(204.0100) SY
0010	281+94	282+00	LT	2
	282+87	283+82	LT	41
	283+94	284+02	RT	7
	286+61	286+66	LT	2
	288+49	288+54	RT	2
	292+66	292+71	LT	2
	296+26	296+32	LT	2
	296+28	296+59	LT	39
	296+51	296+56	LT	2
	296+84	297+60	RT	35
	298+47	298+51	RT	3
	300+21	300+60	LT	53
	PROJECT TOTAL			**192**

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO STATION	(204.0120) SY
0010	532+76	536+30	2,220
	PROJECT TOTAL		**2,220**

REMOVING CURB & GUTTER

CATEGORY	STATION	TO STATION	LOCATION	(204.0150) LF
0010	281+60	281+89	RT	50
	281+60	283+86	LT	245
	282+25	286+43	RT	450
	284+20	296+26	LT	1,230
	286+85	536+30	RT & LT	240
	535+41	535+51	RT	10
	536+30	292+42	RT	390
	292+87	296+33	RT	400
	296+60	300+19	LT	385
	296+78	300+16	RT	395
	300+58	300+76	LT	35
	PROJECT TOTAL			**3,830**

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO STATION	LOCATION	(204.0155) SY
0010	281+68	281+86	RT	16
	281+70	283+86	LT	216
	282+26	286+42	RT	479
	284+23	285+43	LT	120
	285+88	296+25	LT	1,138
	286+86	536+30	RT & LT	241
	535+41	535+51	RT	8
	536+30	292+41	RT	345
	292+87	296+32	RT	417
	296+61	300+14	LT	334
	296+78	300+16	RT	331
	300+63	300+76	LT	23
	PROJECT TOTAL			**3,669**

REMOVING CONCRETE BASES

CATEGORY	STATION	LOCATION	(204.0195) EACH	NOTES
0010	283+71	27' LT	1	STREET LIGHT POLE
	284+69	25' RT	1	STREET LIGHT POLE
	285+48	34' LT	1	STREET LIGHT POLE
	286+29	25' RT	1	STREET LIGHT POLE
	288+53	38' LT	1	STREET LIGHT POLE
	290+46	28' RT	1	STREET LIGHT POLE
	291+07	33' LT	1	STREET LIGHT POLE
	291+68	25' RT	1	STREET LIGHT POLE
	292+31	28' LT	1	STREET LIGHT POLE
	293+05	26' LT	1	OLD STREET LIGHT POLE BASE
	294+10	26' LT	1	STREET LIGHT POLE
	295+16	25' RT	1	OLD STREET LIGHT POLE BASE
	296+18	26' LT	1	STREET LIGHT POLE
	296+87	25' RT	1	STREET LIGHT POLE
	297+81	26' LT	1	STREET LIGHT POLE
	298+94	25' RT	1	STREET LIGHT POLE
	300+07	26' LT	1	STREET LIGHT POLE
	PROJECT TOTAL		**17**	

REMOVING STREET LIGHT ASSEMBLY

CATEGORY	STATION	LOCATION	(204.9060.S.04) EACH
0010	283+71	27' LT	1
	284+69	25' RT	1
	285+48	34' LT	1
	286+29	25' RT	1
	288+53	38' LT	1
	290+46	28' RT	1
	291+07	33' LT	1
	291+68	25' RT	1
	292+31	28' LT	1
	294+10	26' LT	1
	296+18	26' LT	1
	296+87	25' RT	1
	297+81	26' LT	1
	298+94	25' RT	1
	300+07	26' LT	1
	PROJECT TOTAL		**15**

REMOVING WOOD PLANTERS

CATEGORY	STATION	LOCATION	(204.9060.S.05) EACH
0010	292+56	37' LT	1
	292+93	37' LT	1
	PROJECT TOTAL		**2**

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REMOVING STORM SEWER STRUCTURES

CATEGORY	STATION	LOCATION	(204.0210) REMOVING MANHOLES EACH	(204.0220) REMOVING INLETS EACH
0010	281+88	40' RT	-	1
	281+97	16' LT	1	-
	281+97	27' RT	1	-
	282+25	41' RT	-	1
	283+65	24' LT	-	1
	283+67	23' RT	-	1
	283+93	23' RT	-	1
	284+03	18' LT	1	-
	284+03	13' RT	1	-
	284+36	28' LT	-	1
	286+93	40' LT	-	1
	286+93	9' RT	1	-
	287+02	27' RT	-	1
	288+84	24' RT	1	-
	289+55	29' LT	-	1
	289+93	20' RT	1	-
	290+08	28' RT	-	1
	292+29	24' RT	-	1
	292+42	36' RT	-	1
	296+16	24' RT	-	1
	296+26	38' LT	-	1
	296+30	23' LT	1	-
	296+31	21' RT	1	-
	296+33	41' RT	-	1
	296+65	24' RT	1	-
	296+72	25' LT	-	1
	296+82	25' RT	-	1
	298+47	24' RT	-	1
	298+48	25' LT	-	1
	298+48	18' RT	1	-
	299+97	24' RT	-	1
	300+12	27' LT	-	1
	300+16	23' LT	1	-
	300+16	39' RT	-	1
	300+53	41' RT	1	-
	300+61	22' LT	1	-
	300+61	42' LT	-	1
PROJECT TOTALS			**14**	**23**

REMOVING STORM SEWER

CATEGORY	STATION	TO STATION	LOCATION	SIZE 01. (204.0245.01) 12-INCH OR LESS LF	SIZE 02. (204.0245.02) 15 TO 18-INCH LF	SIZE 03. (204.0245.03) 36-INCH LF	SIZE 04. (204.0245.04) 48-INCH LF
0010	281+88	281+97	RT	16	-	-	-
	281+97	281+97	LT & RT	-	-	-	43
	281+97	281+97	RT	-	-	-	11
	281+97	282+25	RT	32	-	-	-
	281+97	284+03	LT	-	-	-	206
	283+65	284+03	LT	38	-	-	-
	283+67	284+03	RT & LT	55	-	-	-
	283+93	284+03	RT	15	-	-	-
	284+03	284+03	RT & LT	-	-	31	-
	284+03	284+03	LT	-	-	34	-
	284+03	284+36	LT	34	-	-	-
	284+03	286+93	RT	-	290	-	-
	286+93	286+93	RT & LT	-	49	-	-
	286+93	287+02	RT	20	-	-	-
	286+93	288+84	RT	-	193	-	-
	288+84	289+93	RT	-	110	-	-
	289+55	289+93	LT & RT	61	-	-	-
	289+93	290+08	RT	18	-	-	-
	289+93	292+29	RT	-	238	-	-
	292+29	292+42	RT	18	-	-	-
	296+16	296+31	RT	15	-	-	-
	296+26	296+30	LT	16	-	-	-
	296+30	296+31	LT & RT	45	-	-	-
	296+30	296+72	LT	42	-	-	-
	296+31	296+33	RT	19	-	-	-
	296+31	296+65	RT	34	-	-	-
	296+65	296+65	RT	20	-	-	-
	296+65	296+82	RT	16	-	-	-
	298+47	298+48	RT	7	-	-	-
	298+48	298+48	LT & RT	42	-	-	-
	298+48	299+97	RT	-	149	-	-
	299+97	300+16	RT	-	25	-	-
	300+12	300+16	LT	5	-	-	-
	300+16	300+61	LT	46	-	-	-
	300+16	300+53	RT	-	37	-	-
	300+61	300+61	LT	19	-	-	-
	300+61	300+70	LT	9	-	-	-
PROJECT TOTALS				**642**	**1,091**	**65**	**260**

ABANDONING SEWER

CATEGORY	STATION	TO STATION	LOCATION	(204.0291.S) CY
0010	300+61	300+80	LT	0.55
PROJECT TOTAL				**0.55**

EXISTING VAULTS

CATEGORY	STATION	TO STATION	LOCATION	PROPERTY ADDRESS	(SPV.0165.03) ABANDON VAULT SF	(SPV.0165.04) VAULT WALL SF	ABANDONED VAULT WALL REMOVAL (SPV.0165.05) MASONRY SF	(SPV.0165.06) REINFORCED CONCRETE 0"-10" SF	(SPV.0165.07) REINFORCED CONCRETE 10"+ SF
0010	294+10	294+17	LT	221 E. STATE STREET	40	50	-	-	-
				UNDISTRIBUTED	40	50	50	50	50
				PROJECT TOTALS	**80**	**100**	**50**	**50**	**50**

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.25			(item #208.0100)	
5880-02-72												
USH 12 (State St)	281+50 - 300+76.5	HANOVER STREET TO PINE STREET	6,066	1,213	0	6,066	24	30	6,036	6,036	0	
Division St	536+00 - 536+75	MAINE STREET TO STATE STREET	127	25	0	127	0	0	127	127	0	
PROJECT TOTAL			6,193	1,239	0	6,193	24	30	6,163	6,163	0	

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 Crush material. An undistrubuted amount of Select Crush material is included in the project. Note: Soil Borings showed some areas with sawdust as part of the pavement structure. If this material is encountered, material should be excavated.
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
13) Expanded Fill. Factor = 1.25

BASE AGGREGATE DENSE

CATEGORY	STATION	TO STATION	LOCATION	(305.0110) 3/4-INCH TON	(305.0120) 1 1/4-INCH TON
0010	281+50	289+25	LT & RT	-	2,376
	289+25	300+77	LT & RT	-	2,959
	UNDISTRIBUTED (DRIVEWAYS)			20	-
	UNDISTRIBUTED (TEMPORARY ACCESS & WEDGES)			-	20
	PROJECT TOTALS			**20**	**5,355**

SELECT CRUSHED MATERIAL

CATEGORY	STATION	TO STATION	(312.0110) TON
0010	UNDISTRIBUTED (EBS)		2,170
	PROJECT TOTAL		**2,170**

CONCRETE PAVEMENT JOINT LAYOUT

CATEGORY	DESCRIPTION	(SPV.0105.03) LS
0010	PROJECT 5880-02-72	1
	PROJECT TOTAL	**1**

CONCRETE PAVEMENT 8-INCH

CATEGORY	STATION	TO STATION	(415.0080) SY	(415.1080) HES 8-INCH SY
0010	281+70	284+37	1,470	-
	284+43	286+30	987	-
	286+36	288+23	1,321	-
	288+29	289+22	914	-
	289+28	292+29	1,598	-
	292+35	292+94	319	-
	293+00	296+14	1,448	-
	296+20	296+86	483	-
	296+92	299+99	1,424	-
	300+05	300+71	533	-
	UNDISTRIBUTED		-	1,000
	PROJECT TOTALS		**10,498**	**1,000**

COLORED CONCRETE PAVEMENT 8-INCH

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0165.01) SF
0040	283+82	284+23	LT	220
	284+37	284+43	LT & RT	270
	286+30	286+36	LT & RT	330
	286+40	286+90	RT	280
	288+23	288+29	LT & RT	330
	537+01	536+60	LT & RT	405
	289+22	289+28	LT & RT	290
	292+29	292+35	LT & RT	195
	292+44	292+84	RT	225
	292+94	293+00	LT & RT	190
	296+14	296+20	LT & RT	230
	296+24	296+63	LT	210
	296+35	296+75	RT	225
	296+86	296+91	LT & RT	225
	299+99	300+05	LT & RT	255
	300+16	300+63	RT	260
	300+20	300+62	LT	245
	300+71	300+77	LT & RT	280
	PROJECT TOTAL			**4,665**

CONCRETE PAVEMENT GAPS

CATEGORY	DESCRIPTION	(415.0210) EACH
0010	STATE STREET/HICKORY STREET INTERSECTION	2
	UNDISTRIBUTED	2
	PROJECT TOTAL	**4**

DRILLED TIE BARS

CATEGORY	STATION	TO STATION	LOCATION	(416.0610) EACH
0010	296+28	296+67	LT	13
	300+21	300+57	LT	12
	300+77	300+77	LT & RT	15
	PROJECT TOTAL			**40**

DRILLED DOWEL BARS

CATEGORY	STATION	TO STATION	LOCATION	(416.0620) EACH
0010	296+59	296+59	LT	3
	300+21	300+21	LT	4
	300+56	300+56	LT	2
	PROJECT TOTAL			**9**

FILE NAME : P:\90s\93\00093025\CADD\Planshts\Miscellaneous Quantities\5880-02-72 MQ Sheet Border.dgn PLOT DATE : 6/26/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:200
WISDOT/CADDS SHEET 43

3

CONCRETE DRIVEWAY 7-INCH

CATEGORY	STATION	TO STATION	LOCATION	(416.0170) SY	(416.0270) HES 7-INCH SY
0010	281+99	-	LT	25	-
	282+32	-	RT	6	-
	282+74	-	LT	16	-
	282+87	283+85	LT	49	-
	283+05	-	LT	36	-
	283+05	-	RT	36	-
	283+44	-	LT	27	-
	283+76	-	RT	13	-
	284+27	-	RT	13	-
	284+97	-	RT	36	-
	285+31	-	RT	11	-
	285+70	-	LT	25	-
	286+21	-	LT	13	-
	286+48	-	LT	19	-
	290+83	-	LT	14	-
	292+02	-	LT	28	-
	294+25	-	LT	14	-
	296+81	-	RT	7	-
	296+84	297+60	RT	38	-
	297+16	-	RT	27	-
	297+49	-	RT	23	-
	297+49	-	LT	31	-
	298+10	-	RT	19	-
	298+67	-	LT	31	-
	298+78	-	RT	19	-
	UNDISTRIBUTED			-	55
	PROJECT TOTALS			**570**	**55**

NOTE: TIE BARS INCIDENTAL TO CONCRETE DRIVEWAY 7-INCH

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO STATION	LOCATION	(601.0407) 18-INCH TYPE D LF	(601.0409) 30-INCH TYPE A LF	(SPV.0090.01) 30-INCH TYPE A SPECIAL LF	(SPV.0090.02) HES 30-INCH TYPE A LF	(601.0411) 30-INCH TYPE D LF	(650.5500) CONSTRUCTION STAKING LF
0010	281+60	281+88	RT	-	25	5	-	20	50
	281+60	283+86	LT	-	235	-	-	10	245
	282+26	286+42	RT	-	420	25	-	5	450
	284+19	296+26	LT	20	1,220	25	-	10	1,275
	286+85	536+30	RT & LT	-	200	45	-	-	245
	535+41	535+51	RT	-	-	-	-	10	10
	536+30	292+45	RT	-	345	60	-	10	415
	292+84	296+36	RT	-	385	10	-	20	415
	296+61	300+19	LT	-	360	30	-	-	390
	296+75	300+16	RT	-	355	25	-	20	400
	300+58	300+76	LT	-	35	-	-	-	35
		UNDISTRIBUTED		-	-	-	360	-	-
		PROJECT TOTALS		**20**	**3,580**	**225**	**360**	**105**	**3,930**

NOTE: TIE BARS INCIDENTAL TO CONCRETE CURB & GUTTER TYPE A

CONCRETE CURB PEDESTRIAN

CATEGORY	STATION	TO STATION	LOCATION	(601.0600) LF
0010	286+18	286+31	RT	25
	286+93	287+05	RT	18
	286+94	287+05	RT	11
	288+27	536+87	RT & LT	19
	296+09	296+18	LT	15
	296+82	296+97	LT	15
		PROJECT TOTAL		**103**

HMA PAVEMENT

CATEGORY	STATION	TO STATION	LOCATION	(455.0120) ASPHALTIC MATERIAL PG-64-28 TON	(455.0605) TACK COAT GAL	(460.1103) HMA PAVEMENT TYPE E-3 TON	(465.0105) ASPHALTIC SURFACE TON	NOTES
0010	281+50	281+70	LT & RT	2	5	29	0	STATE STREET PAVEMENT BOP
	281+59	282+81	LT	0	2	0	8	PARKING LOT
	281+90	282+24	RT	1	4	17	0	HANOVER STREET PAVEMENT
	282+38	283+83	RT	0	5	0	17	PARKING LOT
	283+88	284+17	LT	1	4	20	0	BEACH STREET PAVEMENT
	284+21	284+34	RT	0	0	0	1	DRIVEWAY
	284+68	285+38	RT	0	2	0	7	DRIVEWAY
	286+15	286+30	LT	0	0	0	1	DRIVEWAY
	286+40	286+57	LT	0	0	0	1	DRIVEWAY
	286+43	286+84	RT	1	4	21	0	ELM STREET PAVEMENT
	532+76	536+30	LT & RT	14	156	256	0	DIVISION STREET PAVEMENT
	290+76	290+89	LT	0	0	0	1	DRIVEWAY
	291+87	292+15	LT	0	1	0	3	DRIVEWAY
	292+44	292+92	RT	1	5	23	0	OAK STREET PAVEMENT
	292+90	293+00	LT	0	0	0	1	DRIVEWAY
	294+20	294+30	LT	0	0	0	1	DRIVEWAY
	296+35	296+76	RT	1	5	21	0	HICKORY STREET PAVEMENT
	297+26	299+00	LT	0	3	0	12	PARKING LOT
	297+98	298+25	RT	0	0	0	2	DRIVEWAY
	298+69	298+87	RT	0	0	0	1	DRIVEWAY
	300+18	300+59	RT	1	4	20	0	PINE STREET PAVEMENT
		PROJECT TOTALS		**22**	**203**	**407**	**56**	

CONCRETE SIDEWALK 5-INCH

CATEGORY	STATION	TO STATION	LOCATION	(602.0410) SF
0010	281+68	281+87	RT	160
	281+70	283+84	LT	620
	282+28	286+42	RT	2,005
	284+21	296+26	LT	8,595
	286+86	536+30	RT & LT	1,495
	535+41	535+51	RT	80
	536+30	292+44	RT	2,625
	292+85	296+35	RT	2,525
	296+62	300+18	LT	1,935
	296+76	300+16	RT	1,805
	300+59	300+76	LT	265
		PROJECT TOTAL		**22,110**

STAMPED COLORED CONCRETE SIDEWALK 6-INCH

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0165.02) SF
0040	281+80	283+77	LT	330
	282+44	286+30	RT	840
	284+28	291+88	LT	2,925
	286+95	288+36	RT	915
	289+13	292+44	RT	1,260
	292+14	296+15	LT	1,620
	292+84	296+35	RT	1,570
	296+68	299+99	LT	810
	296+75	300+13	RT	770
		PROJECT TOTAL		**11,040**

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	STATION	LOCATION	(602.0505) SF
0010	281+78	LT	8
	281+78	RT	8
	281+84	RT	8
	282+32	RT	8
	282+42	LT	8
	282+42	RT	8
	283+80	LT	8
	284+25	LT	8
	284+40	LT	8
	284+40	RT	8
	286+32	LT	8
	286+32	RT	8
	286+38	RT	8
	286+93	RT	8
	288+26	LT	8
	288+26	RT	8
	537+00	LT	8
	536+60	RT	8
	289+25	LT	8
	289+25	RT	8
	292+32	LT	8
	292+32	RT	8
	292+42	RT	8
	292+86	RT	8
	292+97	LT	8
	292+97	RT	8
	296+17	LT	8
	296+17	RT	8
	296+22	LT	8
	296+33	RT	8
	296+65	LT	8
	296+78	RT	8
	296+89	LT	8
	296+89	RT	8
	300+02	LT	8
	300+02	RT	8
	300+14	RT	8
	300+17	LT	8
	300+64	LT	8
	300+74	LT	8
	PROJECT TOTAL		**320**

UTILITY LINE OPENING (ULO)

CATEGORY	STATION	LOCATION	(SPV.0060.01) EACH	DESCRIPTION
0010	281+69	22' RT	1	GAS
	281+85	38' RT	1	GAS
	281+97	22' RT	1	GAS
	282+65	12' LT	1	GAS
	283+44	22' RT	1	GAS
	283+84	12' LT	1	GAS
	284+46	22' RT	1	GAS
	298+46	21' RT	1	GAS
	298+90	21' RT	1	GAS
	298+95	12' LT	1	GAS
	299+28	13' LT	1	GAS
	299+96	21' RT	1	GAS
	300+22	38' LT	1	FIBER OPTIC
	300+22	12' LT	1	FIBER OPTIC
	300+22	40' RT	1	FIBER OPTIC
	300+53	20' RT	1	GAS
	UNDISTRIBUTED		4	-
	PROJECT TOTAL		**20**	

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	STRUCTURE I.D. FROM	STRUCTURE I.D. TO	(608.0312) CLASS III 12-INCH LF	(608.0315) CLASS III 15-INCH LF	(608.0324) CLASS III 24-INCH LF	(608.0360) CLASS III 60-INCH LF	(608.0412) CLASS IV 12-INCH LF	(608.0424) CLASS IV 24-INCH LF	(610.0114) HORIZONTAL ELLIPTICAL CLASS HE-III 14x23-INCH LF	(610.0148) HORIZONTAL ELLIPTICAL CLASS HE-III 48x76-INCH LF	*(SVP.0090.03) STORM SEWER, 8-INCH PVC LF
0010	1.0	2.0	-	-	-	-	-	-	-	50	-
	1.0	1.1	9	-	-	-	-	-	-	-	-
	1.0	1.2	29	-	-	-	-	-	-	-	-
	2.0	3.0	-	-	-	159	-	-	-	-	-
	2.0	2.1	31	-	-	-	-	-	-	-	-
	2.0	2.2	43	-	-	-	-	-	-	-	-
	3.0	4.0	-	-	-	47	-	-	-	-	-
	3.0	3.1	13	-	-	-	-	-	-	-	-
	3.0	3.2	37	-	-	-	-	-	-	-	-
	4.0	5.0	-	-	-	40	-	-	-	-	-
	4.0	6.0	-	-	-	-	-	43	-	-	-
	6.0	7.0	-	-	247	-	-	-	-	-	-
	6.0	6.1	14	-	-	-	-	-	-	-	-
	6.0	6.2	35	-	-	-	-	-	-	-	-
	7.0	8.0	-	-	98	-	-	-	-	-	-
	7.0	7.1	-	20	-	-	-	-	-	-	-
	7.0	7.2	45	-	-	-	-	-	-	-	-
	8.0	9.0	-	-	207	-	-	-	-	-	-
	8.0	8.1	26	-	-	-	-	-	-	-	-
	8.0	8.2	42	-	-	-	-	-	-	-	-
	9.0	10.0	-	205	-	-	-	-	-	-	-
	9.0	9.1	16	-	-	-	-	-	-	-	-
	9.0	9.2	39	-	-	-	-	-	-	-	-
	10.0	11.0	63	-	-	-	-	-	-	-	-
	10.0	10.1	15	-	-	-	-	-	-	-	-
	10.0	10.2	35	-	-	-	-	-	-	-	-
	11.0	11.1	28	-	-	-	-	-	-	-	-
	11.0	11.2	38	-	-	-	-	-	-	-	-
	12.0	13.0	19	-	-	-	-	-	-	-	-
	12.0	12.1	-	-	-	-	62	-	-	-	-
	12.0	12.3	64	-	-	-	-	-	-	-	-
	12.1	12.2	-	-	-	-	36	-	-	-	-
	12.3	12.4	-	-	-	-	45	-	-	-	-
	12.3	12.5	160	-	-	-	-	-	-	-	-
	12.4	12.6	-	-	-	-	13	-	-	-	-
	12.5	STUB	-	-	-	-	-	-	-	-	10
	13.0	13.1	30	-	-	-	-	-	-	-	-
	13.0	13.2	11	-	-	-	-	-	-	-	-
	14.0	15.0	-	-	-	-	-	-	163	-	-
	14.0	14.1	-	12	-	-	-	-	-	-	-
	14.0	14.3	-	35	-	-	-	-	-	-	-
	14.1	14.2	95	-	-	-	-	-	-	-	-
	14.3	14.4	-	45	-	-	-	-	-	-	-
	15.0	16.0	-	-	-	-	-	-	53	-	-
	15.0	15.1	27	-	-	-	-	-	-	-	-
	15.1	15.2	41	-	-	-	-	-	-	-	-
	16.0	16.1	36	-	-	-	-	-	-	-	-
	16.1	16.2	28	-	-	-	-	-	-	-	-
	PROJECT TOTALS		**1,069**	**317**	**552**	**246**	**156**	**43**	**216**	**50**	**10**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONCRETE COLLARS FOR PIPE

CATEGORY	STATION	LOCATION	(520.8000) EACH
0010	UNDISTRIBUTED		2
	PROJECT TOTAL		**2**

RECONNECT STORM SEWER LATERALS

CATEGORY	STATION	LOCATION	(SPV.0060.02) EACH
0010	286+93.5	36.5' LT	1
	296+35.0	40.4' RT	1
	298+45.9	22.5' RT	1
	UNDISTRIBUTED		1
	PROJECT TOTAL		**4**

ROOF DRAIN CONNECTION

CATEGORY	STATION	LOCATION	(SPV.0060.03) EACH	*(SVP.0090.03) STORM SEWER, 8-INCH PVC LF
0010	287+65	42.5' RT	1	50
	288+13	46.3' RT	1	25
	UNDISTRIBUTED		1	50
	PROJECT TOTAL		**3**	**125**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE I.D.	STATION	LOCATION	(611.2004) MANHOLES 4-FT DIAMETER EACH	(611.2005) MANHOLES 5-FT DIAMETER EACH	(611.2006) MANHOLES 6-FT DIAMETER EACH	(611.2008) MANHOLES 8-FT DIAMETER EACH	(SPV.0060.04) MANHOLES 8x8-FT SPECIAL EACH	(611.3004) INLETS 4-FT DIAMETER EACH	(611.3230) INLETS 2x3-FT EACH	(611.0530) MANHOLE COVERS TYPE J EACH	(611.0624) INLET COVERS TYPE H EACH	(650.4000) CONSTRUCTION STAKING STORM SEWER EACH	TOP OF STRUCTURE ELEVATION	BOX DEPTH FEET	FLANGE OR RIM ELEVATION	INVERT
0010	1.0	281+97.2	37.7' RT	-	-	-	-	1	-	-	1	-	1	878.50	7.75	879.75	870.75
	1.1	281+88.5	37.7' RT	-	-	-	-	-	-	1	-	1	1	878.68	4.28	879.68	876.40
	1.2	282+26.1	37.7' RT	-	-	-	-	-	-	1	-	1	1	878.81	4.41	879.81	876.40
	2.0	281+97.2	12.0' LT	-	-	-	-	1	-	-	1	-	1	879.43	8.88	880.68	870.55
	2.1	281+68.5	24.0' LT	-	-	-	-	-	-	1	-	1	1	879.89	5.44	880.89	876.45
	2.2	281+68.5	19.7' RT	-	-	-	-	-	-	1	-	1	1	879.34	4.89	880.34	876.45
	3.0	283+56.5	12.0' LT	-	-	-	1	-	-	-	1	-	1	878.77	8.88	880.02	869.89
	3.1	283+60.5	24.0' LT	-	-	-	-	-	-	1	-	1	1	878.83	4.93	879.83	875.90
	3.2	283+44.0	22.5' RT	-	-	-	-	-	-	1	-	1	1	878.80	4.90	879.80	875.90
	4.0	284+3.0	12.0' LT	-	-	-	-	1	-	-	1	-	1	879.20	9.50	880.45	869.70
	5.0	284+3.0	52.0' LT	-	-	-	1	-	-	-	1	-	1	878.58	9.04	879.83	869.54
	6.0	284+46.0	12.0' LT	-	1	-	-	-	-	-	1	-	1	880.03	4.07	881.28	875.96
	6.1	284+46.0	25.5' LT	-	-	-	-	-	-	1	-	1	1	880.04	4.89	881.04	877.15
	6.2	284+46.0	22.5' RT	-	-	-	-	-	-	1	-	1	1	880.10	4.95	881.10	877.15
	7.0	286+93.5	16.3' LT	-	1	-	-	-	-	-	1	-	1	883.41	6.46	884.66	876.95
	7.1	286+93.5	36.5' LT	-	-	-	-	-	-	1	-	1	1	883.29	5.04	884.29	880.25
	7.2	287+4.5	27.5' RT	-	-	-	-	-	-	1	-	1	1	883.56	5.03	884.56	880.53
	8.0	287+92.0	12.0' LT	-	1	-	-	-	-	-	1	-	1	883.32	6.07	884.57	877.25
	8.1	287+92.0	37.9' LT	-	-	-	-	-	-	1	-	1	1	883.07	4.77	884.07	880.30
	8.2	288+6.0	27.5' RT	-	-	-	-	-	-	1	-	1	1	883.41	5.11	884.41	880.30
	9.0	290+0.0	12.0' LT	1	-	-	-	-	-	-	1	-	1	883.42	5.55	884.67	877.87
	9.1	290+0.0	27.5' LT	-	-	-	-	-	-	1	-	1	1	883.39	4.89	884.39	880.50
	9.2	290+0.0	26.7' RT	-	-	-	-	-	-	1	-	1	1	883.34	4.84	884.34	880.50
	10.0	292+6.0	12.0' LT	-	1	-	-	-	-	-	1	-	1	882.73	3.49	883.98	879.24
	10.1	292+18.7	20.1' LT	-	-	-	-	-	-	1	-	1	1	882.61	4.11	883.61	880.50
	10.2	292+6.0	22.5' RT	-	-	-	-	-	-	1	-	1	1	882.85	4.35	883.85	880.50
	11.0	292+57.0	24.0' RT	1	-	-	-	-	-	-	1	-	1	881.86	2.05	883.11	879.81
	11.1	292+42.3	48.0' RT	-	-	-	-	-	-	1	-	1	1	882.85	4.75	883.85	880.10
	11.2	292+85.9	48.0' RT	-	-	-	-	-	-	1	-	1	1	881.52	3.52	882.52	880.00
	12.0	296+61.0	26.0' RT	1	-	-	-	-	-	-	1	-	1	874.30	1.90	875.55	872.40
	12.1	296+62.2	36.0' LT	-	-	-	-	-	1	-	-	1	1	874.47	2.01	875.47	872.71
	12.2	296+26.6	41.8' LT	-	-	-	-	-	-	1	-	1	1	874.22	3.33	875.22	872.89
	12.3	295+97.0	22.5' RT	-	-	-	-	-	1	-	-	1	1	875.10	2.38	876.10	872.72
	12.4	295+97.0	22.5' LT	-	-	-	-	-	-	1	-	1	1	875.10	4.15	876.10	872.95
	12.5	294+37.0	22.5' RT	-	-	-	-	-	-	1	-	1	1	878.41	4.09	879.41	874.32
	12.6	296+9.3	22.5' LT	-	-	-	-	-	-	1	-	1	1	874.92	1.90	875.92	873.02
	13.0	296+65.0	44.0' RT	1	-	-	-	-	-	-	1	-	1	874.50	2.20	875.75	872.30
	13.1	296+35.0	40.4' RT	-	-	-	-	-	-	1	-	1	1	874.62	4.17	875.62	872.45
	13.2	296+75.7	40.5' RT	-	-	-	-	-	-	1	-	1	1	874.59	4.14	875.59	872.45
	14.0	298+90.5	12.0' LT	-	1	-	-	-	-	-	1	-	1	873.25	3.21	874.50	870.04
	14.1	298+85.0	22.5' LT	-	-	-	-	-	-	1	-	1	1	873.66	5.56	874.66	870.10
	14.2	297+90.0	22.5' LT	-	-	-	-	-	-	1	-	1	1	873.59	4.76	874.59	870.83
	14.3	298+90.5	22.5' RT	-	-	-	-	-	1	-	-	1	1	872.84	2.66	873.84	870.18
	14.4	298+45.9	22.5' RT	-	-	-	-	-	1	-	-	1	1	872.86	2.50	873.86	870.36
	15.0	300+53.0	12.0' LT	-	1	-	-	-	-	-	1	-	1	873.63	4.24	874.88	869.39
	15.1	300+59.3	38.0' LT	-	-	-	-	-	1	-	-	1	1	873.68	3.85	874.68	869.83
	15.2	300+19.1	38.0' LT	-	-	-	-	-	-	1	-	1	1	873.94	5.70	874.94	870.24
	16.0	300+53.0	40.6' RT	-	-	1	-	-	-	-	1	-	1	872.49	3.36	873.74	869.13
	16.1	300+16.7	40.6' RT	-	-	-	-	-	-	1	-	1	1	872.90	5.47	873.90	869.43
	16.2	299+96.0	22.5' RT	-	-	-	-	-	-	1	-	1	1	873.04	5.47	874.04	869.57
	PROJECT TOTALS			**4**	**6**	**1**	**2**	**3**	**5**	**29**	**16**	**34**	**50**				

FINISHING ITEMS

CATEGORY	STATION	TO STATION	LOCATION	(625.0100) TOPSOIL SY	(631.1000) SOD LAWN SY	(631.0300) SOD WATER MGAL
0010	281+60	281+75	LT	9	9	0.5
	281+60	281+88	RT	27	27	1.5
	283+67	283+70	RT	3	3	0.2
	284+17	285+87	LT	130	130	7.4
	287+22	287+66	RT	6	6	0.3
	290+93	291+15	RT	2	2	0.1
	292+00	292+34	RT	15	15	0.8
	293+02	296+10	RT	53	53	3.0
	298+45	300+09	RT	15	15	0.8
	300+11	300+18	LT	5	5	0.3
		UNDISTRIBUTED		16	16	1.1
		PROJECT TOTALS		**280**	**280**	**16.0**

SHREDDED HARDWOOD BARK MULCH

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0180.01) SY
0010	286+60	288+50	LT	45
		PROJECT TOTAL		**45**

WATER

CATEGORY	DESCRIPTION	(624.0100) MGAL
0010	COMPACTION	54
	DUST CONTROL	22
	UNDISTRIBUTED	9
	PROJECT TOTAL	**85**

MOBILIZATIONS EROSION CONTROL

CATEGORY	(628.1905) EACH	(628.1910) EMERGENCY EROSION CONTROL EACH
0010	9	5
PROJECT TOTALS	**9**	**5**

TRACKING PADS

CATEGORY	DESCRIPTION	(628.7560) EACH
0010	STAGE 1	1
	STAGE 2	1
	PROJECT TOTAL	**2**

SILT FENCE

CATEGORY	STATION	TO STATION	LOCATION	(628.1504) LF	(628.1520) MAINTENANCE LF
0010	284+33	285+90	LT	165	330
		UNDISTRIBUTED		85	170
		PROJECT TOTALS		**250**	**500**

INLET PROTECTION TYPE D

CATEGORY	STRUCTURE I.D.	STATION	LOCATION	(628.7020) EACH
0010	2.1	281+69	LT	1
	2.2	281+69	RT	1
	EXISTING	281+88	RT	1
	1.1	281+88	RT	1
	EXISTING	282+25	RT	1
	1.2	282+26	RT	1
	3.2	283+44	RT	1
	3.1	283+61	LT	1
	EXISTING	283+65	LT	1
	EXISTING	283+67	RT	1
	EXISTING	283+93	RT	1
	EXISTING	284+36	LT	1
	6.1	284+46	LT	1
	6.2	284+46	RT	1
	EXISTING	286+40	RT	1
	EXISTING	286+80	RT	1
	EXISTING	286+93	LT	1
	7.1	286+93	LT	1
	EXISTING	287+02	RT	1
	7.2	287+05	RT	1
	8.1	287+92	LT	1
	8.2	288+06	RT	1
	EXISTING	289+55	LT	1
	9.1	290+00	LT	1
	9.2	290+00	RT	1
	EXISTING	290+08	RT	1
	10.2	292+06	RT	1
	10.1	292+19	LT	1
	EXISTING	292+29	RT	1
	EXISTING	292+42	RT	1
	11.1	292+42	RT	1
	11.2	292+86	RT	1
	12.5	294+37	RT	1
	12.3	295+97	RT	1
	12.4	295+97	LT	1
	12.6	296+09	LT	1
	EXISTING	296+16	RT	1
	EXISTING	296+26	LT	1
	12.2	296+27	LT	1
	EXISTING	296+33	RT	1
	13.1	296+35	RT	1
	12.1	296+62	LT	1
	EXISTING	296+72	LT	1
	13.2	296+76	RT	1
	EXISTING	296+82	RT	1
	14.2	297+90	LT	1
	14.4	298+46	RT	1
	EXISTING	298+47	RT	1
	EXISTING	298+48	LT	1
	14.1	298+85	LT	1
	14.3	298+91	RT	1
	16.2	299+96	RT	1
	EXISTING	299+97	RT	1
	EXISTING	300+12	LT	1
	EXISTING	300+16	RT	1
	16.1	300+16	RT	1
	15.2	300+19	LT	1
	15.1	300+59	LT	1
	EXISTING	300+61	LT	1
	EXISTING	300+80	LT	1
	EXISTING	300+80	RT	1
	EXISTING	PINE STREET, SOUTH OF STATE STREET		2
	EXISTING	DIVISION STREET, SOUTH OF PROJECT LIMITS		2
	EXISTING	533+06	LT	1
	EXISTING	533+58	LT	1
	EXISTING	533+62	RT	1
	EXISTING	533+69	LT	1
	EXISTING	534+24	RT	1
	EXISTING	534+38	RT	1
		PROJECT TOTAL		**71**

REMOVING SIGNS

CATEGORY	SIGN NO.	STATION	LOCATION	(638.2602) TYPE II EACH	(638.3000) REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	E1.1	283+71	LT	1	-	ON UTILITY POLE
	E1.2	283+76	LT	1	1	
	E1.3	285+48	LT	1	-	ON STREET LIGHT POLE
	E1.4	285+90	LT	1	1	
	E1.5	282+32	RT	1	1	
	E1.6	284+69	RT	1	-	ON STREET LIGHT POLE
	E2.1	288+08	LT	1	-	ON TRAFFIC SIGNAL POLE
	E2.2	288+53	LT	1	-	ON STREET LIGHT POLE
	E2.3	289+20	LT	1	-	ON TRAFFIC SIGNAL POLE
	E2.4	289+75	LT	1	-	ON OVERHEAD SIGN SUPPORT
	E2.5	289+75	LT	1	-	ON OVERHEAD SIGN SUPPORT
	E2.6	289+75	LT	1	-	ON OVERHEAD SIGN SUPPORT
	E2.7	291+07	LT	1	-	ON STREET LIGHT POLE
	E2.8	286+29	RT	1	-	ON STREET LIGHT POLE
	E2.9	286+88	RT	1	1	
	E2.10	287+04	RT	1	-	ON OVERHEAD SIGN SUPPORT
	E2.11	287+04	RT	1	-	ON OVERHEAD SIGN SUPPORT
	E2.12	287+04	RT	1	-	ON OVERHEAD SIGN SUPPORT
	E2.13	536+82	LT	1	-	ON STREET LIGHT POLE
	E2.14	536+30	RT	1	-	ON STREET LIGHT POLE
	E2.15	289+26	RT	1	-	ON TRAFFIC SIGNAL POLE
	E2.16	290+46	RT	1	-	ON STREET LIGHT POLE
	E2.17	291+68	RT	1	-	ON STREET LIGHT POLE
	E3.1	292+31	LT	1	-	ON STREET LIGHT POLE
	E3.2	294+10	LT	1	-	ON STREET LIGHT POLE
	E3.3	296+18	LT	1	-	ON STREET LIGHT POLE
	E3.4	296+25	LT	1	1	
	E3.5	297+81	LT	1	-	ON STREET LIGHT POLE
	E3.6	292+89	RT	1	1	
	E3.7	296+80	RT	1	1	
	E3.8	296+87	RT	1	-	ON STREET LIGHT POLE
	E4.1	300+07	LT	1	-	ON STREET LIGHT POLE
	E4.2	300+15	LT	1	1	
	E4.3	298+94	RT	1	-	ON STREET LIGHT POLE
	E5.1	533+85	LT	1	-	ON STREET LIGHT POLE
	E5.2	534+95	LT	1	-	ON STREET LIGHT POLE
	E5.3	535+86	LT	1	-	ON STREET LIGHT POLE
	E5.4	532+04	RT	1	-	ON STREET LIGHT POLE
	E5.5	534+43	RT	1	-	ON STREET LIGHT POLE
	E5.6	535+45	RT	1	-	ON OVERHEAD SIGN SUPPORT
	E5.7	535+45	RT	1	-	ON OVERHEAD SIGN SUPPORT
	E5.8	535+45	RT	1	-	ON OVERHEAD SIGN SUPPORT
	E5.9	535+45	RT	1	-	ON OVERHEAD SIGN SUPPORT
	PROJECT TOTALS			**43**	**8**	

REMOVING OVERHEAD SIGN SUPPORTS

CATEGORY	STATION	LOCATION	(204.9060.S.01) EACH	(204.9060.S.02) EACH	(204.9060.S.03) EACH
0010	287+04	RT	1	-	-
	289+75	LT	-	1	-
	535+45	RT	-	-	1
	PROJECT TOTALS		**1**	**1**	**1**

MOVING SIGNS TYPE II

CATEGORY	SIGN NO.	STATION	TO STATION	LOCATION	(638.2102) EACH	(638.4000) MOVING SMALL SIGN SUPPORTS EACH
0010	4.3	299+77	299+77	RT	1	1
			PROJECT TOTALS		**1**	**1**

PERMANENT SIGNING

CATEGORY	NO	STATION	LOCATION	CODE	SIZE IN X IN	(637.2210) SIGNS TYPE II REFLECTIVE H SF	(637.2215) SIGNS TYPE II REFLECTIVE H FOLDING EACH	(634.0616) POSTS WOOD 4X6-INCH X 16-FT EACH	(634.0814) POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	(SPV.0060.08) CORING FOR SIGN POSTS EACH	NOTE
0010	1.1	283+82	LT	R1-1	30 X 30	5.18	-	-	1	-	
	1.2	285+85	LT	R7-6R	18 X 24	3.00	-	-	1	-	
	1.3	282+30	RT	R1-1	30 X 30	5.18	-	-	1	-	
	1.4	284+60	RT	R2-1	24 X 30	5.00	-	-	-	-	ON STREET LIGHT POLE
	2.1	286+97	LT	JV4-1	24 X 60	10.00	-	1	-	-	
	2.2	287+57	LT	JV4-1	24 X 60	10.00	-	1	-	-	
	2.3	288+22	LT	D SERIES	60 X 18	7.50	-	-	-	-	ON TRAFFIC SIGNAL POLE
	2.4	288+22	LT	R10-50	30 X 36	7.50	-	-	-	-	ON TRAFFIC SIGNAL POLE
	2.5	289+30	LT	R1-1F	30 X 30	-	5.18	-	-	-	ON TRAFFIC SIGNAL POLE
	2.6	290+70	LT	R7-51L	18 X 24	3.00	-	-	1	-	
	2.7	290+27	LT	R3-5A	42 X 48	14.00	-	-	-	-	ON OVERHEAD SIGN SUPPORT
	2.8	290+27	LT	R3-5L	42 X 48	14.00	-	-	-	-	ON OVERHEAD SIGN SUPPORT
	2.9	286+90	RT	R1-1	30 X 30	5.18	-	-	1	-	
	2.10	287+00	RT	R9-3A	24 X 24	4.00	-	-	1	-	
	2.11	287+00	RT	R9-3BL	18 X 12	1.50	-	-	-	-	ON POST WITH 2.10
	2.12	287+23	RT	R7-1D	18 X 24	3.00	-	-	-	-	ON OVERHEAD SIGN SUPPORT
	2.13	287+23	RT	R3-5R	42 X 48	14.00	-	-	-	-	ON OVERHEAD SIGN SUPPORT
	2.14	287+23	RT	R3-5A	42 X 48	14.00	-	-	-	-	ON OVERHEAD SIGN SUPPORT
	2.15	286+16	RT	R1-1F	30 X 30	-	5.18	-	-	-	ON TRAFFIC SIGNAL POLE
	2.16	536+40	LT	R7-51R	18 X 24	3.00	-	-	1	-	
	2.17	536+54	RT	R1-1F	30 X 30	-	5.18	-	-	-	ON TRAFFIC SIGNAL POLE
	2.18	289+31	RT	D SERIES	60 X 18	7.50	-	-	-	-	ON TRAFFIC SIGNAL POLE
	2.19	289+95	RT	JV4-1	24 X 60	10.00	-	1	-	-	
	2.20	290+55	RT	JV4-1	24 X 60	10.00	-	1	-	-	
	3.1	296+23	LT	R1-1	30 X 30	5.18	-	-	1	-	
	3.2	292+20	RT	R2-1	24 X 30	5.00	-	-	-	-	ON STREET LIGHT POLE
	3.3	292+87	RT	R1-1	30 X 30	5.18	-	-	1	-	
	3.4	296+78	RT	R1-1	30 X 30	5.18	-	-	1	-	
	4.1	299+60	LT	JV4-1	24 X 60	10.00	-	1	-	-	
	4.2	300+15	LT	R1-1	30 X 30	5.18	-	-	1	-	
	5.1	535+43	RT	R7-1R	18 X 24	3.00	-	-	1	-	
	5.2	535+88	RT	R7-51L	18 X 24	3.00	-	-	1	1	
			PROJECT TOTALS			**198.26**	**15.54**	**5**	**13**	**1**	

OVERHEAD SIGN SUPPORT

CATEGORY	STATION	LOCATION	(641.8100.01) S-29-0009 LS	(641.8100.02) S-29-0010 LS
0010	287+23	31.2' RT	-	1
	290+27	31.2' LT	1	-
	PROJECT TOTALS		**1**	**1**

POWDER COATING OVERHEAD SIGN STRUCTURE

CATEGORY	STATION	LOCATION	(SPV.0105.01) S-29-0009 LS	(SPV.0105.02) S-29-0010 LS
0040	287+23	31.2' RT	-	1
	290+27	31.2' LT	1	-
	PROJECT TOTALS		**1**	**1**

3

TRAFFIC CONTROL

CATEGORY	STAGE	DRUMS NO. DEVICES	(643.0300) DRUMS DAY	BARRICADES TYPE III NO. DEVICES	(643.0420) BARRICADES TYPE III DAY	WARNING LIGHTS TYPE A NO. DEVICES	(643.0705) WARNING LIGHTS TYPE A DAY	SIGNS NO. DEVICES	(643.0900) SIGNS DAY	DURATION	
0010	STAGE 1	8	664	39	3,237	57	4,731	45	3,735	83	DAYS
	STAGE 2	0	0	31	2,356	43	3,268	29	2,204	76	DAYS
	STAGE 3	0	0	22	462	30	630	24	504	21	DAYS
	DETOUR	0	0	6	954	10	1,590	0	0	159	DAYS
	PROJECT TOTALS		**664**		**7,009**		**10,219**		**6,443**		

FENCE SAFETY

CATEGORY	STAGE	STATION	TO STATION	LOCATION	(616.0700.S) LF
0010	1	289+25	296+25	LT	725
	1	289+25	292+40	RT	350
	1	293+00	296+25	RT	375
	1	296+70	300+10	LT	375
	1	296+70	300+15	RT	400
	2	283+80	286+40	RT	275
	2	285+80	289+25	LT	350
	2	286+90	536+30	RT & LT	250
	2	536+30	289+25	RT	50
			UNDISTRIBUTED		350
			PROJECT TOTAL		**3,500**

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	SIGN DESCRIPTION	# OF SIGNS	(643.1000) SF
0010	STATE STREET	6	18.0
	DIVISION STREET	4	14.0
	USH 12/STH 16 CLOSED IN MAUSTON	3	58.5
		PROJECT TOTAL	**90.5**

TRAFFIC CONTROL SIGNS PCMS

CATEGORY	DESCRIPTION	(643.1050) DAY
0010	STATE STREET, EAST OF PROJECT LIMITS	14
	STATE STREET, WEST OF PROJECT LIMITS	14
	PROJECT TOTAL	**28**

TRAFFIC CONTROL DETOUR SIGNS

CATEGORY	LOCATION	# OF SIGNS	(643.3000) DAY
0010	**DETOUR ROUTE**		
	STATE STREET/USH 12/STH 16	12	1,908
	UNION STREET/STH 58/STH 82/CTH G	47	7,473
	STH 82 EAST	42	6,678
	INTERSTATE 90/94	56	8,904
	BRIDGE STREET/STH 80/CTH A	47	7,473
	ADAMS STREET/USH 12/STH 16	21	3,339
	MONROE STREET/STH 80	14	2,226
	ALTERNATE ROUTE		
	STATE STREET/USH 12/STH 16	4	636
	UNION STREET/STH 58/STH 82/CTH G	23	3,657
	STH 82 EAST	4	636
	INTERSTATE 90/94	8	1,272
	BRIDGE STREET/STH 80/CTH A	19	3,021
	ADAMS STREET/USH 12/STH 16	5	795
	PROJECT TOTAL		**48,018**

TEMPORARY CROSSWALK ACCESS

CATEGORY	DESCRIPTION	(SPV.0045.01) DAY
0010	STATE STREET & OAK STREET - STAGE 1	83
	STATE STREET & ELM STREET - STAGE 2	76
	PROJECT TOTAL	**159**

PAVEMENT MARKINGS

CATEGORY	STATION	STATION	(646.0106) PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	(646.0106) PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	(647.0656) PAVEMENT MARKING PARKING STALL EPOXY (6-INCH, WHITE) LF	(646.0126) PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	(647.0766) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH LF	(647.0776) PAVEMENT MARKING CROSSWALK EPOXY 12-INCH LF	(647.0556) PAVEMENT MARKING STOP LINE EPOXY 12-INCH LF	(647.0566) PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF	(647.0726) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF
0010	281+50	282+45	50	-	-	-	80	175	20	-	-
	282+45	284+43	385	-	-	-	75	90	15	-	-
	284+43	286+30	450	-	75	-	-	-	-	-	5
	286+30	288+29	750	-	60	115	95	220	20	30	80
	289+22	292+29	790	20	140	100	-	100	-	30	10
	292+29	293+00	-	15	-	-	75	130	20	-	-
	293+00	296+14	630	-	225	-	-	-	-	-	-
	296+14	296+92	35	-	-	-	150	155	40	-	-
	296+92	299+99	615	-	150	-	-	-	-	-	-
	299+99	300+76	35	-	15	-	170	180	40	-	-
	532+76	536+87	790	-	125	-	340	135	45	35	-
	PROJECT TOTALS		**4,530**	**35**	**790**	**215**	**985**	**1,185**	**200**	**95**	**95**
			4,565								

PAVEMENT MARKING ARROWS EPOXY TYPE 2

CATEGORY	STATION	LOCATION	(647.0166) EACH
0010	287+30	RT	1
	287+95	RT	1
	289+55	LT	1
	290+10	LT	1
	PROJECT TOTALS		**4**

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO STATION	(650.4500) SUBGRADE LF	(650.7000) CONCRETE PAVEMENT LF
0010	281+70	300+77	1,907	1,907
	536+30	537+33	103	103
	PROJECT TOTALS		**2,010**	**2,010**

SAWING ASPHALT

CATEGORY	STATION	TO STATION	LOCATION	(690.0150) LF	NOTES
0010	281+50	281+50	LT & RT	40	ROADWAY
	281+59	282+81	LT	122	PARKING LOT
	281+90	282+24	RT	34	ROADWAY
	282+38	282+38	RT	5	DRIVEWAY
	282+38	282+95	RT	57	DRIVEWAY
	283+88	283+88	LT	20	ROADWAY
	283+88	284+17	LT	44	ROADWAY
	284+17	284+17	LT	20	ROADWAY
	284+17	284+61	LT	51	PAVEMENT
	284+68	285+21	RT	53	DRIVEWAY
	285+25	285+38	RT	13	DRIVEWAY
	285+45	285+88	LT	43	DRIVEWAY
	286+19	286+31	LT	12	DRIVEWAY
	286+41	286+56	LT	15	DRIVEWAY
	286+44	286+84	RT	40	ROADWAY
	290+76	290+88	LT	12	DRIVEWAY
	291+87	292+15	LT	28	DRIVEWAY
	292+44	292+92	RT	48	ROADWAY
	292+90	293+01	LT	11	PAVEMENT
	294+20	294+30	LT	10	DRIVEWAY
	296+35	296+76	RT	41	ROADWAY
	297+26	298+24	LT	98	PARKING LOT
	297+98	298+25	RT	27	DRIVEWAY
	298+46	299+00	LT	54	DRIVEWAY
	298+69	298+87	RT	18	DRIVEWAY
	300+18	300+58	RT	40	ROADWAY
	532+76	532+76	LT & RT	46	ROADWAY
	533+05	533+53	LT	48	ROADWAY
	533+64	534+07	RT	43	ROADWAY
	536+30	536+30	LT & RT	50	ROADWAY
	PROJECT TOTAL			**1,143**	

SEISMOGRAPH

CATEGORY	DESCRIPTION	(999.1000.S.01) LS
0010	STAGE 1	-
	STAGE 2	-
	PROJECT TOTAL	**1**

SAWING CONCRETE

CATEGORY	STATION	TO STATION	LOCATION	(690.0250) LF	NOTES
0010	281+60	281+60	LT & RT	5	CURB AND GUTTER
	281+68	281+68	RT	5	SIDEWALK
	281+70	281+70	LT	5	SIDEWALK
	281+75	281+80	RT	5	SIDEWALK
	281+88	281+91	RT	3	CURB AND GUTTER
	282+24	282+38	RT	17	CURB AND GUTTER & DRIVEWAY
	282+87	283+88	LT	108	PARKING LOT
	283+83	283+91	RT	8	SIDEWALK
	284+34	284+68	RT	34	SIDEWALK
	285+38	286+44	RT	126	SIDEWALK & CURB AND GUTTER
	285+88	286+19	LT	31	DRIVEWAY
	286+38	286+41	LT	3	CURB AND GUTTER
	286+56	286+59	LT	3	CURB AND GUTTER
	286+83	286+93	RT	10	SIDEWALK
	286+95	287+19	RT	26	SIDEWALK
	287+38	287+59	LT	21	SIDEWALK
	287+66	536+30	RT & LT	147	SIDEWALK & CURB AND GUTTER
	288+38	290+76	LT	240	SIDEWALK
	536+30	292+00	RT	317	SIDEWALK & CURB AND GUTTER
	290+88	291+89	LT	103	SIDEWALK & CURB AND GUTTER
	292+15	292+90	LT	80	SIDEWALK & CURB AND GUTTER
	292+34	292+44	RT	10	SIDEWALK & CURB AND GUTTER
	292+85	293+13	RT	42	SIDEWALK & CURB AND GUTTER
	293+00	294+20	LT	130	SIDEWALK
	293+73	293+93	RT	20	SIDEWALK
	293+96	294+03	RT	7	SIDEWALK
	294+25	294+32	RT	7	SIDEWALK
	294+30	296+17	LT	205	SIDEWALK
	294+52	294+83	RT	31	SIDEWALK
	296+17	296+76	LT	80	SIDEWALK, CURB AND GUTTER & PAVEMENT
	296+19	296+35	RT	57	SIDEWALK & CURB AND GUTTER
	296+76	297+60	RT	106	SIDEWALK, CURB AND GUTTER & PAVEMENT
	297+87	298+01	RT	14	SIDEWALK
	298+24	298+46	LT	22	CONCRETE SLAB
	298+25	298+45	RT	20	SIDEWALK
	299+00	300+11	LT	122	SIDEWALK
	299+06	299+14	RT	8	SIDEWALK
	299+50	299+60	RT	10	SIDEWALK
	300+08	300+18	RT	10	SIDEWALK & CURB AND GUTTER
	300+18	300+71	LT	73	SIDEWALK, CURB AND GUTTER & PAVEMENT
	300+76	300+76	LT	13	SIDEWALK & CURB AND GUTTER
	300+76	300+76	LT & RT	46	PAVEMENT
	535+41	535+51	RT	30	SIDEWALK & CURB AND GUTTER
	UNDISTRIBUTED			2,500	SIDEWALK ACCESS (STAGING)
	PROJECT TOTAL			**4,860**	

CRACK AND DAMAGE SURVEY

CATEGORY	LOCATION	(999.1500.S.01) LS	NOTES
0010	STATE STREET & DIVISION STREET	1	APPROX. 67 PARCELS
	PROJECT TOTAL	**1**	

3

REMOVING TRAFFIC SIGNAL EQUIPMENT, STATE STREET AND DIVISION STREET INTERSECTION

CATEGORY	DESCRIPTION	(204.9105.S.01) LS
0020	**STATE STREET & DIVISION STREET**	1
	PROJECT TOTAL	**1**

CONDUIT RIGID NONMETALLIC

CATEGORY	FROM	TO	* (652.0225) SCHEDULE 40 2-INCH LF	(652.0235) SCHEDULE 40 3-INCH LF	(652.0335) SCHEDULE 80 3-INCH LF	NOTES
0020	**STATE STREET & DIVISION STREET**					
	CB1	PB1	-	30	-	3-3"
	PB1	SB1	6	-	-	-
	PB1	PB2	-	116	-	2-3"
	PB2	SB2	5	-	-	-
	PB2	PB3	-	114	-	2-3"
	PB3	SB3	7	-	-	-
	PB3	PB6	156	-	-	-
	PB3	PB4	-	-	130	2-3"
	PB4	SB4	14	-	-	-
	PB4	SB5	15	-	-	-
	PB4	PB5	-	-	200	2-3"
	PB5	SB6	11	-	-	-
	PB5	SB7	5	-	-	-
	PB5	PB7	155	-	-	-
	PB7	PB8	-	-	84	-
	PB5	PB1	-	-	144	2-3"
	PROJECT TOTALS		**374**	**260**	**558**	

*ADDTIIONAL QUANTITIES FOUND ELSEWHERE

PULL BOXES STEEL

CATEGORY	NUMBER	STATION	LOCATION	(653.0135) 24x36-INCH EACH	* (653.0140) 24x42-INCH EACH
0020	**STATE STREET & DIVISION STREET**				
	PB1	288+21	37' LT	-	1
	PB2	288+79	30' LT	1	-
	PB3	289+36	30' LT	-	1
	PB4	289+18	32' RT	-	1
	PB5	288+20	33' RT	-	1
	PB6	290+94	30' LT	1	-
	PB7	287+03	30' RT	1	-
	PB8	286+20	25' RT	1	-
	PROJECT TOTALS			**4**	**4**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONCRETE BASES

CATEGORY	NUMBER	STATION	LOCATION	(654.0101) TYPE 1 EACH	(654.0110) TYPE 10 EACH
0020	**STATE STREET & DIVISION STREET**				
	SB1	288+22	32' LT	-	1
	SB2	288+74	32' LT	1	-
	SB3	289+29	31' LT	1	-
	SB4	289+30.5	27' RT	-	1
	SB5	289+12.5	44' RT	1	-
	SB6	288+29	39' RT	1	-
	SB7	288+16	32' RT	1	-
	PROJECT TOTALS			**5**	**2**

TRAFFIC SIGNAL EQUIPMENT AND HARDWARE, BLACK FINISH

CATEGORY	DESCRIPTION	(SPV.0105.04) LS
0040	**STATE STREET & DIVISION STREET**	1
	PROJECT TOTAL	**1**

LOOP DETECTORS

CATEGORY	LOOP NUMBER	STATION	LOCATION	SIZE	NUMBER OF TURNS	(652.0800) CONDUIT LOOP DETECTOR LF	(655.0700) LOOP DETECTOR LEAD IN CABLE LF	(655.0800) LOOP DETECTOR WIRE LF
0020	**STATE STREET & DIVISION STREET**							
	21	290+93	15' LT	6'x15'	3	54	281	162
	22	289+35	18' LT	6'x30'	3	84	126	288
	51	289+35	6' LT	6'x30'	2	96	126	240
	61	288+94	45' RT	6'X6'	3	50	322	150
	62	288+79	45' RT	6'x30'	2	99	83	252
	63	286+25	5' RT	6'x30'	3	86	83	300
	81	288+16	8' RT	6'x30'	3	102	183	396
	82	288+16	21' RT	6'x30'	2	116	183	320
			PROJECT TOTALS			**687**	**1,387**	**2,108**

CABLE TRAFFIC SIGNAL

CATEGORY	FROM	TO	(655.0210) 3-14 AWG LF	(655.0230) 5-14 AWG LF	(655.0270) 15-14 AWG LF	(655.0290) 21-14 AWG LF
0020	**STATE STREET & DIVISION STREET**					
	CB1	SB1	-	-	-	45
	SB1	HEAD 2B	-	25	-	-
	SB1	HEAD 2C	-	35	-	-
	SB1	HEAD 5A	-	50	-	-
	SB1	HEAD 8C	-	25	-	-
	SB1	PED HEAD 8-4	18	-	-	-
	SB1	PED BUTTON	6	-	-	-
	CB1	SB2	-	-	116	-
	SB2	HEAD C2	-	19	-	-
	CB	SB3	-	-	188	-
	SB3	HEAD 2A	-	19	-	-
	SB3	PED HEAD 8-2	18	-	-	-
	SB3	PED BUTTON	6	-	-	-
	CB1	SB4	-	-	248	-
	SB4	HEAD 6B	-	25	-	-
	SB4	HEAD 6C	-	45	-	-
	SB4	PED HEAD 28-1	18	-	-	-
	SB4	PED BUTTON	6	-	-	-
	CB1	SB5	-	-	249	-
	SB5	HEAD 8A	-	19	-	-
	SB5	PED HEAD 6-2	18	-	-	-
	SB5	PED BUTTON	6	-	-	-
	CB1	SB6	-	-	135	-
	SB6	HEAD 5B	-	25	-	-
	SB6	PED HEAD 8-3	18	-	-	-
	SB6	PED HEAB 6-1	18	-	-	-
	SB6	PED BUTTON	6	-	-	-
	SB6	PED BUTTON	6	-	-	-
	CB1	SB7	-	-	129	-
	SB7	HEAD 6A	-	19	-	-
	PROJECT TOTALS		**144**	**306**	**1,065**	**45**

3

LIGHTING CABLE AND WIRE

CATEGORY	FROM	TO	(655.0310) CABLE TYPE UF 2-12 AWG LF	* (655.0610) ELECTRICAL WIRE LIGHTING 12 AWG LF
0020	**STATE STREET & DIVISION STREET**			
	CB1	SB1	45	-
	SB1	LUM	-	117
	CB1	SB4	248	-
	SB4	LUM	-	117
	CB1	SB6	136	-
	SB6	LUM	-	117
	PROJECT TOTALS		**429**	**351**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

CATEGORY	FROM	TO	(655.0515) GROUNDING CONDUCTOR (WHITE) L.F.	(655.0515) EQUIPMENT GROUNDING CONDUCTOR (GREEN) L.F.
0020	**STATE STREET & DIVISION STREET**			
	CB1	SB1	52	52
	SB1	SB2	101	101
	SB2	SB3	102	102
	SB3	SB4	118	118
	SB4	SB5	49	49
	SB5	SB6	160	160
	SB6	SB7	35	35
	SB7	CB1	115	122
	CB1	PB1	-	19
	SB2	PB2	-	10
	SB3	PB3	-	12
	SB4	PB4	-	19
	SB7	PB5	-	10
	SUBTOTALS		**732**	**809**
	PROJECT TOTAL			**1,541**

TRAFFIC SIGNAL FACES

CATEGORY	SIGNAL BASE NUMBER	HEAD NUMBER	(658.0215) BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	(658.0110) 3-12 INCH VERTICAL EACH	(658.0416) PEDESTRIAN SIGNAL FACE 16-INCH EACH
0020	**STATE STREET & DIVISION STREET**				
	SB1	2B	1	1	-
		2C	1	1	-
		5A	1	1	-
		8C	1	1	-
		8-4	-	-	1
	SB2	8B	1	1	-
	SB3	2A	1	1	-
		8-2	-	-	1
	SB4	6B	1	1	-
		6C	1	1	-
		8-1	-	-	1
	SB5	8A	1	1	-
		6-2	-	-	1
	SB6	5B	1	1	-
		8-3	-	-	1
		6-1	-	-	1
	SB7	6A	1	1	-
	PROJECT TOTALS		**11**	**11**	**6**

INTERSECTION ITEMS

CATEGORY	DESCRIPTION	(SPV.0060.09) TRAFFIC SIGNAL CONTROLLER & CABINET, FULLY ACTUATED 8 PHASE EACH	* (654.0217) CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	* (656.0200.01) ELECTRICAL SERVICE, METER BREAKER PEDESTAL (STA. 288+10, 38' LT) LS	(658.5069) SIGNAL MOUNTING HARDWARE LS
0020	**STATE STREET & DIVISION STREET**	1	1	1	1
	PROJECT TOTALS	**1**	**1**	**1**	**1**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

TRAFFIC SIGNAL ITEMS

CATEGORY	SIGNAL BASE NUMBER	HEAD NUMBER	(657.0100) PEDESTAL BASES EACH	(657.0255) TRANSFORMER BASES BREAKAWAY 11-1/2 INCH BOLT CIRCLE EACH	(657.0420) TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	(657.0315) POLES TYPE 4 EACH	(SPV.0060.10) POLES TYPE 10 SPECIAL EACH	(SPV.0060.11) MONOTUBE ARM 25-FT SPECIAL EACH	(657.0609) LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	(659.1120) LUMINAIRES UTILITY LED B EACH
0020	**STATE STREET & DIVISION STREET**									
	SB1	2B, 2C, 5A, 8C	-	-	-	-	1	1	1	1
	SB2	8B	1	-	1	-	-	-	-	-
	SB3	2A	1	-	1	-	-	-	-	-
	SB4	6B, 6C	-	-	-	-	1	1	1	1
	SB5	8A	1	-	1	-	-	-	-	-
	SB6	5B	-	1	-	1	-	-	1	1
	SB7	6A	1	-	1	-	-	-	-	-
	PROJECT TOTALS		**4**	**1**	**4**	**1**	**2**	**2**	**3**	**3**

TRAFFIC SIGNAL FACES

CATEGORY	SIGNAL BASE NUMBER	HEAD NUMBER	(658.0600) LED MODULES 12-INCH RED BALL EACH	(658.0605) LED MODULES 12-INCH YELLOW BALL EACH	(658.0610) LED MODULES 12-INCH GREEN BALL EACH	(658.0615) LED MODULES 12-INCH RED ARROW EACH	(658.0620) LED MODULES 12-INCH YELLOW ARROW EACH	(658.0635) LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH	(658.0500) PEDESTRIAN PUSH BUTTONS EACH
0020	**STATE STREET & DIVISION STREET**								
	SB1	2B	1	1	1	-	-	-	-
		2C	1	1	1	-	-	-	-
		5A	-	-	-	1	2	-	-
		8C	1	1	1	-	-	-	-
		8-4	-	-	-	-	-	1	1
	SB2	8B	1	1	1	-	-	-	-
	SB3	2A	1	1	1	-	-	-	-
		8-2	-	-	-	-	-	1	1
	SB4	6B	1	1	1	-	-	-	-
		6C	1	1	1	-	-	-	-
		8-1	-	-	-	-	-	1	1
	SB5	8A	1	1	1	-	-	-	-
		6-2	-	-	-	-	-	1	1
	SB6	5B	-	-	-	1	2	-	-
		8-3	-	-	-	-	-	1	1
		6-1	-	-	-	-	-	1	1
	SB7	6A	1	1	1	-	-	-	-
	PROJECT TOTALS		**9**	**9**	**9**	**2**	**4**	**6**	**6**

CONDUIT RIGID NONMETALLIC

CATEGORY	STRUCTURE I.D.	TO STRUCTURE I.D.	* (652.0225) SCHEDULE 40 2-INCH LF	(652.0325) SCHEDULE 80 2-INCH LF
0030	PP-1	PB-1-9	100	-
	PB-1-9	POLE-14	82	-
	POLE-14	POLE-16	146	-
	POLE-16	POLE-18	152	-
	POLE-18	PB-1-12	10	-
	PB-1-12	PB-1-13	-	63
	PB-1-13	POLE-20	99	-
	POLE-20	POLE-22	143	-
	PB-1-9	POLE-12	81	-
	POLE-12	POLE-10	128	-
	POLE-10	POLE-8	322	-
	POLE-8	POLE-6	136	-
	POLE-6	PB-1-4	114	-
	PB-1-4	PB-1-3	-	55
	PB-1-3	POLE-4	17	-
	POLE-4	POLE-2	113	-
	PB-1-9	PB-1-10	-	100
	PB-1-10	PB-1-11	-	65
	PB-1-11	POLE-15	63	-
	POLE-15	POLE-17	173	-
	POLE-17	PB-1-14	84	-
	PB-1-14	PB-1-15	-	73
	PB-1-15	POLE-19	13	-
	POLE-19	POLE-21	157	-
	POLE-21	POLE-23	153	-
	PB-1-10	POLE-13	17	-
	POLE-13	POLE-11	148	-
	POLE-11	PB-1-8	134	-
	PB-1-8	PB-1-7	-	149
	PB-1-7	POLE-9	66	-
	POLE-9	PB-1-6	15	-
	PB-1-6	PB-1-5	-	91
	PB-1-5	POLE-7	9	-
	POLE-7	POLE-5	157	-
	POLE-5	POLE-3	134	-
	POLE-3	PB-1-2	79	-
	PB-1-2	PB-1-1	-	65
	PB-1-1	POLE-1	16	-
	PROJECT TOTALS		**3,061**	**661**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

PULL BOXES STEEL 24x42-INCH

CATEGORY	STRUCTURE I.D.	STATION	LOCATION	* (653.0140) EACH
0030	PB-1-1	281+83	36' RT	1
	PB-1-2	282+47	25' RT	1
	PB-1-3	283+82	37' LT	1
	PB-1-4	284+34	29' LT	1
	PB-1-5	286+25	25' RT	1
	PB-1-6	287+15	30' RT	1
	PB-1-7	287+95	30' RT	1
	PB-1-8	289+42	27' RT	1
	PB-1-9	292+23	23' LT	1
	PB-1-10	292+37	25' RT	1
	PB-1-11	293+03	24' RT	1
	PB-1-12	296+11	25.6' LT	1
	PB-1-13	296+74	25' LT	1
	PB-1-14	296+23	21' RT	1
	PB-1-15	296+96	21' RT	1
	PROJECT TOTAL			**15**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

ELECTRICAL WIRE LIGHTING

CATEGORY	STRUCTURE I.D.	TO STRUCTURE I.D.	* (655.0610) 12 AWG LF	(655.0615) 10 AWG LF	(655.0620) 8 AWG LF	(655.0625) 6 AWG LF	(655.0630) 4 AWG LF
0030	PP-1	PB-1-9	-	225	100	200	100
	PB-1-9	POLE-14	108	164	328	-	-
	POLE-14	POLE-16	108	292	584	-	-
	POLE-16	POLE-18	108	304	608	-	-
	POLE-18	PB-1-12	-	30	40	-	-
	PB-1-12	PB-1-13	-	126	252	-	-
	PB-1-13	POLE-20	108	297	396	-	-
	POLE-20	POLE-22	108	286	429	-	-
	PB-1-9	POLE-12	108	162	-	324	-
	POLE-12	POLE-10	108	256	-	512	-
	POLE-10	POLE-8	108	644	-	1288	-
	POLE-8	POLE-6	108	272	-	544	-
	POLE-6	PB-1-4	-	342	-	456	-
	PB-1-4	PB-1-3	-	110	-	220	-
	PB-1-3	POLE-4	108	51	-	68	-
	POLE-4	POLE-2	108	226	-	339	-
	PB-1-9	PB-1-10	-	200	-	200	200
	PB-1-10	PB-1-11	-	130	-	260	-
	PB-1-11	POLE-15	108	189	-	252	-
	POLE-15	POLE-17	108	346	-	692	-
	POLE-17	PB-1-14	-	252	-	336	-
	PB-1-14	PB-1-15	-	146	-	292	-
	PB-1-15	POLE-19	108	39	-	52	-
	POLE-19	POLE-21	108	314	-	628	-
	POLE-21	POLE-23	108	306	-	459	-
	PB-1-10	POLE-13	108	51	-	-	68
	POLE-13	POLE-11	108	296	-	-	592
	POLE-11	PB-1-8	-	402	-	536	-
	PB-1-8	PB-1-7	-	298	-	596	-
	PB-1-7	POLE-9	108	198	-	264	-
	POLE-9	PB-1-6	-	45	-	60	-
	PB-1-6	PB-1-5	-	182	-	364	-
	PB-1-5	POLE-7	108	27	-	36	-
	POLE-7	POLE-5	108	314	-	628	-
	POLE-5	POLE-3	108	268	-	536	-
	POLE-3	PB-1-2	-	237	-	237	-
	PB-1-2	PB-1-1	-	130	-	195	-
	PB-1-1	POLE-1	108	48	-	48	-
	PROJECT TOTALS		**2,484**	**8,205**	**2,737**	**10,622**	**960**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

LIGHTING CONTROL CABINET

CATEGORY	STRUCTURE I.D.	STATION	LOCATION	(SPV.0060.05) LIGHTING CONTROL CABINET EACH	(654.0230) CONCRETE CONTROL CABINET BASES TYPE L30 EACH	* (656.0200.02) ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	NOTES
0030	PP-1	292+05	41' LT	1	1	1	LOCATED IN CITY OWNED PARKING LOT
	PROJECT TOTALS			**1**	**1**	**1**	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

STREET LIGHTING POLES

CATEGORY	STRUCTURE I.D.	STATION	LOCATION	(654.0105) CONCRETE BASES TYPE 5 EACH	(SPV.0060.07) DECORATIVE LUMINAIRE AND POLE ASSEMBLY 15-FT EACH	(SPV.0060.06) LED RETROFIT LAMP ASSEMBLY EACH
0030	POLE-1	281+73	24' RT	1	1	-
	POLE-2	282+56	28' LT	1	1	-
	POLE-3	283+31	26' RT	1	1	-
	POLE-4	283+69	28' LT	1	1	-
	POLE-5	284+60	26' RT	1	1	-
	POLE-6	285+48	32' LT	1	1	-
	POLE-7	286+17	26' RT	1	1	-
	POLE-8	286+85	40' LT	1	1	-
	POLE-9	287+30	31' RT	1	1	-
	POLE-10	290+13	32' LT	1	1	-
	POLE-11	290+73	27' RT	1	1	-
	POLE-12	291+19	31' LT	1	1	-
	POLE-13	292+21	22' RT	1	1	-
	POLE-14	293+05	20' LT	1	1	-
	POLE-15	293+66	26' RT	1	1	-
	POLE-16	294+50	26' LT	1	1	-
	POLE-17	295+39	26' RT	1	1	-
	POLE-18	296+01	26' LT	1	1	-
	POLE-19	296+83	25' RT	1	1	-
	POLE-20	297+73	25' LT	1	1	-
	POLE-21	298+41	26' RT	1	1	-
	POLE-22	299+16	25' LT	1	1	-
	POLE-23	299+93	26' RT	1	1	-
	EXISTING	532+77	27' LT	-	-	1
	EXISTING	533+32	27' RT	-	-	1
	EXISTING	533+45	75' RT	-	-	1
	EXISTING	533+85	27' LT	-	-	1
	EXISTING	534+43	31' RT	-	-	1
	EXISTING	534+95	27' LT	-	-	1
	EXISTING	535+50	31' RT	-	-	1
	EXISTING	535+86	27' LT	-	-	1
	EXISTING	536+30	31' RT	-	-	1
	EXISTING	536+82	27' LT	-	-	1
	PROJECT TOTALS			**23**	**23**	**10**

HYDRANT, COMPLETE

CATEGORY	STATION	LOCATION	(SPV.0060.12) EACH
0010	281+85.36	45.43 ' RT	1
	286+87.77	41.99 ' RT	1
	289+17.00	59.39 ' RT	1
	292+94.47	37.96 ' RT	1
	296+20.29	48.01 ' RT	1
	300+13.88	50.06 ' RT	1
PROJECT TOTAL			**6**

CORPORATION, CURB STOP, AND BOX, 1.5-INCH

CATEGORY	STATION	LOCATION	(SPV.0060.13) EACH
0010	282+12.28	27.81 ' LT	1
	282+83.74	27.85 ' LT	1
	283+15.66	33.00 ' RT	1
	284+00.86	33.00 ' RT	1
	284+48.84	33.00 ' RT	1
	285+01.96	37.26 ' LT	1
	285+64.96	33.00 ' RT	1
	285+92.11	43.03 ' LT	1
	285+98.93	33.05 ' RT	1
	287+10.19	38.45 ' RT	1
	287+49.15	41.24 ' RT	1
	287+75.23	43.65 ' RT	1
	288+04.12	46.41 ' RT	1
	288+18.53	47.94 ' RT	1
	288+58.96	84.33 ' RT	1
	288+66.18	44.26 ' LT	1
	289+04.05	41.31 ' LT	1
	289+14.98	44.79 ' RT	1
	289+36.97	39.58 ' LT	1
	289+69.69	39.49 ' RT	1
	289+86.42	38.00 ' LT	1
	289+97.55	37.42 ' RT	1
	290+56.45	38.77 ' LT	1
	290+58.93	34.01 ' RT	1
	290+86.62	33.04 ' RT	1
	291+09.98	38.00 ' LT	1
	291+54.57	38.08 ' LT	1
	291+59.62	33.00 ' RT	1
	291+69.92	33.00 ' RT	1
	292+82.46	33.00 ' LT	1
	293+05.83	33.00 ' RT	1
	293+18.36	33.00 ' LT	1
	293+43.73	33.00 ' LT	1
	293+99.45	33.00 ' LT	1
	294+55.40	33.00 ' LT	1
	294+77.44	33.00 ' LT	1
	295+18.73	33.00 ' LT	1
	295+27.34	33.00 ' LT	1
	295+49.25	33.00 ' LT	1
	296+13.54	33.00 ' LT	1
	297+00.96	33.00 ' RT	1
	297+45.94	33.00 ' RT	1
	297+99.62	33.00 ' RT	1
	298+02.87	33.00 ' LT	1
	298+99.15	33.00 ' RT	1
	299+25.81	33.00 ' LT	1
	299+27.27	33.00 ' LT	1
	299+44.95	33.00 ' LT	1
	299+78.82	33.00 ' RT	1
	282+12.29	33.10 ' LT	1
PROJECT TOTAL			**50**

WATER VALVE AND BOX

CATEGORY	STATION	LOCATION	(SPV.0060.14) 6-INCH COMPLETE EACH	(SPV.0060.15) 8-INCH COMPLETE EACH	(SPV.0060.16) 12-INCH COMPLETE EACH
0010	281+62.36	8.07 ' RT	-	1	-
	281+86.45	45.42 ' RT	1	-	-
	282+13.47	51.20 ' RT	-	1	-
	283+94.04	77.56 ' LT	-	1	-
	284+08.45	7.69 ' RT	-	1	-
	284+15.89	7.73 ' RT	-	1	-
	286+68.89	11.93 ' RT	-	1	-
	286+70.84	44.73 ' RT	1	-	-
	286+72.52	17.15 ' RT	1	-	-
	286+76.45	12.40 ' RT	-	1	-
	286+80.86	41.48 ' RT	1	-	-
	288+29.76	19.38 ' RT	-	1	-
	288+33.41	9.27 ' RT	-	-	1
	288+36.26	19.17 ' RT	-	1	-
	288+65.36	28.36 ' RT	-	-	1
	288+81.52	18.37 ' RT	-	1	-
	289+05.16	70.84 ' RT	-	-	1
	289+10.21	63.98 ' RT	1	-	-
	289+37.39	18.11 ' RT	-	1	-
	292+91.80	9.00 ' RT	-	1	-
	292+94.53	12.01 ' RT	1	-	-
	294+39.75	33.00 ' RT	1	-	-
	296+25.01	47.94 ' RT	1	-	-
	296+43.20	10.37 ' RT	-	1	-
	296+49.27	10.40 ' RT	-	1	-
	296+54.89	61.16 ' RT	-	1	-
	300+17.54	50.19 ' RT	1	-	-
	300+21.79	11.74 ' RT	-	1	-
	300+37.83	53.53 ' RT	-	1	-
PROJECT TOTALS			**9**	**17**	**3**

WATER TEE

CATEGORY	STATION	LOCATION	(SPV.0060.17) 6-INCH EACH	(SPV.0060.18) 6-INCH X 8-INCH EACH	(SPV.0060.19) 8-INCH EACH	(SPV.0060.20) 6-INCH X 12-INCH EACH
0010	281+56.07	11.09 ' RT	1	-	-	-
	282+13.39	45.20 ' RT	-	1	-	-
	282+14.65	8.00 ' RT	-	-	1	-
	284+12.01	7.71 ' RT	-	-	1	-
	286+71.12	40.78 ' RT	1	-	-	-
	286+72.83	12.16 ' RT	-	-	1	-
	288+32.92	19.27 ' RT	-	-	1	-
	288+62.47	18.56 ' RT	-	-	1	-
	289+03.60	68.33 ' RT	-	-	-	1
	292+94.55	9.01 ' RT	-	1	-	-
	294+43.24	9.60 ' RT	-	1	-	-
	296+46.89	47.38 ' RT	-	1	-	-
	300+36.48	14.66 ' RT	-	-	1	-
	300+37.72	50.37 ' RT	-	1	-	-
PROJECT TOTALS			**2**	**5**	**6**	**1**

WATER CROSS, 8-INCH

CATEGORY	STATION	LOCATION	(SPV.0060.21) EACH
0010	296+46.49	10.41 ' RT	1
PROJECT TOTAL			**1**

WATER MAIN PLUG, 8-INCH

CATEGORY	STATION	LOCATION	(SPV.0060.42) EACH
0010	281+58.54	8.08 ' RT	2
	330+35.00	14.66 ' RT	1
PROJECT TOTAL			**3**

WATER REDUCER

CATEGORY	STATION	LOCATION	(SPV.0060.29) 4-INCH X 6-INCH EACH	(SPV.0060.30) 6-INCH X 8-INCH EACH	(SPV.0060.31) 8-INCH X 12-INCH EACH
0010	281+58.54	8.08 ' RT	-	1	-
	282+13.21	47.92 ' RT	-	1	-
	283+94.06	79.13 ' LT	-	1	-
	288+32.90	16.74 ' RT	-	-	1
	288+62.51	20.77 ' RT	-	-	1
	294+39.73	34.18 ' RT	1	-	-
PROJECT TOTALS			**1**	**3**	**2**

CONNECT TO EXISTING WATER MAIN

CATEGORY	STATION	LOCATION	(SPV.0060.32) EACH
0010	281+55.07	11.09 ' RT	1
	282+13.01	50.89 ' RT	1
	283+94.09	82.85 ' LT	1
	286+70.88	44.73 ' RT	1
	288+43.36	46.65 ' LT	1
	289+04.13	69.17 ' RT	1
	294+39.77	33.00 ' RT	1
	296+46.06	32.50 ' LT	1
	296+54.78	59.17 ' RT	1
	300+37.86	54.53 ' RT	1
	300+39.37	14.64 ' RT	1
PROJECT TOTAL			**11**

FLUOROCARBON GASKETS

CATEGORY	STATION TO STATION	LOCATION	(SPV.0060.34) EACH
0010	281+90 - 288+00	RT	50
	286+58 - 299+40	RT	20
PROJECT TOTAL			**70**

ABANDON EXISTING WATER SERVICE

CATEGORY	STATION	LOCATION	(SPV.0060.35) EACH
0010	282+33.39	10.9 ' RT	1
	285+20.39	11.23 ' RT	1
	285+42.74	11.34 ' RT	1
	289+99.51	16.31 ' RT	1
	290+34.51	14.38 ' RT	1
	291+08.61	12.16 ' RT	1
	292+12.25	11.93 ' RT	1
	298+68.71	14.03 ' RT	1
PROJECT TOTAL			**8**

ADJUST EXISTING WATER VALVE BOX

CATEGORY	STATION	LOCATION	(SPV.0060.36) EACH
0010	532+84.16	18.28 ' LT	1
	534+31.53	13.00 ' RT	1
PROJECT TOTAL			**2**

DUCTILE IRON BENDS

CATEGORY	STATION	LOCATION	(SPV.0060.22) DUCTILE IRON 6-INCH, 45-DEGREE BEND EACH	(SPV.0060.23) DUCTILE IRON 6-INCH, 90-DEGREE BEND EACH	(SPV.0060.24) DUCTILE IRON 8-INCH, 22.5-DEGREE BEND EACH	(SPV.0060.25) DUCTILE IRON 8-INCH, 45-DEGREE BEND EACH	(SPV.0060.26) DUCTILE IRON 12-INCH, 11.25-DEGREE BEND EACH	(SPV.0060.27) DUCTILE IRON 12-INCH, 22.5-DEGREE BEND EACH	(SPV.0060.28) DUCTILE IRON 12-INCH, 45-DEGREE BEND EACH
0010	281+56.06	8.08 ' RT	-	1	-	-	-	-	-
	281+97.13	45.34 ' RT	4	-	-	-	-	-	-
	281+97.37	8.00 ' RT	-	-	-	4	-	-	-
	283+94.01	73.89 ' LT	-	-	-	1	-	-	-
	284+02.95	65.47 ' LT	-	-	-	4	-	-	-
	284+11.89	57.04 ' LT	-	-	-	1	-	-	-
	287+80.16	21.54 ' RT	-	-	1	-	-	-	-
	288+32.88	12.30 ' RT	-	-	-	-	1	-	-
	288+37.46	13.77 ' LT	-	-	-	-	-	-	4
	288+62.61	25.67 ' RT	-	-	-	-	-	-	1
	289+00.94	63.98 ' RT	-	-	-	-	-	1	-
	298+33.32	18.49 ' RT	-	-	1	-	-	-	-
	294+43.18	21.54 ' RT	1	-	-	-	-	-	-
	294+39.75	29.60 ' RT	1	-	-	-	-	-	-
	296+46.40	50.67 ' RT	-	-	-	1	-	-	-
	296+54.73	58.07 ' RT	-	-	-	1	-	-	-
	300+25.68	11.79 ' RT	-	-	1	-	-	-	-
	300+32.40	14.69 ' RT	-	-	1	-	-	-	-
PROJECT TOTALS			**6**	**1**	**4**	**12**	**1**	**1**	**5**

CONNECT TO EXISTING WATER SERVICE

CATEGORY	STATION	LOCATION	(SPV.0060.33) EACH
0010	282+12.28	27.81 ' LT	1
	282+83.74	27.85 ' LT	1
	283+15.66	33.00 ' RT	1
	284+00.86	33.00 ' RT	1
	284+48.84	33.00 ' RT	1
	285+64.96	33.00 ' RT	1
	285+92.11	43.03 ' LT	1
	285+98.93	33.05 ' RT	1
	287+10.19	38.45 ' RT	1
	287+49.15	41.24 ' RT	1
	288+04.12	46.41 ' RT	1
	288+18.53	47.94 ' RT	1
	288+66.18	44.26 ' LT	1
	289+04.05	41.31 ' LT	1
	289+14.98	44.79 ' RT	1
	289+36.97	39.58 ' LT	1
	289+86.42	38.00 ' LT	1
	290+56.45	38.77 ' LT	1
	290+58.93	34.01 ' RT	1
	290+86.62	33.04 ' RT	1
	291+09.98	38.00 ' LT	1
	291+54.57	38.08 ' LT	1
	291+59.62	33.00 ' RT	1
	291+69.92	33.00 ' RT	1
	292+82.46	33.00 ' LT	1
	293+05.83	33.00 ' RT	1
	293+18.36	33.00 ' LT	1
	293+43.73	33.00 ' LT	1
	293+99.45	33.00 ' LT	1
	294+55.40	33.00 ' LT	1
	294+77.44	33.00 ' LT	1
	295+18.73	33.00 ' LT	1
	296+13.54	33.00 ' LT	1
	297+00.96	33.00 ' RT	1
	297+45.94	33.00 ' RT	1
	297+99.62	33.00 ' RT	1
	298+99.15	33.00 ' RT	1
	299+25.81	33.00 ' LT	1
	299+27.27	33.00 ' LT	1
	299+44.95	33.00 ' LT	1
	299+78.82	33.00 ' RT	1
	282+12.29	33.10 ' LT	1
PROJECT TOTAL			**42**

REMOVE EXISTING WATER MAIN AND SERVICES

CATEGORY	DESCRIPTION	(SPV.0105.05) LS
0010	PROJECT 5880-02-73	1
PROJECT TOTAL		**1**

TEMPORARY WATER SERVICE

CATEGORY	DESCRIPTION	(SPV.0105.07) LS
0010	PROJECT 5880-02-73	1
PROJECT TOTAL		1

UTILITY INSULATION

CATEGORY	STATION (TO STATION)	LOCATION	(SPV.0165.08) SF
0010	281+73.43 - 282+21.80	RT	200
	281+87.76 - 282+11.83	RT	100
	282+12.48	RT/LT	140
	282+83.90	RT/LT	160
	283+94.29 - 284+11.89	LT	100
	285+01.82	LT	32
	285+94.49	LT	32
	288+67.85	LT	32
	289+04.00	LT	32
	289+38.61	LT	32
	289+88.19	LT	32
	290+57.45	LT	32
	291+10.35	LT	32
	291+54.59	LT	32
	294+42.51*	RT	64
	296+13.29**	LT	32
	299+26.85	LT	64
	299+45.00	LT	32
	300+01.10	LT	32
PROJECT TOTAL			**1,212**

* UTILITY INSULATION SHALL BE INSTALLED HORIZONTALLY AND VERTICALLY.
** UTILITY INSULATION SHALL BE INSTALLED VERTICALLY.

ABANDON EXISTING WATER MAIN

CATEGORY	DESCRIPTION	(SPV.0105.06) LS
0010	PROJECT 5880-02-73	1
PROJECT TOTAL		**1**

IMPORTED GRANULAR BACKFILL

CATEGORY	DESCRIPTION	(SPV.0195.02) TON
0010	PROJECT 5880-02-73	1,500
PROJECT TOTAL		**1,500**

SPECIAL TRENCH BACKFILL

CATEGORY	DESCRIPTION	(SPV.0195.03) TON
0010	PROJECT 5880-02-73	500
PROJECT TOTAL		**500**

COPPER WATER SERVICE, 1.5-INCH

CATEGORY	STATION	LOCATION	(SPV.0090.04) LF
0010	282+12.49	7.98 ' RT	42
	282+83.95	7.84 ' RT	42
	283+15.54	7.78 ' RT	25
	284+01.19	7.64 ' RT	25
	284+49.17	7.92 ' RT	25
	285+01.70	8.22 ' RT	46
	285+64.64	12.87 ' RT	24
	285+91.23	8.75 ' RT	52
	285+99.42	8.84 ' RT	24
	287+12.04	14.97 ' RT	24
	287+51.33	18.50 ' RT	23
	287+77.22	21.21 ' RT	23
	288+02.91	20.40 ' RT	26
	288+17.50	19.80 ' RT	28
	288+69.63	18.45 ' RT	63
	288+96.14	59.10 ' RT	46
	289+03.94	18.24 ' RT	60
	289+15.16	18.29 ' RT	27
	289+40.58	17.82 ' RT	58
	289+68.43	15.48 ' RT	24
	289+89.96	13.92 ' RT	58
	289+96.67	13.48 ' RT	24
	290+58.09	10.40 ' RT	24
	290+58.31	10.39 ' RT	49
	290+86.08	9.57 ' RT	24
	291+10.56	9.13 ' RT	47
	291+54.60	8.96 ' RT	47
	291+59.64	8.96 ' RT	24
	291+68.90	8.95 ' RT	24
	292+82.29	8.96 ' RT	42
	293+05.92	9.06 ' RT	24
	293+18.20	9.11 ' RT	42
	293+43.56	9.21 ' RT	42
	293+99.29	9.43 ' RT	43
	294+55.23	9.65 ' RT	43
	294+77.27	9.74 ' RT	43
	295+18.56	9.90 ' RT	43
	295+27.17	9.94 ' RT	43
	295+49.05	10.02 ' RT	43
	296+13.37	10.28 ' RT	43
	297+01.02	10.56 ' RT	22
	297+46.00	10.69 ' RT	22
	297+99.69	10.84 ' RT	22
	298+02.62	10.85 ' RT	44
	298+99.11	11.00 ' RT	22
	299+26.45	11.19 ' RT	44
	299+27.40	11.20 ' RT	44
	299+44.99	11.25 ' RT	44
	299+78.87	11.34 ' RT	22
	300+00.44	11.41 ' RT	44
PROJECT TOTAL			**1,809**

DUCTILE IRON WATER MAIN

CATEGORY	STATION TO STATION	LOCATION	(SPV.0090.05) 6-INCH LF	(SPV.0090.06) 8-INCH LF	(SPV.0090.07) 12-INCH LF
0010	281+56.07 - 281+60.60	RT	6	-	-
	281+60.60 - 282+14.55	RT	-	52	-
	281+80.89 - 282+13.39	RT	32	-	-
	282+14.55	RT	-	38	-
	282+14.55 - 284+12.01	RT	-	197	-
	283+94.06	LT	3	-	-
	284+12.01	RT	-	97	-
	284+12.01 - 286+72.83	RT	-	261	-
	286+72.82	RT	34	-	-
	286+71.12 - 286+87.80	RT	17	-	-
	286+72.83 - 287+80.16	RT	-	109	-
	287+80.16 - 288+32.91	RT	-	53	-
	288+32.91	RT	-	-	64
	288+32.91	RT	-	3	-
	288+32.91 - 288+62.47	RT	-	30	-
	288+62.47	RT	-	3	-
	288+62.47	RT	-	-	67
	288+62.47 - 289+33.32	RT	-	71	-
	289+11.40	RT	16	-	-
	289+33.32 - 292+94.55	RT	-	363	-
	292+94.55	RT	18	-	-
	292+94.55 - 296+46.49	RT	-	352	-
	294+43.24	RT	24	-	-
	296+20.28 - 296+46.89	RT	27	-	-
	296+46.46	LT	-	43	-
	296+46.46	RT	-	51	-
	296+46.49 - 300+38.37	RT	-	393	-
	300+36.48	RT	-	38	-
	300+37.72	RT	24	-	-
PROJECT TOTALS			**201**	**2,154**	**131**

ADJUST AND WATERPROOF EXISTING SANITARY SEWER MANHOLE

CATEGORY	STATION	LOCATION	(SPV.0060.39) EACH
0010	532+82.94	1.61 ' RT	1
	536+28.55	0.93 ' RT	1
PROJECT TOTAL			**2**

ABANDON EXISTING SANITARY SEWER LATERAL

CATEGORY	STATION	LOCATION	(SPV.0060.40) EACH
0010	284+56.96	6.3 ' LT	1
	284+92.95	6.93 ' LT	1
	285+15.65	7.31 ' LT	1
	285+42.74	7.76 ' LT	1
	285+94.38*	8.60 ' LT	1
	286+39.25*	8.68 ' LT	1
	287+32.87*	4.72 ' LT	1
	287+74.21*	1.52 ' LT	1
	287+84.97*	0.56 ' LT	1
	288+17.49*	2.68 ' RT	1
	289+36.45*	0.43 ' LT	1
	289+53.52*	1.45 ' LT	1
	289+85.82	3.02 ' LT	1
	289+98.53	3.51 ' LT	1
	289+99.13	3.53 ' LT	1
	290+19.46*	4.15 ' LT	1
	290+65.14*	4.86 ' LT	1
	291+20.45*	4.45 ' LT	1
	297+37.47*	4.05 ' LT	1
	291+64.57*	3.32 ' LT	1
	292+11.95	2.04 ' LT	1
	295+78.06*	0.24 ' LT	1
	296+05.06*	0.22 ' LT	1
	297+71.51*	0.30 ' LT	1
	298+02.21*	0.34 ' LT	1
	298+48.21	0.44 ' LT	1
	298+70.71	0.47 ' LT	1
PROJECT TOTAL			**27**

* MULTIPLE SEWER LATERALS MAY GO TO THE SAME PROPERTY. CONTRACTOR SHALL VERIFY ACTIVE SANITARY LATERAL AND ABANDON THE OTHER LATERAL(S). THE ACTIVE AND INACTIVE LATERALS ARE LISTED ON BOTH THE NEW AND ABANDON QUANTITIES TABLE

TYPE I MANHOLE, COMPLETE

CATEGORY	STATION	LOCATION	(SPV.0060.37) EACH
0010	282+06.01	30.4 ' RT	1
	282+06.77	2.47 ' LT	1
	284+17.26	5.67 ' LT	1
	286+63.56	8.34 ' LT	1
	288+51.76	6.61 ' RT	1
	289+34.00	0.44 ' RT	1
	292+67.83	0.54 ' LT	1
	296+53.71	0.19 ' LT	1
	300+39.68	ON LINE	1
PROJECT TOTAL			**9**

TEMPORARY BYPASS PUMPING AND SEWER CONNECTIONS

CATEGORY	DESCRIPTION	(SPV.0105.08) LS
0010	PROJECT 5880-02-73	1
PROJECT TOTAL		**1**

WATER MAIN ENCASEMENT

CATEGORY	STATION TO STATION	LOCATION	(SPV.0090.08) LF
0010	281+56.07 - 300+38.37	RT/LT	2,500
PROJECT TOTAL			**2,500**

CONNECT TO EXISTING SANITARY SEWER MAIN

CATEGORY	STATION	LOCATION	(SPV.0060.38) EACH
0010	282+06.01	30.4 ' RT	1
	282+06.77	2.47 ' LT	1
	284+17.26	5.67 ' LT	1
	296+53.71	0.19 ' LT	1
	300+39.68	ON LINE	1
PROJECT TOTAL			**5**

SANITARY SEWER MAIN

CATEGORY	STATION TO STATION	LOCATION	(SPV.0090.10) 8-INCH LF	(SPV.0090.11) 10-INCH LF	(SPV.0090.12) 12-INCH LF	(SPV.0090.13) 15-INCH LF
0010	282+06.77	LT	-	-	10	-
	282+06.77 - 284+17.26	LT	-	-	-	207
	282+06.77	LT	10	34	-	-
	284+17.26 - 286+63.56	LT	-	-	-	242
	286+63.56 - 288+51.76	LT	-	-	-	185
	288+51.76 - 289+34.00	LT	-	-	-	83
	289+34.00 - 292+67.83	RT & LT	-	-	-	334
	292+67.83 - 296+53.71	LT	-	-	-	382
	296+53.71 - 300+39.68	LT	-	-	-	382
	300+39.68	LT	-	-	-	10
	PROJECT TOTALS		**10**	**34**	**10**	**1,825**

SANITARY SEWER LATERAL VERIFICATION

CATEGORY	STATION	OFFSET	(SPV.0060.41) EACH
0010	285+94.38*	8.60 ' LT	1
	286+39.25*	8.68 ' LT	1
	287+32.87*	4.72 ' LT	1
	287+74.21*	1.52 ' LT	1
	287+84.97*	0.56 ' LT	1
	288+17.49*	2.68 ' RT	1
	289+36.45*	0.43 ' LT	1
	289+53.52*	1.45 ' LT	1
	290+19.46*	4.15 ' LT	1
	290+65.14*	4.86 ' LT	1
	291+20.45*	4.45 ' LT	1
	297+37.47*	4.05 ' LT	1
	291+64.57*	3.32 ' LT	1
	295+78.06*	0.24 ' LT	1
	296+05.06*	0.22 ' LT	1
	297+71.51*	0.30 ' LT	1
	298+02.21*	0.34 ' LT	1
	PROJECT TOTAL		**17**

* MULTIPLE SEWER LATERALS MAY GO TO THE SAME PROPERTY. CONTRACTOR SHALL VERIFY ACTIVE SANITARY LATERAL AND ABANDON THE OTHER LATERAL(S). THE ACTIVE AND INACTIVE LATERALS ARE LISTED ON BOTH THE NEW AND ABANDON QUANTITIES TABLES.

EXCAVATION, SEGREGATION, HAULING, & DISPOSAL OF CONTAMINATED SOIL & GROUNDWATER

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0195.01) TON
0010	STATE STREET / USH 12 / STH 16			600
	PROJECT TOTAL			**600**

SANITARY SEWER LATERAL, 6-INCH

CATEGORY	STATION	LOCATION	(SPV.0090.09) LF
0010	283+12.49	4.08 ' LT	33
	283+75.86	5.05 ' LT	44
	284+12.96	5.61 ' LT	29
	284+54.96	6.30 ' LT	39
	285+61.69	8.08 ' LT	41
	285+94.38*	8.60 ' LT	41
	285+94.58	8.61 ' LT	44
	286+39.25*	8.68 ' LT	38
	286+87.32	7.35 ' LT	43
	287+32.87*	4.72 ' LT	45
	287+55.55	3.06 ' LT	45
	287+74.21*	1.52 ' LT	49
	287+84.97*	0.56 ' LT	50
	288+17.49*	2.68 ' RT	51
	287+76.20	1.35 ' RT	45
	288+02.79	1.15 ' RT	45
	288+27.42	3.76 ' RT	45
	288+62.77	5.52 ' RT	51
	288+99.76	2.22 ' RT	44
	289+36.45*	0.43 ' LT	41
	289+51.13	1.32 ' LT	42
	289+53.52*	1.45 ' LT	38
	289+64.16	2.02 ' LT	42
	289+77.92	2.68 ' LT	35
	289+92.72	3.29 ' LT	41
	290+19.46*	4.15 ' LT	34
	290+63.04	4.85 ' LT	34
	290+65.14*	4.86 ' LT	33
	290+88.75	4.86 ' LT	38
	291+20.45*	4.45 ' LT	38
	291+22.75	4.40 ' LT	34
	291+37.47*	4.05 ' LT	37
	291+62.07	3.38 ' LT	35
	291+64.57*	3.32 ' LT	36
	292+35.24	1.14 ' LT	34
	292+85.06	0.53 ' LT	32
	293+28.16	0.48 ' LT	33
	293+46.16	0.47 ' LT	33
	294+06.36	0.41 ' LT	33
	294+49.66	0.37 ' LT	33
	294+53.86	0.36 ' LT	33
	294+61.96	0.36 ' LT	33
	294+82.36	0.34 ' LT	33
	295+15.04	0.31 ' LT	33
	295+30.87	0.29 ' LT	33
	295+44.86	0.28 ' LT	33
	295+78.06*	0.24 ' LT	33
	296+05.06*	0.22 ' LT	33
	296+96.01	0.22 ' LT	33
	297+71.51*	0.30 ' LT	32
	298+05.69	0.34 ' LT	33
	298+02.21*	0.34 ' LT	32
	299+10.71	0.46 ' LT	32
	299+23.11	0.47 ' LT	33
	299+29.61	0.55 ' LT	33
	299+47.19	0.50 ' LT	33
	299+68.21	0.52 ' LT	32
	300+09.82	0.44 ' LT	32
	PROJECT TOTAL		**2,167**

* MULTIPLE SEWER LATERALS MAY GO TO THE SAME PROPERTY. CONTRACTOR SHALL VERIFY ACTIVE SANITARY LATERAL AND ABANDON THE OTHER LATERAL(S). THE ACTIVE AND INACTIVE LATERALS ARE LISTED ON BOTH THE NEW AND ABANDON QUANTITIES TABLES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 5880-02-22

CITY OF MAUSTON, EAST STATE STREET

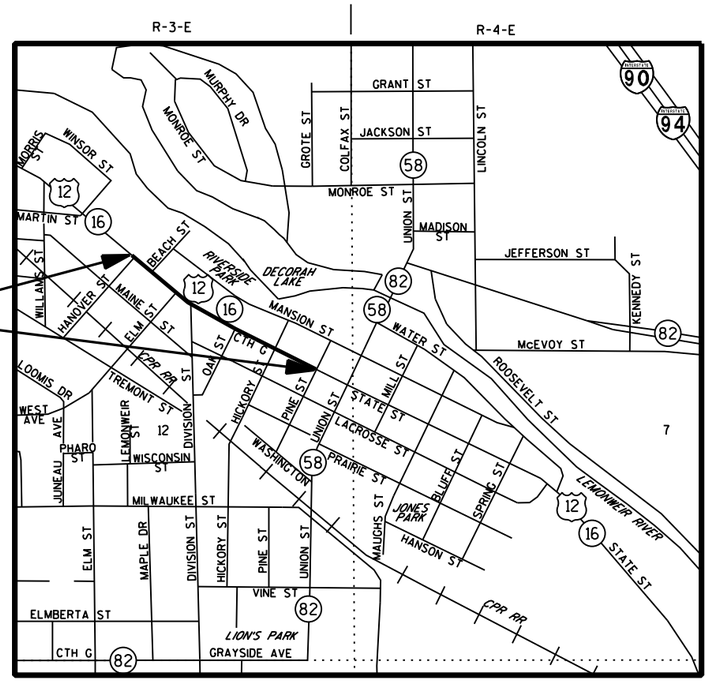
(HANOVER STREET - PINE STREET)

USH 12

JUNEAU COUNTY



PROJECT LOCATION



City of Mauston

NOTES:

HORIZONTAL POSITIONS SHOWN ARE WISCONSIN COUNTY COORDINATES, JUNEAU COUNTY, NAD 83 (1991) IN U.S. SURVEY FEET, VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY ¾" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY 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: EXISTING HIGHWAY RIGHT-OF-WAY BASED ON RECORDED PLATS OF THE CITY OF MAUSTON, RECORDED CERTIFIED SURVEY MAPS, PLATS OF SURVEY AND EXISTING IRONS LOCATED IN THE FIELD.

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. ALL TLEs EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **PERMANENT LIMITED EASEMENT** (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE 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, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

N

LAYOUT

Scale 0 ¼ ½MI.

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	PAGE	P.
		PERMANENT LIMITED EASEMENT	PLE
ACCESS RIGHTS	AR	PROPERTY LINE	PL
ACRES	AC.	RECORDED AS	(100')
AND OTHERS	ET.AL.	REFERENCE LINE	R/L
CENTERLINE	C/L	RELEASE OF RIGHTS	ROR
CERTIFIED SURVEY MAP	CSM	REMAINING	REM.
CORNER	COR.	RIGHT-OF-WAY	R/W
DOCUMENT	DOC.	SECTION	SEC.
EASEMENT	EASE.	SQUARE FEET	S.F.
HIGHWAY EASEMENT	H.E.	STATION	STA.
LAND CONTRACT	LC	TEMPORARY LIMITED EASEMENT	TLE
MONUMENT	MON.	VOLUME	V.

CURVE DATA

POINT OF INTERSECTION	PI
POINT OF CURVE	PC
POINT OF TANGENCY	PT
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
LONG CHORD	LCH
LONG CHORD BEARING	LCB

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	LP (1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING R/W LINE	
R/W MONUMENT	● ⊕(SET)	PROPERTY LINE	P.L.
R/W STANDARD	▲ ⊕(SET)	EASEMENT LINES	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT	⊕	CORPORATE LIMITS	
SECTION CORNER SYMBOL		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		NO ACCESS (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT (TLE)		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT (PLE)		SECTION LINE	
R/W POINT MONUMENT	●	QUARTER LINE	
R/W POINT NON-MONUMENTED	○	SIXTEENTH LINE	
R/W BOUNDARY POINT	(101)	EXISTING CENTERLINE	
PARCEL NUMBER	(10)	PROPOSED REFERENCE LINE	
UTILITY PARCEL NUMBER	(92)	PARALLEL OFFSET	
SIGN NUMBER (OFF PREMISE)	(21)		
BUILDING			
BUILDING TO BE RAZED			

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES ELECTRIC	OH	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
	NON COMPENSABLE	COMPENSABLE
POWER POLE	○	●
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌑	⌑
ELECTRIC TOWER	⊠	

HIGHWAY DESIGNATIONS

COUNTY TRUNK HIGHWAY	#
STATE TRUNK HIGHWAY	#
UNITED STATES HIGHWAY	#
INTERSTATE HIGHWAY	#

PROJECT NUMBER 5880-02-22 - 4.01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.01

CITY OF MAUSTON, EAST STATE STREET

PART OF BLOCK 2 AND PART OF LOTS 1-5 OF BLOCK 3 OF COTTER & FISH ADDITION TO THE CITY OF MAUSTON, PART OF LOTS 2-6 OF BLOCK 2 OF WILLIAMS ADDITION TO THE CITY OF MAUSTON, ALL BEING PART OF THE SW 1/4 OF THE NE 1/4 OF SECTION 12, T15N, R3E, CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN

RELOCATION ORDER USH 12, JUNEAU COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAUSTON HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MAUSTON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5880-02-22 - 4.01

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN JUNEAU COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

I, GREGORY P. RHINEHART, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095 OF THE WISCONSIN STATE STATUTES AND UNDER THE DIRECTION OF CITY OF MAUSTON, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 5880-02-22 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — GREGORY P. RHINEHART S-1478 FRIENDSHIP, WI — LAND SURVEYOR

(SIGNATURE) Gregory P. Rhinehart 9/19/2013

(PRINTED NAME) GREGORY P. RHINEHART

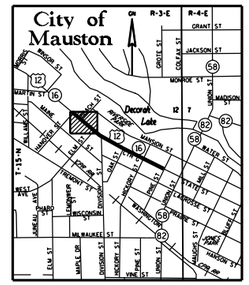
(REGISTRATION NO.) S-1478

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

_____
(SIGNATURE & DATE) (PRINTED NAME & TITLE)

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON RECORDED PLATS OF THE CITY OF MAUSTON, RECORDED CERTIFIED SURVEY MAPS, PLATS OF SURVEY AND EXISTING IRONS LOCATED IN THE FIELD.

GN



LOCATION SKETCH
NOT TO SCALE

0 20 40
SCALE, FEET

281+00 · 282+00 · 283+00 · 284+00 · 285+00 · 286+00

LOT 5 · LOT 4 · LOT 3 · LOT 2 · LOT 1 · LOT 6 · LOT 5 · LOT 4 · LOT 2 · LOT 1

BLOCK 3 · BLOCK 2

COTTER & FISH ADDITION

WILLIAM'S ADDITION BLOCK 2

MAUSTON

SW-NE
12-15-3

CITY OF MAUSTON

HANOVER ST.

BEACH ST.

STATE ST. (USH 12)

N 53°07'31" E 33.83'

N 40°22'48" E 1.50'

S 49°37'12" E 223.25'

S 29°24'41" E 95.53'

S 49°37'12" E 392.28'

S 51°29'16" E 46.02'

S 50°34'59" E 104.62'

S 54°36'01" E 96.97'

S 37°29'04" W 79.28' (33.53')

N 66°04'35" W 2,039.23'

N 59°24'01" W 1,570.45'

N 01°06'04" W 2,633.34'

TLE FOR SLOPES

TLE FOR DRIVEWAY

TLE FOR SLOPES AND DRIVEWAYS

EXISTING R/W

VARIES

66' · 46' · 50' · 30' · 28.87' · 3' · 5'

P.I. · P.C. · P.T.

PC STA = 285+83.85

STA. 286+30.24

CURVE 1

CURVE 1
PI = 288+61.28
Y = 156996.75
X = 462649.38
Δ = 14°22'29"
D = 2°36'16"
T = 277.43'
L = 551.95'
R = 2200.00'
PC = 285+83.85
PT = 291+35.80

MAG NAIL (NOT RECOVERED)
LOCATED BY TIE SHEET
Y = 156,630.61
X = 463,971.58

2" DIA. CAPPED IRON PIPE
Y = 153,997.76
X = 464,022.18

T 15 N · R 3 E · R 4 E · 12 · 7 · 13 · 18

TLE POINT TABLE

POINT	STATION	OFFSET
T08	281+57.46	37.50' LT.
T09	283+70.71	37.50' LT.
T10	283+80.71	47.50' LT.
T11	284+26.70	66.00' LT.
T12	284+36.65	41.17' LT.
T13	285+31.06	42.75' LT.
T14	285+88.29	47.73' LT.
T15	285+88.34	45.73' LT.
T16	286+28.91	48.73' LT.
T17	282+39.65	38.00' RT.
T18	283+83.41	38.00' RT.
T19	283+83.41	33.00' RT.
T20	284+18.79	33.00' RT.
T21	284+18.79	38.00' RT.
T22	284+33.79	38.00' RT.
T23	284+33.79	33.00' RT.
T24	284+68.80	33.00' RT.
T25	284+68.80	38.00' RT.
T26	285+20.36	38.00' RT.
T27	285+20.36	33.00' RT.
T28	285+25.55	33.00' RT.
T29	285+25.55	38.00' RT.
T30	285+37.55	38.00' RT.
T31	285+37.55	33.00' RT.

* - NON-MONUMENTED POINT

R/W POINT TABLE

POINT	STATION	OFFSET
* 100	281+50.00	0.00' CL
101	281+57.46	33.00'LT.
102	281+57.46	34.50' LT.
103	283+80.71	34.50' LT.
104	284+26.71	36.00' LT.
105	285+31.32	37.76' LT.
* 106	286+28.86	45.73' LT.
201	282+39.65	33.00' RT.
202	286+31.21	33.52' RT.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF MAUSTON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (SF) NEW	EXISTING	TOTAL	TLE (SF)
1	MARSHA R. LUBINSKI & GREG GOLLMAR	FEE & TLE	182	-	182	364
2	RJ'S SERVICE CENTER, LLC	FEE & TLE	153	-	153	356
3	WM & ME, LLC	FEE & TLE	276	-	276	925
4	JOANN PIAZZA LIVING TRUST	TLE	-	-	-	119
6	PATRICK CONNORS & DANIEL M. BERKOS	TLE	-	-	-	644
7	CHARLES R. THIDEMAN	TLE	-	-	-	155
8	DOUGLAS A. & BRIDGET A. WELLS	TLE	-	-	-	162
9	DOUGLAS A. & BRIDGET A. WELLS	TLE	-	-	-	156

FILE NAME : P:\90s\93\00093025\CADD\Planshts\ROW sheets\5880-02-22 - 4.01.dgn · PLOT DATE : 7/8/2014 · PLOT BY : bhalley · PLOT NAME : · PLOT SCALE : 1:40

5880-02-22 - 4.01

TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.02 AMENDMENT NO: 1
AMENDS PARCEL NO: 13 OF TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.02 RECORDED AS DOCUMENT NO: 701842, VOL. 2 TPP, P. 3 #50203

CITY OF MAUSTON, EAST STATE STREET

PART OF LOTS 1 & 2 OF BLOCK 1 OF COTTER & FISH ADDITION TO THE CITY OF MAUSTON ALL BEING PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 12, T15N, R3E, CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 JUNEAU 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.

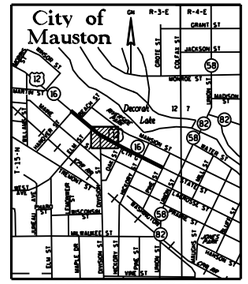
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAUSTON HEREBY ORDERS THAT:

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 CITY OF MAUSTON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5880-02-22 - 4.02 AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT _:_ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS



LOCATION SKETCH
NOT TO SCALE

I, GREGORY P. RHINEHART, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095 OF THE WISCONSIN STATE STATUTES AND UNDER THE DIRECTION OF CITY OF MAUSTON, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 5880-02-22 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
GREGORY P. RHINEHART
S-1478
FRIENDSHIP, WI
LAND SURVEYOR

(SIGNATURE) Gregory P. Rhinehart 05/08/2014
(PRINTED NAME) GREGORY P. RHINEHART
(REGISTRATION NO.) S-1478

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

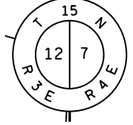
_____
(SIGNATURE & DATE) (PRINTED NAME & TITLE)

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN JUNEAU COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #701395 FILED IN VOL. 2 TPP, AS PAGE 2.

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON RECORDED PLATS OF THE CITY OF MAUSTON, RECORDED CERTIFIED SURVEY MAPS, PLATS OF SURVEY AND EXISTING IRONS LOCATED IN THE FIELD.

MAG NAIL (NOT RECOVERED)
LOCATED BY TIE SHEET
Y = 156,630.61
X = 463,971.58

2" DIA. CAPPED IRON PIPE
Y = 153,997.76
X = 464,022.18



0 20 40
SCALE, FEET

GN

CURVE 1
PI = 288+61.28
Y = 156996.75
X = 462649.38
Δ = 14°22'29"
D = 2°36'16"
T = 277.43'
L = 551.95'
R = 2200.00'
PC = 285+83.85
PT = 291+35.80

TLE POINT TABLE		
POINT	STATION	OFFSET
T34	288+51.04	47.70' LT.
T35	289+09.00	41.66' LT.
T36	289+61.27	40.50' LT.
T37	290+31.34	40.50' LT.

* - NON-MONUMENTED POINT

R/W POINT TABLE		
POINT	STATION	OFFSET
*106	286+28.86	45.73' LT.
107	287+90.45	50.43' LT.
108	288+37.96	46.86' LT.
109	288+50.71	45.73' LT.
110	288+88.44	41.95' LT.
111	289+61.27	38.00' LT.
112	219+69.81	38.27' LT.
113	291+69.81	45.77' LT.
125	289+15.00	39.59' LT.
203	286+93.89	40.96' RT.
204	286+96.98	38.12' RT.
205	288+34.57	49.76' RT.
206	289+17.32	44.06' RT.
*207	291+69.81	33.00' RT.

R/W CURVE TABLE				
FROM - TO	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
111 - 112	205.52'	205.44'	S 62°10'23" E	2162.00'

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF MAUSTON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (SF) NEW	EXISTING	TOTAL	TLE (SF)
13	DENISE LARIDAEN	FEE & TLE	186	-	186	126

FILE NAME : P:\90s\93\00093025\CADD\Planshts\ROW sheets\5880-02-22 - 4.02 Amended.dgn PLOT DATE : 7/8/2014 PLOT BY : bhalley PLOT NAME : PLOT SCALE : 1:40

5880-02-22 - 4.02 AMENDMENT NO: 1

5880-02-22 - 4.02 Amended.dgn 7/8/2014 9:56:24 AM bhalley

TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.02

CITY OF MAUSTON, EAST STATE STREET

PART OF CSM #2640, VOL. 10, PG 158, DOC. #366172, PART OF CSM #151, VOL 1, PG 157 DOC #222983, PART OF CSM #21, VOL 1, PG 21, DOC. #199460, PART OF CSM #29, VOL 1, PG 29, DOC. #202492, PARTOF LOTS 1-4 OF BLOCK 1 AND PART OF BLOCK 2 OF COTTER & FISH ADDITION TO THE CITY OF MAUSTON, PART OF LOTS 2-6 OF BLOCK 13 OF MISCELLEANOUS ADDITION TO THE CITY OF MAUSTON, PART OF LOT 3 OF BLOCK 1 OF WILLIAMS ADDITION TO THE CITY OF MAUSTON, PART OF LOTS 14 & 15 OF BLOCK 4 OF MAUGH'S ADDITION ALL BEING PART OF THE NE 1/4 OF SECTION 12, T15N, R3E, CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 JUNEAU 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 62.22, WISCONSIN STATUTES, THE CITY OF MAUSTON 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 CITY OF MAUSTON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5880-02-22 - 4.02

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

I, GREGORY P. RHINEHART, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095 OF THE WISCONSIN STATE STATUTES AND UNDER THE DIRECTION OF CITY OF MAUSTON, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 5880-02-22 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — GREGORY P. RHINEHART S-1478 FRIENDSHIP, WI — LAND SURVEYOR

(SIGNATURE) _____ 11/19/2013

(PRINTED NAME) GREGORY P. RHINEHART

(REGISTRATION NO.) S-1478

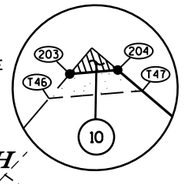
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MAUSTON.

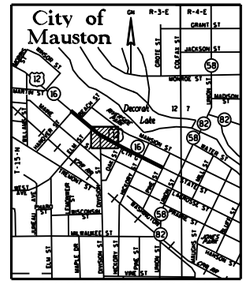
_____
(SIGNATURE & DATE) (PRINTED NAME & TITLE)

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN JUNEAU COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #701395 FILED IN VOL. 2 TPP, AS PAGE 2.

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON RECORDED PLATS OF THE CITY OF MAUSTON, RECORDED CERTIFIED SURVEY MAPS, PLATS OF SURVEY AND EXISTING IRONS LOCATED IN THE FIELD.

DETAIL A
NOT TO SCALE





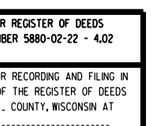
LOCATION SKETCH
NOT TO SCALE

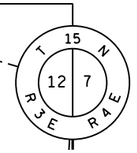
0 20 40
SCALE, FEET

GN

MAG NAIL (NOT RECOVERED)
LOCATED BY TIE SHEET
Y = 156,630.61
X = 463,971.58

2" DIA. CAPPED IRON PIPE
Y = 153,997.76
X = 464,022.18





TLE POINT TABLE		
POINT	STATION	OFFSET
T16	286+28.91	48.73' LT.
T33	288+38.26	48.70' LT.
T34	288+51.04	47.70' LT.
T35	289+01.96	41.60' LT.
T36	289+61.27	40.50' LT.
T37	290+31.34	40.50' LT.
T38	290+31.37	40.00' LT.
T39	290+76.22	40.00' LT.
T40	290+76.23	39.40' LT.
T41	291+33.26	39.40' LT.
T42	291+33.26	39.00' LT.
T43	291+69.81	39.27' LT.
T46	286+93.75	43.79' RT.
T47	286+99.76	38.27' RT.
T48	289+76.48	38.87' RT.
T49	289+76.69	41.86' RT.
T50	290+11.48	39.58' RT.
T51	290+11.31	36.58' RT.

* - NON-MONUMENTED POINT

R/W POINT TABLE		
POINT	STATION	OFFSET
* 106	286+28.86	45.73' LT.
107	287+90.45	50.43' LT.
108	288+37.96	46.86' LT.
109	288+50.71	45.73' LT.
110	288+88.44	41.95' LT.
111	289+61.27	38.00' LT.
112	219+69.81	38.27' LT.
113	291+69.81	45.77' LT.
203	286+93.89	40.96' RT.
204	286+96.98	38.12' RT.
205	288+34.57	49.76' RT.
206	289+17.32	44.06' RT.
* 207	291+69.81	33.00' RT.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF MAUSTON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (SF) NEW	EXISTING	TOTAL	TLE (SF)
10	DAVID T. JURGENSEN	FEE & TLE	5	-	5	12
11	CITY OF MAUSTON	TLE	-	-	-	280
12	JOHN O. COOK & DEBORAH A. CLARK-COOK	TLE	-	-	-	60
13	DENISE LARIDAEN	FEE & TLE	229	-	229	110
14	BRADLEY J. & RAELYNN BIRES	FEE & TLE	173	-	173	54
15	CITY OF MAUSTON	TLE	-	-	-	107
16	WM & ME, LLC	FEE & TLE	182	-	182	50
17	WAYNE E. & CHRISTINE M. MAC ARDY	FEE & TLE	159	-	159	50
18	JOHN F. MC MENOMY	FEE & TLE	289	-	289	88
19	WM & ME, LLC	FEE & TLE	297	-	297	78
21	DEAN P. HANSEN, VENDOR & TIMOTHY J. & STACY L. BELTZ, PURCHASER	FEE & TLE	186	-	186	37

CURVE 1
PI = 288+61.28
Y = 156996.75
X = 462649.38
Δ = 14°22'29"
D = 2°36'16"
T = 277.43'
L = 551.95'
R = 2200.00'
PC = 285+83.85
PT = 291+35.80

R/W CURVE TABLE				
FROM - TO	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	RADIUS
111 - 112	205.52'	205.44'	S 62°10'23" E	2162.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN JUNEAU COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #701395 FILED IN VOL. 2 TPP, AS PAGE 2.

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON RECORDED PLATS OF THE CITY OF MAUSTON, PLATS OF SURVEY AND EXISTING IRONS LOCATED IN THE FIELD.

TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.03 AMENDMENT NO:1 AMENDS PARCEL NO: 34 OF TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.03 RECORDED AS DOCUMENT NO: 701843, VOL. 2 TPP, P. 4 #50204.

CITY OF MAUSTON, EAST STATE STREET

PART OF LOTS 1 & 2 OF BLOCK 14 OF MISCELLEANOUS ADDITION TO THE CITY OF MAUSTON, BEING PART OF THE SE¼ OF NE¼ SECTION 12, T15N, R3E, CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 JUNEAU COUNTY

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

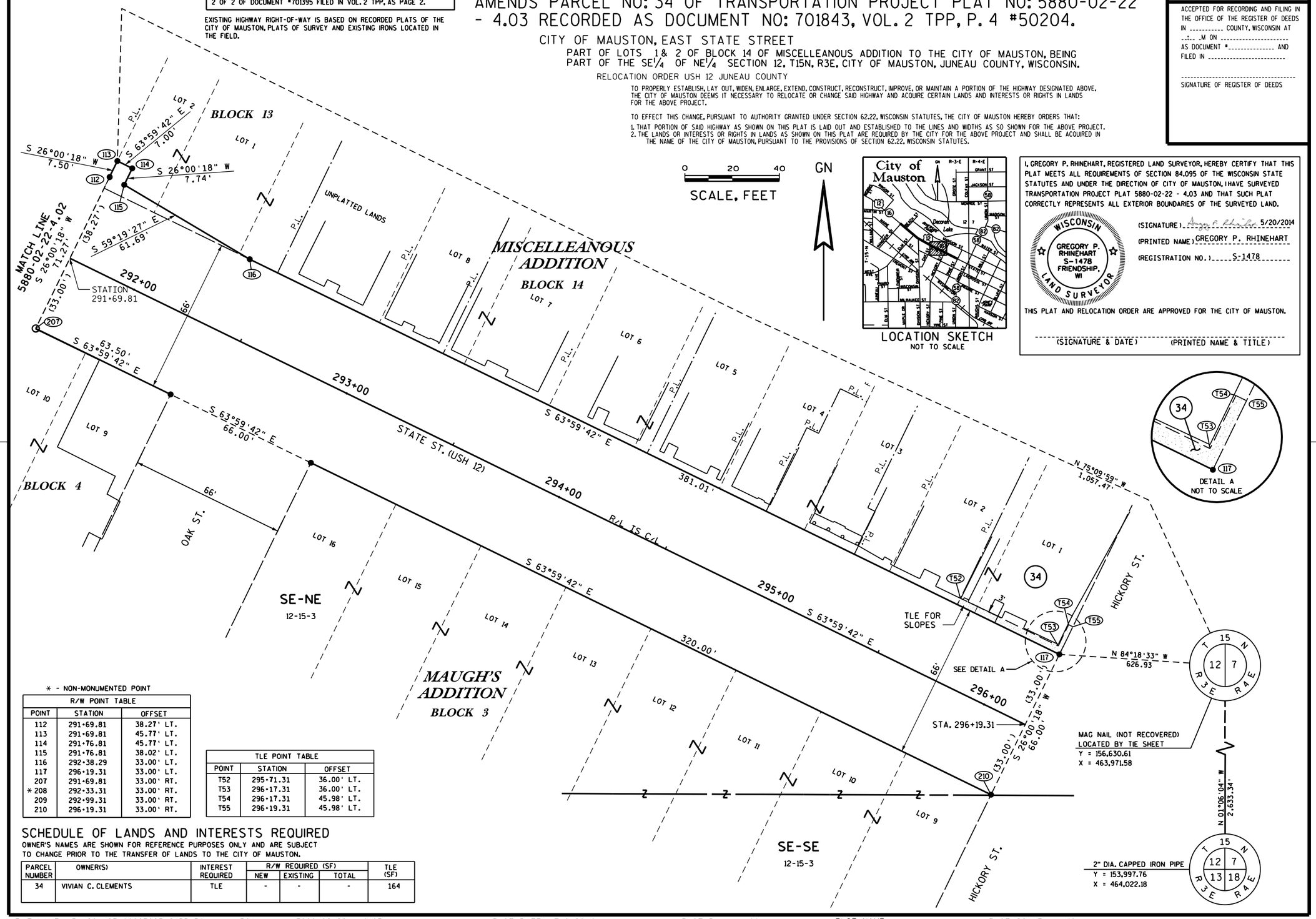
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAUSTON HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MAUSTON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5880-02-22 - 4.03 AMENDMENT NO:1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT _:__ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS



0 20 40
SCALE, FEET

GN

LOCATION SKETCH
NOT TO SCALE

DETAIL A
NOT TO SCALE

I, GREGORY P. RHINEHART, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095 OF THE WISCONSIN STATE STATUTES AND UNDER THE DIRECTION OF CITY OF MAUSTON, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 5880-02-22 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
GREGORY P. RHINEHART
S-1478
FRIENDSHIP, WI
LAND SURVEYOR

(SIGNATURE) _____ 5/20/2014
(PRINTED NAME) GREGORY P. RHINEHART
(REGISTRATION NO.) S-1478

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

_____
(SIGNATURE & DATE) (PRINTED NAME & TITLE)

* - NON-MONUMENTED POINT

R/W POINT TABLE

POINT	STATION	OFFSET
112	291+69.81	38.27' LT.
113	291+69.81	45.77' LT.
114	291+76.81	45.77' LT.
115	291+76.81	38.02' LT.
116	292+38.29	33.00' LT.
117	296+19.31	33.00' LT.
207	291+69.81	33.00' RT.
* 208	292+33.31	33.00' RT.
209	292+99.31	33.00' RT.
210	296+19.31	33.00' RT.

TLE POINT TABLE

POINT	STATION	OFFSET
T52	295+71.31	36.00' LT.
T53	296+17.31	36.00' LT.
T54	296+17.31	45.98' LT.
T55	296+19.31	45.98' LT.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF MAUSTON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (SF)			TLE (SF)
			NEW	EXISTING	TOTAL	
34	VIVIAN C. CLEMENTS	TLE	-	-	-	164

FILE NAME : P:\90s\93\00093025\CADD\Planshts\ROW sheets\5880-02-22 - 4.03 Amended.dgn PLOT DATE : 7/8/2014 PLOT BY : bhalley PLOT NAME : PLOT SCALE : 1:40

5880-02-22 - 4.03 AMENDMENT NO:1

5880-02-22 - 4.03 Amended.dgn 7/8/2014 9:57:33 AM bhalley

TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.03

CITY OF MAUSTON, EAST STATE STREET

PART OF LOTS 1 & 2 OF BLOCK 13 AND PART OF LOTS 1-8 OF BLOCK 14 OF MISCELLEANOUS ADDITION TO THE CITY OF MAUSTON, PART OF LOT 9 OF BLOCK 4 AND PART OF LOTS 9-16 OF BLOCK 3 OF MAUGH'S ADDITION TO THE CITY OF MAUSTON, BEING PART OF THE SE1/4 OF NE1/4 AND THE SE1/4 OF SE1/4 OF SECTION 12, T15N, R3E, CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 JUNEAU COUNTY

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

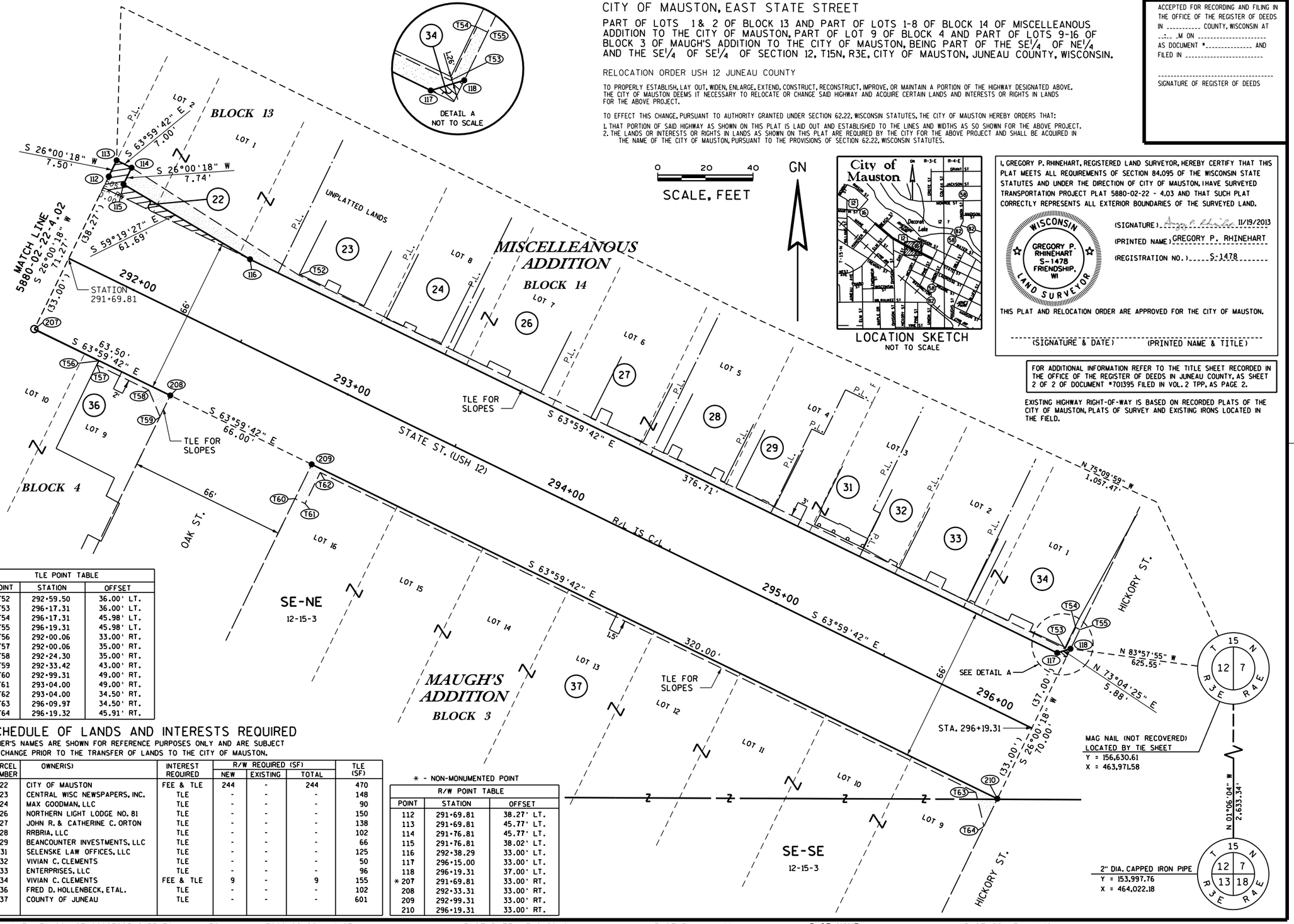
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAUSTON HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MAUSTON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5880-02-22 - 4.03

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS



0 20 40
SCALE, FEET

GN

LOCATION SKETCH
NOT TO SCALE

I, GREGORY P. RHINEHART, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095 OF THE WISCONSIN STATE STATUTES AND UNDER THE DIRECTION OF CITY OF MAUSTON, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 5880-02-22 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
GREGORY P. RHINEHART
S-1478
FRIENDSHIP, WI
LAND SURVEYOR

(SIGNATURE) Gregory P. Rhinehart 11/19/2013
(PRINTED NAME) GREGORY P. RHINEHART
(REGISTRATION NO.) S-1478

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

_____
(SIGNATURE & DATE) (PRINTED NAME & TITLE)

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN JUNEAU COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #701395 FILED IN VOL. 2 TPP, AS PAGE 2.

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON RECORDED PLATS OF THE CITY OF MAUSTON, PLATS OF SURVEY AND EXISTING IRONS LOCATED IN THE FIELD.

TLE POINT TABLE		
POINT	STATION	OFFSET
T52	292+59.50	36.00' LT.
T53	296+17.31	36.00' LT.
T54	296+17.31	45.98' LT.
T55	296+19.31	45.98' LT.
T56	292+00.06	33.00' RT.
T57	292+00.06	35.00' RT.
T58	292+24.30	35.00' RT.
T59	292+33.42	43.00' RT.
T60	292+99.31	49.00' RT.
T61	293+04.00	49.00' RT.
T62	293+04.00	34.50' RT.
T63	296+09.97	34.50' RT.
T64	296+19.32	45.91' RT.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF MAUSTON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (SF)			TLE (SF)
			NEW	EXISTING	TOTAL	
22	CITY OF MAUSTON	FEE & TLE	244	-	244	470
23	CENTRAL WISC NEWSPAPERS, INC.	TLE	-	-	-	148
24	MAX GOODMAN, LLC	TLE	-	-	-	90
26	NORTHERN LIGHT LODGE NO. 81	TLE	-	-	-	150
27	JOHN R. & CATHERINE C. ORTON	TLE	-	-	-	138
28	RRBRIA, LLC	TLE	-	-	-	102
29	BEANCOUNTER INVESTMENTS, LLC	TLE	-	-	-	66
31	SELENSKE LAW OFFICES, LLC	TLE	-	-	-	125
32	VIVIAN C. CLEMENTS	TLE	-	-	-	50
33	ENTERPRISES, LLC	TLE	-	-	-	96
34	VIVIAN C. CLEMENTS	FEE & TLE	9	-	9	155
36	FRED D. HOLLENBECK, ETAL.	TLE	-	-	-	102
37	COUNTY OF JUNEAU	TLE	-	-	-	601

* - NON-MONUMENTED POINT

R/W POINT TABLE		
POINT	STATION	OFFSET
112	291+69.81	38.27' LT.
113	291+69.81	45.77' LT.
114	291+76.81	45.77' LT.
115	291+76.81	38.02' LT.
116	292+38.29	33.00' LT.
118	296+19.31	37.00' LT.
* 207	291+69.81	33.00' RT.
208	292+33.31	33.00' RT.
209	292+99.31	33.00' RT.
210	296+19.31	33.00' RT.

FILE NAME : P:\90s\93\00093025\CADD\Planshts\ROW sheets\5880-02-22 - 4.03.dgn PLOT DATE : 7/8/2014 PLOT BY : bhalley PLOT NAME : PLOT SCALE : 1:40

5880-02-22 - 4.03

5880-02-22 - 4.03.dgn 7/8/2014 9:58:06 AM bhalley

TRANSPORTATION PROJECT PLAT NO: 5880-02-22 - 4.04

CITY OF MAUSTON, EAST STATE STREET

PART OF LOT 1 OF CSM #715, VOL. 3, PG. 181, DOC. #266437, PART OF LOTS 1 & 2 OF CSM #845, VOL. 3, PG. 312 DOC #272466, PART OF LOTS 1 - 4 OF BLOCK 15 OF MISCELLEANOUS ADDITION TO THE CITY OF MAUSTON, PART OF LOTS 9, 11 - 16 OF BLOCK 2 OF MAUGH'S ADDITION TO THE CITY OF MAUSTON, ALL BEING PART OF THE SE¼ OF NE¼ AND THE SE¼ OF SE¼ OF SECTION 12, T15N, R3E, CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 JUNEAU COUNTY

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

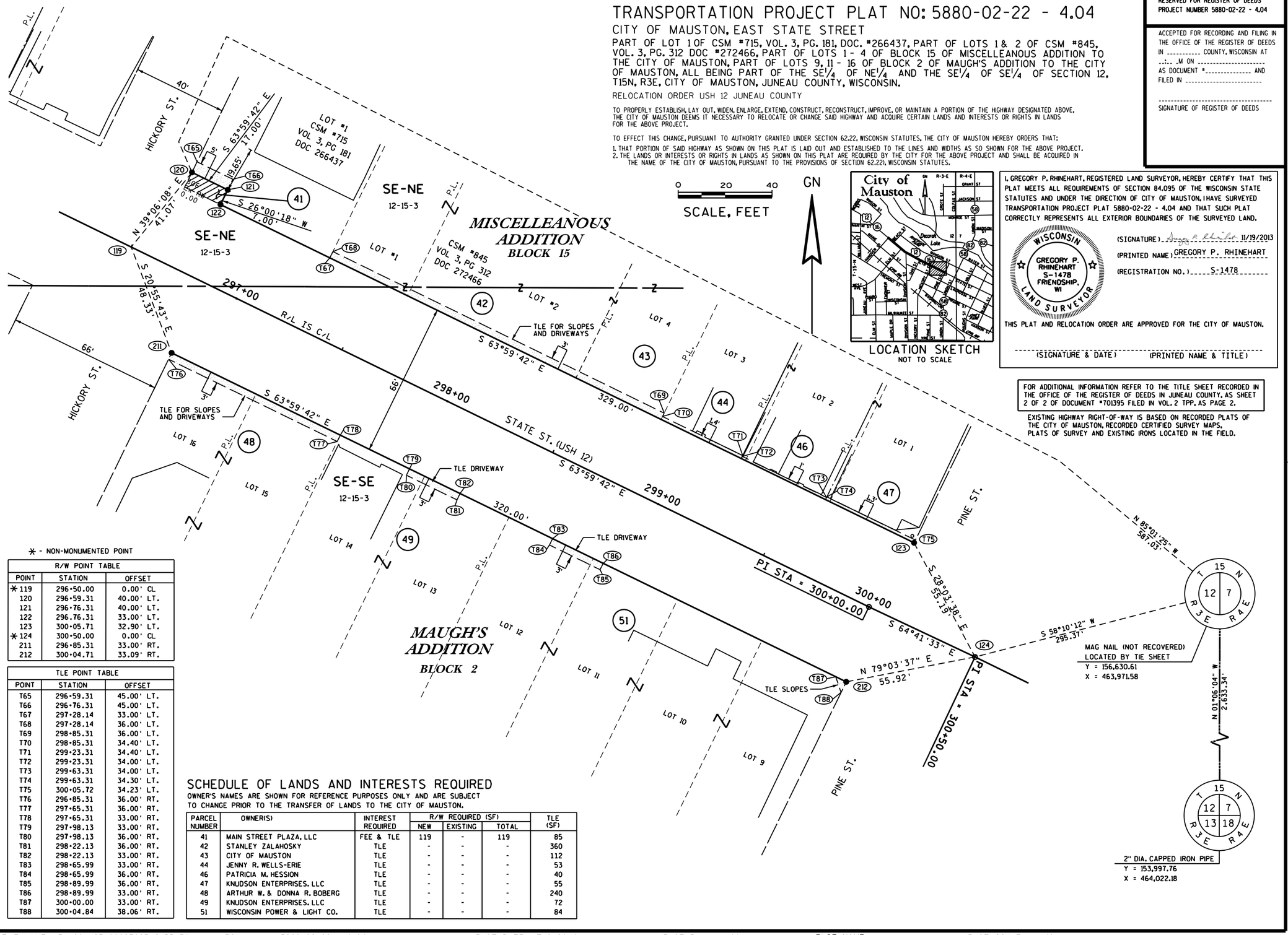
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MAUSTON HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MAUSTON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5880-02-22 - 4.04

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT ____:____ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS



I, GREGORY P. RHINEHART, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095 OF THE WISCONSIN STATE STATUTES AND UNDER THE DIRECTION OF CITY OF MAUSTON, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 5880-02-22 - 4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — GREGORY P. RHINEHART S-1478 FRIENDSHIP, WI — LAND SURVEYOR

(SIGNATURE) _____ 11/19/2013

(PRINTED NAME) GREGORY P. RHINEHART

(REGISTRATION NO.) S-1478

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

_____ (SIGNATURE & DATE) (PRINTED NAME & TITLE)

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN JUNEAU COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #701395 FILED IN VOL. 2 TPP, AS PAGE 2.

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON RECORDED PLATS OF THE CITY OF MAUSTON, RECORDED CERTIFIED SURVEY MAPS, PLATS OF SURVEY AND EXISTING IRONS LOCATED IN THE FIELD.

* - NON-MONUMENTED POINT

R/W POINT TABLE		
POINT	STATION	OFFSET
* 119	296+50.00	0.00' CL
120	296+59.31	40.00' LT.
121	296+76.31	40.00' LT.
122	296.76.31	33.00' LT.
123	300+05.71	32.90' LT.
* 124	300+50.00	0.00' CL
211	296+85.31	33.00' RT.
212	300+04.71	33.09' RT.

TLE POINT TABLE		
POINT	STATION	OFFSET
T65	296+59.31	45.00' LT.
T66	296+76.31	45.00' LT.
T67	297+28.14	33.00' LT.
T68	297+28.14	36.00' LT.
T69	298+85.31	36.00' LT.
T70	298+85.31	34.40' LT.
T71	299+23.31	34.40' LT.
T72	299+23.31	34.00' LT.
T73	299+63.31	34.00' LT.
T74	299+63.31	34.30' LT.
T75	300+05.72	34.23' LT.
T76	296+85.31	36.00' RT.
T77	297+65.31	36.00' RT.
T78	297+65.31	33.00' RT.
T79	297+98.13	33.00' RT.
T80	297+98.13	36.00' RT.
T81	298+22.13	36.00' RT.
T82	298+22.13	33.00' RT.
T83	298+65.99	33.00' RT.
T84	298+65.99	36.00' RT.
T85	298+89.99	36.00' RT.
T86	298+89.99	33.00' RT.
T87	300+00.00	33.00' RT.
T88	300+04.84	38.06' RT.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE CITY OF MAUSTON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (SF) NEW	EXISTING	TOTAL	TLE (SF)
41	MAIN STREET PLAZA, LLC	FEE & TLE	119	-	119	85
42	STANLEY ZALAHOSKY	TLE	-	-	-	360
43	CITY OF MAUSTON	TLE	-	-	-	112
44	JENNY R. WELLS-ERIE	TLE	-	-	-	53
46	PATRICIA M. HESSION	TLE	-	-	-	40
47	KNUDSON ENTERPRISES, LLC	TLE	-	-	-	55
48	ARTHUR W. & DONNA R. BOBERG	TLE	-	-	-	240
49	KNUDSON ENTERPRISES, LLC	TLE	-	-	-	72
51	WISCONSIN POWER & LIGHT CO.	TLE	-	-	-	84

FILE NAME : P:\90s\93\00093025\CADD\Planshts\ROW sheets\5880-02-22 - 4.04.dgn PLOT DATE : 7/8/2014 PLOT BY : bhalley PLOT NAME : PLOT SCALE : 1:40

5880-02-22 - 4.04

5880-02-22 - 4.04.dgn 7/8/2014 9:58:37 AM bhalley

LEGEND

PETROLEUM CONTAMINATED SOIL AND GROUNDWATER

PETROLEUM CONTAMINATED SOIL

BEGIN PROJECT
STA. 281+50.00
Y = 157,457.56
X = 462,107.55

BOP STA = 280+00.00
Y = 157,554.74
X = 461,993.28

MATCH LINE STA. 286+00

PC STA = 285+83.85

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
6	281+59.8	CHISELED 'X' CONCRETE RETAINING WALL	68.8' LT.	885.61

BOP STA = 281+50.00
BOP EL = 880.97

VPC STA = 283+28.00
VPC EL = 880.25

LP STA = 283+43.34
LP EL = 880.22

VPT STA = 284+28.00
VPT EL = 881.16

VPI STA = 283+78.00
VPI EL = 880.05
g1 = -0.40%
g2 = 2.21%
CURVE LEN = 100.00
K = 38.32

VPI STA = 284+40.00
VPI EL = 881.42
g1 = 2.21%
g2 = 1.54%
CURVE LEN = 0.00

VPI EL = 883.71
g1 = 1.54%
g2 = 1.25%

-0.40%

2.21%

1.54%

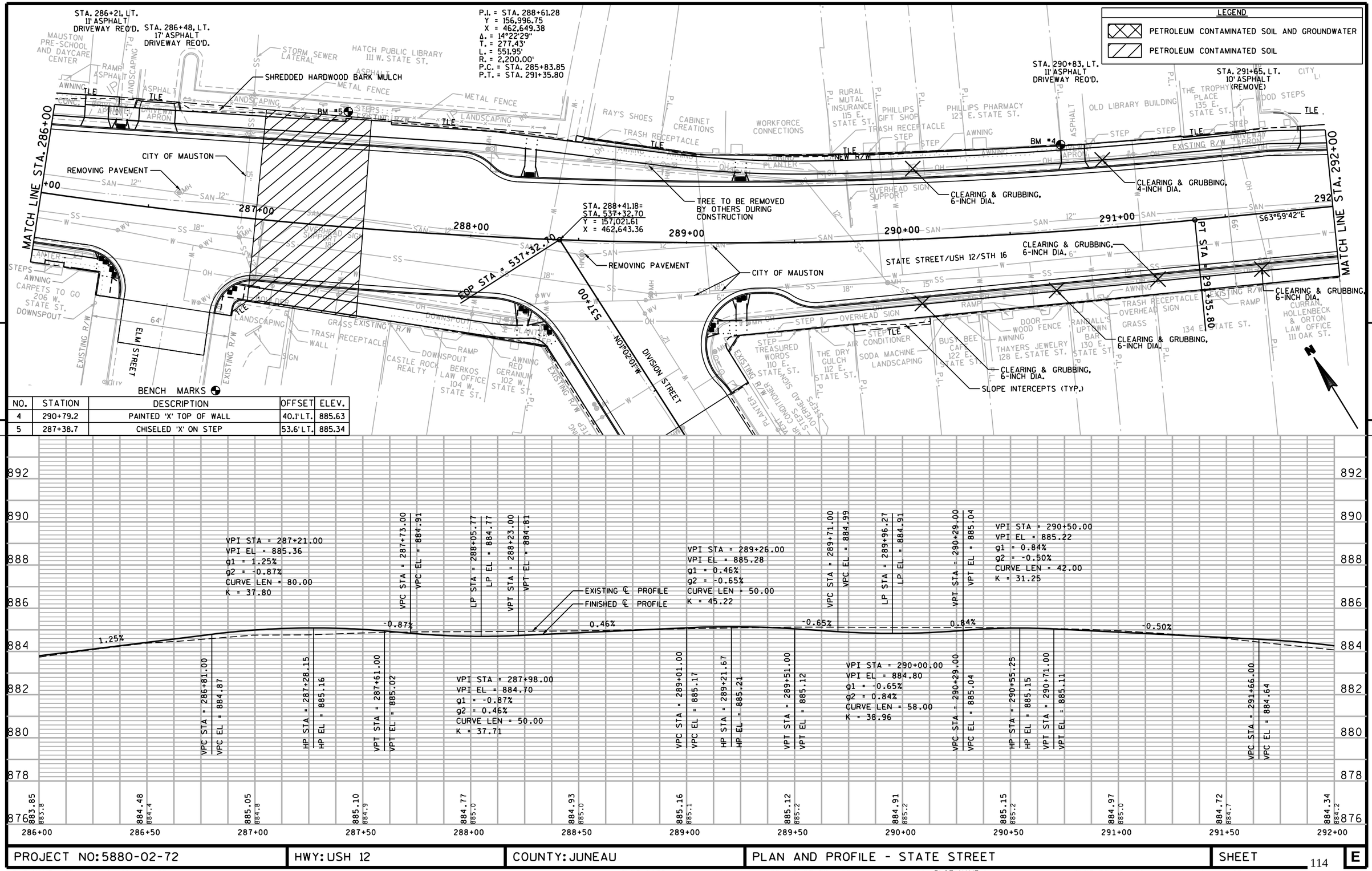
EXISTING ℄ PROFILE

FINISHED ℄ PROFILE

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PLAN AND PROFILE - STATE STREET	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 30

panp01.dgn 12/9/2014 10:28:50 AM jdolens

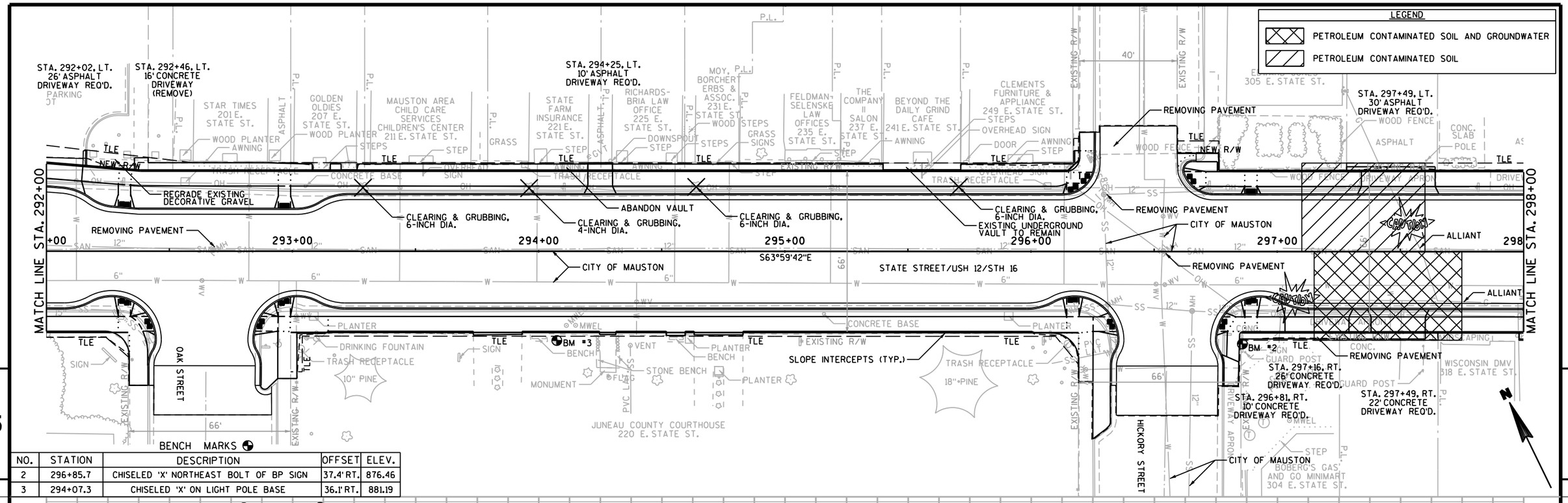


BENCH MARKS				
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4	290+79.2	PAINTED 'X' TOP OF WALL	40.1' LT.	885.63
5	287+38.7	CHISELED 'X' ON STEP	53.6' LT.	885.34

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PLAN AND PROFILE - STATE STREET	SHEET	E

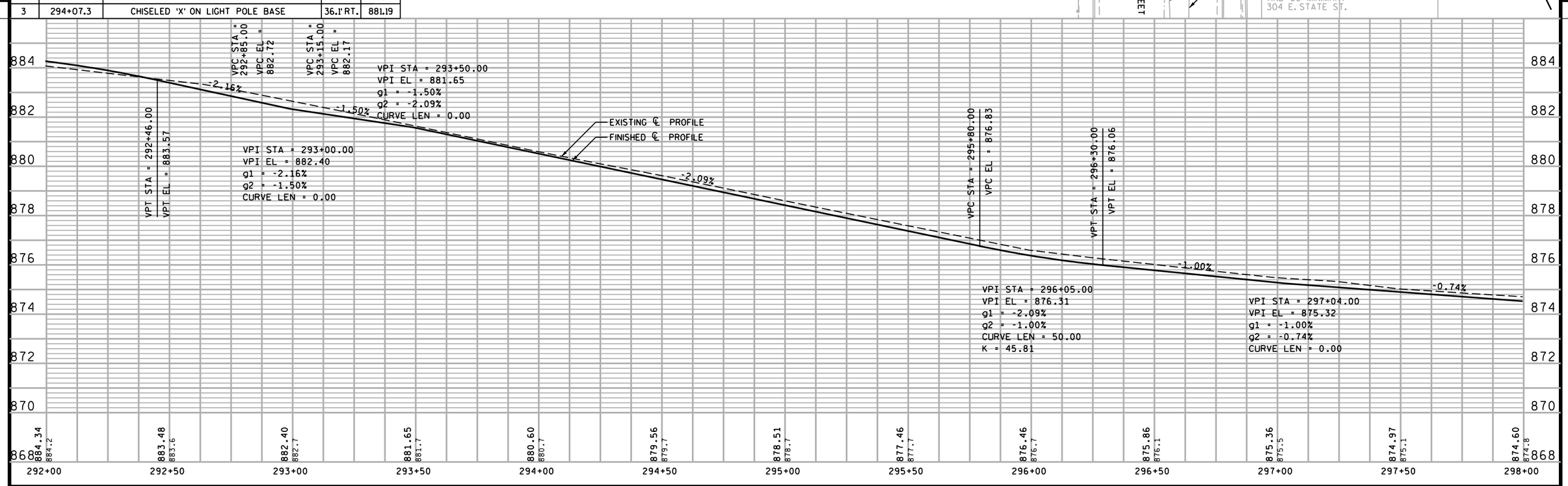
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panp02.dgn 12/9/2014 10:28:50 AM jdolens



BENCH MARKS

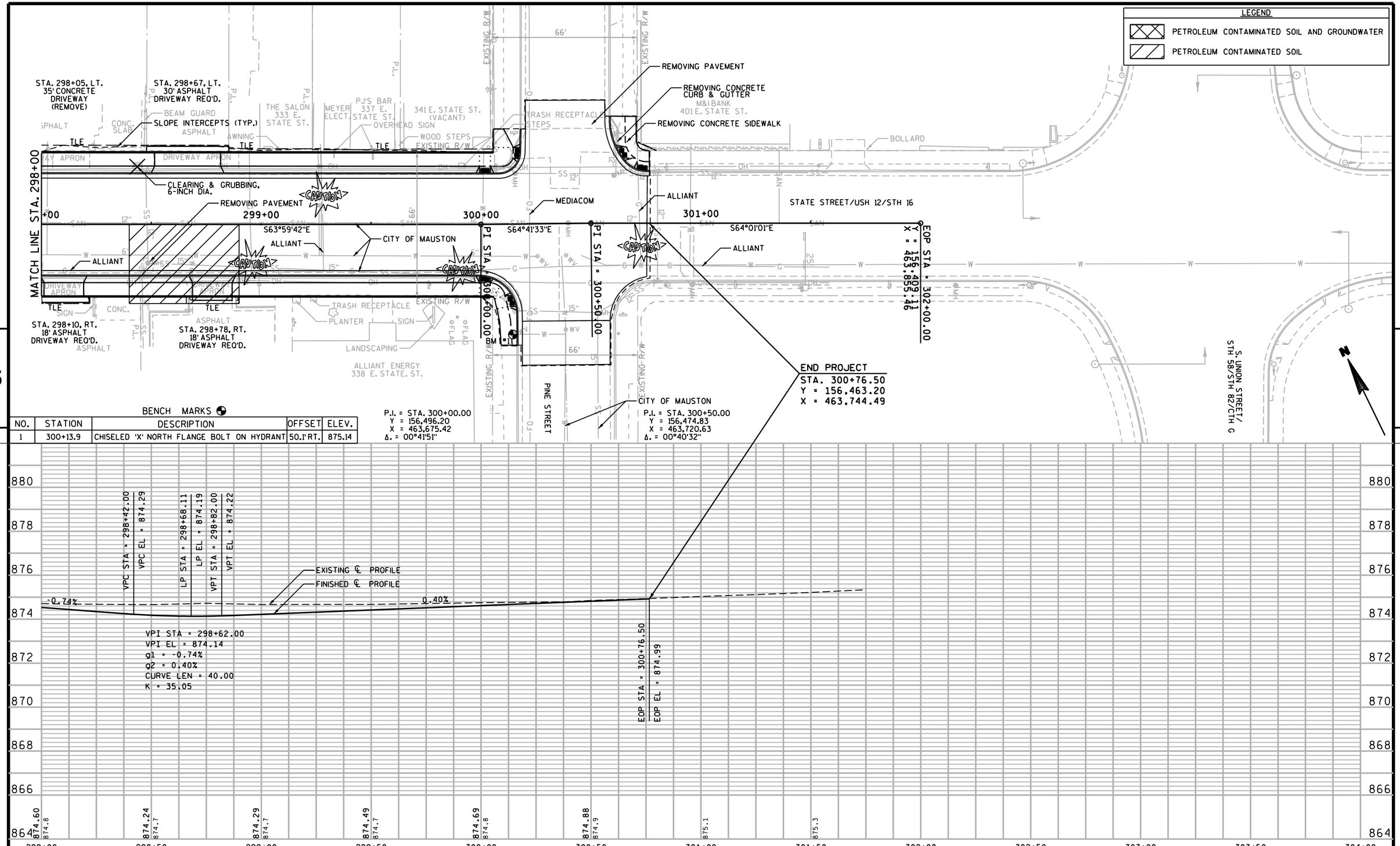
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
2	296+85.7	CHISELED 'X' NORTHEAST BOLT OF BP SIGN	37.4' RT.	876.46
3	294+07.3	CHISELED 'X' ON LIGHT POLE BASE	36.1' RT.	881.19



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PLAN AND PROFILE - STATE STREET	SHEET E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 30

panp03.dgn 12/9/2014 10:28:51 AM jdolens



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
1	300+13.9	CHISELED 'X' NORTH FLANGE BOLT ON HYDRANT	50.1' RT.	875.14

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PLAN AND PROFILE - STATE STREET	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 30

panp04.dgn 12/9/2014 10:28:52 AM jdolens

P.I. = STA. 533+50.00
Y = 156,638.97
X = 462,650.26
Δ. = 00°31'27"

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5	287+38.7	CHISELED 'X' ON STEP	53.6' LT.	885.34

CITY OF MAUSTON
BOP STA = 532+50.00
Y = 156,539.00
X = 462,652.98

PT STA = 533+50.00

EOP STA = 537+32.70
Y = 157,021.61
X = 462,643.36

STA. 537+32.70=
STA. 288+41.18
Y = 157,021.61
X = 462,643.36

BM #5

MAINE STREET
DIVISION STREET
STATE STREET/USH 12/STH 16
EXISTING R/W
SLOPE INTERCEPTS (TYP.)
KIM'S FLORAL & GIFTS 143 DIVISION ST.
THE HAIR AFFAIR 127 DIVISION ST.
JUST ONE HAIR 123 DIVISION ST.
INTEGRATED STAFFING
HOFMEISTER INSURANCE AGENCY 121 DIVISION ST.
RICK'S DRYWALL 121 DIVISION ST.
THE BANK OF MAUSTON 103 DIVISION ST.
UNITED AUTO SUPPLY 200 DIVISION ST.
LA CROSSE STREET
THE DRY GULCH
RAY'S SHOES
PUBLIC LIBRARY
ALLIANT
FRONTIER
CITY OF MAUSTON
WOOD TIMBERS
ASPHALT
METAL FENCE
WOOD FENCE
CONCRETE
MILL/OVERLAY, ASPHALT
REMOVING CONCRETE CURB & GUTTER
REMOVING CONCRETE SIDEWALK
OVERHEAD SIGN SUPPORT
AIR CONDITIONER
OVERHEAD SIGN
STEPS
PLANTER
AWNING
RAILING
DOOR
BRICK STEP
WOOD STEPS
DRIVEWAY APRON
RAMP
TLE
CAUTION

533+00 N01°33'28"W
534+00
535+00 N01°02'01"W
536+00
537+00
288+00
289+00

BEGIN CONSTRUCTION
STA. 532+76.00
Y = 156,564.99
X = 462,652.27

EXISTING ℄ PROFILE

LEGEND
PETROLEUM CONTAMINATED SOIL AND GROUNDWATER
PETROLEUM CONTAMINATED SOIL

890 888 886 884 882 880 878 876 874

881.8 882.0 882.2 882.3 882.6 883.0 883.5 883.9 884.3 884.8

532+50 533+00 533+50 534+00 534+50 535+00 535+50 536+00 536+50 537+00 537+50 538+00 538+50

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	PLAN AND PROFILE - DIVISION STREET	SHEET	E

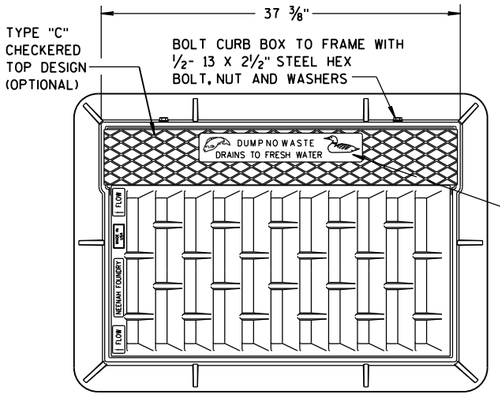
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panp05.dgn 12/9/2014 10:28:53 AM jdolens

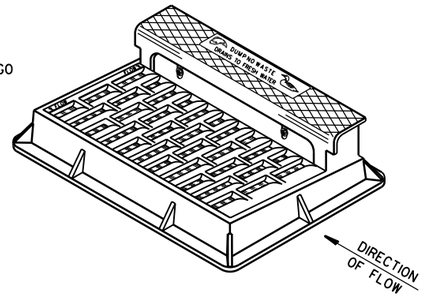
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
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
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-15A	CURB RAMPS TYPES 1 AND 1-A
08D05-15B	CURB RAMPS TYPES 2 AND 3
08D05-15C	CURB RAMPS TYPES 4A AND 4A1
08D05-15D	CURB RAMPS TYPE 4B AND 4B1
08D05-15E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-09	CONCRETE CONTROL CABINET BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C10-03	TRANSFORMER BASE FOR 15" BOLT CIRCLE
09C11-05	CONCRETE BASE TYPE 10
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09D04-01	LIGHTING CONTROL CABINET
09E01-13C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-13G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-06B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-06E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F04-04	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
10A01-03	ELECTRICAL HANDHOLE WIRING
10A05-02	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
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
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C18-03	MEDIAN ISLAND MARKING
15C23-02	30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D03-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE

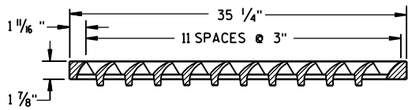
6

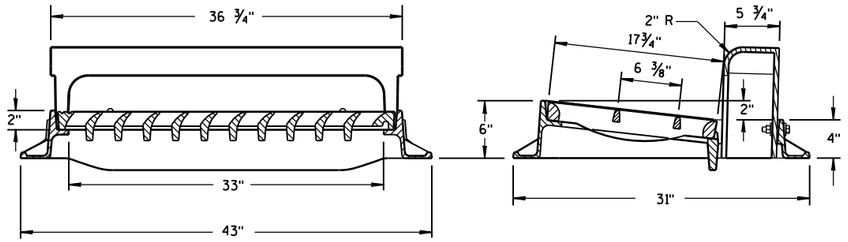


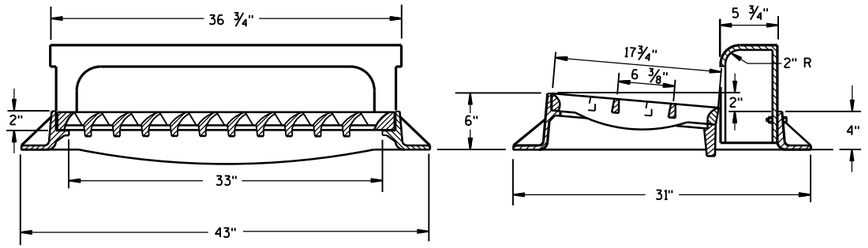
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

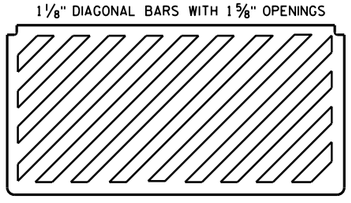






TYPE "H"

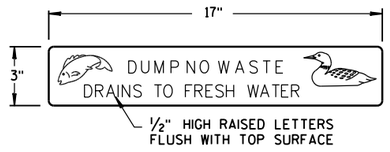
NOTE: EITHER CASTING IS ACCEPTABLE



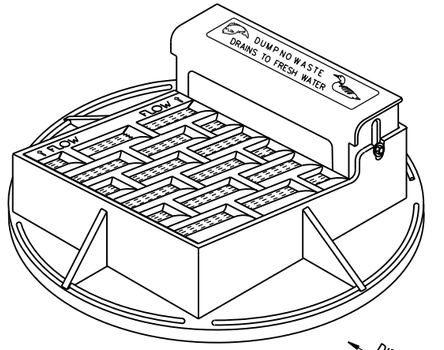
SPECIAL GRATE FOR TYPE "H" COVER

(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"

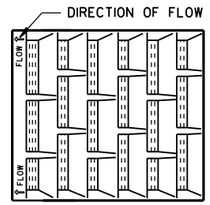
NOTE:
GRATE IS REVERSIBLE.

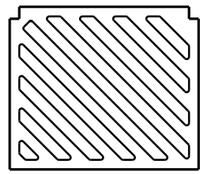
GENERAL NOTES

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.

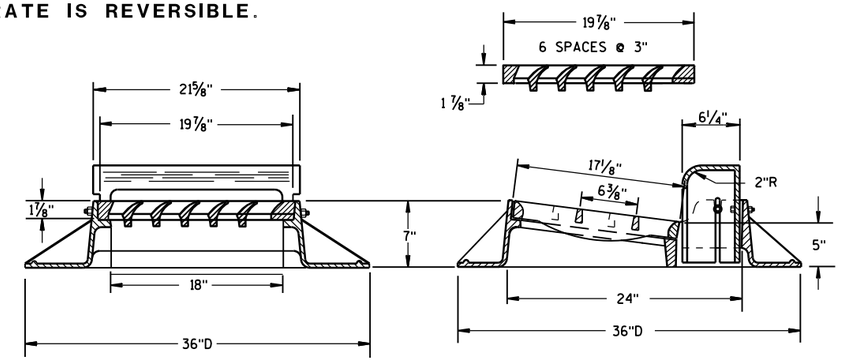




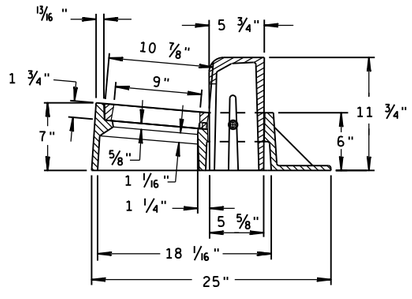
SPECIAL GRATE FOR TYPE "A" COVER

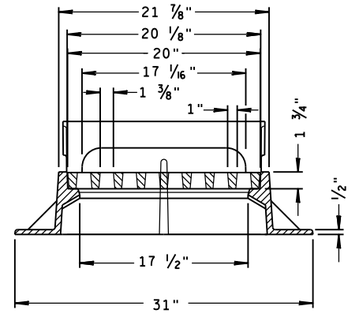
(MEASURES 19 3/4" X 17" X 1 7/8")

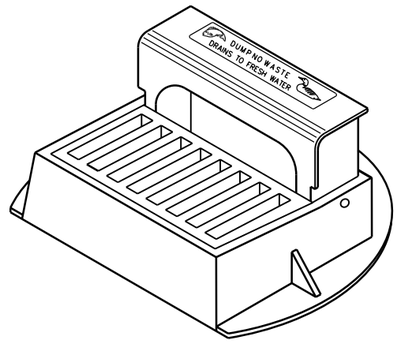
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

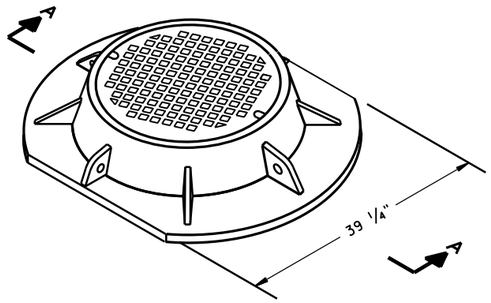
INLET COVERS
TYPE A, H, A-S, H-S & Z

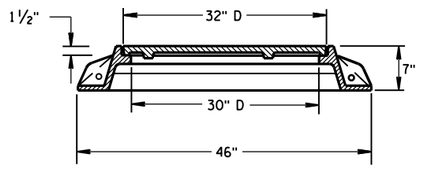
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

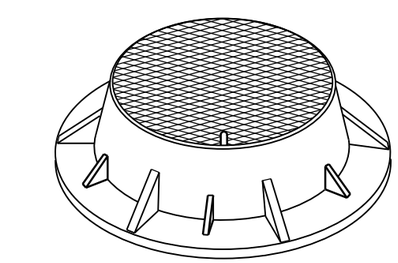
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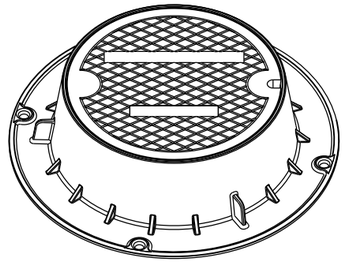
S.D.D. 8 A 5-19a

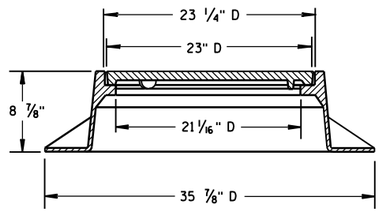


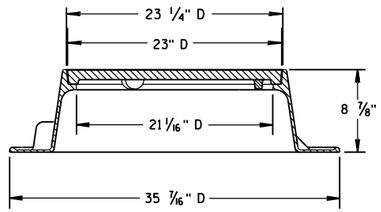


SECTION A-A
TYPE "K"









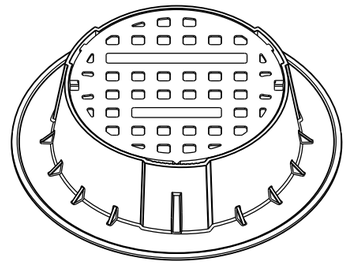
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

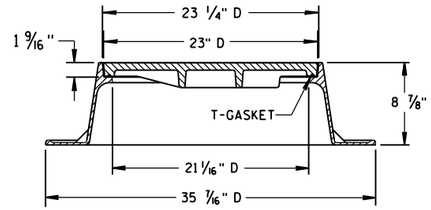
GENERAL NOTES

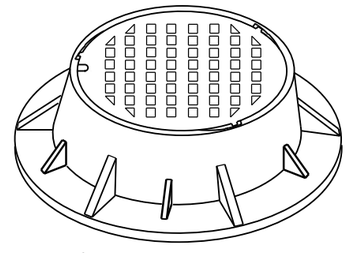
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

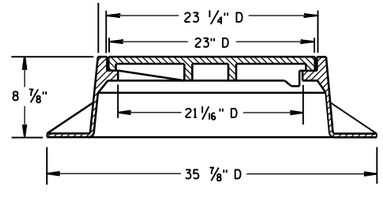
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

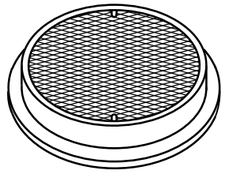


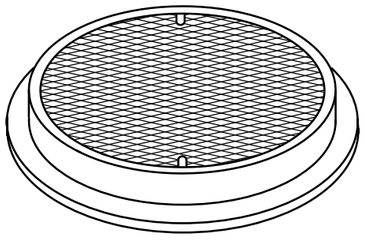


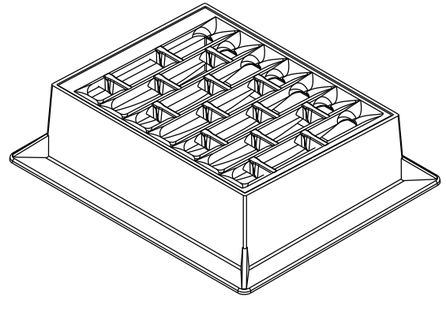


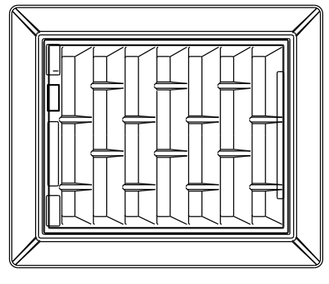


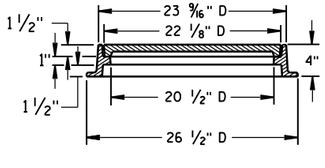
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



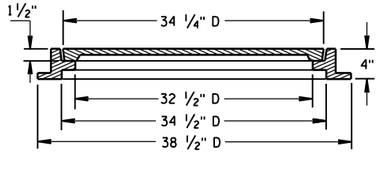




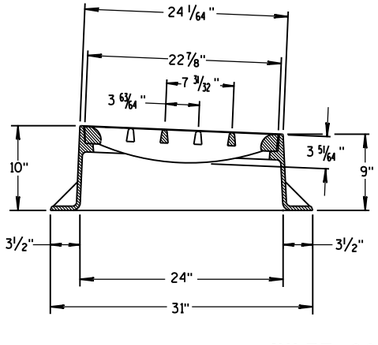


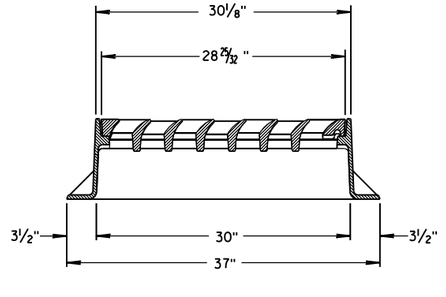


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

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

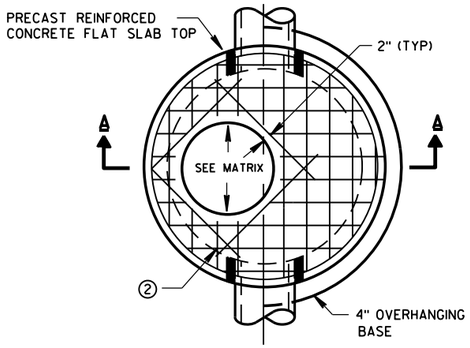
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

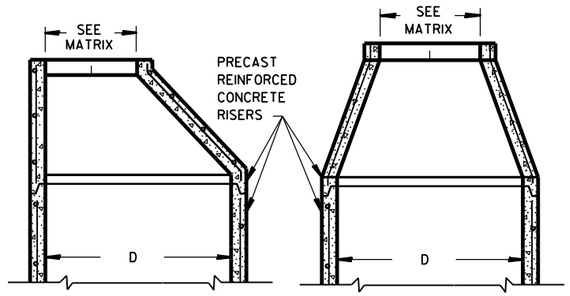
S.D.D. 8 A 5-19d

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

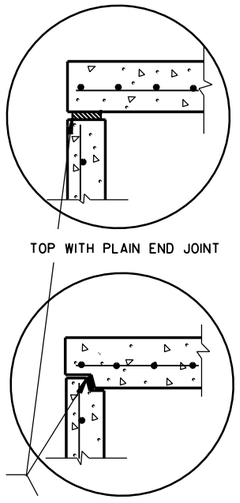


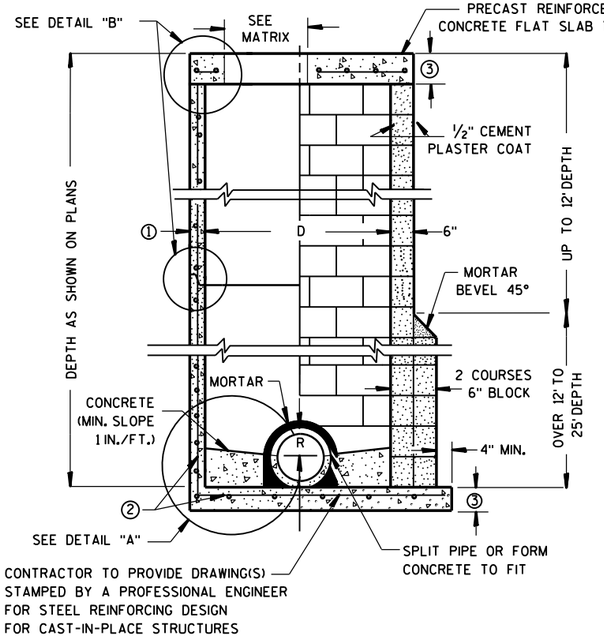
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

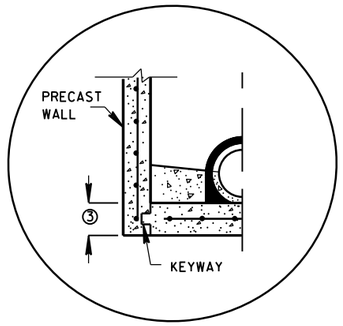
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



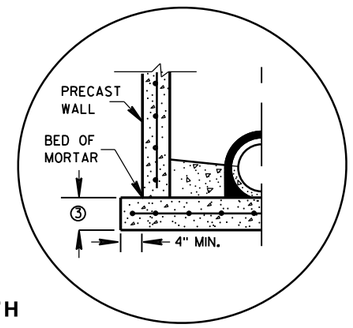


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

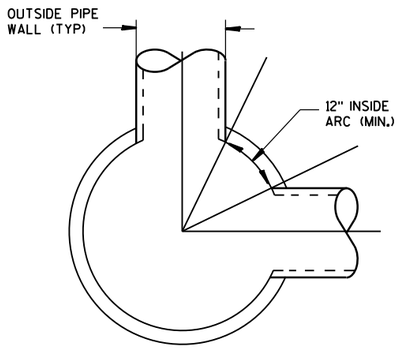


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

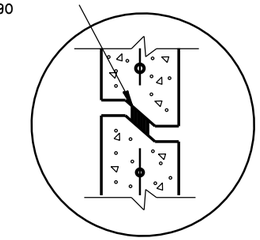


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN 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

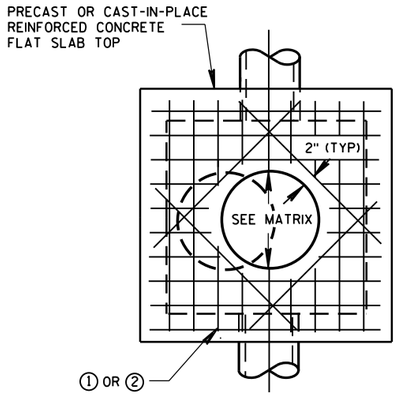
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

6

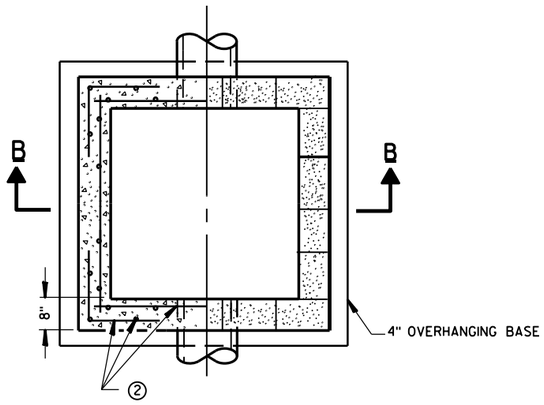
S.D.D. 8 B 9-1

6

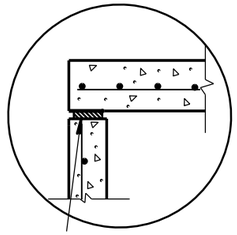
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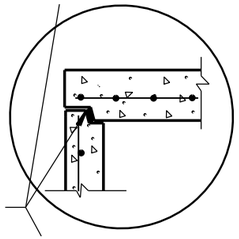
PLAN VIEW
CIRCULAR OPENING



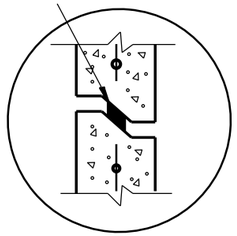
SECTION A-A
PLAN VIEW



TOP WITH PLAIN END JOINT

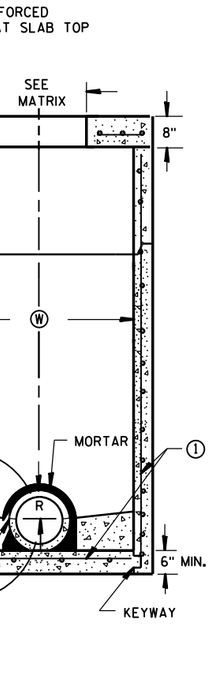


TOP WITH TONGUE AND GROOVE JOINT

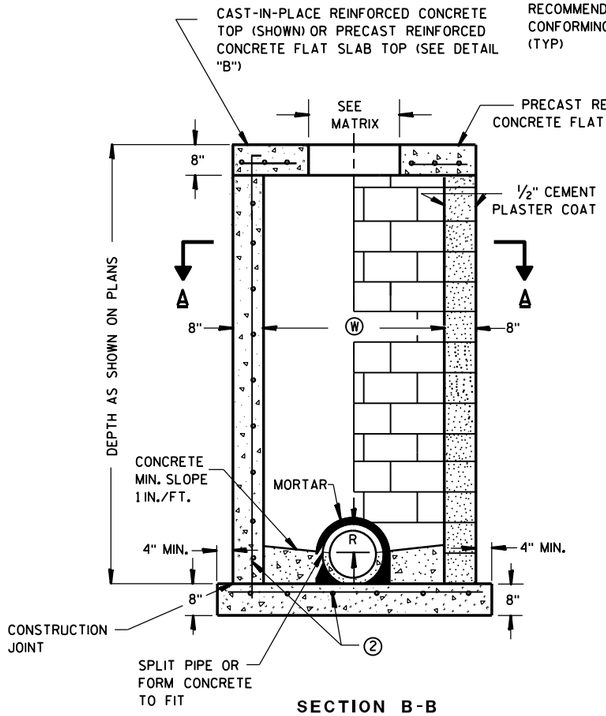


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

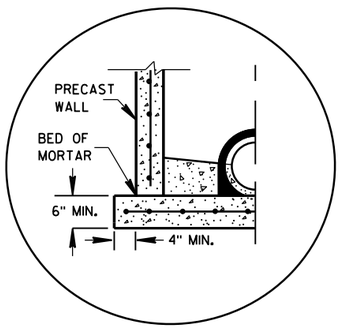


SECTION B-B

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST-IN-PLACE REINFORCED CONCRETE

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



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN 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.

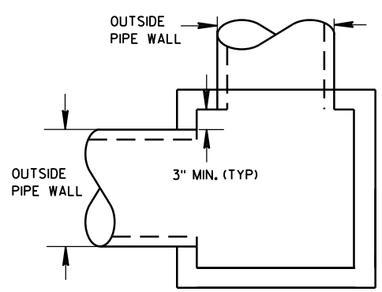
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

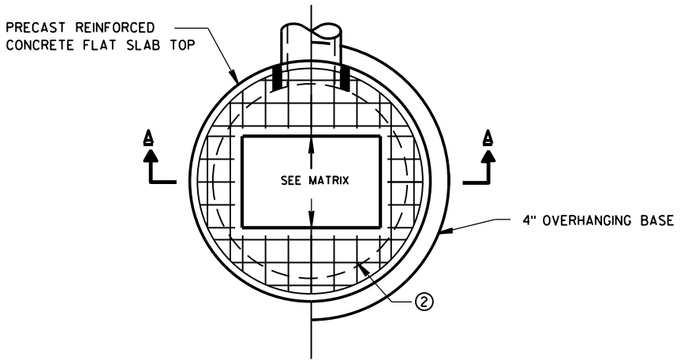
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

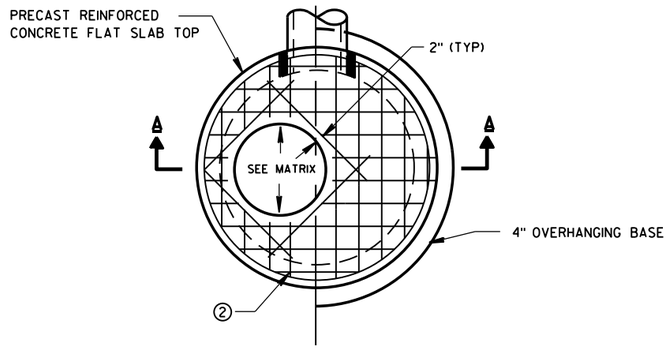
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S.D.D. 8 B 10-1

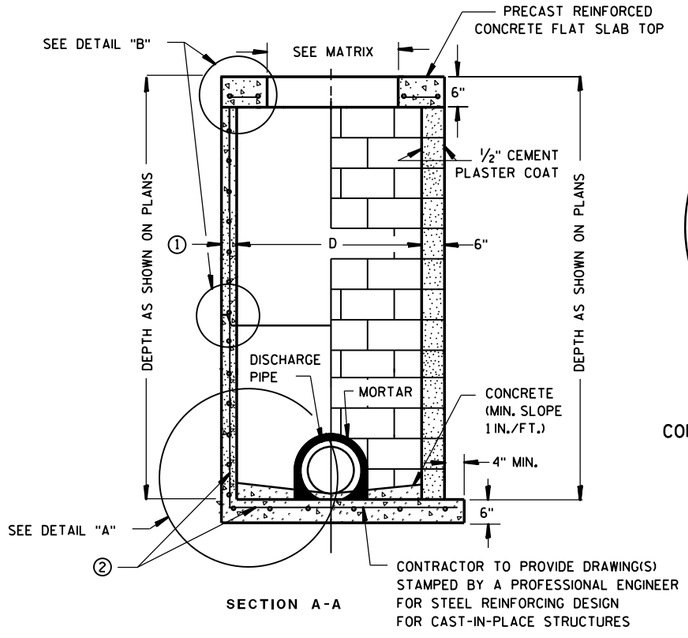
S.D.D. 8 B 10-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

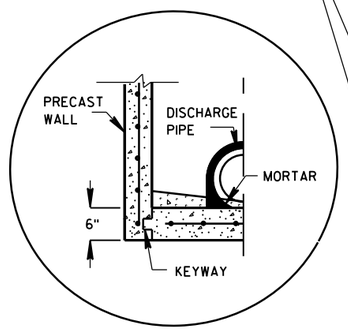


SECTION A-A

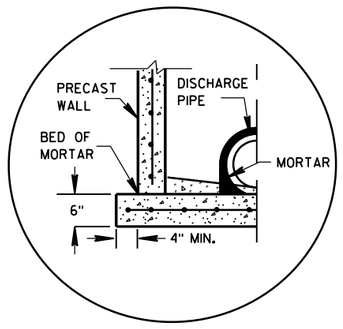
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

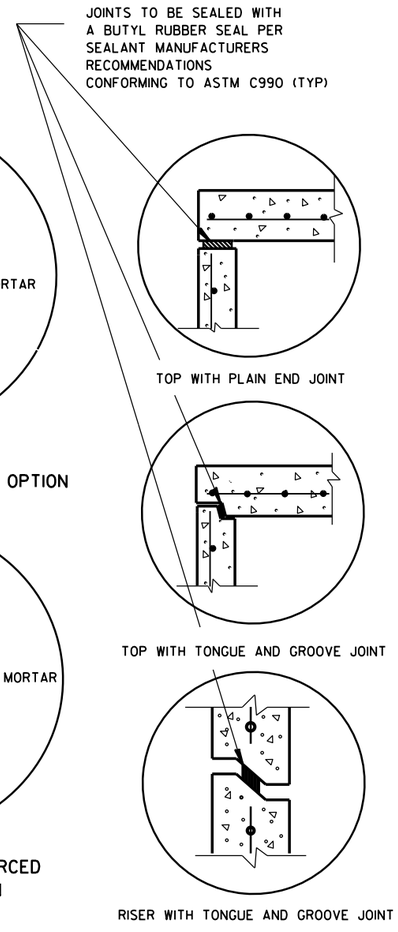


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

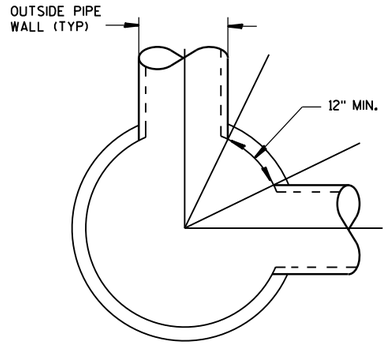
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

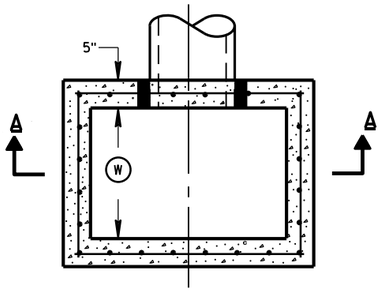
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

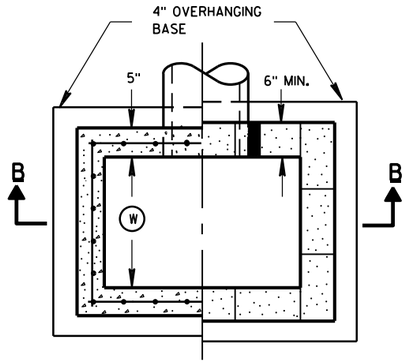
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

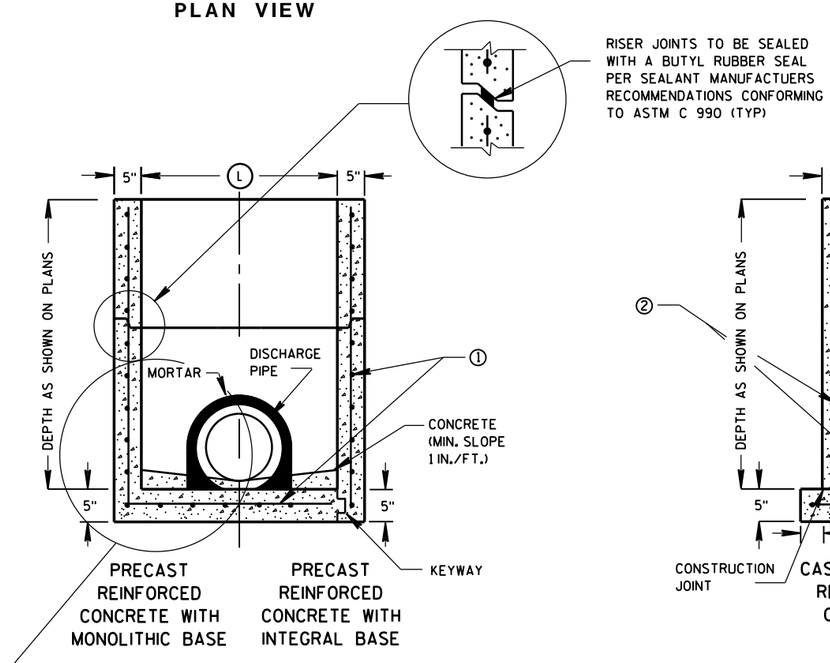
S.D.D. 8 C 6-1



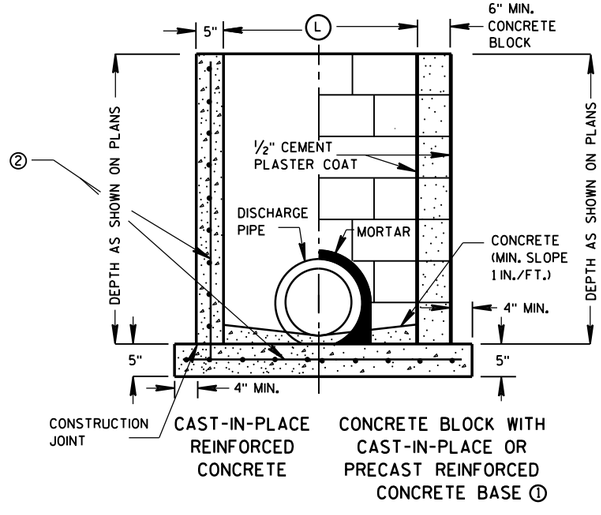
PLAN VIEW



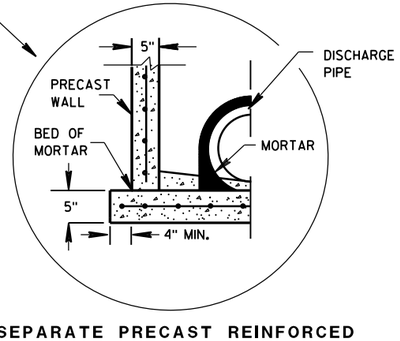
PLAN VIEW



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.

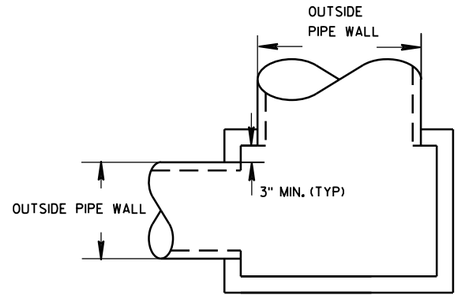
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

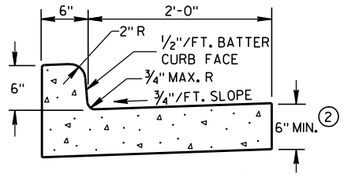
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
FHWA

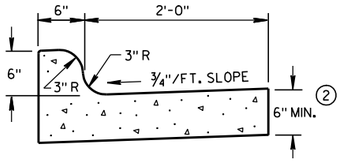
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

6

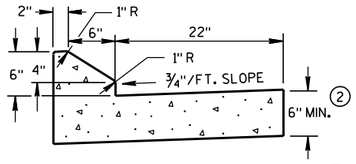
S.D.D. 8 C 7-1



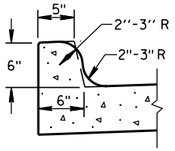
TYPES A & D (1)



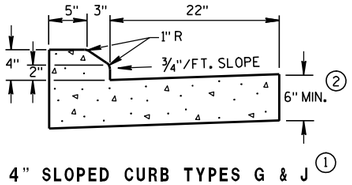
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

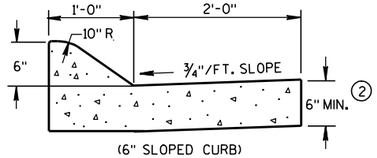


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

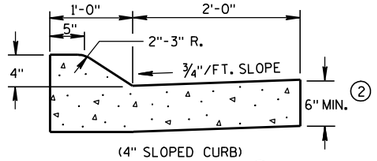


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

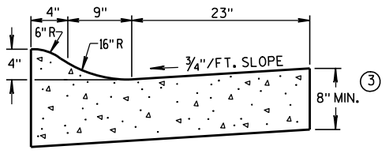


(6" SLOPED CURB)



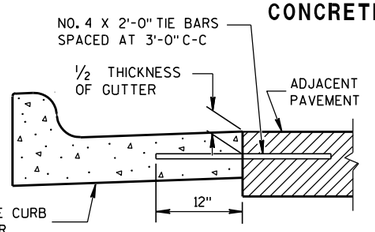
(4" SLOPED CURB)

TYPES A & D (1)

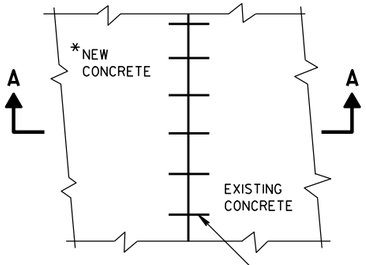


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

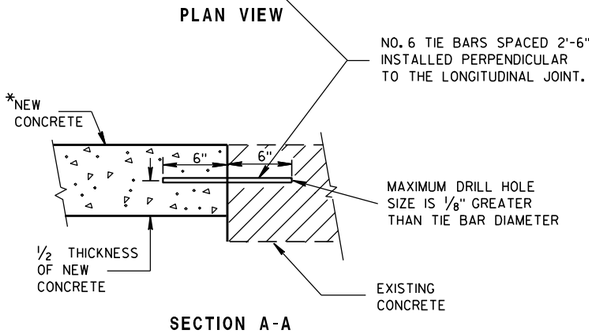


TYPICAL TIE BAR LOCATION (1)



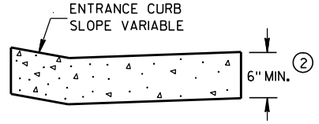
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



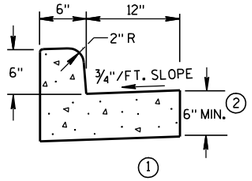
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB

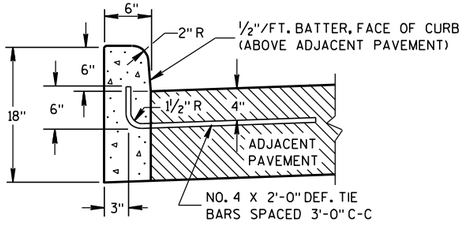
(WHEN DIRECTED BY THE ENGINEER)



(1)

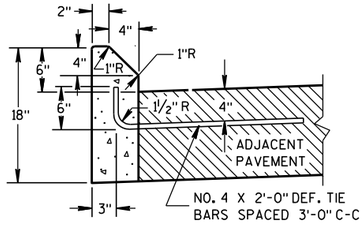
TYPES A & D

CONCRETE CURB & GUTTER 18"



(1)

TYPES A & D



(1)

TYPES G & J

CONCRETE CURB

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.

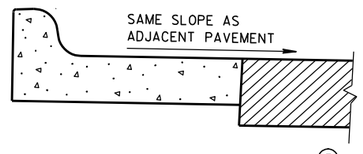
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

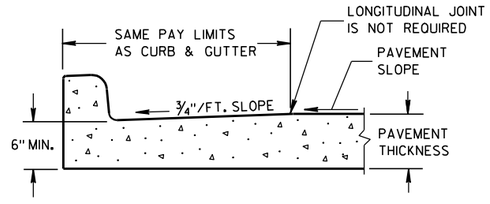
(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

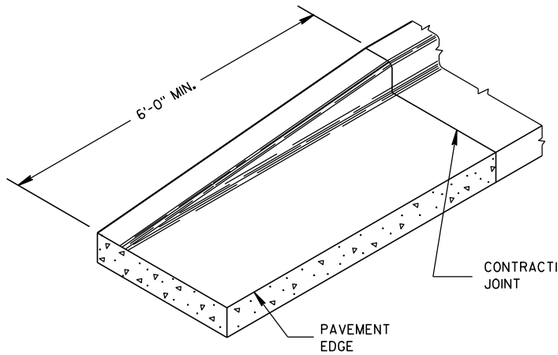


REVERSE SLOPE GUTTER (5)

(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

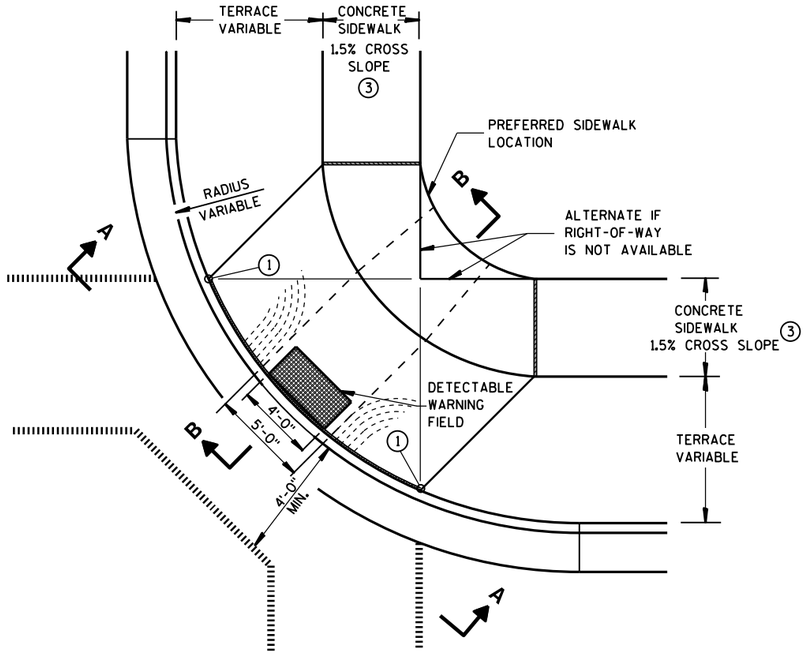
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S.D.D. 8 D 1-17

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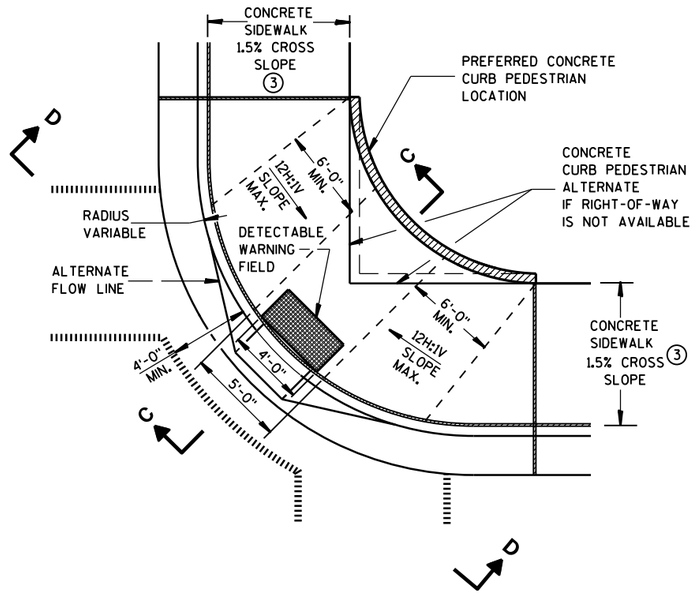
S.D.D. 8 D 1-17



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

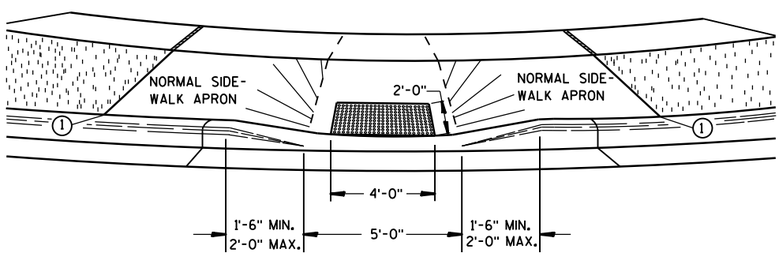
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

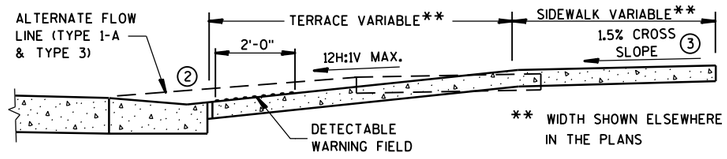
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

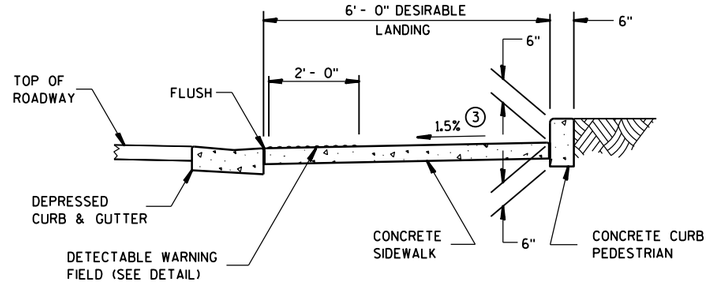
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



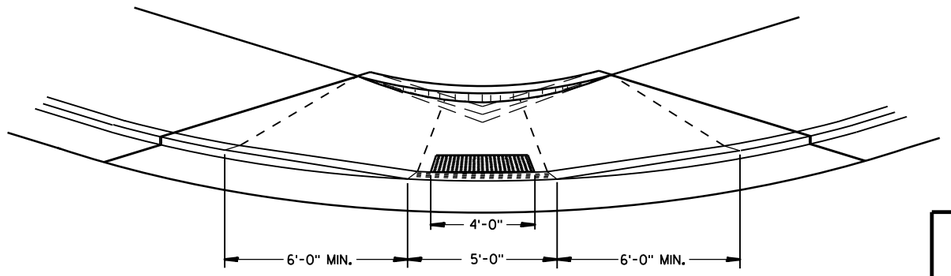
VIEW A-A



SECTION B-B



SECTION C-C



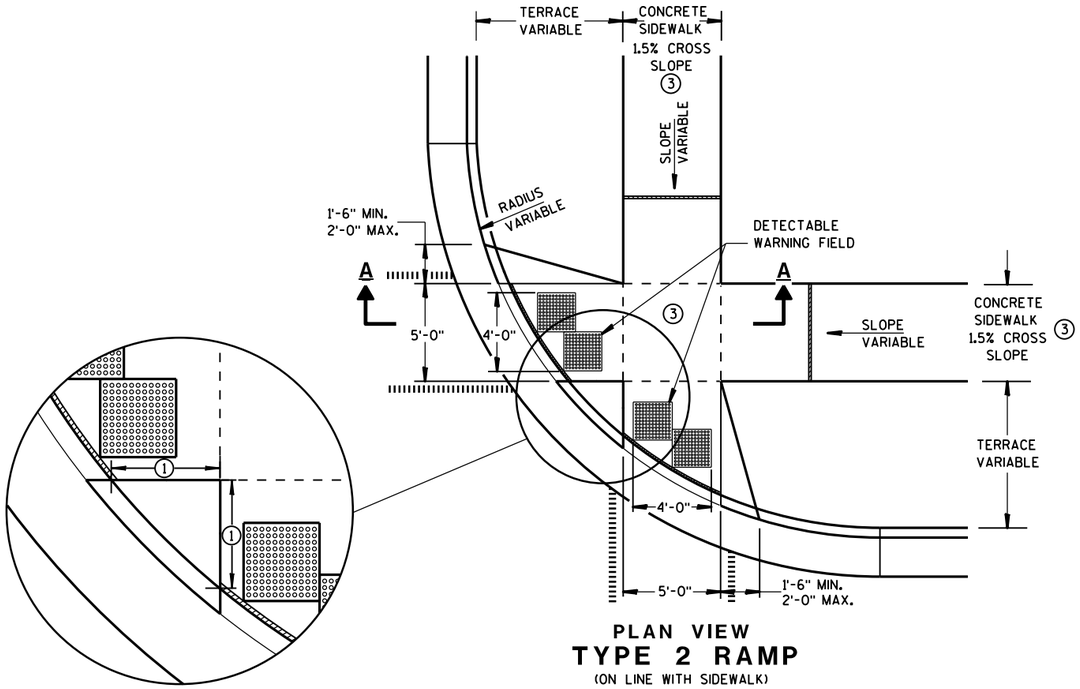
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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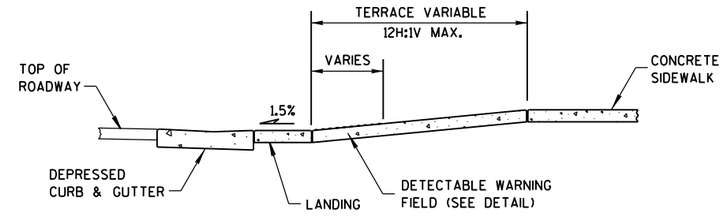
S.D.D. 8 D 5-15a



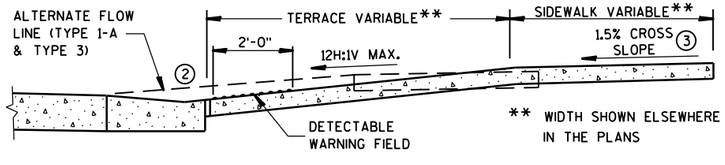
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

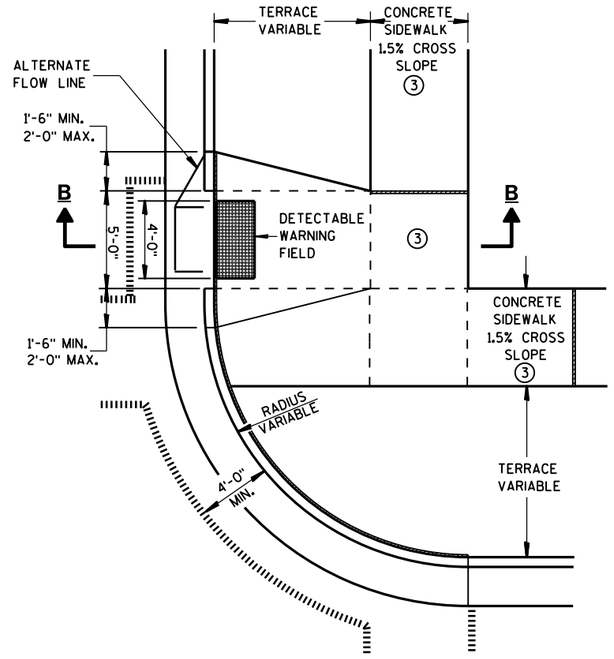
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

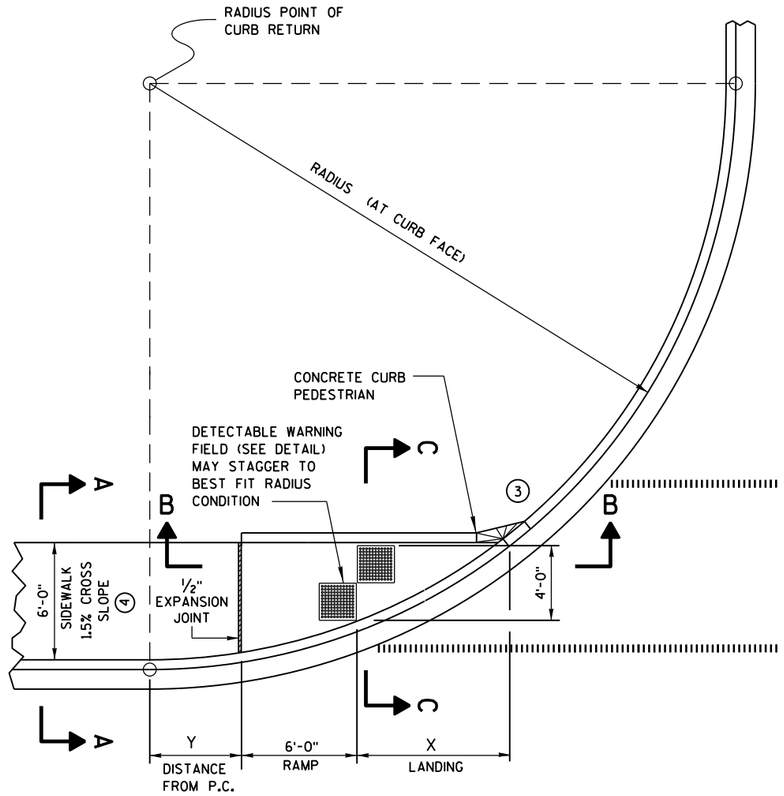
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

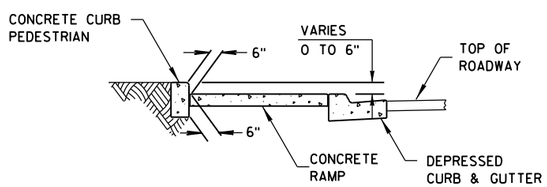
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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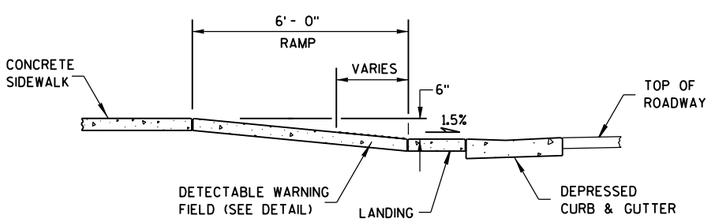
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



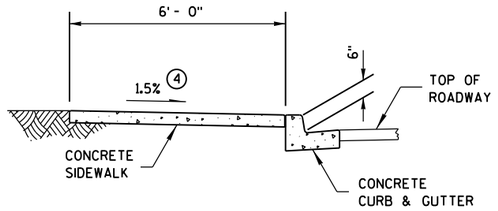
SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

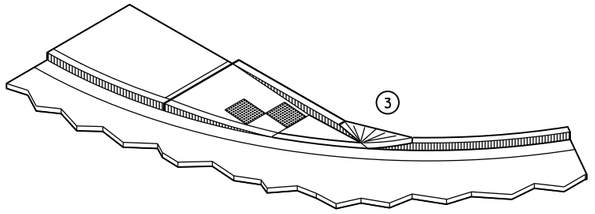
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

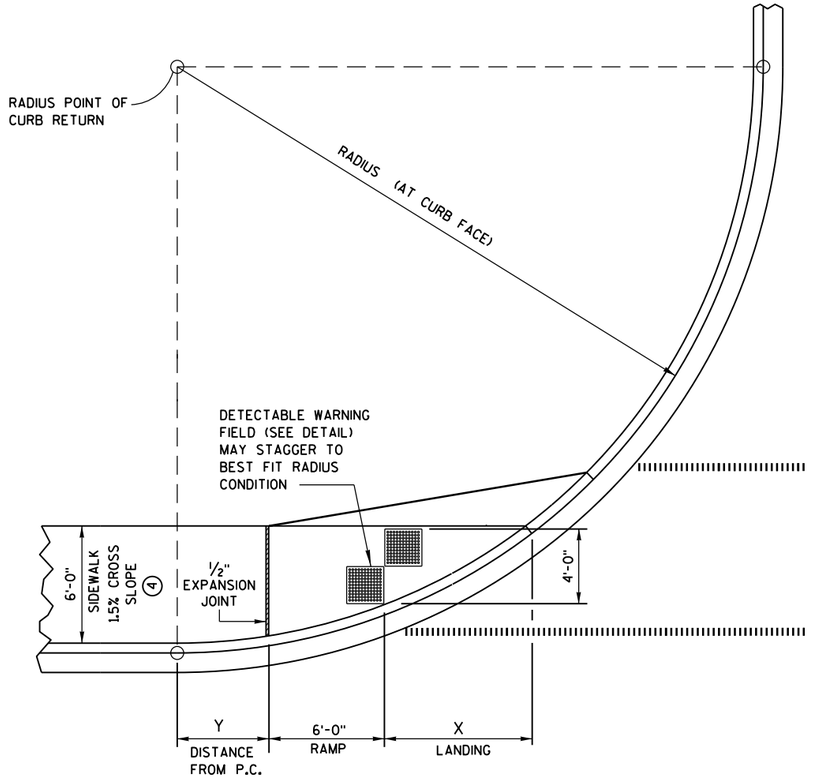
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

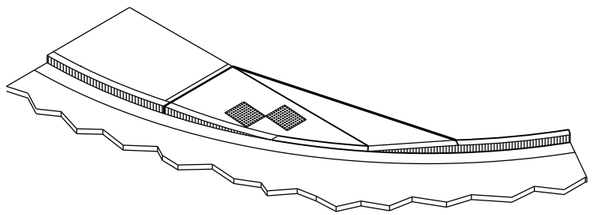
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

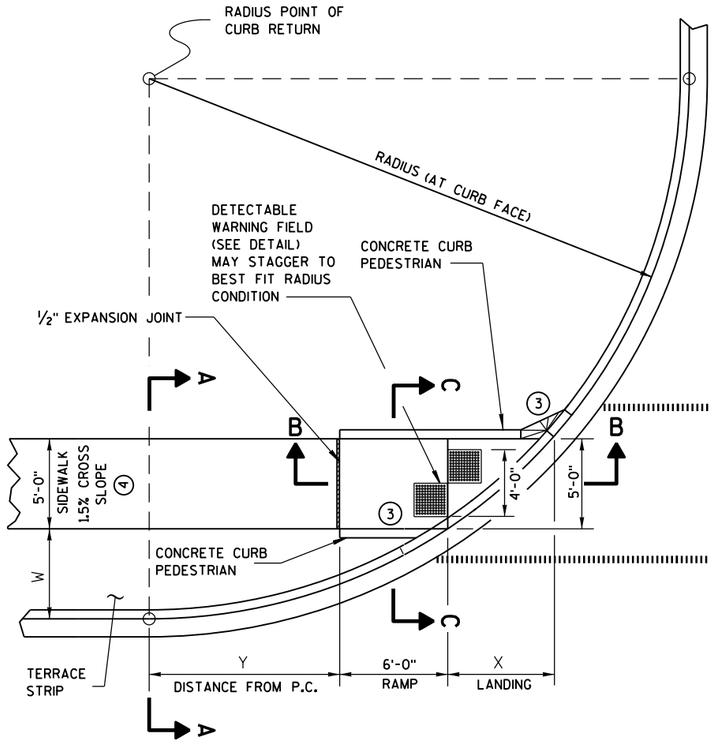
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

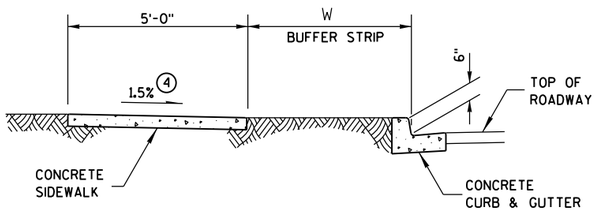
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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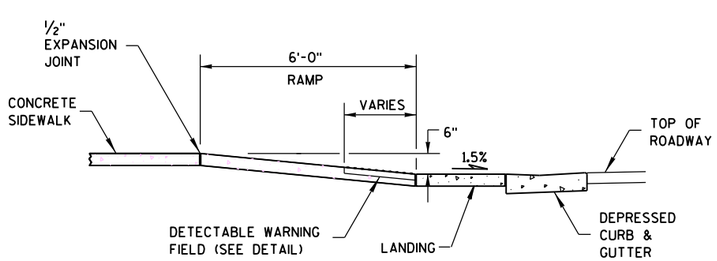
S.D.D. 8 D 5-15c



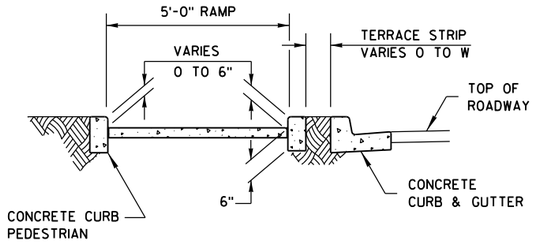
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

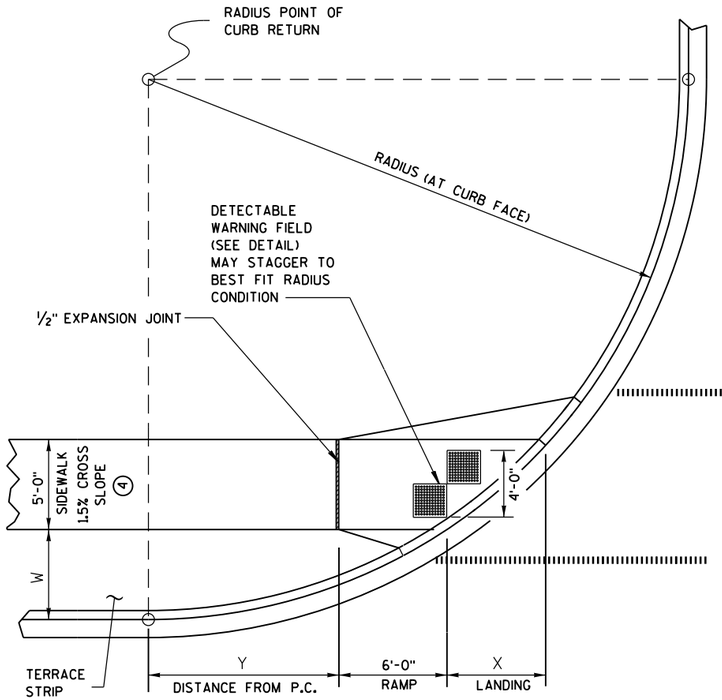
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

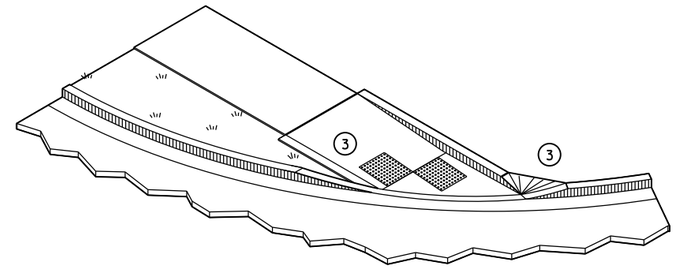
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

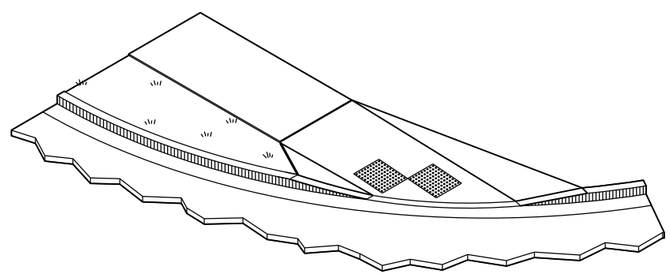
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



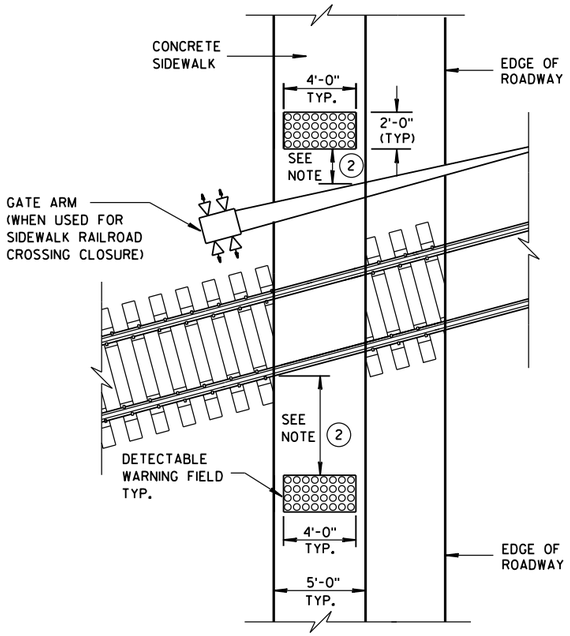
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

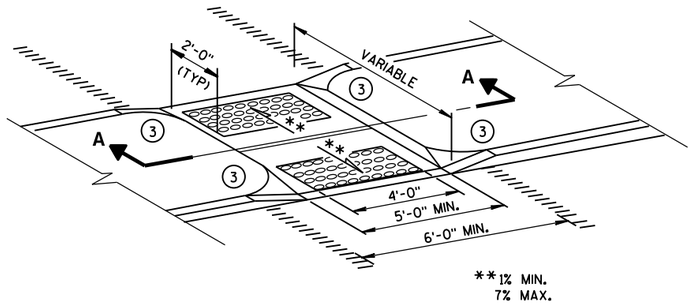
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

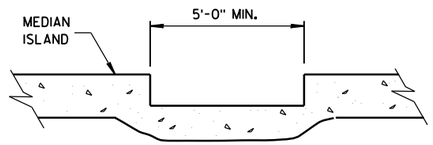
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

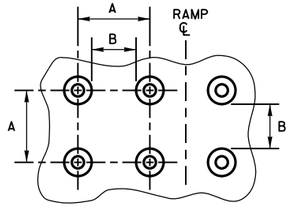
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



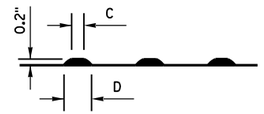
SECTION A-A



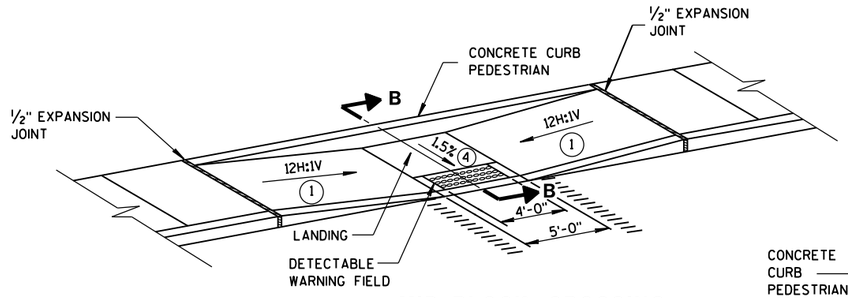
PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

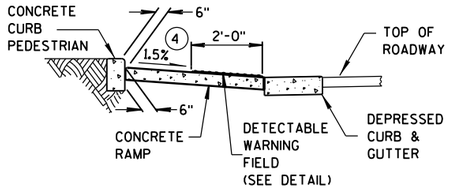
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

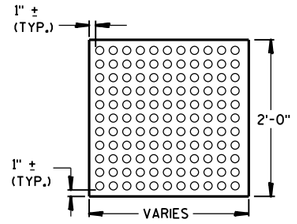


MID-BLOCK CROSSING
TYPE 7A



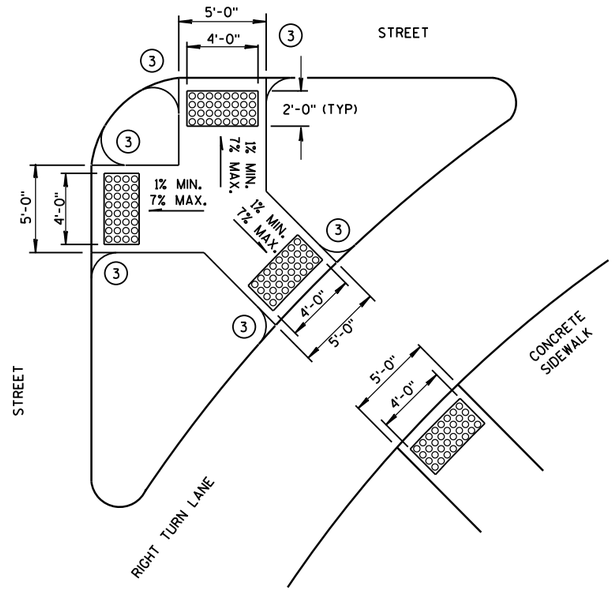
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

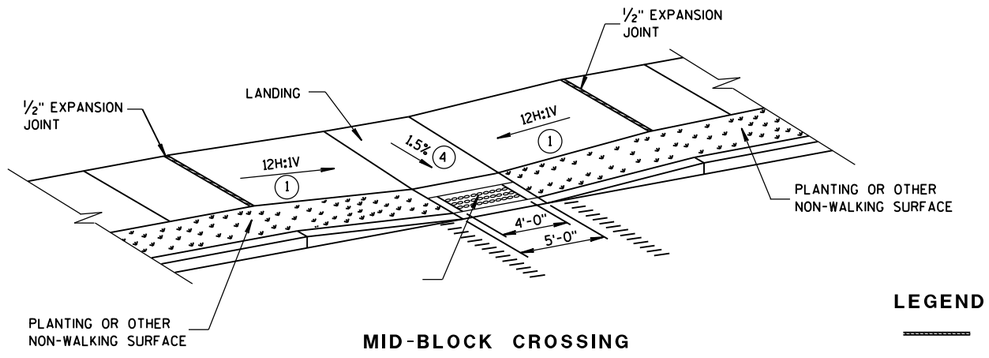


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

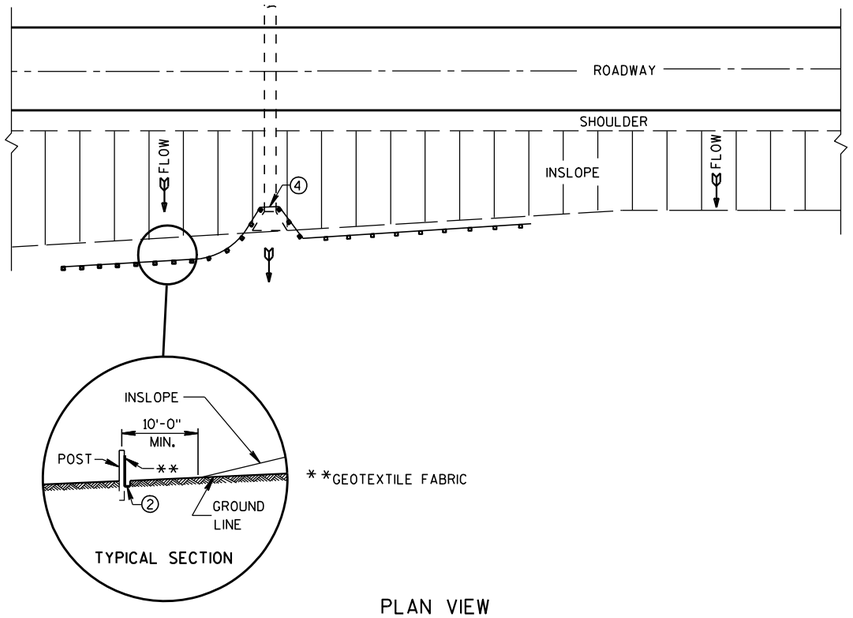
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

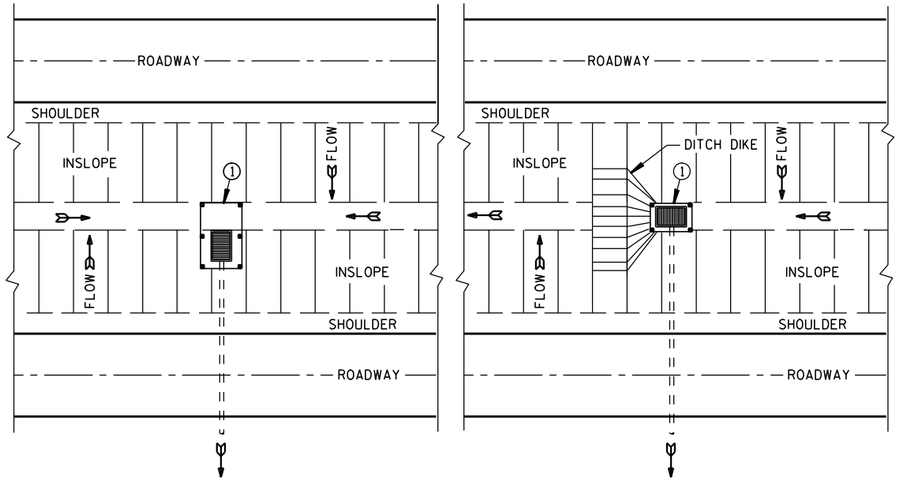
6

S.D.D. 8 D 5-15e



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

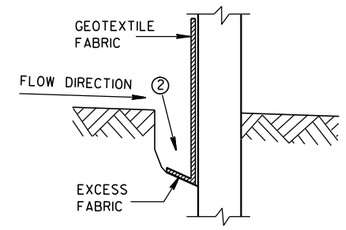
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

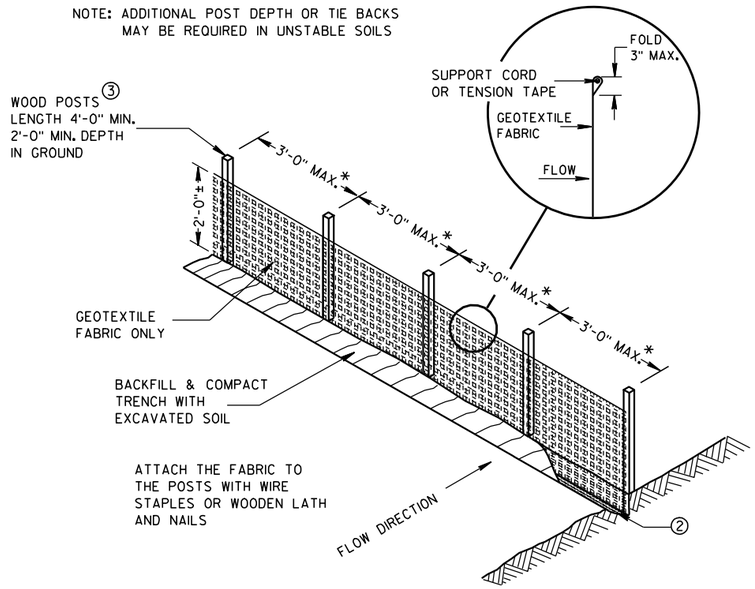
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

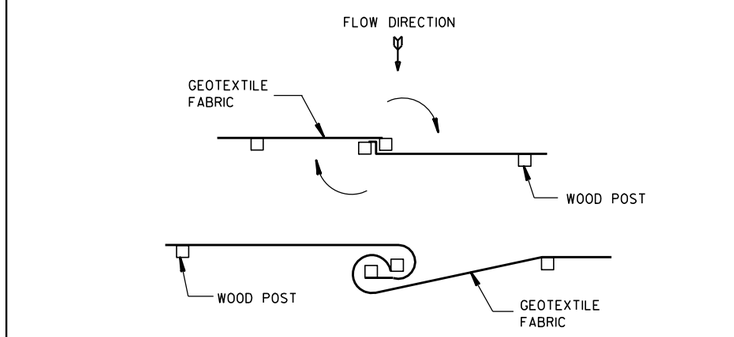
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



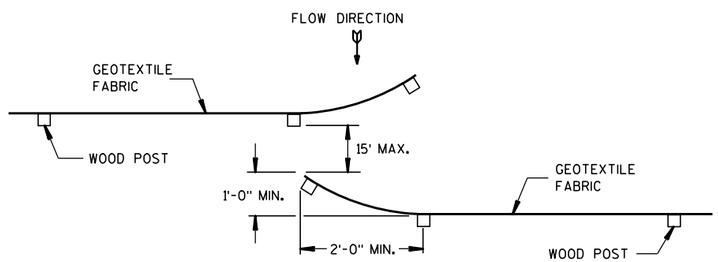
TRENCH DETAIL



SILT FENCE

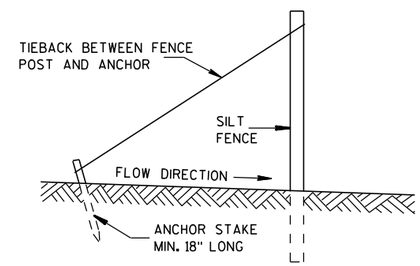


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

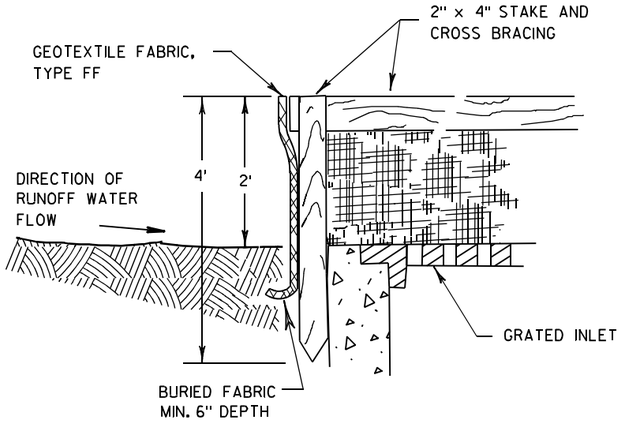
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

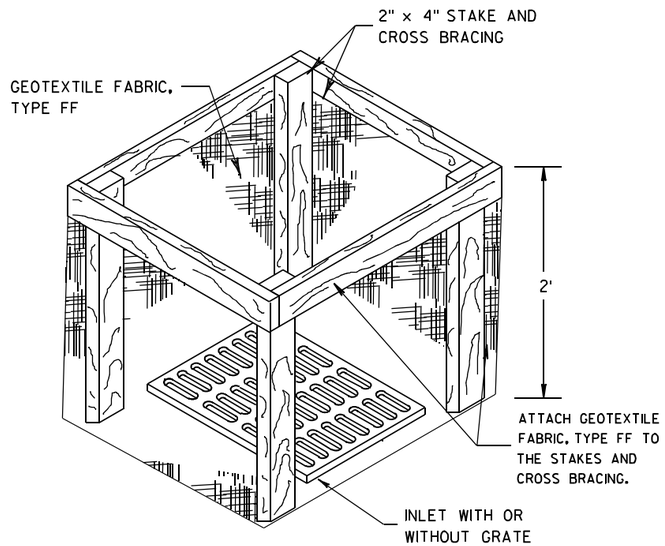
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S.D.D. 8 E 9-6

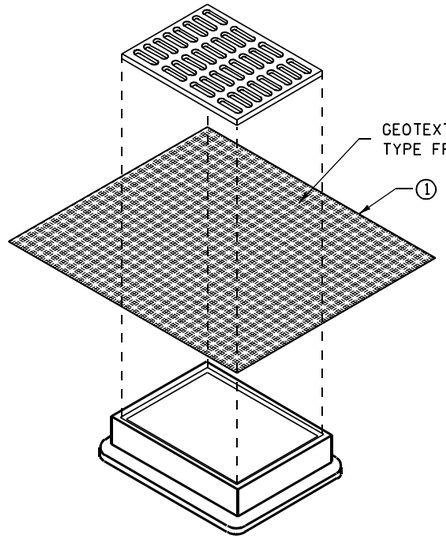
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S.D.D. 8 E 9-6



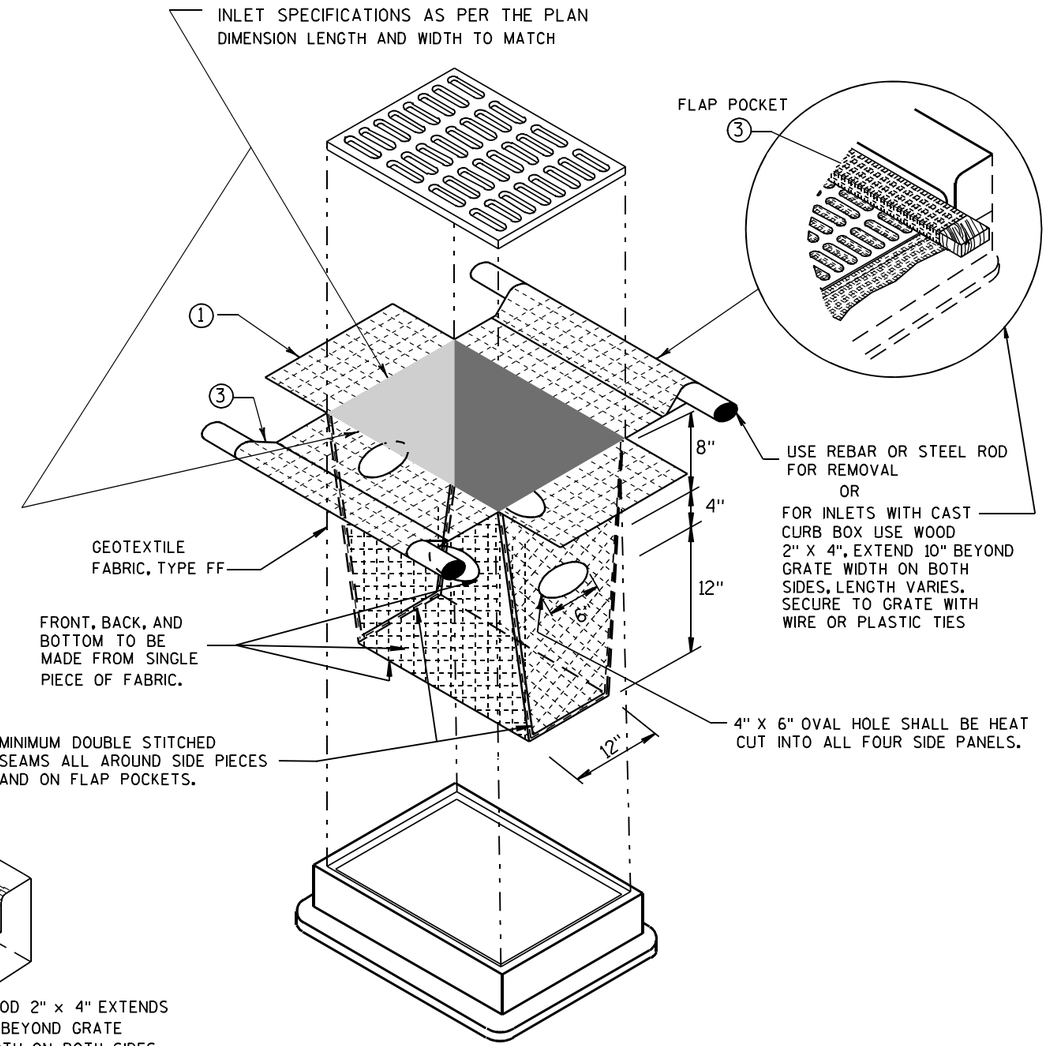


INLET PROTECTION, TYPE A



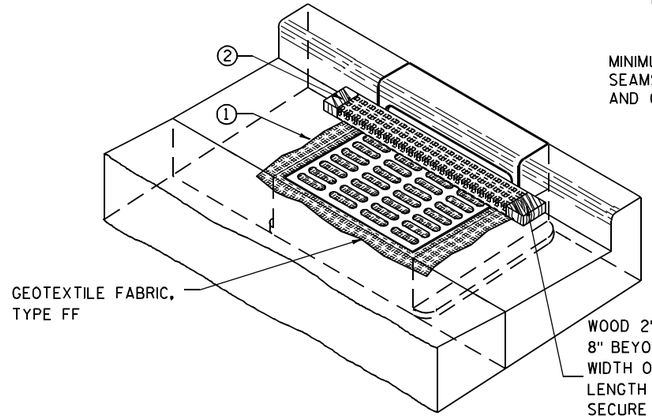
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

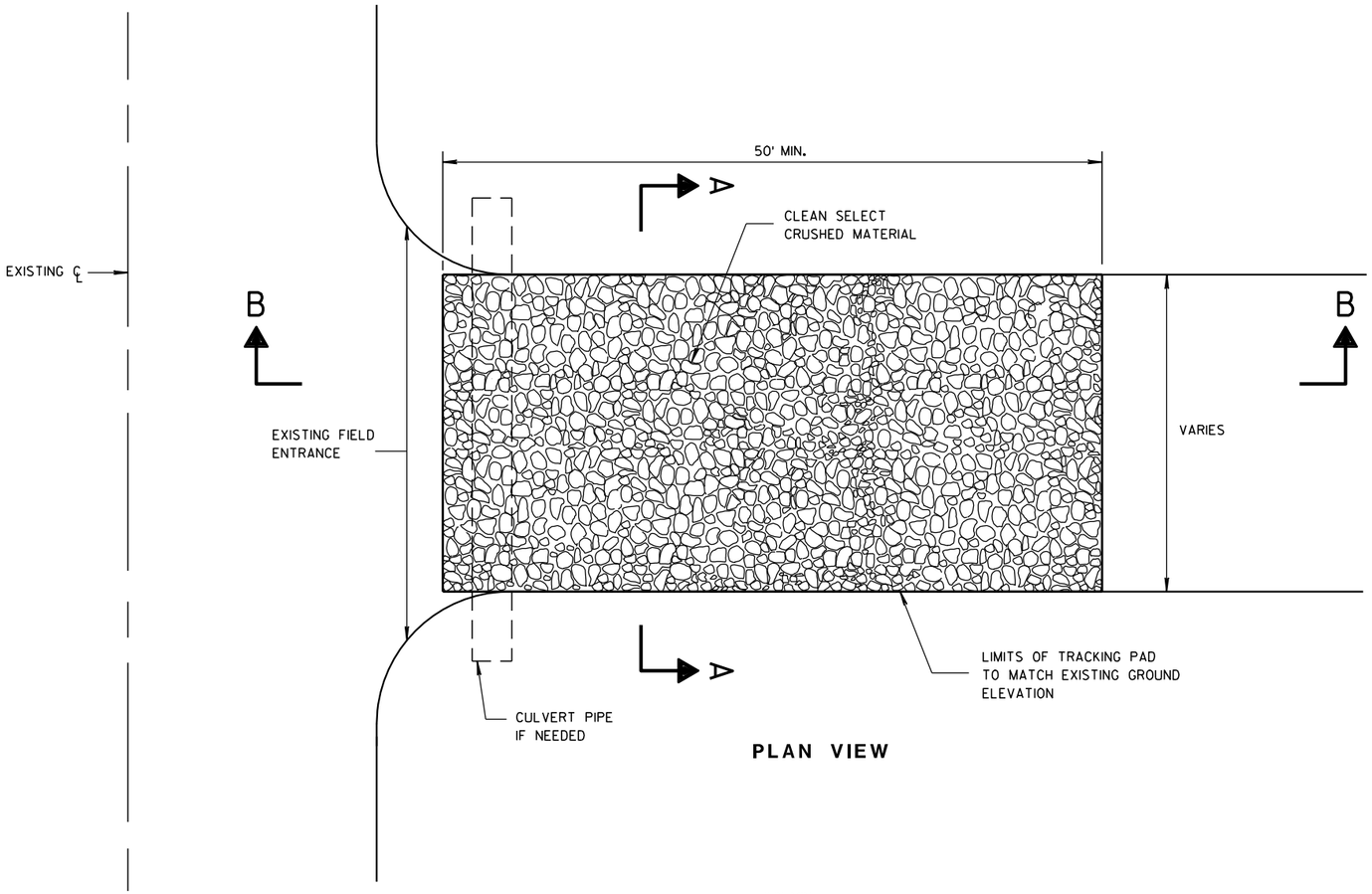
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

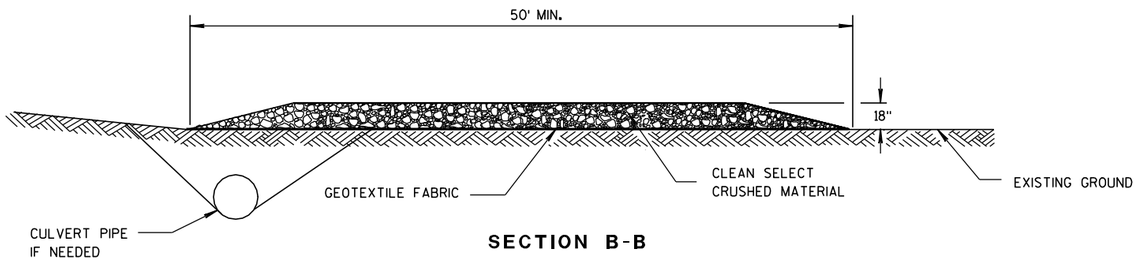
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

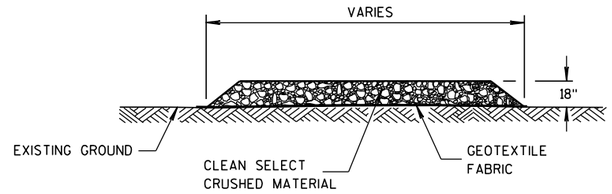
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

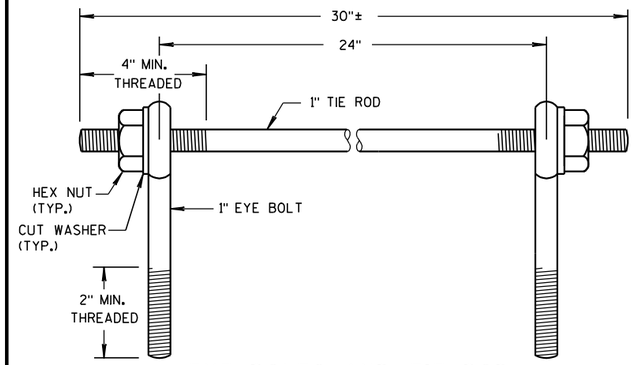
TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER

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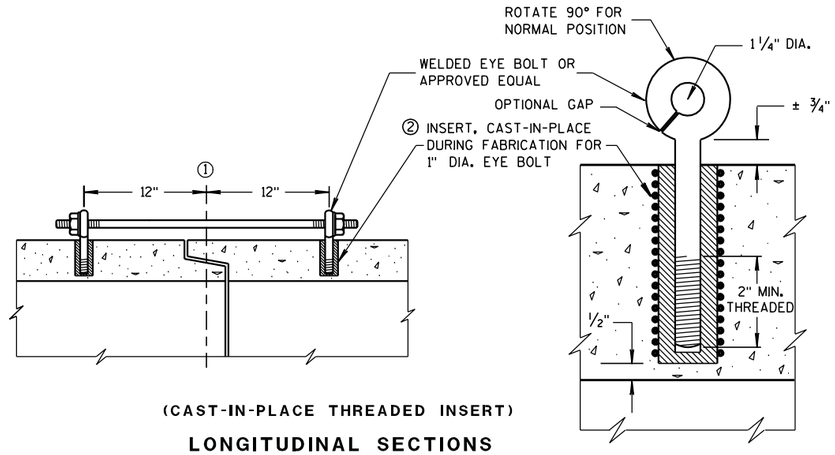
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S.D.D. 8 E 14-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

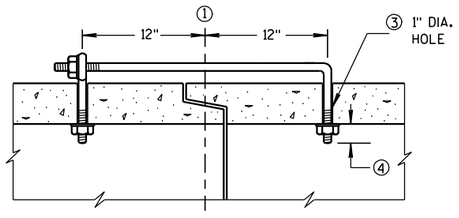
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

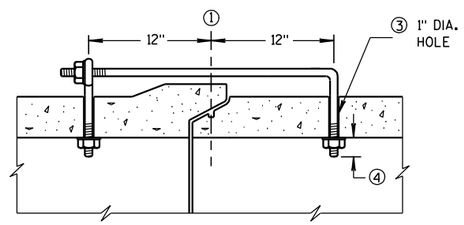
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

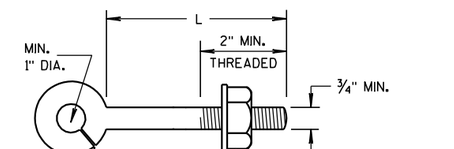


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

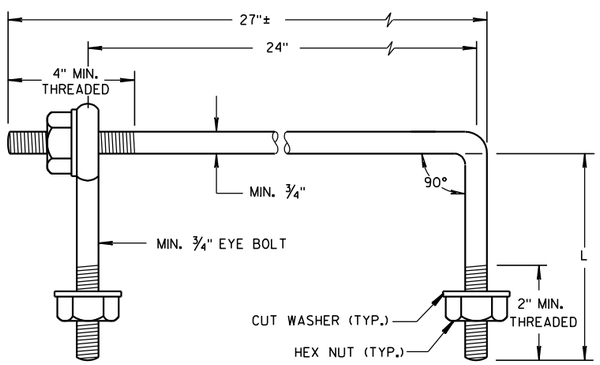
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

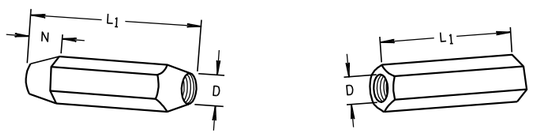
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

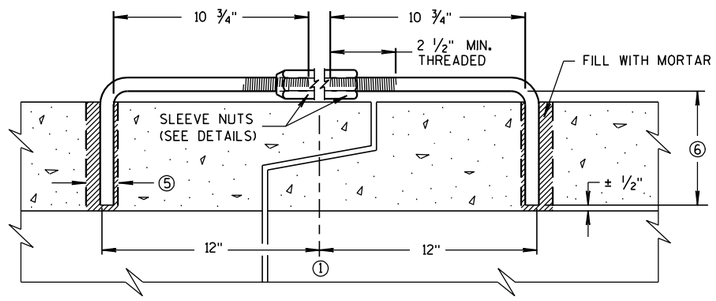
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

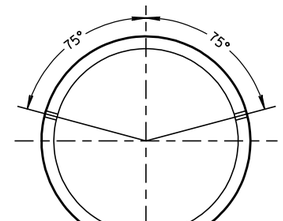
SLEEVE NUTS



LONGITUDINAL SECTION

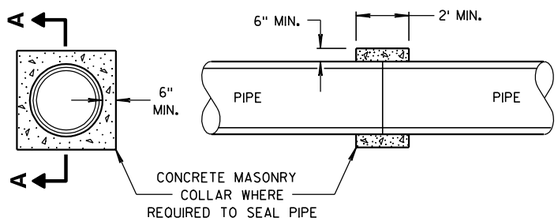
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

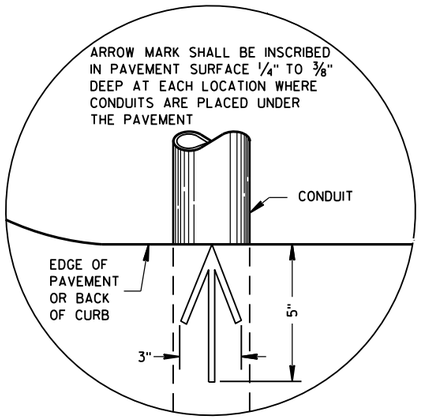
APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 8 F 4-7

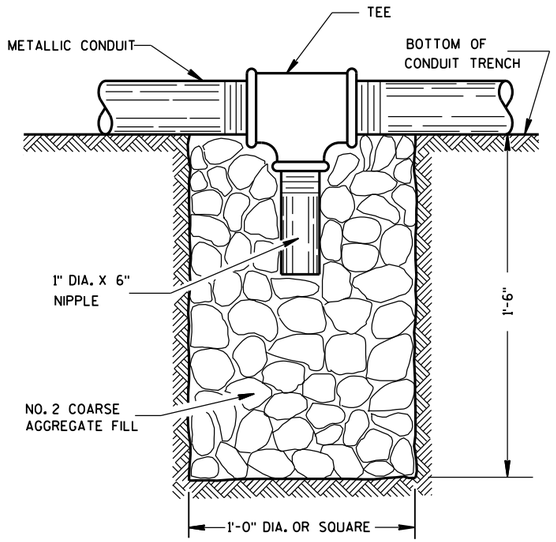
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S.D.D. 8 F 4-7



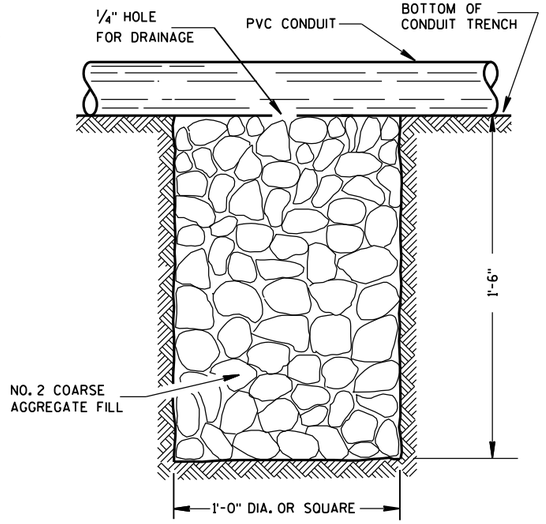
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

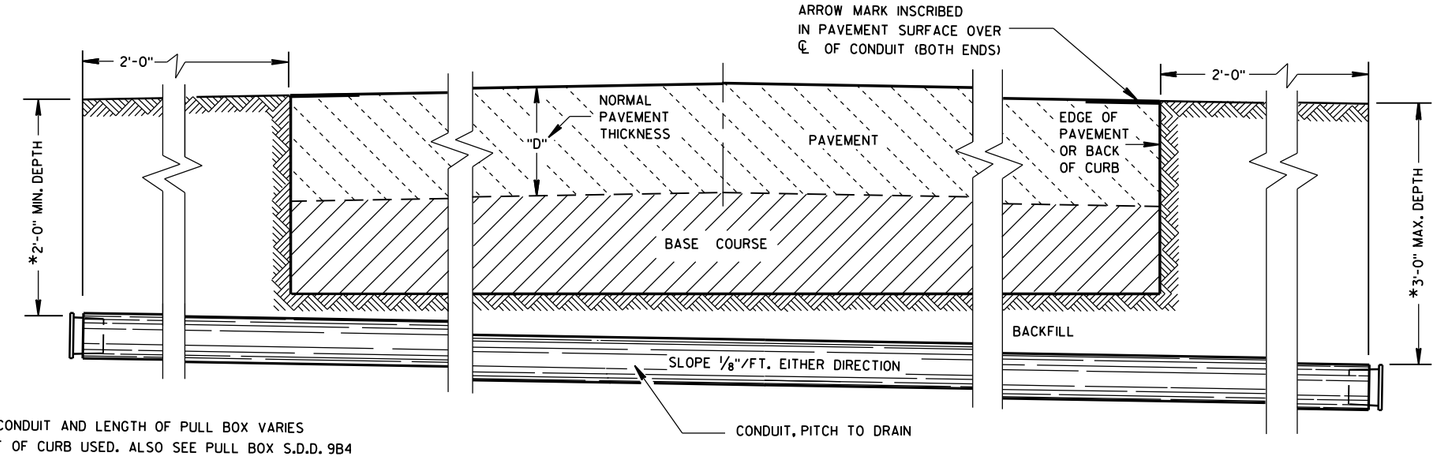
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT UNDER PAVED HIGHWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

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S.D.D. 9 B 2-8

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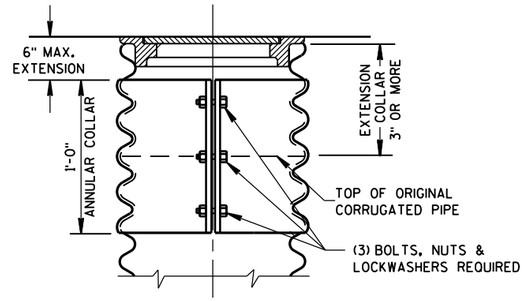
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

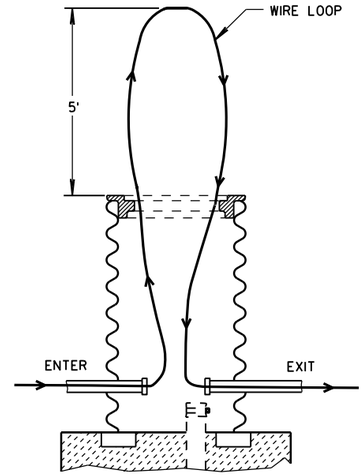
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

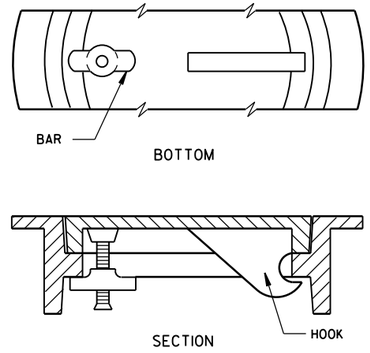
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

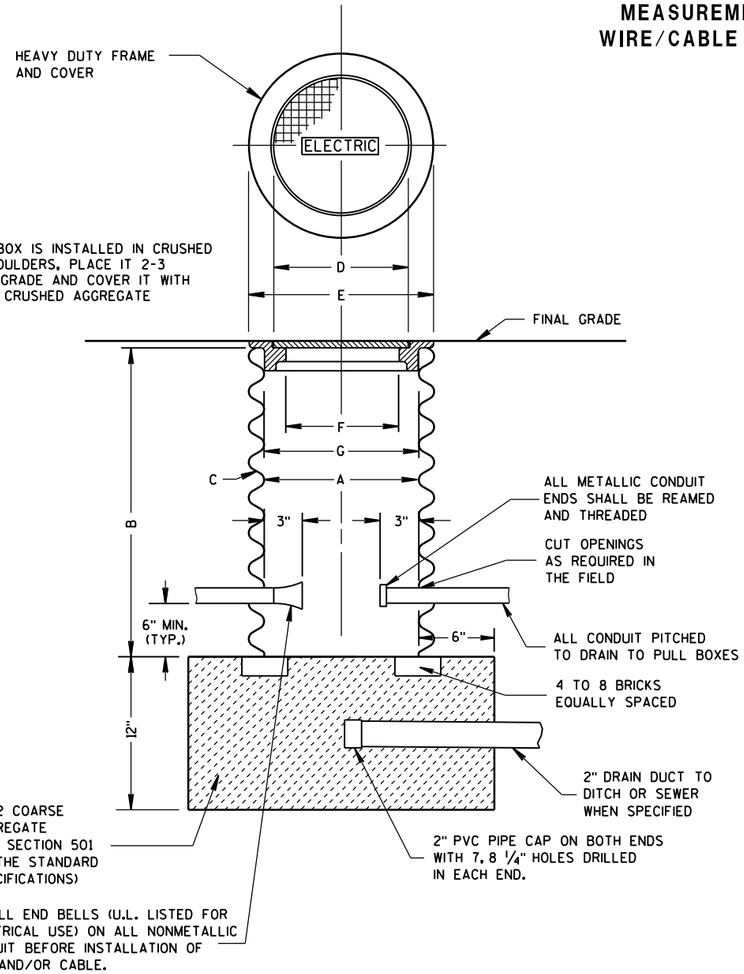


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



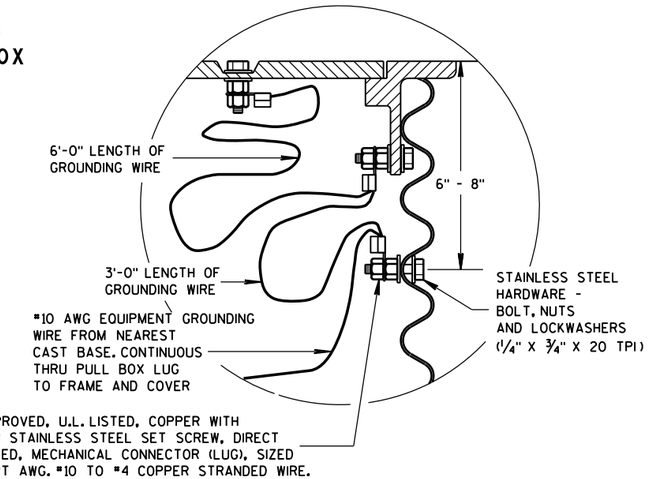
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

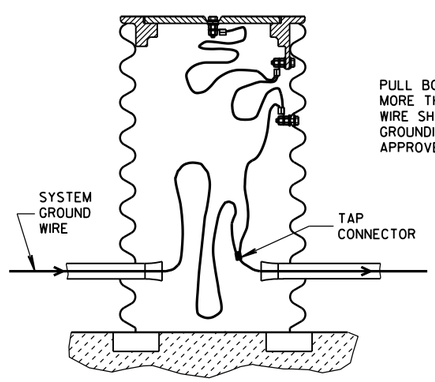


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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.

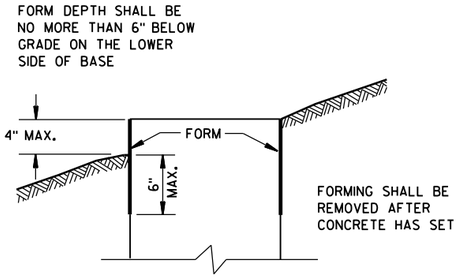
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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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.

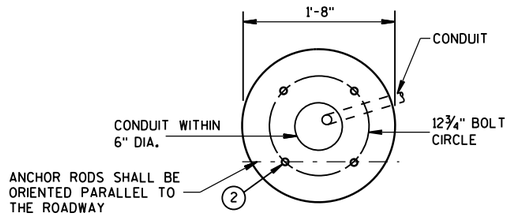
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

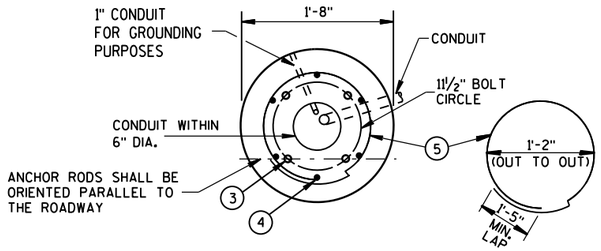
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

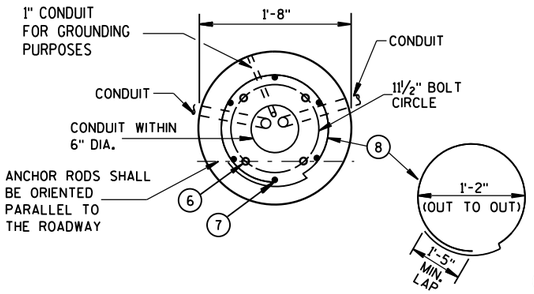
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

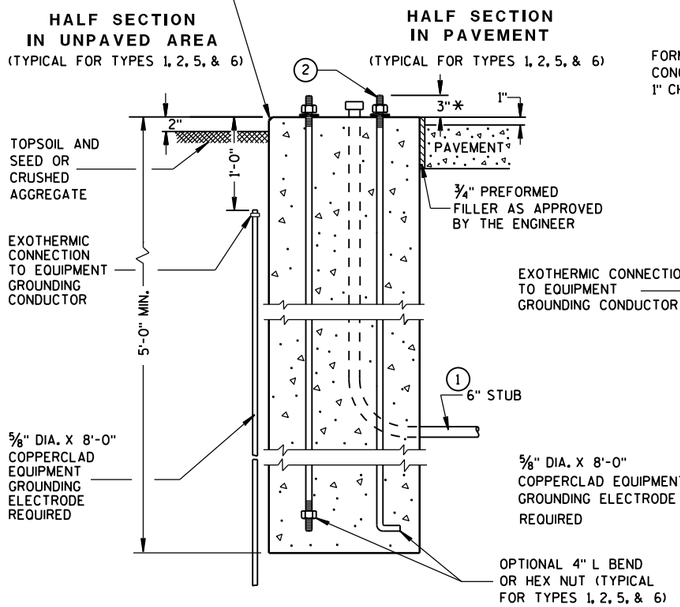
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



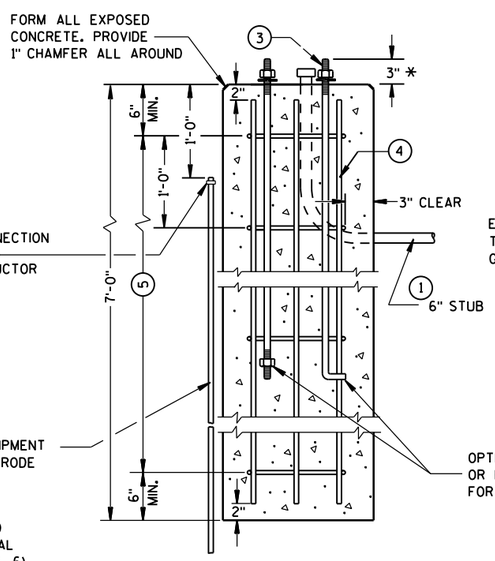




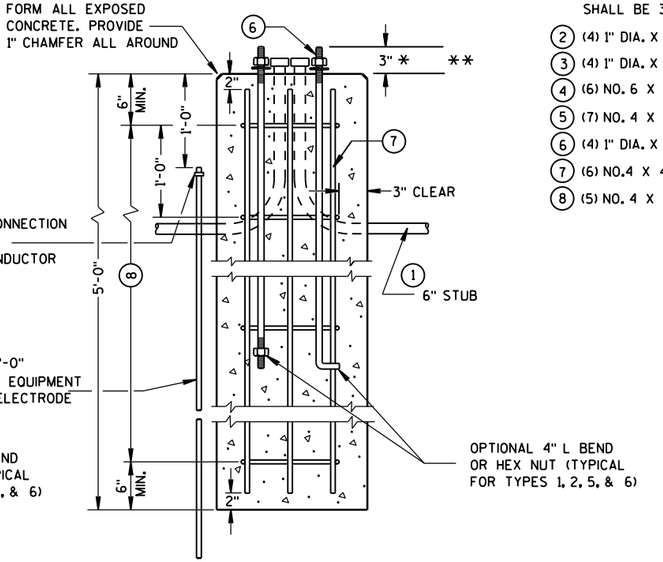
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)



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.

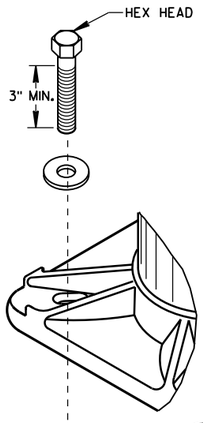
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

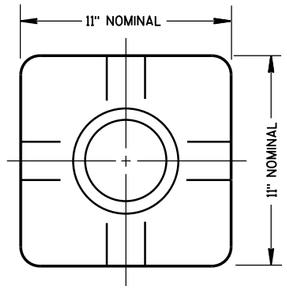
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

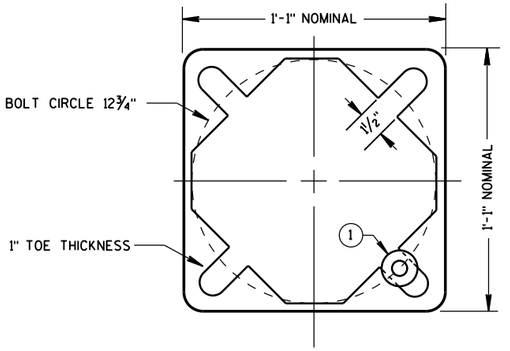
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

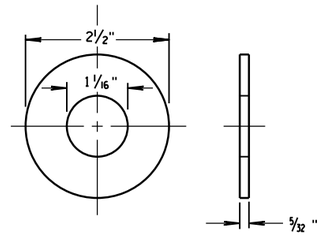




TOP VIEW
(PEDESTAL BASE)

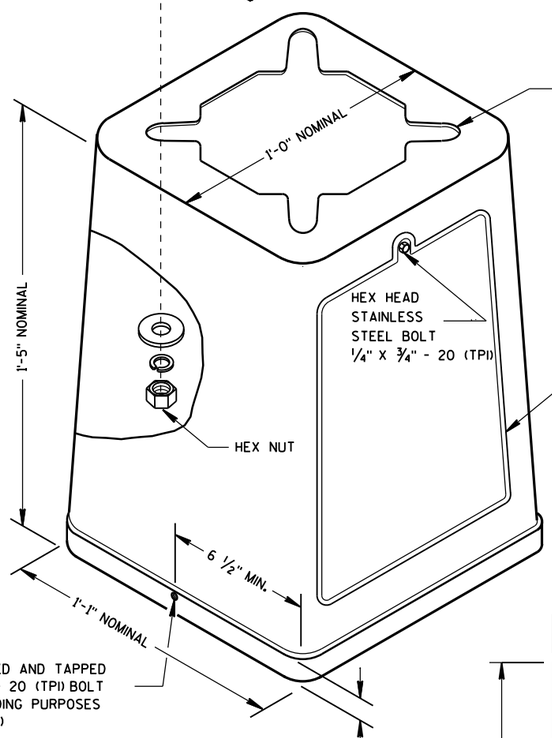


BOTTOM VIEW
(PEDESTAL BASE)

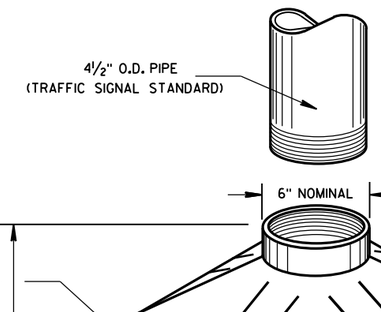


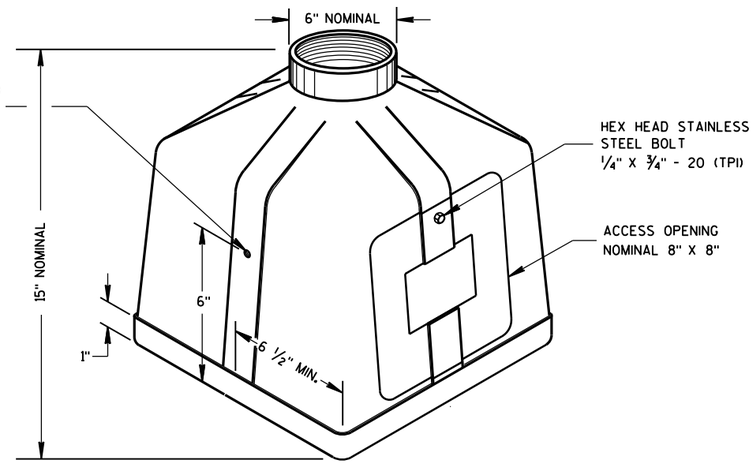
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



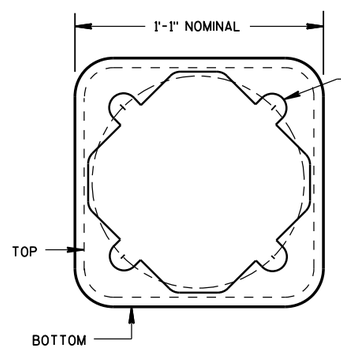
ISOMETRIC VIEW



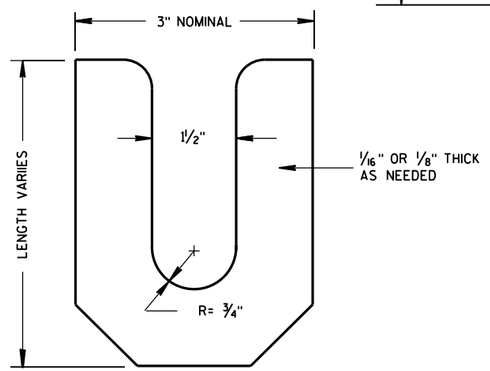


ISOMETRIC VIEW

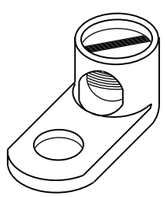
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL

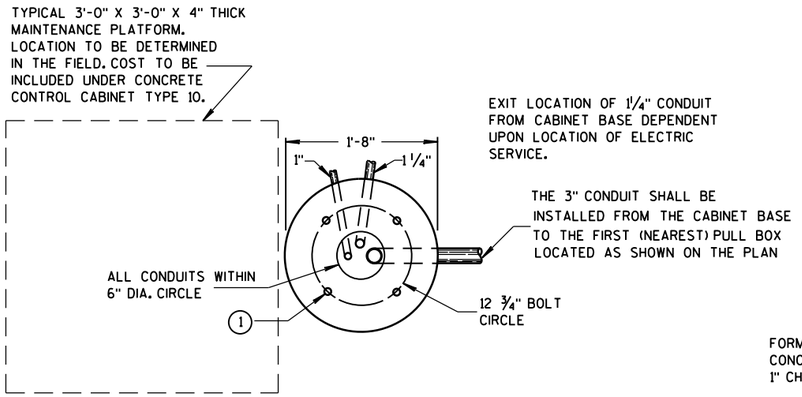
FHWA

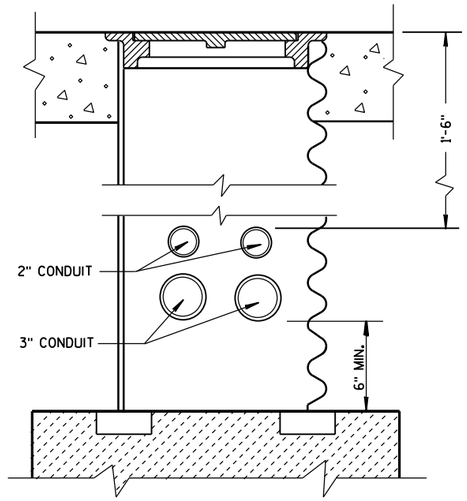
6

S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

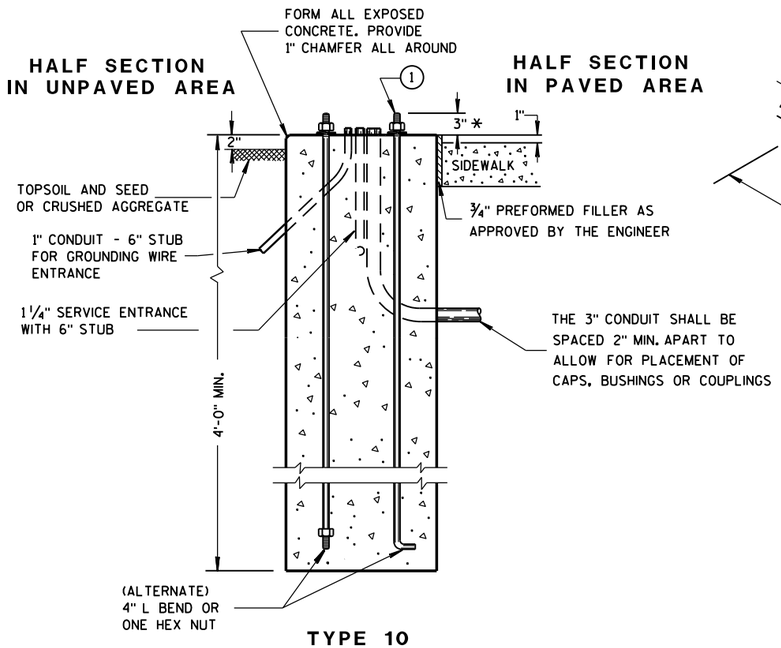
* INCLUDES MAINTENANCE PLATFORM.



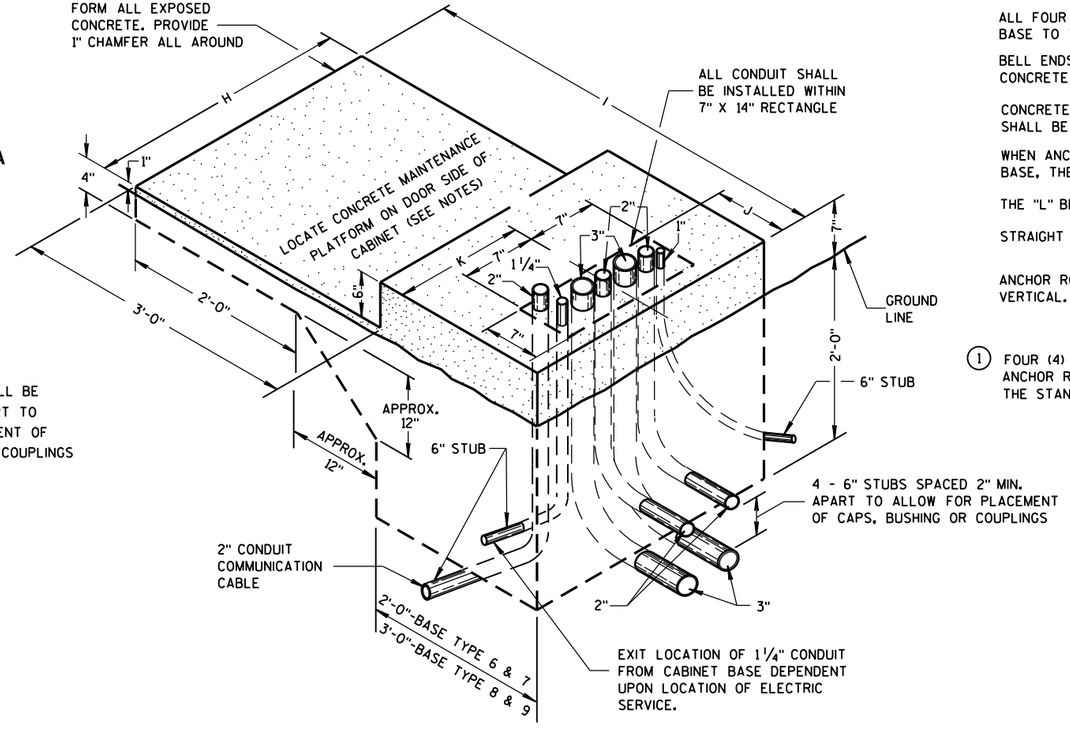


CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

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

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

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

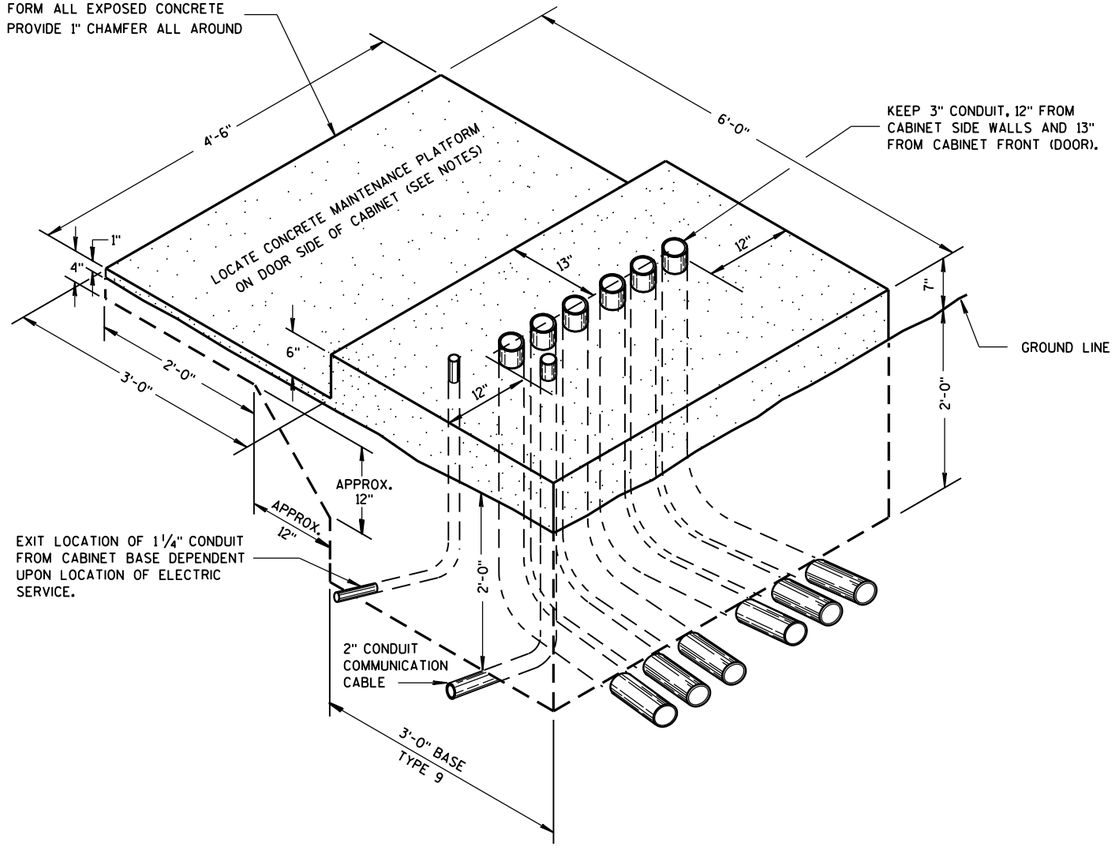
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6".
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
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Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
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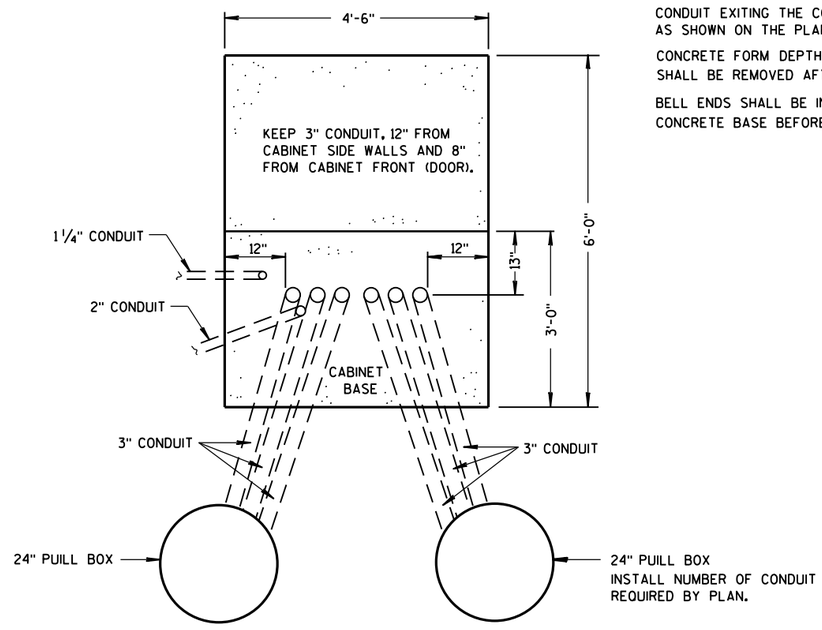
6 S.D.D. 9 C 5-9



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

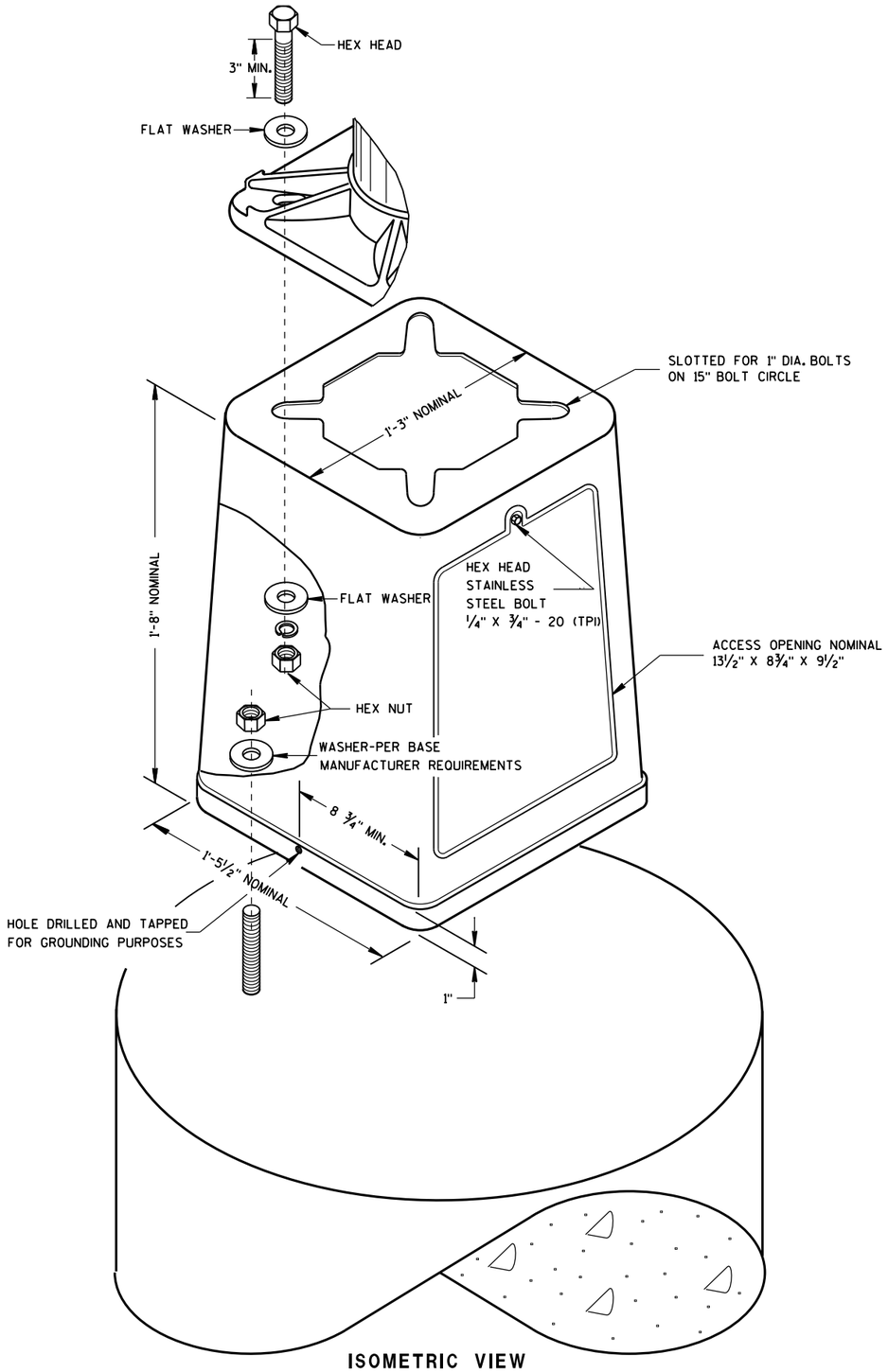
BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

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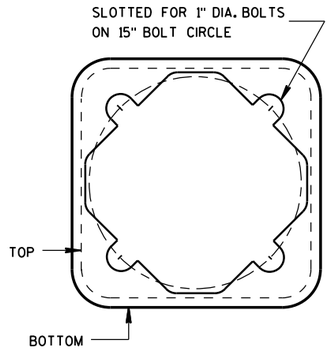
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ISOMETRIC VIEW

TRANSFORMER BASE



BOTTOM VIEW

GENERAL NOTES

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

BREAKAWAY BASES (WHERE REQUIRED) WILL BE MEASURED AND PAID AS SEPARATE ITEMS OF WORK IN ADDITION TO THE LIGHT POLE.

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 DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIMS SHALL BE SIZED TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

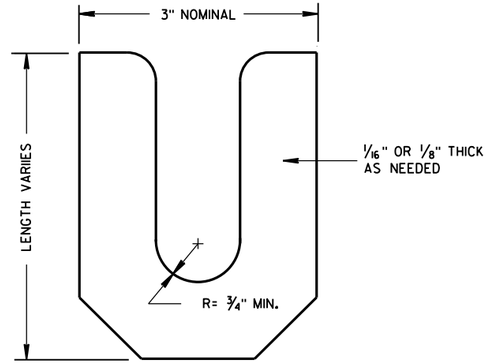
A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE TRANSFORMER BASE.

THE MECHANICAL CONNECTOR (GROUNDING LUG) SHALL BE INSTALLED USING THE TAPPED HOLE PROVIDED BY THE MANUFACTURER. THE MOUNTING BOLT HEXHEAD), NUT, WASHER AND LOCK WASHER SHALL BE STAINLESS STEEL, SIZED TO FIT THE THREADING AND HOLE SIZE, AND BE OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD A GROUNDING LUG MOUNTING HOLE NOT BE PROVIDED, THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" X 3/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE. IT SHALL BE MOUNTED IN THE SAME LOCATION AS IS SHOWN ON THE DRAWING.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, AND LOCK WASHERS, THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

THE ACCESS DOOR SHALL BE MANUFACTURED OF THE SAME MATERIAL AS THE BASE.



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE FOR 15" BOLT CIRCLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

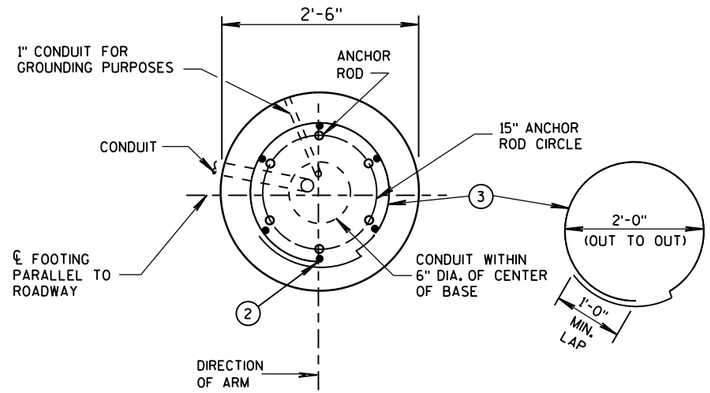
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

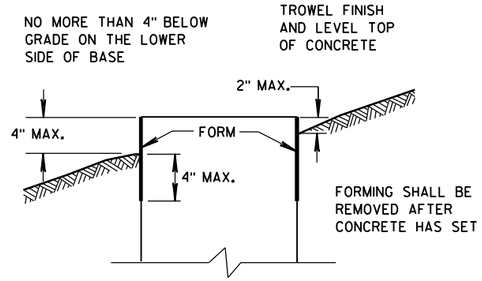
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

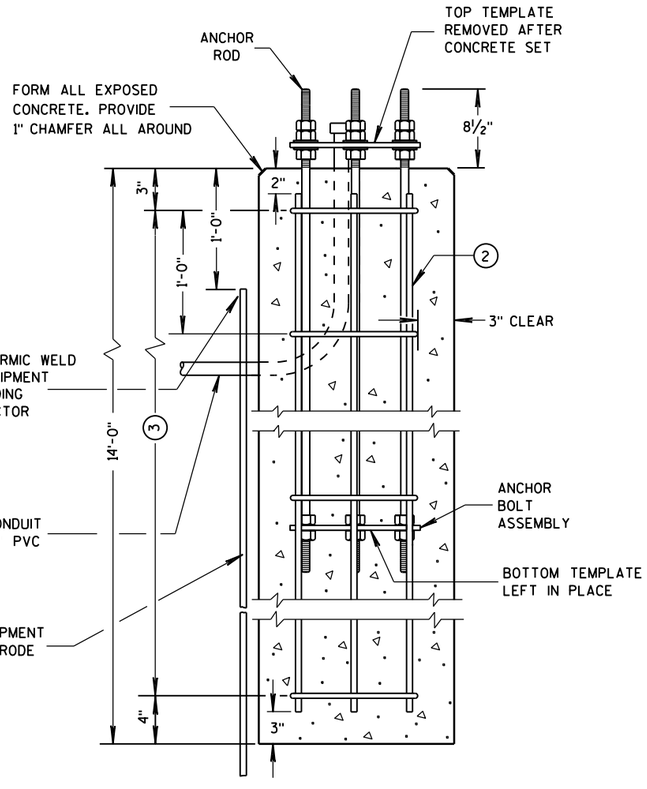
(3) (15) NO. 4 X 7'-4" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



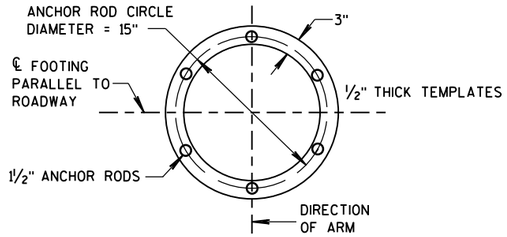


FORMING DETAIL

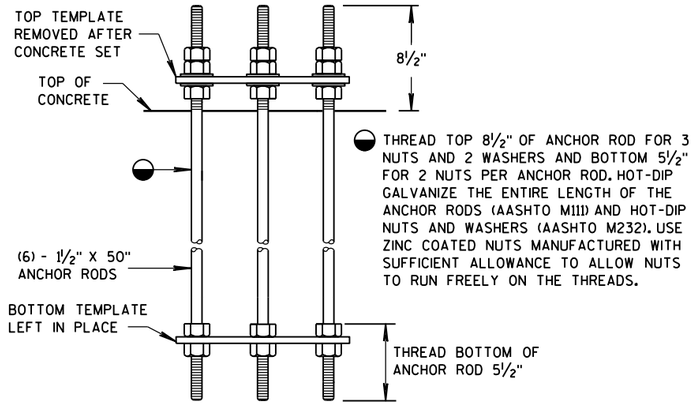


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

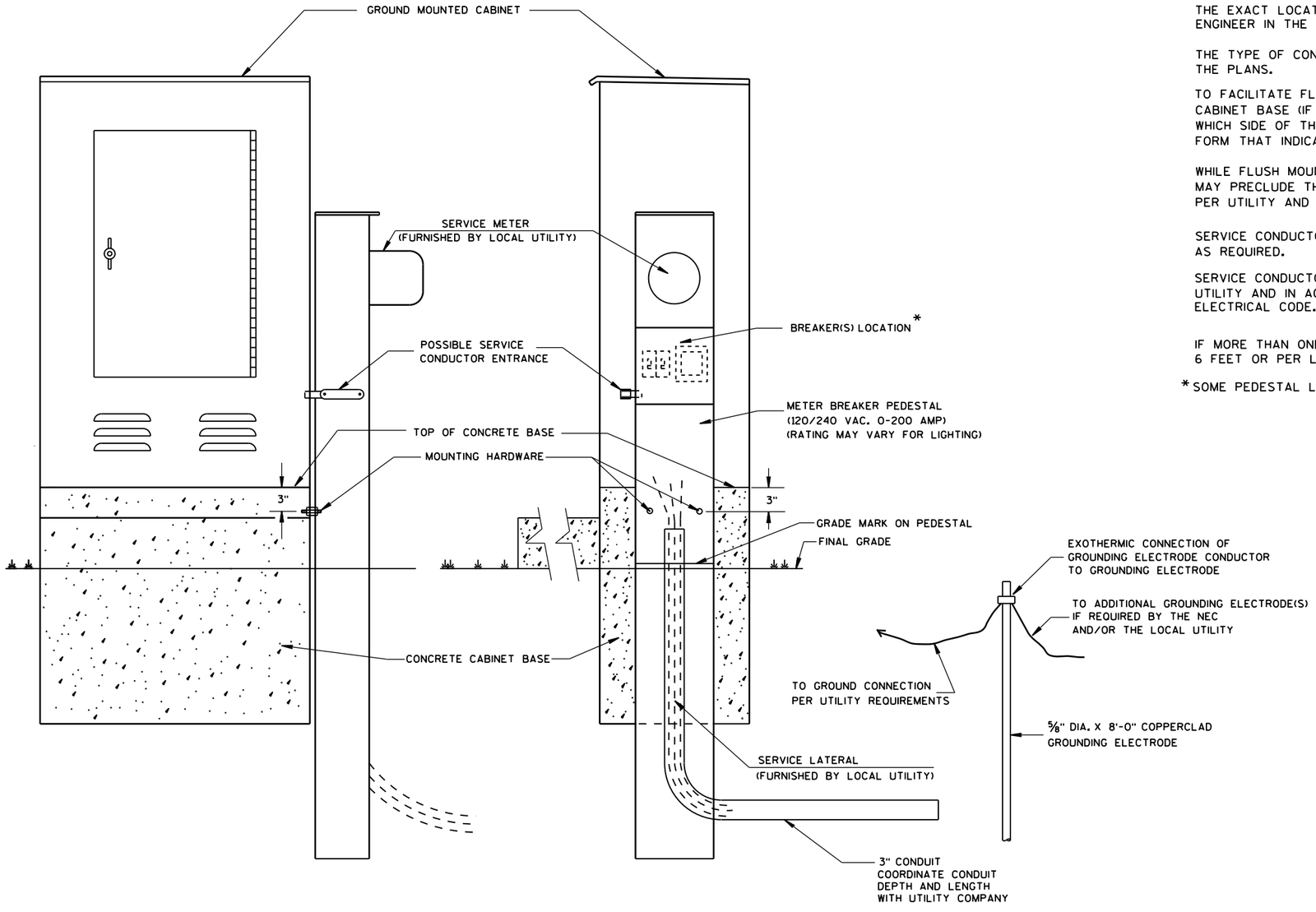
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10

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DEPARTMENT OF TRANSPORTATION

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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

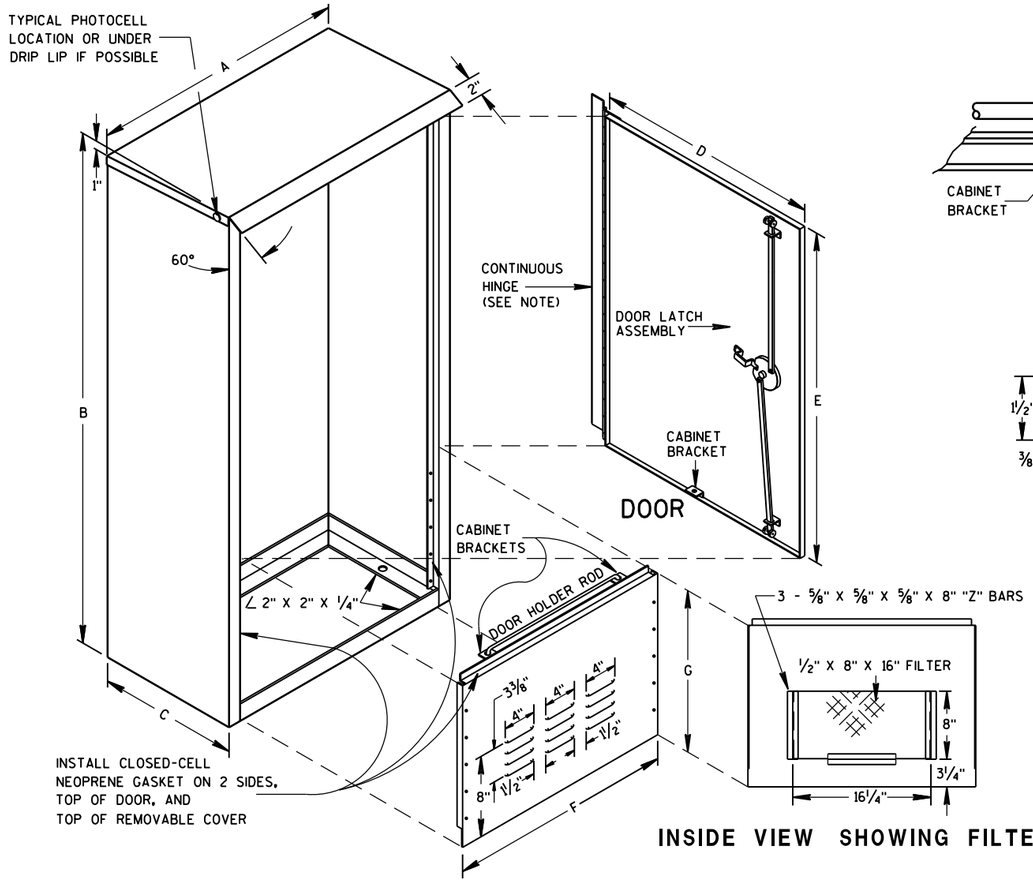
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

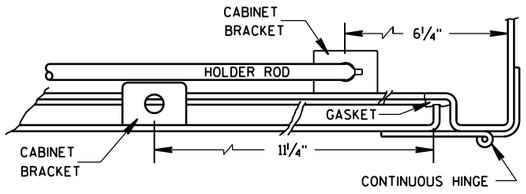
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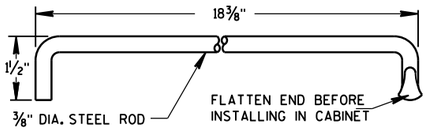


INSIDE VIEW SHOWING FILTER

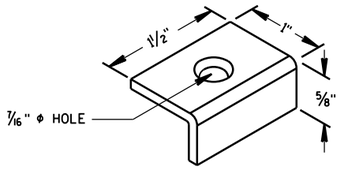
REMOVABLE COVER



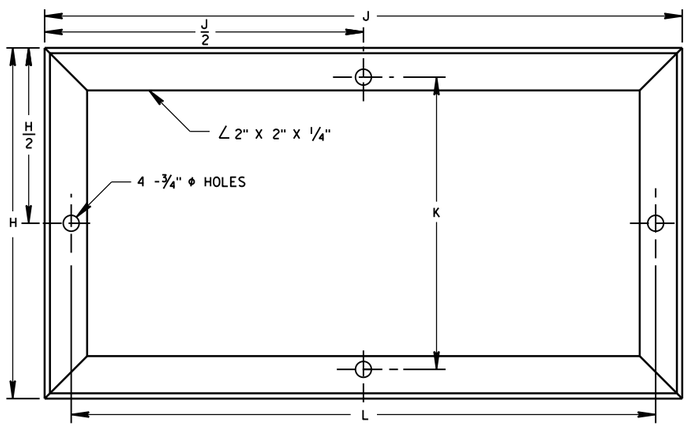
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

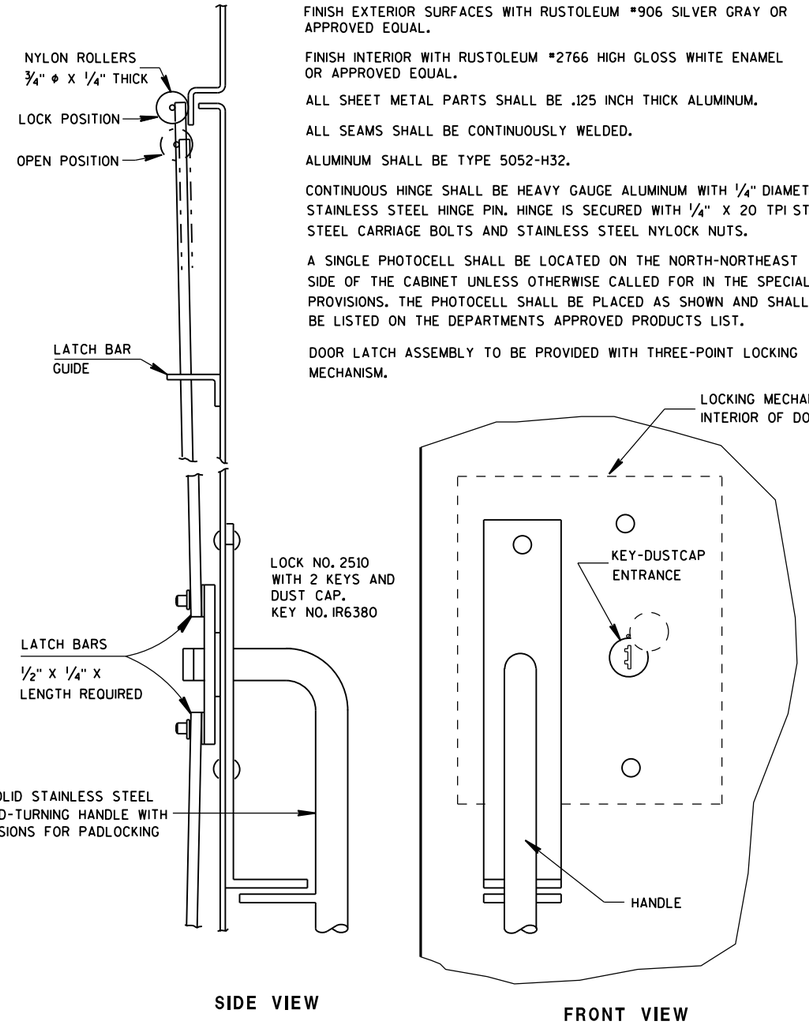
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

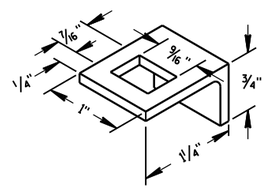
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
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GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

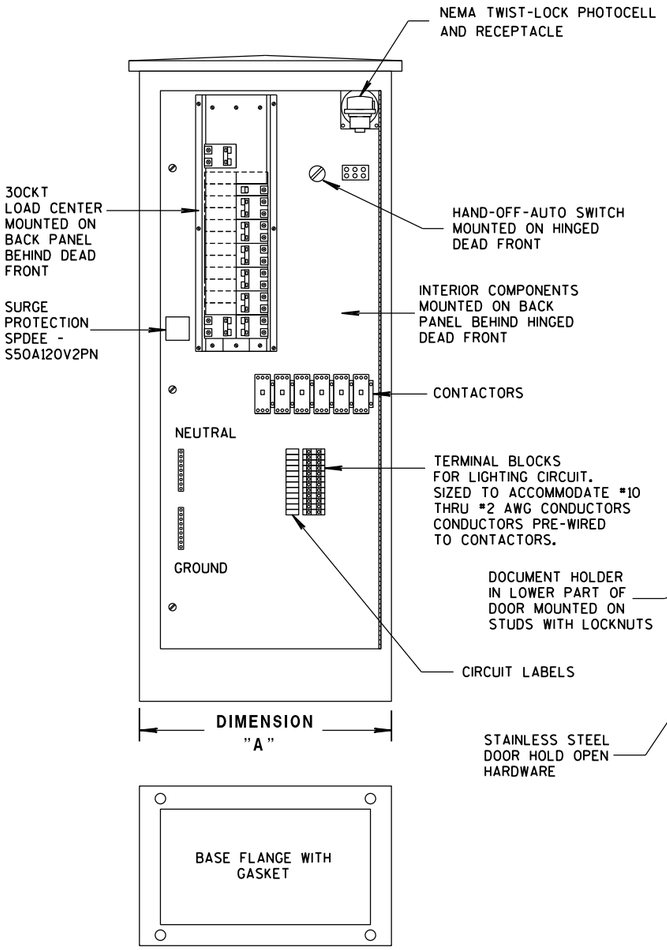
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

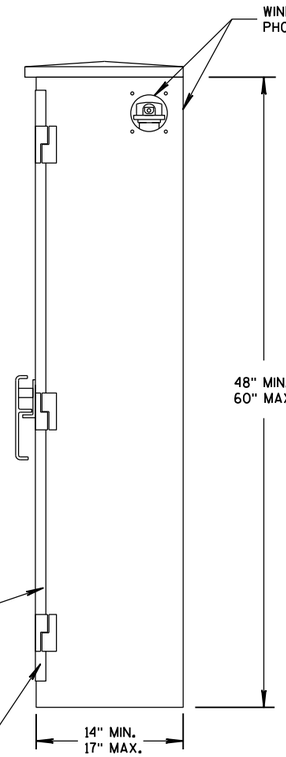
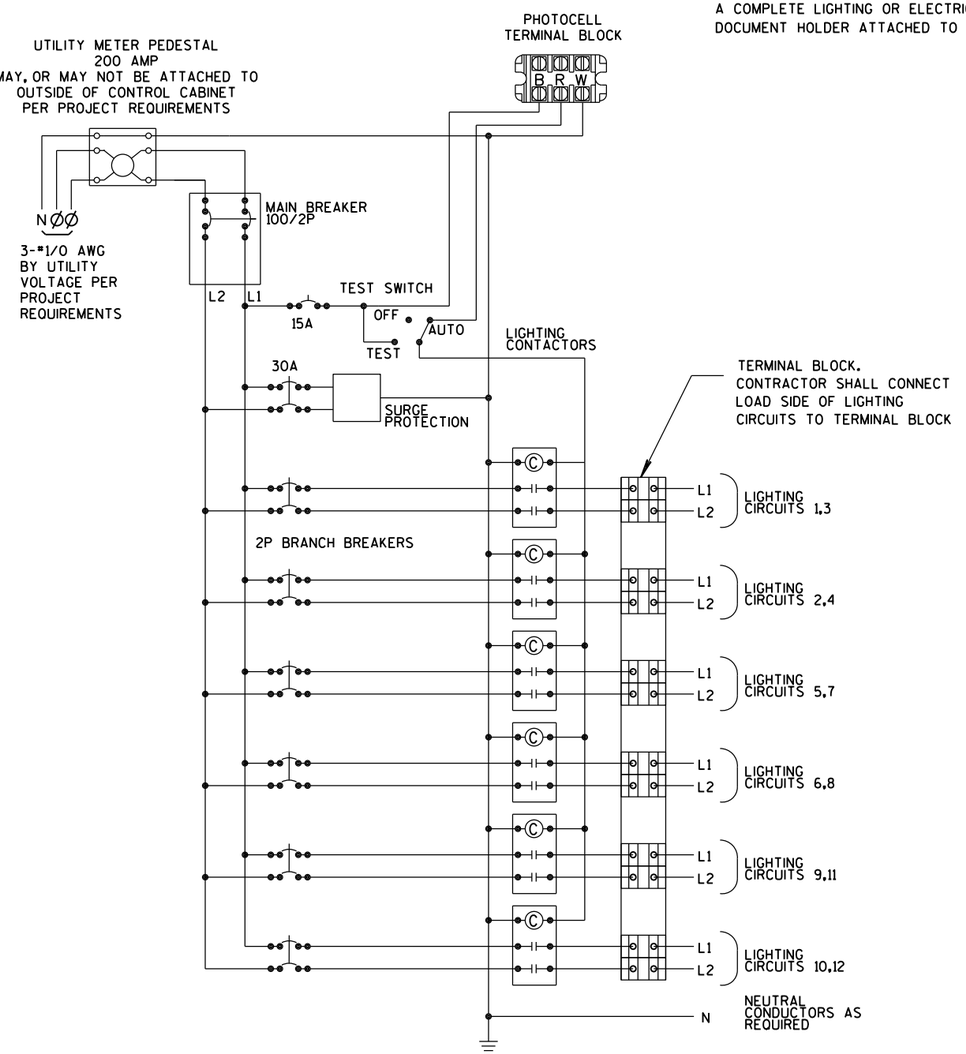


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"



CONTROL CABINET SCHEMATIC

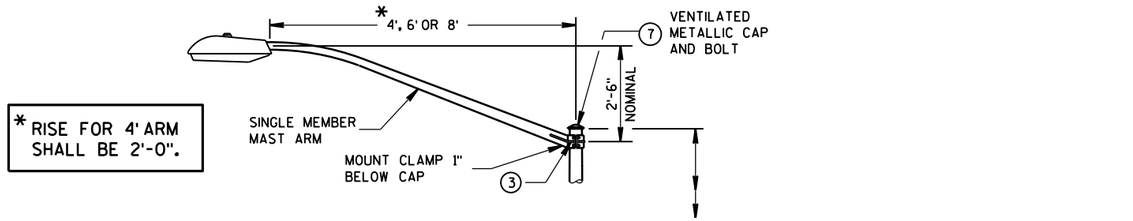
LIGHTING CONTROL CABINET

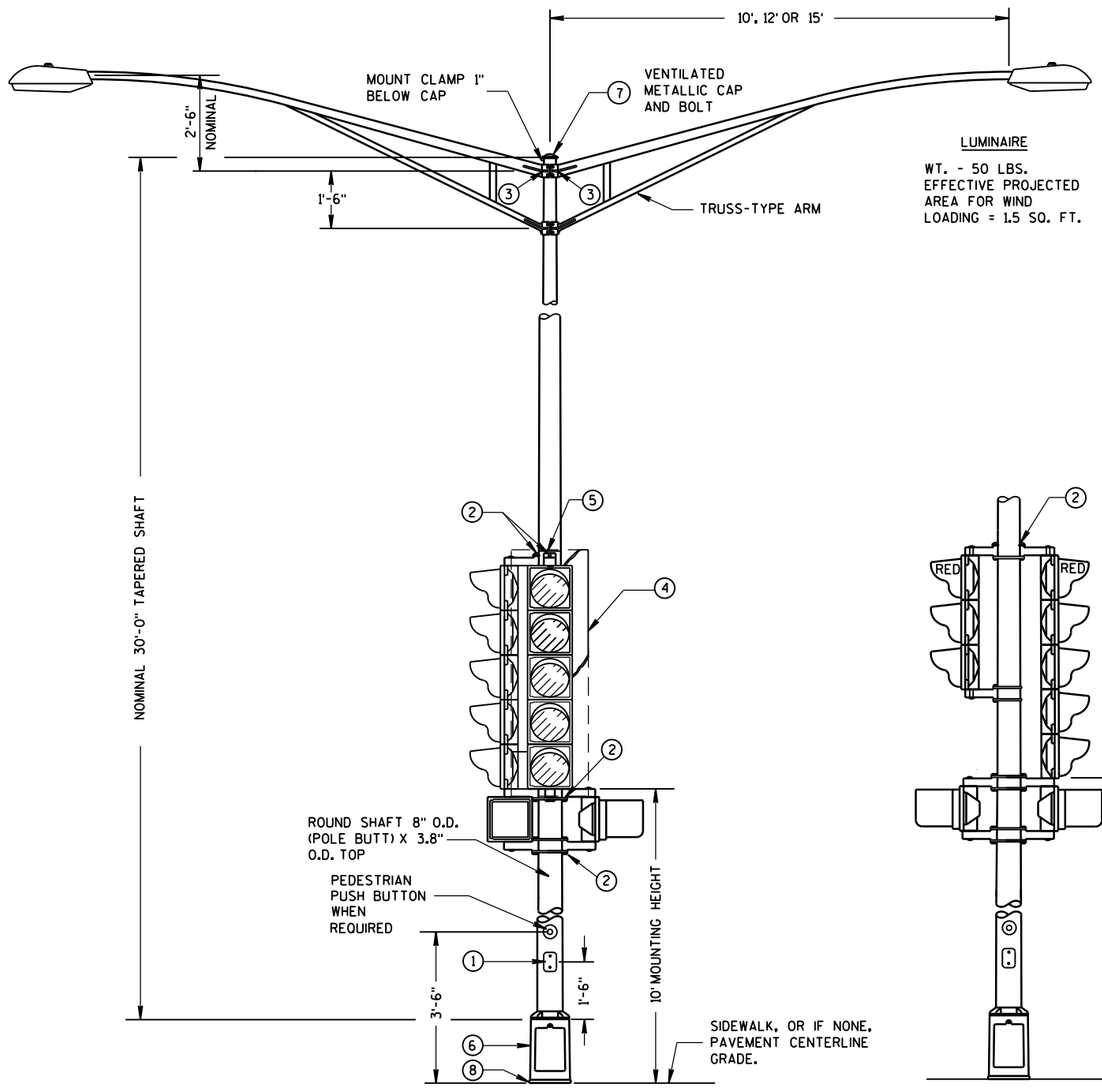
LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINEER
NYS.
FHWA

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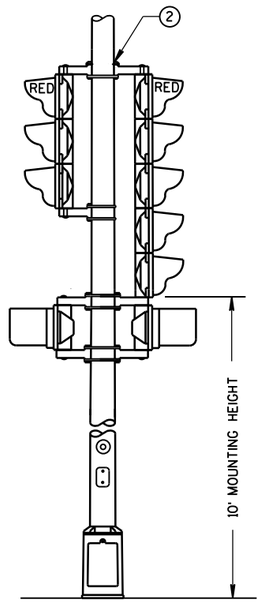




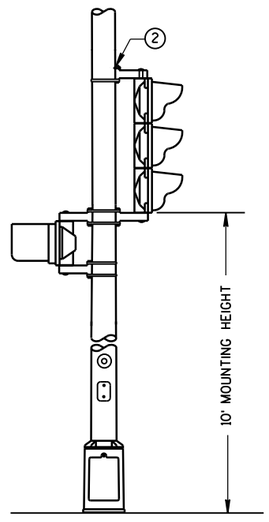
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

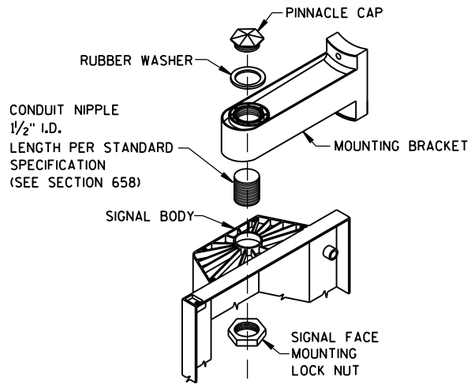


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

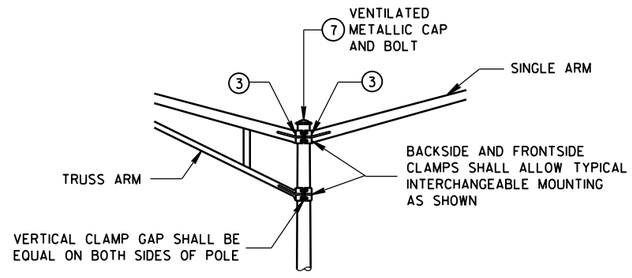
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



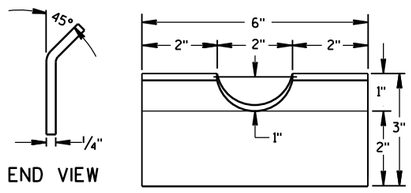
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

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DEPARTMENT OF TRANSPOI

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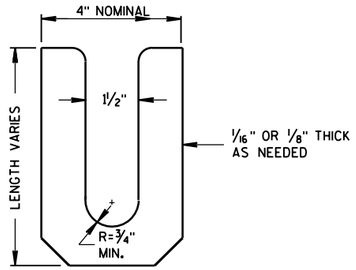


END VIEW

FRONT VIEW

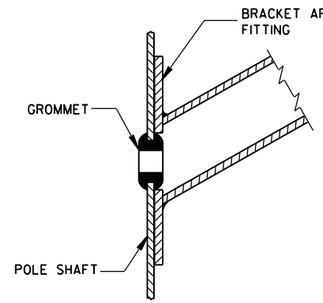
RECTANGULAR CLAMP SHIM

(4 TO A SET)

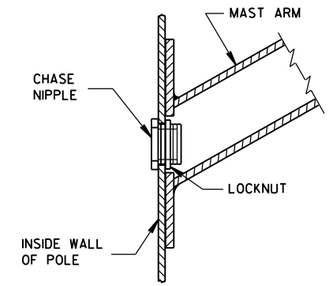


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

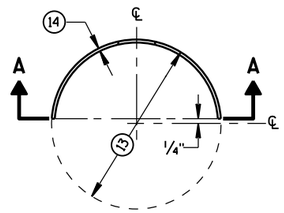
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

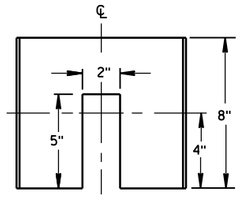
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



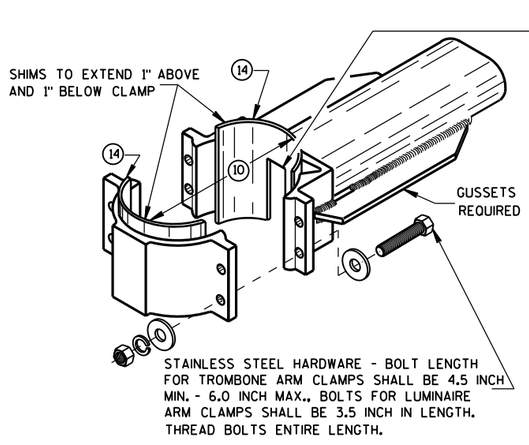
PLAN VIEW



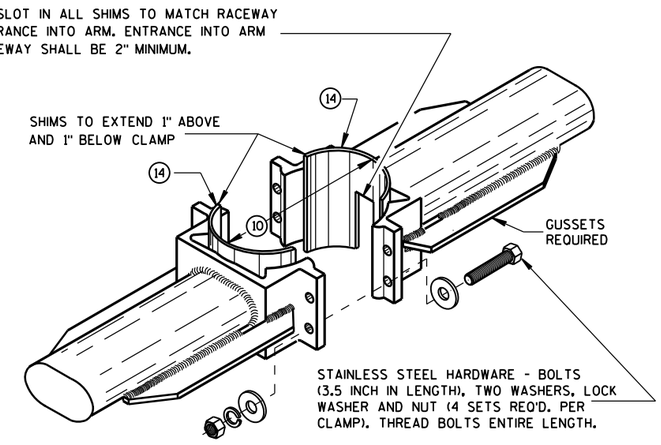
SECTION A-A

CIRCULAR CLAMP SHIM

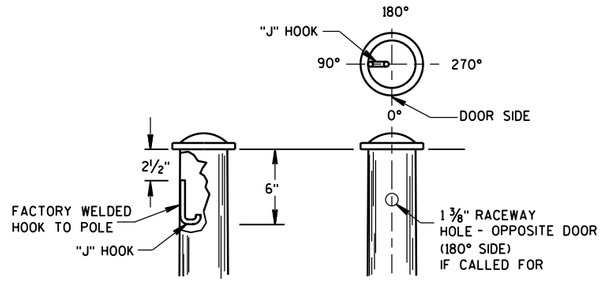
(2 TO A SET)



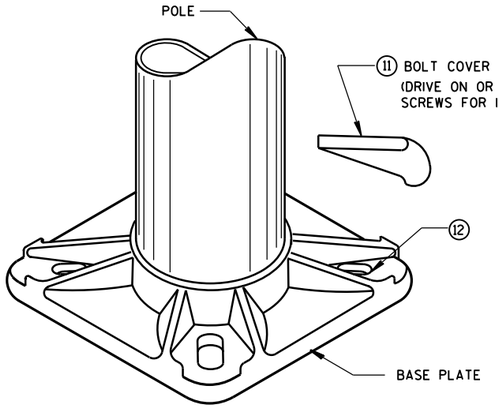
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



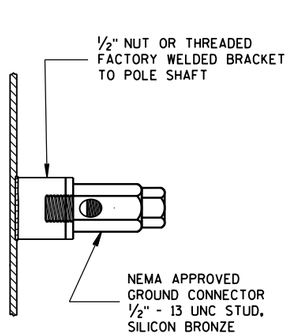
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

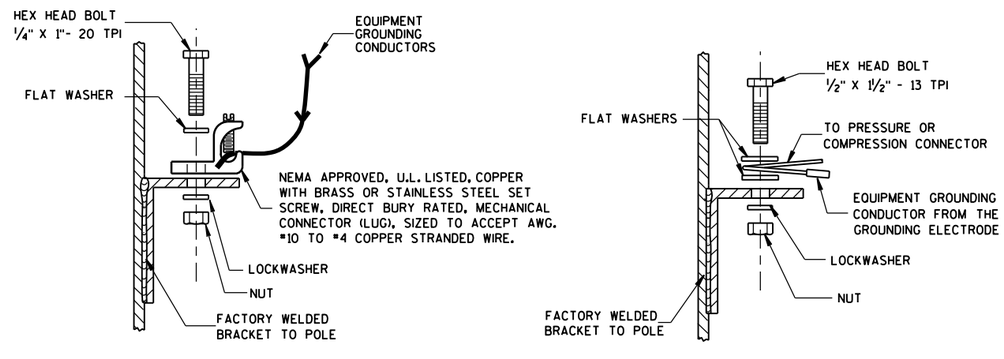


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

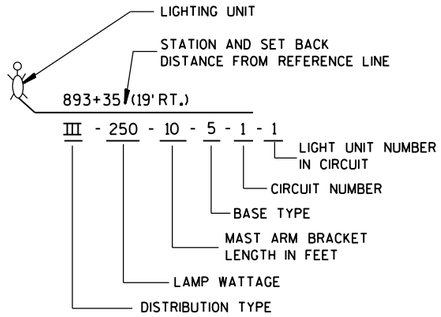
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

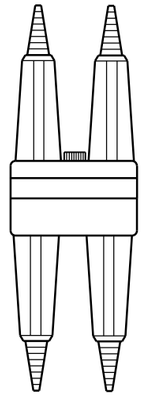
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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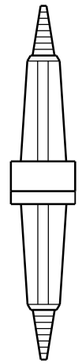
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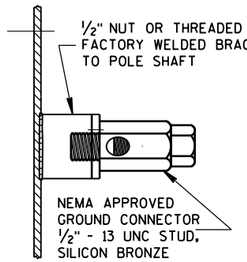
LIGHTING UNIT CODE
(TYPICAL)

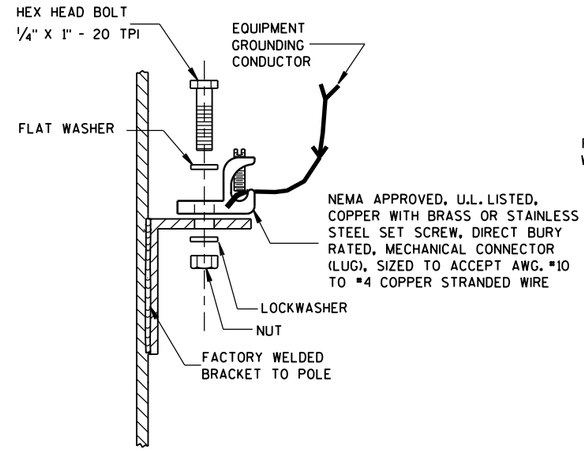


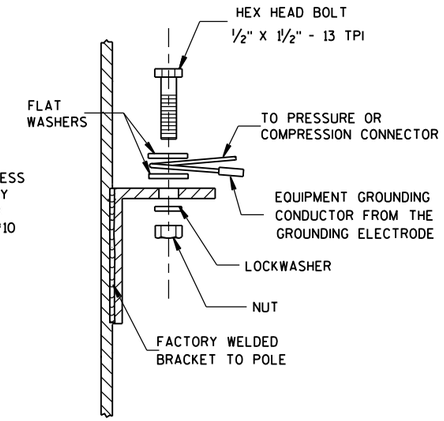
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



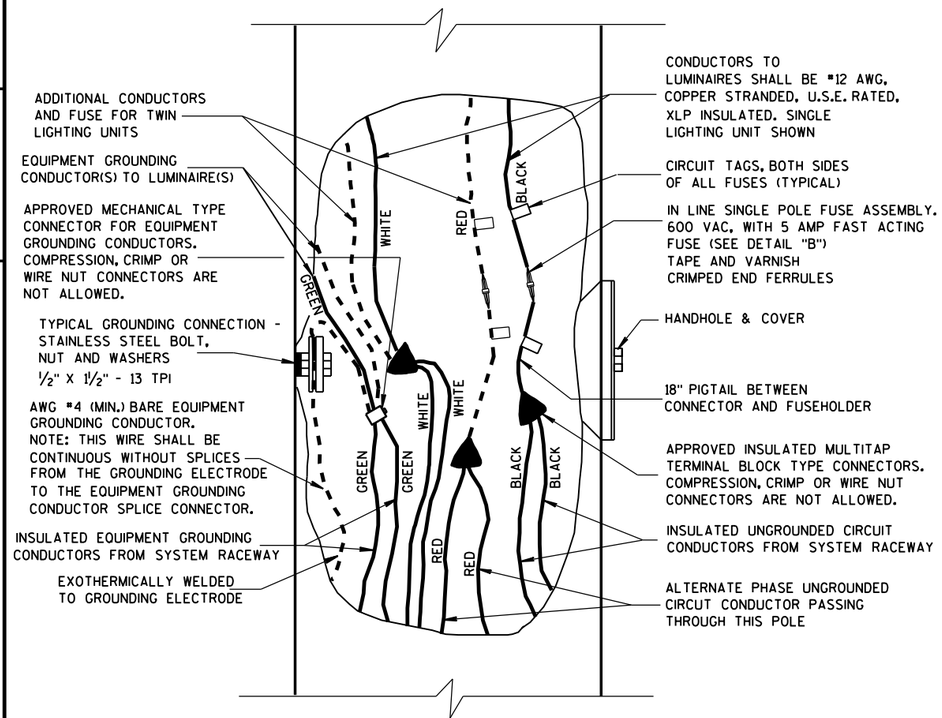
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



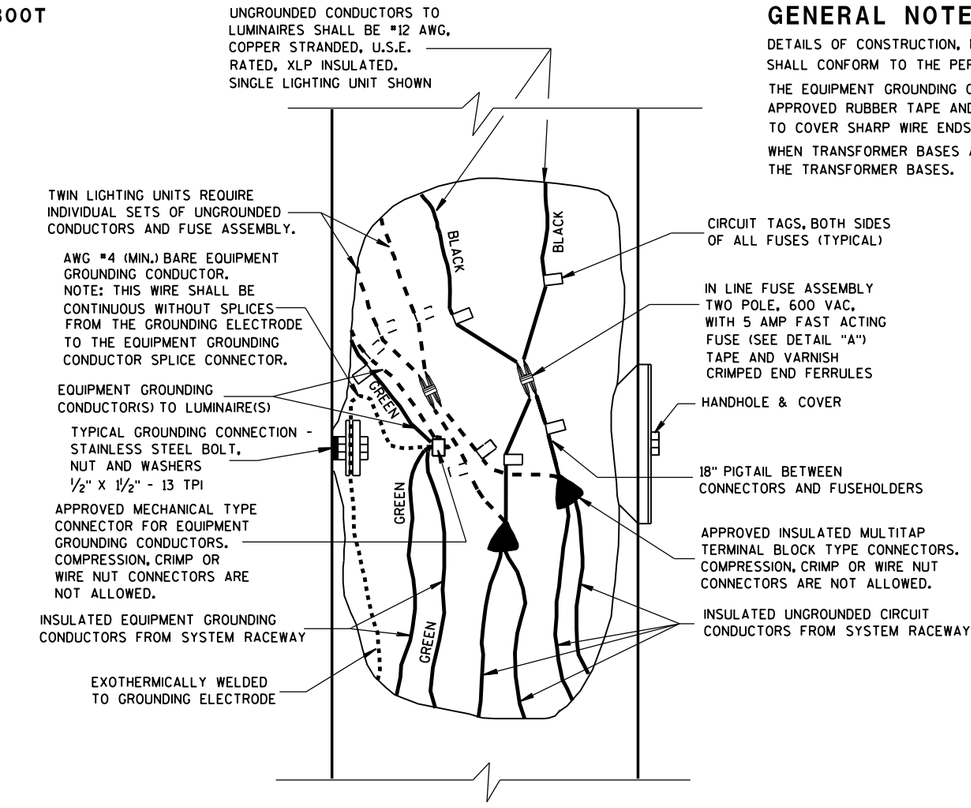




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

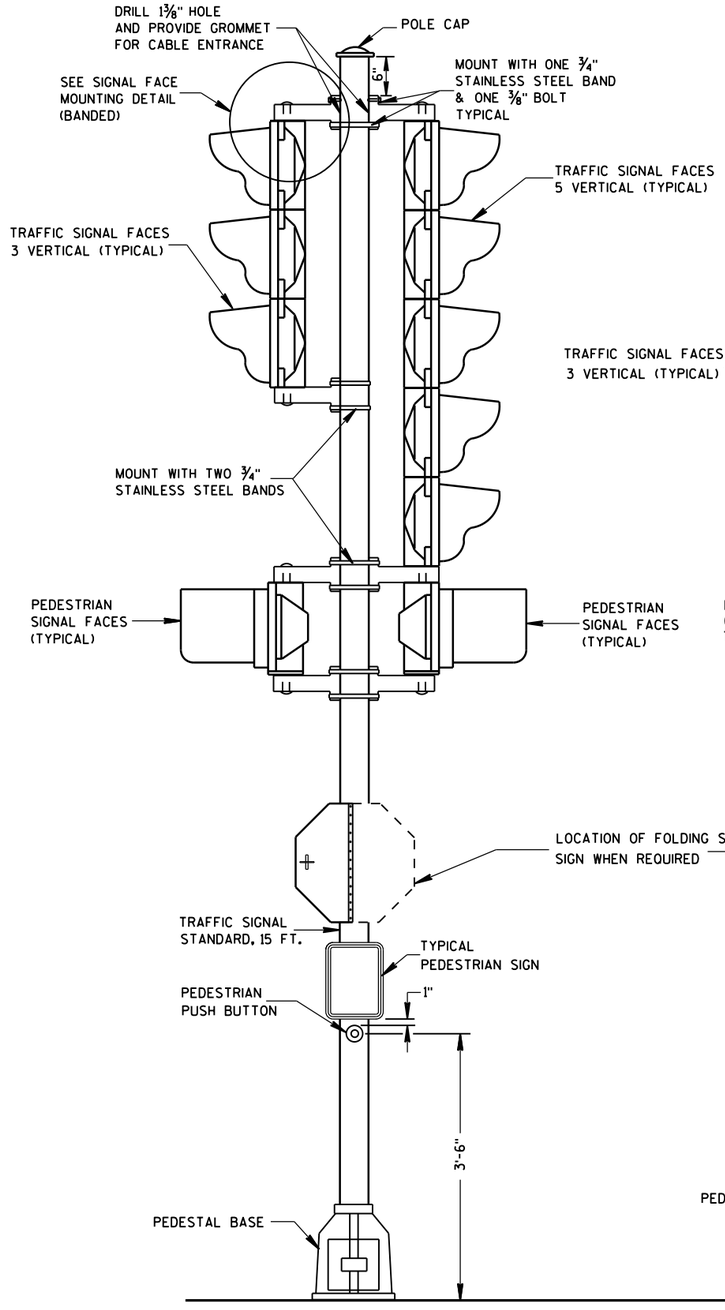
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

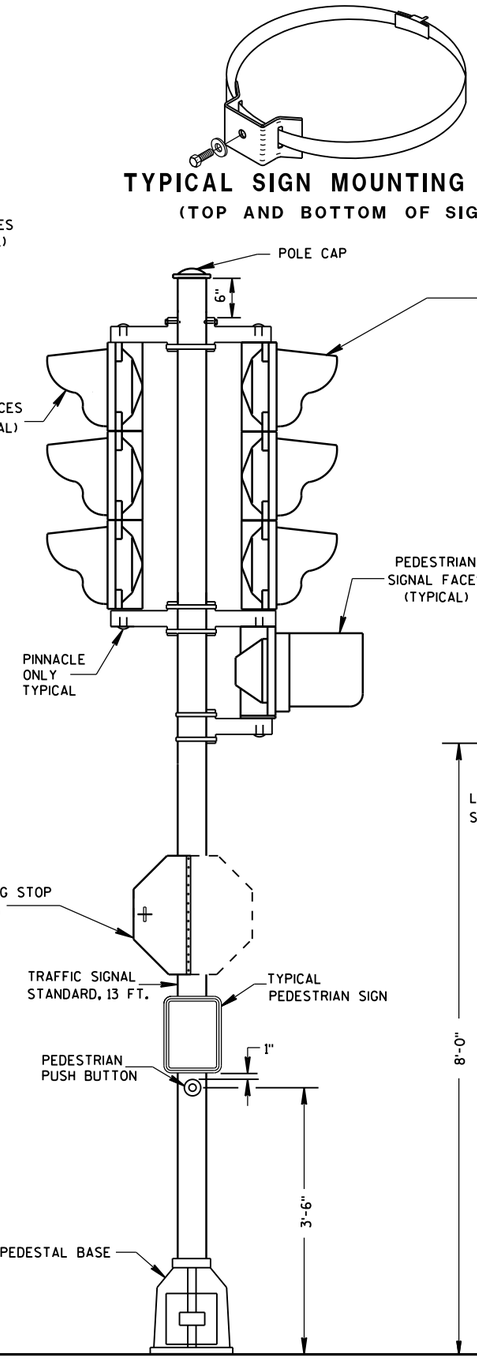
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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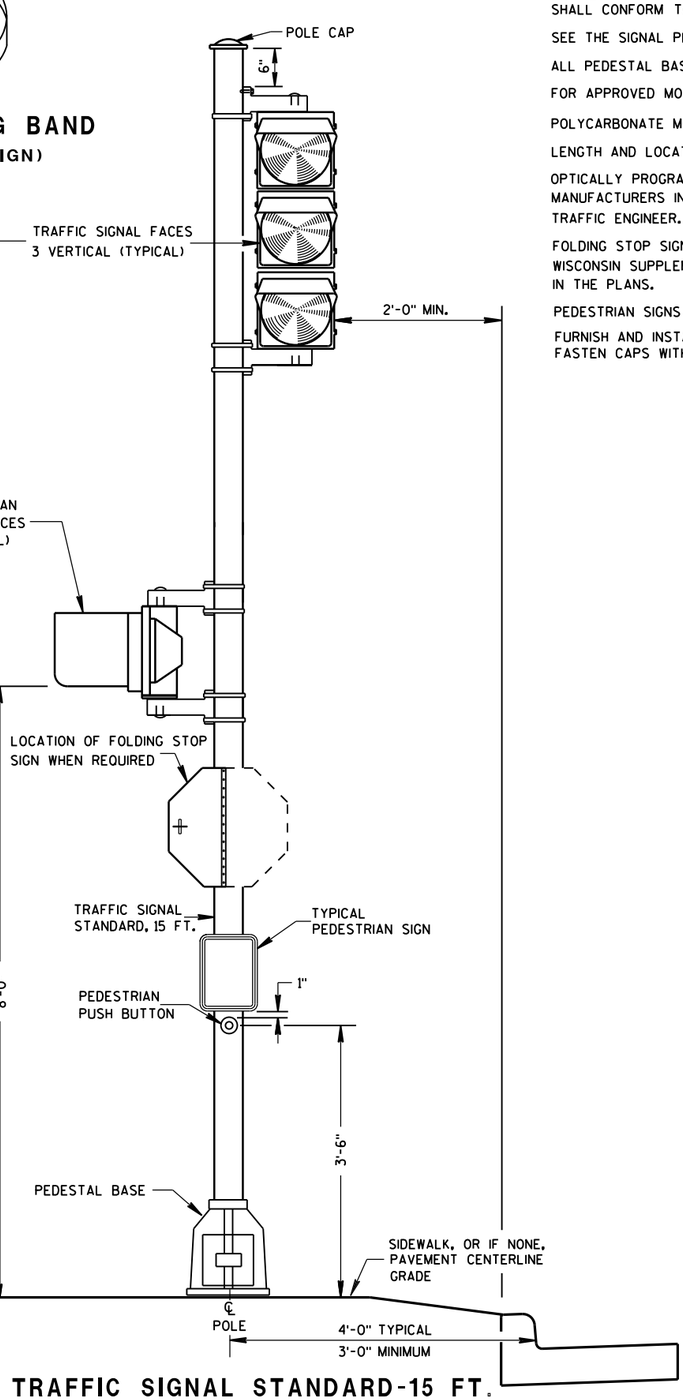


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

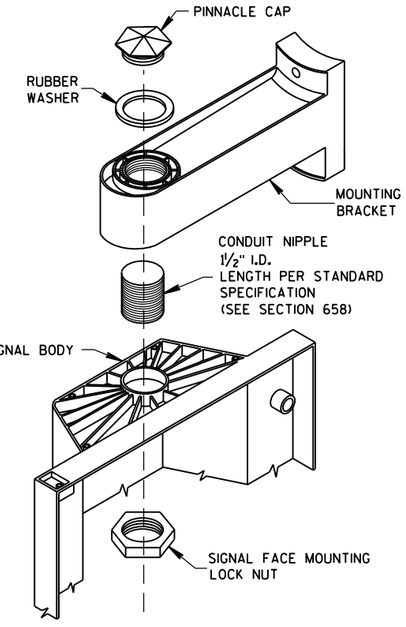
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
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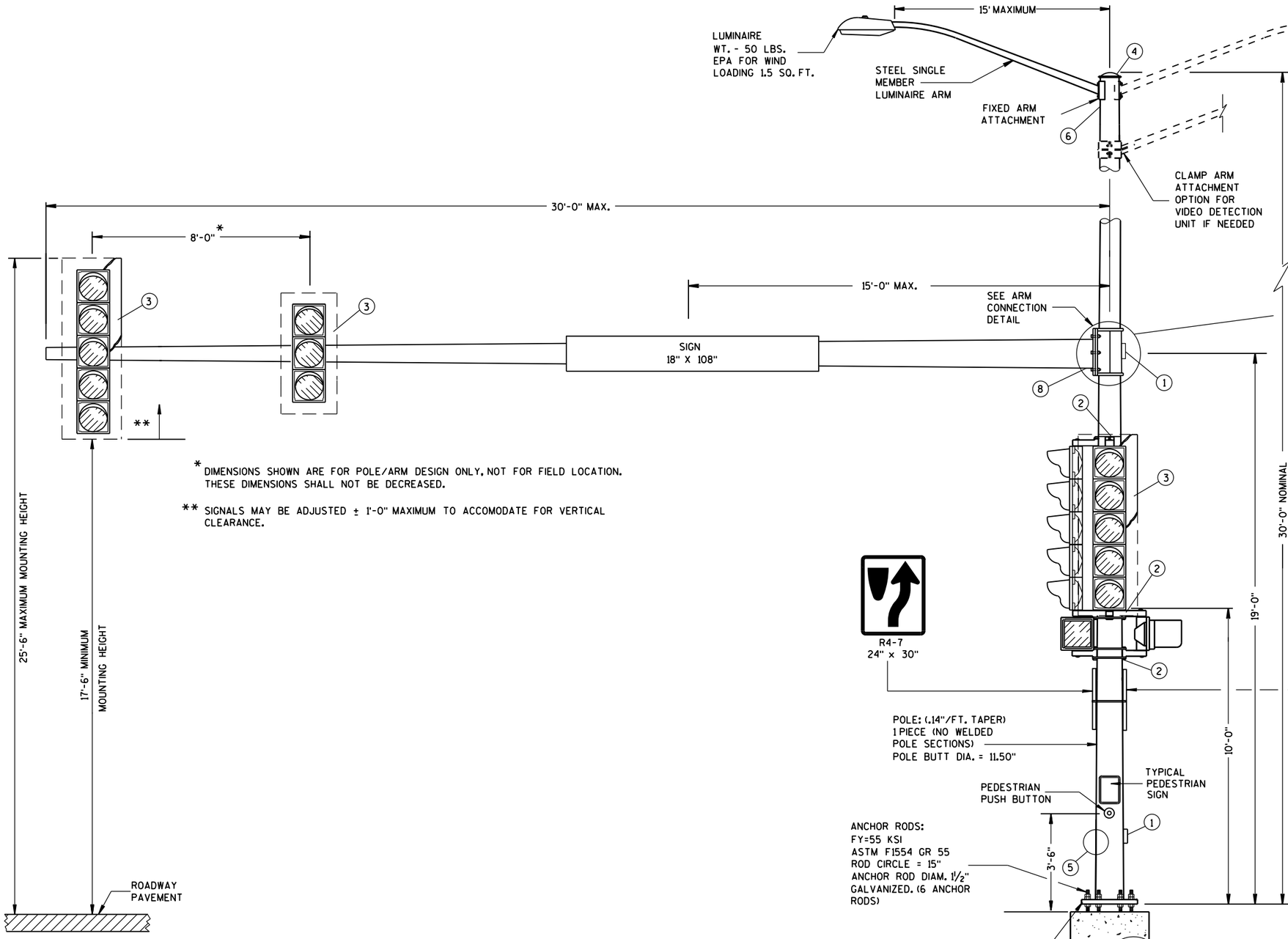
APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

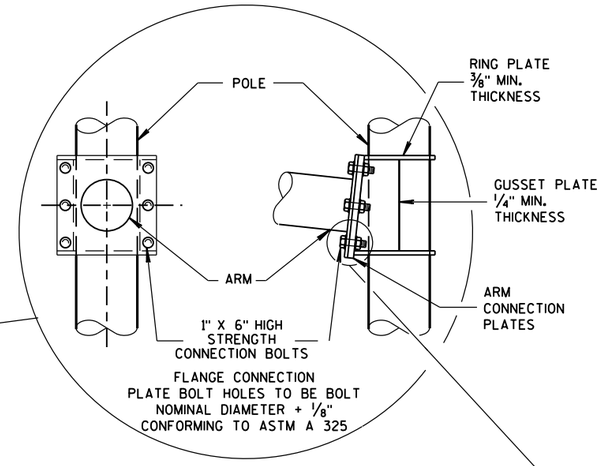
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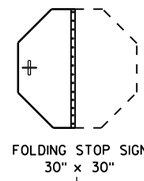


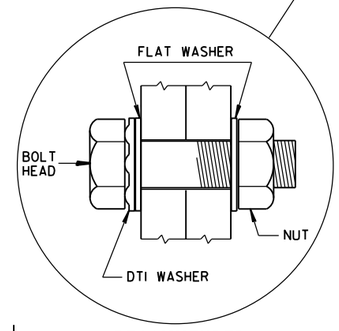
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

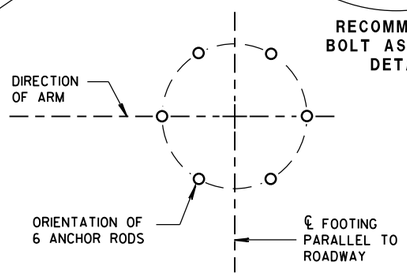


6 BOLT ARM CONNECTION DETAIL





RECOMMENDED
BOLT ASSEMBLY
DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 10 POLE
15'- 30' MONOTUBE ARM

TYPE 10 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

6
S.D.D. 9 E 8-6b

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

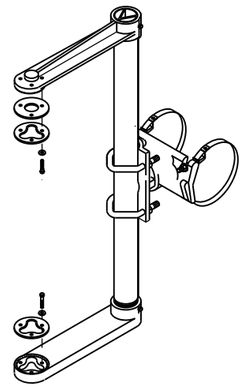
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

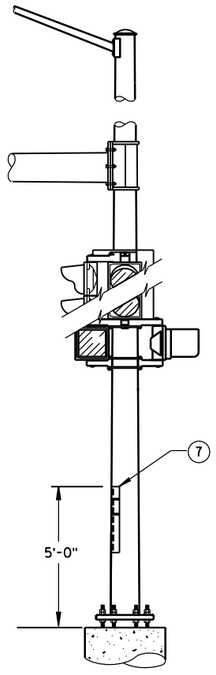
MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

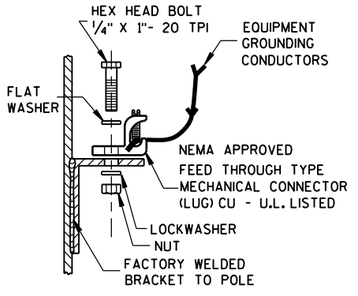


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

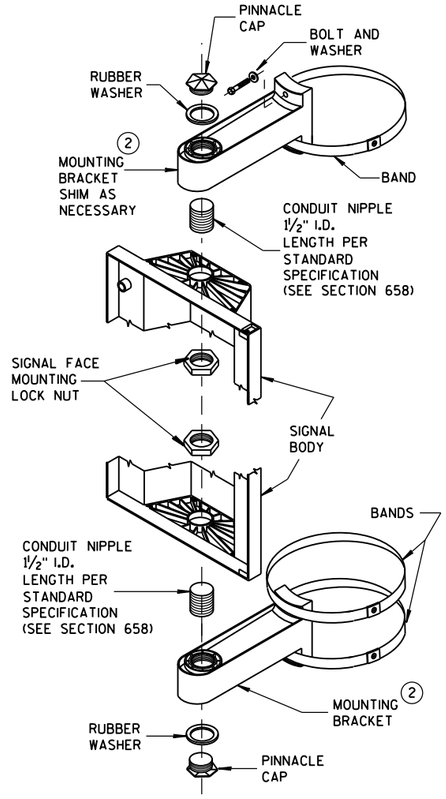


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

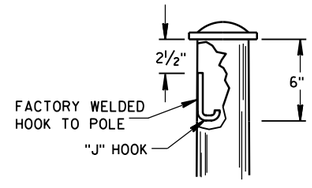


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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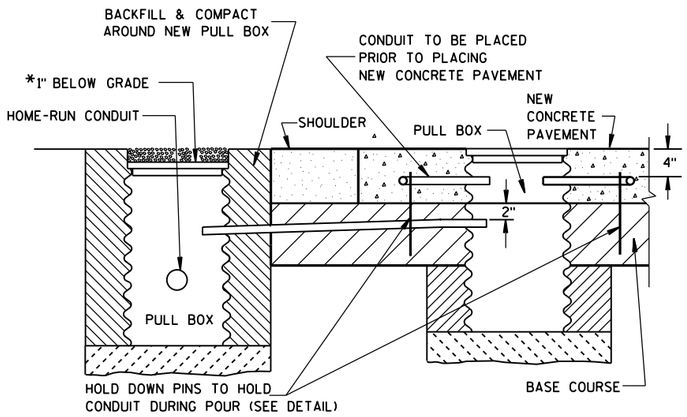
Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

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SECTION A-A
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

ANY PVC LEADOUT CONDUIT CONTAINING MORE THAN ONE TWISTED PAIR OF LOOP LEAD WIRE SHALL BE 2".

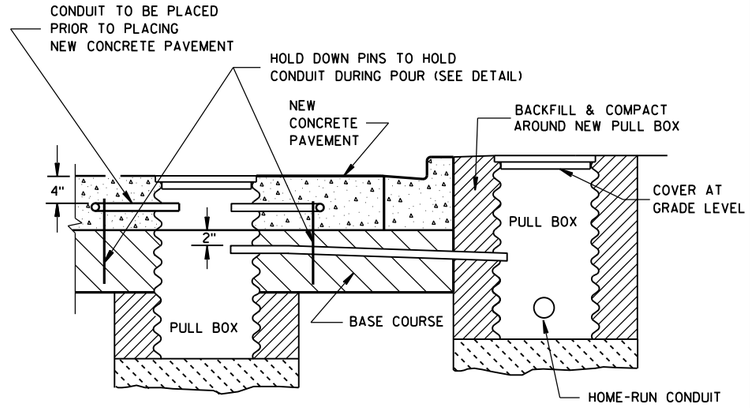
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

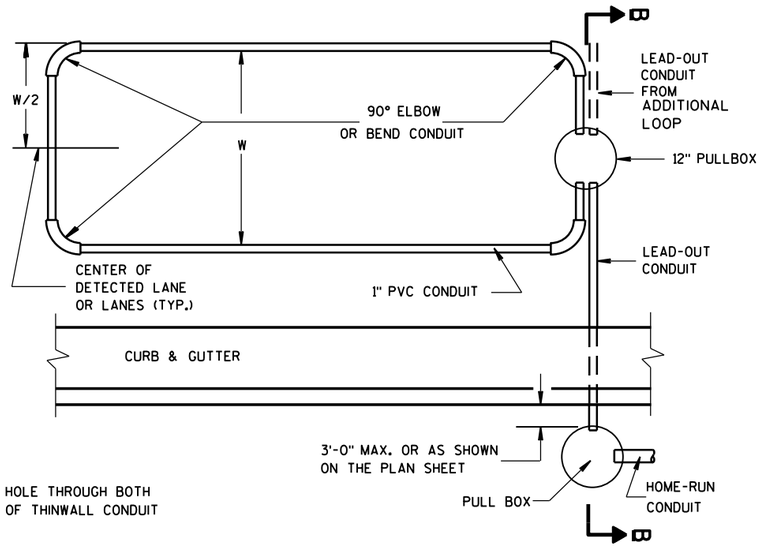
PROTECTION OF THE PULL BOX IN THE BASE COURSE, AND THE RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.

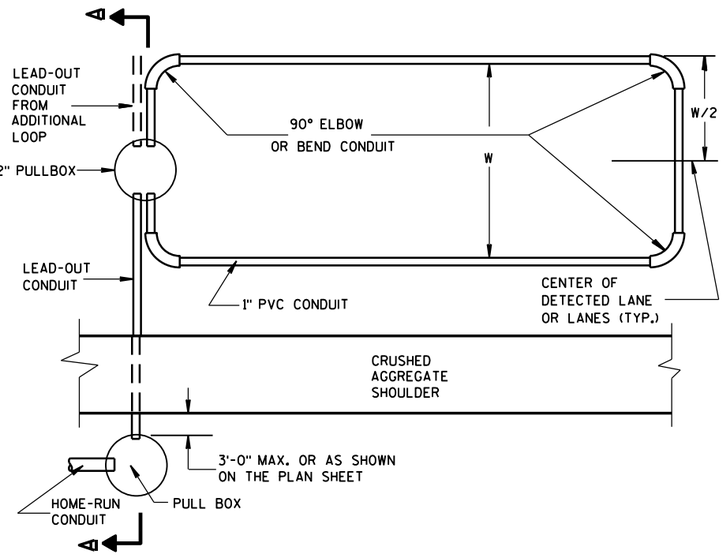


SECTION B-B
CURB & GUTTER

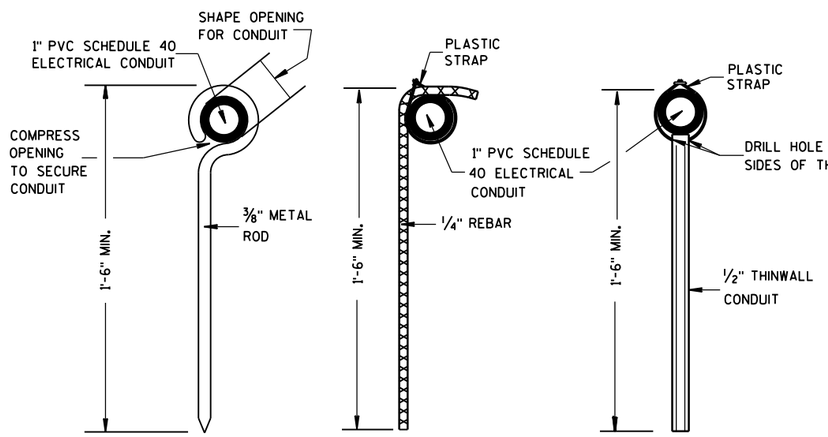
LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

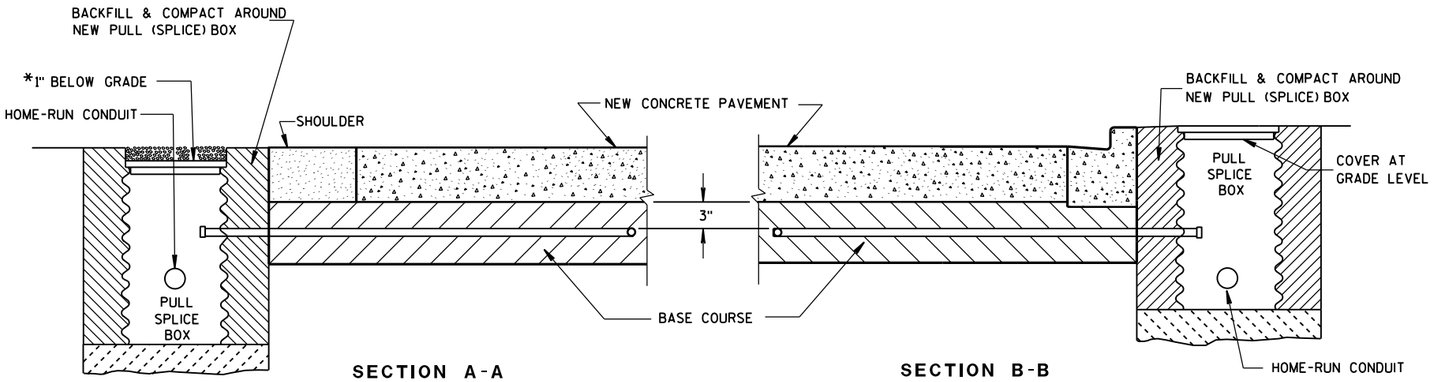


TYPICAL DETAILS FOR HOLD DOWN PINS

LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

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SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

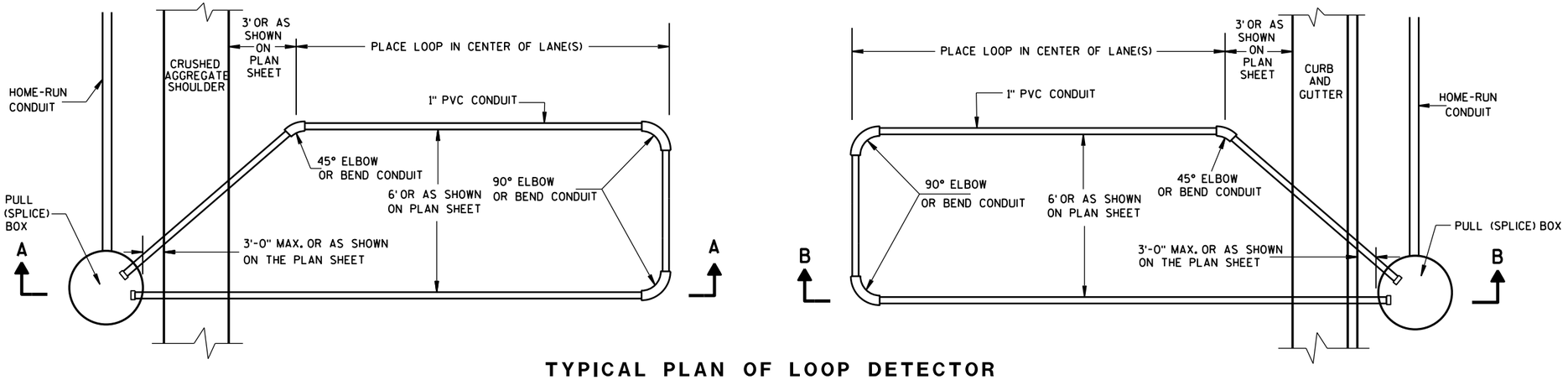
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE, SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

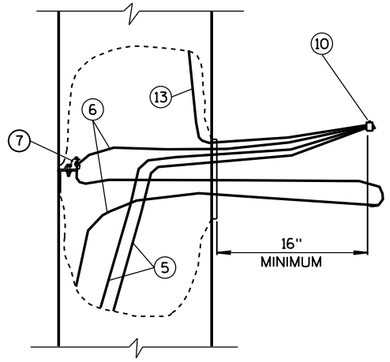
APPROVED
Sept. 2014 — DATE
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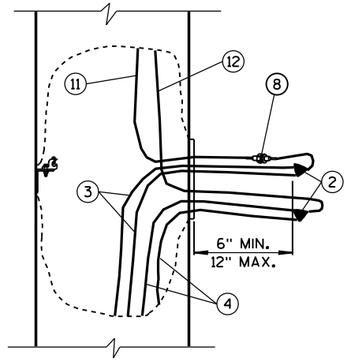
S.D.D. 9 F 15-4a

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S.D.D. 9 F 15-4a

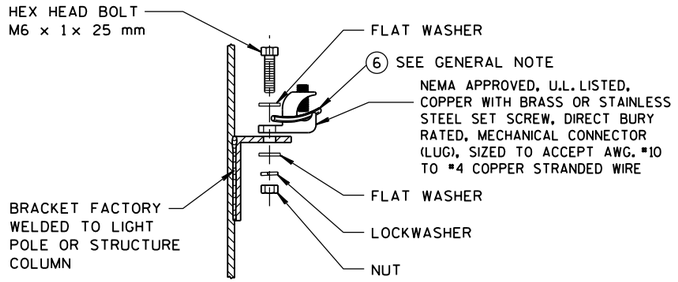


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



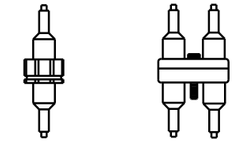
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



FUSE ASSEMBLIES

GENERAL NOTES

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

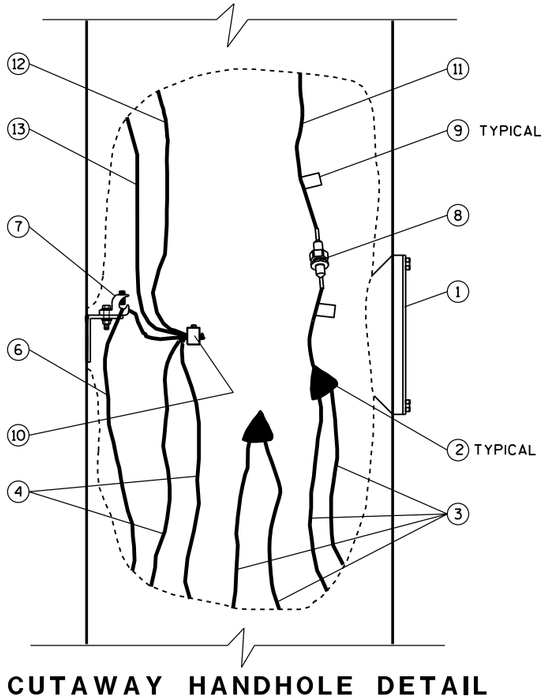
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

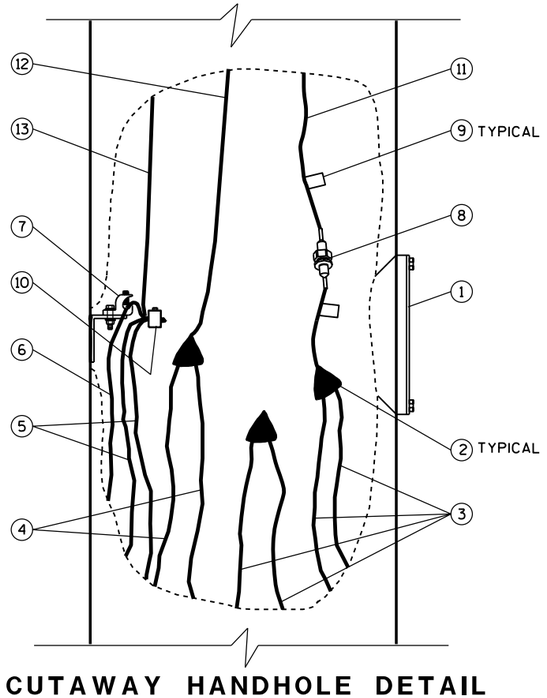
IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



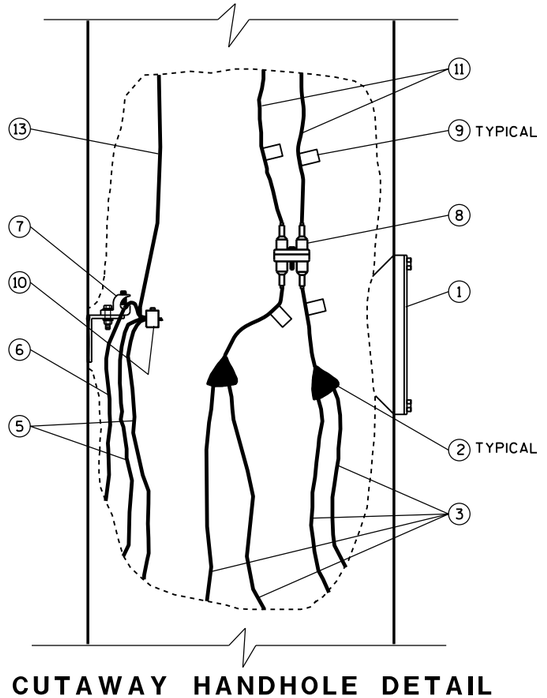
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 10 A 1-3

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

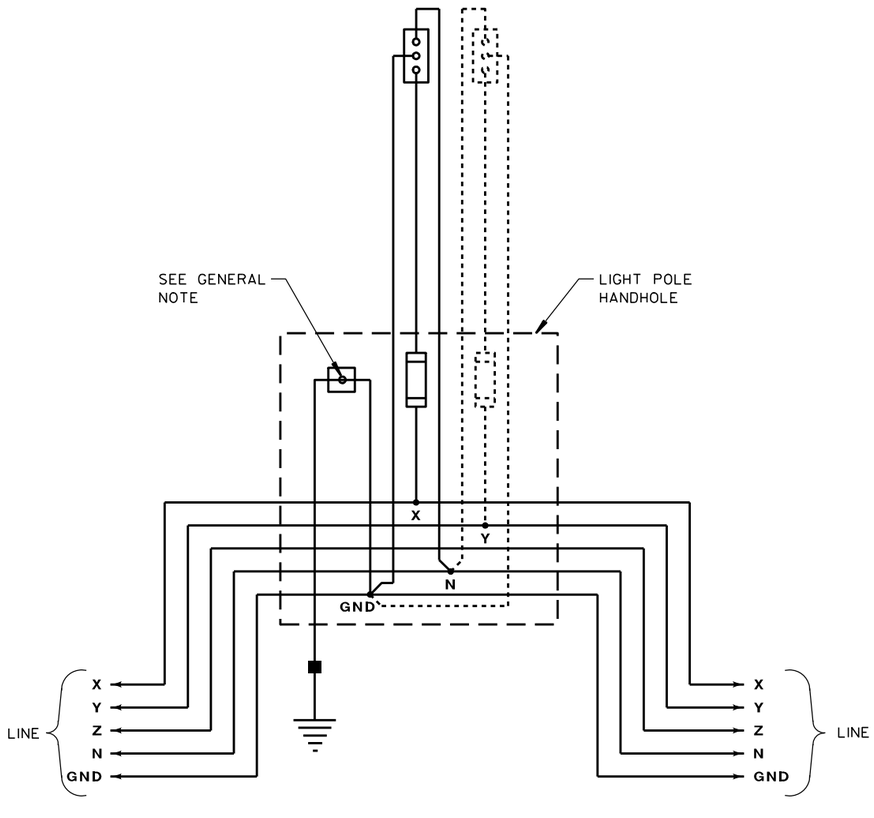
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

HANDHOLE FUSE SCHEDULES

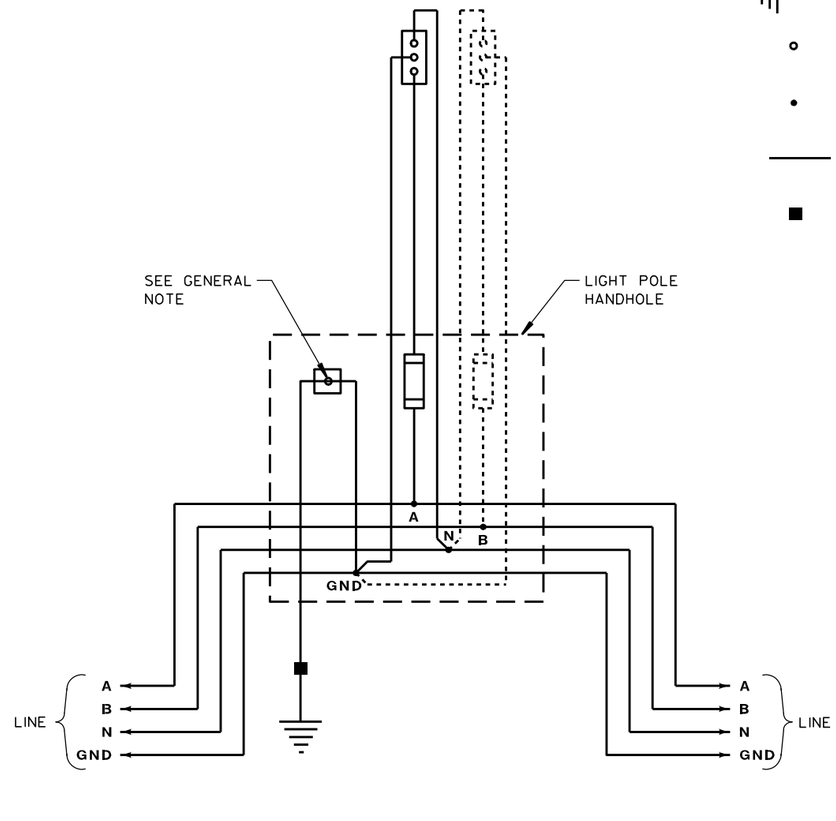
LINE VOLTAGE	BALLAST WATTAGE	
φ-GROUND	70-200 W	250-400 W
120 VAC	5 A	10 A
240 VAC	5 A	5 A
277 VAC	5 A	5 A
480 VAC	3 A	5 A

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

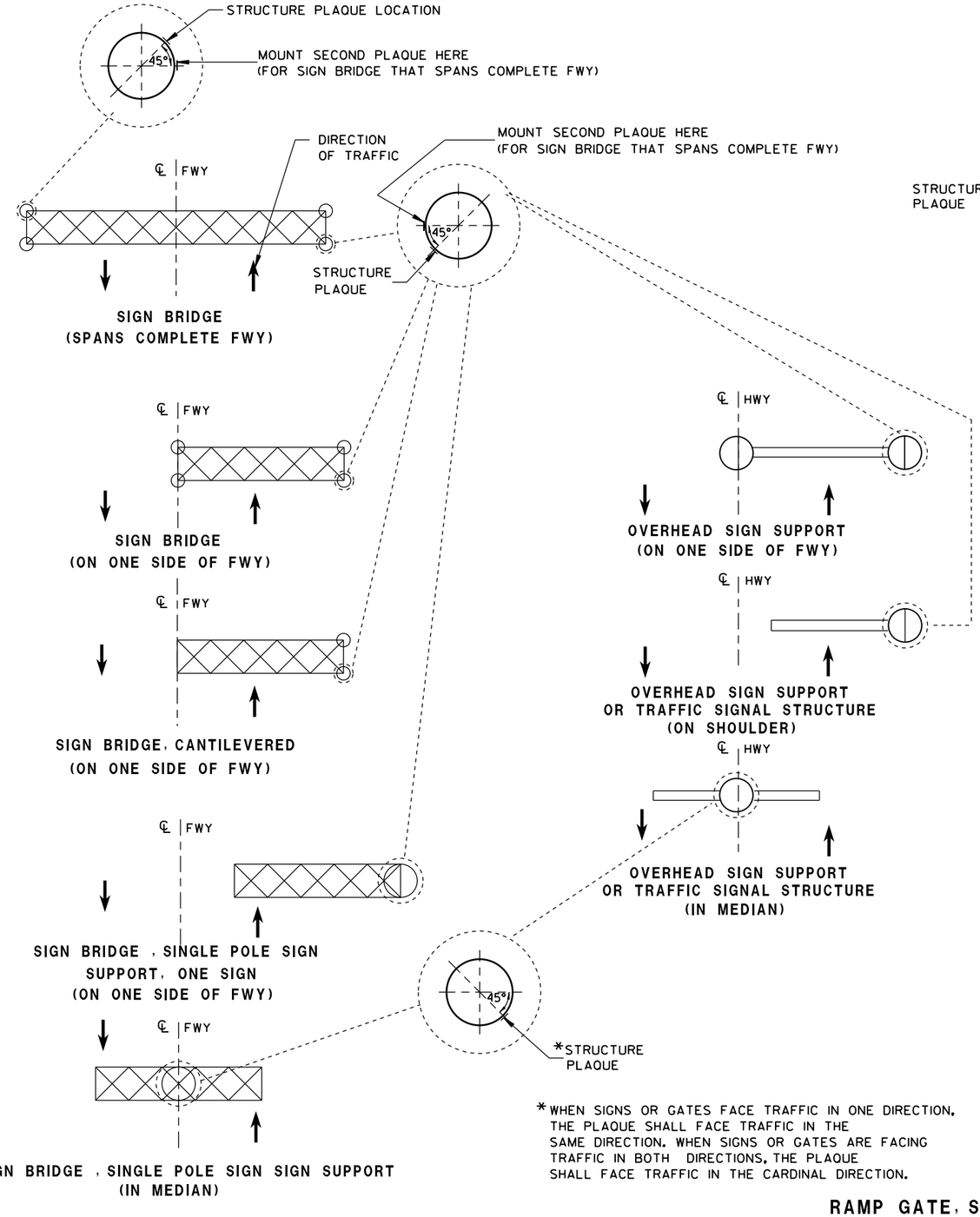
APPROVED
10/25/2010 DATE
/S/ John Corbin
STATE ELECTRICAL ENGI
FHWA
HWYS

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S.D.D. 10 A 5-2

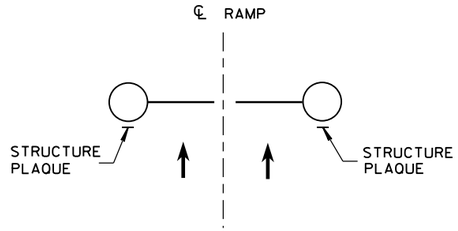
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S.D.D. 10 A 5-2

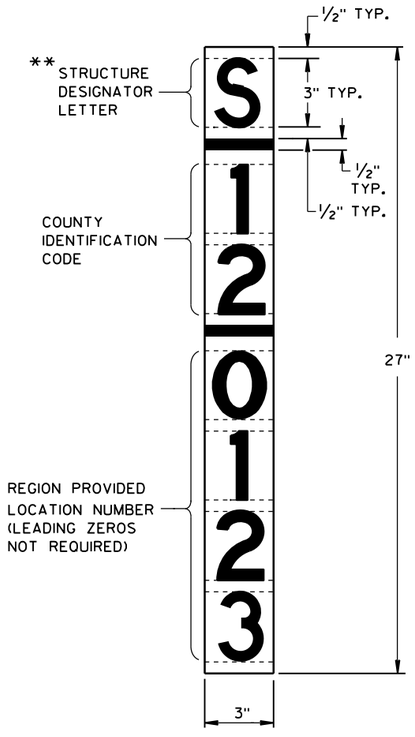


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

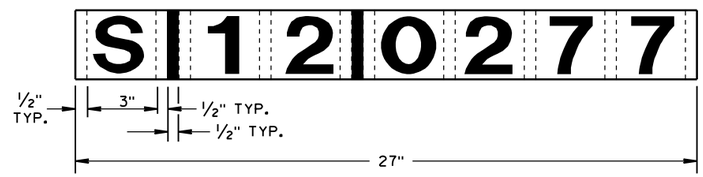
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

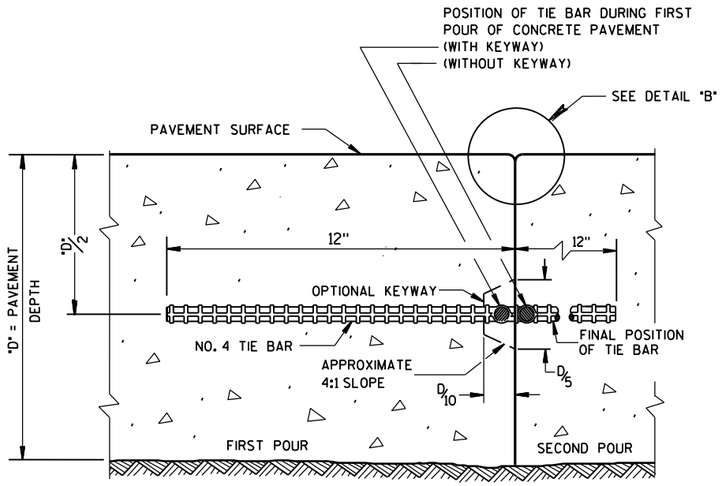
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

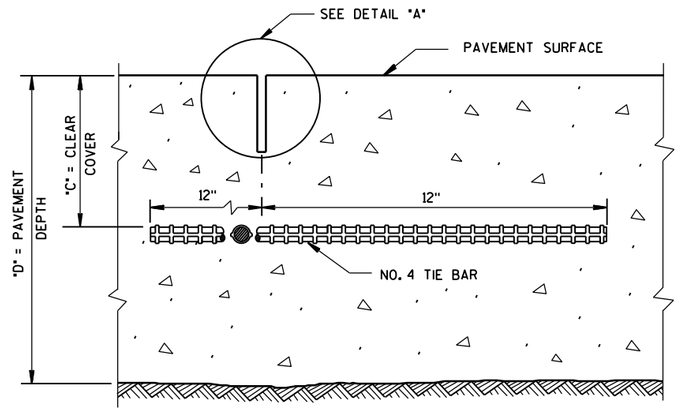
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

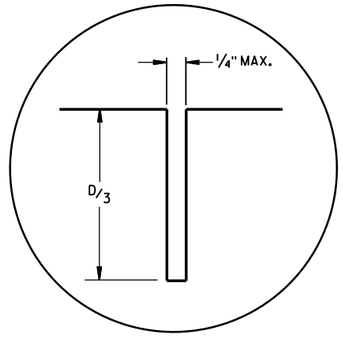
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

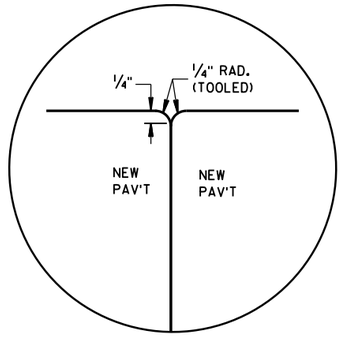
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

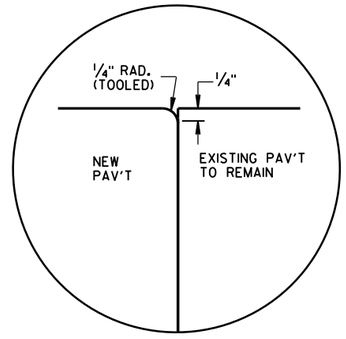
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



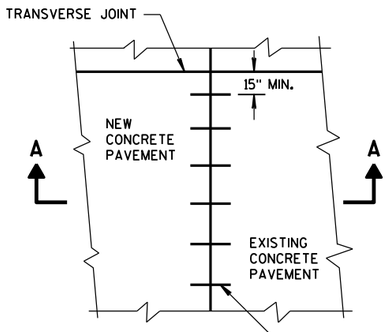
DETAIL "A"



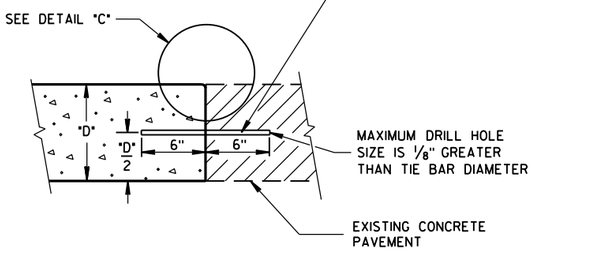
DETAIL "B"



DETAIL "C"



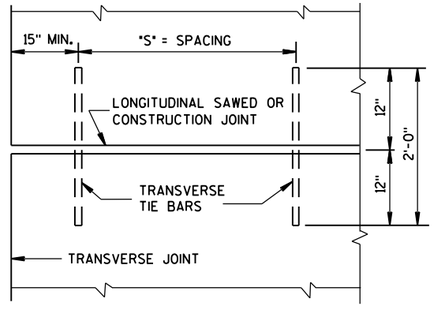
PLAN VIEW



SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

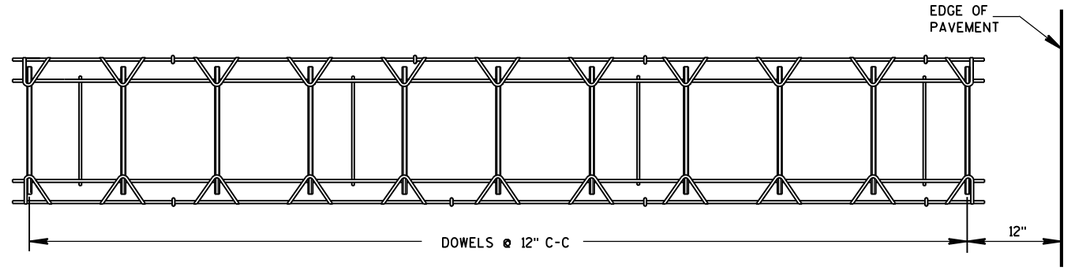
9/2014 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE ... NEER

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S.D.D. 13 C 1-17

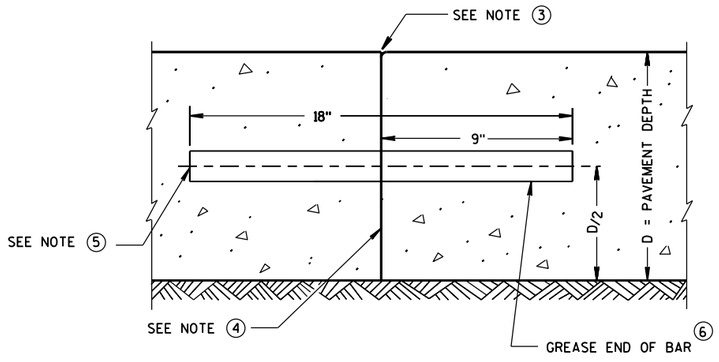


PLAN VIEW

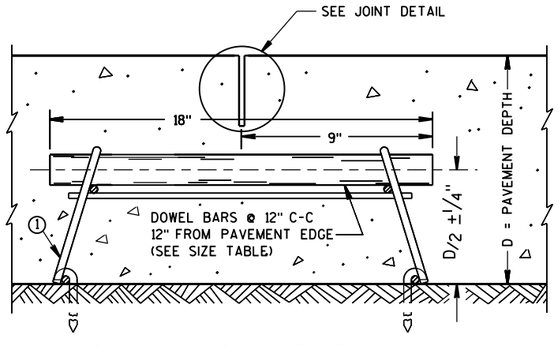


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



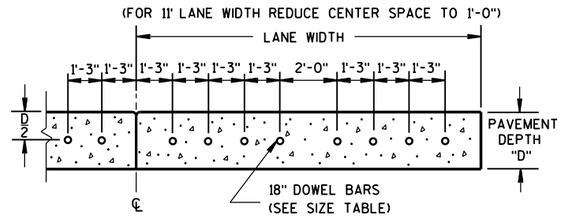
TRANSVERSE CONSTRUCTION JOINT



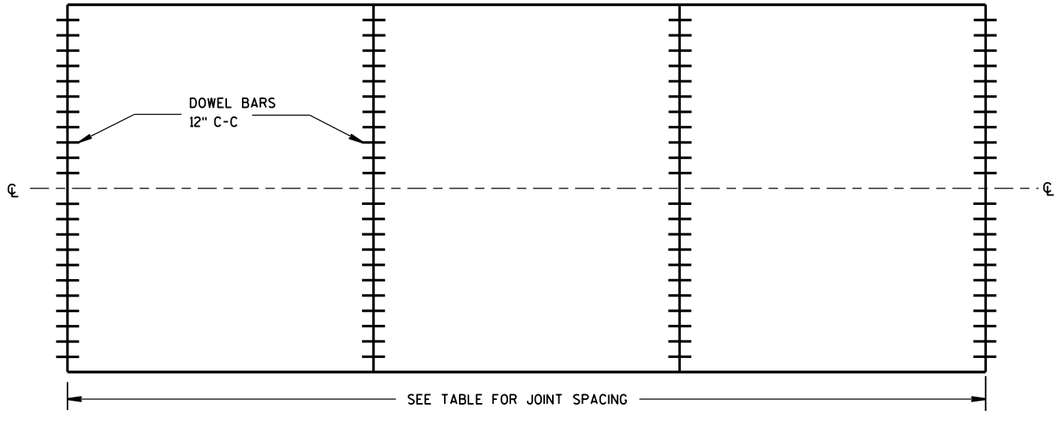
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

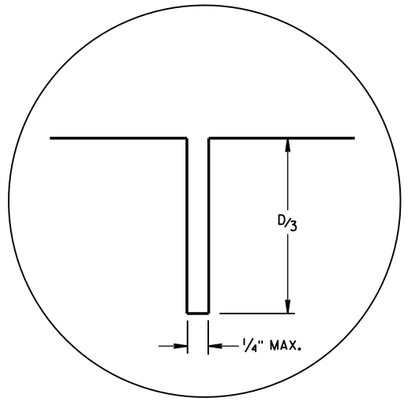
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

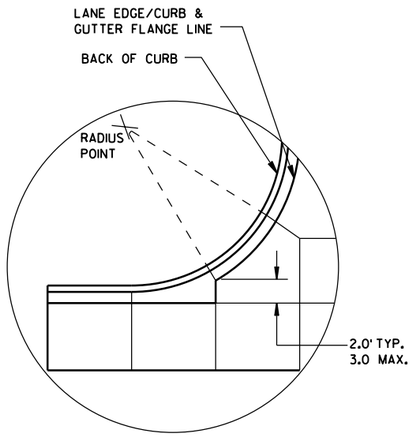
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

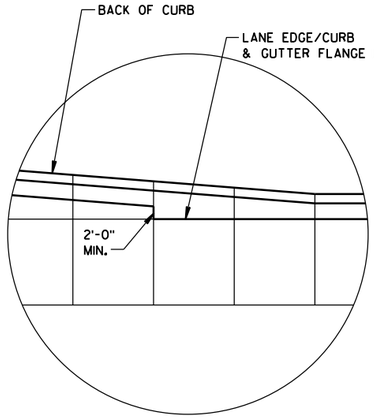
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ...NEER
FHWA

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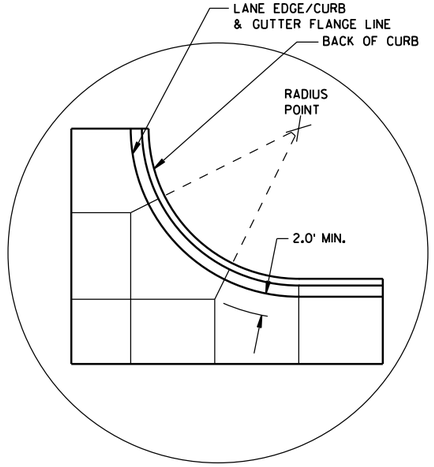
S.D.D. 13 C 13-8



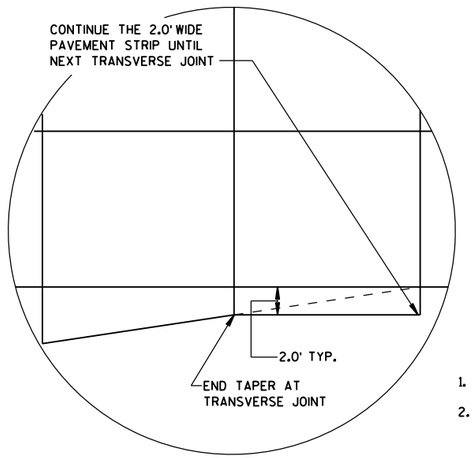
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

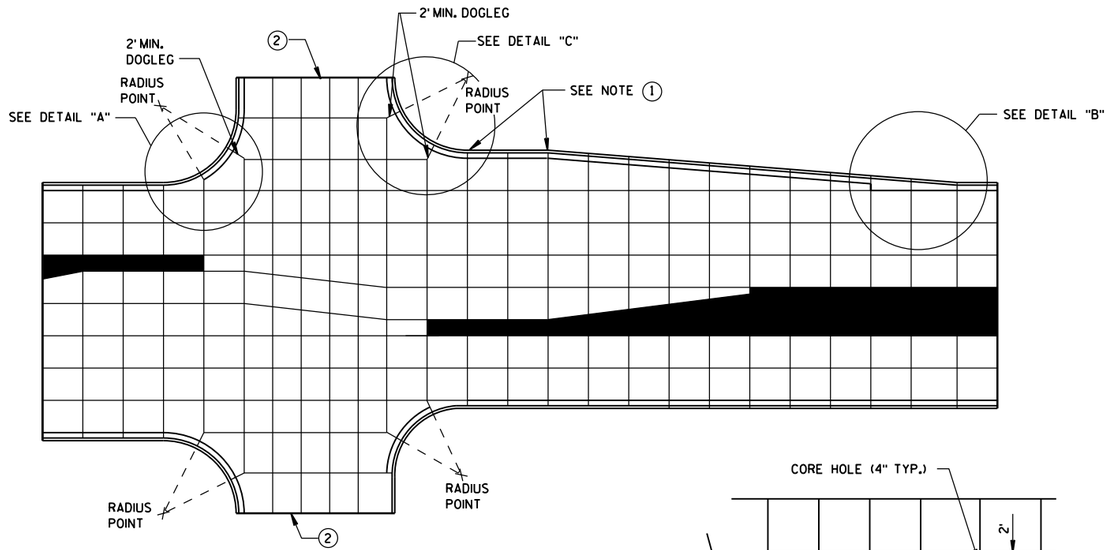
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

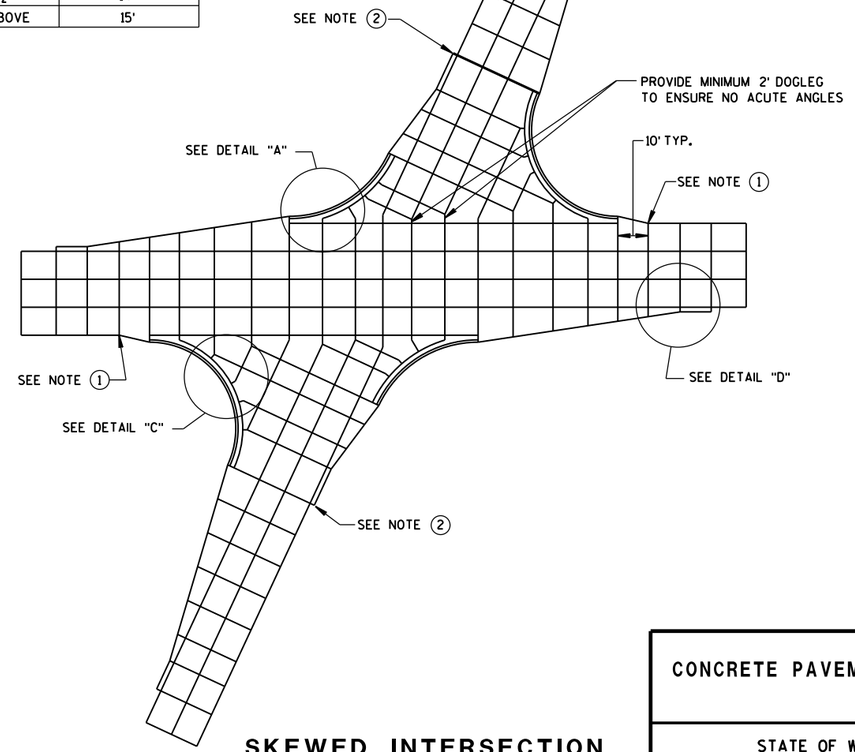
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



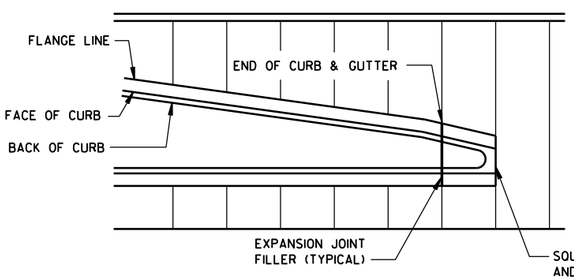
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

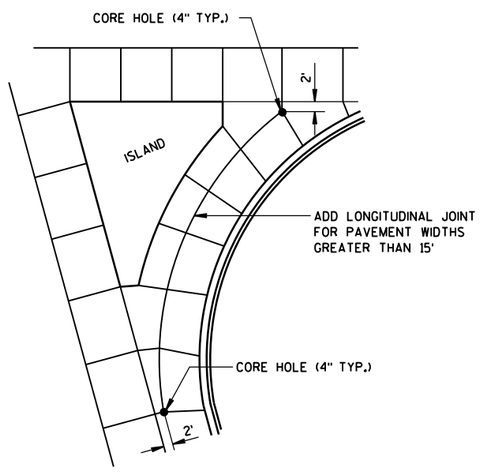
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

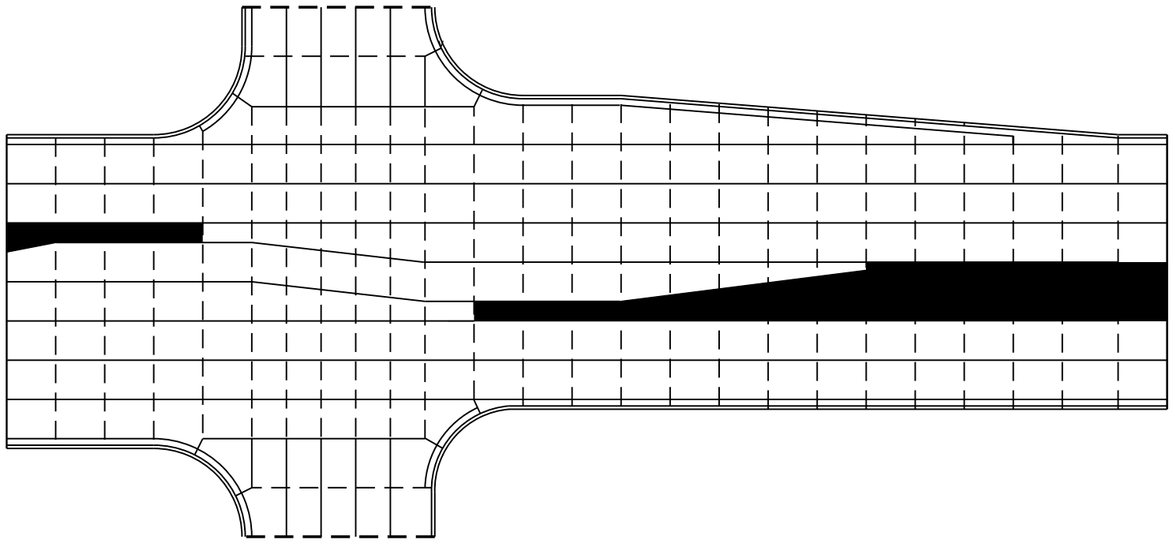
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S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

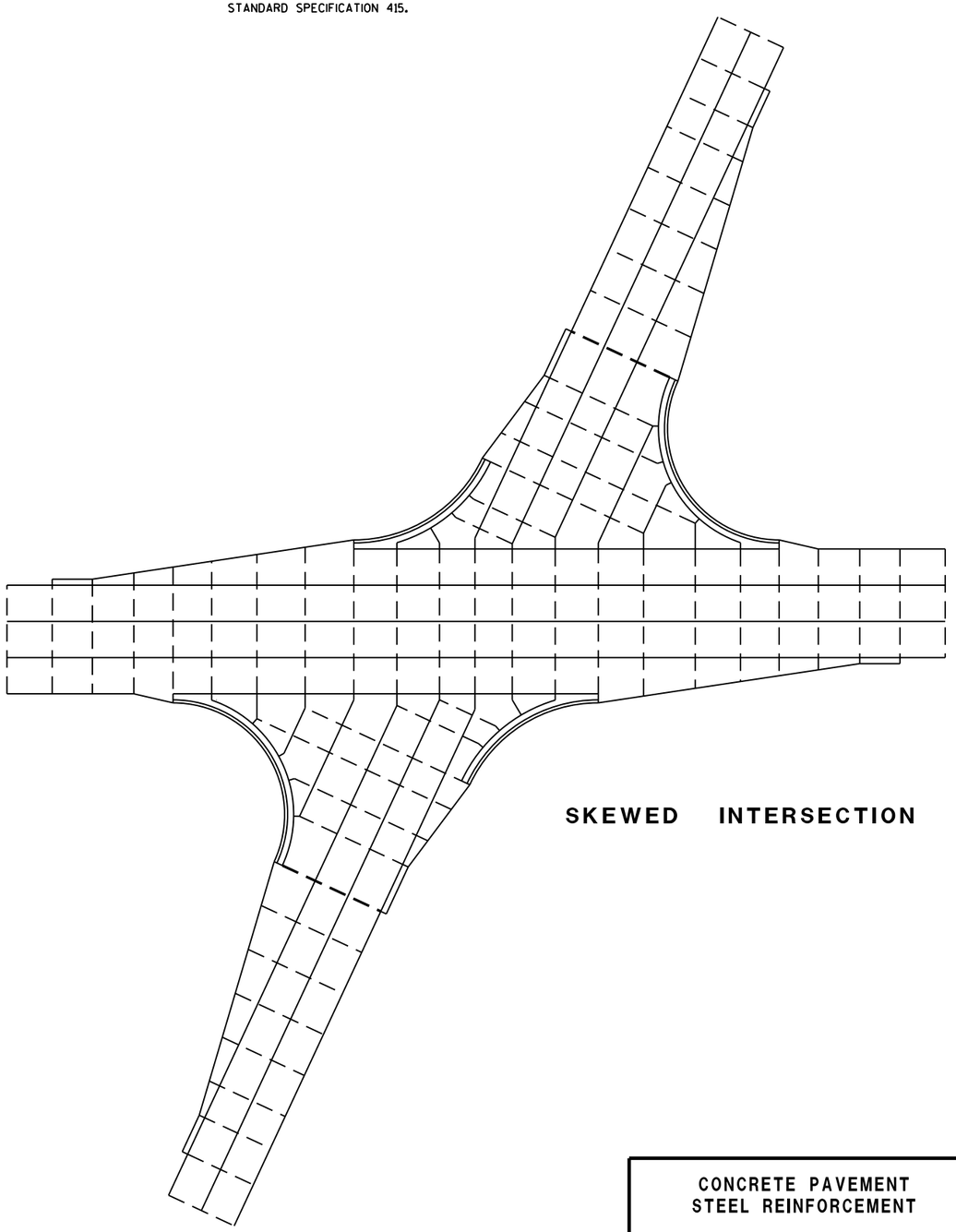
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

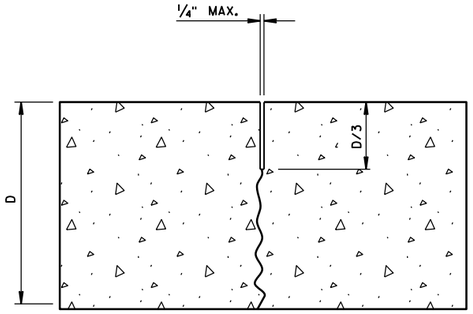
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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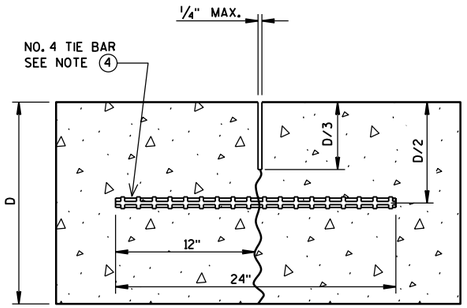
S.D.D. 13 C 18-2b

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S.D.D. 13 C 18-2b



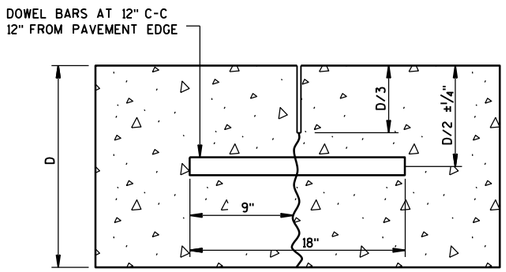
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

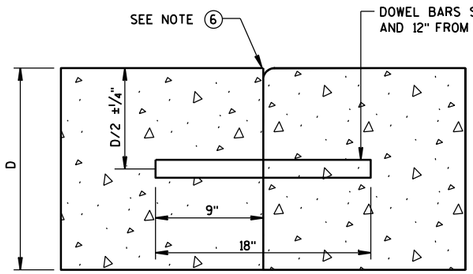
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



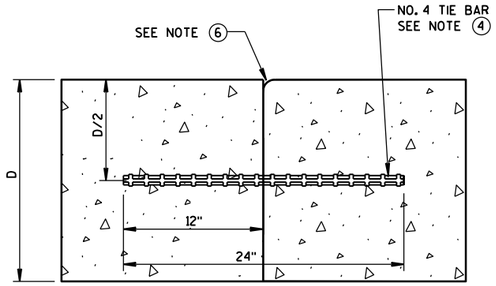
DOWELED-TRANSVERSE

CONTRACTION JOINTS

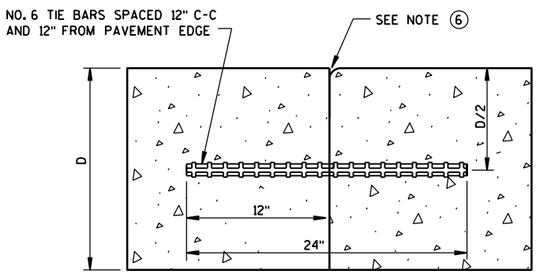
SEE NOTE (2)



DOWELED TRANSVERSE

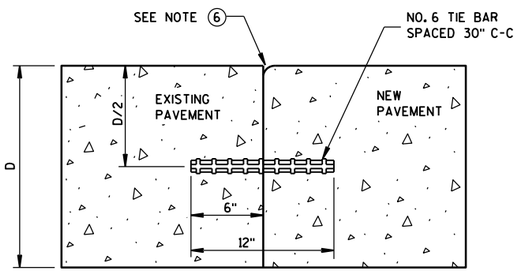


TIED LONGITUDINAL



TIED TRANSVERSE

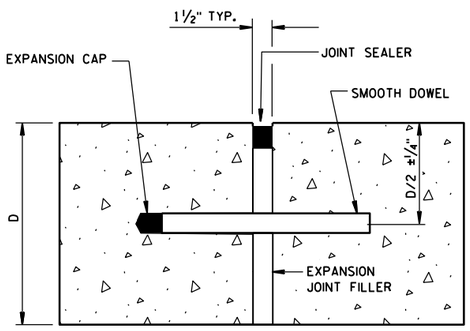
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

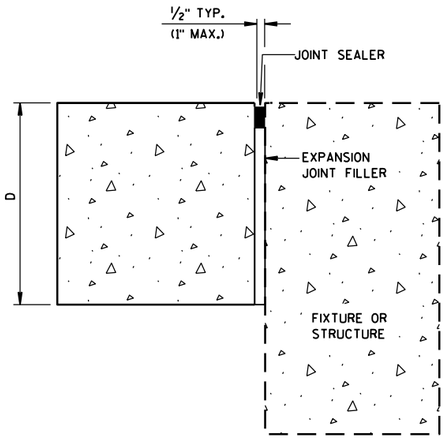
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

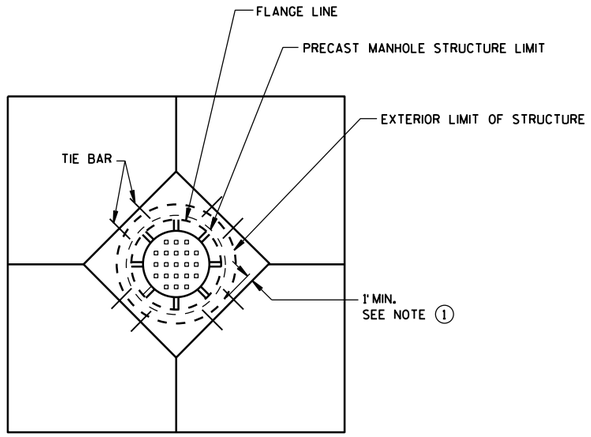
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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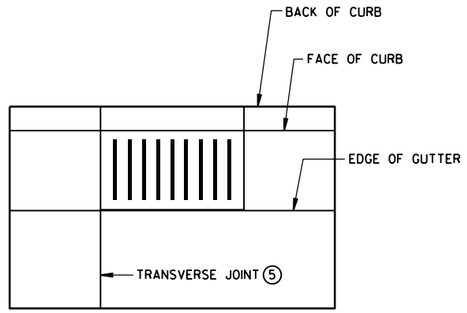
S.D.D. 13 C 18-2c

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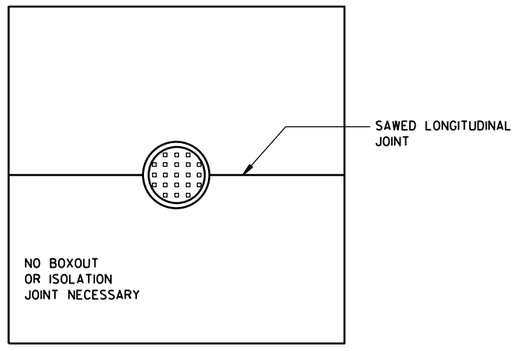
S.D.D. 13 C 18-2c



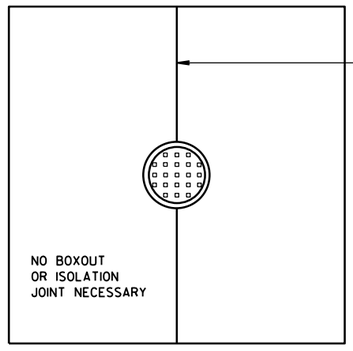
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



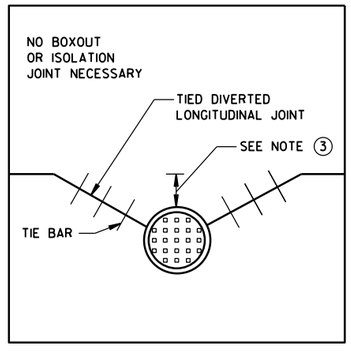
INLET WITH TRANSVERSE JOINT



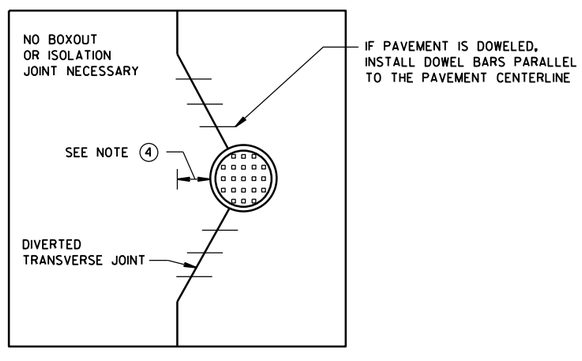
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

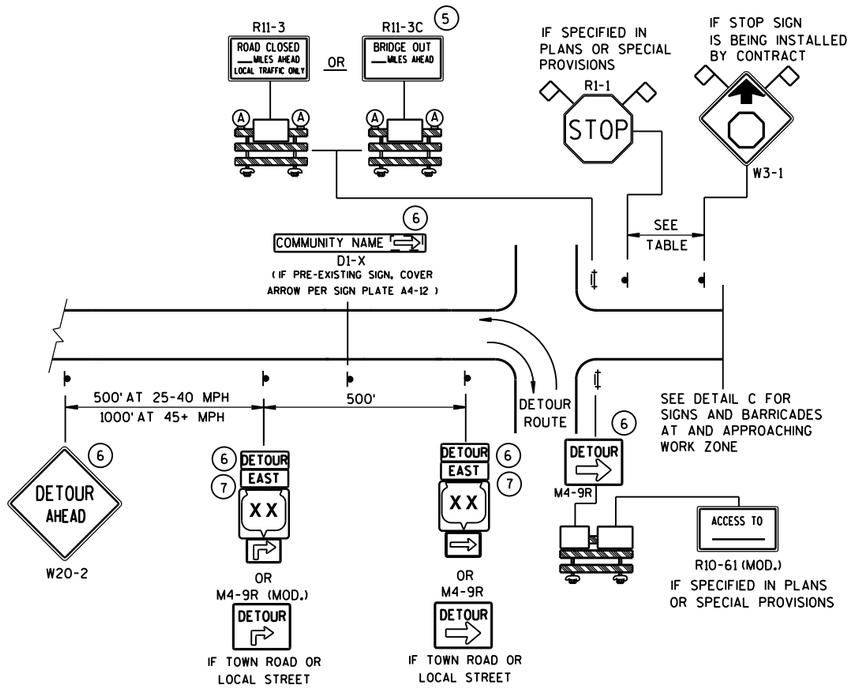
/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

FHWA

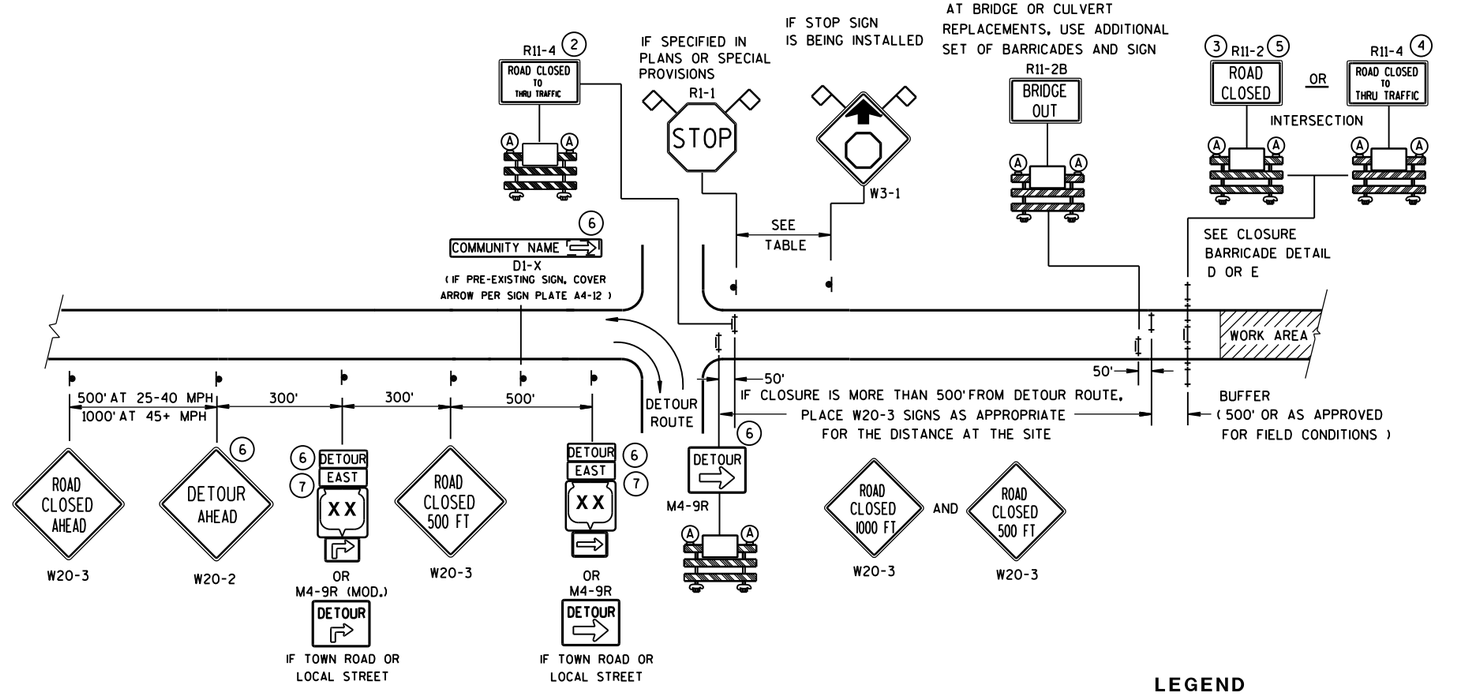
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S.D.D. 13 C 18-2d



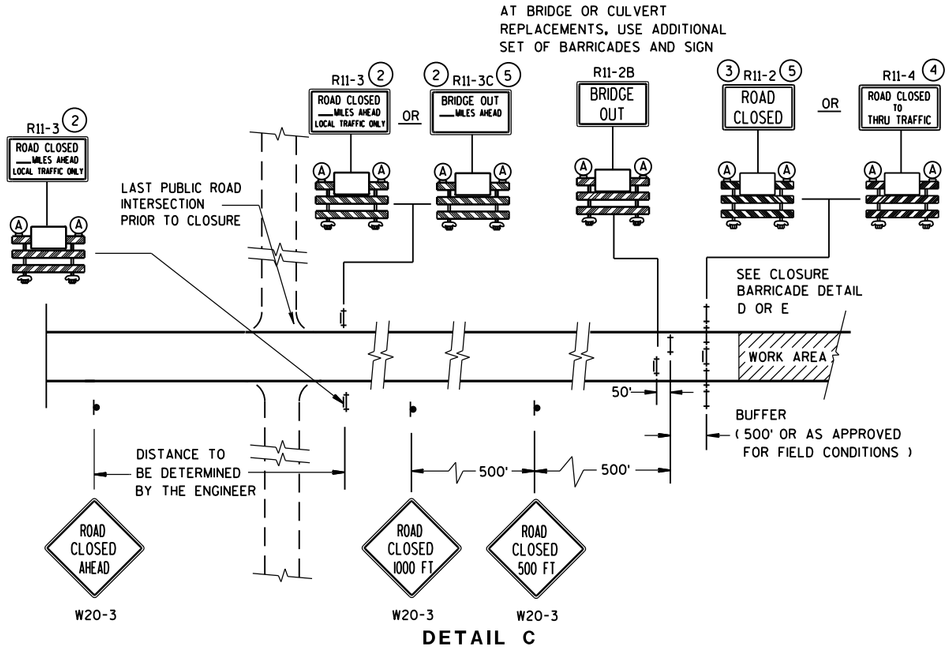
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

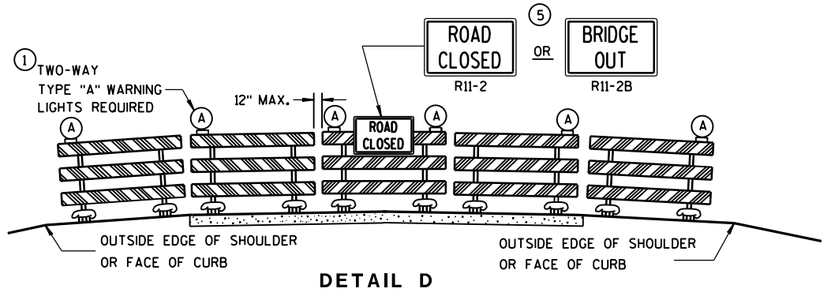
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S.D.D. 15 C 2-5a

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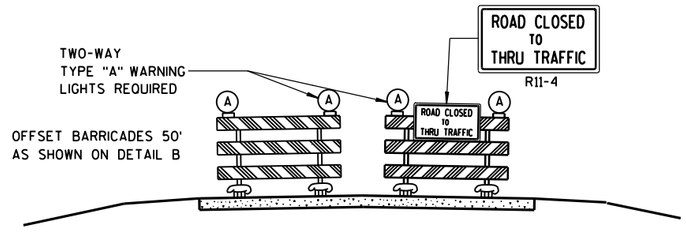
S.D.D. 15 C 2-5a



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

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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.

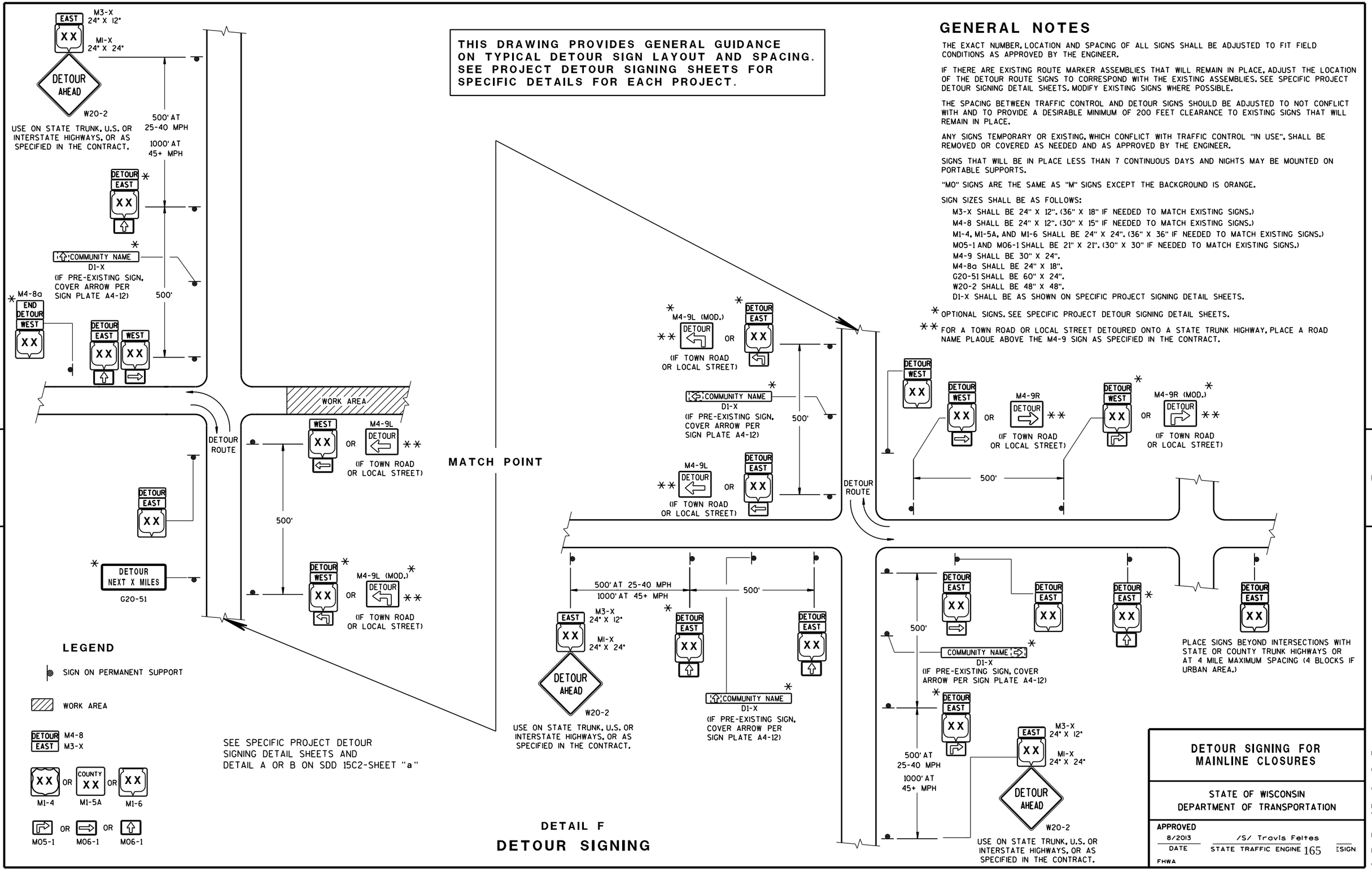
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

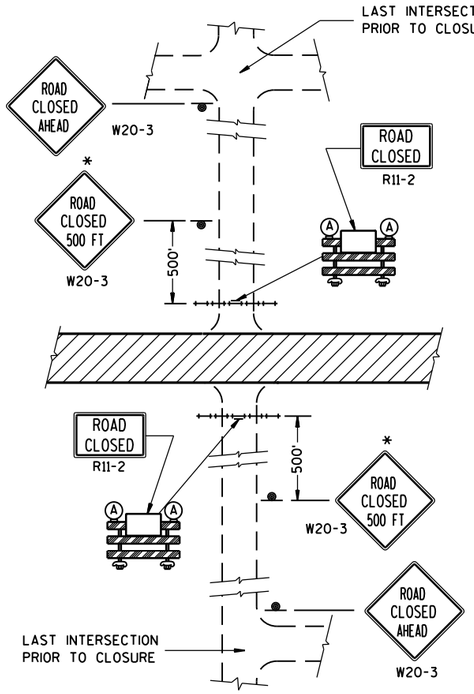
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

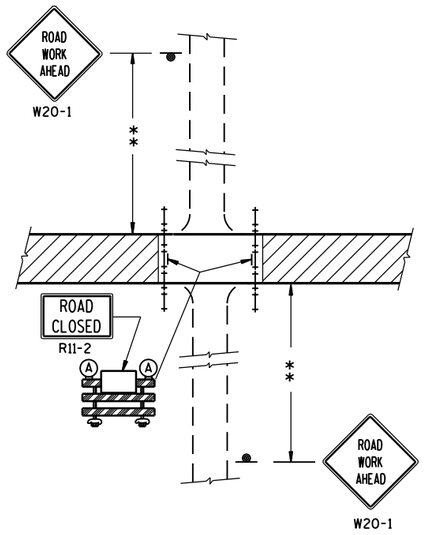
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

S.D.D. 15 C 2-5c



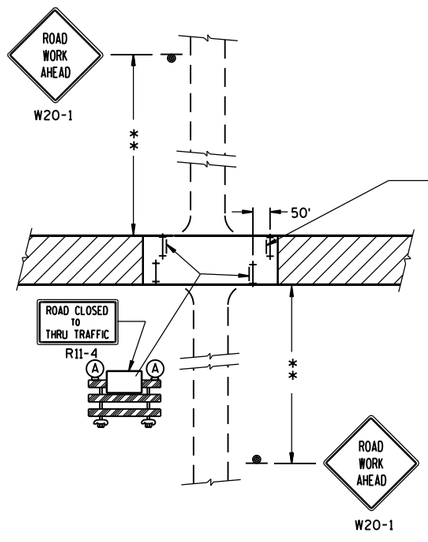
DETAIL 1

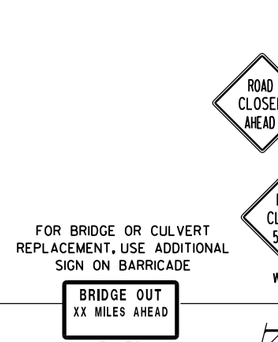
(NO ACCESS TO PROJECT)



DETAIL 2

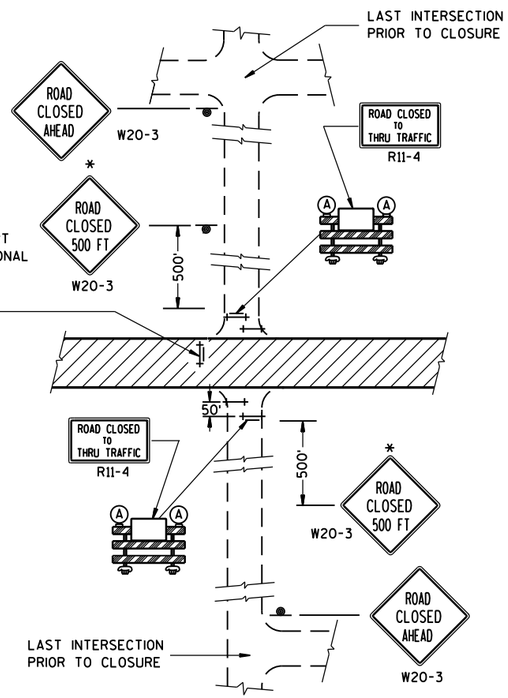
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





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

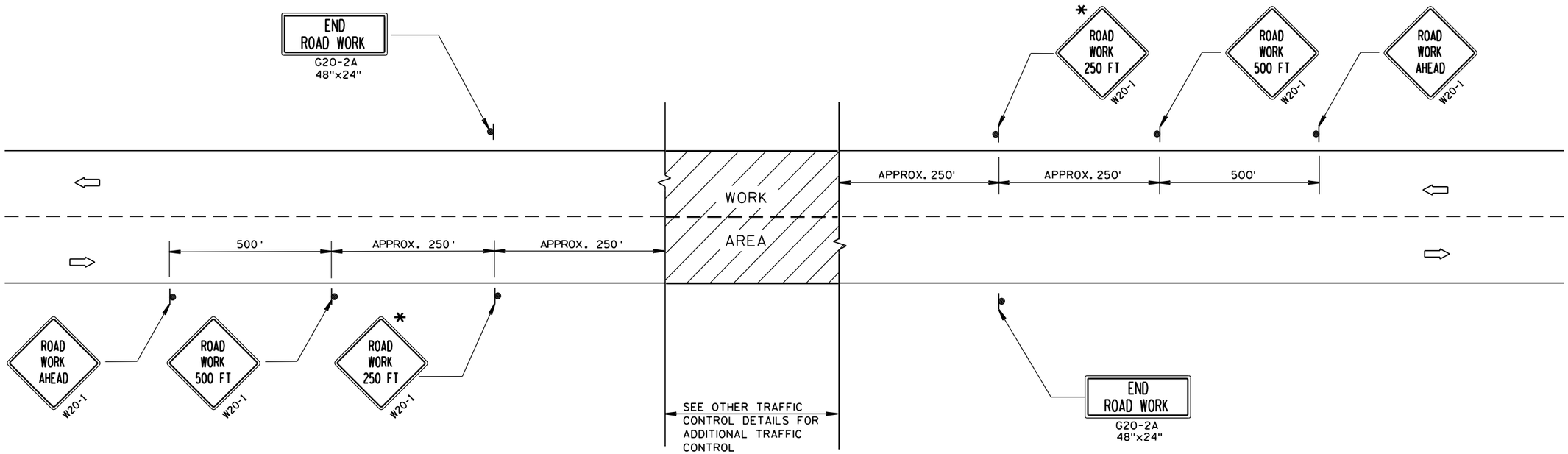
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

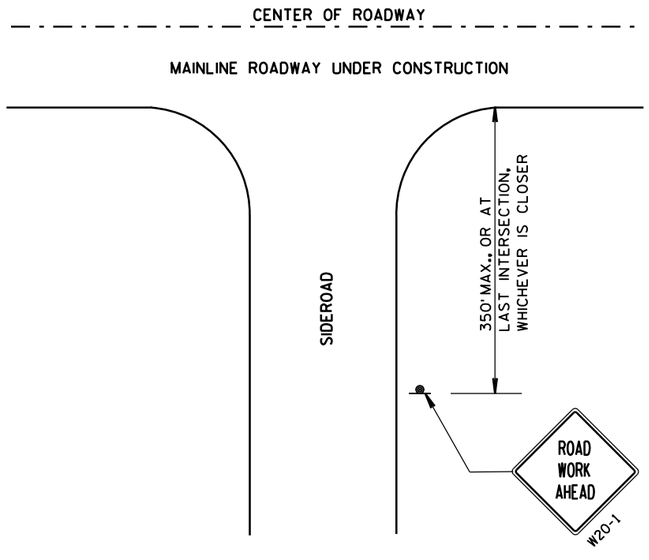
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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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 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 — SIGN

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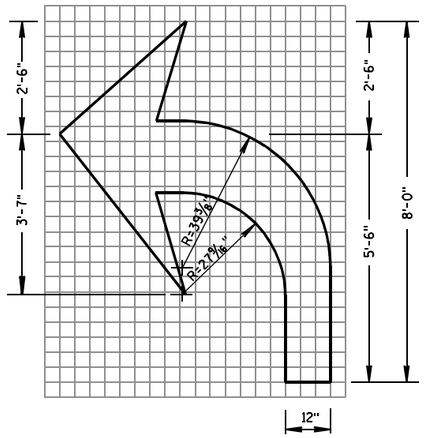
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S.D.D. 15 C 5-2

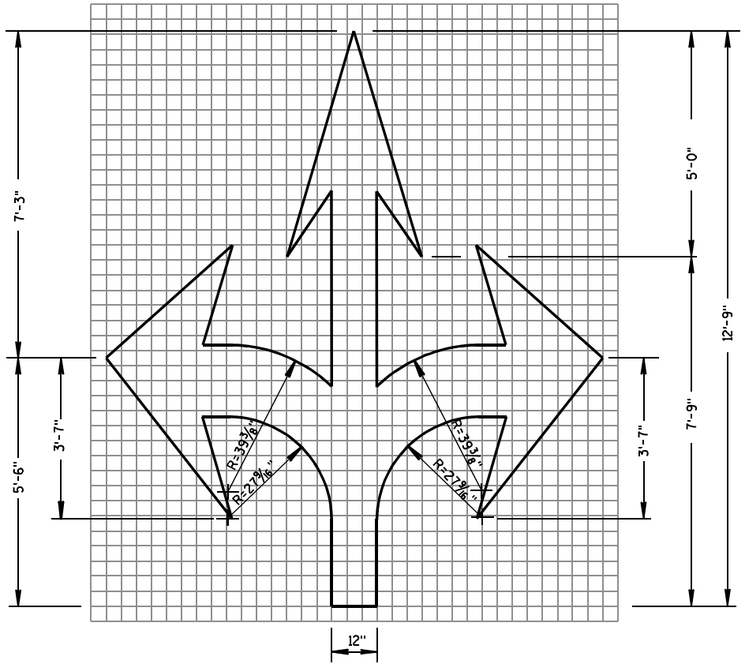
GENERAL NOTES

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.

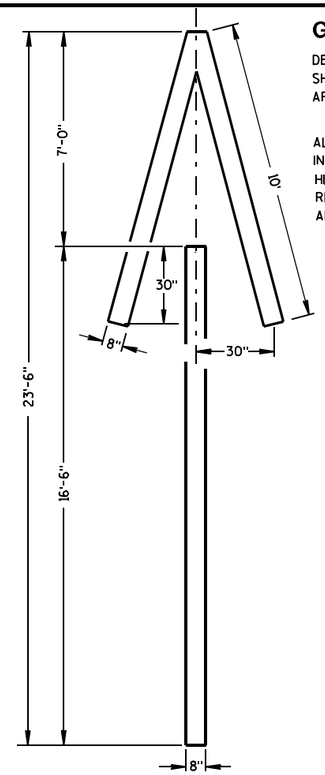
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



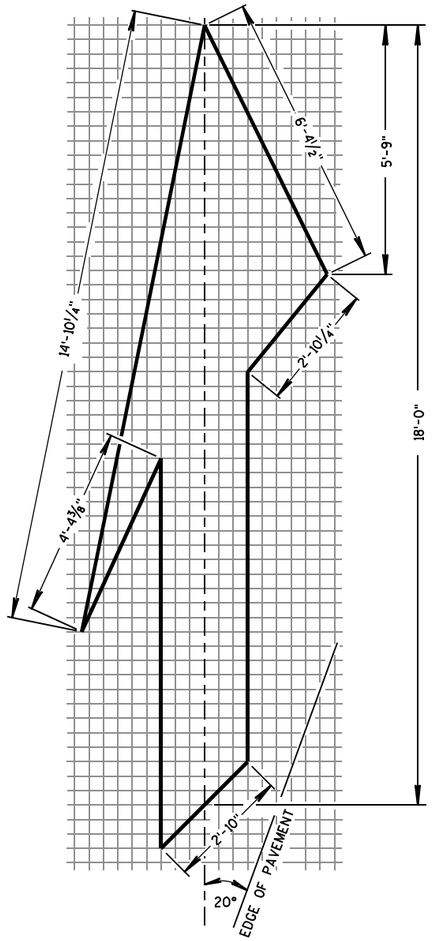
TYPE 2



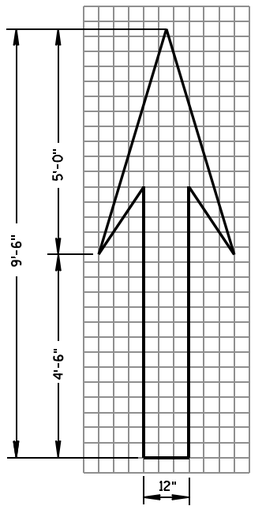
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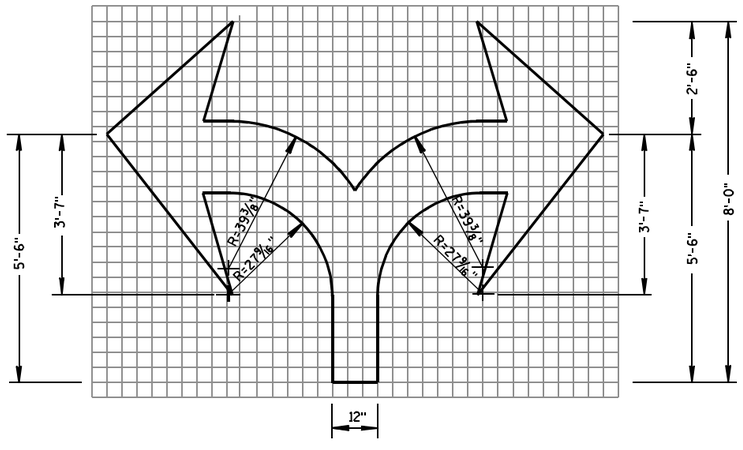
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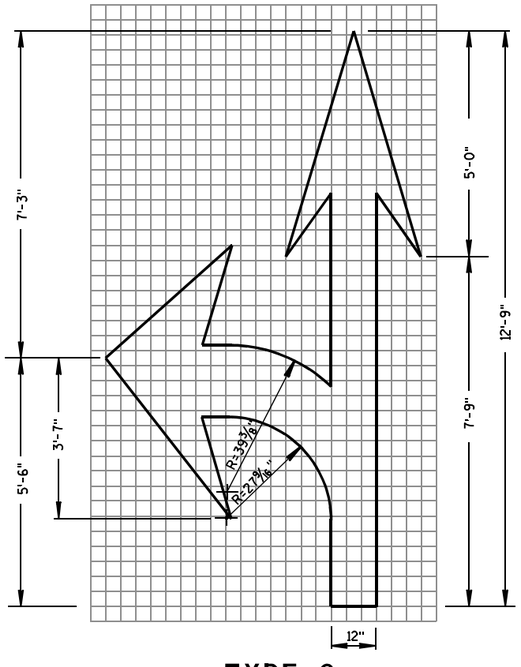
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

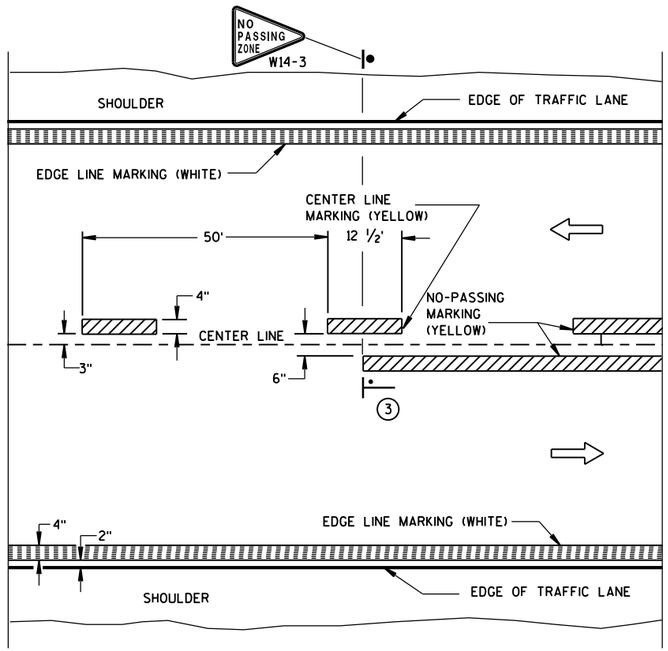
FHWA

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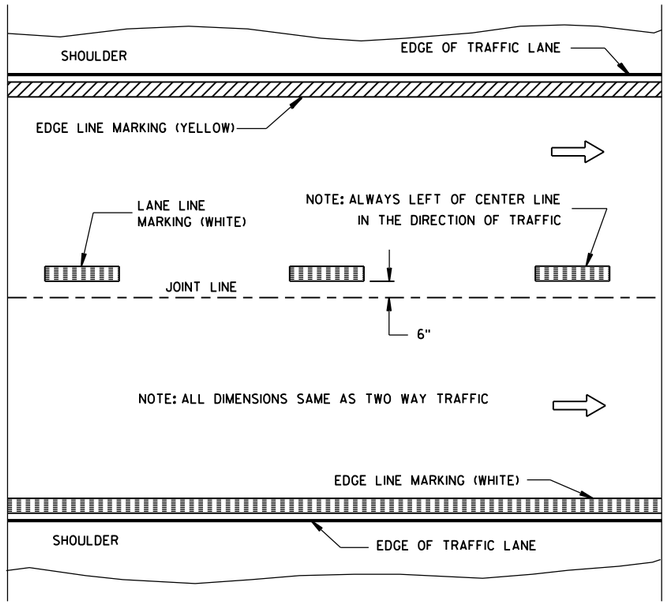
S.D.D. 15 C 7-12c

6

S.D.D. 15 C 7-12c

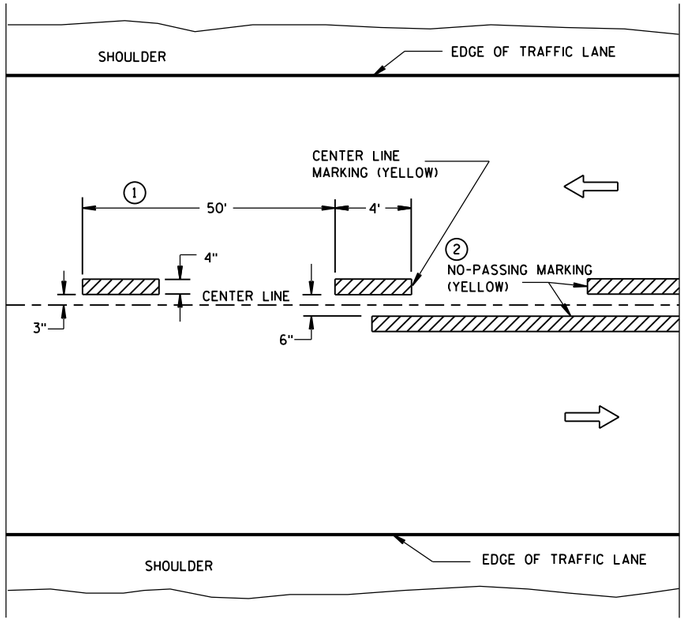


TWO WAY TRAFFIC

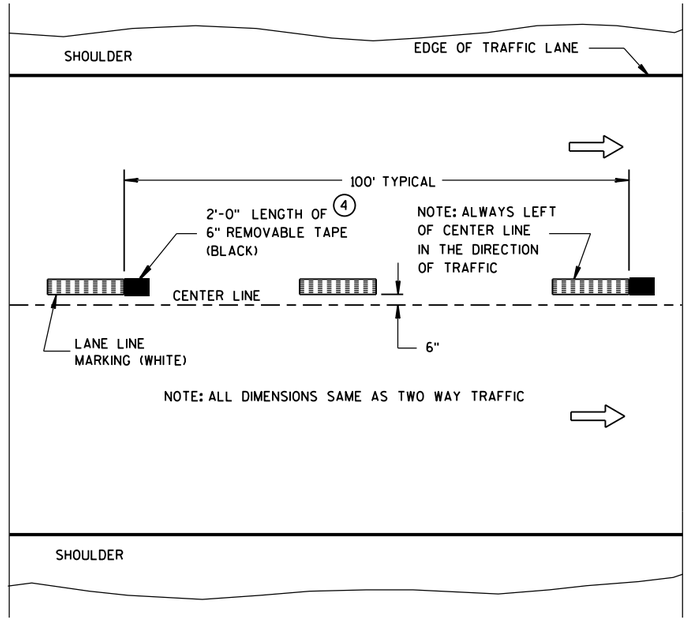


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

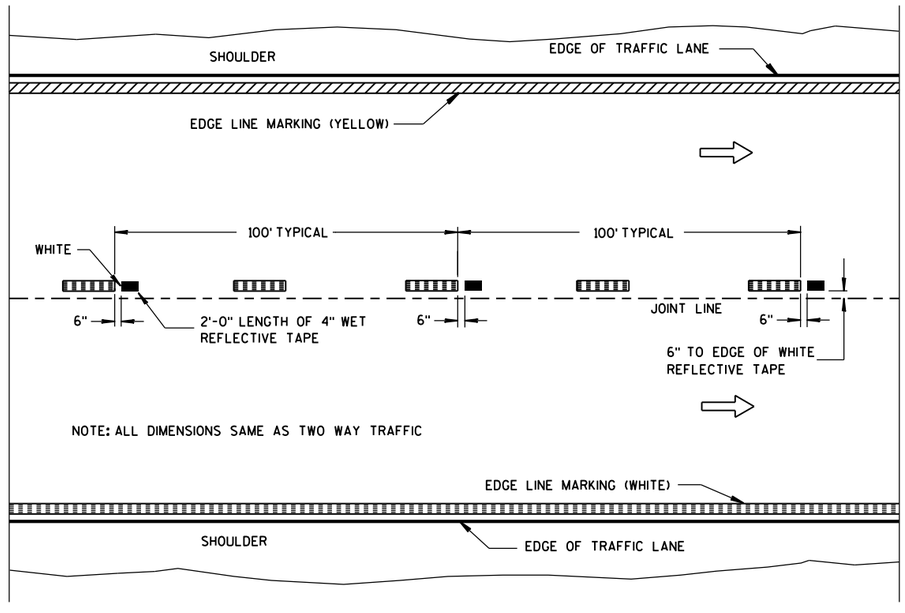
GENERAL NOTES

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

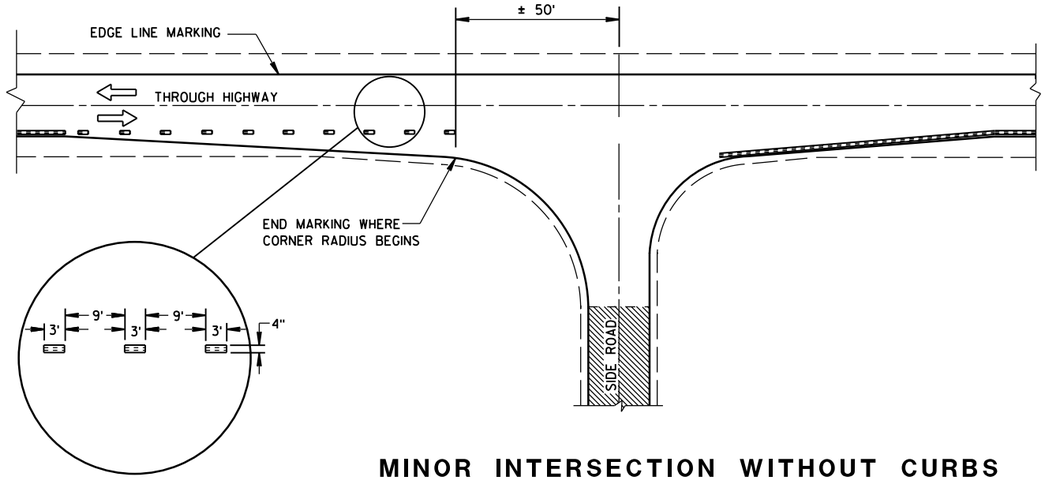
FHWA

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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.

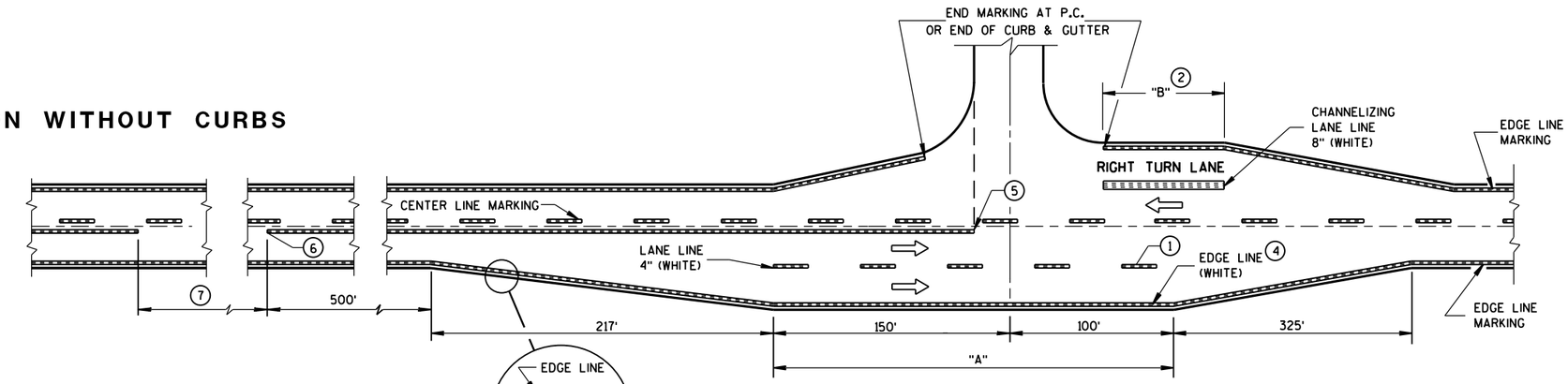
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

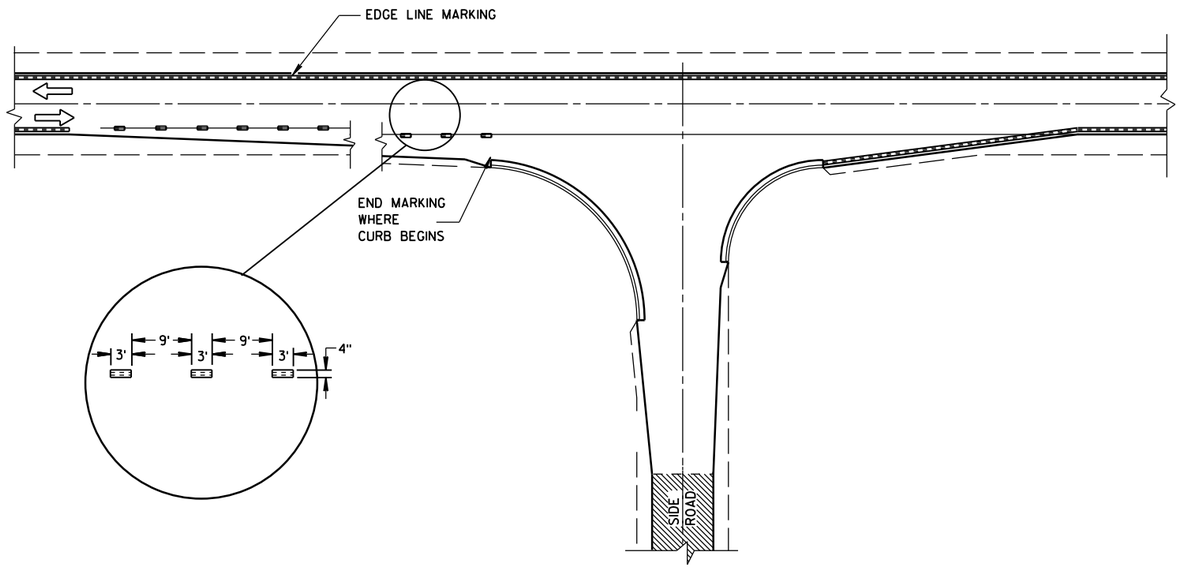
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



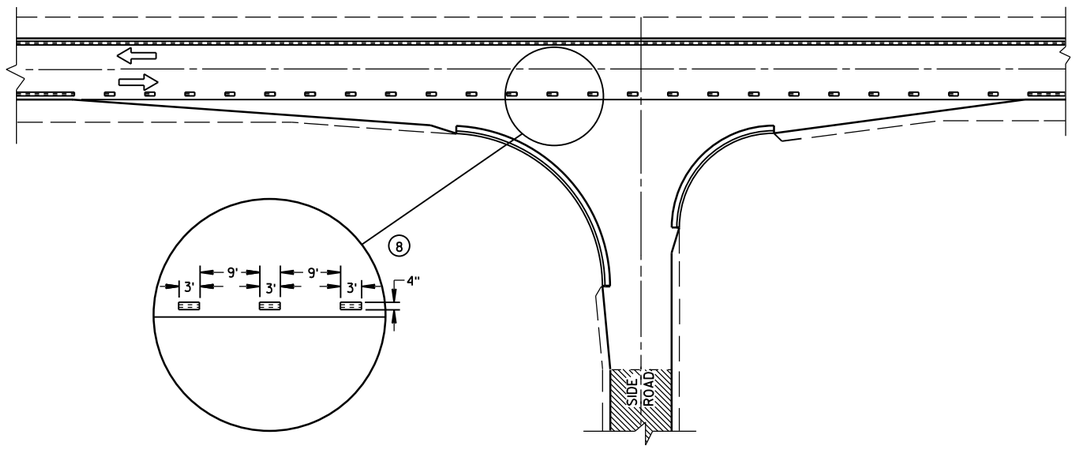
MAJOR INTERSECTIONS

(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)

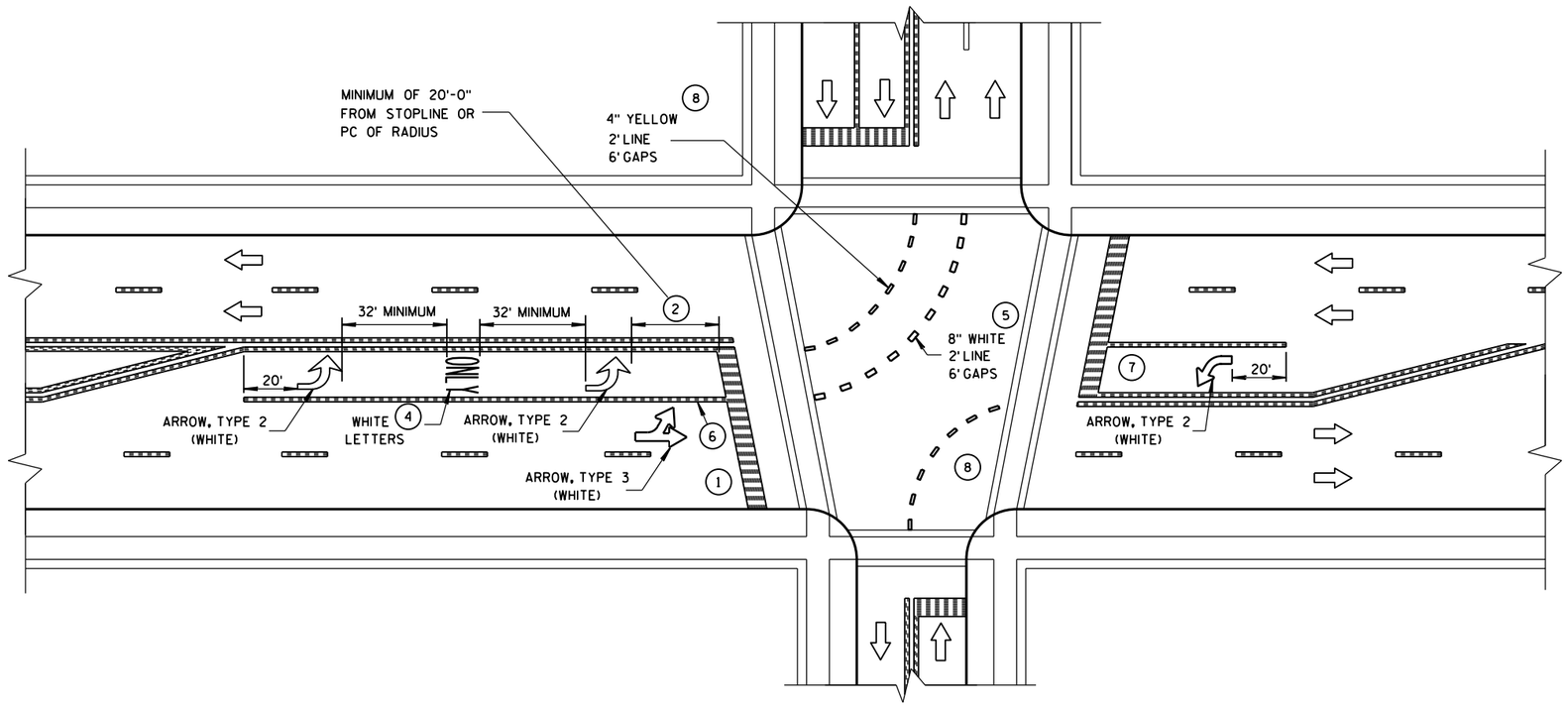
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

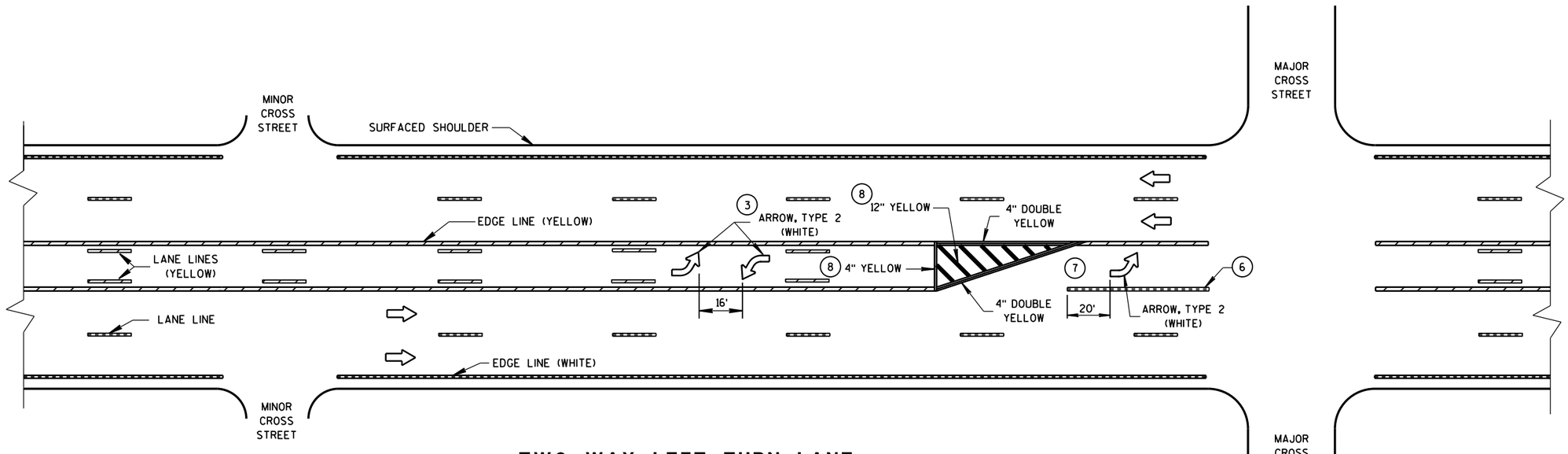
S.D.D. 15 C 8-16b



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)

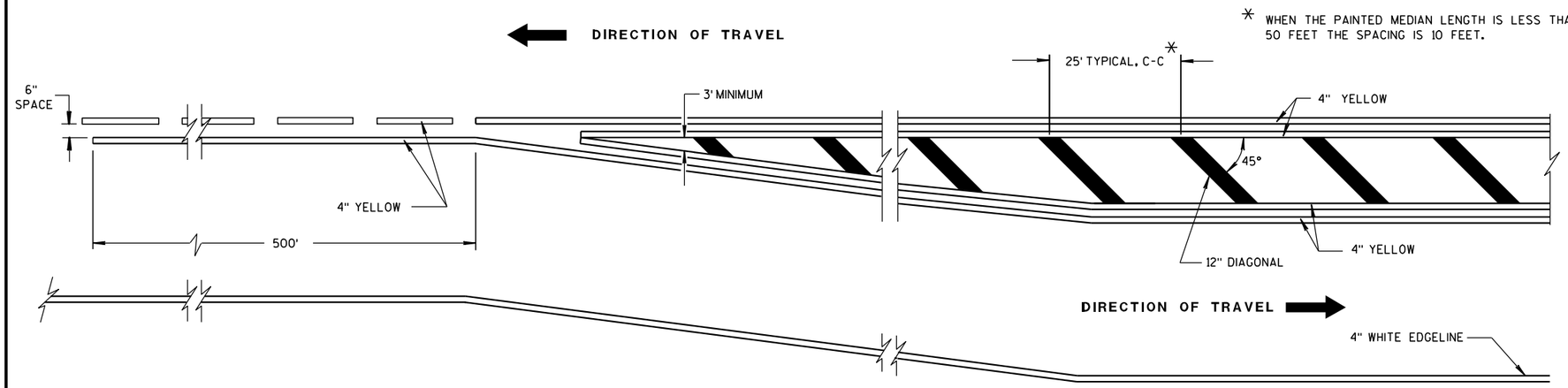
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-16e

6

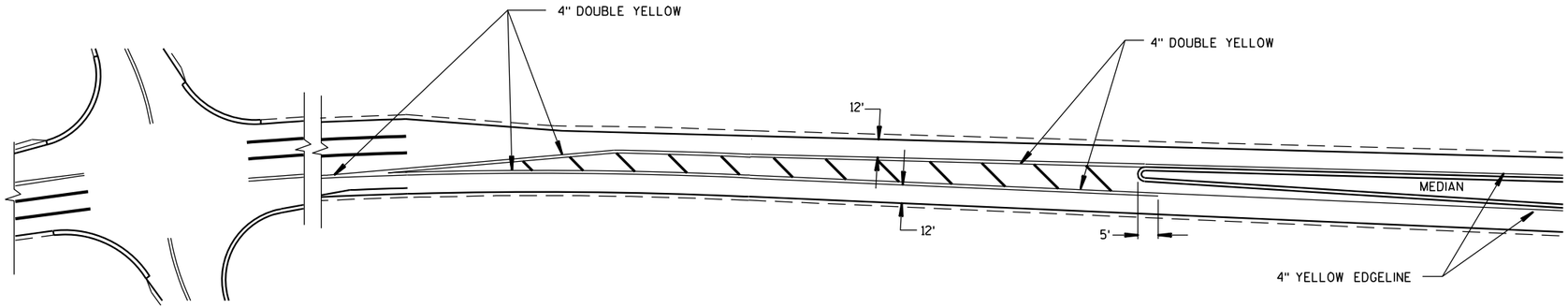
S.D.D. 15 C 8-16e



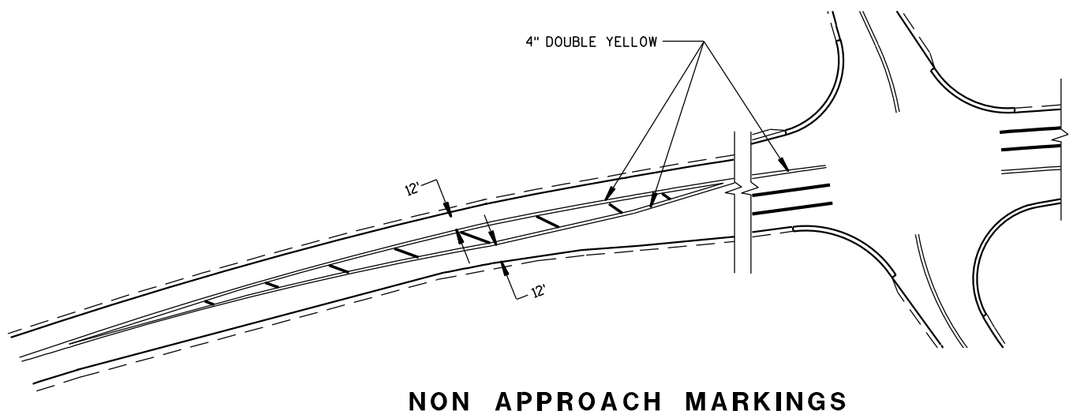
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	172 IGN

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

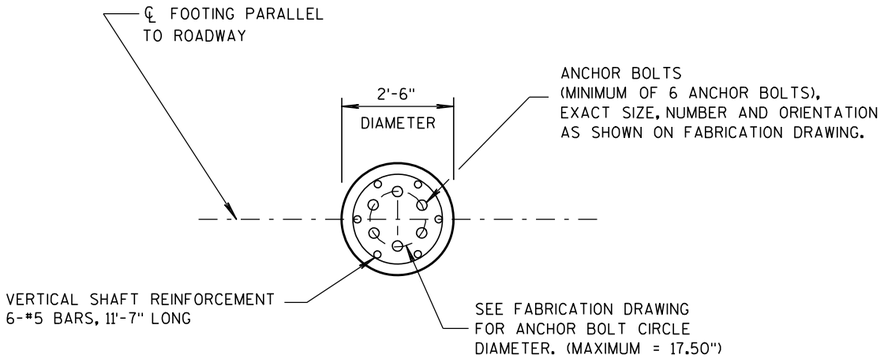
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

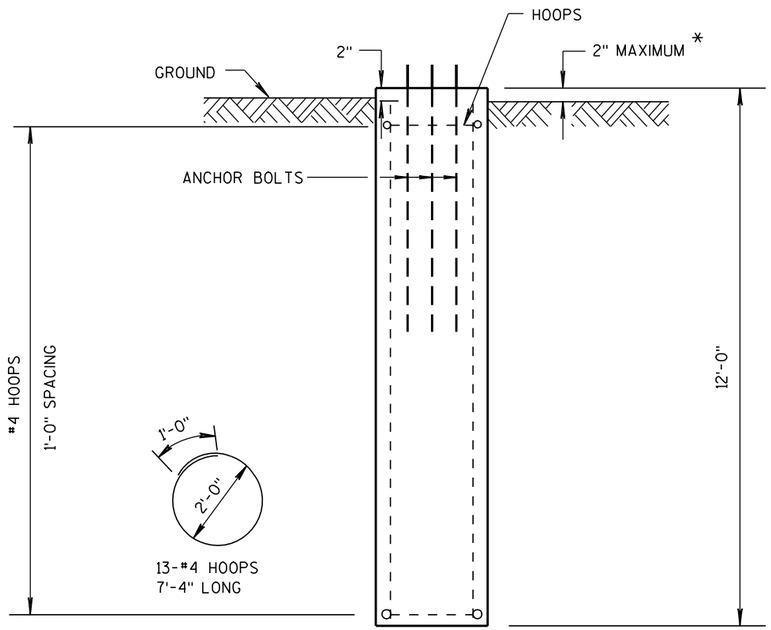
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



ELEVATION VIEW

CONCRETE - 2.2 C.Y. PER FOOTING
H.S. REINFORCEMENT - 136 LBS. PER FOOTING

30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

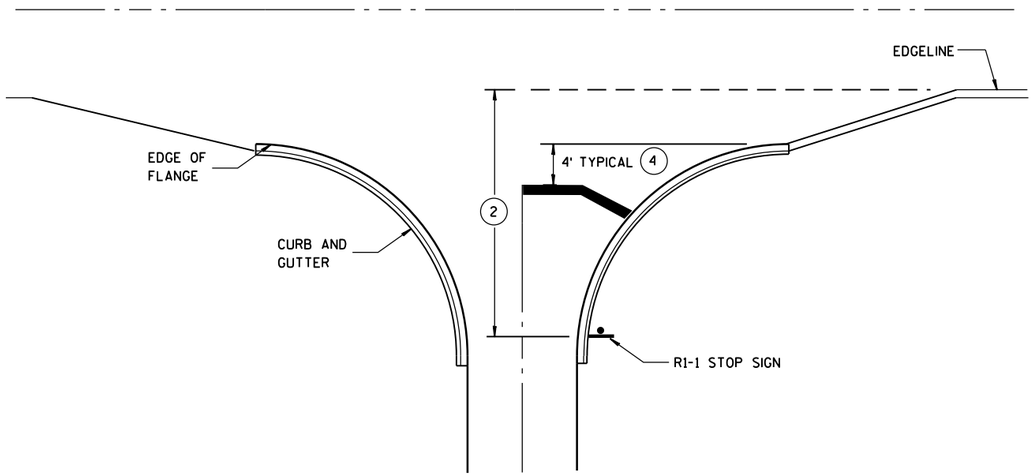
APPROVED
4/17/2009 DATE
/S/ Thomas N. N[illegible] STATE TRAFFIC ENGINEER
FHWA

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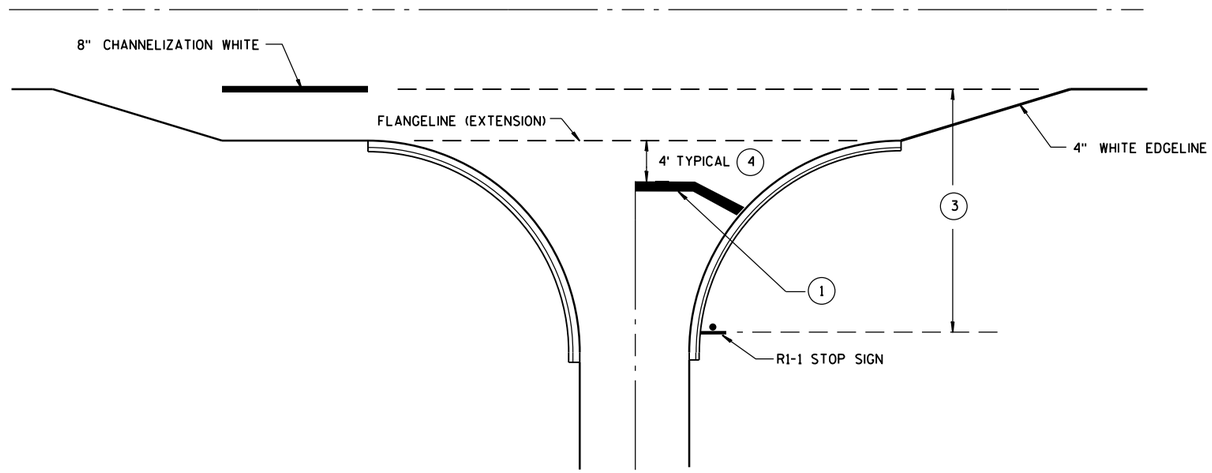
S.D.D. 15 C 23-2

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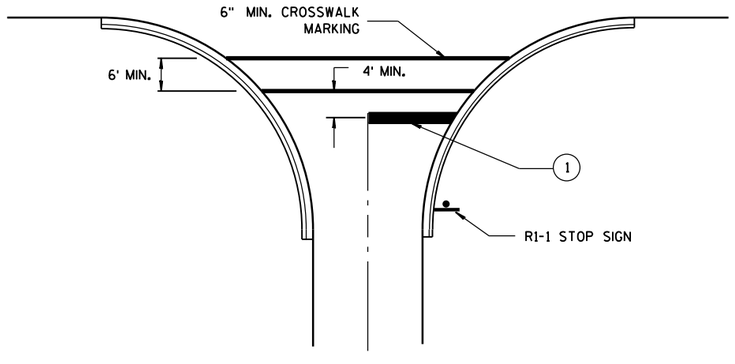
S.D.D. 15 C 23-2



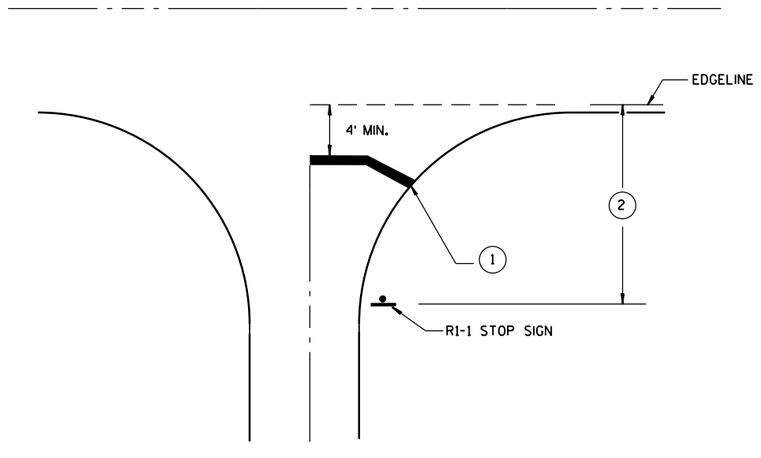
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA



W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).



LOCATED 500 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.



R2-1
48"x60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES.

* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

GENERAL NOTES

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

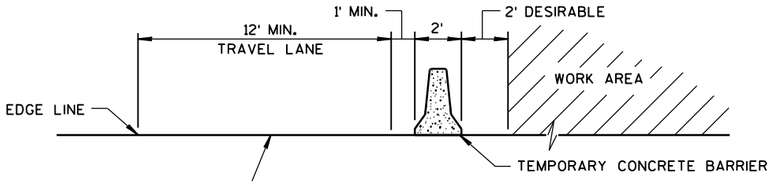
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

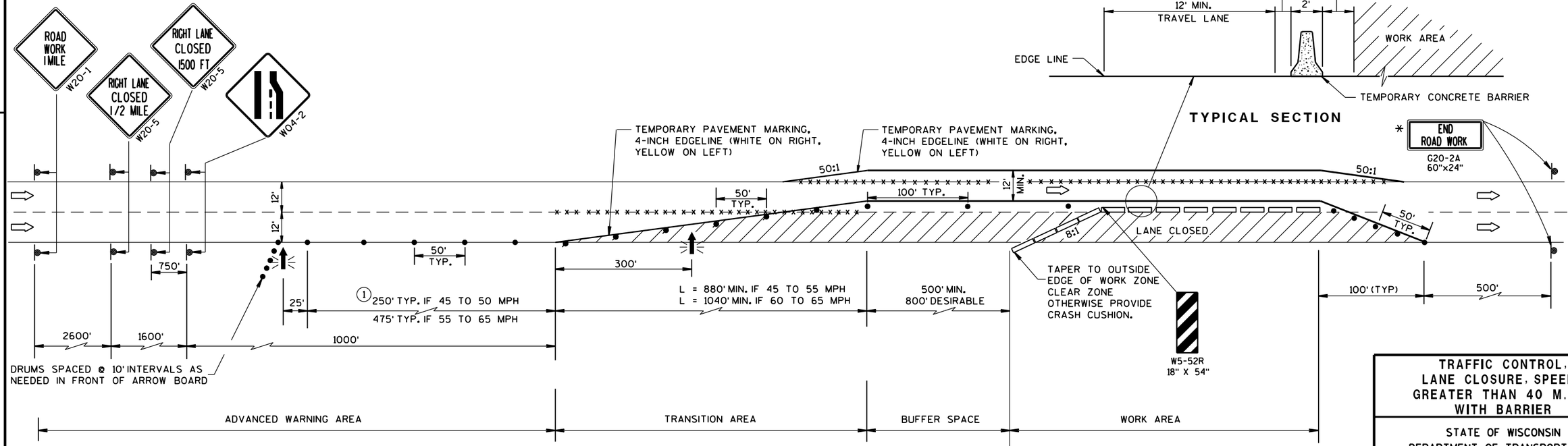
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.



TYPICAL SECTION



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
FHWA

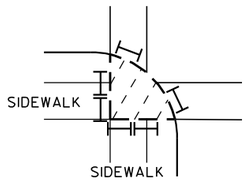
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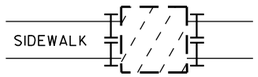
S.D.D. 15 D 3-2

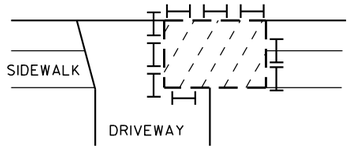
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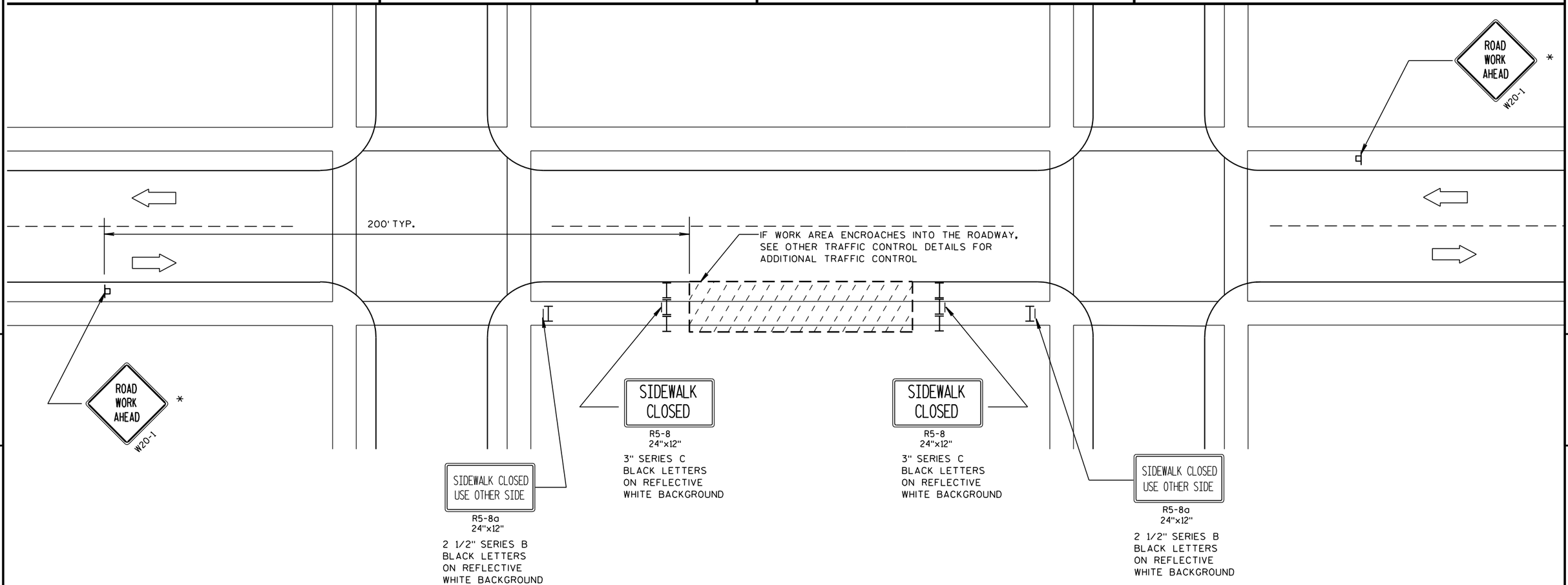
S.D.D. 15 D 3-2

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

TRAFFIC CONTROL, SIDEWALK CLOSURE

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

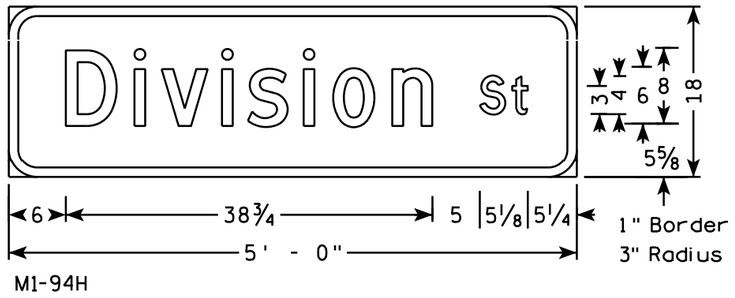
APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible]NEER
FHWA

6

S.D.D. 15 D 30-1

6

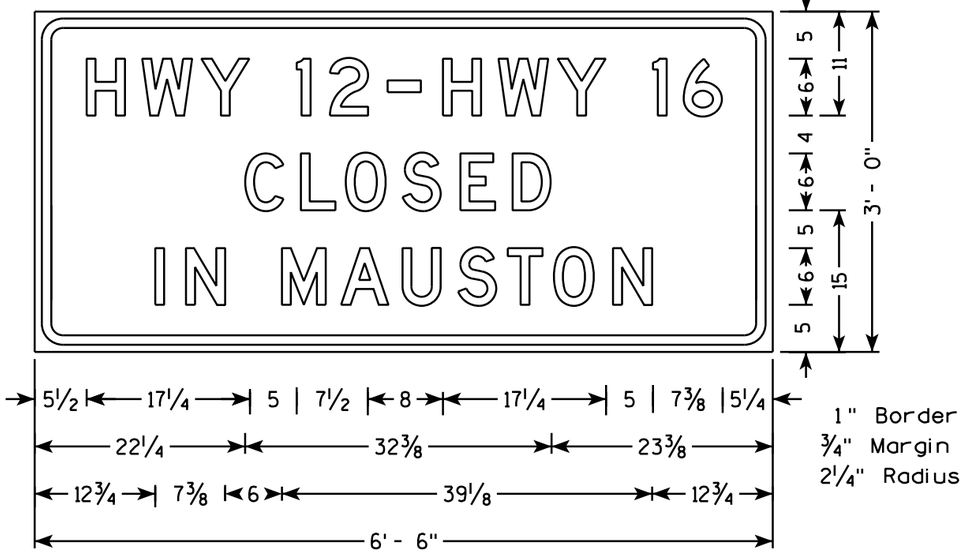
S.D.D. 15 D 30-1



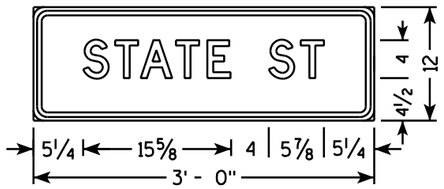
M1-94H

NOTES

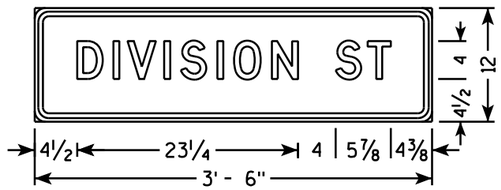
1. Sign is Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - D



SP



SP



SP

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - D

7

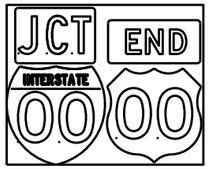
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	SIGN PLATES	SHEET NO: 177	E

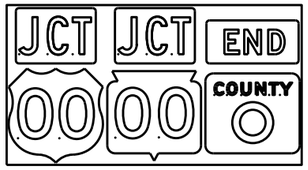
TYPICAL ASSEMBLIES



J1-1



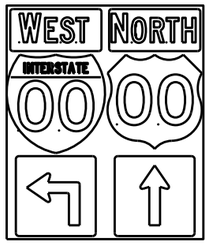
J1-2



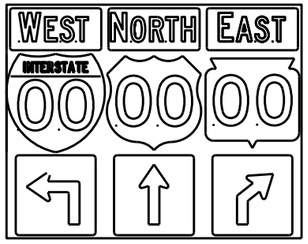
J1-3



J2-1



J2-2

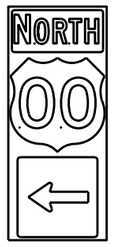


J2-3

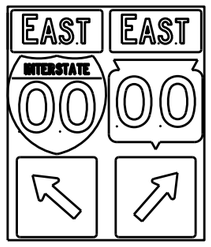


JV

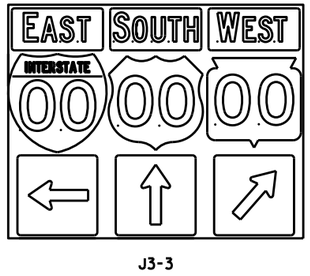
(Typical Vertical J-Assembly
See Note 10 and 11)



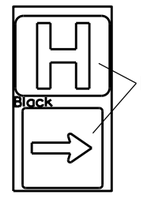
J3-1



J3-2



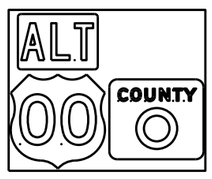
J3-3



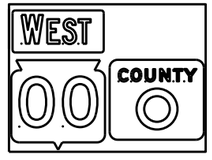
JH-1



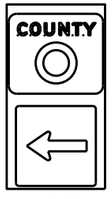
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

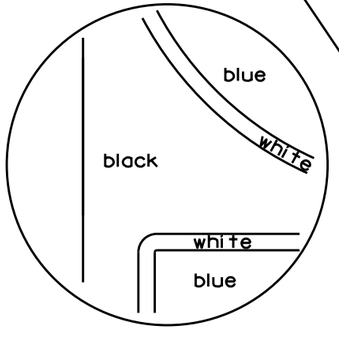


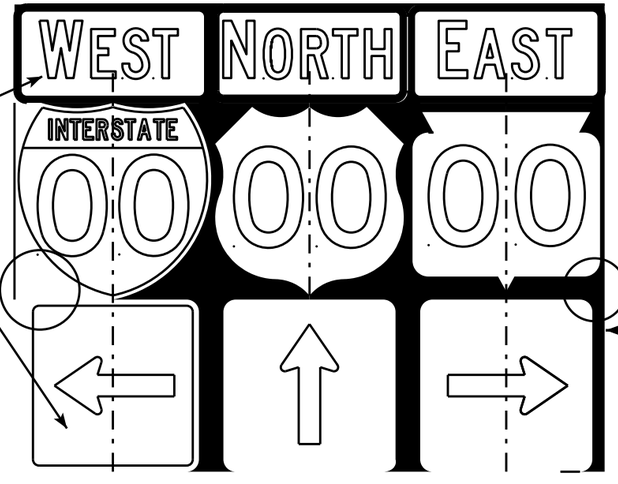
J23-1

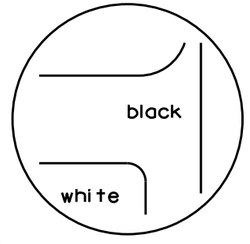


J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

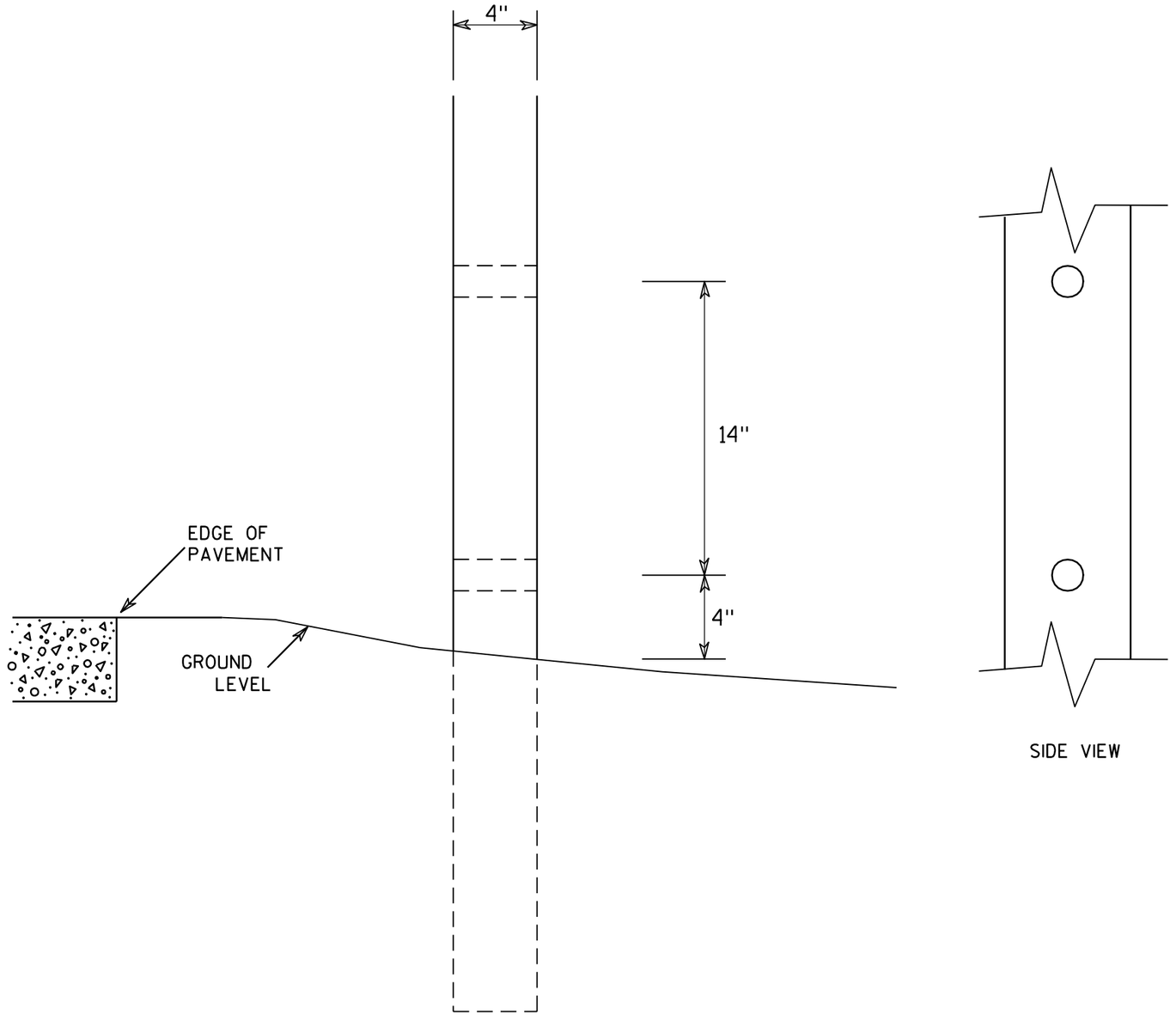
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42



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

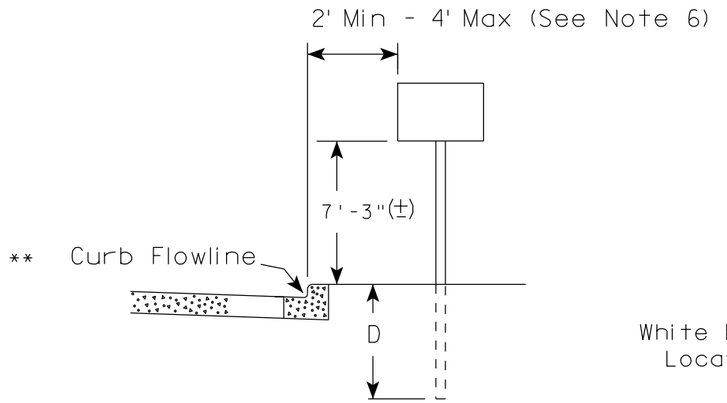
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

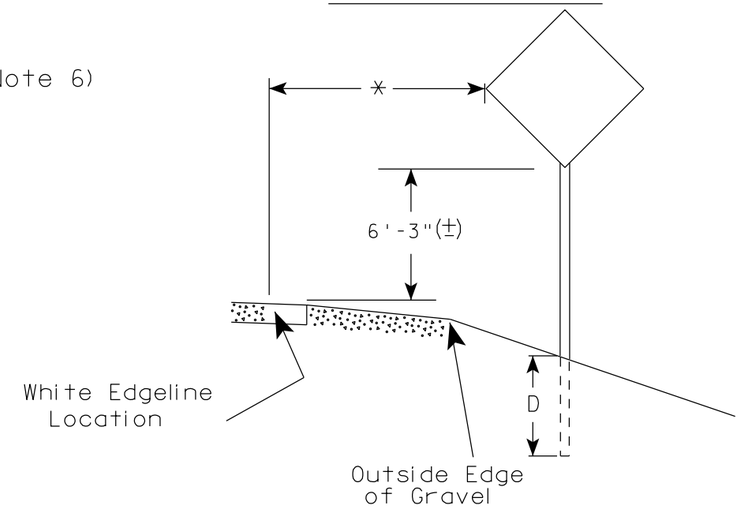
DATE 3/27/97 PLATE NO. A4-11.2

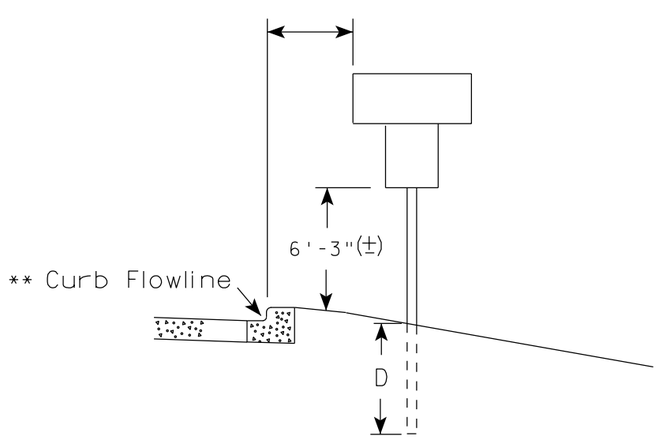
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 179	E

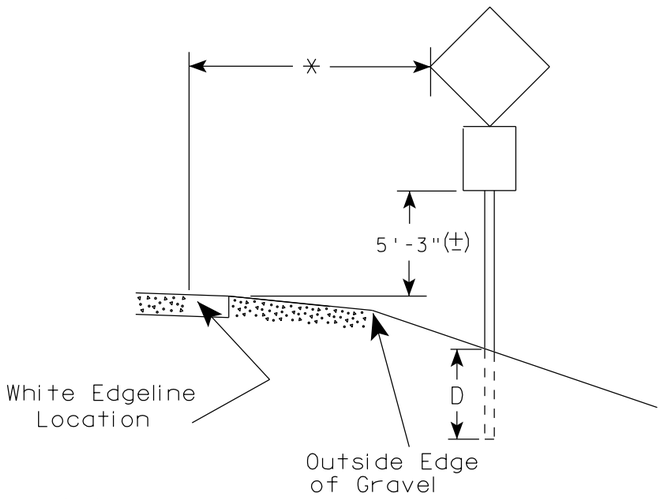
URBAN AREA



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.

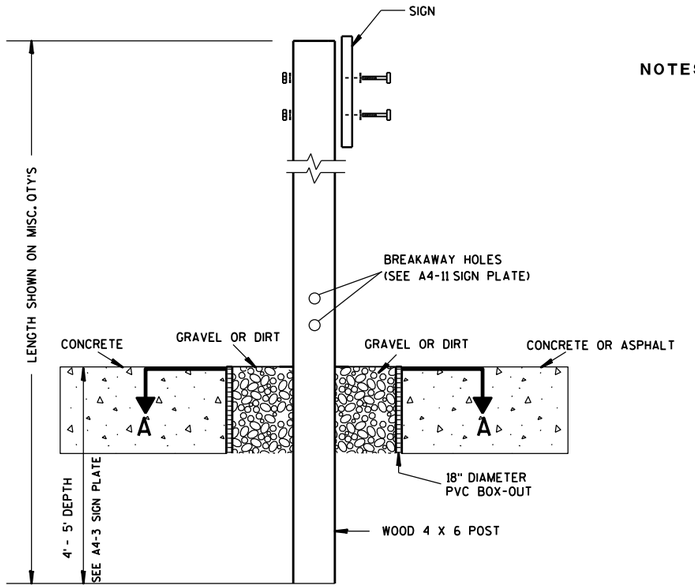
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

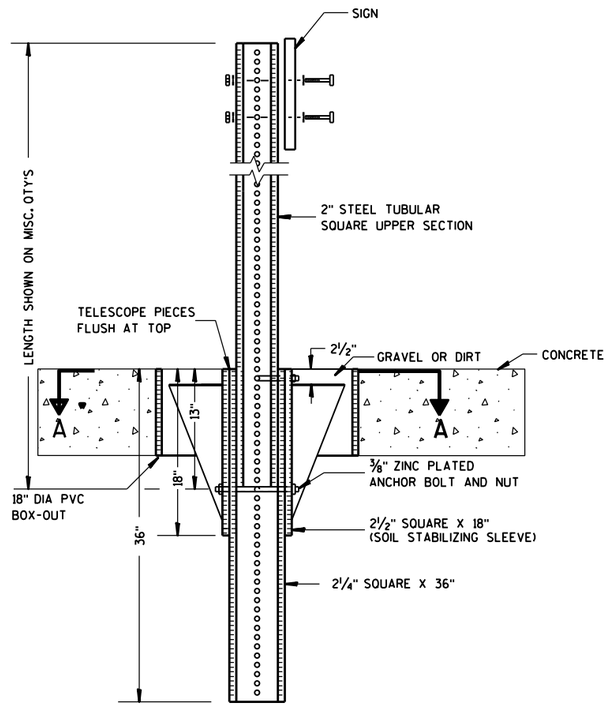
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

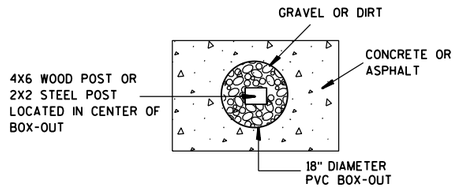
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

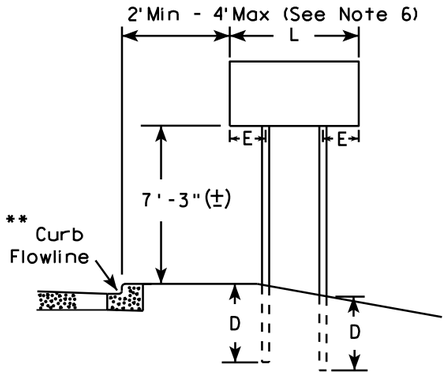
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

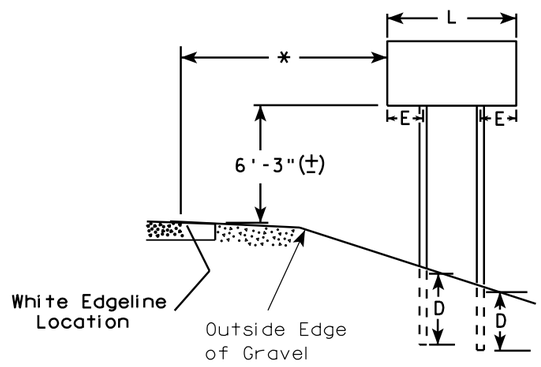
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

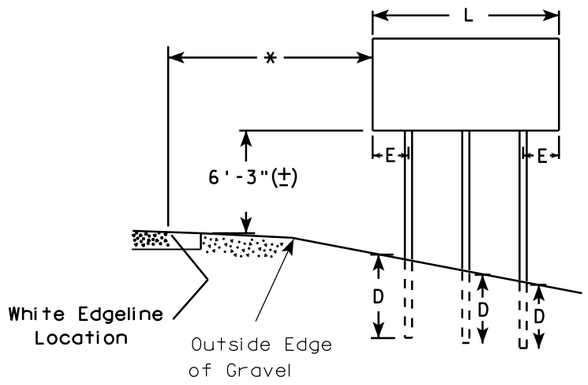
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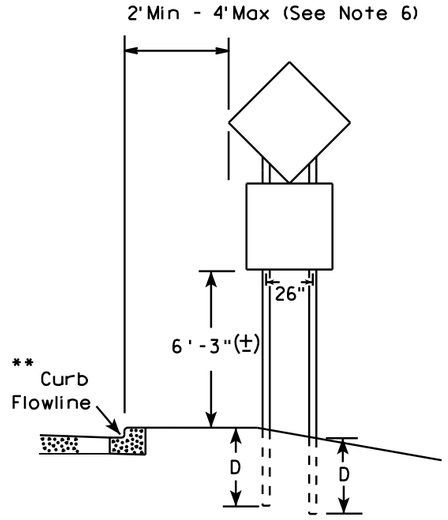
URBAN AREA



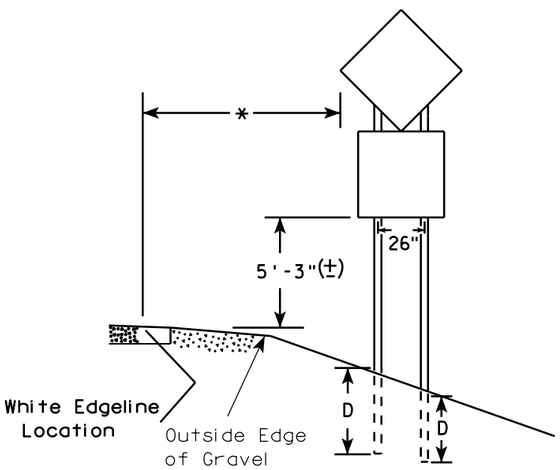
RURAL AREA (See Note 3)







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'

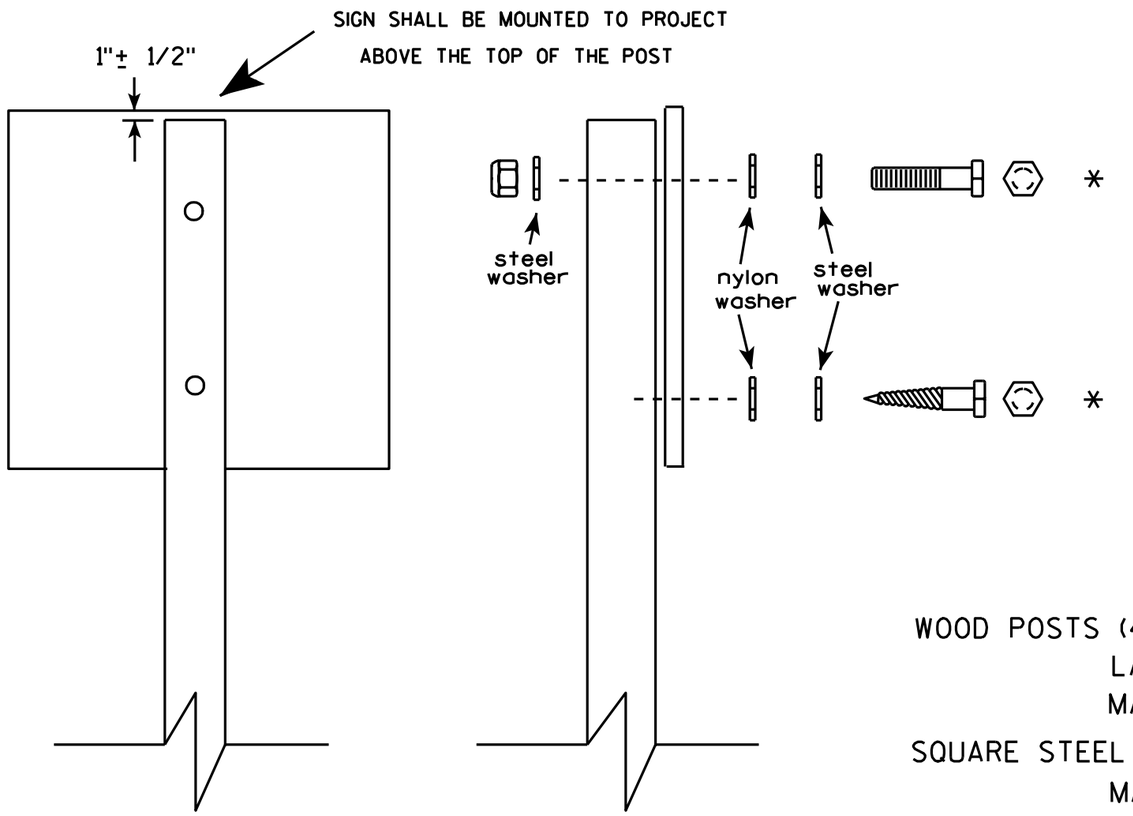
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 182 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

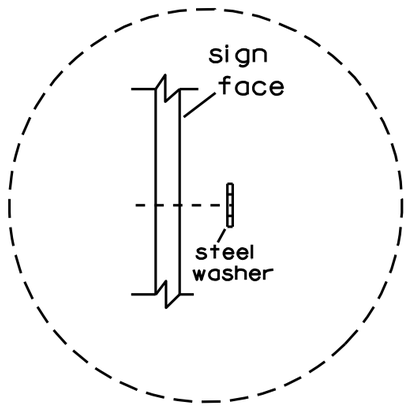
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

7

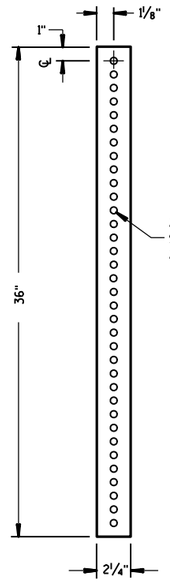
7

PROJECT NO:

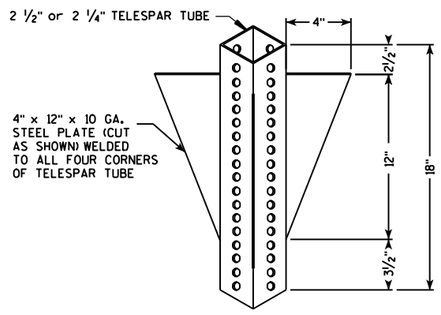
SHEET NO: 183 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

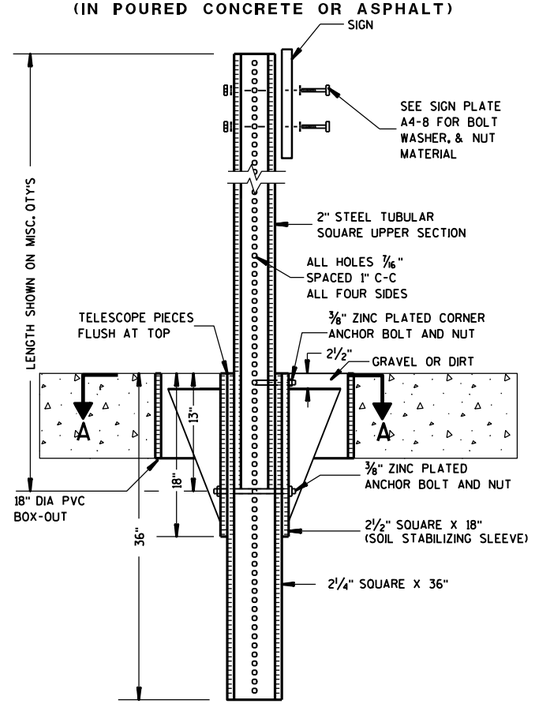
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



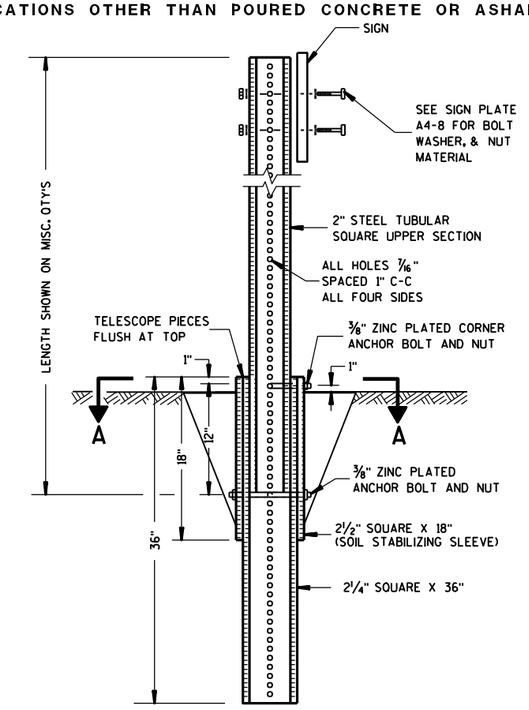
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

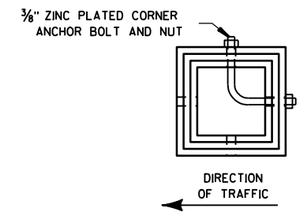


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

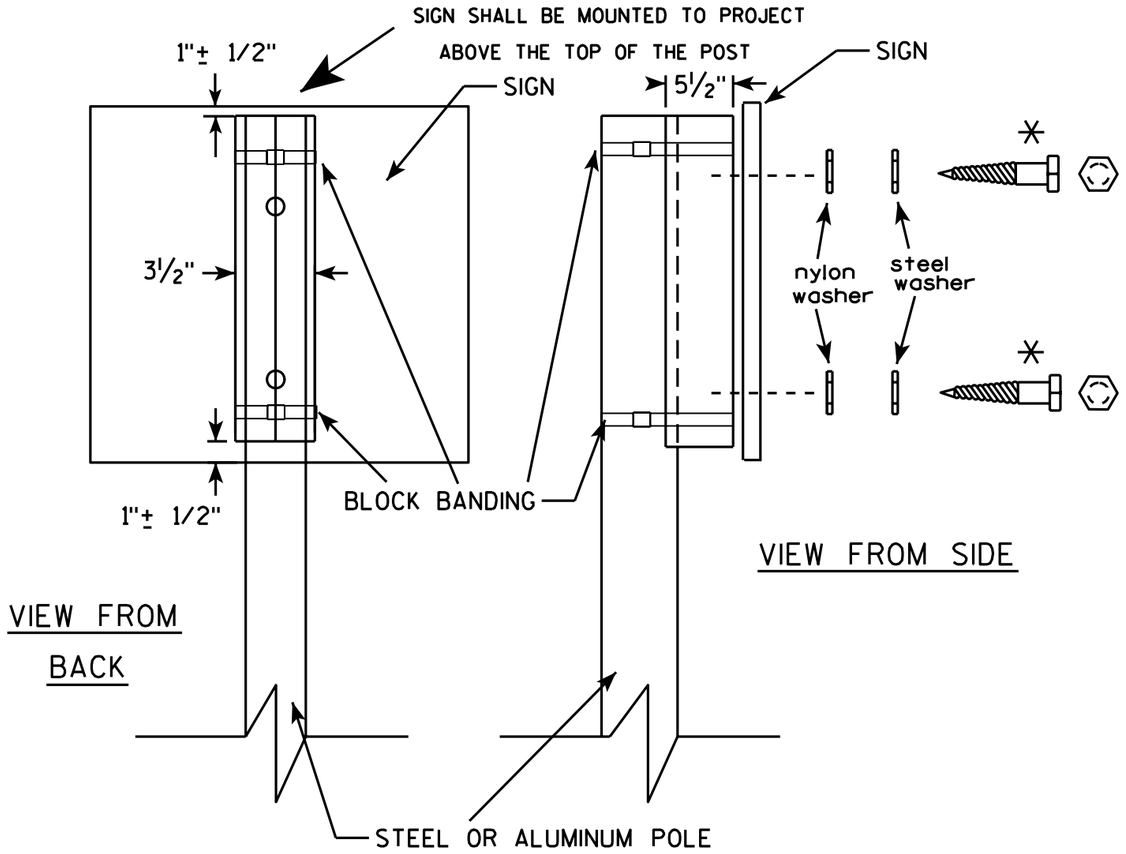
TUBULAR STEEL SIGN POST A4-9

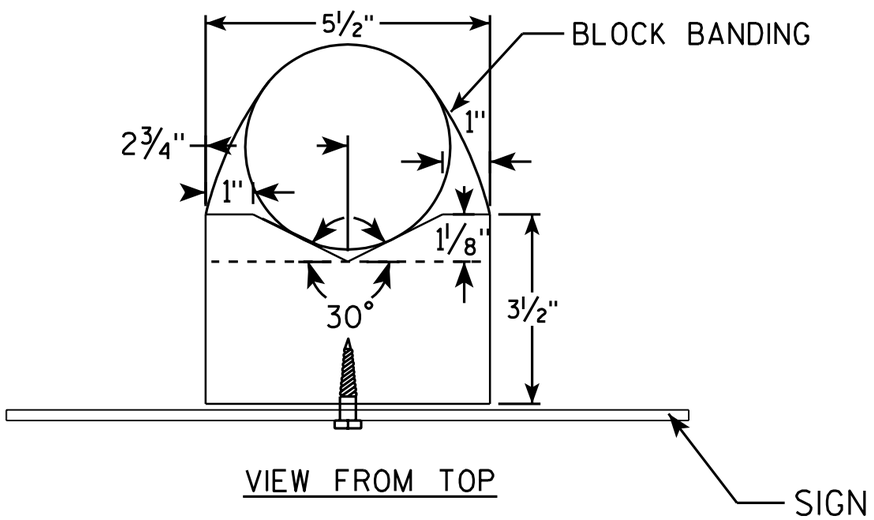
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	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

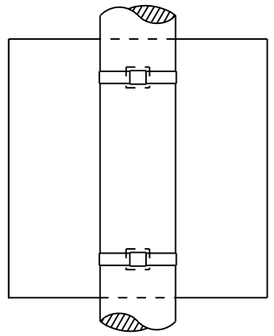
DATE 7/12/07 PLATE NO. A5-10.1

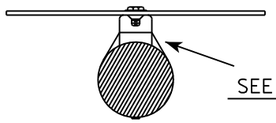
PROJECT NO:

SHEET NO: 185 E

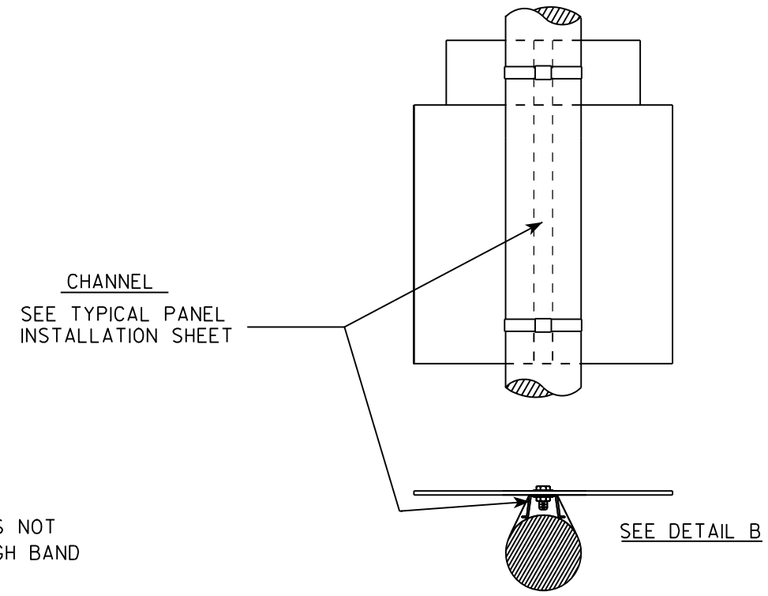
BANDING

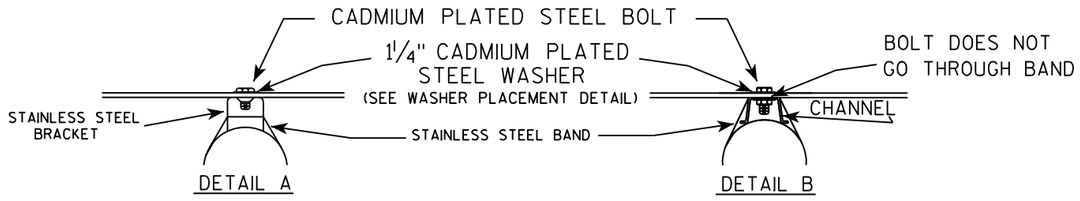
SINGLE SIGN



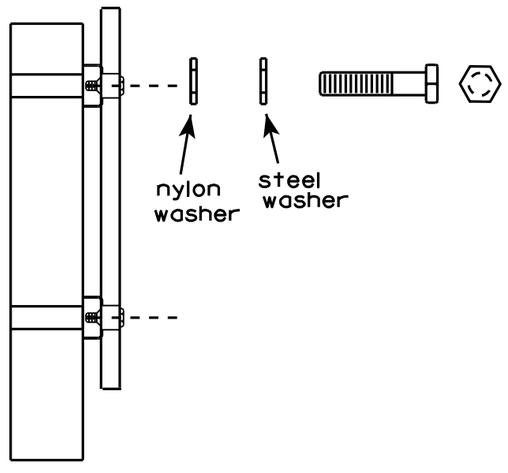


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

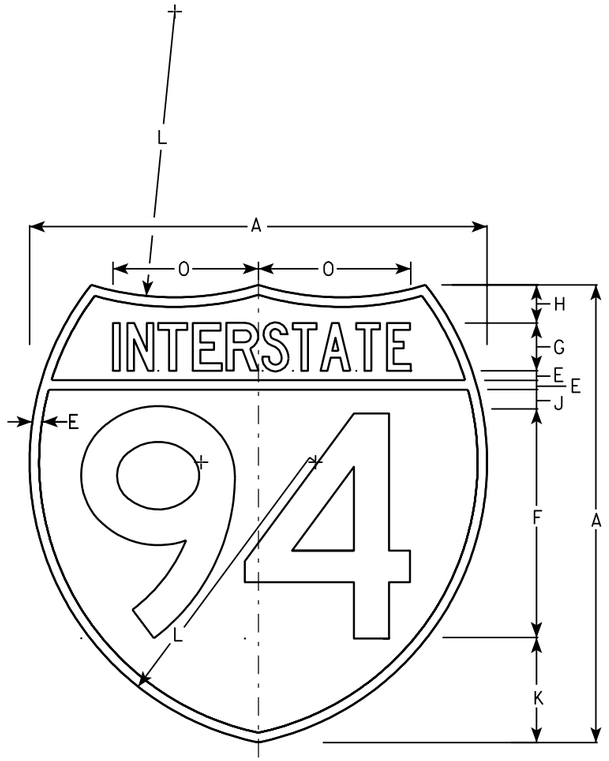
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

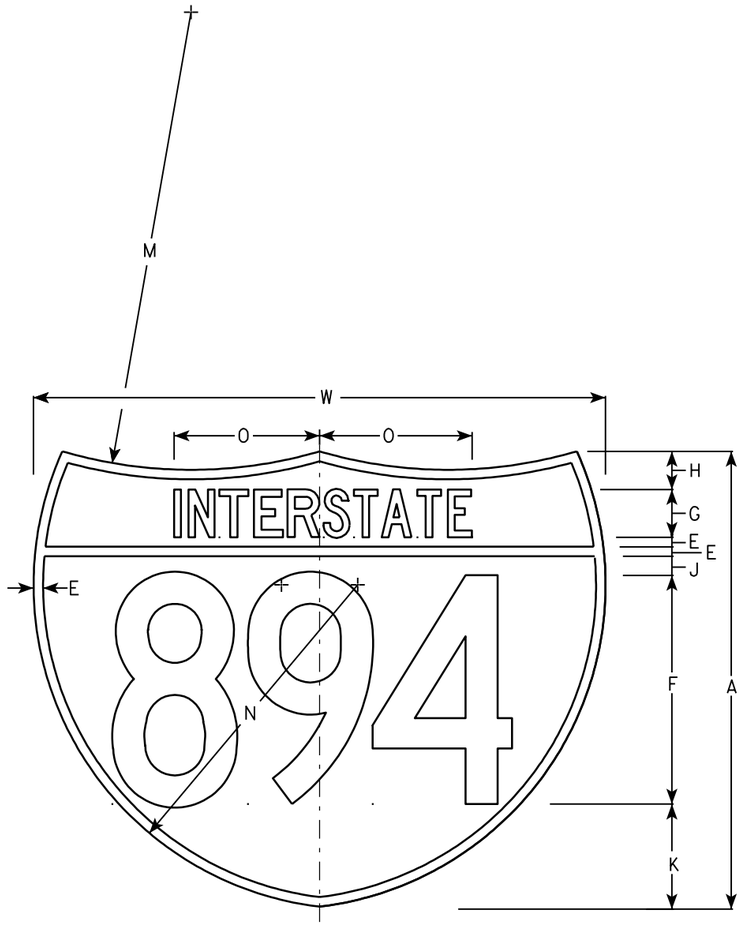
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

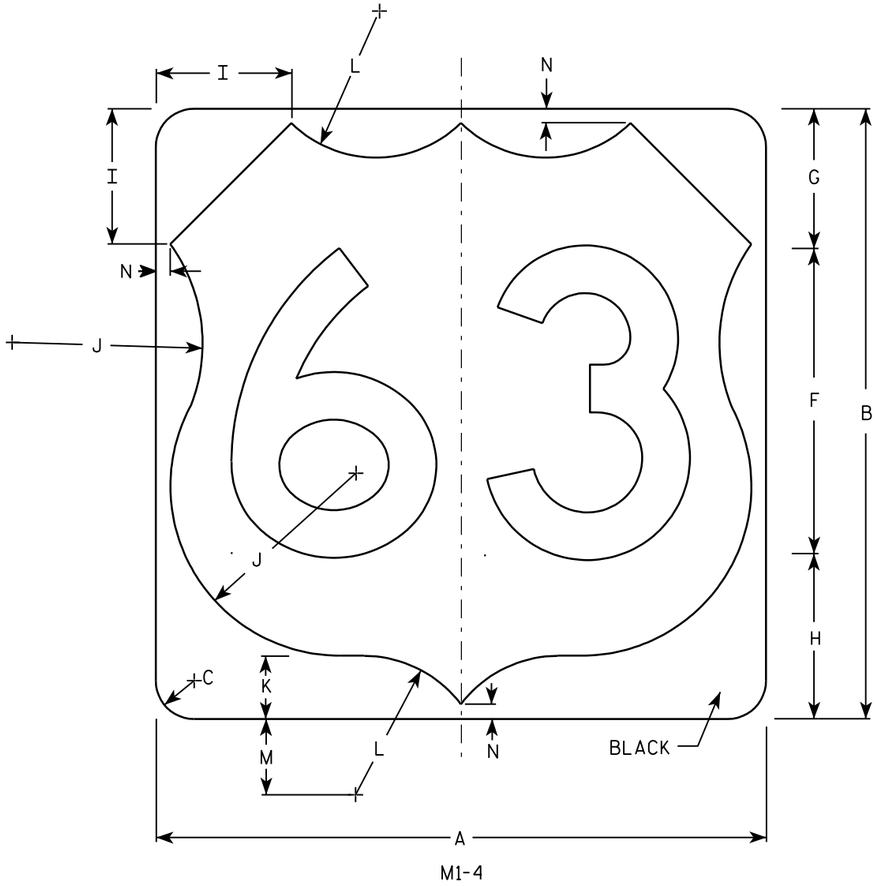
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

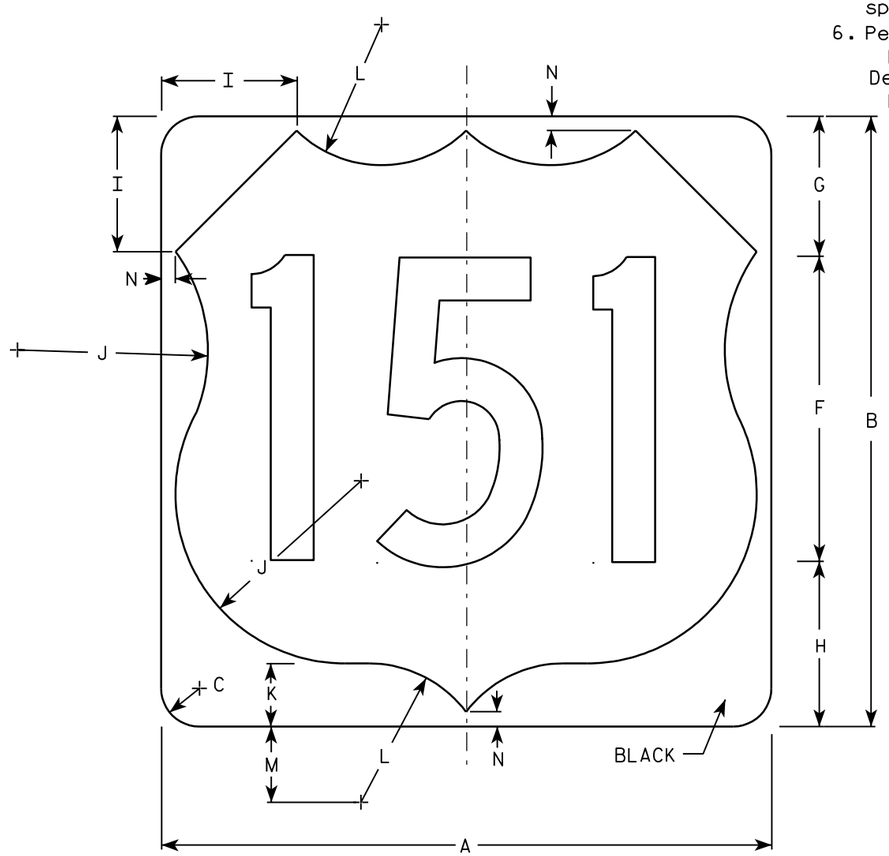
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 187	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	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

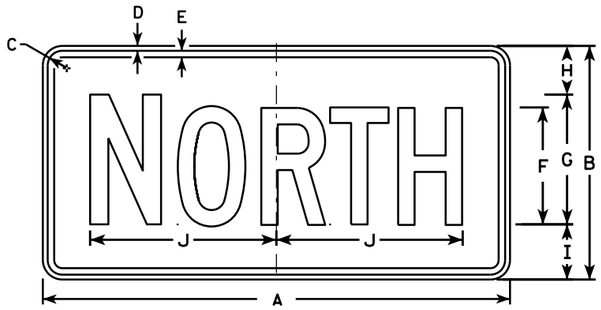
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

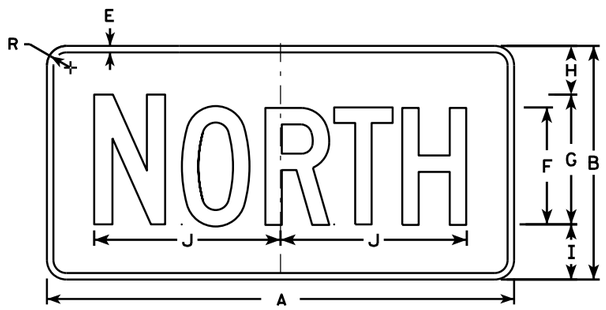
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E



M3-1
MK3-1
MM3-1
MN3-1



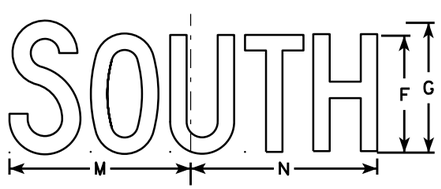
MB3-1



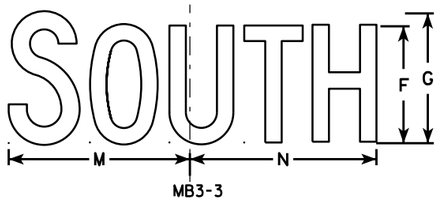
M3-2
MK3-2
MM3-2
MN3-2



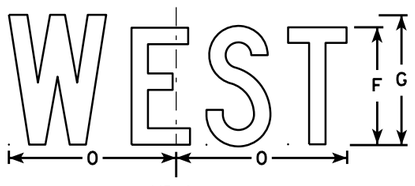
MB3-2



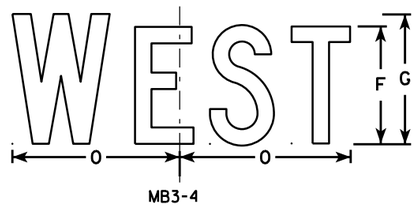
M3-3
MK3-3
MM3-3
MN3-3



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

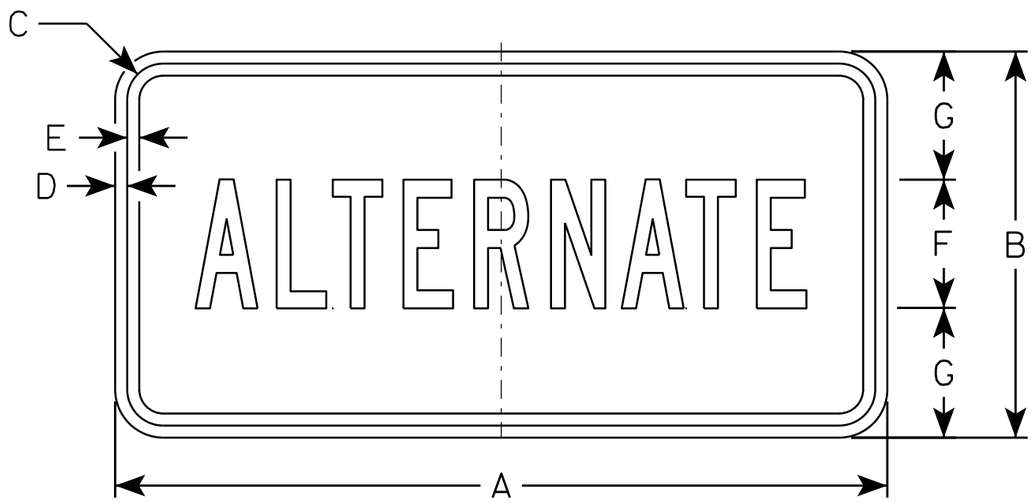
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

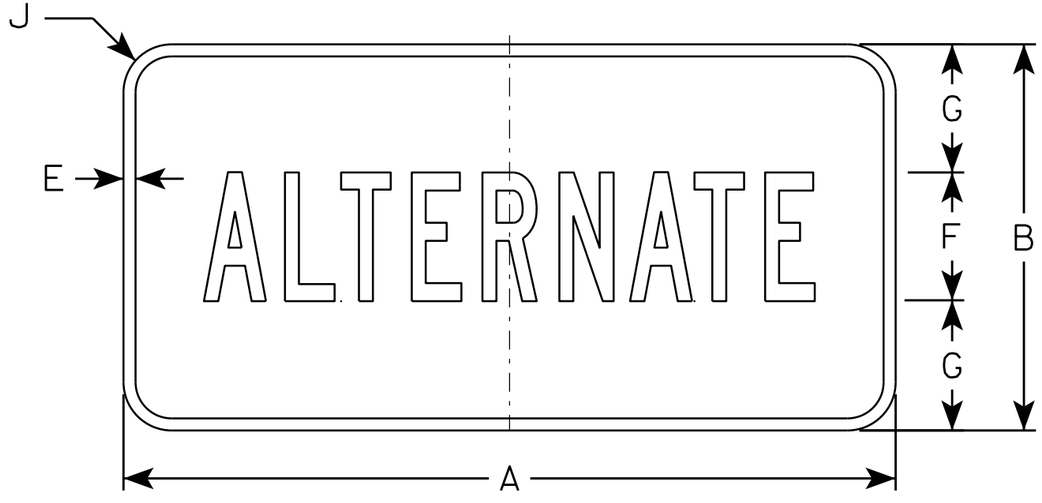
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



M4-1
M04-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   M04-1 Background - Orange - Type F
   Message - Black

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	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

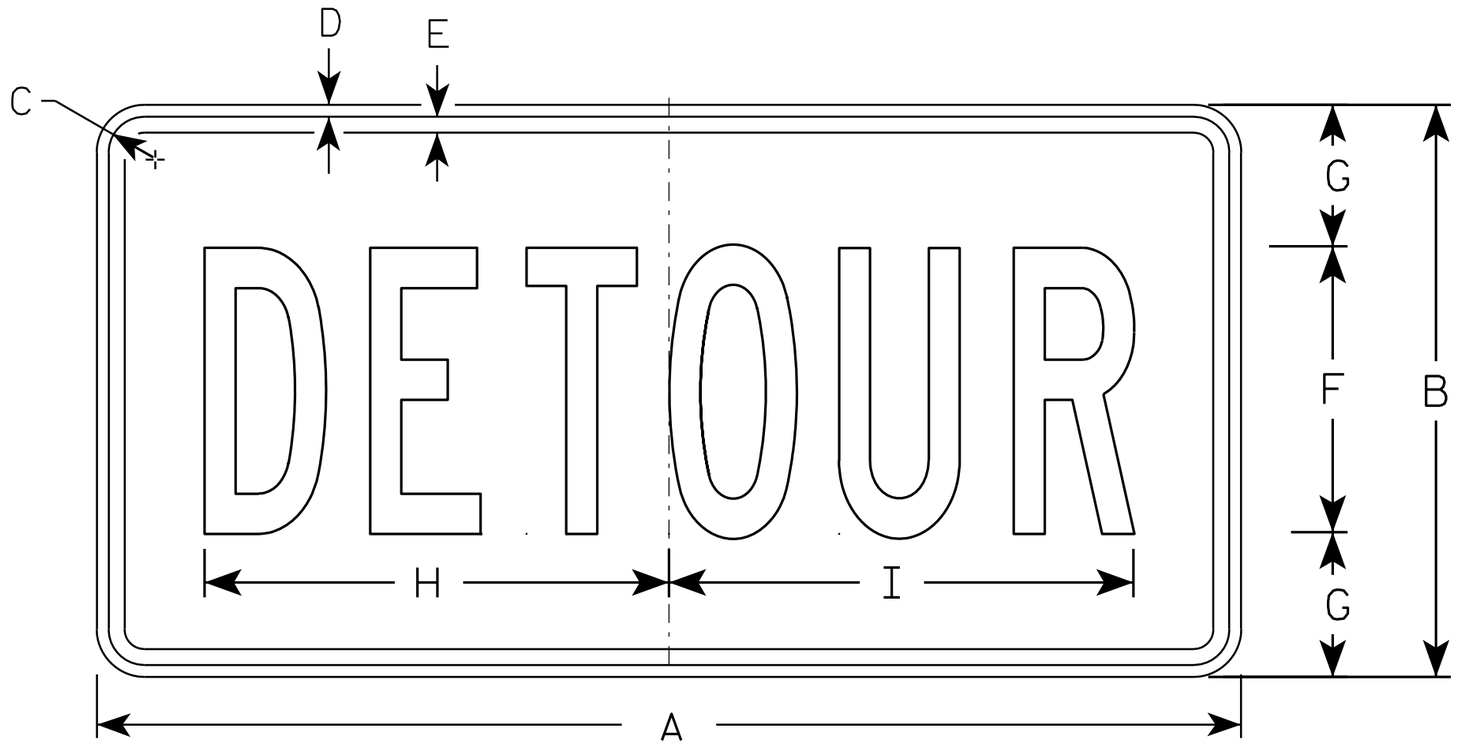
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 190 14-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000
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																											

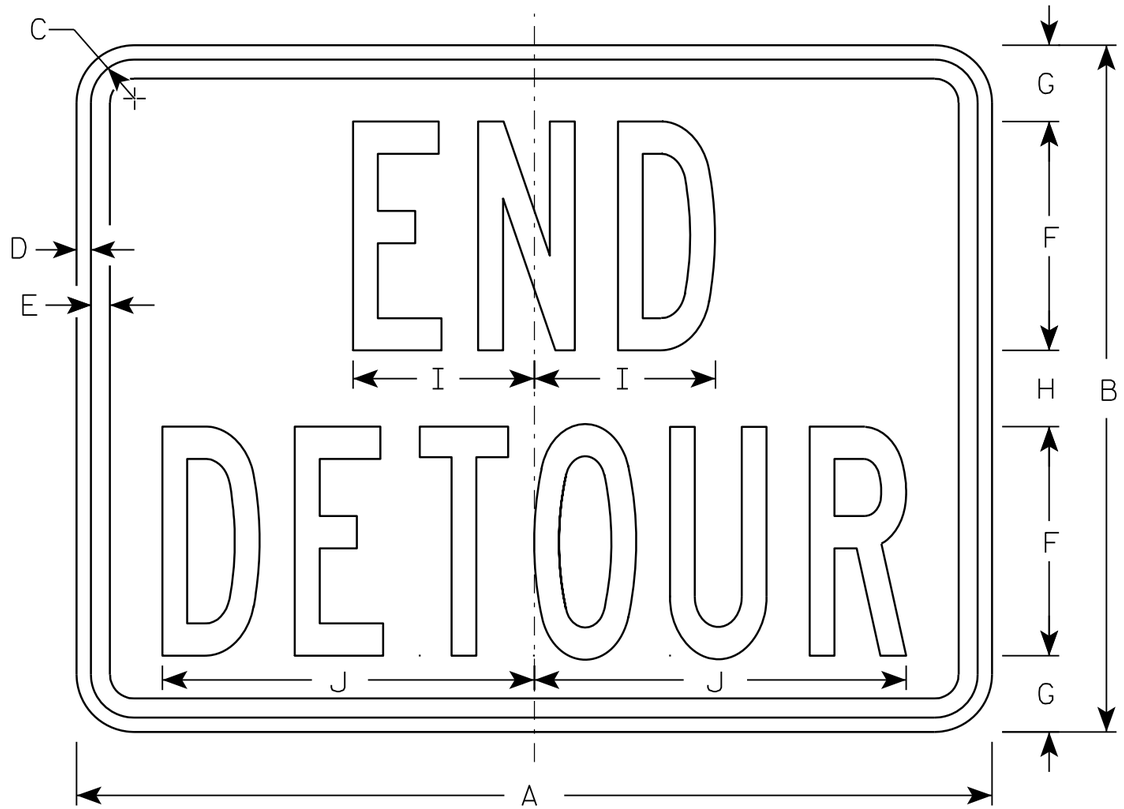
STANDARD SIGN
M4-8

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: 191	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

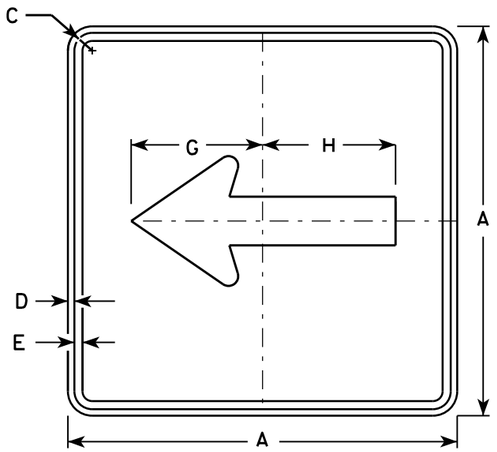
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

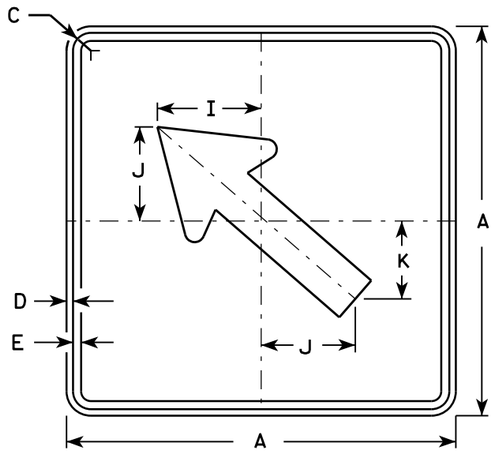
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 192	E



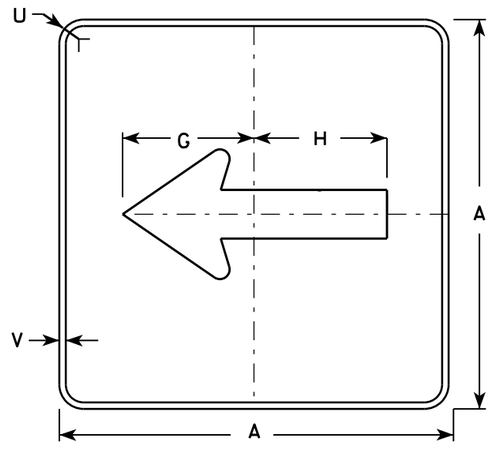
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



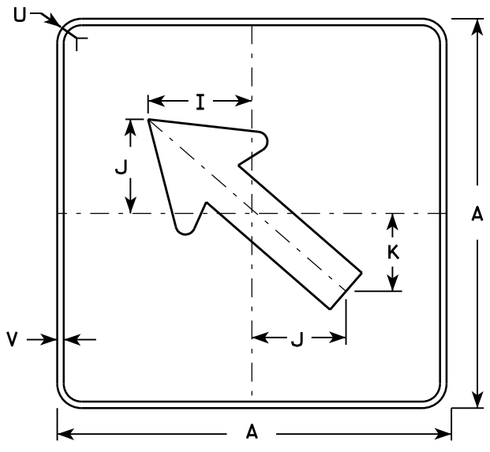
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

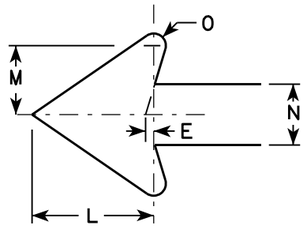
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

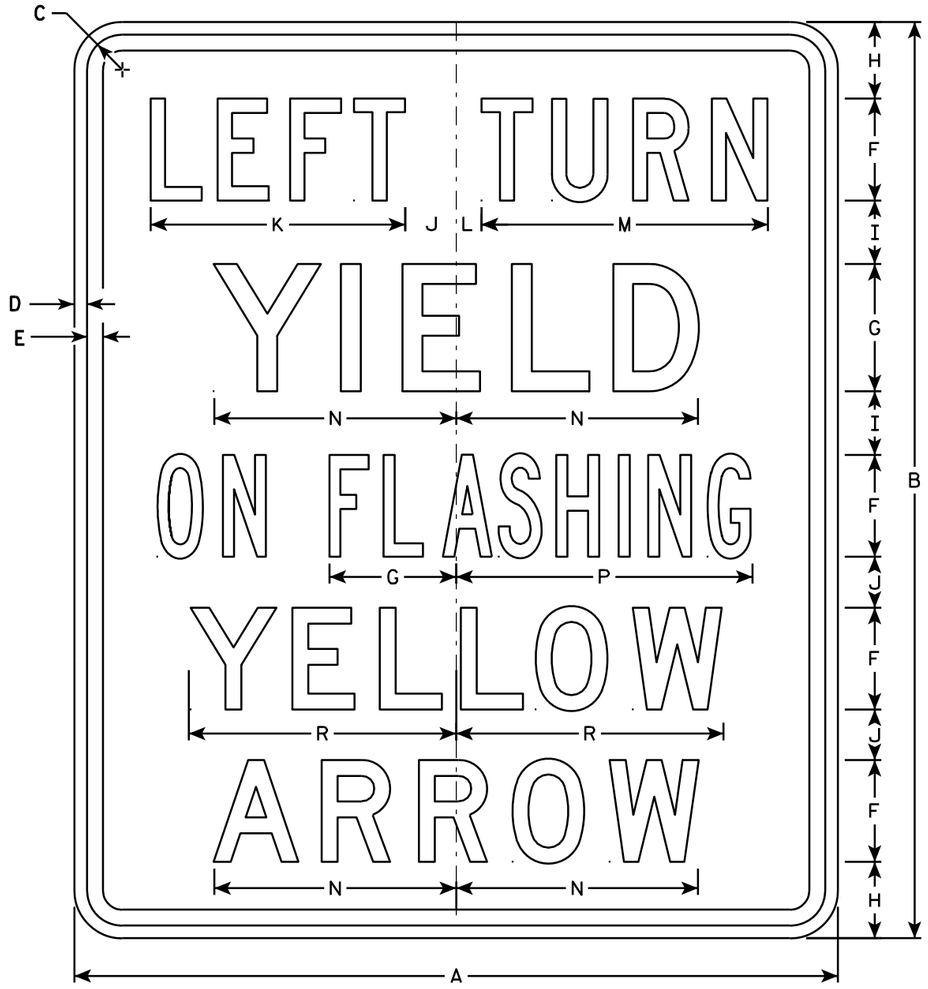
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

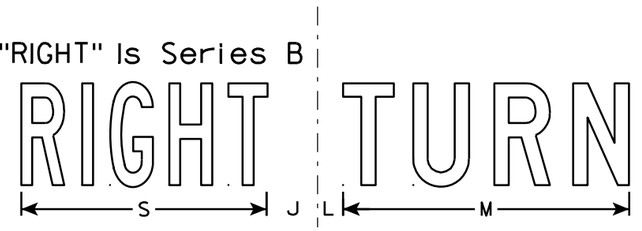
DATE 7/03/14 PLATE 193 M6-1.14

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



R10-50L

"RIGHT" Is Series B



R10-50R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   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	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E



R10-71



R10-71L

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.



R10-71R

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	R10-71L&R Area sq. ft.	R10-71 Area sq. ft.
1																												
2S	72	36	2 1/4	3/4	1	18	5	4	6	20 5/8	11 3/4	9 1/8	8 1/2	12 7/8	9 7/8	16 1/8	23 7/8	30	5 5/8	26 3/4	66	23 5/8	8 3/4	13	26 7/8	27	18.0	16.5
2M	72	36	2 1/4	3/4	1	18	5	4	6	20 5/8	11 3/4	9 1/8	8 1/2	12 7/8	9 7/8	16 1/8	23 7/8	30	5 5/8	26 3/4	66	23 5/8	8 3/4	13	26 7/8	27	18.0	16.5
3																												
4																												
5																												

STANDARD SIGN
R10-71

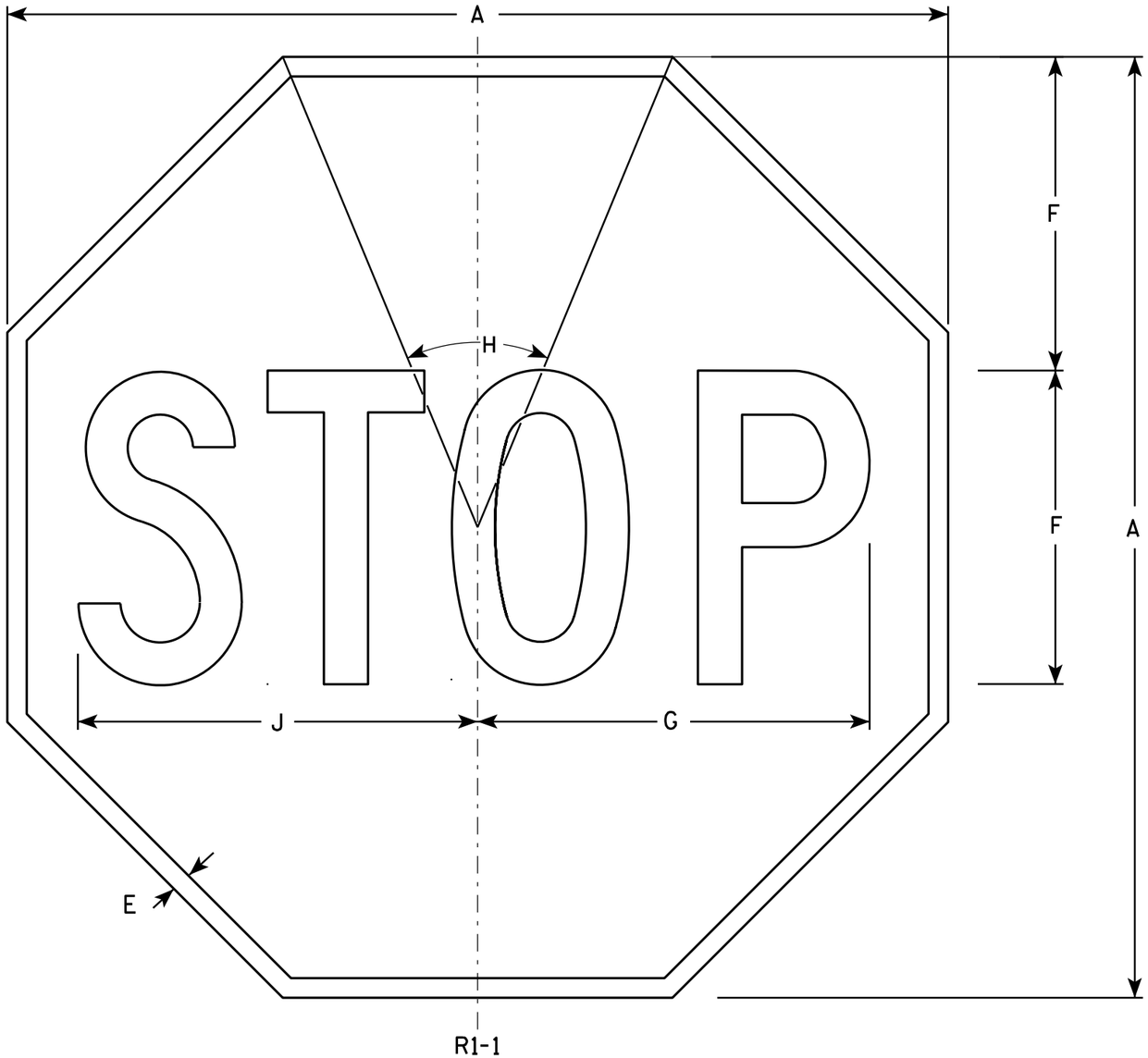
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-71.3

PROJECT NO:

SHEET NO: 195 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

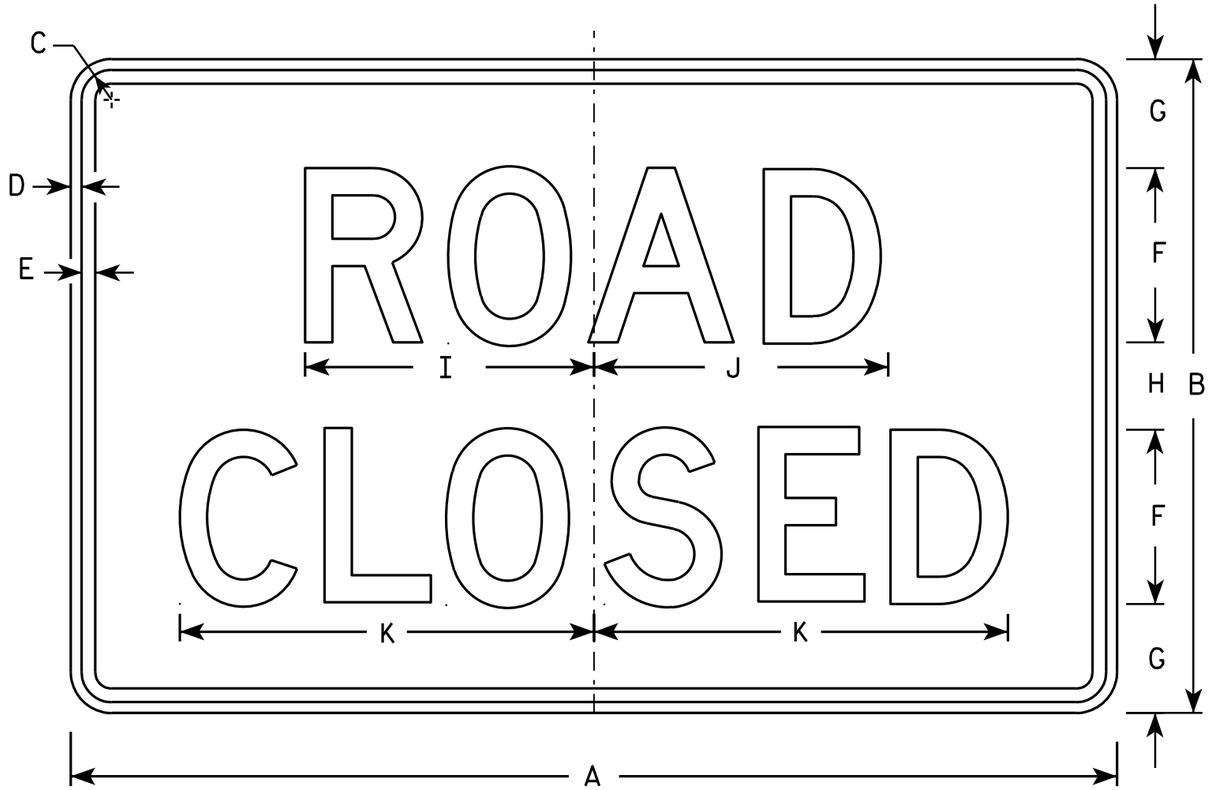
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

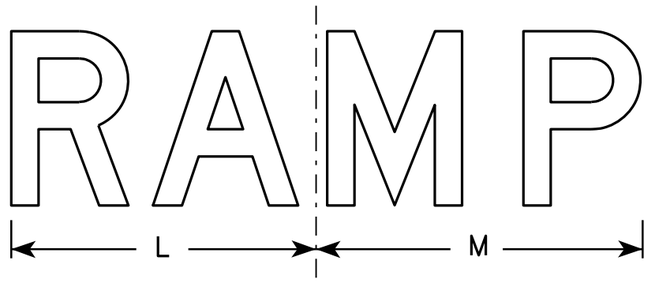
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E



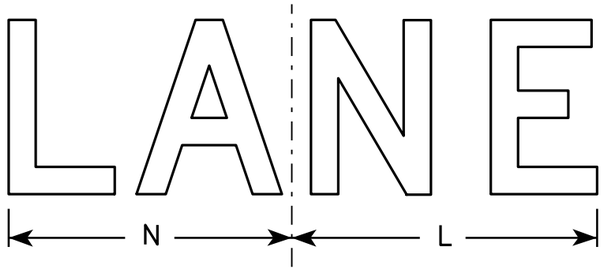
R11-2

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

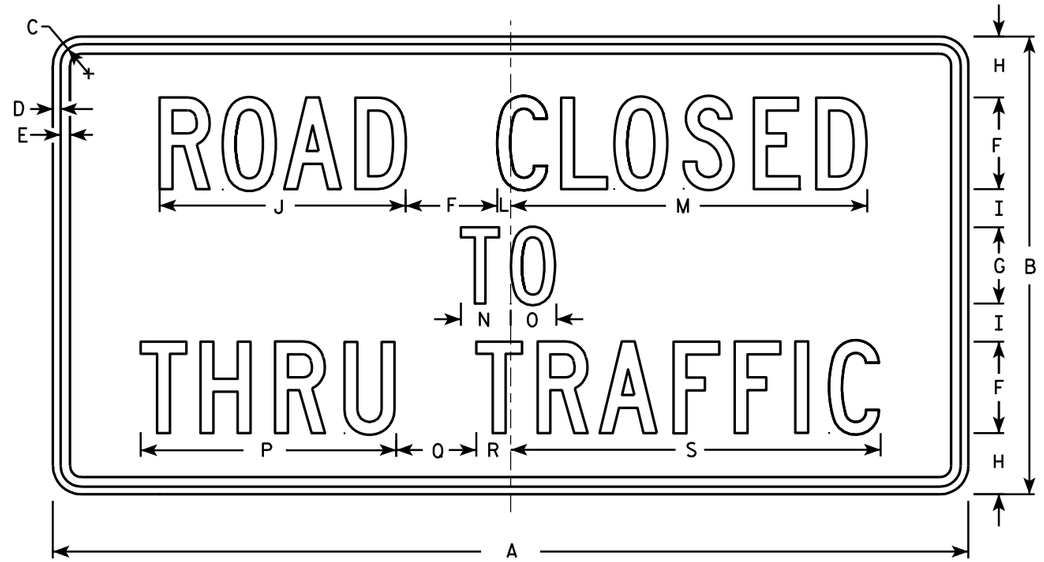
STANDARD SIGN
R11-2

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: 197 | E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - 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	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

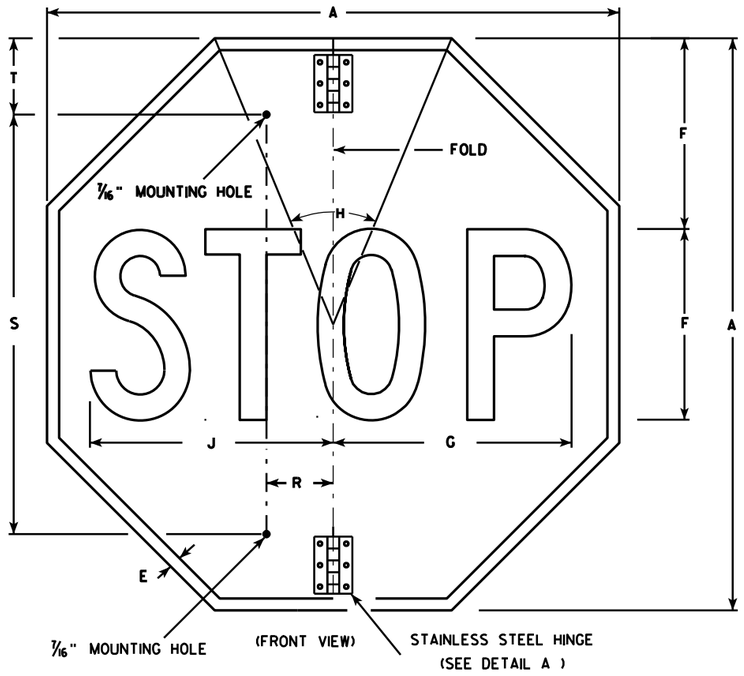
STANDARD SIGN
R11 - 4

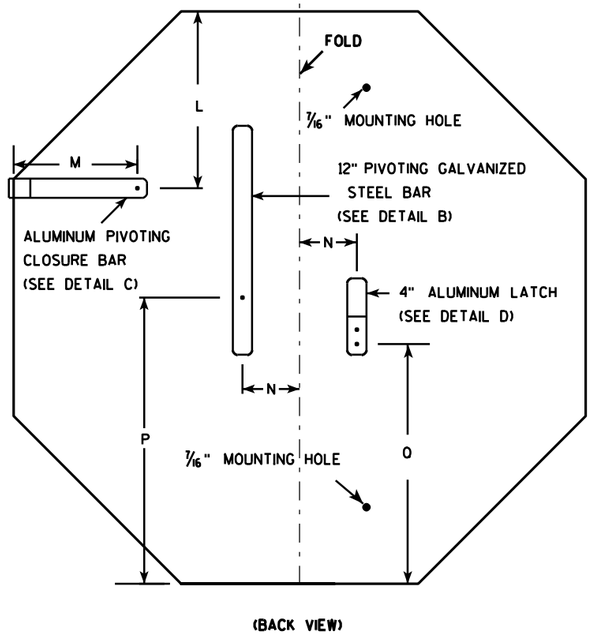
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

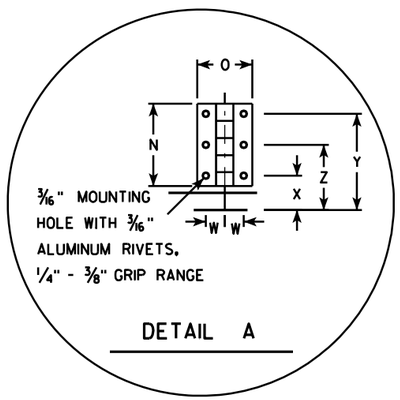
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E



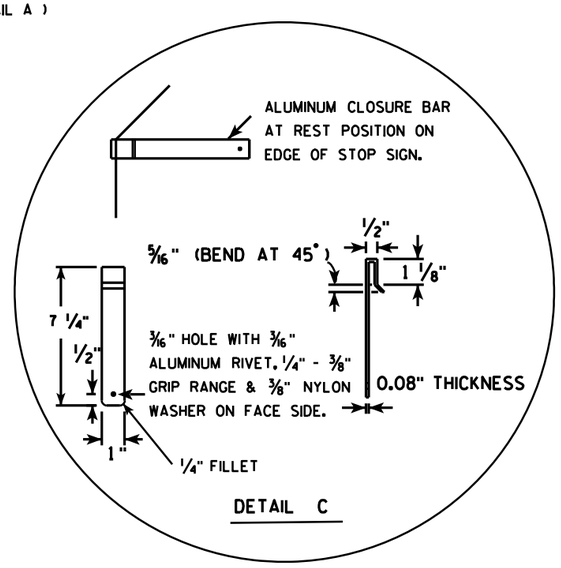


NOTES

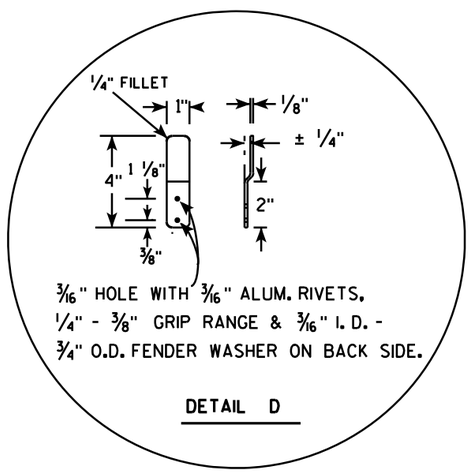
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



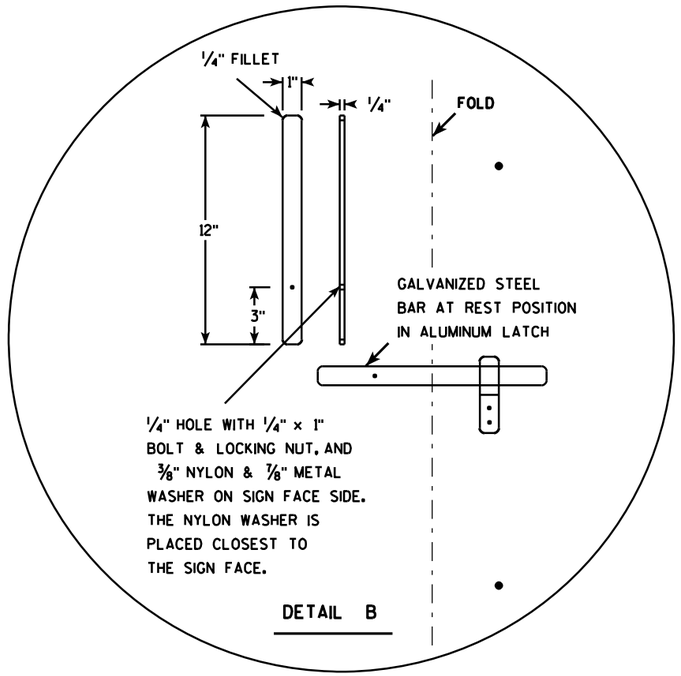
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

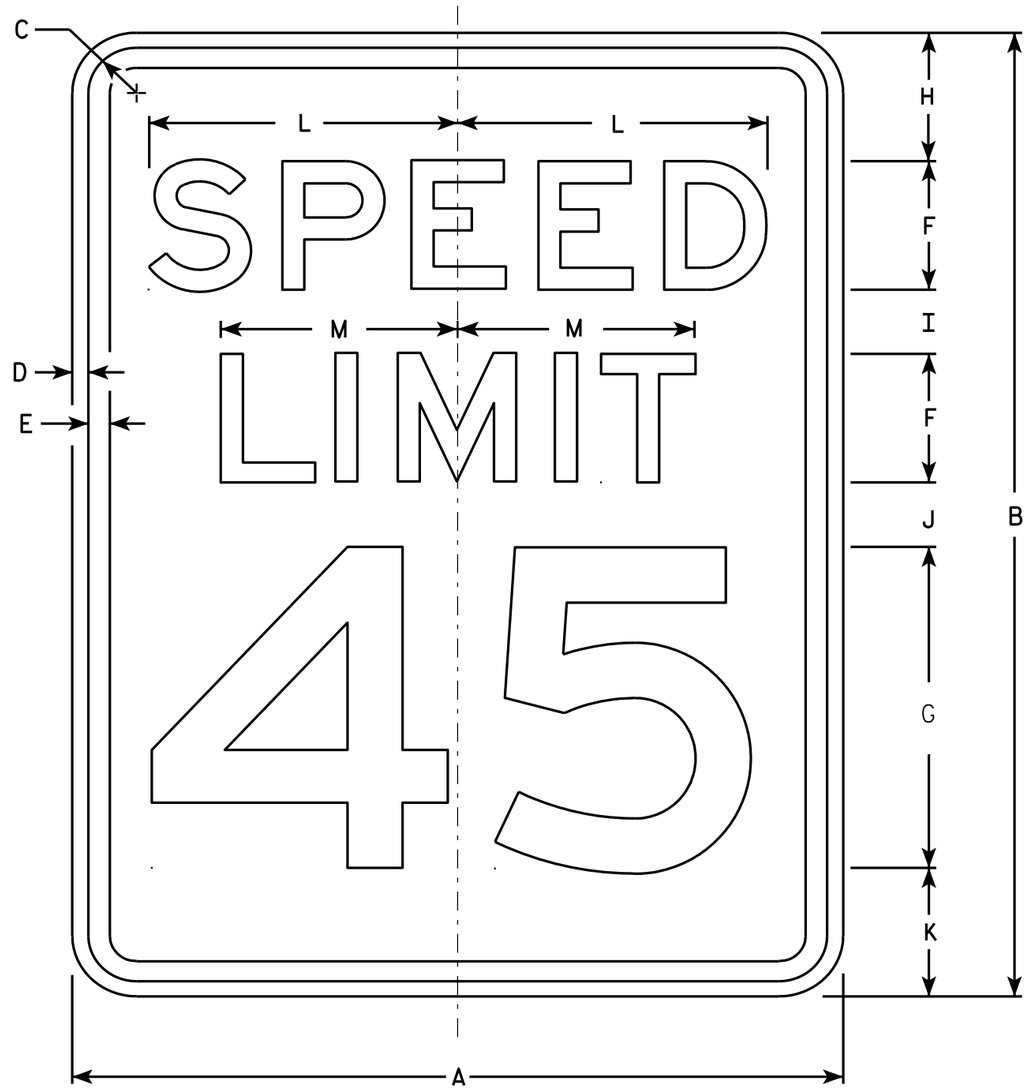
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

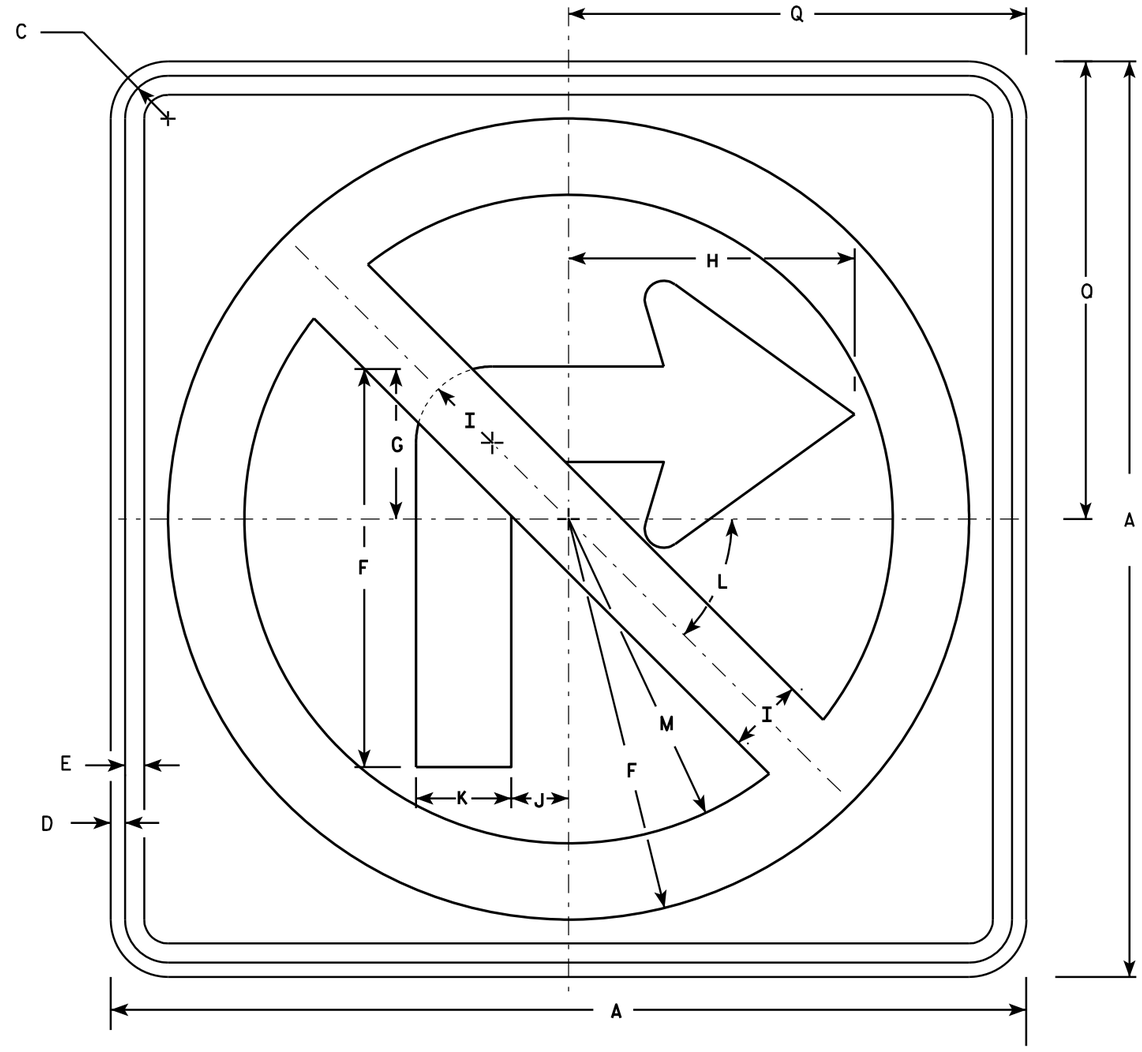
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

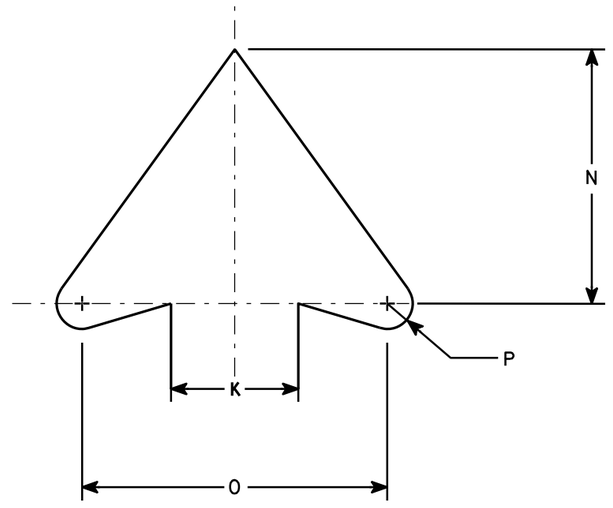
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 200	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

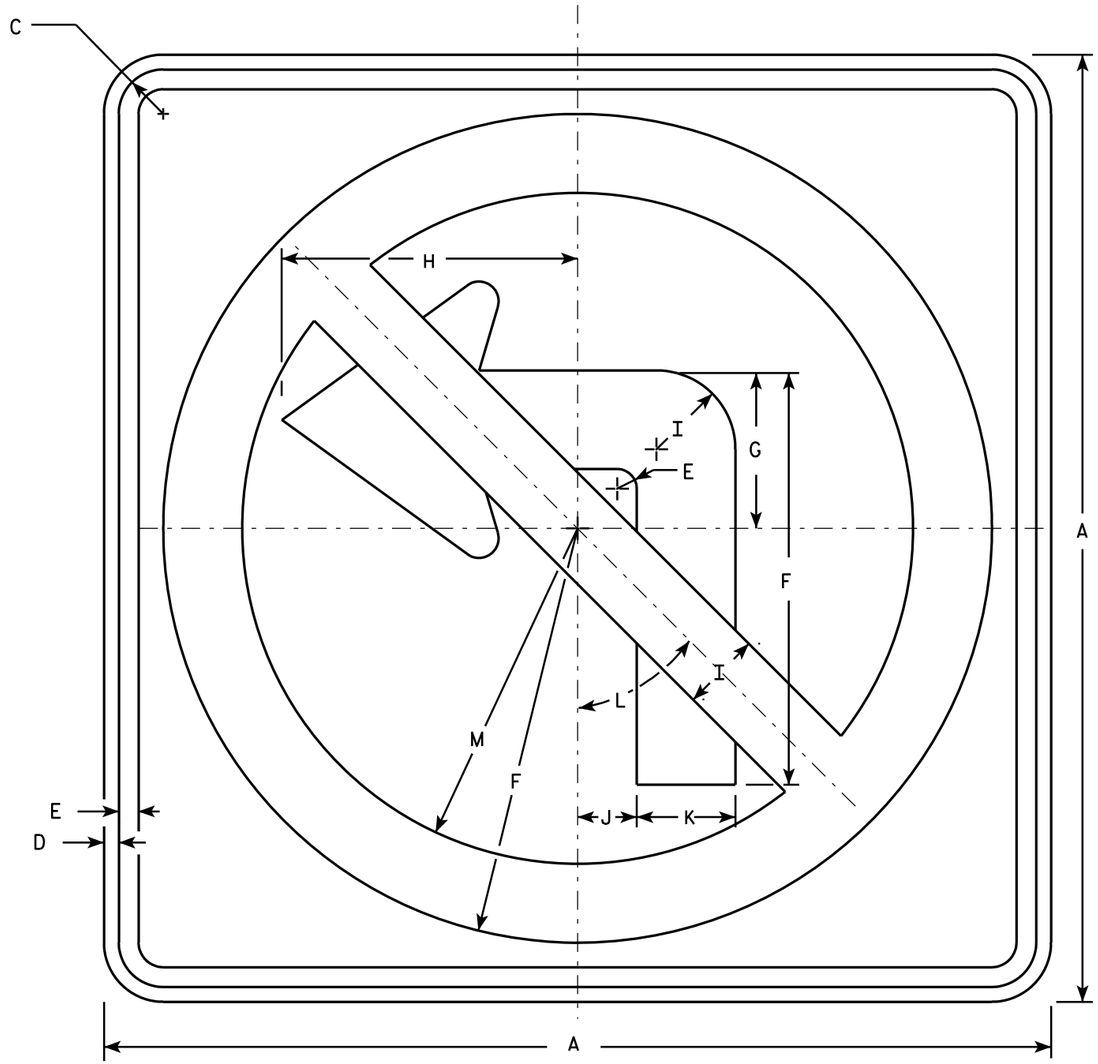
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

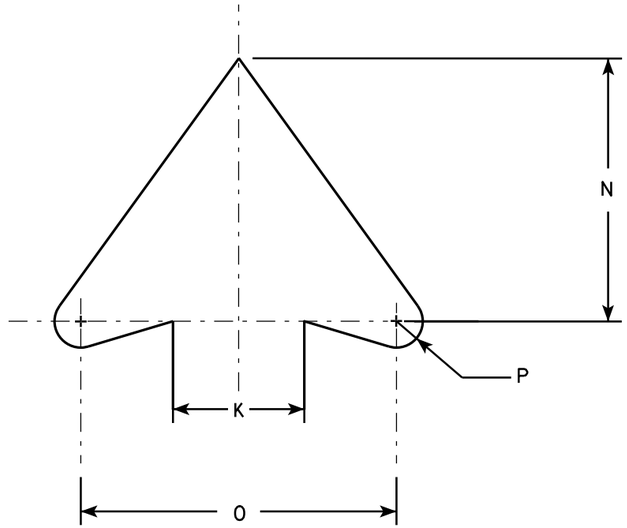
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E



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

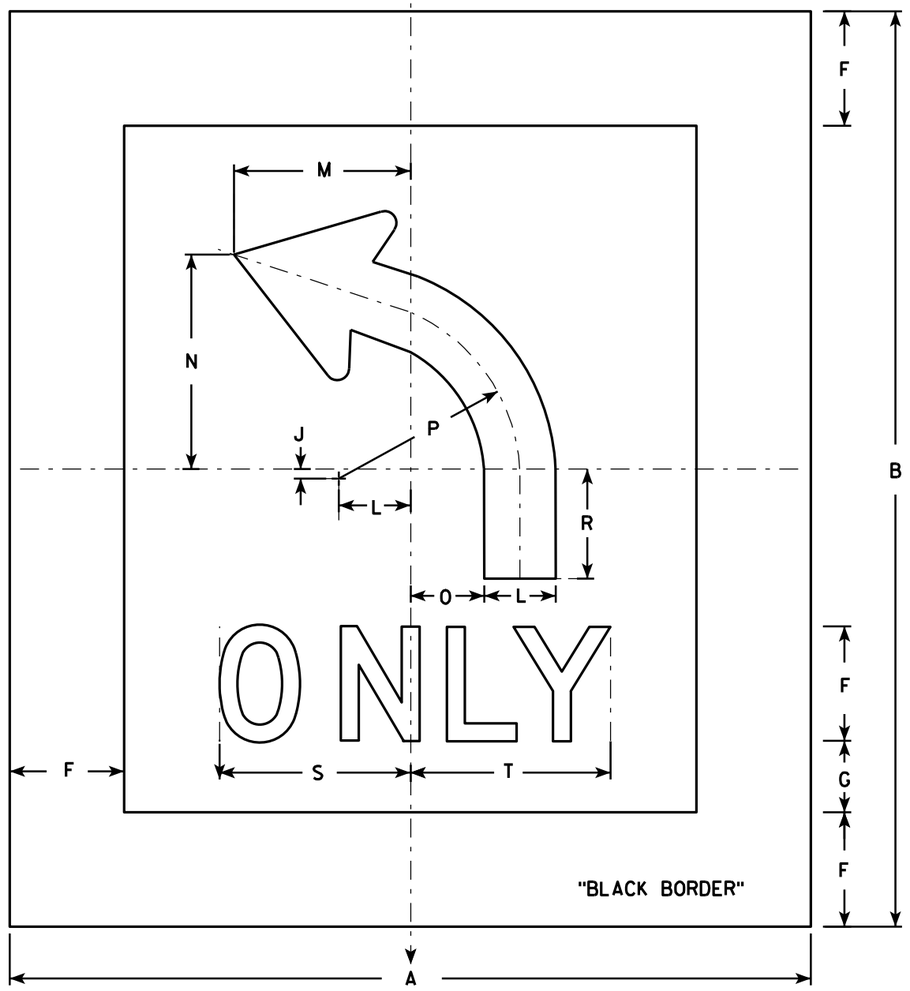
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

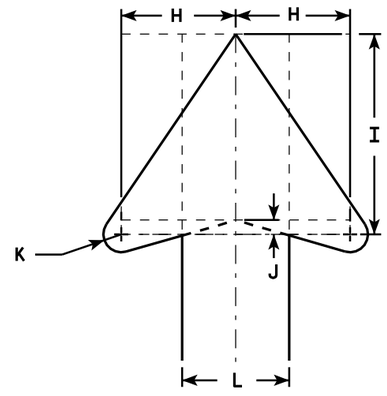
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



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	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

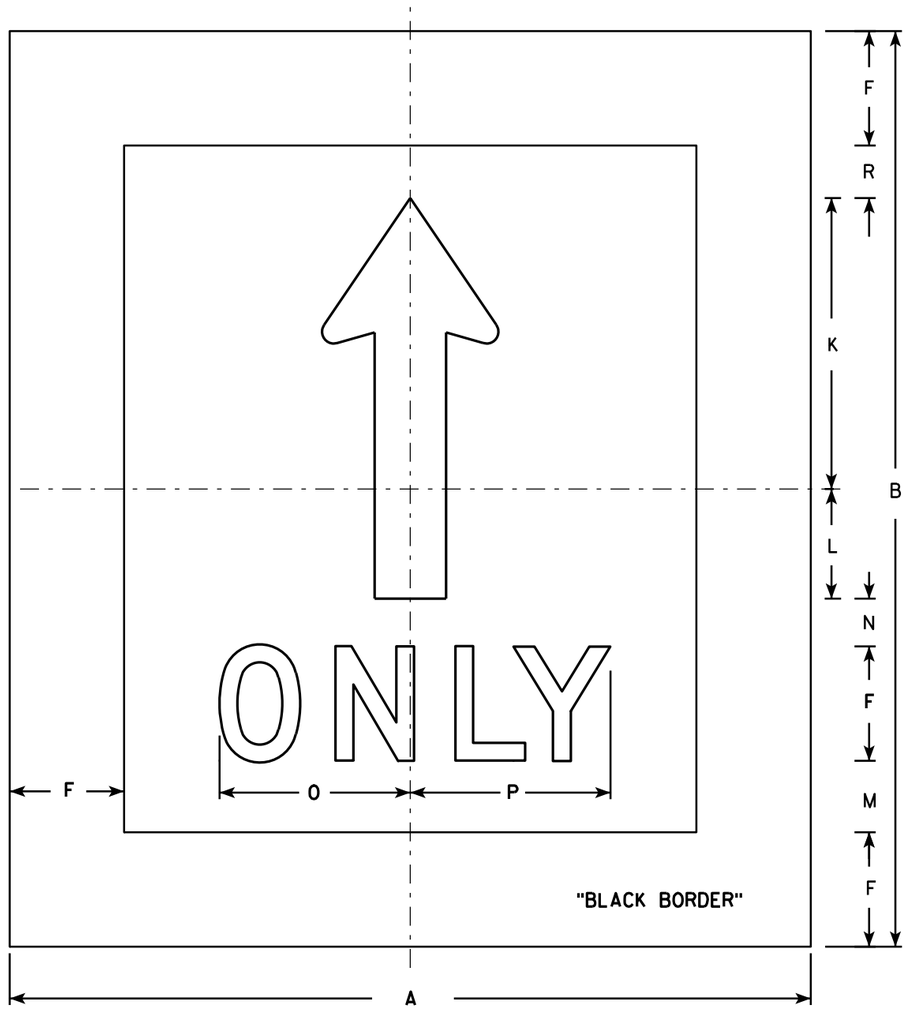
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

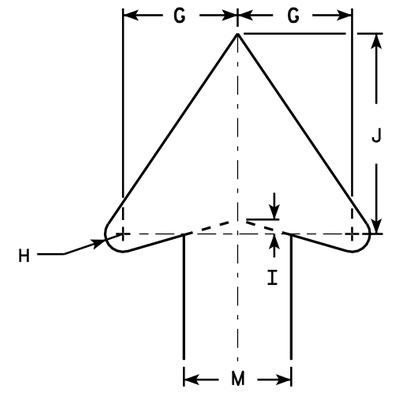
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E



R3-5A

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. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



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	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
2M	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
3																											
4																											
5																											

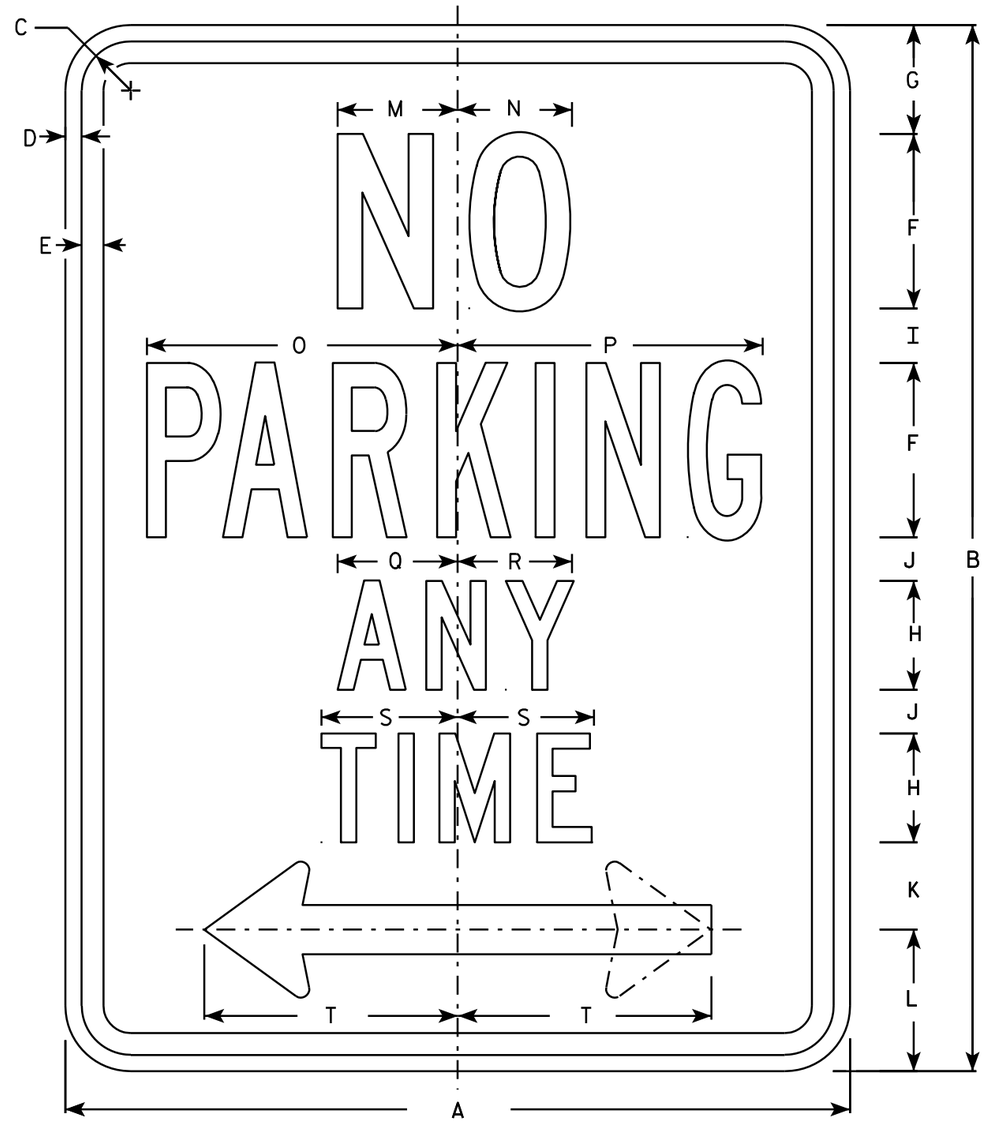
STANDARD SIGN
R3-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5A.5

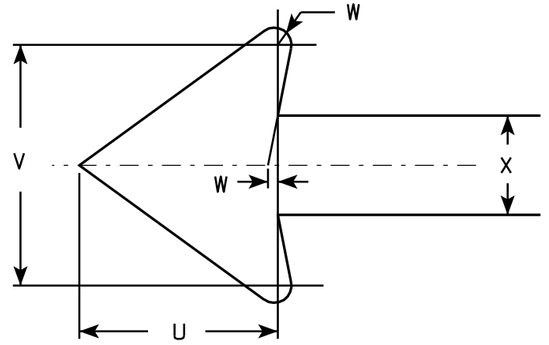
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 204	E



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

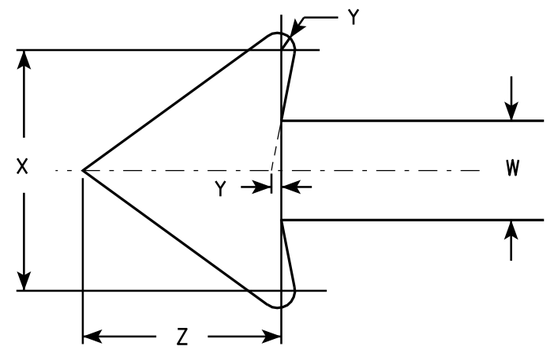
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E



R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

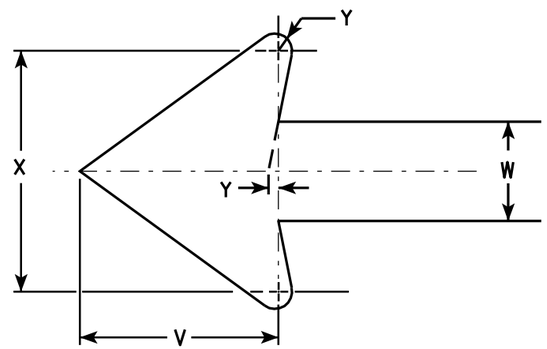
PROJECT NO:	HWY:	COUNTY:			SHEET NO: 206	E



R7-6

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See note 6.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-6L (left arrow)
   R7-6R (right arrow)
   R7-6D (double arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	2	1 7/8	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 5/8	4 1/2	2 7/8	2 3/4	3 7/8	1 1/2	3/4	1 3/4	1/8		1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	5 5/8	3 1/2	3 1/2	5 7/8	2 1/4	1 1/8	2 5/8	1/4		3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	6 7/8	6 3/4	4 1/8	4 1/4	7 3/4	3	1 1/2	3 1/2	1/4		5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	6 7/8	6 3/4	4 1/8	4 1/4	7 3/4	3	1 1/2	3 1/2	1/4		5.0
4																											
5																											

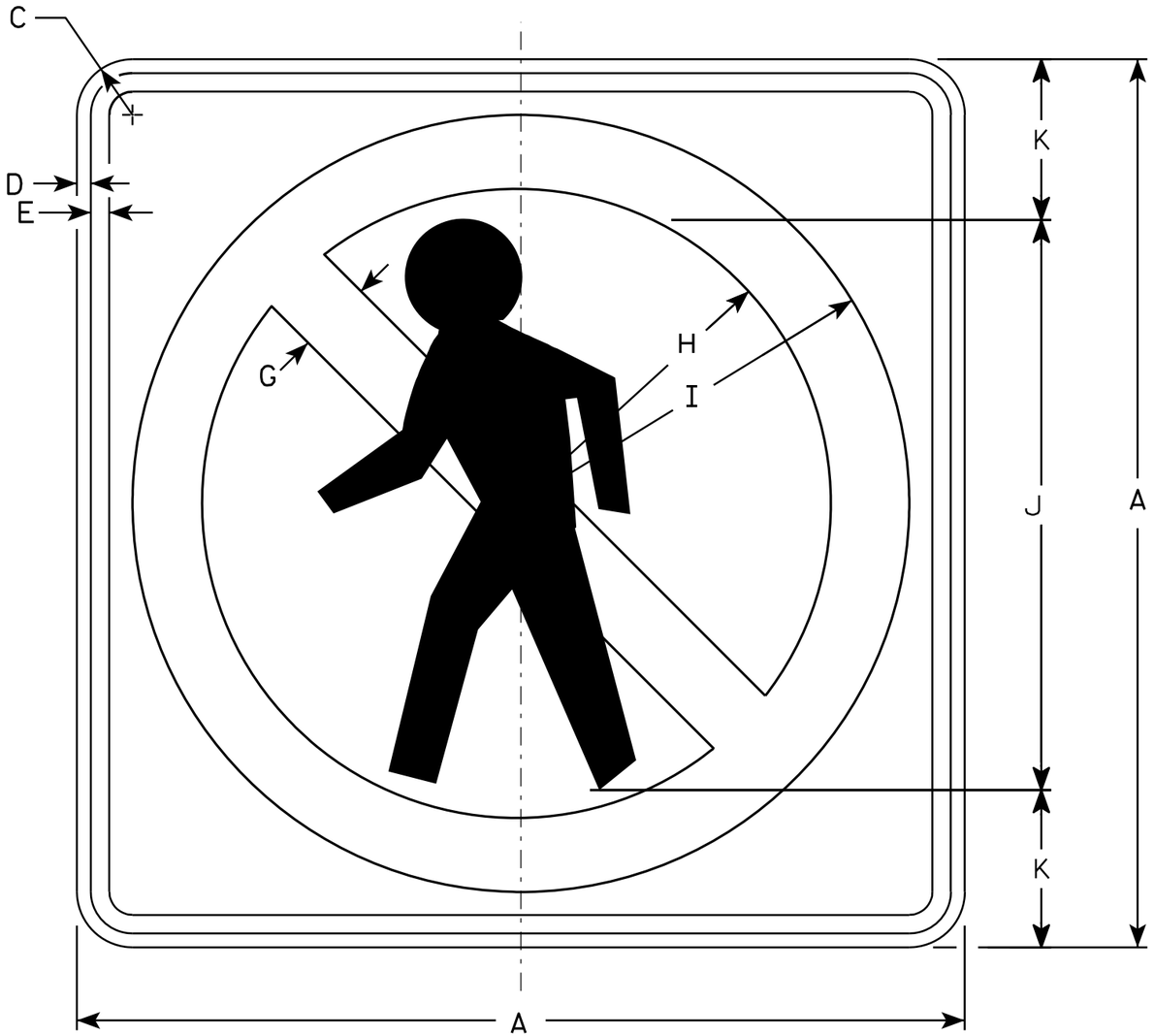
STANDARD SIGN
R7-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-6.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 207	E



R9-3A

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 & Pedistrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

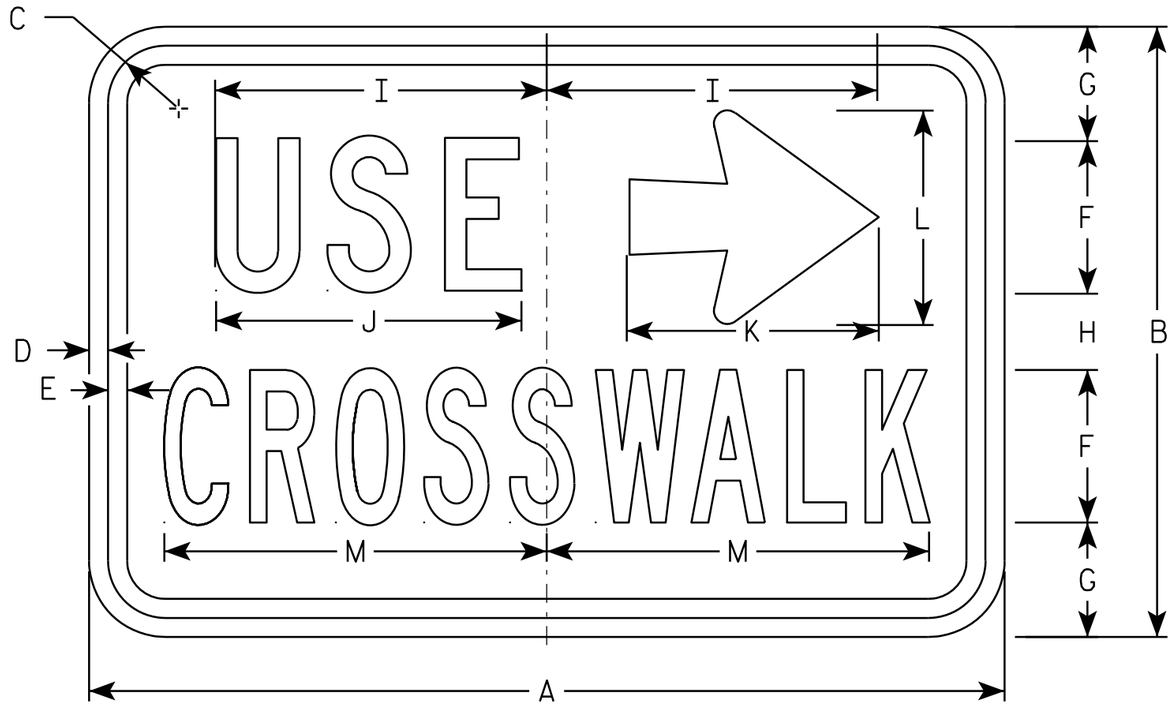
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E



R9-3BR

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 Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

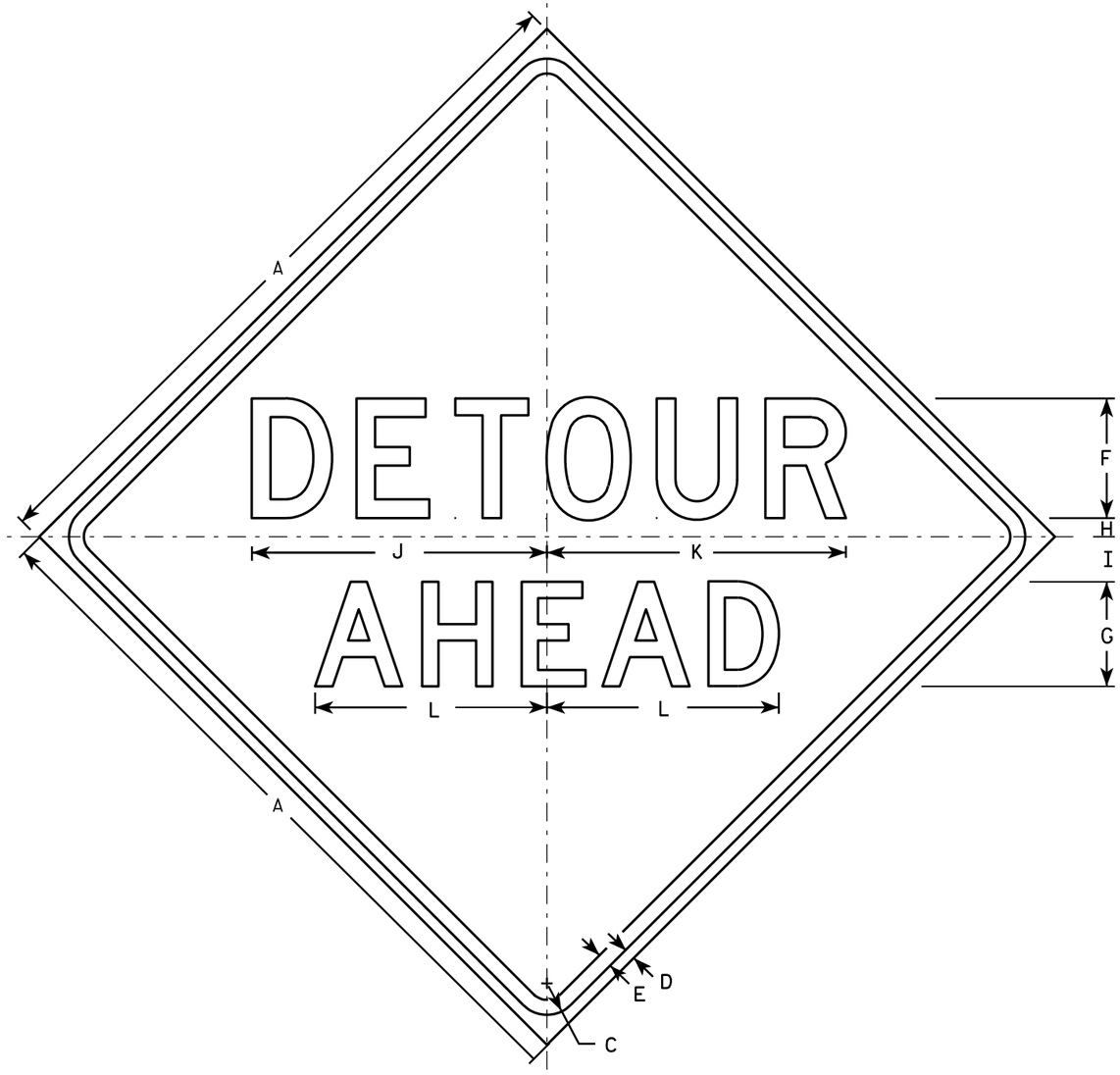
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

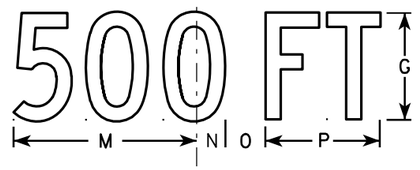
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

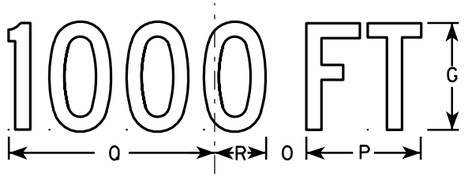
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E



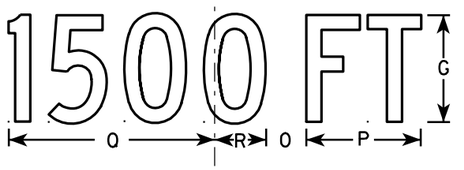
W20-2A



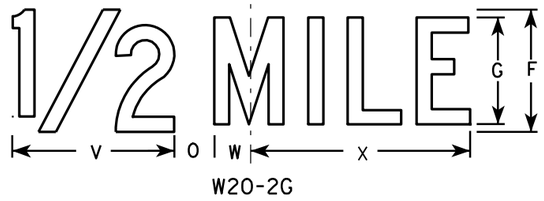
W20-2D



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

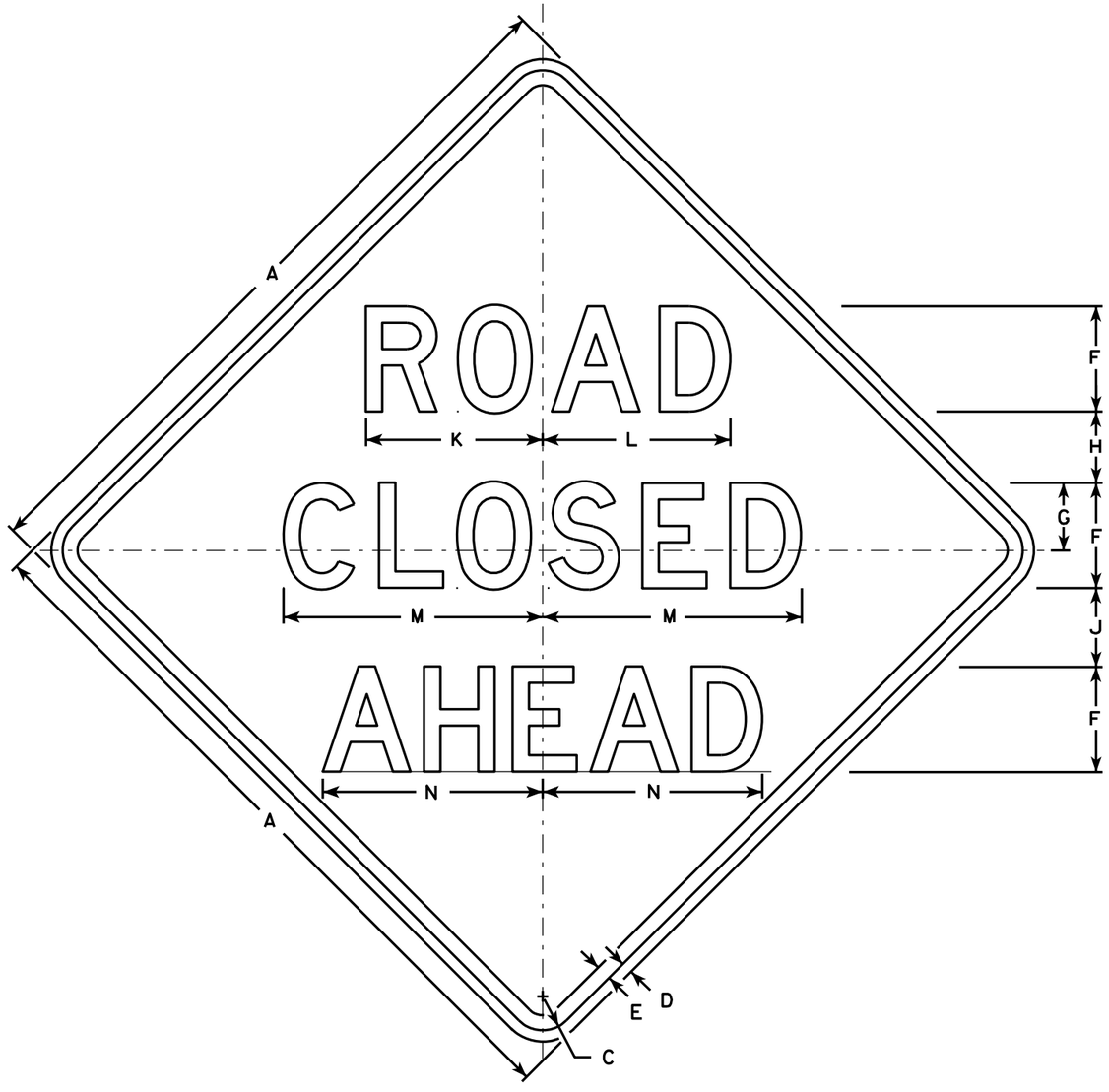
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

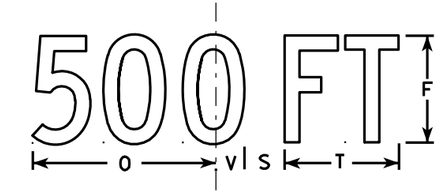
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E

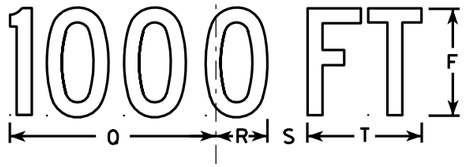
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



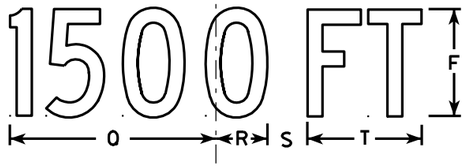
W20-3A



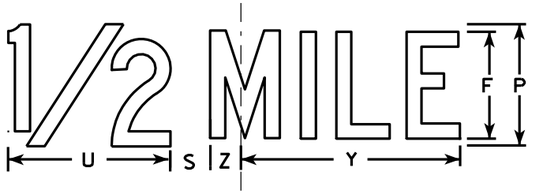
W20-3D



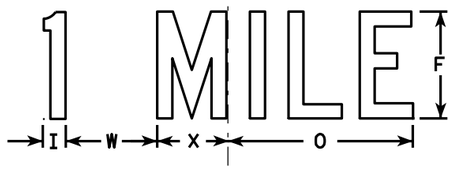
W20-3C



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: 211 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

EARTHWORK PROJECT I.D. 5880-02-72 (State St)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
281+50	28150		62	0	0	0	0	0	0	0	0
281+70	28170	20	65	0	1	47	0	0	47	0	47
281+75	28175	5	68	0	0	12	0	0	60	0	59
282+00	28200	25	105	0	0	80	0	0	140	0	140
282+07	28207	7	111	0	0	28	0	0	168	0	168
282+25	28225	18	83	0	0	65	0	0	233	0	232
282+50	28250	25	67	0	1	70	0	0	302	1	301
282+75	28275	25	69	0	0	63	0	1	365	2	363
283+00	28300	25	69	0	0	64	0	0	429	2	427
283+25	28325	25	67	0	1	63	0	0	492	3	489
283+44	28344	19	69	0	0	48	0	0	540	3	537
283+50	28350	6	69	0	0	15	0	0	555	3	552
283+75	28375	25	68	0	0	63	0	0	618	3	615
284+00	28400	25	127	0	0	90	0	0	708	4	705
284+03	28403	3	130	0	0	14	0	0	723	4	719
284+25	28425	22	80	0	0	85	0	0	808	4	805
284+40	28440	15	72	0	0	42	0	0	851	4	847
284+50	28450	10	67	0	1	26	0	0	876	4	872
284+75	28475	25	64	0	1	60	0	1	937	5	932
285+00	28500	25	65	0	2	60	0	1	996	7	990
285+25	28525	25	69	0	2	62	0	2	1058	9	1049
285+31	28531	6	72	0	2	16	0	0	1074	10	1064
285+50	28550	19	72	0	1	51	0	1	1125	11	1114
285+75	28575	25	81	0	0	71	0	1	1196	12	1184
286+00	28600	25	83	0	1	76	0	0	1272	12	1260
286+25	28625	25	90	0	0	80	0	0	1352	12	1339
286+50	28650	25	123	0	1	99	0	0	1450	13	1438
286+66	28666	16	123	0	1	73	0	0	1523	13	1510
286+75	28675	9	121	0	1	41	0	0	1564	13	1551
287+00	28700	25	83	0	1	95	0	0	1659	14	1645
287+25	28725	25	84	0	1	77	0	0	1736	15	1722
287+50	28750	25	97	0	1	84	0	0	1820	15	1805
287+75	28775	25	115	0	0	98	0	0	1919	15	1903
288+00	28800	25	120	0	0	109	0	0	2027	15	2012
288+25	28825	25	104	0	0	104	0	0	2131	15	2116
288+50	28850	25	124	0	0	106	0	0	2237	15	2221
288+75	28875	25	101	0	0	104	0	0	2341	16	2326
289+00	28900	25	73	0	0	80	0	0	2422	16	2406
289+25	28925	25	76	0	0	69	0	0	2490	16	2475
289+50	28950	25	81	0	1	73	0	0	2563	16	2547
289+75	28975	25	92	0	0	80	0	0	2643	16	2627
290+00	29000	25	95	0	0	87	0	0	2730	16	2713
290+25	29025	25	83	0	0	83	0	0	2812	16	2796
290+50	29050	25	76	0	0	74	0	0	2886	17	2869
290+75	29075	25	77	0	0	71	0	0	2957	17	2940
290+83	29083	8	77	0	0	23	0	0	2979	17	2962
291+00	29100	17	74	0	0	48	0	0	3027	17	3010
291+22	29122	21.81	73	0	0	60	0	0	3087	17	3070
291+25	29125	3.19	73	0	0	9	0	0	3095	17	3078
291+50	29150	25	69	0	0	66	0	0	3161	17	3144
291+75	29175	25	70	0	0	64	0	0	3225	17	3208
292+00	29200	25	66	0	0	63	0	0	3289	17	3271
292+25	29225	25	56	0	2	56	0	1	3345	18	3327
292+50	29250	25	128	0	0	85	0	1	3430	19	3411
292+75	29275	25	123	0	2	116	0	1	3546	20	3526
293+00	29300	25	73	0	0	91	0	1	3637	22	3615
293+25	29325	25	78	0	0	70	0	0	3707	22	3685
293+50	29350	25	71	0	0	69	0	0	3775	22	3753
293+75	29375	25	70	0	0	65	0	0	3840	22	3818
294+00	29400	25	70	0	0	65	0	0	3905	22	3883
294+25	29425	25	76	0	0	68	0	0	3973	22	3951
294+50	29450	25	76	0	0	70	0	0	4043	22	4021
294+75	29475	25	79	0	0	72	0	0	4115	23	4092
295+00	29500	25	78	0	0	73	0	0	4187	23	4165
295+25	29525	25	80	0	0	73	0	0	4261	23	4238
295+50	29550	25	82	0	0	75	0	0	4336	23	4313
295+75	29575	25	84	0	0	77	0	0	4412	23	4389
296+00	29600	25	76	0	0	74	0	0	4486	24	4463
296+25	29625	25	74	0	4	69	0	2	4556	26	4529
296+44	29644	18.7	147	0	0	76	0	1	4632	28	4604
296+50	29650	6.3	148	0	0	34	0	0	4666	28	4638
296+55	29655	5.2	146	0	0	28	0	0	4695	28	4667
296+75	29675	19.8	87	0	0	86	0	0	4780	28	4752
297+00	29700	25	72	0	0	74	0	0	4854	29	4826
297+16	29716	16	79	0	0	45	0	0	4899	29	4870
297+25	29725	9	79	0	0	26	0	0	4925	29	4897
297+50	29750	25	76	0	0	72	0	0	4997	29	4968
297+75	29775	25	78	0	0	71	0	0	5068	29	5039
298+00	29800	25	74	0	0	70	0	0	5139	29	5109
298+10	29810	10	78	0	0	28	0	0	5167	30	5137
298+25	29825	15	82	0	0	44	0	0	5211	30	5182
298+50	29850	25	86	0	0	78	0	0	5289	30	5260
298+67	29867	17	89	0	0	55	0	0	5344	30	5315
298+75	29875	8	90	0	0	27	0	0	5371	30	5341
299+00	29900	25	84	0	0	80	0	0	5451	30	5422
299+25	29925	25	79	0	0	76	0	0	5527	30	5497
299+50	29950	25	75	0	0	71	0	0	5598	30	5569
299+75	29975	25	75	0	0	69	0	0	5668	30	5638
300+00	30000	25	68	0	0	66	0	0	5734	30	5704
300+25	30025	25	127	0	0	91	0	0	5824	30	5795
300+39	30039	13.5	151	0	0	70	0	0	5894	30	5864
300+50	30050	12	152	0	0	65	0	0	5959	30	5929
300+75	30075	25	70	0	0	103	0	0	6061	30	6032
300+77	30077	2	67	0	0	4	0	0	6066	30	6036
						6,066	0	24			

9

9

PROJECT NO: 5880-02-72 | HWY: USH 12 | COUNTY: JUNEAU | EARTHWORK | SHEET E

FILE NAME : P:\90s\93\00093025\CADD\Planshts\Earthwork\earthwork border.dgn PLOT DATE : 7/28/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 49

EARTHWORK PROJECT I.D. 5880-02-72 (Division Street)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
536+30	53630		48	0	0	0	0	0	0	0	0
536+50	53650	20	83	0	0	49	0	0	49	0	49
536+75	53675	25	88	0	0	79	0	0	127	0	127
						127	0	0			

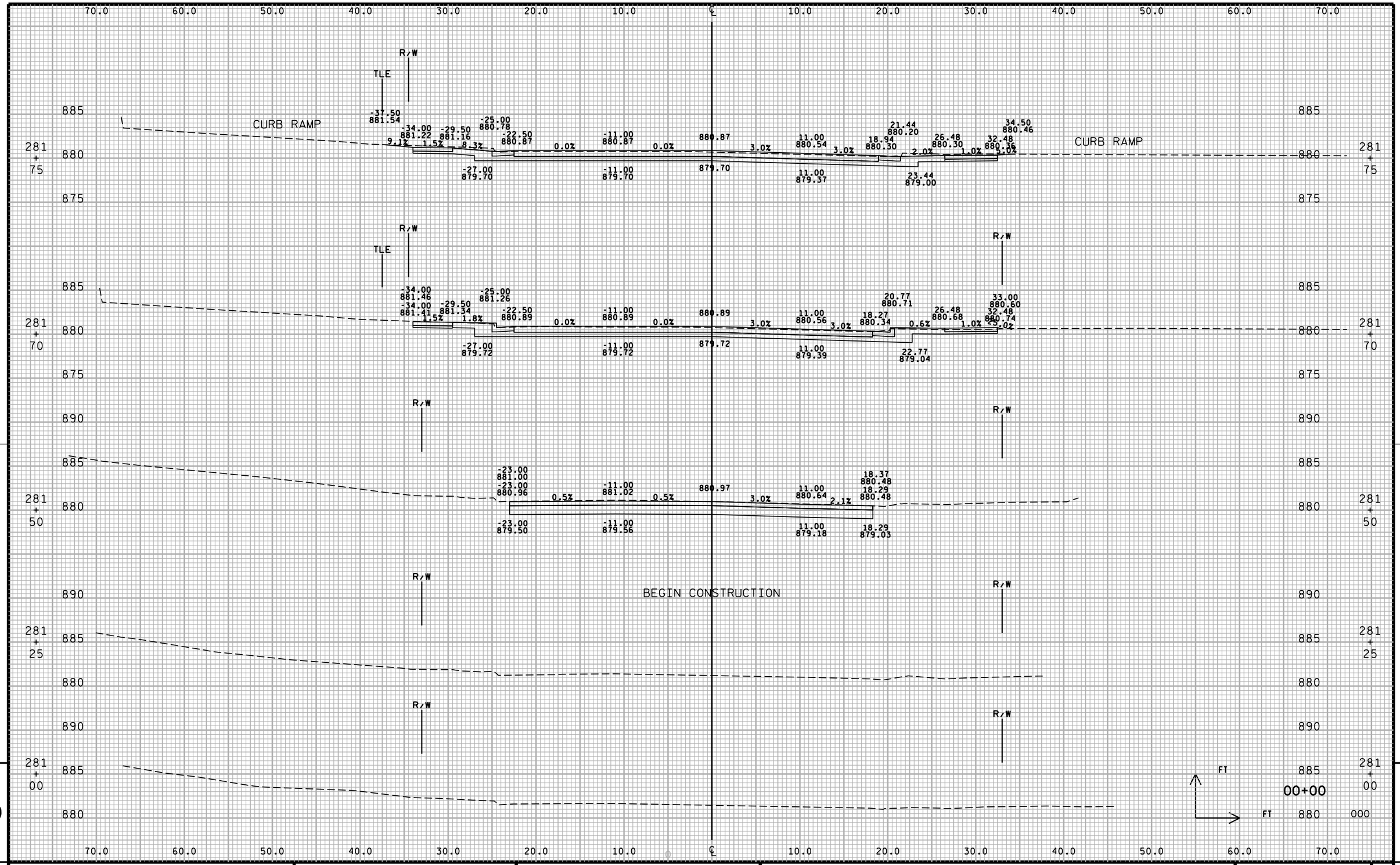
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	EARTHWORK	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Planshts\Earthwork\earthwork border.dgn PLOT DATE : 7/28/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 49



9

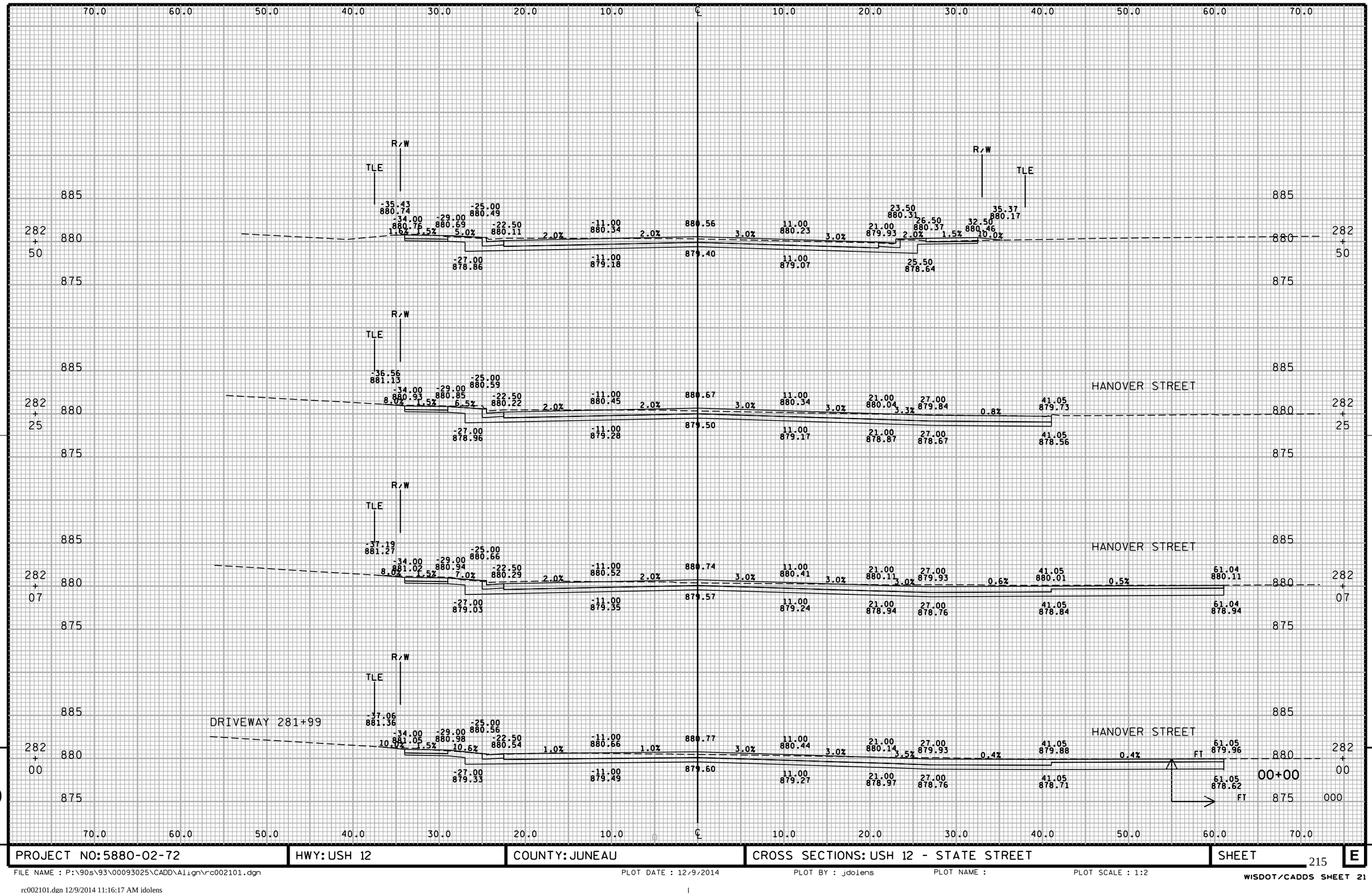
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 214	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc001101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc001101.dgn 12/9/2014 11:16:17 AM jdolens



9

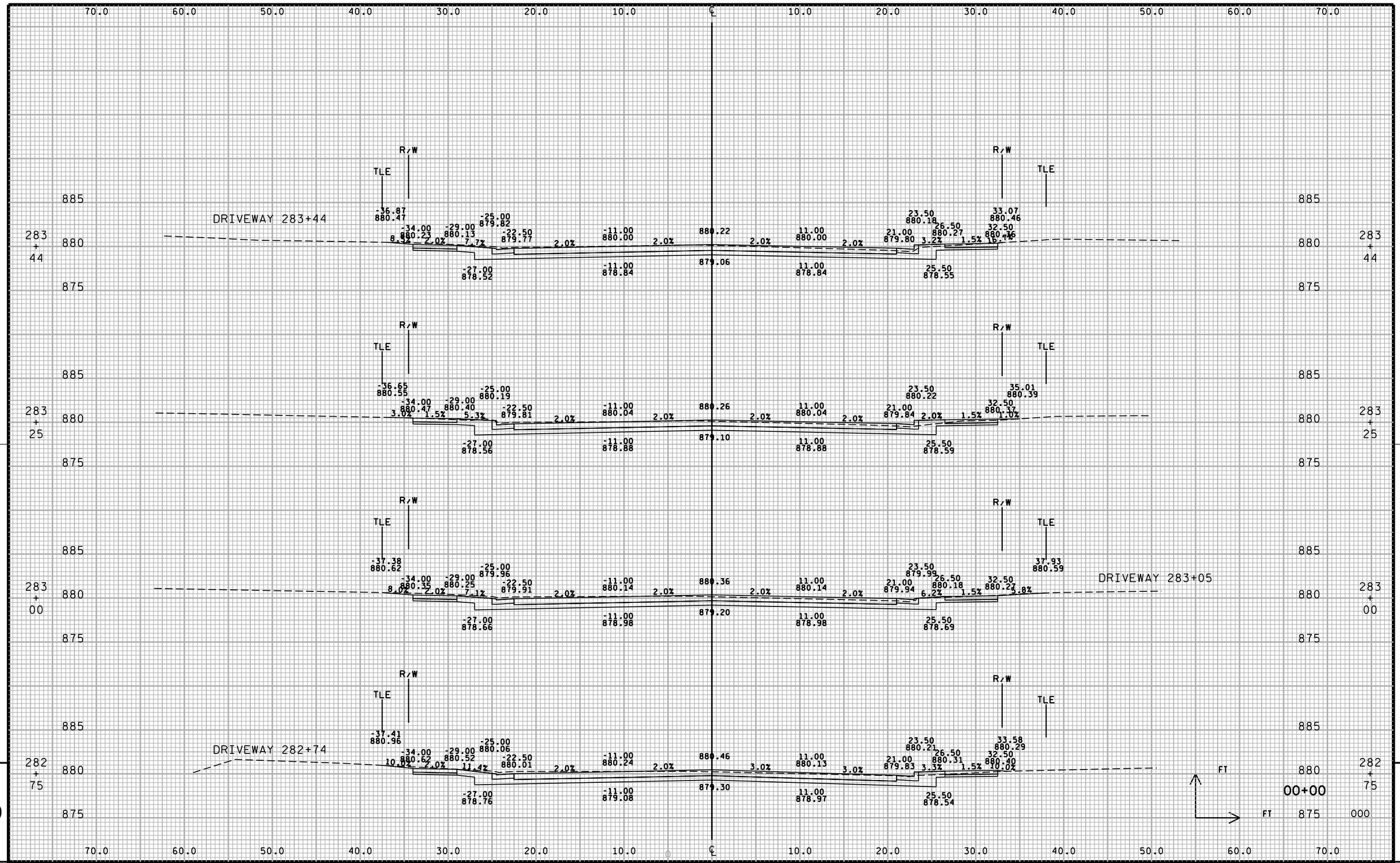
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc002101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc002101.dgn 12/9/2014 11:16:17 AM jdolens



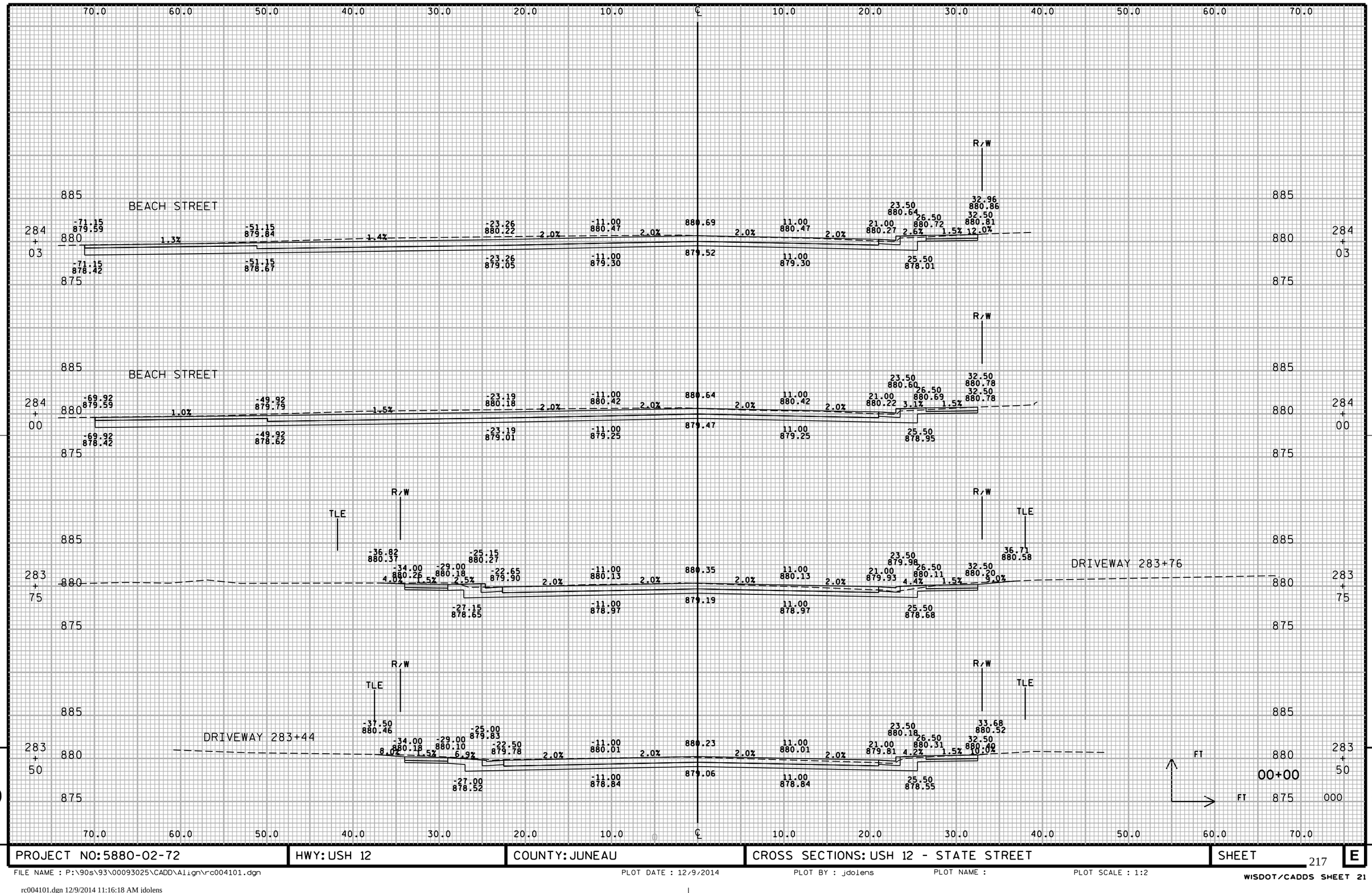
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc003101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc003101.dgn 12/9/2014 11:16:18 AM jdolens



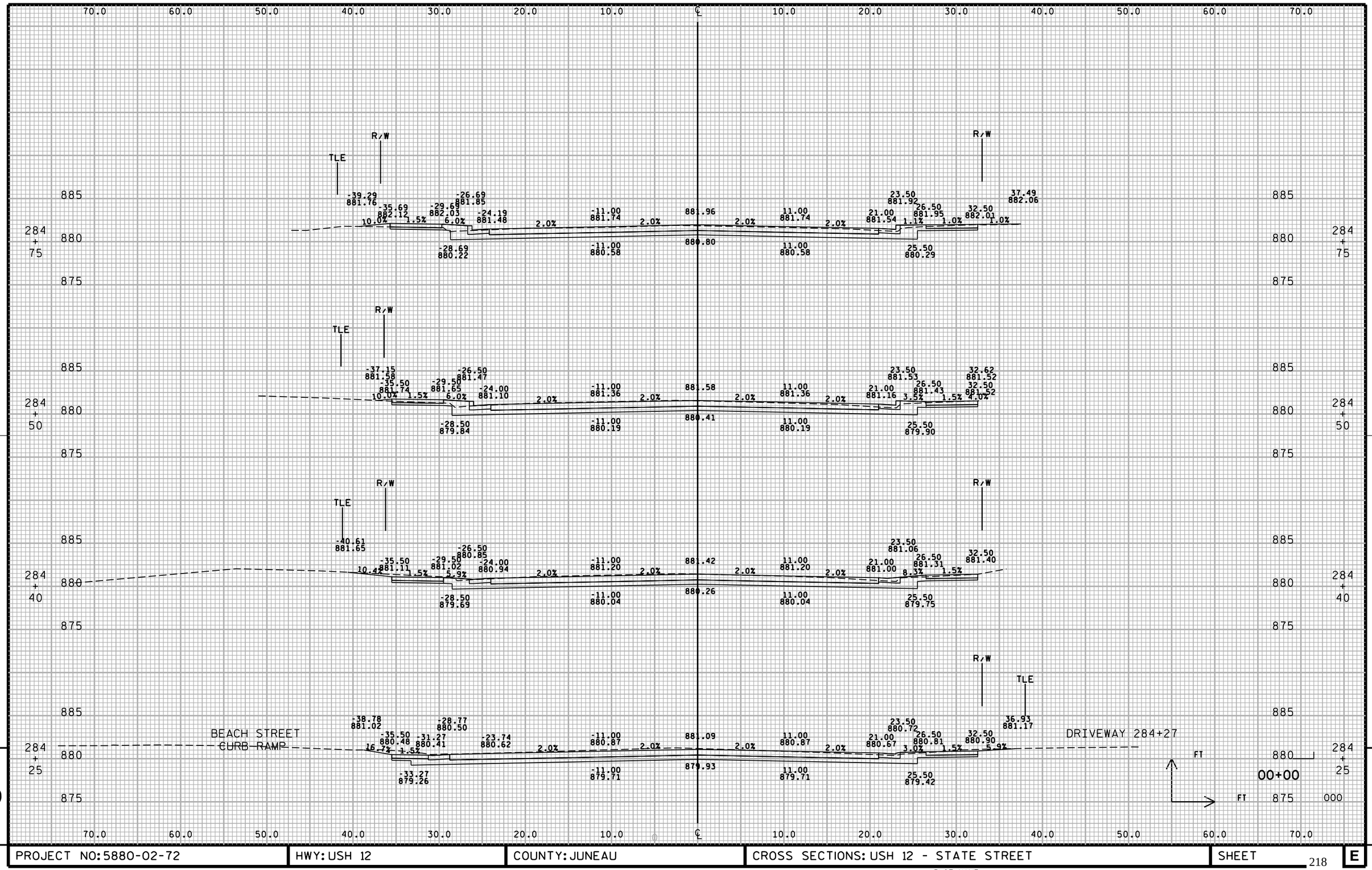
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc004101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc004101.dgn 12/9/2014 11:16:18 AM jdolens



9

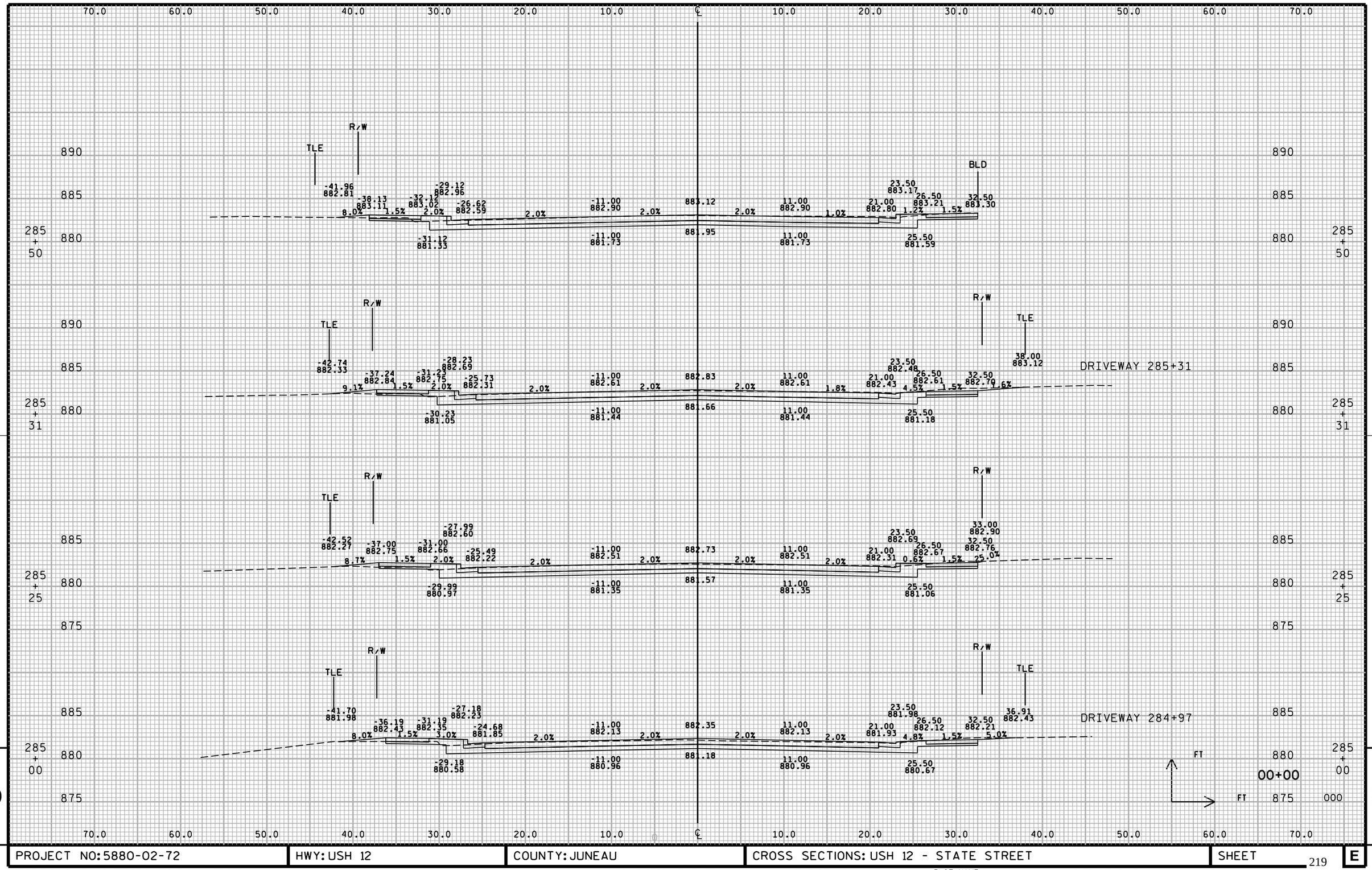
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc005101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc005101.dgn 12/9/2014 11:16:19 AM jdolens



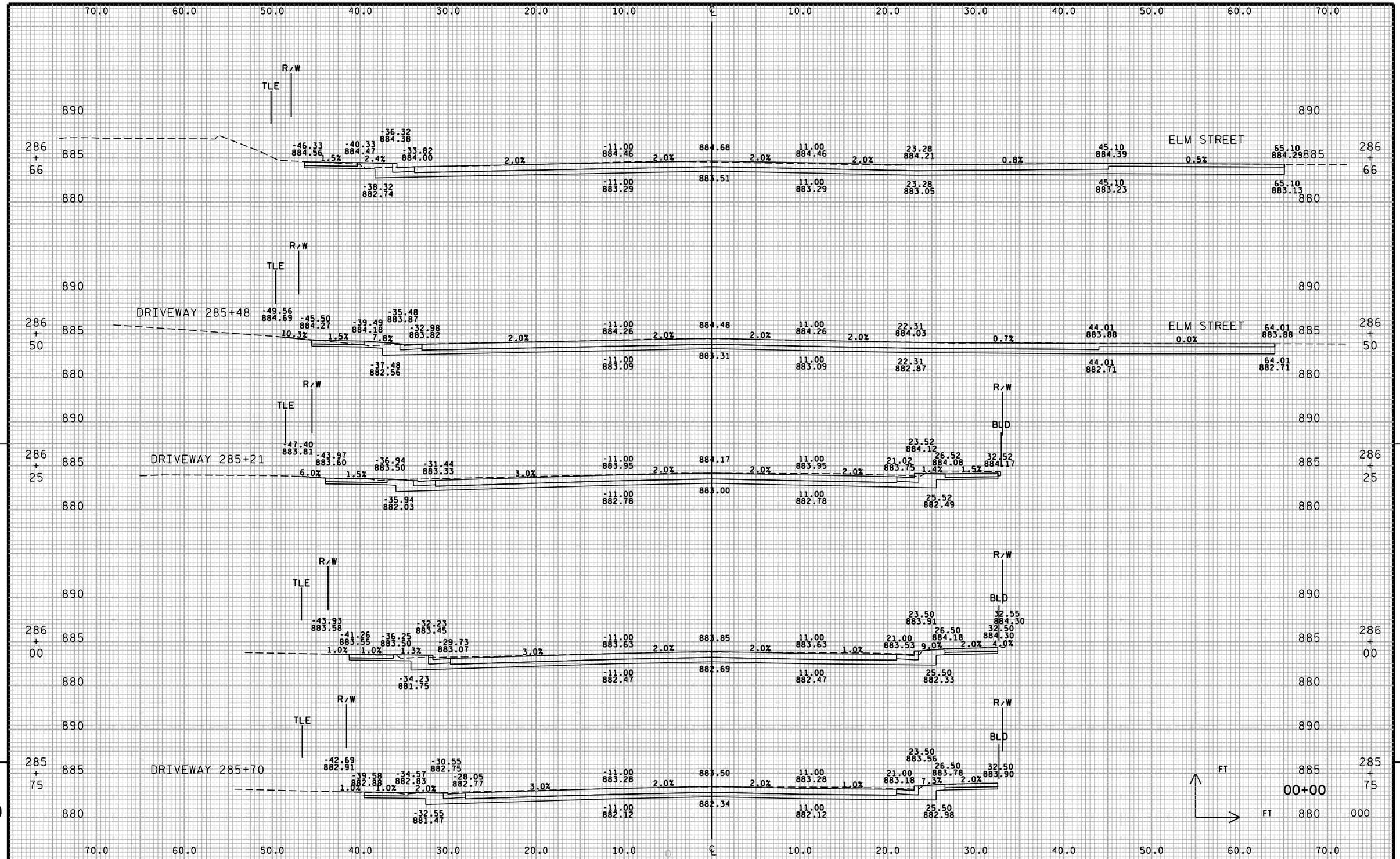
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc006101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc006101.dgn 12/9/2014 11:16:20 AM jdolens



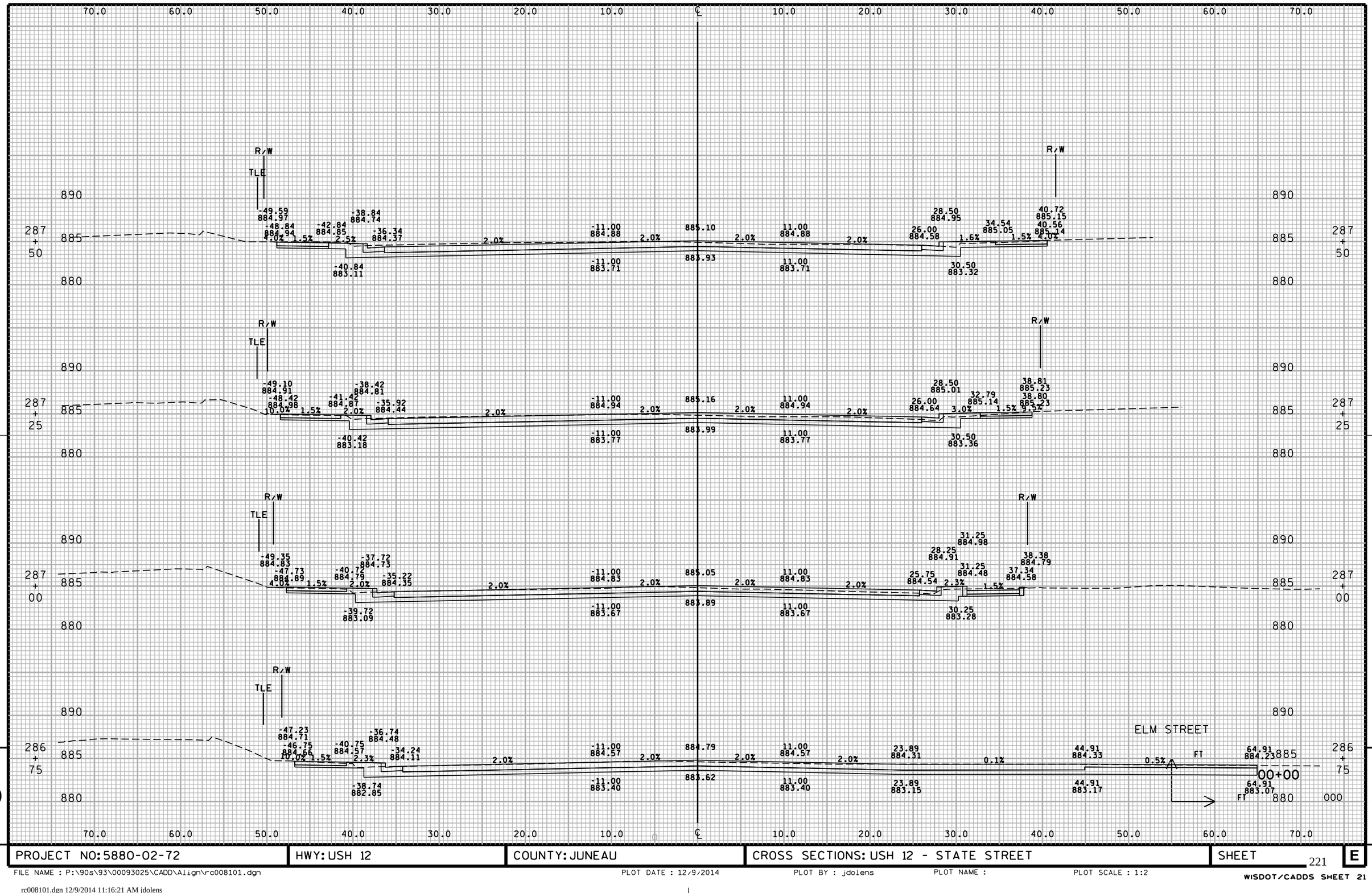
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 220	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc007101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc007101.dgn 12/9/2014 11:16:20 AM jdolens

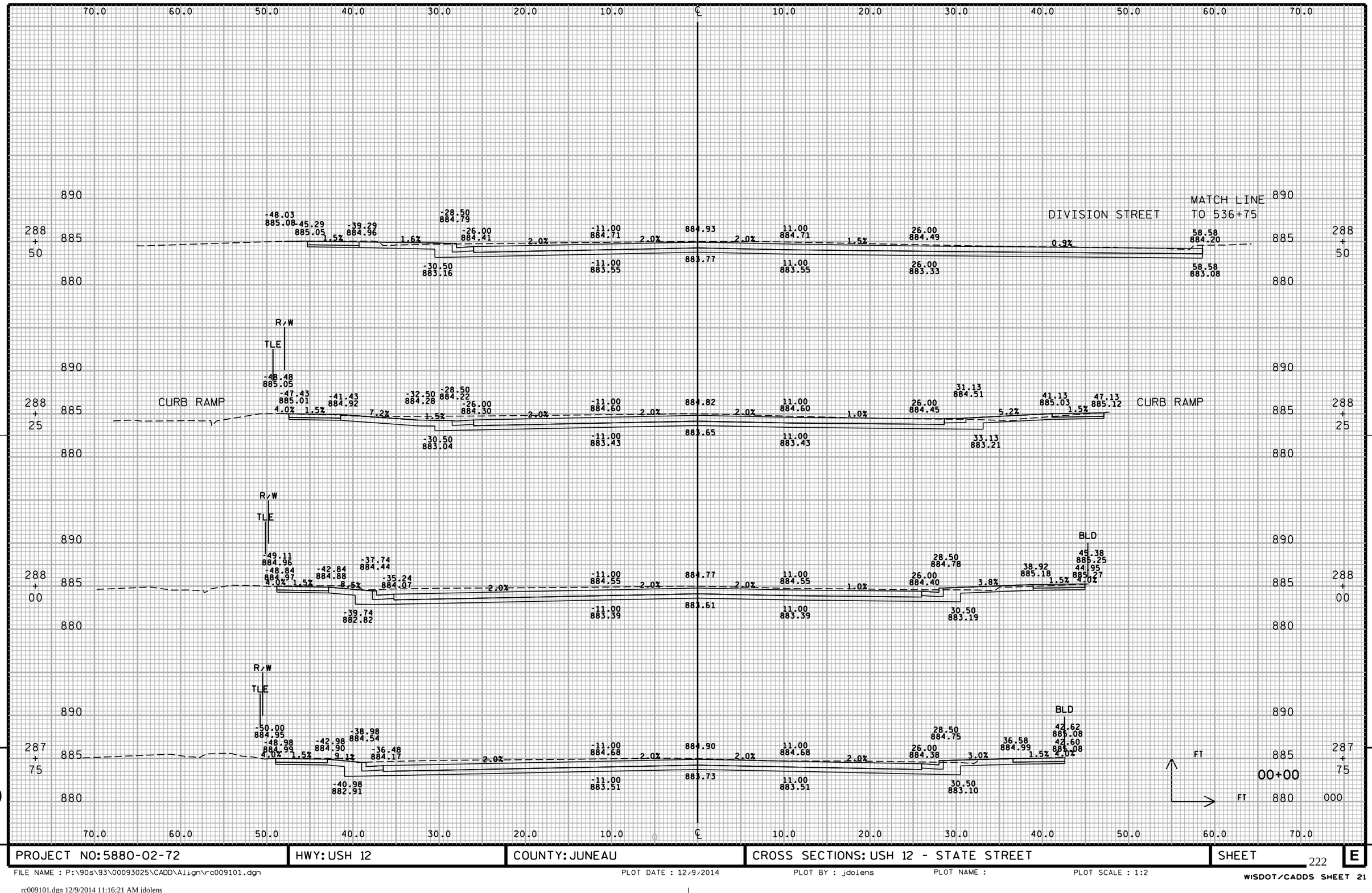


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 221	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc008101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc008101.dgn 12/9/2014 11:16:21 AM jdolens



9

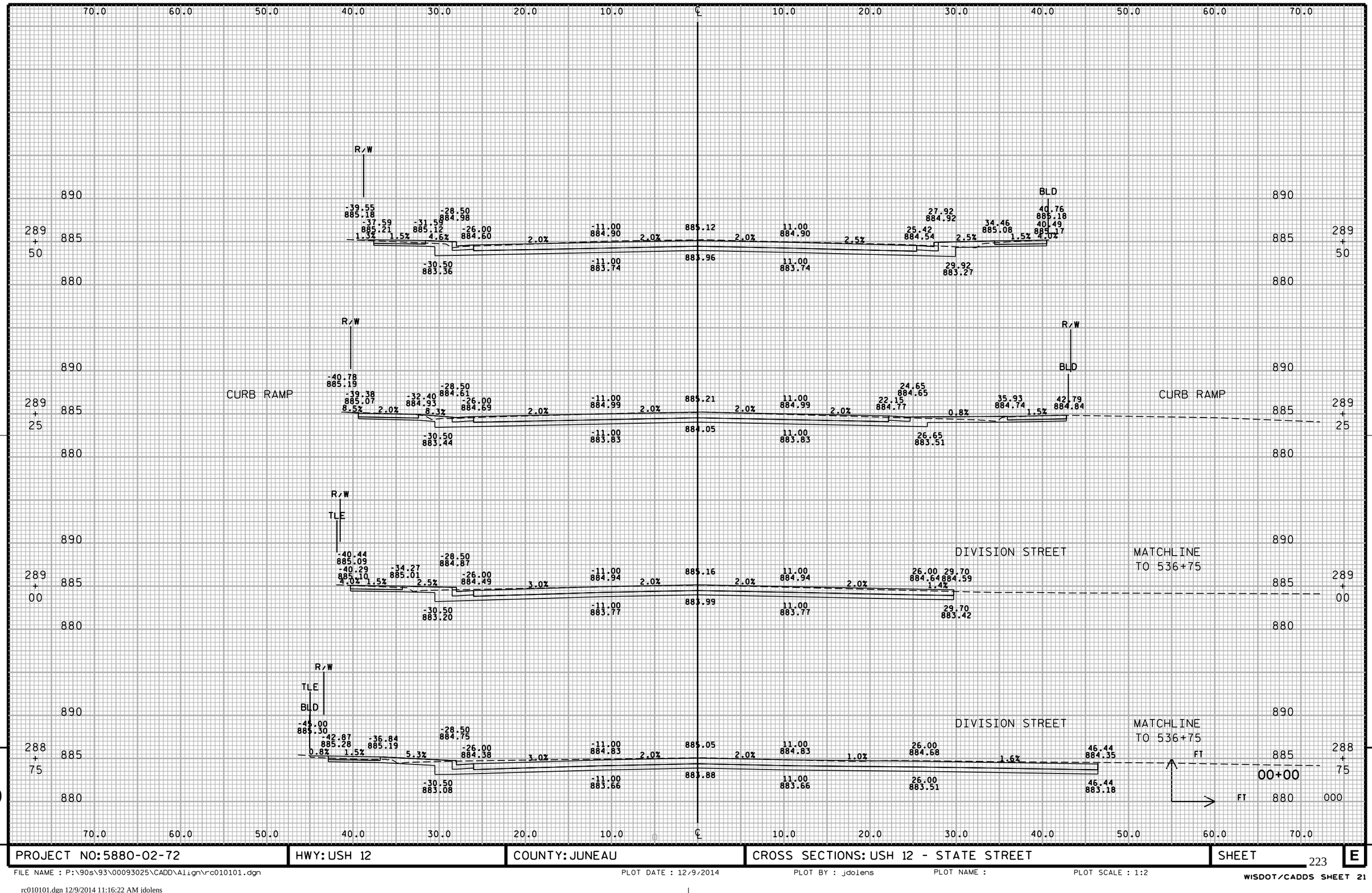
PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 222	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc009101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc009101.dgn 12/9/2014 11:16:21 AM jdolens

9

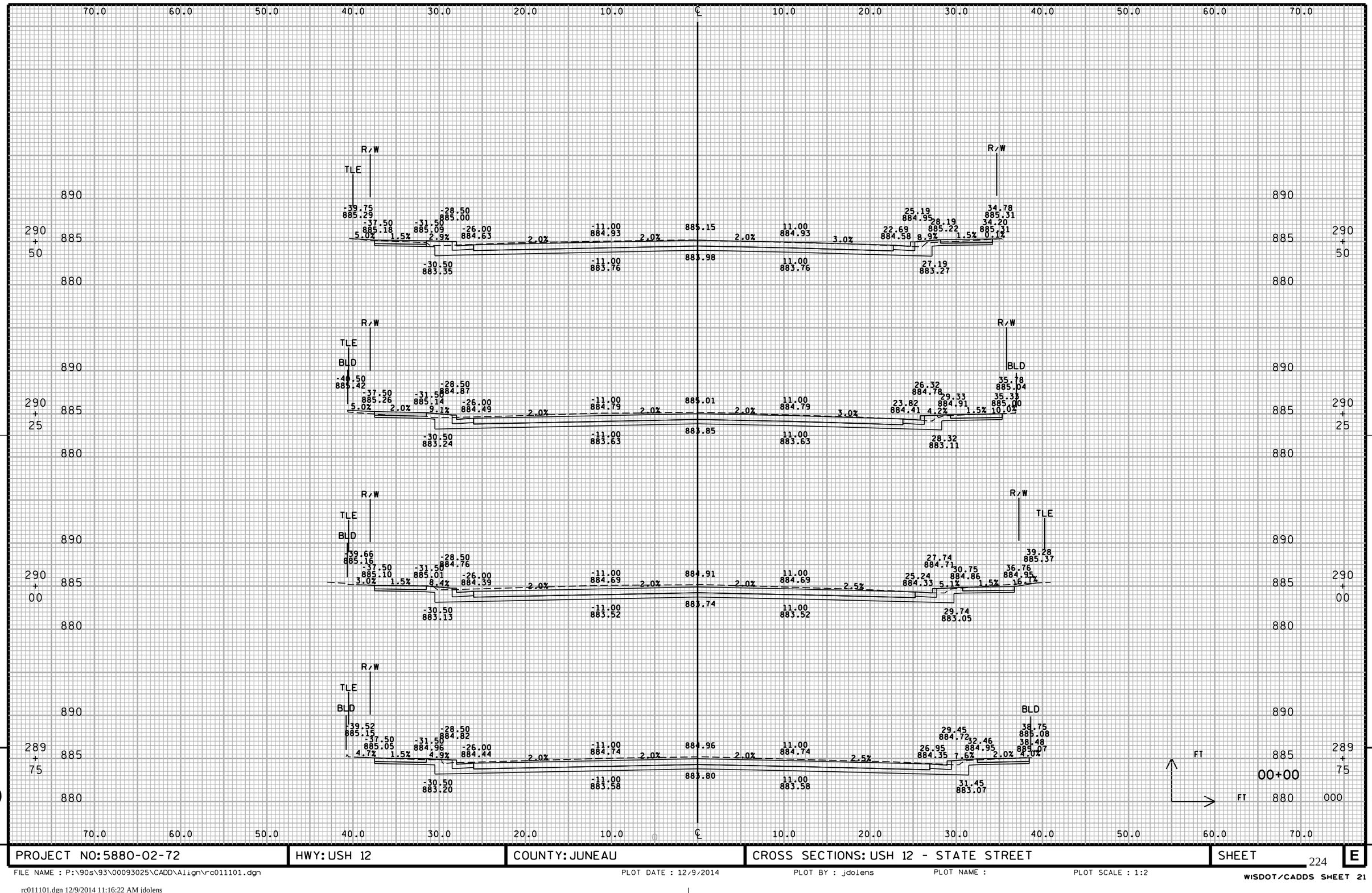


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc010101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc010101.dgn 12/9/2014 11:16:22 AM jdolens



9

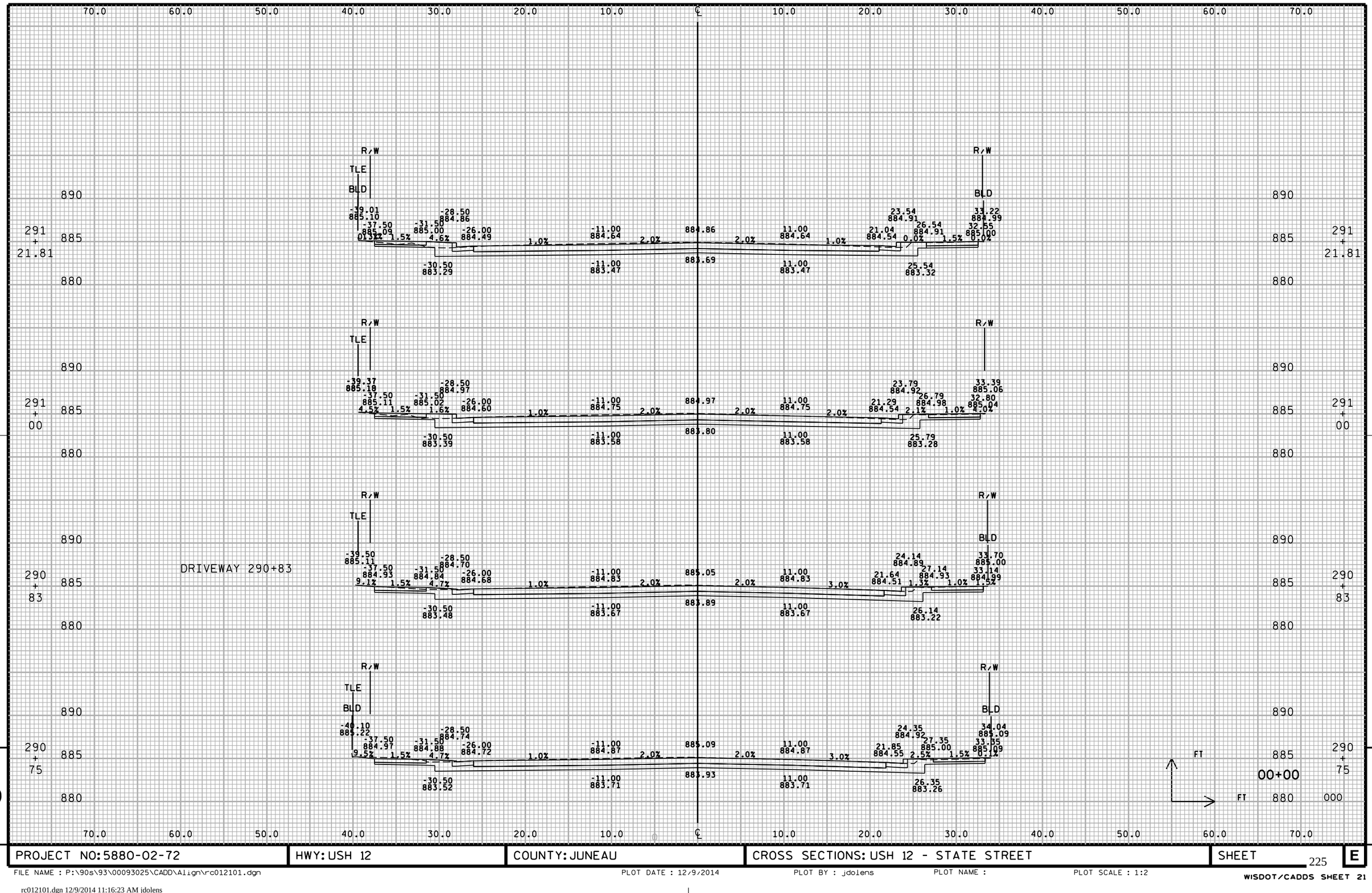
9

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 224	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc011101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc011101.dgn 12/9/2014 11:16:22 AM jdolens

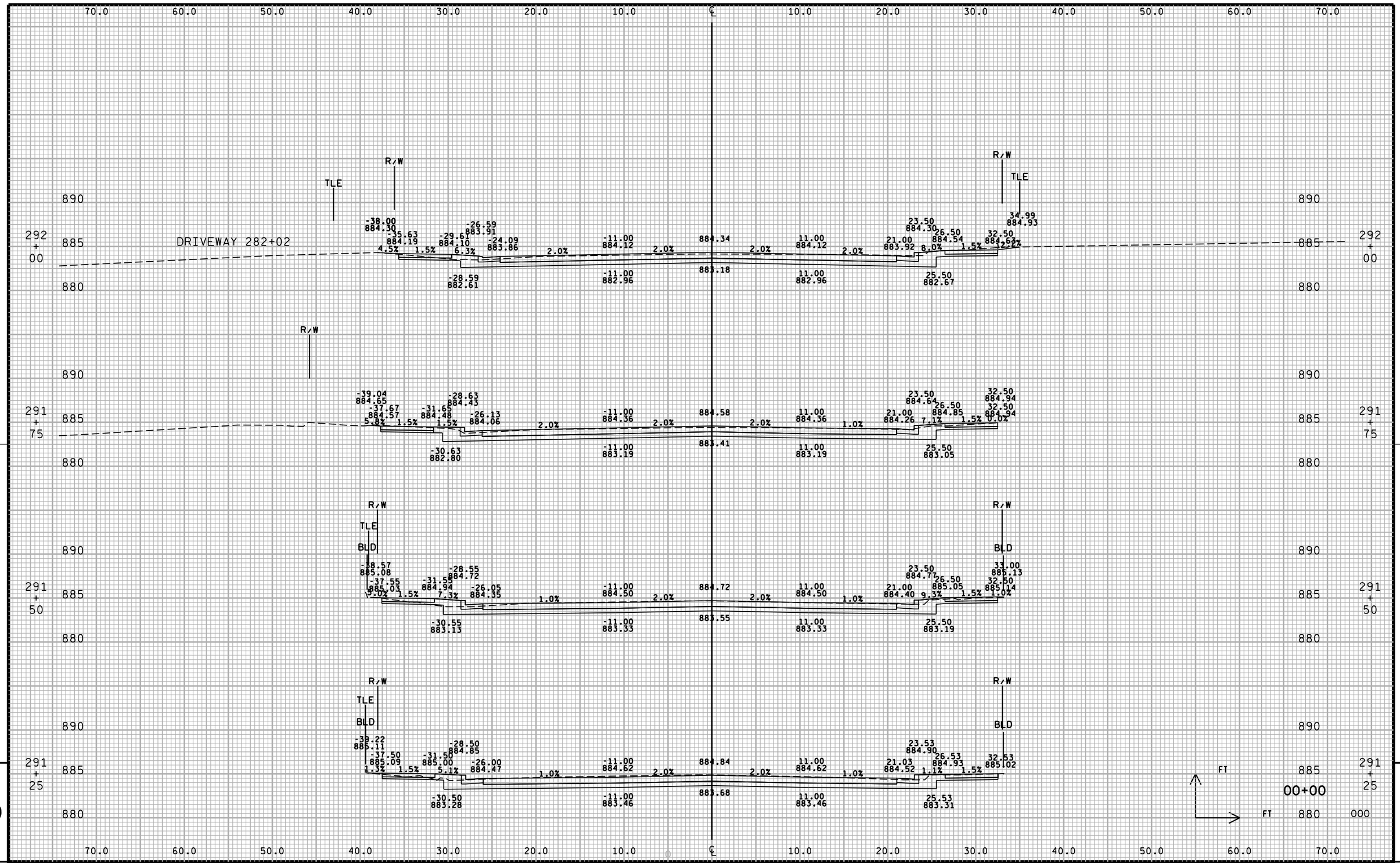


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc012101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc012101.dgn 12/9/2014 11:16:23 AM jdolens

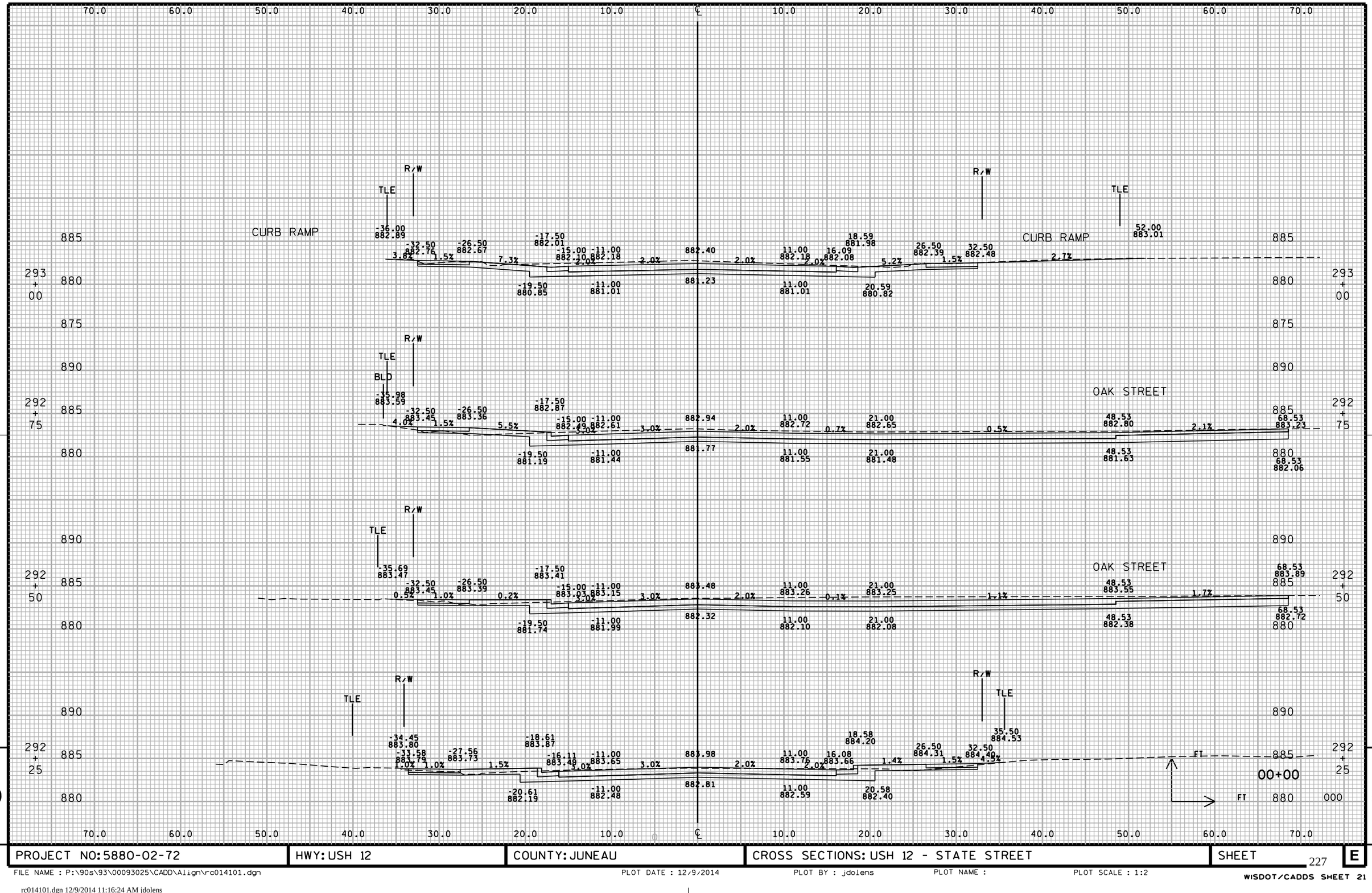


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc013101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc013101.dgn 12/9/2014 11:16:23 AM jdolens



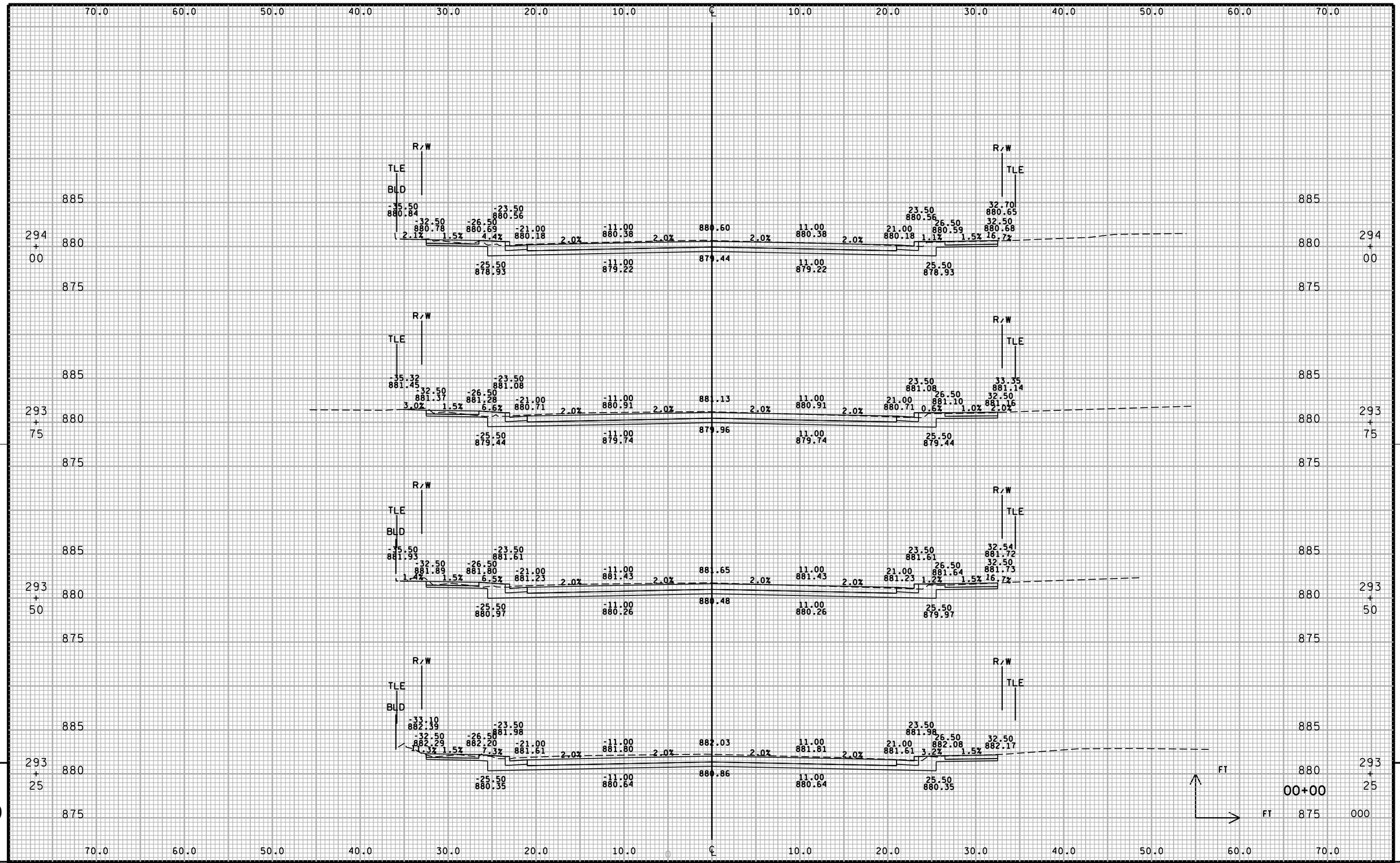
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PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 227	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc014101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc014101.dgn 12/9/2014 11:16:24 AM jdolens



9

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 228	E

70.0 60.0 50.0 40.0 30.0 20.0 10.0 ℄ 10.0 20.0 30.0 40.0 50.0 60.0 70.0

885 880 875

295 + 00

R/W TLE BLD -36.00 878.74 -32.50 878.69 -26.50 878.60 -23.50 878.46 -21.00 878.09 -11.00 878.29 878.51 11.00 878.29 21.00 878.09 23.50 878.46 26.50 878.63 32.50 878.72 R/W TLE
1.5% 1.5% 4.5% 2.0% 2.0% 2.0% 2.0% 2.0% 5.4% 1.5%
877.34
-25.50 876.83 -11.00 877.12 11.00 877.12 25.50 876.83

885 880 875

294 + 75

R/W TLE BLD -35.52 879.34 -32.50 879.30 -26.50 879.21 -23.50 878.99 -21.00 878.61 -11.00 878.81 879.03 11.00 878.81 21.00 878.61 23.50 878.99 26.50 879.15 32.50 879.24 R/W TLE
1.2% 1.5% 7.5% 2.0% 2.0% 2.0% 2.0% 2.0% 5.4% 1.5%
877.87
-25.50 877.36 -11.00 877.65 11.00 877.65 25.50 877.36

885 880 875

294 + 50

R/W TLE BLD -35.50 879.86 -32.50 879.71 -26.50 879.62 -23.50 879.51 -21.00 879.14 -11.00 879.34 879.56 11.00 879.34 21.00 879.14 23.50 879.51 26.50 879.54 32.50 879.63 32.84 879.69 R/W TLE
5.1% 1.5% 3.6% 2.0% 2.0% 2.0% 2.0% 2.0% 1.0% 1.5% 16.1%
878.39
-25.50 877.87 -11.00 878.17 11.00 878.17 25.50 877.87

885 880 875

294 + 25

DRIVEWAY 294+25

R/W TLE BLD -35.45 880.32 -32.50 880.05 -26.50 879.96 -23.50 879.71 -21.00 879.66 -11.00 879.86 880.08 11.00 879.86 21.00 879.66 23.50 880.03 26.50 880.06 32.50 880.15 32.52 880.15 R/W TLE
9.0% 1.5% 8.4% 2.0% 2.0% 2.0% 2.0% 2.0% 0.9% 1.5% 16.1%
878.91
-25.50 878.40 -11.00 878.69 11.00 878.69 25.50 878.40

FT 00+00 FT 000

885 880 875

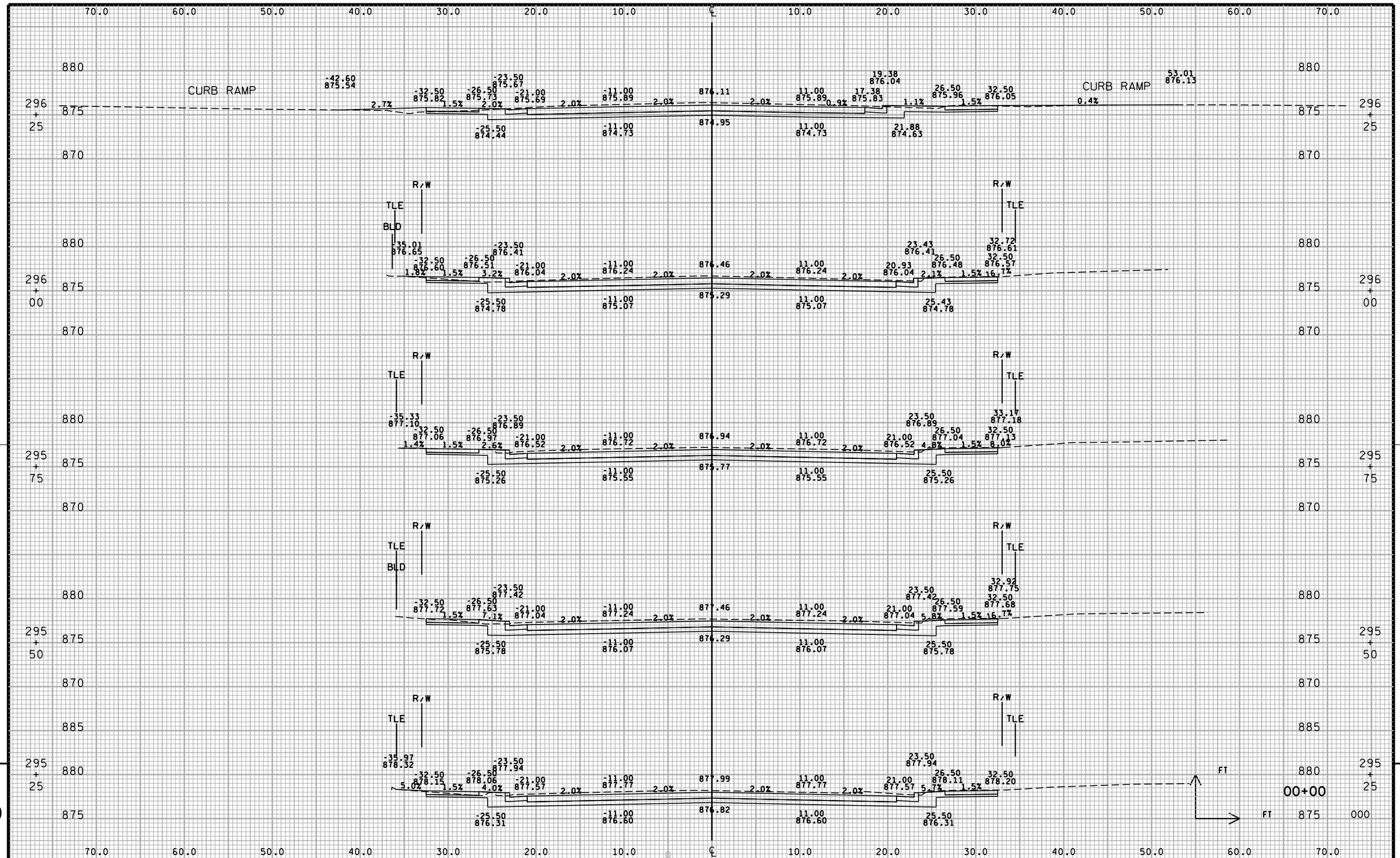
294 + 25

70.0 60.0 50.0 40.0 30.0 20.0 10.0 ℄ 10.0 20.0 30.0 40.0 50.0 60.0 70.0

9 9

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc016101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2
WISDOT/CADDS SHEET 21
rc016101.dgn 12/9/2014 11:16:25 AM jdolens

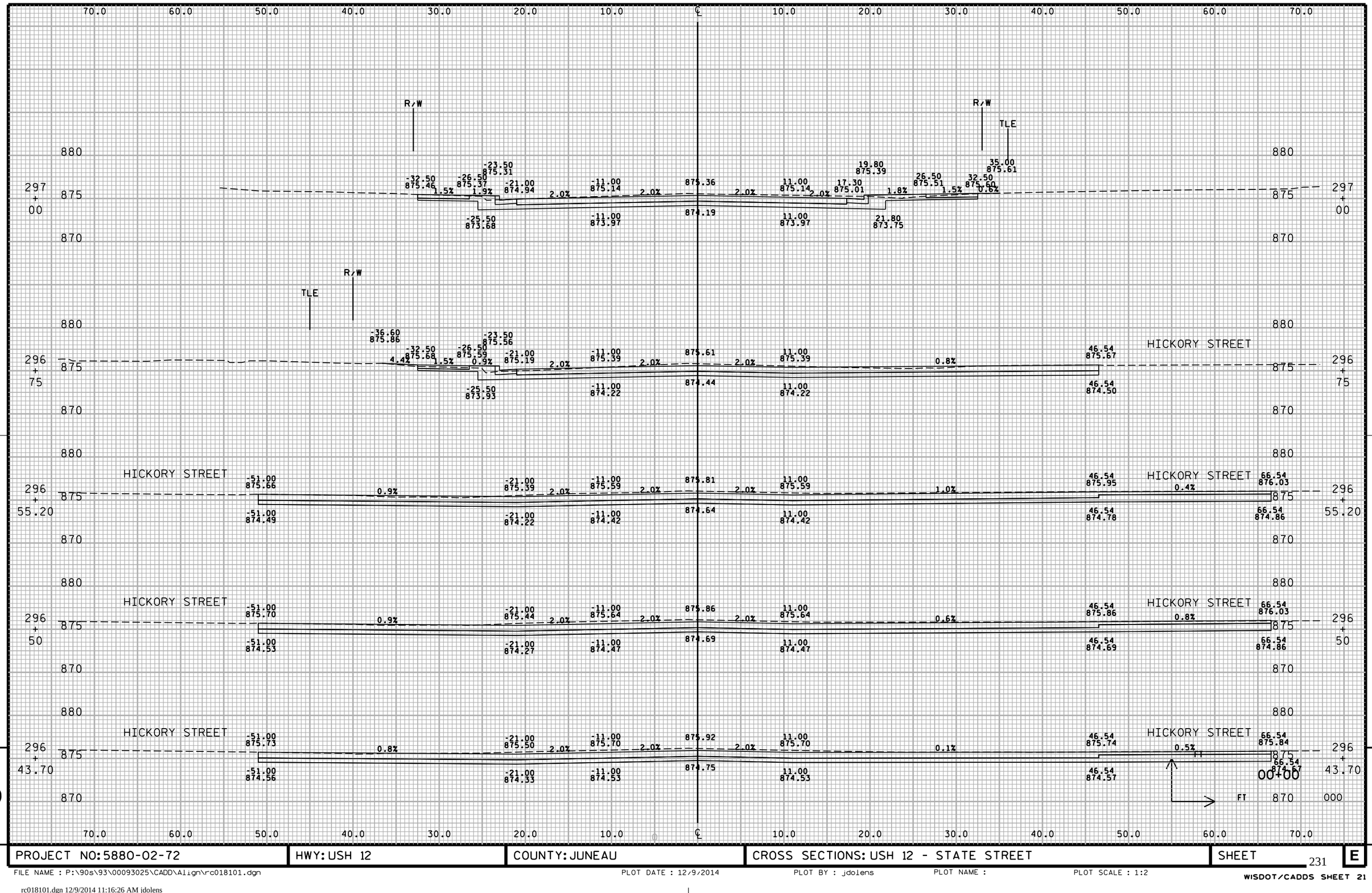


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 230	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc017101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc017101.dgn 12/9/2014 11:16:25 AM jdolens

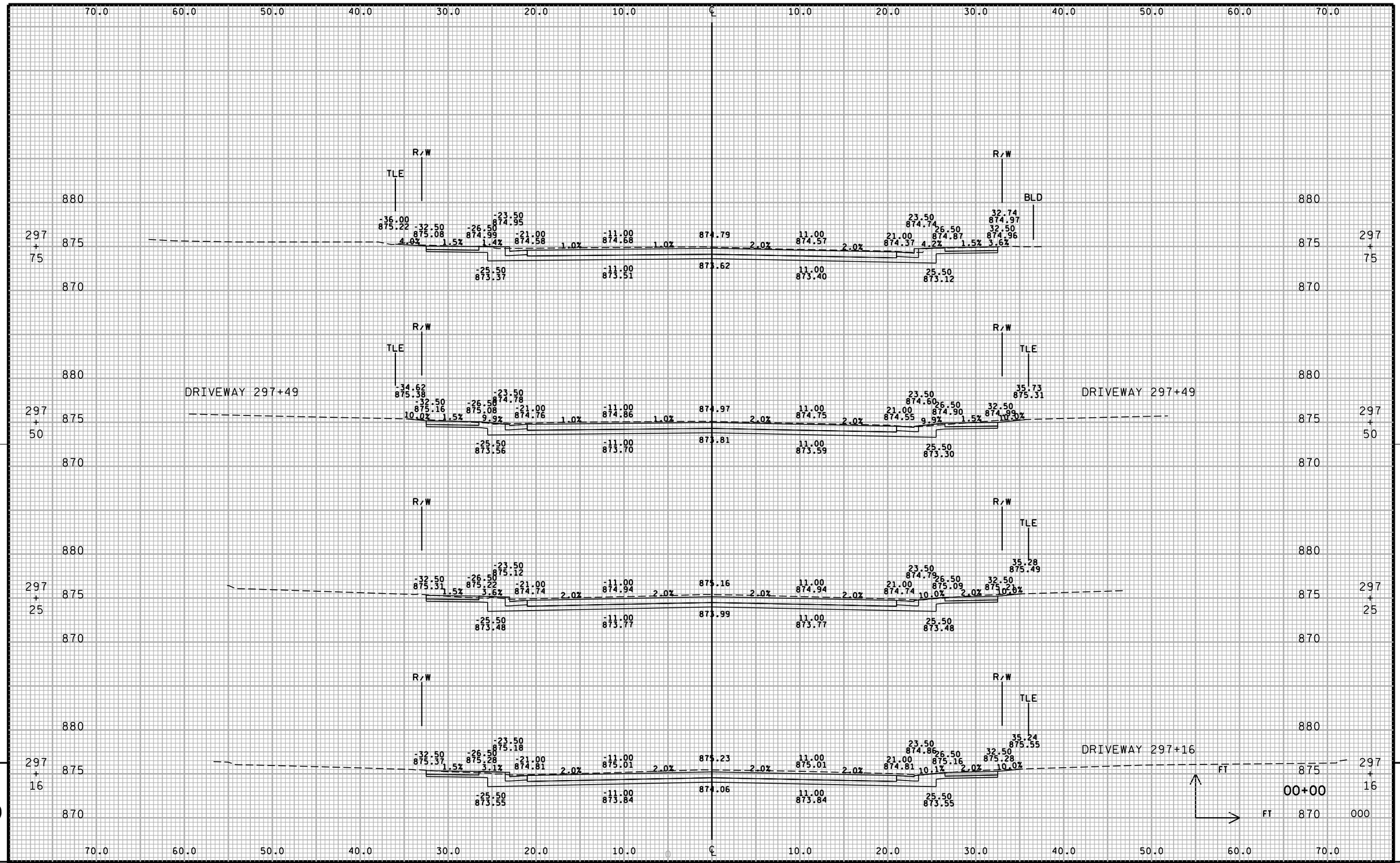


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc018101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc018101.dgn 12/9/2014 11:16:26 AM jdolens

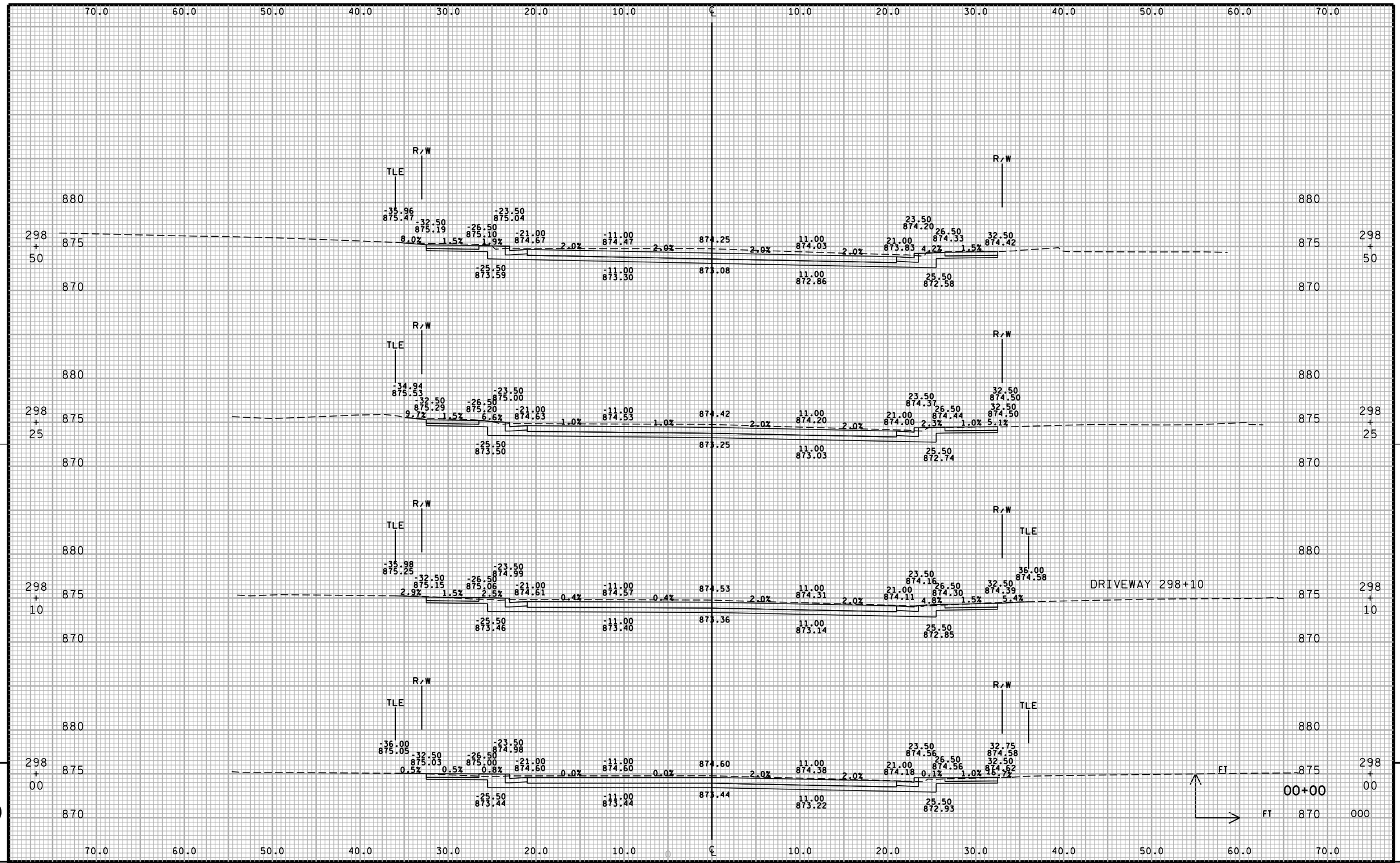


PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc019101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc019101.dgn 12/9/2014 11:16:26 AM jdolens



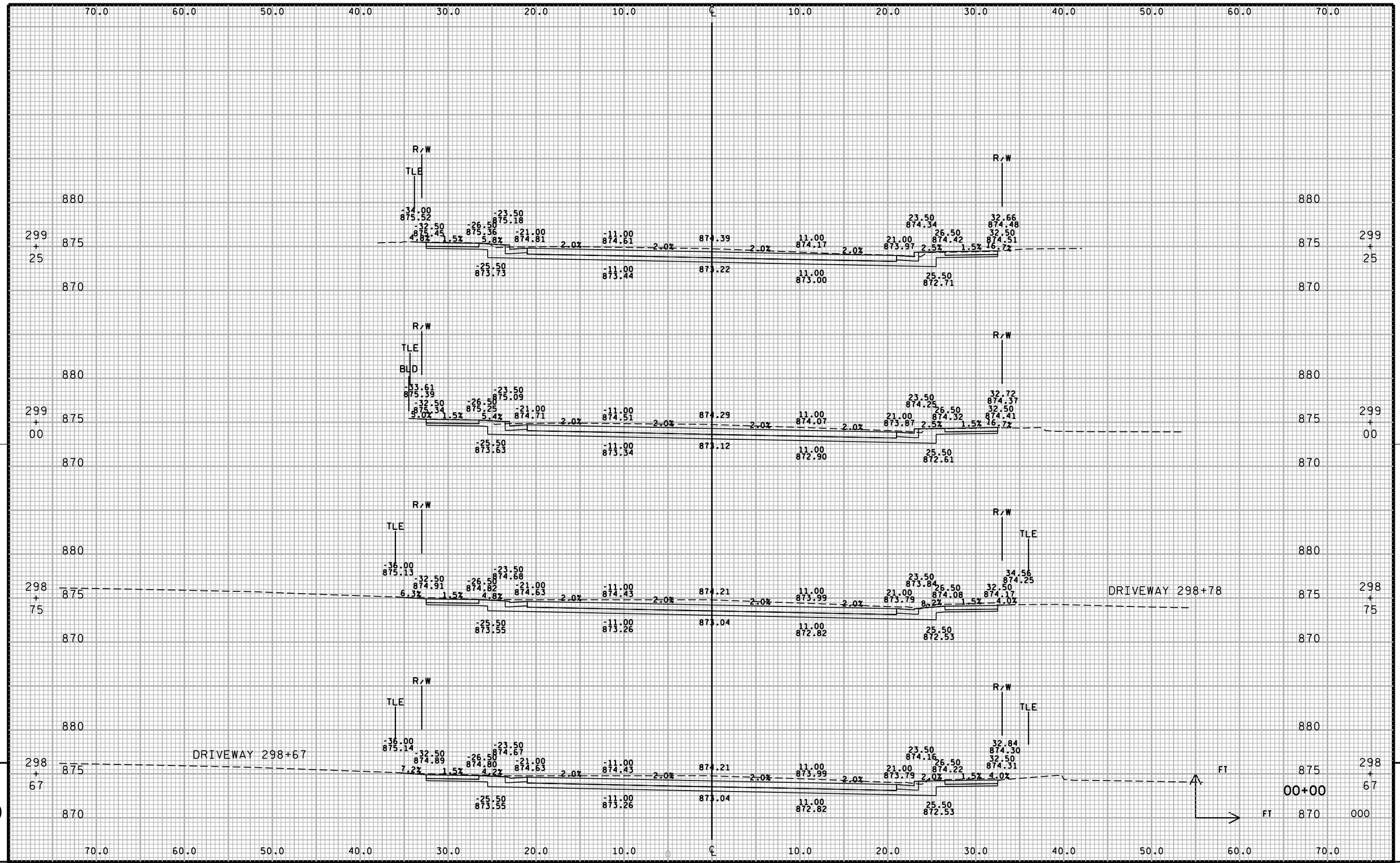
9

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 233	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc020101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

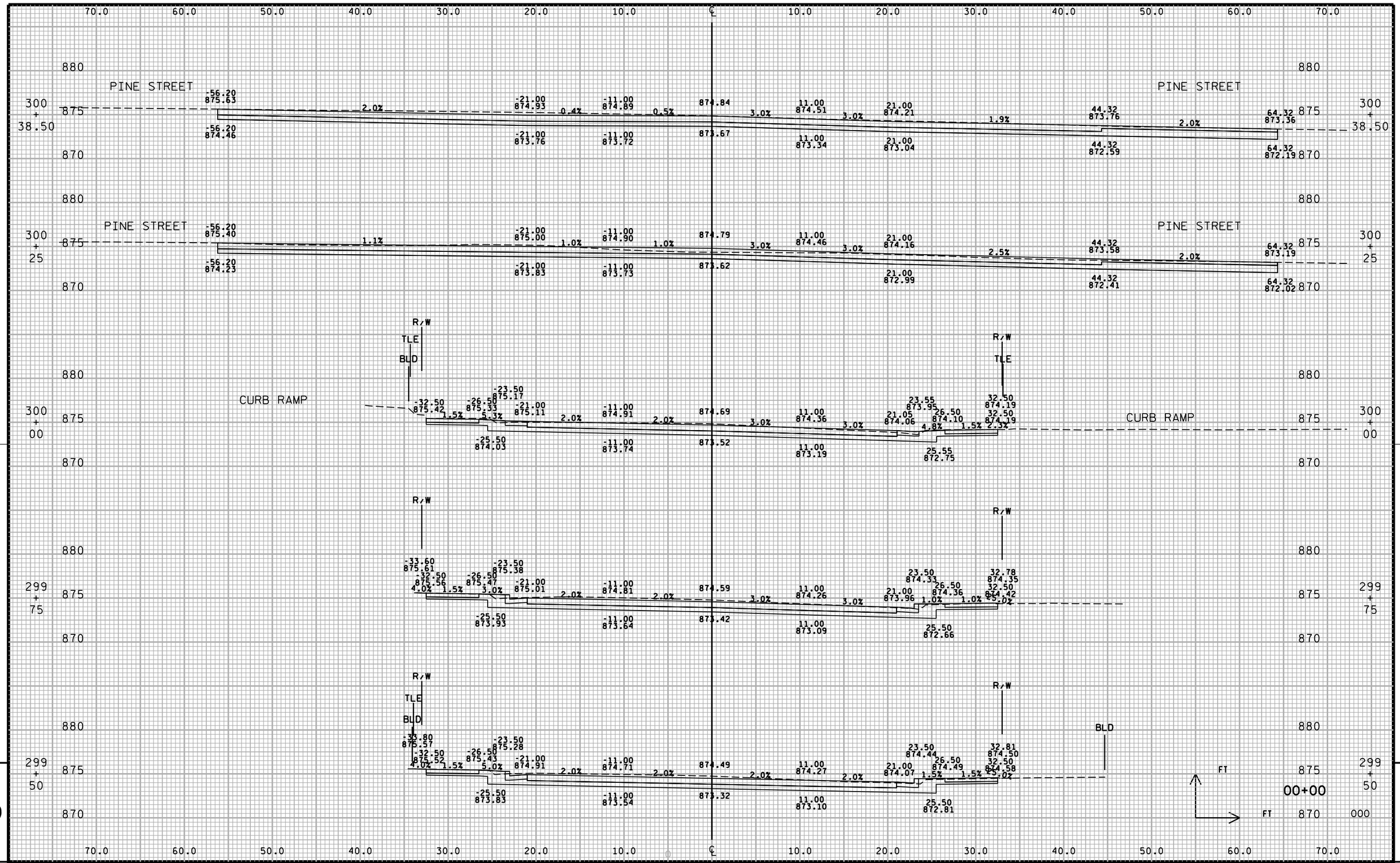
WISDOT/CADDS SHEET 21

rc020101.dgn 12/9/2014 11:16:27 AM jdolens



9

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET 234	E



PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc022101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

rc022101.dgn 12/9/2014 11:16:28 AM jdolens

70.0 60.0 50.0 40.0 30.0 20.0 10.0 ℄ 10.0 20.0 30.0 40.0 50.0 60.0 70.0

R/W R/W

880 875 870

301 + 00

END CONSTRUCTION

R/W R/W

880 875 870

CURB RAMP

-34.84 875.33 -34.50 875.28 -29.50 875.18 -25.50 874.67 -27.50 873.55 -23.00 874.76 -11.00 874.88 -11.00 873.71 874.99 873.82 11.00 874.68 11.00 873.310 23.00 874.34 23.00 873.18

76.7% 2.0% 12.6% 1.0% 1.0% 2.8% 2.8%

300 + 76.50

R/W R/W

880 875 870

CURB RAMP

-36.48 875.55 -34.50 875.08 -29.50 874.98 -25.50 874.67 -27.50 873.54 -23.00 874.75 -11.00 874.87 -11.00 873.71 874.98 873.82 11.00 874.68 11.00 873.51 23.00 874.34 23.00 873.17

23.6% 2.0% 7.8% 1.0% 1.0% 2.8% 2.8%

300 + 75

880 875 870

PINE STREET

-56.20 875.38 -56.20 874.22 -21.00 874.88 -21.00 873.72 -11.00 874.88 -11.00 873.72 874.88 873.72 11.00 874.55 11.00 873.39 21.00 874.25 21.00 873.09 44.32 873.62 44.32 872.46 64.32 873.28 64.32 872.12

1.4% 0.0% 0.0% 3.0% 3.0% 2.7% 1.7%

PINE STREET FT

300 + 50

00+00

880 875 870 000

70.0 60.0 50.0 40.0 30.0 20.0 10.0 ℄ 10.0 20.0 30.0 40.0 50.0 60.0 70.0

9 9

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: USH 12 - STATE STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc023101.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

70.0 60.0 50.0 40.0 30.0 20.0 10.0 ℄ 10.0 20.0 30.0 40.0 50.0 60.0 70.0

MATCHLINE TO STATE STREET
(SEE USH 12 CROSS SECTIONS)

890 885 880

536 + 75

-31.63 884.71 | -25.63 884.62 | -23.13 884.24 | 884.34 | 39.31 884.66

1.5% 0.4% 0.8%

-27.63 882.90 | 0.00 883.09 | 39.31 883.41

890 885 880

536 + 50

-31.81 884.48 | -25.79 884.39 | -23.29 884.01 | 884.23 | 26.09 884.15 | 28.59 884.53 | 38.08 884.67

1.5% 0.9% 0.3% 1.5%

-27.79 882.67 | 0.00 882.98 | 30.59 882.81

890 885 880

536 + 30

-31.92 884.33 | -25.92 884.24 | -23.42 883.87 | 884.14 | 26.52 883.71 | 29.02 884.09 | 35.02 884.18

1.5% 1.2% 1.6% 1.5%

-27.92 882.53 | 0.00 882.89 | 31.02 882.37

BEGIN RECONSTRUCTION
(DIVISION STREET)

890 885 880

536 + 00

FT

00+00

FT 000

70.0 60.0 50.0 40.0 30.0 20.0 10.0 ℄ 10.0 20.0 30.0 40.0 50.0 60.0 70.0

9

9

PROJECT NO: 5880-02-72	HWY: USH 12	COUNTY: JUNEAU	CROSS SECTIONS: DIVISION STREET	SHEET	E

FILE NAME : P:\90s\93\00093025\CADD\Align\rc001102.dgn PLOT DATE : 12/9/2014 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:2

WISDOT/CADDS SHEET 21

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov