GRE MAR 2015

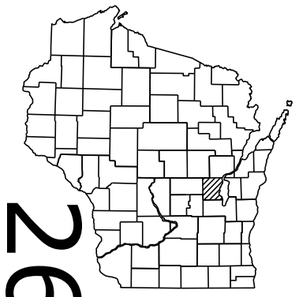
PROJECT ID: 1517-75-78
WITH: 1517-75-81

COUNTY: WINNEBAGO

ORDER OF SHEETS


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


TOTAL SHEETS = 822



26

N

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# USH 10 - USH 10/STH 441

COUNTY CB - ONEIDA STREET

## USH 10

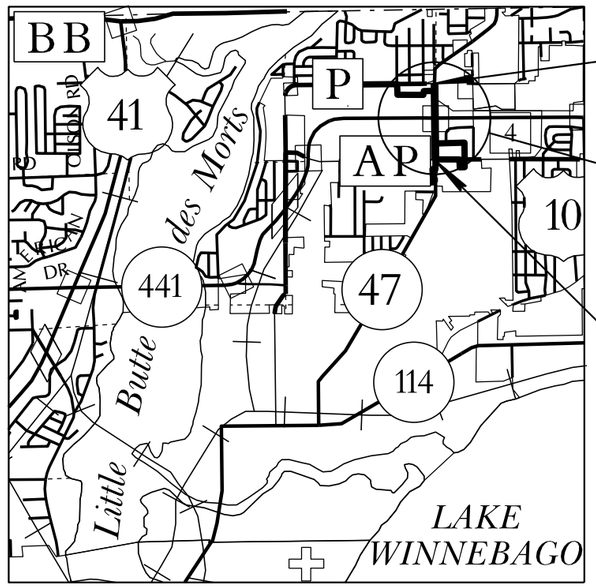
## WINNEBAGO COUNTY

APPLETON ROAD (STH 47) INTCHG

STATE PROJECT NUMBER
**1517-75-78**

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1517-75-78 | WISC 2015138 | 1 |
| | | |
| | | |
| | | |

R-17-E




END PROJECT
STA. 133ANB+94.81

BRIDGES
B-70-113
B-70-114

T-20-N

BEGIN PROJECT
STA. 101ANB+07.32
X = 822,934.67
Y = 550,202.41

DESIGN DESIGNATION

| | | |
|---|---|---|
| A.A.D.T. | = | 18,900 (2020) |
| A.A.D.T. | = | 21,200 (2038) |
| D.H.V. | = | 2,370 |
| D.D. | = | 59/41 |
| T. | = | 5.4% |
| DESIGN SPEED | = | 40 |
| ESALS | = | 3,514,000 |

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
- COMMUNICATION OVERHEAD (OH)
- COMMUNICATION UNDERGROUND (C)
- ELECTRIC OVERHEAD (OH)
- ELECTRIC UNDERGROUND (E)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.581 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WINNEBAGO COUNTY, NAD 83 (1991).

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETRIC VERTICAL DATUM OF 1929, NGVD 29.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | NE REGION |
| Designer | K SLEZAK/A WALLNER |
| Project Manager | P VRANEY |
| Regional Examiner | |
| Regional Supervisor | C DEGRAVE |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT

DATE: 10-31-14 Paul M. Vraney (Signature)

E

DIGGERS HOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

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RWIS PROGRAM
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MICHAEL.ADAMS@DOT.WI.GOV

**DNR AREA LIASON**

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DEPARTMENT OF NATURAL RESOURCES
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**WINNEBAGO COUNTY HIGHWAY COMMISSIONER**

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**US ARMY CORP OF ENGINEERS**

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OLD FORT SQUARE
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GREEN BAY, WI 54303
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ANN.M.NYE@USACE. army.MIL

**COUNTY SURVEYOR**

JERRY BOUGIE
WINNEBAGO COUNTY COURT HOUSE
445 ALGOMA BLVD
OSHKOSH, WI 54903
(920) 236-4839

## ORDER OF PLAN SHEETS


TITLE SHEET
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PLAN DETAILS
PAVEMENT GRADES
EROSION CONTROL
PIPE UNDERDRAIN
STREETSCAPE PLANS
STORM SEWER
SIGN STRUCTURE INFORMATION SHEETS
SIGNING
ITS
LIGHTING PLANS
PERMANENT TRAFFIC SIGNALS PLAN
PAVEMENT MARKING
TRAFFIC CONTROL/STAGE CONSTRUCTION
PEDESTRIAN ACCOMMODATION PLAN
DETOUR SIGNING PLAN
ALIGNMENT PLAN/SUPERELEVATION TABLES
MISCELLANEOUS QUANTITIES
RIGHT-OF-WAY PLAT
BENCH MARKS
PLAN/PROFILE SHEETS
SIGN DETAILS
COMPUTED EARTHWORK DATA
CROSS SECTIONS


2

2

## GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTITLITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. ANY LOCAL, MUNICIPAL, OR OTHER UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE SHALL BE CONTACTED SEPARATELY.

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

PROTECT INLETS WITH PROPER INLET PROTECTION AT LOCATIONS EXHIBITING RISK OF BEING IMPACTED BY CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE AND COMMERCIAL ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER, OR AS SHOWN ON THE PLANS. BASE AGGREGATE DENSE 1 1/4-INCH SHALL BE USED UNDER ALL DRIVEWAYS.

THE EXACT LOCATION AND WIDTH OF TEMPORARY ACCESS FOR DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

PLACE SALVAGED TOPSOIL OR TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, MULCH, AND FERTILIZE OR SOD ALL AREAS 5 DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PREMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH SPECIFIED THICKNESS AS OUTLINED IN THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

FILL AND COMPACT ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES WITH GRANULAR BACKFILL. BACKFILLING IS INCIDENTAL TO CORRESPONDING ABANDONMENT OR REMOVAL ITEM.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE. CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

COORDINATES ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WINNEBAGO COUNTY NAD 1983 (1991).

ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD 29).

SAWCUT ASPHALTIC AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS AT THE MATCHLINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING STEEL SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

ANY MESH MATERIAL THAT IS FOUND IN EXISTING PAVEMENT WILL BE INCIDENTAL TO THE REMOVAL OF THE PAVEMENT ITEM IN THAT SECTION. EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN FIELD.

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

REMOVAL OF EROSION CONTROL DEVICES IS INCIDENTAL TO THE COST OF THEIR RESPECTIVE BID ITEMS.

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

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS. THIS ALSO INCLUDES VERIFICATION OF INVERT ELEVATIONS AT ALL PROPOSED STORM SEWER CONNECTION POINTS TO EXISTING SYSTEMS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM, "TRAFFIC CONTROL COVERING SIGNS TYPE 1 OR TYPE 2."

STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

BENCHMARK LOCATIONS SHOWN ON PLAN MAY HAVE BEEN DISTURBED AND SHOULD BE VERIFIED.

ALL ITEMS ASSOCIATED WITH SIGNING REMOVALS ARE SHOWN ON SIGNING PLAN, EXCEPT FOR REMOVING OLD SIGN STRUCTURES.

REMOVAL PLAN DOES NOT INCLUDE REMOVAL OF TEMPORARY PAVEMENT. SEE TRAFFIC CONTROL PLAN.

5 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 5 FEET. 10 FOOT WIDE SIDEWALK REQUIRES SAWED TRANSVERSE JOINTS SPACED AT 10 FEET.

EXCAVATION REQUIRED FOR ALL SIGN STRUCTURES, BRIDGES, AND RETAINING WALLS IS NOT INCLUDED IN THE COMPUTER EARTHWORK AND IS INCIDENTAL TO THE PERTINANENT STRUCTURE ITEMS. SEE STRUCTURE PLANS FOR ADDITIONAL GUIDANCE ON REQURIED EXCAVATION LIMITS.

SIDEWALK REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER. MATCH EXISTING SIDEWALK WIDTH.

VERIFY PROPOSED BEAMGUARD AND THRIE BEAM POST SPACING PRIOR TO SIGN STRUCTURE AND DRAINAGE STRUCTURE PLACEMENT.

FOR ALL CURB RAMPS, REFER TO THE STANDARD DETAIL DRAWINGS FOR THE RAMP TAPER DIMENSIONS. SIDEWALK WIDTHS ARE DIMENSIONED IN THE PLAN.

TEMPORARY PEDESTRIAN ACCOMMODATION ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD. TEMPORARY SIDEWALK LOCATIONS CAN BE FOUND IN THE PEDESTRIAN ACCOMMODATION PLAN.

| ALIGNMENT IDENTIFIERS | | |
|---|---|---|
| ANB | | APPLETON ROAD/STH 47 NB |
| ASB | | APPLETON ROAD/STH 47 SB |
| AP | | CTH AP/MIDWAY ROAD |
| D | | DRUM CORPS DRIVE |
| P | | CTH P/VALLEY ROAD |
| T | | TUCKAWAY LANE |
| ASW | | APPLETON ROAD SW RAMP |
| ASE | | APPLETON ROAD SE RAMP |
| ANE | | APPLETON ROAD NE RAMP |
| ANW | | APPLETON ROAD NW RAMP |
| ASRT | | APPLETON ROAD SOUTH ROUNDABOUT |
| ANRT | | APPLETON ROAD NORTH ROUNDABOUT |
| ASBS | | APPLETON ROAD SW BYPASS |
| ANBS | | APPLETON ROAD SE BYPASS |
| ANBN | | APPLETON ROAD NE BYPASS |
| ASBN | | APPLETON ROAD NW BYPASS |
| TEMPASW | | TEMP. APPLETON ROAD SW RAMP |
| TEMPASE | | TEMP. APPLETON ROAD SE RAMP |
| TEMPANE | | TEMP. APPLETON ROAD NE RAMP |
| TEMPANW | | TEMP. APPLETON ROAD NW RAMP |

## ABBREVIATIONS

| | |
|---|---|
| AEW | APRON END WALL |
| AGG | AGGREGATE |
| BAD | BASE AGGREGATE DENSE |
| BM | BENCH MARK |
| C&G | CURB AND GUTTER |
| C/L | CENTER OR CONSTRUCTION LINE |
| CMCP | CULVERT PIPE CORRUGATED METAL |
| CONC | CONCRETE |
| CP | CULVERT PIPE |
| CPRC | CULVERT PIPE REINFORCED CONCRETE |
| CSD | CONCRETE SURFACE DRAIN |
| CY | CUBIC-YARD |
| D | DEGREE OF CURVE |
| Δ | DELTA |
| DISCH | DISCHARGE |
| EAT | ENERGY ABSORBING TERMINAL |
| FE | FIELD ENTRANCE |
| HMA | HOT MIX ASPHALT |
| INV | INVERT |
| L | LENGTH OF CURVE |
| LHF | LEFT HAND FORWARD |
| LT | LEFT |
| MIN | MINIMUM |
| M/L | MATCHLINE |
| NB | NORTHBOUND |
| NC | NORMAL CROWN |
| PAVT | PAVEMENT |
| PC | POINT OF CURVE |
| PCC | POINT OF COMPOUND CURVE |
| PE | PRIVATE ENTRANCE |
| PI | POINT OF INTERSECTION |
| PLE | PERMANENT LIMITED EASMENT |
| PT | POINT OF TANGENT |
| R | RADIUS OF CURVE |
| R/L | REFERENCE LINE |
| R/W | RIGHT OF WAY |
| RC | REVERSE CROWN |
| RCAEW | APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE |
| REQD | REQUIRED |
| RHF | RIGHT HAND FORWARD |
| RO | RUN OFF LENGTH |
| RRSP | RAILROAD SPIKE |
| RT | RIGHT |
| SALV | SALVAGED |
| SAPBC | SALVAGED ASPHALTIC PAVEMENT BASE COARSE |
| SB | SOUTHBOUND |
| SDD | STANDARD DETAIL DRAWINGS |
| SE | SUPER ELEVATION |
| SF | SQUARE FOOT |
| SSPRC | STORM SEWER PIPE REINFORCED CONCRETE |
| STA | STATION |
| SY | SQUARE YARD |
| T | TANGENT LENGTH |
| TEMP SW IN | TEMPORARY SIDEWALK IN |
| TEMP SW OUT | TEMPORARY SIDEWALK OUT |
| TLE | TEMPORARY LIMITED EASEMENT |
| VCL | VERTICAL CURVE LENGTH |
| VPC | POINT OF VERTICAL CURVE |
| VPI | POINT OF VERTICAL INTERSECTION |
| VPT | POINT OF VERTICAL TANGENT |

2

2

## RUNOFF COEFFICENT TABLE

| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (PERCENT0 | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | 0.08<br>0.22 | 0.16<br>0.30 | 0.22<br>0.38 | 0.12<br>0.26 | 0.20<br>0.34 | 0.27<br>0.44 | 0.15<br>0.30 | 0.24<br>0.37 | 0.33<br>0.50 | 0.19<br>0.34 | 0.28<br>0.41 | 0.38<br>0.56 |
| MEDIAN STRIP-TURF | 0.19<br>0.24 | 0.20<br>0.26 | 0.24<br>0.30 | 0.19<br>0.25 | 0.22<br>0.28 | 0.26<br>0.33 | 0.20<br>0.26 | 0.23<br>0.30 | 0.30<br>0.37 | 0.20<br>0.27 | 0.25<br>0.32 | 0.30<br>0.40 |
| SIDE SLOPE-TURF | | | 0.25<br>0.32 | | | 0.27<br>0.34 | | | 0.28<br>0.36 | | | 0.30<br>0.38 |
| PAVEMENT: | | | | | | | | | | | | |
| ASPHALT | .70 - .95 | | | | | | | | | | | |
| CONCRETE | .80 - .95 | | | | | | | | | | | |
| BRICK | .70 - .80 | | | | | | | | | | | |
| DRIVES, WALKS | .75 - .85 | | | | | | | | | | | |
| ROOFS | .75 - .95 | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS | .40 - .60 | | | | | | | | | | | |

1517-75-78

TOTAL PROJECT AREA = 76 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 24 ACRES

2

2

N

END PROJECT 1517-75-78
STA. 133ANB+94.81

VALLEY TRANSIT BUS
BUMPOUT AND SHELTER

END FULL RECONSTRUCTION
STA. 131ANB+55.07

10P 15P 20P
CTH P/W. VALLEY RD.

END CONSTRUCTION
STA. 131ASB+55.51

VALLEY TRANSIT BUS
BUMPOUT AND SHELTER

END NW BYPASS LANE CONSTRUCTION
STA. 13ASBN+31.44

BEGIN NW BYPASS LANE CONSTRUCTION
STA. 10ASBN+00.00

6I
TUCKAWAY LN.

BEGIN NE BYPASS LANE CONSTRUCTION
STA. 10ANBN+00.00

BEGIN CONSTRUCTION
STA. 1290ANE+13.29

END NE BYPASS LANE CONSTRUCTION
STA. 12ANBN+37.58

END CONSTRUCTION
STA. 1288ANW+80.70

BEGIN CONSTRUCTION
STA. 1282ANW+50.00

BEGIN INTERIM RAMP CONSTRUCTION
STA. 1279TEMPANW+00.00

1285ANW
1280ANW NW RAMP
1275ANW

B-70-113

1295ANE NE RAMP
1300ANE
1305ANE
1310ANE

END CONSTRUCTION
STA. 1299ANE+50.00

END INTERIM RAMP CONSTRUCTION
STA. 1304TEMPANE+44.00

STH 441/USH 10

BEGIN/END CONSTRUCTION
STA. 10ASRT+00.0 / 13ASRT+78.56

BEGIN/END CONSTRUCTION
STA. 10ANRT+00.0 / 13ANRT+78.56

1270ASW
1275ASW
1280ASW SW RAMP
1285ASW

B-70-114

1300ASE
1295ASE SE RAMP
1305ASE

BEGIN INTERIM RAMP CONSTRUCTION
STA. 1275TEMPASW+52.00

BEGIN CONSTRUCTION
STA. 1278ASW+50.00

10ASBS

END CONSTRUCTION
STA. 1299ASE+50.00

END INTERIM RAMP CONSTRUCTION
STA. 1303TEMPASE+25.00

BEGIN CONSTRUCTION
STA. 10ASBS+43.31

BEGIN CONSTRUCTION
STA. 1289ASE+62.38

END CONSTRUCTION
STA. 1288ASW+29.57

END SW BYPASS LANE CONSTRUCTION
STA. 13ASBS+15.71

END SE BYPASS LANE CONSTRUCTION
STA. 13ANBS+40.98

BEGIN SE BYPASS LANE CONSTRUCTION
STA. 10ANBS+00.00

BEGIN FULL SW BYPASS LANE RECONSTRUCTION
STA. 111ASB+83.73

10+01ANBS

DRUM CORPS DR.

VALLEY TRANSIT
BUS SHELTER

5D
APPLETON RD./STH 47

BEGIN FULL RECONSTRUCTION
STA. 111ANB+83.73

CONCRETE PAVEMENT REPLACEMENT
AND BIKE LANE CONSTRUCTION
STA 104ASB+98.87 TO STA 111ASB+83.73

CONCRETE PAVEMENT REPLACEMENT
AND BIKE LANE CONSTRUCTION
STA 104ANB+98.23 TO STA 111ANB+83.73

10AP 15AP 20AP
CTH AP/MIDWAY RD.

SOUTHBOUND TAPER
CONSTRUCTION

NORTHBOUND RIGHT TURN
LANE CONSTRUCTION

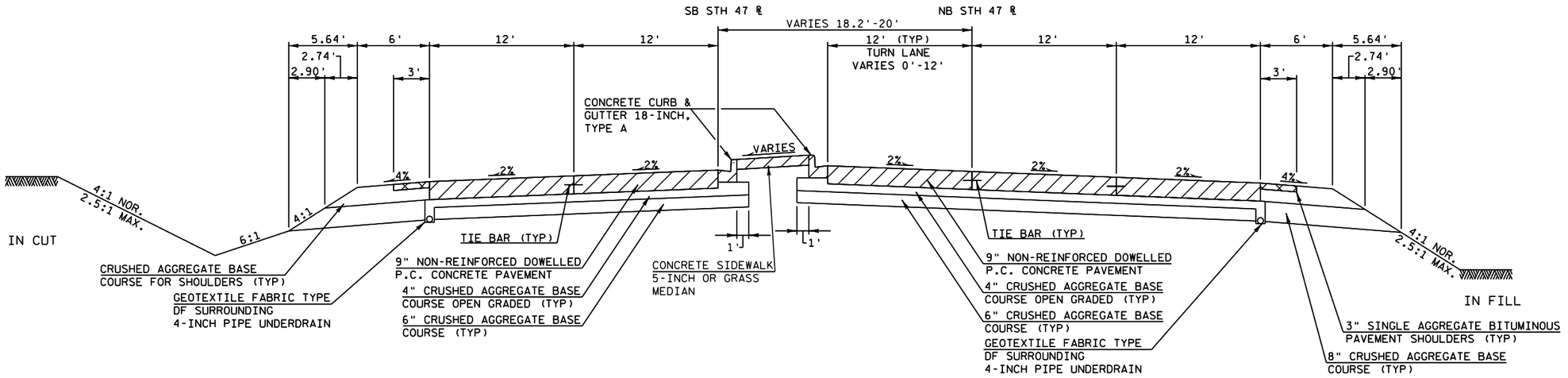
BEGIN CONSTRUCTION
STA. 102ASB+32.01

BEGIN PROJECT 1517-75-78
STA. 101ANB+07.32
X = 822,934.67
Y = 550,202.41

100ANB

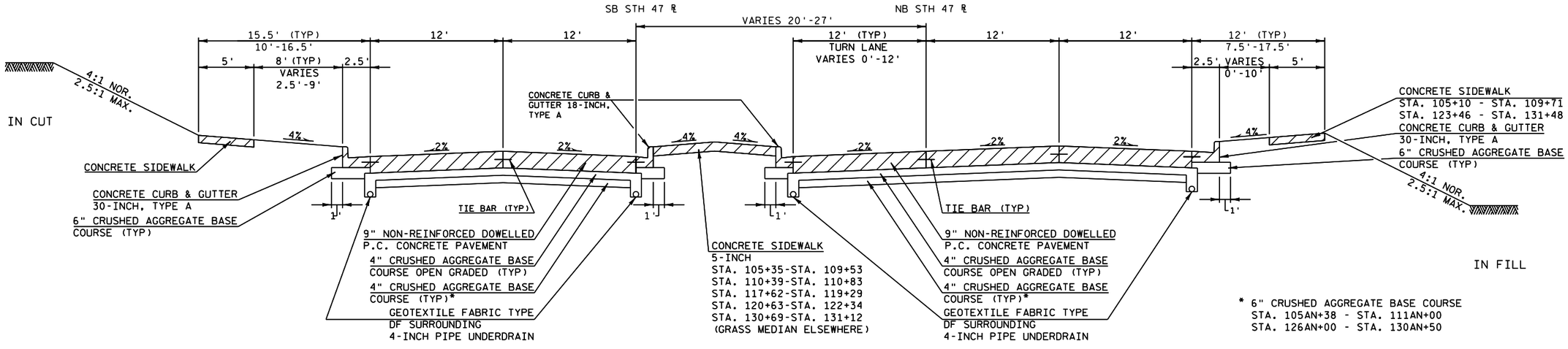
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PROJECT OVERVIEW | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\020201_po\020201_po.dgn
PLOT DATE : 18-NOV-2014 10:04
PLOT BY : dotmzc
PLOT NAME : 020201po.i
PLOT SCALE : 400:1




TYPICAL EXISTING SECTION FOR STH 47 (APPLETON ROAD)

STA. 101ANB+07.3 - STA. 104ANB+76.3



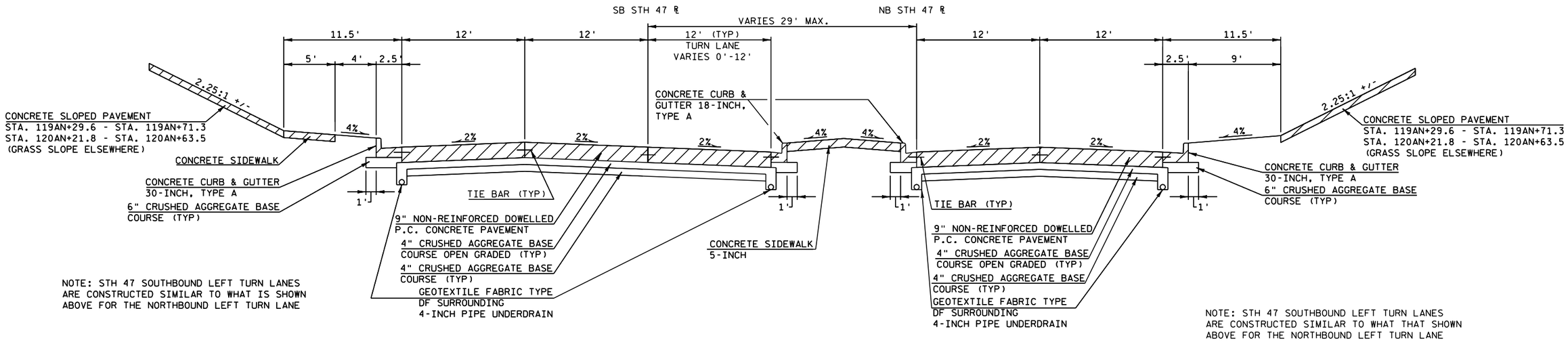

* 6" CRUSHED AGGREGATE BASE COURSE
STA. 105AN+38 - STA. 111AN+00
STA. 126AN+00 - STA. 130AN+50

NOTE: STH 47 SOUTHBOUND LEFT TURN LANES ARE CONSTRUCTED SIMILAR TO WHAT THAT SHOWN ABOVE FOR THE NORTHBOUND LEFT TURN LANE

TYPICAL EXISTING SECTION FOR STH 47 (APPLETON ROAD)

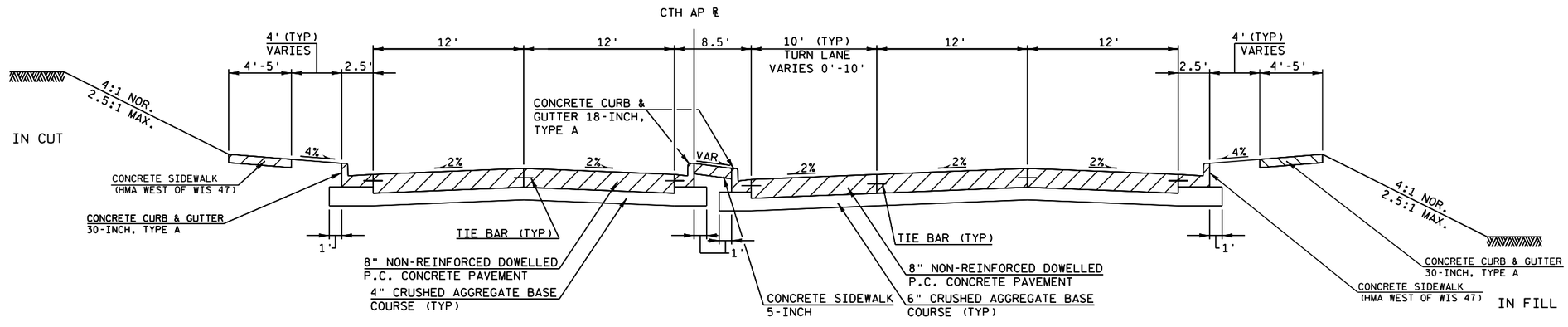
STA. 104ANB+76.3 - STA. 119ANB+29.6
STA. 120ANB+63.5 - STA. 131ANB+48.0

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|




TYPICAL EXISTING SECTION FOR STH 47 (APPLETON ROAD)

STA. 119ANB+29.6 - STA. 120ANB+63.5

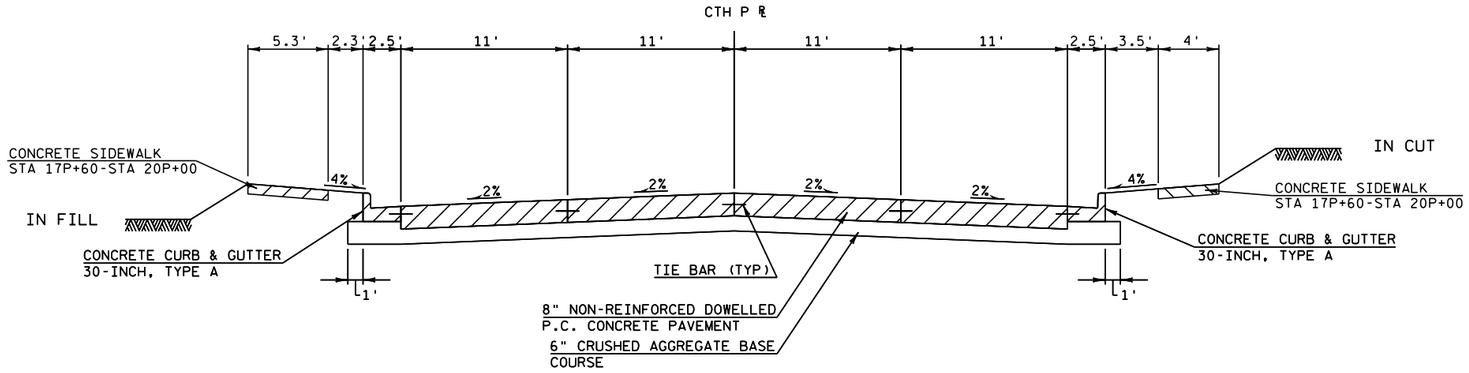



NOTE: CTH AP WESTBOUND LEFT TURN LANES
ARE CONSTRUCTED SIMILAR TO THAT SHOWN
ABOVE FOR THE EASTBOUND LEFT TURN LANE

TYPICAL EXISTING SECTION FOR CTH AP (MIDWAY ROAD)

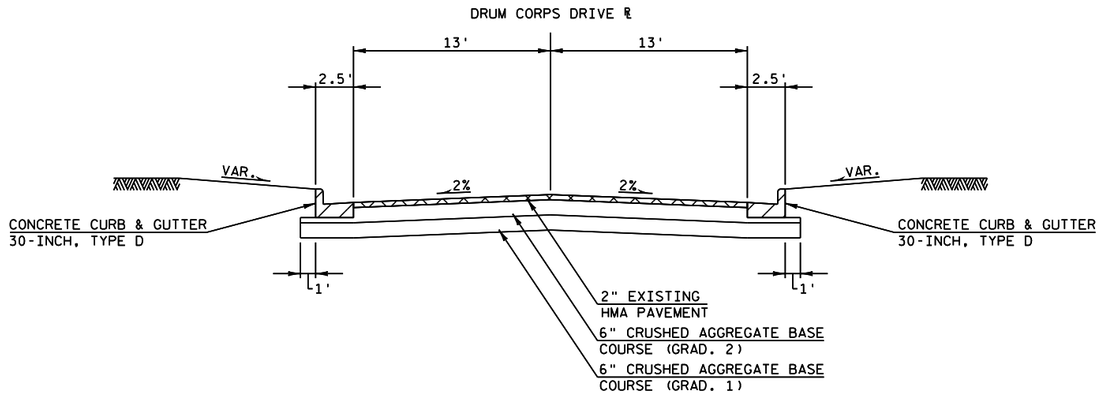
STA. 14AP+75 - STA. 17AP+70

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
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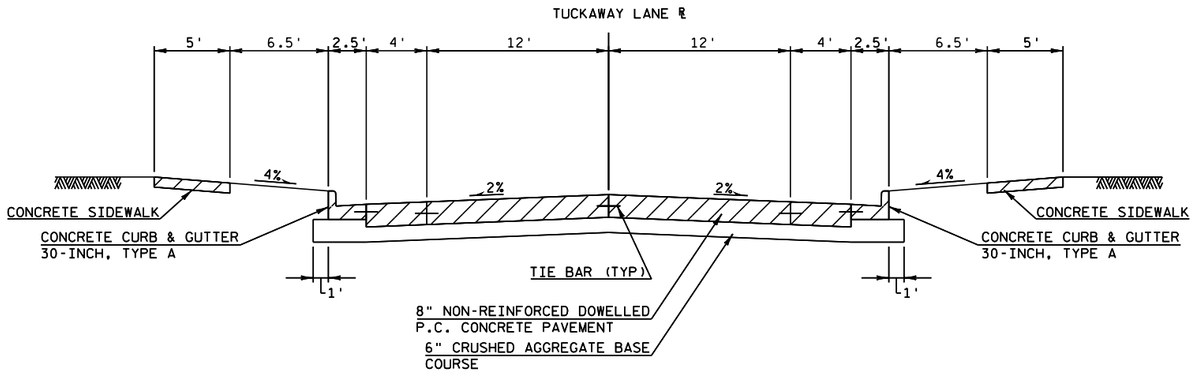

TYPICAL EXISTING SECTION FOR CTH P (VALLEY ROAD)

STA. 14P+00.0 - STA. 20P+00.0




TYPICAL EXISTING SECTION FOR DRUM CORPS DRIVE

STA. 6D+79.6 - STA. 9D+00.00

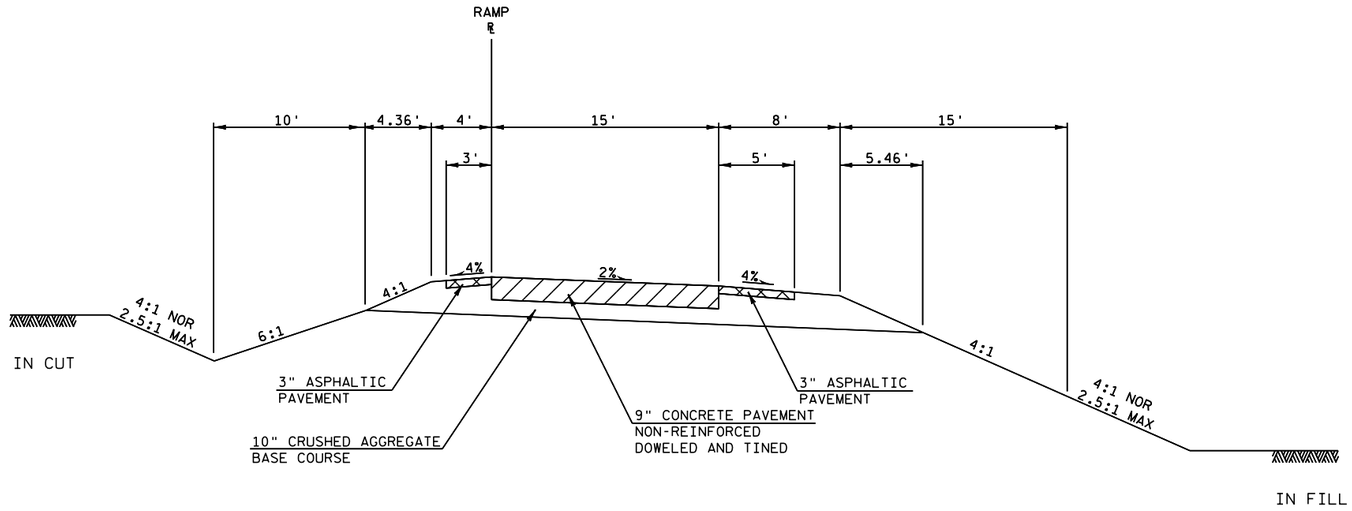



TYPICAL EXISTING SECTION FOR TUCKAWAY LANE

STA. 6T+05.0 - STA. 7T+76.66

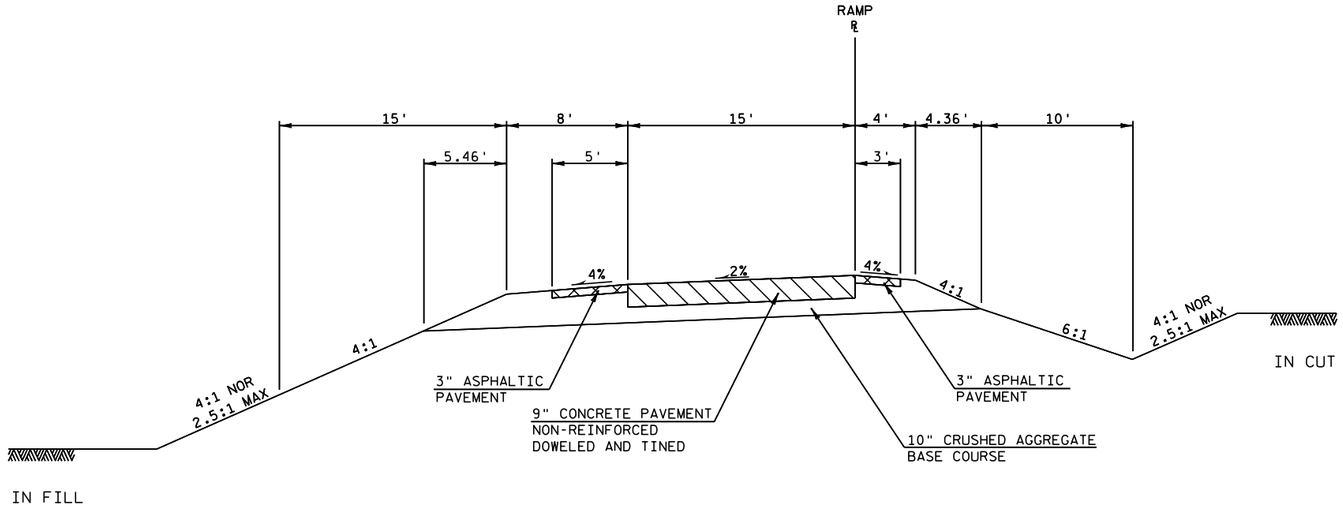
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2




TYPICAL EXISTING SECTION FOR RAMP

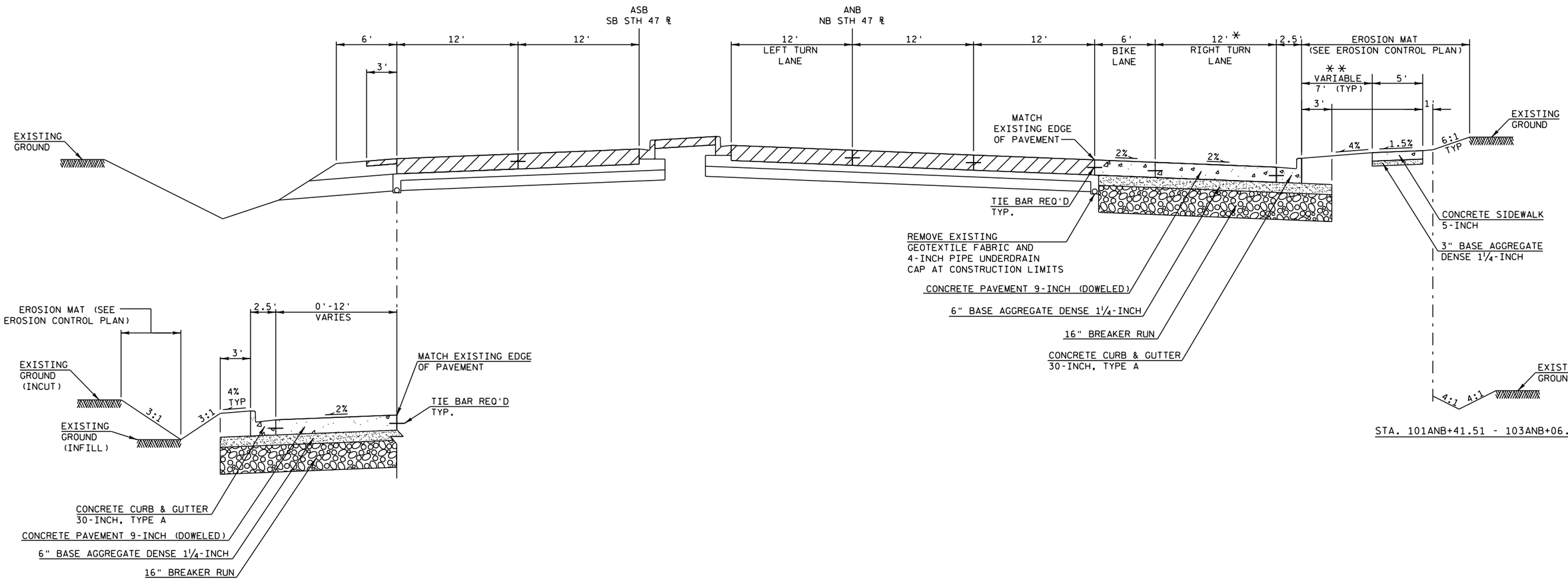
ASW RAMP
ASE RAMP




TYPICAL EXISTING SECTION FOR RAMP

ANW RAMP
ANE RAMP

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|




STA. 101ANB+41.51 - 103ANB+06.01




STA. 102ASB+31.60 - 104ASB+37.93

* TAPER 2' TO 12' STA. 101ANB+62.23 - 102ANB+62.14

* * VARIABLE TERRACE WIDTH - SEE PLAN DETAILS

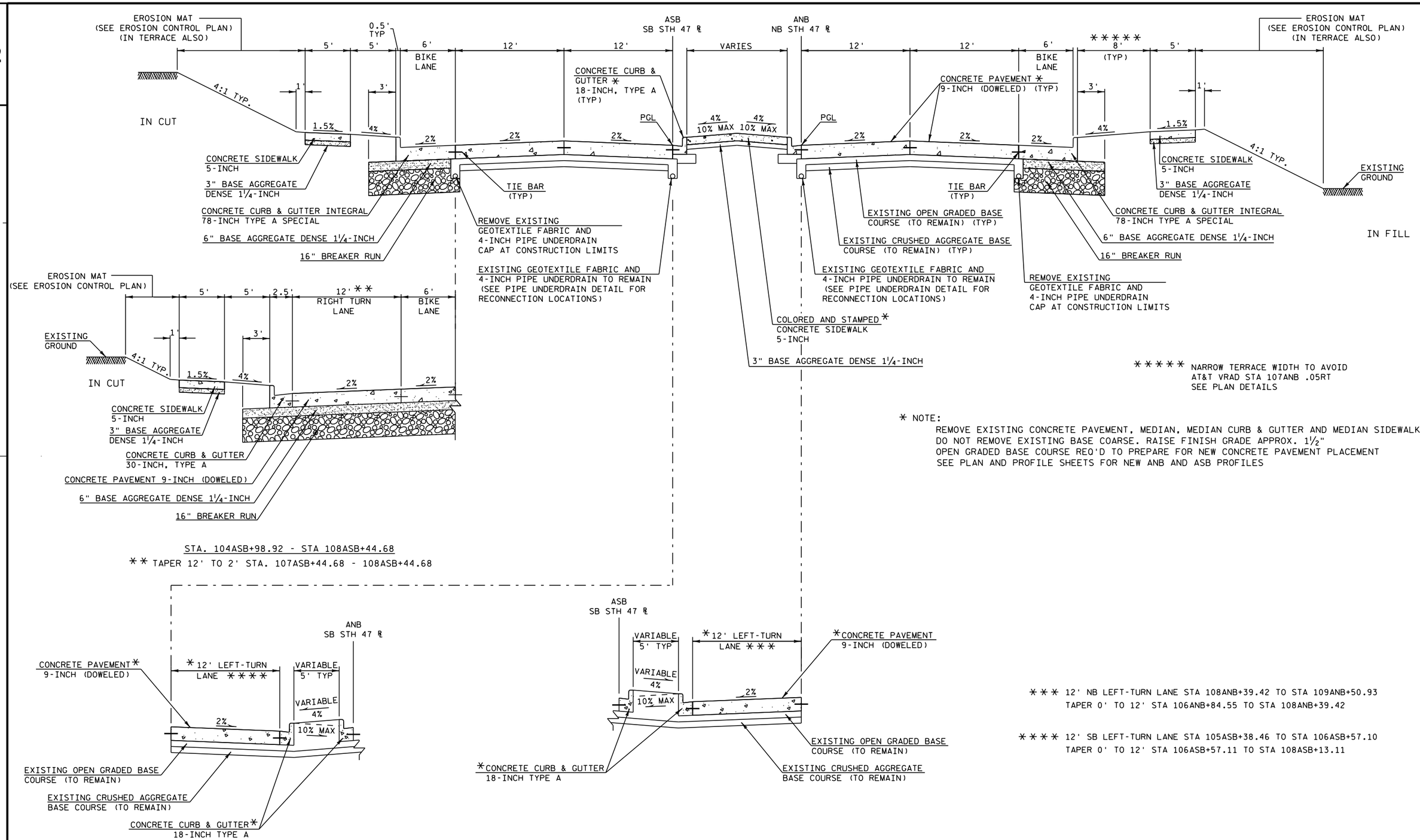
TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)

STA. 101ANB+07.32 - STA. 104ANB+37.93
STA. 101ASB+07.14 - STA. 104ASB+38.01

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



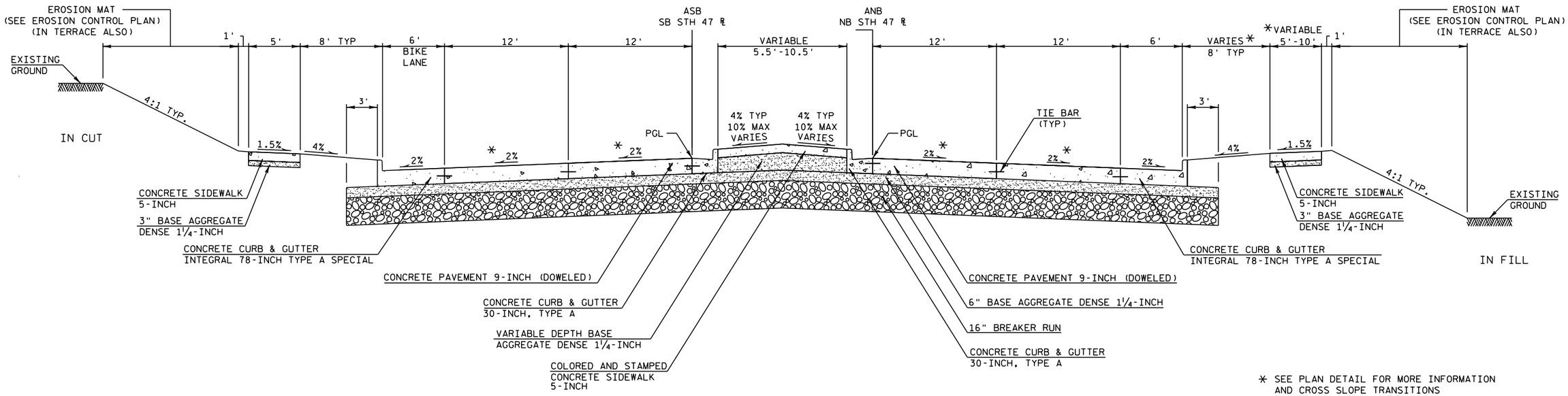
FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\020301_ts\020301_ts.dgn PLOT DATE : 20-NOV-2014 12:42 PLOT BY : dotmzc PLOT NAME : 020305a ts.i PLOT SCALE : 10:1
WISDOT/CADDS SHEET 42




TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)--CONCRETE PAVEMENT REPLACEMENT
STA. 104ANB+96.92 - STA. 111ANB+83.73
STA. 104ASB+98.92 - STA. 111ASB+83.73

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

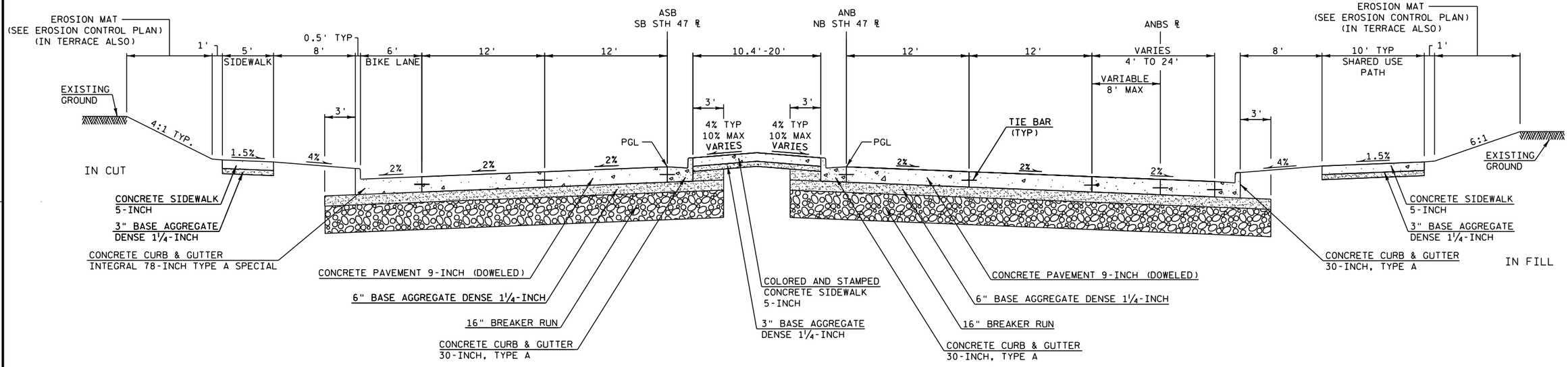
2




* SEE PLAN DETAIL FOR MORE INFORMATION AND CROSS SLOPE TRANSITIONS

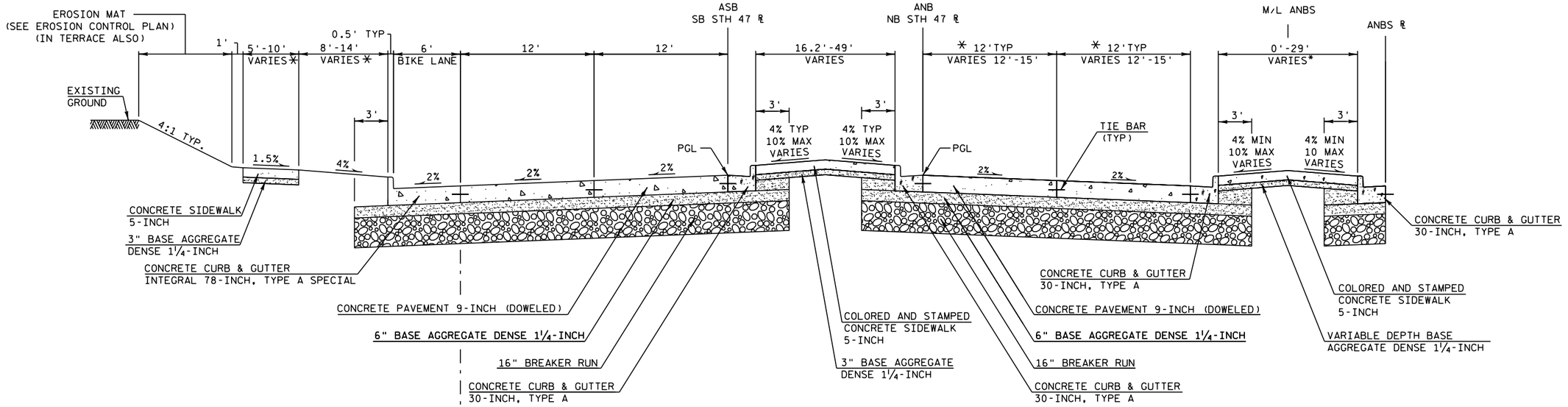
TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)
STA. 111ANB+83.73 - STA. 112ANB+08.59
STA. 111ASB+83.73 - STA. 112ASB+07.99

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

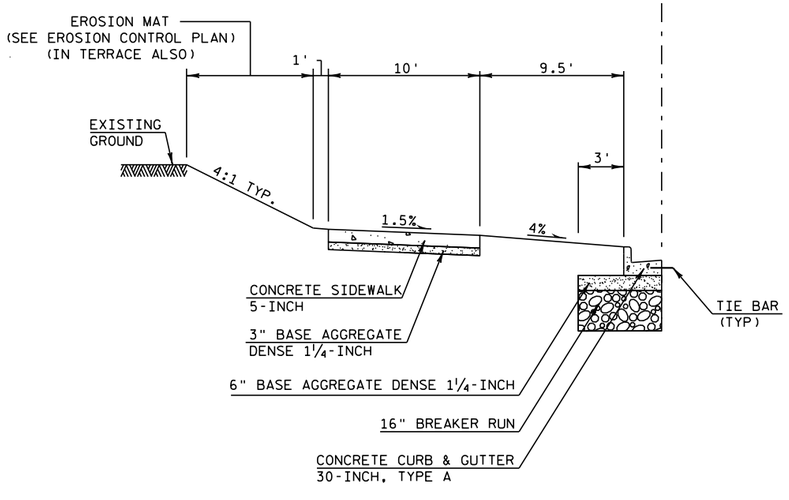



TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)
STA. 112ANB+08.59 - STA. 114ANB+76.99
STA. 112ASB+07.99 - STA. 114ASB+74.25

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



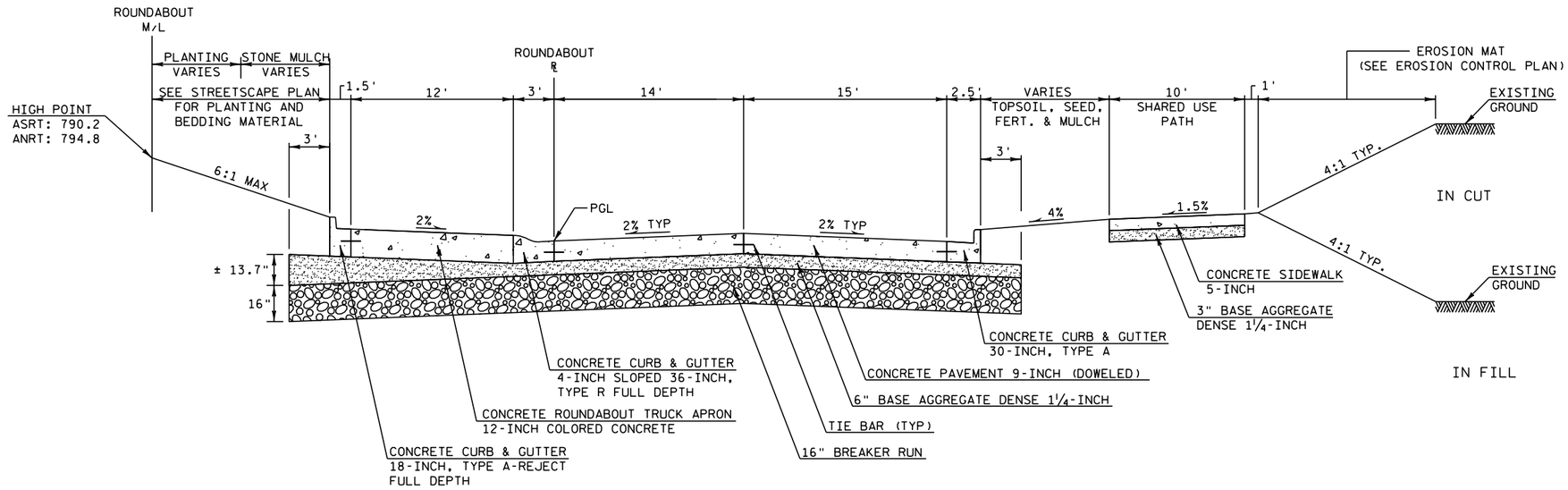

✳ SEE PLAN DETAIL FOR MORE INFORMATION




STA. 115ASB+80.36 - STA 116ASB+25.00

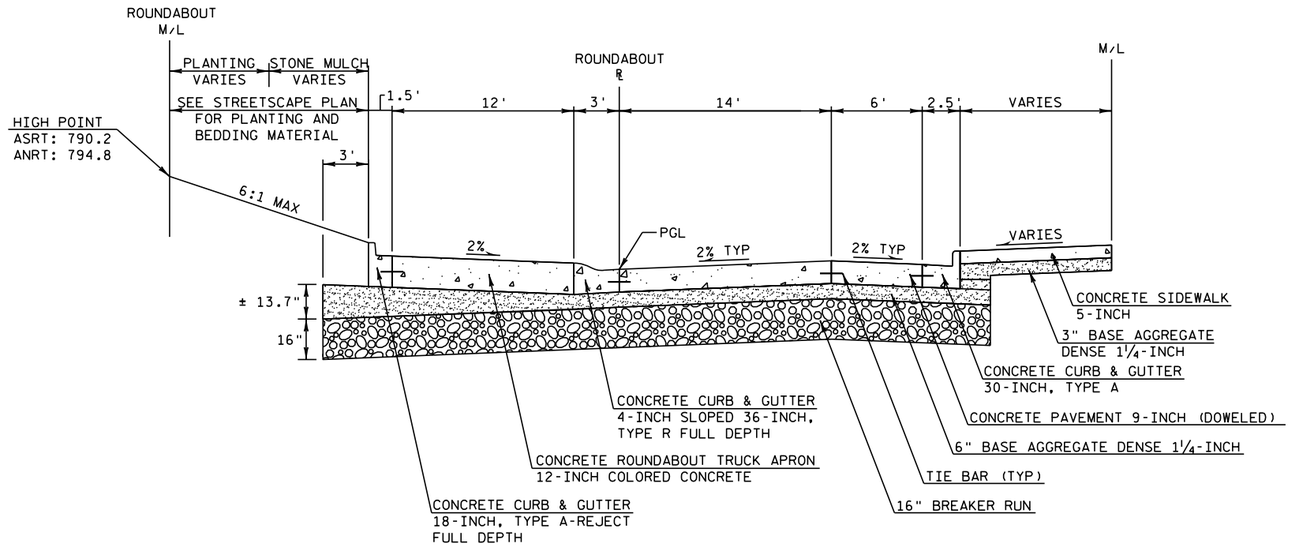
TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)
STA. 114ANB+76.99 - STA. 116ANB+63.78
STA. 114ASB+74.25 - STA. 116ASB+25.00

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|




TYPICAL FINISHED SECTION FOR APPLETON ROAD ROUNDABOUTS

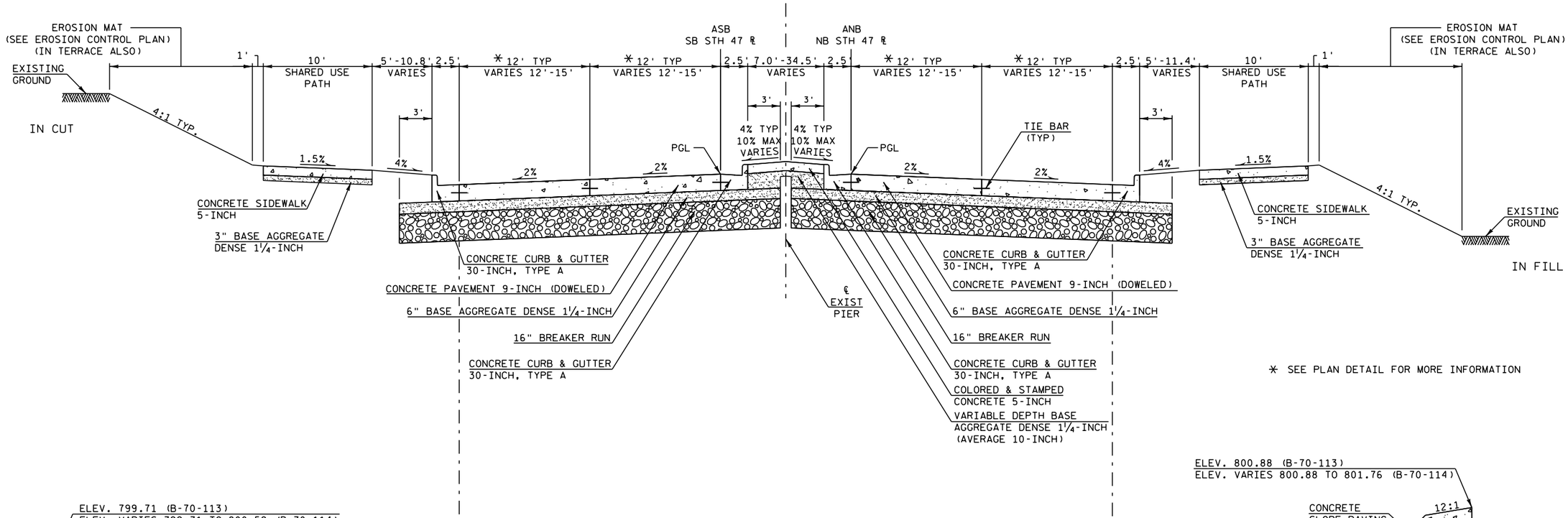
STA. 10ASRT+00.00 - STA. 12ASRT+33.21
STA. 12ASRT+70.71 - STA. 13ASRT+78.56
STA. 10ANRT+00.00 - STA. 12ANRT+33.65
STA. 12ANRT+69.78 - STA. 13ANRT+78.56

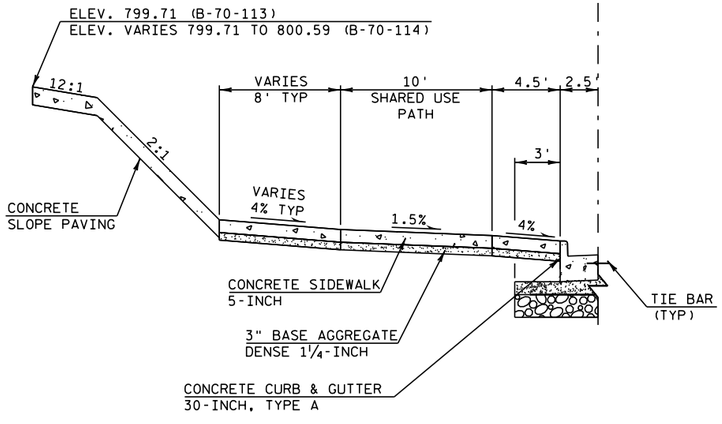



TYPICAL FINISHED SECTION FOR APPLETON ROAD ROUNDABOUTS

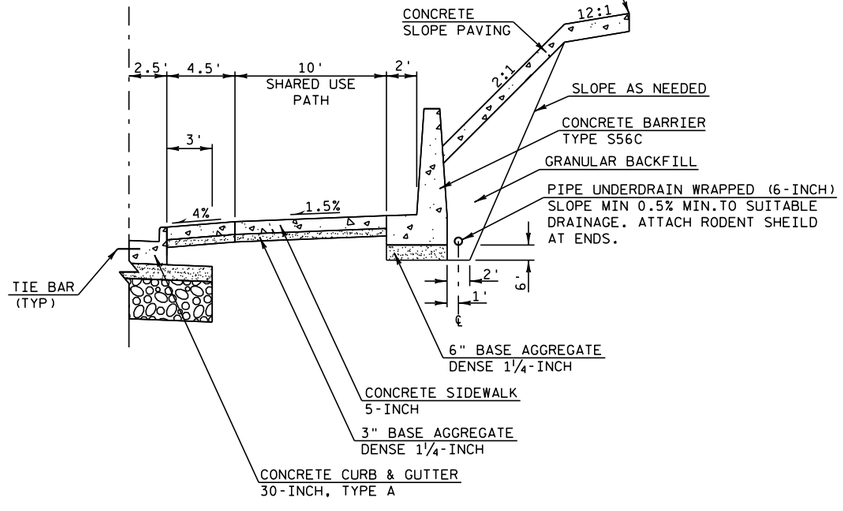
STA. 12ASRT+33.21 - STA. 12ASRT+70.71
STA. 12ANRT+33.65 - STA. 12ANRT+69.78

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|




STA. 119ASB+40.46 TO STA. 120ASB+74.35

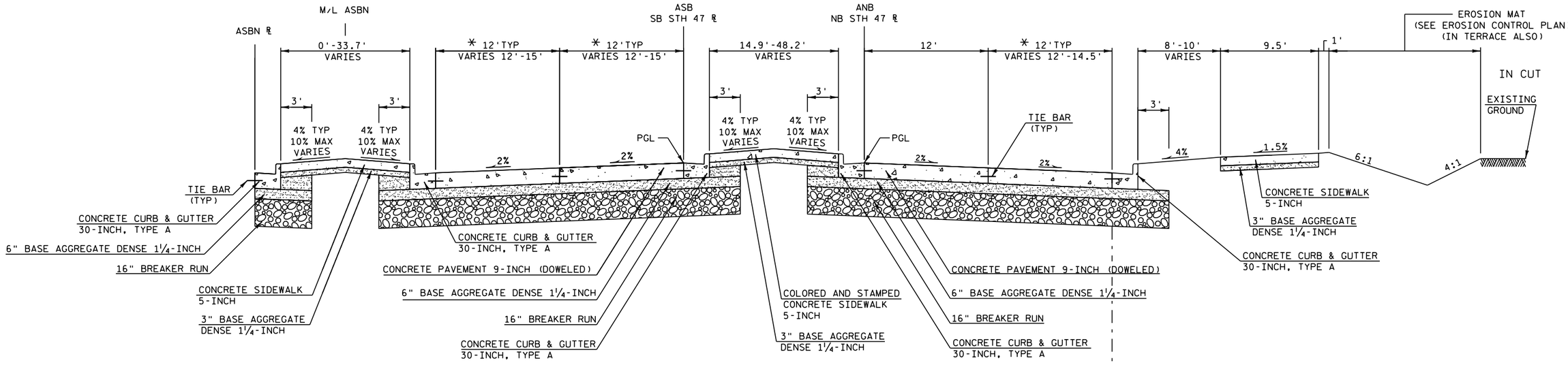


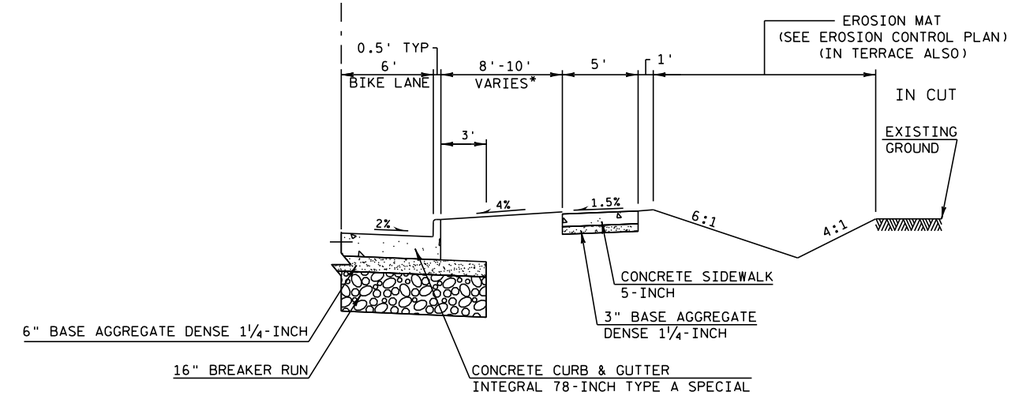

STA. 118ANB+60.18 TO STA. 121ANB+69.81

TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)

STA. 118ANB+38.52 - STA. 121ANB+47.46
STA. 118ASB+55.87 - STA. 121ASB+64.57

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
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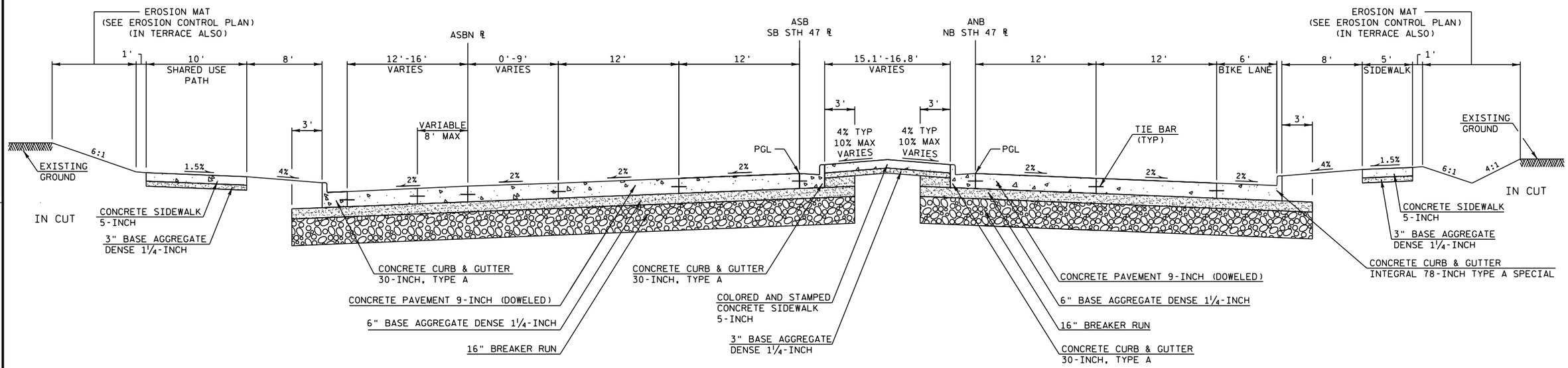




* SEE PLAN DETAIL FOR MORE INFORMATION

STA. 124ANB+07.52 - STA. 125ANB+55.13

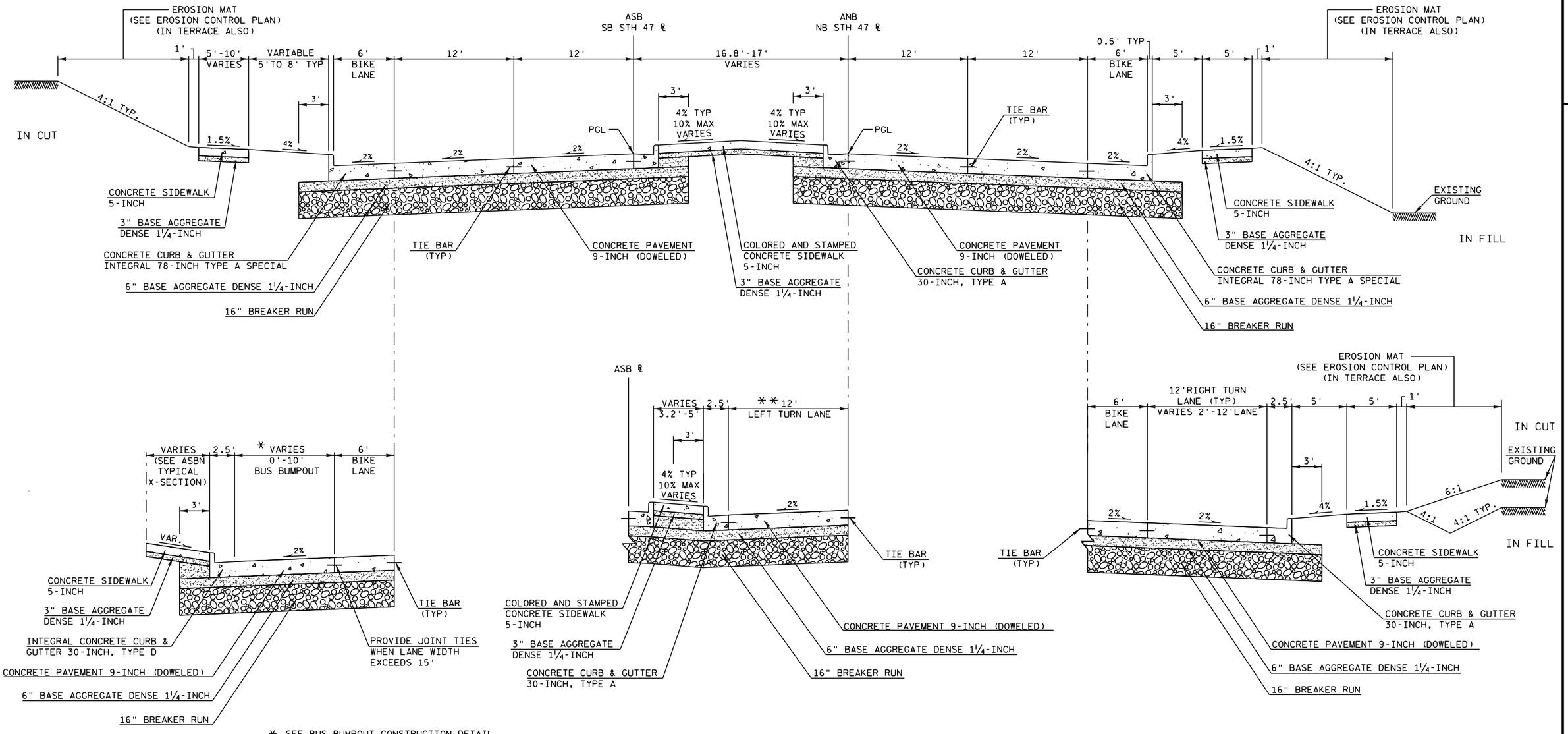
TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)
STA. 123ANB+29.64 - STA. 125ANB+55.13
STA. 123ASB+39.61 - STA. 125ASB+51.65

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET E |
|---|---|---|---|---|




TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)
STA. 125ANB+55.13 - STA. 126ANB+54.82
STA. 125ASB+51.65 - STA. 127ASB+72.00

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|---|---|---|---|---|---|




* SEE BUS BUMPOUT CONSTRUCTION DETAIL

** TAPER FROM 0' TO 12' STA 127ANB+83.90 TO 129+07.80

STA. 127ASB+92.00 - STA. 129ASB+31.00

STA. 129ANB+07.80 - STA. 131ANB+18.50

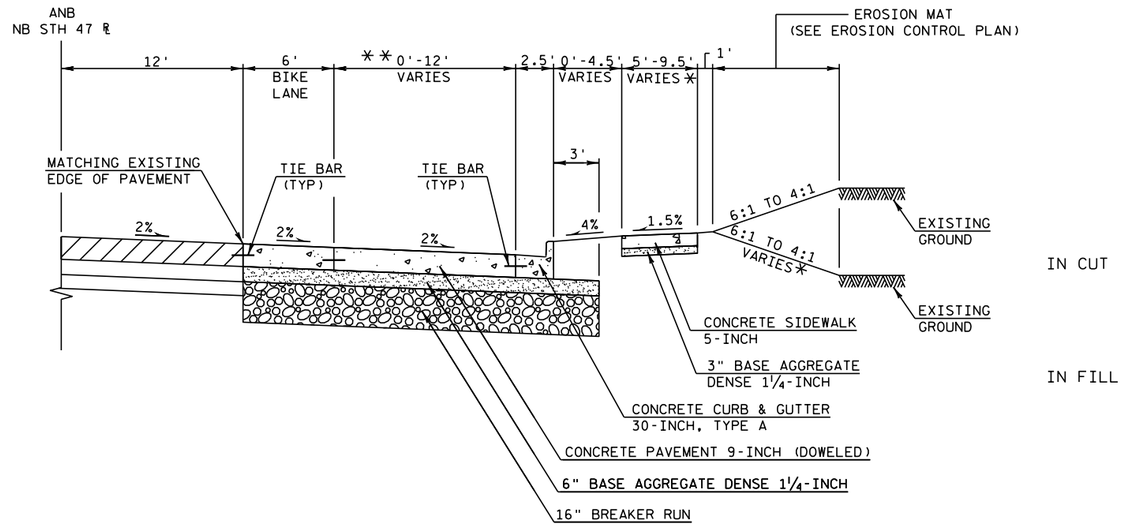
STA. 128ANB+19.36 - STA. 131ANB+19.46

TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)

STA. 126ANB+54.87 - STA. 131ANB+55.07
STA. 127ASB+72.00 - STA. 131ASB+55.51

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2



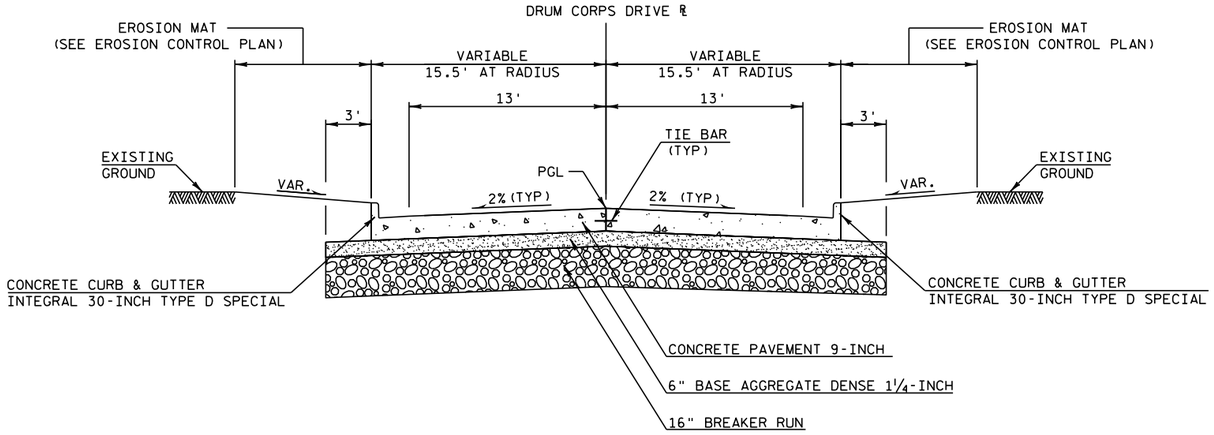

* SEE CONSTRUCTION DETAIL FOR MORE INFORMATION

** SEE BUS BUMPOUT CONSTRUCTION DETAIL

TYPICAL FINISHED SECTION FOR STH 47 (APPLETON ROAD)

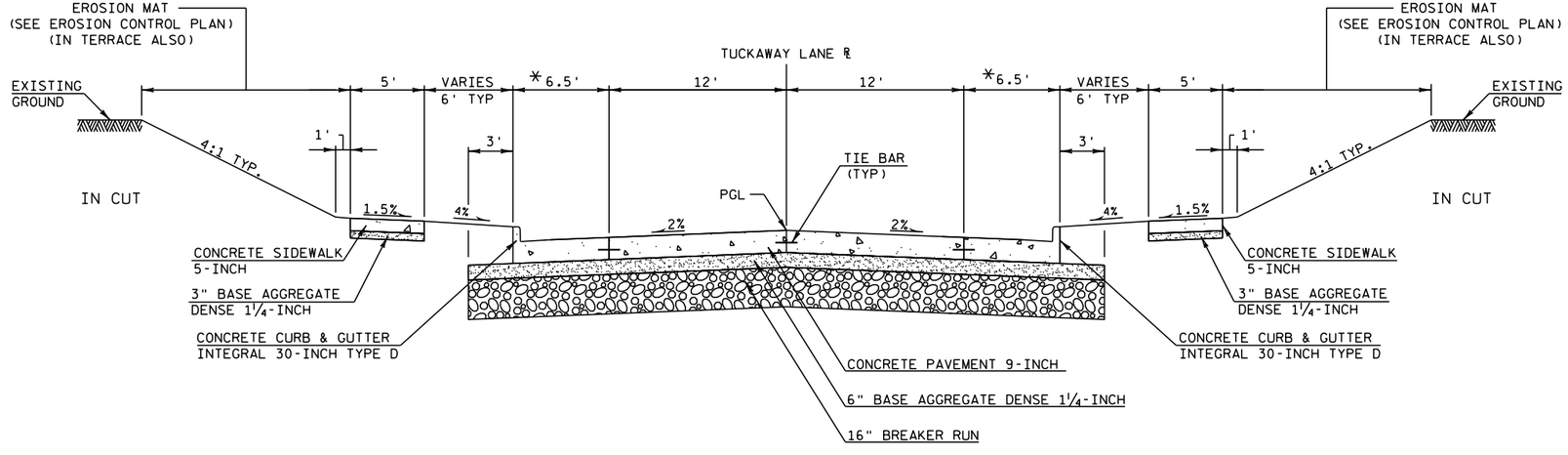
BUS BUMPOUT
STA. 131ANB+99.13 - STA. 133ANB+94.18

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
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TYPICAL FINISHED SECTION FOR DRUM CORPS DRIVE

STA. 6D+77.52 - STA. 7D+23.45



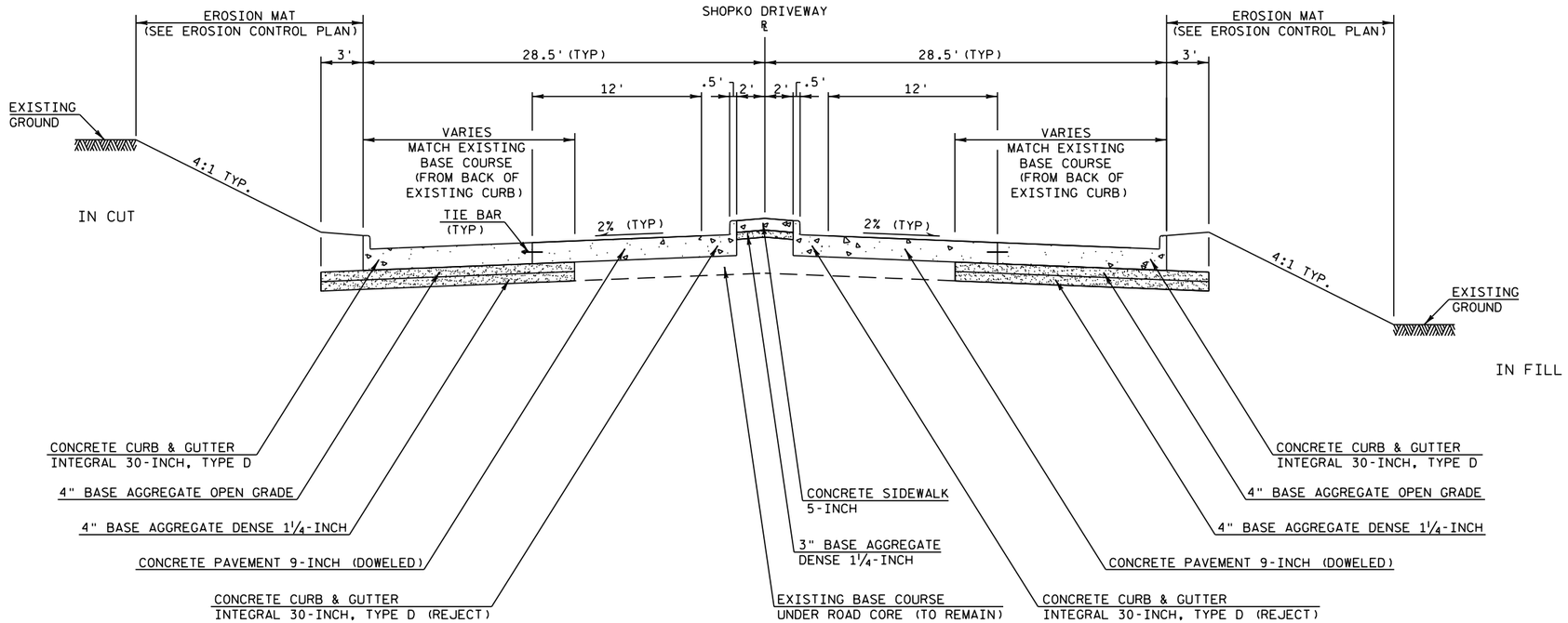

* VARIABLE THROUGH INTERSECTION

TYPICAL FINISHED SECTION FOR TUCKAWAY LANE

STA. 5T+31.24 - STA. 6T+22.69

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2




TYPICAL FINISHED SECTION FOR SHOPKO DRIVEWAY

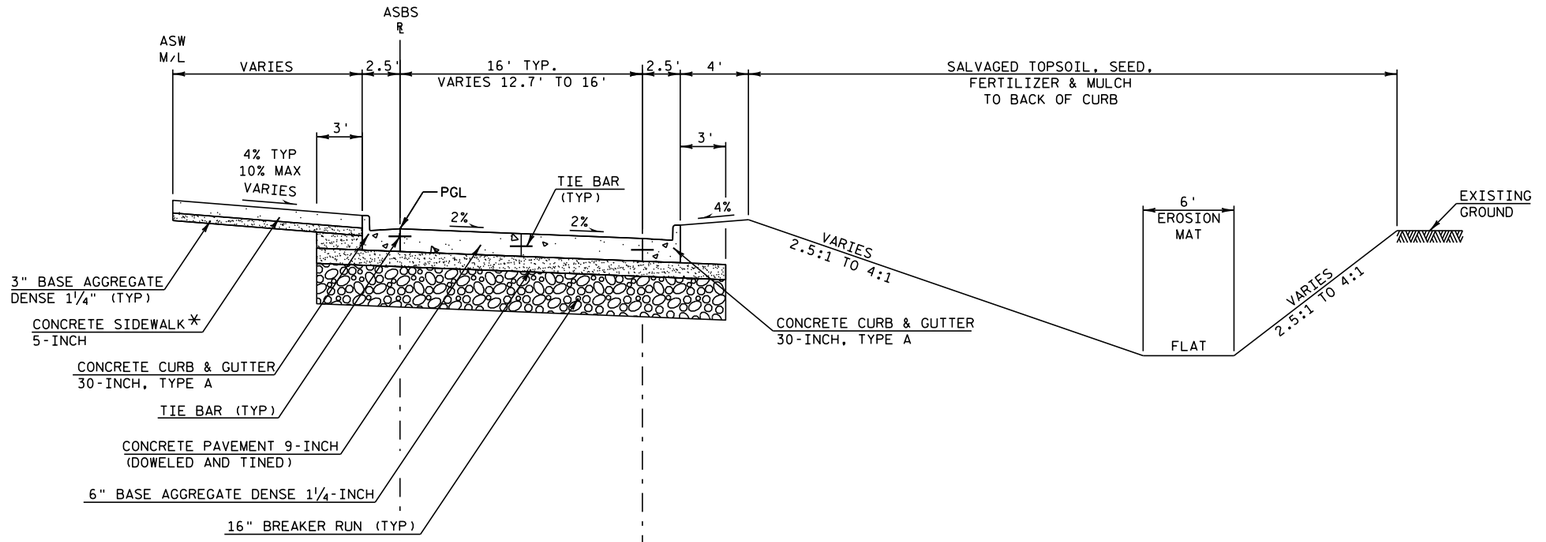
STA. 5D+62 TO STA. 6D+03

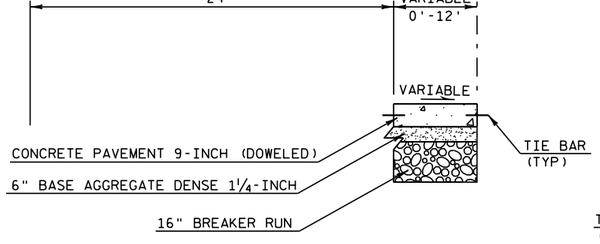
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

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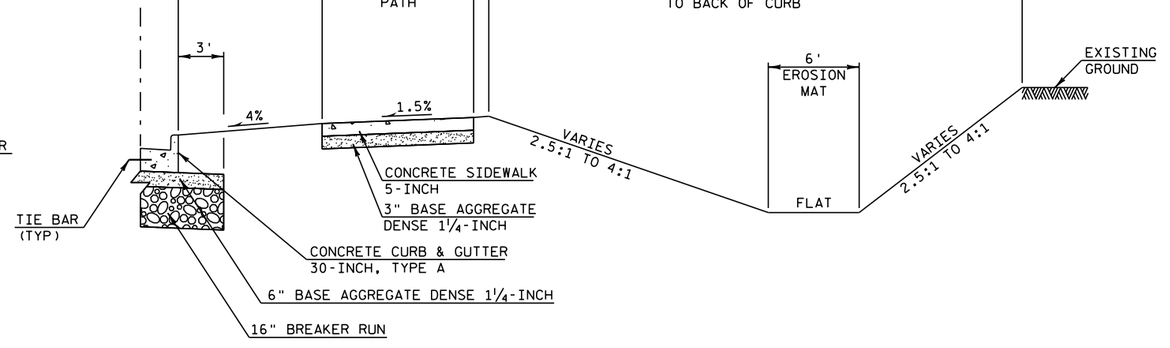
* COLORED
STA. 11ASBS+15 - STA. 12ASBS+65

COLORED AND STAMPED
STA. 12ASBS+75 - STA. 13ASBS+11



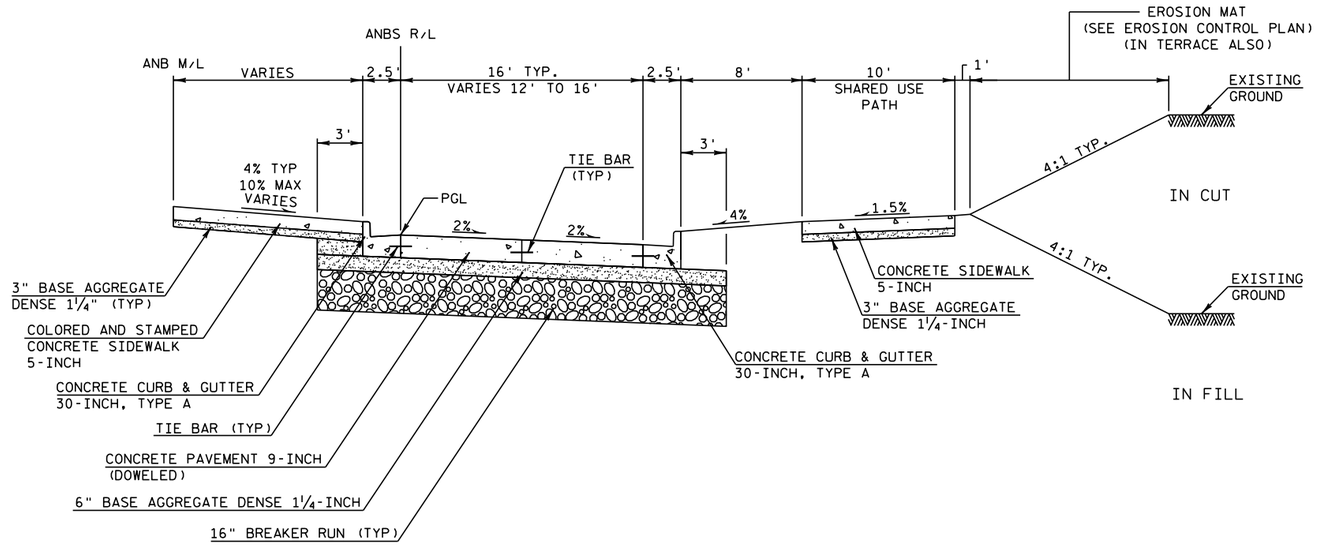

STA. 10ASBS+00 TO STA. 11ASBS+11




STA. 12ASBS+71.87 TO STA. 13ASBS+15.71

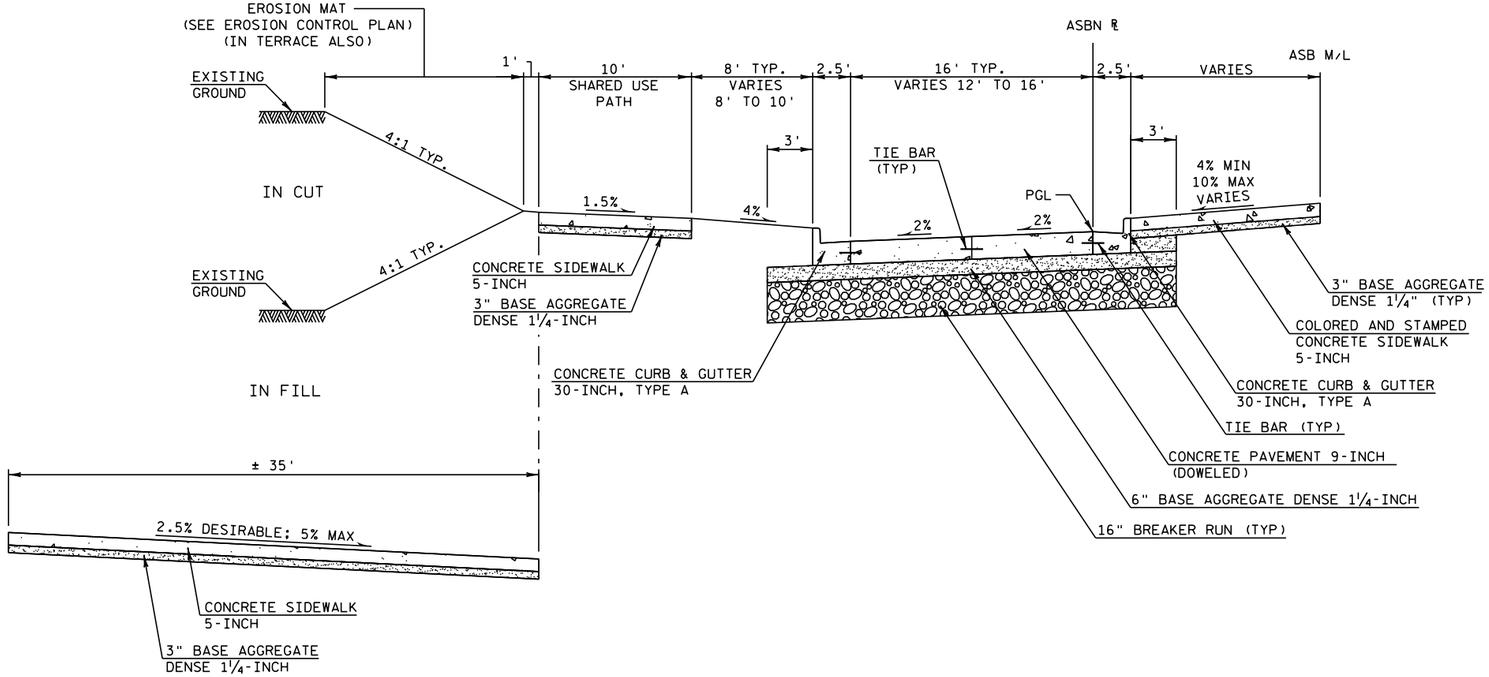
TYPICAL FINISHED SECTION

APPLETON ROAD SW BYPASS LANE
STA. 10ASBS+00.00 - STA. 13ASBS+15.71




TYPICAL FINISHED SECTION

APPLETON ROAD SE BYPASS LANE
STA. 10ANBS+00.00 - STA. 13ANBS+40.98

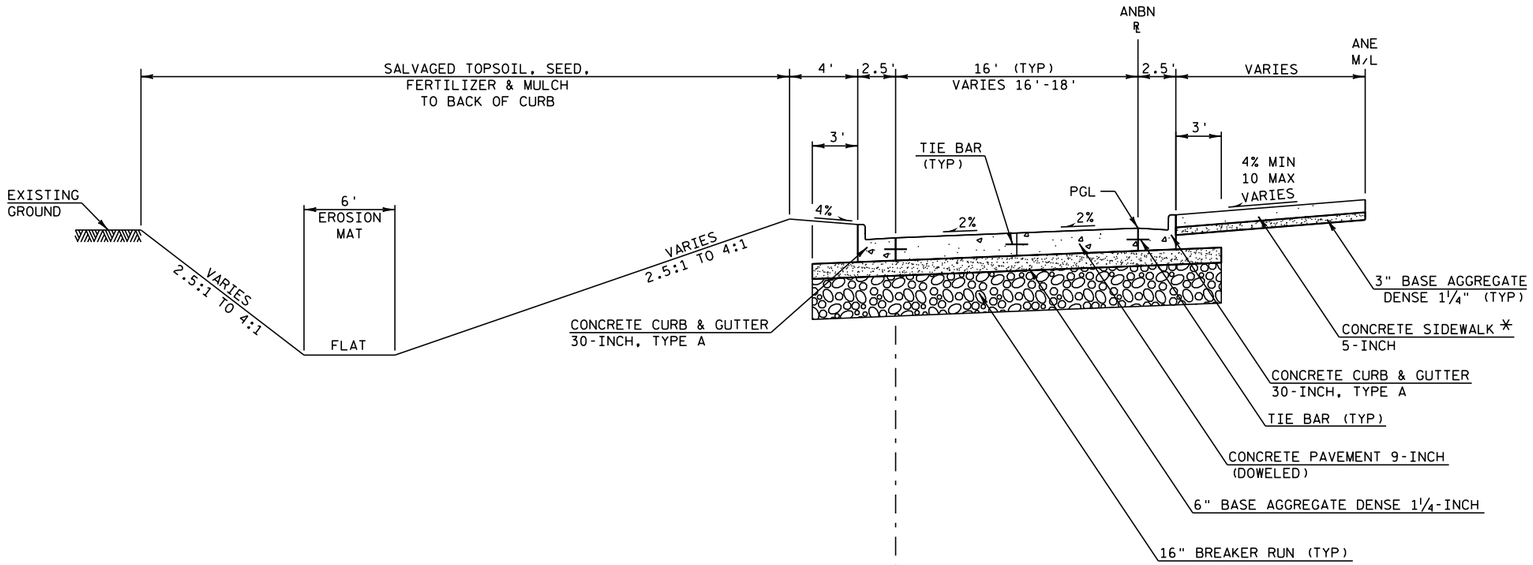



GOODWILL SIDEWALK
STA. 13ASBN+27 - STA. 13ASBN+35

TYPICAL FINISHED SECTION

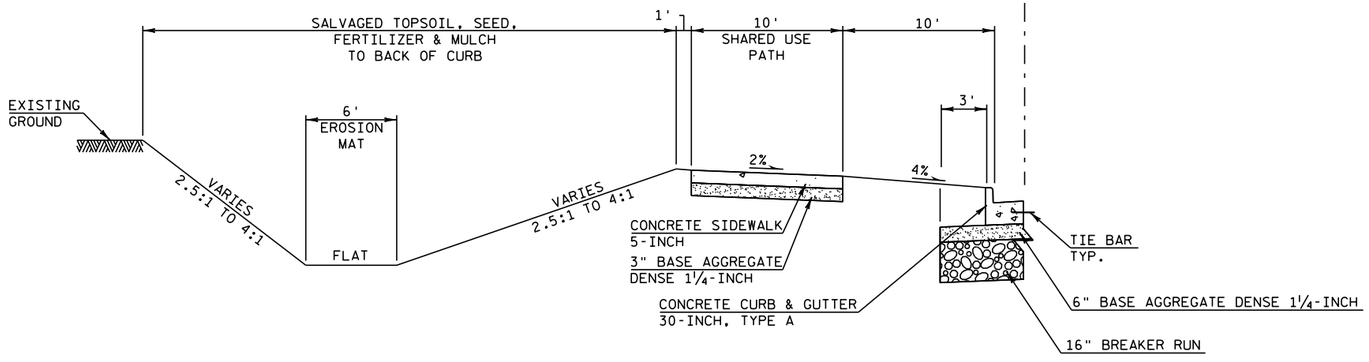
APPLETON ROAD NW BYPASS LANE
STA. 10ASBN+00.00 - STA. 13ASBN+31.44

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|




* COLORED AND STAMPED
STA. 10ANBN+04 - STA. 10ANBN+37

COLORED
STA. 10ANBN+48 - STA. 11ANBN+71

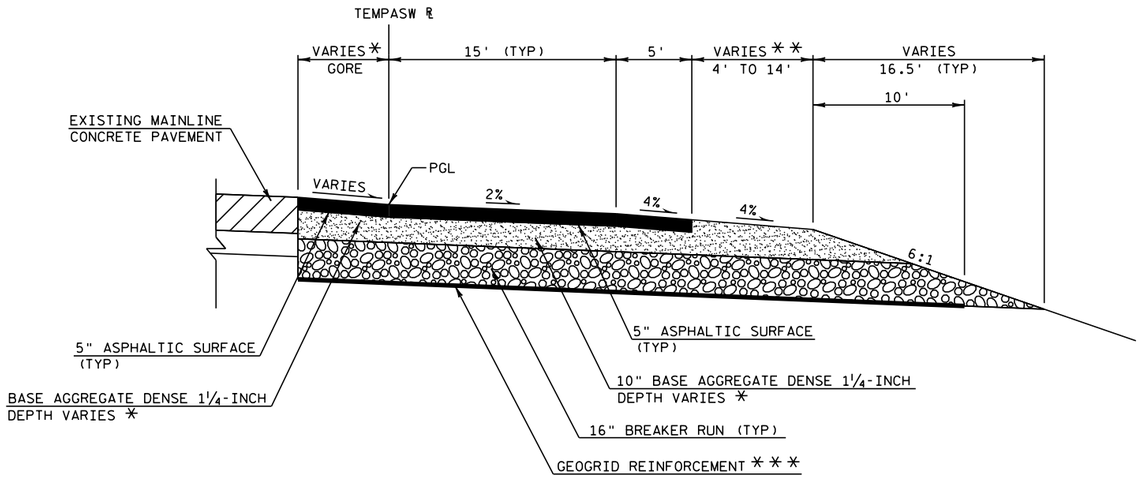



STA. 10ANBN+00.00 TO STA. 10ANBN+40.94

TYPICAL FINISHED SECTION

APPLETON ROAD NE BYPASS LANE
STA. 10ANBN+00.00 - STA. 12ANBN+37.58

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

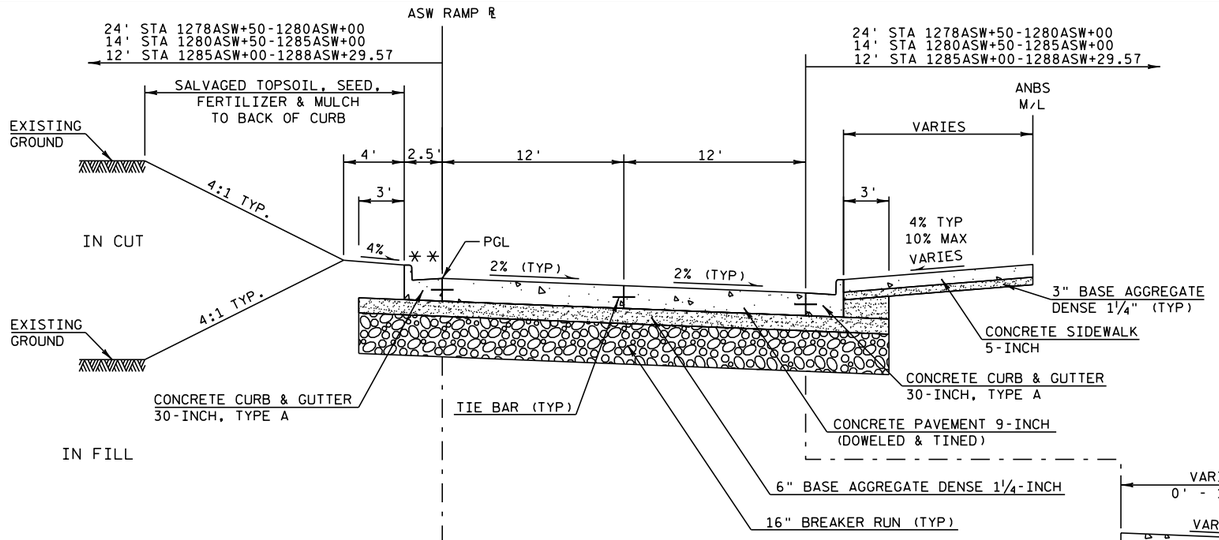


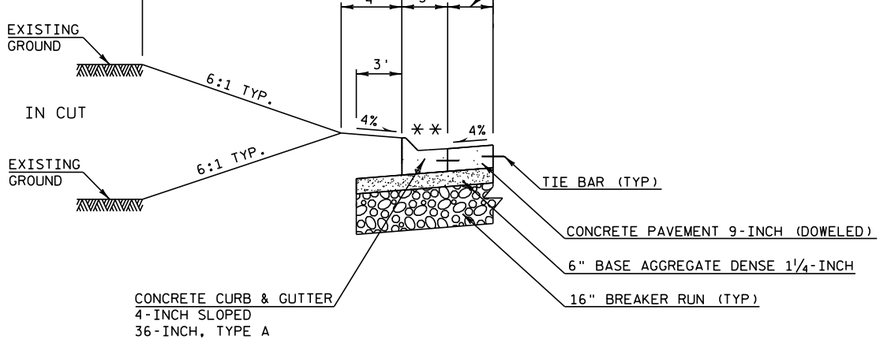

* SEE CONSTRUCTION DETAIL
ON INTERIM RAMP CONNECTIONS

* * SEE PLAN DETAILS FOR MORE INFORMATION

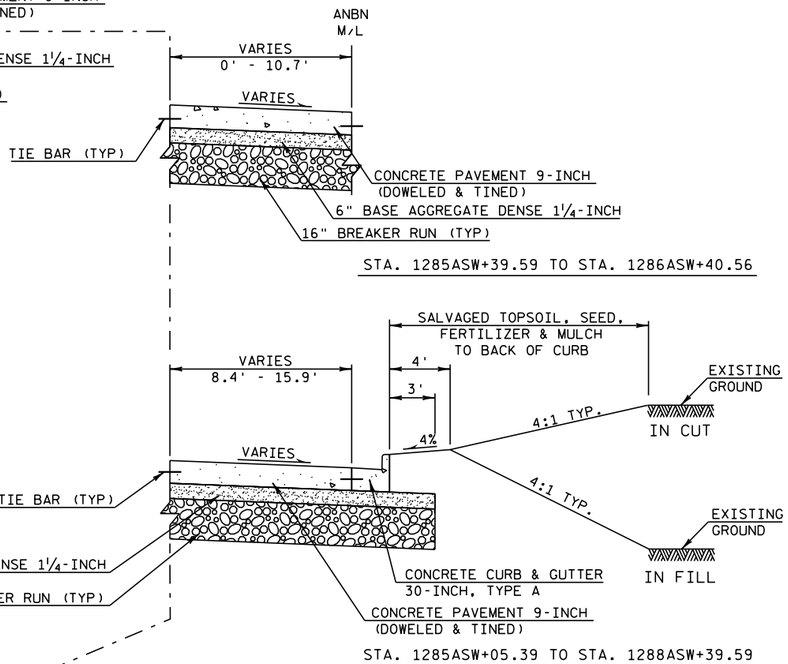
* * * GEOGRID REINFORCEMENT PLACED BETWEEN
RAMP CONSTRUCTION REFERENCE LINE AND
10' OUTSIDE RAMP RIGHT SHOULDER

TYPICAL RAMP GORE INTERIM FINISHED SECTION (SOUTHWEST RAMP)
TEMPASW RAMP
STA. 1275ASW+52 - STA. 1278ASW+50



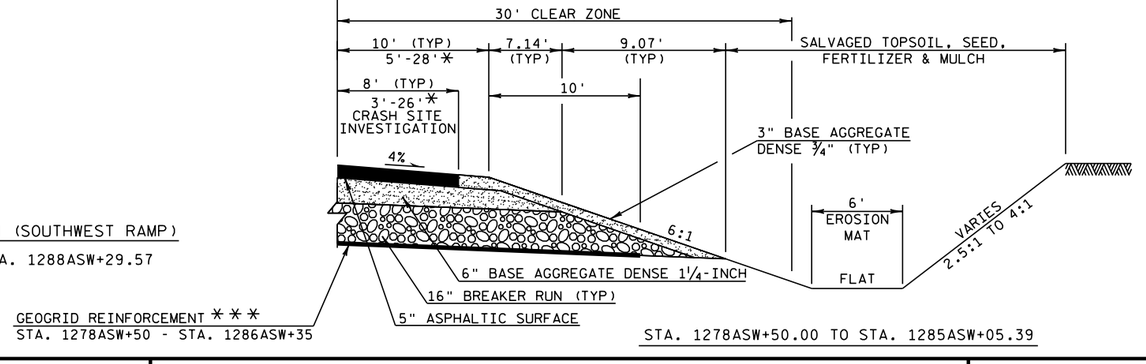




STA. 1278ASW+50.00 TO STA. 1284ASW+90




STA. 1285ASW+39.59 TO STA. 1286ASW+40.56

STA. 1285ASW+05.39 TO STA. 1288ASW+39.59




STA. 1278ASW+50.00 TO STA. 1285ASW+05.39

* SEE PLAN DETAILS FOR MORE INFORMATION

** TRANSITION FROM 4-INCH SLOPED 36-INCH TYPE A CONCRETE CURB AND GUTTER TO 30-INCH TYPE A CONCRETE CURB AND GUTTER, STA 1284ASW+90 TO STA 1285ASW+00

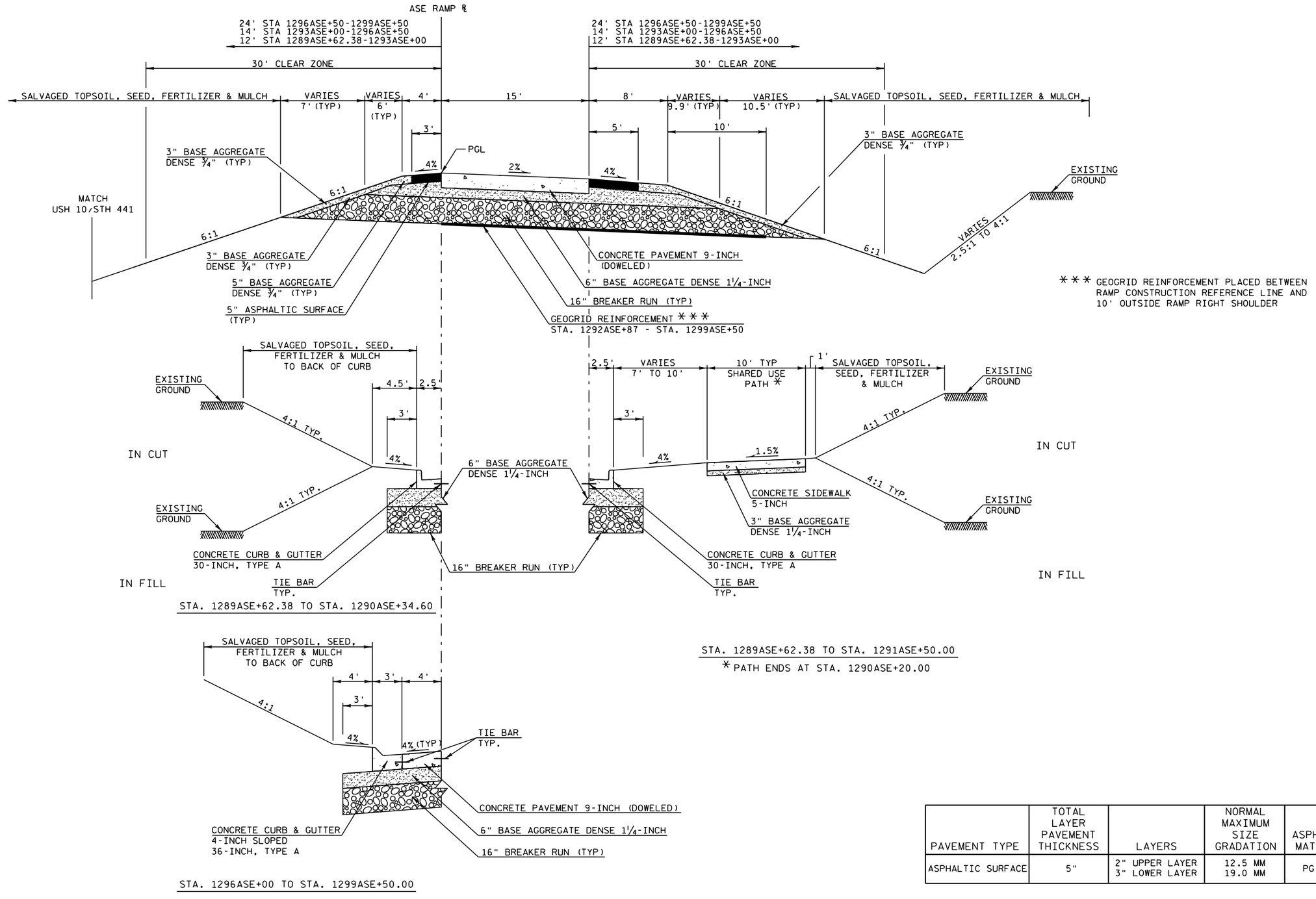
*** GEOGRID REINFORCEMENT PLACED BETWEEN RAMP CONSTRUCTION REFERENCE LINE AND 10' OUTSIDE RAMP RIGHT SHOULDER

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NORMAL MAXIMUM SIZE GRADATION | ASPHALTIC MATERIAL |
|---|---|---|---|---|
| ASPHALTIC SURFACE | 5" | 2" UPPER LAYER<br>3" LOWER LAYER | 12.5 MM<br>19.0 MM | PG-58-28 |

TYPICAL FINISHED SECTION (SOUTHWEST RAMP)

STA. 1278ASW+50.00 - STA. 1288ASW+29.57

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



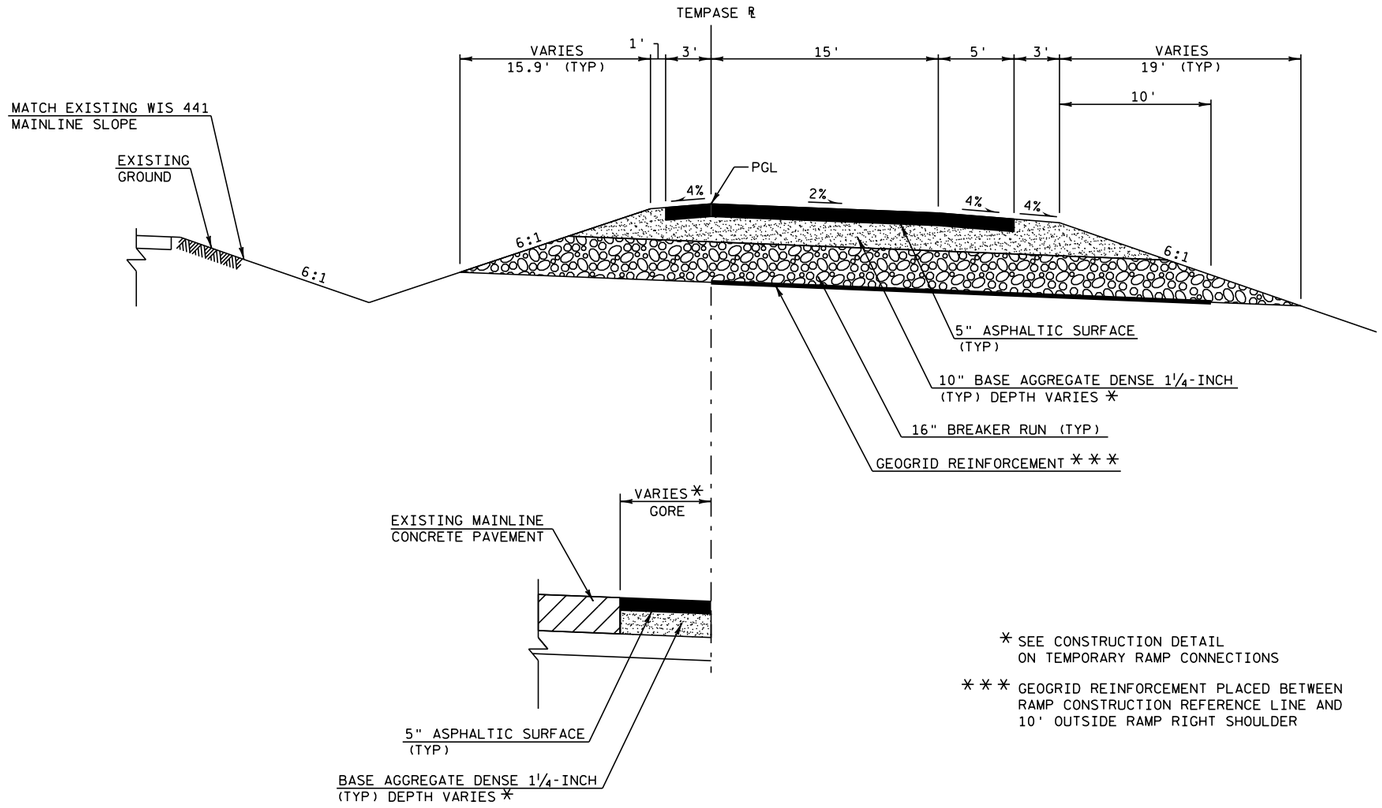

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NORMAL MAXIMUM SIZE GRADATION | ASPHALTIC MATERIAL |
|---|---|---|---|---|
| ASPHALTIC SURFACE | 5" | 2" UPPER LAYER<br>3" LOWER LAYER | 12.5 MM<br>19.0 MM | PG-58-28 |

TYPICAL FINISHED SECTION (SOUTHEAST RAMP)

ASE RAMP
STA. 1289ASE+62.38 - STA. 1299ASE+50.00

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2



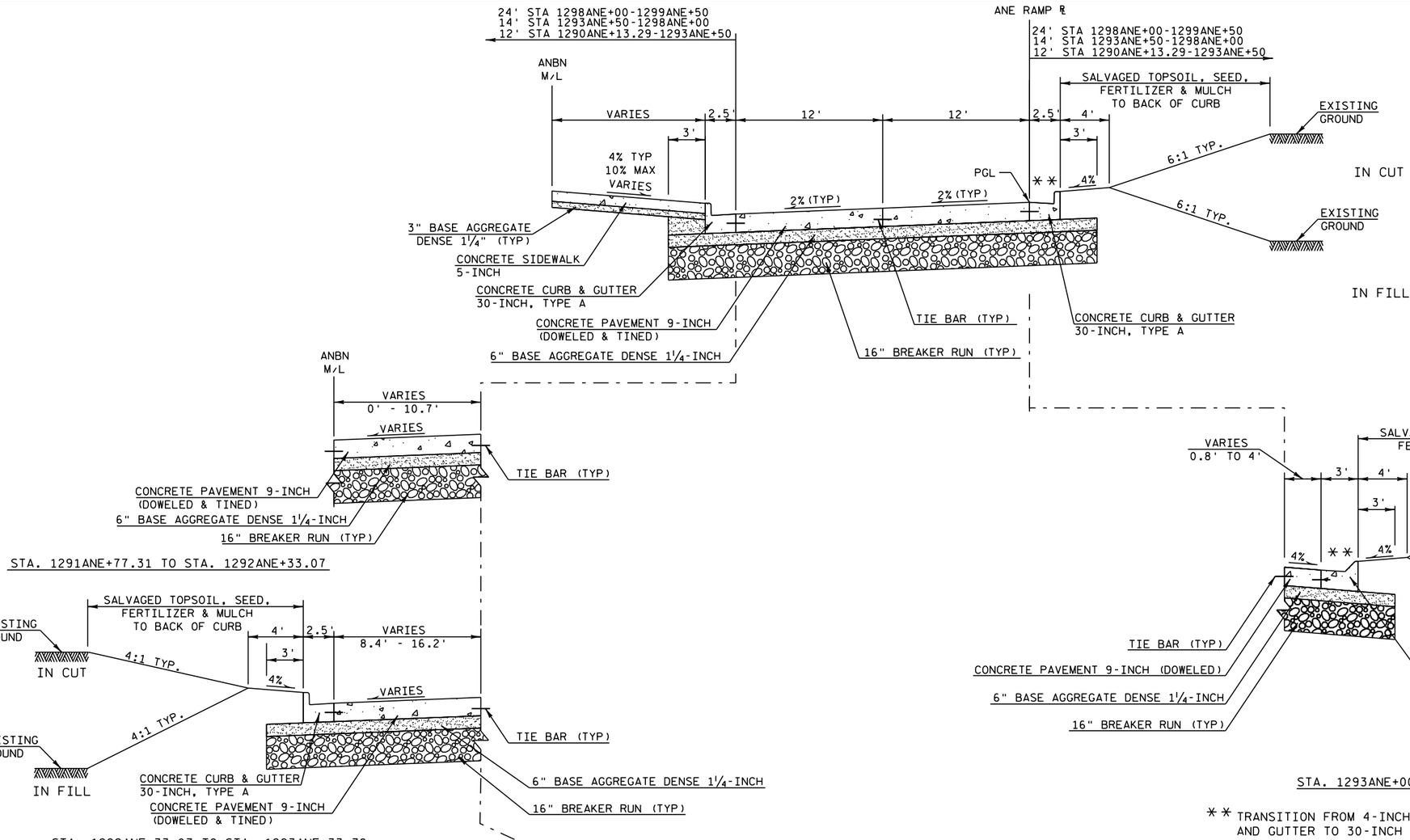

* SEE CONSTRUCTION DETAIL
ON TEMPORARY RAMP CONNECTIONS

* * * GEOGRID REINFORCEMENT PLACED BETWEEN
RAMP CONSTRUCTION REFERENCE LINE AND
10' OUTSIDE RAMP RIGHT SHOULDER

STA. 1301ASE+00 TO STA. 1303ASE+25.34

TYPICAL RAMP GORE INTERIM FINISHED SECTION (SOUTHEAST RAMP)
TEMPASE RAMP
STA. 1299ASE+50 - STA. 1303ASE+25.34

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



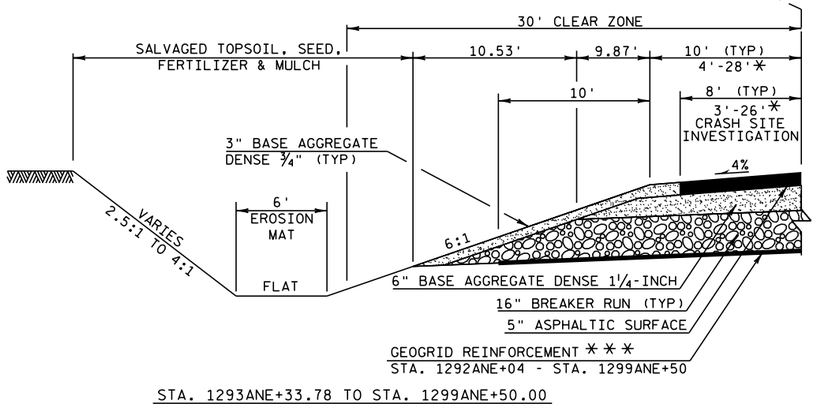




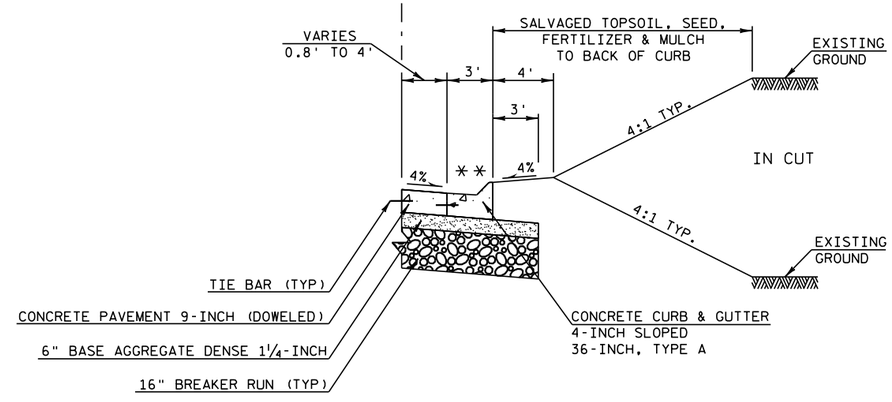
STA. 1291ANE+77.31 TO STA. 1292ANE+33.07




STA. 1292ANE+33.07 TO STA. 1293ANE+33.78




STA. 1293ANE+33.78 TO STA. 1299ANE+50.00




STA. 1293ANE+00.00 TO STA. 1299ANE+50

* SEE PLAN DETAILS FOR MORE INFORMATION

** TRANSITION FROM 4-INCH SLOPED 36-INCH TYPE A CONCRETE CURB AND GUTTER TO 30-INCH TYPE A CONCRETE CURB AND GUTTER, STA 1293ANE+00 TO STA 1293ANE+06

*** GEOGRID REINFORCEMENT PLACED BETWEEN RAMP CONSTRUCTION REFERENCE LINE AND 10' OUTSIDE RAMP LEFT SHOULDER

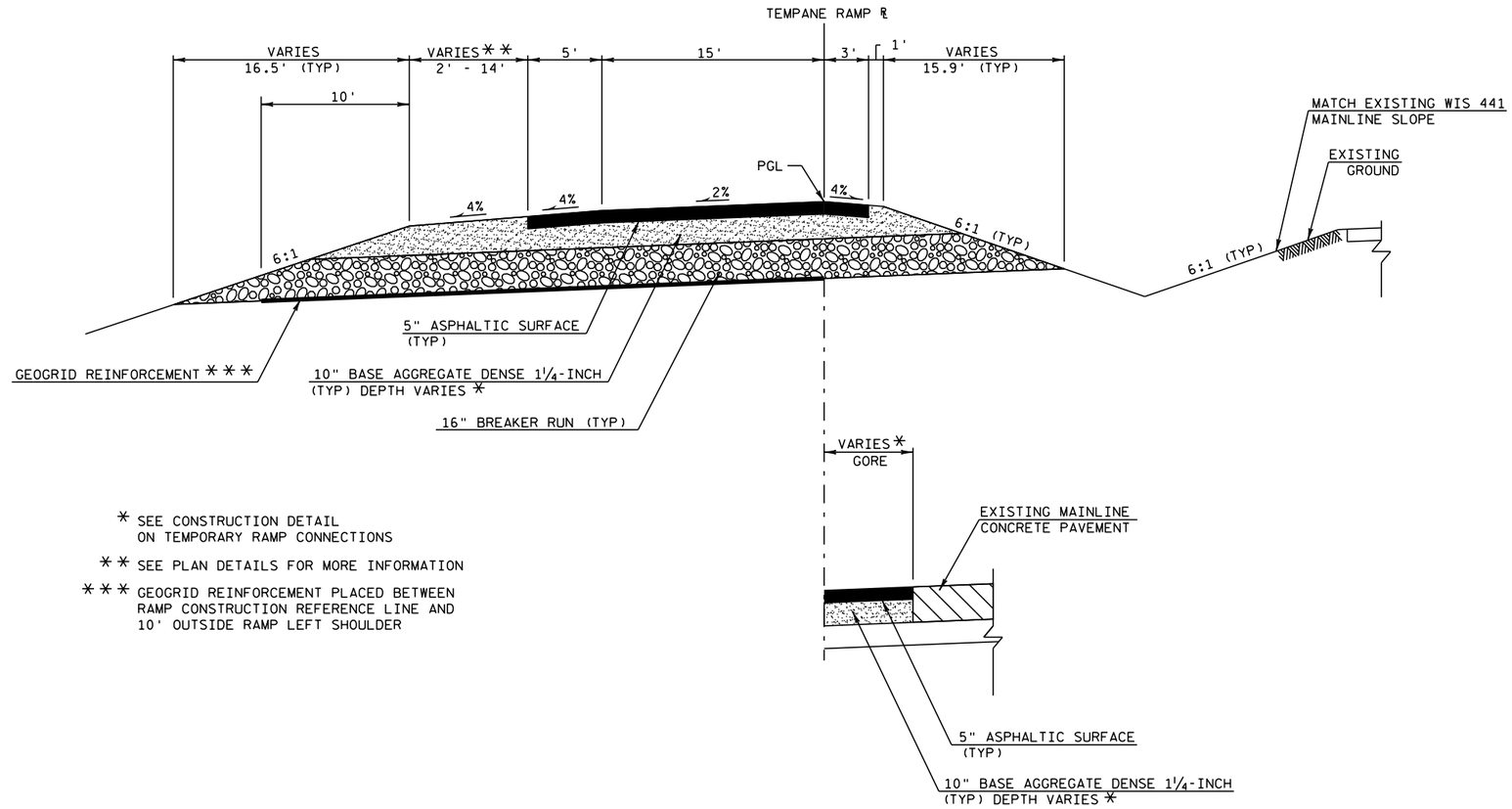
| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NORMAL MAXIMUM SIZE GRADATION | ASPHALTIC MATERIAL |
|---|---|---|---|---|
| ASPHALTIC SURFACE | 5" | 2" UPPER LAYER<br>3" LOWER LAYER | 12.5 MM<br>19.0 MM | PG-58-28 |

TYPICAL FINISHED SECTION (NORTHEAST RAMP)

ANE RAMP
STA. 1290ANE+13.29 - STA. 1299ANE+50.00

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2




* SEE CONSTRUCTION DETAIL
ON TEMPORARY RAMP CONNECTIONS

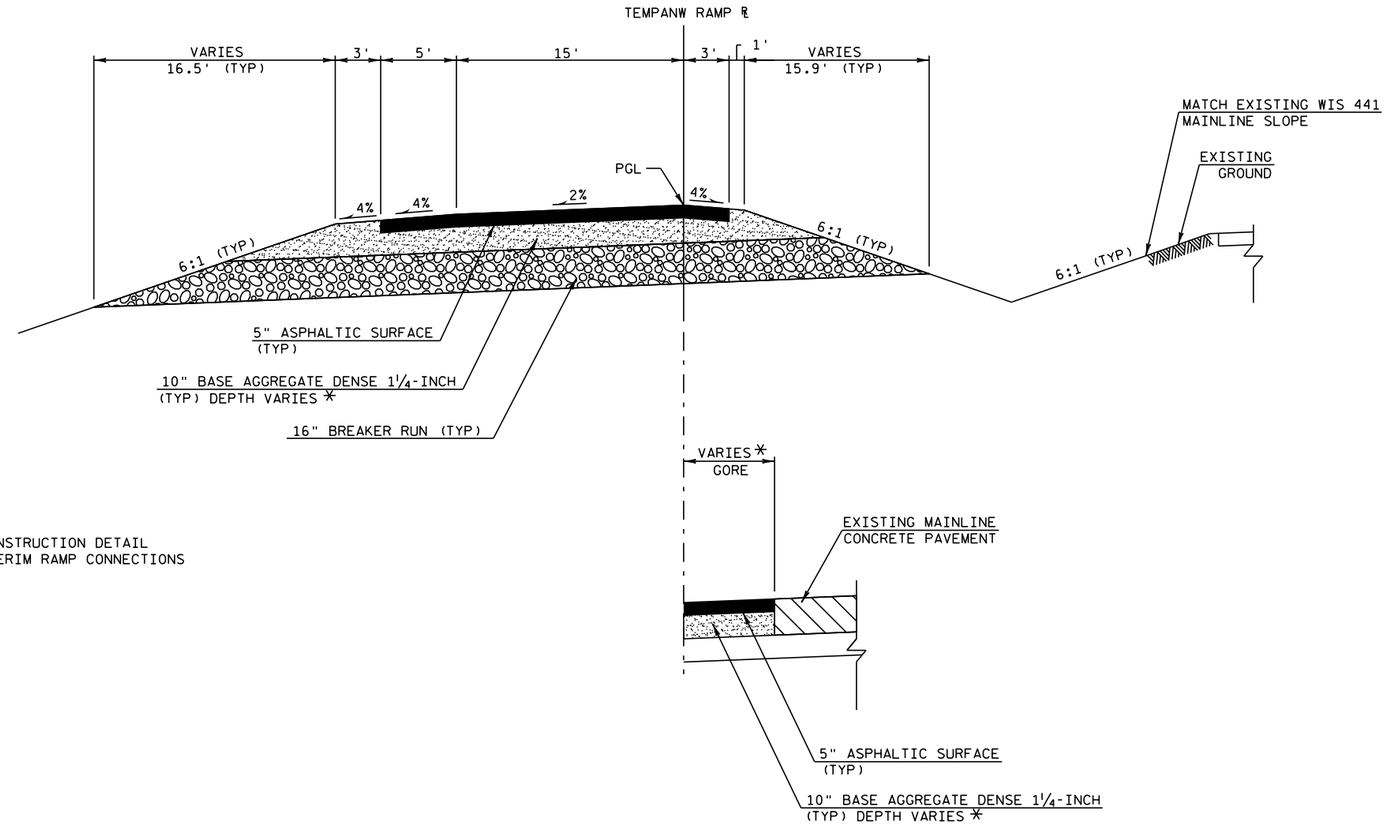
* * SEE PLAN DETAILS FOR MORE INFORMATION

* * * GEOGRID REINFORCEMENT PLACED BETWEEN
RAMP CONSTRUCTION REFERENCE LINE AND
10' OUTSIDE RAMP LEFT SHOULDER

STA. 1301ANE+23 TO STA. 1304ANE+43.68

TYPICAL RAMP GORE INTERIM FINISHED SECTION
TEMPANE RAMP
STA. 1299ANE+50 - STA. 1304ANE+43.68

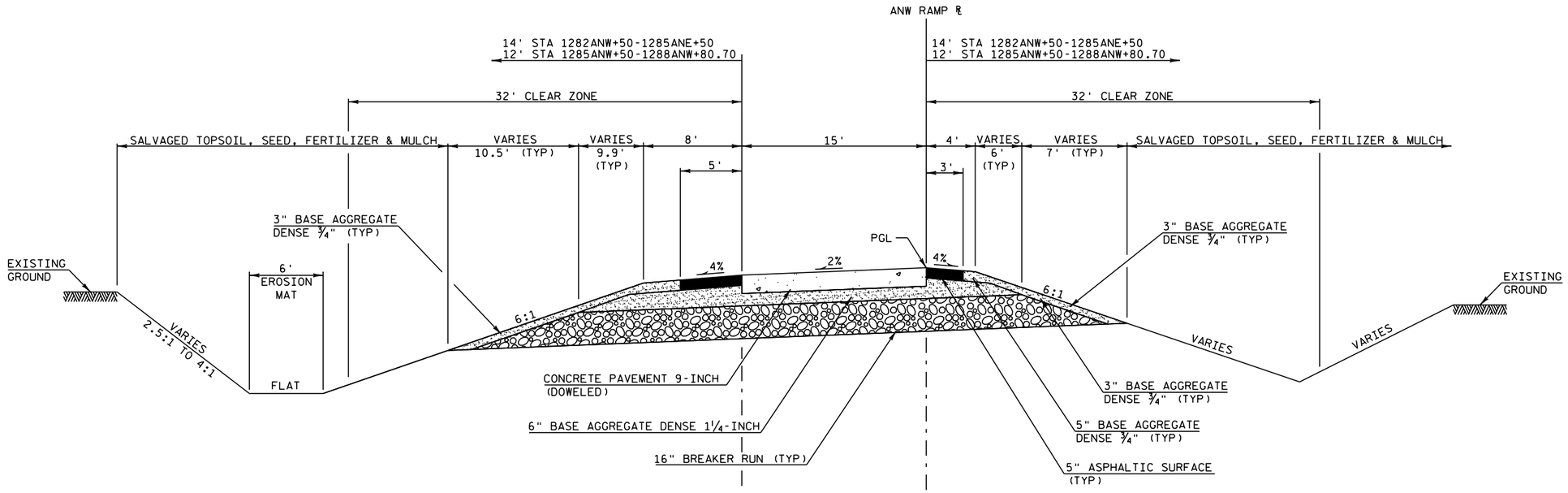
2




* SEE CONSTRUCTION DETAIL
ON INTERIM RAMP CONNECTIONS

STA. 1279ANW+00 TO STA. 1279ANW+11

TYPICAL INTERIM FINISHED SECTION
TEMPANW RAMP
STA. 1279ANW+00 - STA. 1282ANW+50




STA. 1288ANW+03.55 TO STA. 1288ANW+80.70

*PATH ENDS AT STA. 1288ANW+20.21

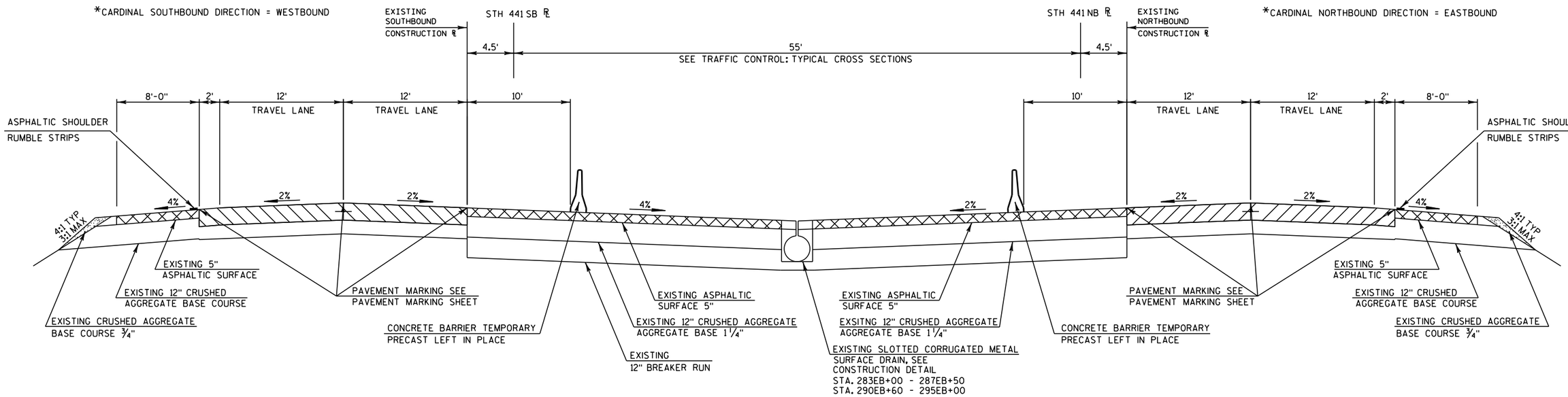
STA. 1288ANW+03.68 TO STA. 1288ANW+80.70

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NORMAL MAXIMUM SIZE GRADATION | ASPHALTIC MATERIAL |
|---|---|---|---|---|
| ASPHALTIC SURFACE | 5" | 2" UPPER LAYER<br>3" LOWER LAYER | 12.5 MM<br>19.0 MM | PG-58-28 |

TYPICAL FINISHED SECTION (NORTHWEST RAMP)

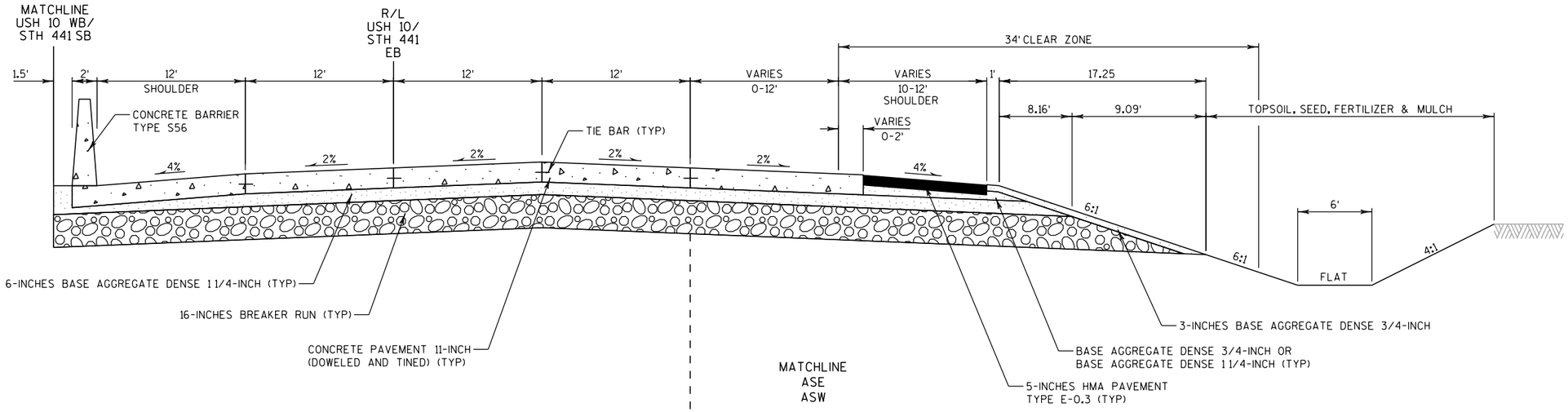
ANW RAMP
STA. 1282ANW+50.00 - STA. 1288ANW+80.70

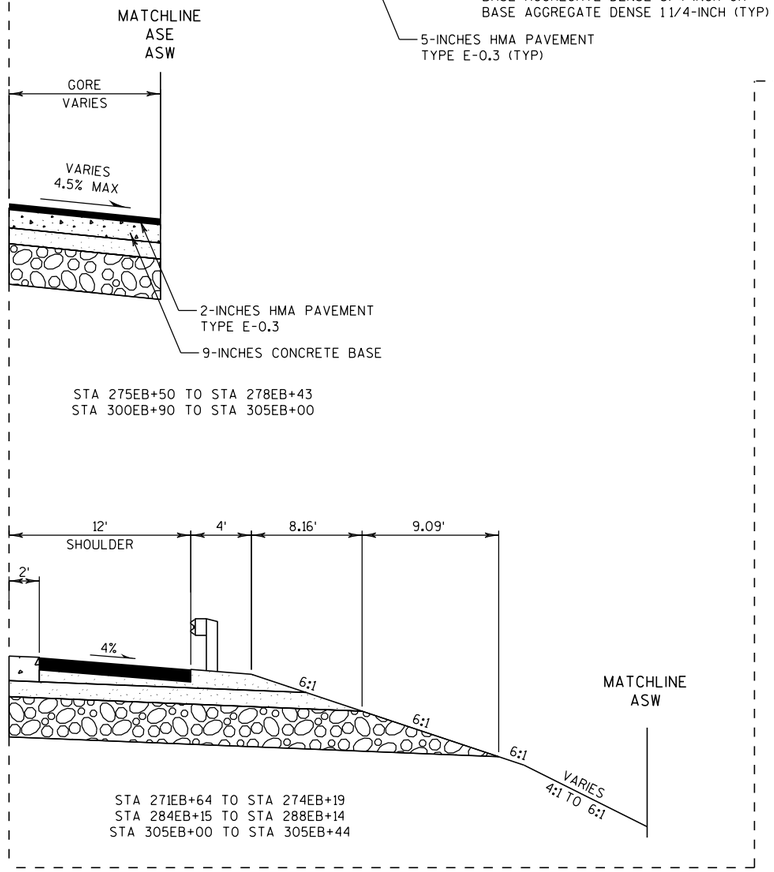
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

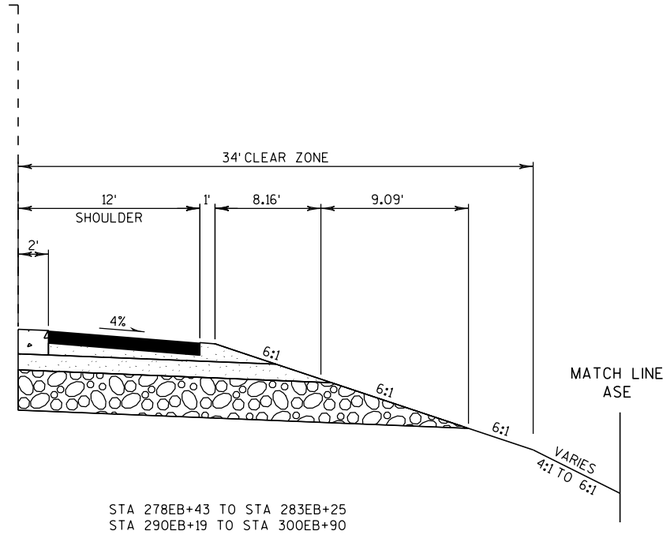



## TYPICAL CROSS SECTION FOR MAINLINE STH 441

STA 275EB+00 - STA 288EB+32
STA 290EB+00 - STA 303EB+20



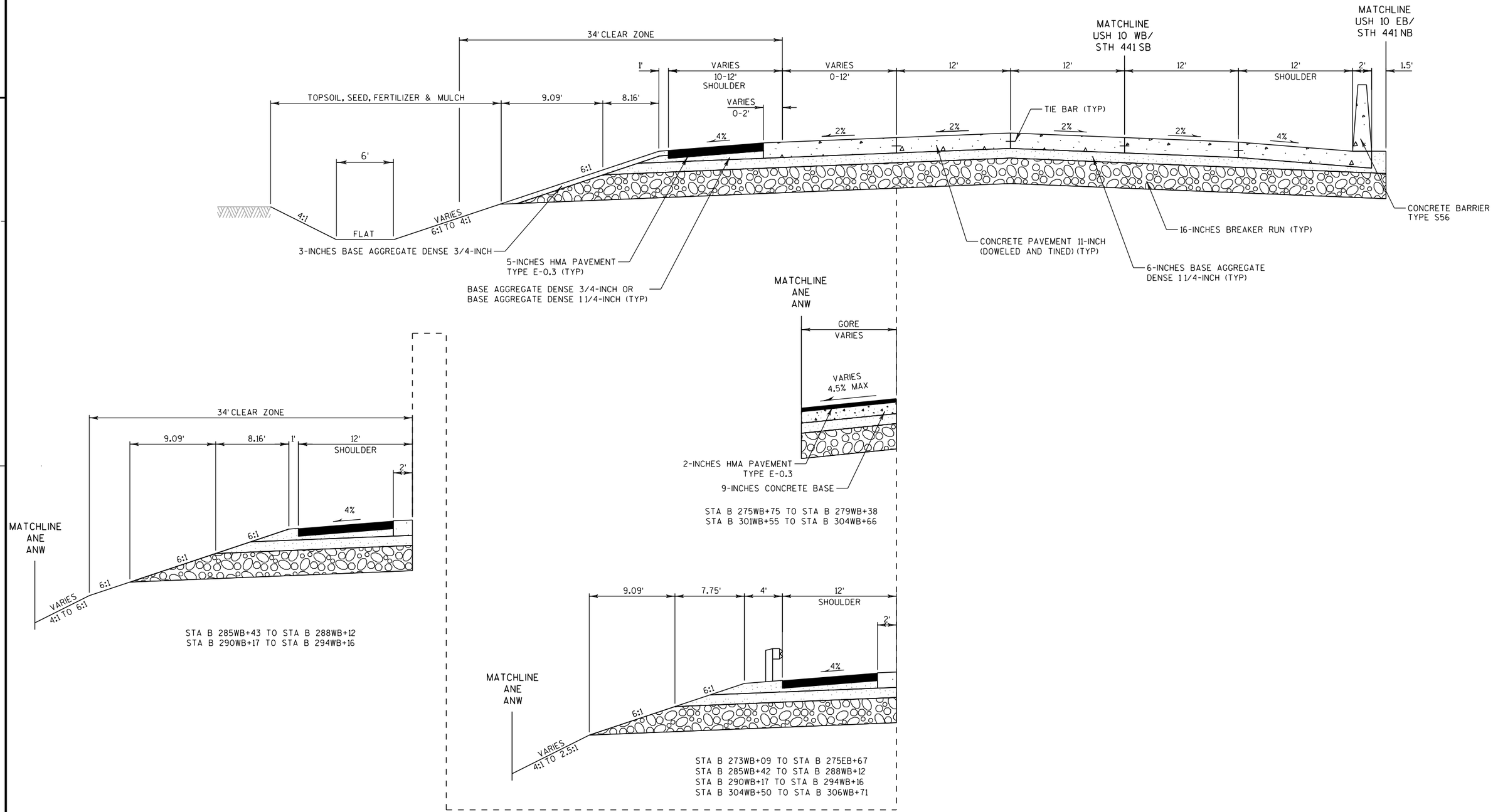




FOR INFORMATION ONLY - NOT PART OF THIS CONTRACT

## TYPICAL FINISHED SECTION
## USH 10 EB/STH 441 NB
STA 271EB+00 TO STA 315EB+50

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NORMAL MAXIMUM SIZE GRADATION | ASPHALTIC MATERIAL |
|---|---|---|---|---|
| E-0.3 | 2" | 2 " UPPER LAYER | 12.5 MM | PG-58-28 |
| E-0.3 | 5" | 1 ¾" UPPER LAYER<br>3 ¼" LOWER LAYER | 12.5 MM<br>19.0 MM | PG-58-28 |

| PROJECT NO: 1517-75-74 | HWY: USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|







STA B 285WB+43 TO STA B 288WB+12
STA B 290WB+17 TO STA B 294WB+16




STA B 275WB+75 TO STA B 279WB+38
STA B 301WB+55 TO STA B 304WB+66



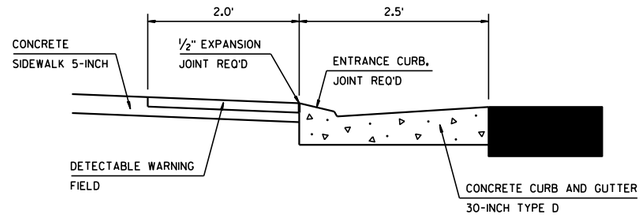

STA B 273WB+09 TO STA B 275EB+67
STA B 285WB+42 TO STA B 288WB+12
STA B 290WB+17 TO STA B 294WB+16
STA B 304WB+50 TO STA B 306WB+71

FOR INFORMATION ONLY - NOT PART OF THIS CONTRACT

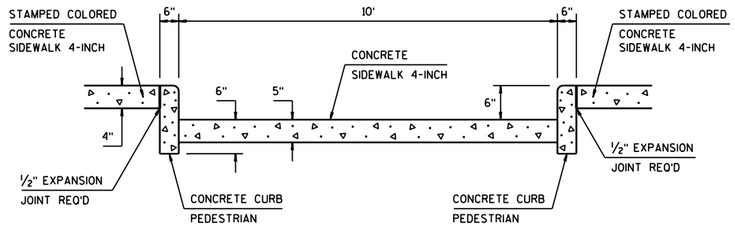
## TYPICAL FINISHED SECTION
### USH 10 WB/STH 441 SB
STA B 273WB+14 TO STA B 315WB+50

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NORMAL MAXIMUM SIZE GRADATION | ASPHALTIC MATERIAL |
|---|---|---|---|---|
| E-0.3 | 2" | 2 " UPPER LAYER | 12.5 MM | PG-58-28 |
| E-0.3 | 5" | 1 3/4" UPPER LAYER<br>3 1/4" LOWER LAYER | 12.5 MM<br>19.0 MM | PG-58-28 |

| PROJECT NO: 1517-75-74 | HWY: USH 10 | COUNTY: WINNEBAGO | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



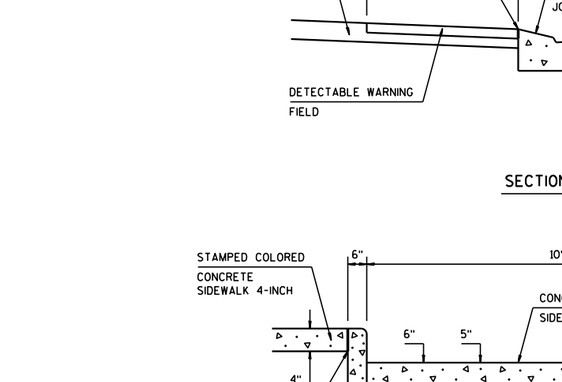

SECTION A-A




SECTION B-B




SECTION C-C



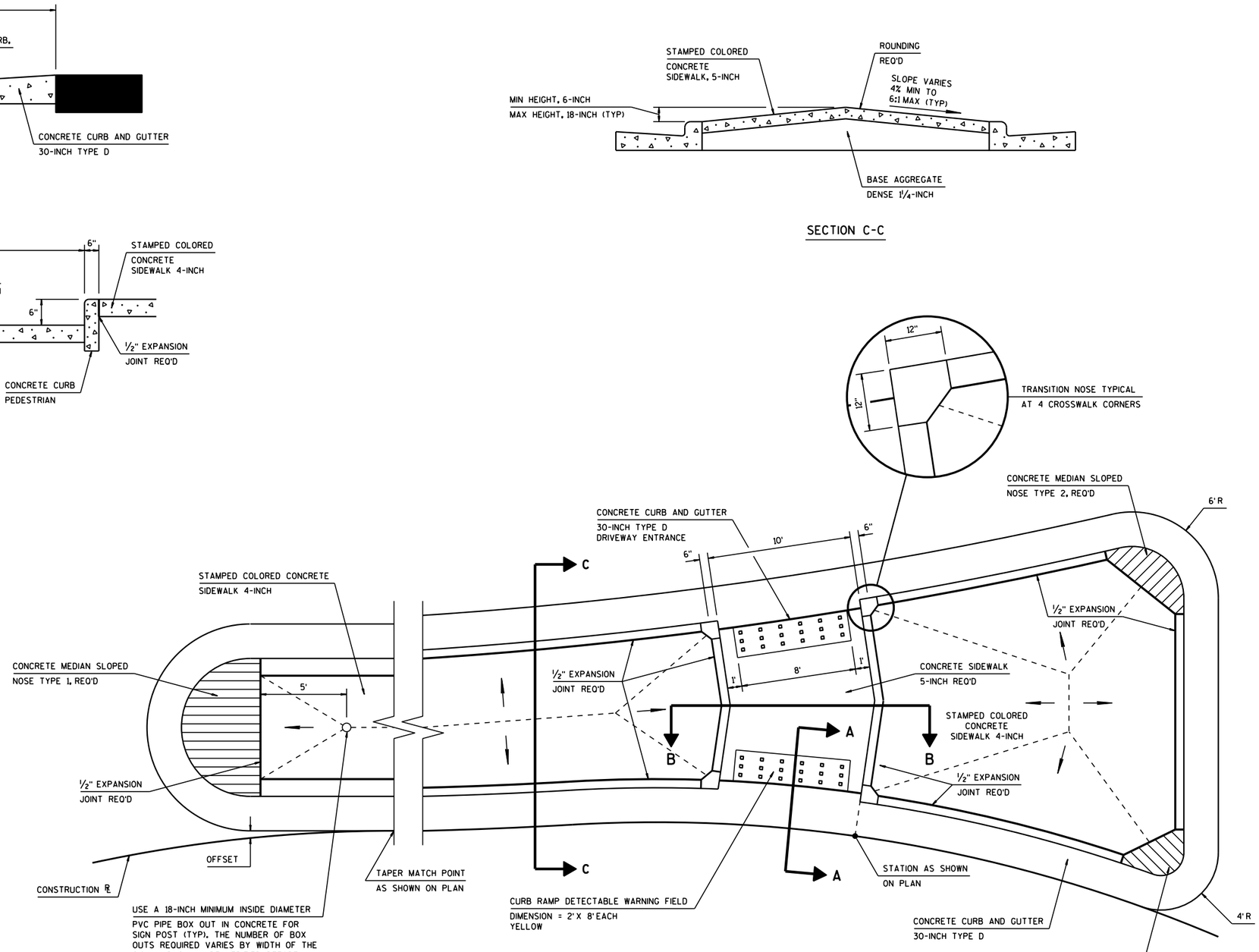

* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

**ISLAND SIGN LOCATION DETAIL (TYP)**

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



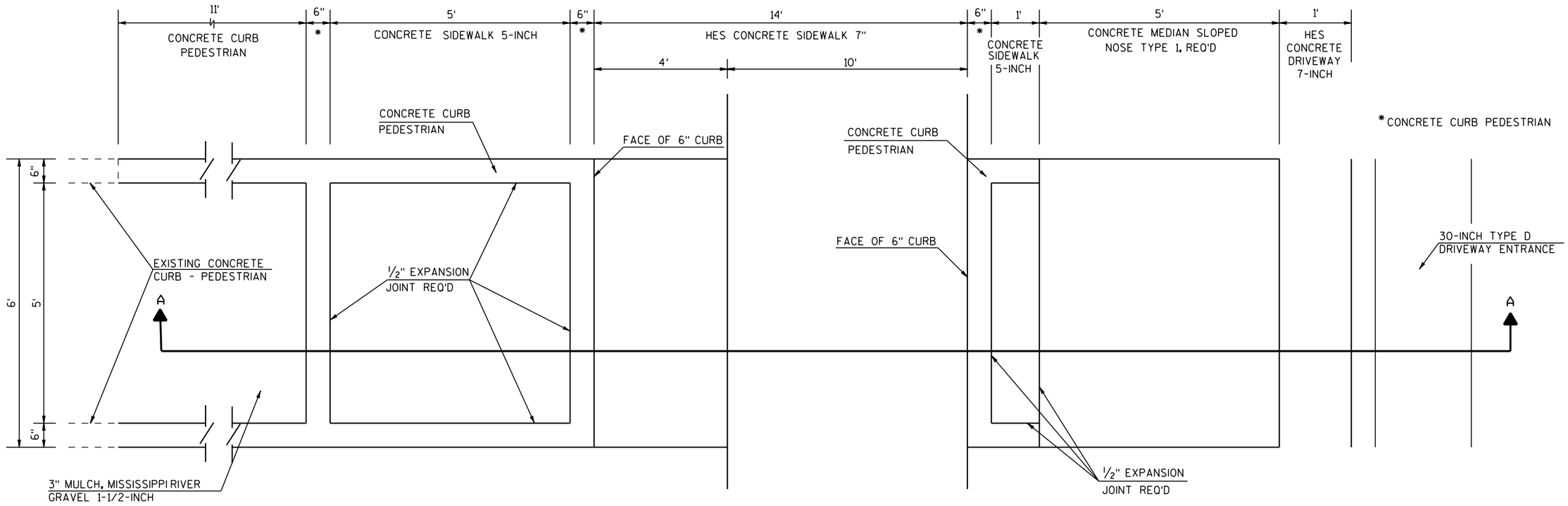

NOTE: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

- - - DRAINAGE BREAK POINT

⟵ DIRECTION OF DRAINAGE

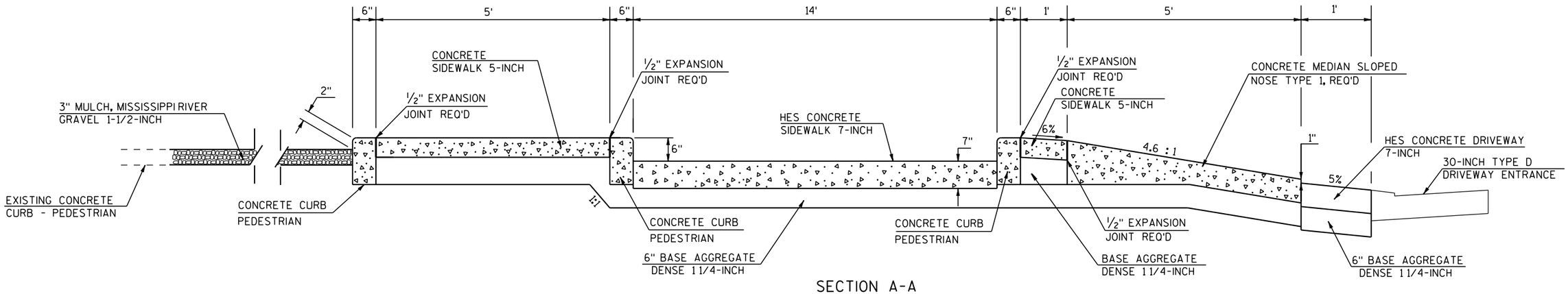
SPLITTER ISLAND DETAIL

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|




## DRIVEWAY ISLAND DETAIL

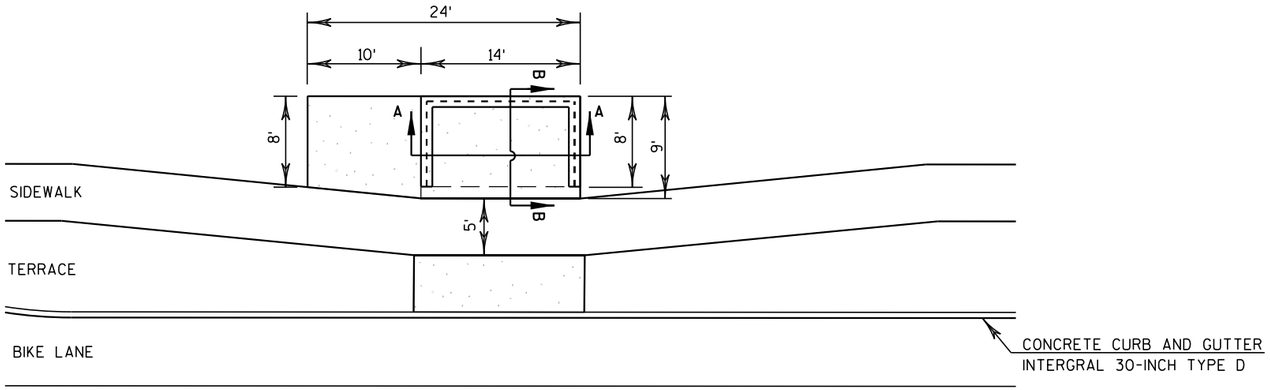
STA 126ASB+93 LT




## SECTION A-A

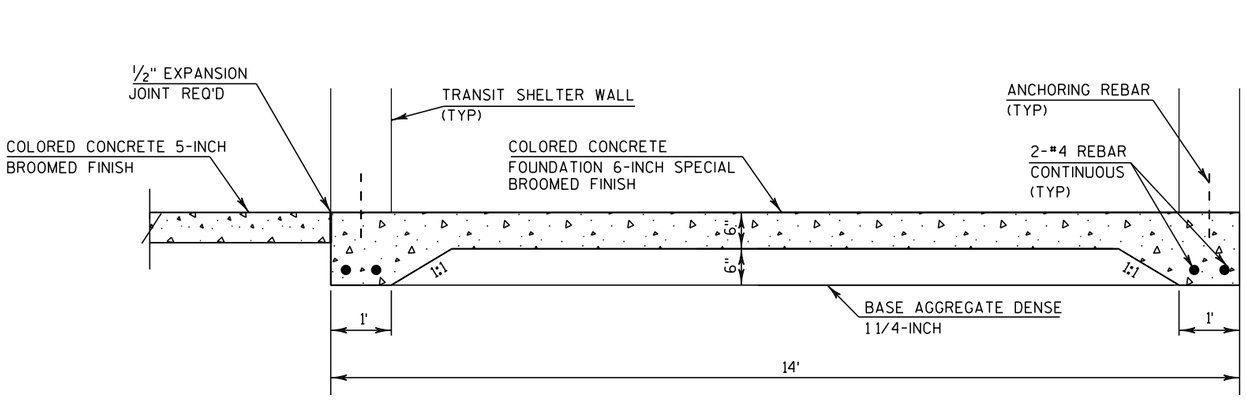
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|

2

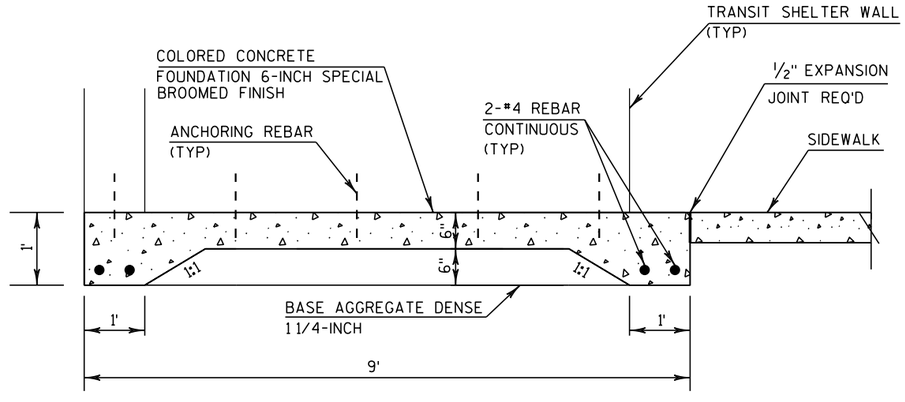



PLAN VIEW

MASS TRANSIT DETAIL
STA 110ASB+83 LT TO STA 111ASB+07 LT



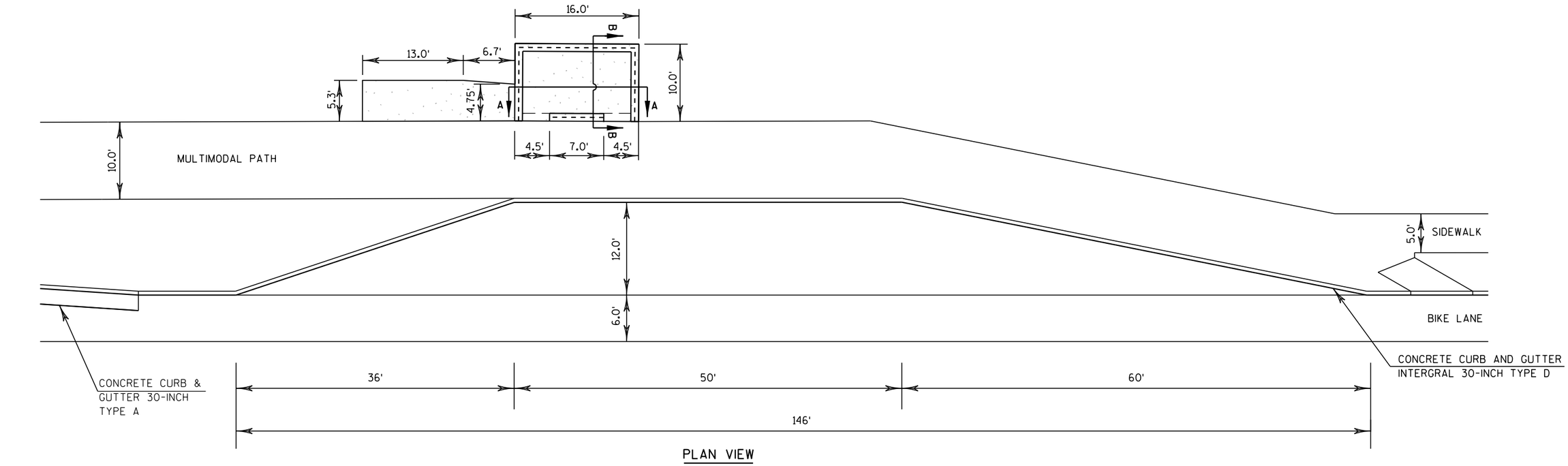

SECTION A-A




SECTION B-B

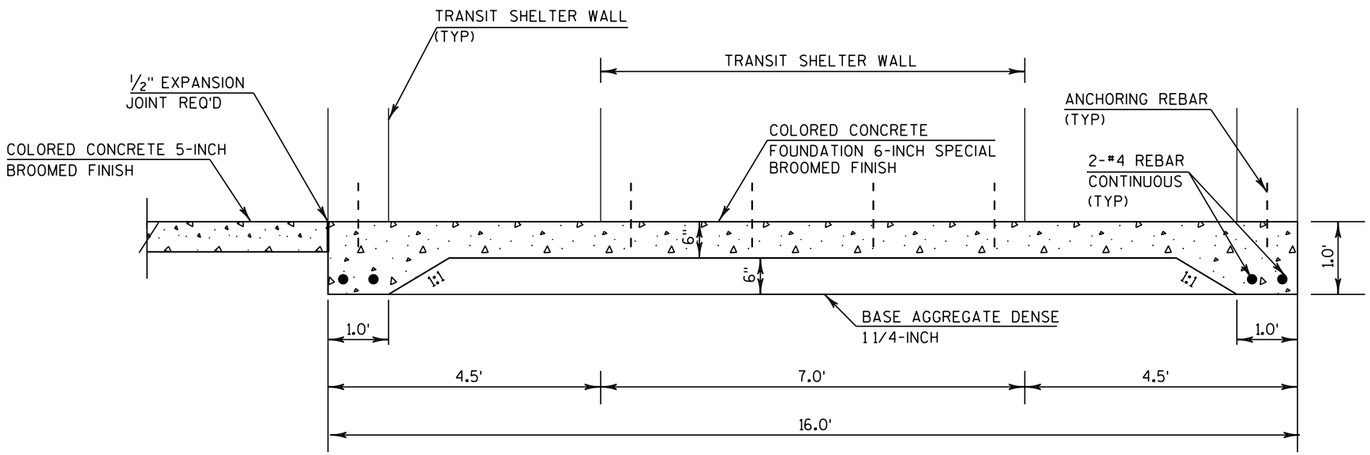
NOTES:
ANCHORING REBAR SIZE, SPACING AND EMBEDMENT
INSTALLATION PER CONTRACTOR WALL DESIGN

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|

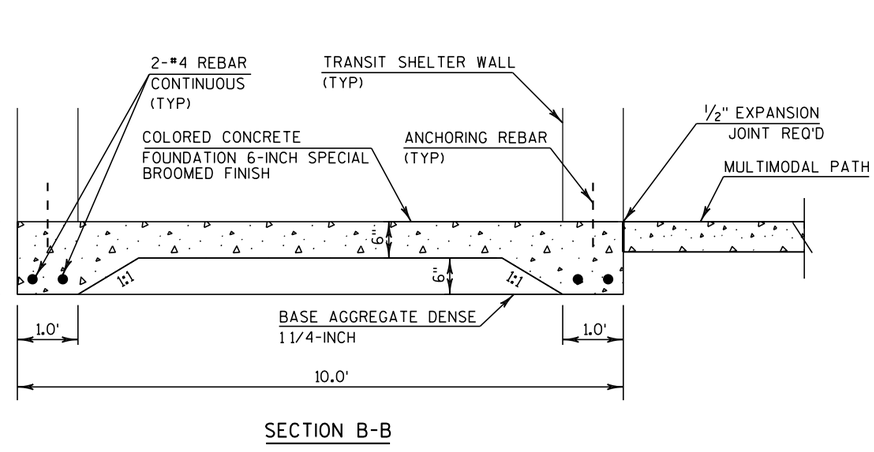



PLAN VIEW

## MASS TRANSIT DETAIL
## STA 127ASB+85 LT TO STA 129ASB+31 LT



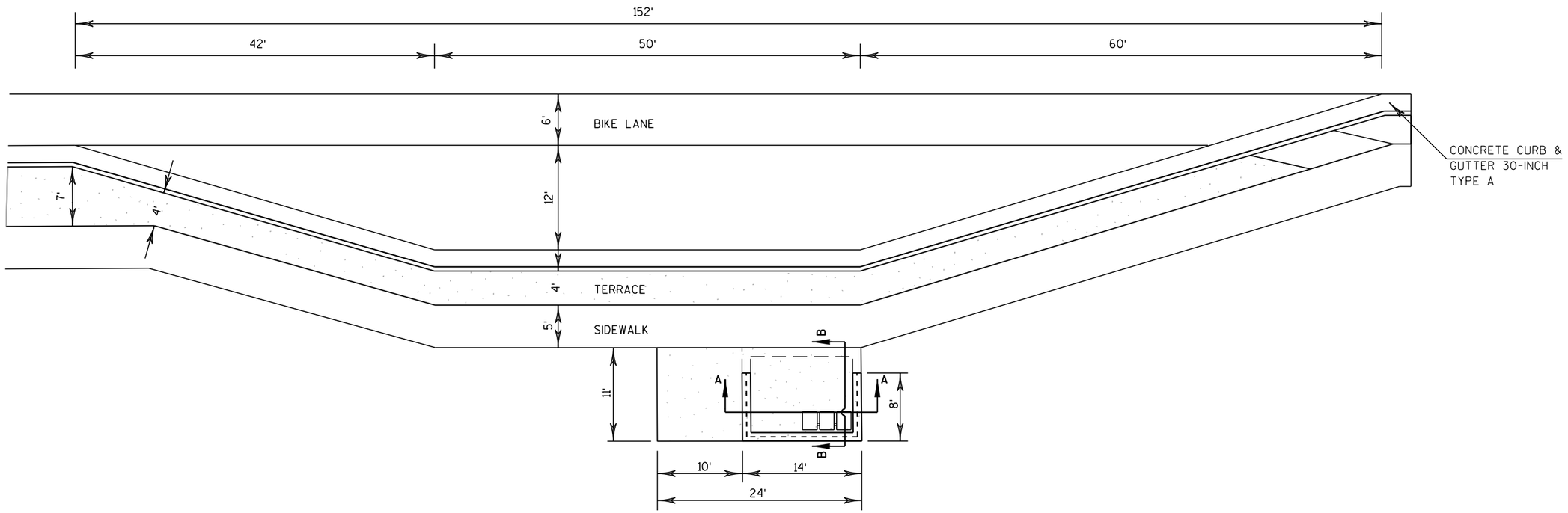

SECTION A-A




SECTION B-B

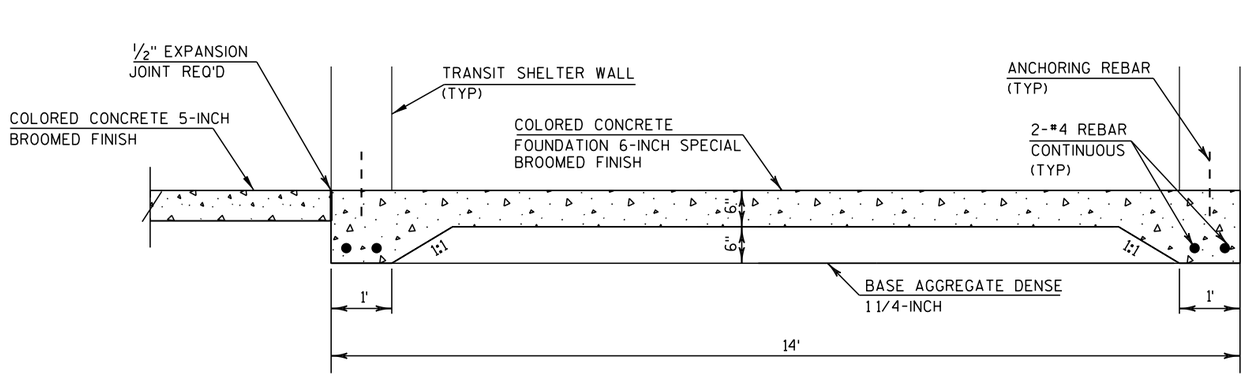
NOTES:
ANCHORING REBAR SIZE, SPACING AND EMBEDMENT
INSTALLATION PER CONTRACTOR WALL DESIGN

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|

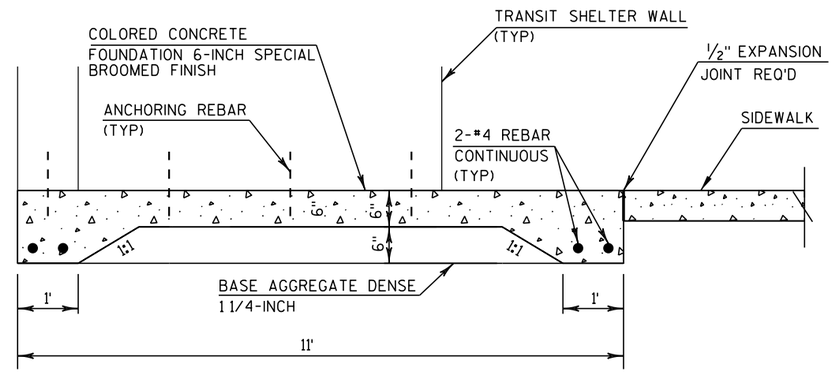



PLAN VIEW

MASS TRANSIT DETAIL
STA 132ANB+39 RT TO STA 133ANB+91 RT




SECTION A-A

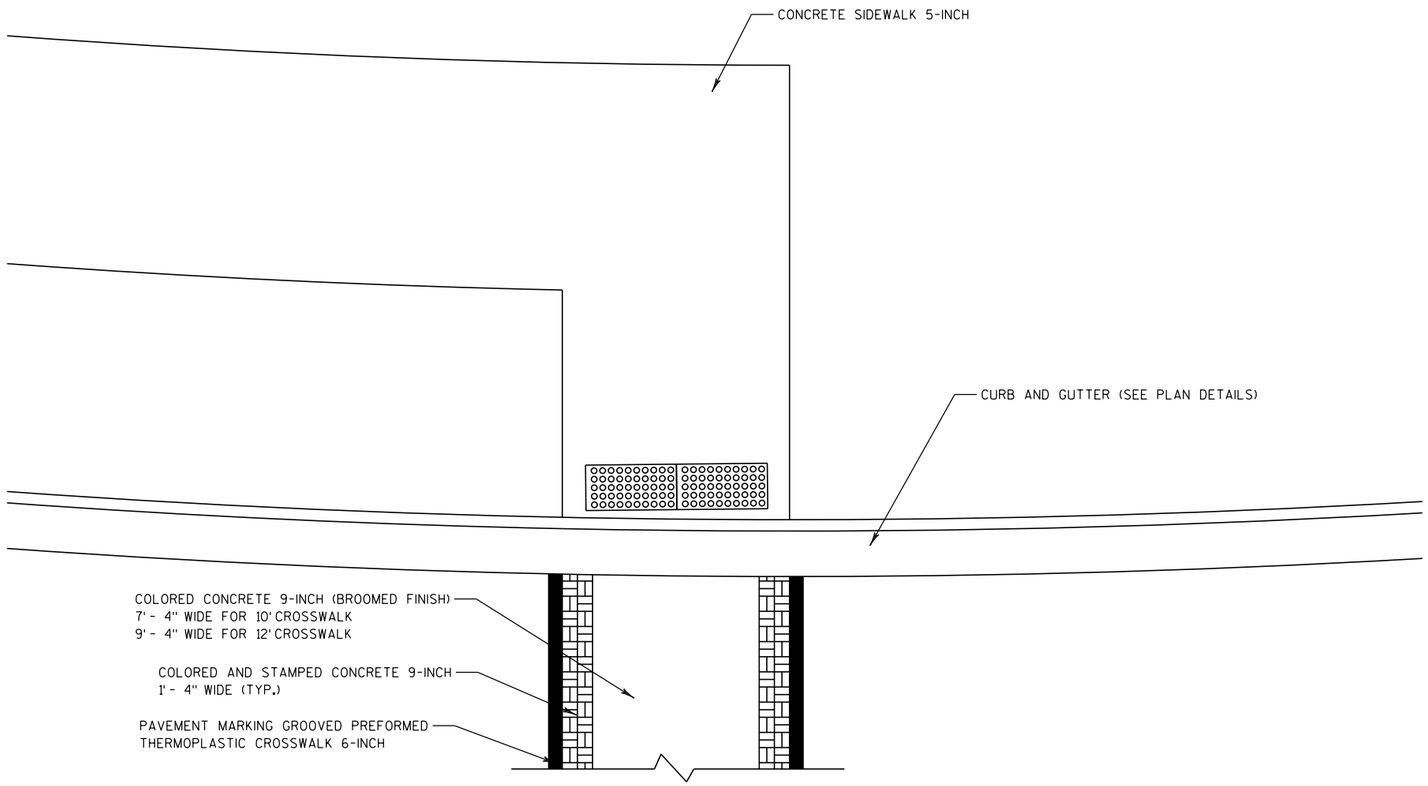



SECTION B-B

NOTES:
ANCHORING REBAR SIZE, SPACING AND EMBEDMENT
INSTALLATION PER CONTRACTOR WALL DESIGN

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|

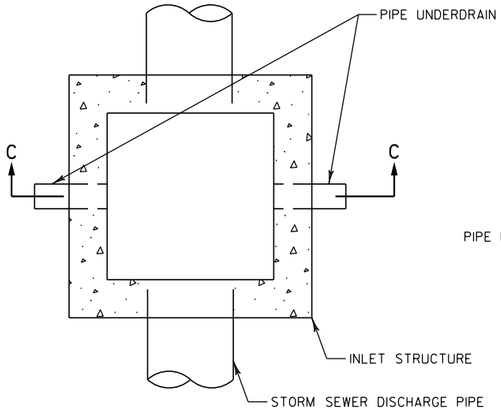
2



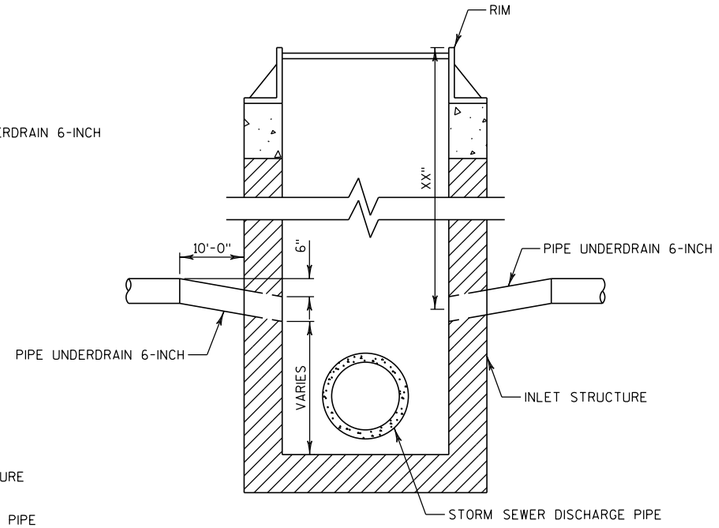

**CROSSWALK DETAIL (TYP.)**

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|

2




PLAN VIEW




SECTION C-C

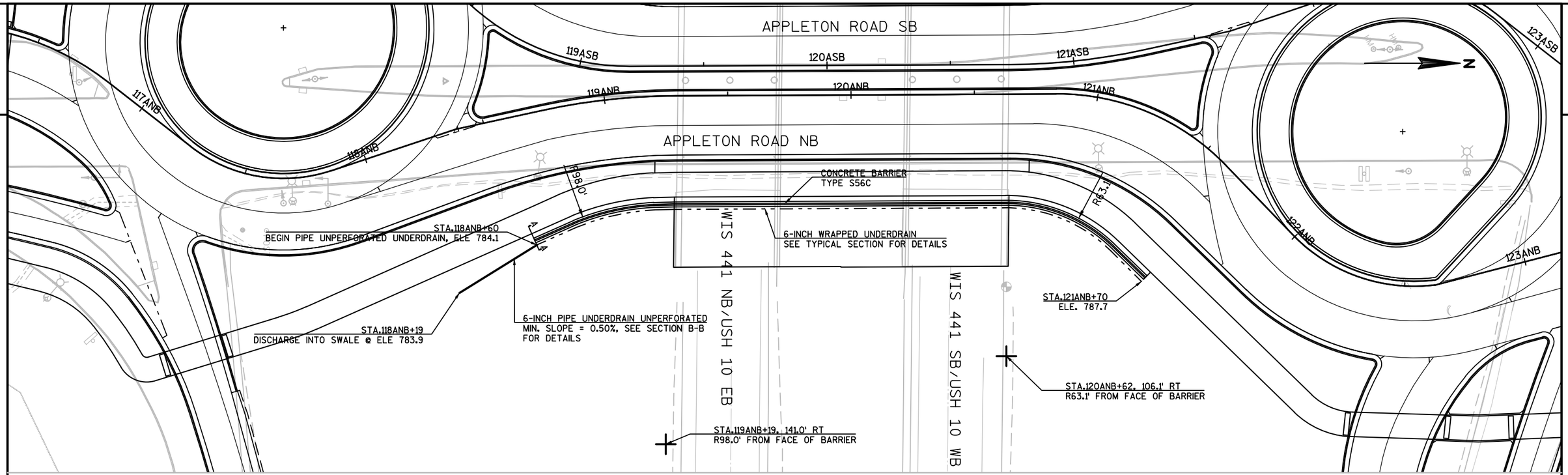
## UNDERDRAIN OUTFALL AT INLET

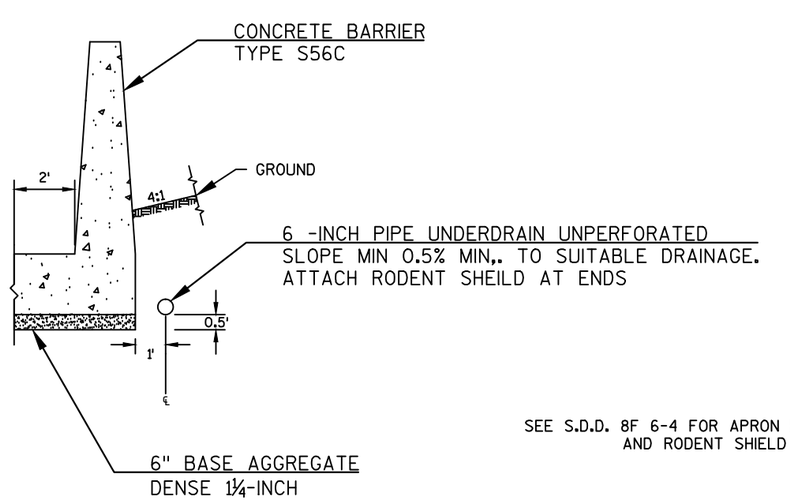
NOTES:

1) CONNECTIONS TO INLETS OR MANHOLES IN MEDIAN SHALL USE PIPE UNDERDRAIN, 6-INCH.

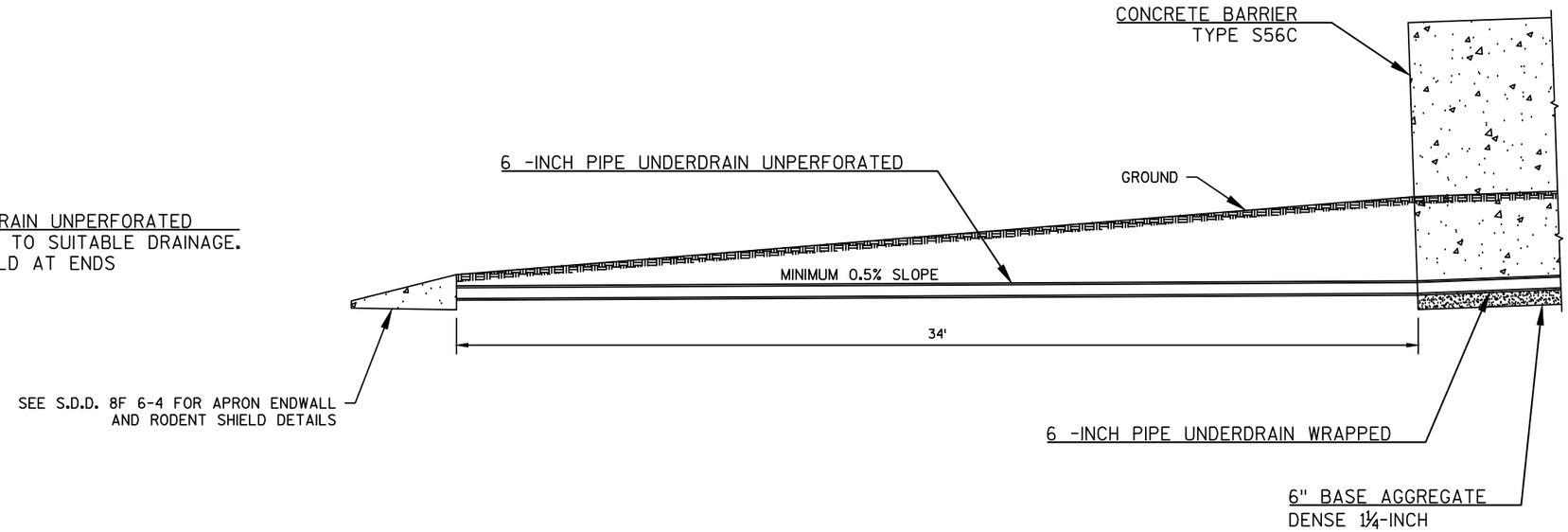
2) PROVIDE TWO 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF XX" BELOW THE RIM ELEVATION.

3) SEE TYPICAL SECTIONS, STORM SEWER, AND UNDERDRAIN PLANS FOR PIPE UNDERDRAIN LOCATIONS.




SECTION A-A

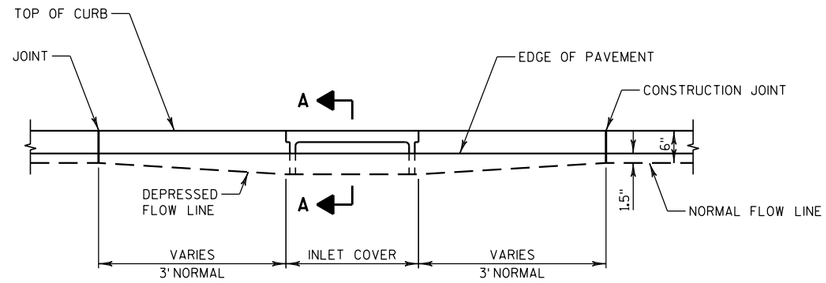



SECTION B-B

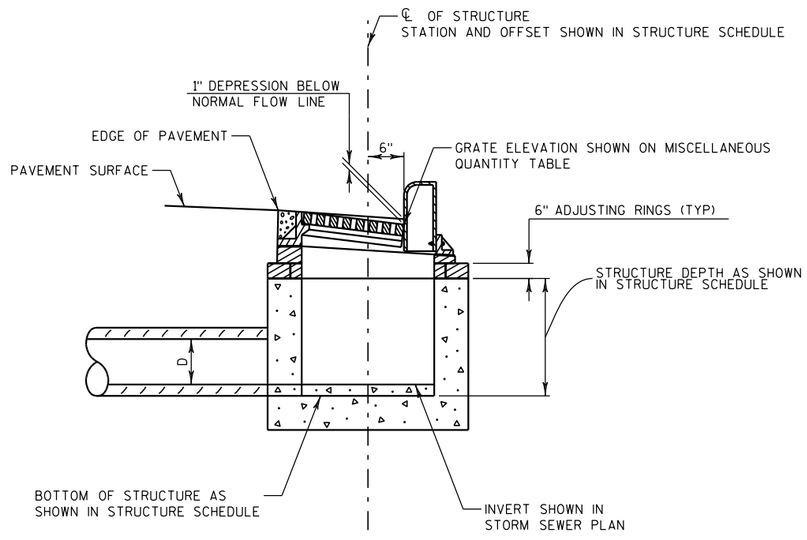
CONCRETE BARRIER PIPE UNDERDRAIN OUTLET CONSTRUCTION DETAIL

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET 45 | E |
|---|---|---|---|---|---|

2



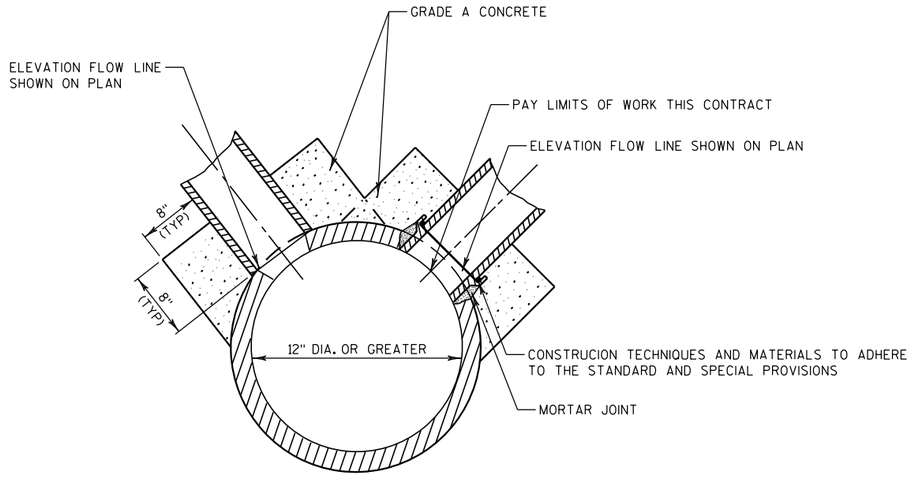

ELEVATION




SECTION A-A

# DETAIL OF CURB AND GUTTER AT INLETS

2




## DETAIL OF CONNECTION TO EXISTING STORM SEWER

NOTE:

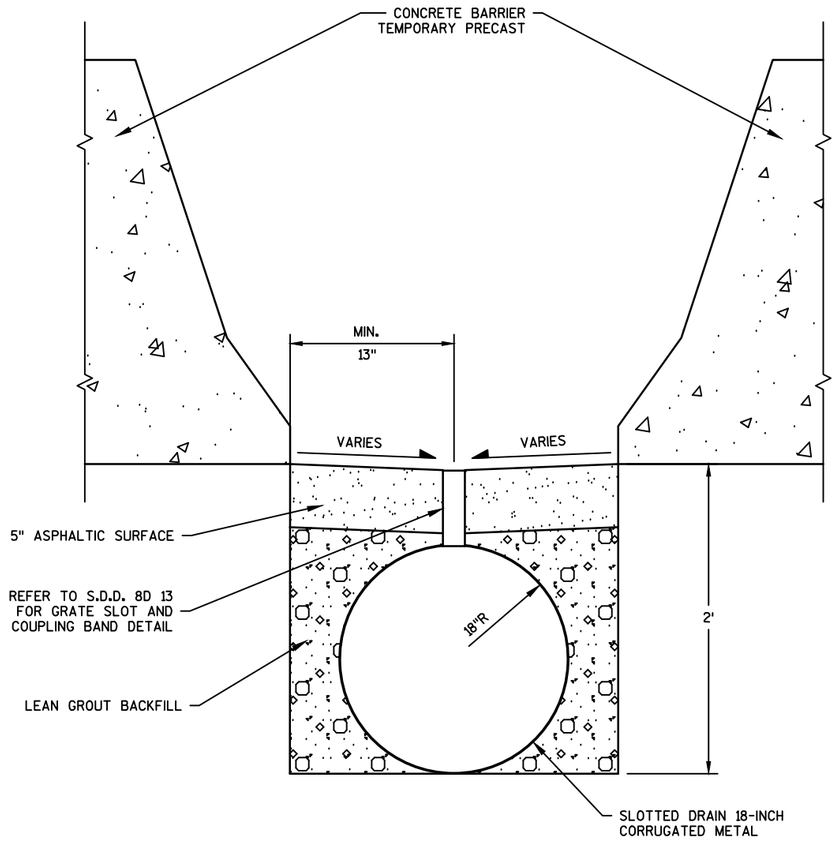
CONTRACT UNIT PRICE FOR PIPE SHALL INCLUDE COST OF CONNECTION TO EXISTING STORM SEWER OR M.H.

2

## GENERAL NOTES

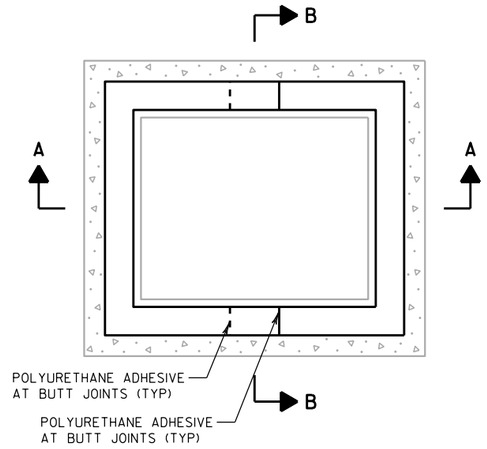
BACKFILL MATERIAL
THE LEAN GROUT BACKFILL MATERIAL SHALL BE A FINE AGGREGATE, IN ACCORDANCE WITH SUBSECTION 501.3.6.3.6 OF THE STANDARD SPECIFICATIONS, MIXED WITH 150 POUNDS OF CEMENT AND APPROXIMATELY 30 GALLONS OF WATER FOR EACH 3000 POUNDS OF FINE AGGREGATE.

THE PIPE FOR THE SLOTTED DRAIN SHALL MEET AASHTO DESIGNATION M-36, AND THE GRATE ASSEMBLIES SHALL BE MADE FROM STRUCTURAL STEEL SUITABLY WELDED TO FORM THE OPEN SLOT AND HOT-DIP GALVANIZED TO MEET THE PROVISIONS OF AASHTO DESIGNATION M-111.




SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED INSTALLATION
AT MEDIAN BARRIER

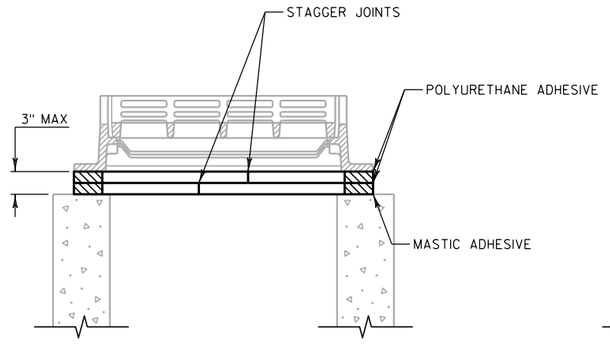
2



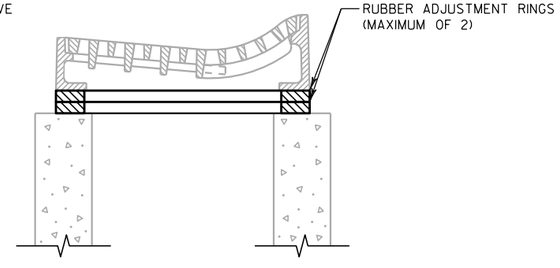

PLAN VIEW

NOTE:

ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.



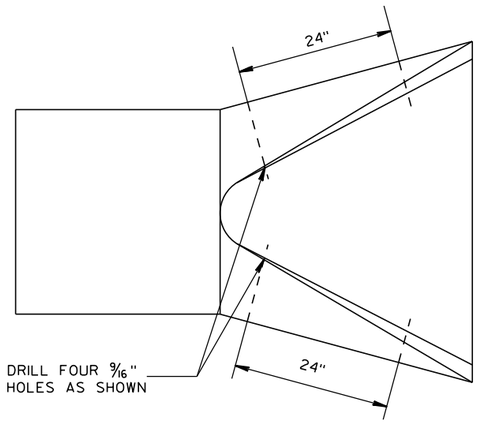

SECTION A-A

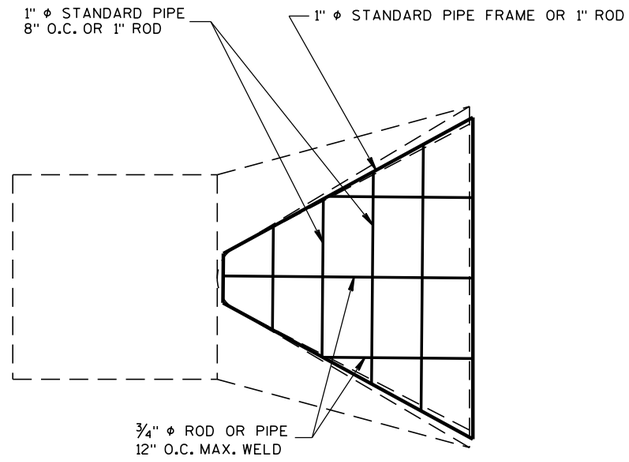



SECTION B-B

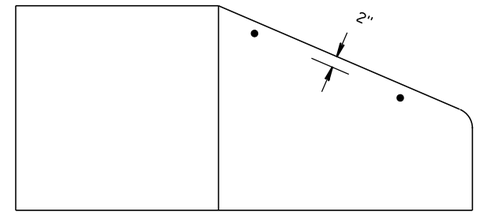
## RUBBER RING CUTTING DETAIL FOR INLET TYPE 2, SPECIAL

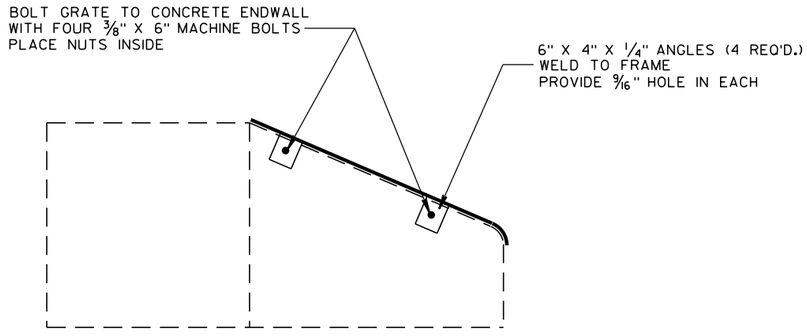
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|

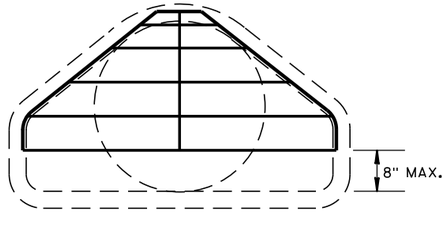


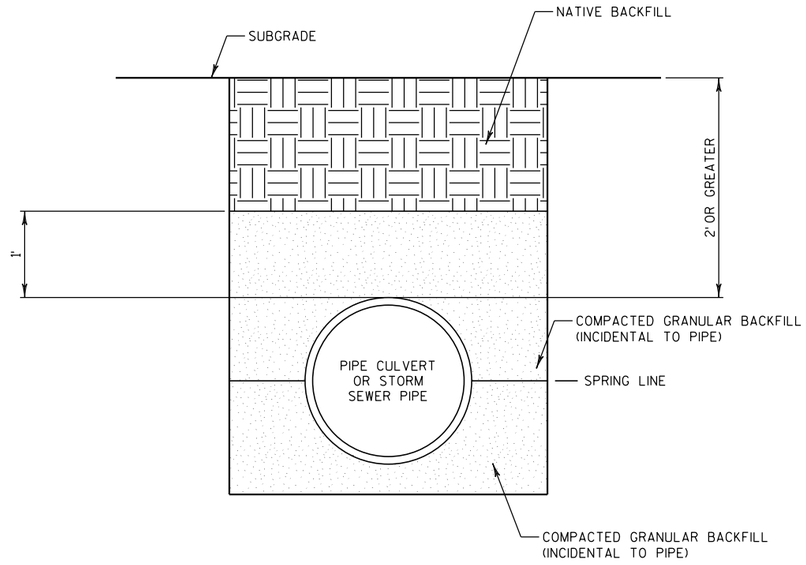

AT EACH PIPE



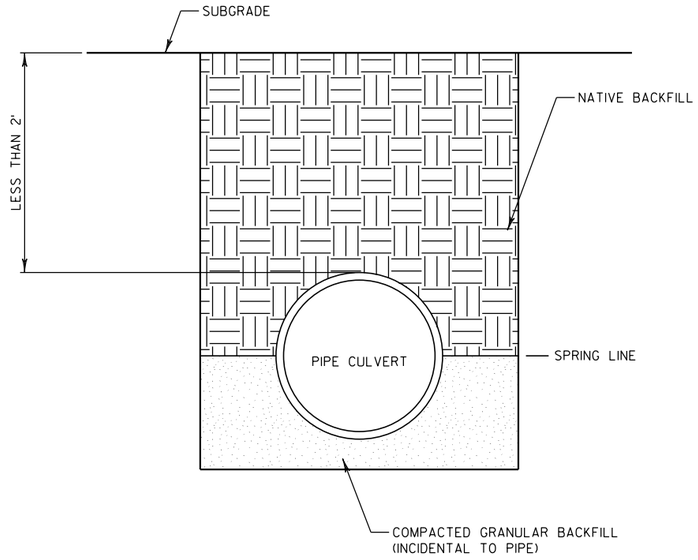

PIPE GRATE DETAIL




## TRENCH BACKFILL DETAIL FOR NORMAL DEPTH PIPE CULVERTS AND STORM SEWER PIPE INSTALLATIONS

NOTES:

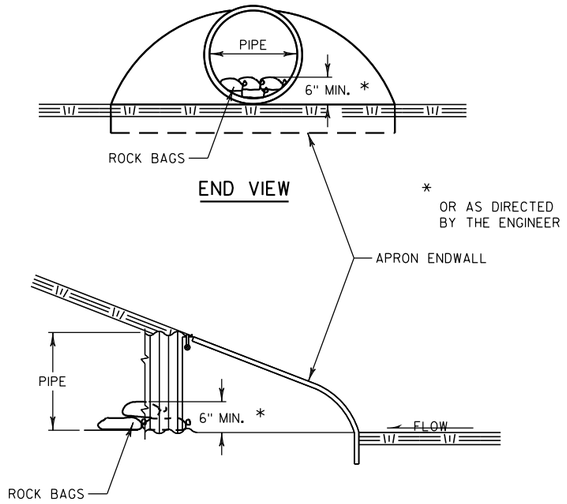
(1) NATIVE BACKFILL SHALL BE FREE OF LARGE LUMPS, CLODS, OR ROCK.




## TRENCH BACKFILL DETAIL FOR SHALLOW PIPE CULVERTS

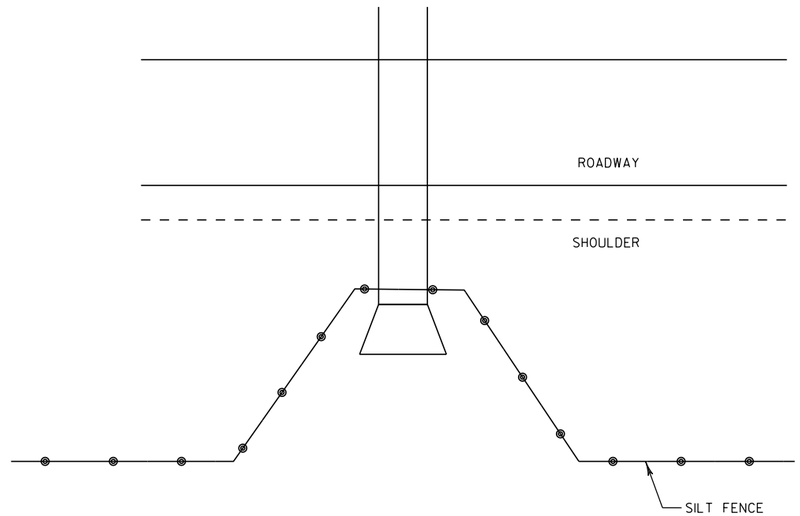
NOTES:

(1) NATIVE BACKFILL SHALL BE FREE OF LARGE LUMPS, CLODS, OR ROCK.




## CULVERT PIPE CHECKS

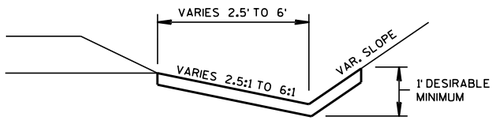
AT INLET LOCATIONS



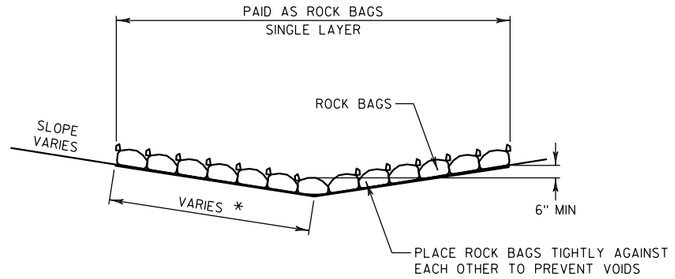

## TYPICAL SILT FENCE DETAIL AT PIPE INLET

NOTE:
FOR FURTHER DETAIL SEE
SILT FENCE DETAIL SDD

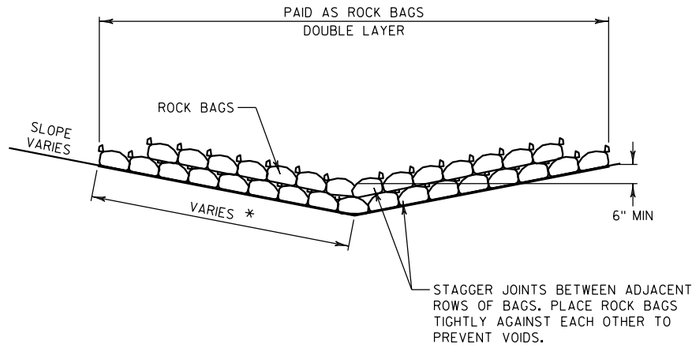
2




EROSION MAT DETAIL FOR DITCHES



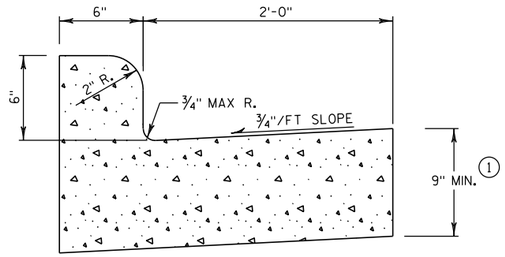

SIDE VIEW (SINGLE LAYER)




* LENGTH AND NUMBER OF BAGS MAY VARY DEPENDING ON DESIRED DEPTH OF WATER POOL.

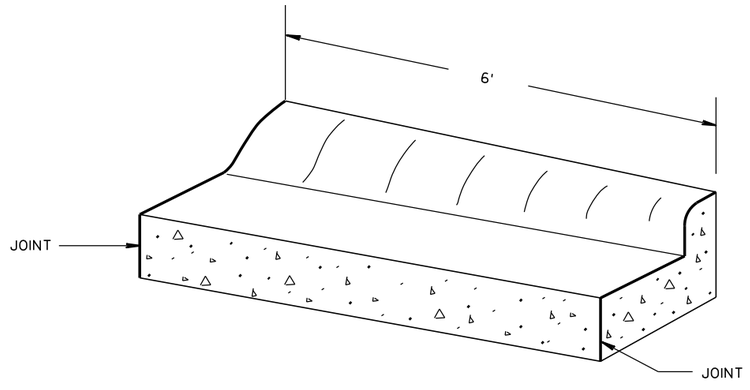
SIDE VIEW (DOUBLE LAYER)

## TEMPORARY DITCH CHECK, ROCK BAGS, SINGLE LAYER AND DOUBLE LAYER



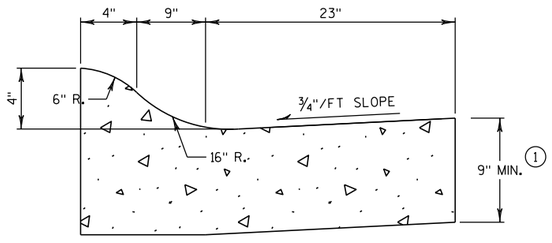

## CONCRETE CURB & GUTTER
## 30-INCH TYPE A

FULL DEPTH (OPTIONAL)




## TRANSITION DETAIL

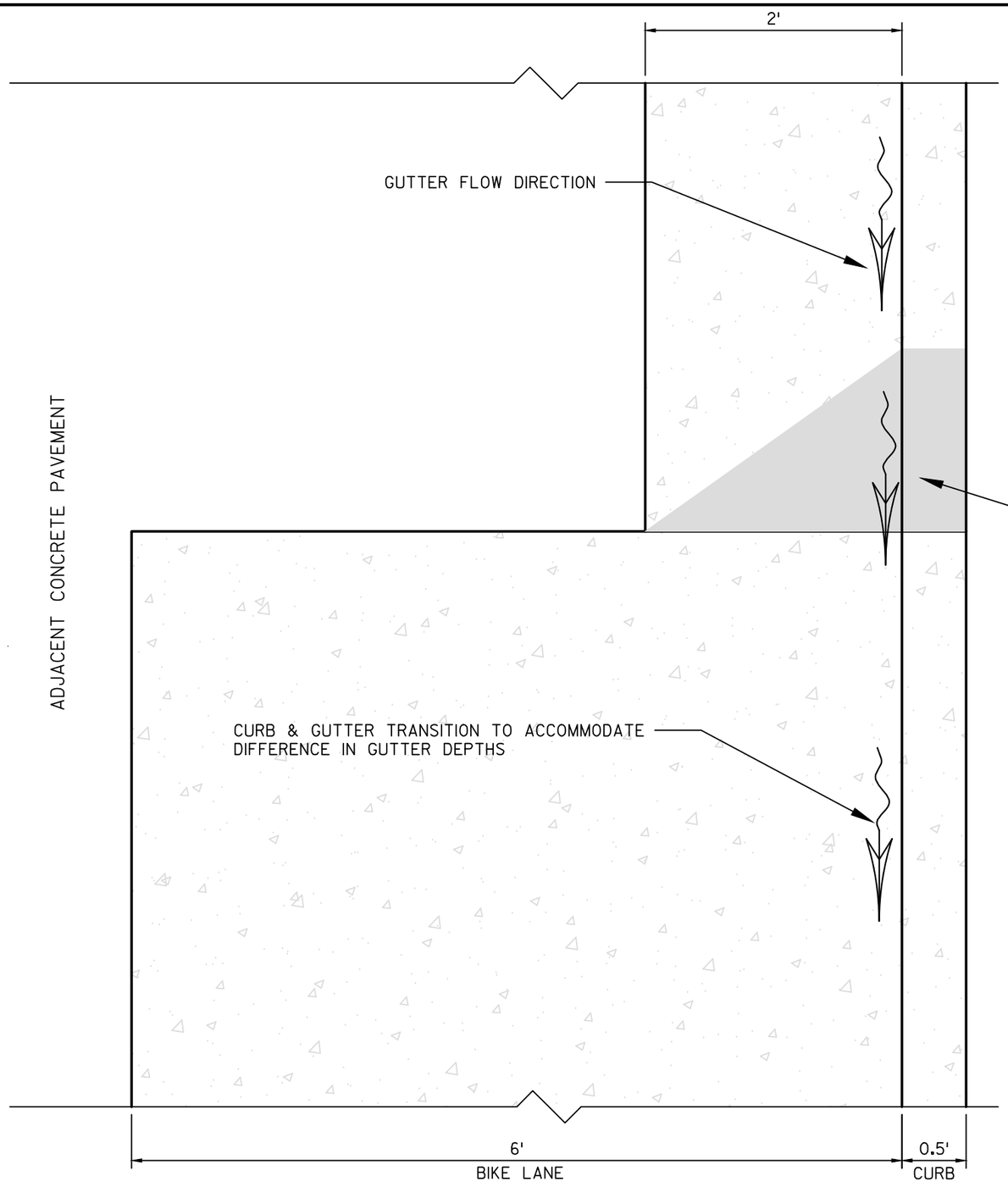
36" TYPE "A" CURB & GUTTER TO 30" TYPE "A" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 36" CONC. C&G)

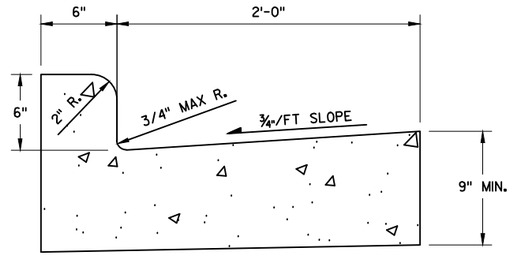



## CONCRETE CURB & GUTTER 4-INCH
## SLOPED 36-INCH TYPE R FULL DEPTH

NOTE:

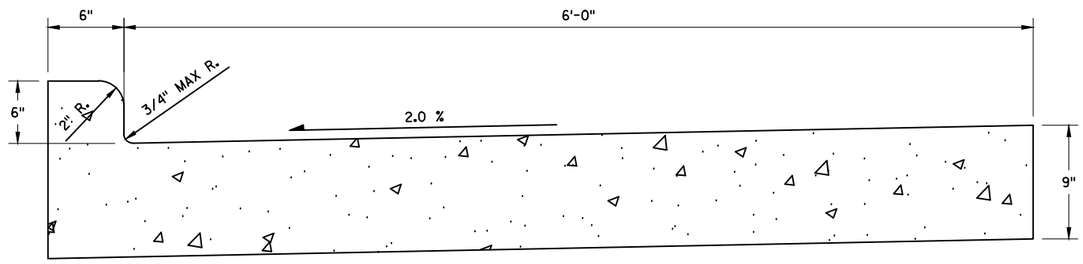
(1) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED THAT THE GUTTER THICKNESS IS EQUAL TO THE ADJACENT PAVEMENT DEPTH.




CONCRETE CURB & GUTTER
30-INCH TYPE A
FULL DEPTH (OPTIONAL)

*WARP GUTTER SLOPE TO PROVIDE MINIMUM 0.35% (DESIRABLE 0.50%) LONGITUDINAL SLOPE TO MAINTAIN GUTTER FLOW*

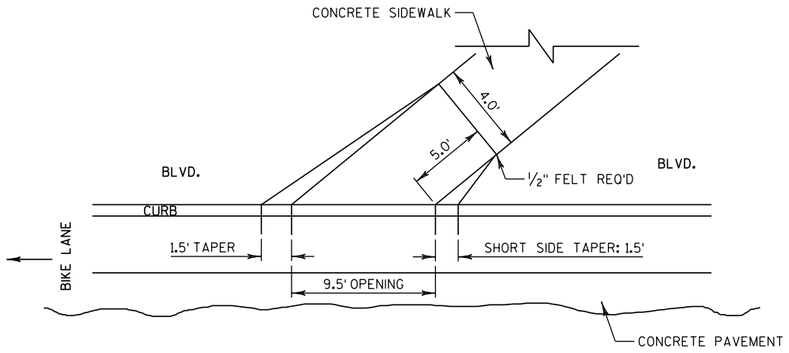



CONCRETE CURB & GUTTER
INTEGRAL 78-INCH TYPE A, SPECIAL

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - CURB & GUTTER TRANSITION | SHEET 55 | E |
|---|---|---|---|---|---|

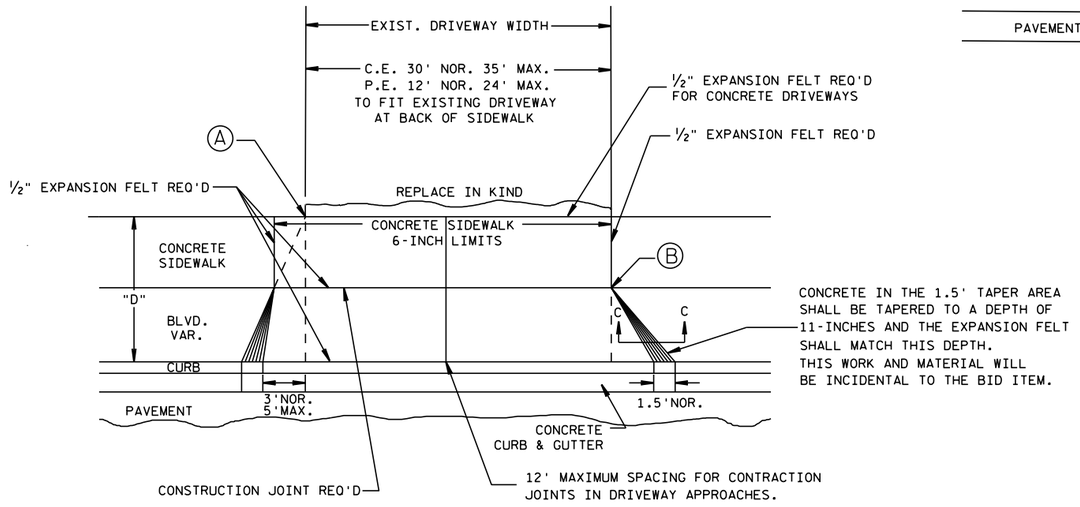
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021001_CD\15177578_C&G_78-INCH SPECIAL-30-INCH TYPE A TRANSITION.DWG PLOT DATE : 10/21/2014 3:57 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1" = 1'
LAYOUT NAME - SHEET - (1)
WISDOT/CADDS SHEET 42

2




PLAN VIEW

## SIDEWALK CONNECTION TO BIKE PATH

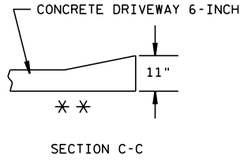


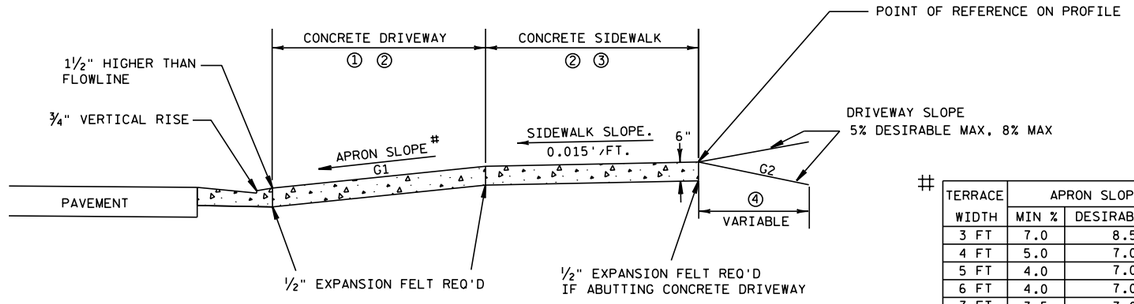

CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

## PLAN VIEW

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

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




## TYPICAL SIDEWALK SECTION

#

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

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

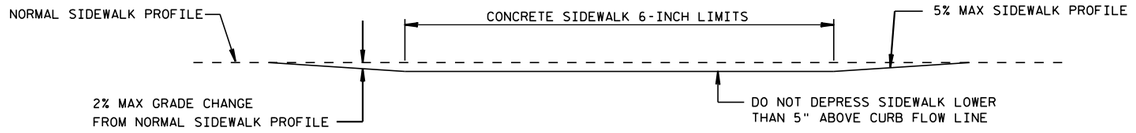
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

①— 6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY;
7" CONCRETE DRIVEWAY AT GOODWILL (STA.126ASB+74-STA.127ASB+18)

②— 6" BASE AGG. DENSE 1 1/4-INCH

③— 6" CONCRETE SIDEWALK OR H.E.S. CONCRETE SIDEWALK;
7" CONCRETE SIDEWALK AT GOODWILL (STA.126ASB+74-STA.127ASB+18)

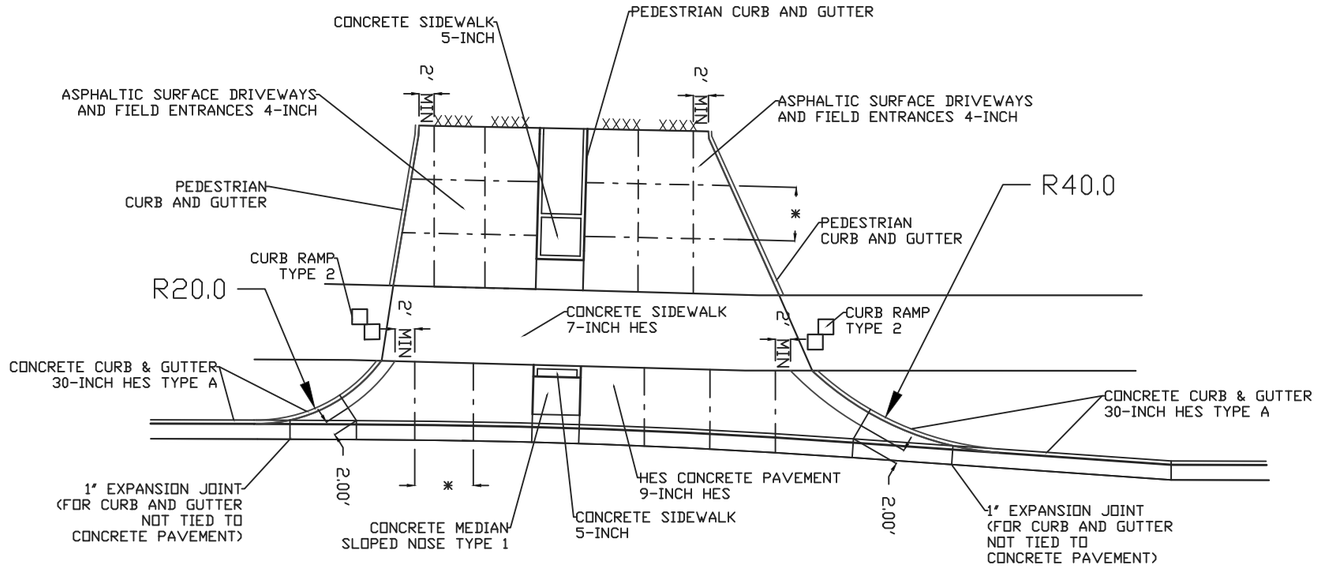
④— 8" BASE AGG. DENSE 1 1/4-INCH BASE WITH 3" ASPHALTIC SURFACE;
4" ASPHALTIC SURFACE AT GOODWILL (STA.126ASB+74-STA.127ASB+18)




## DEPRESSED SIDEWALK PROFILE DETAIL

# DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET E |
|---|---|---|---|---|



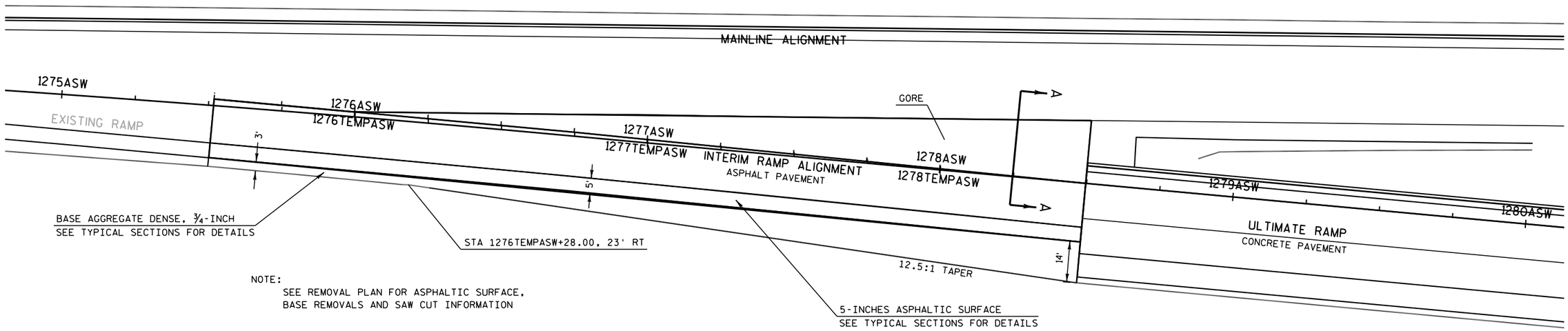

*- 10' MAXIMUM SPACING BETWEEN JOINT TIES. ADJUST DRIVEWAY JOINT LAYOUT AS NEEDED TO TO ALIGN WITH ANY COINCIDING TRANSVERSE PAVEMENT JOINTS

## DETAIL OF GOODWILL DRIVEWAY

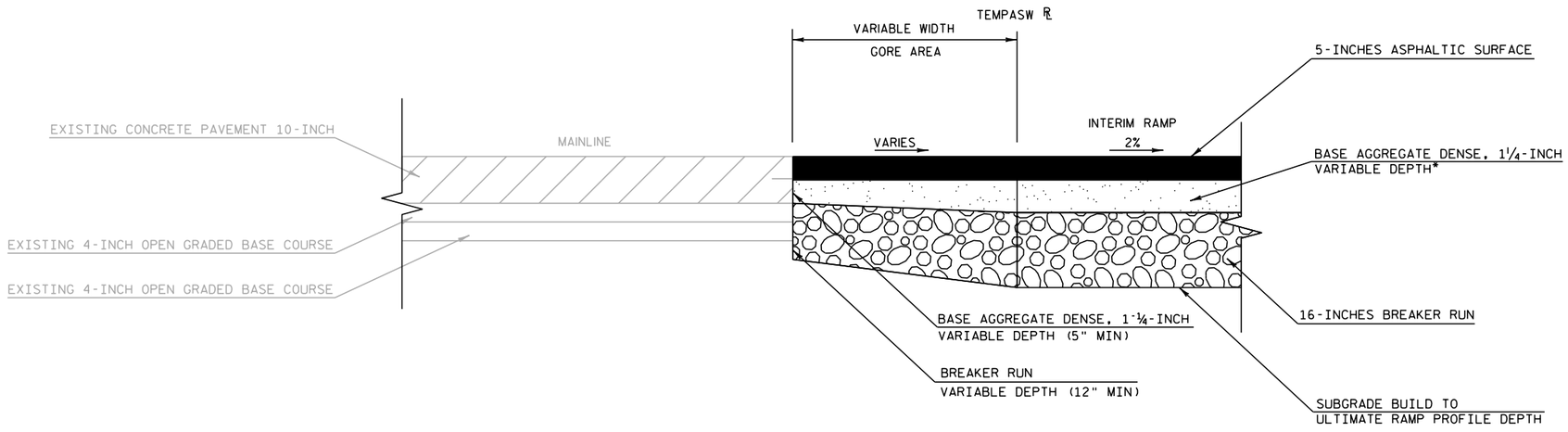
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET 58 | E |
|---|---|---|---|---|---|

2

## SW RAMP




NOTE:
SEE REMOVAL PLAN FOR ASPHALTIC SURFACE, BASE REMOVALS AND SAW CUT INFORMATION



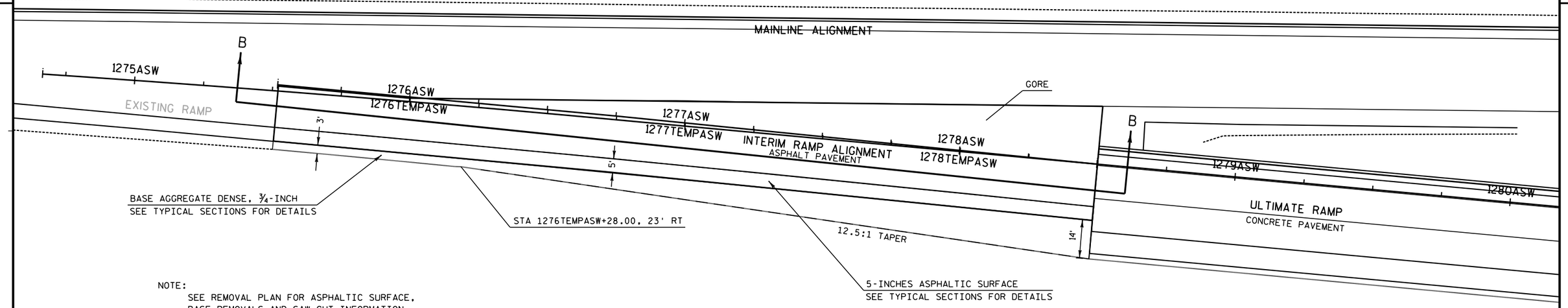

## SECTION A-A

STA 1276TEMPASW+25 - STA 1278TEMPASW+50

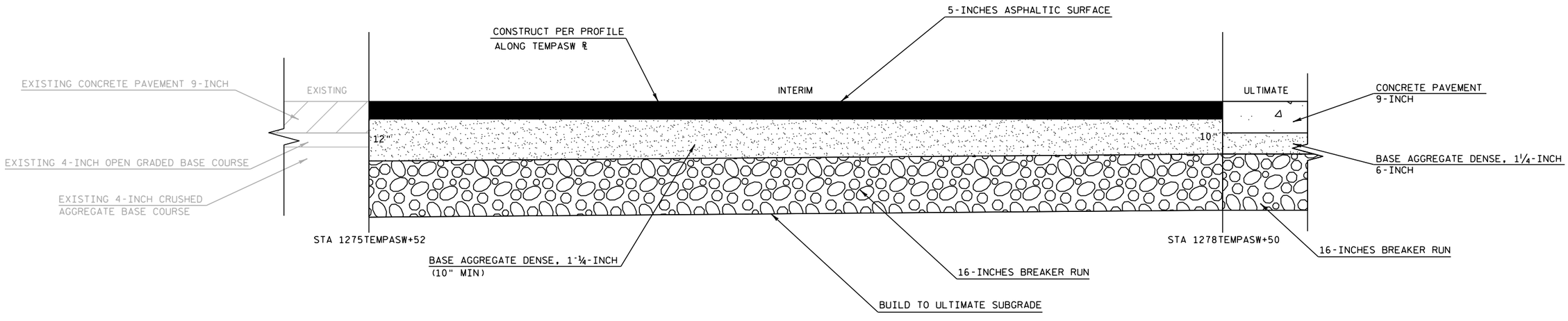
*SEE SECTION B-B

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - INTERIM RAMP CONNECTION - SW RAMP | SHEET | E |
|---|---|---|---|---|---|

## SW RAMP




NOTE:
SEE REMOVAL PLAN FOR ASPHALTIC SURFACE,
BASE REMOVALS AND SAW CUT INFORMATION



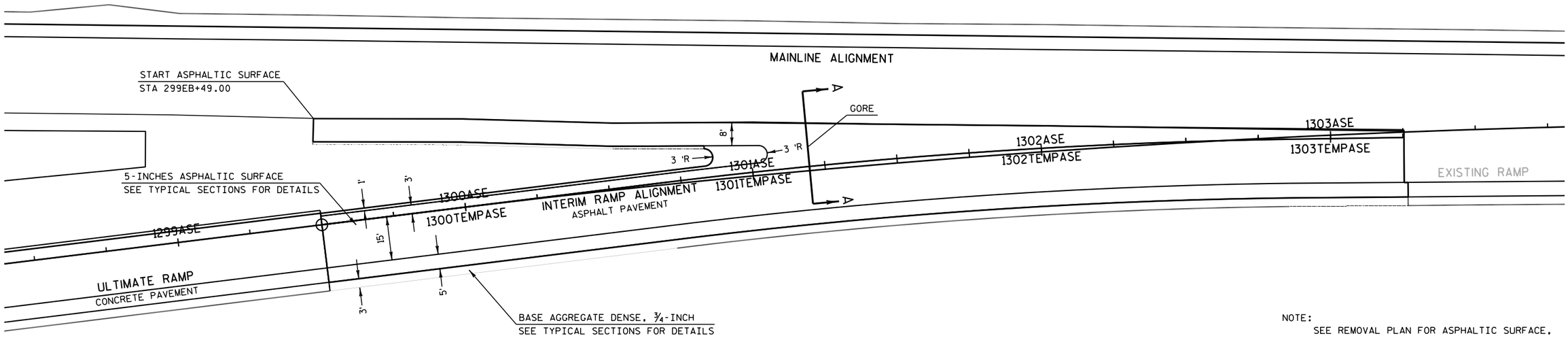

## SECTION B-B

STA 1275TEMPASW+52 - STA 1278TEMPASW+50

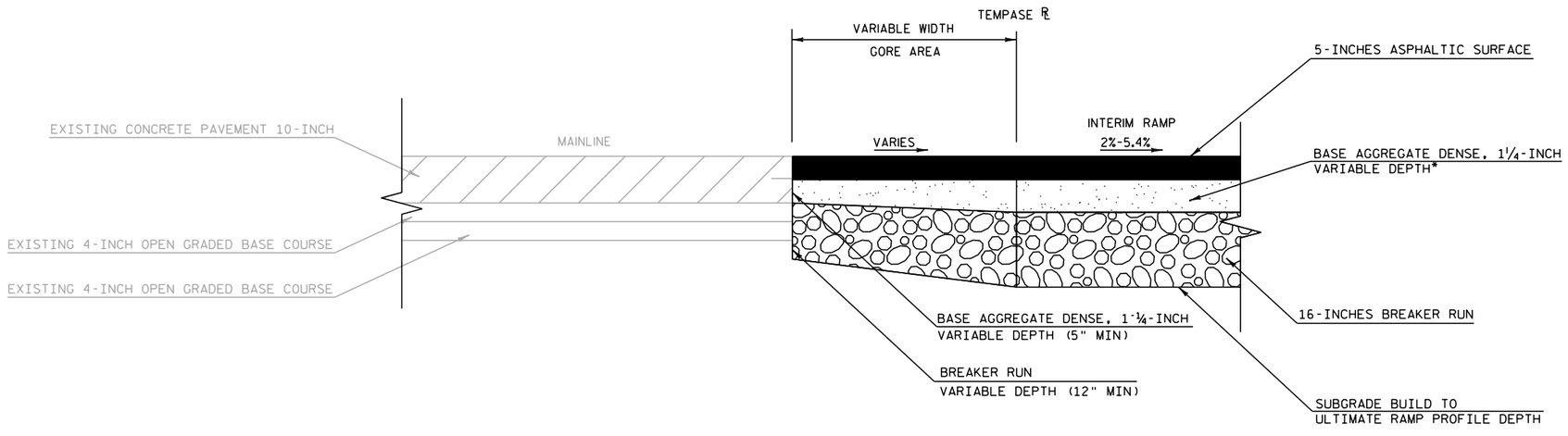
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - INTERIM RAMP CONNECTION - SW RAMP | SHEET | E |
|---|---|---|---|---|---|

2

## SE RAMP




NOTE:
SEE REMOVAL PLAN FOR ASPHALTIC SURFACE, BASE REMOVALS AND SAW CUT INFORMATION



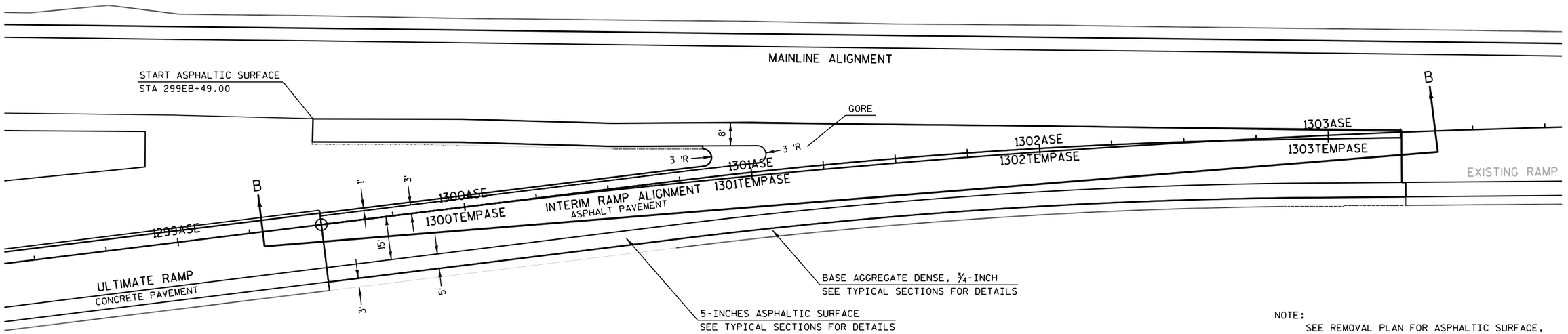

## SECTION A-A

STA 1300TEMPASE+84 - STA 1302ASE+25

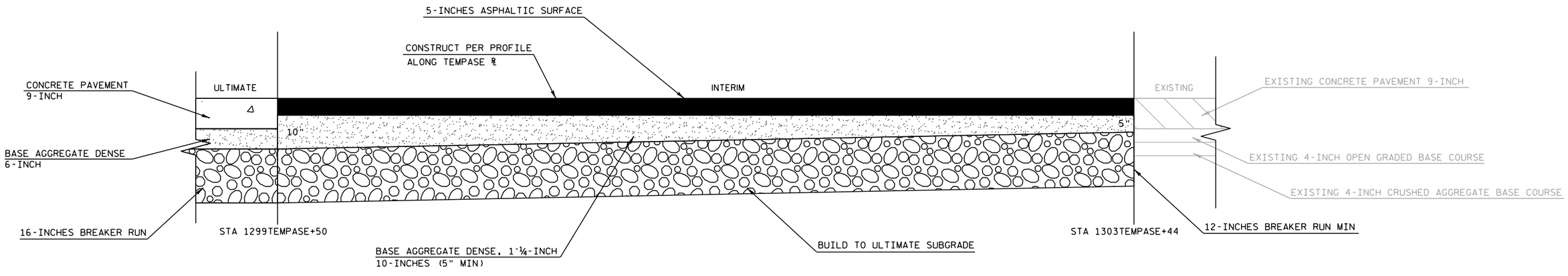
*SEE SECTION B-B

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - INTERIM RAMP CONNECTION - SE RAMP | SHEET | E |
|---|---|---|---|---|---|

## SE RAMP




NOTE:
SEE REMOVAL PLAN FOR ASPHALTIC SURFACE, BASE REMOVALS AND SAW CUT INFORMATION



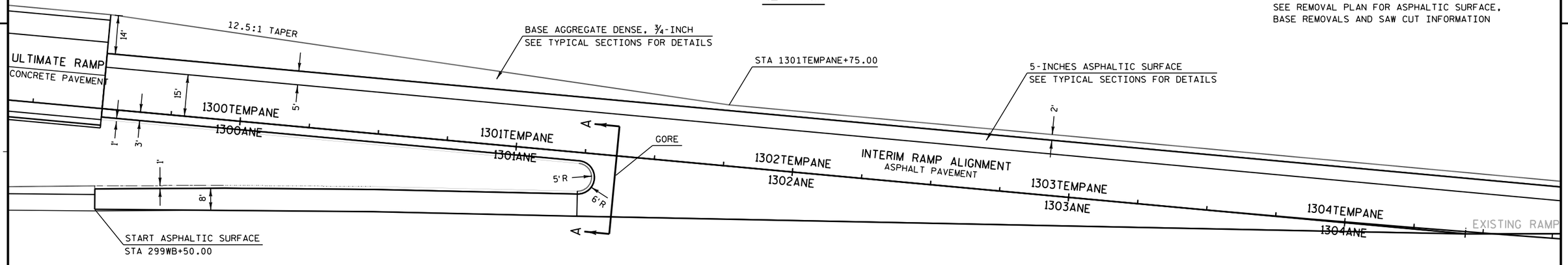

## SECTION B-B

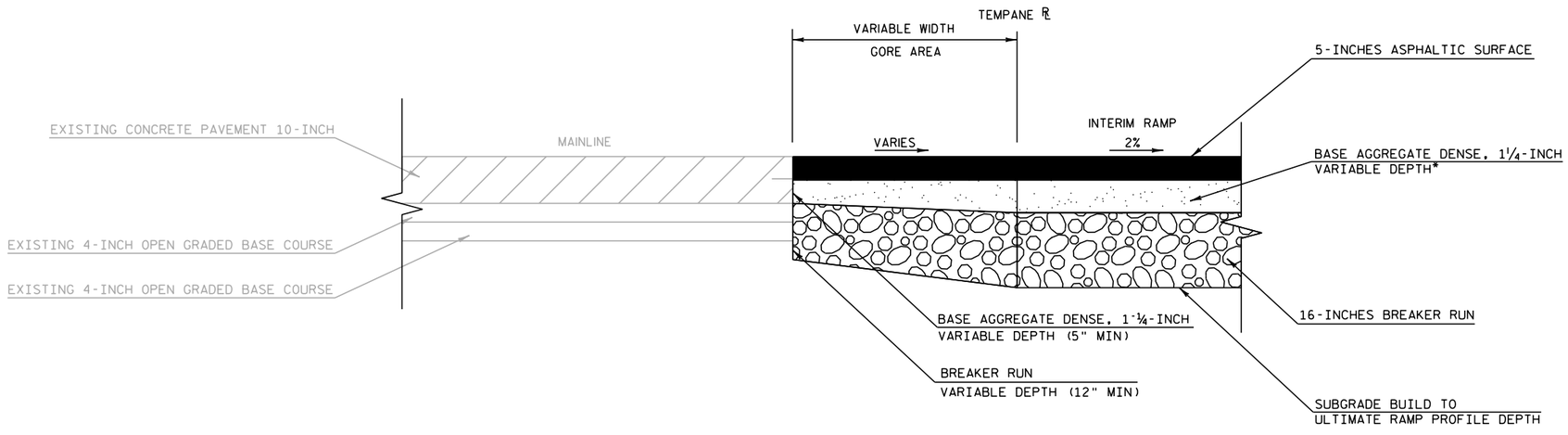
STA 1299TEMPASE+50 - STA 1303TEMPASE+44

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - INTERIM RAMP CONNECTION - SE RAMP | SHEET | E |
|---|---|---|---|---|---|

## NE RAMP

NOTE:
SEE REMOVAL PLAN FOR ASPHALTIC SURFACE, BASE REMOVALS AND SAW CUT INFORMATION



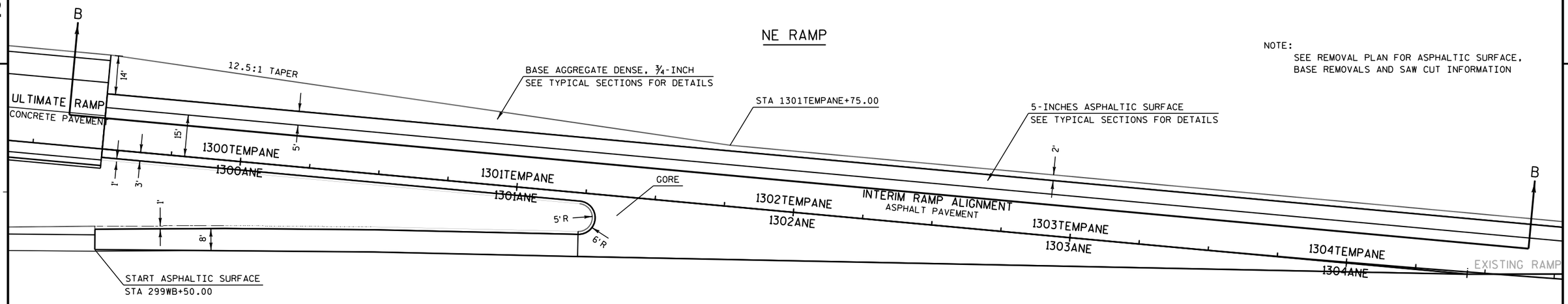

## SECTION A-A

STA 1301TEMPANE+23 - STA 1303TEMPANE+50

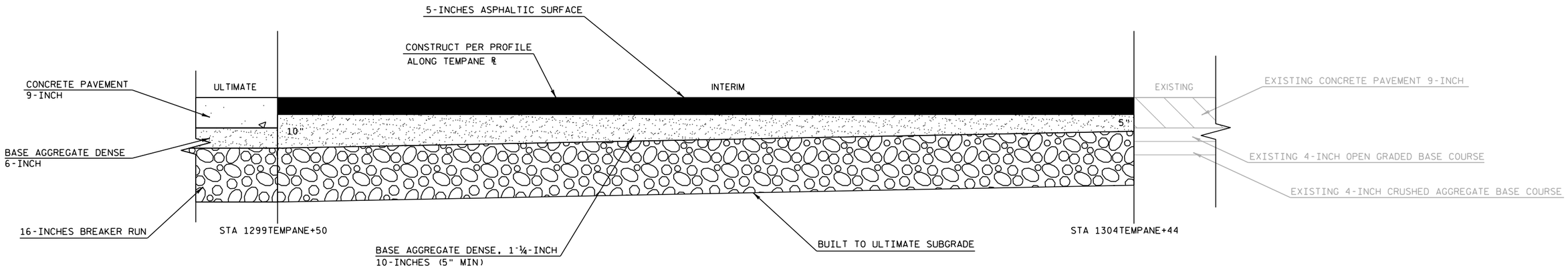
*SEE SECTION B-B

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - INTERIM RAMP CONNECTION - NE RAMP | SHEET | E |
|---|---|---|---|---|---|

## NE RAMP




NOTE:
SEE REMOVAL PLAN FOR ASPHALTIC SURFACE, BASE REMOVALS AND SAW CUT INFORMATION



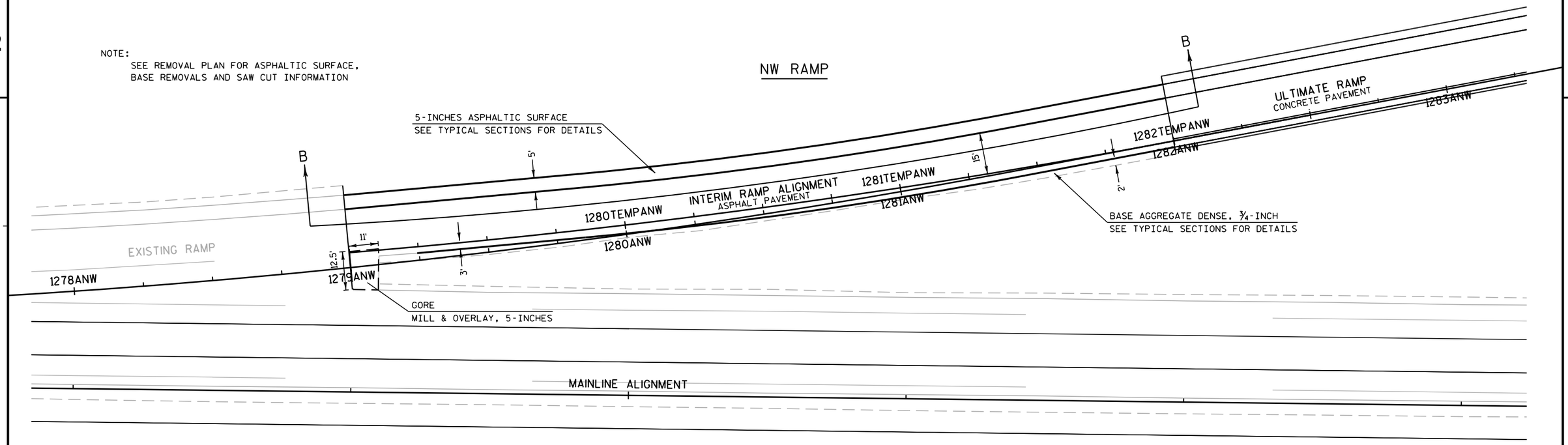

## SECTION B-B

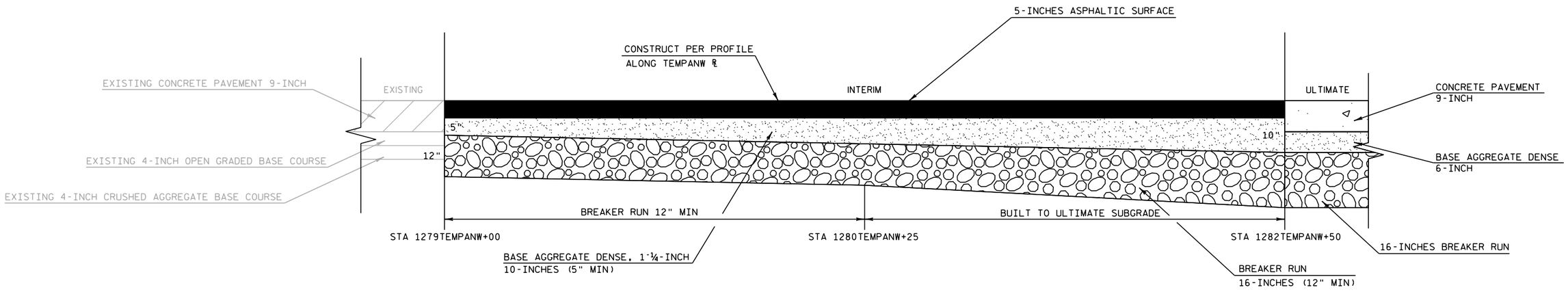
STA 1299TEMPANE+50 - STA 1304TEMPANE+44

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - INTERIM RAMP CONNECTION - NE RAMP | SHEET | E |
|---|---|---|---|---|---|

NOTE:
SEE REMOVAL PLAN FOR ASPHALTIC SURFACE,
BASE REMOVALS AND SAW CUT INFORMATION

## NW RAMP



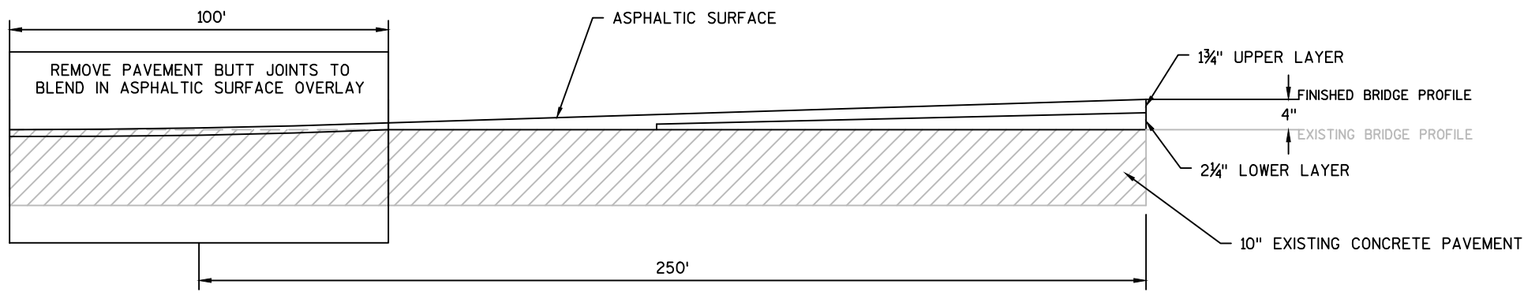




## SECTION B-B

STA 1279TEMPANW+00 - STA 1282TEMPANW+50

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - INTERIM RAMP CONNECTION - NW RAMP | SHEET | E |
|---|---|---|---|---|---|

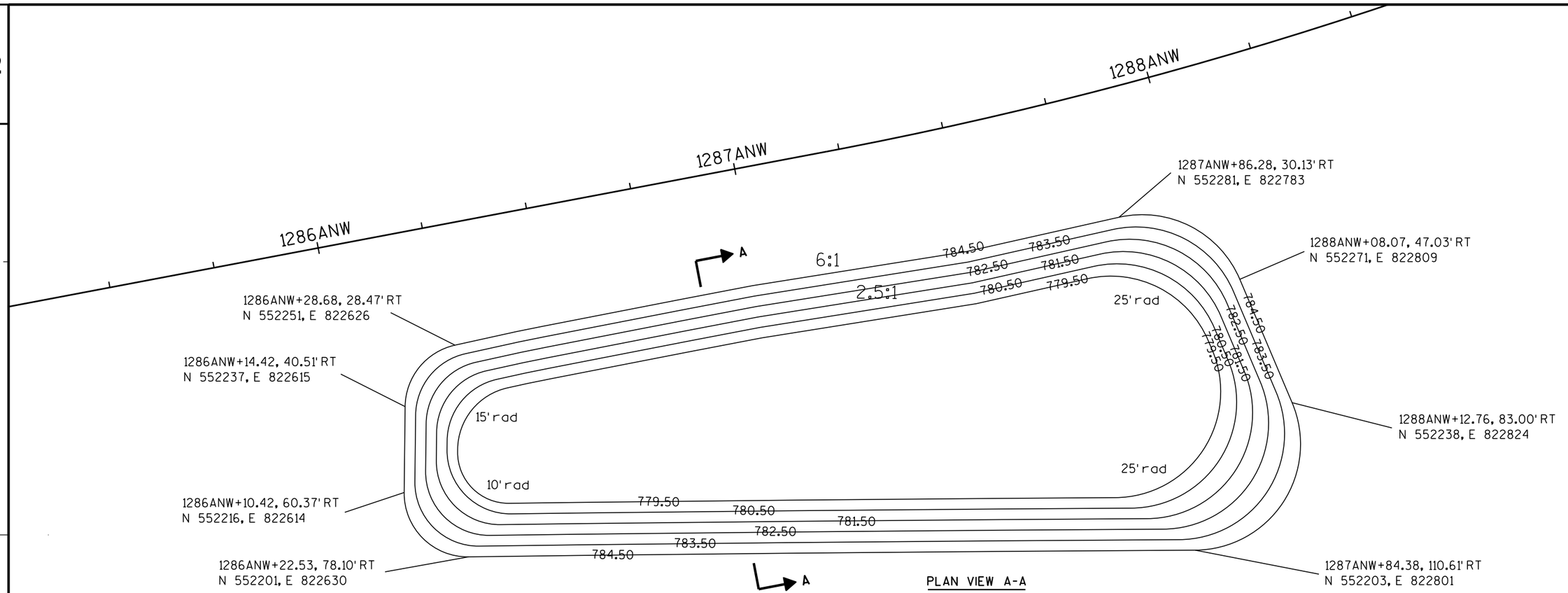
2



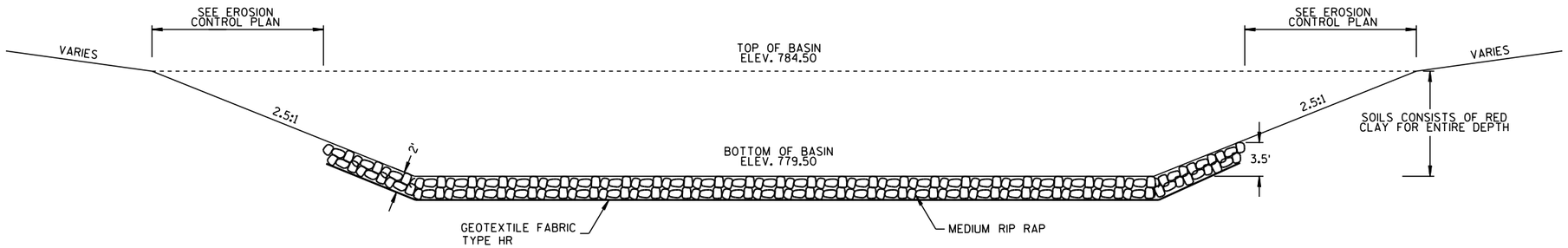

| PAVEMENT TYPE | TOTAL LAYER PAVEMENT THICKNESS | LAYERS | NORMAL MAXIMUM SIZE GRADATION | ASPHALTIC MATERIAL |
|---|---|---|---|---|
| ASPHALTIC SURFACE | 4" | 1¾" UPPER LAYER<br>2¼" LOWER LAYER | 12.5 MM<br>19.0 MM | PG-58-28 |

DETAIL OF ASPHALTIC SURFACE WEDGE ON MAINLINE

2

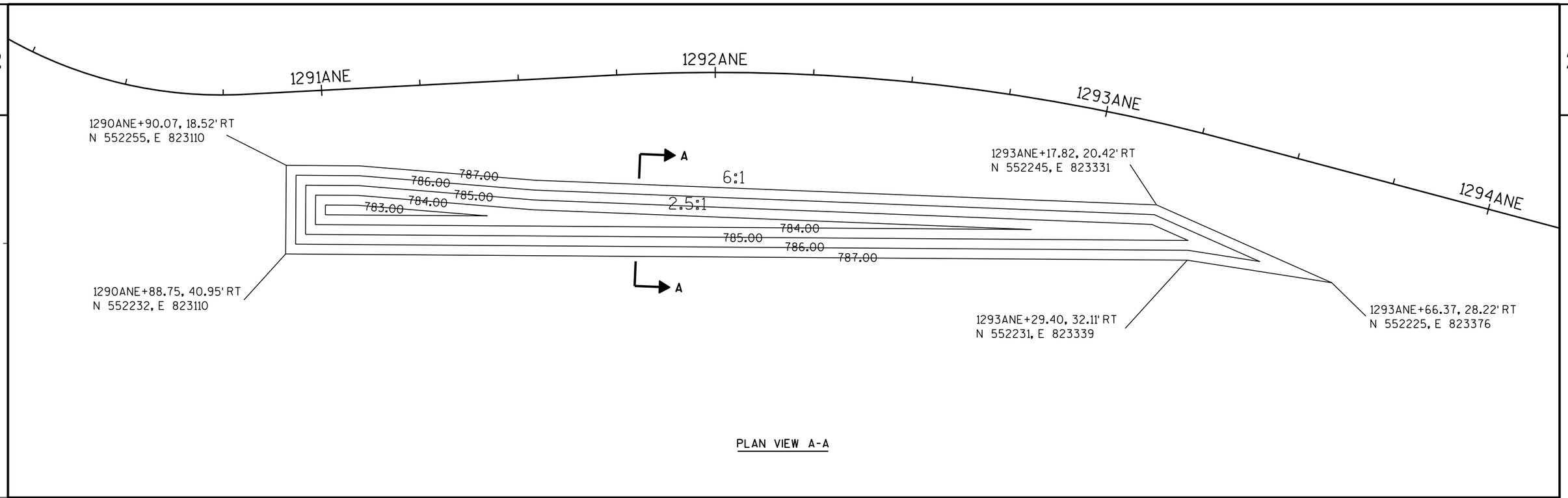



PLAN VIEW A-A

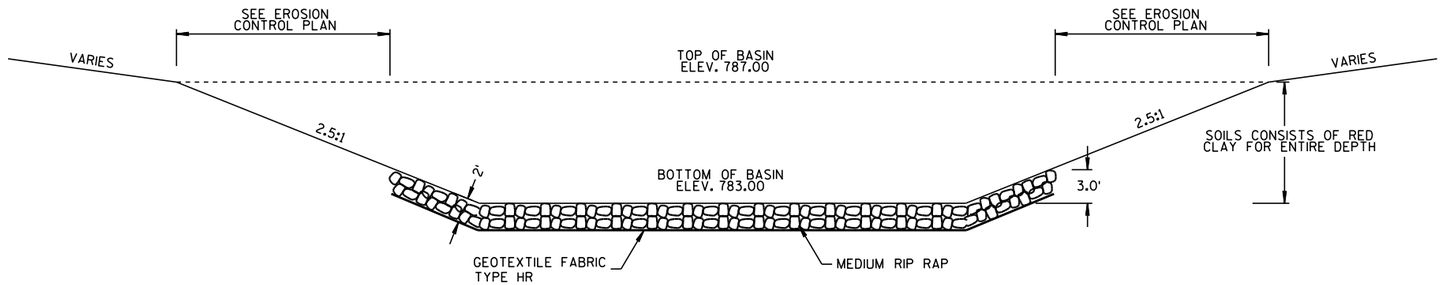



SECTION A-A

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - NW DETENTION BASIN | SHEET | E |
|---|---|---|---|---|---|

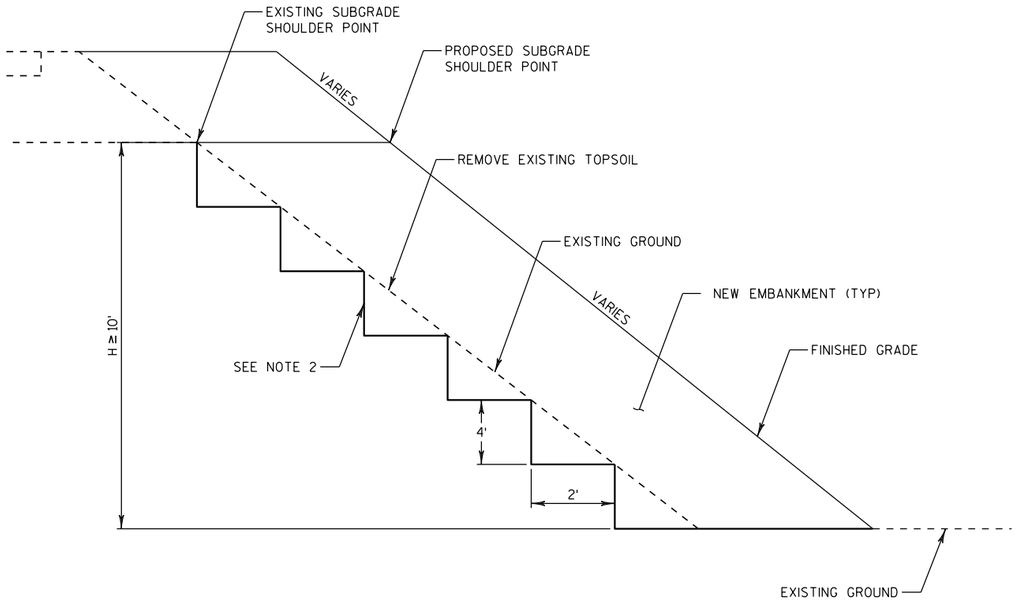



PLAN VIEW A-A




SECTION A-A

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - NE DETENTION BASIN | SHEET | E |
|---|---|---|---|---|---|




## STEPPED EMBANKMENT

NOTES:

1) EMBANKMENT PLACED IN LAYERS AND COMPACTED PER SPECIFICATIONS

2) BENCH AS REQUIRED TO FACILITATE CONSTRUCTION FILLING OPERATIONS (4' BENCH DEPTH, INCIDENTAL).

3) EBS AS REQUIRED IN THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE PAID UNDER THE ITEM "EXCAVATION COMMON".

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL | SHEET | E |
|---|---|---|---|---|---|

2

N

REMOVING UNDERDRAIN

100ASB 101ASB 102ASB APPLETON RD/STH 47 SB 103ASB 104ASB 105ASB

100ANB 101ANB 102ANB 103ANB 104ANB 105ANB

APPLETON RD/STH 47 NB

CTH AP/MIDWAY ROAD EB

CTH AP/MIDWAY ROAD WB

15AP

16AP

17AP

18AP

REMOVING CULVERT PIPE

REMOVING UNDERDRAIN

REMOVING CULVERT PIPE

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE SLOPE PAVING
- REMOVING ASPHALTIC SURFACE
- XXXXX SAWCUT
- REMOVING UNDERDRAIN
- SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET 70 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021201_rm.dgn PLOT DATE : 30-DEC-2014 07:24 PLOT BY : ditjym PLOT NAME : 021201rm.i PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

REMOVE OLD STRUCTURE
LARGE INLET

REMOVING CULVERT PIPE

106ASB 107ASB 108ASB APPLETON RD/STH 47 SB 109ASB 110ASB 111ASB

106ANB 107ANB 108ANB 109ANB APPLETON RD/STH 47 NB 110ANB 111ANB

REMOVING UNDERDRAIN

CANOPY

FILLER CAPS

DRUM CORPS DR

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE SLOPE PAVING
- REMOVING ASPHALTIC SURFACE
- XXXXX SAWCUT
- REMOVING UNDERDRAIN
- SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET 71 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021202_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021202 rm.i PLOT SCALE : 40:1

2

N

APPLETON RD/STH 47 SB

APPLETON RD/STH 47 NB

112ASB
113ASB
114ASB
115ASB
116ASB
117ASB
112ANB
113ANB
114ANB
115ANB
116ANB
117ANB
10ANBS
11ANBS
12ANBS
13ANBS
114SRT
117SRT
129ASE
129ASW
129ASB
129ASRT
129ANE
129ANW
129ANB
129ANRT

REMOVING SURFACE DRAIN

REMOVING UNDERDRAIN

SS

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE SLOPE PAVING
- REMOVING ASPHALTIC SURFACE
- XXXXX SAWCUT
- REMOVING UNDERDRAIN
- SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET 72 | E |
|---|---|---|---|---|---|

2

2

N

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SLOPE PAVING

REMOVING ASPHALTIC SURFACE

XXXXX SAWCUT

REMOVING UNDERDRAIN

SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

REMOVING SURFACE DRAIN

REMOVING UNDERDRAIN

128ASW

128ANW

10ASRT

118ASB

134ASRT

10ASBN

119ASB

APPLETON SBD/STH 47 SB

120ASB

121ASB

122ASB

124ANRT

123ASB

119ANB

120ANB

121ANB

APPLETON RD/STH 47 NB

124ASRT

118ANB

11ANRT

134ANRT

122ANB

123ANB

184ANRT

10ANBN

129ASE

129A

STH 441 NB/USH 10 EB

STH 441 SB/USH 10 WB

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET 73 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021204_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021204 rm.i PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

11ASBN

12ASBN

13ASBN

124ASB

125ASB

126ASB

127ASB

APPLETON RD/STH 47 SB

128ASB

129ASB

124ANB

125ANB

126ANB

127ANB

APPLETON RD/STH 47 NB

128ANB

129ANB

SS

MH

INL

SIGN

W

OHL

XXXXX

REMOVING UNDERDRAIN

61

TUCKAWAY LN

A/C

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SLOPE PAVING

REMOVING ASPHALTIC SURFACE

XXXXX SAWCUT

REMOVING UNDERDRAIN

SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET 74 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021205_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : dtjym PLOT NAME : 021205 rm.i PLOT SCALE : 40:1

2

2

N

16P

17P

18P

W VALLEY RD

APPLETON RD/STH 47 SB

APPLETON RD/STH 47 NB

130ASB

131ASB

132ASB

133ASB

134ASB

130ANB

131ANB

132ANB

133ANB

134ANB

REMOVING UNDERDRAIN

SIGN

INL

SAN

MH

OH

G

E

W

C

## LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE SLOPE PAVING
- REMOVING ASPHALTIC SURFACE
- XXXXX SAWCUT
- REMOVING UNDERDRAIN
- SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET 75 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021206_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021206 rm.i PLOT SCALE : 40:1

2

1276ANW 1277ANW 1278ANW 1279ANW 1280ANW

N

2

USH 10/STH 441

INL

USH 10/STH 441

1276ASW 1277ASW 1278ASW 1279ASW SW RAMP 1280ASW 1281ASW

OH

TOWER

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE SLOPE PAVING
- REMOVING ASPHALTIC SURFACE
- XXXXX SAWCUT
- REMOVING UNDERDRAIN
- SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET E |
|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021208_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021208 rm.i PLOT SCALE : 40:1

2

2

N

1282ASW

1283ASW

SW RAMP

1284ASW

1285ASW

1286ASW

1287ASW

10ASBS

11ASBS

12ASBS

OH

TOWER

SIGN

SIGN

SIGN

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SLOPE PAVING

REMOVING ASPHALTIC SURFACE

XXXXX SAWCUT

REMOVING UNDERDRAIN

SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET E |
|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021207_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021207 rm.i PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

2

N

USH 10/STH 441

SIGN

SIGN

OH

TOWER

1291ASE

1292ASE

1293ASE

1294ASE

SE RAMP

1295ASE

1296ASE

1297ASE

INL

MH

CORPS DR.

A/C A/

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SLOPE PAVING

REMOVING ASPHALTIC SURFACE

XXXXX SAWCUT

REMOVING UNDERDRAIN

SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021209_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021209 rm.i PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

1301ANE

1302ANE

1303ANE

1303ASE

1302ASE

1301ASE

1300ASE

SE RAMP

1299ASE

1298ASE

SIGN

TOWER

INL

SAN

W

G

C

E

OH

MH

GUY

VLV

## LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE SLOPE PAVING
- REMOVING ASPHALTIC SURFACE
- XXXXX SAWCUT
- REMOVING UNDERDRAIN
- SS REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021210_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021210 rm.i PLOT SCALE : 40:1

2

2

N

11ANBN

12ANBN

1291ANE

1292ANE

1293ANE

1294ANE

NE RAMP

1295ANE

1296ANE

1297ANE

SIGN

SIGN

SIGN

USH 10/STH 4

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SLOPE PAVING

REMOVING ASPHALTIC SURFACE

XXXXX SAWCUT

REMOVING UNDERDRAIN

SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021213_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021213 rm.i PLOT SCALE : 40:1

2

2

N

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SLOPE PAVING

REMOVING ASPHALTIC SURFACE

XXXXX SAWCUT

REMOVING UNDERDRAIN

SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

1297ANE

1298ANE

1299ANE

NE RAMP

1300ANE

1301ANE

1302ANE

1303ANE

1300ASE

1301ASE

1302ASE

1303ASE

SIGN

H 441

H 441

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021214_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021214 rm.i PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

2

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SLOPE PAVING

REMOVING ASPHALTIC SURFACE

XXXXX SAWCUT

REMOVING UNDERDRAIN

SS REMOVING STORM SEWER

REMOVING INLETS

REMOVING MANHOLES

N

SIGN

1276ANW

1277ANW

1278ANW

1279ANW

1280ANW

NW RAMP

1281ANW

XXXXX

USH 10/STH 441

INL

USH 10/STH 441

XXXXX 1276ASW XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021212_rm.dgn PLOT DATE : 30-DEC-2014 07:25 PLOT BY : ditjym PLOT NAME : 021212 rm.i PLOT SCALE : 40:1

2

2

N

W
RAMP
W

INL

T

REMOVING SURFACE DRAIN

1282ANW
1283ANW
1284ANW
1285ANW
1286ANW
1287ANW

LEGEND

REMOVING PAVEMENT
REMOVING CONCRETE SIDEWALK
REMOVING CONCRETE SLOPE PAVING
REMOVING ASPHALTIC SURFACE
XXXXX SAWCUT

REMOVING UNDERDRAIN
SS REMOVING STORM SEWER
REMOVING INLETS
REMOVING MANHOLES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | REMOVAL PLAN | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_rm\021211_rm.dgn PLOT DATE : 30-DEC-2014 07:26 PLOT BY : ditjym PLOT NAME : 021211rm.i PLOT SCALE : 40:1

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

APPLETON ROAD/STH 47 SB

APPLETON ROAD/STH 47 NB

R/L APPLETON ROAD SB

R/L APPLETON ROAD NB

R/L CTH AP/MIDWAY ROAD

CTH AP/MIDWAY ROAD EB

CTH AP/MIDWAY ROAD WB

MATCHLINE STA. 106ANB+00

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 1 | 104ANB+01.36 | 76.99' RT | XX | XX | 33.00' |
| 2 | 105ANB+31.92 | 63.00' RT | XX | XX | 33.00' |
| 3 | 105ASB+35.44 | 77.04' LT | XX | XX | 33.00' |
| 4 | 109ANB+03.59 | 71.00' RT | XX | XX | 33.00' |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 5 | 109ANB+42.14 | 68.00' RT | XX | XX | 38.00' |
| 6 | 109ASB+30.10 | 68.00' LT | XX | XX | 38.00' |
| 7 | 110ANB+48.62 | 68.00' RT | XX | XX | 38.00' |
| 8 | 110ASB+62.58 | 68.00' LT | XX | XX | 38.00' |

N

R/L DRUM CORPS DRIVE

APPLETON ROAD/STH 47 SB

R/L APPLETON ROAD SB

APPLETON ROAD/STH 47 NB

R/L APPLETON ROAD NB

DRUM CORPS DRIVE

MATCHLINE STA. 106ANB+00

MATCHLINE STA. 111ANB+75

CANOPY

SIGN

INL

MH

ASB+24.60 79.09' LT
ASB+24.58 68.08' LT
ASB+68.08 79.18' LT
ASB+68.10 68.18' LT
ASB+83.32 49.59' LT
ASB+07.32 49.53' LT
ASB+38.75 38.50' LT
ASB+83.27 41.48' LT
ASB+04.96 65.00' LT
ASB+72.70 65.00' LT
ASB+44.78 44.00' LT
ASB+06.31 49.50' LT
ASB+79.29 38.50' LT
ASB+44.88 33.99' LT
ASB+68.85 42.10' LT
ASB+08.10 38.17' LT
ASB+84.78 30.00' LT
ASB+30.10 30.00' LT
ASB+61.74 38.50' LT
ASB+62.15 30.00' LT
ASB+07.72 35.50' LT
ASB+92.72 35.50' LT
ASB+64.12 13.00' RT
ASB+53.47 12.00' RT
ASB+57.10 13.00' RT
ASB+13.11 1.00' RT
ANB+39.42 13.00' LT
ANB+83.41 1.00' LT
ANB+28.65 30.50' RT
ANB+70.15 30.50' RT
ANB+14.84 36.27' RT
ANB+31.93 38.50' RT
ANB+94.07 36.27' RT
ANB+76.96 38.50' RT
ANB+31.65 63.00' RT
ANB+67.15 63.00' RT
ANB+42.14 30.50' RT
ANB+48.62 30.00' RT
ANB+34.14 38.50' RT
ANB+33.14 38.50' RT
ANB+80.13 68.66' RT
ANB+80.11 69.66' RT
ANB+10.63 67.61' RT
ANB+10.60 70.10' RT

107ASB 108ASB 109ASB 110ASB 111ASB
107ANB 108ANB 109ANB 110ANB 111ANB

R4.0' R4.3'

SW01 SW02 CM01 CM02 CM05 CM08 CM09 CG10 CG40 CG42 CP20 DR01 DR03 CG06 CG17

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: APPLETON ROAD/STH 47 | SHEET E |
|---|---|---|---|---|

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

APPLETON ROAD/STH 47 SB
R/L APPLETON ROAD SB
R/L APPLETON ROAD NB
APPLETON ROAD/STH 47 NB
SW BYPASS
SW RAMP
SE RAMP
MATCHLINE STA. 111ANB+75
MATCHLINE STA. 1287ASW+75
MATCHLINE STA. 129ASE+25

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 9 | 114ANB+81.93 | 29.00' RT | 11ANBS+42.97 | 5.00' LT | 3.00' |
| 10 | 116ANB+57.23 | 4.00' LT | 10ASRT+80.46 | 33.00' RT | 2.00' |
| 11 | 116ASB+68.79 | 6.00' RT | 10ASRT+52.95 | 35.00' RT | 4.00' |
| 12 | 114ASBS+88.09 | 26.00' RT | 116ASB+79.91 | 66.01' LT | 2.00' |
| 19 | 117ANB+12.84 | 39.96' RT | 13ANBS+32.91 | 4.00' LT | 2.00' |
| 21 | 1290ASE+08.86 | 28.33' RT | 117ANB+41.31 | 81.65' RT | 2.00' |
| 47 | 11ASBS+11.98 | 6.00' RT | 1286ASW+46.18 | 30.00' RT | 48.00' |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: APPLETON ROAD/STH 47 | SHEET E |
|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_pd\021203_pd.dgn PLOT DATE : 30-DEC-2014 08:09 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 13 | 116ASB+93.94 | 33.26' LT | 13ASBS+07.45 | 4.00' LT | 2.00' |
| 14 | 117ASB+60.93 | 33.00' LT | 1288ASW+23.71 | 4.00' LT | 2.00' |
| 15 | 117ASB+40.19 | 5.00' RT | 10ASRT+00.00 | 5.00' RT | 3.00' |
| 16 | 117ASB+66.58 | 40.00' RT | 13ASRT+49.31 | 40.00' RT | 24.00' |
| 17 | 117ASB+95.13 | 61.00' RT | 11ASRT+33.51 | 52.92' LT | 59.00' |
| 18 | 117ASB+31.91 | 67.96' RT | 11ASRT+29.13 | 53.50' RT | * |
| 20 | 117ANB+44.39 | 35.00' RT | 1289ASE+76.35 | 6.00' LT | 4.00' |
| 22 | 118ANB+50.95 | 6.00' LT | 12ASRT+42.38 | 26.00' RT | 4.00' |
| 23 | 118ASB+63.69 | 4.00' RT | 12ASRT+63.68 | 24.00' RT | 2.00' |
| 24 | 121ANB+35.59 | 4.00' LT | 12ANRT+63.89 | 24.00' RT | 2.00' |
| 25 | 121ASB+52.22 | 6.00' RT | 12ANRT+42.62 | 26.00' RT | 4.00' |
| 26 | 122ASB+58.99 | 35.00' RT | 11ANRT+48.70 | 35.00' RT | 4.00' |
| 27 | 122ANB+71.17 | 67.96' | 10ANRT+40.99 | 53.50' LT | * |
| 28 | 121ANB+99.83 | 61.00' RT | 10ANRT+33.51 | 52.92' LT | 59.00' |
| 29 | 122ANB+36.50 | 40.00' LT | 10ANRT+15.89 | 40.00' LT | 24.00' |
| 30 | 122ANB+62.24 | 5.00' RT | 13ANRT+75.05 | 5.00' RT | 3.00' |
| 31 | 122ANB+42.16 | 33.00' RT | 1290ANE+19.15 | 4.00' RT | 2.00' |

RADIUS 66.50' AND 51.50'

RADIUS 66.50' AND 51.50'

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: APPLETON ROAD/STH 47 | SHEET E |
|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\021201_pd\021204_pd.dgn PLOT DATE : 30-DEC-2014 08:09 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- CG43 END SECTION CONCRETE CURB AND GUTTER
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- MB01 CONCRETE BARRIER TYPE S56C
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM10 CONCRETE SIDEWALK 7-INCH
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR02 CONCRETE DRIVEWAY 7-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- DR04 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 4-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE

MATCHLINE STA. 1287ANW+75

NW RAMP

ANW+03.58 18.21' LT
ANW+22.21 20.08' LT
ANW+22.09 32.10' LT
ANW+32.42 32.15' LT
ANW+31.49 43.79' LT
ANW+33.99 34.09' LT
ASBN+03.09 48.13' LT
ANW+32.42 21.93' LT
ANW+51.66 27.11' LT
R12.0
R48.5'
R59.1'
ASBN+29.51 18.00' LT
ASBN+37.12 36.50' LT
ASBN+52.30 26.50' LT
ASBN+62.60 26.50' LT
ASBN+96.65 18.00' LT
ASBN+96.65 26.50' LT
ASB+77.39 75.98' LT
ASBN+29.01 67.40' LT
ASB+62.61 90.62' LT
ASB+73.00 55.07' LT
ASB+64.66 58.21' LT
ASB+64.47 55.82' LT
ASB+59.97 58.65' LT
ASBN+27.06 32.68' LT
ASB+71.00 45.27' LT
ASB+66.43 39.32' LT
ASB+91.03 57.75' LT
ASB+12.72 73.97' LT
ASB+96.90 57.37' LT
ASB+96.69 53.38' LT
ASB+21.28 52.26' LT
ASB+25.40 42.28' LT
ASB+90.79 53.75' LT
ASB+31.65 35.03' LT
ASB+01.51 52.45' LT
ASB+14.54 57.74' LT
ASB+01.51 57.74' LT
ASB+21.23 62.50' LT
ASB+21.20 57.25' LT
ASB+37.23 62.42' LT
ASB+37.18 52.42' LT
ASB+67.14 52.50' LT
ASB+71.18 42.00' LT
ASB+49.78 31.52' LT
ASB+96.14 43.39' LT
ASB+54.65 38.00' LT
ASB+30.62 32.80' LT
ASB+67.35 37.08' LT
ASB+72.58 30.00' LT
ASB+85.19 30.00' LT
ASB+21.11 41.97' LT
ASB+90.18 43.72' LT
ASB+42.64 32.00' LT
ANB+81.69 14.16' LT
ANB+83.77 15.50' LT
ANB+53.54 13.45' LT
ANB+57.43 6.50' LT
ANB+86.22 6.50' LT
ANB+83.80 2.00' LT
ANB+83.77 6.50' LT
ANB+70.90 30.00' RT
ANB+19.16 33.99' RT
ANB+51.93 38.58' LT
ANB+49.71 30.00' RT
ANB+84.63 73.54' RT
ANB+92.20 72.10' RT
ANB+89.28 121.78' RT
ANB+78.98 35.50' RT
ANB+72.48 35.50' RT
ANB+37.52 75.64' RT
ANB+30.57 69.36' RT
ANB+29.34 123.15' RT
ASBN+53.83 2.50' RT
ASBN+63.81 2.50' RT
ASB+72.08 31.84' LT
ASB+57.70 32.32' LT
ASB+65.05 2.50' RT
ASB+74.88 2.50' RT
ANB+83.27 25.91' LT
ANB+73.11 11.99' LT
ANB+77.66 11.30' LT
ANB+63.11 13.81' LT
ASB+77.63 6.59' LT
ANRT+40.99 2.00' LT
ANB+26.22 29.07' RT
ANB+38.10 30.00' RT
ANB+07.56 26.26' RT
ANB+93.57 38.50' RT
ANB+78.67 38.93' RT
ANB+33.81 30.00' RT
ANB+13.97 41.12' RT
ANB+13.93 39.13' RT
ANB+10.74 36.19' RT
ANB+73.11 37.57' RT
ANB+63.11 38.36' RT
ANB+51.55 39.61' RT
ANBN+24.80 28.00' LT
ANBN+26.72 26.75' LT
ANBN+30.31 18.00' LT
ANBN+15.35 28.00' LT
ANBN+15.35 38.00' LT
ANBN+24.80 38.00' LT
ANBN+36.37 30.42' LT
ANBN+48.86 2.00' RT
ANBN+41.29 18.00' LT
STA. 10ANBN+75 MATCHLINE
R/L NE BYPASS
R/L APPLETON ROAD SB
R/L APPLETON ROAD NB
R/L TUCKAWAY LANE
APPLETON ROAD/STH 47 SB
APPLETON ROAD/STH 47 NB
NW BYPASS
NE BYPASS
TUCKAWAY LANE
10ASBN
11ASBN
12ASBN
13ASBN
123ASB
124ASB
125ASB
126ASB
127ASB
128ASB
129ASB
123ANB
124ANB
125ANB
126ANB
127ANB
128ANB
129ANB
10ANBN
R43.0'
R33.0'
R12.0'
R28.0'
R35.0'
R30.1'

RADIUS TABLE

| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
|---|---|---|---|---|---|
| 32 | 122ANB+99.38 | 33.33' RT | 10ANBN+07.86 | 4.00' RT | 2.00' |
| 33 | 10ANBN+24.80 | 26.00' LT | XX | XX | 2.00' |
| 34 | 123ANB+53.96 | 77.61' RT | 10ANBN+12.91 | 66.00' LT | 48.00' |
| 35 | 123ANB+34.29 | 6.00' LT | 10ANRT+52.95 | 35.00' RT | 4.00' |
| 36 | 123ASB+46.17 | 4.00' RT | 10ANRT+80.44 | 33.00' RT | 2.00' |
| 37 | 122ASB+89.00 | 41.01' LT | 10ASBN+07.43 | 4.00' RT | 2.00' |
| 38 | 1288ANW+34.49 | 32.15' LT | XX | XX | 2.00' |
| 39 | 125ASB+48.34 | 29.00' LT | 12ASBN+23.09 | 5.00' RT | 3.00' |
| 40 | 126ANB+49.71 | 70.00' RT | XX | XX | 40.00' |
| 41 | 127ANB+70.90 | 70.00' RT | XX | XX | 40.00' |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: APPLETON ROAD/STH 47 | SHEET E |
|---|---|---|---|---|

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 42 | 131ANB+19.45 | 77.00' RT | XX | XX | 33.00' |
| 43 | 131ANB+18.50 | 16.08' RT | 131ASB+18.88 | 4.08' LT | 2.00' |
| 44 | 131ASB+19.35 | 63.00' LT | XX | XX | 33.00' |
| 45 | 132ANB+17.81 | 48.82' LT | XX | XX | 17.00' |
| 46 | 131ASB+50.46 | 80.31' LT | XX | XX | 48.00' |

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

N

W VALLEY ROAD

APPLETON ROAD/STH 47 SB

APPLETON ROAD/STH 47 NB

R/L APPLETON ROAD SB

R/L APPLETON ROAD NB

129ASB 130ASB 131ASB 132ASB 133ASB 134ASB

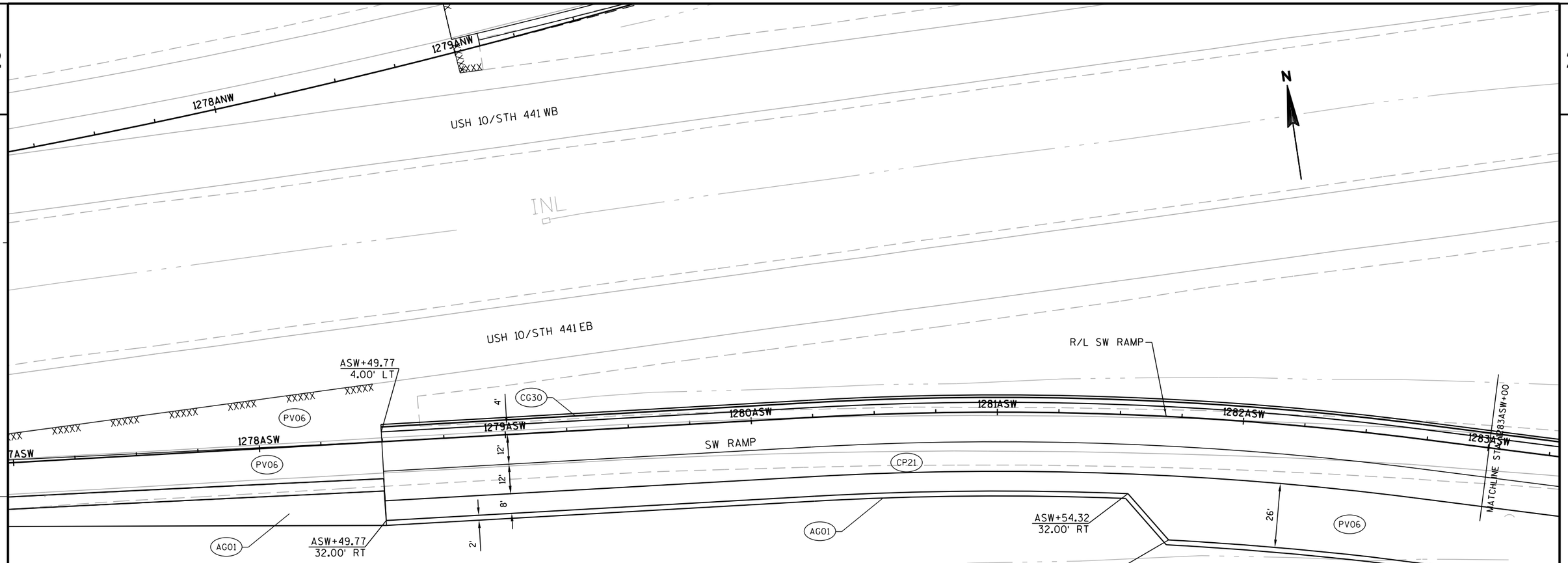
129ANB 130ANB 131ANB 132ANB 133ANB 134ANB

ASB+27.12 40.50' LT
ASB+31.18 30.00' LT
ASB+16.95 49.06' LT
ASB+42.46 49.03' LT
ASB+91.77 35.00' LT
ASB+19.99 35.51' LT
ASB+43.18 49.27' LT
ASB+52.34 63.60' LT
ASB+46.84 63.50' LT
ASB+45.44 54.31' LT
ASB+13.60 30.50' LT
ASB+45.86 30.50' LT
ASB+86.75 35.50' LT
ASB+19.35 30.00' LT
ASB+33.50 39.42' LT
ASB+28.55 37.09' LT
ASB+99.25 88.20' LT
ASB+07.99 79.25' LT
ASB+15.90 55.60' LT
ASB+20.01 50.67' LT
ASB+23.70 47.31' LT
ASB+28.76 43.78' LT
ASB+51.03 37.81' LT
ASB+51.11 32.31' LT
ASB+51.16 26.59' LT

ANB+03.80 14.00' LT
ANB+19.36 42.00' RT
ANB+18.98 49.50' RT
ANB+20.35 49.51' RT
ANB+41.90 75.47' RT
ANB+46.89 75.13' RT
ANB+44.18 94.21' RT
ANB+48.18 94.06' RT
ANB+52.45 77.26' RT
ANB+17.72 31.82' RT
ANB+15.94 44.33' RT
ANB+07.18 44.85' RT
ANB+00.81 48.51' RT
ANB+06.28 50.84' RT
ANB+06.25 53.68' RT
ANB+03.73 68.65' RT
ANB+03.55 81.47' RT
ANB+11.31 48.82' RT
ANB+11.25 53.74' RT
ANB+38.49 31.72' RT
ANB+30.97 44.00' RT
ANB+80.96 44.00' RT
ANB+88.15 27.00' RT
ANB+78.92 29.70' RT
ANB+91.03 26.14' RT
ANB+94.18 26.14' RT
ANB+94.18 28.36' RT
ANB+94.18 29.99' RT
ANB+92.10 29.99' RT
ANB+86.39 31.72' RT
ANB+81.00 48.50' RT
ANB+48.06 39.17' RT
ANB+28.80 39.27' RT
ANB+23.80 39.29' RT
ANB+07.09 53.50' RT
ANB+07.14 64.68' RT
ANB+31.02 48.49' RT
ANB+31.14 64.5' RT

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: APPLETON ROAD/STH 47 | SHEET E |
|---|---|---|---|---|

2




PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: ASW RAMP | SHEET | E |
|---|---|---|---|---|---|

USH 10/STH 441 EB

N

TOWER

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 48 | 13ASBS+02.73 | 66.00' LT | 116ASB+39.08 | 77.14' LT | 4.00' |

R/L SW RAMP

ASW+00.08
6.00' LT

ASW+50.16
1.99' LT

MATCHLINE STA. 1283ASW+00

1283ASW

1284ASW

1285ASW

1286ASW

1287ASW

1288ASW

SW RAMP

SW BYPASS

R/L SW BYPASS

MATCHLINE STA. 1287ASW+75

10ASBS

11ASBS

12ASBS

13ASBS

11ASB

118ASB

CG30 CG06 CG43 CG06 CMO1 CP21 CP20 PV06 AG01

ASW+21.67
50.00' RT

ASW+11.67
32.00' RT

ASW+05.27
36.33' RT

4' 12' 12' 3' 2' 12' 12' 15' 15' 8' 8'

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: ASW RAMP | SHEET | E |
|---|---|---|---|---|---|

2

2

N

USH 10/STH 441 EB

SIGN

SIGN

TOWER

R/L SE RAMP

SE RAMP

ASE+34.59
2.00' LT

ASE+38.41
18.10' RT

ASE+50.00
17.00' RT

ASE+99.53
17.00' RT

MATCHLINE STA. 1290ASE+25

MATCHLINE STA. 1296ASE+75

1290ASE

1291ASE

1292ASE

1293ASE

1294ASE

1295ASE

AGO1 PVO6 CG43 CP20 CG06

3' 1' 15' 15' 3' 5'

A/C A/C

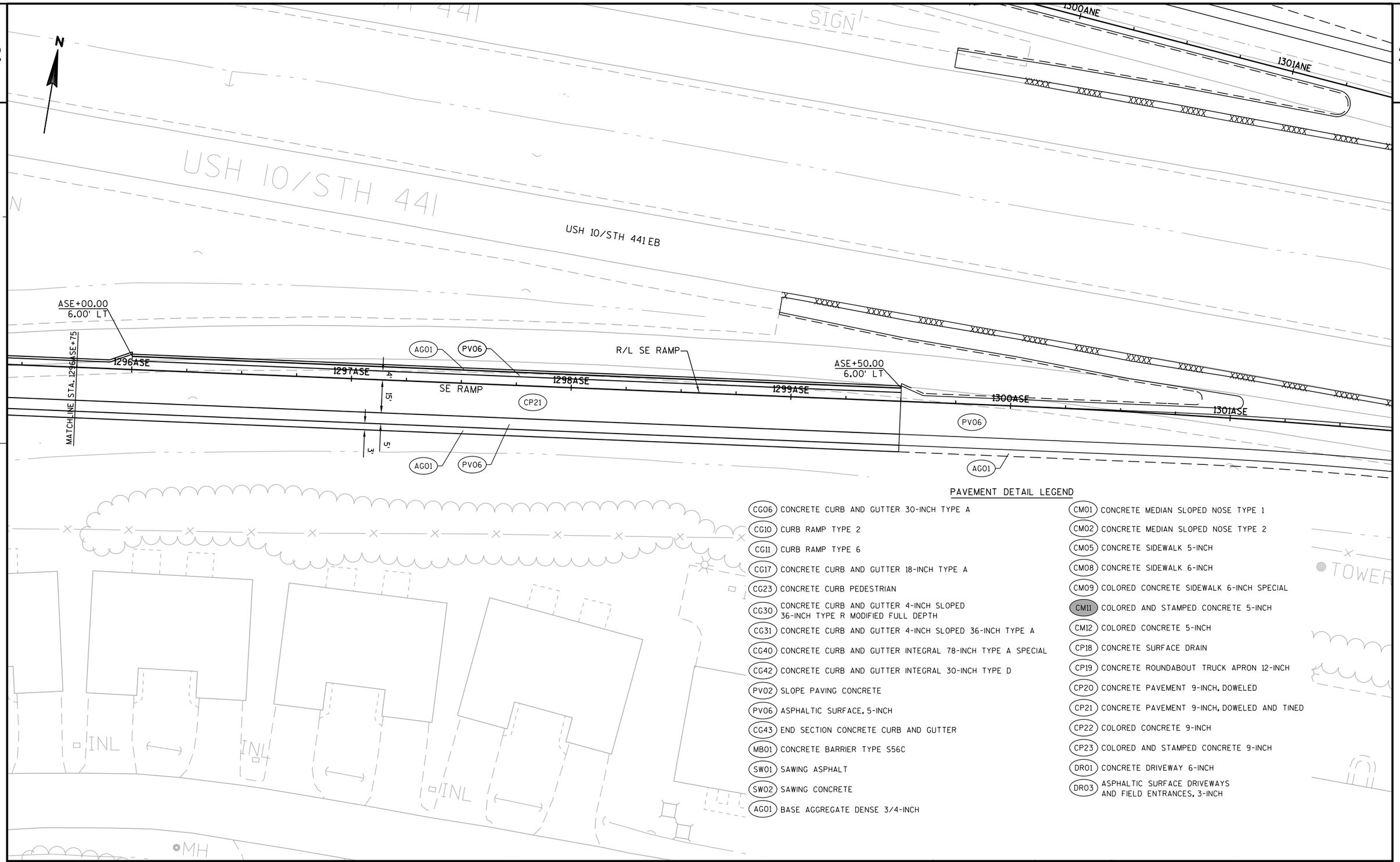
INL

DR.

PAVEMENT DETAIL LEGEND

| | |
|---|---|
| CG06 | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG10 | CURB RAMP TYPE 2 |
| CG11 | CURB RAMP TYPE 6 |
| CG17 | CONCRETE CURB AND GUTTER 18-INCH TYPE A |
| CG23 | CONCRETE CURB PEDESTRIAN |
| CG30 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH |
| CG31 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG40 | CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL |
| CG42 | CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D |
| PVO2 | SLOPE PAVING CONCRETE |
| PVO6 | ASPHALTIC SURFACE, 5-INCH |
| CG43 | END SECTION CONCRETE CURB AND GUTTER |
| MB01 | CONCRETE BARRIER TYPE S56C |
| SW01 | SAWING ASPHALT |
| SW02 | SAWING CONCRETE |
| AG01 | BASE AGGREGATE DENSE 3/4-INCH |
| CM01 | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |
| CM02 | CONCRETE MEDIAN SLOPED NOSE TYPE 2 |
| CM05 | CONCRETE SIDEWALK 5-INCH |
| CM08 | CONCRETE SIDEWALK 6-INCH |
| CM09 | COLORED CONCRETE SIDEWALK 6-INCH SPECIAL |
| CM11 | COLORED AND STAMPED CONCRETE 5-INCH |
| CM12 | COLORED CONCRETE 5-INCH |
| CP18 | CONCRETE SURFACE DRAIN |
| CP19 | CONCRETE ROUNDABOUT TRUCK APRON 12-INCH |
| CP20 | CONCRETE PAVEMENT 9-INCH, DOWELED |
| CP21 | CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED |
| CP22 | COLORED CONCRETE 9-INCH |
| CP23 | COLORED AND STAMPED CONCRETE 9-INCH |
| DR01 | CONCRETE DRIVEWAY 6-INCH |
| DR03 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: ASE RAMP | SHEET | E |
|---|---|---|---|---|---|




## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: ASE RAMP | SHEET | E |
|---|---|---|---|---|---|

2

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 49 | 11ANBN+72.92 | 6.00' RT | 1291ANE+71.52 | 30.00' LT | 2.00' |

N

R/L NE BYPASS

ANE+33.92
34.40' LT

ANE+86.24
32.00' LT

ANE+59.80
24.00' LT

ANE+76.24
50.00' LT

PV06

AG01

CG06

NE BYPASS

10ANBN

11ANBN

12ANBN

CG43

CP20

CM01

49+

NE RAMP

1293ANE

1294ANE

1295ANE

MATCHLINE STA. 10ANBN+75

1292ANE

ANE+99.92
2.00' RT

ANE+50.00
6.00' RT

CG30

R/L NE RAMP

CP21

MATCHLINE STA. 1295ANE+25

1291ANE

CG06

12ANB

13ANB

13ANB22ANB

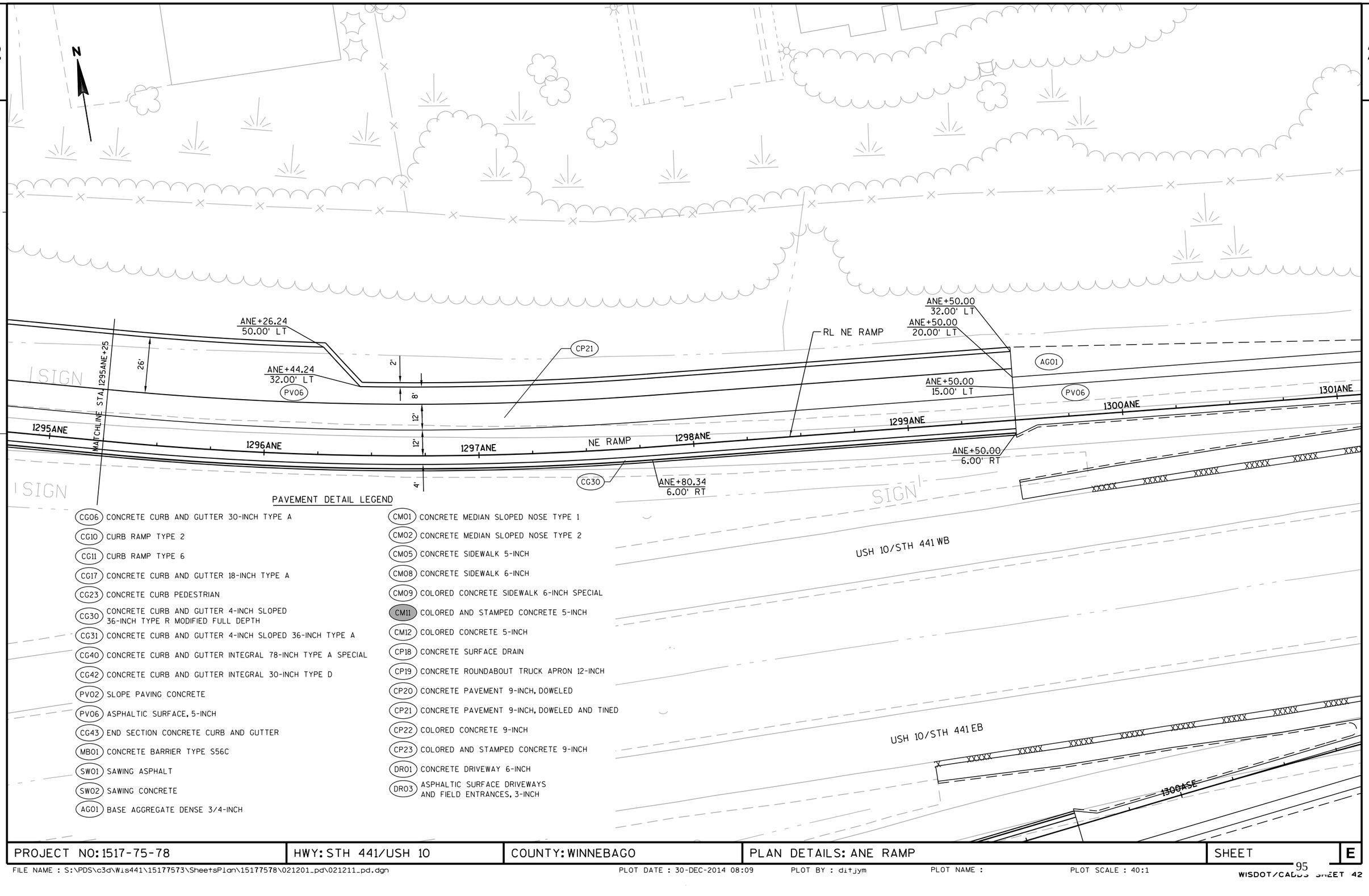
SIGN

## PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
- CM11 COLORED AND STAMPED CONCRETE 5-INCH
- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: ANE RAMP | SHEET | E |
|---|---|---|---|---|---|

2

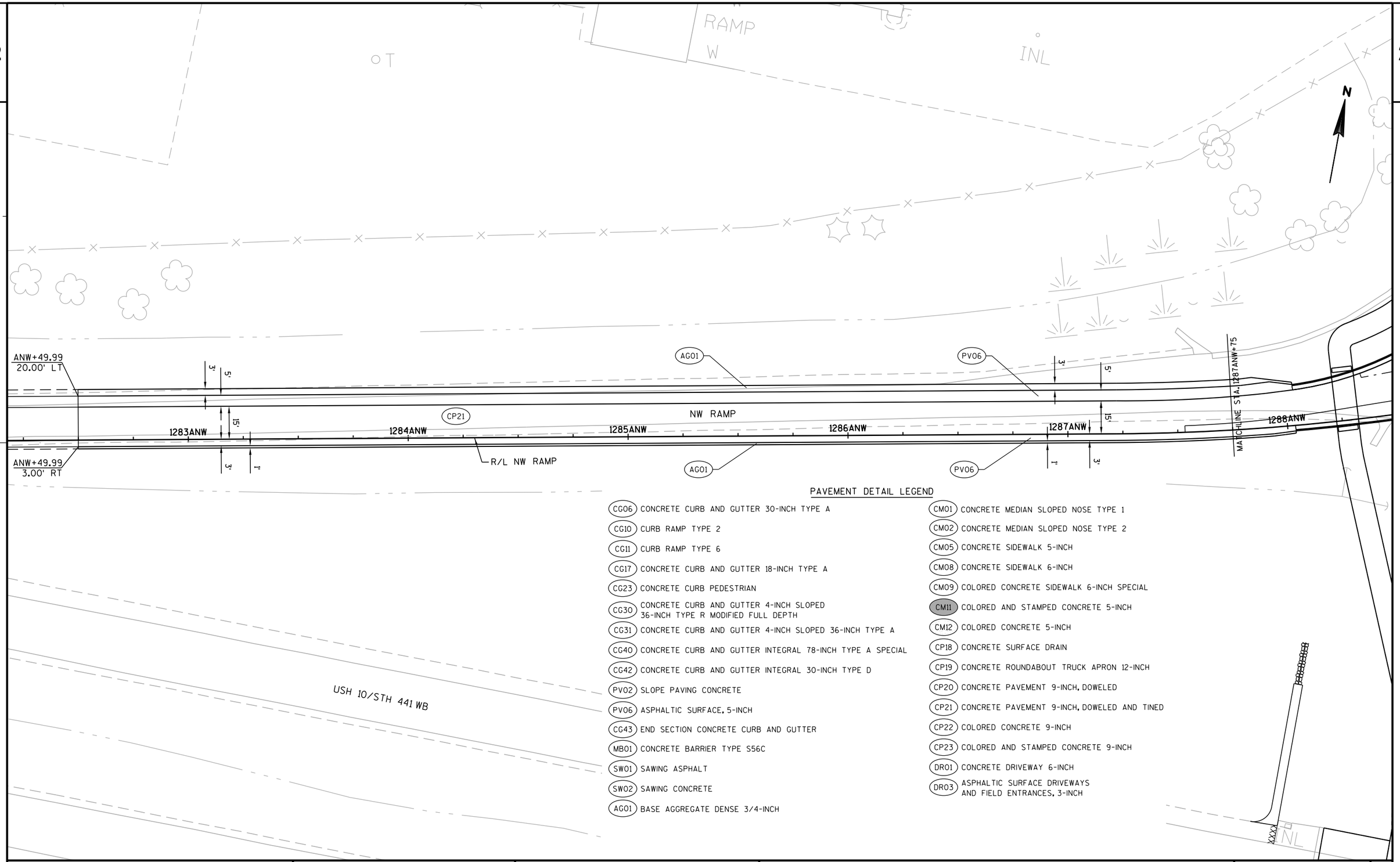



PAVEMENT DETAIL LEGEND

- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
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- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
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- CM12 COLORED CONCRETE 5-INCH
- CP18 CONCRETE SURFACE DRAIN
- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: ANE RAMP | SHEET | E |
|---|---|---|---|---|---|

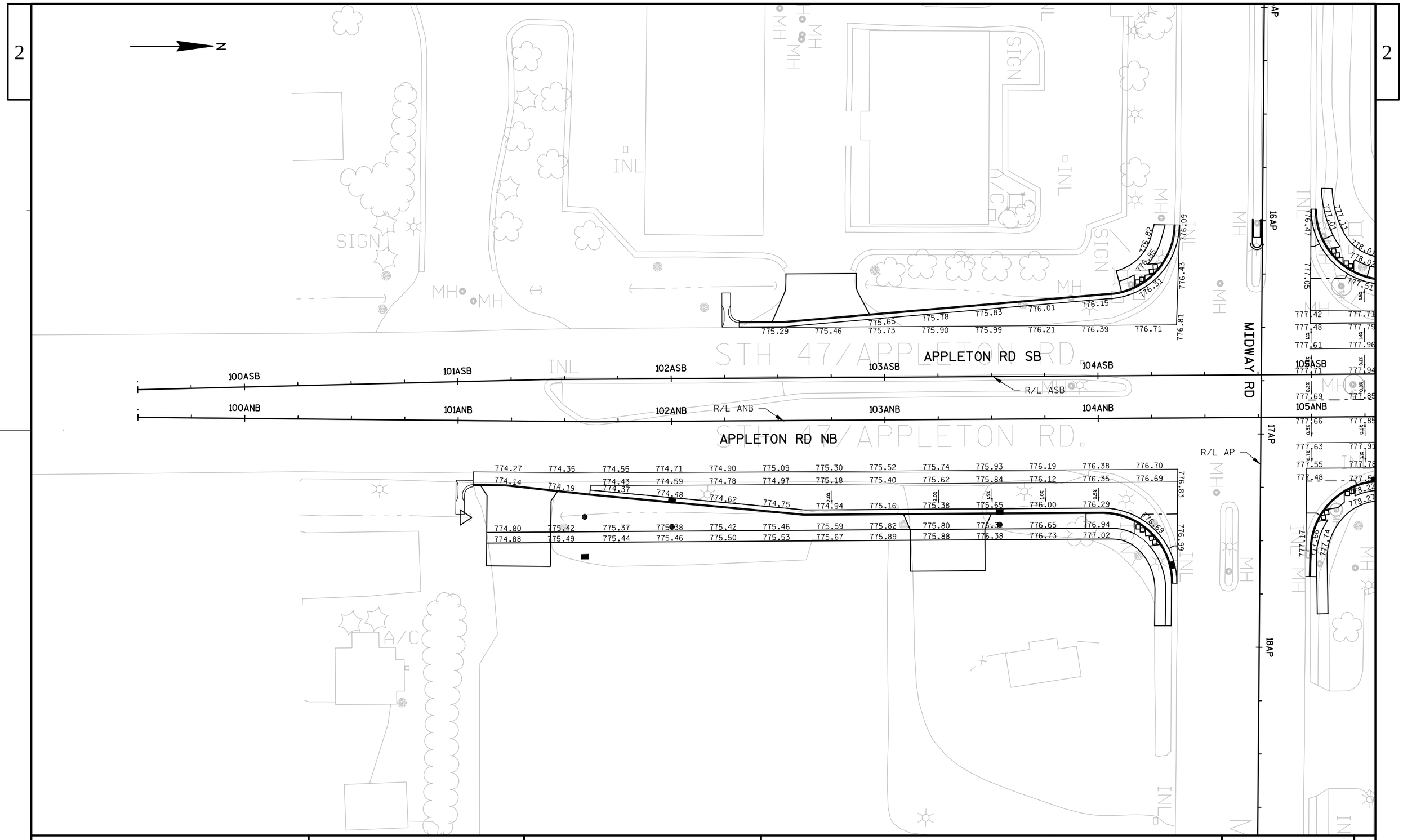
2




PAVEMENT DETAIL LEGEND

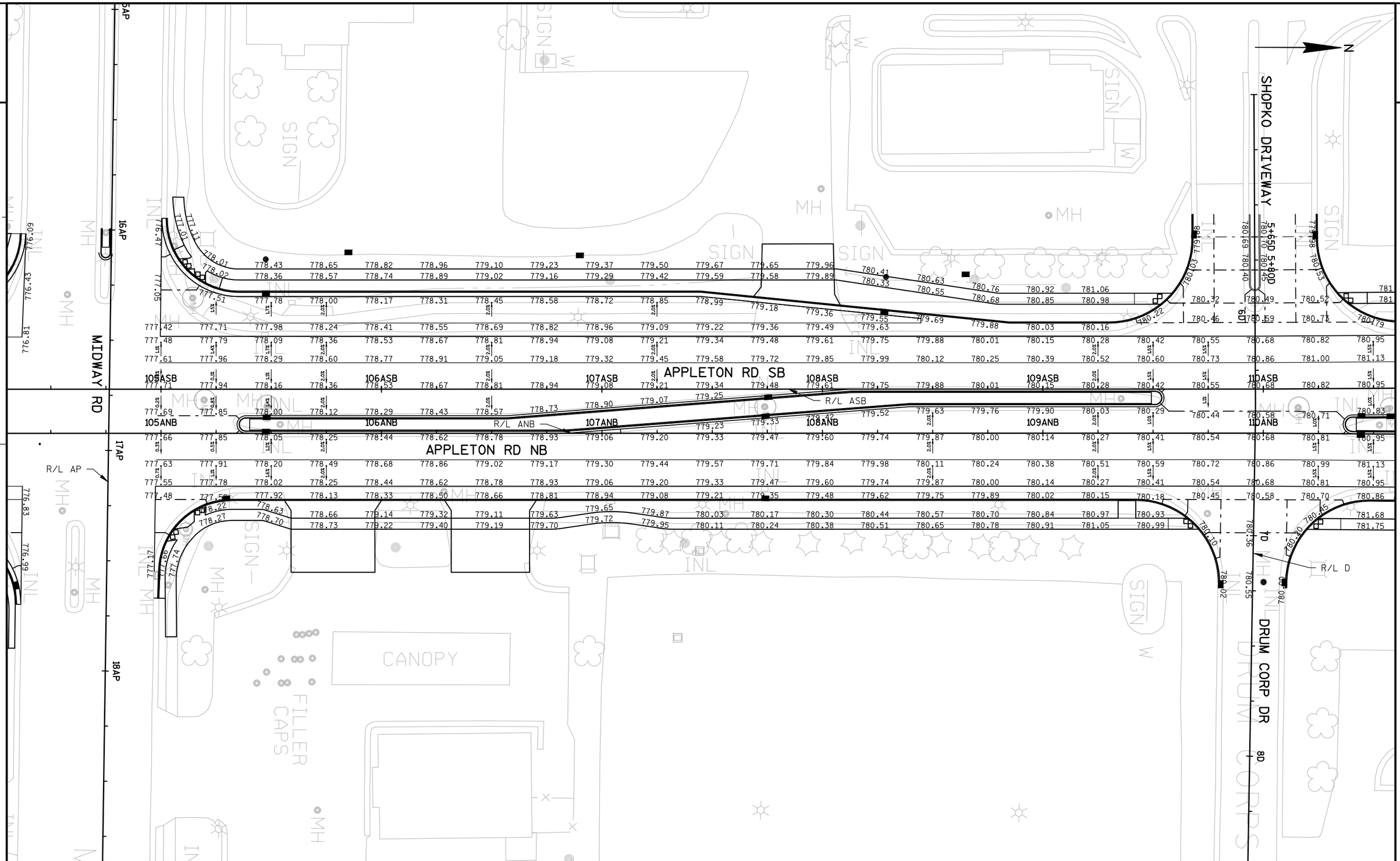
- CG06 CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG10 CURB RAMP TYPE 2
- CG11 CURB RAMP TYPE 6
- CG17 CONCRETE CURB AND GUTTER 18-INCH TYPE A
- CG23 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R MODIFIED FULL DEPTH
- CG31 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG40 CONCRETE CURB AND GUTTER INTEGRAL 78-INCH TYPE A SPECIAL
- CG42 CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
- PV02 SLOPE PAVING CONCRETE
- PV06 ASPHALTIC SURFACE, 5-INCH
- CG43 END SECTION CONCRETE CURB AND GUTTER
- MB01 CONCRETE BARRIER TYPE S56C
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- AG01 BASE AGGREGATE DENSE 3/4-INCH
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM05 CONCRETE SIDEWALK 5-INCH
- CM08 CONCRETE SIDEWALK 6-INCH
- CM09 COLORED CONCRETE SIDEWALK 6-INCH SPECIAL
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- CP19 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
- CP20 CONCRETE PAVEMENT 9-INCH, DOWELED
- CP21 CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
- CP22 COLORED CONCRETE 9-INCH
- CP23 COLORED AND STAMPED CONCRETE 9-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN DETAILS: ANW RAMP | SHEET | E |
|---|---|---|---|---|---|




| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD/STH 47 | SHEET 97 E |
|---|---|---|---|---|

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LAYOUT NAME - 021201_PG_ANB
PLOT DATE : 1/5/2015 2:13 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42




| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD/STH 47 | SHEET 98 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021202_PG_ANB
PLOT DATE : 1/5/2015 2:13 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

N

SHOPKO DRIVEWAY

DRUM CORP DR

APPLETON RD SB

APPLETON RD NB

APPLETON RD NB BYPASS

R/L D

R/L ASB

R/L ANB

R/L ANBS

S-70-230

110ASB

110ANB

111ASB

111ANB

112ASB

112ANB

113ASB

113ANB

114ASB

114ANB

115ASB

115ANB

115+32ASB

115+36ANB

10ANBS

11ANBS

11+90ANBS

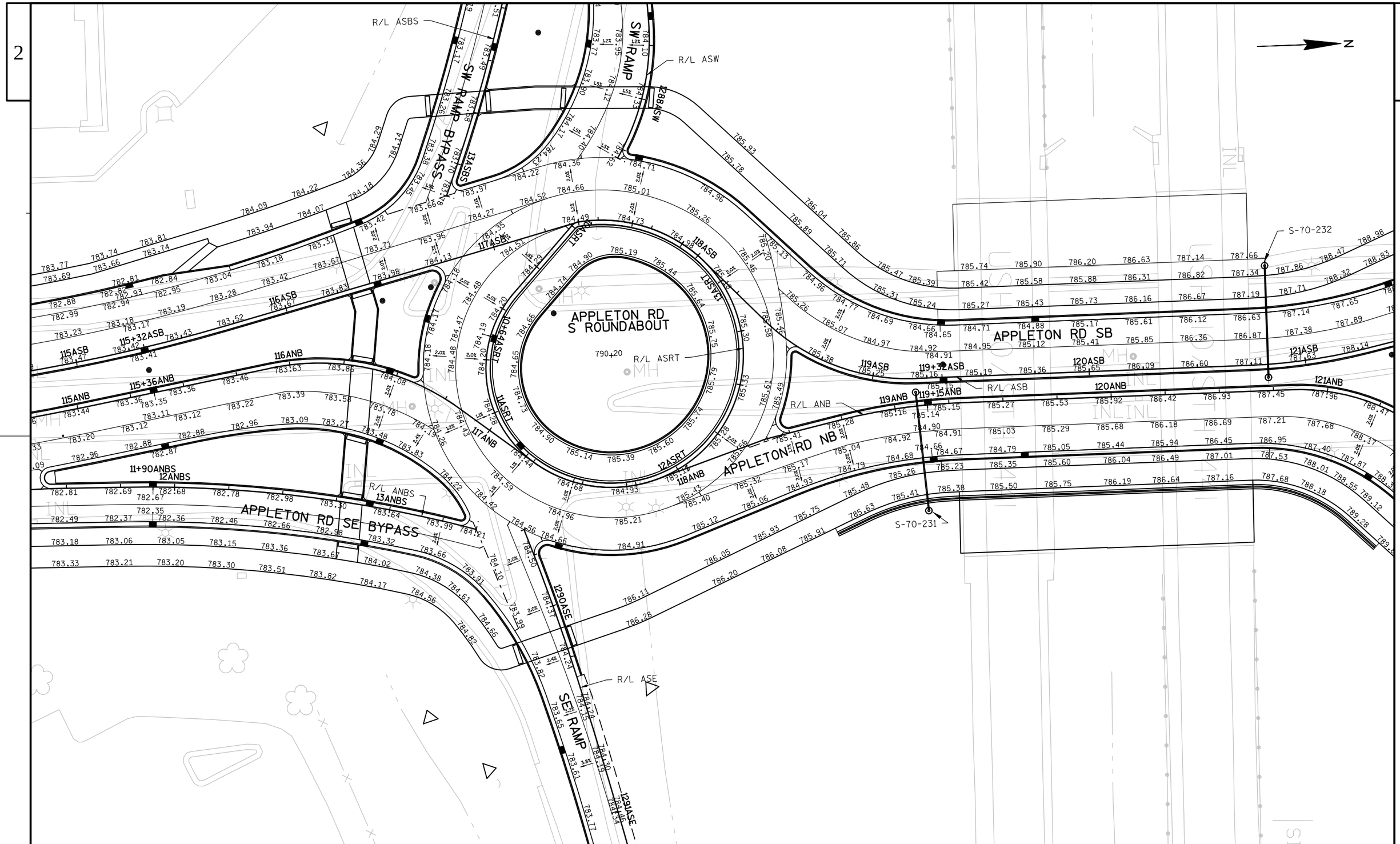
12ANBS

| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD/STH 47 | SHEET 99 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021203_PG_ANB

PLOT DATE : 1/5/2015 2:14 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF

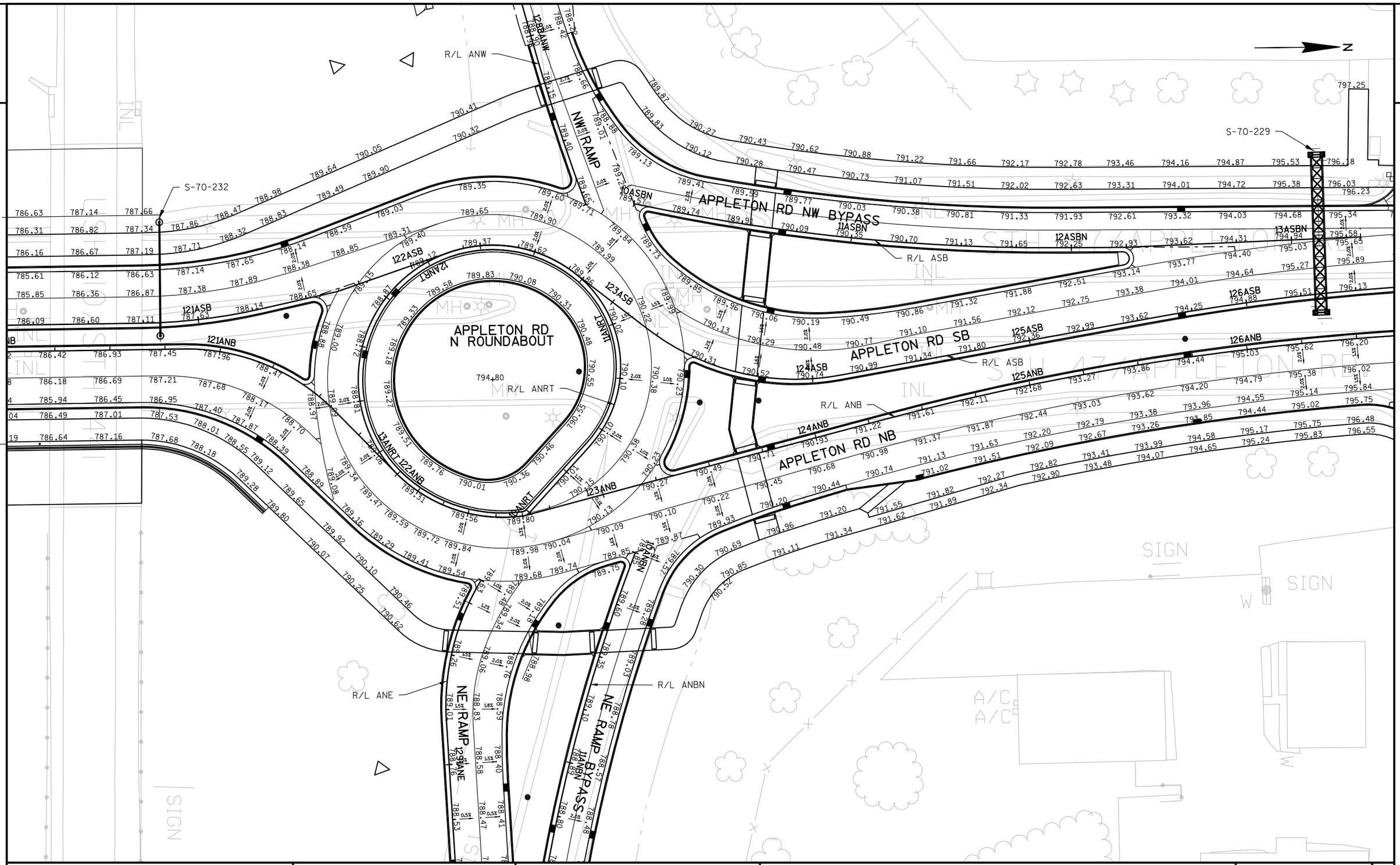
WISDOT/CADDS SHEET 42




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD/STH 47 | SHEET 100 | E |
|---|---|---|---|---|---|

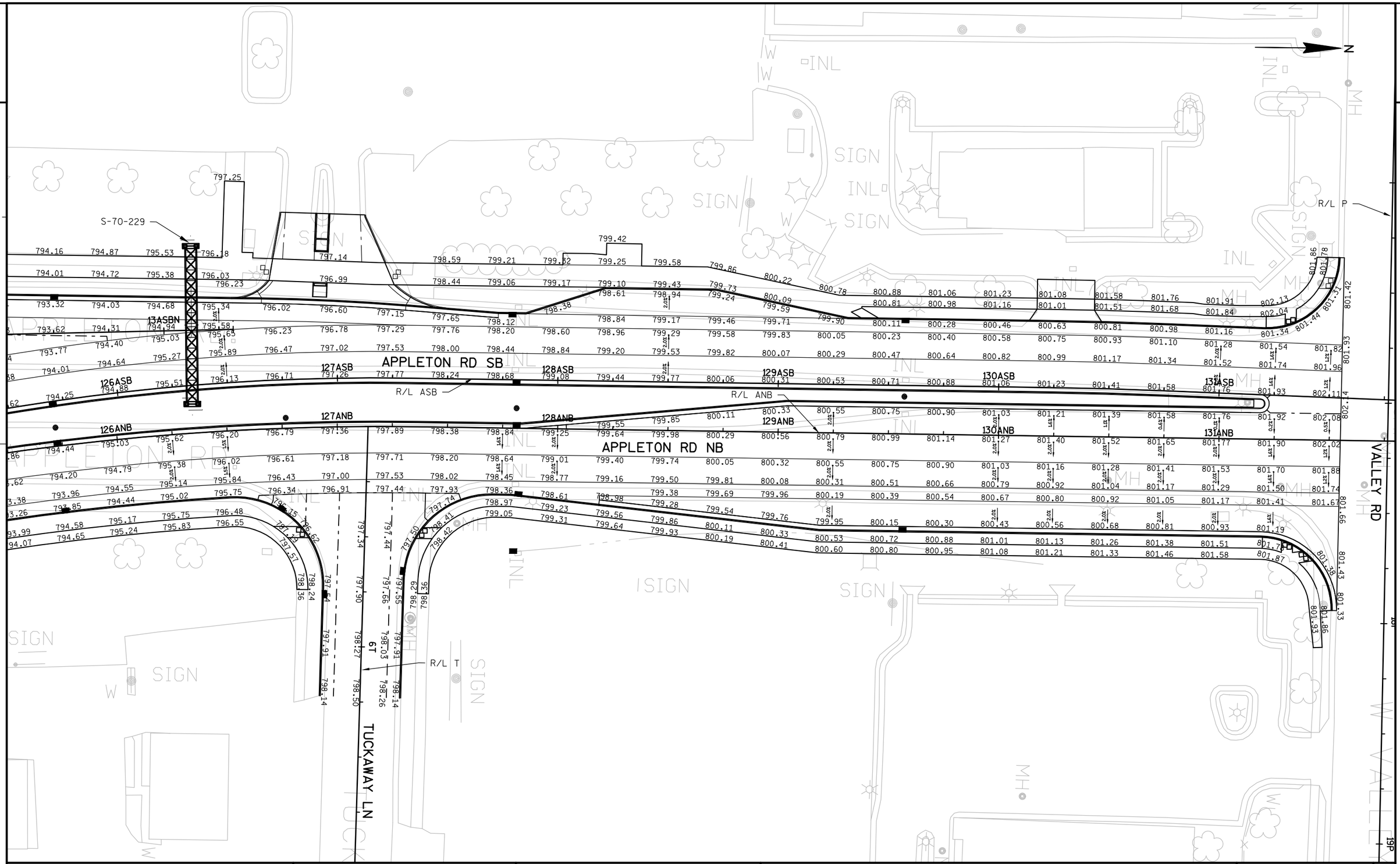
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021204_PG_ANB
PLOT DATE : 1/5/2015 2:14 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

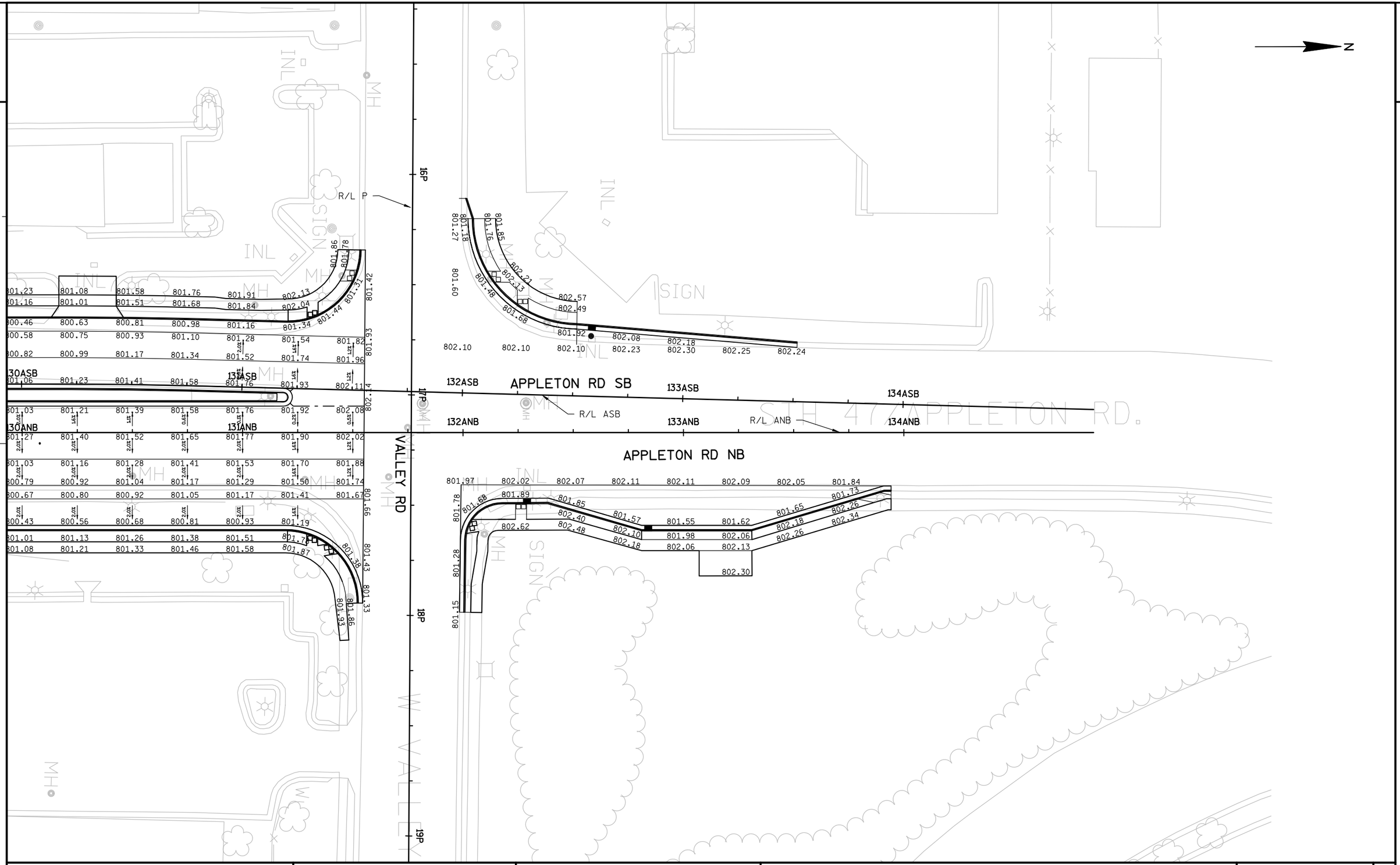



| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD/STH 47 | SHEET 101 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021205_PG_ANB
PLOT DATE : 1/5/2015 2:14 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



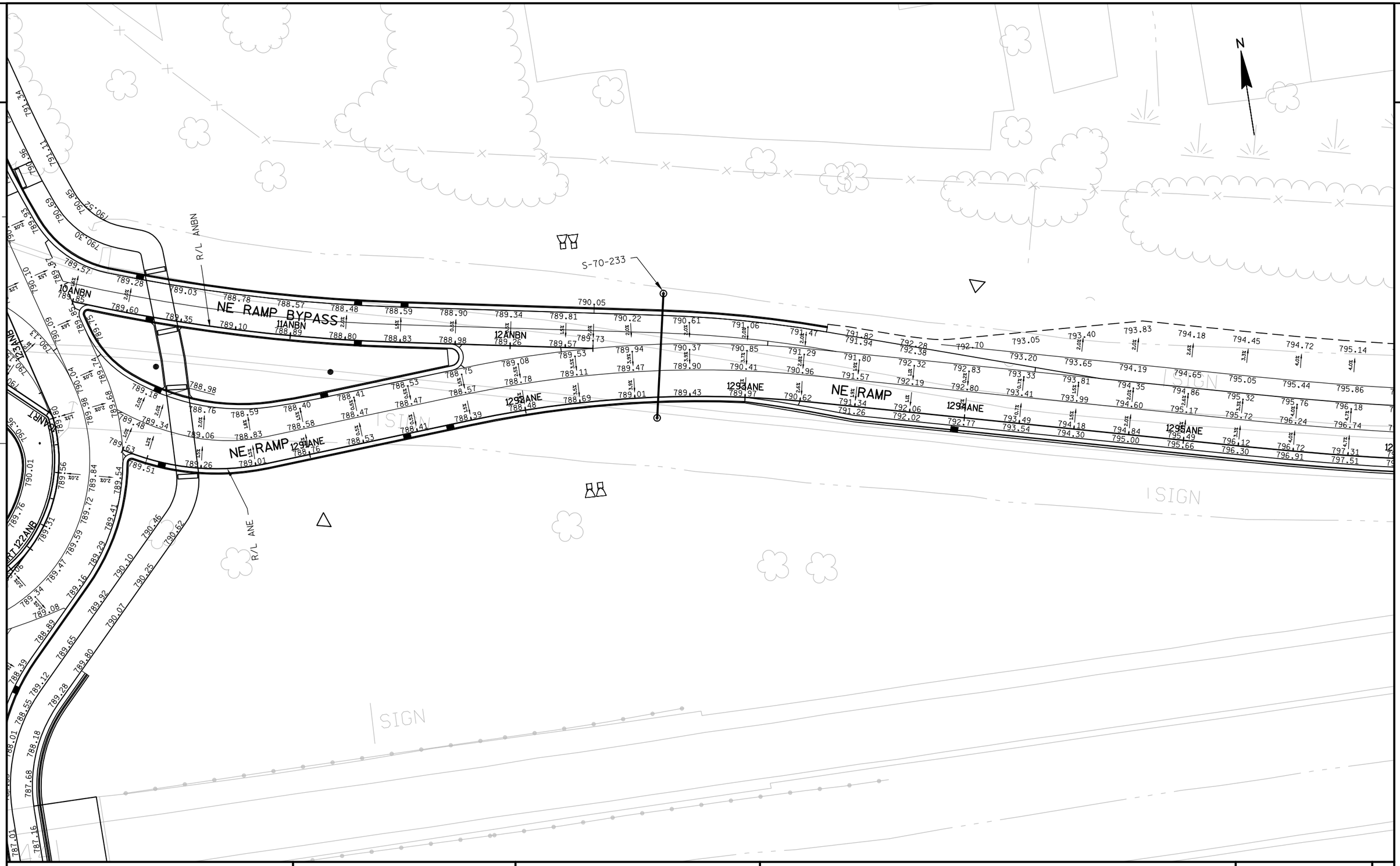

| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD/STH 47 | SHEET 102 E |
|---|---|---|---|---|




| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD/STH 47 | SHEET 103 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021207_PG_ANB
PLOT DATE : 1/5/2015 2:15 PM
PLOT BY : WALLNER, AARON J
PLOT NAME :
PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD NE RAMP (ANE) | SHEET 104 | E |
|---|---|---|---|---|---|

2

2

N

1298ANE
1297ANE
1296ANE
1295ANE
NE RAMP
R/L ANE
1300ANE
1301ANE
1300ASE
1301ASE
SIGN
USH 10/STH 441

| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD NE RAMP (ANE) | SHEET 105 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021202_PG_ANE
PLOT DATE : 1/5/2015 2:15 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF

2

2

SIGN

T

RAMP

N W

1280ANW

1281ANW

1282ANW

1283ANW

1284ANW

1285ANW

NW RAMP

R/L ANW

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 793.13 | 792.96 | 792.76 | 792.54 | 792.30 | 792.03 | 791.74 | 791.43 | 791.09 | 790.73 | 790.34 | 789.94 | 789.55 | 789.15 |
| 793.33 | 793.16 | 792.96 | 792.74 | 792.50 | 792.23 | 791.94 | 791.63 | 791.29 | 790.93 | 790.54 | 790.14 | 789.75 | 789.35 |
| 793.63 | 793.46 | 793.26 | 793.04 | 792.80 | 792.53 | 792.24 | 791.93 | 791.59 | 791.23 | 790.84 | 790.44 | 790.05 | 789.65 |
| 793.58 | 793.35 | 793.14 | 792.92 | 792.68 | 792.41 | 792.12 | 791.81 | 791.47 | 791.11 | 790.72 | 790.32 | 789.93 | 789.53 |

2.00%

41

1280A

| | | | | | |
|---|---|---|---|---|---|
| 792.27 | 792.19 | 792.08 | 792.00 | | |
| 792.15 | 792.07 | 791.96 | | | |
| 791.81 | | | | | |
| | 791.64 | | | | |

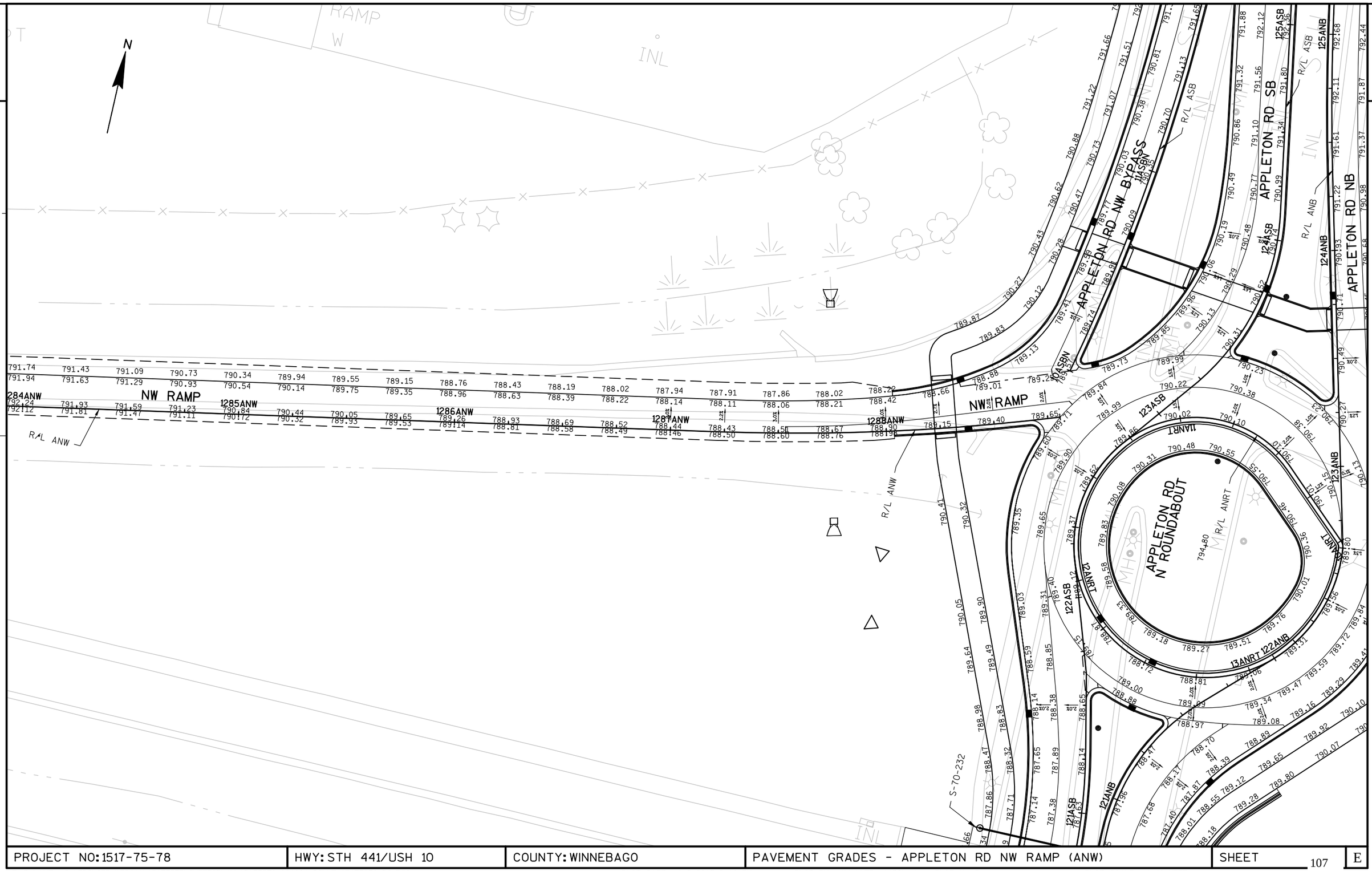
3.50%

4.50%

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD NW RAMP (ANW) | SHEET 106 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021201_PG_ANW

PLOT DATE : 1/5/2015 2:15 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD NW RAMP (ANW) | SHEET 107 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021202_PG_ANW
PLOT DATE : 1/5/2015 2:16 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

1280ANW
1279ANW
1278ANW
1277ANW
1276ANW
1275ANW

USH 10/STH 441

INL

USH 10/STH 441

R/L ASW

1275ASW 1276ASW 1277ASW 1278ASW 1279ASW 1280ASW

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 792.33 | 792.36 | 792.32 | 792.42 | 792.37 | 792.33 | 792.27 | 792.19 | 79 |
| 792.13 | 792.20 | 792.24 | 792.26 | 792.25 | 792.21 | 792.15 | 792.07 | 79 |
| 2.0% | | | | 2.0% | 2.2% | 2.5% | 3.6% | |

SW RAMP

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 791.89 | 791.96 | 792.00 | 792.02 | 792.01 | 791.95 | 791.81 | 791.64 | 79 |
| 2.0% | | | | 2.0% | 2.2% | 2.5% | 3.6% | |
| 791.65 | 791.72 | 791.76 | 791.78 | 791.77 | 791.69 | 791.46 | 791.21 | 79 |
| 2.0% | | | | 2.0% | 2.2% | 2.5% | 3.6% | |
| 791.33 | 791.40 | 791.44 | 791.46 | 791.45 | 791.37 | 791.14 | 790.89 | 79 |

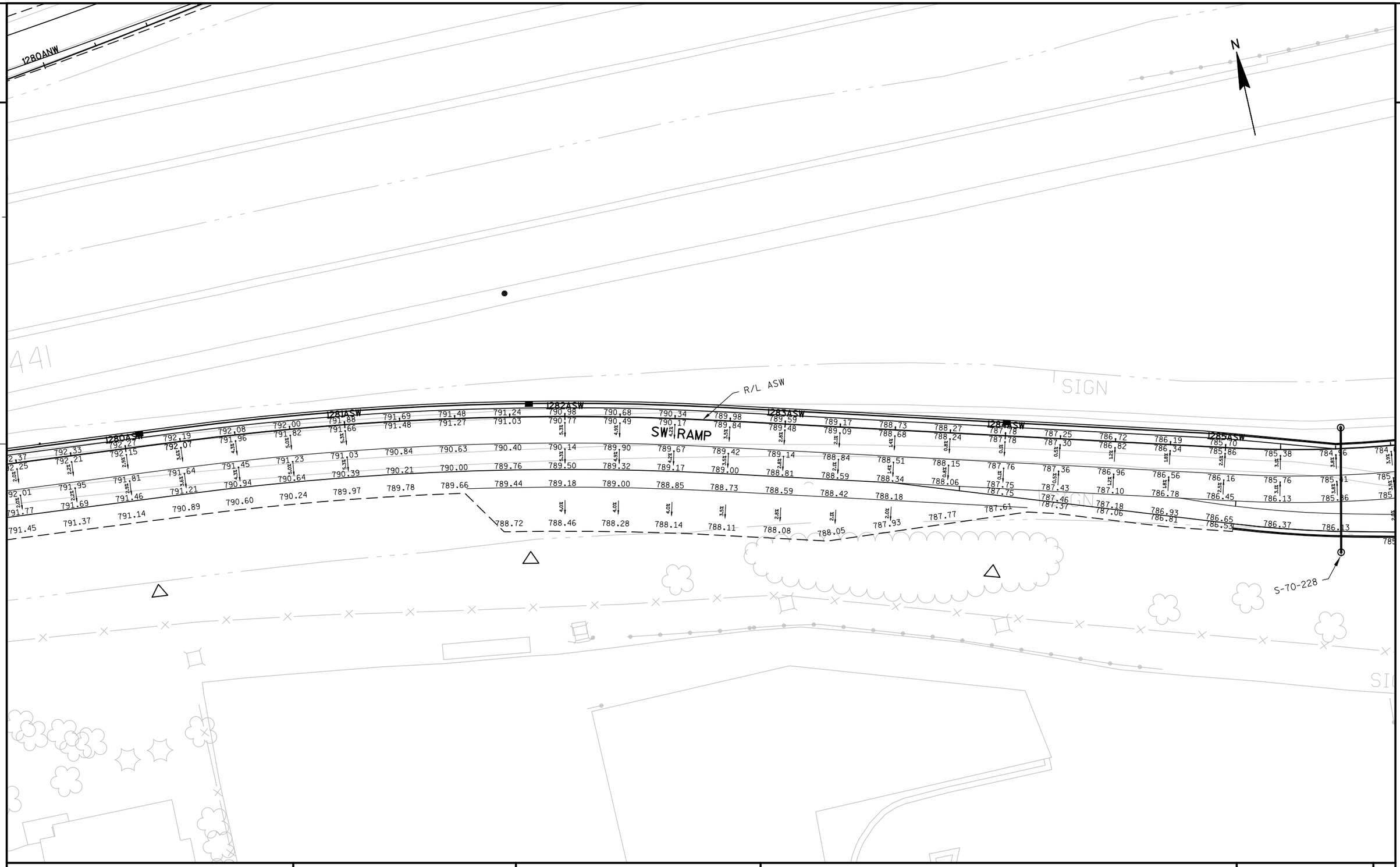
SIGN

TOWER

| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD SW RAMP (ASW) | SHEET 108 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021201_PG_ASW
PLOT DATE : 1/5/2015 2:16 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2




| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD SW RAMP (ASW) | SHEET 109 | E |
|---|---|---|---|---|---|

2

N

TOWER

SIGN

SIGN

APPLETON RD S ROUNDABOUT

APPLETON RD NB

SW RAMP

SW RAMP BYPASS

S-70-228

S-70-231

R/L ASW

R/L ASBS

R/L ANB

R/L ASRT

R/L ANBS

1288ASW

1287ASW

1286ASW

1285ASW

12ASBS

11ASBS

13ASBS

11ASRT

10+64ASRT

12ASRT

13ASRT

119+32ASB

119+15ANB

119ANB

119ASB

118ASB

118ANB

117ANB

116ANB

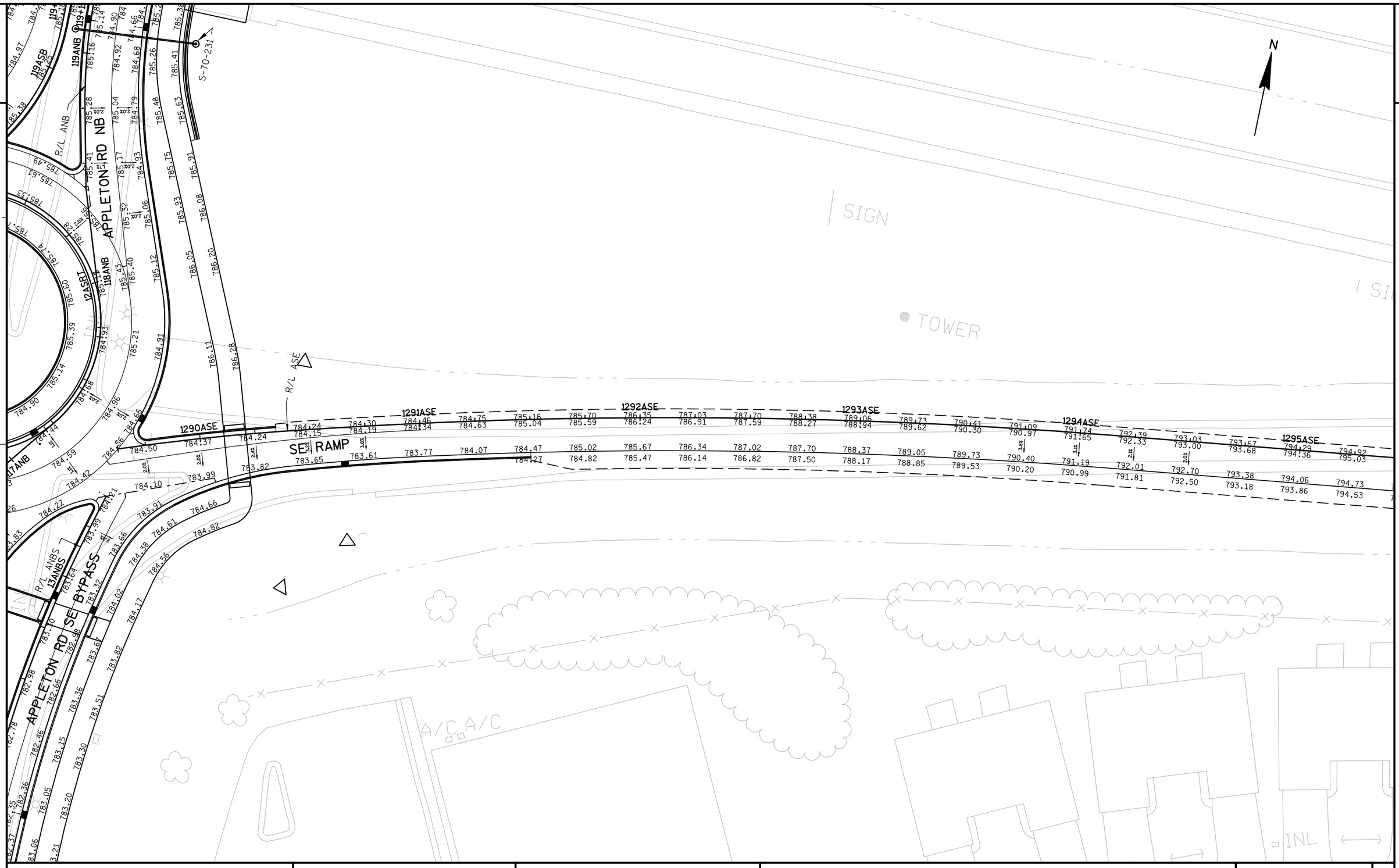
116ASB

790+20

| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD SW RAMP (ASW) | SHEET 110 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021203_PG_ASW

PLOT DATE : 1/5/2015 2:16 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD SE RAMP (ASE) | SHEET 111 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021201_PG_ASE

PLOT DATE : 1/5/2015 2:17 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES - APPLETON RD SE RAMP (ASE) | SHEET 112 | E |
|---|---|---|---|---|---|


FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\NE_15177578_PG.DWG
LAYOUT NAME - 021202_PG_ASE
PLOT DATE : 1/5/2015 2:17 PM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

300EB

301EB

302EB

302WB

1300+00TEMPASE

1301+00TEMPASE

1302+00TEMPASE

BP: 1299+50.00TEMPASE

PC: 1300+70.89TEMPASE

N

| PROJECT NO:1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ASE | SHEET 113 | E |
|---|---|---|---|---|---|

2

302WB

303WB

304WB

806.15 806.19 806.23 806.29 806.35 806.37 806.39 806.41 806.42 806.

302EB

303EB

304EB

806.08 806.08 806.13 806.19 806.23 806.27 806.29 806.31 806.35 806.39

806.22 806.22 806.30 806.39 806.42 806.44 806.47 806.50 806.52 806.54

806.01 806.02 806.08 806.15 806.13 806.19 806.23 806.30

805.70 805.79 805.86 805.93 806.00 806.07 806.14 806.21 806.25

1302+00TEMPASE

PT: 1302+85.57TEMPASE

1303+00TEMPASE

804.89 804.98 805.05 805.12 805.19 805.38 805.59 805.80 805.95

804.62 804.71 804.78 804.85 804.92 805.15 805.39 805.60 805.75

EP: 1303+25.34TEMPASE

806.08

N

2

| PROJECT NO:1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ASE | SHEET 114 | E |
|---|---|---|---|---|---|

2

2

N

BR: 1299+50.00TEMPANE

803.22 803.48 803.73 804.01 804.26 804.49 804.69 804.87 805.02 805.15 805.25 805.33

803.32 803.63 803.93 804.21 804.46 804.69 804.89 805.07 805.22 805.35 805.45 805.53

1300+00TEMPANE

1301+00TEMPANE

803.62 803.93 804.23 804.51 804.76 804.99 805.19 805.37 805.52 805.65 805.75 805.83

803.54 803.89 804.23 804.56 804.82 805.05 805.25 805.43

1302+00TEMPANE

805.37 805.48 805.63 805.71 805.77 805.82 805.84 805.87

805.69 805.77 805.85 805.90 805.95 805.95 805.96 805.96 805.97 806.04 806.12 806.16

805.99 806.04 806.08 806.12 806.16 806.18 806.21 806.22 806.24 806.29 806.35 806.39

805.77 805.84 805.91 805.95 805.99 806.02 806.06 806.07 806.06 806.10 806.15 806.19

300WB

301WB

302WB

| PROJECT NO:1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ANE | SHEET 115 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\021201_PG_TEMPRAMP.DWG
LAYOUT NAME - 021222

PLOT DATE : 10/28/2014 9:08 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:20_XREF

2

2

N

805.15 805.25 805.33 805.40 805.47 805.53 805.60 805.66 805.73 805.80 805.86 805.91 805.96

805.35 805.45 805.53 805.60 805.67 805.73 805.80 805.86 805.93 806.00 806.06 806.11 806.16

EP: 1304+43.68TEMPANE

805.65 805.75 805.83 805.90 805.97 806.03 806.10 806.16 806.23 806.30 806.36 806.36

1302+00TEMPANE

1303+00TEMPANE

1304+00TEMPANE

806.04 806.12 806.16 806.16 806.19 806.23 806.25 806.27 806.30 806.29 806.36 806.41 806.40

806.29 806.35 806.39 806.43 806.49 806.54 806.55 806.56 806.61 806.67 806.69 806.71 806.69

806.10 806.15 806.19 806.23 806.29 806.35 806.37 806.39 806.41 806.42 806.43 806.44 806.44

302WB

303WB

304WB

303EB

304EB

806.39

| PROJECT NO: 1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ANE | SHEET 116 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\021201_PG\021201_PG_TEMPRAMP.DWG
LAYOUT NAME - 021223

PLOT DATE : 10/28/2014 9:09 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 42

2

2

N

PC: 1279+00.22TEMPANW

TILE

791.41 791.59 791.79 792.01 791.25 792.49 792.68 792.83 792.94 793.01 793.04 793.17

791.27

791.73 791.82 792.02 792.24 792.48 792.72 792.91 793.06 793.17 793.24 793.27 793.37

791.57

792.31 792.39 792.49 792.69 792.91 1280TEMPANW 793.15 793.39 793.58 793.73 1281TEMPANW 793.84 793.91 793.94 793.92

792.15

792.51 792.62 792.82 793.05 793.28 793.52 793.72 793.87 793.98 794.05 794.05 793.99

792.31

2.86 793.12 793.40 793.42 793.76 794.09 794.44 794.79 795.15 795.56 795.90 796.26 796.68

TILE

.07 793.34 793.64 793.93 794.25 794.57 794.93 795.29 795.65 796.09 796.46 796.83 797.21

.91 793.20 793.47 793.76 794.08 794.41 794.75 795.09 795.44 795.90 796.29 796.68 797.07

279WB

280WB

281WB

TILE

| PROJECT NO:1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ANW | SHEET 117 | E |
|---|---|---|---|---|---|

2

2

N

792.68 792.83 792.94 793.01 793.04 793.17 793.26 793.27 793.13

792.91 793.06 793.17 793.24 793.27 793.37 793.46 793.47 793.33

793.58 793.73 1281TEMPANW 793.84 793.91 793.94 793.92 1282TEMPANW 793.87 793.77 793.63

793.72 793.87 793.98 794.05 794.05 793.99 793.89 793.76 793.57

PT: 1282+00.00TEMPANW

EP: 1282+49.99TEMPANW

94.79 795.15 795.56 795.90 796.26 796.68 797.08

.29 795.65 796.09 796.46 796.83 797.21 797.61

.09 795.44 795.90 796.29 796.68 797.07 797.46

281WB

282WB

| PROJECT NO:1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ANW | SHEET 118 | E |
|---|---|---|---|---|---|

2

276WB

277WB

N

TILE

276EB

277EB

278EB

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 790.18 | 790.37 | 790.58 | 790.80 | 791.03 | 791.24 | 791.46 | 791.68 | 791.90 | 792.13 | 792.35 | 792.58 |
| 8.93 | | | | | | | | | | | | |
| | 790.40 | 790.60 | 790.81 | 791.04 | 791.27 | 791.50 | 791.71 | 791.93 | 792.15 | 792.37 | 792.59 | 792.83 |
| 0.18 | | | | | | | | | | | | |
| | | | | | 791.08 | 791.28 | 791.42 | 791.69 | 791.96 | 792.13 | 792.34 | 792.57 |
| 790.24 | 790.38 | 790.53 | 790.72 | 790.92 | 791.14 | 791.34 | 791.52 | 791.68 | 791.82 | 791.94 | 792.12 | 792.30 |
| 790.24 | | | | | | | | | | | | |

PI: 1276+75.05TEMPASW

1276+00TEMPASW

1277+00TEMPASW

1278+00TEMPASW

XXXX

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 789.94 | 790.08 | 790.23 | 790.42 | 790.62 | 790.84 | 791.04 | 791.22 | 791.38 | 791.52 | 791.64 | 791.75 | |
| 9.74 | | | | | | | | | | | | |
| 789.74 | 789.88 | 790.03 | 790.22 | 790.42 | 790.64 | 790.84 | 791.02 | 791.18 | 791.32 | 791.44 | 791.60 | |

BP: 1275+51.97TEMPASW

| PROJECT NO:1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ASW | SHEET 119 | E |
|---|---|---|---|---|---|

2

2

277WB

277EB

278EB

279EB

N

PI: 1276+75.05TEMPASW

1277+00TEMPASW

1278+00TEMPASW

EP: 1278+50.02TEMPASW

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 791.24 | 791.46 | 791.68 | 791.90 | 792.13 | 792.35 | 792.58 | 792.81 | 793.05 | 793.29 | 793.52 | 793.74 |
| 791.50 | 791.71 | 791.93 | 792.15 | 792.37 | 792.59 | 792.83 | 793.07 | 793.28 | 793.48 | 793.71 | 793.95 |
| 791.28 | 791.42 | 791.69 | 791.96 | 792.13 | 792.34 | 792.57 | 792.80 | 793.00 | 793.21 | 793.45 | 793.70 |
| 791.14 | 791.34 | 791.52 | 791.68 | 791.82 | 791.94 | 792.05 | 792.13 | | | | |
| | | | | | | | 792.12 | 792.30 | 792.48 | | |
| | | | | | | | | | 792.33 | | |
| 790.84 | 791.04 | 791.22 | 791.38 | 791.52 | 791.64 | 791.75 | 791.83 | | | | |
| 790.64 | 790.84 | 791.02 | 791.18 | 791.32 | 791.44 | 791.60 | 791.73 | | | | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-78 | HWY: STH 441/ USH 10 | COUNTY: WINNEBAGO | PAVEMENT GRADES: TEMP ASW | SHEET 120 | E |

2

SLOPE INTERCEPTS
(TYP)

CTH AP/MIDWAY ROAD EB

CTH AP/MIDWAY ROAD WB

15AP

16AP

APPLETON ROAD/STH 47 SB

100ASB 101ASB 102ASB 103ASB 104ASB 105ASB

100ANB 101ANB 102ANB 103ANB 104ANB 105ANB

17AP

MATCHLINE STA. 106ANB+00

APPLETON ROAD/STH 47 NB

18AP

FILLER CAPS

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  Ⓐ TYPE A Ⓑ TYPE B Ⓒ TYPE C Ⓓ TYPE D
- RIPRAP, MEDIUM

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: APPLETON ROAD/STH 47 | SHEET E |
|---|---|---|---|---|

2

APPLETON ROAD/STH 47 SB

APPLETON ROAD/STH 47 NB

107ASB 108ASB 109ASB 110ASB 111ASB

107ANB 108ANB 109ANB 110ANB 111ANB

MATCHLINE STA. 106ANB+00

MATCHLINE STA. 111ANB+75

50

60

70

80

DRUM CORPS DRIVE

SLOPE INTERCEPTS (TYP)

CANOPY

SIGN

MH

INL

AC

B

N

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  Ⓐ TYPE A Ⓑ TYPE B Ⓒ TYPE C Ⓓ TYPE D
- RIPRAP, MEDIUM

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\022001_ec\022002_ec.dgn PLOT DATE : 17-DEC-2014 15:15 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  Ⓐ TYPE A Ⓑ TYPE B Ⓒ TYPE C Ⓓ TYPE D
- RIPRAP, MEDIUM

N

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

MATCHLINE STA. 111ANB+75

APPLETON ROAD/STH 47 SB

APPLETON ROAD/STH 47 NB

SW BYPASS

SW RAMP

SE RAMP

112ASB 113ASB 114ASB 115ASB 116ASB 117ASB 118ASB

112ANB 113ANB 114ANB 115ANB 116ANB 117ANB 118ASB

10ANBS 11ANBS 12ANBS 13ANBS 12BASE

SLOPE INTERCEPTS
(TYP)

2

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\022001_ec\022003_ec.dgn PLOT DATE : 17-DEC-2014 15:15 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

N

SW BYPASS

SW RAMP

NW RAMP

DETENTION BASIN

LIGHT RIP RAP REQ'D

USH 10/STH 441 EB

USH 10/ STH 441 WB

SLOPE INTERCEPTS (TYP)

APPLETON ROAD/STH 47 SB

APPLETON ROAD/STH 47 NB

LIGHT RIP RAP REQ'D

SE RAMP

NE RAMP

NE BYPASS

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION (A) TYPE A (B) TYPE B (C) TYPE C (D) TYPE D
- RIPRAP, MEDIUM

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

2

SILT FENCE

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

10ASBN
NW BYPASS
11ASBN
12ASBN
13ASBN
123ASB
FRONTAGE
APPLETON ROAD/STH 47 SB
125ASB
126ASB
127ASB
128ASB
129ASB
124ASB
125ANB
126ANB
127ANB
128ANB
129ANB
124ANB
APPLETON ROAD/STH 47 NB
123ANB
10ANBN
NE BYPASS
SLOPE INTERCEPTS
(TYP)
TUCKAWAY LANE
19

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  (A) TYPE A (B) TYPE B (C) TYPE C (D) TYPE D
- RIPRAP, MEDIUM

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

2

APPLETON ROAD/STH 47 SB

APPLETON ROAD/STH 47 NB

129ASB 130ASB 131ASB

129ANB 130ANB 131ANB

W VALLEY ROAD

132ASB 133ASB 134ASB

132ANB 133ANB 134ANB

16P

17P

18P

SLOPE INTERCEPTS
(TYP)

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  (A) TYPE A (B) TYPE B (C) TYPE C (D) TYPE D
- RIPRAP, MEDIUM

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: APPLETON ROAD/STH 47 | SHEET 126 | E |
|---|---|---|---|---|---|

2

USH 10/STH 441 EB

USH 10/STH 441

INL

USH 10/STH 441

N

SIGN

1279ANW

1279ASW

1280ASW

1281ASW

1282ASW

1283ASW

1284ASW

SW RAMP

SIGN

8'

TOWER

SLOPE INTERCEPTS
(TYP)

STA 1278ASW+49, 60.1' RT

EROSION MAT CLASS II, TYPE B
STA 1278ASW+18 TO STA 1278ASW+78

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  Ⓐ TYPE A Ⓑ TYPE B Ⓒ TYPE C Ⓓ TYPE D
- RIPRAP, MEDIUM

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: ASW RAMP | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\022001_ec\022013_ec.dgn PLOT DATE : 17-DEC-2014 15:15 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

USH 10/STH 441 EB

EROSION MAT CLASS II, TYPE B
STA 1286ASW+38 TO STA 1287ASW+08

8'

STA 1286ASW+69, 78.3' LT

TOWER

SIGN

1284ASW

1285ASW

1286ASW

1287ASW

1288ASW

SW RAMP

10ASBS

11ASBS

12ASBS

13ASBS

SW BYPASS

118ASB

118ASPT

118ASA

APPLETON ROAD STH 47 SB

SLOPE INTERCEPTS
(TYP)

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  Ⓐ TYPE A Ⓑ TYPE B Ⓒ TYPE C Ⓓ TYPE D
- RIPRAP, MEDIUM

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: ASW RAMP | SHEET | E |
|---|---|---|---|---|---|

2

2

USH 10/STH 441 EB

N

SIGN

SIGN

EROSION MAT CLASS II, TYPE B
STA 1292ASE+87 TO STA 1293ASE+47

8"

STA 1293AS3+18, 48.0' LT

1290ASE

1291ASE

1292ASE

1293ASE

1294ASE

1295ASE

SE RAMP

SLOPE INTERCEPTS
(TYP)

A/C

A/C

INL

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  (A) TYPE A (B) TYPE B (C) TYPE C (D) TYPE D
- RIPRAP, MEDIUM

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: ASE RAMP | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\022001_ec\022009_ec.dgn PLOT DATE : 17-DEC-2014 15:16 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

N

USH 10/STH 441

USH 10/STH 441

USH 10/STH 441 EB

1 SIGN

SIGN

1300ANE

1295ASE

1296ASE

1297ASE

1298ASE

1299ASE

1300ASE

1301ASE

SE RAMP

SLOPE INTERCEPTS
(TYP)

INL

INL

INL

INL

INL

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  Ⓐ TYPE A Ⓑ TYPE B Ⓒ TYPE C Ⓓ TYPE D
- RIPRAP, MEDIUM

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

2

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: ASE RAMP | SHEET | E |
|---|---|---|---|---|---|

2

2

N

APPLETON ROAD/STH 47 NB

10ANBN

NE BYPASS

11ANBN

12ANBN

1293ANE

1294ANE

1295ANE

1292ANE

NE RAMP

1291ANE

12ANB

13ANB

13ANB22ANB

DETENTION BASIN

SLOPE INTERCEPTS
(TYP)

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  (A) TYPE A (B) TYPE B (C) TYPE C (D) TYPE D
- RIPRAP, MEDIUM

USH 10/STH 441 WB

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: ANE RAMP | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\022001_ec\022010_ec.dgn PLOT DATE : 17-DEC-2014 15:16 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

N

SLOPE INTERCEPTS
(TYP)

1296ANE

1297ANE

1298ANE

NE RAMP

1298ANE

1300ANE

1301ANE

1301ASE

1300ASE

1299ASE

USH 10/STH 441 WB

USH 10/STH 441

USH 10/STH 441

SIGN

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  (A) TYPE A (B) TYPE B (C) TYPE C (D) TYPE D
- RIPRAP, MEDIUM

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: ANE RAMP | SHEET | E |
|---|---|---|---|---|---|

2

2

N

LEGEND

- EROSION MAT CLASS I, URBAN TYPE A
- EROSION MAT CLASS I, URBAN TYPE B
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- TOP SOIL, SEED, FERTILIZER & MULCH
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- INLET PROTECTION
  - (A) TYPE A (B) TYPE B (C) TYPE C (D) TYPE D
- RIPRAP, MEDIUM

NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

SLOPE INTERCEPTS (TYP)

SILT FENCE

RAMP W

INL

1282ANW 1283ANW 1284ANW 1285ANW 1286ANW 1287ANW 1288ANW

NW RAMP

DETENTION BASIN

USH 10/STH 441 WB

INL

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | EROSION CONTROL: ANW RAMP | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\022001_ec\022012_ec.dgn PLOT DATE : 17-DEC-2014 15:16 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

2

N

APPLETON ROAD SB

APPLETON ROAD NB

MIDWAY ROAD

100ASB

102ASB

104ASB

100ANB

102ANB

104ANB

102SB+30

104SB+37

104NB+37

103NB+54

4" PIPE UNDERDRAIN TO BE ADDED
SEE MISCELLANEOUS QUANTITIES

4" PIPE UNDERDRAIN TO BE ADDED
SEE MISCELLANEOUS QUANTITIES

TIE INTO EXISTING UNDERDRAIN

16AP

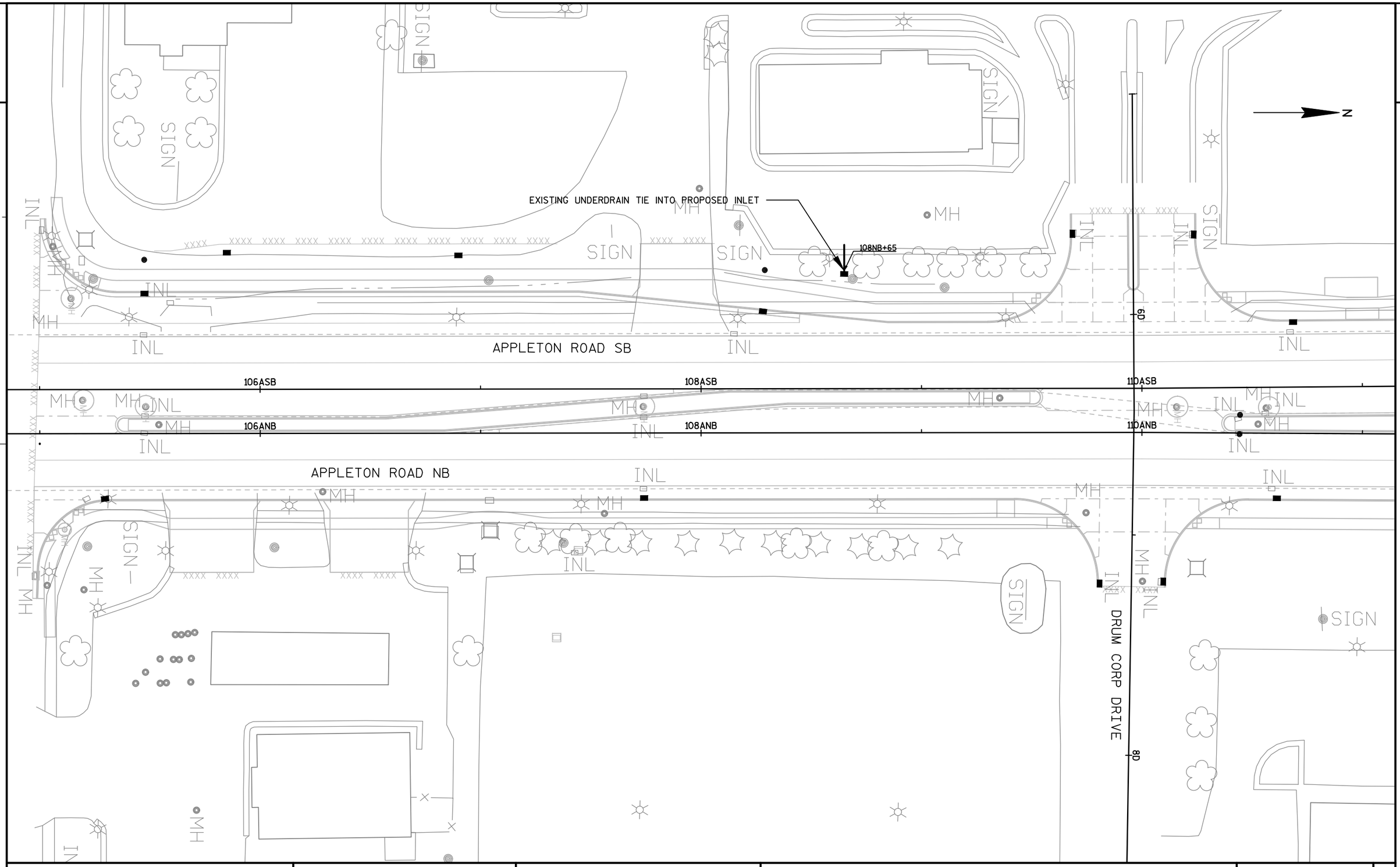
18AP

SIGN

INL

MH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PIPE UNDERDRAIN | SHEET 134 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PIPE UNDERDRAIN | SHEET 135 | E |
|---|---|---|---|---|---|

2

2

WIS 441 NB/USH 10 EB

WIS 441 SB/USH 10 WB

N

APPLETON ROAD SB

APPLETON ROAD NB

118ASB

118ANB

120ASB

120ANB

122ASB

122ANB

MH

INL

CONCRETE BARRIER
TYPE S56C

STA.118ANB+60
BEGIN PIPE UNPERFORATED UNDERDRAIN, ELE 784.1

6-INCH WRAPPED UNDERDRAIN
SEE TYPICAL SECTION FOR DETAILS

STA.118ANB+19
DISCHARGE INTO SWALE @ ELE 783.9

6-INCH PIPE UNDERDRAIN UNPERFORATED
MIN. SLOPE = 0.50%, SEE SECTION B-B
FOR DETAILS

STA.121ANB+70
ELE. 787.7

| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PIPE UNDERDRAIN | SHEET 136 | E |
|---|---|---|---|---|---|

2

N

APPLETON ROAD SB BYPASS

12ASBN

APPLETON ROAD SB

124ASB

126ASB

128ASB

126ANB

124ANB

128ANB

APPLETON ROAD NB

126NB+76

EXISTING UNDERDRAIN TIE INTO PROPOSED INLET

TUCKAWAY LANE

6T

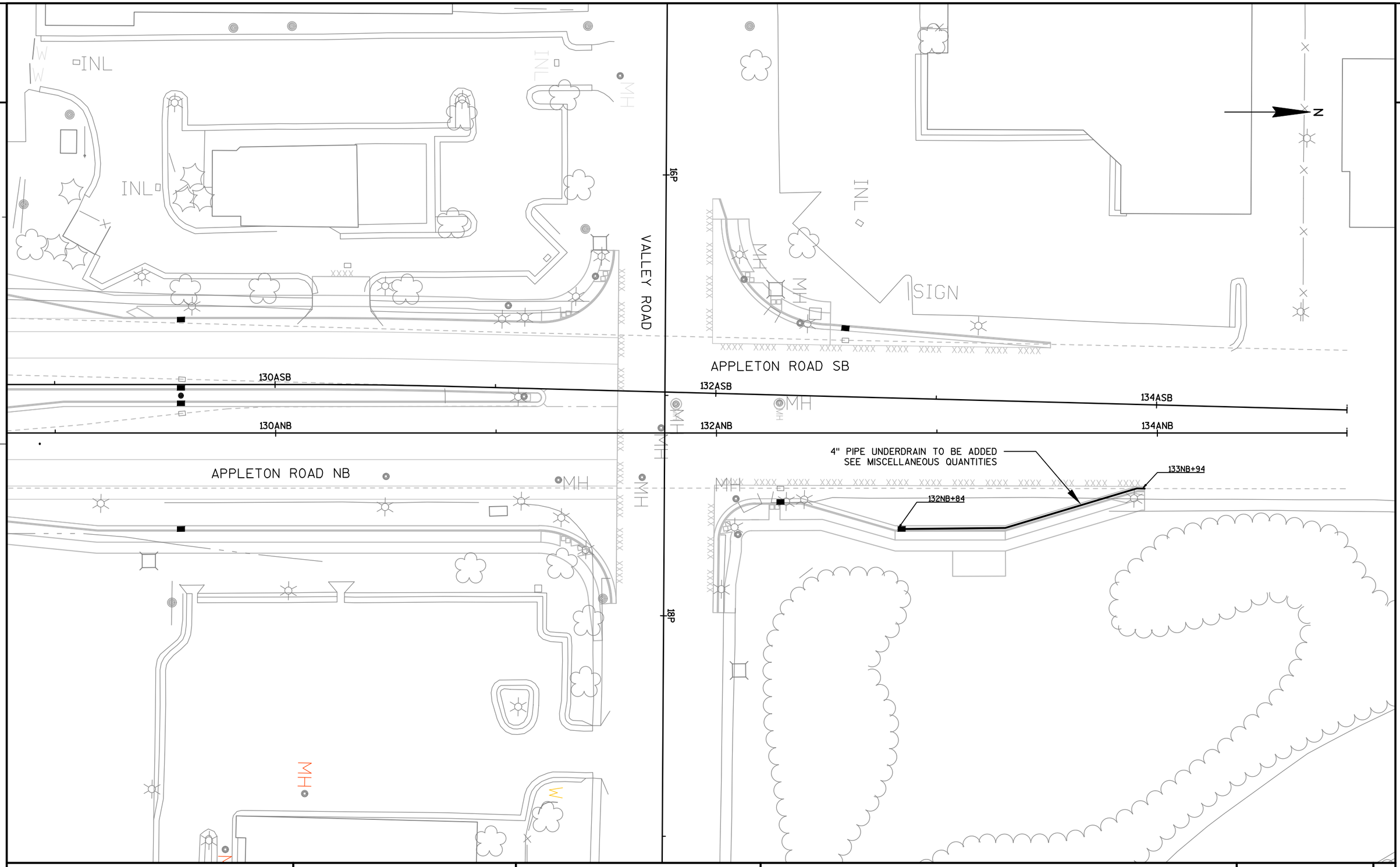
SIGN

SIGN

MH

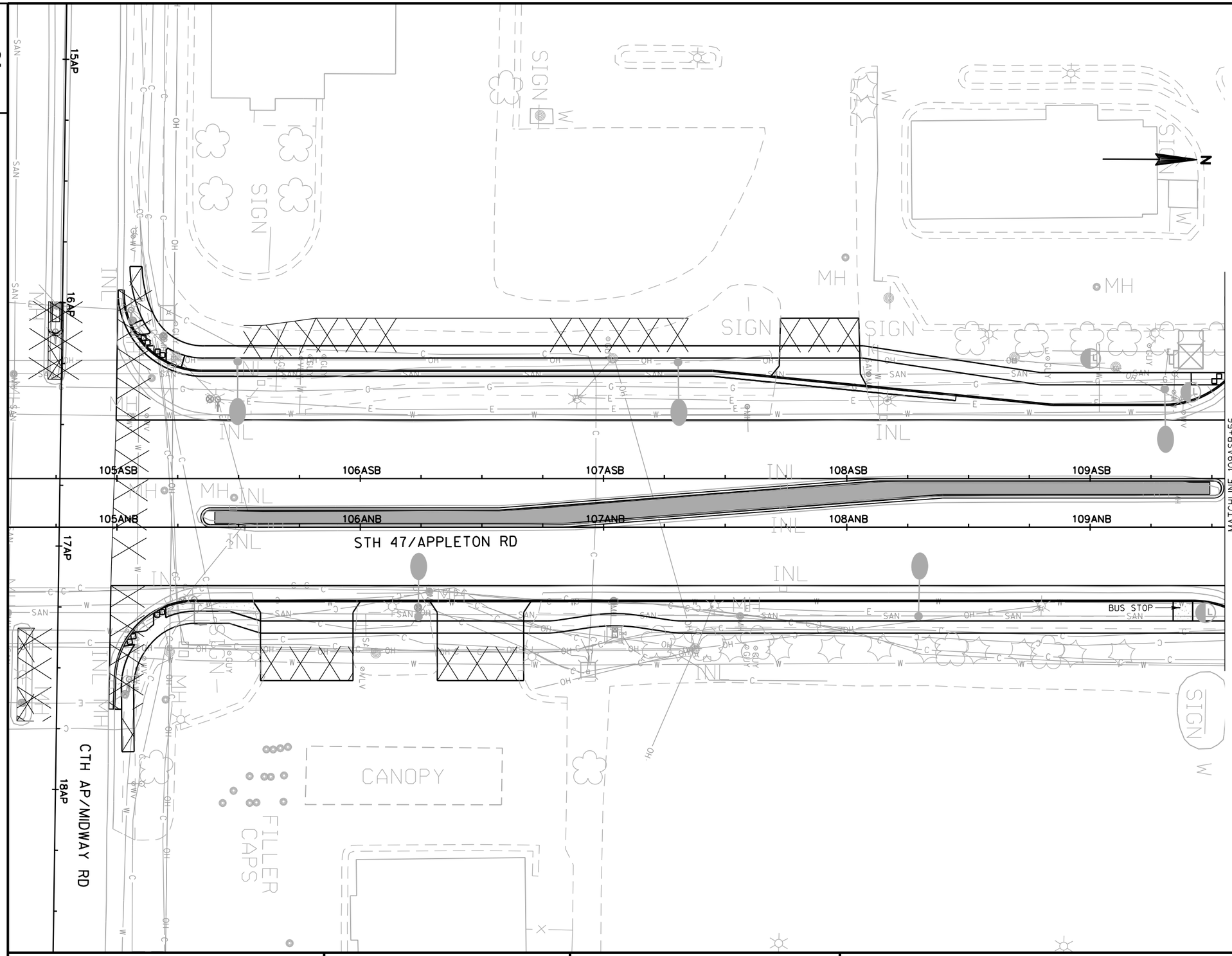
INL

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PIPE UNDERDRAIN | SHEET 137 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PIPE UNDERDRAIN | SHEET 138 | E |
|---|---|---|---|---|---|

2




## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| + | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| · | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| ° | AP | ASTER, PROFESSOR KIPPENBURG |
| ⊙ | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| ✱ | BMG | GRASS, BLUE MOOR |
| | KFG | GRASS, KARL FORESTER |
| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

- EXISTING TREE
- LIGHT POLE, ARM MOUNT LUMINAIRE
- COLORED AND STAMPED CONCRETE 5-INCH
- BRUSHED PATTERN

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB
2. MULCH IS INCIDENTAL TO TREE PLANTING, SEE PLANT DATA CHART
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

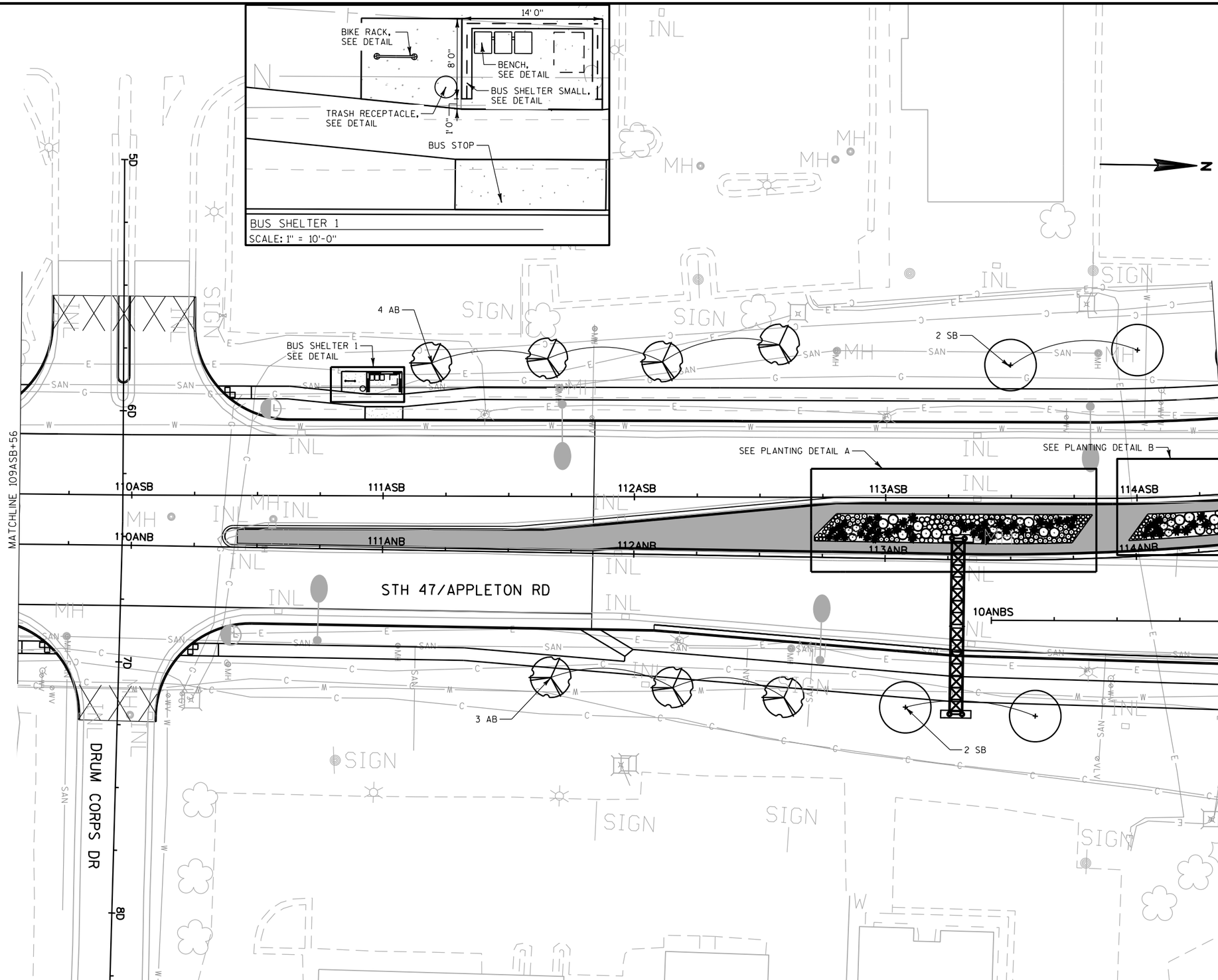
SHEET 1 OF 13

2

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STREETSCAPING PLANS | SHEET E |
|---|---|---|---|---|



FILE NAME : \\milw00\ingrproj\56537\1517-75-78_JT\t1\cds\Landscape\023101_pl.dgn PLOT DATE : 10/29/2014 6:22:50 AM PLOT BY : cstuessy PLOT NAME : $FILE$ PLOT SCALE : 40:1




## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| + | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| ⊙ | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| ∘ | AP | ASTER, PROFESSOR KIPPENBURG |
| ⊙ | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| ✱ | BMG | GRASS, BLUE MOOR |
| | KFG | GRASS, KARL FORESTER |
| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

EXISTING TREE

LIGHT POLE, ARM MOUNT LUMINAIRE

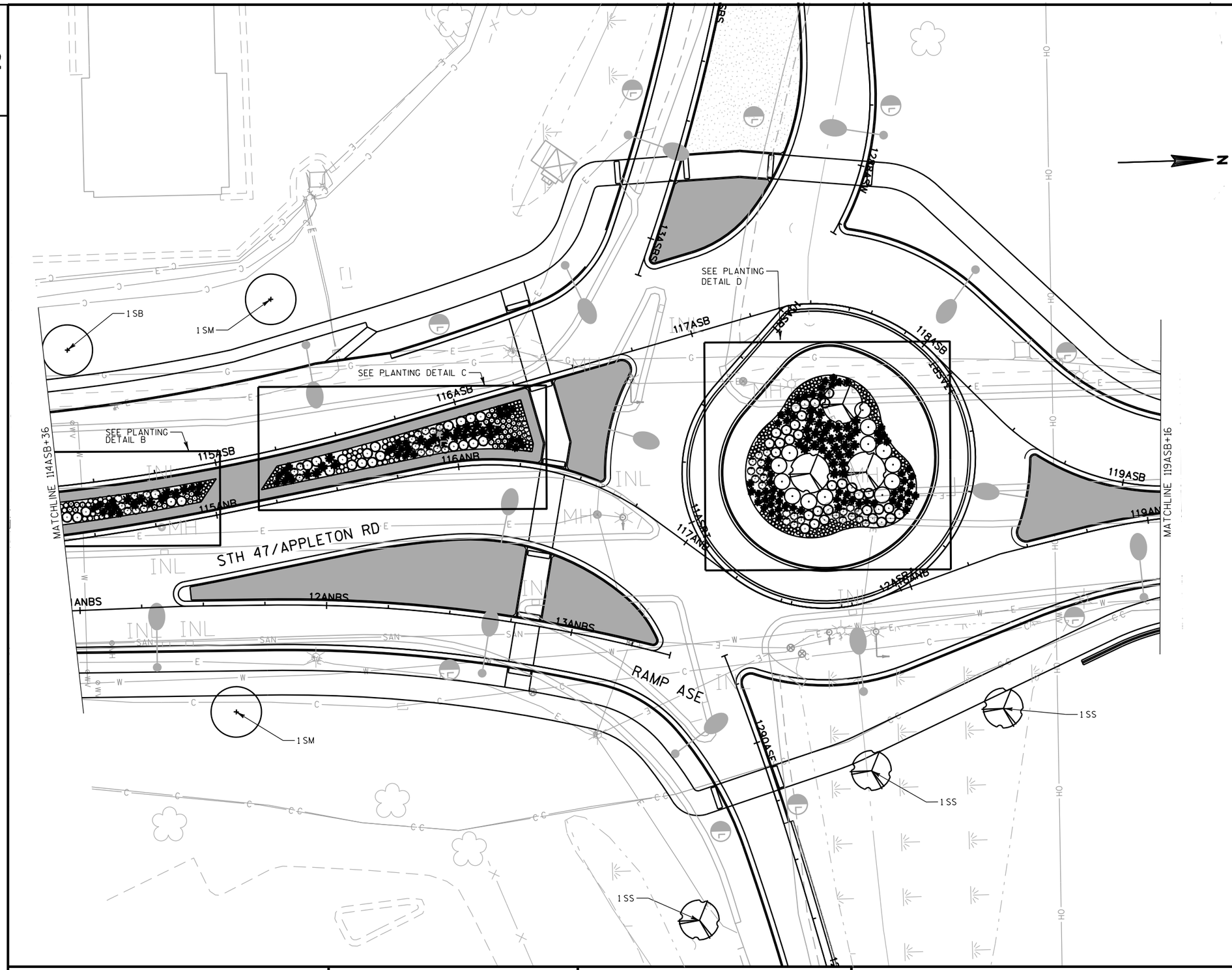
COLORED AND STAMPED CONCRETE 5-INCH

BRUSHED PATTERN

NOTE: test

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB
2. MULCH IS INCIDENTAL TO TREE PLANTING, SEE PLANT DATA CHART
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

SHEET 2 OF 13




## PLANT KEY

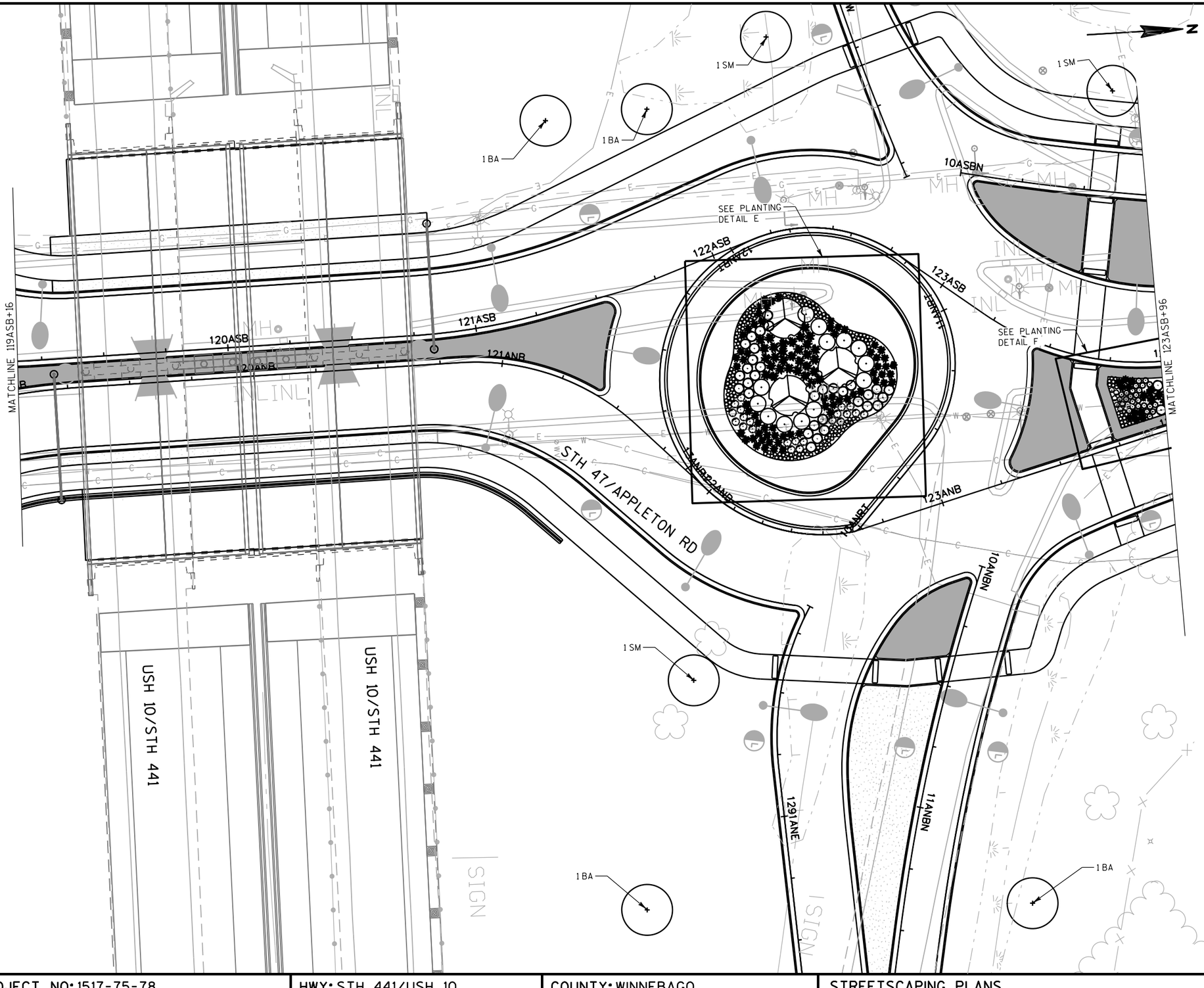
| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
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| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| | AP | ASTER, PROFESSOR KIPPENBURG |
| | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| | BMG | GRASS, BLUE MOOR |
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| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

- EXISTING TREE
- LIGHT POLE, ARM MOUNT LUMINAIRE
- COLORED AND STAMPED CONCRETE 5-INCH
- BRUSHED PATTERN

NOTE:
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SHEET 3 OF 13




## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| + | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| ⊙ | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| ○ | AP | ASTER, PROFESSOR KIPPENBURG |
| ⊙ | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
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| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

- EXISTING TREE
- LIGHT POLE, ARM MOUNT LUMINAIRE
- COLORED AND STAMPED CONCRETE 5-INCH
- BRUSHED PATTERN

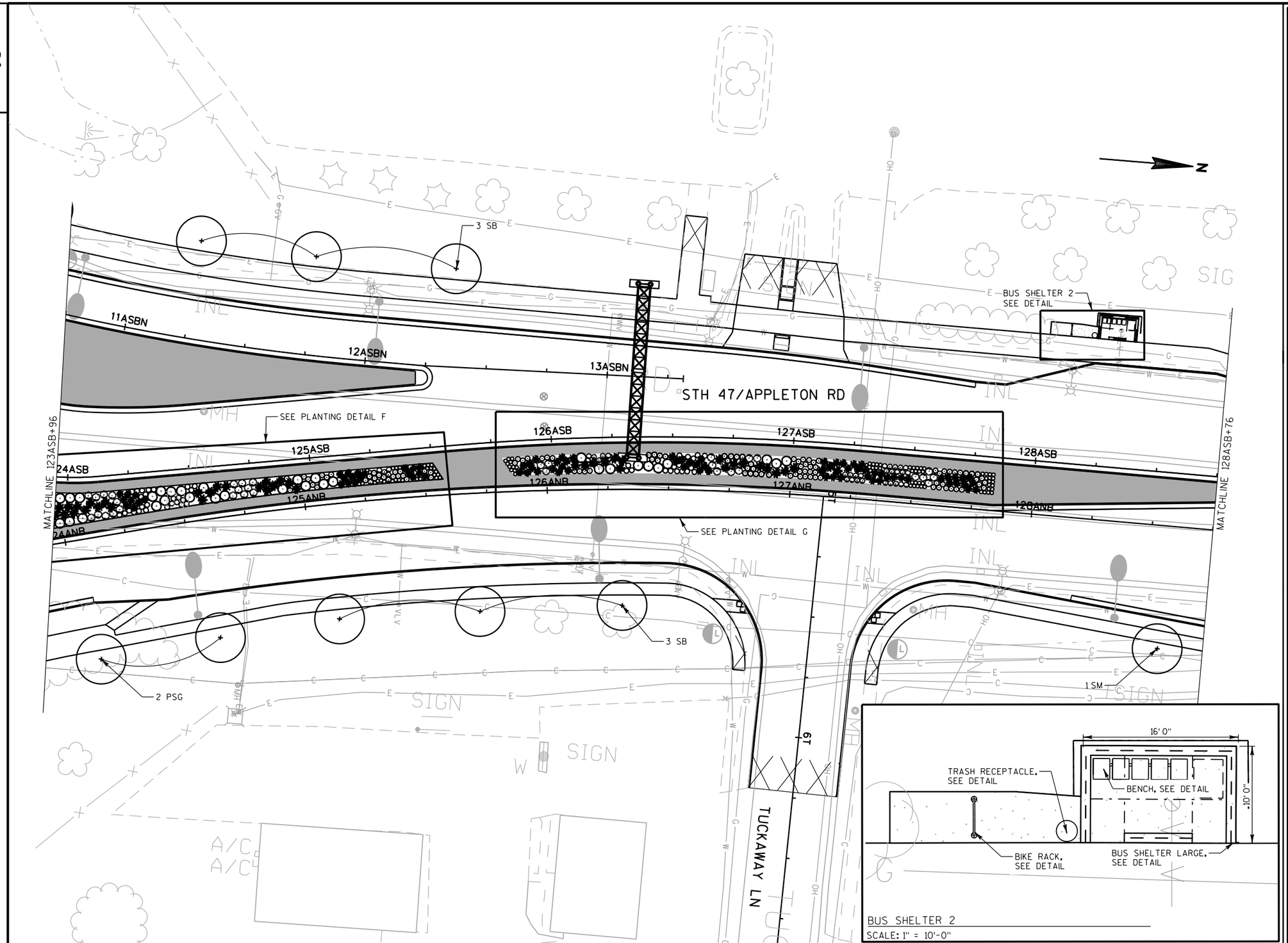
NOTE:
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SHEET 4 OF 13

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STREETSCAPING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : \\milw00\ingrproj\56537\1517-75-78_JT\t1\cds\Landscape\023104_pl.dgn PLOT DATE : 10/29/2014 6:22:59 AM PLOT BY : cstuessy PLOT NAME : $FILE$ PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42




## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| | AP | ASTER, PROFESSOR KIPPENBURG |
| | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
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| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

- EXISTING TREE
- LIGHT POLE, ARM MOUNT LUMINAIRE
- COLORED AND STAMPED CONCRETE 5-INCH
- BRUSHED PATTERN

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB
2. MULCH IS INCIDENTAL TO TREE PLANTING, SEE PLANT DATA CHART
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SHEET 5 OF 13

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STREETSCAPING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : \\milw00\ingrproj\56537\1517-75-78_JT\t1\cds\Landscape\023105_pl.dgn PLOT DATE : 10/29/2014 6:23:05 AM PLOT BY : cstuessy PLOT NAME : $FILE$ PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

MATCHLINE 128ASB+76

129ASB 130ASB 131ASB 132ASB 133ASB

129ANB 130ANB 131ANB 132ANB 133ANB

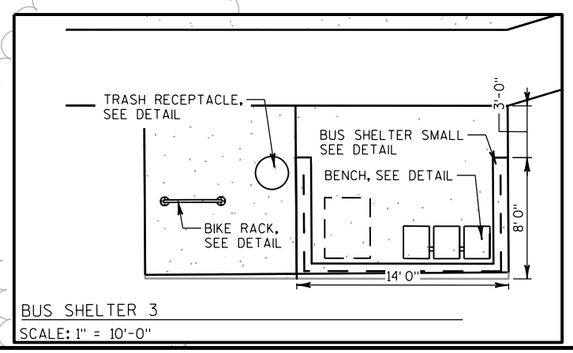
STH 47/APPLETON RD

15P 16P 17P 18P

W VALLEY RD

N

BUS SHELTER 3
SEE DETAIL




BUS SHELTER 3
SCALE: 1" = 10'-0"

## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| + | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| · | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| ° | AP | ASTER, PROFESSOR KIPPENBURG |
| ⊙ | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| ✱ | BMG | GRASS, BLUE MOOR |
| | KFG | GRASS, KARL FORESTER |
| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

EXISTING TREE

LIGHT POLE, ARM MOUNT LUMINAIRE

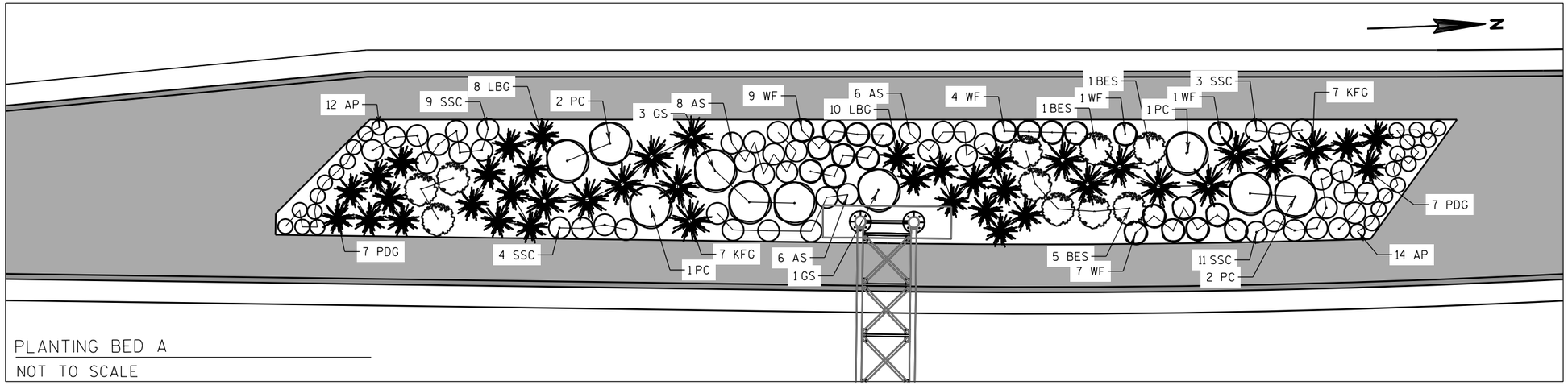
COLORED AND STAMPED CONCRETE 5-INCH

BRUSHED PATTERN

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB
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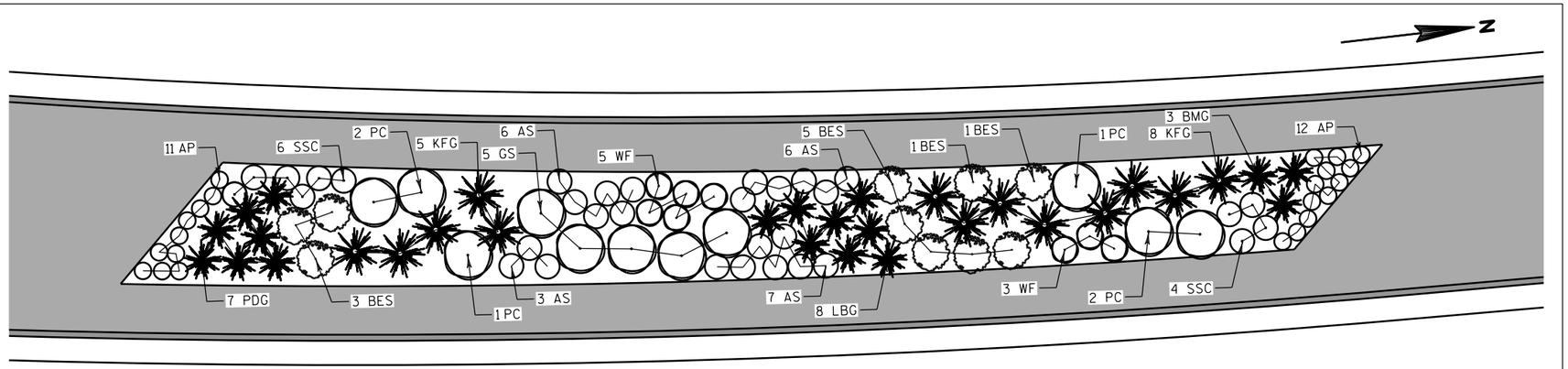
SHEET 6 OF 13

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STREETSCAPING PLANS | SHEET 144 E |
|---|---|---|---|---|



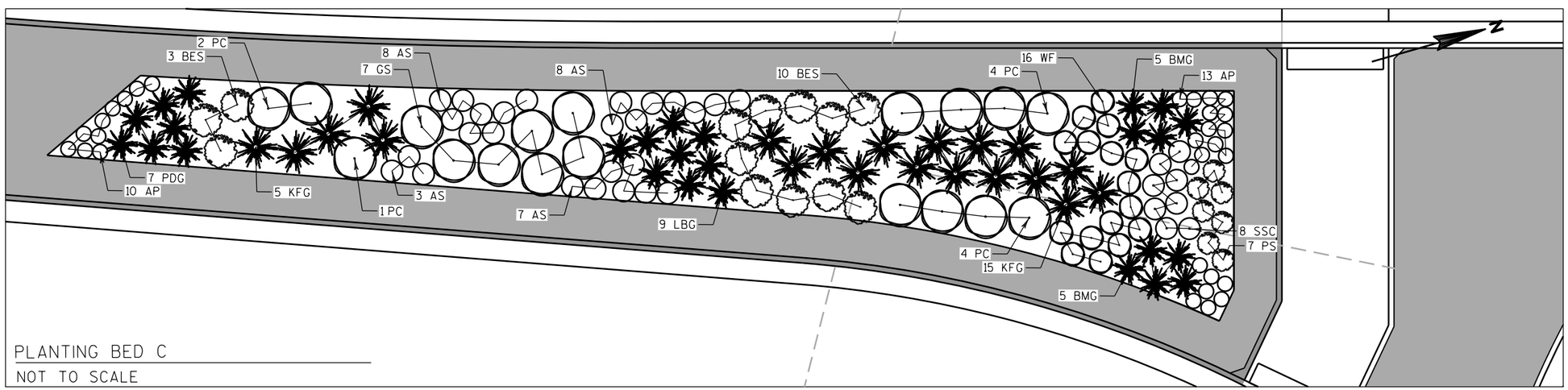

PLANTING BED A

NOT TO SCALE




PLANTING BED B

NOT TO SCALE




PLANTING BED C

NOT TO SCALE

## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| | AP | ASTER, PROFESSOR KIPPENBURG |
| | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| | BMG | GRASS, BLUE MOOR |
| | KFG | GRASS, KARL FORESTER |
| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

EXISTING TREE

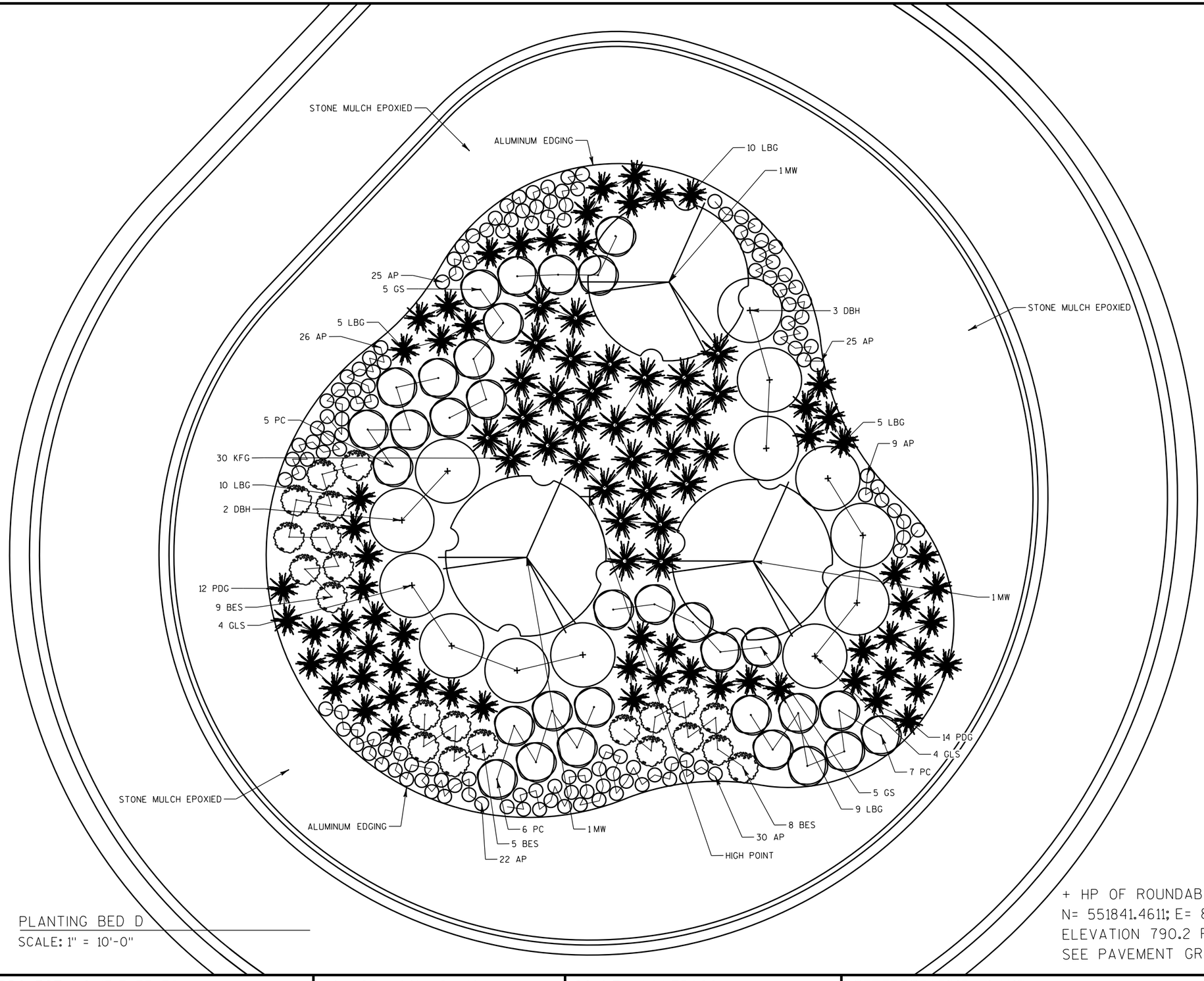
LIGHT POLE, ARM MOUNT LUMINAIRE

COLORED AND STAMPED CONCRETE 5-INCH

BRUSHED PATTERN

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB
2. MULCH IS INCIDENTAL TO TREE PLANTING, SEE PLANT DATA CHART
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

SHEET 7 OF 13




PLANTING BED D

SCALE: 1" = 10'-0"

+ HP OF ROUNDABOUT,
N= 551841.4611; E= 822902.6217
ELEVATION 790.2 FT
SEE PAVEMENT GRADES

## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| + | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
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| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| ° | AP | ASTER, PROFESSOR KIPPENBURG |
| ⊙ | PC | CONEFLOWER, PURPLE |
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| | GS | GOLDENROD, STIFF |
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| | BES | SUSAN, BLACK EYED |
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### LEGEND

EXISTING TREE

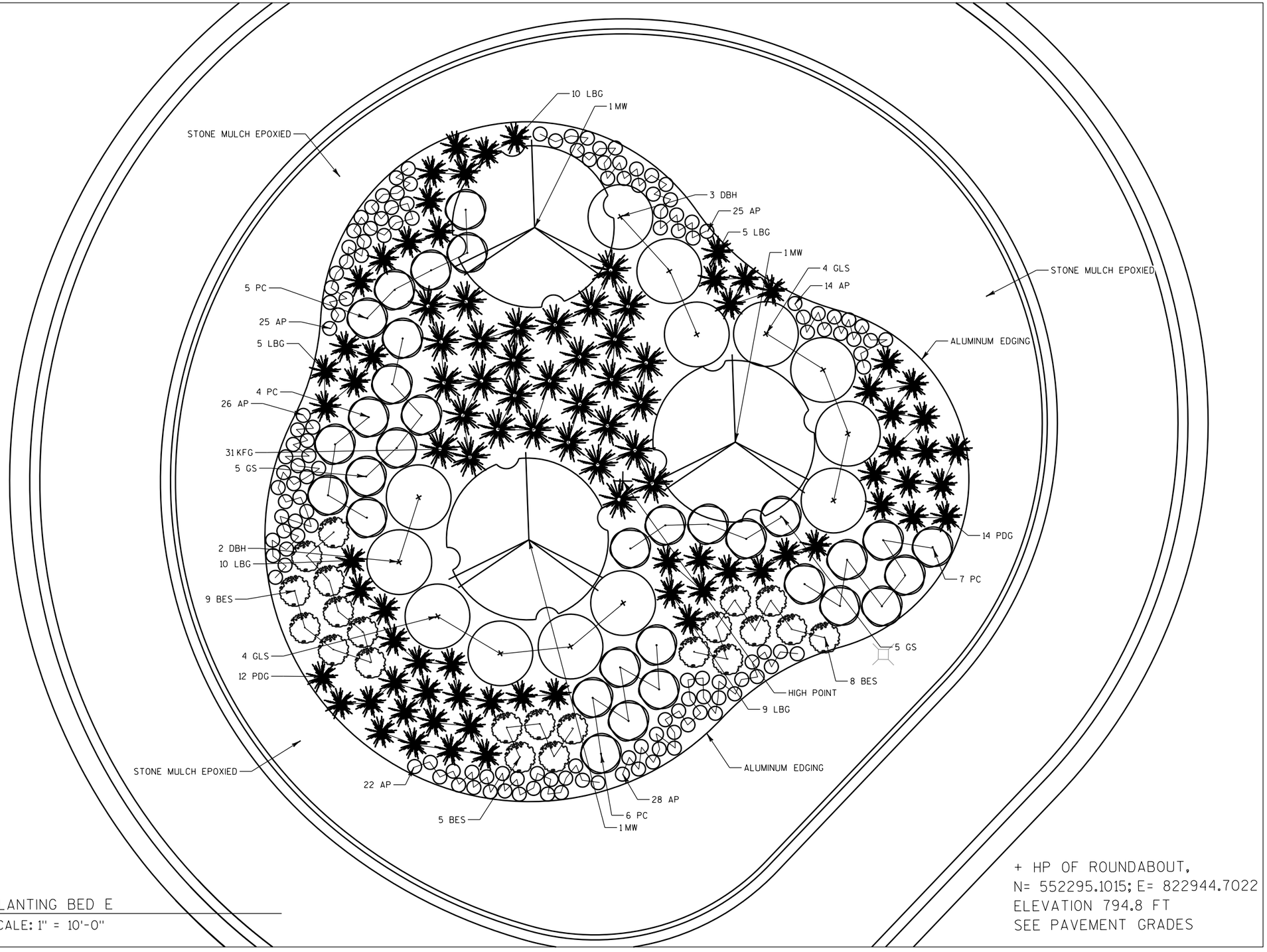
LIGHT POLE, ARM MOUNT LUMINAIRE

COLORED AND STAMPED CONCRETE 5-INCH

BRUSHED PATTERN

NOTE:
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SHEET 8 OF 13




PLANTING BED E

SCALE: 1" = 10'-0"

+ HP OF ROUNDABOUT,
N= 552295.1015; E= 822944.7022
ELEVATION 794.8 FT
SEE PAVEMENT GRADES

## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
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| | SSC | COREOPIS, 'SIENNA SUNSET' |
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## LEGEND

EXISTING TREE

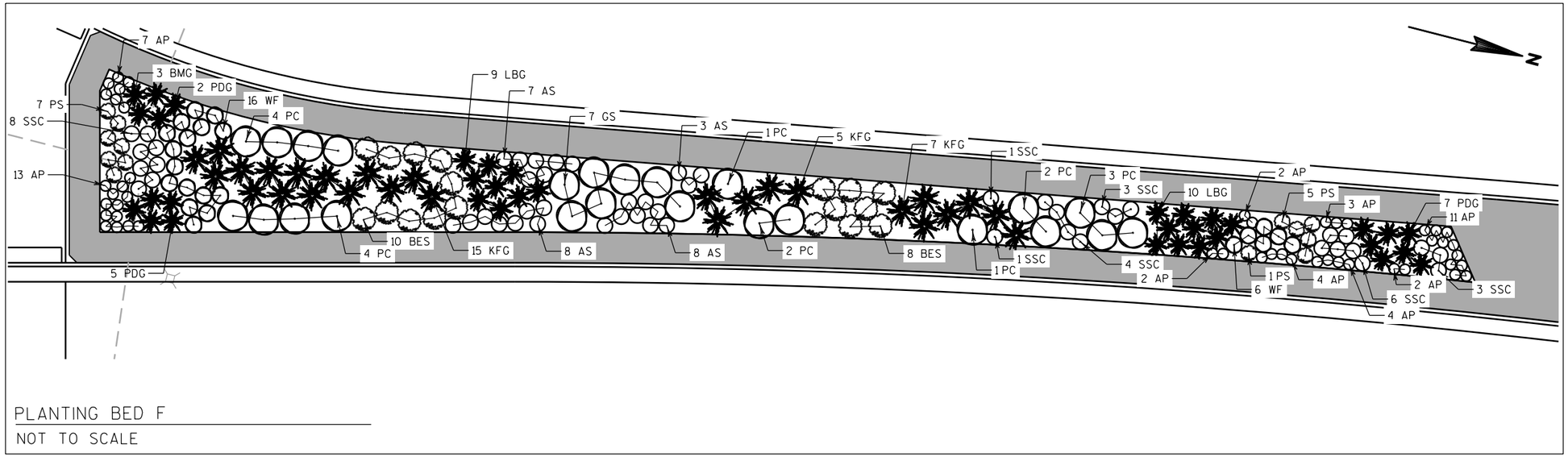
LIGHT POLE, ARM MOUNT LUMINAIRE

COLORED AND STAMPED CONCRETE 5-INCH

BRUSHED PATTERN

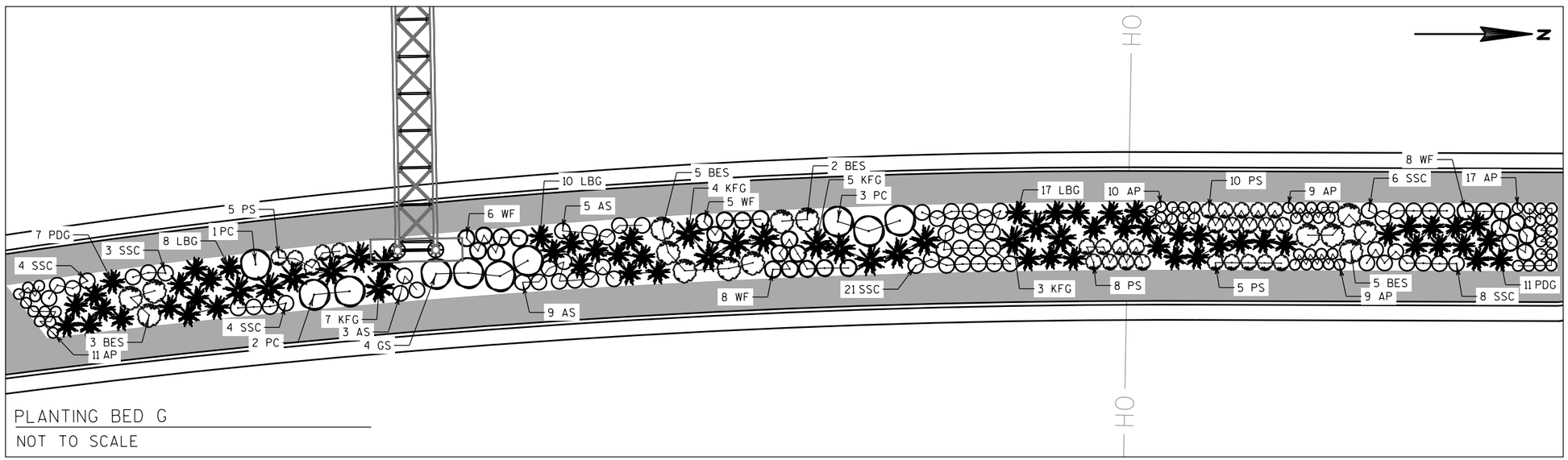
NOTE:
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SHEET 9 OF 13




PLANTING BED F

NOT TO SCALE




PLANTING BED G

NOT TO SCALE

## PLANT KEY

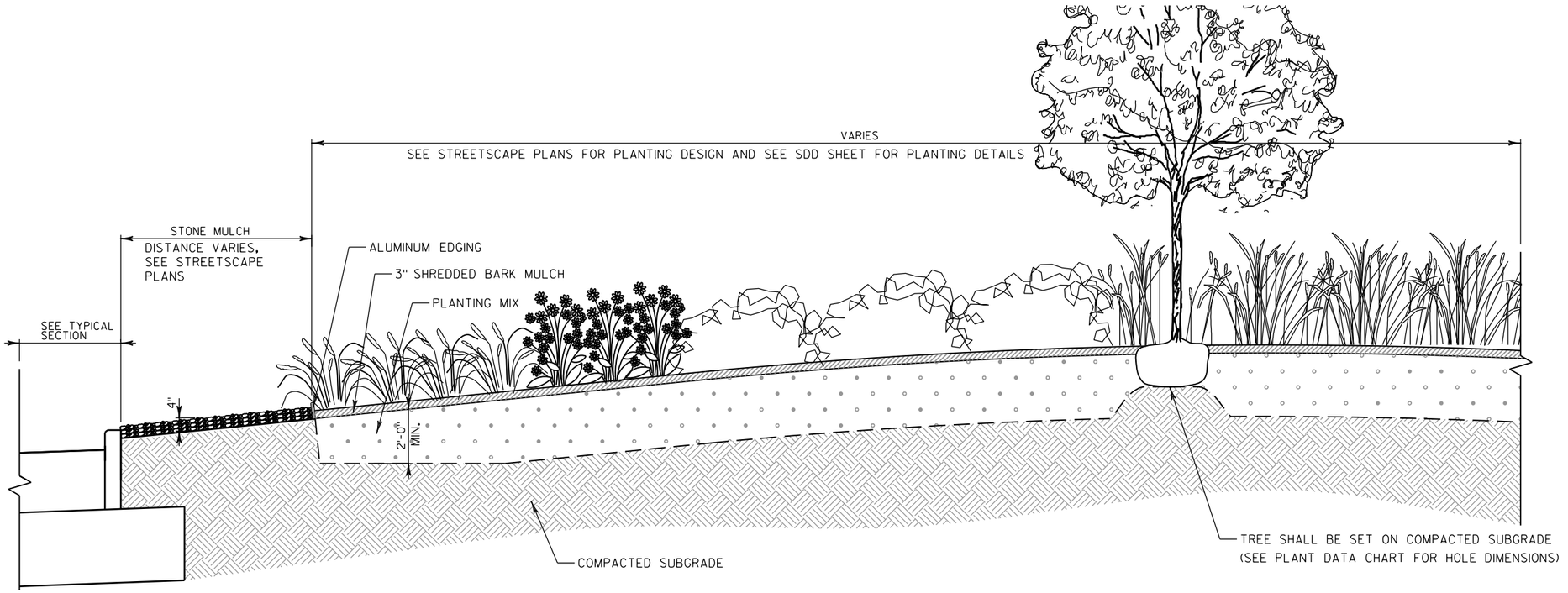
| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| | AP | ASTER, PROFESSOR KIPPENBURG |
| | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
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| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

- EXISTING TREE
- LIGHT POLE, ARM MOUNT LUMINAIRE
- COLORED AND STAMPED CONCRETE 5-INCH
- BRUSHED PATTERN

NOTE:
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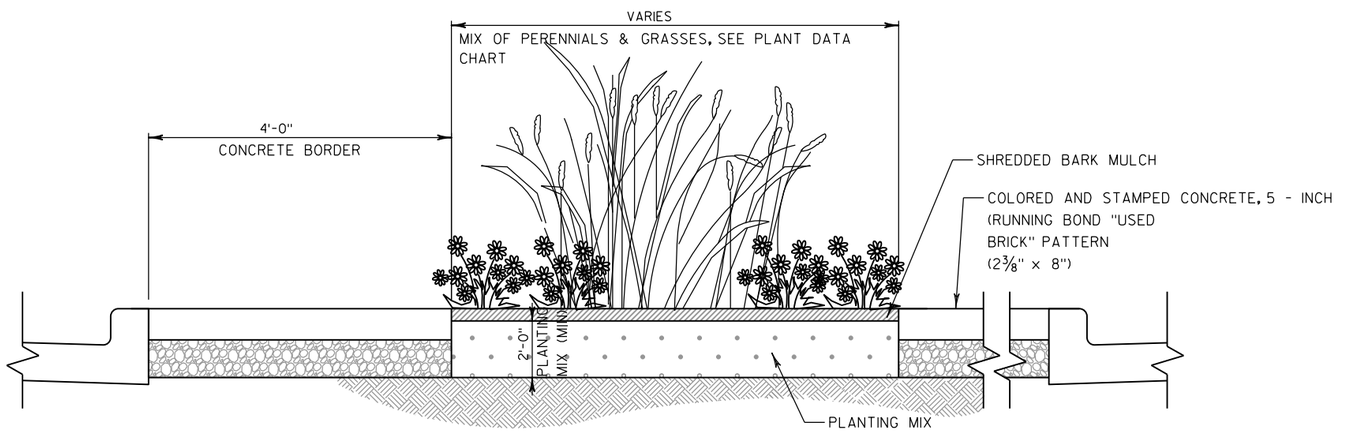
SHEET 10 OF 13




NOTE: SEE PAVEMENT GRADES FOR ROUNDABOUT HP LOCATION

ROUNDABOUT LANDSCAPE SECTION, TYPICAL

NOT TO SCALE




CROSS SECTION OF MEDIAN PLANTING BED

NOT TO SCALE

## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| + | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| ⊙ | DBH | HONEYSUCKLE, DWARF BUSH |
| ○ | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| ○ | AP | ASTER, PROFESSOR KIPPENBURG |
| ⊙ | PC | CONEFLOWER, PURPLE |
| ◐ | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| ✱ | BMG | GRASS, BLUE MOOR |
| | KFG | GRASS, KARL FORESTER |
| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

## LEGEND

EXISTING TREE

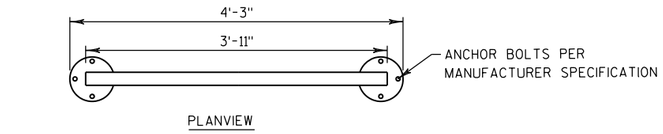
LIGHT POLE, ARM MOUNT LUMINAIRE

COLORED AND STAMPED CONCRETE 5-INCH

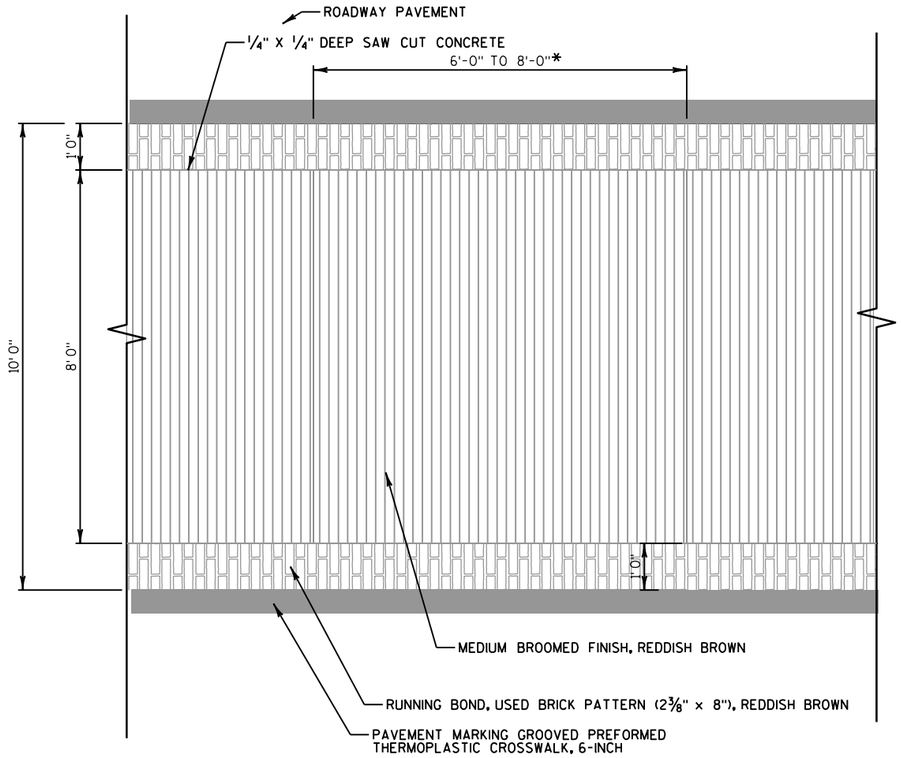
BRUSHED PATTERN

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB
2. MULCH IS INCIDENTAL TO TREE PLANTING, SEE PLANT DATA CHART
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

SHEET 11 OF 13



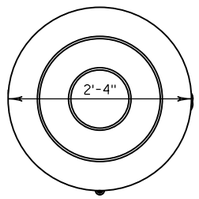

BIKE RACK

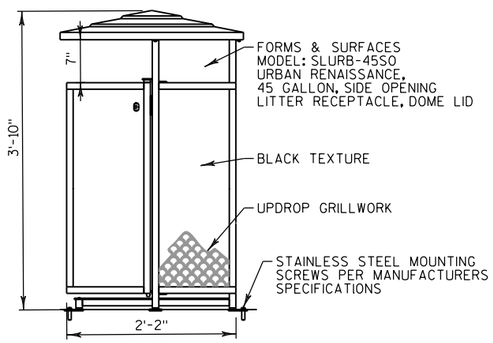



CROSSWALK (PLAN VIEW)

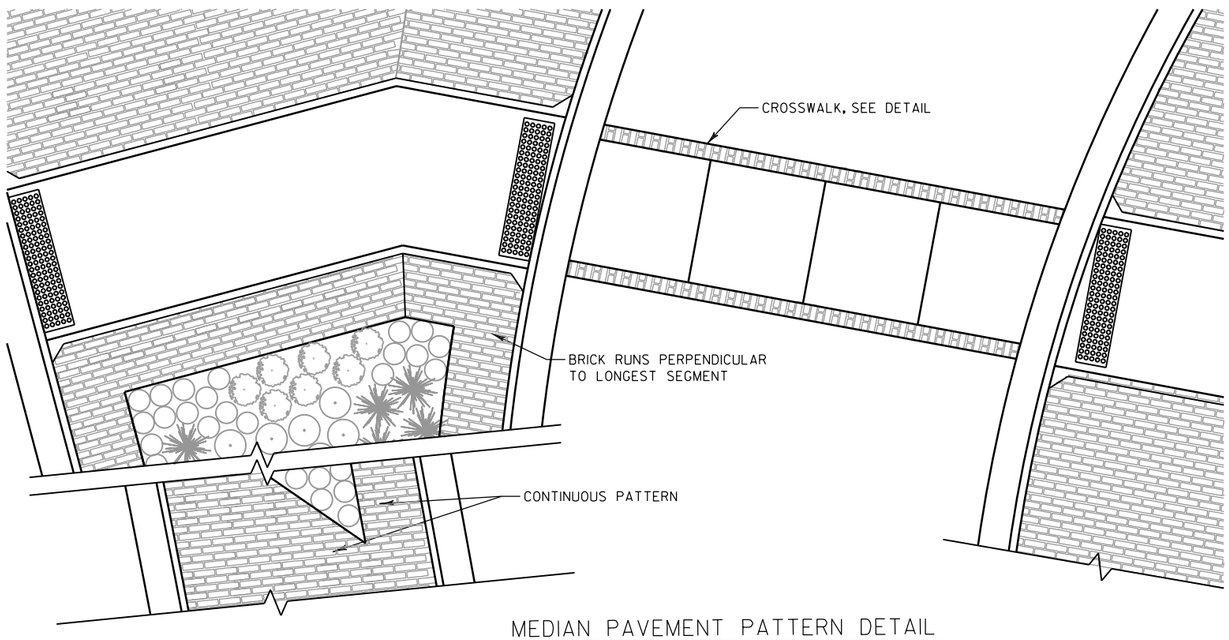
## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| | AP | ASTER, PROFESSOR KIPPENBURG |
| | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| | BMG | GRASS, BLUE MOOR |
| | KFG | GRASS, KARL FORESTER |
| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |



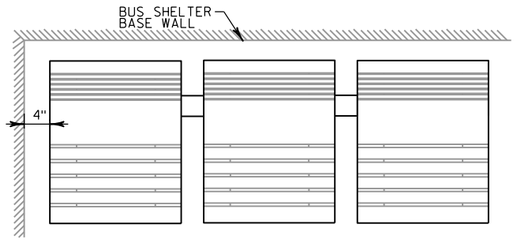




TRASH RECEPTACLE

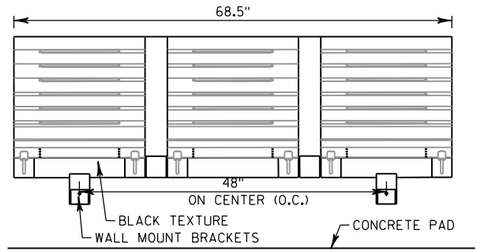



MEDIAN PAVEMENT PATTERN DETAIL

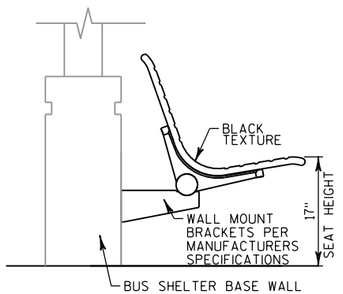
SHEET 12 OF 13




PLAN VIEW
BACKED BENCH (3) SEATS (SHOWN)




ELEVATION
BACKED BENCH (3) SEATS (SHOWN)

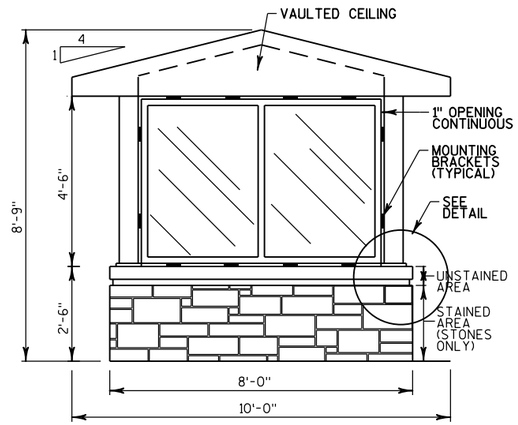



SIDE VIEW

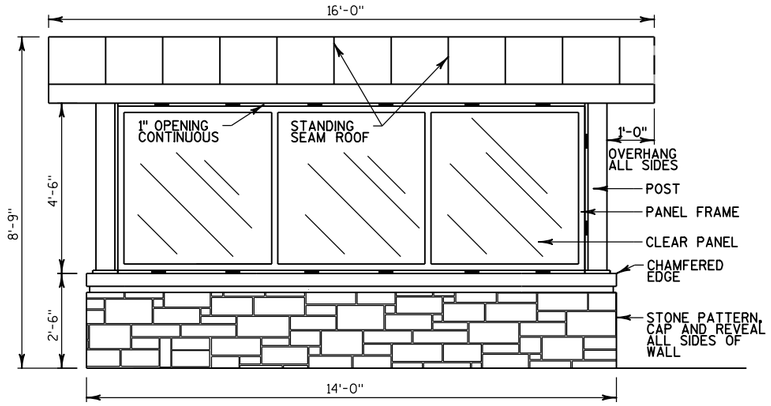
NOTE: BOTH BENCH CONFIGURATION 3 & 5 WILL BE USED. SEE BUS SHELTER DETAILS ON STREETSCAPE PLAN FOR LOCATION. SEE BELOW FOR DESCRIPTION OF MODELS.

| FORMS & SURFACES TECNO RS SEATING SYSTEM | BRACKETS | OVERALL LENGTH | MOUNTING BRACKET O.C. |
|---|---|---|---|
| Backed bench (3) seats | 2 | 68.5" | 48.0" – 2 REQUIRED |
| Backed bench (5) seats | 3 | 116.5" | 48.0" – 3 REQUIRED |

BENCH

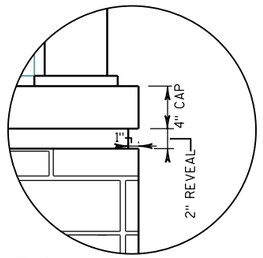



END VIEW

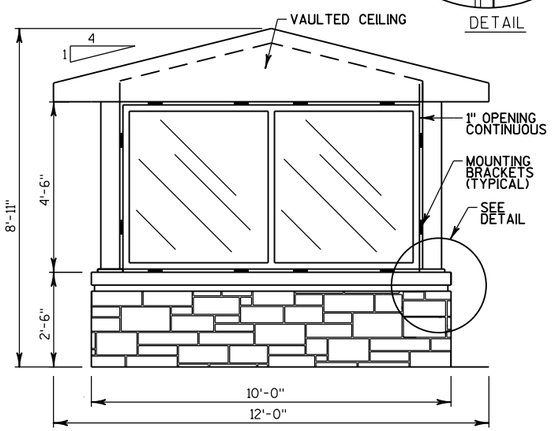



BACK ELEVATION

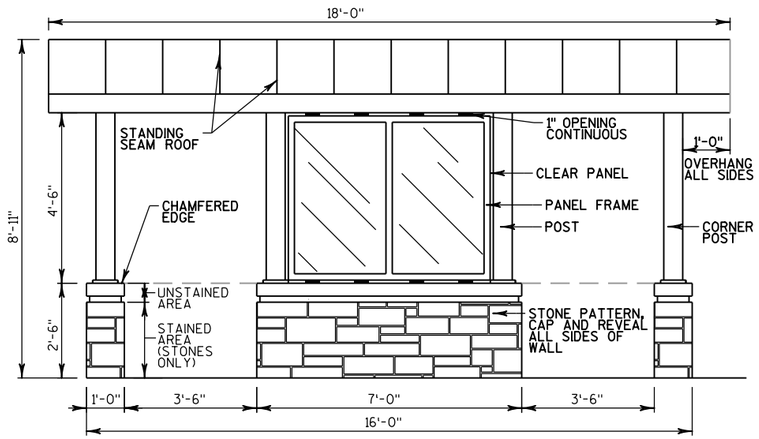
BUS SHELTER SMALL
NOT TO SCALE




DETAIL




END VIEW




FRONT ELEVATION

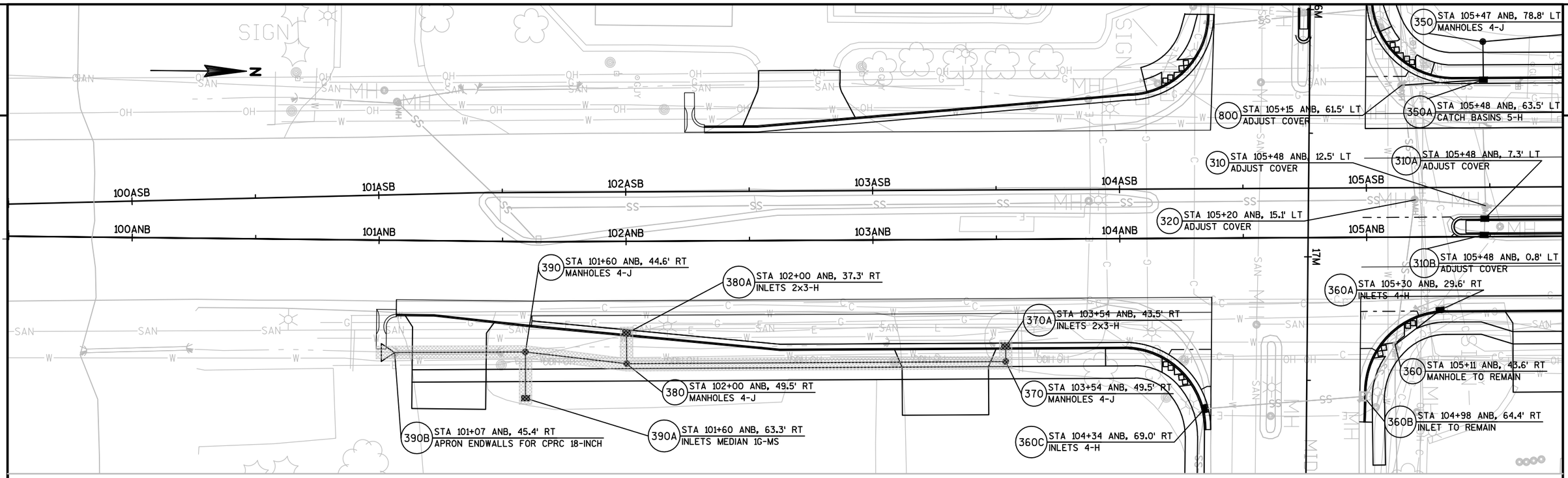
BUS SHELTER LARGE
NOT TO SCALE

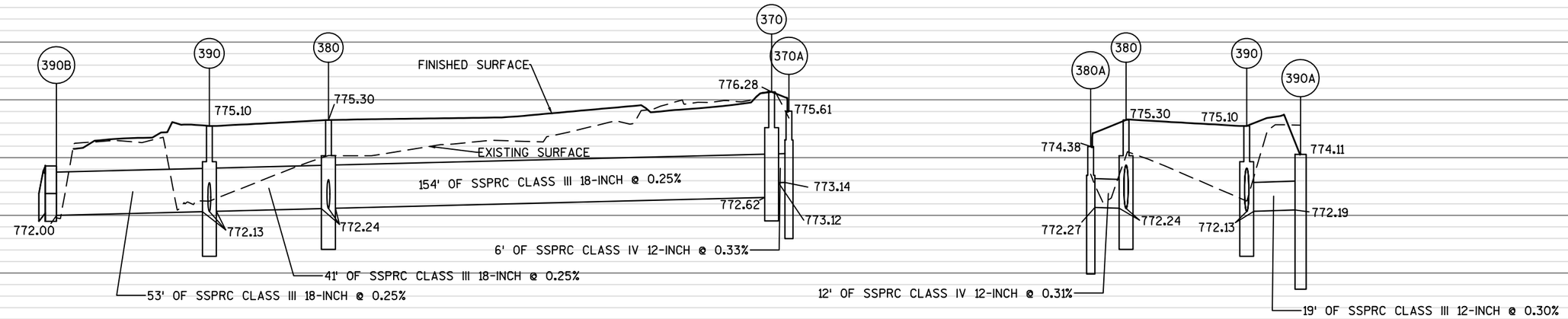
## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| **DECIDUOUS TREES (SHADE)** | | |
| | BA | ALDER, BLACK |
| | SB | BUCKEYE, SUNSET |
| | PSG | GINKGO, PRINCETON SENTRY |
| | SM | MAPLE, STATE STREET MIYABEI |
| **DECIDUOUS TREES (ORNAMENTAL)** | | |
| | SS | CRAB, 'SPRING SNOW' |
| | MW | MUSCLEWOOD |
| | AB | PEAR, AUTUMN BLAZE |
| **SHRUBS** | | |
| | DBH | HONEYSUCKLE, DWARF BUSH |
| | GLS | SUMAC, GRO LOW |
| **PERENNIALS, GRASSES & GROUNDCOVERS** | | |
| | AP | ASTER, PROFESSOR KIPPENBURG |
| | PC | CONEFLOWER, PURPLE |
| | SSC | COREOPIS, 'SIENNA SUNSET' |
| | GS | GOLDENROD, STIFF |
| | BMG | GRASS, BLUE MOOR |
| | KFG | GRASS, KARL FORESTER |
| | PDG | GRASS, PRAIRIE DROPSEED |
| | LBG | GRASS, LITTLE BLUESTEM |
| | PS | SALVIA, PERENNIAL |
| | AS | SEDUM, AUTUMN |
| | BES | SUSAN, BLACK EYED |
| | WF | YARROW, 'WALTER FUNCKE' |

SHEET 13 OF 13

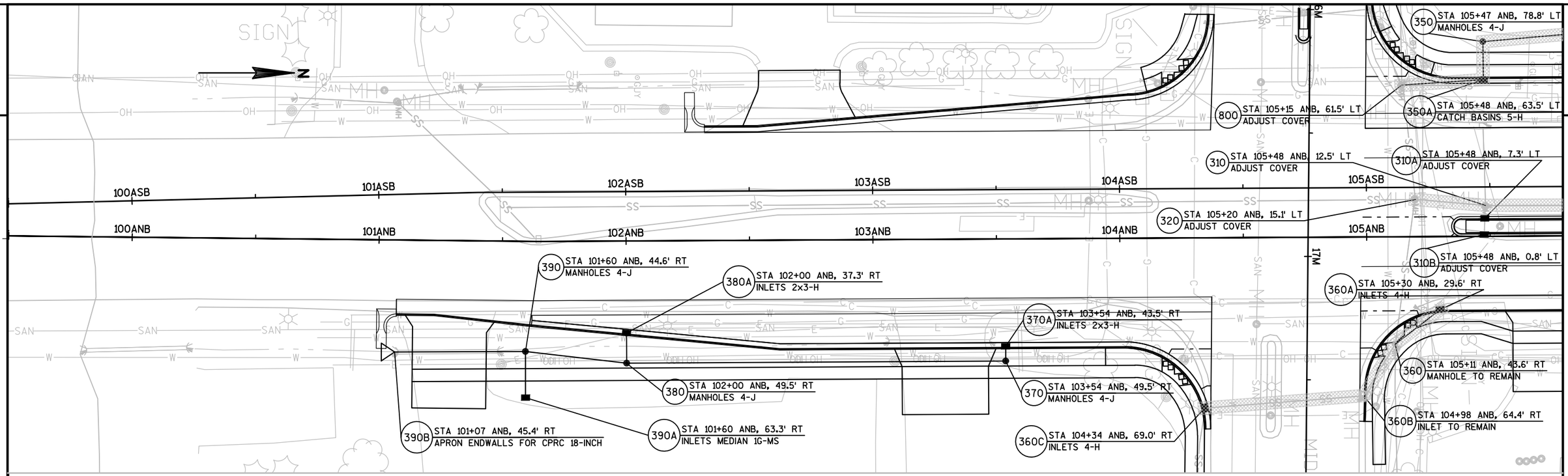
| SYM. | COMMON NAME | SCIENTIFIC NAME | AVE. MATURE HEIGHT | SIZE WHEN PLANTED | ROOT ZONE MODE | MINIMUM BALL OR POT SIZE | | MINIMUM HOLE SIZE | | BRACE OR GUY | FERT. UNITS REQ'D | RODENT PROT'CT REQ'D | MULCH RING DIAM. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | DIAM. | DEPTH | DIAM. | DEPTH | | | | |
| | **DECIDUOUS TREES (SHADE)** | | | | | | | | | | | | |
| BA | Alder, Black | Alnus glutinosa | 30' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | GUY | 4 | NO | 64" |
| SB | Buckeye, Sunset | Aesculus glabra 'J.N. Select' | 35' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | GUY | 4 | NO | 64" |
| PSG | Ginkgo, Princeton Sentry | Ginkgo biloba 'Princeton Sentry' | 40' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | GUY | 4 | NO | 64" |
| SM | Maple, State Street Miyabei | Acer miyabei 'Morton' | 40' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | GUY | 4 | NO | 64" |
| | **DECIDUOUS TREES (ORNAMENTAL)** | | | | | | | | | | | | |
| SS | Crabapple, 'Spring Snow' | Malus 'Spring Snow' | 16' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | YES | BEDLIMITS |
| MW | Musclewood, multi-stem | Carpinus caroliniana | 30' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | YES | BEDLIMITS |
| AB | Pear, Autumn Blaze | Pyrus calleryana 'Autumn Blaze' | 20' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | YES | BEDLIMITS |
| | **SHRUBS** | | | | | | | | | | | | |
| DBH | Honeysuckle, Dwarf Bush | Dervilla lonicera | 3' | 18-24" | Cont. | 10" | 6.5" | 34" | 6.5" | n/a | n/a | NO | BEDLIMITS |
| GLS | Sumac, Gro Low | Rhus aromatic 'Gro Low' | 4' | 18-24" | Cont. | 10" | 6.5" | 34" | 6.5" | n/a | n/a | NO | BEDLIMITS |
| | **PERENNIALS, GRASSES & GROUNDCOVERS** | | | | | | | | | | | | |
| AP | Aster, Professor Kippenburg | Aster nov-beligii 'Professor Kippenburg' | 1'-5" | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| PC | Coneflower, Purple | Echinacea purpurea | 4' | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| SSC | Coreopis, 'Sienna Sunset' | Coreopis, 'Sienna Sunset' | 16" | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| GS | Goldenrod, Stiff | Solidago rigida | 3' | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| BMG | Grass, Blue Moor | Sesleria caerulea | 1' | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| KFG | Grass, Karl Forester Reed | Calamagrostis x acutiflora 'Karl Foerster' | 4' | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| PDG | Grass, Prairie Dropseed | Sporobolus heterolepis | 2' | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| LBG | Grass, Little bluestem | Schizachryium scoparium 'Carousel' | 1'-5" | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| PS | Salvia, East Friesland | Salvia nemorosa 'East Friesland' | 14" | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| AS | Sedum, Autumn Joy | Sedum x 'Autumn Joy' | | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| BES | Susan, Black Eyed | Rudbeckia hirta | 3' | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |
| WF | Yarrow, 'Walter Funcke' | Achillea 'Walter Funcke' | 14" | #1 | Cont. | 9" | 6" | 18" | 6" | n/a | n/a | NO | BEDLIMITS |

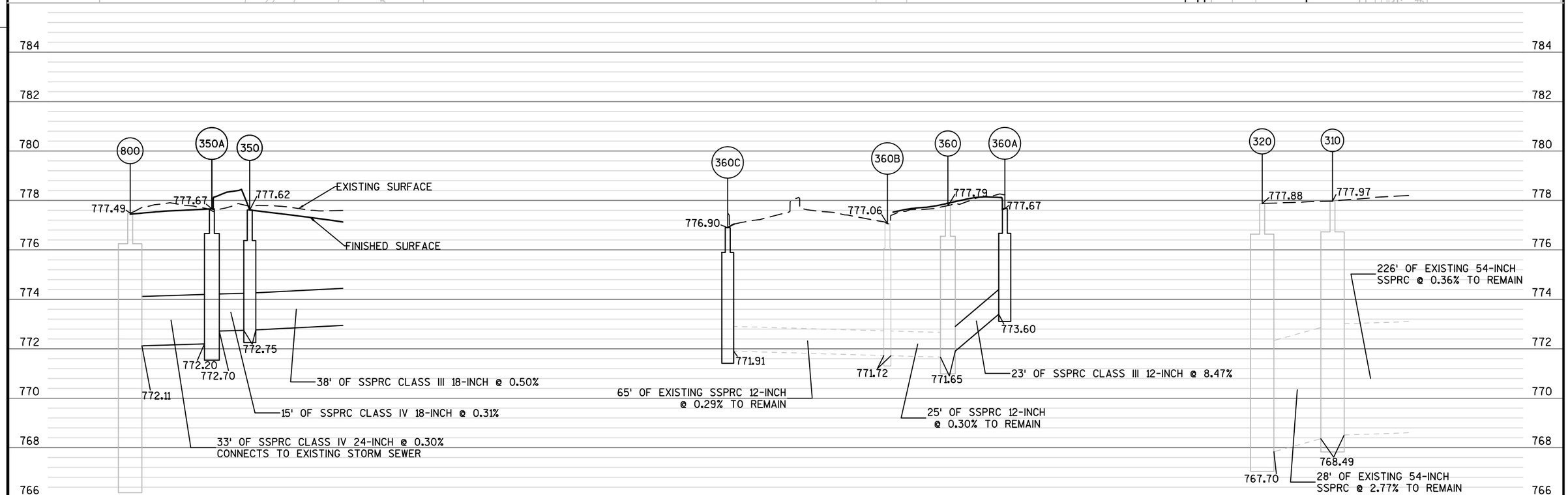



| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 153 | E |
|---|---|---|---|---|---|

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022051_SS - 022501_SS
PLOT DATE : 1/6/2015 9:25 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 77.256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 154 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\DESIGN\PIPENETWORKS\15177573_SS_PIPENETWORK.DWG
022051_SS - 022501A_SS
PLOT DATE : 1/6/2015 9:26 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF WISDOT/CADDS SHEET 41

2

340 STA 108+29 ANB, 70.8' LT
MANHOLES 4-J

700B STA 109+69 ANB, 90.1' LT
ADJUST COVER

700A STA 110+23 ANB, 89.9' LT
ADJUST COVER

280A STA 110+68 ANB, 50.5' LT
INLETS 2x3-H

PRIVATE LATERAL
TIE INTO PROPOSED STRUCTURE

340D STA 105+85 ANB, 82.0' LT
INLETS MEDIAN 1G-MS

340C STA 106+90 ANB, 80.7' LT
INLETS MEDIAN 1G-MS

340B STA 108+28 ANB, 55.1' LT
INLETS 2X3-H

340A STA 108+65 ANB, 72.5' LT
INLETS MEDIAN 1G-MS

CC2 STA 110+67 ANB, 45.3' LT
CONCRETE COLLAR

270A STA 111+95 ANB, 14.1' LT
INLETS 4-H

290 STA 110+16 ANB, 11.7' LT
ADJUST COVER

300D STA 107+75 ANB, 16.4' LT
ADJUST COVER

300 STA 107+74 ANB, 12.0' LT
ADJUST COVER

280 STA 110+58 ANB, 11.7' LT
ADJUST COVER

280B STA 110+58 ANB, 8.1' LT
ADJUST COVER

106ASB 107ASB 108ASB 109ASB 110ASB 111ASB 112ASB

106ANB 107ANB 108ANB 109ANB 110ANB 111ANB 112ANB

STH 47/APPLETON RD

CC5 STA 110+44 ANB, 4.9' LT
CONCRETE COLLAR

290A STA 110+44 ANB, 8.2' LT
INLETS 2x3-H

270 STA 111+96 ANB, 7.1' LT
MANHOLES 8-J

300E STA 107+74 ANB, 7.7' LT
ADJUST COVER

CC3 STA 110+59 ANB, 25.8' RT
CONCRETE COLLAR

290B STA 110+44 ANB, 0.5' RT
ADJUST COVER

270B STA 111+96 ANB, 1.5' LT
INLETS 2x3-H

CC4 STA 107+74 ANB, 27.1' RT
CONCRETE COLLAR

300A STA 107+74 ANB, 29.5' RT
INLETS 4-H

290C STA 110+61 ANB, 29.5' RT
INLETS 4-H

270C STA 111+96 ANB, 29.5' RT
INLETS 4-H

300B STA 107+44 ANB, 53.4' RT
INLET TO REMAIN

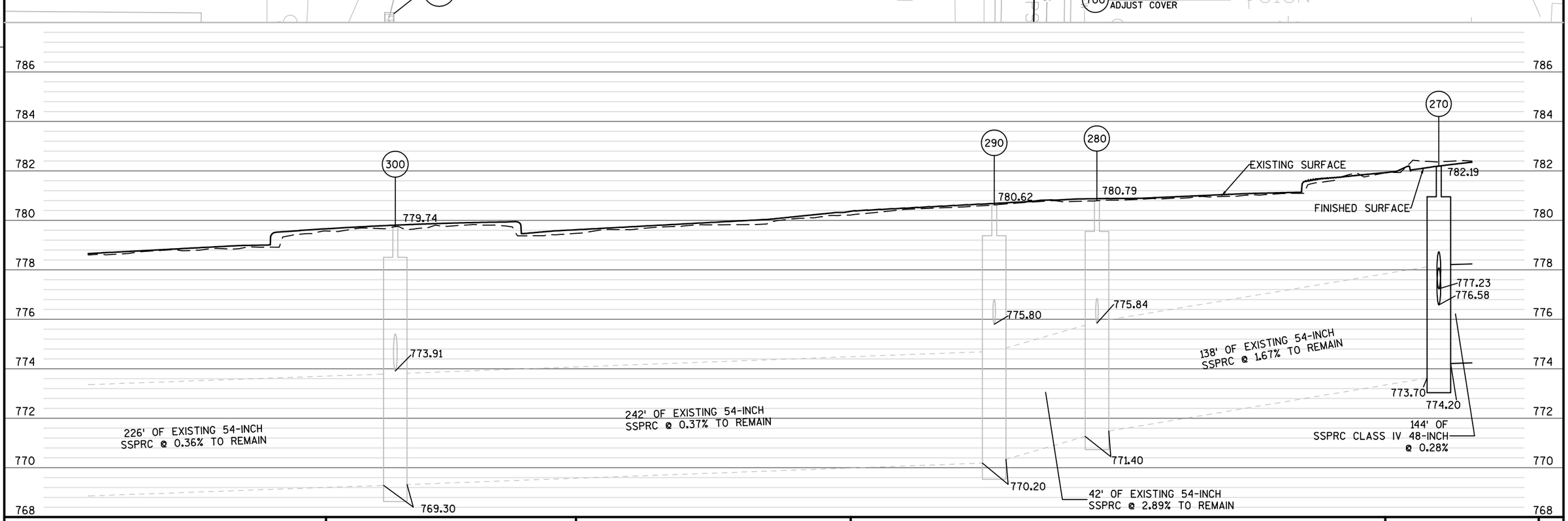
700C STA 110+10 ANB, 67.6' RT
ADJUST COVER

270D STA 112+05 ANB, 50.8' RT
INLET TO REMAIN

300C STA 107+34 ANB, 92.8' RT
INLET TO REMAIN

700D STA 109+81 ANB, 68.5' RT
ADJUST COVER

700 STA 110+01 ANB, 67.5' RT
ADJUST COVER




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 155 | E |
|---|---|---|---|---|---|

2

340 STA 108+29 ANB, 70.8' LT
MANHOLES 4-J

700B STA 109+69 ANB, 90.1' LT
ADJUST COVER

700A STA 110+23 ANB, 89.9' LT
ADJUST COVER

280A STA 110+68 ANB, 50.5' LT
INLETS 2x3-H

PRIVATE LATERAL
TIE INTO PROPOSED STRUCTURE

340D STA 105+85 ANB, 82.0' LT
INLETS MEDIAN 1G-MS

340C STA 106+90 ANB, 80.7' LT
INLETS MEDIAN 1G-MS

340B STA 108+28 ANB, 55.1' LT
INLETS 2X3-H

340A STA 108+65 ANB, 72.5' LT
INLETS MEDIAN 1G-MS

CC2 STA 110+67 ANB, 45.3' LT
CONCRETE COLLAR

270A STA 111+95 ANB, 14.1' LT
INLETS 4-H

290 STA 110+16 ANB, 11.7' LT
ADJUST COVER

280 STA 110+58 ANB, 11.7' LT
ADJUST COVER

280B STA 110+58 ANB, 8.1' LT
ADJUST COVER

300D STA 107+75 ANB, 16.4' LT
ADJUST COVER

300 STA 107+74 ANB, 12.0' LT
ADJUST COVER

106ASB 107ASB 108ASB 109ASB 110ASB 111ASB 112ASB

106ANB 107ANB 108ANB 109ANB 110ANB 111ANB 112ANB

STH 47/APPLETON RD

CC5 STA 110+44 ANB, 4.9' LT
CONCRETE COLLAR

290A STA 110+44 ANB, 8.2' LT
INLETS 2x3-H

270 STA 111+96 ANB, 7.1' LT
MANHOLES 8-J

300E STA 107+74 ANB, 7.7' LT
ADJUST COVER

CC4 STA 107+74 ANB, 27.1' RT
CONCRETE COLLAR

CC3 STA 110+59 ANB, 25.8' RT
CONCRETE COLLAR

290B STA 110+44 ANB, 0.5' RT
ADJUST COVER

270B STA 111+96 ANB, 1.5' LT
INLETS 2x3-H

300A STA 107+74 ANB, 29.5' RT
INLETS 4-H

290C STA 110+61 ANB, 29.5' RT
INLETS 4-H

270C STA 111+96 ANB, 29.5' RT
INLETS 4-H

300B STA 107+44 ANB, 53.4' RT
INLET TO REMAIN

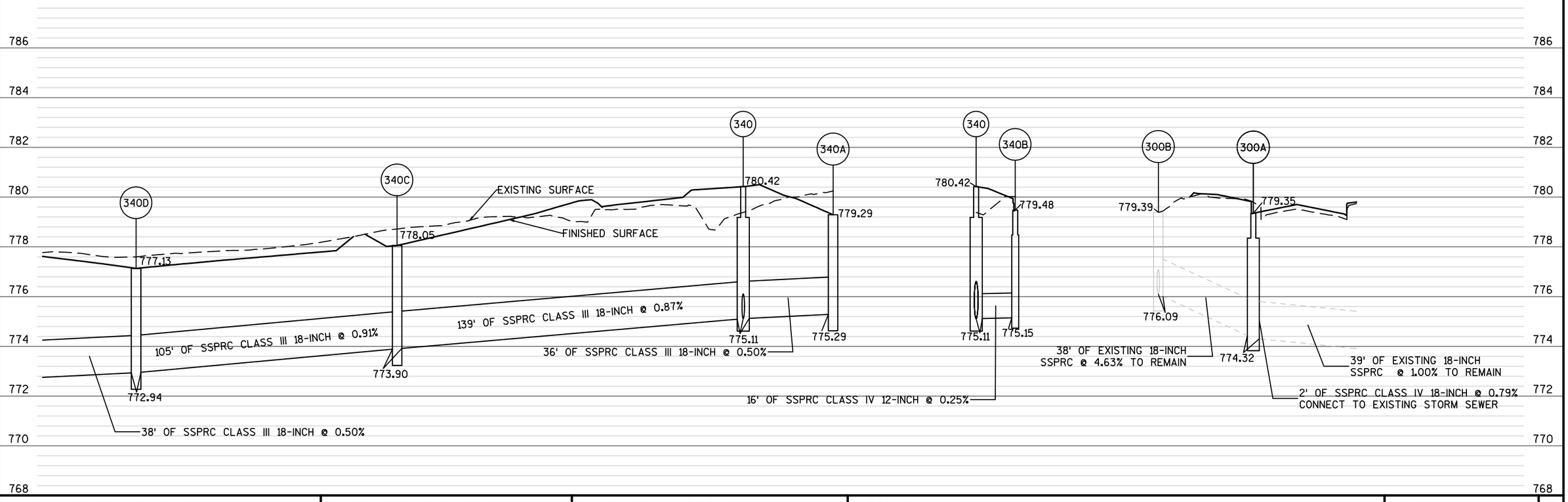
700C STA 110+10 ANB, 67.6' RT
ADJUST COVER

270D STA 112+05 ANB, 50.8' RT
INLET TO REMAIN

300C STA 107+34 ANB, 92.8' RT
INLET TO REMAIN

700D STA 109+81 ANB, 68.5' RT
ADJUST COVER

700 STA 110+01 ANB, 67.5' RT
ADJUST COVER




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 156 | E |
|---|---|---|---|---|---|

2

340 STA 108+29 ANB, 70.8' LT
MANHOLES 4-J

700B STA 109+69 ANB, 90.1' LT
ADJUST COVER

700A STA 110+23 ANB, 89.9' LT
ADJUST COVER

280A STA 110+68 ANB, 50.5' LT
INLETS 2x3-H

PRIVATE LATERAL
TIE INTO PROPOSED STRUCTURE

340D STA 105+85 ANB, 82.0' LT
INLETS MEDIAN 1G-MS

340C STA 106+90 ANB, 80.7' LT
INLETS MEDIAN 1G-MS

340B STA 108+28 ANB, 55.1' LT
INLETS 2X3-H

340A STA 108+65 ANB, 72.5' LT
INLETS MEDIAN 1G-MS

CC2 STA 110+67 ANB, 45.3' LT
CONCRETE COLLAR

270A STA 111+95 ANB, 14.1' LT
INLETS 4-H

290 STA 110+16 ANB, 11.7' LT
ADJUST COVER

280 STA 110+58 ANB, 11.7' LT
ADJUST COVER

280B STA 110+58 ANB, 8.1' LT
ADJUST COVER

300D STA 107+75 ANB, 16.4' LT
ADJUST COVER

300 STA 107+74 ANB, 12.0' LT
ADJUST COVER

106ASB 107ASB 108ASB 109ASB 110ASB 111ASB 112ASB

106ANB 107ANB 108ANB 109ANB 110ANB 111ANB 112ANB

STH 47/APPLETON RD

CC5 STA 110+44 ANB, 4.9' LT
CONCRETE COLLAR

290A STA 110+44 ANB, 8.2' LT
INLETS 2x3-H

270 STA 111+96 ANB, 7.1' LT
MANHOLES 8-J

300E STA 107+74 ANB, 7.7' LT
ADJUST COVER

CC4 STA 107+74 ANB, 27.1' RT
CONCRETE COLLAR

CC3 STA 110+59 ANB, 25.8' RT
CONCRETE COLLAR

290B STA 110+44 ANB, 0.5' RT
ADJUST COVER

270B STA 111+96 ANB, 1.5' LT
INLETS 2x3-H

300A STA 107+74 ANB, 29.5' RT
INLETS 4-H

270C STA 111+96 ANB, 29.5' RT
INLETS 4-H

290C STA 110+61 ANB, 29.5' RT
INLETS 4-H

300B STA 107+44 ANB, 53.4' RT
INLET TO REMAIN

700C STA 110+10 ANB, 67.6' RT
ADJUST COVER

270D STA 112+05 ANB, 50.8' RT
INLET TO REMAIN

300C STA 107+34 ANB, 92.8' RT
INLET TO REMAIN

700D STA 109+81 ANB, 68.5' RT
ADJUST COVER

700 STA 110+01 ANB, 67.5' RT
ADJUST COVER

786 784 782 780 778 776 774 772 770 768

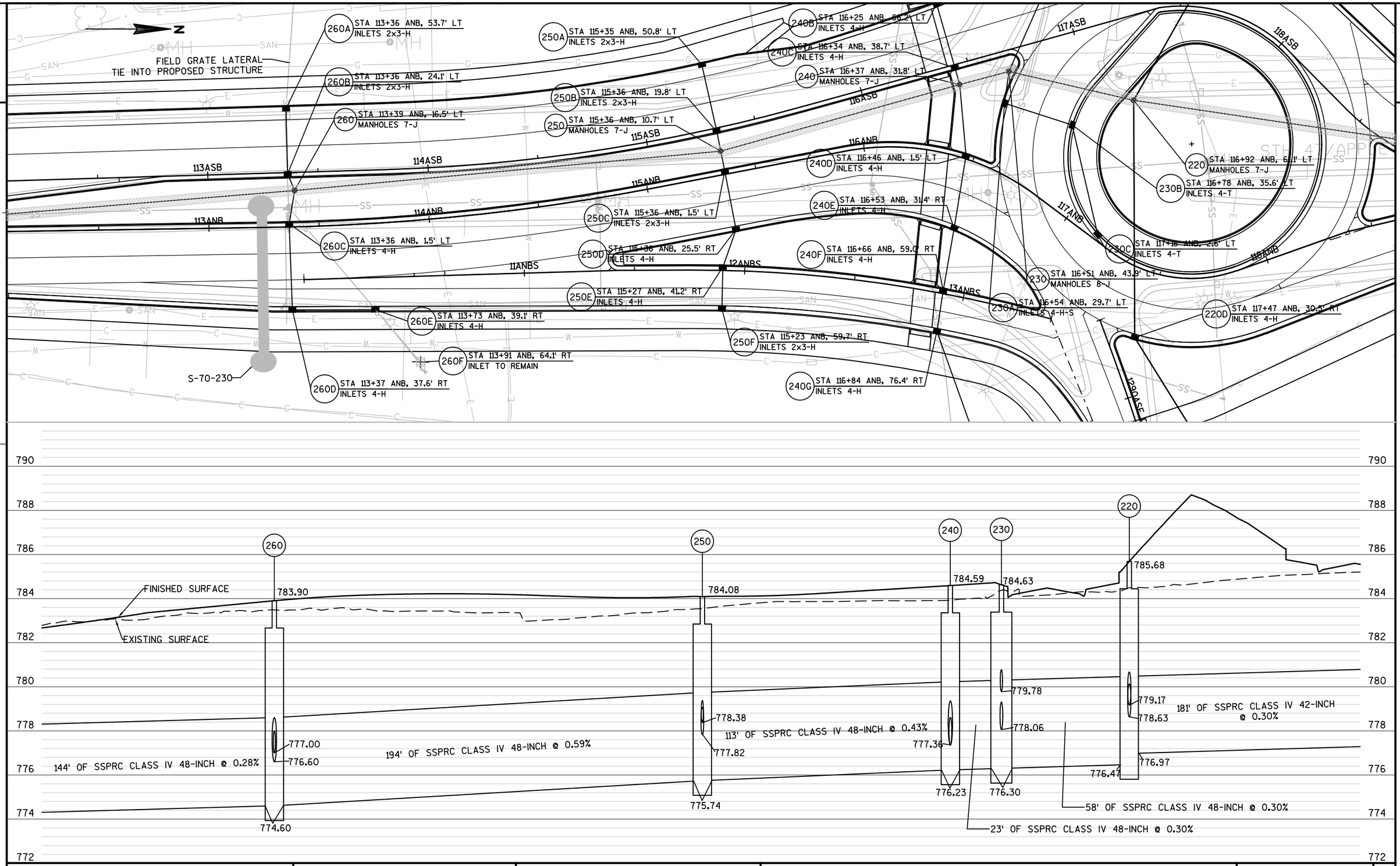
290A 780.78 776.62
3' OF SSPRC CLASS III 12-INCH @ 3.70%
CONNECT TO EXISTING STORM SEWER

290C FINISHED SURFACE 780.92 EXISTING SURFACE 777.39
5' OF SSPRC CLASS IV 12-INCH @ 3.23%
CONNECT TO EXISTING STORM SEWER

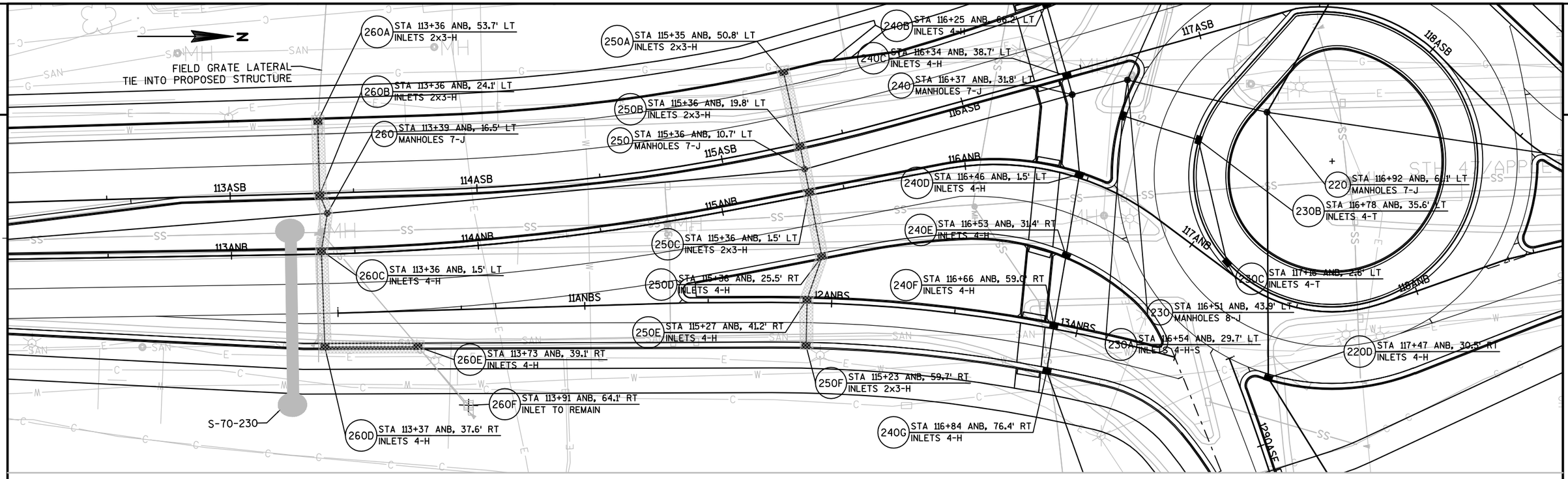
280A 780.95 777.16
5' OF SSPRC CLASS IV 12-INCH @ 3.30%
CONNECT TO EXISTING STORM SEWER

270 270A 270B 270C 270D
782.19 781.58 781.67 781.66 781.42
7' OF SSPRC CLASS IV 18-INCH @ 0.57%
776.62 776.58 777.25 777.23 777.41 778.62
23' OF EXISTING 18-INCH
SSPRC @ 5.21% TO REMAIN
31' OF SSPRC CLASS IV 18-INCH @ 0.52%
774.20 773.70
6' OF SSPRC CLASS IV 18-INCH @ 0.36%

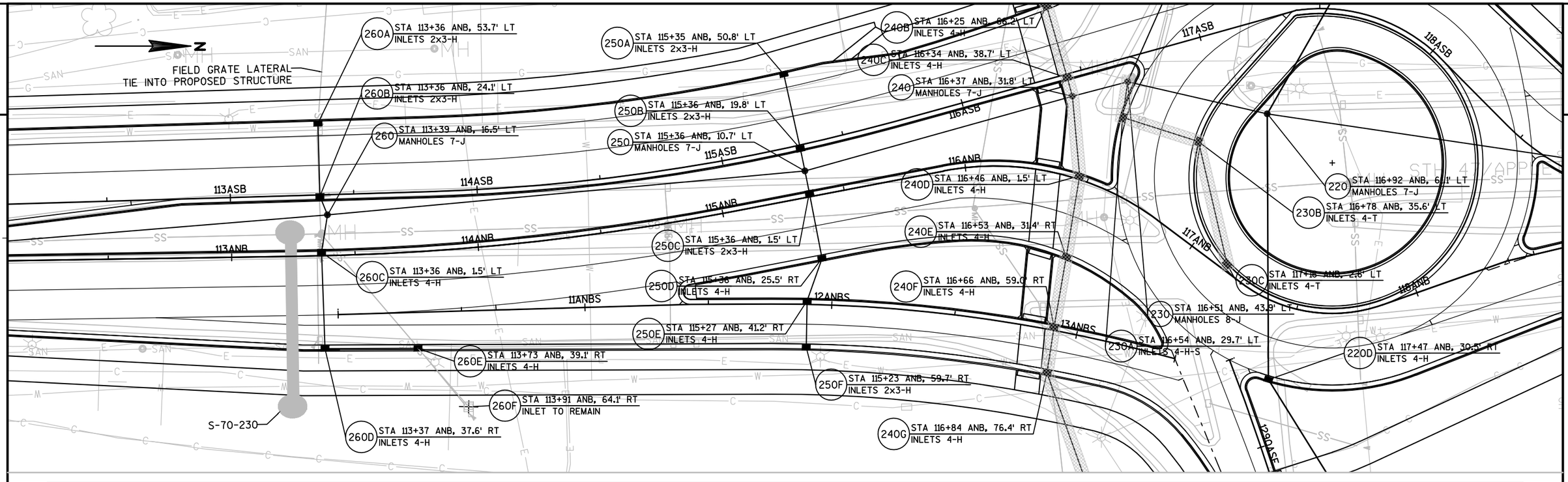
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 157 | E |
|---|---|---|---|---|---|

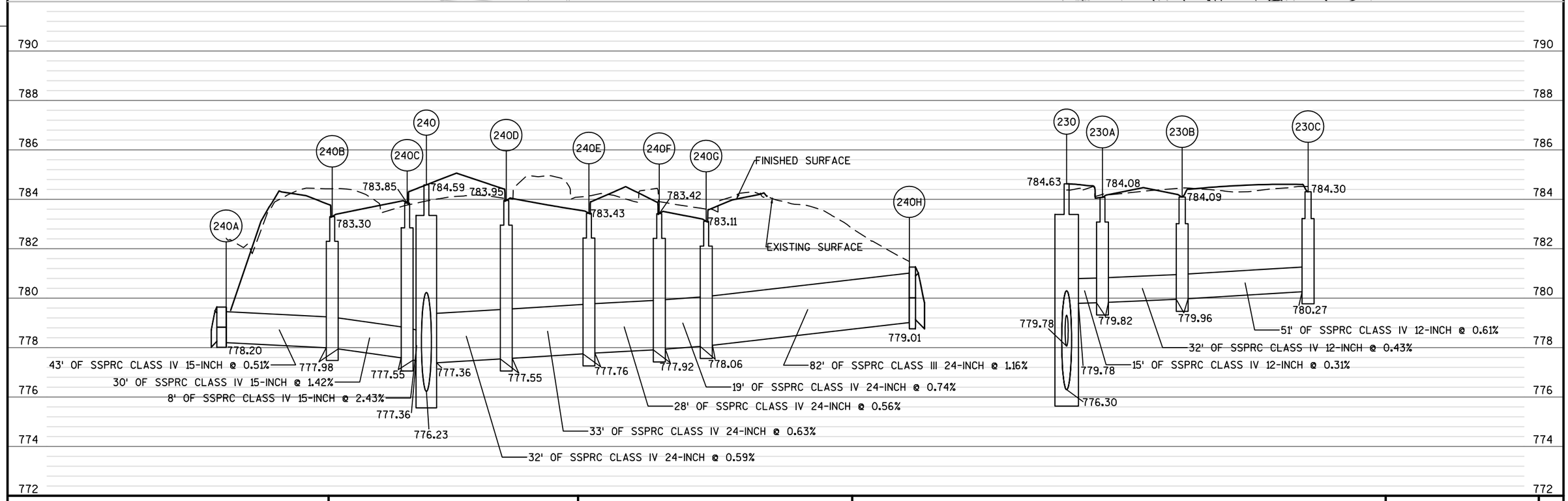



| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 158 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 159 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 160 | E |
|---|---|---|---|---|---|

2

210B STA 119+24 ANB, 37.8' LT
INLETS 4-H-S

210A STA 119+66 ANB, 37.5' LT
INLETS 4-H-S

210 STA 119+23 ANB, 18.1' LT
MANHOLES 6-J

210C STA 119+23 ANB, 10.6' LT
INLETS 4-H-S

210D STA 119+15 ANB, 1.5' LT
INLETS 4-H-S

210F STA 119+59 ANB, 25.5' RT
INLETS 2x3-H-S

210E STA 119+16 ANB, 25.5' RT
INLETS 4-H-S

S-70-231

S-70-232

200B STA 121+13 ANB, 54.7' LT
INLETS 4-H

200G STA 121+48 ANB, 58.5' LT
INLETS 4-T
+
200F STA 121+53 ANB, 28.0' LT
INLETS 4-T

200E STA 121+36 ANB, 18.1' LT
INLETS 4-H-S

200 STA 121+22 ANB, 22.3' LT
MANHOLES 8-J

200C STA 121+37 ANB, 32.0' RT
CATCH BASINS 5-H

180C STA 123+51 ANB, 112.3' LT
INLETS 2x3-H

190 STA 123+04 ANB, 56.7' LT
MANHOLES 6-J

170A STA 124+16 ANB, 111.3' LT
INLETS 2x3-H

170B STA 124+09 ANB, 93.8' LT
INLETS 2x3-H

170C STA 123+35 ANB, 61.2' LT
INLETS 2x3-H

170D STA 123+83 ANB, 31.6' LT
INLETS 2x3-H

170 STA 123+79 ANB, 22.9' LT
MANHOLES 6-J

170E STA 123+79 ANB, 1.5' LT
INLETS 2x3-H

170G STA 124+41 ANB, 29.5' RT
INLETS 4-H

170F STA 123+79 ANB, 26.7' RT
INLETS 4-H

180 STA 123+53 ANB, 29.0' LT
MANHOLES 8-J

180D STA 123+51 ANB, 42.9' LT
INLETS 2x3-H

119ASB 120ASB 121ASB 122ASB 123ASB 124ASB 125ASB
11ASBN 12ASBN
119ANB 120ANB 121ANB 122ANB 123ANB 124ANB 125ANB

N

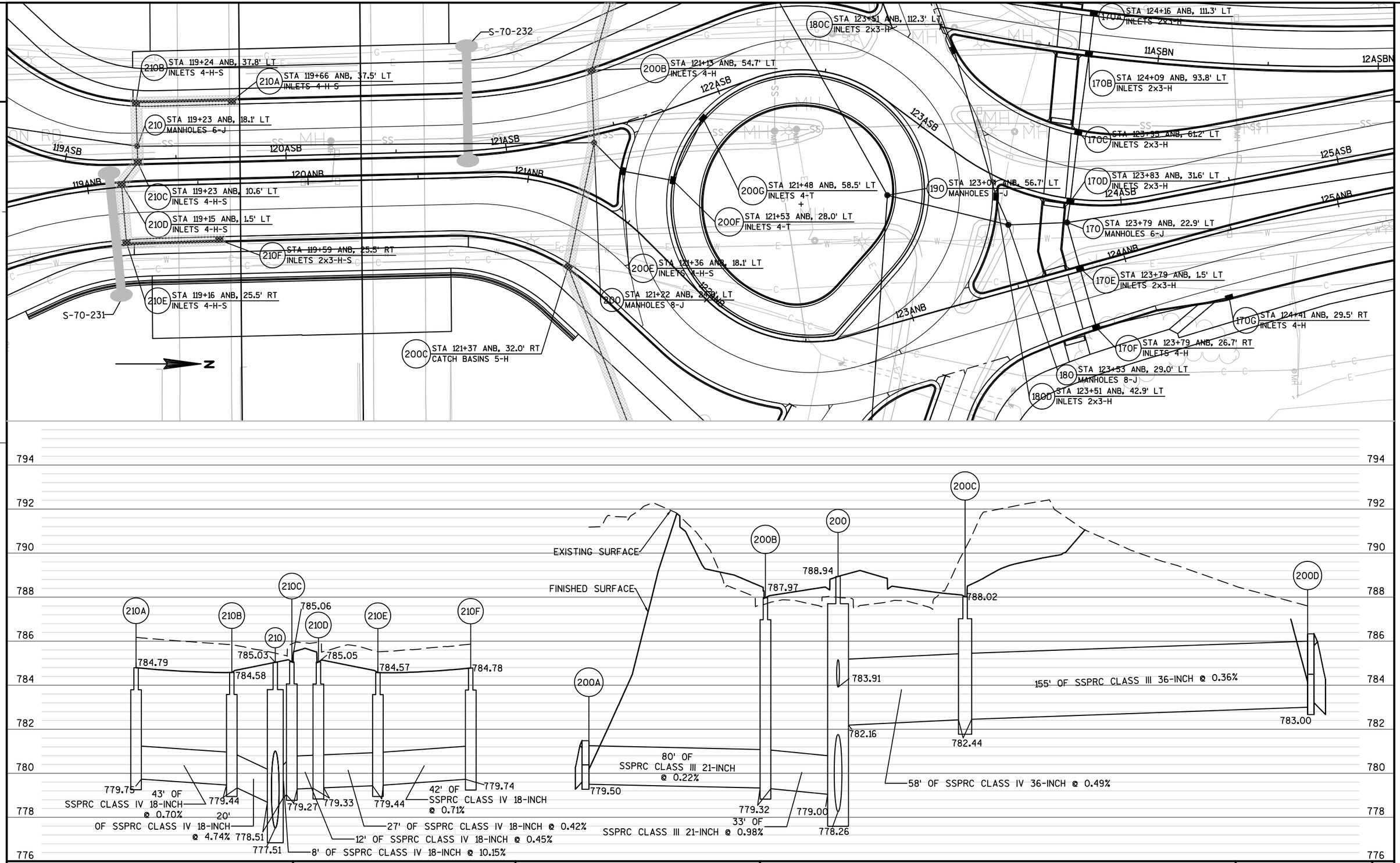
794 792 790 788 786 784 782 780 778 776

210 200 190A 190 180 170

785.03 788.94 780.00 791.25 791.25 791.25 783.91 782.16 778.51 779.00 778.26 777.51 782.83 782.32 781.82 783.87 783.22 784.52 783.80

EXISTING SURFACE
FINISHED SURFACE
207' OF SSPRC CLASS IV 42-INCH @ 0.36%
158' OF SSPRC CLASS IV 42-INCH @ 1.15%
196' OF SSPRC CLASS III 36-INCH @ 2.15%
27' OF SSPRC CLASS IV 36-INCH @ 2.17%
57' OF SSPRC CLASS IV 36-INCH @ 1.59%

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 161 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 162 | E |
|---|---|---|---|---|---|

2

S-70-232

210B STA 119+24 ANB, 37.8' LT
INLETS 4-H-S

210A STA 119+66 ANB, 37.5' LT
INLETS 4-H-S

210 STA 119+23 ANB, 18.1' LT
MANHOLES 6-J

210C STA 119+23 ANB, 10.6' LT
INLETS 4-H-S

210D STA 119+15 ANB, 1.5' LT
INLETS 4-H-S

210F STA 119+59 ANB, 25.5' RT
INLETS 2x3-H-S

210E STA 119+16 ANB, 25.5' RT
INLETS 4-H-S

S-70-231

119ASB
120ASB
121ASB
119ANB
120ANB
121ANB

200B STA 121+13 ANB, 54.7' LT
INLETS 4-H

122ASB

200G STA 121+48 ANB, 58.5' LT
INLETS 4-T
+
200F STA 121+53 ANB, 28.0' LT
INLETS 4-T

200E STA 121+36 ANB, 18.1' LT
INLETS 4-H-S

200 STA 121+22 ANB, 25.3' LT
MANHOLES 8-J

122ANB

200C STA 121+37 ANB, 32.0' RT
CATCH BASINS 5-H

180C STA 123+51 ANB, 112.3' LT
INLETS 2x3-H

123ASB

190 STA 123+03 ANB, 56.7' LT
MANHOLES 8-J

123ANB

170A STA 124+16 ANB, 111.3' LT
INLETS 2x3-H

11ASBN

12ASBN

170B STA 124+09 ANB, 93.8' LT
INLETS 2x3-H

170C STA 123+55 ANB, 61.2' LT
INLETS 2x3-H

125ASB

170D STA 123+83 ANB, 31.6' LT
INLETS 2x3-H

124ASB

125ANB

170 STA 123+79 ANB, 22.9' LT
MANHOLES 6-J

124ANB

170E STA 123+79 ANB, 1.5' LT
INLETS 2x3-H

170G STA 124+41 ANB, 29.5' RT
INLETS 4-H

170F STA 123+79 ANB, 26.7' RT
INLETS 4-H

180 STA 123+53 ANB, 29.0' LT
MANHOLES 8-J

180D STA 123+51 ANB, 42.9' LT
INLETS 2x3-H

N

794
792
790
788
786
784
782
780
778
776

FINISHED SURFACE
EXISTING SURFACE

200 200E 200F 200G

788.94 788.79 788.62 788.82

784.27 784.60 784.80
784.02

782.16 783.91

779.00
778.26

31' OF
SSPRC CLASS IV 12-INCH
@ 0.64%

23' OF
SSPRC CLASS IV 12-INCH
@ 1.43%

18' OF SSPRC CLASS IV 15-INCH @ 0.60%

180A 180B 180C 180D 180

789.22 788.69 789.59 790.13 791.25

784.89
784.53
784.25
783.95
783.87
783.22

23' OF
SSPRC CLASS IV 12-INCH
@ 1.57%

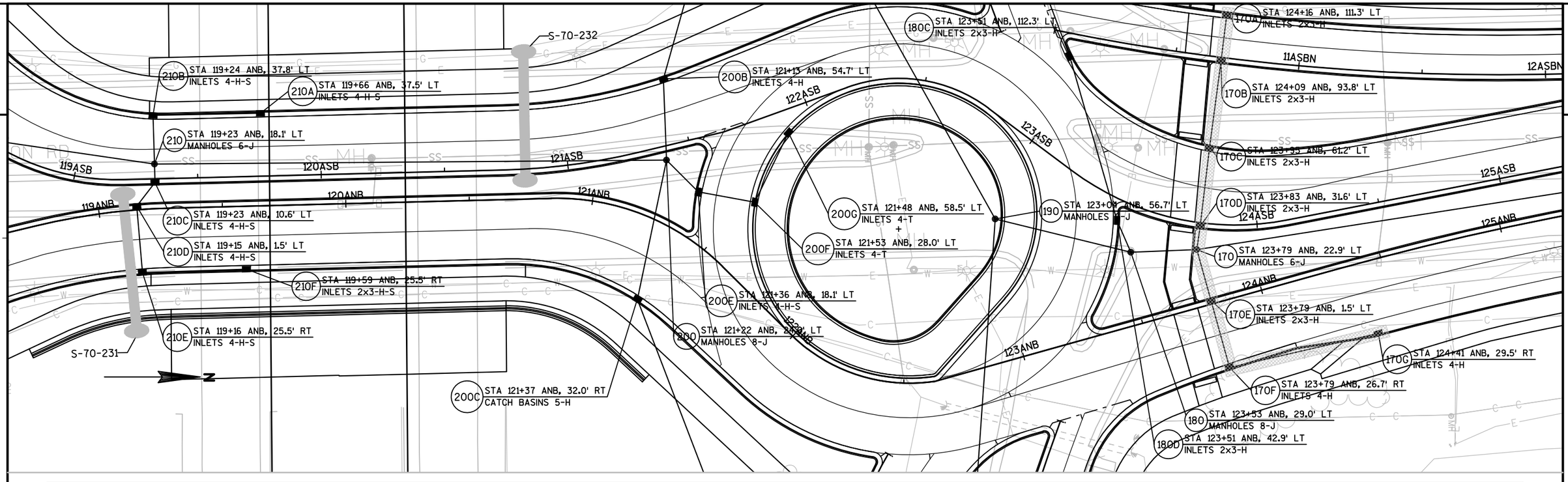
63' OF
SSPRC CLASS IV 12-INCH
@ 0.44%

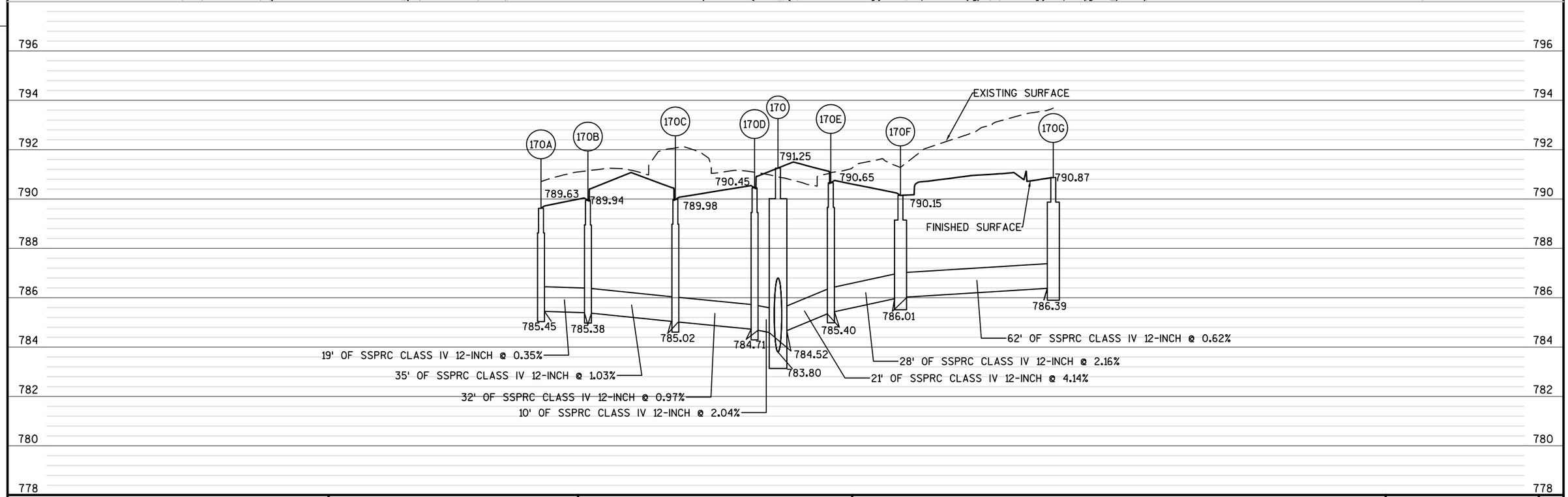
69' OF
SSPRC CLASS IV 12-INCH
@ 0.44%

14' OF
SSPRC CLASS IV 12-INCH
@ 0.58%

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 163 | E |
|---|---|---|---|---|---|

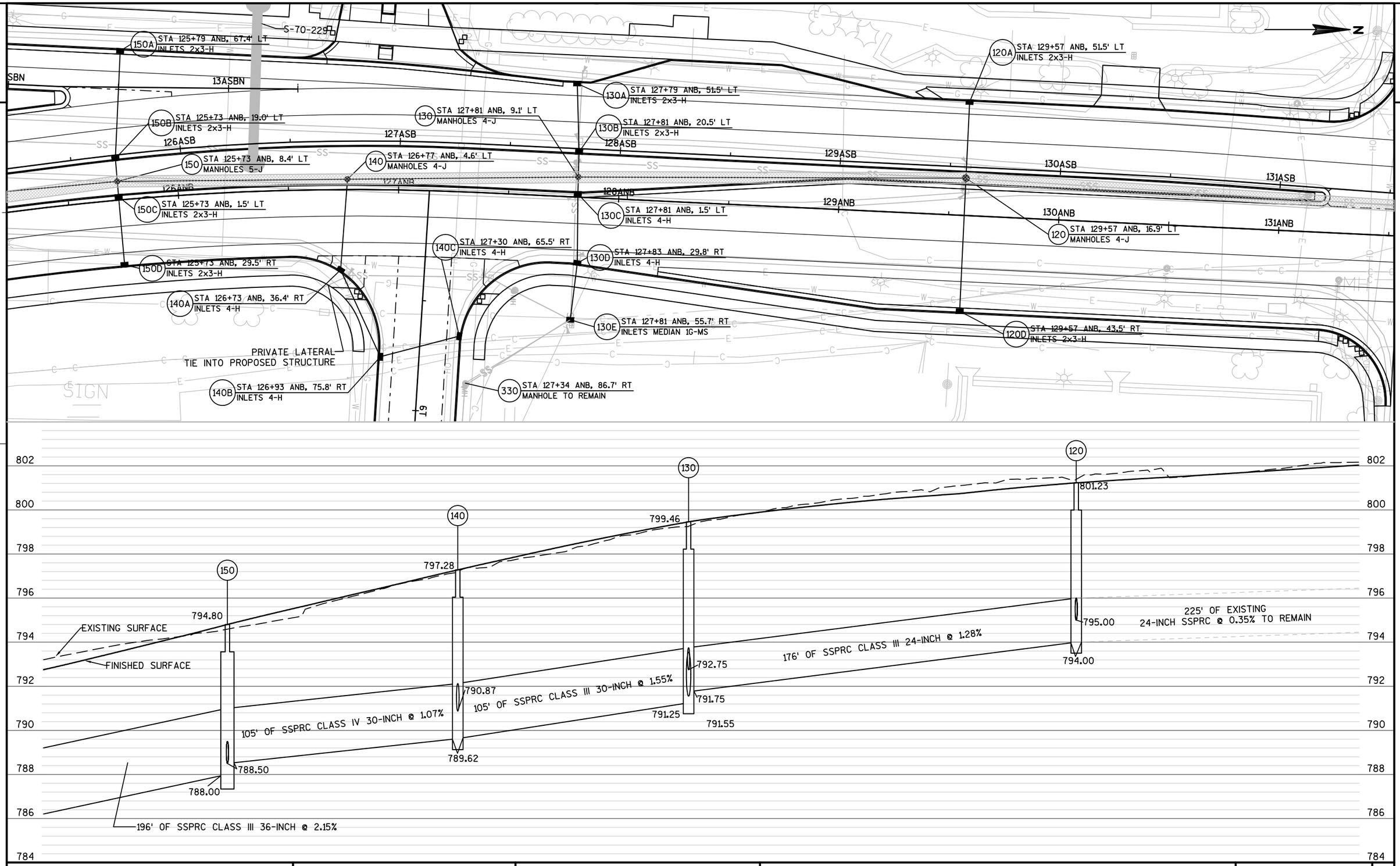
FILE NAME : S:\PDS\C3D\WIS441\15177573\DESIGN\PIPENETWORKS\15177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 022504B_SS
PLOT DATE : 1/6/2015 9:30 AM
PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41



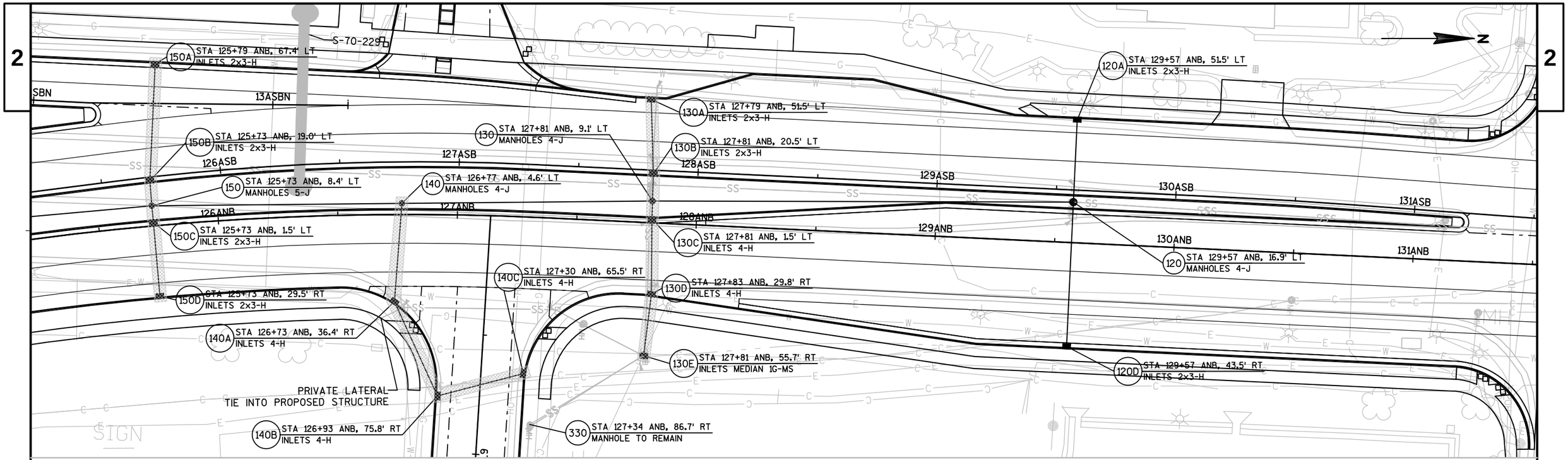



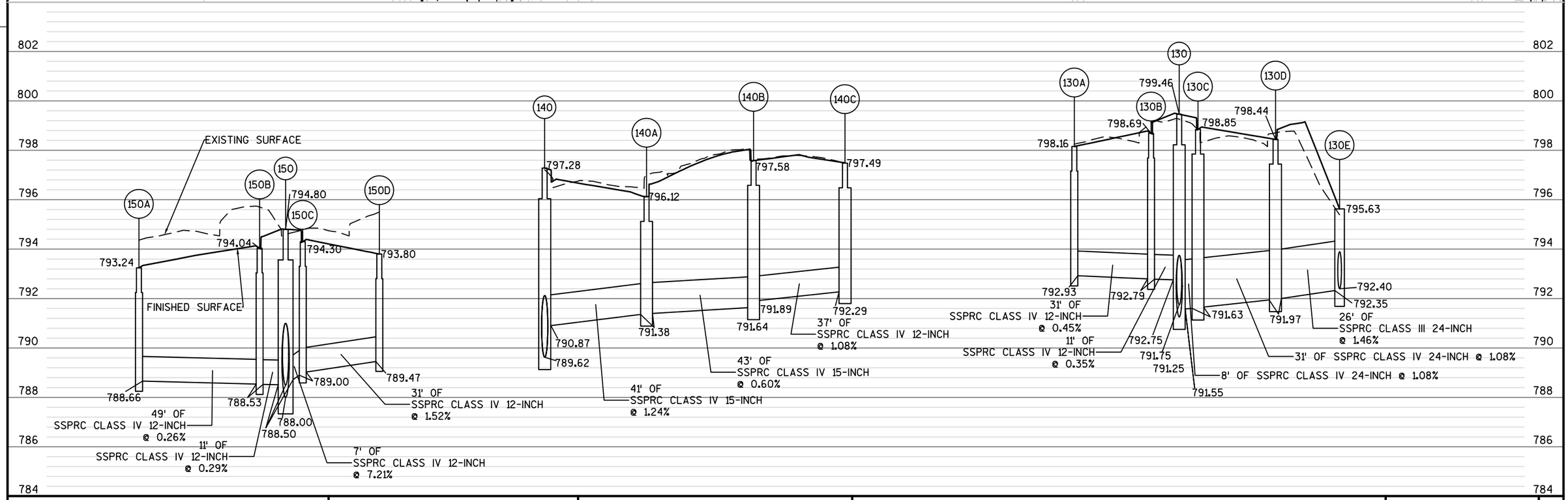

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 164 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\151775 73\DESIGN\PIPENETWORKS\15177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 022504C_SS
PLOT DATE : 1/6/2015 9:31 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41



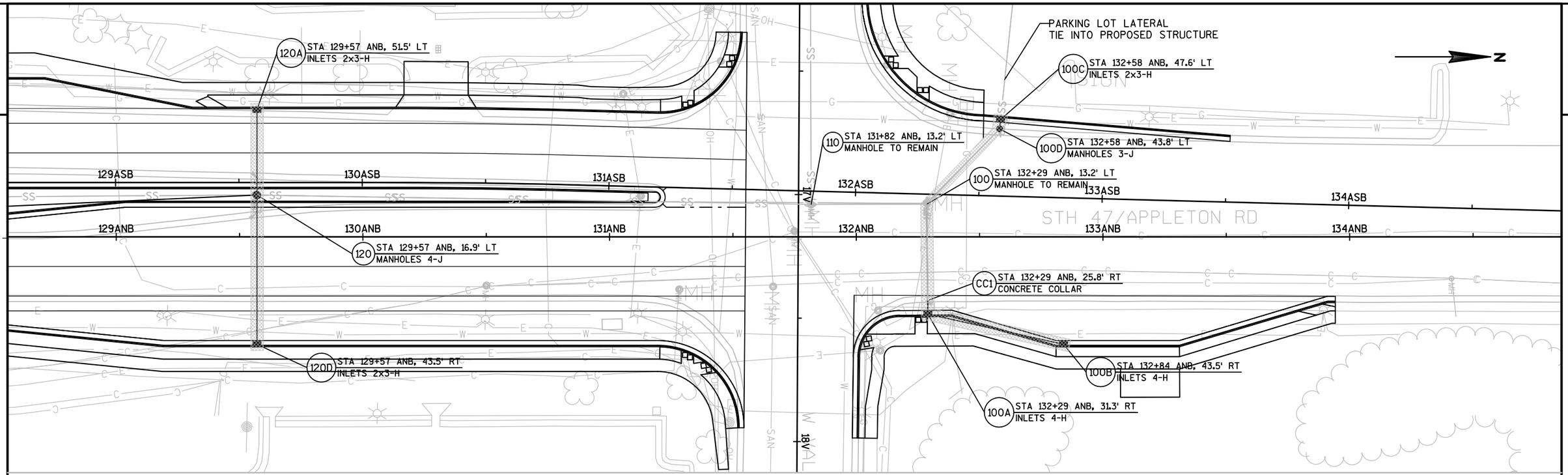

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 165 | E |
|---|---|---|---|---|---|

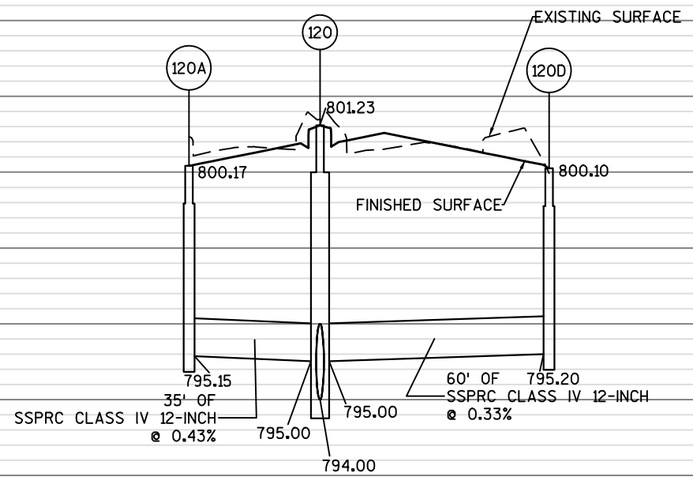


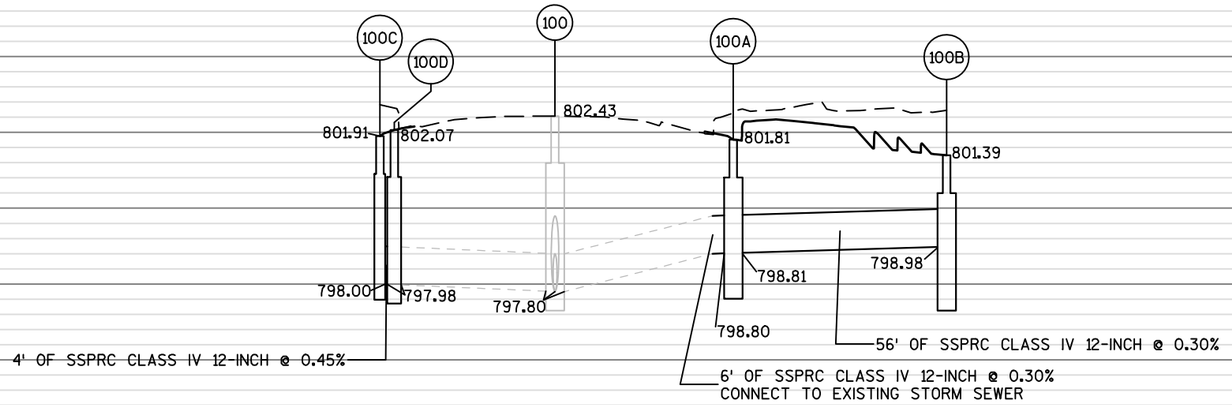




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 166 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\DESIGN\PIPENETWORKS\15177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 025505A_SS
PLOT DATE : 1/6/2015 9:32 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41




808 806 804 802 800 798 796 794 792 790

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 167 | E |
|---|---|---|---|---|---|

2

220A STA 118+66 ANB, 205.6' LT
APRON ENDWALLS FOR CPRC 18-INCH

220C STA 118+29 ANB, 142.3' LT
INLETS 4-H

420 STA 1286+01 ASW, 1.1' LT
INLETS 3-H

420A STA 1286+00 ASW, 67.5' RT
APRON ENDWALLS FOR CPRC 18-INCH

430A STA 1287+00 ASW, 1.1' LT
INLETS 3-H

1286ASW

1287ASW

1288ASW

118ASB

STH 441/APP

SBYPASS

220 STA 116+92 ANB, 61.1' LT
MANHOLES 7-J

220D STA 117+47 ANB, 30.5' RT
INLETS 4-H

220G STA 117+70 ANB, 90.6' RT
APRON ENDWALLS FOR CPRC 18-INCH

1291ASE

220E STA 1290+65 ASE, 16.8' RT
INLETS 3-H

430B STA 1287+61 ASW, 1.1' LT
INLETS 4-H

230B STA 116+78 ANB, 35.6' LT
INLETS 4-T

430C STA 1287+75 ASW, 28.2' RT
INLETS 3-H

1290ASE

114SBS

230C STA 117+16 ANB, 2.6' LT
INLETS 4-T

430 STA 1287+66 ASW, 51.2' RT
MANHOLES 4-J

124SBS

117ANB

N

S-70-228

430D STA 1287+82 ASW, 71.2' RT
INLETS 3-H

134SBS

117ASB

220F STA 1290+64 ASE, 48.2' RT
APRON ENDWALLS FOR CPRC 12-INCH

230 STA 116+51 ANB, 43.9' LT
MANHOLES 8-J

430F STA 1286+97 ASW, 68.8' RT
INLETS 3-H

230A STA 116+54 ANB, 29.7' LT
INLETS 4-H-S

240H STA 117+34 ANB, 123.7' RT
APRON ENDWALLS FOR CPRC 24-INCH

430E STA 1287+74 ASW, 89.9' RT
INLETS 3-H

790
788
786
784
782
780
778
776
774
772

220A
220C
220
220D
220G

FINISHED SURFACE
EXISTING SURFACE

780.05
784.59
785.68
784.58
779.93

83' OF SSPRC CLASS III 18-INCH @ 0.59%
779.56

82' OF SSPRC CLASS IV 18-INCH @ 0.47%
779.17

108' OF SSPRC CLASS IV 18-INCH @ 0.64%
778.63
779.32

776.47
776.97

74' OF SSPRC CLASS IV 18-INCH @ 0.82%

430
230

784.81
784.63

128' OF SSPRC CLASS IV 15-INCH @ 0.59%
778.81
779.78
778.06
776.80

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 168 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\DESIGN\PIPENETWORKS\15177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 022507_SS
PLOT DATE : 1/6/2015 9:33 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41

2

220A STA 118+66 ANB, 205.6' LT
APRON ENDWALLS FOR CPRC 18-INCH

220C STA 118+29 ANB, 142.3' LT
INLETS 4-H

420 STA 1286+01 ASW, 1.1' LT
INLETS 3-H

420A STA 1286+00 ASW, 67.5' RT
APRON ENDWALLS FOR CPRC 18-INCH

430A STA 1287+00 ASW, 1.1' LT
INLETS 3-H

430B STA 1287+61 ASW, 1.1' LT
INLETS 4-H

430C STA 1287+75 ASW, 28.2' RT
INLETS 3-H

430 STA 1287+66 ASW, 51.2' RT
MANHOLES 4-J

430D STA 1287+82 ASW, 71.2' RT
INLETS 3-H

430F STA 1286+97 ASW, 68.8' RT
INLETS 3-H

430E STA 1287+74 ASW, 89.9' RT
INLETS 3-H

220 STA 116+92 ANB, 61.1' LT
MANHOLES 7-J

220D STA 117+47 ANB, 30.5' RT
INLETS 4-H

230B STA 116+78 ANB, 35.6' LT
INLETS 4-T

230C STA 117+16 ANB, 2.6' LT
INLETS 4-T

220G STA 117+70 ANB, 90.6' RT
APRON ENDWALLS FOR CPRC 18-INCH

220E STA 1290+65 ASE, 16.8' RT
INLETS 3-H

230 STA 116+51 ANB, 43.9' LT
MANHOLES 8-J

230A STA 116+54 ANB, 29.7' LT
INLETS 4-H-S

220F STA 1290+64 ASE, 48.2' RT
APRON ENDWALLS FOR CPRC 12-INCH

240H STA 117+34 ANB, 123.7' RT
APRON ENDWALLS FOR CPRC 24-INCH

S-70-228

N

118ASB 1288ASW 1287ASW 1286ASW 114SBS 124SBS 134SBS 117ASB 117ANB 1290ASE 1291ASE

790 788 786 784 782 780 778 776 774 772

420A 420 784.23 780.36 780.89
69' OF SSPRC CLASS IV 18-INCH @ 0.77%

430A 430B 430C 430 430D 430E 430F FINISHED SURFACE
783.73 783.93 783.68 784.81 783.40 783.08 783.51
EXISTING SURFACE
779.67 779.40 779.28 778.81 778.92 779.00 779.38
61' OF SSPRC CLASS IV 12-INCH @ 0.44%
31' OF SSPRC CLASS IV 12-INCH @ 0.39%
24' OF SSPRC CLASS IV 12-INCH @ 1.97%
21' OF SSPRC CLASS IV 12-INCH @ 0.53%
19' OF SSPRC CLASS IV 12-INCH @ 0.40%
71' OF SSPRC CLASS IV 12-INCH @ 0.54%

220E 220F 783.50 780.11 779.33
31' OF SSPRC CLASS III 12-INCH @ 2.46%

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 169 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\151177573\DESIGN\PIPENETWORKS\151177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 022507A_SS
PLOT DATE : 1/6/2015 9:34 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41

2

600A STA 1287+75 ANW, 58.2' LT
APRON ENDWALLS FOR CPRC 36-INCH

180B STA 123+45 ANB, 174.7' LT
INLETS 3-H

190 STA 123+04 ANB, 56.7' LT
MANHOLES 6-J

123ASB

123ANB

1288ANW

180A STA 121+50 ANB, 165.5' LT
INLETS 3-H

180C STA 123+51 ANB, 112.3' LT
INLETS 2x3-H

600B STA 1287+75 ANW, 39.5' RT
APRON ENDWALLS FOR CPRC 36-INCH

784.50
782.50
780.50

200G STA 121+48 ANB, 58.5' LT
INLETS 4-T

200F STA 121+53 ANB, 28.0' LT
INLETS 4-T

122ASB

190A STA 121+26 ANB, 150.7' LT
APRON ENDWALLS FOR CPRC 42-INCH

200B STA 121+13 ANB, 54.7' LT
INLETS 4-H

200E STA 121+36 ANB, 18.1' LT
INLETS 4-H-S

200A STA 121+13 ANB, 134.9' LT
APRON ENDWALLS FOR CPRC 21-INCH

200 STA 121+22 ANB, 24.0' LT
MANHOLES 8-J

410A STA 123+05 ANB, 61.8' RT
INLETS 3-H

410B STA 122+86 ANB, 58.1' RT
INLETS 3-H

410 STA 122+65 ANB, 52.1' RT
MANHOLES 6-J

11ANBN

410C STA 122+62 ANB, 49.2' RT
INLETS 3-H

1291ANE

410D STA 122+42 ANB, 46.7' RT
INLETS 3-H

200D STA 122+32 ANB, 119.4' RT
APRON ENDWALLS FOR CPRC 36-INCH

400B STA 1291+36 ANE, 63.1' LT
INLETS 3-H

400A STA 1291+56 ANE, 57.4' LT
INLETS 3-H

400C STA 1291+32 ANE, 44.7' LT
INLETS 3-H

400 STA 1291+17 ANE, 34.7' LT
MANHOLES 4-J

12ANBN

400D STA 1291+12 ANE, 25.0' LT
INLETS 3-H

1292ANE

1293ANE

400F STA 1291+65 ANE, 1.0' RT
INLETS 3-H

400E STA 1291+45 ANE, 1.0' RT
INLETS 3-H

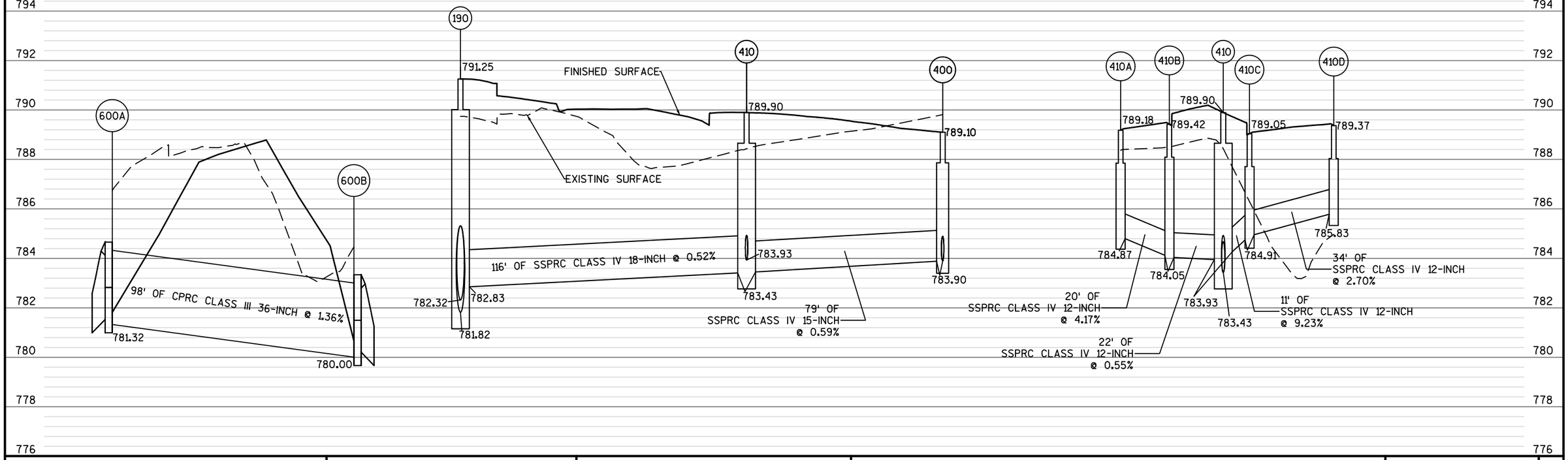
500A STA 1292+25 ANE, 70.4' LT
APRON ENDWALLS FOR CPRC 24-INCH

510A STA 1292+29 ANE, 70.1' LT
APRON ENDWALLS FOR CPRC 24-INCH

S-70-233

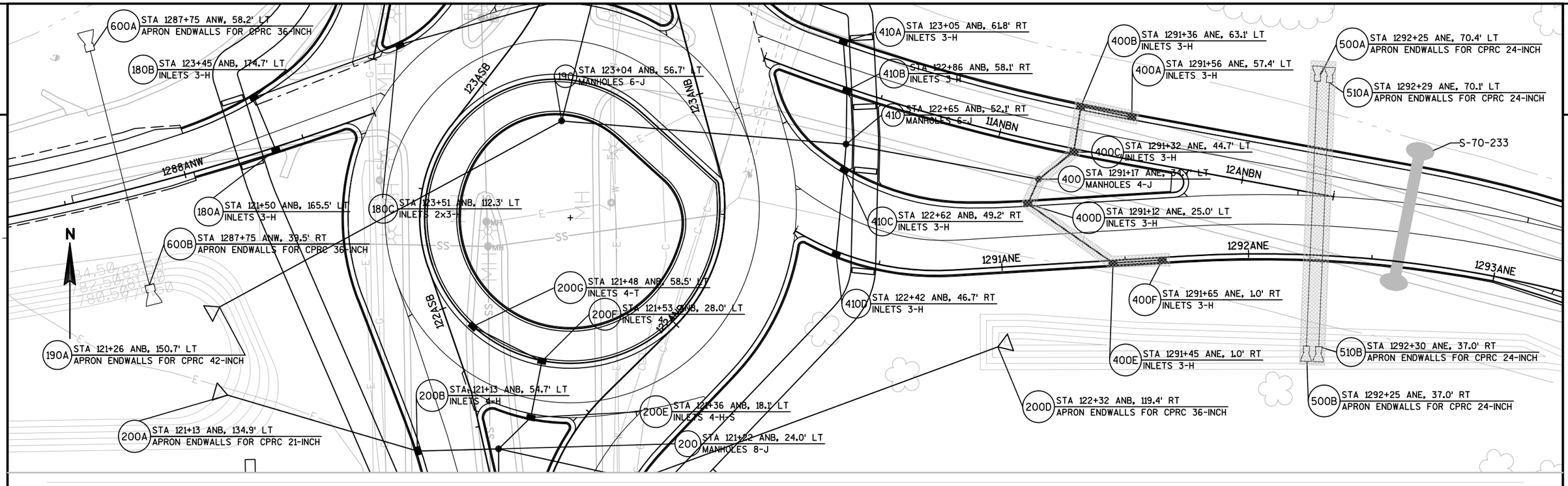
510B STA 1292+30 ANE, 37.0' RT
APRON ENDWALLS FOR CPRC 24-INCH

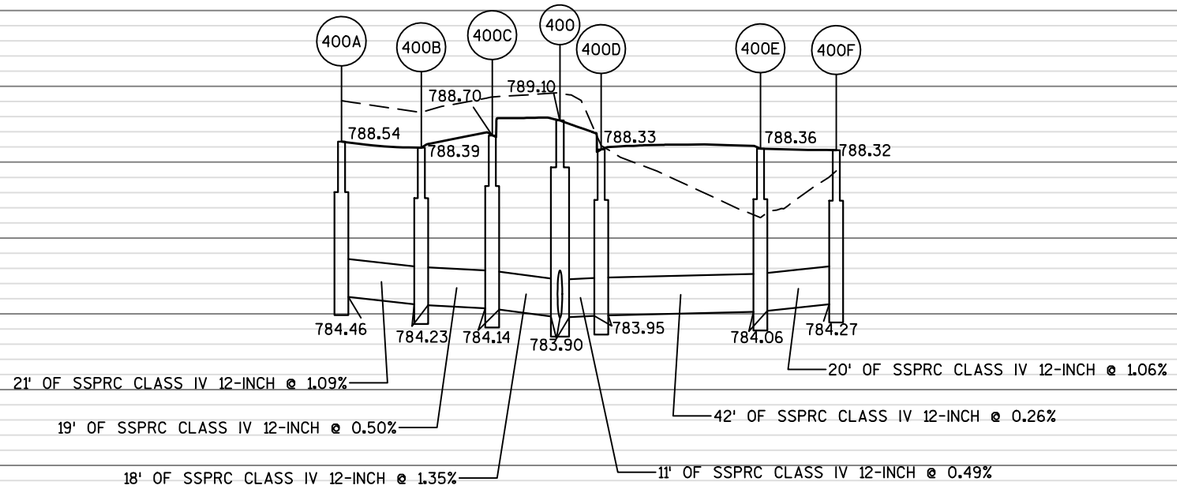
500B STA 1292+25 ANE, 37.0' RT
APRON ENDWALLS FOR CPRC 24-INCH

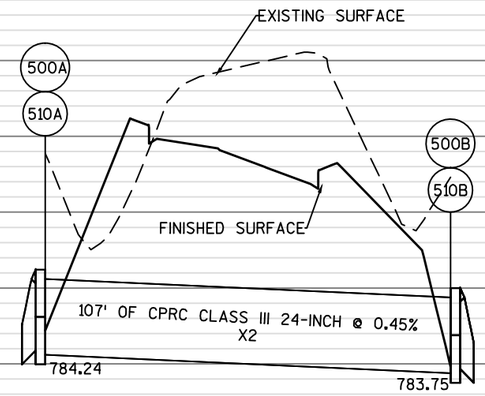



| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 170 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\DESIGN\PIPENETWORKS\15177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 022508_SS
PLOT DATE : 1/6/2015 9:34 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41

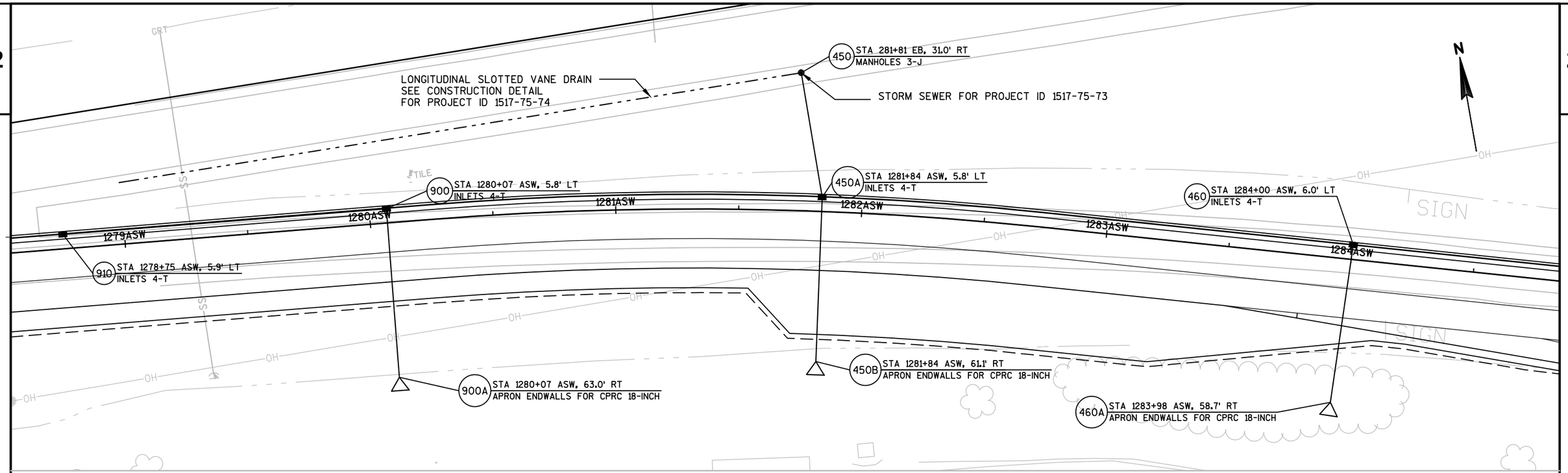


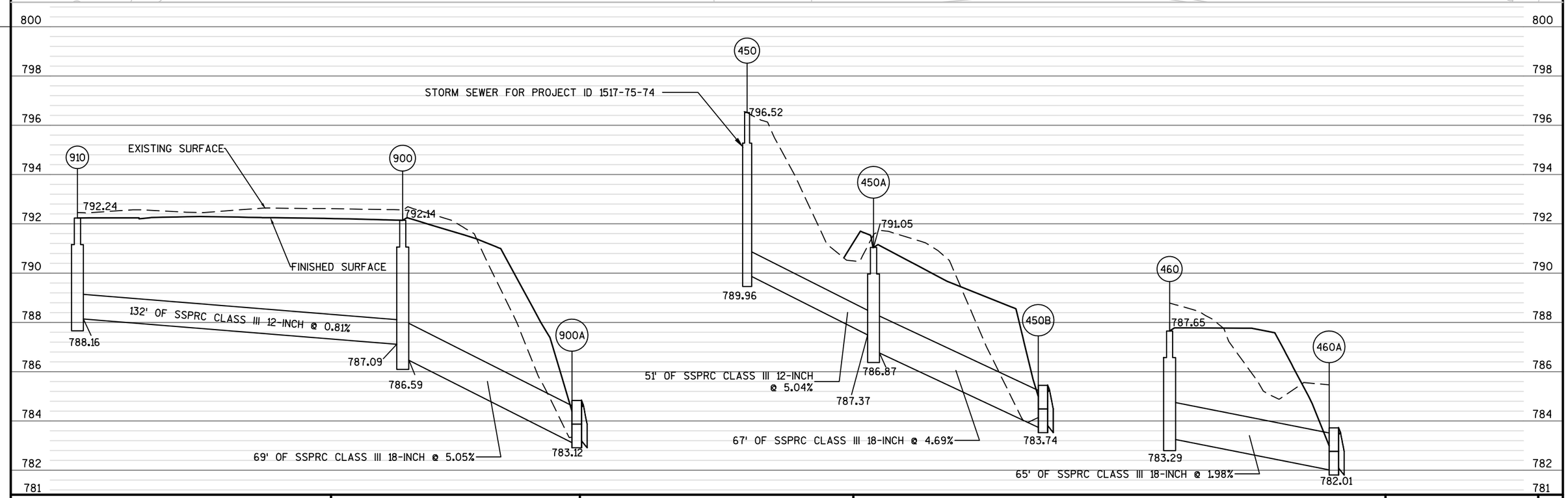



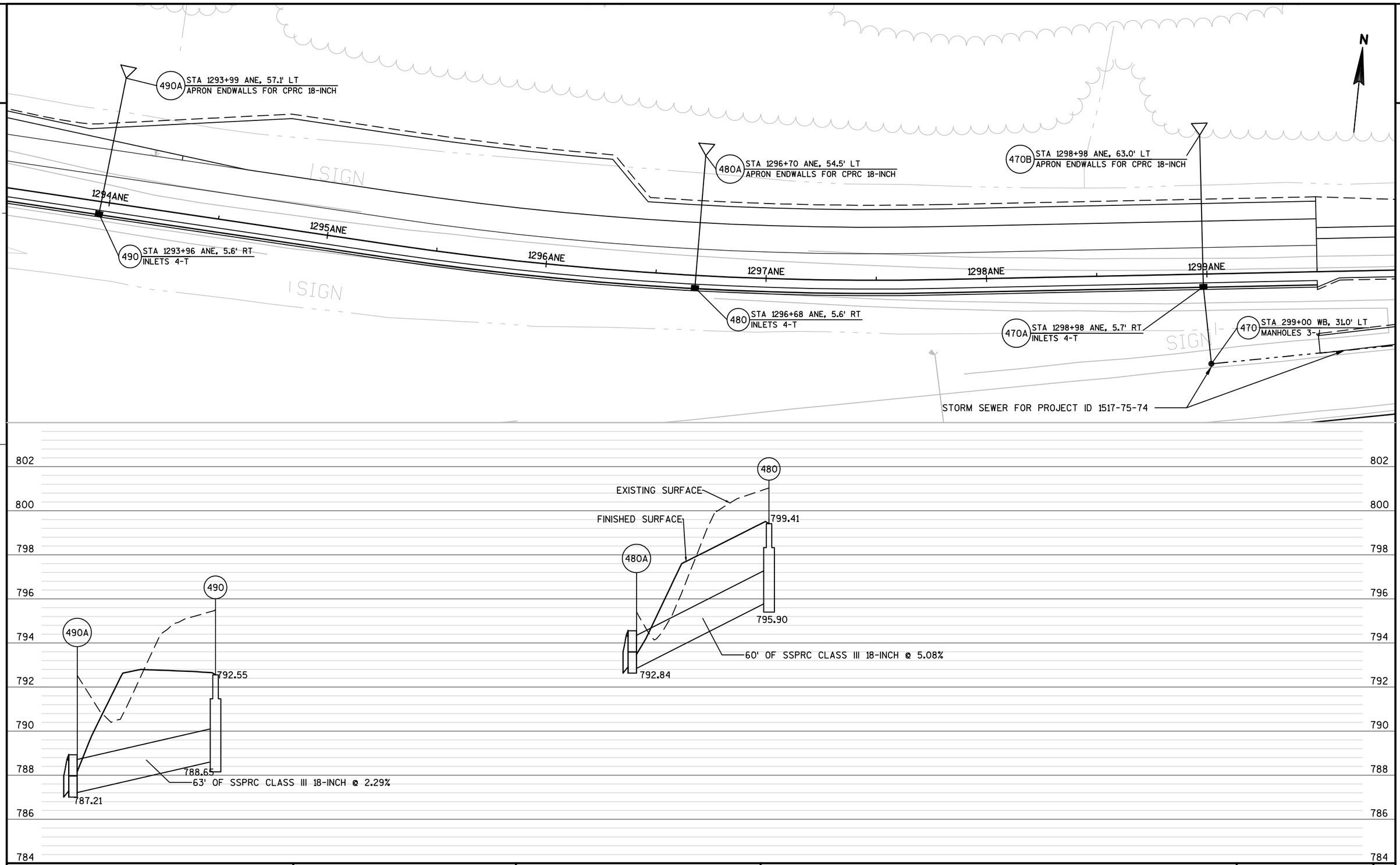

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 171 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\151177573\DESIGN\PIPENETWORKS\151177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 022508A_SS
PLOT DATE : 1/6/2015 9:35 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 172 | E |
|---|---|---|---|---|---|




2

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 173 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\151177573\DESIGN\PIPENETWORKS\15177573_SS_PIPENETWORK.DWG
LAYOUT NAME - 022510_SS
PLOT DATE : 1/6/2015 9:36 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 77/256" = 1'-0"_XREF
WISDOT/CADDS SHEET 41

2

2

N

470B STA 1298+98 ANE, 63.0' LT
APRON ENDWALLS FOR CPRC 18-INCH

1298ANE 1299ANE 1300ANE 1301ANE 1302ANE 1303ANE

470A STA 1298+98 ANE, 5.7' RT
INLETS 4-T

470 STA 299+00 WB, 31.0' LT
MANHOLES 3-T

LONGITUDINAL SLOTTED VANE DRAIN
SEE CONSTRUCTION DETAIL
FOR PROJECT ID 1517-75-74

STORM SEWER FOR PROJECT ID 1517-75-74

812 810 808 806 804 802 800 798 796 794

470

470A

470B

805.36

STORM SEWER FOR PROJECT ID 1517-75-74

802.92

801.21

799.21

35' OF SSPRC CLASS III 12-INCH @ 5.71%

798.71

69' OF
SSPRC CLASS III 18-INCH
@ 2.96%

796.67

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | STORM SEWER | SHEET 174 | E |
|---|---|---|---|---|---|

2

N

SCALE, FEET 0 50 100

STA. 284EB+00
GROUND MOUNT
GUIDE SIGN

STA. 1285ASW+52
SIGN BRIDGE
S-70-228
42 INCH DIAMETER DRILLED SHAFT SUPPORTS

STA. 120ASB+83
SIGN BRIDGE
S-70-232
42 INCH DIAMETER DRILLED SHAFT SUPPORTS

STA. 126ASB+34
SIGN BRIDGE
S-70-229
TWO 36 INCH DIAMETER SUPPORTS
CONNECTED BY A 12 FOOT CAP
AT THE TOP OF THE FOUNDATION
FOR EACH SIGN SUPPORT

STA. 113ANB+24
SIGN BRIDGE
S-70-230
TWO 36 INCH DIAMETER SUPPORTS
CONNECTED BY A 12 FOOT CAP
AT THE TOP OF THE FOUNDATION
FOR EACH SIGN SUPPORT

STA. 119+10
SIGN BRIDGE
S-70-231
42 INCH DIAMETER DRILLED SHAFT SUPPORTS

STA. 292EB+00
GROUND MOUNT
SIS #3

STA. 1292ANE+61
SIGN BRIDGE
S-70-233
42 INCH DIAMETER DRILLED SHAFT SUPPORTS

STH 47/APPLETON RD.

TUCKAWAY LN.

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | SIGN STRUCTURE INFORMATION SHEET | SHEET E |
|---|---|---|---|---|

## SIGNING NOTES

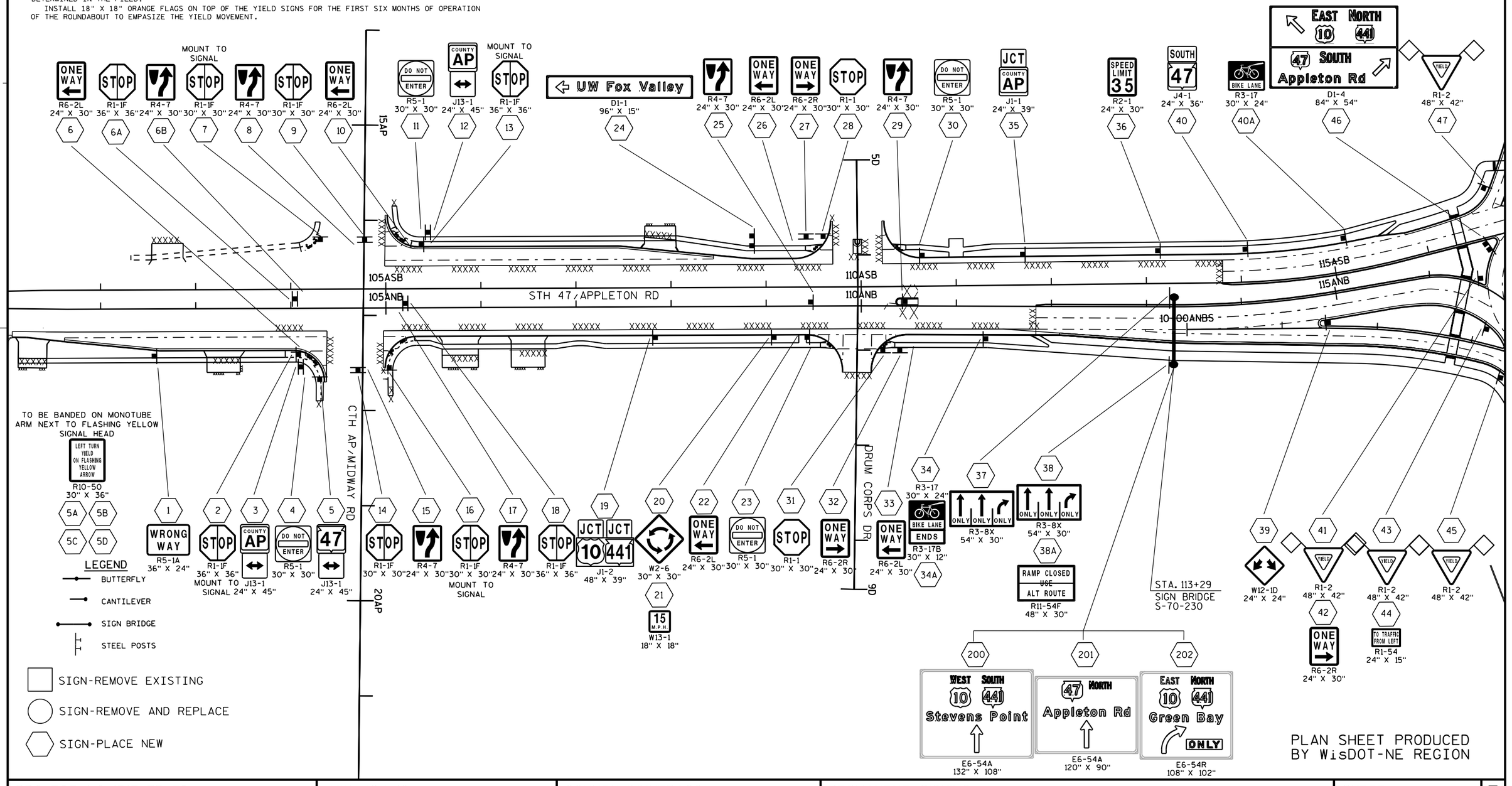
TYPE II SIGNS AND SUPPORTS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. SUPPORTS SHALL BE SORTED BY LENGTH AND TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL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

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

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

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPASIZE THE YIELD MOVEMENT.

N




PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | PERMANENT SIGNING | SHEET 176 | E |
|---|---|---|---|---|---|

## SIGNING NOTES

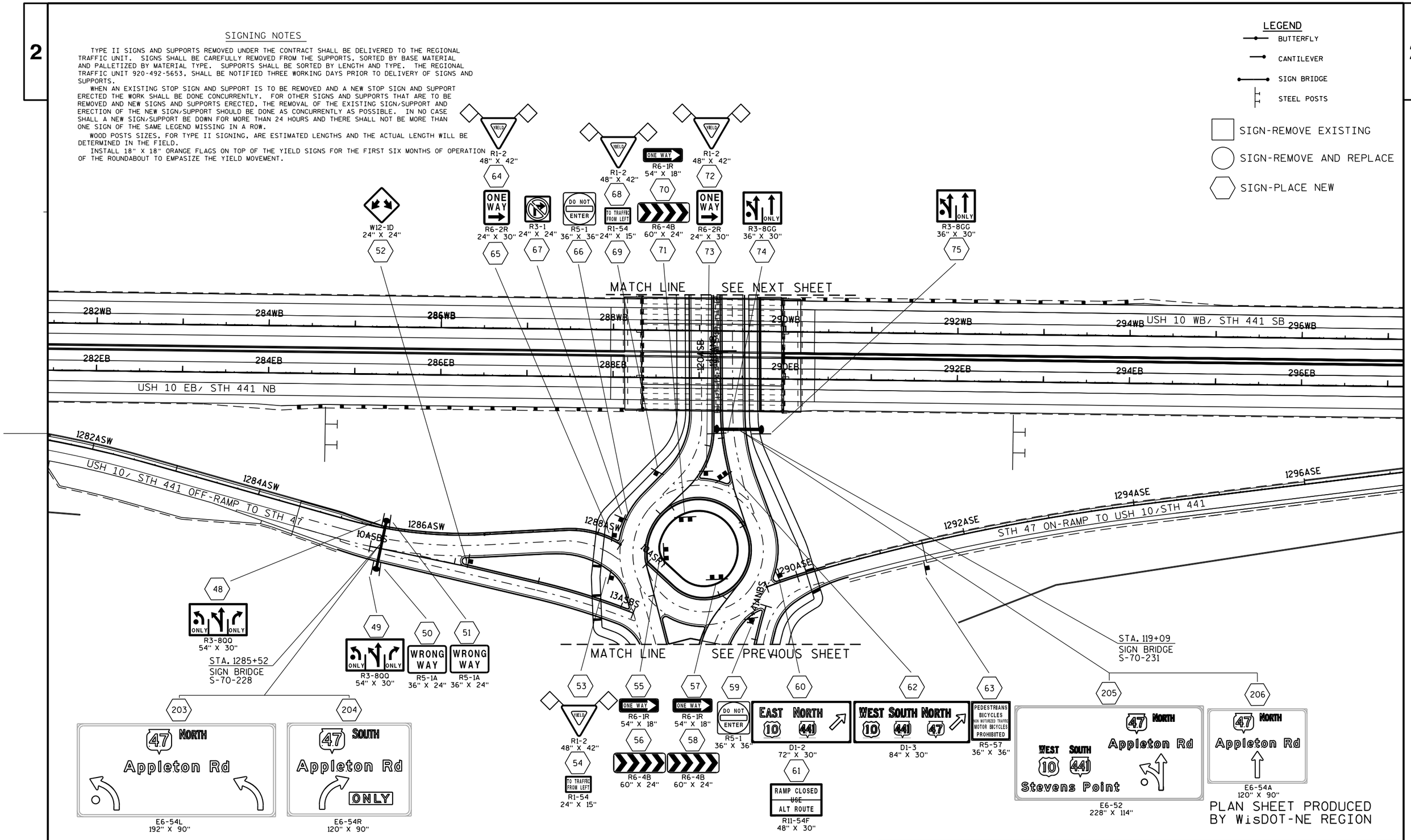
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WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPASIZE THE YIELD MOVEMENT.

LEGEND
- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS
- SIGN-REMOVE EXISTING
- SIGN-REMOVE AND REPLACE
- SIGN-PLACE NEW




PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | PERMANENT SIGNING | SHEET 177 E |
|---|---|---|---|---|

## SIGNING NOTES

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

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

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPASIZE THE YIELD MOVEMENT.

TO BE BANDED ON MONOTUBE ARM NEXT TO FLASHING YELLOW SIGNAL HEAD

LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50 30" X 36"
135 136

STH 47 ON-RAMP TO USH 10/STH 441
1286ANW
1286ANW
SEE PREVIOUS SHEET
MATCH LINE
STA. 120+83
SIGN BRIDGE S-70-232
STA. 126+34
SIGN BRIDGE S-70-229
STA. 1292+61
SIGN BRIDGE S-70-233
STH 47/APPLETON RD
VALLEY RD
TUCKAWAY LN
104ASBN
125ASB
125ANB
130ASB
130ANB
13ASBN
1292ANE
1292ANE
15P
20P

EAST NORTH SOUTH 10 441 47 — D1-3 84" X 30" — 98
ONE WAY — R6-1R 54" X 18" — 99
ONE WAY — R6-1R 54" X 18" — 101
ONE WAY — R6-1R 54" X 18" — 103
R6-4B 60" X 24" — 100
R6-4B 60" X 24" — 102
R6-4B 60" X 24" — 104
ONLY — R3-8GG 36" X 30" — 76
PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED — R5-57 36" X 36" — 105
WEST SOUTH 10 441 — D1-2 72" X 30" — 106
RAMP CLOSED USE ALT ROUTE — R11-54F 48" X 30" — 106A
YIELD — R1-2 48" X 42" — 107
DO NOT ENTER — R5-1 36" X 36" — 108
YIELD — R1-2 48" X 42" — 109
TO TRAFFIC FROM LEFT — R1-54 24" X 15" — 110
W12-1D 24" X 24" — 111
441 NORTH Green Bay — E6-54A 120" X 90" — 211
47 SOUTH Appleton Rd — E6-54A 120" X 90" — 212
WEST SOUTH 10 441 Stevens Point ONLY — E6-54R 132" X 102" — 213
ONLY ONLY ONLY — R3-8X 54" X 30" — 116
RAMP CLOSED USE ALT ROUTE — R11-54F 48" X 30" — 117
ONLY ONLY ONLY — R3-8X 54" X 30" — 118
Menasha POPULATION 17,353 — I2-3 60" X 24" — 121A
ONE WAY — R6-2R 24" X 30" — 119
DO NOT ENTER — R5-1 30" X 30" — 120
SPEED LIMIT 35 — R2-1 24" X 30" — 121
BIKE LANE ENDS — R3-17B 30" X 12" — 122B
JCT JCT 10 441 — J1-2 48" X 39" — 122
R3-17 30" X 24" — 122A
R4-7 24" X 30" — 127
MOUNT TO SIGNAL
STOP — R1-1F 30" X 30" — 131
R4-7 24" X 30" — 132
MOUNT TO SIGNAL
STOP — R1-1F 36" X 36" — 134
STOP — R1-1F 36" X 36" — 133
47 SOUTH Appleton Rd — E6-54L 192" X 90" — 209
47 NORTH Appleton Rd ONLY — E6-54R 120" X 90" — 210
EAST NORTH 10 441 47 SOUTH Appleton Rd Green Bay — E6-52 222" X 114" — 207
47 SOUTH Appleton Rd — E6-54A 120" X 90" — 208
ONLY — R3-8GG 36" X 30" — 77
YIELD — R1-2 48" X 42" — 78
ONE WAY — R6-2R 24" X 30" — 79
YIELD — R1-2 48" X 42" — 80
TO TRAFFIC FROM LEFT — R1-54 24" X 15" — 81
R3-1 24" X 24" — 82
DO NOT ENTER — R5-1 36" X 36" — 83
YIELD — R1-2 48" X 42" — 84
ONE WAY — R6-2R 24" X 30" — 85
YIELD — R1-2 48" X 42" — 86
TO TRAFFIC FROM LEFT — R1-54 24" X 15" — 87
W12-1D 24" X 24" — 88
WRONG WAY — R5-1A 36" X 24" — 89
ONLY ONLY — R3-8DD 54" X 30" — 90
ONLY ONLY — R3-8DD 54" X 30" — 91
92
DO NOT ENTER — R5-1 36" X 36" — 93
YIELD — R1-2 48" X 42" — 94
WRONG WAY — R5-1A 36" X 24"
WEST SOUTH 10 441 / 47 NORTH Appleton Rd — D1-4 84" X 54" — 95
BIKE LANE — R3-17 30" X 24" — 112A
YIELD — R1-2 48" X 42" — 96
ONE WAY — R6-2R 24" X 30" — 97
NORTH 47 — J4-1 24" X 36" — 112
SPEED LIMIT 35 — R2-1 24" X 30" — 113
STOP — R1-1 30" X 30" — 114
ONE WAY — R6-2R 24" X 30" — 115
JCT COUNTY P — J1-1 24" X 39" — 115A
Appleton POPULATION 72,623 — I2-3 66" X 24" — 123
WRONG WAY — R5-1A 36" X 24" — 124
COUNTY P — J13-1 24" X 45" — 125
STOP — R1-1F 36" X 36" — 126
STOP — R1-1F 36" X 36" MOUNT TO SIGNAL — 128
DO NOT ENTER — R5-1 30" X 30" MOUNT TO SIGNAL — 129
STOP — R1-1F 30" X 30" MOUNT TO SIGNAL — 130

LEGEND
- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS
- SIGN-REMOVE EXISTING
- SIGN-REMOVE AND REPLACE
- SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | PERMANENT SIGNING | SHEET 178 E |
|---|---|---|---|---|

FILE NAME : N:\spo\traffic\SIGNING\Projects\1517-75-78 STH 441-USH 10 STH 47 Int\023202_ps.dgn
PLOT DATE : 10-NOV-2014 11:15 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

2

2

## SIGNING NOTES

DO NOT MOVE OR REMOVE ANY SPECIFIC INFORMATION SIGNS (BLUE GAS, FOOD, LODGING, CAMPING OR ATTRACTION SIGNS) OR THEIR ASSOCIATED POSTS. A SEPARATE CONTRACTOR, MAINTAINS THESE SIGNS. CONTACT INTERSTATE LOGOS AT (844) 496-9163 A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE TO COORDINATE MOVING, REMOVING OR RE-INSTALLATION OF THESE SIGNS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE SIGNS.

EXISTING TYPE I SIGNS (GROUND MOUNT / OVERHEAD) WILL NEED TO BE MOVED AND MOUNTED BASED ON STAGING NEEDS FOR EACH EXIT. ADVANCED EXIT SIGN AND EXIT GORE SIGN FOR EACH EXIT IS PREFERRED. TO BE DETERMINED BY ENGINEER, BASED ON NEED AND CONDITIONS IN THE FIELD.

N

REMOVE EXISTING SIS SIGN FROM STEEL SUPPORTS. CONTACT INTERSTATE LOGOS TO HAVE REMOVED.

SIS

REMOVE EXISTING E4-1A AND E1-5 214

REMOVE EXISTING GROUND MOUNT 214 A

2M-01

LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW

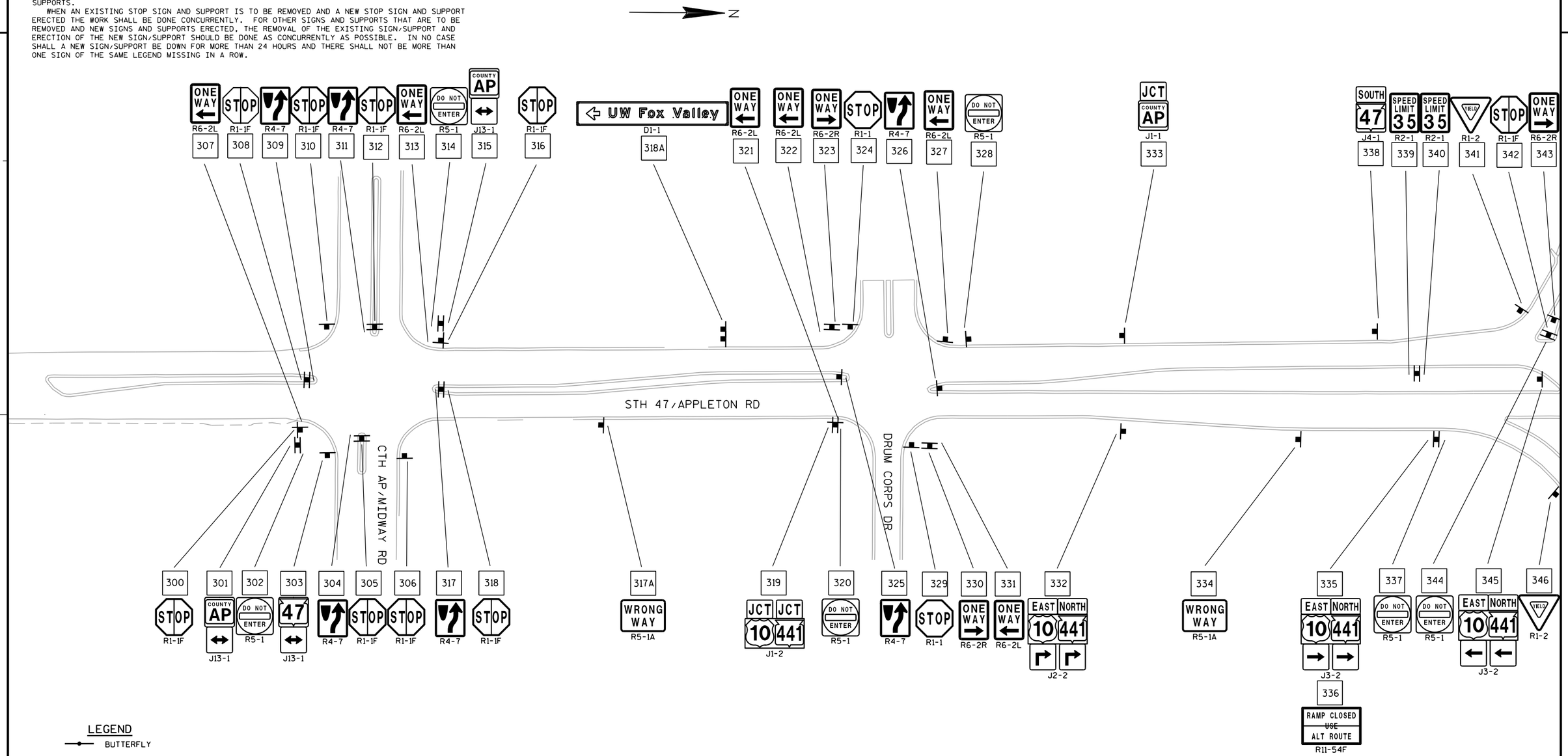
PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | SIGN REMOVALS | SHEET 179 | E |
|---|---|---|---|---|---|

## SIGNING NOTES

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

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




LEGEND

- BUTTERFLY
- CANTILEVER
- SIGN BRIDGE
- STEEL POSTS

SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

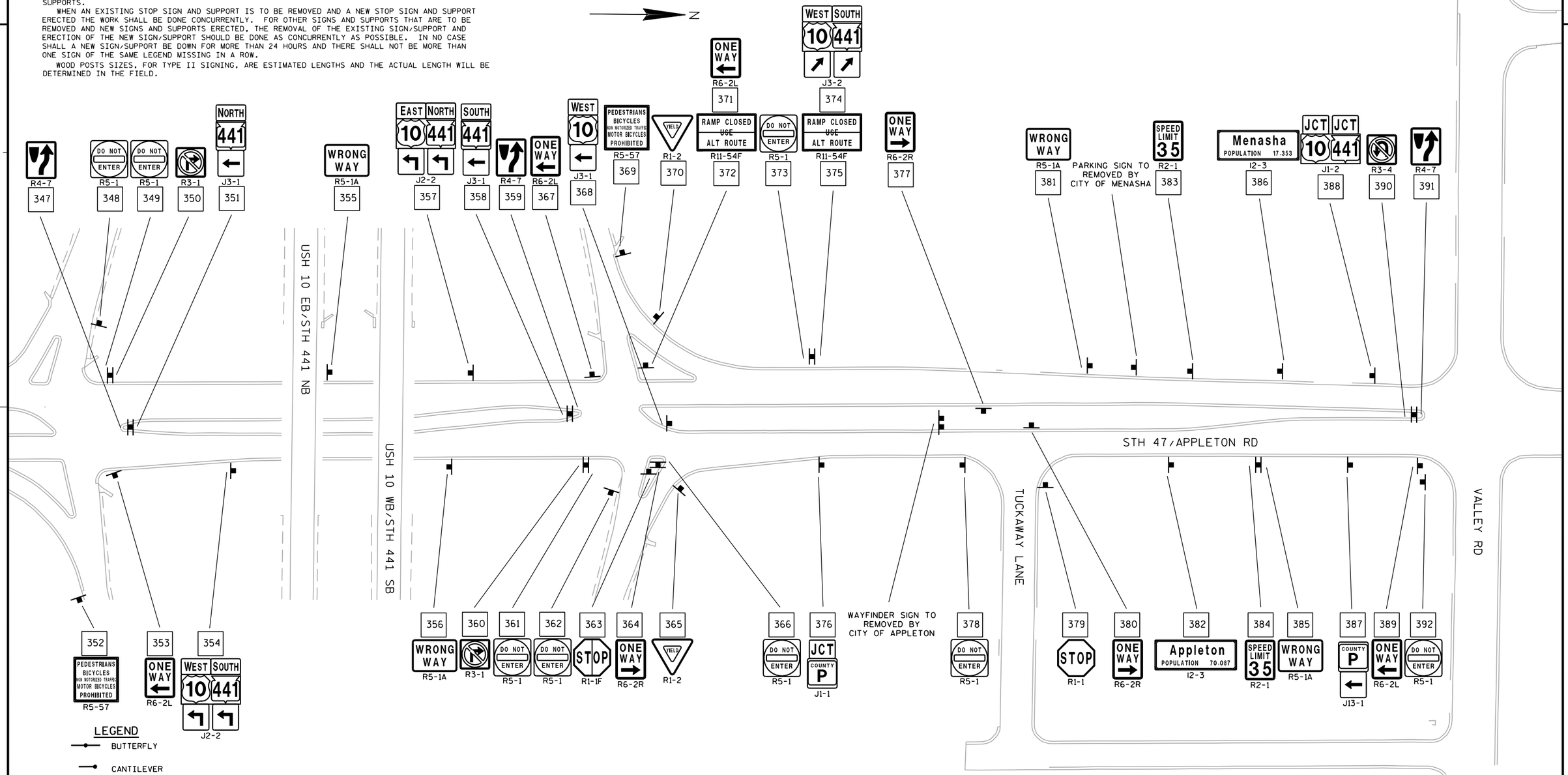
| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | SIGN REMOVALS | SHEET 180 | E |
|---|---|---|---|---|---|

## SIGNING NOTES

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

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




PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | SIGN REMOVALS | SHEET 181 E |
|---|---|---|---|---|

## GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.

BE AWARE THAT NOT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULL BOXES, COMMUNICATIONS VAULTS, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

NO TREES (AND/OR SHRUBS) ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

AREAS WITHIN RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR ITS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, AND SEED AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS, BUT ALSO CONTAINING ITS CONSTRUCTION, WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR ITS CONSTRUCTION OPERATIONS.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.

BE ADVISED THAT DUE TO RAMP, LANE AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTORS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: CCTV CAMERA BASES, ITS FIELD CABINET BASES, MICROWAVE DETECTOR BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.

NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-5651), OR SECONDARY CONTACT AT (920-492-7719) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: RAMP CLOSURE GATE BASES AND RAMP CLOSURE GATE CONTROLLER CABINET BASES.

HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.

VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

## LEGEND

- VIDEO SENSOR
- CCTV CAMERA
- CONTROL CABINET
- POLE MOUNTED CABINET
- PULL BOX STEEL COMUNICATIONS 24X36
- 12" PULL BOX
- JUNCTION BOX
- TYPE 5 OR CAMERA POLE
- PULL BOX STEEL 24X36 (ELECTRICAL)
- COMMUNICATIONS VAULT
- MANHOLE
- MICROWAVE DETECTOR
- ITS CONDUIT
- ITS CONDUIT DIRECTIONAL BORE
- ITS CONDUIT ON STRUCTURE
- CONDUIT STUB-OUT (CAPPED)
- DYNAMIC MESSAGE SIGN (OVERHEAD)
- DYNAMIC MESSAGE SIGN (GROUND MOUNT)
- ROAD WEATHER INFORMATION SYSTEM (RWIS)
- METER BREAKER PEDESTAL
- BREAKER DISCONNECT BOX
- BARRICADE RACK
- RAMP GATE
- SOLAR RAMP GATE CONTROLLER CABINET
- RADIO LINK (REMOTE DESTINATION)
- TEMPORARY WOOD POLE
- DETECTION ZONE

## STANDARD ABBREVIATIONS

| | |
|---|---|
| AF(A) | ADVANCE FLASHER (ASSEMBLY) |
| AP | ANTENNA POLE |
| ATR | AUTOMATIC TRAFFIC RECORDER |
| CP | CAMERA POLE |
| CCTV | CLOSED CIRCUIT TELEVISION |
| CV | COMMUNICATIONS VAULT |
| CB | CONTROLLER CABINET |
| CT | COUNT |
| CS | COUNT STATION |
| DP | DETECTOR POLE |
| DS | DRAINAGE STRUCTURE (ON ITS PLANS ONLY) |
| DMS | DYNAMIC MESSAGE SIGN |
| FO | FIBER OPTIC |
| MH | MANHOLE |
| MD | MICROWAVE DETECTOR |
| S | OVERHEAD SIGNAL SUPPORT |
| PF | POLE FOUNDATION |
| PB | PULL BOX |
| RM | RAMP METER |
| RWIS | ROAD WEATHER INFORMATION SYSTEM |
| SB | SIGNAL BASE |
| SDS | SYSTEM DETECTOR STATION |
| TTS | TRACER TEST STATION |
| TAR | TRAVELER ADVISORY RADIO |
| VDCS | VEHICLE DETECTION CLASSIFICATION SENSOR |
| VDC | VIDEO DETECTION CAMERA |
| WIM | WEIGH IN MOTION |

## CONTACTS

WIS. DEPT. OF TRANSPORTATION
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WIS. DEPT. OF TRANSPORTATION
NE REGION
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944 VANDERPERREN WAY
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WIS. DEPT. OF TRANSPORTATION
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414-227-2154

URS CORPORATION
MR. MATT LETOURNEAU
100 SOUTH WACKER DRIVE, SUITE 500
CHICAGO, IL 60606
312-577-6489

INTELLIGENT TRANSPORTATION SYSTEM PLANS PREPARED BY:

URS
342 N Water Street
7th Floor
Milwaukee, WI 53202
(414) 831-4100

WISCONSIN
NICHOLAS J. BECKER
E-40803
BROOKFIELD, WISCONSIN
PROFESSIONAL ENGINEER

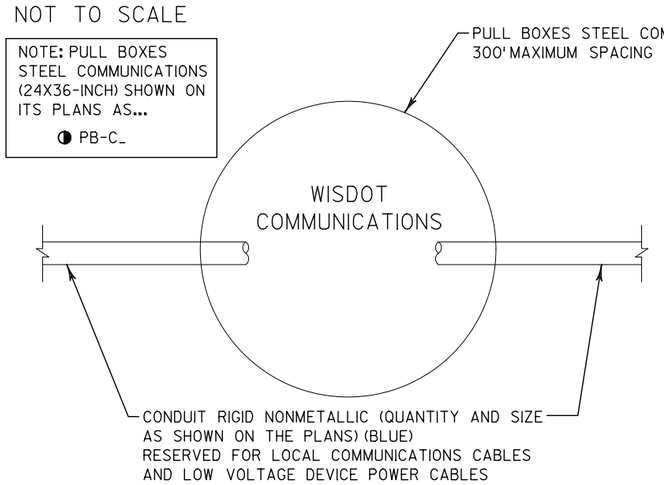
10/16/2014 (Date)

(Signature)

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | ITS GENERAL NOTES | SHEET 182 | E |
|---|---|---|---|---|---|

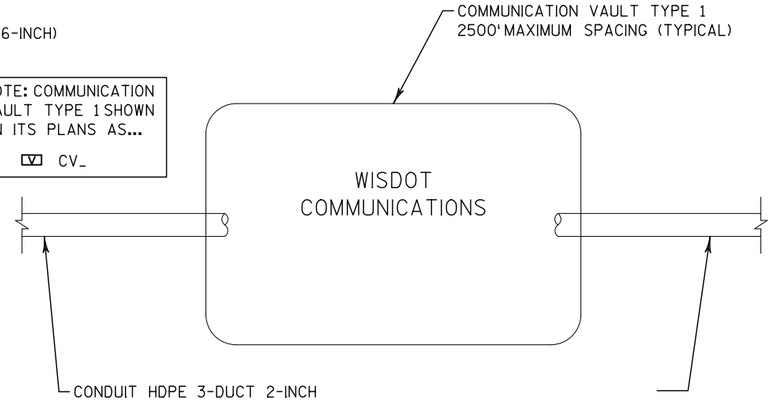
NOT TO SCALE

NOTE: PULL BOXES STEEL COMMUNICATIONS (24X36-INCH) SHOWN ON ITS PLANS AS...
◑ PB-C_



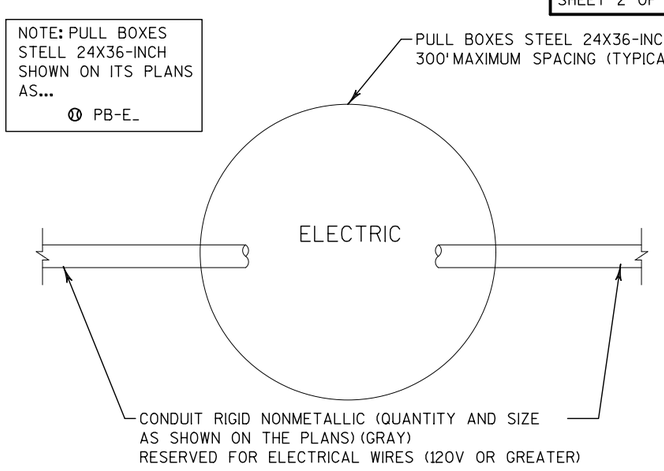

LOCAL COMMUNICATIONS SYSTEM CONDUIT ROUTING

NOTE: COMMUNICATION VAULT TYPE 1 SHOWN ON ITS PLANS AS...
▽ CV_

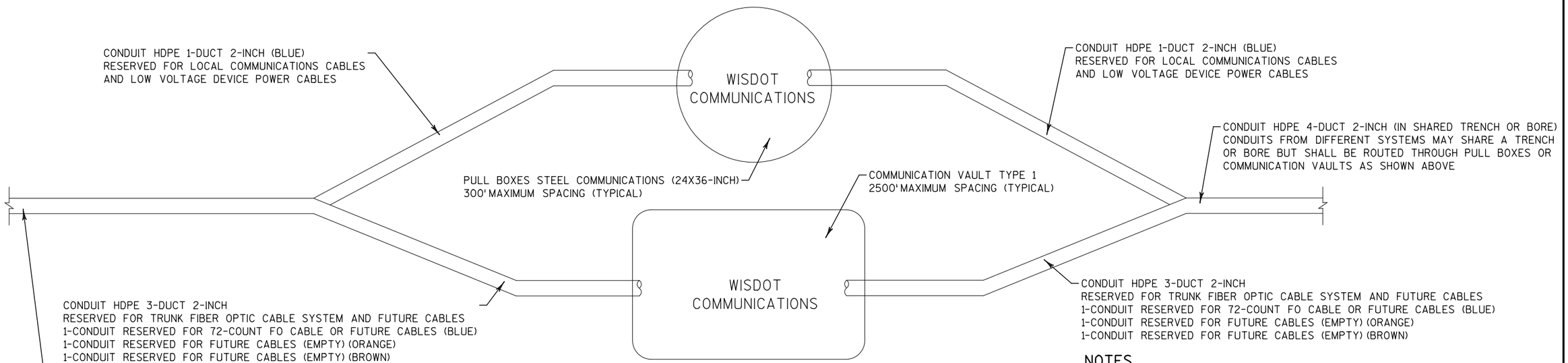



TRUNK COMMUNICATIONS SYSTEM CONDUIT ROUTING

NOTE: PULL BOXES STELL 24X36-INCH SHOWN ON ITS PLANS AS...
Ⓔ PB-E_




ELECTRICAL SYSTEM CONDUIT ROUTING




TYPICAL SHARED LOCAL & TRUNK
COMMUNICATIONS SYSTEM CONDUIT ROUTING

## NOTES

1) FIBER OPTIC CABLE MARKERS SHALL BE PLACED ALONG CONDUIT CONTAINING FIBER OPTIC CABLE, AS WELL AS CONDUIT SEGMENTS BETWEEN COMMUNICATIONS VAULTS THAT DO NOT CONTAIN FIBER OPTIC CABLE. CONDUIT RUNS OF GREATER THAN 100 FEET BETWEEN A COMMUNICATIONS VAULT AND A CONTROL CABINET SHALL ALSO WARRANT FIBER OPTIC CABLE MARKERS. FIBER OPTIC CABLE WARNING TAPE MAY BE SUBSTITUTEED FOR MARKERS WHEN CALLED OUT IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

2) ELECTRIC SYSTEM CONDUIT MAY SHARE A TRENCH OR BORE WITH LOCAL AND/OR TRUNK COMMUNICATIONS SYSTEM CONDUIT. HOWEVER, ELECTRIC SYSTEM CONDUIT (GRAY) SHALL BE ROUTED THROUGH ELECTRIC PULL BOXES.

3) A COMMUNICATIONS MANHOLE SHALL BE PLACED IN LIEU OF A COMMUNICATIONS VAULT WHEN ACCESS TO TRUNK COMMUNICATIONS SYSTEM CONDUIT IS DESIRED WITHIN A PAVEMENT STRUCTURE.

NOTE: COMMUNICATION MANHOLE SHOWN ON ITS PLANS AS...
Ⓜ MH_

ITS TYPICAL CABLE/CONDUIT ROUTING

N

USH 10 EB/STH 441 NB

USH 10 WB/STH 441 SB

APPLETON AVENUE STH 47)

STH 47 (APPLETON RD.)

ITS INSTALLED UNDER PROJECT ID 1517-07-76

RAMP GATE B
1-RAMP CLOSURE GATE SOLAR POWERED 40-FT
1-CONCRETE BASE TYPE 5
1-TRANSFORMER BASE STANDARD 11.5" BOLT CIRCLE GREY

RAMP GATE A
1-RAMP CLOSURE GATE SOLAR POWERED 24-FT
1-CONCRETE BASE TYPE 5
1-TRANSFORMER BASE STANDARD 11.5" BOLT CIRCLE GREY

CONDUIT RIGID NONMETALLIC SCHEDULE 40
1-DUCT 2-INCH
(FOR FLASHER POWER DISTRIBUTION CABLE)

CONDUIT HDPE DIRECTIONAL BORE 1-DUCT 2-INCH
(FOR FLASHER POWER DISTRIBUTION CABLE)

CONDUIT RIGID NONMETALLIC SCHEDULE 40
1-DUCT 2-INCH
(FOR FLASHER POWER DISTRIBUTION CABLE)

CONTROLLER CABINET
1-CONCRETE CONTROL CABINET BASES TYPE 10
1-PEDESTAL BASE GREY
1-TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT GREY

CONDUIT RIGID NONMETALLIC SCHEDULE 40
1-DUCT 2-INCH
(FOR FLASHER POWER DISTRIBUTION CABLE)

CONDUIT RIGID NONMETALLIC SCHEDULE 40 1-DUCT 2-INCH
(FOR FLASHER POWER DISTRIBUTION CABLE)

CONDUIT HDPE DIRECTIONAL BORE 1-DUCT 2-INCH
(FOR FLASHER POWER DISTRIBUTION CABLE)

CONTROLLER CABINET
1-CONCRETE CONTROL CABINET BASES TYPE 10
1-PEDESTAL BASE GREY
1-TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT GREY

RAMP GATE A
1-RAMP CLOSURE GATE SOLAR POWERED 24-FT
1-CONCRETE BASE TYPE 5
1-TRANSFORMER BASE STANDARD 11.5" BOLT CIRCLE GREY

RAMP GATE B
1-RAMP CLOSURE GATE SOLAR POWERED 40-FT
1-CONCRETE BASE TYPE 5
1-TRANSFORMER BASE STANDARD 11.5" BOLT CIRCLE GREY

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | ITS - USH 10/STH 441 | SHEET 184 | E |
|---|---|---|---|---|---|

## LIGHTING PLAN LEGEND

PROPOSED LIGHT POLE LOCATION; CONCRETE BASES TYPE 5 WITH TYPE 5 ALUMINUM 30-FT POLE

LOCATION OF ELECTRICAL SERVICE METER BREAKER PEDESTAL WITH EXTENSION AS SHOWN ON PLANS

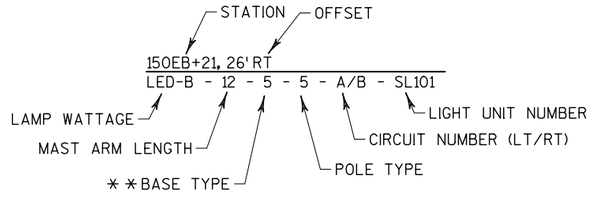
CONCRETE CONTROL CABINET BASE L-30 WITH LIGHTING CONTROL CABINET

---------- 2" CONDUIT RIGID NONMETALLIC

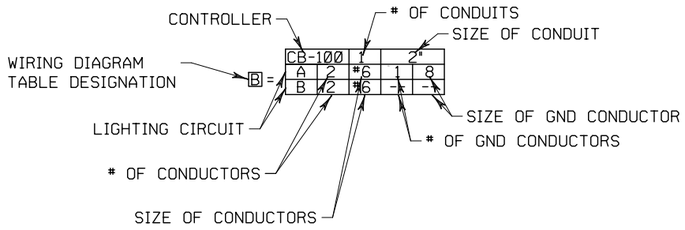
24"X42" PULL BOX

V, W
LPBXX

V = STATION, W= OFFSET
LPB= LIGHTING PULL BOX, XX= PULL BOX NUMBER




** WHEN BP IS CALLED OUT, POLE BASE IS IN BRIDGE PARAPET




DIGGERS HOTLINE

Call 811 3 Work Days Before You Dig
or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

## LIGHTING GENERAL NOTES

1. VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. ALL NEW CONDUITS, CABLE DUCTS, DIRECT BURIAL CABLES, AND ACCESSORIES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
3. PERFORM THE ELECTRICAL WORK IN ACCORDANCE WITH WISDOT LATEST STANDARDS, THE SPECIAL PROVISIONS AND APPLICABLE SECTIONS OF THE WISDOT STANDARD SPECIFICATIONS (LATEST EDITION).
4. INSTALL ALL FOUNDATIONS IN ORDER FOR THE PROPOSED AND FUTURE LUMINAIRES TO BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER.
5. INSTALL CONDUITS AT A MINIMUM 24" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. INCREASE DEPTH OF DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST. COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
6. ALL CONDUIT USED FOR BORED CABLE RUNS UNDER PAVEMENTS SHALL BE POLYVINYL CHLORIDE (PVC), SCHEDULE 40 IN CONFORMANCE WITH SECTION 652.2.3 OF THE WISDOT SPECIFICATIONS.
7. CAP CONDUIT ON BOTH ENDS UNTIL CABLING IS PLACED. FUNISH AND INSTALL A MANUFACTURER APPROVED CAP FOR ALL CONDUITS. DUCT TAPE AND OTHER TAPE IS NOT ACCEPTABLE MEANS OF CONDUIT CAP. EXTEND CONDUIT ONE (1) FOOT BEYOND THE BACK OF CURB EDGE.
8. FURNISH AND INSTALL CABLE PULL STRINGS OR WIRES IN ALL CONDUITS. PULL WIRES MUST BE ACCESSIBLE AND ANCHORED AT EACH CONDUIT END FOR EASY FUTURE ACCESS.
9. PITCH ALL CONDUIT TOWARD PULLBOXES. A 2" DRAIN DUCT TO DITCH OR STORM SEWER REQUIRED FOR ALL PULL BOXES IN LOW POINTS. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM AND IS NOT SHOWN.
10. ALL POLES ON BREAKAWAY BASES SHALL BE PLACED IN LOCATIONS SHOWN ON PLANS. ALL LIGHTS PLACED BEHIND GUARDRAIL SHALL BE PLACED A MINIMUM OF 4-FEET BEHIND THE FACE OF GUARDRAIL.
11. LIGHTING SYMBOLS MAYBE ENLARGED FOR CLARITY, USE CENTER OF SYMBOL TO LOCATE EQUIPMENT IN THE FIELD.

LIGHTING PLANS PREPARED BY:

URS
342 N Water Street
7th Floor
Milwaukee, WI 53202
(414) 831-4100

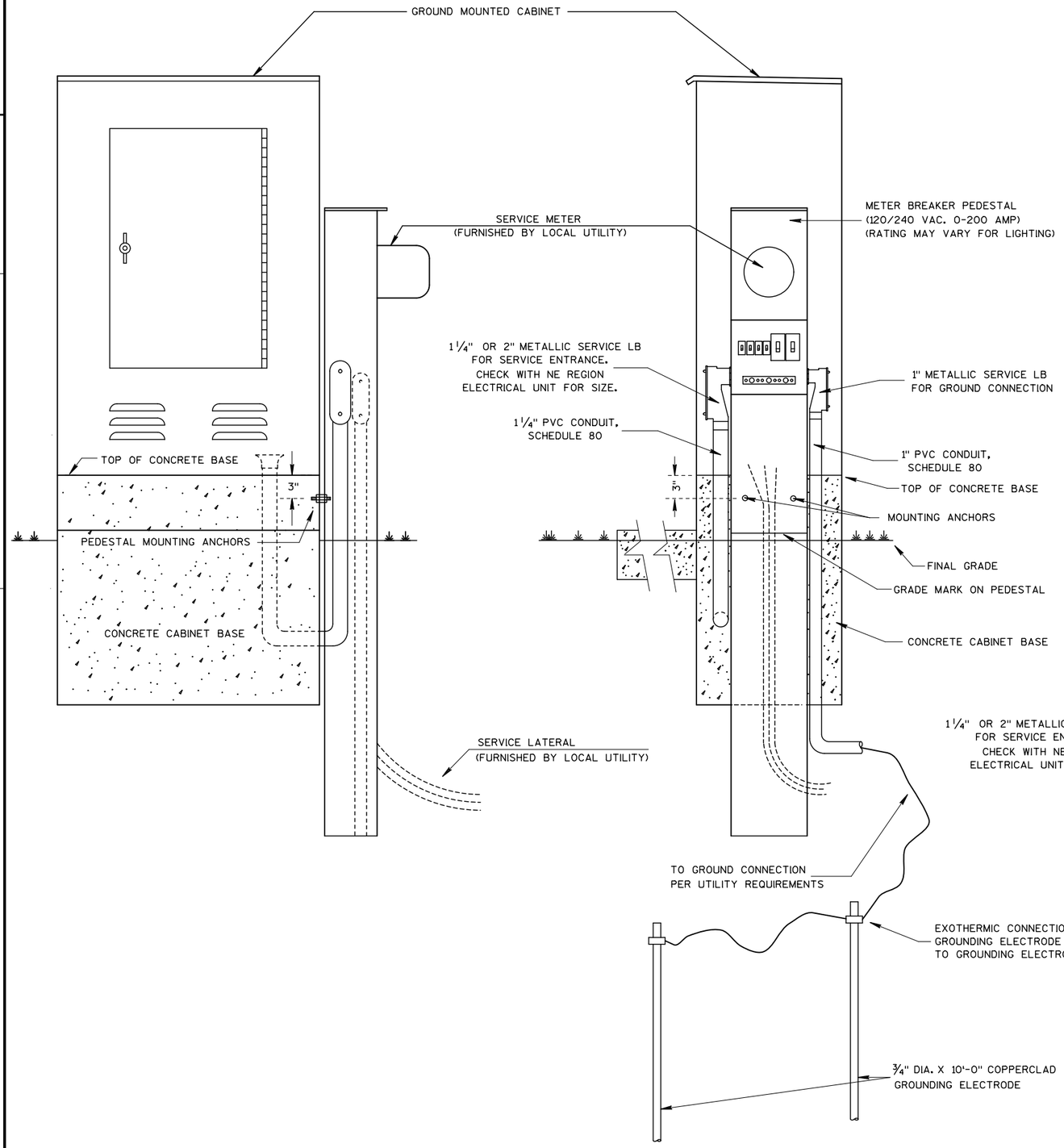
WISCONSIN
MOHAMMED A ELSHOLI
E-37874-6
ORLAND HILLS
ILLINOIS
PROFESSIONAL ENGINEER

11/01/2014
(Date)

(Signature)

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN - TITLE SHEET | SHEET 185 | E |
|---|---|---|---|---|---|

2




## 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.

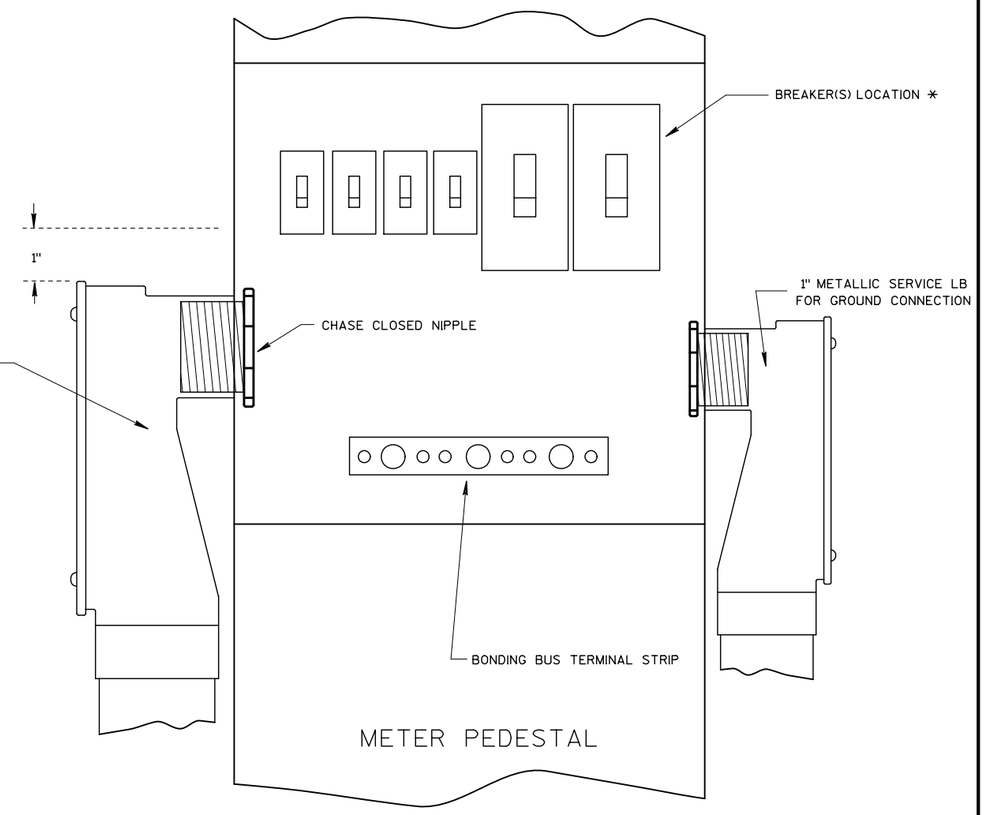
WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT OR SCHEDULE 80 PVC, NIPPLES AND/OR CONDULETS AS REQUIRED. CONDUIT LB SHALL BE OF METALLIC SERVICE ENTRANCE TYPE.

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 NEC.

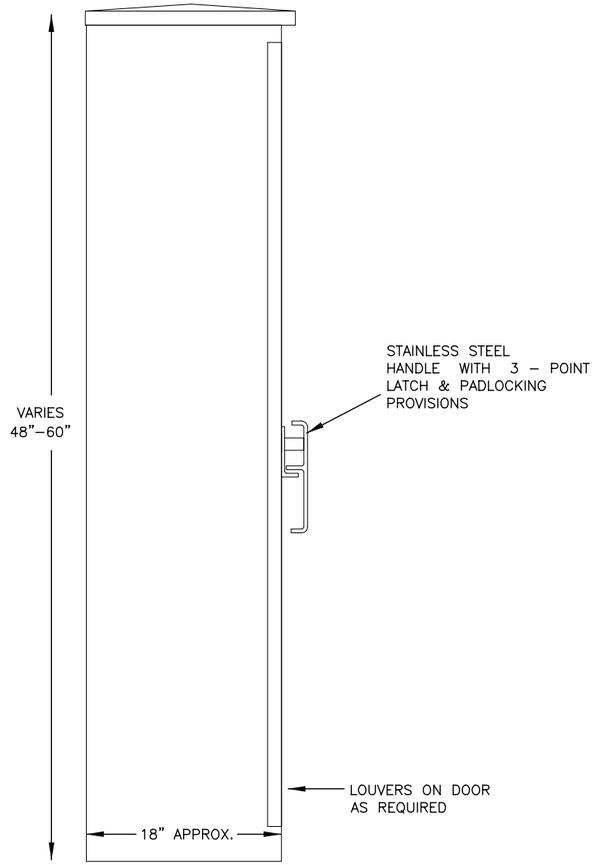
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.




SHEET 2 OF 16

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING - CONSTRUCTION DETAILS - NER METER PEDESTAL | SHEET 186 | E |
|---|---|---|---|---|---|

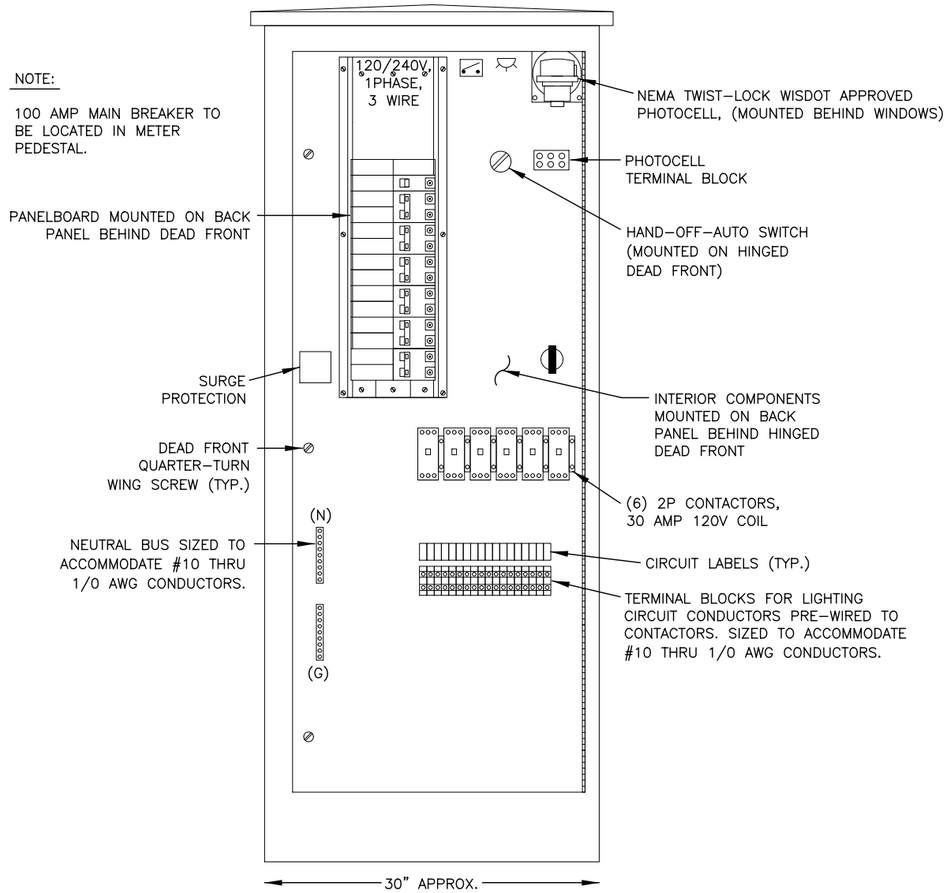
LEFT SIDE VIEW



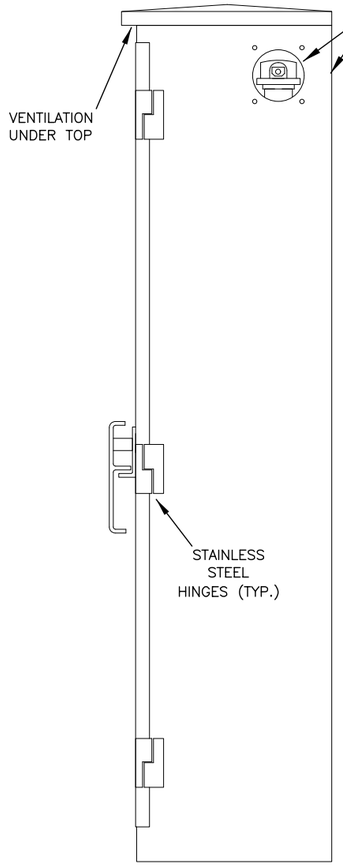

FRONT INTERIOR ELEVATION

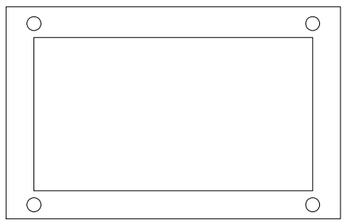
NOTE:

100 AMP MAIN BREAKER TO BE LOCATED IN METER PEDESTAL.




RIGHT SIDE VIEW



BASE FLANGE WITH GASKET

PANELBOARD:

- 30 CIRCUIT MIN.
- 100 AMP MAIN LUGS ONLY
- COPPER BUS
- BOLT–ON BREAKERS
- 22K AIC
- REFER TO SCHEMATICS FOR BREAKERS REQ'D.

BOX CONSTRUCTION:

- NEMA 3R
- UL LISTED
- 1/8" ALUMINUM 5052–H32 ANODIZED CLEAR
- BENT CONSTRUCTION – ONE PIECE SIDES AND BACK
- NEOPRENE GASKETED DOORS
- STAINLESS STEEL HARDWARE
- ETL LISTED IN ACCORDANCE W/UL508A
- DOOR KEEP TO HOLD DOOR WHILE OPEN

NOTES:

1) ALL FEEDER/BRANCH CIRCUITS TO INCLUDE NEC SIZED EQUIPMENT GROUND CONDUCTORS.
2) REFER TO PLAN DRAWINGS FOR FEEDER/BRANCH CIRCUIT WIRE AND CONDUIT SIZES.
3) REFER TO DETAIL DRAWINGS FOR CONCRETE MOUNTING PAD DETAILS.

LEGEND

- 20 AMP GFCI DUPLEX RECEPTACLE WITH COVER, 120V
- SPST, 20 AMP SWITCH ON DOOR, TO TURN ON LIGHT WHEN DOOR IS OPEN
- 13 LED, 3 WATT, 120V LIGHT BAR

LIGHTING CONTROL CABINET - ROUNDABOUT

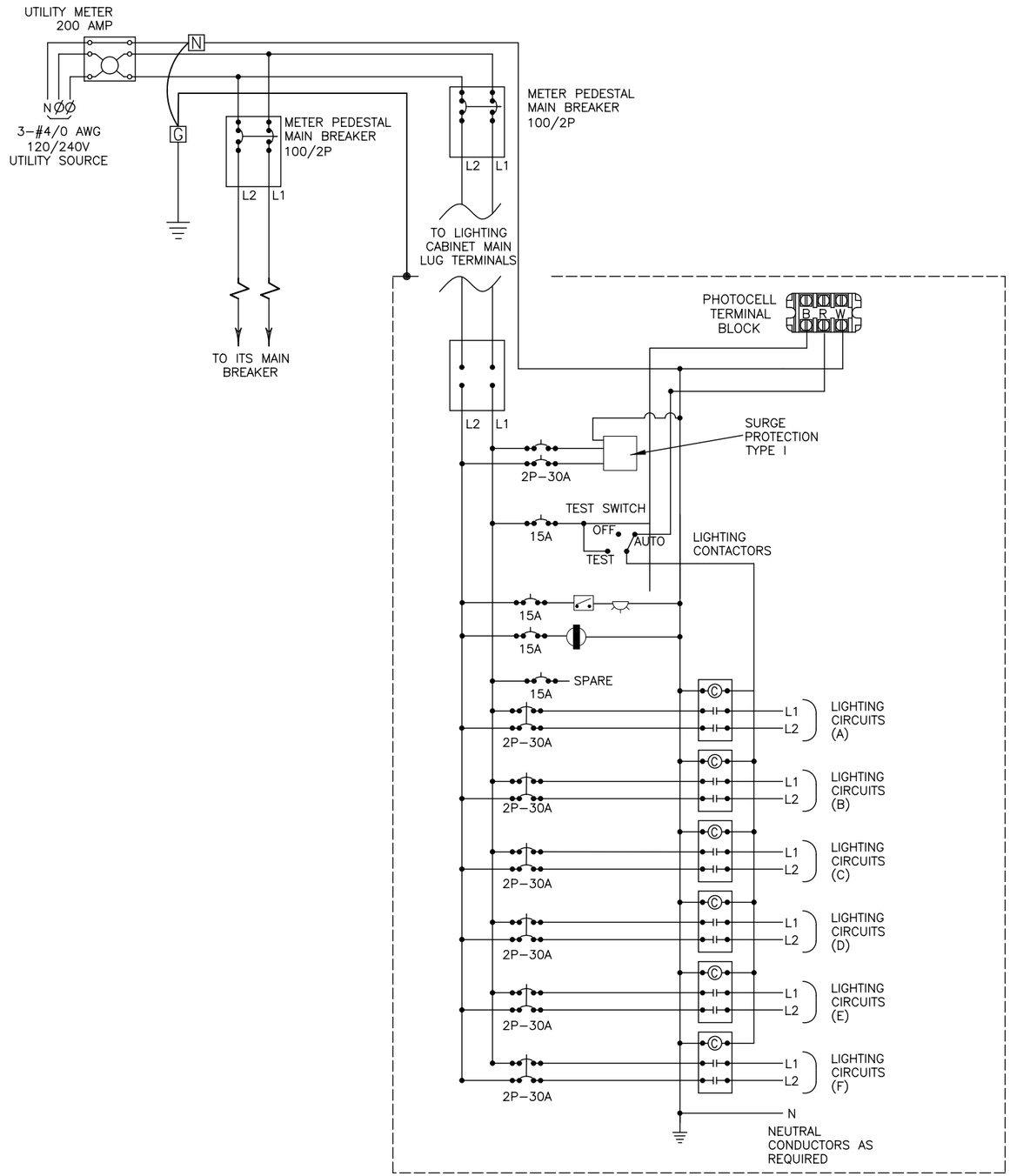
NO SCALE

SHEET 1 OF 2



| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING - CONSTRUCTION DETAILS - ROUNDABOUT LIGHTING CABINET | SHEET 187 | E |
|---|---|---|---|---|---|

FILE NAME : P:\Transportation\US 10 WIS 441\CADD\sheets\15177578\023503_lp.dgn PLOT DATE : 10/24/2014 PLOT BY : Bryan_Larson PLOT NAME : PLOT SCALE : 200.0000 ' / in.




LIGHTING CONTROL CABINET - ROUNDABOUT - SCHEMATICS

NO SCALE SHEET 2 OF 2

2

120/240 VOLT, 1-PHASE SERVICE PEDESTAL APPLETON ROUNDABOUTS
LOCATION: STA: 12ASBS+78, 45' RT

L70-2012 (CB 100) LIGHTING CABINET - WISDOT

| | CB | W | DESCRIPTION | DESCRIPTION | W | CB | |
|---|---|---|---|---|---|---|---|
| 240V | 1 | 581 | CIRCUIT A | CIRCUIT B | 581 | 2 | 240V |
| | 3 | 581 | CIRCUIT A | CIRCUIT B | 581 | 4 | |
| 240V | 5 | 675 | CIRCUIT C | CIRCUIT D | 675 | 6 | 240V |
| | 7 | 675 | CIRCUIT C | CIRCUIT D | 675 | 8 | |
| 240V | 9 | 374 | CIRCUIT E | CIRCUIT F | 281 | 10 | 240V |
| | 11 | 374 | CIRCUIT E | CIRCUIT F | 281 | 12 | |
| | 13 | | | | | 14 | |
| | 15 | | | | | 16 | |
| | 17 | | | | | 18 | |
| | 19 | | | | | 20 | |
| | 21 | | | | | 22 | |
| | 23 | | | | | 24 | |

TOTAL LOAD PHASE A: 3167
TOTAL LOAD PHASE B: 3167
Total Load: 6334 W

120/240 VOLT, 1-PHASE SERVICE PEDESTAL APPLETON ROAD (SOUTH OF ROUNDABOUTS)
LOCATION: STA: 109ASB+40, 48' LT

(CB 200) LIGHTING CABINET - CITY OF MENASHA

| | CB | W | DESCRIPTION | DESCRIPTION | W | CB | |
|---|---|---|---|---|---|---|---|
| 240V | 1 | 281 | CIRCUIT A | CIRCUIT B | 281 | 2 | 240V |
| | 3 | 281 | CIRCUIT A | CIRCUIT B | 281 | 4 | |
| 240V | 5 | 281 | CIRCUIT C | CIRCUIT D | 187 | 6 | 240V |
| | 7 | 281 | CIRCUIT C | CIRCUIT D | 187 | 8 | |
| 240V | 9 | - | SPARE | SPARE | - | 10 | 240V |
| | 11 | - | SPARE | SPARE | - | 12 | |
| | 13 | | | | | 14 | |
| | 15 | | | | | 16 | |
| | 17 | | | | | 18 | |
| | 19 | | | | | 20 | |
| | 21 | | | | | 22 | |
| | 23 | | | | | 24 | |

TOTAL LOAD PHASE A: 1030
TOTAL LOAD PHASE B: 1030
Total Load: 2060 W

## WISDOT SYSTEMS

■1

| |
|---|
| A - BLACK |
| B - RED |
| C - BROWN |
| D - BLUE |
| E - YELLOW |
| F - ORANGE |
| 240V PHASE-PHASE |

- L70-2012 / USH 41 & USH 10 @ STH 47/ CITY OF MENASHA / WINNEBAGO COUNTY
- CB 100 / SOUTHWEST QUADRANT OF INTERCHANGE
- 120/240 VOLT / SINGLE PHASE / 100 AMP SERVICE
- METER BREAKER PEDESTAL
- CIRCUIT DESCRIPTIONS:
  - CKT. A/B - STH47 SOUTHBOUND LIGHTS
  - CKT. C/D - STH47 NORTHBOUND LIGHTS
  - CKT. E/F - EB MAINLINE EXIT RAMP CIS & WB MAINLINE EXIT RAMP CIS LIGHTS

## NON-WISDOT SYSTEMS

●2

| |
|---|
| A - BLACK |
| B - RED |
| C - BROWN |
| D - BLUE |
| E - YELLOW |
| F - ORANGE |
| 240V PHASE-PHASE |

- CB 200 / STH 47 & DRUM CORPS DRIVE / CITY OF MENASHA / WINNEBAGO COUNTY
- 120/240 VOLT / SINGLE PHASE / 100 AMP SERVICE
- METER BREAKER PEDESTAL
- CITY OF MENASHA MAINTAINED
- CIRCUIT DESCRIPTIONS:
  - CKT. A/B - STH47 SOUTHBOUND LIGHTS (SOUTH OF THE SOUTH ROUNDABOUT)
  - CKT. C/D - STH47 NORTHBOUND LIGHTS (SOUTH OF THE SOUTH ROUNDABOUT)

N

APPLETON RD

SHEET 5

USH 10 WB/STH 441 SB

USH 10 EB/STH 441 NB

SHEET 3

1■

2●

DRUM CORPS DR.

SHEET 1

TOWN OF MENASHA
CITY OF MENASHA

SHEET 6 OF 16

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN OVERVIEW | SHEET 190 | E |
|---|---|---|---|---|---|

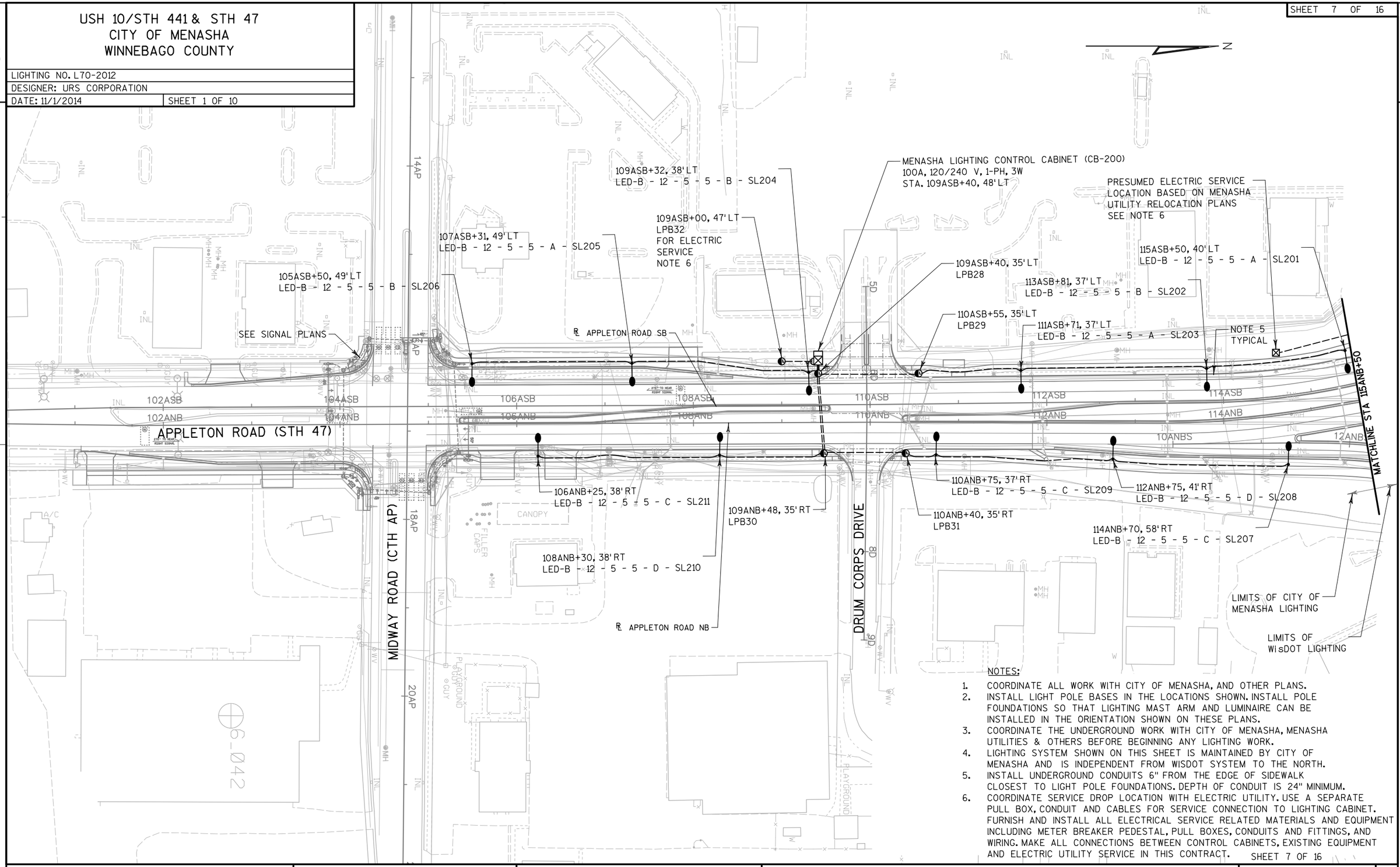
FILE NAME : P:\Transportation\US 10 WIS 441\CADD\sheets\15177578\023506_lp.dgn PLOT DATE : 10/24/2014 PLOT BY : Bryan_Larson PLOT NAME : PLOT SCALE : 600.0000 sf / in.

WISDOT/CADDS SHEET 42

2

# USH 10/STH 441 & STH 47
# CITY OF MENASHA
# WINNEBAGO COUNTY

LIGHTING NO. L70-2012
DESIGNER: URS CORPORATION
DATE: 11/1/2014 | SHEET 1 OF 10




NOTES:

1. COORDINATE ALL WORK WITH CITY OF MENASHA, AND OTHER PLANS.
2. INSTALL LIGHT POLE BASES IN THE LOCATIONS SHOWN. INSTALL POLE FOUNDATIONS SO THAT LIGHTING MAST ARM AND LUMINAIRE CAN BE INSTALLED IN THE ORIENTATION SHOWN ON THESE PLANS.
3. COORDINATE THE UNDERGROUND WORK WITH CITY OF MENASHA, MENASHA UTILITIES & OTHERS BEFORE BEGINNING ANY LIGHTING WORK.
4. LIGHTING SYSTEM SHOWN ON THIS SHEET IS MAINTAINED BY CITY OF MENASHA AND IS INDEPENDENT FROM WISDOT SYSTEM TO THE NORTH.
5. INSTALL UNDERGROUND CONDUITS 6" FROM THE EDGE OF SIDEWALK CLOSEST TO LIGHT POLE FOUNDATIONS. DEPTH OF CONDUIT IS 24" MINIMUM.
6. COORDINATE SERVICE DROP LOCATION WITH ELECTRIC UTILITY. USE A SEPARATE PULL BOX, CONDUIT AND CABLES FOR SERVICE CONNECTION TO LIGHTING CABINET. FURNISH AND INSTALL ALL ELECTRICAL SERVICE RELATED MATERIALS AND EQUIPMENT INCLUDING METER BREAKER PEDESTAL, PULL BOXES, CONDUITS AND FITTINGS, AND WIRING. MAKE ALL CONNECTIONS BETWEEN CONTROL CABINETS, EXISTING EQUIPMENT AND ELECTRIC UTILITY SERVICE IN THIS CONTRACT.



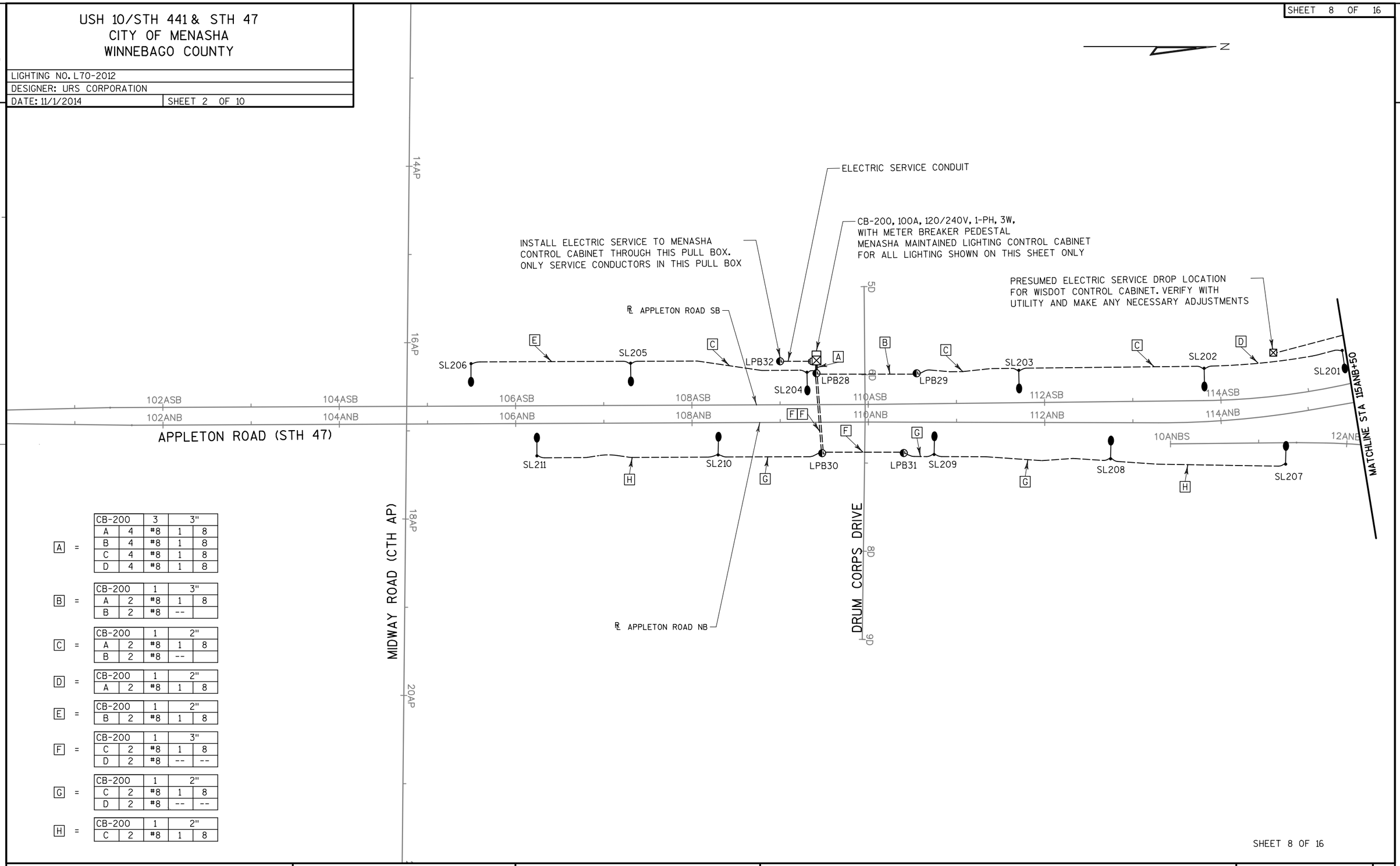
| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN | SHEET 191 | E |
|---|---|---|---|---|---|

FILE NAME : P:\Transportation\US 10 WIS 441\CADD\sheets\15177578\023507_lp.dgn PLOT DATE : 10/24/2014 PLOT BY : Bryan_Larson PLOT NAME : PLOT SCALE : 100:0 ft:in / in.
WISDOT/CADDS SHEET 42

2

# USH 10/STH 441 & STH 47
# CITY OF MENASHA
# WINNEBAGO COUNTY

LIGHTING NO. L70-2012
DESIGNER: URS CORPORATION
DATE: 11/1/2014 | SHEET 2 OF 10




[A] =

| CB-200 | 3 | 3" | | |
|---|---|---|---|---|
| A | 4 | #8 | 1 | 8 |
| B | 4 | #8 | 1 | 8 |
| C | 4 | #8 | 1 | 8 |
| D | 4 | #8 | 1 | 8 |

[B] =

| CB-200 | 1 | 3" | | |
|---|---|---|---|---|
| A | 2 | #8 | 1 | 8 |
| B | 2 | #8 | -- | |

[C] =

| CB-200 | 1 | 2" | | |
|---|---|---|---|---|
| A | 2 | #8 | 1 | 8 |
| B | 2 | #8 | -- | |

[D] =

| CB-200 | 1 | 2" | | |
|---|---|---|---|---|
| A | 2 | #8 | 1 | 8 |

[E] =

| CB-200 | 1 | 2" | | |
|---|---|---|---|---|
| B | 2 | #8 | 1 | 8 |

[F] =

| CB-200 | 1 | 3" | | |
|---|---|---|---|---|
| C | 2 | #8 | 1 | 8 |
| D | 2 | #8 | -- | -- |

[G] =

| CB-200 | 1 | 2" | | |
|---|---|---|---|---|
| C | 2 | #8 | 1 | 8 |
| D | 2 | #8 | -- | -- |

[H] =

| CB-200 | 1 | 2" | | |
|---|---|---|---|---|
| C | 2 | #8 | 1 | 8 |

# USH 10/STH 441 & STH 47
# CITY OF MENASHA
# WINNEBAGO COUNTY

LIGHTING NO. L70-2012
DESIGNER: URS CORPORATION
DATE: 11/1/2014 | SHEET 3 OF 10

N

MATCHLINE STA 125ANB+00

NOTE 5 TYPICAL

124ASB+00, 42'LT
LPB37

10ASBN+76, 26'LT
LED-B - 12 - 5 - 5 - A - SL114

123ASB+84, 42'LT
LED-B - 12 - 5 - 5 - B - SL113

10ASBN+69, 23'LT
LPB12

1288ANW+46, 36'LT
LED-B - 12 - 5 - 5 - A - SL112

1288ANW+13, 30'LT
LPB11

1288ANW+16, 11'RT
LPB10

℄ APPLETON ROAD NW RAMP

11ANRT+82, 38'RT
LED-B - 12 - 5 - 5 - B - SL111

12ANRT+54, 26'RT
LED-B - 12 - 5 - 5 - A - SL110

121ASB+50, 33'LT
LPB08

121ASB+12, 31'LT
LED-B - 12 - 5 - 5 - B - SL109

121ASB+40, 16'RT
LPB09

120ASB+77, 6'RT
LPB07

℄ APPLETON ROAD SB

STH 441 SB/USH 10 WB

120ASB+43, 0'LT
LED-B - UD - A - SL108

119ASB+70, 0'LT
LED-B - UD - B - SL107

STH 441 NB/USH 10 EB

119ASB+23, 31'LT
LED-B - 12 - 5 - 5 - A - SL106

℄ APPLETON ROAD SW RAMP

118ANB+73, 12'RT
LPB05

118ASB+46, 38'LT
LPB04

12ASRT+50, 27'RT
LED-B - 12 - 5 - 5 - B - SL105

117ASB+97, 37'LT
LED-B - 12 - 5 - 5 - A - SL104

1287ASW+87, 10'LT
LED-B - 12 - 5 - 5 - B - SL103

1287ASW+75, 8'LT
LPB03

SEE LIGHTING SHEET 14 OF 17
FOR RAMP/CIS CALLOUTS

12ASBS+43, 26'LT
LPB02

12ASBS+42, 24'RT
LPB01

12ASBS+61, 21'RT
LED-B - 12 - 5 - 5 - A - SL102

PROPOSED LIGHTING CONTROL CABINET
AND METER BREAKER PEDESTAL
CB-100, 120/240V, 100A, 1-PH
12ASBS+78, 45'RT
L70-2012
USH 10/STH 441 & STH 47
SEE NOTE 6

116ASB+59, 41'LT
LED-B - 12 - 5 - 5 - C - SL101

116ASB+08, 52'LT
LPB13

ELECTRIC SERVICE CONDUIT

115ANB+95, 12'LT
LPB14

MATCHLINE STA 115ANB+50

APPLETON ROAD (STH 47)

124ANB+50, 40'RT
LED-B - 12 - 5 - 5 - C - SL132

123ANB+79, 11'LT
LPB25

10ANRT+68, 35'RT
LED-B - 12 - 5 - 5 - D - SL131

123ANB+77, 33'RT
LPB24

123ANB+50, 38'RT
LED-B - 12 - 5 - 5 - C - SL130

10ANBN+50, 22'RT
LED-B - 12 - 5 - 5 - D - SL129

10ANBN+69, 26'LT
LPB23

10ANBN+79, 11'RT
LPB22

SEE LIGHTING SHEET 14 OF 17
FOR RAMP/CIS CALLOUTS

℄ APPLETON ROAD NE RAMP

1290ANE+70, 9'RT
LPB21

1290ANE+56, 6'RT
LED-B - 12 - 5 - 5 - C - SL128

122ANB+14, 38'RT
LED-B - 12 - 5 - 5 - D - SL127

121ANB+60, 50'RT
LPB20

121ANB+00, 34'RT
LED-B - 12 - 5 - 5 - C - SL126

120ANB+34, 0'RT
LED-B - UD - C - SL125

℄ APPLETON ROAD NB

119ANB+60, 0'LT
LED-B - UD - D - SL124

119ASB+24, 6'RT
LPB06

118ANB+94, 30'RT
LED-B - 12 - 5 - 5 - C - SL123

℄ APPLETON ROAD SE RAMP

118ANB+62, 32'RT
LPB19

111ASRT+79, 36'RT
LED-B - 12 - 5 - 5 - D - SL122

1290ASE+30, 8'RT
LPB18

1290ASE+31, 25'RT
LPB17

1289ASE+92, 34'RT
LED-B - 12 - 5 - 5 - C - SL121

116ANB+50, 26'LT
LED-B - 12 - 5 - 5 - D - SL118

116ANB+23, 40'RT
LED-B - 12 - 5 - 5 - D - SL119

12ANBS+66, 26'RT
LED-B - 12 - 5 - 5 - C - SL120

12ANBS+56, 22'RT
LPB16

12ANBS+48, 13'LT
LPB15

NOTES:

1. COORDINATE ALL UNDERDECK WORK WITH STRUCTURAL PLANS.
2. INSTALL LIGHT POLE BASES IN THE LOCATIONS SHOWN. INSTALL POLE FOUNDATIONS SO THAT LIGHTING MAST ARM AND LUMINAIRE CAN BE INSTALLED IN THE ORIENTATION SHOWN ON THESE PLANS.
3. COORDINATE THE UNDERGROUND WORK WITH ELECTRIC AND OTHER UTILITIES BEFORE BEGINNING ANY LIGHTING WORK.
4. QUANTITIES AND PAYMENT FOR ALL ELECTRICAL AND LIGHTING ITEMS INCORPORATED INTO STRUCTURES ARE SHOWN ON THE STRUCTURAL PLANS.
5. INSTALL UNDERGROUND CONDUITS 6" FROM THE EDGE OF SIDEWALK CLOSEST TO LIGHT POLE FOUNDATIONS. CONDUIT DEPTH IS 24" MINIMUM.
6. COORDINATE SERVICE DROP LOCATION WITH ELECTRIC UTILITY. USE A SEPARATE PULL BOX, CONDUIT AND CABLES FOR SERVICE CONNECTION TO LIGHTING CABINET. FURNISH AND INSTALL ALL ELECTRICAL SERVICE RELATED MATERIALS AND EQUIPMENT INCLUDING METER BREAKER PEDESTAL, PULL BOXES, CONDUITS AND FITTINGS, AND WIRING. MAKE ALL CONNECTIONS BETWEEN CONTROL CABINETS, EXISTING EQUIPMENT AND ELECTRIC UTILITY SERVICE IN THIS CONTRACT.

SHEET 9 OF 16

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN | SHEET 193 E |
|---|---|---|---|---|

# USH 10/STH 441 & STH 47
# CITY OF MENASHA
# WINNEBAGO COUNTY

LIGHTING NO. L70-2012
DESIGNER: URS CORPORATION
DATE: 11/1/2014 | SHEET 4 OF 10

**A =**

| CB-100 | | 1 | 2" | |
|---|---|---|---|---|
| A | 2 | #6 | 1 | 8 |
| B | 2 | #6 | -- | -- |

**B =**

| CB-100 | | 1 | 3" | |
|---|---|---|---|---|
| A | 2 | #6 | 1 | 8 |
| B | 2 | #6 | -- | -- |

**C =**

| CB-100 | | 1 | 2" | |
|---|---|---|---|---|
| B | 2 | #6 | 1 | 8 |

**D =**

| CB-100 | | 1 | 2" | |
|---|---|---|---|---|
| C | 2 | #6 | 1 | 8 |
| D | 2 | #6 | -- | -- |

**E =**

| CB-100 | | 1 | 3" | |
|---|---|---|---|---|
| C | 2 | #6 | 1 | 8 |
| D | 2 | #6 | -- | -- |

**F =**

| CB-100 | | 1 | 2" | |
|---|---|---|---|---|
| D | 4 | #6 | 1 | 8 |

**G =**

| CB-100 | | 1 | 3" | |
|---|---|---|---|---|
| -- | -- | -- | -- | -- |

**H =**

| CB-100 | | 1 | 3" | |
|---|---|---|---|---|
| E | 2 | #6 | 1 | 8 |
| F | 2 | #6 | -- | -- |

**I =**

| CB-100 | | 1 | 2" | |
|---|---|---|---|---|
| C | 2 | #6 | 1 | 8 |
| D | 2 | #6 | -- | -- |
| E | 2 | #8 | 1 | 8 |
| F | 2 | #8 | -- | -- |

**J =**

| CB-100 | | 1 | 3" | |
|---|---|---|---|---|
| C | 2 | #6 | 1 | 8 |
| D | 2 | #6 | -- | -- |
| E | 2 | #8 | 1 | 8 |
| F | 2 | #8 | -- | -- |

SEE LIGHTING SHEET 15 OF 17 FOR RAMP/CIS CALLOUTS & CIRCUITING

N

NOTE 5 TYPICAL

MATCHLINE STA 125ANB+00

℄ APPLETON ROAD NW RAMP

℄ APPLETON ROAD NE RAMP

℄ APPLETON ROAD SB

℄ APPLETON ROAD NB

℄ APPLETON ROAD SW RAMP

℄ APPLETON ROAD SE RAMP

STH 441 SB/USH 10 WB

STH 441 NB/USH 10 EB

SEE LIGHTING SHEET 15 OF 17 FOR RAMP/CIS CALLOUTS & CIRCUITING

PROPOSED LIGHTING CONTROL CABINET AND METER BREAKER PEDESTAL CB-100, 120/240V, 100A, 1-PH, 3-W 12ASBS+78, 45 RT L70-2012

LIMITS OF WisDOT LIGHTING

LIMITS OF CITY OF MENASHA LIGHTING

MATCHLINE STA 115ANB+50



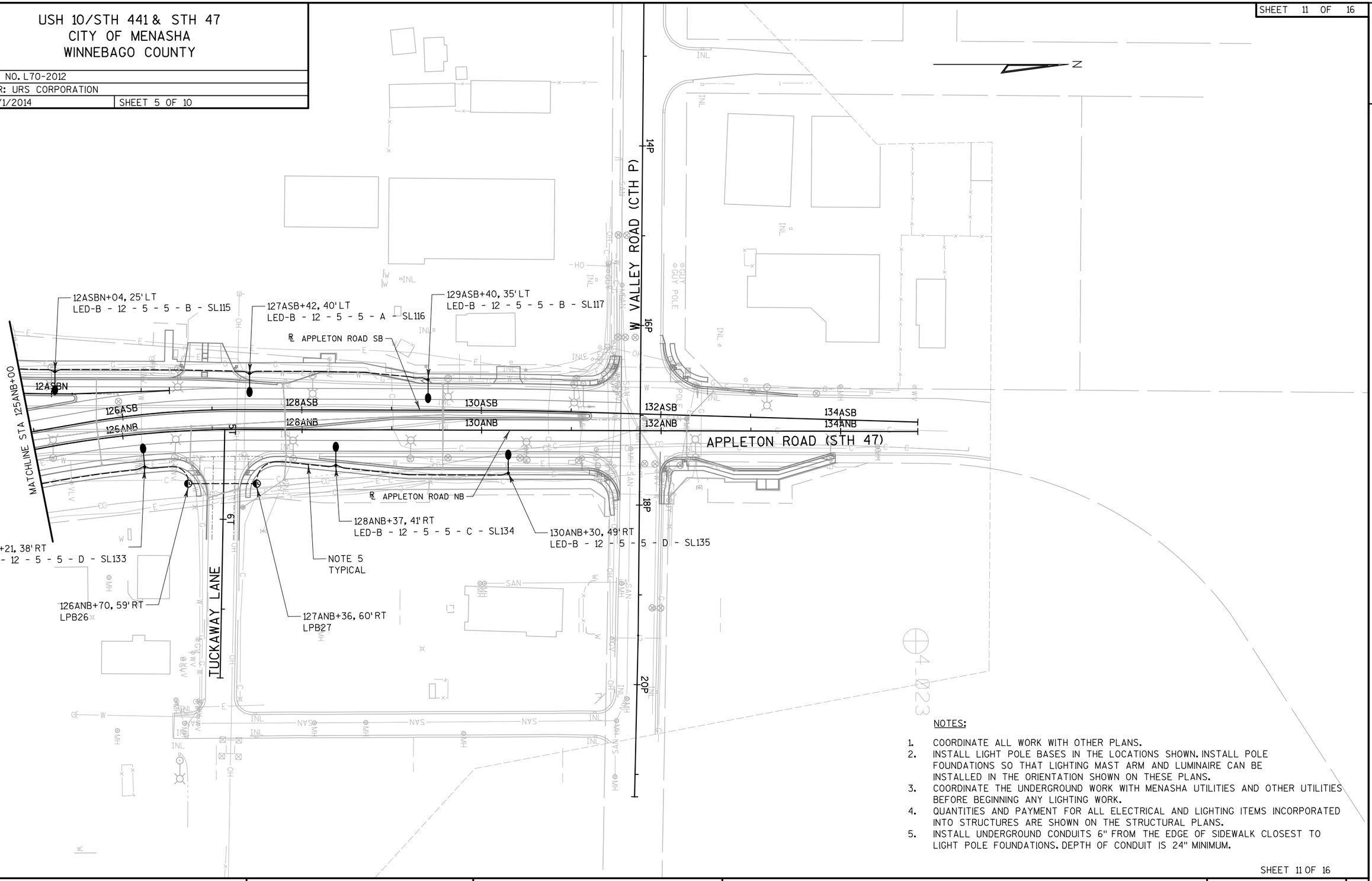
| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN - WIRING SCHEMATIC | SHEET 194 E |
|---|---|---|---|---|

FILE NAME : P:\Transportation\US 10 WIS 441\CADD\sheets\15177578\023510-WD_lp.dgn PLOT DATE : 10/28/2014 PLOT BY : Erin_Swanson PLOT NAME : PLOT SCALE : 100:0 ft:in / in.
WISDOT/CADDS SHEET 42

2

USH 10/STH 441 & STH 47
CITY OF MENASHA
WINNEBAGO COUNTY

LIGHTING NO. L70-2012
DESIGNER: URS CORPORATION
DATE: 11/1/2014 | SHEET 5 OF 10



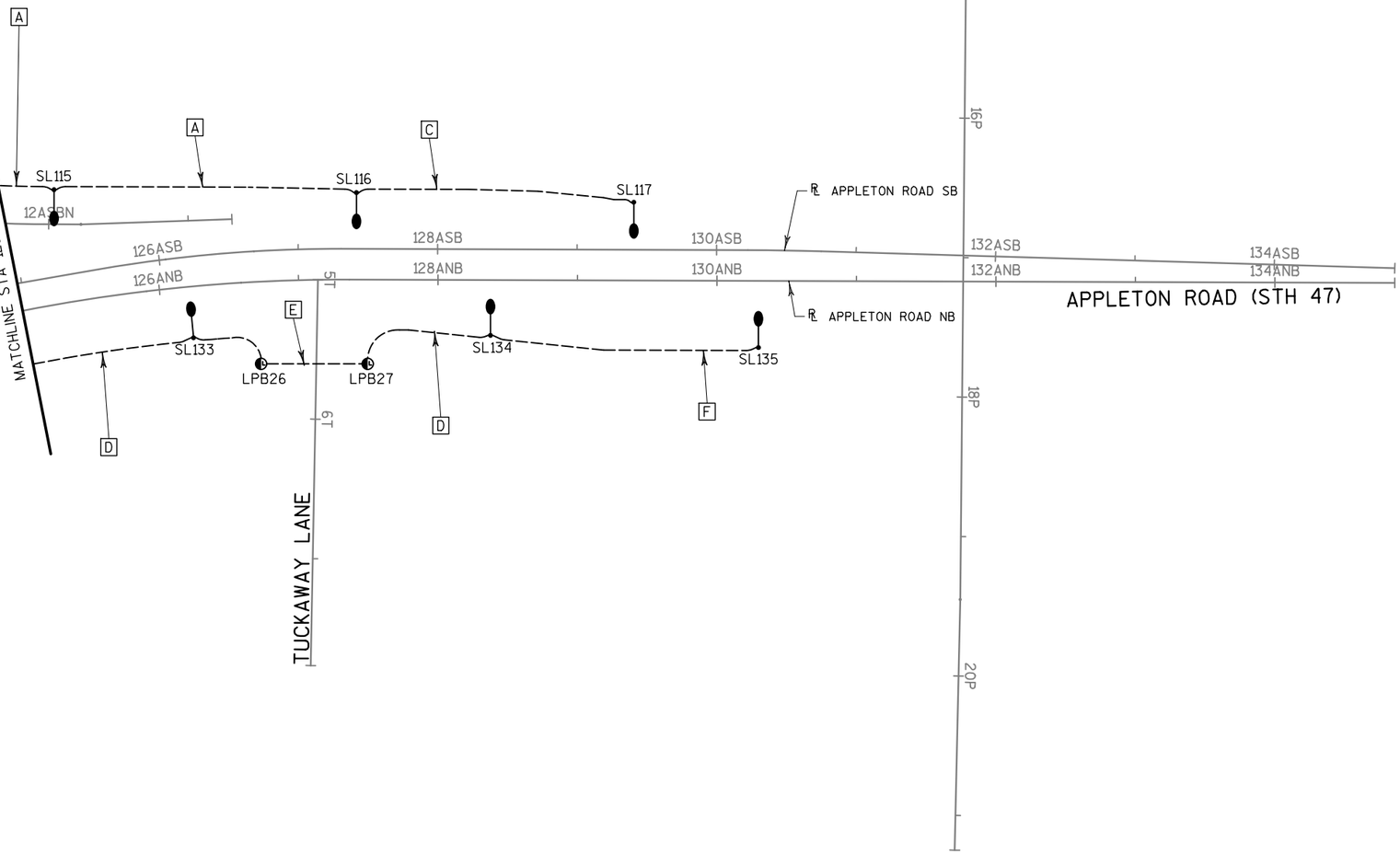

NOTES:

1. COORDINATE ALL WORK WITH OTHER PLANS.
2. INSTALL LIGHT POLE BASES IN THE LOCATIONS SHOWN. INSTALL POLE FOUNDATIONS SO THAT LIGHTING MAST ARM AND LUMINAIRE CAN BE INSTALLED IN THE ORIENTATION SHOWN ON THESE PLANS.
3. COORDINATE THE UNDERGROUND WORK WITH MENASHA UTILITIES AND OTHER UTILITIES BEFORE BEGINNING ANY LIGHTING WORK.
4. QUANTITIES AND PAYMENT FOR ALL ELECTRICAL AND LIGHTING ITEMS INCORPORATED INTO STRUCTURES ARE SHOWN ON THE STRUCTURAL PLANS.
5. INSTALL UNDERGROUND CONDUITS 6" FROM THE EDGE OF SIDEWALK CLOSEST TO LIGHT POLE FOUNDATIONS. DEPTH OF CONDUIT IS 24" MINIMUM.

2

# USH 10/STH 441 & STH 47
# CITY OF MENASHA
# WINNEBAGO COUNTY

| | |
|---|---|
| LIGHTING NO. L70-2012 | |
| DESIGNER: URS CORPORATION | |
| DATE: 11/1/2014 | SHEET 6 OF 10 |




N

| | | | | | |
|---|---|---|---|---|---|
| A = | CB-100 | | 1 | 2" | |
| | A | 2 | #6 | 1 | 8 |
| | B | 2 | #6 | -- | -- |
| B = | CB-100 | | 1 | 3" | |
| | A | 2 | #6 | 1 | 8 |
| | B | 2 | #6 | -- | -- |
| C = | CB-100 | | 1 | 2" | |
| | B | 2 | #6 | 1 | 8 |
| D = | CB-100 | | 1 | 2" | |
| | C | 2 | #6 | 1 | 8 |
| | D | 2 | #6 | -- | -- |
| E = | CB-100 | | 1 | 3" | |
| | C | 2 | #6 | 1 | 8 |
| | D | 2 | #6 | -- | -- |
| F = | CB-100 | | 1 | 2" | |
| | D | 2 | #6 | 1 | 8 |
| G = | CB-100 | | 1 | 2" | |
| | -- | -- | -- | -- | -- |

2

STH 441 SB/USH 10 EB

1276ASW
1278ASW
1280ASW
1282ASW
1284ASW
1286ASW
1288ASW
10ASBS
12ASBS

1281ASW+00, 13' LT
LPB34

1281ASW+00, 39' RT
LPB33

1281ASW+72, 55' RT
LED-B - 12 - 5 - 5 - E - SL303

1283ASW+25, 56' RT
LED-B - 12 - 5 - 5 - F - SL302

1285ASW+33, 41' RT
LED-B - 12 - 5 - 5 - E - SL301

SEE LIGHTING SHEET 10 OF 17
FOR ROUNDABOUT CALLOUTS

LIGHTING PULL BOX SHOWN
ON OTHER LIGHTING SHEETS

SEE LIGHTING SHEETS 9-13 FOR
ROUNDABOUT/STH 47 LIGHTING

118ASB
118ASRT
118ANB
120ASB
120ANB
12ANBS

LIGHTING PULL BOX SHOWN
ON OTHER LIGHTING SHEETS

1292ANE+50, 50' LT
LED-B - 12 - 5 - 5 - E - SL304

1294ANE+71, 55' LT
LED-B - 12 - 5 - 5 - F - SL305

1296ANE+26, 55' LT
LED-B - 12 - 5 - 5 - E - SL306

1297ANE+00, 39' LT
LPB35

1297ANE+00, 13' RT
LPB36

1292ANE
1294ANE
1296ANE
1298ANE
1300ANE
1302ANE

12ANBN
12ANRT
122ANB
122ASB
124ASB
124ANB
10ASBN
10ANBN
10ANRT

SEE LIGHTING SHEETS 9-13 FOR
ROUNDABOUT/STH 47 LIGHTING

SEE LIGHTING SHEET 10 OF 17
FOR ROUNDABOUT CALLOUTS

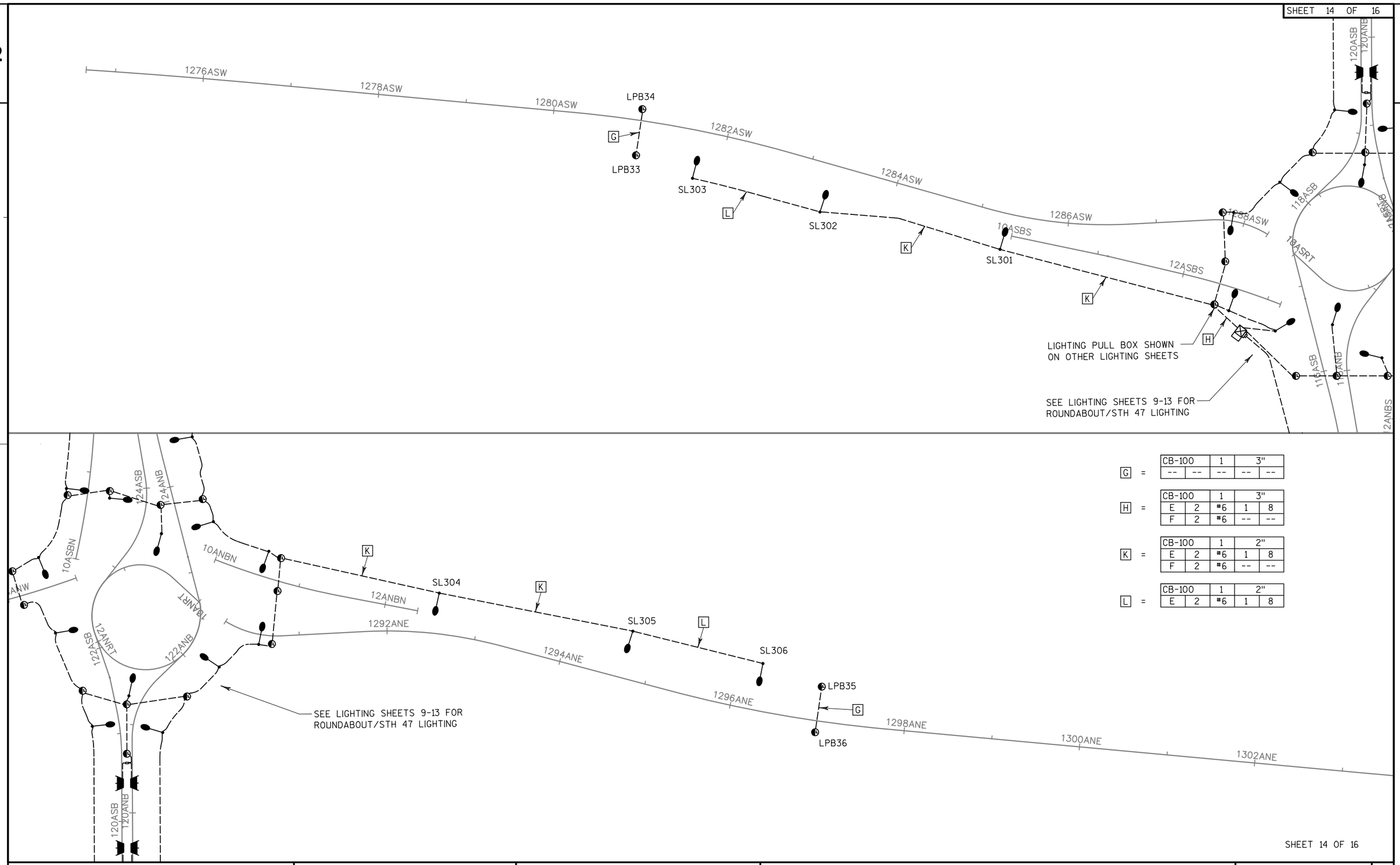
STH 441 SB/USH 10 WB

INL
MH
VLV



| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN | SHEET 197 E |
|---|---|---|---|---|

FILE NAME : P:\Transportation\US 10 WIS 441\CADD\sheets\15177578\023513_lp.dgn
PLOT DATE : 10/24/2014
PLOT BY : Bryan_Larson
PLOT NAME :
PLOT SCALE : 100:0 ft:in / in.
WISDOT/CADDS SHEET 42




| | | | | | | |
|---|---|---|---|---|---|---|
| G = | CB-100 | | 1 | 3" | | |
| | -- | -- | -- | -- | -- | |

| | | | | | | |
|---|---|---|---|---|---|---|
| H = | CB-100 | | 1 | 3" | | |
| | E | 2 | #6 | 1 | 8 | |
| | F | 2 | #6 | -- | -- | |

| | | | | | | |
|---|---|---|---|---|---|---|
| K = | CB-100 | | 1 | 2" | | |
| | E | 2 | #6 | 1 | 8 | |
| | F | 2 | #6 | -- | -- | |

| | | | | | | |
|---|---|---|---|---|---|---|
| L = | CB-100 | | 1 | 2" | | |
| | E | 2 | #6 | 1 | 8 | |

SHEET 14 OF 16

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN - WIRING SCHEMATIC | SHEET 198 | E |
|---|---|---|---|---|---|

# USH 10/STH 441 & STH 47
# CITY OF MENASHA
# WINNEBAGO COUNTY

LIGHTING NO. L70-2012
DESIGNER: URS CORPORATION
DATE: 11/1/2014 SHEET 9 OF 10

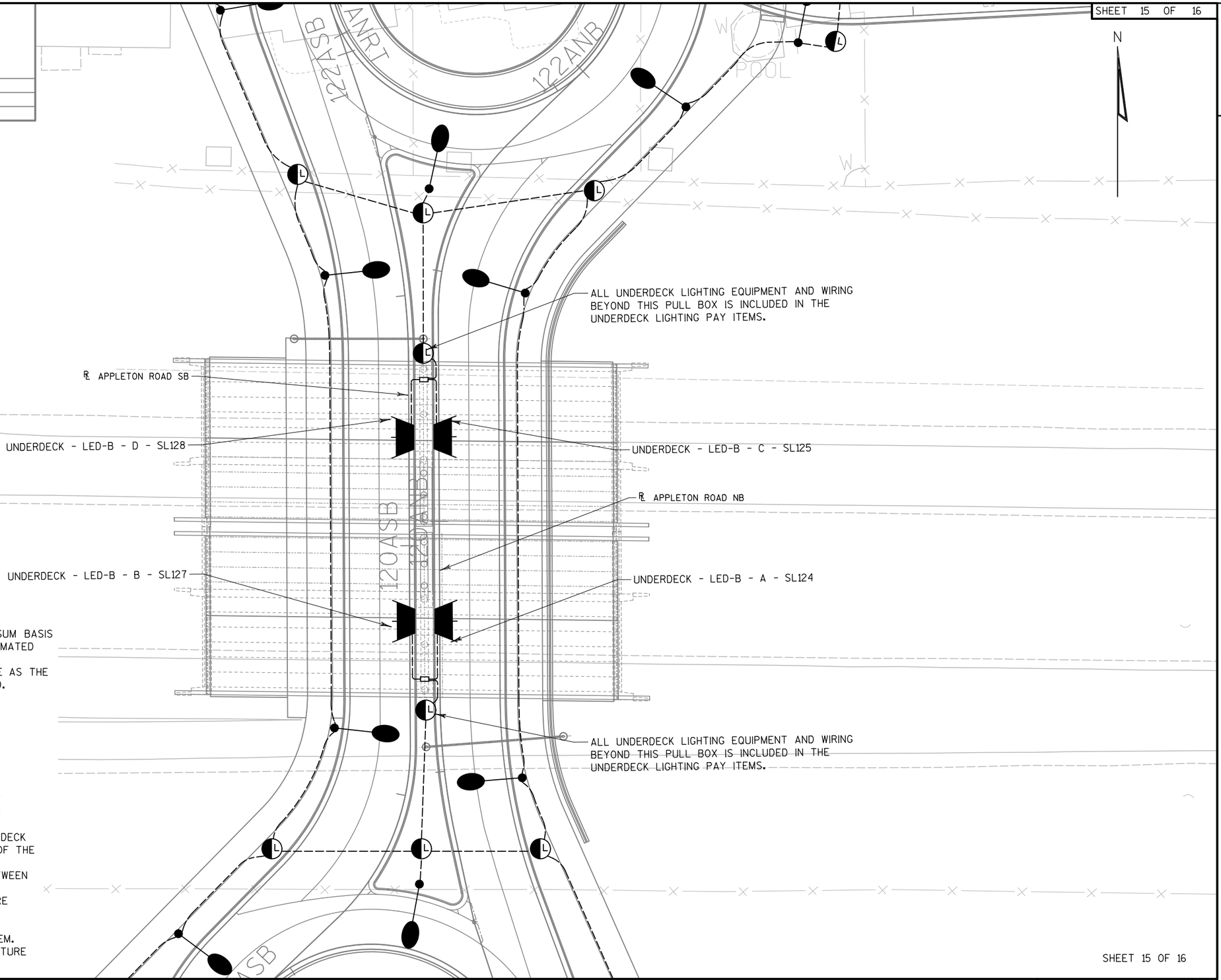
**UNDERDECK LIGHTING - MAJOR QUANTITIES**

| ITEM | UNIT | B-70-113 | B-70-114 |
|---|---|---|---|
| ELECTRICAL WIRE LIGHTING 10 AWG | LF | 600 | 600 |
| UNDERDECK LIGHTING EQUIPMENT GROUNDING | LS | 1 | 1 |
| 1" LIQUIDTIGHT CONDUIT | LF | 12 | 12 |
| 1" STEEL CONDUIT | LF | 100 | 100 |
| 2" STEEL CONDUIT | LF | 30 | 30 |
| 18X12X6-INCH JUNCTION BOX | EA | 2 | 2 |
| 4X4X4-INCH JUNCTION BOX | EA | 1 | 1 |

THE ABOVE ITEMS AND QUANTITIES ARE APPROXIMATE.

ALL ITEMS LISTED ABOVE WILL BE PAID FOR UNDER THE FOLLOWING PAY ITEMS:

ITEM No. 659.0600.001 UNDERDECK LIGHTING (B-70-113)
ITEM No. 659.0600.002 UNDERDECK LIGHTING (B-70-114)




NOTES:

1. COORDINATE ALL WORK WITH THE STRUCTURAL PLANS.
2. ALL UNDERDECK LIGHTING WORK IS PAID FOR ON A LUMP SUM BASIS PER BRIDGE UNDER ITEM 659.0600, AS SHOWN IN THE ESTIMATED QUANTITIES ABOVE.
3. WIRING AND CIRCUITING OF UNDERDECK LIGHTS IS THE SAME AS THE STREET LIGHT CIRCUITS ON EACH SIDE OF APPLETON ROAD.
4. ALL UNDERDECK LIGHTING WORK TO CONFORM TO WISDOT STANDARDS AND SPECIFICATIONS.
5. FOLLOW WISDOT SDD FOR UNDERDECK LIGHTING FOR ALL DETAILS NOT SHOWN HERE.
6. FURNISH AND INSTALL ELECTRICAL CONDUCTORS FOR UNDERDECK LIGHTING BRANCH CIRCUITS 2-1/C #10 AND 1/C #10 GROUND FOR EACH CIRCUIT.
7. SPLICE #10 CONDUCTORS FOR EACH UNDERDECK LUMINAIRE FROM THE WALL MOUNTED JUNCTION BOXES. SPLICES MUST BE WATER PROOF AND ARE ONLY ALLOWED FOR WIRING TO THE PROPOSED UNDERDECK LIGHTING FIXTURES.
8. UNDERDECK LUMINAIRES ARE THE WISDOT APPROVED UNDERDECK LED LIGHT FIXTURES AS SHOWN ON THE LATEST EDITION OF THE QUALIFIED ELECTRICAL PRODUCTS LIST (QEPL).
9. FURNISH AND INSTALL LIQUIDTIGHT FLEXIBLE CONDUITS BETWEEN RIGID CONDUITS CROSSING MOVING BRIDGE SECTIONS.
10. LUMINAIRE SHALL BE BLACK IN COLOR AND FEATURE A WIRE VANDAL GUARD. FURNISH AND INSTALL STAINLESS STEEL BIRD SPIKES AS SHOWN. VANDAL GUARDS AND BIRD SPIKES SHALL BE INCIDENTAL TO THE UNDERDECK LIGHTING BID ITEM.
11. ATTACH BIRD SPIKES WITH REMOVABLE FASTENERS FOR FUTURE MAINTENANCE ACCESS TO JUNCTION BOXES & LUMINAIRES.

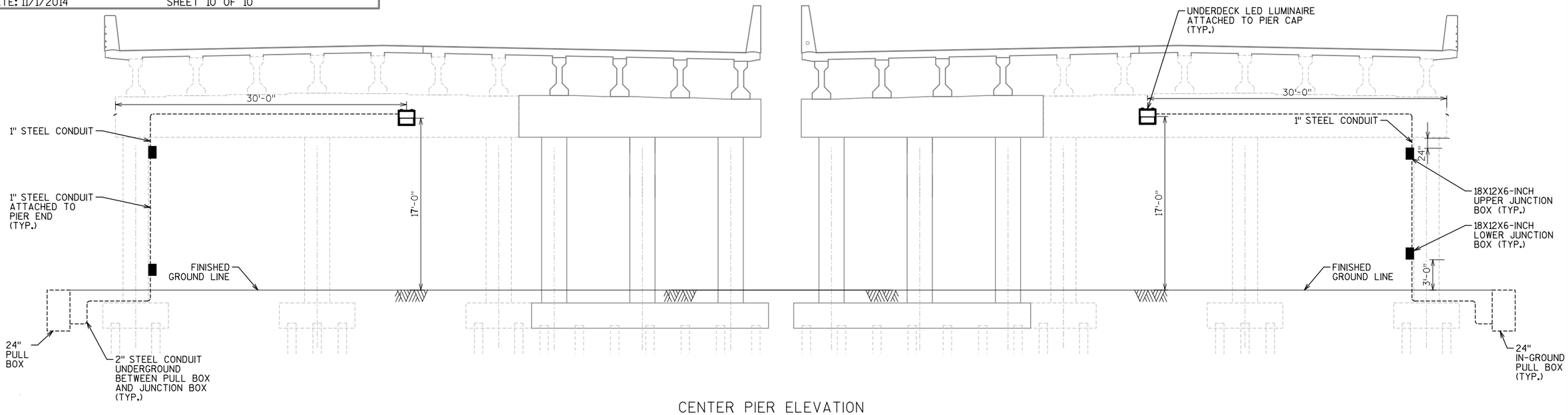


| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN - UNDERDECK LIGHTING PLAN B-70-113/114 | SHEET 199 E |
|---|---|---|---|---|

FILE NAME : \\S1102K306\projects\Transportation\US 10 WIS 441\CADD\sheets\15177578\023515_lp.dgn PLOT DATE : 1/8/2015 PLOT BY : nick_becker PLOT NAME : PLOT SCALE : 100:0 ft:in / in.
WISDOT/CADDS SHEET 42

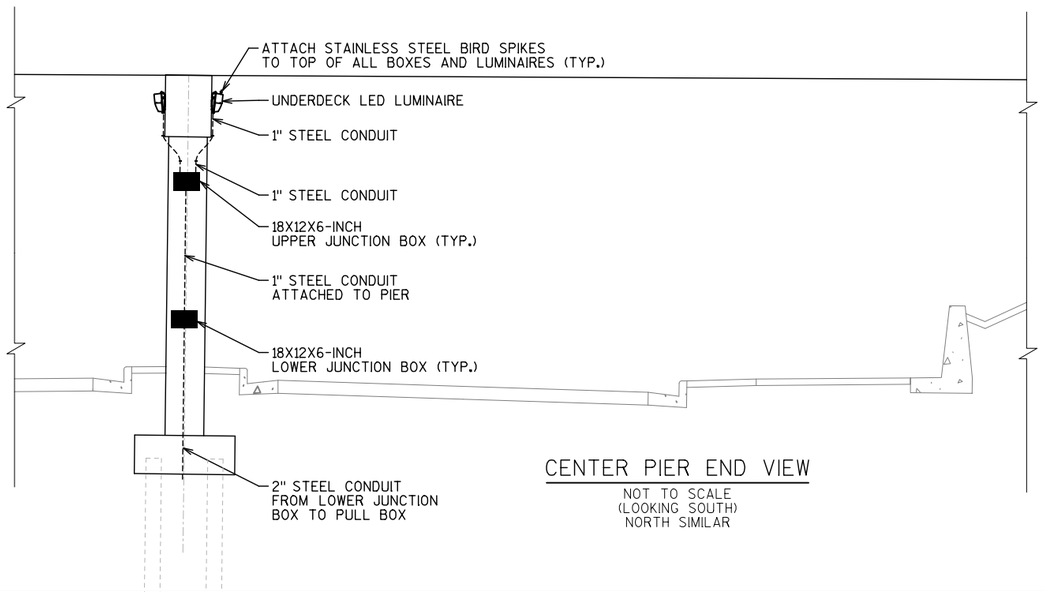
# USH 10/STH 441 & STH 47
# CITY OF MENASHA
# WINNEBAGO COUNTY

LIGHTING NO. L70-2012
DESIGNER: URS CORPORATION
DATE: 11/1/2014 SHEET 10 OF 10




## CENTER PIER ELEVATION

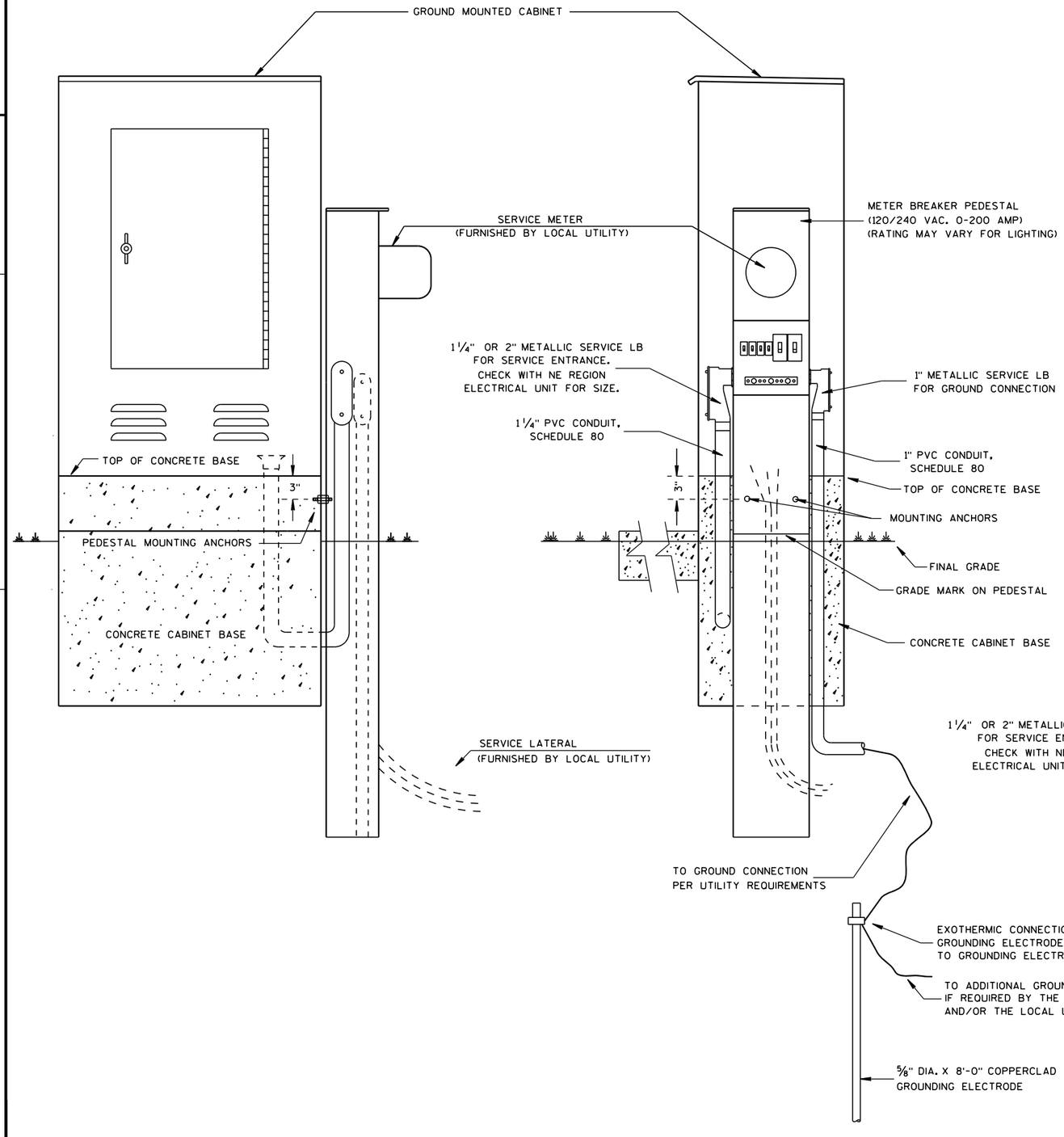
NOT TO SCALE
(LOOKING EAST)
WEST SIMILAR




## CENTER PIER END VIEW

NOT TO SCALE
(LOOKING SOUTH)
NORTH SIMILAR

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | LIGHTING PLAN - UNDERDECK LIGHTING ELEVATION B-70-113/114 | SHEET 200 | E |
|---|---|---|---|---|---|




## 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.

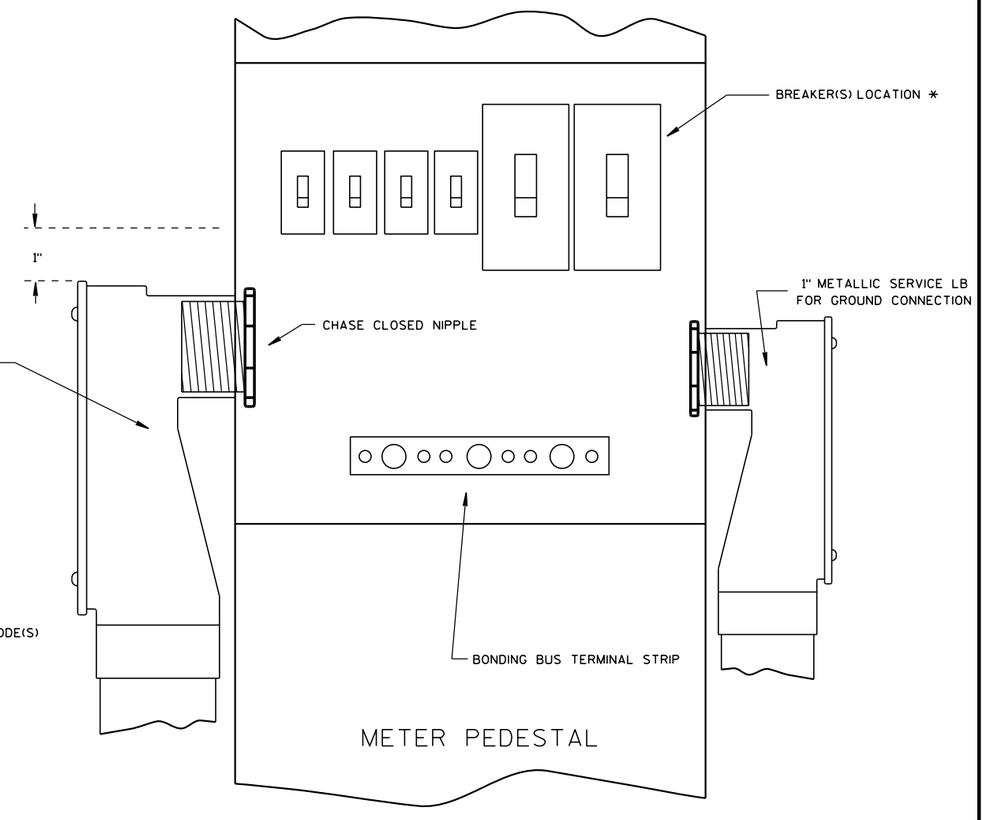
WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT OR SCHEDULE 80 PVC, NIPPLES AND/OR CONDULETS AS REQUIRED. CONDUIT LB SHALL BE OF METALLIC SERVICE ENTRANCE TYPE.

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 NEC.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.




| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL- NER METER PEDESTAL INSTALLATION | SHEET 201 E |
|---|---|---|---|---|

2

| MONOTUBE STRUCTURE NUMBERS | |
|---|---|
| SB2 | S-70-0328 |
| SB5 | S-70-0329 |
| SB8 | S-70-0330 |
| SB11 | S-70-0331 |

## MONOTUBE CONCRETE BASE NOTE:

SEE STRUCTURE PLAN SHEETS FOR MONOTUBE CONCRETE BASE TYPE 13 SPECIAL DETAILS.

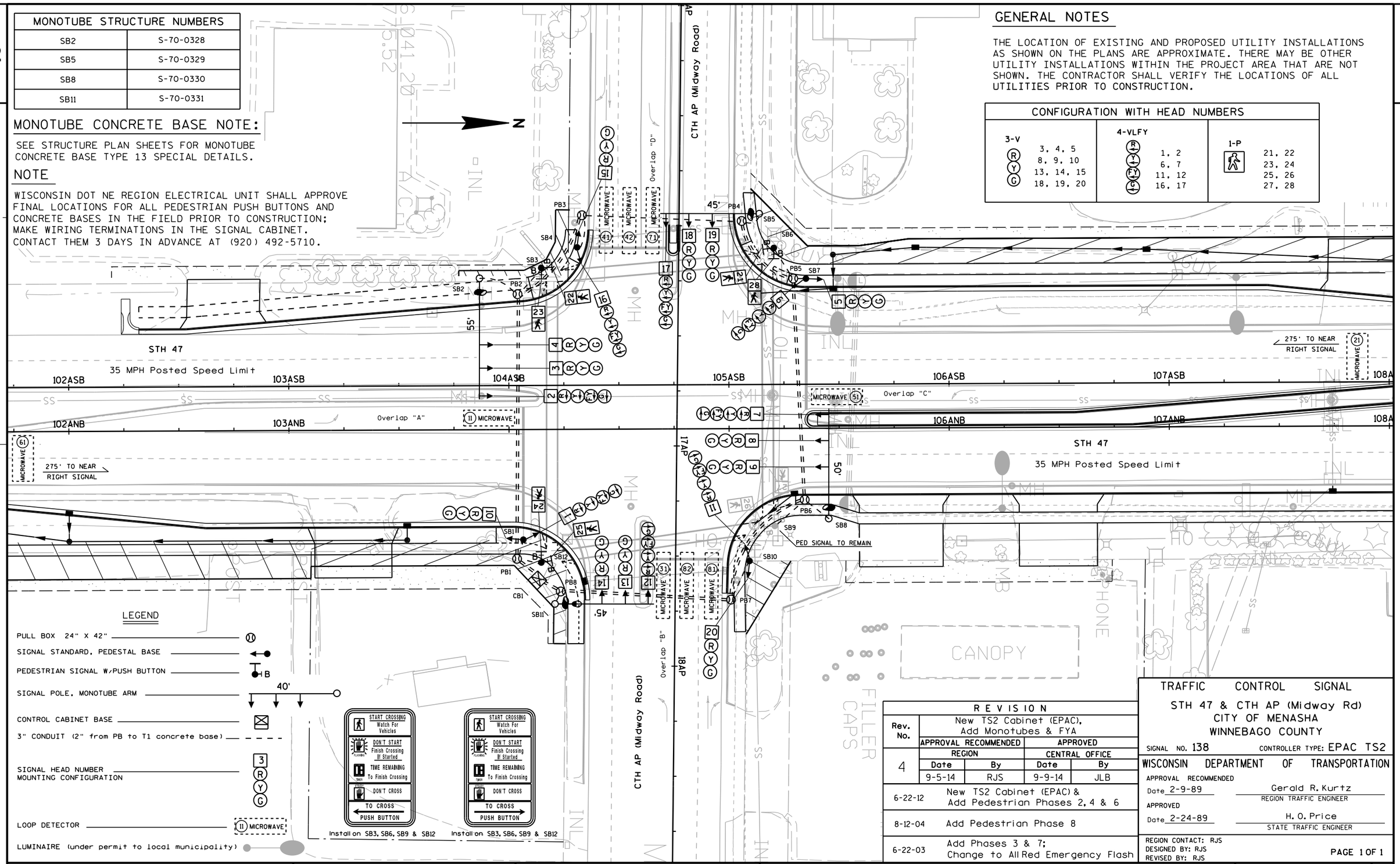
## NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL PEDESTRIAN PUSH BUTTONS AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION; MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

## GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

| CONFIGURATION WITH HEAD NUMBERS | | |
|---|---|---|
| 3-V (R Y G) | 3, 4, 5<br>8, 9, 10<br>13, 14, 15<br>18, 19, 20 | 4-VLFY (R Y G Y-L G-L) 1, 2<br>6, 7<br>11, 12<br>16, 17 |
| 1-P | 21, 22<br>23, 24<br>25, 26<br>27, 28 | |




LEGEND

- PULL BOX 24" X 42"
- SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN SIGNAL W/PUSH BUTTON (B)
- SIGNAL POLE, MONOTUBE ARM (40')
- CONTROL CABINET BASE
- 3" CONDUIT (2" from PB to T1 concrete base)
- SIGNAL HEAD NUMBER / MOUNTING CONFIGURATION (3 R Y G)
- LOOP DETECTOR (11 MICROWAVE)
- LUMINAIRE (under permit to local municipality)



Install on SB3, SB6, SB9 & SB12



Install on SB3, SB6, SB9 & SB12

| REVISION | | | | |
|---|---|---|---|---|
| Rev. No. | New TS2 Cabinet (EPAC), Add Monotubes & FYA | | | |
| | APPROVAL RECOMMENDED | | APPROVED | |
| | REGION | | CENTRAL OFFICE | |
| 4 | Date | By | Date | By |
| | 9-5-14 | RJS | 9-9-14 | JLB |
| 6-22-12 | New TS2 Cabinet (EPAC) & Add Pedestrian Phases 2, 4 & 6 | | | |
| 8-12-04 | Add Pedestrian Phase 8 | | | |
| 6-22-03 | Add Phases 3 & 7; Change to All Red Emergency Flash | | | |

TRAFFIC CONTROL SIGNAL

STH 47 & CTH AP (Midway Rd)
CITY OF MENASHA
WINNEBAGO COUNTY

SIGNAL NO. 138 CONTROLLER TYPE: EPAC TS2

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 2-9-89 — Gerald R. Kurtz, REGION TRAFFIC ENGINEER

APPROVED
Date 2-24-89 — H. O. Price, STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: RJS
REVISED BY: RJS

PAGE 1 OF 1

| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - TRAFFIC SIGNAL REVISION | SHEET 202 E |
|---|---|---|---|---|

| MONOTUBE STRUCTURE NUMBERS | |
|---|---|
| SB2 | S-70-0332 |
| SB5 | S-70-0333 |
| SB8 | S-70-0334 |
| SB11 | S-70-0335 |

## MONOTUBE CONCRETE BASE NOTE:

SEE STRUCTURE PLAN SHEETS FOR MONOTUBE CONCRETE BASE TYPE 13 SPECIAL DETAILS.




Install on SB6, SB12, SB13 & SB14

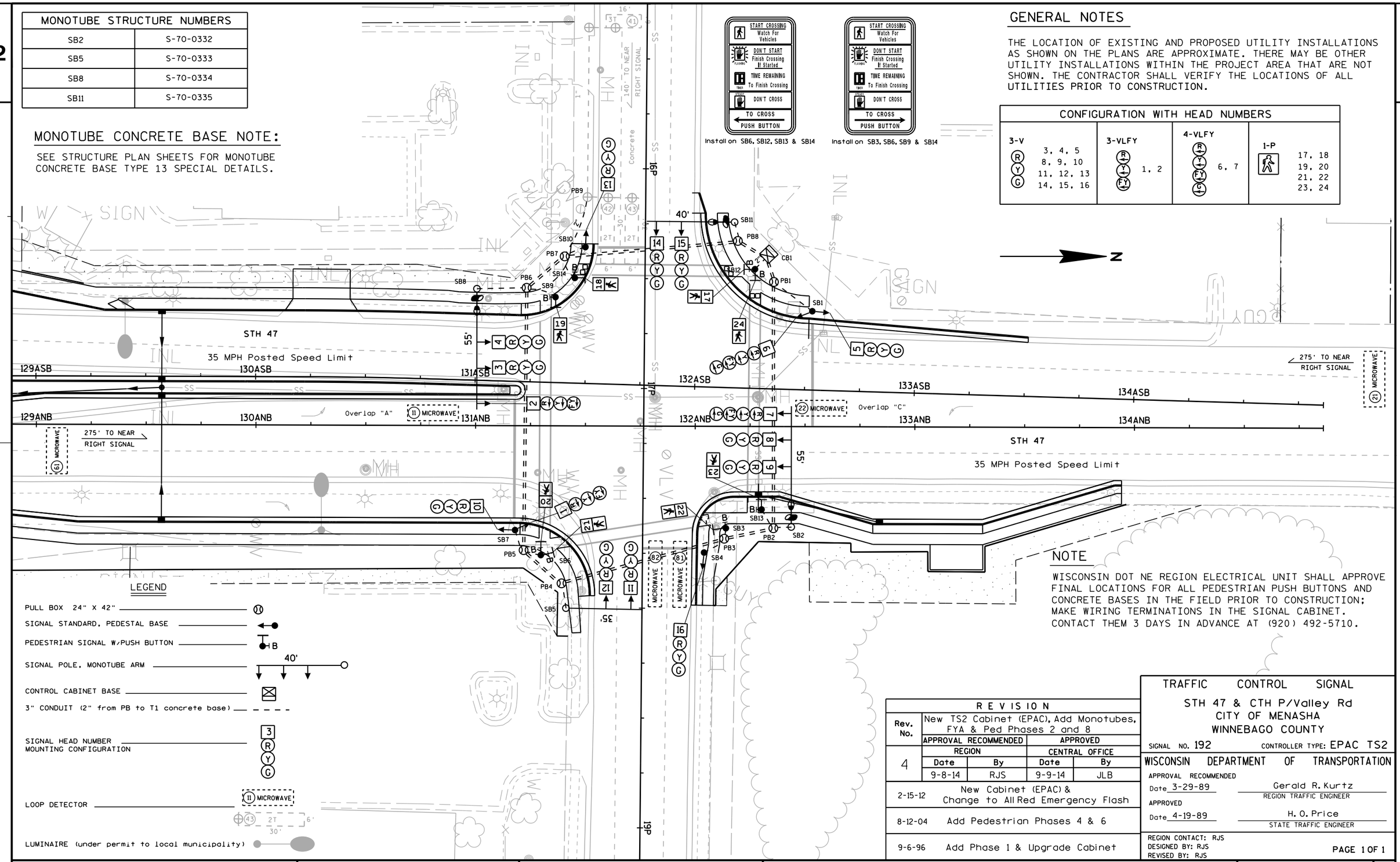



Install on SB3, SB6, SB9 & SB14

## GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

| CONFIGURATION WITH HEAD NUMBERS | | | |
|---|---|---|---|
| 3-V (R Y G) | 3, 4, 5<br>8, 9, 10<br>11, 12, 13<br>14, 15, 16 | 3-VLFY (FYA Y R) | 1, 2 |
| 4-VLFY (FYA Y R FYA) | 6, 7 | 1-P | 17, 18<br>19, 20<br>21, 22<br>23, 24 |




## LEGEND

- PULL BOX 24" X 42" — PB
- SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN SIGNAL W/PUSH BUTTON — B
- SIGNAL POLE, MONOTUBE ARM — 40'
- CONTROL CABINET BASE
- 3" CONDUIT (2" from PB to T1 concrete base)
- SIGNAL HEAD NUMBER / MOUNTING CONFIGURATION — 3 (R Y G)
- LOOP DETECTOR — 11 MICROWAVE; 43, 2T, 6', 30'
- LUMINAIRE (under permit to local municipality)

## NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL PEDESTRIAN PUSH BUTTONS AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION; MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

| REVISION | | | | |
|---|---|---|---|---|
| Rev. No. | New TS2 Cabinet (EPAC), Add Monotubes, FYA & Ped Phases 2 and 8 | | | |
| | APPROVAL RECOMMENDED | | APPROVED | |
| | REGION | | CENTRAL OFFICE | |
| 4 | Date | By | Date | By |
| | 9-8-14 | RJS | 9-9-14 | JLB |
| 2-15-12 | New Cabinet (EPAC) & Change to All Red Emergency Flash | | | |
| 8-12-04 | Add Pedestrian Phases 4 & 6 | | | |
| 9-6-96 | Add Phase 1 & Upgrade Cabinet | | | |

TRAFFIC CONTROL SIGNAL

STH 47 & CTH P/Valley Rd
CITY OF MENASHA
WINNEBAGO COUNTY

SIGNAL NO. 192 CONTROLLER TYPE: EPAC TS2

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 3-29-89 — Gerald R. Kurtz, REGION TRAFFIC ENGINEER

APPROVED
Date 4-19-89 — H. O. Price, STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: RJS
REVISED BY: RJS

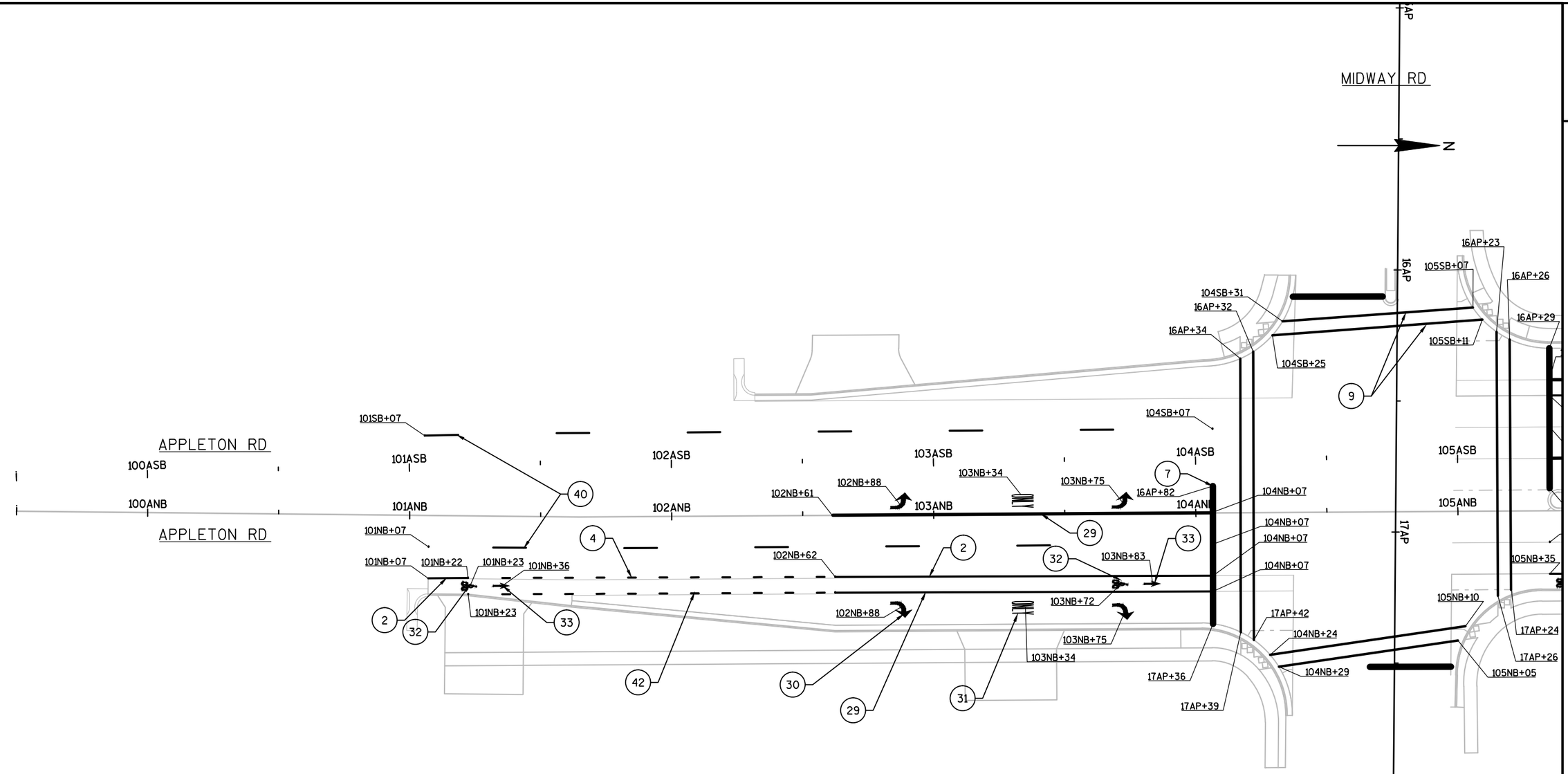
PAGE 1 OF 1

| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | CONSTRUCTION DETAIL - TRAFFIC SIGNAL REVISION | SHEET 203 E |
|---|---|---|---|---|

LEGEND

| | |
|---|---|
| 1 | PAVEMENT MARKING EPOXY 4-INCH (YELLOW) |
| 2 | PAVEMENT MARKING EPOXY 4-INCH (WHITE) |
| 3 | PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| 4 | PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 5 | PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 6 | PAVEMENT MARKING EPOXY 8-INCH (WHITE) |
| 7 | PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) |
| 9 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) |
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 30 | PAVEMENT MARKING ARROWS EPOXY TYPE 2 |
| 31 | PAVEMENT MARKING WORDS EPOXY (WHITE) |
| 32 | PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE) |
| 33 | PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE) |
| 40 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| 41 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 42 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 65 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2R |
| 66 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3R |
| 69 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 1 |
| 70 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2 |
| 71 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3 |
| 77 | PAVEMENT MARKING WORDS GROOVED PREFORMED THERMOPLASTIC |
| 81 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH |
| 82 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (1 FT LINE, 2 LINES PER LANE) |
| 83 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (WHITE SKIP)(6 FT LINE, 3 FT SKIP) |
| 84 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (1 FT LINE 4 FT SKIP) |
| 93 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC DOTTED EDGE LINE 18-INCH (WHITE SKIP)(2 FT LINE 2 FT SKIP) |

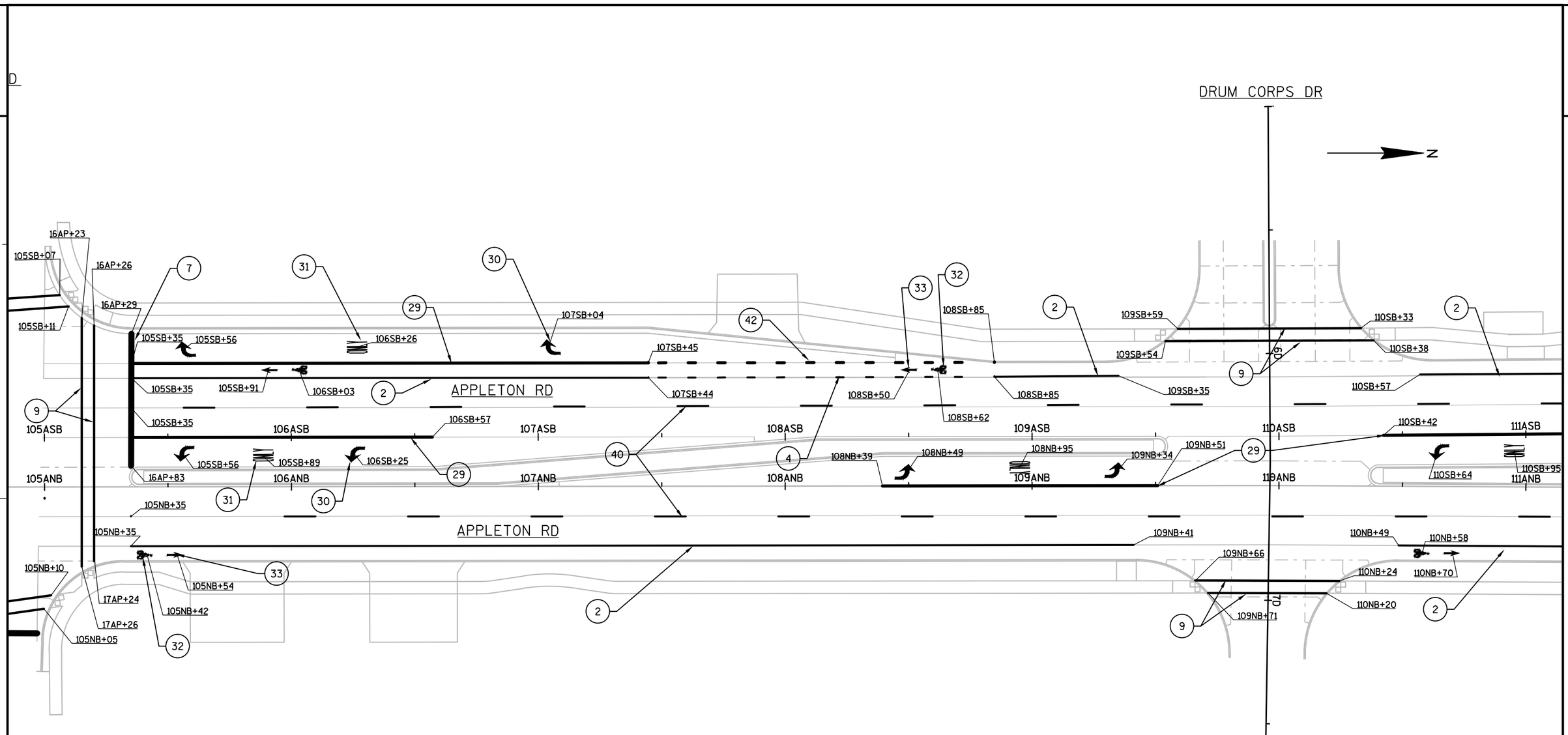
2




LEGEND

| | |
|---|---|
| 2 | PAVEMENT MARKING EPOXY 4-INCH (WHITE) |
| 4 | PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 7 | PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) |
| 9 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) |
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 30 | PAVEMENT MARKING ARROWS EPOXY TYPE 2 |
| 31 | PAVEMENT MARKING WORDS EPOXY (WHITE) |
| 32 | PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE) |
| 33 | PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE) |
| 40 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| 42 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |

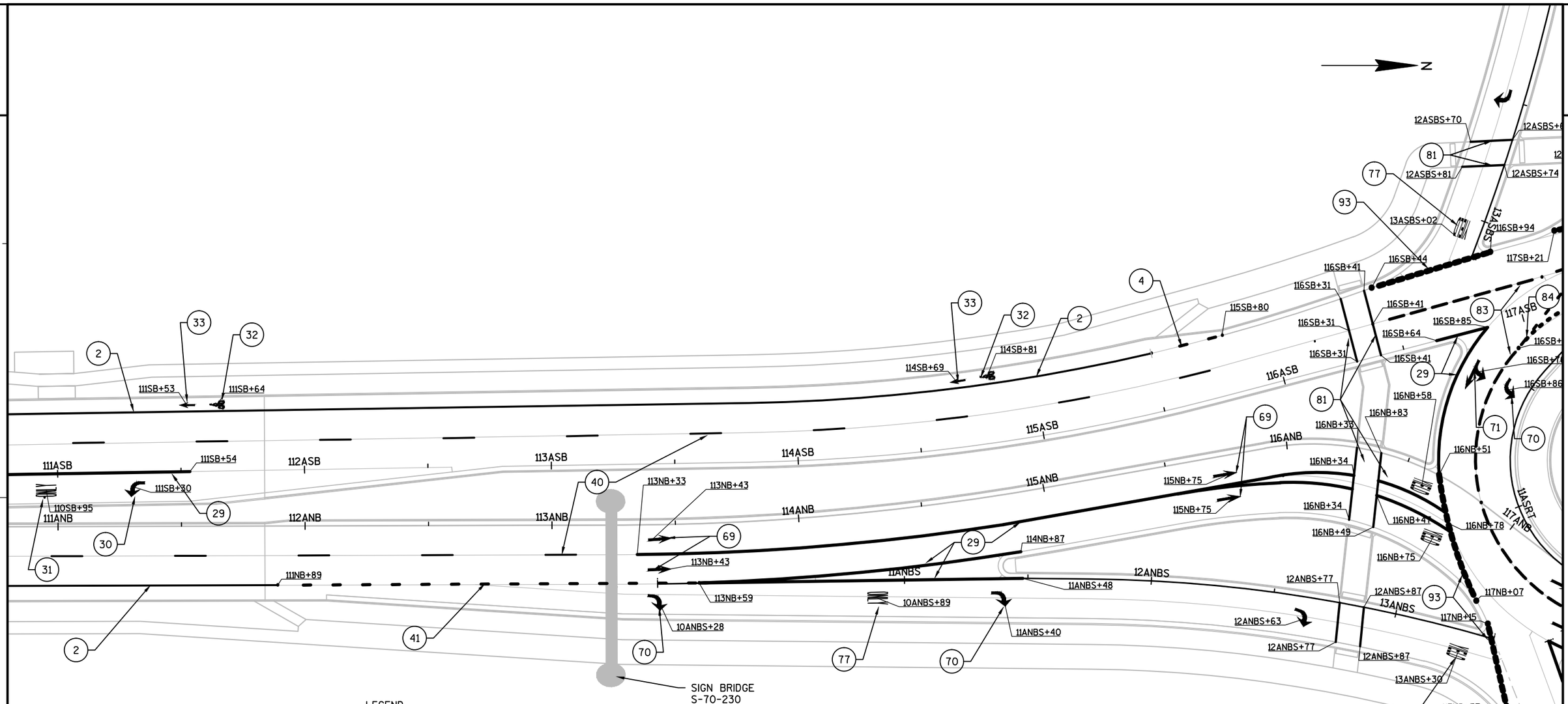
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKING | SHEET 205 E |




LEGEND

| | |
|---|---|
| 2 | PAVEMENT MARKING EPOXY 4-INCH (WHITE) |
| 4 | PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 7 | PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) |
| 9 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) |
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 30 | PAVEMENT MARKING ARROWS EPOXY TYPE 2 |
| 31 | PAVEMENT MARKING WORDS EPOXY (WHITE) |
| 32 | PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE) |
| 33 | PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE) |
| 40 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| 42 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8 INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP) |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKING | SHEET 206 | E |
|---|---|---|---|---|---|

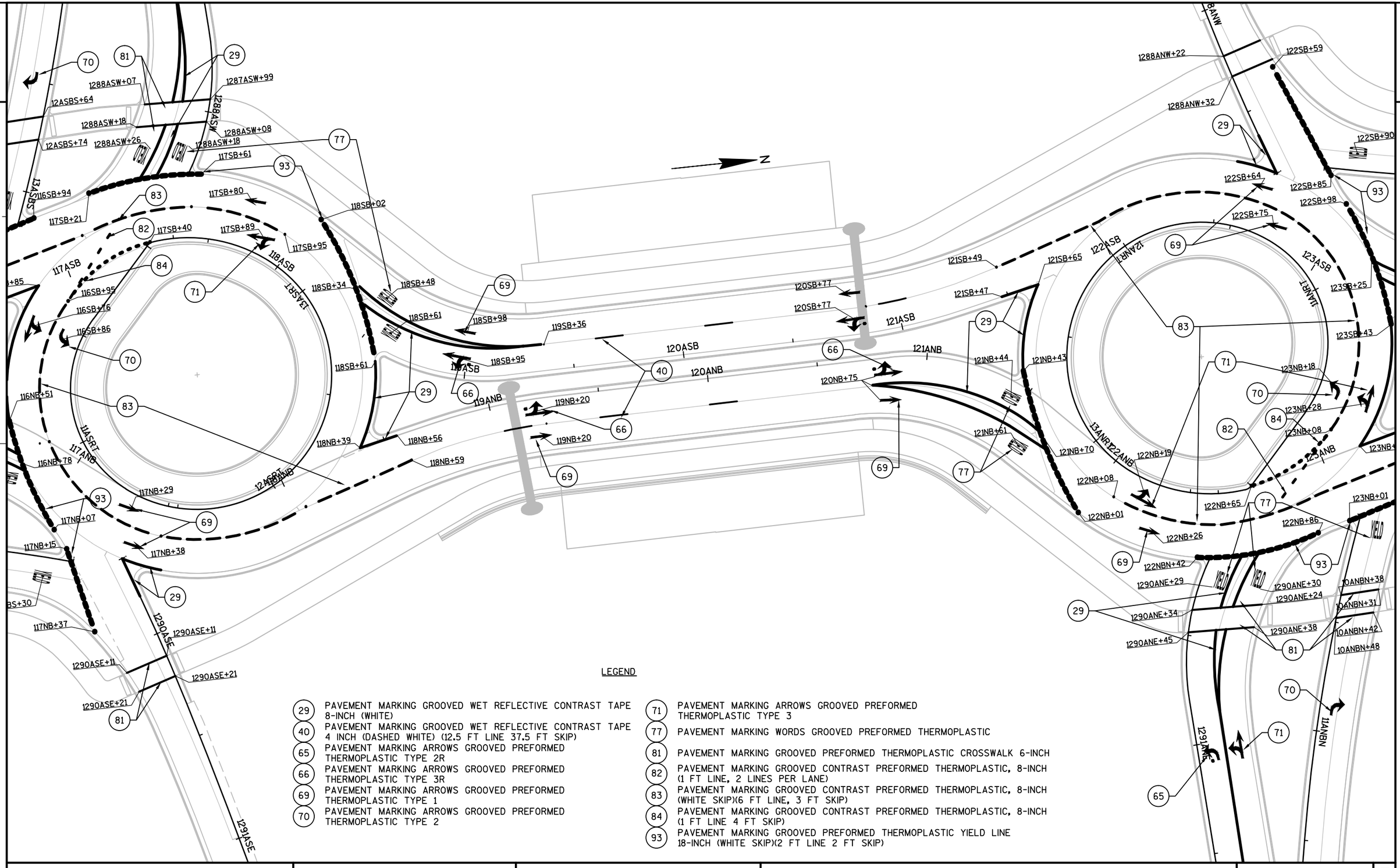



LEGEND

| | |
|---|---|
| 2 | PAVEMENT MARKING EPOXY 4-INCH (WHITE) |
| 4 | PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 30 | PAVEMENT MARKING ARROWS EPOXY TYPE 2 |
| 31 | PAVEMENT MARKING WORDS EPOXY (WHITE) |
| 32 | PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE) |
| 33 | PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE) |
| 40 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| 41 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 69 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 1 |
| 70 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2 |
| 71 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3 |
| 77 | PAVEMENT MARKING WORDS GROOVED PREFORMED THERMOPLASTIC |
| 81 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH |
| 83 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (WHITE SKIP)(6 FT LINE, 3 FT SKIP) |
| 84 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (1 FT LINE 4 FT SKIP) |
| 93 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC DOTTED EDGE LINE 18-INCH (WHITE SKIP)(2 FT LINE 2 FT SKIP) |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKING | SHEET 207 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_PM.DWG
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PLOT DATE : 1/6/2015 11:15 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF



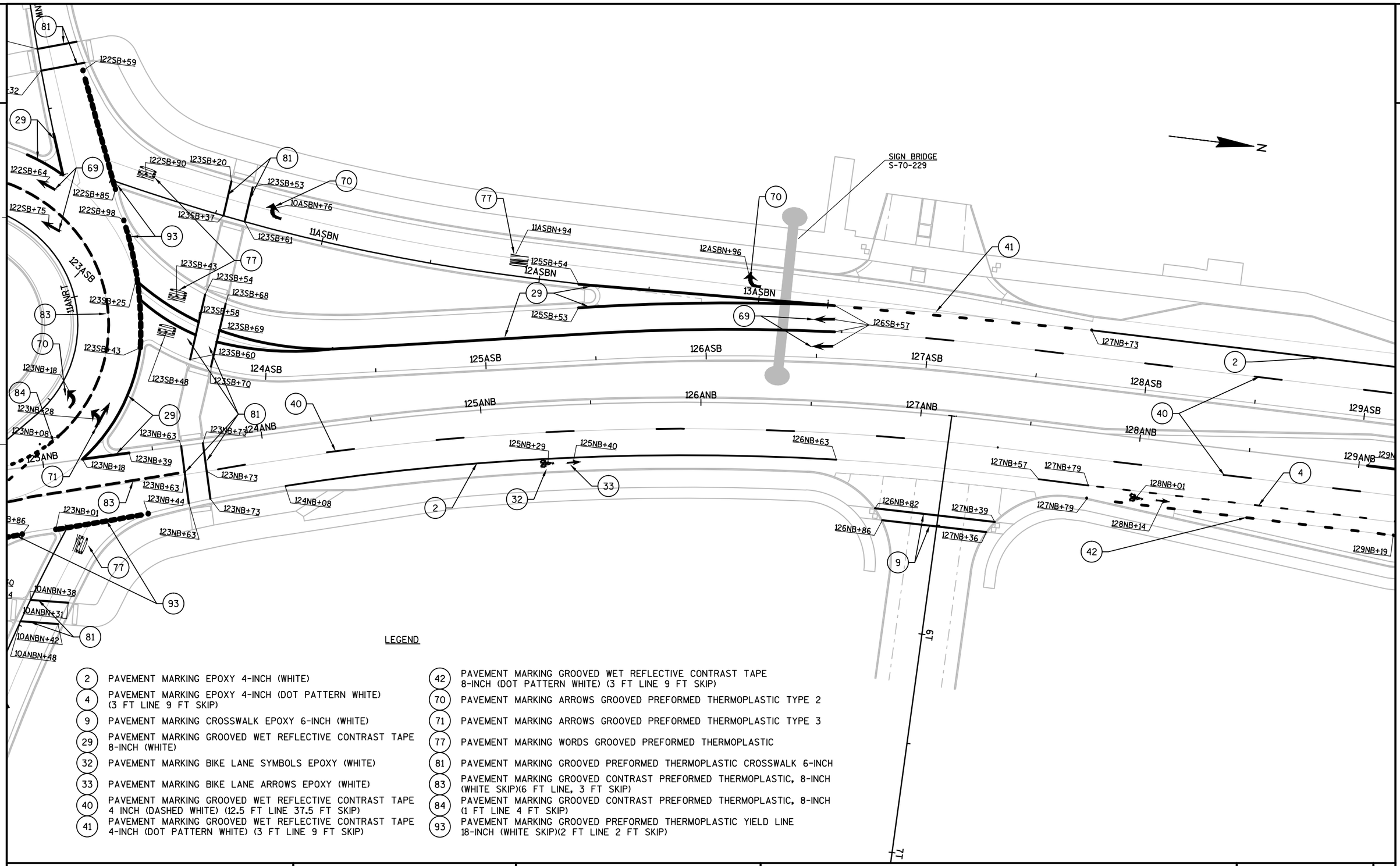

LEGEND

| | |
|---|---|
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 40 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| 65 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2R |
| 66 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3R |
| 69 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 1 |
| 70 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2 |
| 71 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3 |
| 77 | PAVEMENT MARKING WORDS GROOVED PREFORMED THERMOPLASTIC |
| 81 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH |
| 82 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (1 FT LINE, 2 LINES PER LANE) |
| 83 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (WHITE SKIP)(6 FT LINE, 3 FT SKIP) |
| 84 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (1 FT LINE 4 FT SKIP) |
| 93 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC YIELD LINE 18-INCH (WHITE SKIP)(2 FT LINE 2 FT SKIP) |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_PM.DWG
LAYOUT NAME - 024501_PM_4
PLOT DATE : 1/6/2015 11:15 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42




LEGEND

| | |
|---|---|
| 2 | PAVEMENT MARKING EPOXY 4-INCH (WHITE) |
| 4 | PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 9 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) |
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 32 | PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE) |
| 33 | PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE) |
| 40 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
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| 42 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 70 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2 |
| 71 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3 |
| 77 | PAVEMENT MARKING WORDS GROOVED PREFORMED THERMOPLASTIC |
| 81 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH |
| 83 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (WHITE SKIP)(6 FT LINE, 3 FT SKIP) |
| 84 | PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC, 8-INCH (1 FT LINE 4 FT SKIP) |
| 93 | PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC YIELD LINE 18-INCH (WHITE SKIP)(2 FT LINE 2 FT SKIP) |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKING | SHEET 209 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_PM.DWG
LAYOUT NAME - 024501_PM_5
PLOT DATE : 1/6/2015 11:15 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

N

16P

17P

18P

19P

129SB+16

129ASB

130ASB

131ASB

132ASB

133ASB

134ASB

129ANB

130ANB

131ANB

132ANB

133ANB

134ANB

129NB+04

129NB+19

129NB+19

129NB+54

129NB+57

130NB+19

130NB+19

130NB+95

130NB+98

130NB+98

131NB+08

131NB+18

131NB+18

131NB+18

131NB+42

131NB+46

131NB+51

131NB+53

131NB+76

131NB+99

131NB+99

131SB+00

131SB+12

131SB+29

131SB+29

132NB+01

132NB+07

132NB+10

132NB+29

132NB+41

132NB+41

132NB+41

133NB+90

133NB+90

133NB+90

134NB+90

16P+61

16P+64

16V+64

16V+66

17P+47

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17V+59

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17V+63

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4

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30

31

32

33

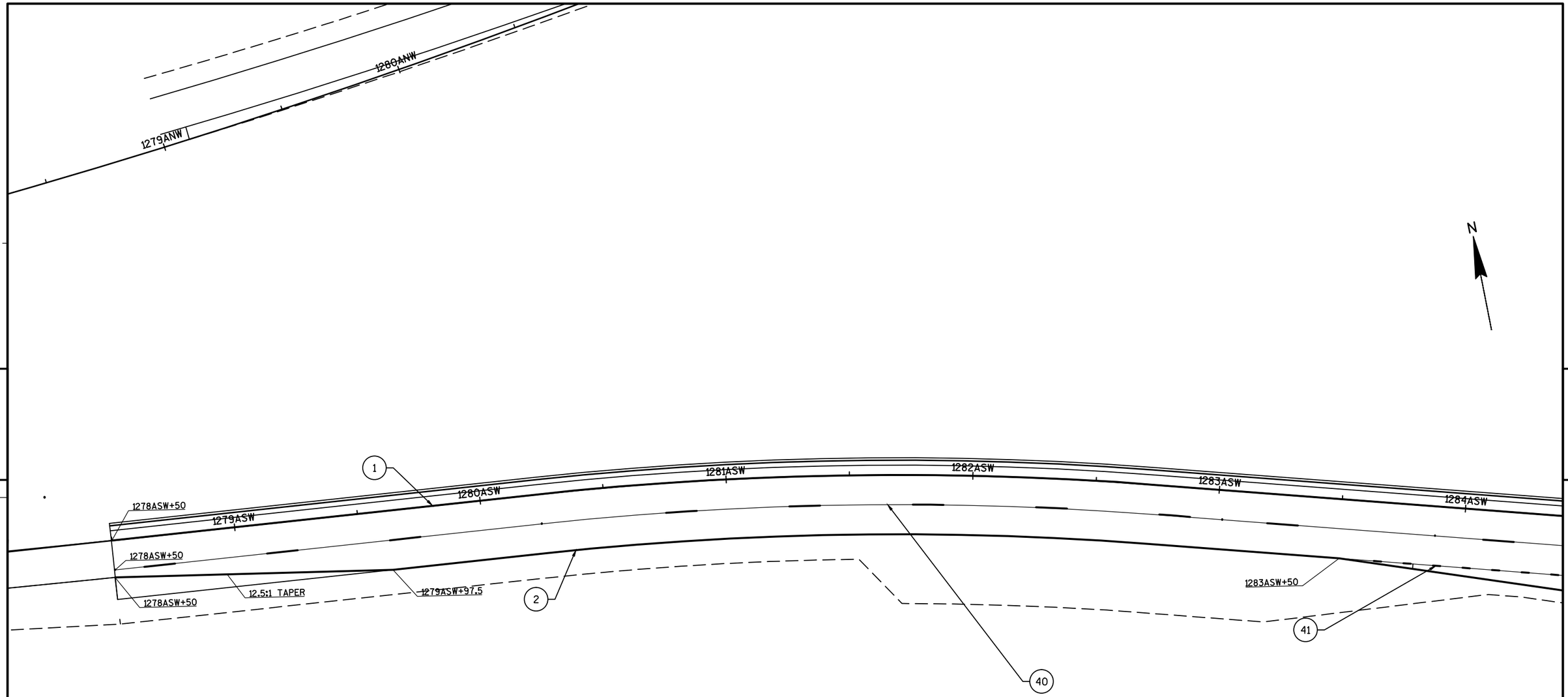
40

42

LEGEND

| | |
|---|---|
| (2) | PAVEMENT MARKING EPOXY 4-INCH (WHITE) |
| (4) | PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| (6) | PAVEMENT MARKING EPOXY 8-INCH (WHITE) |
| (7) | PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE) |
| (9) | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) |
| (30) | PAVEMENT MARKING ARROWS EPOXY TYPE 2 |
| (31) | PAVEMENT MARKING WORDS EPOXY (WHITE) |
| (32) | PAVEMENT MARKING BIKE LANE SYMBOLS EPOXY (WHITE) |
| (33) | PAVEMENT MARKING BIKE LANE ARROWS EPOXY (WHITE) |
| (40) | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP) |
| (42) | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKING | SHEET 210 | E |
|---|---|---|---|---|---|




LEGEND

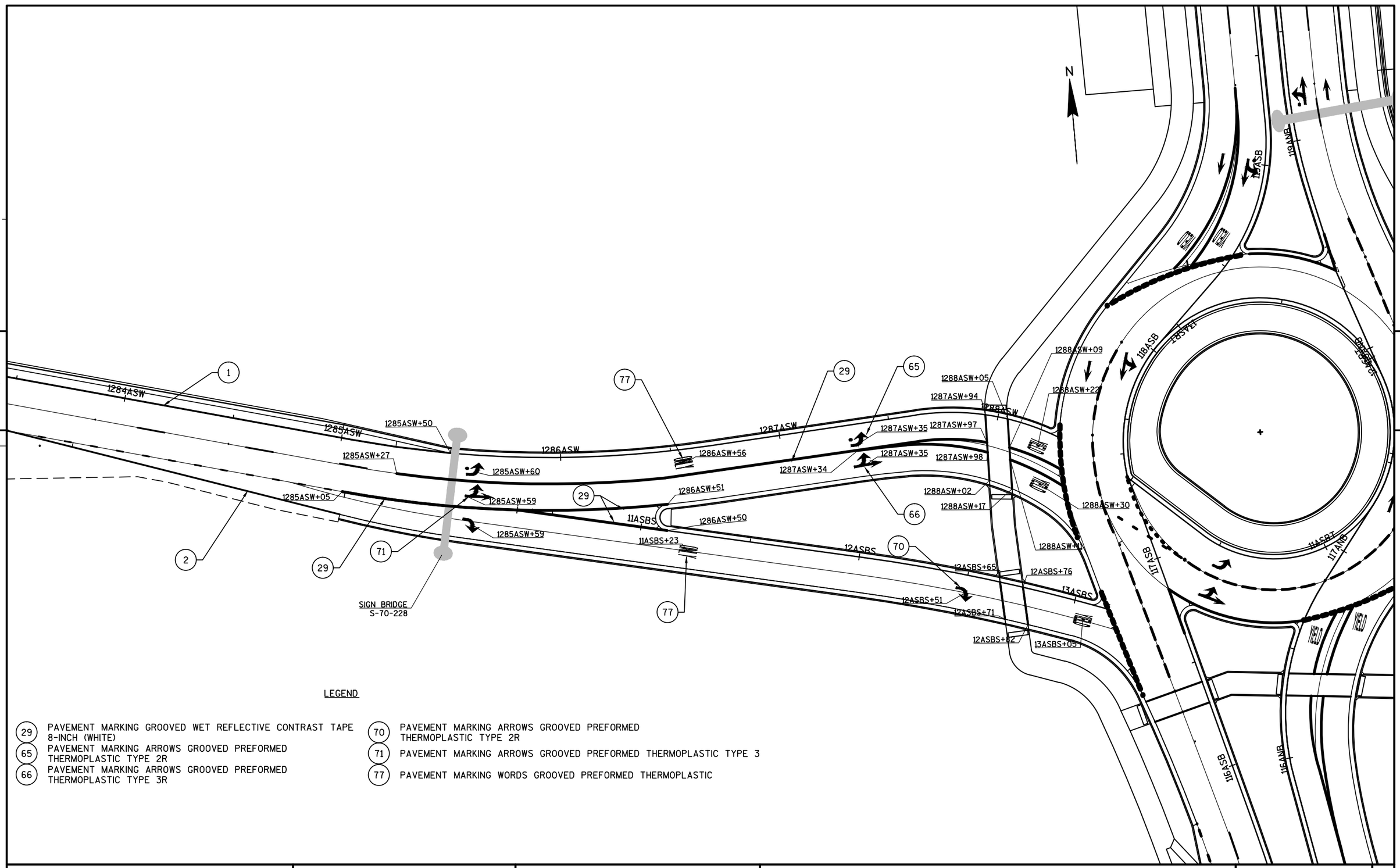
1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

40 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

41 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 211 | E |
|---|---|---|---|---|---|




5

5

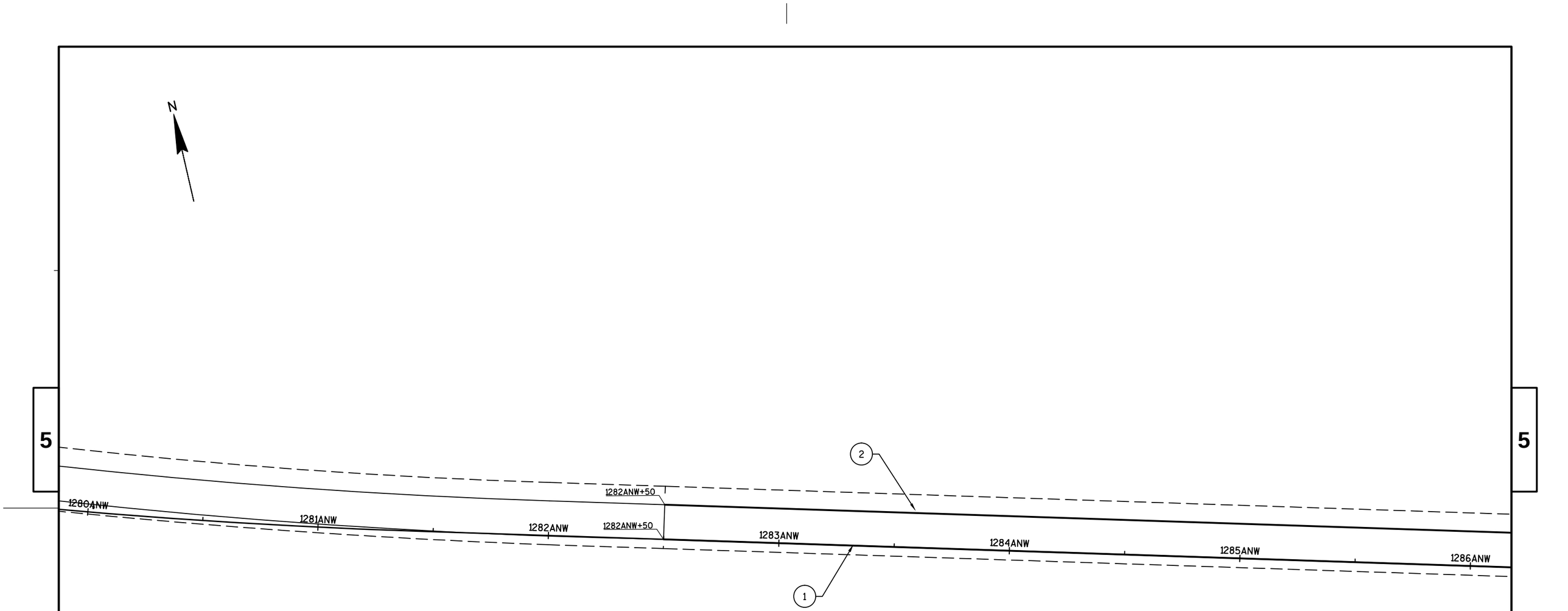
LEGEND

| | |
|---|---|
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 65 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2R |
| 66 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3R |
| 70 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2R |
| 71 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3 |
| 77 | PAVEMENT MARKING WORDS GROOVED PREFORMED THERMOPLASTIC |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 212 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_RAMPS_PM.DWG
LAYOUT NAME - 024502_PM_2

PLOT DATE : 1/6/2015 11:15 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

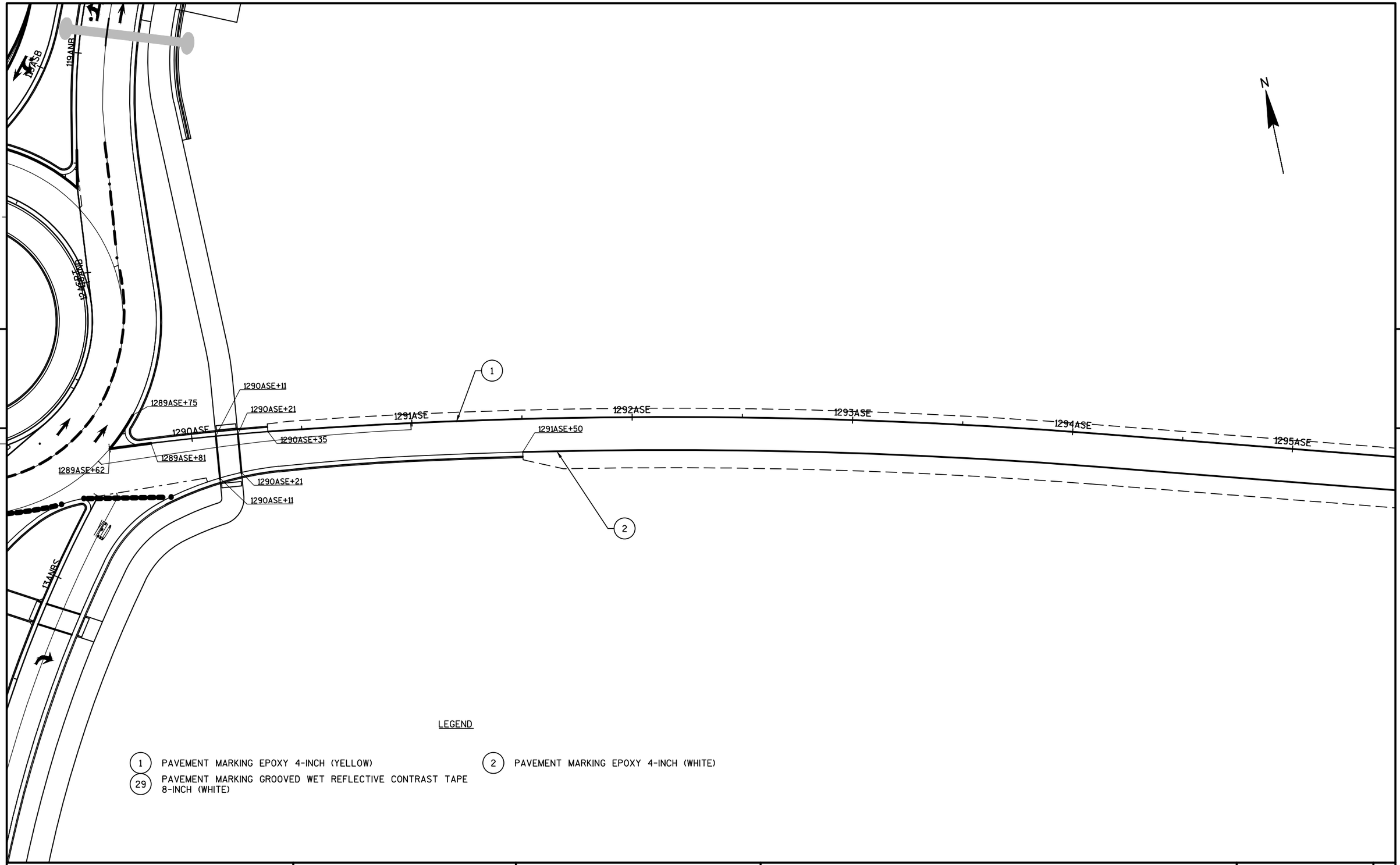



LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 213 | E |
|---|---|---|---|---|---|



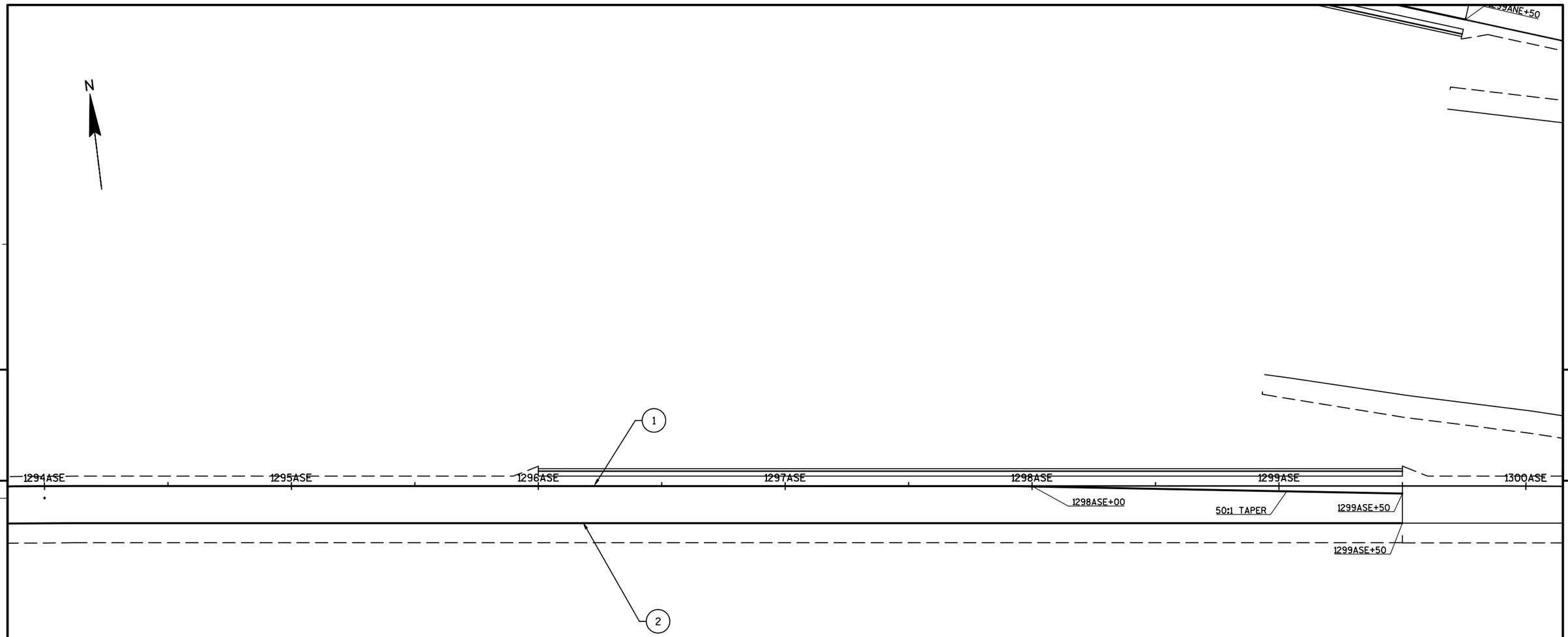

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 214 | E |
|---|---|---|---|---|---|

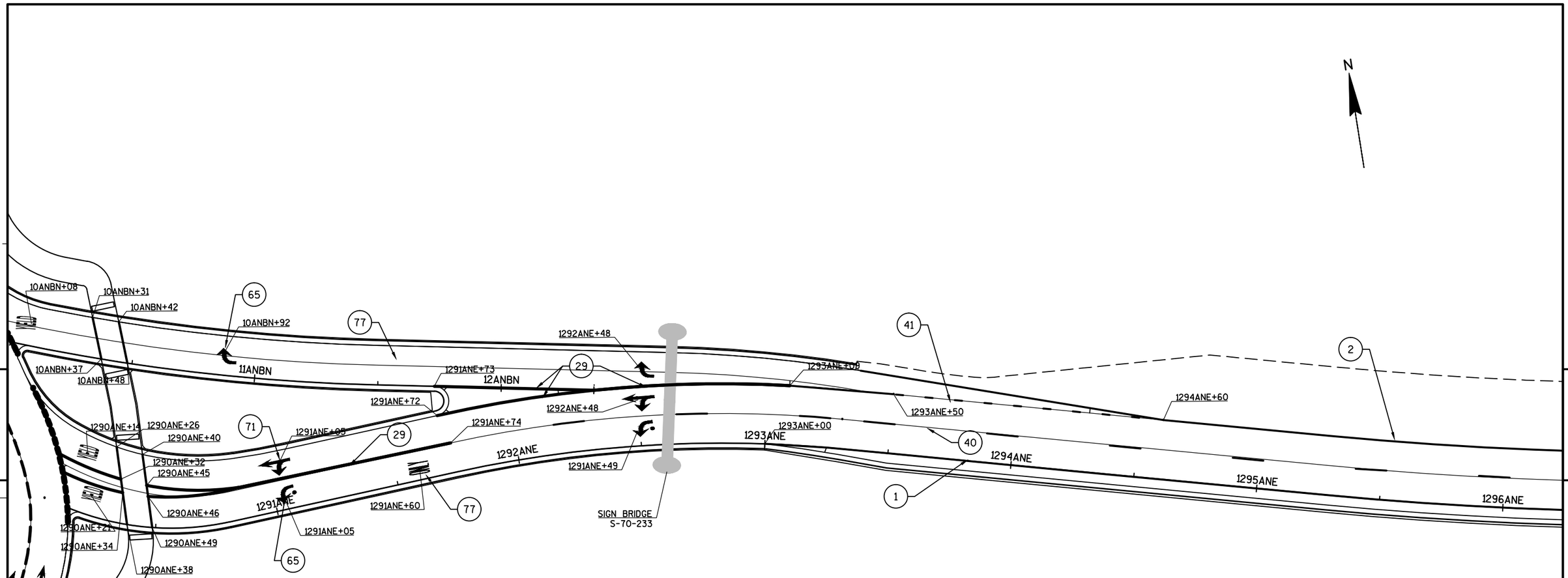



LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

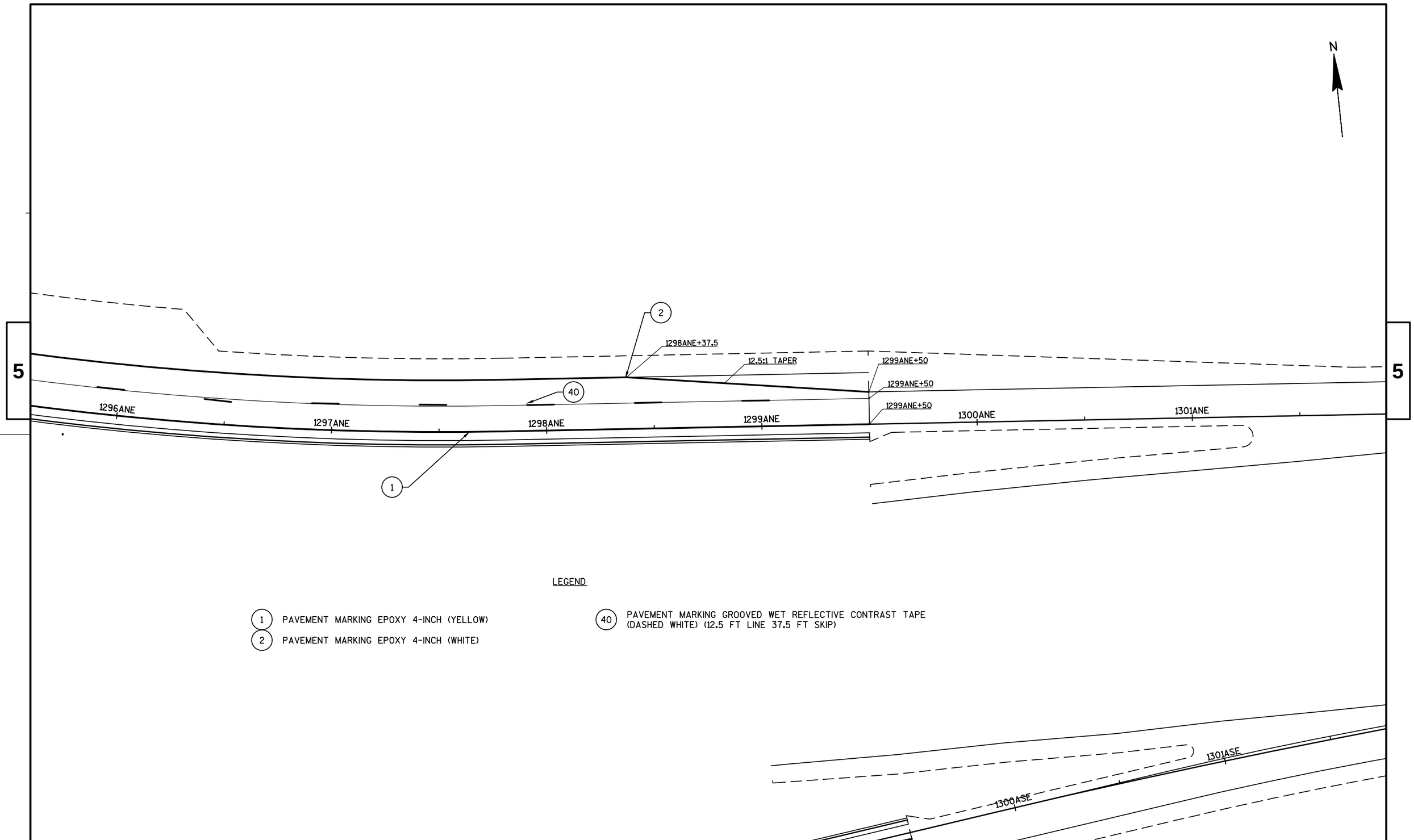
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 215 | E |
|---|---|---|---|---|---|




LEGEND

| | |
|---|---|
| 1 | PAVEMENT MARKING EPOXY 4-INCH (YELLOW) |
| 2 | PAVEMENT MARKING EPOXY 4-INCH (WHITE) |
| 29 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) |
| 40 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP) |
| 41 | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP) |
| 65 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 2R |
| 66 | PAVEMENT MARKING ARROWS GROOVED PREFORMED THERMOPLASTIC TYPE 3R |
| 77 | PAVEMENT MARKING WORDS GROOVED PREFORMED THERMOPLASTIC |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 216 | E |
|---|---|---|---|---|---|



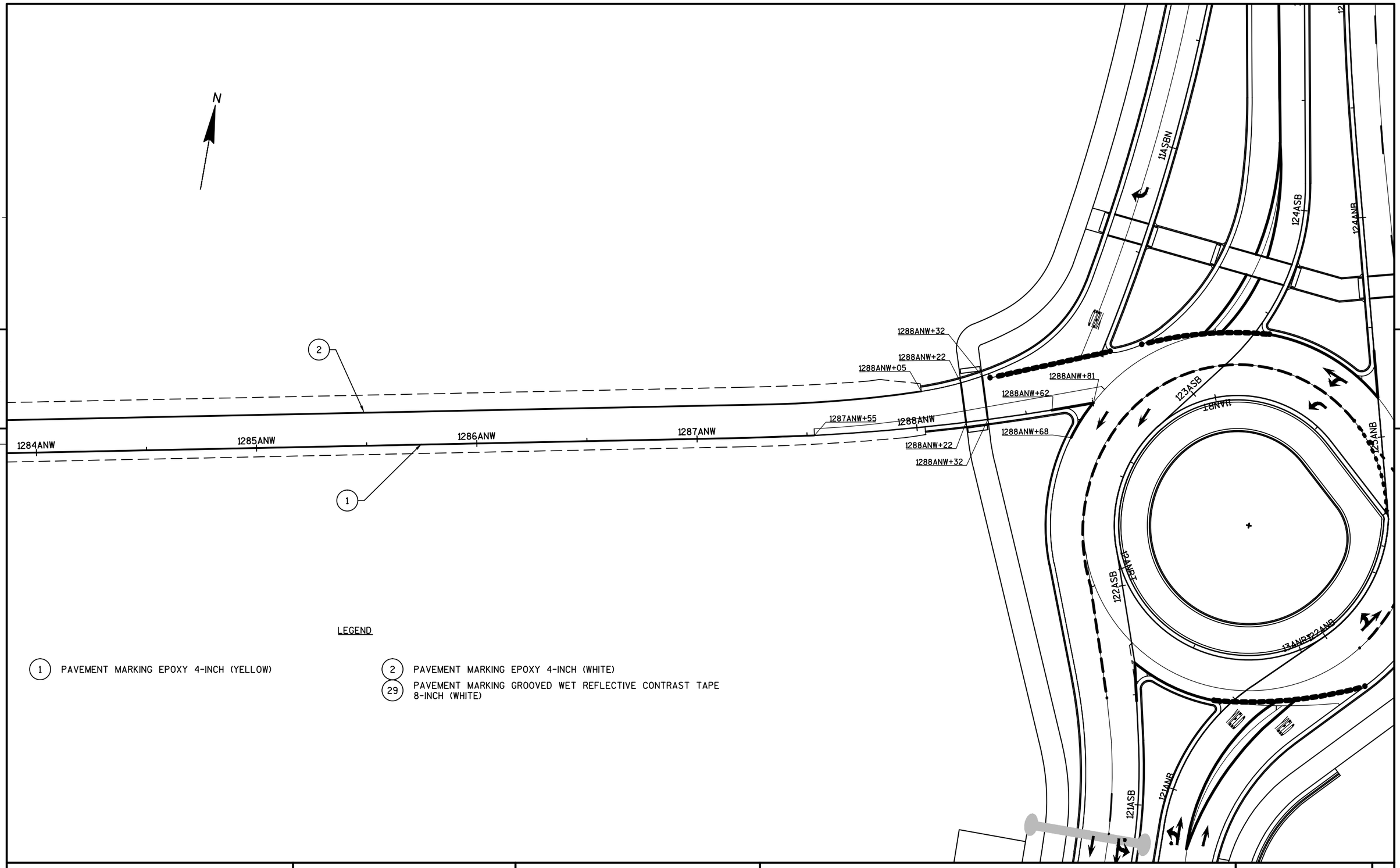

LEGEND

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

40 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 217 | E |
|---|---|---|---|---|---|




LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

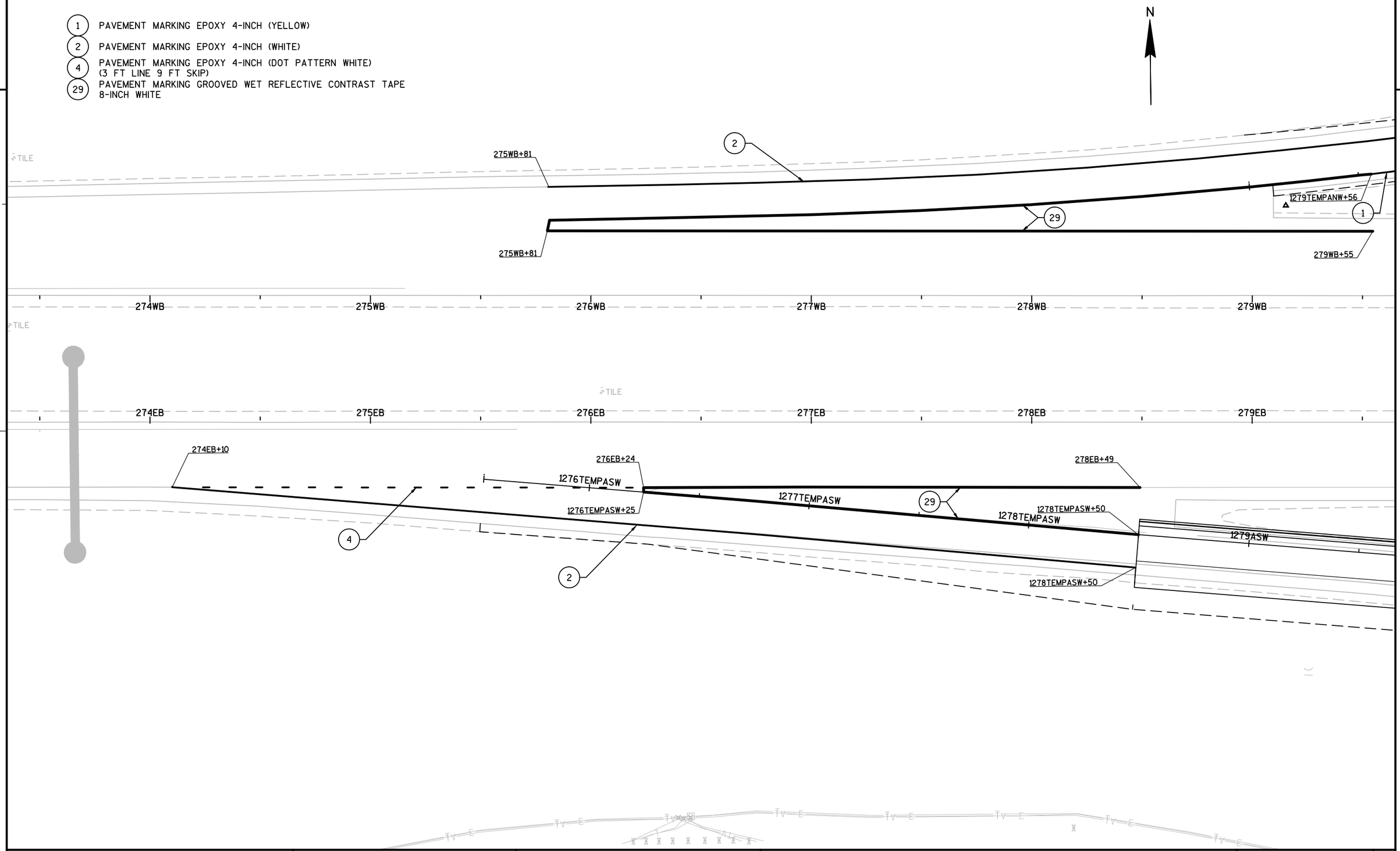
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE)

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 218 | E |
|---|---|---|---|---|---|

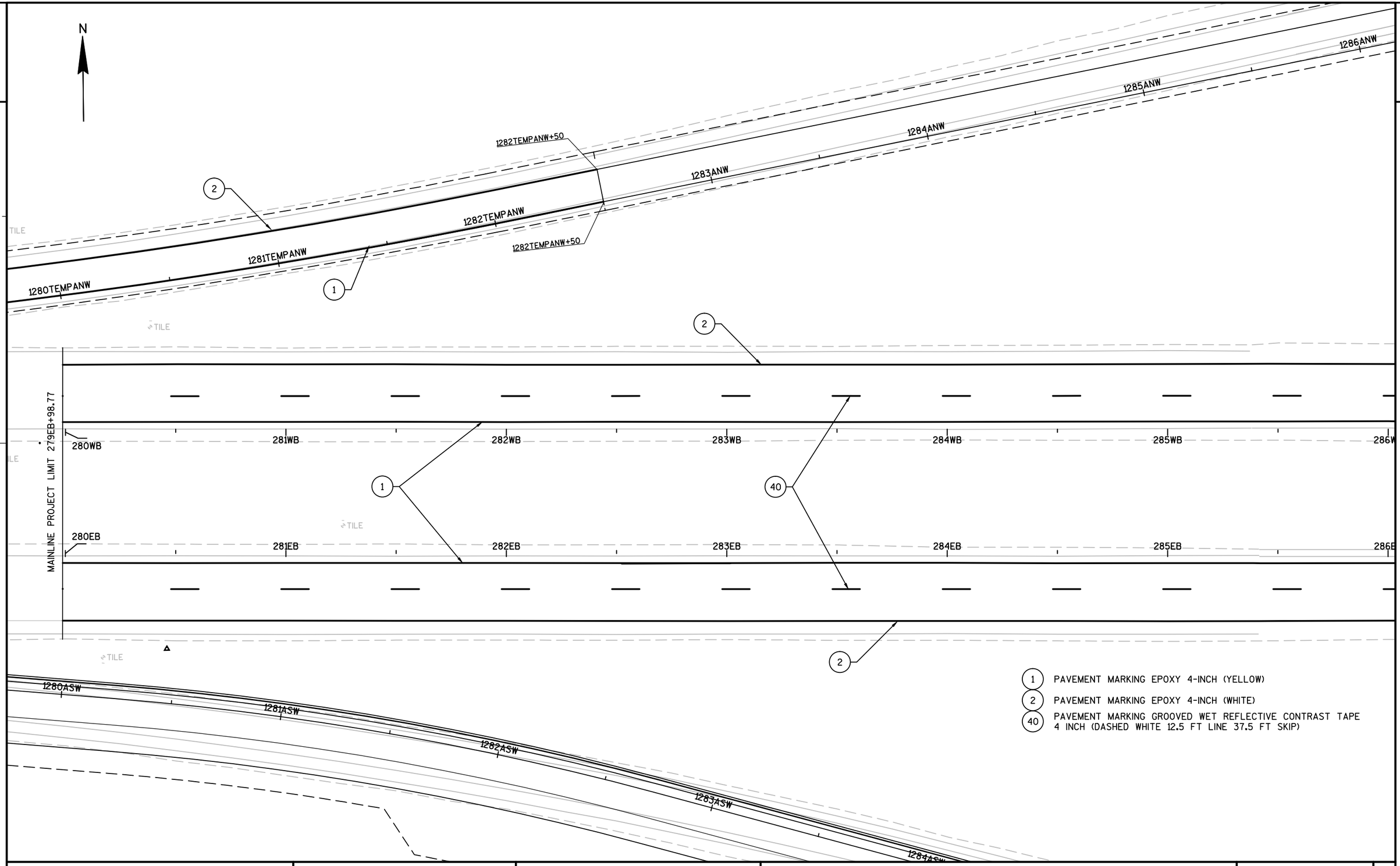
2

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)
4 PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)
29 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE
8-INCH WHITE




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 219 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_TEMPRAMPS_PM.DWG
LAYOUT NAME - MAINLINE-(6)
PLOT DATE : 1/6/2015 11:15 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF




1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
40. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE 12.5 FT LINE 37.5 FT SKIP)

| PROJECT NO:1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 220 | E |
|---|---|---|---|---|---|

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) ⊙MWEL

2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

40 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE 12.5 FT LINE 37.5 FT SKIP)

1286ANW

1291ANE

N

286WB 287WB 288WB 289WB 290WB 291WB 292WB

286EB 287EB 288EB 289EB 290EB 291EB 292EB

BOT. DECK
BOT. GIRDER

BOT. GIRDER
BOT. DECK

APPLETON RD

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 221 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_TEMPRAMPS_PM.DWG
LAYOUT NAME - MAINLINE - (2)

PLOT DATE : 1/6/2015 11:15 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

2

2

92ANE

1293ANE

1294ANE

1295ANE

1296ANE

1297ANE

1298ANE

N

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

40 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE 12.5 FT LINE 37.5 FT SKIP)

293WB 294WB 295WB 296WB 297WB 298WB

293EB 294EB 295EB 296EB 297EB 298EB

1295ASE

1296ASE

1297ASE

1298ASE

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 222 | E |
|---|---|---|---|---|---|

2

2

N

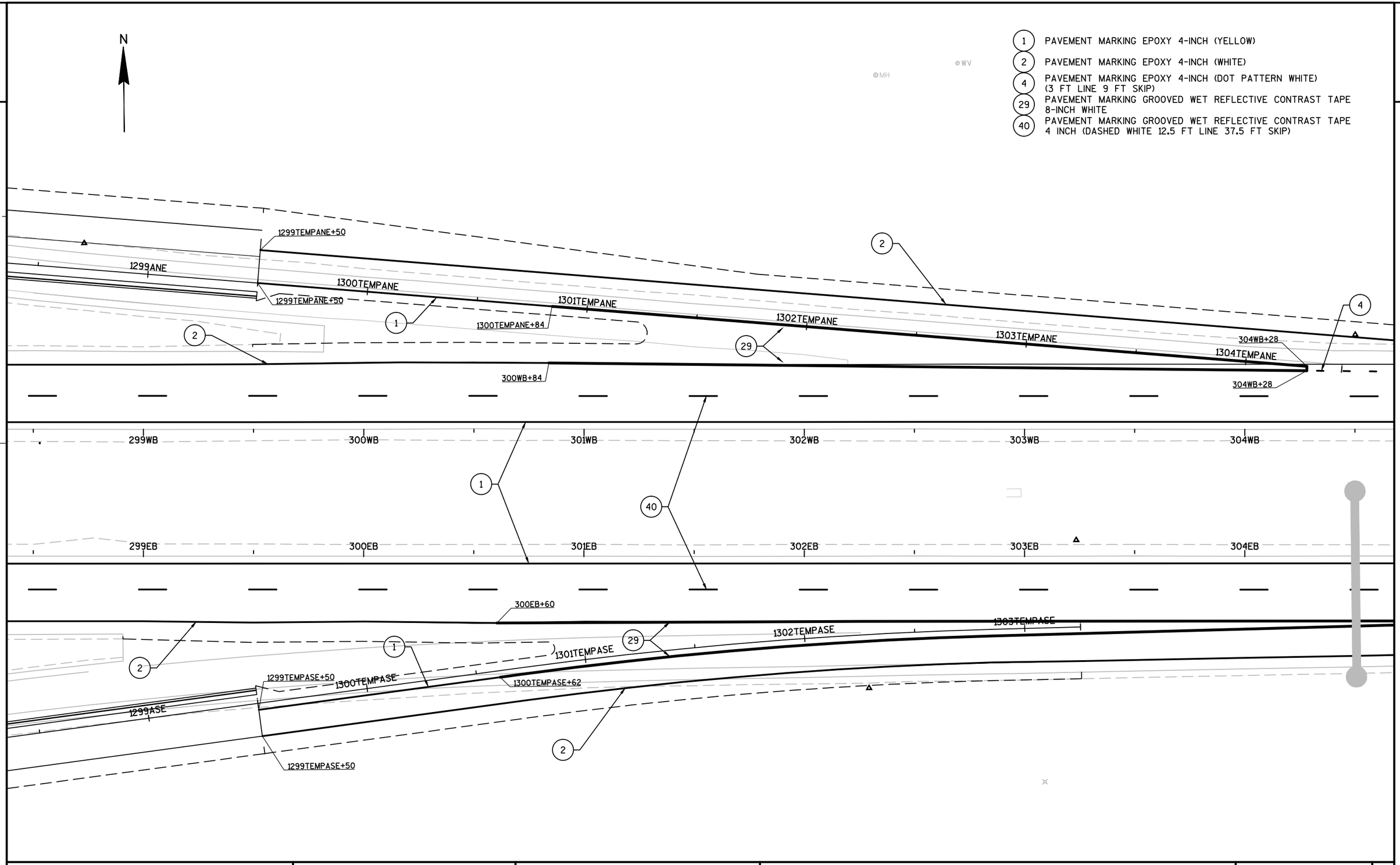
1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

4 PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

29 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE

40 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE 12.5 FT LINE 37.5 FT SKIP)




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 223 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_TEMPRAMPS_PM.DWG
LAYOUT NAME - MAINLINE - (4)

PLOT DATE : 1/6/2015 11:15 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

4 PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

5 PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

29 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE

40 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4 INCH (DASHED WHITE 12.5 FT LINE 37.5 FT SKIP)

1303TEMPANE

1304TEMPANE

304WB+28

304WB+28

1303TEMPASE

305EB+39

MAINLINE PROJECT LIMIT 306EB+22

303WB 304WB 305WB 306WB 307WB 308WB

303EB 304EB 305EB 306EB 307EB 308EB

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PAVEMENT MARKINGS | SHEET 224 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\024501_PM\NE_15177578_TEMPRAMPS_PM.DWG
LAYOUT NAME - MAINLINE - (5)

PLOT DATE : 1/6/2015 11:16 AM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

2

# TRAFFIC CONTROL CONSTRUCTION STAGING NARRATIVE

USH 10/STH 441 MAINLINE

STAGE 1 WILL WIDEN THE NORTHBOUND AND SOUTHBOUND OUTSIDE SHOULDERS FOR TEMPORARY LANE SHIFTS. NIGHTTIME SINGLE LANE CLSOURES WILL BE ALLOWED UTILIZING TRAFFIC CONTROL: LANE CLOSURES, SPEED REDUCTION SDD. THIS CONSTRUCTION CAN BEGIN PRIOR TO THE FULL INTERCHANGE 75-DAY CLOSURE. TWO LANES WILL REMAIN OPEN ON USH 10/STH 441 DURING PEAK HOURS.

STAGE 2A WILL SHIFT TRAFFIC TO THE NEWLY WIDENED OUTSIDE SHOULDERS. DURING THIS STAGE, PORTIONS OF THE EXISTING DECK AND PARAPETS WILL BE REMOVED. PIERS WILL BE WIDENED AND NEW CONCRETE GIRDERS WILL BE PLACED, AND THE PARAPET WILL BE CONSTRUCTED. NIGHTTIME SINGLELANE CLOSURES WILL BE ALLOWED. TWO LANES WILL REMAIN OPEN ON USH 10/STH 441 DURING PEAK HOURS.

STAGE 2B WILL WIDEN THE NORTHBOUND AND SOUTHBOUND OUTSIDE SHOULDERS FOR TEMPORARY LANE SHIFTS. NIGHTTIME SINGLE LANE CLOSURES WILL BE ALLOWED. TWO LANES WILL REMAIN OPEN ON USH 10/STH 441 DURING PEAK HOURS.

STAGE 3 WILL SHIFT TRAFFIC TO THE NEWLY CONSTRUCTED INSIDE LANES. THE REMAINING PORTIONS OF THE EXISITING DECK AND PARAPETS WILL BE REMOVED. THIS STAGE WILL ALSO RE-DECK THE REMAINDER OF THE BRIDGE AND REPLACE THE PARAPET.

STAGE 4 WILL PLACE TRAFFIC INTO THE OUTSIDE 2 LANES AND THE EXPANDED INSIDE TRAVEL LANE WILL BE BLOCKED OFF UNTIL THE MAINLINE IS RECONSTRUCTED AND TRAFFIC IS FULLY ESTABLISHED.

THE BRIDGE DECK DEMOLITION WILL BE COMPLETED PRIOR TO THE NEW CONCRETE PLACEMENT ON APPLETON ROAD BELOW. ALL OF THE WORK IN STAGE 1-4 WILL BE COMPLETED PRIOR TO 12:01 AM, ON JULY 21, 2015.

APPLETON ROAD RAMPS

REPLACEMENT OF PERMANENT AND TEMPORARY PAVEMENT ON THE USH 10/STH 441 RAMPS WITH APPLETON ROAD WILL OCCUR AS PART OF THIS PROJECT. THE TEMPORARY RAMP CONNECTIONS TO THE MAINLINE WILL BE PERFORMED DURING NIGHTTIME SINGLE LANE CLOSURES UTILIZING TRAFFIC CONTROL: LANE CLOSURES, SPEED REDUCTION SDD. TWO LANES WILL REMAIN OPEN ON USH 10/STH 441.

APPLETON ROAD

WORK, INCLUDING THE CLOSURE OF THE APPLETON ROAD RAMPS WITH USH 10/STH 441, IS SCHEDULED BETWEEN APRIL 20, 2015 AND JULY 3, 2015. STAGING SEQUENCE IS INCLUDED BELOW:

STAGE A WILL CLOSE APPLETON ROAD, INCLUDING THE INTERCHANGE RAMPS, BETWEEN MIDWAY ROAD AND VALLEY ROAD FOR THE DURATION OF THE PROJECT. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE GOODWILL DRIVEWAY, VIA TUCKAWAY LANE. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE SHOPKO DRIVEWAY, VIA DRUM CORPS DRIVE.

THE NORTHEAST QUADRANT OF THE NORTHBOUND APPLETON ROAD AND VALLEY ROAD INTERSECTION WILL BE CLOSED WHILE THE CONTRACTOR PERFORMS STORM SEWER IMPROVEMENTS, GRADING, CONSTRUCTION OF THE PAD FOR THE BUS STATION, AND PERMANENT SIDEWALK TO THE BUS STATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONNECTING THE EXISTING SIDEWALK TO THE NEW SIDEWALK. THIS CLOSURE IS EXPECTED TO LAST FOR TWO WEEKS. THIS WILL ALLOW PEDESTRIAN ACCESS FOR THE REMAINDER OF THE PROJECT.

STAGE B INCLUDES REMOVALS AND STORM SEWER RECONSTRUCTION. ACCESS BETWEEN THE GOODWILL DRIVEWAY AND TUCKAWAY LANE WILL BE CLOSED FOR ONE WEEKEND FOR REMOVALS AND THE INSTALLATION OF STORM SEWER. ACCESS TO GOODWILL FROM VALLEY ROAD WILL REMAIN OPEN AT ALL TIMES. ACCESS BETWEEN THE SHOPKO DRIVEWAY AND DRUM CORPS DRIVE WILL BE CLOSED FOR ONE WEEKEND FOR REMOVALS AND INSTALLATION OF STORM SEWER. ACCESS TO SHOPKO FROM MIDWAY ROAD WILL REMAIN OPEN AT ALL TIMES.

STAGE B ALSO PLACES THE CONCRETE PAVEMENT AT THE ABOVE MENTIONED INTERSECTIONS. ACCESS BETWEEN THE GOODWILL DRIVEWAY AND TUCKAWAY LANE WILL BE CLOSED FOR 3 CONSECUTIVE DAYS TO PREPARE AND PAVE. ACCESS BETWEEN THE SHOPKO DRIVEWAY AND DRUM CORPS DRIVE WILL BE CLOSED FOR 3 CONSECUTIVE CALENDAR DAYS TO PREPARE AND PAVE.

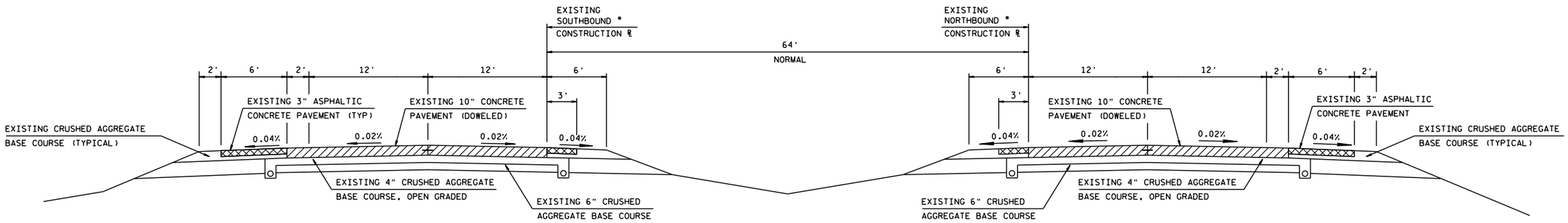
STAGE C WILL CONSTRUCT NORTHBOUND RIGHT TURN LANE AT THE INTERSECTION OF APPLETON ROAD AND MIDWAY ROAD. ACCESS FROM APPLETON ROAD TO TURN EAST AND WEST WILL BE MAINTAINED THROUGHTOUT THE CONSTRUCTION, WITH THE EXCEPTION OF SINGLE LANE CLOSURES DURING CONSTRUCTION OF THE RIGHT TURN LANE. ACCESS BETWEEN VALLEY ROAD AND APPLETON ROAD TO THE NORTH WILL BE MAINTAINED THROUGHOUT THE FULL CLOSURE, WITH THE EXCEPTION OF SINGLE LANE CLOSURES ON NORTHBOUND APPLETON ROAD TO CONSTRUCT THE REMAINDER OF THE BUS STOP FROM STAGE A.

STAGE D WILL OPEN APPLETON ROAD, AND THE INTERCHANGE RAMPS, TO TRAFFIC. SINGLE LANE CLOSURES WILL BE ALLOWED ON THE NORTHBOUND AND SOUTHBOUND LANES TO CONSTRUCT CURB AND GUTTER, AND THE MEDIAN AT THE TUCKAWAY LANE AND DRUM CORPS DRIVE INTERSECTIONS.

THE TAPER ON THE SOUTHWEST QUADRANT OF THE MIDWAY ROAD AND APPLETON ROAD INTERSECTION WILL BE COMPLETED IN STAGE D, WHEN THE INTERSECTION IS OPEN TO TRAFFIC. THIS WILL REQUIRE A SINGLE LANE CLOSURE ON EASTBOUND MIDWAY ROAD AND SOUTHBOUND APPLETON ROAD. THE EASTBOUND RIGHT TURN FROM MIDWAY ROAD TO SOUTHBOUND APPLETON ROAD WILL BE MAINTAINED. THIS WILL REQUIRE SIDEWALK CLOSURES IN THE SOUTHWEST QUADRANT OF THIS INTERSECTION. THE SIDEWALK ON THE EAST SIDE OF APPLETON ROAD WILL REMAIN OPEN.

*CARDINAL SOUTHBOUD DIRECTION = WESTBOUND

*CARDINAL NORTHBOUD DIRECTION = EASTBOUND



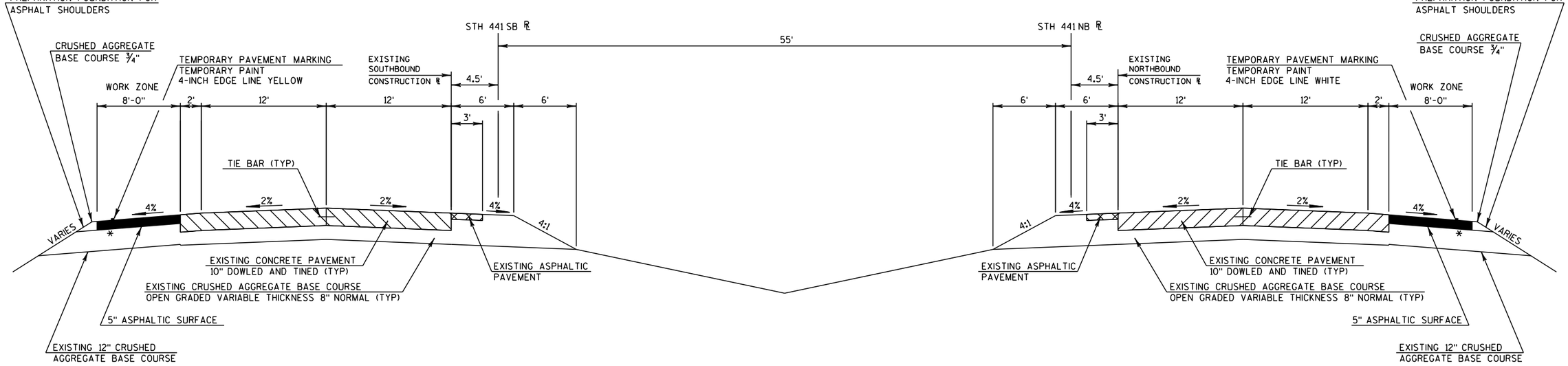

## TYPICAL EXISTING CROSS SECTION FOR STH 441

CTH AP - CTH CE

* NOTE: EXISTING ℄ NB AND SB SHALL ONLY BE USED FOR REFERENCE ONLY

*CARDINAL SOUTHBOUD DIRECTION = WESTBOUND

*CARDINAL NORTHBOUD DIRECTION = EASTBOUND

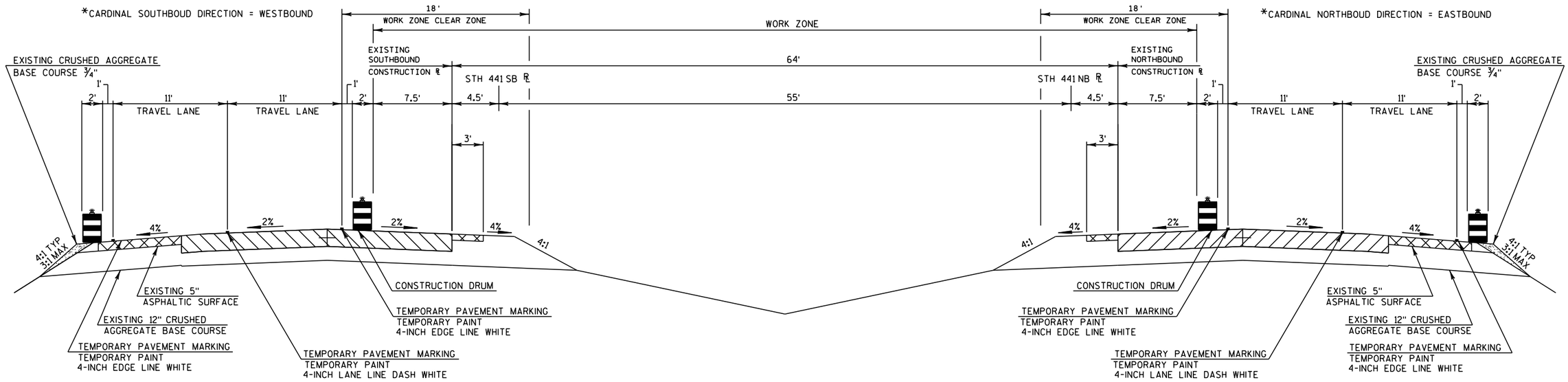



## TYPICAL CROSS SECTION FOR MAINLINE STH 441 STAGE 1

STA 285SB+27 - STA 288SB+32 STA 281NB+24 - STA 288NB+34
STA 289SB+97 - STA 296SB+83 STA 289NB+99 - STA 294NB+90

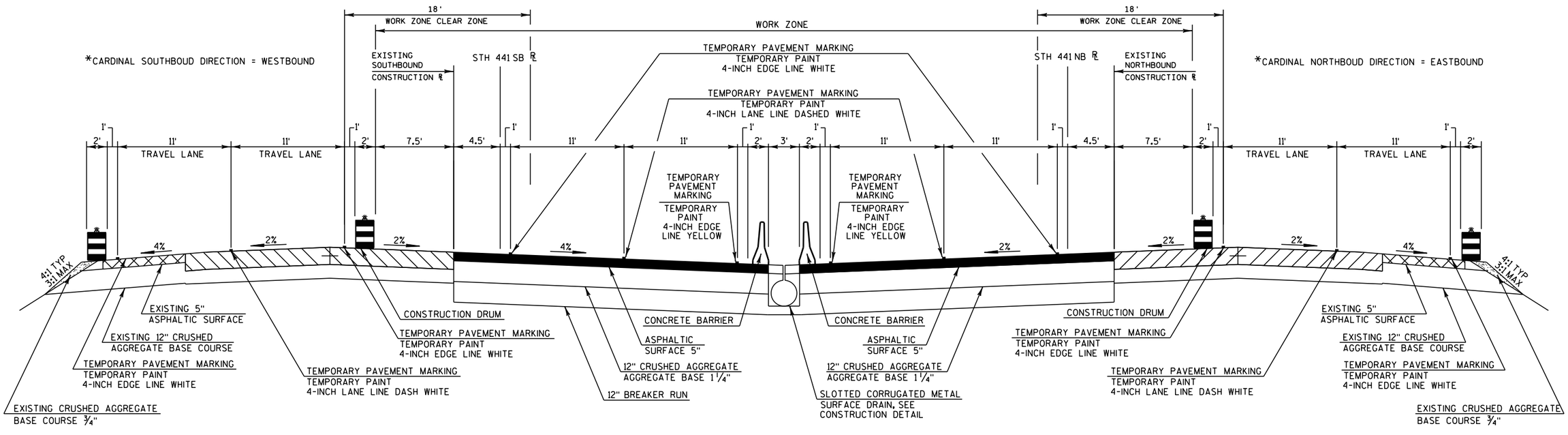
* SALVAGE BASE COURSE AND PLACE IN SHOULDER WIDENING, CAP WITH ¾" BASE COURSE, SEE MISCELLANEOUS QUANTITIES

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: TYPICAL CROSS SECTIONS | SHEET E |
|---|---|---|---|---|




## TYPICAL CROSS SECTION FOR MAINLINE STH 441 STAGE 2A

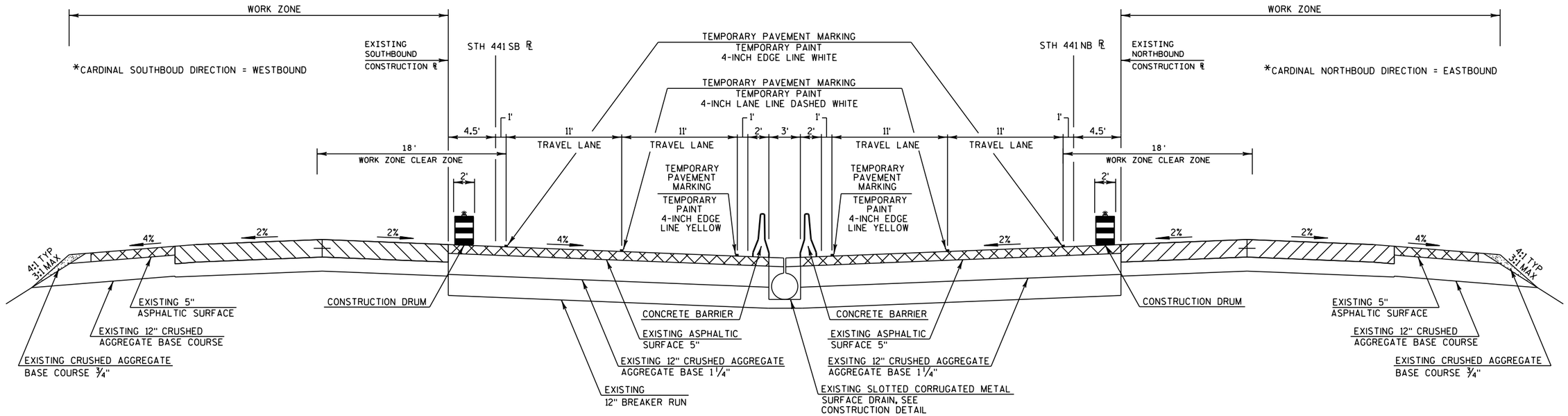
STA 284SB+17 - STA 288SB+32 STA 280NB+28 - STA 288NB+41
STA 289SB+97 - STA 297SB+93 STA 289NB+99 - STA 295NB+99




## TYPICAL CROSS SECTION FOR MAINLINE STH 441 STAGE 2B

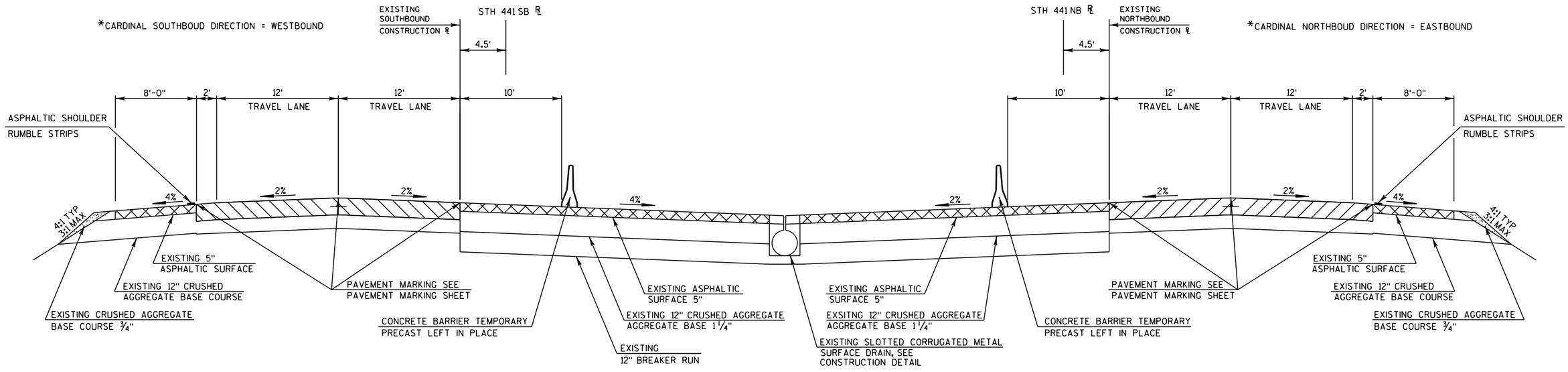
STA 277SB+63 - STA 288SB+32 STA 275NB+54 - STA 288NB+34
STA 289SB+97 - STA 302SB+50 STA 289NB+99 - STA 300NB+70

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: TYPICAL CROSS SECTIONS | SHEET | E |
|---|---|---|---|---|---|




## TYPICAL CROSS SECTION FOR MAINLINE STH 441 STAGE 3

STA 277SB+03 - STA 288SB+32 STA 274NB+99 - STA 288NB+34
STA 289SB+97 - STA 303SB+16 STA 289NB+99 - STA 301NB+25




## TYPICAL CROSS SECTION FOR MAINLINE STH 441 STAGE 4

STA 277SB+03 - STA 288SB+32 STA 274NB+99 - STA 288NB+34
STA 289SB+97 - STA 303SB+16 STA 289NB+99 - STA 301NB+25

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: TYPICAL CROSS SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2

## TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED 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" X 48" UNLESS OTHERWISE NOTED.

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

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.

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 1,500 FEET IN FRONT OF DRUMS.

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.

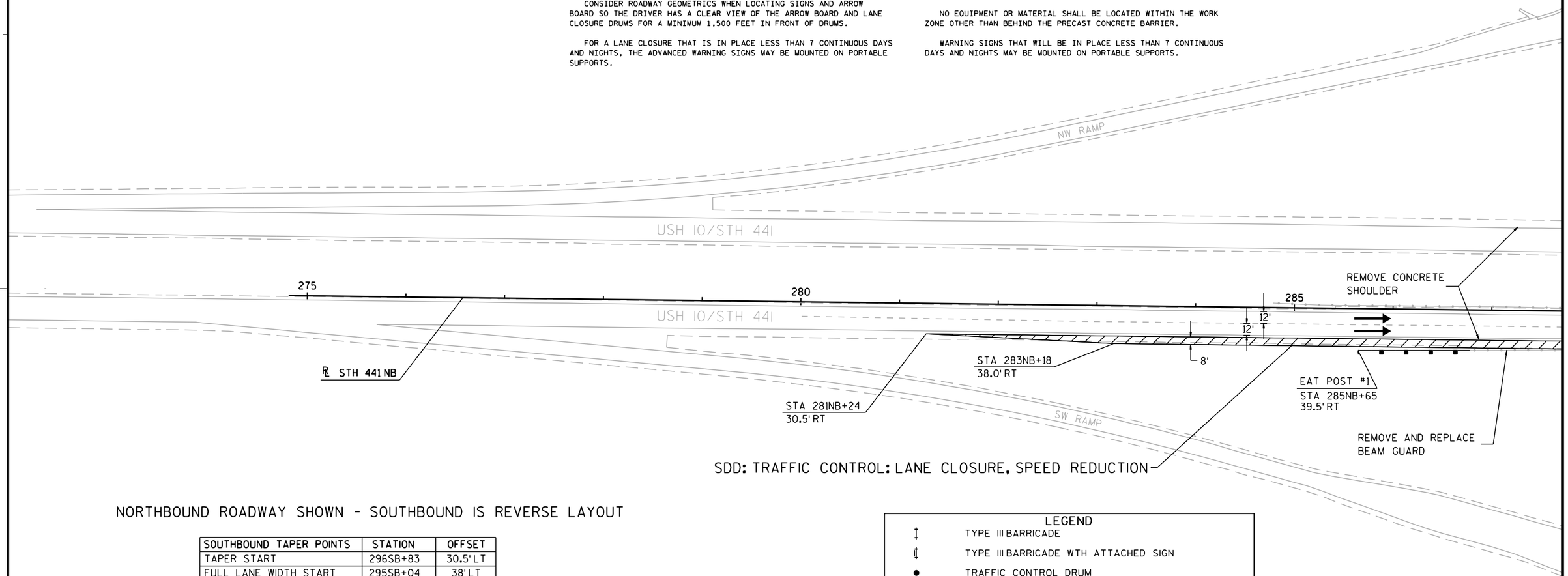
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IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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 ½ 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.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED WITHIN THE WORK ZONE OTHER THAN BEHIND THE PRECAST CONCRETE BARRIER.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.




SDD: TRAFFIC CONTROL: LANE CLOSURE, SPEED REDUCTION

NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

| SOUTHBOUND TAPER POINTS | STATION | OFFSET |
|---|---|---|
| TAPER START | 296SB+83 | 30.5'LT |
| FULL LANE WIDTH START | 295SB+04 | 38'LT |
| BRIDGE START | 289SB+97 | 38'LT |
| BRIDGE END | 288SB+32 | 38'LT |
| FULL LANE END | 287SB+06 | 38'LT |
| TAPER END | 285SB+27 | 30.5'LT |

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN)

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 1 | SHEET E |
|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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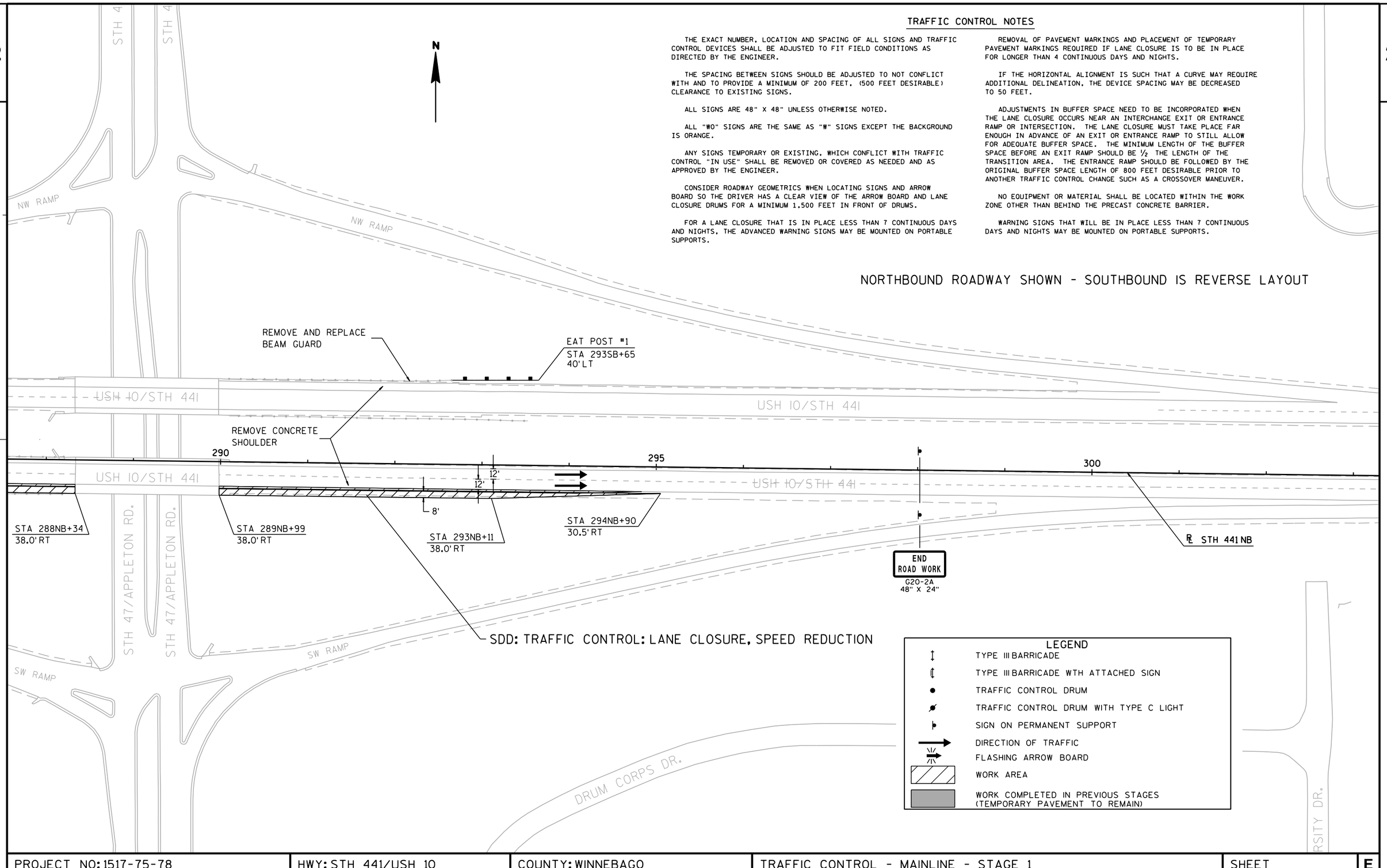
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WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 1 | SHEET E |
|---|---|---|---|---|

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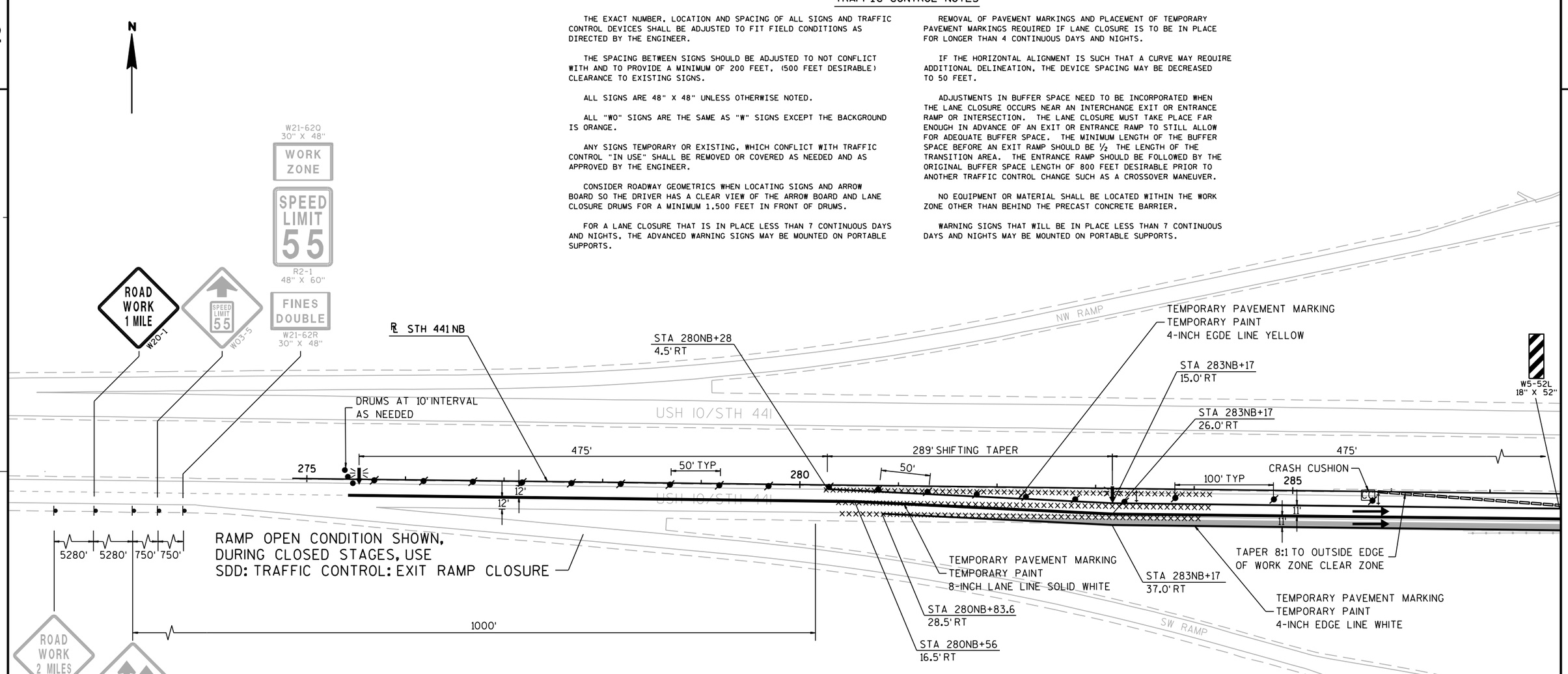
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WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.




NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

| PAVEMENT MARKING (PM) | STATION | OFFSET |
|---|---|---|
| INSIDE PM TAPER START | 297SB+93 | 4.5' LT |
| INSIDE PM FULL LANE START | 295SB+04 | 15' RT |
| INSIDE PM FULL LANE END | 287SB+06 | 15' RT |
| INSIDE PM TAPER END | 284SB+17 | 4.5' RT |
| MIDDLE PM TAPER START | 297SB+65 | 16.5' RT |
| MIDDLE PM FULL LANE START | 295SB+04 | 26' RT |
| MIDDLE PM FULL LANE END | 287SB+06 | 26' RT |
| MIDDLE PM TAPER END | 284SB+45 | 16.5' RT |
| OUTSIDE PM TAPER START | 297SB+38 | 28.5' RT |
| OUTSIDE PM FULL LANE START | 295SB+04 | 37' RT |
| OUTSIDE PM FULL LANE END | 287SB+06 | 37' RT |
| OUTSIDE PM TAPER END | 284SB+72 | 28.5' RT |

### LEGEND

- CONCRETE BARRIER TEMPORARY PRECAST
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN)
- xxxxxxxxx REMOVE EXISTING PAVEMENT MARKING

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 2A | SHEET E |
|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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

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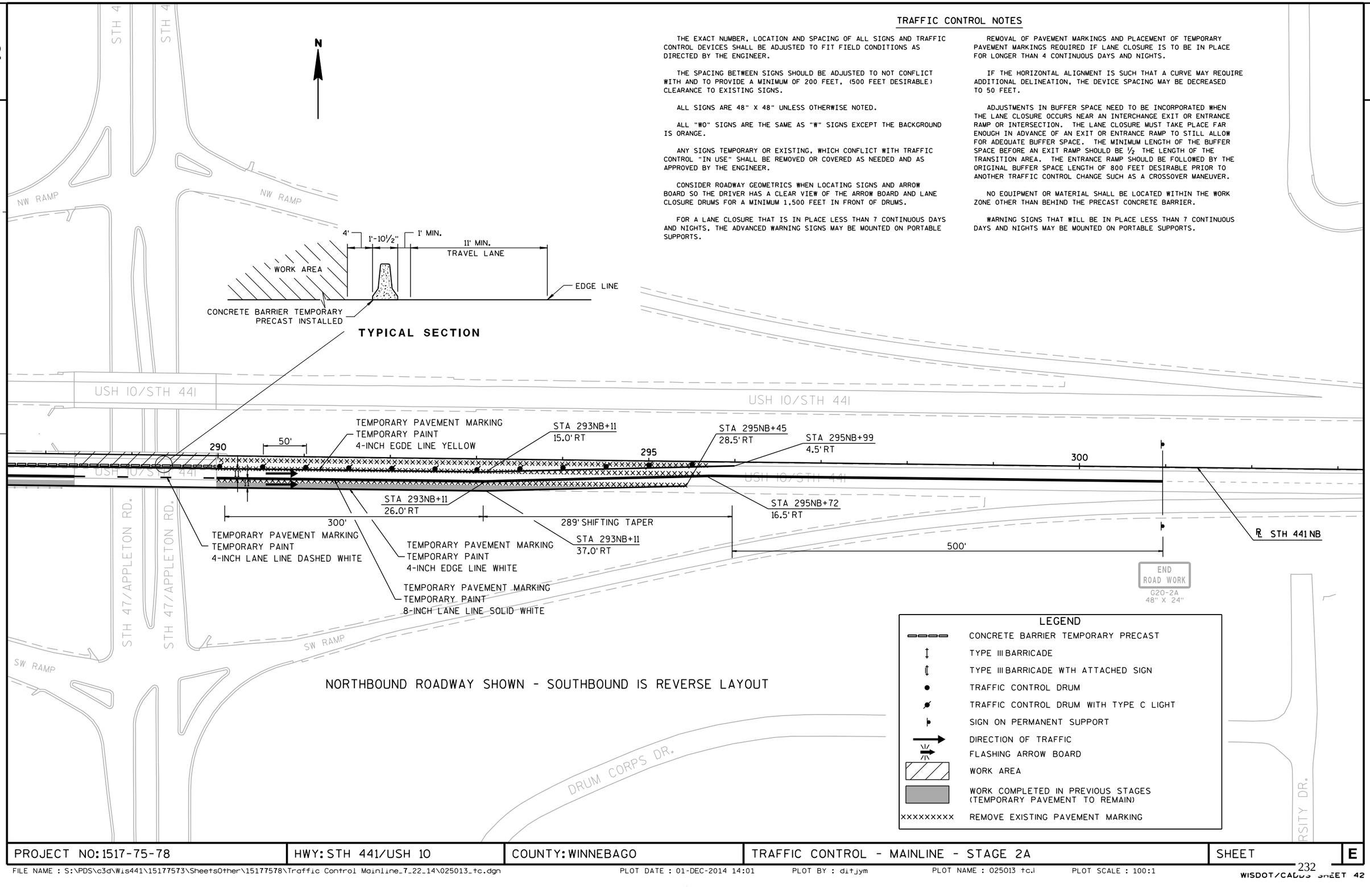
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**TYPICAL SECTION**




NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

### LEGEND

- CONCRETE BARRIER TEMPORARY PRECAST
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN)
- xxxxxxxxx REMOVE EXISTING PAVEMENT MARKING

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 2A | SHEET E |
|---|---|---|---|---|

2

## TRAFFIC CONTROL NOTES

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

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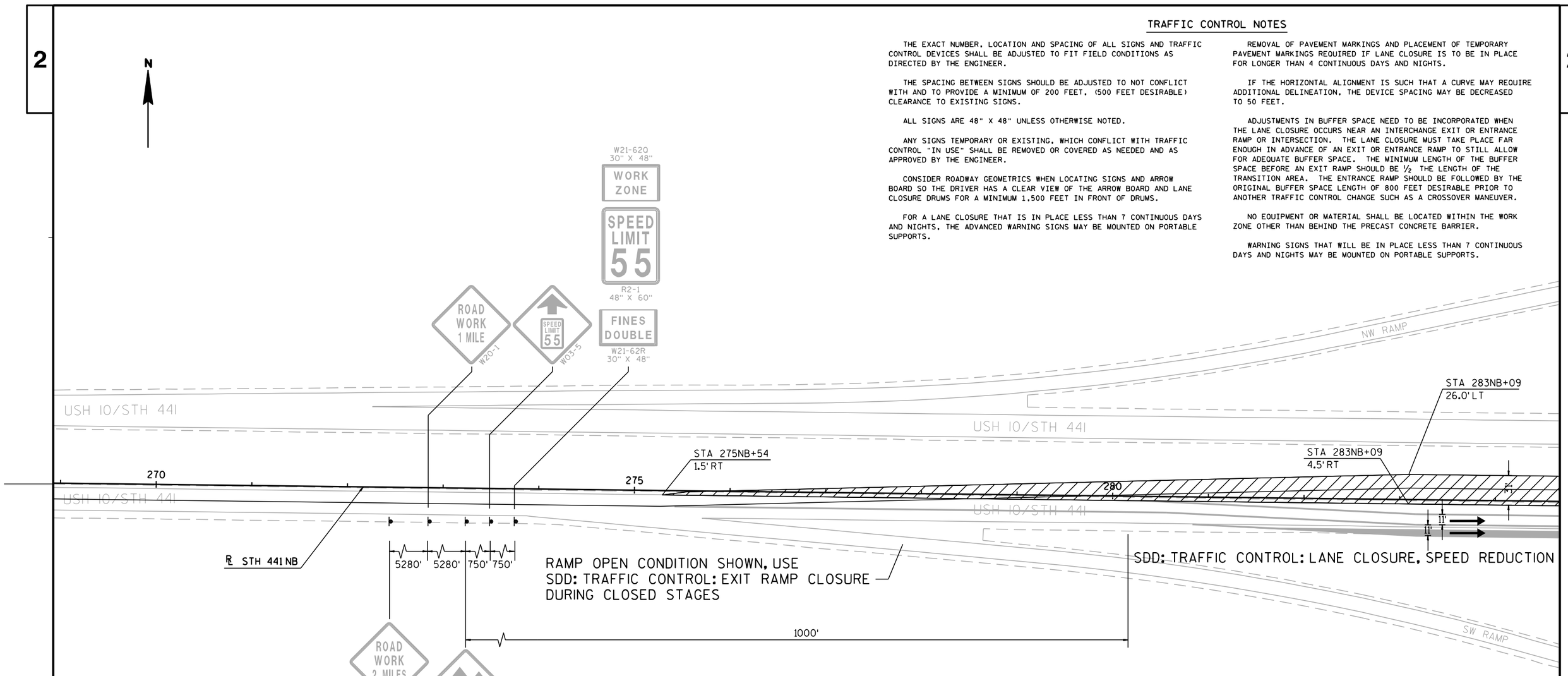
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WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.




NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

| SOUTHBOUND TAPER POINTS | STATION | OFFSET |
|---|---|---|
| TAPER START | 302SB+50 | 1.5'LT |
| FULL LANE WIDTH START | 295SB+04 | 26'RT |
| BRIDGE START | 289SB+97 | 26'RT |
| BRIDGE END | 288SB+32 | 26'RT |
| FULL LANE END | 285SB+06 | 26'RT |
| TAPER END | 277SB+63 | 1.5'LT |

LEGEND

- CONCRETE BARRIER TEMPORARY PRECAST
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN)
- xxxxxxxxx REMOVE EXISTING PAVEMENT MARKING

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 2B | SHEET | E |
|---|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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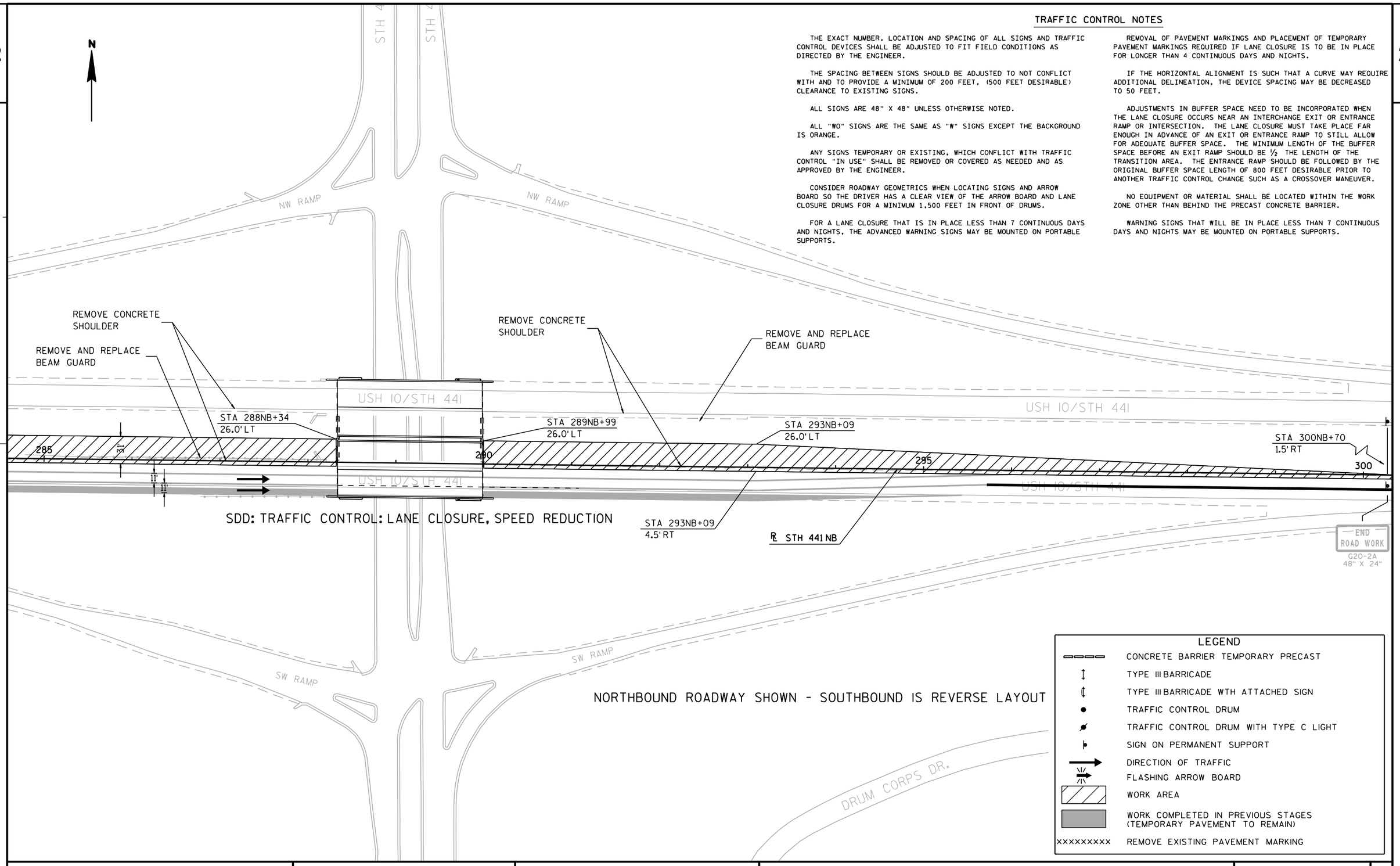
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### LEGEND

| | |
|---|---|
| | CONCRETE BARRIER TEMPORARY PRECAST |
| | TYPE III BARRICADE |
| | TYPE III BARRICADE WTH ATTACHED SIGN |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C LIGHT |
| | SIGN ON PERMANENT SUPPORT |
| | DIRECTION OF TRAFFIC |
| | FLASHING ARROW BOARD |
| | WORK AREA |
| | WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN) |
| xxxxxxxxx | REMOVE EXISTING PAVEMENT MARKING |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 2B | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsOther\15177578\Traffic Control Mainline_7_22_14\025015_tc.dgn PLOT DATE : 15-DEC-2014 15:36 PLOT BY : ditjym PLOT NAME : 025015 tc.i PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

## TRAFFIC CONTROL NOTES

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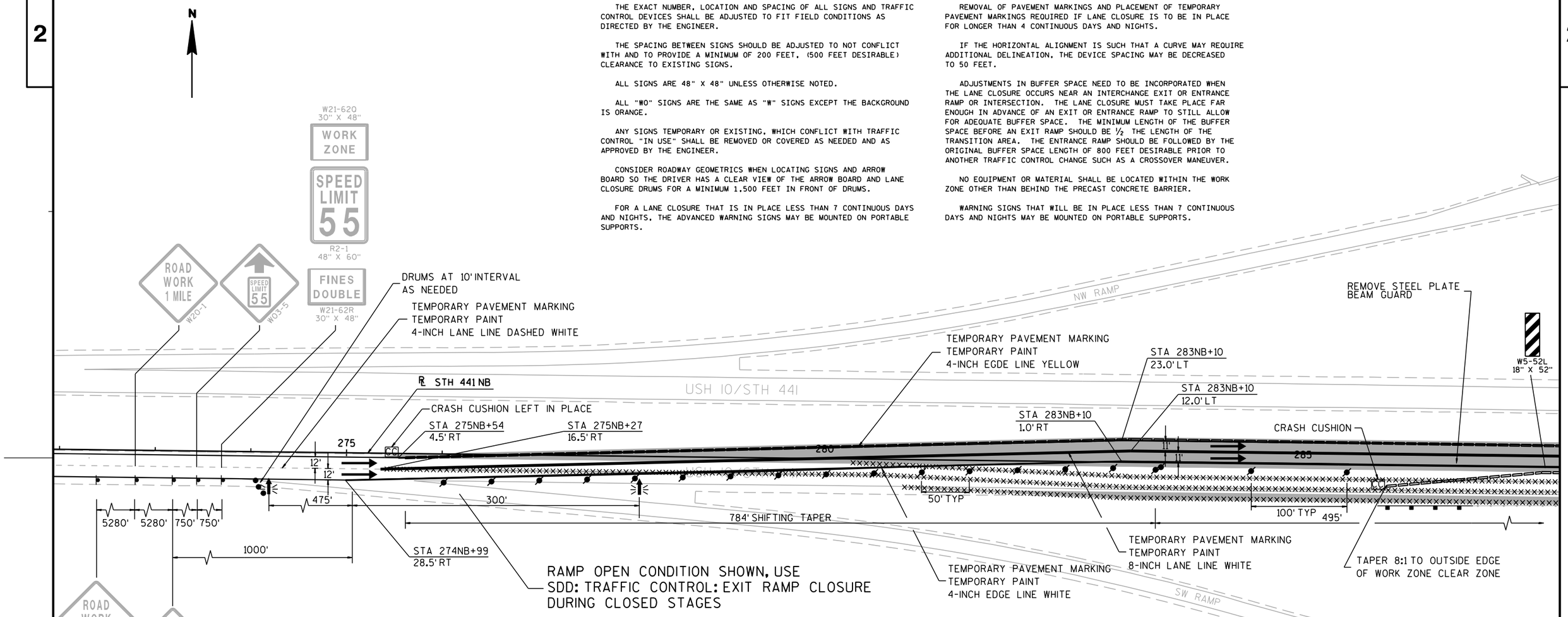
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WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.




NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

| PAVEMENT MARKING (PM) | STATION | OFFSET |
|---|---|---|
| INSIDE PM TAPER START | 302SB+50 | 4.5' LT |
| INSIDE PM FULL LANE START | 295SB+05 | 23' RT |
| INSIDE PM FULL LANE END | 285SB+06 | 23' RT |
| INSIDE PM TAPER END | 277SB+64 | 4.5' LT |
| MIDDLE PM TAPER START | 302SB+88 | 16.5' LT |
| MIDDLE PM FULL LANE START | 295SB+65 | 12' RT |
| MIDDLE PM FULL LANE END | 285SB+06 | 12' RT |
| MIDDLE PM TAPER END | 277SB+22 | 16.5' LT |
| OUTSIDE PM TAPER START | 303SB+16 | 28.5' LT |
| OUTSIDE PM FULL LANE START | 295SB+05 | 1' RT |
| OUTSIDE PM FULL LANE END | 285SB+06 | 1' RT |
| OUTSIDE PM TAPER END | 277SB+03 | 28.5' LT |

LEGEND

- CONCRETE BARRIER TEMPORARY PRECAST
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN)
- xxxxxxxxx REMOVE EXISTING PAVEMENT MARKING

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 3 | SHEET E |
|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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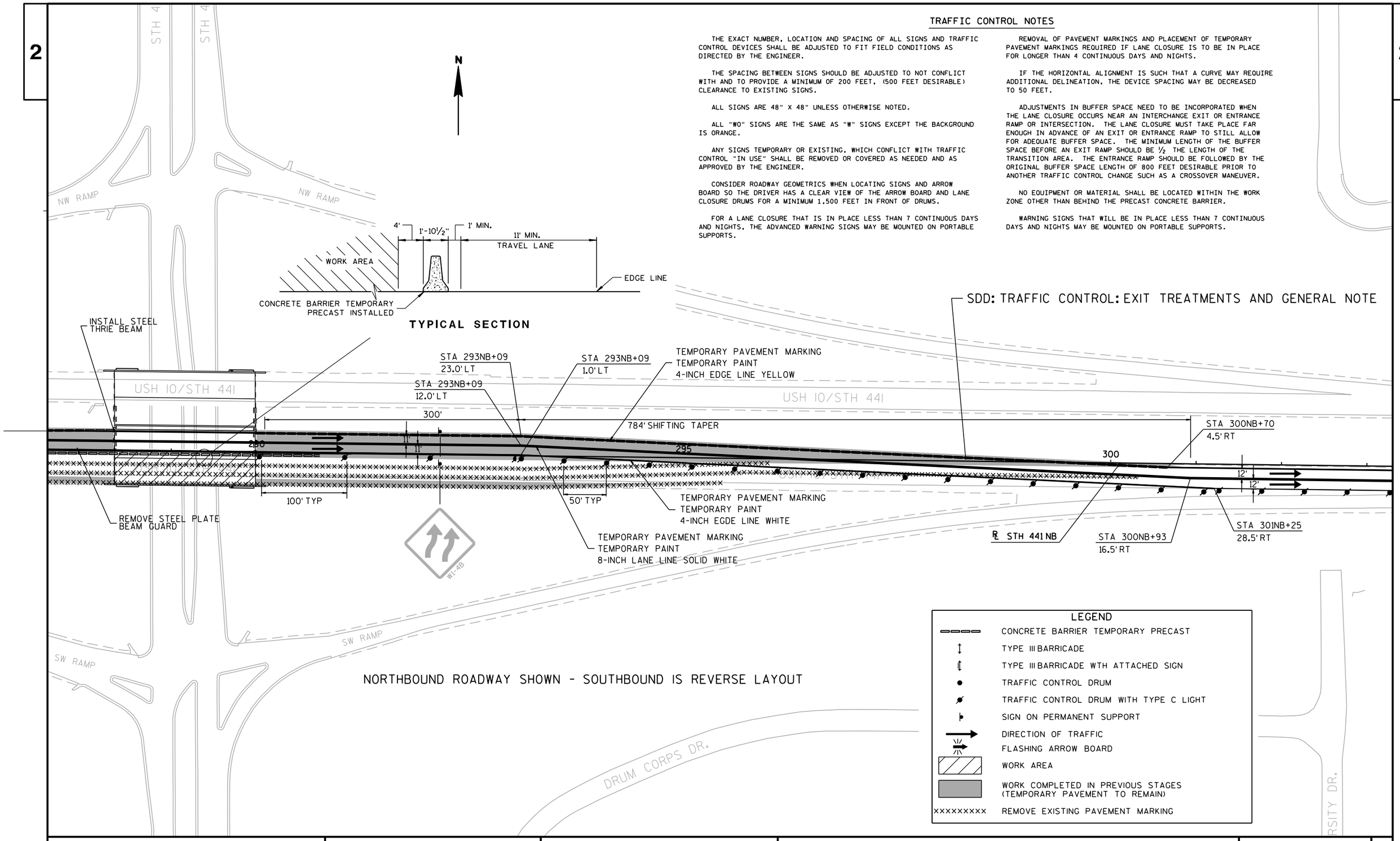
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**TYPICAL SECTION**

SDD: TRAFFIC CONTROL: EXIT TREATMENTS AND GENERAL NOTE




NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

**LEGEND**

| | |
|---|---|
| ▭▭▭▭ | CONCRETE BARRIER TEMPORARY PRECAST |
| | TYPE III BARRICADE |
| | TYPE III BARRICADE WTH ATTACHED SIGN |
| ● | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C LIGHT |
| | SIGN ON PERMANENT SUPPORT |
| | DIRECTION OF TRAFFIC |
| | FLASHING ARROW BOARD |
| | WORK AREA |
| | WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN) |
| xxxxxxxxx | REMOVE EXISTING PAVEMENT MARKING |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 3 | SHEET E |
|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\Sheets0ther\15177578\Traffic Control Mainline_7_22_14\025017_tc.dgn PLOT DATE : 29-OCT-2014 15:01 PLOT BY : ditjym PLOT NAME : 025017 tc.l PLOT SCALE : 100:1



WISDOT/CADDS SHEET 42

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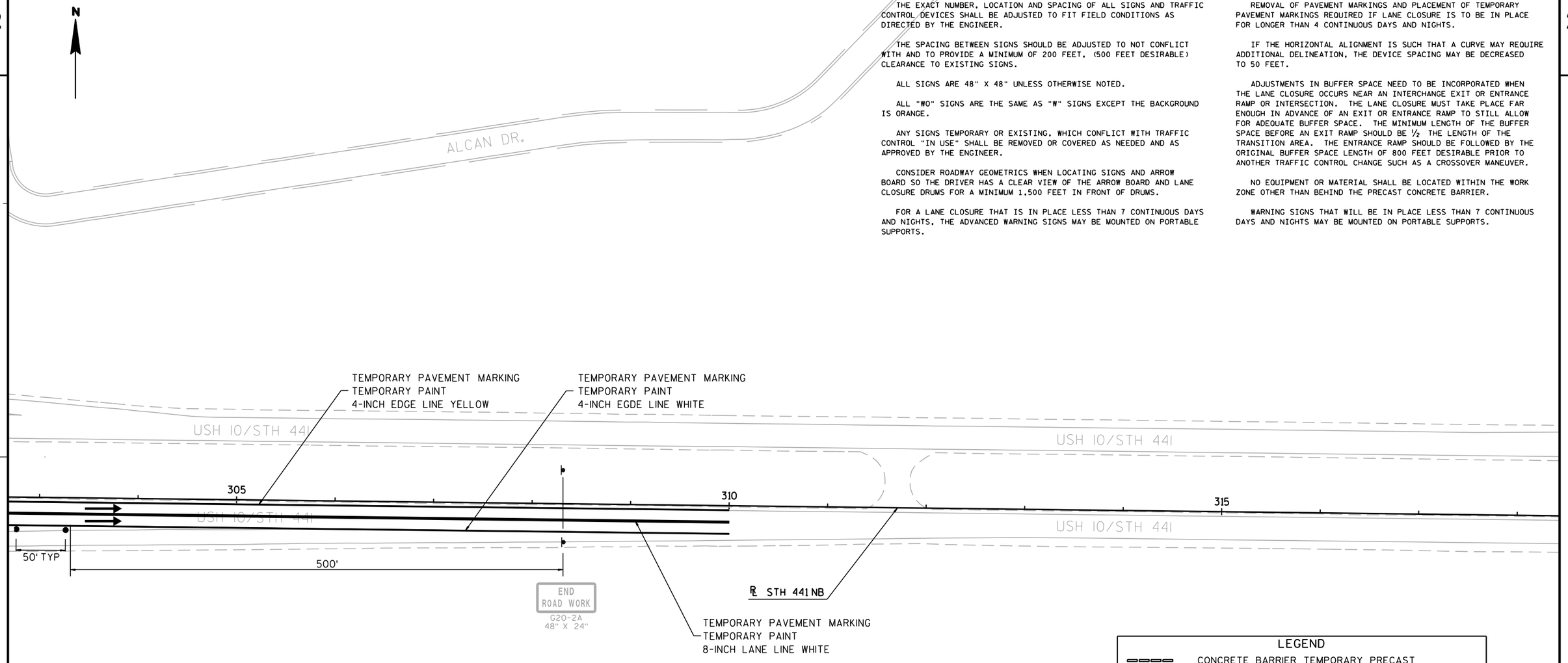
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EASTBOUND ROADWAY SHOWN - WESTBOUND IS REVERSE LAYOUT

### LEGEND

| | |
|---|---|
| | CONCRETE BARRIER TEMPORARY PRECAST |
| | TYPE III BARRICADE |
| | TYPE III BARRICADE WTH ATTACHED SIGN |
| | TRAFFIC CONTROL DRUM |
| | TRAFFIC CONTROL DRUM WITH TYPE C LIGHT |
| | SIGN ON PERMANENT SUPPORT |
| | DIRECTION OF TRAFFIC |
| | FLASHING ARROW BOARD |
| | WORK AREA |
| | WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN) |
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| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 3 | SHEET | E |
|---|---|---|---|---|---|

2

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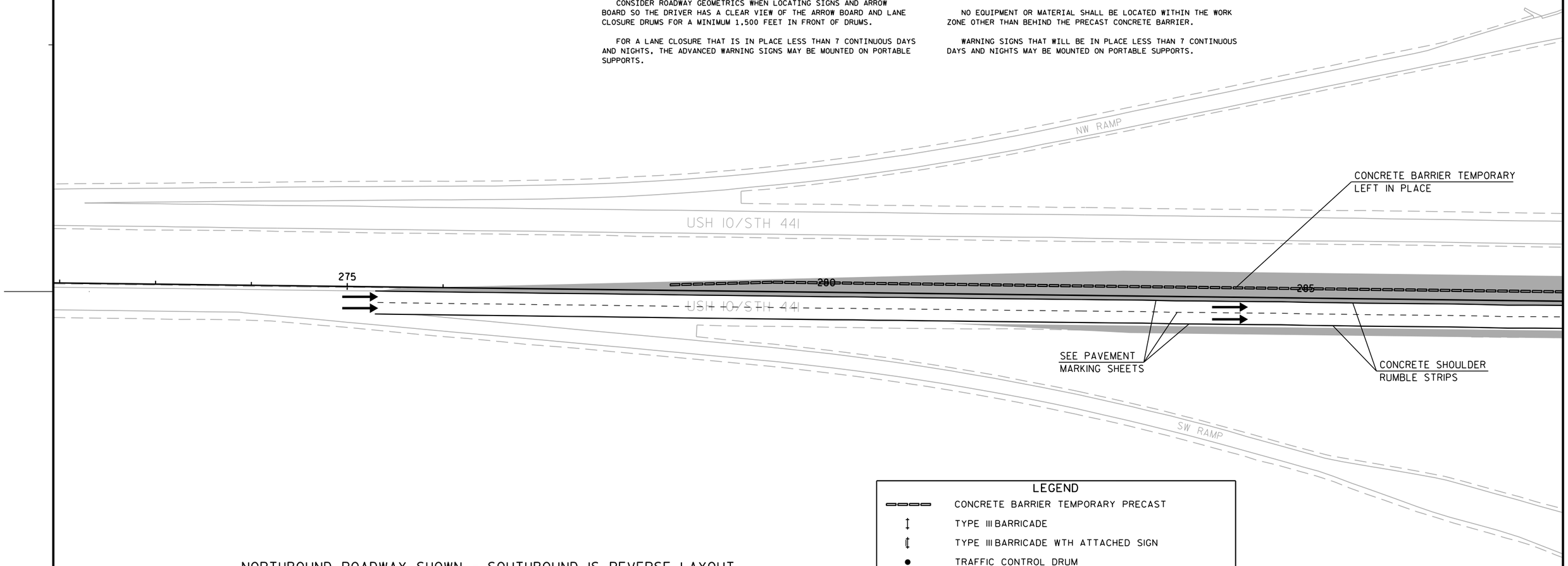
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NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

LEGEND

| | |
|---|---|
| ▬▬▬ | CONCRETE BARRIER TEMPORARY PRECAST |
| ↕ | TYPE III BARRICADE |
| ↕ | TYPE III BARRICADE WTH ATTACHED SIGN |
| ● | TRAFFIC CONTROL DRUM |
| ● | TRAFFIC CONTROL DRUM WITH TYPE C LIGHT |
| ▮ | SIGN ON PERMANENT SUPPORT |
| → | DIRECTION OF TRAFFIC |
| → | FLASHING ARROW BOARD |
| ▨ | WORK AREA |
| ▩ | WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN) |
| xxxxxxxxx | REMOVE EXISTING PAVEMENT MARKING |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 4 | SHEET E |
|---|---|---|---|---|

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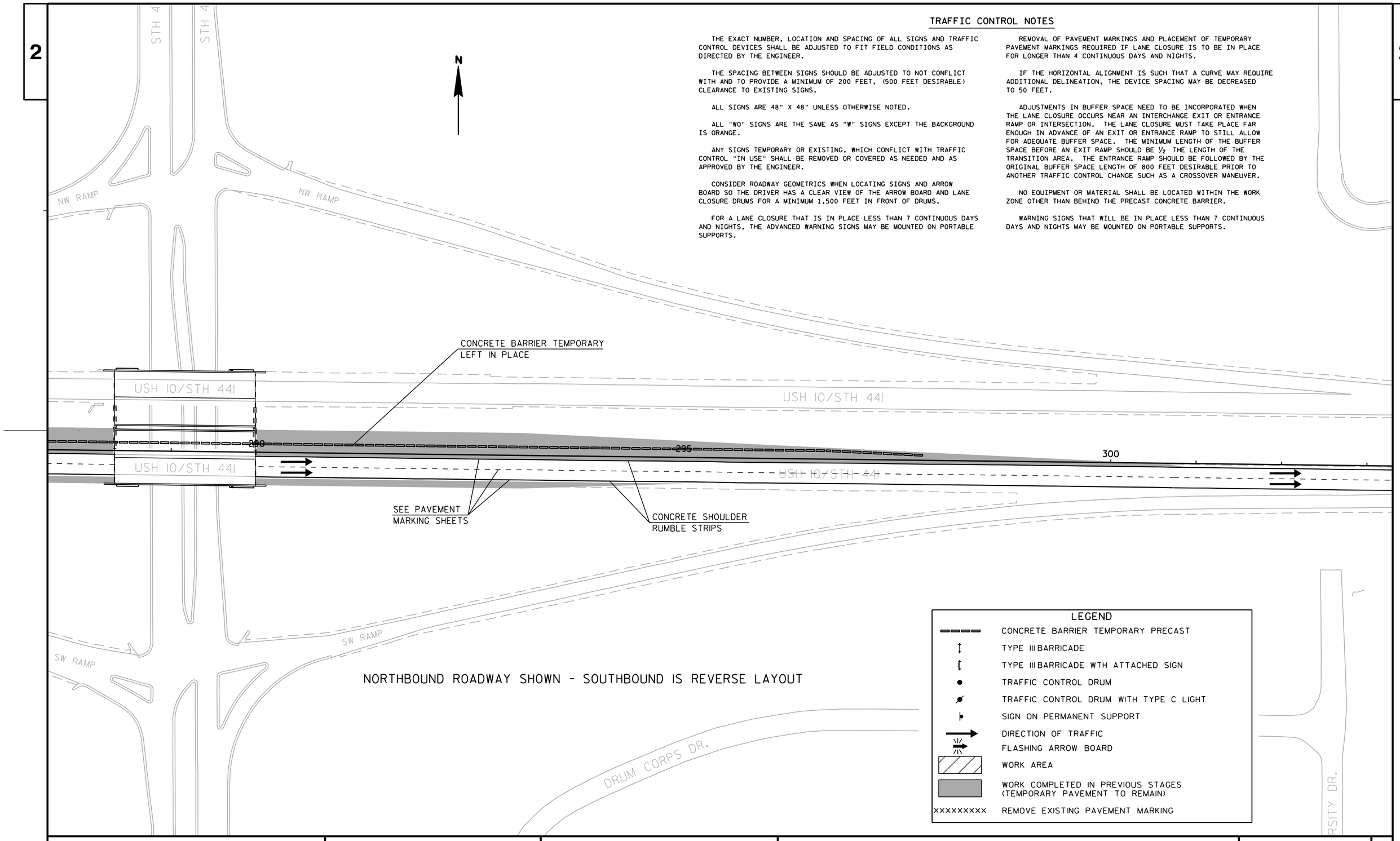
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NORTHBOUND ROADWAY SHOWN - SOUTHBOUND IS REVERSE LAYOUT

LEGEND

- CONCRETE BARRIER TEMPORARY PRECAST
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA
- WORK COMPLETED IN PREVIOUS STAGES (TEMPORARY PAVEMENT TO REMAIN)
- XXXXXXXXX REMOVE EXISTING PAVEMENT MARKING

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL - MAINLINE - STAGE 4 | SHEET E |
|---|---|---|---|---|

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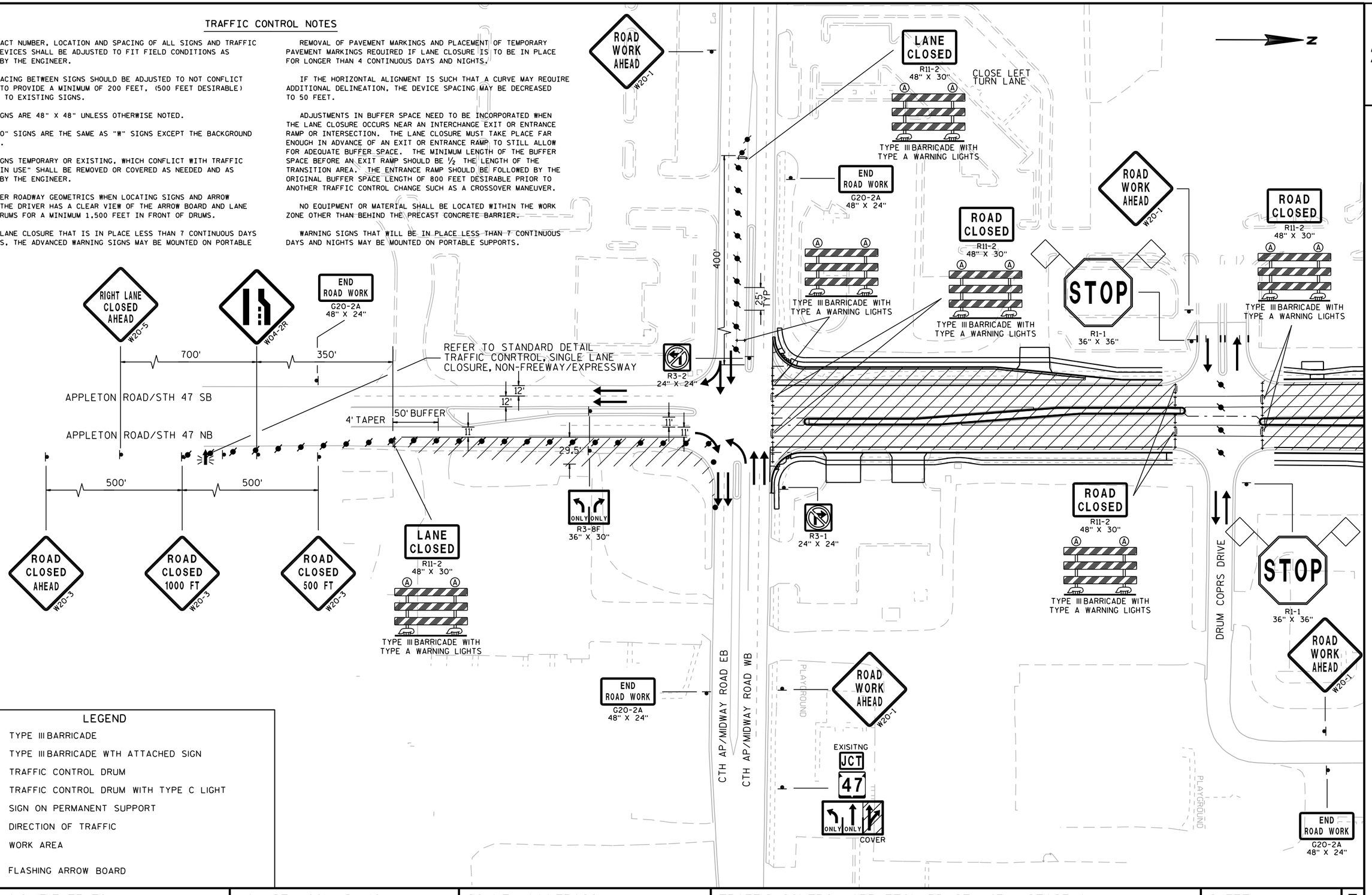
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### LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: APPLETON RD/STH 47 - STAGE A | SHEET E |
|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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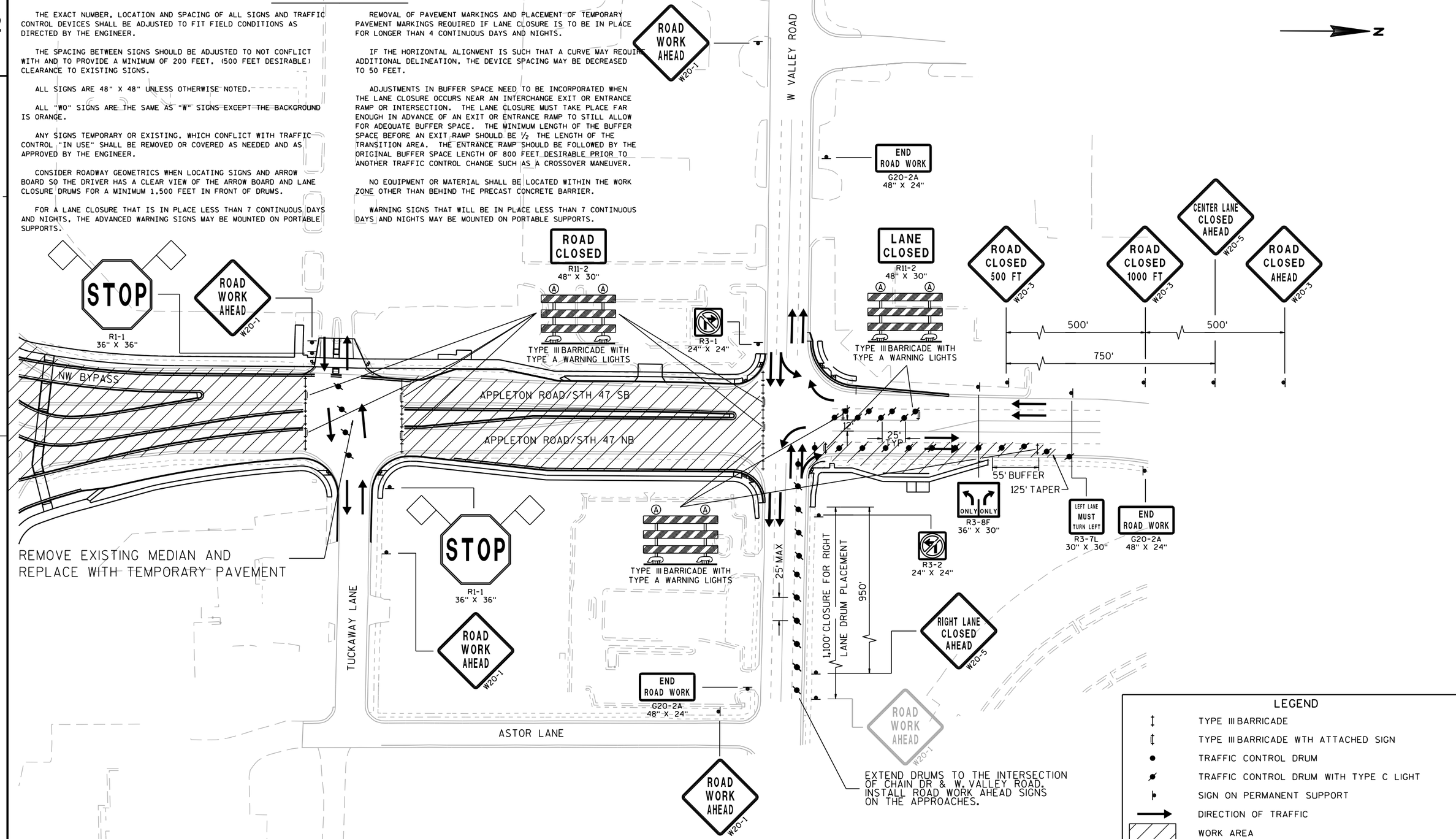
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| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: APPLETON RD/STH 47 - STAGE A | SHEET E |
|---|---|---|---|---|

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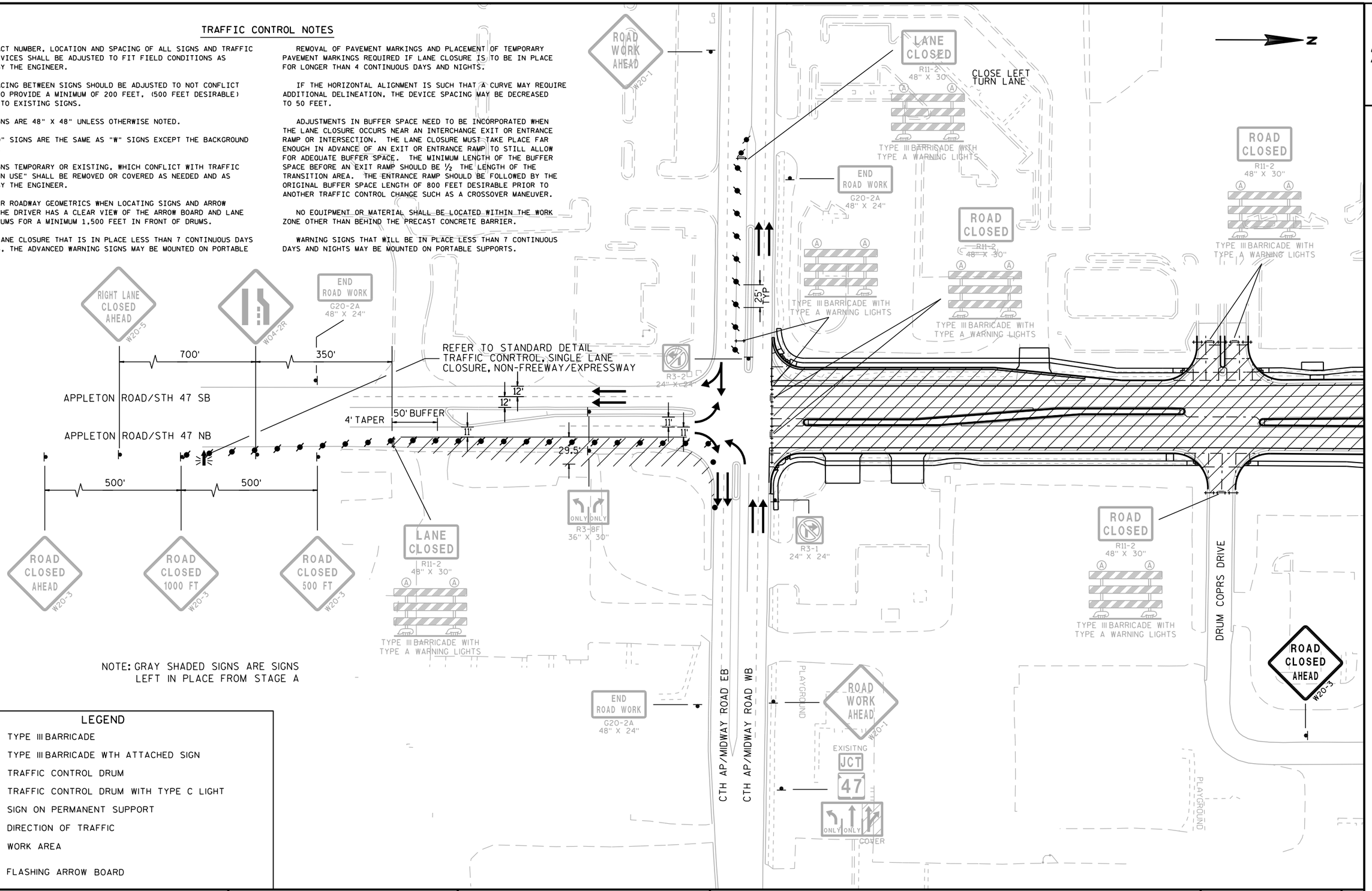
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WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.




NOTE: GRAY SHADED SIGNS ARE SIGNS LEFT IN PLACE FROM STAGE A

### LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: APPLETON RD/STH 47 - STAGE B | SHEET E |
|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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

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

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.

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 1,500 FEET IN FRONT OF DRUMS.

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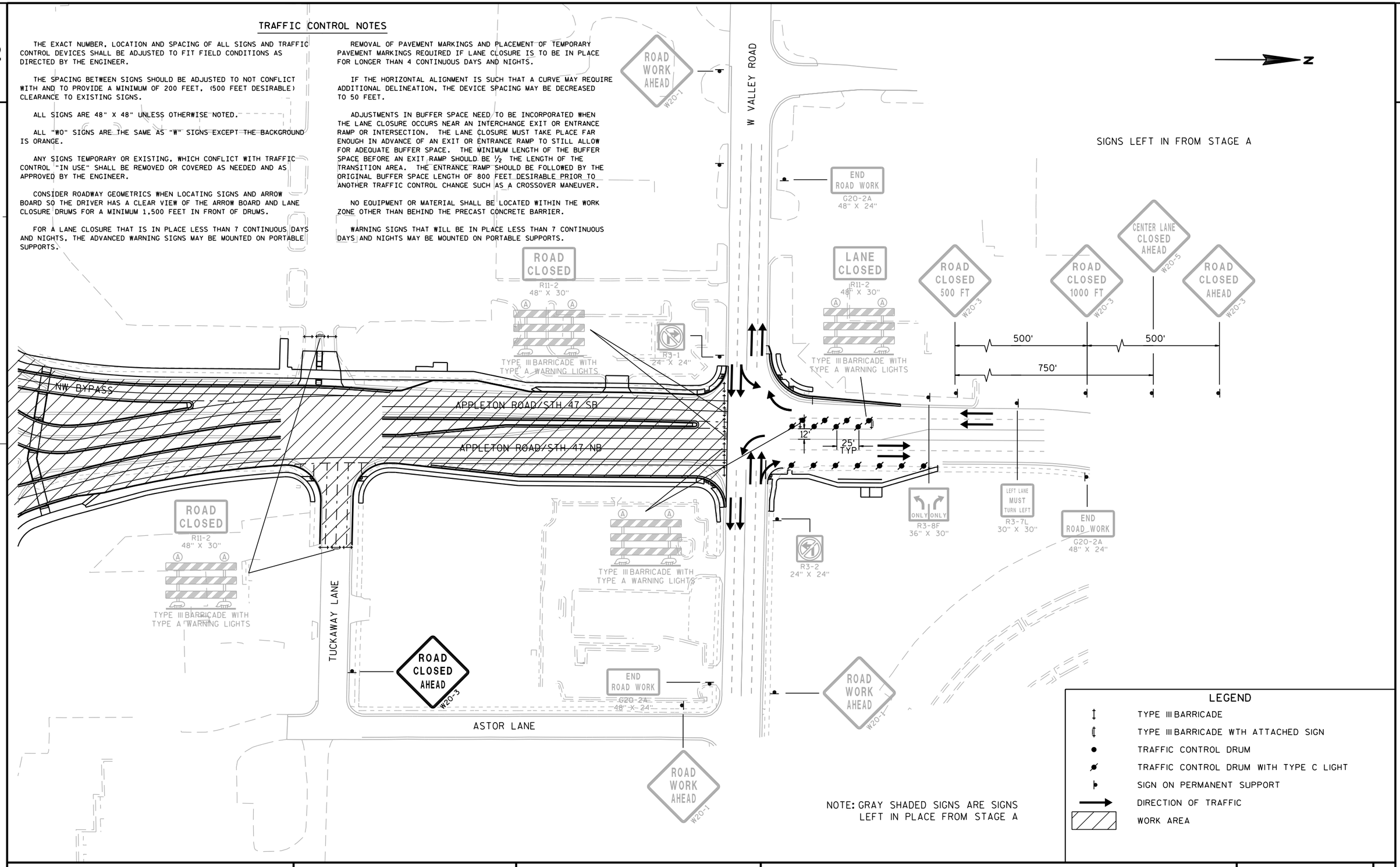
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| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: APPLETON RD/STH 47 - STAGE B | SHEET | E |
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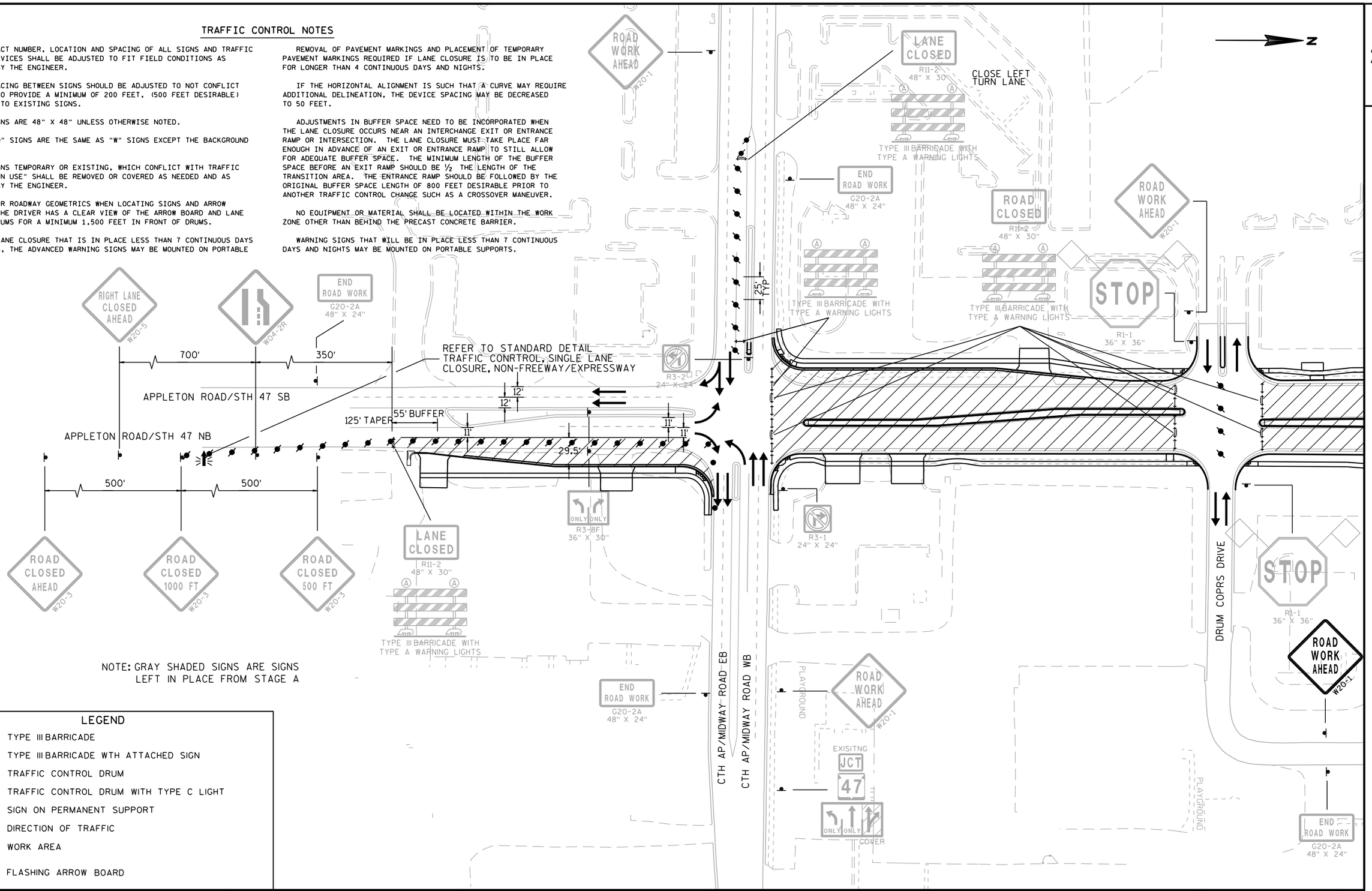
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- WORK AREA
- FLASHING ARROW BOARD

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: APPLETON RD/STH 47 - STAGE C | SHEET E |
|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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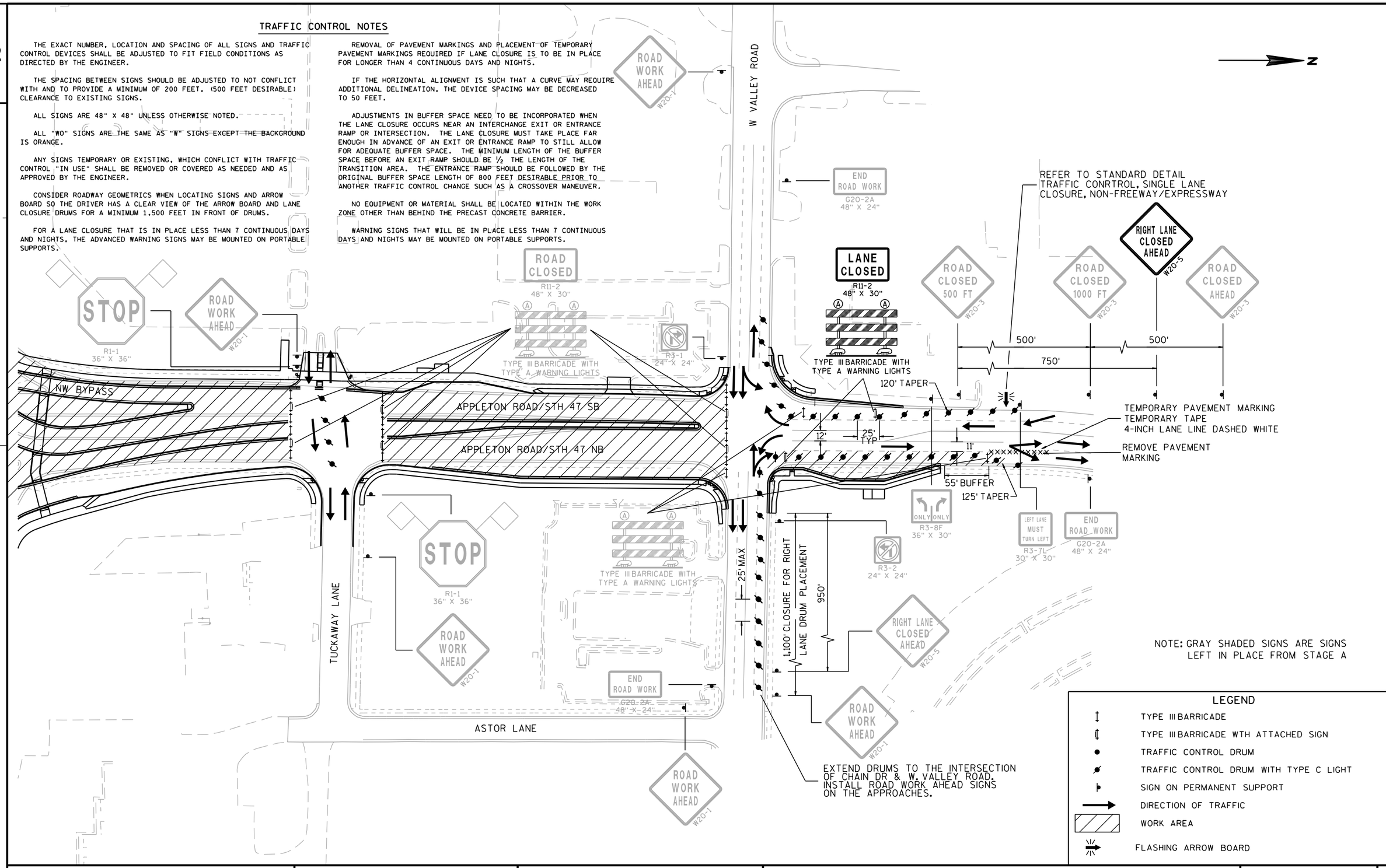
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|---|---|---|---|---|---|

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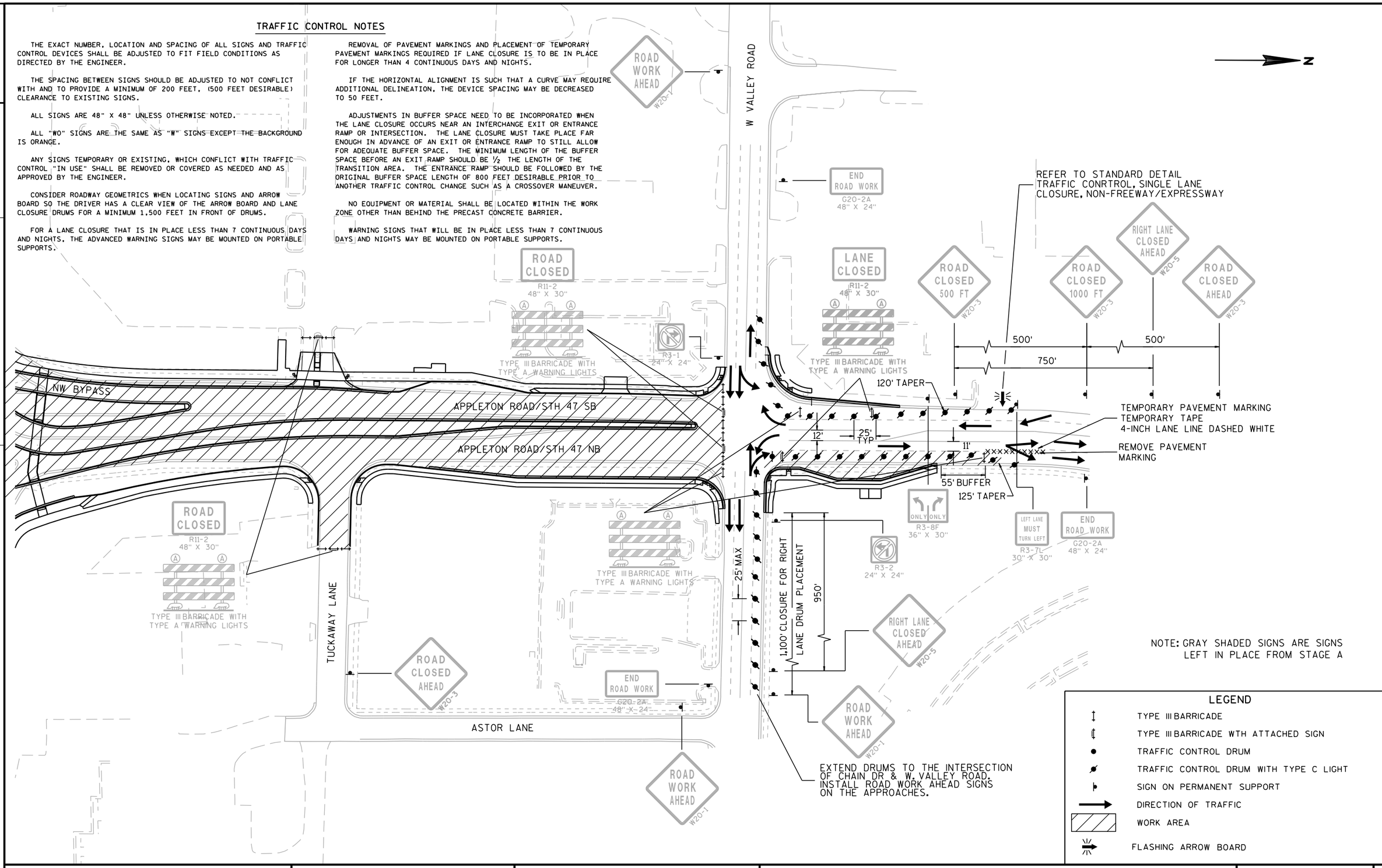
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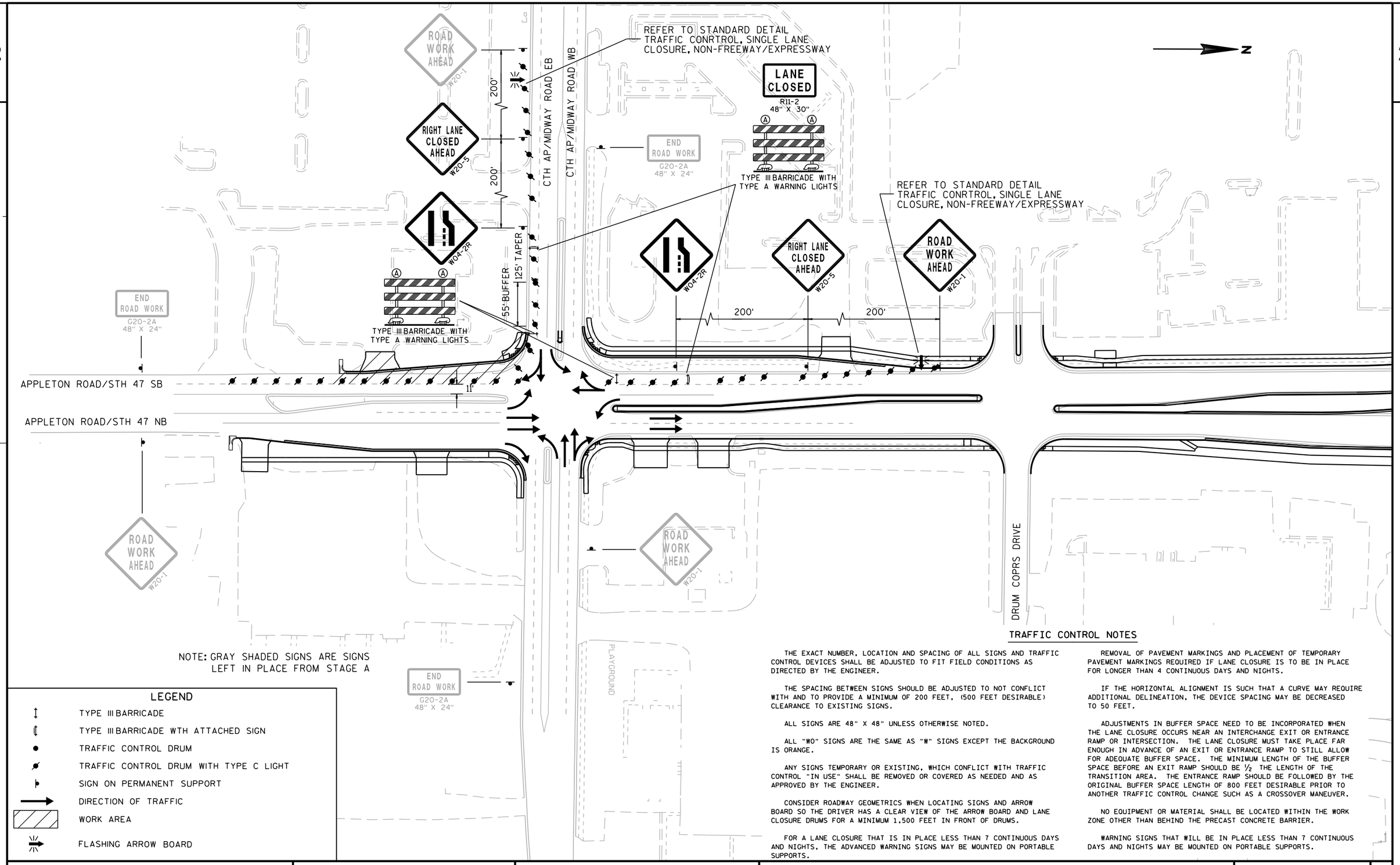
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| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: APPLETON RD/STH 47 - STAGE C1 | SHEET E |
|---|---|---|---|---|




NOTE: GRAY SHADED SIGNS ARE SIGNS LEFT IN PLACE FROM STAGE A

## LEGEND

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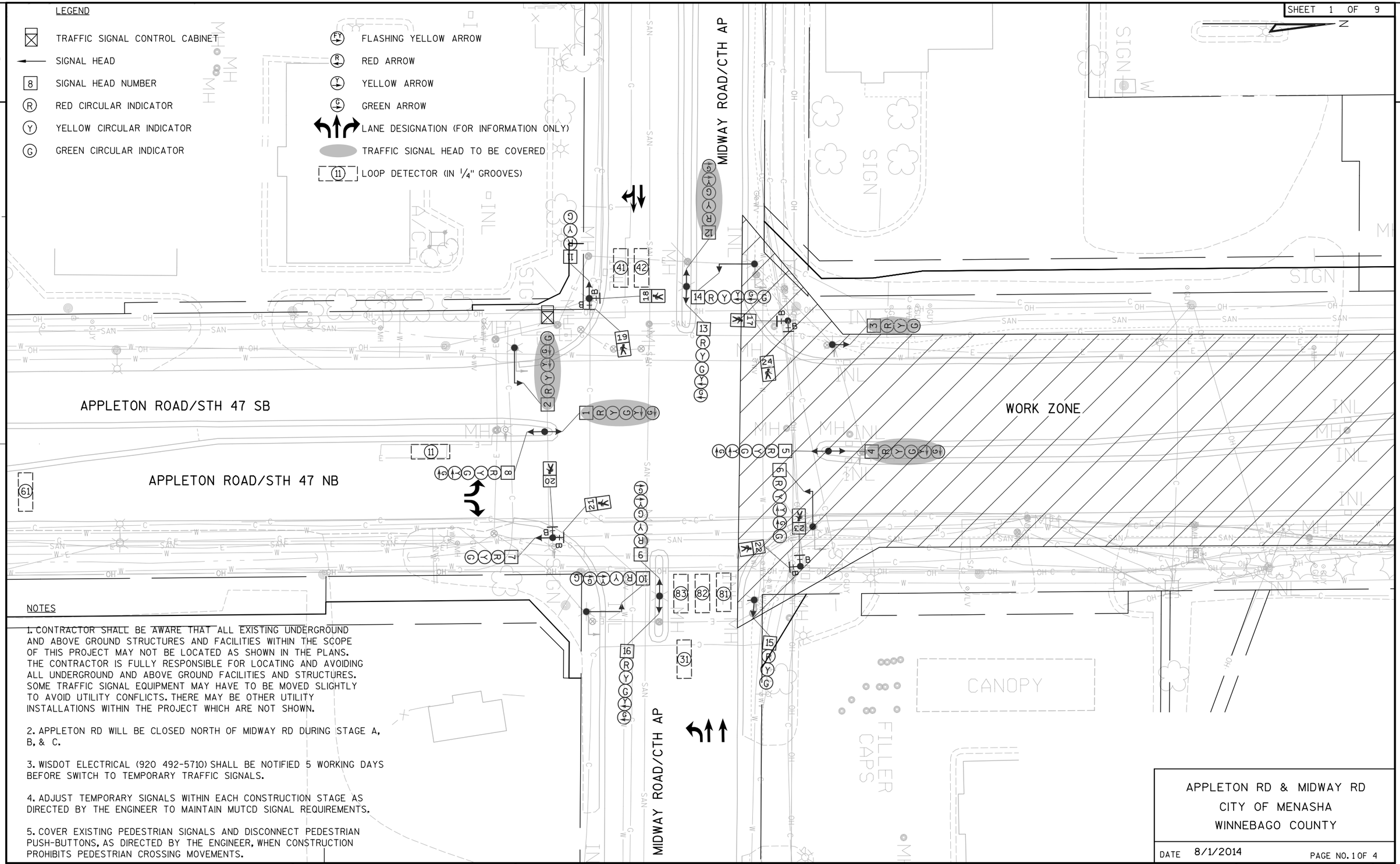
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| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: APPLETON RD/STH 47 - STAGE D | SHEET E |
|---|---|---|---|---|

LEGEND

- TRAFFIC SIGNAL CONTROL CABINET
- SIGNAL HEAD
- 8 SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (FY) FLASHING YELLOW ARROW
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- LANE DESIGNATION (FOR INFORMATION ONLY)
- TRAFFIC SIGNAL HEAD TO BE COVERED
- (11) LOOP DETECTOR (IN 1/4" GROOVES)




NOTES

1. CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND FACILITIES AND STRUCTURES. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE MOVED SLIGHTLY TO AVOID UTILITY CONFLICTS. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2. APPLETON RD WILL BE CLOSED NORTH OF MIDWAY RD DURING STAGE A, B, & C.

3. WISDOT ELECTRICAL (920 492-5710) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.

4. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

5. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS.

APPLETON RD & MIDWAY RD
CITY OF MENASHA
WINNEBAGO COUNTY

DATE 8/1/2014 PAGE NO. 1 OF 4

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | TEMPORARY EXISTING TRAFFIC SIGNALS: APPLETON & MIDWAY | SHEET 248 | E |
|---|---|---|---|---|---|

2

## SEQUENCE OF OPERATION

| | EXISTING HEAD NUMBERS | Ø1 R/W | Ø1 CLEAR TO ** | | | | | | Ø2 R/W | Ø2 CLEAR TO ** | | | | | | Ø3 R/W | Ø3 CLEAR TO ** | | | | | | Ø4 R/W | Ø4 CLEAR TO ** | | | | | | FLASH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ø1 | 5, 6, 8 | G | Y | - | | | | | - | - | - | | | | | - | - | - | | | | | - | - | | | | | | - |
| Ø2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ø3 | 13, 14, 16 | - | - | - | | | | | - | - | - | | | | | G | Y | - | | | | | - | - | | | | | | - |
| Ø4 | 9, 10, 11, 12 | R | R | R | | | | | R | R | R | | | | | R | R | R | | | | | G | Y | R | | | | | R |
| Ø5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ø6 | 5, 6, 7, 8 | R | R | R | | | | | R | R | R | | | | | R | R | R | | | | | R | R | R | | | | | R |
| Ø7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ø8 | 13, 14, 15, 16 | R | R | R | | | | | R | R | R | | | | | R | R | R | | | | | R | R | R | | | | | R |
| Ø2P | 17, 18 | D | D | D | | | | | * | D | D | | | | | D | D | D | | | | | D | D | D | | | | | |
| Ø4P | 19, 20 | D | D | D | | | | | D | D | D | | | | | D | D | D | | | | | * | D | D | | | | | |
| Ø6P | 21, 22 | D | D | D | | | | | D | D | D | | | | | D | D | D | | | | | D | D | D | | | | | |
| Ø8P | 23, 24 | D | D | D | | | | | D | D | D | | | | | D | D | D | | | | | D | D | D | | | | | |

NOT USED

NOT USED

| | EXISTING HEAD NUMBERS | Ø5 R/W | Ø5 CLEAR TO ** | | | | | | Ø6 R/W | Ø6 CLEAR TO ** | | | | | | Ø7 R/W | Ø7 CLEAR TO ** | | | | | | Ø8 R/W | Ø8 CLEAR TO ** | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ø1 | 5, 6, 8 | | | | | | | | - | - | - | | | | | | | | | | | | - | - | - | | | | |
| Ø2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ø3 | 13, 14, 16 | | | | | | | | - | - | - | | | | | | | | | | | | - | - | - | | | | |
| Ø4 | 9, 10, 11, 12 | | | | | | | | R | R | R | | | | | | | | | | | | R | R | R | | | | |
| Ø5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ø6 | 5, 6, 7, 8 | | | | | | | | G | Y | R | | | | | | | | | | | | R | R | R | | | | |
| Ø7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ø8 | 13, 14, 15, 16 | | | | | | | | R | R | R | | | | | | | | | | | | G | Y | R | | | | |
| Ø2P | 17, 18 | | | | | | | | D | D | D | | | | | | | | | | | | D | D | D | | | | |
| Ø4P | 19, 20 | | | | | | | | D | D | D | | | | | | | | | | | | D | D | D | | | | |
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| Ø8P | 23, 24 | | | | | | | | D | D | D | | | | | | | | | | | | * | D | D | | | | |

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 WALK

D = DON'T WALK

### CHART 1

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

## DETECTOR LOGIC

| EXISTING DETECTOR NUMBER | AMPLIFIER CHANNEL NUMBER | DETECTOR OPERATION: CALLS AND EXTENDS | DETECTOR OPERATION: CALLS ONLY | DETECTOR OPERATION: EXTENDS ONLY | PHASE CALLED | PHASE EXTENDED | DETECTOR DISCONNECT PHASE | CALLING DELAY | EXTENSION STRETCH | SIZE | NUMBER OF TURNS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 3 | X | | | 1 | 1 | | | | 6X30 | 2 |
| 31 | 7 | X | | | 3 | 3 | | | | 6X30 | 3 |
| 41 | 5 | X | | | 4 | 4 | | X | | 6X30 | 2 |
| 42 | 6 | X | | | 4 | 4 | | | | 6X30 | 3 |
| 61 | 17 | X | | | 6 | 6 | | | | 6X30 | 4 |
| 81 | 21 | X | | | 8 | 8 | | X | | 6X30 | 2 |
| 82 | 22 | X | | | 8 | 8 | | | | 6X30 | 3 |
| 83 | 27 | X | | | 8 | 8 | | | | 6X30 | 3 |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | X |
| 2 | | | MIN. | X |
| 3 | | | | X |
| 4 | | 8 | | X |
| 5 | | | | |
| 6 | | | MIN. | X |
| 7 | | | | |
| 8 | | 4 | | X |

N

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

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

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

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |

GENERAL NOTES:

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

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

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

4. PROVIDE FOR HAND CONTROL.

5. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS. NO SIGNAL TIMING ADJUSTMENTS ARE NECESSARY.

APPLETON RD & MIDWAY RD
CITY OF MENASHA
WINNEBAGO COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE 8/1/2014

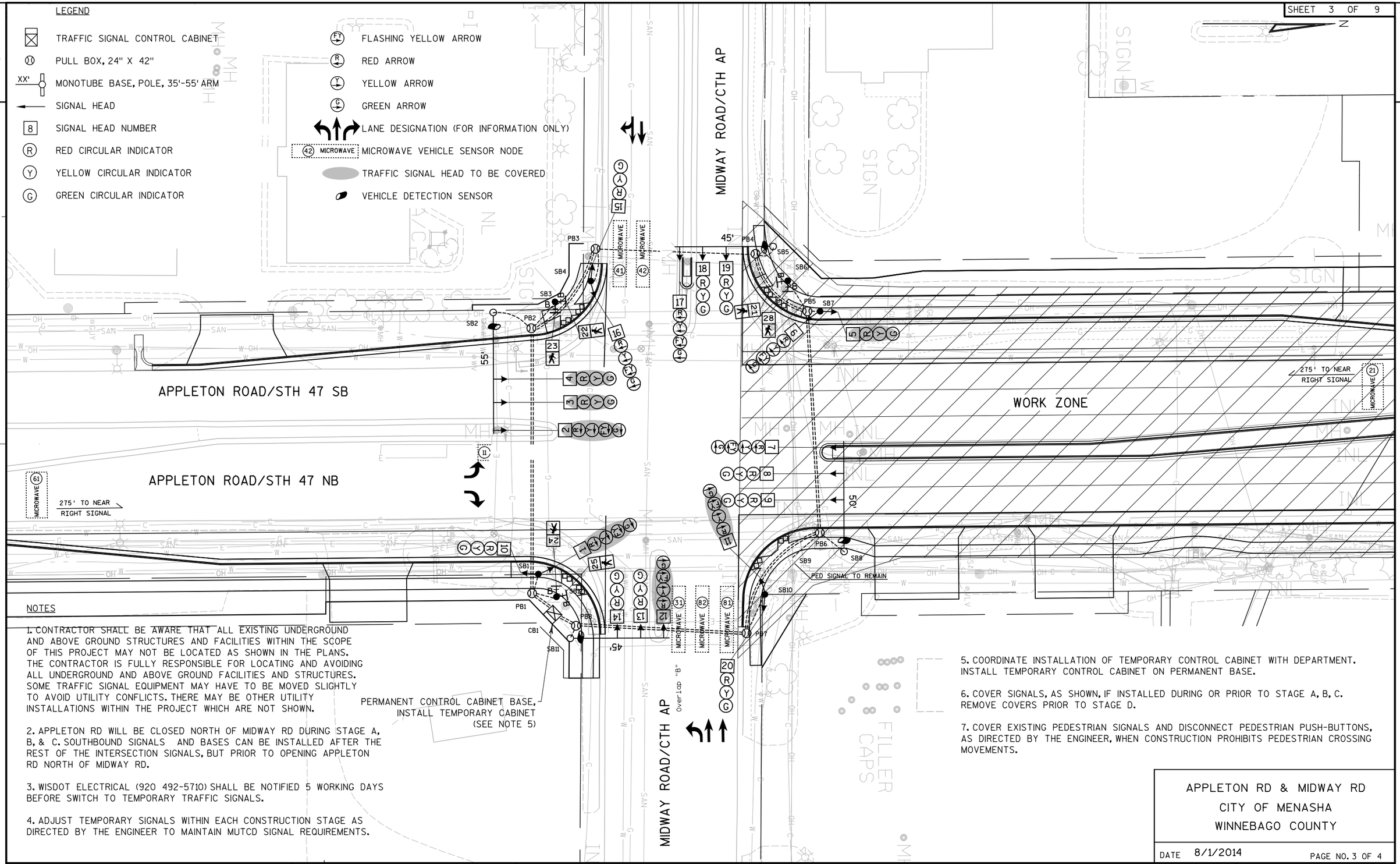




FILE NAME : \\S1102K306\projects\Transportation\US 10 WIS 441\CADD\sheets\15177578\024002_sp.dgn PLOT DATE : 10/16/2014 PLOT BY : nick_becker PLOT NAME : PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC SIGNAL CONTROL CABINET
- PULL BOX, 24" X 42"
- XX' MONOTUBE BASE, POLE, 35'-55' ARM
- SIGNAL HEAD
- 8 SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- FY FLASHING YELLOW ARROW
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- LANE DESIGNATION (FOR INFORMATION ONLY)
- 42 MICROWAVE MICROWAVE VEHICLE SENSOR NODE
- TRAFFIC SIGNAL HEAD TO BE COVERED
- VEHICLE DETECTION SENSOR




NOTES

1. CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND FACILITIES AND STRUCTURES. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE MOVED SLIGHTLY TO AVOID UTILITY CONFLICTS. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2. APPLETON RD WILL BE CLOSED NORTH OF MIDWAY RD DURING STAGE A, B, & C. SOUTHBOUND SIGNALS AND BASES CAN BE INSTALLED AFTER THE REST OF THE INTERSECTION SIGNALS, BUT PRIOR TO OPENING APPLETON RD NORTH OF MIDWAY RD.

3. WISDOT ELECTRICAL (920 492-5710) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.

4. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

5. COORDINATE INSTALLATION OF TEMPORARY CONTROL CABINET WITH DEPARTMENT. INSTALL TEMPORARY CONTROL CABINET ON PERMANENT BASE.

6. COVER SIGNALS, AS SHOWN, IF INSTALLED DURING OR PRIOR TO STAGE A, B, C. REMOVE COVERS PRIOR TO STAGE D.

7. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS.

APPLETON RD & MIDWAY RD
CITY OF MENASHA
WINNEBAGO COUNTY

DATE 8/1/2014 PAGE NO. 3 OF 4

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | TEMPORARY TRAFFIC SIGNALS: APPLETON & MIDWAY | SHEET 250 | E |
|---|---|---|---|---|---|

2

## SEQUENCE OF OPERATION

OLA OLB

| | PERMANENT HEAD NUMBERS | Ø1 R/W | Ø1 CLEAR TO ** | Ø2 R/W | Ø2 CLEAR TO ** | Ø3 R/W | Ø3 CLEAR TO ** | Ø4 R/W | Ø4 CLEAR TO ** | FLASH |
|---|---|---|---|---|---|---|---|---|---|---|
| Ø1 | 6, 7 | G ← | - - | - | - - | - | - - | - | - - | - |
| Ø2 | | | | | | | | | | |
| Ø3 | 16, 17 | - | - - | - | - - | G ← | - - | - | - - | - |
| Ø4 | 13, 14, 15 | R | R R | R | R R | R | R R | G | Y R | R |
| Ø6 | 6, 7, 8, 9, 10 | R | R R | R | R R | R | R R | R | R R | R |
| Ø8 | 16, 17, 18, 19, 20 | R | R R | R | R R | R | R R | R | R R | R |
| Ø2P | 21, 22 | D | D D | * | D D | D | D D | D | D D | |
| Ø4P | 23, 24 | D | D D | D | D D | D | D D | * | D D | |
| Ø6P | 25, 26 | D | D D | D | D D | D | D D | D | D D | |
| Ø8P | 27, 28 | D | D D | D | D D | D | D D | D | D D | |
| OLA | 6, 7 | - | Y R ← | FY ← | Y R ← | R ← | R R ← | R ← | R R ← | R ← |
| OLB | 16, 17 | R ← | R R ← | R ← | R R ← | - | Y R ← | FY ← | Y R ← | R ← |

NOT USED NOT USED

| | PERMANENT HEAD NUMBERS | Ø5 R/W | Ø5 CLEAR TO ** | Ø6 R/W | Ø6 CLEAR TO ** | Ø7 R/W | Ø7 CLEAR TO ** | Ø8 R/W | Ø8 CLEAR TO ** |
|---|---|---|---|---|---|---|---|---|---|
| Ø1 | 6, 7 | | | - | - - | | | - | - - |
| Ø2 | | | | | | | | | |
| Ø3 | 16, 17 | | | - | - - | | | - | - - |
| Ø4 | 13, 14, 15 | | | R | R R | | | R | R R |
| Ø6 | 6, 7, 8, 9, 10 | | | G | Y R | | | R | R R |
| Ø8 | 16, 17, 18, 19, 20 | | | R | R R | | | G | Y R |
| Ø2P | 21, 22 | | | D | D D | | | D | D D |
| Ø4P | 23, 24 | | | D | D D | | | D | D D |
| Ø6P | 25, 26 | | | * | D D | | | D | D D |
| Ø8P | 27, 28 | | | D | D D | | | * | D D |
| OLA | 6, 7 | | | R ← | R R ← | | | R ← | R R ← |
| OLB | 16, 17 | | | R ← | R R ← | | | R ← | R R ← |

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 WALK

D = DON'T WALK

## CHART 1

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

## DETECTOR LOGIC

| PERMANENT DETECTOR NUMBER | AMPLIFIER CHANNEL NUMBER | DETECTOR OPERATION: CALLS AND EXTENDS | DETECTOR OPERATION: CALLS ONLY | DETECTOR OPERATION: EXTENDS ONLY | PHASE CALLED | PHASE EXTENDED | DETECTOR DISCONNECT PHASE | CALLING DELAY | EXTENSION STRETCH | SIZE | NUMBER OF TURNS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | | X | | | 1 | 1 | | | | 6X30 | MVS |
| 31 | | X | | | 3 | 3 | | | | 6X30 | MVS |
| 41 | | X | | | 4 | 4 | | X | | 6X30 | MVS |
| 42 | | X | | | 4 | 4 | | | | 6X30 | MVS |
| 61 | | X | | | 6 | 6 | | | | 6X30 | MVS |
| 81 | | X | | | 8 | 8 | | X | | 6X30 | MVS |
| 82 | | X | | | 8 | 8 | | | | 6X30 | MVS |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | X |
| 2 | | | MIN. | X |
| 3 | | | | X |
| 4 | | 8 | | X |
| 5 | | | | |
| 6 | | | MIN. | X |
| 7 | | | | |
| 8 | | 4 | | X |

## OVERLAPS

| | PROTECTED | PERMITTED |
|---|---|---|
| OLA | 1 | 2 |
| OLB | 3 | 4 |

N

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

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

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

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |

GENERAL NOTES:

1. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE OGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT
2. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
3. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
4. PROVIDE FOR HAND CONTROL.
5. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS. NO SIGNAL TIMING ADJUSTMENTS ARE NECESSARY.

APPLETON RD & MIDWAY RD
CITY OF MENASHA
WINNEBAGO COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE 8/1/2014 PAGE NO. 4 OF 4

LEGEND

- TRAFFIC SIGNAL CONTROL CABINET
- SIGNAL HEAD
- 8 SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (FY) FLASHING YELLOW ARROW
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- LANE DESIGNATION (FOR INFORMATION ONLY)
- TRAFFIC SIGNAL TO BE COVERED
- (42) LOOP DETECTOR (IN 1/4" GROOVES)

W VALLEY ROAD

WORK ZONE

REMOVE EXISTING TRAFFIC SIGNAL HEAD AND REPLACE WITH 8 (R)(Y)(FY)(G)

REMOVE EXISTING TRAFFIC SIGNAL HEAD AND REPLACE WITH 7 (R)(Y)(G)(FY)(G)

21 APPLETON ROAD/STH 47 SB

APPLETON ROAD/STH 47 NB

W VALLEY ROAD

NOTES

1. CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND FACILITIES AND STRUCTURES. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE MOVED SLIGHTLY TO AVOID UTILITY CONFLICTS. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2. APPLETON RD WILL BE CLOSED SOUTH OF VALLEY RD DURING STAGE A, B, & C.

3. WISDOT ELECTRICAL (920 492-5710) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.

4. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

5. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS.

APPLETON RD & MIDWAY RD
CITY OF MENASHA
WINNEBAGO COUNTY

DATE 8/1/2014 PAGE NO. 1 OF 4

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | TEMPORARY EXISTING TRAFFIC SIGNALS: APPLETON & VALLEY | SHEET 252 | E |
|---|---|---|---|---|---|

2

# SEQUENCE OF OPERATION

RING 1

| | EXISTING HEAD NUMBERS | Ø1 NOT USED R/W | Ø1 CLEAR TO ** | Ø2 R/W | Ø2 CLEAR TO ** | Ø3 NOT USED R/W | Ø3 CLEAR TO ** | Ø4 R/W | Ø4 CLEAR TO ** | FLASH |
|---|---|---|---|---|---|---|---|---|---|---|
| Ø1 | | | | | | | | | | |
| Ø2 | 1, 2, 3 | | | G | Y R | | | R | R R | R |
| Ø3 | | | | | | | | | | |
| Ø4 | 7, 8, 9 | | | R | R R | | | G | Y R | R |
| Ø5 | | | | | | | | | | |
| Ø6 | | | | | | | | | | |
| Ø7 | 7, 8 | | | - | - - | | | - | - - | - |
| Ø8 | 10, 11, 12 | | | R | R R | | | R | R R | R |
| Ø2P | | | | | | | | | | |
| Ø4P | 13, 14 | | | D | D D | | | * | D D | |
| Ø6P | 15, 16 | | | D | D D | | | D | D D | |
| Ø8P | | | | | | | | | | |

RING 2

| | EXISTING HEAD NUMBERS | Ø5 NOT USED R/W | Ø5 CLEAR TO ** | Ø6 R/W | Ø6 CLEAR TO ** | Ø7 R/W | Ø7 CLEAR TO ** | Ø8 R/W | Ø8 CLEAR TO ** |
|---|---|---|---|---|---|---|---|---|---|
| Ø1 | | | | | | | | | |
| Ø2 | 1, 2, 3 | | | R | R R | R | R R | R | R R |
| Ø3 | | | | | | | | | |
| Ø4 | 7, 8, 9 | | | R | R R | R | R R | R | R R |
| Ø5 | | | | | | | | | |
| Ø6 | | | | | | | | | |
| Ø7 | 7, 8 | | | - | - - | G | Y - | - | - - |
| Ø8 | 10, 11, 12 | | | R | R R | R | R R | G | Y R |
| Ø2P | | | | | | | | | |
| Ø4P | 13, 14 | | | D | D D | D | D D | D | D D |
| Ø6P | 15, 16 | | | * | D D | D | D D | D | D D |
| Ø8P | | | | | | | | | |

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 WALK

D = DON'T WALK

## CHART 1

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

## DETECTOR LOGIC

| EXISTING 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 | 2 | X | | | 2 | 2 | | | | 6X16 | 3 |
| 22 | 3 | X | | | 2 | 2 | | | | 6X16 | 3 |
| 41 | 4 | | | X | | 7 | | | | 6X16 | 3 |
| 42 | 5 | X | | | 4 | 4 | | X | | 6X30 | 2 |
| 43 | 6 | X | | | 7 | 7 | | X | | 6X30 | 2 |
| 81 | 9 | | | X | | 8 | | | | 6X18 | 3 |
| 82 | 10 | X | | | 8 | 8 | | X | | 6X30 | 2 |
| 83 | 11 | X | | | 8 | 8 | | X | | 6X30 | 3 |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | MIN. | X |
| 3 | | | | |
| 4 | | 8 | | X |
| 5 | | | | |
| 6 | | | PED | X |
| 7 | | | | X |
| 8 | | 4 | | X |

N

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

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

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

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |

GENERAL NOTES:

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

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

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

4. PROVIDE FOR HAND CONTROL.

5. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS. NO SIGNAL TIMING ADJUSTMENTS ARE NECESSARY.

APPLETON RD & VALLEY RD
CITY OF MENASHA
WINNEBAGO COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE 8/1/2014

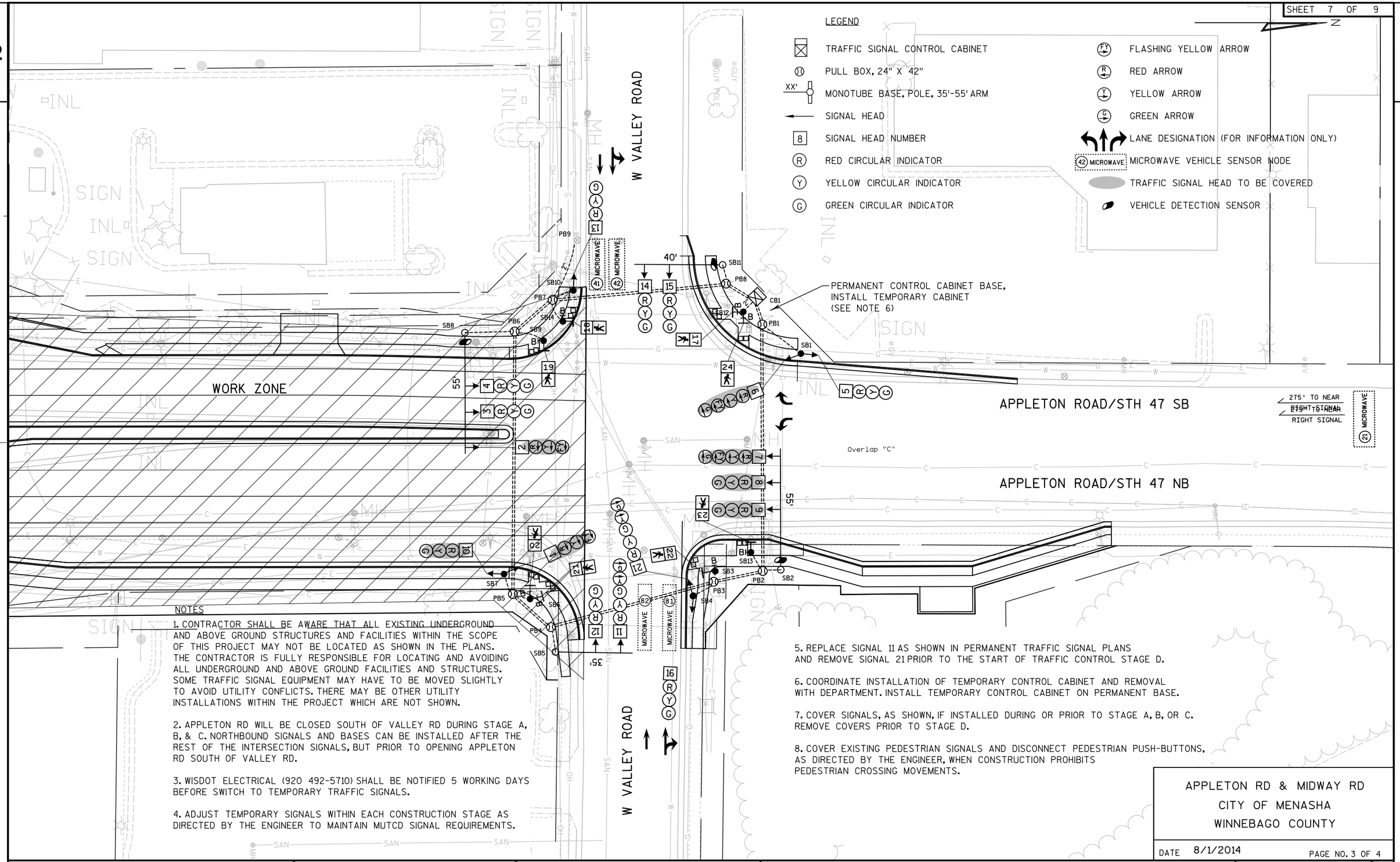




FILE NAME : \\S1102K306\projects\Transportation\US 10 WIS 441\CADD\sheets\15177578\024007_sp.dgn PLOT DATE : 10/16/2014 PLOT BY : nick_becker PLOT NAME : PLOT SCALE : 40.0000 sf / in.

LEGEND

- TRAFFIC SIGNAL CONTROL CABINET
- PULL BOX, 24" X 42"
- XX' MONOTUBE BASE, POLE, 35'-55' ARM
- SIGNAL HEAD
- 8 SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (FY) FLASHING YELLOW ARROW
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- LANE DESIGNATION (FOR INFORMATION ONLY)
- (42 MICROWAVE) MICROWAVE VEHICLE SENSOR NODE
- TRAFFIC SIGNAL HEAD TO BE COVERED
- VEHICLE DETECTION SENSOR




NOTES

1. CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND FACILITIES AND STRUCTURES. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE MOVED SLIGHTLY TO AVOID UTILITY CONFLICTS. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2. APPLETON RD WILL BE CLOSED SOUTH OF VALLEY RD DURING STAGE A, B, & C. NORTHBOUND SIGNALS AND BASES CAN BE INSTALLED AFTER THE REST OF THE INTERSECTION SIGNALS, BUT PRIOR TO OPENING APPLETON RD SOUTH OF VALLEY RD.

3. WISDOT ELECTRICAL (920 492-5710) SHALL BE NOTIFIED 5 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.

4. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

5. REPLACE SIGNAL 11 AS SHOWN IN PERMANENT TRAFFIC SIGNAL PLANS AND REMOVE SIGNAL 21 PRIOR TO THE START OF TRAFFIC CONTROL STAGE D.

6. COORDINATE INSTALLATION OF TEMPORARY CONTROL CABINET AND REMOVAL WITH DEPARTMENT. INSTALL TEMPORARY CONTROL CABINET ON PERMANENT BASE.

7. COVER SIGNALS, AS SHOWN, IF INSTALLED DURING OR PRIOR TO STAGE A, B, OR C. REMOVE COVERS PRIOR TO STAGE D.

8. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS.

APPLETON RD & MIDWAY RD
CITY OF MENASHA
WINNEBAGO COUNTY

DATE 8/1/2014 PAGE NO. 3 OF 4

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | TEMPORARY TRAFFIC SIGNALS: APPLETON & VALLEY | SHEET 254 | E |
|---|---|---|---|---|---|

2

# SEQUENCE OF OPERATION

RING 1

| | PERMANENT HEAD NUMBERS | Ø1 R/W | Ø1 CLEAR TO ** | Ø2 R/W | Ø2 CLEAR TO ** | Ø3 R/W | Ø3 CLEAR TO ** | Ø4 R/W | Ø4 CLEAR TO ** | FLASH |
|---|---|---|---|---|---|---|---|---|---|---|
| | | NOT USED | | | | NOT USED | | | | |
| Ø1 | | | | | | | | | | |
| Ø2 | 3, 4, 5 | | | G | Y R | | | R | R R | R |
| Ø3 | | | | | | | | | | |
| Ø4 | 11, 12, 21 | | | R | R R | | | G | Y R | R |
| Ø5 | | | | | | | | | | |
| Ø6 | | | | | | | | | | |
| Ø7 | 11, 21 | | | - | - - | | | - | - - | - |
| Ø8 | 14, 15, 16 | | | R | R R | | | R | R R | R |
| Ø2P | | | | | | | | | | |
| Ø4P | 17, 18 | | | D | D D | | | * | D D | |
| Ø6P | 19, 20 | | | D | D D | | | D | D D | |
| Ø8P | | | | | | | | | | |

RING 2

| | PERMANENT HEAD NUMBERS | Ø5 R/W | Ø5 CLEAR TO ** | Ø6 R/W | Ø6 CLEAR TO ** | Ø7 R/W | Ø7 CLEAR TO ** | Ø8 R/W | Ø8 CLEAR TO ** |
|---|---|---|---|---|---|---|---|---|---|
| | | NOT USED | | | | | | | |
| Ø1 | | | | | | | | | |
| Ø2 | 3, 4, 5 | | | R | R R | R | R R | R | R R |
| Ø3 | | | | | | | | | |
| Ø4 | 11, 12, 21 | | | R | R R | R | R R | R | R R |
| Ø5 | | | | | | | | | |
| Ø6 | | | | | | | | | |
| Ø7 | 11, 21 | | | - | - - | G | Y - | - | - - |
| Ø8 | 14, 15, 16 | | | R | R R | R | R R | G | Y R |
| Ø2P | | | | | | | | | |
| Ø4P | 17, 18 | | | D | D D | D | D D | D | D D |
| Ø6P | 19, 20 | | | * | D D | D | D D | D | D D |
| Ø8P | | | | | | | | | |

** 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 WALK

D = DON'T WALK

BARRIER

## CHART 1

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

## DETECTOR LOGIC

| PERMANENT 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 | | X | | | 2 | 2 | | | | 6X30 | MVS |
| 41 | | X | | | 4 | 4 | | X | | 6X30 | MVS |
| 42 | | X | | | 7 | 7 | | X | | 6X30 | MVS |
| 81 | | X | | | 8 | 8 | | X | | 6X30 | MVS |
| 82 | | X | | | 8 | 8 | | X | | 6X30 | MVS |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | MIN. | X |
| 3 | | | | |
| 4 | | 8 | | X |
| 5 | | | | |
| 6 | | | PED | X |
| 7 | | | | X |
| 8 | | 4 | | X |

N

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

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

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

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |

GENERAL NOTES:

1. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
2. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
3. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
4. PROVIDE FOR HAND CONTROL.
5. COVER EXISTING PEDESTRIAN SIGNALS AND DISCONNECT PEDESTRIAN PUSH-BUTTONS, AS DIRECTED BY THE ENGINEER, WHEN CONSTRUCTION PROHIBITS PEDESTRIAN CROSSING MOVEMENTS. NO SIGNAL TIMING ADJUSTMENTS ARE NECESSARY.

APPLETON RD & VALLEY RD
CITY OF MENASHA
WINNEBAGO COUNTY

SIGNAL NO.

CONTROLLER TYPE:

DATE 8/1/2014





FILE NAME : \\S1102K306\projects\Transportation\US 10 WIS 441\CADD\sheets\15177578\024010_sp.dgn PLOT DATE : 10/16/2014 PLOT BY : nick_becker PLOT NAME : PLOT SCALE : 40.0000 sf / in.

APPLETON & MIDWAY

APPLETON RD INTERCHANGE CLOSURE

TIMING/COORDINATION DATA

CYCLE REFERENCE:

| | PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| TIMING PLAN 1 | MIN GR | 7 | | 7 | 10 | | 20 | | 10 |
| | MAX1 | 20 | | 25 | 25 | | 45 | | 25 |
| | YELLOW | 3 | 4.5 | 3 | 4 | | 4.5 | | 4 |
| | ALL RED | 0 | 1.5 | 0 | 2 | | 1.5 | | 2 |
| | WALK | | 7 | | 7 | | 7 | | 7 |
| | FDW | | 24 | | 24 | | 24 | | 24 |
| | MODE | | MIN | | | | MIN | | |

OFFSET: N/A
CYCLE LENGTH: RUNS FREE
TIME OF DAY: ALL-DAY
DAY OF WEEK: SUNDAY-SATURDAY

APPLETON & VALLEY

APPLETON RD INTERCHANGE CLOSURE

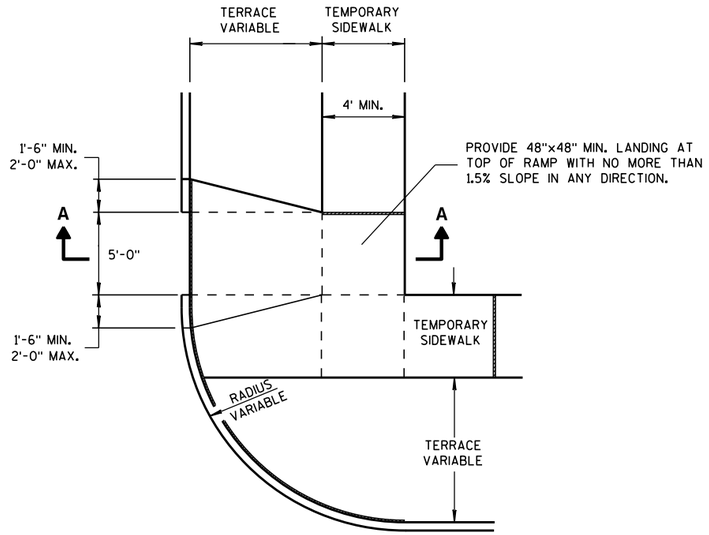
TIMING/COORDINATION DATA

CYCLE REFERENCE:

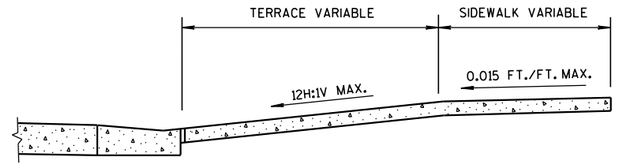
| | PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| TIMING PLAN 1 | MIN GR | | 20 | | 10 | | | 7 | 10 |
| | MAX1 | | 30 | | 30 | | | 50 | 15 |
| | YELLOW | | 4 | | 4 | | 4 | 3 | 4 |
| | ALL RED | | 2 | | 2 | | 2 | 0 | 2 |
| | WALK | | | | 7 | | 7 | | |
| | FDW | | | | 23 | | 20 | | |
| | MODE | | MIN | | | | PED | | |

OFFSET: N/A
CYCLE LENGTH: RUNS FREE
TIME OF DAY: ALL-DAY
DAY OF WEEK: SUNDAY-SATURDAY

2



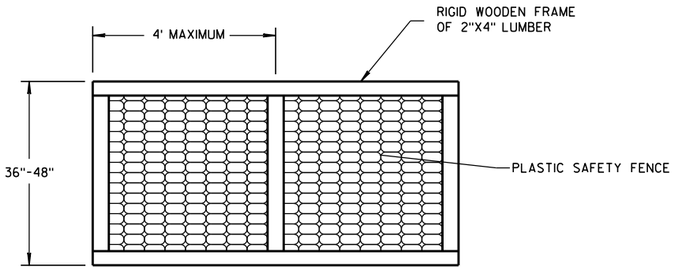

PLAN VIEW



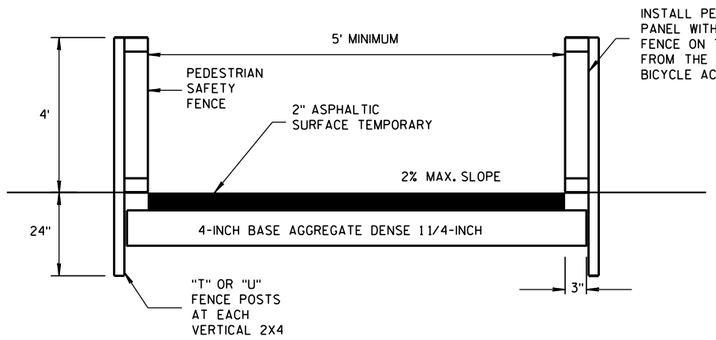

SECTION A-A

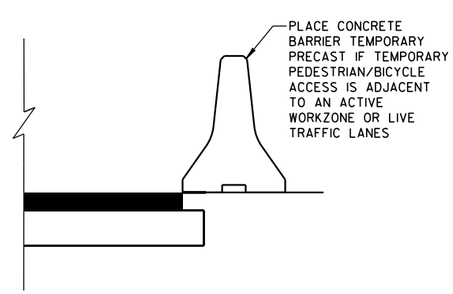
# TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)




PEDESTRIAN SAFETY FENCE




TEMPORARY PEDESTRIAN

| PROJECT NO: 1517-75-78 | HWY: 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: CONSTRUCTION DETAIL: TEMPORARY TYPE 3 RAMP | SHEET | E |
|---|---|---|---|---|---|

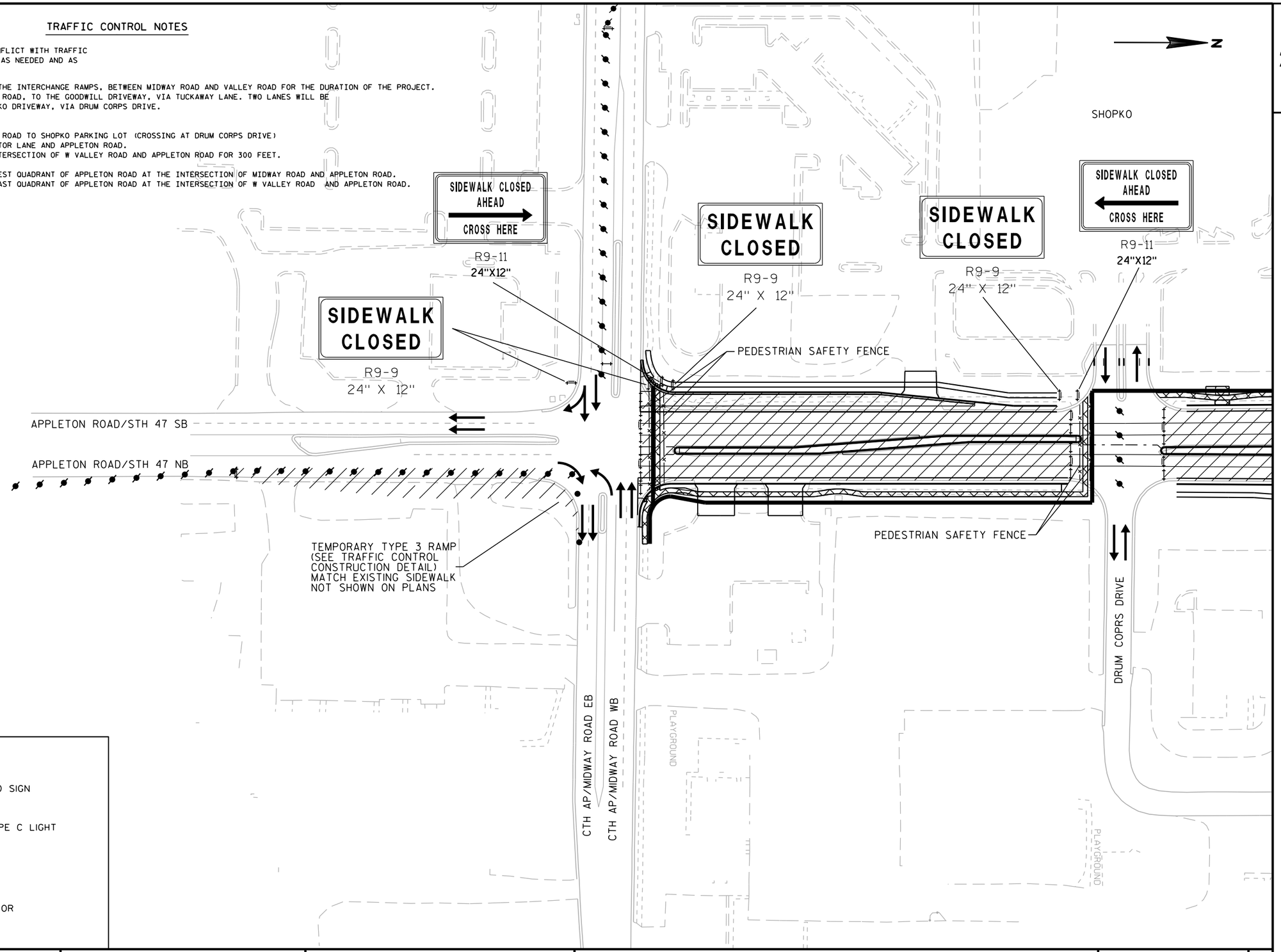
## TRAFFIC CONTROL NOTES

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.

STAGE A WILL CLOSE APPLETON ROAD, INCLUDING THE INTERCHANGE RAMPS, BETWEEN WIDWAY ROAD AND VALLEY ROAD FOR THE DURATION OF THE PROJECT. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE GOODWILL DRIVEWAY, VIA TUCKAWAY LANE. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE SHOPKO DRIVEWAY, VIA DRUM CORPS DRIVE.

SIDEWALK CLOSURES DURING STAGE A1
* SIDEWALK WEST OF APPLETON ROAD FROM MIDWAY ROAD TO SHOPKO PARKING LOT (CROSSING AT DRUM CORPS DRIVE)
* SIDEWALK NORTH OF W VALLEY ROAD BETWEEN ASTOR LANE AND APPLETON ROAD.
* SIDEWALK EAST OF APPLETON ROAD FROM THE INTERSECTION OF W VALLEY ROAD AND APPLETON ROAD FOR 300 FEET.

CROSSWALK CLOSURES DURING STAGE A1
* THE NORTH/SOUTH CROSSWALK LOCATED ON THE WEST QUADRANT OF APPLETON ROAD AT THE INTERSECTION OF MIDWAY ROAD AND APPLETON ROAD.
* THE NORTH/SOUTH CROSSWALK LOCATED ON THE EAST QUADRANT OF APPLETON ROAD AT THE INTERSECTION OF W VALLEY ROAD AND APPLETON ROAD.




### LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY ASPHALT SIDEWALK FOR PEDESTRIAN ACCOMMODATIONS
- PEDESTRIAN DETOUR

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: PEDESTRIAN ACCOMMODATION DETOUR-STAGE A1,A2 | SHEET | E |
|---|---|---|---|---|---|

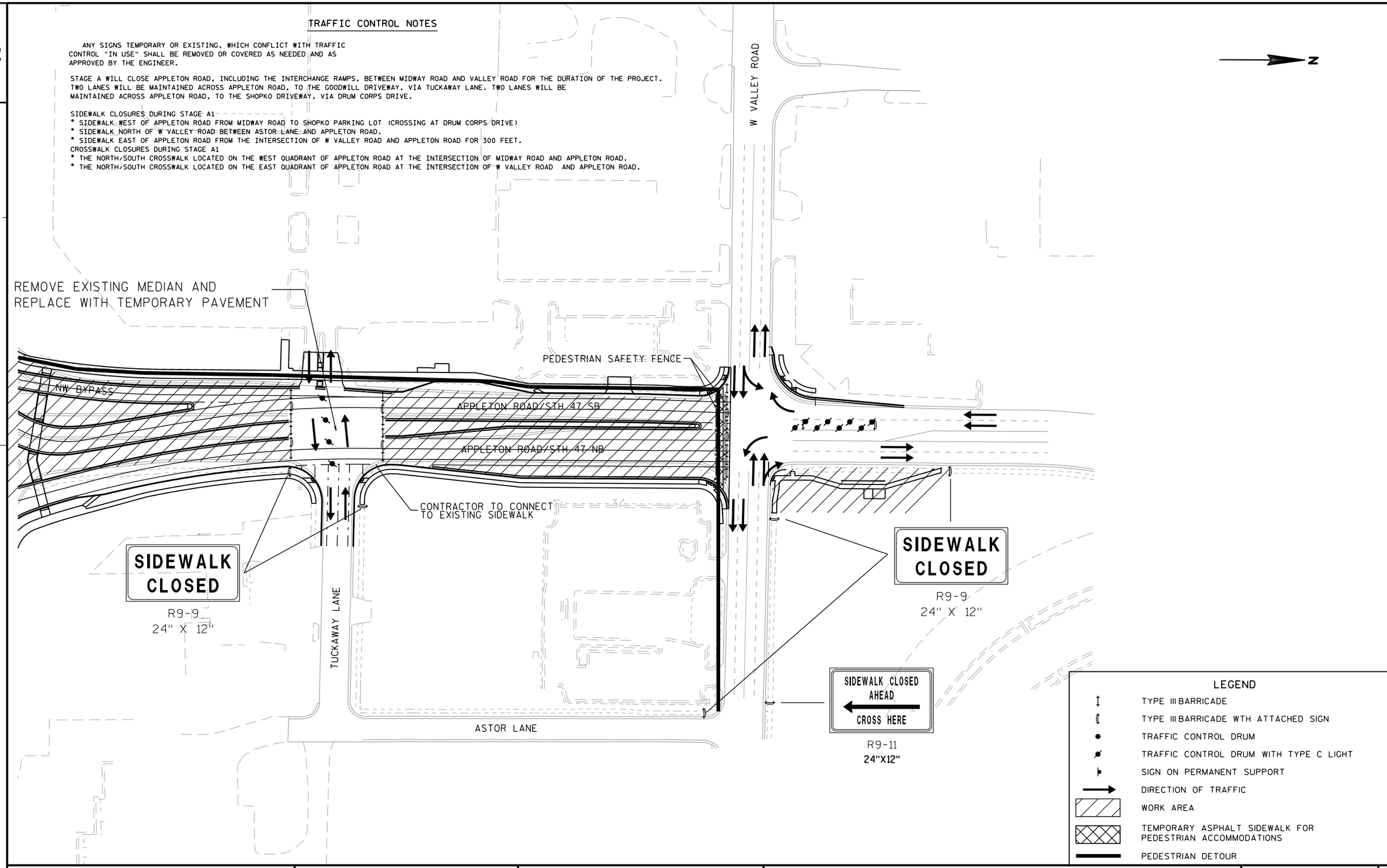
## TRAFFIC CONTROL NOTES

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.

STAGE A WILL CLOSE APPLETON ROAD, INCLUDING THE INTERCHANGE RAMPS, BETWEEN MIDWAY ROAD AND VALLEY ROAD FOR THE DURATION OF THE PROJECT. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE GOODWILL DRIVEWAY, VIA TUCKAWAY LANE. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE SHOPKO DRIVEWAY, VIA DRUM CORPS DRIVE.

SIDEWALK CLOSURES DURING STAGE A1
* SIDEWALK WEST OF APPLETON ROAD FROM MIDWAY ROAD TO SHOPKO PARKING LOT (CROSSING AT DRUM CORPS DRIVE)
* SIDEWALK NORTH OF W VALLEY ROAD BETWEEN ASTOR LANE AND APPLETON ROAD.
* SIDEWALK EAST OF APPLETON ROAD FROM THE INTERSECTION OF W VALLEY ROAD AND APPLETON ROAD FOR 300 FEET.

CROSSWALK CLOSURES DURING STAGE A1
* THE NORTH/SOUTH CROSSWALK LOCATED ON THE WEST QUADRANT OF APPLETON ROAD AT THE INTERSECTION OF MIDWAY ROAD AND APPLETON ROAD.
* THE NORTH/SOUTH CROSSWALK LOCATED ON THE EAST QUADRANT OF APPLETON ROAD AT THE INTERSECTION OF W VALLEY ROAD AND APPLETON ROAD.




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: PEDESTRIAN ACCOMMODATION DETOUR - STAGE A1 | SHEET | E |
|---|---|---|---|---|---|

## TRAFFIC CONTROL NOTES

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.

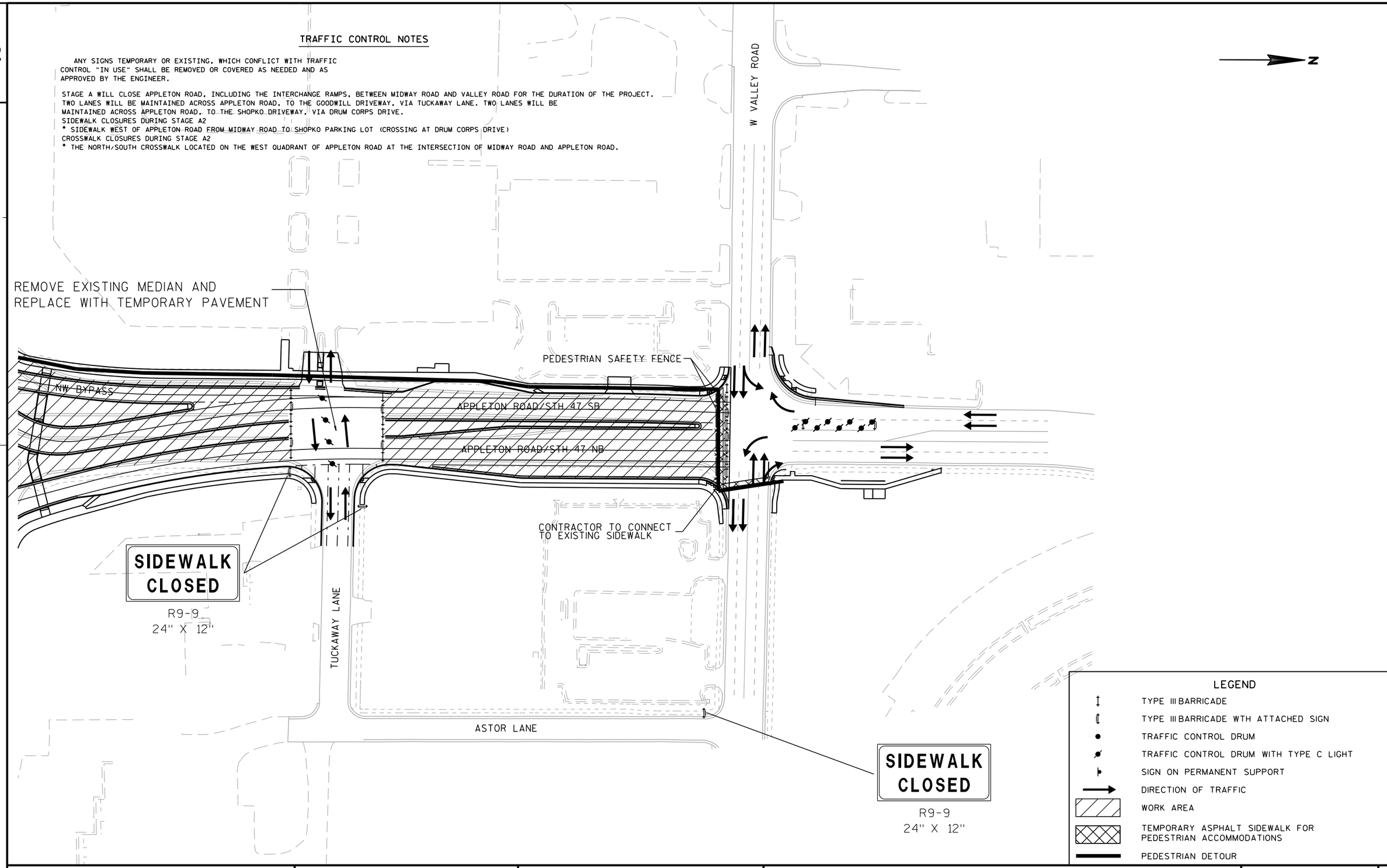
STAGE A WILL CLOSE APPLETON ROAD, INCLUDING THE INTERCHANGE RAMPS, BETWEEN MIDWAY ROAD AND VALLEY ROAD FOR THE DURATION OF THE PROJECT. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE GOODWILL DRIVEWAY, VIA TUCKAWAY LANE. TWO LANES WILL BE MAINTAINED ACROSS APPLETON ROAD, TO THE SHOPKO DRIVEWAY, VIA DRUM CORPS DRIVE.

SIDEWALK CLOSURES DURING STAGE A2

* SIDEWALK WEST OF APPLETON ROAD FROM MIDWAY ROAD TO SHOPKO PARKING LOT (CROSSING AT DRUM CORPS DRIVE)

CROSSWALK CLOSURES DURING STAGE A2

* THE NORTH/SOUTH CROSSWALK LOCATED ON THE WEST QUADRANT OF APPLETON ROAD AT THE INTERSECTION OF MIDWAY ROAD AND APPLETON ROAD.




### LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY ASPHALT SIDEWALK FOR PEDESTRIAN ACCOMMODATIONS
- PEDESTRIAN DETOUR

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL: PEDESTRIAN ACCOMMODATION DETOUR - STAGE A2 | SHEET | E |
|---|---|---|---|---|---|

GENERAL NOTE:
1. PEDESTRIANS TO BE ACCOMMODATED ON ONE SIDE AT ALL TIMES
2. STAGE 1 BASED ON USING A COMBINATION OF EXISTING SIDEWALK AND TEMPORARY ASPHALTIC SIDEWALK
3. STAGE 2 BASED ON COMPLETION OF THE PERMANENT SIDEWALK
4. SAFETY FENCE SHALL BE PLACED BETWEEN SIDEWALK AND WORK ZONE TO PREVENT PEDESTRIANS FROM ENTERING WORK ZONE
5. TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD

N

MIDWAY RD (COUNTY RD AP)

STH 441/ USH 10 EB

STH 441/ USH 10 WB

VALLEY RD (COUNTY RD AP)

SAFETY FENCE

APPLETON RD (STH 47)

APPLETON RD (STH 47)

TUCKAWAY LN

# PEDESTRIAN ACCOMMODATION STAGING APPLETON RD

STAGE 1:

EXISTING SIDEWALK FOR PEDESTRIAN ACCOMODATIONS

TEMPORARY ASPHALT SIDEWALK FOR PEDESTRIAN ACCOMODATIONS

STAGE 2:

COMPLETED SIDEWALK FOR PEDESTRIAN ACCOMODATIONS

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | TRAFFIC CONTROL OVERVIEW: PEDESTRIAN ACCOMMODATION | SHEET E |
|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\Sheets0ther\15177578\Ped Staging 3-4-14\025003_tc.dgn PLOT DATE : 23-OCT-2014 06:20 PLOT BY : ditjym PLOT NAME : 025005 tc.i PLOT SCALE : 200:1

2

N

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M05-2R 30" X 30" — 28

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M05-2R 30" X 30" — 29

Hwy AP 1/4
Hwy 47
Oneida St 2
CLOSED R55-58A 76" X 12" — 30

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M05-2R 30" X 30" — 32

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M05-2R 30" X 30" — 31

DETAIL 1
(SEE SHEET 2 OF 3)

DETOUR M04-8 24" X 12" / NORTH M03-1 24" X 12" / 47 M1-6 24" X 24" / M05-1R 21" X 21" — 59

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M06-2 30" X 30" — 16

DETOUR M04-8 24" X 12" / SOUTH M03-3 24" X 12" / 47 M1-6 24" X 24" / M05-1L 21" X 21" — 60

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M05-2R 30" X 30" — 15

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M05-2R 30" X 30" — 14

MODIFY FROM JCT 47 J1-1 TO END DETOUR M04-8A 24" X 18" 47 — 61

47 Appleton Rd COVER
CLOSED R55-58A 108" X 18" — 9A, 9B

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M06-1 30" X 30" — 10

DETOUR AHEAD W020-2-A 48" X 48" — 4

DETOUR AHEAD W020-2-A 48" X 48" — 5

47 Appleton Rd
EXIT 1/2 MILE
CLOSED R55-58A 108" X 18" — 3

Hwy KK 1/4
Hwy 10 3
Hwy 47
CLOSED R55-58A 76" X 12" — 1

Hwy 10 3/4
Hwy 47 1 1/4
Hwy AP 2 3/4
CLOSED R55-58A 76" X 12" — 2

Hwy P 1 3/4
Hwy AP 2 3/4
Hwy 47
CLOSED R55-58A 76" X 12" — 25

47 M1-6 36" X 36" / DETOUR AHEAD W020-2-A 48" X 48" — 27

47 M1-6 36" X 36" / DETOUR AHEAD W020-2-A 48" X 48" — 26

Hwy 47
Oneida St 1
Hwy KK 4
CLOSED R55-58A 76" X 12" — 40

47 Appleton Rd COVER
CLOSED R55-58A 108" X 18" — 41A, 41B

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M06-1 30" X 30" — 11

Hwy 47
Hwy AP 1 1/4
Hwy P 2
CLOSED R55-58A 76" X 12" — 8

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M06-1 30" X 30" — 7

DETOUR M04-8 36" X 18" / 47 M1-6 36" X 36" / M06-1 30" X 30" — 6

W VALLEY RD
MIDWAY RD
WORK ZONE
DETAIL 2
(SEE SHEET 3 OF 3)

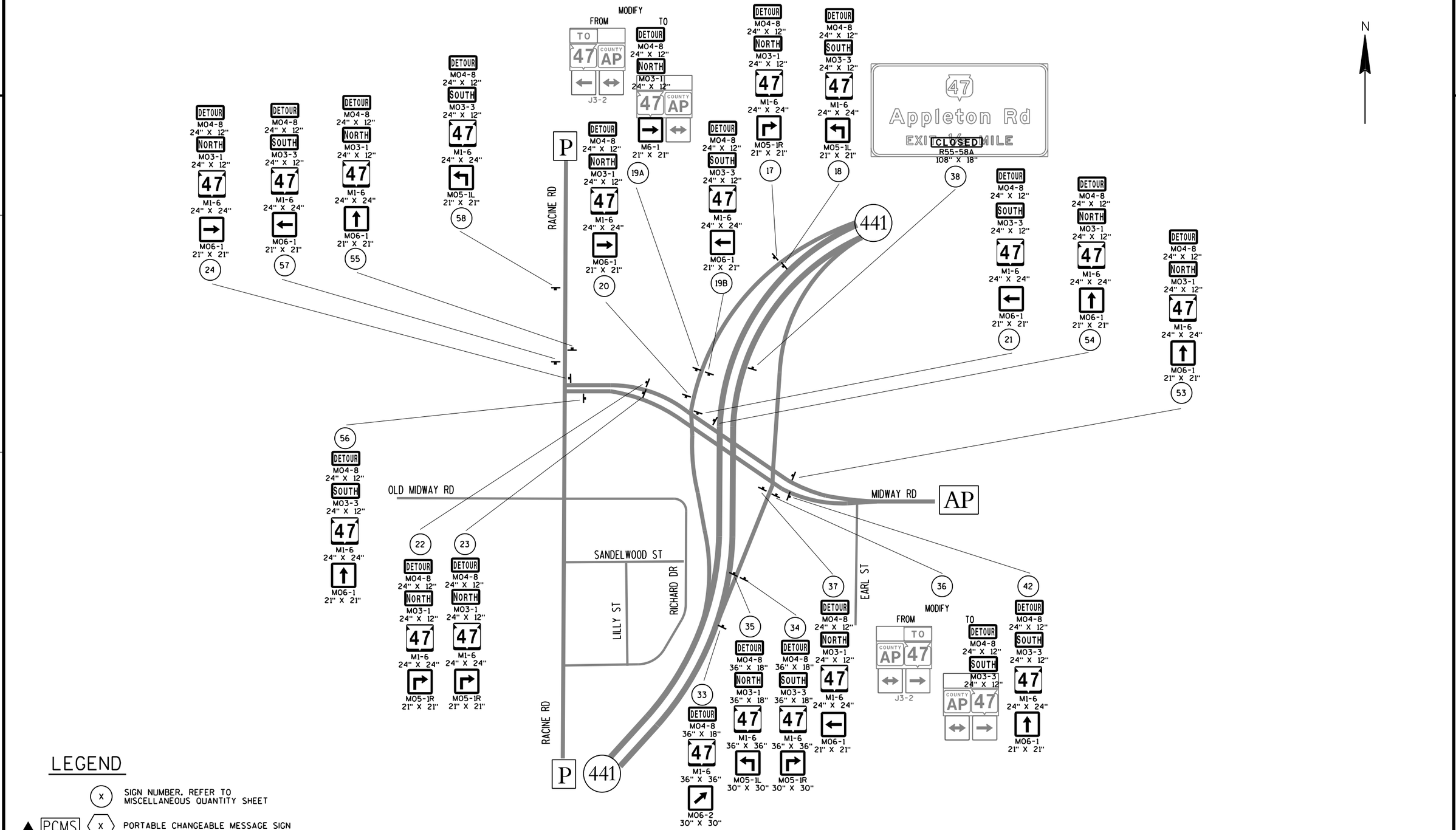
10 47 441 41 114 P AP KK LP

## LEGEND

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

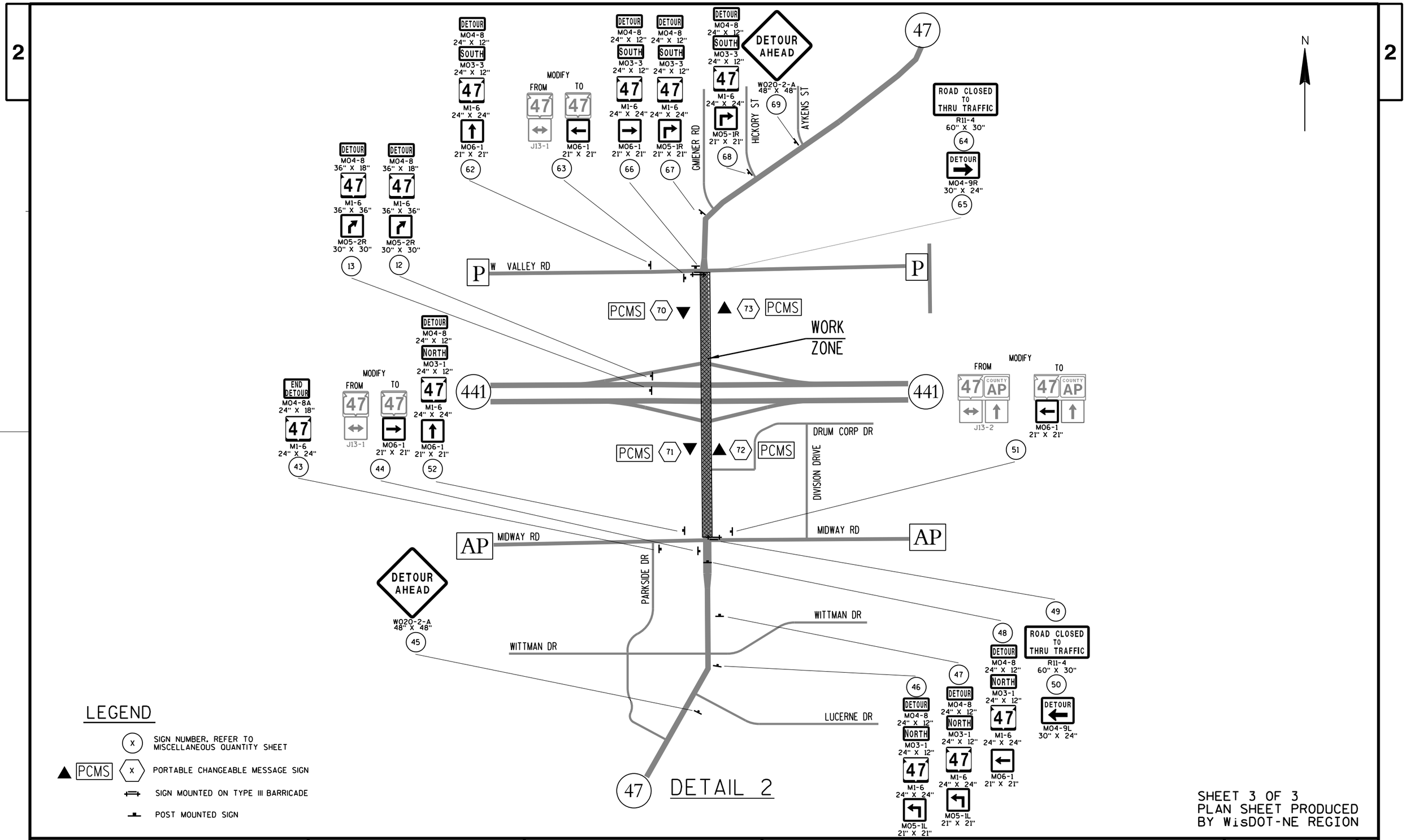
SHEET 1 OF 3
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | DETOUR SIGNING DETAIL | SHEET 262 | E |
|---|---|---|---|---|---|




SHEET 2 OF 3
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | DETOUR SIGNING DETAIL | SHEET 263 | E |
|---|---|---|---|---|---|

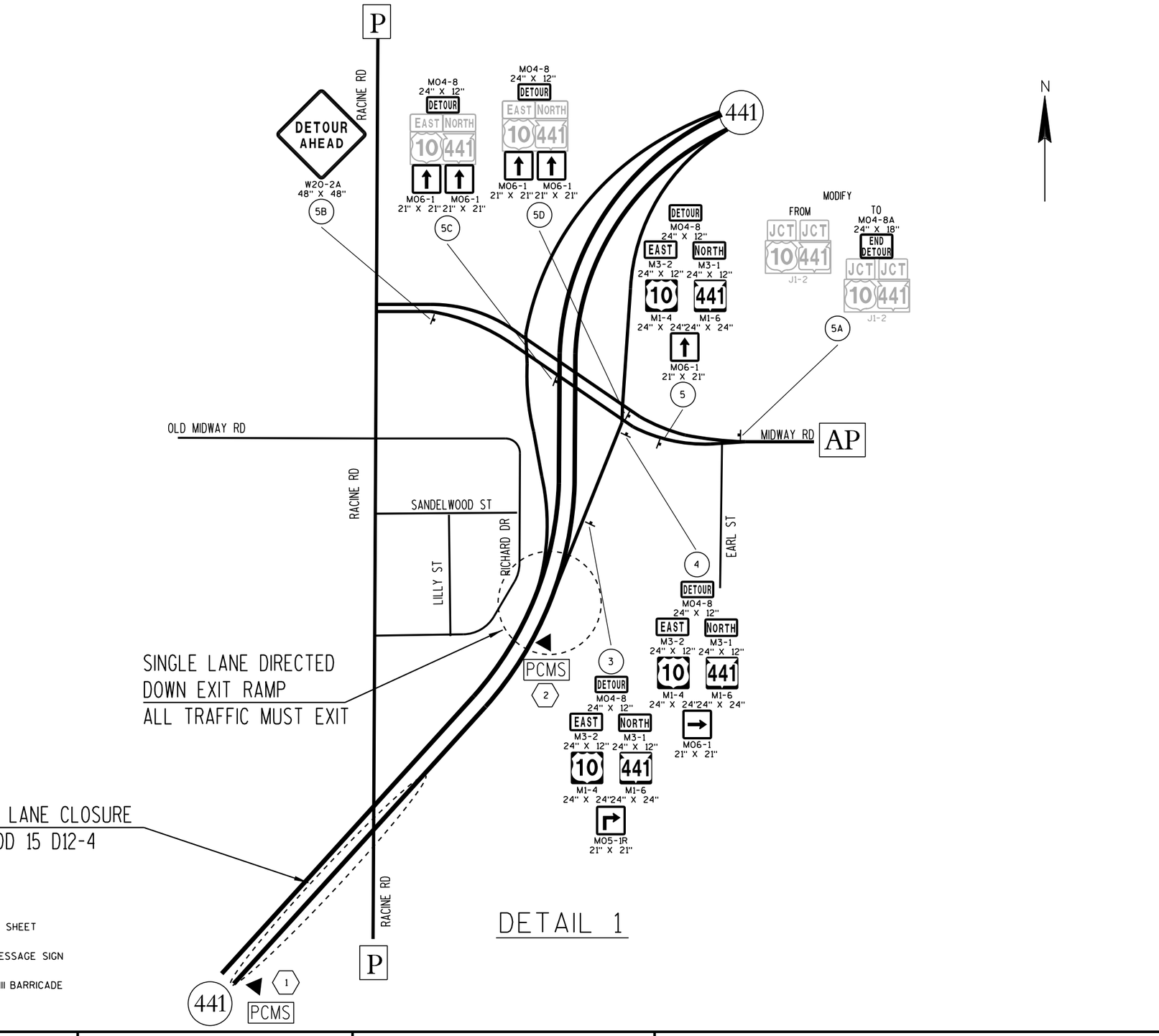



| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | DETOUR SIGNING DETAIL | SHEET E |
|---|---|---|---|---|



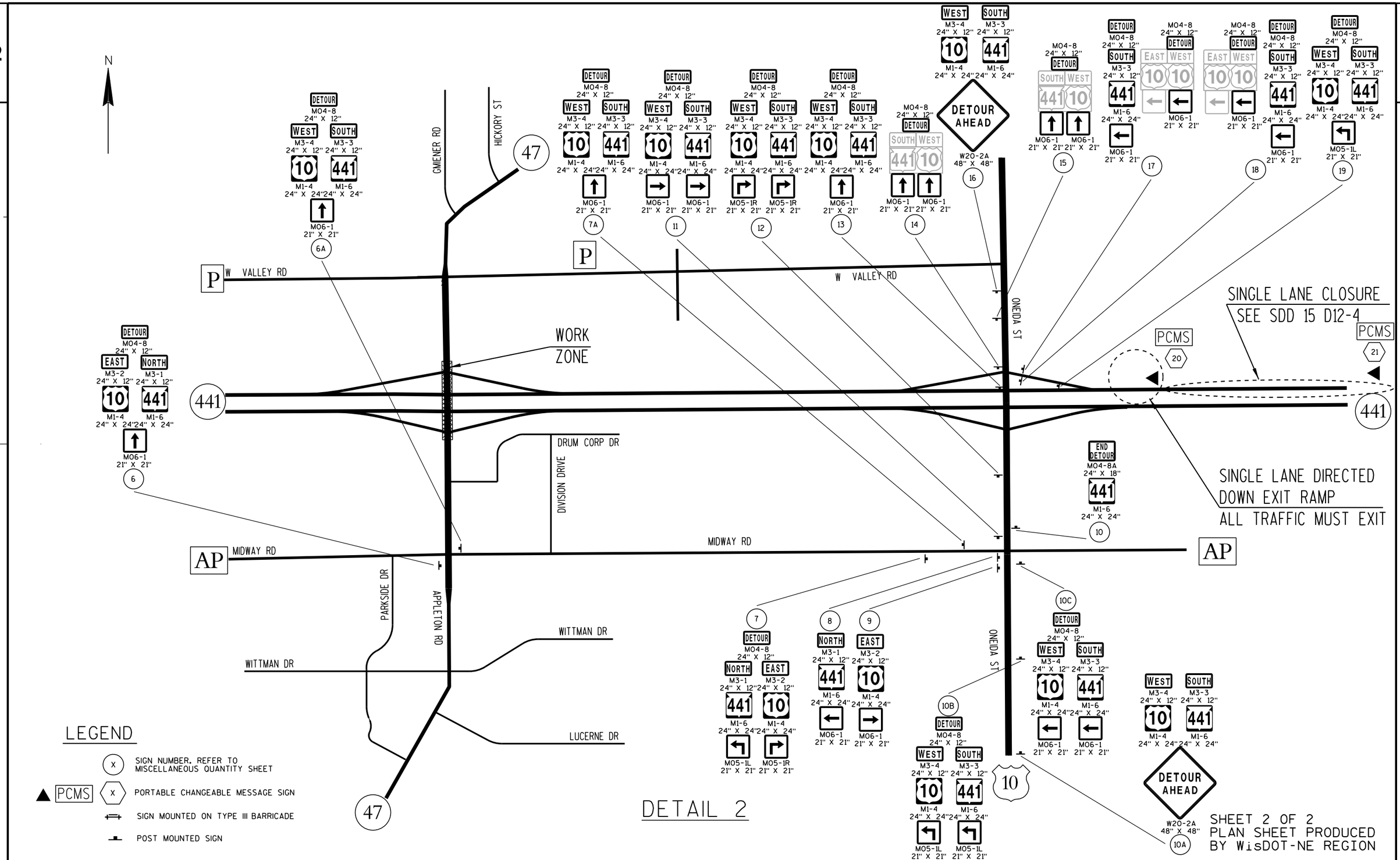
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2




SHEET 1 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | DETOUR SIGNING DETAIL | SHEET 265 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 47 | COUNTY: WINNEBAGO | DETOUR SIGNING DETAIL | SHEET 266 | E |
|---|---|---|---|---|---|

FILE NAME : N:\spo\traffic\Work Zone\Detours\Winnebago County\10-441 Major\CTY CB - US 10\STH 47 (interchange)\girders\027004_dt.dgrPLOT DATE : 27-OCT-2014 15:57 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 300:1
WISDOT/CADDS SHEET 42

2

PI = STA 10AP+00.00
X = 822241.81
Y = 550578.41

12AP

14AP

16AP

18AP

20AP

R/L CTH AP/MIDWAY RD

S 89°25'00" E

CTH AP/MIDWAY RD

BEGIN CONSTRUCTION 1517-75-78
STA 104ASB+98.92
X = 822913.92
Y = 550593.81

R/L APPLETON RD/STH 47 SB

STA 104ASB+76.28 =
STA 16AP+72.60
X = 822914.02
Y = 550571.56

PI = STA 101ASB+40.21
X = 822915.46
Y = 550235.20

APPLETON RD/STH 47 SB

APPLETON RD/STH 47 NB

100ASB
100ANB
102ASB
102ANB
104ASB
104ANB
106ASB
106ANB
108ASB
108ANB

N 1°18'02" W

N 0°41'16" E

N 0°14'47" W

N 0°14'47" W

PI = STA 99ASB+49.96
X = 822919.78
Y = 550045.00

PI = STA 99ANB+49.96
X = 822932.78
Y = 550045.06

BEGIN PROJECT 1517-75-78
STA 101ANB+07.32
X = 822934.67
Y = 550202.41

STA 104ANB+76.28 =
STA 16AP+92.24
X = 822943.02
Y = 550571.36

PI = STA 101ANB+64.61
X = 822935.35
Y = 550259.70

R/L APPLETON RD/STH 47 NB

PI = STA 22AP+00.00
X = 823441.75
Y = 550566.19

CANOPY

FILLER CAPS

PLAYGROUND

SIGN

INL

MH

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN - APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

2

N

Curve : ASB-1
PC = 113+80.38
X = 822907.47
Y = 551475.34
PI = 114+76.44
X = 822906.38
Y = 551571.40
PT = 115+71.59
X = 822882.59
Y = 551664.47
R = 800.00
DELTA = 13°41'40"
D = 7°09'43"
L = 191.21
T = 96.06
E = 5.75
BK = N 00°38'51" W
AH = N 14°20'31" W

Curve : ASB-2
PC = 117+40.20
X = 822840.64
Y = 551827.77
PI = 117+40.52
X = 822840.56
Y = 551828.09
PCC = 117+40.85
X = 822840.52
Y = 551828.41
R = 5.00
DELTA = 7°29'47"
D = 1145°54'56"
L = 0.65
T = 0.33
E = 0.01
BK = N 14°32'10" W
AH = N 7°02'23" W

Curve : ASB-3
PCC = 117+40.85
X = 822840.52
Y = 551828.41
PI = 117+69.50
X = 822837.01
Y = 551856.85
PCC = 117+95.13
X = 822854.79
Y = 551879.32
R = 68.50
DELTA = 45°24'02"
D = 83°38'37"
L = 54.28
T = 28.65
E = 5.75
BK = N 7°02'23" W
AH = N 38°21'40" E

Curve : ASB-4
PCC = 117+95.13
X = 822854.79
Y = 551879.32
PI = 117+99.36
X = 822857.42
Y = 551882.64
PT = 118+03.58
X = 822860.48
Y = 551885.56
R = 61.00
DELTA = 7°56'29"
D = 93°55'39"
L = 8.45
T = 4.23
E = 0.15
BK = N 38°21'40" E
AH = N 46°18'09" E

Curve : ASB-5
PC = 118+42.80
X = 822888.83
Y = 551912.66
PI = 118+83.68
X = 822918.39
Y = 551940.90
PT = 119+20.01
X = 822918.20
Y = 551981.78
R = 95.00
DELTA = 46°33'57"
D = 60°18'41"
L = 77.21
T = 40.88
E = 8.42
BK = N 46°18'09" E
AH = N 00°15'48" W

Curve : ASB-6
PC = 120+74.12
X = 822917.49
Y = 552135.89
PI = 121+01.68
X = 822917.36
Y = 552163.45
PT = 121+29.05
X = 822911.50
Y = 552190.39
R = 262.00
DELTA = 12°00'43"
D = 21°52'07"
L = 54.93
T = 27.57
E = 1.45
BK = N 00°15'48" W
AH = N 12°16'31" W

Curve : ASB-7
PC = 122+17.86
X = 822886.91
Y = 552275.59
PI = 122+50.70
X = 822876.40
Y = 552306.71
PT = 122+78.11
X = 822896.59
Y = 552332.61
R = 61.00
DELTA = 56°35'35"
D = 93°55'39"
L = 60.25
T = 32.84
E = 8.28
BK = N 18°39'10" W
AH = N 37°56'25" E

PI = STA 5D+00.00
X = 822778.27
Y = 551090.20

STA. 109ASB+96.43 =
STA. 6D+33.52
X = 822911.78
Y = 551091.42

STA. 109ANB+93.32 =
STA. 6D+53.52
X = 822951.78
Y = 551091.39

PI = STA 6D+44.09
X = 822922.35
Y = 551091.52

PI = STA 109ANB+99.99
X = 822931.77
Y = 551095.06

R/L APPLETON RD/
STH 47 NB

PI = STA 9D+00.00
X = 823178.24
Y = 551088.20

BEGIN FULL RECONSTRUCTION
1517-75-78
STA 113ASB+80.38
X = 822907.47
Y = 551475.34

PI = STA 109ASB+99.99
X = 822911.77
Y = 551094.98

R/L APPLETON RD/STH 47 SB

R/L APPLETON RD/STH 47 NB

BEGIN FULL RECONSTRUCTION
1517-75-78
STA 111ANB+83.73
X = 822932.26
Y = 551278.80

BEGIN CONSTRUCTION 1517-75-78
STA 10ANBS+00.00
X = 822956.60
Y = 551437.74

PI = STA 116ASB+85.13
X = 822854.46
Y = 551774.47

R/L APPLETON RD/STH 47
SOUTH ROUNDABOUT
(INFORMATION SHOWN ELSEWHERE)

PI = STA 11ANBS+42.97
X = 822955.08
Y = 551580.70

R/L APPLETON RD SE BYPASS

PI = STA 12ANBS+58.82
X = 822956.87
Y = 551696.54

END CONSTRUCTION 1517-75-78
STA 13ANBS+40.98
X = 822980.75
Y = 551776.25

R/L SW RAMP
(INFORMATION SHOWN ELSEWHERE)

R/L NW RAMP
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD/STH 47
NORTH ROUNDABOUT
(INFORMATION SHOWN ELSEWHERE)

PI = STA 121ASB+64.57
X = 822903.95
Y = 552225.10

R/L NE RAMP
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD NE BYPASS
(INFORMATION SHOWN ELSEWHERE)

PI = STA 118ANB+38.52
X = 822943.71
Y = 551911.27

R/L SE RAMP
(INFORMATION SHOWN ELSEWHERE)

Curve : ANB-1
PC = 113+29.06
X = 822932.66
Y = 551424.13
PI = 114+16.39
X = 822932.89
Y = 551511.46
PT = 115+03.28
X = 822917.98
Y = 551597.51
R = 1000.00
DELTA = 09°58'56"
D = 5°43'46"
L = 174.22
T = 87.33
E = 3.81
BK = N 00°09'17" E
AH = N 09°49'39" W

Curve : ANB-2
PC = 115+91.06
X = 822903.00
Y = 551684.01
PI = 116+39.71
X = 822894.70
Y = 551731.94
PT = 116+82.67
X = 822924.57
Y = 551770.33
R = 110.00
DELTA = 47°42'46"
D = 52°05'13"
L = 91.60
T = 48.65
E = 10.28
BK = N 09°49'39" W
AH = N 37°53'07" E

Curve : ANB-3
PC = 117+25.33
X = 822950.77
Y = 551804.00
PI = 117+57.94
X = 822970.79
Y = 551829.74
PT = 117+85.23
X = 822960.51
Y = 551860.70
R = 61.00
DELTA = 56°15'57"
D = 93°55'39"
L = 59.90
T = 32.62
E = 8.17
BK = N 37°53'07" E
AH = N 18°22'50" W

Curve : ANB-4
PC = 118+74.12
X = 822936.12
Y = 551946.05
PI = 119+01.74
X = 822930.24
Y = 551973.04
PT = 119+29.15
X = 822930.11
Y = 552000.65
R = 262.00
DELTA = 12°02'06"
D = 21°52'07"
L = 55.03
T = 27.62
E = 1.45
BK = N 12°17'54" W
AH = N 00°15'48" W

Curve : ANB-5
PC = 120+83.27
X = 822929.40
Y = 552154.76
PI = 121+23.85
X = 822929.22
Y = 552195.34
PT = 121+59.97
X = 822958.41
Y = 552223.54
R = 95.00
DELTA = 46°15'40"
D = 60°18'41"
L = 76.70
T = 40.58
E = 8.30
BK = N 00°15'48" W
AH = N 45°59'52" E

Curve : ANB-6
PC = 121+99.83
X = 822987.08
Y = 552251.22
PI = 122+03.90
X = 822990.01
Y = 552254.05
PCC = 122+07.96
X = 822992.53
Y = 552257.24
R = 61.00
DELTA = 7°38'12"
D = 93°55'39"
L = 8.13
T = 4.07
E = 0.14
BK = N 45°59'52" E
AH = N 38°21'40" E

Curve : ANB-7
PCC = 122+07.96
X = 822992.53
Y = 552257.24
PI = 122+36.61
X = 823010.32
Y = 552279.71
PCC = 122+62.24
X = 823006.81
Y = 552308.15
R = 68.50
DELTA = 45°24'02"
D = 83°38'37"
L = 54.28
T = 28.65
E = 5.75
BK = N 38°21'40" E
AH = N 7°02'23" W

Curve : ANB-8
PCC = 122+62.24
X = 823006.81
Y = 552308.15
PI = 122+62.56
X = 823006.76
Y = 552308.48
PT = 122+62.89
X = 823006.68
Y = 552308.79
R = 5.00
DELTA = 7°29'37"
D = 1145°54'56"
L = 0.65
T = 0.33
E = 0.01
BK = N 7°02'23" W
AH = N 14°32'00" W

Curve : ANBS-1
PC = 11+75.60
X = 822955.58
Y = 551613.33
PI = 12+58.82
X = 822956.87
Y = 551696.54
PT = 13+40.98
X = 822980.75
Y = 551776.25
R = 600.00
DELTA = 15°47'34"
D = 9°32'57"
L = 165.38
T = 83.22
E = 5.74
BK = N 0°053'05" E
AH = N 16°40'39" E

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN - APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

2

Curve : ASBN-1
PC = 10+00.00
X = 822865.43
Y = 552360.00
PI = 10+98.72
X = 822887.14
Y = 552456.31
PT = 11+96.65
X = 822887.45
Y = 552555.02
R = 900
DELTA = 12°31'09"
D = 6°21'58"
L = 196.65
T = 98.72
E = 5.40
BK = N 12°42'05" E
AH = N 0°10'55" E

Curve : ASB-8
PC = 123+20.57
X = 822922.70
Y = 552366.09
PI = 123+69.28
X = 822952.65
Y = 552404.51
PT = 124+12.28
X = 822944.33
Y = 552452.50
R = 110.00
DELTA = 47°46'04"
D = 52°05'13"
L = 91.71
T = 48.71
E = 10.30
BK = N 37°56'25" E
AH = N 09°49'39" W

Curve : ASB-9
PC = 125+56.04
X = 822919.80
Y = 552594.15
PI = 126+43.61
X = 822904.85
Y = 552680.44
PT = 127+30.74
X = 822905.13
Y = 552768.01
R = 1000.00
DELTA = 10°00'35"
D = 5°43'46"
L = 174.70
T = 87.57
E = 3.83
BK = N 09°49'39" W
AH = N 00°10'55" E

Curve : ASB-10
PC = 130+22.47
X = 822906.05
Y = 553059.74
PI = 130+48.70
X = 822906.14
Y = 553085.97
PT = 130+74.93
X = 822906.91
Y = 553112.19
R = 2000.00
DELTA = 01°30'11"
D = 2°51'53"
L = 52.46
T = 26.23
E = 0.17
BK = N 00°10'55" E
AH = N 01°41'06" E

BEGIN CONSTRUCTION 1517-75-78
STA 10ASBN+00.00
X = 822865.43
Y = 552360.00

R/L APPLETON RD NW BYPASS

END CONSTRUCTION 1517-75-78
STA 13ASBN+31.44
X = 822883.88
Y = 552689.75

END CONSTRUCTION 1517-75-78
STA 131ASB+55.51
X = 822909.28
Y = 553192.73

PI = STA 10ASBN+98.33
X = 822887.14
Y = 552456.31

PI = STA 12ASBN+25.09
X = 822887.53
Y = 552581.46

R/L APPLETON RD/STH 47 SB

R/L APPLETON RD/STH 47 NB

STA. 127ANB+13.98 =
STA. 5T+00.00
X = 822927.28
Y = 552751.43

PI = STA 123ANB+17.95
X = 822992.87
Y = 552362.09

R/L APPLETON ROAD NE BYPASS
(INFORMATION SHOWN ELSEWHERE)

END FULL RECONSTRUCTION 1517-75-78
STA 131ANB+55.07
X = 822928.48
Y = 553192.52

Curve : ANB-9
PC = 124+32.04
X = 822964.59
Y = 552472.63
PI = 125+85.06
X = 822926.66
Y = 552620.86
PT = 127+36.43
X = 822927.15
Y = 552773.88
R = 1200.00
DELTA = 14°31'59"
D = 4°46'29"
L = 304.38
T = 153.01
E = 9.72
BK = N 14°21'04" W
AH = N 00°10'55" E

PI = STA 7T+76.66
X = 823203.90
Y = 552746.25

PI = STA 19P+45.13
X = 823156.54
Y = 553211.88

PI = STA 21P+24.91
X = 823336.28
Y = 553207.97

PI = STA 10P+00.00
X = 822211.45
Y = 553220.51

STA. 131ASB+76.91 =
STA. 16P+98.49
X = 822909.91
Y = 553214.13

PI = STA 134ASB+86.40
X = 822919.01
Y = 553523.48

PI = STA 134ANB+86.00
X = 822929.53
Y = 553523.45

END PROJECT 1517-75-78
STA 134ANB+79.12
X = 822929.50
Y = 553516.57

STA. 131ANB+76.51 =
STA. 17P+17.13
X = 822928.54
Y = 553213.96

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN - APPLETON ROAD/STH 47 | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\027201_ad\027203_ad.dgn
PLOT DATE : 30-DEC-2014 08:24 PLOT BY : dtjym PLOT NAME : PLOT SCALE : 100:1

R/L APPLETON ROAD SW BYPASS
(INFORMATION SHOWN ELSEWHERE)

PC: 12+00.20ASBS

PC: 1287+62.64

R/L SW RAMP
(INFORMATION SHOWN ELSEWHERE)

BEGIN/END CONSTRUCTION 1517-75-78
STA 10ASRT+00.00 / 13ASRT+78.56
X = 822842.09
Y = 551825.35

R/L APPLETON RD/STH 47 SB
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD/STH 47
SOUTH ROUNDABOUT

R/L APPLETON RD/STH 47 NB
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD SE BYPASS
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON ROAD SW BYPASS
(INFORMATION SHOWN ELSEWHERE)

PC: 1290+34.59

BP: 1289+62.38

EP: 1288+29.57

APPLETON RD/STH 47 SB

APPLETON RD/STH 47 NB

N

| Curve : ASRT-1 | Curve : ASRT-2 | Curve : ASRT-3 | Curve : ASRT-4 |
|---|---|---|---|
| PC = 10ASRT+40.99 | PCC = 11ASRT+29.13 | PCC = 13ASRT+20.77 | PCC = 13ASRT+75.05 |
| X = 822872.18 | X = 822950.45 | X = 822854.79 | X = 822840.52 |
| Y = 551797.53 | Y = 551803.60 | Y = 551879.32 | Y = 551828.41 |
| PI = 10ASRT+98.76 | PI = NA | PI = 13ASRT+49.42 | PI = 13ASRT+76.88 |
| X = 822914.60 | X = NA | X = 822837.01 | X = 822840.74 |
| Y = 551758.30 | Y = NA | Y = 551856.85 | Y = 551826.60 |
| PCC = 11ASRT+29.13 | PCC = 13ASRT+20.77 | PCC = 13ASRT+75.05 | PCC = 13ASRT+78.56 |
| X = 822950.45 | X = 822854.79 | X = 822840.51 | X = 822842.09 |
| Y = 551803.60 | Y = 551879.32 | Y = 551828.41 | Y = 551825.35 |
| R = 53.50 | R = 61.00 | R = 68.5 | R = 5.0 |
| DELTA = 94°23'52" | DELTA = 180°00'00" | DELTA = 45°24'02" | DELTA = 40°12'05" |
| D = 107°05'42" | D = 93°55'39" | D = 83°38'37" | D = 1145°55'00" |
| L = 88.14 | L = 191.64 | L = 54.28 | L = 3.51 |
| T = 57.77 | T = NA | T = 28.65 | T = 1.83 |
| E = 25.24 | E = NA | E = 5.75 | E = 0.32 |
| BK = S 47°14'28" E | BK = N 38°21'40" E | BK = S 38°21'40" W | BK = S 07°02'23" E |
| AH = N 38°21'40" E | AH = S 38°21'40" W | AH = S 07°02'23" E | AH = S 47°14'28" E |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN: APPLETON ROAD/STH 47 S. ROUNDABOUT | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\027201_ad\027204_ad.dgn PLOT DATE : 30-DEC-2014 08:24 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

**Curve : ANRT-1**
PC = 10ANRT+40.99
X = 822975.14
Y = 552339.04
PI = 10ANRT+98.76
X = 822932.73
Y = 552378.26
PCC = 11ANRT+29.13
X = 822896.87
Y = 552332.96
R = 53.50
DELTA = 94°23'52"
D = 107°05'42"
L = 88.14
T = 57.77
E = 25.24
BK = N 47°14'28" W
AH = S 38°21'40" W

**Curve : ANRT-2**
PCC = 11ANRT+29.13
X = 822896.87
Y = 552332.96
PI = NA
X = NA
Y = NA
PCC = 13ANRT+20.77
X = 822992.53
Y = 552257.24
R = 61.00
DELTA = 180°0'00"
D = 93°55'39"
L = 191.64
T = NA
E = NA
BK = S 38°21'40" W
AH = N 38°21'40" E

**Curve : ANRT-3**
PCC = 13ANRT+20.77
X = 822992.53
Y = 552257.24
PI = 13ANRT+49.42
X = 823010.32
Y = 552279.71
PCC = 13ANRT+75.05
X = 823006.81
Y = 552308.15
R = 68.50
DELTA = 45°24'02"
D = 83°38'37"
L = 54.28
T = 28.65
E = 5.75
BK = N 38°21'40" E
AH = N 07°02'23" W

**Curve : ANRT-4**
PCC = 13ANRT+75.05
X = 823006.81
Y = 552308.15
PI = 13ANRT+76.88
X = 823006.58
Y = 552309.97
PCC = 13ANRT+78.56
X = 823005.24
Y = 552311.21
R = 5.00
DELTA = 40°12'05"
D = 1145°54'56"
L = 3.51
T = 1.83
E = 0.32
BK = N 07°02'23" W
AH = N 47°14'28" W

N

R/L NW RAMP
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD NW BYPASS
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD/STH 47 SB
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD/STH 47 NB
(INFORMATION SHOWN ELSEWHERE)

R/L APPLETON RD/STH 47
NORTH ROUNDABOUT

R/L NE RAMP
NORTH ROUNDABOUT

R/L APPLETON RD NE BYPASS
(INFORMATION SHOWN ELSEWHERE)

APPLETON RD/STH 47 SB

APPLETON RD/STH 47 NB

BEGIN/END CONSTRUCTION 1517-75-78
STA 10ANRT+00.00 = 13ANRT+78.56
X = 823005.24
Y = 552311.21

PT: 119+20.01
PT: 119+29.15
PC: 120+74.42
PC: 120+83.26
PT: 121+29.04
PI: 121+61.57
PC: 122+11.86
PC: 122+18.11
PC: 123+05.57
PT: 124+12.28
PC: 124+32.04
PT: 11+96.85ASBN
PI: 12+23.09ASBN
PC: 125+56.04
PC: 11+29.13
PT: 12+59.97
PC: 10+40.99
PT: 12+76.83
PC: 123+17.95
PT: 1290+80.22
BP: 10+00.00ANBN
BP: 1290+19.29
BP: 10+00.00ASBN
BP: 1288+80.10

120ASB
120ANB
121ASB
121ANB
122ASB
122ANB
123ASB
123ANB
124ASB
124ANB
125ASB
125ANB
11ASBN
12ASBN
10ANBN
11ANBN
12ANBN
13ANRT-22ANRT
1291ANE

PCC
ANRT-1
ANRT-2

PI
ANRT-1

PCC
ANRT-2
ANRT-3

PI
ANRT-3

PCC
ANRT-3
ANRT-4

PT
ANRT-4

PI
ANRT-4

N 47°14'28" W

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN: APPLETON ROAD/STH 47 N. ROUNDABOUT | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\c3d\Wis441\15177573\SheetsPlan\15177578\027201_ad\027205_ad.dgn PLOT DATE : 30-DEC-2014 08:24 PLOT BY : ditjym PLOT NAME : PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

Curve : ANW-1
PC = 1276+25.00
X = 821629.01
Y = 552138.49
PI = 1278+85.79
X = 821889.79
Y = 552140.54
PT = 1281+45.18
X = 822146.02
Y = 552189.09
R = 2900.00
DELTA = 10°16'38"
D = 1°58'33"
L = 520.18
T = 260.79
E = 11.70
BK = N 89°32'57" E
AH = N 79°16'19" E

Curve : ANW-2
PC = 1287+22.06
X = 822712.82
Y = 552296.47
PI = 1288+01.55
X = 822790.92
Y = 552311.27
PT = 1288+80.70
X = 822865.70
Y = 552338.22
R = 1000.00
DELTA = 9°05'22"
D = 5°43'46"
L = 158.64
T = 79.49
E = 3.15
BK = N 79°16'19" E
AH = N 70°10'57" E

BEGIN CONSTRUCTION 1517-75-78
STA 1282ANW+50.00
X = 822249.01
Y = 552208.60

PI: 12+23.09ASBN
PC: 12+03.04
PT: 11+96.65ASBN
124ASBN
R/L APPLETON RD/STH 47 SB
TO WIS 441 SB ENTRANCE RAMP
BYPASS LANE
(INFORMATION SHOWN ELSEWHERE)
PC: 124+32.04
PT: 123+97.28
PT: 122+76.57
BP: 10+00.00ASBN
PC: 122+17.85
PI: 123+17.85
PC: 122+64.57
PI: 122+64.57
PT: 121+29.04
PC: 120+83.26
PC: 120+74.12
120ASB
120ANB
PC: 119+29.5
PT: 119+20.01
PT: 118+42.80
PCC: 117+96.13
PCC: 117+40.55
PI: 116+88.13
PT: 115+91.06
PT: 115+71.59
16ASB
16ANB
16ANBS

PI= STA 1274ANW+74.97
X = 821478.99
Y = 552137.31
BP: 1274+74.97
BP: 1274+66.59
PC: 1276+25.00
PC
ANW-1
1276ANW
N 89°32'57" E
1278ANW
R/L WIS 441 SB ENTRANCE
RAMP (ANW ALIGNMENT)
1280ANW
PT: 1281+45.18
PT
ANW-1
1282ANW
1284ANW
N 79°16'19" E
1286ANW
PC
ANW-2
PI
ANW-2
1288ANW
PT
ANW-2
PC: 1287+22.06

END CONSTRUCTION 1517-75-78
STA 1288ANW+80.70
X = 822865.70
Y = 552338.22

PI
ANW-1
USH 10/STH 441
R/L APPLETON RD/STH 47 NB
(INFORMATION SHOWN ELSEWHERE)
R/L APPLETON RD/STH 47 SB
(INFORMATION SHOWN ELSEWHERE)

BEGIN CONSTRUCTION 1517-75-78
STA 1278ASW+50.00
X = 821850.79
Y = 552001.82
PI
ASW-1
PC: 1276+71.39
PC: 1280+23.81
PC
ASW-1
1276ASW
PT
ASW-1
1278ASW
S 84°43'52" E
1280ASW
R/L WIS 441 NB EXIT
RAMP (ASW ALIGNMENT)
PC
ASW-2
PI
ASW-2
1282ASW
PT: 1283+72.39
PT
ASW-2
BEGIN CONSTRUCTION 1517-75-78
STA 1284ASW+50.00
X = 822439.08
Y = 551892.16
PC: 1285+04.66
PC: 10+00.00ASBS
PC
ASW-3
1284ASW
S 74°12'45" E
PT
ASW-3
PI: 11+04.33ASBS
PC: 1287+62.64
PC
ASW-4
PT
ASW-4
1286ASW
N 87°01'32" E
PI
ASW-3
1288ASW
PI
ASW-4
10ASBS
S 78°12'55" E
12ASBS
S 76°43'03" E
PC: 12+00.20ASBS
PC: 12+58.05ASBS
PC: 13+15.71ASBS
PI: 13+89.13ASBS
PC: 13+75.00
PC: 13+40.98ASBS
PI
ASBS-1
PC
ASBS-1

END CONSTRUCTION 1517-75-78
STA 1288ASW+29.57
X = 822865.70
Y = 552184.54

Curve : ASW-1
PC = 1274+66.59
X = 821469.03
Y = 552034.42
PI = 1275+68.99
X = 821571.21
Y = 552027.61
PT = 1276+71.39
X = 821673.18
Y = 552018.20
R = 8084.00
DELTA = 1°27'06"
D = 0°42'33"
L = 204.80
T = 102.41
E = 0.65
BK = S 86°10'58" E
AH = S 84°43'52" E

Curve : ASW-2
PC = 1280+23.81
X = 822024.12
Y = 551985.84
PI = 1281+48.45
X = 822148.23
Y = 551974.39
PT = 1282+72.39
X = 822268.17
Y = 551940.48
R = 1354.00
DELTA = 10°31'08"
D = 4°13'54"
L = 248.58
T = 124.64
E = 5.73
BK = S 84°43'52" E
AH = S 74°12'45" E

Curve : ASW-3
PC = 1285+04.66
X = 822491.68
Y = 551877.29
PI = 1285+87.27
X = 822571.16
Y = 551854.81
PT = 1286+68.39
X = 822653.66
Y = 551859.10
R = 500.00
DELTA = 18°45'44"
D = 11°27'33"
L = 163.73
T = 82.60
E = 6.78
BK = S 74°12'45" E
AH = N 87°01'32" E

Curve : ASW-4
PC = 1287+62.64
X = 822747.78
Y = 551863.99
PI = 1287+97.18
X = 822782.27
Y = 551865.78
PT = 1288+29.57
X = 822811.60
Y = 551847.54
R = 110.00
DELTA = 34°51'36"
D = 52°05'13"
L = 66.93
T = 34.54
E = 5.29
BK = N 87°01'32" E
AH = S 75°32'40" E

Curve : ASBS-1
PC = 12+00.20
X = 822716.17
Y = 551802.33
PI = 12+58.05
X = 822772.48
Y = 551789.04
PT = 13+15.71
X = 822826.35
Y = 551767.94
R = 816
DELTA = 8°06'39"
D = 7°01'18"
L = 115.51
T = 57.85
E = 2.05
BK = S 76°43'03" E
AH = S 68°36'24" E

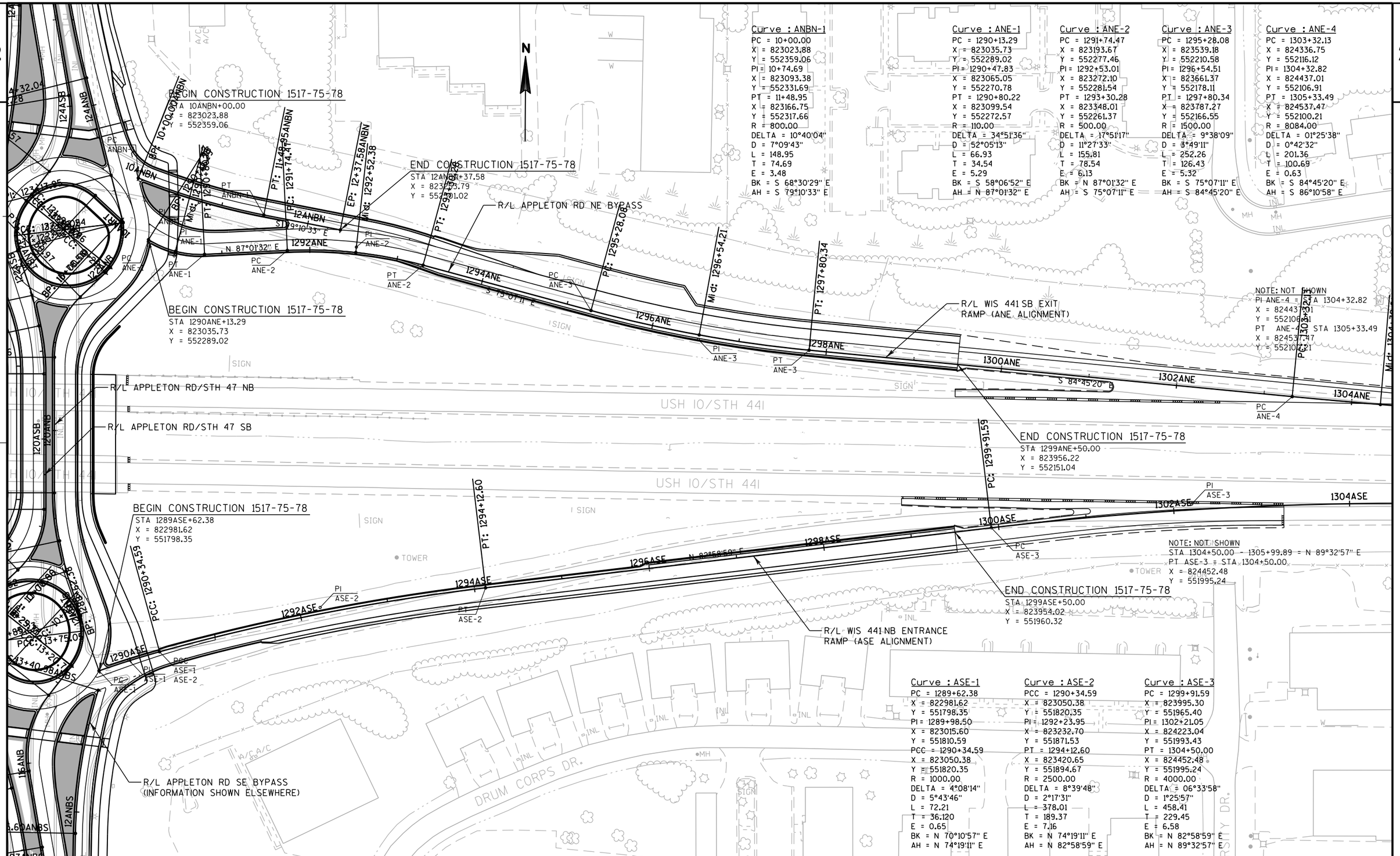
BEGIN CONSTRUCTION 1517-75-78
STA 10ASBS+00.00
X = 822520.69
Y = 551845.47

R/L WIS 441 NB EXIT RAMP
TO APPLETON RD/STH 47 SB
BYPASS LANE

PI= STA 11ASBS+11.98
X = 822630.31
Y = 551822.60

END CONSTRUCTION 1517-75-78
STA 13ASBS+15.71
X = 822826.35
Y = 551767.94

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN - ASW AND ANW RAMPS | SHEET | E |
|---|---|---|---|---|---|




**Curve : ANBN-1**
PC = 10+00.00
X = 823023.88
Y = 552359.06
PI = 10+74.69
X = 823093.38
Y = 552331.69
PT = 11+48.95
X = 823166.75
Y = 552317.66
R = 800.00
DELTA = 10°40'04"
D = 7°09'43"
L = 148.95
T = 74.69
E = 3.48
BK = S 68°30'29" E
AH = S 79°10'33" E

**Curve : ANE-1**
PC = 1290+13.29
X = 823035.73
Y = 552289.02
PI = 1290+47.83
X = 823065.05
Y = 552270.78
PT = 1290+80.22
X = 823099.54
Y = 552272.57
R = 110.00
DELTA = 34°51'36"
D = 52°05'13"
L = 66.93
T = 34.54
E = 5.29
BK = S 58°06'52" E
AH = N 87°01'32" E

**Curve : ANE-2**
PC = 1291+74.47
X = 823193.67
Y = 552277.46
PI = 1292+53.01
X = 823272.10
Y = 552281.54
PT = 1293+30.28
X = 823348.01
Y = 552261.37
R = 500.00
DELTA = 17°51'17"
D = 11°27'33"
L = 155.81
T = 78.54
E = 6.13
BK = N 87°01'32" E
AH = S 75°07'11" E

**Curve : ANE-3**
PC = 1295+28.08
X = 823539.18
Y = 552210.58
PI = 1296+54.51
X = 823661.37
Y = 552178.11
PT = 1297+80.34
X = 823787.27
Y = 552166.55
R = 1500.00
DELTA = 9°38'09"
D = 3°49'11"
L = 252.26
T = 126.43
E = 5.32
BK = S 75°07'11" E
AH = S 84°45'20" E

**Curve : ANE-4**
PC = 1303+32.13
X = 824336.75
Y = 552116.12
PI = 1304+32.82
X = 824437.01
Y = 552106.91
PT = 1305+33.49
X = 824537.47
Y = 552100.21
R = 8084.00
DELTA = 01°25'38"
D = 0°42'32"
L = 201.36
T = 100.69
E = 0.63
BK = S 84°45'20" E
AH = S 86°10'58" E

NOTE: NOT SHOWN
PI ANE-4 = STA 1304+32.82
X = 824437.01
Y = 552106.91
PT ANE-4 = STA 1305+33.49
X = 824537.47
Y = 552100.21

NOTE: NOT SHOWN
STA 1304+50.00 - 1305+99.89 = N 89°32'57" E
PT ASE-3 = STA 1304+50.00
X = 824452.48
Y = 551995.24

**Curve : ASE-1**
PC = 1289+62.38
X = 822981.62
Y = 551798.35
PI = 1289+98.50
X = 823015.60
Y = 551810.59
PCC = 1290+34.59
X = 823050.38
Y = 551820.35
R = 1000.00
DELTA = 4°08'14"
D = 5°43'46"
L = 72.21
T = 36.120
E = 0.65
BK = N 70°10'57" E
AH = N 74°19'11" E

**Curve : ASE-2**
PCC = 1290+34.59
X = 823050.38
Y = 551820.35
PI = 1292+23.95
X = 823232.70
Y = 551871.53
PT = 1294+12.60
X = 823420.65
Y = 551894.67
R = 2500.00
DELTA = 8°39'48"
D = 2°17'31"
L = 378.01
T = 189.37
E = 7.16
BK = N 74°19'11" E
AH = N 82°58'59" E

**Curve : ASE-3**
PC = 1299+91.59
X = 823995.30
Y = 551965.40
PI = 1302+21.05
X = 824223.04
Y = 551993.43
PT = 1304+50.00
X = 824452.48
Y = 551995.24
R = 4000.00
DELTA = 06°33'58"
D = 1°25'57"
L = 458.41
T = 229.45
E = 6.58
BK = N 82°58'59" E
AH = N 89°32'57" E

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN - ASE AND ANE RAMPS | SHEET E |
|---|---|---|---|---|

| ALIGNMENT OFFSET TABLE | | | |
|---|---|---|---|
| ANW R/L | TEMPANW R/L OFFSET | ANW R/L | TEMPANW R/L OFFSET |
| 1279ANW+00 | 5.31' LT | 1281ANW+00 | 1.40' LT |
| 1279ANW+25 | 4.89' LT | 1281ANW+25 | 0.92' LT |
| 1279ANW+50 | 4.40' LT | 1281ANW+50 | 0.44' LT |
| 1279ANW+75 | 3.88' LT | 1281ANW+75 | 0.11' LT |
| 1280ANW+00 | 3.40' LT | 1282ANW+00 | 0.00' |
| 1280ANW+25 | 2.89' LT | 1282ANW+25 | 0.00' |
| 1280ANW+50 | 2.38' LT | 1282ANW+50 | 0.00' |
| 1280ANW+75 | 1.86' LT | | |

CURVE: TEMPANW-1
PI STA = 1280+50.25
Y = 552171.364
X = 822052.480
DELTA = 6°01'13"
D = 2°00'30"
T = 150.03'
L = 299.78'
R = 2853.02'
PC STA = 1279+00.22
PT STA = 1282+00.00
S.E. = 4.5%

BEGIN CONSTRUCTION 1517-75-78
BEGIN INTERIM ASPHALT RAMP
STA. 1279TEMPANW+00
X=821902.96
Y=552159.03

R/L WIS 441 SB ENTRANCE
INTERIM RAMP (TEMPANW ALIGNMENT)

BP: 1279TEMPANW+00.22
PI: 1280TEMPANW+50.11
1282TEMPANW+00.00
EP: 1282TEMPANW+49.99
N79° 16' 19"E
1282TEMPANW
1282ANW
1281TEMPANW
1281ANW
1280TEMPANW
1280ANW
1279ANW
PC TEMPANW-1
PI TEMPANW-1
PT TEMPANW-1

BEGIN ULTIMATE CONCRETE PAVEMENT CONSTRUCTION
STA. 1282ANW+50
X=822249.01
Y=552208.60

1277ANW
1278ANW
1276ANW
275ANW

BEGIN CONSTRUCTION 1517-75-78
BEGIN INTERIM ASPHALT RAMP
STA. 1275TEMPASW+52
X=821554.15
Y=552030.53

R/L WIS 441 NB EXIT
INTERIM RAMP (TEMPASW ALIGNMENT)

BP: 1275TEMPASW+51.97
PI: 1276TEMPASW+75.05
EP: 1278TEMPASW+50.02

BEGIN ULTIMATE CONCRETE PAVEMENT CONSTRUCTION
STA. 1278ASW+50
X=821850.79
Y=552001.82

75ASW
1276TEMPASW S84° 43' 52"E
1276ASW
1277TEMPASW
1277ASW
S84° 17' 21"E
1278TEMPASW
1278ASW
1279ASW
1280ASW
1281ASW
1282ASW

| ALIGNMENT OFFSET TABLE | | | |
|---|---|---|---|
| ASW R/L | TEMPASW R/L OFFSET | ASW R/L | TEMPASW R/L OFFSET |
| 1275ASW+52 | 2.24' LT | 1277ASW+25 | 0.96' LT |
| 1275ASW+75 | 1.93' LT | 1277ASW+50 | 0.77' LT |
| 1276ASW+00 | 1.67' LT | 1277ASW+75 | 0.58' LT |
| 1276ASW+25 | 1.48' LT | 1278ASW+00 | 0.38' LT |
| 1276ASW+50 | 1.38' LT | 1278ASW+25 | 0.19' LT |
| 1276ASW+75 | 1.38' LT | 1278ASW+50 | 0.00' |
| 1277ASW+00 | 1.16' LT | | |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN - NW AND SW INTERIM RAMPS | SHEET 274 | E |
|---|---|---|---|---|---|

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| ALIGNMENT OFFSET TABLE | | | |
|---|---|---|---|
| ANE R/L | TEMPANE R/L OFFSET | ANE R/L | TEMPANE R/L OFFSET |
| 1299ANE+50 | 0.00' | 1302ANE+25 | 0.00' |
| 1299ANE+75 | 0.00' | 1302ANE+50 | 0.00' |
| 1300ANE+00 | 0.00' | 1302ANE+75 | 0.00' |
| 1300ANE+25 | 0.00' | 1303ANE+00 | 0.00' |
| 1300ANE+50 | 0.00' | 1303ANE+25 | 0.00' |
| 1300ANE+75 | 0.00' | 1303ANE+50 | 0.00' |
| 1301ANE+00 | 0.00' | 1303ANE+75 | 0.11' RT |
| 1301ANE+25 | 0.00' | 1304ANE+00 | 0.29' RT |
| 1301ANE+50 | 0.00' | 1304ANE+25 | 0.53' RT |
| 1301ANE+75 | 0.00' | 1304ANE+44 | 0.77' RT |
| 1302ANE+00 | 0.00' | | |

END ULTIMATE CONCRETE CONSTRUCTION 1517-75-78
BEGIN INTERIM ASPHALT RAMP
STA. 1299ANE+50
X=823956.22
Y=552151.04

1298ANE
1299ANE
1300ANE
1300TEMPANE
1301ANE
1301TEMPANE
S84° 45' 20"E
1302ANE
1302TEMPANE
1303ANE
1303TEMPANE
1304ANE
1304TEMPANE
1305ANE

BP: 1299TEMPANE+50.00

R/L WIS 441 SB EXIT
INTERIM RAMP (TEMPANE ALIGNMENT)

END INTERIM RAMP CONSTRUCTION
STA. 1304TEMPANE+44
X=824447.83
Y=552105.92

EP: 1304TEMPANE+43.68

R/L WIS 441 NB ENTRANCE
INTERIM RAMP (TEMPASE ALIGNMENT)

BP: 1299TEMPASE+50.00
1300TEMPASE+70.89
1301TEMPASE+78.23

PC TEMPASE-1
PI TEMPASE-1
PT TEMPASE-1

END INTERIM RAMP CONSTRUCTION
STA. 1303TEMPASE+25
X=824327.84
Y=551990.44

1298ASE
1299ASE
1300ASE
1300TEMPASE N82° 58' 59"E
1301TEMPASE
1301ASE
1302TEMPASE
1302ASE
1303ASE
1303TEMPASE
N89° 07' 59"E
1304ASE
1305ASE

PC: 1300TEMPASE+89.89
PT: 1302TEMPASE+85.57
EP: 1303TEMPASE+25.34

END ULTIMATE CONCRETE CONSTRUCTION 1517-75-78
BEGIN INTERIM ASPHALT RAMP
STA. 1299ASE+50
X=823954.02
Y=551960.32

SIGN
USH 10/STH 44
INL
TOWER

CURVE: TEMPASE-1
PI STA = 1301+78.33
Y = 551988.212
X = 824180.644
DELTA = 6°09'00"
D = 2°51'53"
T = 107.44'
L = 214.67'
R = 2000.00'
PC STA = 1300+70.89
PT STA = 1302+85.57
S.E. = 5.4%

| ALIGNMENT OFFSET TABLE | | | |
|---|---|---|---|
| ASE R/L | TEMPASE R/L OFFSET | ASE R/L | TEMPASE R/L OFFSET |
| 1299ASE+50 | 0.00' | 1301ASE+50 | 1.57' LT |
| 1299ASE+75 | 0.00' | 1301ASE+75 | 1.49' LT |
| 1300ASE+00 | 0.01' LT | 1302ASE+00 | 1.26' LT |
| 1300ASE+25 | 0.14' LT | 1302ASE+25 | 0.87' LT |
| 1300ASE+50 | 0.43' LT | 1302ASE+50 | 0.32' LT |
| 1300ASE+75 | 0.86' LT | 1302ASE+75 | 0.38' RT |
| 1301ASE+00 | 1.23' LT | 1303ASE+00 | 1.19' RT |
| 1301ASE+25 | 1.49' LT | 1303ASE+25 | 1.87' RT |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | ALIGNMENT PLAN - NE AND SE INTERIM RAMPS | SHEET 275 | E |
|---|---|---|---|---|---|

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# APPLETON ROAD SW RAMP

| SUPERELEVATION TRANSITION EVENT POINTS | | RATE | | | | Notes |
|---|---|---|---|---|---|---|
| | | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | | |
| LOCATION | STATION | SHOULDER | TRAVELLED WAY | TRAVELLED WAY | SHOULDER | |
| CURVE ASW-2 (DESIGN SPEED=50) | | | | | | |
| BEGIN ULTIMATE RAMP CONSTRUCTION | 1278ASW+50 | 2.00% | R/L | -2.00% | -4.00% | |
| BEGIN RUNOFF (R.O.) | 1278ASW+96 | 2.00% | R/L | -2.00% | -4.00% | |
| REMOVE ADVERSE CROWN (R.C.) | 1279ASW+68 | 2.00% | R/L | -2.00% | -4.00% | |
| BEGIN FULL SUPERELEVATION | 1280ASW+87 | 5.30% | R/L | -5.30% | -5.30% | |
| SHOULDER TRANSITION FOR CIS | 1281ASW+29 | 5.30% | R/L | -5.30% | -5.30% | |
| START OF CIS | 1281ASW+54 | 5.30% | R/L | -5.30% | -4.00% | |
| END FULL SUPERELEVATION (F.S.) | 1282ASW+09 | 5.30% | R/L | -5.30% | -4.00% | |
| REMOVE ADVERSE CROWN (R.C.) | 1283ASW+28 | 2.00% | R/L | -2.00% | -2.00% | |
| | | | | | | |
| CURVE ASW-3 (DESIGN SPEED=35) | | | | | | |
| BEGIN RUNOFF (R.O.) | 1284ASW+04 | 0.00% | R/L | 0.00% | -4.00% | Curve Uses 4% Maximum Super Elevation Table |
| REMOVE ADVERSE CROWN (R.C.) | 1284ASW+81 | -4.00% | R/L | 2.00% | -4.00% | |
| BEGIN FULL SUPERELEVATION (F.S.) | 1285ASW+55 | -4.00% | R/L | 3.90% | -4.00% | |
| END FULL SUPERELEVATION (F.S.) | 1286ASW+18 | -4.00% | R/L | 3.90% | -4.00% | |
| REMOVE ADVERSE CROWN (R.C.) | 1286ASW+92 | -4.00% | R/L | 2.00% | -4.00% | |
| END RUNOFF (R.O.) | 1288ASW+30 | - | R/L | - | - | SEE PAVEMENT GRADE SHEETS FOR GRADE DETAILS |

SEE ALIGNMENT PLAN FOR CURVE DATA

## APPLETON ROAD SE RAMP

| SUPERELEVATION TRANSITION EVENT POINTS | | RATE | | | | Notes |
|---|---|---|---|---|---|---|
| | | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | | |
| LOCATION | STATION | SHOULDER | TRAVELLED WAY | TRAVELLED WAY | SHOULDER | |
| CURVE ASE-2 (DESIGN SPEED=50) | | | | | | |
| END NORMAL CROWN (N.C) | 1289ASE+26 | - | R/L | - | - | SEE PAVEMENT GRADE SHEETS FOR GRADE DETAILS |
| BEGIN RUNOFF (R.O.) | 1289ASE+74 | - | R/L | - | - | SEE PAVEMENT GRADE SHEETS FOR GRADE DETAILS |
| REMOVE ADVERSE CROWN (R.C.) | 1290ASE+22 | 2.00% | R/L | -2.00% | -4.00% | |
| BEGIN FULL SUPERELEVATION | 1290ASE+65 | 3.80% | R/L | -3.80% | -4.00% | |
| END FULL SUPERELEVATION (F.S.) | 1293ASE+82 | 3.80% | R/L | -3.80% | -4.00% | |
| REMOVE ADVERSE CROWN (R.C.) | 1294ASE+25 | 2.00% | R/L | -2.00% | -4.00% | |
| END RUNOFF (R.O) | 1294ASE+73 | 0.00% | R/L | -2.00% | -4.00% | |
| BEGIN NORMAL CROWN (N.C) | 1295ASE+21 | -4.00% | R/L | -2.00% | -4.00% | |
| | | | | | | |
| CURVE ASE-3 (DESIGN SPEED=60) | | | | | | |
| END NORMAL CROWN (N.C.) | 1298ASE+75 | -4.00% | R/L | -2.00% | -4.00% | |
| BEGIN RUNOFF (R.O.) | 1299ASE+28 | 0.00% | R/L | -2.00% | -4.00% | |
| END ULTIMATE RAMP CONSTRUCTION | 1299ASE+50 | 0.83% | R/L | -2.00% | -4.00% | |

SEE ALIGNMENT PLAN FOR CURVE DATA

## APPLETON ROAD INTERIM SE RAMP

| SUPERELEVATION TRANSITION EVENT POINTS | | RATE | | | | Notes |
|---|---|---|---|---|---|---|
| | | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | | |
| LOCATION | STATION | SHOULDER | TRAVELLED WAY | TRAVELLED WAY | SHOULDER | |
| CURVE TEMPASE-1 (DESIGN SPEED=60) | | | | | | |
| BEGIN INTERIM RAMP CONSTRUCTION | 1299TEMPASE+50 | 0.83% | R/L | -2.00% | -4.00% | |
| REMOVE ADVERSE CROWN (R.C.) | 1300TEMPASE+28 | 2.00% | R/L | -2.00% | -4.00% | |
| END OF LEFT SHOULDER | 1301TEMPASE+06 | 2.00% | R/L | -4.92% | -4.92% | |
| BEGIN FULL SUPERELEVATION (F.S.) | 1301TEMPASE+19 | N/A | R/L | -5.40% | -5.40% | GORE SECTION TIES INTO EXISTING MAINLINE |
| END FULL SUPERELEVATION (F.S.) | 1302TEMPASE+28 | N/A | R/L | -5.40% | -5.40% | GORE SECTION TIES INTO EXISTING MAINLINE |
| BEGIN NORMAL CROWN (N.C.) | 1303TEMPASE+19 | N/A | R/L | -2.00% | -4.00% | GORE SECTION TIES INTO EXISTING MAINLINE |
| END INTERIM RAMP CONSTRUCTION | 1303TEMPASE+33 | N/A | R/L | -2.00% | -4.00% | GORE SECTION TIES INTO EXISTING MAINLINE |

SEE ALIGNMENT PLAN FOR CURVE DATA

# APPLETON ROAD NE RAMP

| SUPERELEVATION TRANSITION EVENT POINTS | | RATE | | | | Notes |
|---|---|---|---|---|---|---|
| | | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | | |
| LOCATION | STATION | SHOULDER | TRAVELLED WAY | TRAVELLED WAY | SHOULDER | |
| CURVE ANE-2 (DESIGN SPEED=35) | | | | | | |
| END NORMAL CROWN (N.C.) | 1290ANE+41 | - | - | R/L | - | SEE PAVEMENT GRADE SHEETS FOR GRADE DETAILS |
| BEGIN RUNOFF (R.O.) | 1290ANE+58 | 0.00% | 0.00% | R/L | -4.00% | Curve Uses 4% Maximum Super Elevation Table |
| REMOVE ADVERSE CROWN (R.C.) | 1291ANE+83 | 2.00% | 2.00% | R/L | -4.00% | |
| BEGIN FULL SUPERELEVATION (F.S.) | 1292ANE+33 | 3.90% | 3.90% | R/L | -4.00% | |
| END FULL SUPERELEVATION (F.S.) | 1292ANE+93 | 3.90% | 3.90% | R/L | -4.00% | |
| REMOVE ADVERSE CROWN (R.C.) | 1293ANE+48 | 2.00% | 2.00% | R/L | -2.00% | |
| END RUNOFF (R.O.) | 1294ANE+06 | 0.00% | 0.00% | R/L | 0.00% | |
| BEGIN NORMAL CROWN (N.C.) | 1294ANE+64 | -4.00% | -2.00% | R/L | 4.00% | |
| | | | | | | |
| CURVE ANE-3 (DESIGN SPEED=50) | | | | | | |
| REMOVE ADVERSE CROWN (R.C.) | 1294ANE+77 | -4.00% | -2.00% | R/L | 4.00% | |
| BEGIN FULL SUPERELEVATION (F.S.) | 1295ANE+89 | -4.00% | -5.10% | R/L | 5.10% | |
| END OF CIS AREA | 1296ANE+44 | -4.00% | -5.10% | R/L | 5.10% | |
| BEGIN FULL SHOULDER SUPERELEVATION | 1296ANE+70 | -5.10% | -5.10% | R/L | 5.10% | |
| END FULL SUPERELEVATION (F.S.) | 1297ANE+19 | -5.10% | -5.10% | R/L | 5.10% | |
| REMOVE ADVERSE CROWN (R.C.) | 1298ANE+31 | -4.00% | -2.00% | R/L | 2.00% | |
| END RUNOFF (R.O.) | 1299ANE+03 | -4.00% | -2.00% | R/L | 0.00% | |
| END ULTIMATE RAMP CONSTRUCTION | 1299ANE+50 | -4.00% | -2.00% | R/L | -2.67% | |

SEE ALIGNMENT PLAN FOR CURVE DATA

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## APPLETON ROAD INTERIM NW RAMP

| SUPERELEVATION TRANSITION EVENT POINTS | | RATE | | | | Notes |
|---|---|---|---|---|---|---|
| | | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | | |
| LOCATION | STATION | SHOULDER | TRAVELLED WAY | TRAVELLED WAY | SHOULDER | |
| CURVE TEMPANW-1 (DESIGN SPEED=60) | | | | | | |
| BEGIN INTERIM RAMP CONSTRUCTION | 1279TEMPANW+00 | -4.00% | -3.90% | R/L | N/A | GORE SECTION TIES INTO EXISTING MAINLINE |
| REMOVE ADVERSE CROWN (R.C.) | 1279TEMPANW+03 | -4.00% | -4.00% | R/L | N/A | GORE SECTION TIES INTO EXISTING MAINLINE |
| BEGINNING OF HIGH SHOULDER | 1279TEMPANW+11 | -4.22% | -4.22% | R/L | 4.22% | |
| BEGIN FULL SUPERELEVATION (F.S.) | 1279TEMPANW+24 | -4.50% | -4.50% | R/L | 4.50% | |
| BREAK RIGHT SHOULDER | 1281TEMPANW+34 | -4.50% | -4.50% | R/L | 4.50% | |
| END FULL SUPERELEVATION (F.S.) | 1281TEMPANW+52 | -4.50% | -4.50% | R/L | 3.50% | |
| LOW SHOULDER MATCH | 1281TEMPANW+65 | -4.00% | -4.00% | R/L | 2.75% | |
| END RUNOFF (R.O) | 1282TEMPANW+15 | -4.00% | -2.13% | R/L | 0.00% | |
| BEGIN NORMAL CROWN (N.C) | 1282TEMPANW+19 | -4.00% | -2.00% | R/L | -0.20% | |
| END INTERIM RAMP CONSTRUCTION | 1282TEMPANW+50 | -4.00% | -2.00% | R/L | -1.90% | |

SEE ALIGNMENT PLAN FOR CURVE DATA

## APPLETON ROAD NW RAMP

| SUPERELEVATION TRANSITION EVENT POINTS | | RATE | | | | Notes |
|---|---|---|---|---|---|---|
| | | LEFT OF CROWNLINE | | RIGHT OF CROWNLINE | | |
| LOCATION | STATION | SHOULDER | TRAVELLED WAY | TRAVELLED WAY | SHOULDER | |
| CURVE ANW-1 (DESIGN SPEED=60) | | | | | | |
| BEGIN ULTIMATE RAMP CONSTRUCTION | 1282ANW+50 | -4.00% | -2.00% | R/L | -1.90% | |
| BEGIN NORMAL CROWN (N.C.) | 1282ANW+78 | -4.00% | -2.00% | R/L | -4.00% | |
| | | | | | | |
| CURVE ANW-2 (DESIGN SPEED=35) | | | | | | |
| END NORMAL CROWN (N.C) | 1286ANW+44 | -4.00% | -2.00% | R/L | -4.00% | Curve Uses 4% Maximum Super Elevation Table |
| BEGIN RUNOFF (R.O) | 1286ANW+83 | -4.00% | -2.00% | R/L | 0.00% | |
| REMOVE ADVERSE CROWN (R.C) | 1287ANW+22 | -4.00% | -2.00% | R/L | 2.00% | |
| BEGIN FULL SUPERELEVATION (F.S.) | 1287ANW+41 | -4.00% | -3.00% | R/L | 3.00% | |
| END FULL SUPERELEVATION (F.S.) | 1288ANW+00 | -4.00% | -3.00% | R/L | 3.00% | |
| REMOVE ADVERSE CROWN (R.C) | 1288ANW+50 | -4.00% | -2.00% | R/L | 2.00% | |
| END RUNOFF (R.O.) | 1288ANW+81 | - | - | R/L | - | SEE PAVEMENT GRADE SHEETS FOR GRADE DETAILS |

SEE ALIGNMENT PLAN FOR CURVE DATA

DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 0010 | 201.0105 | Clearing | STA | 36.000 | 36.000 |
| 0020 | 201.0120 | Clearing | ID | 19.000 | 19.000 |
| 0030 | 201.0205 | Grubbing | STA | 36.000 | 36.000 |
| 0040 | 201.0220 | Grubbing | ID | 19.000 | 19.000 |
| 0050 | 203.0100 | Removing Small Pipe Culverts | EACH | 23.000 | 23.000 |
| 0060 | 203.0200 | Removing Old Structure (station) 001. Station 288eb+34 | LS | 1.000 | 1.000 |
| 0070 | 203.0200 | Removing Old Structure (station) 002. Station 288wb+34 | LS | 1.000 | 1.000 |
| 0080 | 204.0100 | Removing Pavement | SY | 34,069.000 | 34,069.000 |
| 0090 | 204.0105 | Removing Pavement Butt Joints | SY | 1,156.000 | 1,156.000 |
| 0100 | 204.0110 | Removing Asphaltic Surface | SY | 2,045.000 | 2,045.000 |
| 0110 | 204.0150 | Removing Curb & Gutter | LF | 180.000 | 180.000 |
| 0120 | 204.0155 | Removing Concrete Sidewalk | SY | 3,264.000 | 3,264.000 |
| 0130 | 204.0170 | Removing Fence | LF | 670.000 | 670.000 |
| 0140 | 204.0175 | Removing Concrete Slope Paving | SY | 622.000 | 622.000 |
| 0150 | 204.0180 | Removing Delineators and Markers | EACH | 62.000 | 62.000 |
| 0160 | 204.0190 | Removing Surface Drains | EACH | 6.000 | 6.000 |
| 0170 | 204.0195 | Removing Concrete Bases | EACH | 32.000 | 32.000 |
| 0180 | 204.0210 | Removing Manholes | EACH | 12.000 | 12.000 |
| 0190 | 204.0220 | Removing Inlets | EACH | 49.000 | 49.000 |
| 0200 | 204.0245 | Removing Storm Sewer (size) 01.12-15 Inch | LF | 621.000 | 621.000 |
| 0210 | 204.0245 | Removing Storm Sewer (size) 02. 18-21 Inch | LF | 415.000 | 415.000 |
| 0220 | 204.0245 | Removing Storm Sewer (size) 03. 24-30 Inch | LF | 872.000 | 872.000 |
| 0230 | 204.0245 | Removing Storm Sewer (size) 04. 36-42 Inch | LF | 525.000 | 525.000 |
| 0240 | 204.0245 | Removing Storm Sewer (size) 05. 48-54 Inch | LF | 558.000 | 558.000 |
| 0260 | 204.9090.S | Removing (item description) 01. Underdrain | LF | 11,735.000 | 11,735.000 |
| 0270 | 205.0100 | Excavation Common **P** | CY | 80,978.000 | 80,978.000 |
| 0280 | 206.1000 | Excavation for Structures Bridges (structure) 001. B-70-113 | LS | 1.000 | 1.000 |
| 0290 | 206.1000 | Excavation for Structures Bridges (structure) 002. B-70-114 | LS | 1.000 | 1.000 |
| 0300 | 209.0100 | Backfill Granular | CY | 1,480.000 | 1,480.000 |
| 0310 | 210.0100 | Backfill Structure | CY | 160.000 | 160.000 |
| 0320 | 211.0400 | Prepare Foundation for Asphaltic Shoulders | STA | 81.000 | 81.000 |
| 0330 | 213.0100 | Finishing Roadway (project) 01. 1517-75-78 | EACH | 1.000 | 1.000 |
| 0350 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 2,734.000 | 2,734.000 |
| 0360 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 28,105.000 | 28,105.000 |
| 0370 | 310.0110 | Base Aggregate Open Graded | TON | 358.000 | 358.000 |
| 0380 | 311.0110 | Breaker Run | TON | 49,618.000 | 49,618.000 |
| 0390 | 405.0100 | Coloring Concrete Red | CY | 303.000 | 303.000 |
| 0400 | 415.1090 | Concrete Pavement HES 9-Inch | SY | 3,085.000 | 3,085.000 |
| 0410 | 416.0160 | Concrete Driveway 6-Inch | SY | 270.000 | 270.000 |
| 0430 | 416.0270 | Concrete Driveway HES 7-Inch | SY | 42.000 | 42.000 |
| 0440 | 416.0512 | Concrete Roundabout Truck Apron 12-Inch | SY | 910.000 | 910.000 |
| 0450 | 416.0610 | Drilled Tie Bars | EACH | 440.000 | 440.000 |
| 0460 | 416.0620 | Drilled Dowel Bars | EACH | 430.000 | 430.000 |
| 0470 | 416.1010 | Concrete Surface Drains | CY | 10.000 | 10.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 0480 | 455.0605 | Tack Coat | GAL | 132.000 | 132.000 |
| 0490 | 465.0105 | Asphaltic Surface | TON | 6,265.000 | 6,265.000 |
| 0500 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 184.000 | 184.000 |
| 0510 | 465.0315 | Asphaltic Flumes | SY | 61.000 | 61.000 |
| 0520 | 465.0400 | Asphaltic Shoulder Rumble Strips | LF | 7,235.000 | 7,235.000 |
| 0530 | 502.3200 | Protective Surface Treatment | SY | 2,700.000 | 2,700.000 |
| 0540 | 502.5005 | Masonry Anchors Type L No. 5 Bars | EACH | 132.000 | 132.000 |
| 0550 | 502.5010 | Masonry Anchors Type L No. 6 Bars | EACH | 104.000 | 104.000 |
| 0560 | 503.0145 | Prestressed Girder Type I 45-Inch | LF | 1,314.000 | 1,314.000 |
| 0570 | 505.0405 | Bar Steel Reinforcement HS Bridges | LB | 3,860.000 | 3,860.000 |
| 0580 | 505.0605 | Bar Steel Reinforcement HS Coated Bridges | LB | 190,100.000 | 190,100.000 |
| 0590 | 506.2605 | Bearing Pads Elastomeric Non-Laminated | EACH | 32.000 | 32.000 |
| 0600 | 506.4000 | Steel Diaphragms (structure) 001. B-70-113 | EACH | 12.000 | 12.000 |
| 0610 | 506.4000 | Steel Diaphragms (structure) 002. B-70-114 | EACH | 12.000 | 12.000 |
| 0620 | 509.1500 | Concrete Surface Repair | SF | 15.000 | 15.000 |
| 0630 | 511.1200 | Temporary Shoring (structure) 001. B-70-113 | SF | 350.000 | 350.000 |
| 0640 | 511.1200 | Temporary Shoring (structure) 002. B-70-114 | SF | 390.000 | 390.000 |
| 0650 | 511.1200 | Temporary Shoring (structure) 003. S-70-230 | SF | 275.000 | 275.000 |
| 0660 | 516.0500 | Rubberized Membrane Waterproofing | SY | 20.000 | 20.000 |
| 0670 | 517.1010.S | Concrete Staining (structure) 001. B-70-113 | SF | 4,795.000 | 4,795.000 |
| 0680 | 517.1010.S | Concrete Staining (structure) 002. B-70-114 | SF | 5,045.000 | 5,045.000 |
| 0690 | 517.1050.S | Architectural Surface Treatment (structure) 001. B-70-113 | SF | 460.000 | 460.000 |
| 0700 | 517.1050.S | Architectural Surface Treatment (structure) 002. B-70-114 | SF | 460.000 | 460.000 |
| 0710 | 520.8000 | Concrete Collars for Pipe | EACH | 5.000 | 5.000 |
| 0720 | 521.2005.S | Surface Drain Pipe Corrugated Metal Slotted (inch) 01.18 Inch | LF | 890.000 | 890.000 |
| 0730 | 522.1012 | Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch | EACH | 1.000 | 1.000 |
| 0740 | 522.1015 | Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch | EACH | 1.000 | 1.000 |
| 0750 | 522.1018 | Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch | EACH | 10.000 | 10.000 |
| 0760 | 522.1021 | Apron Endwalls for Culvert Pipe Reinforced Concrete 21-Inch | EACH | 1.000 | 1.000 |
| 0770 | 522.1024 | Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch | EACH | 5.000 | 5.000 |
| 0780 | 522.1036 | Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch | EACH | 3.000 | 3.000 |
| 0790 | 522.1042 | Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch | EACH | 1.000 | 1.000 |
| 0810 | 525.0118 | Culvert Pipe Corrugated Aluminum 18-Inch | LF | 350.000 | 350.000 |
| 0820 | 525.0318 | Aluminum Apron Endwalls for Aluminum Culvert Pipe 18-Inch | EACH | 2.000 | 2.000 |
| 0830 | 550.0500 | Pile Points | EACH | 52.000 | 52.000 |
| 0840 | 550.1100 | Piling Steel HP 10-Inch X 42 Lb | LF | 4,448.000 | 4,448.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 0850 | 601.0405 | Concrete Curb & Gutter 18-Inch Type A | LF | 1,694.000 | 1,694.000 |
| 0860 | 601.0409 | Concrete Curb & Gutter 30-Inch Type A | LF | 11,901.000 | 11,901.000 |
| 0880 | 601.0452 | Concrete Curb & Gutter Integral 30-Inch Type D | LF | 692.000 | 692.000 |
| 0890 | 601.0580 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R | LF | 732.000 | 732.000 |
| 0900 | 601.0600 | Concrete Curb Pedestrian | LF | 441.000 | 441.000 |
| 0920 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 45,053.000 | 45,053.000 |
| 0930 | 602.0415 | Concrete Sidewalk 6-Inch | SF | 989.000 | 989.000 |
| 0940 | 602.0515 | Curb Ramp Detectable Warning Field Natural Patina | SF | 578.000 | 578.000 |
| 0950 | 603.1456 | Concrete Barrier Type S56C | LF | 136.000 | 136.000 |
| 0960 | 603.8000 | Concrete Barrier Temporary Precast Delivered | LF | 6,017.000 | 6,017.000 |
| 0970 | 603.8125 | Concrete Barrier Temporary Precast Installed | LF | 6,017.000 | 6,017.000 |
| 0980 | 604.0400 | Slope Paving Concrete | SY | 936.000 | 936.000 |
| 0990 | 606.0200 | Riprap Medium | CY | 1,982.000 | 1,982.000 |
| 1000 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 260.000 | 260.000 |
| 1020 | 608.0318 | Storm Sewer Pipe Reinforced Concrete Class III 18-Inch | LF | 1,073.000 | 1,073.000 |
| 1030 | 608.0321 | Storm Sewer Pipe Reinforced Concrete Class III 21-Inch | LF | 113.000 | 113.000 |
| 1040 | 608.0324 | Storm Sewer Pipe Reinforced Concrete Class III 24-Inch | LF | 498.000 | 498.000 |
| 1050 | 608.0330 | Storm Sewer Pipe Reinforced Concrete Class III 30-Inch | LF | 105.000 | 105.000 |
| 1060 | 608.0336 | Storm Sewer Pipe Reinforced Concrete Class III 36-Inch | LF | 449.000 | 449.000 |
| 1070 | 608.0412 | Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch | LF | 1,482.000 | 1,482.000 |
| 1080 | 608.0415 | Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch | LF | 495.000 | 495.000 |
| 1090 | 608.0418 | Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch | LF | 593.000 | 593.000 |
| 1100 | 608.0424 | Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch | LF | 270.000 | 270.000 |
| 1110 | 608.0430 | Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch | LF | 105.000 | 105.000 |
| 1120 | 608.0436 | Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch | LF | 142.000 | 142.000 |
| 1130 | 608.0442 | Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch | LF | 546.000 | 546.000 |
| 1140 | 608.0448 | Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch | LF | 532.000 | 532.000 |
| 1150 | 611.0530 | Manhole Covers Type J | EACH | 24.000 | 24.000 |
| 1170 | 611.0624 | Inlet Covers Type H | EACH | 79.000 | 79.000 |
| 1180 | 611.0639 | Inlet Covers Type H-S | EACH | 8.000 | 8.000 |
| 1190 | 611.0642 | Inlet Covers Type MS | EACH | 5.000 | 5.000 |
| 1200 | 611.0652 | Inlet Covers Type T | EACH | 10.000 | 10.000 |
| 1220 | 611.1005 | Catch Basins 5-FT Diameter | EACH | 2.000 | 2.000 |
| 1230 | 611.2004 | Manholes 4-FT Diameter | EACH | 13.000 | 13.000 |
| 1240 | 611.2005 | Manholes 5-FT Diameter | EACH | 1.000 | 1.000 |
| 1250 | 611.2006 | Manholes 6-FT Diameter | EACH | 4.000 | 4.000 |
| 1260 | 611.2007 | Manholes 7-FT Diameter | EACH | 4.000 | 4.000 |
| 1270 | 611.2008 | Manholes 8-FT Diameter | EACH | 4.000 | 4.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 1290 | 611.3003 | Inlets 3-FT Diameter | EACH | 21.000 | 21.000 |
| 1300 | 611.3004 | Inlets 4-FT Diameter | EACH | 39.000 | 39.000 |
| 1310 | 611.3230 | Inlets 2x3-FT | EACH | 33.000 | 33.000 |
| 1320 | 611.3901 | Inlets Median 1 Grate | EACH | 5.000 | 5.000 |
| 1330 | 611.8110 | Adjusting Manhole Covers | EACH | 6.000 | 6.000 |
| 1340 | 611.8115 | Adjusting Inlet Covers | EACH | 10.000 | 10.000 |
| 1350 | 611.9800.S | Pipe Grates | EACH | 2.000 | 2.000 |
| 1360 | 612.0204 | Pipe Underdrain Unperforated 4-Inch | LF | 408.000 | 408.000 |
| 1370 | 612.0206 | Pipe Underdrain Unperforated 6-Inch | LF | 37.000 | 37.000 |
| 1380 | 612.0406 | Pipe Underdrain Wrapped 6-Inch | LF | 979.000 | 979.000 |
| 1390 | 612.0806 | Apron Endwalls for Underdrain Reinforced Concrete 6-Inch | EACH | 1.000 | 1.000 |
| 1400 | 614.0010 | Barrier System Grading Shaping Finishing | EACH | 4.000 | 4.000 |
| 1410 | 614.0150 | Anchor Assemblies for Steel Plate Beam Guard | EACH | 3.000 | 3.000 |
| 1420 | 614.0400 | Adjusting Steel Plate Beam Guard | LF | 610.000 | 610.000 |
| 1430 | 614.0905 | Crash Cushions Temporary | EACH | 2.000 | 2.000 |
| 1440 | 614.0920 | Salvaged Rail | LF | 915.000 | 915.000 |
| 1450 | 614.0925 | Salvaged Guardrail End Treatments | EACH | 2.000 | 2.000 |
| 1460 | 614.1100 | MGS Guardrail Temporary Thrie Beam Transition | LF | 60.000 | 60.000 |
| 1470 | 614.2300 | MGS Guardrail 3 | LF | 610.000 | 610.000 |
| 1480 | 614.2610 | MGS Guardrail Terminal EAT | EACH | 2.000 | 2.000 |
| 1490 | 616.0100 | Fence Woven Wire (height) 01. 6 Ft | LF | 670.000 | 670.000 |
| 1500 | 616.0700.S | Fence Safety | LF | 2,579.000 | 2,579.000 |
| 1510 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 1517-75-78 | EACH | 1.000 | 1.000 |
| 1530 | 619.1000 | Mobilization | EACH | 0.970 | 0.970 |
| 1540 | 620.0300 | Concrete Median Sloped Nose | SF | 461.000 | 461.000 |
| 1550 | 624.0100 | Water | MGAL | 460.000 | 460.000 |
| 1560 | 625.0100 | Topsoil | SY | 11,811.000 | 11,811.000 |
| 1570 | 625.0500 | Salvaged Topsoil | SY | 24,062.000 | 24,062.000 |
| 1580 | 627.0200 | Mulching | SY | 31,546.000 | 31,546.000 |
| 1590 | 628.1504 | Silt Fence | LF | 133.000 | 133.000 |
| 1600 | 628.1520 | Silt Fence Maintenance | LF | 133.000 | 133.000 |
| 1610 | 628.1905 | Mobilizations Erosion Control | EACH | 5.000 | 5.000 |
| 1620 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 3.000 | 3.000 |
| 1630 | 628.2002 | Erosion Mat Class I Type A | SY | 1,366.000 | 1,366.000 |
| 1640 | 628.2004 | Erosion Mat Class I Type B | SY | 395.000 | 395.000 |
| 1650 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 15,330.000 | 15,330.000 |
| 1660 | 628.2008 | Erosion Mat Urban Class I Type B | SY | 990.000 | 990.000 |
| 1670 | 628.2023 | Erosion Mat Class II Type B | SY | 1,920.000 | 1,920.000 |
| 1680 | 628.7005 | Inlet Protection Type A | EACH | 109.000 | 109.000 |
| 1690 | 628.7010 | Inlet Protection Type B | EACH | 9.000 | 9.000 |
| 1700 | 628.7015 | Inlet Protection Type C | EACH | 107.000 | 107.000 |
| 1710 | 628.7020 | Inlet Protection Type D | EACH | 2.000 | 2.000 |
| 1720 | 628.7555 | Culvert Pipe Checks | EACH | 64.000 | 64.000 |
| 1730 | 628.7560 | Tracking Pads | EACH | 5.000 | 5.000 |
| 1740 | 628.7570 | Rock Bags | EACH | 168.000 | 168.000 |
| 1750 | 629.0210 | Fertilizer Type B | CWT | 23.000 | 23.000 |
| 1760 | 630.0130 | Seeding Mixture No. 30 | LB | 866.000 | 866.000 |
| 1770 | 630.0140 | Seeding Mixture No. 40 | LB | 425.000 | 425.000 |
| 1780 | 630.0200 | Seeding Temporary | LB | 644.000 | 644.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 1790 | 632.0101 | Trees (species) (size) (root) 0001. Coffeetree, Alder, Black B&B 2 1/2 -Inch Cal | EACH | 4.000 | 4.000 |
| 1800 | 632.0101 | Trees (species) (size) (root) 0003. Buckeye,Sunset B&B 2 1/2 - Inch Ca | EACH | 11.000 | 11.000 |
| 1810 | 632.0101 | Trees (species) (size) (root) 0005. Gingko, Princeton Sentry B&B 2 1/2 - Inch Cal | EACH | 2.000 | 2.000 |
| 1820 | 632.0101 | Trees (species) (size) (root) 0007. Maple, State Street Miyabei B&B 2 1/2 - Inch Cal | EACH | 6.000 | 6.000 |
| 1830 | 632.0101 | Trees (species) (size) (root) 0009. Crabapple, 'Spring Snow' B&B 2-Inch Cal | EACH | 3.000 | 3.000 |
| 1840 | 632.0101 | Trees (species) (size) (root) 0011., Musclewood, Multi-Stem B&B 2-Inch Cal | EACH | 6.000 | 6.000 |
| 1850 | 632.0101 | Trees (species) (size) (root) 0013. Pear, Autumn Blaze B&B 2-Inch Cal | EACH | 7.000 | 7.000 |
| 1860 | 632.0101 | Trees (species) (size) (root) 0017. Honeysuckle, Dwarf Bush Cont 18-24 Inch Ht | EACH | 10.000 | 10.000 |
| 1870 | 632.0101 | Trees (species) (size) (root) 0019. Sumac, Gro Low Cont. 18-24 Inch Ht | EACH | 16.000 | 16.000 |
| 1880 | 632.9101 | Landscape Planting Surveillance and Care Cycles | EACH | 24.000 | 24.000 |
| 1890 | 633.0100 | Delineator Posts Steel | EACH | 62.000 | 62.000 |
| 1900 | 633.0500 | Delineator Reflectors | EACH | 62.000 | 62.000 |
| 1910 | 633.5200 | Markers Culvert End | EACH | 22.000 | 22.000 |
| 1920 | 634.0612 | Posts Wood 4x6-Inch X 12-FT | EACH | 6.000 | 6.000 |
| 1930 | 634.0614 | Posts Wood 4x6-Inch X 14-FT | EACH | 60.000 | 60.000 |
| 1940 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 17.000 | 17.000 |
| 1950 | 634.0618 | Posts Wood 4x6-Inch X 18-FT | EACH | 12.000 | 12.000 |
| 1960 | 636.0100 | Sign Supports Concrete Masonry | CY | 46.000 | 46.000 |
| 1970 | 636.1000 | Sign Supports Steel Reinforcement HS | LB | 3,460.000 | 3,460.000 |
| 1980 | 636.1500 | Sign Supports Steel Coated Reinforcement HS | LB | 1,460.000 | 1,460.000 |
| 1990 | 637.1220 | Signs Type I Reflective SH | SF | 1,373.750 | 1,373.750 |
| 2000 | 637.2210 | Signs Type II Reflective H | SF | 948.610 | 948.610 |
| 2010 | 637.2215 | Signs Type II Reflective H Folding | SF | 130.760 | 130.760 |
| 2020 | 637.2230 | Signs Type II Reflective F | SF | 24.500 | 24.500 |
| 2030 | 638.2101 | Moving Signs Type I | EACH | 2.000 | 2.000 |
| 2040 | 638.2602 | Removing Signs Type II | EACH | 70.000 | 70.000 |
| 2050 | 638.3000 | Removing Small Sign Supports | EACH | 52.000 | 52.000 |
| 2060 | 638.3100 | Removing Structural Steel Sign Supports | EACH | 2.000 | 2.000 |
| 2070 | 641.6600 | Sign Bridge (structure) 001. S-70-229 | LS | 1.000 | 1.000 |
| 2080 | 641.6600 | Sign Bridge (structure) 002. S-70-230 | LS | 1.000 | 1.000 |
| 2090 | 641.8100 | Overhead Sign Support (structure) 001. S-70-228 | LS | 1.000 | 1.000 |
| 2100 | 641.8100 | Overhead Sign Support (structure) 002. S-70-231 | LS | 1.000 | 1.000 |
| 2110 | 641.8100 | Overhead Sign Support (structure) 003. S-70-232 | LS | 1.000 | 1.000 |
| 2120 | 641.8100 | Overhead Sign Support (structure) 004. S-70-233 | LS | 1.000 | 1.000 |
| 2130 | 643.0100 | Traffic Control (project) 01. 1517-75-78 | EACH | 1.000 | 1.000 |
| 2150 | 643.0300 | Traffic Control Drums | DAY | 10,742.000 | 10,742.000 |
| 2160 | 643.0410 | Traffic Control Barricades Type II | DAY | 825.000 | 825.000 |
| 2170 | 643.0420 | Traffic Control Barricades Type III | DAY | 3,780.000 | 3,780.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 2180 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 5,166.000 | 5,166.000 |
| 2190 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 10,172.000 | 10,172.000 |
| 2200 | 643.0800 | Traffic Control Arrow Boards | DAY | 316.000 | 316.000 |
| 2210 | 643.0900 | Traffic Control Signs | DAY | 4,184.000 | 4,184.000 |
| 2220 | 643.0910 | Traffic Control Covering Signs Type I | EACH | 7.000 | 7.000 |
| 2230 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 6.000 | 6.000 |
| 2240 | 643.1050 | Traffic Control Signs PCMS | DAY | 58.000 | 58.000 |
| 2250 | 643.2000 | Traffic Control Detour (project) 01. 1517-75-78 | EACH | 1.000 | 1.000 |
| 2260 | 643.3000 | Traffic Control Detour Signs | DAY | 14,511.000 | 14,511.000 |
| 2270 | 645.0120 | Geotextile Fabric Type HR | SY | 1,077.000 | 1,077.000 |
| 2280 | 646.0106 | Pavement Marking Epoxy 4-Inch | LF | 21,427.000 | 21,427.000 |
| 2290 | 646.0126 | Pavement Marking Epoxy 8-Inch | LF | 2,864.000 | 2,864.000 |
| 2300 | 646.0600 | Removing Pavement Markings | LF | 37,898.000 | 37,898.000 |
| 2310 | 646.0841.S | Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch | LF | 1,362.000 | 1,362.000 |
| 2320 | 646.0843.S | Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch | LF | 3,574.000 | 3,574.000 |
| 2330 | 647.0166 | Pavement Marking Arrows Epoxy Type 2 | EACH | 16.000 | 16.000 |
| 2340 | 647.0206 | Pavement Marking Arrows Bike Lane Epoxy | EACH | 12.000 | 12.000 |
| 2350 | 647.0306 | Pavement Marking Symbols Bike Lane Epoxy | EACH | 12.000 | 12.000 |
| 2360 | 647.0356 | Pavement Marking Words Epoxy | EACH | 8.000 | 8.000 |
| 2370 | 647.0566 | Pavement Marking Stop Line Epoxy 18-Inch | LF | 216.000 | 216.000 |
| 2380 | 647.0766 | Pavement Marking Crosswalk Epoxy 6-Inch | LF | 1,797.000 | 1,797.000 |
| 2390 | 649.0100 | Temporary Pavement Marking 4-Inch | LF | 21,046.000 | 21,046.000 |
| 2400 | 649.0701 | Temporary Pavement Marking 8-Inch | LF | 13,760.000 | 13,760.000 |
| 2410 | 652.0125 | Conduit Rigid Metallic 2-Inch | LF | 40.000 | 40.000 |
| 2420 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 6,608.000 | 6,608.000 |
| 2430 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 2,934.000 | 2,934.000 |
| 2440 | 652.0615 | Conduit Special 3-Inch | LF | 1,220.000 | 1,220.000 |
| 2450 | 653.0135 | Pull Boxes Steel 24x36-Inch | EACH | 6.000 | 6.000 |
| 2460 | 653.0140 | Pull Boxes Steel 24x42-Inch | EACH | 53.000 | 53.000 |
| 2470 | 653.0222 | Junction Boxes 18x12x6-Inch | EACH | 1.000 | 1.000 |
| 2480 | 653.0905 | Removing Pull Boxes | EACH | 38.000 | 38.000 |
| 2490 | 654.0101 | Concrete Bases Type 1 | EACH | 17.000 | 17.000 |
| 2500 | 654.0105 | Concrete Bases Type 5 | EACH | 52.000 | 52.000 |
| 2510 | 654.0217 | Concrete Control Cabinet Bases Type 9 Special | EACH | 2.000 | 2.000 |
| 2520 | 654.0220 | Concrete Control Cabinet Bases Type 10 | EACH | 2.000 | 2.000 |
| 2530 | 654.0230 | Concrete Control Cabinet Bases Type L30 | EACH | 2.000 | 2.000 |
| 2540 | 655.0230 | Cable Traffic Signal 5-14 AWG | LF | 4,730.000 | 4,730.000 |
| 2550 | 655.0240 | Cable Traffic Signal 7-14 AWG | LF | 1,020.000 | 1,020.000 |
| 2560 | 655.0260 | Cable Traffic Signal 12-14 AWG | LF | 2,820.000 | 2,820.000 |
| 2570 | 655.0305 | Cable Type UF 2-12 AWG Grounded | LF | 480.000 | 480.000 |
| 2580 | 655.0515 | Electrical Wire Traffic Signals 10 AWG | LF | 9,885.000 | 9,885.000 |
| 2590 | 655.0610 | Electrical Wire Lighting 12 AWG | LF | 2,671.000 | 2,671.000 |
| 2600 | 655.0620 | Electrical Wire Lighting 8 AWG | LF | 16,752.000 | 16,752.000 |
| 2610 | 655.0625 | Electrical Wire Lighting 6 AWG | LF | 27,150.000 | 27,150.000 |
| 2620 | 655.0700 | Loop Detector Lead In Cable | LF | 500.000 | 500.000 |
| 2630 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 001. Cb-100 | LS | 1.000 | 1.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 2640 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 002. (Cb-200) | LS | 1.000 | 1.000 |
| 2650 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 003. STH 47 And CTH AP | LS | 1.000 | 1.000 |
| 2660 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 004. STH 47 And CTH P | LS | 1.000 | 1.000 |
| 2670 | 657.0100 | Pedestal Bases | EACH | 19.000 | 19.000 |
| 2680 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 52.000 | 52.000 |
| 2690 | 657.0322 | Poles Type 5-Aluminum | EACH | 48.000 | 48.000 |
| 2700 | 657.0420 | Traffic Signal Standards Aluminum 13-FT | EACH | 3.000 | 3.000 |
| 2710 | 657.0425 | Traffic Signal Standards Aluminum 15-FT | EACH | 7.000 | 7.000 |
| 2720 | 657.0430 | Traffic Signal Standards Aluminum 10-FT | EACH | 9.000 | 9.000 |
| 2730 | 657.0710 | Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT | EACH | 48.000 | 48.000 |
| 2740 | 657.1355 | Install Poles Type 12 | EACH | 4.000 | 4.000 |
| 2750 | 657.1360 | Install Poles Type 13 | EACH | 4.000 | 4.000 |
| 2760 | 657.1535 | Install Monotube Arms 35-FT | EACH | 1.000 | 1.000 |
| 2770 | 657.1540 | Install Monotube Arms 40-FT | EACH | 1.000 | 1.000 |
| 2780 | 657.1545 | Install Monotube Arms 45-FT | EACH | 2.000 | 2.000 |
| 2790 | 657.1550 | Install Monotube Arms 50-FT | EACH | 1.000 | 1.000 |
| 2800 | 657.1555 | Install Monotube Arms 55-FT | EACH | 3.000 | 3.000 |
| 2810 | 657.1812 | Install Luminaire Arms Steel 12-FT | EACH | 4.000 | 4.000 |
| 2820 | 658.0110 | Traffic Signal Face 3-12 Inch Vertical | EACH | 26.000 | 26.000 |
| 2830 | 658.0115 | Traffic Signal Face 4-12 Inch Vertical | EACH | 10.000 | 10.000 |
| 2840 | 658.0215 | Backplates Signal Face 3 Section 12-Inch | EACH | 26.000 | 26.000 |
| 2850 | 658.0220 | Backplates Signal Face 4 Section 12-Inch | EACH | 10.000 | 10.000 |
| 2860 | 658.0416 | Pedestrian Signal Face 16-Inch | EACH | 14.000 | 14.000 |
| 2870 | 658.0500 | Pedestrian Push Buttons | EACH | 14.000 | 14.000 |
| 2880 | 658.0600 | Led Modules 12-Inch Red Ball | EACH | 24.000 | 24.000 |
| 2890 | 658.0605 | Led Modules 12-Inch Yellow Ball | EACH | 24.000 | 24.000 |
| 2900 | 658.0610 | Led Modules 12-Inch Green Ball | EACH | 24.000 | 24.000 |
| 2910 | 658.0615 | Led Modules 12-Inch Red Arrow | EACH | 12.000 | 12.000 |
| 2920 | 658.0620 | Led Modules 12-Inch Yellow Arrow | EACH | 24.000 | 24.000 |
| 2930 | 658.0625 | Led Modules 12-Inch Green Arrow | EACH | 10.000 | 10.000 |
| 2940 | 658.0635 | Led Modules Pedestrian Countdown Timer 16-Inch | EACH | 14.000 | 14.000 |
| 2950 | 658.5069 | Signal Mounting Hardware (location) 001. Sth 47 And Cth Ap | LS | 1.000 | 1.000 |
| 2960 | 658.5069 | Signal Mounting Hardware (location) 002. Sth 47 And Cth P | LS | 1.000 | 1.000 |
| 2970 | 659.0600 | Underdeck Lighting (location) 001. B-70-113 | LS | 1.000 | 1.000 |
| 2980 | 659.0600 | Underdeck Lighting (location) 002. B-70-114 | LS | 1.000 | 1.000 |
| 2990 | 659.0802 | Plaques Sequence Identification | EACH | 48.000 | 48.000 |
| 3000 | 659.1120 | Luminaires Utility LED B | EACH | 48.000 | 48.000 |
| 3010 | 659.1125 | Luminaires Utility LED C | EACH | 4.000 | 4.000 |
| 3020 | 659.1210 | Luminaires Underdeck LED B | EACH | 4.000 | 4.000 |
| 3030 | 661.0200 | Temporary Traffic Signals for Intersections (location) 001. Midway Road | LS | 1.000 | 1.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 3040 | 661.0200 | Temporary Traffic Signals for Intersections (location) 002. Valley Road | LS | 1.000 | 1.000 |
| 3050 | 662.2024.S | Ramp Closure Gates Solar 24-FT | EACH | 2.000 | 2.000 |
| 3060 | 662.2040.S | Ramp Closure Gates Solar 40-FT | EACH | 2.000 | 2.000 |
| 3070 | 670.0100 | Field System Integrator | LS | 1.000 | 1.000 |
| 3080 | 670.0200 | ITS Documentation | LS | 1.000 | 1.000 |
| 3090 | 671.0212 | Conduit HDPE Directional Bore 1-Duct 2-Inch | LF | 138.000 | 138.000 |
| 3100 | 672.0100 | Base ITS Controller Cabinet | EACH | 2.000 | 2.000 |
| 3110 | 690.0150 | Sawing Asphalt | LF | 538.000 | 538.000 |
| 3120 | 690.0250 | Sawing Concrete | LF | 4,674.000 | 4,674.000 |
| 3130 | 715.0415 | Incentive Strength Concrete Pavement | DOL | 2,401.000 | 2,401.000 |
| 3140 | 715.0502 | Incentive Strength Concrete Structures | DOL | 5,268.000 | 5,268.000 |
| 3150 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 2,500.000 | 2,500.000 |
| 3160 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 3,280.000 | 3,280.000 |
| 3170 | SPV.0035 | Special 501. Planting Mix | CY | 630.000 | 630.000 |
| 3180 | SPV.0035 | Special 700. High Performance Concrete (HPC) Masonry Bridges | CY | 878.000 | 878.000 |
| 3190 | SPV.0045 | Special 016. Temporary Crosswalk Access | DAY | 225.000 | 225.000 |
| 3200 | SPV.0060 | Special 001. CPM Baseline Schedule | EACH | 1.000 | 1.000 |
| 3210 | SPV.0060 | Special 002. CPM Schedule Monthly Updates | EACH | 3.000 | 3.000 |
| 3220 | SPV.0060 | Special 004. Colored Concrete Foundation 6-Inch Special | EACH | 3.000 | 3.000 |
| 3230 | SPV.0060 | Special 005. Concrete Bases Type 13 | EACH | 8.000 | 8.000 |
| 3240 | SPV.0060 | Special 010. Remove And Deliver Existing Ramp Gate | EACH | 8.000 | 8.000 |
| 3250 | SPV.0060 | Special 018. Temporary Curb Ramp | EACH | 1.000 | 1.000 |
| 3260 | SPV.0060 | Special 100. Inlet Type 2 Special | EACH | 10.000 | 10.000 |
| 3270 | SPV.0060 | Special 103. Emergency Street Sweeping Mobilization | EACH | 3.000 | 3.000 |
| 3280 | SPV.0060 | Special 105. Removal Of Large Inlet Structure 105ASB+61 | EACH | 1.000 | 1.000 |
| 3290 | SPV.0060 | Special 200. Crash Cushion Temporary Left In Place | EACH | 2.000 | 2.000 |
| 3300 | SPV.0060 | Special 300. Pavement Marking Grooved Contrast Preformed Thermoplastic Arrows Type 1 | EACH | 12.000 | 12.000 |
| 3310 | SPV.0060 | Special 301. Pavement Marking Grooved Contrast Preformed Thermoplastic Arrows Type 2 | EACH | 12.000 | 12.000 |
| 3320 | SPV.0060 | Special 302. Pavement Marking Grooved Contrast Preformed Thermoplastic Arrows Type 2R | EACH | 4.000 | 4.000 |
| 3330 | SPV.0060 | Special 303. Pavement Marking Grooved Contrast Preformed Thermoplastic Arrows Type 3 | EACH | 3.000 | 3.000 |
| 3340 | SPV.0060 | Special 304. Pavement Marking Grooved Contrast Preformed Thermoplastic Arrows Type 3R | EACH | 8.000 | 8.000 |
| 3350 | SPV.0060 | Special 305. Pavement Marking Grooved Contrast Preformed Thermoplastic Arrows- Words | EACH | 22.000 | 22.000 |
| 3360 | SPV.0060 | Special 351. Lighting Control Cabinet - Roundabout | EACH | 1.000 | 1.000 |

DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 3370 | SPV.0060 | Special 352. Lighting Control Cabinet - Menasha | EACH | 1.000 | 1.000 |
| 3380 | SPV.0060 | Special 450. Modify Traffic Signals Intersection Appleton Road And Valley Road | EACH | 2.000 | 2.000 |
| 3390 | SPV.0060 | Special 501. Aster, Professor Kippenburg Cont #1 | EACH | 453.000 | 453.000 |
| 3400 | SPV.0060 | Special 502. Coneflower, Purple Cont #1 | EACH | 86.000 | 86.000 |
| 3410 | SPV.0060 | Special 503. Coreopis, 'Sienna Sunset' Cont #1 | EACH | 117.000 | 117.000 |
| 3420 | SPV.0060 | Special 504. Goldenrod, Stiff Cont #1 | EACH | 47.000 | 47.000 |
| 3430 | SPV.0060 | Special 505. Grass, Blue Moor | EACH | 16.000 | 16.000 |
| 3440 | SPV.0060 | Special 506. Grass, Karl Forester Reed Cont #1 | EACH | 154.000 | 154.000 |
| 3450 | SPV.0060 | Special 507. Grass, Dropseed Prairie Cont #1 | EACH | 112.000 | 112.000 |
| 3460 | SPV.0060 | Special 508. Grass, Little Bluestem Cont #1 | EACH | 167.000 | 167.000 |
| 3470 | SPV.0060 | Special 509. Salvia, Perennial Cont #1 | EACH | 48.000 | 48.000 |
| 3480 | SPV.0060 | Special 510. Sedum, Autumn Joy Cont #1 | EACH | 111.000 | 111.000 |
| 3490 | SPV.0060 | Special 511. Susan, Black Eyed Cont #1 | EACH | 107.000 | 107.000 |
| 3500 | SPV.0060 | Special 512. Yarrow, Walter Funcke Cont#1 | EACH | 95.000 | 95.000 |
| 3510 | SPV.0060 | Special 513. Bike Rack | EACH | 3.000 | 3.000 |
| 3520 | SPV.0060 | Special 514. Trash Receptacle | EACH | 3.000 | 3.000 |
| 3530 | SPV.0060 | Special 515. Backed Bench (3) Seats | EACH | 2.000 | 2.000 |
| 3540 | SPV.0060 | Special 516. Backed Bench (5) Seats | EACH | 1.000 | 1.000 |
| 3550 | SPV.0060 | Special 517. Bus Shelter - Small | EACH | 2.000 | 2.000 |
| 3560 | SPV.0060 | Special 518. Bus Shelter - Large | EACH | 1.000 | 1.000 |
| 3570 | SPV.0075 | Special 101. Street Sweeping | HRS | 40.000 | 40.000 |
| 3580 | SPV.0075 | Special 102. Emergency Street Sweeping | HRS | 20.000 | 20.000 |
| 3590 | SPV.0090 | Special 005. Concrete Curb & Gutter 78-Inch Integral Type A | LF | 1,813.000 | 1,813.000 |
| 3600 | SPV.0090 | Special 006. Concrete Curb & Gutter 30-Inch HES Type A | LF | 201.000 | 201.000 |
| 3610 | SPV.0090 | Special 201. Concrete Barrier Temporary Precast Left In Place | LF | 4,000.000 | 4,000.000 |
| 3620 | SPV.0090 | Special 204. Install Microwave Detector Cable | LF | 1,410.000 | 1,410.000 |
| 3630 | SPV.0090 | Special 306. Pavement Marking Grooved Contrast PreformThermoplastic Yield Line 18-Inch | LF | 270.000 | 270.000 |
| 3640 | SPV.0090 | Special 307. Pavement Marking Grooved Contrast Preformed Thermoplastic 8-Inch | LF | 613.000 | 613.000 |
| 3650 | SPV.0090 | Special 308. Pavement Marking Grooved Preformed Thermoplastic Crosswalk 6-Inch | LF | 553.000 | 553.000 |
| 3660 | SPV.0090 | Special 501. Aluminum Edging | LF | 425.000 | 425.000 |
| 3670 | SPV.0105 | Special 012. Survey Project1517-75-78 | LS | 1.000 | 1.000 |
| 3690 | SPV.0105 | Special 019. Concrete Pavement Joint Layout | LS | 1.000 | 1.000 |
| 3700 | SPV.0105 | Special 202. Remove Traffic Signals Sth 47 And Cth Ap | LS | 1.000 | 1.000 |
| 3710 | SPV.0105 | Special 203. Remove Traffic Signals Sth 47 And Cth P | LS | 1.000 | 1.000 |
| 3720 | SPV.0105 | Special 204. REMOVE TRAFFIC SIGNAL STH 47 AND USH10EB/STH 441 NB | LS | 1.000 | 1.000 |

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DATE 15JAN15 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 | 1517-75-78 QUANTITY |
|---|---|---|---|---|---|
| 3730 | SPV.0105 | Special 205. REMOVE TRAFFIC SIGNAL STH 47 AND USH 10 WB/ STH 441 SB | LS | 1.000 | 1.000 |
| 3740 | SPV.0120 | Special 104. Water for Seeded Areas | MGAL | 806.000 | 806.000 |
| 3750 | SPV.0165 | Special 007.Concrete Sidewalk 7-Inch HES | SF | 532.000 | 532.000 |
| 3760 | SPV.0165 | Special 017. Temporary Sidewalk Or Walkway | SF | 5,910.000 | 5,910.000 |
| 3770 | SPV.0165 | Special 501. Stone Mulch Epoxied | SF | 5,000.000 | 5,000.000 |
| 3780 | SPV.0165 | Special 502. Mulch Shredded Bark | SF | 8,500.000 | 8,500.000 |
| 3790 | SPV.0180 | Special 003. Modified High Performance Concrete (HPC) Pavement 9-Inch | SY | 30,592.000 | 30,592.000 |
| 3800 | SPV.0180 | Special 008. Colored And Stamped Concrete 5-Inch | SY | 3,131.000 | 3,131.000 |
| 3810 | SPV.0180 | Special 009. Colored And Stamped Concrete 9-Inch | SY | 61.000 | 61.000 |
| 3820 | SPV.0180 | Special 010. Colored Concrete 5-Inch | SY | 1,430.000 | 1,430.000 |
| 3830 | SPV.0180 | Special 011. Colored Concrete 9-Inch | SY | 249.000 | 249.000 |
| 3840 | SPV.0180 | Special 014. Geogrid Reinforcement 1517-75-78 | SY | 16,525.000 | 16,525.000 |
| 3860 | SPV.0180 | Special 503.Mulch, Mississippi River Gravel 1 1/2- Inch | SY | 7.000 | 7.000 |

# EARTHWORK SUMMARY

| Division | From/To Station | Location | Common Excavation (1) | Salvaged/Unusable Pavement Material (3) | Available Material (4) | Unexpanded Fill | Expanded Fill (5) | Mass Ordinate +/- (6) | Waste | Borrow | Comment: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut (2) | | | | Factor 1.00 | | | | |
| Division 1 | | | | | | | | | | (item #208.0100) | |
| ANB | 101+08/133+89.95 | | 12,784.18 | 3,579.56 | 9,204.63 | 227.10 | 227.10 | 8,977.53 | 8,977.53 | 0.00 | |
| ASB | 102+33/133+50 | | 10,069.82 | 3,590.52 | 6,479.30 | 96.27 | 96.27 | 6,383.03 | 6,383.03 | 0.00 | |
| TEMPASW | 1275+52.27/1278+50 | | 1,103.32 | 0.00 | 1,103.32 | 443.69 | 443.69 | 659.63 | 659.63 | 0.00 | |
| ASW | 1278+50/1287+90 | | 5,872.14 | 1,020.78 | 4,851.37 | 736.92 | 736.92 | 4,114.44 | 4,114.44 | 0.00 | |
| ASE | 1290+50/1299+50 | | 8,367.34 | 854.44 | 7,512.90 | 799.36 | 799.36 | 6,713.54 | 6,713.54 | 0.00 | |
| TEMPASE | 1299+50/1303+25 | | 1,282.55 | 0.00 | 1,282.55 | 700.59 | 700.59 | 581.96 | 581.96 | 0.00 | |
| TEMPANW | 1279+00.33/1282+50 | | 735.64 | 0.00 | 735.64 | 261.10 | 261.10 | 474.55 | 474.55 | 0.00 | |
| ANW | 1282+50.1/1288+00 | | 8,490.48 | 662.85 | 7,827.63 | 346.92 | 346.92 | 7,480.71 | 7,480.71 | 0.00 | |
| ANE | 1290+50/1299+50 | | 10,650.26 | 1,051.70 | 9,598.56 | 586.31 | 586.31 | 9,012.25 | 9,012.25 | 0.00 | |
| TEMPANE | 1299+50/1304+43.6 | | 2,438.58 | 0.00 | 2,438.58 | 750.97 | 750.97 | 1,687.62 | 1,687.62 | 0.00 | |
| ASBS | 10+43.33/12+99.8 | | 1,274.59 | 0.00 | 1,274.59 | 159.70 | 159.70 | 1,114.89 | 1,114.89 | 0.00 | |
| ANBS | 10+00.02/13+40.98 | | 1,743.13 | 0.00 | 1,743.13 | 15.85 | 15.85 | 1,727.28 | 1,727.28 | 0.00 | |
| ANBN | 10+24.78/12+37.58 | | 1,059.85 | 0.00 | 1,059.85 | 150.22 | 150.22 | 909.63 | 909.63 | 0.00 | |
| ASBN | 10+00.04/13+31.44 | | 1,543.26 | 0.00 | 1,543.26 | 13.46 | 13.46 | 1,529.80 | 1,529.80 | 0.00 | |
| ASRT | 116+52/118+57 | | 3,496.00 | 0.00 | 3,496.00 | 530.00 | 530.00 | 2,966.00 | 2,966.00 | 0.00 | |
| ANRT | 121+34/123+55 | | 2,903.00 | 0.00 | 2,903.00 | 1,058.00 | 1,058.00 | 1,845.00 | 1,845.00 | 0.00 | |
| TUCKAWAY | 05+62.12/06+22 | | 255.02 | 72.92 | 182.10 | 0.02 | 0.02 | 182.08 | 182.08 | 0.00 | |
| MAINLINE | 275+48/302+61.13 | | 6,909.16 | 0.00 | 6,909.16 | 161.95 | 161.95 | 6,747.21 | 6,747.21 | 0.00 | |
| GRAND TOTAL | | | 80,978.35 | 10,832.77 | 70,145.57 | 7,038.43 | 7,038.43 | 63,107.15 | 63,107.15 | 0.00 | |
| | | Total Common Exc | 80,978.35 | | | | | | | | |

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) Salvaged/Unusable Pavement Material

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

5) Expanded Fill. Factor = 1.00

Depending on selections: **Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor**

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

*** ALL EBS WILL BE PAID AS COMMON EXCAVATION***

## CLEARING & GRUBBING

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 201.0105 CLEARING STA | 201.0205 GRUBBING STA |
|---|---|---|---|---|---|---|---|
| 1000 | 107ANB+00 | - | 110ANB+00 | RT | STH 47 | 3 | 3 |
| | 123ANB+00 | - | 125ANB+00 | RT | STH 47 | 2 | 2 |
| | 130ANB+00 | - | 132ANB+00 | RT | STH 47 | 2 | 2 |
| | 108ASB+00 | - | 110ASB+00 | LT | STH 47 | 2 | 2 |
| | 127ASB+00 | - | 131ASB+00 | LT | STH 47 | 4 | 4 |
| | 1288ANW+00 | - | 1289ANW+00 | LT | ANW RAMP | 1 | 1 |
| | 1290ANE+00 | - | 1291ANE+00 | RT | ANE RAMP | 1 | 1 |
| | 1293ANE+00 | - | 1294ANE+00 | RT | ANE RAMP | 1 | 1 |
| | 1291ANE+00 | - | 1302ANE+00 | LT | ANE RAMP | 11 | 11 |
| | 1282ASW+00 | - | 1287ASW+00 | RT | ASW RAMP | 5 | 5 |
| | 1295ASE+00 | - | 1299ASE+00 | RT | ASE RAMP | 4 | 4 |
| | | | | | TOTALS | 36 | 36 |

| CATEGORY | LOCATION | STATION | OFFSET | 201.0120 CLEARING I.D. | 201.0220 GRUBBING I.D. |
|---|---|---|---|---|---|
| 1000 | STH 47 | 130ANB+92 | 53' RT | 8 | 8 |
| | ASW RAMP | 1287ASW+50 | 25' RT | 11 | 11 |
| | | | TOTALS | 19 | 19 |

## REMOVING PAVEMENT BUTT JOINTS

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0105 REMOVING PAVEMENT BUTT JOINTS SY |
|---|---|---|---|---|---|---|
| 1000 | 285EB+00 | - | 286EB+00 | RT | USH 10/STH 441 | 289 |
| | 292EB+10 | - | 293EB+10 | RT | USH 10/STH 441 | 289 |
| | 285WB+00 | - | 286WB+00 | LT | USH 10/STH 441 | 289 |
| | 290WB+10 | - | 293WB+10 | LT | USH 10/STH 441 | 289 |
| | | | | | TOTAL | 1,156 |

## REMOVING PAVEMENT

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0100 REMOVING PAVEMENT SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 101ANB+48 | RT | STH 47 | 121 | DRIVEWAY |
| | 103ANB+09 | - | 103ANB+48 | RT | STH 47 | 143 | DRIVEWAY |
| | 103ANB+84 | - | 104ANB+37 | RT | STH 47 | 69 | |
| | 104ANB+97 | - | 109ANB+95 | R/L | STH 47 | 1,992 | |
| | 105ANB+56 | - | 105ANB+99 | RT | STH 47 | 38 | DRIVEWAY |
| | 106ANB+25 | - | 106ANB+75 | RT | STH 47 | 44 | DRIVEWAY |
| | 109ANB+95 | - | 117ANB+79 | R/L | STH 47 | 3,092 | |
| | 117ANB+79 | - | 122ANB+87 | R/L | STH 47 | 1,857 | |
| | 122ANB+87 | - | 127ANB+13 | R/L | STH 47 | 1,820 | |
| | 126ANB+90 | - | 127ANB+31 | RT | TUCKAWAY LN | 246 | |
| | 127ANB+13 | - | 131ABN+54 | R/L | STH 47 | 1,831 | |
| | 131ANB+99 | - | 133ANB+93 | RT | STH 47 | 79 | |
| | 103ASB+70 | - | 104ASB+37 | LT | STH 47 | 58 | |
| | 104ASB+98 | - | 109ASB+96 | R/L | STH 47 | 2,085 | |
| | 107ASB+68 | - | 108ASB+13 | LT | STH 47 | 156 | DRIVEWAY |
| | 109ASB+96 | - | 117ASB+18 | R/L | STH 47 | 3,110 | |
| | 117ASB+18 | - | 122ASB+66 | R/L | STH 47 | 2,038 | |
| | 122ASB+66 | - | 127ASB+13 | R/L | STH 47 | 2,000 | |
| | 127ASB+13 | - | 131ASB+55 | R/L | STH 47 | 1,480 | |
| | 130ASB+10 | - | 130ASB+49 | LT | STH 47 | 30 | DRIVEWAY |
| | 131ASB+98 | - | 133ASB+51 | LT | STH 47 | 89 | |
| | 1282ANW+50 | - | 1288ANW+81 | R/L | ANW RAMP | 1,989 | |
| | 1290ANE+13 | - | 1305ANE+34 | R/L | ANE RAMP | 3,155 | |
| | 1274ASW+67 | - | 1288ASW+30 | R/L | ASW RAMP | 3,062 | |
| | 1289ASE+62 | - | 1303ASE+02 | R/L | ASE RAMP | 2,563 | |
| | 285EB+40 | - | 293EB+00 | R/L | USH 10/STH 441 | 305 | Shoulders |
| | 285WB+40 | - | 293WB+00 | R/L | USH 10/STH 441 | 298 | Shoulders |
| | 285EB+40 | - | 293EB+00 | R/L | USH 10/STH 441 | 320 | Shoulders |
| | 285WB+40 | - | 293WB+00 | R/L | USH 10/STH 441 | 373 | Shoulders |
| | | | | | TOTAL | 34,069 | |

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## REMOVING ASPHALTIC SURFACE

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0110 REMOVING ASPHALTIC SURFACE SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 105ANB+56 | - | 105ANB+99 | RT | STH 47 | 99 | DRIVEWAY |
| | 106ANB+25 | - | 106ANB+75 | RT | STH 47 | 95 | DRIVEWAY |
| | 109ANB+72 | - | 110ANB+17 | RT | STH 47 | 112 | DRIVEWAY |
| | 102ASB+32 | - | 103ASB+09 | LT | STH 47 | 124 | DRIVEWAY |
| | 109ASB+67 | - | 109ASB+25 | LT | STH 47 | 64 | |
| | 126ASB+62 | - | 127ASB+33 | LT | STH 47 | 185 | DRIVEWAY |
| | 130ASB+10 | - | 130ASB+49 | LT | STH 47 | 25 | DRIVEWAY |
| | 1279ANW+00 | - | 1279ANW+09 | RT | ANW RAMP | 16 | GORE |
| | 1299ANE+82 | - | 1302ANE+20 | RT | ANE RAMP | 297 | GORE |
| | 1276ASW+26 | - | 1278ASW+64 | LT | ASW RAMP | 308 | GORE |
| | 1298ASE+95 | - | 1302ASE+26 | LT | ASE RAMP | 482 | GORE |
| | 281EB+24 | - | 283EB+18 | RT | USH 10/STH 441 | 11 | MAINLINE WIDENING |
| | 283EB+18 | - | 288EB+34 | RT | USH 10/STH 441 | 60 | MAINLINE WIDENING |
| | 289EB+99 | - | 293EB+11 | RT | USH 10/STH 441 | 36 | MAINLINE WIDENING |
| | 293EB+11 | - | 295EB+05 | RT | USH 10/STH 441 | 11 | MAINLINE WIDENING |
| | 283WB+28 | - | 285WB+22 | LT | USH 10/STH 441 | 11 | MAINLINE WIDENING |
| | 285WB+22 | - | 288WB+34 | LT | USH 10/STH 441 | 36 | MAINLINE WIDENING |
| | 289WB+99 | - | 295WB+15 | LT | USH 10/STH 441 | 60 | MAINLINE WIDENING |
| | 295WB+15 | - | 297WB+09 | LT | USH 10/STH 441 | 11 | MAINLINE WIDENING |
| | | | | | TOTAL | 2,045 | |

## REMOVING CONCRETE SIDEWALK

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0155 REMOVING CONCRETE SIDEWALK SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 105ANB+03 | - | 105ANB+58 | RT | STH 47 | 57 | |
| | 105ANB+36 | - | 109ANB+53 | LT | STH 47 | 276 | MEDIAN |
| | 105ANB+98 | - | 106ANB+29 | RT | STH 47 | 17 | |
| | 106ANB+70 | - | 109ANB+72 | RT | STH 47 | 166 | |
| | 110ANB+38 | - | 110ANB+84 | LT | STH 47 | 29 | MEDIAN |
| | 116ANB+45 | - | 117ANB+40 | RT | STH 47 | 11 | MEDIAN |
| | 117ANB+66 | - | 121ANB+81 | LT | STH 47 | 603 | MEDIAN |
| | 123ANB+44 | - | 123ANB+52 | LT | STH 47 | 48 | MEDIAN |
| | 123ANB+56 | - | 126ANB+83 | RT | STH 47 | 197 | |
| | 127ANB+36 | - | 131ANB+52 | RT | STH 47 | 282 | |
| | 130ANB+77 | - | 131ANB+20 | LT | STH 47 | 29 | MEDIAN |
| | 132ANB+02 | - | 133ANB+93 | RT | STH 47 | 139 | |
| | 105ASB+06 | - | 107ASB+70 | LT | STH 47 | 187 | |
| | 108ASB+09 | - | 109ASB+49 | LT | STH 47 | 79 | |
| | 110ASB+41 | - | 116ASB+43 | LT | STH 47 | 332 | |
| | 116ASB+55 | - | 116ASB+92 | R/L | STH 47 | 51 | MEDIAN |
| | 117ASB+09 | - | 122ASB+63 | LT | STH 47 | 294 | |
| | 122ASB+68 | - | 123ASB+52 | LT | STH 47 | 26 | MEDIAN |
| | 123ASB+02 | - | 126ASB+70 | LT | STH 47 | 219 | |
| | 127ASB+28 | - | 130ASB+17 | LT | STH 47 | 169 | |
| | 130ASB+43 | - | 131ASB+42 | LT | STH 47 | 54 | |
| | | | | | TOTAL | 3,264 | |

## REMOVING CURB AND GUTTER

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0150 REMOVING CURB AND GUTTER LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 109ANB+55 | - | 109ANB+78 | RT | DRUM CORPS | 50 | |
| | 110ANB+10 | - | 110ANB+37 | RT | DRUM CORPS | 50 | |
| | 126ASB+65 | - | 126ASB+75 | LT | GOODWILL ENTRANCE | 40 | |
| | 127ASB+10 | - | 127ASB+35 | LT | GOODWILL ENTRANCE | 40 | |
| | | | | | TOTAL | 180 | |

## REMOVING FENCE

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0170 REMOVING FENCE LF |
|---|---|---|---|---|---|---|
| 1000 | 1292ANE+35 | - | 1293ANE+04 | 105' LT | ANE RAMP | 80 |
| | 1298ASE+98 | - | 1303ASE+23 | 65' RT | ASE RAMP | 425 |
| | 1278ASW+18 | - | 1278ASW+99 | 70' RT | ASW RAMP | 95 |
| | 1282ASW+73 | - | 1283ASW+34 | 80' RT | ASW RAMP | 70 |
| | | | | | TOTAL | 670 |

## STORM SEWER STRUCTURE REMOVALS

| CATEGORY | STATION | TO | STATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0210 REMOVING MANHOLES EACH | 204.0220 REMOVING INLETS EACH | LOCATION | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 101ANB+50 | 1 | - | - | DRIVEWAY, STH 47 ANB RT | 43' of 18" CMCP |
| | 103ANB+05 | - | 103ANB+49 | 1 | - | - | DRIVEWAY, STH 47 ANB RT | 43' of 18" CMCP |
| | 104ANB+35 | | | - | - | 1 | 66' RT | RIM ELE: 776.86, INVERT: 773.46 |
| | 104ANB+38 | | | - | - | 1 | 84' LT | RIM ELE: 776.04, INVERT: 773.34 |
| | 105ANB+23 | | | - | - | 1 | 30' RT | RIM ELE: 777.56, INVERT: 773.86 |
| | 105ANB+47 | | | - | - | 1 | 44' LT | RIM ELE: 777.83, INVERT: 773.68 |
| | 107ANB+68 | - | 108ANB+10 | 1 | - | - | DRIVEWAY, STH 47 ASB LT | 40' of 18" CMCP |
| | 108ANB+16 | | | - | - | 1 | 46' LT | RIM ELE: 779.36, INVERT: 775.06 |
| | 110ANB+61 | | | - | - | 1 | 26' RT | RIM ELE: 780.62, INVERT: 776.62 |
| | 110ANB+69 | | | - | - | 1 | 46' LT | RIM ELE: 780.74, INVERT: 776.99 |
| | 111ANB+95 | | | - | - | 1 | .5' RT | RIM ELE: 781.38, INVERT: 772.18 |
| | 111ANB+96 | | | - | - | 1 | 13' LT | RIM ELE: 781.33, INVERT: 775.93 |
| | 111ANB+98 | | | - | - | 1 | 26' RT | RIM ELE: 781.31, INVERT: 777.26 |
| | 113ANB+35 | | | - | - | 1 | 35' RT | RIM ELE: 781.92, INVERT: 778.62 |
| | 113ANB+36 | | | - | 1 | - | 8' LT | RIM ELE: 783.11, INVERT: 774.29 |
| | 113ANB+37 | | | - | - | 1 | 23' LT | RIM ELE: 782.18, INVERT: 778.28 |
| | 113ANB+37 | | | - | - | 1 | .5' RT | RIM ELE: 782.20, INVERT: 776.40 |
| | 113ANB+38 | | | - | - | 1 | 50' LT | RIM ELE: 782.17, INVERT: 778.47 |
| | 114ANB+72 | | | - | - | 1 | 49' RT | RIM ELE: 782.75, INVERT: 778.70 |
| | 114ANB+77 | | | - | 1 | - | 1.5' RT | RIM ELE: 783.82, INVERT: 775.60 |
| | 114ANB+78 | | | - | - | 1 | 10' RT | RIM ELE: 782.99, INVERT: 778.00 |
| | 114ANB+80 | | | - | - | 1 | 14' LT | RIM ELE: 782.99, INVERT: 779.00 |
| | 114ANB+81 | | | - | - | 1 | 50' RT | RIM ELE: 782.81, INVERT: 778.80 |
| | 116ANB+02 | | | - | 1 | - | 17' RT | RIM ELE: 784.56, INVERT: 776.30 |
| | 116ANB+38 | | | - | - | 1 | 186' LT | TILE |
| | 116ANB+55 | | | - | - | 1 | 77' LT | RIM ELE: 783.69, INVERT: 779.70 |
| | 116ANB+66 | | | - | - | 1 | 1' LT | RIM ELE: 784.00, INVERT: 777.20 |
| | 116ANB+71 | | | - | - | 1 | 129' LT | TILE |
| | 117ANB+22 | | - | 1 | - | - | EXIT RAMP, STH 47 ASB LT | UNKNOWN LENGTH OF 6" CMCP |
| | 117ANB+35 | | | - | - | 1 | 48' RT | RIM ELE: 784.03, INVERT: 780.00 |
| | 117ANB+36 | - | 117ANB+70 | 1 | - | - | STH 47 ANB & SE RAMP | 62' of 12" RCCP |
| | 117ANB+45 | | - | 1 | - | - | STH 47 ASB LT & SW RAMP | UNKNOWN LENGTH OF 6" CMCP |
| | 117ANB+56 | - | 117ANB+66 | 1 | - | - | STH 47 ASB SW RAMP | 141' of 18" RCCP |
| | 117ANB+77 | - | 122ANB+30 | 1 | - | - | STH 47 ANB B/W SE & NE RAMP | 76' of 18" RCCP |
| | 117ANB+86 | | | - | - | 1 | 36' LT | RIM ELE: 784.42, INVERT: 778.30 |
| | 117ANB+76 | | | - | - | 1 | 4' RT | RIM ELE: 784.40 , INVERT: 778.70 |
| | 117ANB+88 | | | - | - | 1 | 40' LT | RIM ELE: 784.32 , INVERT: 778.20 |
| | 117ANB+90 | | | - | 1 | - | 51' LT | RIM ELE: 784.56 , INVERT: 777.80 |
| | 117ANB+98 | | | - | - | 1 | 82' LT | RIM ELE: 784.43 , INVERT: 778.50 |
| | 118ANB+10 | - | 119ANB+43 | 1 | - | - | OVERPASS, STH 47 ASB LT | 61' of 12" CMCP |
| | 118ANB+31 | - | 119ANB+34 | 1 | - | - | OVERPASS, STH 47 ASB LT | 40' of 8" PCP |
| | 119ANB+34 | | | - | - | 1 | 114' LT | |
| | | | SUBTOTALS | 10 | 4 | 28 | | |

## STORM SEWER STRUCTURE REMOVALS CONTINUED

| CATEGORY | STATION | TO | STATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0210 REMOVING MANHOLES EACH | 204.0220 REMOVING INLETS EACH | LOCATION | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| 1000 | 119ANB+98 | | | - | - | 1 | 1' RT | RIM ELE: 785.99, INVERT: 782.00 |
| | 120ANB+11 | | | - | 1 | - | 18' LT | RIM ELE: 786.16, INVERT: 779.20 |
| | 120ANB+14 | | | - | - | 1 | 1' RT | RIM ELE: 786.13, INVERT: 781.80 |
| | 120ANB+66 | | | - | - | 1 | 107' LT | |
| | 120ANB+75 | - | 121ANB+38 | 1 | - | - | OVERPASS, STH 47 ASB LT | 46' of 6" CMCP |
| | 121ANB+35 | | | - | - | 1 | 275' LT | TILE |
| | 121ANB+68 | | | - | 1 | - | 76' LT | RIM ELE: 789.06, INVERT: 780.50 |
| | 121ANB+74 | | | - | 1 | - | 83' LT | |
| | 122ANB+36 | - | 122ANB+40 | 1 | - | - | STH 47 ANB B/W SE & NE RAMP | 60' of 12" CMCP |
| | 122ANB+36 | - | 122ANB+41 | 1 | - | - | STH 47 ANB NE RAMP | 105' of 24" RCCP |
| | 122ANB+41 | - | 122ANB+46 | 1 | - | - | STH 47 ANB NE RAMP | 99' of 24" RCCP |
| | 122ANB+47 | - | 122ANB+52 | 1 | - | - | STH 47 ANB NE RAMP | 86' of 12" CMCP |
| | 122ANB+64 | - | 123ANB+32 | 1 | - | - | STH 47 ASB & NE RAMP | 77' of 30" RCCP |
| | 123ANB+34 | | - | 1 | - | - | EXIT RAMP, STH 47 ANB RT | UNKNOWN LENGTH OF 6" RCCP |
| | 123ANB+51 | | - | - | - | 1 | 72' LT | RIM ELE: 789.82, INVERT: 785.80 |
| | 123ANB+53 | | - | - | 1 | - | 78' LT | RIM ELE: 790.60, INVERT: 783.70 |
| | 123ANB+55 | | - | - | - | 1 | 83' LT | RIM ELE: 789.96, INVERT: 786.00 |
| | 123ANB+69 | | - | 1 | - | - | STH 47 ANB & NW RAMP | UNKNOWN LENGTH OF 6" RCCP |
| | 123ANB+81 | | - | 1 | - | - | STH 47 ANB & NW RAMP | UNKNOWN LENGTH OF 6" RCCP |
| | 123ANB+91 | | - | 1 | - | - | STH 47 ANB & NW RAMP | UNKNOWN LENGTH OF 30" RCCP |
| | 124ANB+02 | | - | 1 | - | - | STH 47 ANB & NW RAMP | UNKNOWN LENGTH OF 30" RCCP |
| | 124ANB+22 | | - | 1 | - | - | STH 47 ANB & NW RAMP | UNKNOWN LENGTH OF 15" RCCP |
| | 124ANB+50 | | | - | - | 1 | 2' RT | RIM ELE: 791.99, INVERT: 788.00 |
| | 124ANB+62 | | | - | - | 1 | 30' LT | RIM ELE: 792.09, INVERT: 787.50 |
| | 124ANB+64 | | | - | 1 | - | 45' LT | RIM ELE: 793.20, INVERT: 785.90 |
| | 124ANB+68 | | | - | - | 1 | 54' LT | RIM ELE: 792.09, INVERT: 787.50 |
| | 124ANB+75 | | | - | - | 1 | 92' LT | RIM ELE: 791.85, INVERT: 787.90 |
| | 126ANB+79 | | | - | - | 1 | 38' RT | RIM ELE: 796.52, INVERT: 792.72 |
| | 127ANB+43 | | - | 1 | - | - | STH 47 ANB & NW RAMP | UNKNOWN LENGTH OF 30" RCCP |
| | 127ANB+44 | | | - | - | 1 | 38' RT | RIM ELE: 797.29, INVERT: 792.59 |
| | 127ANB+54 | | | - | 1 | - | 44' RT | |
| | 127ANB+80 | | | - | 1 | - | 16' LT | RIM ELE: 798.97, INVERT: 791.62 |
| | 127ANB+82 | | | - | - | 1 | 56' LT | RIM ELE: 798.10, INVERT: 794.00 |
| | 127ANB+82 | | | - | - | 1 | 25' LT | RIM ELE: 798.29, INVERT: 793.64 |
| | 127ANB+82 | | | - | - | 1 | 58' RT | RIM ELE: 795.35, INVERT: 792.35 |
| | 127ANB+83 | | | - | - | 1 | 27' LT | RIM ELE: 798.12, INVERT: 791.82 |
| | 127ANB+82 | | | - | - | 1 | 0.5' LT | RIM ELE: 798.29, INVERT: 791.89 |
| | 129ANB+56 | | | - | 1 | - | 18' LT | RIM ELE: 801.14, INVERT: 792.82 |
| | 129ANB+58 | | | - | - | 1 | 22' LT | RIM ELE: 800.60, INVERT: 794.90 |
| | 129ANB+58 | | | - | - | 1 | 11' LT | RIM ELE: 800.48, INVERT: 794.68 |
| | 132ANB+31 | | | - | - | 1 | 25' RT | RIM ELE: 801.86, INVERT: 798.16 |
| | 132ANB+58 | | | - | - | 1 | 43' LT | RIM ELE: 802.01, INVERT: 798.11 |
| | | | SUBTOTALS | 13 | 8 | 21 | | |
| | | | TOTALS | 23 | 12 | 49 | | |

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## REMOVING CONCRETE SLOPE PAVING

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 204.0175 REMOVING CONCRETE SLOPE PAVING SY |
|---|---|---|---|---|
| 1000 | 119ANB+30 - 119ANB+72 | RT | STH 47 | 160 |
| | 120ANB+22 - 120ANB+64 | RT | STH 47 | 160 |
| | 119ASB+71 - 119ASB+83 | LT | STH 47 | 152 |
| | 120ASB+34 - 120ASB+75 | LT | STH 47 | 151 |
| | | | TOTAL | 622 |

## REMOVING DELINEATORS AND MARKERS

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 204.0180 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 1282ANW+50 - 1287ANW+00 | LT | ANW RAMP | 6 | |
| | 1290ANE+00 - 1305ANE+31 | LT | ANE RAMP | 12 | |
| | 1275ASW+00 - 1288ASW+00 | RT | ASW RAMP | 13 | |
| | 1290ASE+35 - 1303ASE+00 | RT | ASE RAMP | 11 | |
| | 281EB+24 - 295EB+05 | RT | USH 10/STH 441 | 9 | WIS 441 |
| | 283WB+28 - 297WB+09 | RT | USH 10/STH 441 | 11 | WIS 441 |
| | | | TOTAL | 62 | |

## REMOVING SURFACE DRAINS

| CATEGORY | STATION | OFFSET | LOCATION | 204.0190 REMOVING SURFACE DRAINS EACH |
|---|---|---|---|---|
| 1000 | 117ANB+49 | RT | STH 47 | 1 |
| | 123ANB+16 | RT | STH 47 | 1 |
| | 116ASB+90 | LT | STH 47 | 1 |
| | 117ASB+10 | LT | STH 47 | 1 |
| | 1287ANW+65 | LT | ANW RAMP | 1 |
| | 1288ANW+48 | RT | ANW RAMP | 1 |
| | | | TOTAL | 6 |

## FINISHING ROADWAY (PROJECT) 1517-75-78

| CATEGORY | STATION TO STATION | LOCATION | 213.0100 EACH | REMARKS |
|---|---|---|---|---|
| 1000 | 101ANB+07 - 133ANB+95 | PROJECT | 1 | |
| | | TOTAL | 1 | |

3

## REMOVING UNDERDRAIN

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 204.9090.S REMOVING UNDERDRAIN LF |
|---|---|---|---|---|
| 1000 | 101ANB+06 - 104ANB+38 | RT | STH 47 | 332 |
| | 104ANB+97 - 109ANB+96 | R/L | STH 47 | 947 |
| | 109ANB+96 - 117ANB+39 | R/L | STH 47 | 1,636 |
| | 117ANB+39 - 123ANB+54 | R/L | STH 47 | 1,310 |
| | 123ANB+54 - 127ANB+14 | R/L | STH 47 | 789 |
| | 127ANB+14 - 131ANB+55 | R/L | STH 47 | 846 |
| | 131ANB+99 - 133ANB+94 | RT | STH 47 | 195 |
| | 102ASB+30 - 104ASB+37 | LT | STH 47 | 207 |
| | 105ASB+00 - 109ASB+96 | R/L | STH 47 | 945 |
| | 109ASB+96 - 116ASB+95 | R/L | STH 47 | 1,573 |
| | 116ASB+95 - 122ASB+83 | R/L | STH 47 | 1,192 |
| | 122ASB+83 - 127ASB+14 | R/L | STH 47 | 918 |
| | 127ASB+14 - 131ASB+55 | R/L | STH 47 | 846 |
| | | | TOTAL | 11,735 |

## BACKFILL GRANULAR

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 209.0100 BACKFILL GRANULAR CY | REMARKS |
|---|---|---|---|---|---|
| 1000 | 118ANB+60 - 121ANB+70 | RT | STH 47 | 1,480 | |
| | | | TOTAL | 1,480 | |

3

## PREPARATION FOUNDATION FOR ASPHALTIC SHOULDERS

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 211.0400 STA | REMARKS |
|---|---|---|---|---|---|
| 1000 | 281EB+24 - 288EB+34 | R | USH 10/STH 441 | 7 | STAGE 4 - OUTSIDE SHOULDER |
| | 289EB+99 - 295EB+05 | R | USH 10/STH 441 | 5 | STAGE 4 - OUTSIDE SHOULDER |
| | 284WB+47 - 288WB+34 | R | USH 10/STH 441 | 4 | STAGE 4 - OUTSIDE SHOULDER |
| | 289WB+99 - 297WB+95 | R | USH 10/STH 441 | 8 | STAGE 4 - OUTSIDE SHOULDER |
| | 275EB+20 - 288EB+34 | L | USH 10/STH 441 | 13 | STAGE 4 - INSIDE SHOULDER |
| | 289EB+99 - 300EB+91 | L | USH 10/STH 441 | 11 | STAGE 4 - INSIDE SHOULDER |
| | 276WB+96 - 288WB+34 | L | USH 10/STH 441 | 11 | STAGE 4 - INSIDE SHOULDER |
| | 289WB+99 - 302WB+91 | L | USH 10/STH 441 | 13 | STAGE 4 - INSIDE SHOULDER |
| | 1279ANW+00 - 1279ANW+09 | RT | ANW RAMP | 0.1 | RAMPS |
| | 1299ANE+82 - 1302ANE+20 | RT | ANE RAMP | 2 | RAMPS |
| | 1276ASW+26 - 1278ASW+64 | LT | ASW RAMP | 2 | RAMPS |
| | 1298ASE+95 - 1302ASE+26 | LT | ASE RAMP | 3 | RAMPS |
| | | | TOTAL | 81 | |

## REMOVING STORM SEWER PIPE SUMMARY

| CATEGORY | STATION TO STATION | LOCATION | DESCRIPTIONS/REMARKS | 204.0245.01 12-15 INCH LF | 204.0245.02 18-21 INCH LF | 204.0245.03 24-30 INCH LF | 204.0245.04 36-42 INCH LF | 204.0245.05 48-54 INCH LF |
|---|---|---|---|---|---|---|---|---|
| 1000 | 105ANB+11 - 105ANB+22 | | BEYOND CURB BACK, TERRACE | 18 | - | - | - | - |
| | 105ASB+47 - 105ASB+48 | LT & RT | UNDER SB LANES | 31 | - | - | - | - |
| | 105ASB+61 - 105ASB+15 | | ALONG SB CURBLINE, UNDER SIDEWALK | - | - | 45 | - | - |
| | 108ASB+16 - 107ASB+76 | LT & RT | UNDER SB LANES | 48 | - | - | - | - |
| | 111ANB+95 - 113ANB+36 | | UNDER MEDIAN | - | - | - | - | 142 |
| | 113ANB+37 113ANB+34 | | UNDER MEDIAN | - | 9 | - | - | - |
| | 113ANB+34 - 113ANB+34 | LT & RT | UNDER NB LANES | - | 32 | - | - | - |
| | 113ANB+37 - 113ANB+73 | | UNDER NB LANES | - | - | 59 | - | - |
| | 113ANB+36 - 114ANB+77 | | UNDER MEDIAN | - | - | - | - | 141 |
| | 114ASB+76 - 114ASB+74 | LT & RT | UNDER MEDIAN | 14 | - | - | - | - |
| | 114ANB+77 - 114ANB+78 | LT & RT | UNDER MEDIAN | 11 | - | - | - | - |
| | 114ANB+78 - 114ANB+72 | LT & RT | UNDER NB LANES | 36 | - | - | - | - |
| | 114ANB+72 - 114ANB+80 | | ALONG NB CURBLINE | 8 | - | - | - | - |
| | 114ANB+77 - 116ANB+02 | | UNDER MEDIAN | - | - | - | - | 124 |
| | 116ANB+01 - 116ANB+19 | LT & RT | UNDER TRAVEL LANES | 118 | - | - | - | - |
| | 116ANB+02 - 116ANB+47 | | UNDER NB LANES | - | 47 | - | - | - |
| | 116ANB+47 - 117ANB+26 | | UNDER NB LANES AND TERRACE | - | 87 | - | - | - |
| | 116ANB+02 - 116ANB+66 | | UNDER NB LANES | - | - | - | - | 61 |
| | 116ASB+53 - 116ASB+91 | | UNDER SB LANES | 75 | - | - | - | - |
| | 116ASB+53 - 118ASB+14 | | UNDER MEDIAN | - | - | - | - | 90 |
| | 118ASB+14 - 117ASB+68 | | UNDER SB LANES | - | 30 | - | - | - |
| | 117ASB+68 - 117ASB+50 | | UNDER CURB AND TERRACE | - | 32 | - | - | - |
| | 117ANB+80 - 117ANB+86 | LT & RT | UNDER MEDIAN | - | 12 | - | - | - |
| | 117ANB+86 - 117ANB+85 | LT & RT | UNDER MEDIAN | - | 6 | - | - | - |
| | 117ANB+85 - 117ANB+74 | LT & RT | UNDER NB LANES | - | 36 | - | - | - |
| | 117ANB+74 - 117ANB+72 | LT & RT | UNDER NB TERRACE | - | 26 | - | - | - |
| | 117ANB+80 - 120ANB+10 | | UNDER MEDIAN | - | - | - | 232 | - |
| | 120ANB+10 - 120ANB+12 | | UNDER SB LANE | 5 | - | - | - | - |
| | | | SUBTOTALS | 364 | 317 | 104 | 232 | 558 |

## REMOVING STORM SEWER PIPE SUMMARY CONTINUED

| CATEGORY | STATION TO STATION | LOCATION | DESCRIPTION/REMARKS | 204.0245.01 12-15 INCH LF | 204.0245.02 18-21 INCH LF | 204.0245.03 24-30 INCH LF | 204.0245.04 36-42 INCH LF | 204.0245.05 48-54 INCH LF |
|---|---|---|---|---|---|---|---|---|
| 1000 | 120ANB+12 - 120ANB+11 | LT & RT | UNDER MEDIAN | 15 | - | - | - | - |
| | 120ANB+11 - 119ANB+98 | | UNDER MEDIAN CURBLINE | 13 | - | - | - | - |
| | 120ANB+10 - 121ANB+67 | | UNDER MEDIAN AND SB TRAVEL LANES | - | - | - | 201 | - |
| | 121ANB+68 - 121ANB+43 | LT & RT | UNDER SB LANES | - | - | 68 | - | - |
| | 121ANB+68 - 122ANB+50 | LT & RT | UNDER NB LANES | - | - | - | 92 | - |
| | 121ANB+75 - 123ANB+52 | | UNDER MEDIAN AND SB TRAVEL LANES | - | - | 82 | - | - |
| | 123ANB+50 - 123ANB+52 | | UNDER MEDIAN | 4 | - | - | - | - |
| | 123ANB+53 - 123ANB+52 | | UNDER MEDIAN | 3 | - | - | - | - |
| | 123ANB+52 - 124ANB+64 | | UNDER MEDIAN AND SB TRAVEL LANES | - | - | 118 | - | - |
| | 124ASB+64 - 124ASB+66 | LT & RT | UNDER MEDIAN AND SB TRAVEL LANES | 9 | - | - | - | - |
| | 124ASB+66 - 124ASB+73 | LT & RT | UNDER SB LANES AND TERRACE | 39 | - | - | - | - |
| | 124ANB+64 - 124ANB+61 | LT & RT | UNDER MEDIAN AND NB TRAVEL LANES | 13 | - | - | - | - |
| | 124ANB+64 - 124ANB+68 | LT & RT | UNDER NB LANES AND TERRACE | 34 | - | - | - | - |
| | 124ANB+64 - 127ANB+80 | | UNDER MEDIAN | - | - | 324 | - | - |
| | 127ASB+80 - 127ASB+81 | LT & RT | UNDER MEDIAN | 10 | - | - | - | - |
| | 127ASB+81 - 12ASB7+81 | LT & RT | UNDER SB LANES | 30 | - | - | - | - |
| | 127ANB+80 - 127ANB+80 | LT & RT | UNDER MEDIAN | - | 15 | - | - | - |
| | 127ANB+80 - 127ANB+81 | LT & RT | UNDER NB LANES | - | 27 | - | - | - |
| | 127ANB+81 - 127ANB+81 | LT & RT | PAST NB ROAD EDGE | - | 29 | - | - | - |
| | 127ANB+81 - 127ANB+54 | | PAST NB ROAD EDGE | - | 27 | - | - | - |
| | 127ANB+54 - 127ANB+43 | | PAST NE CORNER CURBLINE AT TUCKAWAY | 13 | - | - | - | - |
| | 127ANB+43 - 126ANB+77 | | UNDER TUCKAWAY | 64 | - | - | - | - |
| | 127ANB+80 - 129ANB+56 | | UNDER MEDIAN | - | - | 176 | - | - |
| | 129ANB+56 - 129ANB+56 | LT & RT | UNDER MEDIAN | 5 | - | - | - | - |
| | 129ANB+56 - 129ANB+57 | LT & RT | UNDER MEDIAN | 5 | - | - | - | - |
| | | | SUBTOTALS | 257 | 98 | 768 | 293 | 0 |
| | | | TOTALS | 621 | 415 | 872 | 525 | 558 |

## BASE AGGREGATE DENSE AND BREAKER RUN

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 310.0110 BASE AGGREGATE OPEN GRADED TON | 311.0110 BREAKER RUN TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 104ANB+37 | RT | STH 47 | - | 257 | - | 599 | |
| | 104ANB+97 | - | 109ANB+96 | RT | STH 47 | - | 225 | - | 526 | |
| | 109ANB+96 | - | 111ANB+84 | RT | STH 47 | - | 100 | - | 234 | |
| | 104ANB+97 | - | 111ANB+84 | RT | STH 47 | - | - | 148 | - | |
| | 111ANB+84 | - | 116ANB+66 | R/L | STH 47 | - | 766 | - | 1,787 | |
| | 116ANB+66 | - | 118ANB+47 | MED | STH 47 | - | 877 | - | 2,046 | ROUNDABOUT |
| | 118ANB+47 | - | 121ANB+54 | R/L | STH 47 | - | 394 | - | 920 | |
| | 121ANB+54 | - | 123ANB+34 | MED | STH 47 | - | 907 | - | 2,117 | ROUNDABOUT |
| | 123ANB+34 | - | 127ANB+13 | R/L | STH 47 | - | 626 | - | 1,460 | |
| | 127ANB+13 | - | 131ANB+55 | R/L | STH 47 | - | 1,020 | - | 2,380 | |
| | 131ANB+99 | - | 133ANB+94 | RT | STH 47 | - | 133 | - | 309 | |
| | 11ANBS+43 | - | 13ANBS+41 | R/L | STH 47 | - | 197 | - | 459 | RIGHT TURN SLIP LANE |
| | 102ASB+32 | - | 104ASB+37 | LT | STH 47 | - | 105 | - | 245 | |
| | 105ASB+00 | - | 109ASB+96 | LT | STH 47 | - | 345 | - | 806 | |
| | 109ASB+42 | | 110ASB+51 | LT | STH 47 | - | - | 76 | - | |
| | 109ASB+96 | - | 111ASB+84 | LT | STH 47 | - | 60 | - | 140 | |
| | 104ASB+97 | - | 111ASB+84 | LT | STH 47 | - | - | 134 | - | |
| | 111ASB+84 | - | 116ASB+82 | R/L | STH 47 | - | 729 | - | 1,700 | |
| | 118ASB+50 | - | 121ASB+56 | R/L | STH 47 | - | 394 | - | 919 | |
| | 123ASB+38 | - | 127ASB+14 | R/L | STH 47 | - | 591 | - | 1,380 | |
| | 131ASB+98 | - | 133ASB+51 | LT | STH 47 | - | 93 | - | 215 | |
| | 127ASB+14 | - | 131ASB+55 | R/L | STH 47 | - | 673 | - | 1,571 | |
| | 10ASBN+00 | - | 12ASBN+18 | R/L | STH 47 | - | 218 | - | 509 | RIGHT TURN SLIP LANE |
| | 1279ANW+00 | - | 1282ANW+50 | R/L | ANW RAMP | 56 | 266 | - | 1,109 | TEMPORARY RAMP |
| | 1282ANW+50 | - | 1288ANW+02 | R/L | ANW RAMP | 432 | - | - | - | |
| | 1282ANW+50 | - | 1288ANW+81 | R/L | ANW RAMP | - | 1,012 | - | 2,437 | |
| | 1290ANE+20 | - | 1293ANE+31 | R/L | ANE RAMP | - | 467 | - | 1,089 | LEFT TURN SLIP LANE |
| | 1293ANE+31 | - | 1299ANE+50 | R/L | ANE RAMP | - | 1,555 | - | 3,471 | |
| | 1293ANE+34 | - | 1299ANE+50 | LT | ANE RAMP | 335 | - | - | - | |
| | 1299ANE+50 | - | 1301ANE+23 | RT | ANE RAMP | 13 | - | - | - | TEMPORARY RAMP |
| | 1299ANE+50 | - | 1304ANE+44 | R/L | ANE RAMP | - | 720 | - | 2,210 | TEMPORARY RAMP |
| | 1299ANE+50 | - | 1305ANE+44 | LT | ANE RAMP | 90 | - | - | - | TEMPORARY RAMP |
| | 10ANBN+09 | - | 12ANBN+38 | R/L | ANE RAMP | - | 217 | - | 505 | RIGHT TURN SLIP LANE |
| | 1275ASW+52 | - | 1278ASW+50 | R/L | ASW RAMP | - | 442 | - | 1,280 | TEMPORARY RAMP |
| | 1275ASW+52 | - | 1278ASW+50 | RT | ASW RAMP | 86 | - | - | - | TEMPORARY RAMP |
| | 1278ASW+50 | - | 1285ASW+05 | R/L | ASW RAMP | - | 1,645 | - | 3,681 | |
| | 1278ASW+50 | - | 1285ASW+05 | RT | ASW RAMP | 363 | - | - | - | |
| | 1285ASW+05 | - | 1288ASW+25 | R/L | ASW RAMP | - | 444 | - | 1,035 | LEFT TURN SLIP LANE |
| | 10ASBS+00 | - | 13ASBS+05 | R/L | ASW RAMP | - | 275 | - | 641 | RIGHT TURN SLIP LANE |
| | 1289ASE+63 | - | 1299ASE+50 | R/L | ASE RAMP | - | 1,512 | - | 3,609 | |
| | 1290ASE+35 | - | 1296ASE+00 | LT | ASE RAMP | 202 | - | - | - | |
| | 1291ASE+50 | - | 1299ASE+50 | RT | ASE RAMP | 346 | - | - | - | |
| | 1299ASE+50 | - | 1303ASE+44 | R/L | ASE RAMP | 55 | - | - | - | TEMPORARY RAMP |
| | 1299ASE+50 | - | 1303ASE+44 | R/L | ASE RAMP | - | 477 | - | 1,200 | TEMPORARY RAMP |
| | 281EB+24 | - | 283EB+18 | R | USH 10/STH 441 | 11 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | 283EB+18 | - | 288EB+34 | R | USH 10/STH 441 | 126 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | 289EB+99 | - | 293EB+11 | R | USH 10/STH 441 | 104 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | 293EB+11 | - | 295EB+05 | R | USH 10/STH 441 | 11 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | 283WB+28 | - | 285WB+22 | L | USH 10/STH 441 | 11 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | 285WB+22 | - | 288WB+34 | L | USH 10/STH 441 | 107 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | 289WB+99 | - | 295WB+15 | L | USH 10/STH 441 | 143 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | 295WB+15 | - | 297WB+09 | L | USH 10/STH 441 | 11 | - | - | - | STAGE 1- OUTSIDE WIDENING* |
| | USH 10/STH 441 | | | | USH 10/STH 441 | 230 | 8,436 | - | 7,030 | Stage 2B- WIDENING INSIDE |
| | PROJECT | | | R/L | SIDEWALKS | - | 1,671 | - | - | SEE SIDEWALK SUMMARY FOR DETAILS |
| | PROJECT | | | R/L | DRIVEWAYS | - | 258 | - | - | SEE DRIVEWAY SUMMARY FOR DETAILS |
| | | | | | TOTALS | 2,734 | 28,105 | 358 | 49,618 | |

* AVERAGE DEPTH COMPUTED IS 4-INCHES

## SIDEWALK SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH ** TONS | 602.0410 CONCRETE SIDEWALK 5-INCH SF | SPV.0180.010 COLORED CONCRETE 5-INCH SY | SPV.0180.008 COLORED AND STAMPED CONCRETE 5-INCH SY | 602.0415 CONCRETE SIDEWALK 6-INCH SF | SPV.0060.004 COLORED CONCRETE FOUNDATION 6-INCH SPECIAL EACH | SPV.0165.007 CONCRETE SIDEWALK 7-INCH HES SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+14 | - | 101ANB+44 | RT | STH 47 | 6 | - | - | - | 150 | - | - | DRIVEWAY |
| | 101ANB+44 | - | 103ANB+12 | RT | STH 47 | 16 | 843 | - | - | - | - | - | |
| | 103ANB+12 | - | 103ANB+47 | RT | STH 47 | 6 | - | - | - | 174 | - | - | DRIVEWAY |
| | 103ANB+47 | - | 104ANB+34 | RT | STH 47 | 17 | 620 | 19 | - | - | - | - | |
| | 104ANB+99 | - | 105ANB+59 | RT | STH 47 | 13 | 539 | 117 | - | - | - | - | |
| | 105ANB+40 | - | 109ANB+49 | LT | STH 47 | 44 | - | - | 263 | - | - | - | MEDIAN |
| | 105ANB+59 | - | 105ANB+97 | RT | STH 47 | 7 | - | - | - | 190 | - | - | DRIVEWAY |
| | 105ANB+97 | - | 106ANB+32 | RT | STH 47 | 3 | 173 | - | - | - | - | - | |
| | 106ANB+32 | - | 106ANB+67 | RT | STH 47 | 7 | - | - | - | 180 | - | - | DRIVEWAY |
| | 106ANB+67 | - | 109ANB+72 | RT | STH 47 | 32 | 1,640 | 8 | - | - | - | - | |
| | 110ANB+19 | - | 117ANB+47 | RT | STH 47 | 116 | 6,255 | - | - | - | - | - | |
| | 110ANB+42 | - | 116ANB+75 | LT | STH 47 | 191 | 344 | - | 715 | - | - | - | MEDIAN |
| | 11ANBS+44 | - | 13ANBS+34 | LT | STH 47 | 68 | 279 | - | 375 | - | - | - | MEDIAN |
| | 117ANB+53 | - | 122ANB+41 | RT | STH 47 | 93 | 5,043 | 210 | - | - | - | - | |
| | 118ANB+48 | - | 121ANB+33 | LT | STH 47 | 63 | - | - | 377 | - | - | - | MEDIAN |
| | 122ANB+99 | - | 126ANB+86 | RT | STH 47 | 53 | 2,857 | - | - | - | - | - | |
| | 123ANB+28 | - | 131ANB+16 | LT | STH 47 | 198 | 341 | - | 731 | - | - | - | MEDIAN |
| | 127ANB+35 | - | 131ANB+50 | RT | STH 47 | 46 | 2,400 | 19 | - | - | - | - | |
| | 132ANB+01 | - | 133ANB+93 | RT | STH 47 | 33 | 1,196 | 117 | - | - | 1 | - | |
| | 104ASB+09 | - | 104ASB+32 | LT | STH 47 | 5 | 224 | 21 | - | - | - | - | |
| | 104ASB+72 | - | 104ASB+78 | LT | MIDWAY RD | 2 | 26 | - | - | - | - | - | MEDIAN |
| | 105ASB+06 | - | 107ASB+72 | LT | STH 47 | 29 | 1,491 | 33 | - | - | - | - | |
| | 107ASB+72 | - | 108ASB+05 | LT | STH 47 | 6 | - | - | - | 165 | - | - | DRIVEWAY |
| | 108ASB+05 | - | 109ASB+60 | LT | STH 47 | 14 | 780 | - | - | - | - | - | |
| | 109ASB+94 | - | 109ASB+98 | LT | STH 47 | 2 | 135 | - | - | - | - | - | MEDIAN |
| | 110ASB+33 | - | 116ASB+95 | LT | STH 47 | 80 | 4,131 | 18 | - | - | 1 | - | |
| | 117ASB+62 | - | 122ASB+50 | LT | STH 47 | 93 | 5,034 | 76 | - | - | - | - | |
| | 122ASB+57 | - | 126ASB+74 | LT | STH 47 | 78 | 4,235 | - | - | - | - | - | |
| | 10ASBN+05 | - | 12ASBN+22 | RT | STH 47 | 87 | 319 | - | 486 | - | - | - | MEDIAN |
| | 126ASB+74 | - | 127ASB+18 | LT | STH 47 | 17 | - | - | - | - | - | 532 | DRIVEWAY |
| | 126ASB+89 | - | 126ASB+96 | LT | STH 47 | 4 | 77 | - | - | - | - | - | DRIVEWAY MEDIAN |
| | 127ASB+18 | - | 130ASB+17 | LT | STH 47 | 53 | 2,578 | 12 | - | - | 1 | - | |
| | 130ASB+17 | - | 130ASB+43 | LT | STH 47 | 5 | - | - | - | 130 | - | - | DRIVEWAY |
| | 130ASB+43 | - | 131ASB+41 | LT | STH 47 | 10 | 642 | 21 | - | - | - | - | |
| | 132ASB+08 | - | 132ASB+51 | LT | STH 47 | 7 | 371 | 33 | - | - | - | - | |
| | 10ANBN+04 | - | 11ANBN+71 | RT | NE BYPASS | 68 | 311 | 291 | 77 | - | - | - | MEDIAN |
| | 11ASBS+15 | - | 13ASBS+11 | LT | SW BYPASS | 99 | 398 | 435 | 107 | - | - | - | MEDIAN |
| | USH 10/STH 441 | | | | | - | 1,771 | - | - | - | - | - | |
| | | | | | SUBTOTALS | 1,671 | 45,053 | 1,430 | 3,131 | 989 | 3 | 532 | |

** QUANTITIES SHOWN ELSEWHERE ON PLAN

## DRIVEWAY SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH ** TON | 416.0160 CONCRETE DRIVEWAY 6-INCH SY | 416.0270 CONCRETE DRIVEWAY 7-INCH HES SY | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+11 | - | 101ANB+47 | RT | STH 47 | 27 | 71 | - | 3 | |
| | 103ANB+09 | - | 103ANB+49 | RT | STH 47 | 24 | 30 | - | 7 | |
| | 105ANB+56 | - | 106ANB+00 | RT | STH 47 | 46 | 35 | - | 14 | |
| | 106ANB+29 | - | 106ANB+70 | RT | STH 47 | 43 | 33 | - | 14 | |
| | 102ASB+48 | - | 102ASB+93 | LT | STH 47 | 29 | 49 | - | 7 | |
| | 107ASB+69 | - | 108ASB+08 | LT | STH 47 | 26 | 36 | - | 7 | |
| | 109ASB+68 | - | 110ASB+25 | LT | STH 47 | - | - | - | 9 | |
| | 126ASB+70 | - | 127ASB+20 | LT | STH 47 | 49 | - | 42 | 17 | |
| | 130ASB+14 | - | 130ASB+46 | LT | STH 47 | 14 | 16 | - | 4 | |
| | 5D+62 | - | 7D+23 | R/L | STH 47 | - | - | - | 47 | SHOPKO TEMP ACCESS 3-INCH |
| | 126ANB+64 | - | 127ANB+56 | R/L | STH 47 | - | - | - | 55 | GOODWILL TEMP ACCESS 3-INCH |
| | | | | | TOTALS | 258 | 270 | 42 | 184 | |

## ROUNDABOUT SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 405.0100 COLORING CONCRETE RED CY | 416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-IN SY | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1000 | 116ANB+88 | - | 118ANB+39 | R/L | STH 47 | 144 | 432 | ROUNDABOUT |
| | 121ANB+60 | - | 123ANB+18 | R/L | STH 47 | 159 | 478 | ROUNDABOUT |
| | | | | | TOTALS | 303 | 910 | |

## CONCRETE PAVEMENT HES 9-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 415.1090 CONCRETE PAVEMENT HES 9-INCH SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 5D+62 | - | 7D+23 | R/L | DRUM CORPS DR | 1,342 | |
| | 126ANB+64 | - | 127ANB+56 | R/L | STH 47 | 1,743 | INCLUDES TUCKAWAY AND GOODWILL DRIVEWAY |
| | | | | | TOTAL | 3,085 | |

## DRILLED TIE BARS

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 416.0610 DRILLED TIE BARS EACH |
|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 104ANB+37 | RT | STH 47 | 132 |
| | 104ANB+36 | - | 104ANB+37 | RT | MIDWAY RD | 21 |
| | 131ANB+98 | - | 131ANB+99 | RT | VALLEY RD | 23 |
| | 131ANB+99 | - | 133ANB+91 | RT | STH 47 | 77 |
| | 102ASB+32 | - | 104ASB+37 | LT | STH 47 | 82 |
| | 104ASB+37 | - | 104ASB+39 | LT | MIDWAY RD | 18 |
| | 131ASE+96 | - | 131ASE+98 | LT | VALLEY RD | 26 |
| | 131ASB+98 | - | 133ASB+51 | LT | STH 47 | 61 |
| | | | | | TOTAL | 440 |

## DRILLED DOWEL BARS

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 416.0620 DRILLED DOWEL BARS EACH | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 104ANB+97 | - | 105ANB+00 | R/L | MIDWAY RD | 173 | |
| | 126ANB+89 | - | 127ANB+30 | RT | TUCKAWAY LN | 38 | |
| | 131ANB+54 | - | 131ANB+56 | R/L | VALLEY RD | 161 | |
| | 109ASB+68 | - | 110ASB+25 | LT | STH 47 | 58 | DRIVEWAY |
| | | | | | TOTAL | 430 | |

** QUANTITIES SHOWN ELSEWHERE ON PLAN

## CONCRETE PAVEMENT 9-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | SPV.0180.003 MODIFIED HIGH PERFORMANCE CONCRETE (HPC) PAVEMENT 9-INCH SY | SPV.0180.011 COLORED CONCRETE 9-INCH SY | SPV.0180.009 COLORED AND STAMPED CONCRETE 9-INCH SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 104ANB+37 | RT | STH 47 | 558 | - | - | |
| | 104ANB+97 | - | 109ANB+51 | R/L | STH 47 | 1,707 | - | - | |
| | 110ANB+50 | - | 116ANB+73 | R/L | STH 47 | 2,118 | - | - | |
| | 116ANB+33 | - | 116ANB+43 | RT | STH 47 | - | 28 | 7 | CROSSWALK |
| | 116ANB+73 | - | 118ANB+63 | R/L | STH 47 | 1,691 | - | - | ROUNDABOUT |
| | 118ANB+63 | - | 121ANB+53 | R/L | STH 47 | 815 | - | - | |
| | 121ANB+53 | - | 123ANB+34 | R/L | STH 47 | 1,808 | - | - | ROUNDABOUT |
| | 123ANB+34 | - | 126ANB+63 | R/L | STH 47 | 992 | - | - | |
| | 123ANB+64 | - | 123ANB+74 | RT | STH 47 | - | 24 | 6 | CROSSWALK |
| | 127ANB+56 | - | 131ANB+55 | R/L | STH 47 | 2,180 | - | - | |
| | 131ANB+99 | - | 133ANB+91 | RT | STH 47 | 252 | - | - | |
| | 11ANBS+43 | - | 13ANBS+41 | RT | SE BYPASS | 333 | - | - | RIGHT TURN SLIP LANE |
| | 12ANBS+76 | - | 12ANBS+86 | RT | SE BYPASS | - | 15 | 4 | CROSSWALK |
| | 102ASB+54 | - | 104ASB+37 | LT | STH 47 | 175 | - | - | |
| | 105ASB+00 | - | 109ASB+43 | R/L | STH 47 | 2,234 | - | - | |
| | 109ASB+96 | - | 116ASB+80 | R/L | STH 47 | 2,160 | - | - | |
| | 116ASB+30 | - | 116ASB+40 | LT | STH 47 | - | 25 | 7 | CROSSWALK |
| | 118ASB+50 | - | 121ASB+56 | R/L | STH 47 | 815 | - | - | |
| | 123ASB+46 | - | 126ASB+64 | R/L | STH 47 | 1,093 | - | - | |
| | 123ASB+60 | - | 123ASB+70 | LT | STH 47 | - | 27 | 7 | CROSSWALK |
| | 127ASB+56 | - | 131ASB+55 | R/L | STH 47 | 1,361 | - | - | |
| | 131ASB+98 | - | 133ASB+51 | LT | STH 47 | 163 | - | - | |
| | 10ASBN+00 | - | 12ASBN+18 | LT | NW BYPASS | 371 | - | - | RIGHT TURN SLIP LANE |
| | 10ASBN+52 | - | 10ASBN+62 | LT | NW BYPASS | - | 15 | 4 | CROSSWALK |
| | 1282ANW+50 | - | 1288ANW+81 | R/L | ANW RAMP | 1,086 | - | - | |
| | 1288ANW+22 | - | 1288ANW+32 | LT | ANW RAMP | - | 18 | 5 | CROSSWALK |
| | 1290ANE+20 | - | 1293ANE+31 | R/L | ANE RAMP | 1,007 | - | - | LEFT TURN SLIP LANE |
| | 1290ANE+23 | - | 1290ANE+33 | RT | ANE RAMP | - | 29 | 8 | CROSSWALK |
| | 10ANBN+09 | - | 12ANBN+38 | LT | NE BYPASS | 390 | - | - | RIGHT TURN SLIP LANE |
| | 10ANBN+37 | - | 10ANBN+47 | LT | NE BYPASS | - | 16 | 4 | CROSSWALK |
| | 1293ANE+31 | - | 1299ANE+50 | R/L | ANE RAMP | 1,976 | - | - | |
| | 1278ASW+50 | - | 1285ASW+08 | R/L | ASW RAMP | 2,128 | - | - | |
| | 1285ASW+08 | - | 1288ASW+25 | R/L | ASW RAMP | 968 | - | - | LEFT TURN SLIP LANE |
| | 1287ASW+98 | - | 1288ASW+08 | RT | ASW RAMP | - | 18 | 5 | CROSSWALK |
| | 10ASBS+00 | - | 13ASBS+05 | RT | SW BYPASS | 503 | - | - | RIGHT TURN SLIP LANE |
| | 12ASBS+64 | - | 12ASBS+74 | RT | SW BYPASS | - | 16 | 4 | CROSSWALK |
| | 1289ASE+82 | - | 1299ASE+50 | R/L | ASE RAMP | 1,707 | - | - | |
| | 1290ASE+10 | - | 1290ASE+20 | RT | ASE RAMP | - | 18 | 5 | CROSSWALK |
| | | | | | SUBTOTALS | 30,592 | 249 | 61 | |

** QUANTITIES SHOWN ELSEWHERE ON PLAN

## ASHALTIC SURFACE

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 465.0105 ASHALTIC SURFACE TON | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 1279ANW+00 | - | 1282ANW+50 | R/L | ANW RAMP | 259 | TEMPORARY RAMP |
| | 1282ANW+50 | - | 1288ANW+02 | R/L | ANW RAMP | 92 | |
| | 1293ANE+34 | - | 1299ANE+50 | LT | ANE RAMP | 255 | |
| | 1299ANE+50 | - | 1304ANE+44 | R/L | ANE RAMP | 510 | TEMPORARY RAMP |
| | 1275ASW+52 | - | 1278ASW+50 | R/L | ASW RAMP | 274 | TEMPORARY RAMP |
| | 1278ASW+50 | - | 1285ASW+05 | RT | ASW RAMP | 260 | |
| | 1290ASE+35 | - | 1296ASE+00 | LT | ASE RAMP | 54 | |
| | 1291ASE+50 | - | 1299ASE+50 | RT | ASE RAMP | 126 | |
| | 1299ASE+50 | - | 1303ASE+44 | R/L | ASE RAMP | 259 | TEMPORARY RAMP |
| | 281EB+24 | - | 283EB+18 | 30.5' RT | USH 10/STH 441 | 23 | STAGE 1- OUTSIDE TAPER |
| | 283EB+18 | - | 288EB+34 | 38.5' RT | USH 10/STH 441 | 123 | STAGE 1 |
| | 289EB+99 | - | 293EB+11 | 38.5' RT | USH 10/STH 441 | 74 | STAGE 1 |
| | 293EB+11 | - | 295EB+05 | 30.5' RT | USH 10/STH 441 | 23 | STAGE 1- OUTSIDE TAPER |
| | 283WB+28 | - | 285WB+22 | | USH 10/STH 441 | 23 | STAGE 1- OUTSIDE TAPER |
| | 285WB+22 | - | 288WB+34 | | USH 10/STH 441 | 74 | STAGE 1 |
| | 289WB+99 | - | 295WB+15 | | USH 10/STH 441 | 123 | STAGE 1 |
| | 295WB+15 | - | 297WB+09 | | USH 10/STH 441 | 23 | STAGE 1- OUTSIDE TAPER |
| | USH 10/STH 441 | | | | USH 10/STH 441 | 3,019 | STAGE 2B - WIDENING INSIDE |
| | 285EB+00 | | 288EB+00 | RT | USH 10/STH 441 | 168 | BRIDGE WEDGE |
| | 290EB+10 | | 293EB+10 | RT | USH 10/STH 441 | 168 | BRIDGE WEDGE |
| | 285WB+00 | | 288WB+00 | LT | USH 10/STH 441 | 168 | BRIDGE WEDGE |
| | 292WB+10 | | 293WB+10 | LT | USH 10/STH 441 | 168 | BRIDGE WEDGE |
| | | | | | TOTAL | 6,265 | |

## ASPHALTIC SHOULDER RUMBLE STRIPS

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 281EB+24 | - | 288EB+34 | R | USH 10/STH 441 | 710 | STAGE 4- OUTSDIE SHOULDER |
| | 289EB+99 | - | 295EB+05 | R | USH 10/STH 441 | 506 | STAGE 4 - OUTSIDE SHOULDER |
| | 284WB+47 | - | 288WB+34 | R | USH 10/STH 441 | 387 | STAGE 4 - OUTSIDE SHOULDER |
| | 289WB+99 | - | 297WB+95 | R | USH 10/STH 441 | 796 | STAGE 4 - OUTSIDE SHOULDER |
| | 275EB+20 | - | 288EB+34 | L | USH 10/STH 441 | 1,314 | STAGE 4 - INSIDE SHOULDER |
| | 289EB+99 | - | 300EB+91 | L | USH 10/STH 441 | 1,092 | STAGE 4 - INSIDE SHOULDER |
| | 276WB+96 | - | 288WB+34 | L | USH 10/STH 441 | 1,138 | STAGE 4 - INSIDE SHOULDER |
| | 289WB+99 | - | 302WB+91 | L | USH 10/STH 441 | 1,292 | STAGE 4 - INSIDE SHOULDER |
| | | | | | TOTAL | 7,235 | |

## TACK COAT

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 455.0605 TACK COAT GAL | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 1282ANW+50 | - | 1288ANW+02 | R/L | ANW RAMP | 8 | |
| | 1293ANE+34 | - | 1299ANE+50 | LT | ANE RAMP | 22 | |
| | 1278ASW+50 | - | 1285ASW+05 | RT | ASW RAMP | 23 | |
| | 1290ASE+35 | - | 1296ASE+00 | LT | ASE RAMP | 5 | |
| | 1291ASE+50 | - | 1299ASE+50 | RT | ASE RAMP | 2 | |
| | 285EB+00 | - | 288EB+00 | RT | USH 10/STH 441 | 18 | |
| | 290EB+10 | - | 293EB+10 | RT | USH 10/STH 441 | 18 | |
| | 285WB+00 | - | 288WB+00 | LT | USH 10/STH 441 | 18 | |
| | 292WB+10 | - | 293WB+10 | LT | USH 10/STH 441 | 18 | |
| | | | | | TOTAL | 132 | |

## ASPHALTIC FLUMES

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 465.0315 ASPHALTIC FLUMES SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 288EB+15 | - | 288EB+20 | R | USH 10/STH 441 | 31 | OUTSDIE SHOULDER |
| | 288WB+15 | - | 288WB+20 | L | USH 10/STH 441 | 31 | OUTSDIE SHOULDER |
| | | | | | TOTAL | 61 | |

## CROSS DRAIN PIPE

| CATEGORY | STRUCTURE | | INVERT ELEV. | | PIPE CLASSIFICATION CLASS III | | |
|---|---|---|---|---|---|---|---|
| | FROM | TO | INLET | DISCHARGE | 608.0324 24-INCH** LF | 608.0336 36-INCH** LF | DESCRIPTION |
| 1000 | 500A | 500B | 784.24 | 783.75 | 107 | - | CULVERT |
| | 510A | 510B | 784.24 | 783.75 | 107 | - | CULVERT |
| | 600A | 600B | 781.32 | 780.00 | - | 98 | CULVERT |
| | | | | TOTALS | 214 | 98 | |

**-QUANTITIES SHOWN ELSEWHERE ON PLANS

## CONCRETE SURFACE DRAIN

| CATEGORY | STATION | OFFSET | LOCATION | 416.1010 CONCRETE SURFACE DRAIN CY | REMARKS |
|---|---|---|---|---|---|
| 1000 | 101ANB+02 | 28' RT | STH 47 | 5 | |
| | 102ASB+27 | 24' LT | STH 47 | 5 | |
| | | | TOTAL | 10 | |

## CROSS DRAIN STRUCTURE

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | 522.1024 APRON ENDWALLS FOR CPRC 24-INCH** EACH | 522.1036 APRON ENDWALLS FOR CPRC 36-INCH** EACH | REMARKS |
|---|---|---|---|---|---|---|
| 1000 | 500A | 1292ANE+25 | 70.4' LT | 1 | - | |
| | 500B | 1292ANE+25 | 37.0' RT | 1 | - | |
| | 510A | 1292ANE+29 | 70.1' LT | 1 | - | |
| | 510B | 1292ANE+30 | 37.0' RT | 1 | - | |
| | 600A | 1287ANW+75 | 58.2' LT | - | 1 | |
| | 600B | 1287ANW+75 | 39.5' RT | - | 1 | |
| | | | SUBTOTALS | 4 | 2 | |

**- QUANTITIES SHOWN ELSEWHERE ON PLANS

## SLOTTED SURFACE DRAIN CORRUGATED METAL PIPE

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 521.2005.S SLOTTED DRAIN 18-INCH TYPE D LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 283EB+00 | - | 287EB+50 | LT | USH 10/STH 441 | 450 | |
| | 290EB+60 | - | 295EB+00 | LT | USH 10/STH 441 | 440 | |
| | | | | | TOTAL | 890 | |

## CULVERT PIPE CORRUGATED ALUMINUM 18-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 525.0118 CULVERT PIPE CORRUGATED ALUMINUM 18-INCH LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 282EB+00 | - | 283EB+00 | LT | USH 10/STH 441 | 100 | |
| | 295EB+00 | - | 297EB+50 | LT | USH 10/STH 441 | 250 | |
| | | | | | TOTAL | 350 | |

## ALUMINUM APRON ENDWALLS FOR ALUMINUM CULVERT PIPE 18-INCH

| CATEGORY | STATION | OFFSET | LOCATION | 525.0318 APRON ENDWALL ALUMINUM CULVERT PIPE 18-INCH EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 282EB+00 | LT | USH 10/STH 441 | 1 | |
| | 297EB+50 | LT | USH 10/STH 441 | 1 | |
| | | | TOTAL | 2 | |

3

STORM SEWER GENERAL NOTES

1) FIELD VERIFY EXISTING PIPE INVERT ELEVATION AND RECALCULATE SLOPE IF NECESSARY.
2) THE INVERT ELEVATION IS MEASURED AT THE FLOW LINE WHICH IS THE BOTTOM INSIDE OF THE PIPE.
3) CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATION WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING STRUCTURES.
4) IN LOCATIONS WHERE PROPOSED PIPES ARE BEING TIED INTO EXISTING DRAINAGE STRUCTURES, FIELD VERIFY PIPE SIZE AND INVERT ELEVATION.
5) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL CONCRETE APRON ENDWALLS IN ACCORDANCE TO SDD 8F4. THE COST OF THESE TIES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
6) ADJUSTMENT RINGS FOR TOP OF STRUCTURES = 6 INCHES (UNLESS OTHERWISE NOTED AS INLET TYPE 2, SPECIAL; ADJUSTMENT = 3 INCHES)
7) STATION/OFFSETS ARE GIVEN AT THE CENTER OF STRUCTURE.
8) STATION/OFFSET OF CONCRETE APRON ENDWALLS ARE TO FLOWLINE END OF ENDWALL.
9) RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLESS UNLESS OTHERWISE NOTED.
10) STRUCTURE DEPTH = RIM ELEVATION – INVERT ELEVATION- COVER THICKNESS- 6 INCH ADJUSTMENT, UNLESS OTHERWISE NOTED.
11) FILL STRUCTURE DEPTHS TO INVERT ELEVATION OF INVOLVED PIPES WHEN NOTED.

## SEWER STRUCTURE BY TYPE

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | SIZE (FT) | RIM ELEVATION | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0624 INLET COVERS TYPE H EACH | 611.0639 INLET COVERS TYPE H-S EACH | 611.0642 INLET COVERS TYPE MS EACH | 611.0652 INLET COVERS TYPE T EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | CC1 | 132ANB+29 | 25.8' RT | - | - | 1 | - | - | - | - | - | - | - | |
| | 100A | 132ANB+29 | 31.3' RT | 4 | 801.81 | - | - | 1 | - | - | - | - | - | |
| | 100B | 132ANB+84 | 43.5' RT | 4 | 801.39 | - | - | 1 | - | - | - | - | - | |
| | 100C | 132ANB+58 | 47.6' LT | 2x3 | 801.91 | - | - | 1 | - | - | - | - | - | |
| | 100D | 132ANB+58 | 43.8' LT | 3 | 802.07 | - | 1 | - | - | - | - | - | - | |
| | 120 | 129ANB+57 | 16.9' LT | 4 | 801.23 | - | 1 | - | - | - | - | - | - | |
| | 120A | 129ANB+57 | 51.5' LT | 2x3 | 800.17 | - | - | 1 | - | - | - | - | - | |
| | 120D | 129ANB+57 | 43.5' RT | 2x3 | 800.10 | - | - | 1 | - | - | - | - | - | |
| | 130 | 127ANB+81 | 9.1' LT | 4 | 799.46 | - | 1 | - | - | - | - | - | - | |
| | 130A | 127ANB+79 | 51.5' LT | 2x3 | 798.16 | - | - | 1 | - | - | - | - | - | |
| | 130B | 127ANB+81 | 20.5' LT | 2x3 | 798.69 | - | - | 1 | - | - | - | - | - | |
| | 130C | 127ANB+81 | 1.5' LT | 4 | 798.85 | - | - | 1 | - | - | - | - | - | |
| | 130D | 127ANB+83 | 29.8' RT | 4 | 798.44 | - | - | 1 | - | - | - | - | - | |
| | 130E | 127ANB+81 | 55.7' RT | 2.5x2.5 | 795.63 | - | - | - | - | 1 | - | - | - | |
| | 140 | 126ANB+77 | 4.6' LT | 4 | 797.28 | - | 1 | - | - | - | - | - | - | |
| | 140A | 126ANB+74 | 36.5' RT | 4 | 796.06 | - | - | 1 | - | - | - | - | - | |
| | 140B | 126ANB+93 | 75.8' RT | 4 | 797.52 | - | - | 1 | - | - | - | - | - | |
| | 140C | 127ANB+30 | 65.5' RT | 4 | 797.42 | - | - | 1 | - | - | - | - | - | |
| | 150 | 125ANB+73 | 8.4' LT | 5 | 794.81 | - | 1 | - | - | - | - | - | - | |
| | 150A | 125ANB+79 | 67.4' LT | 2x3 | 793.24 | - | - | 1 | - | - | - | - | - | |
| | 150B | 125ANB+73 | 19.0' LT | 2x3 | 794.04 | - | - | 1 | - | - | - | - | - | |
| | 150C | 125ANB+73 | 1.5' LT | 2x3 | 794.30 | - | - | 1 | - | - | - | - | - | |
| | 150D | 125ANB+73 | 29.5' RT | 2x3 | 793.80 | - | - | 1 | - | - | - | - | - | |
| | 170 | 123ANB+79 | 22.9' LT | 6 | 791.25 | - | 1 | - | - | - | - | - | - | |
| | 170A | 124ANB+16 | 111.3' LT | 2x3 | 789.63 | - | - | 1 | - | - | - | - | - | |
| | 170B | 124ANB+09 | 93.8' LT | 2x3 | 789.94 | - | - | 1 | - | - | - | - | - | |
| | 170C | 123ANB+95 | 61.2' LT | 2x3 | 789.98 | - | - | 1 | - | - | - | - | - | |
| | 170D | 123ANB+83 | 31.6' LT | 2x3 | 790.45 | - | - | 1 | - | - | - | - | - | |
| | 170E | 123ANB+79 | 1.5' LT | 2x3 | 790.65 | - | - | 1 | - | - | - | - | - | |
| | 170F | 123ANB+79 | 26.7' RT | 4 | 790.15 | - | - | 1 | - | - | - | - | - | |
| | 170G | 124ANB+41 | 29.5' RT | 4 | 790.87 | - | - | 1 | - | - | - | - | - | |
| | 180 | 123ANB+53 | 29.0' LT | 8 | 791.25 | - | 1 | - | - | - | - | - | - | |
| | 180A | 121ANB+50 | 165.5' LT | 3 | 789.22 | - | - | 1 | - | - | - | - | - | |
| | 180B | 123ANB+45 | 174.7' LT | 3 | 788.69 | - | - | 1 | - | - | - | - | - | |
| | 180C | 123ANB+51 | 112.3' LT | 2x3 | 789.59 | - | - | 1 | - | - | - | - | - | |
| | 180D | 123ANB+51 | 42.9' LT | 2x3 | 790.13 | - | - | 1 | - | - | - | - | - | |
| | 190 | 123ANB+04 | 56.7' LT | 6 | 791.16 | - | 1 | - | - | - | - | - | - | |
| | 190A | 121ANB+26 | 150.7' LT | - | - | - | - | - | - | - | - | - | - | |
| | 200 | 121ANB+22 | 24.0' LT | 8 | 788.94 | - | 1 | - | - | - | - | - | - | |
| | 200A | 121ANB+13 | 134.9' LT | - | - | - | - | - | - | - | - | - | - | |
| | 200B | 121ANB+13 | 54.7' LT | 4 | 787.97 | - | - | 1 | - | - | - | - | - | |
| | 200C | 121ANB+37 | 32.0' RT | 5 | 788.02 | - | - | 1 | - | - | - | - | - | |
| | 200D | 122ANB+32 | 119.4' RT | - | - | - | - | - | - | - | - | - | - | |
| | 200E | 121ANB+36 | 18.1' LT | 4 | 788.79 | - | - | - | 1 | - | - | - | - | |
| | 200F | 121ANB+53 | 28.0' LT | 4 | 788.62 | - | - | - | - | - | 1 | - | - | |
| | 200G | 121ANB+48 | 58.5' LT | 4 | 788.82 | - | - | - | - | - | 1 | - | - | |
| | 400 | 1291ANE+17 | 34.7' LT | 4 | 789.10 | - | 1 | - | - | - | - | - | - | |
| | 400A | 1291ANE+56 | 57.4' LT | 3 | 788.54 | - | - | 1 | - | - | - | - | - | |
| | 400B | 1291ANE+36 | 63.1' LT | 3 | 788.39 | - | - | 1 | - | - | - | - | - | |
| | 400C | 1291ANE+32 | 44.7' LT | 3 | 789.70 | - | - | 1 | - | - | - | - | - | |
| | 400D | 1291ANE+12 | 25.0' LT | 3 | 788.34 | - | - | 1 | - | - | - | - | - | |
| | 400E | 1291ANE+45 | 1.0' RT | 3 | 788.36 | - | - | 1 | - | - | - | - | - | |
| | 400F | 1291ANE+65 | 1.0' RT | 3 | 788.32 | - | - | 1 | - | - | - | - | - | |
| | | | | SUBTOTALS | | 1 | 10 | 35 | 1 | 1 | 2 | 0 | 0 | |

## STORM SEWER STRUCTURES BY SIZE

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | TYPE | RIM ELEVATION | STRUCTURE DEPTH | 522.1012 APRON ENDWALLS FOR CPRC 12-INCH EACH | 522.1015 APRON ENDWALLS FOR CPRC 15-INCH EACH | 522.1018 APRON ENDWALLS FOR CPRC 18-INCH EACH | 522.1021 APRON ENDWALLS FOR CPRC 21-INCH EACH | 522.1024 APRON ENDWALLS FOR CPRC 24-INCH EACH | 522.1036 APRON ENDWALLS FOR CPRC 36-INCH EACH | 522.1042 APRON ENDWALLS FOR CPRC 42-INCH EACH | 611.1005 CATCH BASINS 5-FT DIAMETER EACH | 611.2004 MANHOLES 4-FT DIAMETER EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.2006 MANHOLES 6-FT DIAMETER EACH | 611.2007 MANHOLES 7-FT DIAMETER EACH | 611.2008 MANHOLES 8-FT DIAMETER EACH | 611.3003 INLETS 3-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3230 INLETS 2X3-FT EACH | 611.3901 INLETS MEDIAN 1 GRATE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | CC1 | 132ANB+29 | 25.8' RT | CONCRETE COLLAR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 100A | 132ANB+29 | 31.3' RT | INLET-H | 801.81 | 2.82 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | NOTE 11 |
| | 100B | 132ANB+84 | 43.5' RT | INLET-H | 801.39 | 2.72 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | NOTE 11 |
| | 100C | 132ANB+58 | 47.6' LT | INLET-H | 801.91 | 3.03 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 100D | 132ANB+58 | 43.8' LT | MANHOLE-J | 802.07 | 2.84 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 120 | 129ANB+57 | 16.9' LT | MANHOLE-J | 801.23 | 5.98 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 120A | 129ANB+57 | 51.5' LT | INLET-H | 800.17 | 4.14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 120D | 129ANB+57 | 43.5' RT | INLET-H | 800.10 | 4.02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 130 | 127ANB+81 | 9.1' LT | MANHOLE-J | 799.46 | 6.96 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 130A | 127ANB+79 | 51.5' LT | INLET-H | 798.16 | 4.36 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 130B | 127ANB+81 | 20.5' LT | INLET-H | 798.69 | 5.03 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 130C | 127ANB+81 | 1.5' LT | INLET-H | 798.85 | 6.35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 130D | 127ANB+83 | 29.8' RT | INLET-H | 798.44 | 5.60 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 130E | 127ANB+81 | 55.7' RT | INLET-MS | 795.63 | 2.28 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | |
| | 140 | 126ANB+77 | 4.6' LT | MANHOLE-J | 797.28 | 6.41 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 140A | 126ANB+74 | 36.5' RT | INLET-H | 796.06 | 3.80 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 140B | 126ANB+93 | 75.8' RT | INLET-H | 797.52 | 5.01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 140C | 127ANB+30 | 65.5' RT | INLET-H | 797.42 | 4.26 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 150 | 125ANB+73 | 8.4' LT | MANHOLE-J | 794.81 | 5.56 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | |
| | 150A | 125ANB+79 | 67.4' LT | INLET-H | 793.24 | 3.71 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 150B | 125ANB+73 | 19.0' LT | INLET-H | 794.04 | 4.63 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 150C | 125ANB+73 | 1.5' LT | INLET-H | 794.30 | 4.42 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 150D | 125ANB+73 | 29.5' RT | INLET-H | 793.80 | 3.45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 170 | 123ANB+79 | 22.9' LT | MANHOLE-J | 791.25 | 6.20 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | |
| | 170A | 124ANB+16 | 111.3' LT | INLET-H | 789.63 | 3.30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 170B | 124ANB+09 | 93.8' LT | INLET-H | 789.94 | 3.69 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 170C | 123ANB+95 | 61.2' LT | INLET-H | 789.98 | 4.09 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 170D | 123ANB+83 | 31.6' LT | INLET-H | 790.45 | 4.87 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 170E | 123ANB+79 | 1.5' LT | INLET-H | 790.65 | 4.38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 170F | 123ANB+79 | 26.7' RT | INLET-H | 790.15 | 3.26 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 170G | 124ANB+41 | 29.5' RT | INLET-H | 790.87 | 3.61 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 180 | 123ANB+53 | 29.0' LT | MANHOLE-J | 791.25 | 6.05 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | |
| | 180A | 121ANB+50 | 165.5' LT | INLET-H | 789.22 | 3.46 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 180B | 123ANB+45 | 174.7' LT | INLET-H | 788.69 | 3.29 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 180C | 123ANB+51 | 112.3' LT | INLET-H | 789.59 | 4.47 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 180D | 123ANB+51 | 42.9' LT | INLET-H | 790.13 | 5.30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 190 | 123ANB+04 | 56.7' LT | MANHOLE-J | 791.16 | 8.09 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | |
| | 190A | 121ANB+26 | 150.7' LT | APRON ENDWALL | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | |
| | 200 | 121ANB+22 | 24.0' LT | MANHOLE-J | 788.94 | 9.43 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | |
| | 200A | 121ANB+13 | 134.9' LT | APRON ENDWALL | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 200B | 121ANB+13 | 54.7' LT | INLET-H | 787.97 | 7.77 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 200C | 121ANB+37 | 32.0' RT | CATCH BASIN-H | 788.02 | 4.70 | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | |
| | 200D | 122ANB+32 | 119.4' RT | APRON ENDWALL | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 200E | 121ANB+36 | 18.1' LT | INLET-H-S | 788.79 | 3.89 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 200F | 121ANB+53 | 28.0' LT | INLET-T | 788.62 | 3.02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 200G | 121ANB+48 | 58.5' LT | INLET-T | 788.82 | 3.02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 400 | 1291ANE+17 | 34.7' LT | MANHOLE-J | 789.10 | 3.95 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 400A | 1291ANE+56 | 57.4' LT | INLET-H | 788.54 | 3.20 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 400B | 1291ANE+36 | 63.1' LT | INLET-H | 788.39 | 3.28 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 400C | 1291ANE+32 | 44.7' LT | INLET-H | 789.70 | 4.69 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 400D | 1291ANE+12 | 25.0' LT | INLET-H | 788.34 | 3.51 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 400E | 1291ANE+45 | 1.0' RT | INLET-H | 788.36 | 3.43 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 400F | 1291ANE+65 | 1.0' RT | INLET-H | 788.32 | 3.18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | | | | SUBTOTALS | | | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 1 | 2 | 0 | 2 | 9 | 13 | 16 | 1 | |

## SEWER STRUCTURE BY TYPE CONTINUED

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | SIZE (FT) | RIM ELEVATION | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0624 INLET COVERS TYPE H EACH | 611.0639 INLET COVERS TYPE H-S EACH | 611.0642 INLET COVERS TYPE MS EACH | 611.0652 INLET COVERS TYPE T EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 410 | 122ANB+65 | 52.1' RT | 6 | 789.90 | - | 1 | - | - | - | - | - | - | |
| | 410A | 123ANB+05 | 61.8' RT | 3 | 789.18 | - | - | 1 | - | - | - | - | - | |
| | 410B | 122ANB+86 | 58.1' RT | 3 | 789.42 | - | - | 1 | - | - | - | - | - | |
| | 410C | 122ANB+62 | 49.2' RT | 3 | 789.05 | - | - | 1 | - | - | - | - | - | |
| | 410D | 122ANB+42 | 46.7' RT | 3 | 789.37 | - | - | 1 | - | - | - | - | - | |
| | 210 | 119ANB+23 | 18.1' LT | 6 | 785.03 | - | 1 | - | - | - | - | - | - | |
| | 210A | 119ANB+66 | 37.5' LT | 4 | 784.79 | - | - | - | 1 | - | - | - | - | |
| | 210B | 119ANB+24 | 37.8' LT | 4 | 784.58 | - | - | - | 1 | - | - | - | - | |
| | 210C | 119ANB+23 | 10.6' LT | 4 | 785.06 | - | - | - | 1 | - | - | - | - | |
| | 210D | 119ANB+15 | 1.5' LT | 4 | 785.05 | - | - | - | 1 | - | - | - | - | |
| | 210E | 119ANB+16 | 25.5' RT | 4 | 784.57 | - | - | - | 1 | - | - | - | - | |
| | 210F | 119ANB+59 | 25.5' RT | 2X3 | 784.78 | - | - | - | 1 | - | - | - | - | |
| | 220 | 116ANB+92 | 61.1' LT | 7 | 785.36 | - | 1 | - | - | - | - | - | - | |
| | 220A | 118ANB+66 | 205.6' LT | - | - | - | - | - | - | - | - | - | - | |
| | 220C | 118ANB+29 | 142.3' LT | 4 | 784.59 | - | - | 1 | - | - | - | - | - | |
| | 220D | 117ANB+47 | 30.5' RT | 4 | 784.58 | - | - | 1 | - | - | - | - | - | |
| | 220E | 1290ASE+65 | 16.8' RT | 3 | 783.50 | - | - | 1 | - | - | - | - | - | |
| | 220F | 1290ASE+64 | 48.2' RT | - | - | - | - | - | - | - | - | - | - | |
| | 220G | 117ANB+70 | 90.6' RT | - | - | - | - | - | - | - | - | - | - | |
| | 230 | 116ANB+51 | 43.9' LT | 8 | 784.63 | - | 1 | - | - | - | - | - | - | |
| | 230A | 116ANB+54 | 29.7' LT | 4 | 784.08 | - | - | - | 1 | - | - | - | - | |
| | 230B | 116ANB+78 | 35.6' LT | 4 | 784.09 | - | - | - | - | - | 1 | - | - | |
| | 230C | 117ANB+16 | 2.6' LT | 4 | 784.30 | - | - | - | - | - | 1 | - | - | |
| | 420 | 1286ASW+01 | 1.1' LT | 3 | 784.23 | - | - | 1 | - | - | - | - | - | |
| | 420A | 1286ASW+00 | 67.5' RT | - | - | - | - | - | - | - | - | - | - | |
| | 430 | 1287ASW+66 | 51.2' RT | 4 | 784.81 | - | 1 | - | - | - | - | - | - | |
| | 430A | 1287ASW+00 | 1.1' LT | 3 | 783.73 | - | - | 1 | - | - | - | - | - | |
| | 430B | 1287ASW+61 | 1.1' LT | 4 | 783.93 | - | - | 1 | - | - | - | - | - | |
| | 430C | 1287ASW+75 | 28.2' RT | 3 | 783.68 | - | - | 1 | - | - | - | - | - | |
| | 430D | 1287ASW+82 | 71.2' RT | 3 | 783.40 | - | - | 1 | - | - | - | - | - | |
| | 430E | 1287ASW+74 | 89.9' RT | 3 | 783.08 | - | - | 1 | - | - | - | - | - | |
| | 430F | 1286ASW+97 | 68.8' RT | 3 | 783.51 | - | - | 1 | - | - | - | - | - | |
| | 240 | 116ANB+37 | 31.8' LT | 7 | 784.59 | - | 1 | - | - | - | - | - | - | |
| | 240A | 116ANB+15 | 105.1' LT | - | - | - | - | - | - | - | - | - | - | |
| | 240B | 116ANB+25 | 66.2' LT | 4 | 783.30 | - | - | 1 | - | - | - | - | - | |
| | 240C | 116ANB+34 | 38.7' LT | 4 | 783.85 | - | - | 1 | - | - | - | - | - | |
| | 240D | 116ANB+46 | 1.5' LT | 4 | 783.95 | - | - | 1 | - | - | - | - | - | |
| | 240E | 116ANB+53 | 31.4' RT | 4 | 783.43 | - | - | 1 | - | - | - | - | - | |
| | 240F | 116ANB+66 | 59.0' RT | 4 | 783.42 | - | - | 1 | - | - | - | - | - | |
| | 240G | 116ANB+84 | 76.4' RT | 4 | 783.11 | - | - | 1 | - | - | - | - | - | |
| | 240H | 117ANB+34 | 123.7' RT | - | - | - | - | - | - | - | - | - | - | |
| | 250 | 115ANB+36 | 10.7' LT | 7 | 784.08 | - | 1 | - | - | - | - | - | - | |
| | 250A | 115ANB+35 | 50.8'LT | 2x3 | 782.83 | - | - | 1 | - | - | - | - | - | |
| | 250B | 115ANB+36 | 19.8' LT | 2x3 | 783.32 | - | - | 1 | - | - | - | - | - | |
| | 250C | 115ANB+36 | 1.5' LT | 2x3 | 783.26 | - | - | 1 | - | - | - | - | - | |
| | 250D | 115ANB+36 | 25.5' RT | 4 | 782.78 | - | - | 1 | - | - | - | - | - | |
| | 250E | 115ANB+27 | 41.2' RT | 4 | 782.58 | - | - | 1 | - | - | - | - | - | |
| | 250F | 115ANB+23 | 59.7' RT | 2x3 | 782.26 | - | - | 1 | - | - | - | - | - | |
| | 260 | 113ANB+39 | 16.5' LT | 7 | 783.90 | - | 1 | - | - | - | - | - | - | |
| | 260A | 113ANB+36 | 53.7' LT | 2x3 | 782.68 | - | - | 1 | - | - | - | - | - | |
| | 260B | 113ANB+36 | 24.1' LT | 2x3 | 783.23 | - | - | 1 | - | - | - | - | - | |
| | 260C | 113ANB+36 | 1.5' LT | 4 | 783.12 | - | - | 1 | - | - | - | - | - | |
| | 260D | 113ANB+37 | 37.6' RT | 4 | 782.44 | - | - | 1 | - | - | - | - | - | |
| | 260E | 113ANB+73 | 39.1' RT | 4 | 782.69 | - | - | 1 | - | - | - | - | - | |
| | | | | SUBTOTALS | | 0 | 8 | 31 | 7 | 0 | 2 | 0 | 0 | |

## STORM SEWER STRUCTURES BY SIZE CONTINUED

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | TYPE | RIM ELEVATION | STRUCTURE DEPTH | 522.1012 APRON ENDWALLS FOR CPRC 12-INCH EACH | 522.1015 APRON ENDWALLS FOR CPRC 15-INCH EACH | 522.1018 APRON ENDWALLS FOR CPRC 18-INCH EACH | 522.1021 APRON ENDWALLS FOR CPRC 21-INCH EACH | 522.1024 APRON ENDWALLS FOR CPRC 24-INCH EACH | 522.1036 APRON ENDWALLS FOR CPRC 36-INCH EACH | 522.1042 APRON ENDWALLS FOR CPRC 42-INCH EACH | 611.1005 CATCH BASINS 5-FT DIAMETER EACH | 611.2004 MANHOLES 4-FT DIAMETER EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.2006 MANHOLES 6-FT DIAMETER EACH | 611.2007 MANHOLES 7-FT DIAMETER EACH | 611.2008 MANHOLES 8-FT DIAMETER EACH | 611.3003 INLETS 3-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3230 INLETS 2X3-FT EACH | 611.3901 INLETS MEDIAN 1 GRATE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 410 | 122ANB+65 | 52.1' RT | MANHOLE-J | 789.90 | 5.22 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | | - | - | - | |
| | 410A | 123ANB+05 | 61.8' RT | INLET-H | 789.18 | 3.43 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 410B | 122ANB+86 | 58.1' RT | INLET-H | 789.42 | 4.50 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 410C | 122ANB+62 | 49.2' RT | INLET-H | 789.05 | 3.26 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 410D | 122ANB+42 | 46.7' RT | INLET-H | 789.37 | 2.66 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 210 | 119ANB+23 | 18.1' LT | MANHOLE-J | 785.03 | 6.27 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | |
| | 210A | 119ANB+66 | 37.5' LT | INLET-H-S | 784.79 | 4.16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 210B | 119ANB+24 | 37.8' LT | INLET-H-S | 784.58 | 4.26 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 210C | 119ANB+23 | 10.6' LT | INLET-H-S | 785.06 | 4.91 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 210D | 119ANB+15 | 1.5' LT | INLET-H-S | 785.05 | 4.84 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 210E | 119ANB+16 | 25.5' RT | INLET-H-S | 784.57 | 4.26 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 210F | 119ANB+59 | 25.5' RT | INLET-H-S | 784.78 | 4.16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 220 | 116ANB+92 | 61.1' LT | MANHOLE-J | 785.36 | 7.14 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | |
| | 220A | 118ANB+66 | 205.6' LT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 220C | 118ANB+29 | 142.3' LT | INLET-H | 784.59 | 4.16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 220D | 117ANB+47 | 30.5' RT | INLET-H | 784.58 | 4.38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 220E | 1290ASE+65 | 16.8' RT | INLET-H | 783.50 | 2.51 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 220F | 1290ASE+64 | 48.2' RT | APRON ENDWALL | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 220G | 117ANB+70 | 90.6' RT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 230 | 116ANB+51 | 43.9' LT | MANHOLE-J | 784.63 | 7.08 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | |
| | 230A | 116ANB+54 | 29.7' LT | INLET-H-S | 784.08 | 3.38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 230B | 116ANB+78 | 35.6' LT | INLET-T | 784.09 | 3.13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 230C | 117ANB+16 | 2.6' LT | INLET-T | 784.30 | 3.03 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 420 | 1286ASW+01 | 1.1' LT | INLET-H | 784.23 | 2.47 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 420A | 1286ASW+00 | 67.5' RT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 430 | 1287ASW+66 | 51.2' RT | MANHOLE-J | 784.81 | 4.75 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 430A | 1287ASW+00 | 1.1' LT | INLET-H | 783.73 | 3.19 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 430B | 1287ASW+61 | 1.1' LT | INLET-H | 783.93 | 3.65 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 430C | 1287ASW+75 | 28.2' RT | INLET-H | 783.68 | 3.52 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 430D | 1287ASW+82 | 71.2' RT | INLET-H | 783.40 | 3.61 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 430E | 1287ASW+74 | 89.9' RT | INLET-H | 783.08 | 3.21 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 430F | 1286ASW+97 | 68.8' RT | INLET-H | 783.51 | 3.26 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | |
| | 240 | 116ANB+37 | 31.8' LT | MANHOLE-J | 784.59 | 7.11 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | |
| | 240A | 116ANB+15 | 105.1' LT | APRON ENDWALL | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 240B | 116ANB+25 | 66.2' LT | INLET-H | 783.30 | 4.44 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 240C | 116ANB+34 | 38.7' LT | INLET-H | 783.85 | 5.43 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 240D | 116ANB+46 | 1.5' LT | INLET-H | 783.95 | 5.53 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 240E | 116ANB+53 | 31.4' RT | INLET-H | 783.43 | 4.79 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 240F | 116ANB+66 | 59.0' RT | INLET-H | 783.42 | 4.63 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | 1 | - | |
| | 240G | 116ANB+84 | 76.4' RT | INLET-H | 783.11 | 4.18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 240H | 117ANB+34 | 123.7' RT | APRON ENDWALL | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 250 | 115ANB+36 | 10.7' LT | MANHOLE-J | 784.08 | 7.09 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | |
| | 250A | 115ANB+35 | 50.8'LT | INLET-H | 782.83 | 3.40 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 250B | 115ANB+36 | 19.8' LT | INLET-H | 783.32 | 4.02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 250C | 115ANB+36 | 1.5' LT | INLET-H | 783.26 | 4.52 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 250D | 115ANB+36 | 25.5' RT | INLET-H | 782.78 | 3.93 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 250E | 115ANB+27 | 41.2' RT | INLET-H | 782.58 | 3.70 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 250F | 115ANB+23 | 59.7' RT | INLET-H | 782.26 | 3.29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 260 | 113ANB+39 | 16.5' LT | MANHOLE-J | 783.90 | 8.05 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | |
| | 260A | 113ANB+36 | 53.7' LT | INLET-H | 782.68 | 3.54 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 260B | 113ANB+36 | 24.1' LT | INLET-H | 783.23 | 4.88 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 260C | 113ANB+36 | 1.5' LT | INLET-H | 783.12 | 5.35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 260D | 113ANB+37 | 37.6' RT | INLET-H | 782.44 | 4.61 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 260E | 113ANB+73 | 39.1' RT | INLET-H | 782.69 | 4.79 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | | | | SUBTOTALS | | | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 1 | 11 | 18 | 11 | 0 | |

## SEWER STRUCTURE BY TYPE CONTINUED

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | SIZE (FT) | RIM ELEVATION | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0624 INLET COVERS TYPE H EACH | 611.0639 INLET COVERS TYPE H-S EACH | 611.0642 INLET COVERS TYPE MS EACH | 611.0652 INLET COVERS TYPE T EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 270 | 111ANB+96 | 7.1' LT | 8 | 782.19 | - | 1 | - | - | - | - | - | - | |
| | 270A | 111ANB+95 | 14.1' LT | 4 | 781.58 | - | - | 1 | - | - | - | - | - | |
| | 270B | 111ANB+96 | 1.5' LT | 2x3 | 781.67 | - | - | 1 | - | - | - | - | - | |
| | 270C | 111ANB+96 | 29.5' RT | 4 | 781.66 | - | - | 1 | - | - | - | - | - | |
| | 280 | 110ANB+58 | 11.7' LT | 8 | 780.79 | - | - | - | - | - | - | 1 | - | ADJUST COVER |
| | 280A | 110ANB+68 | 50.5' LT | 2x3 | 780.95 | - | - | 1 | - | - | - | - | - | |
| | 280B | 110ANB+58 | 8.1' LT | 2x3 | 780.79 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | CC2 | 110ANB+67 | 45.3' LT | - | - | 1 | - | - | - | - | - | - | - | |
| | 290 | 110ANB+16 | 11.7' LT | 8 | 780.62 | - | - | - | - | - | - | 1 | - | ADJUST COVER |
| | 290A | 110ANB+44 | 8.2' LT | 2x3 | 780.78 | - | - | 1 | - | - | - | - | - | |
| | CC5 | 110ANB+44 | 4.9' LT | - | - | 1 | - | - | - | - | - | - | - | |
| | 290B | 110ANB+44 | 0.5' RT | 2x3 | 780.92 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | CC3 | 110ANB+59 | 25.8' RT | - | - | 1 | - | - | - | - | - | - | - | |
| | 290C | 110ANB+61 | 29.5' RT | 4 | 780.92 | - | - | 1 | - | - | - | - | - | |
| | 300 | 107ANB+74 | 12.0' LT | 8 | 779.75 | - | - | - | - | - | - | 1 | - | ADJUST COVER |
| | 300D | 107ANB+75 | 16.4' LT | 2x3 | 779.38 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | 300E | 107ANB+74 | 7.7' LT | 2x3 | 779.28 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | CC4 | 107ANB+74 | 27.1' RT | - | - | 1 | - | - | - | - | - | - | - | |
| | 300A | 107ANB+74 | 29.5' RT | 4 | 779.35 | - | - | 1 | - | - | - | - | - | |
| | 340 | 108ANB+29 | 70.8' LT | 4 | 780.42 | - | 1 | - | - | - | - | - | - | |
| | 340A | 108ANB+65 | 72.5' LT | 2.5x2.5 | 779.29 | - | - | - | - | 1 | - | - | - | |
| | 340B | 108ANB+28 | 55.1' LT | 2X3 | 779.48 | - | - | 1 | - | - | - | - | - | |
| | 340C | 106ANB+90 | 80.7' LT | 2.5x2.5 | 778.05 | - | - | - | - | 1 | - | - | - | |
| | 340D | 105ANB+85 | 82.0' LT | 2.5x2.5 | 777.13 | - | - | - | - | 1 | - | - | - | |
| | 350 | 105ANB+47 | 78.8' LT | 4 | 777.62 | - | 1 | - | - | - | - | - | - | |
| | 350A | 105ANB+48 | 63.5' LT | 5 | 777.67 | - | - | 1 | - | - | - | - | - | |
| | 310 | 105ANB+48 | 12.5' LT | 8 | 777.97 | - | - | - | - | - | - | 1 | - | ADJUST COVER |
| | 310A | 105ANB+48 | 7.3' LT | 2x3 | 777.94 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | 310B | 105ANB+48 | 0.8' LT | 2x3 | 777.99 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | 320 | 105ANB+20 | 15.1' LT | 8 | 777.88 | - | - | - | - | - | - | 1 | - | ADJUST COVER |
| | 360A | 105ANB+30 | 29.6' RT | 4 | 777.67 | - | - | 1 | - | - | - | - | - | |
| | 360C | 104ANB+34 | 69.0' RT | 4 | 776.90 | - | - | 1 | - | - | - | - | - | |
| | 370 | 103ANB+54 | 49.5' RT | 4 | 776.30 | - | 1 | - | - | - | - | - | - | |
| | 370A | 103ANB+54 | 43.5' RT | 2x3 | 775.61 | - | - | 1 | - | - | - | - | - | |
| | 380 | 102ANB+00 | 49.5'RT | 4 | 775.30 | - | 1 | - | - | - | - | - | - | |
| | 380A | 102ANB+00 | 37.3' RT | 2x3 | 774.38 | - | - | 1 | - | - | - | - | - | |
| | 390 | 101ANB+60 | 44.6' RT | 4 | 775.10 | - | 1 | - | - | - | - | - | - | |
| | 390A | 101ANB+60 | 63.3' RT | 2.5x2.5 | 774.11 | - | - | - | - | 1 | - | - | - | |
| | 390B | 101ANB+07 | 45.4' RT | - | - | - | - | - | - | - | - | - | - | |
| | 700 | 110ANB+01 | 67.5' RT | 4 | 780.39 | - | - | - | - | - | - | 1 | - | ADJUST COVER |
| | 700A | 110ANB+23 | 89.9' LT | 2x3 | 780.03 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | 700B | 109ANB+69 | 90.1' LT | 2x3 | 780.87 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | 700C | 110ANB+10 | 67.6' RT | 2x3 | 780.05 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | 700D | 109ANB+81 | 68.5' RT | 2x3 | 780.05 | - | - | - | - | - | - | - | 1 | ADJUST COVER |
| | 450A | 1281ASW+84 | 5.8' LT | 4 | 791.05 | - | - | - | - | - | 1 | - | - | |
| | 450B | 1281ASW+84 | 61.1' RT | - | - | - | - | - | - | - | - | - | - | |
| | 460 | 1284ASW+00 | 6.0' LT | 4 | 787.65 | - | - | - | - | - | 1 | - | - | |
| | 460A | 1283ASW+98 | 58.7' RT | - | - | - | - | - | - | - | - | - | - | |
| | 470A | 1298ANE+98 | 5.7' RT | 4 | 802.92 | | - | - | - | - | 1 | - | - | |
| | 470B | 1298ANE+98 | 63.0' LT | - | - | - | - | - | - | - | - | - | - | |
| | 480 | 1296ANE+68 | 5.6' RT | 4 | 799.41 | - | - | - | - | - | 1 | - | - | |
| | 480A | 1296ANE+70 | 54.5' LT | - | - | - | - | - | - | - | - | - | - | |
| | 490 | 1293ANE+96 | 5.6' RT | 4 | 792.55 | - | - | - | - | - | 1 | - | - | |
| | 490A | 1293ANE+99 | 57.1' LT | - | - | - | - | - | - | - | - | - | - | |
| | 900 | 1280ASW+07 | 5.8' LT | 4 | 792.14 | - | - | - | - | - | 1 | - | - | |
| | 900A | 1280ASW+07 | 63.0' RT | - | - | - | - | - | - | - | - | - | - | |
| | 910 | 1278ASW+75 | 5.9' LT | 4 | 792.24 | - | - | - | - | - | 1 | - | - | |
| | | | | | SUBTOTALS | 4 | 6 | 13 | 0 | 4 | 6 | 6 | 10 | |
| | | | | | TOTALS | 5 | 24 | 79 | 8 | 5 | 10 | 6 | 10 | |

## STORM SEWER STRUCTURES BY SIZE CONTINUED

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | TYPE | RIM ELEVATION | STRUCTURE DEPTH | 522.1012 APRON ENDWALLS FOR CPRC 12-INCH EACH | 522.1015 APRON ENDWALLS FOR CPRC 15-INCH EACH | 522.1018 APRON ENDWALLS FOR CPRC 18-INCH EACH | 522.1021 APRON ENDWALLS FOR CPRC 21-INCH EACH | 522.1024 APRON ENDWALLS FOR CPRC 24-INCH EACH | 522.1036 APRON ENDWALLS FOR CPRC 36-INCH EACH | 522.1042 APRON ENDWALLS FOR CPRC 42-INCH EACH | 611.1005 CATCH BASINS 5-FT DIAMETER EACH | 611.2004 MANHOLES 4-FT DIAMETER EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.2006 MANHOLES 6-FT DIAMETER EACH | 611.2007 MANHOLES 7-FT DIAMETER EACH | 611.2008 MANHOLES 8-FT DIAMETER EACH | 611.3003 INLETS 3-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3230 INLETS 2X3-FT EACH | 611.3901 INLETS MEDIAN 1 GRATE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 270 | 111ANB+96 | 7.1' LT | MANHOLE-J | 782.19 | 7.99 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | |
| | 270A | 111ANB+95 | 14.1' LT | INLET-H | 781.58 | 4.46 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 270B | 111ANB+96 | 1.5' LT | INLET-H | 781.67 | 3.92 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 270C | 111ANB+96 | 29.5' RT | INLET-H | 781.66 | 3.75 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 280 | 110ANB+58 | 11.7' LT | ADJUSTED MANHOLE COVER | 780.79 | 8.89 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 280A | 110ANB+68 | 50.5' LT | INLET-H | 780.95 | 3.29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 280B | 110ANB+58 | 8.1' LT | ADJUSTED INLET COVER | 780.79 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | CC2 | 110ANB+67 | 45.3' LT | CONCRETE COLLAR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 290 | 110ANB+16 | 11.7' LT | ADJUSTED MANHOLE COVER | 780.62 | 9.92 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 290A | 110ANB+44 | 8.2' LT | ADJUSTED INLET COVER | 780.78 | 3.78 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | CC5 | 110ANB+44 | 4.9' LT | CONCRETE COLLAR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 290B | 110ANB+44 | 0.5' RT | ADJUSTED INLET COVER | 780.92 | 4.12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | CC3 | 110ANB+59 | 25.8' RT | CONCRETE COLLAR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 290C | 110ANB+61 | 29.5' RT | INLET-H | 780.92 | 3.03 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 300 | 107ANB+74 | 12.0' LT | ADJUSTED MANHOLE COVER | 779.75 | 9.95 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 300D | 107ANB+75 | 16.4' LT | ADJUSTED INLET COVER | 779.38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 300E | 107ANB+74 | 7.7' LT | ADJUSTED INLET COVER | 779.28 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | CC4 | 107ANB+74 | 27.1' RT | CONCRETE COLLAR | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 300A | 107ANB+74 | 29.5' RT | INLET-H | 779.35 | 4.53 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 340 | 108ANB+29 | 70.8' LT | MANHOLE-J | 780.42 | 4.81 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 340A | 108ANB+65 | 72.5' LT | INLET-MS | 779.29 | 3.50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | |
| | 340B | 108ANB+28 | 55.1' LT | INLET-H | 779.48 | 3.83 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | |
| | 340C | 106ANB+90 | 80.7' LT | INLET-MS | 778.05 | 3.65 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | |
| | 340D | 105ANB+85 | 82.0' LT | INLET-MS | 777.13 | 3.69 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | |
| | 350 | 105ANB+47 | 78.8' LT | MANHOLE-J | 777.62 | 4.37 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 350A | 105ANB+48 | 63.5' LT | CATCH BASIN-H | 777.67 | 4.97 | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | |
| | 310 | 105ANB+48 | 12.5' LT | ADJUSTED MANHOLE COVER | 777.97 | 8.98 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 310A | 105ANB+48 | 7.3' LT | ADJUSTED INLET COVER | 777.94 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 310B | 105ANB+48 | 0.8' LT | ADJUSTED INLET COVER | 777.99 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 320 | 105ANB+20 | 15.1' LT | ADJUSTED MANHOLE COVER | 777.88 | 9.68 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 360A | 105ANB+30 | 29.6' RT | INLET-H | 777.67 | 3.57 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 360C | 104ANB+34 | 69.0' RT | INLET-H | 776.90 | 4.68 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 370 | 103ANB+54 | 49.5' RT | MANHOLE-J | 776.30 | 3.50 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NOTE 11 |
| | 370A | 103ANB+54 | 43.5' RT | INLET-H | 775.61 | 3.50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | NOTE 11 |
| | 380 | 102ANB+00 | 49.5'RT | MANHOLE-J | 775.30 | 3.48 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NOTE 11 |
| | 380A | 102ANB+00 | 37.3' RT | INLET-H | 774.38 | 3.50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | NOTE 11 |
| | 390 | 101ANB+60 | 44.6' RT | MANHOLE-J | 775.10 | 3.52 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NOTE 11 |
| | 390A | 101ANB+60 | 63.3' RT | INLET-MS | 774.11 | 3.50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | NOTE 11 |
| | 390B | 101ANB+07 | 45.4' RT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 700 | 110ANB+01 | 67.5' RT | ADJUSTED MANHOLE COVER | 780.39 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 700A | 110ANB+23 | 89.9' LT | ADJUSTED INLET COVER | 780.03 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 700B | 109ANB+69 | 90.1' LT | ADJUSTED INLET COVER | 780.87 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 700C | 110ANB+10 | 67.6' RT | ADJUSTED INLET COVER | 780.05 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 700D | 109ANB+81 | 68.5' RT | ADJUSTED INLET COVER | 780.05 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUST COVER |
| | 450A | 1281ASW+84 | 5.8' LT | INLET-T | 791.05 | 3.68 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 450B | 1281ASW+84 | 61.1' RT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 460 | 1284ASW+00 | 6.0' LT | INLET-T | 787.65 | 3.86 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 460A | 1283ASW+98 | 58.7' RT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 470A | 1298ANE+98 | 5.7' RT | INLET-T | 802.92 | 3.71 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 470B | 1298ANE+98 | 63.0' LT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 480 | 1296ANE+68 | 5.6' RT | INLET-H | 799.41 | 3.01 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 480A | 1296ANE+70 | 54.5' LT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 490 | 1293ANE+96 | 5.6' RT | INLET-H | 792.55 | 3.40 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | |
| | 490A | 1293ANE+99 | 57.1' LT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 900 | 1280ASW+07 | 5.8' LT | INLET-T | 792.14 | 5.05 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | 900A | 1280ASW+07 | 63.0' RT | APRON ENDWALL | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 910 | 1278ASW+75 | 5.9' LT | INLET -T | 792.24 | 3.58 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | |
| | PROJECT | | | CROSS DRAIN STRUCTURES | | | - | - | - | - | 4 | 2 | - | - | - | - | - | - | - | - | - | - | - | SEE CROSS DRAIN STRUCTURES FOR DETAILS |
| | SUBTOTALS | | | | | | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 1 | 8 | 6 | 4 | |
| | TOTALS | | | | | | 1 | 1 | 10 | 1 | 5 | 3 | 1 | 2 | 13 | 1 | 4 | 4 | 4 | 21 | 39 | 33 | 5 | |

## CONCRETE CURB & GUTTER 30-INCH TYPE A

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF | SPV.0090.006 CONCRETE CURB & GUTTER 30-INCH HES TYPE A LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+62 | - | 104ANB+34 | RT | STH 47 | 293 | - | |
| | 112ANB+09 | - | 113ANB+42 | RT | STH 47 | 134 | - | |
| | 114ANB+79 | - | 117ANB+14 | RT | STH 47 | 412 | - | MEDIAN |
| | 117ANB+42 | - | 122ANB+43 | RT | STH 47 | 518 | - | |
| | 118ANB+48 | - | 121ANB+33 | LT | STH 47 | 664 | - | MEDIAN |
| | 123ANB+23 | - | 124ANB+08 | RT | STH 47 | 87 | - | |
| | 123ANB+31 | - | 126ANB+66 | LT | STH 47 | 670 | - | MEDIAN |
| | 126ANB+66 | - | 127ANB+56 | LT | STH 47 | - | 180 | MEDIAN |
| | 127ANB+56 | - | 131ANB+21 | LT | STH 47 | 772 | - | MEDIAN |
| | 128ANB+19 | - | 131ANB+52 | RT | STH 47 | 353 | - | |
| | 132ANB+01 | - | 133ANB+94 | RT | STH 47 | 240 | - | |
| | 10ANBS+00 | - | 13ANBS+39 | RT | STH 47 | 334 | - | RIGHT TURN SLIP LANE |
| | 102ASB+32 | - | 104ASB+37 | LT | STH 47 | 223 | - | |
| | 104ASB+73 | - | 104ASB+77 | LT | MIDWAY RD | 29 | - | MEDIAN |
| | 105ASB+02 | - | 108ASB+45 | LT | STH 47 | 362 | - | |
| | 109ASB+94 | - | 109ASB+99 | LT | STH 47 | 52 | - | DRIVEWAY MEDIAN |
| | 111ASB+84 | - | 116ASB+72 | RT | STH 47 | 1,017 | - | MEDIAN |
| | 115ASB+80 | - | 116ASB+70 | LT | STH 47 | 92 | - | |
| | 117ASB+60 | - | 122ASB+61 | LT | STH 47 | 518 | - | |
| | 122ASB+88 | - | 125ASB+51 | LT | STH 47 | 465 | - | MEDIAN |
| | 126ASB+92 | - | 126ASB+98 | LT | STH 47 | 65 | - | DRIVEWAY MEDIAN |
| | 10ASBN+00 | - | 13ASBN+31 | LT | STH 47 | 328 | - | RIGHT TURN SLIP LANE |
| | 126ASB+54 | - | 126ASB+59 | LT | STH 47 | 6 | - | |
| | 126ASB+59 | - | 127ASB+20 | LT | STH 47 | - | 21 | GOODWILL DRIVEWAY |
| | 127ASB+20 | - | 127ASB+73 | LT | STH 47 | 54 | - | |
| | 1288ANW+04 | - | 1288ANW+67 | R/L | ANW RAMP | 127 | - | |
| | 1290ANE+14 | - | 1291ANE+74 | LT | ANE RAMP | 366 | - | MEDIAN |
| | 1290ANE+20 | - | 1301ANE+50 | RT | ANE RAMP | 1,132 | - | |
| | 1292ANE+35 | - | 1293ANE+30 | LT | ANE RAMP | 106 | - | |
| | 10ANBN+00 | - | 12ANBN+38 | LT | ANE RAMP | 234 | - | |
| | 1279ASW+00 | - | 1288ASW+24 | LT | ASW RAMP | 925 | - | |
| | 1285ASW+05 | - | 1285ASW+40 | RT | ASW RAMP | 37 | - | |
| | 1286ASW+42 | - | 1288ASW+30 | RT | ASW RAMP | 433 | - | MEDIAN |
| | 10ASBS+00 | - | 13ASBS+16 | RT | ASW RAMP | 313 | - | RIGHT TURN SLIP LANE |
| | 1289ASE+76 | - | 1291ASE+50 | R/L | ASE RAMP | 238 | - | |
| | 1296ASE+00 | - | 1299ASE+00 | LT | ASE RAMP | 300 | - | |
| | | | | | TOTAL | 11,901 | 201 | |

## CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 601.0452 LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 101ANB+62 | RT | STH 47 | 55 | |
| | 104ANB+99 | - | 105ANB+21 | RT | STH 47 | 52 | |
| | 109ANB+54 | - | 109ANB+80 | RT | STH 47 | 49 | |
| | 110ANB+11 | - | 110ANB+36 | RT | STH 47 | 49 | |
| | 124ANB+63 | - | 126ANB+89 | RT | STH 47 | 102 | |
| | 127ANB+29 | - | 127ANB+57 | RT | STH 47 | 101 | |
| | 109ASB+42 | - | 109ASB+68 | LT | STH 47 | 49 | |
| | 110ASB+25 | - | 110ASB+50 | LT | STH 47 | 48 | |
| | 127ASB+92 | - | 127ASB+31 | LT | STH 47 | 149 | |
| | 131ASB+34 | - | 131ASB+52 | LT | STH 47 | 38 | |
| | | | | | TOTAL | 692 | |

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

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 601.0580 LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 116ANB+87 | - | 118ANB+27 | R/L | STH 47 | 366 | ROUNDABOUT |
| | 121ANB+65 | - | 123ANB+19 | R/L | STH 47 | 366 | ROUNDABOUT |
| | | | | | TOTAL | 732 | |

## CONCRETE CURB & GUTTER 18-INCH TYPE A

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 601.0405 LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 105ANB+35 | - | 109ANB+54 | LT | STH 47 | 845 | MEDIAN |
| | 110ANB+37 | - | 111ANB+84 | LT | STH 47 | 297 | MEDIAN |
| | 116ANB+96 | - | 118ANB+27 | R/L | STH 47 | 276 | REJECT CURB, ROUNDABOUT |
| | 121ANB+69 | - | 123ANB+07 | R/L | STH 47 | 276 | REJECT CURB, ROUNDABOUT |
| | | | | | TOTAL | 1,694 | |

## CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 602.0515 SF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 104ANB+17 | - | 104ANB+27 | RT | STH 47 | 16 | |
| | 105ANB+04 | - | 105ANB+20 | RT | STH 47 | 16 | |
| | 109ANB+64 | - | 109ANB+68 | RT | STH 47 | 8 | |
| | 110ANB+23 | - | 110ANB+27 | RT | STH 47 | 8 | |
| | 116ANB+35 | - | 116ANB+42 | R/L | STH 47 | 36 | MEDIANS |
| | 123ANB+64 | - | 123ANB+73 | R/L | STH 47 | 36 | |
| | 126ANB+80 | - | 126ANB+84 | RT | STH 47 | 8 | |
| | 127ANB+38 | - | 127ANB+41 | RT | STH 47 | 8 | |
| | 131ANB+30 | - | 131ANB+41 | RT | STH 47 | 16 | |
| | 132ANB+03 | - | 132ANB+06 | RT | STH 47 | 8 | |
| | 12ANBS+77 | - | 12ANBS+86 | R/L | STH 47 | 36 | RIGHT TURN SLIP LANE |
| | 104ASB+18 | - | 104ASB+28 | LT | STH 47 | 16 | |
| | 105ASB+10 | - | 105ASB+20 | LT | STH 47 | 16 | |
| | 109ASB+50 | - | 109ASB+54 | LT | STH 47 | 8 | |
| | 110ASB+37 | - | 110ASB+41 | LT | STH 47 | 8 | |
| | 116ASB+31 | - | 116ASB+40 | R/L | STH 47 | 36 | |
| | 123ASB+60 | - | 123ASB+70 | R/L | STH 47 | 36 | MEDIANS |
| | 126ASB+70 | - | 127ASB+25 | LT | STH 47 | 2 | |
| | 131ASB+29 | - | 131ASB+33 | LT | STH 47 | 8 | |
| | 10ASBN+53 | - | 10ASBN+62 | R/L | STH 47 | 36 | RIGHT TURN SLIP LANE |
| | 1288ANW+22 | - | 1288ANW+32 | R/L | ANW RAMP | 36 | |
| | 1290ANE+36 | - | 1290ANE+45 | R/L | ANE RAMP | 36 | LEFT TURN SLIP LANE |
| | 10ANBN+40 | - | 10ANBN+49 | R/L | ANE RAMP | 36 | RIGHT TURN SLIP LANE |
| | 1287ASW+98 | - | 1288ASW+06 | R/L | ASW RAMP | 36 | LEFT TURN SLIP LANE |
| | 12ASBS+64 | - | 12ASBS+73 | R/L | ASW RAMP | 36 | RIGHT TURN SLIP LANE |
| | 1290ASE+11 | - | 1290ASE+21 | R/L | ASE RAMP | 36 | |
| | | | | | TOTAL | 578 | |

3

## CONCRETE CURB PEDESTRIAN

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 601.0600 LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 126ASB+70 | - | 127ASB+25 | LT | STH 47 | 45 | GOODWILL DRIVEWAY |
| | 116ANB+28 | - | 116ANB+39 | LT | STH 47 | 66 | MEDIAN CROSSWALK |
| | 123ANB+63 | - | 123ANB+74 | LT | STH 47 | 65 | MEDIAN CROSSWALK |
| | 12ANBS+76 | - | 12ANBS+87 | LT | STH 47 | 56 | SPLITTER ISLAND CROSSWALK |
| | 10ASBN+54 | - | 10ASBN+64 | RT | STH 47 | 65 | SPLITTER ISLAND CROSSWALK |
| | 1287ASE+94 | - | 1288ASE+05 | RT | ASE RAMP | 81 | SPLITTER ISLAND CROSSWALK |
| | 1280ANE+38 | - | 1290ANE+49 | LT | ANE RAMP | 63 | SPLITTER ISLAND CROSSWALK |
| | | | | | TOTAL | 441 | |

## CONCRETE BARRIER TYPE S56C

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 603.1456 LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 119ANB+28 | - | 120ANB+64 | RT | STH 47 | 136 | UNDER OVERPASS |
| | | | | | TOTAL | 136 | |

## PIPE GRATES

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | APRON ENDWALLS SIZE | 611.9800.S PIPE GRATES EACH |
|---|---|---|---|---|---|
| 1000 | 200A | 121ANB+13 | 139.4' LT | 21- INCH | 1 |
| | 200D | 122ANB+33 | 122.4' RT | 36- INCH | 1 |
| | | | | TOTAL | 2 |

## PIPE UNDERDRAIN UNPERFORATED 4-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 612.0204 LF |
|---|---|---|---|---|---|---|
| 1000 | 103ANB+54 | - | 104ANB+37 | RT | STH 47 | 88 |
| | 132ANB+84 | - | 133ANB+94 | RT | STH 47 | 113 |
| | 102ASB+30 | - | 104ASB+37 | LT | STH 47 | 207 |
| | | | | | TOTAL | 408 |

NOTE: PRIVATE UNDERDRAINS TO BE TIED INTO PROPOSED INLETS

## RIPRAP AND GEOTEXTILE FABRIC

| CATEGORY | STATION | OFFSET | 606.0200 RIPRAP MEDIUM CY | 645.0120 GEOTEXTILE FABRIC TYPE HR SY | REMARKS |
|---|---|---|---|---|---|
| 1000 | 101ANB+03 | 45.5' RT | 2 | 6 | |
| | 1286ASW+00 | 53.8' RT | 2 | 6 | |
| | 1283ASW+97 | 72.7' RT | 2 | 5 | |
| | 1281ASW+99 | 69.5' RT | 2 | 5 | |
| | 1280ASW+07 | 55.9' RT | 2 | 5 | |
| | 1290ASE+62 | 54.7' RT | 2 | 5 | |
| | 1287ANW+75 | 53.6' RT | 8 | 18 | |
| | 1287ANW+94 | 56.0' RT | 9 | 20 | |
| | 1292ANE+25 | 41.0' RT | 4 | 9 | |
| | 1292ANE+31 | 41.1' RT | 4 | 9 | |
| | 1294ANE+00 | 63.8' LT | 2 | 5 | |
| | 1296ANE+70 | 62.2' LT | 2 | 5 | |
| | 1299ANE+35 | 40.4' LT | 2 | 5 | |
| | 1300ANE+21 | 38.7' LT | 2 | 5 | |
| | 1286ANW+16-1288ANW+06 | | 1,803 | 902 | DETENTION BASIN |
| | 1290ANE+96-1293ANE+43 | | 133 | 67 | DETENTION BASIN |
| | 288EB+15 | 288EB+20 | 2 | - | END OF FLUME |
| | 288WB+15 | 288WB+20 | 2 | - | END OF FLUME |
| | | TOTALS | 1,986 | 1,077 | |

## PIPE UNDERDRAIN UNPERFORATED 6-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 612.0206 LF |
|---|---|---|---|---|---|---|
| 1000 | 118ANB+19 | - | 118ANB+60 | RT | STH 47 | 37 |
| | | | | | TOTAL | 37 |

## PIPE UNDERDRAIN WRAPPED 6-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 612.0406 LF |
|---|---|---|---|---|---|---|
| 1000 | 118ANB+60 | - | 121ANB+70 | RT | STH 47 | 259 |
| | | | | | TOTAL | 259 |

## APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH

| CATEGORY | STATION | OFFSET | LOCATION | 612.0806 EACH |
|---|---|---|---|---|
| 1000 | 118ANB+19 | 63' RT | STH 47 | 1 |
| | | | TOTAL | 1 |

3

## CONCRETE BARRIER TEMPORARY PRECAST

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF | 603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF | SPV.0090.201 CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE LF | REMARKS |
|---|---|---|---|---|---|---|---|
| **STAGE 2** | | | | | | | |
| 1000 | 285NB+50 - 287NB+80 | 0.0' RT | USH 10/STH 441 | 230 | 230 | -- | TAPER |
| | 287NB+80 - 290NB+25 | 15.0'RT | USH 10/STH 441 | 245 | 245 | -- | |
| | 288SB+08 - 290SB+53 | 15.0'RT | USH 10/STH 441 | 245 | 245 | -- | |
| | 290SB+53 - 292SB+83 | 0.0' RT | USH 10/STH 441 | 230 | 230 | -- | TAPER |
| **STAGE 3** | | | | | | | |
| 1000 | 275NB+50 - 285NB+50 | 4.5'RT - 23.0' LT | USH 10/STH 441 | 1,000 | 1,000 | -- | TAPER |
| | 285NB+50 - 290NB+25 | 23.0' LT | USH 10/STH 441 | 475 | 475 | -- | |
| | 290NB +25 - 293NB+09 | 23.0' LT | USH 10/STH 441 | 284 | 284 | -- | |
| | 293NB+09 - 300NB+67 | 23.0 LT - 4.5' RT | USH 10/STH 441 | 758 | 758 | -- | TAPER |
| | 277SB+50 - 288SB+08 | 23.0 RT - 4.5' LT | USH 10/STH 441 | 1,058 | 1,058 | -- | TAPER |
| | 288SB+08 - 292SB+83 | 23.0' RT | USH 10/STH 441 | 475 | 475 | -- | |
| | 292SB+83 - 295SB+10 | 23.0' RT | USH 10/STH 441 | 227 | 227 | -- | |
| | 295SB+10 - 303SB+00 | 4.5' LT -23.0' RT | USH 10/STH 441 | 790 | 790 | -- | TAPER |
| **STAGE 4** | | | | | | | |
| 1000 | 278NB+00 - 298NB+00 | 5.5' LT | USH 10/STH 441 | -- | -- | 2,000 | |
| | 280SB+33 - 300SB+33 | 5.5' RT | USH 10/STH 441 | -- | -- | 2,000 | |
| | | | TOTALS | 6,017 | 6,017 | 4,000 | |

## CRASH CUSHIONS TEMPORARY

| CATEGORY | STATION | OFFSET | LOCATION | CRASH CUSHION TEMPORARY 614.0905 EACH | BACK WIDTH FT | OBJECT MARKING PATTERN | CRASH TEST LEVEL | TRAFFIC DIRECTION | TRAFFIC LOCATION | CRASH CUSION SHIELDS | CRASH CUSHION TEMPORARY LEFT IN PLACE SPV.0060.200 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **STAGE 2** | | | | | | | | | | | | |
| 1000 | 280EB+28 | 4.5' RT | USH 10/STH 441 | 1 | 4 | OM-3R (W05-58R) | TL-3 | UNIDIRECTIONAL | L | TEMPORARY CONCRETE BARRIER | 1 | |
| | 288EB+13 | 0.0' RT | USH 10/STH 441 | 1 | 4 | OM-3R (W05-58R) | TL-3 | UNIDIRECTIONAL | L | TEMPORARY CONCRETE BARRIER | 1 | |
| | | | TOTAL | 2 | | | | | | | 2 | |

## GUARDRAIL SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 614.1100 MGS GUARDRAIL TEMPORARY THRIE BEAM TRANSITION LF | 614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH | 614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF | 614.0920 SALVAGED RAIL LF | 614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH | 614.2610 MGS GAUARDRAIL TERMINAL EAT EACH | 614.2300 MGS GUARDRAIL 3 LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 285EB+65 | - | 286EB+65 | 39.5' | USH 10/STH 441 | 30 | 2 | 245 | 365 | 1 | 1 | 245 |
| | 292WB+65 | - | 293WB+65 | 39.5' | USH 10/STH 441 | 30 | 2 | 365 | 550 | 1 | 1 | 365 |
| | | | | | TOTALS | 60 | 4 | 610 | 915 | 2 | 2 | 610 |

## BARRIER SYSTEM GRADING SHAPING FINISHING SUMMARY: FOR INFORMATION ONLY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | EXCAVATION COMMON CY | BORROW CY | SALVAGED TOPSOIL SY | FERTELIZER TYPE B CWT | TYPE 30 SEED LB | MULCH SY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 285EB+65 | - | 286EB+65 | 39.5' | USH 10/STH 441 STAGE 1 | 71 | 121 | 459 | 3 | 1 | 459 |
| | 292WB+65 | - | 293WB+65 | 39.5' | USH 10/STH 441 STAGE 1 | 99 | 55 | 333 | 2 | 1 | 333 |
| | 285EB+65 | - | 286EB+65 | 39.5' | USH 10/STH 441 STAGE 3 | 3.5 | 87.5 | 263 | 2 | 1 | 263 |
| | 292WB+65 | - | 293WB+65 | 39.5' | USH 10/STH 441 STAGE 3 | 3.2 | 48.6 | 212 | 1 | 1 | 212 |
| | | | | | TOTALS | 177 | 312 | 1,268 | 9 | 3 | 1,268 |

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## FENCE WOVEN WIRE

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 616.0100 FENCE WOVEN WIRE LF |
|---|---|---|---|---|---|---|
| 1000 | 1292ANE+35 | - | 1293ANE+04 | 105' LT | ANE RAMP | 80 |
| | 1298ASE+98 | - | 1303ASE+23 | 65' RT | ASE RAMP | 425 |
| | 1278ASW+18 | - | 1278ASW+99 | 70' RT | ASW RAMP | 95 |
| | 1282ASW+73 | - | 1283ASW+34 | 80' RT | ASW RAMP | 70 |
| | | | | | TOTAL | 670 |

## MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 1517-75-78

| CATEGORY | STATION | TO | STATION | LOCATION | 618.0100 EACH | REMARKS |
|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 133ANB+95 | PROJECT | 1 | |
| | | | | TOTAL | 1 | |

## CONCRETE MEDIAN SLOPED NOSE

| CATEGORY | STATION | OFFSET | LOCATION | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF |
|---|---|---|---|---|
| 1000 | 105ANB+38 | MED | STH 47 | 39 |
| | 109ANB+51 | MED | STH 47 | 39 |
| | 110ANB+40 | MED | STH 47 | 44 |
| | 114ANB+82 | RT | STH 47 | 60 |
| | 131ANB+19 | MED | STH 47 | 50 |
| | 104ASB+72 | LT | MIDWAY RD | 31 |
| | 125ASB+48 | LT | STH 47 | 60 |
| | 1291ANE+72 | MED | ANE RAMP | 69 |
| | 1286ASW+46 | MED | ASW RAMP | 69 |
| | | | TOTAL | 461 |

## MOBILIZATION

| CATEGORY | STATION | TO | STATION | LOCATION | 619.1000 MOBILIZATION EACH | REMARKS |
|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 133ANB+95 | PROJECT | 0.97 | |
| | | | | TOTAL | 0.97 | |

## WATER

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 624.0100 WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 133ANB+95 | R/L | PROJECT | 131 | DUST CONTROL |
| | 101ANB+07 | - | 133ANB+95 | R/L | PROJECT | 328 | COMPACTION |
| | | | | | TOTAL | 460 | |

## STORM SEWER PIPE

| CATEGORY | STRUCTURE | | INVERT ELEV. | | PIPE CLASSIFICATION | | | | | | | | | | | | | | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | CLASS III | | | | | | CLASS IV | | | | | | | | |
| | FROM | TO | INLET | DISCHARGE | 608.0312 12-INCH LF | 608.0318 18-INCH LF | 608.0321 21-INCH LF | 608.0324 24-INCH LF | 608.0330 30-INCH LF | 608.0336 36-INCH LF | 608.0412 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | |
| 1000 | 100B | 100A | 798.98 | 798.82 | - | - | - | - | - | - | 56 | - | - | - | - | - | - | - | |
| | 100A | CC1 | 798.82 | 798.80 | - | - | - | - | - | - | 6 | - | - | - | - | - | - | - | |
| | 100C | 100D | 798.00 | 797.98 | - | - | - | - | - | - | 4 | - | - | - | - | - | - | - | |
| | 120A | 120 | 795.04 | 795.00 | - | - | - | - | - | - | 35 | - | - | - | - | - | - | - | |
| | 120D | 120 | 795.20 | 795.00 | - | - | - | - | - | - | 60 | - | - | - | - | - | - | - | |
| | 120 | 130 | 794.00 | 791.75 | - | - | - | 176 | - | - | - | - | - | - | - | - | - | - | |
| | 130B | 130 | 792.79 | 792.75 | - | - | - | - | - | - | 11 | - | - | - | - | - | - | - | |
| | 130A | 130B | 792.93 | 792.79 | - | - | - | - | - | - | 31 | - | - | - | - | - | - | - | |
| | 130C | 130 | 791.63 | 791.55 | - | - | - | - | - | - | - | - | - | 8 | - | - | - | - | |
| | 130D | 130C | 791.97 | 791.63 | - | - | - | - | - | - | - | - | - | 31 | - | - | - | - | |
| | 130E | 130D | 792.35 | 791.97 | - | - | - | 26 | - | - | - | - | - | - | - | - | - | - | |
| | 130 | 140 | 791.25 | 789.62 | - | - | - | - | 105 | - | - | - | - | - | - | - | - | - | |
| | 140A | 140 | 791.39 | 790.87 | - | - | - | - | - | - | - | 41 | - | - | - | - | - | - | |
| | 140B | 140A | 791.64 | 791.39 | - | - | - | - | - | - | - | 43 | - | - | - | - | - | - | |
| | 140C | 140B | 792.29 | 791.89 | - | - | - | - | - | - | 37 | - | - | - | - | - | - | - | |
| | 140 | 150 | 789.62 | 788.50 | - | - | - | - | - | - | - | - | - | - | 105 | - | - | - | |
| | 150B | 150 | 788.53 | 788.50 | - | - | - | - | - | - | 11 | - | - | - | - | - | - | - | |
| | 150A | 150B | 788.66 | 788.53 | - | - | - | - | - | - | 49 | - | - | - | - | - | - | - | |
| | 150C | 150 | 789.00 | 788.50 | - | - | - | - | - | - | 7 | - | - | - | - | - | - | - | |
| | 150D | 150C | 789.47 | 789.00 | - | - | - | - | - | - | 31 | - | - | - | - | - | - | - | |
| | 150 | 170 | 788.00 | 783.80 | - | - | - | - | - | 196 | - | - | - | - | - | - | - | - | |
| | 170A | 170B | 785.45 | 785.38 | - | - | - | - | - | - | 19 | - | - | - | - | - | - | - | |
| | 170B | 170C | 785.38 | 785.02 | - | - | - | - | - | - | 35 | - | - | - | - | - | - | - | |
| | 170C | 170D | 785.02 | 784.71 | - | - | - | - | - | - | 32 | - | - | - | - | - | - | - | |
| | 170D | 170 | 784.71 | 784.52 | - | - | - | - | - | - | 9 | - | - | - | - | - | - | - | |
| | 170G | 170F | 786.39 | 786.01 | - | - | - | - | - | - | 62 | - | - | - | - | - | - | - | |
| | 170F | 170E | 786.01 | 785.40 | - | - | - | - | - | - | 28 | - | - | - | - | - | - | - | |
| | 170E | 170 | 785.40 | 784.52 | - | - | - | - | - | - | 22 | - | - | - | - | - | - | - | |
| | 170 | 180 | 783.80 | 783.22 | - | - | - | - | - | - | - | - | - | - | - | 27 | - | - | |
| | 180A | 180B | 784.89 | 784.53 | - | - | - | - | - | - | 23 | - | - | - | - | - | - | - | |
| | 180B | 180C | 784.53 | 784.25 | - | - | - | - | - | - | 63 | - | - | - | - | - | - | - | |
| | 180C | 180D | 784.25 | 783.95 | - | - | - | - | - | - | 69 | - | - | - | - | - | - | - | |
| | 180D | 180 | 783.95 | 783.87 | - | - | - | - | - | - | 14 | - | - | - | - | - | - | - | |
| | 180 | 190 | 783.22 | 782.32 | - | - | - | - | - | - | - | - | - | - | - | 57 | - | - | |
| | 190 | 190A | 781.82 | 780.00 | - | - | - | - | - | - | - | - | - | - | - | - | 158 | - | OUTFALL |
| | 400A | 400B | 784.46 | 784.23 | - | - | - | - | - | - | 21 | - | - | - | - | - | - | - | |
| | 400B | 400C | 784.23 | 784.14 | - | - | - | - | - | - | 19 | - | - | - | - | - | - | - | |
| | 400C | 400 | 784.14 | 783.90 | - | - | - | - | - | - | 18 | - | - | - | - | - | - | - | |
| | 400F | 400E | 784.27 | 784.06 | - | - | - | - | - | - | 20 | - | - | - | - | - | - | - | |
| | 400E | 400D | 784.06 | 783.95 | - | - | - | - | - | - | 42 | - | - | - | - | - | - | - | |
| | 400D | 400 | 783.95 | 783.90 | - | - | - | - | - | - | 11 | - | - | - | - | - | - | - | |
| | 400 | 410 | 783.9 | 783.43 | - | - | - | - | - | - | - | 79 | - | - | - | - | - | - | |
| | 410A | 410B | 784.87 | 784.05 | - | - | - | - | - | - | 20 | - | - | - | - | - | - | - | |
| | 410B | 410 | 784.05 | 783.93 | - | - | - | - | - | - | 22 | - | - | - | - | - | - | - | |
| | 410D | 410C | 785.83 | 784.91 | - | - | - | - | - | - | 34 | - | - | - | - | - | - | - | |
| | 410C | 410 | 784.91 | 783.93 | - | - | - | - | - | - | 11 | - | - | - | - | - | - | - | |
| | | | | SUBTOTALS | 0 | 0 | 0 | 202 | 105 | 196 | 932 | 163 | 0 | 39 | 105 | 84 | 158 | 0 | |

## STORM SEWER PIPE CONTINUED

| CATEGORY | STRUCTURE FROM | STRUCTURE TO | INVERT ELEV. INLET | INVERT ELEV. DISCHARGE | PIPE CLASSIFICATION CLASS III 608.0312 12-INCH LF | 608.0318 18-INCH LF | 608.0321 21-INCH LF | 608.0324 24-INCH LF | 608.0330 30-INCH LF | 608.0336 36-INCH LF | CLASS IV 608.0412 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 410 | 190 | 783.43 | 782.83 | - | - | - | - | - | - | - | - | 116 | - | - | - | - | - | |
| | 200G | 200F | 784.80 | 784.60 | - | - | - | - | - | - | 31 | - | - | - | - | - | - | - | |
| | 200F | 200E | 784.60 | 784.27 | - | - | - | - | - | - | 23 | - | - | - | - | - | - | - | |
| | 200E | 200 | 784.02 | 783.91 | - | - | - | - | - | - | - | 18 | - | - | - | - | - | - | |
| | 200A | 200B | 779.50 | 779.32 | - | - | 80 | - | - | - | - | - | - | - | - | - | - | - | INFALL |
| | 200B | 200 | 779.32 | 779.00 | - | - | 33 | - | - | - | - | - | - | - | - | - | - | - | |
| | 200C | 200 | 782.44 | 782.16 | - | - | - | - | - | - | - | - | - | - | - | 58 | - | - | |
| | 200D | 200C | 783.00 | 782.44 | - | - | - | - | - | 155 | - | - | - | - | - | - | - | - | INFALL |
| | 200 | 210 | 778.26 | 777.51 | - | - | - | - | - | - | - | - | - | - | - | - | 207 | - | |
| | 210A | 210B | 779.75 | 779.45 | - | - | - | - | - | - | - | - | 43 | - | - | - | - | - | |
| | 210B | 210 | 779.45 | 778.51 | - | - | - | - | - | - | - | - | 20 | - | - | - | - | - | |
| | 210F | 210E | 779.74 | 779.44 | - | - | - | - | - | - | - | - | 42 | - | - | - | - | - | |
| | 210E | 210D | 779.44 | 779.33 | - | - | - | - | - | - | - | - | 27 | - | - | - | - | - | |
| | 210D | 210C | 779.33 | 779.27 | - | - | - | - | - | - | - | - | 12 | - | - | - | - | - | |
| | 210C | 210 | 779.27 | 778.51 | - | - | - | - | - | - | - | - | 8 | - | - | - | - | - | |
| | 210 | 220 | 777.51 | 776.97 | - | - | - | - | - | - | - | - | - | - | - | - | 181 | - | |
| | 220A | 220C | 780.05 | 779.56 | - | 83 | - | - | - | - | - | - | - | - | - | - | - | - | INFALL |
| | 220C | 220 | 779.56 | 779.17 | - | - | - | - | - | - | - | - | 82 | - | - | - | - | - | |
| | 220G | 200D | 779.93 | 779.32 | - | - | - | - | - | - | - | - | 74 | - | - | - | - | - | INFALL |
| | 220E | 220F | 780.11 | 779.33 | - | 31 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 220D | 220 | 779.32 | 778.63 | - | - | - | - | - | - | - | - | 108 | - | - | - | - | - | |
| | 220 | 230 | 776.47 | 776.30 | - | - | - | - | - | - | - | - | - | - | - | - | - | 58 | |
| | 230C | 230B | 780.27 | 779.96 | - | - | - | - | - | - | 51 | - | - | - | - | - | - | - | |
| | 230B | 230A | 779.96 | 779.82 | - | - | - | - | - | - | 32 | - | - | - | - | - | - | - | |
| | 230A | 230 | 779.82 | 779.78 | - | - | - | - | - | - | 15 | - | - | - | - | - | - | - | |
| | 430A | 430B | 779.67 | 779.40 | - | - | - | - | - | - | 61 | - | - | - | - | - | - | - | |
| | 430B | 430C | 779.40 | 779.28 | - | - | - | - | - | - | 31 | - | - | - | - | - | - | - | |
| | 430C | 430 | 779.28 | 778.81 | - | - | - | - | - | - | 24 | - | - | - | - | - | - | - | |
| | 430F | 430E | 779.38 | 779.00 | - | - | - | - | - | - | 71 | - | - | - | - | - | - | - | |
| | 430E | 430D | 779.00 | 778.92 | - | - | - | - | - | - | 19 | - | - | - | - | - | - | - | |
| | 430D | 430 | 778.92 | 778.81 | - | - | - | - | - | - | 21 | - | - | - | - | - | - | - | |
| | 420 | 420A | 780.89 | 780.36 | - | - | - | - | - | - | - | 69 | - | - | - | - | - | - | OUTFALL |
| | 430 | 230 | 778.81 | 778.06 | - | - | - | - | - | - | - | 128 | - | - | - | - | - | - | |
| | 230 | 240 | 776.30 | 776.23 | - | - | - | - | - | - | - | - | - | - | - | - | - | 23 | |
| | 240A | 240B | 778.20 | 777.98 | - | - | - | - | - | - | - | 43 | - | - | - | - | - | - | INFALL |
| | 240B | 240C | 777.98 | 777.55 | - | - | - | - | - | - | - | 30 | - | - | - | - | - | - | |
| | 240C | 240 | 777.55 | 777.36 | - | - | - | - | - | - | - | 8 | - | - | - | - | - | - | |
| | 240H | 240G | 779.01 | 778.06 | - | - | | 82 | - | - | - | - | - | - | - | - | - | - | INFALL |
| | 240G | 240F | 778.06 | 777.92 | - | - | - | - | - | - | - | - | - | 19 | - | - | - | - | |
| | 240F | 240E | 777.92 | 777.76 | - | - | - | - | - | - | - | - | - | 28 | - | - | - | - | |
| | 240E | 240D | 777.76 | 777.55 | - | - | - | - | - | - | - | - | - | 33 | - | - | - | - | |
| | 240D | 240 | 777.55 | 777.36 | - | - | - | - | - | - | - | - | - | 32 | - | - | - | - | |
| | 240 | 250 | 776.23 | 775.74 | - | - | - | - | - | - | - | - | - | - | - | - | - | 113 | |
| | 250A | 250B | 778.56 | 778.43 | - | - | - | - | - | - | 31 | - | - | - | - | - | - | - | |
| | 250B | 250 | 778.43 | 778.38 | - | - | - | - | - | - | 9 | - | - | - | - | - | - | - | |
| | 250F | 250E | 778.09 | 778.01 | - | - | - | - | - | - | 19 | - | - | - | - | - | - | - | |
| | 250E | 250D | 778.01 | 777.97 | - | - | - | - | - | - | 18 | - | - | - | - | - | - | - | |
| | 250D | 250C | 777.97 | 777.86 | - | - | - | - | - | - | - | 27 | - | - | - | - | - | - | |
| | 250C | 250 | 777.86 | 777.82 | - | - | - | - | - | - | - | 9 | - | - | - | - | - | - | |
| | | | | SUBTOTALS | 0 | 114 | 113 | 82 | 0 | 155 | 456 | 332 | 532 | 112 | 0 | 58 | 388 | 194 | |

## STORM SEWER PIPE CONTINUED

| CATEGORY | STRUCTURE | | INVERT ELEV. | | PIPE CLASSIFICATION | | | | | | | | | | | | | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | CLASS III | | | | | | CLASS IV | | | | | | | |
| | FROM | TO | INLET | DISCHARGE | 608.0312 12-INCH LF | 608.0318 18-INCH LF | 608.0321 21-INCH LF | 608.0324 24-INCH LF | 608.0330 30-INCH LF | 608.0336 36-INCH LF | 608.0412 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | |
| 1000 | 250 | 260 | 775.74 | 774.60 | - | - | - | - | - | - | - | - | - | - | - | - | - | 197 | |
| | 260A | 260B | 778.26 | 777.48 | - | - | - | - | - | - | 30 | - | - | - | - | - | - | - | |
| | 260B | 260 | 777.48 | 777.00 | - | - | - | - | - | - | 13 | - | - | - | - | - | - | - | |
| | 260E | 260D | 777.03 | 776.96 | - | - | - | - | - | - | - | - | - | 38 | - | - | - | - | |
| | 260D | 260C | 776.96 | 776.90 | - | - | - | - | - | - | - | - | - | 39 | - | - | - | - | |
| | 260C | 260 | 776.90 | 776.60 | - | - | - | - | - | - | - | - | - | 9 | - | - | - | - | |
| | 260 | 270 | 774.60 | 774.20 | - | - | - | - | - | - | - | - | - | - | - | - | - | 141 | |
| | 270A | 270 | 776.62 | 776.58 | - | - | - | - | - | - | - | - | 7 | - | - | - | - | - | |
| | 270C | 270B | 777.41 | 777.25 | - | - | - | - | - | - | - | - | 31 | - | - | - | - | - | |
| | 270B | 270 | 777.25 | 777.23 | - | - | - | - | - | - | - | - | 6 | - | - | - | - | - | |
| | 280A | CC2 | 777.16 | 776.99 | - | - | - | - | - | - | 5 | - | - | - | - | - | - | - | |
| | 290A | CC5 | 776.62 | 776.50 | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | |
| | 290C | CC3 | 777.39 | 777.21 | - | - | - | - | - | - | 5 | - | - | - | - | - | - | - | |
| | 300A | CC4 | 774.32 | 774.30 | - | - | - | - | - | - | - | - | 2 | - | - | - | - | - | |
| | 340A | 340 | 775.29 | 775.11 | - | 36 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 340B | 340 | 775.15 | 775.11 | - | - | - | - | - | - | 19 | - | - | - | - | - | - | - | |
| | 340 | 340C | 775.11 | 773.90 | - | 139 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 340C | 340D | 773.90 | 772.94 | - | 105 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 340D | 350 | 772.94 | 772.75 | - | 38 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 350 | 350A | 772.75 | 772.70 | - | - | - | - | - | - | - | - | 15 | - | - | - | - | - | |
| | 350A | 800 | 772.20 | 772.11 | - | - | - | - | - | - | - | - | - | 33 | - | - | - | - | |
| | 360A | 360 | 773.60 | 771.65 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 370A | 370 | 773.14 | 773.12 | - | - | - | - | - | - | 6 | - | - | - | - | - | - | - | |
| | 370 | 380 | 772.62 | 772.24 | - | 154 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 380A | 380 | 772.27 | 772.24 | - | - | - | - | - | - | 13 | - | - | - | - | - | - | - | |
| | 380 | 390 | 772.24 | 772.13 | - | 41 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 390A | 390 | 772.19 | 772.13 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 390 | 390B | 772.13 | 772.00 | - | 53 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 450 | 450A | 789.96 | 786.88 | 51 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 450A | 450B | 786.87 | 783.74 | - | 67 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 460 | 460A | 786.29 | 782.01 | - | 65 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 470 | 470A | 801.21 | 798.71 | 35 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 470A | 470B | 798.71 | 796.67 | - | 69 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 480 | 480A | 795.90 | 792.84 | - | 60 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 490 | 490A | 788.65 | 787.21 | - | 63 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 900 | 900A | 786.59 | 783.12 | - | 69 | - | - | - | - | - | - | - | - | - | - | - | - | OUTFALL |
| | 910 | 900 | 788.16 | 787.09 | 132 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | PROJECT | | CROSS DRAIN PIPE | | - | - | - | 214 | - | 98 | - | - | - | - | - | - | - | - | SEE CROSS DRAIN PIPE FOR DETAILS |
| | | | | SUBTOTALS | 260 | 959 | 0 | 214 | 0 | 98 | 94 | 0 | 61 | 119 | 0 | 0 | 0 | 338 | |
| | | | | TOTALS | 260 | 1,073 | 113 | 498 | 105 | 449 | 1,482 | 495 | 593 | 270 | 105 | 142 | 546 | 532 | |

## LANDSCAPING SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 625.0100 TOPSOIL SY | 625.0500 SALVAGED TOPSOIL SY | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEED MIXTURE NO. 30 LB | 630.0140 SEED MIXTURE NO. 40 LB | 630.0200 SEED TEMPORARY LB | SPV.0120.104 WATER FOR SEEDED GRASS MGAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+03 | - | 101ANB+14 | RT | STH 47 | 23 | -- | 0.01 | -- | 1 | -- | 1 |
| | 101ANB+44 | - | 103ANB+12 | RT | STH 47 | 388 | -- | 0.24 | -- | 14 | 7 | 9 |
| | 103ANB+47 | - | 104ANB+26 | RT | STH 47 | 72 | -- | 0.05 | -- | 3 | 1 | 2 |
| | 104ANB+99 | - | 105ANB+59 | RT | STH 47 | 75 | -- | 0.05 | -- | 3 | 1 | 2 |
| | 105ANB+97 | - | 106ANB+32 | RT | STH 47 | 52 | -- | 0.03 | -- | 2 | 1 | 1 |
| | 106ANB+67 | - | 109ANB+80 | RT | STH 47 | 400 | -- | 0.25 | -- | 14 | 7 | 9 |
| | 110ANB+11 | - | 111ANB+97 | RT | STH 47 | 416 | -- | 0.26 | -- | 15 | 7 | 9 |
| | 111ANB+97 | - | 113ANB+85 | RT | STH 47 | 755 | -- | 0.48 | -- | 27 | 14 | 17 |
| | 113ANB+85 | - | 116ANB+95 | RT | STH 47 | 1,026 | -- | 0.65 | -- | 37 | 18 | 23 |
| | 116ANB+44 | - | 117ANB+44 | RT | STH 47 | 247 | -- | 0.16 | -- | 9 | 4 | 6 |
| | 117ANB+43 | - | 119ANB+28 | RT | STH 47 | 689 | -- | 0.43 | -- | 25 | 12 | 15 |
| | 120ANB+64 | - | 122ANB+43 | RT | STH 47 | 510 | -- | 0.32 | -- | 18 | 9 | 11 |
| | 123ANB+05 | - | 123ANB+73 | RT | STH 47 | 156 | -- | 0.10 | -- | 6 | 3 | 4 |
| | 123ANB+73 | - | 124ANB+25 | RT | STH 47 | 48 | -- | 0.03 | -- | 2 | 1 | 1 |
| | 123ANB+73 | - | 126ANB+81 | RT | STH 47 | 1,015 | -- | 0.64 | -- | 37 | 18 | 23 |
| | 126ANB+76 | - | 126ANB+92 | RT | STH 47 | 54 | -- | 0.03 | -- | 2 | 1 | 1 |
| | 127ANB+36 | - | 127ANB+44 | RT | STH 47 | 51 | -- | 0.03 | -- | 2 | 1 | 1 |
| | 127ANB+41 | - | 131ANB+39 | RT | STH 47 | 858 | -- | 0.54 | -- | 31 | 15 | 19 |
| | 131ANB+45 | - | 131ANB+52 | RT | STH 47 | 14 | -- | 0.01 | -- | 1 | -- | 0 |
| | 132ANB+01 | - | 132ANB+06 | RT | STH 47 | 12 | -- | 0.01 | -- | 0 | -- | 0 |
| | 132ANB+11 | - | 133ANB+31 | RT | STH 47 | 138 | -- | 0.09 | -- | 5 | 2 | 3 |
| | 133ANB+31 | - | 133ANB+94 | RT | STH 47 | 59 | -- | 0.04 | -- | 2 | 1 | 1 |
| | 102ASB+28 | - | 102ASB+54 | LT | STH 47 | 14 | -- | 0.01 | -- | 1 | -- | 0 |
| | 102ASB+87 | - | 104ASB+36 | LT | STH 47 | 111 | -- | 0.07 | -- | 4 | 2 | 2 |
| | 105ASB+03 | - | 105ASB+11 | LT | STH 47 | 12 | -- | 0.01 | -- | 0 | -- | 0 |
| | 105ASB+12 | - | 107ASB+73 | LT | STH 47 | 389 | -- | 0.25 | -- | 14 | 7 | 9 |
| | 108ASB+05 | - | 109ASB+68 | LT | STH 47 | 278 | -- | 0.18 | -- | 10 | 5 | 6 |
| | 110ASB+25 | - | 111ASB+08 | LT | STH 47 | 91 | -- | 0.06 | -- | 3 | 2 | 2 |
| | 111ASB+08 | - | 113ASB+89 | LT | STH 47 | 737 | -- | 0.46 | -- | 27 | 13 | 17 |
| | 113ASB+89 | - | 115ASB+74 | LT | STH 47 | 458 | -- | 0.29 | -- | 16 | 8 | 10 |
| | 115ASB+74 | - | 116ASB+89 | LT | STH 47 | 356 | -- | 0.22 | -- | 13 | 6 | 8 |
| | 117ASB+60 | - | 121ASB+32 | LT | STH 47 | 605 | -- | 0.38 | -- | 22 | 11 | 14 |
| | 121ASB+32 | - | 122ASB+61 | LT | STH 47 | 271 | -- | 0.17 | -- | 10 | 5 | 6 |
| | 122ASB+60 | - | 126ASB+76 | LT | STH 47 | 1,078 | -- | 0.68 | -- | 39 | 19 | 24 |
| | 127ASB+17 | - | 128ASB+36 | LT | STH 47 | 143 | -- | 0.09 | -- | 5 | 3 | 3 |
| | 128ASB+36 | - | 130ASB+17 | LT | STH 47 | 141 | -- | 0.09 | -- | 5 | 3 | 3 |
| | 130ASB+43 | - | 131ASB+34 | LT | STH 47 | 68 | -- | 0.04 | -- | 2 | 1 | 2 |
| | 1285ANW+00 | - | 1287ANW+00 | LT | ANW RAMP | -- | 1,350 | 0.85 | 49 | -- | 25 | 30 |
| | 1285ANW+49 | - | 1288ANW+22 | RT | ANW RAMP | -- | 2,940 | 1.85 | 106 | -- | 53 | 66 |
| | 1287ANW+00 | - | 1288ANW+22 | LT | ANW RAMP | -- | 727 | 0.46 | 26 | -- | 13 | 16 |
| | 10ANBN+41 | - | 12ANBN+38 | LT | ANE RAMP | -- | 978 | 0.62 | 35 | -- | 18 | 22 |
| | 1290ANE+45 | - | 1293ANE+50 | RT | ANE RAMP | -- | 1,351 | 0.85 | 49 | -- | 25 | 30 |
| | 1292ANE+52 | - | 1293ANE+50 | LT | ANE RAMP | -- | 907 | 0.57 | 33 | -- | 17 | 20 |
| | 1293ANE+50 | - | 1301ANE+50 | LT | ANE RAMP | -- | 5,004 | 3.15 | 180 | -- | 90 | 112 |
| | 1279ASW+00 | - | 1284ASW+50 | RT | ASW RAMP | -- | 2,232 | 1.41 | 80 | -- | 40 | 50 |
| | 1284ASW+50 | - | 1285ASW+40 | RT | ASW RAMP | -- | 485 | 0.31 | 17 | -- | 9 | 11 |
| | 1284ASW+50 | - | 1287ASW+98 | LT | ASW RAMP | -- | 1,970 | 1.24 | 71 | -- | 36 | 44 |
| | 10ASBS+00 | - | 12ASBS+00 | RT | ASW RAMP | -- | 1,580 | 1.00 | 57 | -- | 29 | 35 |
| | 1290ASE+21 | - | 1299ASE+00 | RT | ASE RAMP | -- | 4,028 | 2.54 | 145 | -- | 73 | 90 |
| | 1290ASE+35 | - | 1291ASE+50 | LT | ASE RAMP | -- | 509 | 0.32 | 18 | -- | 9 | 11 |
| | | | | | TOTALS | 11,811 | 24,062 | 23 | 866 | 425 | 644 | 806 |

## MOBILIZATIONS EROSION CONTROL

| CATEGORY | STATION | TO | STATION | LOCATION | 628.1905 EACH |
|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 133ANB+95 | PROJECT | 5 |
| | | | | TOTAL | 5 |

## MOBILIZATIONS EMERGENCY EROSION CONTROL

| CATEGORY | STATION | TO | STATION | LOCATION | 628.1910 EACH |
|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 133ANB+95 | PROJECT | 3 |
| | | | | TOTAL | 3 |

## EROSION MAT SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 628.2002 EROSION MAT CLASS I TYPE A SY | 628.2004 EROSION MAT CLASS I TYPE B SY | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 628.2023 EROSION MAT CLASS II TYPE B SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 101ANB+03 | - | 101ANB+14 | RE-SW RT | STH 47 | - | - | 20 | - | - | |
| | 101ANB+44 | - | 103ANB+12 | SW-SI RT | STH 47 | - | - | - | 20 | - | |
| | 101ANB+44 | - | 103ANB+11 | RE-SW RT | STH 47 | - | - | 208 | - | - | |
| | 103ANB+46 | - | 103ANB+94 | RE-SW RT | STH 47 | - | - | 36 | - | - | |
| | 103ANB+46 | - | 104ANB+27 | SW-SI RT | STH 47 | - | - | 35 | - | - | |
| | 104ANB+21 | - | 104ANB+34 | RE-SW RT | STH 47 | - | - | 14 | - | - | 2 SECTIONS |
| | 104ANB+99 | - | 105ANB+15 | RE-SW RT | STH 47 | - | - | 12 | - | - | 2 SECTIONS |
| | 105ANB+07 | - | 105ANB+60 | SW-SI RT | STH 47 | - | - | 52 | - | - | |
| | 105ANB+30 | - | 105ANB+60 | RE-SW RT | STH 47 | - | - | 15 | - | - | |
| | 105ANB+97 | - | 106ANB+32 | RE-SW RT | STH 47 | - | - | 29 | - | - | |
| | 106ANB+67 | - | 109ANB+34 | RE-SW RT | STH 47 | - | - | 237 | - | - | |
| | 106ANB+67 | - | 109ANB+79 | SW-SI RT | STH 47 | - | - | 158 | - | - | |
| | 110ANB+11 | - | 113ANB+85 | SW-SI RT | STH 47 | - | - | 846 | - | - | |
| | 110ANB+30 | - | 111ANB+97 | RE-SW RT | STH 47 | - | - | 146 | - | - | |
| | 111ANB+90 | - | 113ANB+85 | RE-SW RT | STH 47 | - | - | 180 | - | - | |
| | 117ANB+43 | - | 119ANB+28 | RE-SW RT | STH 47 | - | - | 320 | - | - | |
| | 117ANB+74 | - | 118ANB+54 | SW-SI RT | STH 47 | - | - | 75 | - | - | |
| | 118ANB+54 | - | 119ANB+28 | SW-SI RT | STH 47 | - | 178 | - | - | - | |
| | 120ANB+64 | - | 122ANB+43 | RE-SW RT | STH 47 | - | - | 200 | - | - | |
| | 120ANB+64 | - | 121ANB+71 | SW-SI RT | STH 47 | - | 133 | - | - | - | |
| | 121ANB+71 | - | 122ANB+40 | RE-SW RT | STH 47 | - | - | 237 | - | - | |
| | 123ANB+05 | - | 123ANB+63 | RE-SW RT | STH 47 | - | - | 67 | - | - | |
| | 123ANB+24 | - | 126ANB+79 | SW-SI RT | STH 47 | - | - | 830 | - | - | |
| | 123ANB+75 | - | 124ANB+24 | RE-SW RT | STH 47 | - | - | 46 | - | - | |
| | 124ANB+14 | - | 126ANB+80 | RE-SW RT | STH 47 | - | - | 230 | - | - | |
| | 5T+52 | - | 6T+23 | R/L | TUCKAWAY | - | - | 107 | - | - | 2 SECTIONS |
| | 127ANB+41 | - | 131ANB+25 | RE-SW RT | STH 47 | - | - | 218 | - | - | |
| | 127ANB+42 | - | 131ANB+44 | SW-SI RT | STH 47 | - | - | - | 625 | - | |
| | 131ANB+33 | - | 131ANB+52 | RE-SW RT | STH 47 | - | - | 13 | - | - | 2 SECTIONS |
| | 132ANB+01 | - | 132ANB+06 | RE-SW RT | STH 47 | - | - | - | 12 | - | |
| | 132ANB+08 | - | 133ANB+93 | SW-SI RT | STH 47 | - | - | 135 | - | - | |
| | 132ANB+19 | - | 132ANB+81 | RE-SW RT | STH 47 | - | - | - | 36 | - | |
| | 133ANB+31 | - | 133ANB+94 | RE-SW RT | STH 47 | - | - | - | 26 | - | |
| | 10ANBS+45 | - | 12ANBS+76 | RE-SW RT | STH 47 | - | - | 212 | - | - | SLIP LANE |
| | 10ANBS+45 | - | 12ANBS+93 | SW-SI RT | STH 47 | - | - | 802 | - | - | SLIP LANE |
| | 12ANBS+87 | - | 13ANBS+41 | RE-SW RT | STH 47 | - | - | 75 | - | - | SLIP LANE |
| | | | | SUBTOTALS | | 0 | 311 | 5,554 | 719 | 0 | |

RE = ROAD EDGE  SW = SIDEWALK  SI = SLOPE INTERCEPT

## EROSION MAT SUMMARY CONTINUED

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 628.2002 EROSION MAT CLASS I TYPE A SY | 628.2004 EROSION MAT CLASS I TYPE B SY | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 628.2023 EROSION MAT CLASS II TYPE B SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 102ASB+32 | - | 102ASB+54 | RE-SW LT | STH 47 | - | - | 11 | - | - | |
| | 102ASB+88 | - | 104ASB+10 | RE-SW LT | STH 47 | - | - | 58 | - | - | |
| | 104ASB+28 | - | 104ASB+36 | RE-SW LT | STH 47 | - | - | 8 | - | - | |
| | 105ASB+12 | - | 105ASB+15 | RE-SW LT | STH 47 | - | - | - | 1 | - | |
| | 105ASB+12 | - | 107ASB+75 | SW-SI LT | STH 47 | - | - | - | 252 | - | |
| | 105ASB+20 | - | 107ASB+72 | RE-SW LT | STH 47 | - | - | 145 | - | - | |
| | 108ASB+06 | - | 109ASB+51 | RE-SW LT | STH 47 | - | - | 124 | - | - | |
| | 108ASB+06 | - | 109ASB+68 | SW-SI LT | STH 47 | - | - | - | 18 | - | |
| | 110ASB+24 | - | 116ASB+07 | SW-SI LT | STH 47 | - | - | 837 | - | - | |
| | 110ASB+42 | - | 110ASB+93 | RE-SW LT | STH 47 | - | - | 31 | - | - | |
| | 111ASB+08 | - | 115ASB+74 | RE-SW LT | STH 47 | - | - | 426 | - | - | |
| | 115ASB+62 | - | 116ASB+30 | RE-SW LT | STH 47 | - | - | 64 | - | - | |
| | 116ASB+41 | - | 116ASB+89 | RE-SW LT | STH 47 | - | - | 59 | - | - | |
| | 117ASB+61 | - | 119ASB+38 | RE-SW LT | STH 47 | - | - | 198 | - | - | |
| | 117ASB+63 | - | 118ASB+58 | SW-SI LT | STH 47 | 217 | - | - | - | - | |
| | 118ASB+72 | - | 119ASB+20 | SW-SI LT | STH 47 | - | 52 | - | - | - | |
| | 120ASB+74 | - | 122ASB+61 | RE-SW LT | STH 47 | - | - | 296 | - | - | |
| | 122ASB+59 | - | 123ASB+15 | RE-SW LT | STH 47 | - | - | 84 | - | - | |
| | 126ASB+60 | - | 126ASB+75 | SW-SI LT | STH 47 | - | 32 | - | - | - | |
| | 127ASB+18 | - | 128ASB+21 | RE-SW LT | STH 47 | - | - | 115 | - | - | |
| | 127ASB+19 | - | 128ASB+22 | SW-SI LT | STH 47 | - | - | 27 | - | - | |
| | 128ASB+38 | - | 130ASB+17 | SW-SI LT | STH 47 | - | - | 77 | - | - | |
| | 128ASB+72 | - | 129ASB+17 | RE-SW LT | STH 47 | - | - | 14 | - | - | |
| | 129ASB+19 | - | 130ASB+17 | RE-SW LT | STH 47 | - | - | 51 | - | - | |
| | 130ASB+43 | - | 131ASB+24 | RE-SW LT | STH 47 | - | - | 45 | - | - | |
| | 130ASB+43 | - | 131ASB+34 | SW-SI LT | STH 47 | - | - | 26 | - | - | |
| | 10ASBN+26 | - | 13ASBN+27 | SW-SI LT | STH 47 | 545 | - | - | - | - | SLIP LANE |
| | 10ASBN+63 | - | 13ASBN+31 | RE-SW LT | STH 47 | - | - | 273 | - | - | SLIP LANE |
| | 1282ANW+50 | - | 1288ANW+49 | 58.0' LT | ANW RAMP | - | - | 1027 | - | - | |
| | 1282ANW+50 | - | 1286ANW+08 | 26.1' LT | ANW RAMP | - | - | 412 | - | - | |
| | 1286ANW+16 | - | 1288ANW+06 | 41.0' RT | ANW RAMP | 199 | - | - | - | - | AROUND DETENTION BASIN |
| | 1287ANW+00 | - | 1288ANW+46 | 70.80' LT | ANW RAMP | - | - | 15 | - | - | |
| | 1290ANE+96 | - | 1293ANE+43 | 22.0' RT | ANE RAMP | 405 | - | - | - | - | AROUND DETENTION BASIN |
| | 1290ANE+13 | - | 1299ANE+50 | 65.0' LT | ANE RAMP | - | - | 1568 | - | - | |
| | 1293ANE+66 | - | 1296ANE+99 | 25.0' RT | ANE RAMP | - | - | 299 | - | - | |
| | 1278ASW+18 | - | 1278ASW+78 | 60.3' RT | ASW RAMP | - | - | - | - | 480 | AROUND ATC UTILITY POLE |
| | 1284ASW+50 | - | 1287ASW+75 | 29.0' LT | ASW RAMP | - | - | 355 | - | - | |
| | 1278ASW+50 | - | 1286ASW+88 | 76.3' RT | ASW RAMP | - | - | 1323 | - | - | |
| | 1286ASW+38 | - | 1287ASW+08 | 77.6' LT | ASW RAMP | - | - | - | - | 480 | AROUND ATC UTILITY POLE |
| | 1289ASE+68 | - | 1299ASE+50 | 75.0' RT | ASE RAMP | - | - | 877 | - | - | |
| | 1290ASE+50 | - | 1298ASE+79 | 30.0' LT | ASE RAMP | - | - | 932 | - | - | |
| | 1292ASE+87 | - | 1293ASE+47 | 47.8' LT | ASE RAMP | - | - | - | - | 480 | AROUND ATC UTILITY POLE |
| | 1301ASE+15 | - | 1301ASW+75 | 63.6' RT | ASE RAMP | - | - | - | - | 480 | AROUND ATC UTILITY POLE |
| | | | | SUBTOTALS | | 1,366 | 84 | 9,776 | 271 | 1,920 | |
| | | | | TOTALS | | 1,366 | 395 | 15,330 | 990 | 1,920 | |

RE = ROAD EDGE SW = SIDEWALK SI = SLOPE INTERCEPT

## ROCK BAGS

| CATEGORY | STATION | OFFSET | LOCATION | 628.7570 ROCK BAGS EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 102ANB+03 | 65.5' RT | STH 47 | 2 | |
| | 128ANB+31 | 57.4' RT | STH 47 | 2 | |
| | 130ANB+40 | 58.6' RT | STH 47 | 2 | |
| | 106ASB+04 | 58.2' LT | STH 47 | 2 | |
| | 107ASB+03 | 57.7' LT | STH 47 | 2 | |
| | 108ASB+75 | 48.2' LT | STH 47 | 2 | |
| | 1282ANW+77 | 54.6' LT | ANW RAMP | 10 | |
| | 1283ANW+02 | 24.1' RT | ANW RAMP | 5 | |
| | 1285ANW+07 | 54.5' LT | ANW RAMP | 8 | |
| | 1285ANW+20 | 40.0' RT | ANW RAMP | 5 | |
| | 1287ANW+42 | 52.9' LT | ANW RAMP | 8 | |
| | 1288ANW+07 | 60.5' LT | ANW RAMP | 8 | |
| | 1292ANE+00 | 78.3' LT | ANE RAMP | 8 | |
| | 1292ANE+46 | 71.3' LT | ANE RAMP | 8 | |
| | 1292ANE+59 | 35.1' RT | ANE RAMP | 2 | |
| | 1294ANE+62 | 22.6' RT | ANE RAMP | 8 | |
| | 1294ANE+62 | 64.9' LT | ANE RAMP | 8 | |
| | 1296ANE+96 | 14.4' RT | ANE RAMP | 4 | |
| | 1296ANE+96 | 57.0' LT | ANE RAMP | 8 | |
| | 1299ANE+39 | 58.8' LT | ANE RAMP | 8 | |
| | 1280ASW+65 | 13.9' LT | ASW RAMP | 2 | |
| | 1281ASW+32 | 64.5' RT | ASW RAMP | 4 | |
| | 1282ASW+85 | 23.6' LT | ASW RAMP | 3 | |
| | 1283ASW+75 | 68.1' RT | ASW RAMP | 6 | |
| | 1284ASW+90 | 35.4' LT | ASW RAMP | 2 | |
| | 1285ASW+42 | 72.0' RT | ASW RAMP | 4 | |
| | 1287ASW+23 | 32.5' LT | ASW RAMP | 2 | |
| | 1287ASW+59 | 39.0' LT | ASW RAMP | 2 | |
| | 12ASBS+92 | 59.8' RT | ASW RAMP | 4 | |
| | 1290ASE+64 | 32.8' LT | ASE RAMP | 4 | |
| | 1290ASE+71 | 58.2' RT | ASE RAMP | 4 | |
| | 1293ASE+01 | 43.1' RT | ASE RAMP | 3 | |
| | 1293ASE+04 | 29.1' LT | ASE RAMP | 4 | |
| | 1295ASE+00 | 25.1' LT | ASE RAMP | 4 | |
| | 1295ASE+02 | 45.0' RT | ASE RAMP | 3 | |
| | 1297ASE+25 | 19.2' LT | ASE RAMP | 4 | |
| | 1297ASE+26 | 49.9' RT | ASE RAMP | 3 | |
| | | | TOTAL | 168 | |

## SILT FENCE

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | REMARKS |
|---|---|---|---|---|---|---|
| 1000 | 1286ANW+83 - 1288ANW+35 | LT | ANW RAMP | 133 | 133 | |
| | | | TOTAL | 133 | 133 | |

## CULVERT PIPE CHECKS

| CATEGORY | STATION | OFFSET | LOCATION | 628.7555 CULVERT PIPE CHECKS EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 1287ANW+75 | 63.0' LT | ANW RAMP | 4 | |
| | 1287ANW+85 | 84.9' RT | ANW RAMP | 4 | 30" CPRC |
| | 1291ANE+06 | 29.1' RT | ANE RAMP | 4 | 36" CPRC |
| | 1292ANE+25 | 78.8' LT | ANE RAMP | 4 | |
| | 1292ANE+29 | 78.8' LT | ANE RAMP | 4 | |
| | 1294ANE+00 | 59.2' LT | ANE RAMP | 4 | |
| | 1296ANE+70 | 60.8' LT | ANE RAMP | 4 | |
| | 1298ANE+98 | 60.6' LT | ANE RAMP | 4 | |
| | 1280ASW+07 | 74.9' RT | ASW RAMP | 4 | |
| | 1281ASW+84 | 66.2' RT | ASW RAMP | 4 | |
| | 1282ASW+97 | 73.5' RT | ASW RAMP | 4 | |
| | 1287ASW+45 | 37.1' LT | ASW RAMP | 4 | |
| | 10ASBS+69 | 48.1' RT | ASW RAMP | 4 | SLIP LANE |
| | 13ASBS+02 | 67.0' RT | ASW RAMP | 4 | SLIP LANE |
| | 1290ASE+35 | 70.4' RT | ASE RAMP | 4 | 24" CPRC |
| | 1290ASE+55 | 34.12' LT | ASE RAMP | 4 | 18" CPRC |
| | | | TOTAL | 64 | |

## MULCHING

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 627.0200 SY | REMARKS |
|---|---|---|---|---|---|
| 1000 | 1279ANW+00 - 1282ANW+50 | LT | ANW RAMP | 1214 | TEMPORARY |
| | 1280ANW+30 - 1282ANW+50 | RT | ANW RAMP | 453 | TEMPORARY |
| | 1282ANW+50 - 1288ANW+53 | LT | ANW RAMP | 1703 | |
| | 1282ANW+50 - 1288ANW+35 | RT | ANW RAMP | 3086 | |
| | 1290ANE+13 - 1299ANE+50 | LT | ANE RAMP | 4263 | |
| | 1290ANE+44 - 1299ANE+50 | RT | ANE RAMP | 2356 | |
| | 1299ANE+50 - 1304ANE+44 | LT | ANE RAMP | 1620 | TEMPORARY |
| | 1275ASW+52 - 1278ASW+50 | RT | ASW RAMP | 1438 | TEMPORARY |
| | 1278ASW+50 - 1288ASW+30 | RT | ASW RAMP | 3638 | |
| | 1278ASW+94 - 1287ASW+75 | LT | ASW RAMP | 3373 | |
| | 1289ASE+63 - 1299ASE+50 | RT | ASE RAMP | 3525 | |
| | 1290ASE+19 - 1298ASE+80 | LT | ASE RAMP | 3334 | |
| | 1299ASE+50 - 1303ASE+33 | RT | ASE RAMP | 1543 | TEMPORARY |
| | | | TOTAL | 31,546 | |

## TRACKING PAD

| CATEGORY | STATION | OFFSET | LOCATION | 628.7560 TRACKING PAD EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | VARIES | 0 | ANB & ASB | 5 | UNDISTRIBUTED |
| | | | TOTAL | 5 | |

## INLET PROTECTION FOR EROSION CONTROL

| CATEGORY | STATION | OFFSET | LOCATION | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| | 101ANB+60 | 62.4' RT | STH 47 | - | 1 | - | - | |
| | 102ANB+00 | 36.4' RT | STH 47 | 1 | - | 1 | - | |
| | 103ANB+54 | 42.6' RT | STH 47 | 1 | - | 1 | - | |
| | 104ANB+34 | 68.1' RT | STH 47 | 1 | - | 1 | - | |
| | 104ANB+98 | 63.5' RT | STH 47 | 1 | - | 1 | - | |
| | 105ANB+30 | 28.7' RT | STH 47 | 1 | - | 1 | - | |
| | 105ANB+48 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 105ANB+48 | 7.0' LT | STH 47 | 1 | - | 1 | - | |
| | 107ANB+34 | 91.9' RT | STH 47 | - | 1 | - | - | |
| | 107ANB+44 | 52.5' RT | STH 47 | - | 1 | - | - | |
| | 107ANB+74 | 28.6' RT | STH 47 | 1 | - | 1 | - | |
| | 107ANB+74 | 6.1' LT | STH 47 | 1 | - | 1 | - | |
| | 109ANB+81 | 67.7' RT | STH 47 | 1 | - | 1 | - | |
| | 110ANB+10 | 66.7' RT | STH 47 | 1 | - | 1 | - | |
| | 110ANB+44 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 110ANB+44 | 7.3' LT | STH 47 | 1 | - | 1 | - | |
| | 110ANB+61 | 28.6' RT | STH 47 | 1 | - | 1 | - | |
| | 111ANB+95 | 13.2' LT | STH 47 | 1 | - | 1 | - | |
| | 111ANB+96 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 111ANB+96 | 28.6' RT | STH 47 | 1 | - | 1 | - | |
| | 112ANB+05 | 49.9' RT | STH 47 | - | 1 | - | - | |
| | 113ANB+36 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 113ANB+37 | 36.7' RT | STH 47 | 1 | - | 1 | - | |
| | 113ANB+73 | 38.2' RT | STH 47 | 1 | - | 1 | - | |
| | 113ANB+91 | 63.2' RT | STH 47 | - | 1 | - | - | |
| | 115ANB+36 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 116ANB+47 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 116ANB+53 | 30.6' RT | STH 47 | 1 | - | 1 | - | |
| | 116ANB+79 | 34.8' LT | STH 47 | 1 | - | 1 | - | |
| | 117ANB+16 | 1.9' LT | STH 47 | 1 | - | 1 | - | |
| | 119ANB+15 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 119ANB+16 | 24.6' RT | STH 47 | 1 | - | 1 | - | |
| | 119ANB+59 | 24.6' RT | STH 47 | 1 | - | - | 1 | |
| | 121ANB+36 | 31.2' RT | STH 47 | 1 | - | 1 | - | |
| | 121ANB+36 | 17.3' LT | STH 47 | 1 | - | 1 | - | |
| | 121ANB+53 | 27.3' LT | STH 47 | 1 | - | 1 | - | |
| | 121ANB+75 | 6.8' LT | STH 47 | 1 | - | 1 | - | |
| | 123ANB+79 | 0.0' RT | STH 47 | 1 | - | 1 | - | |
| | 123ANB+79 | 25.9' RT | STH 47 | 1 | - | 1 | - | |
| | 124ANB+40 | 28.6' RT | STH 47 | 1 | - | 1 | - | |
| | 125ANB+73 | 0.6' LT | STH 47 | 1 | - | 1 | - | |
| | 125ANB+73 | 28.6' RT | STH 47 | 1 | - | 1 | - | |
| | 126ANB+74 | 35.4' RT | STH 47 | 1 | - | 1 | - | |
| | 127ANB+81 | 54.8' RT | STH 47 | - | 1 | - | - | |
| | 127ANB+81 | 0.6' LT | STH 47 | 1 | - | 1 | - | |
| | SUBTOTALS | | | 39 | 6 | 38 | 1 | |

## INLET PROTECTION FOR EROSION CONTORL CONTINUED

| CATEGORY | STATION | OFFSET | LOCATION | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| | 127ANB+83 | 28.9' RT | STH 47 | 1 | - | 1 | - | |
| | 129ANB+57 | 43.1' RT | STH 47 | 1 | - | 1 | - | |
| | 132ANB+29 | 30.4' RT | STH 47 | 1 | - | 1 | - | |
| | 132ANB+84 | 42.6' RT | STH 47 | 1 | - | 1 | - | |
| | 11ANBS+90 | 16.5' RT | STH 47 | 1 | - | 1 | - | SLIP LANE |
| | 12ANBS+91 | 0.0' RT | STH 47 | 1 | - | 1 | - | SLIP LANE |
| | 12ANBS+91 | 16.6' RT | STH 47 | 1 | - | 1 | - | |
| | 104ASB+38 | 65.5' LT | STH 47 | 1 | - | 1 | - | |
| | 105ASB+01 | 71.3' LT | STH 47 | 1 | - | 1 | - | |
| | 105ASB+48 | 42.6' LT | STH 47 | 1 | - | 1 | - | |
| | 105ASB+85 | 61.1' LT | STH 47 | - | 1 | - | - | |
| | 106ASB+90 | 59.4' LT | STH 47 | - | 1 | - | - | |
| | 107ASB+74 | 2.1' RT | STH 47 | 1 | - | 1 | - | |
| | 108ASB+28 | 34.2' LT | STH 47 | 1 | - | 1 | - | |
| | 108ASB+65 | 51.1' LT | STH 47 | - | 1 | - | - | |
| | 109ASB+69 | 69.3' LT | STH 47 | 1 | - | 1 | - | |
| | 110ASB+24 | 68.5' LT | STH 47 | 1 | - | 1 | - | |
| | 110ASB+69 | 28.6' LT | STH 47 | 1 | - | 1 | - | |
| | 113ASB+36 | 28.1' LT | STH 47 | 1 | - | 1 | - | |
| | 113ASB+36 | 0.0' LT | STH 47 | 1 | - | 1 | - | |
| | 115ASB+32 | 28.6' LT | STH 47 | 1 | - | 1 | - | |
| | 115ASB+32 | 0.6' RT | STH 47 | 1 | - | 1 | - | |
| | 116ASB+43 | 28.2' LT | STH 47 | 1 | - | 1 | - | |
| | 116ASB+44 | 0.6' RT | STH 47 | 1 | - | 1 | - | |
| | 116ASB+61 | 22.0' RT | STH 47 | 1 | - | 1 | - | |
| | 119ASB+33 | 24.8' LT | STH 47 | 1 | - | 1 | - | |
| | 119ASB+33 | 0.6' RT | STH 47 | 1 | - | 1 | - | |
| | 119ASB+76 | 24.6' LT | STH 47 | 1 | - | - | 1 | |
| | 121ASB+46 | 25.8' LT | STH 47 | 1 | - | 1 | - | |
| | 121ASB+89 | 8.3' RT | STH 47 | 1 | - | 1 | - | |
| | 123ASB+45 | 7.4' RT | STH 47 | 1 | - | 1 | - | |
| | 123ASB+77 | 29.8' LT | STH 47 | 1 | - | 1 | - | |
| | 123ASB+77 | 0.5' RT | STH 47 | 1 | - | 1 | - | |
| | 125ASB+70 | 0.6' RT | STH 47 | 1 | - | 1 | - | |
| | 127ASB+79 | 28.6' LT | STH 47 | 1 | - | 1 | - | |
| | 127ASB+81 | 0.6' RT | STH 47 | 1 | - | 1 | - | |
| | 129ASB+57 | 28.6' LT | STH 47 | 1 | - | 1 | - | |
| | 129ASB+57 | 0.3' RT | STH 47 | 1 | - | 1 | - | |
| | 129ASB+57 | 7.5' RT | STH 47 | 1 | - | 1 | - | |
| | 1290ANE+20 | 30.3' LT | ANE RAMP | 1 | - | 1 | - | |
| | 1290ANE+32 | 0.0' RT | ANE RAMP | 1 | - | 1 | - | |
| | 1291ANE+12 | 24.1' LT | ANE RAMP | 1 | - | 1 | - | |
| | 1291ANE+45 | 0.0' RT | ANE RAMP | 1 | - | 1 | - | |
| | 1291ANE+68 | 0.0' RT | ANE RAMP | 1 | - | 1 | - | |
| | 1293ANE+96 | 4.7' RT | ANE RAMP | 1 | - | 1 | - | |
| | SUBTOTALS | | | 42 | 3 | 41 | 1 | |

## INLET PROTECTION FOR EROSION CONTROL CONTINUED

| CATEGORY | STATION | OFFSET | LOCATION | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| 1000 | 1296ANE+68 | 4.7' RT | ANE RAMP | 1 | - | 1 | - | |
| | 1298ANE+98 | 4.8' RT | ANE RAMP | 1 | - | 1 | - | |
| | 10ANBN+28 | 16.2' LT | ANE RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 10ANBN+36 | 0.0' RT | ANE RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 11ANBN+20 | 0.0' LT | ANE RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 11ANBN+20 | 16.2' LT | ANE RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 11ANBN+52 | 16.2' LT | ANE RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 1289ASE+75 | 10.8' LT | ASE RAMP | 1 | - | 1 | - | |
| | 1290ASE+65 | 15.8' RT | ASE RAMP | 1 | - | 1 | - | |
| | 11ASBS+73 | 16.2' RT | ASW RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 12ASBS+34 | 16.0' RT | ASW RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 12ASBS+34 | 0.0' RT | ASW RAMP | 1 | - | 1 | - | RIGHT TURN SLIP LANE |
| | 1278ASW+75 | 5.9' LT | ASW RAMP | 1 | - | 1 | - | |
| | 1280ASW+07 | 4.8' LT | ASW RAMP | 1 | - | 1 | - | |
| | 1281ASW+84 | 5.0' LT | ASW RAMP | 1 | - | 1 | - | |
| | 1284ASW+00 | 5.3' LT | ASW RAMP | 1 | - | 1 | - | |
| | 1287ASW+00 | 0.2' LT | ASW RAMP | 1 | - | 1 | - | |
| | 1287ASW+61 | 0.0' RT | ASW RAMP | 1 | - | 1 | - | |
| | 1287ASW+75 | 27.1' RT | ASW RAMP | 1 | - | 1 | - | |
| | 1288ASW+25 | 7.8' LT | ASW RAMP | 1 | - | 1 | - | |
| | 1288ANW+36 | 20.9' LT | ANW RAMP | 1 | - | 1 | - | |
| | 1288ANW+38 | 0.2' RT | ANW RAMP | 1 | - | 1 | - | |
| | 10ASBN+08 | 8.2' RT | STH 47 | 1 | - | 1 | - | |
| | 10ASBN+69 | 0.5' RT | STH 47 | 1 | - | 1 | - | |
| | 10ASBN+69 | 16.7' LT | STH 47 | 1 | - | 1 | - | |
| | 12ASBN+51 | 15.6' LT | STH 47 | 1 | - | 1 | - | |
| | 5T+65 | 16.8' LT | TUCKAWAY | 1 | - | 1 | - | |
| | 5T+76 | 16.6' RT | TUCKAWAY | 1 | - | 1 | - | |
| | | SUBTOTALS | | 28 | 0 | 28 | 0 | |
| | | TOTALS | | 109 | 9 | 107 | 2 | |

## MARKERS CULVERT END

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | TYPE | 633.5200 MARKERS CULVERT END EACH |
|---|---|---|---|---|---|
| 1000 | 190A | 121ANB+24 | 153.1' LT | APRON ENDWALL | 1 |
| | 200A | 121ANB+13 | 139.4' LT | APRON ENDWALL | 1 |
| | 200D | 122ANB+33 | 122.4' RT | APRON ENDWALL | 1 |
| | 220A | 118ANB+69 | 208.6' LT | APRON ENDWALL | 1 |
| | 220F | 1290ASE+64 | 52.1' RT | APRON ENDWALL | 1 |
| | 220G | 117ANB+71 | 94.0' RT | APRON ENDWALL | 1 |
| | 420A | 1286ASW+00 | 70.0' RT | APRON ENDWALL | 1 |
| | 240A | 116ANB+15 | 105.1' LT | APRON ENDWALL | 1 |
| | 240H | 117ANB+34 | 123.7' RT | APRON ENDWALL | 1 |
| | 390B | 101ANB+07 | 45.4' RT | APRON ENDWALL | 1 |
| | 450B | 1281ASW+84 | 65.0' RT | APRON ENDWALL | 1 |
| | 460A | 1283ASW+98 | 60.0' RT | APRON ENDWALL | 1 |
| | 470B | 1298ANE+98 | 66.0' LT | APRON ENDWALL | 1 |
| | 480A | 1296ANE+70 | 54.9' LT | APRON ENDWALL | 1 |
| | 490A | 1293ANE+99 | 61.0' LT | APRON ENDWALL | 1 |
| | 500A | 1292ANE+25 | 67.0' LT | CULVERT CROSSDRAINS | 1 |
| | 500B | 1292ANE+25 | 37.0' RT | CULVERT CROSSDRAINS | 1 |
| | 510A | 1292ANE+29 | 67.0' LT | CULVERT CROSSDRAINS | 1 |
| | 510B | 1292ANE+30 | 37.0' RT | CULVERT CROSSDRAINS | 1 |
| | 600A | 1287ANW+75 | 54.0' LT | CULVERT CROSSDRAINS | 1 |
| | 600B | 1287ANW+75 | 43.6' RT | CULVERT CROSSDRAINS | 1 |
| | 900A | 1280ASW+07 | 69.4' RT | APRON ENDWALL | 1 |
| | | | | TOTAL | 22 |

3

## TRAFFIC CONTROL (PROJECT) 1517-75-78

| CATEGORY | STATION TO STATION | LOCATION | 643.0100 EACH |
|---|---|---|---|
| 1000 | 101ANB+07 - 133ANB+95 | PROJECT | 1 |
| | | TOTAL | 1 |

## TRAFFIC CONTROL DETOUR (PROJECT) 1517-75-78

| STATION TO STATION | LOCATION | 643.2000 EACH |
|---|---|---|
| 101ANB+07 - 133ANB+95 | PROJECT | 1 |
| | TOTAL | 1 |

3

## TRAFFIC CONTROL SUMMARY

| STATION | DAYS* | 643.0300 TRAFFIC CONTROL DRUMS EACH | 643.0300 TRAFFIC CONTROL DRUMS DAYS | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** EACH | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** DAYS | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** DAYS | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS | 643.0800 TRAFFIC CONTROL ARROW BOARDS EACH | 643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS | 643.0900 TRAFFIC CONTROL SIGNS EACH | 643.0900 TRAFFIC CONTROL SIGNS DAYS | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I ** EACH | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I ** NUMBER OF CYCLES | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I ** NUMBER OF SIGNS | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF CYCLES | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF SIGNS | 643.1050 TRAFFIC CONTROL SIGNS PCMS ** EACH | 643.1050 TRAFFIC CONTROL SIGNS PCMS ** DAYS | 643.3000 DETOUR SIGNS ** DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRE-STAGE A | 7 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2 | 14 | -- | PRIOR TO RAMP CLOSURES |
| STAGE A | 75 | 57 | 4,275 | 43 | 3,225 | 48 | 3,600 | 60 | 4,500 | 1 | 75 | 47 | 3,525 | -- | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- | APPLETON ROAD/STH47 |
| STAGE B | 6 | 10 | 60 | -- | -- | -- | -- | 10 | 60 | -- | -- | 2 | 12 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | APPLETON ROAD/STH47 |
| STAGE C | 14 | 58 | 812 | 4 | 56 | 6 | 84 | 58 | 812 | 1 | 14 | 2 | 28 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | APPLETON ROAD/STH47 |
| STAGE D | 7 | 40 | 280 | 4 | 4 | 6 | 42 | 20 | 140 | 1 | 7 | 2 | 14 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | APPLETON ROAD/STH47 |
| STAGE 1 | 5 | 72 | 360 | 4 | 20 | 8 | 400 | 16 | 80 | 2 | 10 | 20 | 100 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | MAINLINE/ASW/ANE RAMP(SOUTH AND NORTHBOUND) |
| STAGE 2A | 50 | 58 | 2,900 | 2 | 100 | 8 | 40 | 58 | 2,900 | 2 | 100 | 6 | 300 | 2 | 1 | 2 | 2 | 1 | 2 | -- | -- | -- | -- | MAINLINE (SOUTH AND NORTHBOUND) |
| STAGE 2B | 5 | 91 | 455 | 5 | 25 | 10 | 500 | 16 | 80 | 2 | 10 | 21 | 105 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | MAINLINE (SOUTH AND NORTHBOUND) |
| STAGE 3 | 50 | 32 | 1,600 | 4 | 200 | 4 | 200 | 32 | 1,600 | 2 | 100 | 2 | 100 | 2 | 1 | 2 | 2 | 1 | 2 | -- | -- | -- | -- | MAINLINE (SOUTH AND NORTHBOUND) |
| STAGE 4 | 50 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | USH 10/STH 441 |
| **DETOUR SIGNING**** | 75 | -- | -- | -- | 150 | -- | 300 | -- | -- | -- | -- | -- | -- | 2 | 1 | 2 | -- | -- | -- | 1 | 28 | 14,250 | | SEE DETOUR SUMMARY FOR RAMP CLOSURE |
| **DETOUR SIGNING**** | 5 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 16 | 261 | | SEE DETOUR SUMMARY FOR STH 441 ROAD CLOSURE-GIRDER PLACEMENT |
| TOTALS | | 418 | 10,742 | 66 | 3,780 | 90 | 5,166 | 270 | 10,172 | 11 | 316 | 102 | 4,184 | 7 | | 7 | 6 | | 6 | | 58 | 14,511 | | |

*- FOR INFORMATION PURPOSES

** QUANTITIES SHOWN ELSEWHERE ON PLAN

CARDINAL SOUTHBOUND DIRECTION = WESTBOUND

## DELINEATORS AND MARKERS

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 633.0100 DELINEATOR POSTS STEEL EACH | 633.0500 DELINEATOR REFLECTORS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1000 | 1282ANW+50 | - | 1287ANW+00 | LT | ANW RAMP | 6 | 6 | |
| | 1290ANE+00 | - | 1305ANE+31 | LT | ANE RAMP | 12 | 12 | |
| | 1275ASW+00 | - | 1288ASW+00 | RT | ASW RAMP | 13 | 13 | |
| | 1290ASE+35 | - | 1303ASE+00 | RT | ASE RAMP | 11 | 11 | |
| | 281EB+24 | - | 295EB+05 | RT | USH 10/STH 441 | 9 | 9 | WIS 441 |
| | 283WB+28 | - | 297WB+09 | RT | USH 10/STH 441 | 11 | 11 | WIS 441 |
| | | | | | TOTALS | 62 | 62 | |

3

## TRAFFIC CONTROL SUMMARY CONTINUED

| STATION TO STATION | OFFSET | LOCATION | APPROX. SERVICE PERIOD DAYS | SPV.0045.016 TEMPORARY CROSSWALK ACCESS DAY | 646.0600 REMOVING PAVEMENT MARKINGS LF | 649.0100 TEMPORARY PAVEMENT MARKING 4-INCH | | | 649.0701 TEMPORARY PAVEMENT MARKING 8-INCH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | EDGE LINE YELLOW LF | EDGE LINE WHITE LF | LANE LINE DASHED WHITE LF | LANE LINE WHITE LF | |
| **STAGE A** | | | | | | | | | | |
| 107ANB+07 - 133ANB+95 | R/L | STH 47 | 75 | 225 | - | - | - | - | - | EAST/WEST MIDWAY, DRUM CORPS, VALLEY |
| **STAGE 2** | | | | | | | | | | |
| 272EB+10 - 280EB+11 | 35.5' RT | USH 10/STH 441 | 75 | - | - | - | - | - | - | ASW RAMP |
| 280EB+28 - 295EB+44 | 4.5' RT | USH 10/STH 441 | 50 | - | 2,790 | 1,571 | 1,571 | 160 | 2,395 | MAINLINE |
| 272WB+10 - 280WB+11 | 35.5' LT | USH 10/STH 441 | 75 | - | - | - | - | - | - | ANE RAMP |
| 280WB+28 - 295WB+44 | 4.5' LT | USH 10/STH 441 | 50 | - | 2,790 | 1,571 | 1,571 | 160 | 2,395 | MAINLINE |
| **STAGE 3** | | | | | | | | | | |
| 272EB+10 - 280EB+11 | 35.5' RT | USH 10/STH 441 | 75 | - | - | - | - | - | - | ASW RAMP |
| 275EB+40 - 300EB+30 | 4.5' RT | USH 10/STH 441 | 50 | - | 5,697 | 3,501 | 3,501 | - | 3,460 | MAINLINE |
| 272WB+10 - 280WB+11 | 35.5' LT | USH 10/STH 441 | 75 | - | - | - | - | - | - | ANE RAMP |
| 275WB+40 - 300WB+30 | 4.5' LT | USH 10/STH 441 | 50 | - | 5,697 | 3,501 | 3,501 | - | 3,460 | MAINLINE |
| **STAGE 4** | | | | | | | | | | |
| 272EB+10 - 280EB+11 | 35.5' RT | USH 10/STH 441 | 75 | - | - | - | - | - | - | ASW RAMP |
| 274EB+99 - 310EB+00 | 29.5' RT | USH 10/STH 441 | 50 | - | 10,462 | - | - | 438 | 2,050 | MAINLINE |
| 272WB+10 - 280WB+11 | 35.5' LT | USH 10/STH 441 | 75 | - | - | - | - | - | - | ANE RAMP |
| 274WB+99 - 310WB+00 | 29.5' LT | USH 10/STH 441 | 50 | - | 10,462 | - | - | - | - | USH 10/STH 441 |
| **DETOUR SIGNING** | | | 75 | - | | | | | | SEE DETOUR SUMMARY FOR DETAILS |
| | | TOTALS | | 225 | 37,898 | 10,144 | 10,144 | 758 | 13,760 | |
| | | OVERALL TOTAL | | | 37,898 | | 21,046 | | 13,760 | |

CARDINAL SOUTHBOUND DIRECTION = WESTBOUND



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

## PEDESTRIAN ACCOMMODATION SUMMARY

| STATION TO STATION | OFFSET | LOCATION | 616.0700.S FENCE SAFETY LF | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS | EACH | TOTAL | SPV.0165.017 TEMPORARY SIDEWALK OR WALKWAY SF | SPV.0060.018 TEMPORARY CURB RAMP EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 104ANB+27 | RT | STH 47 | -- | -- | -- | -- | -- | 1 | |
| 105ANB+17 - 109ANB+39 | RT | STH 47 | 422 | -- | -- | -- | 2110 | -- | |
| 110ASB+29 131ASB+55 | LT | STH 47 | 2157 | -- | -- | -- | -- | -- | |
| 115ANB+45 - 118ANB+50 | LT | STH 47 | -- | -- | -- | -- | 1525 | -- | |
| 120ANB+88 - 123ANB+64 | LT | STH 47 | -- | -- | -- | -- | 1380 | -- | |
| 127ANB+68 - 129ANB+47 | LT | STH 47 | -- | -- | -- | -- | 895 | -- | |
| PEDESTRIAN ACCOMMODATIONS DETOUR | | STH 47 | -- | 75 | 11 | 825 | 895 | -- | |
| | | TOTALS | 2,579 | | | 825 | 6,805 | 1 | |



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

## TRAFFIC CONTROL DETOUR SIGN-RAMP CLOSURE SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 75 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.0420 BARRICADES TYPE III ** DAYS | 643.0705 WARNING LIGHTS TYPE A ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | 643.0910** COVERING SIGNS TYPE I EACH | NUMBER OF CYCLES | NUMBER OF SIGNS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | TYPE 1 (HWY KK-1/4; HWY 10-3; HWY 47-4) ON HWY 441 (SB) | R-55-58-A | 76"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE 4 MILES |
| 2 | TYPE 1 (HWY 10-3/4; HWY 47-1 3/4; HWY AP-2 3/4) ON HWY 441 (SB) | R-55-58-A | 76"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE 1 3/4 MILES |
| 3 | TYPE 1 (47; APPLETON RD; EXIT 3/4 MILES) ON HWY 441 (SB) | R-55-58-A | 108"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE EXIT 3/4 MILES |
| 4 | 1000' W OF SIGN # 3 ON HWY 441 (SB) | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | WO 20-2-A | 48"x48" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 5 | ACROSS FROM SIGN # 4 (MEDIAN SIDE) | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | WO 20-2-A | 48"x48" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 6 | 1000' W OF SIGN # 4 ON HWY 441 (SB) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 7 | ACROSS FROM SIGN # 6 (MEDIAN SIDE) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 8 | TYPE 1 (HWY 47-1/4; HWY AP-1 1/4; HWY P-2) ON HWY 441 (SB) | R-55-58-A | 76"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE 1/4 MILES |
| 9A | TYPE 1 (47; APPLETON RD; TILT RT) ON HWY 441 (SB) | R-55-58-A | 108"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | BELOW APPLETON RD |
| 9B | TYPE 1 (47; APPLETON RD; TILT RT) ON HWY 441 (SB) | | | | | | | | | 1 | 1 | 1 | TILT RIGHT ARROW |
| 10 | LT OF SIGN # 9 ON HWY 441 (SB) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 11 | ACROSS FROM SIGN # 10 (MEDIAN SIDE) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 12 | 200' W OF STH 47 OVERPASS W ABUTTMENT ON HWY 441 (SB) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 13 | ACROSS FROM SIGN # 12 (MEDIAN SIDE) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 14 | 1200' W OF SIGN # 12 ON HWY 441 (SB) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 15 | ACROSS FROM SIGN # 14 (MEDIAN SIDE) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 16 | RT LEG OF SIGN STRUCTURE # S-70-153 | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-2 | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | RIGHT |
| 17 | 100' W OF STOP AHEAD SIGN ON HWY 441 OFF-RAMP TO CTY AP | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-R | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 18 | ACROSS FROM SIGN # 17 (LEFT SIDE) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-L | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 19A | MODIFY J3-2 (TO-47-LT; AP - LT & RT) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | EXISTING | | | | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | RIGHT |
| | | SUBTOTAL | | 47 | | 3,525 | 0 | 0 | 0 | 1 | 0 | 1 | |

** QUANTITIES SHOWN ELSEWHERE ON PLAN

## TRAFFIC CONTROL DETOUR SIGN-RAMP CLOSURE SUMMARY CONTINUED

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 75 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.0420 BARRICADES TYPE III ** DAYS | 643.0705 WARNING LIGHTS TYPE A ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | 643.0910** COVERING SIGNS TYPE I EACH | NUMBER OF CYCLES | NUMBER OF SIGNS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19B | ACROSS FROM SIGN # 19 A (LEFT SIDE) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | LEFT |
| 20 | RT OF R-6-2-R (ONE WAY RT) RAMP TERMINAL TO SB OFF-RAMP TO CTY AP | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | RIGHT |
| 21 | BACKSIDE OF R5-1 (DO NOT ENTER) @ RAMP TERMINAL TO SB OFF-RAMP TO CTY AP (LEFT SIDE) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | LEFT |
| 22 | 100' W OF STOP AHEAD SIGN ON CTY AP (WB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-R | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 23 | ACROSS FROM SIGN # 22 (MEDIAN SIDE) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-R | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 24 | RT OF R1-1 (STOP SIGN) @ CTY AP & CTY P INTERSECTION | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | RIGHT |
| 25 | TYPE 1 (HWY P-1 3/4; HWY AP-2 3/4; HWY 47-3 3/4) ON HWY 10/441 (EB) | R-55-58-A | 76"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE 3 3/4 MILES |
| 26 | 100' E OF EXIT 289 TILT RT SIGN ON HWY 10 (EB) @ CTY P | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | WO 20-2-A | 48"x48" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 27 | ACROSS FROM SIGN # 26 (MEDIAN SIDE) | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | WO 20-2-A | 48"x48" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 28 | 1000' E OF SIGN # 26 ON HWY 10/441 (EB) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 29 | ACROSS FROM SIGN # 28 (MEDIAN SIDE) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 30 | TYPE 1 (HWY AP-1/4; HWY 47-1 1/4; HWY 47-2) ON HWY 10/441 (EB) | R-55-58-A | 76"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE 1 1/4 MILES |
| 31 | RT LEG OF SIGN STRUCTURE # S-70-157 ON HWY 10/441 (EB) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 32 | ACROSS FROM SIGN # 31 (MEDIAN SIDE) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-2-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 33 | RT LEG OF SIGN STRUCTURE # S-70-155 ON HWY 10/441 (EB) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-2 | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | RIGHT |
| 34 | 100' E W3-1 (STOP AHEAD) ON OFF-RAMP FROM HWY 10/441 (EB) TO CTY AP | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-R | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | | SUBTOTAL | | 49 | | 3,675 | 0 | 0 | 0 | 0 | 0 | 0 | |

** QUANTITIES SHOWN ELSEWHERE ON PLAN

## TRAFFIC CONTROL DETOUR SIGN-RAMP CLOSURE SUMMARY CONTINUED

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 75 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.0420 BARRICADES TYPE III ** DAYS | 643.0705 WARNING LIGHTS TYPE A ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | 643.0910** COVERING SIGNS TYPE I EACH | NUMBER OF CYCLES | NUMBER OF SIGNS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | ACROSS FROM SIGN # 34 (LEFT SIDE) | MO 4-8 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 36"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 36"x36" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-L | 30"x30" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 36 | MODIFY J3-2 (AP LT & RT; TO-47-RT) ON OFF-RAMP TO CTY AP FROM HWY 10/441 (EB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | EXISTING | | | | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | EXISTING | | | | -- | -- | -- | -- | -- | -- | RIGHT |
| 37 | LT OF J13-1 (TO-P-LT)ON OFF-RAMP TO CTY AP FROM HWY 10/441 (EB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | LEFT |
| 38 | TYPE 1 (47; APPLETON RD; EXIT 1/2 MILES) ON HWY 10/441 (EB) | R-55-58-A | 108"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE EXIT 1/2 MILES |
| | **GAP IN SIGN NUMBERING (39)** | | | | | 0 | -- | -- | -- | -- | -- | -- | |
| 40 | TYPE 1 (HWY 47-1/4; ONEIDA ST-1; HWY KK -4) ON HWY 10/441 (EB) | R-55-58-A | 76"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | OVER THE 1/4 MILES |
| 41A | TYPE 1 (47; APPLETON RD; TILT RT) ON HWY 441 (SB) | R-55-58-A | 108"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | BELOW APPLETON RD |
| 41B | TYPE 1 (47; APPLETON RD; TILT RT) ON HWY 441 (SB) | | | | | | | | | 1 | 1 | 1 | TILT RIGHT ARROW |
| 42 | 100' E OF OFF-RAMP TERMINAL ON CTY AP (EB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 43 | 500' W OF HWT 47 INTERSECTION OF CTY AP (EB) | MO 4-8-A | 24"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| 44 | MODIFY J4-1 (47-LT & RT) ON CTY AP (EB) | M 1-6 | EXISTING | | | 0 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | RIGHT |
| 45 | 300' S OF LUCERNE DR INTERSECTION ON HWY 47 (NB) | WO 20-2-A | 48"x48" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 46 | 150' N OF LUCERNE DR INTERSECTION ON HWY 47 (NB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-L | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 47 | LT OF J1-1 (JCT AP) ON HWY 47 (NB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-L | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 48 | RT OF R4-7 (KEEP RIGHT) SIGN ON HWY 47 (NB) - MEDIAN SIDE | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | LEFT |
| 49 | NE QUAD OF HWY 47 & CTY AP INTERSECTION | R-11-4 | 60"x30" | 1 | 75 | 75 | 75 | 150 | -- | -- | -- | -- | |
| 50 | BELOW SIGN # 49 | MO 4-9-L | 30"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 51 | MODIFY JJ4-2 (47-LT & RT; AP-AH) ON CTY AP (WB) | M 1-6 | EXISTING | | | 0 | -- | -- | -- | -- | -- | -- | |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | LEFT |
| 52 | 200' W OF HWY 47 INTERSECTION ON CTY AP (WB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 53 | ABOVE J2-2 (W-10-AH LT; S-441-AH LT) ON CTY AP (WB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 54 | ABOVE J2-2 (W-10-LT; S-441-LT) ON CTY AP (WB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| | | SUBTOTAL | | 48 | | 3,600 | 75 | 150 | 0 | 1 | 0 | 1 | |

** QUANTITIES SHOWN ELSEWHERE ON PLAN

## TRAFFIC CONTROL DETOUR SIGN-RAMP CLOSURE SUMMARY CONTINUED

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 75 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.0420 BARRICADES TYPE III ** DAYS | 643.0705 WARNING LIGHTS TYPE A ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | 643.0910** COVERING SIGNS TYPE I EACH | NUMBER OF CYCLES | NUMBER OF SIGNS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | 200' N OF CTY AP INTERSECTION ON CTY P (RACINE ST- NB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 56 | 200' E OF CTY P (RACINE ST) INTERSECTION ON CTY AP (EB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 57 | 100' N OFJ3-2 (AP-LT; P-AH) ON CTY P (SB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | LEFT |
| 58 | 200' S OF J1-1 (JCT AP) ON CTY P (SB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-L | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 59 | 200' N OF W 1-2 (CURVE AHEAD) ON CTY P (NB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-1 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-R | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 60 | 200' W OF W 1-2 (CURVE AHEAD) ON CTY P (SB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-L | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 61 | MODIFY J1-1 (JCT 47) | MO 4-8-A | 24"x18" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| 62 | 200' W OF HWY 47 INTERSECTION ON CTY P (SB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | AHEAD |
| 63 | MODIFY J4-1 (47-LT & RT) ON CTY P (EB) | M 1-6 | EXISTING | | | | | | | | | | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | LEFT |
| 64 | SW QUAD OF HWY 47 & CTY P INTERSECTION | R-11-4 | 60"x30" | 1 | 75 | 75 | 75 | 150 | -- | -- | -- | -- | |
| 65 | BELOW SIGN # 64 | MO 4-9-R | 30"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 66 | RT OF J4-1 (P-RT) ON HWY 47 (SB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 6-1 | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | RIGHT |
| 67 | 200' S OF GMIENER ST INTERSECTION OF HWY 47 (SB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-R | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 68 | 150' S OF HICKORY ST INTERSECTION ON HWY 47 (SB) | MO 4-8 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | MO 3-3 | 24"x12" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| | " | M 1-6 | 24"x24" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | 47 |
| | " | MO 5-1-R | 21"x21" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 69 | 100' S AYKENS ST INTERSECTION ON HWY 47 (SB) | WO 20-2-A | 48"x48" | 1 | 75 | 75 | -- | -- | -- | -- | -- | -- | |
| 70 | FIELD LOCATED ON HWY 47 SB N OF INTERCHANGE | PCMS | | 1 | | | | | 7 | | | | |
| 71 | FIELD LOCATED ON HWY 47 SB S OF INTERCHANGE | PCMS | | 1 | | | | | 7 | | | | |
| 72 | FIELD LOCATED ON HWY 47 NB S OF INTERCHANGE | PCMS | | 1 | | | | | 7 | | | | |
| 73 | FIELD LOCATED ON HWY 47 NB N OF INTERCHANGE | PCMS | | 1 | | | | | 7 | | | | |
| | | SUBTOTAL | | 50 | | 3,450 | 75 | 150 | 28 | 0 | | 0 | |
| | | **TOTAL** | | **194** | | **14,250** | **150** | **300** | **28** | **2** | | **2** | |

** QUANTITIES SHOWN ELSEWHERE ON PLAN

## TRAFFIC CONTROL DETOUR SIGN-GIRDER CLOSURE SUMMARY

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 2 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1 | FIELD DETERMINED (HWY 10/441 (EB) @ RACINE RD ON-RAMP) | PCMS | | 1 | | | 4 | |
| 2 | FIELD DETERMINED (HWY 10/441 (EB) @ CTY AP EXIT-RAMP) | PCMS | | 1 | | | 4 | |
| 3 | LT OF J3-2 (AP LT & RT; TO-47-RT) ON EB EXIT RAMP TO CTY AP | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-2 | 24"x12" | 1 | 2 | 2 | | EAST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-1 | 24"x12" | 1 | 2 | 2 | | NORTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 5-1-R | 21"x21" | 1 | 2 | 2 | | |
| 4 | LT OF R 6-2-R (ONE WAY-RIGHT) ON EB EXIT RAMP TO CTY AP | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-2 | 24"x12" | 1 | 2 | 2 | | EAST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-1 | 24"x12" | 1 | 2 | 2 | | NORTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | RIGHT |
| 5 | 200' E OF EXIT RAMP TERMINAL ON CTY AP (EB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-2 | 24"x12" | 1 | 2 | 2 | | EAST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-1 | 24"x12" | 1 | 2 | 2 | | NORTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| 5A | MOUNT CENTERED ABOVE J1-2 JCT 10/441 | MO 4-8A | 24"X18" | 1 | 2 | 2 | | |
| 5B | MOUNT CENTERED ABOVE J1-2 JCT 10/441 | W20-2A | 48"x48" | 1 | 2 | 2 | | |
| 5C | MOUNT CENTERED ABOVE J2-2 10/441 | MO 4-8A | 24"X18" | 1 | 2 | 2 | | |
| | MOUNT OVER RIGHT TURN PLAQUE ON J2-2 | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| | MOUNT OVER RIGHT TURN PLAQUE ON J2-2 | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| 5D | MOUNT CENTERED ABOVE J3-2 10/441 | MO 4-8A | 24"X18" | 1 | 2 | 5 | | |
| | MOUNT OVER RIGHT TURN PLAQUE ON J3-2 | MO 6-1 | 21"x21" | 1 | 2 | 5 | | AHEAD |
| | MOUNT OVER RIGHT TURN PLAQUE ON J3-2 | MO 6-1 | 21"x21" | 1 | 2 | 5 | | AHEAD |
| 6 | 200' W OF STH 47 INTERSECTION ON CTY AP (EB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-2 | 24"x12" | 1 | 2 | 2 | | EAST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-1 | 24"x12" | 1 | 2 | 2 | | NORTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| PAGE SUBTOTALS | | | | 34 | | 73 | 8 | |

## TRAFFIC CONTROL DETOUR SIGN-GIRDER CLOSURE SUMMARY CONTINUED

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 6A | 200' E OF STH 47 INTERSECTION ON CTY AP (WB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| 7 | 500' W OF HWY 10 INTERSECTION ON CTY AP (EB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-1 | 24"x12" | 1 | 2 | 2 | | NORTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 5-1-L | 21"x21" | | | | | |
| | " | M 3-2 | 24"x12" | 1 | 2 | 2 | | EAST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | MO 5-1-R | 21"x21" | 1 | 2 | 2 | | |
| 7A | 200' W OF USH 10 INTERSECTION ON CTY AP (WB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| 8 | RT OF TRAFFIC SIGNAL (NEAR RT) ON CTY AP (EB) | M 3-1 | 24"x12" | 1 | 2 | 2 | | NORTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | LEFT |
| 9 | RT OF SIGN # 8 | M 3-2 | 24"x12" | 1 | 2 | 2 | | EAST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | RIGHT |
| 10 | 250' N OF CTY AP INTERSECTION ON HWY 10 (WB) | MO 4-8-A | 24"x18" | 1 | 2 | 2 | | |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| 10A | 1000' S OF CTH AP INTERSECTION ON USH 10 (WB) | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | W20-2A | 48"x48" | 1 | 2 | 2 | | |
| 10B | 500' S OF CTH AP INTERSECTION ON USH 10 (WB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | MO 5-1L | 21"x21" | 1 | 2 | 2 | | |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 5-1L | 21"x21" | 1 | 2 | 2 | | |
| | PAGE SUBTOTALS | | | 38 | | 76 | 0 | |

## TRAFFIC CONTROL DETOUR SIGN-GIRDER CLOSURE SUMMARY CONTINUED

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 10C | RT OF TRAFFIC SIGNAL (NEAR RT) ON USH 10 (WB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | LEFT |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | LEFT |
| 11 | RT OF TRAFFIC SIGNAL (NEAR RT) ON USH 10 (EB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | RIGHT |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | RIGHT |
| 12 | 500' N OF CTH AP INTERSECTION ON USH 10 (EB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | MO 5-1R | 21"x21" | 1 | 2 | 2 | | |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 5-1R | 21"x21" | 1 | 2 | 2 | | |
| 13 | 100' S OF RAMP TERMINI FOR 10 WB/441 SB ON USH 10 (EB) | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| 14 | MOUNT CENTERED ABOVE J2-2 10/441 | MO 4-8A | 24"X18" | 1 | 2 | 2 | | |
| | MOUNT OVER RIGHT TURN PLAQUE ON J2-2 | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| | MOUNT OVER RIGHT TURN PLAQUE ON J2-2 | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| 15 | MOUNT CENTERED ABOVE J3-2 10/441 | MO 4-8A | 24"X18" | 1 | 2 | 2 | | |
| | MOUNT OVER RIGHT TURN PLAQUE ON J3-2 | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| | MOUNT OVER RIGHT TURN PLAQUE ON J3-2 | MO 6-1 | 21"x21" | 1 | 2 | 2 | | AHEAD |
| | PAGE SUBTOTALS | | | 33 | | 66 | 0 | |

## TRAFFIC CONTROL DETOUR SIGN-GIRDER CLOSURE SUMMARY CONTINUED

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.3000 DETOUR SIGNS ** DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE ** DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 16 | 150' S OF W VALLEY RD ON S ONEIDA ST | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | W20-2A | 48"x48" | 1 | 2 | 2 | | |
| 17 | PLACE LT OF EXISTING J3-2 (E USH 10; W USH 10) ON OFF-RAMP TO USH 10 EB | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | LEFT |
| | MOUNT ABOVE WEST PLAQUE ON J3-2 ASSEMBLY | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | MOUNT OVER STRAIGHT ARROW PLAQUE ON J3-2 ASSEMBLY | MO 6-1 | 21"x21" | 1 | 2 | 2 | | LEFT |
| 18 | MOUNT ABOVE WEST PLAQUE ON J3-2 ASSEMBLY | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | MOUNT OVER STRAIGHT ARROW PLAQUE ON J3-2 ASSEMBLY | MO 6-1 | 21"x21" | 1 | 2 | 2 | | LEFT |
| | PLACE RT OF EXISTING J3-2 (E USH 10; W USH 10) ON OFF-RAMP TO USH 10 EB | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 6-1 | 21"x21" | 1 | 2 | 2 | | LEFT |
| 19 | PLACE 100' PRIOR TO UW FOX VALLEY SIGN ON LT SIDE, OFF-RAMP TO USH 10 EB | MO 4-8 | 24"x12" | 1 | 2 | 2 | | |
| | " | M 3-4 | 24"x12" | 1 | 2 | 2 | | WEST |
| | " | M 1-4 | 24"x24" | 1 | 2 | 2 | | 10 |
| | " | M 3-3 | 24"x12" | 1 | 2 | 2 | | SOUTH |
| | " | M 1-6 | 24"x24" | 1 | 2 | 2 | | 441 |
| | " | MO 5-1L | 21"x21" | 1 | 2 | 2 | | |
| 20 | FIELD DETERMINED (HWY 441 (SB) @ USH 10 OFF-RAMP) | PCMS | | 1 | | | 4 | |
| 21 | FIELD DETERMINED (HWY 441 (SB) 1/2 MILE PRIOR TO USH 10 OFF-RAMP) | PCMS | | 1 | | | 4 | |
| | PAGE SUBTOTALS | | | 25 | | 46 | 8 | |
| | **PROJECT SUBTOTALS** | | | **130** | | **261** | **16** | |

## PAVEMENT MARKING EPOXY 4-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 646.0106 YELLOW LF | 646.0106 WHITE LF | 646.0106 12.5 FT LINE WHITE LF | 646.0106 3 FT LINE WHITE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 101ANB+23 | RT | STH 47 | - | 16 | - | - | BIKE LANE |
| | 101ANB+23 | - | 102ANB+62 | RT | STH 47 | - | - | - | 33 | BIKE LANE |
| | 102ANB+62 | - | 104ANB+07 | RT | STH 47 | - | 145 | - | - | BIKE LANE |
| | 105ANB+35 | - | 109ANB+51 | RT | STH 47 | - | 416 | - | - | BIKE LANE |
| | 110ANB+49 | - | 111ANB+89 | RT | STH 47 | - | 140 | - | - | BIKE LANE |
| | 124ANB+08 | - | 126ANB+63 | RT | STH 47 | - | 255 | - | - | BIKE LANE |
| | 127ANB+57 | - | 127ANB+79 | RT | STH 47 | - | 22 | - | - | BIKE LANE |
| | 127ANB+79 | - | 129ANB+19 | RT | STH 47 | - | - | - | 35 | BIKE LANE |
| | 129ANB+19 | - | 131ANB+18 | RT | STH 47 | - | 199 | - | - | BIKE LANE |
| | 131ANB+99 | - | 133ANB+91 | RT | STH 47 | - | 192 | - | - | BIKE LANE |
| | 105ASB+35 | - | 107ASB+45 | LT | STH 47 | - | 209 | - | - | BIKE LANE |
| | 107ASB+45 | - | 108ASB+85 | LT | STH 47 | - | - | - | 35 | BIKE LANE |
| | 108ASB+85 | - | 109ASB+49 | LT | STH 47 | - | 64 | - | - | BIKE LANE |
| | 110ASB+43 | - | 115ASB+80 | LT | STH 47 | - | 537 | - | - | BIKE LANE |
| | 129ASB+16 | - | 131ASB+29 | LT | STH 47 | - | 213 | - | - | BIKE LANE |
| | 1282ANW+50 | - | 1287ANW+55 | RT | ANW RAMP | 505 | - | - | - | |
| | 1282ANW+50 | - | 1288ANW+05 | LT | ANW RAMP | - | 555 | - | - | |
| | 1293ANE+00 | - | 1299ANE+50 | RT | ANE RAMP | 650 | - | - | - | |
| | 1294ANE+60 | - | 1299ANE+50 | LT | ANE RAMP | - | 490 | - | - | |
| | 1278ASW+50 | - | 1285ASW+50 | RT | ASW RAMP | 700 | - | - | - | |
| | 1278ASW+50 | - | 1283ASW+50 | LT | ASW RAMP | - | 500 | - | - | |
| | 1290ASE+35 | - | 1299ASE+50 | LT | ASE RAMP | 915 | - | - | - | |
| | 1291ASE+50 | - | 1299ASE+50 | RT | ASE RAMP | - | 800 | - | - | |
| | 1279TEMPANW+56 | - | 1282TEMPANW+50 | LT | TEMP ANW RAMP | 294 | - | - | - | |
| | 275WB+81 | - | 1282TEMPANW+50 | LT | TEMP ANW RAMP | - | 669 | - | - | |
| | 1299TEMPANE+50 | - | 1300TEMPANE+84 | LT | TEMP ANE RAMP | 134 | - | - | - | |
| | 1299TEMPANE+50 | - | 306WB+22 | LT | TEMP ANE RAMP | - | 672 | - | - | |
| | 304WB+28 | - | 306WB+22 | LT | TEMP ANE RAMP | - | - | - | 49 | |
| | 274EB+10 | - | 1278TEMPASW+50 | RT | TEMP ASW RAMP | - | 440 | - | - | |
| | 274EB+10 | - | 276EB+24 | RT | TEMP ASW RAMP | - | - | - | 54 | |
| | 1299TEMPASE+50 | - | 1300TEMPASE+64 | RT | TEMP ASE RAMP | 112 | - | - | - | |
| | 1299TEMPASE+50 | - | 306EB+22 | RT | TEMP ASE RAMP | - | 672 | - | - | |
| | 279EB+99 | - | 306EB+22 | RT | USH 10/STH 441 | 2,623 | - | - | - | |
| | 279EB+99 | - | 300EB+60 | RT | USH 10/STH 441 | - | 2,061 | - | - | |
| | 279EB+99 | - | 306EB+22 | RT | USH 10/STH 441 | - | - | 656 | - | |
| | 279WB+99 | - | 306WB+22 | LT | USH 10/STH 441 | 2,623 | - | - | - | |
| | 279WB+99 | - | 300WB+84 | LT | USH 10/STH 441 | - | 2,085 | - | - | |
| | 279WB+99 | - | 306WB+22 | LT | USH 10/STH 441 | - | - | 656 | - | |
| | | | | | TOTALS | 8,557 | 11,353 | 1,312 | 206 | |
| | | | | | OVERALL TOTAL | | 21,427 | | | |

## PAVEMENT MARKING EPOXY 8-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 646.0126 WHITE LF | 646.0126 3 FT WHITE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1000 | 275WB+81 | - | 279WB+55 | LT | USH 10/STH 441 | 374 | - | |
| | 275WB+81 | - | 1279TEMPANW+56 | RT | ANW RAMP | 375 | - | |
| | 1300TEMPANE+84 | - | 304WB+28 | RT | ANE RAMP | 344 | - | |
| | 300WB+84 | - | 304WB+28 | LT | USH 10/STH 441 | 344 | - | |
| | 1276TEMPASW+25 | | 1278TEMPASW+50 | LT | ASW RAMP | 225 | | |
| | 276EB+24 | - | 278EB+49 | RT | USH 10/STH 441 | 225 | - | |
| | 300EB+60 | - | 305EB+39 | RT | USH 10/STH 441 | 479 | - | |
| | 1300TEMPASE+62 | - | 305EB+39 | LT | ASE RAMP | 477 | - | |
| | 305EB+39 | - | 306EB+22 | RT | ASE RAMP | - | 21 | |
| | | | | | TOTALS | 2,843 | 21 | |
| | | | | | OVERALL TOTAL | 2,864 | | |

## PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 646.0843.S WHITE LF | 646.0843.S 3 FT WHITE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+23 | - | 102ANB+62 | RT | STH 47 | - | 35 | BIKE LANE |
| | 102ANB+62 | - | 104ANB+07 | LT | STH 47 | 145 | - | |
| | 102ANB+61 | - | 104ANB+07 | R/L | STH 47 | 145 | - | |
| | 105ASB+35 | - | 106ASB+57 | LT | STH 47 | 122 | - | |
| | 105ASB+35 | - | 107ASB+45 | LT | STH 47 | 210 | - | |
| | 108ANB+39 | - | 109ANB+51 | LT | STH 47 | 112 | - | |
| | 110ASB+42 | - | 111ASB+54 | LT | STH 47 | 112 | - | |
| | 113ANB+59 | - | 114ANB+82 | RT | STH 47 | 123 | - | |
| | 113ANB+59 | - | 11ANBS+43 | RT | STH 47 | 126 | - | |
| | 113ANB+33 | - | 116ANB+34 | RT | STH 47 | 301 | - | |
| | 116ANB+47 | - | 116ANB+78 | RT | STH 47 | 31 | | |
| | 118ANB+39 | - | 118ANB+56 | LT | STH 47 | 58 | - | SOUTH ROUNDABOUT |
| | 120ANB+75 | - | 121ANB+70 | RT | STH 47 | 85 | - | |
| | 123ANB+18 | - | 123ANB+39 | LT | STH 47 | 80 | - | NORTH ROUNDABOUT |
| | 126ANB+63 | - | 127ANB+57 | RT | STH 47 | - | 24 | BIKE LANE |
| | 127ANB+79 | - | 129ANB+19 | RT | STH 47 | - | 35 | BIKE LANE |
| | 107ASB+45 | - | 108ASB+85 | LT | STH 47 | - | 35 | BIKE LANE |
| | 116ASB+64 | - | 116ASB+85 | RT | STH 47 | 80 | - | SOUTH ROUNDABOUT |
| | 118ASB+34 | - | 119ASB+36 | LT | STH 47 | 92 | - | |
| | 121ASB+47 | - | 121ASB+65 | RT | STH 47 | 58 | - | NORTH ROUNDABOUT |
| | 123ASB+25 | - | 123ASB+58 | LT | STH 47 | 33 | - | |
| | 123ASB+69 | | 126ASB+43 | LT | STH 47 | 274 | | |
| | 125ASB+48 | - | 126ASB+57 | LT | STH 47 | 216 | - | |
| | 1288ANW+62 | - | 1288ANW+81 | RT | ANW RAMP | 38 | - | NORTH ROUNDABOUT |
| | 1290ANE+14 | - | 1292ANE+78 | LT | ANE RAMP | 258 | - | |
| | 1291ANE+73 | - | 1293ANE+09 | LT | ANE RAMP | 208 | - | |
| | 1285ASW+05 | - | 1288ASW+46 | RT | ASW RAMP | 217 | - | LEFT TURN SLIP LANE |
| | 1285ASW+40 | - | 1288ASW+30 | RT | ASW RAMP | 285 | - | |
| | 1289ASE+62 | - | 1289ASE+81 | LT | ASE RAMP | 37 | - | SOUTH ROUNDABOUT |
| | | | | | TOTALS | 3,445 | 129 | |
| | | | | | OVERALL TOTALS | 3,574 | | |

## PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 646.0841.S 3 FT WHITE LF | 646.0841.S 12.5 FT WHITE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | - | 104ANB+07 | RT | STH 47 | - | 75 | |
| | 105ANB+35 | - | 113ANB+33 | RT | STH 47 | - | 200 | |
| | 112ANB+09 | - | 113ANB+59 | RT | STH 47 | 38 | - | ALONG SLIP LANE |
| | 118ANB+59 | - | 120ANB+75 | RT | STH 47 | | 54 | BETWEEN ROUNDABOUTS |
| | 123ANB+73 | - | 131ANB+18 | RT | STH 47 | - | 186 | |
| | 127ANB+79 | - | 129ANB+19 | RT | STH 47 | 35 | - | |
| | 132ANB+29 | - | 133ANB+90 | RT | STH 47 | - | 41 | |
| | 132ANB+41 | - | 133ANB+90 | LT | STH 47 | - | 38 | |
| | 101ASB+07 | - | 104ASB+07 | LT | STH 47 | - | 75 | |
| | 105ASB+35 | - | 116ASB+31 | LT | STH 47 | - | 274 | |
| | 119ASB+36 | - | 121ASB+49 | LT | STH 47 | - | 53 | BETWEEN ROUNDABOUTS |
| | 126ASB+57 | - | 127ASB+73 | LT | STH 47 | 29 | - | ALONG SLIP LANE |
| | 126ASB+43 | - | 131ASB+29 | LT | STH 47 | - | 122 | |
| | 1292ANE+78 | - | 1299ANE+50 | LT | ANE RAMP | - | 168 | |
| | 1293ANE+09 | - | 1294ANE+60 | LT | ANE RAMP | 38 | - | |
| | 1278ASW+50 | - | 1285ASW+40 | RT | ASW RAMP | - | 173 | |
| | 1283ASW+50 | - | 1285ASW+05 | RT | ASW RAMP | 39 | - | |
| | | | | | TOTALS | 179 | 1,184 | |
| | | | | | OVERALL TOTALS | 1,362 | | |

## PAVEMENT MARKING ARROWS EPOXY TYPE 2

| CATEGORY | STATION | OFFSET | LOCATION | 647.0166 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 102ANB+71 | RT | STH 47 | 1 | RIGHT TURN LANE |
| | 103ANB+84 | RT | STH 47 | 1 | RIGHT TURN LANE |
| | 102ANB+88 | LT | STH 45 | 1 | LEFT TURN LANE |
| | 103ANB+75 | LT | STH 46 | 1 | LEFT TURN LANE |
| | 108ANB+49 | LT | STH 47 | 1 | LEFT TURN LANE |
| | 109ANB+34 | LT | STH 47 | 1 | LEFT TURN LANE |
| | 129ANB+54 | RT | STH 47 | 1 | TURN LANES |
| | 129ANB+57 | LT | STH 47 | 1 | TURN LANES |
| | 130ANB+98 | R/L | STH 47 | 2 | TURN LANES |
| | 105ASB+56 | R/L | STH 47 | 2 | TURN LANES |
| | 106ASB+25 | RT | STH 47 | 1 | LEFT TURN LANE |
| | 107ASB+04 | LT | STH 47 | 1 | RIGHT TURN LANE |
| | 110ASB+64 | RT | STH 47 | 1 | LEFT TURN LANE |
| | 111ASB+31 | RT | STH 47 | 1 | LEFT TURN LANE |
| | | | TOTAL | 16 | |

## PAVEMENT MARKING ARROWS BIKE LANE PAINT EPOXY

| CATEGORY | STATION | OFFSET | LOCATION | 647.0206 EACH |
|---|---|---|---|---|
| 1000 | 101ANB+36 | RT | STH 47 | 1 |
| | 103ANB+83 | RT | STH 47 | 1 |
| | 105ANB+54 | RT | STH 47 | 1 |
| | 110ANB+70 | RT | STH 47 | 1 |
| | 125ANB+40 | RT | STH 47 | 1 |
| | 128ANB+14 | RT | STH 47 | 1 |
| | 131ANB+08 | RT | STH 47 | 1 |
| | 105ASB+91 | LT | STH 47 | 1 |
| | 108ASB+50 | LT | STH 47 | 1 |
| | 111ASB+53 | LT | STH 47 | 1 |
| | 114ASB+69 | LT | STH 47 | 1 |
| | 131ASB+00 | LT | STH 47 | 1 |
| | | | TOTAL | 12 |

## PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY

| CATEGORY | STATION | OFFSET | LOCATION | 647.0306 EACH |
|---|---|---|---|---|
| 1000 | 101ANB+22 | RT | STH 47 | 1 |
| | 103ANB+72 | RT | STH 47 | 1 |
| | 105ANB+42 | RT | STH 47 | 1 |
| | 110ANB+58 | RT | STH 47 | 1 |
| | 125ANB+29 | RT | STH 47 | 1 |
| | 128ANB+01 | RT | STH 47 | 1 |
| | 130ANB+95 | RT | STH 47 | 1 |
| | 106ASB+03 | LT | STH 47 | 1 |
| | 108ASB+62 | LT | STH 47 | 1 |
| | 111ASB+64 | LT | STH 47 | 1 |
| | 114ASB+81 | LT | STH 47 | 1 |
| | 131ASB+12 | LT | STH 47 | 1 |
| | | | TOTAL | 12 |

## PAVEMENT MARKING WORDS EPOXY

| CATEGORY | STATION | OFFSET | LOCATION | 647.0356 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 103ANB+23 | RT | STH 47 | 1 | "ONLY" |
| | 103ANB+34 | LT | STH 47 | 1 | "ONLY" |
| | 108ANB+95 | LT | STH 47 | 1 | "ONLY" |
| | 105ASB+89 | RT | STH 47 | 1 | "ONLY" |
| | 106ASB+26 | LT | STH 47 | 1 | "ONLY" |
| | 110ASB+95 | RT | STH 47 | 1 | "ONLY" |
| | 130ANB+19 | R/L | STH 47 | 2 | "ONLY" |
| | | | TOTAL | 8 | |

## PAVEMENT MARKING STOP LINE EPOXY 18-INCH

| CATEGORY | STATION | OFFSET | LOCATION | 647.0566 LF | REMARKS |
|---|---|---|---|---|---|
| 1000 | 104ANB+07 | R/L | STH 47 | 54 | |
| | 131ANB+18 | R/L | STH 47 | 54 | |
| | 131ANB+76 | R/L | STH 47 | 23 | |
| | 132ANB+41 | R/L | STH 47 | 31 | |
| | 105ASB+35 | R/L | STH 47 | 54 | |
| | | | TOTAL | 216 | |

## PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| CATEGORY | STATION | OFFSET | LOCATION | 647.0766 LF | REMARKS |
|---|---|---|---|---|---|
| 1000 | 104ANB+17 | R/L | STH 47 | 214 | SOUTH LEG OF INTERSECTION |
| | 105ANB+15 | R/L | STH 47 | 197 | NORTH LEG OF INTERSECTION |
| | 131ANB+29 | R/L | STH 47 | 197 | SOUTH LEG OF INTERSECTION |
| | 131ANB+42 | R/L | STH 47 | 113 | EAST LEG OF INTERSECTION |
| | 131ANB+53 | R/L | STH 47 | 113 | WEST LEG OF INTERSECTION |
| | 16AP+16 | R/L | MIDWAY RD | 153 | WEST LEG OF INTERSECTION |
| | 17AP+40 | R/L | MIDWAY RD | 164 | EAST LEG OF INTERSECTION |
| | 5D+90 | R/L | DRUM CORPS DR | 158 | DRIVEWAY |
| | 6D+92 | R/L | DRUM CORPS DR | 106 | EAST LEG OF INTERSECTION |
| | 5T+46 | RT | TUCKAWAY LN | 102 | EAST LEG OF INTERSECTION |
| | 17P+61 | R/L | VALLEY RD | 113 | SOUTH LEG OF INTERSECTION |
| | 16P+61 | R/L | VALLEY RD | 167 | NORTH LEG OF INTERSECTION |
| | | | TOTAL | 1,797 | |

## CONDUIT RIGID NONMETALLIC SCHEDULE 40

| CATEGORY | LOCATION | FROM | TO | 652.0225 2-INCH LF | 652.0235 3-INCH LF | 652.0615 SPECIAL 3-INCH LF |
|---|---|---|---|---|---|---|
| 1300 | STH 47 & CTH AP | CB1 | PB1 | -- | 10 | -- |
| | STH 47 & CTH AP | CB1 | PB1 | -- | 10 | -- |
| | STH 47 & CTH AP | PB1 | SB12 | 10 | -- | -- |
| | STH 47 & CTH AP | PB1 | SB1 | 10 | -- | -- |
| | STH 47 & CTH AP | PB1 | PB2 | -- | -- | 120 |
| | STH 47 & CTH AP | PB1 | PB2 | -- | -- | 120 |
| | STH 47 & CTH AP | PB2 | SB2 | -- | 20 | -- |
| | STH 47 & CTH AP | PB2 | SB3 | 20 | - | -- |
| | STH 47 & CTH AP | PB2 | PB3 | -- | 50 | -- |
| | STH 47 & CTH AP | PB2 | PB3 | -- | 50 | -- |
| | STH 47 & CTH AP | PB3 | SB4 | 20 | -- | -- |
| | STH 47 & CTH AP | PB3 | PB4 | -- | -- | 80 |
| | STH 47 & CTH AP | PB4 | SB5 | -- | 10 | -- |
| | STH 47 & CTH AP | PB4 | PB5 | -- | 40 | -- |
| | STH 47 & CTH AP | PB4 | PB5 | -- | 40 | -- |
| | STH 47 & CTH AP | PB5 | SB6 | 20 | -- | -- |
| | STH 47 & CTH AP | PB5 | SB7 | 10 | -- | -- |
| | STH 47 & CTH AP | PB5 | PB6 | -- | -- | 100 |
| | STH 47 & CTH AP | PB5 | PB6 | -- | -- | 100 |
| | STH 47 & CTH AP | PB6 | SB8 | -- | 20 | -- |
| | STH 47 & CTH AP | PB6 | SB9 | 20 | -- | -- |
| | STH 47 & CTH AP | PB6 | PB7 | -- | 70 | -- |
| | STH 47 & CTH AP | PB6 | PB7 | -- | 70 | -- |
| | STH 47 & CTH AP | PB7 | SB10 | 20 | -- | -- |
| | STH 47 & CTH AP | PB7 | PB8 | -- | -- | 80 |
| | STH 47 & CTH AP | PB7 | PB8 | -- | -- | 80 |
| | STH 47 & CTH AP | PB8 | SB11 | -- | 10 | -- |
| | STH 47 & CTH AP | PB8 | CB1 | -- | 10 | -- |
| | STH 47 & CTH AP | PB8 | CB1 | -- | 10 | -- |
| | STH 47 & CTH P | CB1 | SB12 | 10 | -- | -- |
| | STH 47 & CTH P | CB1 | PB1 | -- | 10 | -- |
| | | | SUBTOTALS | 140 | 430 | 680 |

## CONDUIT RIGID NONMETALLIC SCHEDULE 40 CONTINUED

| CATEGORY | LOCATION | FROM | TO | 652.0225 2-INCH LF | 652.0235 3-INCH LF | 652.0615 SPECIAL 3-INCH LF |
|---|---|---|---|---|---|---|
| | STH 47 & CTH P | CB1 | PB1 | -- | 10 | -- |
| | STH 47 & CTH P | PB1 | SB1 | 20 | -- | -- |
| | STH 47 & CTH P | PB1 | PB2 | -- | -- | 110 |
| | STH 47 & CTH P | PB1 | PB2 | -- | -- | 110 |
| | STH 47 & CTH P | PB2 | SB2 | -- | 10 | -- |
| | STH 47 & CTH P | PB2 | SB13 | 10 | -- | -- |
| | STH 47 & CTH P | PB2 | PB3 | -- | 20 | -- |
| | STH 47 & CTH P | PB2 | PB3 | -- | 20 | -- |
| | STH 47 & CTH P | PB3 | SB3 | 5 | -- | -- |
| | STH 47 & CTH P | PB3 | SB4 | 10 | -- | -- |
| | STH 47 & CTH P | PB3 | PB4 | -- | -- | 80 |
| | STH 47 & CTH P | PB3 | PB4 | -- | -- | 80 |
| | STH 47 & CTH P | PB4 | SB5 | -- | 10 | -- |
| | STH 47 & CTH P | PB4 | PB5 | -- | 20 | -- |
| | STH 47 & CTH P | PB4 | PB5 | -- | 20 | -- |
| | STH 47 & CTH P | PB5 | SB6 | 5 | -- | -- |
| | STH 47 & CTH P | PB5 | SB7 | 10 | -- | -- |
| | STH 47 & CTH P | PB5 | PB6 | -- | 120 | -- |
| | STH 47 & CTH P | PB5 | PB6 | -- | 120 | -- |
| | STH 47 & CTH P | PB6 | SB8 | -- | 20 | -- |
| | STH 47 & CTH P | PB6 | SB9 | 10 | -- | -- |
| | STH 47 & CTH P | PB6 | PB7 | -- | 20 | -- |
| | STH 47 & CTH P | PB6 | PB7 | -- | 20 | -- |
| | STH 47 & CTH P | PB7 | SB14 | 10 | -- | -- |
| | STH 47 & CTH P | PB7 | SB10 | 10 | -- | -- |
| | STH 47 & CTH P | PB7 | PB9 | 30 | -- | -- |
| | STH 47 & CTH P | PB7 | PB8 | -- | -- | 80 |
| | STH 47 & CTH P | PB7 | PB8 | -- | -- | 80 |
| | STH 47 & CTH P | PB8 | SB11 | -- | 10 | -- |
| | STH 47 & CTH P | PB8 | CB1 | -- | 10 | -- |
| | STH 47 & CTH P | PB8 | CB1 | -- | 10 | -- |
| | | | SUBTOTAL | 120 | 440 | 540 |
| | | | TOTALS | 260 | 870 | 1,220 |

## TRAFFIC SIGNALS

| CATEGORY | LOCATION | 656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS | 657.0100 Pedestal Bases EACH | 657.0420 TRAFFIC SIGNAL STANDARD ALUMINUM 13-FT EACH | 657.0425 TRAFFIC SIGNAL STANDARD ALUMINUM 15-FT EACH | 657.0430 TRAFFIC SIGNAL STANDARD ALUMINUM 10-FT EACH | 657.1355 INSTALL POLES POLES TYPE 12 EACH | 657.1360 INSTALL POLES POLES TYPE 13 EACH | 657.1535 INSTALL MONOTUBE ARMS 35-FT EACH | 657.1540 INSTALL MONOTUBE ARMS 40-FT EACH | 657.1545 INSTALL MONOTUBE ARMS 45-FT EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 1 | 7 | -- | 4 | 3 | 3 | 1 | -- | -- | 2 |
| | STH 47 & CTH P (S-192) | 1 | 10 | 3 | 1 | 6 | 1 | 3 | 1 | 1 | -- |
| | TOTALS | 2 | 17 | 3 | 5 | 9 | 4 | 4 | 1 | 1 | 2 |

| CATEGORY | LOCATION | 657.1550 INSTALL MONOTUBE ARMS 50-FT EACH | 657.1555 INSTALL MONOTUBE ARMS 55-FT EACH | 658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH | 658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH | 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH | 658.0500 PEDESTRIAN PUSH BUTTONS EACH | 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 LS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 1 | 1 | 12 | 8 | 6 | 6 | 12 | 12 | 12 |
| | STH 47 & CTH P (S-192) | -- | 2 | 14 | 2 | 8 | 8 | 12 | 12 | 12 |
| | TOTALS | 1 | 3 | 26 | 10 | 14 | 14 | 24 | 24 | 24 |

| CATEGORY | LOCATION | 658.0615 LED MODULES 12-INCH RED ARROW EACH | 658.0620 LED MODULES 12-INCH YELLOW ARROW EACH | 658.0625 LED MODULES 12-INCH GREEN ARROW EACH | 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH | 658.5069 SIGNAL MOUNTING HARDWARE LS | SPV.0105.202 REMOVE TRAFFIC SIGNAL (STH 47& CTH AP) LS | SPV.0105.203 REMOVE TRAFFIC SIGNAL (STH 47& CTH P) LS | SPV.0105.204 REMOVE TRAFFIC SIGNAL (STH 47/USH 10 EB/STH 441 NB ) LS | SPV.0105.205 REMOVE TRAFFIC SIGNAL (STH 47/USH 10 WB/STH 441 SB ) LS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 8 | 16 | 8 | 6 | 1 | 1 | -- | -- | -- |
| | STH 47 & CTH P (S-192) | 4 | 8 | 2 | 8 | 1 | -- | 1 | -- | -- |
| | STH 47 & USH 10 EB/STH 441 NB | -- | -- | -- | -- | -- | -- | -- | 1 | -- |
| | STH 47 & USH 10 WB/STH 441 SB | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| | TOTALS | 12 | 24 | 10 | 14 | 2 | 1 | 1 | 1 | 1 |

3

## CONCRETE BASES

| CATEGORY | LOCATION | 654.0101 TYPE 1 EACH | SPV.0060.005 TYPE 13 EACH | 654.0217 CONTROL CABINET TYPE 9 SPECIAL EACH |
|---|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 7 | 4 | 1 |
| | STH 47 & CTH P (S-192) | 10 | 4 | 1 |
| | TOTALS | 17 | 8 | 2 |

## REMOVING CONCRETE BASES

| CATEGORY | LOCATION | 204.0195 EACH |
|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 14 |
| | STH 47 & CTH P (S-192) | 12 |
| | TOTAL | 26 |

## PULL BOXES STEEL

| CATEGORY | LOCATION | 653.0140 24X42-INCH EACH |
|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 8 |
| | STH 47 & CTH P (S-192) | 8 |
| | TOTAL | 16 |

## MICROWAVE DETECTORS

| CATEGORY | LOCATION | FROM | TO | 655.0700 LOOP DETECTOR LEAD-IN CABLE LF | SPV.0090.204 INSTALL MICROWAVE DETECTOR CABLE LF |
|---|---|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | CB1 | SB2 | -- | 220 |
| | STH 47 & CTH AP (S-138) | CB1 | SB5 | -- | 360 |
| | STH 47 & CTH AP (S-138) | CB1 | SB8 | -- | 260 |
| | STH 47 & CTH AP (S-138) | CB1 | SB11 | -- | 80 |
| | STH 47 & CTH P (S-192) | CB1 | Loop 41 | 220 | -- |
| | STH 47 & CTH P (S-192) | CB1 | Loop 42 | 140 | -- |
| | STH 47 & CTH P (S-192) | CB1 | Loop 43 | 140 | -- |
| | STH 47 & CTH P (S-192) | CB1 | SB2 | -- | 200 |
| | STH 47 & CTH P (S-192) | CB1 | SB8 | -- | 210 |
| | STH 47 & CTH P (S-192) | CB1 | SB11 | -- | 80 |
| | | | TOTAL | 500 | 1,410 |

## REMOVING PULL BOX

| CATEGORY | LOCATION | 653.0905 EACH |
|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 23 |
| | STH 47 & CTH P (S-192) | 11 |
| | TOTAL | 34 |

## ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

| CATEGORY | LOCATION | FROM | TO | 655.0515 GROUNDED CONDUCTOR (WHITE) LF | 655.0515 EQUIPMENT GROUDNING CONDUCTOR (GREEN) LF |
|---|---|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | CB1 | SB12 | 50 | 50 |
| | STH 47 & CTH AP (S-138) | SB12 | SB1 | 50 | 50 |
| | STH 47 & CTH AP (S-138) | SB1 | PB1 | | 40 |
| | STH 47 & CTH AP (S-138) | SB1 | SB2 | 190 | 190 |
| | STH 47 & CTH AP (S-138) | SB2 | PB2 | | 40 |
| | STH 47 & CTH AP (S-138) | SB2 | SB3 | 70 | 70 |
| | STH 47 & CTH AP (S-138) | SB3 | SB4 | 130 | 130 |
| | STH 47 & CTH AP (S-138) | SB4 | PB3 | | 50 |
| | STH 47 & CTH AP (S-138) | SB4 | SB5 | 150 | 150 |
| | STH 47 & CTH AP (S-138) | SB5 | PB4 | | 40 |
| | STH 47 & CTH AP (S-138) | SB5 | SB6 | 110 | 110 |
| | STH 47 & CTH AP (S-138) | SB6 | SB7 | 60 | 60 |
| | STH 47 & CTH AP (S-138) | SB7 | PB5 | | 40 |
| | STH 47 & CTH AP (S-138) | SB7 | SB8 | 170 | 170 |
| | STH 47 & CTH AP (S-138) | SB8 | PB6 | | 50 |
| | STH 47 & CTH AP (S-138) | SB8 | SB9 | 70 | 70 |
| | STH 47 & CTH AP (S-138) | SB9 | SB10 | 150 | 150 |
| | STH 47 & CTH AP (S-138) | SB10 | PB7 | | 50 |
| | STH 47 & CTH AP (S-138) | SB10 | SB11 | 150 | 150 |
| | STH 47 & CTH AP (S-138) | SB11 | PB8 | | 40 |
| | STH 47 & CTH AP (S-138) | SB11 | CB1 | 50 | 50 |
| | | | SUBTOTALS | 1,350 | 1,660 |

## ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG CONTINUED

| CATEGORY | LOCATION | FROM | TO | 655.0515 GROUNDED CONDUCTOR (WHITE) LF | 655.0515 EQUIPMENT GROUDNING CONDUCTOR (GREEN) LF |
|---|---|---|---|---|---|
| 1300 | STH 47 & CTH P (S-192) | CB1 | SB12 | 30 | 30 |
| | STH 47 & CTH P (S-192) | CB1 | SB1 | 60 | 60 |
| | STH 47 & CTH P (S-192) | SB1 | PB1 | | 40 |
| | STH 47 & CTH P (S-192) | SB1 | SB2 | 190 | 190 |
| | STH 47 & CTH P (S-192) | SB2 | PB2 | | 40 |
| | STH 47 & CTH P (S-192) | SB2 | SB13 | 60 | 60 |
| | STH 47 & CTH P (S-192) | SB13 | SB3 | 80 | 80 |
| | STH 47 & CTH P (S-192) | SB3 | PB3 | | 30 |
| | STH 47 & CTH P (S-192) | SB3 | SB4 | 50 | 50 |
| | STH 47 & CTH P (S-192) | SB4 | SB5 | 150 | 150 |
| | STH 47 & CTH P (S-192) | SB5 | PB4 | | 20 |
| | STH 47 & CTH P (S-192) | SB5 | SB6 | 90 | 90 |
| | STH 47 & CTH P (S-192) | SB6 | PB5 | | 30 |
| | STH 47 & CTH P (S-192) | SB6 | SB7 | 50 | 50 |
| | STH 47 & CTH P (S-192) | SB7 | SB8 | 200 | 200 |
| | STH 47 & CTH P (S-192) | SB8 | PB6 | | 50 |
| | STH 47 & CTH P (S-192) | SB8 | SB9 | 70 | 70 |
| | STH 47 & CTH P (S-192) | SB9 | SB14 | 90 | 90 |
| | STH 47 & CTH P (S-192) | SB14 | PB7 | | 40 |
| | STH 47 & CTH P (S-192) | SB14 | SB10 | 60 | 60 |
| | STH 47 & CTH P (S-192) | SB10 | SB11 | 150 | 150 |
| | STH 47 & CTH P (S-192) | SB11 | PB8 | | 40 |
| | STH 47 & CTH P (S-192) | SB11 | CB1 | 60 | 60 |
| | | | SUB TOTALS | 3,445 | 3,430 |
| | | | TOTAL | 4,795 | 5,090 |

## TRAFFIC SIGNAL CABLE

| CATEGORY | LOCATION | FROM | TO | 655.023 5-14 AWG LF | 655.0240 7-14 AWG LF | 655.0260 12-14 AWG LF | HEAD NO. | 655.0230 BASE TO HEAD 5-14 AWG LF | 655.0240 BASE TO HEAD 7-14 AWG LF | 658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH | 658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) STH 47 NORTH SIDE | CB1 | SB8 | 230 | -- | -- | 8 | 70 | -- | 1 | -- |
| | | -- | -- | -- | -- | -- | 9 | 60 | -- | 1 | -- |
| | | CB1 | SB8 | -- | 230 | | 7 | -- | 80 | -- | 1 |
| | | CB1 | SB7 | -- | -- | 330 | 5 | 20 | | 1 | -- |
| | | -- | -- | -- | -- | -- | 6 | -- | 20 | -- | 1 |
| | | CB1 | SB9 | 230 | -- | -- | 27 | -- | -- | -- | -- |
| | | SB9 | SB6 | 180 | -- | -- | 28 | 15 | -- | -- | -- |
| 1300 | STH 47 & CTH AP (S-138) STH 47 SOUTH SIDE | CB1 | SB1 | -- | -- | 50 | 1 | -- | 20 | -- | 1 |
| | | -- | -- | -- | -- | -- | 10 | 20 | -- | 1 | -- |
| | | CB1 | SB2 | -- | -- | 190 | 3 | 70 | -- | 1 | -- |
| | | -- | -- | -- | -- | -- | 4 | 60 | -- | 1 | -- |
| | | CB1 | SB2 | -- | -- | 190 | 2 | -- | 80 | -- | 1 |
| | | CB1 | SB12 | 50 | -- | -- | 24 | 15 | -- | -- | -- |
| | | SB12 | SB3 | 190 | -- | -- | 23 | 15 | -- | -- | -- |
| 1300 | STH 47 & CTH AP (S-138) CTH AP EAST SIDE | CB1 | SB11 | 50 | -- | -- | 13 | 60 | -- | 1 | -- |
| | | -- | -- | -- | -- | -- | 14 | 50 | -- | 1 | -- |
| | | CB1 | SB11 | -- | 50 | | 12 | -- | 70 | -- | 1 |
| | | CB1 | SB10 | -- | -- | 150 | 11 | -- | 20 | -- | 1 |
| | | -- | -- | -- | -- | -- | 20 | 20 | -- | 1 | -- |
| | | CB1 | SB12 | 50 | -- | -- | 25 | 15 | -- | -- | -- |
| | | CB1 | SB9 | 230 | -- | -- | 26 | -- | -- | -- | -- |
| 1300 | STH 47 & CTH AP (S-138) CTH AP WEST SIDE | CB1 | SB5 | -- | -- | 370 | 18 | 60 | -- | 1 | -- |
| | | -- | -- | -- | -- | | 19 | 50 | -- | 1 | -- |
| | | CB1 | SB5 | -- | -- | 370 | 17 | -- | 70 | -- | 1 |
| | | CB1 | SB4 | -- | -- | 240 | 15 | 20 | -- | 1 | -- |
| | | -- | -- | -- | -- | -- | 16 | -- | 20 | -- | 1 |
| | | -- | -- | 190 | -- | -- | 22 | 15 | -- | -- | -- |
| | | SB3 | SB6 | 260 | -- | -- | 21 | 15 | -- | -- | -- |
| 1300 | STH 47 & CTH P (S-192) STH 47 NORTH SIDE | CB1 | SB1 | -- | -- | -- | 5 | 20 | -- | 1 | |
| | | | | -- | -- | -- | 6 | -- | 20 | | 1 |
| | | CB1 | SB2 | -- | 180 | -- | 7 | -- | 80 | | 1 |
| | | CB1 | SB2 | 180 | | -- | 8 | 70 | -- | 1 | -- |
| | | | | | -- | -- | 9 | 60 | -- | 1 | -- |
| | | CB1 | SB12 | 30 | -- | -- | 24 | 15 | -- | -- | -- |
| | | CB1 | SB13 | 180 | -- | -- | 23 | 15 | -- | -- | -- |
| 1300 | STH 47 & CTH P (S-192) STH 47 SOUTH SIDE | CB1 | SB8 | -- | -- | 190 | 2 | -- | 80 | 1 | -- |
| | | CB1 | SB8 | -- | -- | 190 | 3 | 70 | -- | 1 | -- |
| | | | | -- | -- | -- | 4 | 60 | -- | 1 | -- |
| | | CB1 | SB7 | -- | -- | 300 | 1 | 20 | -- | 1 | -- |
| | | | | -- | -- | -- | 10 | 20 | -- | 1 | -- |
| | | CB1 | SB9 | 170 | -- | -- | 19 | 15 | -- | -- | -- |
| | | SB9 | SB6 | 180 | -- | -- | 20 | 15 | -- | | -- |
| 1300 | STH 47 & CTH P (S-192) CTH P EAST SIDE | CB1 | SB4 | -- | -- | 200 | 16 | 20 | -- | 1 | -- |
| | | CB1 | SB5 | 300 | -- | -- | 11 | 60 | -- | 1 | -- |
| | | | | -- | -- | -- | 12 | 50 | -- | 1 | -- |
| | | CB1 | SB3 | 200 | -- | -- | 22 | 15 | -- | -- | -- |
| | | SB3 | SB6 | 170 | -- | -- | 21 | 15 | -- | -- | -- |
| 1300 | STH 47 & CTH P (S-192) CTH P WEST SIDE | CB1 | SB11 | -- | -- | 50 | 14 | 60 | -- | 1 | -- |
| | | | | -- | -- | -- | 15 | 50 | -- | 1 | -- |
| | | CB1 | SB10 | 140 | -- | -- | 13 | 20 | -- | 1 | -- |
| | | CB1 | SB12 | 30 | -- | -- | 17 | 15 | -- | -- | -- |
| | | CB1 | SB14 | 140 | -- | | 18 | 15 | -- | -- | -- |
| | | | SUBTOTALS | 3,380 | 460 | 2,820 | | 1,350 | 560 | 26 | 10 |
| | | | TOTALS | 4,730 | 1,020 | 2,820 | | | | 26 | 10 |

**NB & EB**

| | | |
|---|---|---|
| RED | = | RED |
| YELLOW | = | ORANGE |
| GREEN | = | GREEN |
| LEFT RED | = | RED |
| LEFT YELLOW | = | BLACK |
| LEFT FLASHING YELLOW | = | WHITE |
| LEFT GREEN | = | BLUE |

**SB & WB**

| | | |
|---|---|---|
| RED | = | RED W/BLACK |
| YELLOW | = | ORANGE W/BLACK |
| GREEN | = | GREEN W/BLACK |
| LEFT RED | = | RED W/BLACK |
| LEFT YELLOW | = | BLACK W/WHITE |
| LEFT FLASHING YELLOW | = | WHITE W/BLACK |
| LEFT GREEN | = | BLUE W/BLACK |

**RAMP**

| | | |
|---|---|---|
| RED | = | RED |
| YELLOW | = | ORANGE |
| GREEN | = | GREEN |

**PEDS**

| | | |
|---|---|---|
| WALK | = | GREEN |
| DON'T WALK | = | RED |
| BUTTON | = | BLACK & WHITE |

## LIGHTING SUMMARY

| CATEGORY | LOCATION | 657.1812 INSTALL LUMINAIRE ARMS STEEL 12-FT EACH | 659.1125 LUMINAIRES UTILITY LED-C EACH |
|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | 1 | 1 |
| | STH 47 & CTH P (S-192) | 3 | 3 |
| | TOTALS | 4 | 4 |

## SIGNAL LIGHTING CABLE

| CATEGORY | LOCATION | FROM -TO | 655.0305 TYPE UF 2-12 AWG GROUNDED LF |
|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | CB1-SB11 | 50 |
| | STH 47 & CTH P (S-192) | CB1-SB2 | 180 |
| | STH 47 & CTH P (S-192) | CB1-SB11 | 50 |
| | STH 47 & CTH P (S-192) | SB11-SB8 | 200 |
| | | TOTAL | 480 |

## ELECTRICAL WIRE LIGHTING 12 AWG

| CATEGORY | LOCATION | FROM -TO | 655.0610 LF |
|---|---|---|---|
| 1300 | STH 47 & CTH AP (S-138) | SB11- LUMINAIRE | 150 |
| | STH 47 & CTH P (S-192) | SB2- LUMINAIRE | 150 |
| | STH 47 & CTH P (S-192) | SB8- LUMINAIRE | 150 |
| | STH 47 & CTH P (S-192) | SB11- LUMINAIRE | 150 |
| | | TOTAL | 600 |

## SAWING PAVEMENT SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 1000 | 101ANB+07 | | | RT | STH 47 | 7 | - | CONSTRUCTION LIMITS |
| | 101ANB+07 | - | 104ANB+37 | RT | STH 47 | - | 386 | CONSTRUCTION LIMITS |
| | 101ANB+14 | - | 101ANB+44 | RT | STH 47 | 30 | - | DRIVEWAY |
| | 101ANB+44 | - | 103ANB+12 | RT | STH 47 | - | 167 | CONSTRUCTION LIMITS |
| | 103ANB+12 | - | 103ANB+47 | RT | STH 47 | 35 | - | DRIVEWAY |
| | 103ANB+47 | - | 104ANB+20 | RT | STH 47 | - | 98 | CONSTRUCTION LIMITS |
| | 104ANB+59 | - | 104ANB+66 | RT | MIDWAY RD | - | 90 | CONSTRUCTION LIMITS |
| | 104ANB+97 | - | 105ANB+12 | R/L | MIDWAY RD | - | 187 | CONSTRUCTION LIMITS |
| | 105ANB+59 | - | 105ANB+97 | RT | STH 47 | 38 | - | DRIVEWAY |
| | 106ANB+32 | - | 106ANB+67 | RT | STH 47 | 36 | - | DRIVEWAY |
| | 109ANB+55 | | | R/L | STH 47 | - | 92 | ACCESS GAPS |
| | 109ANB+80 | - | 110ANB+11 | RT | DRUM CORPS DR | 31 | - | CONSTRUCTION LIMITS |
| | 110ANB+36 | | | R/L | STH 47 | - | 92 | ACCESS GAPS |
| | 126ANB+60 | | | R/L | STH 47 | - | 90 | ACCESS GAPS |
| | 126ANB+79 | - | 127ANB+43 | RT | TUCKAWAY LN | - | 47 | CONSTRUCTION LIMITS |
| | 127ANB+55 | | | R/L | STH 47 | - | 86 | ACCESS GAPS |
| | 131ANB+44 | - | 131ANB+54 | R/L | VALLEY RD | - | 169 | CONSTRUCTION LIMITS |
| | 131ANB+99 | - | 133ANB+94 | RT | STH 47 | - | 265 | CONSTRUCTION LIMITS |
| | 102ASB+32 | - | 104ASB+38 | LT | STH 47 | - | 255 | CONSTRUCTION LIMITS |
| | 102ASB+54 | - | 102ASB+87 | LT | STH 47 | 33 | - | DRIVEWAY |
| | 104ASB+72 | - | 104ASB+78 | LT | MIDWAY RD | - | 76 | CONSTRUCTION LIMITS |
| | 105ASB+52 | - | 107ASB+35 | LT | STH 47 | 183 | - | ALONG RIGHT OF WAY |
| | 107ASB+72 | - | 108ASB+06 | LT | STH 47 | 34 | - | DRIVEWAY |
| | 109ASB+68 | - | 110ASB25 | LT | STH 47 | - | 57 | DRIVEWAY |
| | 126ASB+54 | - | 126ASB+63 | LT | STH 47 | - | 9 | SIDEWALK |
| | 126ASB+78 | - | 127ASB+15 | LT | STH 47 | 38 | - | DRIVEWAY |
| | 130ASB+17 | - | 130ASB+42 | LT | STH 47 | 26 | - | DRIVEWAY |
| | 286EB+65 | - | 288EB+25 | R/L | USH 10/STH 441 | - | 500 | SHOULDER REMOVAL |
| | 286WB+65 | - | 288WB+25 | R/L | USH 10/STH 441 | - | 500 | SHOULDER REMOVAL |
| | 290EB+00 | - | 293EB+00 | R/L | USH 10/STH 441 | - | 600 | SHOULDER REMOVAL |
| | 290WB+00 | - | 293WB+00 | R/L | USH 10/STH 441 | - | 600 | SHOULDER REMOVAL |
| | 1282ANW+50 | | | R/L | ANW RAMP | 8 | 15 | CONSTRUCTION LIMITS |
| | 1301ANE+50 | | | RT | ANE RAMP | 6 | - | CONSTRUCTION LIMITS |
| | 1302ANE+87 | - | 1304ANE+44 | RT | ANE RAMP | - | 163 | CONSTRUCTION LIMITS |
| | 1304ANE+44 | | | LT | ANE RAMP | 10 | 14 | CONSTRUCTION LIMITS |
| | 1275ASW+52 | | | RT | ASW RAMP | 5 | 15 | CONSTRUCTION LIMITS |
| | 1275ASW+52 | - | 1279ASW+00 | LT | ASW RAMP | - | 86 | CONSTRUCTION LIMITS |
| | 1278ASW+79 | | | LT | ASW RAMP | 8 | - | CONSTRUCTION LIMITS |
| | 1303ASE+00 | | | R/L | ASE RAMP | 11 | 15 | CONSTRUCTION LIMITS |
| | | | | | TOTALS | 538 | 4,674 | |

## CPM PROGRESS SCHEDULE

| CATEGORY | LOCATION | SPV.0060.001 CPM BASELINE SCHEDULE EACH | SPV.0060.002 CPM SCHEDULE MONTHLY UPDATES EACH |
|---|---|---|---|
| 1000 | PROJECT 1517-75-78 | 1 | 3 |
| | TOTAL | 1 | 3 |

## INLET TYPE 2, SPECIAL

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.100 EACH | REMARK |
|---|---|---|---|---|---|
| 1000 | 121ANB+53 | 28.0' LT | STH 47 | 1 | |
| | 121ANB+48 | 58.5' LT | STH 47 | 1 | |
| | 116ANB+78 | 35.6' LT | STH 47 | 1 | |
| | 117ANB+16 | 2.6' LT | STH 47 | 1 | |
| | 1281ASW+84 | 5.8' LT | STH 47 | 1 | |
| | 1284ASW+00 | 6.0' LT | STH 47 | 1 | |
| | 1298ANE+98 | 5.7' RT | STH 47 | 1 | |
| | 1296ANE+68 | 5.6' RT | STH 47 | 1 | |
| | 1293ANE+96 | 5.6' RT | STH 47 | 1 | |
| | 1280ASW+07 | 5.8' LT | STH 47 | 1 | |
| | | | TOTAL | 10 | |

## REMOVAL OF LARGE INLET STRUCTURE

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.105 REMOVAL OF LARGE INLET STRUCTUE LS | REMARKS |
|---|---|---|---|---|---|
| 1000 | 105ASB+61 | LT | STH 47 | 1 | LARGE INLET STA 105ASB+61 |
| | | | TOTAL | 1 | |

3

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS - TYPE 1

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.300 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 113ANB+43 | RT | STH 47 | 2 | AFTER SIGN STR. |
| | 115ANB+75 | RT | STH 47 | 2 | |
| | 117ANB+29 | RT | STH 47 | 1 | SOUTH ROUNDABOUT |
| | 117ANB+38 | RT | STH 47 | 1 | SOUTH ROUNDABOUT |
| | 119ANB+20 | RT | STH 47 | 1 | BETWEEN RDBTS |
| | 121ANB+10 | RT | STH 47 | 1 | |
| | 122ANB+26 | RT | STH 47 | 1 | NORTH ROUNDABOUT |
| | 117ASB+80 | LT | STH 47 | 1 | SOUTH ROUNDABOUT |
| | 118ASB+98 | LT | STH 47 | 1 | |
| | 120ASB+77 | LT | STH 47 | 1 | BETWEEN RDBTS |
| | 122ASB+64 | LT | STH 47 | 1 | NORTH ROUNDABOUT |
| | 122ASB+75 | LT | STH 47 | 1 | NORTH ROUNDABOUT |
| | 126ASB+18 | LT | STH 47 | 2 | |
| | | | TOTAL | 12 | |

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS - TYPE 2

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.301 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 122ANB+19 | RT | STH 47 | 1 | NORTH ROUNDABOUT |
| | 123ANB+18 | LT | STH 47 | 1 | NORTH ROUNDABOUT |
| | 10ANBS+28 | RT | STH 47 | 1 | RIGHT TURN SLIP LANE |
| | 11ANBS+40 | RT | STH 47 | 1 | RIGHT TURN SLIP LANE |
| | 12ANBS+63 | RT | STH 47 | 1 | RIGHT TURN SLIP LANE |
| | 116ASB+86 | RT | STH 47 | 1 | SOUTH ROUNDABOUT |
| | 10ASBN+76 | LT | STH 47 | 1 | RIGHT TURN SLIP LANE |
| | 12ASBN+96 | LT | STH 47 | 1 | RIGHT TURN SLIP LANE |
| | 10ANBN+92 | LT | ANE RAMP | 1 | RIGHT TURN SLIP LANE |
| | 1292ANE+48 | LT | ANE RAMP | 1 | RIGHT TURN SLIP LANE |
| | 1285ASW+59 | RT | ASW RAMP | 1 | RIGHT TURN SLIP LANE |
| | 12ASBS+18 | RT | ASW RAMP | 1 | RIGHT TURN SLIP LANE |
| | | | TOTAL | 12 | |

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS - TYPE 2R

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.302 EACH | REMARK |
|---|---|---|---|---|---|
| 1000 | 1291ANE+05 | LT | ANE RAMP | 1 | LEFT TURN SLIP LANE |
| | 1292ANE+49 | LT | ANE RAMP | 1 | LEFT TURN SLIP LANE |
| | 1285ASW+60 | RT | ASW RAMP | 1 | LEFT TURN SLIP LANE |
| | 1287ASW+35 | RT | ASW RAMP | 1 | LEFT TURN SLIP LANE |
| | | | TOTAL | 4 | |

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS - TYPE 3

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.303 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 123ANB+28 | LT | STH 47 | 1 | NORTH ROUNDABOUT |
| | 116ASB+76 | RT | STH 47 | 1 | SOUTH ROUNDABOUT |
| | 117ASB+89 | LT | STH 47 | 1 | SOUTH ROUNDABOUT |
| | | | TOTAL | 3 | |

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS - TYPE 3R

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.304 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 119ANB+20 | RT | STH 47 | 1 | |
| | 121ANB+11 | RT | STH 47 | 1 | |
| | 118ASB+95 | LT | STH 47 | 1 | |
| | 120ASB+77 | LT | STH 47 | 1 | |
| | 1291ANE+05 | LT | ANE RAMP | 1 | LEFT TURN SLIP LANE |
| | 1292ANE+48 | LT | ANE RAMP | 1 | LEFT TURN SLIP LANE |
| | 1285ASW+59 | RT | ASW RAMP | 1 | LEFT TURN SLIP LANE |
| | 1287ASW+35 | RT | ASW RAMP | 1 | LEFT TURN SLIP LANE |
| | | | TOTAL | 8 | |

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS - WORDS

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0060.305 EACH | REMARKS |
|---|---|---|---|---|---|
| 1000 | 116ANB+59 | RT | STH 47 | 2 | "YIELD" |
| | 121ANB+45 | RT | STH 47 | 2 | "YIELD" |
| | 10ANBS+89 | RT | STH 47 | 1 | "ONLY" |
| | 13ANBS+28 | RT | STH 47 | 1 | "YIELD" |
| | 118ASB+61 | LT | STH 47 | 2 | "YIELD" |
| | 123ASB+48 | LT | STH 47 | 2 | "YIELD" |
| | 10ASBN+14 | LT | STH 47 | 1 | "YIELD" |
| | 12ASBN+32 | LT | STH 47 | 1 | "ONLY" |
| | 10ANBN+08 | LT | ANE RAMP | 1 | "YIELD" |
| | 11ANBN+58 | LT | ANE RAMP | 1 | "ONLY" |
| | 1290ANE+14 | LT | ANE RAMP | 1 | "YIELD" |
| | 1290ANE+21 | LT | ANE RAMP | 1 | "YIELD" |
| | 1291ANE+60 | LT | ANE RAMP | 1 | "ONLY" |
| | 1286ASW+56 | RT | ASW RAMP | 1 | "ONLY" |
| | 1288ASW+22 | RT | ASW RAMP | 1 | "YIELD" |
| | 1288ASW+30 | RT | ASW RAMP | 1 | "YIELD" |
| | 11ASBS+32 | RT | ASW RAMP | 1 | "ONLY" |
| | 13ASBS+05 | RT | ASW RAMP | 1 | "YIELD" |
| | | | TOTAL | 22 | |

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC YIELD LINE 18-INCH

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0090.306 2 FT WHITE LF | REMARKS |
|---|---|---|---|---|---|
| 1000 | 116ANB+64 | R/L | STH 47 | 30 | EDGE OF SOUTH ROUNDABOUT |
| | 121ANB+48 | R/L | STH 47 | 35 | EDGE OF NORTH ROUNDABOUT |
| | 13ANBS+41 | R/L | STH 47 | 20 | END OF SLIP LANE |
| | 118ASB+55 | R/L | STH 47 | 35 | EDGE OF SOUTH ROUNDABOUT |
| | 123ASB+39 | R/L | STH 47 | 29 | EDGE OF NORTH ROUNDABOUT |
| | 10ASBN+02 | R/L | STH 47 | 20 | END OF SLIP LANE |
| | 10ANBN+01 | R/L | ANE RAMP | 22 | END OF SLIP LANE |
| | 1290ANE+13 | R/L | ANE RAMP | 28 | END OF SLIP LANE |
| | 1287ANW+31 | R/L | ASW RAMP | 26 | END OF SLIP LANE |
| | 13ASBS+16 | R/L | ASW RAMP | 25 | END OF SLIP LANE |
| | | | TOTAL | 270 | |

## PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | SPV.0090.307 1 FT, 4 FT SKIP WHITE LF | SPV.0090.307 6 FT, 3 FT SKIP WHITE LF | SPV.0090.307 1 FT, 2 FT SKIP WHITE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 1000 | 116ANB+95 | - | 118ANB+59 | R/L | STH 47 | - | 172 | - | SOUTH ROUNDABOUT |
| | 122ANB+08 | - | 123ANB+63 | RT | STH 47 | - | 112 | - | NORTH ROUNDABOUT |
| | 122ANB+64 | - | 123ANB+08 | LT | STH 47 | 9 | - | - | NORTH ROUNDABOUT |
| | 122ANB+69 | | 123ANB+08 | R/L | STH 47 | - | - | 16 | NORTH ROUNDABOUT |
| | 116ASB+41 | - | 117ASB+95 | LT | STH 47 | - | 112 | - | SOUTH ROUNDABOUT |
| | 116ASB+95 | - | 117ASB+40 | R/L | STH 47 | 9 | - | - | SOUTH ROUNDABOUT |
| | 116ASB+95 | - | 117ASB+30 | R/L | STH 47 | - | - | 15 | SOUTH ROUNDABOUT |
| | 121ASB+49 | - | 123ASB+31 | R/L | STH 47 | - | 168 | - | NORTH ROUNDABOUT |
| | | | | | TOTALS | 18 | 564 | 31 | |
| | | | | | OVERALL TOTAL | | 613 | | |

## STREET SWEEPING

| CATEGORY | LOCATION | SPV.0075.101 STREET SWEEPING HRS | SPV.0075.102 EMERGENGY STREET SWEEPING HRS | SPV.0060.103 EMERGENGY STREET SWEEPING MOBILIZATION EACH |
|---|---|---|---|---|
| 1000 | PROJECT 1517-75-78 | 40 | 20 | 3 |
| | TOTAL | 40 | 20 | 3 |

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## PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH

| CATEGORY | STATION | OFFSET | LOCATION | SPV.0090.308 LF | REMARKS |
|---|---|---|---|---|---|
| 1000 | 116ANB+34 | RT | STH 47 | 59 | |
| | 123ANB+63 | RT | STH 47 | 52 | |
| | 12ANBS+77 | RT | STH 47 | 32 | RIGHT TURN SLIP LANE |
| | 116ASB+31 | LT | STH 47 | 53 | |
| | 123ASB+60 | LT | STH 47 | 60 | |
| | 10ASBN+52 | LT | STH 47 | 32 | RIGHT TURN SLIP LANE |
| | 1288ANW+22 | LT | ANW RAMP | 38 | |
| | 10ANBN+45 | LT | ANE RAMP | 34 | RIGHT TURN SLIP LANE |
| | 1290ANE+45 | LT | ANE RAMP | 61 | LEFT TURN SLIP LANE |
| | 1288ASW+01 | RT | ASW RAMP | 61 | LEFT TURN SLIP LANE |
| | 12ASBS+68 | RT | ASW RAMP | 34 | RIGHT TURN SLIP LANE |
| | 1290ASE+11 | RT | ASE RAMP | 37 | |
| | | | TOTAL | 553 | |

## CONCRETE CURB & GUTTER INTEGRAL 78-INCH TYPE A SPECIAL

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | SPV.0090.005 LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 1000 | 105ANB+21 | - | 109ANB+54 | RT | STH 47 | 433 | |
| | 110ANB+36 | - | 112ANB+09 | RT | STH 47 | 173 | |
| | 124ANB+08 | | 126ANB+63 | RT | STH 47 | 250 | |
| | 127ANB+67 | - | 128ANB+19 | RT | STH 47 | 63 | |
| | 108ASB+45 | - | 109ASB+42 | RT | STH 47 | 98 | |
| | 110ASB+50 | - | 115ASB+80 | RT | STH 47 | 524 | |
| | 127ASB+42 | - | 127ASB+92 | LT | STH 47 | 49 | |
| | 129ASB+02 | - | 131ASB+34 | LT | STH 47 | 223 | |
| | | | | | TOTAL | 1,813 | |

## SURVEY PROJECT

| CATEGORY | LOCATION | SPV.0105.012 SURVEY PROJECT 1517-75-78 LS |
|---|---|---|
| 1000 | PROJECT 1517-75-78 | 1 |
| | TOTAL | 1 |

## GEOGRID REINFORCEMENT

| CATEGORY | STATION | TO | STATION | LOCATION | SPV.0180.014 SY |
|---|---|---|---|---|---|
| 1000 | 1275ASW+52 | - | 1286ASW+35 | SW RAMP | 5,777 |
| | 1292ASE+87 | - | 1303ASE+25 | SE RAMP | 3,798 |
| | 1292ANE+04 | - | 1304ANE+44 | NE RAMP | 6,950 |
| | | | | TOTAL | 16,525 |

## GRAVEL

| CATEGORY | STATION | TO | STATION | LOCATION | SPV.0180.503 MISSIPPI RIVER GRAVEL 1-1/2 INCH SY |
|---|---|---|---|---|---|
| 1400 | 126ASB+91 | - | 126ASB+97 | LT | 7 |
| | | | | TOTAL | 7 |

## Concrete Pavement Joint Layout

| CATEGORY | LOCATION | SPV.0105.019 1517-75-78 LS |
|---|---|---|
| 1000 | PROJECT 1517-75-78 | 1 |
| | TOTAL | 1 |

## STREETSCAPING ITEMS

| CATEGORY | PROJECT NUMBER | 632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH | SPV.0060.513 BIKE RACK EACH | SPV.0060.514 TRASH RECEPTACLE EACH | SPV.0060.515 BACKED BENCH (3) SEATS EACH | SPV.0060.516 BACKED BENCH (5) SEATS EACH | SPV.0060.517 BUS SHELTER - SMALL EACH | SPV.0060.518 BUS SHELTER - LARGE EACH |
|---|---|---|---|---|---|---|---|---|
| 1400 | 1517-75-78 | 24 | 3 | 3 | 2 | 1 | 2 | 1 |
| | TOTALS | 24 | 3 | 3 | 2 | 1 | 2 | 1 |

## ROUNDABOUT STREETSCAPING ITEMS

| CATEGORY | PROJECT NUMBER | SPV.0035.501 PLANTING MIX CY | SPV.0090.501 ALUMINUM EDGING LF | SPV.0165.501 STONE MULCH EPOXIED SF | SPV.0165.502 MULCH SHREDDED BARK SF |
|---|---|---|---|---|---|
| 1400 | 1517-75-78 | 630 | 425 | 5000 | 8,500.00 |
| | TOTALS | 630 | 425 | 5000 | 8500 |

**Items are category 1400**

| BID ITEMS | SYM. | COMMON NAME | PLANTING LAYOUT SHEET NUMBERS 1 EACH | 2 EACH | 3 EACH | 4 EACH | 5 EACH | 6 EACH | 7 EACH | 8 EACH | 9 EACH | 10 EACH | TOTALS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DECIDUOUS TREES (SHADE) | | | | | | | | | | | |
| 632.0101.0001 | BA | Alder, Black | | | | 4 | | | | | | | 4 |
| 632.0101.0003 | SB | Buckeye, Sunset | | 4 | 1 | | 6 | | | | | | 11 |
| 632.0101.0005 | PSG | Ginkgo, Princeton Sentry | | | | | 2 | | | | | | 2 |
| 632.0101.007 | SM | Maple, State Street Miyabei | | | 2 | 3 | 1 | | | | | | 6 |
| | | DECIDUOUS TREES (ORNAMENTAL) | | | | | | | | | | | |
| 632.0101.009 | SS | Crabapple, 'Spring Snow' | | | 3 | | | | | | | | 3 |
| 632.0101.0011 | MW | Musclewood, multi-stem | | | | | | | | 3 | 3 | | 6 |
| 632.0101.0013 | AB | Pear, Autumn Blaze | | 7 | | | | | | | | | 7 |
| | | SHRUBS | | | | | | | | | | | |
| 632.0101.0017 | DBH | Honeysuckle, Dwarf Bush | | | | | | | | 5 | 5 | | 10 |
| 632.0101.0019 | GLS | Sumac, Gro Low | | | | | | | | 8 | 8 | | 16 |
| | | PERENNIALS, GRASSES & GROUNDCOVERS | | | | | | | | | | | |
| SPV.0060.501 | AP | Aster, Professor Kippenburg | | | | | | | 72 | 137 | 140 | 104 | 453 |
| SPV.0060.502 | PC | Coneflower, Purple | | | | | | | 23 | 18 | 22 | 23 | 86 |
| SPV.0060.503 | SSC | Coreopis, 'Sienna Sunset' | | | | | | | 45 | | | 72 | 117 |
| SPV.0060.504 | GS | Goldenrod, Stiff | | | | | | | 16 | 10 | 10 | 11 | 47 |
| SPV.0060.505 | BMG | Grass, Blue Moor | | | | | | | 13 | | | 3 | 16 |
| SPV.0060.506 | KFG | Grass, Karl Forester Reed | | | | | | | 47 | 30 | 31 | 46 | 154 |
| SPV.0060.507 | PDG | Grass, Prairie Dropseed | | | | | | | 28 | 26 | 26 | 32 | 112 |
| SPV.0060.508 | LBG | Grass, Little bluestem | | | | | | | 35 | 39 | 39 | 54 | 167 |
| SPV.0060.509 | PS | Salvia, Perennial | | | | | | | 7 | | | 41 | 48 |
| SPV.0060.510 | AS | Sedum, Autumn Joy | | | | | | | 68 | | | 43 | 111 |
| SPV.0060.511 | BES | Susan, Black Eyed | | | | | | | 30 | 22 | 22 | 33 | 107 |
| SPV.0060.512 | WF | Yarrow, 'Walter Funcke' | | | | | | | 46 | | | 49 | 95 |

## RAMP GATE REMOVALS

| INTERSECTION | 204.0195 REMOVING CONCRETE BASES EACH | 653.0905 REMOVING PULL BOXES EACH | SPV.0060.01 REMOVE AND DELIVER EXISTING RAMP GATE EACH |
|---|---|---|---|
| CATEGORY 1200 | | | |
| APPLETON & USH 10 WB ON | 3 | 2 | 4 |
| APPLETON & USH 10 EB ON | 3 | 2 | 4 |
| TOTALS | 6 | 4 | 8 |

## ITS PULL BOX, COMMUNICATION VAULT & MANHOLE ITEMS

| INTERCHANGE | STATION | LOCATION | ITEM ID | 653.0135 PULL BOXES STEEL 24X36-INCH EACH | 672.0100 BASE ITS CONTROLLER CABINET EACH |
|---|---|---|---|---|---|
| CATEGORY 1200 | | | | | |
| APPLETON | 13ANBS+16 | RT | PB-E1 | 1 | - |
| APPLETON | 11ANBS+59 | RT | PB-E2 | 1 | - |
| APPLETON | 1290ASE+00 | LT | PB-E3 | 1 | - |
| APPLETON | 12ASBN+05 | LT | PB-E4 | 1 | - |
| APPLETON | 10ASBN+25 | LT | PB-E5 | 1 | - |
| APPLETON | 1288ANW+75 | RT | PB-E6 | 1 | - |
| APPLETON | 13ANBS+35 | RT | CONTROLLER CABINET | - | 1 |
| APPLETON | 10ASBN+39 | LT | CONTROLLER CABINET | - | 1 |
| SUBTOTAL | | | | 6 | 2 |
| TOTALS | | | | 6 | 2 |

## ITS CONDUIT ITEMS

| INTERCHANGE | FROM | TO | LINEAR DISTANCE | NO. OF CONDUIT | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 671.0212 CONDUIT HDPE DIRECTIONAL BORE 1-DUCT 2-INCH LF |
|---|---|---|---|---|---|---|
| CATEGORY 1200 | | | | | | |
| APPLETON AVE | RAMP GATE A | PB-E2 | 10 | 1 | 10 | - |
| APPLETON AVE | PB-E2 | PB-E1 | 159 | 1 | 159 | - |
| APPLETON AVE | CONTROLLER | PB-E1 | 10 | 1 | 10 | - |
| APPLETON AVE | PB-E1 | PB-E3 | 64 | 1 | - | 64 |
| APPLETON AVE | PB-E3 | RAMP GATE B | 8 | 1 | 10 | - |
| APPLETON AVE | RAMP GATE A | PB-E7 | 10 | 1 | 10 | - |
| APPLETON AVE | PB-E7 | PB-E5 | 176 | 1 | 176 | - |
| APPLETON AVE | PB-E5 | CONTROLLER | 15 | 1 | 15 | - |
| APPLETON AVE | PB-E5 | PB-E6 | 74 | 1 | - | 74 |
| APPLETON AVE | PB-E6 | RAMP GATE B | 10 | 1 | 10 | - |
| TOTALS | | | | | 400 | 138 |

## RAMP GATE ITEMS

| INTERCHAGNE | STATION | | ITEM ID | 654.0105 CONCRETE BASES TYPE 5 EACH | 654.0220 CONCRETE CONTROL CABINET BASES TYPE 10 EACH | 657.0100 PEDESTAL BASES EACH | 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | 657.0425 TRAFFIC SIGNAL STANDARDS ALUMNINUM 15-FT EACH | 670.0100 FIELD SYSTEM INTEGRATOR LUMP SUM | 670.0200 ITS DOCUMENTATION LUMP SUM | 662.2024.S RAMP CLOSURE GATE SOLAR 24-FT EACH | 662.2040.S RAMP CLOSURE GATE SOLAR 40-FT EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY 1200 | | | | | | | | | | | | |
| APPLETON AVE | 11ANBS+48 | RT | RAMP GATE A | 1 | - | - | 1 | - | - | - | 1 | - |
| APPLETON AVE | 1289ASE+87 | LT | RAMP GATE B | 1 | - | - | 1 | - | - | - | - | 1 |
| APPLETON AVE | 13ANSB+35 | RT | CONTROLLER CABINET | - | 1 | 1 | - | 1 | - | - | - | - |
| APPLETON AVE | 10ASBN+39 | LT | CONTROLLER CABINET | - | 1 | 1 | - | 1 | - | - | - | - |
| APPLETON AVE | 12ASBN+15 | LT | RAMP GATE A | 1 | - | - | 1 | - | - | - | 1 | - |
| APPLETON AVE | 1288ANW+60 | RT | RAMP GATE B | 1 | - | - | 1 | - | - | - | - | 1 |
| PROJECT | | | | - | - | - | - | - | 1 | 1 | - | - |
| TOTALS | | | | 4 | 2 | 2 | 4 | 2 | 1 | 1 | 2 | 2 |

3

## ERECTION OF TYPE II SIGNS AND SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | W X H | 637.2210 SIGNS TYPE II REFLECTIVE H S.F. | 637.2215 FOLDING SIGNS TYPE II REFLECTIVE H S.F. | 637.2230 SIGNS TYPE II REFLECTIVE F S.F. | 634.0612 POSTS WOOD 4x6x12 EACH | 634.0614 POSTS WOOD 4x6x14 EACH | 634.0616 POSTS WOOD 4x6x16 EACH | 634.0618 POSTS WOOD 4x6x18 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | STH 47, S. OF CTH AP/MIDWAY RD | R5-1A | 36" X 24" | 6.00 | --- | --- | --- | 1 | --- | --- | |
| 2 | " | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | --- | --- | --- | MOUNT TO TRAFFIC SIGNAL |
| 3 | " | J13-1 | 24" X 45" | 7.50 | --- | --- | --- | --- | 1 | --- | CTH AP, SEE PLAN SHEET |
| 4 | " | R5-1 | 30" X 30" | 6.25 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #3 |
| 5 | CTH AP/MIDWAY RD, E. OF STH 47 | J13-1 | 24" X 45" | 7.50 | --- | --- | --- | --- | 1 | --- | |
| 5A | STH 47, AT CTH AP/MIDWAY INTERSECTION | R10-50 | 30" X 36" | 7.50 | --- | --- | --- | --- | --- | --- | TO BE BANDED ON MONOTUBE ARM NEXT TO FLASHING YELLOW SIGNAL HEAD |
| 5B | " | R10-50 | 30" X 36" | 7.50 | --- | --- | --- | --- | --- | --- | TO BE BANDED ON MONOTUBE ARM NEXT TO FLASHING YELLOW SIGNAL HEAD |
| 5C | CTH AP/MIDWAY, AT STH 47 INTERSECTION | R10-50 | 30" X 36" | 7.50 | --- | --- | --- | --- | --- | --- | TO BE BANDED ON MONOTUBE ARM NEXT TO FLASHING YELLOW SIGNAL HEAD |
| 5D | " | R10-50 | 30" X 36" | 7.50 | --- | --- | --- | --- | --- | --- | TO BE BANDED ON MONOTUBE ARM NEXT TO FLASHING YELLOW SIGNAL HEAD |
| 6 | STH 47, S. OF CTH AP/MIDWAY RD | R6-2L | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT TO TRAFFIC SIGNAL |
| 6A | " | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | 1 | --- | --- | |
| 6B | " | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #6B |
| 7 | CTH AP/MIDWAY RD, W. OF STH 47 | R1-1F | 30" X 30" | --- | 5.18 | --- | --- | --- | --- | --- | MOUNT TO TRAFFIC SIGNAL |
| 8 | " | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 9 | " | R1-1F | 30" X 30" | --- | 5.18 | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #8 |
| 10 | STH 47, N. OF CTH AP/MIDWAY RD | R6-2L | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT TO TRAFFIC SIGNAL |
| 11 | " | R5-1 | 30" X 30" | 6.25 | --- | --- | --- | --- | 1 | --- | |
| 12 | " | J13-1 | 24" X 45" | 7.50 | --- | --- | --- | --- | --- | --- | CTH AP, SEE PLAN SHEET, MOUNT ON BACK OF SIGN #11 |
| 13 | " | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | --- | --- | --- | MOUNT TO TRAFFIC SIGNAL |
| 14 | CTH AP/MIDWAY RD, E. OF STH 47 | R1-1F | 30" X 30" | --- | 5.18 | --- | --- | 1 | --- | --- | |
| 15 | " | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #14 |
| 16 | " | R1-1F | 30" X 30" | --- | 5.18 | --- | --- | --- | --- | --- | MOUNT TO TRAFFIC SIGNAL |
| 17 | STH 47, N. OF CTH AP/MIDWAY RD | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 18 | " | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #17 |
| 19 | " | J1-2 | 48" X 39" | 13.00 | --- | --- | --- | 1 | --- | --- | JCT USH 10, JCT STH 441 |
| 20 | " | W2-6 | 30" X 30" | --- | --- | 6.25 | --- | --- | 1 | --- | |
| 21 | " | W13-1 | 18" X 18" | --- | --- | 2.25 | --- | --- | --- | --- | MOUNT BELOW SIGN #20 |
| 22 | " | R6-2L | 24" X 30" | 5.00 | --- | --- | --- | --- | 1 | --- | |
| 23 | " | R5-1 | 30" X 30" | 6.25 | --- | --- | --- | --- | --- | --- | MOUNT ABOVE SIGN #22 |
| 24 | " | D1-1 | 96" X 15" | 10.00 | --- | --- | 2 | --- | --- | --- | UW FOX VALLEY, SEE SIGN DETAIL SHEET |
| 25 | " | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 26 | DRUM CORPS DR | R6-2L | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 27 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #26 |
| 28 | " | R1-1 | 30" X 30" | 5.18 | --- | --- | --- | 1 | --- | --- | |
| 29 | STH 47, N. OF DRUM CORPS DR | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 30 | " | R5-1 | 30" X 30" | 6.25 | --- | --- | --- | 1 | --- | --- | |
| 31 | DRUM CORPS DR | R1-1 | 30" X 30" | 5.18 | --- | --- | --- | 1 | --- | --- | |
| 32 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 33 | " | R6-2L | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #32 |
| 34 | STH 47, N. OF DRUM CORPS DR | R3-17 | 30" X 24" | 5.00 | --- | --- | --- | --- | 1 | --- | |
| 34A | " | R3-17B | 30" X 12" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #34 |
| 35 | " | J1-1 | 24" X 39" | 6.50 | --- | --- | --- | 1 | --- | --- | JCT CTH AP |
| 36 | " | R2-1 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | 35 MPH |
| | PAGE SUBTOTALS | | | 200.86 | 50.56 | 8.50 | 2 | 15 | 6 | 0 | |

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## ERECTION OF TYPE II SIGNS AND SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | W X H | 637.2210 SIGNS TYPE II REFLECTIVE H S.F. | 637.2215 FOLDING SIGNS TYPE II REFLECTIVE H S.F. | 637.2230 SIGNS TYPE II REFLECTIVE F S.F. | 634.0612 POSTS WOOD 4x6x12 EACH | 634.0614 POSTS WOOD 4x6x14 EACH | 634.0616 POSTS WOOD 4x6x16 EACH | 634.0618 POSTS WOOD 4x6x18 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 37 | STH 47, N. OF DRUM CORPS DR | R3-8X | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO LEFT COLUMN OF S-70-230 |
| 38 | " | R3-8X | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO RIGHT COLUMN OF S-70-230 |
| 38A | " | R11-54F | 48" X 30" | --- | 10.00 | --- | --- | --- | --- | --- | MOUNT TO RIGHT COLUMN OF S-70-230 BELOW SIGN #38 |
| 39 | " | W12-1D | 24" X 24" | --- | --- | 4.00 | 1 | --- | --- | --- | |
| 40 | " | J4-1 | 24" X 36" | 6.00 | --- | --- | --- | 1 | --- | --- | SOUTH STH 47 |
| 40A | " | R3-17 | 30" X 24" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 41 | STH 47, SOUTH RAB RAMP TERMINI | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 42 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #41 |
| 43 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 44 | " | R1-54 | 24" X 15" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #43 |
| 45 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | 1 | --- | --- | |
| 46 | " | D1-4 | 84" X 54" | 31.50 | --- | --- | --- | --- | 2 | --- | SEE SIGN DETAIL SHEET |
| 47 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | 1 | --- | --- | |
| 48 | USH 10/STH 441 OFF-RAMP TO STH 47 | R3-8QQ | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO LEFT COLUMN OF S-70-228 |
| 49 | " | R3-8QQ | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO RIGHT COLUMN OF S-70-228 |
| 50 | " | R5-1A | 36" X 24" | 6.00 | --- | --- | --- | --- | --- | --- | MOUNT TO BACK OF RIGHT COLUMN OF S-70-228 |
| 51 | " | R5-1A | 36" X 24" | 6.00 | --- | --- | --- | --- | --- | --- | MOUNT TO BACK OF LEFT COLUMN OF S-70-228 |
| 52 | " | W12-1D | 24" X 24" | --- | --- | 4.00 | 1 | --- | --- | --- | |
| 53 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 54 | " | R1-54 | 24" X 15" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #53 |
| 55 | STH 47, SOUTH RAB CENTRAL ISLAND | R6-1R | 54" X 18" | 6.75 | --- | --- | --- | 2 | --- | --- | |
| 56 | " | R6-4B | 60" X 24" | 10.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #55 |
| 57 | " | R6-1R | 54" X 18" | 6.75 | --- | --- | --- | 2 | --- | --- | |
| 58 | " | R6-4B | 60" X 24" | 10.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #57 |
| 59 | STH 47, SOUTH RAB RAMP TERMINI | R5-1 | 36" X 36" | 9.00 | --- | --- | --- | 1 | --- | --- | |
| 60 | " | D1-2 | 72" X 30" | 15.00 | --- | --- | --- | --- | 2 | --- | SEE SIGN DETAIL SHEET |
| 61 | " | R11-54F | 48" X 30" | --- | 10.00 | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #60 |
| 62 | " | D1-3 | 84" X 30" | 17.50 | --- | --- | --- | 2 | --- | --- | SEE SIGN DETAIL SHEET |
| 63 | STH 47 ON-RAMP TO USH 10/STH 441 | R5-57 | 36" X 36" | 9.00 | --- | --- | --- | 1 | --- | --- | |
| 64 | USH 10/STH 441 OFF-RAMP TO STH 47 | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 65 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #64 |
| 66 | STH 47, SOUTH RAB RAMP TERMINI | R5-1 | 36" X 36" | 9.00 | --- | --- | --- | 1 | --- | --- | |
| 67 | " | R3-1 | 24" X 24" | 4.00 | --- | --- | --- | 1 | --- | --- | |
| 68 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 69 | " | R1-54 | 24" X 15" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #68 |
| 70 | STH 47, SOUTH RAB CENTRAL ISLAND | R6-1R | 54" X 18" | 6.75 | --- | --- | --- | 2 | --- | --- | |
| 71 | " | R6-4B | 60" X 24" | 10.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #70 |
| 72 | STH 47, SOUTH RAB RAMP TERMINI | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| | PAGE SUBTOTALS | | | 286.75 | 20.00 | 8.00 | 2 | 16 | 4 | 6 | |

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## ERECTION OF TYPE II SIGNS AND SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | W X H | 637.2210 SIGNS TYPE II REFLECTIVE H S.F. | 637.2215 FOLDING SIGNS TYPE II REFLECTIVE H S.F. | 637.2230 SIGNS TYPE II REFLECTIVE F S.F. | 634.0612 POSTS WOOD 4x6x12 EACH | 634.0614 POSTS WOOD 4x6x14 EACH | 634.0616 POSTS WOOD 4x6x16 EACH | 634.0618 POSTS WOOD 4x6x18 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 73 | STH 47, SOUTH RAB RAMP TERMINI | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #72 |
| 74 | STH 47, BETWEEN RAB RAMP TERMINI | R3-8GG | 36" X 30" | 7.50 | --- | --- | --- | --- | --- | --- | MOUNT TO LEFT COLUMN OF S-70-231 |
| 75 | " | R3-8GG | 36" X 30" | 7.50 | --- | --- | --- | --- | --- | --- | MOUNT TO RIGHT COLUMN OF S-70-231 |
| 76 | " | R3-8GG | 36" X 30" | 7.50 | --- | --- | --- | --- | --- | --- | MOUNT TO RIGHT COLUMN OF S-70-232 |
| 77 | " | R3-8GG | 36" X 30" | 7.50 | --- | --- | --- | --- | --- | --- | MOUNT TO LEFT COLUMN OF S-70-232 |
| 78 | STH 47, NORTH RAB RAMP TERMINI | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 79 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #78 |
| 80 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 81 | " | R1-54 | 24" X 15" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #80 |
| 82 | " | R3-1 | 24" X 24" | 4.00 | --- | --- | --- | 1 | --- | --- | |
| 83 | " | R5-1 | 36" X 36" | 9.00 | --- | --- | --- | 1 | --- | --- | |
| 84 | USH 10/STH 441 OFF-RAMP TO STH 47 | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 85 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #84 |
| 86 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 87 | " | R1-54 | 24" X 15" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #86 |
| 88 | " | W12-1D | 24" X 24" | --- | --- | 4.00 | 1 | --- | --- | --- | |
| 89 | " | R5-1A | 36" X 24" | 6.00 | --- | --- | --- | --- | --- | --- | MOUNT TO BACK OF LEFT COLUMN OF S-70-233 |
| 90 | " | R3-8QQ | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO LEFT COLUMN OF S-70-233 |
| 91 | " | R3-8QQ | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO RIGHT COLUMN OF S-70-233 |
| 92 | " | R5-1A | 36" X 24" | 6.00 | --- | --- | --- | --- | --- | --- | MOUNT TO BACK OF RIGHT COLUMN OF S-70-233 |
| 93 | " | R5-1 | 36" X 36" | 9.00 | --- | --- | --- | 1 | --- | --- | |
| 94 | STH 47, NORTH RAB RAMP TERMINI | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | 1 | --- | |
| 95 | " | D1-4 | 84" X 54" | 31.50 | --- | --- | --- | --- | 2 | --- | SEE SIGN DETAIL SHEET |
| 96 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 97 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #96 |
| 98 | " | D1-3 | 84" X 30" | 17.50 | --- | --- | --- | 2 | --- | --- | SEE SIGN DETAIL SHEET |
| 99 | STH 47, NORTH RAB CENTRAL ISLAND | R6-1R | 54" X 18" | 6.75 | --- | --- | --- | 2 | --- | --- | |
| 100 | " | R6-4B | 60" X 24" | 10.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #99 |
| 101 | " | R6-1R | 54" X 18" | 6.75 | --- | --- | --- | 2 | --- | --- | |
| 102 | " | R6-4B | 60" X 24" | 10.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #101 |
| 103 | " | R6-1R | 54" X 18" | 6.75 | --- | --- | --- | 2 | --- | --- | |
| 104 | " | R6-4B | 60" X 24" | 10.00 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #103 |
| 105 | STH 47 ON-RAMP TO USH 10/STH 441 | R5-57 | 36" X 36" | 9.00 | --- | --- | --- | 1 | --- | --- | |
| 106 | STH 47, NORTH RAB RAMP TERMINI | D1-2 | 72" X 30" | 15.00 | --- | --- | --- | --- | 2 | --- | |
| 106A | " | R11-54F | 48" X 30" | --- | 10.00 | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #106 |
| 107 | " | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | 1 | --- | --- | |
| 108 | " | R5-1 | 36" X 36" | 9.00 | --- | --- | --- | 1 | --- | --- | |
| | PAGE SUBTOTALS | | | 292.75 | 10.00 | 4.00 | 1 | 14 | 5 | 5 | |

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## ERECTION OF TYPE II SIGNS AND SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | W X H | 637.2210 SIGNS TYPE II REFLECTIVE H S.F. | 637.2215 FOLDING SIGNS TYPE II REFLECTIVE H S.F. | 637.2230 SIGNS TYPE II REFLECTIVE F S.F. | 634.0612 POSTS WOOD 4x6x12 EACH | 634.0614 POSTS WOOD 4x6x14 EACH | 634.0616 POSTS WOOD 4x6x16 EACH | 634.0618 POSTS WOOD 4x6x18 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 109 | STH 47, NORTH RAB RAMP TERMINI | R1-2 | 48" X 42" | 7.00 | --- | --- | --- | --- | --- | 1 | |
| 110 | " | R1-54 | 24" X 15" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #109 |
| 111 | STH 47, N. OF NORTH RAB RAMP TERMINI | W12-1D | 24" X 24" | --- | --- | 4.00 | 1 | --- | --- | --- | |
| 112 | " | J4-1 | 24" X 36" | 6.00 | --- | --- | --- | 1 | --- | --- | |
| 112A | " | R3-17 | 30" X 24" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 113 | " | R2-1 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 114 | TUCKAWAY LANE | R1-1 | 30" X 30" | 6.25 | --- | --- | --- | 1 | --- | --- | |
| 115 | STH 47, AT TUCKAWAY LANE | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 115A | STH 47, N. OF NORTH RAB RAMP TERMINI | J1-1 | 24" X 39" | 6.50 | --- | --- | --- | 1 | --- | --- | JCT CTH P |
| 116 | " | R3-8X | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO RIGHT COLUMN OF S-70-229 |
| 117 | " | R11-54F | 48" X 30" | --- | 10.00 | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #116 ON COLUMN OF S-70-229 |
| 118 | " | R3-8X | 54" X 30" | 11.25 | --- | --- | --- | --- | --- | --- | MOUNT TO LEFT COLUMN OF S-70-229 |
| 119 | " | R6-2R | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 120 | " | R5-1 | 30" X 30" | 6.25 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #121 |
| 121 | " | R2-1 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | 35 MPH |
| 121A | " | I2-3 | 60" X 24" | 10.00 | --- | --- | --- | 2 | --- | --- | MENASHA POP. 17,353 |
| 122 | " | J1-2 | 48" X 39" | 13.00 | --- | --- | --- | 1 | --- | --- | JCT USH 10, JCT STH 441 |
| 122A | " | R3-17 | 30" X 24" | 5.00 | --- | --- | --- | --- | 1 | --- | |
| 122B | " | R3-17B | 30" X 12" | 2.50 | --- | --- | --- | --- | --- | --- | MOUNT BELOW SIGN #122A |
| 123 | " | I2-3 | 66" X 24" | 11.00 | --- | --- | --- | 2 | --- | --- | APPLETON POP. 72623 |
| 124 | " | R5-1A | 36" X 24" | 6.00 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #123 |
| 125 | " | J13-1 | 24" X 45" | 7.50 | --- | --- | --- | --- | 1 | --- | CTH P, SEE PLAN SHEET |
| 126 | " | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | 1 | --- | --- | |
| 127 | " | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #126 |
| 128 | STH 47, AT VALLEY RD INTERSECTION | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | --- | --- | --- | MOUNT TO SIGNAL |
| 129 | " | R5-1 | 30" X 30" | 6.25 | --- | --- | --- | --- | --- | --- | MOUNT TO SIGNAL |
| 130 | VALLEY RD | R1-1F | 30" X 30" | --- | 5.18 | --- | --- | --- | --- | --- | MOUNT TO SIGNAL |
| 131 | " | R1-1F | 30" X 30" | --- | 5.18 | --- | --- | --- | --- | --- | MOUNT TO SIGNAL |
| 132 | STH 47, AT VALLEY RD INTERSECTION | R4-7 | 24" X 30" | 5.00 | --- | --- | --- | 1 | --- | --- | |
| 133 | " | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | --- | --- | --- | MOUNT ON BACK OF SIGN #132 |
| 134 | " | R1-1F | 36" X 36" | --- | 7.46 | --- | --- | --- | --- | --- | MOUNT TO SIGNAL |
| 135 | " | R10-50 | 30" X 36" | 7.50 | --- | --- | --- | --- | --- | --- | TO BE BANDED ON MONOTUBE ARM NEXT TO FLASHING YELLOW SIGNAL HEAD |
| 136 | " | R10-50 | 30" X 36" | 7.50 | --- | --- | --- | --- | --- | --- | TO BE BANDED ON MONOTUBE ARM NEXT TO FLASHING YELLOW SIGNAL HEAD |
| | PAGE SUBTOTALS | | | 168.25 | 50.20 | 4.00 | 1 | 15 | 2 | 1 | |
| | **PROJECT TOTALS** | | | **948.61** | **130.76** | **24.50** | **6** | **60** | **17** | **12** | |

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## ERECTION OF PERMANENT SIGNING, TYPE I
## ERECTING STRUCTURAL STEEL SIGN SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | 637.1220 SIGNS TYPE I REFLECTIVE SH W X H | S.F. | 638.3100 REMOVING STRUCT. STEEL SUPPORTS EACH | INFORMATION ONLY SIGN BRIDGE LS | REMARKS |
|---|---|---|---|---|---|---|---|
| 200 | STH 47, S. OF SOUTH RAMP RAB TERMINI | E6-54A | 132" X 90" | 82.50 | --- | 1 | STA. 113+29ANB, S-70-230, MOUNT CENTERED OVER LEFT LANE, SEE SIGN DETAIL SHEET |
| 201 | " | E6-54A | 120" X 90" | 75.00 | --- | --- | MOUNT CENTERED OVER CENTER LANE ON S-70-230, SEE SIGN DETAIL SHEET |
| 202 | " | E6-54R | 108" X 102" | 76.50 | --- | --- | MOUNT CENTERED OVER RIGHT LANE ON S-70-230, SEE SIGN DETAIL SHEET |
| 203 | USH 10/STH 441 OFF-RAMP TO STH 47 | E6-54L | 192" X 90" | 120.00 | --- | --- | STA. 1285+52ASW, S-70-228, MOUNT CENTERED OVER LEFT & CENTER LANE, SEE SIGN DETAIL SHEET |
| 204 | " | E6-54R | 120" X 90" | 75.00 | --- | --- | MOUNT CENTERED OVER RIGHT LANE ON S-70-228, SEE SIGN DETAIL SHEET |
| 205 | STH 47, S. OF USH 10/STH 441 OVERPASS | E6-52 | 228" X 114" | 180.50 | --- | --- | STA. 119+09ANB, S-70-231, MOUNT CENTERED OVER LEFT LANE, SEE SIGN DETAIL SHEET |
| 206 | " | E6-54A | 120" X 90" | 75.00 | --- | --- | MOUNT CENTERED OVER RIGHT LANE ON S-70-231, SEE SIGN DETAIL SHEET |
| 207 | STH 47, N. OF USH 10/STH 441 OVERPASS | E6-52 | 222" X 114" | 175.75 | --- | --- | STA. 120+83ASB, S-70-232, MOUNT CENTERED OVER LEFT LANE, SEE SIGN DETAIL SHEET |
| 208 | " | E6-54A | 120" X 90" | 75.00 | --- | --- | MOUNT CENTERED OVER RIGHT LANE ON S-70-232, SEE SIGN DETAIL SHEET |
| 209 | USH 10/STH 441 OFF-RAMP TO STH 47 | E6-54L | 192" X 90" | 120.00 | --- | --- | STA. 1293+13ANE, S-70-233, MOUNT CENTERED OVER LEFT & CENTER LANE, SEE SIGN DETAIL SHEET |
| 210 | " | E6-54R | 120" X 90" | 75.00 | --- | --- | MOUNT CENTERED OVER RIGHT LANE ON S-70-233, SEE SIGN DETAIL SHEET |
| 211 | STH 47, N. OF NORTH RAMP RAB TERMINI | E6-54A | 120" X 90" | 75.00 | --- | 1 | STA. 125+95ASB, S-70-229, MOUNT CENTERED OVER LEFT LANE, SEE SIGN DETAIL SHEET |
| 212 | " | E6-54A | 120" X 90" | 75.00 | --- | --- | MOUNT CENTERED OVER CENTER LANE ON S-70-229, SEE SIGN DETAIL SHEET |
| 213 | " | E6-54R | 132" X 102" | 93.50 | --- | --- | MOUNT CENTERED OVER RIGHT LANE ON S-70-229, SEE SIGN DETAIL SHEET |
| 214 | USH 10 WB/STH 441 SB, AT EXIT TAPER POINT | E4-1A | --- | --- | --- | --- | TO BE MOVED TO SIS SIGN STEEL SUPPORTS |
| 214A | " | --- | --- | --- | 2 | --- | |
| | **PROJECT TOTALS** | | | **1373.75** | **2** | **2** | |

## MOVING OF PERMANENT SIGNING, TYPE I

| SIGN NO. | LOCATION | SIGN CODE | 638.2101 MOVING TYPE I SIGN EACH | REMARKS |
|---|---|---|---|---|
| 2M-01 | USH 10 WB/STH 441 SB, AT TEMPORARY EXIT TAPER POINT | E4-1A | 2 | ALSO MOVE E1-5, TO BE MOVED TO SIS SIGN STEEL SUPPORTS |
| | **PROJECT TOTAL** | | **2** | |

## REMOVAL OF TYPE II SIGN AND SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|
| 300 | STH 47, S. OF CTH AP/MIDWAY RD | R1-1F | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 301 | " | J13-1 | 1 | 1 | |
| 302 | " | R5-1 | --- | --- | MOUNTED ON BACK OF SIGN #301, PART OF REMOVAL FOR SIGN #301 |
| 303 | CTH AP/MIDWAY RD | J13-1 | 1 | --- | MOUNTED TO POWER POLE |
| 304 | " | R4-7 | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 305 | " | R1-1F | --- | --- | MOUNTED ON TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #304 |
| 306 | " | R1-1F | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 307 | STH 47, S. OF CTH AP/MIDWAY RD | R6-2L | --- | --- | MOUNTED ON TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #300 |
| 308 | " | R1-1F | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 309 | " | R4-7 | --- | --- | MOUNTED ON TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #308 |
| 310 | CTH AP/MIDWAY RD | R1-1F | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 311 | " | R4-7 | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 312 | " | R1-1F | --- | --- | MOUNTED ON TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #311 |
| 313 | STH 47, N. OF CTH AP/MIDWAY RD | R6-2L | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 314 | " | R5-1 | 1 | 1 | |
| 315 | " | J13-1 | --- | --- | MOUNTED ON BACK OF SIGN #314, PART OF REMOVAL FOR SIGN #314 |
| 316 | " | R1-1F | --- | --- | MOUNTED ON TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #313 |
| 317 | " | R4-7 | 1 | --- | MOUNTED ON TRAFFIC SIGNAL |
| 317A | " | R5-1A | 1 | 1 | |
| 318 | " | R1-1F | --- | --- | MOUNTED ON TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #317 |
| 318A | " | D1-1 | 1 | 2 | |
| 319 | " | J1-2 | 1 | 1 | |
| 320 | " | R5-1 | --- | --- | MOUNTED ON BACK OF SIGN #319, PART OF REMOVAL FOR SIGN #319 |
| 321 | " | R6-2L | --- | --- | MOUNTED ON SIDE OF SIGN #319, PART OF REMOVAL FOR SIGN #319 |
| 322 | DRUM CORPS DR | R6-2L | 1 | 1 | |
| 323 | " | R6-2R | --- | --- | MOUNTED ON BACK OF SIGN #322, PART OF REMOVAL FOR SIGN #322 |
| 324 | " | R1-1 | 1 | 1 | |
| 325 | " | R4-7 | 1 | 1 | |
| 326 | " | R4-7 | 1 | 1 | |
| 327 | STH 47, N. OF DRUM CORPS DR | R6-2L | 1 | 1 | |
| 328 | " | R5-1 | 1 | 1 | |
| 329 | DRUM CORPS DR | R1-1 | 1 | 1 | |
| 330 | " | R6-2R | 1 | 1 | |
| 331 | " | R6-2L | --- | --- | MOUNTED ON BACK OF SIGN #330, PART OF REMOVAL FOR SIGN #330 |
| 332 | STH 47, N. OF DRUM CORPS DR | J2-2 | 1 | 1 | |
| 333 | " | J1-1 | 1 | 1 | |
| 334 | " | R5-1A | 1 | 1 | |
| 335 | " | J3-2 | 1 | 1 | |
| 336 | " | R11-54F | --- | --- | MOUNTED BELOW SIGN #335, PART OF REMOVAL FOR SIGN #335 |
| | PAGE SUBTOTALS | | 26 | 18 | |

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## REMOVAL OF TYPE II SIGN AND SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|
| 337 | STH 47, N. OF DRUM CORPS DR | R5-1 | --- | --- | MOUNTED ON BACK OF SIGN #335, PART OF REMOVAL FOR SIGN #335 |
| 338 | " | J4-1 | 1 | 1 | |
| 339 | " | R2-1 | 1 | 1 | |
| 340 | " | R2-1 | 1 | --- | MOUNTED ON BACK OF SIGN #339, PART OF REMOVAL FOR SIGN #339 |
| 341 | USH 10/STH 441 OFF-RAMP TO STH 47 | R1-2 | 1 | 1 | |
| 342 | " | R1-1F | --- | --- | MOUNTED TO TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #344 |
| 343 | " | R6-2R | 1 | 1 | |
| 344 | " | R5-1 | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 345 | " | J3-2 | 1 | 1 | |
| 346 | STH 47 ON-RAMP TO USH 10/STH 441 | R1-2 | 1 | 1 | |
| 347 | STH 47, SOUTH RAMP TERMINI | R4-7 | 1 | | MOUNTED TO TRAFFIC SIGNAL |
| 348 | USH 10/STH 441 OFF-RAMP TO STH 47 | R5-1 | 1 | 1 | |
| 349 | STH 47, SOUTH RAMP TERMINI | R5-1 | 1 | 1 | |
| 350 | " | R3-1 | --- | --- | MOUNTED ON BACK OF SIGN #349, PART OF REMOVAL FOR SIGN #349 |
| 351 | " | J3-1 | --- | --- | PART OF REMOVAL FOR SIGN #347 |
| 352 | STH 47 ON-RAMP TO USH 10/STH 441 | R5-57 | 1 | 1 | |
| 353 | STH 47, SOUTH RAMP TERMINI | R6-2L | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 354 | STH 47, BETWEEN NORTH & SOUTH RAMPS | J2-2 | 1 | 1 | |
| 355 | " | R5-1A | 1 | 1 | |
| 356 | " | R5-1A | 1 | 1 | |
| 357 | " | J2-2 | 1 | 1 | |
| 358 | STH 47, NORTH RAMP TERMINI | J3-1 | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 359 | " | R4-7 | --- | --- | MOUNTED TO TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #358 |
| 360 | " | R3-1 | 1 | 1 | |
| 361 | " | R5-1 | --- | --- | MOUNTED TO BACK OF SIGN #360, PART OF REMOVAL FOR SIGN #360 |
| 362 | USH 10/STH 441 OFF-RAMP TO STH 47 | R5-1 | 1 | 1 | |
| 363 | " | R1-1F | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 364 | " | R6-2R | 1 | 1 | |
| 365 | " | R1-2 | 1 | 1 | |
| 366 | " | R5-1 | --- | --- | MOUNTED ON BACK OF SIGN #364, PART OF REMOVAL FOR SIGN #364 |
| 367 | STH 47, NORTH RAMP TERMINI | R6-2L | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 368 | " | J3-1 | 1 | 1 | |
| 369 | STH 47 ON-RAMP TO USH 10/STH 441 | R5-57 | 1 | 1 | |
| 370 | " | R1-2 | 1 | 1 | |
| 371 | " | R6-2L | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 372 | " | R11-54F | --- | --- | MOUNTED TO TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #371 |
| 373 | STH 47, N. OF USH 10/STH 441 | R5-1 | 1 | --- | MOUNTED TO BACK OF SIGN #374 |
| | PAGE SUBTOTALS | | 29 | 20 | |

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## REMOVAL OF TYPE II SIGN AND SUPPORTS

| SIGN NO. | LOCATION | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|
| 374 | STH 47, N. OF USH 10/STH 441 | J3-2 | --- | 1 | PART OF REMOVAL FOR SIGN #373 |
| 375 | " | R11-54F | --- | --- | MOUNTED BELOW SIGN #374, PART OF REMOVAL FOR SIGN #373 |
| 376 | " | J1-1 | 1 | 1 | |
| 377 | " | R6-2R | 1 | 1 | |
| 378 | " | R5-1 | 1 | 1 | |
| 379 | TUCKAWAY LANE | R1-1 | 1 | 1 | |
| 380 | STH 47, AT TUCKAWAY LANE | R6-2R | 1 | 1 | |
| 381 | STH 47, S. OF VALLEY RD | R5-1A | 1 | 1 | |
| 382 | " | I2-3 | 1 | 1 | |
| 383 | " | R2-1 | 1 | 1 | |
| 384 | " | R2-1 | 1 | 1 | |
| 385 | " | R5-1A | --- | --- | MOUNTED ON BACK OF SIGN #384, PART OF REMOVAL FOR SIGN #384 |
| 386 | " | I2-3 | 1 | 1 | |
| 387 | " | J13-1 | 1 | 1 | |
| 388 | " | J1-2 | 1 | 1 | |
| 389 | " | R6-2L | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 390 | " | R3-4 | 1 | --- | MOUNTED TO TRAFFIC SIGNAL |
| 391 | " | R4-7 | --- | --- | MOUNTED TO TRAFFIC SIGNAL, PART OF REMOVAL FOR SIGN #390 |
| 392 | " | R5-1 | 1 | 1 | |
| | PAGE SUBTOTALS | | 15 | 14 | |
| | **PROJECT TOTALS** | | **70** | **52** | |

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## WIRING

| CATEGORY | POLE | FROM (POLE LOCATION) | POLE | TO (POLE LOCATION) | # of CONDUITS | # of PHASE CONDUCTORS | # of GROUND CONDUCTORS | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH | 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG | 655.0620 ELECTRICAL WIRE LIGHTING 8 AWG | 655.0625 ELECTRICAL WIRE LIGHTING 6 AWG |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | RED/BLACK | GREEN | LF | LF | LF | LF | LF |
| 1100 | | | | | | | | | | | | |
| | CB 100 | STA 12+78 | SL101 | STA 116+59 | 1 | 4 | 1 | 40 | - | 45 | 45 | 180 |
| | SL101 | STA 116+59 | SL102 | STA 12+61 | 1 | 4 | 1 | 75 | - | 45 | 80 | 320 |
| | SL102 | STA 12+61 | LPB01 | STA 12+42 | 1 | 4 | 1 | 18 | - | - | 23 | 92 |
| | LPB01 | STA 12+42 | LPB02 | STA 12+43 | 1 | 4 | 1 | - | 50 | - | 55 | 220 |
| | LPB02 | STA 12+43 | LPB03 | STA 1287+75 | 1 | 4 | 1 | - | 56 | - | 61 | 244 |
| | LPB03 | STA 1287+75 | SL103 | STA 1287+87 | 1 | 4 | 1 | 13 | - | 45 | 18 | 72 |
| | SL103 | STA 1287+87 | SL104 | STA 117+97 | 1 | 4 | 1 | 73 | - | 45 | 78 | 312 |
| | SL104 | STA 117+97 | LPB04 | STA 118+46 | 1 | 4 | 1 | 50 | - | - | 55 | 220 |
| | LPB04 | STA 118+46 | LPB05 | STA 118+73 | 2 | 8 | 2 | - | 120 | - | 130 | 520 |
| | LPB05 | STA 118+73 | SL105 | STA 12+50 | 2 | 8 | 2 | 30 | - | 45 | 40 | 160 |
| | LPB05 | STA 118+73 | LPB06 | STA 119+24 | 1 | 4 | 1 | - | 110 | - | 120 | 480 |
| | LPB06 | STA 119+24 | SL106 | STA 119+23 | 1 | 4 | 1 | 50 | - | 45 | 55 | 220 |
| | SL106 | STA 119+23 | SL109 | STA 121+12 | 1 | 4 | 1 | 189 | - | 45 | 194 | 776 |
| | SL109 | STA 121+12 | LPB08 | STA 121+50 | 1 | 4 | 1 | 36 | - | - | 41 | 164 |
| | LPB08 | STA 121+50 | LPB09 | STA 121+40 | 2 | 8 | 2 | - | 90 | - | 100 | 400 |
| | LPB09 | STA 121+40 | SL110 | STA 12+54 | 2 | 8 | 2 | 20 | - | 45 | 30 | 120 |
| | LPB08 | STA 121+50 | SL111 | STA 11+82 | 1 | 4 | 1 | 52 | - | 45 | 130 | 520 |
| | SL111 | STA 11+82 | LPB10 | STA 1288+16 | 1 | 4 | 1 | 55 | - | - | 60 | 240 |
| | LPB10 | STA 1288+16 | LPB11 | STA 1288+13 | 1 | 4 | 1 | - | 32 | - | 37 | 148 |
| | LPB11 | STA 1288+13 | SL112 | STA 1288+46 | 1 | 4 | 1 | 34 | - | 45 | 39 | 156 |
| | SL112 | STA 1288+46 | LPB12 | STA 10+69 | 1 | 4 | 1 | 80 | - | 46 | 85 | 340 |
| | LPB12 | STA 10+69 | LPB37 | STA 123+88 | 2 | 8 | 2 | - | 96 | - | 106 | 224 |
| | LPB37 | STA 124+00 | SL113 | STA 123+84 | 2 | 8 | 2 | 20 | - | 45 | 30 | 120 |
| | LPB12 | STA 10+69 | SL114 | STA 10+76 | 1 | 4 | 1 | 8 | - | 45 | 13 | 52 |
| | SL114 | STA 10+76 | SL115 | STA 12+04 | 1 | 4 | 1 | 122 | - | 45 | 127 | 508 |
| | SL115 | STA 12+04 | SL116 | STA 127+42 | 1 | 4 | 1 | 220 | - | 45 | 225 | 900 |
| | SL116 | STA 127+42 | SL117 | STA 129+40 | 1 | 2 | 1 | 200 | - | 45 | 205 | 410 |
| SW Ramp & CIS | CB 100 | STA 12+78 | LPB01 | STA 12+42 | 1 | 4 | 1 | - | 43 | - | 48 | 192 |
| | LPB01 | STA 12+42 | SL301 | STA 1285+33 | 1 | 4 | 1 | 252 | - | 45 | 257 | 1028 |
| | SL301 | STA 1285+33 | SL302 | STA 1283+25 | 1 | 4 | 1 | 210 | - | 45 | 215 | 860 |
| | SL302 | STA 1283+25 | SL303 | STA 1281+72 | 1 | 2 | 1 | 150 | - | 45 | 155 | 310 |
| | LPB33 | STA 1281+00 | LPB34 | STA 1281+00 | 1 | - | 1 | - | 53 | - | - | - |
| | CB 100 | STA 12+53 | LPB13 | STA 116+08 | 1 | 4 | 1 | - | 75 | - | 80 | 320 |
| | LPB13 | STA 116+08 | LPB14 | STA 115+95 | 1 | 4 | 1 | - | 46 | - | 51 | 204 |
| | LPB14 | STA 115+95 | SL118 | STA 116+50 | 1 | 4 | 1 | 63 | - | 45 | 68 | 272 |
| | LPB14 | STA 115+95 | LPB15 | STA 12+48 | 1 | 4 | 1 | - | 58 | - | 63 | 252 |
| | LPB15 | STA 12+48 | SL119 | STA 116+23 | 1 | 4 | 1 | 26 | - | 45 | 31 | 124 |
| | LPB15 | STA 12+48 | LPB16 | STA 12+56 | 1 | 4 | 1 | - | 36 | - | 41 | 164 |
| | LPB16 | STA 12+56 | SL120 | STA 12+66 | 1 | 4 | 1 | 13 | - | 45 | 18 | 72 |
| | SL120 | STA 12+66 | SL121 | STA 1289+92 | 1 | 4 | 1 | 90 | - | 45 | 95 | 380 |
| | SL121 | STA 1289+92 | LPB17 | STA 1290+31 | 1 | 4 | 1 | 37 | - | - | 42 | 168 |
| | LPB17 | STA 1290+31 | LPB18 | STA 1290+30 | 1 | 4 | 1 | - | 33 | - | 38 | 152 |
| | LPB18 | STA 1290+30 | SL122 | STA 111+79 | 1 | 4 | 1 | 62 | - | 45 | 67 | 268 |
| | SL122 | STA 111+79 | LPB19 | STA 118+62 | 1 | 4 | 1 | 99 | - | - | 104 | 416 |
| | LPB19 | STA 118+62 | LPB05 | STA 118+73 | 1 | - | - | - | 48 | EMPTY | - | - |
| | LPB19 | STA 118+62 | SL123 | STA 118+94 | 1 | 4 | 1 | 42 | - | 45 | 47 | 188 |
| | SL123 | STA 118+94 | SL126 | STA 121+00 | 1 | 4 | 1 | 185 | - | 45 | 190 | 760 |
| | SL126 | STA 121+00 | LPB20 | STA 121+60 | 1 | 4 | 1 | 36 | - | - | 41 | 164 |
| | LPB20 | STA 121+60 | LPB09 | STA 121+40 | 2 | 8 | 2 | - | 144 | - | 154 | 616 |
| | LPB09 | STA 121+40 | LPB07 | STA 120+77 | 2 | 8 | 2 | - | 144 | - | 154 | 616 |
| | LPB20 | STA 121+60 | SL127 | STA 122+14 | 1 | 4 | 1 | 72 | - | 45 | 77 | 308 |
| | SL127 | STA 122+14 | SL128 | STA 1290+56 | 1 | 4 | 1 | 55 | - | 45 | 60 | 240 |
| | SL128 | STA 1290+56 | LPB21 | STA 1290+70 | 1 | 4 | 1 | 25 | - | - | 30 | 120 |
| | LPB21 | STA 1290+70 | LPB22 | STA 10+79 | 1 | 4 | 1 | - | 98 | - | 103 | 412 |
| | LPB22 | STA 10+79 | LPB23 | STA 10+69 | 1 | 4 | 1 | - | 63 | - | 68 | 272 |
| | LPB23 | STA 10+69 | SL129 | STA 10+50 | 1 | 4 | 1 | 15 | - | 45 | 20 | 80 |
| | SL129 | STA 10+50 | SL130 | STA 123+50 | 1 | 4 | 1 | 61 | - | 45 | 66 | 264 |
| | SL130 | STA 123+50 | LPB24 | STA 123+77 | 1 | 4 | 1 | 38 | - | - | 43 | 264 |
| | LPB24 | STA 123+77 | LPB25 | STA 123+79 | 2 | 8 | 2 | - | 96 | - | 106 | 424 |
| | LPB25 | STA 123+79 | SL131 | STA 10+68 | 1 | 8 | 2 | 73 | - | 45 | 156 | 624 |
| | LPB24 | STA 123+77 | SL132 | STA 124+50 | 1 | 4 | 1 | 75 | - | 45 | 80 | 320 |
| | SL132 | STA 124+50 | SL133 | STA 126+21 | 1 | 4 | 1 | 171 | - | 45 | 176 | 704 |
| | SL133 | STA 126+21 | LPB26 | STA 126+70 | 1 | 4 | 1 | 50 | - | - | 55 | 220 |
| | LPB26 | STA 126+70 | LPB27 | STA 127+36 | 1 | 4 | 1 | - | 66 | - | 71 | 284 |
| | LPB27 | STA 127+36 | SL134 | STA 128+37 | 1 | 4 | 1 | 100 | - | 45 | 105 | 420 |
| | SL134 | STA 128+37 | SL135 | STA 130+30 | 1 | 2 | 1 | 193 | - | 45 | 198 | 396 |
| | LPB25 | STA 123+79 | LPB37 | STA 124+00 | 1 | - | - | - | 65 | - | - | - |
| NE Ramp & CIS | CB 100 | STA 12+78 | LPB23 | STA 10+69 | - | 4 | 1 | USE SAME CONDUITS AND PULL BOXES AS CKTS C/D | | 1050 | | 4200 |
| | LPB23 | STA 10+69 | SL304 | STA 1292+50 | 1 | 4 | 1 | 185 | - | - | 190 | 760 |
| | SL304 | STA 1292+50 | SL305 | STA 1294+71 | 1 | 4 | 1 | 225 | - | - | 230 | 920 |
| | SL305 | STA 1294+71 | SL306 | STA 1296+26 | 1 | 2 | 1 | 152 | - | - | 157 | 314 |
| | LPB35 | STA 1297+00 | LPB36 | STA 1297+00 | 1 | - | 1 | - | 53 | - | - | - |
| CATEGORY 1100 TOTAL | | | | | | | | 4140 | 1675 | 1576 | 7182 | 27190 |

## WIRING

| CATEGORY | POLE | FROM (POLE LOCATION) | POLE | TO (POLE LOCATION) | # of CONDUITS | # of PHASE CONDUCTORS | # of GROUND CONDUCTORS | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH | 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG | 655.0620 ELECTRICAL WIRE LIGHTING 8 AWG | 655.0625 ELECTRICAL WIRE LIGHTING 6 AWG |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | RED/BLACK | GREEN | LF | LF | LF | LF | LF |
| 1110 | CB 200 | STA 109+40 | LPB28 | STA 109+40 | 1 | 4 | 1 | - | Included | - | 150 | - |
| | LPB28 | STA 109+40 | LPB29 | STA 110+55 | 1 | 4 | 1 | - | 115 | - | 600 | - |
| | LPB29 | STA 110+55 | SL203 | STA 111+71 | 1 | 4 | 1 | 116 | - | 45 | 605 | - |
| | SL203 | STA 111+71 | SL202 | STA 113+81 | 1 | 4 | 1 | 210 | - | 45 | 1075 | - |
| | SL202 | STA 113+81 | SL201 | STA 115+50 | 1 | 2 | 1 | 169 | - | 45 | 522 | - |
| | CB 200 | STA 109+40 | LPB28 | STA 109+40 | 1 | 4 | 1 | - | Included | - | 150 | - |
| | LPB28 | STA 109+40 | SL204 | STA 109+32 | 1 | 4 | 1 | 8 | - | 45 | 65 | - |
| | SL204 | STA 109+32 | SL205 | STA 107+31 | 1 | 4 | 1 | 201 | - | 45 | 1030 | - |
| | SL205 | STA 107+31 | SL206 | STA 105+50 | 1 | 2 | 1 | 181 | - | 45 | 558 | - |
| | CB 200 | STA 109+40 | LPB28 | STA 109+40 | 1 | 4 | 1 | - | Included | - | 150 | - |
| | LPB28 | STA 109+40 | LPB30 | STA 109+48 | 1 | 4 | 1 | - | 91 | - | 480 | - |
| | LPB30 | STA 109+48 | LPB31 | STA 110+40 | 1 | 4 | 1 | - | 92 | - | 485 | - |
| | LPB31 | STA 110+40 | SL209 | STA 110+75 | 1 | 4 | 1 | 35 | - | 45 | 200 | - |
| | SL209 | STA 110+75 | SL208 | STA 112+75 | 1 | 4 | 1 | 200 | - | 45 | 1025 | - |
| | SL208 | STA 112+75 | SL207 | STA 114+70 | 1 | 2 | 1 | 195 | - | 45 | 600 | - |
| | CB 200 | STA 109+40 | LPB28 | STA 109+40 | 1 | 4 | 1 | - | Included | - | 150 | - |
| | LPB28 | STA 109+40 | LPB30 | STA 109+48 | 1 | 4 | 1 | - | 91 | - | 480 | - |
| | LPB30 | STA 109+48 | SL210 | STA 108+30 | 1 | 4 | 1 | 118 | - | 45 | 615 | - |
| | SL210 | STA 108+30 | SL211 | STA 106+25 | 1 | 2 | 1 | 205 | - | 45 | 630 | - |
| CATEGORY 1110 TOTAL | | | | | | | | 1638 | 389 | 495 | 9570 | 0 |
| | | | | **PROJECT TOTAL** | | | | **5778** | **2064** | **2071** | **16752** | **27190** |

## BASES, POLES, ARMS, & LUMINAIRES

| CATEGORY | | LOCATION | STATION | 654.0105 CONCRETE BASES TYPE 5 | 657.0255 TRANSFORMERS BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE | 657.0322 POLES TYPE 5, ALUMINUM | 657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT | 659.0600 Underdeck Lighting (B-70-113) | 659.0600 Underdeck Lighting (B-70-114) | 659.1120 Luminaires Utility LED B | 659.1210 Luminaires Underdeck LED B | 659.0802 PLAQUES SEQUENCE IDENTIFICATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | EACH | EACH | EACH | EACH | LS | LS | EACH | EACH | EACH |
| 1100 | SOUTHBOUND | SL101 | STA 116+59 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL102 | STA 12+61 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL103 | STA 1287+87 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL104 | STA 117+97 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL105 | STA 12+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL106 | STA 119+23 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL107 | STA 119+70 | - | - | - | - | 1 | - | - | 1 | - |
| | | SL108 | STA 120+43 | - | - | - | - | - | 1 | - | 1 | - |
| | | SL109 | STA 121+12 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL110 | STA 12+54 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL111 | STA 11+82 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL112 | STA 1288+46 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL113 | STA 123+84 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL114 | STA 10+76 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL115 | STA 12+04 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL116 | STA 127+42 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL117 | STA 129+40 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | SW Ramp & CIS | | | | | | | | | | | |
| | | SL301 | STA 1285+33 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL302 | STA 1283+25 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL303 | STA 1281+72 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | NORTHBOUN | SL118 | STA 116+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL119 | STA 12+66 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL120 | STA 116+23 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL121 | STA 1289+92 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL122 | STA 111+79 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL123 | STA 118+94 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL124 | STA 119+60 | - | - | - | - | - | - | - | 1 | - |
| | | SL125 | STA 120+34 | - | - | - | - | - | - | - | 1 | - |
| | | SL126 | STA 121+00 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL127 | STA 122+14 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL128 | STA 1290+56 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL129 | STA 10+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL130 | STA 123+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL131 | STA 10+68 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL132 | STA 124+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL133 | STA 126+21 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL134 | STA 128+37 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL135 | STA 130+30 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | NE Ramp & CIS | | | | | | | | | | | |
| | | SL304 | STA 1292+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL305 | STA 1294+71 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL306 | STA 1296+26 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| CATEGORY 1100 TOTAL | | | | 37 | 37 | 37 | 37 | 1 | 1 | 37 | 4 | 37 |
| 1110 | SOUTHBOUND | SL201 | STA 115+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL202 | STA 113+81 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL203 | STA 111+71 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL204 | STA 109+32 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL205 | STA 107+31 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL206 | STA 105+50 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | NORTHBOUN | SL211 | STA 106+25 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL210 | STA 108+30 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL209 | STA 110+75 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL208 | STA 112+75 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| | | SL207 | STA 114+70 | 1 | 1 | 1 | 1 | - | - | 1 | - | 1 |
| CATEGORY 1110 TOTAL | | | | 11 | 11 | 11 | 11 | 0 | 0 | 11 | 0 | 11 |
| | | | **PROJECT TOTAL** | **48** | **48** | **48** | **48** | **1** | **1** | **48** | **4** | **48** |

## PULL BOXES

| CATEGORY | | DESCRIPTION | STATION | OFFSET | | 653.0140 PULL BOXES STEEL 24x42 - INCH |
|---|---|---|---|---|---|---|
| | | | | | | EACH |
| 1100 | WISDOT | | | | | |
| | | LPB01 | STA 12+42 | 24.00 | RT | 1 |
| | | LPB02 | STA 12+43 | 26.00 | LT | 1 |
| | | LPB03 | STA 1287+75 | 8.00 | LT | 1 |
| | | LPB04 | STA 118+46 | 38.00 | LT | 1 |
| | | LPB05 | STA 118+73 | 12.00 | RT | 1 |
| | | LPB06 | STA 119+24 | 6.00 | RT | 1 |
| | | LPB07 | STA 120+77 | 6.00 | RT | 1 |
| | | LPB08 | STA 121+50 | 33.00 | LT | 1 |
| | | LPB09 | STA 121+40 | 16.00 | RT | 1 |
| | | LPB10 | STA 1288+16 | 11.00 | RT | 1 |
| | | LPB11 | STA 1288+13 | 30.00 | LT | 1 |
| | | LPB12 | STA 10+69 | 23.00 | LT | 1 |
| | | LPB13 | STA 116+08 | 52.00 | LT | 1 |
| | | LPB14 | STA 115+95 | 12.00 | LT | 1 |
| | | LPB15 | STA 12+48 | 13.00 | LT | 1 |
| | | LPB16 | STA 12+56 | 22.00 | RT | 1 |
| | | LPB17 | STA 1290+31 | 25.00 | RT | 1 |
| | | LPB18 | STA 1290+30 | 8.00 | RT | 1 |
| | | LPB19 | STA 118+62 | 32.00 | RT | 1 |
| | | LPB20 | STA 121+60 | 50.00 | RT | 1 |
| | | LPB21 | STA 1290+70 | 9.00 | RT | 1 |
| | | LPB22 | STA 10+79 | 11.00 | RT | 1 |
| | | LPB23 | STA 10+69 | 26.00 | LT | 1 |
| | | LPB24 | STA 123+77 | 33.00 | RT | 1 |
| | | LPB25 | STA 123+79 | 11.00 | LT | 1 |
| | | LPB26 | STA 126+70 | 59.00 | RT | 1 |
| | | LPB27 | STA 127+36 | 60.00 | RT | 1 |
| | SW Ramp & CIS | LPB33 | STA 1281+00 | 39.00 | RT | 1 |
| | | LPB34 | STA 1281+00 | 13.00 | LT | 1 |
| | NE Ramp & CIS | LPB35 | STA 1297+00 | 39.00 | LT | 1 |
| | | LPB36 | STA 1297+00 | 13.00 | RT | 1 |
| | | LPB37 | STA 124+00 | 42.00 | LT | 1 |
| CATEGORY 1100 TOTAL | | | | | | 32 |
| 1110 | MENASHA | LPB28 | STA 109+40 | 35.00 | LT | 1 |
| | | LPB29 | STA 110+55 | 35.00 | LT | 1 |
| | | LPB30 | STA 109+48 | 35.00 | RT | 1 |
| | | LPB31 | STA 110+40 | 35.00 | RT | 1 |
| | | LPB32 | STA 109+00 | 47.00 | LT | 1 |
| CATEGORY 1110 TOTAL | | | | | | 5 |
| **PROJECT TOTAL** | | | | | | **37** |

## LIGHTING CABINETS & SERVICE PEDESTALS

| CATEGORY | STATION | OFFSET | | 656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CB-100) | 656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CB-200) | 654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 | SPV.0060.351 LIGHTING CONTROL CABINET - ROUNDABOUT | SPV.0060.352 LIGHTING CONTROL CABINET - MENASHA |
|---|---|---|---|---|---|---|---|---|
| | | | | LS | LS | EACH | EACH | EACH |
| 1100 | STA 12+78 | 45.00 | RT | 1 | - | 1 | 1 | - |
| 1110 | STA 109+40 | 48.00 | LT | - | 1 | 1 | - | 1 |
| | | | | 1 | 1 | 2 | 1 | 1 |
| | | | **PROJECT TOTAL** | **1** | **1** | **2** | **1** | **1** |

3

## TEMPORARY TRAFFIC SIGNALS

| INTERSECTION | 661.0200.001 TEMPORARY TRAFFIC SIGNALS MIDWAY ROAD LS | 661.0200.002 TEMPORARY TRAFFIC SIGNALS VALLEY ROAD LS | SPV.0060.450 MODIFY TRAFFIC SIGNALS INTERSECTION OF APPLETON AVENUE & VALLEY ROAD EACH | COMMENTS |
|---|---|---|---|---|
| CATEGORY 1300 | | | | |
| APPLETON & MIDWAY | 1 | - | - | |
| APPLETON & VALLEY | - | 1 | 2 | MODIFY TRAFFIC SIGNALS INCLUDES ONE (1) FOR EXISTING AND ONE (1) PERMANENT TEMPORARY SIGNALS |
| TOTALS | 1 | 1 | 2 | |

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.18 AMENDMENT NO. 1

AMENDS PARCELS 114 AND 116 AND ADDS UTILITY NUMBER 502 TO TPP 1517-07-21-4.18 RECORDED AS DOCUMENT 1658574.

## USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF THE SW 1/4 OF THE SE 1/4, LOT 1 OF CSM 4042 OF THE SE 1/4 OF THE SE 1/4, LOT 1 OF CSM 5767 AND LOT 1 OF CSM 1454 IN THE NE 1/4 OF THE SE 1/4 OF SECTION 2, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, AND LANDS IN THE NE 1/4 OF THE SE 1/4 OF SECTION 2, TOWNSHIP 20 NORTH, RANGE 17 EAST, TOWN OF MENASHA, ALL IN WINNEBAGO COUNTY, WISCONSIN.

## RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS

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

### CURVE DATA

| | |
|---|---|
| LONG CHORD | LCH |
| LONG CHORD BEARING | LCB |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE OR DELTA | DELTA |
| LENGTH OF CURVE | L |
| TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | ⌀ (3/4" IRON REBAR UNLESS NOTED) | PROPOSED R/W LINE | |
| R/W MONUMENT | ● =SET() | EXISTING H.E. LINE | |
| R/W STANDARD | ▲ =SET() | PROPERTY LINE | |
| SIGN | ISIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | | CORPORATE LIMITS | |
| | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PRW000 | QUARTER LINE | |
| PARCEL NUMBER | 102 | SIXTEENTH LINE | |
| UTILITY NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-1 | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

GN

0 100 200

GRAPHIC SCALE, FEET

### CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.12, DOCUMENT NO. 1590517, FILED IN FILE 1, TPP PG 202 & 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

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STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

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### STATION OFFSET TABLE APPLETON ROAD/STH 47

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| TLE1997 | 128+35.72 | 70.02 | L | 822843.625 | 552930.851 |
| TLE1999 | 126+13.88 | 87.89 | L | 822826.745 | 552708.931 |
| TLE2000 | 126+13.95 | 104.58 | L | 822810.060 | 552708.928 |
| TLE2001 | 125+77.67 | 106.39 | L | 822808.415 | 552672.640 |
| TLE2002 | 125+76.40 | 80.88 | L | 822833.926 | 552671.483 |
| PRW2091 | 127+62.78 | 65.87 | L | 822848.107 | 552857.928 |
| PRW2092 | 127+62.78 | 71.56 | L | 822842.412 | 552857.904 |
| PRW2093 | 127+80.78 | 71.43 | L | 822842.469 | 552875.904 |
| PRW2094 | 127+80.78 | 64.42 | L | 822849.477 | 552875.934 |
| PRW2095 | 128+35.51 | 50.00 | L | 822863.650 | 552930.729 |
| PRW2096 | 128+35.58 | 56.02 | L | 822857.633 | 552930.766 |
| TLE2097 | 128+63.83 | 50.00 | L | 822863.523 | 552959.045 |
| TLE2098 | 128+68.63 | 58.00 | L | 822855.502 | 552963.811 |
| TLE2099 | 130+15.65 | 58.00 | L | 822854.846 | 553110.831 |
| ERW7210 | 130+60.82 | 51.30 | L | 822861.349 | 553156.030 |
| ERW7211 | 128+35.62 | 60.00 | L | 822853.649 | 552930.790 |
| ERW7400 | 130+59.51 | 50.00 | L | 822862.650 | 553154.727 |

### COURSE TABLE NEW RIGHT OF WAY

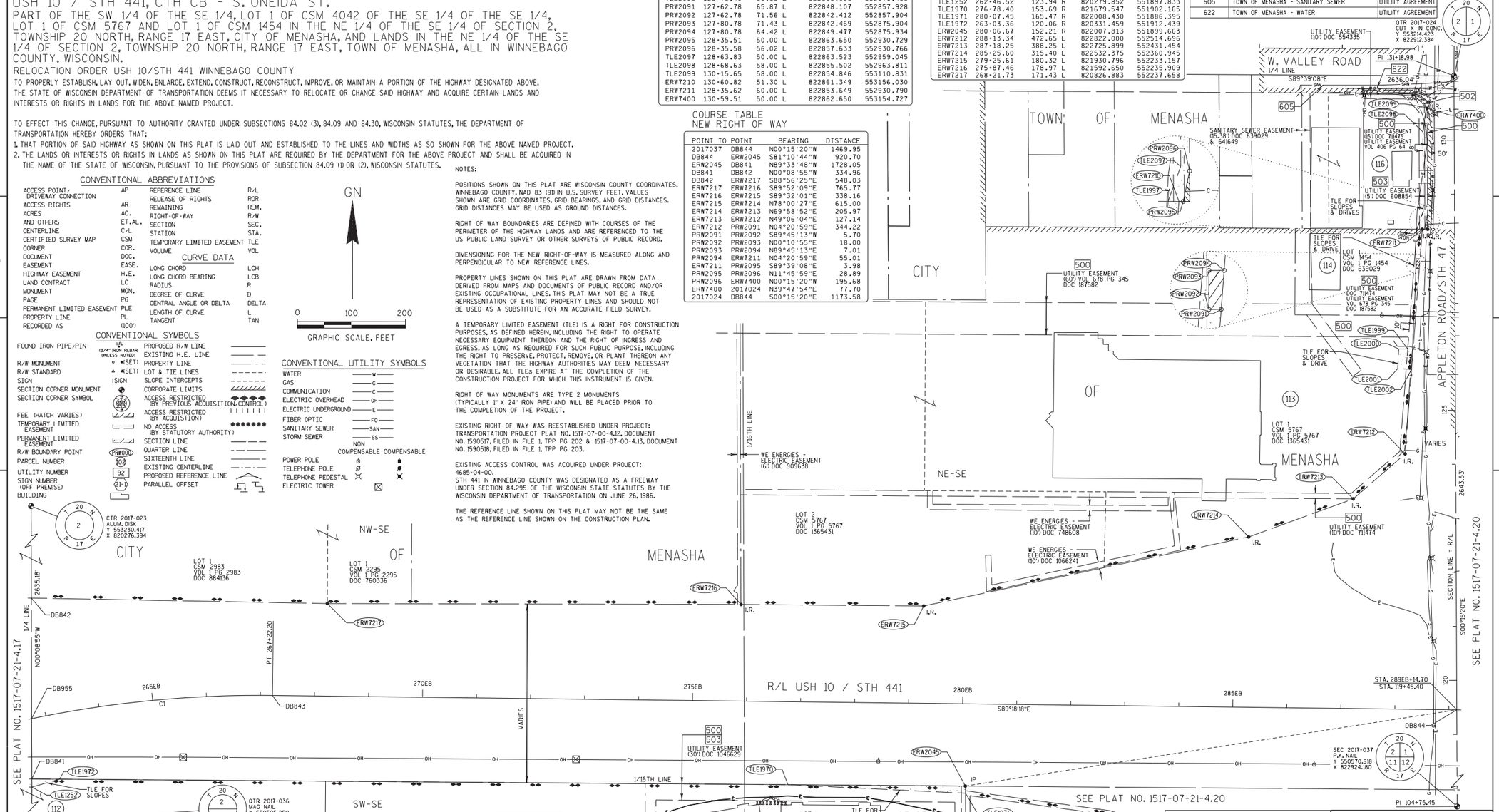
| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017037 | DB844 | N00°15'20"W | 1469.95 |
| DB844 | ERW2045 | S81°10'44"W | 920.70 |
| ERW2045 | DB841 | N89°33'48"W | 1728.05 |
| DB841 | DB842 | N00°08'55"W | 334.96 |
| DB842 | ERW7217 | S88°56'25"E | 548.03 |
| ERW7217 | ERW7216 | S89°52'09"E | 765.77 |
| ERW7216 | ERW7215 | S89°32'01"E | 338.16 |
| ERW7215 | ERW7214 | N78°00'27"E | 615.00 |
| ERW7214 | ERW7213 | N69°58'52"E | 205.97 |
| ERW7213 | ERW7212 | N49°06'04"E | 127.14 |
| ERW7212 | PRW2091 | N04°20'59"E | 344.22 |
| PRW2091 | PRW2092 | S89°45'13"W | 5.70 |
| PRW2092 | PRW2093 | N00°10'55"E | 18.00 |
| PRW2093 | PRW2094 | N89°45'13"E | 7.01 |
| PRW2094 | ERW7211 | N04°20'59"E | 55.01 |
| ERW7211 | PRW2095 | S89°39'08"E | 3.98 |
| PRW2095 | PRW2096 | N11°45'59"E | 28.89 |
| PRW2096 | ERW7400 | N00°15'20"W | 195.68 |
| ERW7400 | 2017024 | N39°47'54"E | 77.70 |
| 2017024 | DB844 | S00°15'20"E | 1173.58 |

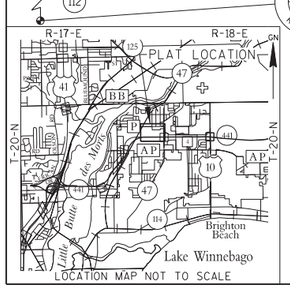
### STATION OFFSET TABLE USH 10/STH 441

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| DB841 | 262+49.89 | 109.28 | R | 820279.814 | 551912.833 |
| DB842 | 263+13.95 | 219.21 | L | 820278.944 | 552247.794 |
| DB843 | 267+22.20 | 0 | | 820725.287 | 552067.445 |
| DB844 | 289+14.70 | 0 | | 822917.621 | 552040.853 |
| DB955 | 262+73.50 | 0 | | 820279.524 | 552024.500 |
| TLE1252 | 262+46.52 | 123.94 | R | 820279.852 | 551897.833 |
| TLE1970 | 276+78.40 | 153.69 | R | 821679.547 | 551902.165 |
| TLE1971 | 280+07.45 | 165.47 | R | 822008.430 | 551886.395 |
| TLE1972 | 263+03.36 | 120.06 | R | 820331.459 | 551912.439 |
| ERW2045 | 280+06.67 | 152.21 | R | 822007.813 | 551899.663 |
| ERW7212 | 288+13.34 | 472.65 | L | 822822.000 | 552514.696 |
| ERW7213 | 287+18.25 | 388.25 | L | 822725.899 | 552431.454 |
| ERW7214 | 285+25.60 | 315.40 | L | 822532.375 | 552360.945 |
| ERW7215 | 279+25.61 | 180.32 | L | 821930.796 | 552233.157 |
| ERW7216 | 275+87.46 | 178.97 | L | 821592.650 | 552235.909 |
| ERW7217 | 268+21.73 | 171.43 | L | 820826.883 | 552237.658 |

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 502 | TIME WARNER CABLE | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENT |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENT |




### CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES |
|---|---|---|---|---|---|
| C1 | 447.83' | N84°29'50"E | 2074.00' | 448.70' | X 820500.074 Y 552070.177 |

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 112 | GEORGE BANTA PUBLISHING, INC. | TLE | - | - | 0.009 |
| 113 | GOODWILL INDUSTRIES DEVELOPMENT CORP. | TLE | - | - | 0.036 |
| 114 | GENE A. PATZNER | FEE/TLE | 0.003 | - | 0.034 |
| 115 | BACH AND MILLER MANAGEMENT, INC. | TLE | - | - | 0.050 |
| 116 | ALAN E. & PAMELA S. SCHMEISER | FEE/TLE | 0.002 | - | 0.040 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### COURSE TABLE USH 10/STH 441 REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017036 | DB955 | N00°08'55"W | 1429.26 |
| DB955 | DB843 | CURVE C1 | |
| DB843 | DB844 | S89°18'18"E | 2192.49 |
| DB844 | 2017037 | S00°15'20"E | 1469.95 |

RL USH-10/STH-441
PI STA. 256+56.08
Y : 552084.530
X : 819316.813
DELTA = 68°21'56"
D = 2°45'45"
T = 1408.58
L = 2474.71
R = 2074.00

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.18 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE May 22, 2014
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.18
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 12:00PM ON May 30 2014 AS DOCUMENT # 1664504 AND FILED IN File 1 OF TPP Pg 248

Julie Pagel
SIGNATURE OF REGISTER OF DEEDS

1664504

FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040418_RP.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 5/21/2014
PLOT BY : g_splinter
PLOT NAME :
PLOT SCALE : 1:100

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.18

## USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF THE SW 1/4 OF THE SE 1/4, LOT 1 OF CSM 4042 OF THE SE 1/4 OF THE SE 1/4, LOT 1 OF CSM 5767 AND LOT 1 OF CSM 1454 IN THE NE 1/4 OF THE SE 1/4 OF SECTION 2, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, AND LANDS IN THE NE 1/4 OF THE SE 1/4 OF SECTION 2, TOWNSHIP 20 NORTH, RANGE 17 EAST, TOWN OF MENASHA, ALL IN WINNEBAGO COUNTY, WISCONSIN.

### RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### STATION OFFSET TABLE APPLETON ROAD/STH 47

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| TLE1475 | 128+35.67 | 65.00 | L | 822848.649 | 552930.820 |
| TLE1477 | 130+64.56 | 55.00 | L | 822857.628 | 553159.756 |
| TLE1997 | 128+35.72 | 70.02 | L | 822843.625 | 552930.851 |
| TLE1999 | 126+13.88 | 87.89 | L | 822826.745 | 552708.931 |
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| ERW7210 | 128+35.51 | 50.00 | L | 822863.650 | 552930.729 |
| ERW7211 | 128+35.62 | 60.00 | L | 822853.649 | 552930.790 |
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### STATION OFFSET TABLE USH 10/STH 441

| POINT | STATION | OFFSET | | X | Y |
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| DB842 | 263+13.95 | 219.21 | L | 820278.944 | 552247.794 |
| DB843 | 267+22.20 | 0 | | 820725.287 | 552067.445 |
| DB844 | 289+14.70 | 0 | | 822917.621 | 552040.853 |
| DB955 | 262+73.50 | 0 | | 820279.524 | 552024.500 |
| TLE1252 | 262+46.52 | 123.94 | | 820279.852 | 551897.833 |
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| TLE1971 | 280+07.45 | 165.47 | | 822008.430 | 551886.395 |
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| ERW2045 | 280+06.67 | 152.21 | R | 822007.813 | 551899.663 |
| ERW7212 | 288+13.34 | 472.65 | L | 822822.000 | 552514.696 |
| ERW7213 | 287+18.25 | 388.25 | L | 822725.899 | 552431.454 |
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### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
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| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENT |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENT |

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | VOL |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | PG | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN — (3/4" IRON REBAR UNLESS NOTED)
R/W MONUMENT — ●(SET)
R/W STANDARD — ▲(SET)
SIGN — ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL — SEC COR
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT — PRBP000
PARCEL NUMBER — 102
UTILITY NUMBER — 92
SIGN NUMBER (OFF PREMISE) — 21-1
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

GN

0 100 200
GRAPHIC SCALE, FEET

### CONVENTIONAL UTILITY SYMBOLS

| | | NON COMPENSABLE | COMPENSABLE |
|---|---|---|---|
| WATER | W | | |
| GAS | G | | |
| COMMUNICATION | C | | |
| ELECTRIC OVERHEAD | OH | | |
| ELECTRIC UNDERGROUND | E | | |
| FIBER OPTIC | FO | | |
| SANITARY SEWER | SAN | | |
| STORM SEWER | SS | | |
| POWER POLE | | ⏚ | ⏚ |
| TELEPHONE POLE | | ⌀ | ⌀ |
| TELEPHONE PEDESTAL | | ⊠ | ⊠ |
| ELECTRIC TOWER | | ⊠ | |

NOTES:

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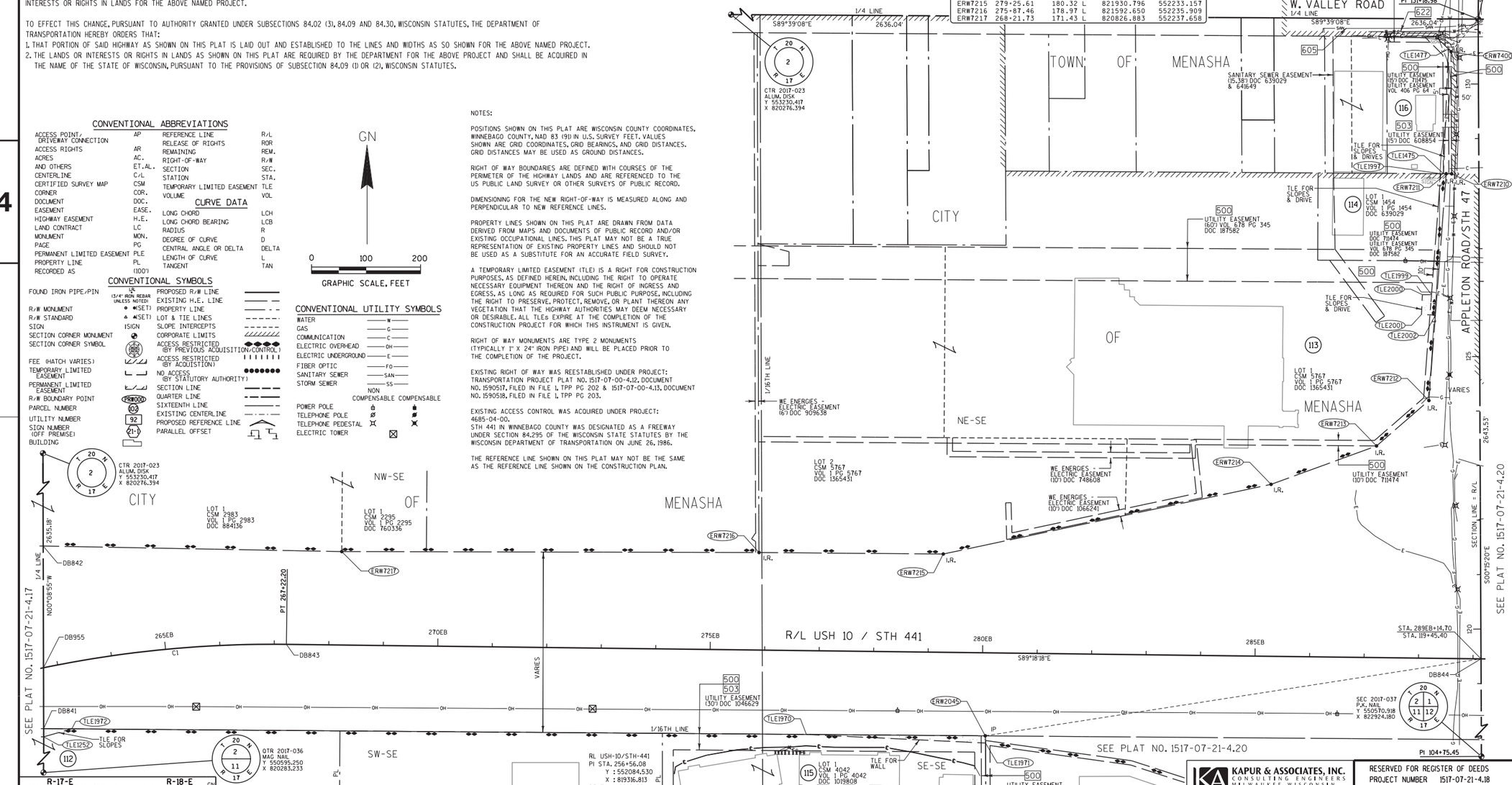
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RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.12, DOCUMENT NO. 1590517, FILED IN FILE 1, TPP PG 202 & 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00.
STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.




### CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES |
|---|---|---|---|---|---|
| C1 | 447.83' | N84°29'50"E | 2074.00' | 448.70' | X 820500.074 Y 552070.177 |

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 112 | GEORGE BANTA PUBLISHING, INC. | TLE | - | - | 0.009 |
| 113 | GOODWILL INDUSTRIES DEVELOPMENT CORP. | TLE | - | - | 0.036 |
| 114 | GENE A. PATZNER | TLE | - | - | 0.037 |
| 115 | BACH AND MILLER MANAGEMENT, INC. | TLE | - | - | 0.050 |
| 116 | ALAN E. & PAMELA S. SCHMEISER | TLE | - | - | 0.038 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### COURSE TABLE USH 10/STH 441 REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017036 | DB955 | N00°08'55"W | 1429.26 |
| DB955 | DB843 | CURVE C1 | |
| DB843 | DB844 | S89°18'18"E | 2192.49 |
| DB844 | 2017037 | S00°15'20"E | 1469.95 |

### COURSE TABLE NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017037 | DB844 | N00°15'20"W | 1469.95 |
| DB844 | ERW2045 | S81°10'44"W | 920.70 |
| ERW2045 | DB841 | N89°33'48"W | 1728.05 |
| DB841 | DB842 | N00°08'55"W | 334.96 |
| DB842 | ERW7217 | S88°56'25"E | 548.03 |
| ERW7217 | ERW7216 | S89°52'09"E | 765.77 |
| ERW7216 | ERW7215 | S89°32'01"E | 338.16 |
| ERW7215 | ERW7214 | N78°00'27"E | 615.00 |
| ERW7214 | ERW7213 | N69°58'52"E | 205.97 |
| ERW7213 | ERW7212 | N49°06'04"E | 127.14 |
| ERW7212 | ERW7211 | N04°20'59"E | 417.30 |
| ERW7211 | ERW7210 | S89°39'08"E | 10.00 |
| ERW7210 | ERW7400 | N00°15'20"W | 224.00 |
| ERW7400 | 2017024 | N39°47'54"E | 77.70 |
| 2017024 | DB844 | S00°15'20"E | 1173.58 |

R-17-E R-18-E T-20-N T-20-N
PLAT LOCATION
Lake Winnebago
Brighton Beach
LOCATION MAP NOT TO SCALE

KAPUR & ASSOCIATES, INC. CONSULTING ENGINEERS MILWAUKEE, WISCONSIN 414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.18 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 01/27/14
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.18
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 10:28 AM ON 2/25/2014 AS DOCUMENT # 1658574 AND FILED IN File 1 of TPP 240

SIGNATURE OF REGISTER OF DEEDS

1658574

FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040418_RP.dgn
PLOT DATE : 2/6/2014
PLOT BY : g_splinter
PLOT NAME :
PLOT SCALE : 1:100
APPRAISAL PLAT DATE :

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.19

## AMENDMENT NO: 1

AMENDS PARCEL 121 AND ADDS PARCEL 110 OF TPP 1517-07-21-4.19, RECORDED AS DCOUMENT 1658575

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOT 1 OF CSM 1493, LOT 3 OF CSM 745, LOT 2 OF CSM 2355 AND LANDS LOCATED IN THE SE 1/4 OF THE SE 1/4 OF SECTION 2 AND LANDS LOCATED IN THE NE 1/4 OF THE NE 1/4 OF SECTION 11 ALL IN TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00.
STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

### CONVENTIONAL ABBREVIATIONS

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

### CURVE DATA

| | |
|---|---|
| LONG CHORD | LCH |
| LONG CHORD BEARING | LCB |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE OR DELTA | DELTA |
| LENGTH OF CURVE | L |
| TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | ⌀ (3/4" IRON REBAR UNLESS NOTED) | PROPOSED R/W LINE | |
| R/W MONUMENT | ● (SET) | EXISTING H.E. LINE | |
| R/W STANDARD | ▲ (SET) | PROPERTY LINE | |
| SIGN | SIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | | CORPORATE LIMITS | |
| | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PRW000 | QUARTER LINE | |
| PARCEL NUMBER | 102 | SIXTEENTH LINE | |
| UTILITY NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21 | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

### CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | ○ | ● |
| TELEPHONE POLE | ⌀ | ⌀ |
| TELEPHONE PEDESTAL | ⌶ | ⌶ |
| ELECTRIC TOWER | ⊠ | |

### STATION OFFSET TABLE

| POINT | STATION | OFFSET | X | Y |
|---|---|---|---|---|
| DB845 | 117+97.22 | 0 | 822918.282 | 551892.670 |
| TLE1492 | 116+99.86 | 455.14 L | 822463.583 | 551793.281 |
| TLE1493 | 117+73.49 | 726.92 L | 822191.474 | 551865.695 |
| TLE1503 | 105+09.91 | 106.13 L | 822817.899 | 550604.899 |
| TLE1504 | 105+34.68 | 81.00 L | 822842.917 | 550629.780 |
| TLE1505 | 108+10.17 | 81.00 L | 822841.687 | 550905.273 |
| TLE1506 | 109+43.94 | 70.00 L | 822852.090 | 551039.086 |
| TLE1507 | 109+71.00 | 99.28 L | 822822.692 | 551066.013 |
| TLE1508 | 110+31.00 | 102.01 L | 822819.696 | 551126.000 |
| TLE1509 | 110+57.74 | 70.00 L | 822851.583 | 551152.883 |
| PRW2111 | 103+76.04 | 58.29 L | 822864.649 | 550472.237 |
| PRW2112 | 103+76.01 | 60.79 L | 822862.149 | 550472.237 |
| PRW2113 | 104+05.72 | 61.31 L | 822862.005 | 550501.955 |
| PRW2114 | 104+15.60 | 66.30 L | 822857.135 | 550511.894 |
| PRW2115 | 104+19.71 | 74.37 L | 822849.118 | 550516.107 |
| PRW2116 | 104+19.66 | 88.95 L | 822834.535 | 550516.242 |
| PRW2117 | 104+26.16 | 88.97 L | 822834.598 | 550522.741 |
| PRW2118 | 105+09.81 | 99.10 L | 822824.925 | 550604.834 |
| PRW2120 | 105+35.54 | 73.00 L | 822850.913 | 550630.680 |
| PRW2121 | 105+59.04 | 73.00 L | 822850.808 | 550654.180 |
| PRW2122 | 105+81.36 | 76.00 L | 822847.708 | 550676.480 |
| PRW2123 | 108+10.11 | 76.00 L | 822846.688 | 550905.232 |
| PRW2126 | 104+10.84 | 63.90 L | 822859.480 | 550507.108 |
| ERW5130 | 117+99.59 | 909.87 L | 822008.409 | 551890.980 |
| ERW7175 | 117+61.40 | 642.18 L | 822276.271 | 551853.983 |
| ERW7176 | 116+12.27 | 188.90 L | 822730.208 | 551706.876 |
| ERW7177 | 115+14.49 | 101.72 L | 822817.829 | 551609.491 |
| ERW7178 | 111+01.65 | 70.00 L | 822851.387 | 551196.800 |
| ERW7179 | 108+10.03 | 70.00 L | 822852.688 | 550905.183 |

### COURSE TABLE NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017037 | PRW2111 | S31°06'05"W | 115.25 |
| PRW2111 | PRW2112 | S90°00'00"W | 2.50 |
| PRW2112 | PRW2113 | N00°16'36"W | 29.72 |
| PRW2113 | PRW2114 | N26°06'15"W | 11.07 |
| PRW2114 | PRW2115 | N62°16'34"W | 9.06 |
| PRW2115 | PRW2116 | N89°28'20"W | 14.58 |
| PRW2116 | PRW2117 | N00°32'58"E | 6.50 |
| PRW2117 | PRW2118 | N6°43'13"W | 82.66 |
| PRW2118 | PRW2120 | N45°09'23"E | 36.65 |
| PRW2120 | PRW2121 | N00°15'20"W | 23.50 |
| PRW2121 | PRW2122 | N07°54'47"W | 22.51 |
| PRW2122 | PRW2123 | N00°15'20"W | 228.76 |
| PRW2123 | ERW7179 | S89°31'49"E | 6.00 |
| ERW7179 | ERW7178 | N00°15'20"W | 291.62 |
| ERW7178 | ERW7177 | N04°38'56"W | 414.05 |
| ERW7177 | ERW7176 | N41°58'44"W | 131.00 |
| ERW7176 | ERW7175 | N72°02'39"W | 477.18 |
| ERW7175 | ERW5130 | N82°08'10"W | 270.41 |
| ERW5130 | DB845 | N89°53'37"E | 909.88 |
| DB845 | 2017037 | S00°15'20"E | 1321.77 |

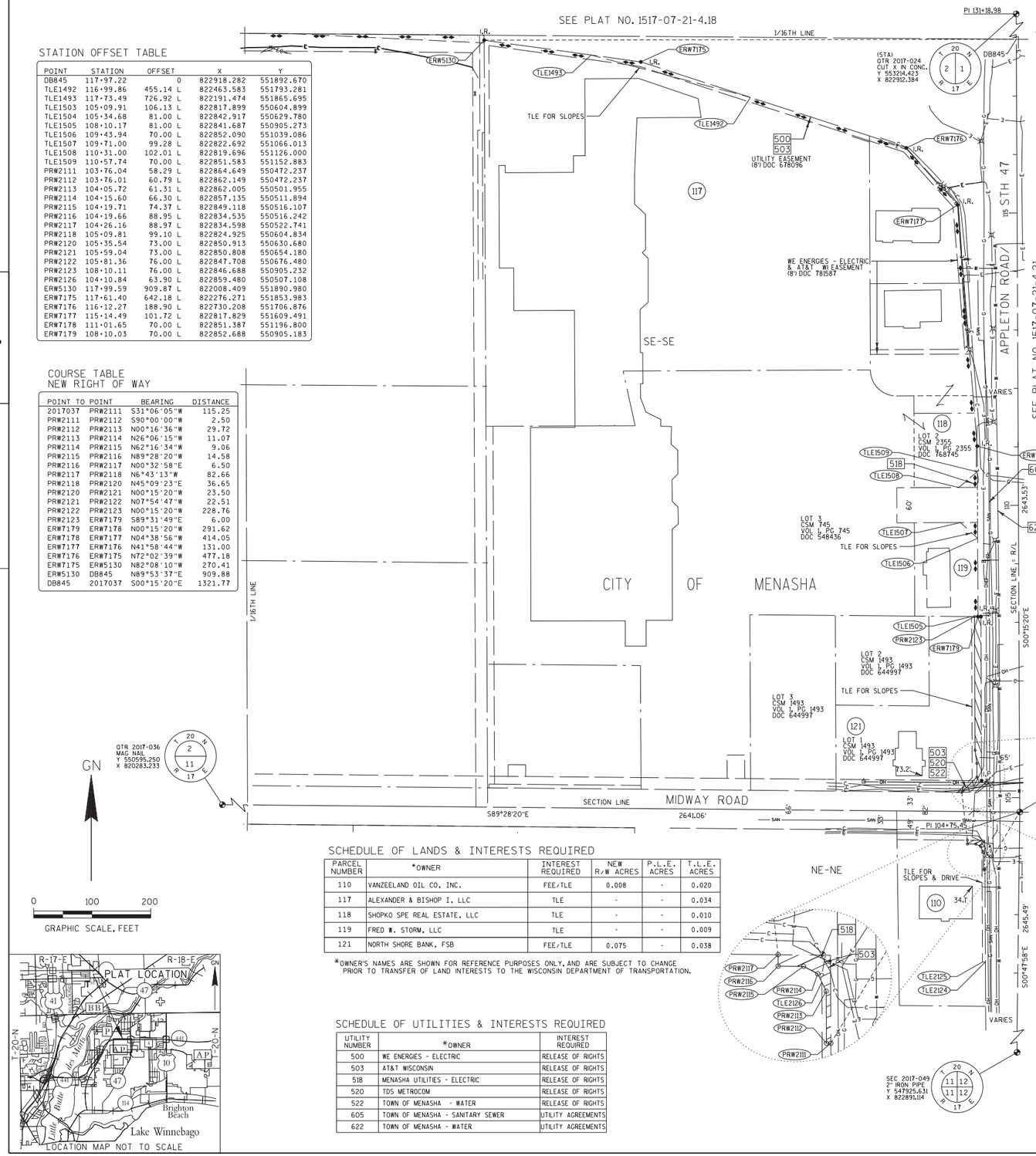
### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 110 | VANZEELAND OIL CO. INC. | FEE/TLE | 0.008 | - | 0.020 |
| 117 | ALEXANDER & BISHOP I, LLC | TLE | - | - | 0.034 |
| 118 | SHOPKO SPE REAL ESTATE, LLC | TLE | - | - | 0.010 |
| 119 | FRED W. STORM, LLC | TLE | - | - | 0.009 |
| 121 | NORTH SHORE BANK, FSB | FEE/TLE | 0.075 | - | 0.038 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 518 | MENASHA UTILITIES - ELECTRIC | RELEASE OF RIGHTS |
| 520 | TDS METROCOM | RELEASE OF RIGHTS |
| 522 | TOWN OF MENASHA - WATER | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENTS |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENTS |







KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE May 22, 2014
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT 12:20 PM ON May 30, 2014 AS DOCUMENT # 1664505 AND FILED IN Vol. 1 of TPP Pg 209

Julie Gagel
SIGNATURE OF REGISTER OF DEEDS

1664505

FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040419_RP.dgn
PLOT DATE : 5/22/2014
PLOT BY : g_splinter
PLOT NAME :
PLOT SCALE : 1:100
APPRAISAL PLAT DATE :

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.19

## USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOT 1 OF CSM 1493, LOT 3 OF CSM 745, LOT 2 OF CSM 2355 AND LANDS LOCATED IN THE SE 1/4 OF THE SE 1/4 OF SECTION 2, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, WINNEBAGO COUNTY, WISCONSIN.

### RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

GN

0 100 200

GRAPHIC SCALE, FEET

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 117 | ALEXANDER & BISHOP I, LLC | TLE | - | - | 0.034 |
| 118 | SHOPKO SPE REAL ESTATE, LLC | TLE | - | - | 0.010 |
| 119 | FRED W. STORM, LLC | TLE | - | - | 0.009 |
| 121 | NORTH SHORE BANK, FSB | TLE | - | - | 0.105 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### COURSE TABLE NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017037 | ERW7403 | N68°19'32"W | 91.63 |
| ERW7403 | ERW7404 | N45°09'23"E | 28.08 |
| ERW7404 | ERW7180 | N00°15'20"W | 280.58 |
| ERW7180 | ERW7179 | N89°31'49"W | 5.00 |
| ERW7179 | ERW7178 | N00°15'20"W | 291.62 |
| ERW7178 | ERW7177 | N04°38'56"W | 414.05 |
| ERW7177 | ERW7176 | N41°58'44"W | 131.00 |
| ERW7176 | ERW7175 | N72°02'39"W | 477.18 |
| ERW7175 | ERW5130 | N82°08'10"W | 270.40 |
| ERW5130 | DB845 | N89°53'37"E | 909.87 |
| DB845 | 2017037 | S00°15'20"E | 1321.77 |

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

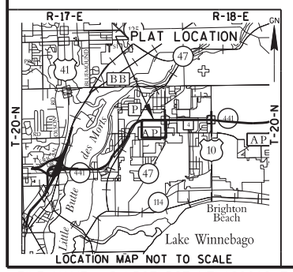
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00.
STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.




### STATION OFFSET TABLE

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| DB845 | 117+97.22 | 0 | | 822918.282 | 551892.670 |
| TLE1492 | 116+99.86 | 455.14 | L | 822463.583 | 551793.281 |
| TLE1493 | 117+73.49 | 726.92 | L | 822191.474 | 551865.695 |
| TLE1503 | 105+09.92 | 101.96 | L | 822822.068 | 550604.928 |
| TLE1504 | 105+35.17 | 80.00 | L | 822843.914 | 550630.277 |
| TLE1505 | 108+09.49 | 80.00 | L | 822842.690 | 550904.591 |
| TLE1506 | 109+43.94 | 70.00 | L | 822852.090 | 551039.086 |
| TLE1507 | 109+71.00 | 99.28 | L | 822822.692 | 551066.013 |
| TLE1508 | 110+31.00 | 102.01 | L | 822819.696 | 551126.000 |
| TLE1509 | 110+57.74 | 70.00 | L | 822851.583 | 551152.883 |
| ERW5130 | 117+99.59 | 909.87 | L | 822008.409 | 551890.980 |
| ERW7175 | 117+61.40 | 642.18 | L | 822276.271 | 551853.983 |
| ERW7176 | 116+12.27 | 188.90 | L | 822730.208 | 551706.876 |
| ERW7177 | 115+14.49 | 101.72 | L | 822817.829 | 551609.491 |
| ERW7178 | 111+01.65 | 70.00 | L | 822851.387 | 551196.800 |
| ERW7179 | 108+10.03 | 70.00 | L | 822852.688 | 550905.183 |
| ERW7180 | 108+09.97 | 65.00 | L | 822857.688 | 550905.142 |
| ERW7403 | 105+09.68 | 85.00 | L | 822839.030 | 550604.759 |
| ERW7404 | 105+29.39 | 65.00 | L | 822858.940 | 550624.560 |

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 518 | MENASHA UTILITIES - ELECTRIC | RELEASE OF RIGHTS |
| 520 | TDS METROCOM | RELEASE OF RIGHTS |
| 522 | TOWN OF MENASHA - WATER | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENTS |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENTS |

### CONVENTIONAL ABBREVIATIONS

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

### CURVE DATA

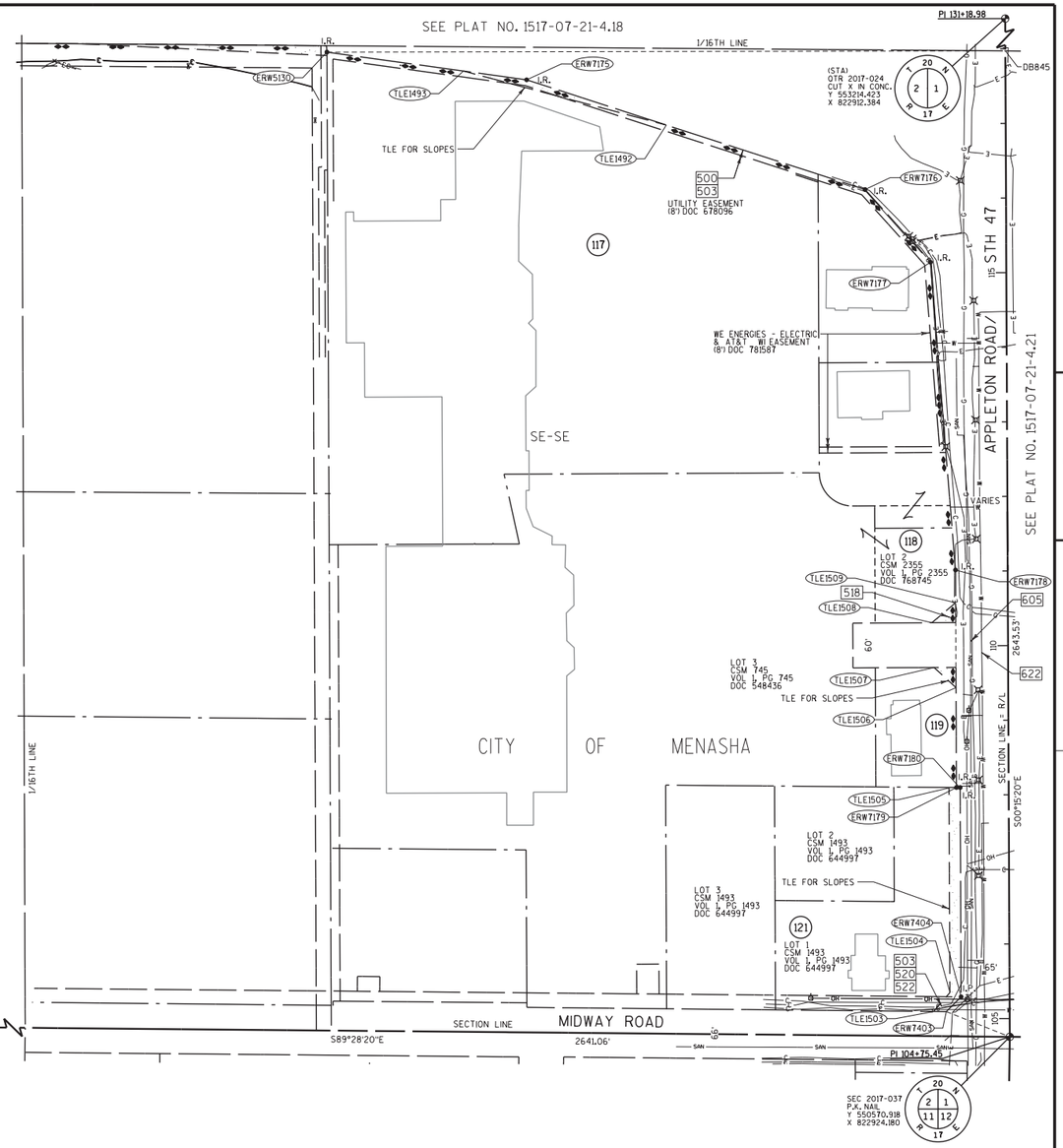
| | |
|---|---|
| LONG CHORD | LCH |
| LONG CHORD BEARING | LCB |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE OR DELTA | DELTA |
| LENGTH OF CURVE | L |
| TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | ⊙ (3/4" IRON REBAR UNLESS NOTED) | PROPOSED R/W LINE | |
| R/W MONUMENT | ● (SET) | EXISTING H.E. LINE | |
| R/W STANDARD | ▲ (SET) | PROPERTY LINE | |
| SIGN | ISIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | ◉ | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | (SEE NOTE) | CORPORATE LIMITS | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| TEMPORARY LIMITED EASEMENT | | ACCESS RESTRICTED (BY ACQUISITION) | |
| PERMANENT LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| R/W BOUNDARY POINT | PR#000 | SECTION LINE | |
| PARCEL NUMBER | 102 | QUARTER LINE | |
| UTILITY NUMBER | 92 | SIXTEENTH LINE | |
| SIGN NUMBER (OFF PREMISE) | 21 | EXISTING CENTERLINE | |
| BUILDING | | PROPOSED REFERENCE LINE | |
| | | PARALLEL OFFSET | |

### CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |




KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.19 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
GARY R. SPLINTER
S-2239
OAK CREEK, WI
LAND SURVEYOR

SIGNATURE _____ DATE 01/27/14
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.19
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 10:24AM ON 2/25/2014 AS DOCUMENT # 1658575 AND FILED IN File 1 of TPP 241

SIGNATURE OF REGISTER OF DEEDS

1658575

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.20

## AMENDMENT NO: 1

AMENDS PARCELS 122, 123 AND 124 OF TPP 1517-07-21-4.20 RECORDED AS DOCUMENT 1658576.

USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOTS 1, 3, 12 AND 13 OF THE TOWN OF MENASHA ASSESSOR'S PLAT NO. 13 LOCATED IN THE NW 1/4 OF THE SW 1/4 AND LANDS IN THE SW 1/4 OF THE NW 1/4 OF SECTION 1, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF APPLETON, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 122 | SECURA INSURANCE | FEE/TLE | 0.083 | - | 0.065 |
| 123 | McDONALDS CORPORATION | FEE/TLE | 0.054 | - | 0.031 |
| 124 | CHUCK AND SUE FAMILY PARTNERSHIP, LLC | FEE/TLE | 0.012 | - | 0.047 |
| 126 | VAN DEWEGHE TRUST | TLE | - | - | 0.021 |
| 127 | GREENFEATHER FOUR, LLC | TLE | - | - | 0.124 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 502 | TIME WARNER | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 520 | TDS METROCOM | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENTS |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENTS |

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

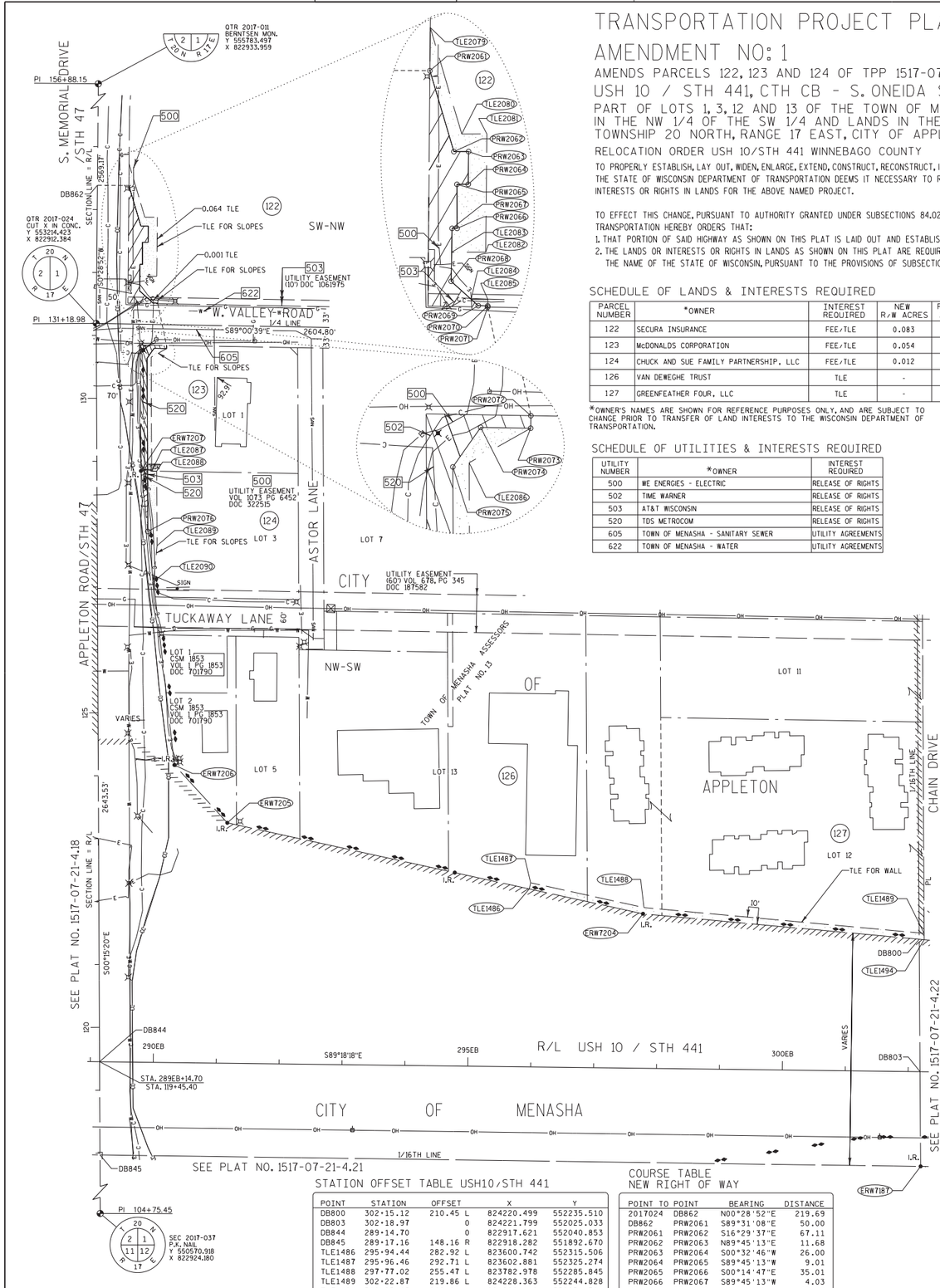
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00.
STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.




### STATION OFFSET TABLE USH10/STH 441

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| DB800 | 302+15.12 | 210.45 | L | 824220.499 | 552235.510 |
| DB803 | 302+18.97 | 0 | | 824221.799 | 552025.033 |
| DB844 | 289+14.70 | 0 | | 822917.621 | 552040.853 |
| DB845 | 289+17.16 | 148.16 | R | 822918.282 | 551892.670 |
| TLE1486 | 295+94.44 | 282.92 | L | 823600.742 | 552315.506 |
| TLE1487 | 295+96.46 | 292.71 | L | 823602.881 | 552325.274 |
| TLE1488 | 297+77.02 | 255.47 | L | 823782.978 | 552285.845 |
| TLE1489 | 302+22.87 | 219.86 | L | 824228.363 | 552244.828 |
| TLE1494 | 302+23.05 | 209.81 | L | 824228.418 | 552234.781 |
| ERW7187 | 302+21.73 | 150.56 | R | 824222.729 | 551874.455 |
| ERW7204 | 297+75.61 | 245.55 | L | 823781.444 | 552275.944 |
| ERW7205 | 291+13.16 | 382.19 | L | 823120.704 | 552420.603 |
| ERW7206 | 290+27.91 | 473.13 | L | 823036.563 | 552512.571 |

### STATION OFFSET TABLE APPLETON ROAD/STH 47

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| DB844 | 119+45.40 | 0 | | 822917.621 | 552040.853 |
| DB845 | 117+97.22 | 0 | | 822918.282 | 551892.670 |
| DB862 | 133+38.67 | 0 | | 822914.229 | 553434.102 |
| PRW2061 | 133+38.67 | 50.00 | R | 822964.227 | 553433.682 |
| PRW2062 | 132+74.49 | 69.59 | R | 822983.280 | 553369.335 |
| PRW2063 | 132+74.64 | 81.27 | R | 822994.962 | 553369.385 |
| PRW2064 | 132+48.63 | 81.24 | R | 822994.714 | 553343.384 |
| PRW2065 | 132+48.52 | 72.24 | R | 822985.709 | 553343.346 |
| PRW2066 | 132+13.52 | 72.68 | R | 822985.859 | 553308.341 |
| PRW2067 | 132+13.47 | 68.66 | R | 822981.833 | 553308.324 |
| PRW2068 | 131+71.38 | 68.29 | R | 822981.107 | 553266.244 |
| PRW2069 | 131+52.19 | 90.00 | R | 823002.660 | 553246.869 |
| PRW2070 | 131+52.12 | 97.54 | R | 823010.201 | 553246.739 |
| PRW2071 | 131+51.12 | 97.53 | R | 823010.184 | 553245.739 |
| PRW2072 | 130+83.55 | 111.61 | R | 823024.154 | 553179.488 |
| PRW2073 | 130+78.55 | 111.50 | R | 823024.068 | 553174.489 |
| PRW2074 | 130+78.99 | 91.64 | R | 823004.199 | 553174.832 |
| PRW2075 | 130+63.31 | 80.50 | R | 822993.132 | 553159.105 |
| PRW2076 | 127+88.06 | 80.50 | R | 822994.360 | 552883.859 |
| TLE2079 | 133+72.92 | 50.00 | R | 822964.515 | 553467.933 |
| TLE2080 | 132+88.57 | 75.75 | R | 822989.556 | 553383.362 |
| TLE2081 | 132+88.82 | 95.69 | R | 823009.493 | 553383.448 |
| TLE2082 | 131+94.81 | 95.58 | R | 823008.597 | 553289.439 |
| TLE2083 | 131+94.46 | 68.49 | R | 822981.505 | 553289.322 |
| TLE2084 | 131+57.24 | 84.29 | R | 822996.988 | 553251.968 |
| TLE2085 | 131+57.12 | 97.59 | R | 823010.287 | 553251.738 |
| TLE2086 | 130+64.970 | 87.00 | R | 822999.624 | 553160.797 |
| TLE2087 | 128+83.901 | 87.00 | R | 823000.432 | 552979.729 |
| TLE2088 | 128+83.733 | 95.00 | R | 823008.433 | 552979.597 |
| TLE2089 | 127+65.209 | 95.00 | R | 823008.962 | 552861.074 |
| TLE2090 | 127+07.814 | 89.26 | R | 823003.477 | 552803.654 |

### COURSE TABLE NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017024 | DB862 | N00°28'52"E | 219.69 |
| DB862 | PRW2061 | S89°31'08"E | 50.00 |
| PRW2061 | PRW2062 | S16°29'37"E | 67.11 |
| PRW2062 | PRW2063 | N89°45'13"E | 11.68 |
| PRW2063 | PRW2064 | S00°32'46"W | 26.00 |
| PRW2064 | PRW2065 | S89°45'13"W | 9.01 |
| PRW2065 | PRW2066 | S00°14'47"E | 35.01 |
| PRW2066 | PRW2067 | S89°45'13"W | 4.03 |
| PRW2067 | PRW2068 | S00°59'21"W | 42.09 |
| PRW2068 | PRW2069 | S48°02'46"E | 28.98 |
| PRW2069 | PRW2070 | S89°00'39"E | 7.54 |
| PRW2070 | PRW2071 | S00°59'21"W | 1.00 |
| PRW2071 | PRW2072 | S11°54'27"E | 67.71 |
| PRW2072 | PRW2073 | S00°59'21"W | 5.00 |
| PRW2073 | PRW2074 | N89°00'39"W | 19.87 |
| PRW2074 | PRW2075 | S35°08'02"W | 19.23 |
| PRW2075 | PRW2076 | S00°15'20"E | 275.25 |
| PRW2076 | ERW7206 | S06°29'05"E | 373.68 |
| ERW7206 | ERW7205 | S42°27'19"E | 124.65 |
| ERW7205 | ERW7204 | S77°39'03"E | 676.39 |
| ERW7204 | DB800 | S84°44'18"E | 440.91 |
| DB800 | ERW7187 | S00°21'14"E | 361.06 |
| ERW7187 | DB845 | N89°12'00"W | 1304.57 |
| DB845 | 2017024 | N00°15'20"W | 1321.77 |

### COURSE TABLE USH 10/STH 441 REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017024 | DB844 | S00°15'20"E | 1173.58 |
| DB844 | DB803 | S89°18'18"E | 1304.27 |

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | VOL |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | PG | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN — 1/2" (3/4" IRON REBAR UNLESS NOTED)
R/W MONUMENT — ○ =(SET)
R/W STANDARD — △ =(SET)
SIGN — ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL — 20 / 29 / 17
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT — PRW000
PARCEL NUMBER — 92
UTILITY NUMBER
SIGN NUMBER (OFF PREMISE) — 21-
BUILDING

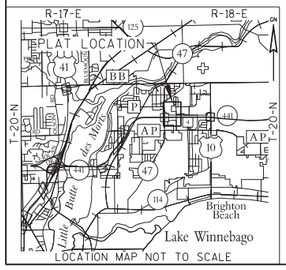
PROPOSED R/W LINE
EXISTING H.E. LINE
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SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

### CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | ○ | ● |
| TELEPHONE POLE | ⌀ | ⌀ |
| TELEPHONE PEDESTAL | ⋈ | ⋈ |
| ELECTRIC TOWER | ⊠ | |

GN

0 100 200
GRAPHIC SCALE, FEET




KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21-4.20 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE May 22, 2014
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.20
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 12:20PM ON May 30, 2014 AS DOCUMENT 1664506 AND FILED IN File 1 of TPP pg 250

Julie Gagel
SIGNATURE OF REGISTER OF DEEDS

1664506

FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040420_RP.dgn
PLOT DATE : 5/22/2014
PLOT BY : g_splinter
PLOT NAME :
PLOT SCALE : 1:100
4.20

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.20

## USH 10 / STH 441, CTH CB - S. ONEIDA ST.

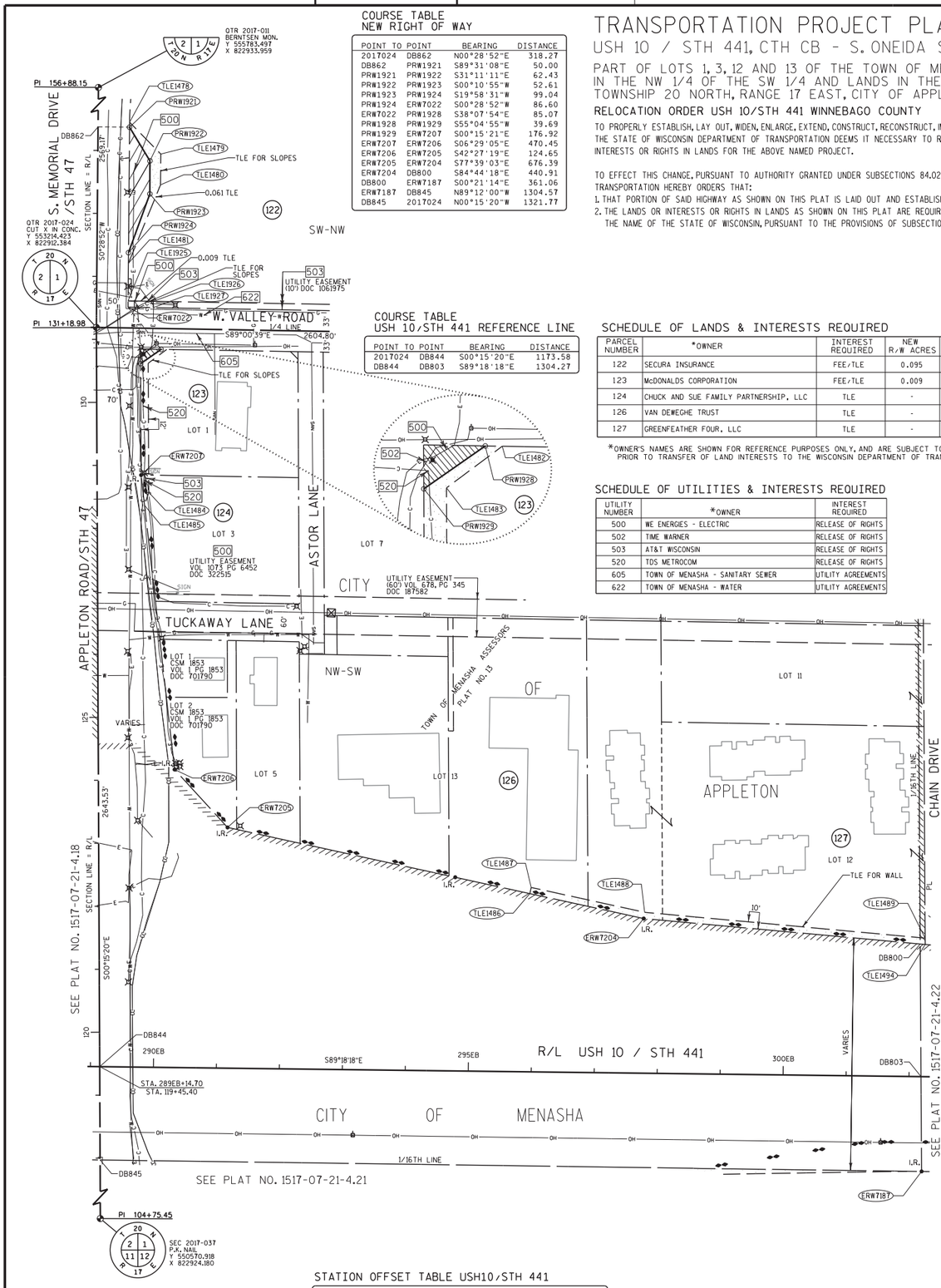
PART OF LOTS 1, 3, 12 AND 13 OF THE TOWN OF MENASHA ASSESSOR'S PLAT NO. 13 LOCATED IN THE NW 1/4 OF THE SW 1/4 AND LANDS IN THE SW 1/4 OF THE NW 1/4 OF SECTION 1, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF APPLETON, WINNEBAGO COUNTY, WISCONSIN.

### RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.




### COURSE TABLE
### NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017024 | DB862 | N00°28'52"E | 318.27 |
| DB862 | PRW1921 | S89°31'08"E | 50.00 |
| PRW1921 | PRW1922 | S31°11'11"E | 62.43 |
| PRW1922 | PRW1923 | S00°10'55"W | 52.61 |
| PRW1923 | PRW1924 | S19°58'31"W | 99.04 |
| PRW1924 | ERW7022 | S00°28'52"W | 86.60 |
| ERW7022 | PRW1928 | S38°07'54"E | 85.07 |
| PRW1928 | PRW1929 | S55°04'55"W | 39.69 |
| PRW1929 | ERW7207 | S00°15'21"E | 176.92 |
| ERW7207 | ERW7206 | S06°29'05"E | 470.45 |
| ERW7206 | ERW7205 | S42°27'19"E | 124.65 |
| ERW7205 | ERW7204 | S77°39'03"E | 676.39 |
| ERW7204 | DB800 | S84°44'18"E | 440.91 |
| DB800 | ERW7187 | S00°21'14"E | 361.06 |
| ERW7187 | DB845 | N89°12'00"W | 1304.57 |
| DB845 | 2017024 | N00°15'20"W | 1321.77 |

### COURSE TABLE
### USH 10/STH 441 REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017024 | DB844 | S00°15'20"E | 1173.58 |
| DB844 | DB803 | S89°18'18"E | 1304.27 |

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 122 | SECURA INSURANCE | FEE/TLE | 0.095 | - | 0.070 |
| 123 | McDONALDS CORPORATION | FEE/TLE | 0.009 | - | 0.054 |
| 124 | CHUCK AND SUE FAMILY PARTNERSHIP, LLC | TLE | - | - | 0.009 |
| 126 | VAN DEWEGHE TRUST | TLE | - | - | 0.021 |
| 127 | GREENFEATHER FOUR, LLC | TLE | - | - | 0.124 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 502 | TIME WARNER | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 520 | TDS METROCOM | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENTS |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENTS |

GN

0 100 200

GRAPHIC SCALE, FEET

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00, STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | VOL |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | PG | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (3/4" IRON REBAR UNLESS NOTED)
R/W MONUMENT (SET)
R/W STANDARD (SET)
SIGN ISIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT PRW000
PARCEL NUMBER 03
UTILITY NUMBER 92
SIGN NUMBER (OFF PREMISE) 21
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

### CONVENTIONAL UTILITY SYMBOLS

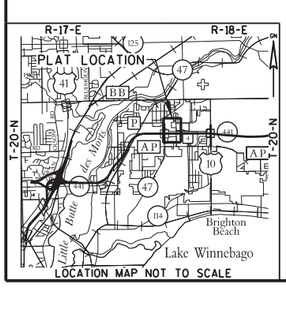
| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | ø | ø |
| TELEPHONE POLE | ø | ø |
| TELEPHONE PEDESTAL | ⋈ | ⋈ |
| ELECTRIC TOWER | ⊠ | |

### STATION OFFSET TABLE USH10/STH 441

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| DB800 | 302+15.12 | 210.45 | L | 824220.499 | 552235.510 |
| DB803 | 302+18.97 | 0 | | 824221.799 | 552025.033 |
| DB844 | 289+14.70 | 0 | | 822917.621 | 552040.853 |
| DB845 | 289+17.16 | 148.16 | R | 822918.282 | 551892.670 |
| TLE1486 | 295+94.44 | 282.92 | L | 823600.742 | 552315.506 |
| TLE1487 | 295+96.46 | 292.71 | L | 823602.881 | 552325.274 |
| TLE1488 | 297+77.02 | 255.47 | L | 823782.978 | 552285.845 |
| TLE1489 | 302+22.87 | 219.86 | L | 824228.363 | 552244.828 |
| TLE1494 | 302+23.05 | 209.81 | L | 824228.418 | 552234.781 |
| ERW7187 | 302+21.73 | 150.56 | R | 824222.729 | 551874.455 |
| ERW7204 | 297+75.61 | 245.55 | L | 823781.444 | 552275.944 |
| ERW7205 | 291+13.16 | 382.19 | L | 823120.704 | 552420.603 |
| ERW7206 | 290+27.91 | 473.13 | L | 823036.563 | 552512.571 |

### STATION OFFSET TABLE APPLETON ROAD/STH 47

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| DB844 | 119+45.40 | 0 | | 822917.621 | 552040.853 |
| DB845 | 117+97.22 | 0 | | 822918.282 | 551892.670 |
| DB862 | 134+37.26 | 0 | | 822915.057 | 553532.686 |
| TLE1478 | 134+45.23 | 50.00 | R | 822965.122 | 553540.241 |
| TLE1479 | 133+95.00 | 100.00 | R | 823014.699 | 553489.588 |
| TLE1480 | 133+46.15 | 100.00 | R | 823014.288 | 553440.745 |
| TLE1481 | 132+21.26 | 50.00 | R | 822963.241 | 553316.279 |
| TLE1482 | 130+83.55 | 111.62 | R | 823024.157 | 553179.488 |
| TLE1483 | 130+61.64 | 82.00 | R | 822994.639 | 553157.446 |
| TLE1484 | 128+56.71 | 82.00 | R | 822995.554 | 552952.519 |
| TLE1485 | 128+36.18 | 75.25 | R | 822988.893 | 552931.959 |
| PRW1921 | 134+37.26 | 50.00 | R | 822965.055 | 553532.266 |
| PRW1922 | 133+84.12 | 82.78 | R | 822997.385 | 553478.854 |
| PRW1923 | 133+31.51 | 83.05 | R | 822997.218 | 553426.242 |
| PRW1924 | 132+38.14 | 50.00 | R | 822963.383 | 553333.156 |
| TLE1925 | 131+61.54 | 50.00 | R | 822962.740 | 553256.560 |
| TLE1926 | 131+61.19 | 90.00 | R | 823002.735 | 553255.869 |
| TLE1927 | 131+51.19 | 90.00 | R | 823002.651 | 553245.869 |
| PRW1928 | 130+83.75 | 102.64 | R | 823015.185 | 553179.643 |
| PRW1929 | 130+61.17 | 70.00 | R | 822982.641 | 553156.925 |
| ERW7022 | 131+51.54 | 50.00 | R | 822962.656 | 553246.560 |
| ERW7207 | 128+84.26 | 70.00 | R | 822983.431 | 552980.009 |




KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.20 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 01/27/14
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.20
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT ..... M ON 2/25/2014 AS DOCUMENT # 1658576 AND FILED IN File Lot TPP 242

SIGNATURE OF REGISTER OF DEEDS

1658576



FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040420_RP.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 2/6/2014
PLOT BY : g_splinter
PLOT NAME :
PLOT SCALE : 1:100

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.21

## AMENDMENT NO: 1

AMENDS PARCELS 131, 132 AND 133 AND ADDS UTILITY NUMBERS 502, 503 AND 520 TO TPP 1517-07-21, RECORDED AS DOCUMENT 1658577.
USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOT 1 OF CSM 2503 AND LANDS IN THE SW 1/4 OF THE SW 1/4 OF SECTION 1 AND LANDS IN THE NW 1/4 OF THE NW 1/4 OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 120 | UNIVERSITY CONDOMINIUMS I | TLE | - | - | 0.039 |
| 128 | UNIVERSITY CONDOMINIUMS II | TLE | - | - | 0.125 |
| 129 | ANCHOR BANK | TLE | - | - | 0.031 |
| 131 | SGS REAL ESTATE, INC. | FEE/TLE | 0.008 | - | 0.028 |
| 132 | JAVA LEASING, LLC | FEE/TLE | 0.039 | - | 0.026 |
| 133 | NBT MORTGAGE SERVICING SOLUTIONS, LLC | FEE/TLE | 0.083 | - | 0.024 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | VOL |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | PG | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | ⅝" (5/4" IRON REBAR UNLESS NOTED) | PROPOSED R/W LINE | |
| R/W MONUMENT | ●(SET) | EXISTING H.E. LINE | |
| R/W STANDARD | ▲(SET) | PROPERTY LINE | |
| SIGN | ISIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | | CORPORATE LIMITS | |
| | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PR1000 | QUARTER LINE | |
| PARCEL NUMBER | 100 | SIXTEENTH LINE | |
| UTILITY NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-b | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

### CONVENTIONAL UTILITY SYMBOLS

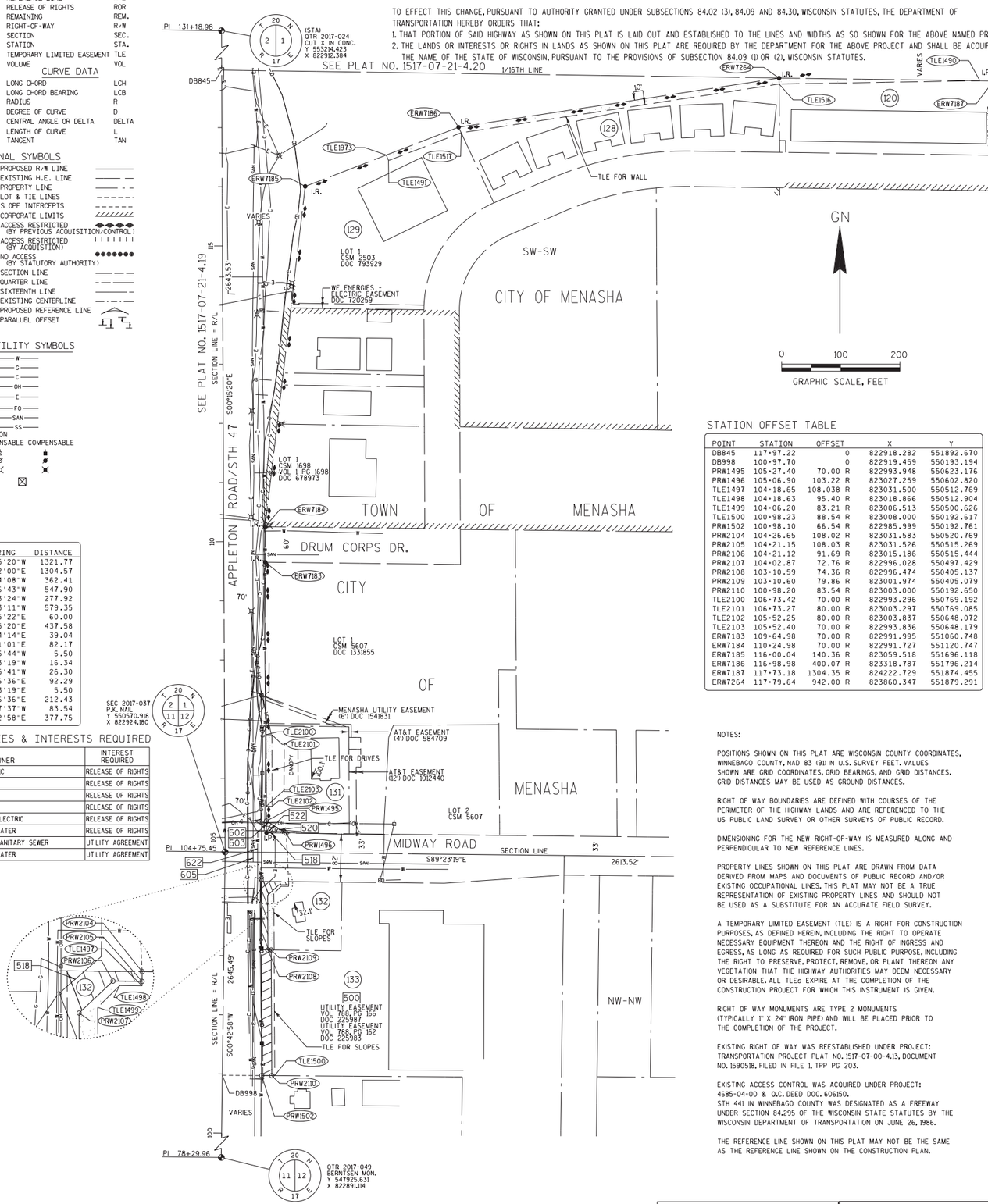
| | NON-COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | ○ | ● |
| TELEPHONE POLE | ⌀ | ● |
| TELEPHONE PEDESTAL | ⌧ | ✕ |
| ELECTRIC TOWER | ⊠ | |

### COURSE TABLE
### NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017037 | DB845 | N00°15'20"W | 1321.77 |
| DB845 | ERW7187 | S89°12'00"E | 1304.57 |
| ERW7187 | ERW7264 | N89°14'08"W | 362.41 |
| ERW7264 | ERW7186 | S81°16'43"W | 547.90 |
| ERW7186 | ERW7185 | S68°53'24"W | 277.92 |
| ERW7185 | ERW7184 | S06°43'11"W | 579.35 |
| ERW7184 | ERW7183 | S00°15'22"E | 60.00 |
| ERW7183 | PRW1495 | S00°15'20"E | 437.58 |
| PRW1495 | PRW1496 | S58°34'14"E | 39.04 |
| PRW1496 | PRW2104 | S03°01'01"E | 82.17 |
| PRW2104 | PRW2105 | S00°35'44"W | 5.50 |
| PRW2105 | PRW2106 | N89°23'19"W | 16.34 |
| PRW2106 | PRW2107 | S46°45'41"W | 26.30 |
| PRW2107 | PRW2108 | S00°16'36"E | 92.29 |
| PRW2108 | PRW2109 | S89°23'19"E | 5.50 |
| PRW2109 | PRW2110 | S00°16'36"E | 212.43 |
| PRW2110 | DB998 | N89°37'37"W | 83.54 |
| DB998 | 2017037 | N00°42'58"E | 377.75 |

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 502 | TIME WARNER CABLE | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 520 | TDS METROCOM | RELEASE OF RIGHTS |
| 518 | MENASHA UTILITIES - ELECTRIC | RELEASE OF RIGHTS |
| 522 | TOWN OF MENASHA - WATER | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENT |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENT |




### STATION OFFSET TABLE

| POINT | STATION | OFFSET | | X | Y |
|---|---|---|---|---|---|
| DB845 | 117-97.22 | 0 | | 822918.282 | 551892.670 |
| DB998 | 100-97.70 | 0 | | 822919.459 | 550193.194 |
| PRW1495 | 105-27.40 | 70.00 | R | 822993.948 | 550623.176 |
| PRW1496 | 105-06.90 | 103.22 | R | 823027.259 | 550602.820 |
| TLE1497 | 104-18.65 | 108.038 | R | 823031.500 | 550512.769 |
| TLE1498 | 104-18.63 | 95.40 | R | 823018.866 | 550512.904 |
| TLE1499 | 104-06.20 | 83.21 | R | 823006.513 | 550500.626 |
| TLE1500 | 100-98.23 | 88.54 | R | 823008.000 | 550192.617 |
| PRW1502 | 100-98.10 | 66.54 | R | 822985.999 | 550192.761 |
| PRW2104 | 104-26.65 | 108.02 | R | 823031.583 | 550520.769 |
| PRW2105 | 104-21.15 | 108.03 | R | 823031.526 | 550515.269 |
| PRW2106 | 104-21.12 | 91.69 | R | 823015.186 | 550515.444 |
| PRW2107 | 104-02.87 | 72.76 | R | 822996.028 | 550497.429 |
| PRW2108 | 103-10.59 | 74.36 | R | 822996.474 | 550405.137 |
| PRW2109 | 103-10.60 | 79.86 | R | 823001.974 | 550405.079 |
| PRW2110 | 100-98.20 | 83.54 | R | 823003.000 | 550192.650 |
| TLE2100 | 106-73.42 | 70.00 | R | 822993.296 | 550769.192 |
| TLE2101 | 106-73.27 | 80.00 | R | 823003.297 | 550769.085 |
| TLE2102 | 105-52.25 | 80.00 | R | 823003.837 | 550648.072 |
| TLE2103 | 105-52.40 | 70.00 | R | 822993.836 | 550648.179 |
| ERW7183 | 109-64.98 | 70.00 | R | 822991.995 | 551060.748 |
| ERW7184 | 110-24.98 | 70.00 | R | 822991.727 | 551120.747 |
| ERW7185 | 116-00.04 | 140.36 | R | 823059.518 | 551696.118 |
| ERW7186 | 116-98.98 | 400.07 | R | 823318.787 | 551796.214 |
| ERW7187 | 117-73.18 | 1304.35 | R | 824222.729 | 551874.455 |
| ERW7264 | 117-79.64 | 942.00 | R | 823860.347 | 551879.291 |

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00 & 0.C. DEED DOC. 606150.
STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.




KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.21
AMENDMENT NO: 1

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21-4.21 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE May 22, 2014
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT 12:00 PM ON May 28, 2014 AS DOCUMENT # 1664567 AND FILED IN File 1 OF TPP PG 201
Julie Gagel
SIGNATURE OF REGISTER OF DEEDS
1664507



4.21
PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : g_splinter
PLOT DATE : 5/22/2014
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040421_RP.dgn
APPRAISAL PLAT DATE :

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.21

## USH 10 / STH 441, CTH CB - S. ONEIDA ST.

PART OF LOT 1 OF CSM 2503 AND LANDS IN THE SW 1/4 OF THE SW 1/4 OF SECTION 1 AND LANDS IN THE NW 1/4 OF THE NW 1/4 OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 17 EAST, CITY OF MENASHA, WINNEBAGO COUNTY, WISCONSIN.

### RELOCATION ORDER USH 10/STH 441 WINNEBAGO 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 120 | UNIVERSITY CONDOMINIUMS I | TLE | - | - | 0.039 |
| 128 | UNIVERSITY CONDOMINIUMS II | TLE | - | - | 0.125 |
| 129 | ANCHOR BANK | TLE | - | - | 0.031 |
| 131 | SGS REAL ESTATE, INC. | FEE | 0.006 | - | - |
| 132 | JAVA LEASING, LLC | FEE/TLE | 0.001 | - | 0.029 |
| 133 | NBT MORTGAGE SERVICING SOLUTIONS, LLC | TLE | - | - | 0.073 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | VOL |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | PG | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | (3/4" IRON REBAR UNLESS NOTED) | PROPOSED R/W LINE | |
| R/W MONUMENT | ●(SET) | EXISTING H.E. LINE | |
| R/W STANDARD | ▲(SET) | PROPERTY LINE | |
| SIGN | ISIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | PLS 2650 | CORPORATE LIMITS | |
| | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PRR000 | QUARTER LINE | |
| PARCEL NUMBER | 102 | SIXTEENTH LINE | |
| UTILITY NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-Y | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

### CONVENTIONAL UTILITY SYMBOLS

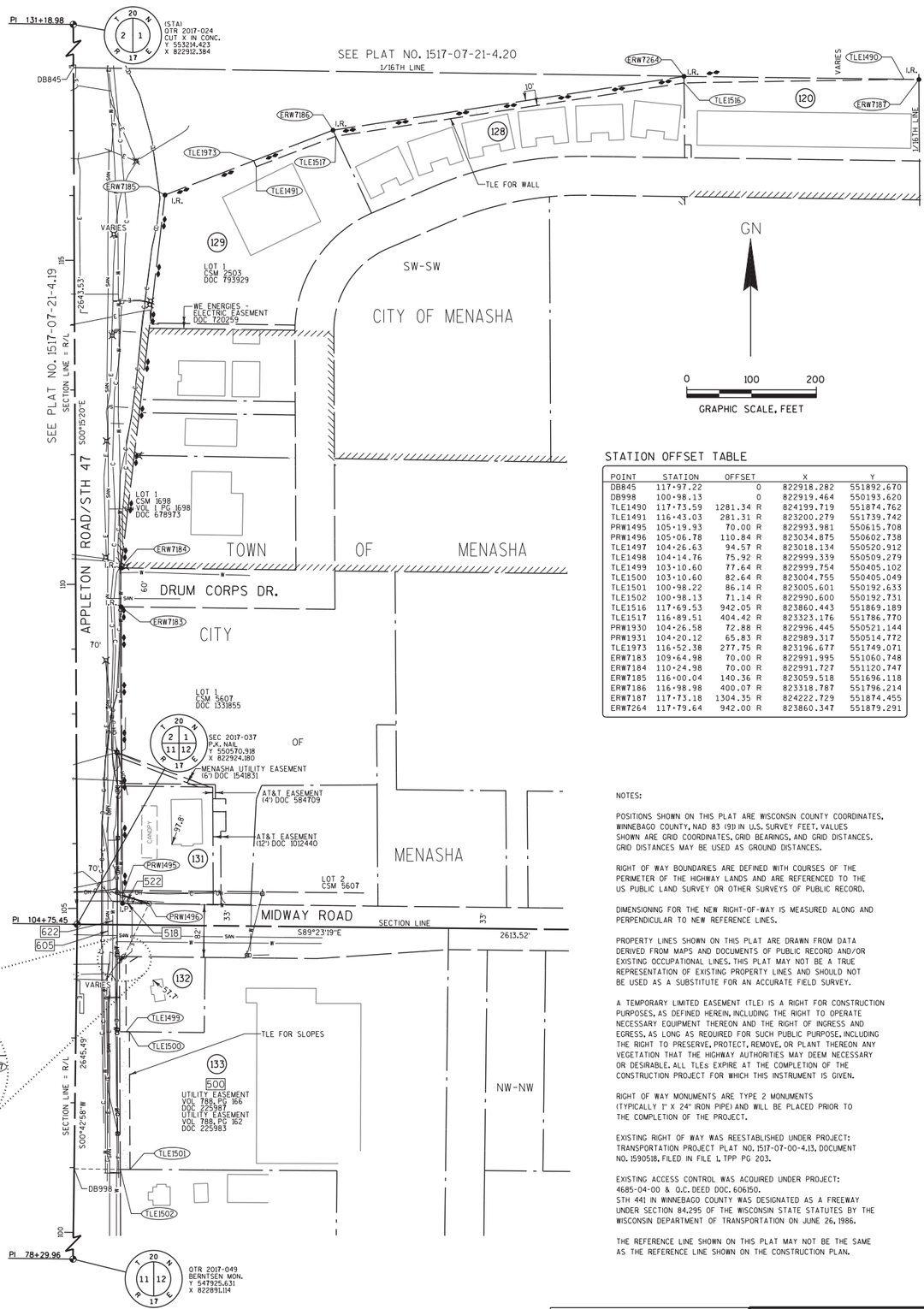
| | NON-COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

### COURSE TABLE NEW RIGHT OF WAY

| POINT | TO POINT | BEARING | DISTANCE |
|---|---|---|---|
| 2017049 | DB998 | N00°42'58"E | 2268.17 |
| DB998 | 2017037 | N00°42'58"E | 377.33 |
| 2017037 | DB845 | N00°15'20"W | 1321.77 |
| DB845 | ERW7187 | S89°12'00"E | 1304.57 |
| ERW7187 | ERW7264 | N89°14'08"W | 362.41 |
| ERW7264 | ERW7186 | S81°16'43"W | 547.90 |
| ERW7186 | ERW7185 | S68°53'24"W | 277.92 |
| ERW7185 | ERW7184 | S06°43'11"W | 579.35 |
| ERW7184 | ERW7183 | S00°15'22"E | 60.00 |
| ERW7183 | PRW1495 | S0°15'20"E | 445.04 |
| PRW1495 | PRW1496 | S72°24'13"E | 42.90 |
| PRW1496 | PRW1930 | S25°13'12"W | 90.19 |
| PRW1930 | PRW1931 | S48°12'06"W | 9.56 |
| PRW1931 | TLE1502 | S0°13'42"E | 322.04 |
| TLE1502 | DB998 | N89°17'02"W | 71.14 |

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 518 | MENASHA UTILITIES - ELECTRIC | RELEASE OF RIGHTS |
| 522 | TOWN OF MENASHA - WATER | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENT |
| 622 | TOWN OF MENASHA - WATER | UTILITY AGREEMENT |




### STATION OFFSET TABLE

| POINT | STATION | OFFSET | X | Y |
|---|---|---|---|---|
| DB845 | 117-97.22 | 0 | 822918.282 | 551892.670 |
| DB998 | 100-98.13 | 0 | 822919.464 | 550193.620 |
| TLE1490 | 117-73.59 | 1281.34 R | 824199.719 | 551874.762 |
| TLE1491 | 116-43.03 | 281.31 R | 823200.279 | 551739.742 |
| PRW1495 | 105-19.93 | 70.00 R | 822993.981 | 550615.708 |
| PRW1496 | 105-06.78 | 110.84 R | 823034.875 | 550602.738 |
| TLE1497 | 104-26.63 | 94.57 R | 823018.134 | 550520.912 |
| TLE1498 | 104-14.76 | 75.92 R | 822999.339 | 550509.279 |
| TLE1499 | 103-10.60 | 77.64 R | 822999.754 | 550405.102 |
| TLE1500 | 103-10.60 | 82.64 R | 823004.755 | 550405.049 |
| TLE1501 | 100-98.22 | 86.14 R | 823005.601 | 550192.633 |
| TLE1502 | 100-98.13 | 71.14 R | 822990.600 | 550192.731 |
| TLE1516 | 117-69.53 | 942.05 R | 823860.443 | 551869.189 |
| TLE1517 | 116-89.51 | 404.42 R | 823323.176 | 551786.770 |
| PRW1930 | 104-26.58 | 72.88 R | 822996.445 | 550521.144 |
| PRW1931 | 104-20.12 | 65.83 R | 822989.317 | 550514.772 |
| TLE1973 | 116-52.38 | 277.75 R | 823196.677 | 551749.071 |
| ERW7183 | 109-64.98 | 70.00 R | 822991.995 | 551060.748 |
| ERW7184 | 110-24.98 | 70.00 R | 822991.727 | 551120.747 |
| ERW7185 | 116-00.04 | 140.36 R | 823059.518 | 551696.118 |
| ERW7186 | 116-98.98 | 400.07 R | 823318.787 | 551796.214 |
| ERW7187 | 117-73.18 | 1304.35 R | 824222.729 | 551874.455 |
| ERW7264 | 117-79.64 | 942.00 R | 823860.347 | 551879.291 |

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

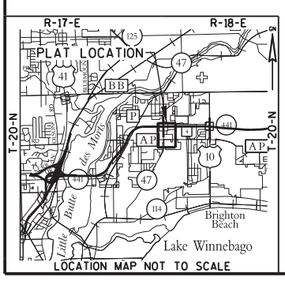
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: TRANSPORTATION PROJECT PLAT NO. 1517-07-00-4.13, DOCUMENT NO. 1590518, FILED IN FILE 1, TPP PG 203.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT: 4685-04-00 & O.C. DEED DOC. 606150. STH 441 IN WINNEBAGO COUNTY WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF THE WISCONSIN STATE STATUTES BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION ON JUNE 26, 1986.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.




KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.21 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE 01/27/14
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE Cynthia Eisen DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21-4.21
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT ___ M ON 2/25/2014 AS DOCUMENT # 1658577 AND FILED IN File 1 of TPP 243

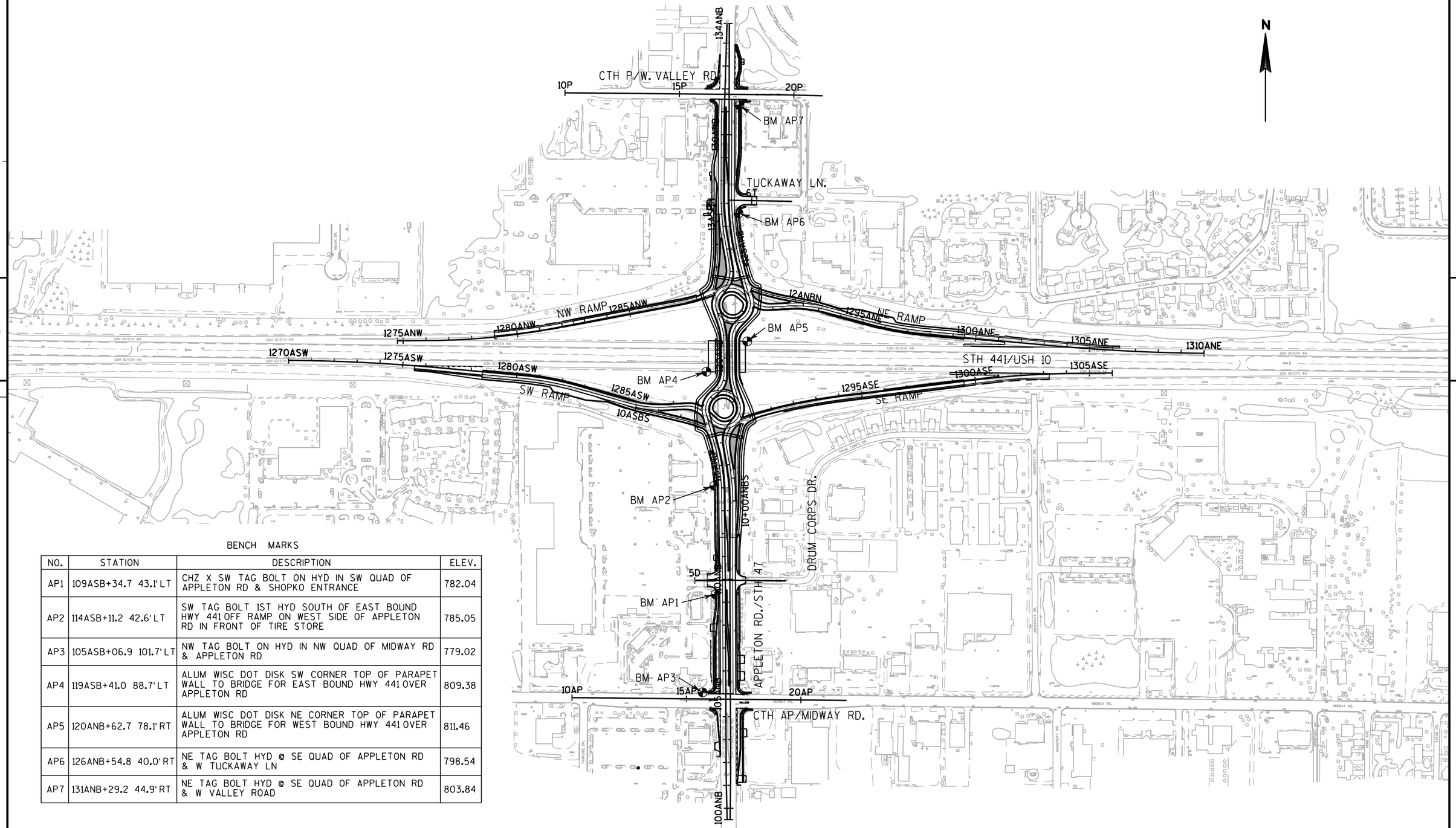
SIGNATURE OF REGISTER OF DEEDS

1658577



4.21

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : g_splinter
PLOT DATE : 2/6/2014
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040421_RP.dgn
APPRAISAL PLAT DATE :




BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| AP1 | 109ASB+34.7 43.1'LT | CHZ X SW TAG BOLT ON HYD IN SW QUAD OF APPLETON RD & SHOPKO ENTRANCE | 782.04 |
| AP2 | 114ASB+11.2 42.6'LT | SW TAG BOLT 1ST HYD SOUTH OF EAST BOUND HWY 441 OFF RAMP ON WEST SIDE OF APPLETON RD IN FRONT OF TIRE STORE | 785.05 |
| AP3 | 105ASB+06.9 101.7'LT | NW TAG BOLT ON HYD IN NW QUAD OF MIDWAY RD & APPLETON RD | 779.02 |
| AP4 | 119ASB+41.0 88.7'LT | ALUM WISC DOT DISK SW CORNER TOP OF PARAPET WALL TO BRIDGE FOR EAST BOUND HWY 441 OVER APPLETON RD | 809.38 |
| AP5 | 120ANB+62.7 78.1'RT | ALUM WISC DOT DISK NE CORNER TOP OF PARAPET WALL TO BRIDGE FOR WEST BOUND HWY 441 OVER APPLETON RD | 811.46 |
| AP6 | 126ANB+54.8 40.0'RT | NE TAG BOLT HYD @ SE QUAD OF APPLETON RD & W TUCKAWAY LN | 798.54 |
| AP7 | 131ANB+29.2 44.9'RT | NE TAG BOLT HYD @ SE QUAD OF APPLETON RD & W VALLEY ROAD | 803.84 |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | BENCHMARKS | SHEET E |
|---|---|---|---|---|

OSHKOSH AVENUE LLC

PIGGLY WIGGLY

VANZEELAND COMPANIES

NORTH SHORE BANK ESB

TLE

PROPOSED R/W

R/W

CAUTION

CTH AP MIDWAY RD

R/L APPLETON RD/STH 47 SB

APPLETON RD/STH 47 SB

R/L CTH AP/MIDWAY RD

STA.104ASB+76.57=
STA.16AP+72.24

100ASB 101ASB 102ASB 103ASB 104ASB 105ASB 106ASB

100ANB 101ANB 102ANB 103ANB 104ANB 105ANB 106ANB

R/L APPLETON RD/STH 47 NB

BEGIN PROJECT 1517-75-78
STA 101ANB+07.32

MATCH EXISTING PAVEMENT EDGE

APPLETON RD/STH 47 NB

STA.104ANB+76.28=
ATA.16AP+92.24

17AP

SLOPE INTERCEPTS (TYP)

WALDOCH/RICHARD

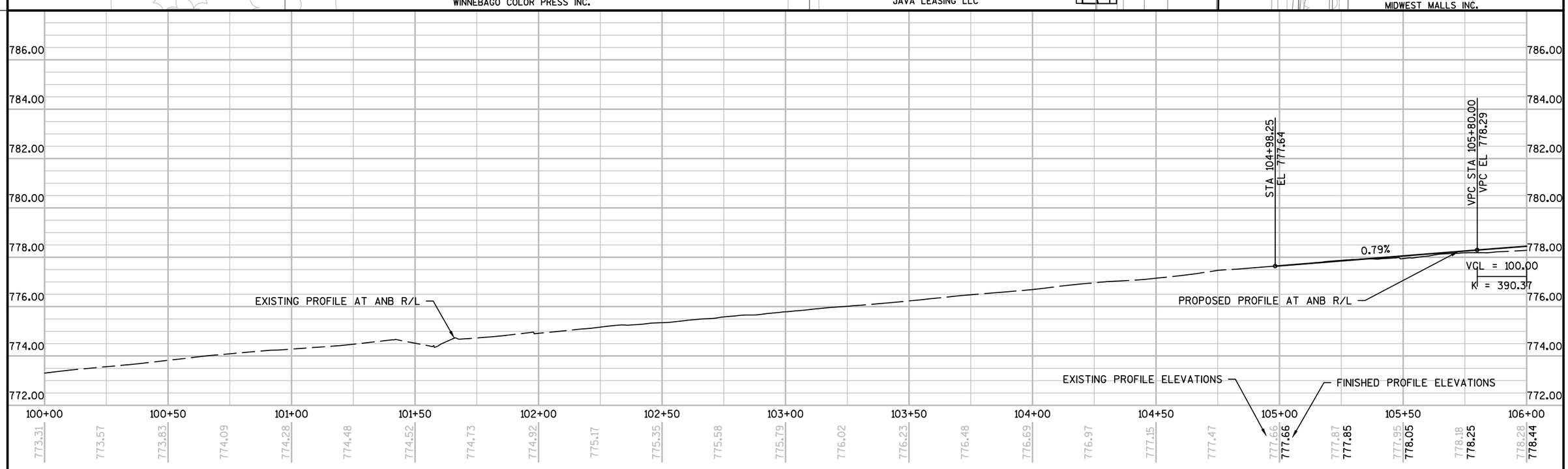
WINNEBAGO COLOR PRESS INC.

JAVA LEASING LLC

MIDWEST MALLS INC.

5

5




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 NB | SHEET 371 | E |
|---|---|---|---|---|---|


FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_ANB_PP.DWG
LAYOUT NAME - 050101_PP

PLOT DATE : 10/31/2014 12:55 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

NORTH SHORE BANK ESB

TLE

SLOPE INTERCEPTS (TYP)

PROPOSED R/W

R/W

FAZOLI'S RESTAURANTS INC.

COMMERCIAL ENTRANCE

SHOPKO STORES

BM AP1

CAUTION

R/L APPLETON RD/STH 47 SB

MATCH EXISTING PAVEMENT EDGE

APPLETON RD/STH 47 SB

STA.109ASB+96.43=
STA.6D+33.52

BEGIN FULL RECONSTRUCTION
STA.111ASB+83.73

106ASB 107ASB 108ASB 109ASB 110ASB 111ASB 112ASB

R/L DRUM CORPS DR

106ANB 107ANB 108ANB 109ANB 110ANB 111ANB 112ANB

STA.109ANB+93.32=
STA.6D+53.52

R/L APPLETON RD/STH 47 NB

APPLETON RD/STH 47 NB

BEGIN FULL RECONSTRUCTION
STA.111ANB+83.73

MATCH EXISTING PAVEMENT EDGE

DRUM CORPS DRIVE

SLOPE INTERCEPTS (TYP)

MIDWEST MALLS INC.

THE SALVATION army INC.

TORNADO ALLEY ENTERPRISES LLC.

5

5

788.00
786.00
784.00
782.00
780.00
778.00
776.00
774.00

VPI STA 106+30.00
VPI EL 778.688

VPT STA 106+80.00
VPT EL 778.96

VCL = 100.00
K = 390.37

VCL = 120.00
K = 196.07

PROPOSED PROFILE AT ANB R/L

0.54%

EXISTING PROFILE AT ANB R/L

BEGIN FULL RECONSTRUCTION
STA.111ANB+83.73

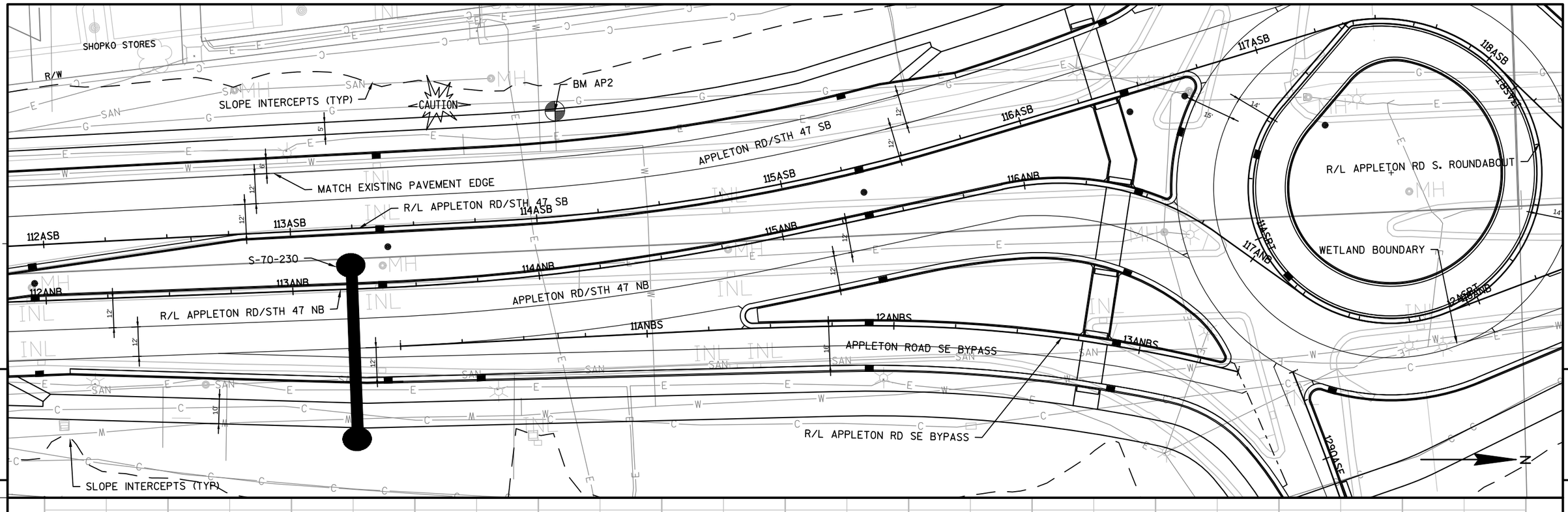
VPC STA 111+58.00
VPC EL 781.53

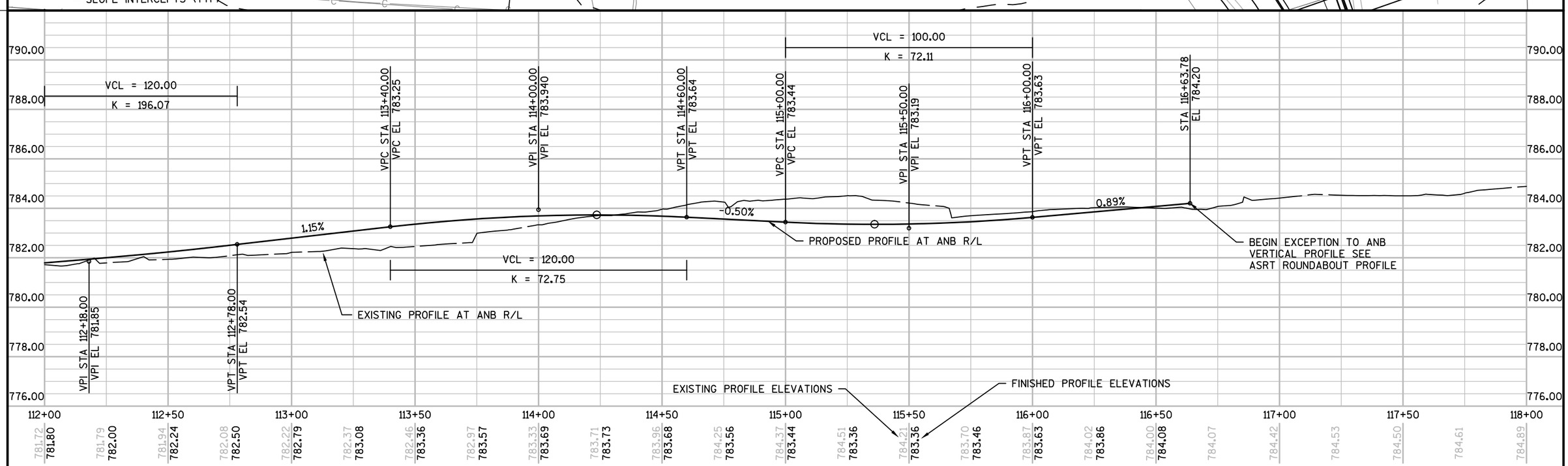
EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

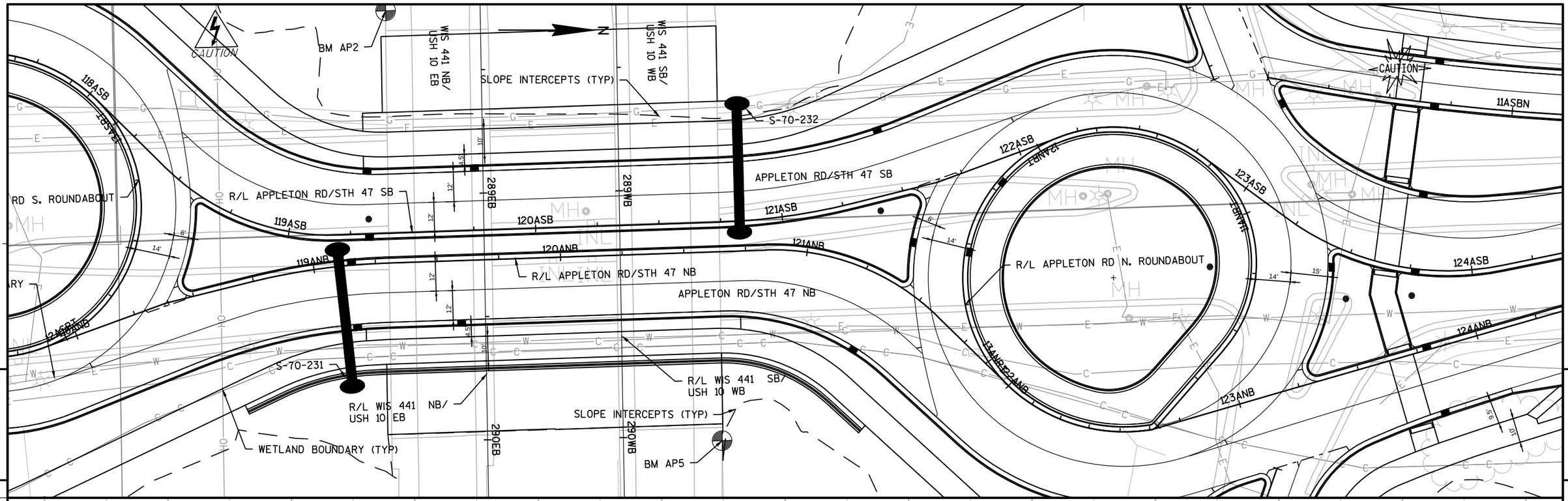
| 106+00 | 106+50 | 107+00 | 107+50 | 108+00 | 108+50 | 109+00 | 109+50 | 110+00 | 110+50 | 111+00 | 111+50 | 112+00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 778.28 | 778.42 | 778.59 | 778.76 | 778.90 | 779.02 | 779.18 | 779.31 | 779.44 | 779.57 | 779.72 | 779.90 | 780.04 |
| 778.44 | 778.62 | 778.78 | 778.93 | 779.06 | 779.20 | 779.33 | 779.47 | 779.60 | 779.74 | 779.87 | 780.00 | 780.14 |
| 780.10 | 780.26 | 780.46 | 780.58 | 780.71 | 780.86 | 780.97 | 781.14 | 781.25 | 781.38 | 781.51 | 781.72 | |
| 780.27 | 780.41 | 780.54 | 780.68 | 780.81 | 780.95 | 781.08 | 781.21 | 781.35 | 781.48 | 781.62 | 781.80 | |

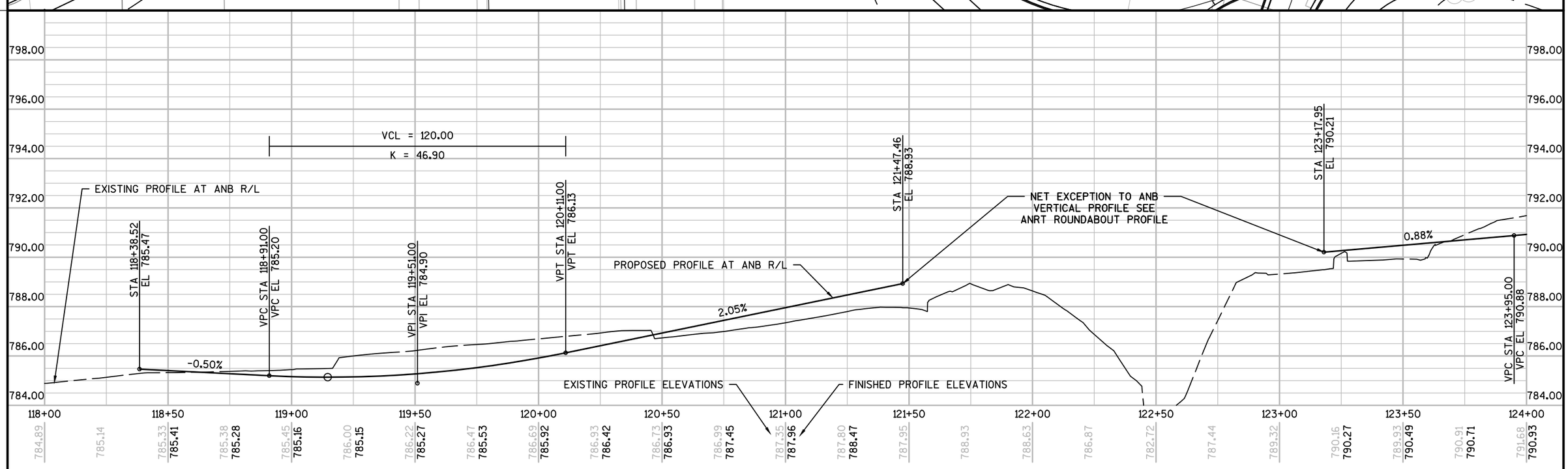
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 NB | SHEET 372 | E |
|---|---|---|---|---|---|



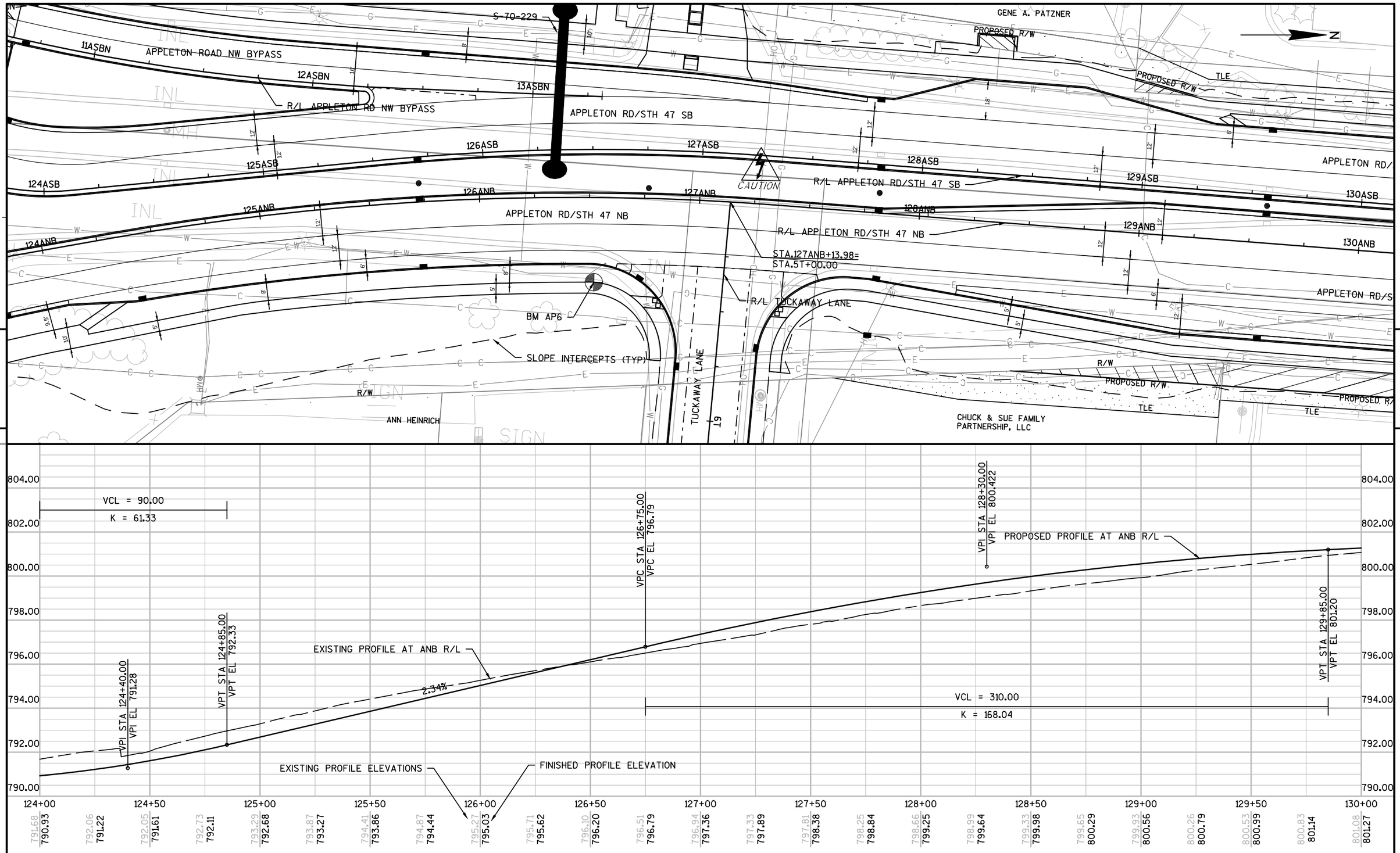

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 NB | SHEET 373 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 NB | SHEET 374 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_ANB_PP.DWG
LAYOUT NAME - 050104_PP
PLOT DATE : 10/31/2014 12:57 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 NB | SHEET 375 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_ANB_PP.DWG
LAYOUT NAME - 050105_PP

PLOT DATE : 10/31/2014 12:57 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME :

PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

ALAN E. & PAMELA S. SCHMEISER

SLOPE INTERCEPTS (TYP)

CAUTION

TLE

APPLETON RD/STH 47 SB

R/L APPLETON RD/STH 47 SB

130ASB

131ASB

132ASB

133ASB

134ASB

R/L APPLETON RD/STH 47 NB

130ANB

131ANB

132ANB

133ANB

134ANB

APPLETON RD/STH 47 NB

R/L CTHP/VALLEY RD

CTH P/VALLEY RD

BM AP7

PROPOSED R/W

SLOPE INTERCEPTS (TYP)

TLE

MCDONALDS CORPORATION

END FULL RECONSTRUCTION
STA.131ASB+55.51

STA.131ASB+76.91=
STA.16P+98.49

MATCH EXISTING EDGE OF PAVEMENT

END PROJECT 1517-75-78
STA 134ANB+79.121

STA.131ANB+76.51=
STA.17P+17.13

MATCH EXISTING EDGE OF PAVEMENT

END FULL RECONSTRUCTION
STA.131ANB+55.07

R/W

PROPOSED R/W

TLE

SLOPE INTERCEPTS (TYP)

18P

N

5

5

812.00
810.00
808.00
806.00
804.00
802.00
800.00
798.00

VCL = 310.00
K = 168.04

VPT STA 129+85.00
VPT EL 801.20

STA 131+55.07
EL 802.05

PROPOSED PROFILE AT ANB R/L

EXISTING PROFILE AT ANB R/L

0.50%

END FULL RECONSTRUCTION
STA.131ANB+55.07

END PROJECT 1517-75-78
STA.134ANB+79.12

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

| 129+50 | 130+00 | 130+50 | 131+00 | 131+50 | 132+00 | 132+50 | 133+00 | 133+50 | 134+00 | 134+50 | 134+86 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 800.53 / 800.99 | 800.83 / 801.14 | 801.08 / 801.27 | 801.30 / 801.40 | 801.49 / 801.52 | 801.67 / 801.65 | 801.80 / 801.77 | 801.93 / 801.90 | 802.03 / 802.02 | 802.19 | 802.30 | 802.37 | 802.43 | 802.48 | 802.47 | 802.42 | 802.40 | 802.35 | 802.27 | 802.18 | 801.99 | 801.76 / 801.73 |

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 NB | SHEET 376 | E |
|---|---|---|---|---|---|

OSHKOSH AVENUE LLC

PIGGLY WIGGLY

VANZEELAND COMPANIES

NORTH SHORE BANK ESB

TLE

PROPOSED R/W

XXXX XXXX

R/W

CTH AP
MIDWAY RD

16AP

CAUTION

R/L APPLETON RD/STH 47 SB

R/L CTH AP/MIDWAY RD

STA.104ASB+76.57=
STA.16AP+72.24

APPLETON RD/STH 47 SB

100ASB 101ASB 102ASB 103ASB 104ASB 105ASB 106ASB

100ANB 101ANB 102ANB 103ANB 104ANB 105ANB 106ANB

R/L APPLETON RD/STH 47 NB

BEGIN PROJECT 1517-75-78
STA 101ANB+07.32

MATCH EXISTING PAVEMENT EDGE

APPLETON RD/STH 47 NB

STA.104ANB+76.28=
ATA.16AP+92.24

17AP

12'

6'

5'

SLOPE INTERCEPTS (TYP)

WALDOCH/RICHARD

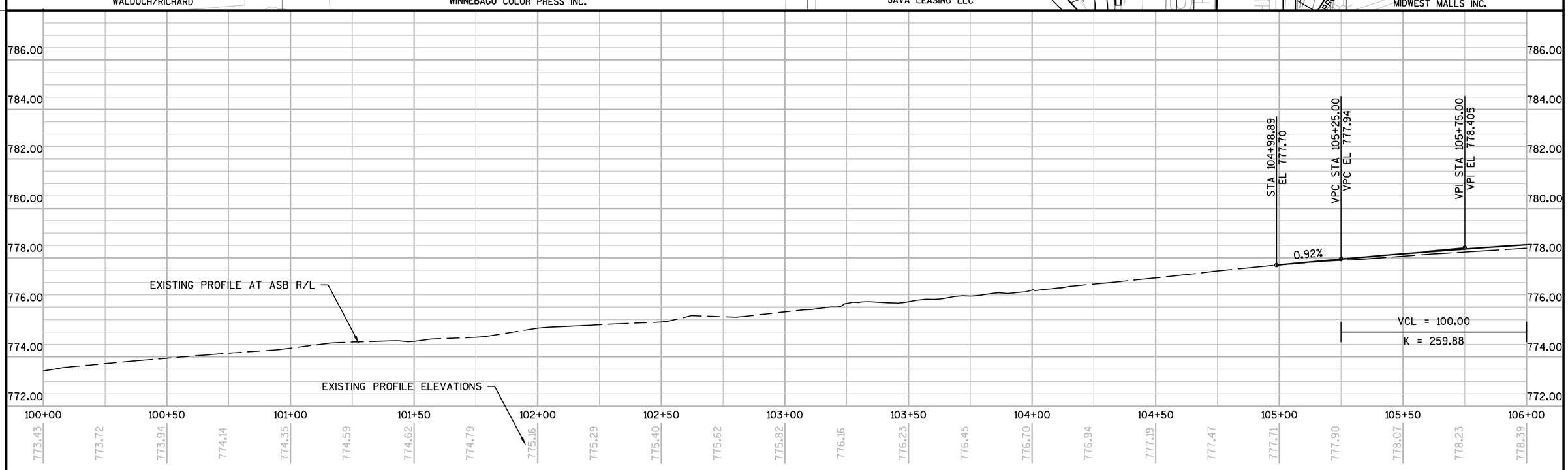
WINNEBAGO COLOR PRESS INC.

JAVA LEASING LLC

MIDWEST MALLS INC.

5

5




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 SB | SHEET 377 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_ASB_PP.DWG
LAYOUT NAME - 050107_PP

PLOT DATE : 10/31/2014 12:58 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

PROPOSED R/W

NORTH SHORE BANK ESB

TLE

SLOPE INTERCEPTS (TYP)

XXXX XXXX XXXX XXXX XXXX PROPOSED R/W XXXX XXXX

R/W

FAZOLI'S RESTAURANTS INC.

XXXX XXXX XXXX

COMMERCIAL ENTRANCE

SHOPKO STORES

R/W

BM AP1

CAUTION

R/L APPLETON RD/STH 47 SB

MATCH EXISTING PAVEMENT EDGE

APPLETON RD/STH 47 SB

STA.109ASB+96.43=
STA.6D+33.52

BEGIN FULL RECONSTRUCTION
STA.111ASB+83.73

106ASB 107ASB 108ASB 109ASB 110ASB 111ASB 112ASB

106ANB 107ANB 108ANB 109ANB 110ANB 111ANB 112ANB

R/L DRUM CORPS DR

R/L APPLETON RD/STH 47 NB

STA.109ANB+93.32=
STA.6D+53.52

MATCH EXISTING PAVEMENT EDGE

APPLETON RD/STH 47 NB

BEGIN FULL RECONSTRUCTION
STA.111ANB+83.73

DRUM CORPS DRIVE

CAUTION

SLOPE INTERCEPTS (TYP)

R/W

MIDWEST MALLS INC.

TLE

THE SALAVATION army INC.

TORNADO ALLEY ENTERPRISES LLC.

N

5

5

792.00
790.00
788.00
786.00
784.00
782.00
780.00
778.00

VCL = 120.00
K = 195.58

VPT STA 106+25.00
VPT EL 778.67

VPC STA 111+50.00
VPC EL 781.49

EXISTING PROFILE AT ASB R/L

0.54%

BEGIN FULL RECONSTRUCTION
STA.111ASB+83.73

PROPOSED PROFILE AT ASB R/L

EXISTING PROFILE ELEVATIONS

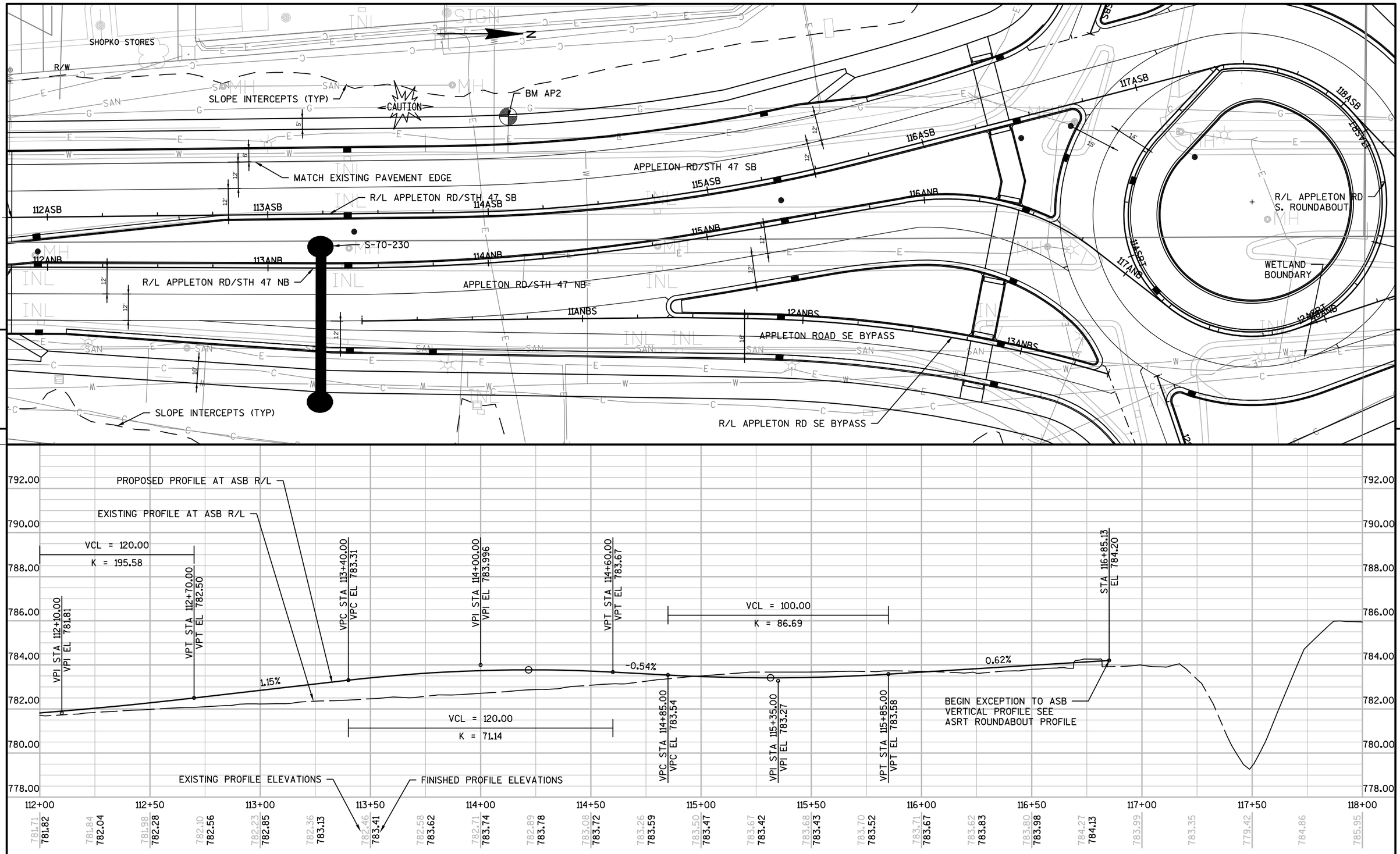
106+00 106+50 107+00 107+50 108+00 108+50 109+00 109+50 110+00 110+50 111+00 111+50 112+00

778.39 778.54 778.70 778.84 778.96 779.12 779.24 779.36 779.46 779.62 779.83 780.00 780.06 780.25 780.37 780.49 780.61 780.73 780.86 781.01 781.15 781.29 781.43 781.60 781.71

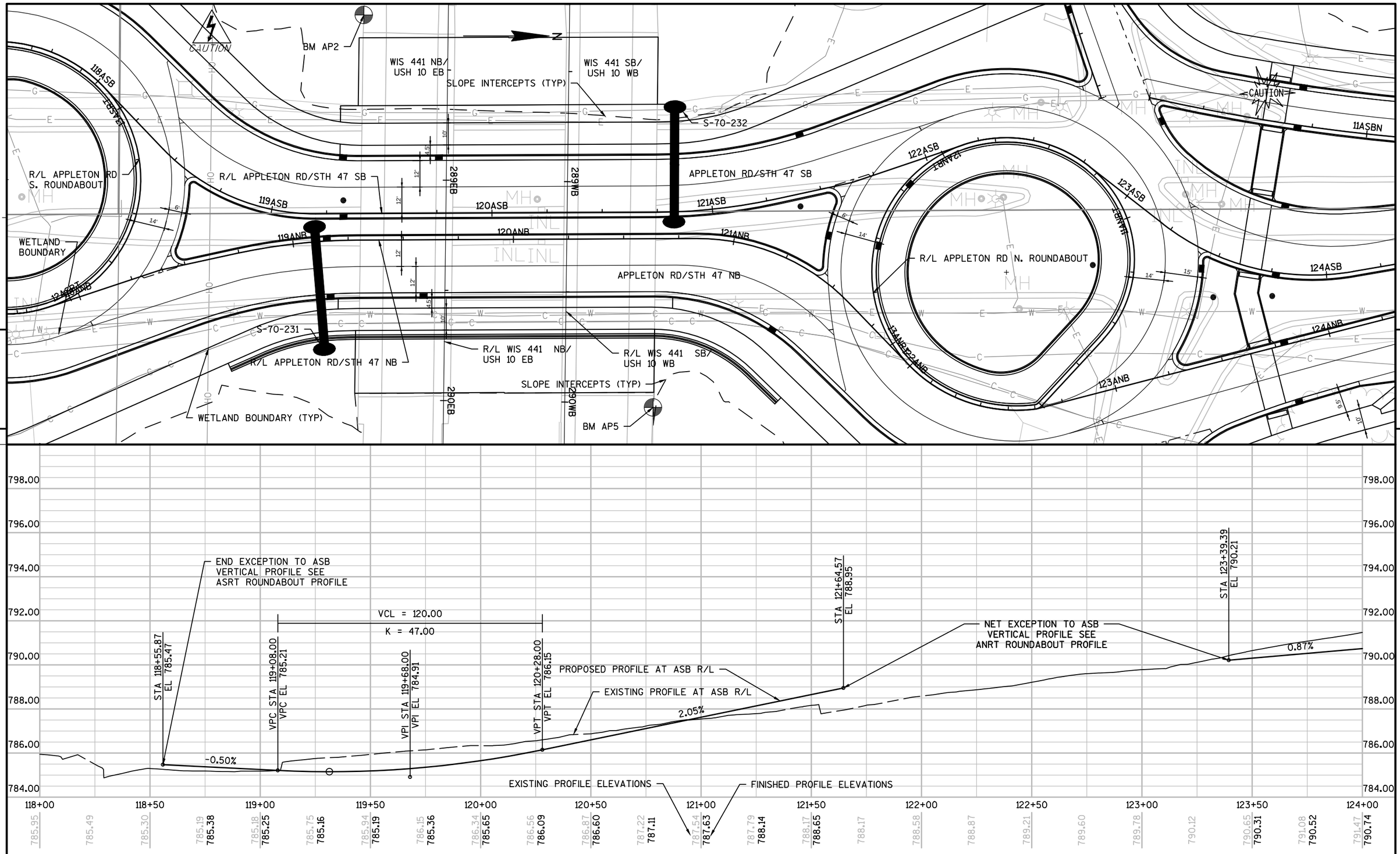
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 SB | SHEET 378 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_ASB_PP.DWG
LAYOUT NAME - 050108_PP

PLOT DATE : 10/31/2014 12:59 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

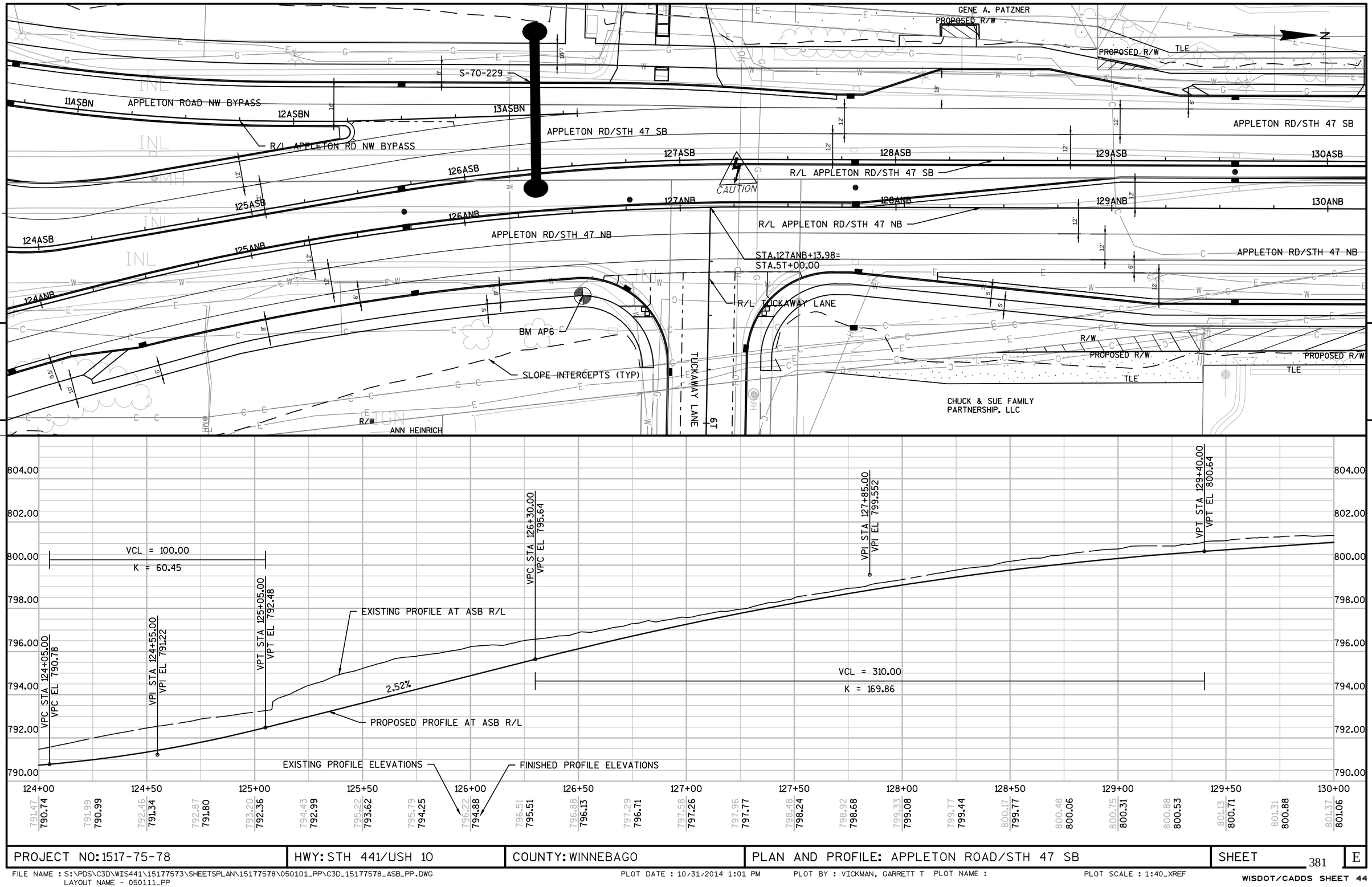



| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 SB | SHEET 379 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 SB | SHEET 380 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_ASB_PP.DWG
LAYOUT NAME - 050110_PP
PLOT DATE : 10/31/2014 1:00 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME :
PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 SB | SHEET 381 | E |
|---|---|---|---|---|---|

ALAN E. & PAMELA S. SCHMEISER

SLOPE INTERCEPTS (TYP)

CAUTION

TLE

APPLETON RD/STH 47 SB

R/L APPLETON RD/STH 47 SB

130ASB

131ASB

132ASB

133ASB

134ASB

R/L APPLETON RD/STH 47 NB

130ANB

131ANB

132ANB

133ANB

134ANB

APPLETON RD/STH 47 NB

R/L CTHP/VALLEY RD

BM APT

PROPOSED R/W

SLOPE INTERCEPTS (TYP)

TLE

MCDONALDS CORPORATION

CTH P/VALLEY RD

END FULL RECONSTRUCTION
STA.131ASB+55.51

STA.131ASB+76.91=
STA.16P+98.49

MATCH EXISTING EDGE
OF PAVEMENT

END PROJECT 1517-75-78
STA 134ANB+79.121

STA.131ANB+76.51=
STA.17P+17.13

MATCH EXISTING EDGE
OF PAVEMENT

END FULL RECONSTRUCTION
STA.131ANB+55.07

R/W

PROPOSED R/W

TLE

SLOPE INTERCEPTS (TYP)

18P

N

5

5

812.00
810.00
808.00
806.00
804.00
802.00
800.00
798.00

STA 131+55.51
EL 802.15

END FULL RECONSTRUCTION
STA.131ASB+55.51

EXISTING PROFILE AT ASB R/L

0.70%

PROPOSED PROFILE AT ASB R/L

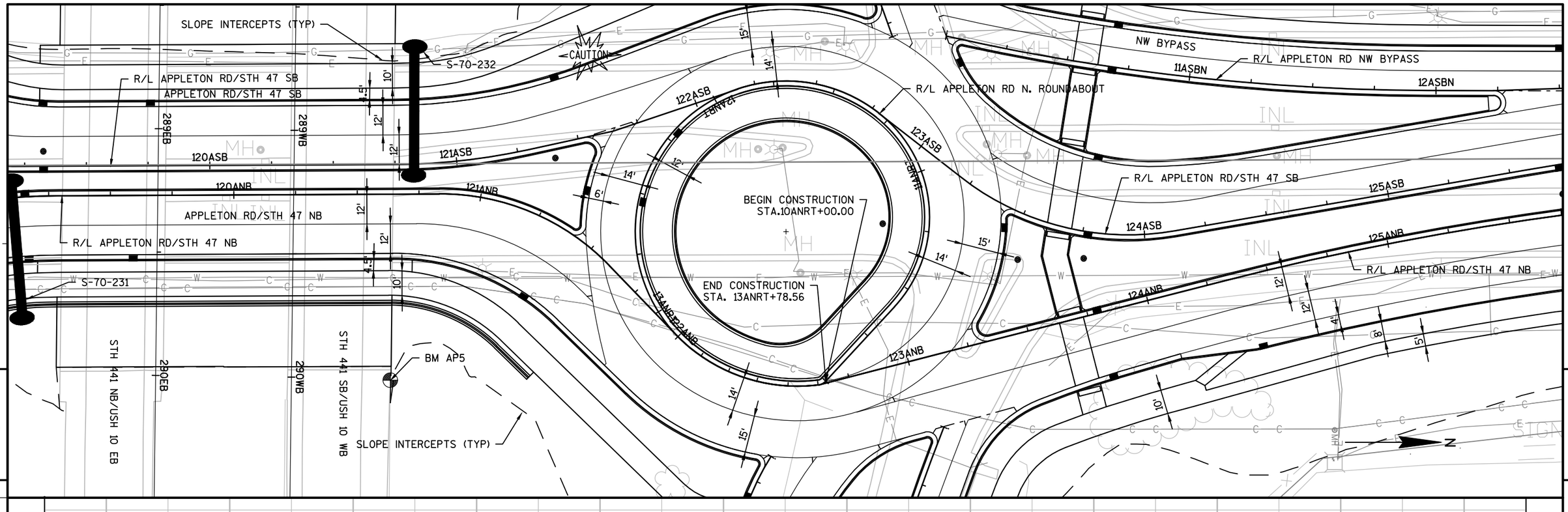
EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

| 129+50 | 130+00 | 130+50 | 131+00 | 131+50 | 132+00 | 132+50 | 133+00 | 133+50 | 134+00 | 134+50 | 134+86 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 801.13 | 801.31 | 801.37 | 801.17 | 801.41 | 801.61 | 801.77 | 802.04 | 802.11 | 802.26 | 802.34 | 802.39 |
| 800.71 | 800.88 | 801.06 | 801.23 | 801.41 | 801.58 | 801.76 | 801.93 | 802.11 | | | |

| 802.51 | 802.57 | 802.57 | 802.49 | 802.58 | 802.59 | 802.53 | 802.43 | 802.37 | 802.22 | 802.16 |
|---|---|---|---|---|---|---|---|---|---|---|

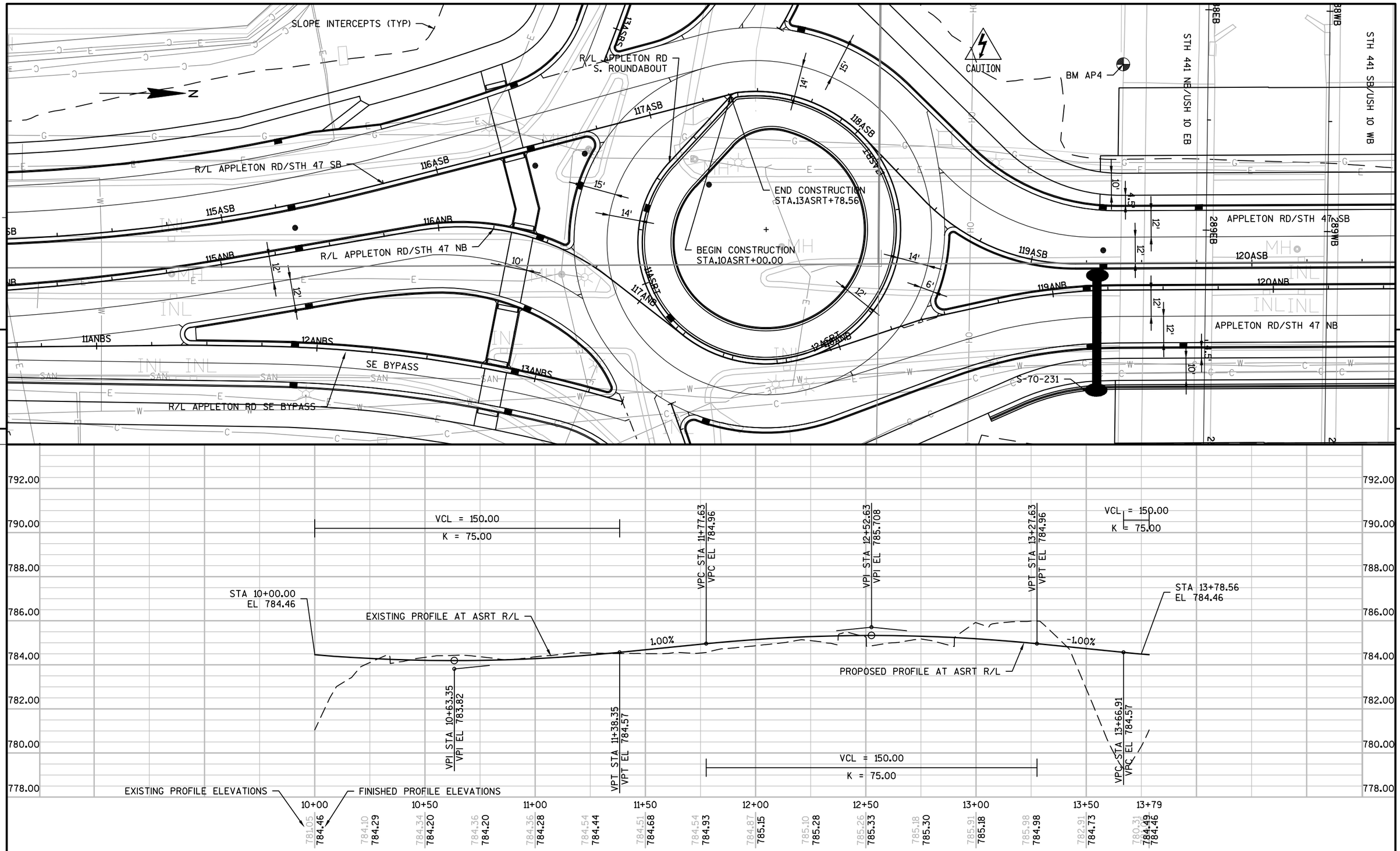
| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD/STH 47 SB | SHEET 382 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD N. ROUNDABOUT | SHEET 383 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_ANRT_PP.DWG
LAYOUT NAME - 050113_PP

PLOT DATE : 10/31/2014 1:02 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD S. ROUNDABOUT | SHEET 384 | E |
|---|---|---|---|---|---|

SLOPE INTERCEPTS (TYP)

R/L APPLETON RD/STH 47 NB

R/L APPLETON RD/ STH 47 SB

128ASB

128ANB

127ASB

127ANB

APPLETON RD/STH 47 SB

APPLETON RD/STH 47 NB

S-10-229

R/W

3ASBN

END OF CONSTRUCTION
STA.6T+22.69

R/W

12'

4'

6T

7T

TUCKAWAY LANE

CAUTION

12'

4'

SLOPE INTERCEPTS (TYP)

R/W

BM, AP6

SIGN

SIGN

N

5

5

804.00
802.00
800.00
798.00
796.00
794.00
792.00
790.00

STA 5+00.00
EL 797.66

VCL = 20.00
K = 5.04

VPC STA 5+60.00
VPC EL 797.58

VPI STA 5+80.00
VPI EL 798.059

VPT STA 6+00.00
VPT EL 798.27

STA 6+22.00
EL 798.50

-1.58%

2.39%

1.05%

PROPOSED PROFILE AT R/L

EXISTING PROFILE AT R/L

VPC STA 5+28.00
VPC EL 797.21

VPI STA 5+38.00
VPI EL 797.06

VPT STA 5+48.00
VPT EL 797.30

VCL = 40.00
K = 29.93

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

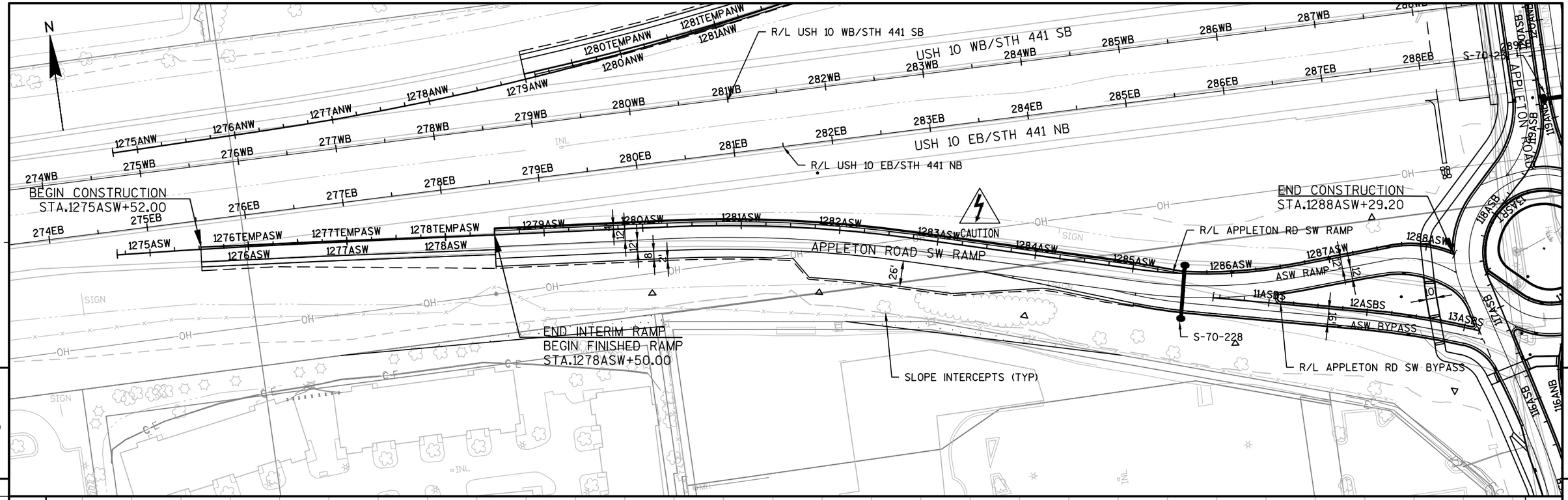
5+00 5+50 6+00 6+50 7+00 7+50 7+77

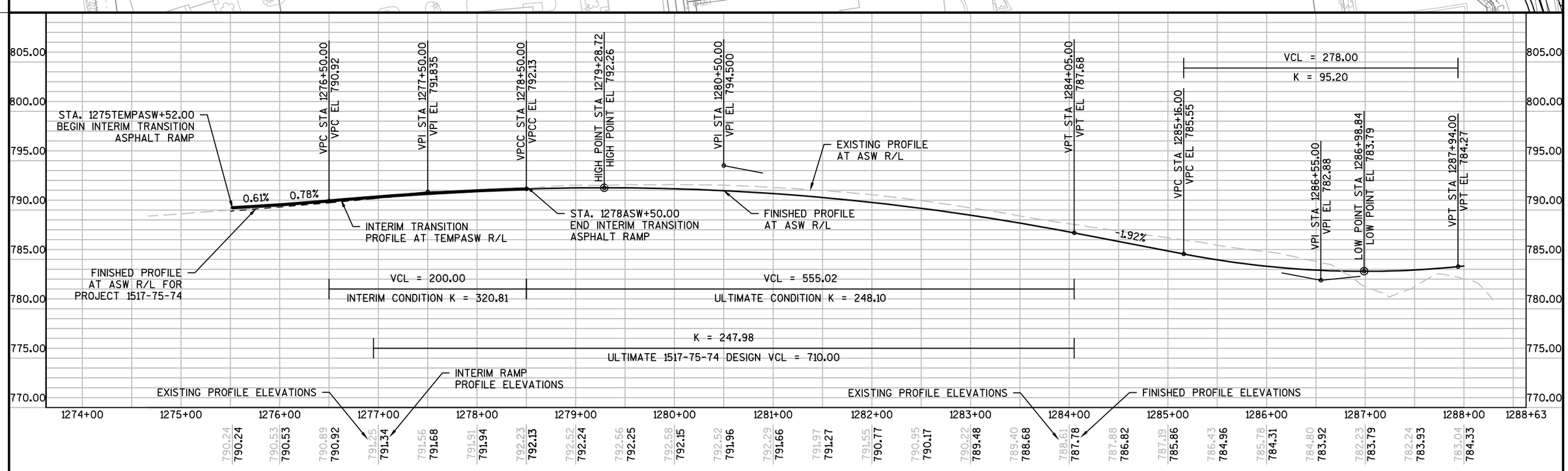
797.16 797.66 797.22 797.26 797.52 797.34 797.85 797.90 798.26 798.27 798.51 798.64 798.77 798.89 799.06 799.24 799.35 799.38

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: TUCKAWAY LANE | SHEET 385 | E |
|---|---|---|---|---|---|

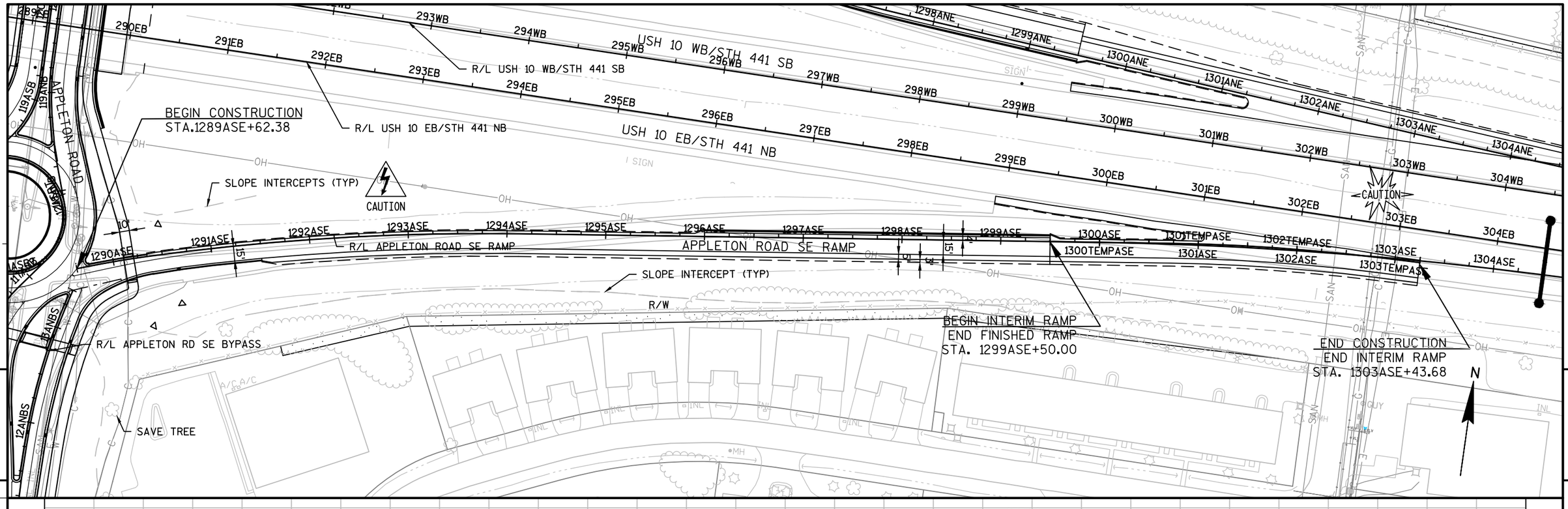
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_PP_TUCKAWAY.DWG
LAYOUT NAME - 050115_PP

PLOT DATE : 10/31/2014 1:04 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD SW RAMP | SHEET 386 E |
|---|---|---|---|---|

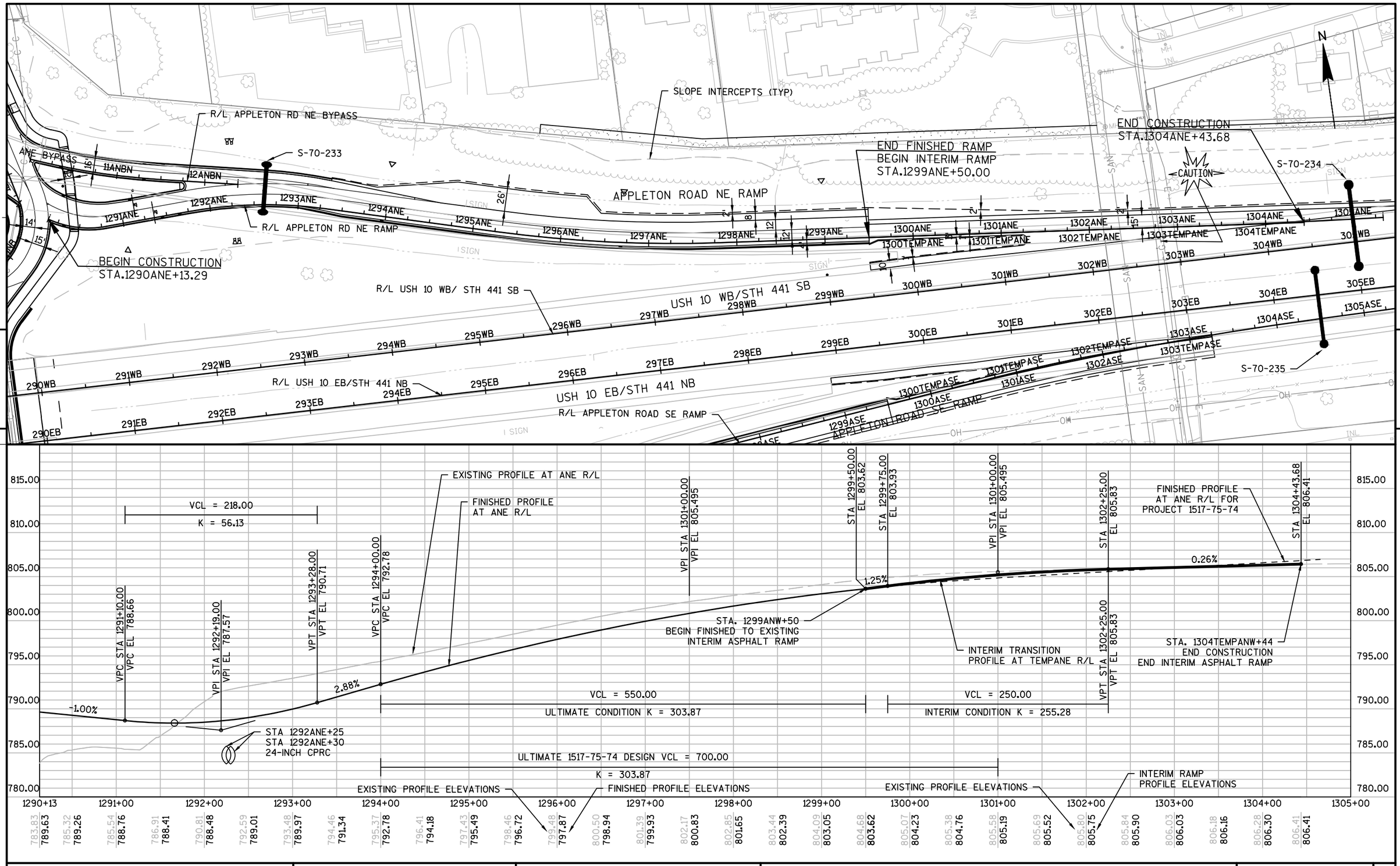



| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD SE RAMP | SHEET 387 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_PP_ASE.DWG
LAYOUT NAME - 050117_PP

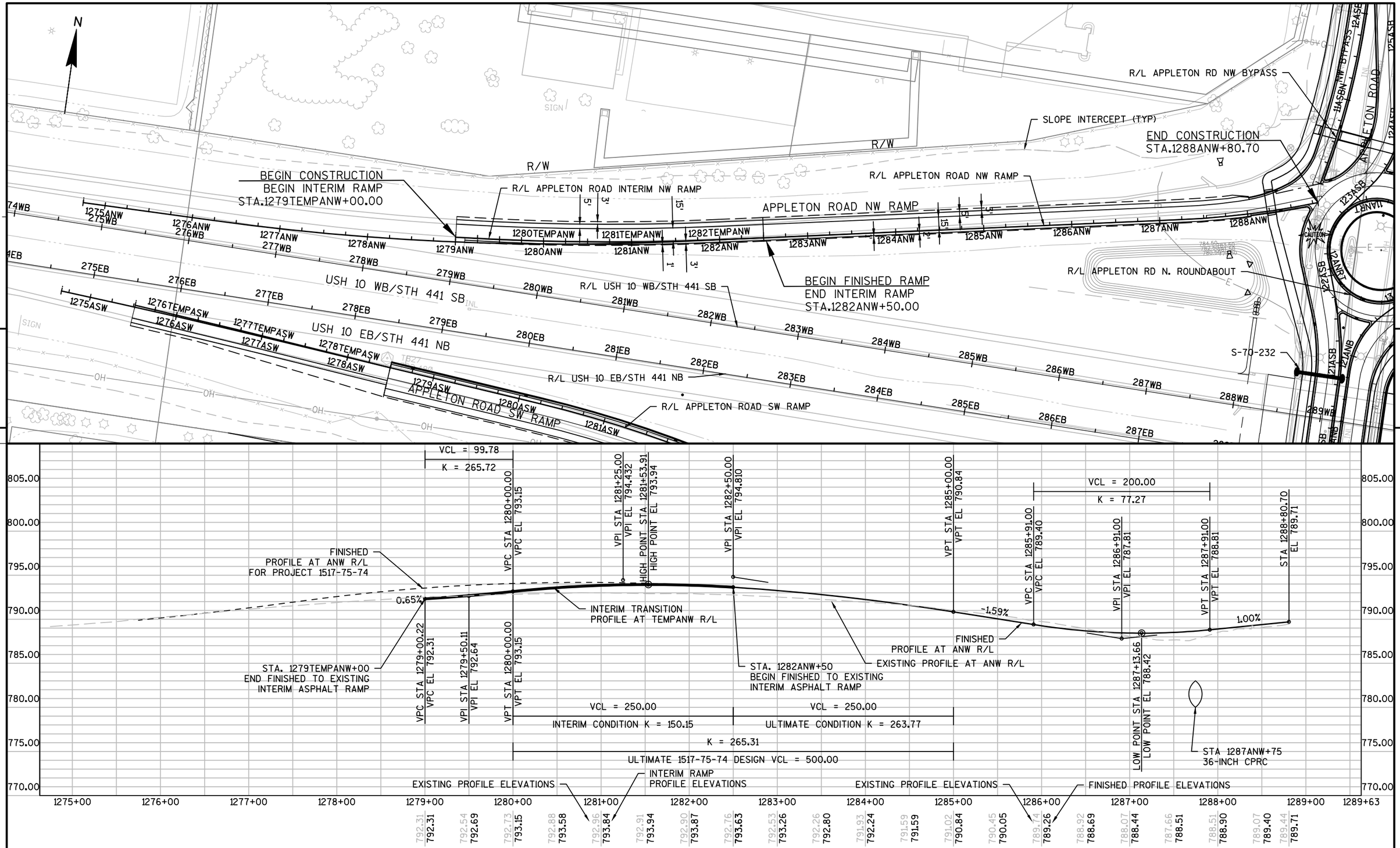
PLOT DATE : 1/6/2015 9:35 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44



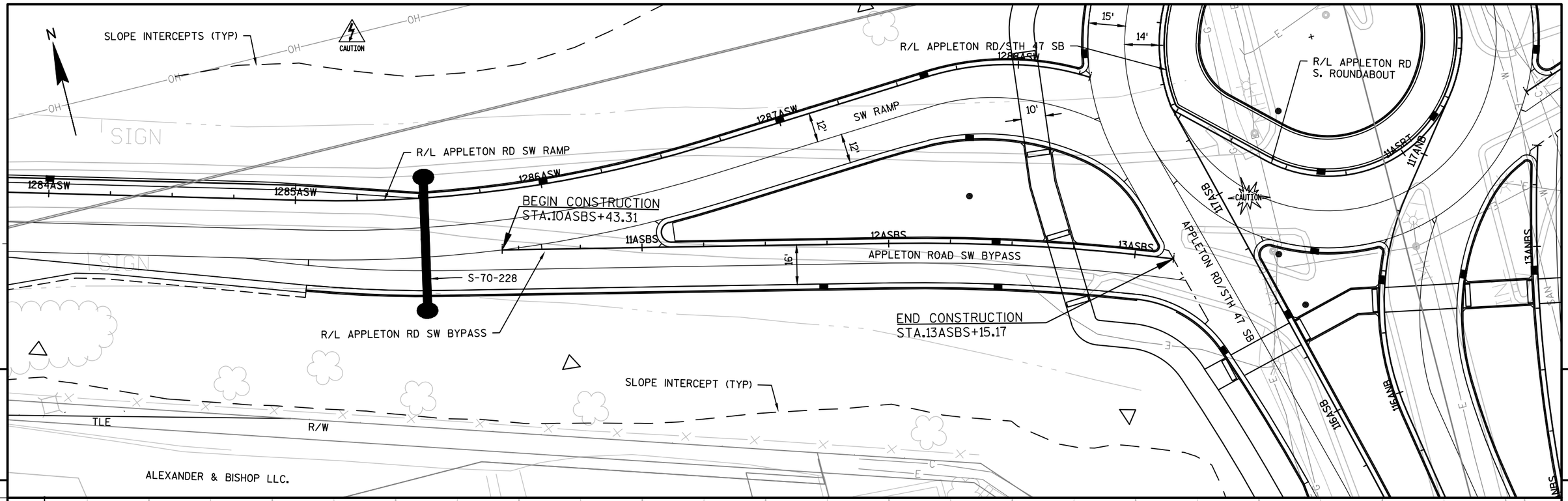

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD NE RAMP | SHEET 388 E |
|---|---|---|---|---|

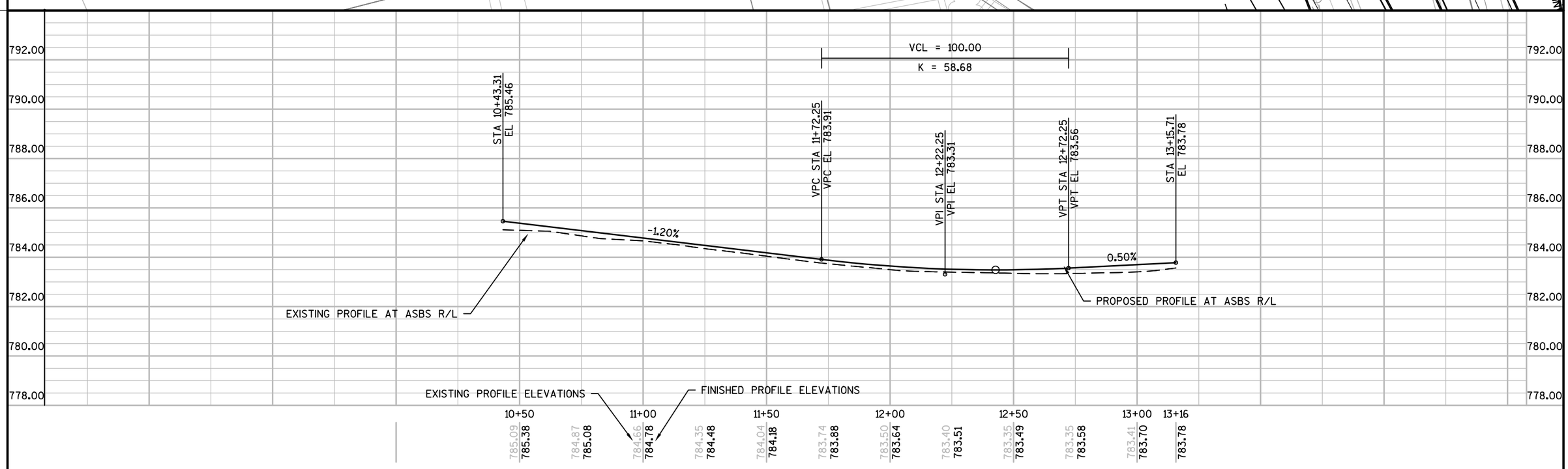
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_PP_ANE.DWG
LAYOUT NAME - 050119_PP
PLOT DATE : 1/6/2015 9:26 AM
PLOT BY : WALLNER, AARON J
PLOT NAME :
PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD NW RAMP | SHEET 389 | E |
|---|---|---|---|---|---|

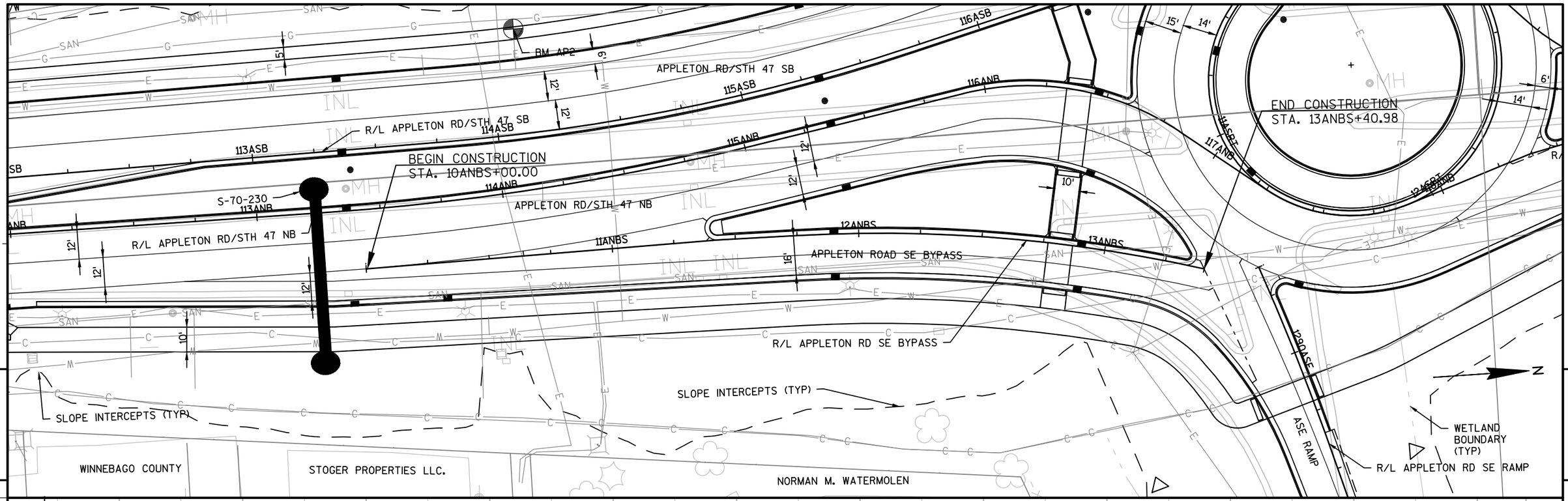

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_PP_ANW.DWG
LAYOUT NAME - 050120_PP
PLOT DATE : 1/6/2015 9:29 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

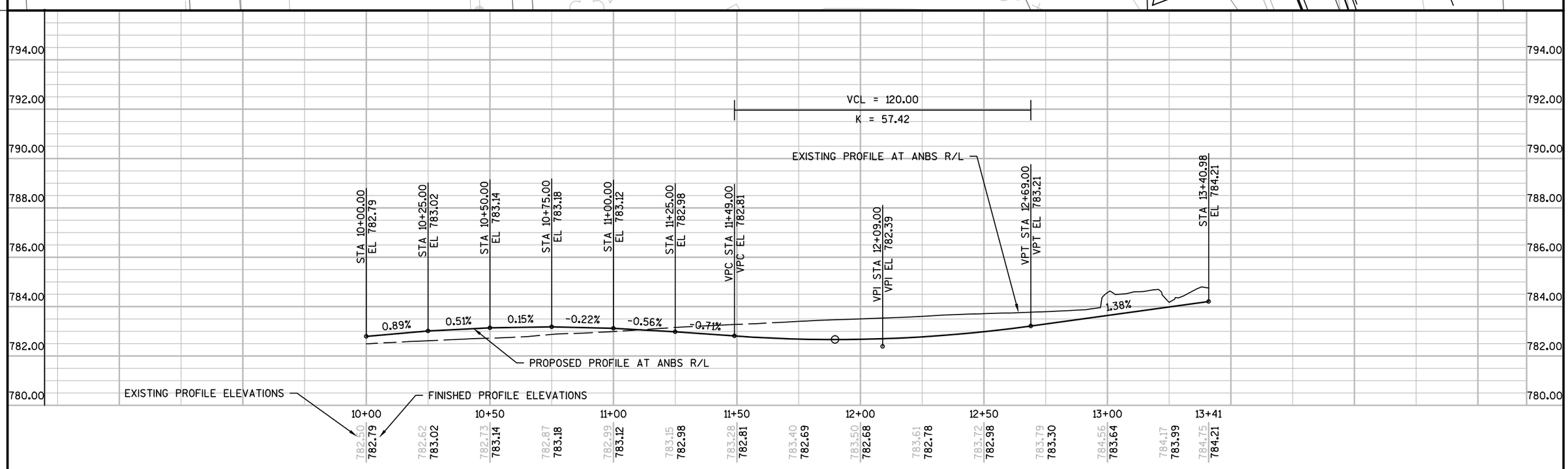


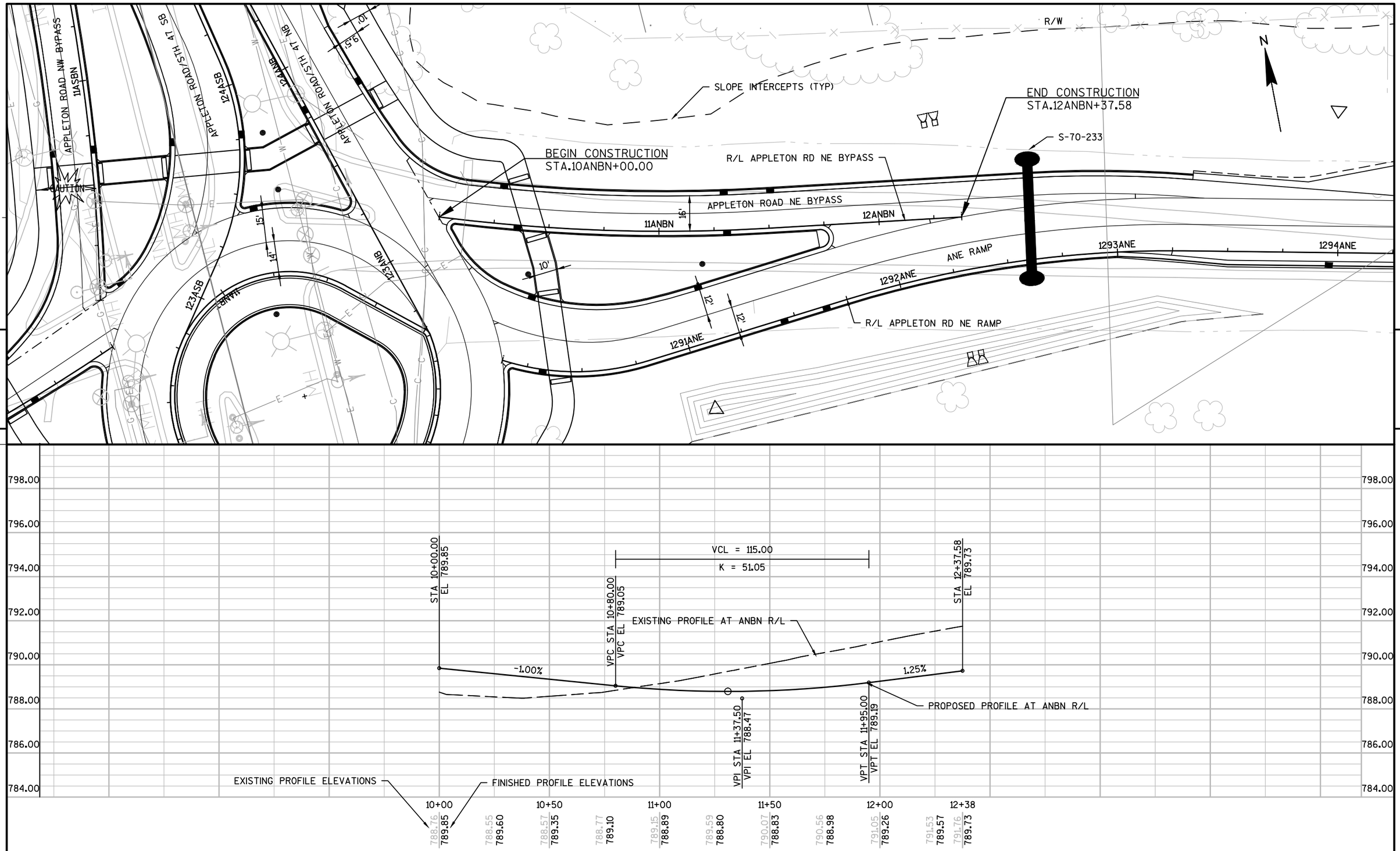

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD SW BYPASS | SHEET 390 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\050101_PP\C3D_15177578_PP_ASBS.DWG
LAYOUT NAME - 050121_PP
PLOT DATE : 10/31/2014 1:09 PM PLOT BY : VICKMAN, GARRETT T PLOT NAME : PLOT SCALE : 1:40_XREF

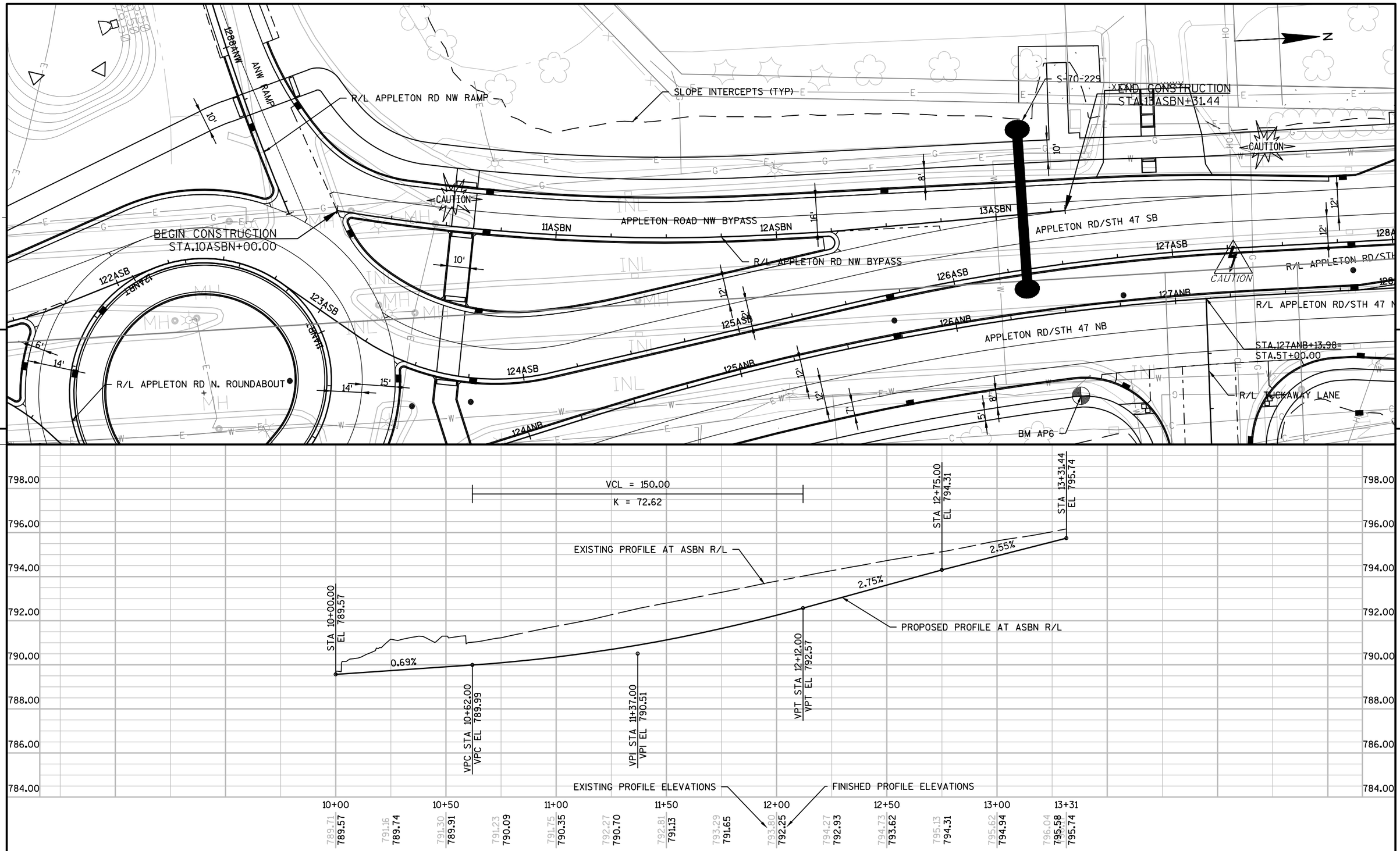


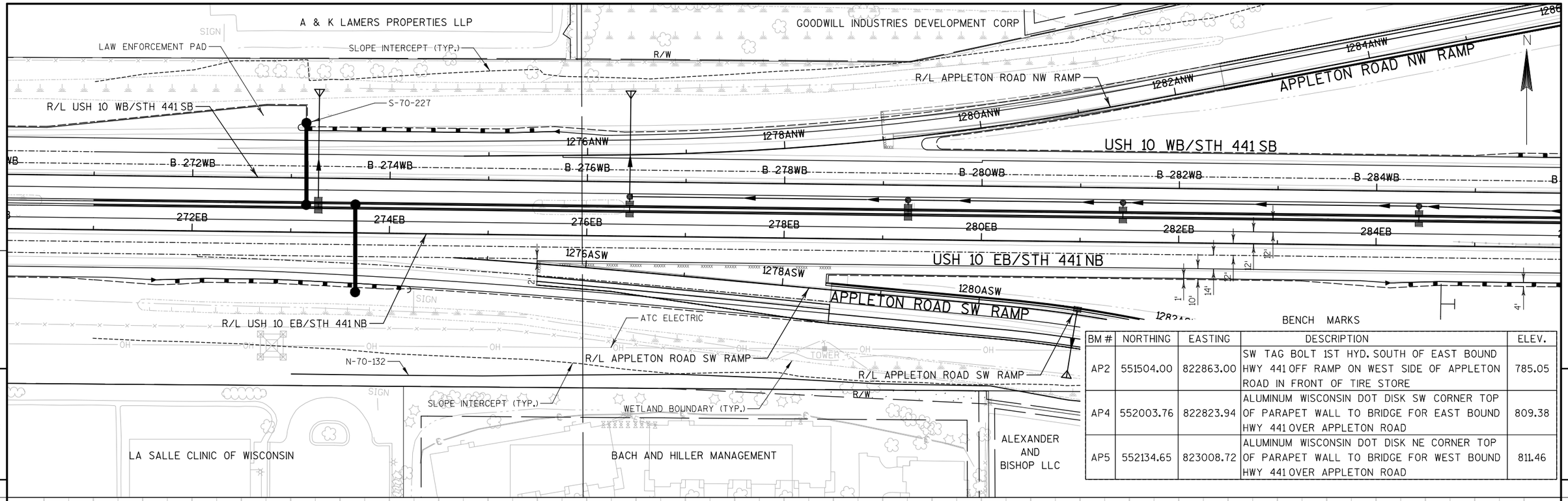

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD SE BYPASS | SHEET 391 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD NE BYPASS | SHEET 392 | E |
|---|---|---|---|---|---|



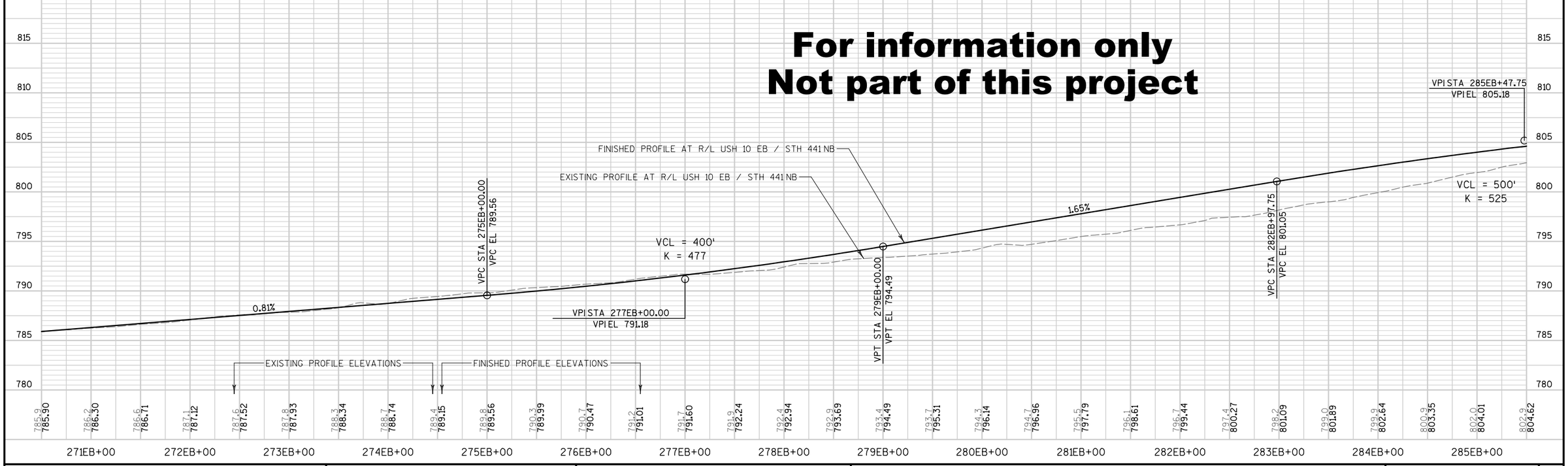

| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | PLAN AND PROFILE: APPLETON ROAD NW BYPASS | SHEET 393 | E |
|---|---|---|---|---|---|



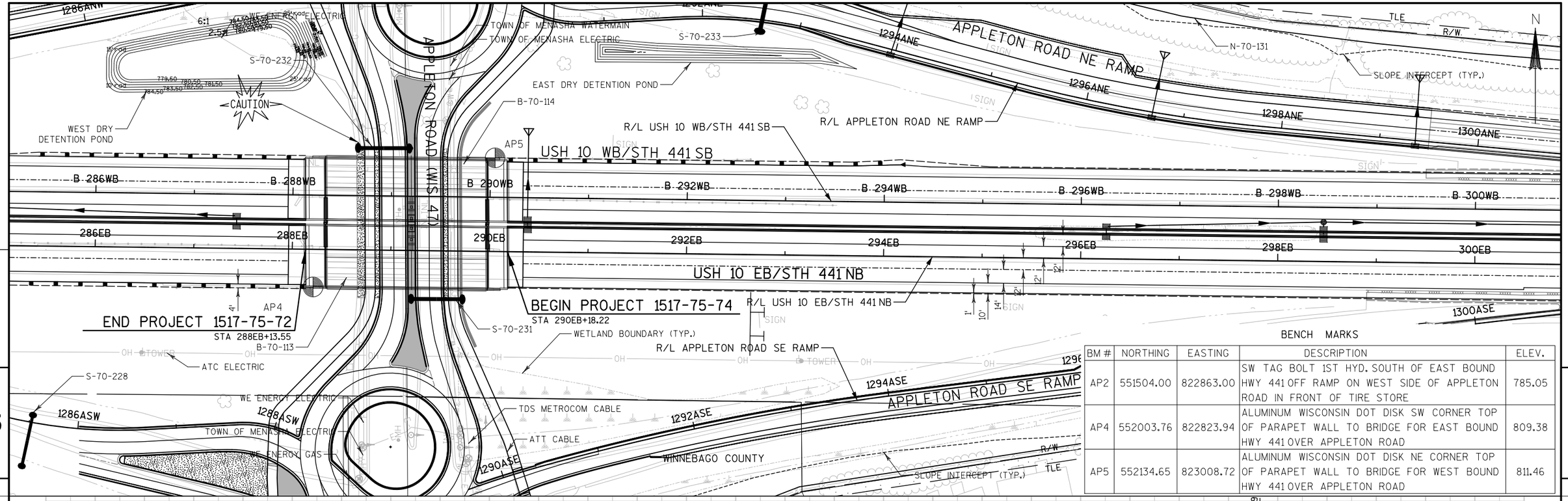

BENCH MARKS

| BM # | NORTHING | EASTING | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| AP2 | 551504.00 | 822863.00 | SW TAG BOLT 1ST HYD. SOUTH OF EAST BOUND HWY 441 OFF RAMP ON WEST SIDE OF APPLETON ROAD IN FRONT OF TIRE STORE | 785.05 |
| AP4 | 552003.76 | 822823.94 | ALUMINUM WISCONSIN DOT DISK SW CORNER TOP OF PARAPET WALL TO BRIDGE FOR EAST BOUND HWY 441 OVER APPLETON ROAD | 809.38 |
| AP5 | 552134.65 | 823008.72 | ALUMINUM WISCONSIN DOT DISK NE CORNER TOP OF PARAPET WALL TO BRIDGE FOR WEST BOUND HWY 441 OVER APPLETON ROAD | 811.46 |

**For information only**
**Not part of this project**

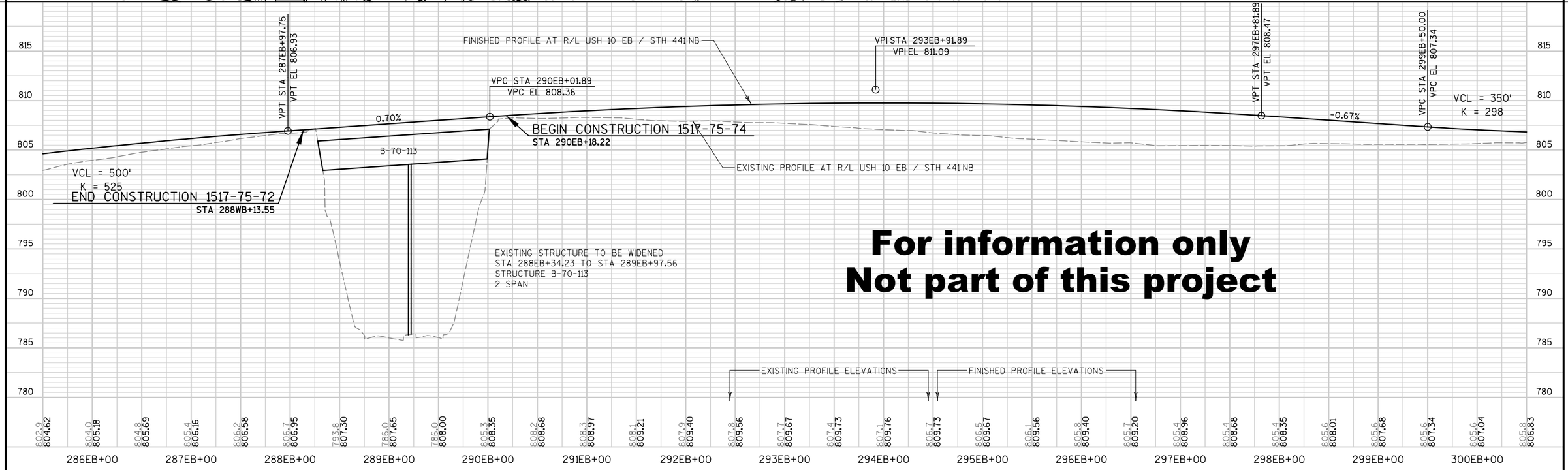



| PROJECT NO: 1517-75-72 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN & PROFILE: USH 10 EB/STH 441 NB | SHEET 394 | E |
|---|---|---|---|---|---|



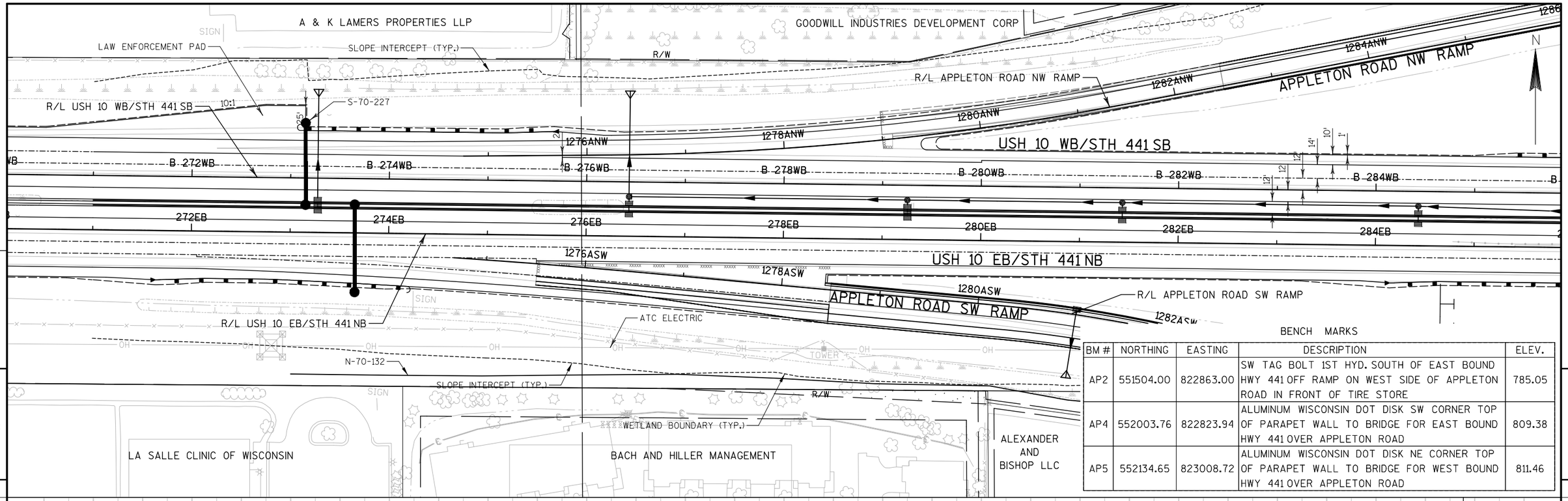

BENCH MARKS

| BM # | NORTHING | EASTING | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| AP2 | 551504.00 | 822863.00 | SW TAG BOLT 1ST HYD. SOUTH OF EAST BOUND HWY 441 OFF RAMP ON WEST SIDE OF APPLETON ROAD IN FRONT OF TIRE STORE | 785.05 |
| AP4 | 552003.76 | 822823.94 | ALUMINUM WISCONSIN DOT DISK SW CORNER TOP OF PARAPET WALL TO BRIDGE FOR EAST BOUND HWY 441 OVER APPLETON ROAD | 809.38 |
| AP5 | 552134.65 | 823008.72 | ALUMINUM WISCONSIN DOT DISK NE CORNER TOP OF PARAPET WALL TO BRIDGE FOR WEST BOUND HWY 441 OVER APPLETON ROAD | 811.46 |




**For information only**
**Not part of this project**

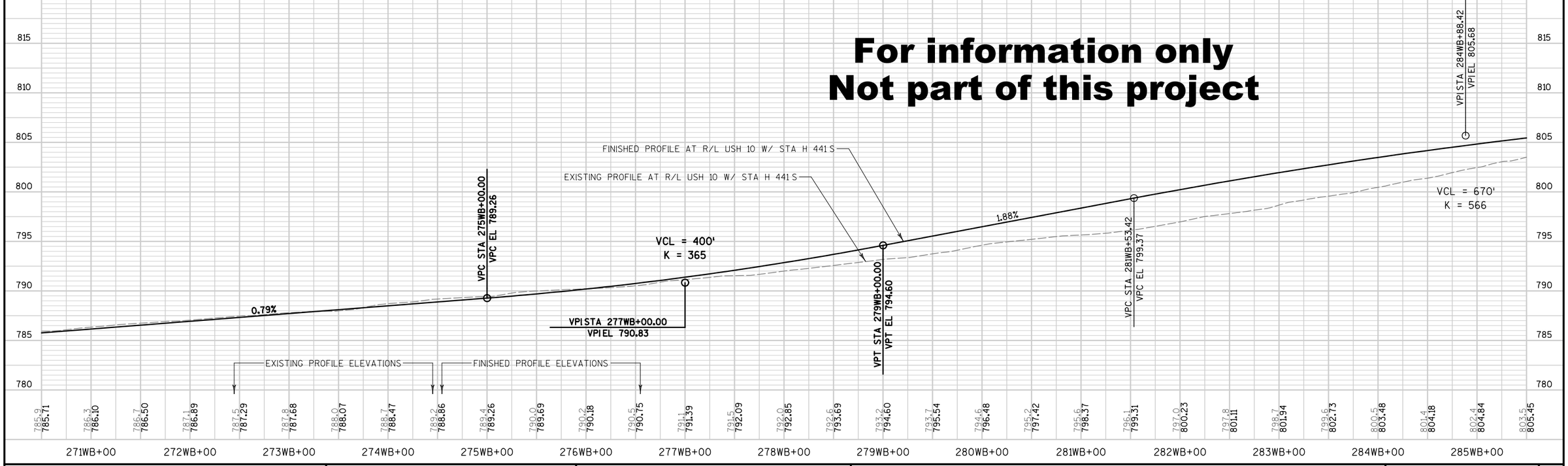
| PROJECT NO: 1517-75-72/74 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN & PROFILE: USH 10 EB/STH 441 NB | SHEET 395 | E |
|---|---|---|---|---|---|




BENCH MARKS

| BM # | NORTHING | EASTING | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| AP2 | 551504.00 | 822863.00 | SW TAG BOLT 1ST HYD. SOUTH OF EAST BOUND HWY 441 OFF RAMP ON WEST SIDE OF APPLETON ROAD IN FRONT OF TIRE STORE | 785.05 |
| AP4 | 552003.76 | 822823.94 | ALUMINUM WISCONSIN DOT DISK SW CORNER TOP OF PARAPET WALL TO BRIDGE FOR EAST BOUND HWY 441 OVER APPLETON ROAD | 809.38 |
| AP5 | 552134.65 | 823008.72 | ALUMINUM WISCONSIN DOT DISK NE CORNER TOP OF PARAPET WALL TO BRIDGE FOR WEST BOUND HWY 441 OVER APPLETON ROAD | 811.46 |

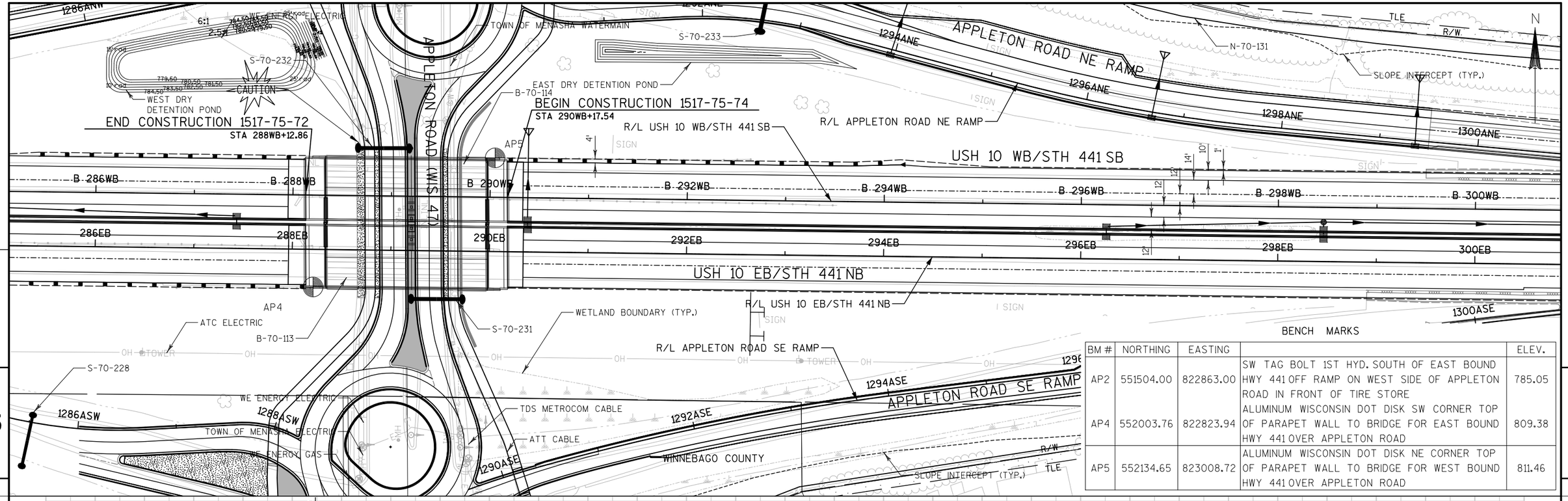
**For information only**
**Not part of this project**




| PROJECT NO: 1517-75-72 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN & PROFILE: USH 10 WB/STH 441 SB | SHEET 396 | E |
|---|---|---|---|---|---|

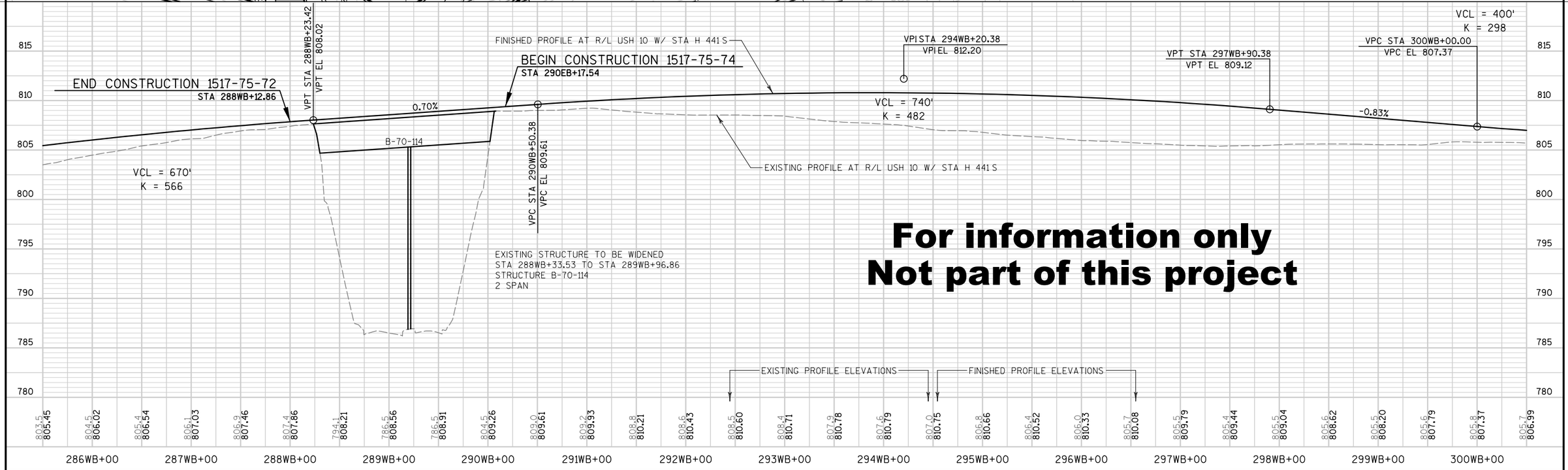
FILE NAME : \\S1102K306\projects\Transportation\US 10 WIS 441\CADD\sheets\15177574\HNTB\050111_pp.dgn PLOT DATE : 1/7/2015 PLOT BY : nick_becker PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40




BENCH MARKS

| BM # | NORTHING | EASTING | | ELEV. |
|---|---|---|---|---|
| AP2 | 551504.00 | 822863.00 | SW TAG BOLT 1ST HYD. SOUTH OF EAST BOUND HWY 441 OFF RAMP ON WEST SIDE OF APPLETON ROAD IN FRONT OF TIRE STORE | 785.05 |
| AP4 | 552003.76 | 822823.94 | ALUMINUM WISCONSIN DOT DISK SW CORNER TOP OF PARAPET WALL TO BRIDGE FOR EAST BOUND HWY 441 OVER APPLETON ROAD | 809.38 |
| AP5 | 552134.65 | 823008.72 | ALUMINUM WISCONSIN DOT DISK NE CORNER TOP OF PARAPET WALL TO BRIDGE FOR WEST BOUND HWY 441 OVER APPLETON ROAD | 811.46 |




**For information only**
**Not part of this project**

| PROJECT NO: 1517-75-72/74 | HWY: USH 10 | COUNTY: WINNEBAGO | PLAN & PROFILE: USH 10 WB/STH 441 SB | SHEET 397 | E |
|---|---|---|---|---|---|

# Standard Detail Drawing List

| | |
|---|---|
| 08A05-19A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08A05-19B | INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM |
| 08A05-19C | INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S |
| 08A05-19D | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08A08-01 | CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER |
| 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 |
| 08C08-01 | INLETS MEDIAN 1 AND 2 GRATE |
| 08D01-17 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES |
| 08D05-15A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-15B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-15C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-15D | CURB RAMPS TYPE 4B AND 4B1 |
| 08D05-15E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E14-01 | TRACKING PAD |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-07 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 08F06-04 | REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN |
| 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 |
| 09C11-05 | CONCRETE BASE TYPE 10 |
| 09C12-05A | CONCRETE BASE TYPE 13 |
| 09C12-05B | CONCRETE BASE TYPE 13 |
| 09C13-02 | CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION |
| 09E01-13D | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET) |
| 09E03-05 | NON-FREEWAY LIGHTING UNIT POLE WIRING |
| 09E06-05 | TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT. |
| 09E08-06C | TYPE 12 POLE 35'-55' MONOTUBE ARM |
| 09E08-06D | TYPE 13 POLE 35'-55' MONOTBE ARM |
| 09E08-06E | GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS |
| 09G01-03A | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-03B | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-03C | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-03D | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-03E | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-03F | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-03G | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 10A01-03 | ELECTRICAL HANDHOLE WIRING |
| 10A02-02 | IDENTIFICATION PLAQUES LIGHT POLES |
| 10A04-02 | IDENTIFICATION PLAQUES UNDERDECK AND HIGH MAST LIGHTING |
| 10A15-04A | ELECTRICAL DETAILS UNDERDECK LIGHTING |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 12A03-10 | NAME PLATE (STRUCTURES) |
| 12A04-03 | STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD  SIGN SUPPORTS & TRAFFIC SIGNALS |
| 13A05-05A | SHOULDER RUMBLE STRIP, MILLING |
| 13A05-05B | SHOULDER RUMBLE STRIP, MILLING |
| 13C01-17 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C13-08 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C17-01A | CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI |
| 13C17-01B | CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI |
| 13C18-02A | CONCRETE PAVEMENT JOINTING |
| 13C18-02B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-02C | CONCRETE PAVEMENT JOINT TIES |
| 13C18-02D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES |
| 13C18-02E | CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS |
| 14A02-01 | TREE PLANTING DETAIL |
| 14B07-14A | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14B | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14C | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14D | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |

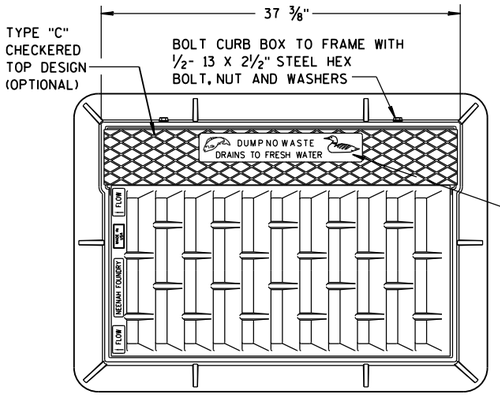

6

# Standard Detail Drawing List

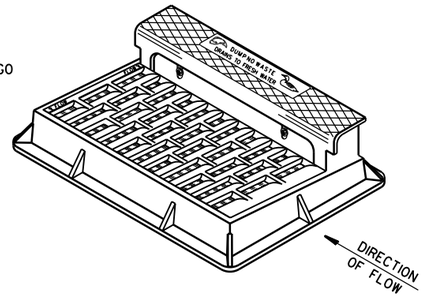
| | |
|---|---|
| 14B07-14E | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14F | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14G | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14H | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B08-01A | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-01B | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-01C | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-01D | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-01E | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B32-03A | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03B | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03C | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03D | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03E | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B42-03A | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-03B | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-03C | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B44-02A | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-02B | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-02C | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 15A02-08 | DELINEATOR POST, DELINEATOR, AND DELINEATOR  BRACKET WITH REFLECTIVE SHEETING |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A06-02 | DELINEATOR LAYOUT |
| 15B01-08A | FENCE WOVEN WIRE |
| 15B01-08B | FENCE WOVEN WIRE |
| 15C07-12D | ROUNDABOUT ARROWS |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C08-16F | PAVEMENT MARKING (ISLANDS) |
| 15C29-03C | URBAN BICYCLE LANE MARKING |
| 15C29-03D | URBAN BICYCLE LANE MARKING |
| 15C29-03E | PAVEMENT MARKING FOR BIKE LANES |
| 15C31-01A | PAVEMENT MARKING (RAMPS AND GORES) |
| 15D12-04 | TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION |
| 15D16-02 | TRAFFIC CONTROL, EXIT RAMP CLOSURE |
| 15D20-02 | TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY |
| 15D34-01A | RAMP GATE SOLAR POWER |
| 15D34-01B | RAMP GATE SOLAR POWER |
| 15D34-01C | RAMP GATE SOLAR POWER |
| 15D34-01D | RAMP GATE SOLAR POWER |
| 16A01-06 | LANDMARK REFERENCE MONUMENTS AND COVERS |



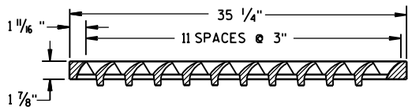
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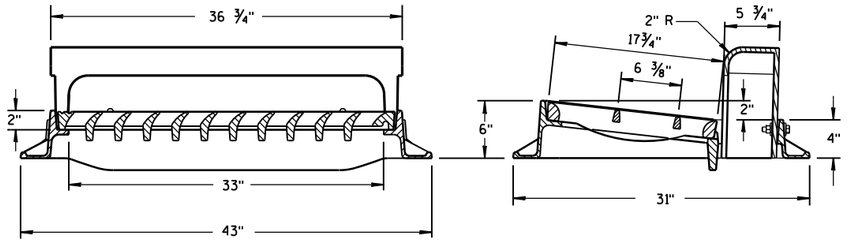


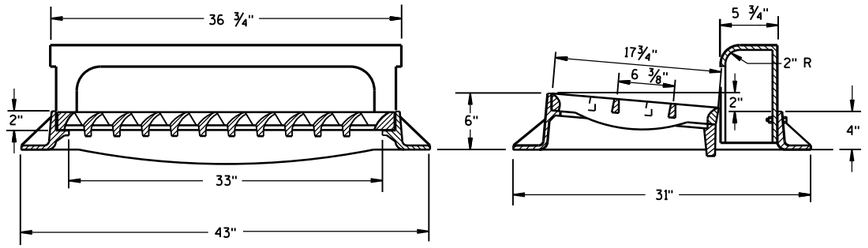

**NOTE:**
**GRATE IS REVERSIBLE.**




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

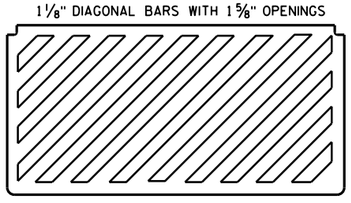



## TYPE "H"

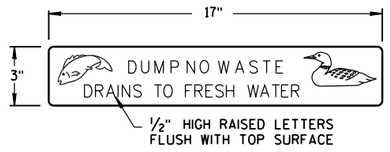
**NOTE: EITHER CASTING IS ACCEPTABLE**



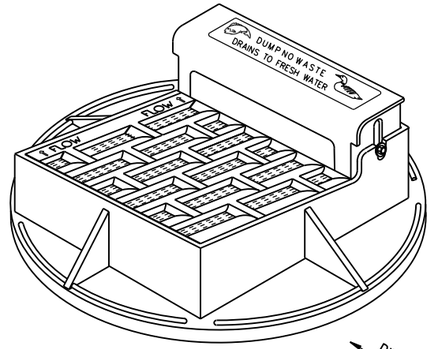

## SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

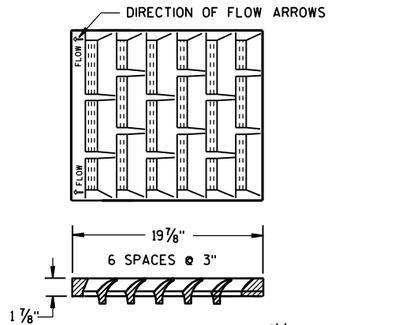


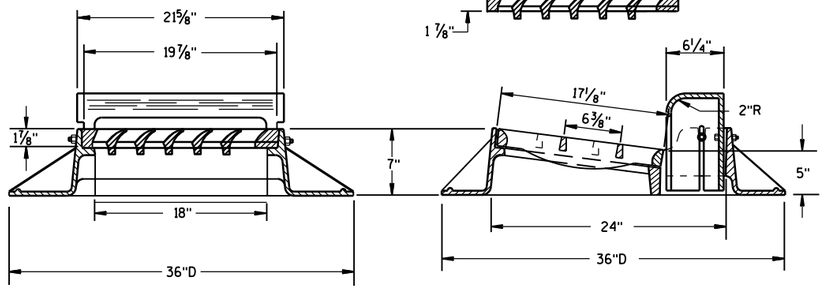

## LOGO DETAIL




NOTE: CURB BOX ADJUSTABLE 4" TO 9"

**NOTE:**
**GRATE IS REVERSIBLE.**



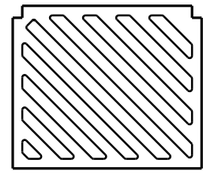

## TYPE "A"

## GENERAL NOTES

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

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

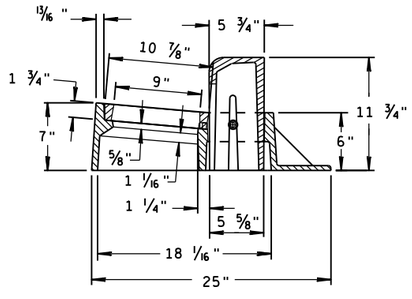
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

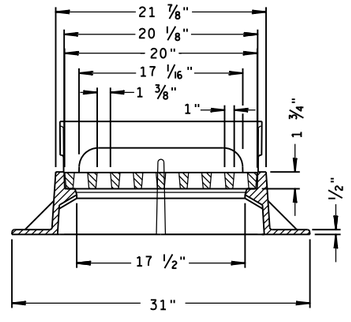



## SPECIAL GRATE FOR TYPE "A" COVER

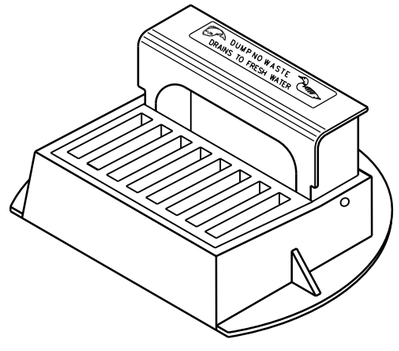
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



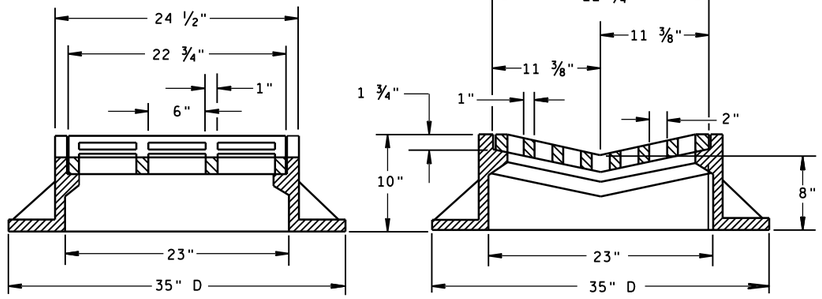

## TYPE "Z"

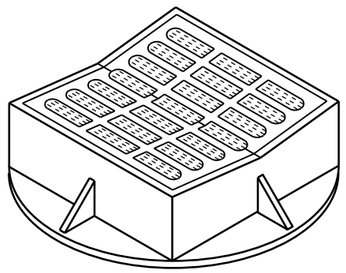



## INLET COVERS TYPE A, H, A-S, H-S & Z

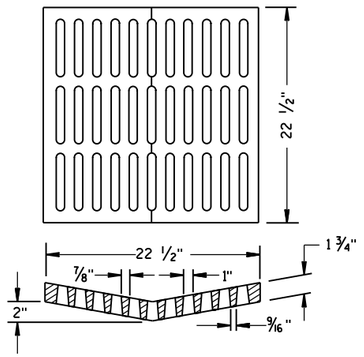
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



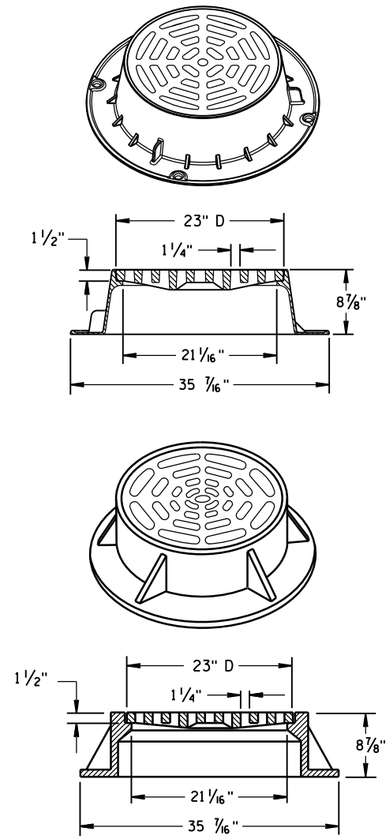



TYPE "B"




ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE




TYPE "C"

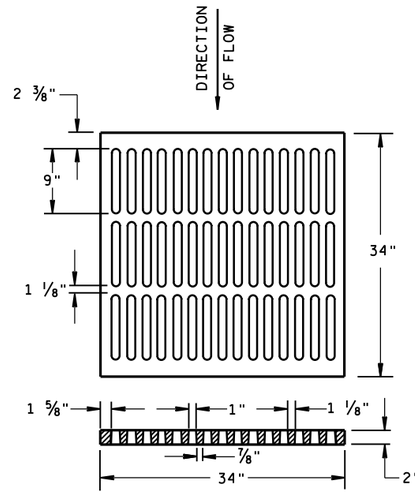
NOTE: EITHER CASTING IS ACCEPTABLE

## GENERAL NOTES

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

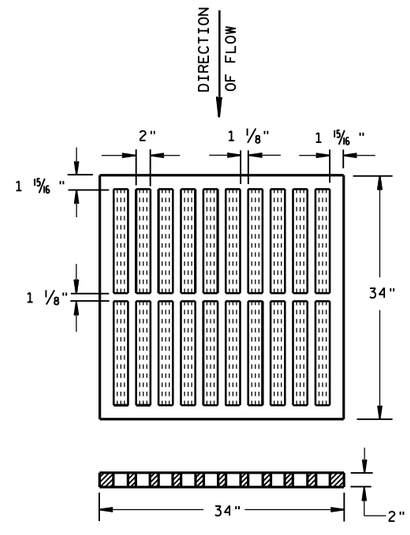
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



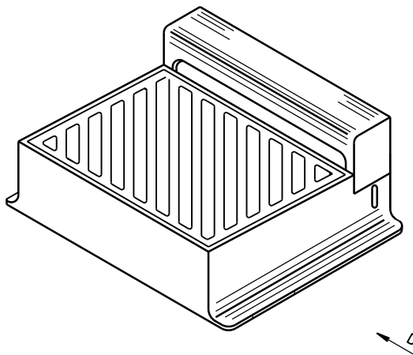

ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



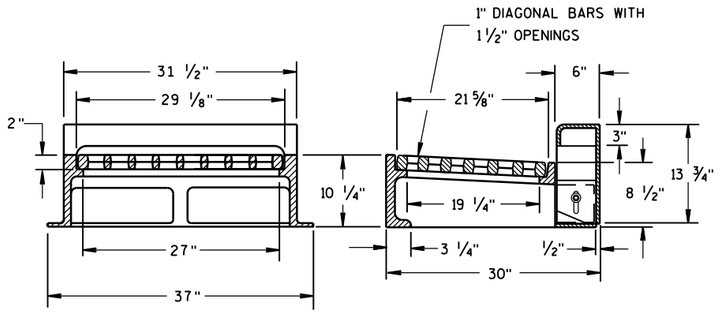

TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE






DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

**INLET COVERS**
**TYPE B, B-A, C, MS, MS-A, & WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

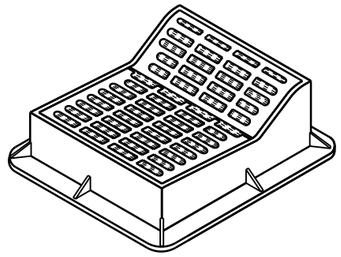
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

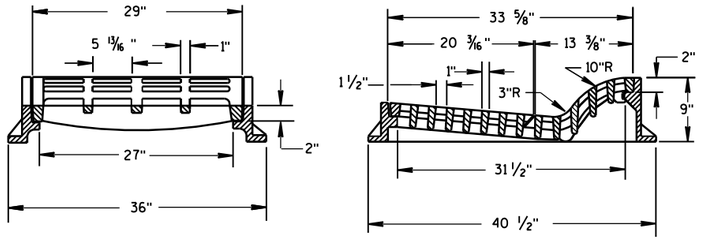




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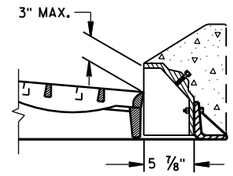
S.D.D. 8 A 5-19b






## TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.




## ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

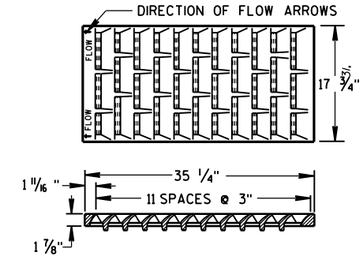
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

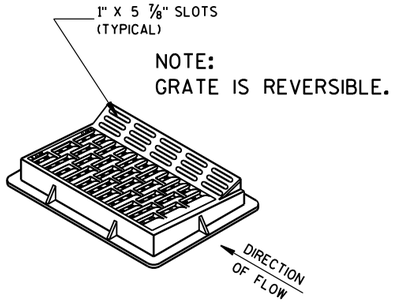
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

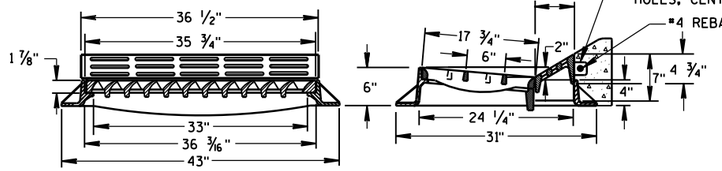
## GENERAL NOTES

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

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



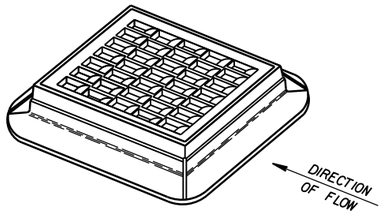



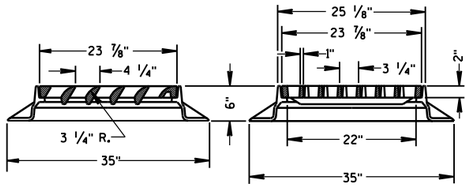




## TYPE "HM"

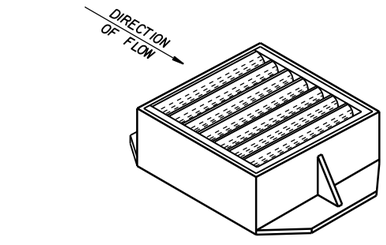
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

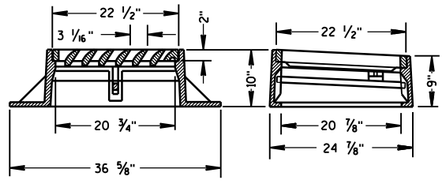
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SPECIAL GRATE FOR THE
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USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



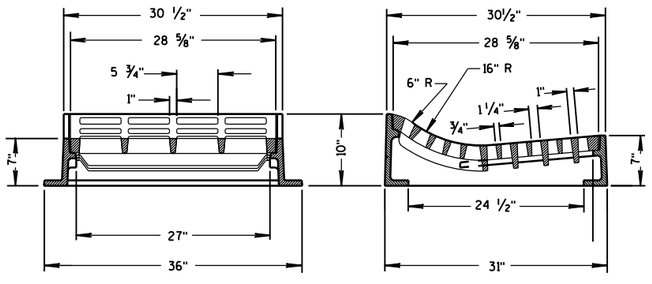




## TYPE "S"



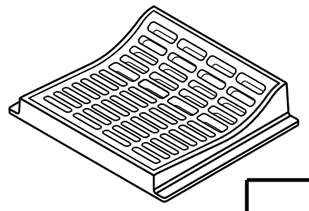




## TYPE "V"




## TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



## INLET COVERS
## TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

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APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

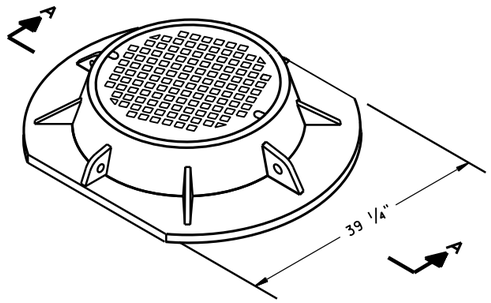


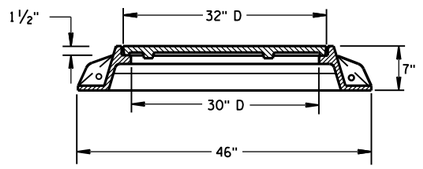
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S.D.D. 8 A 5-19c

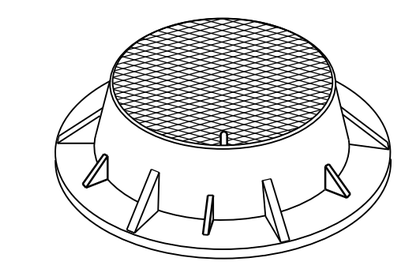
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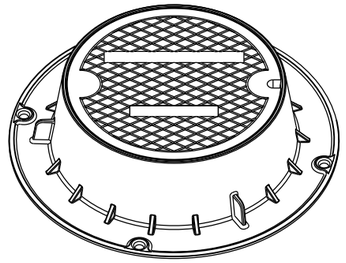
S.D.D. 8 A 5-19c

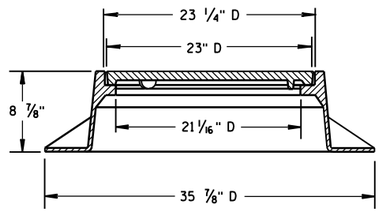


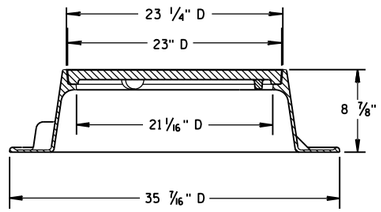




SECTION A-A
**TYPE "K"**







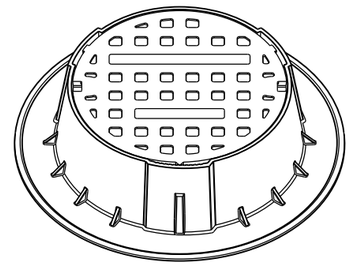

**TYPE "J"**
**NOTE: EITHER CASTING IS ACCEPTABLE**

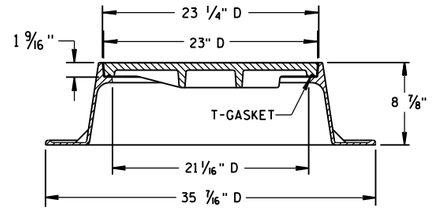
## GENERAL NOTES

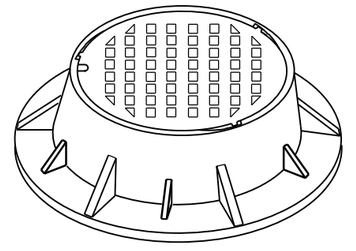
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

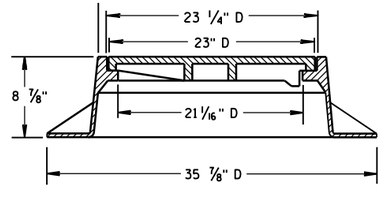
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

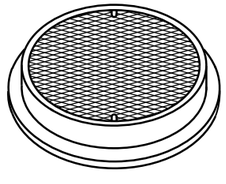


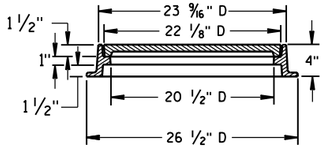


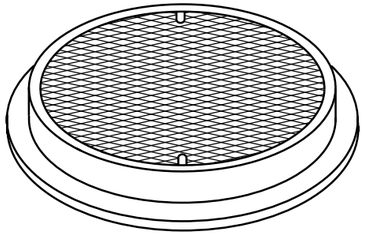


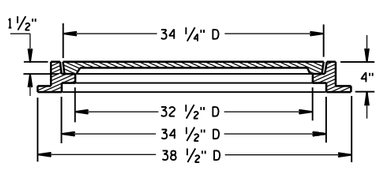

**TYPE "J" SPECIAL**
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
**NOTE: EITHER CASTING IS ACCEPTABLE**



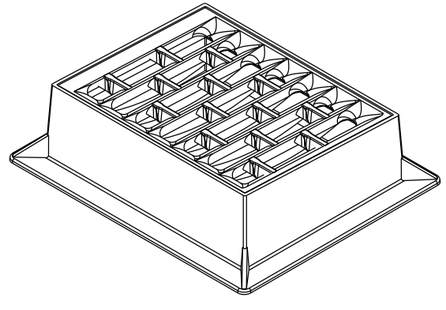


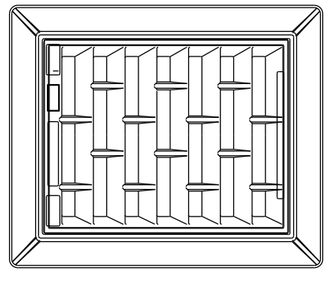

**TYPE "L"**

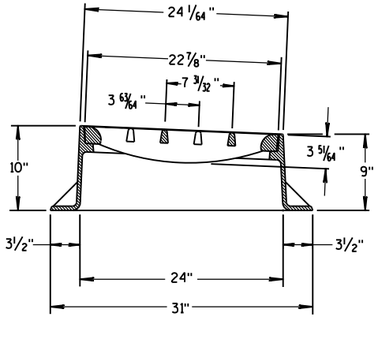


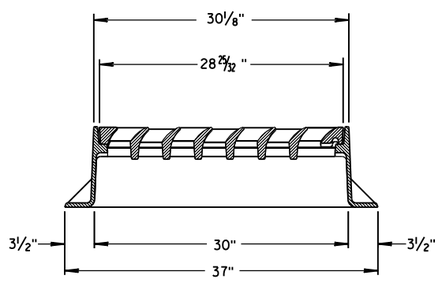



**TYPE "M"**








**INLET COVER TYPE "BW"**

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

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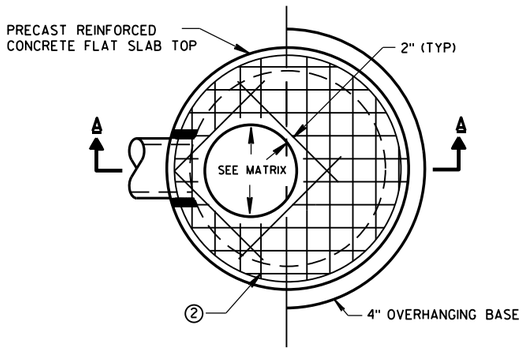
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER



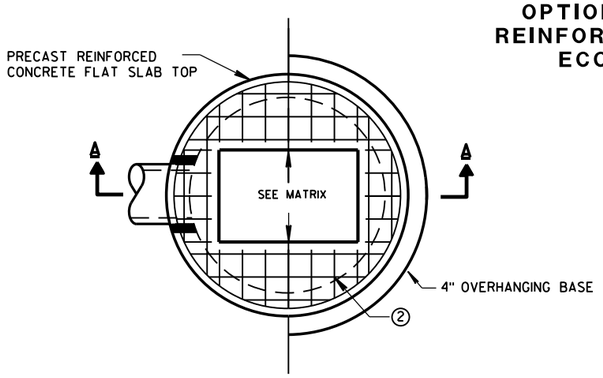


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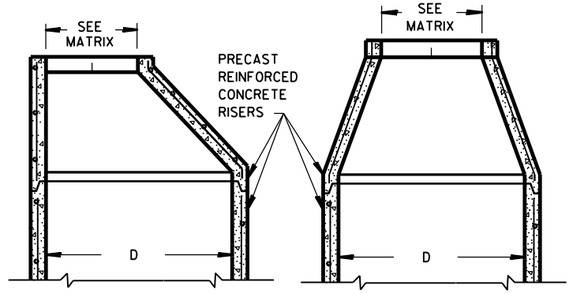
S.D.D. 8 A 5-19d




PLAN VIEW CIRCULAR OPENING



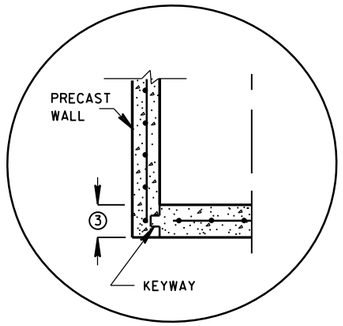

PLAN VIEW RECTANGULAR OPENING



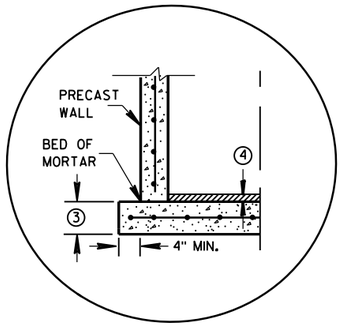

OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP




OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

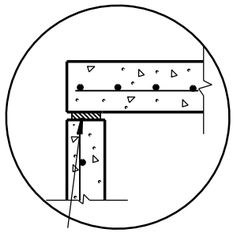



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



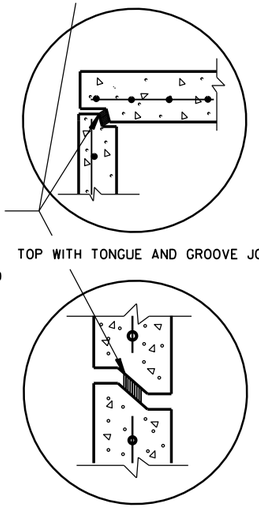

SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

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

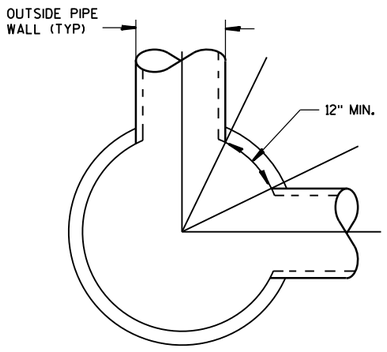


TOP WITH TONGUE AND GROOVE JOINT

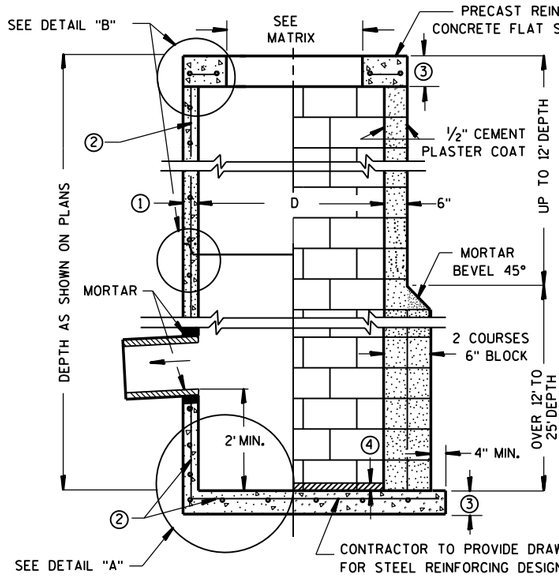


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"




DETAIL "C"




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

SECTION A-A

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

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

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## CATCH BASIN COVER OPENING MATRIX

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

## PIPE MATRIX

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

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

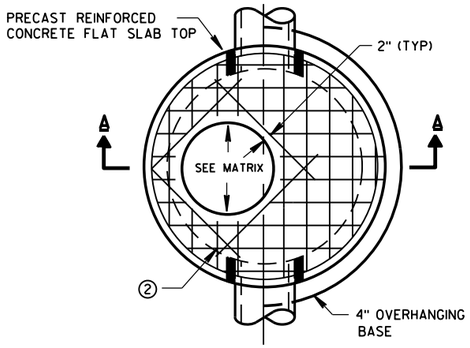
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

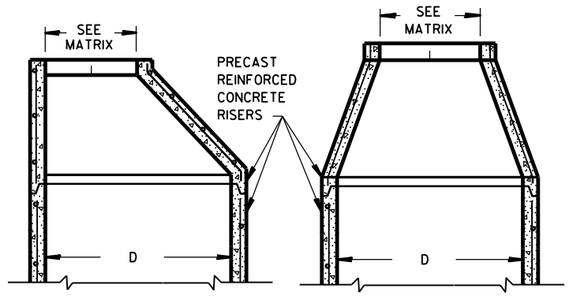
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA




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S.D.D. 8 A 8-1

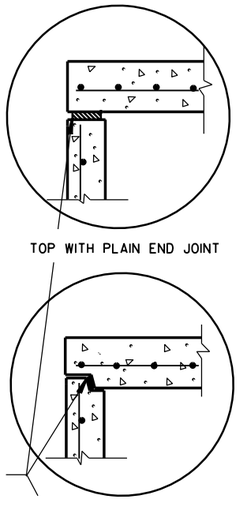



PLAN VIEW CIRCULAR OPENING



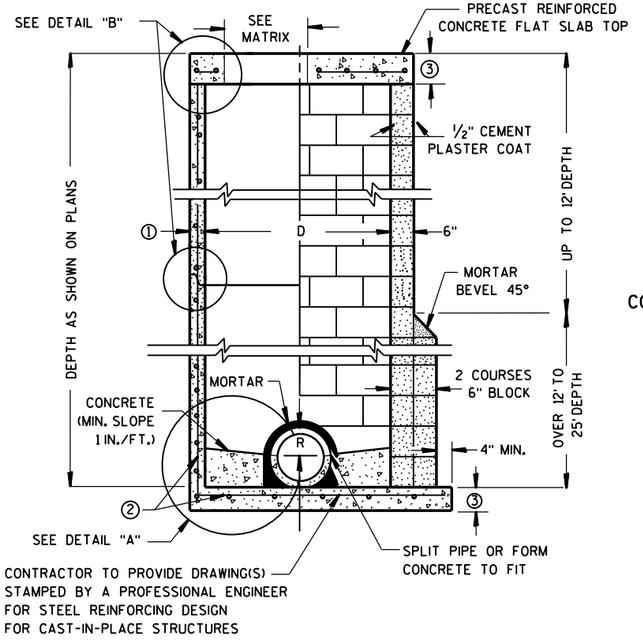

OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



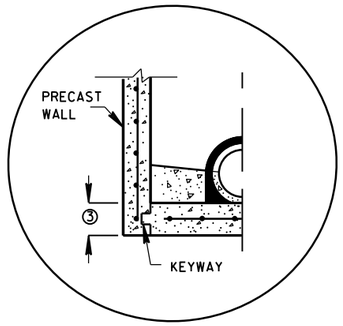

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

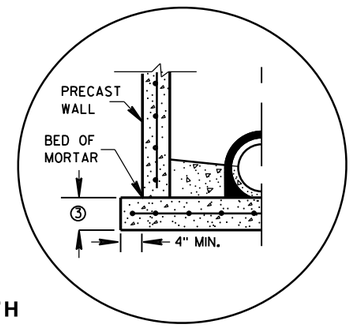



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

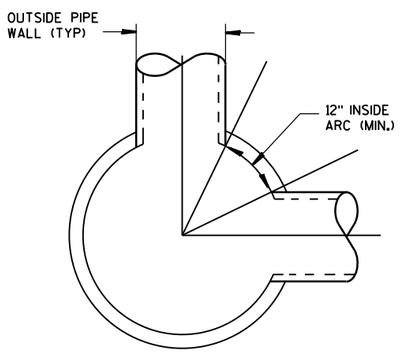



PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

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

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

## MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

## PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

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

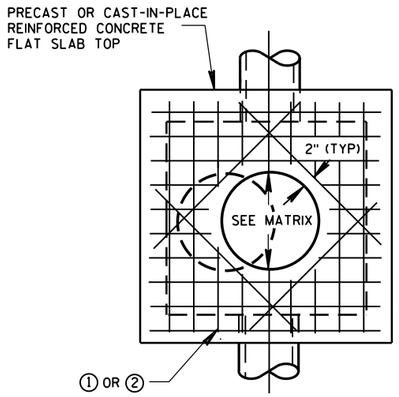
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

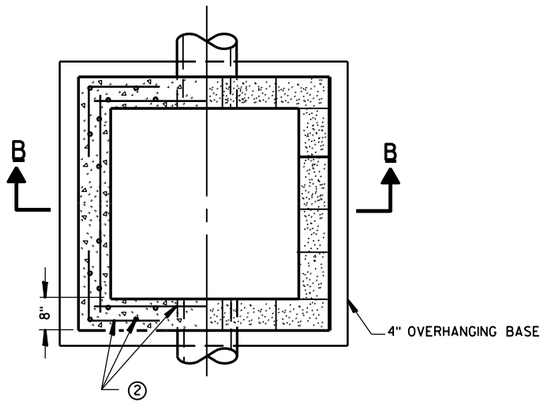




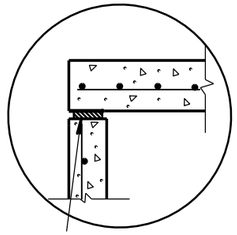

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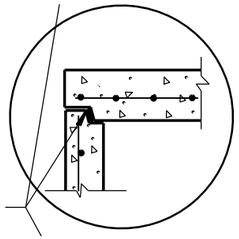

**PLAN VIEW**
**CIRCULAR OPENING**



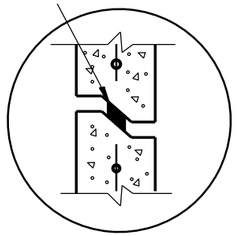

**SECTION A-A**
**PLAN VIEW**



TOP WITH PLAIN END JOINT

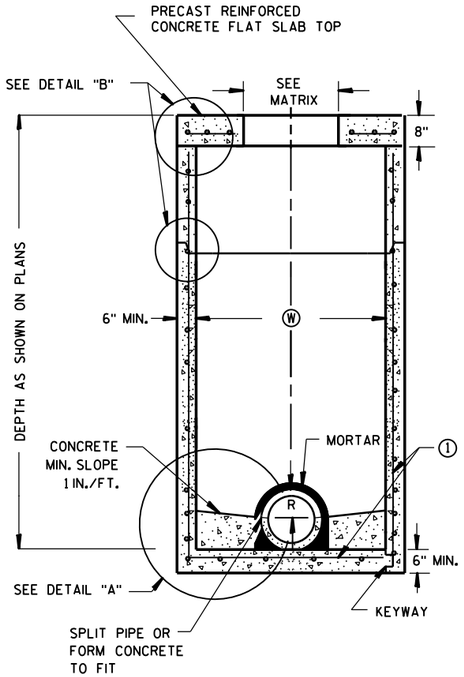



TOP WITH TONGUE AND GROOVE JOINT

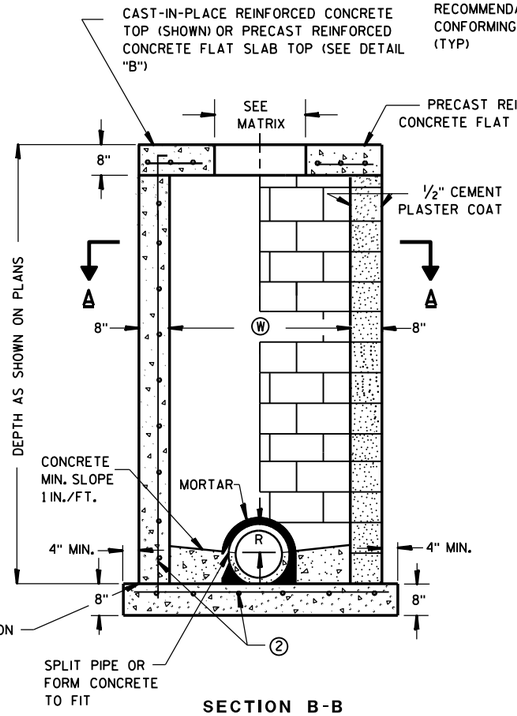


RISER WITH TONGUE AND GROOVE JOINT

**DETAIL "B"**




**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

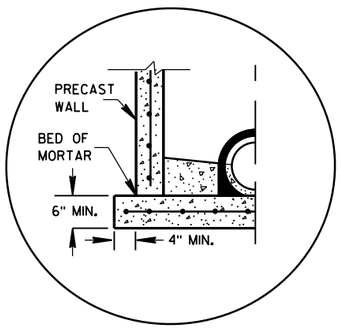



**SECTION B-B**

**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.

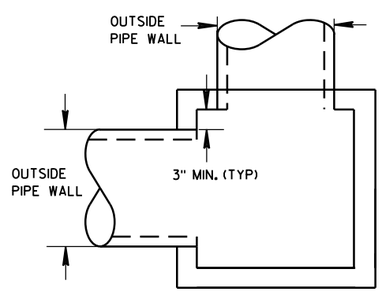
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

### 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**

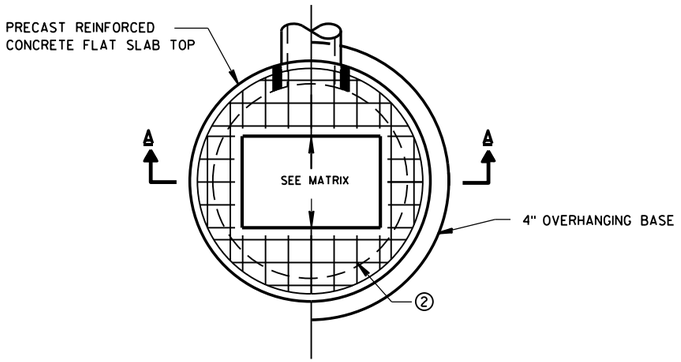
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

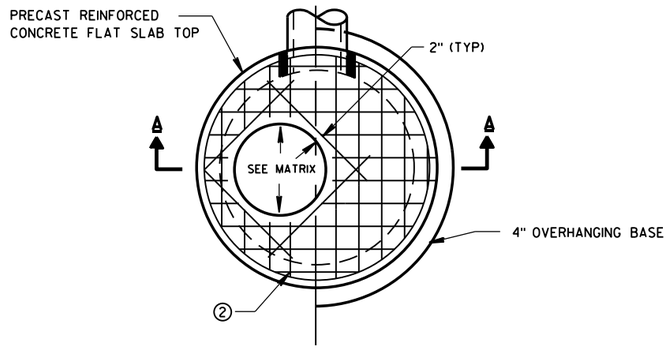



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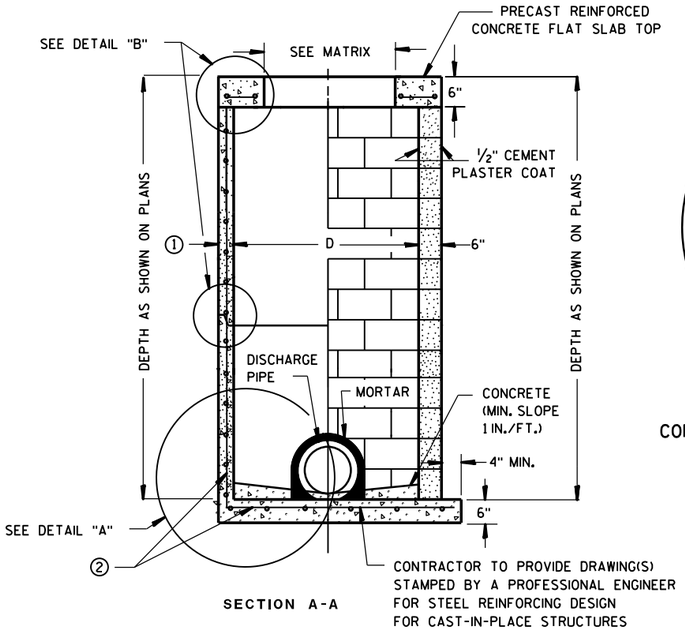
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PLAN VIEW RECTANGULAR OPENING




PLAN VIEW CIRCULAR OPENING

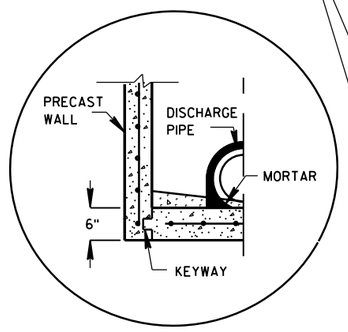



SECTION A-A

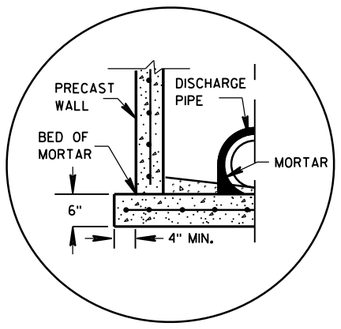
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

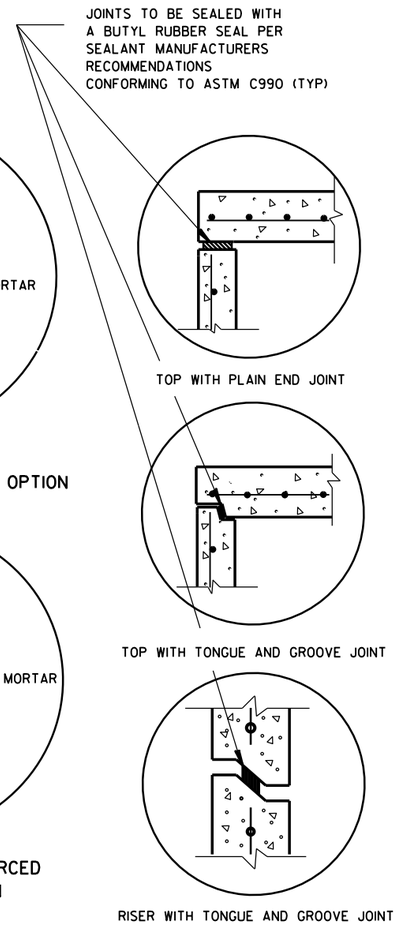



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




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.

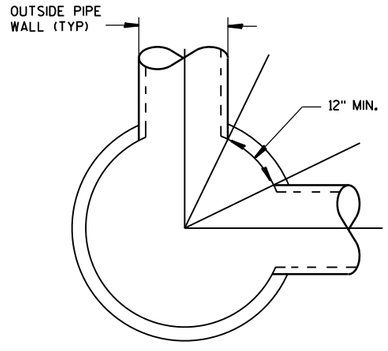
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

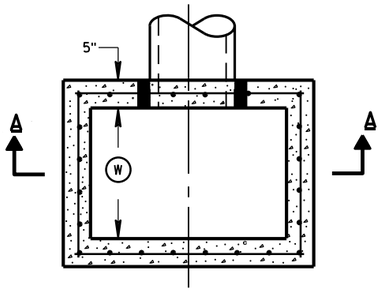
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6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

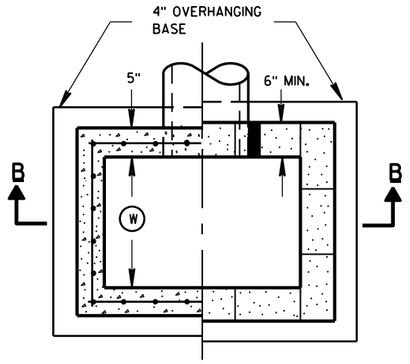




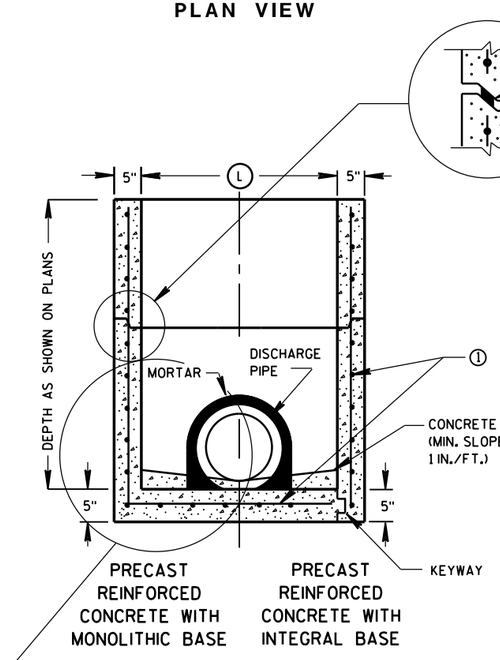
6
S.D.D. 8 C 6-1



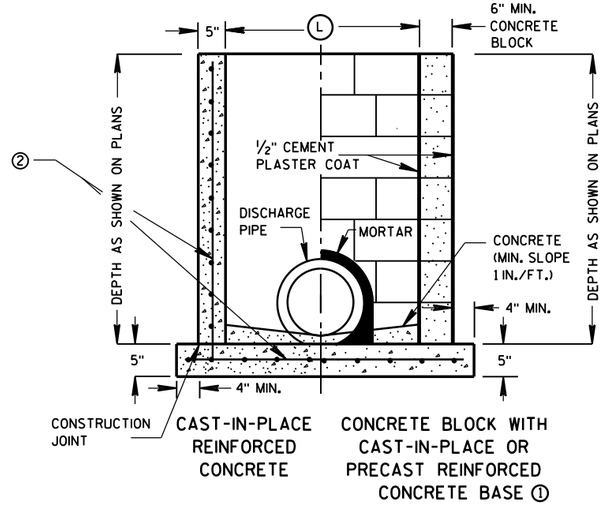

PLAN VIEW



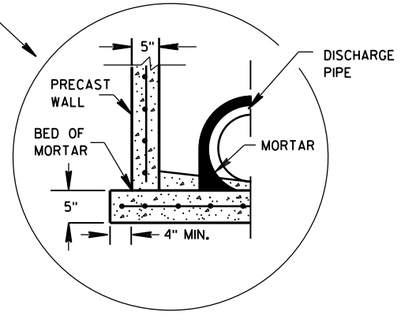

PLAN VIEW




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.

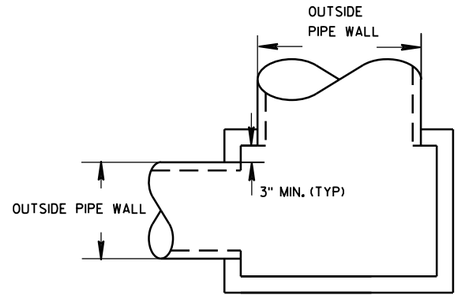
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## 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

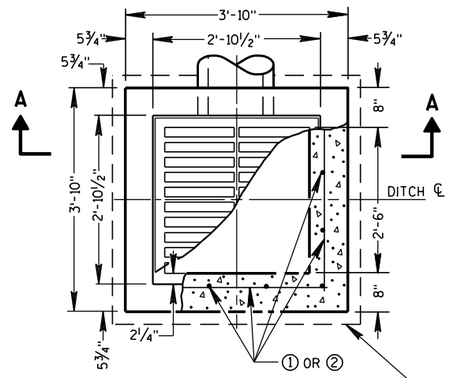
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER



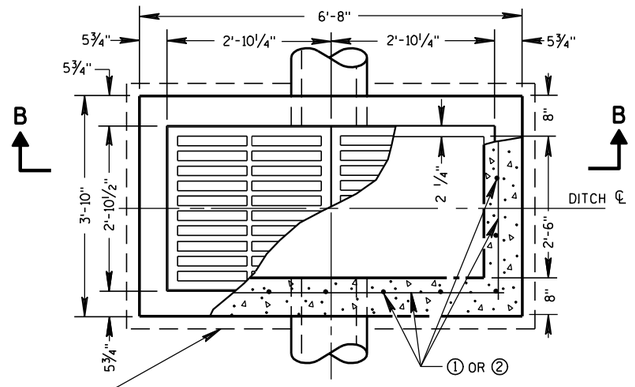




6
S.D.D. 8 C 7-1

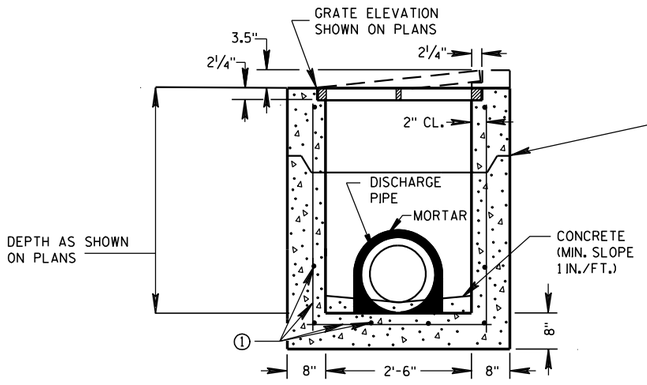



PLAN VIEW

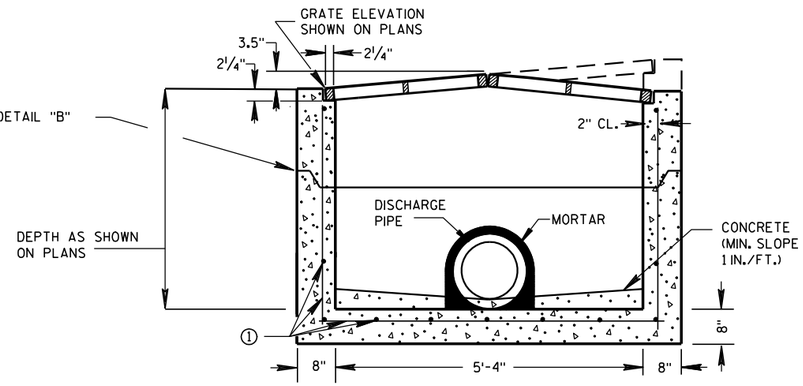



PLAN VIEW

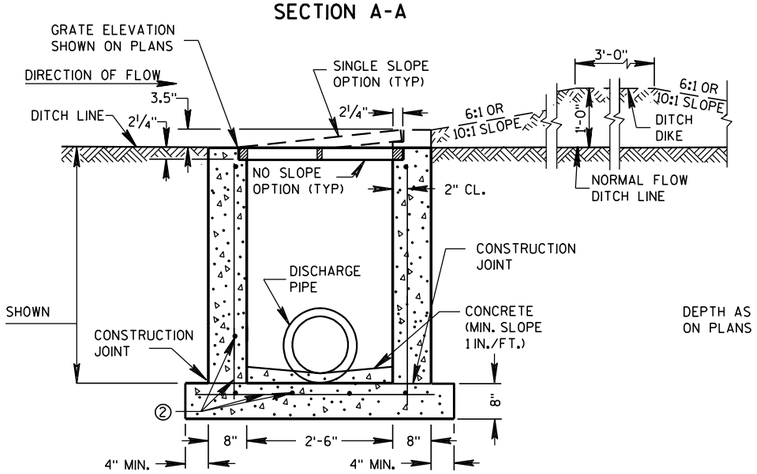
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



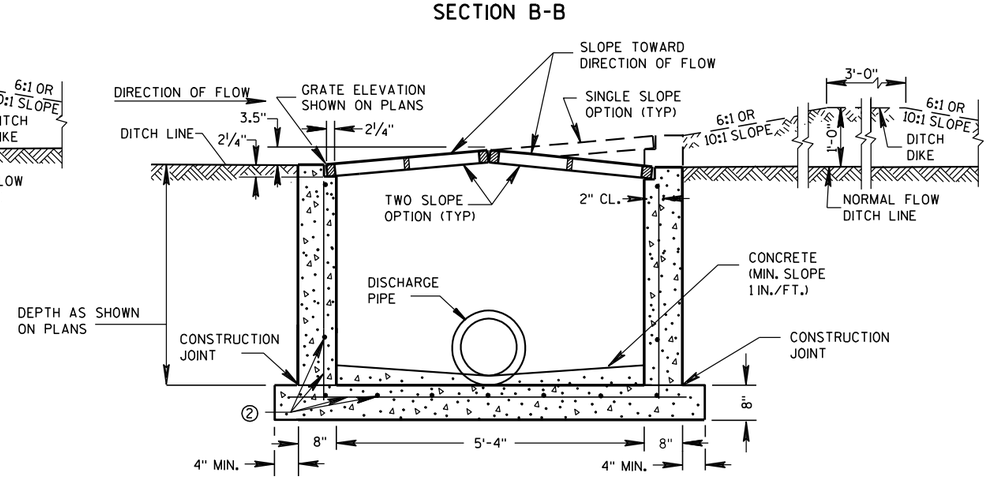

PRECAST REINFORCED CONCRETE SECTION A-A




PRECAST REINFORCED CONCRETE SECTION B-B




REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A




REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

**INLETS MEDIAN 1 GRATE**

**INLETS MEDIAN 2 GRATE**

## GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

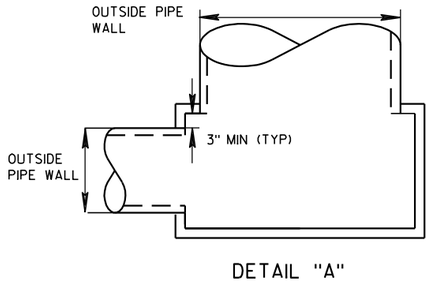
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

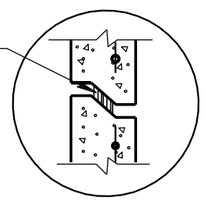
### PIPE MATRIX

| | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| INLET SIZE | WIDTH (IN) | LENGTH (IN) |
| 1 GRATE | 18 | 18 |
| 2 GRATE | 18 | 42 |




DETAIL "A"

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



DETAIL "B"

**INLETS MEDIAN 1 AND 2 GRATE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

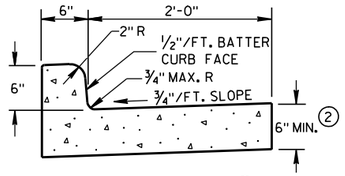


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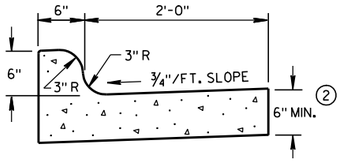
S.D.D. 8 C 8-1

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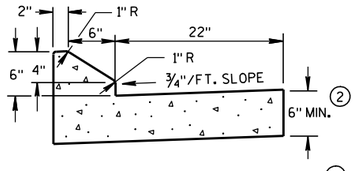
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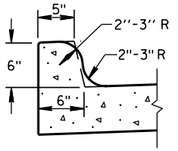

TYPES A & D (1)



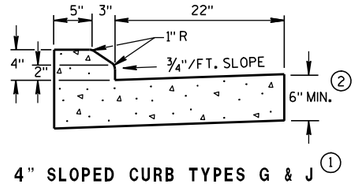

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

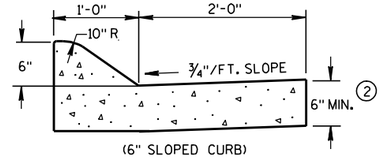



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

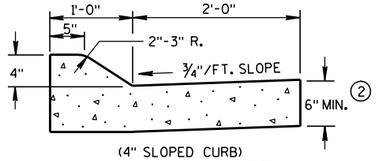



4" SLOPED CURB TYPES G & J (1)

## CONCRETE CURB & GUTTER 30"

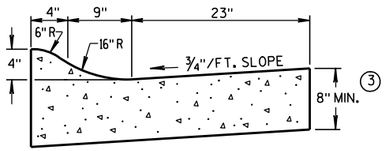



(6" SLOPED CURB)



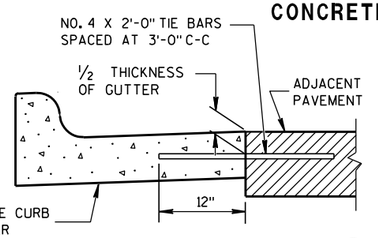

(4" SLOPED CURB)

TYPES A & D (1)

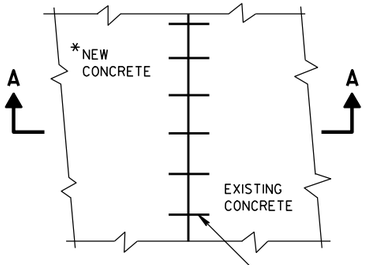



4" SLOPED CURB TYPES R & T (1) (4)

## CONCRETE CURB & GUTTER 36"

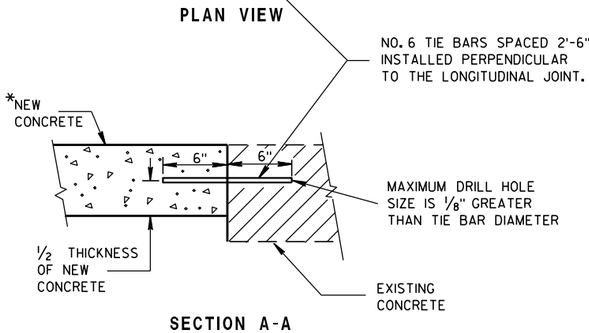



TYPICAL TIE BAR LOCATION (1)



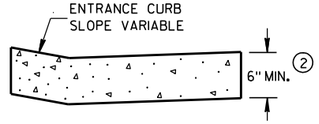

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

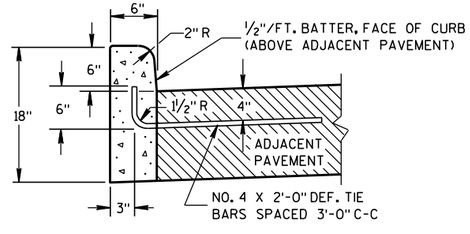



SECTION A-A

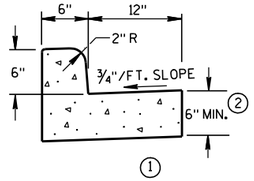
TIE BARS DRILLED INTO EXISTING PAVEMENT



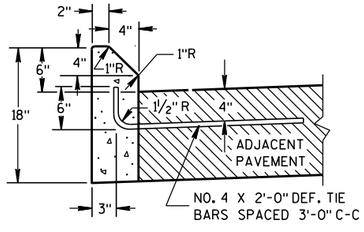

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)




(1)
TYPES A & D

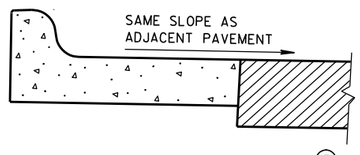



(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"




(1)
TYPES G & J

CONCRETE CURB




REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

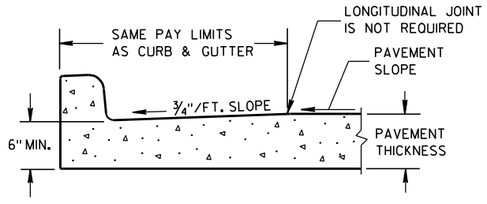
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

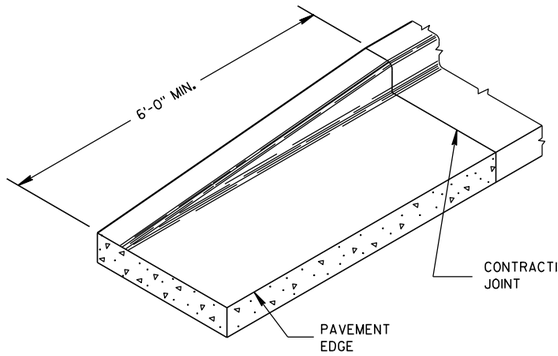
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.




PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER




END SECTION CURB & GUTTER

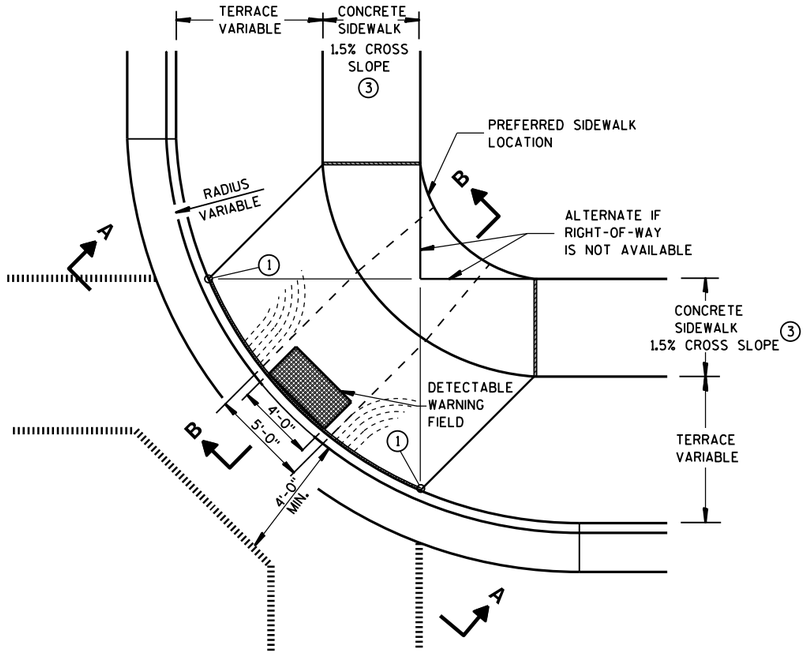
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
410
FHWA
ENT

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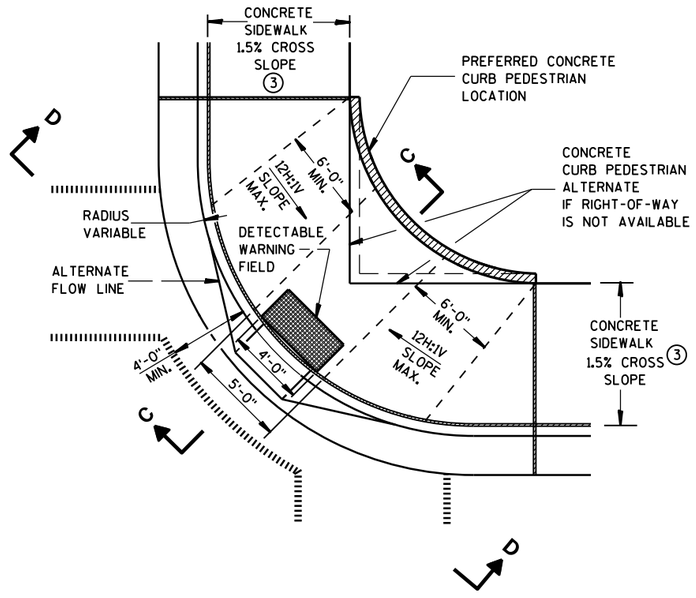
S.D.D. 8 D 1-17




PLAN VIEW

## TYPE 1 RAMP

(CENTER OF CORNER RADIUS)




PLAN VIEW

## TYPE 1-A RAMP

(NO TERRACE)

## GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

**TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.**

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

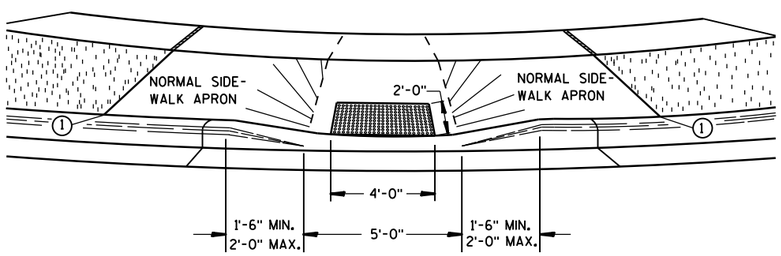
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

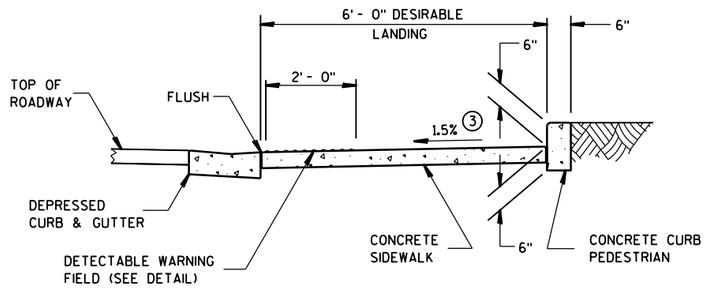
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

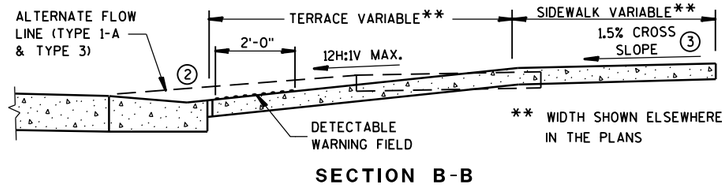
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



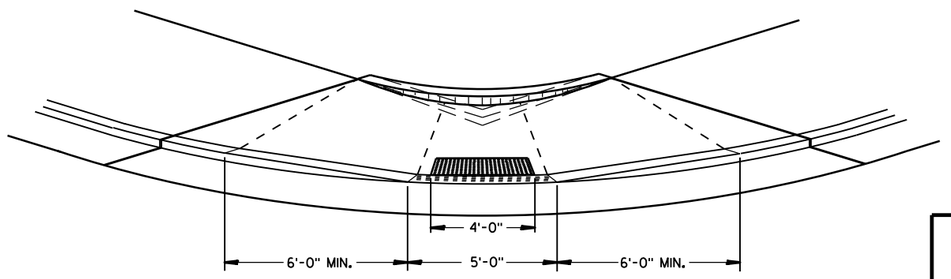

VIEW A-A




SECTION C-C




SECTION B-B




VIEW D-D

## CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

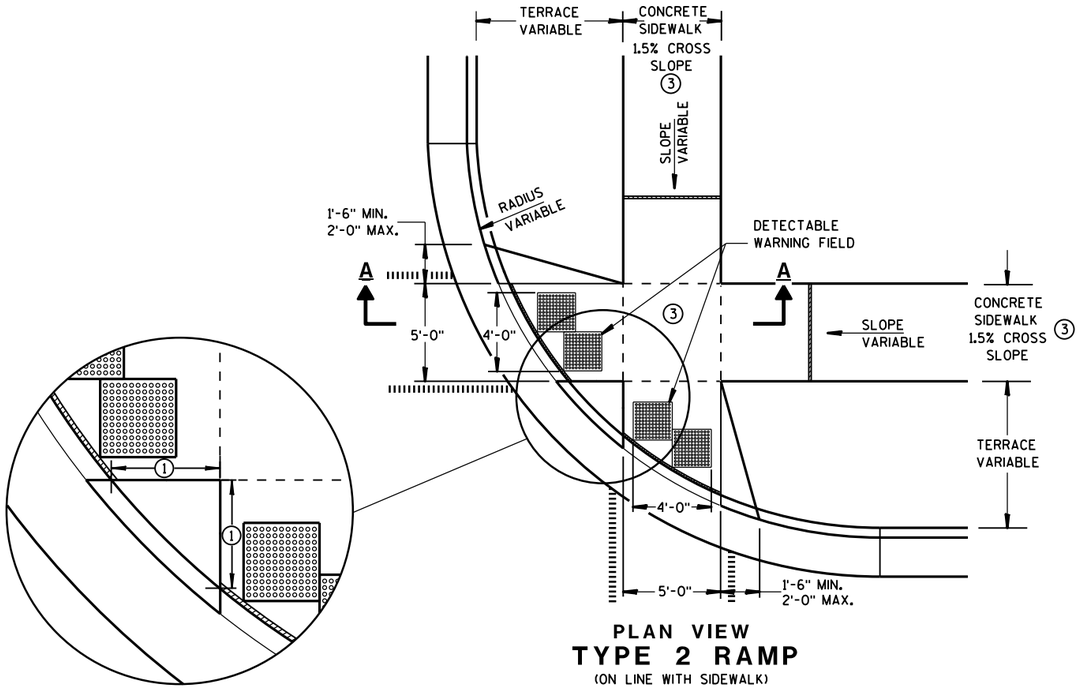


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S.D.D. 8 D 5-15a

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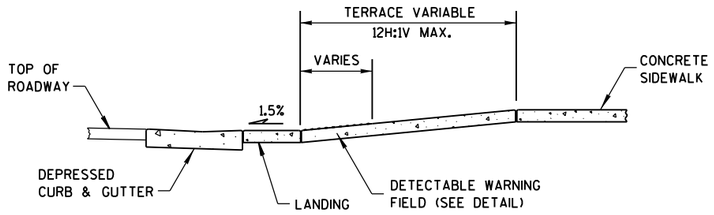
S.D.D. 8 D 5-15a



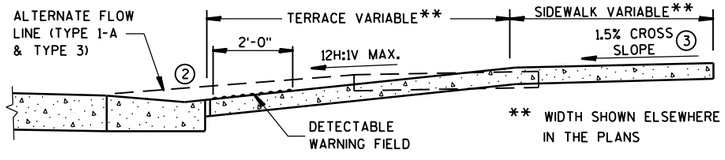

**PLAN VIEW**

## 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.

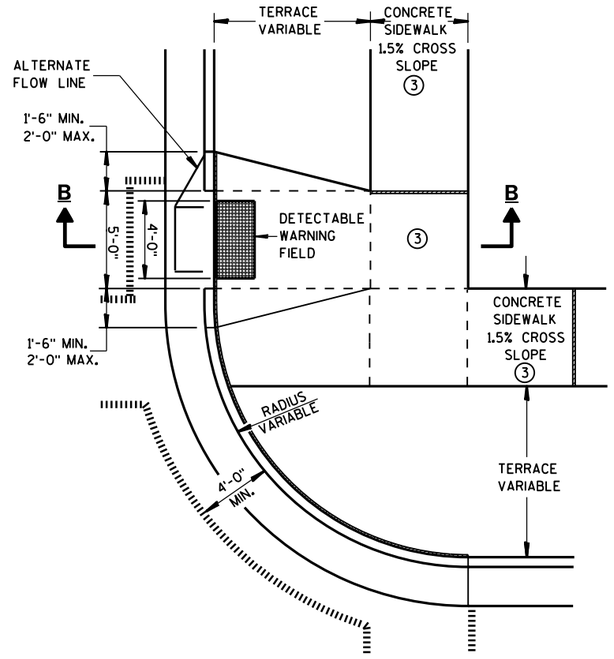
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

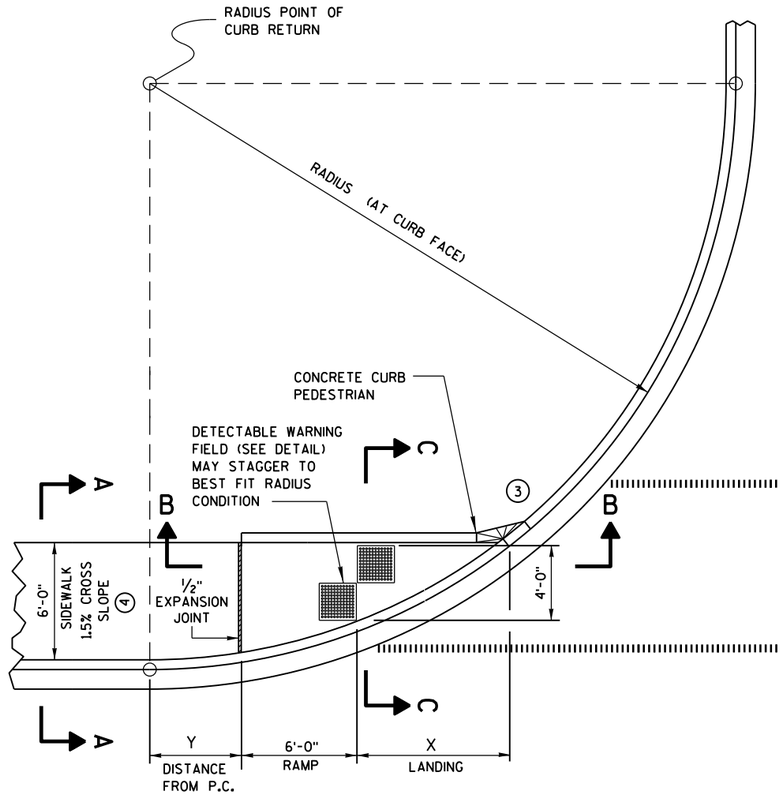




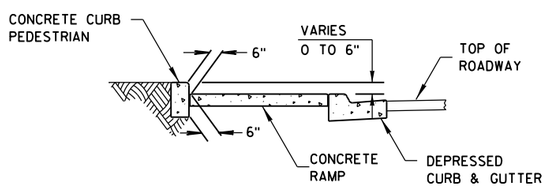


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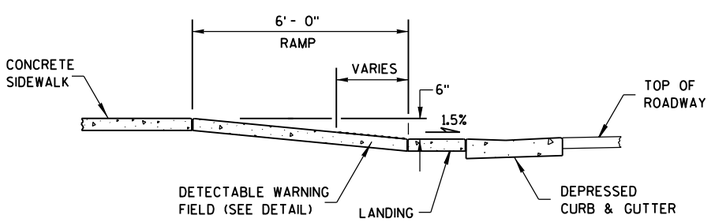
S.D.D. 8 D 5-15b




## CURB RAMP TYPE 4A
### PLAN VIEW



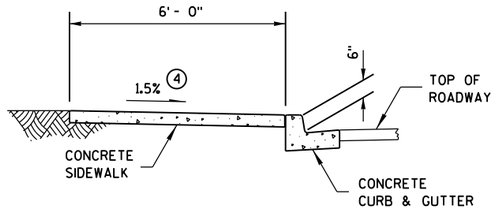

### SECTION C-C FOR TYPE 4A




### 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

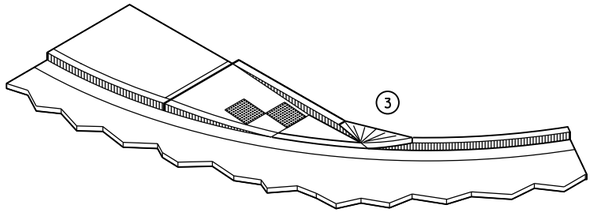
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

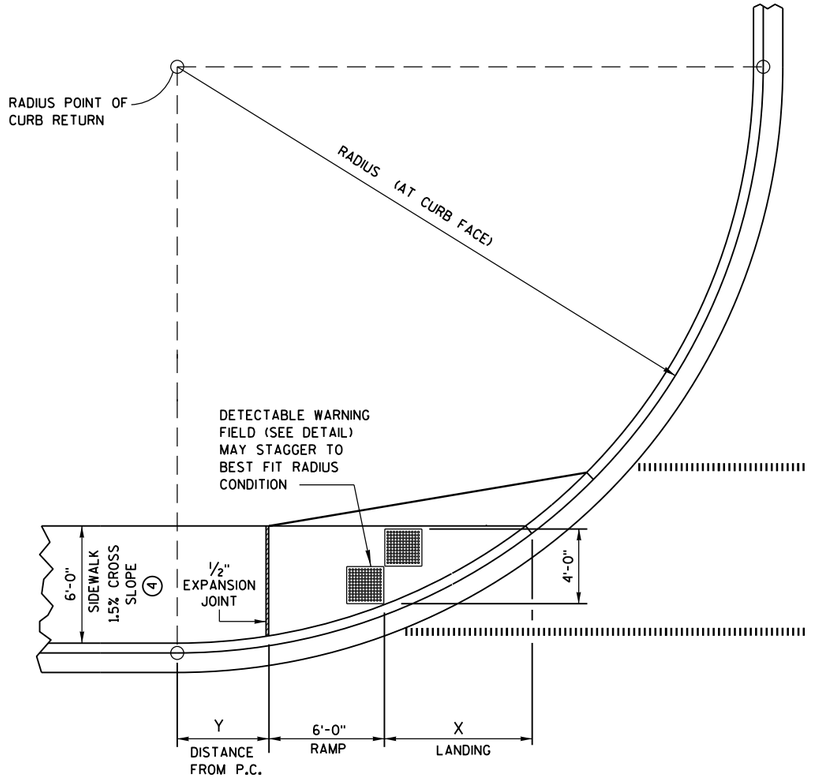
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

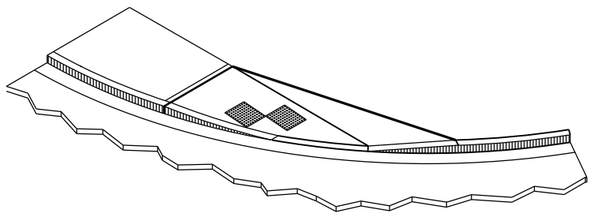
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




### 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)

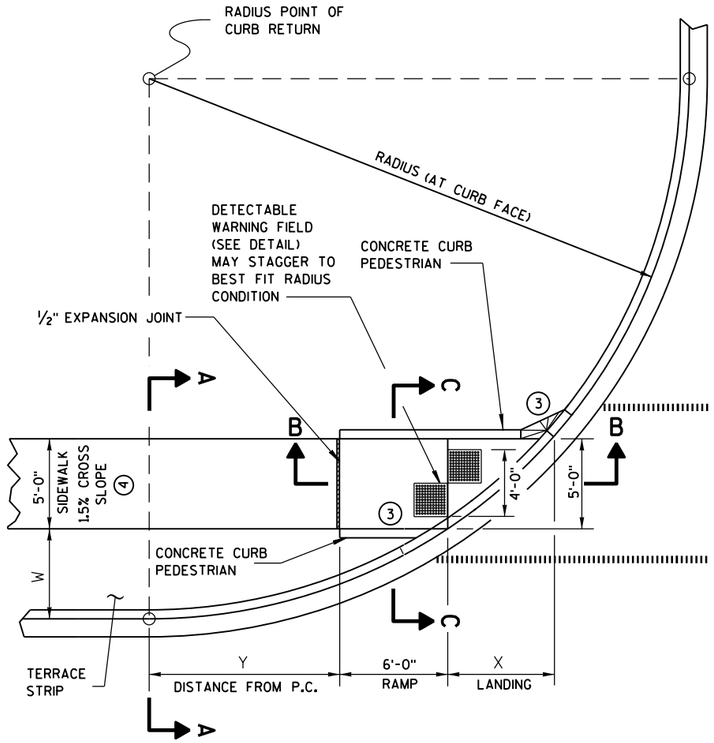
**CURB RAMPS TYPES 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR




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S.D.D. 8 D 5-15c




## CURB RAMP TYPE 4B
### PLAN VIEW

**LEGEND**

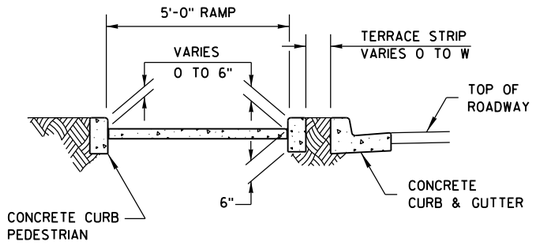
½" EXPANSION JOINT-SIDEWALK

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




### SECTION C-C FOR TYPE 4B

## GENERAL NOTES

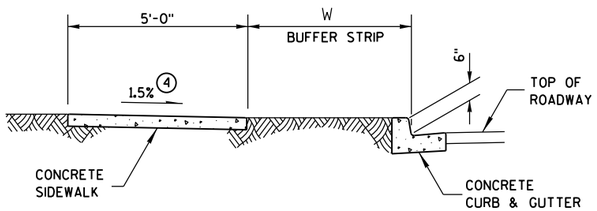
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

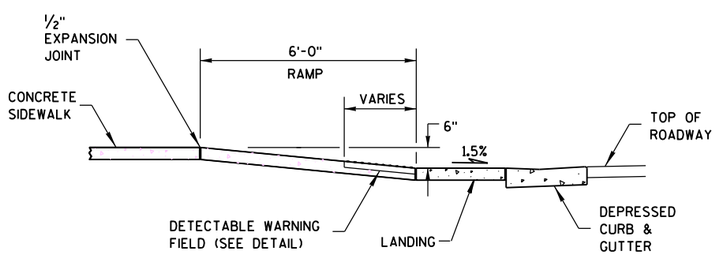
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

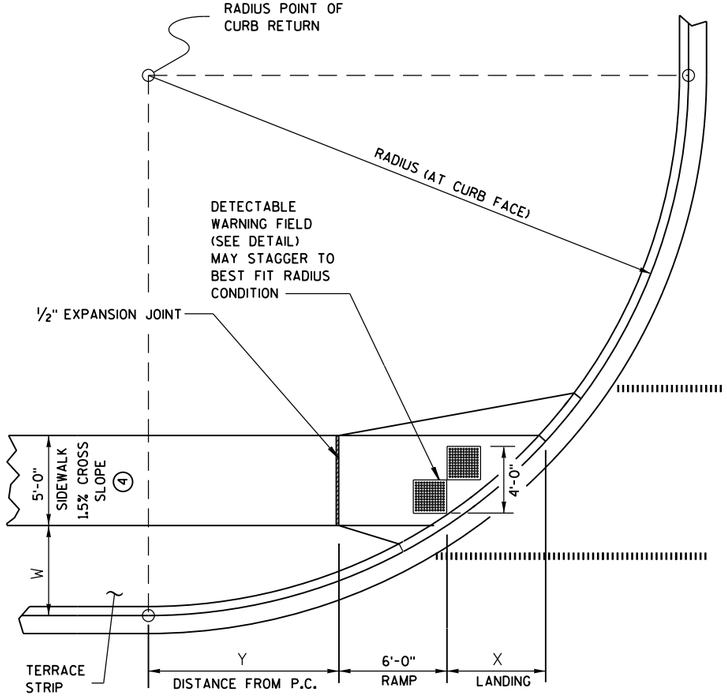
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



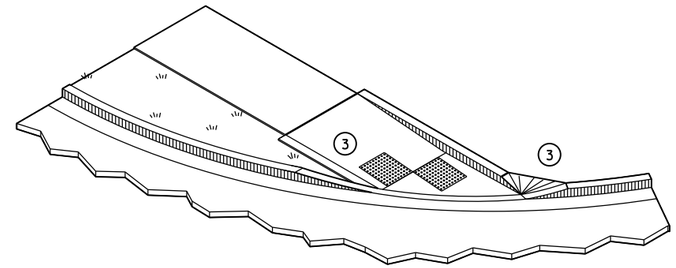

### SECTION A-A FOR TYPE 4B



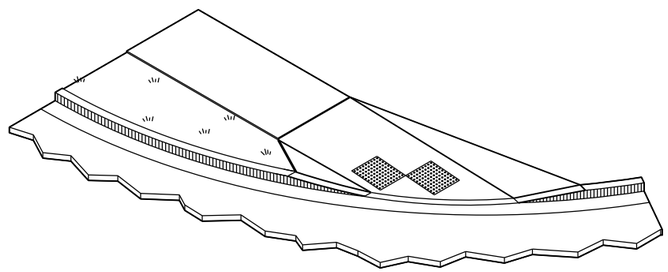

### SECTION B-B FOR TYPE 4B




## CURB RAMP TYPE 4B1
### PLAN VIEW




### ISOMETRIC VIEW FOR TYPE 4B



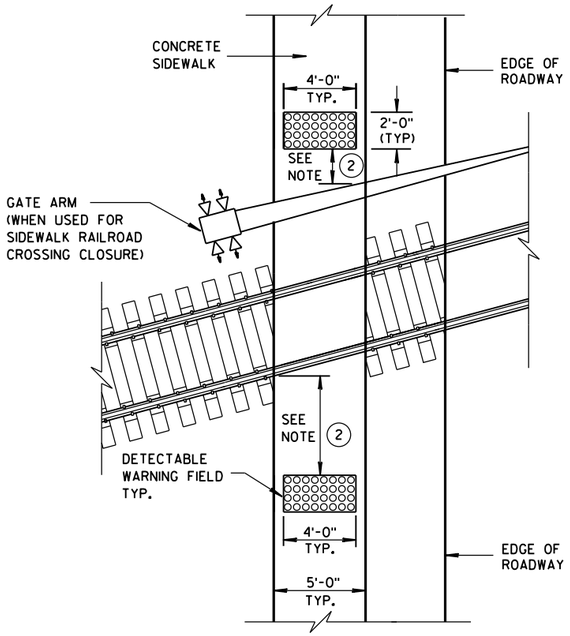
### ISOMETRIC VIEW FOR TYPE 4B1

**CURB RAMPS TYPE 4B AND 4B1**

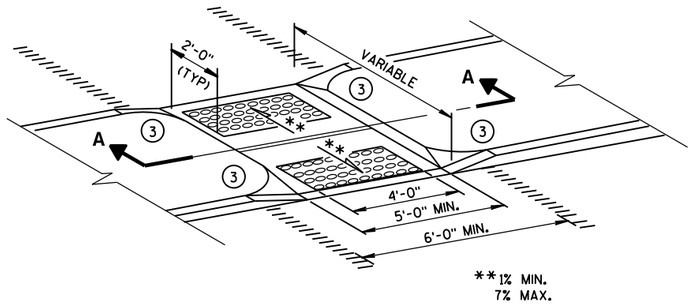
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR




6
S.D.D. 8 D 5-15d




**TYPE 8**
**DETECTABLE WARNINGS AT RAILROAD CROSSING**




**MEDIAN ISLAND**
**NON-ELEVATED CROSSING**
**TYPE 5**

## GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

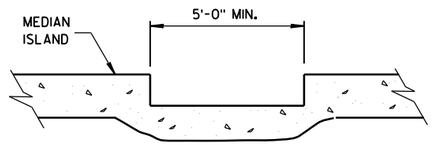
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

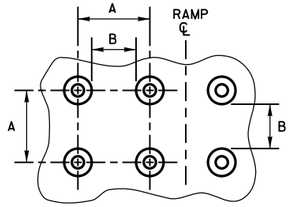
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



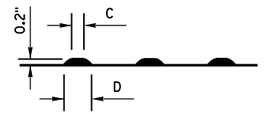

**SECTION A-A**



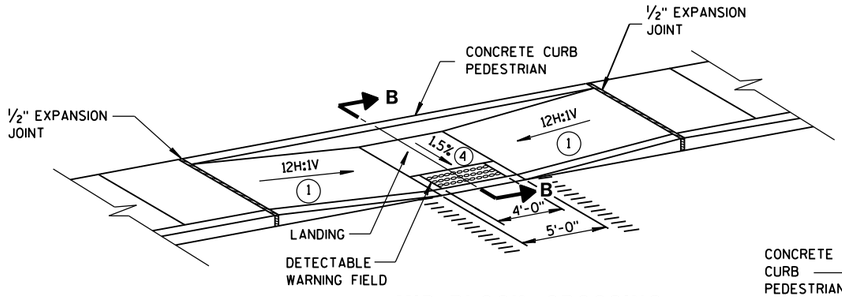

**PLAN VIEW**

| | MIN. | MAX. |
|---|---|---|
| A | 1.6" | 2.4" |
| B | 0.65" | 1.5" |
| C | * | * |
| D | 0.9" | 1.4" |

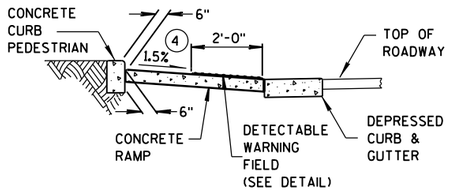
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**ELEVATION VIEW**

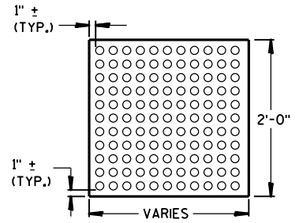



**MID-BLOCK CROSSING**
**TYPE 7A**



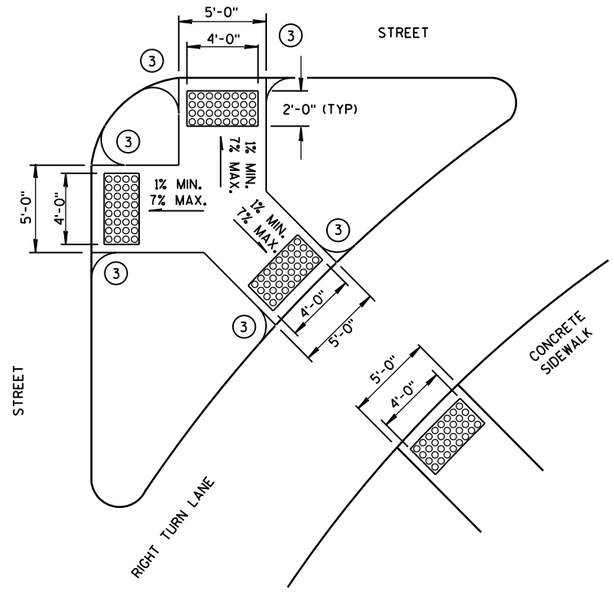

**SECTION B-B**

## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL

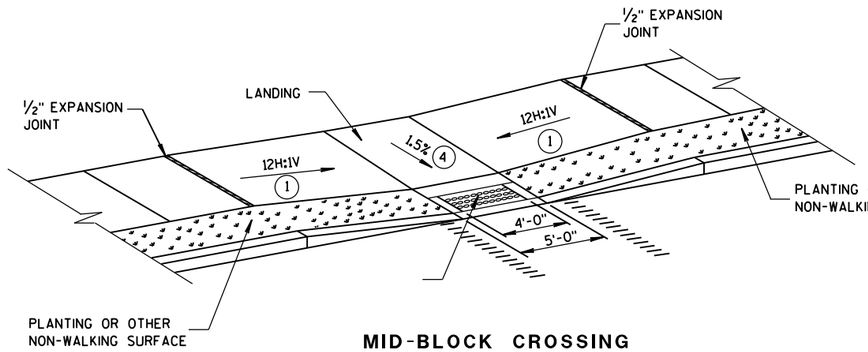



**PLAN VIEW**

**DETECTABLE WARNING FIELD (TYPICAL)**




**TYPE 6**
**DETECTABLE WARNING AT ISLANDS**




**MID-BLOCK CROSSING**
**TYPE 7B**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**LEGEND**

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS**
**TYPES 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

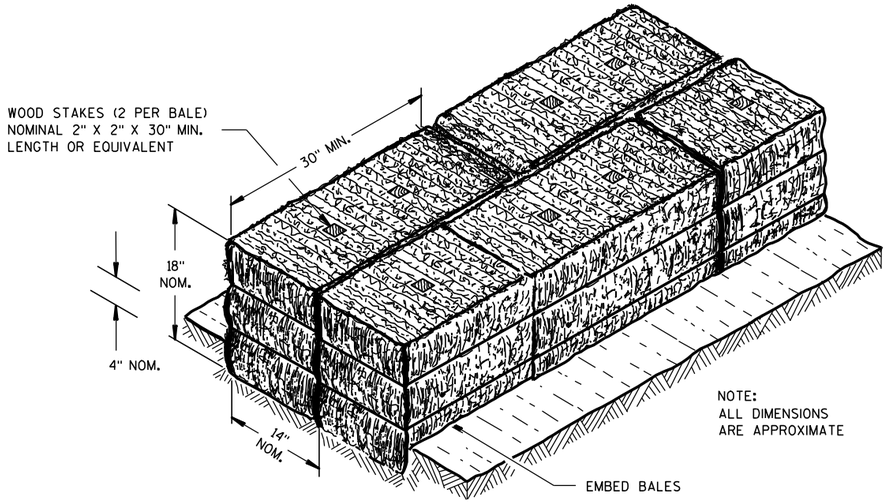


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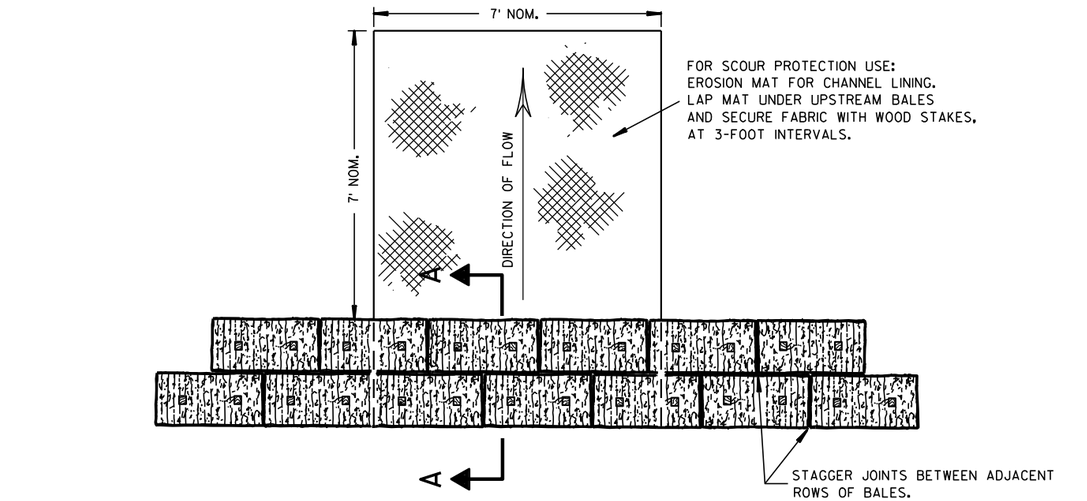
S.D.D. 8 D 5-15e

6

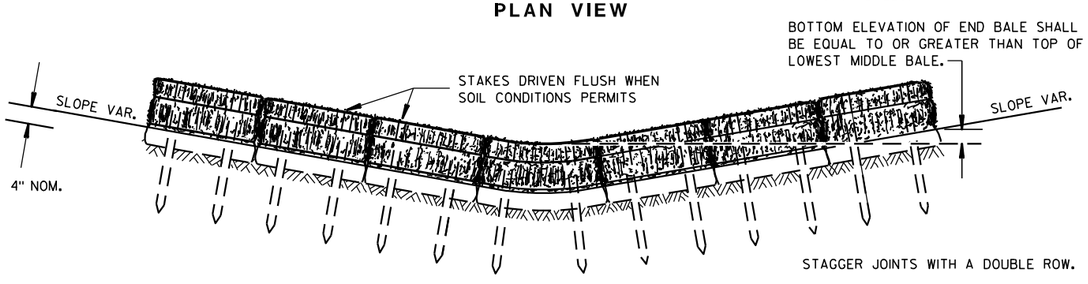
S.D.D. 8 D 5-15e




**SECTION A-A**




**PLAN VIEW**



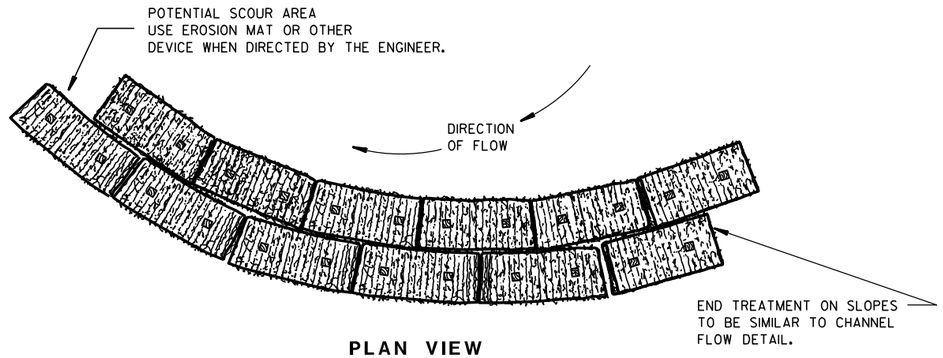

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES ①

## GENERAL NOTES

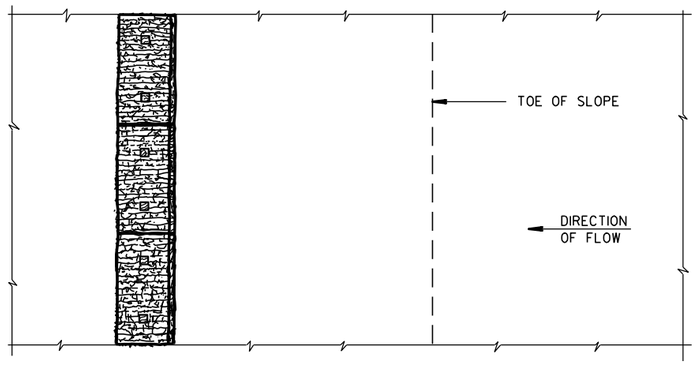
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

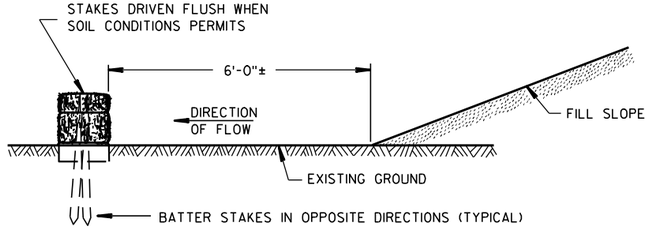



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

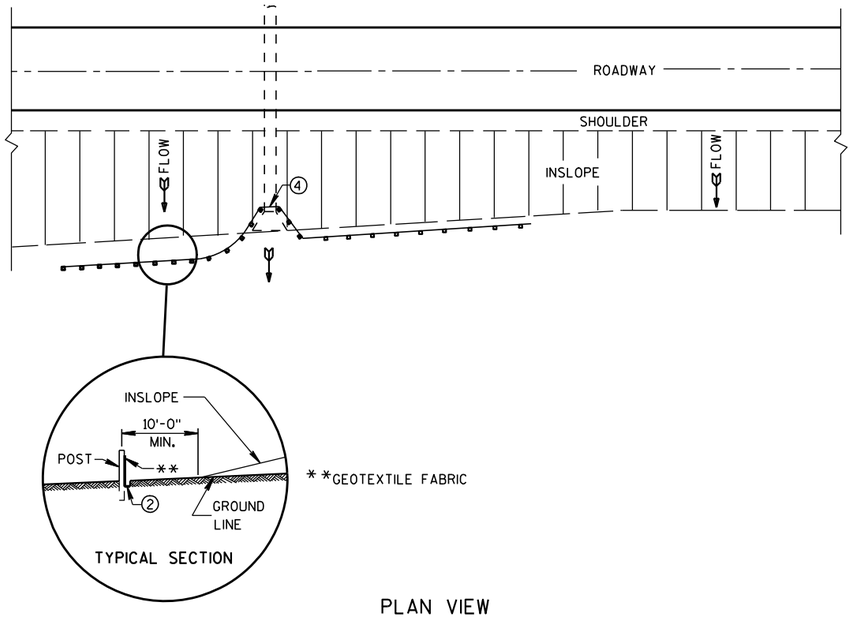


6

S.D.D. 8 E 8-3

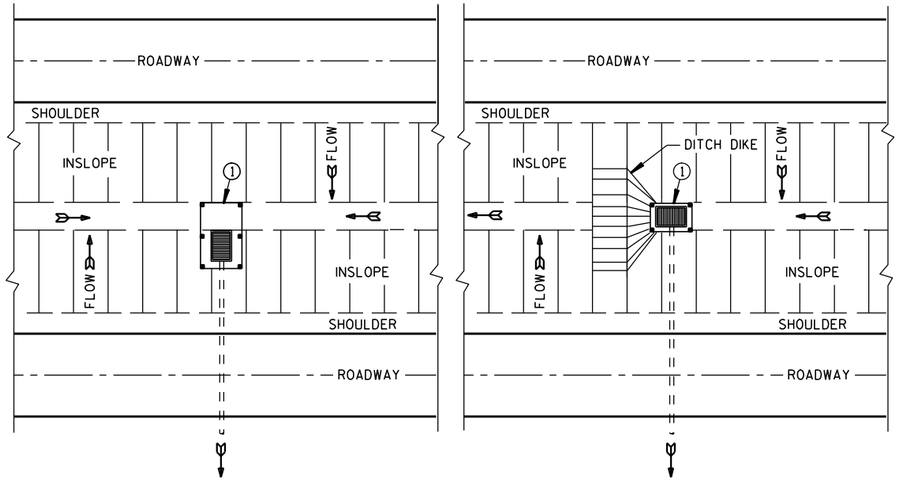
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



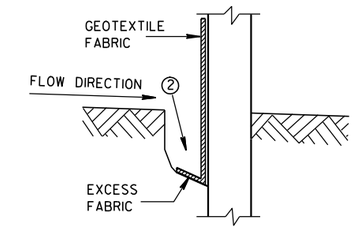

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

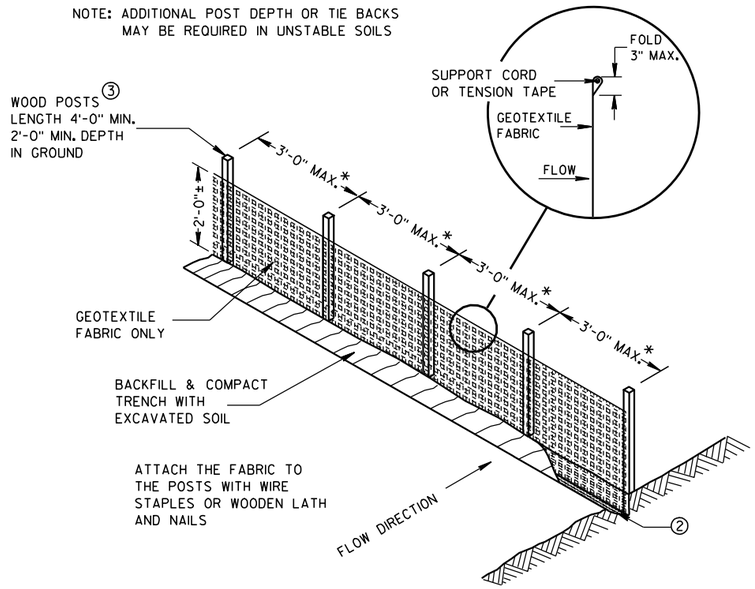
## GENERAL NOTES

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

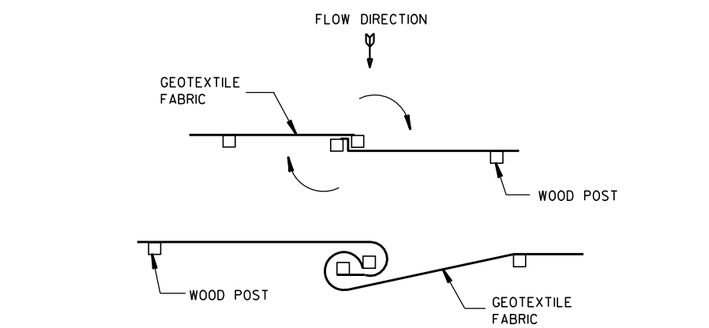
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



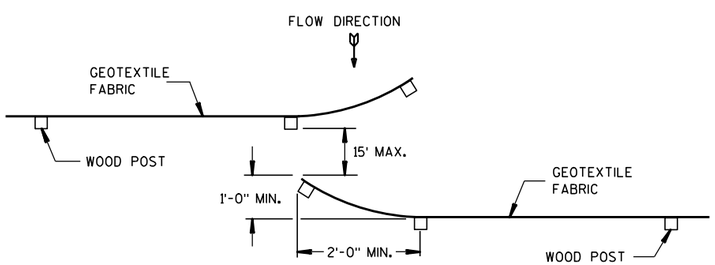

## TRENCH DETAIL




## SILT FENCE

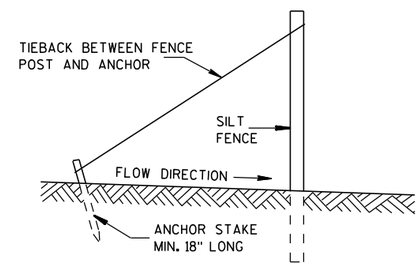



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

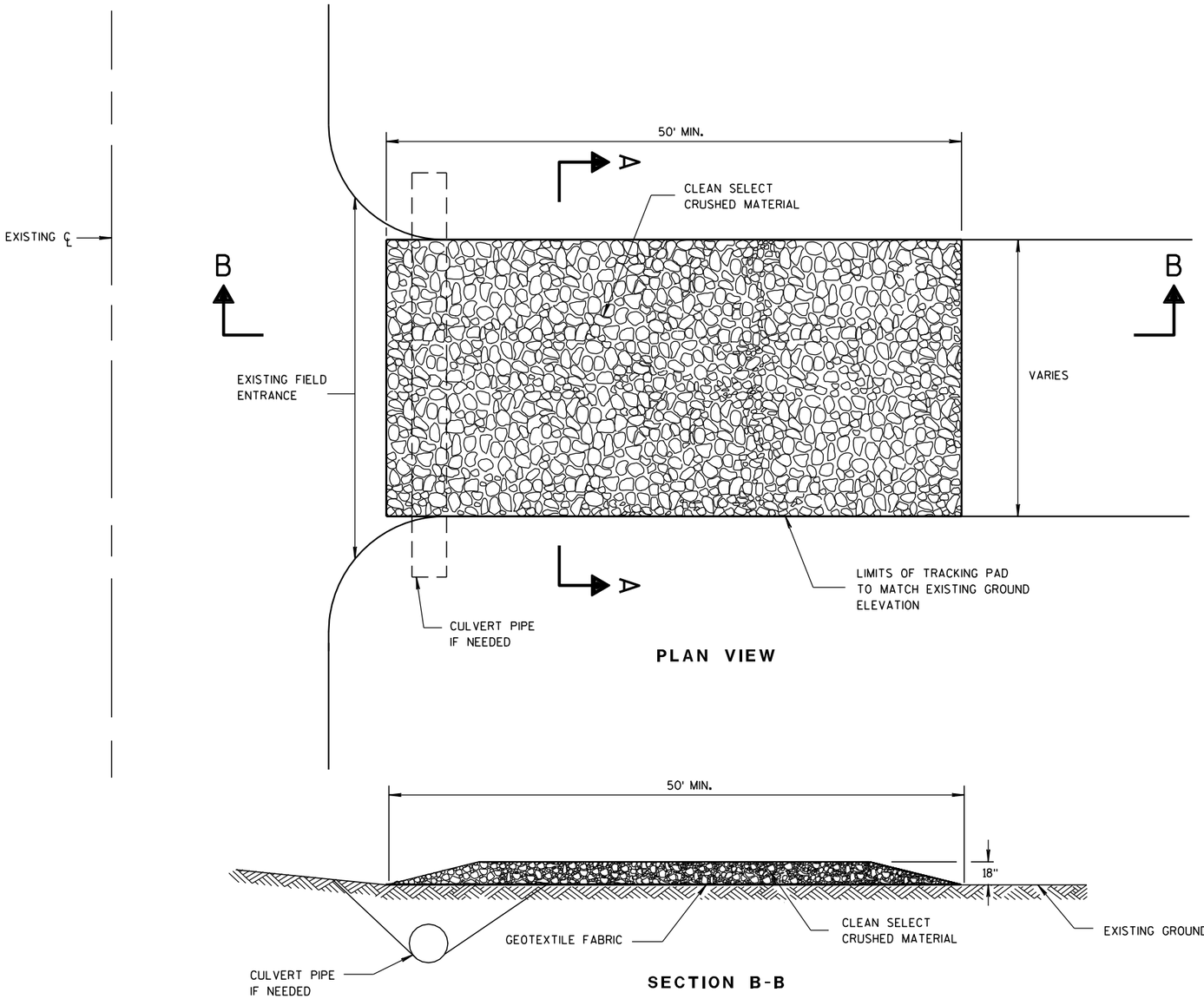


6

S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6




PLAN VIEW




SECTION B-B

## GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

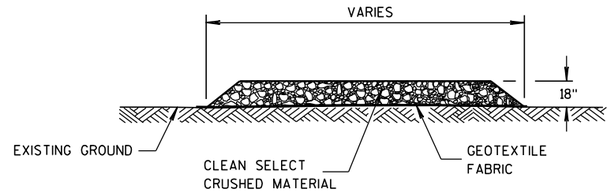
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.




SECTION A-A

# TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER

418

FHWA

ENT

6

S.D.D. 8 E 14-1

## METAL APRON ENDWALLS

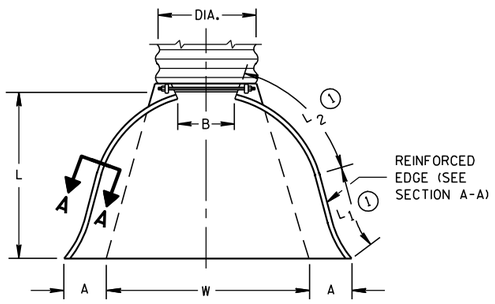
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 to 1 | 1 Pc. |
| 15 | .064 | .060 | 7 | 8 | 6 | 26 | 14 | 21 3/4 | 30 | 2 1/2 to 1 | 1 Pc. |
| 18 | .064 | .060 | 8 | 10 | 6 | 31 | 15 | 28 1/4 | 36 | 2 1/2 to 1 | 1 Pc. |
| 21 | .064 | .060 | 9 | 12 | 6 | 36 | 18 | 29 5/8 | 42 | 2 1/2 to 1 | 1 Pc. |
| 24 | .064 | .075 | 10 | 13 | 6 | 41 | 18 | 37 1/4 | 48 | 2 1/2 to 1 | 1 Pc. |
| 30 | .079 | .075 | 12 | 16 | 8 | 51 | 18 | 52 1/4 | 60 | 2 1/2 to 1 | 1 Pc. |
| 36 | .079 | .105 | 14 | 19 | 9 | 60 | 24 | 59 3/4 | 72 | 2 1/2 to 1 | 2 Pc. |
| 42 | .109 | .105 | 16 | 22 | 11 | 69 | 24 | 75 5/8 | 84 | 2 1/2 to 1 | 2 Pc. |
| 48 | .109 | .105 | 18 | 27 | 12 | 78 | 24 | 81 | 90 | 2 1/4 to 1 | 3 Pc. |
| 54 | .109 | .105 | 18 | 30 | 12 | 84 | 30 | 85 1/2 | 102 | 2 1/4 to 1 | 3 Pc. |
| 60 | .109× | .105× | 18 | 33 | 12 | 87 | — | — | 114 | 2 to 1 | 3 Pc. |
| 66 | .109× | .105× | 18 | 36 | 12 | 87 | — | — | 120 | 2 to 1 | 3 Pc. |
| 72 | .109× | .105× | 18 | 39 | 12 | 87 | — | — | 126 | 2 to 1 | 3 Pc. |
| 78 | .109× | .105× | 18 | 42 | 12 | 87 | — | — | 132 | 1 1/2 to 1 | 3 Pc. |
| 84 | .109× | .105× | 18 | 45 | 12 | 87 | — | — | 138 | 1 1/2 to 1 | 3 Pc. |
| 90 | .109× | .105× | 18 | 37 | 12 | 87 | — | — | 144 | 1 1/2 to 1 | 3 Pc. |
| 96 | .109× | .105× | 18 | 35 | 12 | 87 | — | — | 150 | 1 1/2 to 1 | 3 Pc. |

× EXCEPT CENTER PANEL SEE GENERAL NOTES

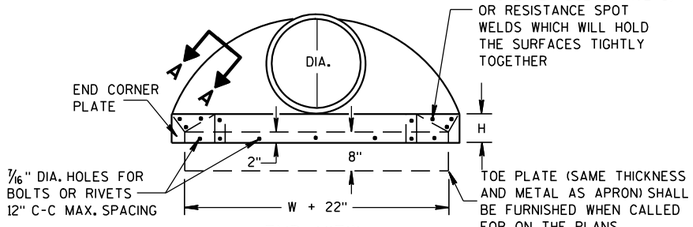
## REINFORCED CONCRETE APRON ENDWALLS

| PIPE DIA. (IN.) | DIMENSIONS (Inches) T | A | B | C | D | E | G | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|
| 12 | 2 | 4 | 24 | 48 7/8 | 72 1/8 | 24 | 2 | 3 to 1 |
| 15 | 2 1/4 | 6 | 27 | 46 | 73 | 30 | 2 1/4 | 3 to 1 |
| 18 | 2 1/2 | 9 | 27 | 46 | 73 | 36 | 2 1/2 | 3 to 1 |
| 21 | 2 3/4 | 9 | 36 | 37 1/2 | 73 1/2 | 42 | 2 3/4 | 3 to 1 |
| 24 | 3 | 9 1/2 | 43 1/2 | 30 | 73 1/2 | 48 | 3 | 3 to 1 |
| 27 | 3 1/4 | 10 1/2 | 49 1/2 | 24 | 73 1/2 | 54 | 3 1/4 | 3 to 1 |
| 30 | 3 1/2 | 12 | 54 | 19 3/4 | 73 1/2 | 60 | 3 1/2 | 3 to 1 |
| 36 | 4 | 15 | 63 | 34 3/4 | 97 3/4 | 72 | 4 | 3 to 1 |
| 42 | 4 1/2 | 21 | 63 | 35 | 98 | 78 | 4 1/2 | 3 to 1 |
| 48 | 5 | 24 | 72 | 26 | 98 | 84 | 5 | 3 to 1 |
| 54 | 5 1/2 | 27 | 65 | * 33 1/4 - ** 35 | * 98 1/4 - ** 100 | 90 | 5 1/2 | 2 2/5 to 1 |
| 60 | 6 | * 30 - ** 35 | 60 | 39 | 99 | 96 | 5 | 2 to 1 |
| 66 | 6 1/2 | * 24 - ** 30 | * 72 - ** 78 | * 21 - ** 27 | 99 | 102 | 5 1/2 | 2 to 1 |
| 72 | 7 | * 24 - ** 36 | 78 | 21 | 99 | 108 | 6 | 2 to 1 |
| 78 | 7 1/2 | * 24 - ** 36 | 78 | 21 | 99 | 114 | 6 1/2 | 2 to 1 |
| 84 | 8 | 36 | 90 1/2 | 21 | 111 1/2 | 120 | 6 1/2 | 1 1/2 to 1 |
| 90 | 8 1/2 | 41 | 87 1/2 | 24 | 111 1/2 | 132 | 6 1/2 | 1 1/2 to 1 |

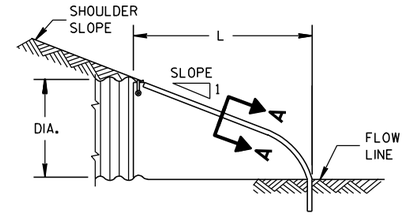
*MINIMUM
**MAXIMUM




PLAN VIEW

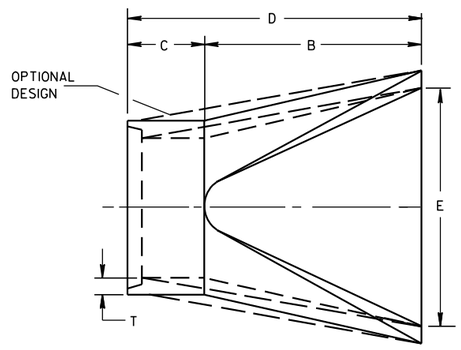



END VIEW

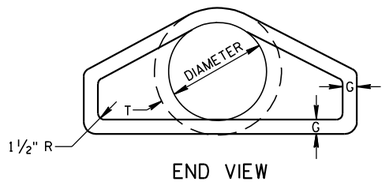



SIDE ELEVATION

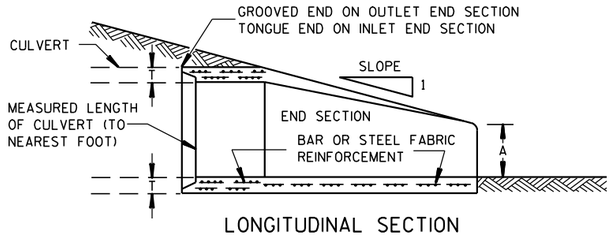
## METAL ENDWALLS




PLAN

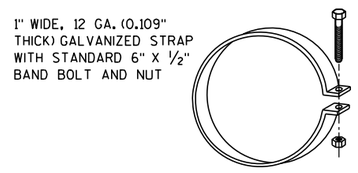



END VIEW



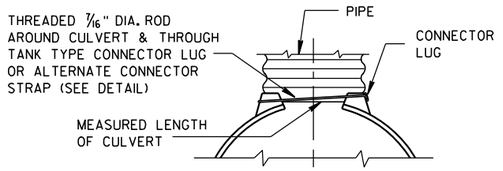

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

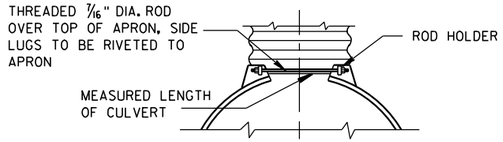



ALTERNATE FOR TYPE 1 CONNECTION

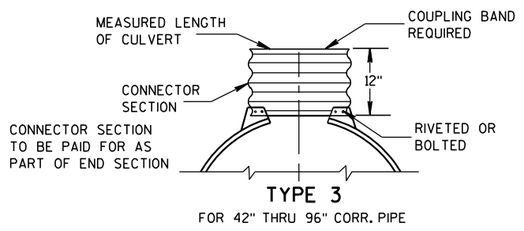
## END SECTION CONNECTOR STRAP



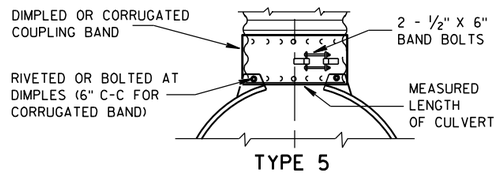

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

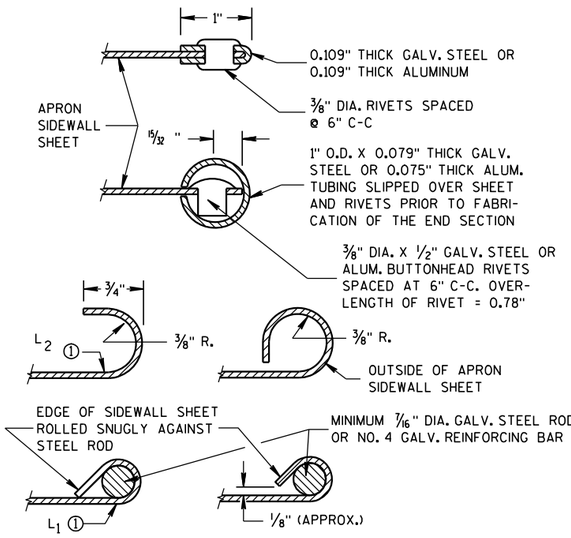
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

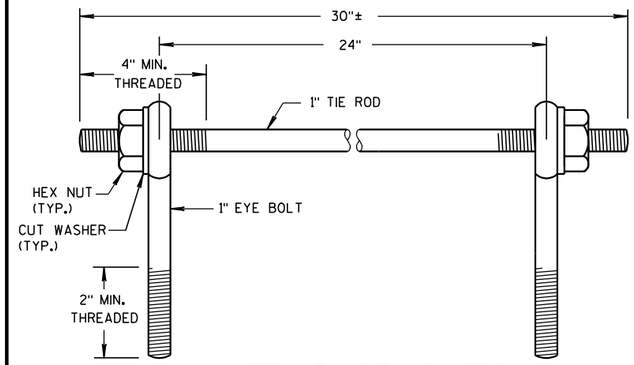
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

# APRON ENDWALLS FOR CULVERT PIPE

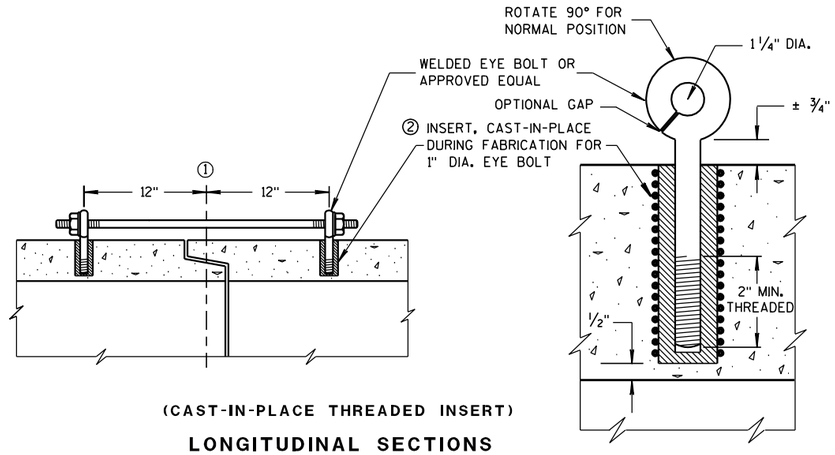
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA


6
S.D.D. 8 F 1-11




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

## GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

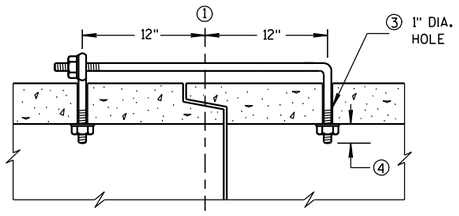
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

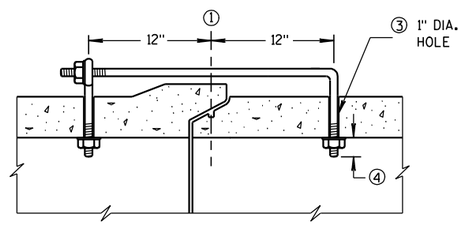
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.




(TONGUE & GROOVE PIPE)

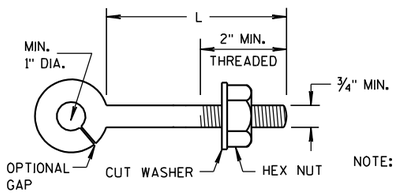



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

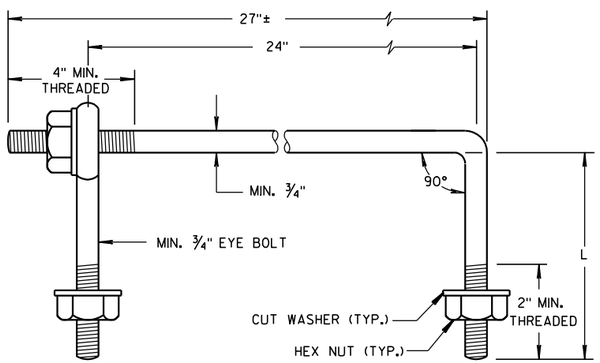
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




EYE BOLT AND TIE ROD

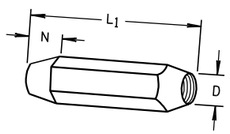
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

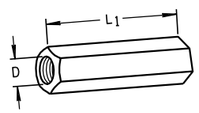
**ADJUSTABLE TIE ROD TABLE**

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12-60 | 5/8 | 5/8 | 5 | 1/2 |
| 66-84 | 3/4 | 3/4 | 5 | 1/2 |
| 90-108 | 1 | 1 | 7 | 1 1/16 |

DIMENSIONS SHOWN ARE IN INCHES



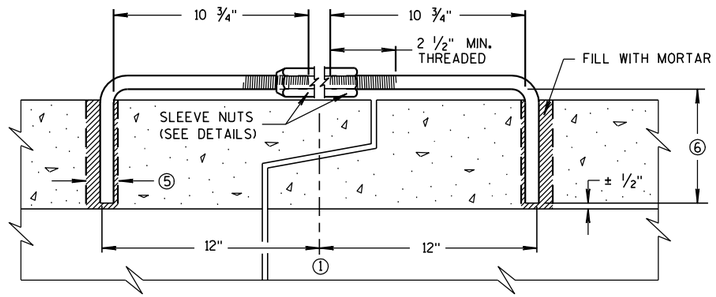

TAPERED




PLAIN

RIGHT AND LEFT THREADS

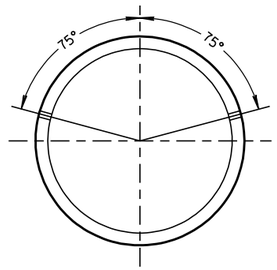
SLEEVE NUTS




LONGITUDINAL SECTION

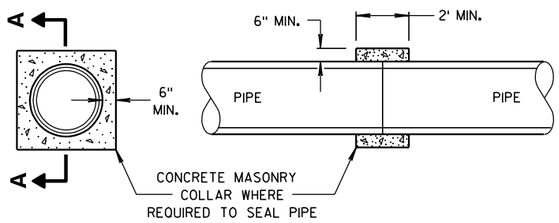
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION




SECTION A-A

# CONCRETE COLLAR DETAIL

**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

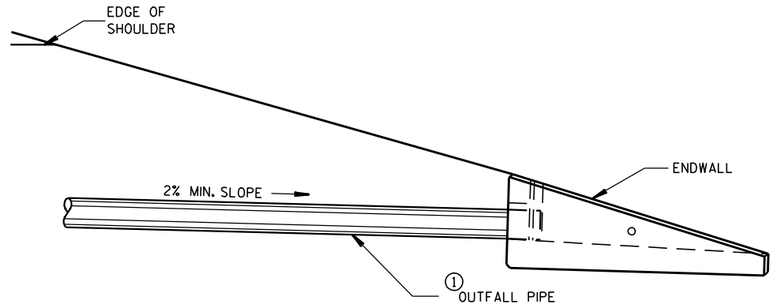
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
420
FHWA

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S.D.D. 8 F 4-7

| DIMENSIONS IN INCHES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIA. | A | B | C | D | E | F | G | H | J | L | Z |
| **4 | 6 | 12 | 5 1/4 | 9 | 8 | 32 | 36 | 11 | 2 3/8 | 6 1/2 | 4 |
| 6 | 8 | 14 | 7 1/4 | 11 | 10 | 42 | 44 | 13 | 3 5/8 | 8 1/2 | 6 |

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)




INSTALLATION DETAIL

## GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

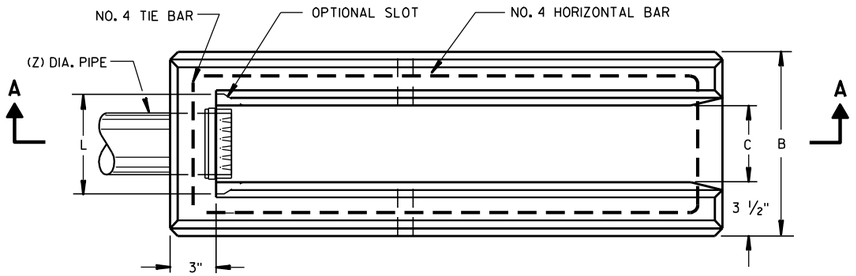
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

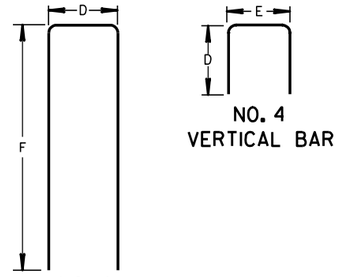
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



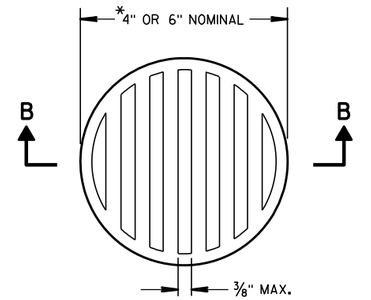

PLAN VIEW



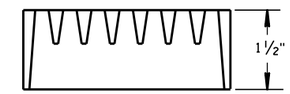




BAR STEEL REINFORCEMENT DETAILS



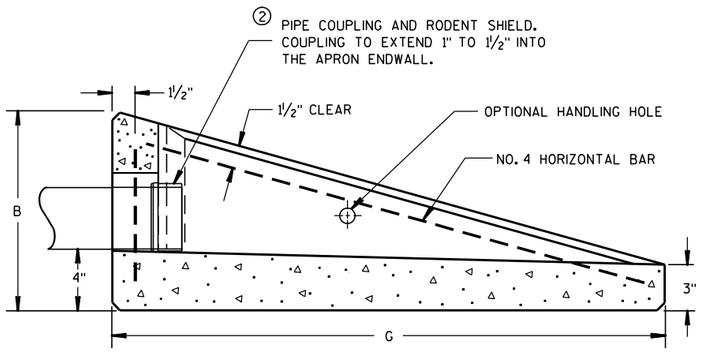

NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



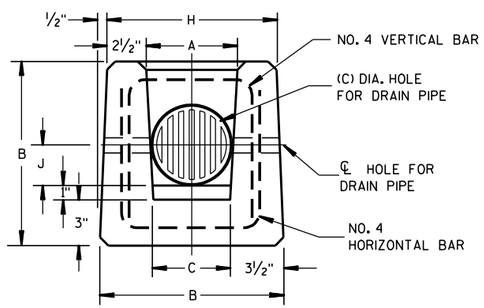

SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.




SECTION A-A




END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

**REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN**

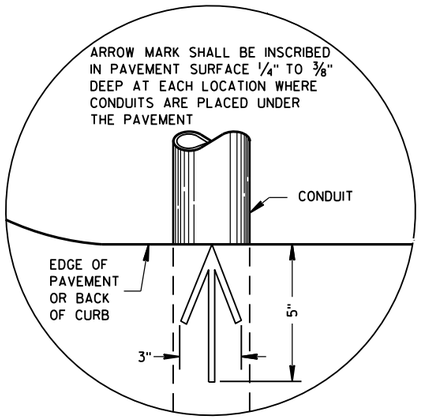
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



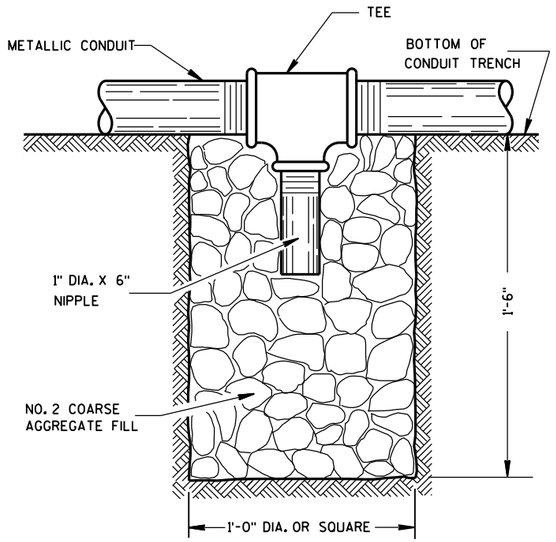

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S.D.D. 8 F 6-4



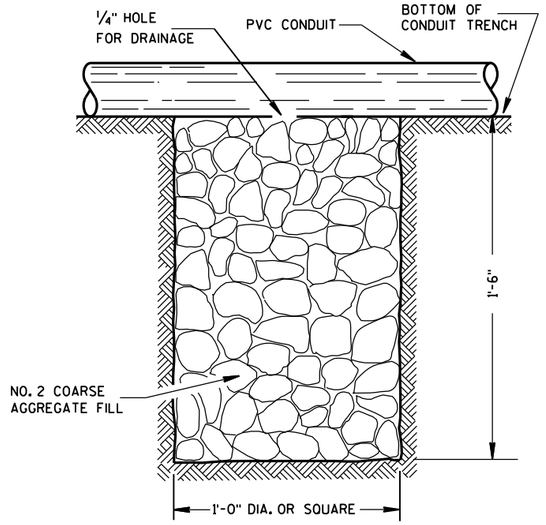

PLAN VIEW

## 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.

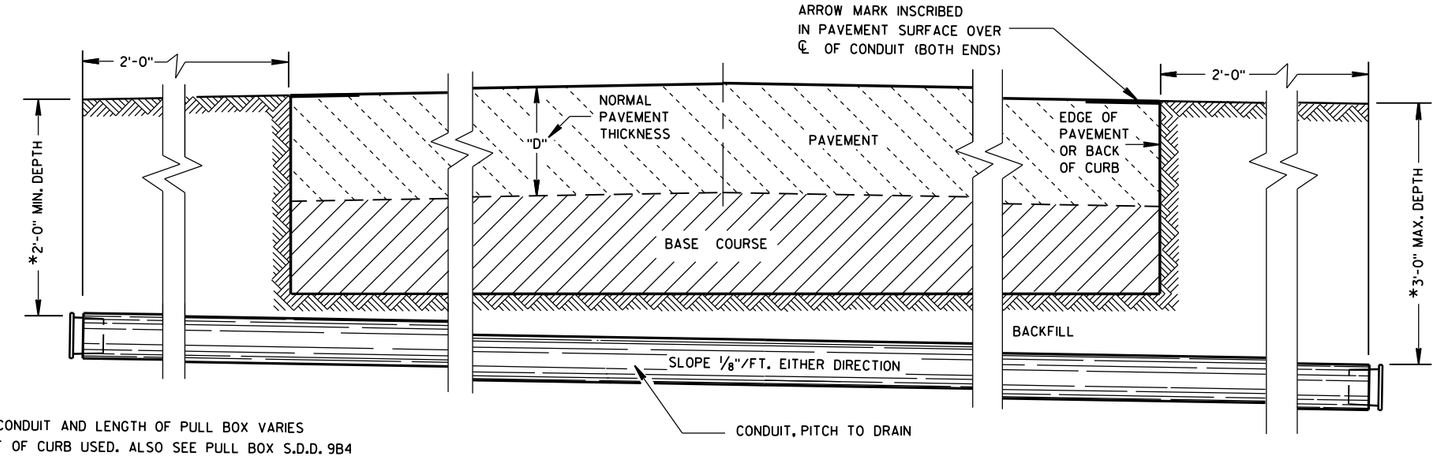
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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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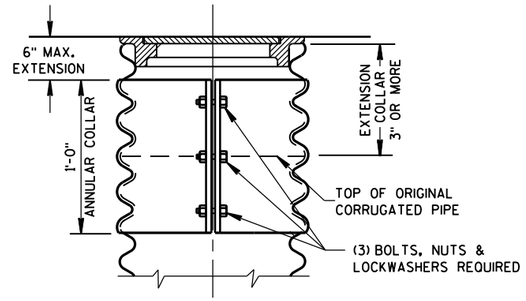
S.D.D. 9 B 2-8

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

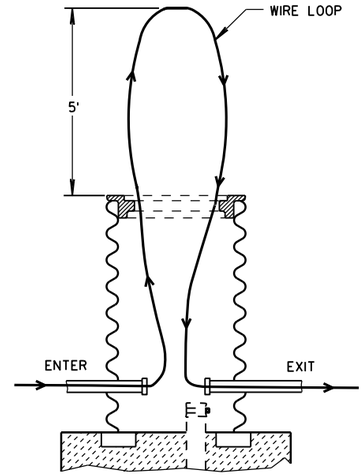
| DIMENSION IN INCHES | | CORRUGATED STEEL PIPE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 12 | 18 | 18 | 18 | 24 | 24 | 24 |
| PIPE LENGTH ** | B | 24 | 30 | 36 | 24 | 30 | 36 | 36 | 42 | 48 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 |
| COVER | D | 10 1/4 | 10 1/4 | 10 1/4 | 16 1/4 | 16 1/4 | 16 1/4 | 22 1/4 | 22 1/4 | 22 1/4 |
| FRAME | E | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 | 26 1/2 | 26 1/2 | 26 1/2 |
| FRAME | F | 8 1/2 | 8 1/2 | 8 1/2 | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 |
| FRAME | G | 11 1/2 | 11 1/2 | 11 1/2 | 17 1/2 | 17 1/2 | 17 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| WEIGHT IN POUNDS * | | | | | | | | | | |
| FRAME AND COVER | | 60 | 60 | 60 | 110 | 110 | 110 | 155 | 155 | 155 |

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

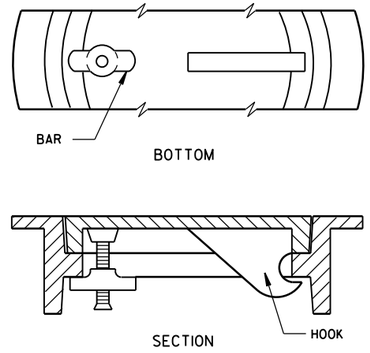
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.




CORRUGATED PIPE EXTENDER

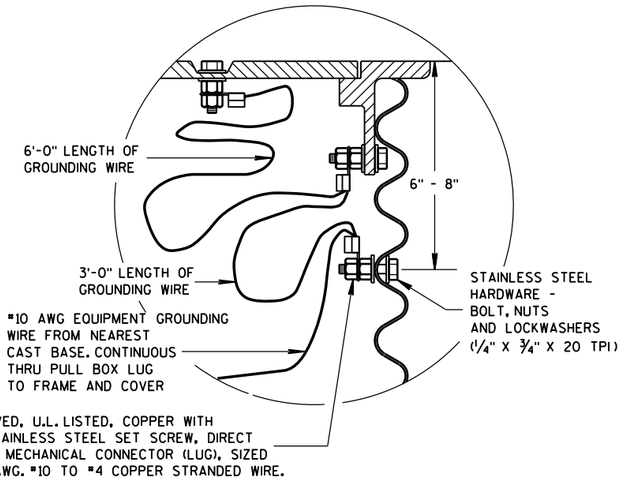



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

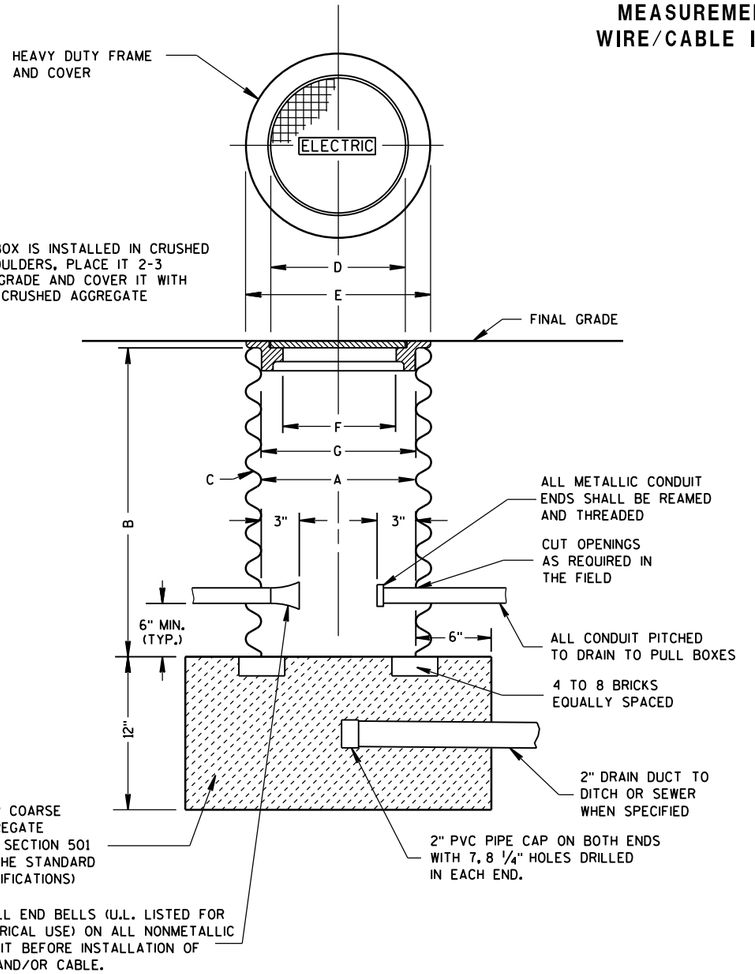



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE




EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES




PULL BOX

## 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.

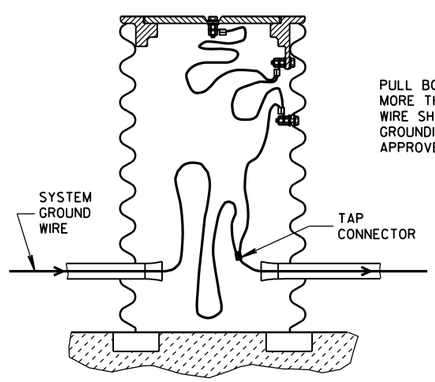
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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 TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

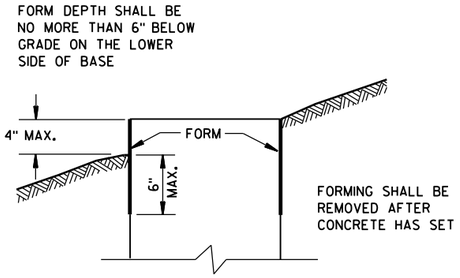
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
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.

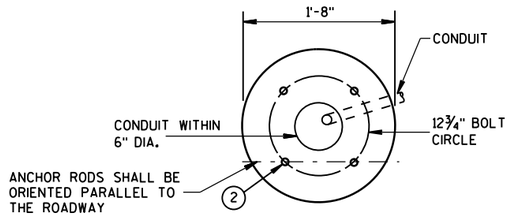
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

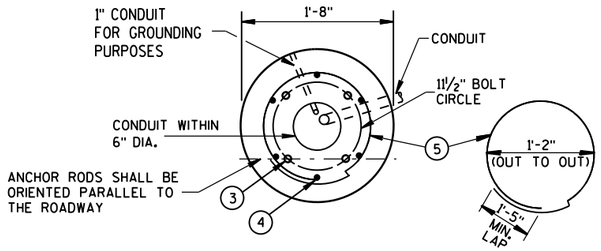
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

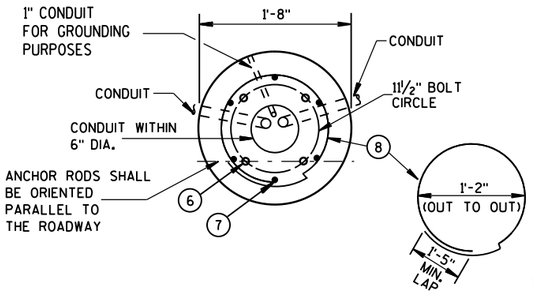
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

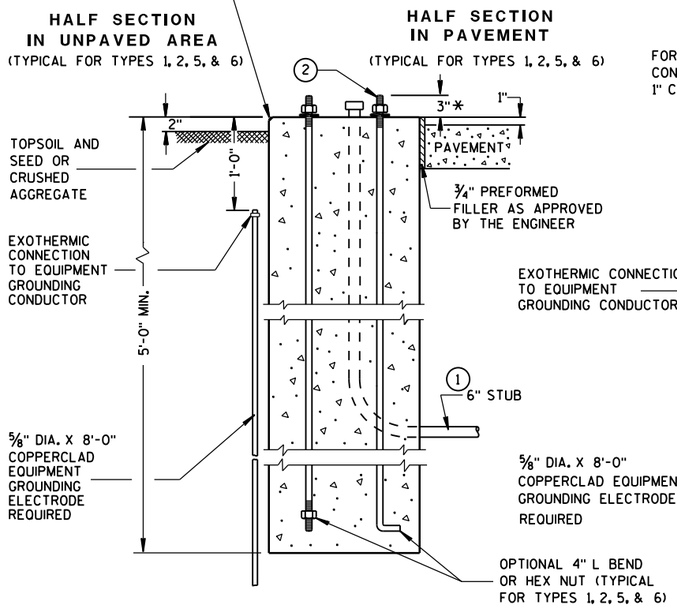


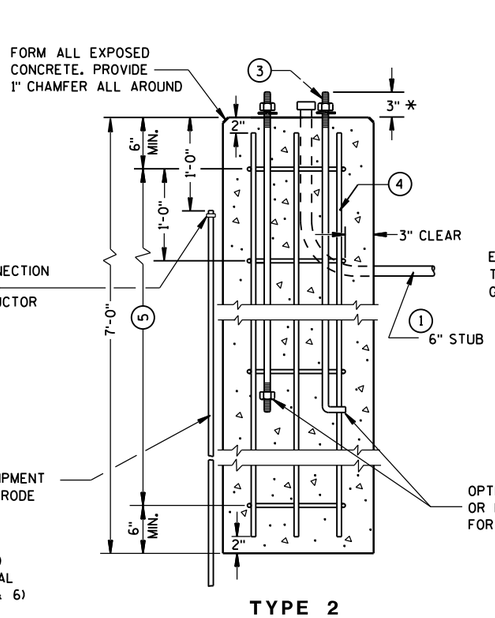



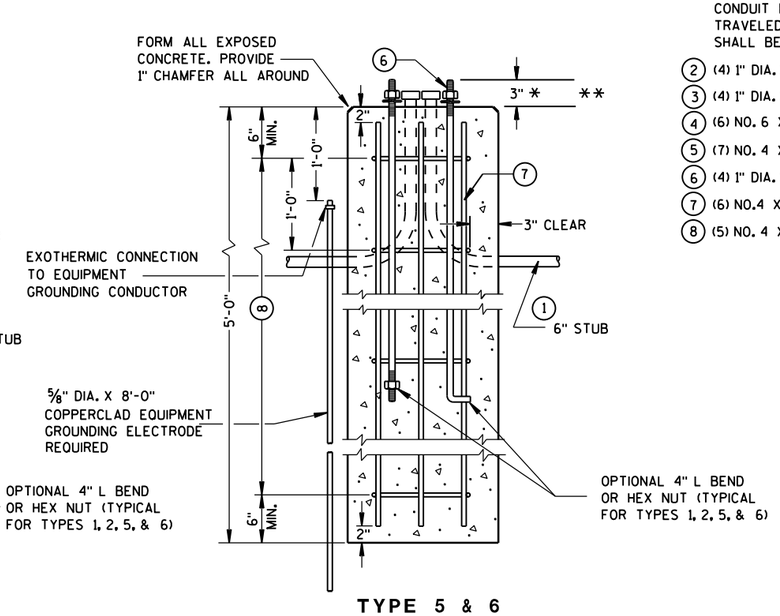

### HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

### 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



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S.D.D. 9 C 2-7

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

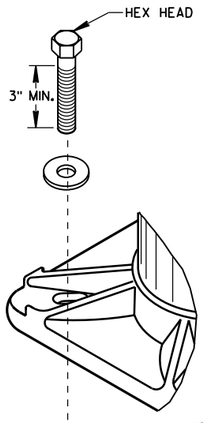
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

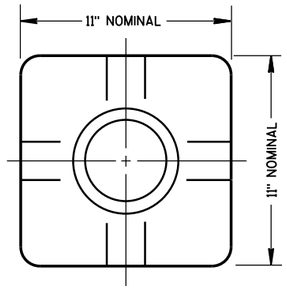
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

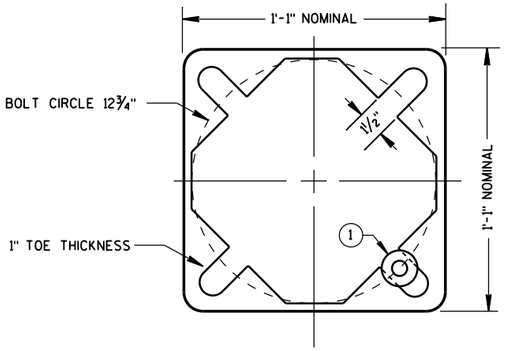
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

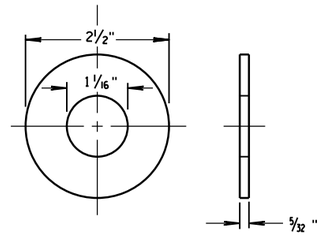



TOP VIEW
(PEDESTAL BASE)

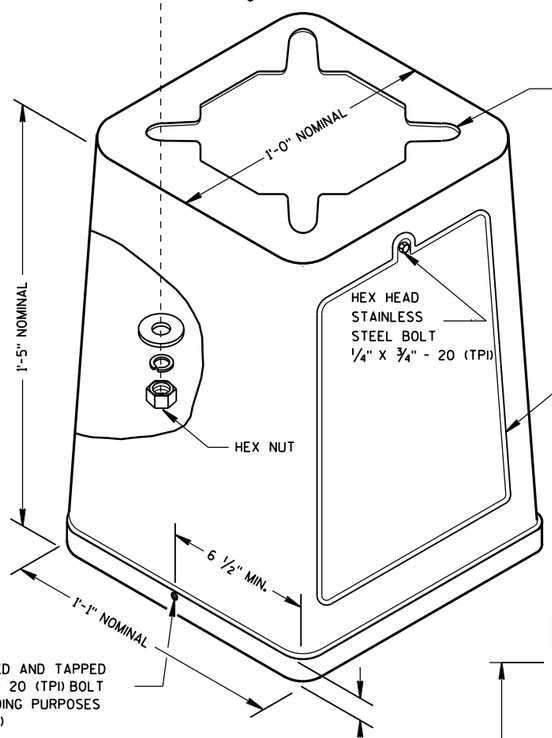



BOTTOM VIEW
(PEDESTAL BASE)

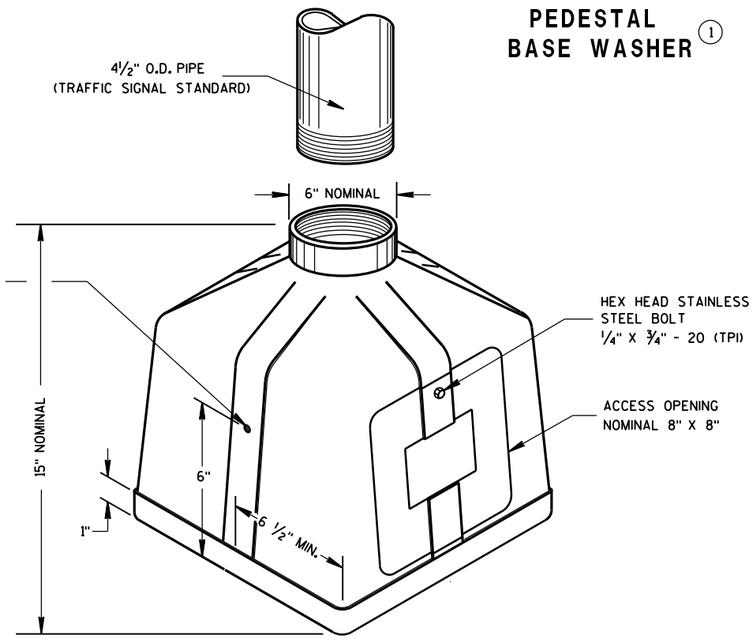



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

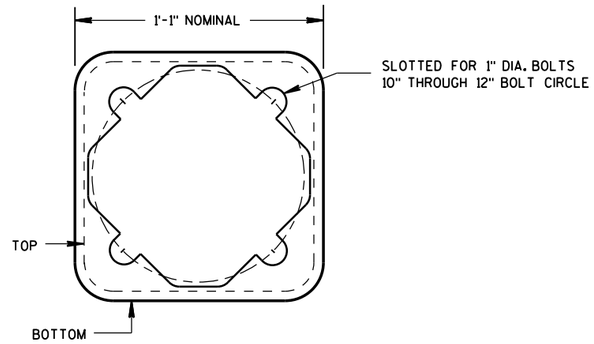



ISOMETRIC VIEW

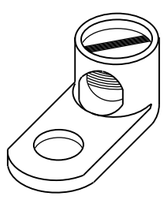



ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

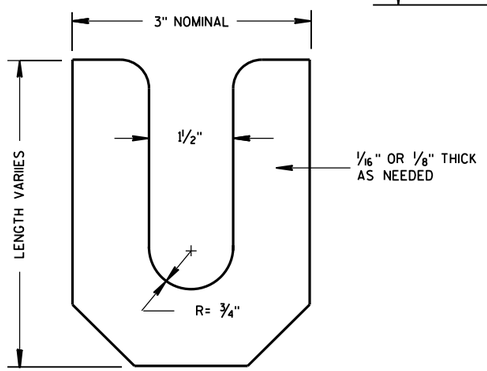


**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE**

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

425

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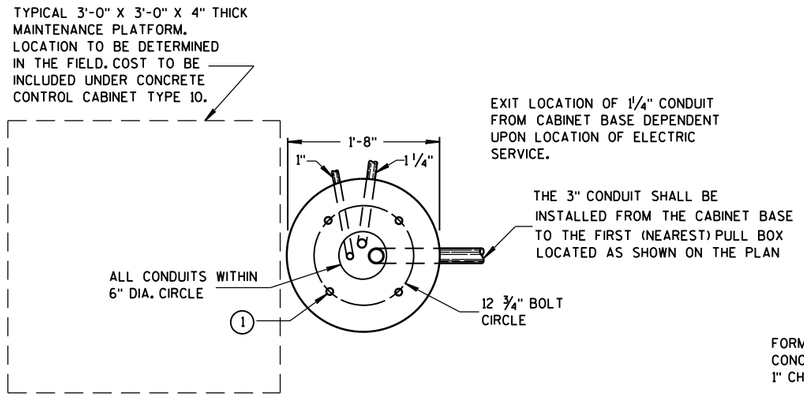
S.D.D. 9 C 3-4

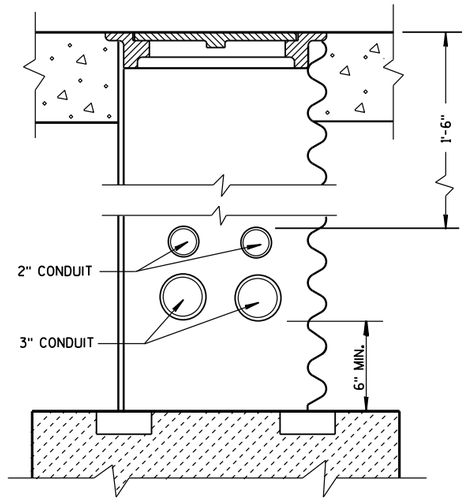
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S.D.D. 9 C 3-4

| 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 * |

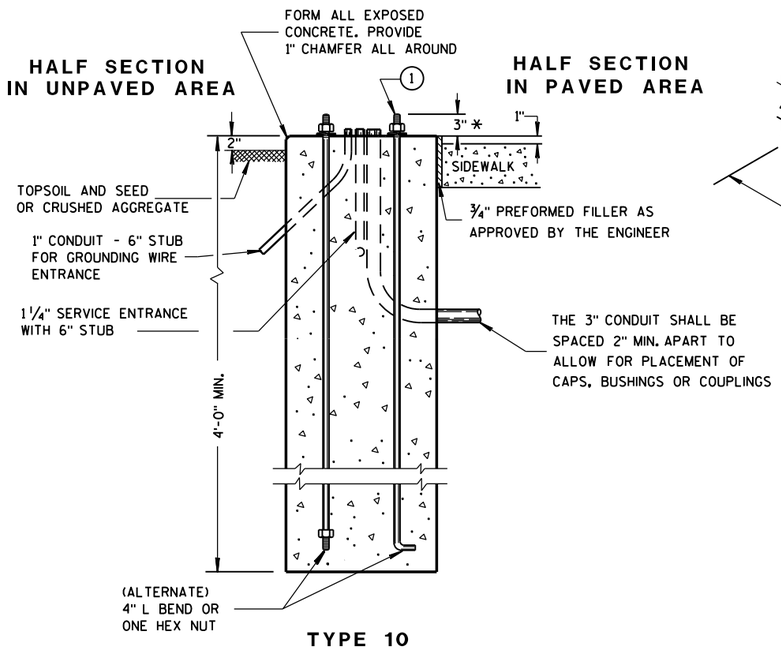
* INCLUDES MAINTENANCE PLATFORM.



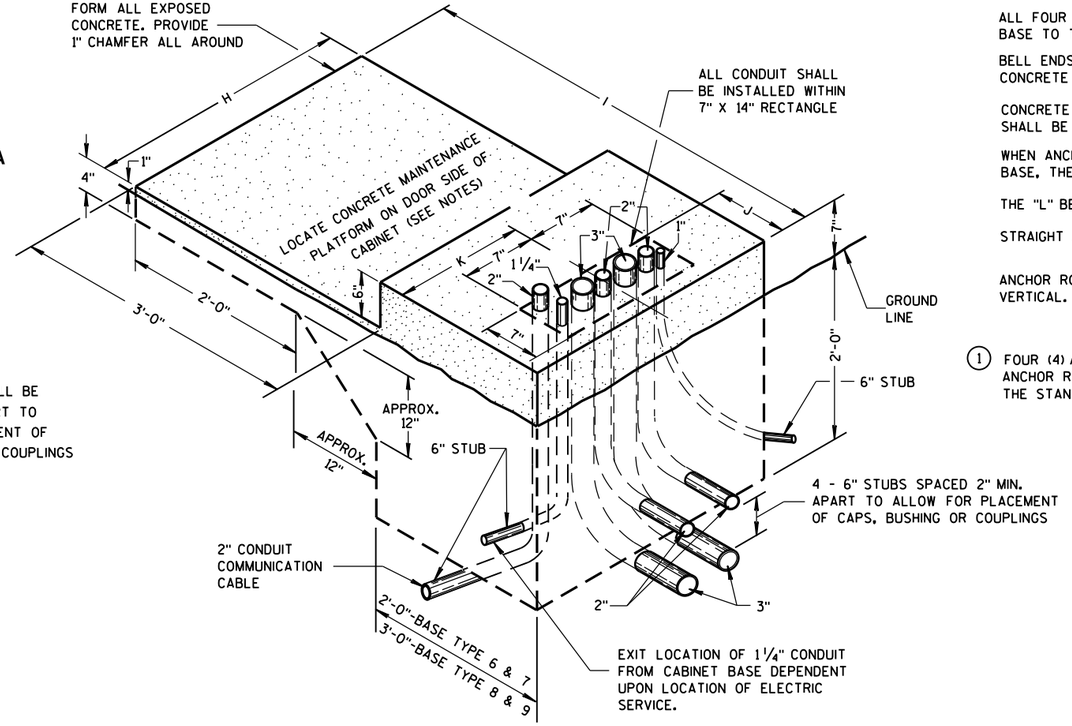




## CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(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

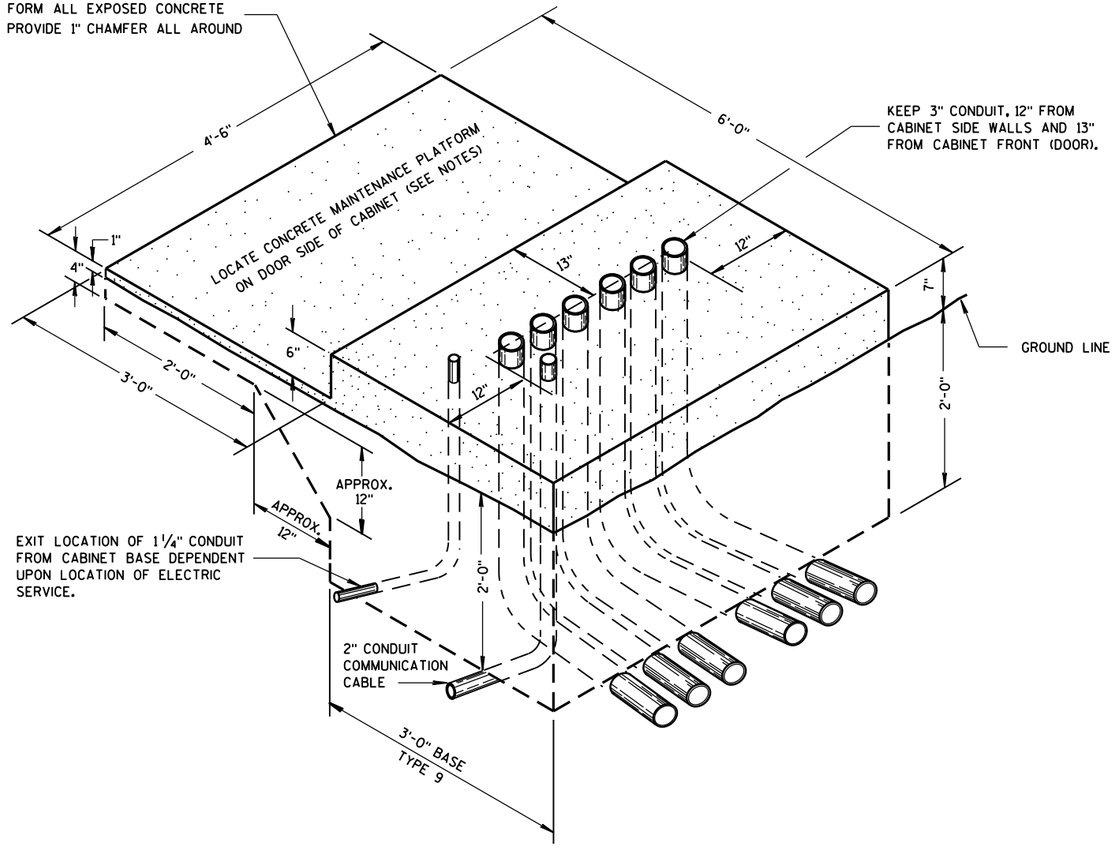
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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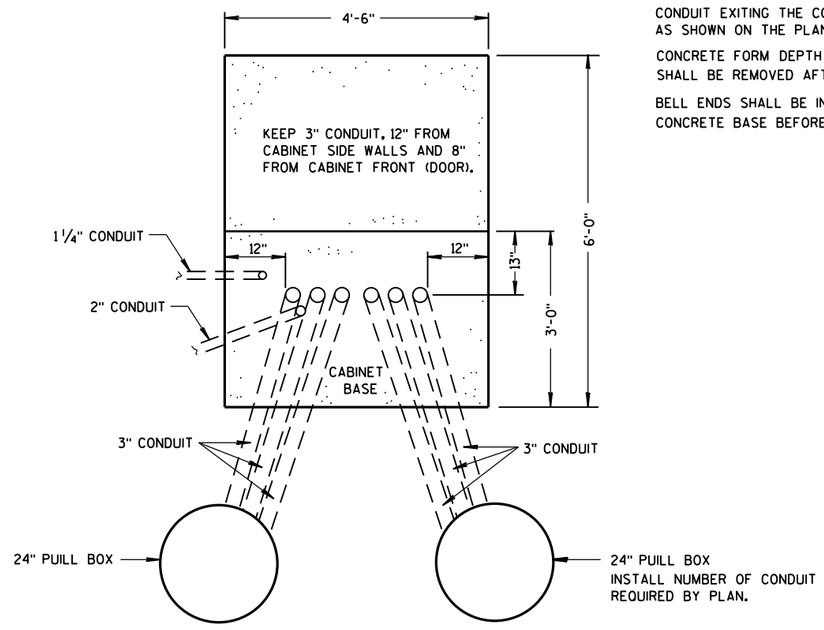
S.D.D. 9 C 5-9




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**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 427
FHWA


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S.D.D. 9 C 6-7

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

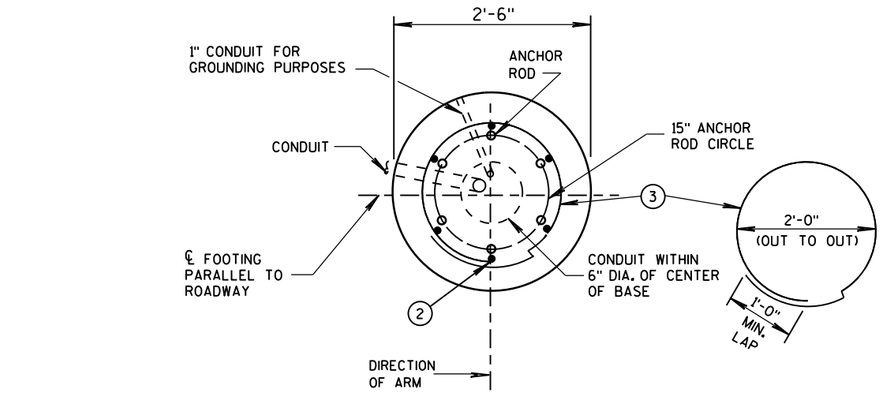
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

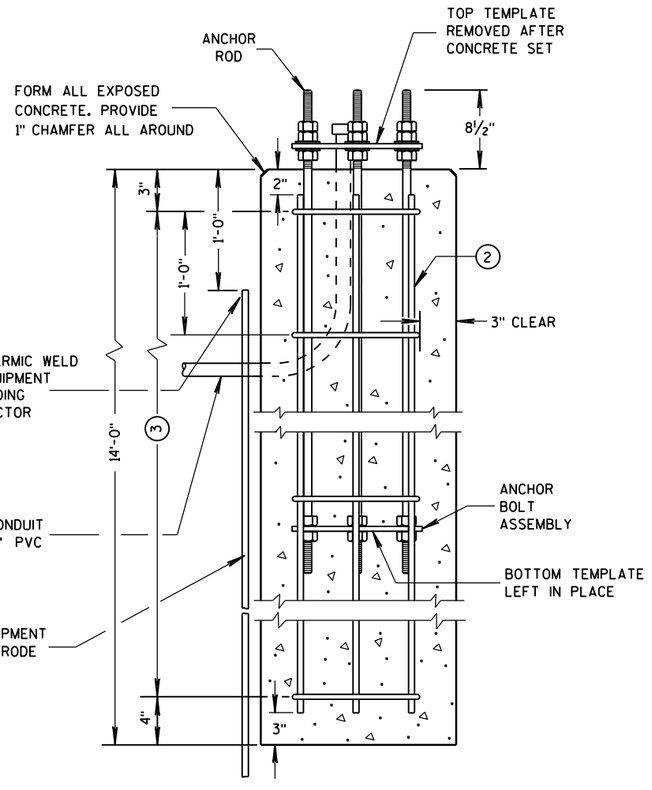
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (15) NO. 4 X 7'-4" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

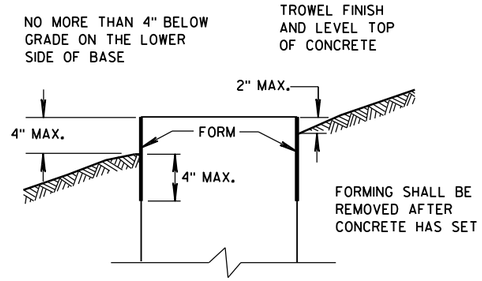
| | |
|---|---|
| CONCRETE MASONRY | fc=3,500 p.s.i. |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 | fy=60,000 p.s.i. |
| ANCHOR RODS, AASHTO M314 GRADE 55 | fy=55,000 p.s.i. |
| TEMPLATES, ASTM, A709 GRADE 36 | fy=36,000 p.s.i. |



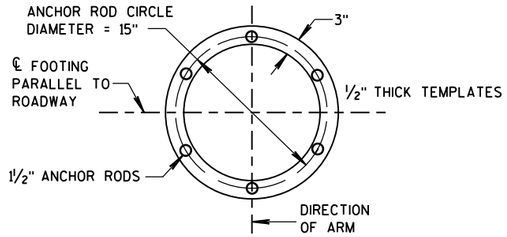




## CONCRETE BASE TYPE 10
### (FOR TYPE 9 & 10 POLES)

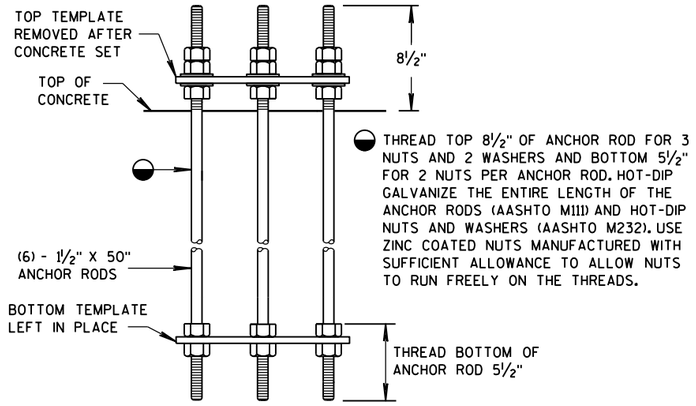
**TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.**




## FORMING DETAIL




## TOP AND BOTTOM TEMPLATES




## ANCHOR BOLT ASSEMBLY DETAIL

## CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

| QUANTITY REQUIREMENTS | |
|---|---|
| APPROX. CUBIC YARDS OF CONCRETE | 2.5 |
| LBS. OF HOOP BAR STEEL | 69 |
| LBS. OF VERTICAL BAR STEEL | 122 |

CONCRETE BASE TYPE 10

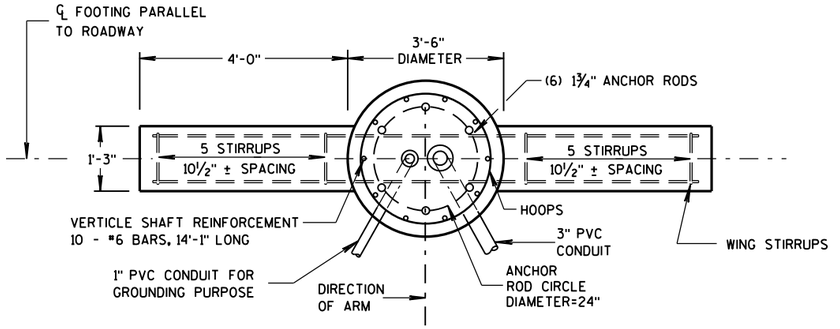
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

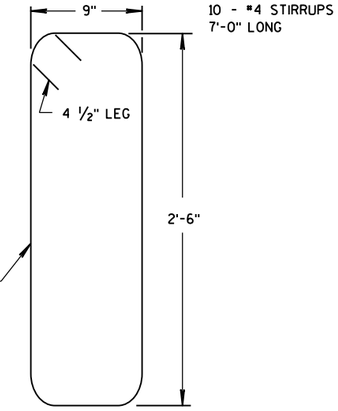



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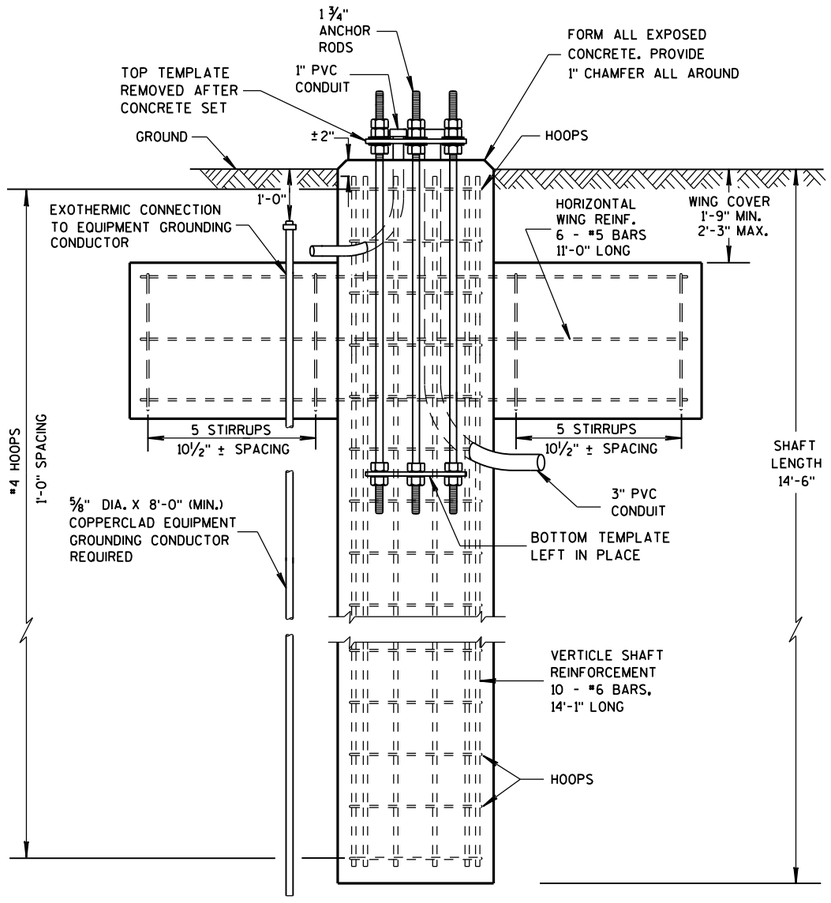
S.D.D. 9 C 11-5



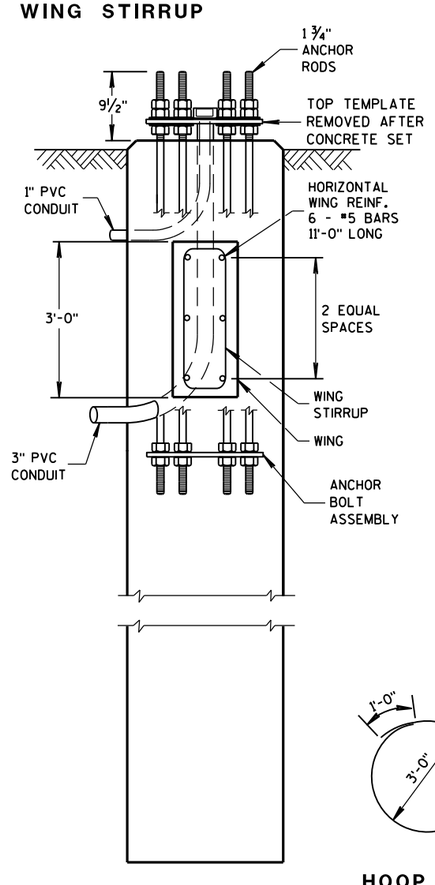

PLAN VIEW




WING STIRRUP

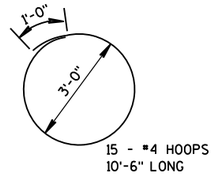



ELEVATION VIEW




SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT




15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

| | |
|---|---|
| CONCRETE MASONRY | fc=3,500 p.s.i. |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 | fy=60,000 p.s.i. |
| ANCHOR RODS, AASHTO M314 GRADE 55 | fy=55,000 p.s.i. |
| TEMPLATES, ASTM A709 GRADE 36 | fy=36,000 p.s.i. |

**(FOR TYPE 12 & 13 POLES)**

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

**TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.**
**SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.**

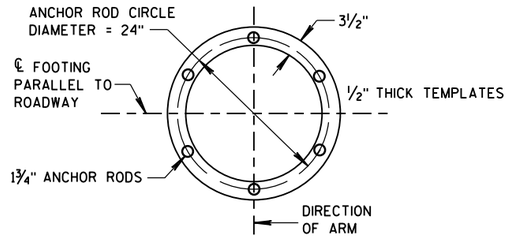
**CONCRETE BASE TYPE 13**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

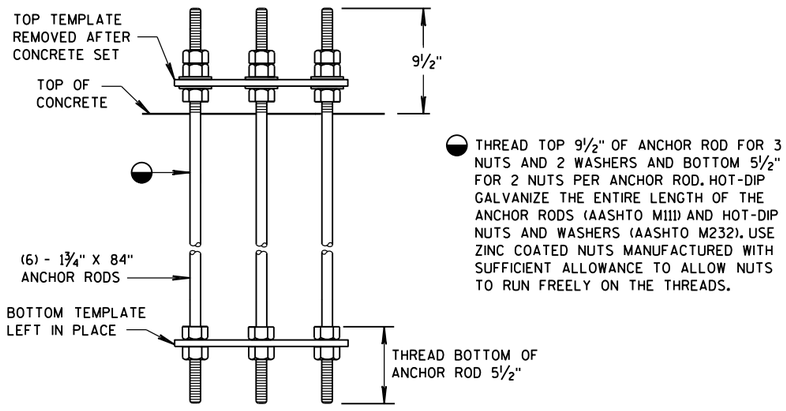




6
S.D.D. 9 C 12-5a

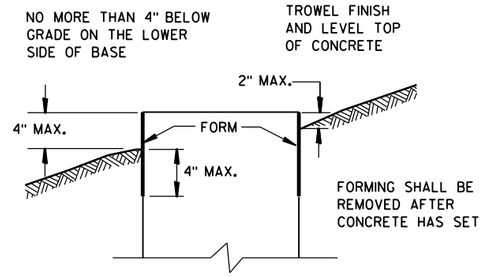



**TOP AND BOTTOM TEMPLATES**




**ANCHOR BOLT ASSEMBLY DETAIL**

# CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY




**FORMING DETAIL**

| | |
|---|---|
| CONCRETE BASE TYPE 13 | |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>Sept. 2014<br>DATE<br>FHWA | /S/ Ahmet Demirbilek<br>STATE ELECTRICAL |



6

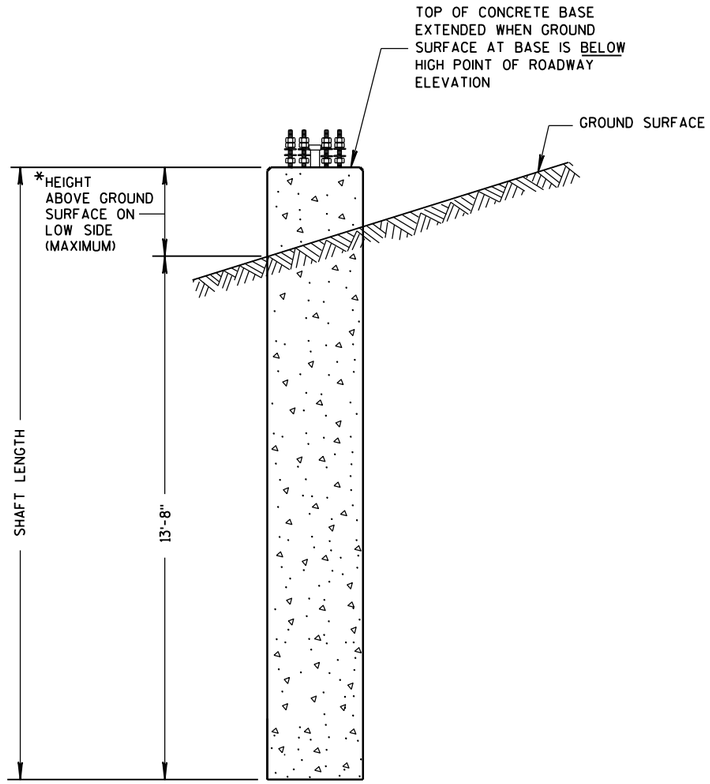
S.D.D. 9 C 12-5b

6

S.D.D. 9 C 12-5b

## REINFORCEMENT AND CONCRETE QUANTITIES
## ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

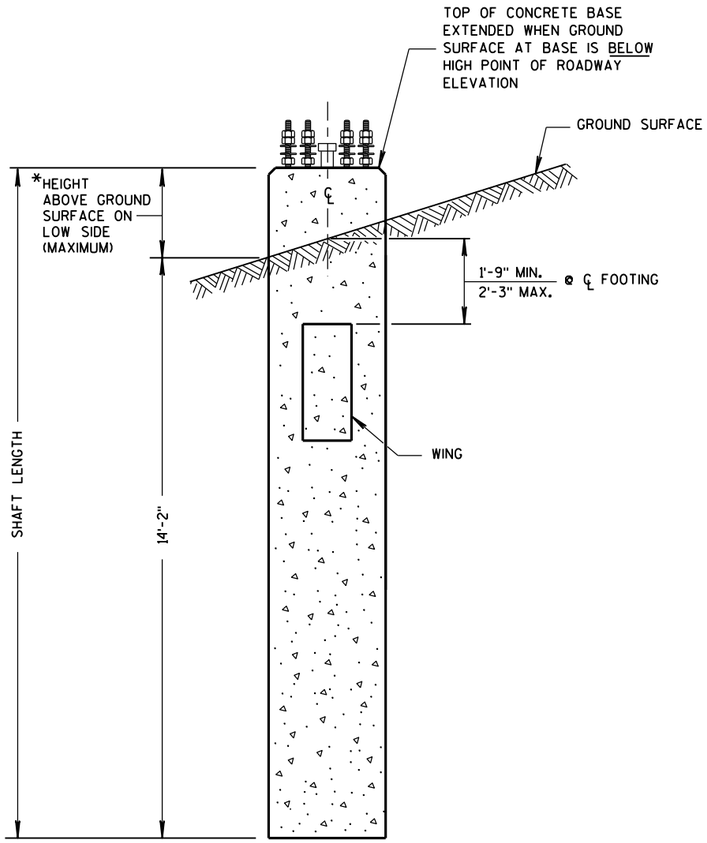
| HEIGHT INCREASE REQUIRED | * HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM) | SHAFT LENGTH | LENGTH OF #6 VERTICAL REINF. | NO. OF #4 HOOPS | C.Y. OF CONCRETE | LBS. OF HOOP BAR STEEL | LBS. OF VERTICAL BAR STEEL |
|---|---|---|---|---|---|---|---|
| >0" TO 6" | 10" | 14'-6" | 14'-1" | 16 | 2.6 | 78 | 127 |
| >6" TO 1'-0" | 1'-4" | 15'-0" | 14'-7" | 16 | 2.7 | 78 | 131 |
| >1'-0" TO 1'-6" | 1'-10" | 15'-6" | 15'-1" | 17 | 2.8 | 83 | 136 |
| >1'-6" TO 2'-0" | 2'-4" | 16'-0" | 15'-7" | 17 | 2.9 | 83 | 141 |




CONCRETE BASE TYPE 10 (EXTENDED)

## REINFORCEMENT AND CONCRETE QUANTITIES
## ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

| HEIGHT INCREASE REQUIRED | * HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM) | SHAFT LENGTH | LENGTH OF #6 VERTICAL REINF. | NO. OF #4 HOOPS | C.Y. OF CONCRETE | LBS. OF H.S. BAR STEEL |
|---|---|---|---|---|---|---|
| >0" TO 6" | 10" | 15'-0" | 14'-7" | 16 | 6.5 | 447 |
| >6" TO 1'-0" | 1'-4" | 15'-6" | 15'-1" | 16 | 6.6 | 454 |
| >1'-0" TO 1'-6" | 1'-10" | 16'-0" | 15'-7" | 17 | 6.8 | 469 |
| >1'-6" TO 2'-0" | 2'-4" | 16'-6" | 16'-1" | 17 | 7.0 | 476 |




CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE
TYPE 10 & TYPE 13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-26-2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA



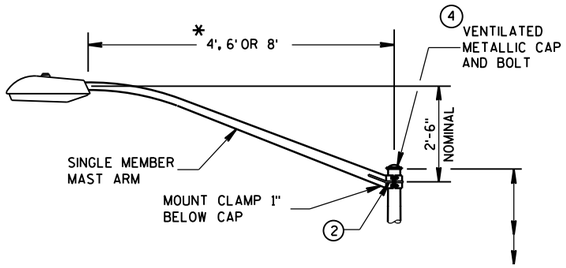
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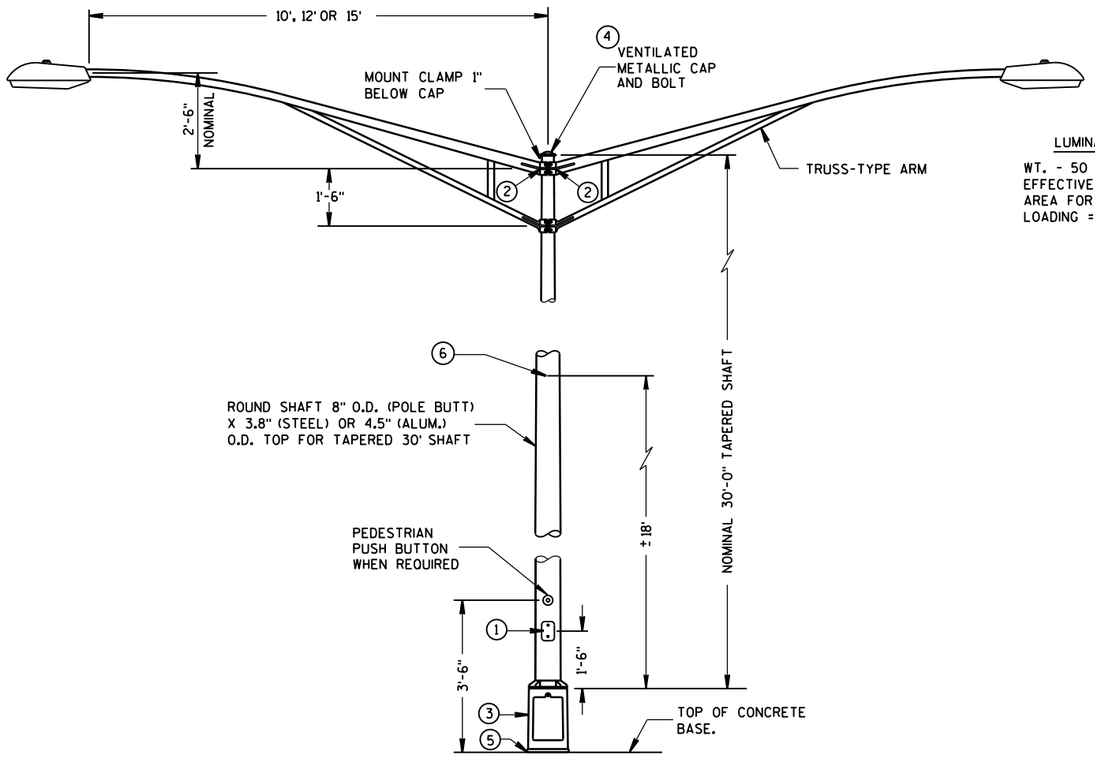
S.D.D. 9 C 13-2

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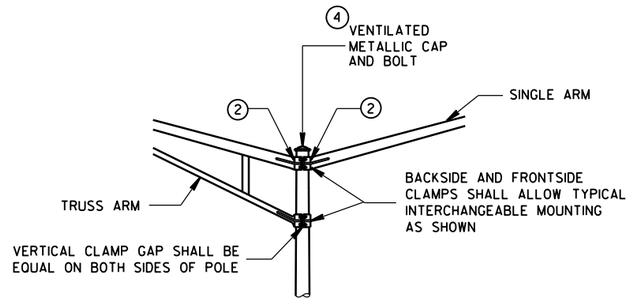
S.D.D. 9 C 13-2

*RISE FOR 4' ARM SHALL BE 2'-0".




TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY




INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-13d

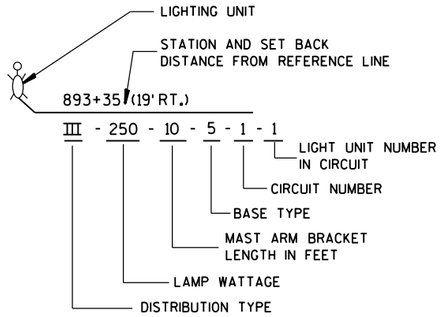
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

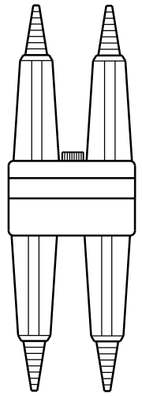


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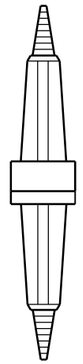
S.D.D. 9 E 1-13d



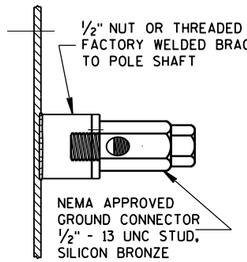

## LIGHTING UNIT CODE
(TYPICAL)

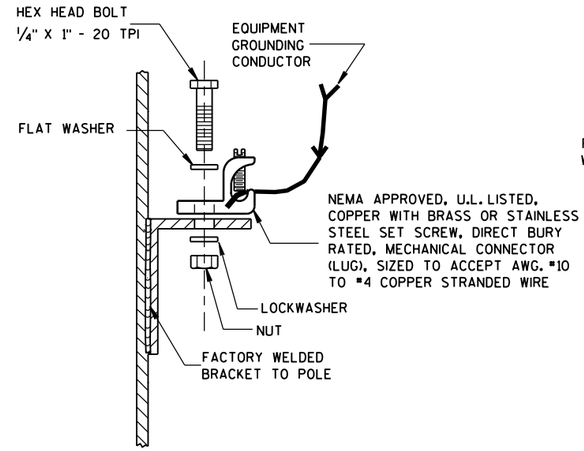


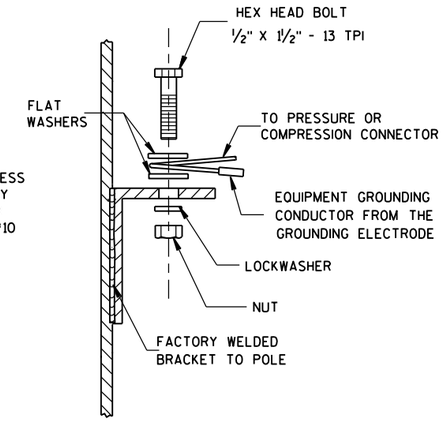
## DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



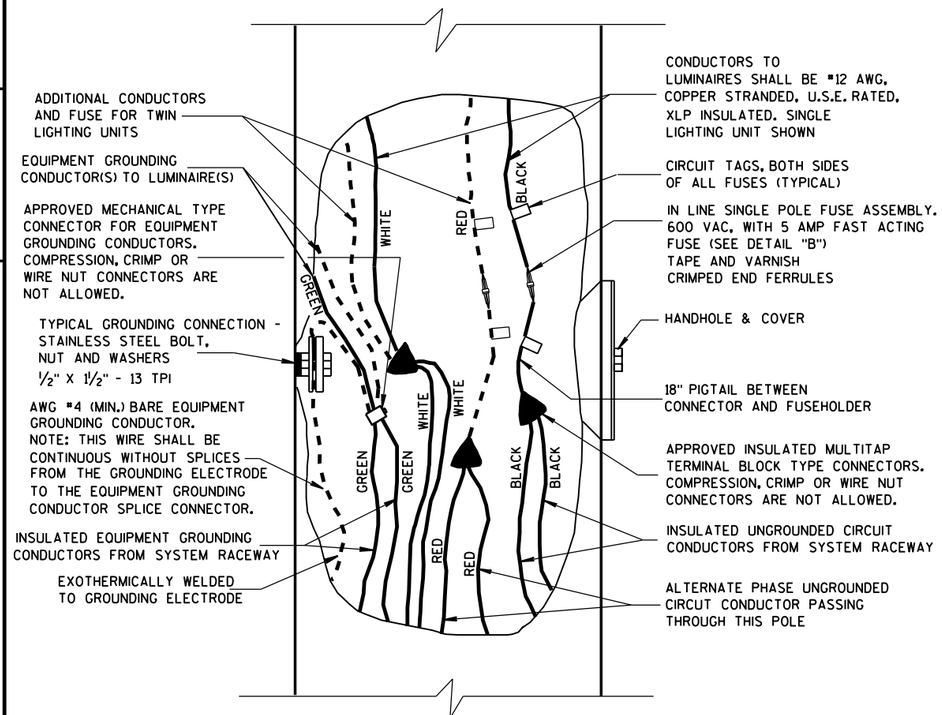
## DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



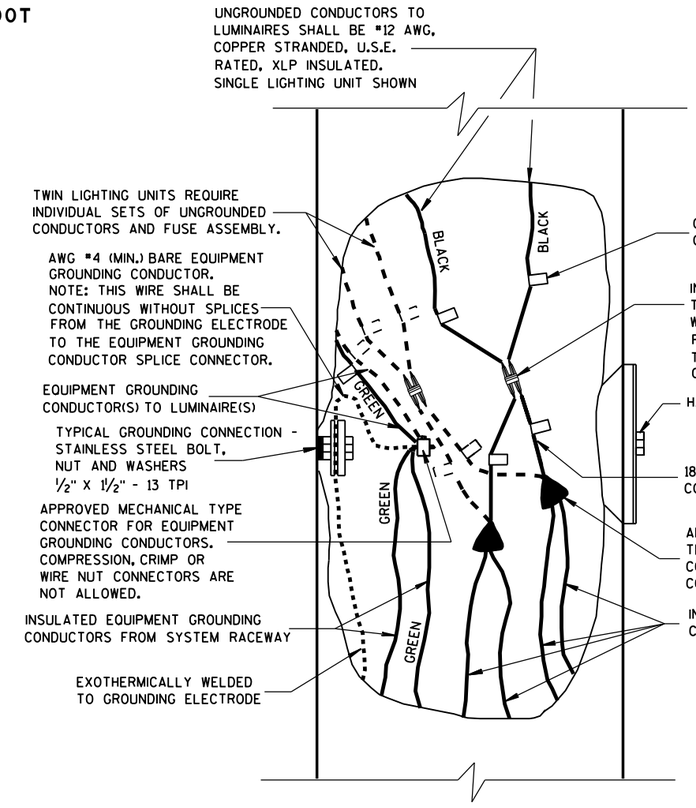




## TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL




## 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.

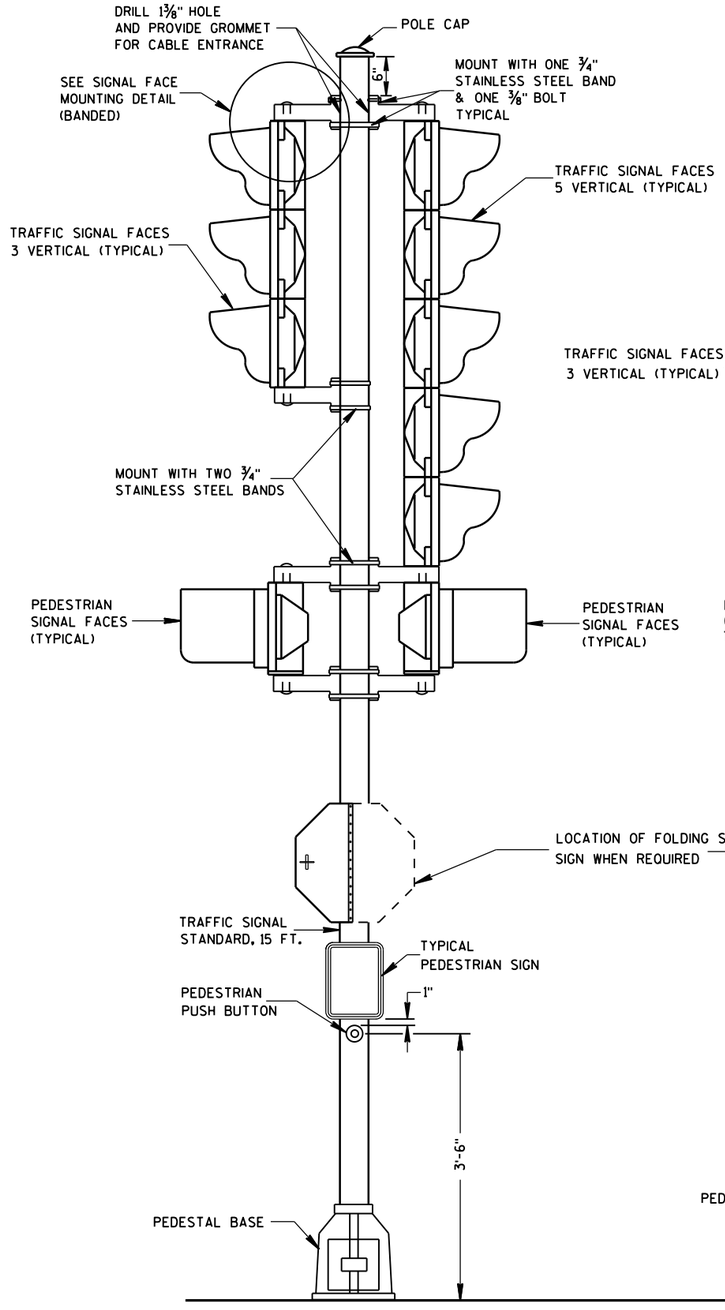
# NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
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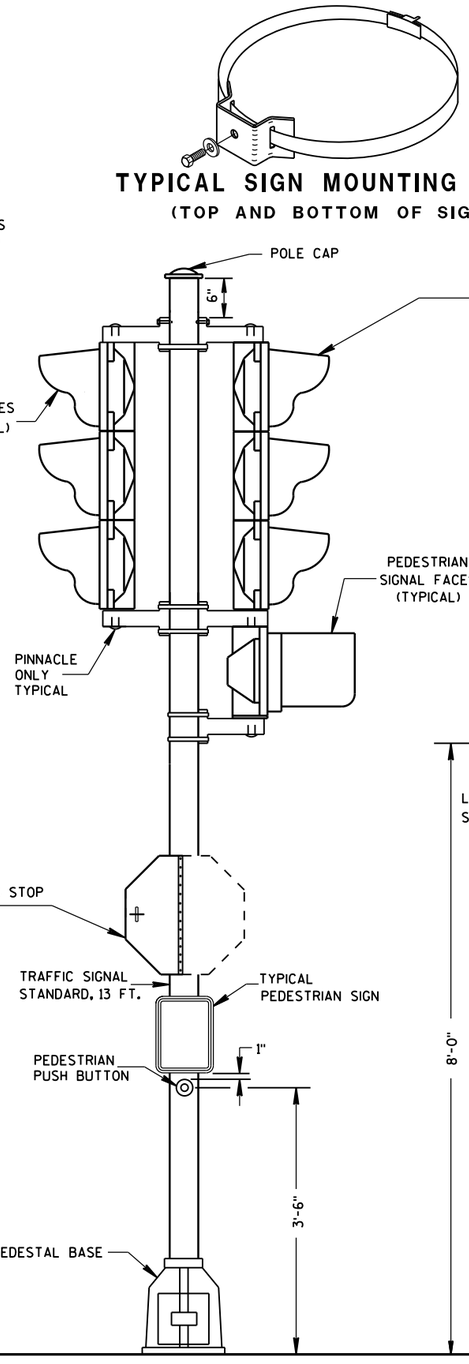
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Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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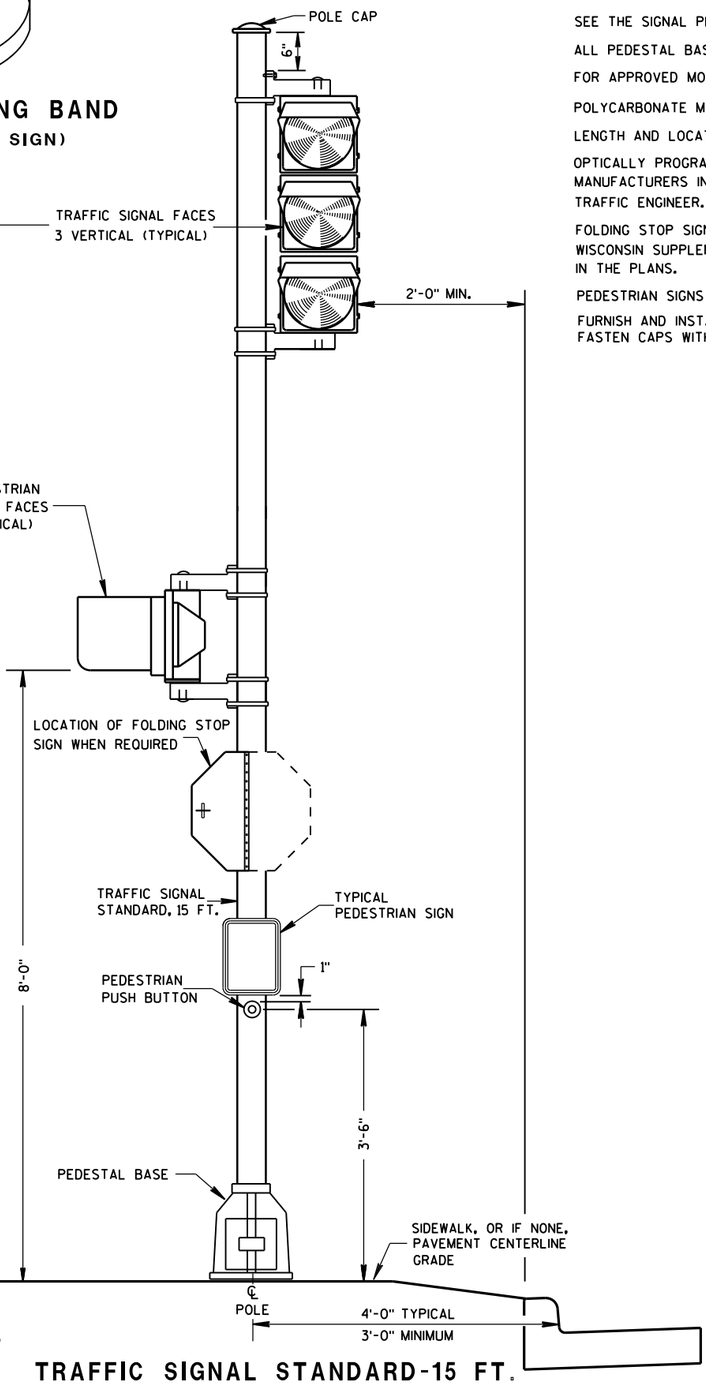



TRAFFIC SIGNAL STANDARD-15 FT.




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.

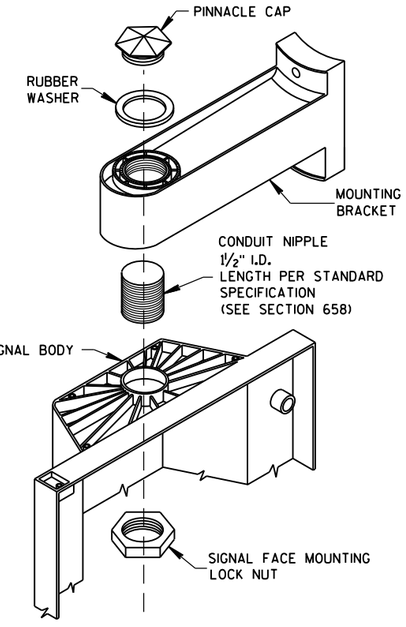
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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.**

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2/28/2013
DATE

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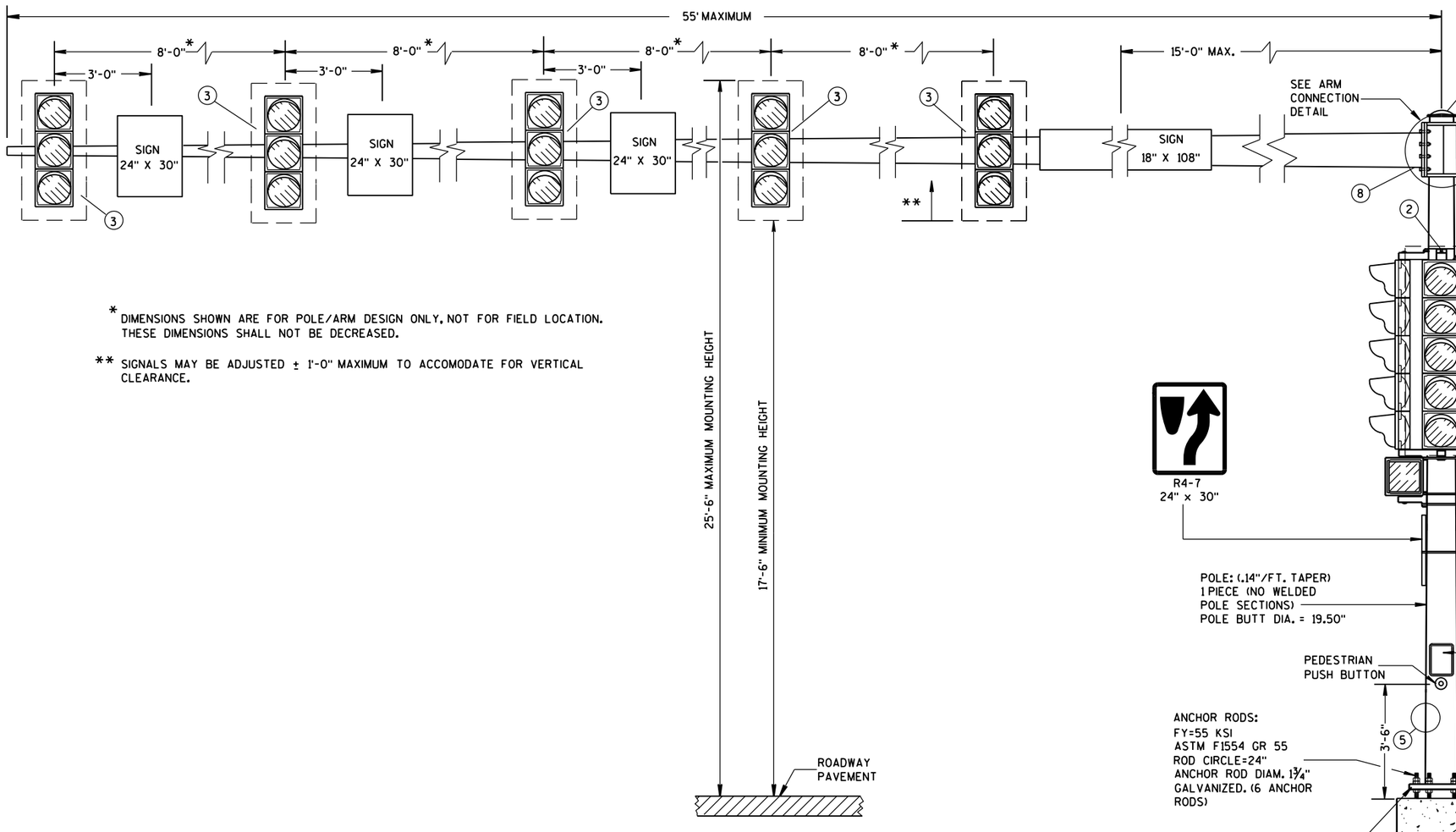
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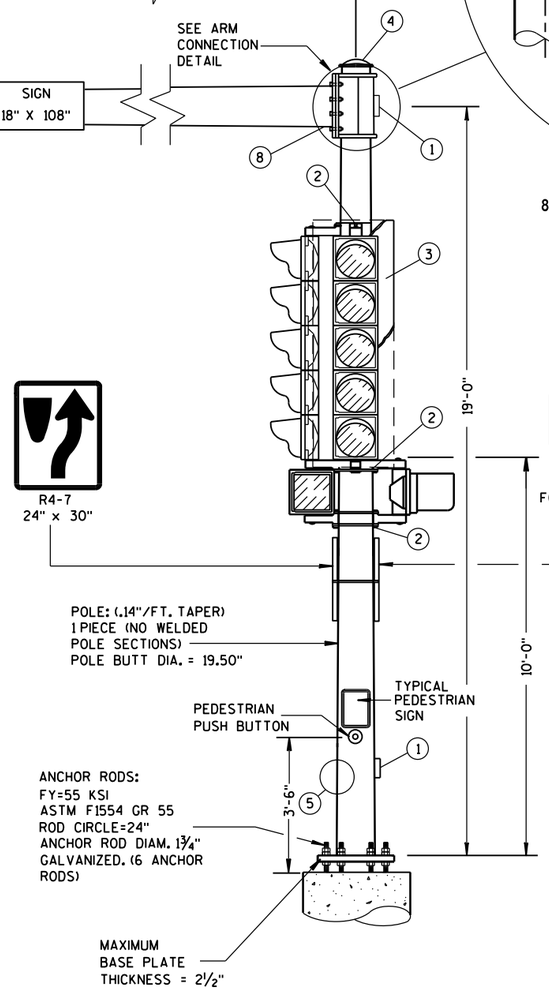
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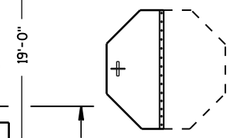


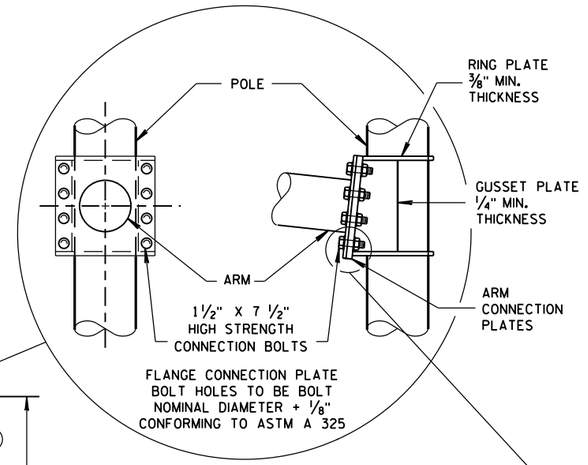

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

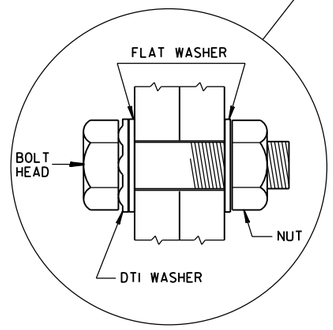


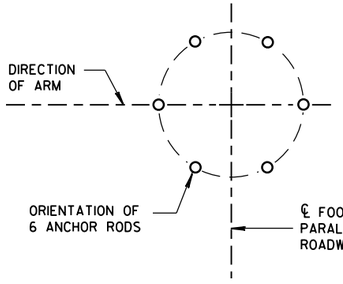




8 BOLT ARM CONNECTION DETAIL




RECOMMENDED BOLT ASSEMBLY DETAIL




ANCHOR ROD LOCATION

(MAXIMUM LOAD)

# TYPE 12 POLE 35'- 55' MONOTUBE ARM

## TYPE 12 POLE 35' - 55' MONOTUBE ARM

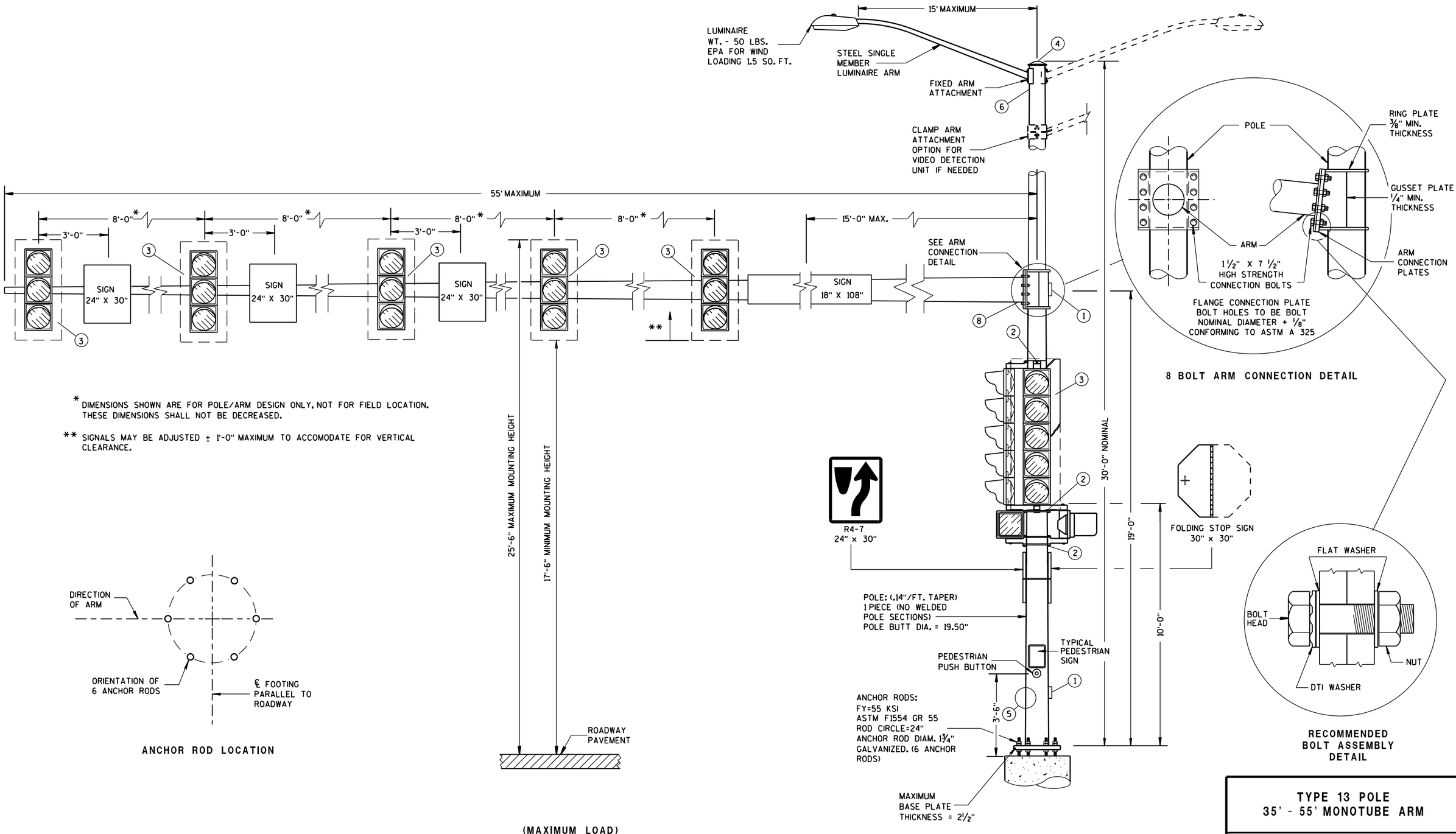
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8 BOLT ARM CONNECTION DETAIL

RECOMMENDED
BOLT ASSEMBLY
DETAIL

* 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.




ANCHOR ROD LOCATION

(MAXIMUM LOAD)

# TYPE 13 POLE 35'- 55' MONOTUBE ARM

| |
|---|
| TYPE 13 POLE<br>35' - 55' MONOTUBE ARM |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |
| APPROVED<br>Sept. 2014 DATE<br>/S/ Ahmet Demirbilek<br>STATE ELECTRICAL 436<br>FHWA |


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## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE 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.

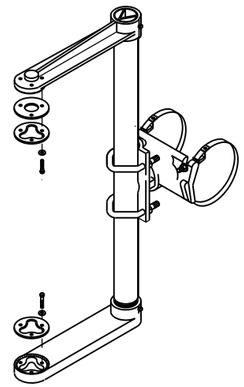
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

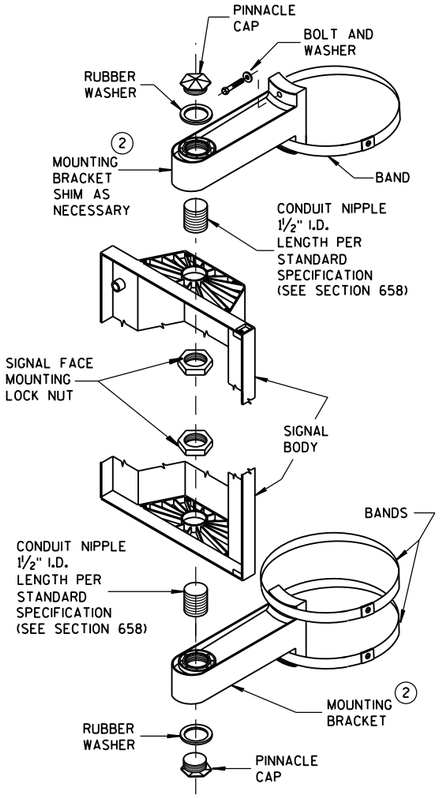
MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

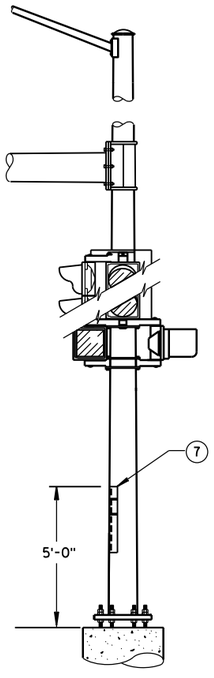


**SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM**

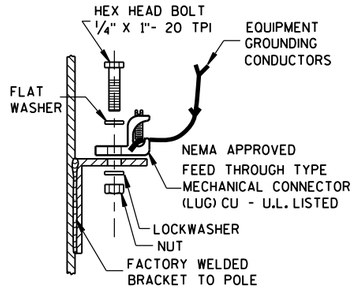
(MOUNT PER MANUFACTURER'S RECOMMENDATION)




**SIGNAL FACE VERTICAL MOUNTING DETAIL**

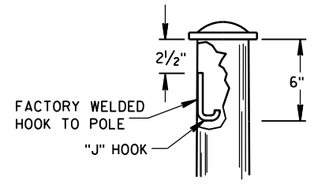



**STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT**




**TYPICAL GROUNDING CONNECTIONS** (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL




**"J" HOOK WIRE SUPPORT** (6)

**GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

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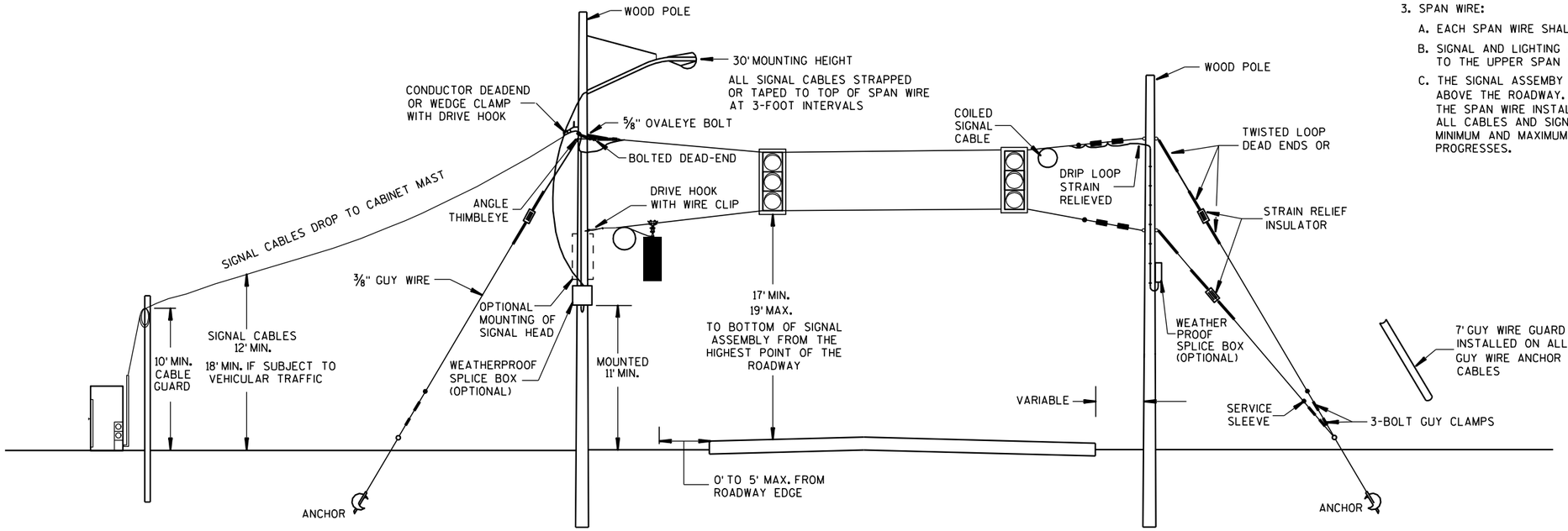
## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.




## SPAN WIRE
## TEMPORARY SIGNALS

| MINIMUM POLE LENGTHS | POLE BURIEL DEPTHS |
|---|---|
| 25' | 5' |
| 30' | 6' |
| 35' | 7' |
| 40' | 8' |
| 45' | 9' |

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

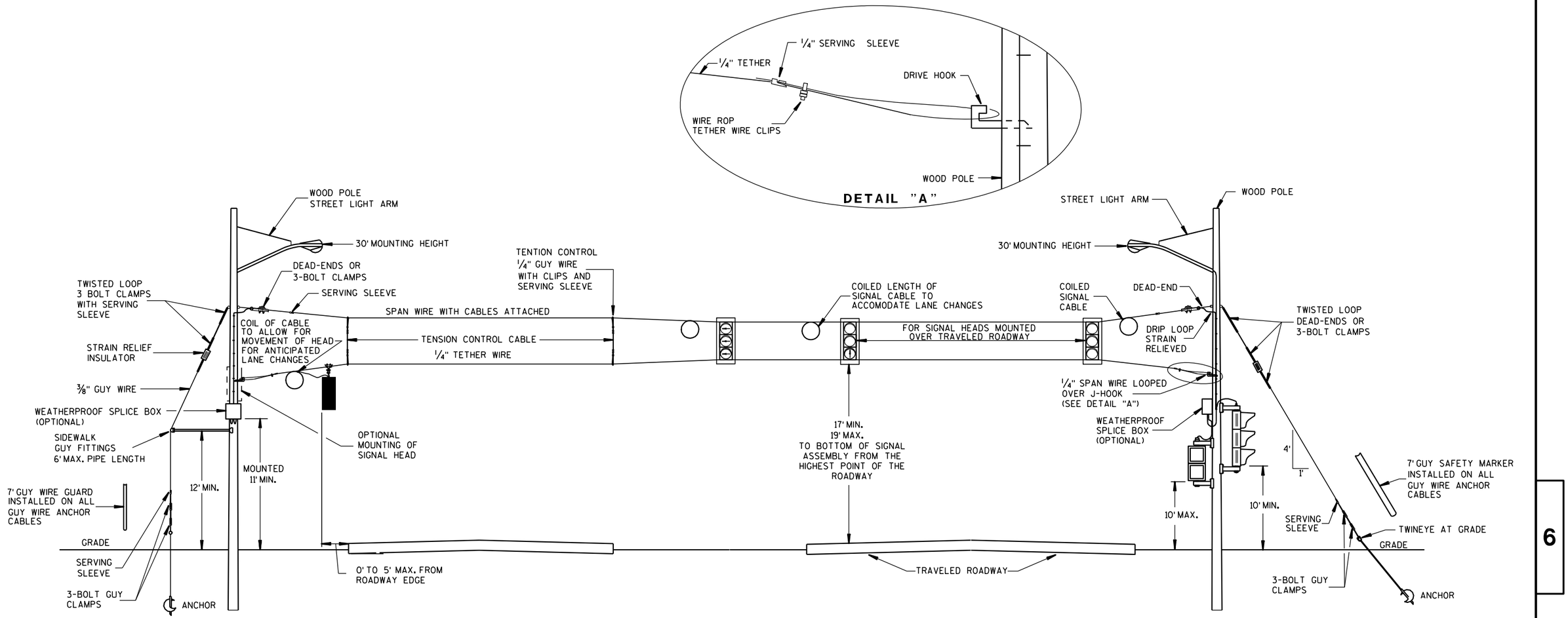
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7-14-08 DATE

/S/ Balu Ananthar [illegible] n
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## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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# SPAN WIRE
# TEMPORARY SIGNALS
## 4 LANE ROADWAYS

| MINIMUM POLE LENGTHS | CLASS | MIN. BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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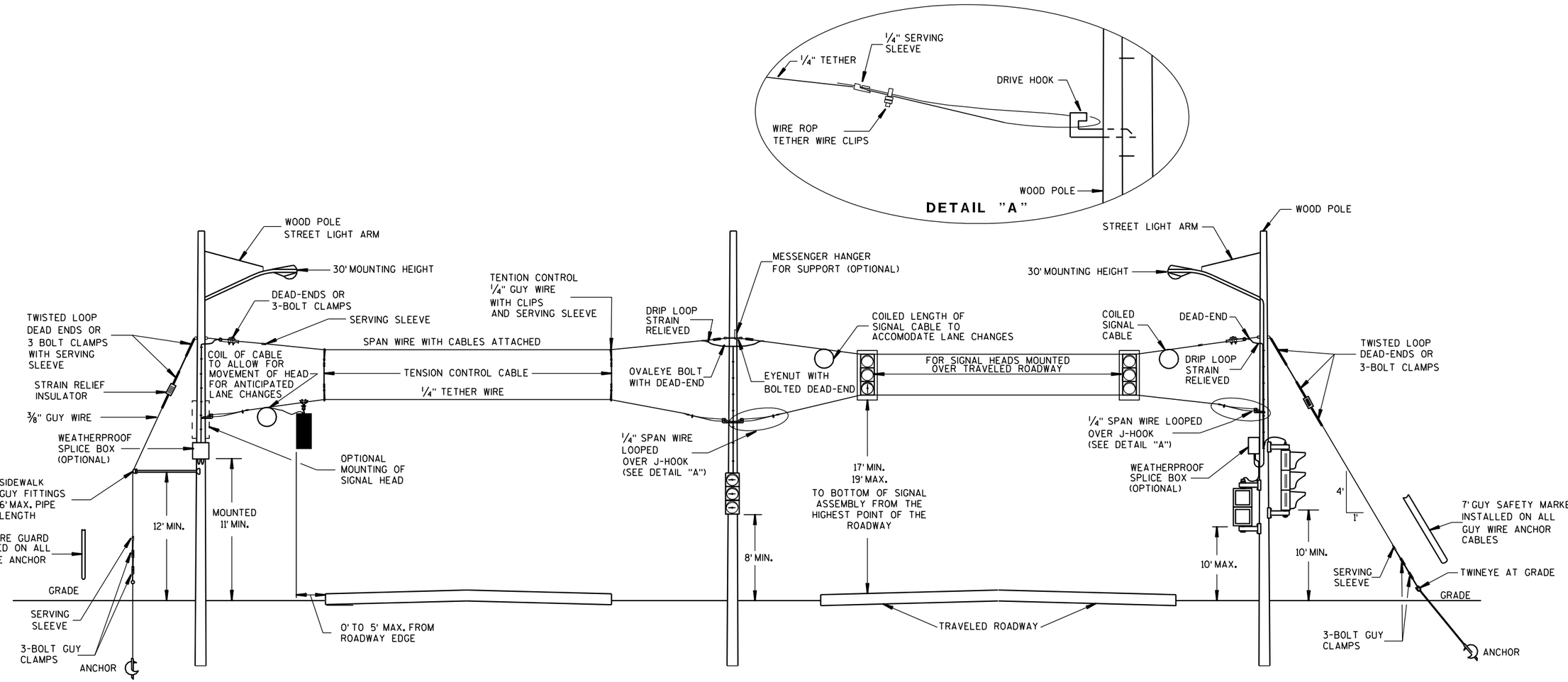
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# SPAN WIRE
# TEMPORARY SIGNALS
## 4 LANE ROADWAYS

## GENERAL NOTES

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| MINIMUM POLE LENGTHS | CLASS | MIN. BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
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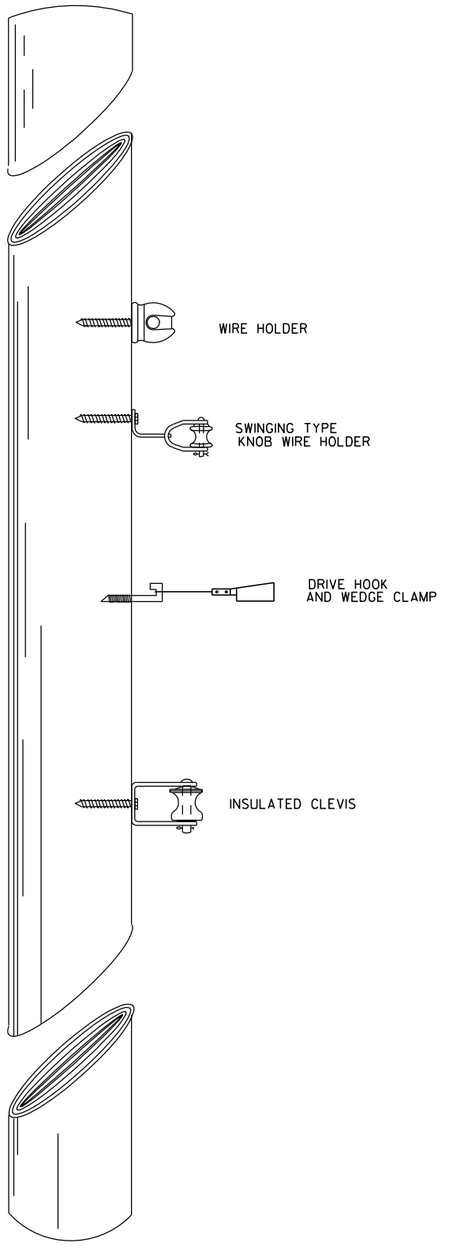
7-14-08 DATE

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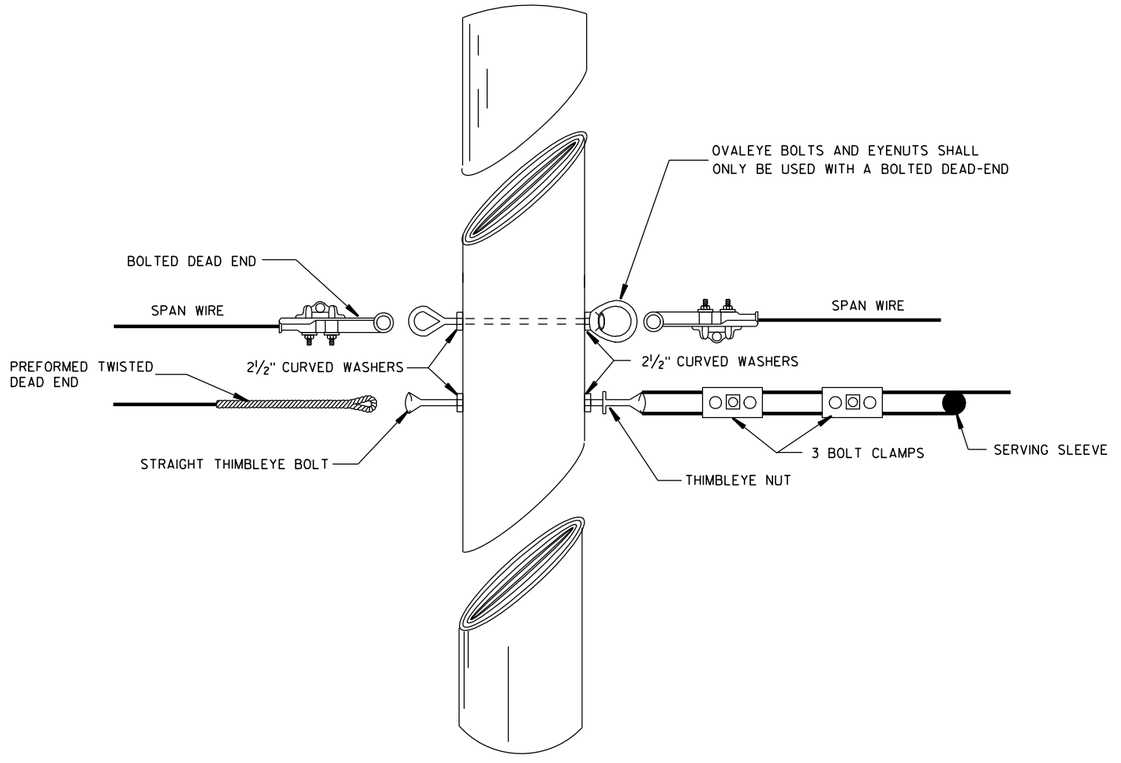
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**TYPICAL CABLE HANGERS**




**TYPICAL DEAD-ENDING**

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**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

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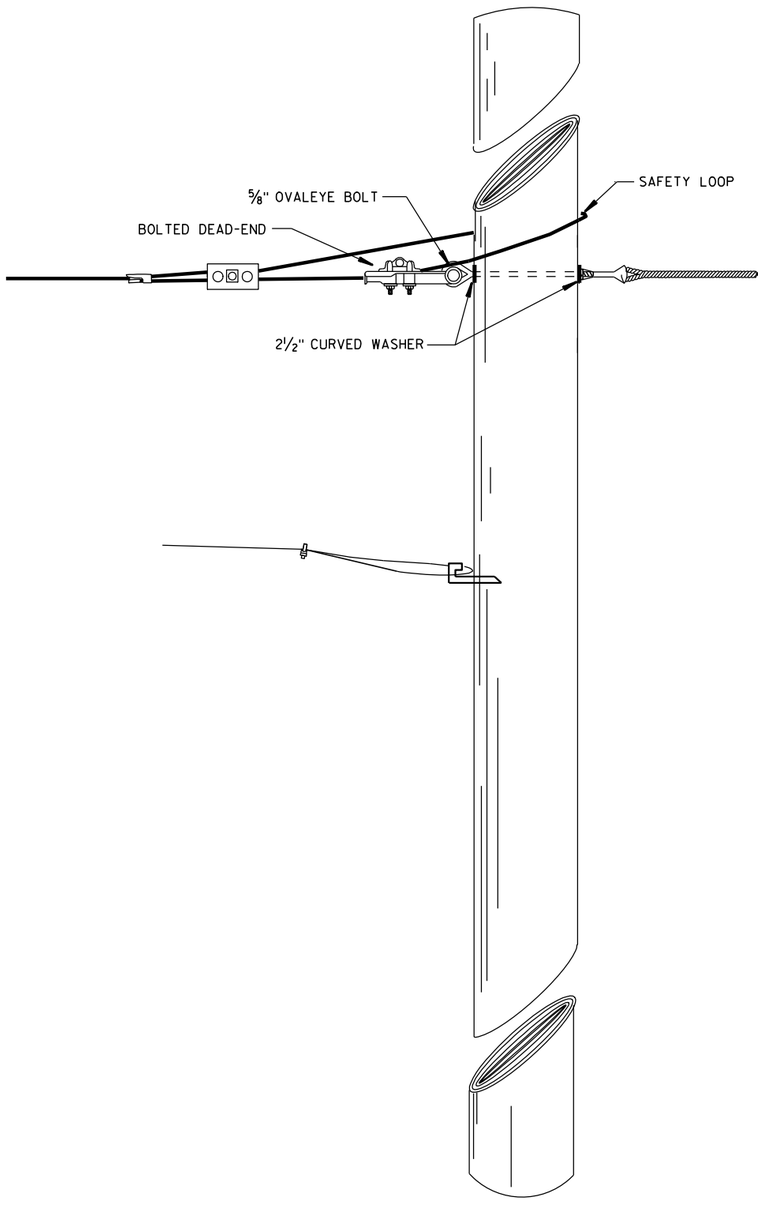
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DATE

/S/ Balu Ananthanarayanan
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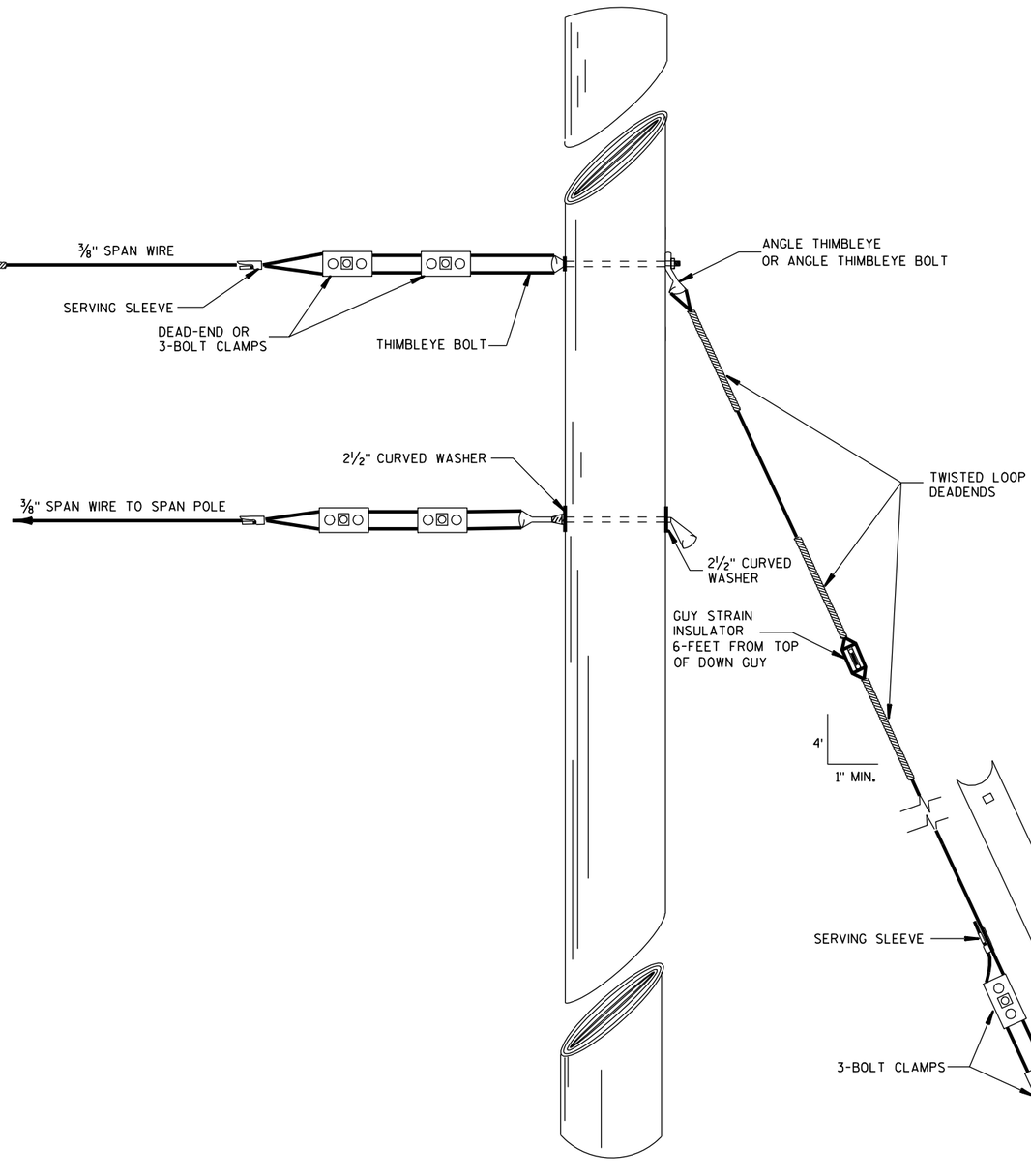
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## GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.




SPAN WIRE POLE




GUY POLE

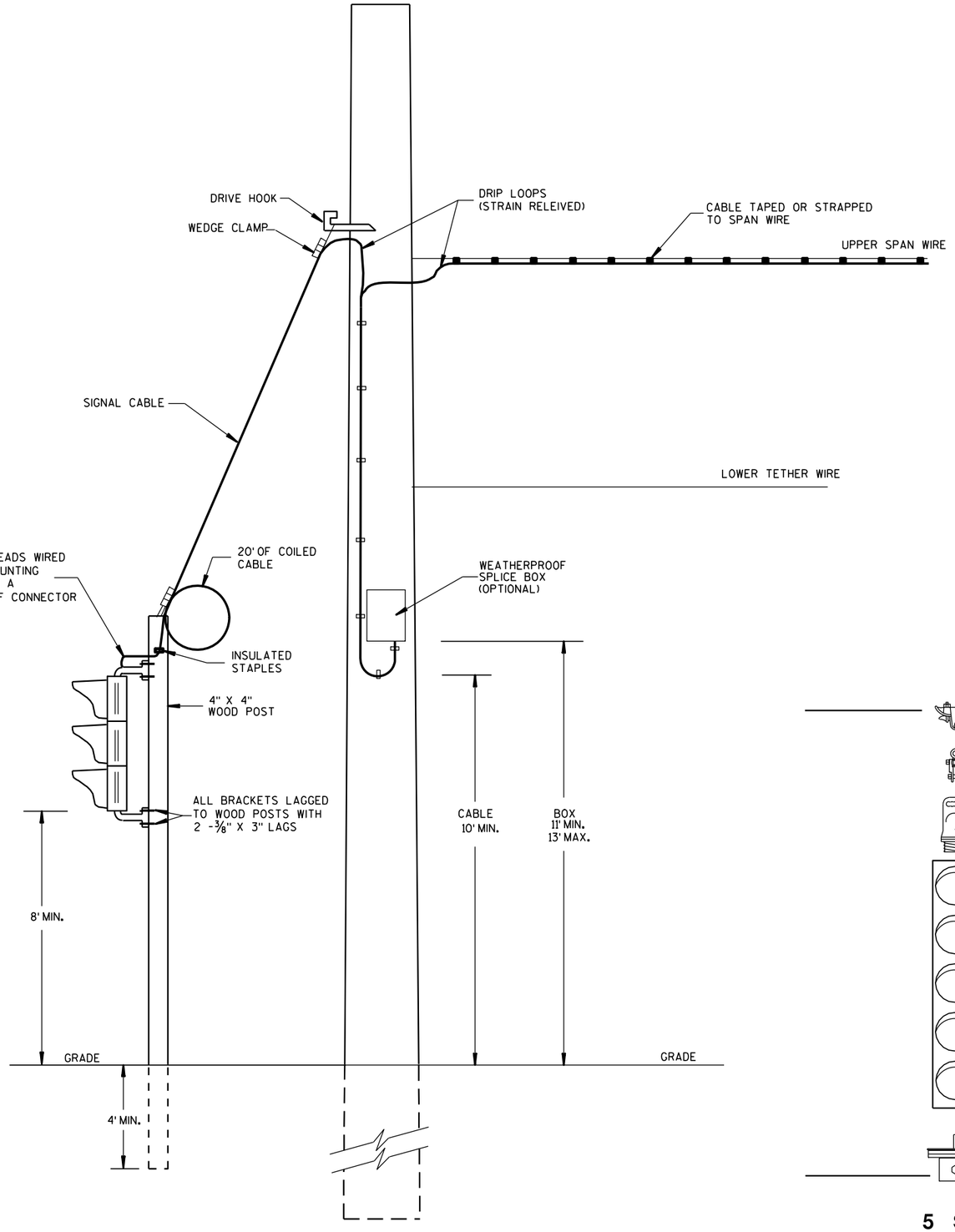
## TYPICAL DEAD-ENDINGS OR GUYING

**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

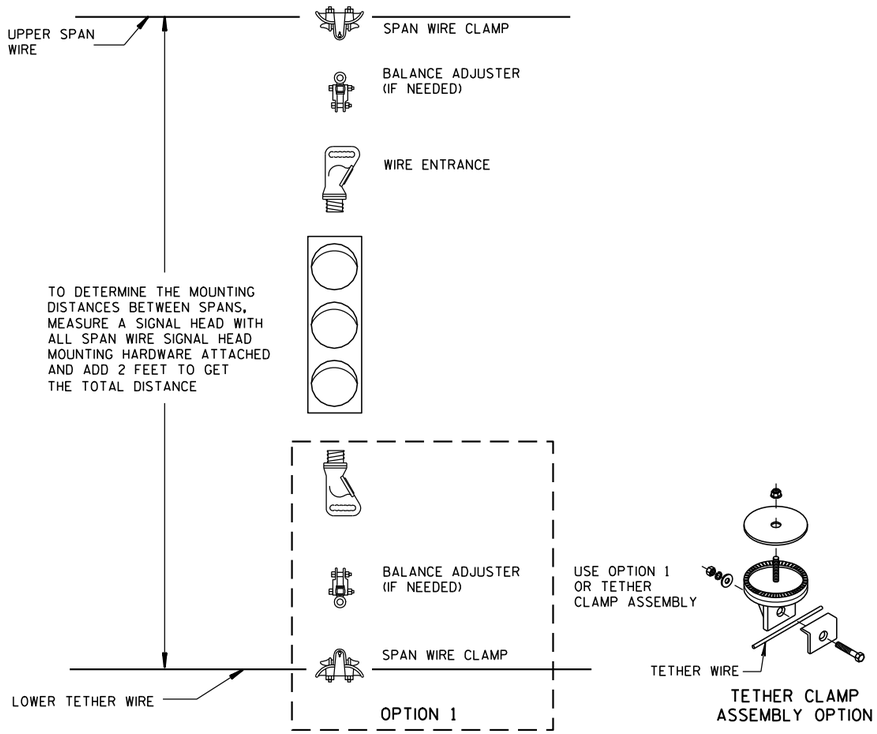
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 442 HWYS
FHWA


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S.D.D. 9 G 1-3e

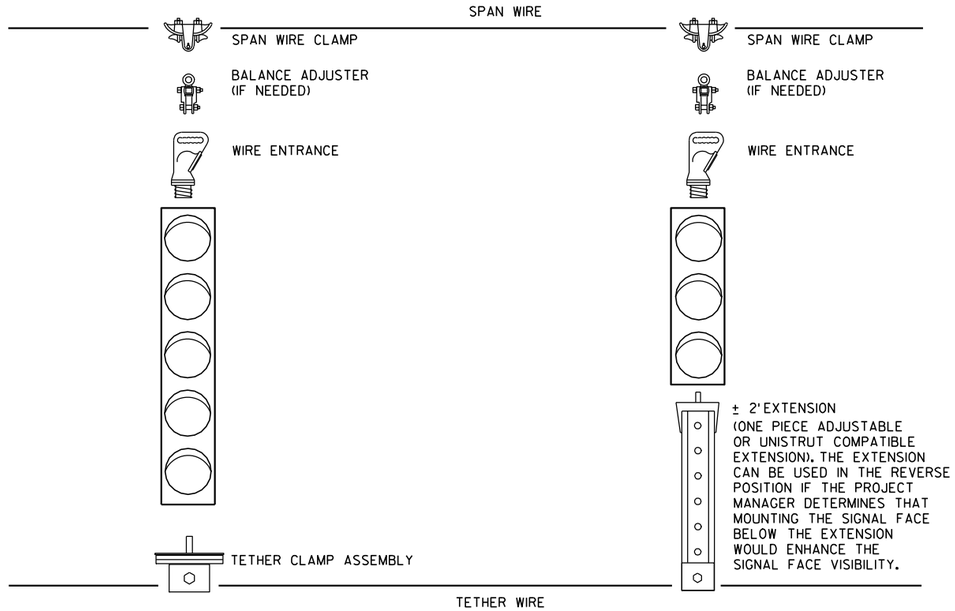



## TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL




TETHER CLAMP ASSEMBLY OPTION

## TYPICAL SPAN WIRE MOUNTING HARDWARE




## 5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

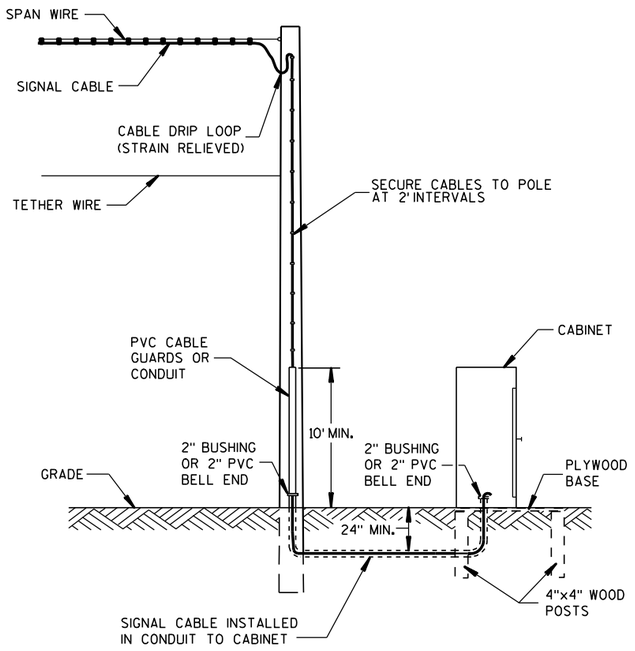
**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

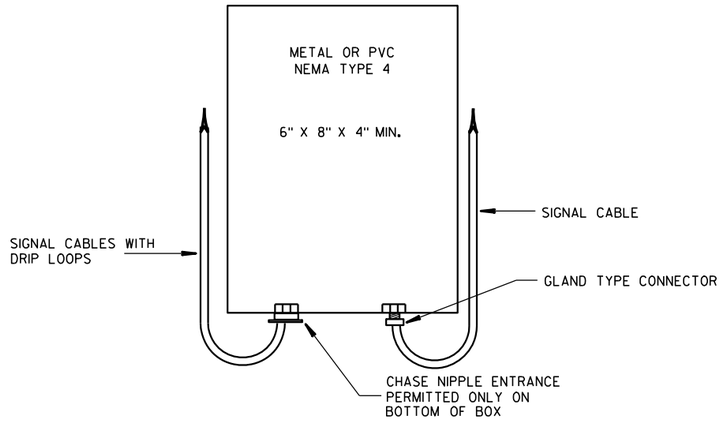
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI
FHWA

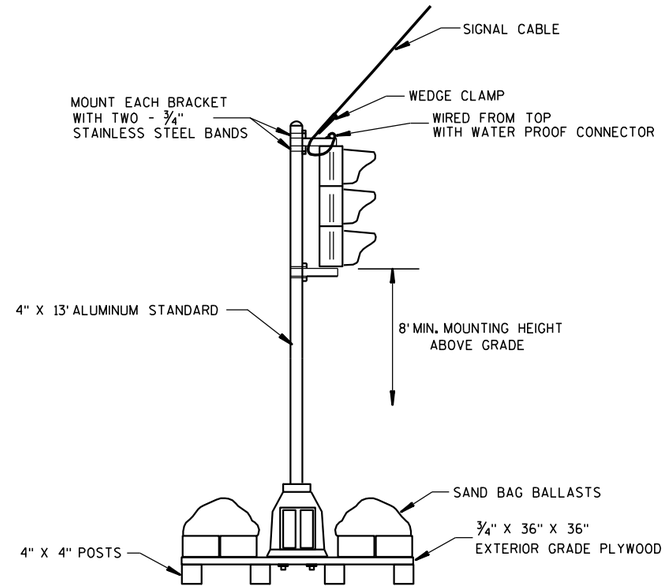



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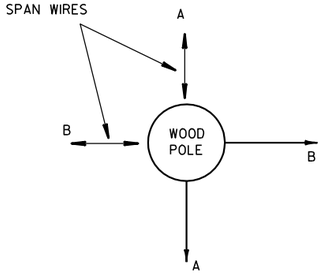



## SPLICE BOX

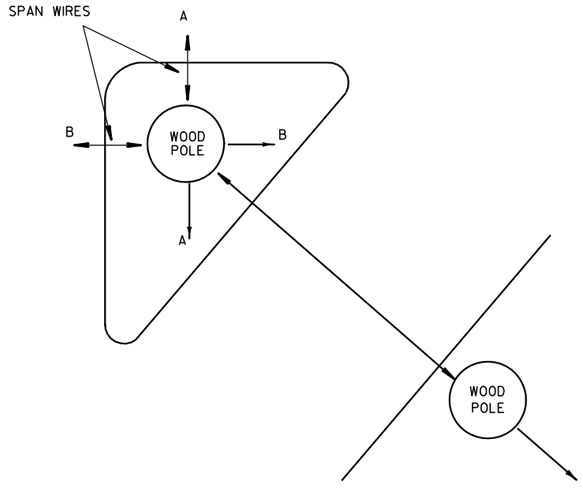



## TYPICAL SKID TYPE TEMPORARY

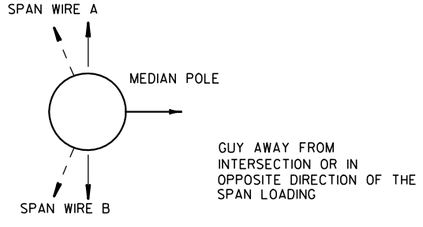



ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

## CORNER POLES




## ISLAND POLES




## MEDIAN POLES

**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Aganthangayagan
STATE ELECTRICAL ENGI

444

HWYS

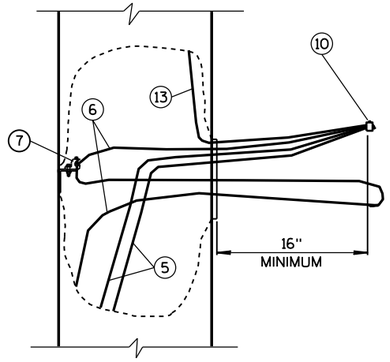
FHWA

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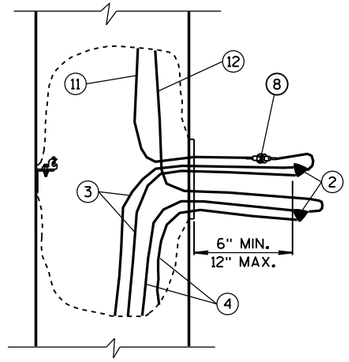
S.D.D. 9 G 1-3g

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S.D.D. 9 G 1-3g

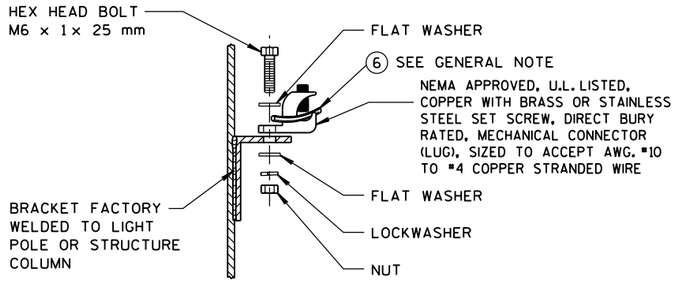



EQUIPMENT GROUNDING CONDUCTOR SLACK




UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

## TYPICAL CONDUCTOR SLACK AT HANDHOLES



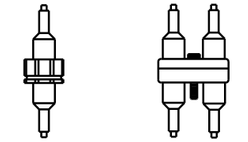

## HANDHOLE GROUNDING LUG

(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.



1 POLE (1P) 2 POLE (2P)

## FUSE ASSEMBLIES

## GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

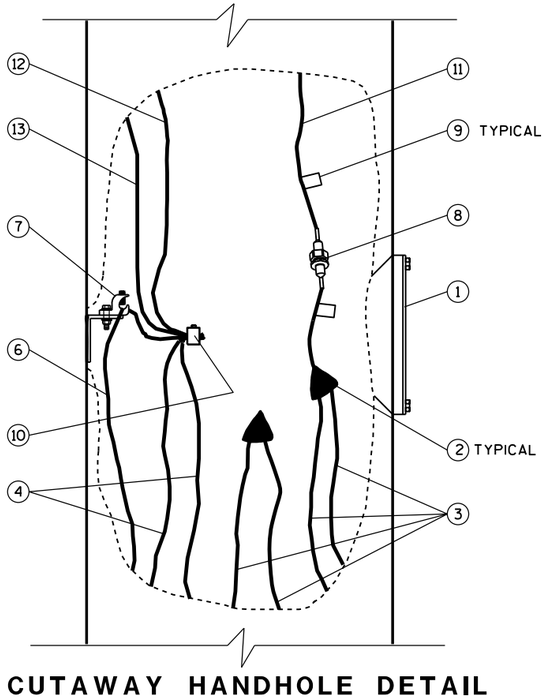
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

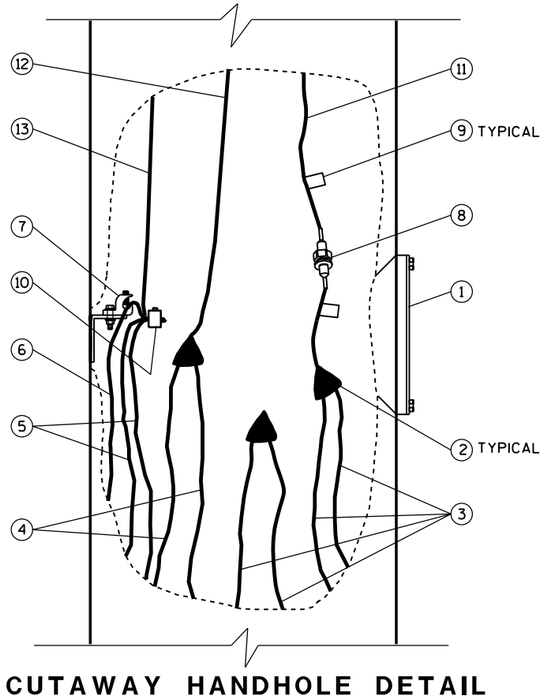
THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

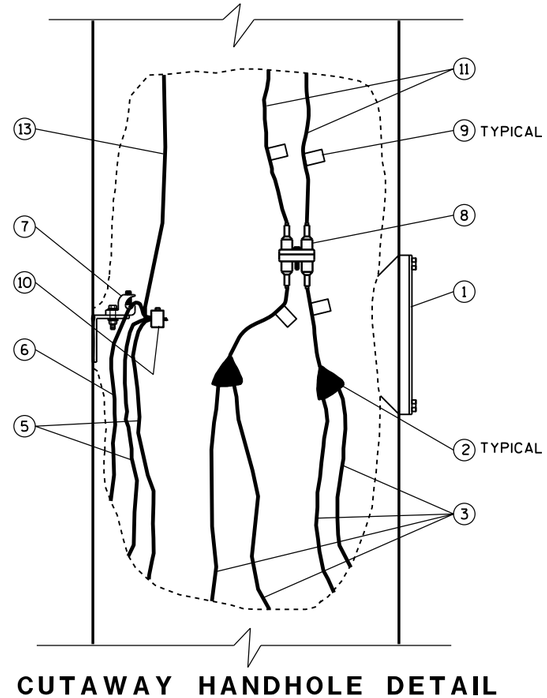
CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.




**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

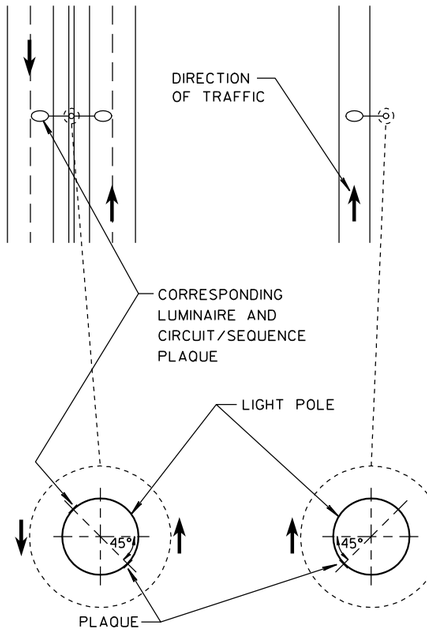
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA




6

S.D.D. 10 A 1-3




**MEDIAN POLE** **SINGLE ARM POLE**

## LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

## 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.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 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-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

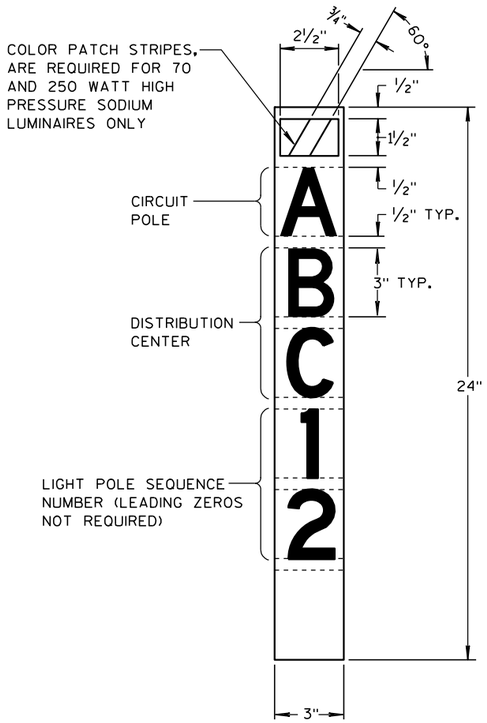
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS LUMINAIRES

1000 WATT - NO PATCH
400 WATT - ORANGE
310 WATT - BLUE
250 WATT - ORANGE WITH WHITE STRIPE
200 WATT - RED
150 WATT - GREEN
100 WATT - BROWN
70 WATT - BROWN WITH WHITE STRIPE




## LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

**IDENTIFICATION PLAQUES LIGHT POLES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

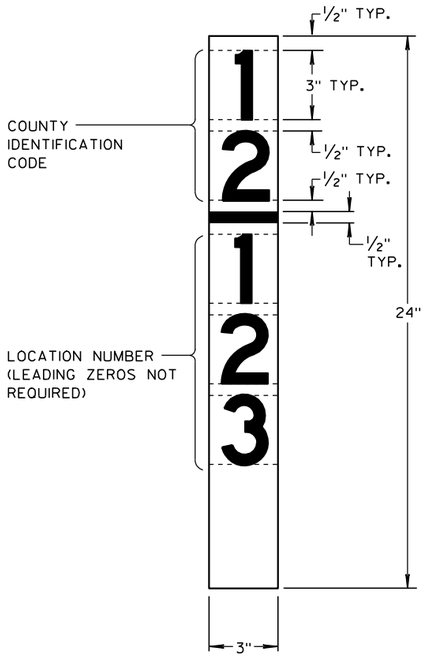
APPROVED
10/25/2010 — DATE
/S/ John Corbin — STATE ELECTRICAL ENGI
446 — HWYS
FHWA

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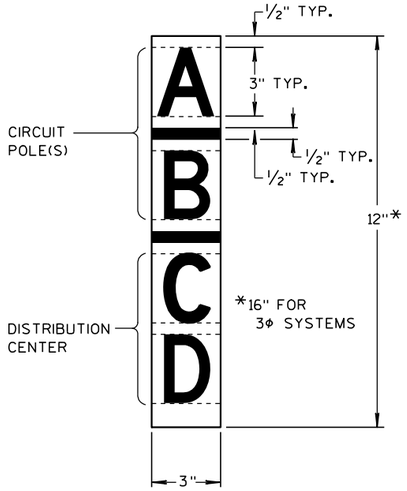
S.D.D. 10 A 2-2

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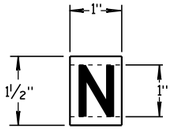
S.D.D. 10 A 2-2




## HIGH MAST LIGHT TOWER STRUCTURE PLAQUE

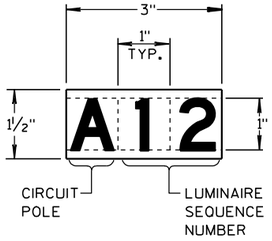



## UNDERDECK LIGHTING OR HIGH MAST LIGHT TOWER CIRCUIT PLAQUE



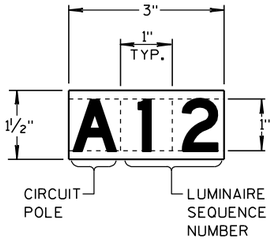

## HIGH MAST LIGHT TOWER NORTH PLAQUE

(MOUNT ON LOWERING RING - INDICATING NORTH HEADING $^{2}$ ± $10^{\circ 3}$ WHEN RING IS RAISED AND LATCHED)



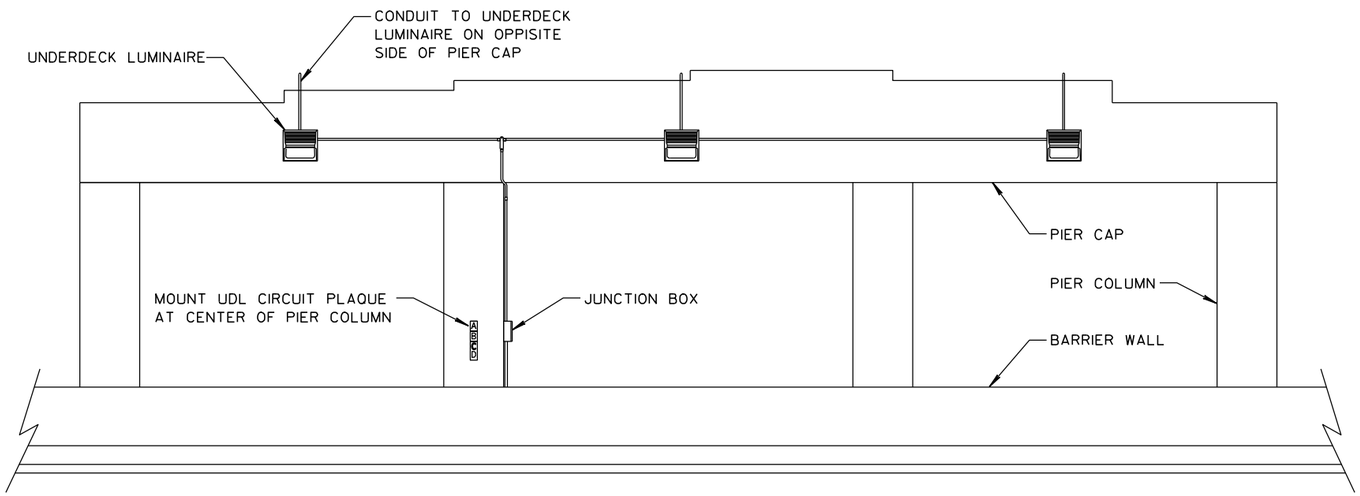

## HIGH MAST LIGHT TOWER LUMINAIRE SEQUENCE PLAQUE

(MOUNT ON LUMINAIRE RING)




## UNDER DECK LUMINAIRE SEQUENCE DECAL

(MOUNT ON LUMINAIRE)




## LOCATION OF UNDERDECK LIGHTING CIRCUIT PLAQUE

## 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.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

CONCRETE SURFACE - MASONRY ANCHORS

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

PLAQUE MATERIALS:

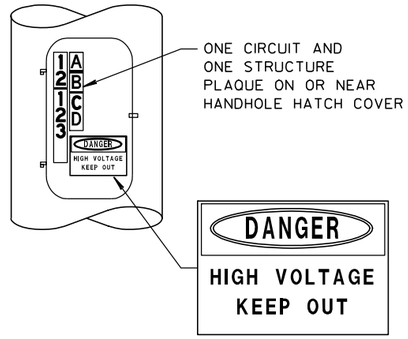
BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.




NOTE: NEMA PLAQUE SHOWN ABOVE IS REQUIRED ONLY IN PARK AND RIDE LOTS OR IN OTHER PEDESTRIAN ACCESSIBLE AREAS.

## LOCATION OF HIGH MAST LIGHT TOWER STRUCTURE PLAQUE AND CIRCUIT PLAQUE

**IDENTIFICATION PLAQUES UNDERDECK AND HIGH MAST LIGHTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

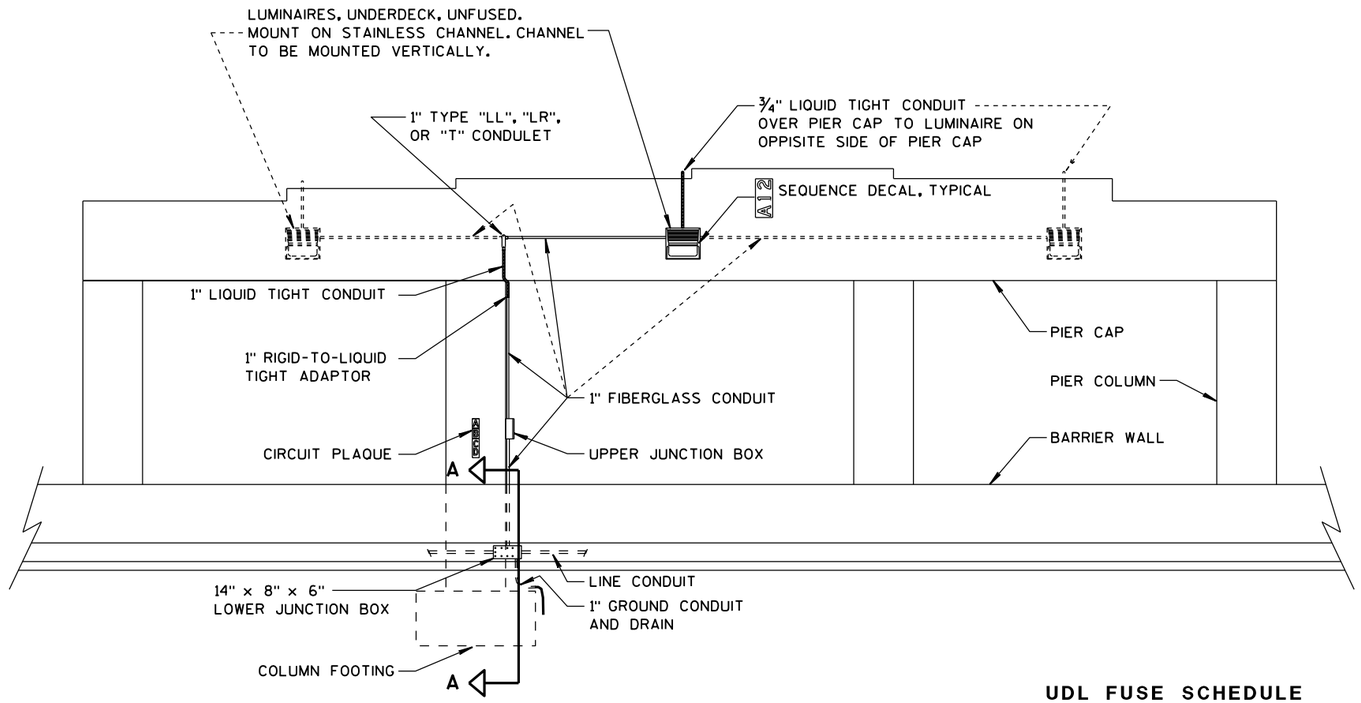
APPROVED
10/25/2010 DATE
/S/ John Corbin
STATE ELECTRICAL ENGI 447 HWYS
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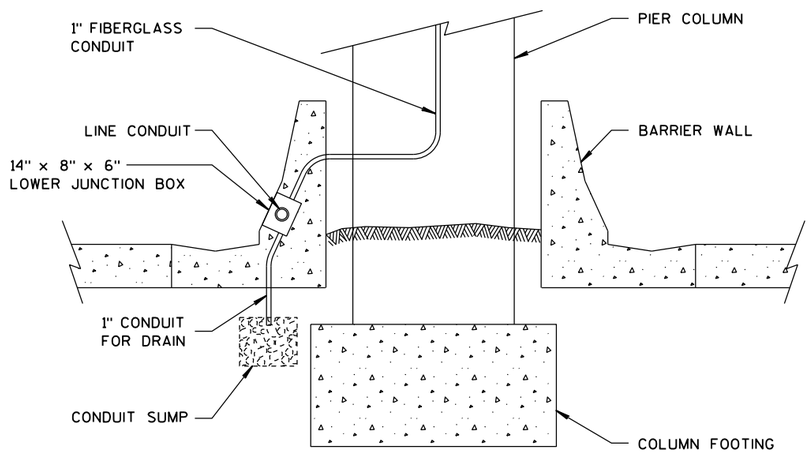
S.D.D. 10 A 4-2

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S.D.D. 10 A 4-2




## TYPICAL UNDERDECK LIGHTING INSTALLATION




SECTION "A-A"

## UDL FUSE SCHEDULE

| LINE VOLTAGE ϕ-GROUND | TOP JUNCTION BOX FUSES |
|---|---|
| 120VAC | 5 A |
| 208VAC | 5 A |
| 240VAC | 5 A |
| 480VAC | 3 A |

## 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, SUBSTITUTING THE LOWER JUNCTION BOX FOR THE HANDHOLE SHOWN IN THAT DETAIL.

THE PLANS WILL SHOW WHICH CIRCUIT LEGS(S) ARE CONNECTED TO EACH INSTALLATION AND THE REQUIRED NUMBER OF LUMINAIRES.

THE UPPER JUNCTION BOX (FOR FUSE ASSEMBLIES) SHALL CONFORM TO THE APPLICABLE PROVISIONS OF SECTION 653.2.2 OF THE STANDARD SPECIFICATIONS; SHALL BE SUITABLE FOR SURFACE MOUNTING WITH EXTERNAL MOUNTING LUGS; AND SHALL HAVE A HINGED COVER, WING-NUT FASTENERS, AND PADLOCK HASP. ALL HARDWARE SHALL BE STAINLESS STEEL. FURNISH O-Z/GEDNEY YW-120603, SPRING CITY HC-12-06-04, CROUSE-HINDS WTB-120604, OR APPROVED EQUAL.

MEDIAN CONFIGURATIONS VARY; NOT ALL CASES CAN BE SHOWN IN THIS DETAIL.

WIRING FOR THE FIRST LUMINAIRE PAIR IS SHOWN IN SOLID LINES. WIRING FOR ADDITIONAL LUMINAIRE PAIRS, WHERE REQUIRED, IS SHOWN IN DOTTED LINES.

## 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 |
| | UNFUSED LUMINAIRE |
| | SINGLE POLE (1P) FUSE ASSEMBLY |
| | TERMINAL |
| | SPLICE |
| | CONDUCTOR |

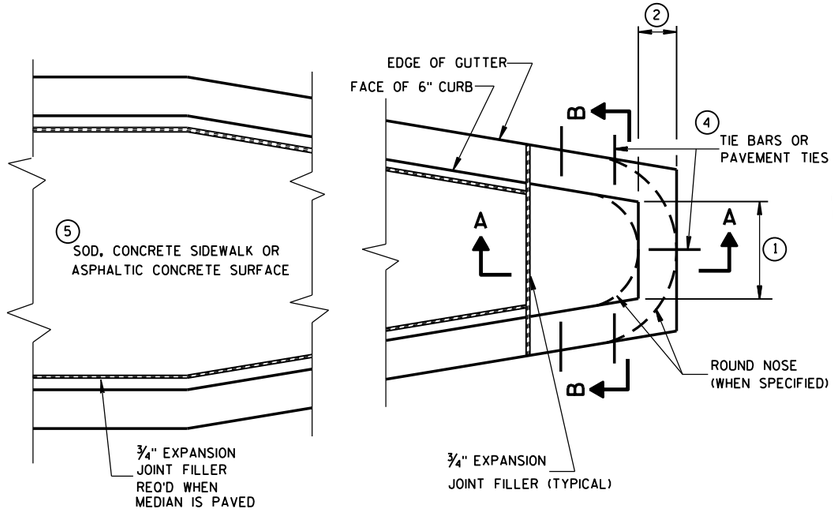
**ELECTRICAL DETAILS**
**UNDERDECK LIGHTING**

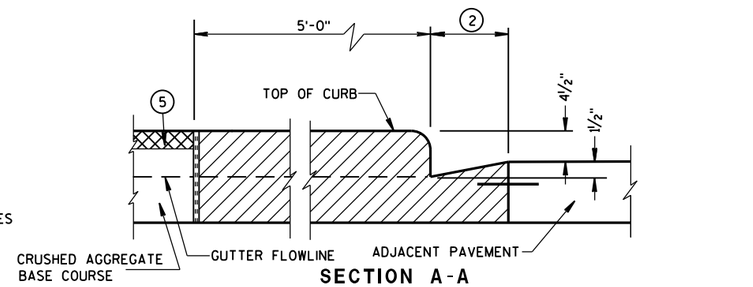
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO




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S.D.D. 10 A 15-4a




## CONCRETE MEDIAN BLUNT NOSE DETAIL

## GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

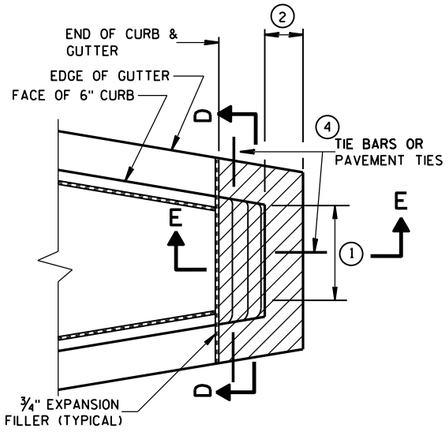
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

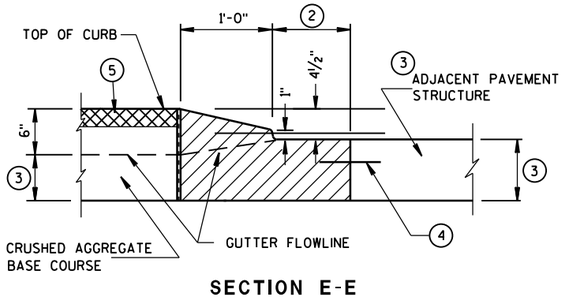
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

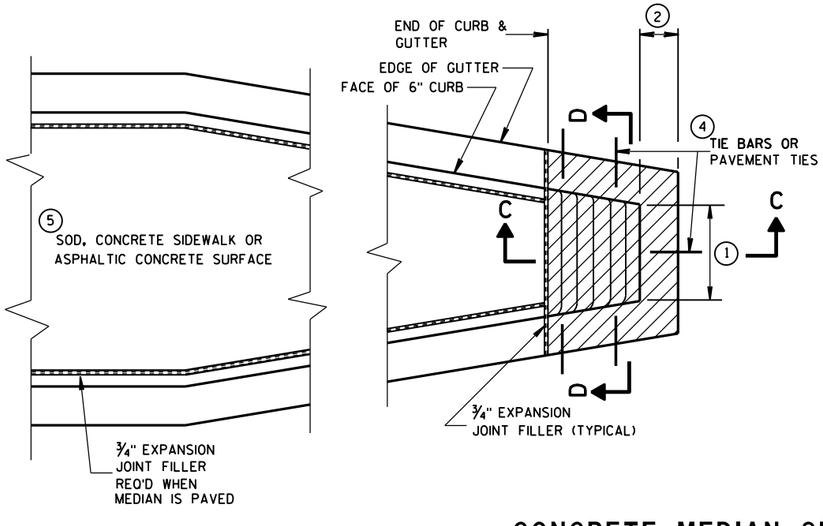
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

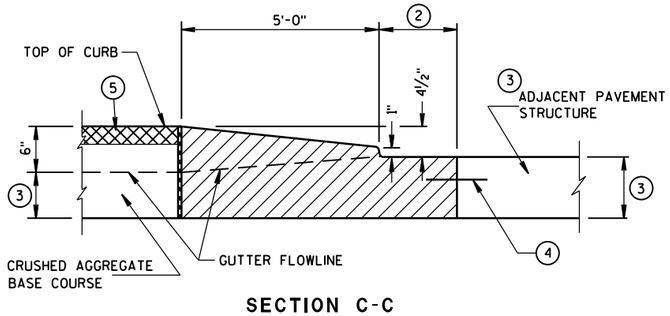



SECTION E-E

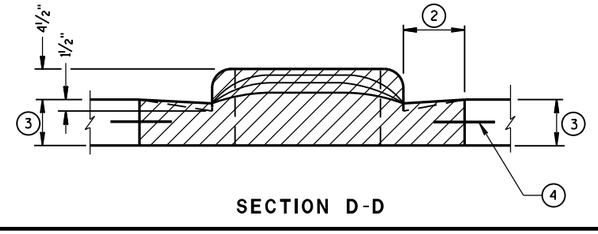
## CONCRETE MEDIAN SLOPED NOSE TYPE 2




SECTION C-C

## CONCRETE MEDIAN SLOPED NOSE TYPE 1




SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zoga
ROADWAY STANDARDS D ENGINEER
FHWA

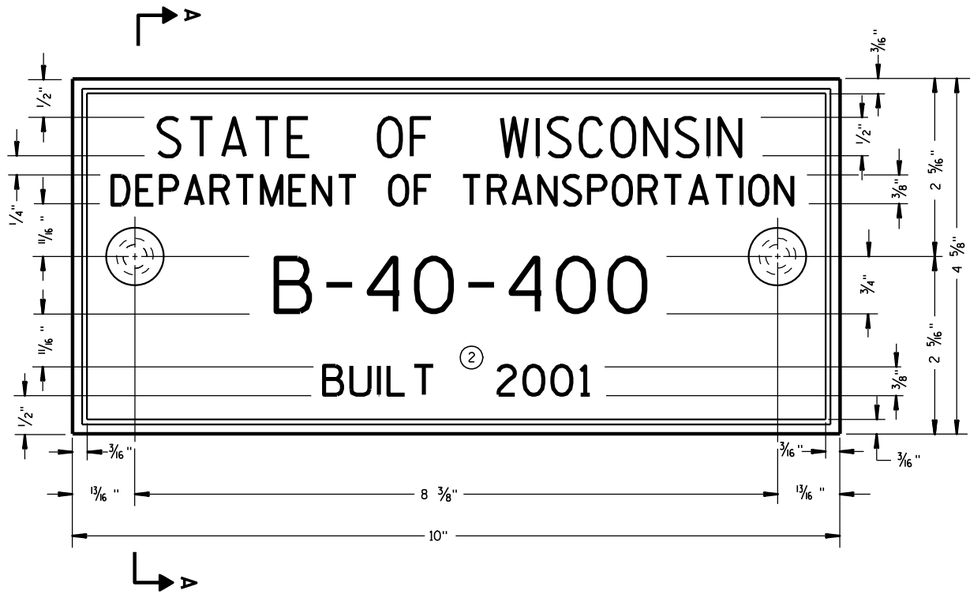


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S.D.D. 11 B 2-2

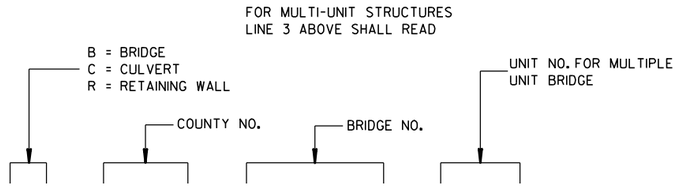
6

S.D.D. 11 B 2-2




## TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)




## NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

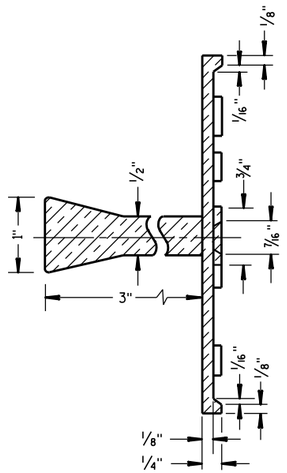
## GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

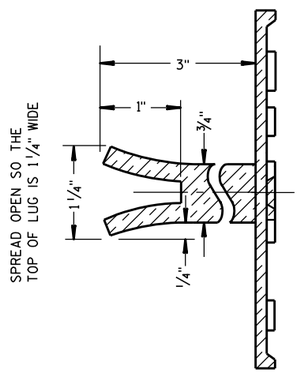
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

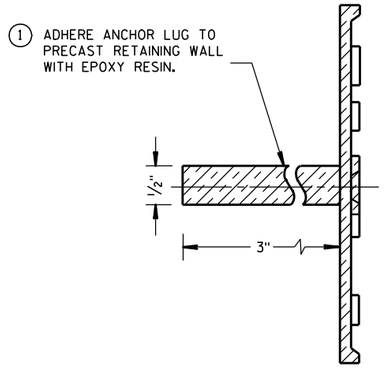
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.




SECTION A-A




ALTERNATE LUG




## ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

## NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 450 ENGINEER

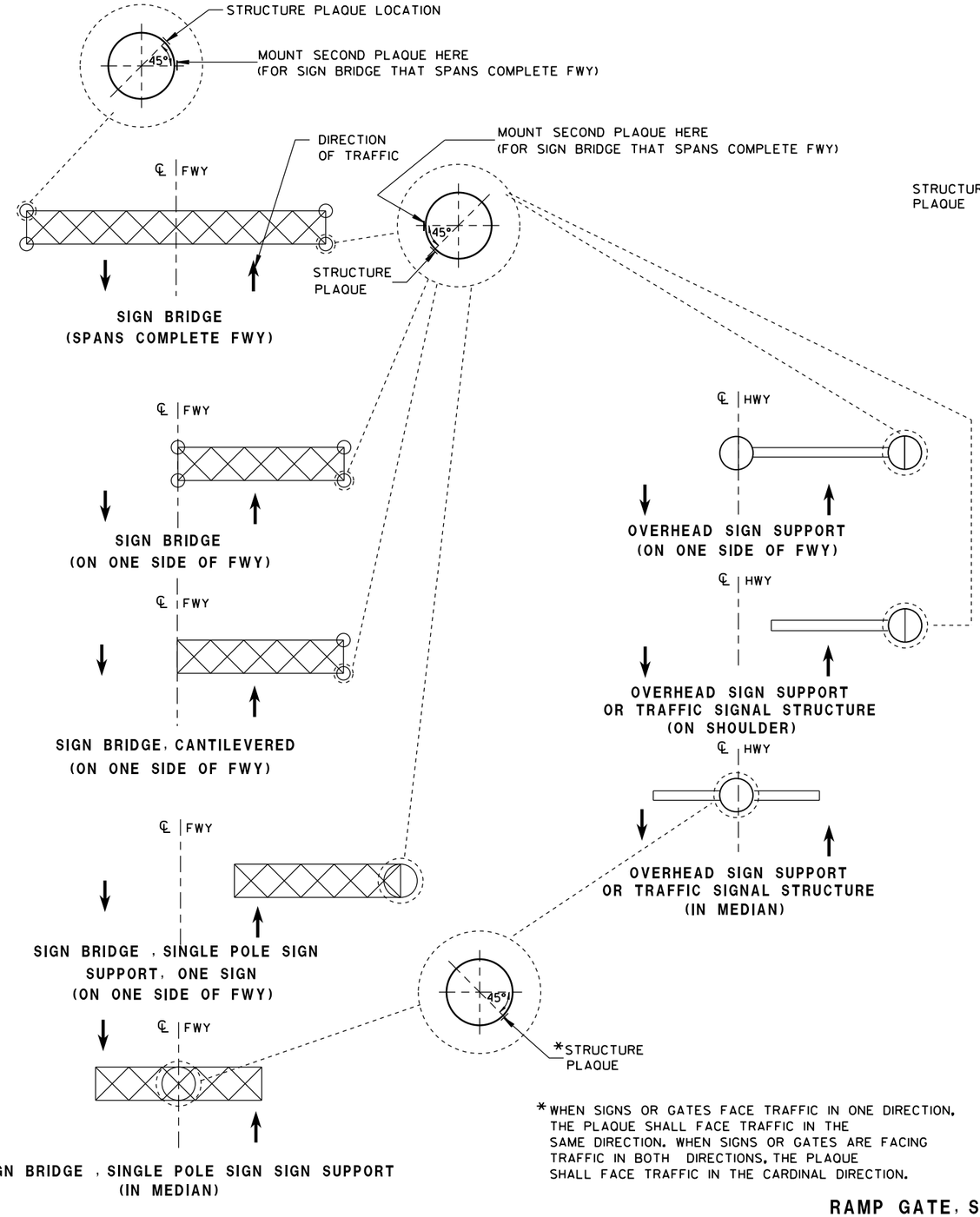
FHWA

6

S.D.D. 12 A 3-10

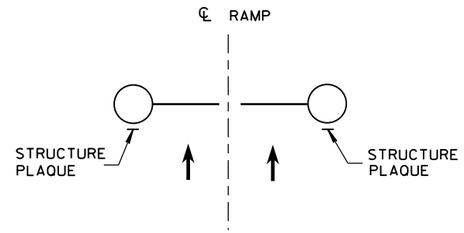
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S.D.D. 12 A 3-10

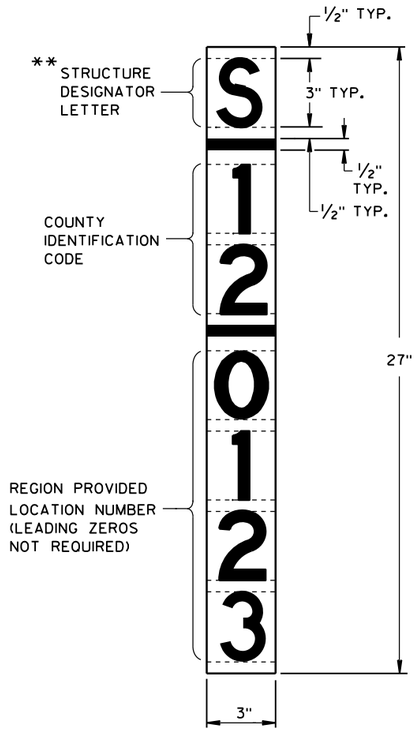



LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

* 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.




RAMP GATE
(ACROSS FWY ON-RAMP)




RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

## GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

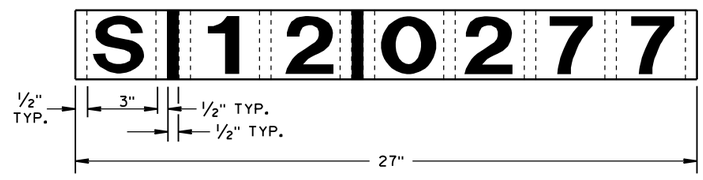
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.




IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

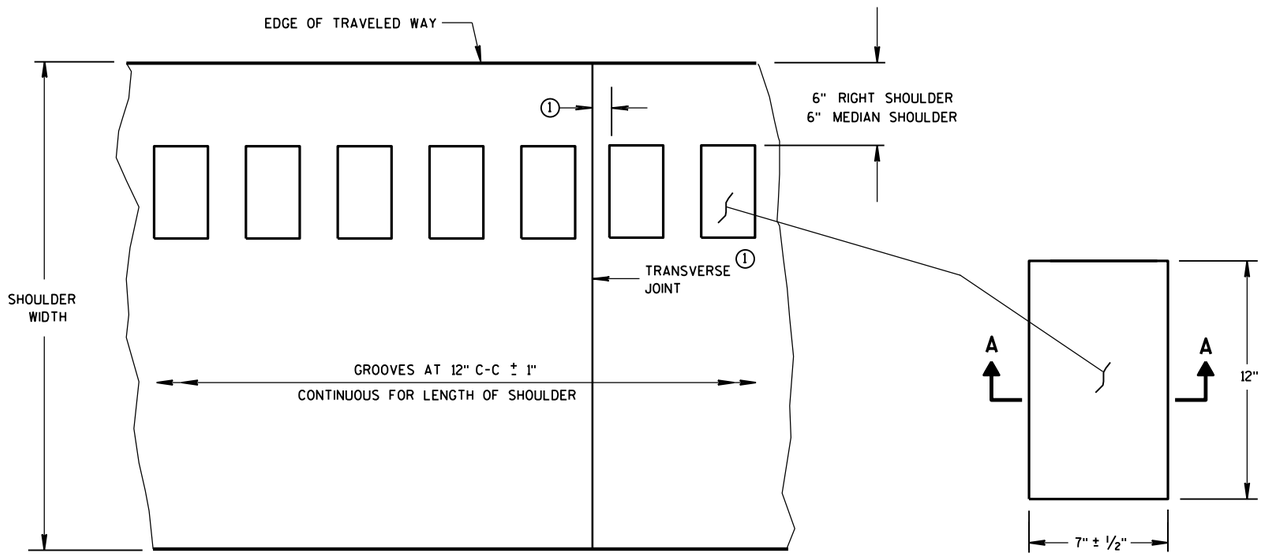


6

S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3




PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

## PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

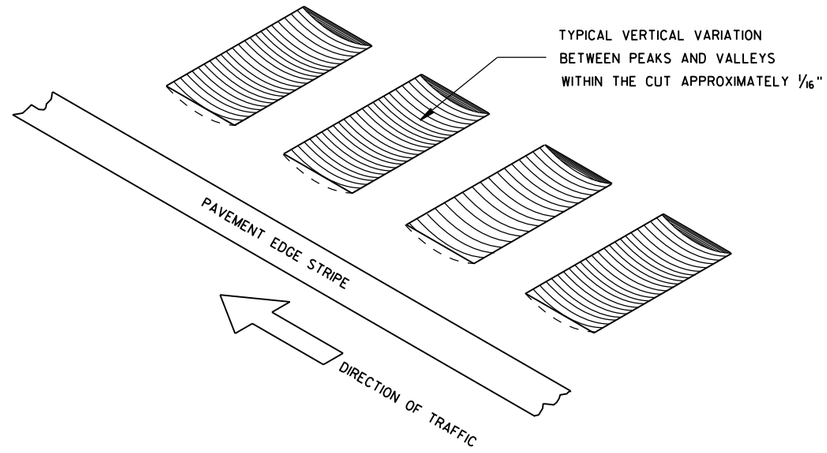
## GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

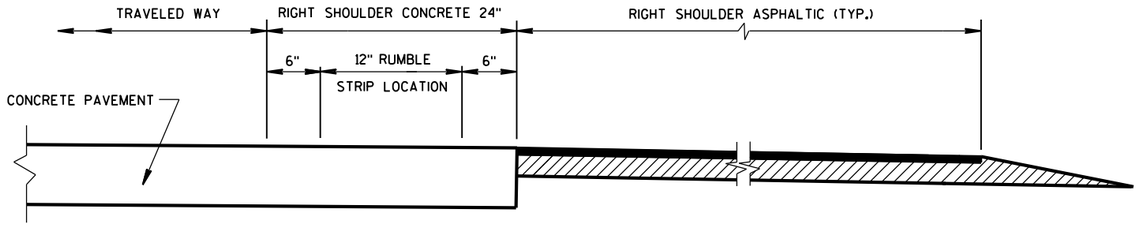
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

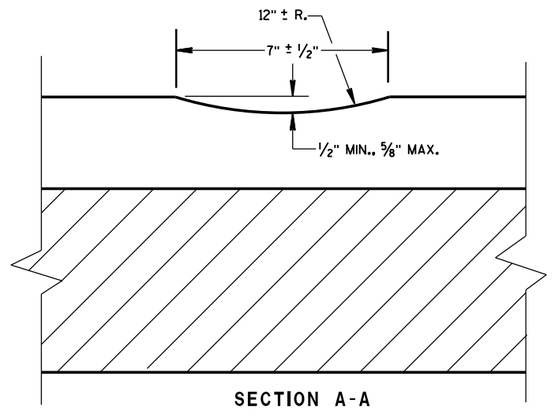
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



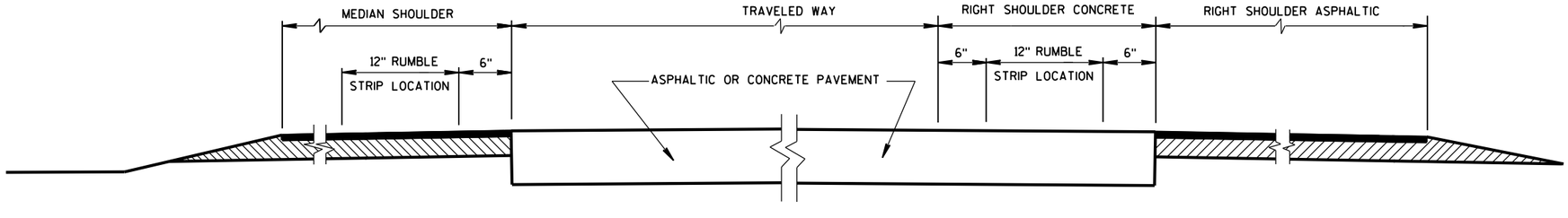

ISOMETRIC




SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)




SECTION A-A




SECTION VIEW

## TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

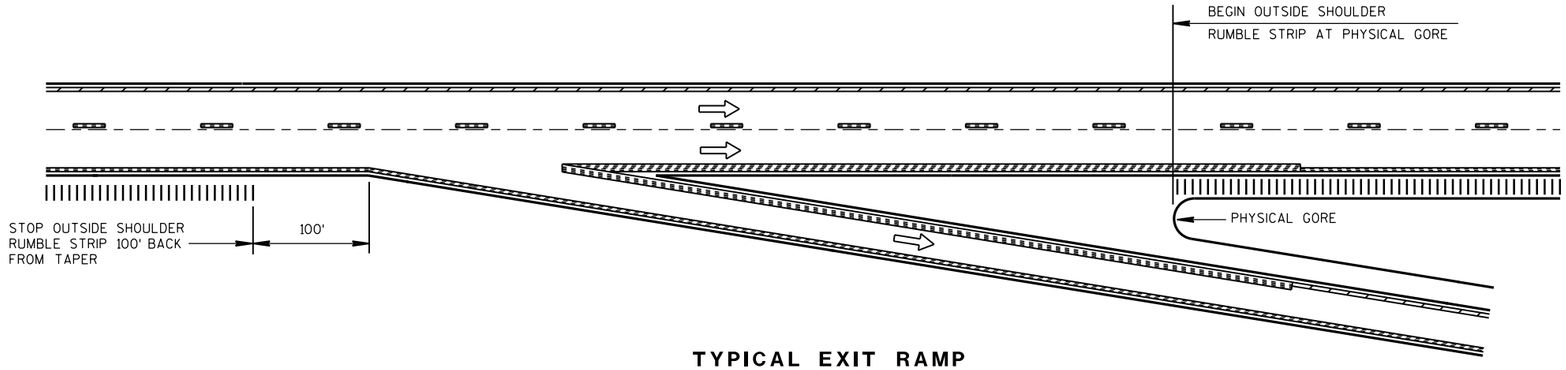


6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



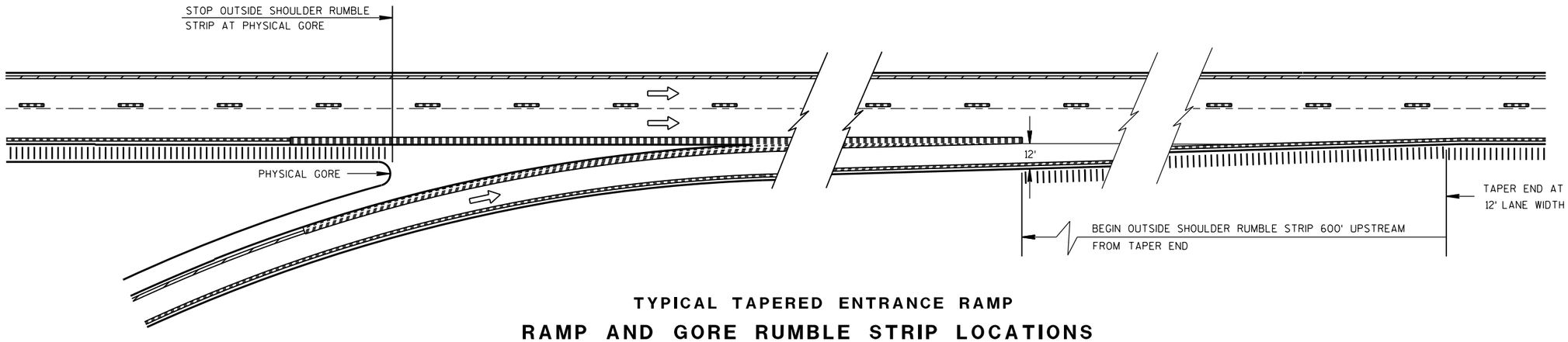

**TYPICAL EXIT RAMP**

## NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

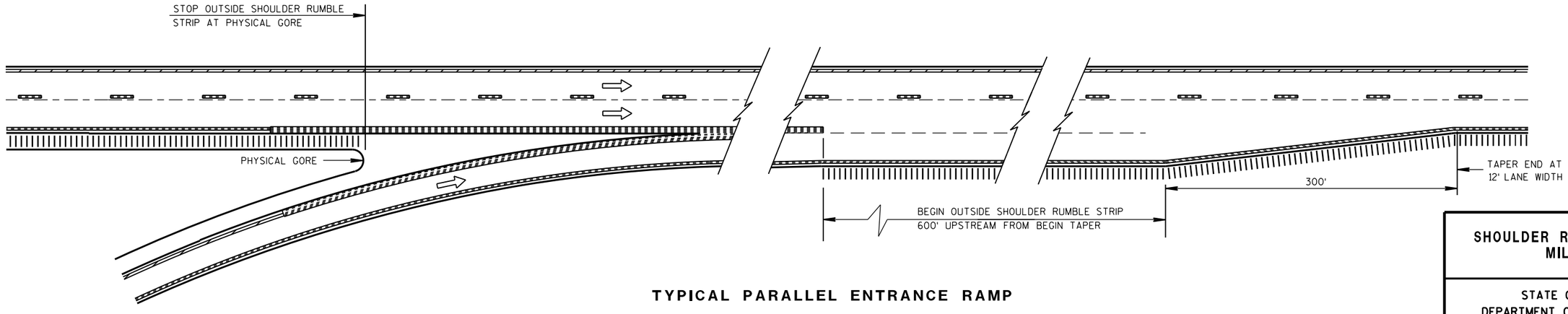
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL ( ⇨ )
SHOWS DIRECTION OF TRAVEL




**TYPICAL TAPERED ENTRANCE RAMP**

## RAMP AND GORE RUMBLE STRIP LOCATIONS




**TYPICAL PARALLEL ENTRANCE RAMP**

## RAMP AND GORE RUMBLE STRIP LOCATIONS

**SHOULDER RUMBLE STRIP, MILLING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

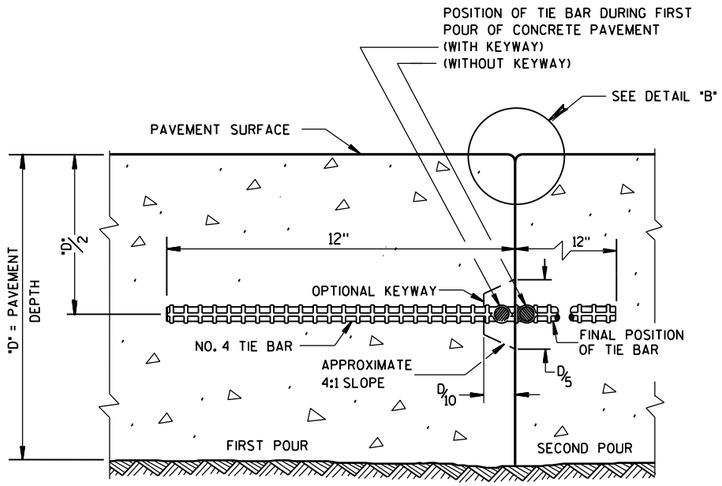


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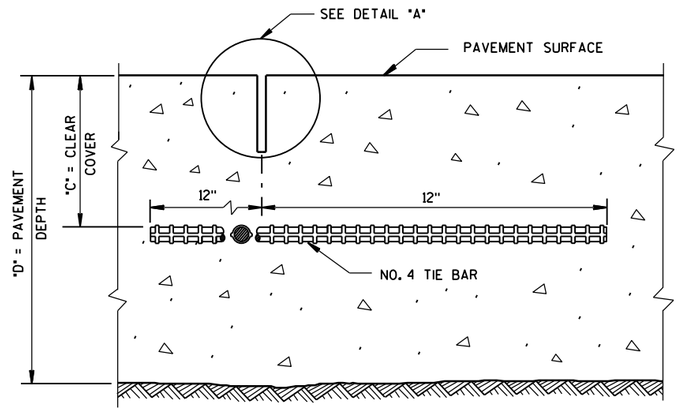
S.D.D. 13 A 5-5b

6

S.D.D. 13 A 5-5b




## CONSTRUCTION JOINT




## SAWED JOINT

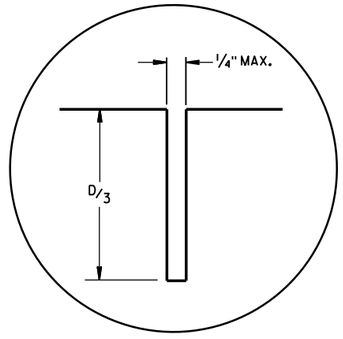
## GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

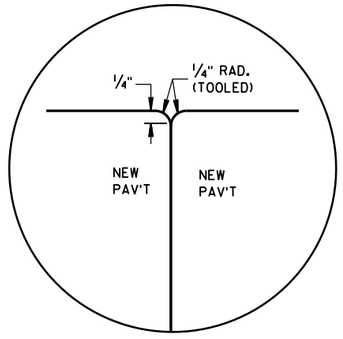
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

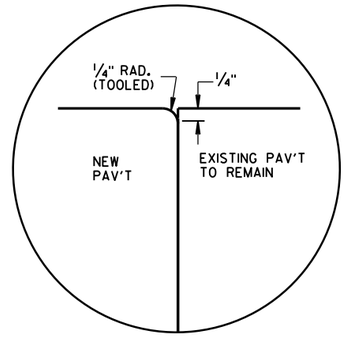
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



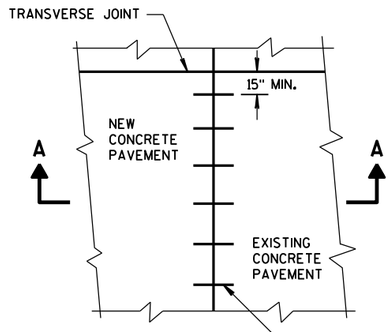

## DETAIL "A"



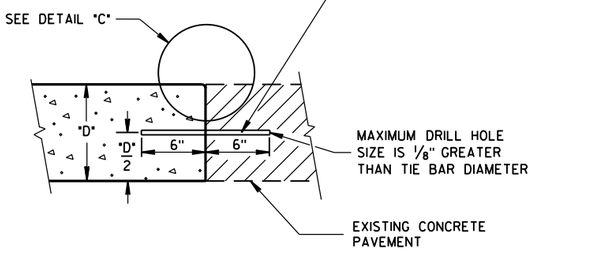

## DETAIL "B"




## DETAIL "C"



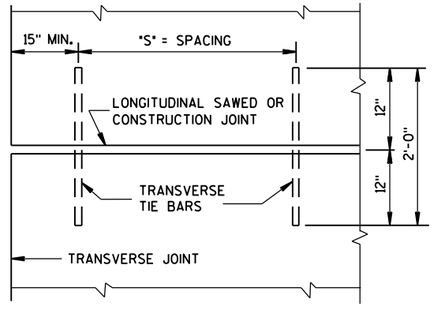

## PLAN VIEW




## 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

FHWA

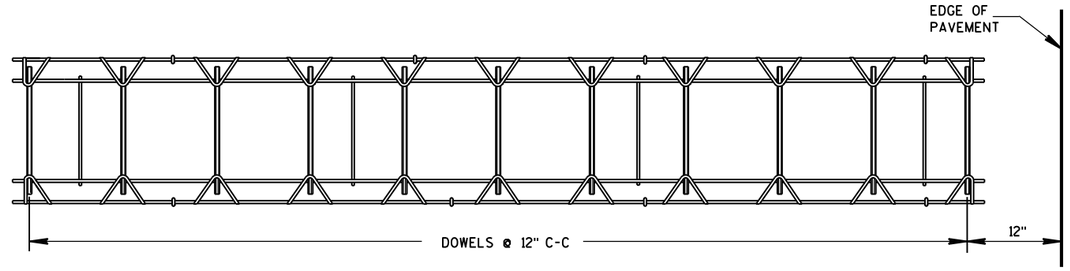


6

S.D.D. 13 C 1-17

6

S.D.D. 13 C 1-17

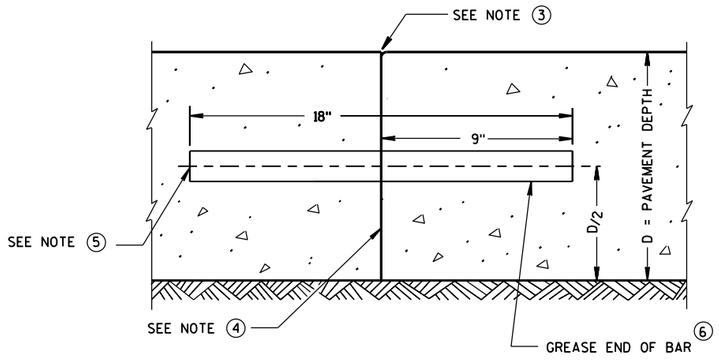



PLAN VIEW

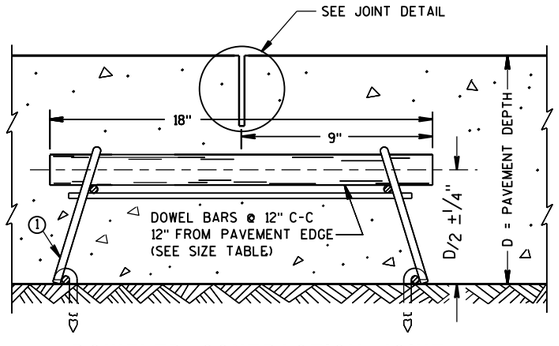



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



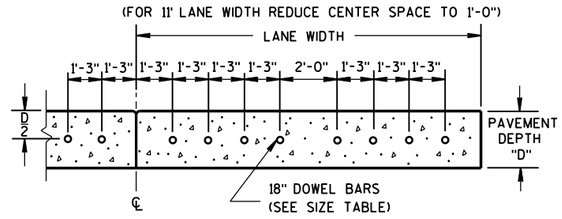

TRANSVERSE CONSTRUCTION JOINT



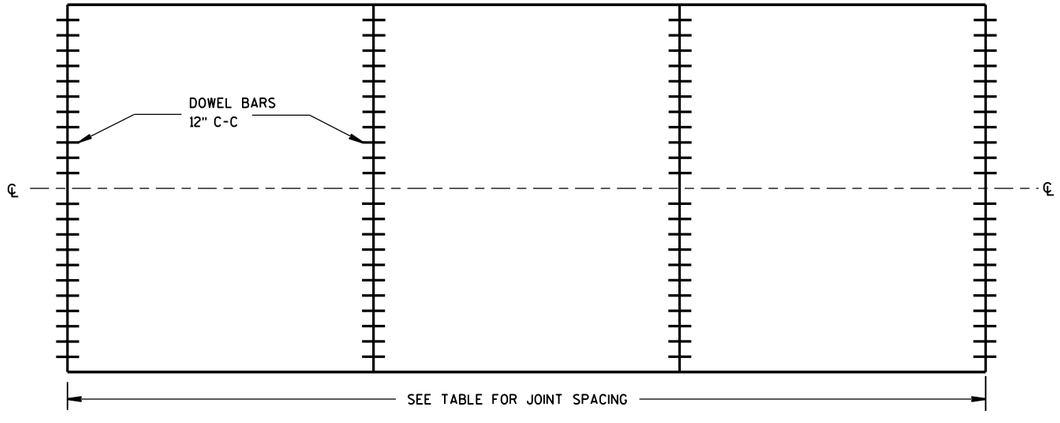

DOWELED CONTRACTION JOINT

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.

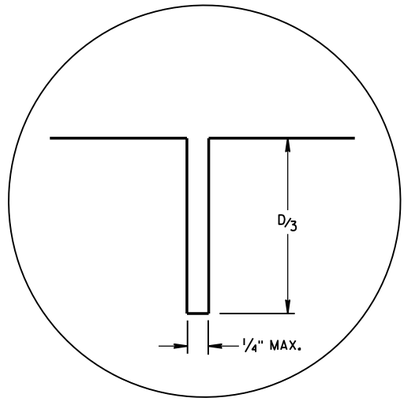
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

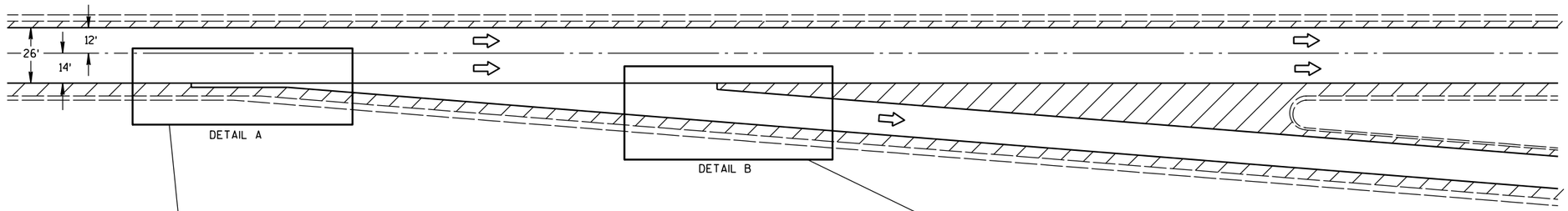
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

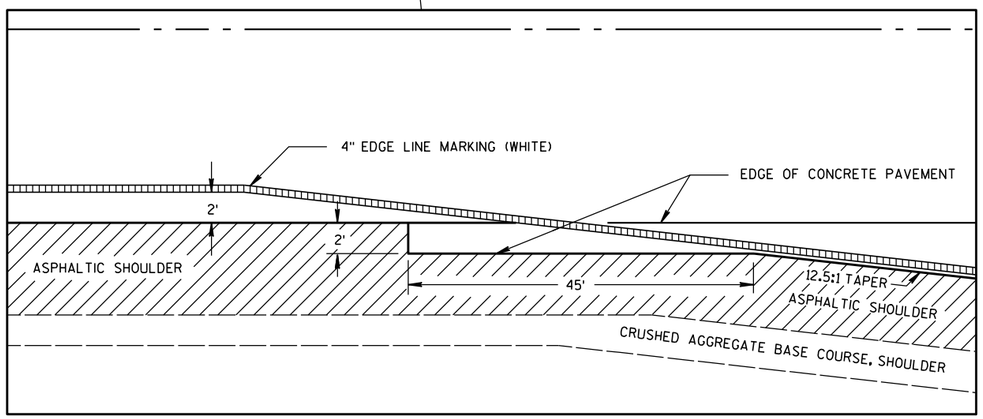


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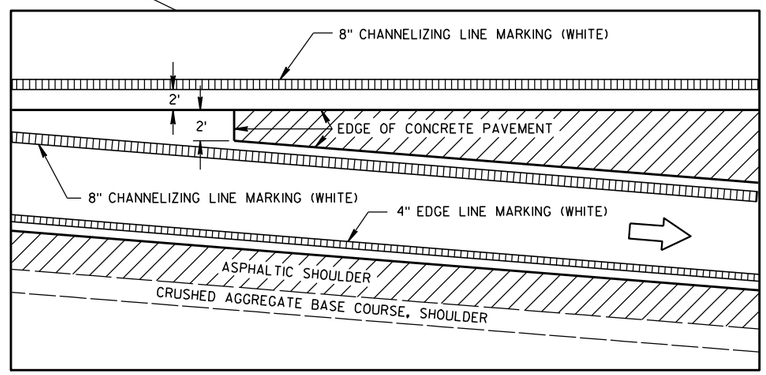
S.D.D. 13 C 13-8




EXIT RAMP DETAIL




DETAIL A




DETAIL B

## CONCRETE JOINT PAVING DETAILS

### GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

**CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

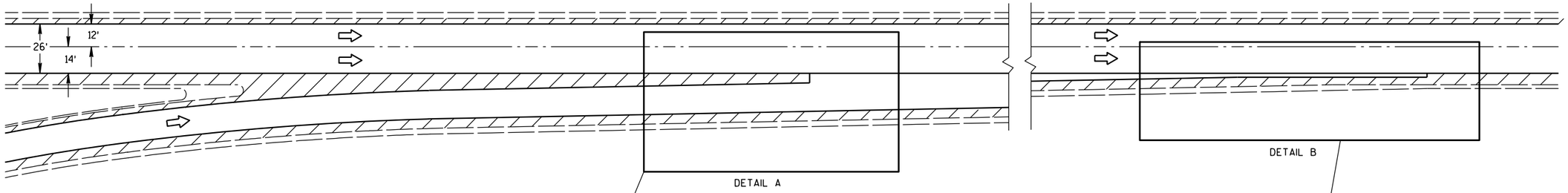


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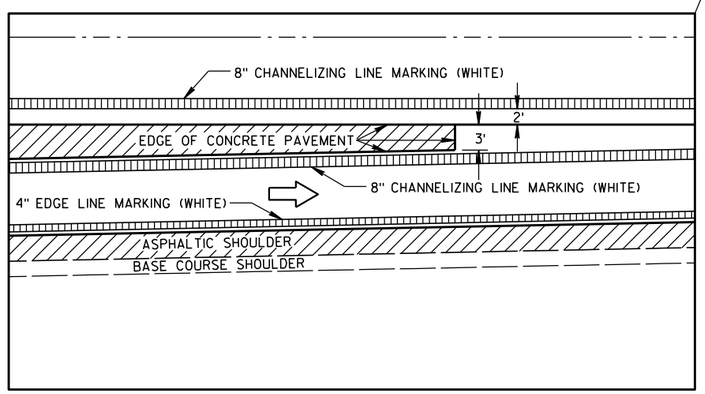
S.D.D. 13 C 17-1a

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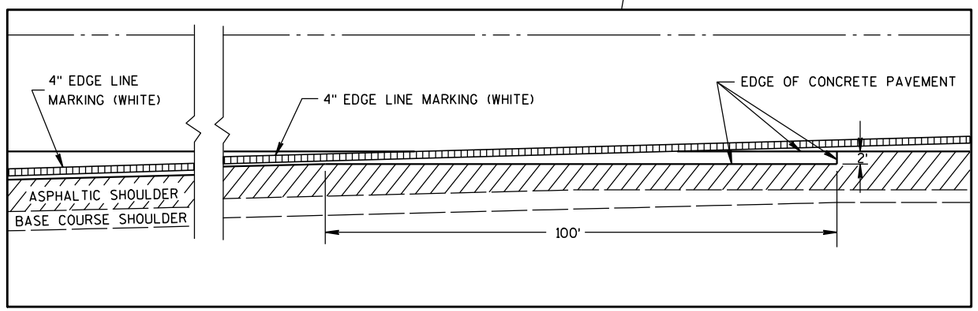
S.D.D. 13 C 17-1a




ENTRANCE RAMP DETAIL




DETAIL A




DETAIL B

# CONCRETE JOINT PAVING DETAILS

## GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

**CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/27/98
DATE

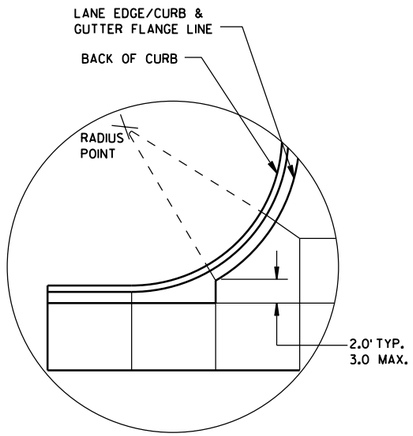
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

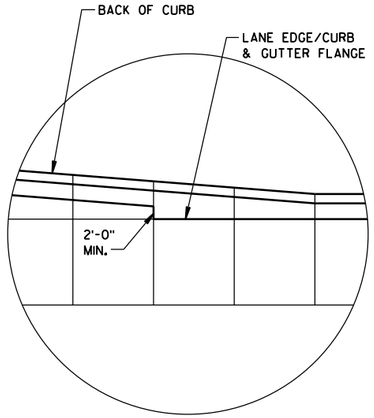



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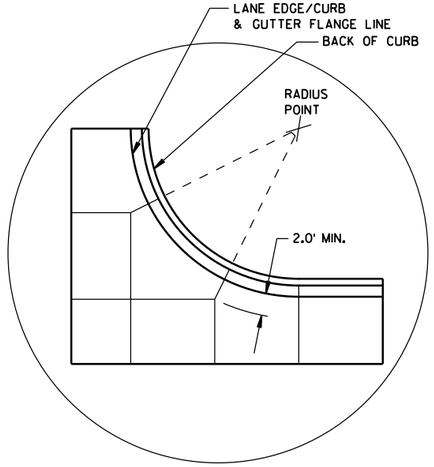

S.D.D. 13 C 17-1b



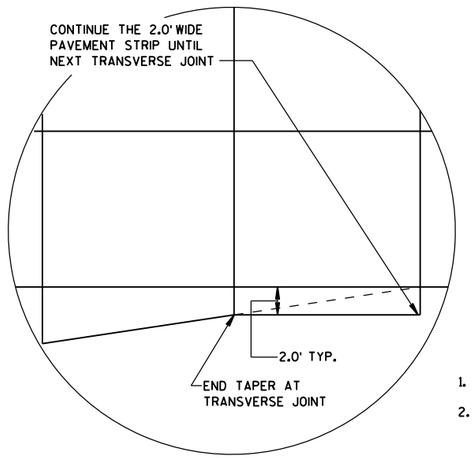

DETAIL "A"




DETAIL "B"




DETAIL "C"




DETAIL "D"

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

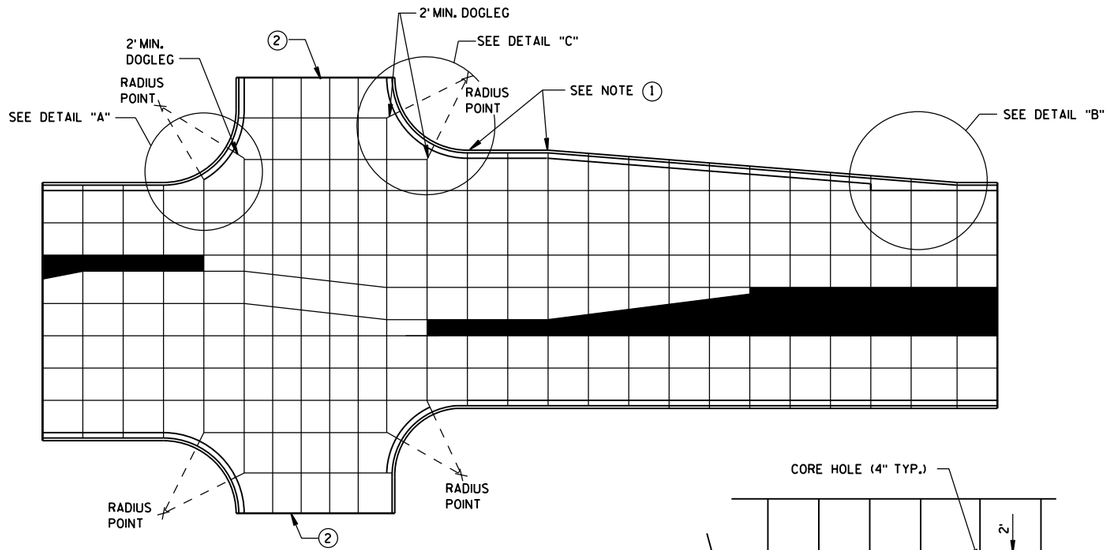
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

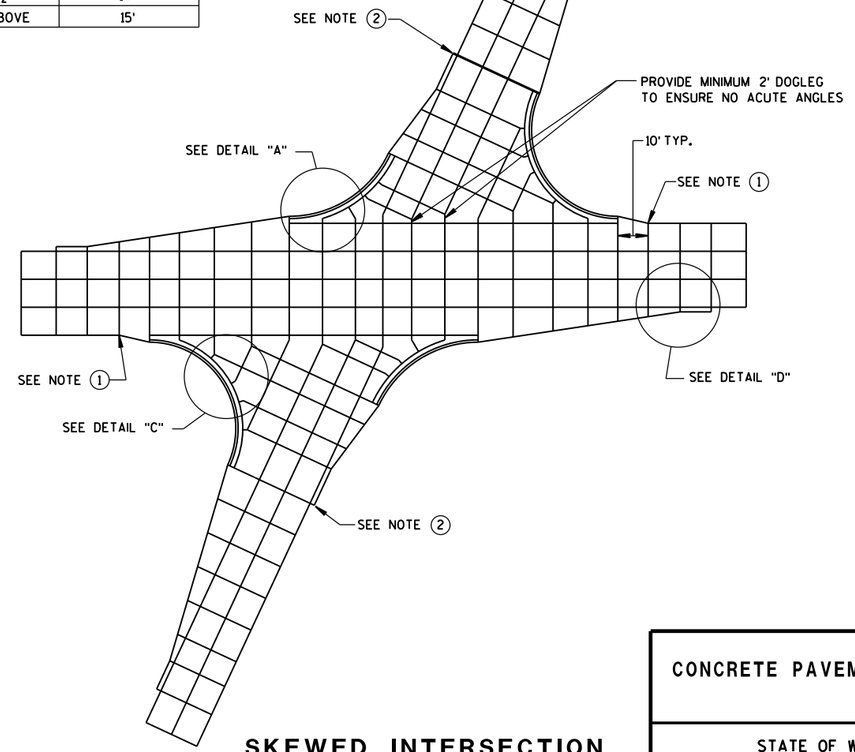
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



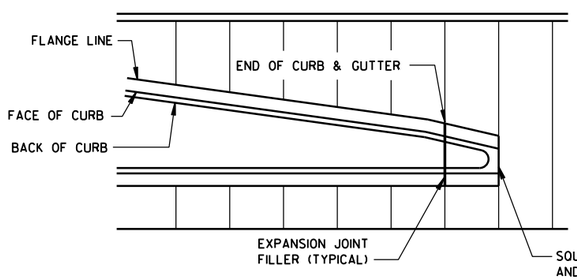

STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

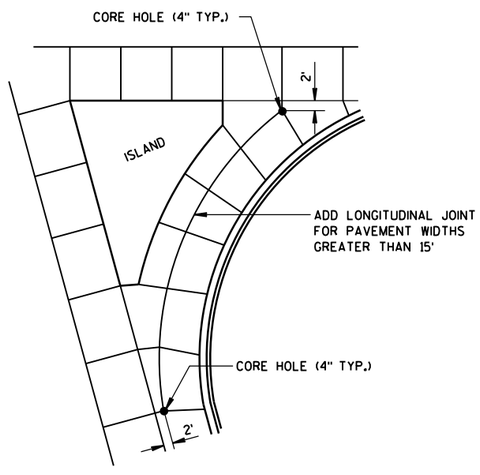
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6½" | 12' |
| 7", 7½" | 14' |
| 8" & ABOVE | 15' |




SKEWED INTERSECTION




APPROACH TO MEDIAN




LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR





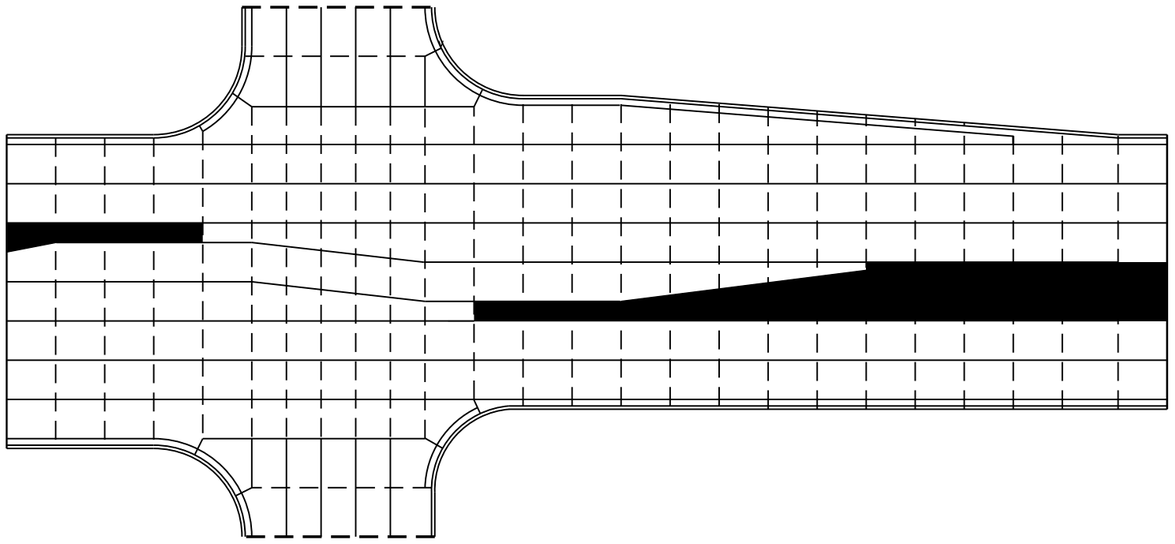
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S.D.D. 13 C 18-2a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

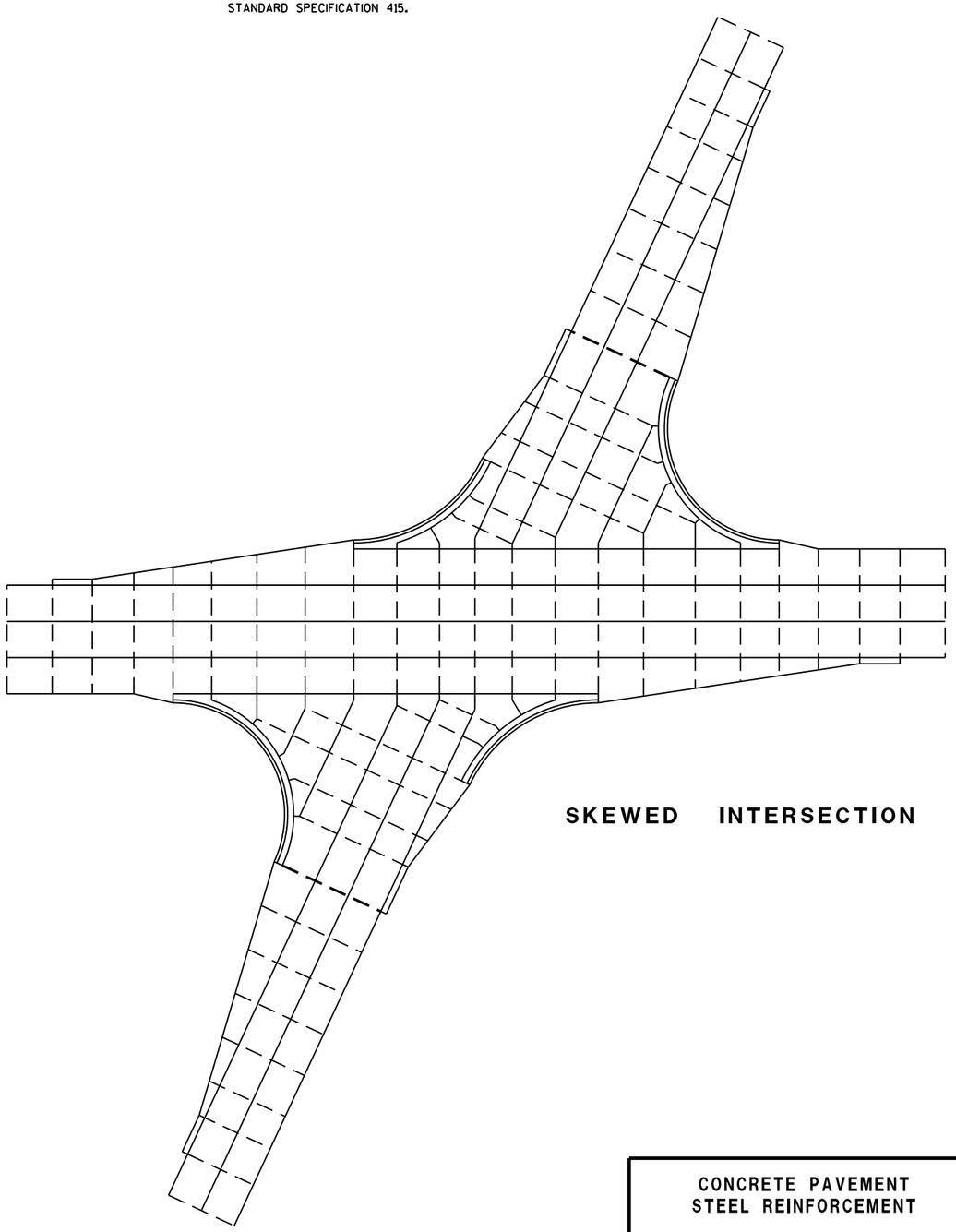
TIED JOINT



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

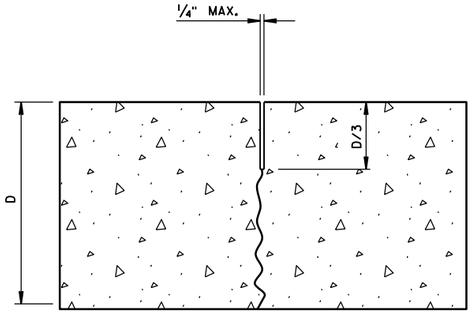


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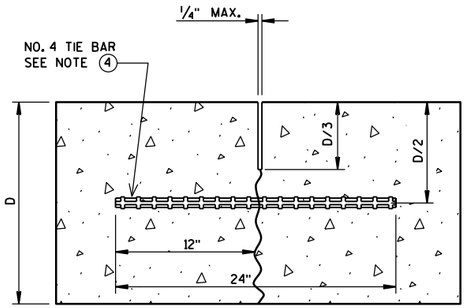
S.D.D. 13 C 18-2b

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S.D.D. 13 C 18-2b



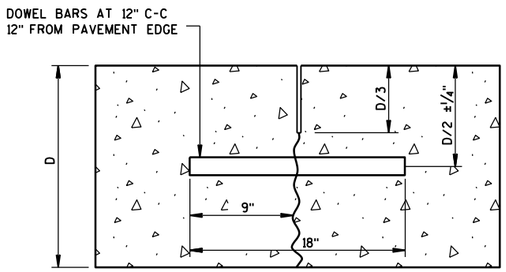

UNDOWELED-TRANSVERSE




TIED LONGITUDINAL

## GENERAL NOTES

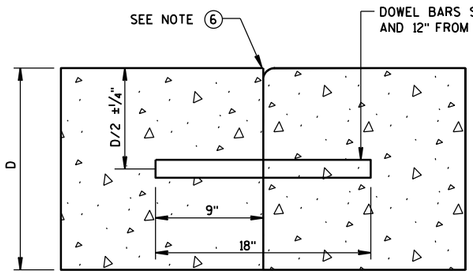
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



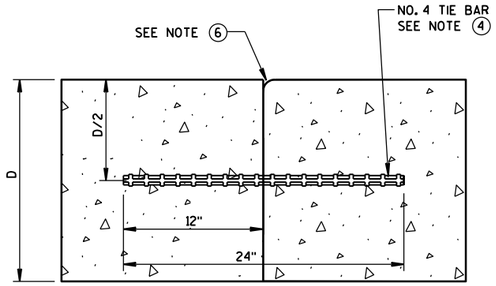

DOWELED-TRANSVERSE

## CONTRACTION JOINTS

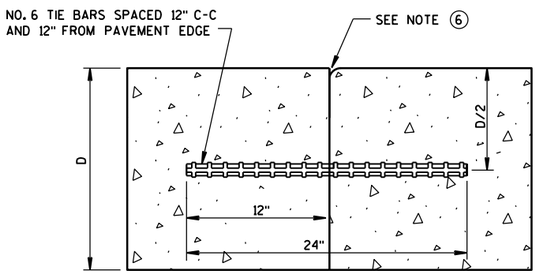
SEE NOTE (2)




DOWELED TRANSVERSE

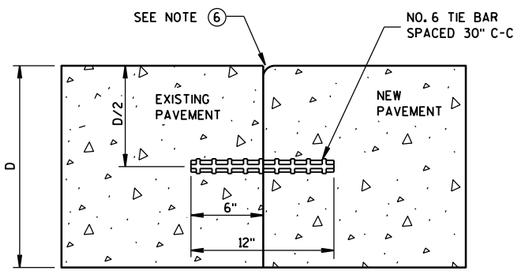



TIED LONGITUDINAL




TIED TRANSVERSE

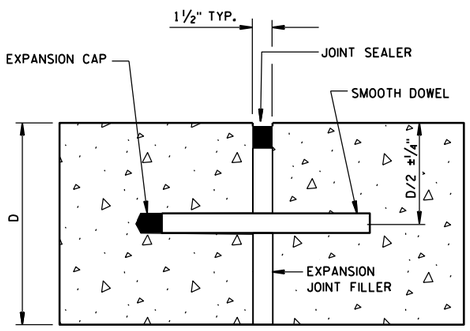
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




TIED LONGITUDINAL TO EXISTING

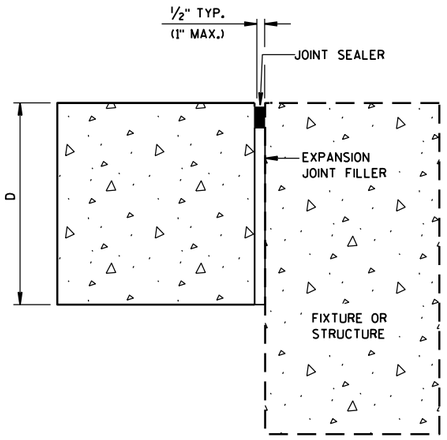
## CONSTRUCTION JOINTS

SEE NOTE (5)




DOWELED-TRANSVERSE

SEE NOTE (1)




UNTIED-LONGITUDINAL

## EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

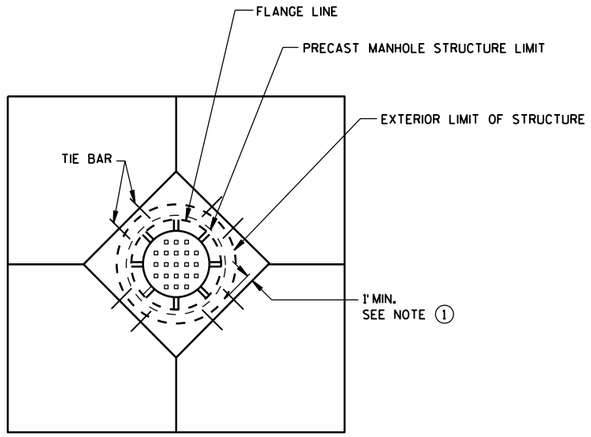


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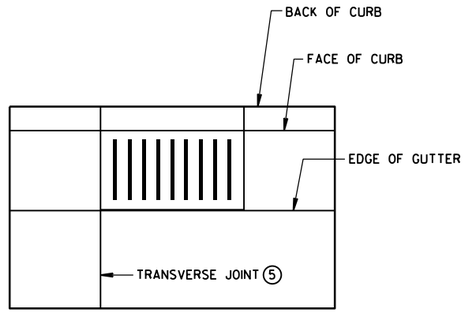
S.D.D. 13 C 18-2c

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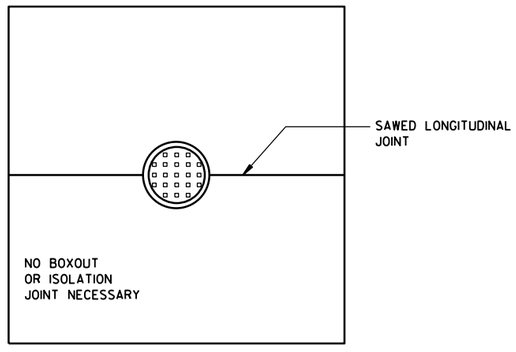
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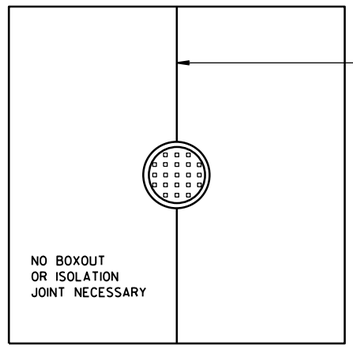

## DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



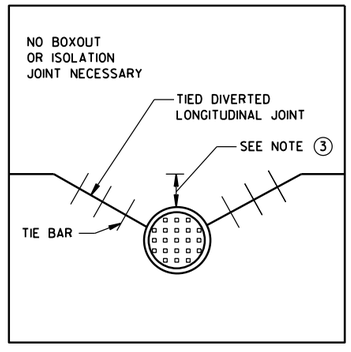

## INLET WITH TRANSVERSE JOINT



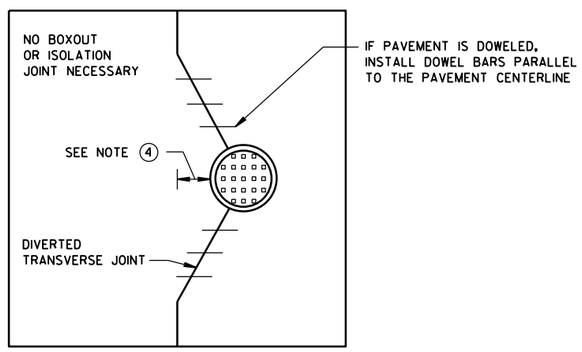

## MANHOLE WITH LONGITUDINAL JOINT




## MANHOLE WITH TRANSVERSE JOINT




## MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT




## MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

## GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

# CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| 5-3-2013 | /S/ Deb Bischoff | |
|---|---|---|
| DATE | PAVEMENT POLICY & DE | NEER |

FHWA

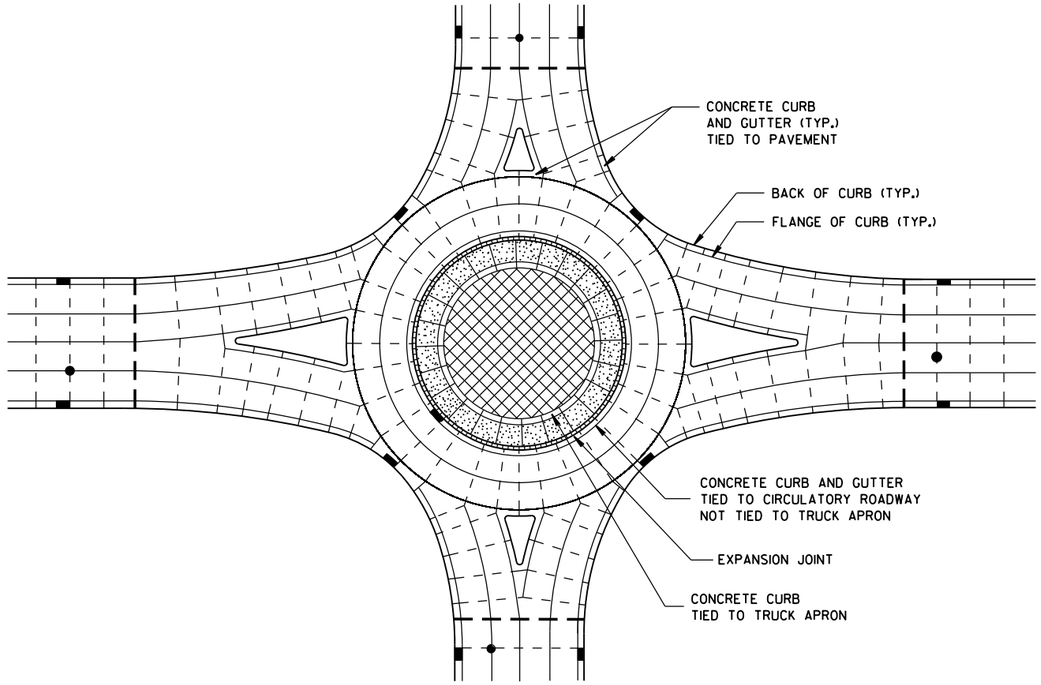



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S.D.D. 13 C 18-2d

## LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



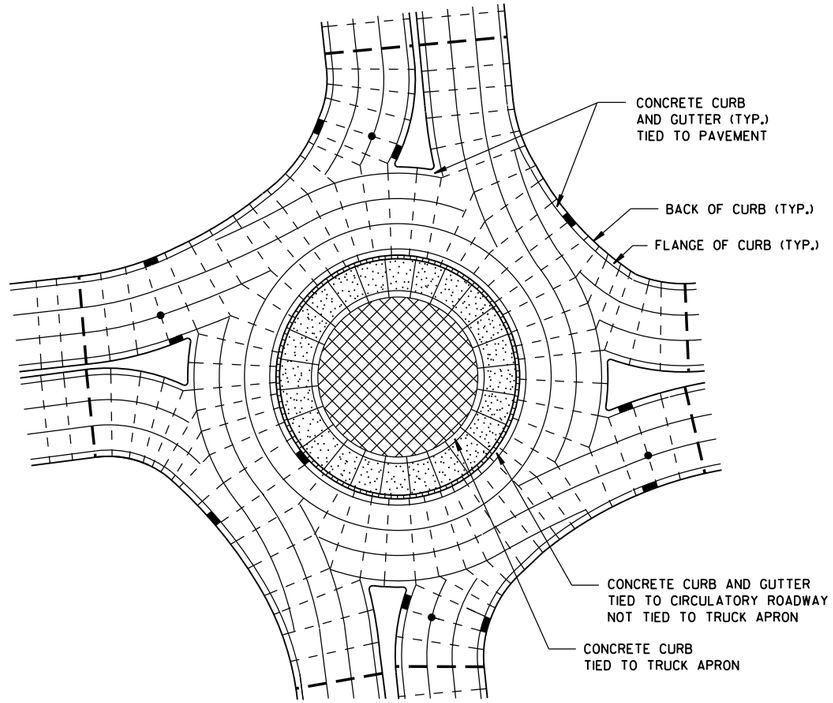

ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

## GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.




PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

| CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 5-3-2013 DATE | /S/ Deb Bischoff PAVEMENT POLICY & DE ENGINEER |
| FHWA | |

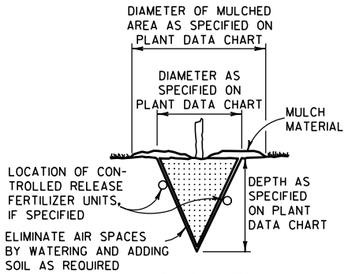


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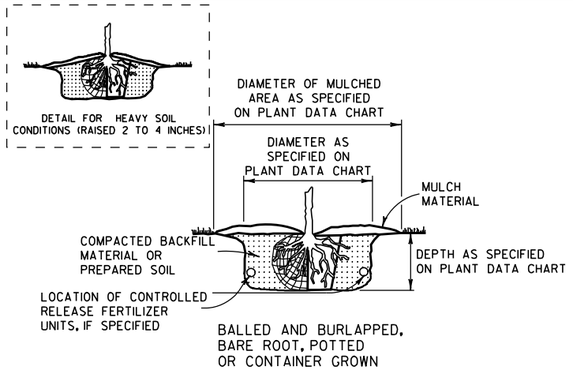
S.D.D. 13 C 18-2e

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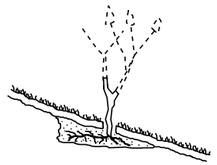
S.D.D. 13 C 18-2e




MACHINE MOVED

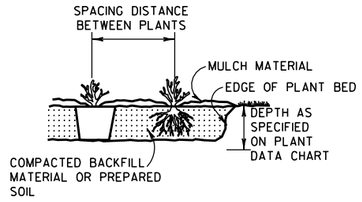



BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



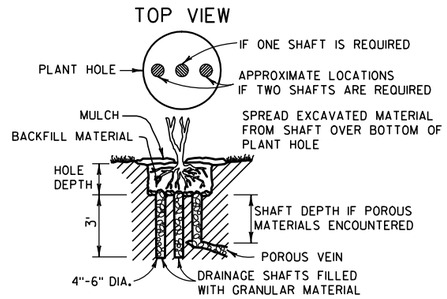
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



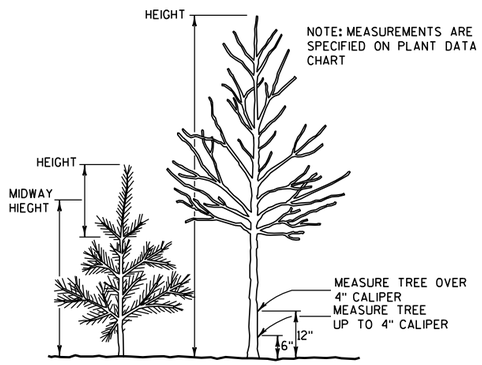

PREPARED BED (BARE ROOT AND POTTED)

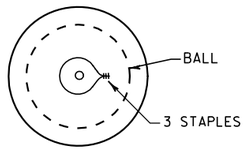
PLANTING



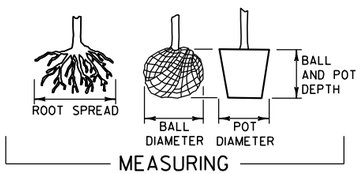

NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

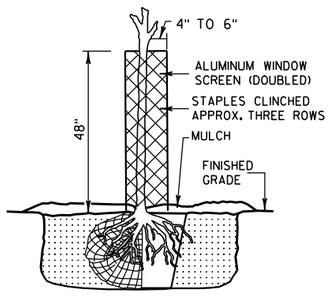


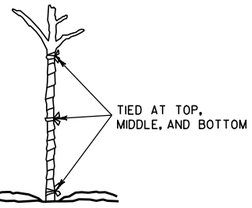

TOP VIEW



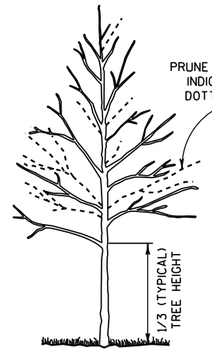

MEASURING



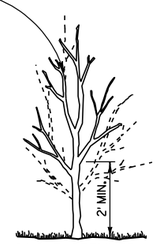

RODENT PROTECTION




WRAPPING




TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)




SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)



MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

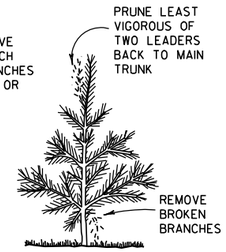
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES



SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

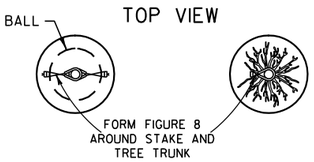


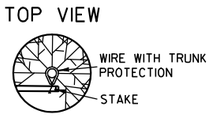
SUMAC

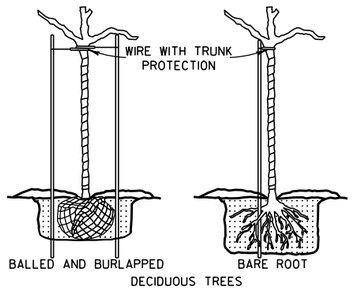


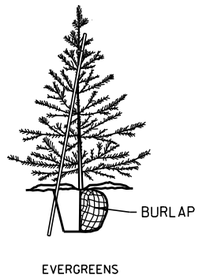

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



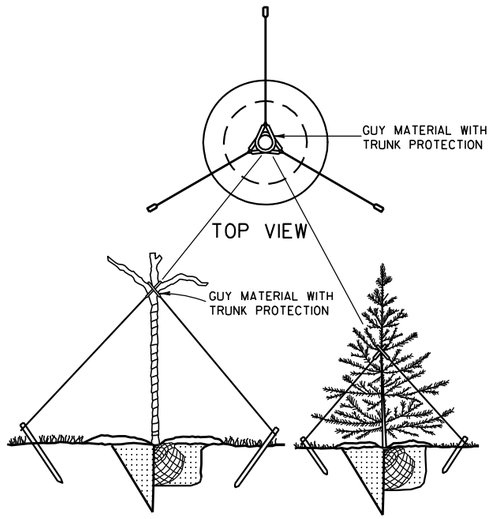



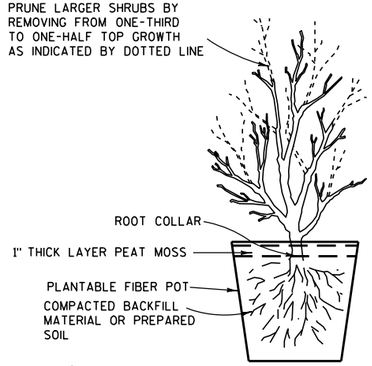

NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING




GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE




POTTING

## NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

# TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

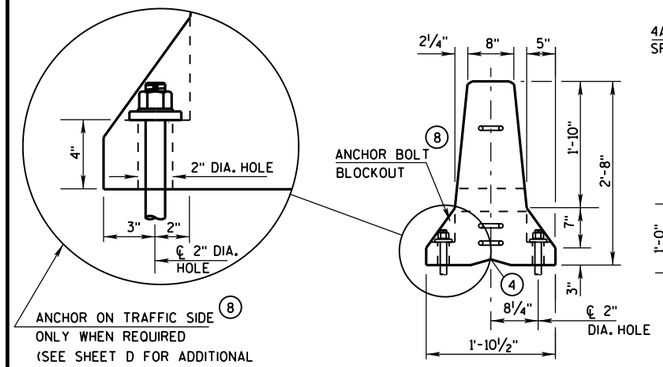
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA





6

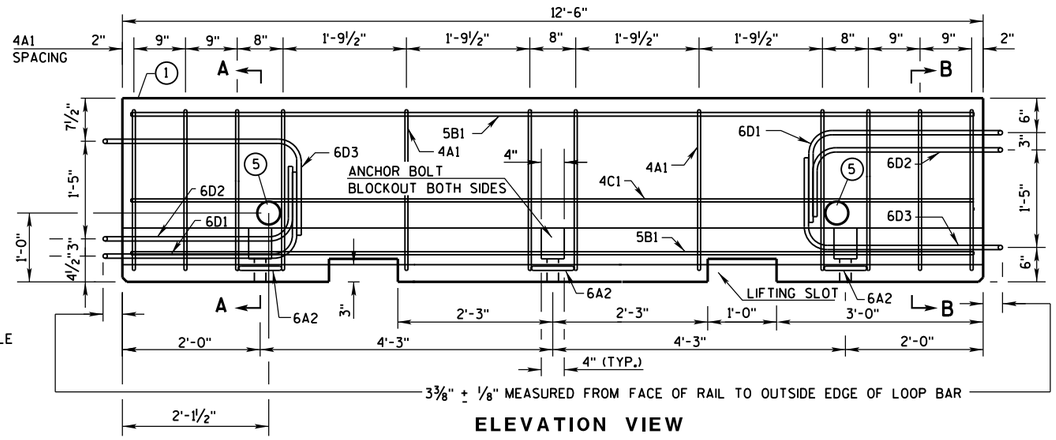
S.D.D. 14 A 2-1



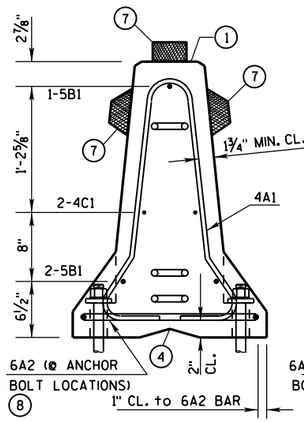




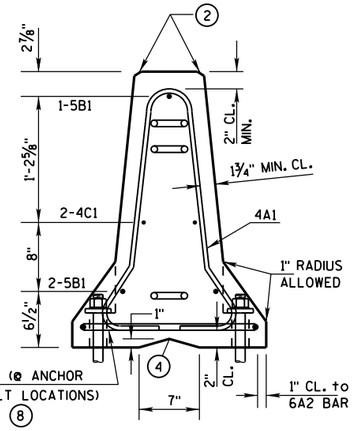
END VIEW



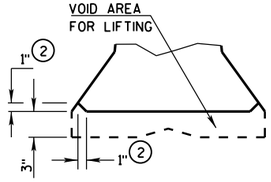

ELEVATION VIEW



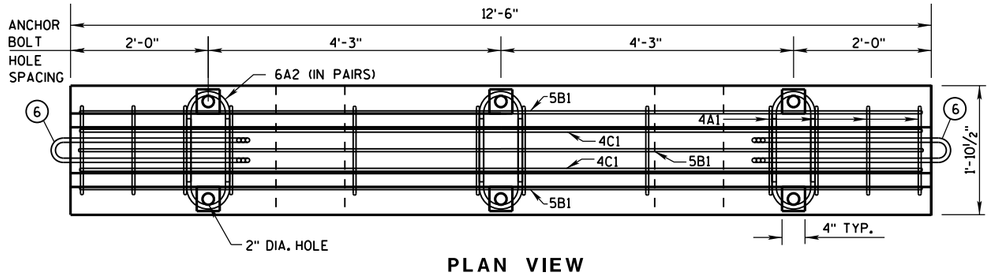

SECTION A-A
(STIRRUP PLACEMENT)




SECTION B-B
(STIRRUP PLACEMENT)

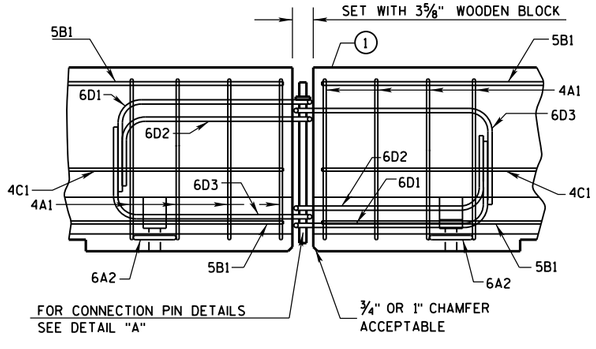



DETAIL "B"
LIFTING SLOT DETAIL

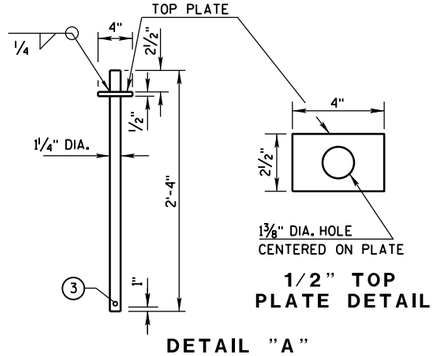



PLAN VIEW

## DETAILS OF BARRIER SECTION

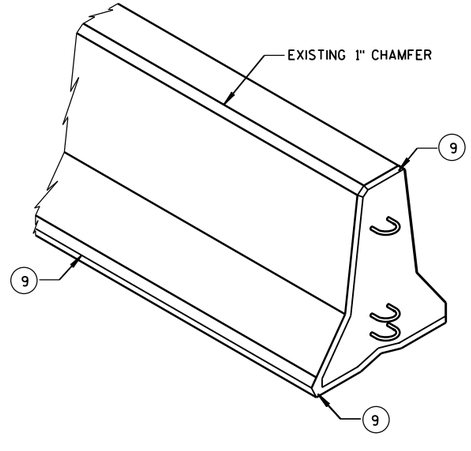



## DETAILS OF BARRIER CONNECTION




1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL ( 10.9 LB EACH))




## GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

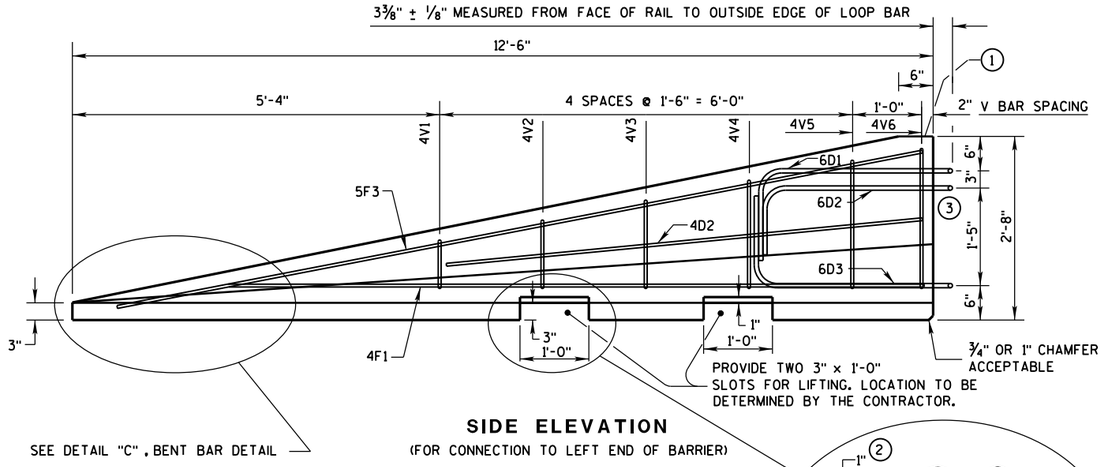
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

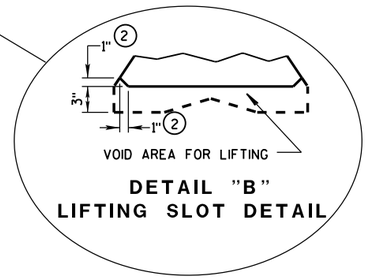
(9) 1" CHAMFER OPTIONAL.

**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

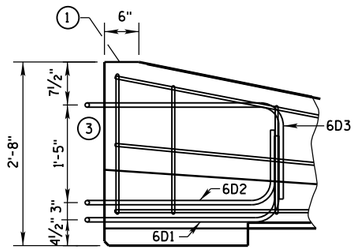
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 464




**SIDE ELEVATION**
(FOR CONNECTION TO LEFT END OF BARRIER)



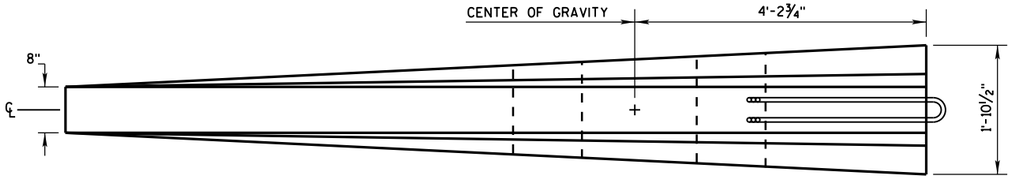

**DETAIL "B"**
**LIFTING SLOT DETAIL**



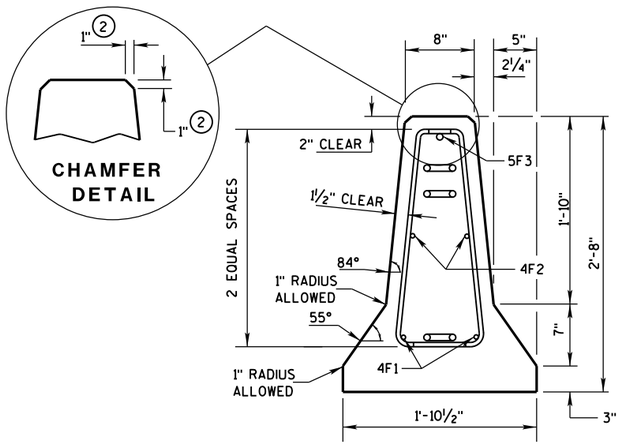

**SIDE ELEVATION**
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

## GENERAL NOTES

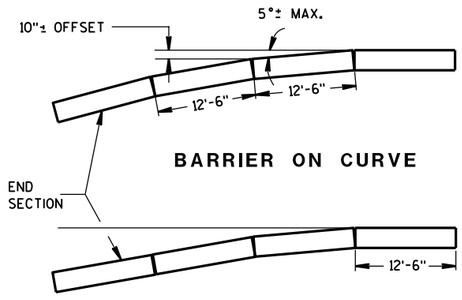
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.




**PLAN VIEW**




**END SECTION** **FRONT ELEVATION**




**BARRIER ON CURVE**

**FLARE AT BARRIER END**

| POSTED SPEED, (MPH) | FLARE RATE |
|---|---|
| 40 OR LESS | 6:1 |
| 45 OR GREATER | 8:1 |

**DETAILS OF BARRIER TAPER SECTION**

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 465

6

S.D.D. 14 B 7-14b

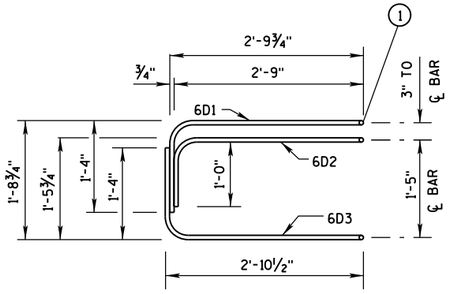
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S.D.D. 14 B 7-14b

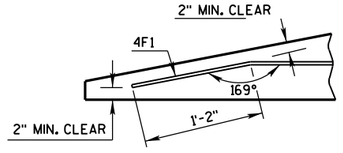
## BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

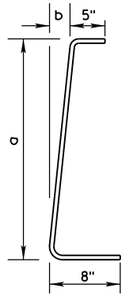
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4V1 | 4 | 2 | 1'-11" |
| 4V2 | 4 | 2 | 2'-2" |
| 4V3 | 4 | 2 | 2'-6" |
| 4V4 | 4 | 2 | 2'-9" |
| 4V5 | 4 | 2 | 3'-2" |
| 4V6 | 4 | 2 | 3'-4" |
| 4F1 | 4 | 2 | 12'-0" |
| 4F2 | 4 | 2 | 7'-6" |
| 5F3 | 5 | 1 | 11'-9" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 1 | 8'-5" |
| 6D2 | 6 | 1 | 7'-7" |
| 6D3 | 6 | 1 | 8'-6" |




ELEVATION
LOOP BAR ASSEMBLY




DETAIL "C"
BENT BAR DETAIL




| BAR | a | b |
|---|---|---|
| V1 | 10" | 1" |
| V2 | 1'-1" | 1¼" |
| V3 | 1'-5" | 1⅝" |
| V4 | 1'-8" | 1⅞" |
| V5 | 2'-0½" | 2⅜" |
| V6 | 2'-3" | 2¾" |

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

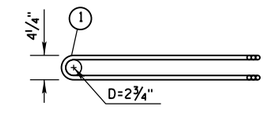
## GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

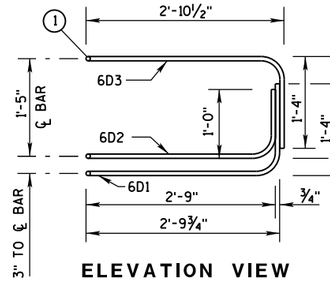
## BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

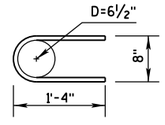
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4A1 | 4 | 12 | 6'-0" |
| 6A2 | 6 | 6 | 2'-11" |
| 5B1 | 5 | 3 | 12'-2" |
| 4C1 | 4 | 2 | 12'-2" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 2 | 8'-5" |
| 6D2 | 6 | 2 | 7'-7" |
| 6D3 | 6 | 2 | 8'-6" |



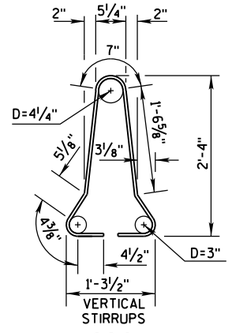

PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)




ELEVATION VIEW




6A2




4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

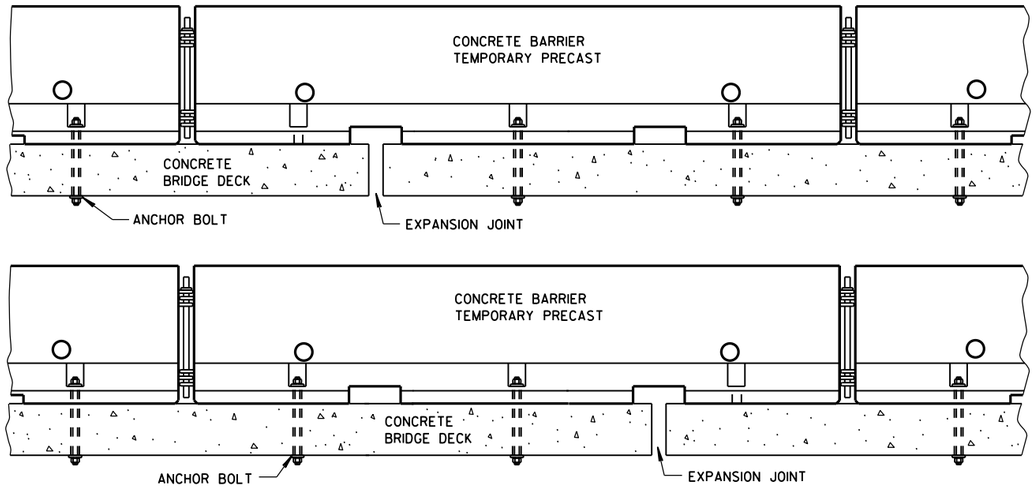
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 466

6

S.D.D. 14 B 7-14c

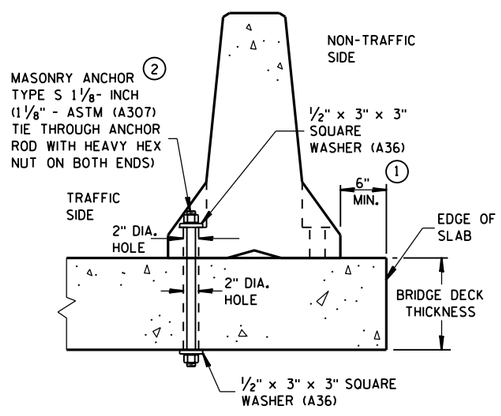
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S.D.D. 14 B 7-14c



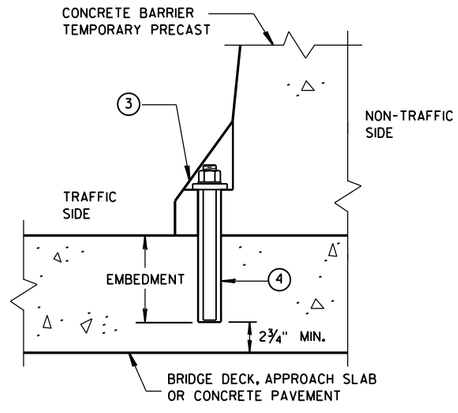

## TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)




## THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)




## REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

## GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

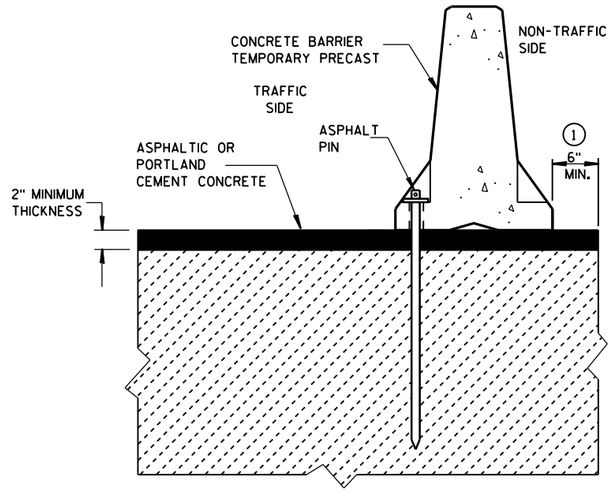
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

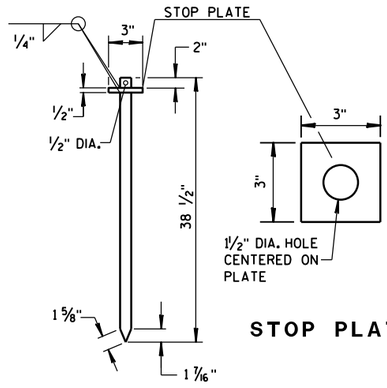
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.




## STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)

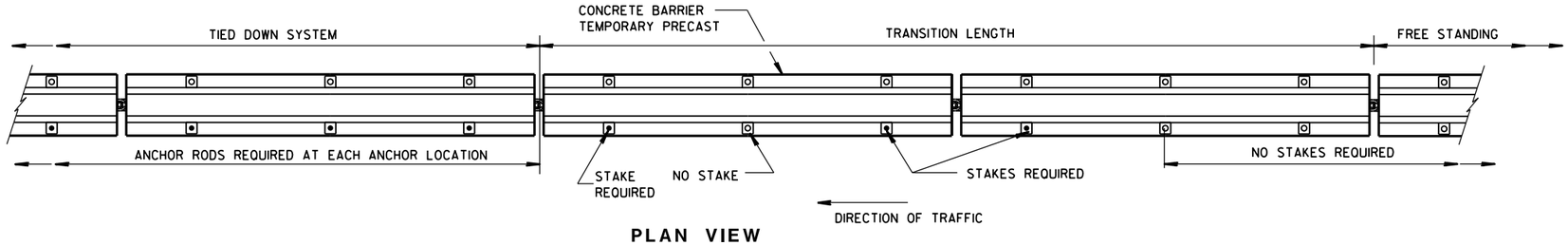



### STOP PLATE



### ASPHALT PIN

(ASTM A36 STEEL)




PLAN VIEW

## FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

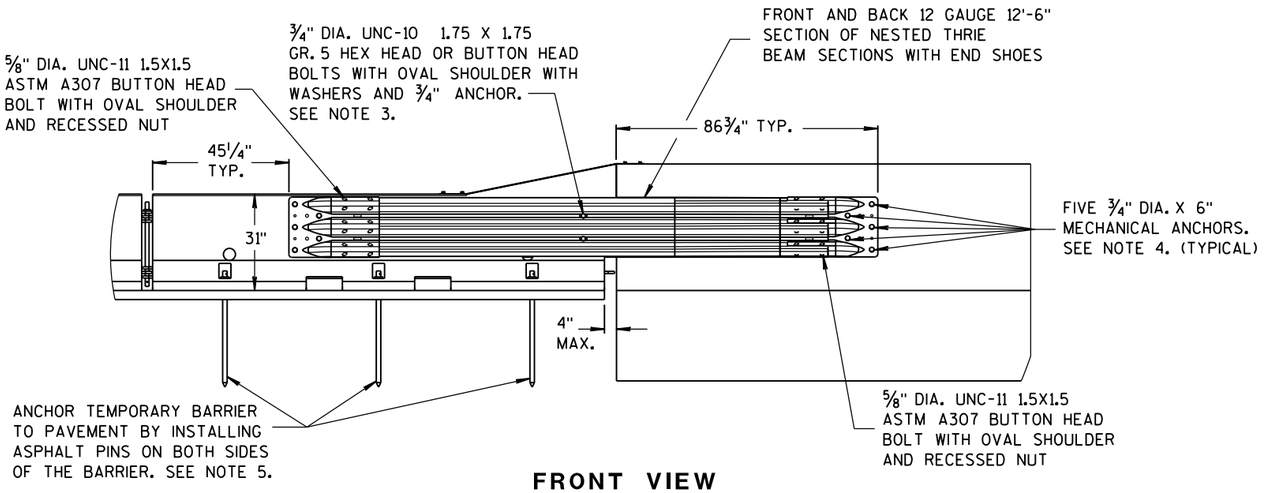
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



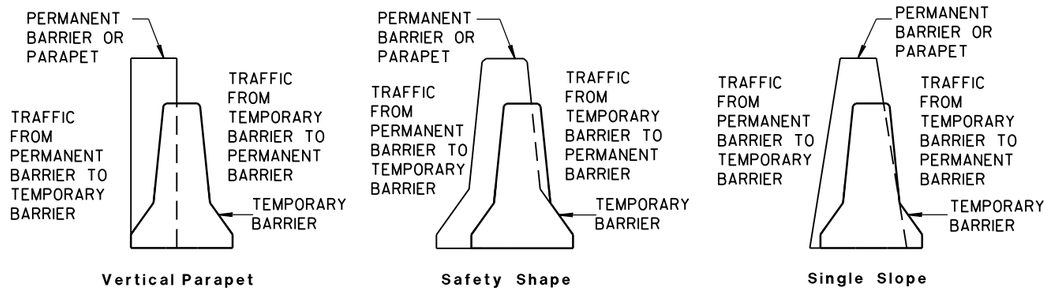


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S.D.D. 14 B 7-14d




**FRONT VIEW**




## TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

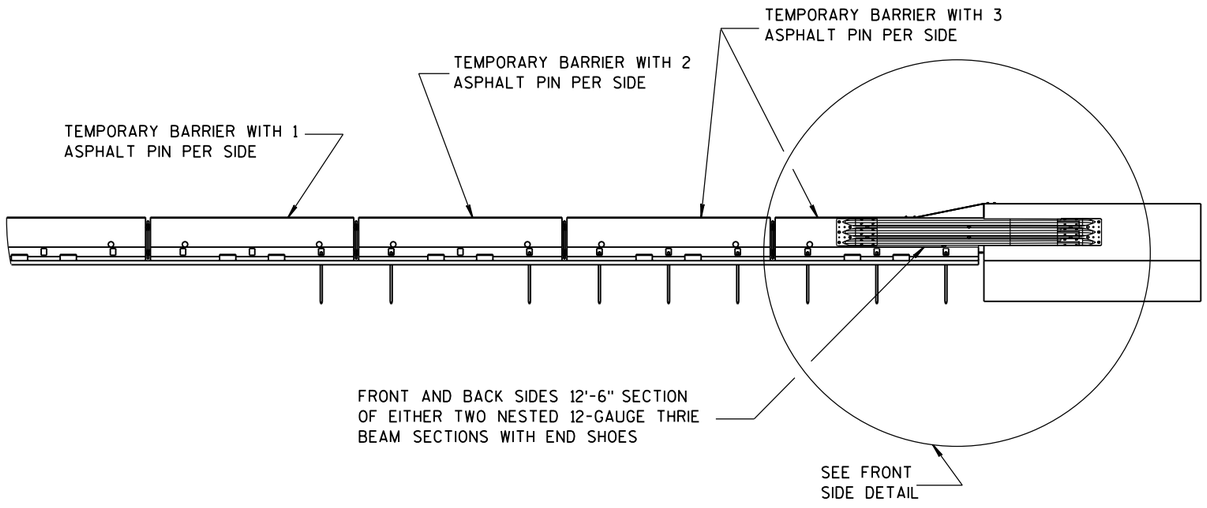
### NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

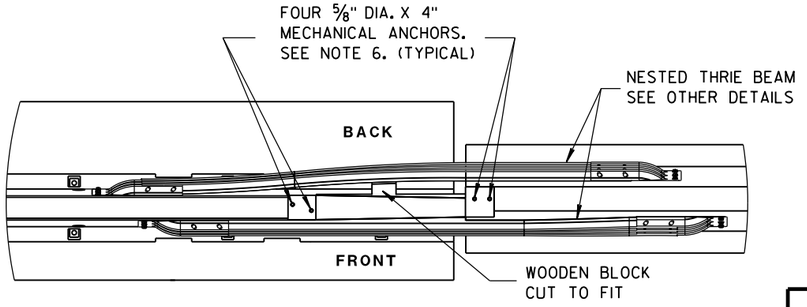
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.




**BACK VIEW**




**FRONT VIEW**




**PLAN VIEW**

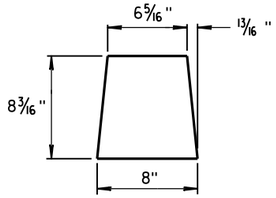
## BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

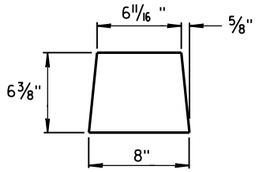
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO



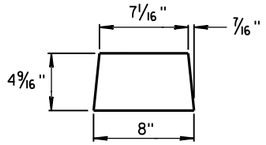

6
S.D.D. 14 B 7-14e



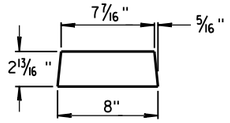

GUSSET 1




GUSSET 2

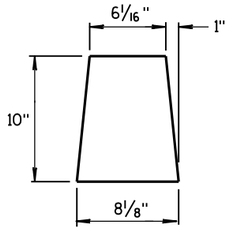



GUSSET 3

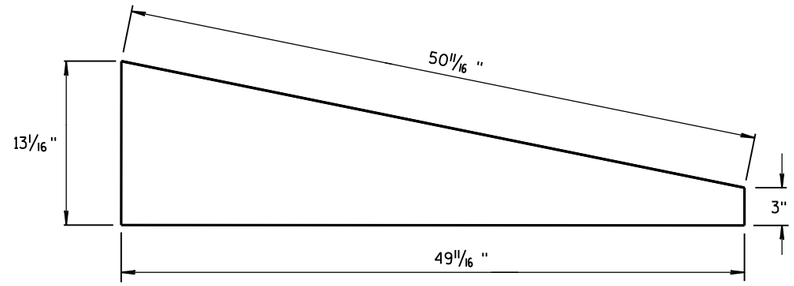



GUSSET 4

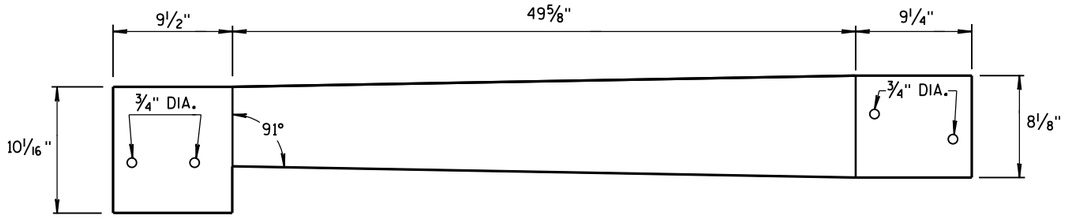
GUSSETS

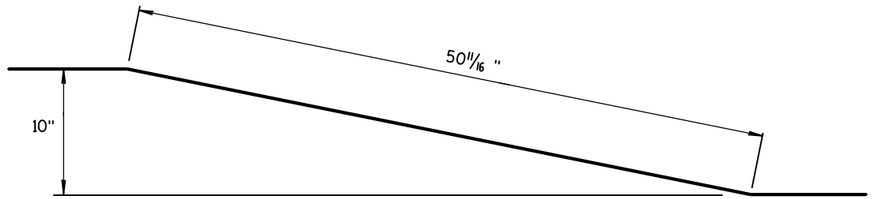



END PLATE




SIDE PLATE

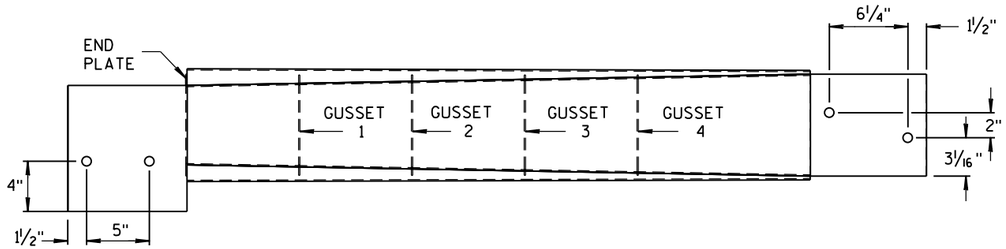


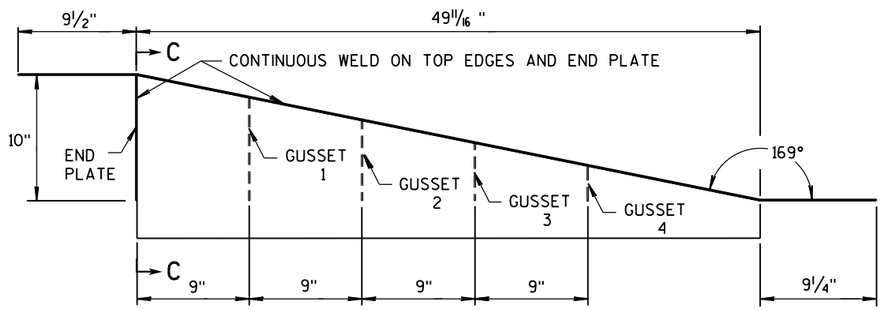



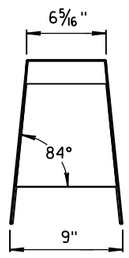

TOP PLATE

**SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER**

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.




SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

**CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER**

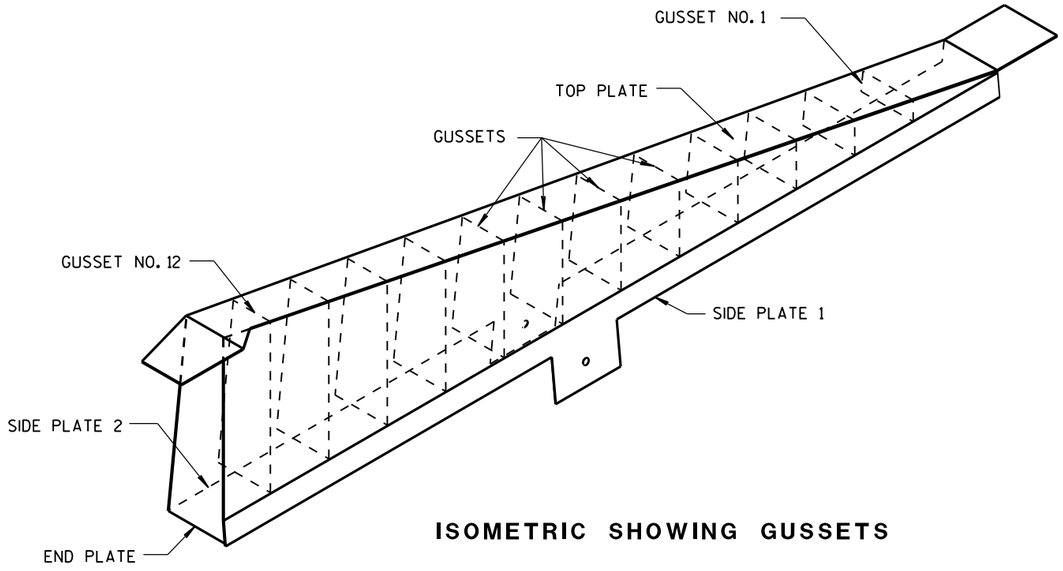
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

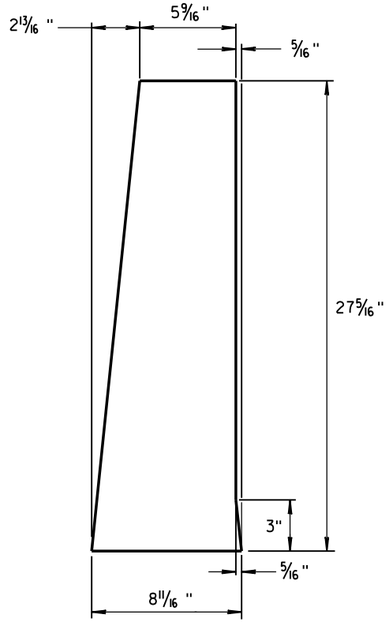




6
S.D.D. 14 B 7-14f

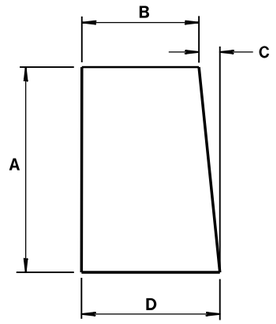



**ISOMETRIC SHOWING GUSSETS**




**END PLATE**

1/8" STEEL PLATE



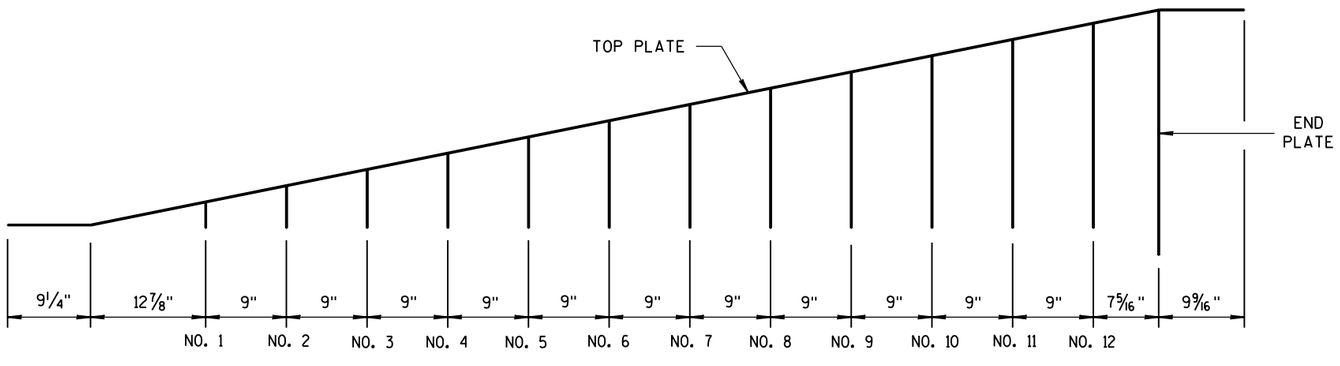

**GUSSETS 1 - 12**

ALL GUSSETS 1/8" STEEL PLATE

| GUSSET DIMENSIONS | | | | |
|---|---|---|---|---|
| GUSSET NO. | A | B | C | D |
| 1 | 2 7/8" | 7 3/4" | 1/4" | 8 |
| 2 | 4 11/16 " | 7 9/16 " | 1/2" | 8 |
| 3 | 6 1/2" | 7 3/8" | 11/16 " | 8 1/16 " |
| 4 | 8 5/16 " | 7 3/16 " | 7/8" | 8 1/16 " |
| 5 | 10 1/8" | 7" | 1 1/16 " | 8 1/16 " |
| 6 | 11 15/16 " | 6 13/16 " | 1 1/4" | 8 1/16 " |
| 7 | 13 3/4" | 6 5/8" | 1 7/16 " | 8 1/16 " |
| 8 | 15 9/16 " | 6 7/16 " | 1 9/16 " | 8 1/16 " |
| 9 | 17 3/8" | 6 1/4" | 1 13/16 " | 8 1/16 " |
| 10 | 19 3/16 " | 6 1/16 " | 1 15/16 " | 8 1/16 " |
| 11 | 21" | 5 7/8" | 2 3/16 " | 8 1/16 " |
| 12 | 22 13/16 " | 5 11/16 " | 2 5/16 " | 8 1/16 " |

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.




**GUSSET LOCATION**

# CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

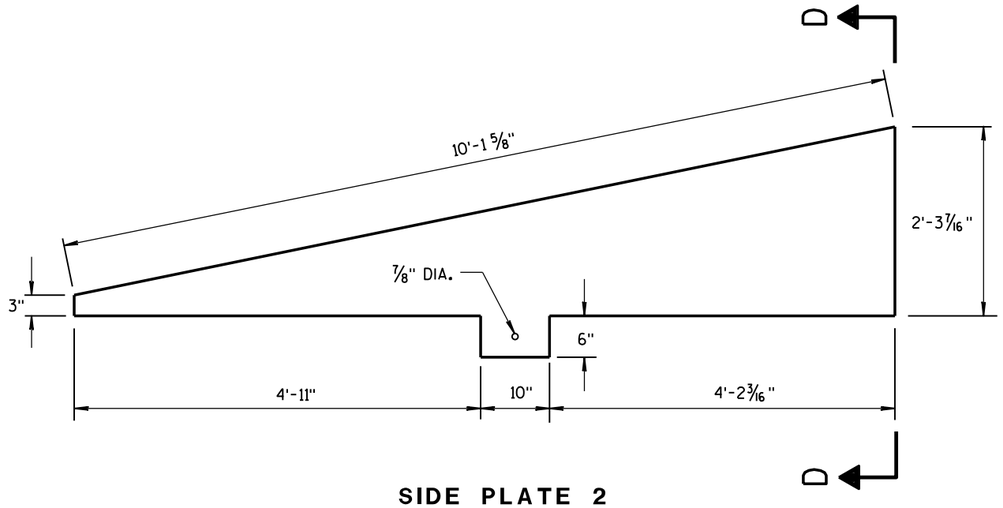
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

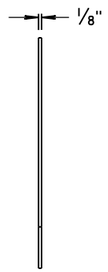



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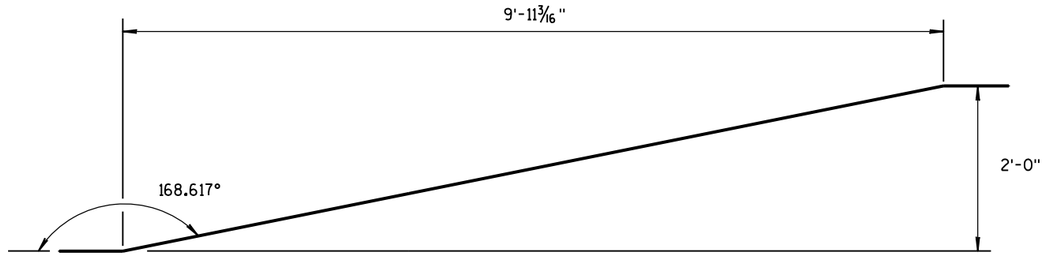

S.D.D. 14 B 7-14g




SIDE PLATE 2

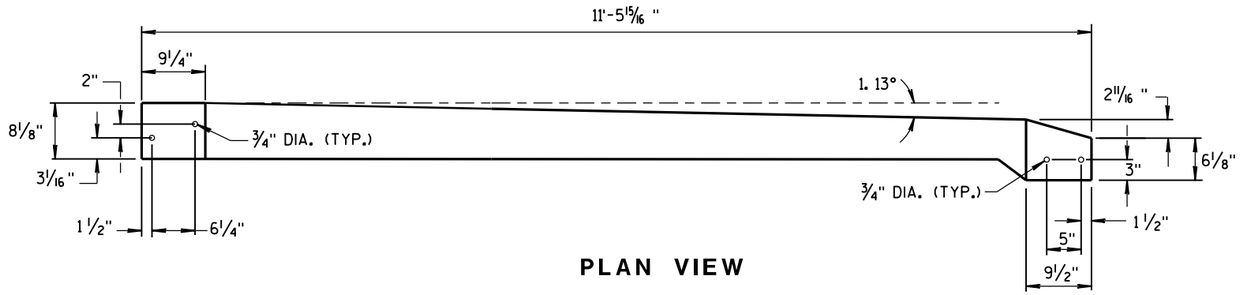



END VIEW



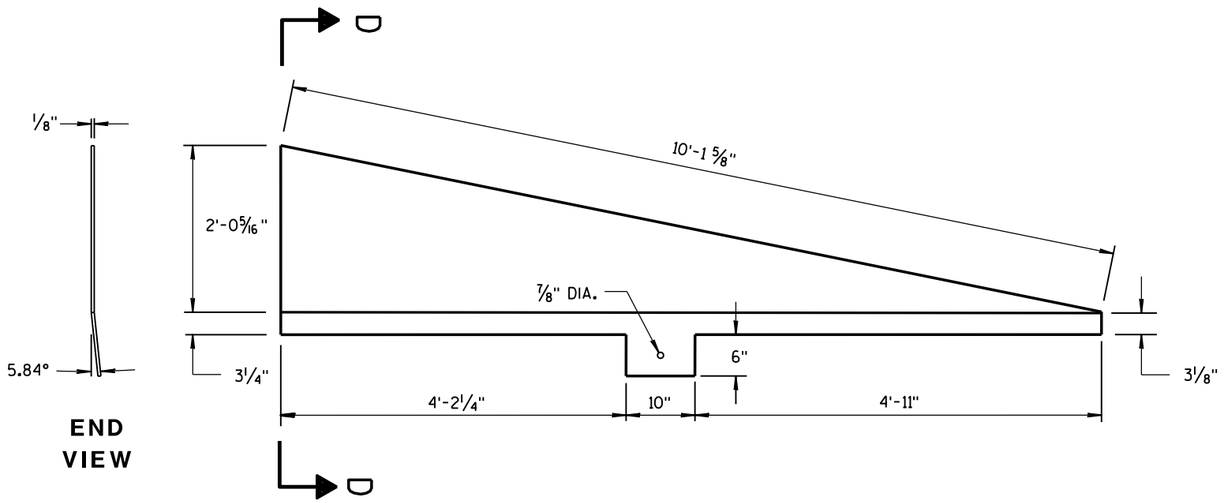

SIDE VIEW

TOP PLATE



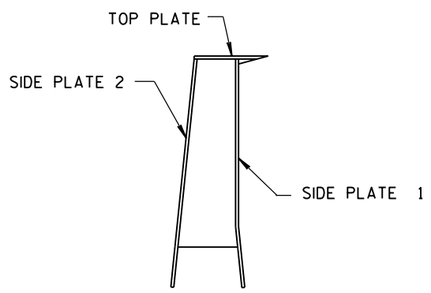

PLAN VIEW

TOP PLATE




END VIEW

SIDE PLATE 1




SECTION D-D

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

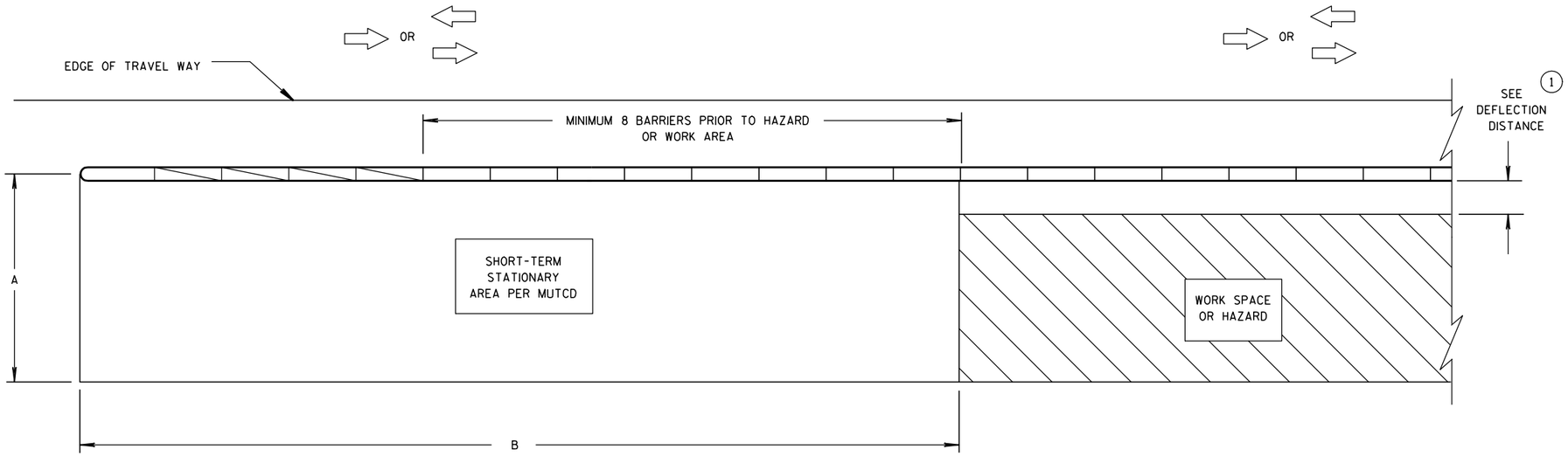


6

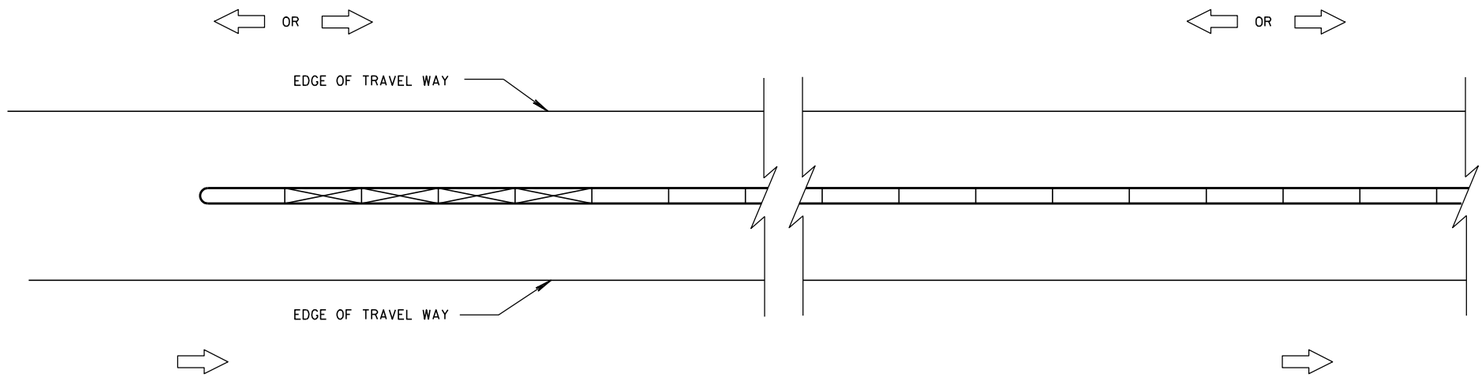
S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h




## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER




## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

### DIMENSION A TABLE (2)

| FACILITY | POSTED SPEED MPH | DIMENSION A | |
|---|---|---|---|
| | | MIN. FT | MAX. FT |
| FREEWAY/EXPRESSWAY | ALL | 15 | 20 |
| NON-FREEWAY/EXPRESSWAY | GREATER THAN OR EQUAL TO 45 | 10 | 15 |
| NON-FREEWAY/EXPRESSWAY | LESS THAN 45 | 8 | 10 |
| AADT LESS THAN 1,500 | ALL | 8 | 10 |

### DIMENSION B TABLE (2)

| POSTED SPEEDS MPH | DIMENSION B FT |
|---|---|
| 20 | 115 |
| 25 | 155 |
| 30 | 200 |
| 35 | 250 |
| 40 | 305 |
| 45 | 360 |
| 50 | 425 |
| 55 | 495 |
| 60 | 570 |
| 65 | 645 |

### LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

### GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

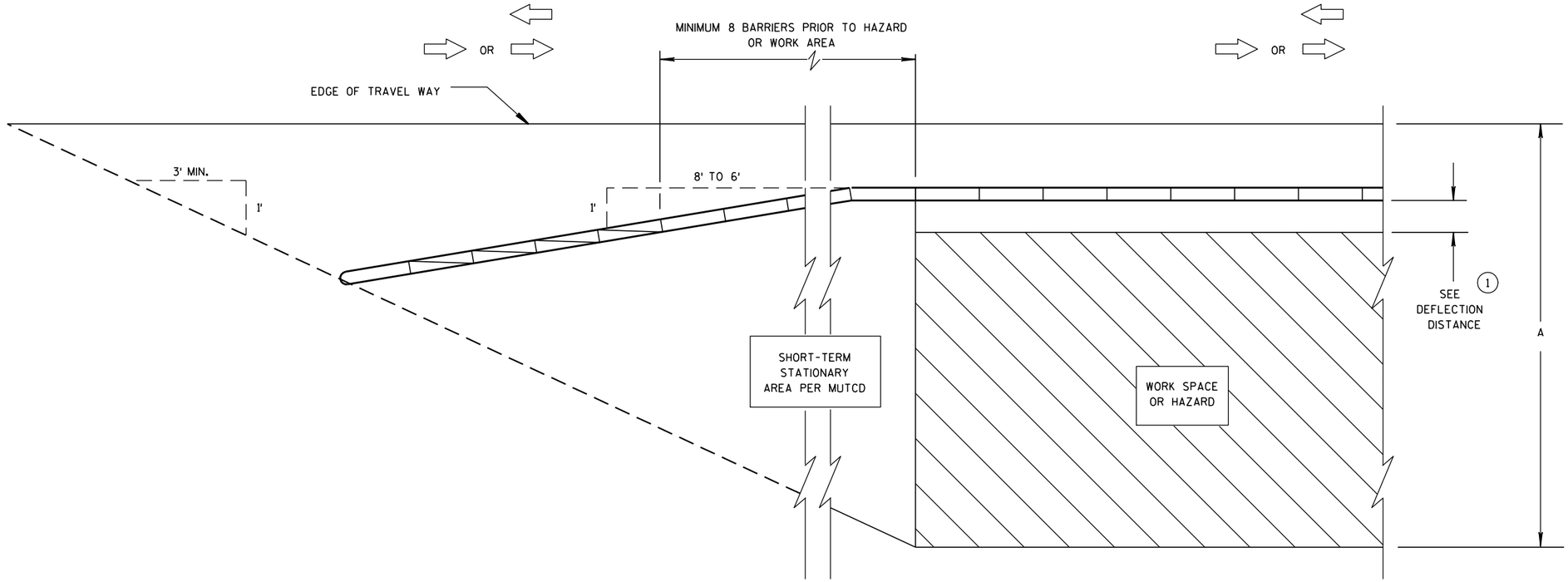
**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

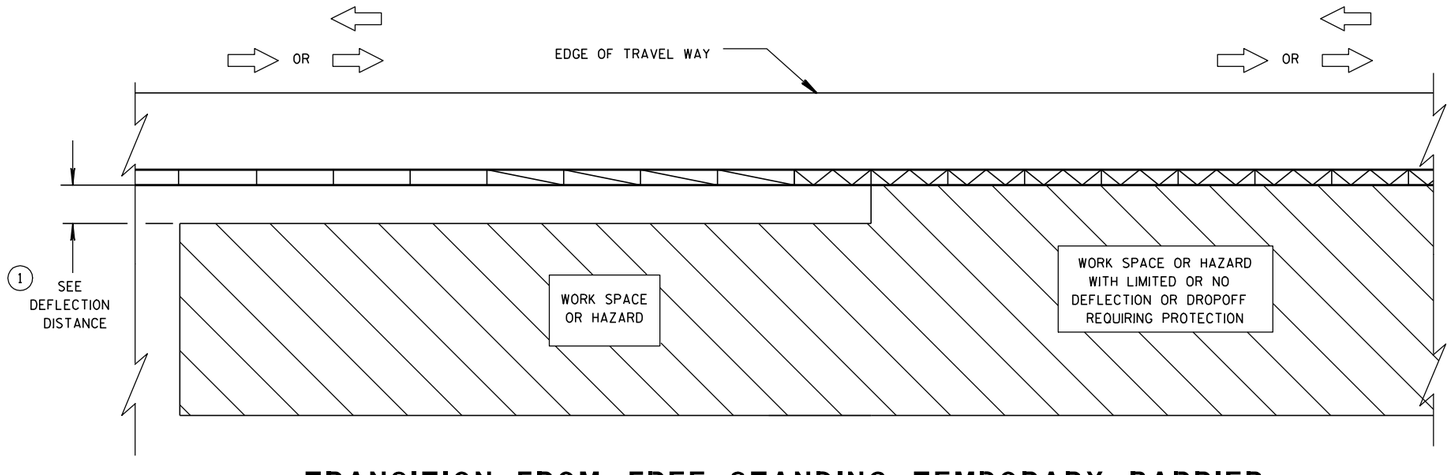



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S.D.D. 14 B 8-1a




## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION




## TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

**LEGEND**

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

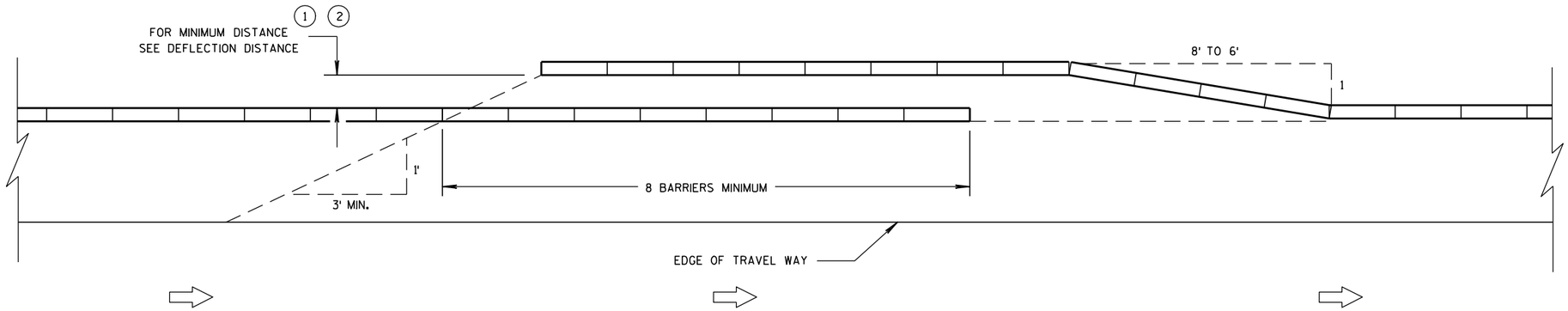
**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

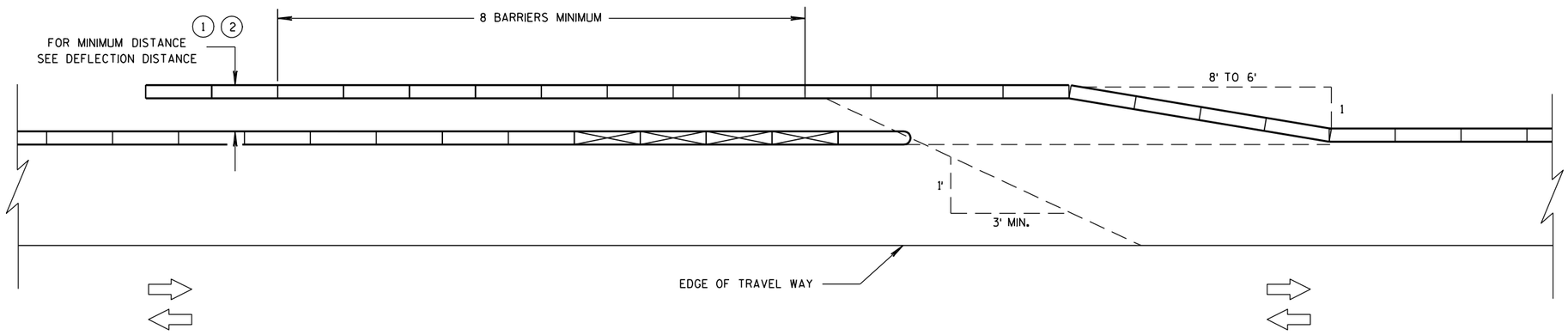



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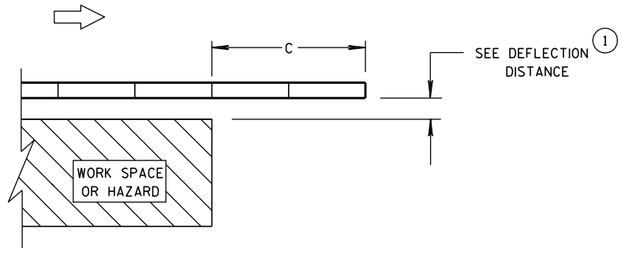
S.D.D. 14 B 8-1b



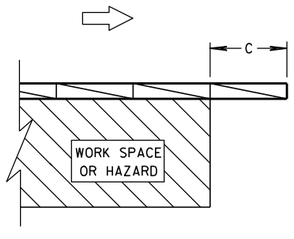

## TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC




## TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC




## ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED




## ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

### LEGEND

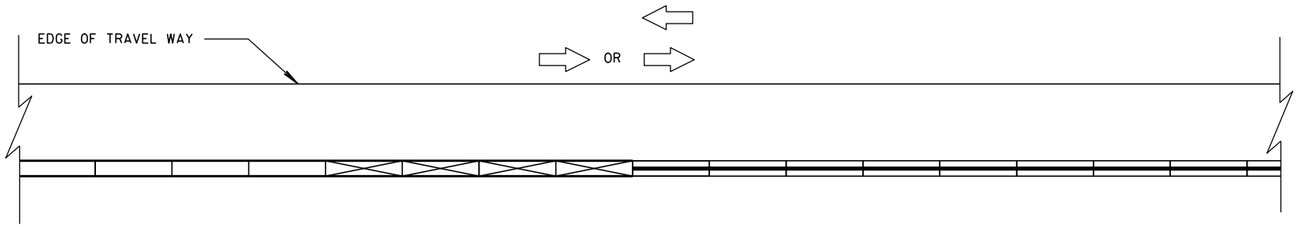
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

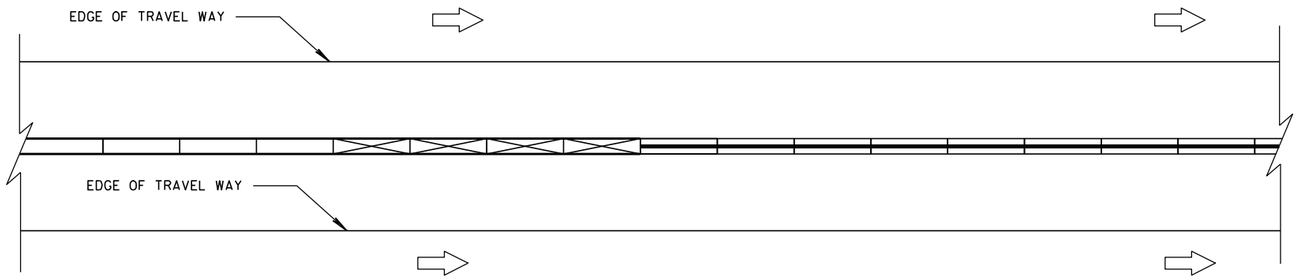
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




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S.D.D. 14 B 8-1c




CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE




CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

## LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

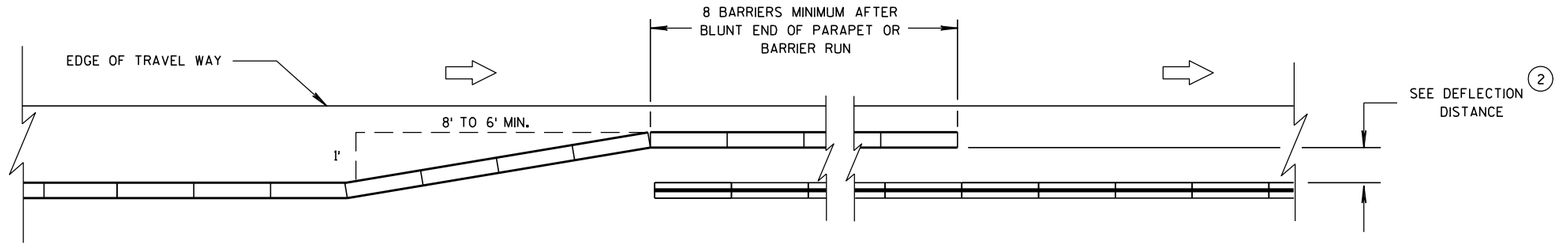
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

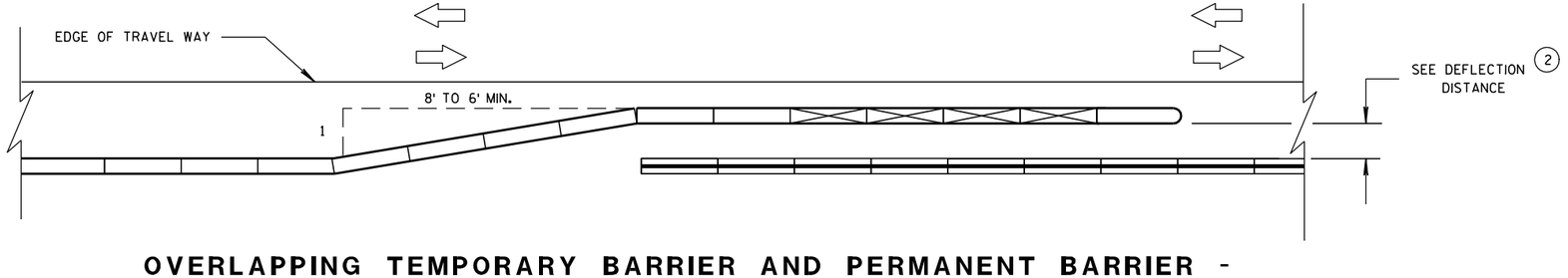
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER




OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC




OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...





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S.D.D. 14 B 8-1d

## LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

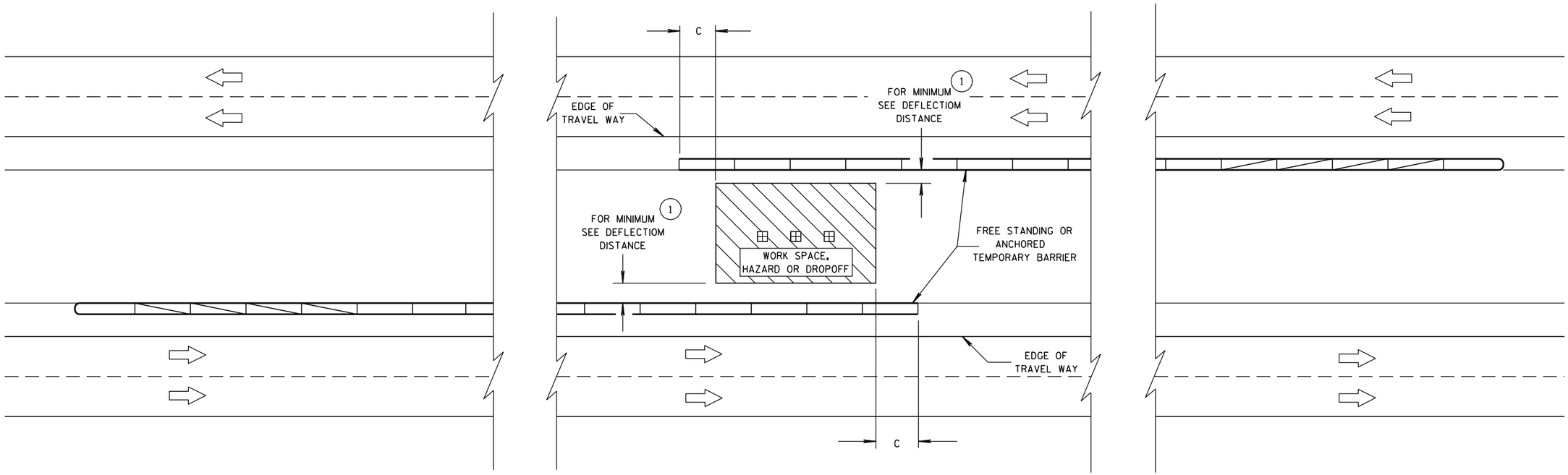
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

## DIMENSION C TABLE (2)

| AVAILABLE DEFLECTION DISTANCE | MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT |
|---|---|
| GREATER THAN 8' | 12.5 |
| LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4' | 50 |
| LESS THAN OR EQUAL TO 4' | 100 |



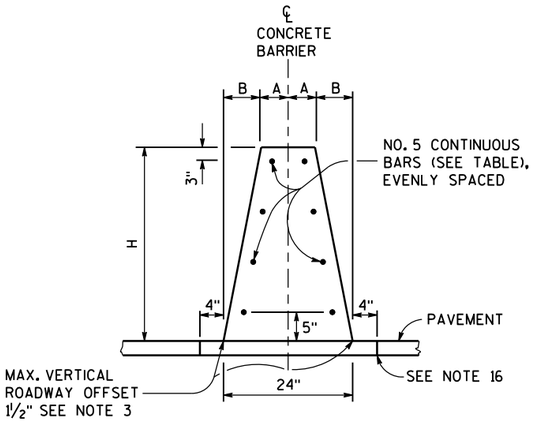

| CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 8/31/2012 DATE | /S/ Jerry H. Zogg ROADWAY STANDARDS ENGINNER |
| FHWA | 476 |

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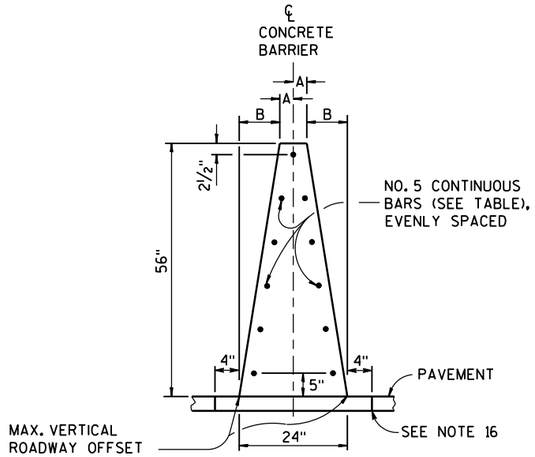
S.D.D. 14 B 8-1e

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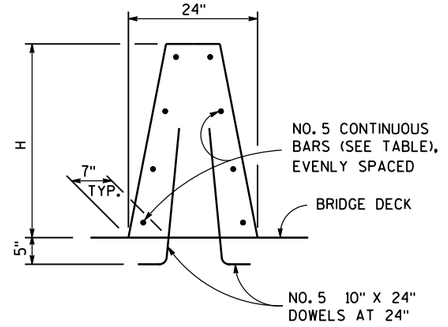
S.D.D. 14 B 8-1e




## 32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)




## 56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



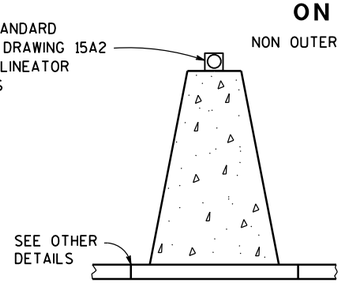

## SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

## GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

| BARRIER HEIGHT H INCHES | A INCHES | B INCHES | NUMBER OF NO. 5 BARS EACH |
|---|---|---|---|
| 32 | 7 | 5 | 8 |
| 36 | 6¼ | 5¾ | 8 |
| 42 | 5¼ | 6¾ | 10 |
| 56 | 3 | 9 | 11 |



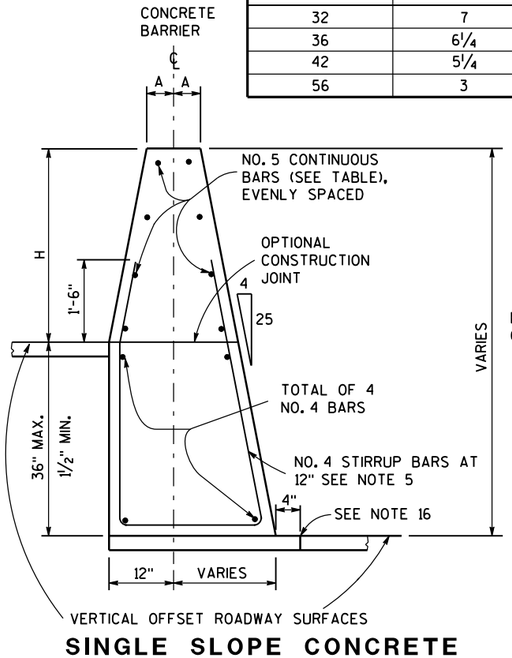

## DELINEATION

## DELINEATOR SPACING ON HORIZONTAL CURVES

| RADIUS OF CURVE | APPROXIMATE SPACING ON CURVE |
|---|---|
| 50 FEET | 20 FEET |
| 115 FEET | 25 FEET |
| 180 FEET | 35 FEET |
| 250 FEET | 40 FEET |
| 300 FEET | 50 FEET |
| 400 FEET | 55 FEET |
| 500 FEET | 65 FEET |
| 600 FEET | 70 FEET |
| 700 FEET | 75 FEET |
| 800 FEET | 80 FEET |
| 900 FEET | 85 FEET |
| 1000 FEET | 90 FEET |

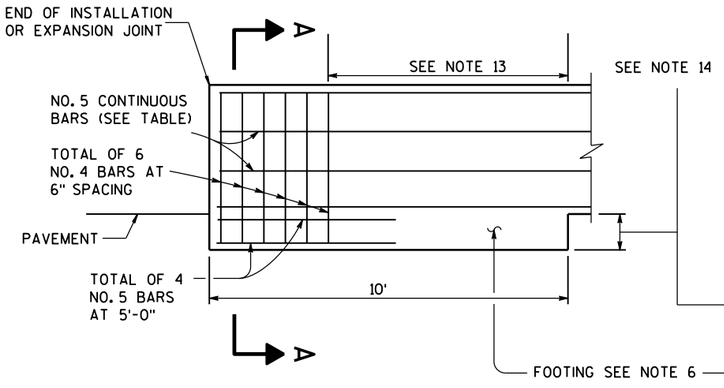
## DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

| | LENGTH OF BARRIER | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200' | 50' C-C | 1 | 3 |
| | > 200' | 100' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 25' C-C | 1 | 6 |
| | > 200' | 50' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 50' C-C | 2 | 3 |
| | > 200' | 100' C-C | 2 | |



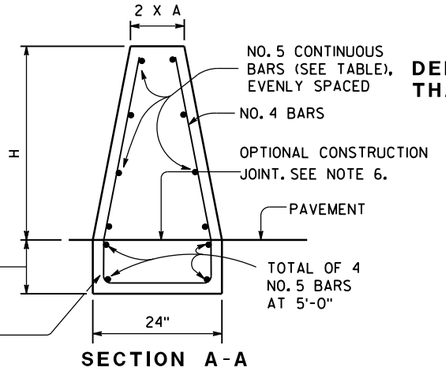

## SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)




## END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT




## SECTION A-A

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

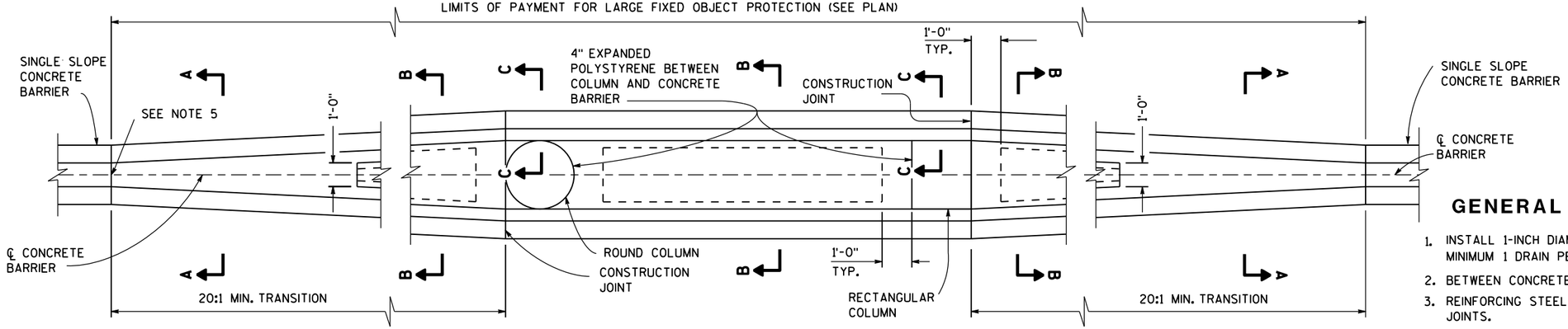




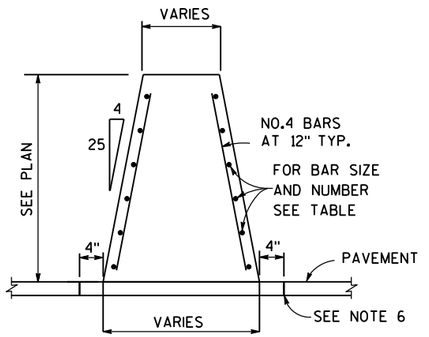
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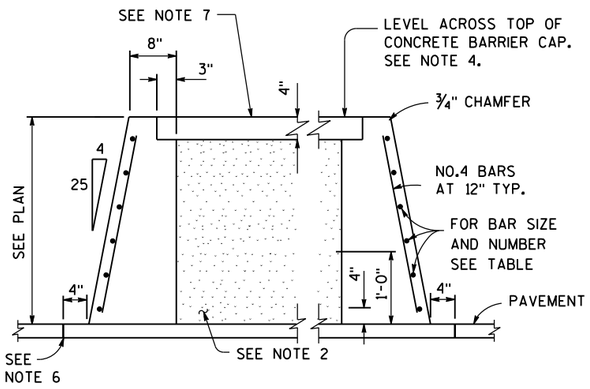
S.D.D. 14 B 32-3a



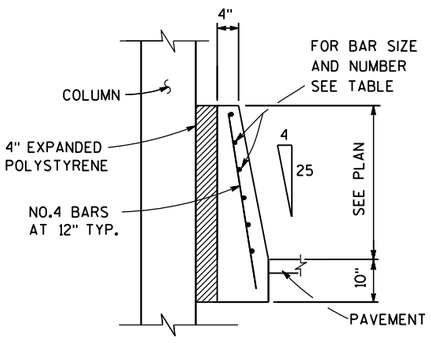

## LARGE FIXED OBJECTS PROTECTION
### TYPE S32, TYPE S36, TYPE S42, TYPE S56



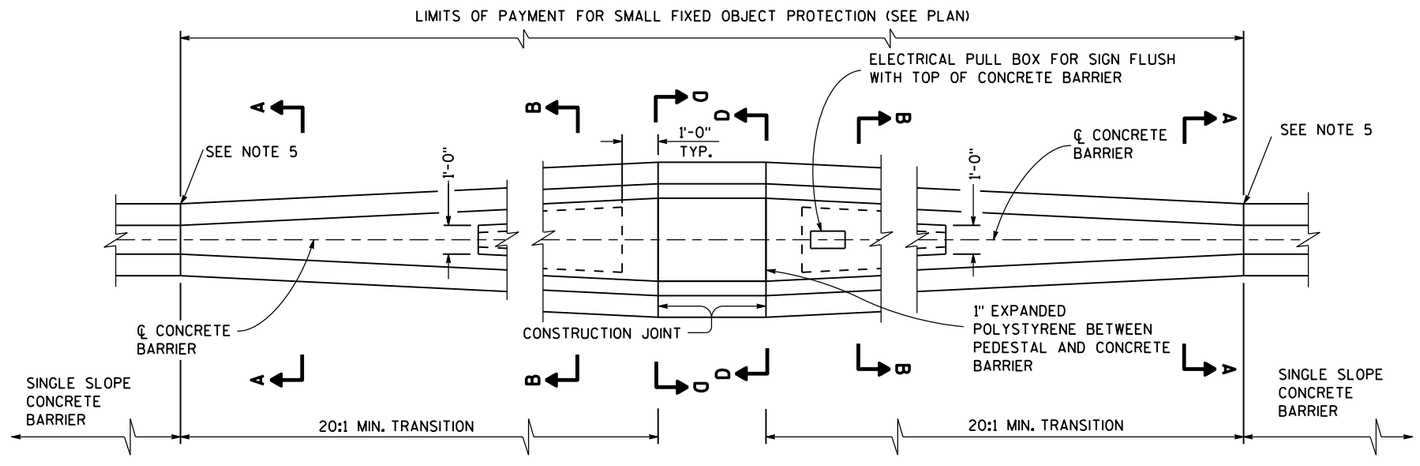

SECTION A-A




SECTION B-B



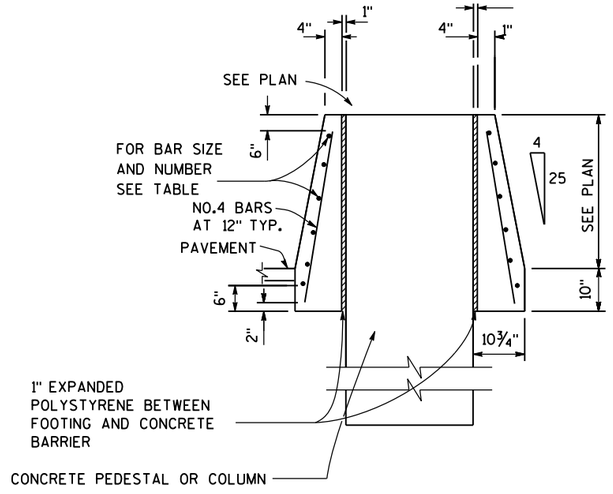

SECTION C-C




## SMALL FIXED OBJECTS PROTECTION
### TYPE S32, TYPE S36, TYPE S42, TYPE S56

## GENERAL NOTES

1. INSTALL 1-INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
7. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.




SECTION D-D

| BARRIER HEIGHT H INCHES | BAR SIZE | NUMBER OF BARS EACH |
|---|---|---|
| 32 | 4 | 6 |
| 36 | 4 | 6 |
| 42 | 5 | 6 |
| 56 | 5 | 9 |

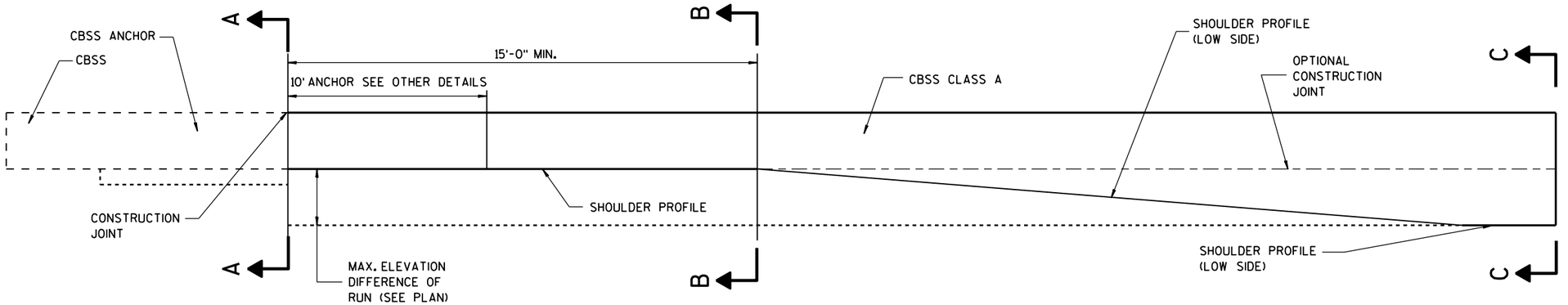
**CONCRETE BARRIER SINGLE SLOPE (CBSS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

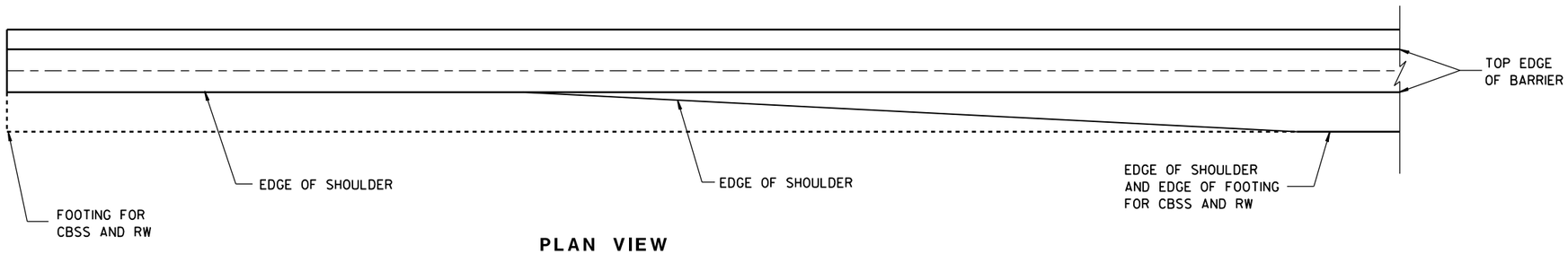



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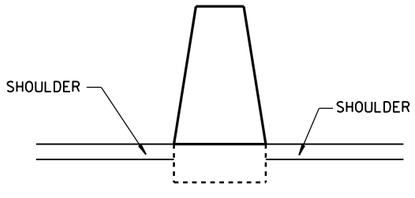
S.D.D. 14 B 32-3b



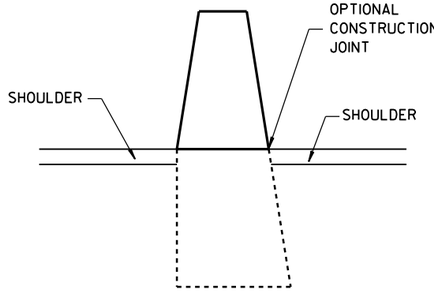

**ELEVATION VIEW**
**TRANSITION TO CBSS CLASS A**
**(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)**



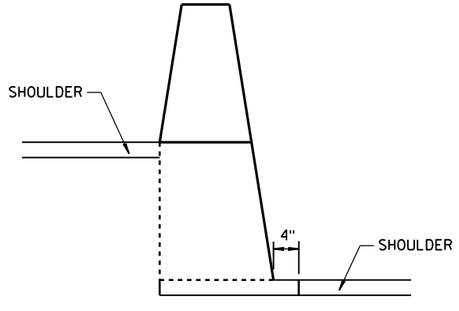

**PLAN VIEW**
**TRANSITION TO CBSS CLASS A**
**(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)**



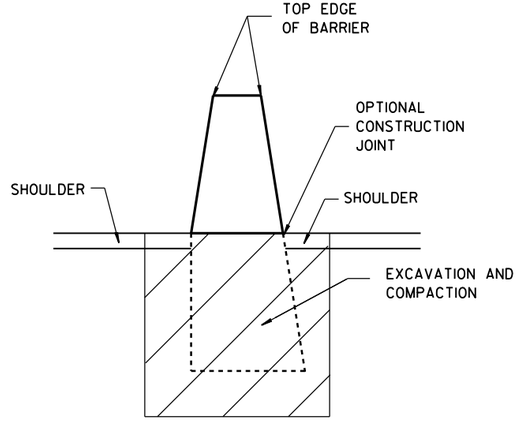

**SECTION A-A**




**SECTION B-B**




**SECTION C-C**

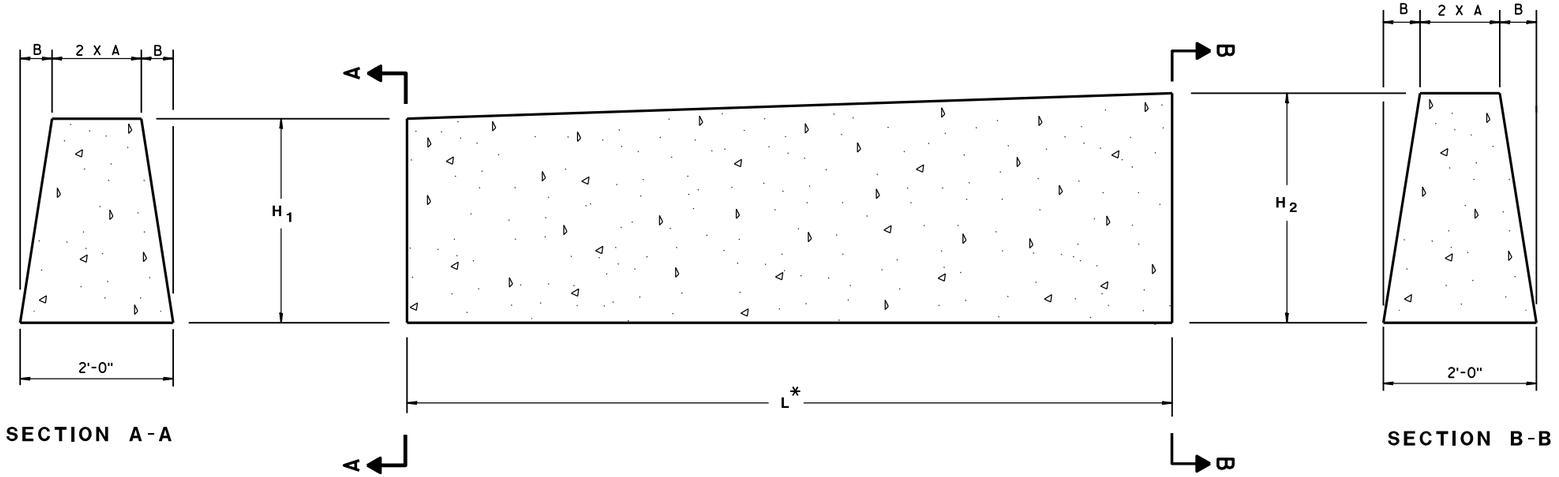



**CONCRETE BARRIER SINGLE SLOPE (CBSS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR




6
S.D.D. 14 B 32-3c




SECTION A-A

SECTION B-B

## DOUBLE COLD JOINT HEIGHT TRANSITION

### BARRIER DIMENSIONS

| BARRIER HEIGHT INCHES | A INCHES | B INCHES |
|---|---|---|
| 32 | 7 | 5 |
| 36 | 6 1/4 | 5 3/4 |
| 42 | 5 1/4 | 6 3/4 |
| 56 | 3 | 9 |

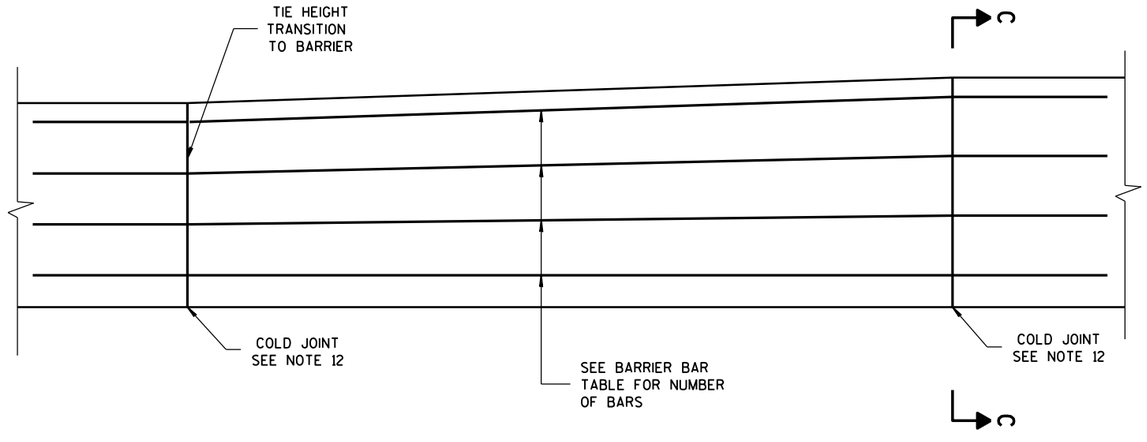
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

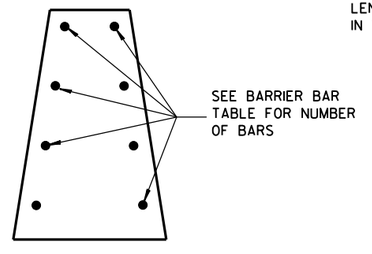
### BARRIER BARS

| $H_1$ | $H_2$ | L* | NUMBER OF NO. 5 BARS |
|---|---|---|---|
| 32" | 36" | 10'-0" | 8 |
| 36" | 42" | 10'-6" | 10 |
| 42" | 56" | 24'-6" | 11 |

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.




STEEL REINFORCEMENT DETAIL




SECTION C-C

**CONCRETE BARRIER SINGLE SLOPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2014 — DATE

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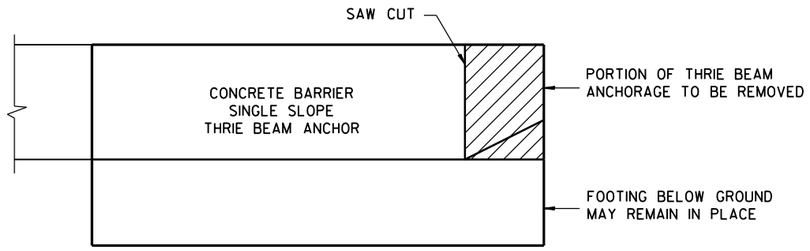


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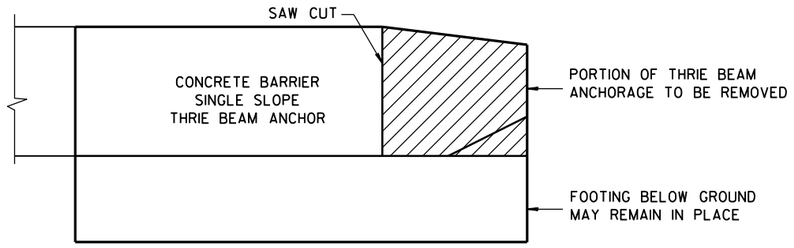
S.D.D. 14 B 32-3d

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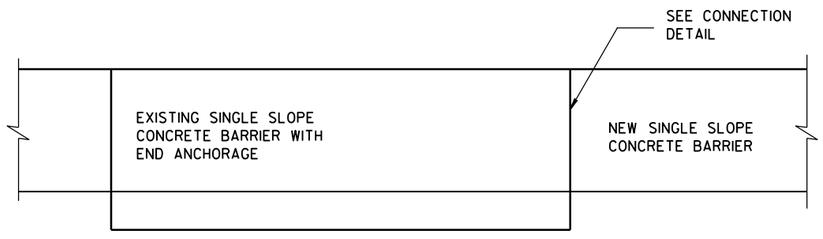
S.D.D. 14 B 32-3d



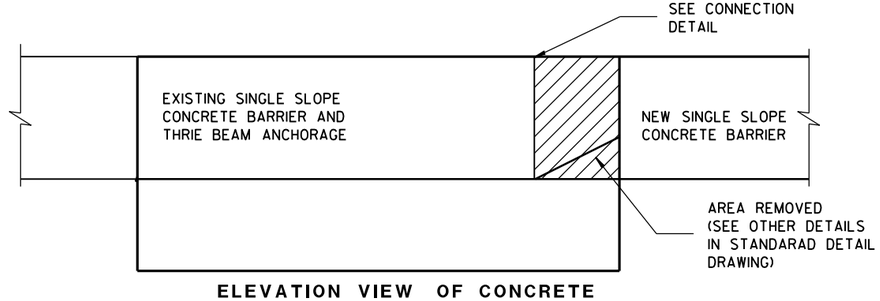

**REMOVAL AREA OF**
**32" CONCRETE THRIE BEAM ANCHORAGE**



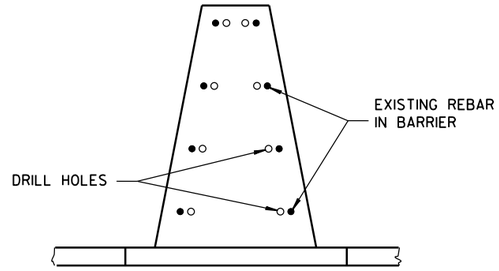

**REMOVAL AREA OF CONCRETE THRIE BEAM**
**ANCHORAGE WITH HEIGHT GREATER THAN 32"**




**ELEVATION VIEW OF CONCRETE**
**BARRIER EXTENSION NEAR END ANCHORAGE**



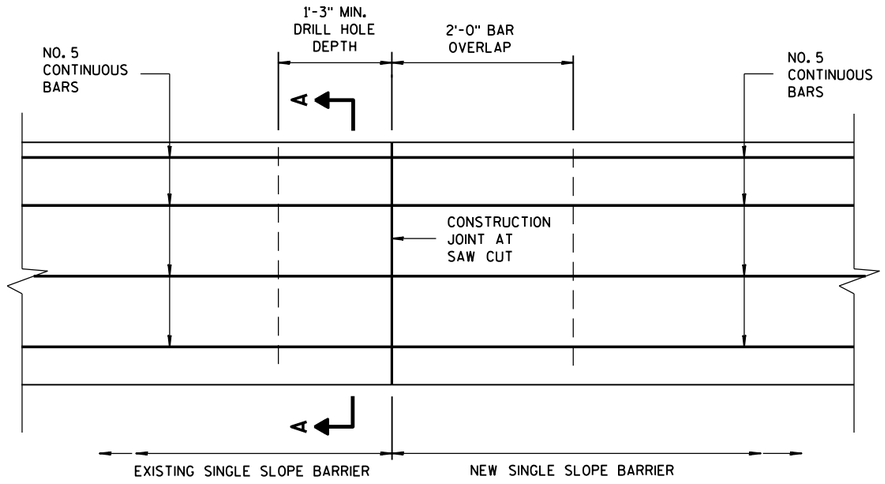

**ELEVATION VIEW OF CONCRETE**
**BARRIER EXTENSION NEAR THRIE BEAM TERMINAL**



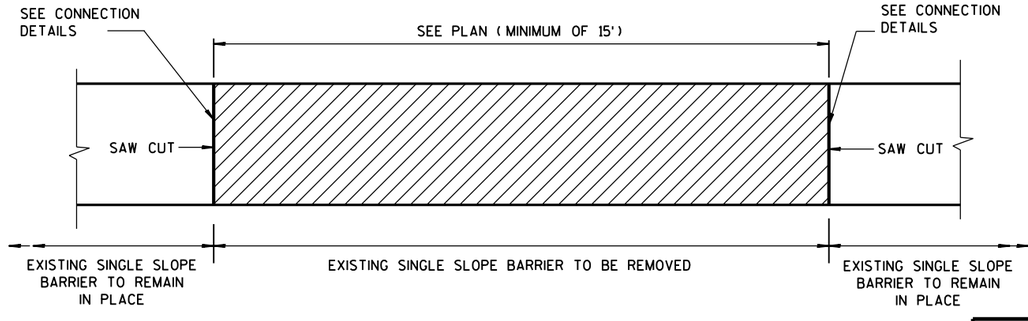

**SECTION A-A**

## GENERAL NOTES

1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1'-3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE.
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.




**CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO**
**NEW SINGLE SLOPE CONCRETE BARRIER**




**ELEVATION FILE**
**BARRIER REMOVAL AND REPLACEMENT**

**CONCRETE BARRIER**
**SINGLE SLOPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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# RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER



6

S.D.D. 14 B 32-3e

6

S.D.D. 14 B 32-3e

## GENERAL NOTES

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

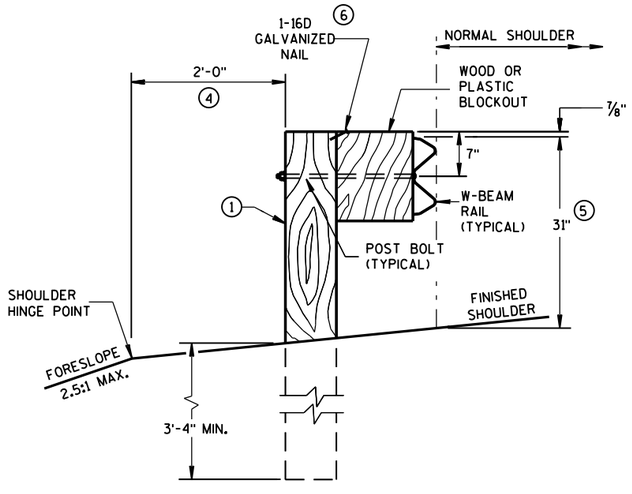
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

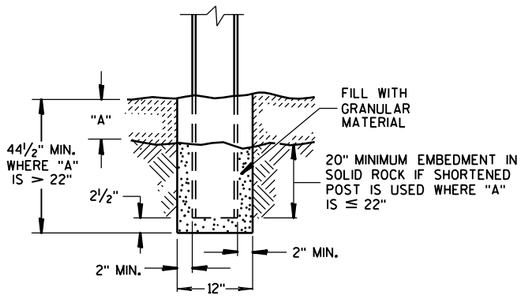
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

6. WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



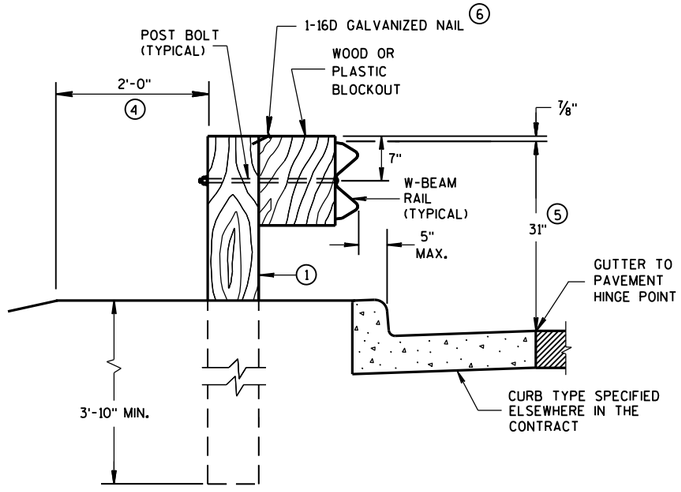

END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



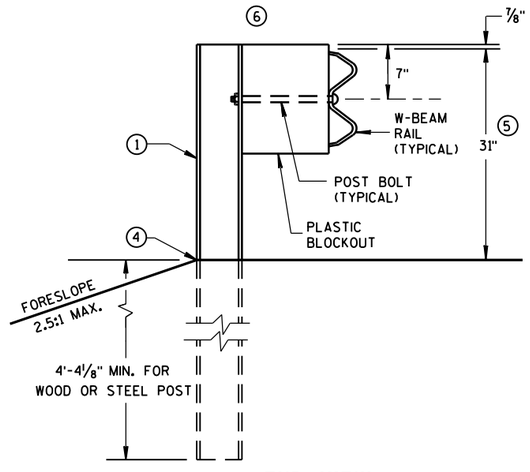

END VIEW

SETTING STEEL OR WOOD POST IN ROCK 3



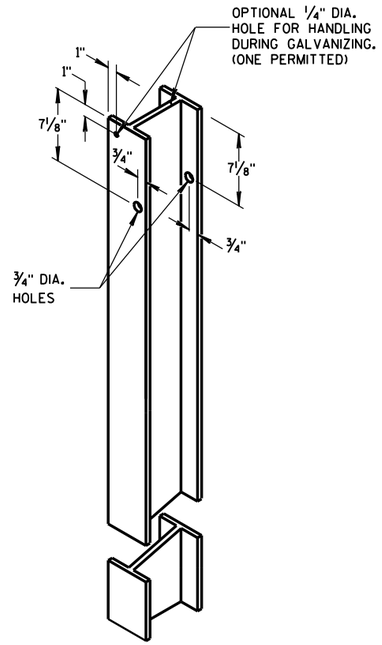

END VIEW

LOCATED ALONG A CURBED ROADWAY

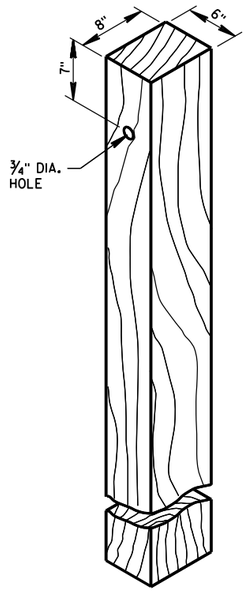



END VIEW

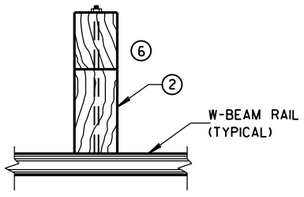
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



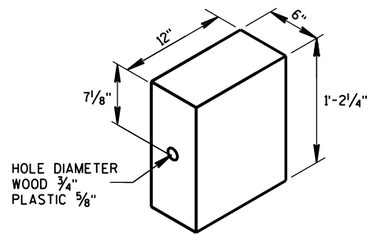

STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) 1



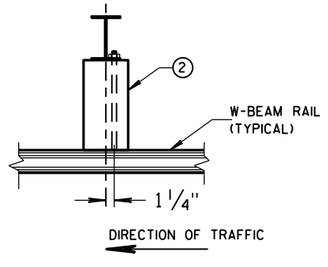

WOOD POST
(6" X 8") NOMINAL 1




PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM




WOOD OR
PLASTIC BLOCKOUT 2




PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

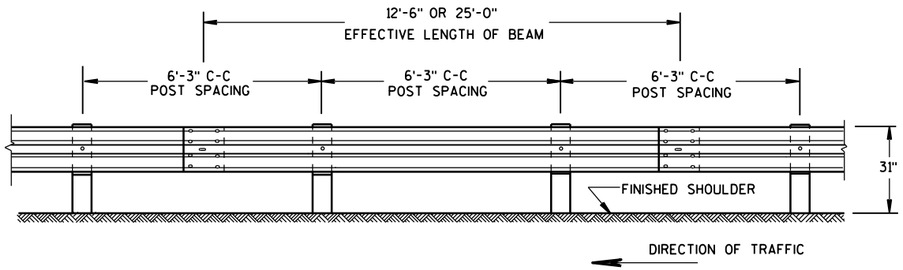
MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



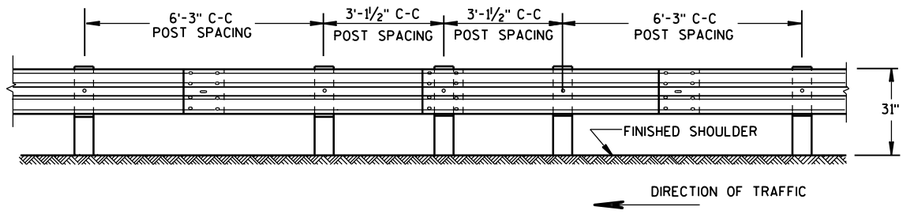


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S.D.D. 14 B 42-3a



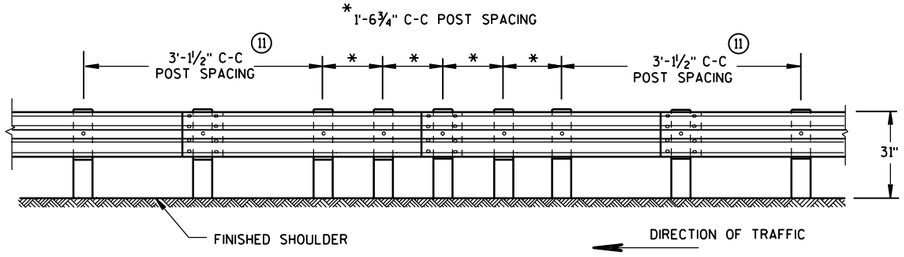

FRONT VIEW

## POST SPACING STANDARD INSTALLATION



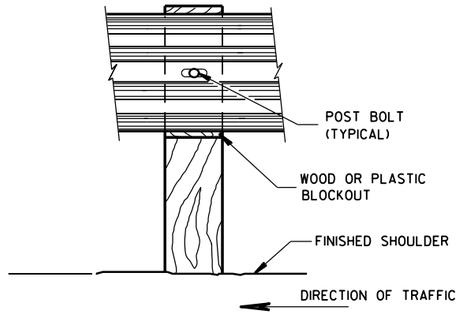

FRONT VIEW

## HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

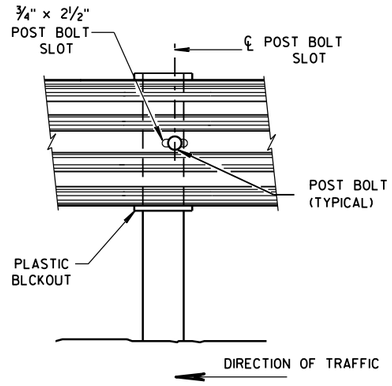



FRONT VIEW

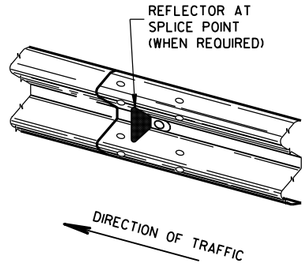
## QUARTER POST SPACING (QS)

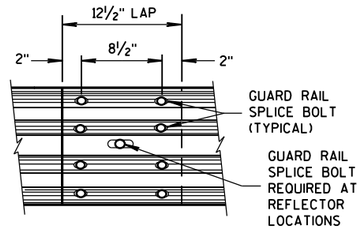



FRONT VIEW AT WOOD POST



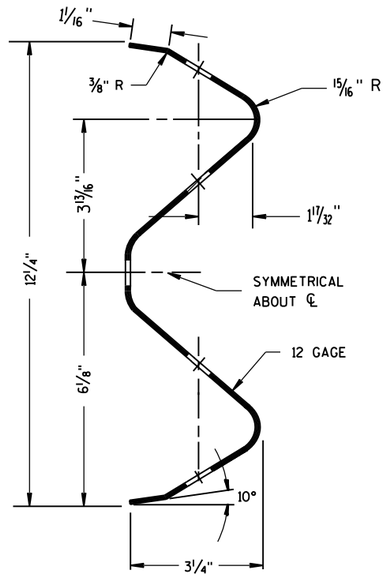

FRONT VIEW AT STEEL POST



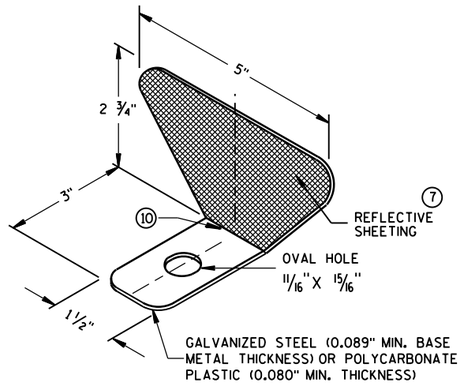




FRONT VIEW

MID-SPAN BEAM SPLICE




SECTION THRU W-BEAM RAIL




## GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

### REFLECTOR SPACING ⑧

| | BEAM GUARD LENGTH | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200' | 50' C-C | 1 | 3 |
| | > 200' | 100' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 25' C-C | 1 ⑨ | 6 |
| | > 200' | 50' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 50' C-C | 2 | 3 |
| | > 200' | 100' C-C | 2 ⑩ | |

## ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

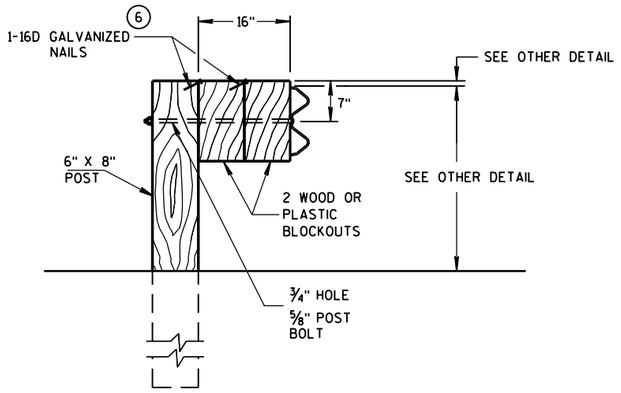
MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
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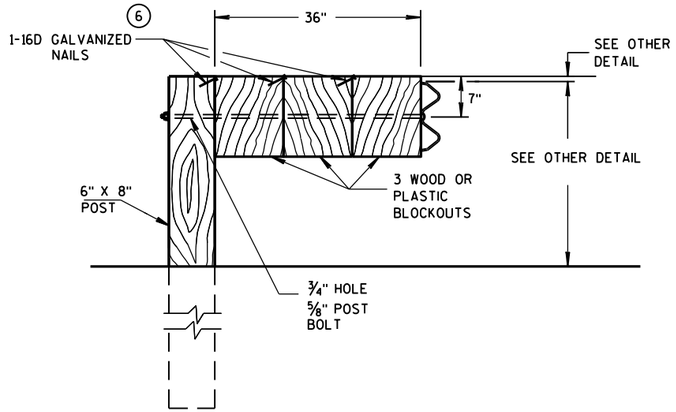

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S.D.D. 14 B 42-3b




## DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

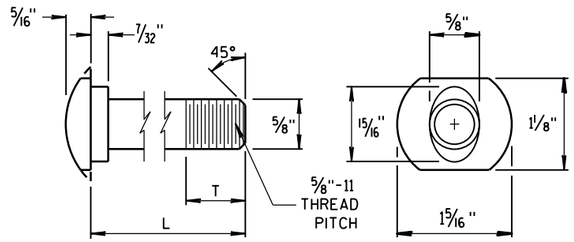



## DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

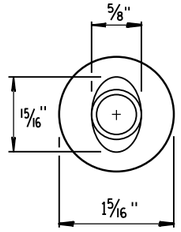
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

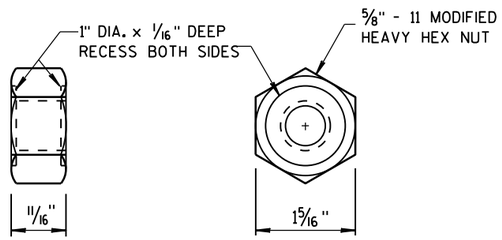



### POST BOLT TABLE

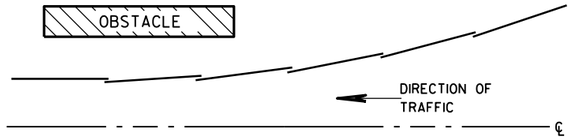
| L | T (MIN.) |
|---|---|
| 1 1/4" | 1 1/8" |
| 2" | 1 3/4" |
| 10" | 4" |
| 14" | 4 1/16" |
| 18" | 4" |
| 21" | 4 1/16" |
| 25" | 4" |




ALTERNATE BOLT HEAD

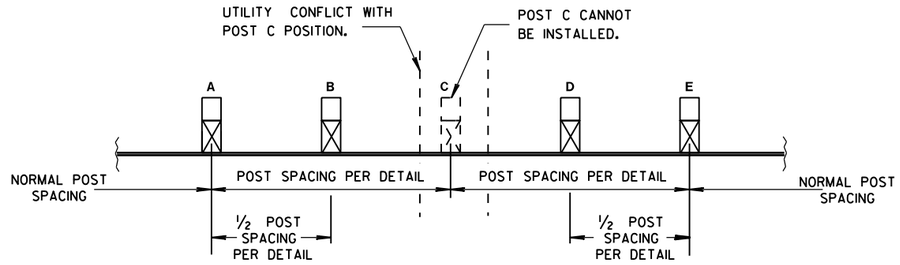



## POST BOLT AND RECESS NUT

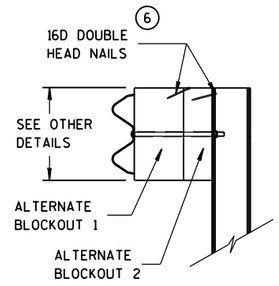



PLAN VIEW

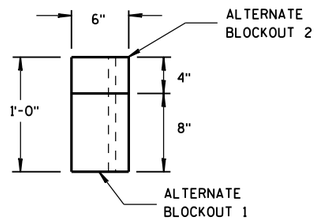
## BEAM LAPPING DETAIL




## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION




SIDE VIEW




TOP VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

484

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S.D.D. 14 B 42-3c

6

S.D.D. 14 B 42-3c

## GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

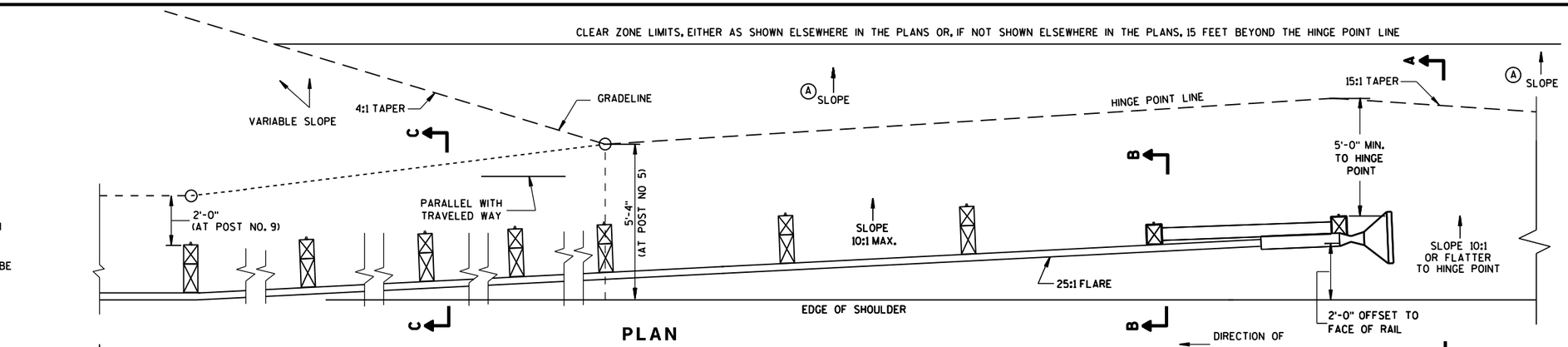
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

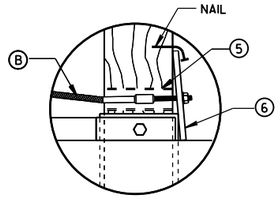
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

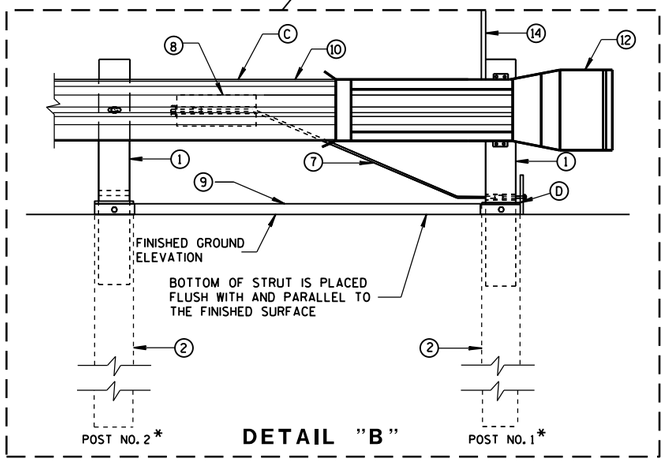
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

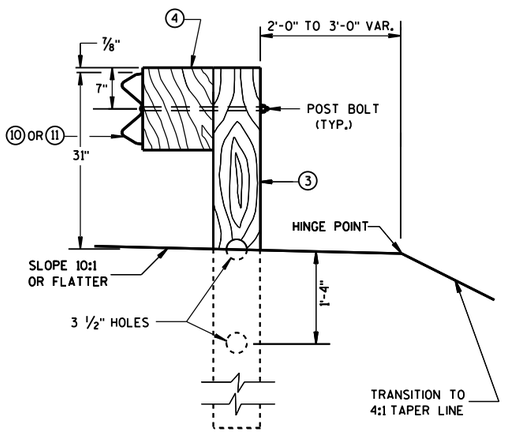
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



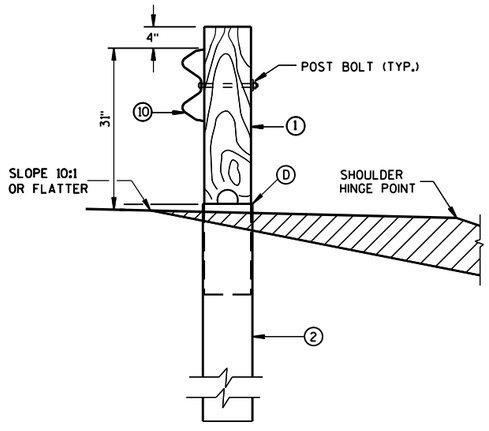

ELEVATION



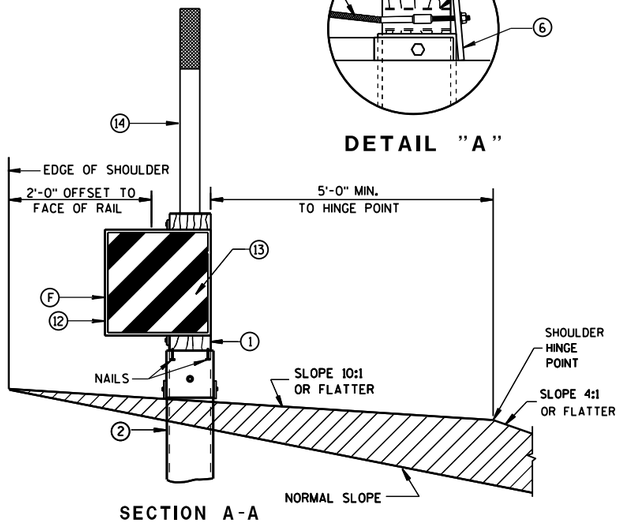




SECTION C-C
TYPICAL AT POST NOS. 3-9




SECTION B-B
TYPICAL AT POST NO. 2*




SECTION A-A
TYPICAL AT POST NO. 1*

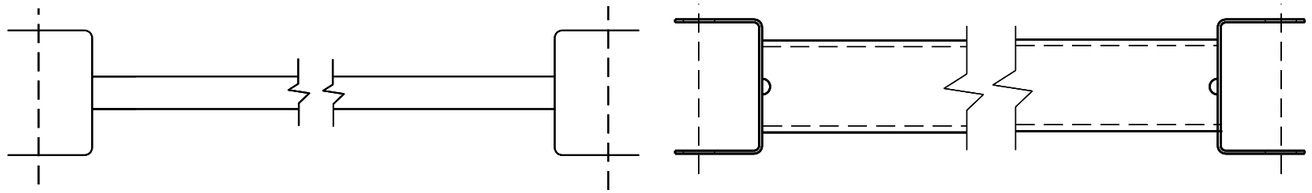
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO



S.D.D. 14 B 44-2a

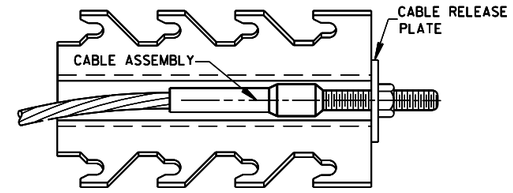
S.D.D. 14 B 44-2a



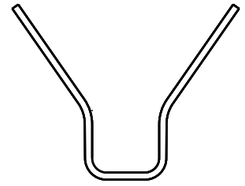
GENERIC GROUND STRUT (9) (H)

## BILL OF MATERIALS

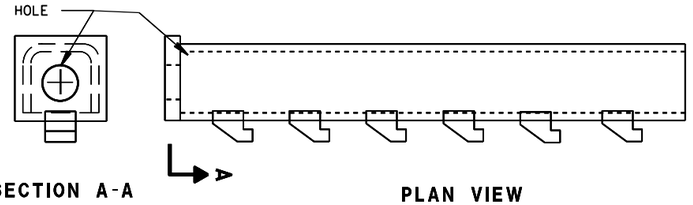
| PART NO. | DESCRIPTION<br>MATERIALS PROVIDED BY MGS EAT MANUFACTURER.<br>SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION. |
|---|---|
| (1) | WOOD BREAKAWAY POST |
| (2) | 6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE<br>AT POSTS 1 AND 2 |
| (3) | WOOD CRT |
| (4) | WOOD BLOCKOUT |
| (5) | PIPE SLEEVE |
| (6) | BEARING PLATE |
| (7) | BCT CABLE ASSEMBLY |
| (8) | ANCHOR CABLE BOX |
| (9) | GROUND STRUT |
| (10) | PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG. |
| (11) | STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED.<br>SECTIONS VARY IN LENGTH. |
| (12) | END SECTION EAT |
| (13) | 0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING<br>TYPE F PER SECTION 637 OF THE STANDARD<br>SPECIFICATIONS |
| (14) | EAT MARKER POST - YELLOW<br>(SEE APPROVED PRODUCTS LIST) |




FRONT VIEW



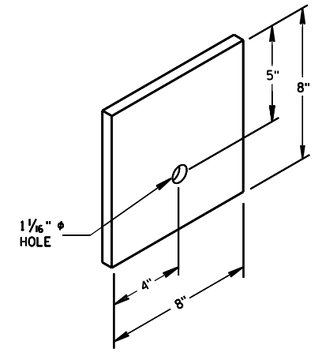
SECTION B-B




SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)




BEARING PLATE (6)

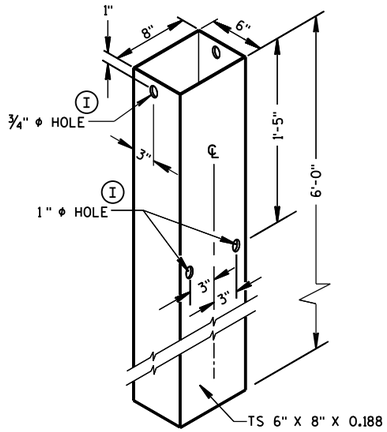
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

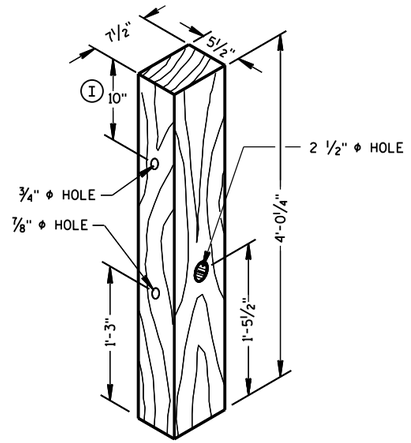




6
S.D.D. 14 B 44-2b

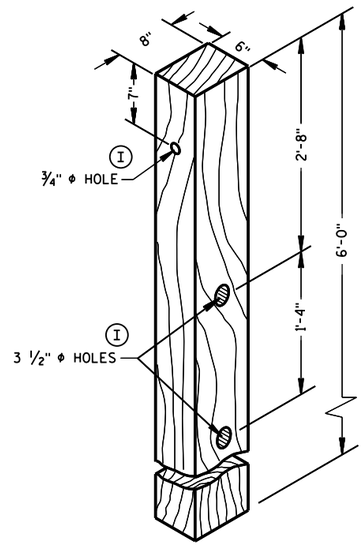



## FOUNDATION TUBE (2)



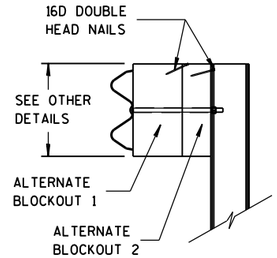

POSTS NUMBER 1 AND 2

## WOOD BREAKAWAY POST (1)

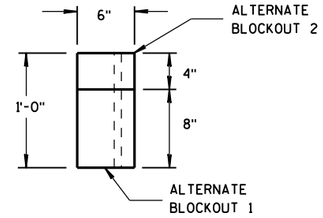



POSTS NUMBER 3-9

## WOOD CRT POST (3)

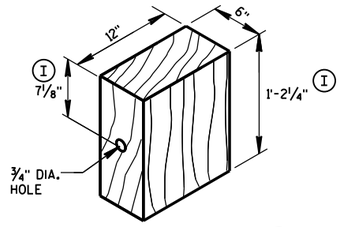



SIDE VIEW



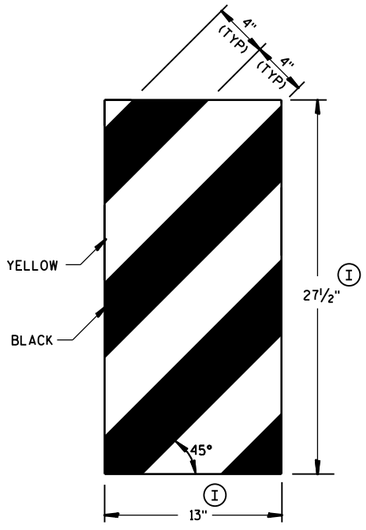

TOP VIEW

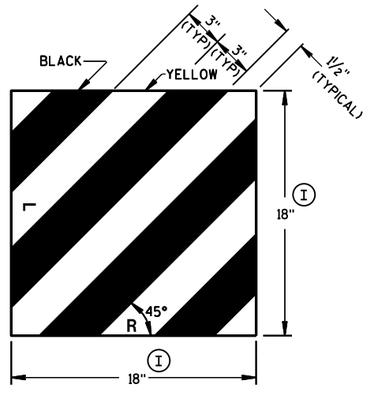
## ALTERNATE WOOD BLOCKOUT DETAIL



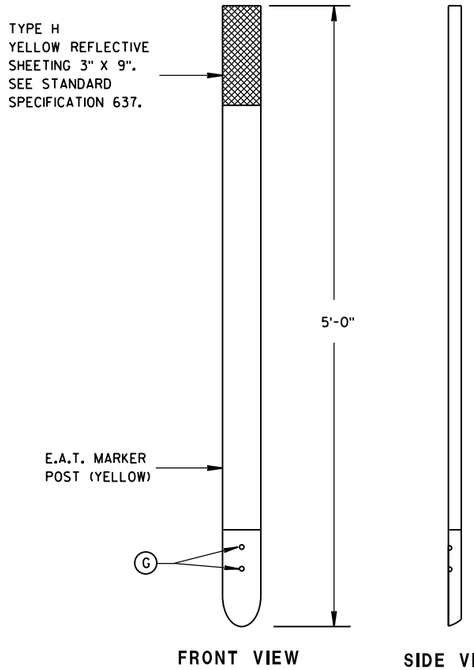

## WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



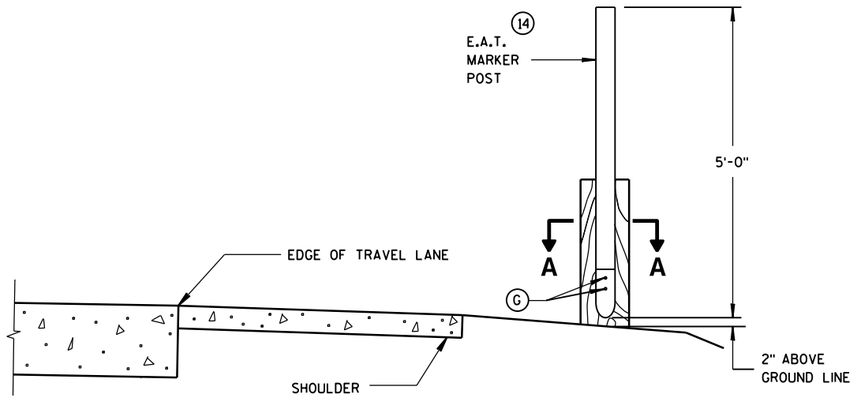

## GENERIC REFLECTIVE SHEETING (13) (H)




FRONT VIEW

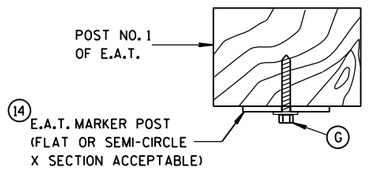
SIDE VIEW

## E.A.T. MARKER POST (14)




## TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)




SECTION A-A

**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

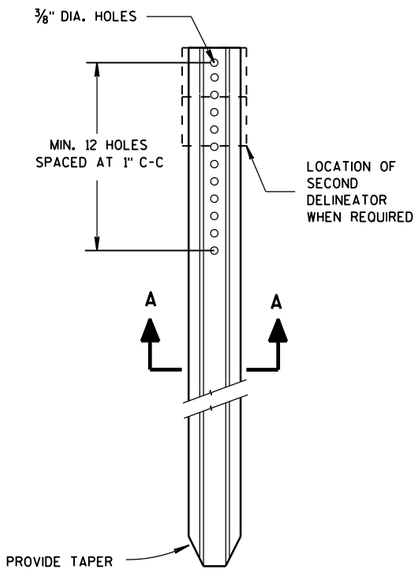
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

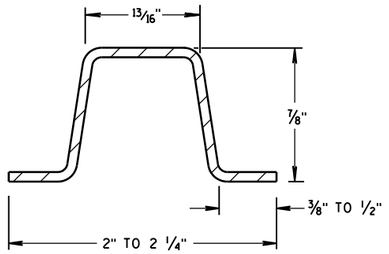



6

S.D.D. 14 B 44-2c

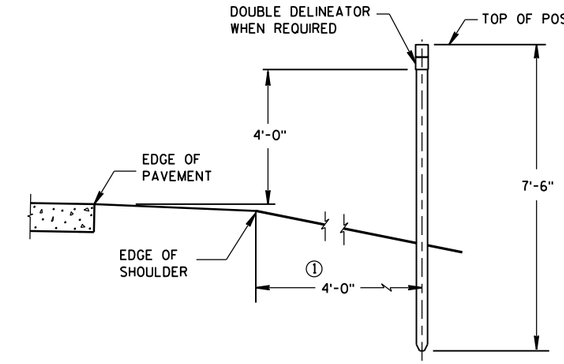


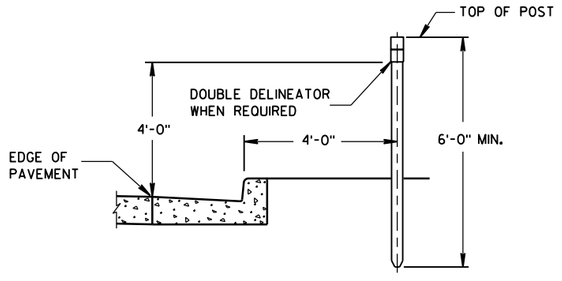

## DELINEATOR POST




## SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



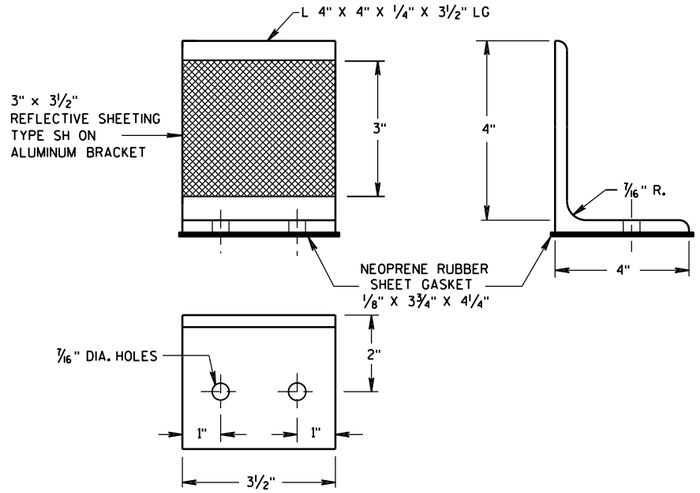




## TYPICAL INSTALLATIONS OF DELINEATOR POSTS

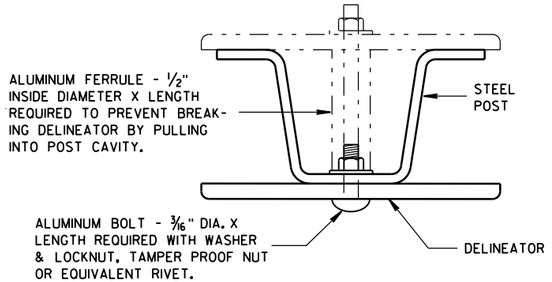
## GENERAL NOTES

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

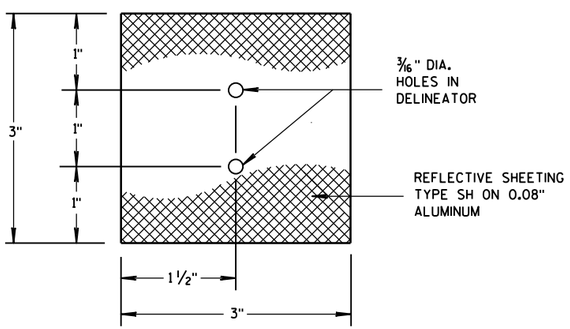
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



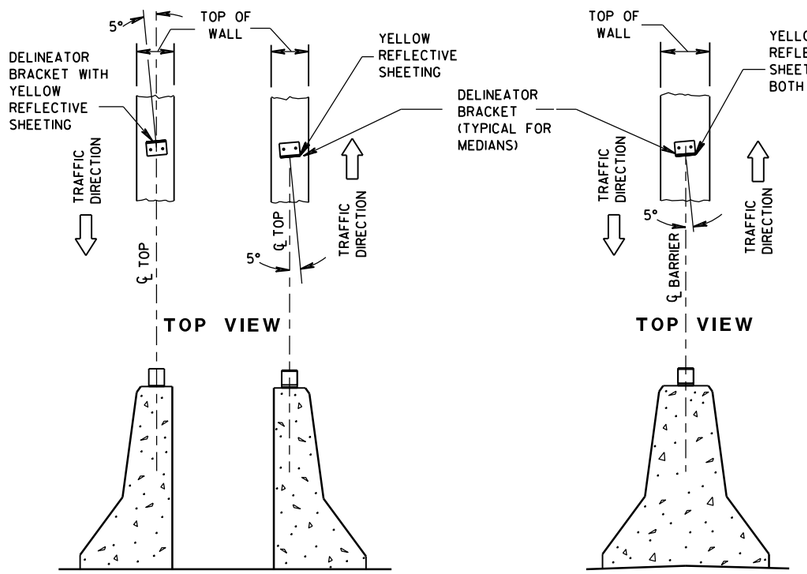

## DELINEATOR BRACKET




## MOUNTING DETAIL FOR DELINEATOR

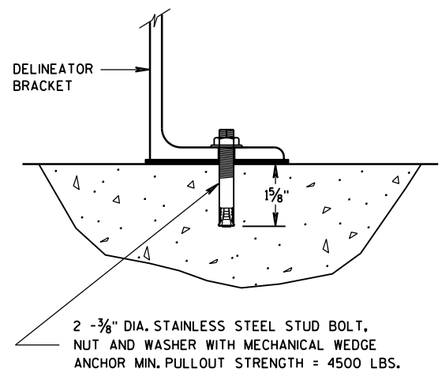



## 3"x 3" DELINEATOR




DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

## LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS




## DELINEATOR BRACKET MOUNTING DETAIL

**DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

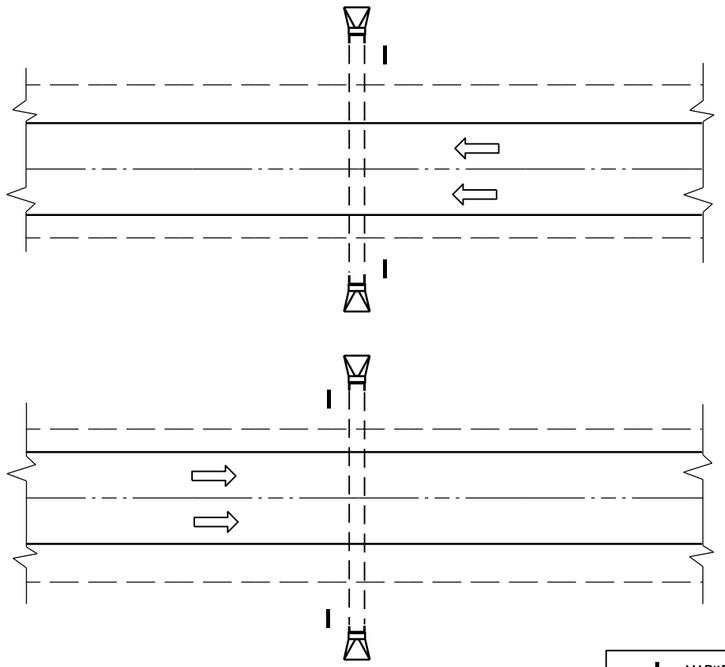
488

6

S.D.D. 15 A 2-8

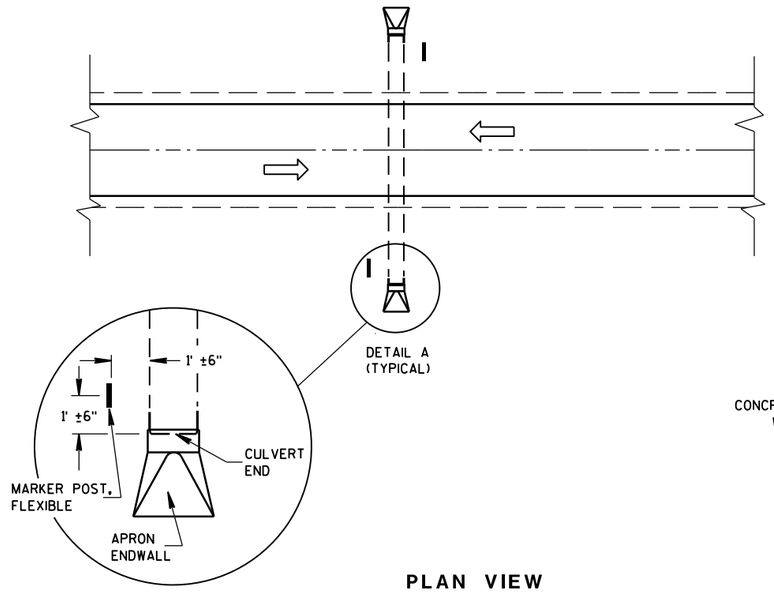
6

S.D.D. 15 A 2-8



PLAN VIEW

## DIVIDED HIGHWAY




DETAIL A
(TYPICAL)

PLAN VIEW

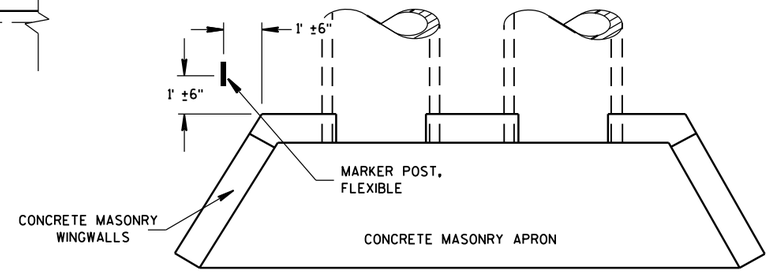
## UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

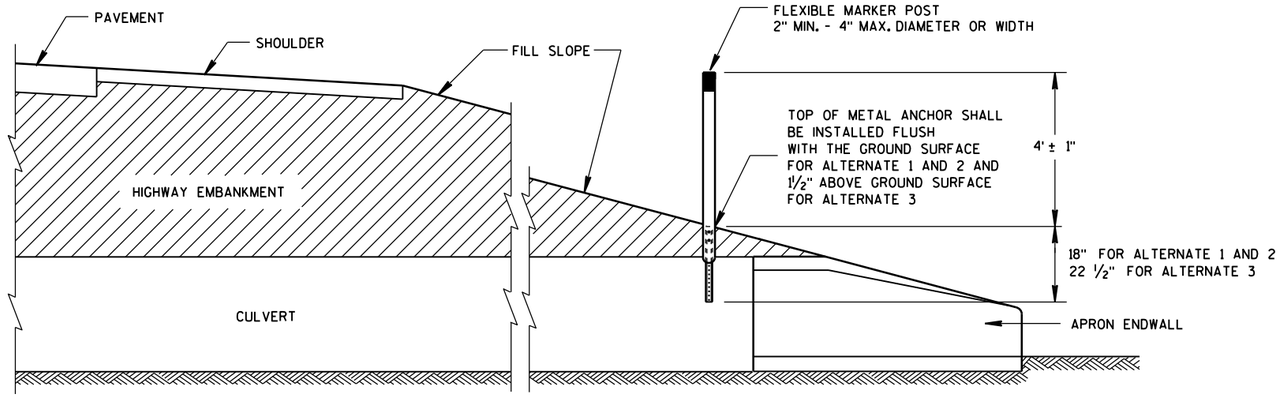
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

## CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

## FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

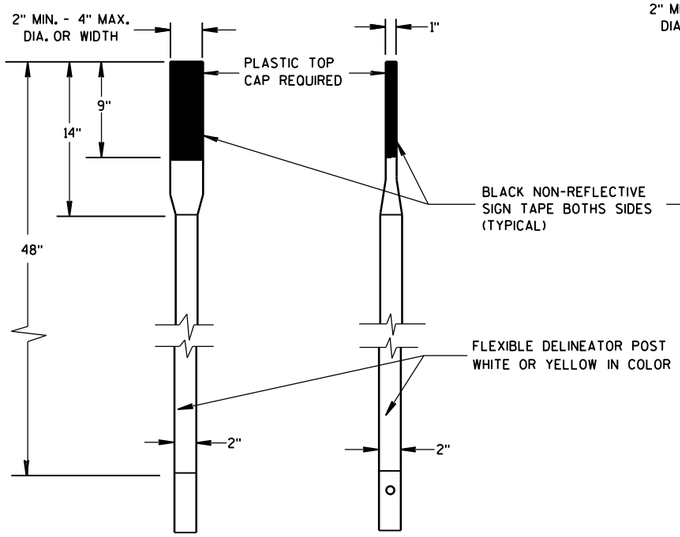


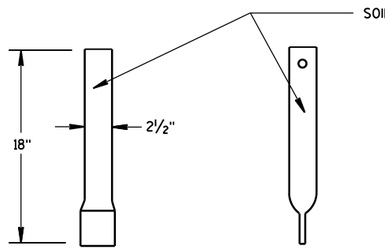
6

S.D.D. 15 A 3-2a

6

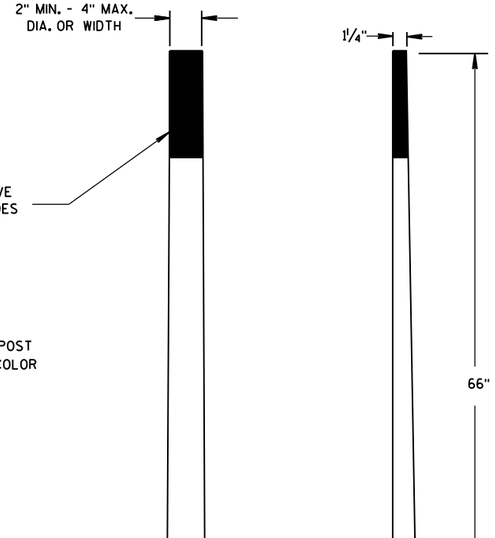
S.D.D. 15 A 3-2a



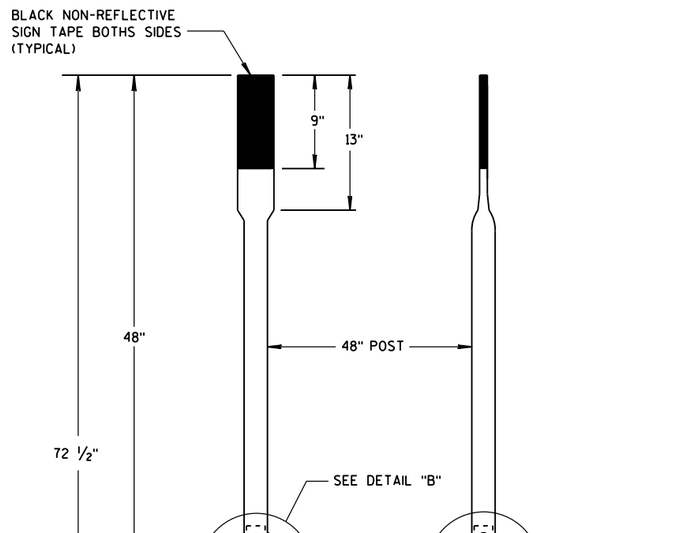

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

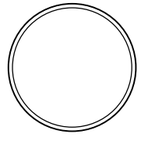
ALTERNATE 2



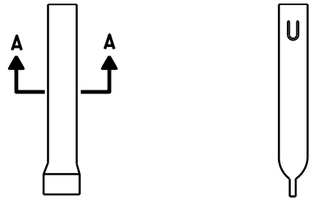

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POSTS

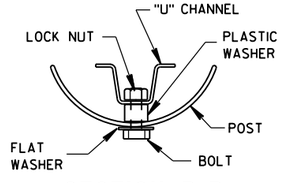


SECTION A-A

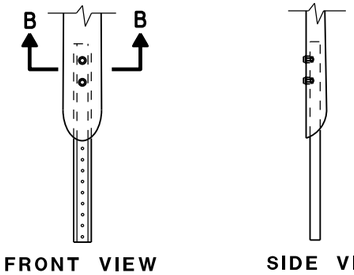



FRONT VIEW SIDE VIEW

ALTERNATE 1

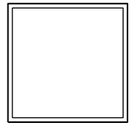



SECTION B-B

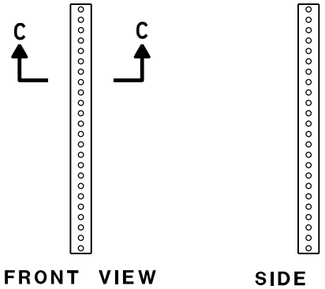



FRONT VIEW SIDE VIEW

ALTERNATE 2



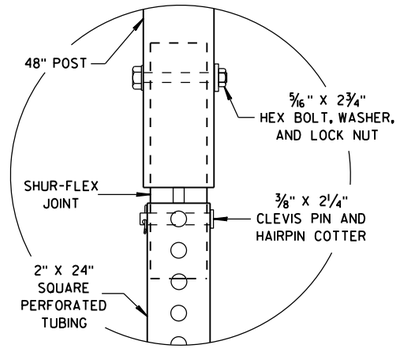
SECTION C-C



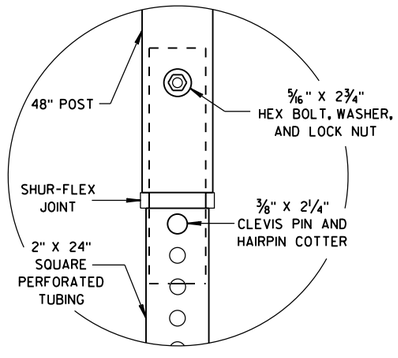

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS




DETAIL B




DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA



6

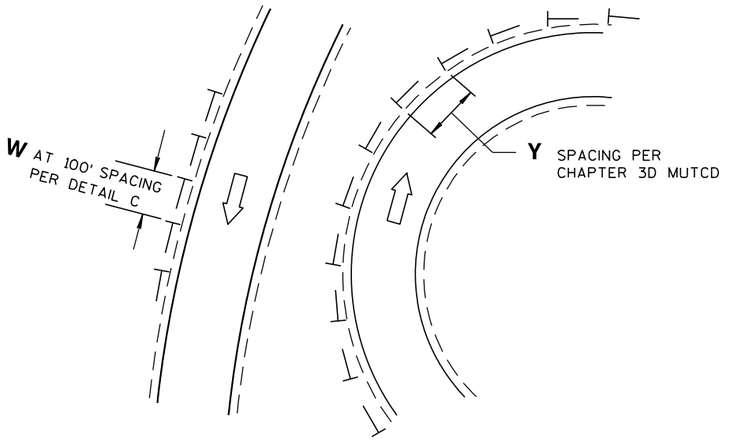
S.D.D. 15 A 3-2b

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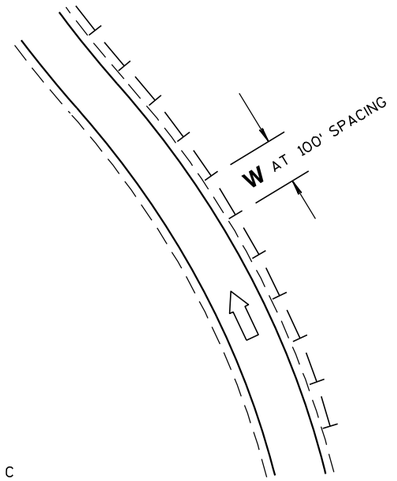
S.D.D. 15 A 3-2b

## GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



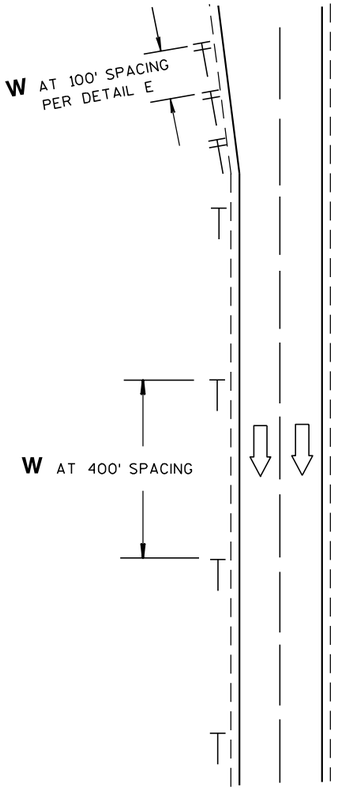

**DETAIL A**
**DELINEATOR LAYOUT AT CURVED RAMP**



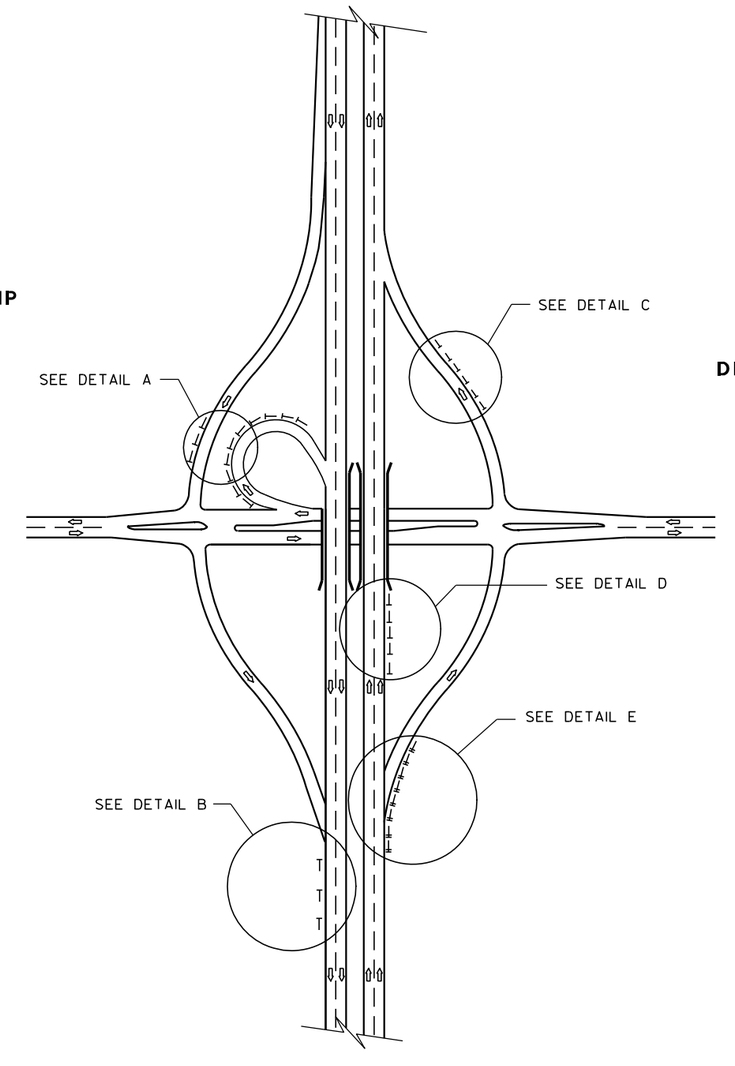

**DETAIL C**
**DELINEATOR LAYOUT ALONG RAMP**

**LEGEND**

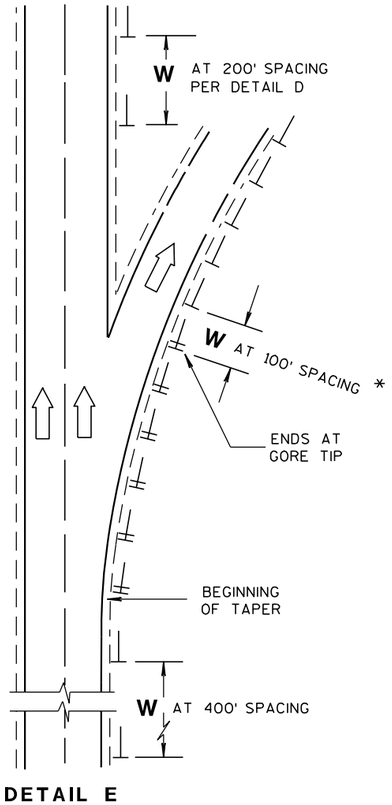
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



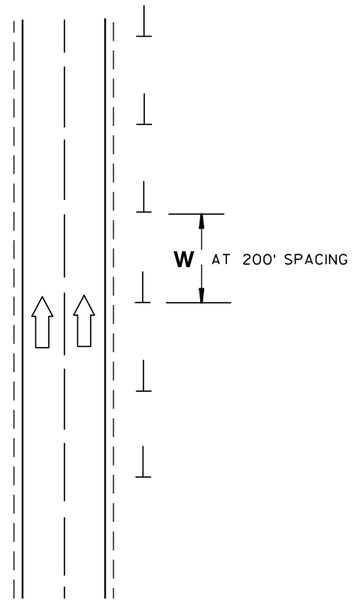

**DETAIL B**
**DELINEATOR LAYOUT ALONG MAINLINE**




**DELINEATOR LAYOUT**




**DETAIL E**
**DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS**




**DETAIL D**
**DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS**

**DELINEATOR LAYOUT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA



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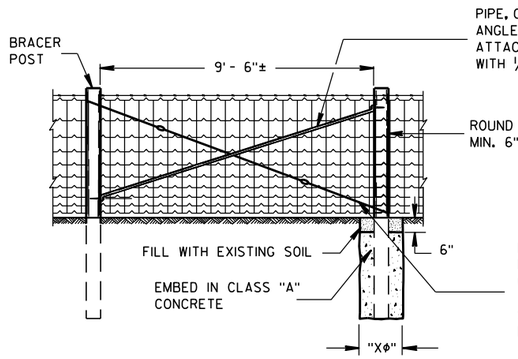
S.D.D. 15 A 6-2

6

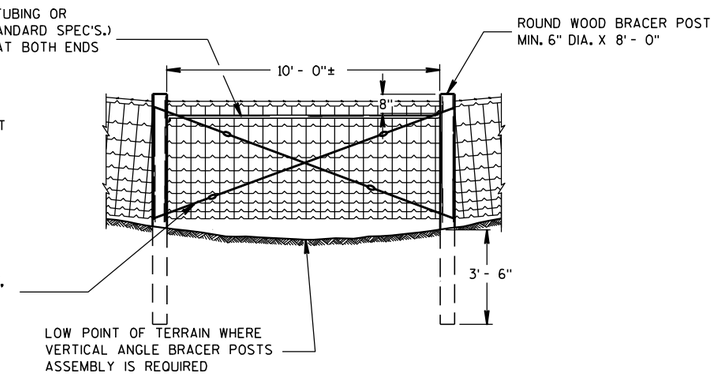
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.




PULL OR STRETCHER POSTS ASSEMBLY




VERTICAL ANGLE BRACER POSTS ASSEMBLY

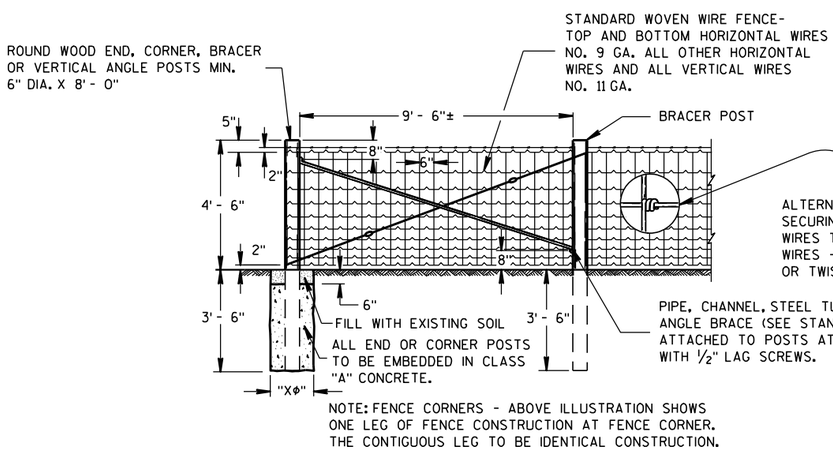
## GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

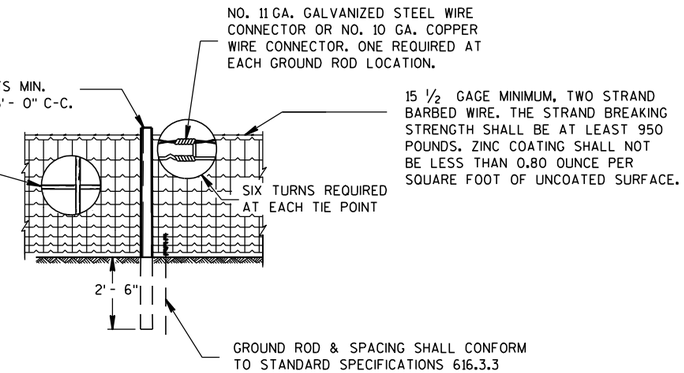
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



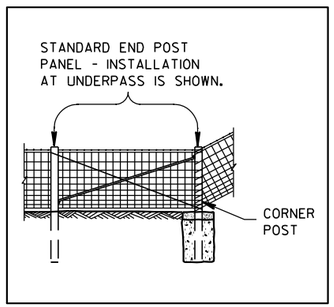

NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

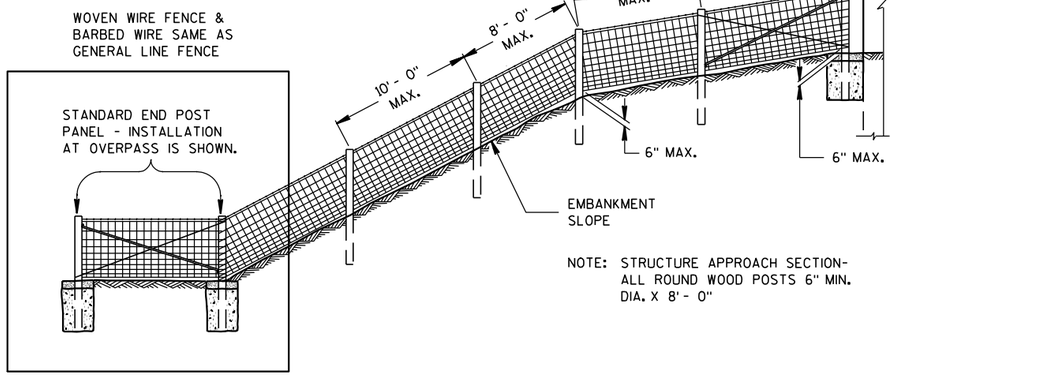



LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE




ALTERNATE FENCE DESIGN AT STRUCTURE




NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

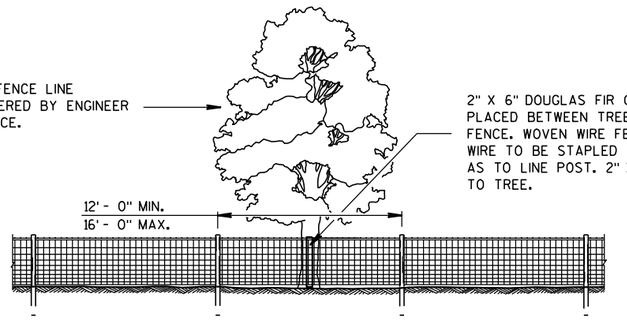



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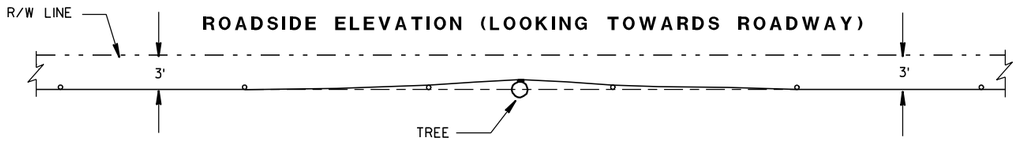
S.D.D. 15 B 1-8a

NOTE: TREE IN NORMAL FENCE LINE SPECIFICALLY ORDERED BY ENGINEER TO REMAIN IN PLACE.

2" X 6" DOUGLAS FIR OR SO. YELLOW PINE PLACED BETWEEN TREE AND WOVEN WIRE FENCE. WOVEN WIRE FENCE AND BARBED WIRE TO BE STAPLED TO 2" X 6" LIKE AS TO LINE POST. 2" X 6" NOT FASTENED TO TREE.

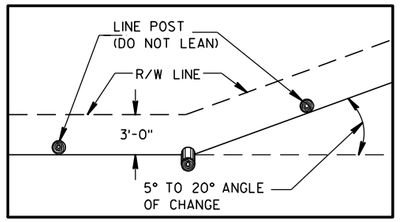



ROADSIDE ELEVATION (LOOKING TOWARDS ROADWAY)

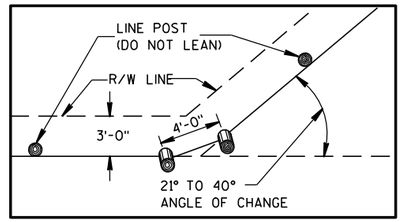



PLAN VIEW

## FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE




PLAN VIEW
SINGLE POST CORNER

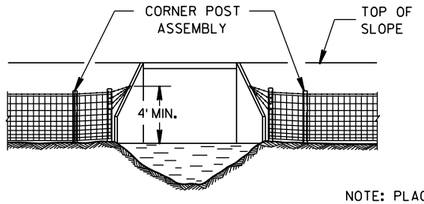



PLAN VIEW
DOUBLE POST CORNER

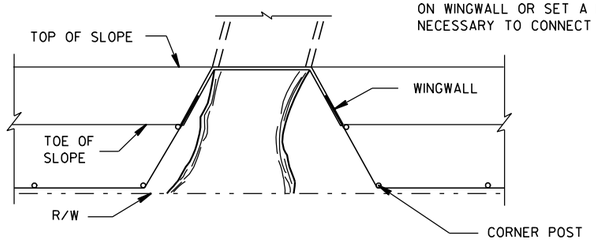
## RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

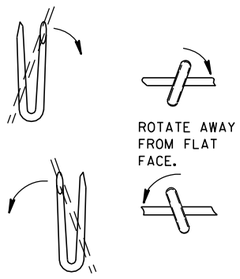
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.




NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.




## FENCE INSTALLATION TO WINGWALLS

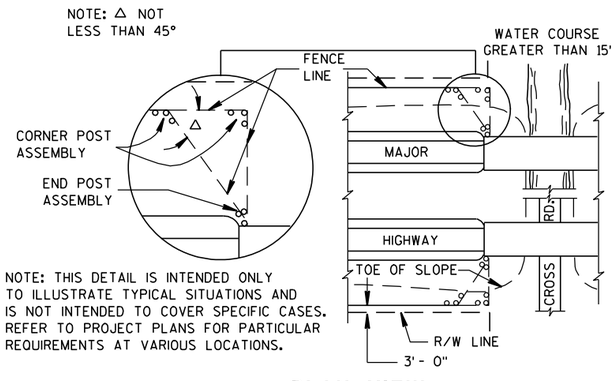



LINE POST



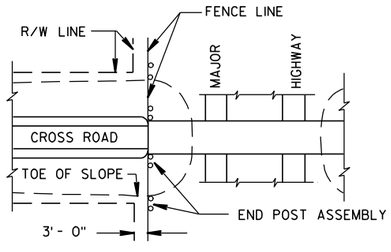

## FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH

NOTE: △ NOT LESS THAN 45°



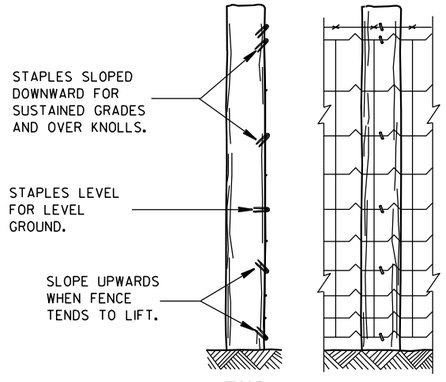

NOTE: THIS DETAIL IS INTENDED ONLY TO ILLUSTRATE TYPICAL SITUATIONS AND IS NOT INTENDED TO COVER SPECIFIC CASES. REFER TO PROJECT PLANS FOR PARTICULAR REQUIREMENTS AT VARIOUS LOCATIONS.

PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH




PLAN VIEW
MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.




END ELEVATION

FARM SIDE ELEVATION

FENCE MOUNTING DETAIL

## FENCE LOCATION AT STRUCTURES

## FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

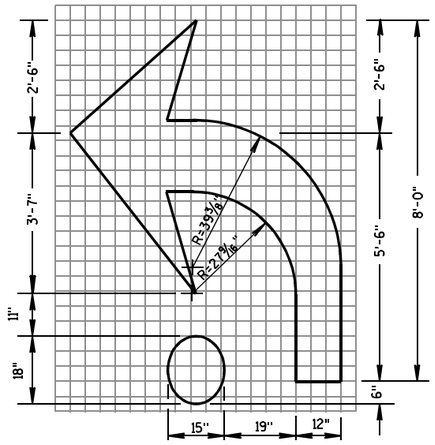
APPROVED
4/4/2008
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]493
ENGINEER
FHWA


6
S.D.D. 15 B 1-8b

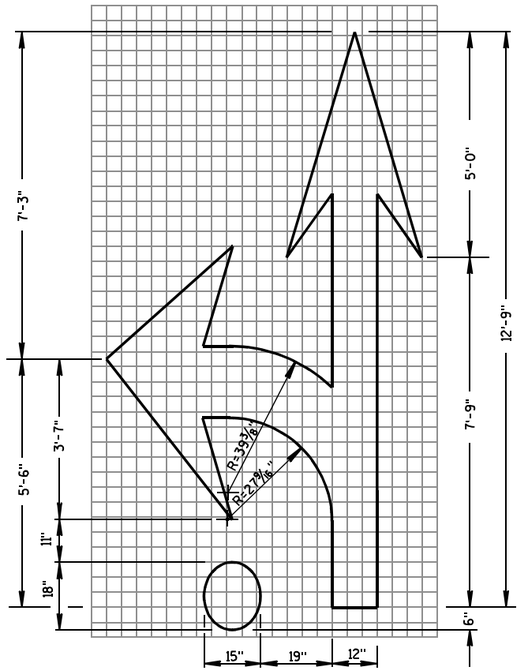
## GENERAL NOTES

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

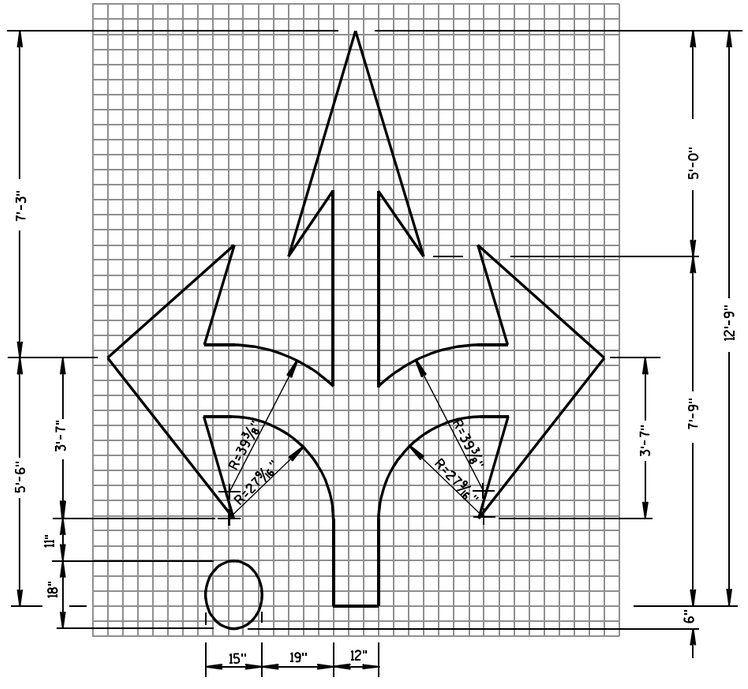
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



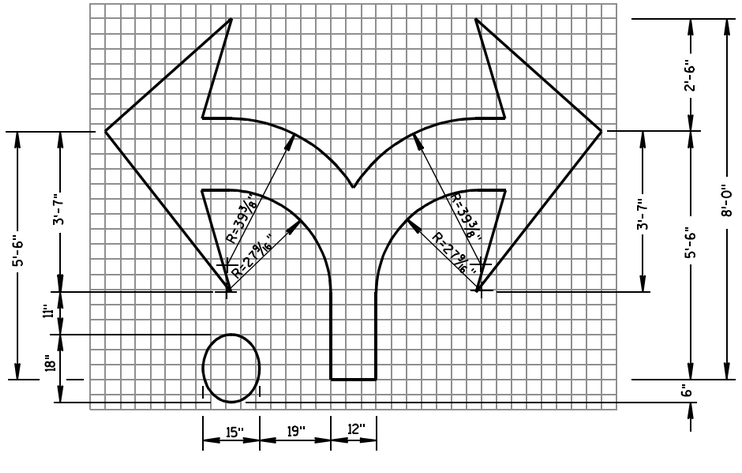

TYPE 2R




TYPE 3R




TYPE 6R




TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER — SIGN

FHWA

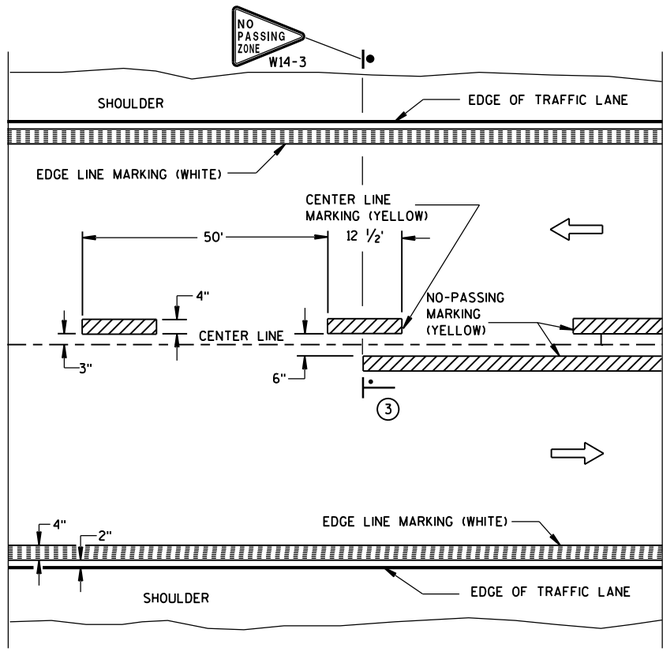




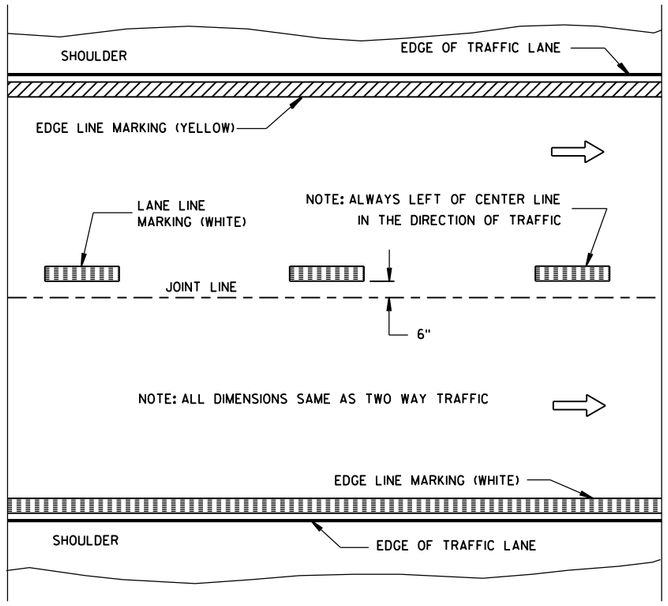


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S.D.D. 15 C 7-12d

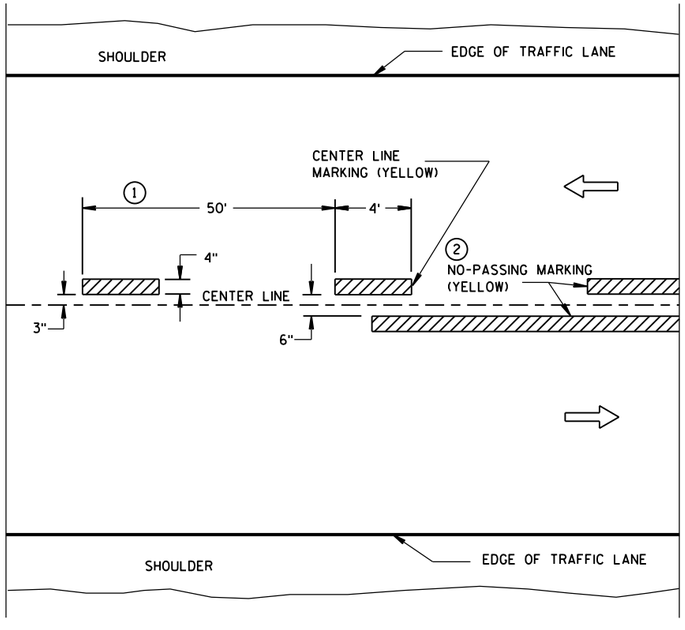



TWO WAY TRAFFIC

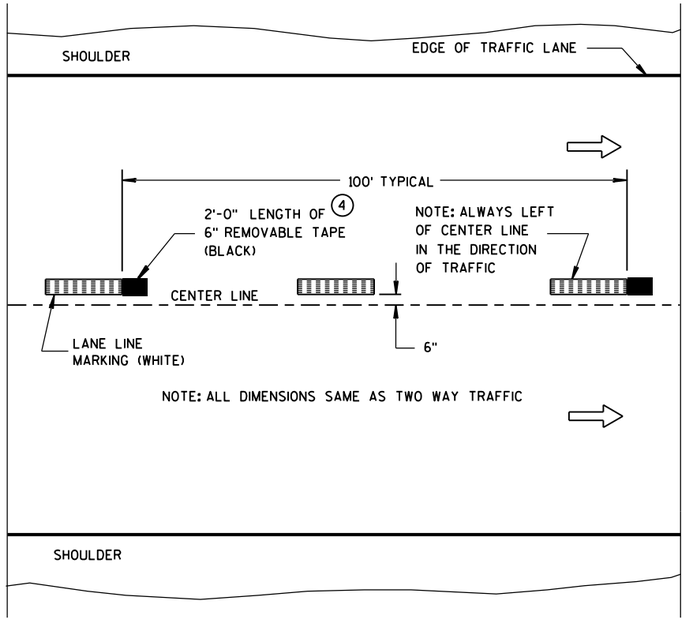



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

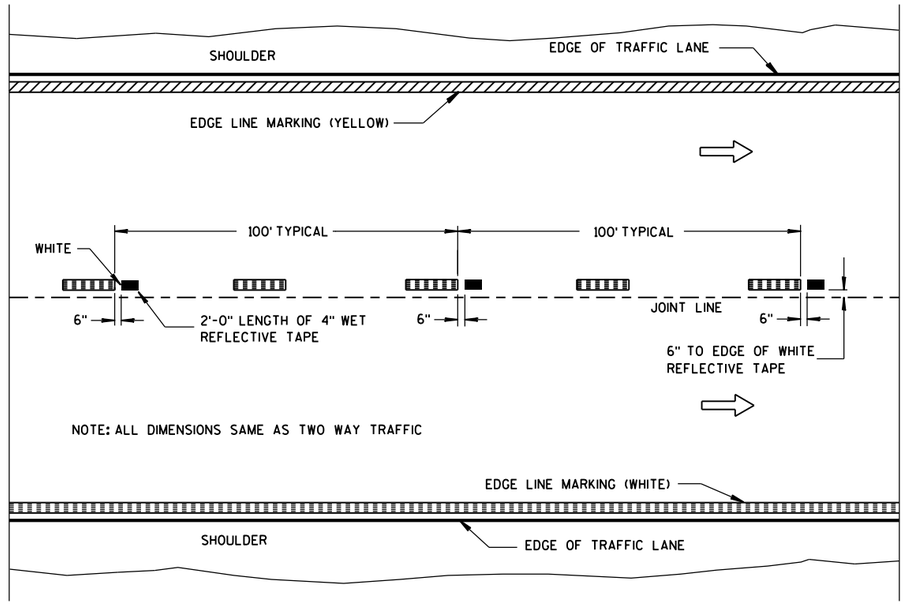
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

## NOTE

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL




WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

**LEGEND**

"T" MARKING

POST MOUNTED SIGN

**PAVEMENT MARKING (MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

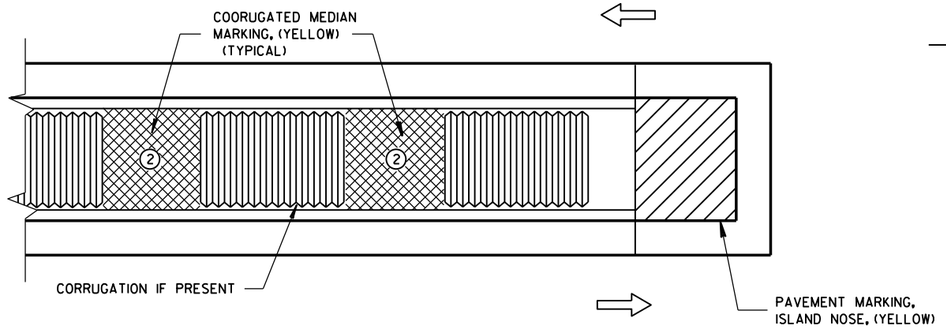


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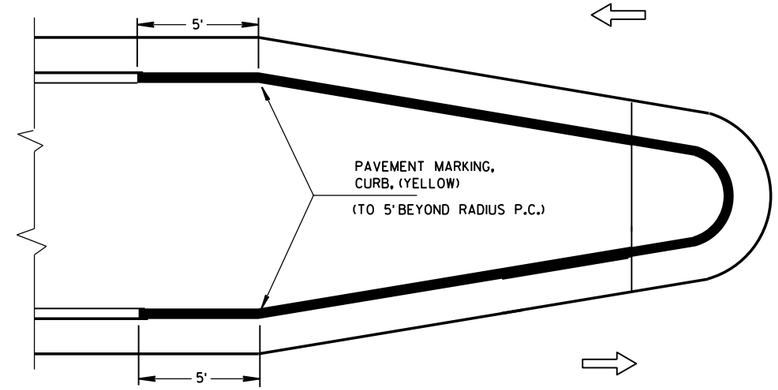
S.D.D. 15 C 8-16a

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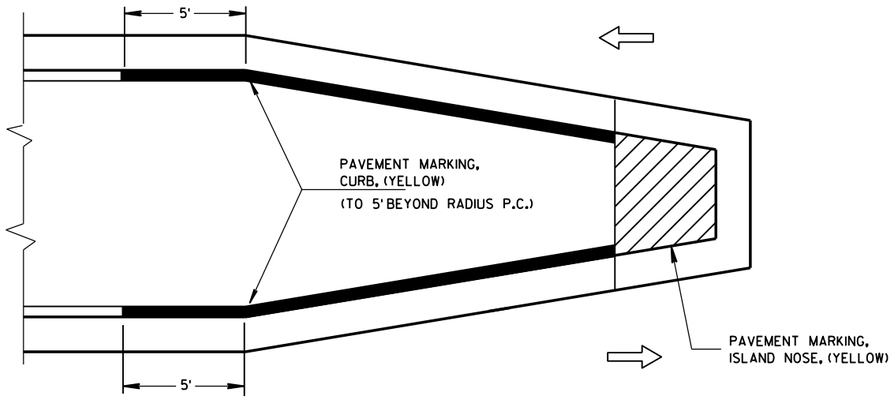
S.D.D. 15 C 8-16a




MEDIAN ISLAND WITH SQUARE BLUNT NOSE

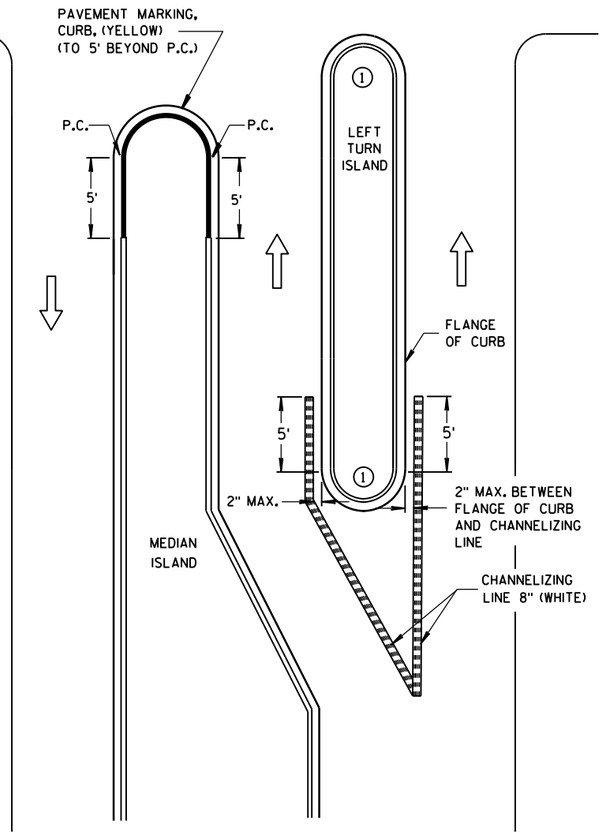



MEDIAN ISLAND WITH ROUND BLUNT NOSE




MEDIAN ISLAND WITH SLOPED NOSE

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

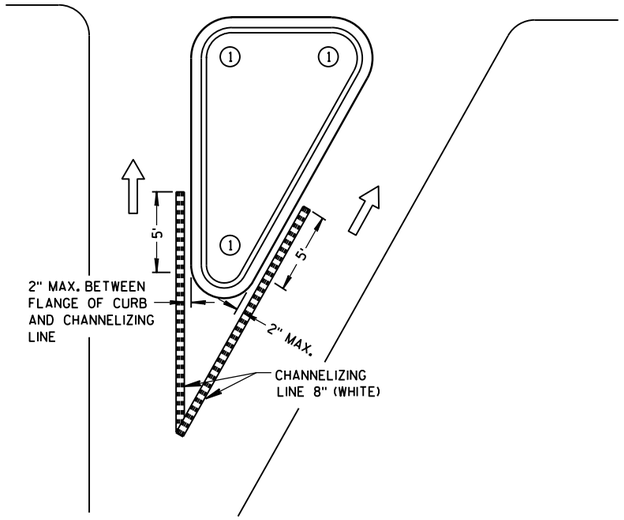



LEFT TURN & MEDIAN ISLAND

## GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.




RIGHT TURN ISLAND

### LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

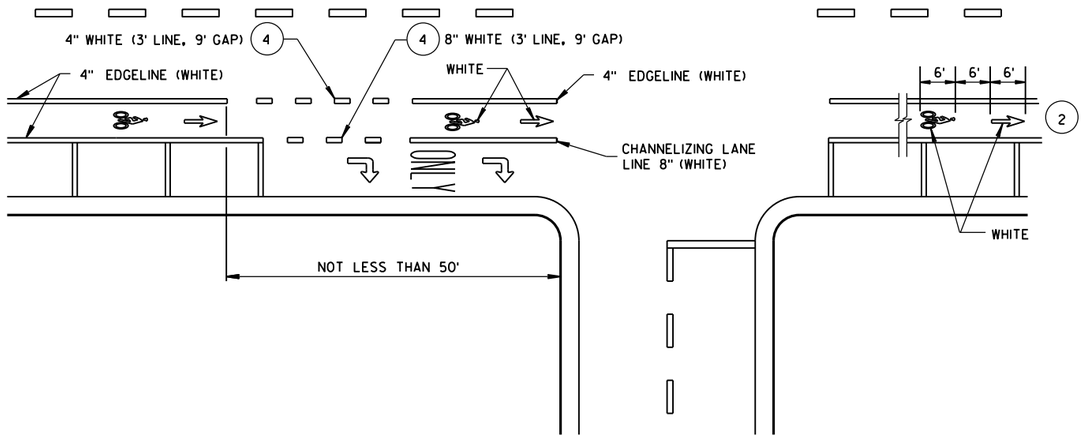






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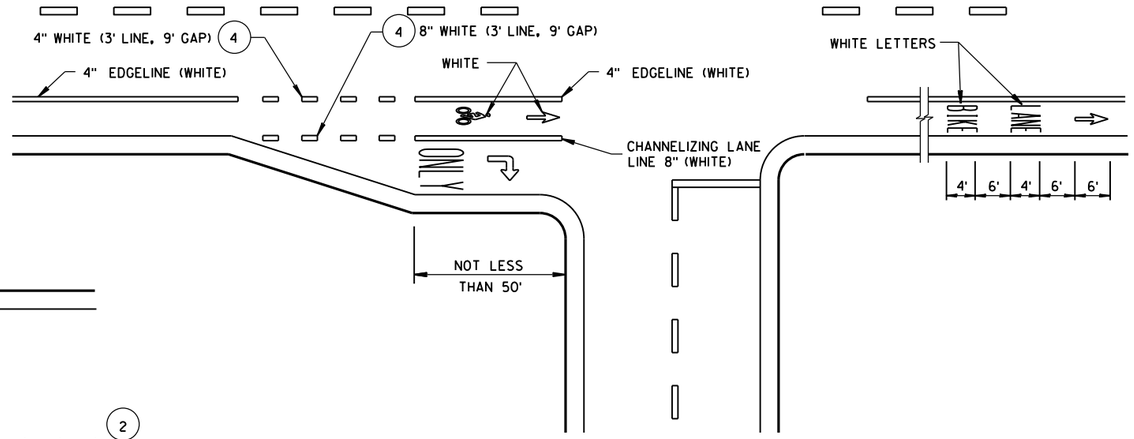
S.D.D. 15 C 8-16f



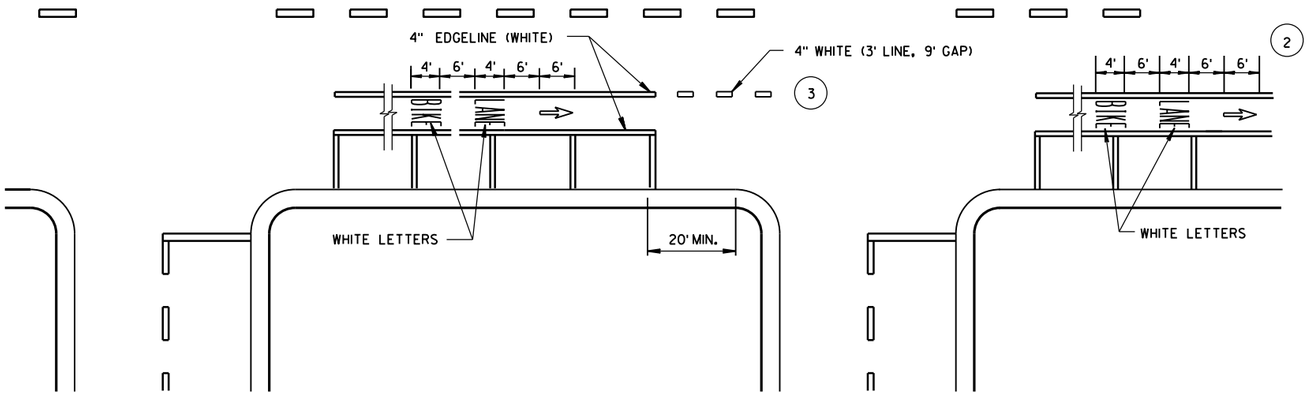

## DESIGNATED BICYCLE LANE

## GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. WHEN SPECIFIED IN THE CONTRACT.




## DESIGNATED BICYCLE LANE
## NO PARKING, RIGHT TURN LANE




## DESIGNATED BICYCLE LANE
## WITH PARKING, NO RIGHT TURN LANE

**URBAN BICYCLE LANE MARKING**

STATE OF WISCONSIN
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4/30/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC EN 497
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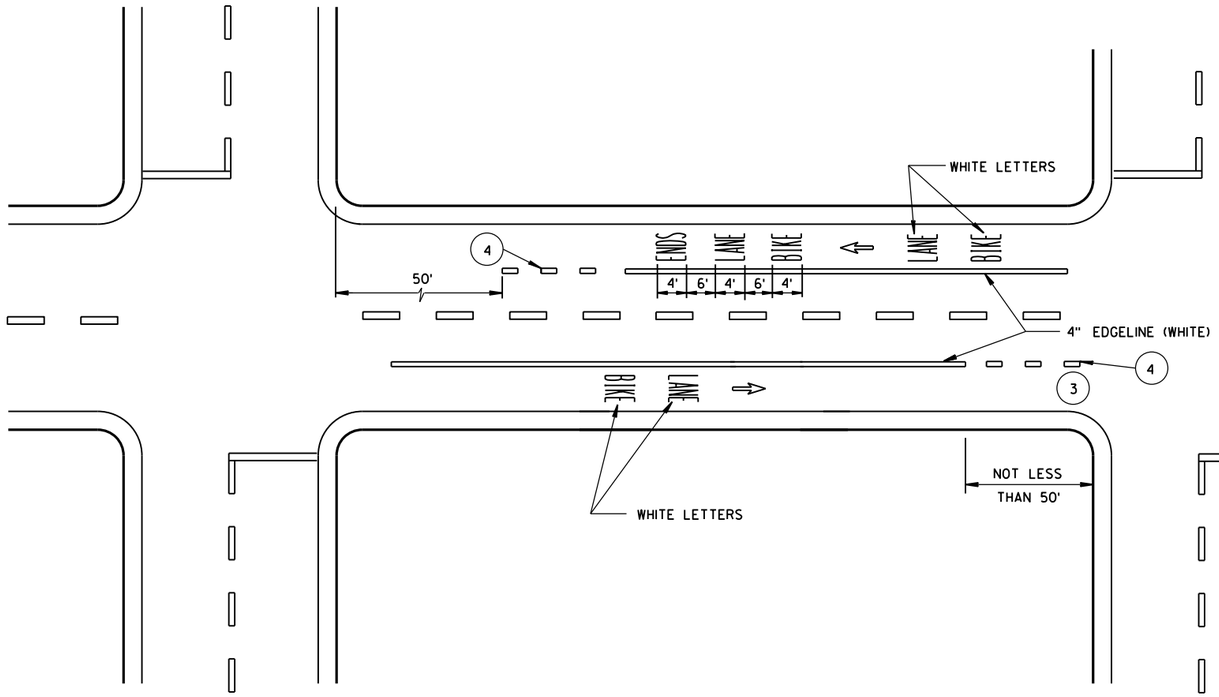
S.D.D. 15 C 29-3c

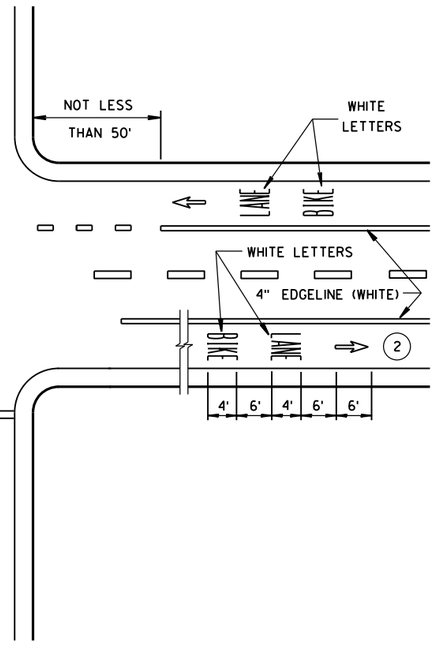
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S.D.D. 15 C 29-3c

## GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. 3' LINE, 9' GAP - 4" WIDE, WHITE.




## DESIGNATED BICYCLE LANE
## NO PARKING

| URBAN BICYCLE LANE MARKING | |
|---|---|
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| APPROVED | |
| 4/30/2013 DATE | /S/ Travis Feltes STATE TRAFFIC EN |
| FHWA | |



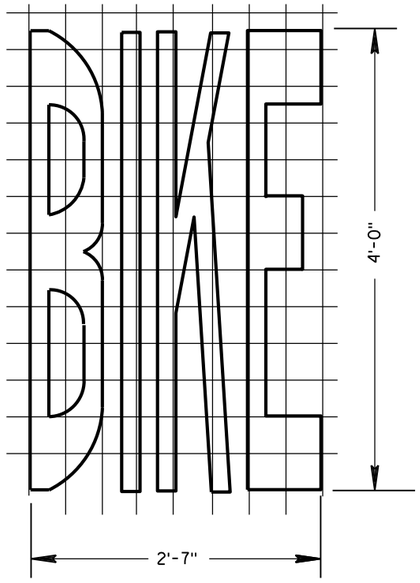

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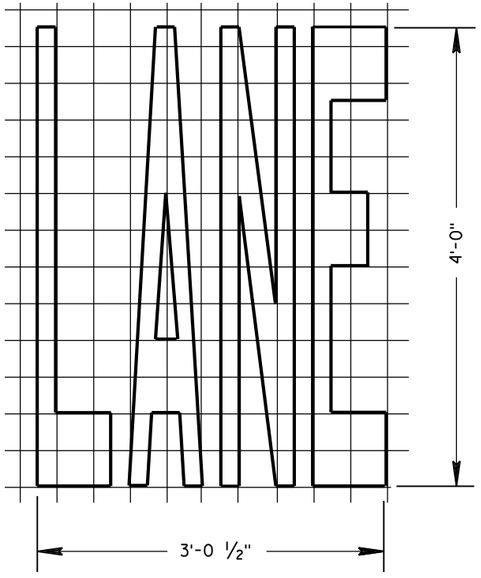
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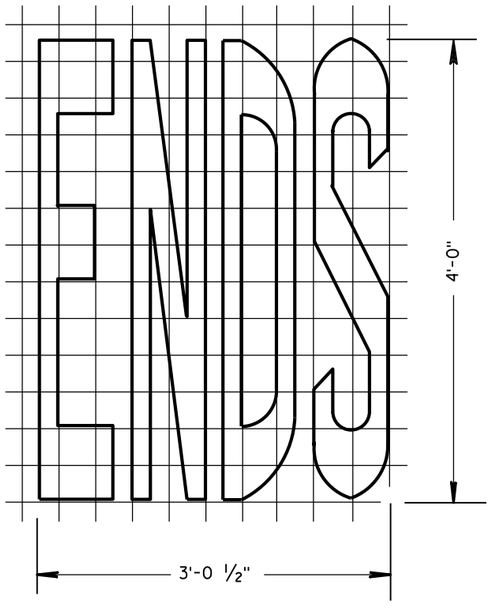
## GENERAL NOTES

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

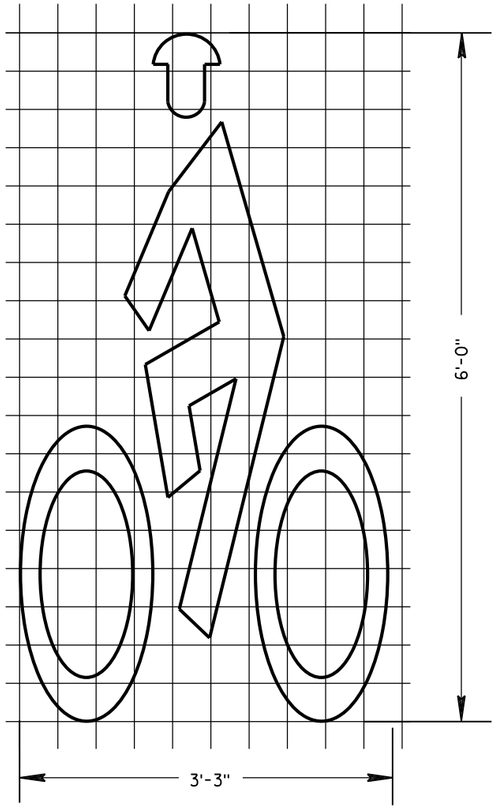
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



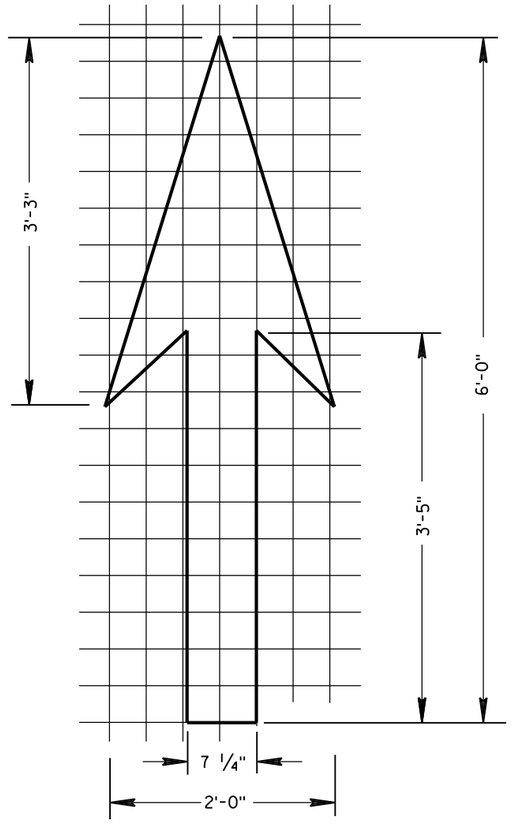



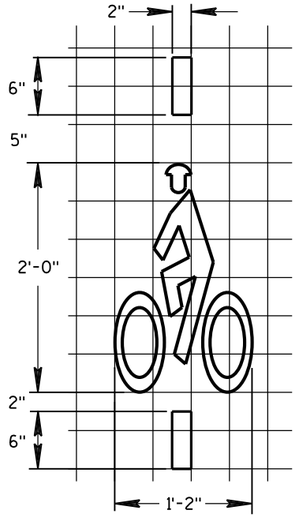

BIKE LANE WORDS




BIKE LANE SYMBOL




BIKE LANE ARROW




BICYCLE DETECTOR PAVEMENT MARKING

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE

/S/ Travis Feltes
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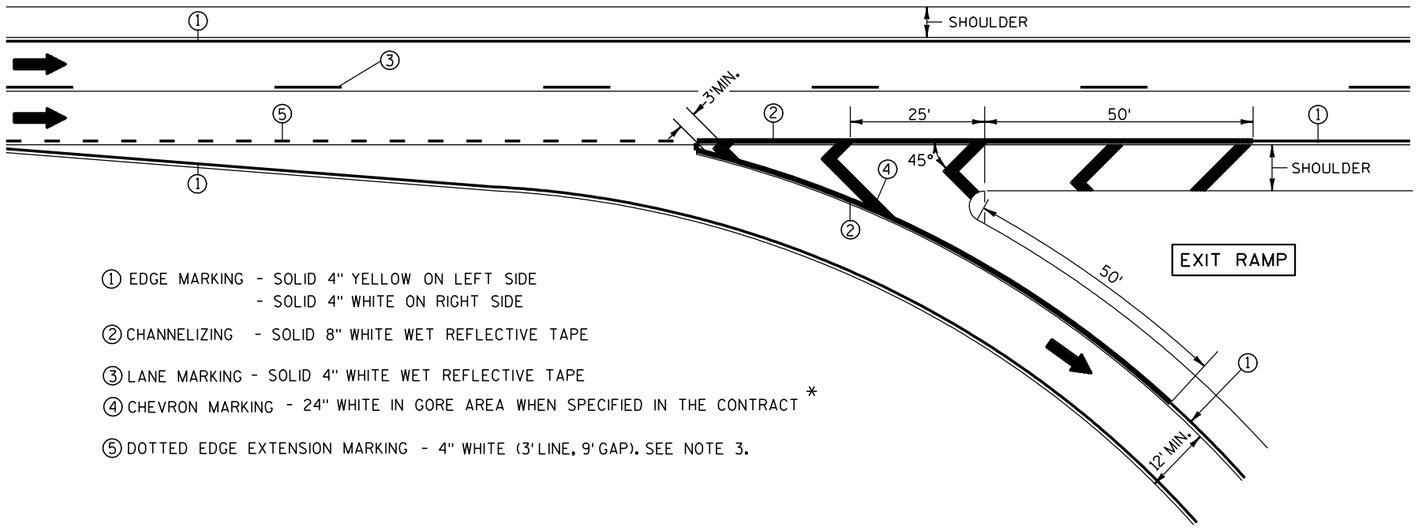


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S.D.D. 15 C 29-3e

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S.D.D. 15 C 29-3e




① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

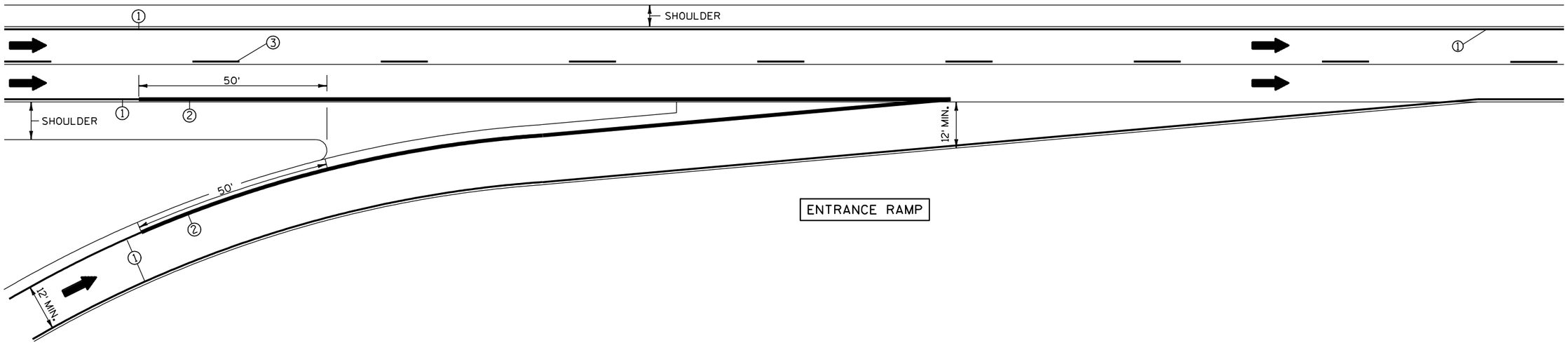
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.




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S.D.D. 15 C 31-1a

S.D.D. 15 C 31-1a

**PAVEMENT MARKING**
**(RAMPS AND GORES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

## GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" 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 AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER 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 DRUMS.

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 LONGER THAN 4 OR MORE DAYS AND NIGHTS.

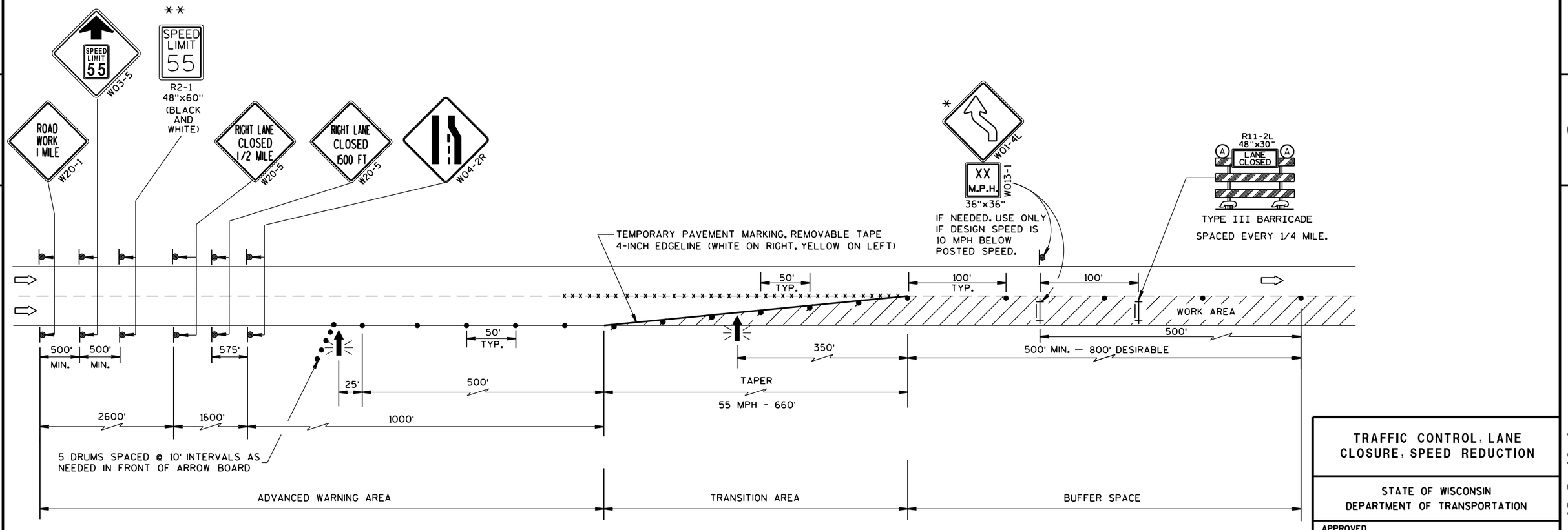
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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. THE LANE CLOSURE MUST 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.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** 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 A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.




# TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA



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S.D.D. 15 D 12-4

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S.D.D. 15 D 12-4

## LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

## GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

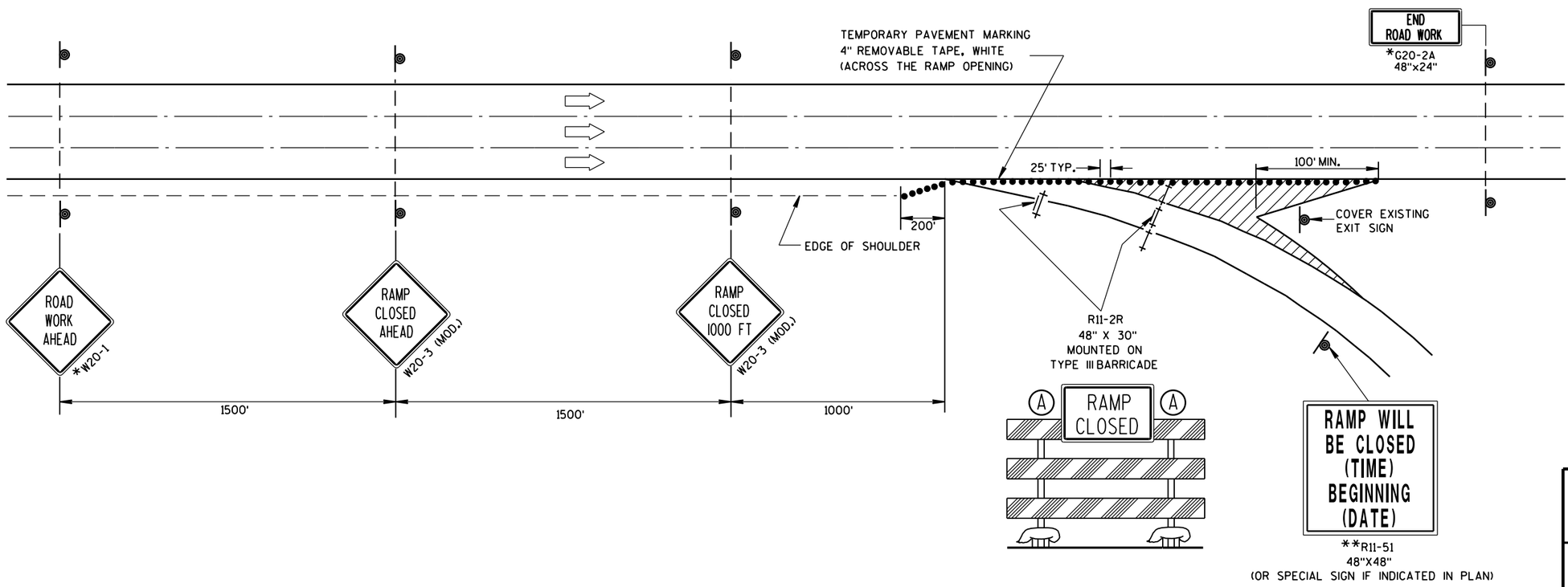
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

*W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.




TRAFFIC CONTROL,
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

DESIGN

FHWA

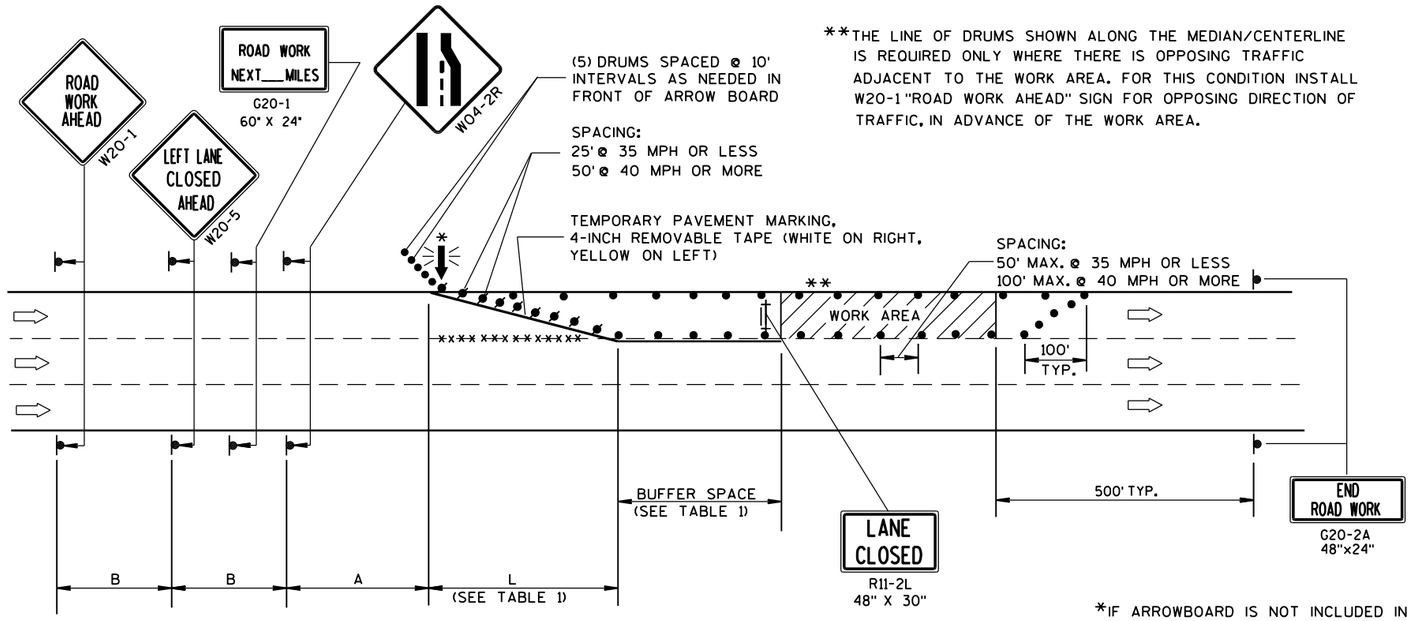




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S.D.D. 15 D 16-2




**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

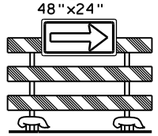


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

| S | L | BUFFER SPACE |
|---|---|---|
| 25 | 125' | 55' |
| 30 | 180' | 85' |
| 35 | 245' | 120' |
| 40 | 320' | 170' |
| 45 | 540' | 220' |
| 50 | 600' | 280' |
| 55 | 660' | 335' |

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

## GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

# TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

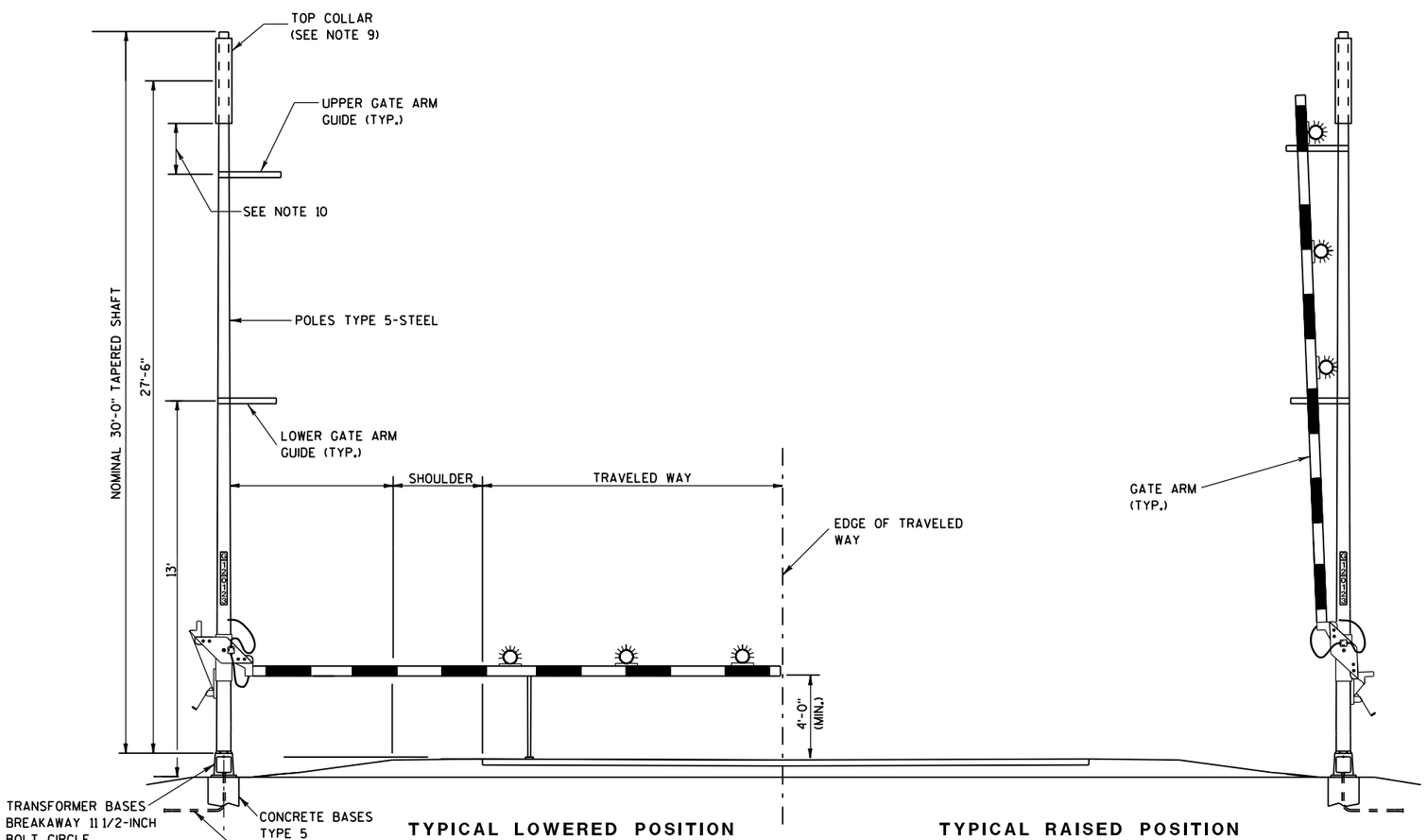


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S.D.D. 15 D 20-2

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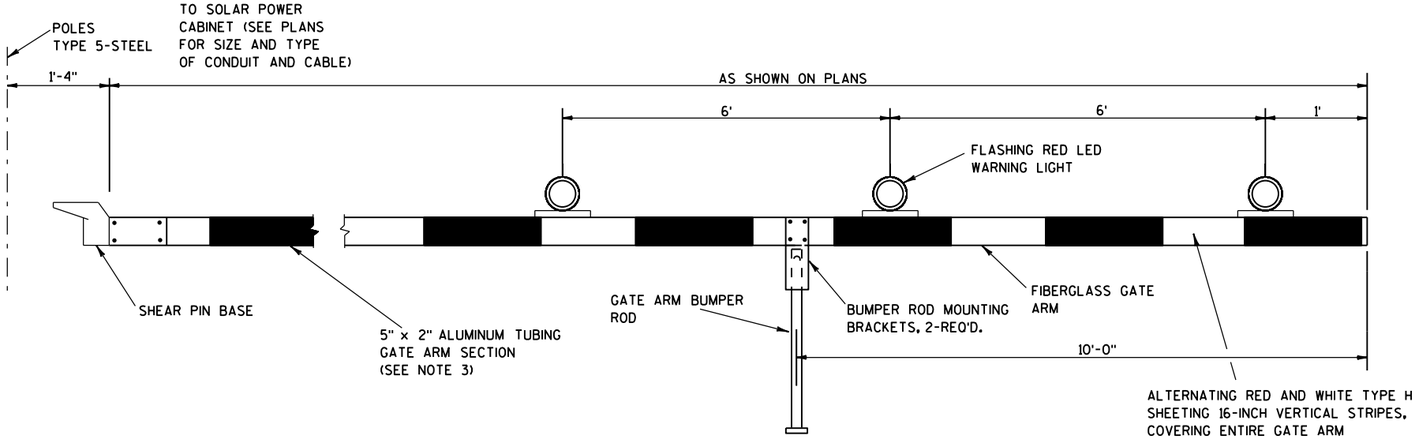
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TYPICAL LOWERED POSITION

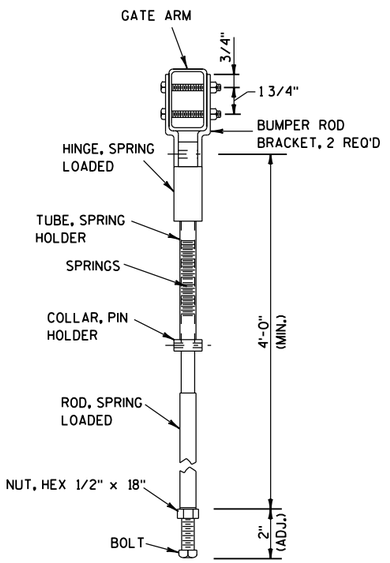



TYPICAL RAISED POSITION

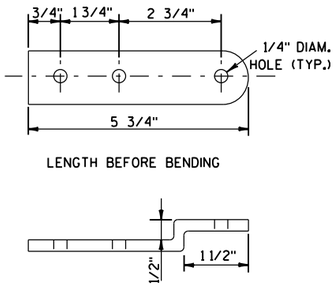



GATE DETAIL

(SOLAR POWER OPTION)




GATE ARM BUMPER ROD DETAIL




BUMPER ROD MOUNTING
BRACKET DETAIL

## GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.

**RAMP GATE**
**SOLAR POWER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

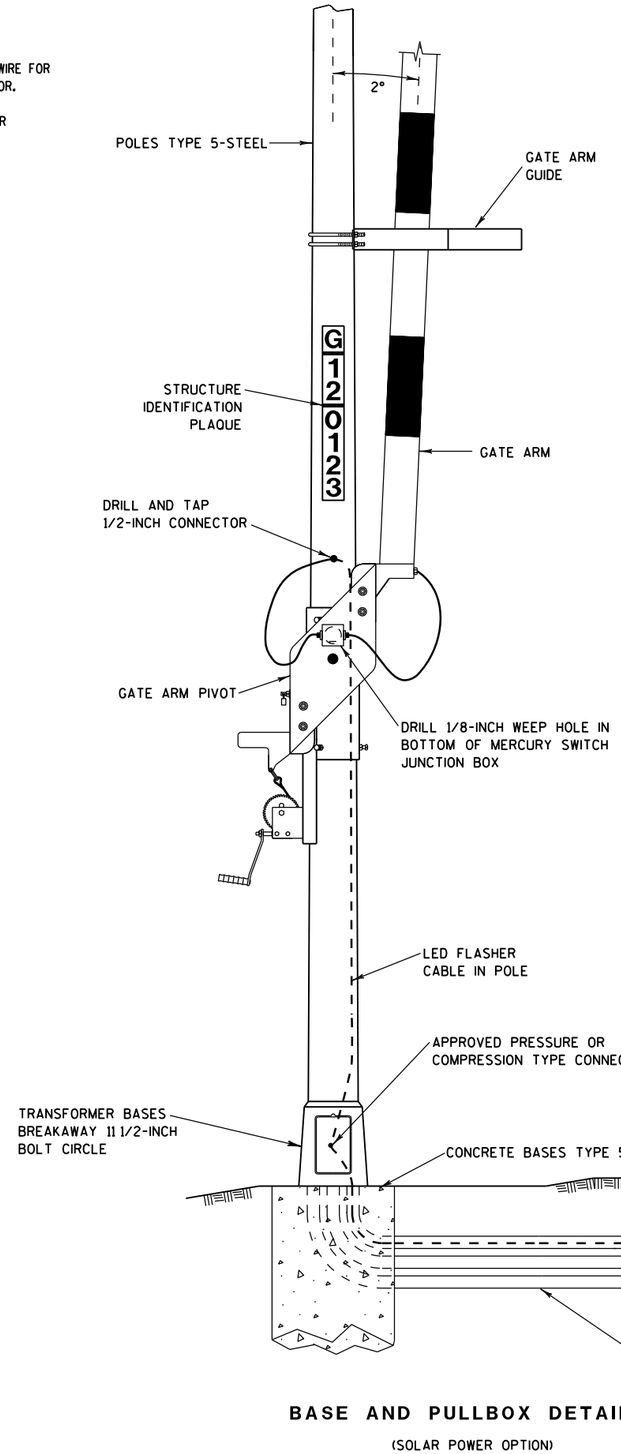



6
S.D.D. 15 D 34-1a

## WIRING NOTES

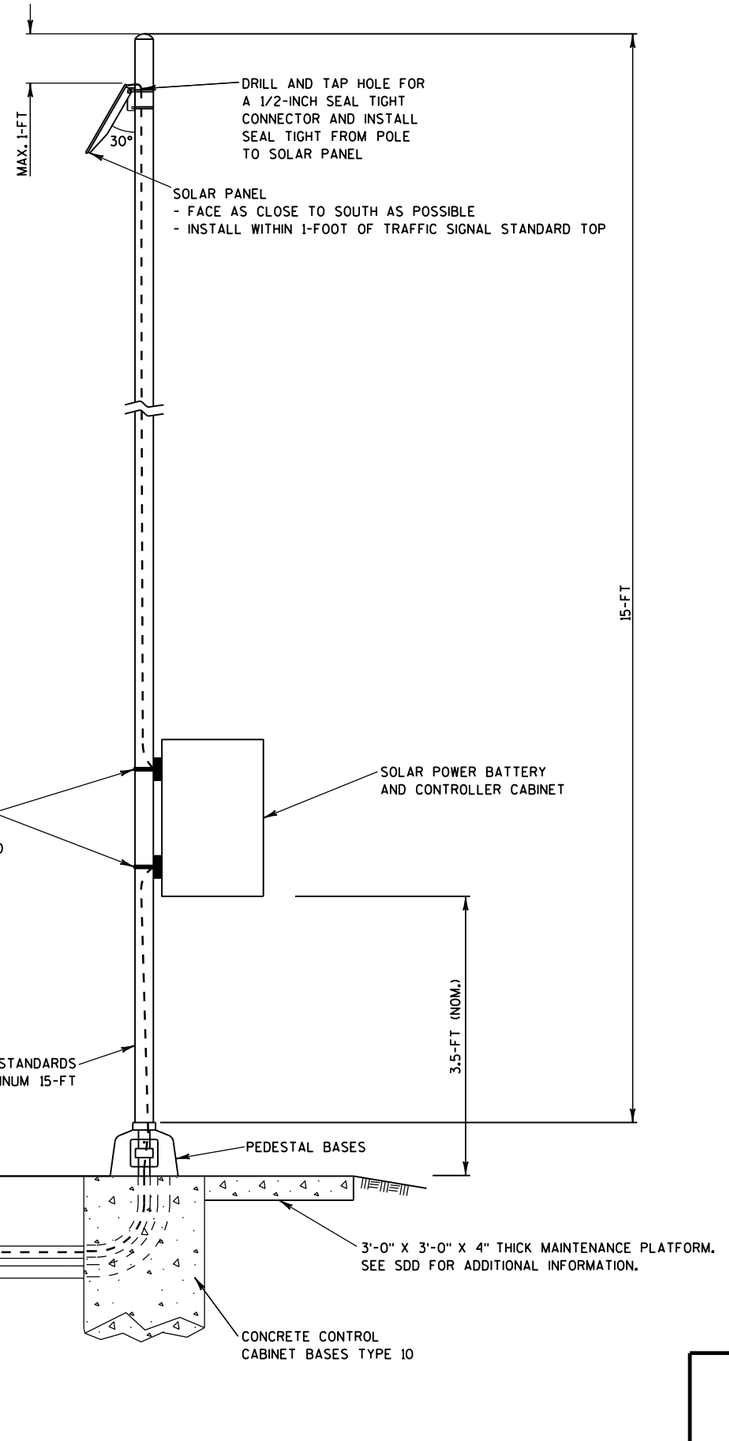
1. WIRING FROM SOLAR PANEL TO CABINET SHALL BE BLUE #10 XLP WIRE FOR POSITIVE CONDUCTOR AND WHITE #10 XLP FOR NEGATIVE CONDUCTOR.

2. WIRING FROM CABINET TO GATE ARM SHALL BE WHITE #10 XLP FOR COMMON, RED #10 XLP FOR FLASHER CIRCUIT 1, AND BLUE #10 XLP FOR FLASHER CIRCUIT 2.




**BASE AND PULLBOX DETAIL**

(SOLAR POWER OPTION)



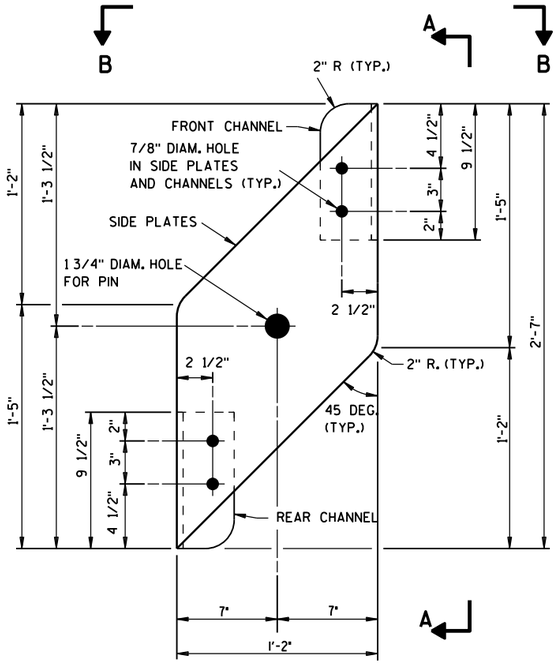

**RAMP GATE**
**SOLAR POWER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

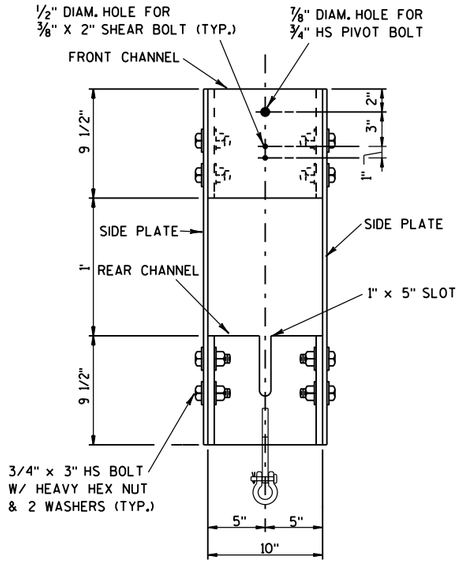




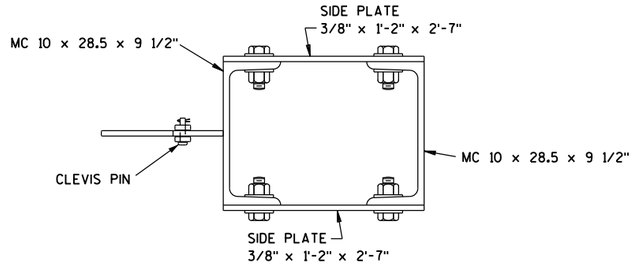
6
S.D.D. 15 D 34-1b



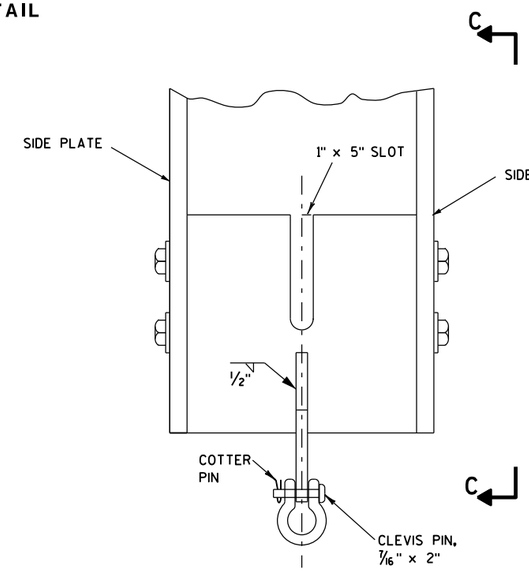

SIDE PLATE DETAIL



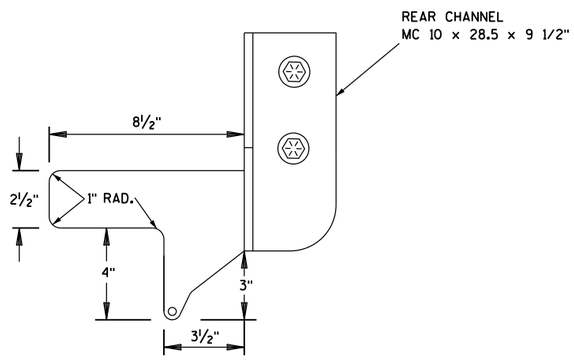

SECTION A-A




SECTION B-B




YOKE ASSEMBLY DETAIL




SECTION C-C

RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 506

6

S.D.D. 15 D 34-1c

6

S.D.D. 15 D 34-1c

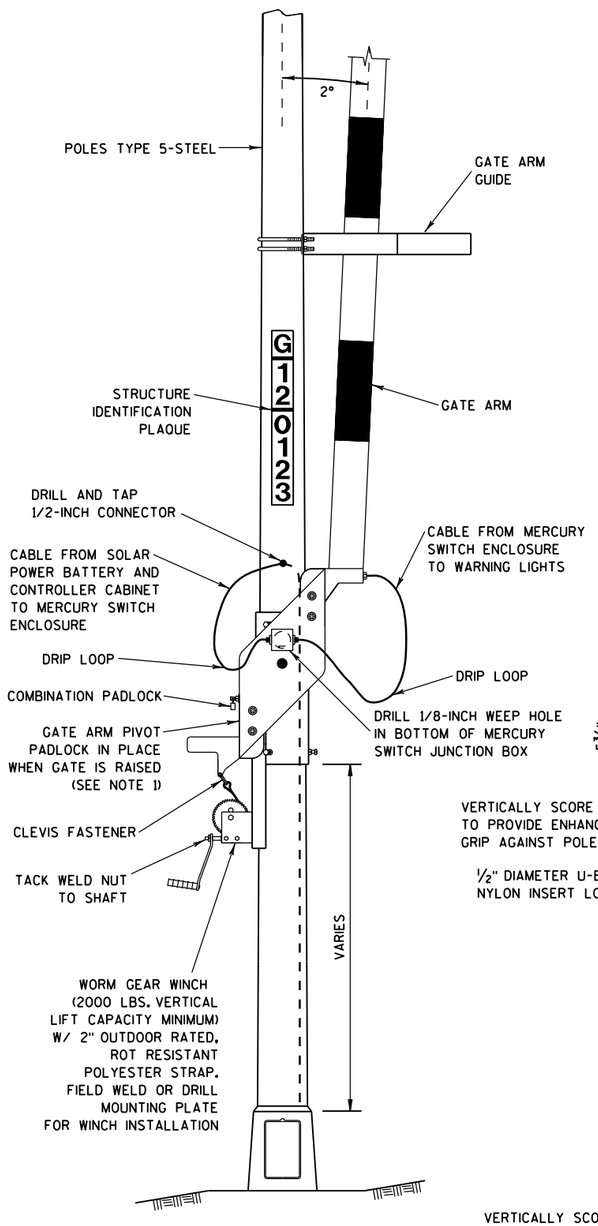
# GENERAL NOTES

1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL AND PADLOCKED IN PLACE.

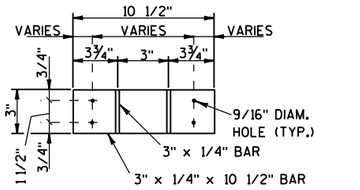
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

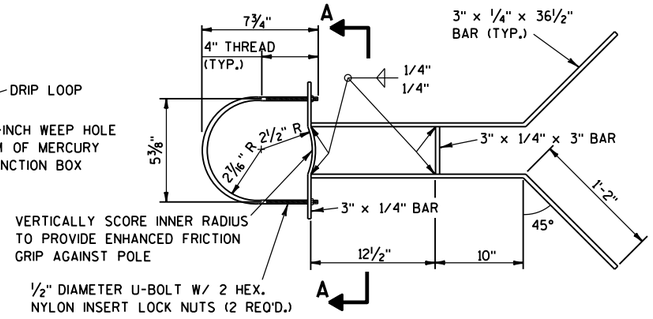
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF 1/2" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



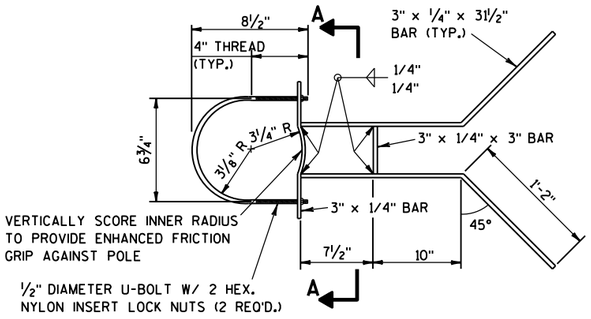

GATE PIVOT ASSEMBLY



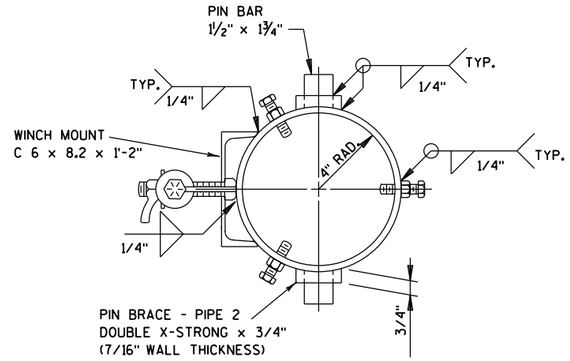

SECTION A-A
U-BOLTS NOT SHOWN



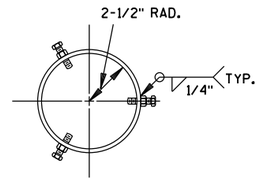

UPPER GATE ARM GUIDE DETAIL



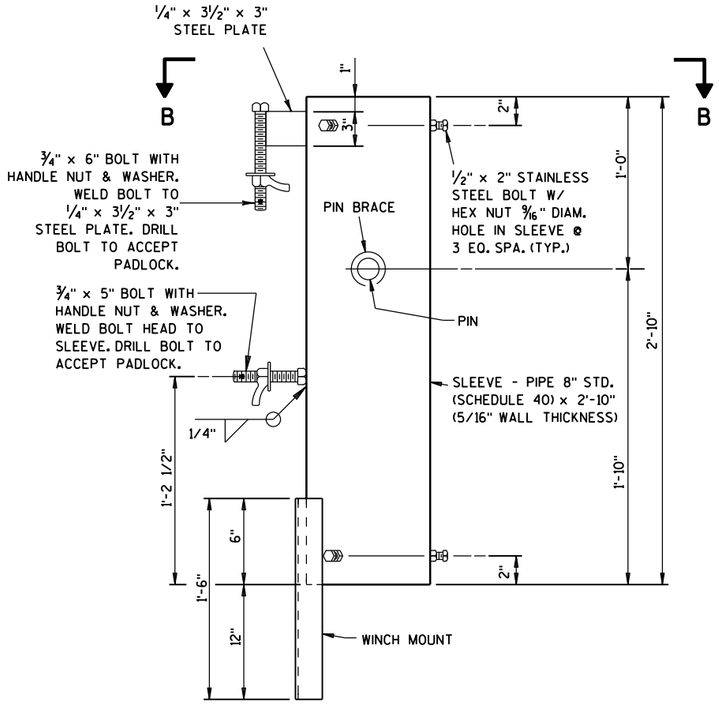

LOWER GATE ARM GUIDE DETAIL



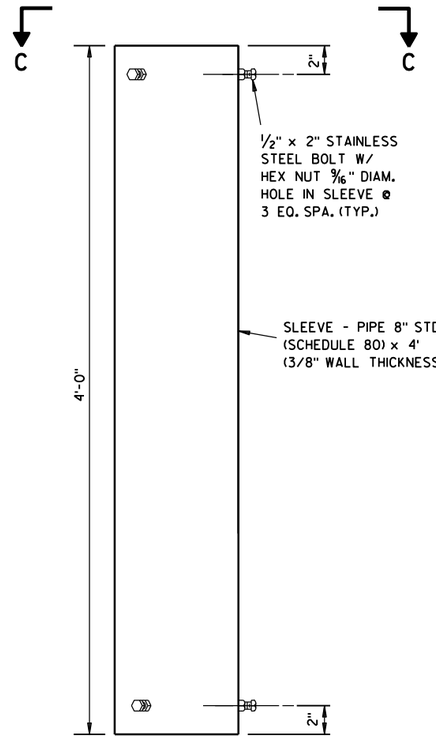

SECTION B-B




SECTION C-C




PIVOT SLEEVE DETAIL




TOP COLLAR

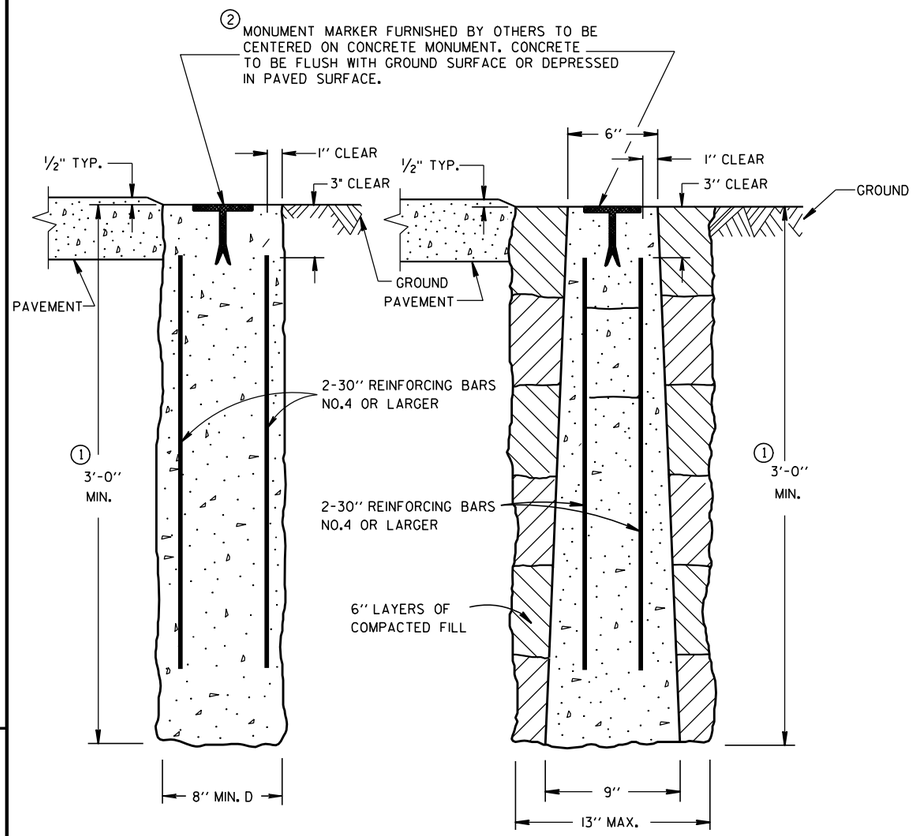
RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE
/S/ Bill Wondrachek
STATE TRAFFIC ENGINEERING AND MANAGEMENT
FHWA



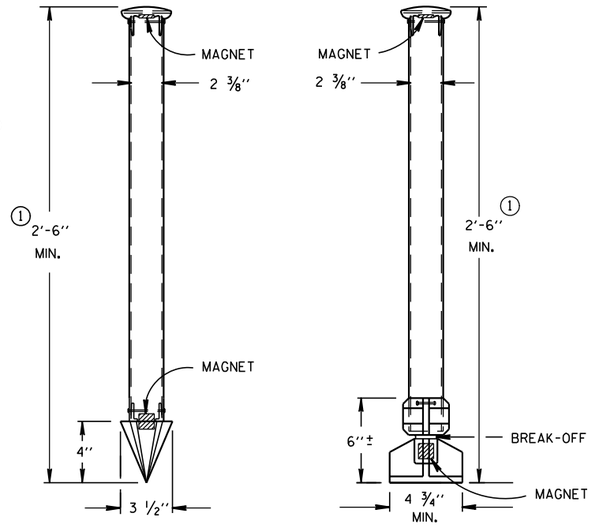

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S.D.D. 15 D 34-1d




CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A




TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

## 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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

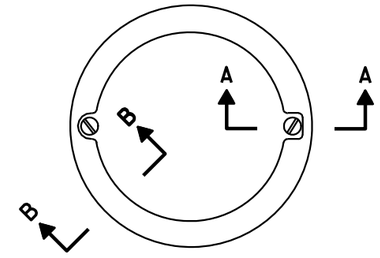
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

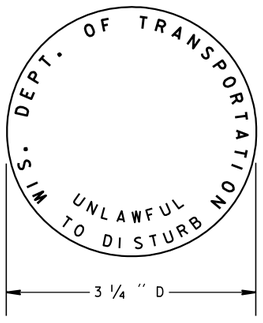
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

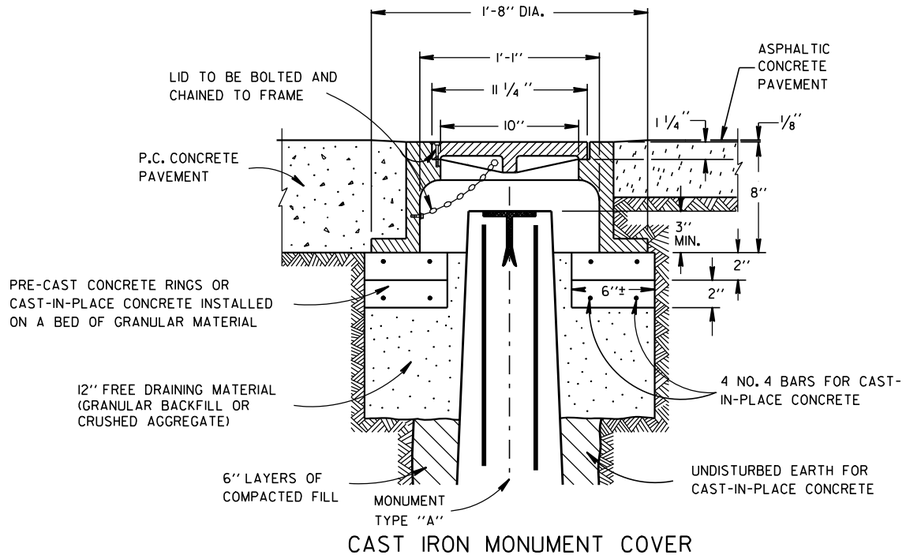
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.




TOP VIEW

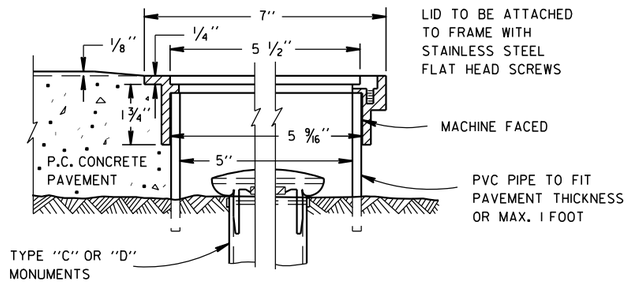



② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"




CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)




SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

**LANDMARK REFERENCE MOUNMENTS AND COVERS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/22/1999 DATE

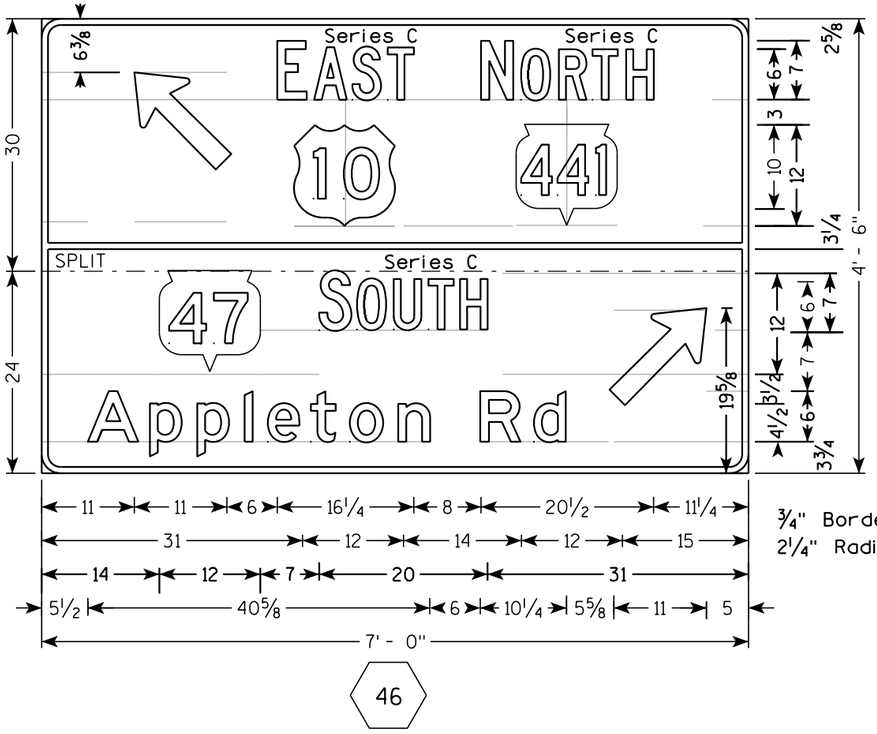
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

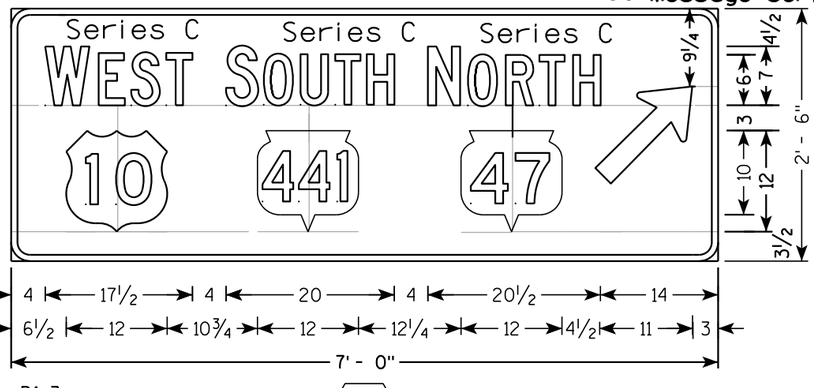

6
S.D.D. 16 A 1-6

## NOTES

1. All Sign Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown

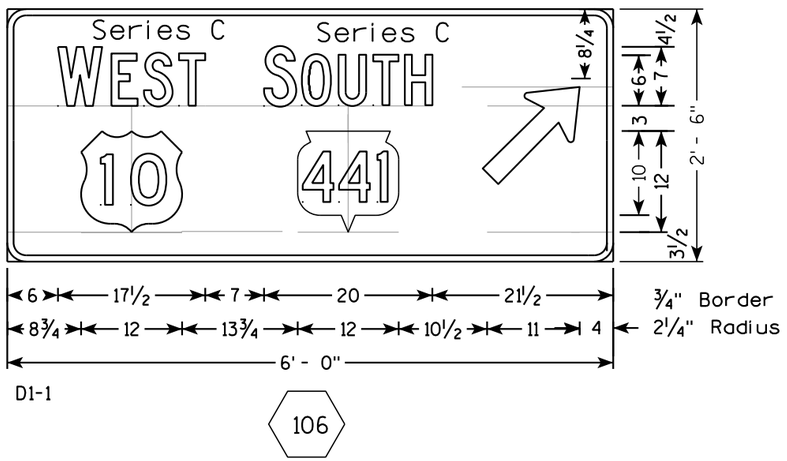



46



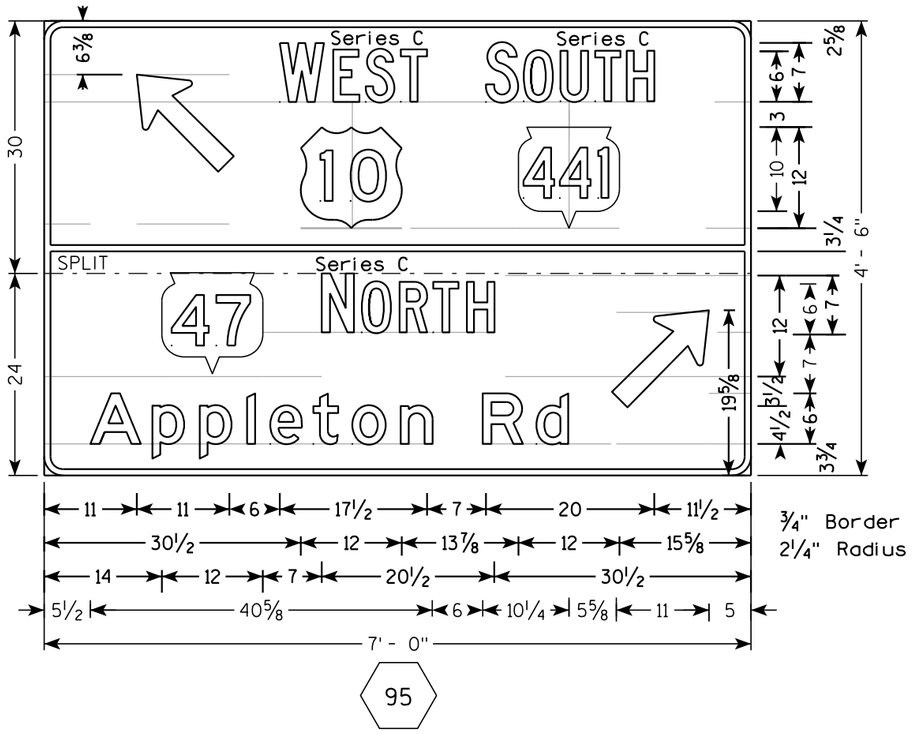

D1-3

62




D1-1

106




95

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | SIGN DETAILS | SHEET NO: 509 | E |
|---|---|---|---|---|---|

FILE NAME : N:\spo\traffic\SIGNING\Projects\1517-75-78 STH 441-USH 10 STH 47 Int\070101_sd.DGN PLOT DATE : 26-NOV-2013 07:44 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 18:1

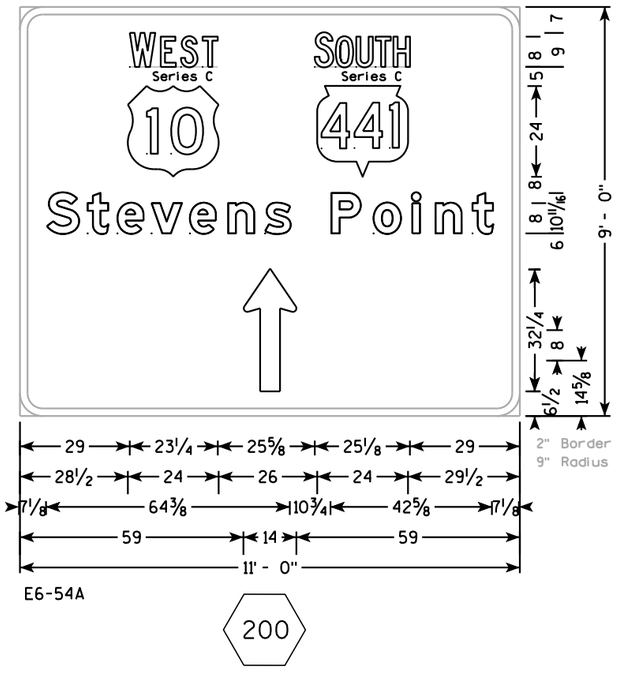
WISDOT/CADDS SHEET 42

7

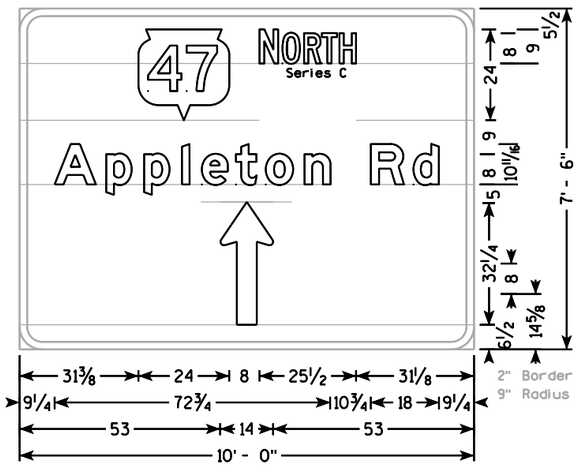
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NOTES

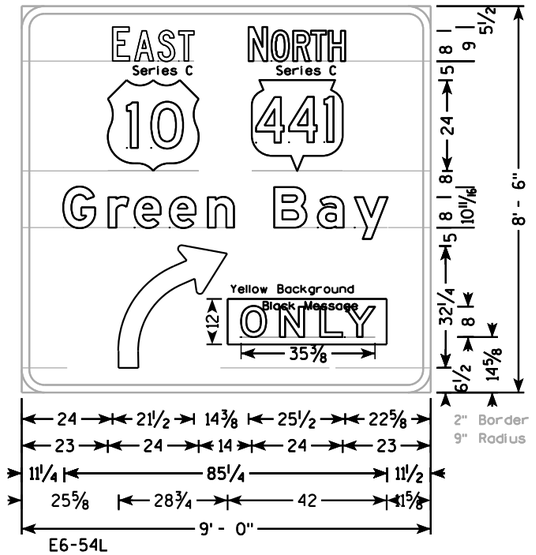
1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as Shown




200




201 206

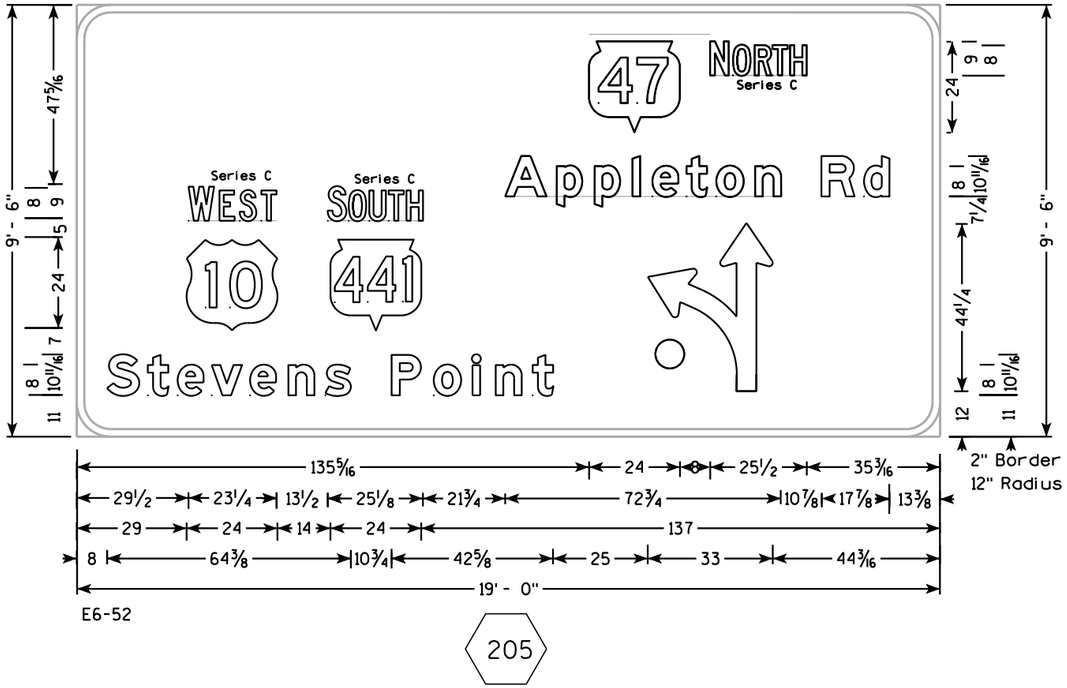



202

7

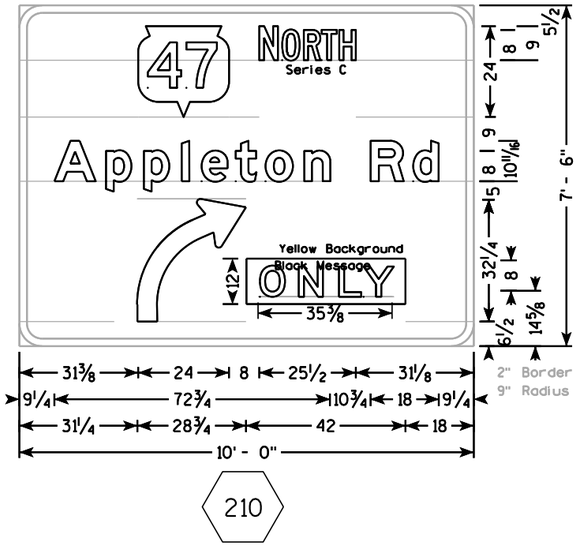
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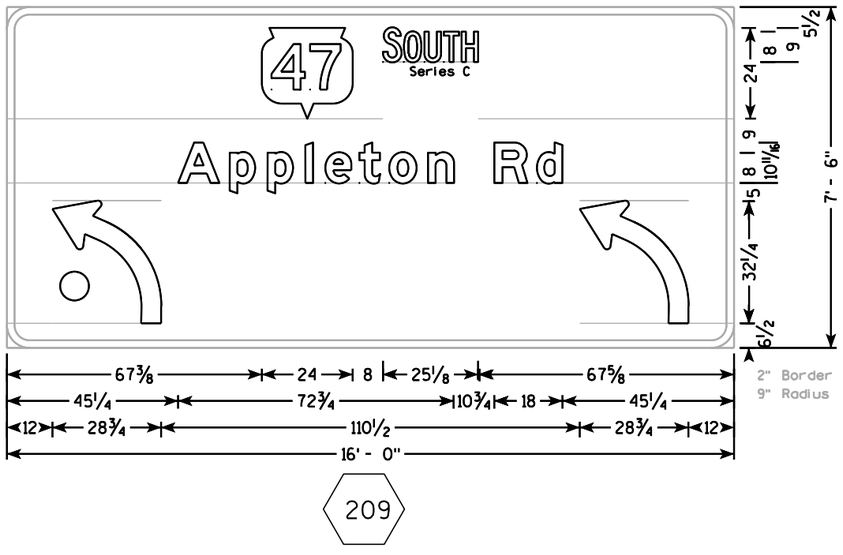
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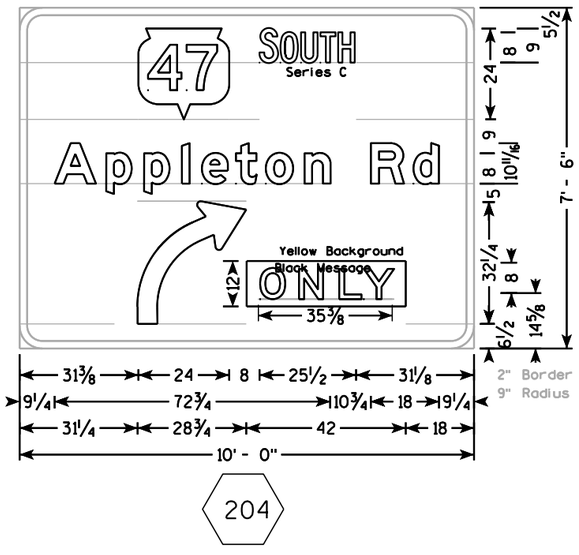


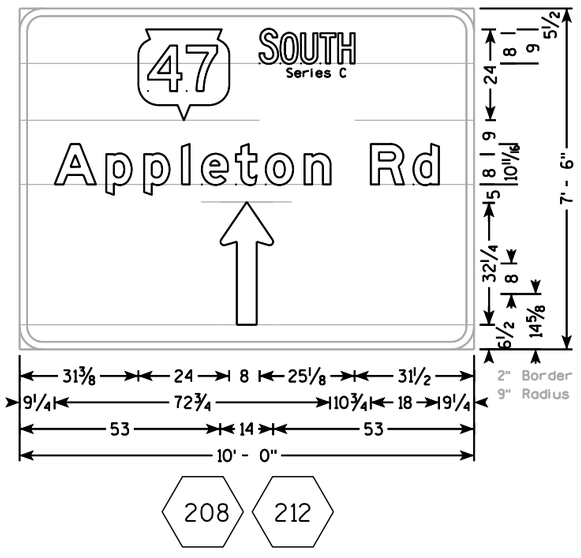

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as Shown



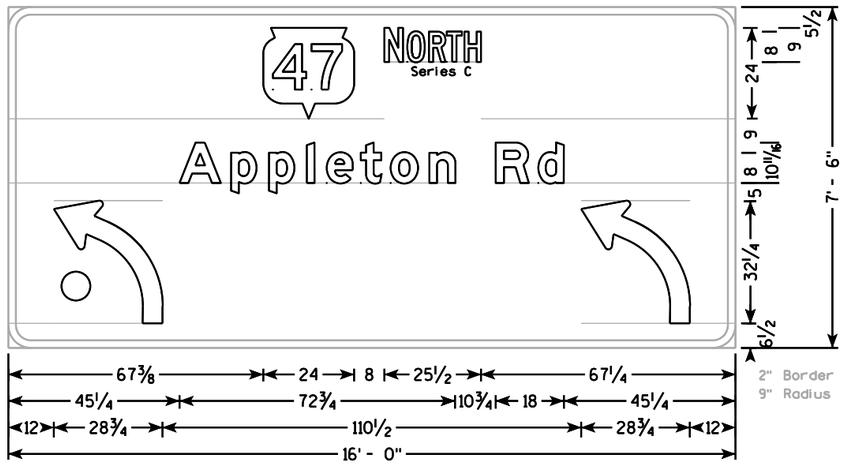

7

7

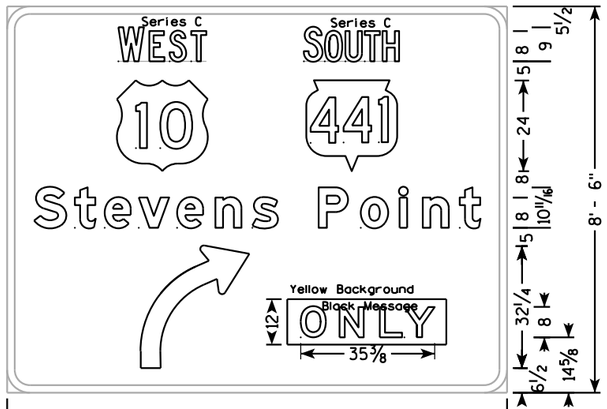
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|---|---|---|---|---|---|

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
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   Message - White
3. Message Series - E except as Shown

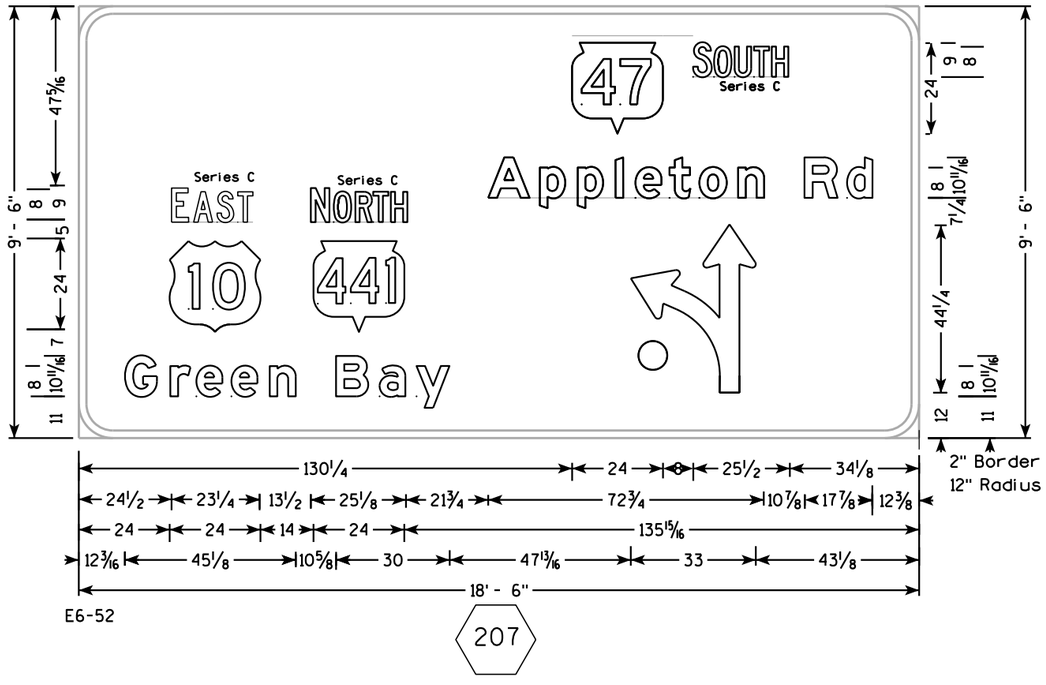



203



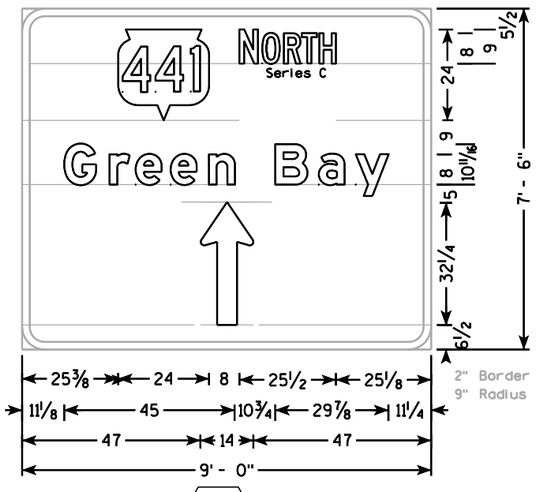

E6-54R

213




E6-52

207




211

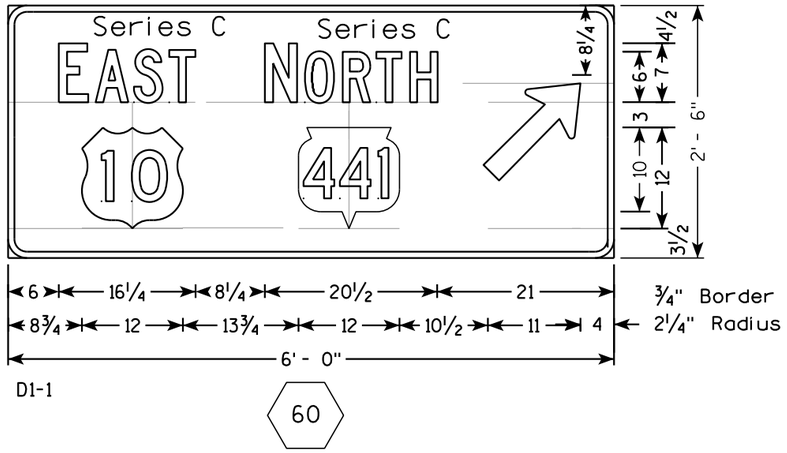
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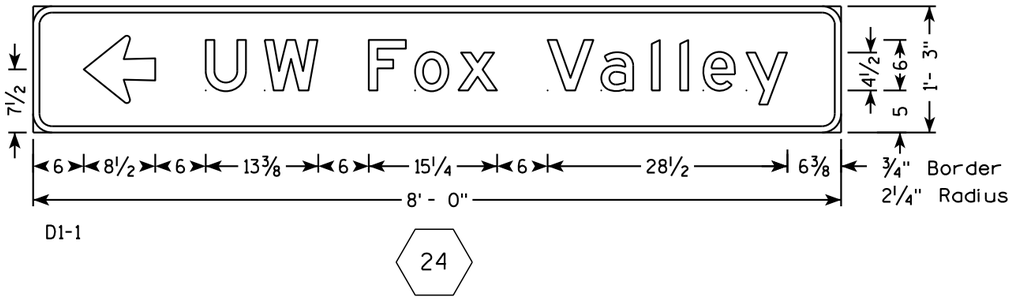
FILE NAME : N:\spo\traffic\SIGNING\Projects\1517-75-78 STH 441-USH 10 STH 47 Int\070104_sd.DGN PLOT DATE : 26-NOV-2013 07:44 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 40:1

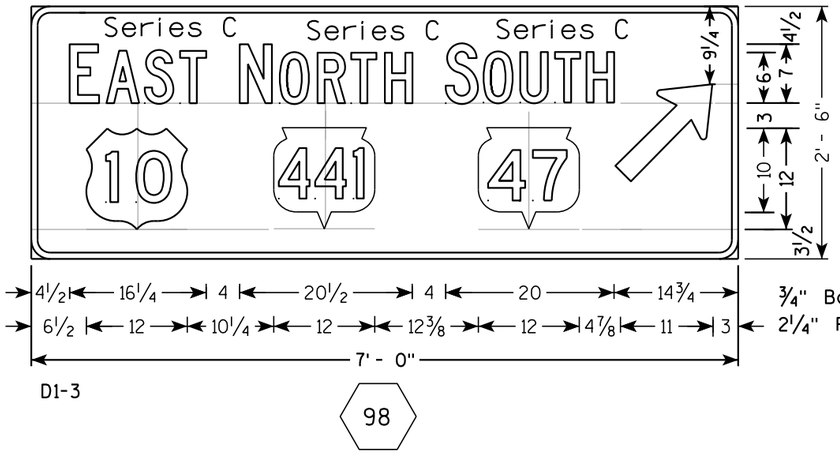
WISDOT/CADDS SHEET 42

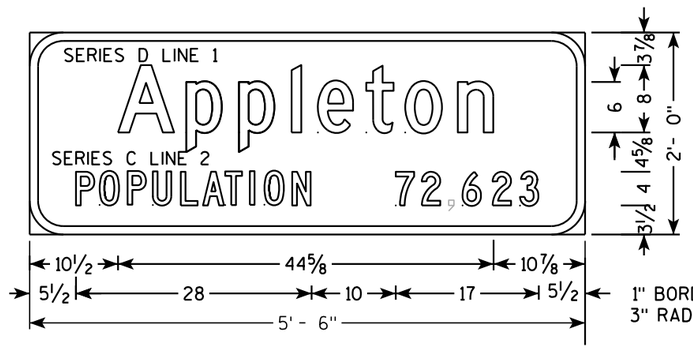
NOTES

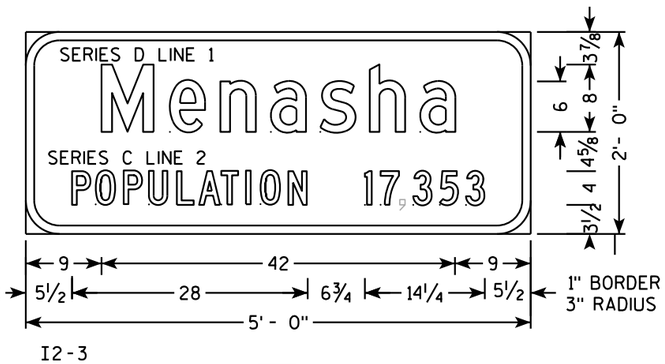
1. All Sign Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown



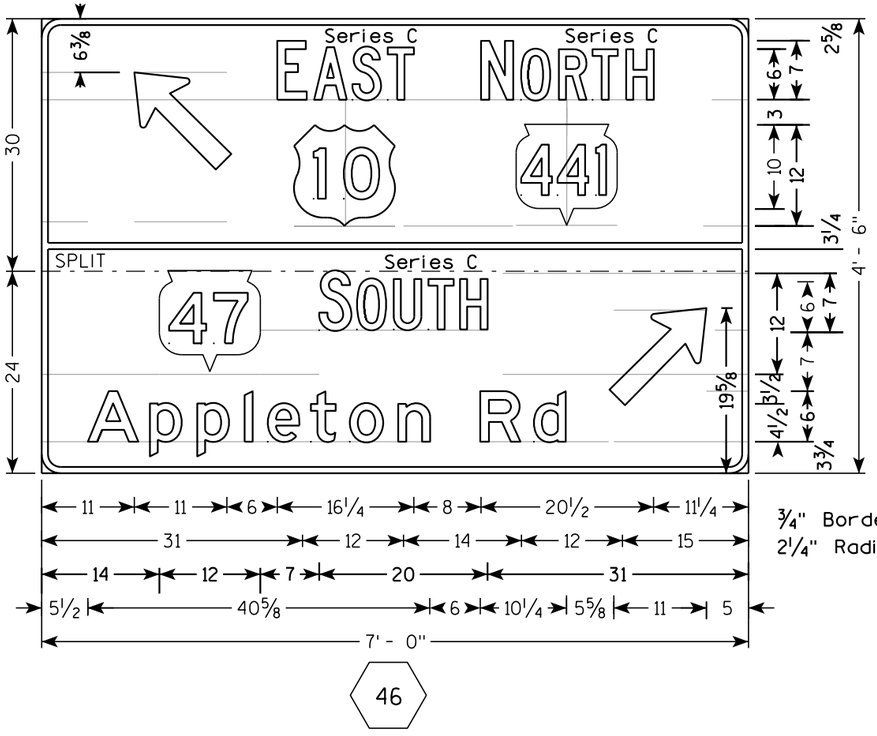

7

7

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | SIGN DETAILS | SHEET NO: 513 | E |
|---|---|---|---|---|---|

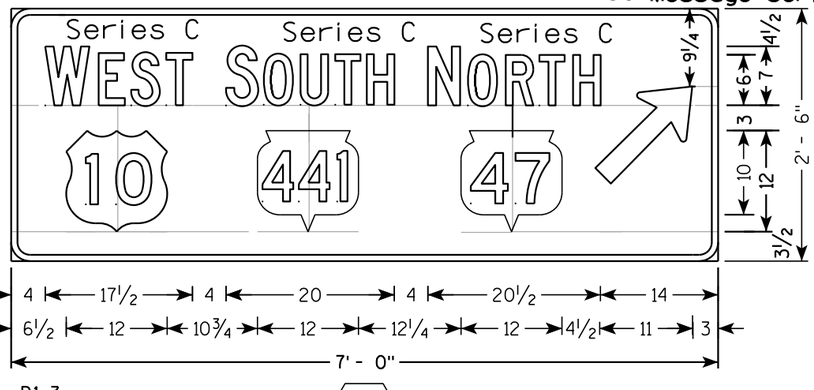
## NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown

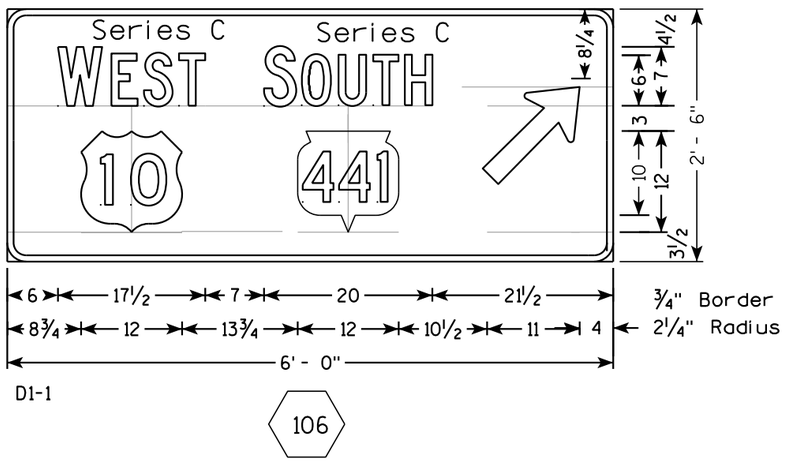



D1-3

46

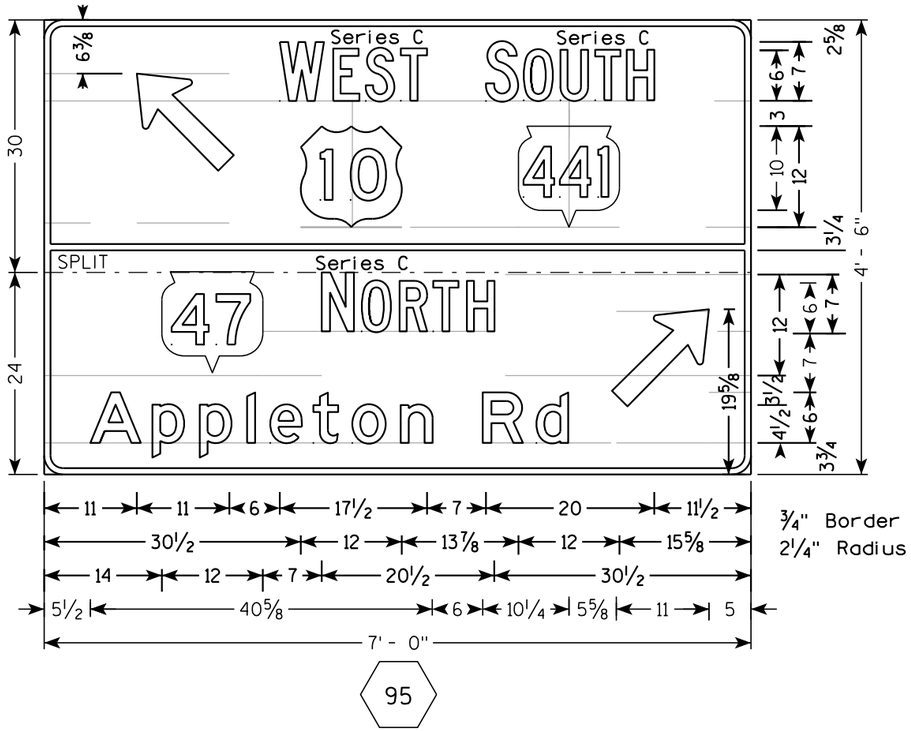



62




D1-1

106



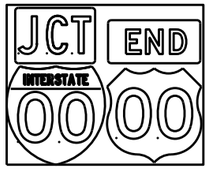

95

| PROJECT NO: 1517-75-78 | HWY: USH 10 | COUNTY: WINNEBAGO | SIGN DETAILS | SHEET NO: 514 | E |
|---|---|---|---|---|---|

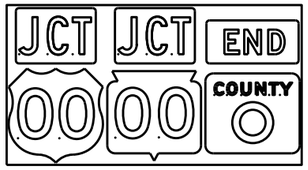
## TYPICAL ASSEMBLIES



J1-1



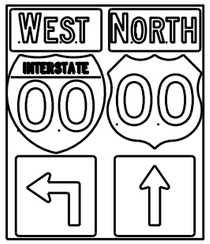
J1-2



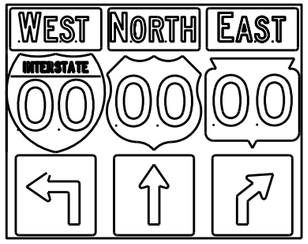
J1-3



J2-1



J2-2

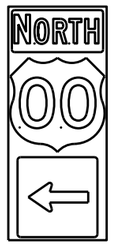


J2-3

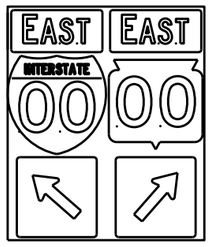


JV

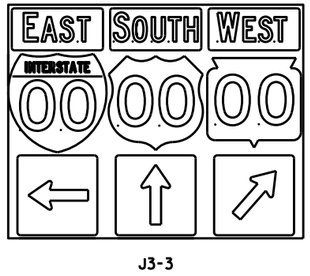
( Typical Vertical J-Assembly
See Note 10 and 11 )



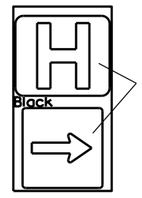
J3-1



J3-2



J3-3

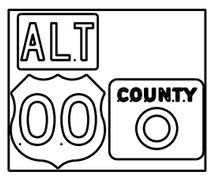


Blue Background

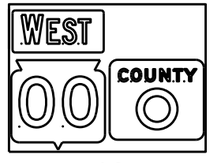
JH-1



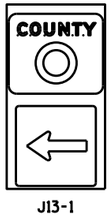
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

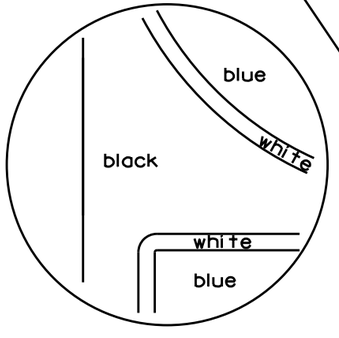


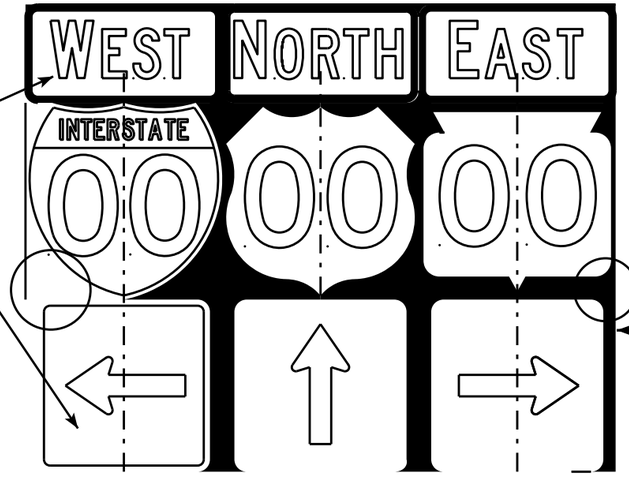
J23-1

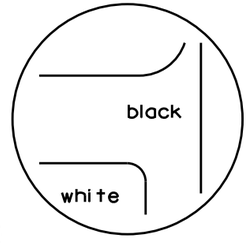


J22-1

[blue background with interstate]




[black background]

### NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

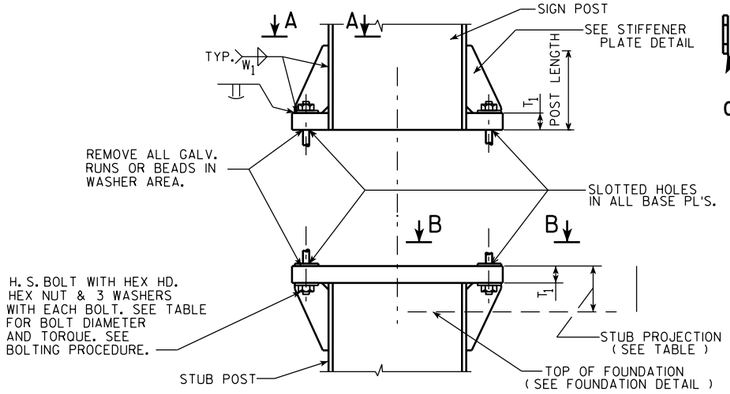
DATE 2/06/14 PL... A2-1S.8



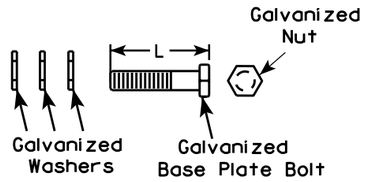
PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42




## SIGN POST AND STUB POST ELEVATION

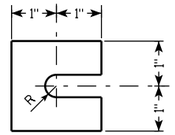






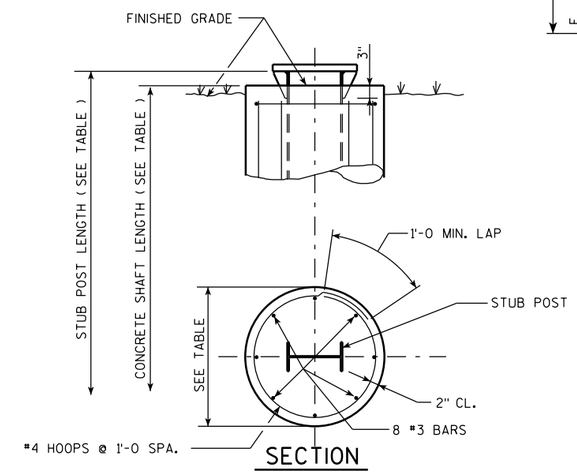
## STIFFENER PLATE DETAIL

( SEE TABLE FOR DIMENSIONS )

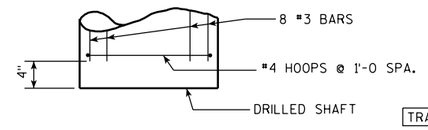



FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

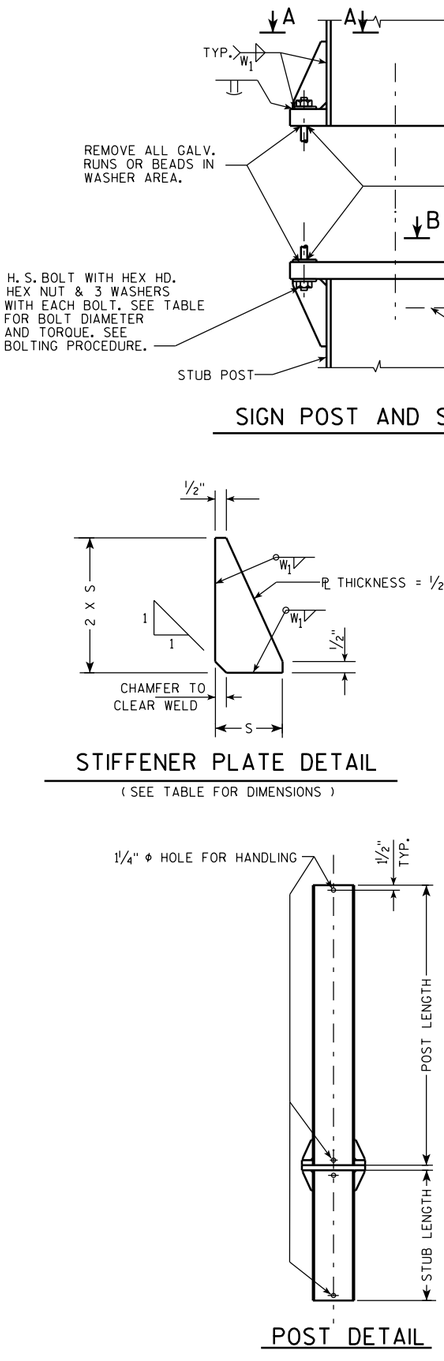
## SHIM DETAIL




## SECTION




## FOUNDATION DETAIL



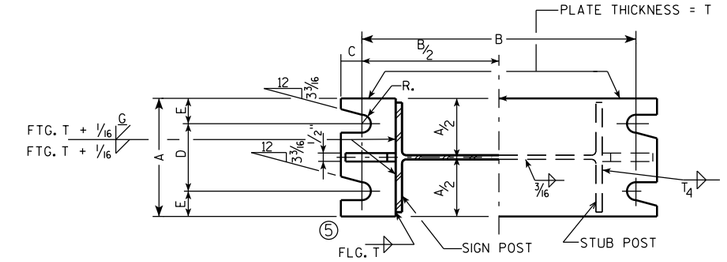

## POST DETAIL

| QUANTITIES FOR 1 FOOTING | | |
|---|---|---|
| | CONC. MASONRY C.Y. | REINF. STEEL LBS. |
| A | 0.6 | 34 |
| B | 0.8 | 49 |
| C | 0.9 | 50 |
| D | 0.9 | 56 |
| E | 1.0 | 62 |
| | | |

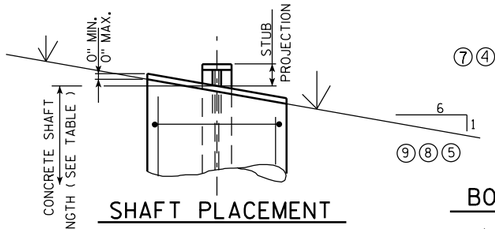
⑦

| REINF. | TYPE | #3 | #4 |
|---|---|---|---|
| | A | 8 @ 4'-5 | 5 @ 6'-3 |
| | B | 8 @ 6'-5 | 7 @ 6'-3 |
| | C | 8 @ 6'-11 | 7 @ 6'-3 |
| | D | 8 @ 7'-5 | 8 @ 6'-3 |
| | E | 8 @ 7'-11 | 9 @ 6'-3 |

⑦




## SECTION A-A SECTION B-B




## SHAFT PLACEMENT

## DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

| GROUP LOADS | PERCENT OF ALLOWABLE STRESS |
|---|---|
| 1. DEAD | 100 |
| 2. DEAD & WIND | 140 |
| 3. DEAD, ICE & ½ WIND[4] | 140 [4]25 P.S.F. MIN. |

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

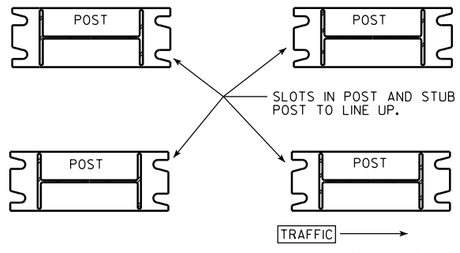
## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

## BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. ( SEE TABLE )
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.




## POST SLOT ORIENTATION ⑦

| L | X | TYPE | DIMENSION / POST SIZE | BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE | A | B | C | D | E | $T_1$ | $T_4$ | $W_1$ | R | S | FOUNDATION DATA: STUB LENGTH | STUB PROJECTION | SHAFT DIAMETER | SHAFT LENGTH | ② K |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 ¾ | ④ | A | W10"X12.0 #/FT. | ¾" Φ @ 75#-FT. | 5¼" | 1'-0⅜ | ⅞" | 3½" | ⅞" | 1" | 3/16" | 5/16" | 13/32" | 2⅛" | 3'-6 | 3" | 2'-0 Φ | 5'-0 | 76.0# ④ |
| 4 ¾ | ④ | B | W12"X16.0 #/FT. | ⅞" Φ @ 85#-FT. | 5½" | 1'-4¼ | 1" | 3½" | 1" | 1¼" | ¼" | 5/16" | 15/32" | 3" | 5'-6 | 3" | 2'-0 Φ | 7'-0 | 146.5# ④ |
| 5 | | C | W12"X19.0 #/FT. | ⅞" Φ @ 85#-FT. | 5½" | 1'-4¼ | 1" | 3½" | 1" | 1½" | 5/16" | 5/16" | 15/32" | 3" | 6'-0 | 3" | 2'-0 Φ | 7'-6 | 182.1# |
| 5 | | D | W12"X22.0 #/FT. | ⅞" Φ @ 85#-FT. | 5½" | 1'-4¼ | 1" | 3½" | 1" | 1½" | ⅜" | 5/16" | 15/32" | 3" | 6'-6 | 3" | 2'-0 Φ | 8'-0 | 210.5# |
| 5 | ③ | E | W12"X26.0 #/FT. | 1" Φ @ 90#-FT. | 7" | 1'-4¼ | 1¼" | 4" | 1½" | 1½" | ⅜" | 5/16" | 11/32" | 3" | 7'-0 | 3" | 2'-0 Φ | 8'-6 | 293.0# ③ |
| | | | | | | | | | | | | | | | | | | | |

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. ( 1 POST ) = K+ ( POST LENGTH X POST WT. )
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO. A3-1.15

| | | |
|---|---|---|
| ⑩ | 1-21-14 | LUBRICATION OF BASE BOLTS |
| ⑨ | 4-26-11 | REMOVE NON-GALVANIZED |
| ⑧ | 10-30-96 | NOT GALVANIZED/GALVANIZED |
| ⑦ | 10-30-92 | QUANT., A588 EXCEPT., ADD SLOT VIEW |
| ⑥ | 8-24-87 | BASE CONN. WELD |
| ⑤ | 10-13-81 | BASE CONN. WELD & FUSE PL WASHERS |
| ④ | 10-19-79 | POST A & B, A572 GR. 50, & K |
| ② | 11-28-78 | "K" ③ 4-23-79 TYPE "E" |
| ① | 5-4-78 | $T_1$ , $T_2$ & $W_1$ |
| NO. | DATE | REVISION |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

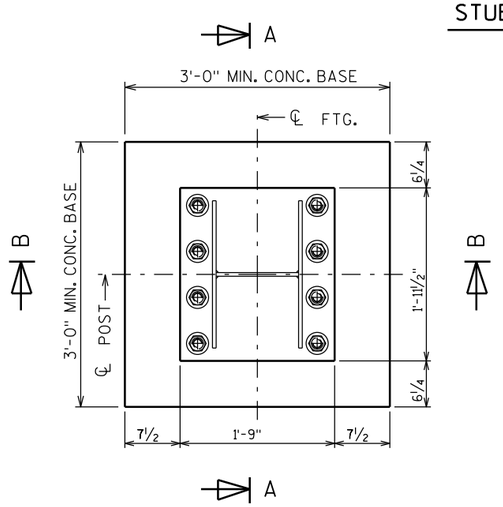
| CONST. SPEC. 2011 | DRAWN BY JPH | PLANS CK'D. |
|---|---|---|

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

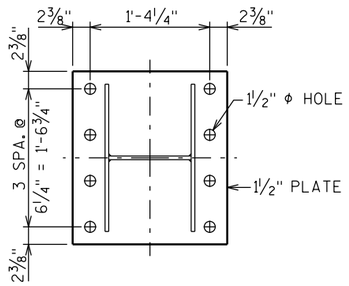
SHEET 516

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

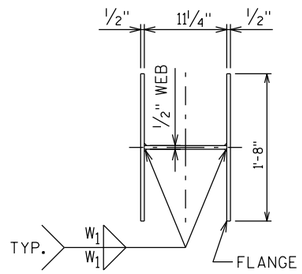
## STUB AND MASONRY ANCHOR DETAILS




STUB SECTION



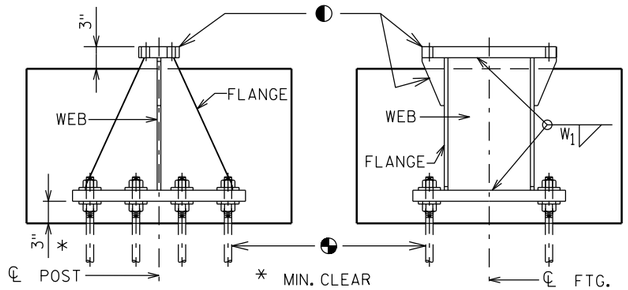

BASE PLATE



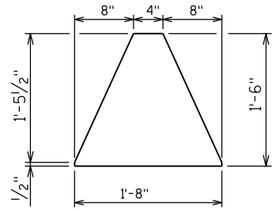

STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.




SECTION A SECTION B



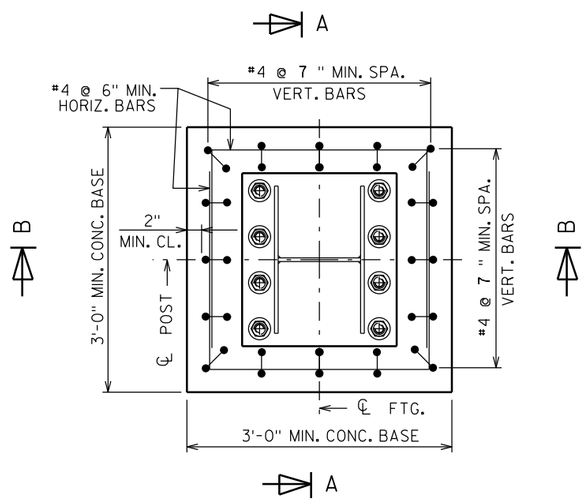

FLANGE

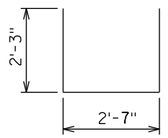
### GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

## CONCRETE BASE AND REINFORCING STEEL DETAILS

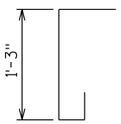
### CONCRETE BASE SECTION



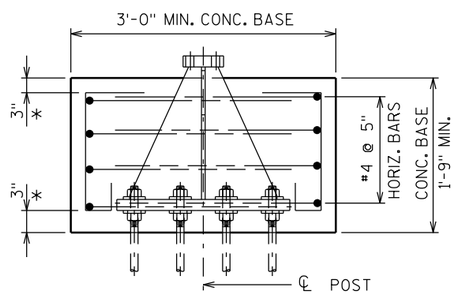

HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



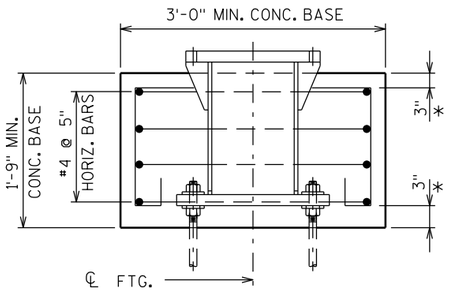

VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED




SECTION A

* MIN. CLEAR




SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLATE 517 A3-1M.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

VERITCAL DIMENSION ⇨

HORIZONTAL DIMENSION ⇩

| ⇩ \ ⇨ | 2.5 ft. | 3 ft. | 3.5 ft. | 4 ft. | 4.5 ft. | 5 ft. | 5.5 ft. | 6 ft. | 6.5 ft. | 7 ft. | 7.5 ft. | 8 ft. | 8.5 ft. | 9 ft. | 9.5 ft. | 10 ft. | 10.5 ft. | 11 ft. | 11.5 ft. | 12 ft. | 12.5 ft. | 13 ft. | 13.5 ft. | 14 ft. | 14.5 ft. | 15 ft. | 15.5 ft. | 16 ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 ft. | 25 Sq. Ft | 30 Sq. Ft | 35 Sq. Ft | 40 Sq. Ft | 45 Sq. Ft | 50 Sq. Ft | 55 Sq. Ft | 60 Sq. Ft | 65 Sq. Ft | 70 Sq. Ft | 75 Sq. Ft | 80 Sq. Ft | 85 Sq. Ft | 90 Sq. Ft | 95 Sq. Ft | 100 Sq. Ft | 105 Sq. Ft | 110 Sq. Ft | 115 Sq. Ft | 120 Sq. Ft | 125 Sq. Ft | 130 Sq. Ft | 135 Sq. Ft | 140 Sq. Ft | 145 Sq. Ft | 150 Sq. Ft | 155 Sq. Ft | 160 Sq. Ft |
| 11 ft. | 27.5 Sq. Ft | 33 Sq. Ft | 38.5 Sq. Ft | 44 Sq. Ft | 49.5 Sq. Ft | 55 Sq. Ft | 60.5 Sq. Ft | 66 Sq. Ft | 71.5 Sq. Ft | 77 Sq. Ft | 82.5 Sq. Ft | 88 Sq. Ft | 93.5 Sq. Ft | 99 Sq. Ft | 104.5 Sq. Ft | 110 Sq. Ft | 115.5 Sq. Ft | 121 Sq. Ft | 126.5 Sq. Ft | 132 Sq. Ft | 137.5 Sq. Ft | 143 Sq. Ft | 148.5 Sq. Ft | 154 Sq. Ft | 159.5 Sq. Ft | 165 Sq. Ft | 170.5 Sq. Ft | 176 Sq. Ft |
| 12 ft. | 30 Sq. Ft | 36 Sq. Ft | 42 Sq. Ft | 48 Sq. Ft | 54 Sq. Ft | 60 Sq. Ft | 66 Sq. Ft | 72 Sq. Ft | 78 Sq. Ft | 84 Sq. Ft | 90 Sq. Ft | 96 Sq. Ft | 102 Sq. Ft | 108 Sq. Ft | 114 Sq. Ft | 120 Sq. Ft | 126 Sq. Ft | 132 Sq. Ft | 138 Sq. Ft | 144 Sq. Ft | 150 Sq. Ft | 156 Sq. Ft | 162 Sq. Ft | 168 Sq. Ft | 174 Sq. Ft | 180 Sq. Ft | 186 Sq. Ft | 192 Sq. Ft |
| 13 ft. | 32.5 Sq. Ft | 39 Sq. Ft | 45.5 Sq. Ft | 52 Sq. Ft | 58.5 Sq. Ft | 65 Sq. Ft | 71.5 Sq. Ft | 78 Sq. Ft | 84.5 Sq. Ft | 91 Sq. Ft | 97.5 Sq. Ft | 104 Sq. Ft | 110.5 Sq. Ft | 117 Sq. Ft | 123.5 Sq. Ft | 130 Sq. Ft | 136.5 Sq. Ft | 143 Sq. Ft | 149.5 Sq. Ft | 156 Sq. Ft | 162.5 Sq. Ft | 169 Sq. Ft | 175.5 Sq. Ft | 182 Sq. Ft | 188.5 Sq. Ft | 195 Sq. Ft | 201.5 Sq. Ft | 208 Sq. Ft |
| 14 ft. | 35 Sq. Ft | 42 Sq. Ft | 49 Sq. Ft | 56 Sq. Ft | 63 Sq. Ft | 70 Sq. Ft | 77 Sq. Ft | 84 Sq. Ft | 91 Sq. Ft | 98 Sq. Ft | 105 Sq. Ft | 112 Sq. Ft | 119 Sq. Ft | 126 Sq. Ft | 133 Sq. Ft | 140 Sq. Ft | 147 Sq. Ft | 154 Sq. Ft | 161 Sq. Ft | 168 Sq. Ft | 175 Sq. Ft | 182 Sq. Ft | 189 Sq. Ft | 196 Sq. Ft | 203 Sq. Ft | 210 Sq. Ft | 217 Sq. Ft | 224 Sq. Ft |
| 15 ft. | 37.5 Sq. Ft | 45 Sq. Ft | 52.5 Sq. Ft | 60 Sq. Ft | 67.5 Sq. Ft | 75 Sq. Ft | 82.5 Sq. Ft | 90 Sq. Ft | 97.5 Sq. Ft | 105 Sq. Ft | 112.5 Sq. Ft | 120 Sq. Ft | 127.5 Sq. Ft | 135 Sq. Ft | 142.5 Sq. Ft | 150 Sq. Ft | 157.5 Sq. Ft | 165 Sq. Ft | 172.5 Sq. Ft | 180 Sq. Ft | 187.5 Sq. Ft | 195 Sq. Ft | 202.5 Sq. Ft | 210 Sq. Ft | 217.5 Sq. Ft | 225 Sq. Ft | 232.5 Sq. Ft | 240 Sq. Ft |
| 16 ft. | 40 Sq. Ft | 48 Sq. Ft | 56 Sq. Ft | 64 Sq. Ft | 72 Sq. Ft | 80 Sq. Ft | 88 Sq. Ft | 96 Sq. Ft | 104 Sq. Ft | 112 Sq. Ft | 120 Sq. Ft | 128 Sq. Ft | 136 Sq. Ft | 144 Sq. Ft | 152 Sq. Ft | 160 Sq. Ft | 168 Sq. Ft | 176 Sq. Ft | 184 Sq. Ft | 192 Sq. Ft | 200 Sq. Ft | 208 Sq. Ft | 216 Sq. Ft | 224 Sq. Ft | 232 Sq. Ft | 240 Sq. Ft | 248 Sq. Ft | 256 Sq. Ft |
| 17 ft. | 42.5 Sq. Ft | 51 Sq. Ft | 59.5 Sq. Ft | 68 Sq. Ft | 76.5 Sq. Ft | 85 Sq. Ft | 93.5 Sq. Ft | 102 Sq. Ft | 110.5 Sq. Ft | 119 Sq. Ft | 127.5 Sq. Ft | 136 Sq. Ft | 144.5 Sq. Ft | 153 Sq. Ft | 161.5 Sq. Ft | 170 Sq. Ft | 178.5 Sq. Ft | 187 Sq. Ft | 195.5 Sq. Ft | 204 Sq. Ft | 212.5 Sq. Ft | 221 Sq. Ft | 229.5 Sq. Ft | 238 Sq. Ft | 246.5 Sq. Ft | 255 Sq. Ft | 263.5 Sq. Ft | 272 Sq. Ft |
| 18 ft. | 45 Sq. Ft | 54 Sq. Ft | 63 Sq. Ft | 72 Sq. Ft | 81 Sq. Ft | 90 Sq. Ft | 99 Sq. Ft | 108 Sq. Ft | 117 Sq. Ft | 126 Sq. Ft | 135 Sq. Ft | 144 Sq. Ft | 153 Sq. Ft | 162 Sq. Ft | 171 Sq. Ft | 180 Sq. Ft | 189 Sq. Ft | 198 Sq. Ft | 207 Sq. Ft | 216 Sq. Ft | 225 Sq. Ft | 234 Sq. Ft | 243 Sq. Ft | 252 Sq. Ft | 261 Sq. Ft | 270 Sq. Ft | 279 Sq. Ft | 288 Sq. Ft |
| 19 ft. | 47.5 Sq. Ft | 57 Sq. Ft | 66.5 Sq. Ft | 76 Sq. Ft | 85.5 Sq. Ft | 95 Sq. Ft | 104.5 Sq. Ft | 114 Sq. Ft | 123.5 Sq. Ft | 133 Sq. Ft | 142.5 Sq. Ft | 152 Sq. Ft | 161.5 Sq. Ft | 171 Sq. Ft | 180.5 Sq. Ft | 190 Sq. Ft | 199.5 Sq. Ft | 209 Sq. Ft | 218.5 Sq. Ft | 228 Sq. Ft | 237.5 Sq. Ft | 247 Sq. Ft | 256.5 Sq. Ft | 266 Sq. Ft | 275.5 Sq. Ft | 285 Sq. Ft | 294.5 Sq. Ft | 304 Sq. Ft |
| 20 ft. | 50 Sq. Ft | 60 Sq. Ft | 70 Sq. Ft | 80 Sq. Ft | 90 Sq. Ft | 100 Sq. Ft | 110 Sq. Ft | 120 Sq. Ft | 130 Sq. Ft | 140 Sq. Ft | 150 Sq. Ft | 160 Sq. Ft | 170 Sq. Ft | 180 Sq. Ft | 190 Sq. Ft | 200 Sq. Ft | 210 Sq. Ft | 220 Sq. Ft | 230 Sq. Ft | 240 Sq. Ft | 250 Sq. Ft | 260 Sq. Ft | 270 Sq. Ft | 280 Sq. Ft | 290 Sq. Ft | 300 Sq. Ft | 310 Sq. Ft | 320 Sq. Ft |
| 21 ft. | 52.5 Sq. Ft | 63 Sq. Ft | 73.5 Sq. Ft | 84 Sq. Ft | 94.5 Sq. Ft | 105 Sq. Ft | 115.5 Sq. Ft | 126 Sq. Ft | 136.5 Sq. Ft | 147 Sq. Ft | 157.5 Sq. Ft | 168 Sq. Ft | 178.5 Sq. Ft | 189 Sq. Ft | 199.5 Sq. Ft | 210 Sq. Ft | 220.5 Sq. Ft | 231 Sq. Ft | 241.5 Sq. Ft | 252 Sq. Ft | 262.5 Sq. Ft | 273 Sq. Ft | 283.5 Sq. Ft | 294 Sq. Ft | 304.5 Sq. Ft | 315 Sq. Ft | 325.5 Sq. Ft | 336 Sq. Ft |

Type "A" (2 Posts)
1.2 CY Conc.
68 LBs Bar Steel

Type "B" (2 Posts)
1.6 CY Conc.
98 LBs Bar Steel

Type "C" (2 Posts)
1.8 CY Conc.
100 LBs Bar Steel

Type "D" (2 Posts)
1.8 CY Conc.
112 LBs Bar Steel

Type "C" (3 Posts)
2.7 CY Conc.
150 LBs Bar Steel

**STEEL POST SIZE**

"A" - W10" x 12"
"B" - W12" x 16"
"C" - W12" x 19"
"D" - W12 x 22"

7

7

# DETERMINATION OF HIGH STRENGTH STRUCTURAL STEEL SIGN SUPPORT TYPE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/03/10 PLATE NO. A3-2.2

PROJECT NO: | SHEET NO: E

FILE NAME : C:\users\PROJECTS\tr_stdplate\A32.DGN PLOT DATE : 05-MAR-2010 10:10 PLOT BY : ditjph



WISDOT/CADDS SHEET 42

VERTICAL DIMENSION ⇨

HORIZONTAL DIMENSION ⇩

Type "A" (2 Posts) 1.2 CY Conc. 68 LBs Bar Steel

| ⇩ \ ⇨ | 2.5 ft. | 3 ft. | 3.5 ft. | 4 ft. | 4.5 ft. | 5 ft. | 5.5 ft. | 6 ft. | 6.5 ft. | 7 ft. | 7.5 ft. | 8 ft. | 8.5 ft. | 9 ft. | 9.5 ft. | 10 ft. | 10.5 ft. | 11 ft. | 11.5 ft. | 12 ft. | 12.5 ft. | 13 ft. | 13.5 ft. | 14 ft. | 14.5 ft. | 15 ft. | 15.5 ft. | 16 ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 ft. | 55 Sq. Ft | 66 Sq. Ft | 77 Sq. Ft | 88 Sq. Ft | 99 Sq. Ft | 110 Sq. Ft | 121 Sq. Ft | 132 Sq. Ft | 143 Sq. Ft | 154 Sq. Ft | 165 Sq. Ft | 176 Sq. Ft | 187 Sq. Ft | 198 Sq. Ft | 209 Sq. Ft | 220 Sq. Ft | 231 Sq. Ft | 242 Sq. Ft | 253 Sq. Ft | 264 Sq. Ft | 275 Sq. Ft | 286 Sq. Ft | 297 Sq. Ft | 308 Sq. Ft | 319 Sq. Ft | 330 Sq. Ft | 341 Sq. Ft | 352 Sq. Ft |
| 23 ft. | 57.5 Sq. Ft | 69 Sq. Ft | 80.5 Sq. Ft | 92 Sq. Ft | 103.5 Sq. Ft | 115 Sq. Ft | 126.5 Sq. Ft | 138 Sq. Ft | 149.5 Sq. Ft | 161 Sq. Ft | 172.5 Sq. Ft | 184 Sq. Ft | 195.5 Sq. Ft | 207 Sq. Ft | 218.5 Sq. Ft | 230 Sq. Ft | 241.5 Sq. Ft | 253 Sq. Ft | 264.5 Sq. Ft | 276 Sq. Ft | 287.5 Sq. Ft | 299 Sq. Ft | 310.5 Sq. Ft | 322 Sq. Ft | 333.5 Sq. Ft | 345 Sq. Ft | 356.5 Sq. Ft | 368 Sq. Ft |
| 24 ft. | 60 Sq. Ft | 72 Sq. Ft | 84 Sq. Ft | 96 Sq. Ft | 108 Sq. Ft | 120 Sq. Ft | 132 Sq. Ft | 144 Sq. Ft | 156 Sq. Ft | 168 Sq. Ft | 180 Sq. Ft | 192 Sq. Ft | 204 Sq. Ft | 216 Sq. Ft | 228 Sq. Ft | 240 Sq. Ft | 252 Sq. Ft | 264 Sq. Ft | 276 Sq. Ft | 288 Sq. Ft | 300 Sq. Ft | 312 Sq. Ft | 324 Sq. Ft | 336 Sq. Ft | 348 Sq. Ft | 360 Sq. Ft | 372 Sq. Ft | 384 Sq. Ft |
| 25 ft. | 62.5 Sq. Ft | 75 Sq. Ft | 87.5 Sq. Ft | 100 Sq. Ft | 112.5 Sq. Ft | 125 Sq. Ft | 137.5 Sq. Ft | 150 Sq. Ft | 162.5 Sq. Ft | 175 Sq. Ft | 187.5 Sq. Ft | 200 Sq. Ft | 212.5 Sq. Ft | 225 Sq. Ft | 237.5 Sq. Ft | 250 Sq. Ft | 262.5 Sq. Ft | 275 Sq. Ft | 287.5 Sq. Ft | 300 Sq. Ft | 312.5 Sq. Ft | 325 Sq. Ft | 337.5 Sq. Ft | 350 Sq. Ft | 362.5 Sq. Ft | 375 Sq. Ft | 387.5 Sq. Ft | 400 Sq. Ft |
| 26 ft. | 65 Sq. Ft | 78 Sq. Ft | 91 Sq. Ft | 104 Sq. Ft | 117 Sq. Ft | 130 Sq. Ft | 143 Sq. Ft | 156 Sq. Ft | 169 Sq. Ft | 182 Sq. Ft | 195 Sq. Ft | 208 Sq. Ft | 221 Sq. Ft | 234 Sq. Ft | 247 Sq. Ft | 260 Sq. Ft | 273 Sq. Ft | 286 Sq. Ft | 299 Sq. Ft | 312 Sq. Ft | 325 Sq. Ft | 338 Sq. Ft | 351 Sq. Ft | 364 Sq. Ft | 377 Sq. Ft | 390 Sq. Ft | 403 Sq. Ft | 416 Sq. Ft |
| 27 ft. | 67.5 Sq. Ft | 81 Sq. Ft | 94.5 Sq. Ft | 108 Sq. Ft | 121.5 Sq. Ft | 135 Sq. Ft | 148.5 Sq. Ft | 162 Sq. Ft | 175.5 Sq. Ft | 189 Sq. Ft | 202.5 Sq. Ft | 216 Sq. Ft | 229.5 Sq. Ft | 243 Sq. Ft | 256.5 Sq. Ft | 270 Sq. Ft | 283.5 Sq. Ft | 297 Sq. Ft | 310.5 Sq. Ft | 324 Sq. Ft | 337.5 Sq. Ft | 351 Sq. Ft | 364.5 Sq. Ft | 378 Sq. Ft | 391.5 Sq. Ft | 405 Sq. Ft | 418.5 Sq. Ft | 432 Sq. Ft |
| 28 ft. | 70 Sq. Ft | 84 Sq. Ft | 98 Sq. Ft | 112 Sq. Ft | 126 Sq. Ft | 140 Sq. Ft | 154 Sq. Ft | 168 Sq. Ft | 182 Sq. Ft | 196 Sq. Ft | 210 Sq. Ft | 224 Sq. Ft | 238 Sq. Ft | 252 Sq. Ft | 266 Sq. Ft | 280 Sq. Ft | 294 Sq. Ft | 308 Sq. Ft | 322 Sq. Ft | 336 Sq. Ft | 350 Sq. Ft | 364 Sq. Ft | 378 Sq. Ft | 392 Sq. Ft | 406 Sq. Ft | 420 Sq. Ft | 434 Sq. Ft | 448 Sq. Ft |
| 29 ft. | 72.5 Sq. Ft | 87 Sq. Ft | 101.5 Sq. Ft | 116 Sq. Ft | 130.5 Sq. Ft | 145 Sq. Ft | 159.5 Sq. Ft | 174 Sq. Ft | 188.5 Sq. Ft | 203 Sq. Ft | 217.5 Sq. Ft | 232 Sq. Ft | 246.5 Sq. Ft | 261 Sq. Ft | 275.5 Sq. Ft | 290 Sq. Ft | 304.5 Sq. Ft | 319 Sq. Ft | 333.5 Sq. Ft | 348 Sq. Ft | 362.5 Sq. Ft | 377 Sq. Ft | 391.5 Sq. Ft | 406 Sq. Ft | 420.5 Sq. Ft | 435 Sq. Ft | 449.5 Sq. Ft | 464 Sq. Ft |
| 30 ft. | 75 Sq. Ft | 90 Sq. Ft | 105 Sq. Ft | 120 Sq. Ft | 135 Sq. Ft | 150 Sq. Ft | 165 Sq. Ft | 180 Sq. Ft | 195 Sq. Ft | 210 Sq. Ft | 225 Sq. Ft | 240 Sq. Ft | 255 Sq. Ft | 270 Sq. Ft | 285 Sq. Ft | 300 Sq. Ft | 315 Sq. Ft | 330 Sq. Ft | 345 Sq. Ft | 360 Sq. Ft | 375 Sq. Ft | 390 Sq. Ft | 405 Sq. Ft | 420 Sq. Ft | 435 Sq. Ft | 450 Sq. Ft | 465 Sq. Ft | 480 Sq. Ft |
| 31 ft. | 77.5 Sq. Ft | 93 Sq. Ft | 108.5 Sq. Ft | 124 Sq. Ft | 139.5 Sq. Ft | 155 Sq. Ft | 170.5 Sq. Ft | 186 Sq. Ft | 201.5 Sq. Ft | 217 Sq. Ft | 232.5 Sq. Ft | 248 Sq. Ft | 263.5 Sq. Ft | 279 Sq. Ft | 294.5 Sq. Ft | 310 Sq. Ft | 325.5 Sq. Ft | 341 Sq. Ft | 356.5 Sq. Ft | 372 Sq. Ft | 387.5 Sq. Ft | 403 Sq. Ft | 418.5 Sq. Ft | 434 Sq. Ft | 449.5 Sq. Ft | 465 Sq. Ft | 480.5 Sq. Ft | 496 Sq. Ft |
| 32 ft. | 80 Sq. Ft | 96 Sq. Ft | 112 Sq. Ft | 128 Sq. Ft | 144 Sq. Ft | 160 Sq. Ft | 176 Sq. Ft | 192 Sq. Ft | 208 Sq. Ft | 224 Sq. Ft | 240 Sq. Ft | 256 Sq. Ft | 272 Sq. Ft | 288 Sq. Ft | 304 Sq. Ft | 320 Sq. Ft | 336 Sq. Ft | 352 Sq. Ft | 368 Sq. Ft | 384 Sq. Ft | 400 Sq. Ft | 416 Sq. Ft | 432 Sq. Ft | 448 Sq. Ft | 464 Sq. Ft | 480 Sq. Ft | 496 Sq. Ft | 512 Sq. Ft |
| 33 ft. | 82.5 Sq. Ft | 99 Sq. Ft | 115.5 Sq. Ft | 132 Sq. Ft | 148.5 Sq. Ft | 165 Sq. Ft | 181.5 Sq. Ft | 198 Sq. Ft | 214.5 Sq. Ft | 231 Sq. Ft | 247.5 Sq. Ft | 264 Sq. Ft | 280.5 Sq. Ft | 297 Sq. Ft | 313.5 Sq. Ft | 330 Sq. Ft | 346.5 Sq. Ft | 363 Sq. Ft | 379.5 Sq. Ft | 396 Sq. Ft | 412.5 Sq. Ft | 429 Sq. Ft | 445.5 Sq. Ft | 462 Sq. Ft | 478.5 Sq. Ft | 495 Sq. Ft | 511.5 Sq. Ft | 528 Sq. Ft |
| 34 ft. | 85 Sq. Ft | 102 Sq. Ft | 119 Sq. Ft | 136 Sq. Ft | 153 Sq. Ft | 170 Sq. Ft | 187 Sq. Ft | 204 Sq. Ft | 221 Sq. Ft | 238 Sq. Ft | 255 Sq. Ft | 272 Sq. Ft | 289 Sq. Ft | 306 Sq. Ft | 323 Sq. Ft | 340 Sq. Ft | 357 Sq. Ft | 374 Sq. Ft | 391 Sq. Ft | 408 Sq. Ft | 425 Sq. Ft | 442 Sq. Ft | 459 Sq. Ft | 476 Sq. Ft | 493 Sq. Ft | 510 Sq. Ft | 527 Sq. Ft | 544 Sq. Ft |
| 35 ft. | 87.5 Sq. Ft | 105 Sq. Ft | 122.5 Sq. Ft | 140 Sq. Ft | 157.5 Sq. Ft | 175 Sq. Ft | 192.5 Sq. Ft | 210 Sq. Ft | 227.5 Sq. Ft | 245 Sq. Ft | 262.5 Sq. Ft | 280 Sq. Ft | 297.5 Sq. Ft | 315 Sq. Ft | 332.5 Sq. Ft | 350 Sq. Ft | 367.5 Sq. Ft | 385 Sq. Ft | 402.5 Sq. Ft | 420 Sq. Ft | 437.5 Sq. Ft | 455 Sq. Ft | 472.5 Sq. Ft | 490 Sq. Ft | 507.5 Sq. Ft | 525 Sq. Ft | 542.5 Sq. Ft | 560 Sq. Ft |
| 36 ft. | 90 Sq. Ft | 108 Sq. Ft | 126 Sq. Ft | 144 Sq. Ft | 162 Sq. Ft | 180 Sq. Ft | 198 Sq. Ft | 216 Sq. Ft | 234 Sq. Ft | 252 Sq. Ft | 270 Sq. Ft | 288 Sq. Ft | 306 Sq. Ft | 324 Sq. Ft | 342 Sq. Ft | 360 Sq. Ft | 378 Sq. Ft | 396 Sq. Ft | 414 Sq. Ft | 432 Sq. Ft | 450 Sq. Ft | 468 Sq. Ft | 486 Sq. Ft | 504 Sq. Ft | 522 Sq. Ft | 540 Sq. Ft | 558 Sq. Ft | 576 Sq. Ft |

Type "B" (2 Posts)
1.6 CY Conc.
98 LBs Bar Steel

Type "C" (2 Posts)
1.8 CY Conc.
100 LBs Bar Steel

Type "D" (2 Posts)
1.8 CY Conc.
112 LBs Bar Steel

Type "C" (3 Posts)
2.7 CY Conc.
150 LBs Bar Steel

Type "D" (3 Posts)
2.7 CY Conc.
168 LBs Bar Steel

**STEEL POST SIZE**

"A" - W10" x 12"
"B" - W12" x 16"
"C" - W12" x 19"
"D" - W12 x 22"

# DETERMINATION OF HIGH STRENGTH STRUCTURAL STEEL SIGN SUPPORT TYPE

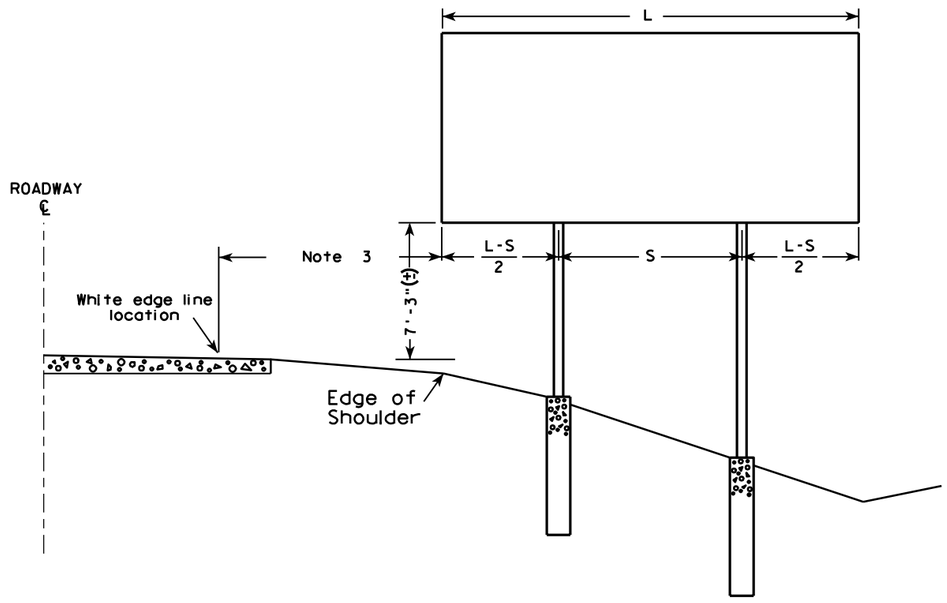
WISCONSIN DEPT OF TRANSPORTATION

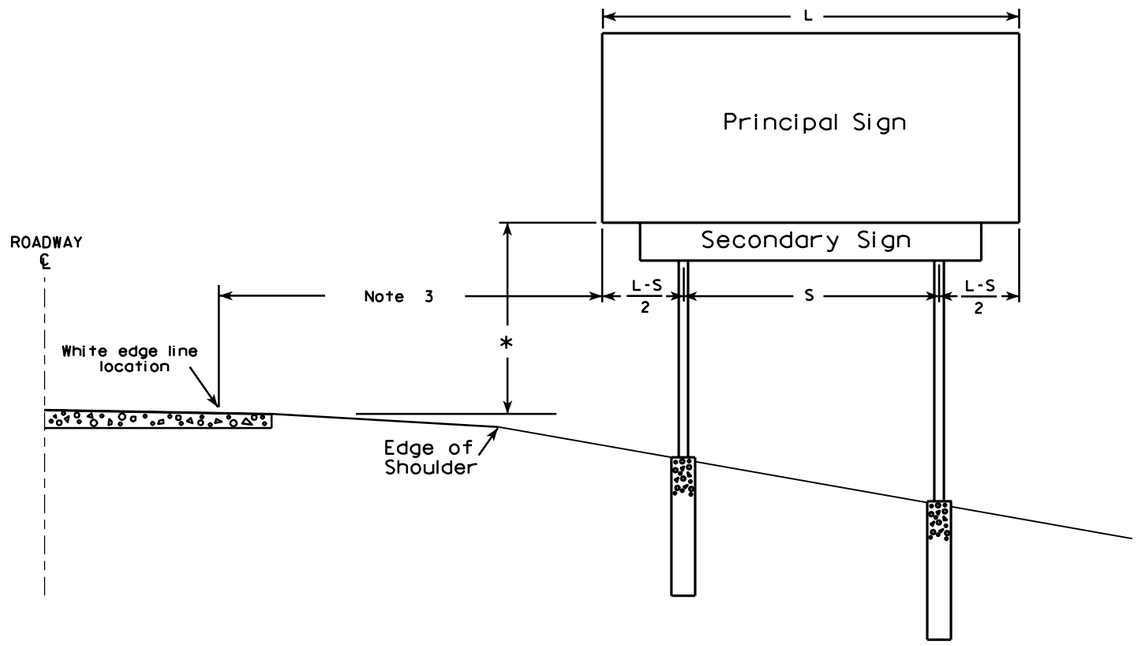
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/10 PLATE NO. A3-3.2

PROJECT NO: | SHEET NO: E

FILE NAME : C:\users\PROJECTS\tr_stdplate\A33.DGN PLOT DATE : 05-MAR-2010 10:07 PLOT BY : ditjph




## GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

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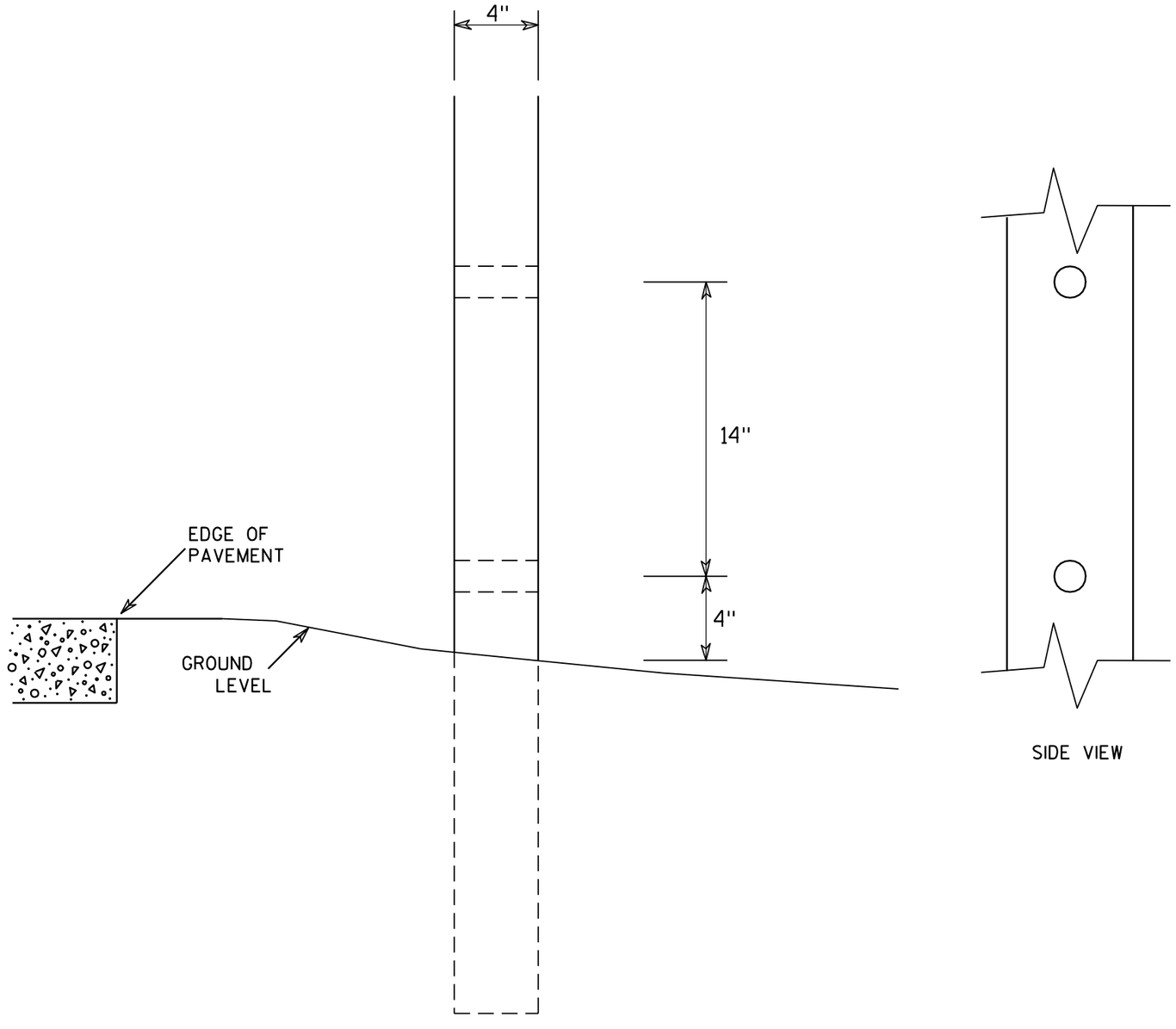
TYPICAL INSTALLATION
OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

| PROJECT NO: | | | | SHEET NO: 520 | E |
|---|---|---|---|---|---|






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

# 4 X 6 WOOD POST MODIFICATIONS

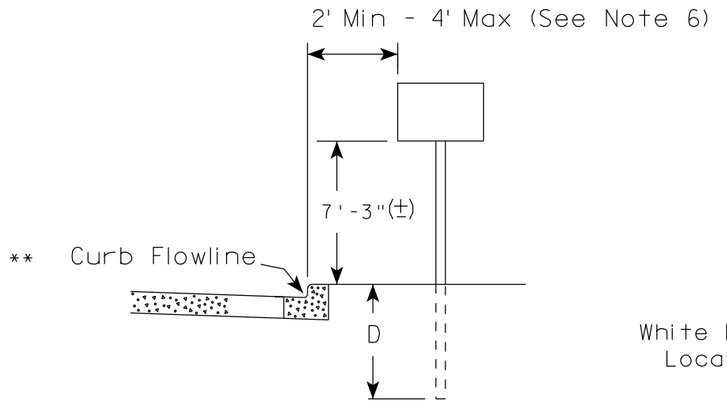
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

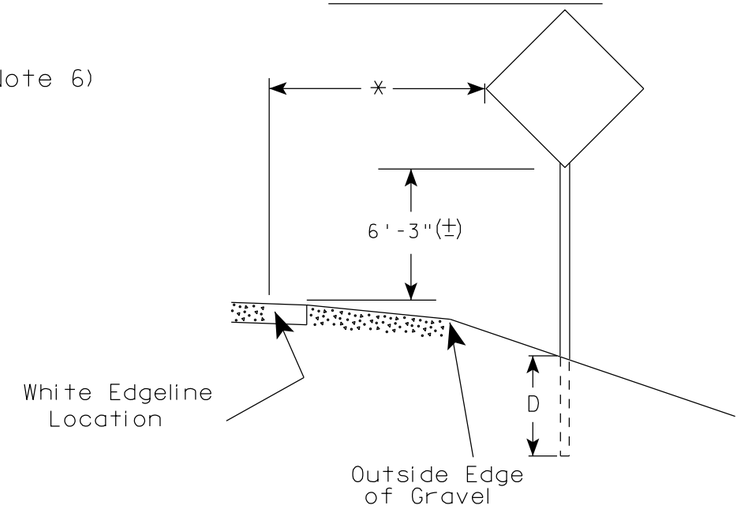
DATE 3/27/97 PLATE NO. A4-11.2

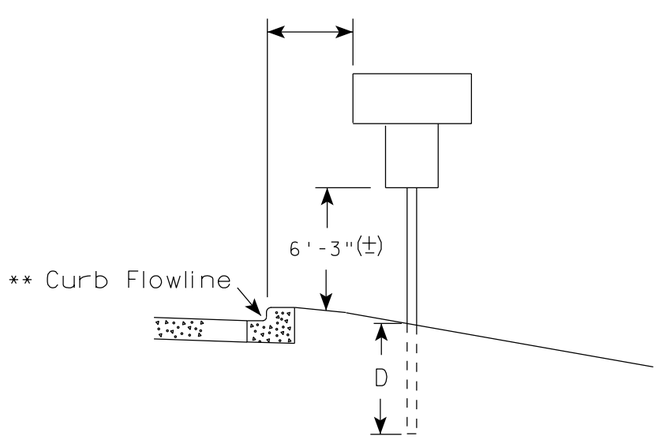
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 521 | E |
|---|---|---|---|---|---|

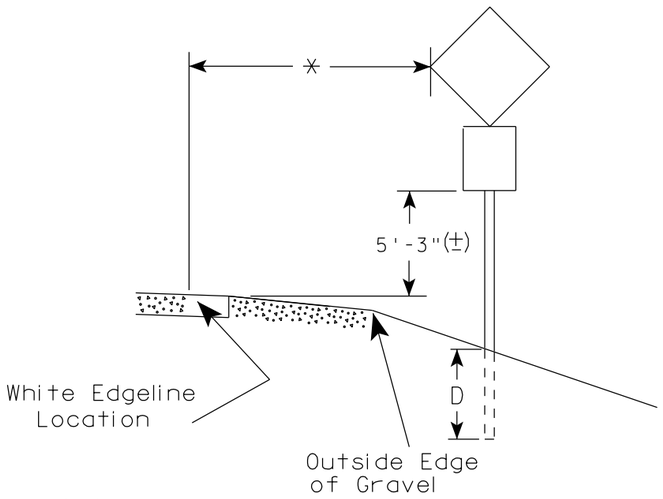
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

### GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

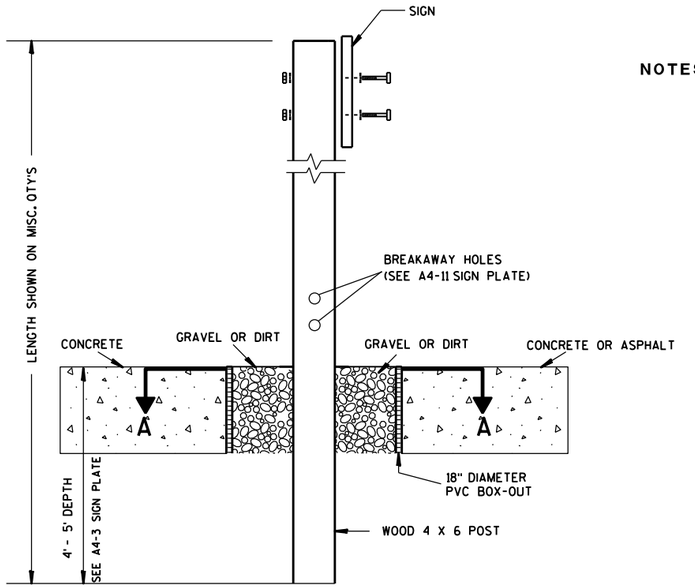
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19



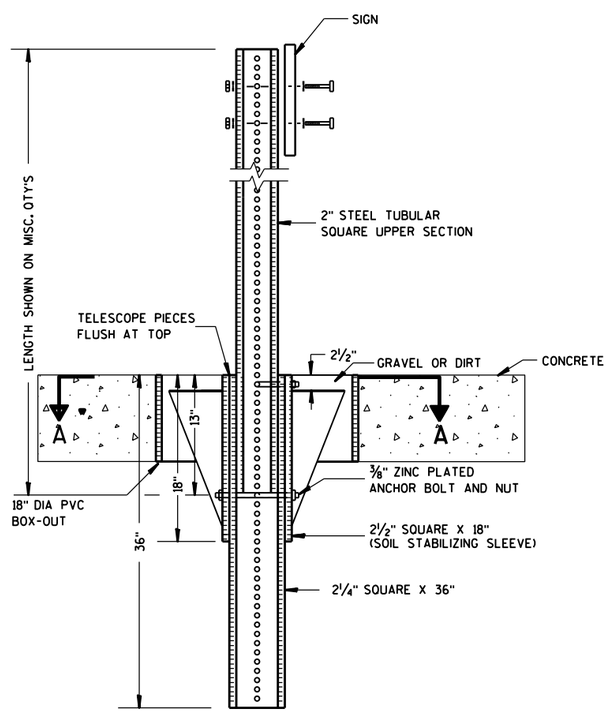
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

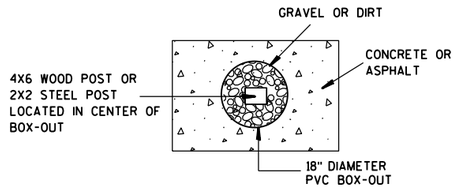
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

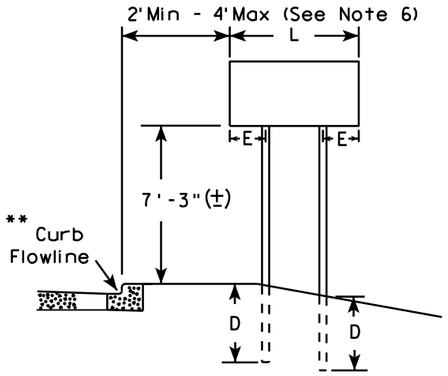
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

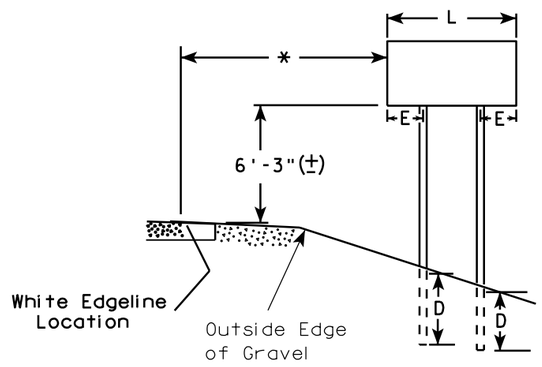


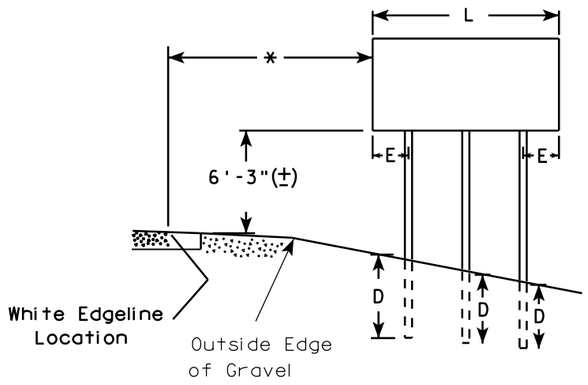
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

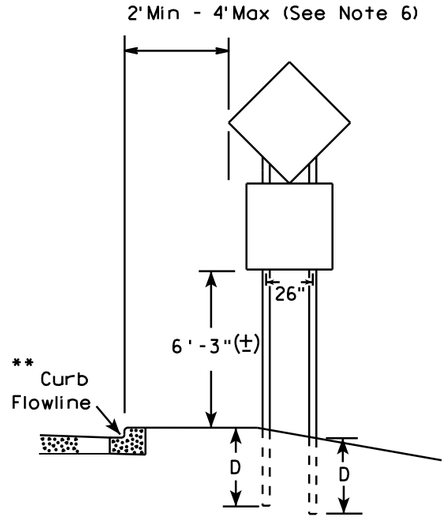
## URBAN AREA



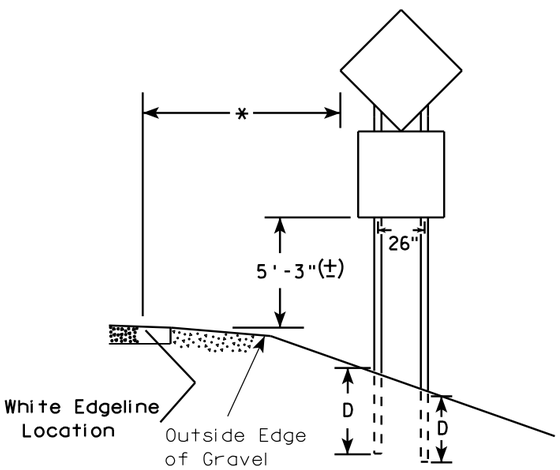

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or less than 20 S.F. in area.

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 48" Less than 60" | 12" |
| 60" to 120" | L/5 |

***

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 120" less than 168" | 12" |

| SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED) | |
|---|---|
| L | E |
| 168" and greater | 12" |

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

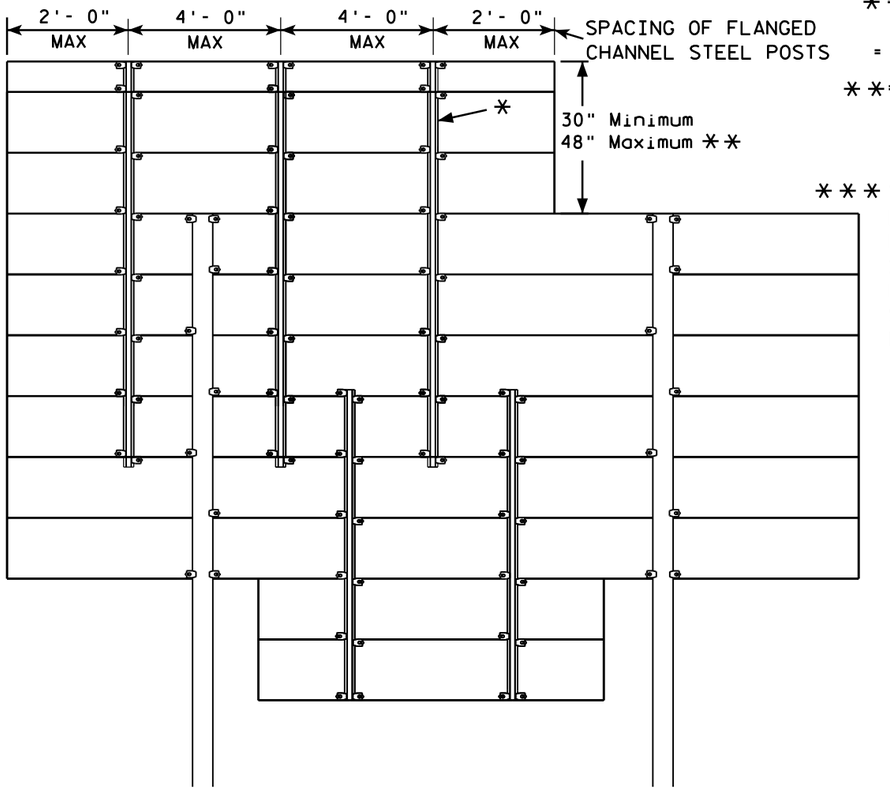
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. AA-A 524 13

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

# GROUND MOUNTED SIGN

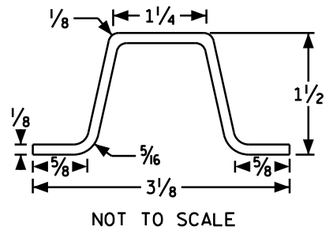



*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

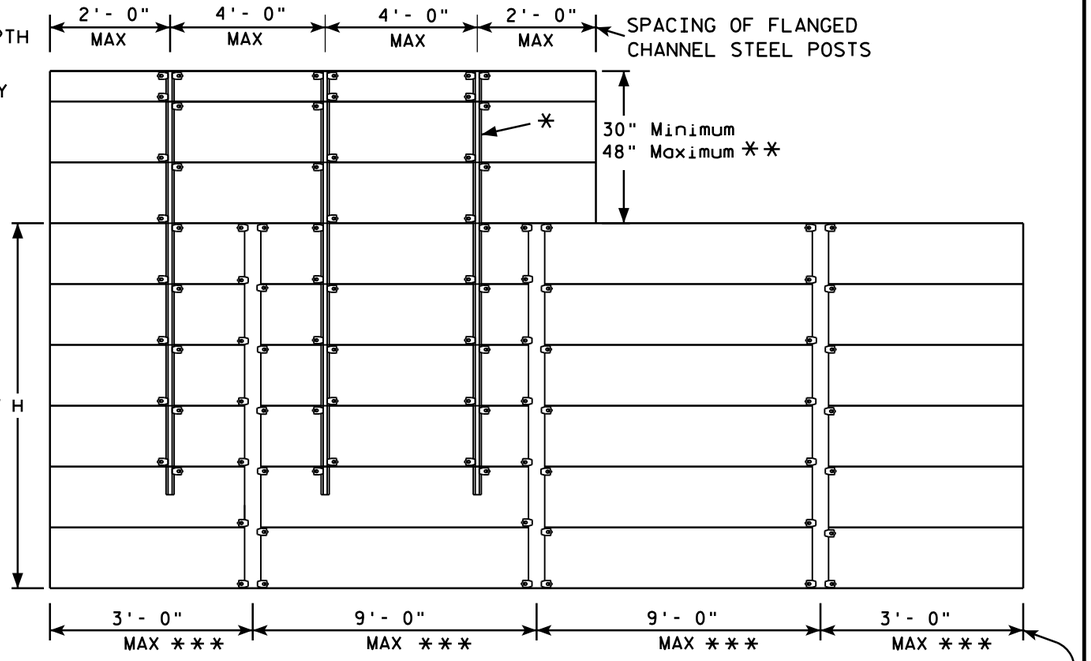
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

## FLANGE CHANNEL DETAIL




NOT TO SCALE

# SIGN BRIDGE MOUNTED SIGN




SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

## GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

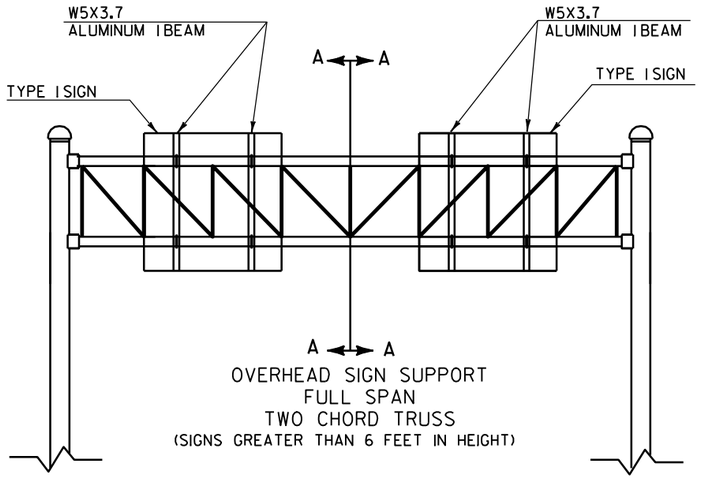
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

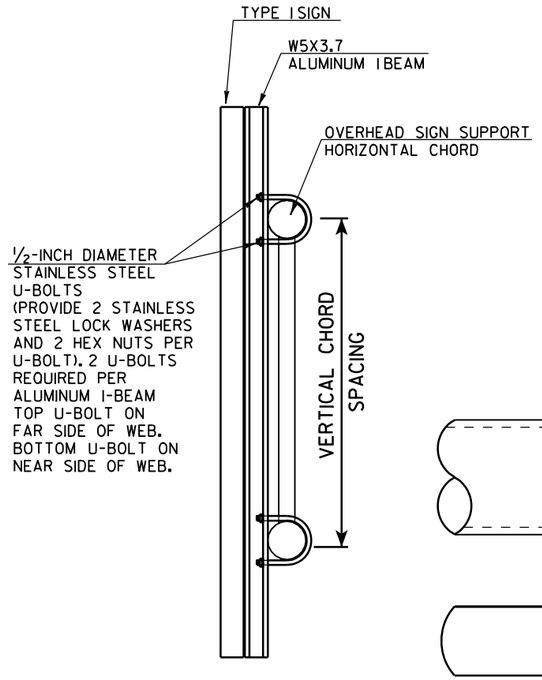
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 525 A4-6.12

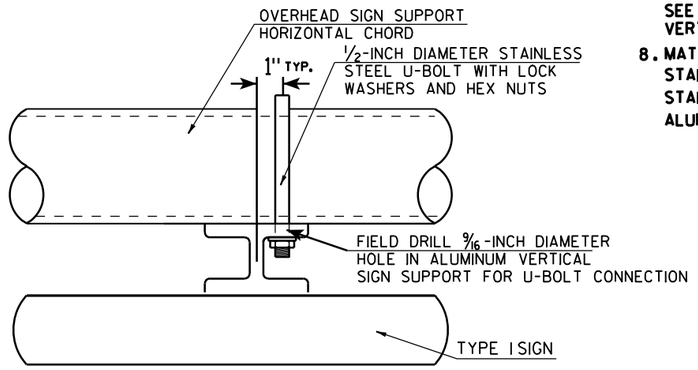
PROJECT NO: | SHEET NO: E




OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



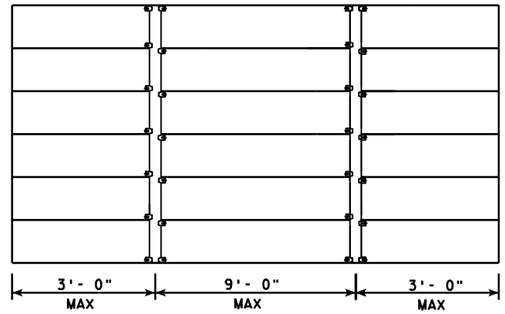

CUT SECTION A-A



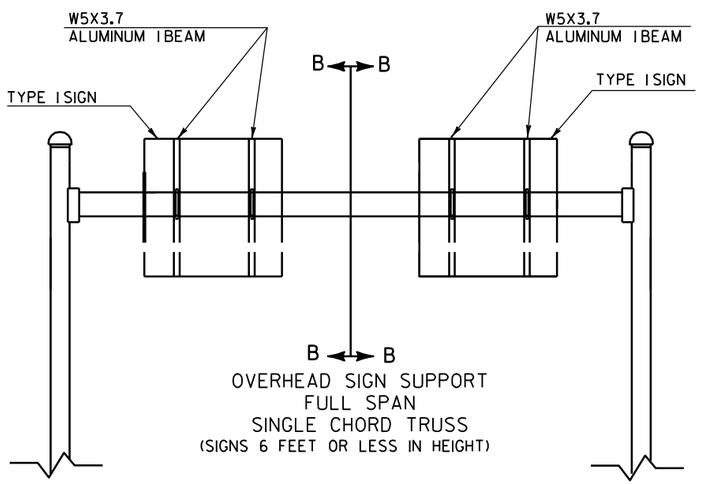

TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

## GENERAL NOTES

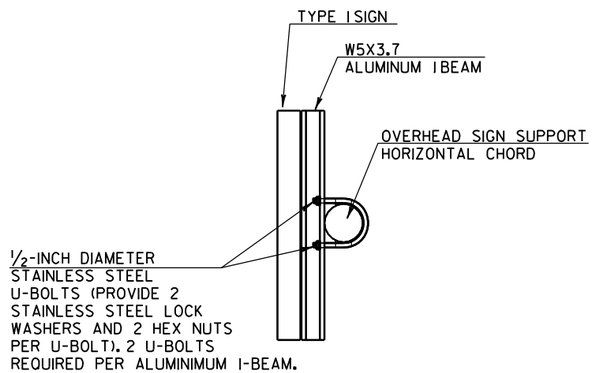
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



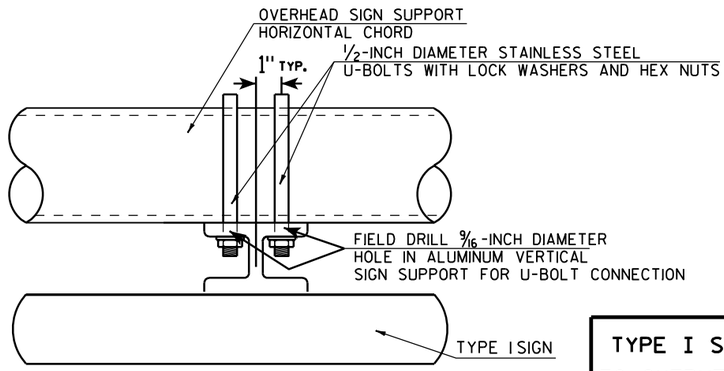

SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT




OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)




CUT SECTION B-B




TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

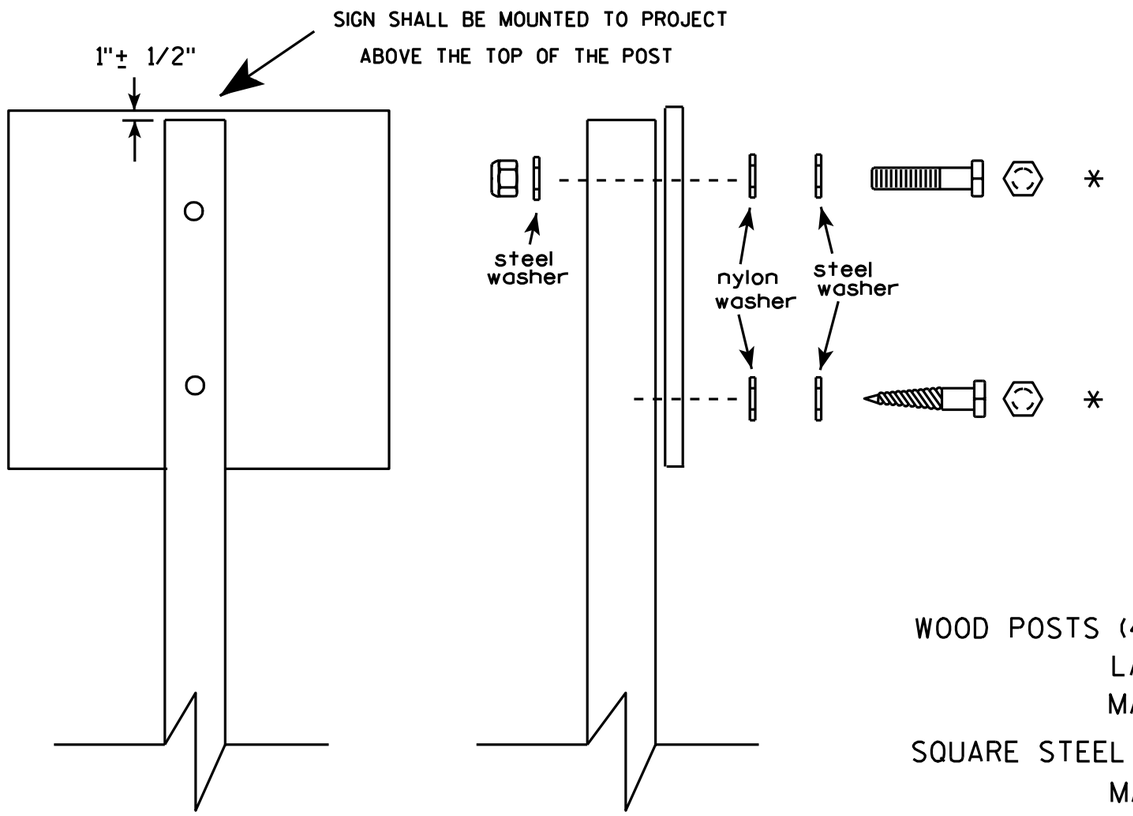
**TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT**

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/12 PLATE NO. A4-7.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 526 | 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

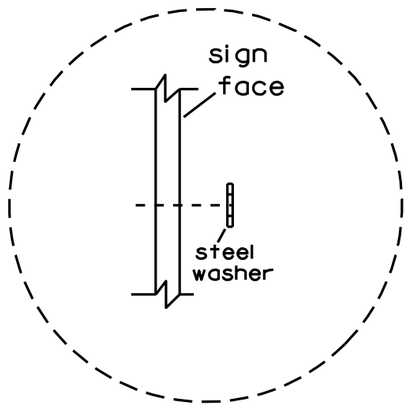
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

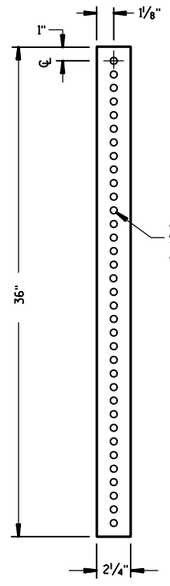
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PROJECT NO:

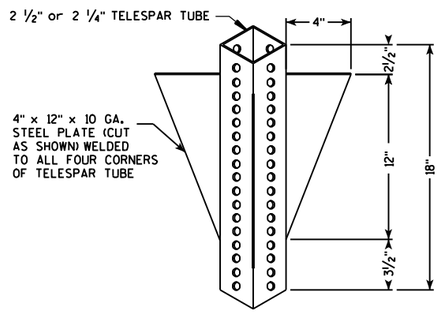
SHEET NO: 527 E

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

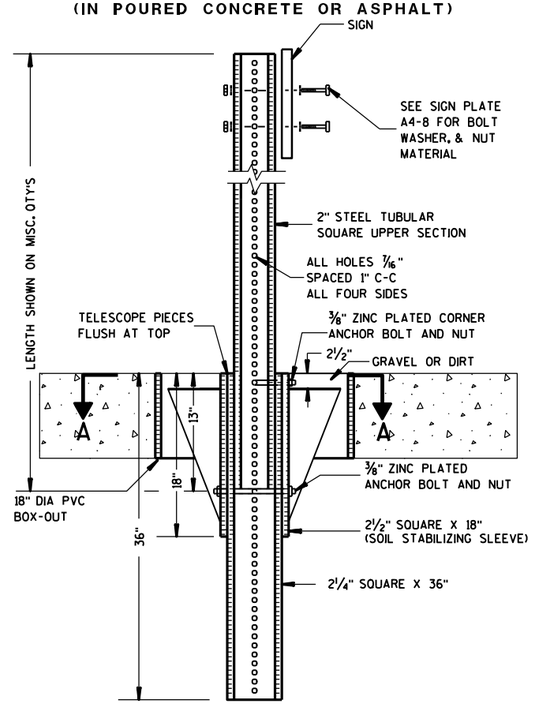
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



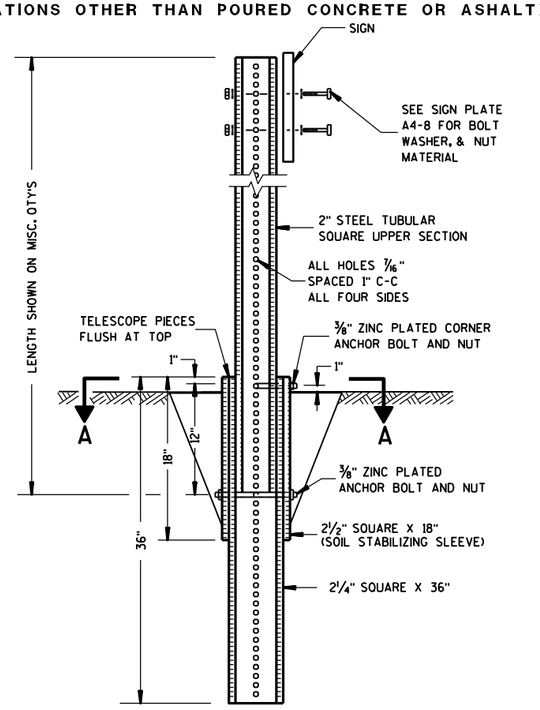

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

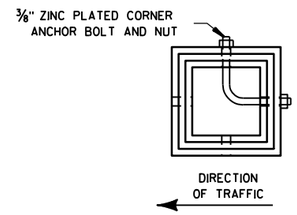



## DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)




## 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 |

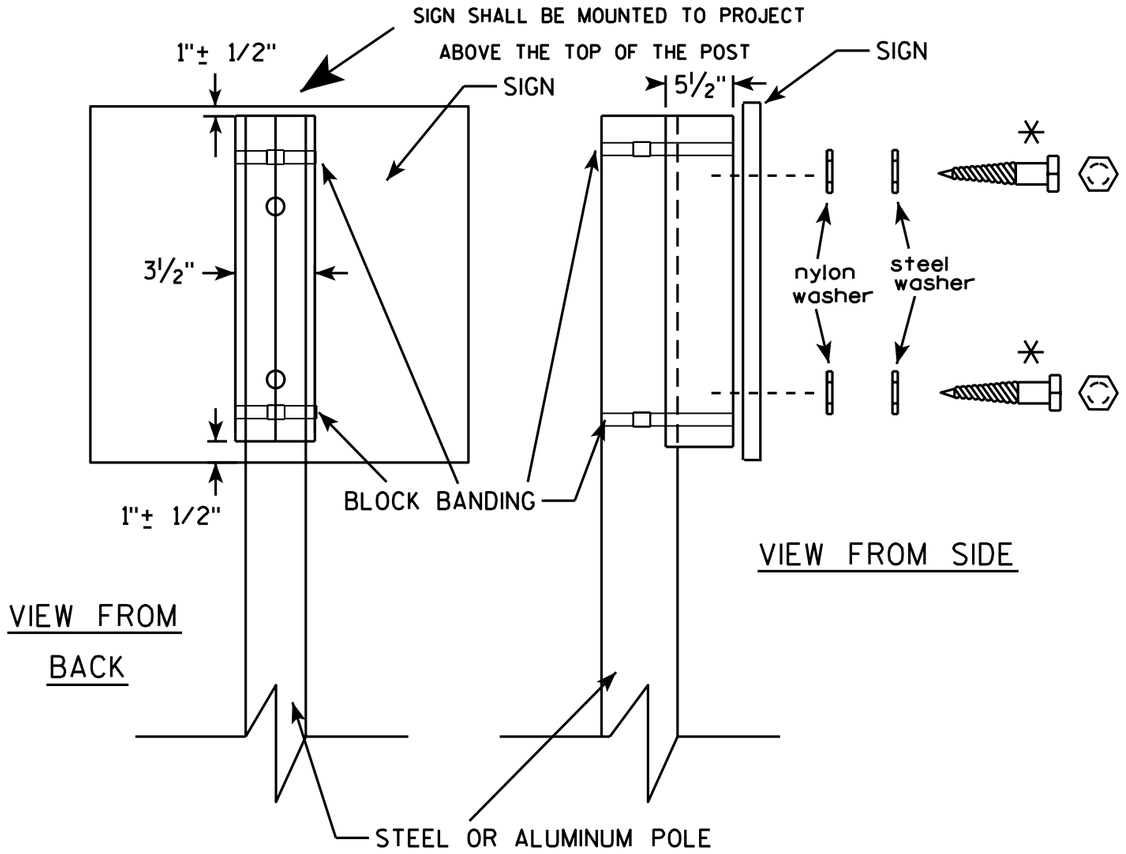
**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

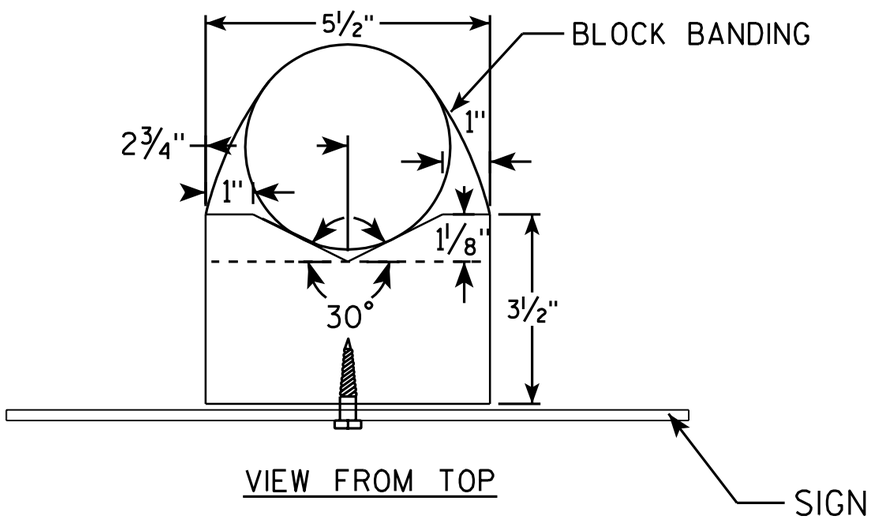
TUBULAR STEEL
SIGN POST
A4-9

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: 528 | 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:

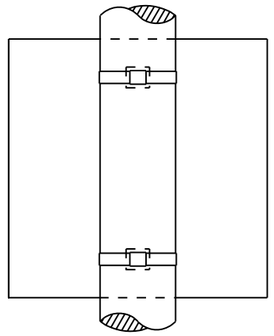
SHEET NO: 529 E

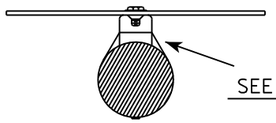
FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

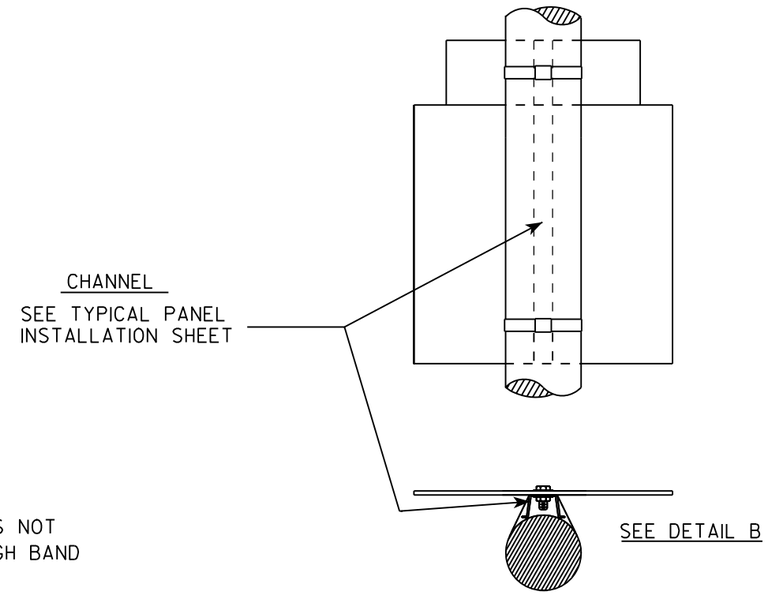
# BANDING

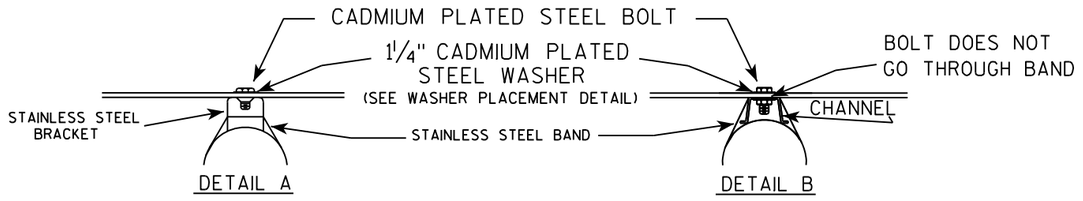
SINGLE SIGN



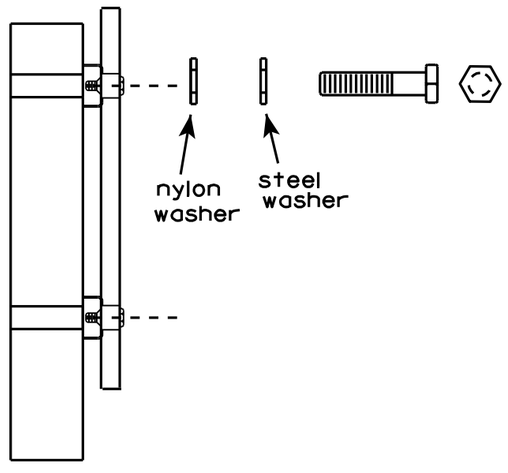



"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

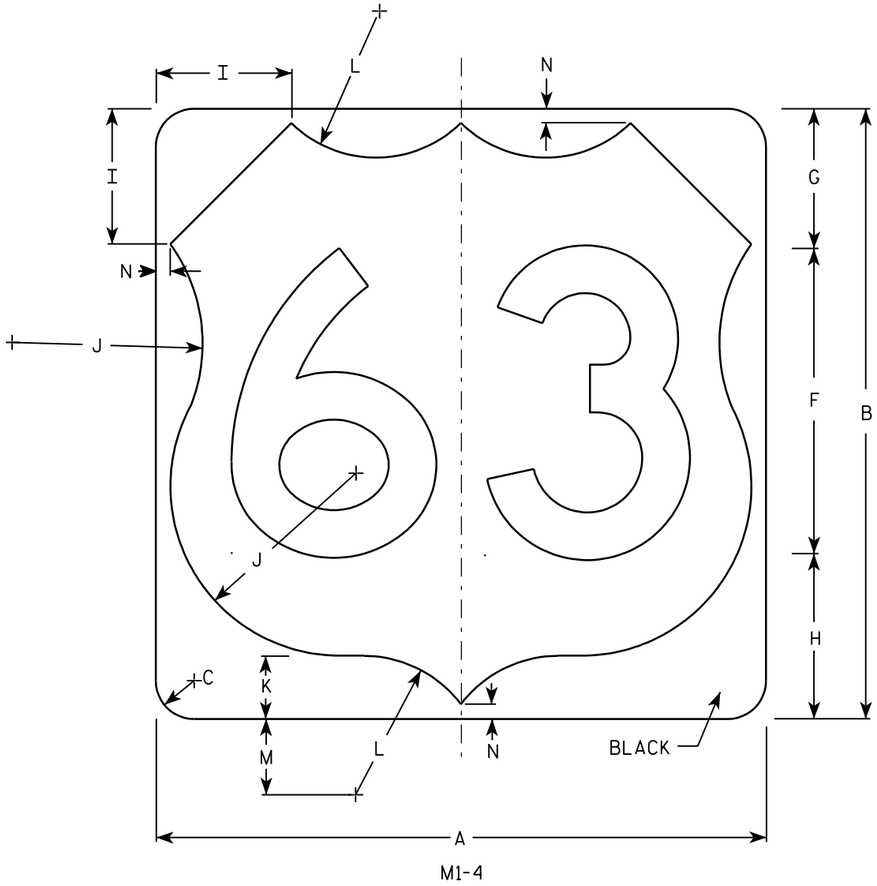
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

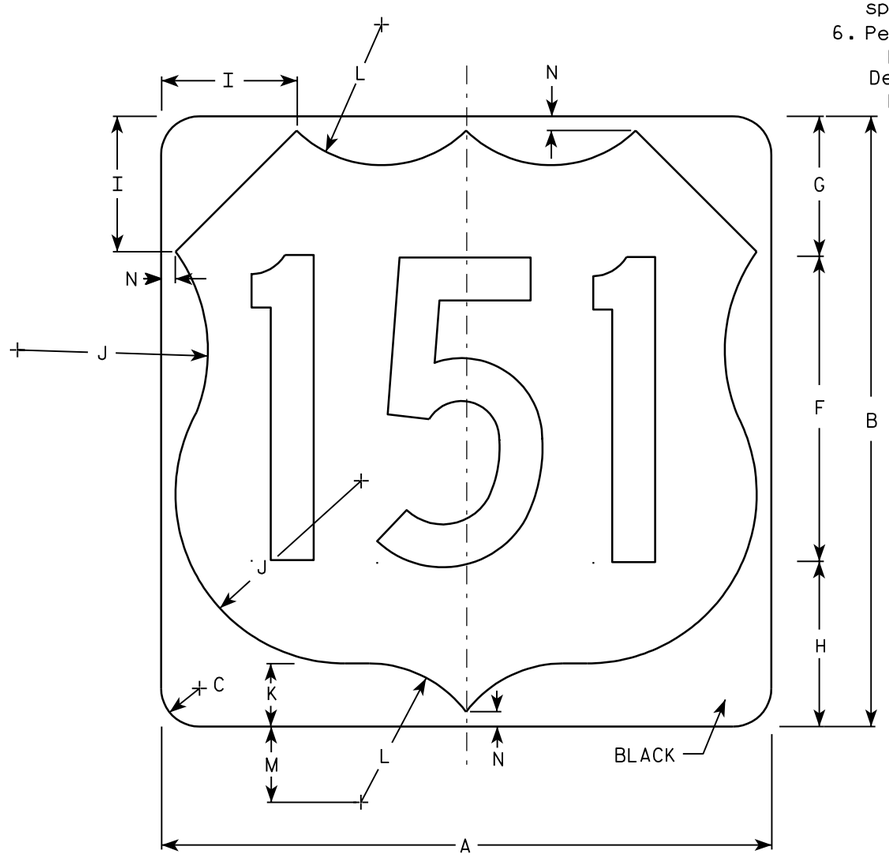
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 530 | E |
|---|---|---|---|---|---|

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 |

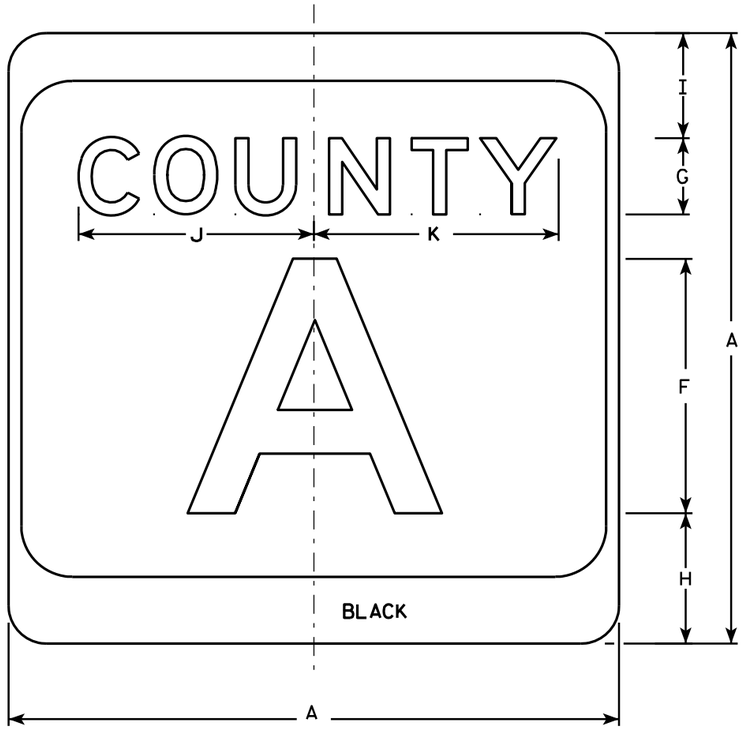
# USH MARKER
# M1-4 FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

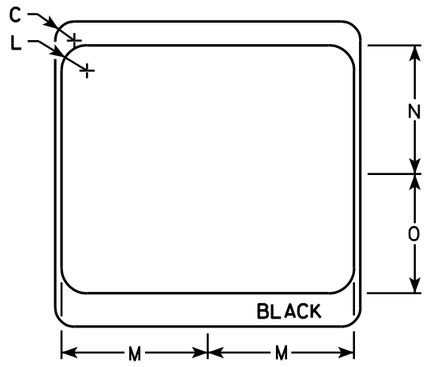
APPROVED Matthew R Rauch
*for* State Traffic Engineer

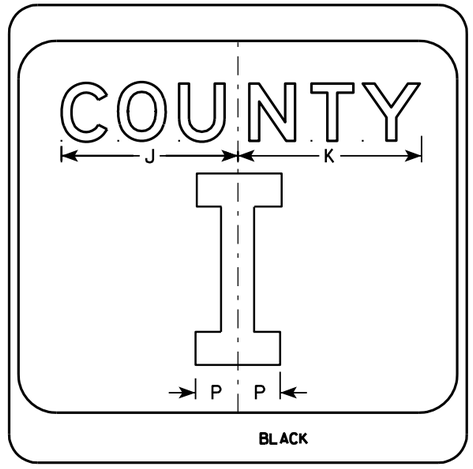
DATE 08/25/05 PLATE NO. M1-4.9

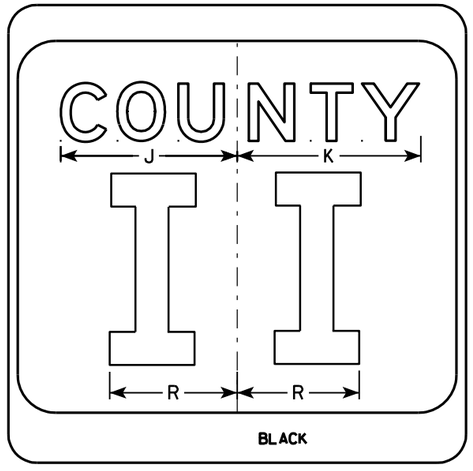
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 531 | E |
|---|---|---|---|---|---|




M1-5A




NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

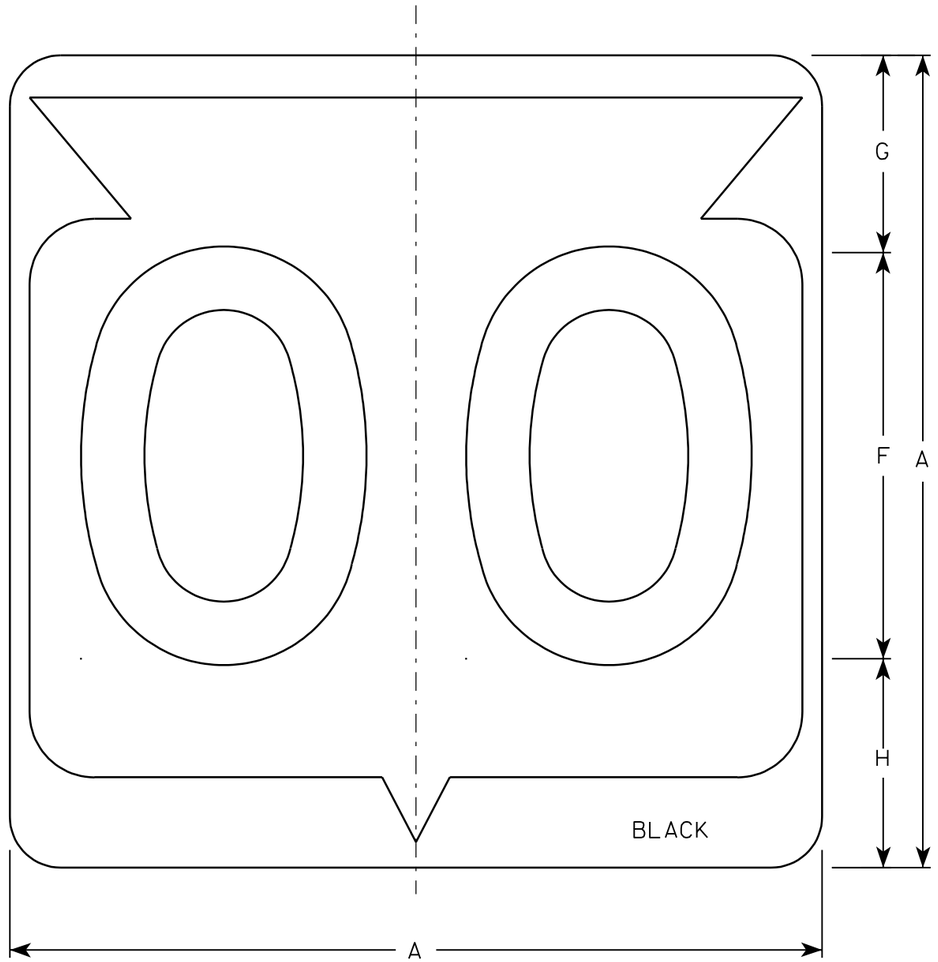
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

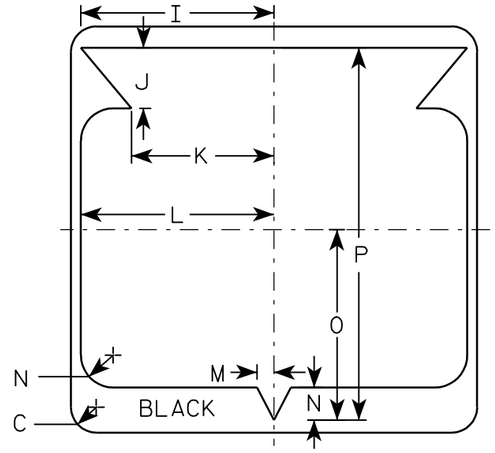
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 532 | E |
|---|---|---|---|---|---|




M1-6

## NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective




Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 600 mm |
| 3 | 900 mm X 900 mm |
| 4 | 900 mm X 900 mm |
| 5 | 900 mm X 900 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 | .36 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |

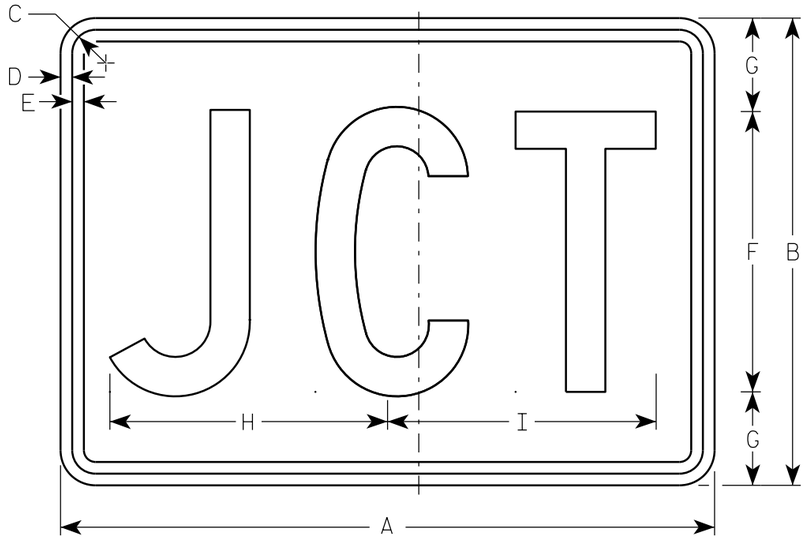
# STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

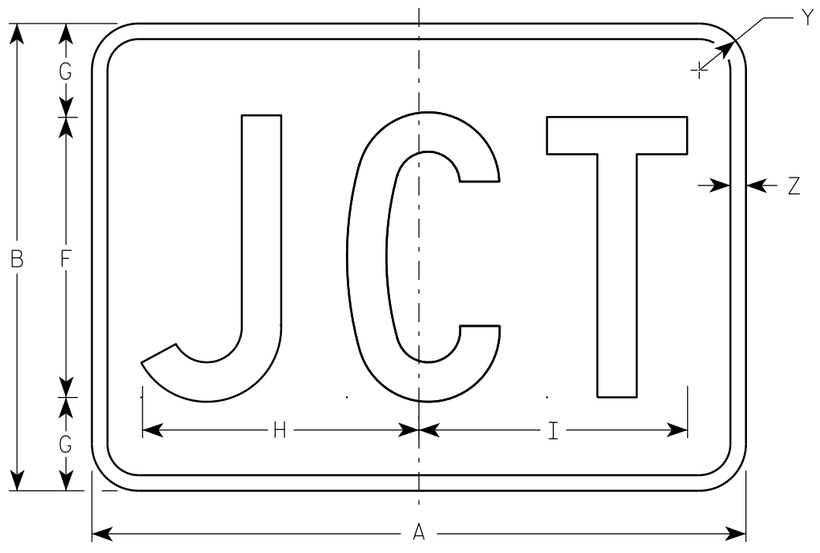
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 533 | E |
|---|---|---|---|---|---|




M2-1
MK2-1
MM2-1
MN2-1
MR2-1




MB2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | 15 | 1 1/8 | 3/8 | 3/8 | 9 | 3 | 8 7/8 | 8 5/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 2.20 |
| 3 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 |
| 4 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 |
| 5 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 |

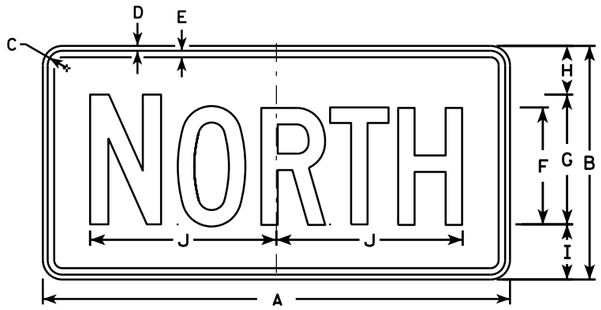
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

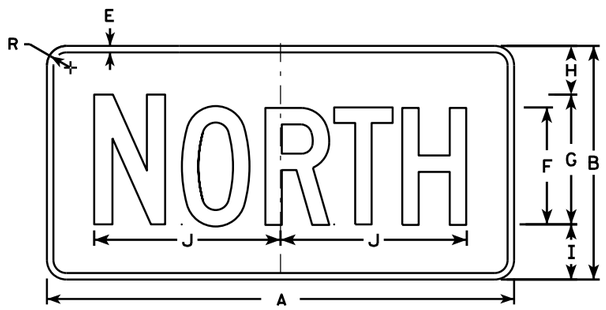
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 534 12-1.11

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



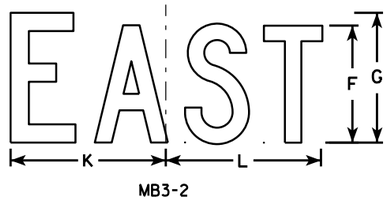

M3-1
MK3-1
MM3-1
MN3-1



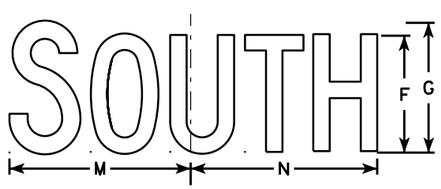

MB3-1



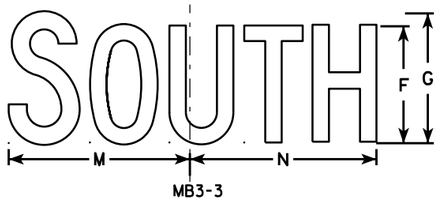

M3-2
MK3-2
MM3-2
MN3-2



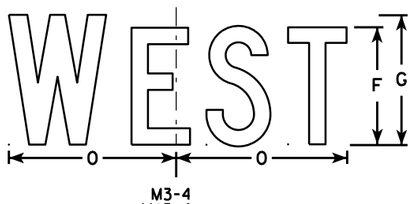

MB3-2



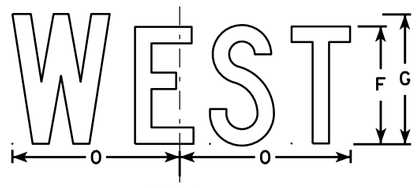

M3-3
MK3-3
MM3-3
MN3-3




MB3-3




M3-4
MK3-4
MM3-4
MN3-4




MB3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
6. Note the first letter of each direction is larger than the remainder of the message.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | 1 1/2 | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

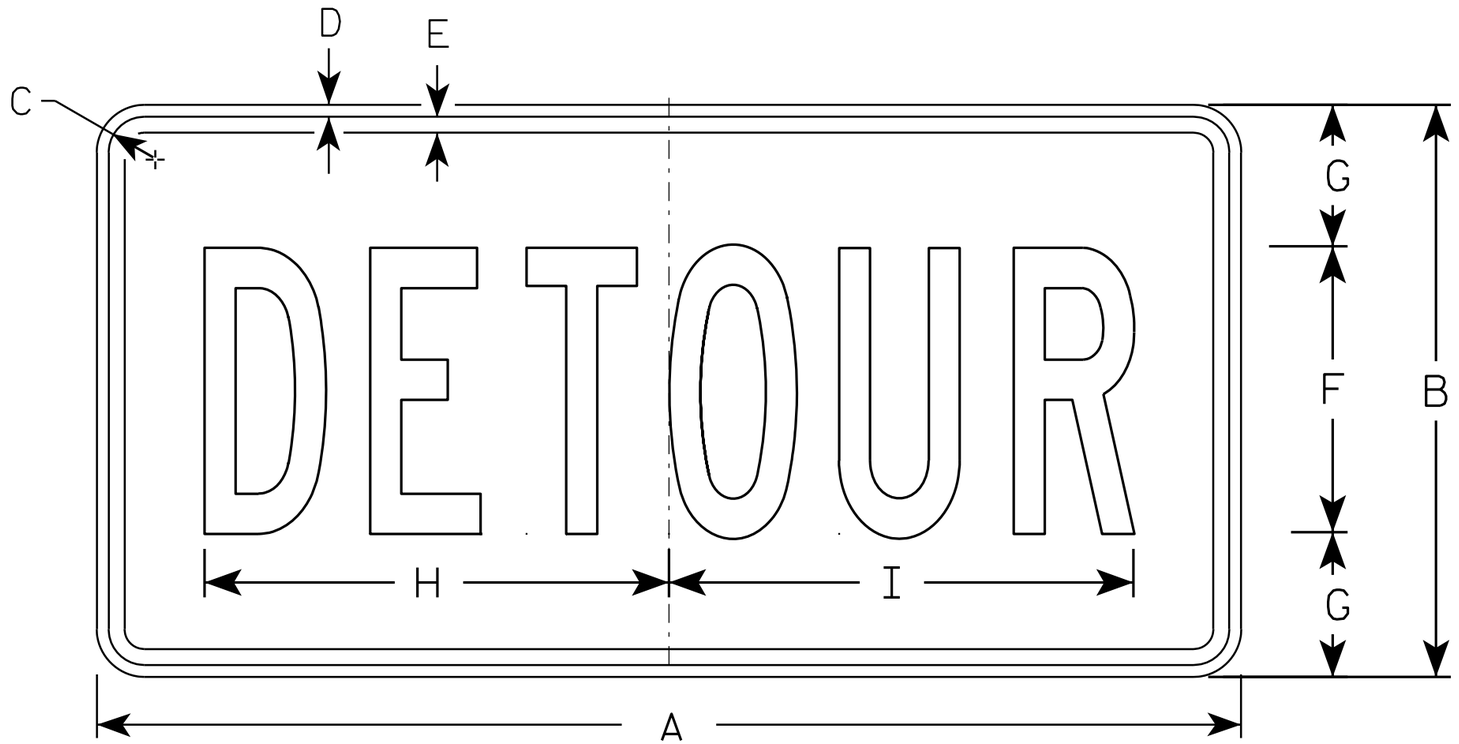
DATE 6/30/14 PLATE NO. M3-1.13



PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E




7




M4-8

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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

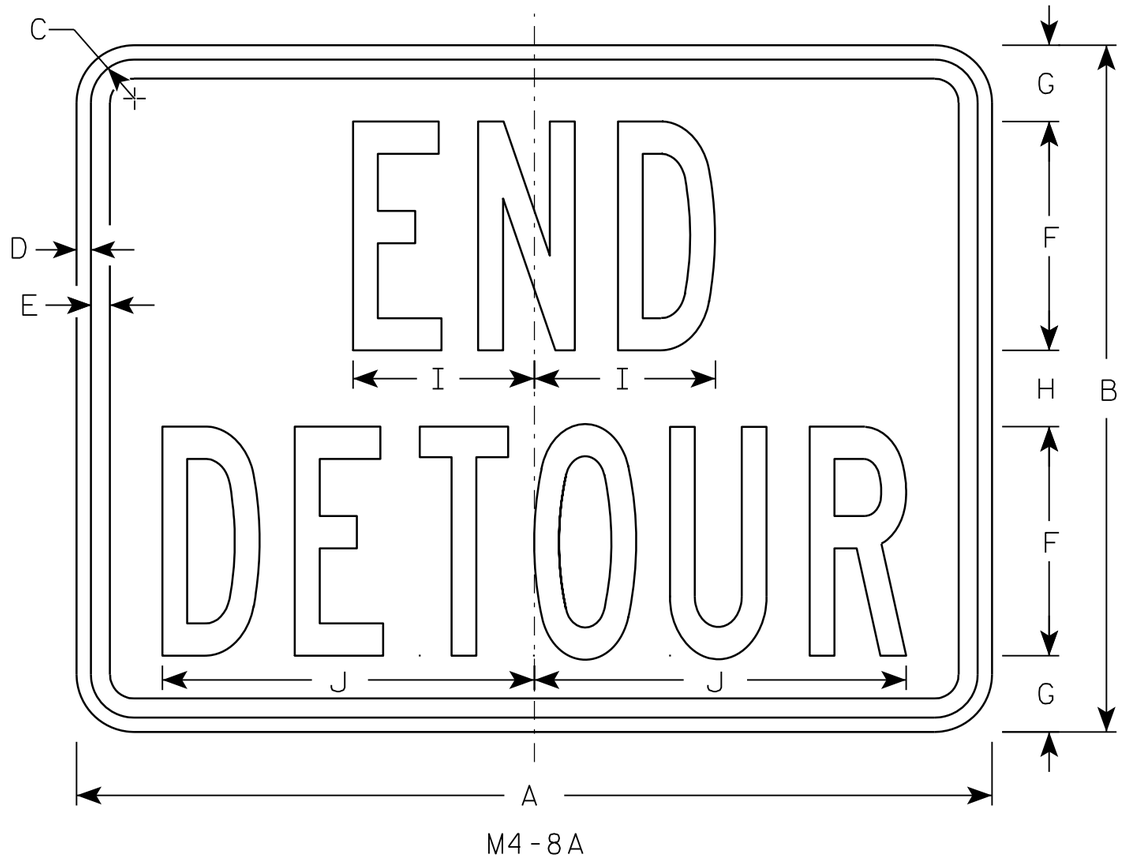
STANDARD SIGN
M4-8

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: 536 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

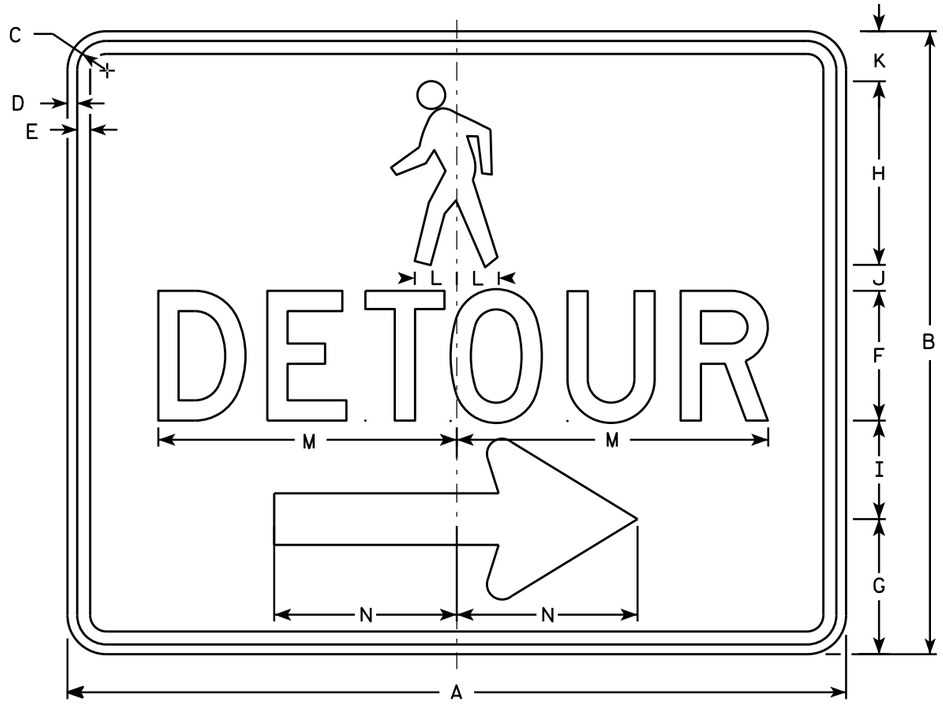
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

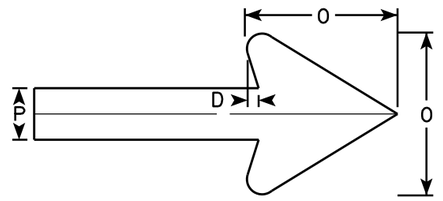
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 537 | E |
|---|---|---|---|---|---|




M4-9BR

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. 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. M4-9BL is the same as M4-9BR except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 5 1/4 | 7 1/8 | 3 3/4 | 1 | 1 1/8 | 1 5/8 | 11 3/4 | 7 | 6 | 2 | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

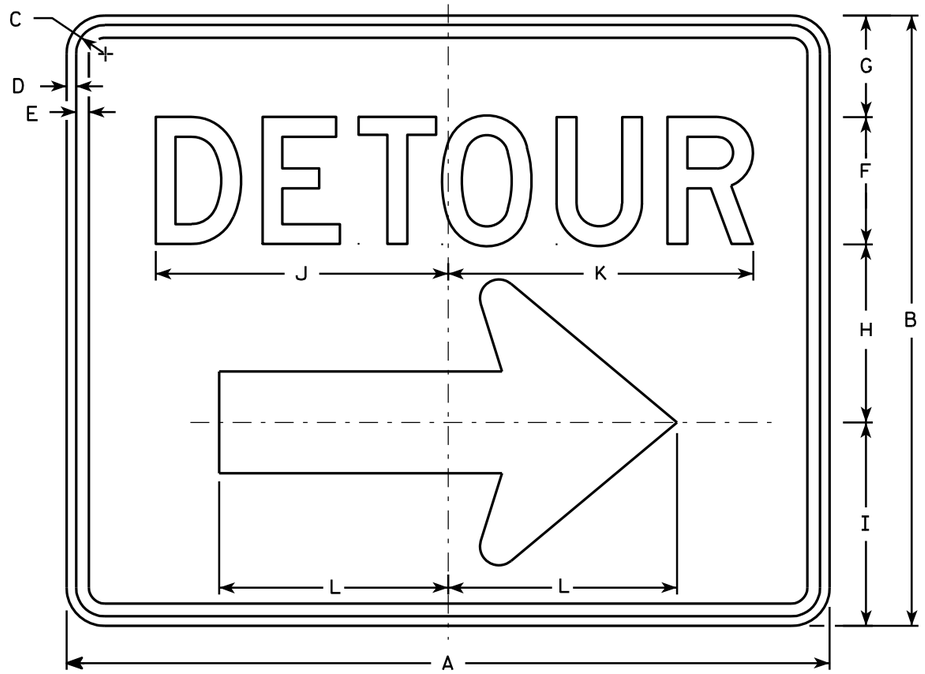
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. M4-9B.1



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

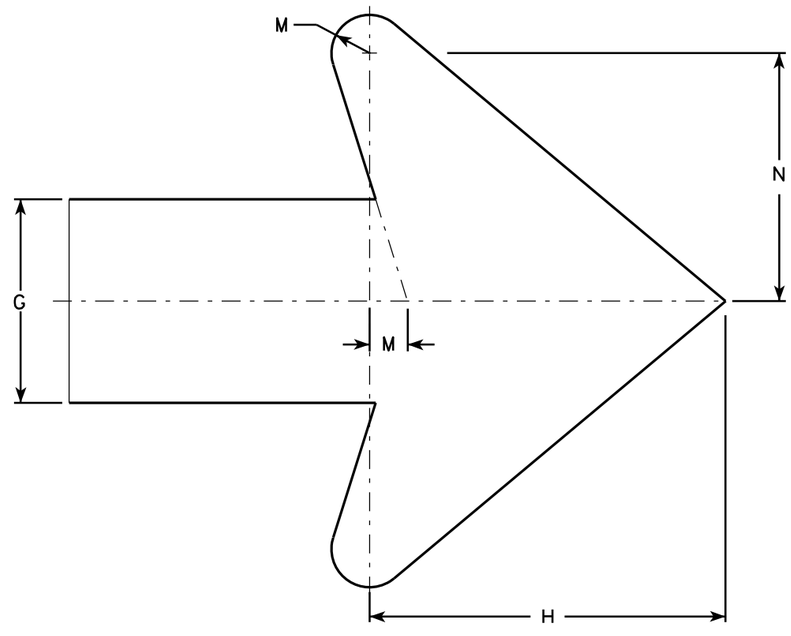
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49B.DGN PLOT DATE : 01-OCT-2013 13:44 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42




M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. 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. M4-9L is the same as M4-9R except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |

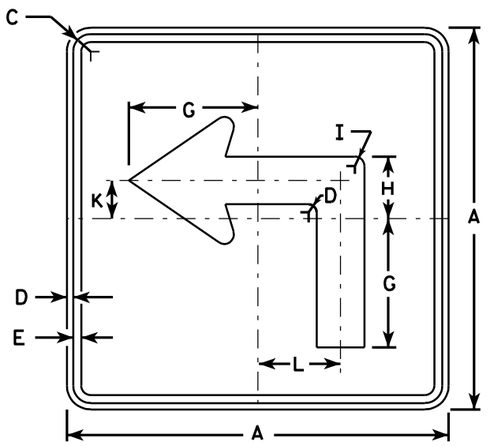
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

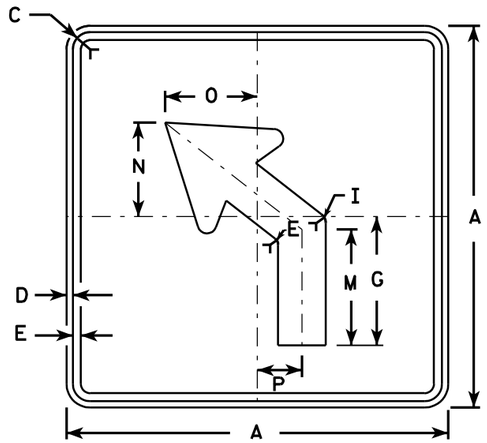
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

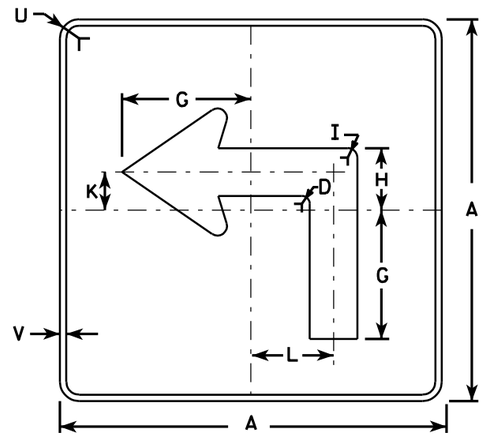
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 539 | E



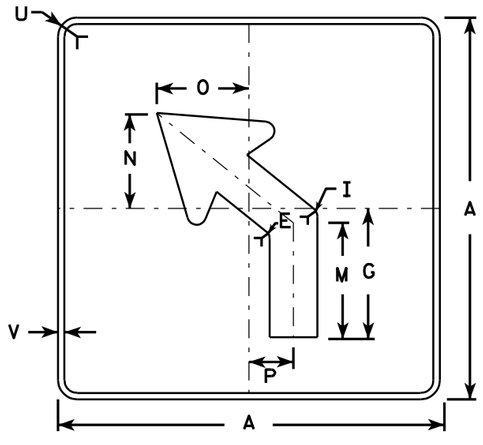

M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



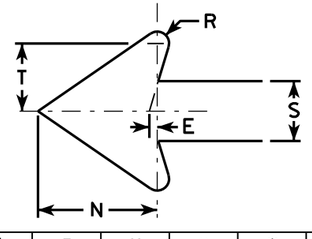

M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L




MB5-1L
MG5-1L
MN5-1L




MB5-2L
MG5-2L
MN5-2L




## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |

# STANDARD SIGN
# M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

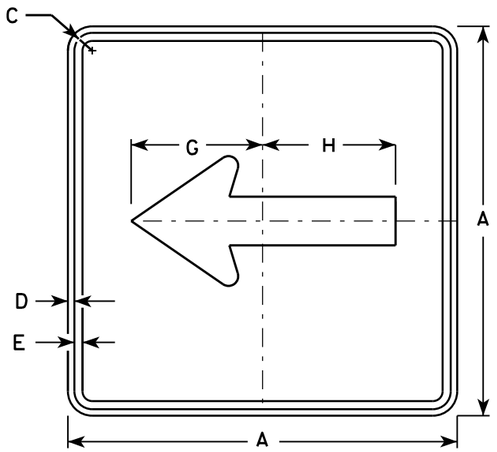
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

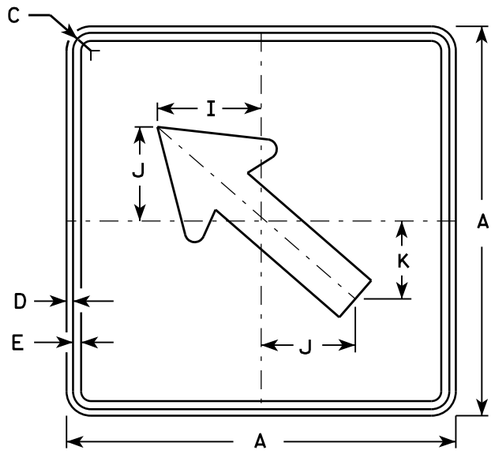
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 540 | E |
|---|---|---|---|---|---|


7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000
WISDOT/CADDS SHEET 42



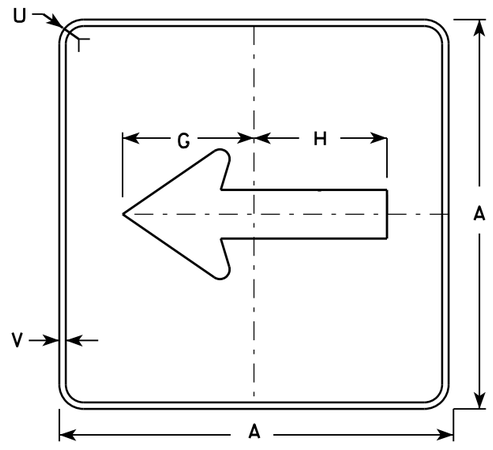

M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



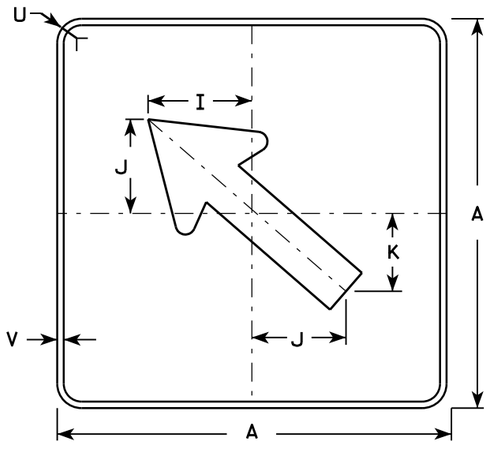

M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

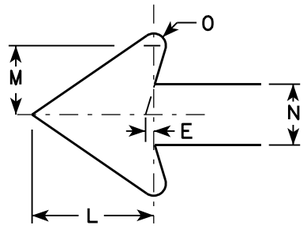
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow




MB6-1




MB6-2




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

# STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

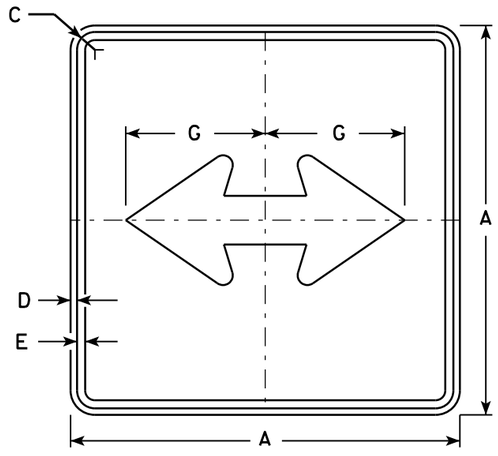
DATE 7/03/14 PLATE M6-1.14



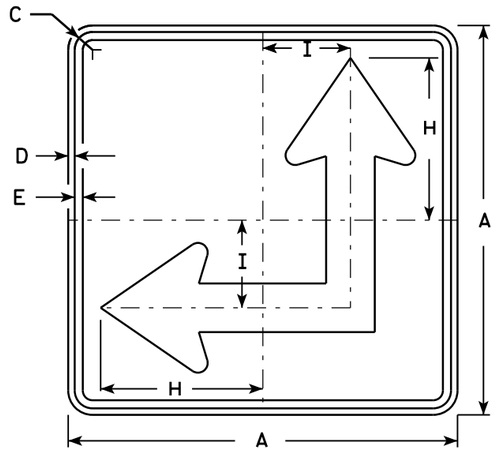
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



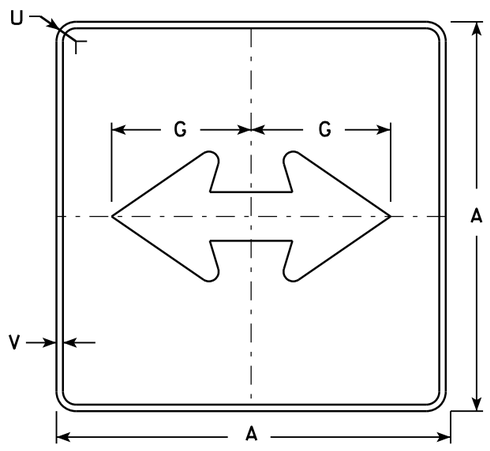
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000
WISDOT/CADDS SHEET 42



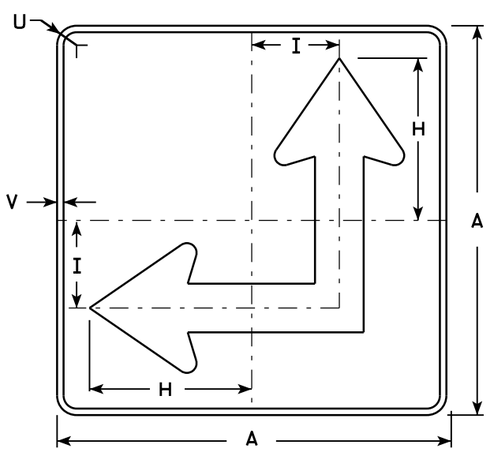

M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4




M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



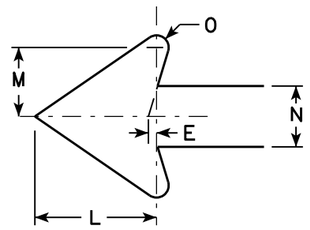

MB6-4




MB6-6

## NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 8 3/4 | 4 1/4 | | | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |

# STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

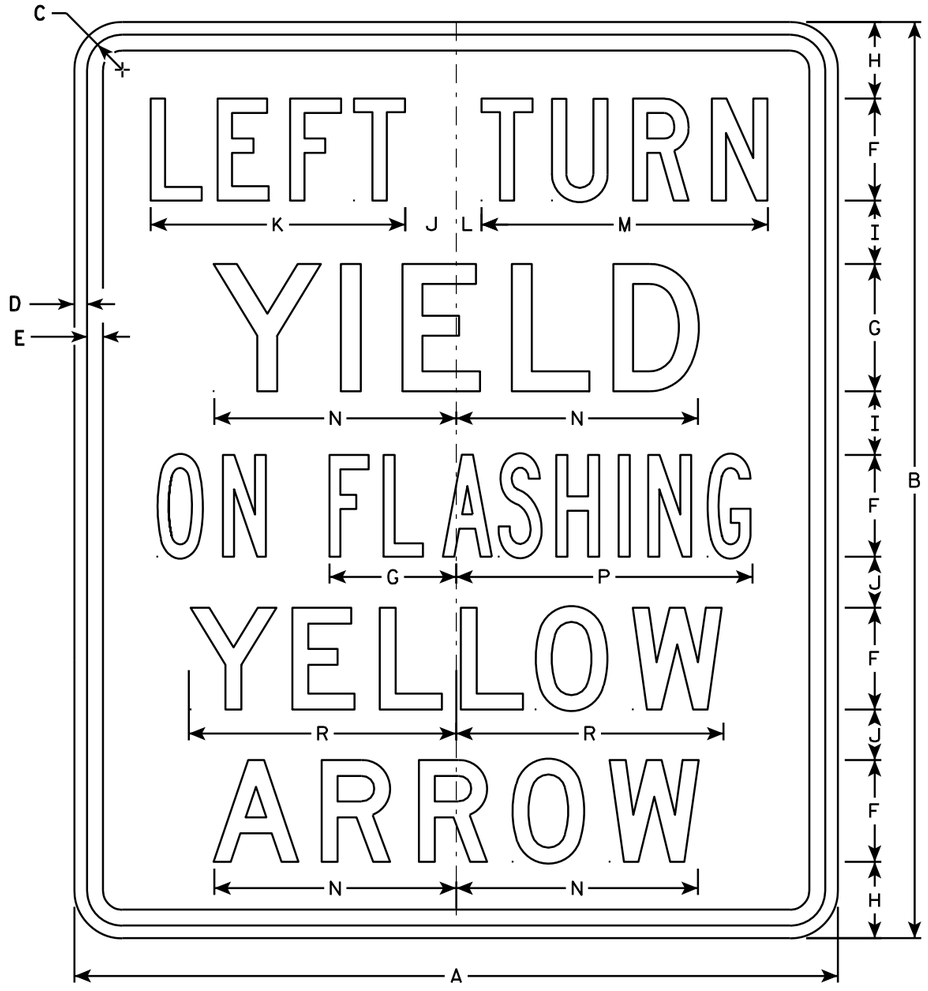
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE M6-4.9



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 03-JUL-2014 14:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000 WISDOT/CADDS SHEET 42

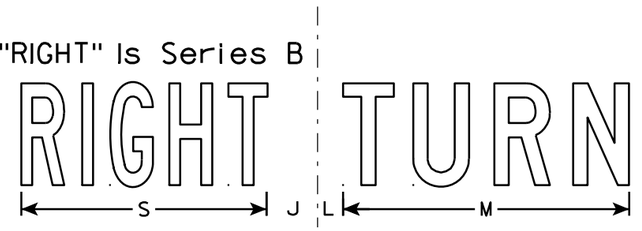



R10-50L

## 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.

"RIGHT" Is Series B




R10-50R

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

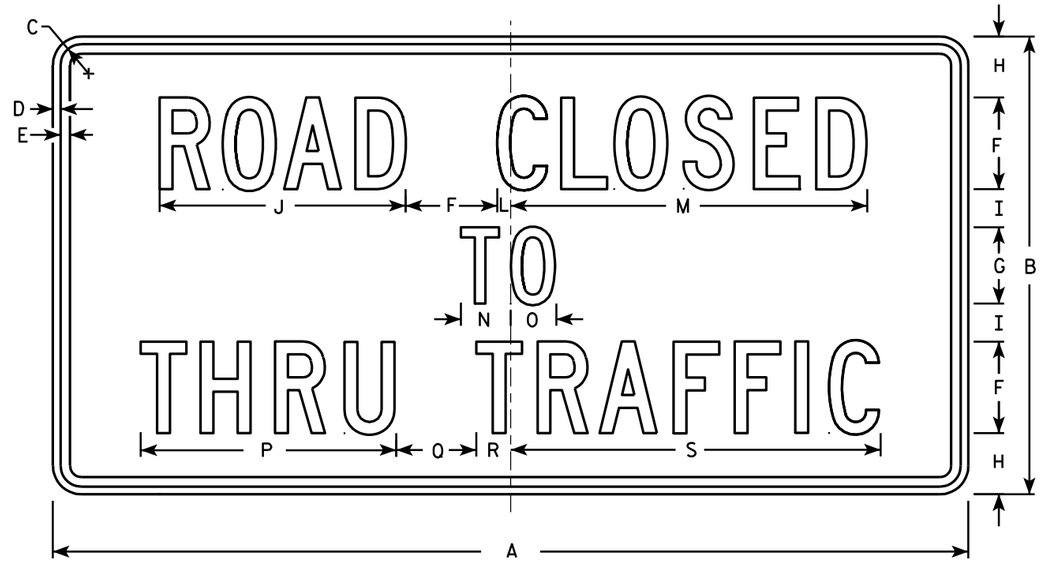
STANDARD SIGN
R10-50

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: 543 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

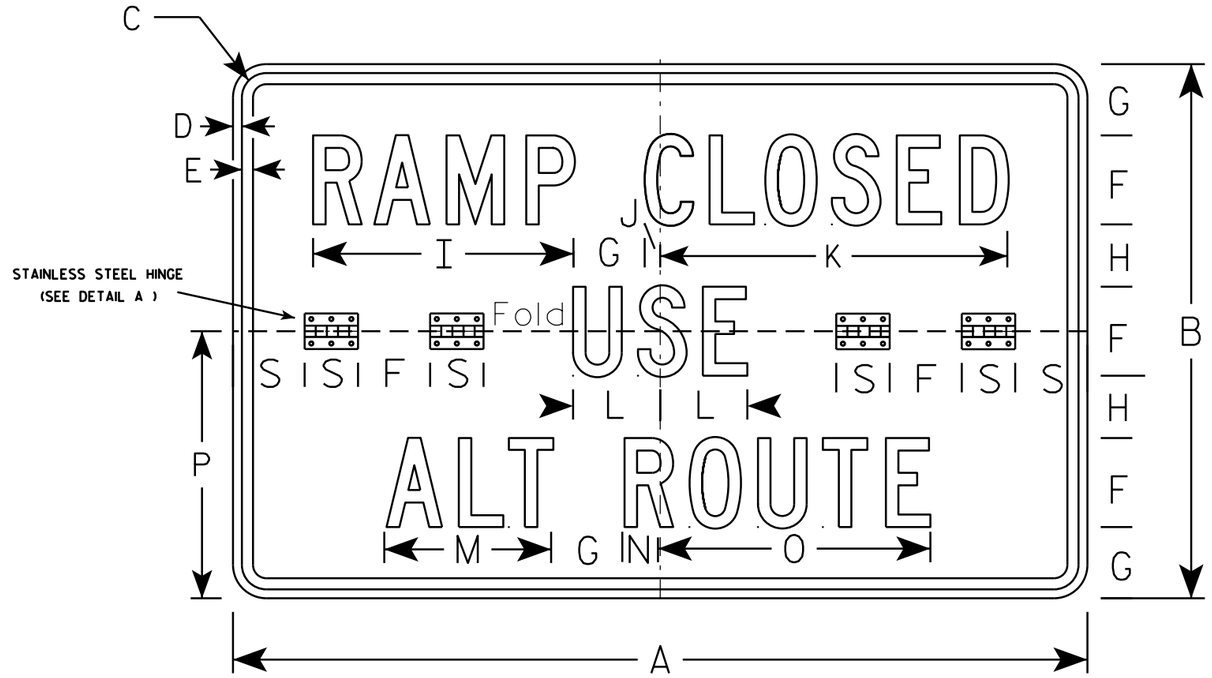
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

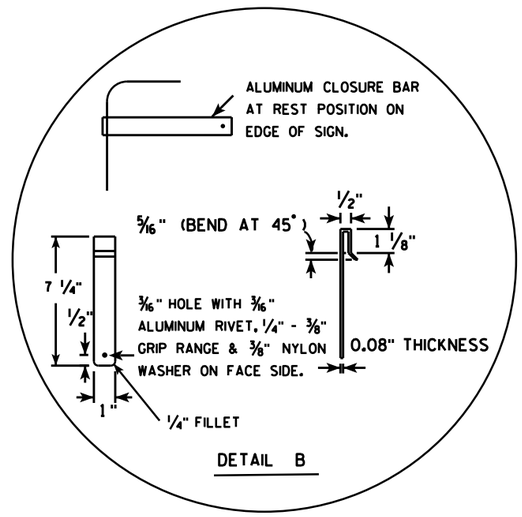
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 544 | E |
|---|---|---|---|---|---|




R11-54F



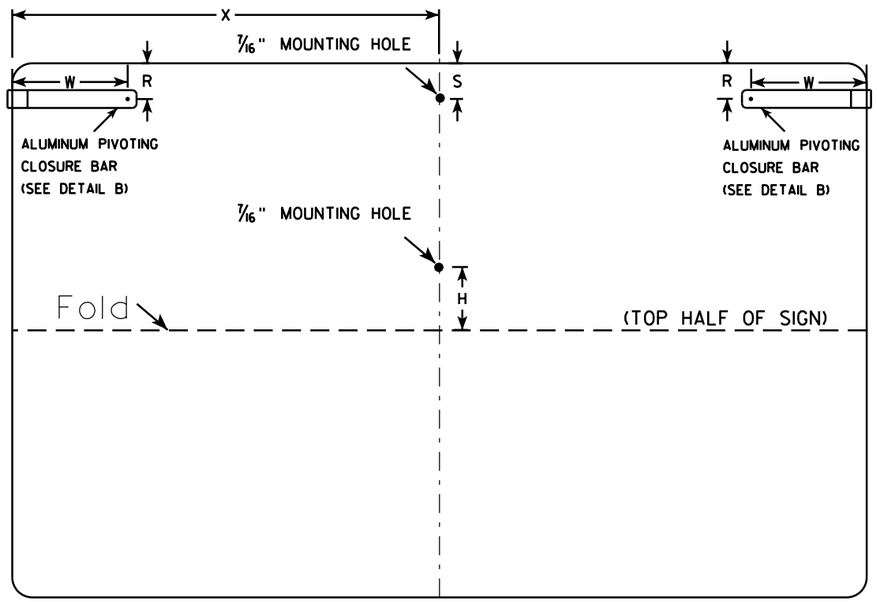

DETAIL A




DETAIL B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Sign Base Material shall be aluminum, corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Refer to plate A5-3A for sign blank layout.




(BACK VIEW)

| 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 | 5 | 4 | 3 1/2 | 14 5/8 | 7/8 | 19 1/2 | 4 7/8 | 9 3/8 | 2 | 15 1/4 | 15 | | 2 | 3 | 2 5/8 | 1 1/4 | 11/16 | 6 1/2 | 24 | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 5 | 4 | 3 1/2 | 14 5/8 | 7/8 | 19 1/2 | 4 7/8 | 9 3/8 | 2 | 15 1/4 | 15 | | 2 | 3 | 2 5/8 | 1 1/4 | 11/16 | 6 1/2 | 24 | | | 10.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R11-54F

WISCONSIN DEPT OF TRANSPORTATION

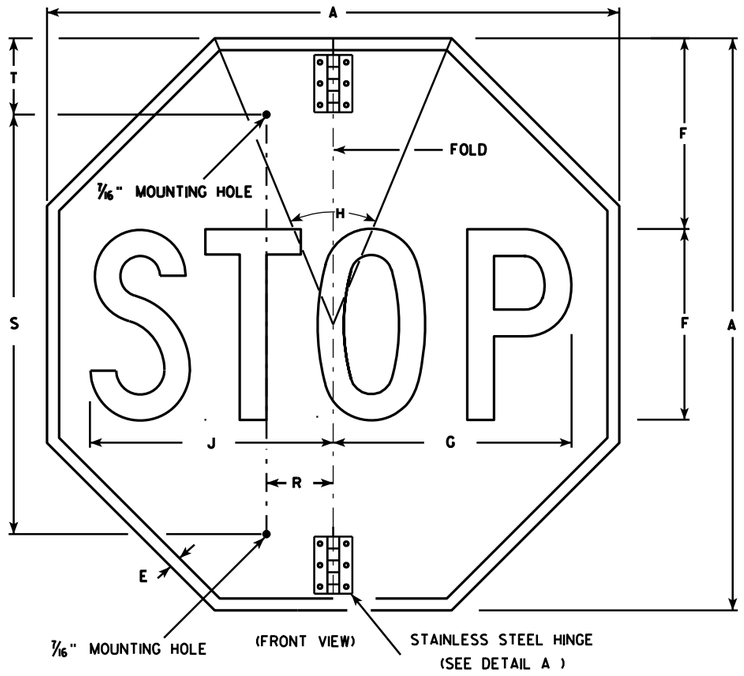
APPROVED Matthew R Rauch
for State Traffic Engineer

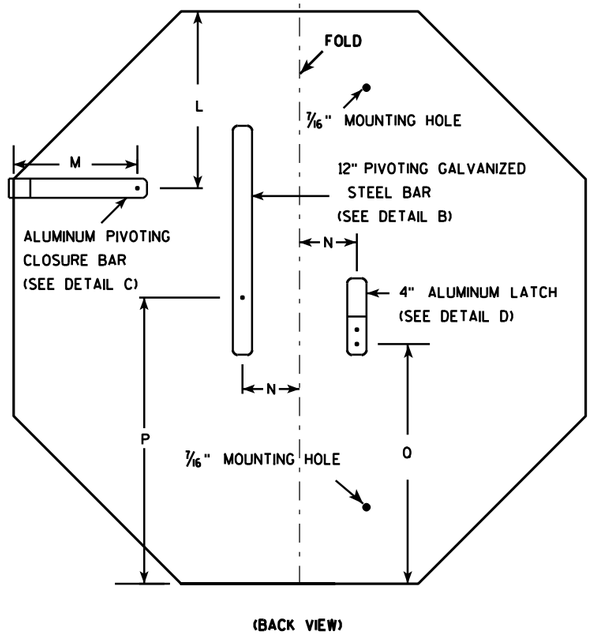
DATE 5/28/14 PLATE NO. R11-54F.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



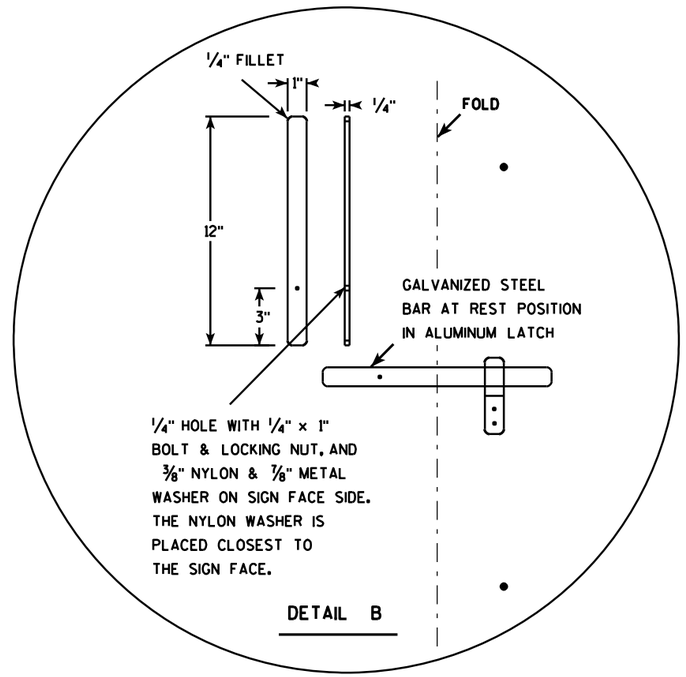
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R1154F.DGN PLOT DATE : 28-MAY-2014 14:15 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 8.511110:1.000000
WISDOT/CADDS SHEET 42

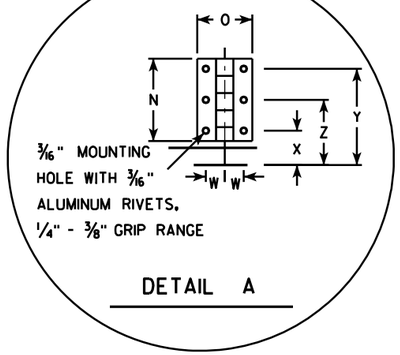


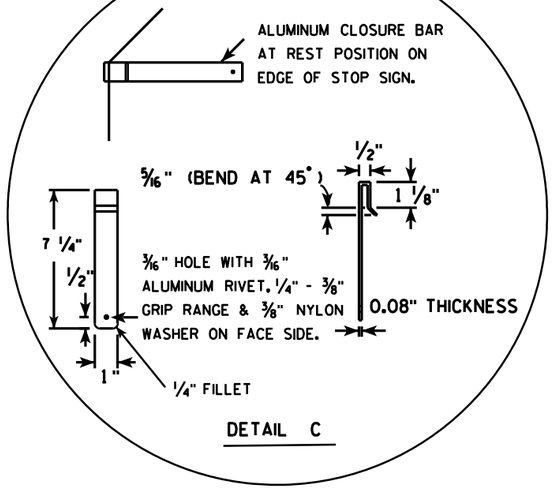



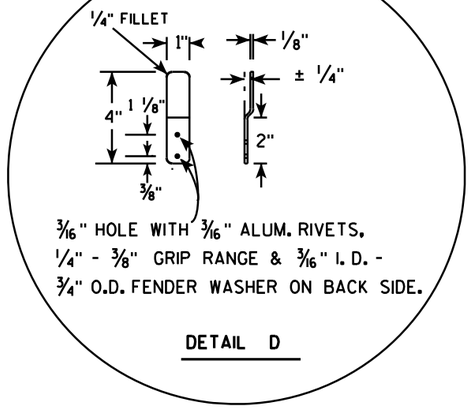

## NOTES

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.




| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

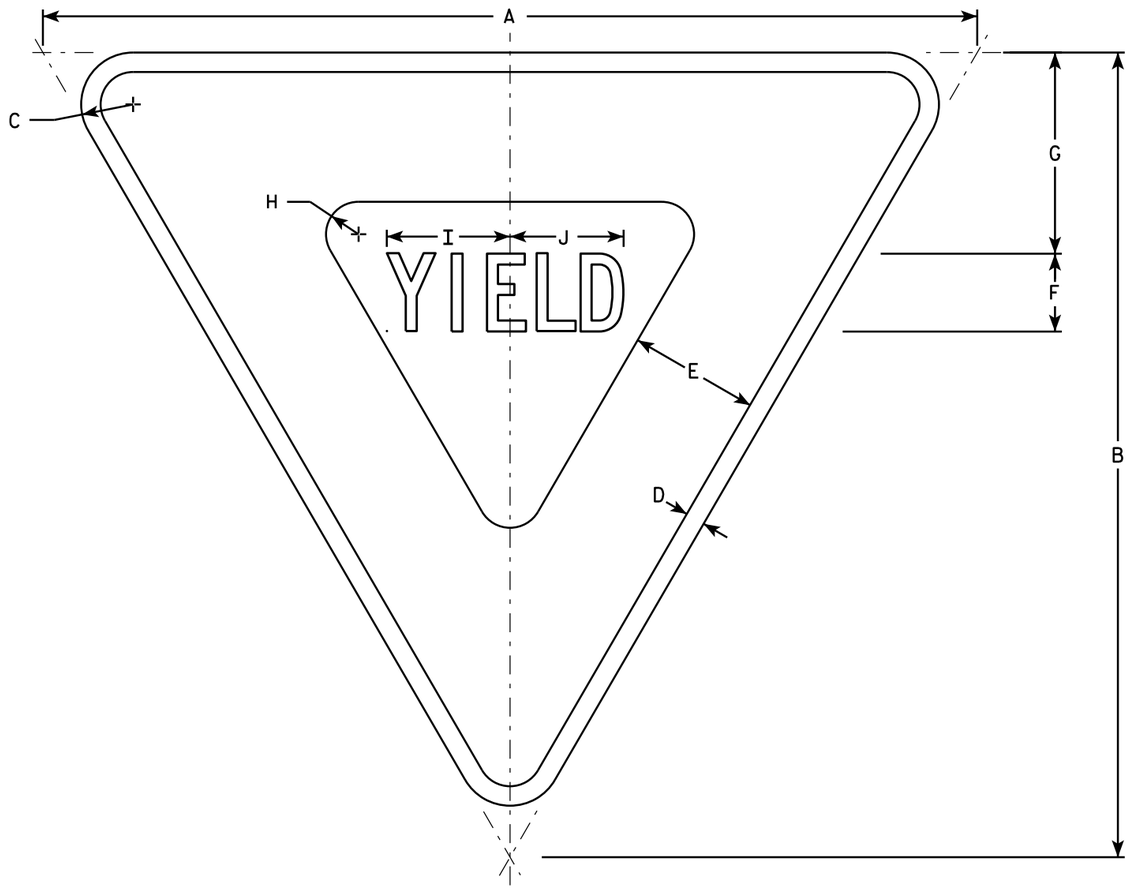
STANDARD SIGN
R1-1F

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: 546 | E




R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 26 | 1 1/2 | 5/8 | 4 | 2 1/2 | 6 3/8 | 7/8 | 4 | 3 5/8 | | | | | | | | | | | | | | | | | 2.71 |
| 2S | 36 | 31 | 2 | 3/4 | 5 | 3 | 7 3/4 | 1 1/4 | 4 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | 3.88 |
| 2M | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 3 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 4 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 5 | 60 | 52 | 3 | 1 1/2 | 8 | 5 | 13 | 2 1/2 | 7 7/8 | 7 1/4 | | | | | | | | | | | | | | | | | 10.83 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 18 | 15 1/2 | 1 | 3/8 | 2 1/2 | 1 1/2 | 3 7/8 | 5/8 | 2 3/8 | 2 1/4 | | | | | | | | | | | | | | | | | 0.97 |

STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

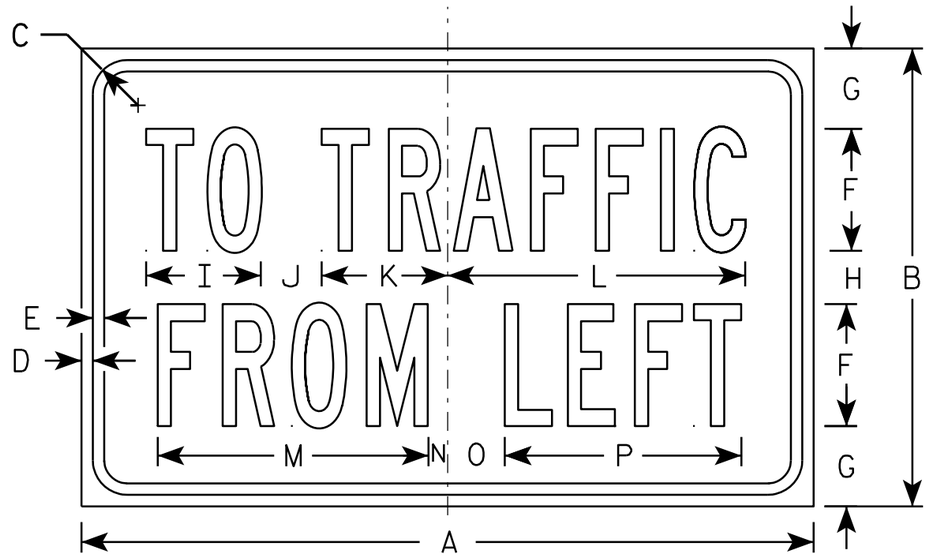
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42




R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 15 | 1 1/8 | 3/8 | 3/8 | 4 | 2 5/8 | 1 3/4 | 3 3/4 | 2 | 4 1/8 | 9 3/4 | 8 7/8 | 5/8 | 1 7/8 | 7 3/4 | | | | | | | | | | | 2.5 |
| 2M | 24 | 15 | 1 1/8 | 3/8 | 3/8 | 4 | 2 5/8 | 1 3/4 | 3 3/4 | 2 | 4 1/8 | 9 3/4 | 8 7/8 | 5/8 | 1 7/8 | 7 3/4 | | | | | | | | | | | 2.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

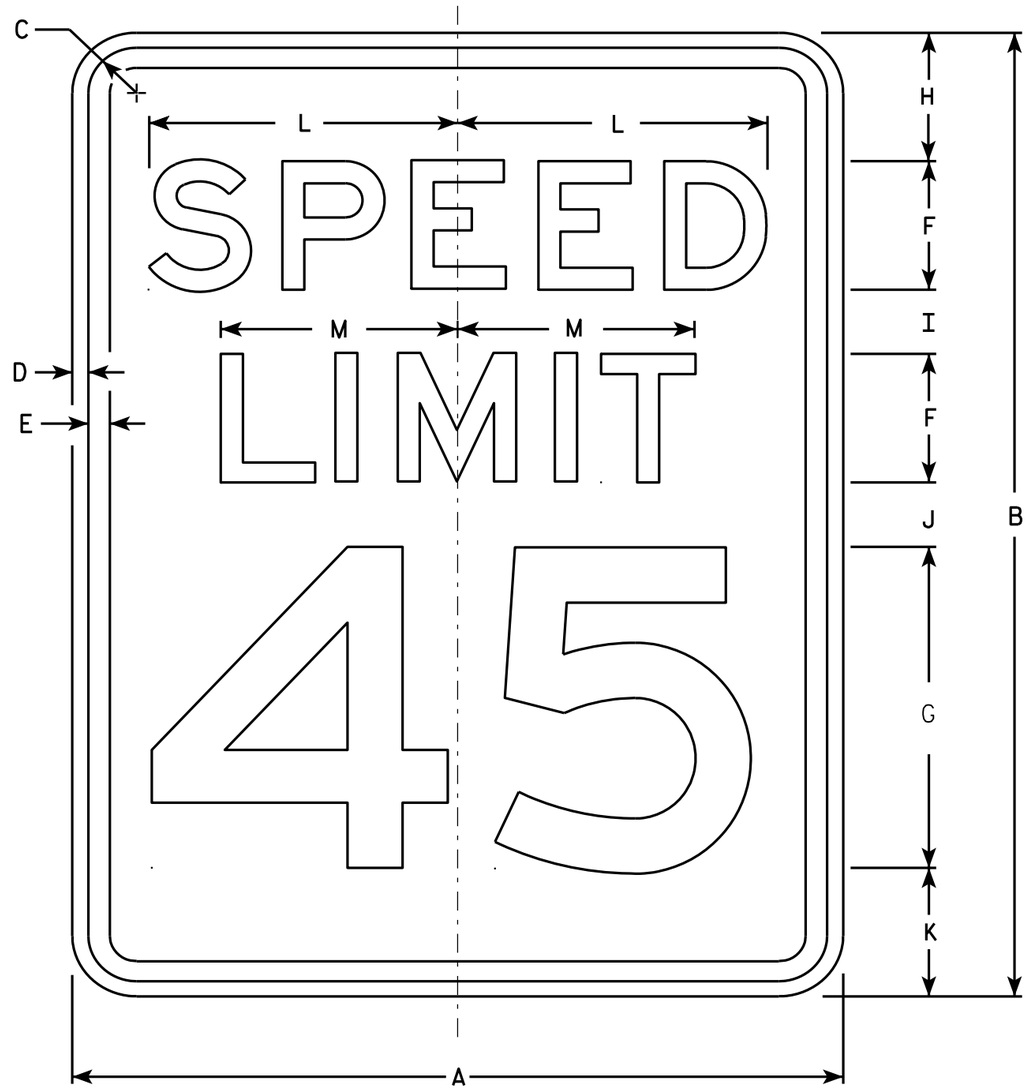
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 548 | 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 |

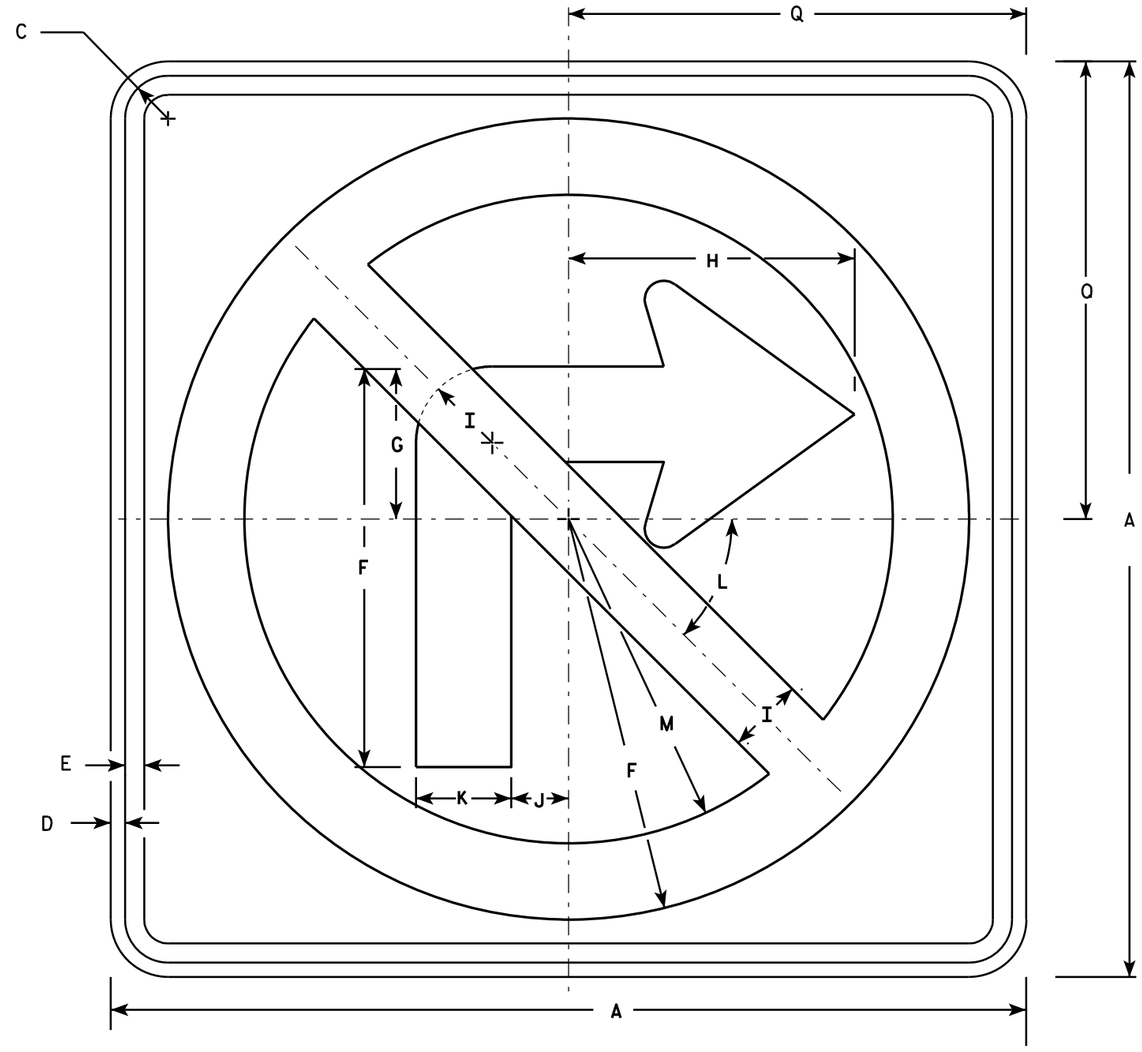
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

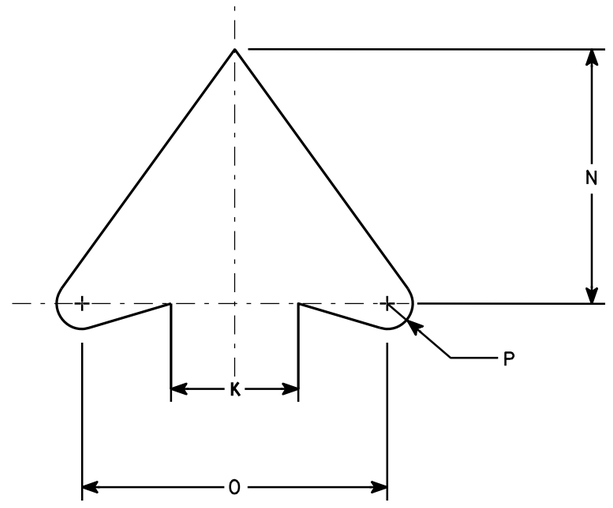
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 549 | E




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 |

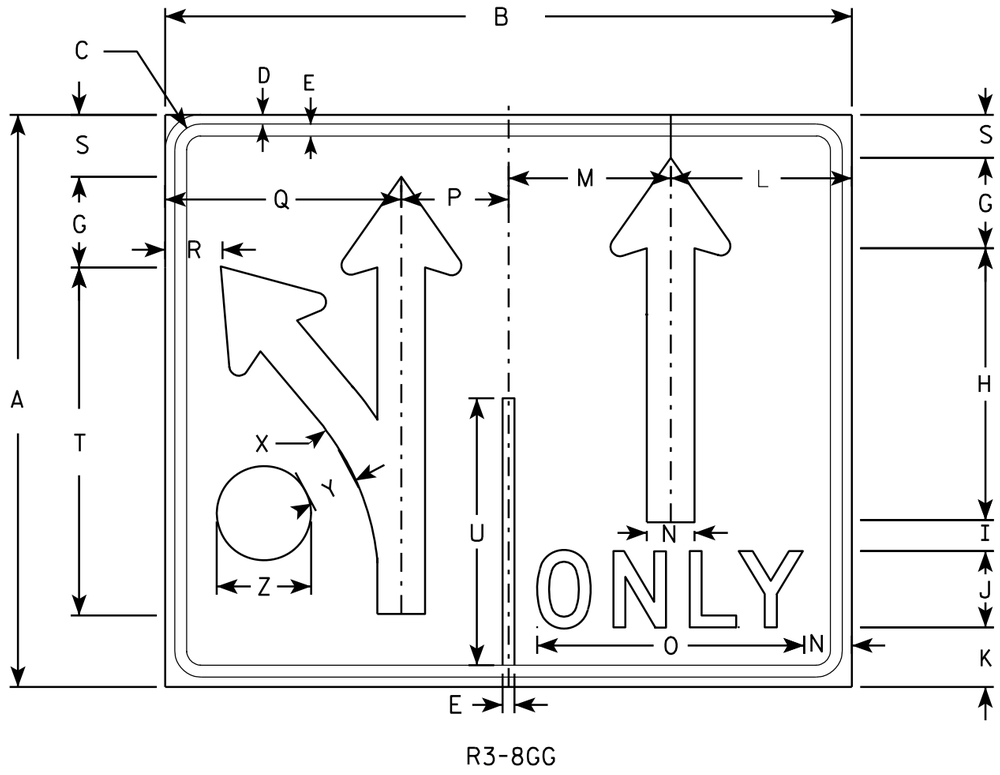
# STANDARD SIGN
# R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

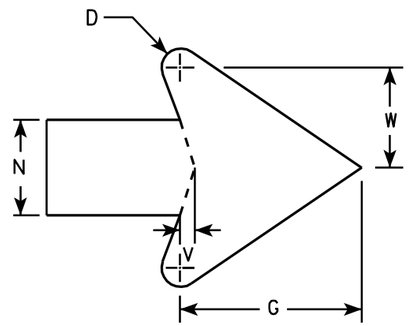
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 550 | E |
|---|---|---|---|---|---|




R3-8GG

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.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 4 | 3 1/8 | 9 1/2 | 8 1/2 | 2 1/2 | 14 | 5 5/8 | 12 3/8 | 3 | 3 1/4 | 18 1/4 | 14 | 3/8 | 2 5/8 | 13 1/4 | 2 1/2 | 5 | 7.5 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 4 | 3 1/8 | 9 1/2 | 8 1/2 | 2 1/2 | 14 | 5 5/8 | 12 3/8 | 3 | 3 1/4 | 18 1/4 | 14 | 3/8 | 2 5/8 | 13 1/4 | 2 1/2 | 5 | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

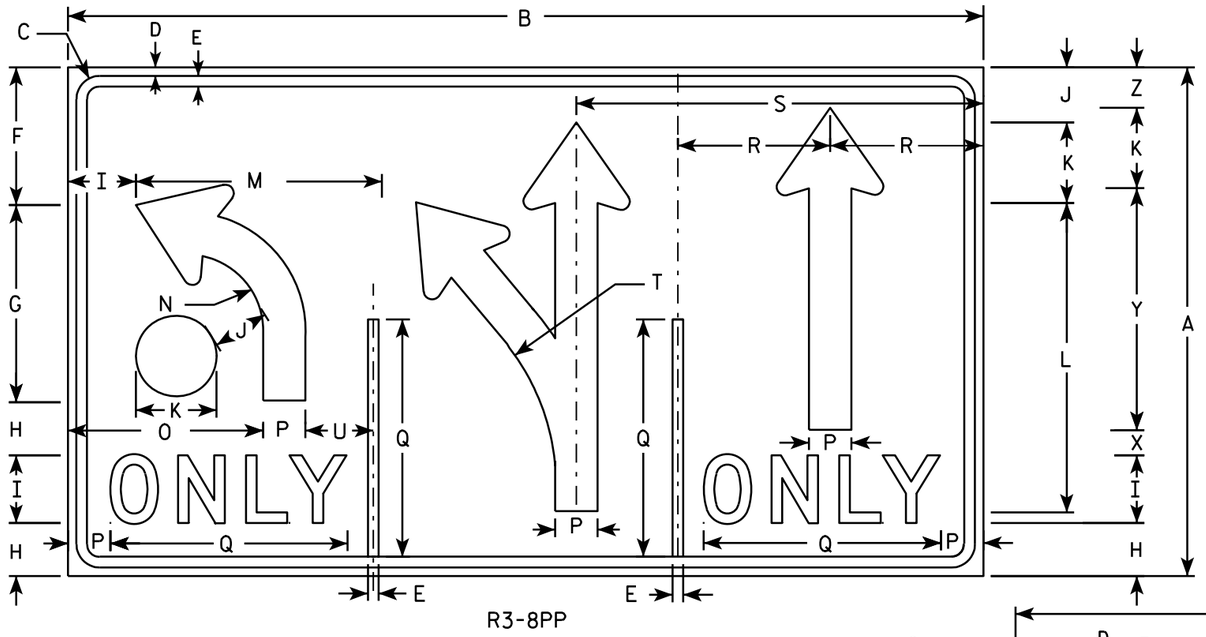
STANDARD SIGN
R3-8GG

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO R3-8GG.2

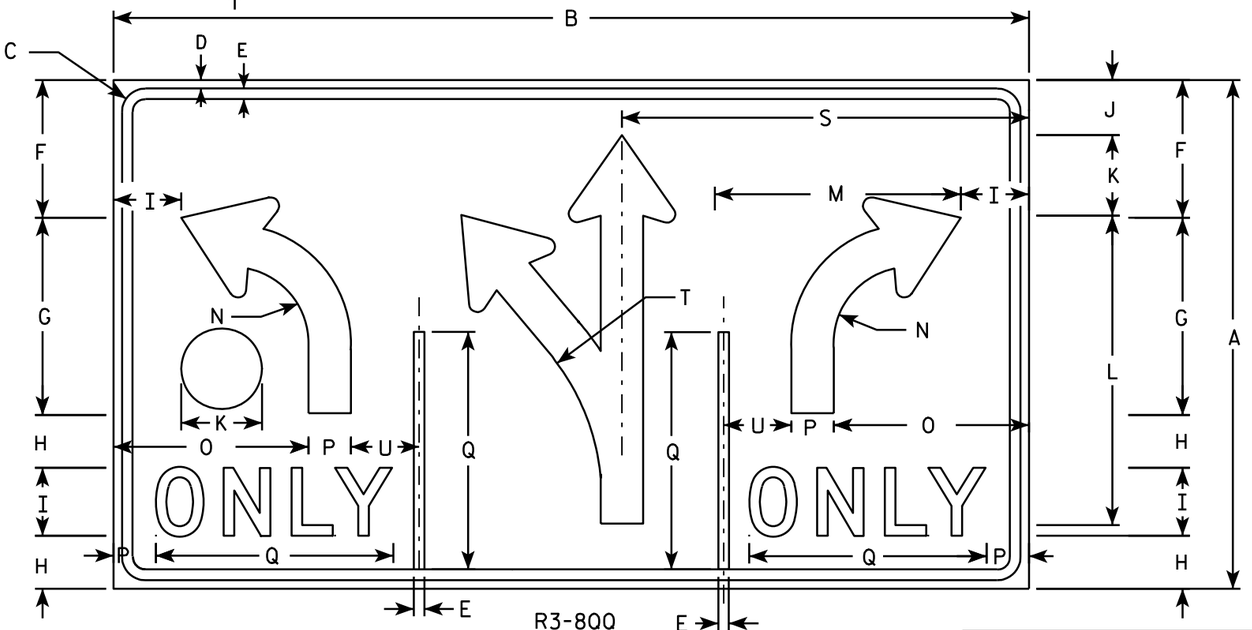
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 551 | E |
|---|---|---|---|---|---|



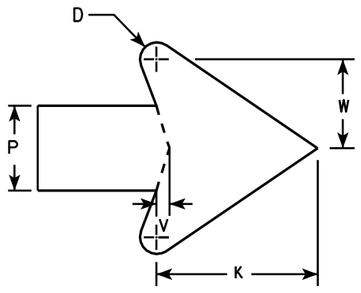

R3-8PP

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




R3-8QQ




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 54 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 3 1/4 | 4 3/4 | 18 1/4 | 14 1/2 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 9 | 24 | 13 1/4 | 4 | 3/8 | 2 5/8 | 1 1/2 | 14 1/4 | 2 3/8 | 11.25 |
| 2M | 30 | 54 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 3 1/4 | 4 3/4 | 18 1/4 | 14 1/2 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 9 | 24 | 13 1/4 | 4 | 3/8 | 2 5/8 | 1 1/2 | 14 1/4 | 2 3/8 | 11.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R3-8PP & R3-8QQ

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8PP.2

PROJECT NO:

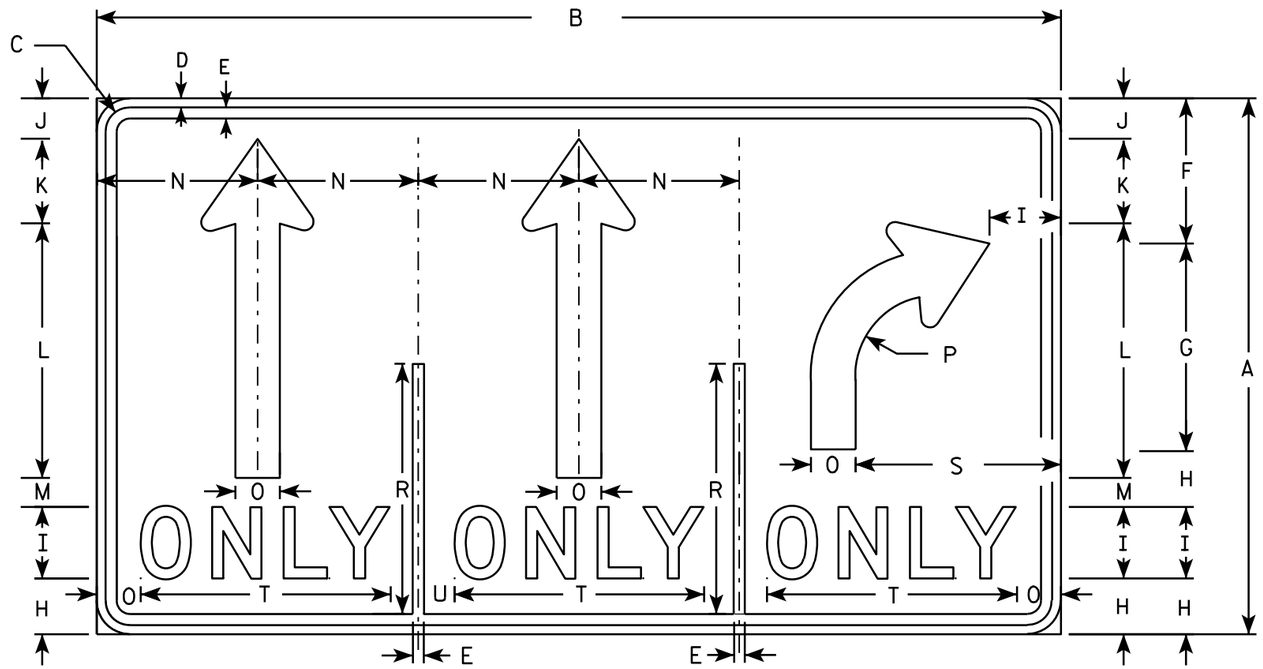
SHEET NO: 552 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38PP.DGN PLOT DATE : 24-MAR-2011 09:36 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42

7

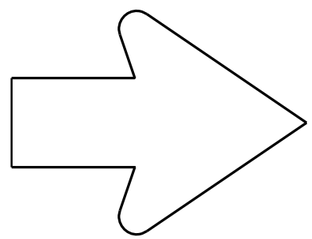
7




R3-8X

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 54 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 9 | 2 1/2 | 4 1/2 | | 14 | 11 1/2 | 14 | 2 | | | | | | 11.25 |
| 2M | 30 | 54 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 9 | 2 1/2 | 4 1/2 | | 14 | 11 1/2 | 14 | 2 | | | | | | 11.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 48 | 84 | 2 1/4 | 3/4 | 1 | 13 | 18 1/2 | 5 1/4 | 6 | 3 3/4 | 7 5/8 | 23 | 2 3/8 | 14 | 3 3/4 | 7 1/4 | | 22 3/8 | 17 1/4 | 20 1/2 | 3 1/4 | | | | | | 28.0 |
| 5 | 48 | 84 | 2 1/4 | 3/4 | 1 | 13 | 18 1/2 | 5 1/4 | 6 | 3 3/4 | 7 5/8 | 23 | 2 3/8 | 14 | 3 3/4 | 7 1/4 | | 22 3/8 | 17 1/4 | 20 1/2 | 3 1/4 | | | | | | 28.0 |

STANDARD SIGN
R3-8X

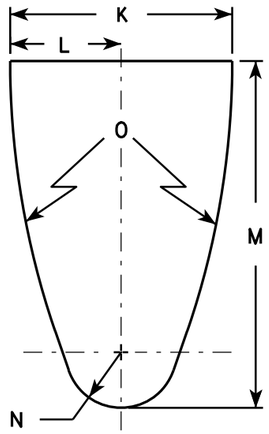
WISCONSIN DEPT OF TRANSPORTATION

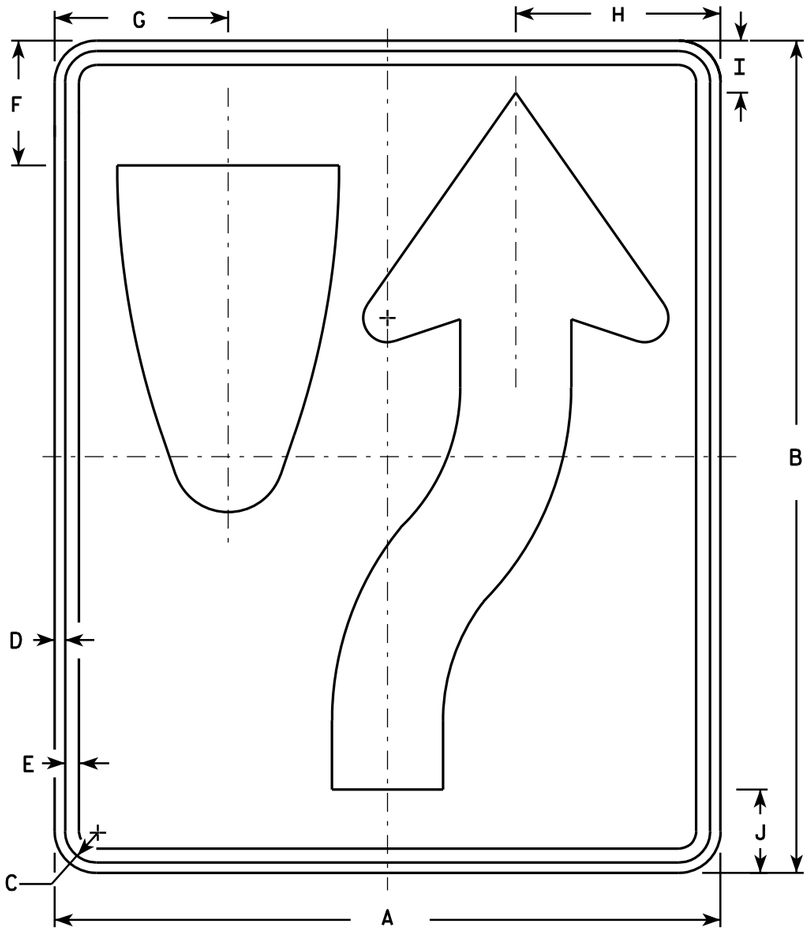
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/25/13 PLATE NO. R3-8X.3

PROJECT NO:

SHEET NO: 553 E

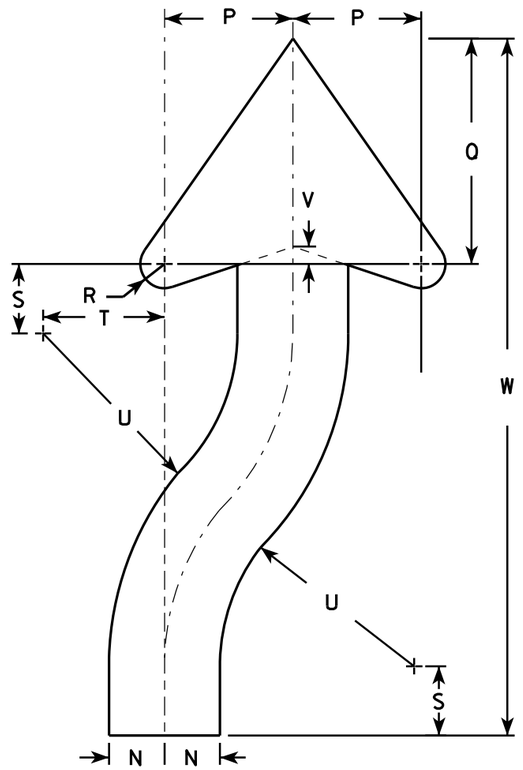



R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 3/8 | 4 3/4 | 5 1/2 | 1 3/8 | 2 1/4 | 6 | 3 | 9 3/8 | 1 1/2 | 22 1/2 | 3 1/2 | 6 1/8 | 5/8 | 1 7/8 | 3 1/4 | 6 3/4 | 1/2 | 20 3/8 | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 3 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 4 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 9 | 12 1/2 | 14 3/4 | 3 3/4 | 6 | 16 | 8 | 25 | 4 | 60 | 9 1/4 | 16 1/4 | 1 5/8 | 5 | 8 3/4 | 18 | 1 1/4 | 50 1/4 | | | | 20.0 |

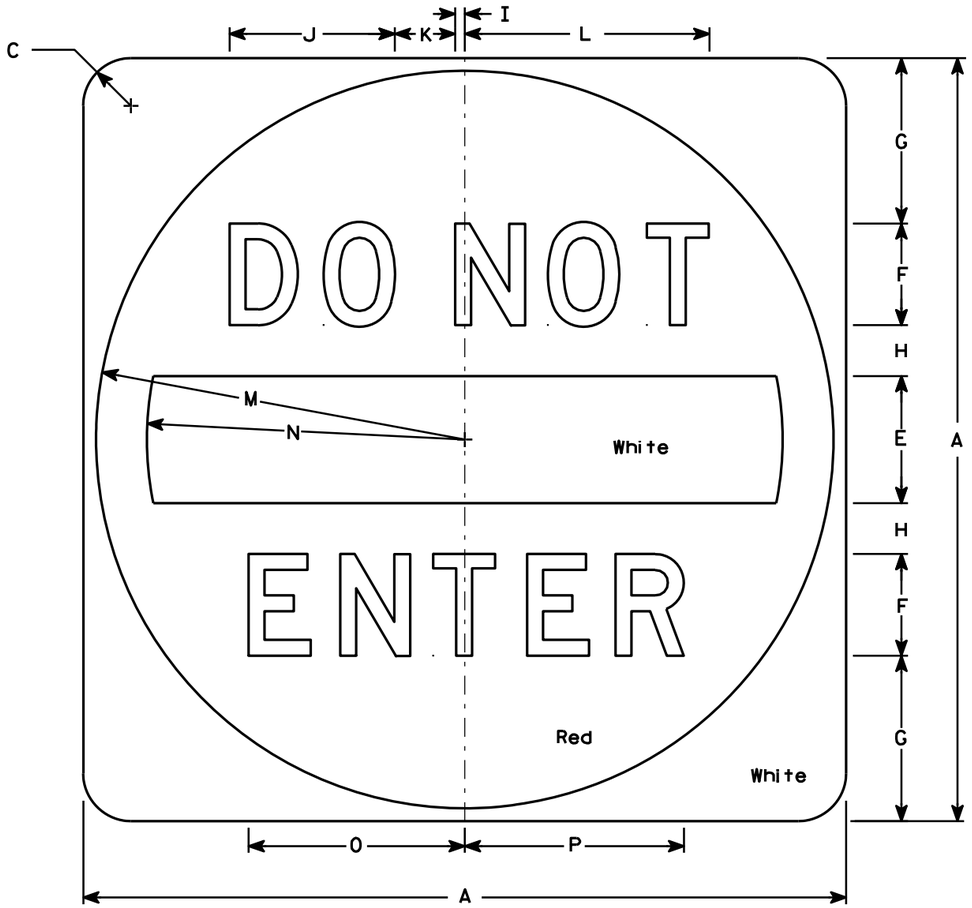
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 554 | E |
|---|---|---|---|---|---|




R5-1

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | | 5 | 4 | 6 1/2 | 2 | 3/8 | 6 1/2 | 2 3/8 | 9 5/8 | 14 1/2 | 12 1/2 | 8 1/2 | 8 5/8 | | | | | | | | | | | 6.26 |
| 2M | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 3 | | 8 | 6 | 11 | 3 | 5/8 | 9 3/4 | 3 5/8 | 14 1/2 | 23 1/2 | 20 | 12 3/4 | 12 7/8 | | | | | | | | | | | 16.0 |

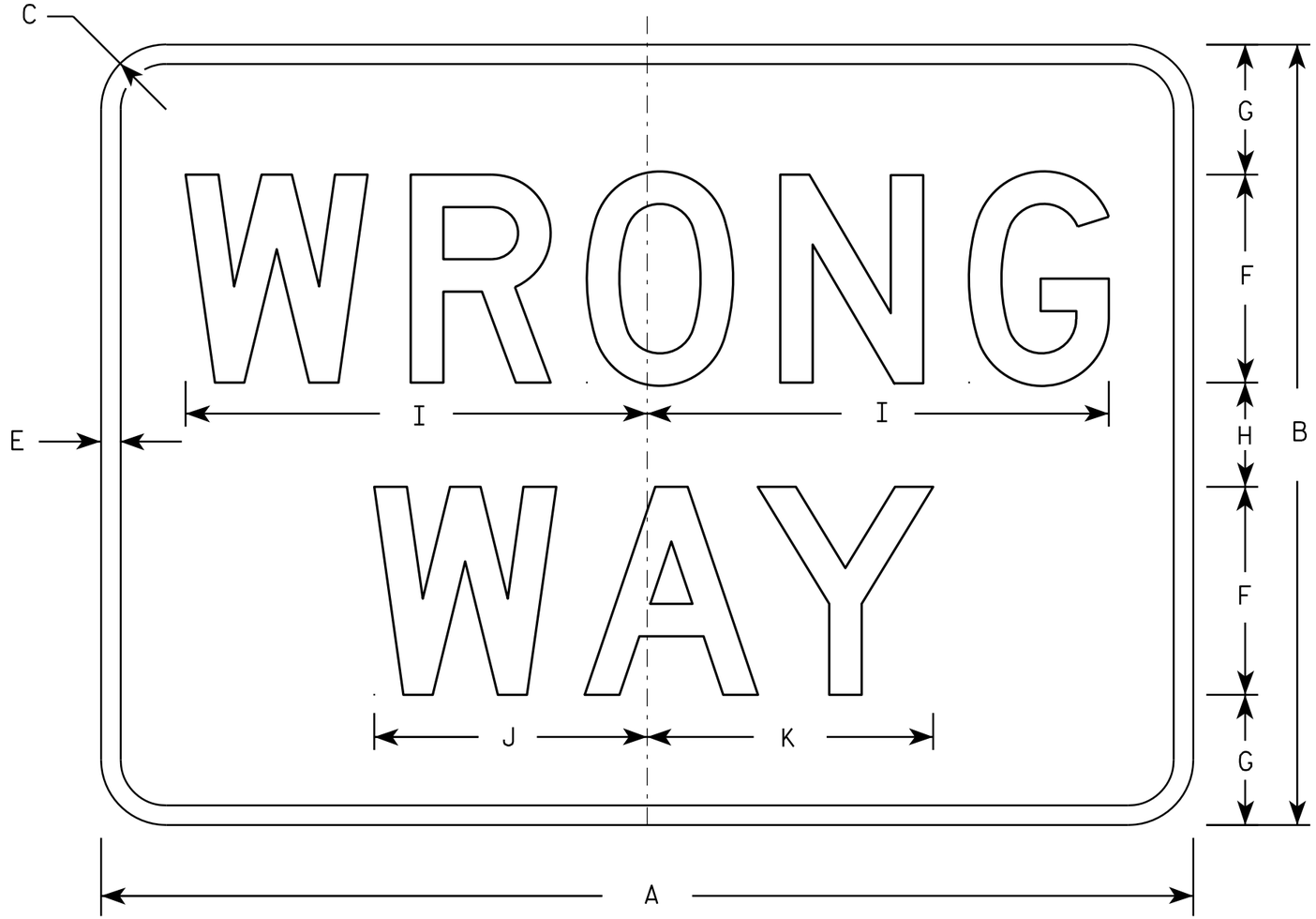
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 555 | E




R5-1A

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 |
| 2S | 36 | 24 | 2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 |
| 2M | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 3 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 4 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 5 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 556 | E |
|---|---|---|---|---|---|




R5-57

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 - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2M | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 4 | 3 | 2 | 3 1/2 | 14 1/4 | 14 7/8 | 11 | 11 1/2 | 4 3/4 | 1 3/4 | 9 | | 1 3/8 | 10 | 11 | 2 1/2 | 1 3/4 | 15 1/2 | 13 | 13 5/8 | | 9.0 |
| 5 | 36 | | 1 5/8 | 5/8 | 3/4 | 4 | 3 | 2 | 3 1/2 | 14 1/4 | 14 7/8 | 11 | 11 1/2 | 4 3/4 | 1 3/4 | 9 | | 1 3/8 | 10 | 11 | 2 1/2 | 1 3/4 | 15 1/2 | 13 | 13 5/8 | | 9.0 |

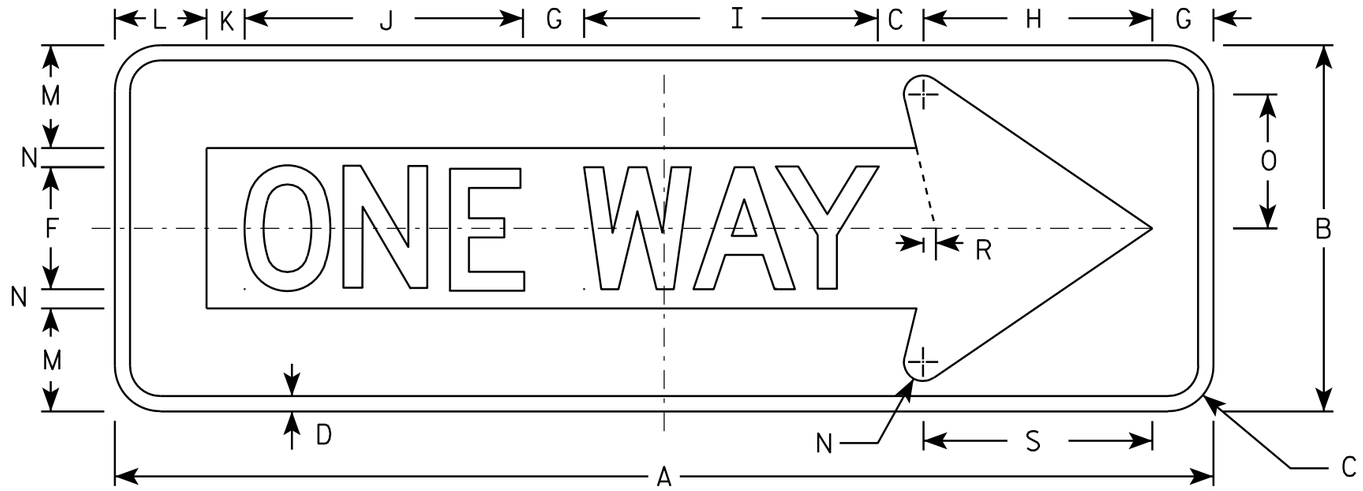
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

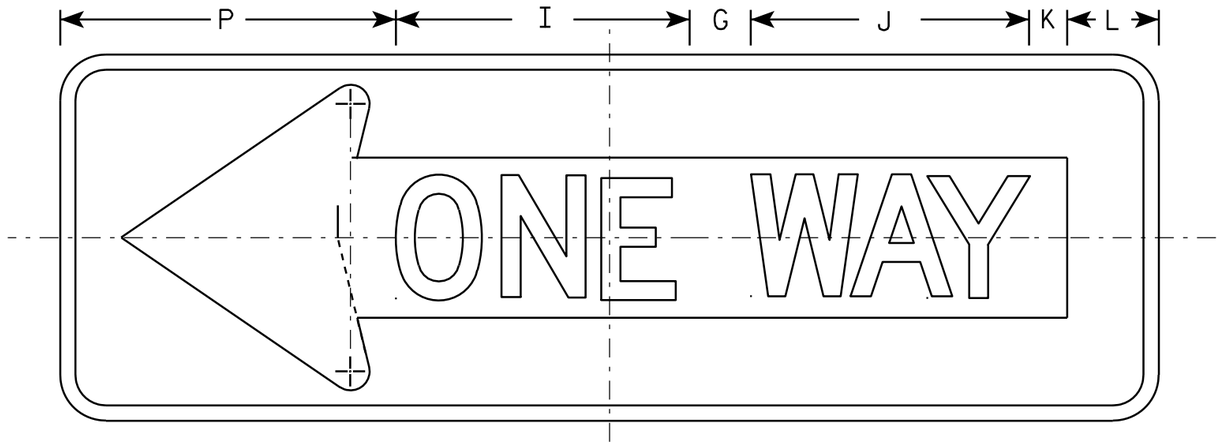
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 557 | E




R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




R6-1L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | 12 | 1 ½ | ½ | | 4 | 2 | 7 ½ | 9 ⅝ | 9 ⅛ | 1 ¼ | 3 | 3 ⅜ | ⅝ | 4 ⅜ | 11 | | ⅜ | 7 ½ | | | | | | | | 3.0 |
| 2M | 54 | 18 | 2 ¼ | ¾ | | 6 | 3 | 11 ¼ | 14 ½ | 13 ⅝ | 1 ⅞ | 4 ½ | 5 | 1 | 6 ½ | 16 ½ | | ⅝ | 11 ¼ | | | | | | | | 6.75 |
| 3 | 54 | 18 | 2 ¼ | ¾ | | 6 | 3 | 11 ¼ | 14 ½ | 13 ⅝ | 1 ⅞ | 4 ½ | 5 | 1 | 6 ½ | 16 ½ | | ⅝ | 11 ¼ | | | | | | | | 6.75 |
| 4 | 54 | 18 | 2 ¼ | ¾ | | 6 | 3 | 11 ¼ | 14 ½ | 13 ⅝ | 1 ⅞ | 4 ½ | 5 | 1 | 6 ½ | 16 ½ | | ⅝ | 11 ¼ | | | | | | | | 6.75 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-1 L & R

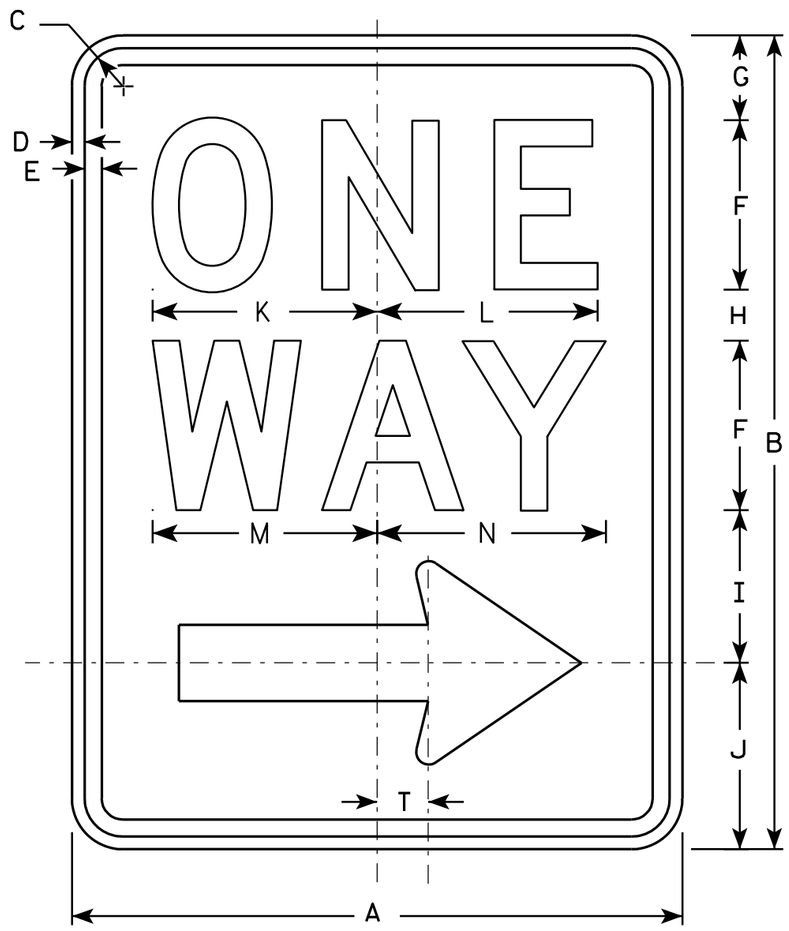
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

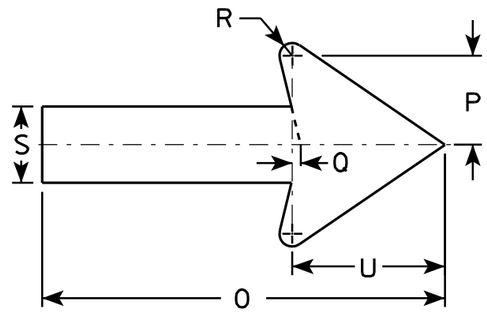
SHEET NO: 558 E




R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 2 1/2 | 1 1/2 | 4 1/2 | 5 1/2 | 6 5/8 | 6 1/2 | 6 5/8 | 6 3/4 | 11 7/8 | 2 5/8 | 1/4 | 3/8 | 2 1/4 | 1 1/2 | 4 1/2 | | | | | |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 6 | 3 | 2 1/2 | 5 1/2 | 7 | 8 1/8 | 8 1/8 | 8 1/2 | 8 5/8 | 16 | 3 1/2 | 3/8 | 1/2 | 3 | 2 | 6 | | | | | |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 2 1/2 | 2 5/8 | 6 7/8 | 8 | 10 1/2 | 10 1/2 | 11 1/4 | 11 1/4 | 20 | 4 3/8 | 1/2 | 5/8 | 3 3/4 | 2 1/2 | 7 1/2 | | | | | |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

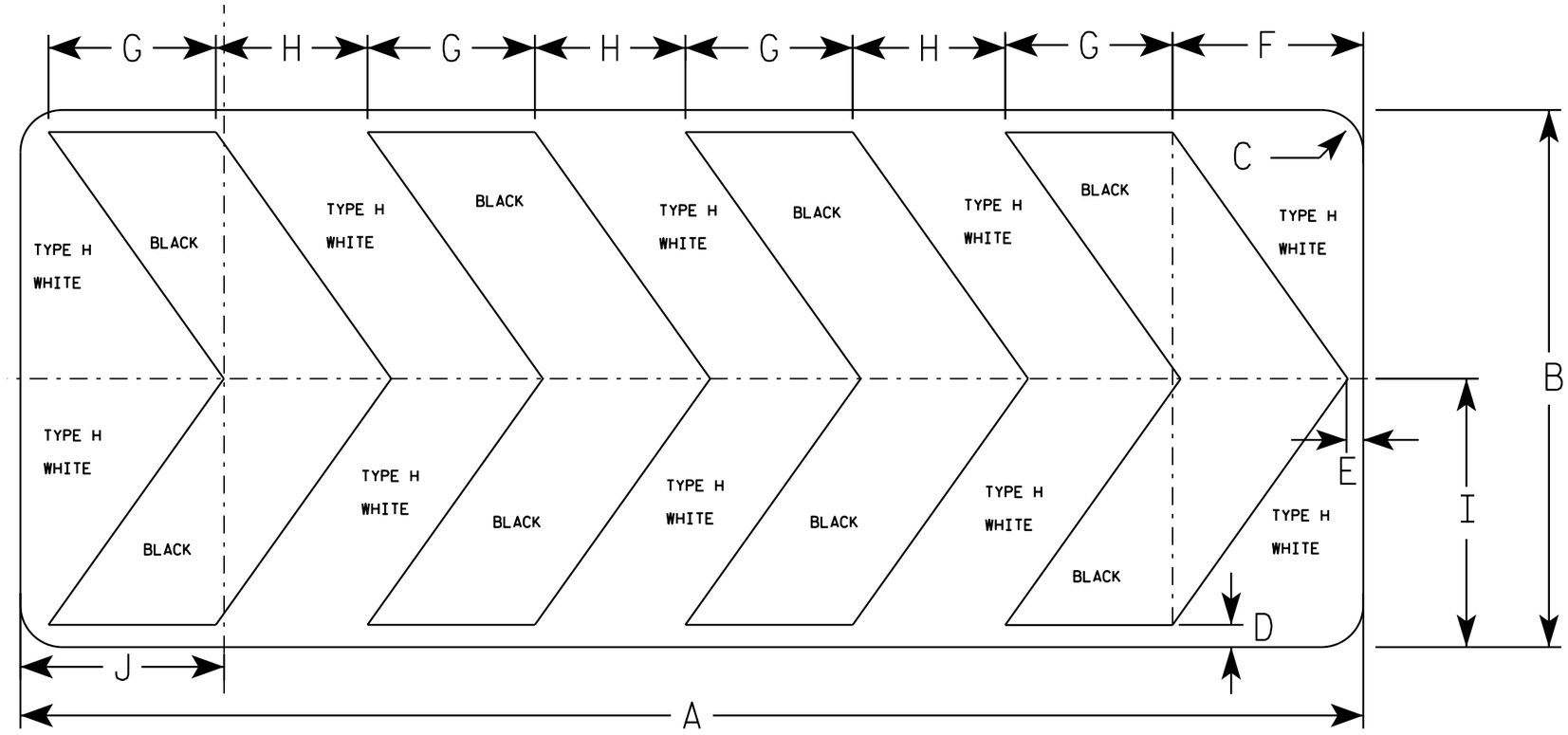
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 559 | E |
|---|---|---|---|---|---|

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




R6-4B

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 24 | 1 7/8 | 1 | 3/4 | 8 1/2 | 7 1/2 | 6 3/4 | 12 | 9 1/8 | | | | | | | | | | | | | | | | | 10.0 |
| 2M | 60 | 24 | 1 7/8 | 1 | 3/4 | 8 1/2 | 7 1/2 | 6 3/4 | 12 | 9 1/8 | | | | | | | | | | | | | | | | | 10.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

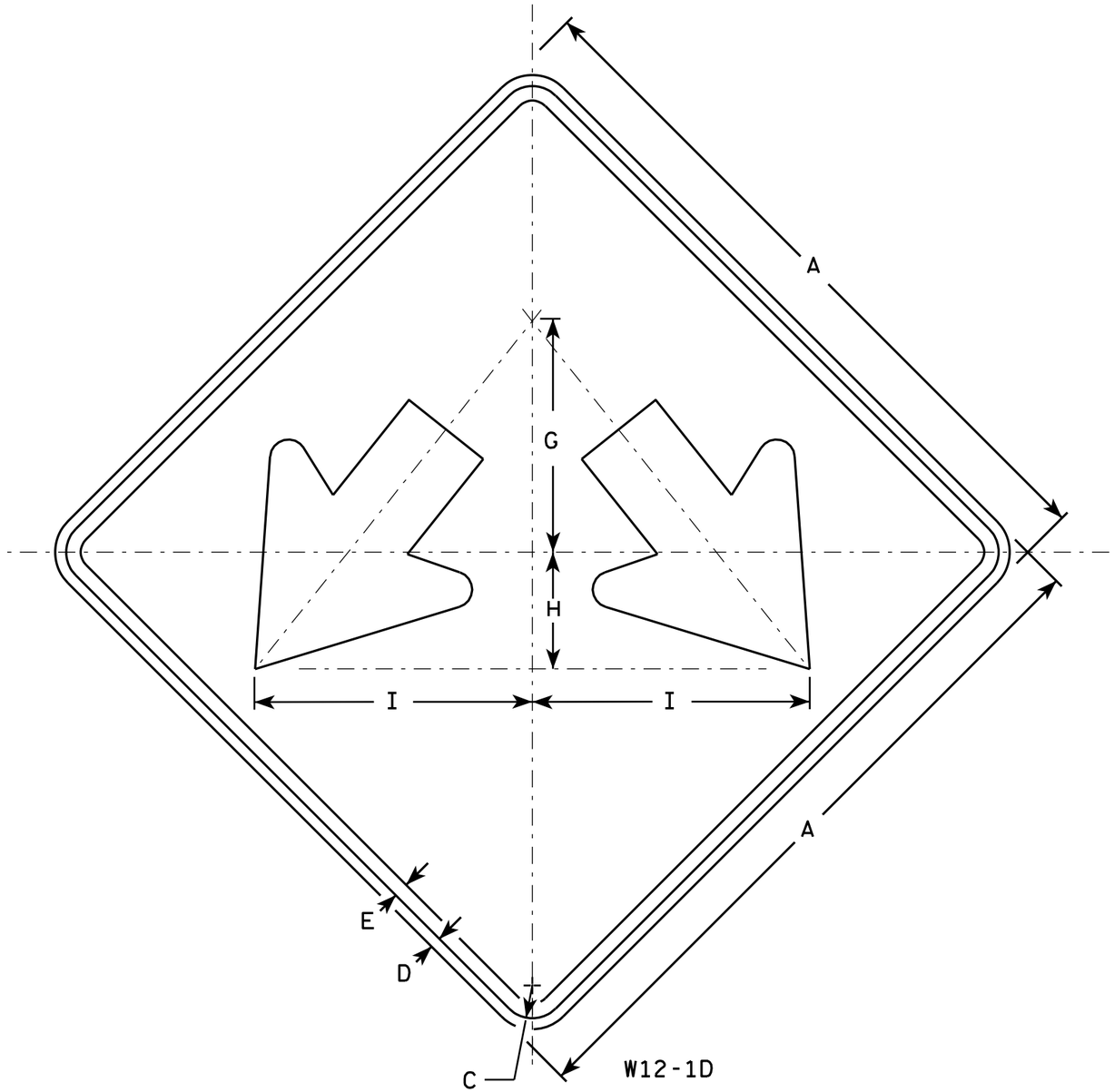
DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E



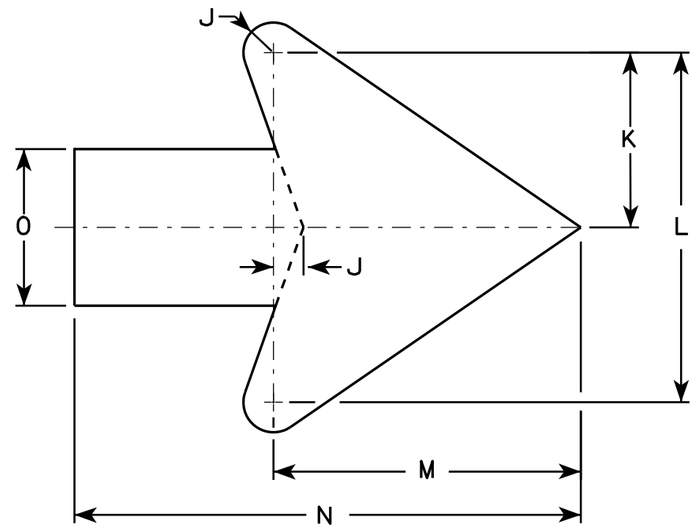
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42




NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/8 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/8 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 | 5 | 11 7/8 | 3/4 | 4 1/2 | 9 | 7 7/8 | 13 | 4 | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 1 3/8 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 16 | 8 | 19 | 1 1/4 | 7 1/4 | 14 1/2 | 12 3/4 | 21 | 6 1/4 | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

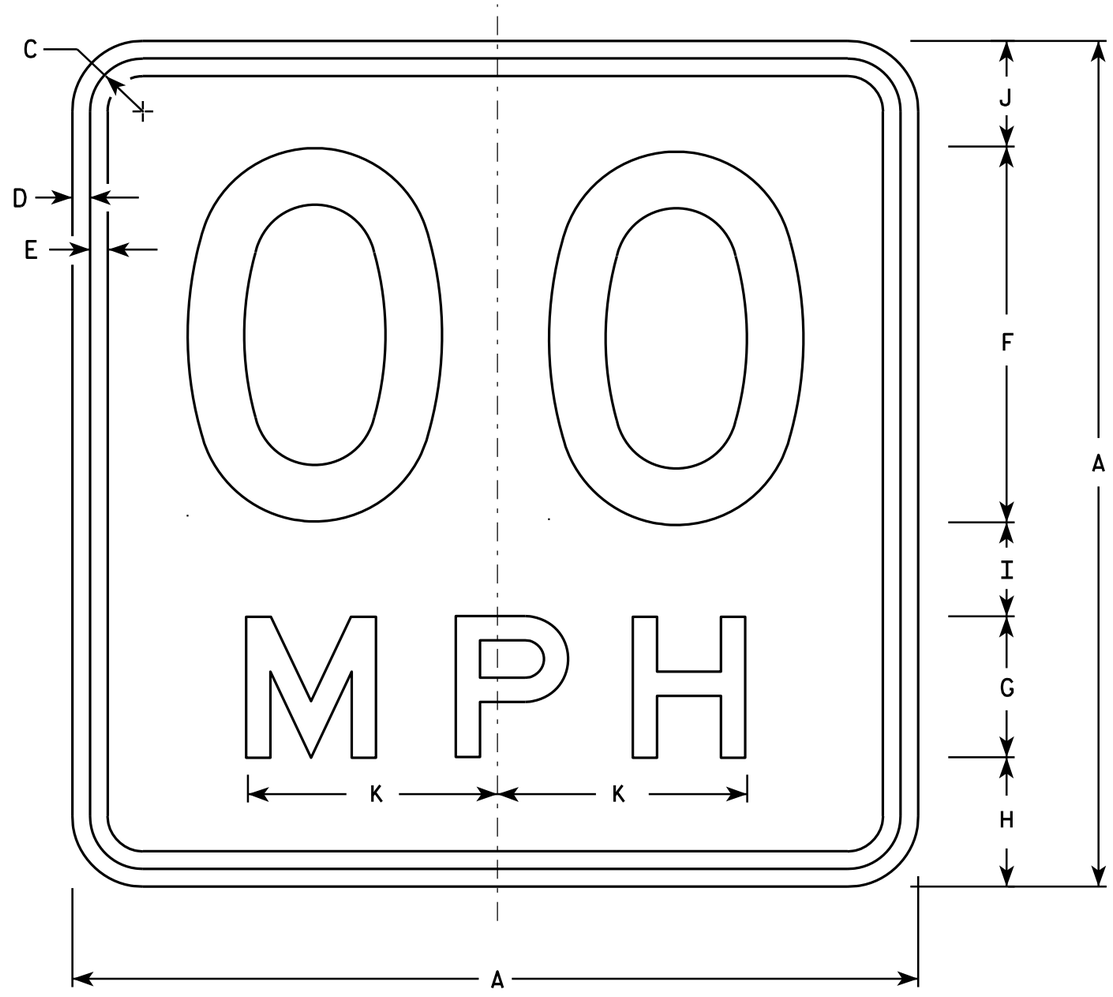
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 561 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

WISDOT/CADDS SHEET 42

7

7




W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2S | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2M | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| | 3 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 |
| | 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |
| | 5 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |

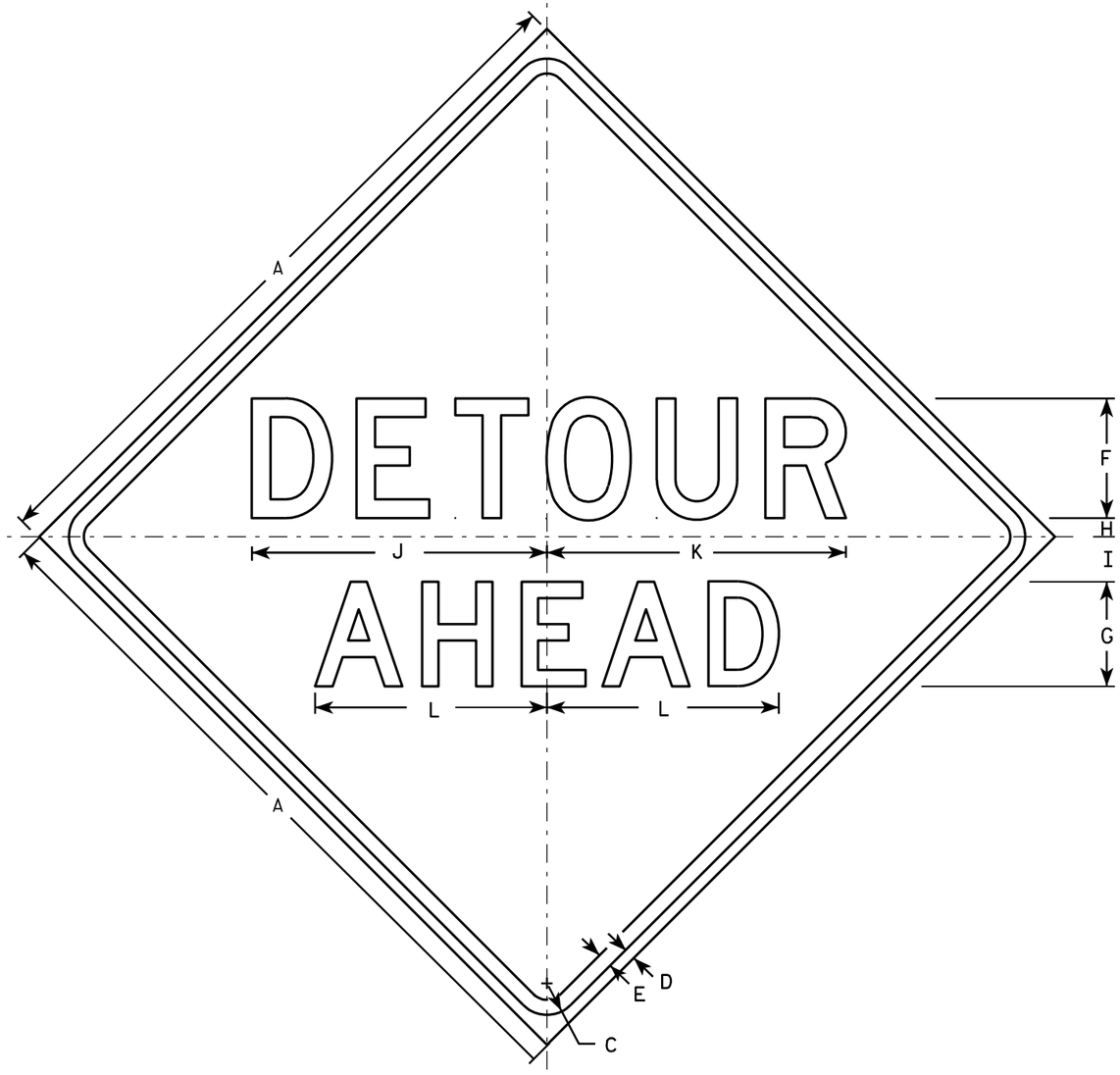
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

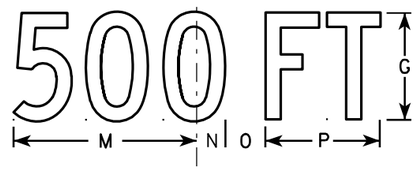
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

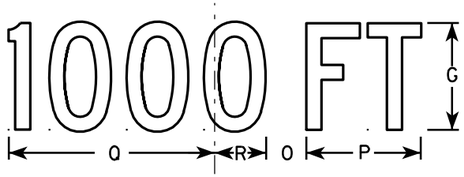
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 562 | E



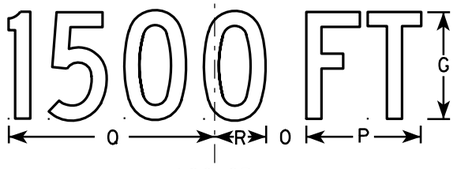

W20-2A



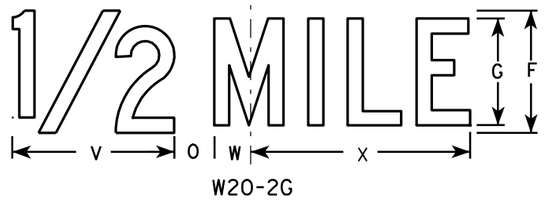

W20-2D




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 | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 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 |

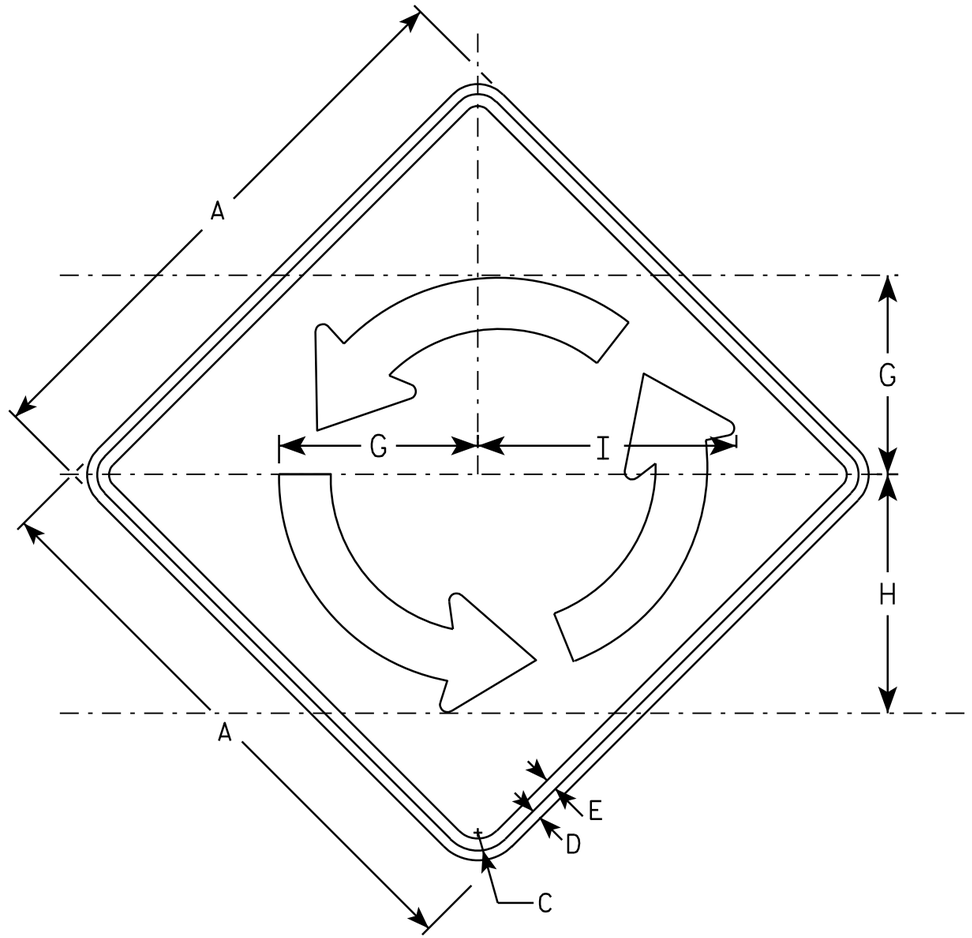
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

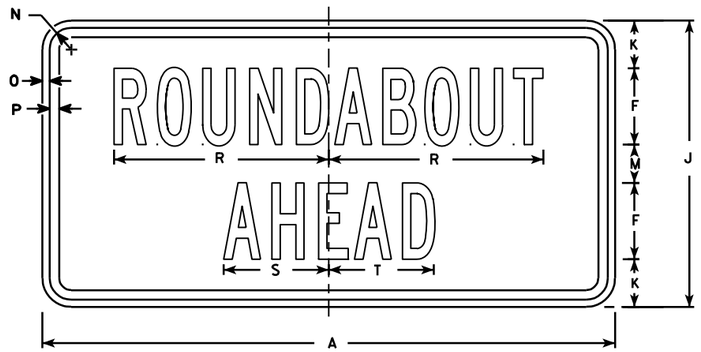
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 563 | E |
|---|---|---|---|---|---|




W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




W2-6P

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | W2-6 Area sq. ft. | W2-6P Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 4 | 10 3/8 | 12 1/2 | 13 1/2 | 15 | 2 1/2 | | 2 | 1 1/8 | 3/8 | 1/2 | | 11 1/4 | 5 1/2 | 5 1/2 | | | | | 6.25 | 3.12 |
| 2M | 30 | | 1 3/8 | 1/2 | 5/8 | 4 | 10 3/8 | 12 1/2 | 13 1/2 | 15 | 2 1/2 | | 2 | 1 1/8 | 3/8 | 1/2 | | 11 1/4 | 5 1/2 | 5 1/2 | | | | | 6.25 | 3.12 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 12 1/2 | 15 | 16 1/4 | 18 | 2 5/8 | | 2 3/4 | 1 1/8 | 3/8 | 1/2 | | 14 | 7 | 6 3/4 | | | | | 9.00 | 4.50 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 6 | 16 5/8 | 20 | 16 1/4 | 24 | 4 3/8 | | 3 5/8 | 1 3/8 | 1/2 | 5/8 | | 17 | 8 1/4 | 8 1/4 | | | | | 16.0 | 8.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

SHEET NO: 564 E

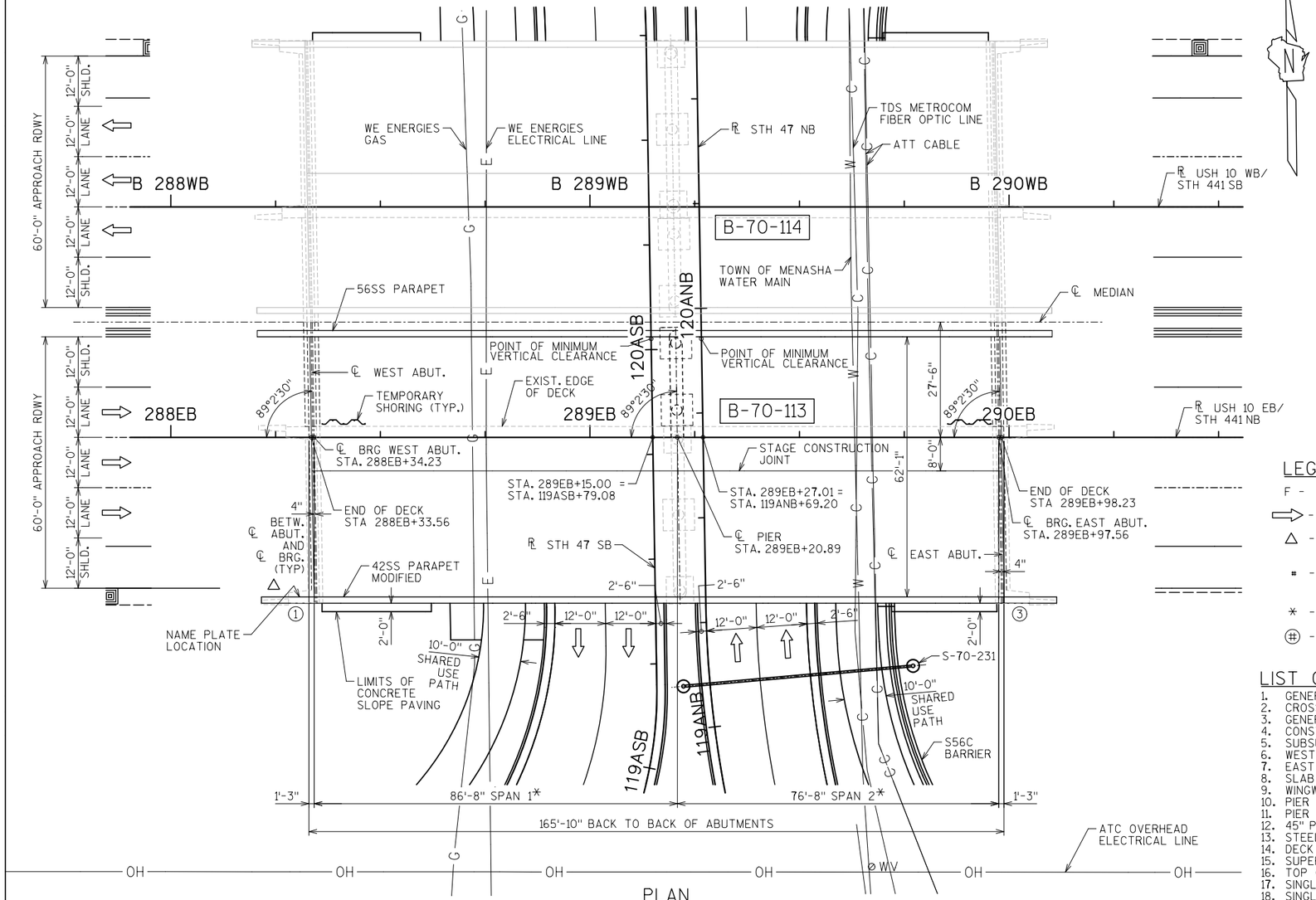
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

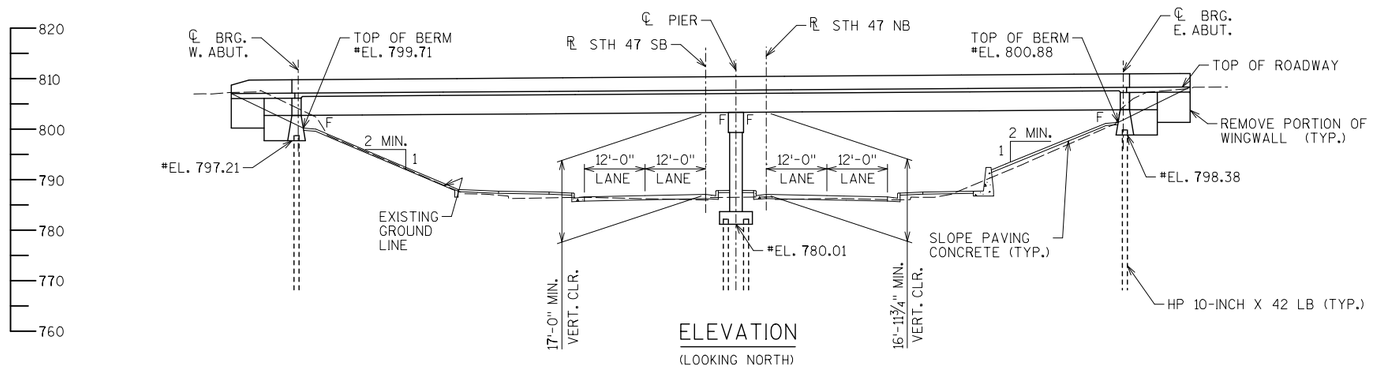
7

| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




## PLAN

(2 SPAN - 45" PRESTRESSED GIRDERS)




## ELEVATION

(LOOKING NORTH)

## BENCHMARK

| NO. | LOCATION | DESCRIPTION | ELEVATION |
|---|---|---|---|
| AP 4 | STA 288EB+27.05, 39.6' RT. | ALUM WISC DOT DISK SW CORNER TOP OF PARAPET WALL TO BRIDGE FOR EAST BOUND HWY 441 OVER APPLETON ROAD | 809.38 |
| AP 5 | STA 290WB+03.47, 39.7' LT. | ALUM WISC DOT DISK NE CORNER TOP OF PARAPET WALL TO BRIDGE FOR WEST BOUND HWY 441 OVER APPLETON ROAD | 811.46 |

## NOTES

ALL SUBSTRUCTURE UNITS ARE NORMAL TO ℄ UNLESS NOTED OTHERWISE.

DIMENSIONS SHOWN ARE ALONG ℄.

SPAN LENGTHS SHOWN ARE MEASURED ALONG ℄.

ALL UNITS ARE IN SURVEY FEET UNLESS OTHERWISE NOTED.

ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

## TRAFFIC DATA:

STH 441:
A.D.T. = 44,090 (2010)
A.D.T. = 66,900 (2038)
R.D.S. = 70 M.P.H.

STH 47:
A.D.T. = 35,700 (2010)
A.D.T. = 41,900 (2038)
R.D.S. = 30 M.P.H. (BETWEEN ROUNDABOUTS)

## LEGEND

F - FIXED BEARING

⇨ - DIRECTION OF TRAFFIC

△ - ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD ATTACHMENT

# - ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS

✳ - MEASURED ℄ PIER TO ℄ BRG. ABUT.

Ⓗ - INDICATES WINGWALL NUMBER

## DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-26
OPERATING RATING: HS-44
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

THE DESIGN PROVIDES FOR AN ADDITIONAL LOAD DUE TO A FUTURE WEARING SURFACE EQUAL TO 20 PSF AND A POLYMER OVERLAY EQUAL TO 5 PSF.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (HPC)
SUPERSTRUCTURE ..... f'c = 4,000 PSI
ALL OTHER ..... f'c = 4,000 PSI

BAR STEEL REINFORCEMENT, HIGH STRENGTH, GRADE 60 ..... fy = 60,000 PSI

45-INCH PRESTRESSED GIRDERS, CONCRETE MASONRY ..... f'c = 8,000 PSI
..... f'ci = 6,800 PSI

0.5" DIA. PRESTRESSING STRANDS ..... f's = 270,000 PSI

## FOUNDATION DATA

SUPPORT ABUTMENTS AND PIER ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS** (W. ABUT.), 110 TONS** (E. ABUT.), AND 180 TONS** (PIER) PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET FOR THE ABUTMENTS AND PIER. A MINIMUM PILE TIP ELEVATION OF 727.00 IS REQUIRED.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

## LIST OF DRAWINGS


1. GENERAL PLAN AND ELEVATION
2. CROSS SECTION
3. GENERAL NOTES AND QUANTITIES
4. CONSTRUCTION STAGING
5. SUBSURFACE EXPLORATION
6. WEST ABUTMENT PLAN AND ELEVATION
7. EAST ABUTMENT PLAN AND ELEVATION
8. SLAB AND WINGWALL 1& 3 REMOVAL DETAILS
9. WINGWALL 1& 3 DETAILS
10. PIER EXTENSIONS CONCRETE DETAILS
11. PIER EXTENSIONS REINF. DETAILS
12. 45" PRESTRESSED GIRDER DETAILS
13. STEEL DIAPHRAGM
14. DECK REINFORCEMENT PLAN AND SECTION
15. SUPERSTRUCTURE DETAILS
16. TOP OF DECK ELEVATIONS
17. SINGLE SLOPED PARAPET 42SS MODIFIED
18. SINGLE SLOPED PARAPET 56SS
19. SINGLE SLOPED PARAPET 56SS ELECTRICAL
20. SLOPE PAVING CONCRETE
21. AESTHETIC DETAILS


WISCONSIN
MICHAEL J. ARNOLD
E-41717
GREENDALE
WI
PROFESSIONAL ENGINEER
10/29/2014

NE REGION CONTACT - SCOTT EBEL (920) 492-2240
BUREAU OF STRUCTURES CONTACT - WILLIAM DREHER (608) 266-8489
CONSULTANT CONTACT - MICHAEL ARNOLD (414) 831-4179

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |


URS
342 North Water Street
7th Floor
Milwaukee, WI 53202
(414) 831-4100


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 12/03/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-70-113

USH 10 EB/STH 441 NB OVER STH 47

COUNTY WINNEBAGO — ~~TOWN/CITY/VILLAGE~~ MENASHA

DESIGN SPEC. REHABILITATION N/A

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| MRL | JDB | MRL | MJA |

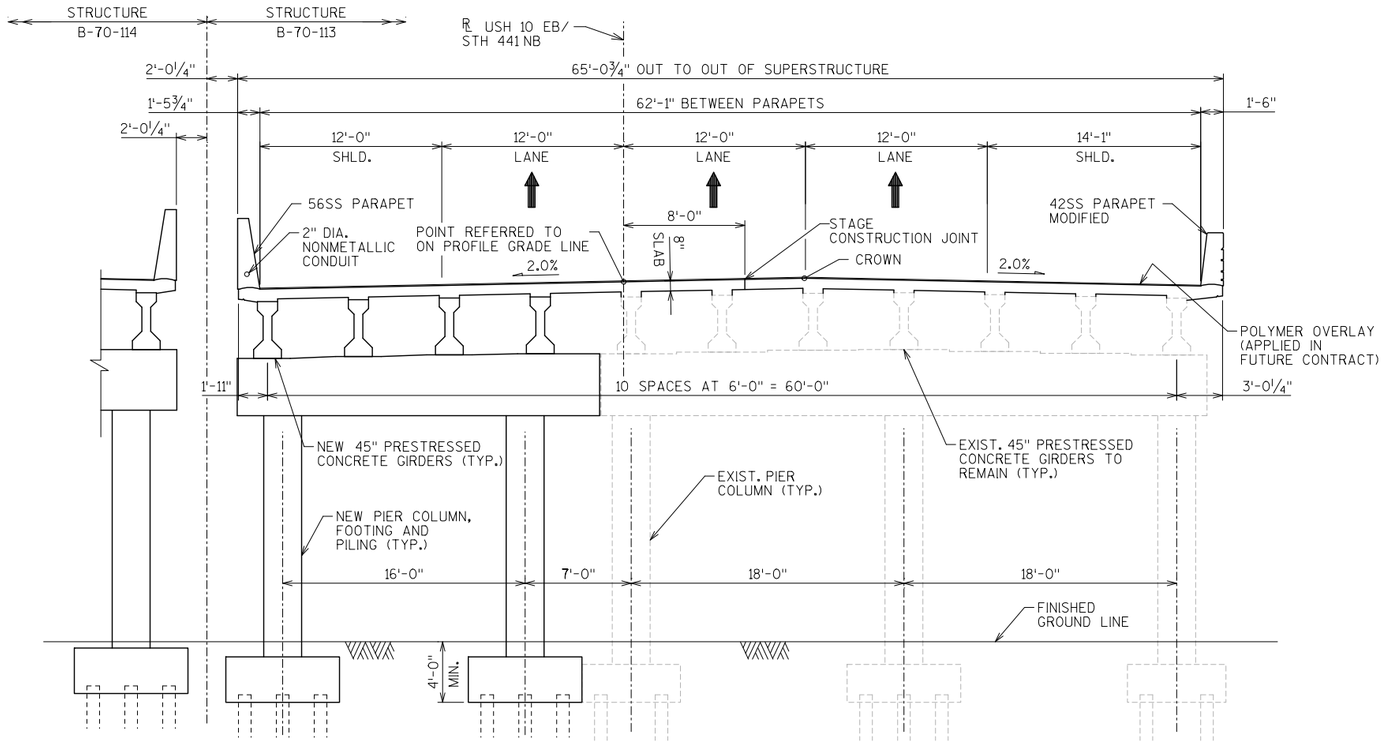
GENERAL PLAN AND ELEVATION

SHEET 1 OF 21
565

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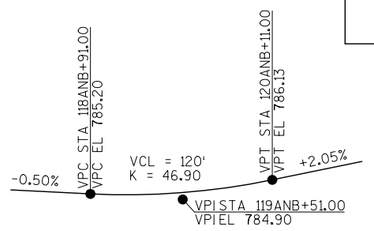
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DATE: 10/29/2014
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| STATE PROJECT NUMBER |
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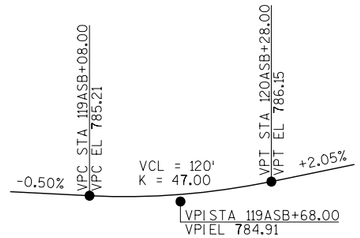



## CROSS SECTION THRU ROADWAY

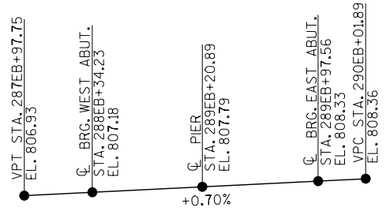
(LOOKING EAST)



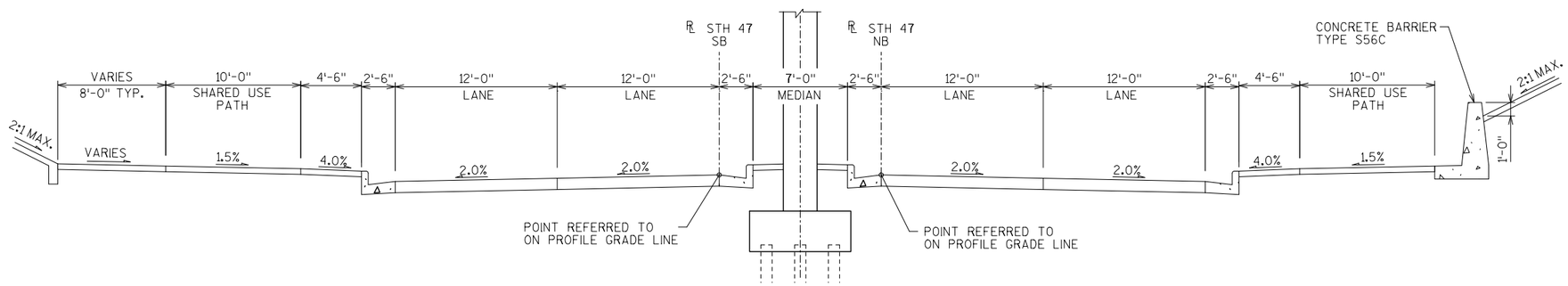

## PROFILE GRADE LINE - STH 47 NB




## PROFILE GRADE LINE - STH 47 SB




## PROFILE GRADE LINE - USH 10 EB/STH 441 NB




## PROPOSED SECTION STH 47 (APPLETON ROAD)

(LOOKING NORTH)

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

CROSS SECTION

SHEET 2 OF 21
566

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| STATE PROJECT NUMBER |
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| 1517-75-78 |

## GENERAL NOTES:

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS FOR EXISTING STRUCTURE ARE BASED ON THE ORIGINAL DESIGN PLANS.

ALL DIMENSIONS ARE IN SURVEY FEET AND SURVEY INCHES. ALL STATIONS ARE IN SURVEY FEET.

ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

VARIATIONS TO THE NEW GRADE LINE OVER 1/4" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE STRUCTURES DESIGN SECTION FOR REVIEW.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR CONSIDERED ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153, TYPE I, II, OR III OR M213.

THE EXISTING GROUND LINE IS THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

THE EXISTING STRUCTURE (B-70-113) IS A TWO SPAN PRESTRESSED CONCRETE GIRDER BRIDGE. SEE AS-BUILT DRAWINGS FOR ADDITIONAL INFORMATION.

AT THE BACKFACE OF ABUTMENTS, BACKFILL ALL EXCAVATED VOLUME NOT OCCUPIED BY NEW STRUCTURE WITH STRUCTURE BACKFILL.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

MONITOR SAW CUTTING OF EXISTING BRIDGE DECK AND BLADE DEPTH SO THAT EXISTING UNDERLYING GIRDERS ARE NOT DAMAGED. EXERCISE CARE NOT TO DAMAGE THE TOP FLANGES WITH JACKHAMMER OR OTHER TOOLS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

ROUTE OUT 1/4" X 3/8" DEEP AT JOINT. FILL IN WITH LOW VISCOSITY CRACK SEALER PER THE APPROVED PRODUCTS LIST. (INCIDENTAL TO "HIGH PERFORMANCE (HPC) MASONRY STRUCTURES")

## TOTAL ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | SUPER. | W. ABUT. | PIER | E. ABUT. | TOTAL |
|---|---|---|---|---|---|---|---|
| 203.0200 | REMOVING OLD STRUCTURE STA. 288EB+34 | LS | 1 | -- | -- | -- | 1 |
| 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES B-70-113 | LS | 1 | -- | -- | -- | 1 |
| 210.0100 | BACKFILL STRUCTURE | CY | -- | 35 | -- | 35 | 70 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 1,350 | -- | -- | -- | 1,350 |
| 502.5005 | MASONRY ANCHORS TYPE L NO. 5 BARS | EACH | 36 | 15 | -- | 15 | 66 |
| 502.5010 | MASONRY ANCHORS TYPE L NO. 6 BARS | EACH | 16 | 17 | -- | 17 | 50 |
| 503.0145 | PRESTRESSED GIRDER TYPE I 45-INCH | LF | 657 | -- | -- | -- | 657 |
| 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | -- | -- | 1,930 | -- | 1,930 |
| 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 84,380 | 1,945 | 6,630 | 1,945 | 94,900 |
| 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 16 | -- | -- | -- | 16 |
| 506.4000 | STEEL DIAPHRAGMS B-70-113 | EACH | 12 | -- | -- | -- | 12 |
| 509.1500 | CONCRETE SURFACE REPAIR | SF | -- | 15 | -- | -- | 15 |
| 511.1200 | TEMPORARY SHORING B-70-113 | SF | -- | 175 | -- | 175 | 350 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | -- | 5 | -- | 5 | 10 |
| 517.1010.S | CONCRETE STAINING B-70-113 | SF | 3,035 | 220 | 1,320 | 220 | 4,795 |
| 517.1050.S | ARCHITECTURAL SURFACE TREATMENT B-70-113 | SF | 460 | -- | -- | -- | 460 |
| 550.0500 | PILE POINTS | EACH | -- | 5 | 16 | 5 | 26 |
| 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | -- | 370 | 1,220 | 375 | 1,965 |
| 604.0400 | SLOPE PAVING CONCRETE | SY | -- | 224 | -- | 244 | 468 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | -- | 180 | -- | 180 | 360 |
| 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 1 | -- | -- | -- | 1 |
| 652.0125 | CONDUIT RIGID METALLIC 2-INCH | LF | 40 | -- | -- | -- | 40 |
| 652.0225 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | LF | 170 | -- | -- | -- | 170 |
| 653.0220 | JUNCTION BOXES 18X6X6-INCH | EACH | 1 | -- | -- | -- | 1 |
| SPV.0035.700 | HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES | CY | 376 | 16 | 29 | 16 | 437 |
| | NON BID ITEMS | | | | | | |
| | FILLER | SIZE | | | | | 3/4" & 1" |
| | NAME PLATE | EACH | | | | | 1 |
| | EXPANDED POLYSTYRENE | SIZE | | | | | 1" |

## REINFORCING STEEL

THE FIRST OR THE FIRST TWO DIGITS OF THE BAR MARK SIGNIFY THE BAR SIZE.

REINFORCING STEEL SHALL BE HIGH STRENGTH, GRADE 60 WITH Fy=60 ksi.

REINFORCING STEEL SHALL BE UNCOATED IN FOOTINGS (EXCEPT PIER SHAFT DOWELS) AND EPOXY COATED IN ALL OTHER LOCATIONS (INCLUDING PIER SHAFT DOWELS).

PLACE ALL REINFORCEMENT WITH A MINIMUM CLEAR COVER OF 2" UNLESS NOTED OTHERWISE.

PLACE REINFORCEMENT IN FOOTINGS AND PILECAPS WITH A MINIMUM CLEAR COVER OF 3" BOTTOM AND 2" TOP AND SIDES UNLESS NOTED OTHERWISE.

PLACE TOP LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2 1/2" CLEAR COVER TO TOP OF SLAB.

PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1 1/2" CLEAR COVER TO BOTTOM OF SLAB.

ONLY REINFORCEMENT REQUIRED BY DESIGN IS SHOWN EXPLICITLY ON THE DRAWINGS. ADDITIONAL REINFORCEMENT MAY BE USED TO SIMPLIFY ASSEMBLY AND ERECTION OF THE REINFORCING STEEL AND MAY BE REQUIRED TO ENSURE STABILITY AND POSITIONING OF THE COMPLETED REINFORCEMENT CAGE. REINFORCEMENT IN ADDITION TO THAT SHOWN WILL NOT BE INCLUDED FOR PAYMENT.

LAP SPLICE LENGTHS SHALL BE CLASS C UNLESS NOTED OTHERWISE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

## CONCRETE

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

CHAMFER ALL EXPOSED OUTSIDE CORNERS 3/4" UNLESS NOTED OTHERWISE.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE TOP OF THE DECK, INSIDE OF PARAPETS, AND TOP OF PARAPETS.

CONCRETE FOR ABUTMENT AND PIER DIAPHRAGMS MAY BE PLACED WITH THE DECK CONCRETE. IF OPTIONAL CONSTRUCTION JOINT IS USED, DECK POUR MUST BE WITHIN TWO WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

## OTHER DESIGN LOADS

THE STRUCTURE IS DESIGNED FOR THE DECK THICKNESS SHOWN. AN ADDITIONAL LOAD OF 20 PSF FOR A FUTURE WEARING SURFACE AND 5 PSF FOR POLYMER OVERLAY IS CONSIDERED IN THE DESIGN.

TEMPERATURE CHANGE FOR DETERMINING THERMAL FORCES ON SUBSTRUCTURES = 45°F.

PARAPETS WERE ASSUMED TO WEIGH 639 PLF AND 774 PLF FOR 42SS MODIFIED AND 56SS SECTIONS, RESPECTIVELY.

ALL OTHER LOADS IN ACCORDANCE WITH AASHTO.

## DESIGN CRITERIA

DESIGN IS IN ACCORDANCE WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD BRIDGE DESIGN SPECIFICATIONS AND THE WISDOT BRIDGE MANUAL.

ALL DETAILS, MATERIALS, AND FABRICATION SHALL CONFORM TO THE THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. USE THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS AT THE TIME OF CONSTRUCTION.

LIVE LOAD PLUS DYNAMIC LOAD DEFLECTION LIMIT = SPAN / 800 (HL93).

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

GENERAL NOTES AND QUANTITIES

SHEET 3 OF 21
567

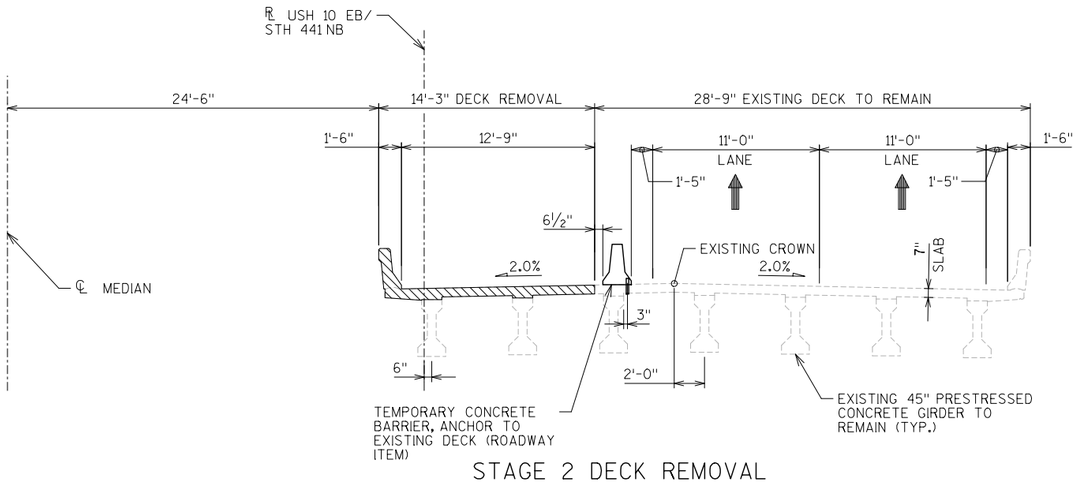
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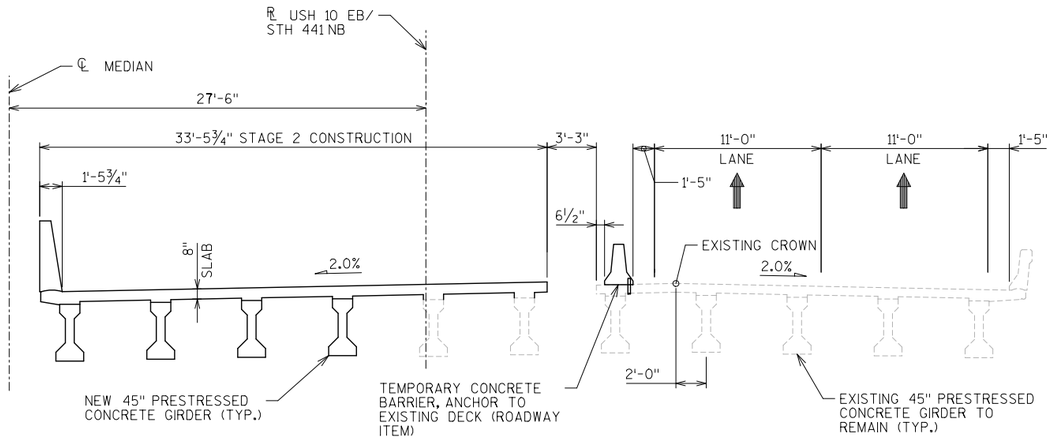
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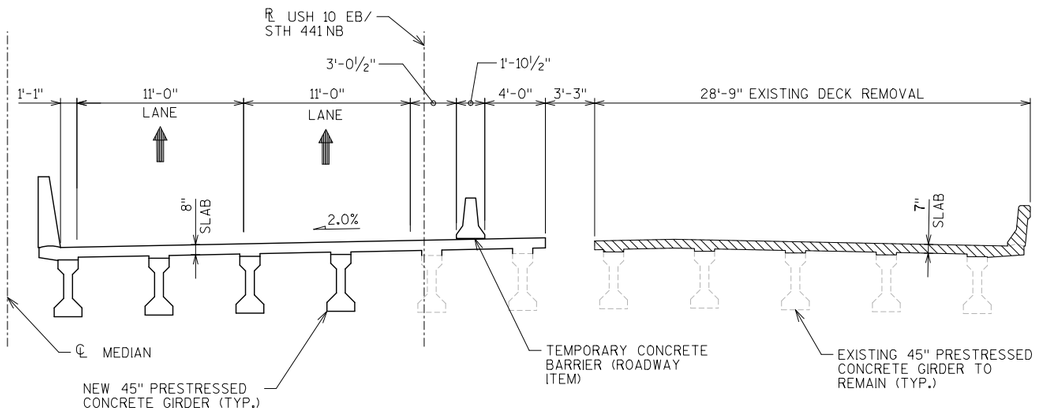

## STAGE 2 DECK REMOVAL

(LOOKING EAST)



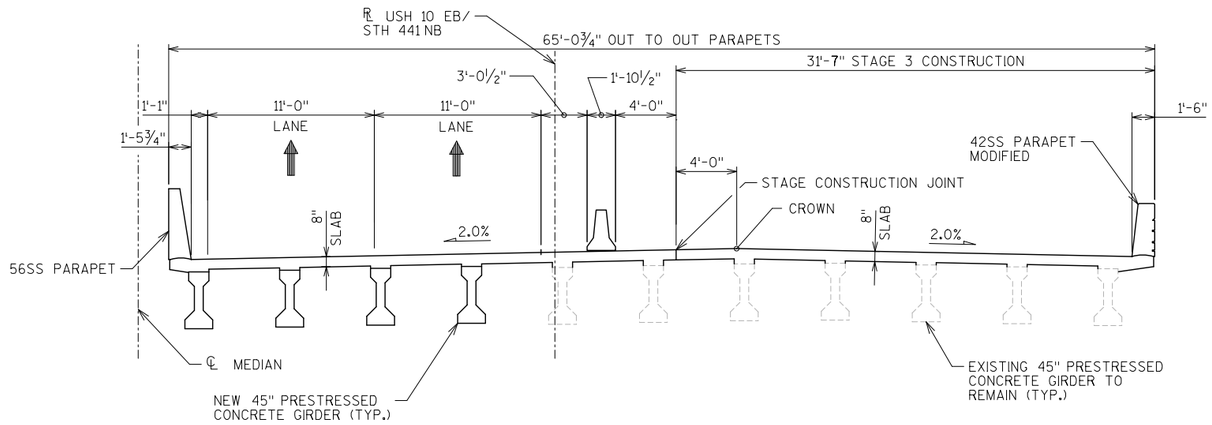

## STAGE 2 CONSTRUCTION

(LOOKING EAST)




## STAGE 3 DECK REMOVAL

(LOOKING EAST)




## STAGE 3 CONSTRUCTION

(LOOKING EAST)

### LEGEND

EXISTING DECK AND PARAPET REMOVAL

### NOTES

USE EXTREME CARE DURING DECK REMOVAL TO AVOID CUTTING THE TOP FLANGE OF ANY GIRDERS. ANY DAMAGE TO THE EXISTING STRUCTURE IS TO BE REPAIRED OR REPLACED AT THE CONTRACTOR'S COST.

ROUTE OUT ¼" X ¾" DEEP AT JOINT. FILL WITH POURABLE CRACK SEALER PER SECTIONS 502.2.11 AND 502.3.13.1 OF THE STANDARD SPEC. (INCIDENTAL TO "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES")

SEE SHEET 15 FOR DECK REMOVAL LIMITS AT PIER AND ABUTMENT DIAPHRAGMS.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

CONSTRUCTION STAGING

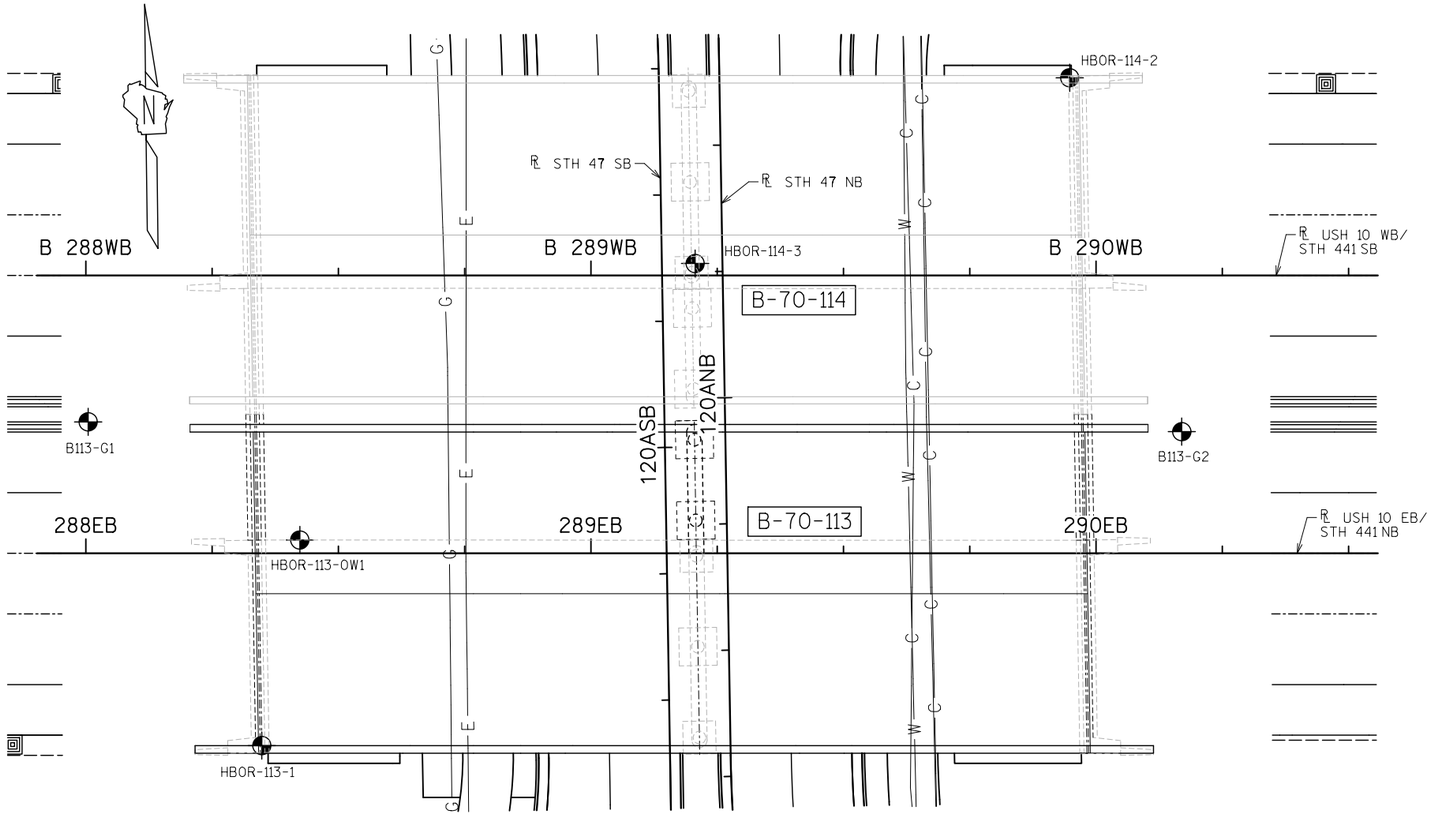
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NOTE:

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

WATER LEVELS INDICATED MAY NOT BE REPRESENTATIVE OF STATIC WATER LEVELS.

HISTORICAL BORING LOCATIONS ARE APPROXIMATE. ADDITIONAL INFORMATION IS AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

⊕ DENOTES SOIL BORING LOCATION

SOIL BORINGS COMPLETED BY:
GESTRA ENGINEERING, INC.

SOIL BORING TAKEN:
FEBRUARY 17, 2012 - BORING B113-G1
FEBRUARY 15, 2012 - BORING B113-G2




STATE PROJECT NUMBER

1517-75-78

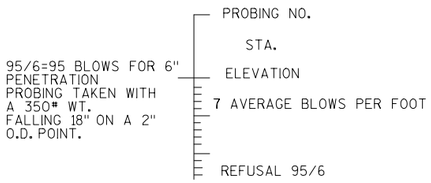
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

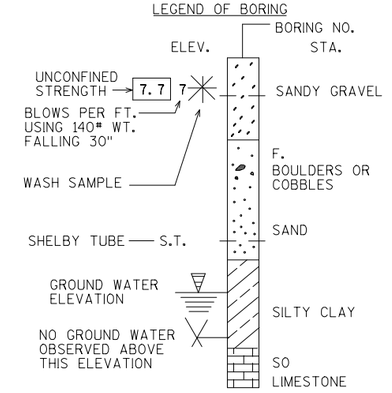
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING




LEGEND OF BORING




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY BDW | PLANS CK'D. TEK

SUBSURFACE EXPLORATION

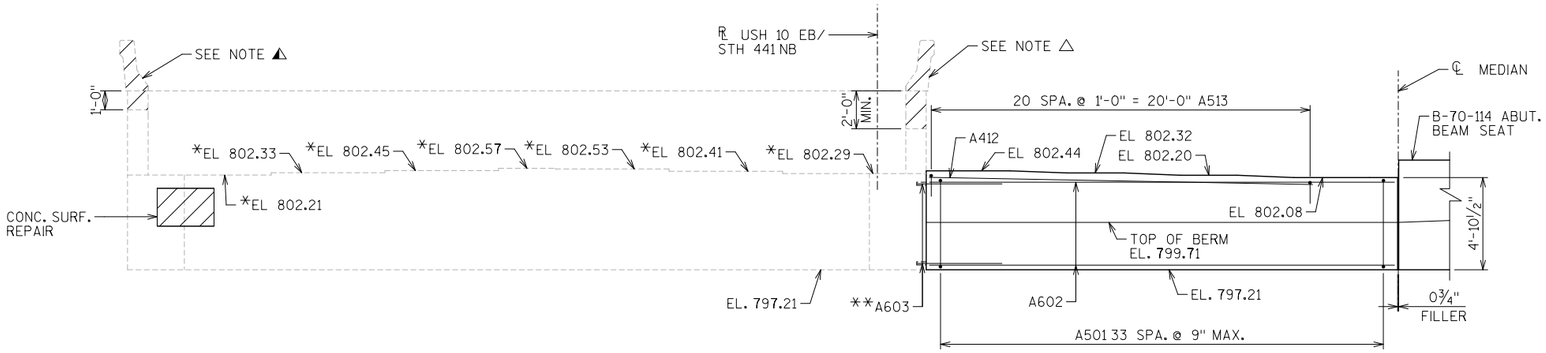
SHEET 5 OF 21
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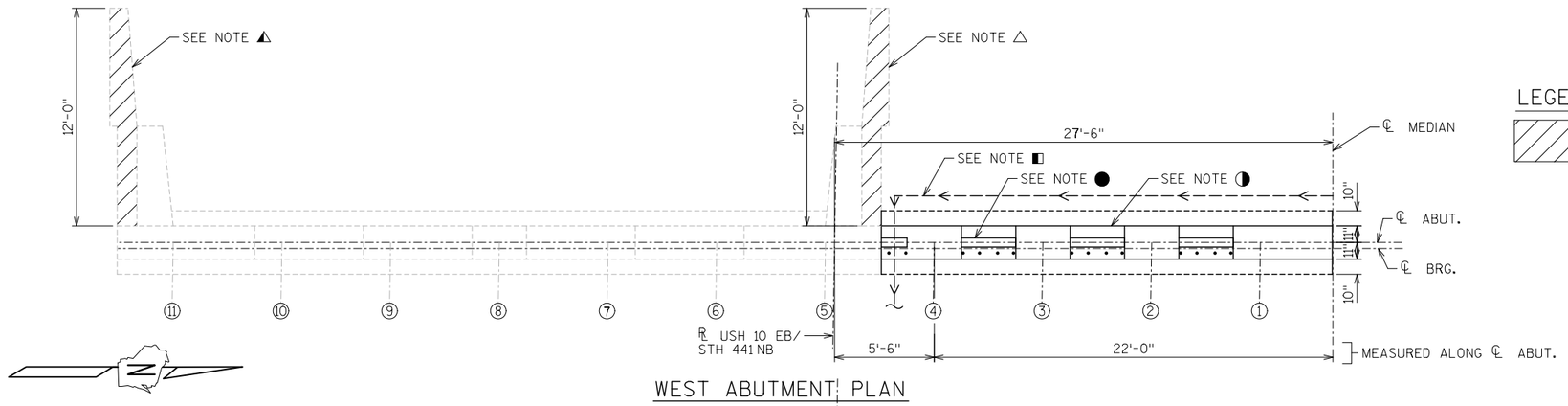
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| STATE PROJECT NUMBER |
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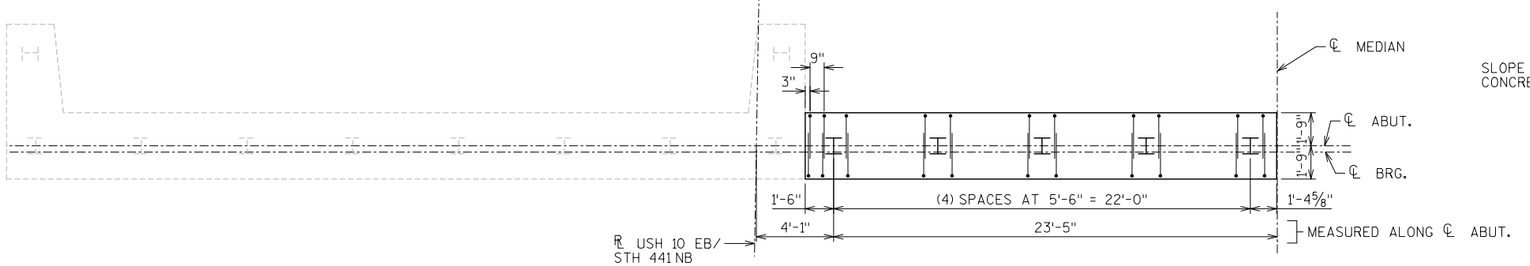



## WEST ABUTMENT ELEVATION

(LOOKING WEST)




## WEST ABUTMENT PLAN




## WEST ABUTMENT PILE PLAN

## NOTES:

FOR ALL REINFORCEMENT BARS AND DETAILS SEE SHEET 9.

THE EXISTING BAR REINFORCEMENT EXTENDING FROM THE ABUTMENT DIAPHRAGM SHALL BE CLEANED, STRAIGHTENED, EPOXY PAINTED, AND INCORPORATED INTO THE NEW DECK CONSTRUCTION.

* ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

▲ REMOVE EXISTING PARAPET AND PART OF WINGWALL. REPLACE WITH "42SS PARAPET MODIFIED." SEE SHEET 17 FOR DETAILS.

△ REMOVE EXISTING PARAPET AND PART OF WINGWALL MINIMUM 2' BELOW PROPOSED GRADE.

◑ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE.

● CONST. JOINT FORMED BY SURFACED, BEVELED 2"X6"

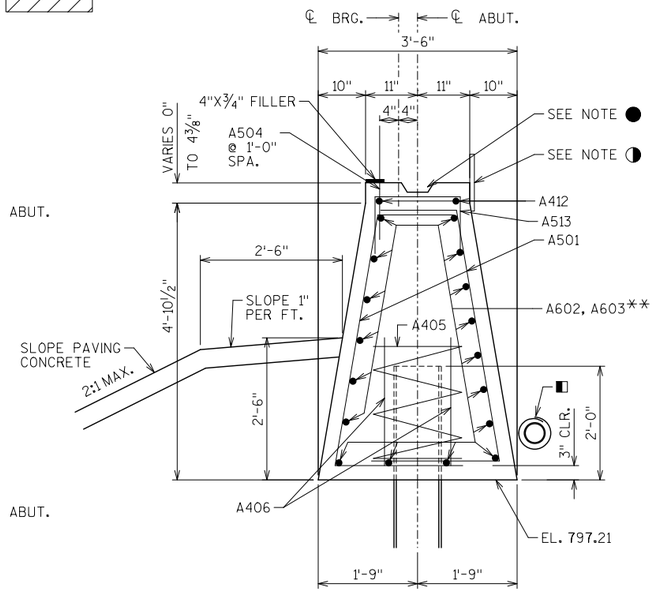
◧ PIPE UNDERDRAIN WRAPPED (6-INCH). TIE INTO B-70-114 UNDERDRAIN AND MATCH INTO SLOPE PAVING UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS.

** MASONRY ANCHORS TYPE L NO. 6 BARS. EMBED 6" INTO EXISTING ABUTMENT. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 4½".

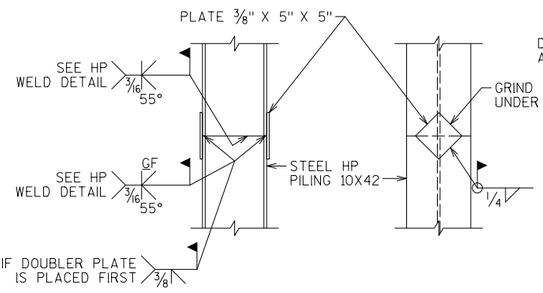
◆ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. FASTEN TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS. ORIENT SHIELD SO SLOTS ARE VERTICAL. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

## LEGEND

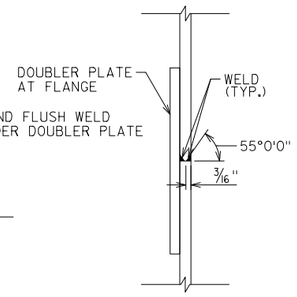
CONCRETE REMOVAL




## SECTION THRU BODY

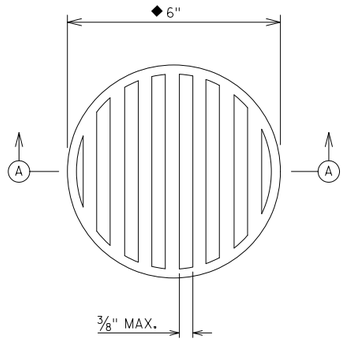



## PILE SPLICE DETAIL

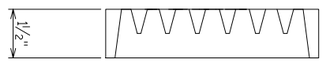



## HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR




## RODENT SHIELD




SECTION A-A

## FOUNDATION DATA

SUPPORT WEST ABUTMENT ON HP 10X42 PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

WEST ABUTMENT PLAN AND ELEVATION

SHEET 6 OF 21
570

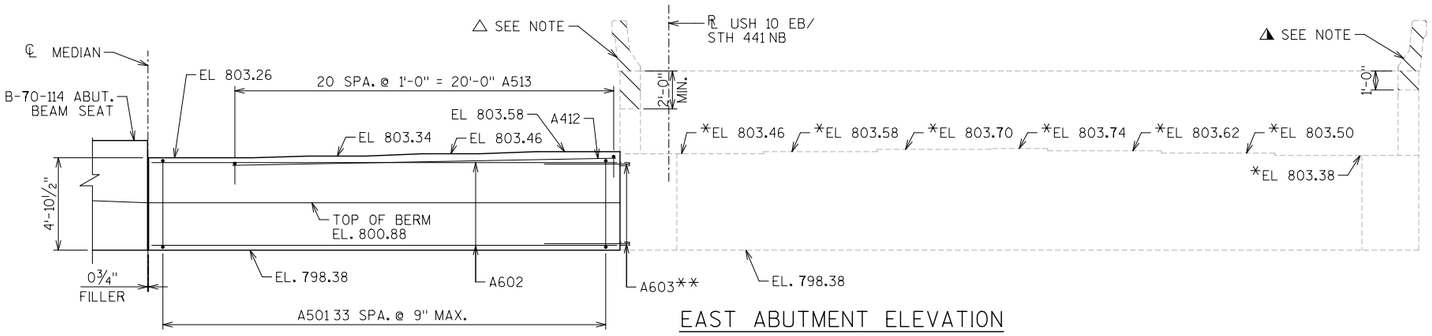
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I.D.

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| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




## EAST ABUTMENT ELEVATION

(LOOKING EAST)

## NOTES:

FOR ALL REINFORCEMENT BARS AND DETAILS SEE SHEET 9.

THE EXISTING BAR REINFORCEMENT EXTENDING FROM THE ABUTMENT DIAPHRAGM SHALL BE CLEANED, STRAIGHTENED, EPOXY PAINTED, AND INCORPORATED INTO THE NEW DECK CONSTRUCTION.

* ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

◭ REMOVE EXISTING PARAPET AND PART OF WINGWALL. REPLACE WITH "42SS PARAPET MODIFIED." SEE SHEET 17 FOR DETAILS.

△ REMOVE EXISTING PARAPET AND PART OF WINGWALL MINIMUM 2' BELOW PROPOSED GRADE.

◑ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE.

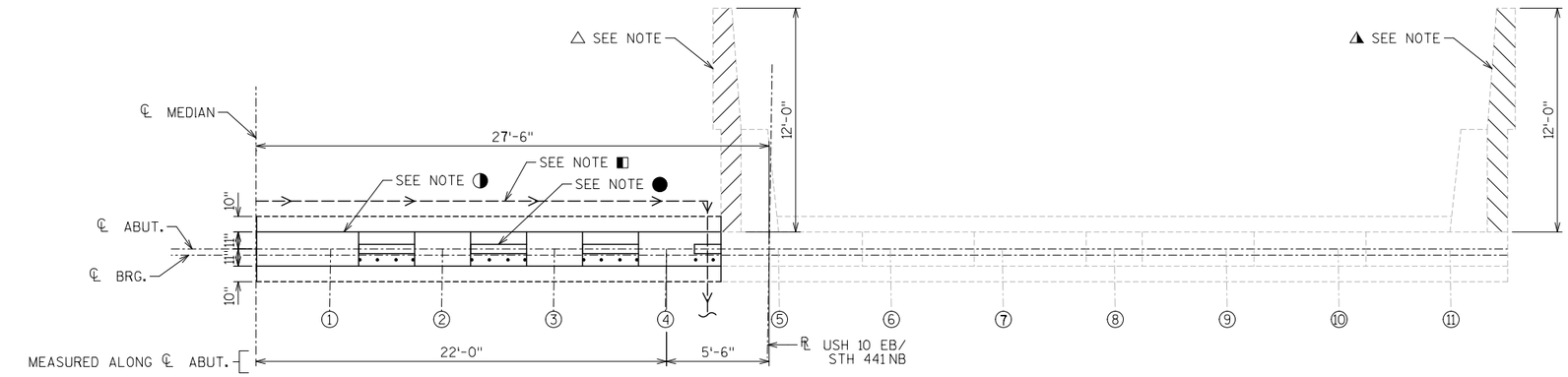
● CONST. JOINT FORMED BY SURFACED, BEVELED 2"X6"

◧ PIPE UNDERDRAIN WRAPPED (6-INCH). TIE INTO B-70-114 UNDERDRAIN AND MATCH INTO SLOPE PAVING UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS (SEE DETAIL ON "WEST ABUTMENT PLAN AND ELEVATION" SHEET).

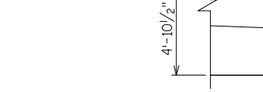
** MASONRY ANCHORS TYPE L NO. 6 BARS. EMBED 6" INTO EXISTING ABUTMENT. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 4½".

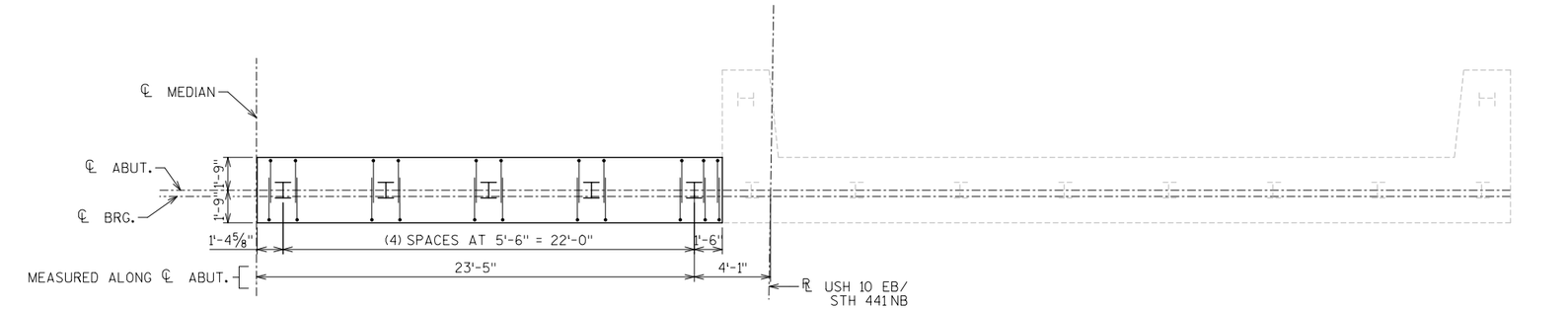
## LEGEND

CONCRETE REMOVAL

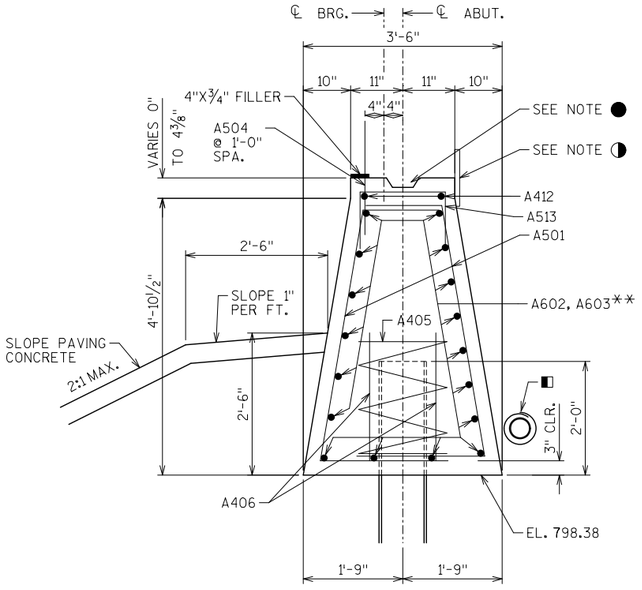



## EAST ABUTMENT PLAN






## EAST ABUTMENT PILE PLAN




## SECTION THRU BODY

## FOUNDATION DATA

SUPPORT EAST ABUTMENT ON HP 10X42 PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 110 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

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EAST ABUTMENT PLAN AND ELEVATION

SHEET 7 OF 21
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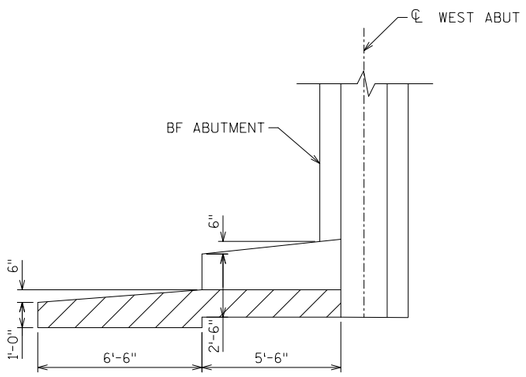
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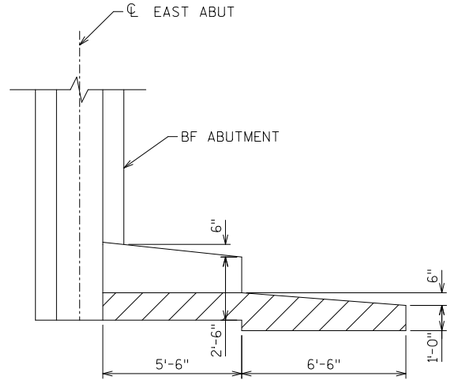
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| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN OF WING 1




PLAN OF WING 3

LEGEND

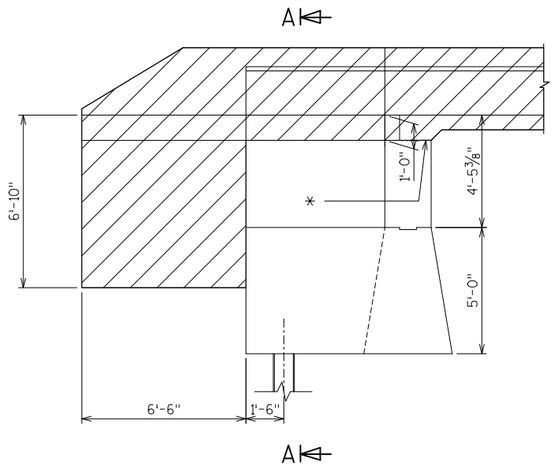
CONCRETE REMOVAL

NOTES

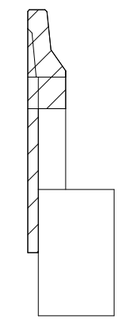
ALL CONCRETE REMOVAL TO BE DEFINED BY A 1" DEEP SAW CUT.

PRESERVE EXISTING WINGWALL REINFORCEMENT. CLEAN, STRAIGHTEN, AND INCORPORATE INTO NEW WORK.

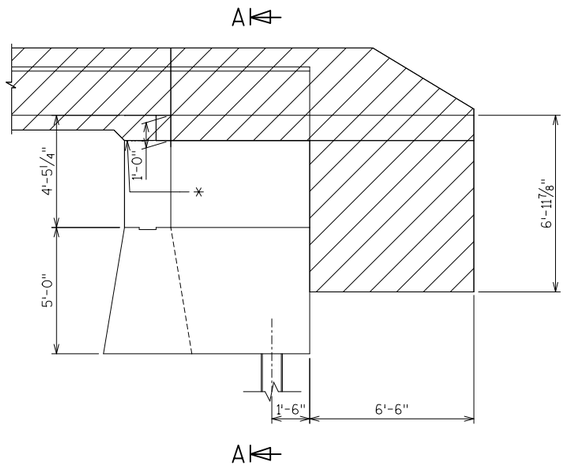
* REMOVE TO EXIST. CONSTR. JT./ BOTTOM OF PAVING NOTCH




WING 1 ELEVATION



SECTION A-A




WING 3 ELEVATION

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

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SLAB AND WINGWALL 1&3 REMOVAL DETAILS

SHEET 8 OF 21
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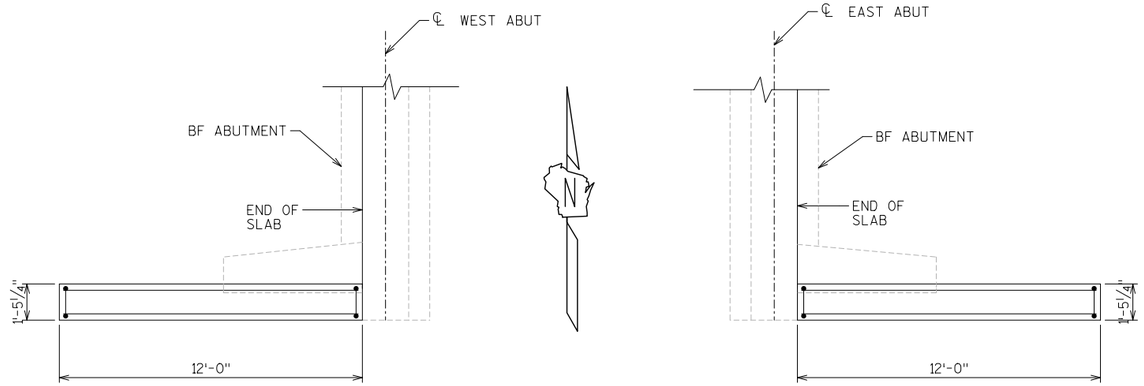
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DATE: 10/29/2014
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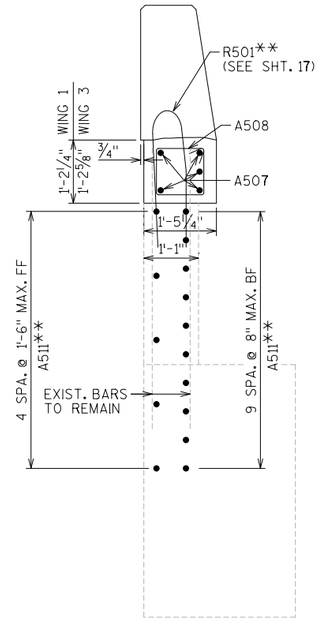
| STATE PROJECT NUMBER |
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| 1517-75-78 |



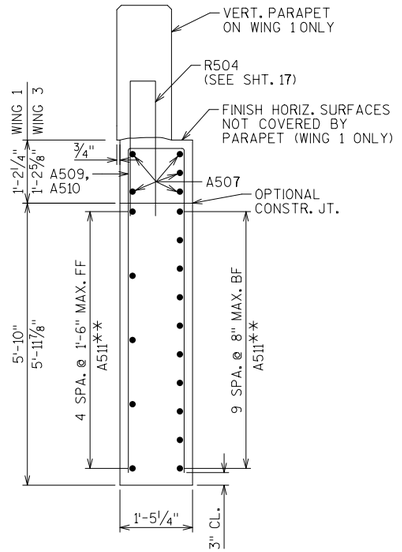

PLAN OF WING 1



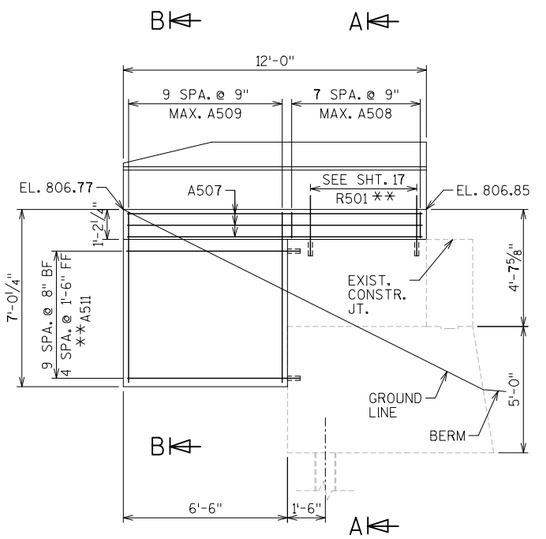

PLAN OF WING 3



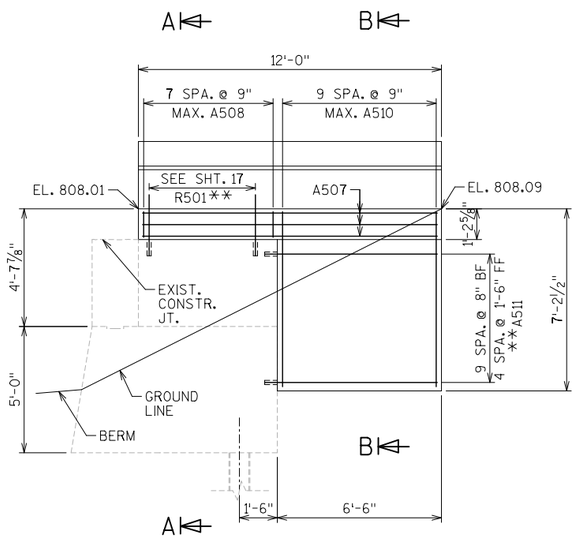

SECTION A-A




SECTION B-B




WING 1 ELEVATION




WING 3 ELEVATION

## NOTES

ALL CONCRETE REMOVAL TO BE DEFINED BY A 1" DEEP SAW CUT.

PRESERVE EXISTING WINGWALL REINFORCEMENT. CLEAN, STRAIGHTEN, AND INCORPORATE INTO NEW WORK.

* MASONRY ANCHORS TYPE L NO. 6 BARS.

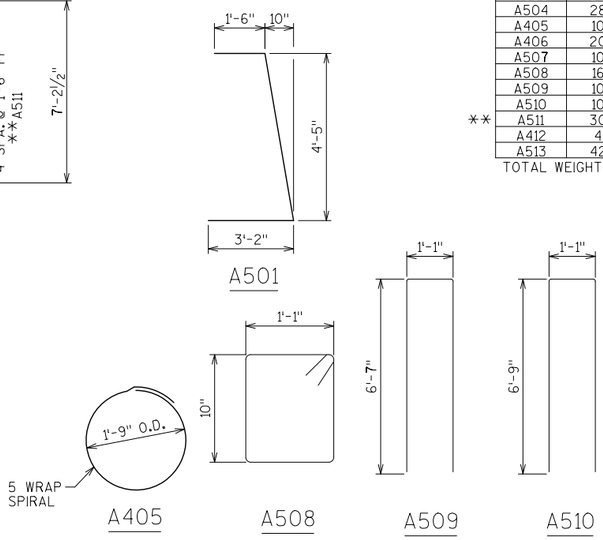
** MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED 6" INTO EXISTING WING. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 3¾".

## BILL OF BARS - ABUT./WING

ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

| | BAR MARK | NO. REQ'D | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| | A501 | 136 | 8'-11" | X | ABUT. BODY VERT. |
| | A602 | 34 | 24'-8" | | ABUT. BODY HORIZ. |
| * | A603 | 34 | 3'-7" | | ABUT. BODY HORIZ. ANCHOR |
| | A504 | 28 | 2'-0" | | ABUT. BODY VERT. |
| | A405 | 10 | 28'-0" | X | ABUT. BODY @ PILES |
| | A406 | 20 | 2'-3" | | ABUT. BODY @ PILES |
| | A507 | 10 | 11'-8" | | WING HORIZ. |
| | A508 | 16 | 4'-3" | X | WING VERT. |
| | A509 | 10 | 14'-0" | X | WING 1 VERT. |
| | A510 | 10 | 14'-4" | X | WING 3 VERT. |
| ** | A511 | 30 | 6'-10" | | WING HORIZ. |
| | A412 | 4 | 20'-3" | | ABUT. BODY TOP HORIZ. |
| | A513 | 42 | 3'-3" | X | ABUT. BODY TOP VERT. |

TOTAL WEIGHT= 3,890 LB




BAR DETAILS

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

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WINGWALL 1&3 DETAILS

SHEET 9 OF 21
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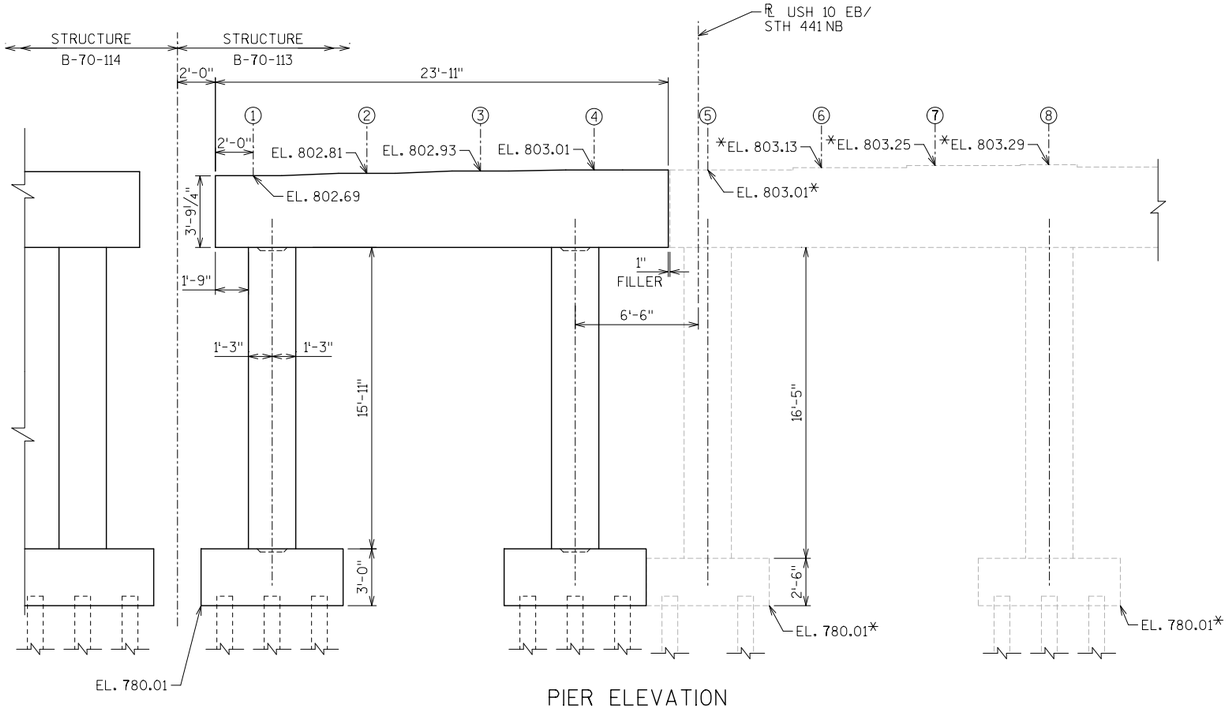
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DATE: 10/29/2014
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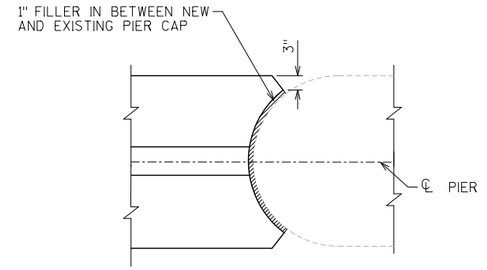
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| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PIER ELEVATION

(LOOKING EAST)

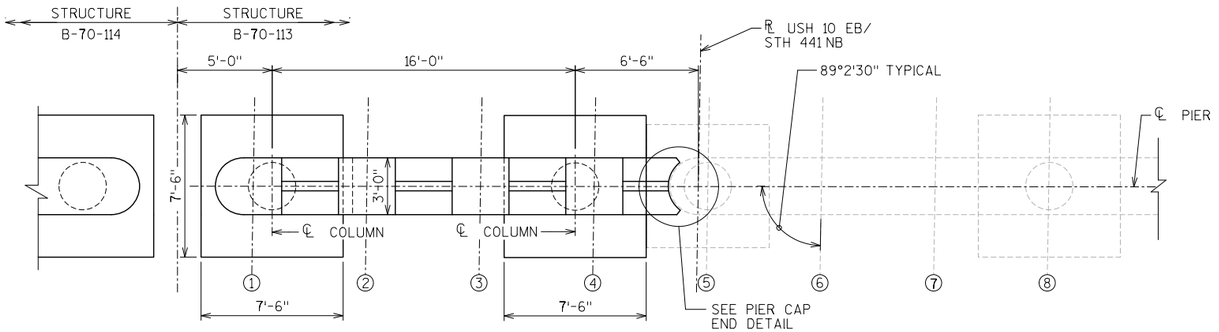



PIER CAP END DETAIL

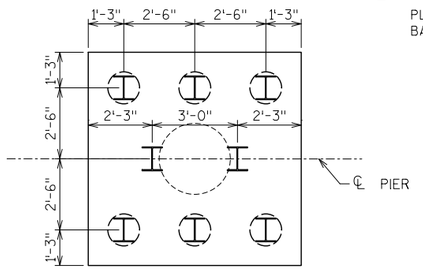
(PLAN VIEW)

## NOTES

* ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.



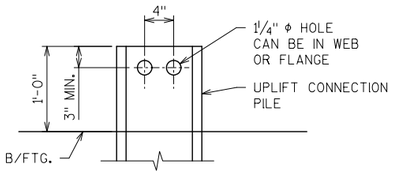

PLAN




FOOTING PLAN

INDICATES PILE LOCATION WITH UPLIFT CONNECTION.

PLACE IN 1¼" DIA. HOLES BURNED INTO PILE. USE 2 P611 BARS AT EACH UPLIFT PILE. SEE SHEET 11 FOR DETAILS.




UPLIFT CONNECTION DETAIL

## FOUNDATION DATA

SUPPORT PIER ON HP 10X42 PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

| DRAWN BY | PLANS CK'D. |
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| MRL | MJA |

PIER EXTENSIONS
CONCRETE DETAILS

SHEET 10 OF 21
574

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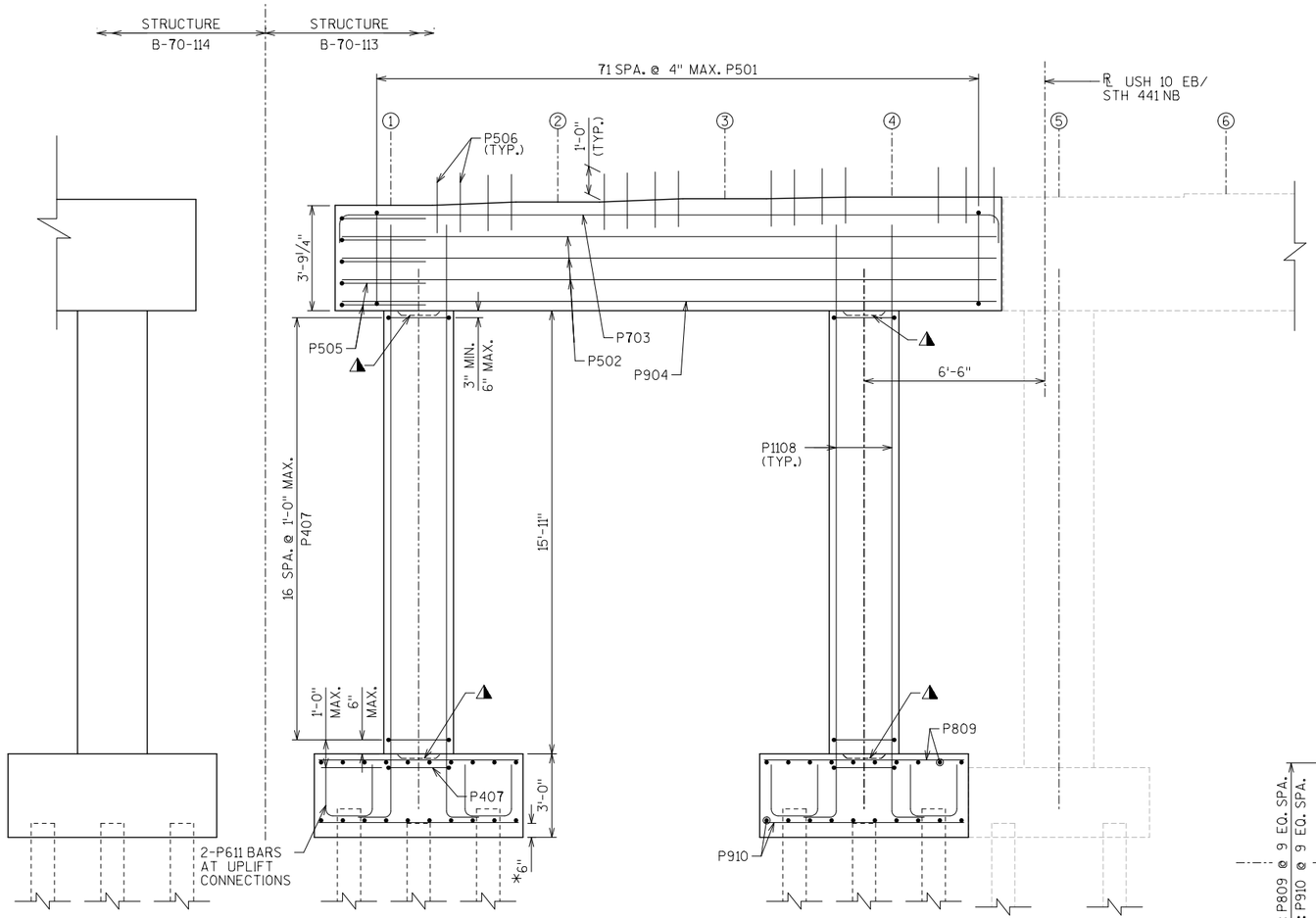
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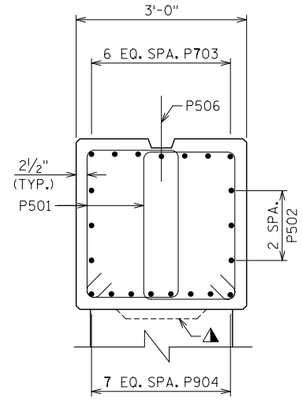
STATE PROJECT NUMBER

1517-75-78

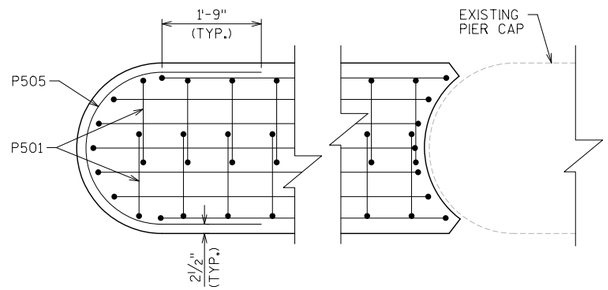



PIER ELEVATION

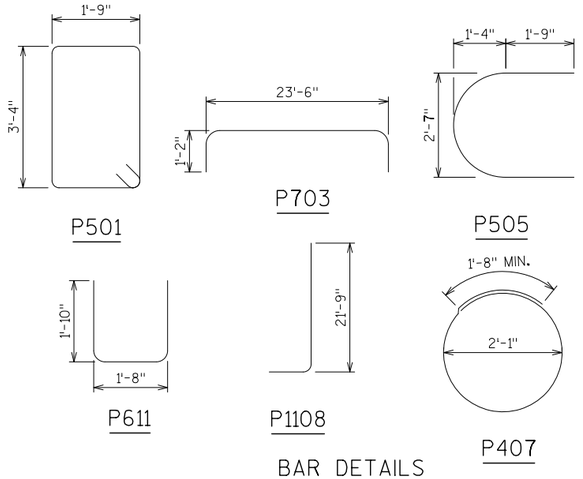
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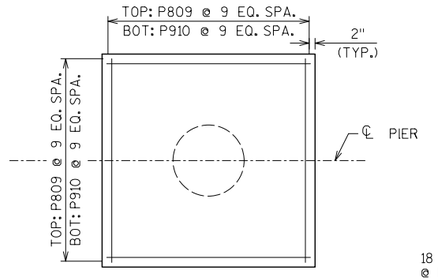

PIER CAP SECTION



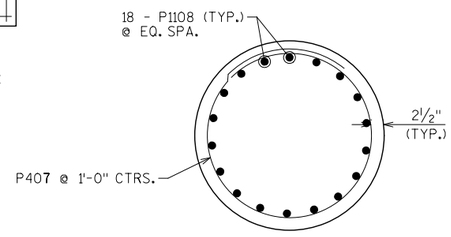

PIER CAP END PLAN VIEW



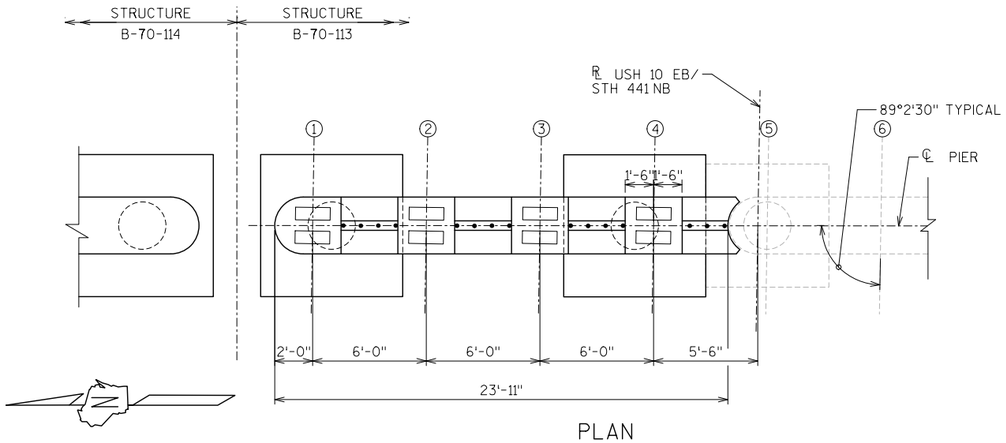

BAR DETAILS




FOOTING DETAIL




COLUMN DETAIL




PLAN

## BILL OF BARS - PIER

| BAR MARK | NO. REQ'D | LENGTH | COAT | BENT | LOCATION |
|---|---|---|---|---|---|
| P501 | 144 | 10'-6" | X | X | PIER CAP STIRRUP |
| P502 | 6 | 23'-6" | X | | PIER CAP HORIZ. SIDES |
| P703 | 7 | 25'-6" | X | X | PIER CAP HORIZ. TOP |
| P904 | 8 | 23'-6" | X | | PIER CAP HORIZ. BOT. |
| P505 | 5 | 7'-7" | X | X | PIER CAP HORIZ. ENDS |
| P506 | 15 | 2'-0" | X | | PIER CAP VERT. |
| P407 | 36 | 8'-3" | X | X | PIER COLUMN HORIZ. |
| P1108 | 36 | 23'-5" | X | X | PIER COLUMN VERT. |
| P809 | 40 | 7'-2" | | | PIER FOOTING TOP |
| P910 | 40 | 7'-2" | | | PIER FOOTING BOT. |
| P611 | 24 | 5'-0" | | X | PIER FOOTING UPLIFT PILE BAR |

TOTAL WEIGHT= 1,930 LB UNCOATED BARS
TOTAL WEIGHT= 6,630 LB COATED BARS

## LEGEND

▲ 2'-8" X 1'-8" X 2" CONST. JT. FORMED BY BEVELED KEYWAY

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

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PIER EXTENSIONS REINF. DETAILS

SHEET 11 OF 21

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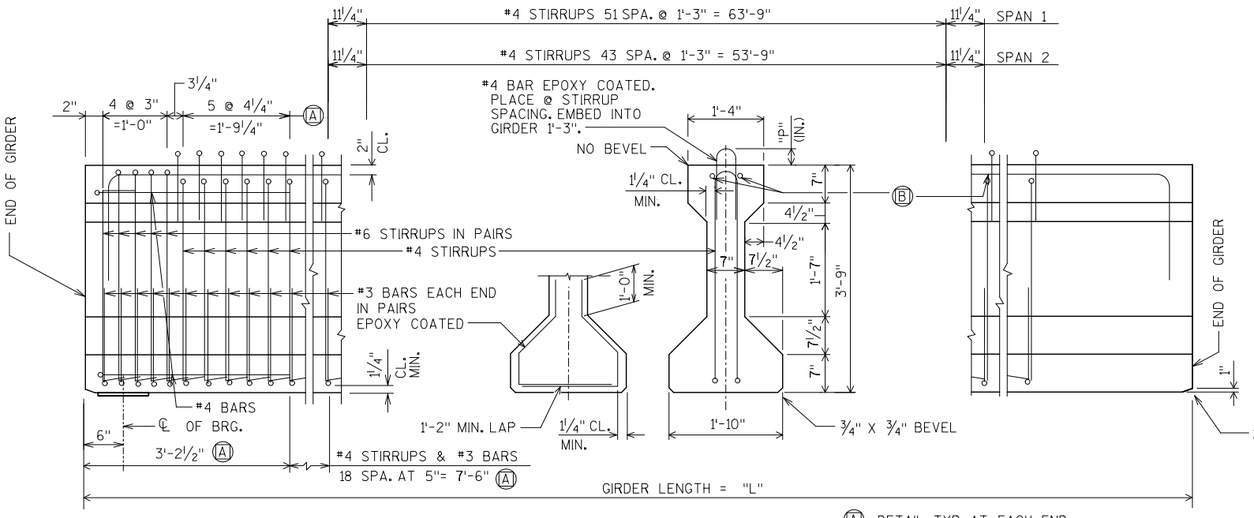
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STATE PROJECT NUMBER

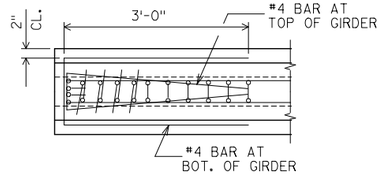
1517-75-78




SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 2 #4 BARS BEND DOWN 16 BAR DIA. AT ENDS




TOP VIEW OF GIRDER ENDS

| SPAN | CAMBER (IN.)* |
|---|---|
| 1 | 1.48 |
| 2 | 1.43 |

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

**THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.**

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

## GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL BE TROWEL FINISHED.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

STRANDS SHALL BE FLUSH WITH ENDS OF GIRDER FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE. ENDS OF STRANDS SHALL BE PAINTED WITH NON-BITUMINOUS JOINT SEALER FOR GIRDER ENDS THAT ARE FINALLY EXPOSED. COAT THE GIRDER ENDS, EXPOSED STRANDS ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE M, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, TWO OPTIONS ARE AVAILABLE:

1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.
2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION.

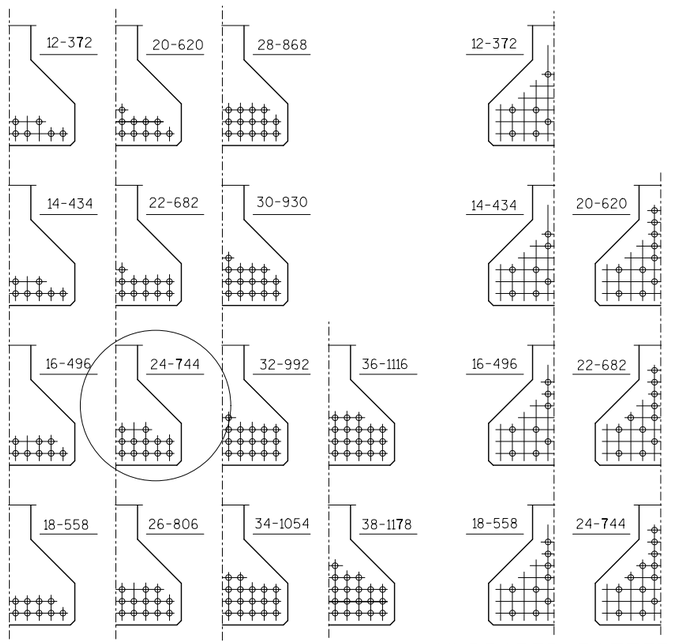
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION

PRESTRESSING STRANDS SHALL BE 0.5" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

BEND EACH END OF #4 STIRRUPS 4½" AND #6 STIRRUPS 6½".

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.



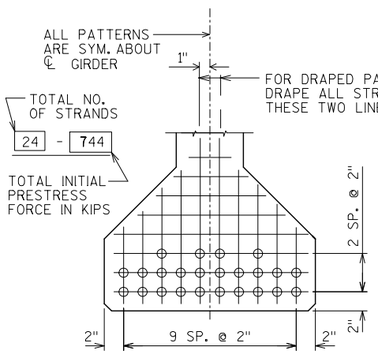

DRAPED PATTERN

0.5"ϕ STRANDS

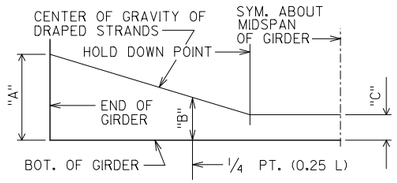



UNDRAPED PATTERN

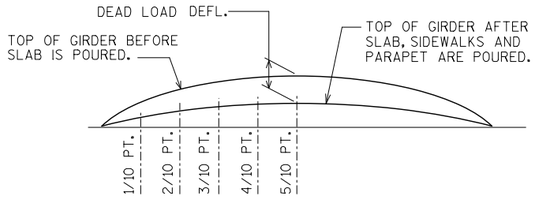
0.5"ϕ STRANDS



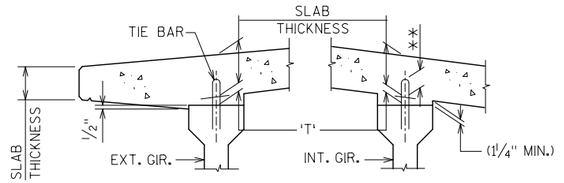

TYP. STRAND PATTERN




DRAPED STRAND PROFILE




DEAD LOAD DEFLECTION DIAGRAM




SLAB HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

GIRDER DATA

| SPAN | GIRDER | GIRDER LENGTH "L" | DEAD LOAD DEFL. 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | F'C (PSI) | "P" 1ST 1/3 OF GIRDER | "P" MID 1/3 OF GIRDER | "P" END 1/3 OF GIRDER | DIA. OF STRAND (IN) | TOTAL NO. STRANDS | DRAPED NO. STRANDS | *F'CI (PSI) | "A" | "B" MIN | "B" MAX | "C" | UNDRAPED NO. STRANDS | *F'CI (PSI) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 87'-0 1/2" | 3/16" | 7/16" | 9/16" | 11/16" | 11/16" | 8000 | 7" | 7" | 7" | 0.5 | 24 | 6 | 6800 | 41" | 13" | 16" | 4" | -- | -- |
| | 2-4 | 87'-0 1/2" | 1/4" | 1/2" | 11/16" | 13/16" | 7/8" | | | | | | | | | | | | | | |
| 2 | 1 | 77'-0 1/2" | 1/8" | 1/4" | 3/8" | 7/16" | 7/16" | 8000 | 7" | 7" | 7" | 0.5 | 24 | 6 | 6800 | 41" | 13" | 16" | 4" | -- | -- |
| | 2-4 | 77'-0 1/2" | 3/16" | 5/16" | 7/16" | 1/2" | 1/2" | | | | | | | | | | | | | | |

* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

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45" PRESTRESSED GIRDER DETAILS

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DATE: 10/29/2014
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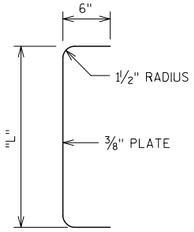
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1517-75-78

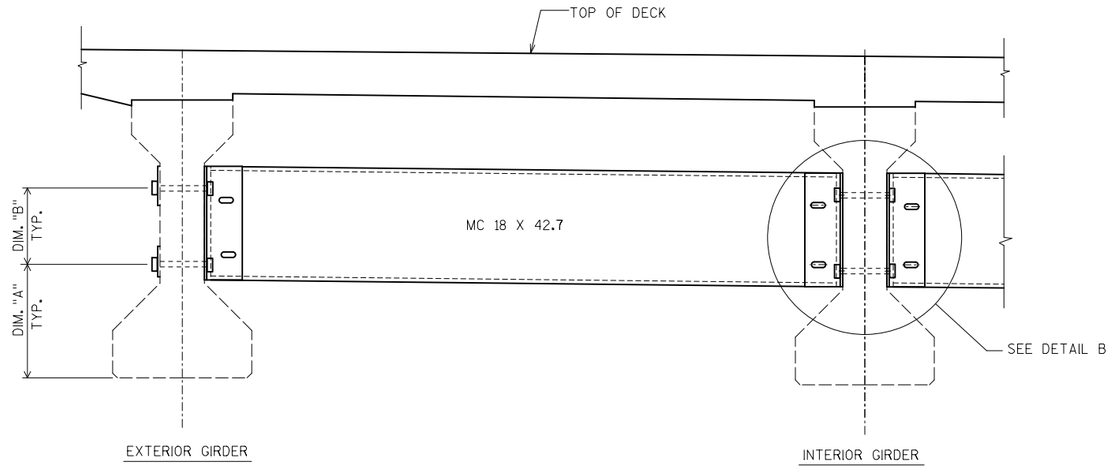
## TABLE

| GIRDER HEIGHT | DIM. "A" | DIM. "B" | DIM. "L" | * DIM. "X" |
|---|---|---|---|---|
| 45" | 1'-5 3/8" | 1'-1 7/8" | 1'-5 1/2" | 2 1/4" |




## SECTION THRU ALTERNATE DIAPHRAGM

*DIM "X" = 2½" FOR ALTERNATE PLATE DIAPHRAGM




## PART TRANSVERSE SECTION AT DIAPHRAGM

## NOTES

ALL DIAPHRAGM MATERIAL AND CORED HOLES SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-70-113", EACH.

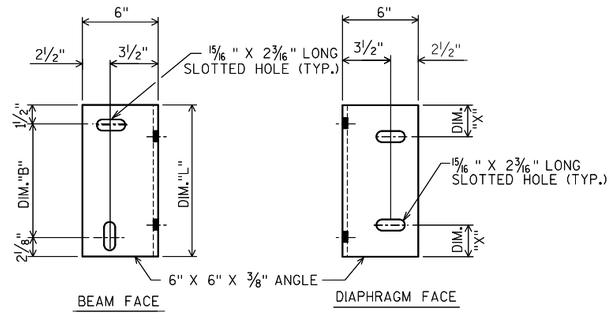
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

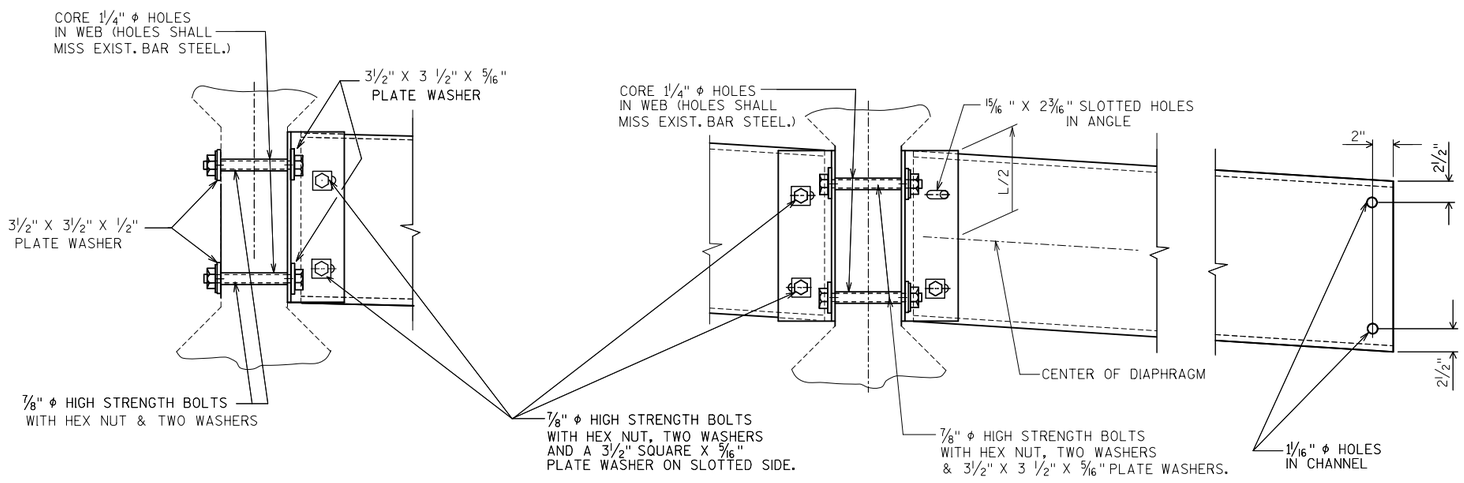
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

SEE FRAMING PLAN ON "TOP OF DECK ELEVATIONS" SHEET FOR LOCATIONS OF NEW STEEL DIAPHRAGMS.

DIAPHRAGM CONNECTION TO EXISTING GIRDER MUST BE COMPATIBLE WITH EXISTING DIAPHRAGM CONNECTION. IF NOT COMPATIBLE, NEW DIAPHRAGM WILL NEED TO BE ATTACHED OFFSET FROM EXISTING.




## DIAPHRAGM SUPPORT




( FOR EXTERIOR GIRS. & STAGGERED DIAPHRAGMS )

( FOR CONTINUOUS LINE OF DIAPHRAGMS )

## DETAIL B

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STEEL DIAPHRAGM

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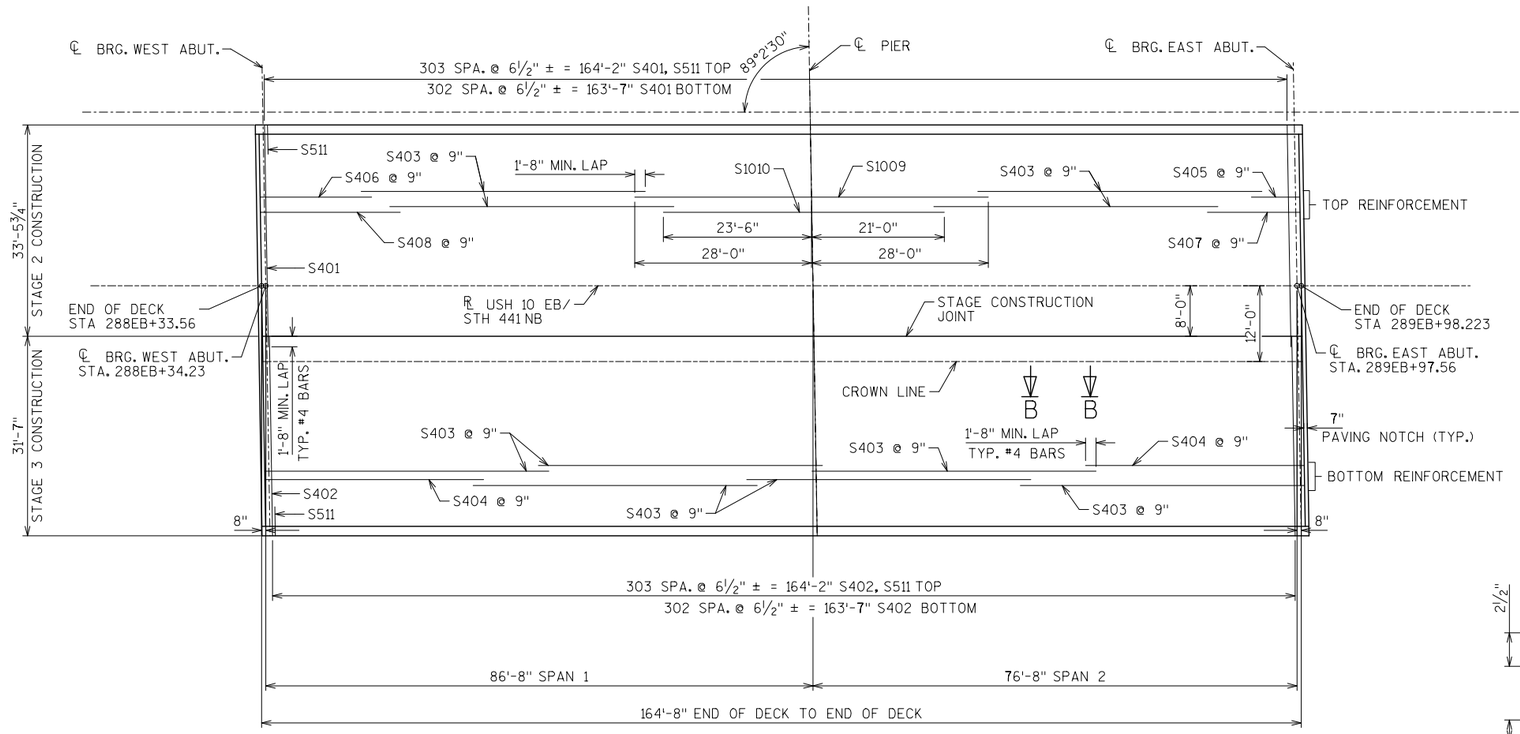
DATE: 10/29/2014
I.D.

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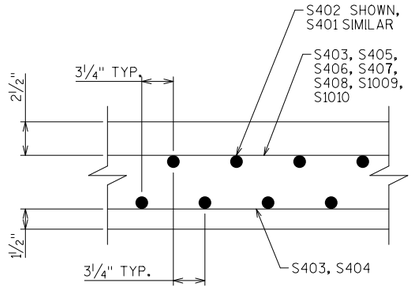
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| 1517-75-78 |

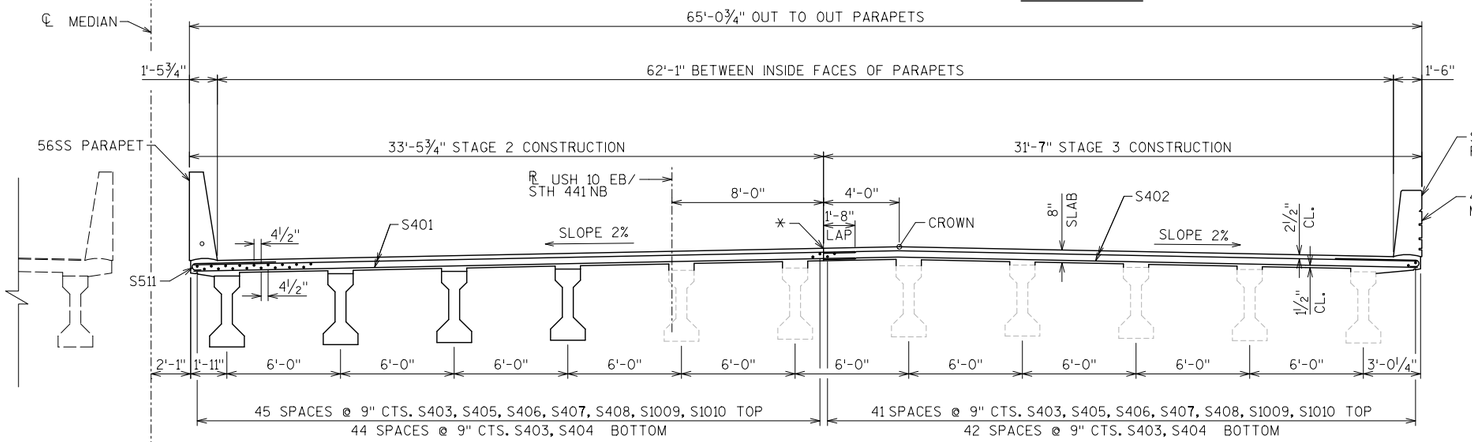



## DECK PLAN




## SECTION B-B

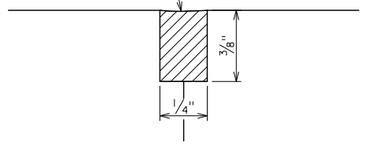
TRANSVERSE BAR STAGGER DETAIL



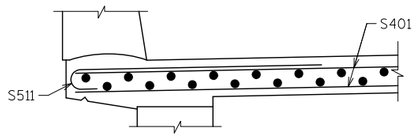

## DECK CROSS SECTION

(LOOKING EAST)

*ROUTE OUT ¼" X ⅜" DEEP AT JOINT.
FILL IN WITH LOW VISCOSITY CRACK SEALER
PER THE APPROVED PRODUCTS LIST.
(INCIDENTAL TO "HIGH PERFORMANCE (HPC)
MASONRY STRUCTURES")

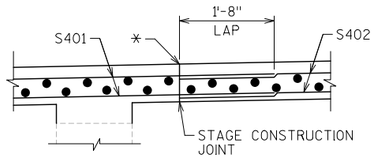



## LONGITUDINAL CONSTRUCTION JOINT DETAIL




## DETAIL AT END OF DECK

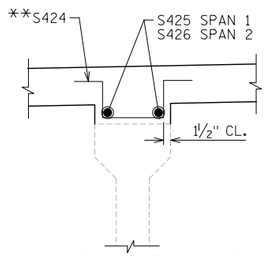
(NORTH END SHOWN, SOUTH END SHOWN SIMILAR)




## DETAIL AT CONSTR. JOINT

NOTES:

BAR STEEL REINFORCEMENT SHALL BE SUPPORTED CONTINUOUSLY BY BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.




## HAUNCH DETAIL AT EXIST. GIRDER

** WHERE THE SPACING OF EXISTING GIRDER SHEAR CONNECTORS IS EQUAL TO OR LESS THAN 1'-0", SPACE HAT BARS TO MATCH. WHERE SPACING IS MORE THAN 1'-0", SPACE AT 1'-0" MAX.

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DECK REINFORCEMENT PLAN AND SECTION

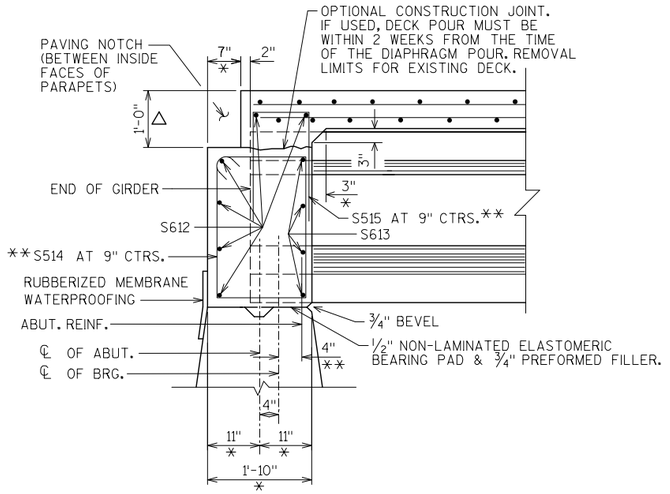
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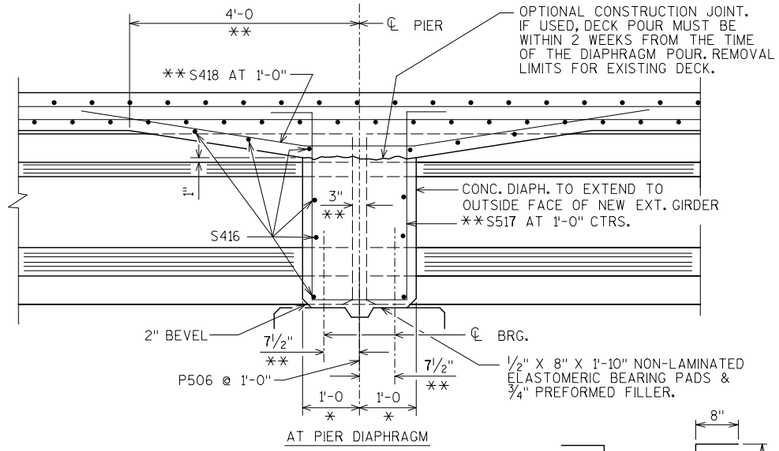
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I.D.

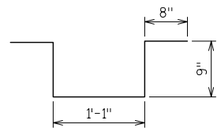
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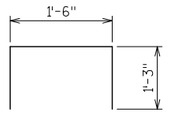



## PART LONGIT. SECTION




S424




S623

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

*** MASONRY ANCHORS TYPE L NO. 6 BARS. EMBED 6" INTO EXISTING ABUTMENT. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 4 1/2".

△ 1'-0" AT WIDENED ABUT. VARIES AT EXISTING ABUT.

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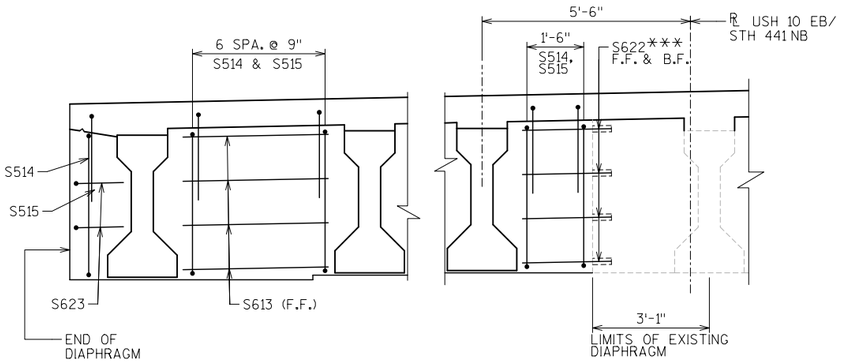
1517-75-78

## BILL OF BARS - SUPERSTRUCTURE

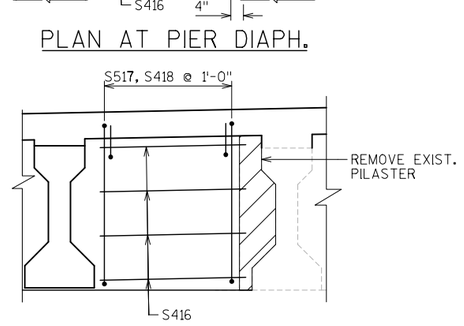
ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

| | BAR MARK | NO. REQ'D | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| | S401 | 607 | 34'-11" | | DECK TRANSV. STAGE 2 TOP & BOT. |
| | S402 | 607 | 31'-5" | | DECK TRANSV. STAGE 3 TOP & BOT. |
| | S403 | 440 | 45'-0" | | DECK LONGIT. TOP & BOT. |
| | S404 | 88 | 34'-4" | | DECK LONGIT. BOT. |
| | S405 | 44 | 7'-6" | | DECK LONGIT. TOP |
| | S406 | 44 | 17'-6" | | DECK LONGIT. TOP |
| | S407 | 44 | 14'-6" | | DECK LONGIT. TOP |
| | S408 | 44 | 22'-0" | | DECK LONGIT. TOP |
| | S1009 | 44 | 56'-0" | | DECK CONTINUITY OVER PIER TOP |
| | S1010 | 44 | 44'-6" | | DECK CONTINUITY OVER PIER TOP |
| | S511 | 608 | 5'-2" | X | DECK TRANSV. OVERHANG TOP |
| | S612 | 12 | 24'-8" | | ABUT. DIAPH. HORIZ. |
| | S613 | 24 | 3'-10" | | ABUT. DIAPH. HORIZ. |
| | S514 | 48 | 9'-8" | X | ABUT. DIAPH. VERT. |
| | S515 | 48 | 5'-2" | X | ABUT. DIAPH. VERT. |
| | S416 | 48 | 3'-10" | | PIER DIAPH. HORIZ. |
| | S517 | 20 | 10'-9" | X | PIER DIAPH. VERT. |
| | S418 | 20 | 8'-11" | X | PIER DIAPH. VERT. |
| | S419 | 2 | 4'-5" | X | PIER PILASTER VERT. |
| | S420 | 2 | 3'-5" | X | PIER PILASTER VERT. |
| | S321 | 3 | 2'-1" | X | PIER PILASTER HORIZ. |
| *** | S622 | 16 | 2'-4" | | ABUT. DIAPH. ANCHOR HORIZ. |
| | S623 | 4 | 3'-8" | X | ABUT. DIAPH. HORIZ. @ END |
| | S424 | 1162 | 3'-7" | X | HAT BARS @ EXIST. GIRDERS |
| | S425 | 28 | 44'-2" | | LONGIT. BARS @ EXIST. GIRDERS SPAN 1 |
| | S426 | 28 | 39'-2" | | LONGIT. BARS @ EXIST. GIRDERS SPAN 2 |

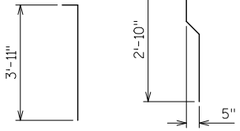
TOTAL WEIGHT= 72,480 LB



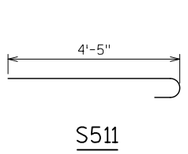

## PART TRANSVERSE SECTION AT ABUT.



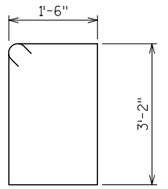

## PART TRANSVERSE SECTION AT PIER



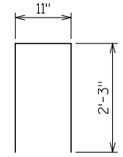

S419 S420



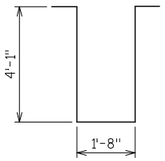

S511



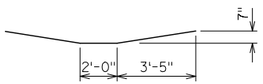

S514



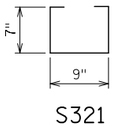

S515




S517

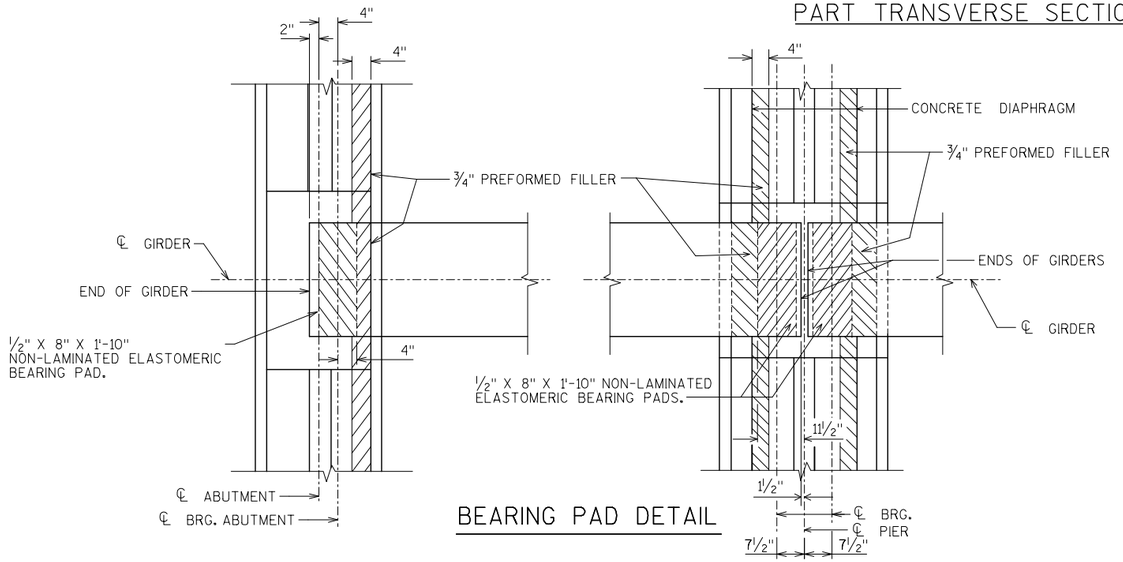



S418

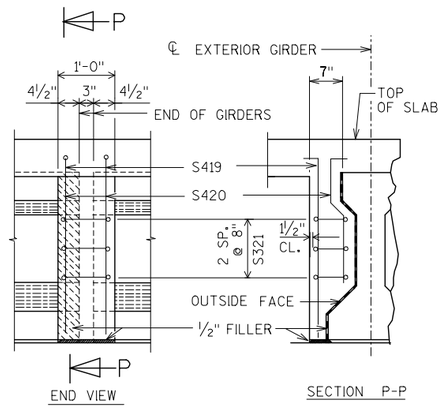



S321

## BAR DETAILS




## BEARING PAD DETAIL




## PILASTER DETAILS AT PIERS

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

SUPERSTRUCTURE DETAILS

SHEET 15 OF 21
579

DATE: 10/29/2014
I.D.

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8

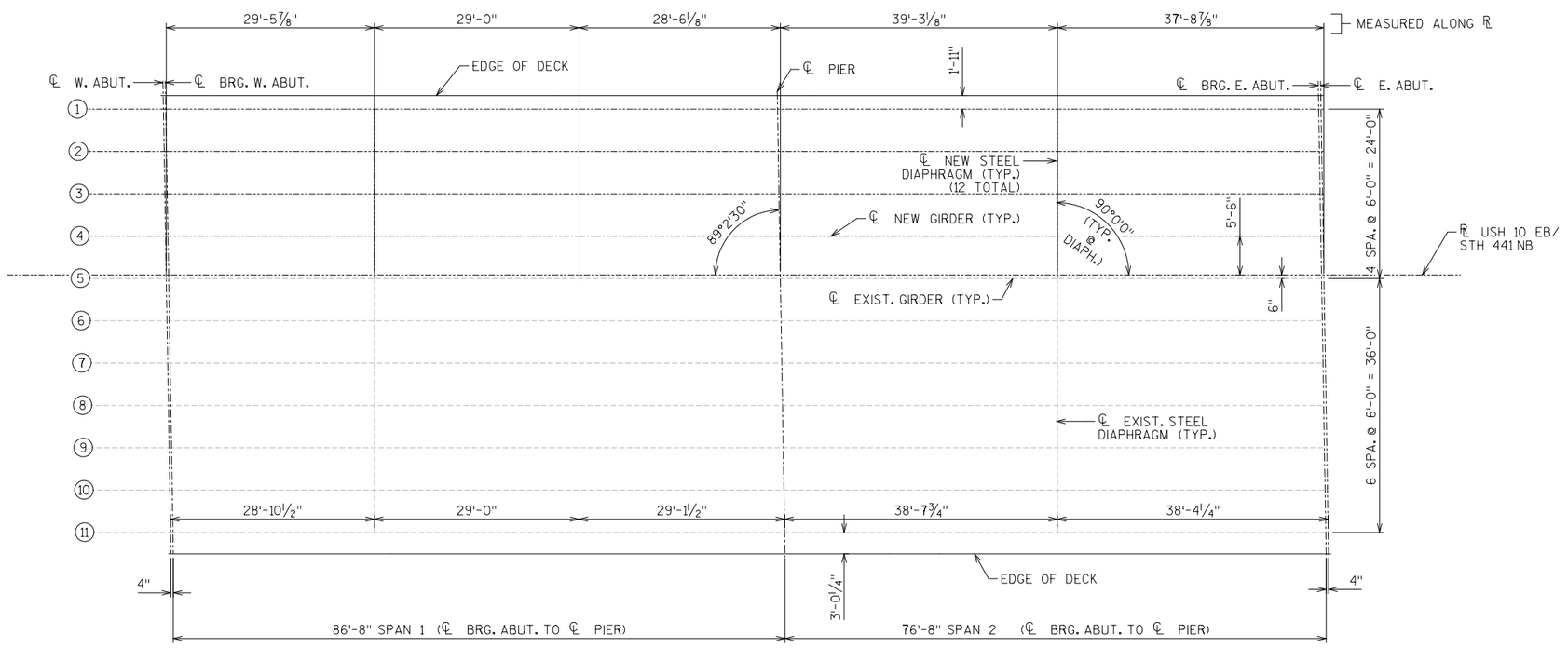
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STATE PROJECT NUMBER

1517-75-78

| LOCATION | END OF DECK | CL W. ABUT | 0.1 SPAN | 0.2 SPAN | 0.3 SPAN | 0.4 SPAN | 0.5 SPAN | 0.6 SPAN | 0.7 SPAN | 0.8 SPAN | 0.9 SPAN | CL PIER | 0.1 SPAN | 0.2 SPAN | 0.3 SPAN | 0.4 SPAN | 0.5 SPAN | 0.6 SPAN | 0.7 SPAN | 0.8 SPAN | 0.9 SPAN | CL E. ABUT | END OF DECK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LEFT EDGE OF SLAB | 806.67 | 806.67 | 806.73 | 806.79 | 806.85 | 806.91 | 806.97 | 807.04 | 807.10 | 807.16 | 807.22 | 807.28 | 807.33 | 807.39 | 807.44 | 807.49 | 807.55 | 807.60 | 807.65 | 807.71 | 807.76 | 807.81 | 807.82 |
| GIRDER 1 | 806.71 | 806.71 | 806.77 | 806.83 | 806.89 | 806.95 | 807.01 | 807.07 | 807.13 | 807.20 | 807.26 | 807.32 | 807.37 | 807.42 | 807.48 | 807.53 | 807.59 | 807.64 | 807.69 | 807.75 | 807.80 | 807.85 | 807.86 |
| GIRDER 2 | 806.83 | 806.83 | 806.89 | 806.95 | 807.01 | 807.07 | 807.13 | 807.19 | 807.25 | 807.32 | 807.38 | 807.44 | 807.49 | 807.54 | 807.60 | 807.65 | 807.71 | 807.76 | 807.81 | 807.87 | 807.92 | 807.97 | 807.98 |
| GIRDER 3 | 806.95 | 806.95 | 807.01 | 807.07 | 807.13 | 807.19 | 807.25 | 807.31 | 807.37 | 807.44 | 807.50 | 807.56 | 807.61 | 807.66 | 807.72 | 807.77 | 807.83 | 807.88 | 807.93 | 807.99 | 808.04 | 808.09 | 808.10 |
| GIRDER 4 | 807.07 | 807.07 | 807.13 | 807.19 | 807.25 | 807.31 | 807.37 | 807.43 | 807.49 | 807.56 | 807.62 | 807.68 | 807.73 | 807.78 | 807.84 | 807.89 | 807.95 | 808.00 | 808.05 | 808.11 | 808.16 | 808.21 | 808.22 |
| PGL | 807.18 | 807.18 | 807.24 | 807.30 | 807.36 | 807.42 | 807.48 | 807.54 | 807.60 | 807.67 | 807.73 | 807.79 | 807.84 | 807.89 | 807.95 | 808.00 | 808.06 | 808.11 | 808.16 | 808.22 | 808.27 | 808.32 | 808.33 |
| GIRDER 5 | 807.19 | 807.19 | 807.25 | 807.31 | 807.37 | 807.43 | 807.49 | 807.55 | 807.61 | 807.68 | 807.74 | 807.80 | 807.85 | 807.90 | 807.96 | 808.01 | 808.07 | 808.12 | 808.17 | 808.23 | 808.28 | 808.33 | 808.34 |
| GIRDER 6 | 807.31 | 807.31 | 807.37 | 807.43 | 807.49 | 807.55 | 807.61 | 807.67 | 807.73 | 807.80 | 807.86 | 807.92 | 807.97 | 808.02 | 808.08 | 808.13 | 808.19 | 808.24 | 808.29 | 808.35 | 808.40 | 808.45 | 808.46 |
| CONST. JT | 807.34 | 807.34 | 807.40 | 807.46 | 807.52 | 807.58 | 807.64 | 807.70 | 807.76 | 807.83 | 807.89 | 807.95 | 808.00 | 808.05 | 808.11 | 808.16 | 808.22 | 808.27 | 808.32 | 808.38 | 808.43 | 808.48 | 808.49 |
| CROWN | 807.42 | 807.42 | 807.48 | 807.54 | 807.60 | 807.66 | 807.72 | 807.78 | 807.84 | 807.91 | 807.97 | 808.03 | 808.08 | 808.13 | 808.19 | 808.24 | 808.30 | 808.35 | 808.40 | 808.46 | 808.51 | 808.56 | 808.57 |
| GIRDER 7 | 807.41 | 807.41 | 807.47 | 807.53 | 807.59 | 807.65 | 807.71 | 807.77 | 807.83 | 807.90 | 807.96 | 808.02 | 808.07 | 808.12 | 808.18 | 808.23 | 808.29 | 808.34 | 808.39 | 808.45 | 808.50 | 808.55 | 808.56 |
| GIRDER 8 | 807.29 | 807.29 | 807.35 | 807.41 | 807.47 | 807.53 | 807.59 | 807.65 | 807.71 | 807.78 | 807.84 | 807.90 | 807.95 | 808.00 | 808.06 | 808.11 | 808.17 | 808.22 | 808.27 | 808.33 | 808.38 | 808.43 | 808.44 |
| GIRDER 9 | 807.17 | 807.17 | 807.23 | 807.29 | 807.35 | 807.41 | 807.47 | 807.53 | 807.59 | 807.66 | 807.72 | 807.78 | 807.83 | 807.88 | 807.94 | 807.99 | 808.05 | 808.10 | 808.15 | 808.21 | 808.26 | 808.31 | 808.32 |
| GIRDER 10 | 807.05 | 807.05 | 807.11 | 807.17 | 807.23 | 807.29 | 807.35 | 807.41 | 807.47 | 807.54 | 807.60 | 807.66 | 807.71 | 807.76 | 807.82 | 807.87 | 807.93 | 807.98 | 808.03 | 808.09 | 808.14 | 808.19 | 808.20 |
| GIRDER 11 | 806.93 | 806.93 | 806.99 | 807.05 | 807.11 | 807.17 | 807.23 | 807.29 | 807.35 | 807.42 | 807.48 | 807.54 | 807.59 | 807.64 | 807.70 | 807.75 | 807.81 | 807.86 | 807.91 | 807.97 | 808.02 | 808.07 | 808.08 |
| RIGHT EDGE OF SLAB | 806.85 | 806.86 | 806.92 | 806.98 | 807.04 | 807.10 | 807.16 | 807.22 | 807.28 | 807.34 | 807.40 | 807.47 | 807.52 | 807.57 | 807.63 | 807.68 | 807.73 | 807.79 | 807.84 | 807.89 | 807.95 | 808.00 | 808.01 |

## TOP OF DECK ELEVATIONS




## FRAMING PLAN

(SEE SHEET 12 FOR GIRDER LENGTHS TABLE)

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

TOP OF DECK ELEVATIONS

SHEET 16 OF 21
580

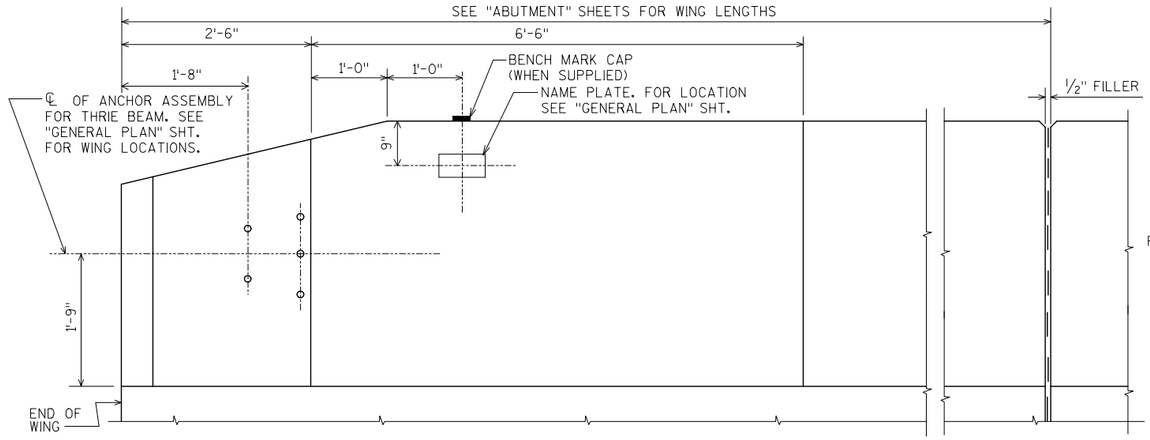
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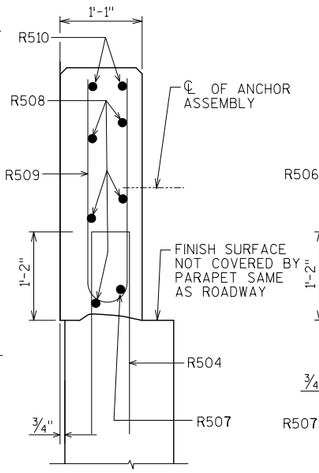
DATE: 10/29/2014
I.D.

STATE PROJECT NUMBER

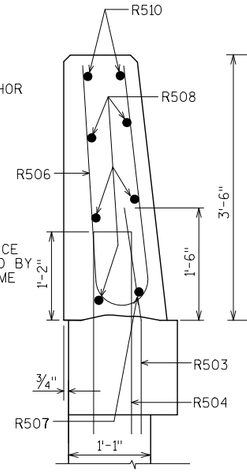
1517-75-78



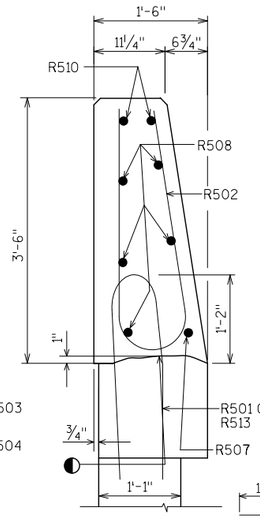

INSIDE ELEVATION



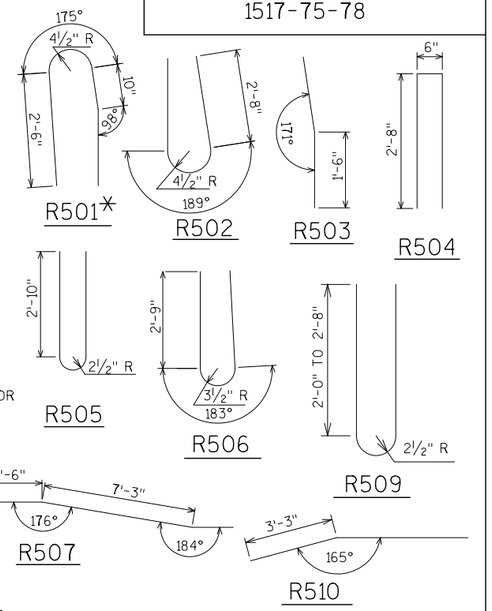

SECTION A

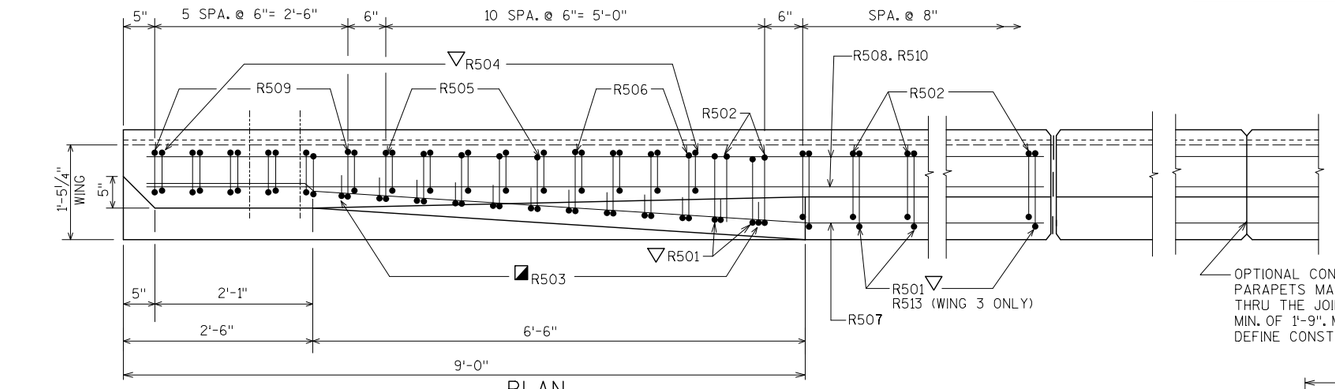



SECTION B



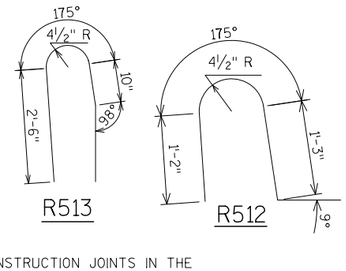

SECTION C




PLAN

TRANSITION IS ON WING 1 PARAPET ONLY
USE SECTION C FOR ENTIRE WING 3 PARAPET



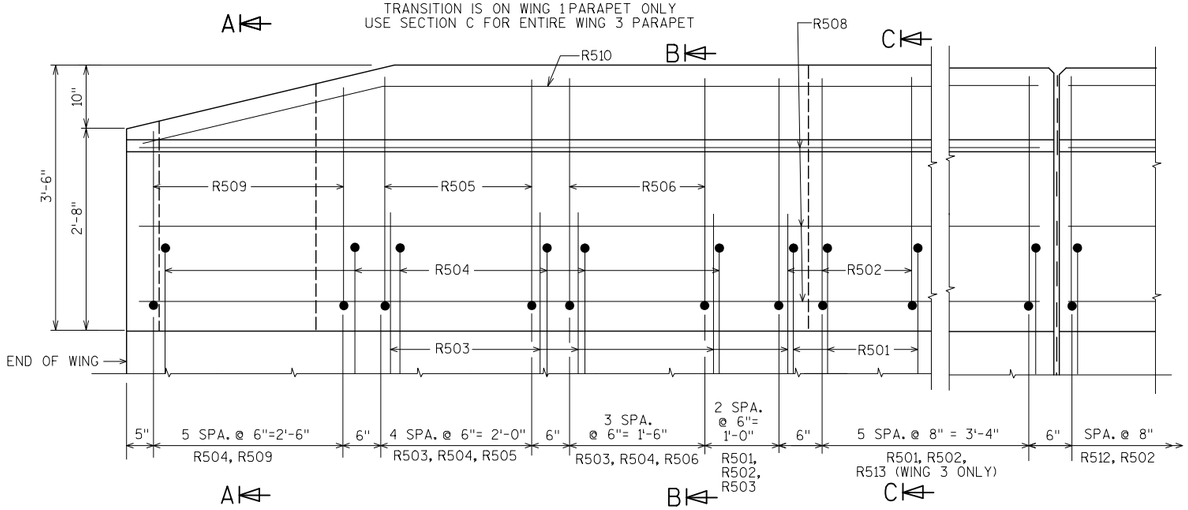

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" - 'V' GROOVE.

## BILL OF BARS

ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

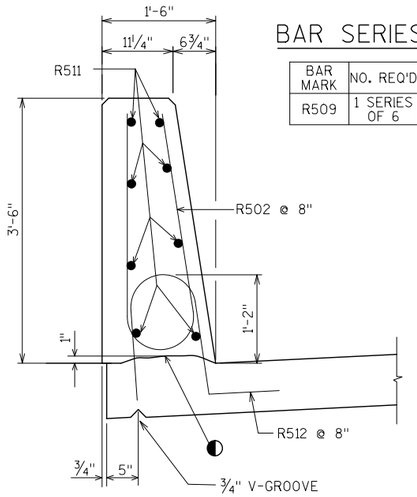
| | BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| * | R501 | 18 | 6'-4" | X | | 42SS PARAPET VERT. ANCHOR |
| | R502 | 276 | 6'-8" | X | | 42SS PARAPET VERT. |
| | R503 | 11 | 3'-0" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R504 | 15 | 5'-7" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R505 | 5 | 6'-5" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R506 | 4 | 6'-6" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R507 | 1 | 12'-1" | X | | 42SS PARAPET HORIZ. @ TRANSITION |
| | R508 | 5 | 12'-1" | | | 42SS PARAPET HORIZ. @ TRANSITION |
| | R509 | 6 | 5'-5" | X | X | 42SS PARAPET VERT. @ TRANSITION |
| | R510 | 2 | 12'-1" | X | | 42SS PARAPET HORIZ. @ TRANSITION |
| | R511 | 32 | 45'-5" | | | 42SS PARAPET HORIZ. |
| | R512 | 270 | 4'-5" | X | | 42SS PARAPET VERT. |
| | R513 | 10 | 6'-4" | X | | 42SS PARAPET VERT. (WING 3) |

TOTAL WEIGHT= 5,190 LB




OUTSIDE ELEVATION

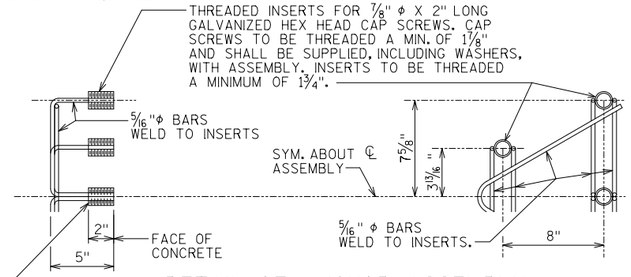
TRANSITION IS ON WING 1 PARAPET ONLY
USE SECTION C FOR ENTIRE WING 3 PARAPET




SECTION THRU PARAPET ON BRIDGE

## BAR SERIES TABLE

| BAR MARK | NO. REQ'D | LENGTH |
|---|---|---|
| R509 | 1 SERIES OF 6 | 4'-9" TO 6'-1" |




## DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501, R504 AND R513 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

* MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED 6" INTO EXISTING WING. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 3 3/4". BEND BAR TO ACHIEVE EDGE DISTANCE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

SINGLE SLOPED PARAPET 42SS MODIFIED

SHEET 17 OF 21
581

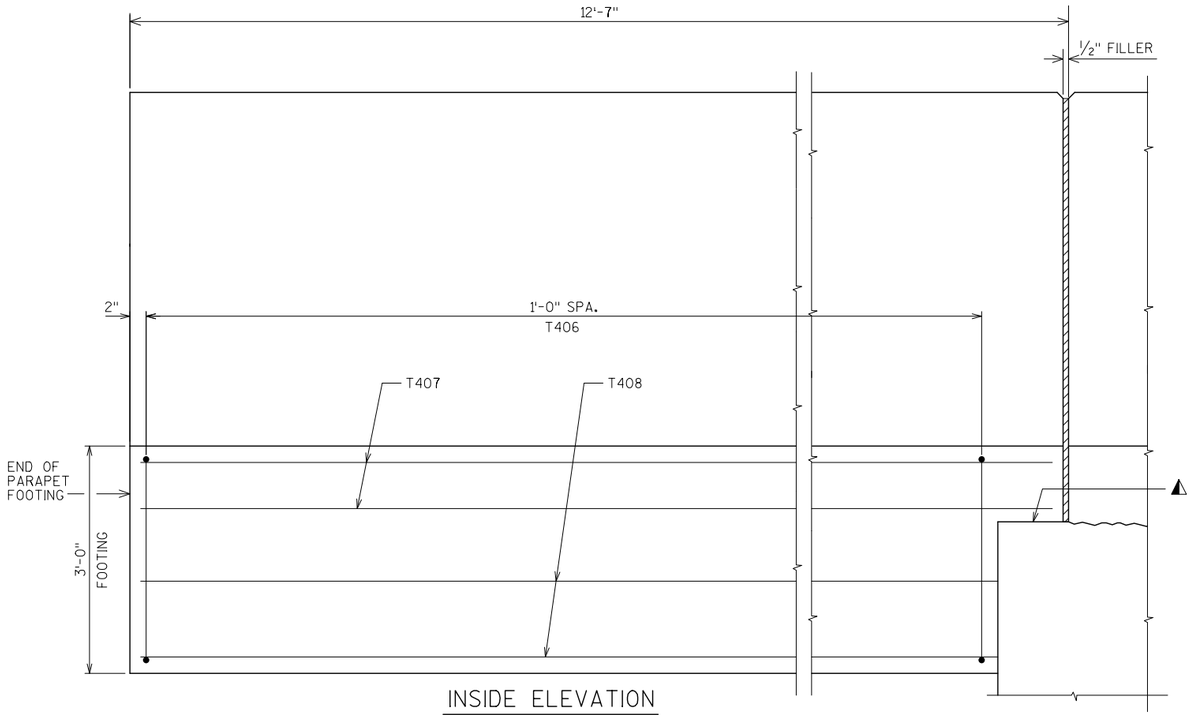
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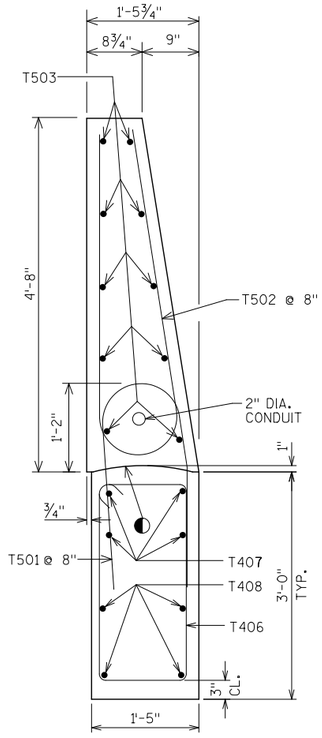
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DATE: 10.29.2014
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| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




INSIDE ELEVATION



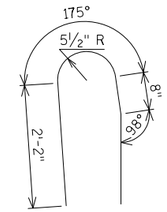

SECTION A

## BILL OF BARS

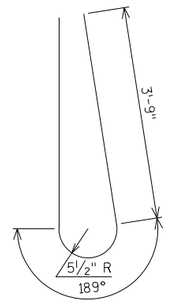
ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

| BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|
| T501 | 40 | 5'-11" | X | | 56SS PARAPET VERT. |
| T502 | 290 | 9'-1" | X | | 56SS PARAPET VERT. |
| T503 | 20 | 12'-3" | | | 56SS PARAPET HORIZ. |
| T504 | 250 | 4'-6" | X | | 56SS PARAPET VERT. |
| T505 | 40 | 48'-7" | | | 56SS PARAPET HORIZ. |
| T406 | 26 | 7'-7" | X | | 56SS FOOTING VERT. |
| T407 | 8 | 12'-3" | | | 56SS FOOTING HORIZ. |
| T408 | 8 | 11'-8" | | | 56SS FOOTING HORIZ. |

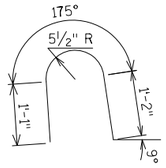
TOTAL WEIGHT= 6,710 LB



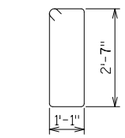

T501



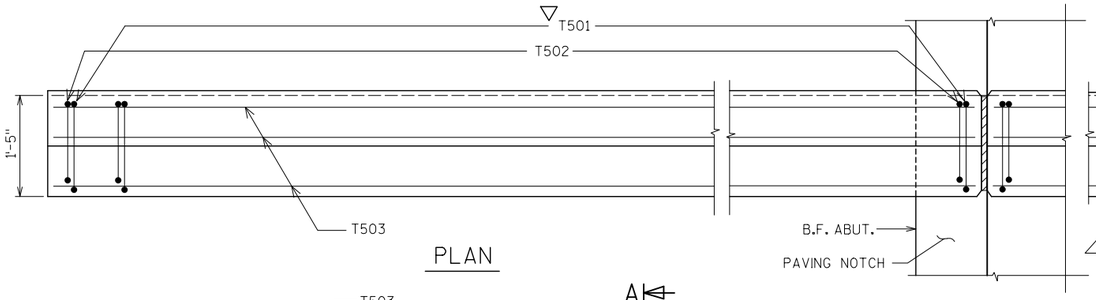

T502




T504

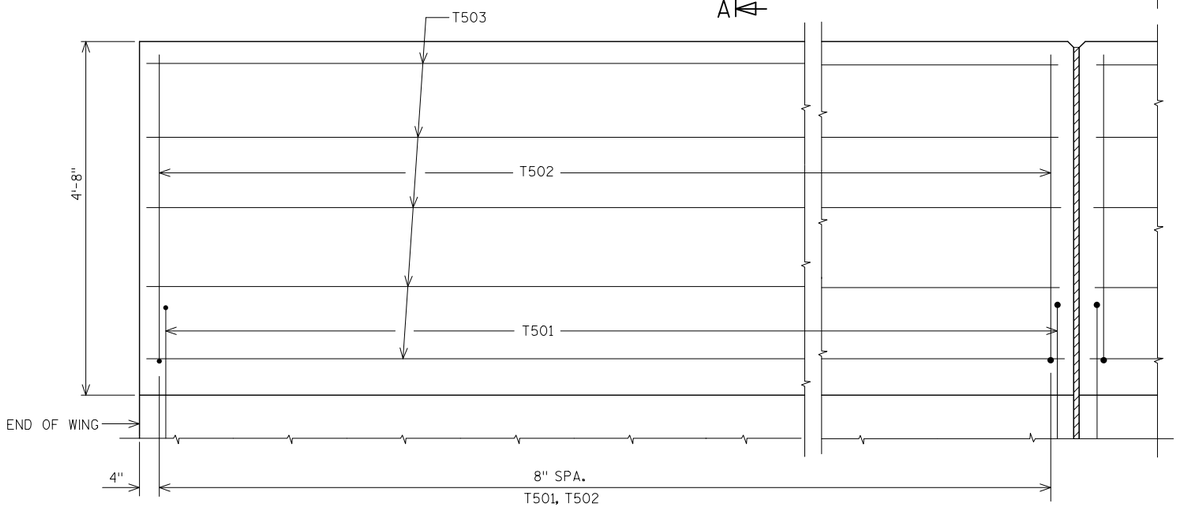



T406

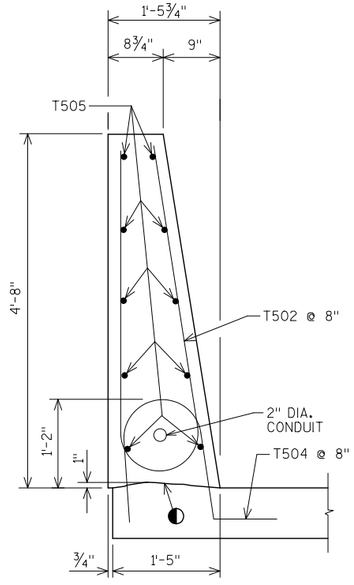



PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.




OUTSIDE ELEVATION




SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ T501 BARS TO BE TIED TO FOOTING STEEL BEFORE FOOTING IS POURED.

◭ STEEL TROWEL HORIZ. SURFACE OF ABUTMENT PAVING NOTCH. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS BETWEEN PARAPET FOOTING AND HORIZ. SURFACE OF PAVING NOTCH. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

SINGLE SLOPED PARAPET 56SS

SHEET 18 OF 21
582

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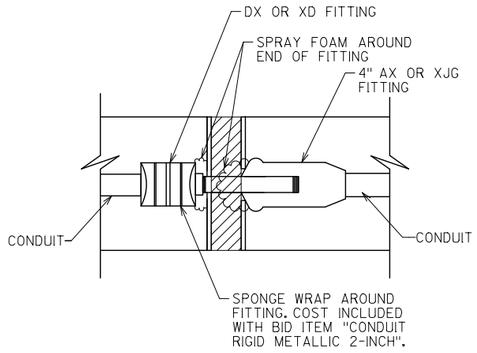
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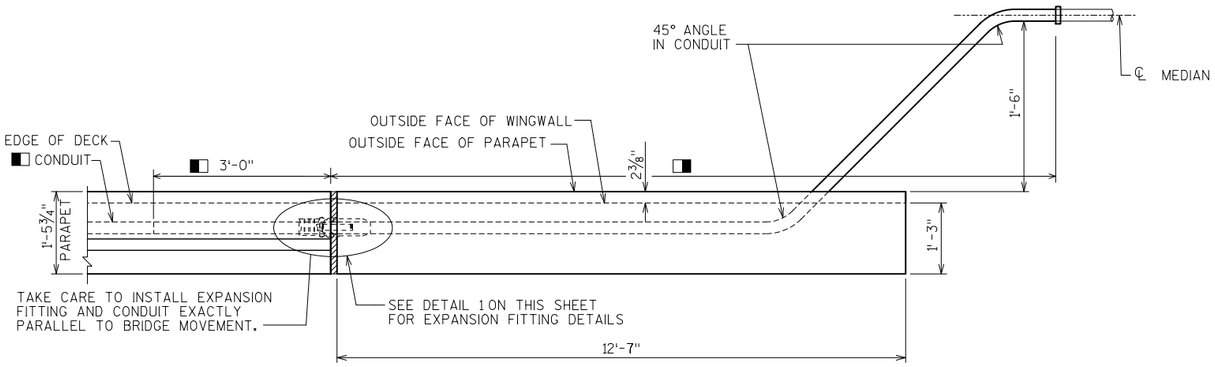
STATE PROJECT NUMBER

1517-75-78

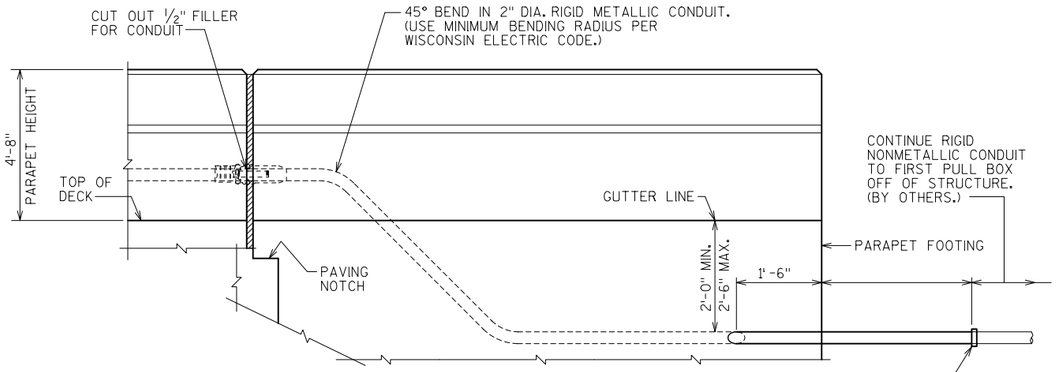



## DETAIL 1
## ELECTRICAL FITTING - AX/DX CONNECTION

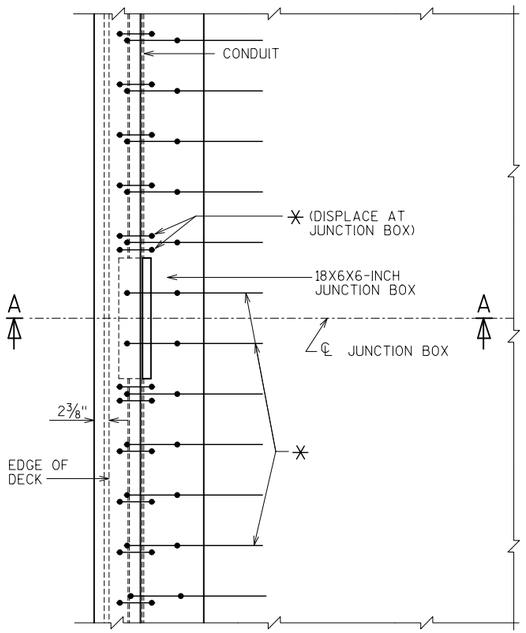
XD FITTING IS GOOD FOR 3/4" MOVEMENT IN ANY DIRECTION. THE XD FITTING WILL ALLOW FOR ANGULAR MOVEMENT WITH A DEFLECTION OF UP TO 30 DEGREES FROM THE NORMAL IN ANY DIRECTION.



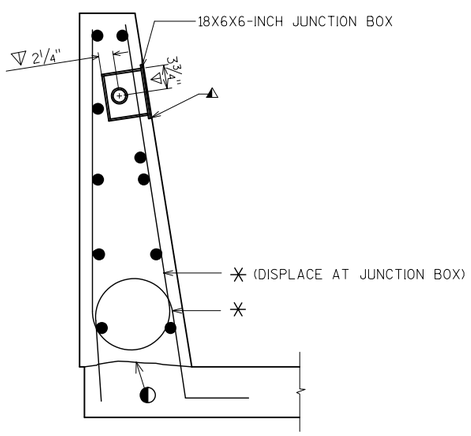

## PLAN OF PARAPET AT ENDS




## OUTSIDE ELEVATION OF PARAPET AT ENDS




## PLAN AT JUNCTION BOX




## SECTION A-A

## JUNCTION BOX LOCATIONS

| ℄ JUNCTION BOX |
|---|
| STA. 289EB+15.00 |

- ■ USE RIGID METALLIC CONDUIT 3'-0" INTO PARAPET ON DECK AND ALL THE WAY TO END CAP ON THE FOOTING SIDE OF THE JOINT OPENING.
- ◐ CONSTR. JT. STRIKE OFF AS SHOWN
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- ✳ SEE "SINGLE SLOPE PARAPET 42SS" SHEET FOR BAR STEEL DETAILS.

## NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X6X6-INCH", EACH.

"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

COST OF EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS IS INCLUDED WITH BID ITEM "CONDUIT RIGID METALLIC 2-INCH".

AT ENDS OF BRIDGE, USE APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING: O-Z/GEDNEY TYPE AXDX-200 AND BONDING JUMPER (4 3/4" TOTAL CONDUIT MOVEMENT).

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

DRAWN BY MRL | PLANS CK'D. MJA

SINGLE SLOPE PARAPET 56SS ELECTRICAL

SHEET 19 OF 21
583

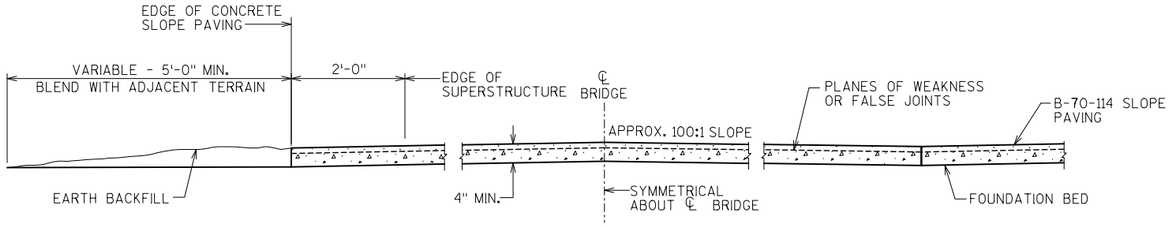
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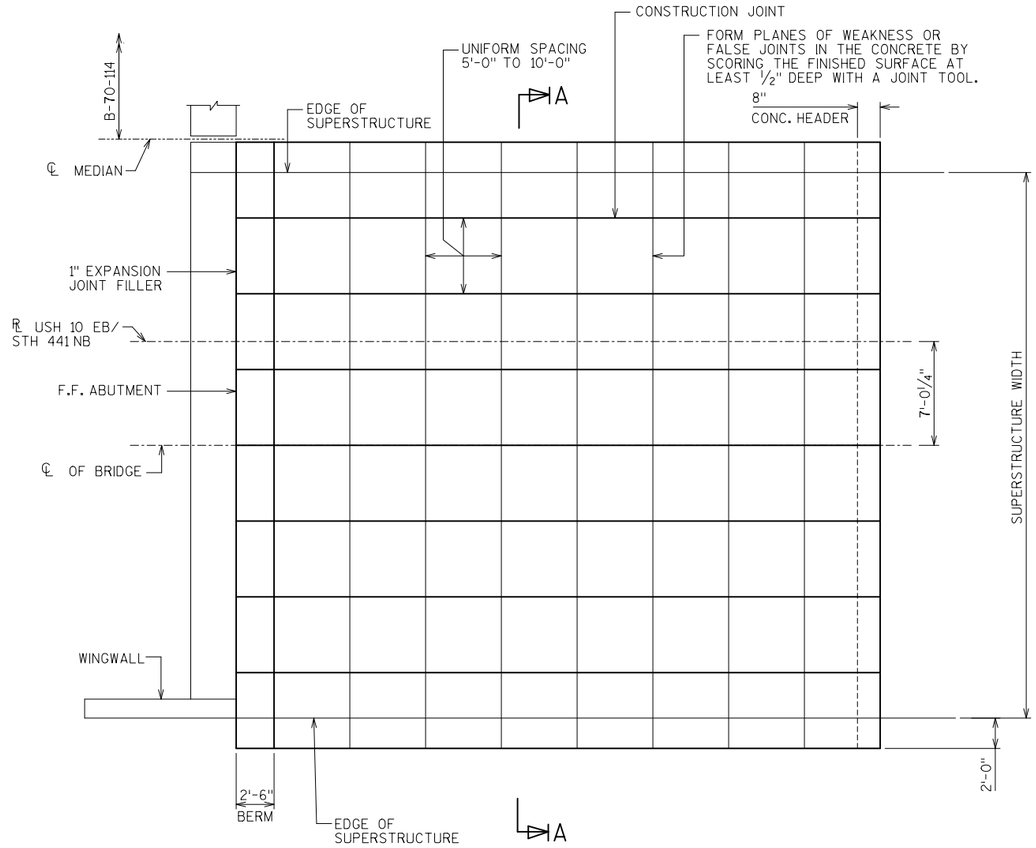
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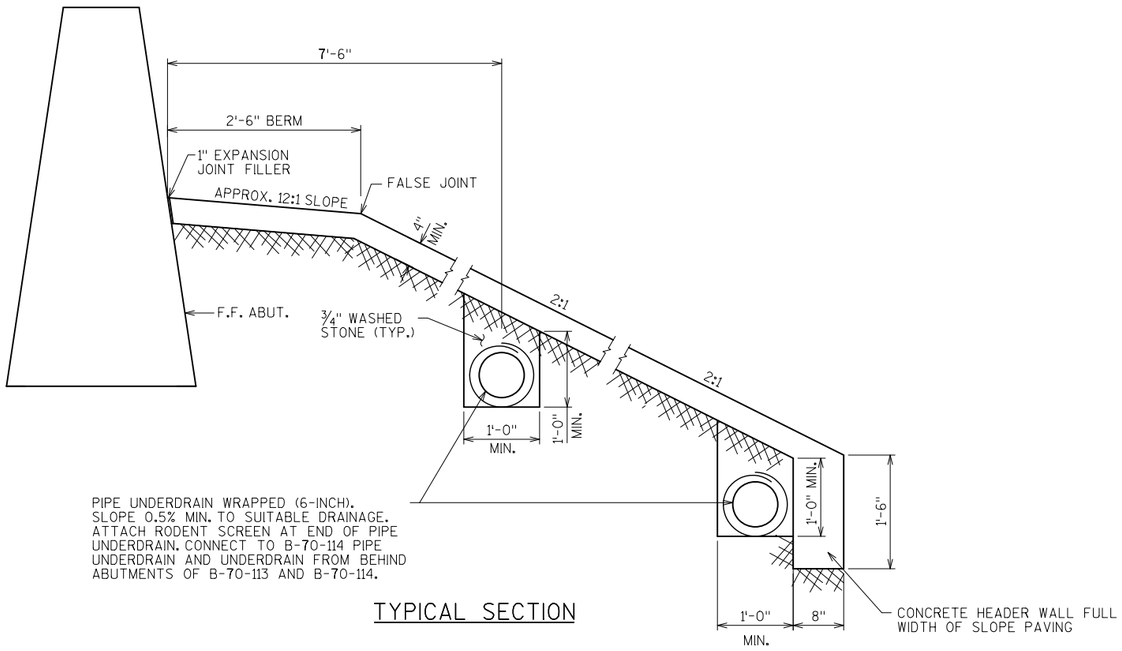
| STATE PROJECT NUMBER |
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| 1517-75-78 |



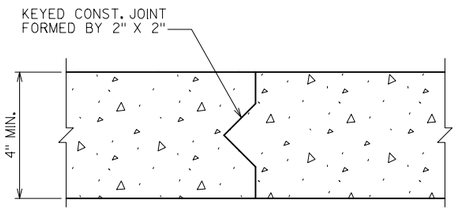

SECTION A-A




CONSTRUCTION JOINT DESIGN




TYPICAL SECTION




CONSTRUCTION JOINT

## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREIN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

REMOVAL OF OLD SLOPE PAVING INCLUDED IN BID ITEM "REMOVING OLD STRUCTURE STA. 288EB+34"

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STATE OF WISCONSIN
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STRUCTURE B-70-113

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SLOPE PAVING CONCRETE

SHEET 20 OF 21
584

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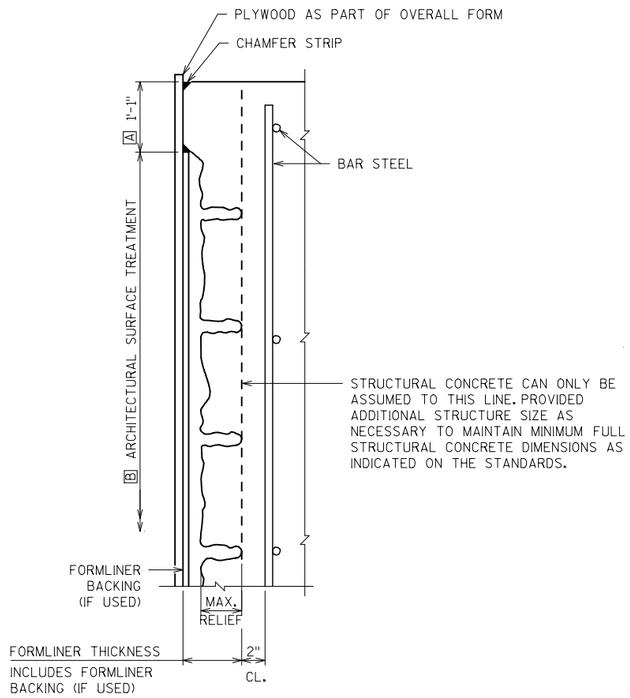
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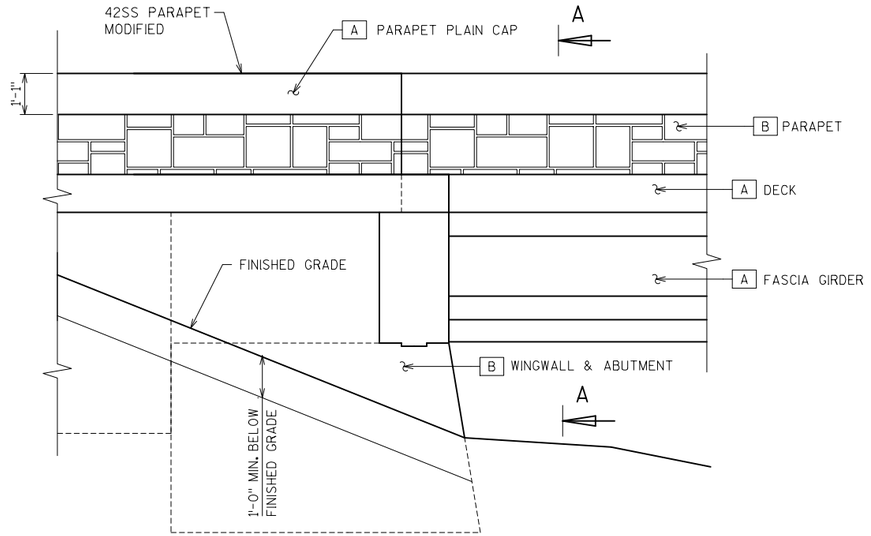
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I.D.

STATE PROJECT NUMBER

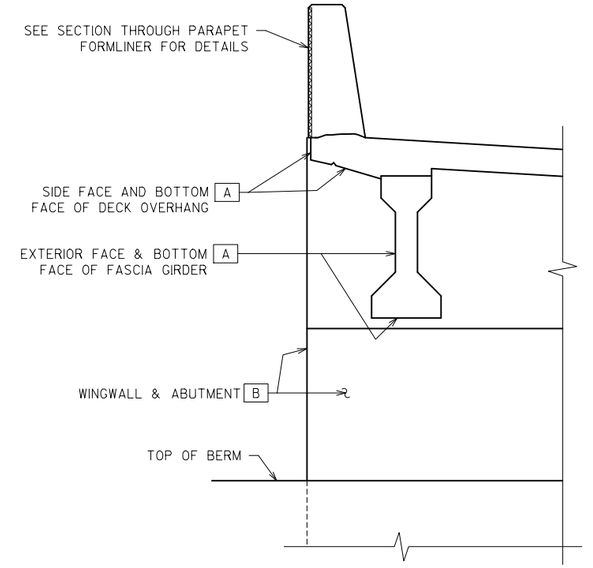
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## SECTION THROUGH PARAPET FORMLINER




## ABUTMENT STAINING DETAIL




## SECTION A-A

## CONCRETE STAINING SCHEDULE

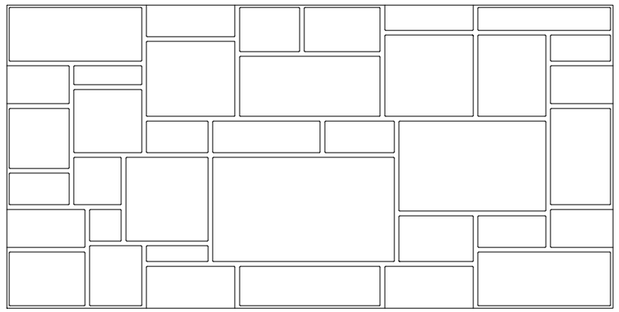
| MARK | COLOR | FED. COLOR NO. | LOCATION |
|---|---|---|---|
| A | BASKET BEIGE | 33564 | GIRDERS, PARAPETS PLAIN CAP, PIER CAP |
| B | LATTE | 33522 | WINGWALLS, ABUTMENTS, PIER COLUMNS, PARAPETS |

NOTE: 1. FINISH ON COLORS IS FLAT (LUSTERLESS)

## NOTES

FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

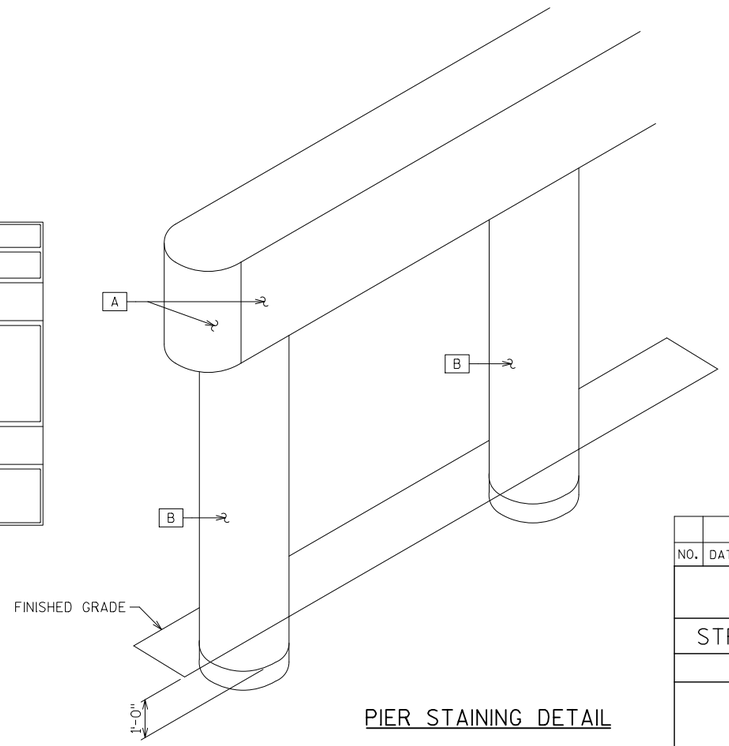
FORMLINER COURSING ON PARAPET SHALL BE PARALLEL TO TOP OF PARAPET.



## ASHLAR

MAXIMUM RELIEF: 1⅝"
AVERAGE RELIEF: 1¼"
LINER THICKNESS*: 2½"
STONE SIZE: H: 3" - 17"
W: 5"-29"

* INCLUDES INTERNAL PLYWOOD BACKING




## PIER STAINING DETAIL

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-113

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AESTHETIC DETAILS

SHEET 21 OF 21
585

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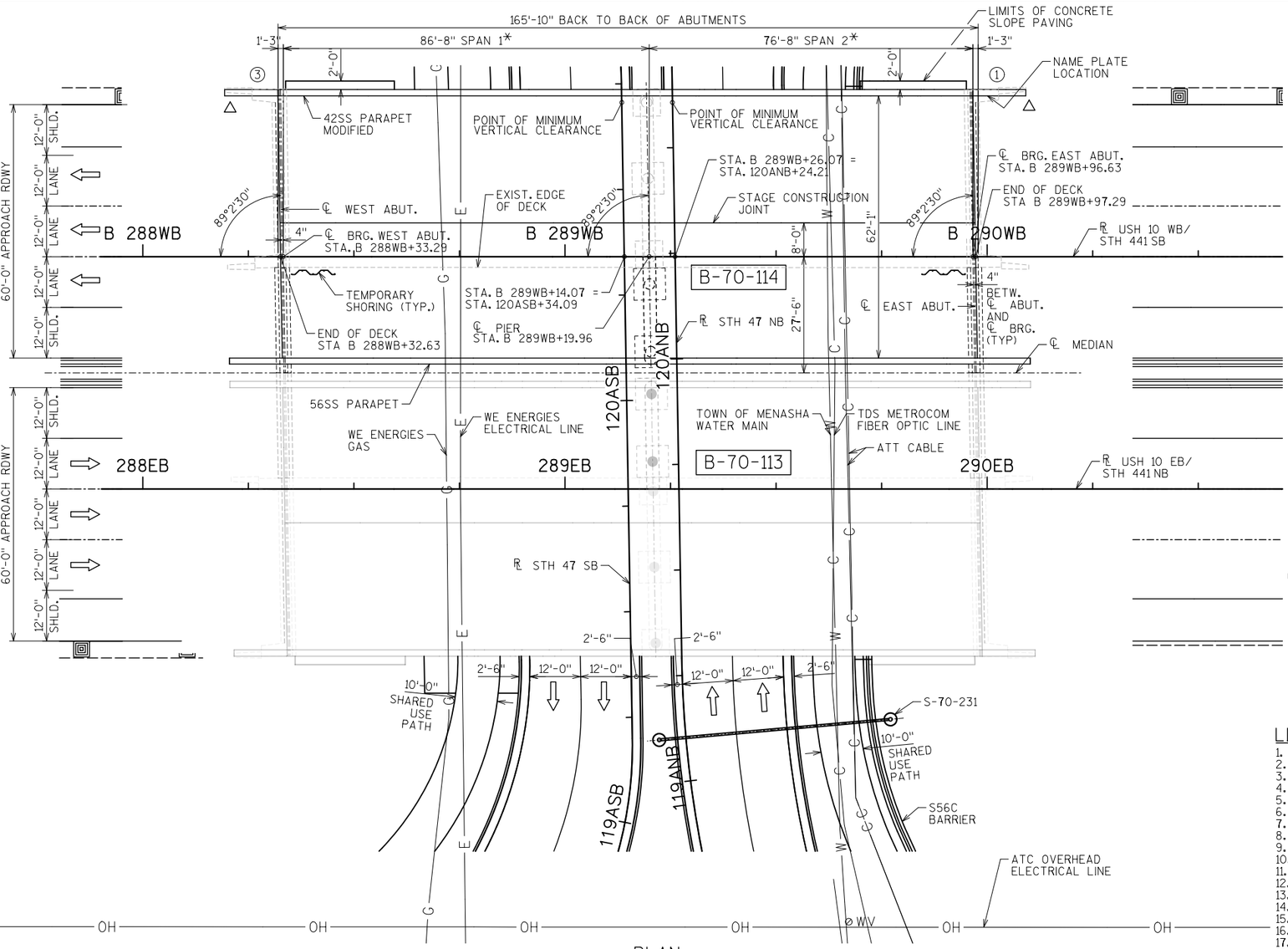
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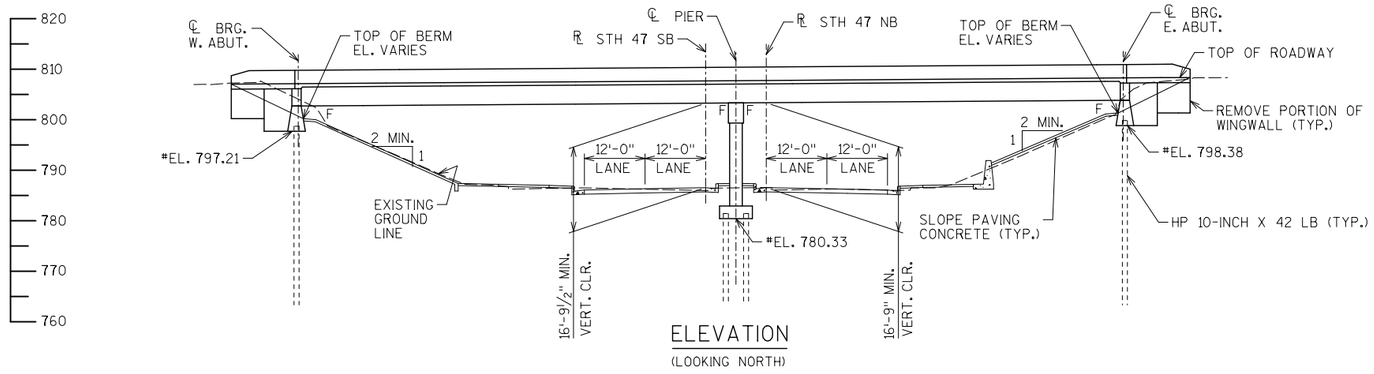
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| NO. | LOCATION | DESCRIPTION | ELEVATION |
|---|---|---|---|
| AP 4 | STA 288EB+27.05, 39.6'RT. | ALUM WISC DOT DISK SW CORNER TOP OF PARAPET WALL TO BRIDGE FOR EAST BOUND HWY 441 OVER APPLETON ROAD | 809.38 |
| AP 5 | STA 290WB+03.47, 39.7'LT. | ALUM WISC DOT DISK NE CORNER TOP OF PARAPET WALL TO BRIDGE FOR WEST BOUND HWY 441 OVER APPLETON ROAD | 811.46 |




PLAN

(2 SPAN - 45" PRESTRESSED GIRDERS)




ELEVATION

(LOOKING NORTH)




## TRAFFIC DATA:

STH 441:
A.D.T. = 44,090 (2010)
A.D.T. = 66,900 (2038)
R.D.S. = 70 M.P.H.

STH 47:
A.D.T. = 35,700 (2010)
A.D.T. = 41,900 (2038)
R.D.S. = 30 M.P.H. (BETWEEN ROUNDABOUTS)

## LEGEND

F - FIXED BEARING

⇨ - DIRECTION OF TRAFFIC

△ - ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD ATTACHMENT

\# - ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

* - MEASURED ℄ PIER TO ℄ BRG. ABUT.

Ⓗ - INDICATES WINGWALL NUMBER

## LIST OF DRAWINGS


1. GENERAL PLAN AND ELEVATION
2. CROSS SECTION
3. GENERAL NOTES AND QUANTITIES
4. CONSTRUCTION STAGING
5. SUBSURFACE EXPLORATION
6. WEST ABUTMENT PLAN AND ELEVATION
7. EAST ABUTMENT PLAN AND ELEVATION
8. SLAB AND WINGWALL 1& 3 REMOVAL DETAILS
9. WINGWALL 1& 3 DETAILS
10. PIER EXTENSIONS CONCRETE DETAILS
11. PIER EXTENSIONS REINF. DETAILS
12. 45" PRESTRESSED GIRDER DETAILS
13. STEEL DIAPHRAGM
14. DECK REINFORCEMENT PLAN AND SECTION
15. SUPERSTRUCTURE DETAILS
16. TOP OF DECK ELEVATIONS
17. SINGLE SLOPED PARAPET 42SS MODIFIED
18. SINGLE SLOPED PARAPET 56SS
19. SLOPE PAVING CONCRETE
20. AESTHETIC DETAILS


## NOTES

ALL SUBSTRUCTURE UNITS ARE NORMAL TO ℞ UNLESS NOTED OTHERWISE.

DIMENSIONS SHOWN ARE ALONG ℞.

SPAN LENGTHS SHOWN ARE MEASURED ALONG ℞.

ALL UNITS ARE IN SURVEY FEET UNLESS OTHERWISE NOTED.

ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

## DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-26
OPERATING RATING: HS-44
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

THE DESIGN PROVIDES FOR AN ADDITIONAL LOAD DUE TO A FUTURE WEARING SURFACE EQUAL TO 20 PSF AND A POLYMER OVERLAY EQUAL TO 5 PSF.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (HPC)
SUPERSTRUCTURE ..... f'c = 4,000 PSI
ALL OTHER ..... f'c = 4,000 PSI

BAR STEEL REINFORCEMENT, HIGH STRENGTH, GRADE 60 ..... fy = 60,000 PSI

45-INCH PRESTRESSED GIRDERS, CONCRETE MASONRY ..... f'c = 8,000 PSI
..... f'ci = 6,800 PSI

0.5" DIA. PRESTRESSING STRANDS ..... f's = 270,000 PSI

## FOUNDATION DATA

SUPPORT ABUTMENTS AND PIER ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS** (W. ABUT.), 110 TONS** (E. ABUT.), AND 180 TONS** (PIER) PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET FOR THE ABUTMENTS AND PIER. A MINIMUM PILE TIP ELEVATION OF 727.00 IS REQUIRED.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

WISCONSIN
MICHAEL J. ARNOLD
E-41717
GREENDALE
WI
PROFESSIONAL ENGINEER
10/29/2014

NE REGION CONTACT - SCOTT EBEL (920) 492-2240
BUREAU OF STRUCTURES CONTACT - WILLIAM DREHER (608) 266-8489
CONSULTANT CONTACT - MICHAEL ARNOLD (414) 831-4179

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URS
342 North Water Street
7th Floor
Milwaukee, WI 53202
(414) 831-4100


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 12/03/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-70-114

USH 10 WB/STH 441 SB OVER STH 47

COUNTY WINNEBAGO — ~~TOWN/CITY/VILLAGE~~ MENASHA

DESIGN SPEC. REHABILITATION N/A

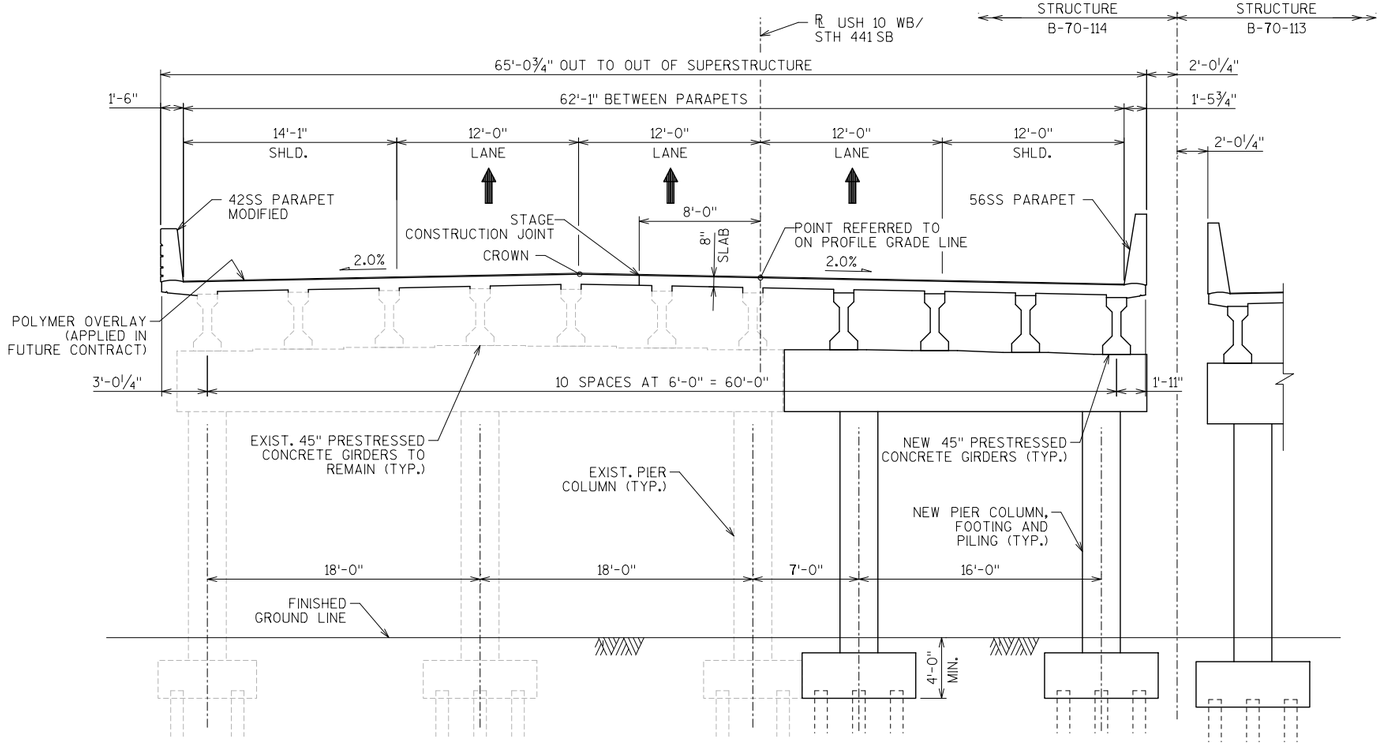
| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| MRL | JDB | MRL | MJA |

GENERAL PLAN AND ELEVATION

SHEET 1 OF 20
586

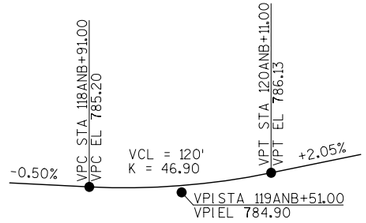
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DATE: 10/29/2014
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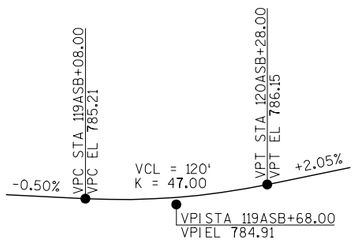



CROSS SECTION THRU ROADWAY

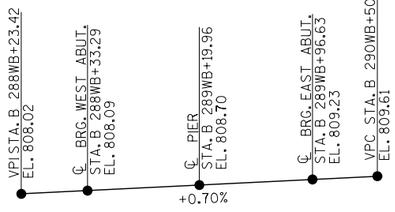
(LOOKING EAST)



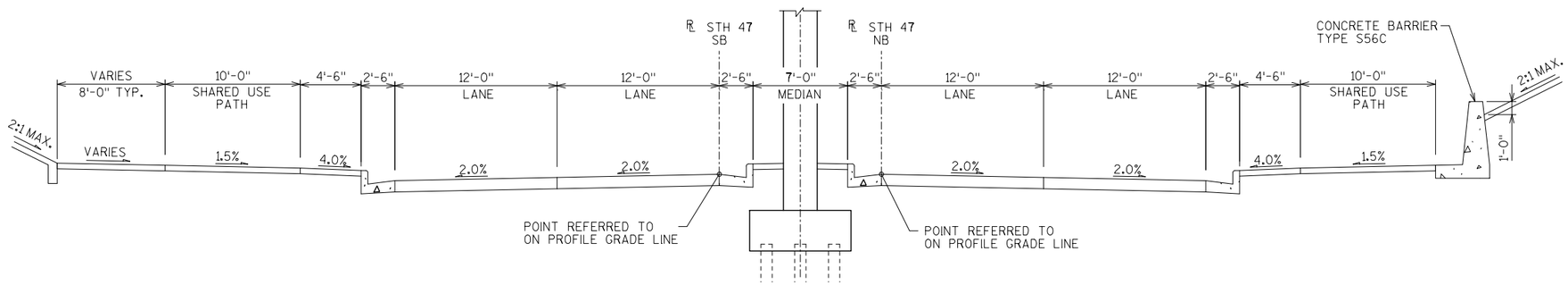

PROFILE GRADE LINE - STH 47 NB




PROFILE GRADE LINE - STH 47 SB




PROFILE GRADE LINE -
USH 10 WB/STH 441 SB




PROPOSED SECTION STH 47 (APPLETON ROAD)

(LOOKING NORTH)

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

| DRAWN BY | MRL | PLANS CK'D. | MJA |
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CROSS SECTION

SHEET 2 OF 20
587

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I.D.

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STATE PROJECT NUMBER

1517-75-78

## GENERAL NOTES:

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS FOR EXISTING STRUCTURE ARE BASED ON THE ORIGINAL DESIGN PLANS.

ALL DIMENSIONS ARE IN SURVEY FEET AND SURVEY INCHES. ALL STATIONS ARE IN SURVEY FEET.

ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

VARIATIONS TO THE NEW GRADE LINE OVER 1/4" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE STRUCTURES DESIGN SECTION FOR REVIEW.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR CONSIDERED ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153, TYPE I, II, OR III OR M213.

THE EXISTING GROUND LINE IS THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

THE EXISTING STRUCTURE (B-70-114) IS A TWO SPAN PRESTRESSED CONCRETE GIRDER BRIDGE. SEE AS-BUILT DRAWINGS FOR ADDITIONAL INFORMATION.

AT THE BACKFACE OF ABUTMENTS, BACKFILL ALL EXCAVATED VOLUME NOT OCCUPIED BY NEW STRUCTURE WITH STRUCTURE BACKFILL.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

MONITOR SAW CUTTING OF EXISTING BRIDGE DECK AND BLADE DEPTH SO THAT EXISTING UNDERLYING GIRDERS ARE NOT DAMAGED. EXERCISE CARE NOT TO DAMAGE THE TOP FLANGES WITH JACKHAMMER OR OTHER TOOLS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

ROUTE OUT 1/4" X 3/8" DEEP AT JOINT. FILL IN WITH LOW VISCOSITY CRACK SEALER PER THE APPROVED PRODUCTS LIST. (INCIDENTAL TO "HIGH PERFORMANCE (HPC) MASONRY STRUCTURES")

## TOTAL ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | SUPER. | W. ABUT. | PIER | E. ABUT. | TOTAL |
|---|---|---|---|---|---|---|---|
| 203.0200 | REMOVING OLD STRUCTURE STA. 288WB+34 | LS | 1 | -- | -- | -- | 1 |
| 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES B-70-114 | LS | 1 | -- | -- | -- | 1 |
| 210.0100 | BACKFILL STRUCTURE | CY | -- | 45 | -- | 45 | 90 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 1,350 | -- | -- | -- | 1,350 |
| 502.5005 | MASONRY ANCHORS TYPE L NO. 5 BARS | EACH | 36 | 15 | -- | 15 | 66 |
| 502.5010 | MASONRY ANCHORS TYPE L NO. 6 BARS | EACH | 16 | 19 | -- | 19 | 54 |
| 503.0145 | PRESTRESSED GIRDER TYPE I 45-INCH | LF | 657 | -- | -- | -- | 657 |
| 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | -- | -- | 1,930 | -- | 1,930 |
| 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 84,310 | 2,085 | 6,720 | 2,085 | 95,200 |
| 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 16 | -- | -- | -- | 16 |
| 506.4000 | STEEL DIAPHRAGMS B-70-114 | EACH | 12 | -- | -- | -- | 12 |
| 511.1200 | TEMPORARY SHORING B-70-114 | SF | -- | 195 | -- | 195 | 390 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | -- | 5 | -- | 5 | 10 |
| 517.1010.S | CONCRETE STAINING B-70-114 | SF | 3,035 | 265 | 1,350 | 265 | 4,915 |
| 517.1050.S | ARCHITECTURAL SURFACE TREATMENT B-70-114 | SF | 460 | -- | -- | -- | 460 |
| 550.0500 | PILE POINTS | EACH | -- | 5 | 16 | 5 | 26 |
| 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | -- | 375 | 1,220 | 380 | 1,975 |
| 604.0400 | SLOPE PAVING CONCRETE | SY | -- | 224 | -- | 244 | 468 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | -- | 180 | -- | 180 | 360 |
| 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 2 | -- | -- | -- | 2 |
| SPV.0035.700 | HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES | CY | 376 | 18 | 29 | 18 | 441 |
| | NON BID ITEMS | | | | | | |
| | FILLER | SIZE | | | | | 3/4" & 1" |
| | NAME PLATE | EACH | | | | | 1 |
| | EXPANDED POLYSTYRENE | SIZE | | | | | 1" |

## REINFORCING STEEL

THE FIRST OR THE FIRST TWO DIGITS OF THE BAR MARK SIGNIFY THE BAR SIZE.

REINFORCING STEEL SHALL BE HIGH STRENGTH, GRADE 60 WITH Fy=60 ksi.

REINFORCING STEEL SHALL BE UNCOATED IN FOOTINGS (EXCEPT PIER SHAFT DOWELS) AND EPOXY COATED IN ALL OTHER LOCATIONS (INCLUDING PIER SHAFT DOWELS).

PLACE ALL REINFORCEMENT WITH A MINIMUM CLEAR COVER OF 2" UNLESS NOTED OTHERWISE.

PLACE REINFORCEMENT IN FOOTINGS AND PILECAPS WITH A MINIMUM CLEAR COVER OF 3" BOTTOM AND 2" TOP AND SIDES UNLESS NOTED OTHERWISE.

PLACE TOP LAYER OF REINFORCING STEEL IN THE DECK SURFACE WITH 2 1/2" CLEAR COVER TO TOP OF SLAB.

PLACE BOTTOM LAYER OF REINFORCING STEEL IN THE DECK WITH 1 1/2" CLEAR COVER TO BOTTOM OF SLAB.

ONLY REINFORCEMENT REQUIRED BY DESIGN IS SHOWN EXPLICITLY ON THE DRAWINGS. ADDITIONAL REINFORCEMENT MAY BE USED TO SIMPLIFY ASSEMBLY AND ERECTION OF THE REINFORCING STEEL AND MAY BE REQUIRED TO ENSURE STABILITY AND POSITIONING OF THE COMPLETED REINFORCEMENT CAGE. REINFORCEMENT IN ADDITION TO THAT SHOWN WILL NOT BE INCLUDED FOR PAYMENT.

LAP SPLICE LENGTHS SHALL BE CLASS C UNLESS NOTED OTHERWISE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

## CONCRETE

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

CHAMFER ALL EXPOSED OUTSIDE CORNERS 3/4" UNLESS NOTED OTHERWISE.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE TOP OF THE DECK, INSIDE OF PARAPETS, AND TOP OF PARAPETS.

CONCRETE FOR ABUTMENT AND PIER DIAPHRAGMS MAY BE PLACED WITH THE DECK CONCRETE. IF OPTIONAL CONSTRUCTION JOINT IS USED, DECK POUR MUST BE WITHIN TWO WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

## OTHER DESIGN LOADS

THE STRUCTURE IS DESIGNED FOR THE DECK THICKNESS SHOWN. AN ADDITIONAL LOAD OF 20 PSF FOR A FUTURE WEARING SURFACE AND 5 PSF FOR POLYMER OVERLAY IS CONSIDERED IN THE DESIGN.

TEMPERATURE CHANGE FOR DETERMINING THERMAL FORCES ON SUBSTRUCTURES = 45°F.

PARAPETS WERE ASSUMED TO WEIGH 639 PLF AND 774 PLF FOR 42SS MODIFIED AND 56SS SECTIONS, RESPECTIVELY.

ALL OTHER LOADS IN ACCORDANCE WITH AASHTO.

## DESIGN CRITERIA

DESIGN IS IN ACCORDANCE WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD BRIDGE DESIGN SPECIFICATIONS AND THE WISDOT BRIDGE MANUAL.

ALL DETAILS, MATERIALS, AND FABRICATION SHALL CONFORM TO THE THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. USE THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS AT THE TIME OF CONSTRUCTION.

LIVE LOAD PLUS DYNAMIC LOAD DEFLECTION LIMIT = SPAN / 800 (HL93).

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

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GENERAL NOTES AND QUANTITIES

SHEET 3 OF 20
588

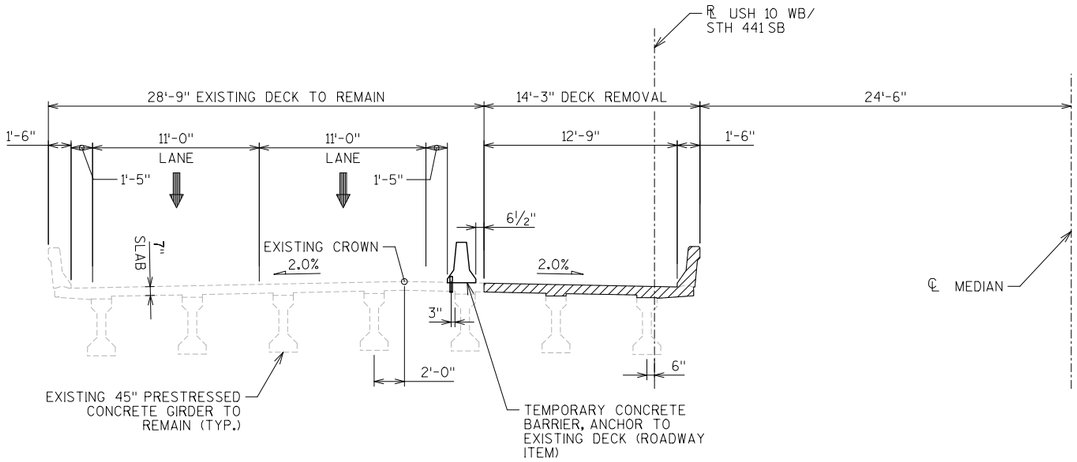
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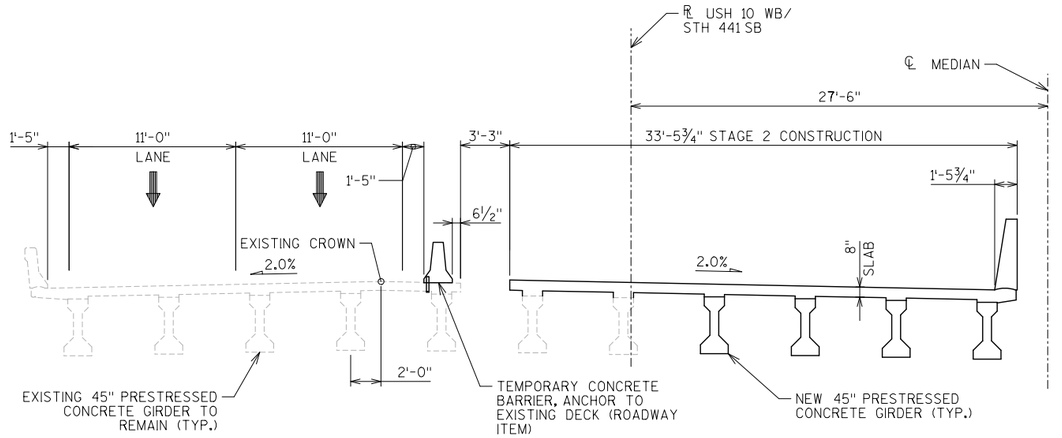
DATE: 10/29/2014
I.D.

| STATE PROJECT NUMBER |
| --- |
| 1517-75-78 |



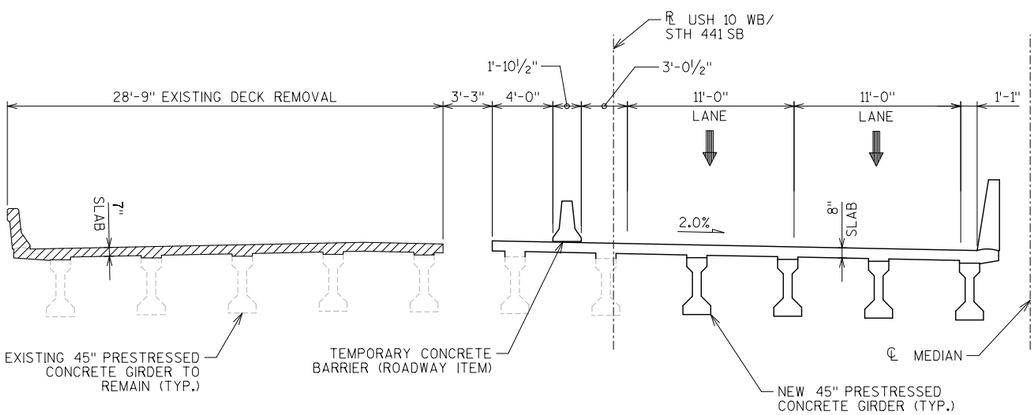

## STAGE 2 DECK REMOVAL

(LOOKING EAST)



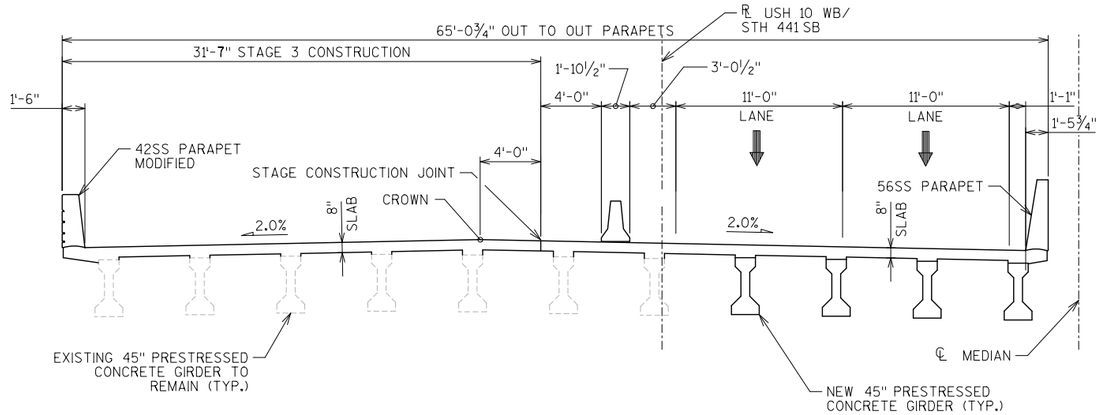

## STAGE 2 CONSTRUCTION

(LOOKING EAST)




## STAGE 3 DECK REMOVAL

(LOOKING EAST)




## STAGE 3 CONSTRUCTION

(LOOKING EAST)

## LEGEND

EXISTING DECK AND PARAPET REMOVAL

## NOTES

USE EXTREME CARE DURING DECK REMOVAL TO AVOID CUTTING THE TOP FLANGE OF ANY GIRDERS. ANY DAMAGE TO THE EXISTING STRUCTURE IS TO BE REPAIRED OR REPLACED AT THE CONTRACTOR'S COST.

ROUTE OUT 1#4" X 3#4" DEEP AT JOINT. FILL WITH POURABLE CRACK SEALER PER SECTIONS 502.2.11 AND 502.3.13.1 OF THE STANDARD SPEC. (INCIDENTAL TO "HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES")

SEE SHEET 15 FOR DECK REMOVAL LIMITS AT PIER AND ABUTMENT DIAPHRAGMS.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

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CONSTRUCTION STAGING

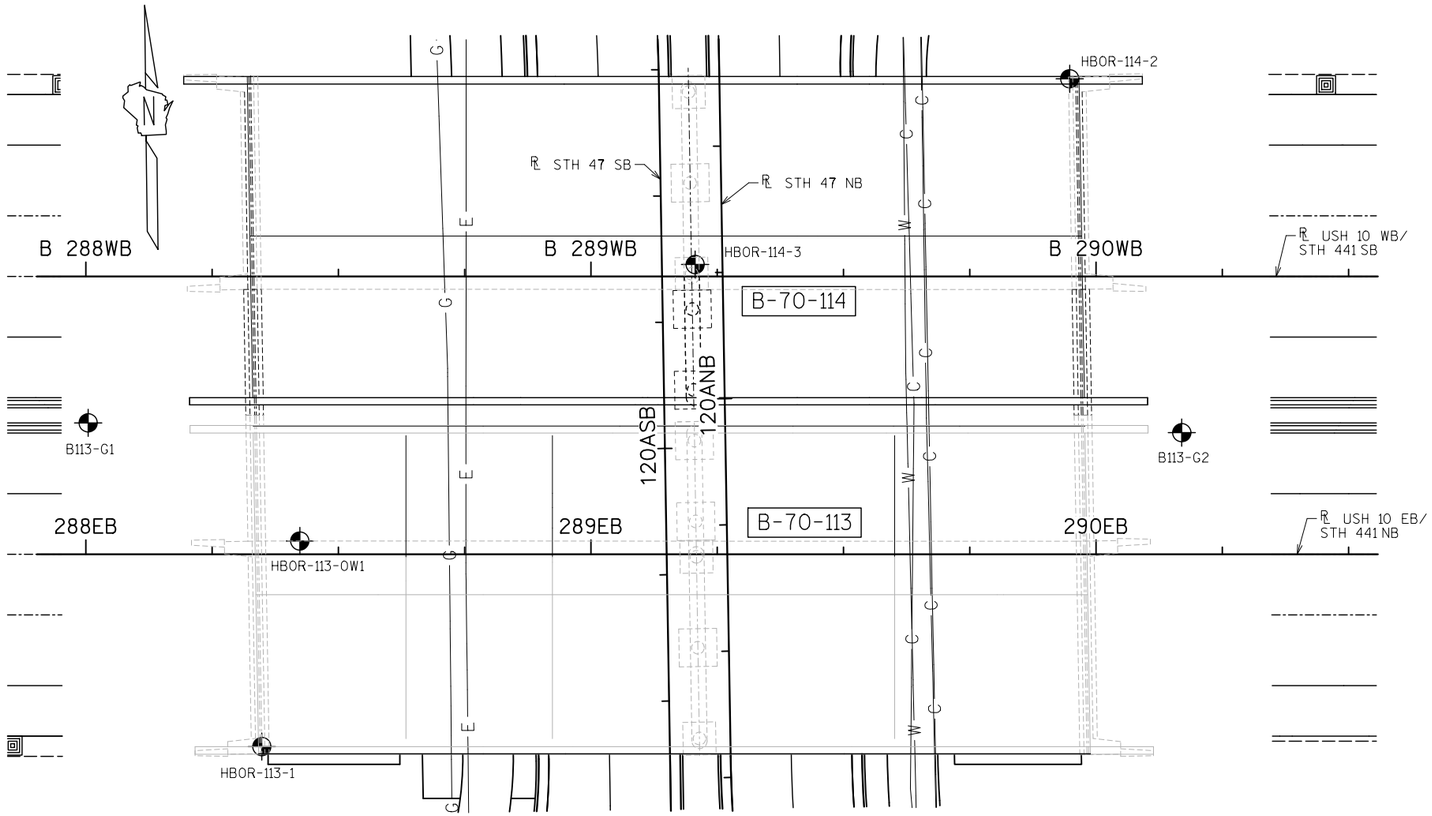
SHEET 4 OF 20
589

DATE: 10/29/2014
I.D.

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## NOTE:

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

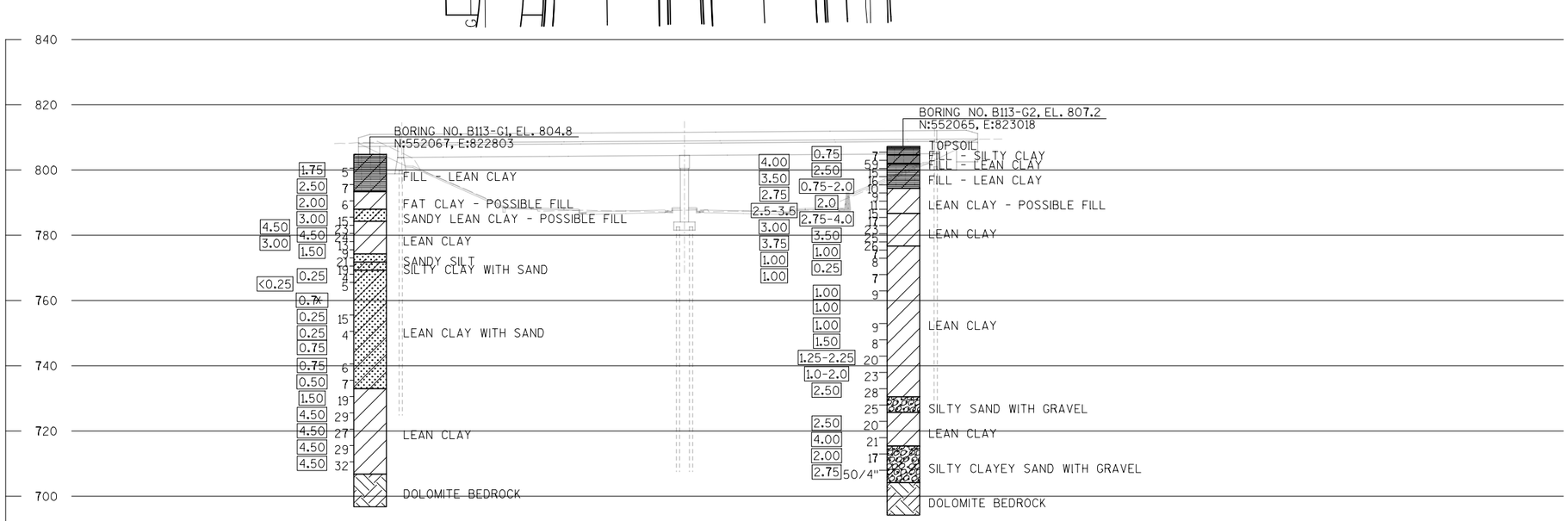
WATER LEVELS INDICATED MAY NOT BE REPRESENTATIVE OF STATIC WATER LEVELS.

HISTORICAL BORING LOCATIONS ARE APPROXIMATE. ADDITIONAL INFORMATION IS AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

⊕ DENOTES SOIL BORING LOCATION

SOIL BORINGS COMPLETED BY:
GESTRA ENGINEERING, INC.

SOIL BORING TAKEN:
FEBRUARY 17, 2012 - BORING B113-G1
FEBRUARY 15, 2012 - BORING B113-G2




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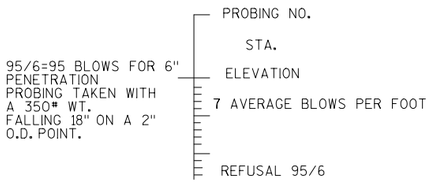
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

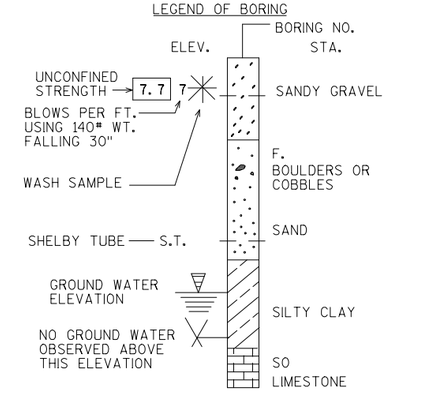
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING




LEGEND OF BORING




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY BDW | PLANS CK'D. TEK

SUBSURFACE EXPLORATION

SHEET 5 OF 20
590

FILE=
SCALE =

8

8

| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |

## NOTES:

FOR ALL REINFORCEMENT BARS AND DETAILS SEE SHEET 9.

THE EXISTING BAR REINFORCEMENT EXTENDING FROM THE ABUTMENT DIAPHRAGM SHALL BE CLEANED, STRAIGHTENED, EPOXY PAINTED, AND INCORPORATED INTO THE NEW DECK CONSTRUCTION.

* ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

▲ REMOVE EXISTING PARAPET AND PART OF WINGWALL. REPLACE WITH "42SS PARAPET MODIFIED." SEE SHEET 17 FOR DETAILS.

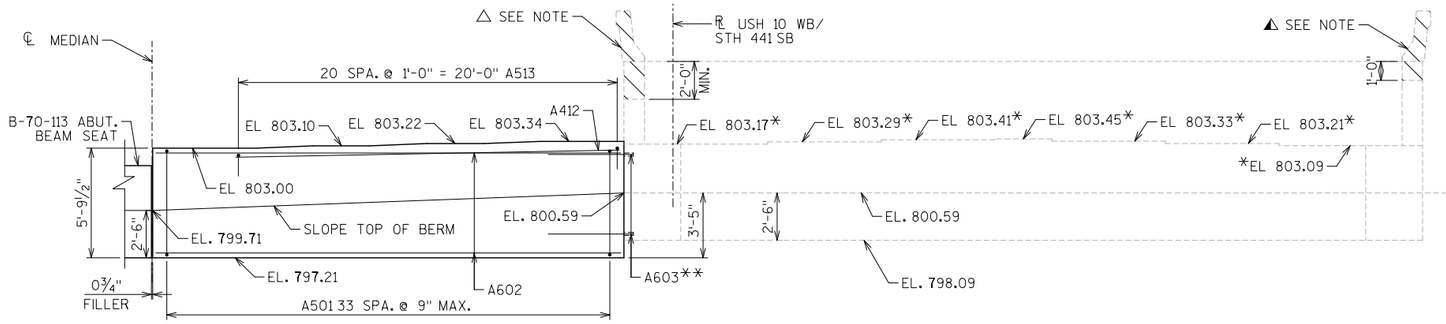
△ REMOVE EXISTING PARAPET AND PART OF WINGWALL MINIMUM 2' BELOW PROPOSED GRADE.

◑ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE.

● CONST. JOINT FORMED BY SURFACED, BEVELED 2"X6"

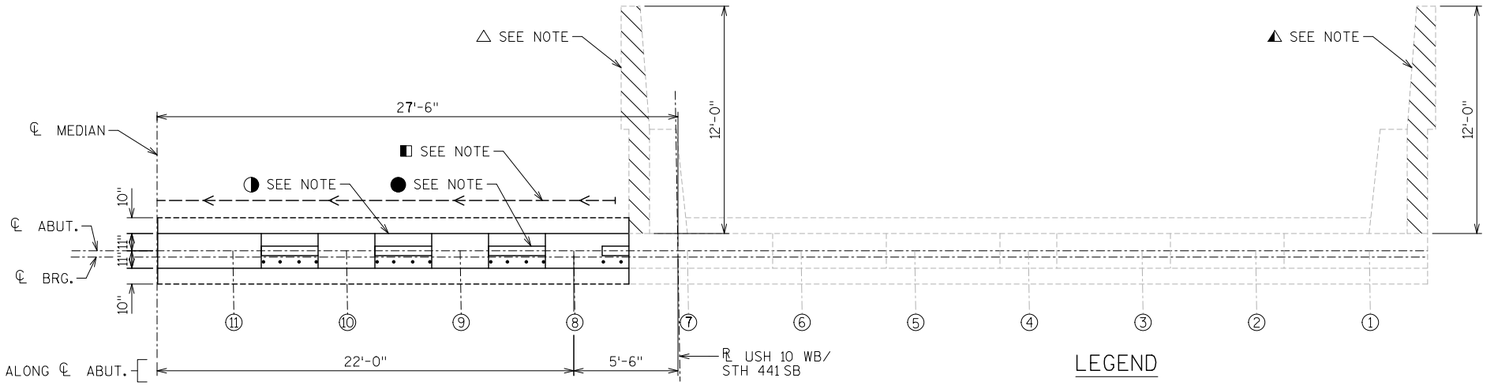
◧ PIPE UNDERDRAIN WRAPPED (6-INCH). TIE INTO B-70-113 UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. CAP NORTH END OF UNDERDRAIN.

** MASONRY ANCHORS TYPE L NO. 6 BARS. EMBED 6" INTO EXISTING ABUTMENT. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 4½".




## WEST ABUTMENT ELEVATION

(LOOKING WEST)

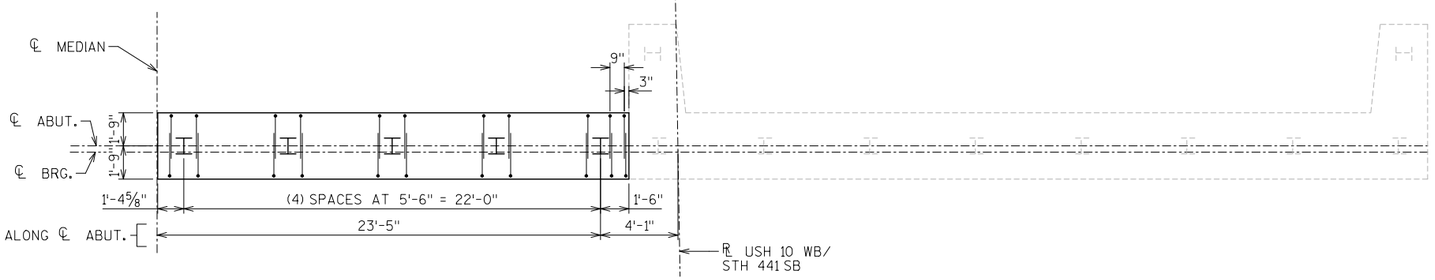



## WEST ABUTMENT PLAN

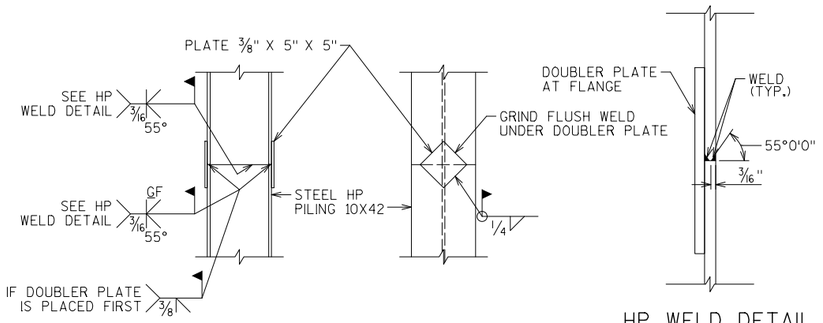
### LEGEND

CONCRETE REMOVAL






## WEST ABUTMENT PILE PLAN

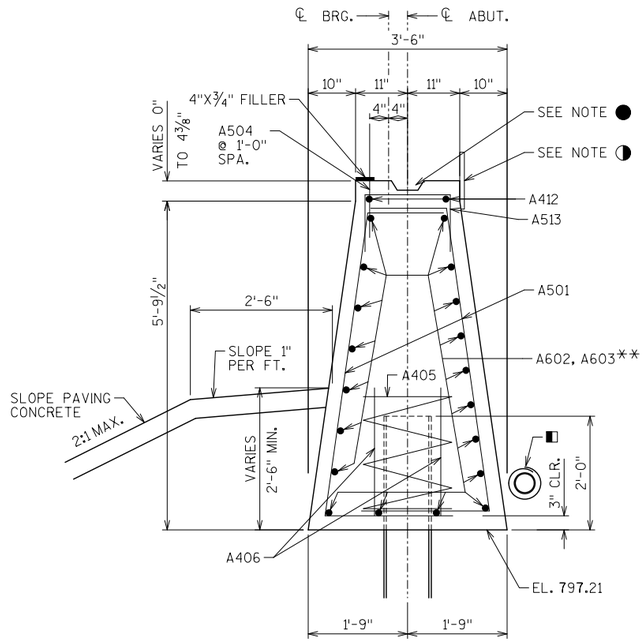



## PILE SPLICE DETAIL




## HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR




## SECTION THRU BODY

## FOUNDATION DATA

SUPPORT WEST ABUTMENT ON HP 10X42 PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

WEST ABUTMENT PLAN AND ELEVATION

SHEET 6 OF 20
591

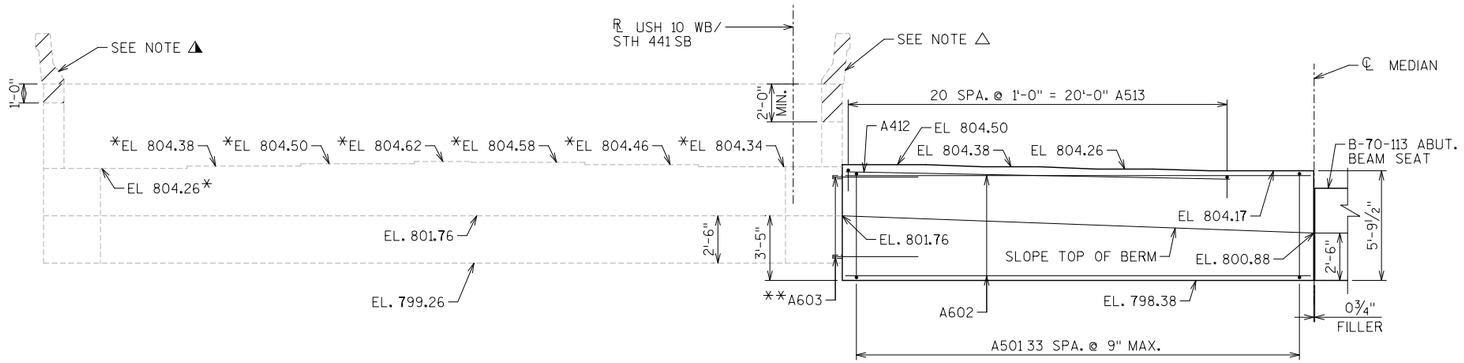
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DATE: 10/29/2014
I.D.

| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




## EAST ABUTMENT ELEVATION

(LOOKING EAST)

### NOTES:

FOR ALL REINFORCEMENT BARS AND DETAILS SEE SHEET 9.

THE EXISTING BAR REINFORCEMENT EXTENDING FROM THE ABUTMENT DIAPHRAGM SHALL BE CLEANED, STRAIGHTENED, EPOXY PAINTED, AND INCORPORATED INTO THE NEW DECK CONSTRUCTION.

* ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

▲ REMOVE EXISTING PARAPET AND PART OF WINGWALL. REPLACE WITH "42SS PARAPET MODIFIED." SEE SHEET 17 FOR DETAILS.

△ REMOVE EXISTING PARAPET AND PART OF WINGWALL MINIMUM 2' BELOW PROPOSED GRADE.

◑ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. AND VERT. JOINTS ON BACKFACE.

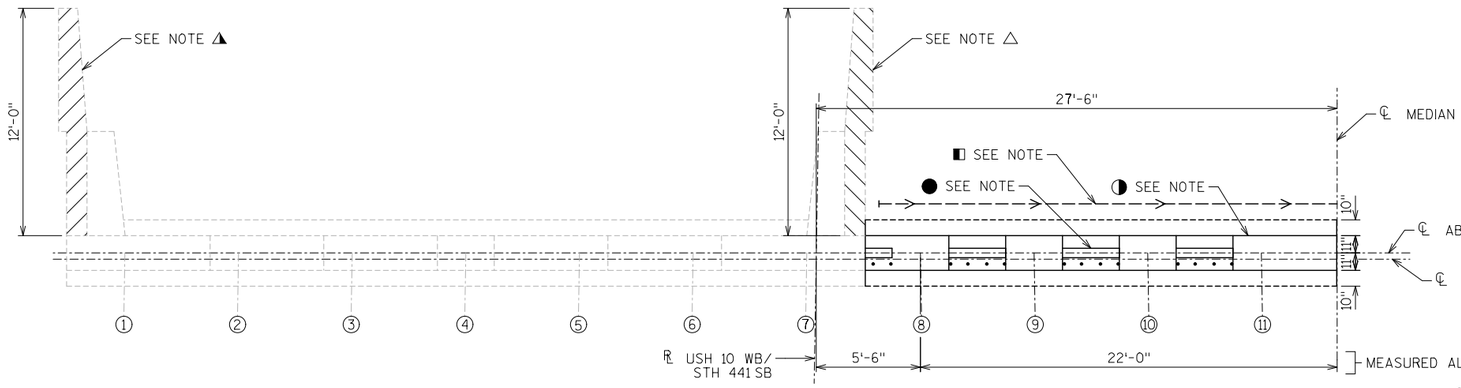
● CONST. JOINT FORMED BY SURFACED, BEVELED 2"X6"

◧ PIPE UNDERDRAIN WRAPPED (6-INCH). TIE INTO B-70-113 UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. CAP NORTH END OF UNDERDRAIN.

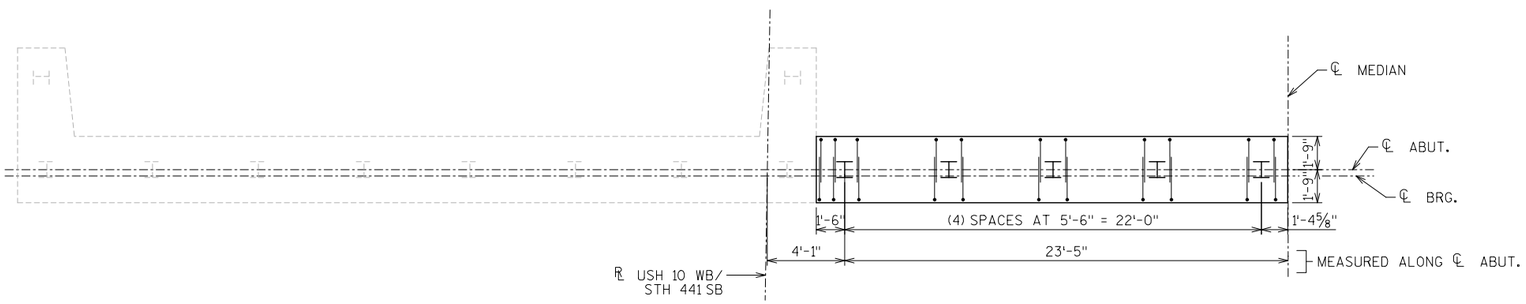
** MASONRY ANCHORS TYPE L NO. 6 BARS. EMBED 6" INTO EXISTING ABUTMENT. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 4½".

### LEGEND

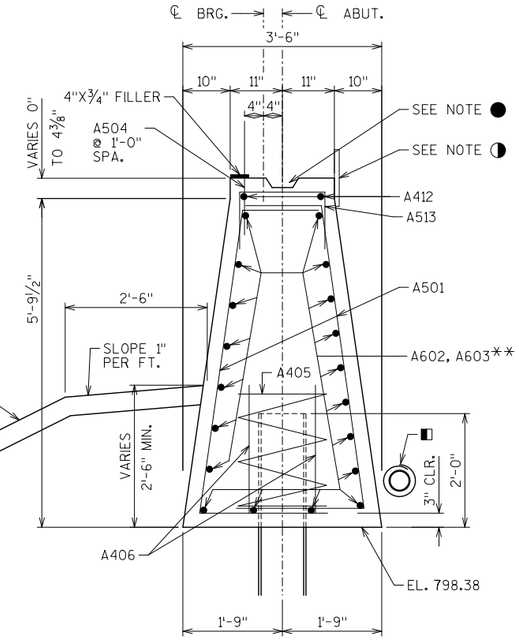
CONCRETE REMOVAL




## EAST ABUTMENT PLAN




## EAST ABUTMENT PILE PLAN




## SECTION THRU BODY

### FOUNDATION DATA

SUPPORT EAST ABUTMENT ON HP 10X42 PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 110 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

EAST ABUTMENT PLAN AND ELEVATION

SHEET 7 OF 20
592

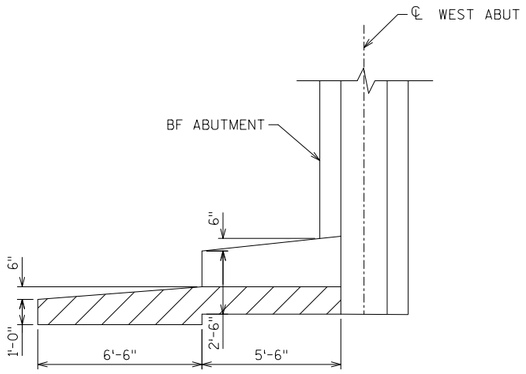
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DATE: 10/29/2014
I.D.

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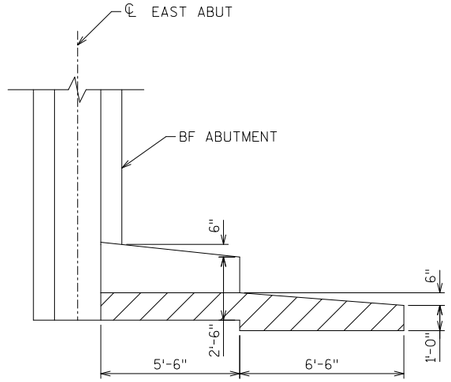
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| STATE PROJECT NUMBER |
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| 1517-75-78 |




PLAN OF WING 1




PLAN OF WING 3

LEGEND

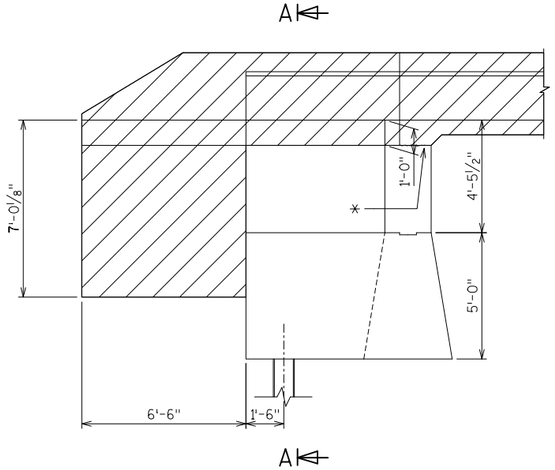
CONCRETE REMOVAL

NOTES

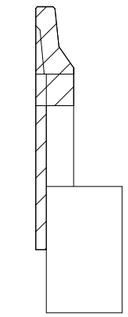
ALL CONCRETE REMOVAL TO BE DEFINED BY A 1" DEEP SAW CUT.

PRESERVE EXISTING WINGWALL REINFORCEMENT. CLEAN, STRAIGHTEN, AND INCORPORATE INTO NEW WORK.

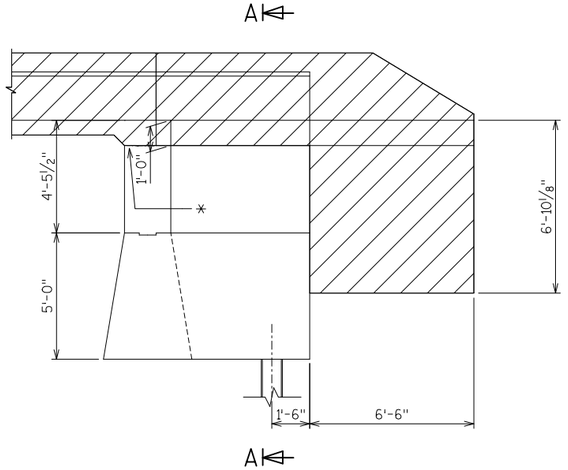
* REMOVE TO EXIST. CONSTR. JT./ BOTTOM OF PAVING NOTCH




WING 1 ELEVATION



SECTION A-A




WING 3 ELEVATION

| NO. | DATE | REVISION | BY |
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| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

SLAB AND WINGWALL 1&3 REMOVAL DETAILS

SHEET 8 OF 20
593

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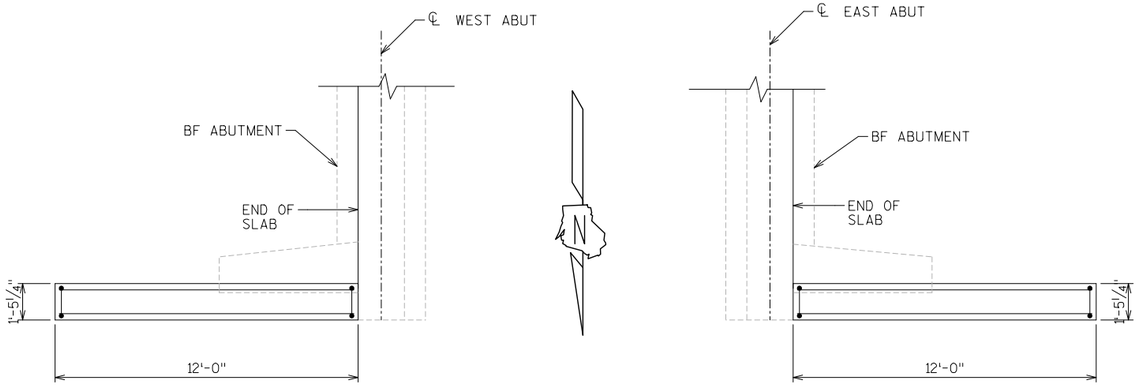
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I.D.

STATE PROJECT NUMBER

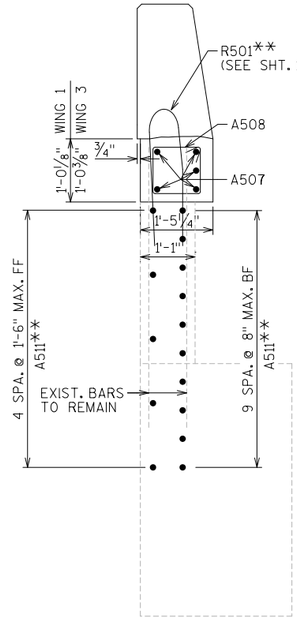
1517-75-78



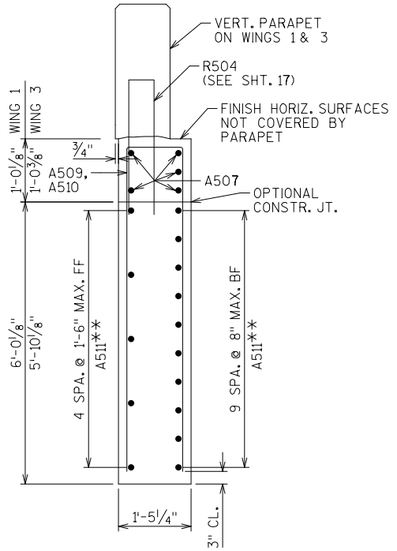

PLAN OF WING 1



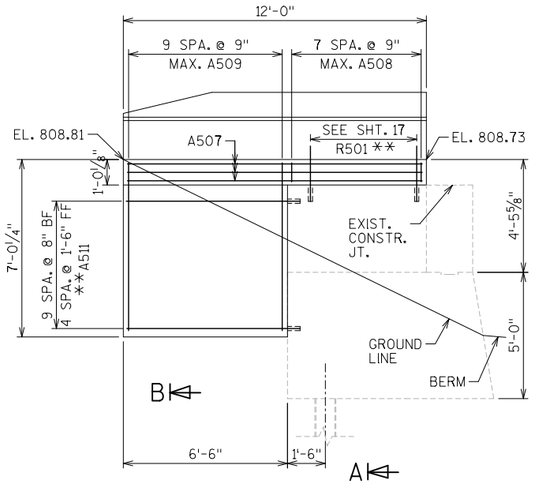

PLAN OF WING 3



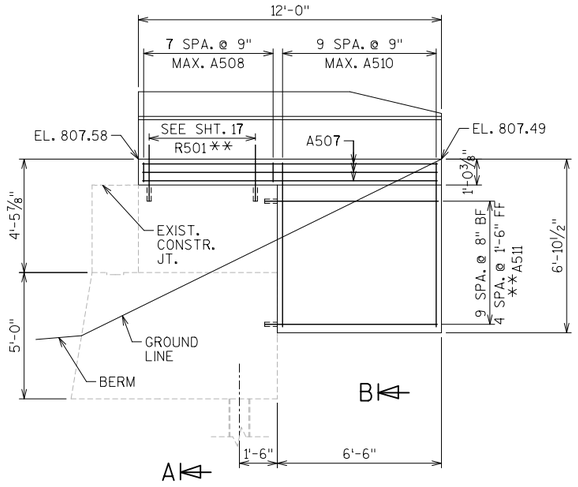

SECTION A-A




SECTION B-B




WING 1 ELEVATION




WING 3 ELEVATION

## BILL OF BARS - ABUT./WING

ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

| | BAR MARK | NO. REQ'D | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| | A501 | 136 | 9'-10" | X | ABUT. BODY VERT. |
| | A602 | 38 | 24'-8" | | ABUT. BODY HORIZ. |
| * | A603 | 38 | 3'-7" | | ABUT. BODY HORIZ. ANCHOR |
| | A504 | 28 | 2'-0" | | ABUT. BODY VERT. |
| | A405 | 10 | 28'-0" | X | ABUT. BODY @ PILES |
| | A406 | 20 | 2'-3" | | ABUT. BODY @ PILES |
| | A507 | 10 | 11'-8" | | WING HORIZ. |
| | A508 | 16 | 3'-11" | X | WING VERT. |
| | A509 | 10 | 14'-0" | X | WING 1 VERT. |
| | A510 | 10 | 13'-8" | X | WING 3 VERT. |
| ** | A511 | 30 | 6'-10" | | WING HORIZ. |
| | A412 | 4 | 20'-3" | | ABUT. BODY TOP HORIZ. |
| | A513 | 42 | 3'-3" | X | ABUT. BODY TOP VERT. |

TOTAL WEIGHT= 4,170 LB

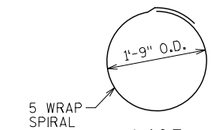
## NOTES

ALL CONCRETE REMOVAL TO BE DEFINED BY A 1" DEEP SAW CUT.

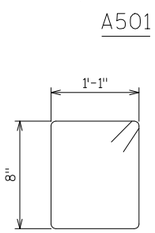
PRESERVE EXISTING WINGWALL REINFORCEMENT. CLEAN, STRAIGHTEN, AND INCORPORATE INTO NEW WORK.

* MASONRY ANCHORS TYPE L NO. 6 BARS.

** MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED 6" INTO EXISTING WING. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 3¾".



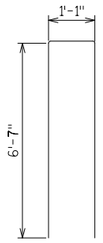

A405



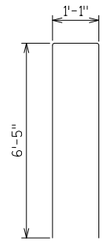

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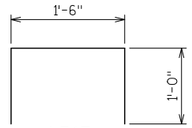

A508




A509




A510




A513

BAR DETAILS

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

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WINGWALL 1 &3 DETAILS

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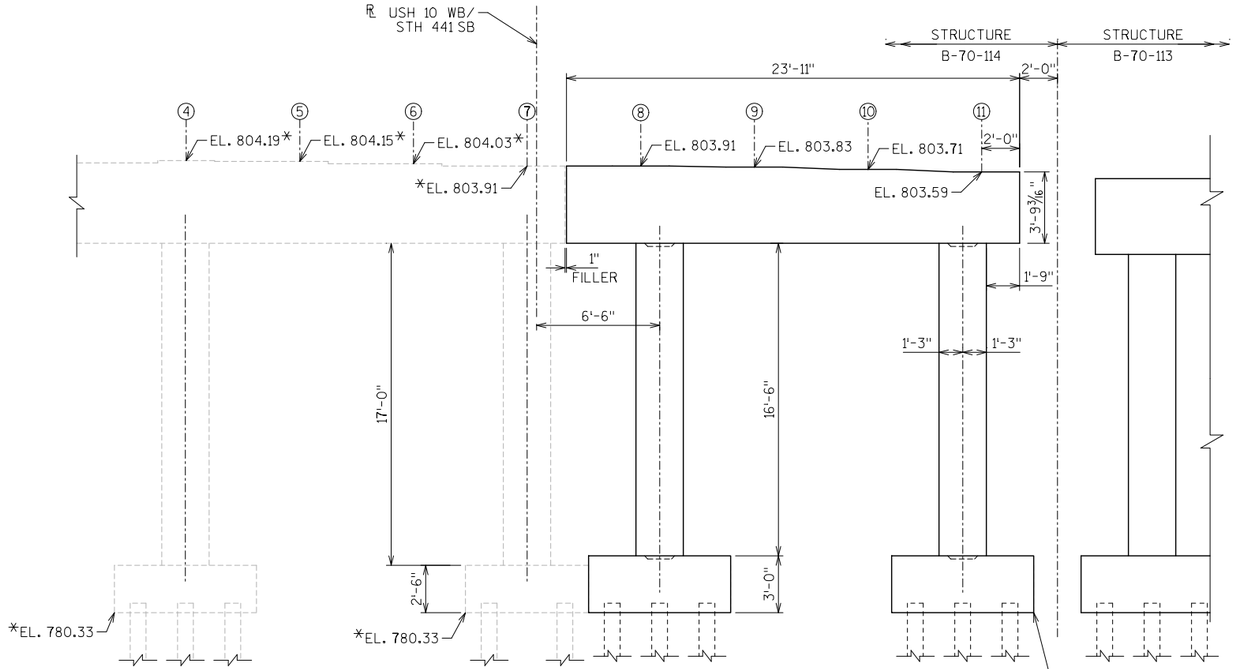
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DATE: 10/29/2014
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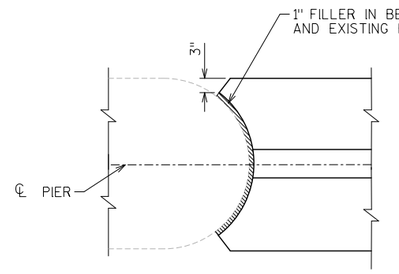
STATE PROJECT NUMBER

1517-75-78




PIER ELEVATION

(LOOKING EAST)

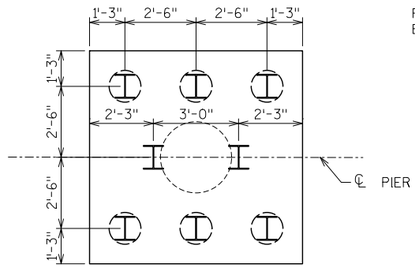



PIER CAP END DETAIL

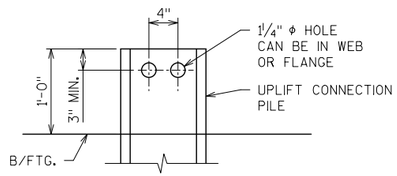
(PLAN VIEW)

INDICATES PILE LOCATION WITH UPLIFT CONNECTION.

PLACE IN 1¼" DIA. HOLES BURNED INTO PILE. USE 2 P611 BARS AT EACH UPLIFT PILE. SEE SHEET 11 FOR DETAILS.



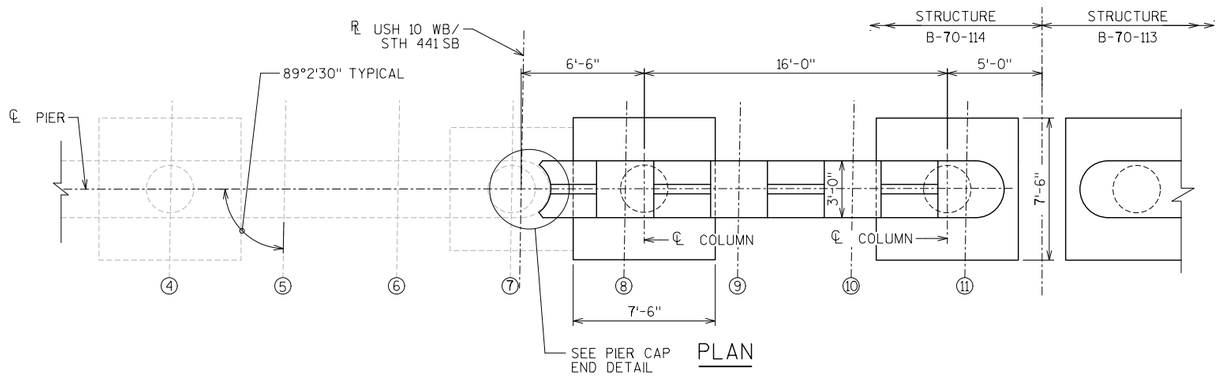

FOOTING PLAN




UPLIFT CONNECTION DETAIL

## NOTES

* ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.




PLAN

## FOUNDATION DATA

SUPPORT PIER ON HP 10X42 PILES DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 75 FEET.

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STATE OF WISCONSIN
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STRUCTURE B-70-114

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PIER EXTENSIONS
CONCRETE DETAILS

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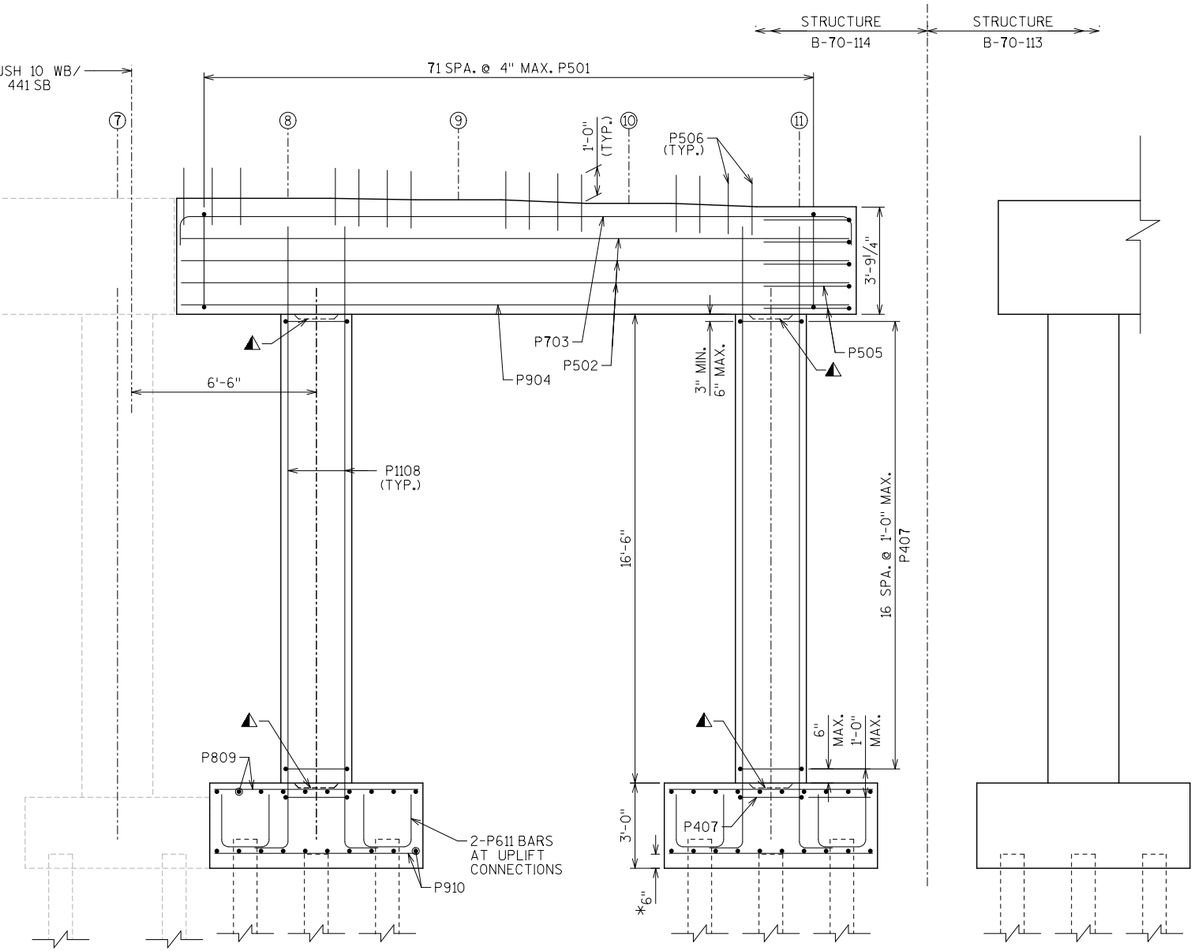
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STATE PROJECT NUMBER

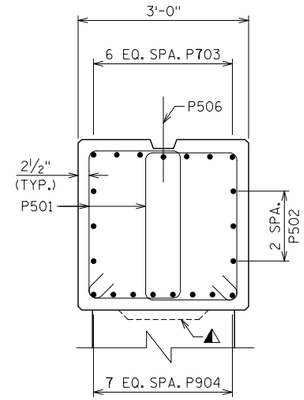
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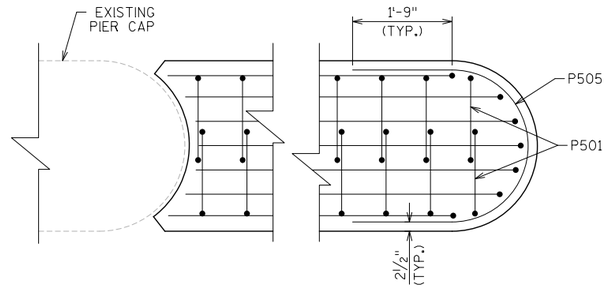

PIER ELEVATION

(LOOKING EAST)

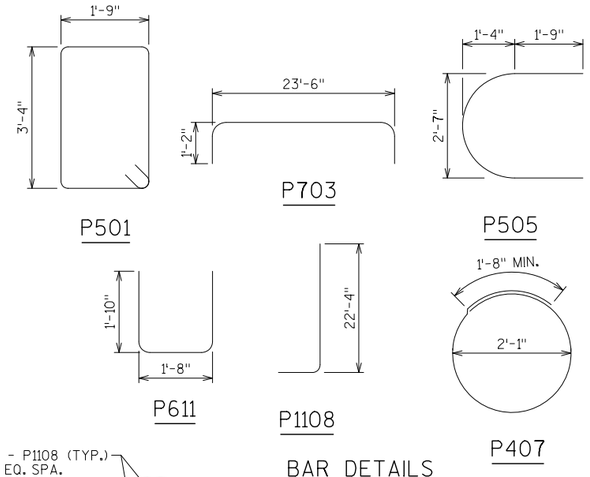
* 1'-0" EMBED. FOR UPLIFT PILES



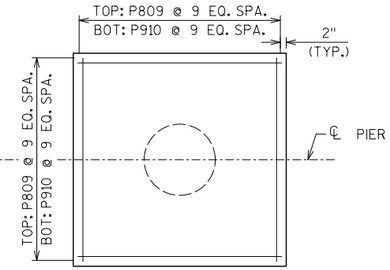

PIER CAP SECTION



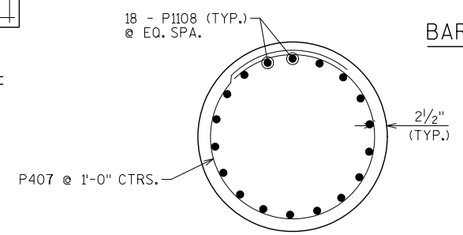

PIER CAP END PLAN VIEW



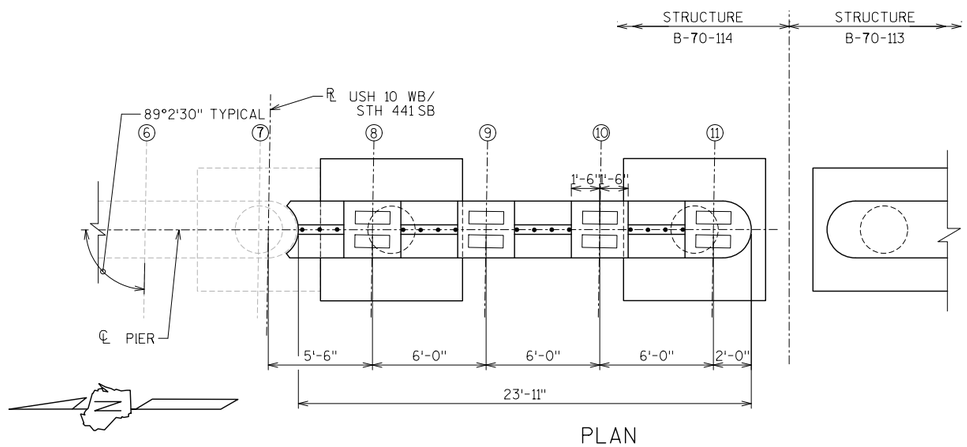

BAR DETAILS




FOOTING DETAIL




COLUMN DETAIL




PLAN

## BILL OF BARS - PIER

| BAR MARK | NO. REQ'D | LENGTH | COAT | BENT | LOCATION |
|---|---|---|---|---|---|
| P501 | 144 | 10'-6" | X | X | PIER CAP STIRRUP |
| P502 | 6 | 23'-6" | X | | PIER CAP HORIZ. SIDES |
| P703 | 7 | 25'-6" | X | X | PIER CAP HORIZ. TOP |
| P904 | 8 | 23'-6" | X | | PIER CAP HORIZ. BOT. |
| P505 | 5 | 7'-7" | X | X | PIER CAP HORIZ. ENDS |
| P506 | 15 | 2'-0" | X | | PIER CAP VERT. |
| P407 | 36 | 8'-3" | X | X | PIER COLUMN HORIZ. |
| P1108 | 36 | 24'-0" | X | X | PIER COLUMN VERT. |
| P809 | 40 | 7'-2" | | | PIER FOOTING TOP |
| P910 | 40 | 7'-2" | | | PIER FOOTING BOT. |
| P611 | 24 | 5'-0" | | X | PIER FOOTING UPLIFT PILE BAR |

TOTAL WEIGHT= 1,930 LB UNCOATED BARS
TOTAL WEIGHT= 6,720 LB COATED BARS

LEGEND

▲ 2'-8" X 1'-8" X 2" CONST. JT. FORMED BY BEVELED KEYWAY

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STATE OF WISCONSIN
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PIER EXTENSIONS REINF. DETAILS

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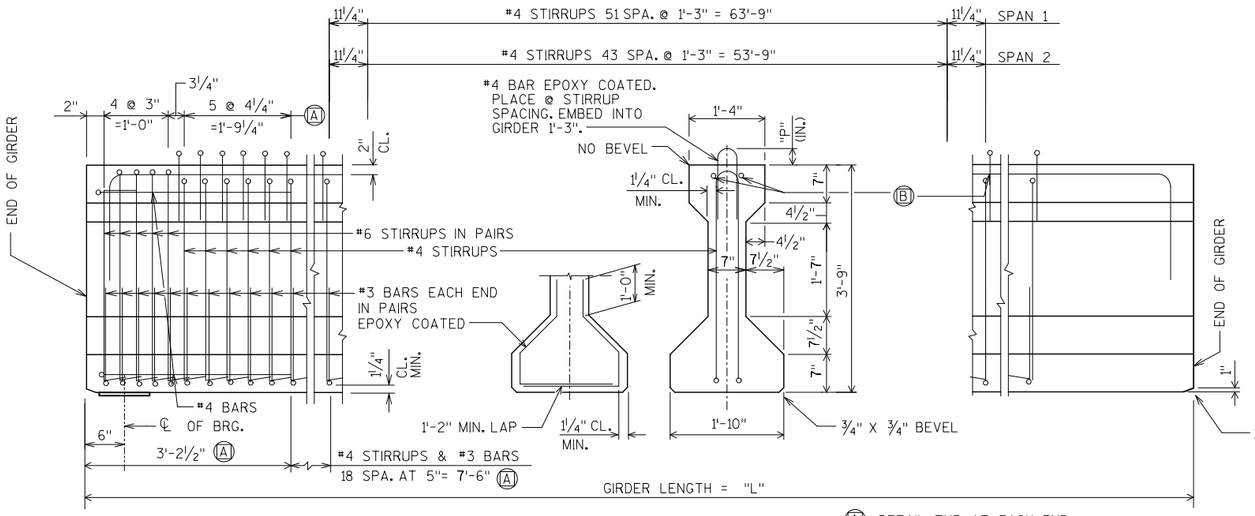
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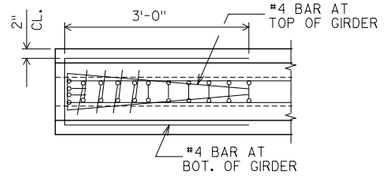
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SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 2 #4 BARS BEND DOWN 16 BAR DIA. AT ENDS




TOP VIEW OF GIRDER ENDS

| SPAN | CAMBER (IN.)* |
|---|---|
| 1 | 1.48 |
| 2 | 1.43 |

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

## GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL BE TROWEL FINISHED.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

STRANDS SHALL BE FLUSH WITH ENDS OF GIRDER FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE. ENDS OF STRANDS SHALL BE PAINTED WITH NON-BITUMINOUS JOINT SEALER FOR GIRDER ENDS THAT ARE FINALLY EXPOSED. COAT THE GIRDER ENDS, EXPOSED STRANDS ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE M, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, TWO OPTIONS ARE AVAILABLE:

1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.
2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION.

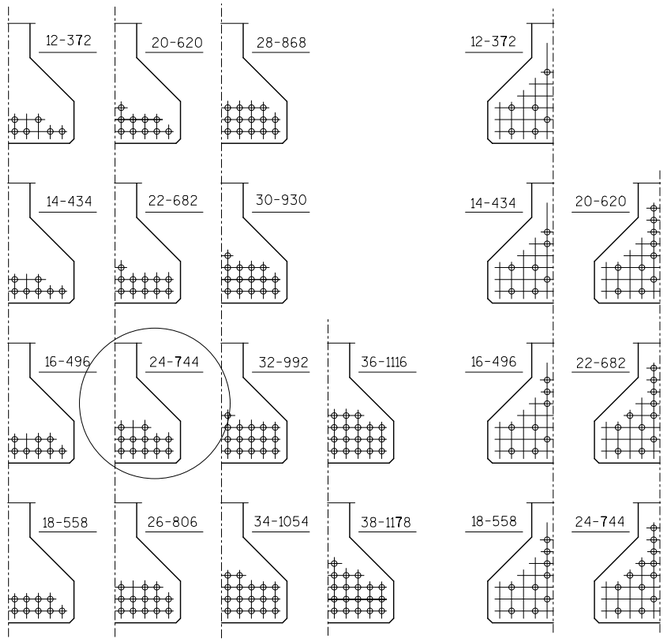
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION

PRESTRESSING STRANDS SHALL BE 0.5" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

BEND EACH END OF #4 STIRRUPS 4½" AND #6 STIRRUPS 6½".

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.

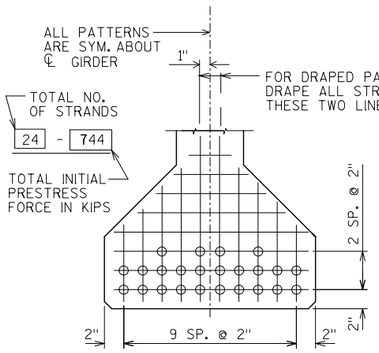



DRAPED PATTERN

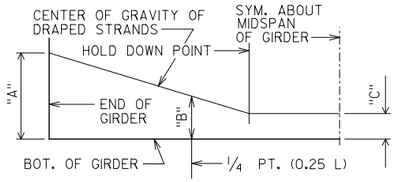
0.5"ϕ STRANDS

UNDRAPED PATTERN

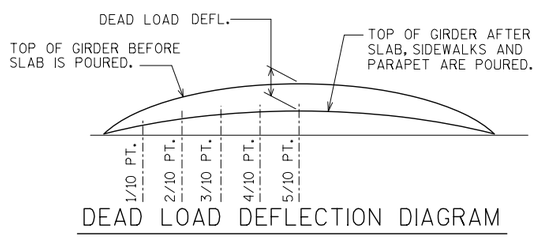
0.5"ϕ STRANDS



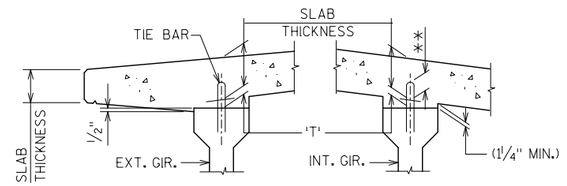

TYP. STRAND PATTERN




DRAPED STRAND PROFILE




DEAD LOAD DEFLECTION DIAGRAM




SLAB HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

GIRDER DATA

| SPAN | GIRDER | GIRDER LENGTH "L" | DEAD LOAD DEFL. 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | F'C (PSI) | "P" 1ST 1/3 OF GIRDER | "P" MID 1/3 OF GIRDER | "P" END 1/3 OF GIRDER | DIA. OF STRAND (IN) | TOTAL NO. STRANDS | DRAPED NO. STRANDS | *F'CI (PSI) | "A" | "B" MIN | "B" MAX | "C" | UNDRAPED NO. STRANDS | *F'CI (PSI) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 8-10 | 87'-0 1/2" | 3/16" | 7/16" | 9/16" | 11/16" | 11/16" | 8000 | 7" | 7" | 7" | 0.5 | 24 | 6 | 6800 | 41" | 13" | 16" | 4" | -- | -- |
| | 11 | 87'-0 1/2" | 1/4" | 1/2" | 11/16" | 13/16" | 7/8" | | | | | | | | | | | | | | |
| 2 | 8-10 | 77'-0 1/2" | 1/8" | 1/4" | 3/8" | 7/16" | 7/16" | 8000 | 7" | 7" | 7" | 0.5 | 24 | 6 | 6800 | 41" | 13" | 16" | 4" | -- | -- |
| | 11 | 77'-0 1/2" | 3/16" | 5/16" | 7/16" | 1/2" | 1/2" | | | | | | | | | | | | | | |

* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

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STATE OF WISCONSIN
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45" PRESTRESSED GIRDER DETAILS

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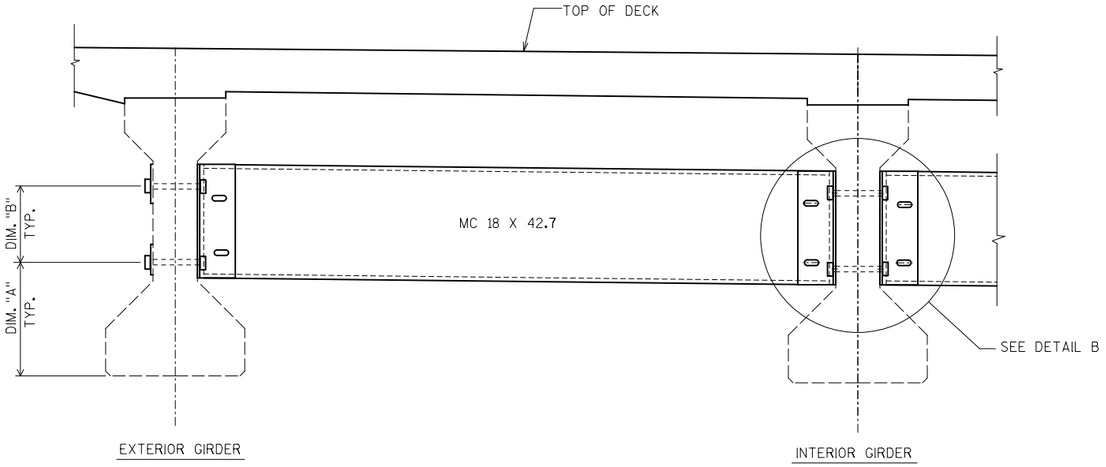
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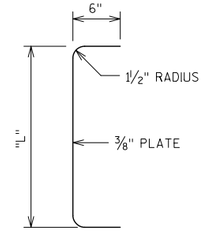
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## TABLE

| GIRDER HEIGHT | DIM. "A" | DIM. "B" | DIM. "L" | * DIM. "X" |
|---|---|---|---|---|
| 45" | 1'-5 3/8" | 1'-1 7/8" | 1'-5 1/2" | 2 1/4" |




## PART TRANSVERSE SECTION AT DIAPHRAGM




## SECTION THRU ALTERNATE DIAPHRAGM

*DIM "X" = 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM

## NOTES

ALL DIAPHRAGM MATERIAL AND CORED HOLES SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-70-114", EACH.

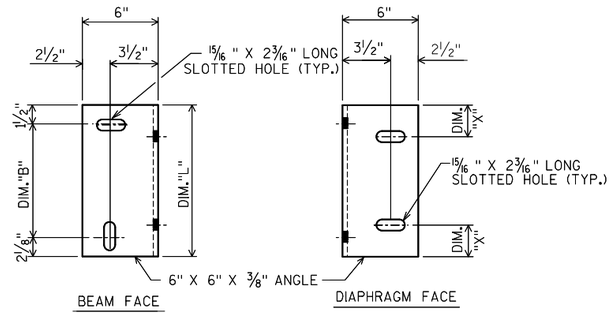
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

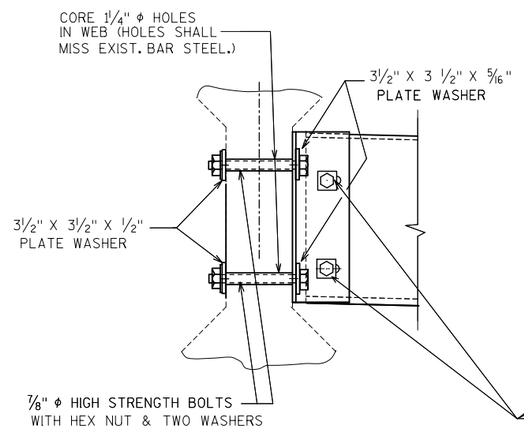
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

SEE FRAMING PLAN ON "TOP OF DECK ELEVATIONS" SHEET FOR LOCATIONS OF NEW STEEL DIAPHRAGMS.

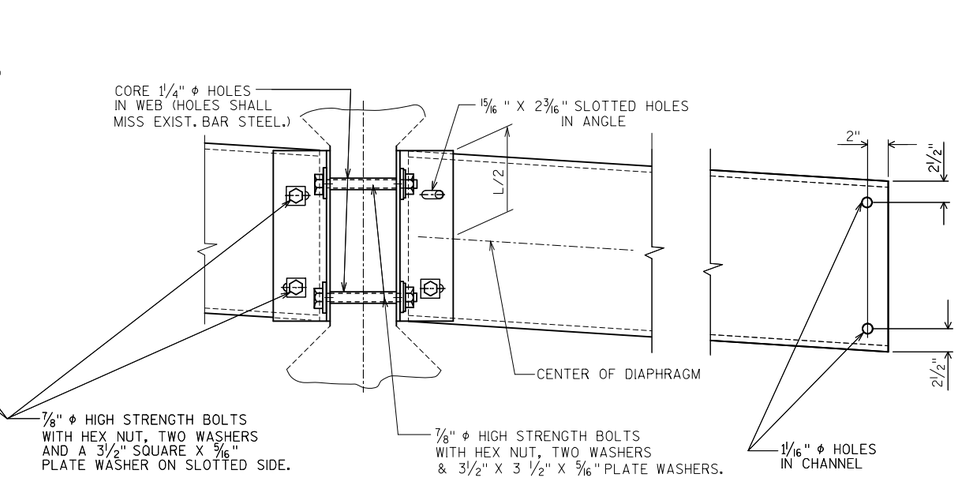
DIAPHRAGM CONNECTION TO EXISTING GIRDER MUST BE COMPATIBLE WITH EXISTING DIAPHRAGM CONNECTION. IF NOT COMPATIBLE, NEW DIAPHRAGM WILL NEED TO BE ATTACHED OFFSET FROM EXISTING.




## DIAPHRAGM SUPPORT




( FOR EXTERIOR GIRS. & STAGGERED DIAPHRAGMS )




( FOR CONTINUOUS LINE OF DIAPHRAGMS )

## DETAIL B

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

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STEEL DIAPHRAGM

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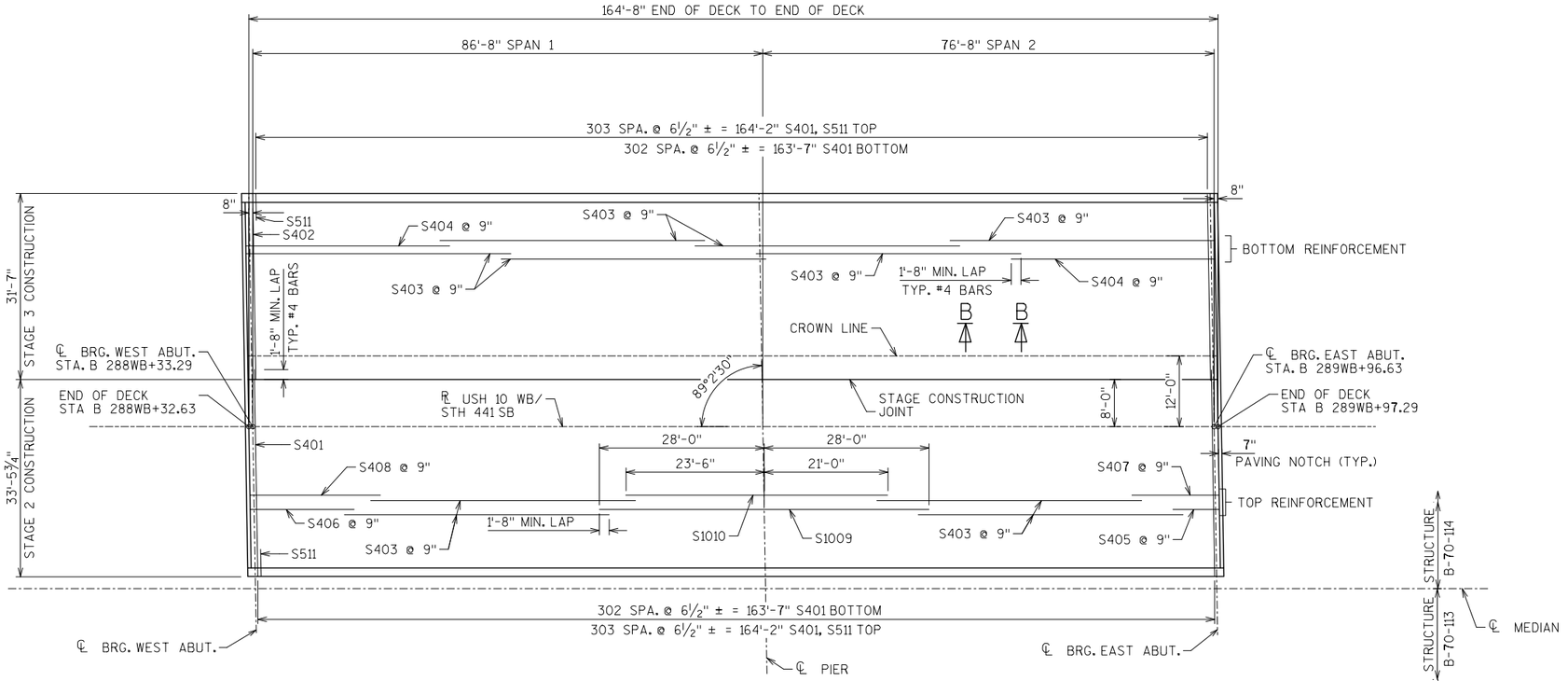
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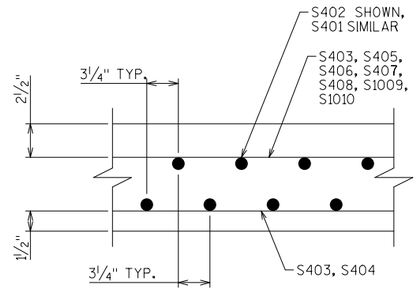
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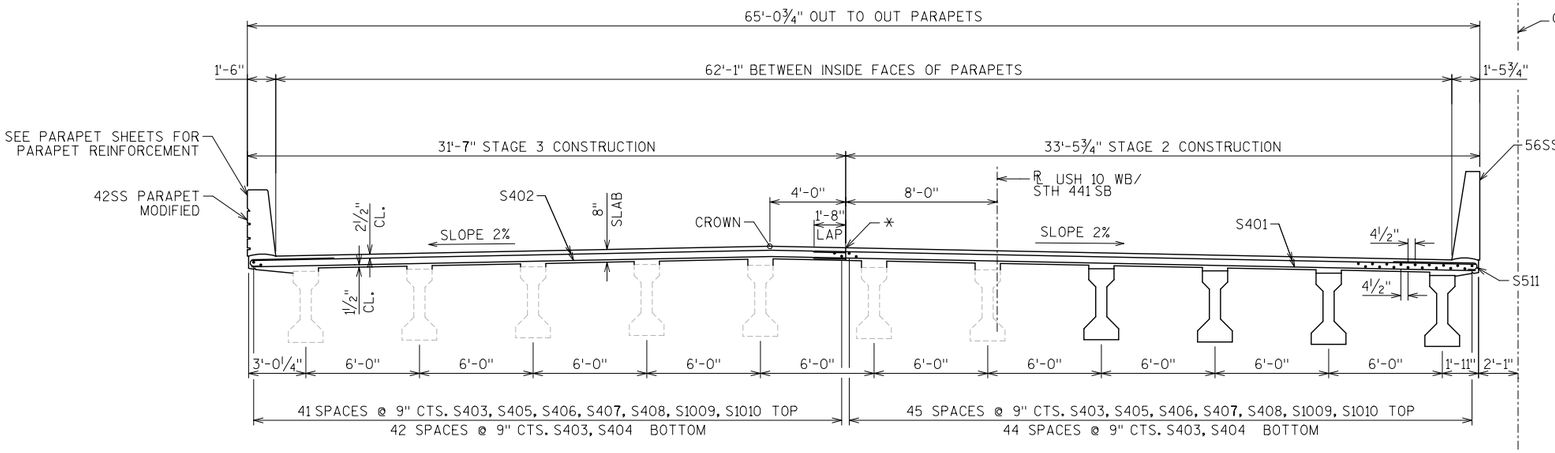



## DECK PLAN



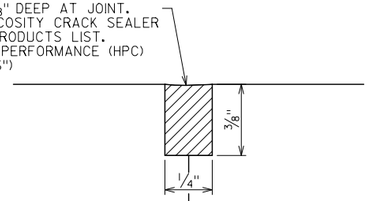




## SECTION B-B
TRANSVERSE BAR STAGGER DETAIL

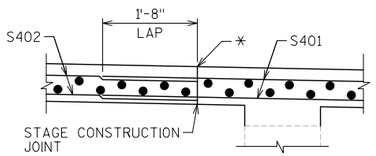



## DECK CROSS SECTION
(LOOKING EAST)

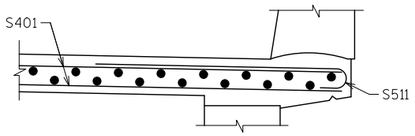
*ROUTE OUT ¼" X ⅜" DEEP AT JOINT. FILL IN WITH LOW VISCOSITY CRACK SEALER PER THE APPROVED PRODUCTS LIST. (INCIDENTAL TO "HIGH PERFORMANCE (HPC) MASONRY STRUCTURES")




## LONGITUDINAL CONSTRUCTION JOINT DETAIL



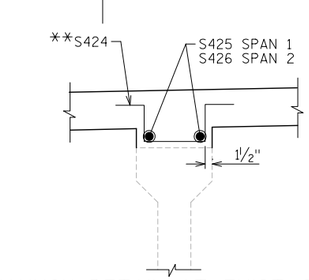

## DETAIL AT CONSTR. JOINT




## DETAIL AT END OF DECK
(SOUTH END SHOWN, NORTH END SIMILAR)

NOTES:

BAR STEEL REINFORCEMENT SHALL BE SUPPORTED CONTINUOUSLY BY BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.




## HAUNCH DETAIL AT EXIST. GIRDER

** WHERE THE SPACING OF EXISTING GIRDER SHEAR CONNECTORS IS EQUAL TO OR LESS THAN 1'-0", SPACE HAT BARS TO MATCH. WHERE SPACING IS MORE THAN 1'-0", SPACE AT 1'-0" MAX.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

DECK REINFORCEMENT PLAN AND SECTION

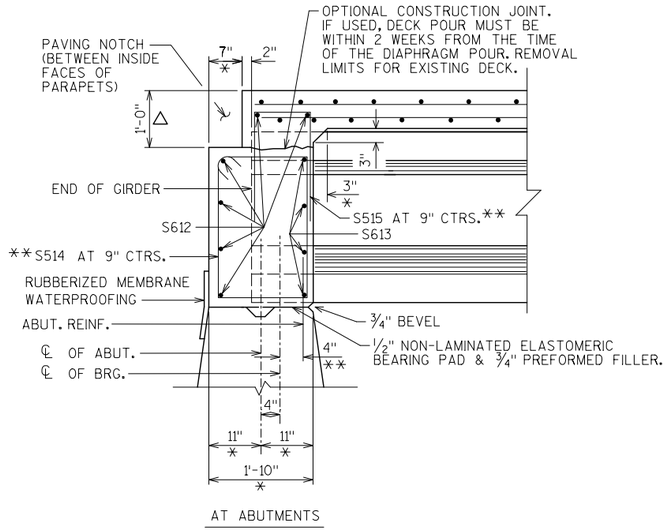
SHEET 14 OF 20
599

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DATE: 10/29/2014
I.D.

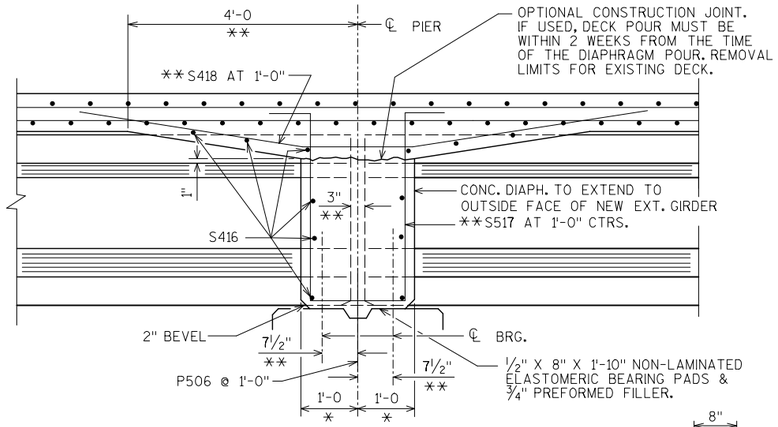
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8

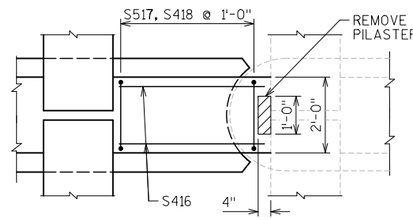



AT ABUTMENTS

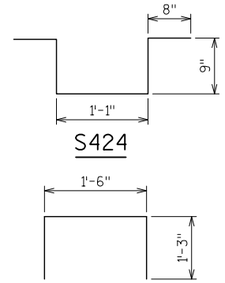
## PART LONGIT. SECTION




AT PIER DIAPHRAGM



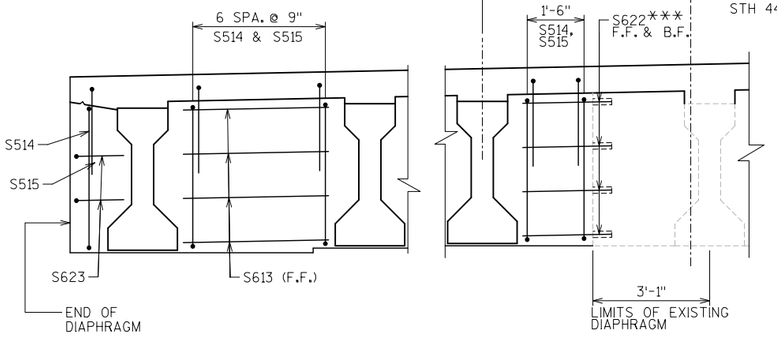

## PLAN AT PIER DIAPH.



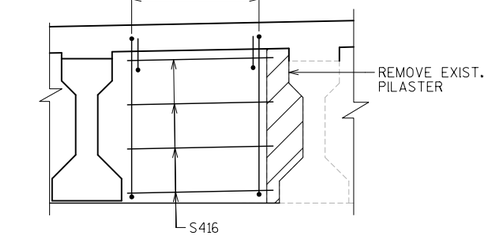

S424



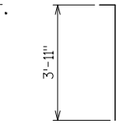

S623



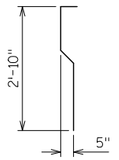

## PART TRANSVERSE SECTION AT ABUT.



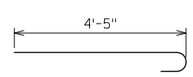

## PART TRANSVERSE SECTION AT PIER



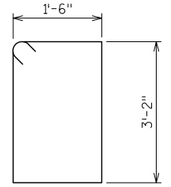

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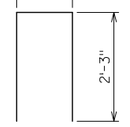

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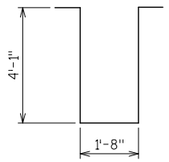

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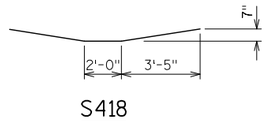

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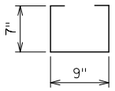

S515




S517

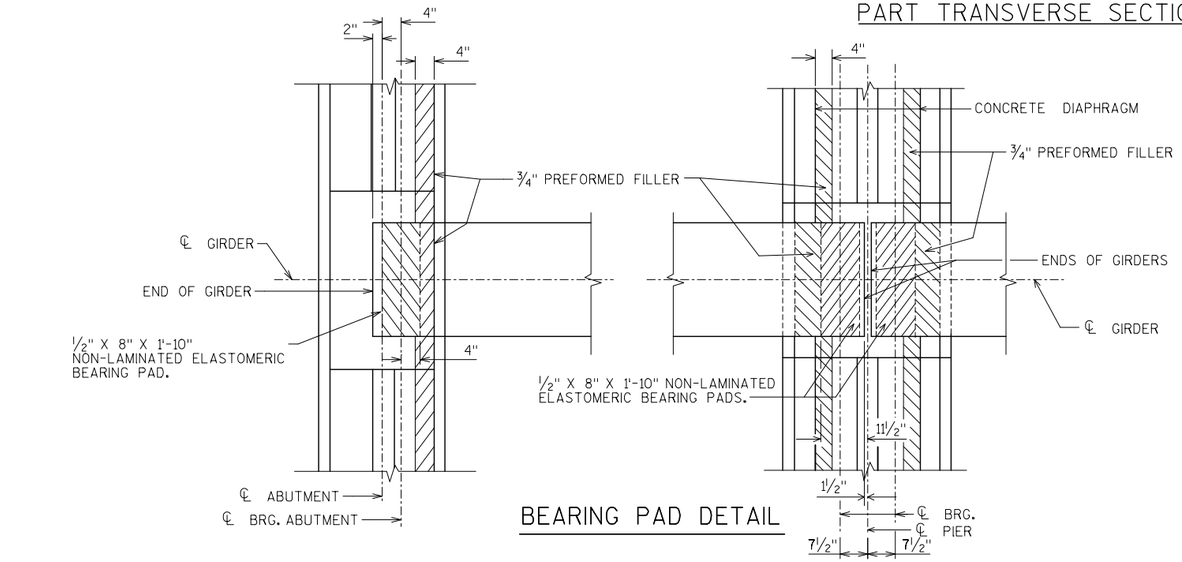



S418

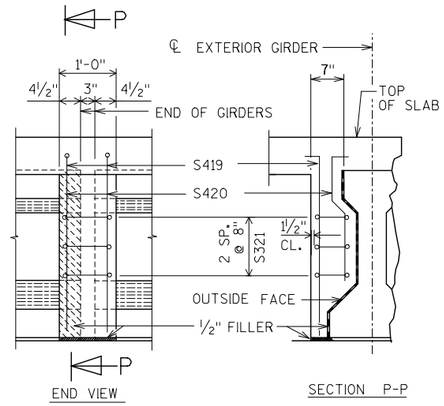



S321

## BAR DETAILS




## BEARING PAD DETAIL




## PILASTER DETAILS AT PIERS

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

*** MASONRY ANCHORS TYPE L NO. 6 BARS. EMBED 6" INTO EXISTING ABUTMENT. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 4½".

△ 1'-0" AT WIDENED ABUT. VARIES AT EXISTING ABUT.

## BILL OF BARS - SUPERSTRUCTURE

ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

| | BAR MARK | NO. REQ'D | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| | S401 | 607 | 34'-11" | | DECK TRANSV. STAGE 2 TOP & BOT. |
| | S402 | 607 | 31'-5" | | DECK TRANSV. STAGE 3 TOP & BOT. |
| | S403 | 440 | 45'-0" | | DECK LONGIT. TOP & BOT. |
| | S404 | 88 | 34'-4" | | DECK LONGIT. BOT. |
| | S405 | 44 | 7'-6" | | DECK LONGIT. TOP |
| | S406 | 44 | 17'-6" | | DECK LONGIT. TOP |
| | S407 | 44 | 14'-6" | | DECK LONGIT. TOP |
| | S408 | 44 | 22'-0" | | DECK LONGIT. TOP |
| | S1009 | 44 | 56'-0" | | DECK CONTINUITY OVER PIER TOP |
| | S1010 | 44 | 44'-6" | | DECK CONTINUITY OVER PIER TOP |
| | S511 | 608 | 5'-2" | X | DECK TRANSV. OVERHANG TOP |
| | S612 | 12 | 24'-8" | | ABUT. DIAPH. HORIZ. |
| | S613 | 24 | 3'-10" | | ABUT. DIAPH. HORIZ. |
| | S514 | 48 | 9'-8" | X | ABUT. DIAPH. VERT. |
| | S515 | 48 | 5'-2" | X | ABUT. DIAPH. VERT. |
| | S416 | 48 | 3'-10" | | PIER DIAPH. HORIZ. |
| | S517 | 20 | 10'-9" | X | PIER DIAPH. VERT. |
| | S418 | 20 | 8'-11" | X | PIER DIAPH. VERT. |
| | S419 | 2 | 4'-5" | X | PIER PILASTER VERT. |
| | S420 | 2 | 3'-5" | X | PIER PILASTER VERT. |
| | S321 | 3 | 2'-1" | X | PIER PILASTER HORIZ. |
| *** | S622 | 16 | 2'-4" | | ABUT. DIAPH. ANCHOR HORIZ. |
| | S623 | 4 | 3'-8" | X | ABUT. DIAPH. HORIZ. @ END |
| | S424 | 1162 | 3'-7" | X | HAT BARS @ EXIST. GIRDERS |
| | S425 | 28 | 44'-2" | | LONGIT. BARS @ EXIST. GIRDERS SPAN 1 |
| | S426 | 28 | 39'-2" | | LONGIT. BARS @ EXIST. GIRDERS SPAN 2 |

TOTAL WEIGHT= 72,480 LB

STATE PROJECT NUMBER

1517-75-78

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

SUPERSTRUCTURE DETAILS

SHEET 15 OF 20
600

DATE: 10/29/2014
I.D.

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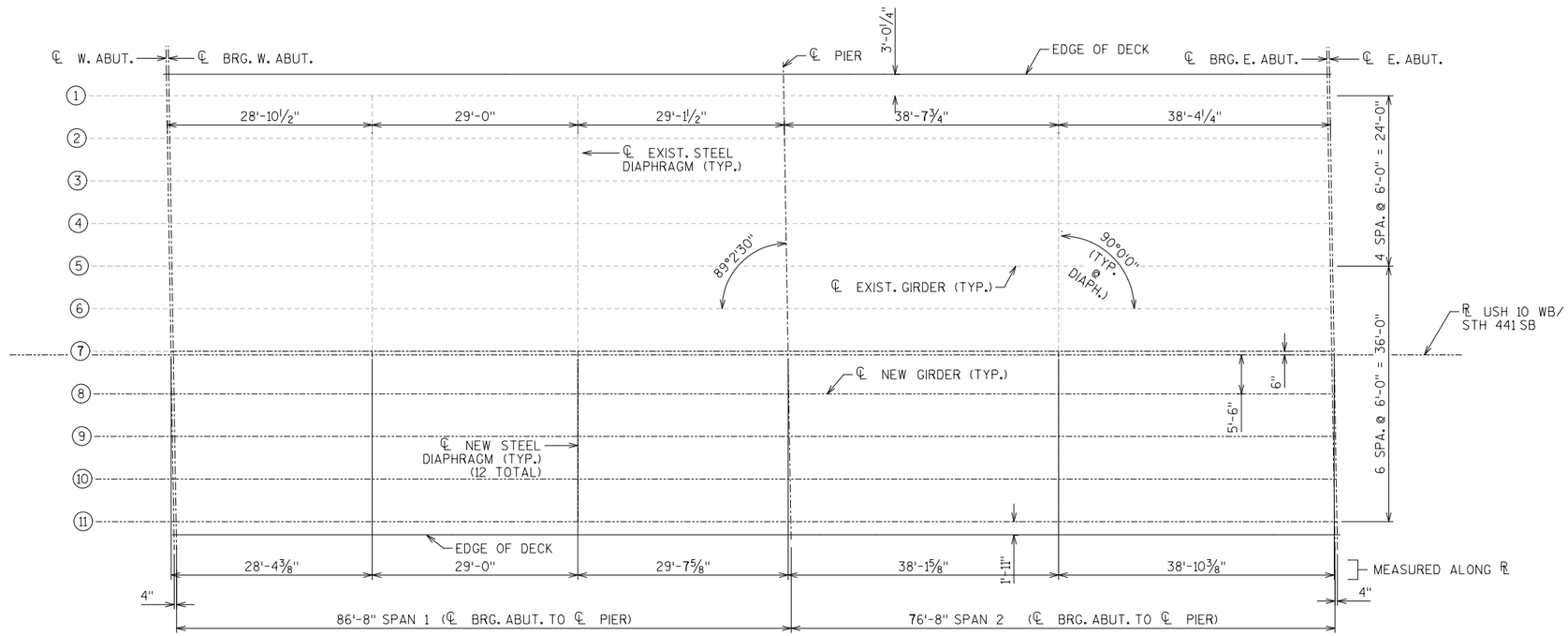
8

STATE PROJECT NUMBER

1517-75-78

| LOCATION | END OF DECK | CL W. ABUT | 0.1 SPAN | 0.2 SPAN | 0.3 SPAN | 0.4 SPAN | 0.5 SPAN | 0.6 SPAN | 0.7 SPAN | 0.8 SPAN | 0.9 SPAN | CL PIER | 0.1 SPAN | 0.2 SPAN | 0.3 SPAN | 0.4 SPAN | 0.5 SPAN | 0.6 SPAN | 0.7 SPAN | 0.8 SPAN | 0.9 SPAN | CL E. ABUT | END OF DECK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LEFT EDGE OF SLAB | 807.77 | 807.83 | 807.89 | 807.95 | 808.01 | 808.07 | 808.13 | 808.19 | 808.25 | 808.31 | 808.38 | 808.38 | 808.43 | 808.48 | 808.54 | 808.59 | 808.64 | 808.70 | 808.75 | 808.80 | 808.86 | 808.91 | 808.92 |
| GIRDER 1 | 807.84 | 807.90 | 807.96 | 808.02 | 808.08 | 808.14 | 808.20 | 808.26 | 808.33 | 808.39 | 808.45 | 808.45 | 808.50 | 808.55 | 808.61 | 808.66 | 808.72 | 808.77 | 808.82 | 808.88 | 808.93 | 808.98 | 808.99 |
| GIRDER 2 | 807.96 | 808.02 | 808.08 | 808.14 | 808.20 | 808.26 | 808.32 | 808.38 | 808.45 | 808.51 | 808.57 | 808.57 | 808.62 | 808.67 | 808.73 | 808.78 | 808.84 | 808.89 | 808.94 | 809.00 | 809.05 | 809.10 | 809.11 |
| GIRDER 3 | 808.08 | 808.14 | 808.20 | 808.26 | 808.32 | 808.38 | 808.44 | 808.50 | 808.57 | 808.63 | 808.69 | 808.69 | 808.74 | 808.79 | 808.85 | 808.90 | 808.96 | 809.01 | 809.06 | 809.12 | 809.17 | 809.22 | 809.23 |
| GIRDER 4 | 808.20 | 808.26 | 808.32 | 808.38 | 808.44 | 808.50 | 808.56 | 808.62 | 808.69 | 808.75 | 808.81 | 808.81 | 808.86 | 808.91 | 808.97 | 809.02 | 809.08 | 809.13 | 809.18 | 809.24 | 809.29 | 809.34 | 809.35 |
| GIRDER 5 | 808.32 | 808.38 | 808.44 | 808.50 | 808.56 | 808.62 | 808.68 | 808.74 | 808.81 | 808.87 | 808.93 | 808.93 | 808.98 | 809.03 | 809.09 | 809.14 | 809.20 | 809.25 | 809.30 | 809.36 | 809.41 | 809.46 | 809.47 |
| CROWN | 808.33 | 808.39 | 808.45 | 808.51 | 808.57 | 808.63 | 808.69 | 808.75 | 808.82 | 808.88 | 808.94 | 808.94 | 808.99 | 809.04 | 809.10 | 809.15 | 809.21 | 809.26 | 809.31 | 809.37 | 809.42 | 809.47 | 809.48 |
| CONST. JT | 808.25 | 808.31 | 808.37 | 808.43 | 808.49 | 808.55 | 808.61 | 808.67 | 808.74 | 808.80 | 808.86 | 808.86 | 808.91 | 808.96 | 809.02 | 809.07 | 809.13 | 809.18 | 809.23 | 809.29 | 809.34 | 809.39 | 809.40 |
| GIRDER 6 | 808.22 | 808.28 | 808.34 | 808.40 | 808.46 | 808.52 | 808.58 | 808.64 | 808.71 | 808.77 | 808.83 | 808.83 | 808.88 | 808.93 | 808.99 | 809.04 | 809.10 | 809.15 | 809.20 | 809.26 | 809.31 | 809.36 | 809.37 |
| GIRDER 7 | 808.10 | 808.16 | 808.22 | 808.28 | 808.34 | 808.40 | 808.46 | 808.52 | 808.59 | 808.65 | 808.71 | 808.71 | 808.76 | 808.81 | 808.87 | 808.92 | 808.98 | 809.03 | 809.08 | 809.14 | 809.19 | 809.24 | 809.25 |
| PGL | 808.09 | 808.15 | 808.21 | 808.27 | 808.33 | 808.39 | 808.45 | 808.51 | 808.58 | 808.64 | 808.70 | 808.70 | 808.75 | 808.80 | 808.86 | 808.91 | 808.97 | 809.02 | 809.07 | 809.13 | 809.18 | 809.23 | 809.24 |
| GIRDER 8 | 807.98 | 808.04 | 808.10 | 808.16 | 808.22 | 808.28 | 808.34 | 808.40 | 808.47 | 808.53 | 808.59 | 808.59 | 808.64 | 808.69 | 808.75 | 808.80 | 808.86 | 808.91 | 808.96 | 809.02 | 809.07 | 809.12 | 809.13 |
| GIRDER 9 | 807.86 | 807.92 | 807.98 | 808.04 | 808.10 | 808.16 | 808.22 | 808.28 | 808.35 | 808.41 | 808.47 | 808.47 | 808.52 | 808.57 | 808.63 | 808.68 | 808.74 | 808.79 | 808.84 | 808.90 | 808.95 | 809.00 | 809.01 |
| GIRDER 10 | 807.74 | 807.80 | 807.86 | 807.92 | 807.98 | 808.04 | 808.10 | 808.16 | 808.23 | 808.29 | 808.35 | 808.35 | 808.40 | 808.45 | 808.51 | 808.56 | 808.62 | 808.67 | 808.72 | 808.78 | 808.83 | 808.88 | 808.89 |
| GIRDER 11 | 807.62 | 807.68 | 807.74 | 807.80 | 807.86 | 807.92 | 807.98 | 808.04 | 808.11 | 808.17 | 808.23 | 808.23 | 808.28 | 808.33 | 808.39 | 808.44 | 808.50 | 808.55 | 808.60 | 808.66 | 808.71 | 808.76 | 808.77 |
| RIGHT EDGE OF SLAB | 807.58 | 807.64 | 807.70 | 807.76 | 807.82 | 807.88 | 807.95 | 808.01 | 808.07 | 808.13 | 808.19 | 808.19 | 808.24 | 808.30 | 808.35 | 808.40 | 808.46 | 808.51 | 808.56 | 808.62 | 808.67 | 808.72 | 808.73 |

## TOP OF DECK ELEVATIONS




## FRAMING PLAN

(SEE SHEET 12 FOR GIRDER LENGTHS TABLE)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

TOP OF DECK ELEVATIONS

SHEET 16 OF 20
601

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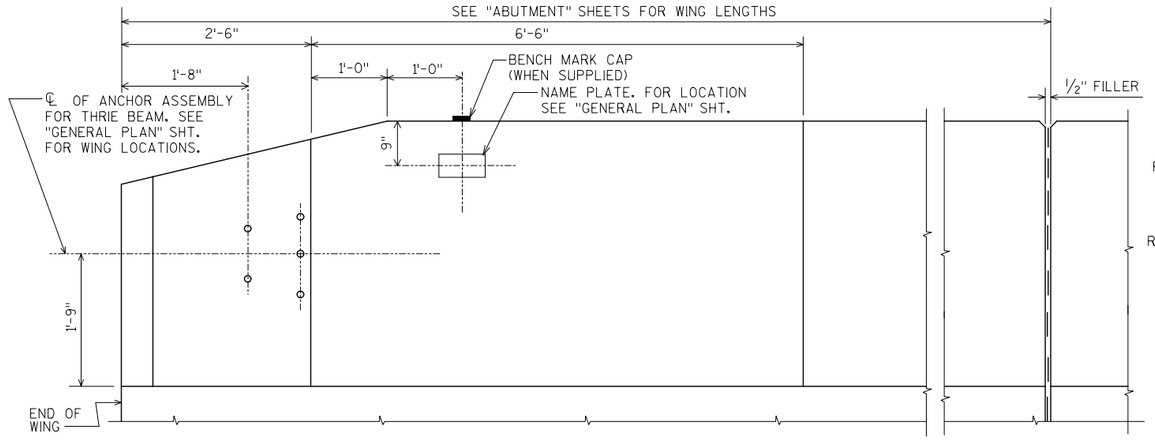
DATE: 10/29/2014
I.D.

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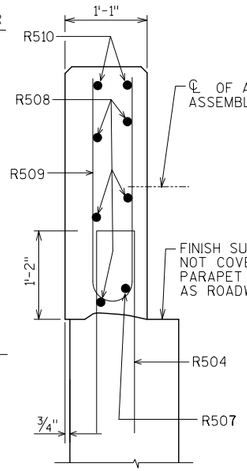
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STATE PROJECT NUMBER

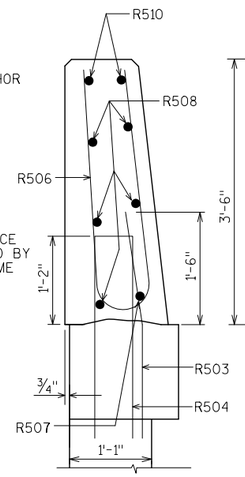
1517-75-78



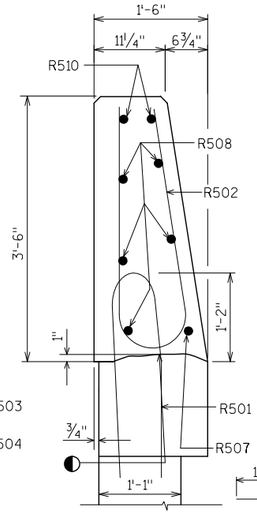

INSIDE ELEVATION



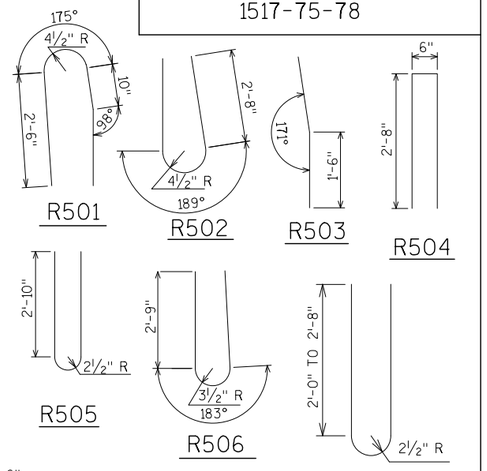

SECTION A

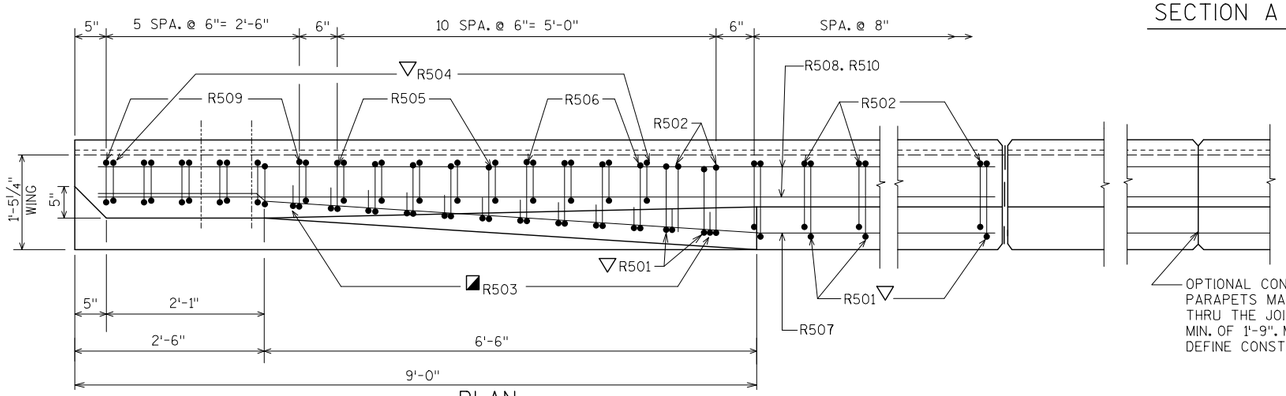



SECTION B



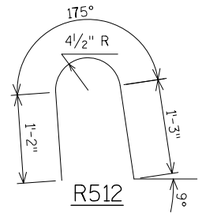

SECTION C




PLAN

TRANSITION IS ON BOTH WINGS




R512

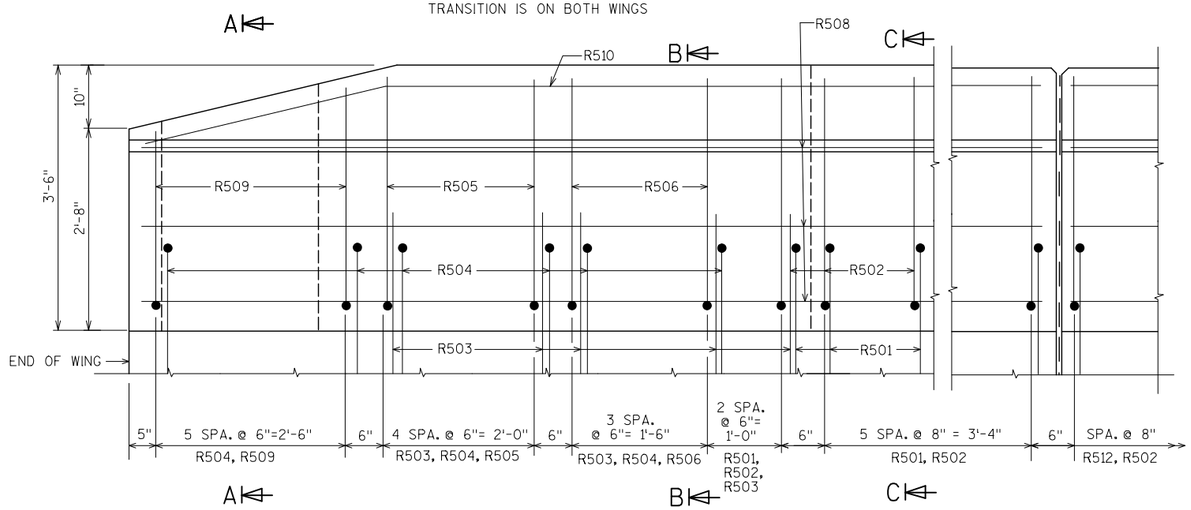
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" - 'V' GROOVE.

## BILL OF BARS

ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

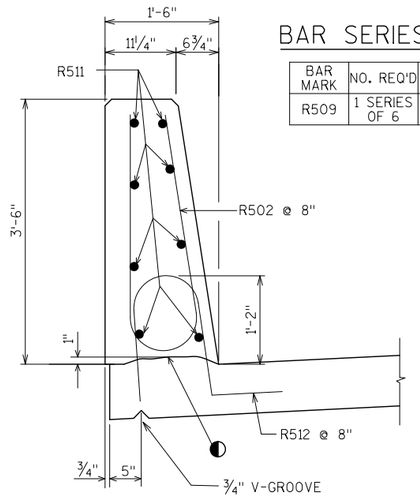
| | BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| * | R501 | 18 | 6'-4" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R502 | 260 | 6'-8" | X | | 42SS PARAPET VERT. |
| | R503 | 22 | 3'-0" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R504 | 30 | 5'-7" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R505 | 10 | 6'-5" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R506 | 8 | 6'-6" | X | | 42SS PARAPET VERT. @ TRANSITION |
| | R507 | 2 | 12'-1" | X | | 42SS PARAPET HORIZ. @ TRANSITION |
| | R508 | 10 | 12'-1" | | | 42SS PARAPET HORIZ. @ TRANSITION |
| | R509 | 12 | 5'-5" | X | X | 42SS PARAPET VERT. @ TRANSITION |
| | R510 | 4 | 12'-1" | X | | 42SS PARAPET HORIZ. @ TRANSITION |
| | R511 | 32 | 42'-4" | | | 42SS PARAPET HORIZ. |
| | R512 | 248 | 4'-5" | X | | 42SS PARAPET VERT. |

TOTAL WEIGHT= 5,120 LB




OUTSIDE ELEVATION

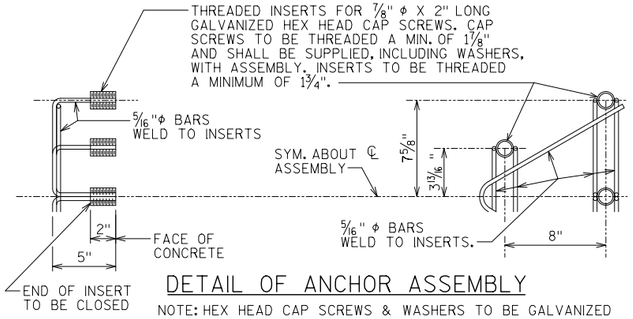
TRANSITION IS ON BOTH WINGS




SECTION THRU PARAPET ON BRIDGE

## BAR SERIES TABLE

| BAR MARK | NO. REQ'D | LENGTH |
|---|---|---|
| R509 | 1 SERIES OF 6 | 4'-9" TO 6'-1" |




## DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

* MASONRY ANCHORS TYPE L NO. 5 BARS. EMBED 6" INTO EXISTING WING. PLACE WITH A MINIMUM SPACING & EDGE DISTANCE OF 3 3/4". BEND BAR TO ACHIEVE EDGE DISTANCE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY: MRL | PLANS CK'D.: MJA

SINGLE SLOPED PARAPET 42SS MODIFIED

SHEET 17 OF 20
602

8

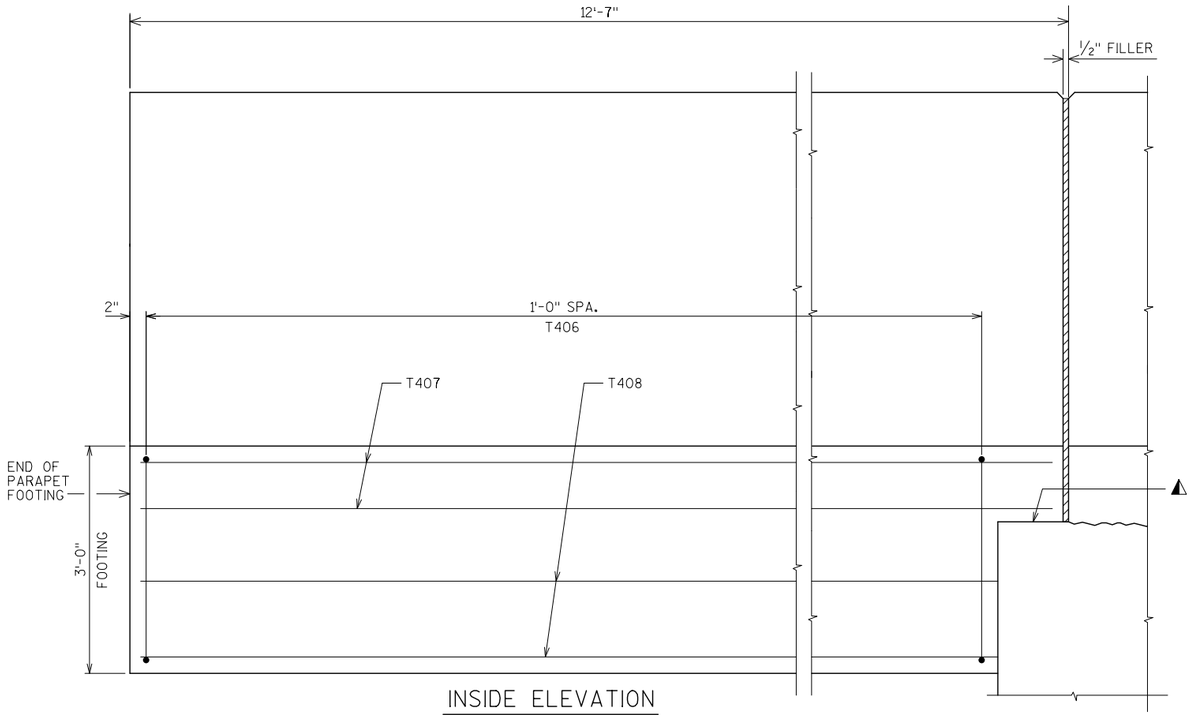
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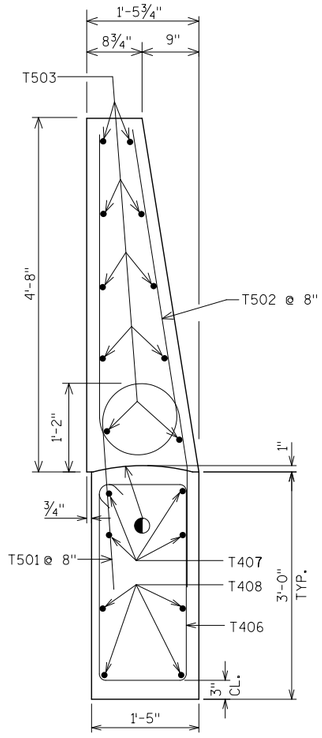
DATE: 10/29/2014

I.D.

| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




INSIDE ELEVATION



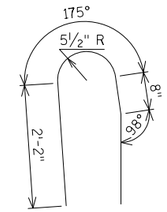

SECTION A

## BILL OF BARS

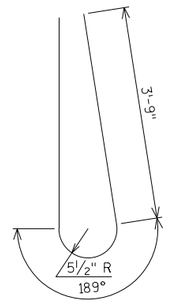
ALL BARS IN THIS TABLE SHALL BE EPOXY COATED

| BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|
| T501 | 40 | 5'-11" | X | | 56SS PARAPET VERT. |
| T502 | 290 | 9'-1" | X | | 56SS PARAPET VERT. |
| T503 | 20 | 12'-3" | | | 56SS PARAPET HORIZ. |
| T504 | 250 | 4'-6" | X | | 56SS PARAPET VERT. |
| T505 | 40 | 48'-7" | | | 56SS PARAPET HORIZ. |
| T406 | 26 | 7'-7" | X | | 56SS FOOTING VERT. |
| T407 | 8 | 12'-3" | | | 56SS FOOTING HORIZ. |
| T408 | 8 | 11'-8" | | | 56SS FOOTING HORIZ. |

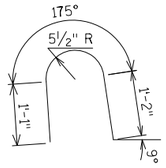
TOTAL WEIGHT= 6,710 LB



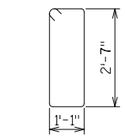

T501



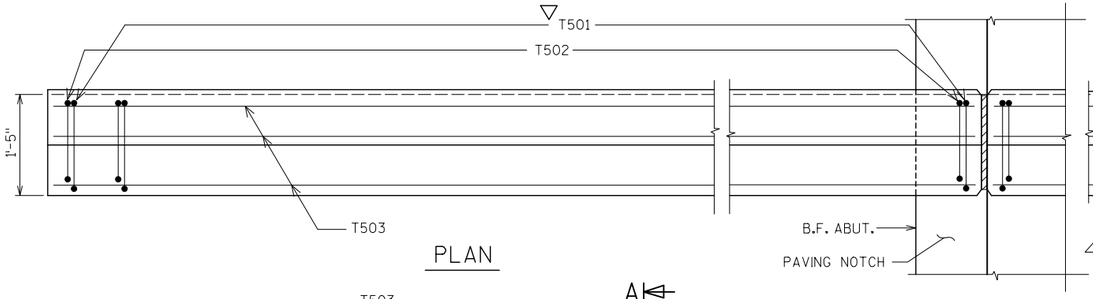

T502




T504

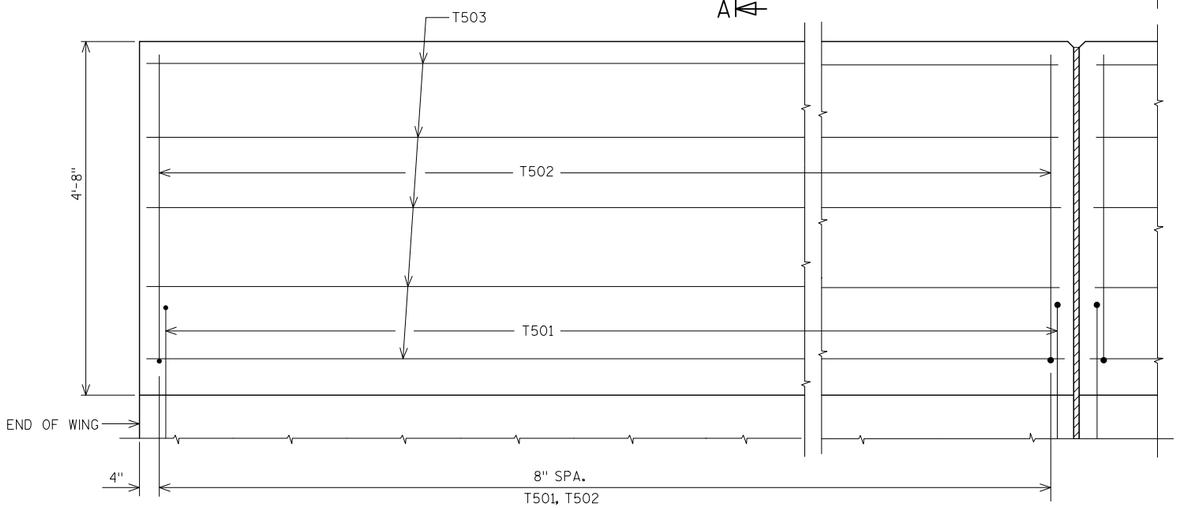



T406

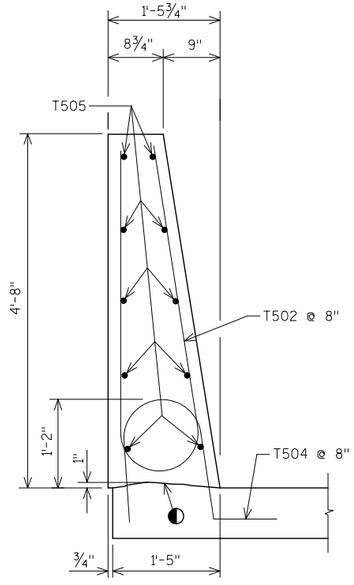



PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.




OUTSIDE ELEVATION




SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ T501 BARS TO BE TIED TO FOOTING STEEL BEFORE FOOTING IS POURED.

◭ STEEL TROWEL HORIZ. SURFACE OF ABUTMENT PAVING NOTCH. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS BETWEEN PARAPET FOOTING AND HORIZ. SURFACE OF PAVING NOTCH. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

SINGLE SLOPED PARAPET 56SS

SHEET 18 OF 20
603

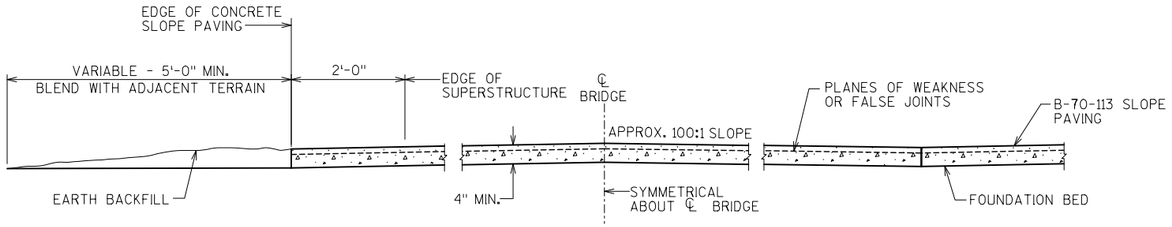
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DATE: 10/29/2014
I.D.

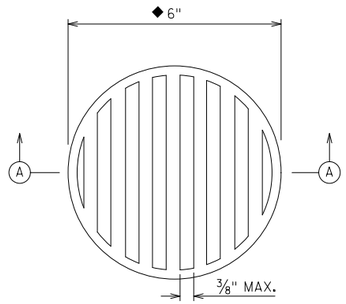
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8

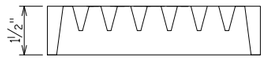
| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




SECTION A-A

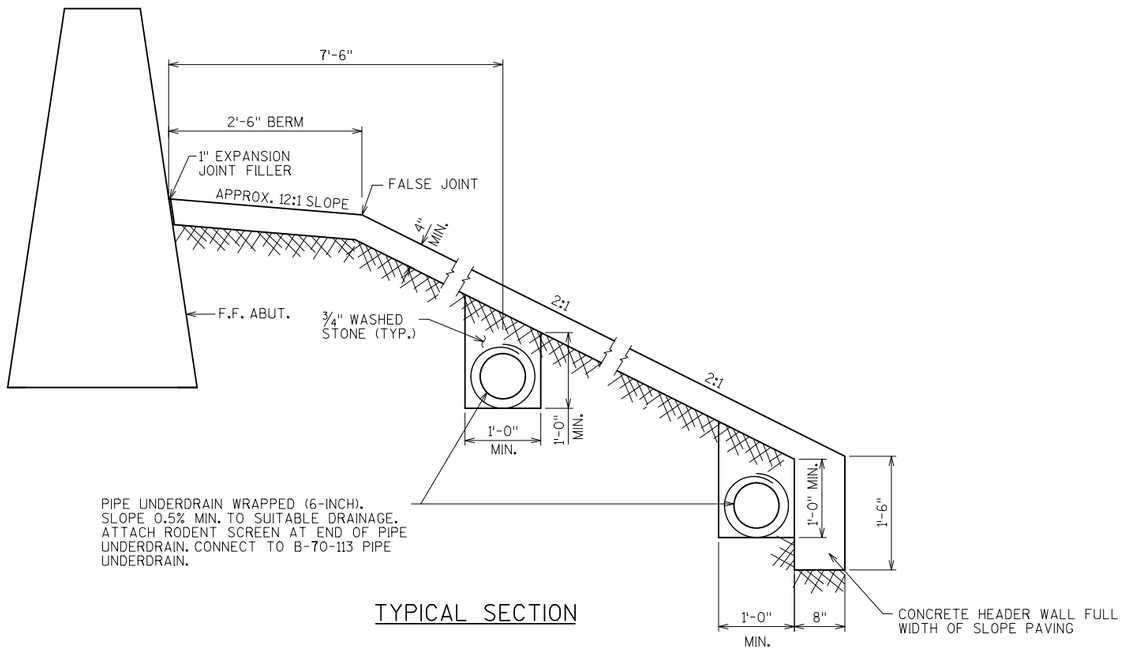



RODENT SHIELD

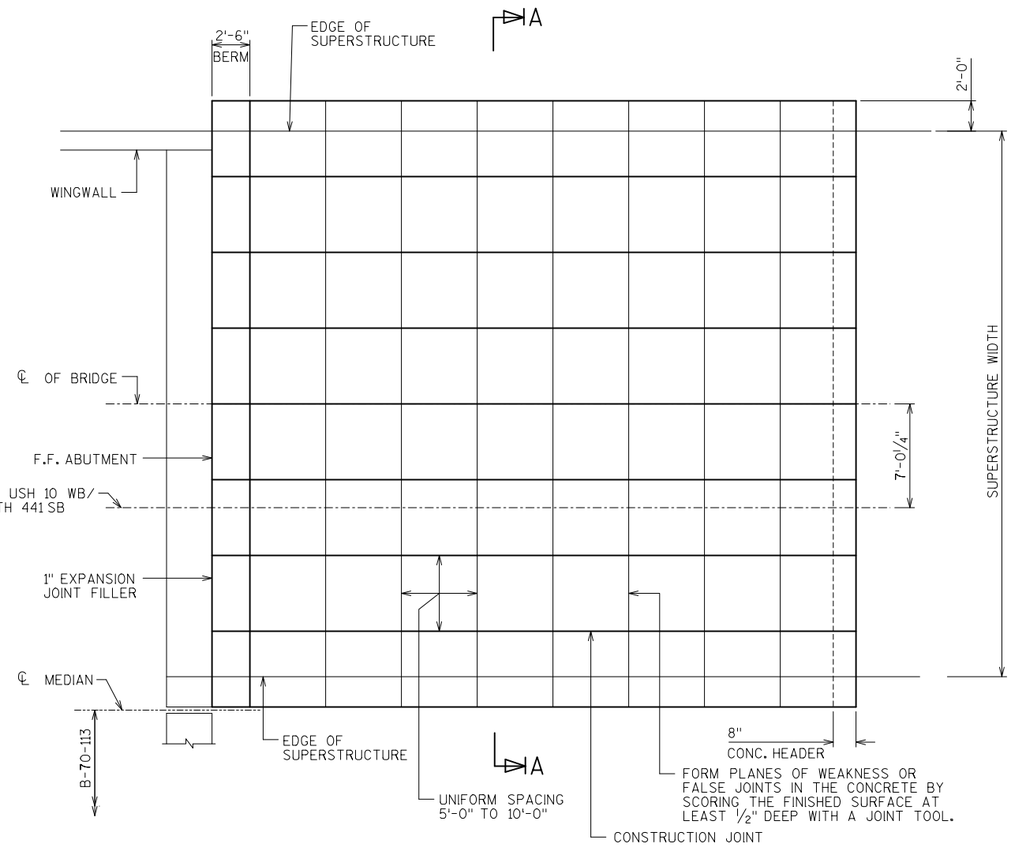



SECTION A-A

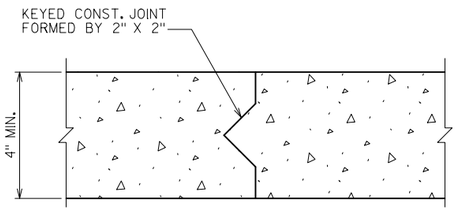
◆ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. FASTEN TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS. ORIENT SHIELD SO SLOTS ARE VERTICAL. COST OF RODENT SHIELD AND ALL FITTINGS TO BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."




TYPICAL SECTION




CONSTRUCTION JOINT DESIGN




CONSTRUCTION JOINT

## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREIN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

REMOVAL OF OLD SLOPE PAVING INCLUDED IN BID ITEM "REMOVING OLD STRUCTURE STA. 288EB+34"

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

| DRAWN BY | MRL | PLANS CK'D. | MJA |
|---|---|---|---|

SLOPE PAVING CONCRETE

SHEET 19 OF 20
604

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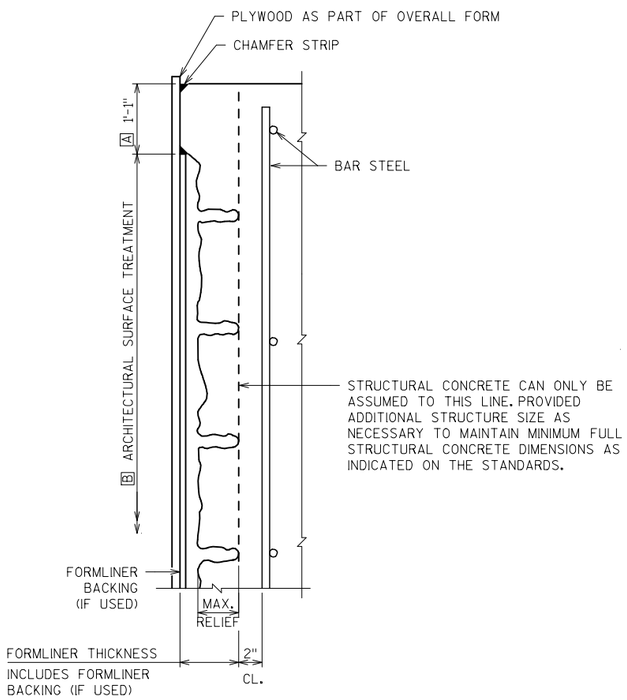
DATE: 10/29/2014
I.D.

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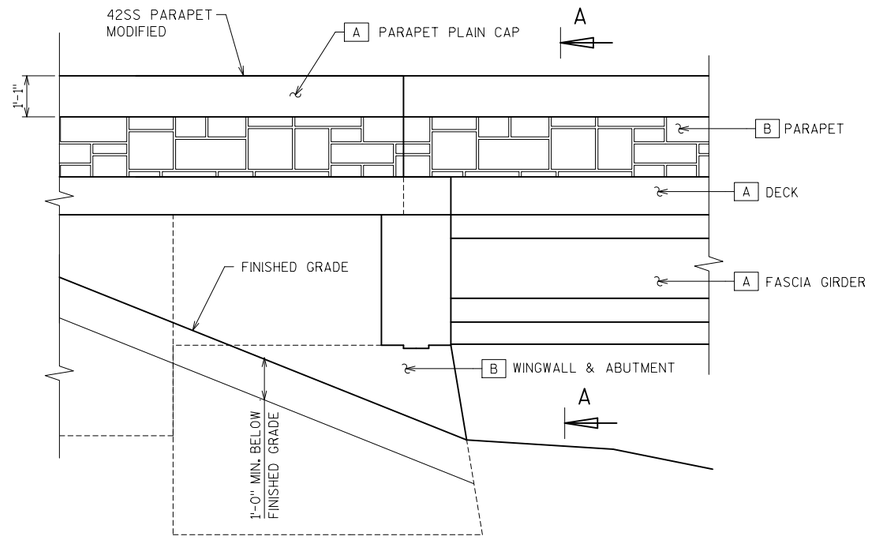
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STATE PROJECT NUMBER

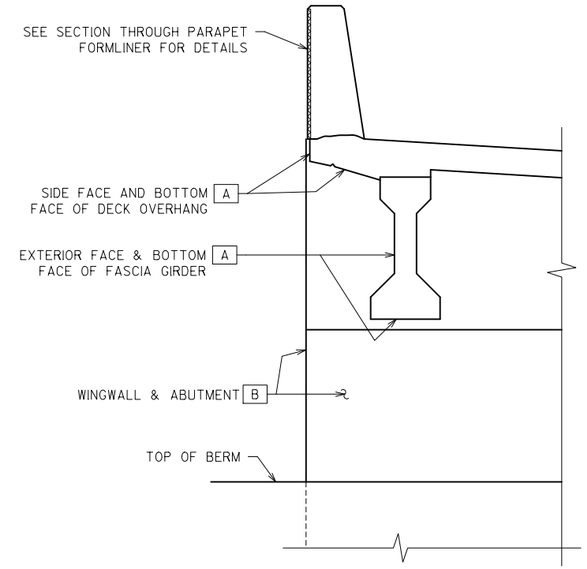
1517-75-78




## SECTION THROUGH PARAPET FORMLINER




## ABUTMENT STAINING DETAIL




## SECTION A-A

## CONCRETE STAINING SCHEDULE

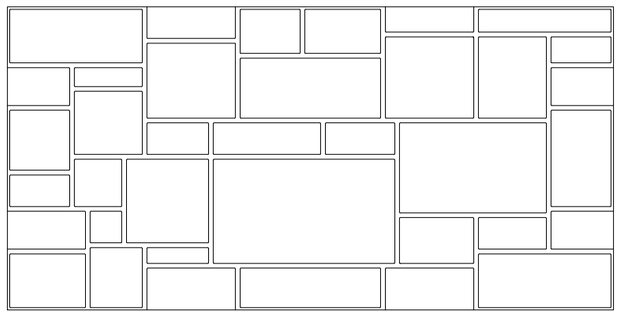
| MARK | COLOR | FED. COLOR NO. | LOCATION |
|---|---|---|---|
| A | BASKET BEIGE | 33564 | GIRDERS, PARAPETS PLAIN CAP, PIER CAP |
| B | LATTE | 33522 | WINGWALLS, ABUTMENTS, PIER COLUMNS, PARAPETS |

NOTE: 1. FINISH ON COLORS IS FLAT (LUSTERLESS)

## NOTES

FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

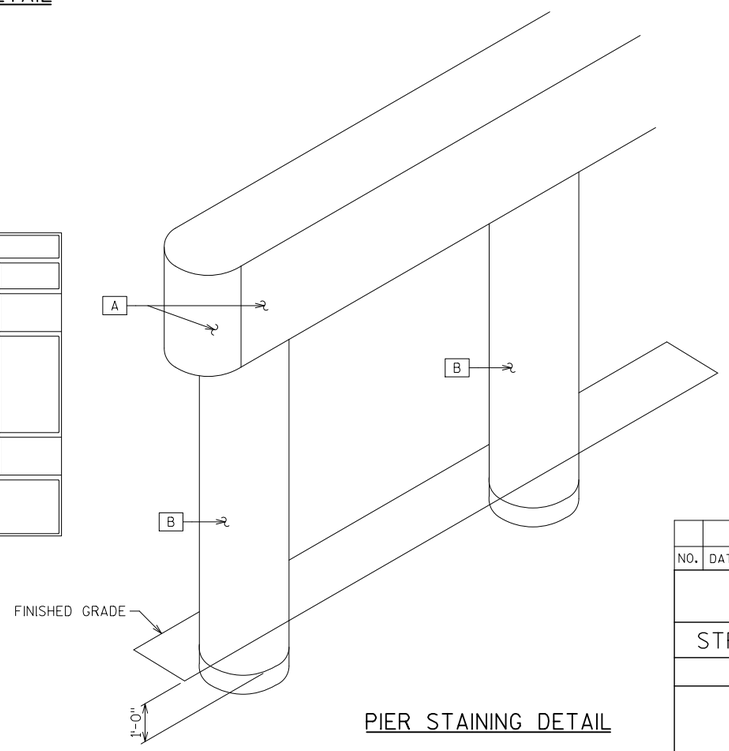
FORMLINER COURSING ON PARAPET SHALL BE PARALLEL TO TOP OF PARAPET.



## ASHLAR

MAXIMUM RELIEF: 1⅝"
AVERAGE RELIEF: 1¼"
LINER THICKNESS*: 2½"
STONE SIZE: H: 3" - 17"
W: 5"-29"

* INCLUDES INTERNAL PLYWOOD BACKING




## PIER STAINING DETAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-70-114

DRAWN BY MRL | PLANS CK'D. MJA

AESTHETIC DETAILS

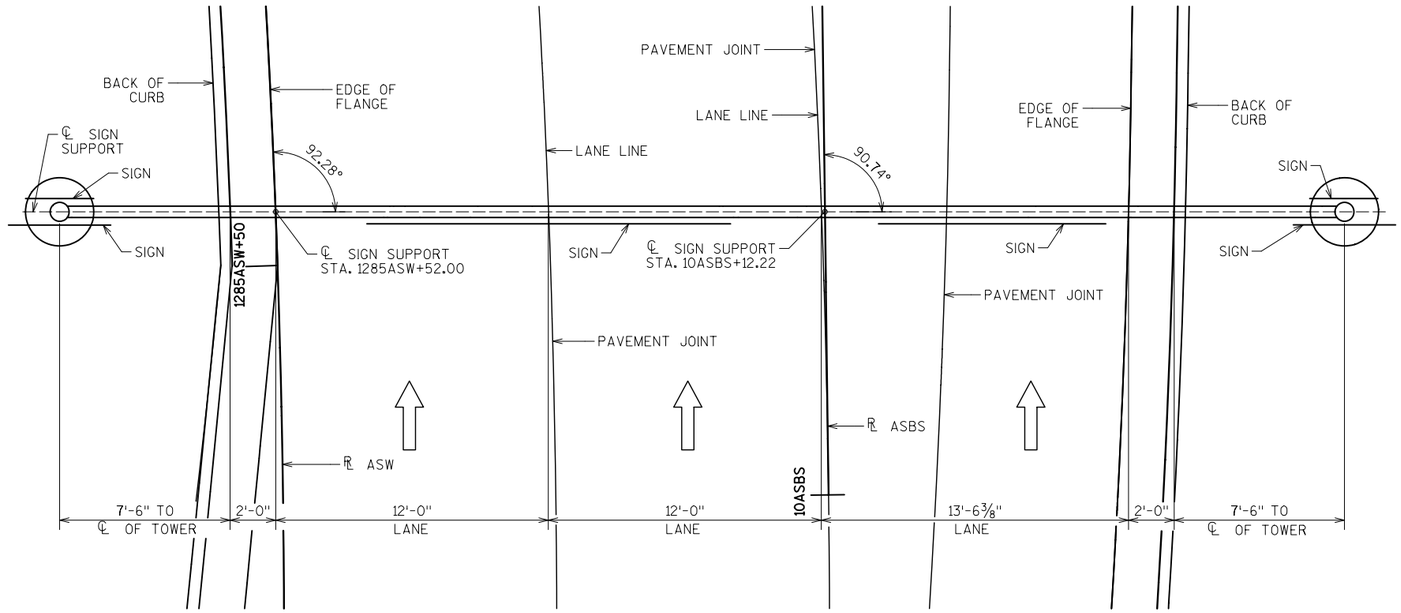
SHEET 20 OF 20
605

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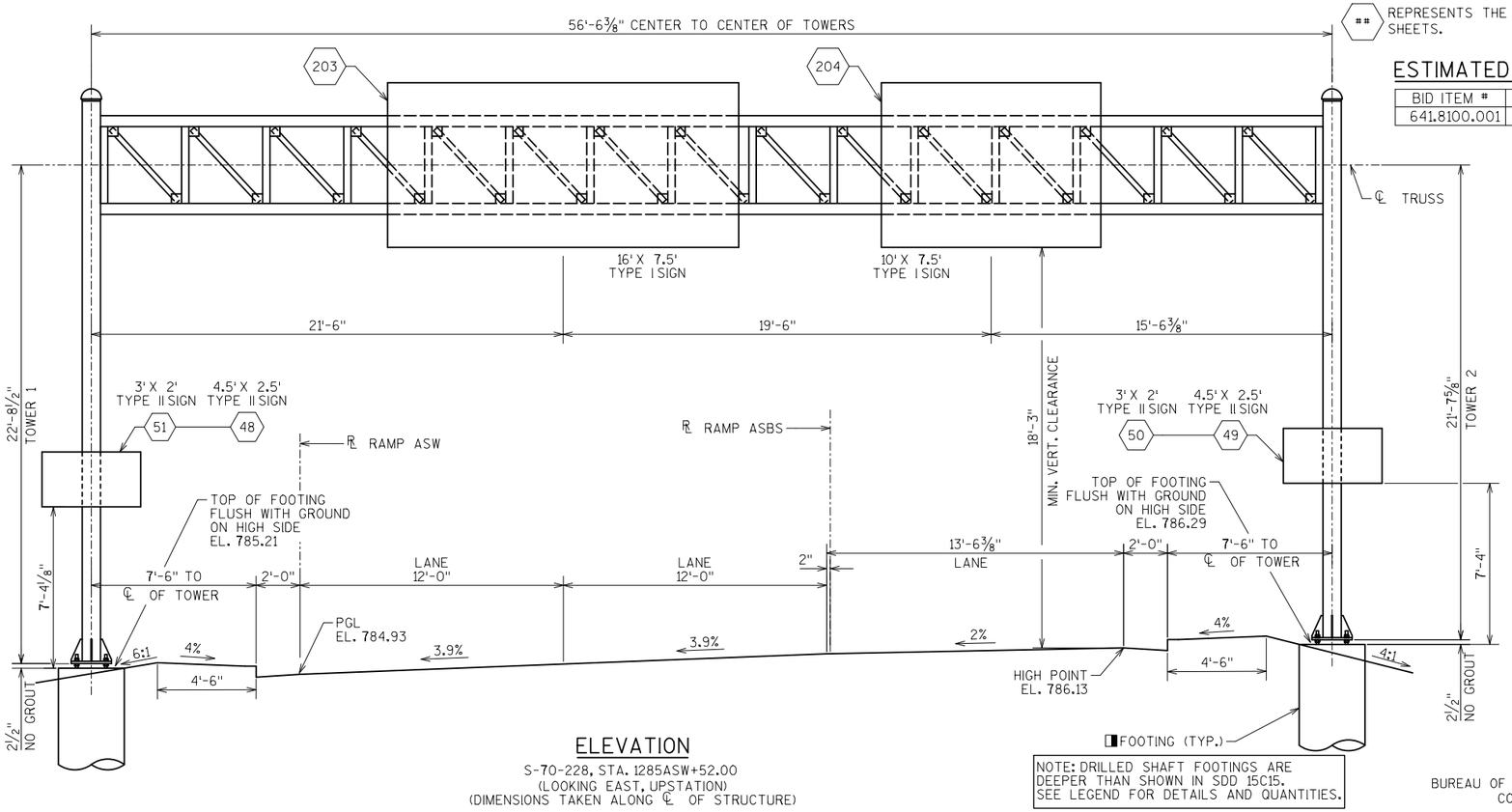
DATE: 10/29/2014

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8




PLAN




ELEVATION

S-70-228, STA. 1285ASW+52.00
(LOOKING EAST, UPSTATION)
(DIMENSIONS TAKEN ALONG ℄ OF STRUCTURE)

NOTE: DRILLED SHAFT FOOTINGS ARE DEEPER THAN SHOWN IN SDD 15C15. SEE LEGEND FOR DETAILS AND QUANTITIES.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29).

DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

OVERHEAD SIGN SUPPORTS SHALL BE DESIGNED AND FABRICATED USING STEEL.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

CENTER TYPE I SIGNS VERTICALLY ON TRUSS.

HANDHOLES ARE NOT REQUIRED.

DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

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

PROVIDE IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT. COST INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT (STRUCTURE)".

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

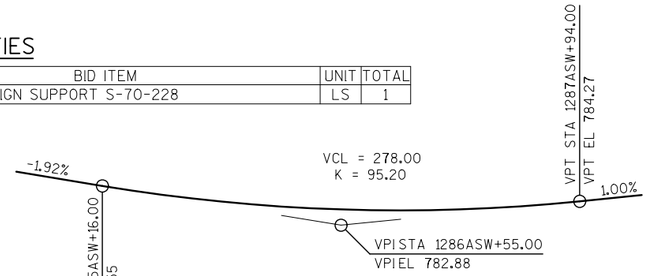
DESIGNING FOR THE SIGN SUPPORT STRUCTURE, EXCAVATION, CONCRETE, REINFORCING STEEL, STEEL MEMBERS, BACKFILLING, AND FABRICATION SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT (STRUCTURE)".

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.

(##) REPRESENTS THE SIGN NUMBER. REFER TO THE PERMANENT SIGNING SHEETS.

## ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | TOTAL |
|---|---|---|---|
| 641.8100.001 | OVERHEAD SIGN SUPPORT S-70-228 | LS | 1 |




PROFILE GRADE LINE RAMP "ASW"

STATE PROJECT NUMBER

1517-75-78

## DESIGN DATA

DESIGN SIGN AREA = 217.5 SF

## SIGN DIMENSIONS

| | |
|---|---|
| 48 | 4'-6" X 2'-6" |
| 49 | 4'-6" X 2'-6" |
| 50 | 3'-0" X 2'-0"* |
| 51 | 3'-0" X 2'-0"* |
| 203 | 16'-0" X 7'-6" |
| 204 | 10'-0" X 7'-6" |

## LIST OF DRAWINGS

1. PLAN AND ELEVATION S-70-228
2. PLAN AND ELEVATION S-70-231
3. PLAN AND ELEVATION S-70-232
4. PLAN AND ELEVATION S-70-233

## LEGEND

◨ MODIFY SDD 15C15 TO HAVE A TOTAL SHAFT LENGTH OF 13'-9" WITH 15 HOOPS AND VERTICAL REINFORCING BARS WITH LENGTH OF 13'-2".

QUANTITES PER FOOTING FOR S-70-228 ARE:

| | |
|---|---|
| CONCRETE: | 3.6 C.Y. |
| H.S. REINFORCEMENT: | 230 LBS. |

* AREA NOT INCLUDED IN TOTAL DESIGN SIGN AREA.

| NO. | DATE | REVISION | BY |
|---|---|---|---|


URS
342 North Water Street
7th Floor
Milwaukee, WI 53202
(414) 831-4100


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Duchac KAR 12/01/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

# OVERHEAD SIGN SUPPORTS S-70-228, S-70-231, S70-232, S-70-233

APPLETON INTERCHANGE SIGN STRUCTURES

| | |
|---|---|
| COUNTY: WINNEBAGO | ~~TOWN/CITY/VILLAGE~~: MENASHA |
| DESIGN SPEC.: AASHTO STANDARD SIGN SPEC. 6th EDITION | LOAD 90 MPH 3 SEC. SPEED |
| DESIGNED BY: JDL | DESIGN CK'D.: NPP |
| DRAWN BY: JDL | PLANS CK'D.: MJA |

PLAN AND ELEVATION S-70-228

SHEET 1 OF 4
606

WISCONSIN PROFESSIONAL ENGINEER
MICHAEL J. ARNOLD
E-41717
GREENDALE
WI
10/31/2014

NE REGION CONTACT - SCOTT EBEL (920) 492-2240
BUREAU OF STRUCTURES CONTACT - BILL DREHER (608) 266-8489
CONSULTANT CONTACT - MICHAEL ARNOLD (414) 831-4179

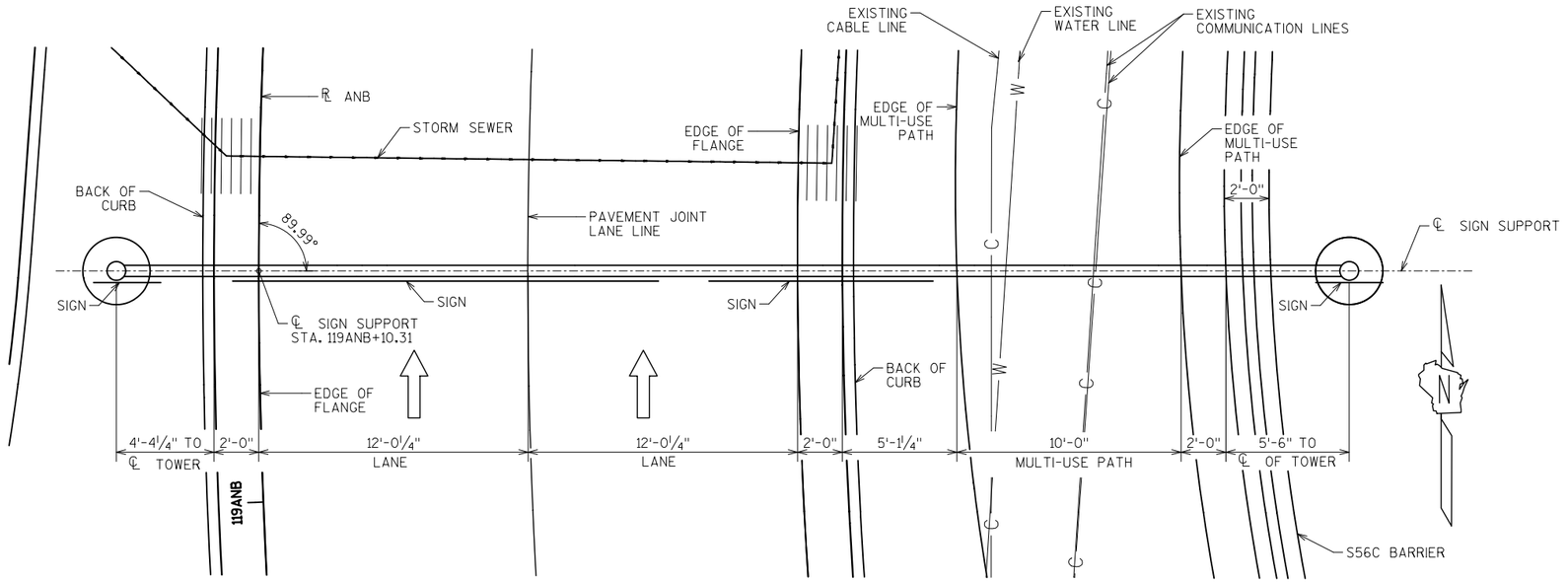
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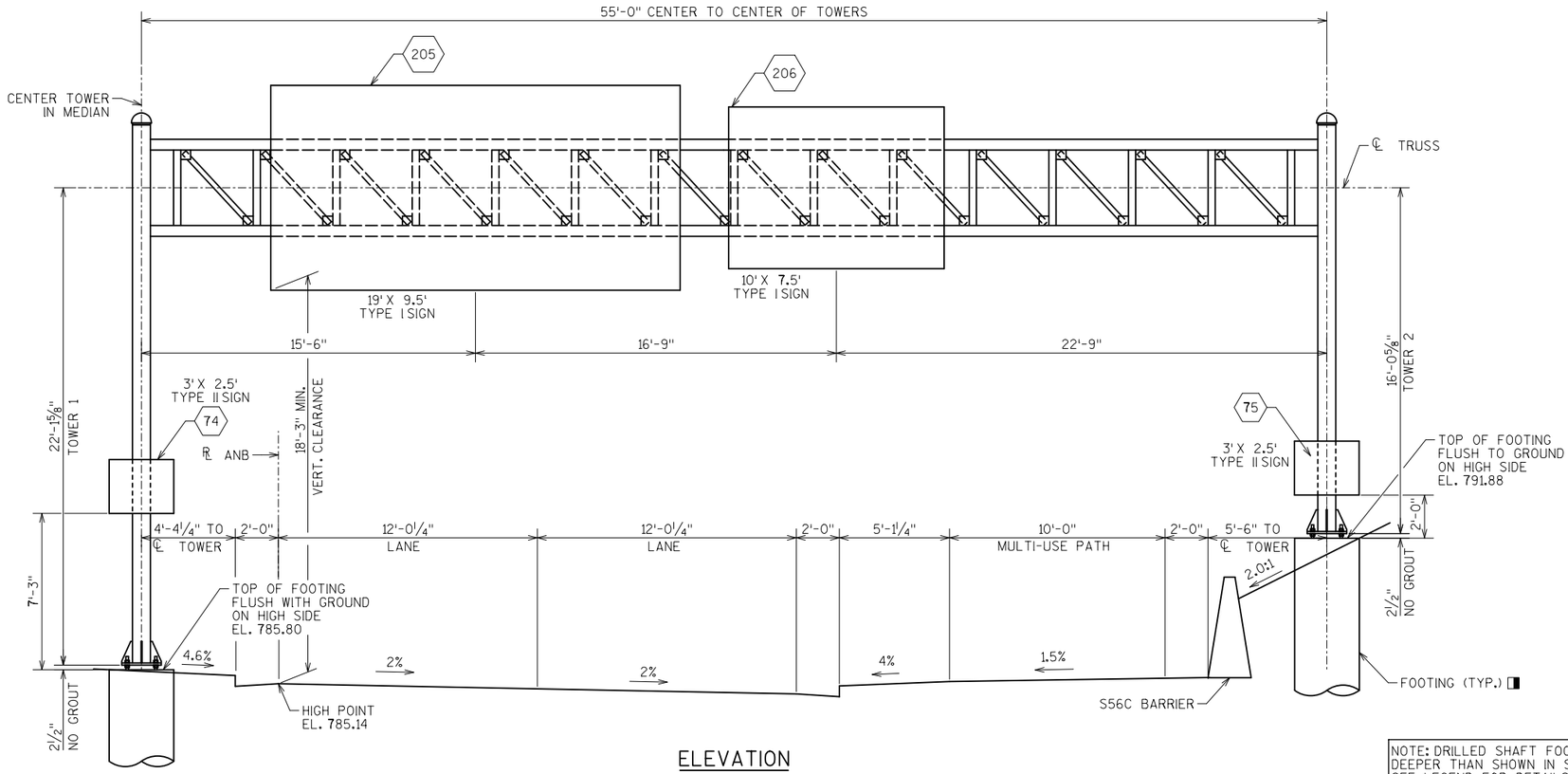
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DATE: 10/31/2014
I.D.

| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN




ELEVATION

S-70-231, STA. 119ANB+10.31
(LOOKING NORTH, UPSTATION)
(DIMENSIONS TAKEN ALONG ℄ OF STRUCTURE)

NOTE: DRILLED SHAFT FOOTINGS ARE DEEPER THAN SHOWN IN SDD 15C15. SEE LEGEND FOR DETAILS AND QUANTITIES.

## DESIGN DATA

DESIGN SIGN AREA = 271 SF

## SIGN DIMENSIONS

74 3'-0" X 2'-6"

75 3'-0" X 2'-6"

205 19'-0" X 9'-6"

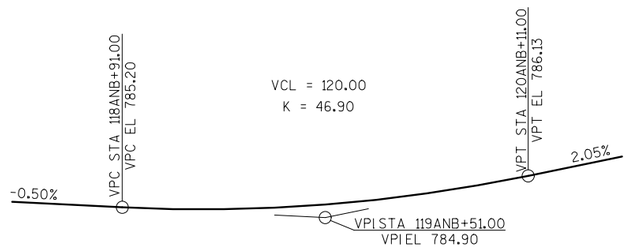
206 10'-0" X 7'-6"

## LEGEND

◨ MODIFY SDD 15C15 TO HAVE A TOTAL SHAFT LENGTH OF 14'-6" WITH 16 HOOPS AND VERTICAL REINFORCING BARS WITH LENGTH OF 14'-1".

QUANTITES PER FOOTING FOR S-70-231 ARE:

| | |
|---|---|
| CONCRETE: | 3.8 C.Y. |
| H.S. REINFORCEMENT: | 245 LBS. |




PROFILE GRADE LINE STH 47 NB

## ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | TOTAL |
|---|---|---|---|
| 641.8100.002 | OVERHEAD SIGN SUPPORT S-70-231 | LS | 1 |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN SUPPORTS
S-70-228, S-70-231, S-70-232, S-70-233

DRAWN BY JDL | PLANS CK'D. MJA

PLAN AND ELEVATION S-70-231

SHEET 2 OF 4
607

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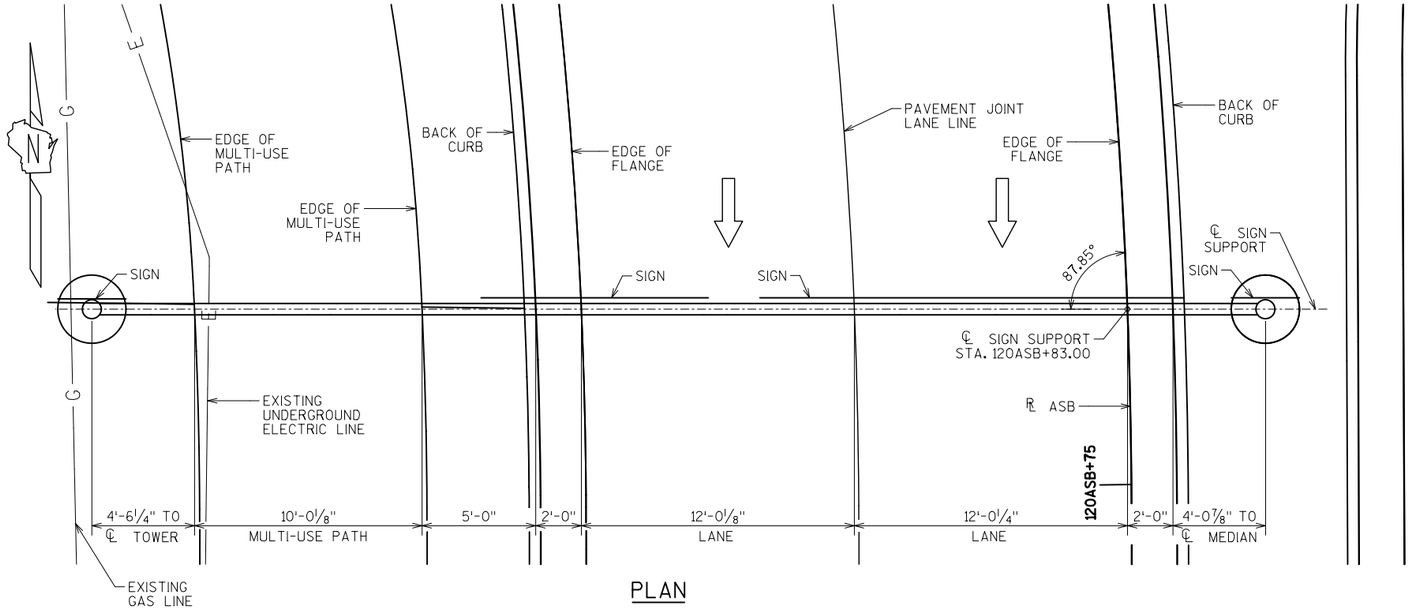
DATE: 10/31/2014

I.D.

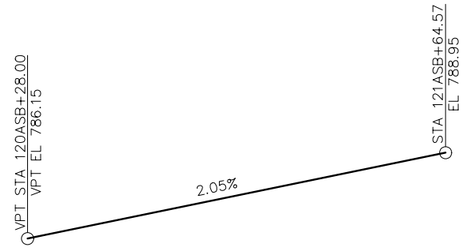
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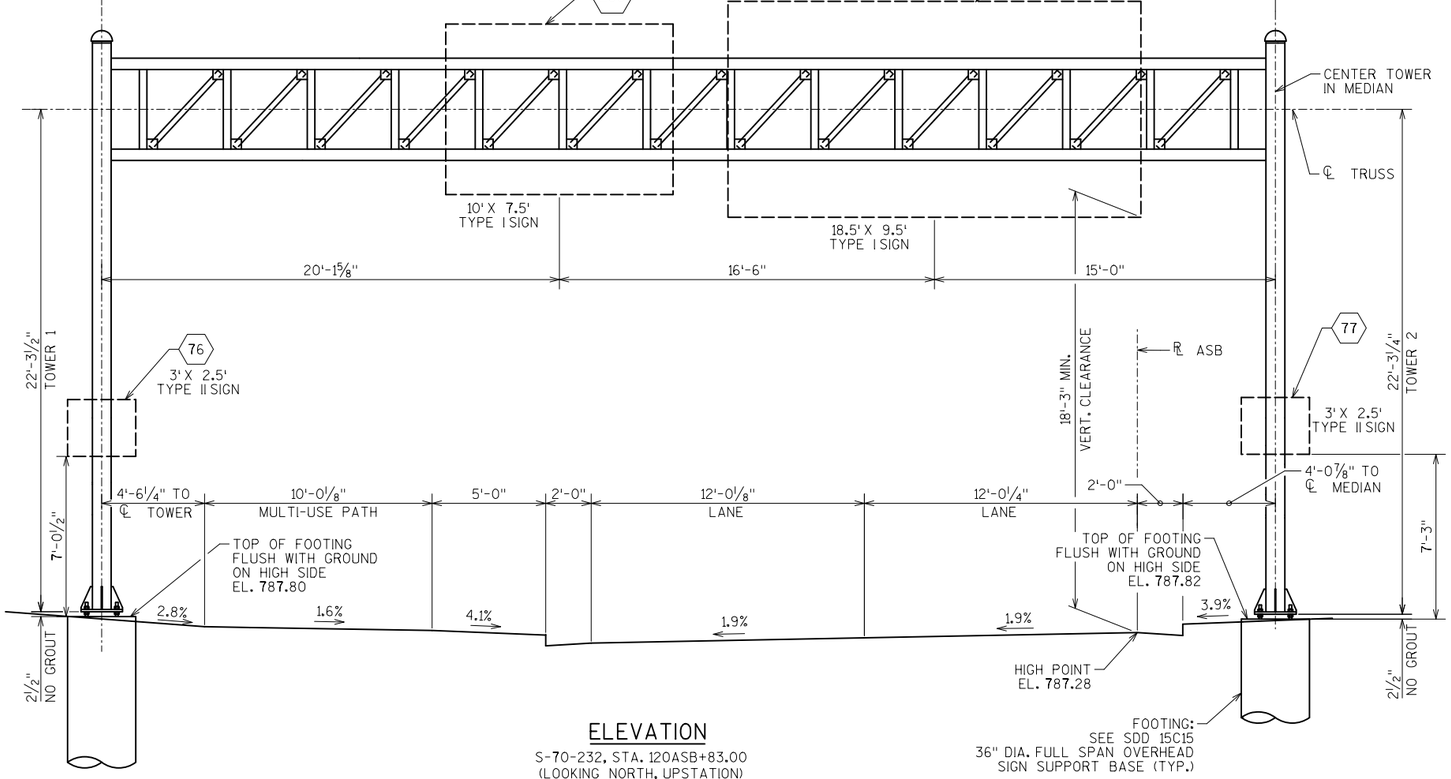
| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN




PROFILE GRADE LINE STH 47 SB




ELEVATION

S-70-232, STA. 120ASB+83.00
(LOOKING NORTH, UPSTATION)
(DIMENSIONS TAKEN ALONG ℄ OF STRUCTURE)

## ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | TOTAL |
|---|---|---|---|
| 641.8100.003 | OVERHEAD SIGN SUPPORT S-70-232 | LS | 1 |

## DESIGN DATA

DESIGN SIGN AREA = 266 SF

## SIGN DIMENSIONS

| | |
|---|---|
| 76 | 3'-0" X 2'-6" |
| 77 | 3'-0" X 2'-6" |
| 207 | 18'-6" X 9'-6" |
| 208 | 10'-0" X 7'-6" |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN SUPPORTS
S-70-228, S-70-231, S-70-232, S-70-233

| DRAWN BY | JDL | PLANS CK'D. | MJA |
|---|---|---|---|

PLAN AND ELEVATION
S-70-232

SHEET 3 OF 4
608

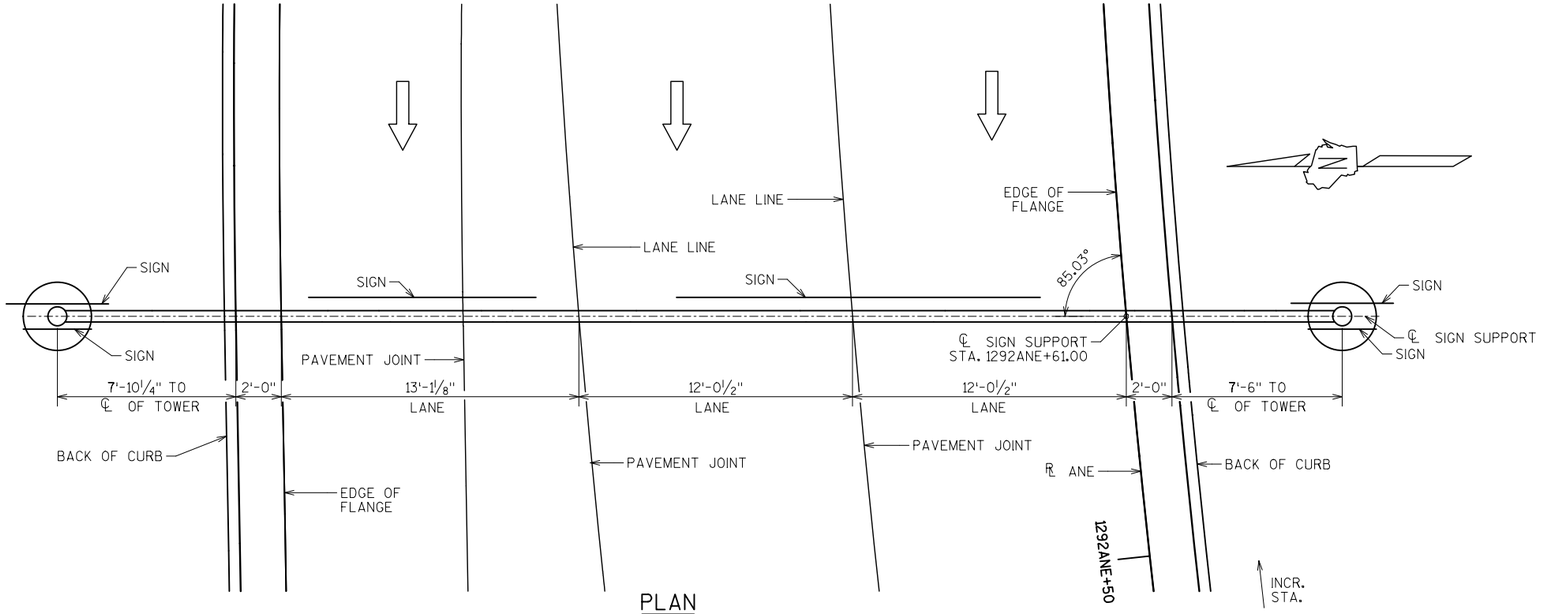
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DATE: 10/31/2014
I.D.

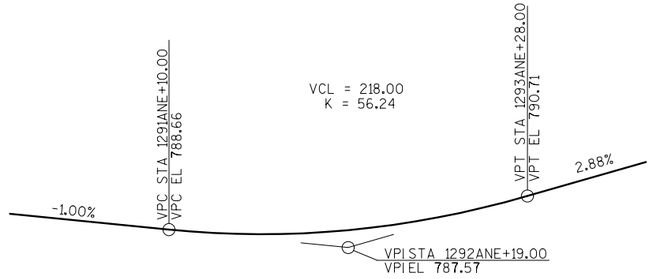
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| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN




PROFILE GRADE LINE RAMP "ANE"

## ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | TOTAL |
|---|---|---|---|
| 641.8100.004 | OVERHEAD SIGN SUPPORT S-70-233 | LS | 1 |

## DESIGN DATA

DESIGN SIGN AREA = 217.5 SF

## SIGN DIMENSIONS

| | |
|---|---|
| 89 | 3'-0" X 2'-0" * |
| 90 | 4'-6" X 2'-6" |
| 91 | 4'-6" X 2'-6" |
| 92 | 3'-0" X 2'-0" * |
| 209 | 16'-0" X 7'-6" |
| 210 | 10'-0" X 7'-6" |

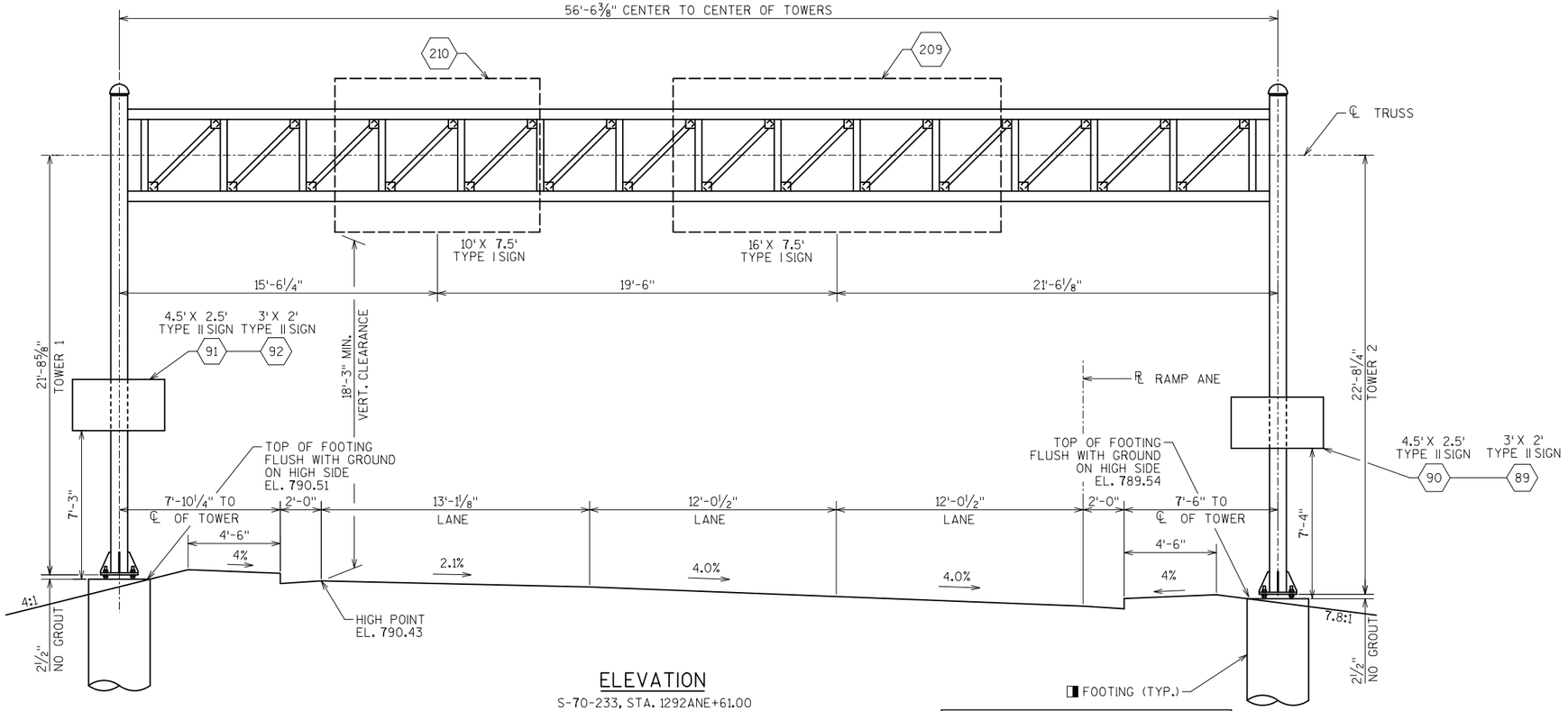
## LEGEND

◨ MODIFY SDD 15C15 TO HAVE A TOTAL SHAFT LENGTH OF 13'-9" WITH 15 HOOPS AND VERTICAL REINFORCING BARS WITH LENGTH OF 13'-4".

QUANTITES PER FOOTING FOR S-70-233 ARE:

CONCRETE: 3.6 C.Y.
H.S. REINFORCEMENT: 230 LBS.

* AREA NOT INCLUDED IN DESIGN SIGN AREA




ELEVATION

S-70-233, STA. 1292ANE+61.00
(LOOKING EAST, UPSTATION)
(DIMENSIONS TAKEN ALONG ℄ OF STRUCTURE)

NOTE: DRILLED SHAFT FOOTINGS ARE DEEPER THAN SHOWN IN SDD 15C15. SEE LEGEND FOR DETAILS AND QUANTITIES.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN SUPPORTS
S-70-228, S-70-231, S-70-232, S-70-233

| DRAWN BY | JDL | PLANS CK'D. | MJA |
|---|---|---|---|

PLAN AND ELEVATION
S-70-233

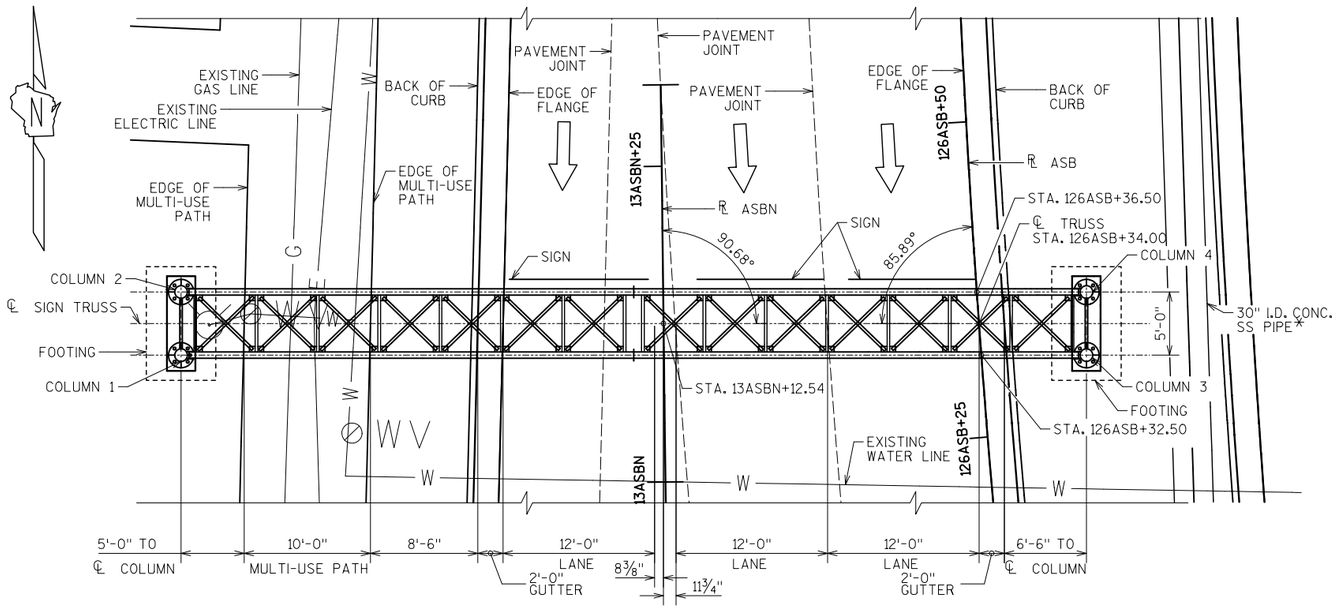
SHEET 4 OF 4
609

DATE: 10/31/2014
I.D.

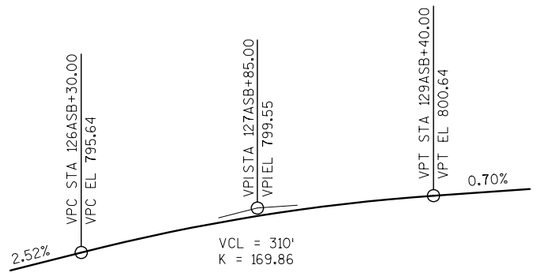
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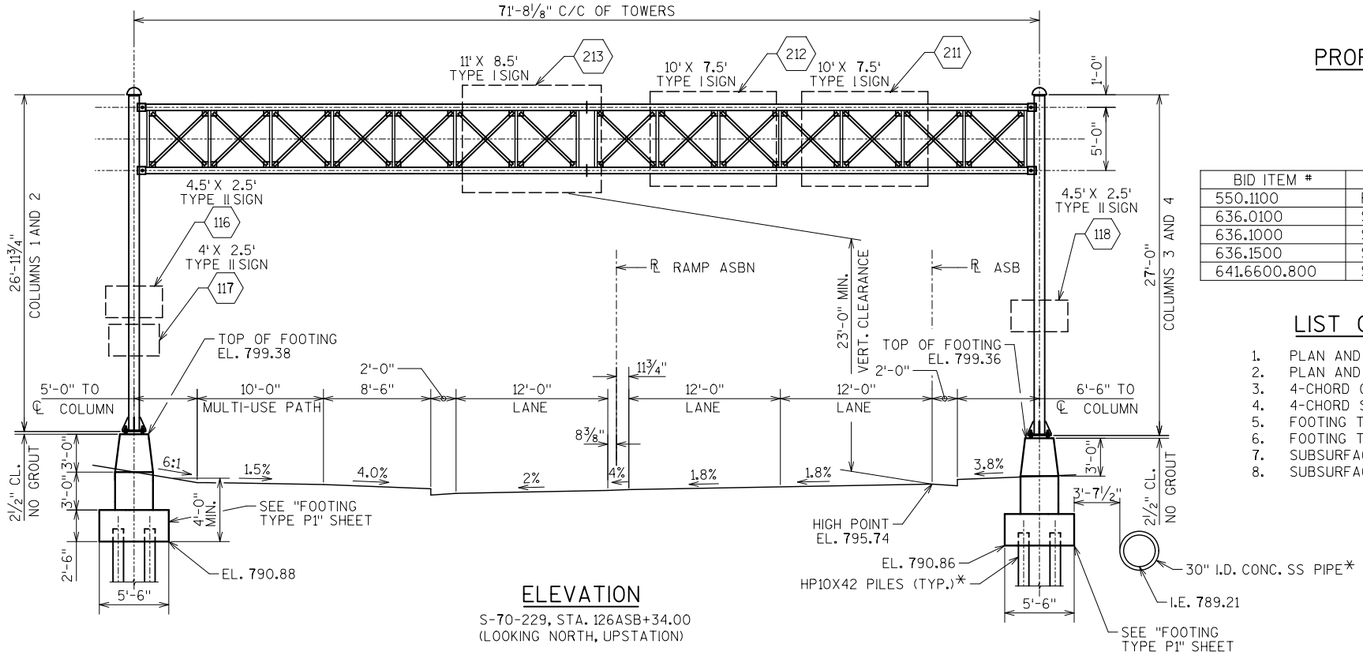
8




PLAN




PROFILE GRADE LINE STH 47 SB




ELEVATION
S-70-229, STA. 126ASB+34.00
(LOOKING NORTH, UPSTATION)

*TAKE CARE THAT PILE INSTALLATION DOES DISTURB PIPE ELEVATION IF PILES ARE DRIVEN AFTER SETTING CONC. SS PIPE

## DESIGN DATA

DESIGN SIGN AREA = 798 SF
MAX. SIGN DEPTH = 18'-0" (TYPE I SIGN)

DEAD LOAD - WEIGHT OF SIGN AND SUPPORTING STRUCTURE. NO PROVISIONS HAVE BEEN INCLUDED FOR A CATWALK OR LIGHTING.

LIVE LOAD - NONE.

ICE LOAD - 3 PSF TO ONE FACE OF SIGN & AROUND SURFACE OF MEMBERS.

WIND PRESSURE - 90 MPH (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

| WIND COMPONENTS | NORMAL | TRANSVERSE |
|---|---|---|
| COMBINATION 1 | 1.0 | 0.2 |
| COMBINATION 2 | 0.6 | 0.3 |

| GROUP LOADS | % OF ALLOWABLE STRESS |
|---|---|
| 1. DEAD | 100 |
| 2. DEAD + WIND | 133 |
| 3. DEAD + ICE + ½(WIND*) | 133 |
| 4. FATIGUE | ** |

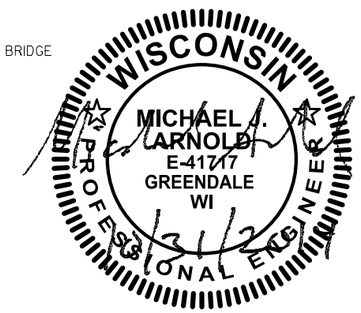
* MIN. VALUE OF 25 PSF FOR GROUP 3.
** SEE SECTION 11 OF AASHTO SIGN SPECIFICATIONS FOR FATIGUE LOADS AND STRESS RANGE LIMITS.

## ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | TOTAL |
|---|---|---|---|
| 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | 508 |
| 636.0100 | SIGN SUPPORTS CONCRETE MASONRY | CY | 23 |
| 636.1000 | SIGN SUPPORTS STEEL REINFORCEMENT HS | LB | 1,950 |
| 636.1500 | SIGN SUPPORTS STEEL COATED REINFORCEMENT HS | LB | 1,160 |
| 641.6600.800 | SIGN BRIDGE S-70-229 | LS | 1 |

## LIST OF DRAWINGS

1. PLAN AND ELEVATION S-70-229
2. PLAN AND ELEVATION S-70-230
3. 4-CHORD GALVANIZED STEEL SIGN BRIDGE
4. 4-CHORD SIGN BRIDGE DETAILS
5. FOOTING TYPE P1
6. FOOTING TYPE F1
7. SUBSURFACE EXPLORATION
8. SUBSURFACE EXPLORATION




NE REGION CONTACT - SCOTT EBEL (920) 492-2240
BUREAU OF STRUCTURES CONTACT - BILL DREHER (608) 266-8489
CONSULTANT CONTACT - MICHAEL ARNOLD (414) 831-4179

STATE PROJECT NUMBER
1517-75-78

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NVGD29).

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALL DIMENSIONS ARE IN SURVEY FEET AND SURVEY INCHES UNLESS OTHERWISE SHOWN OR NOTED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDED 3" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFY THE BAR SIZE.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

CENTER TYPE I SIGNS VERTICALLY ON TRUSS AND HORIZONTALLY OVER THE LANES.

ALTERNATE DESIGNS ARE NOT ALLOWED.

HANDHOLES ARE NOT REQUIRED.

EXCAVATION AND BACKFILLING REQUIRED TO CONSTRUCT THE CONCRETE FOOTING SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY".

PROVIDE AN IDENTIFICATION PLAQUE FOR THE OVERHEAD SIGN SUPPORT IN ACCORDANCE WITH SDD "STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS." THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE (STRUCTURE)".

## FOUNDATION DATA

SUPPORT ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 64 FEET. A MINIMUM PILE TIP ELEVATION OF 728.00 IS REQUIRED.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

## LEGEND

(##) REPRESENTS THE SIGN NO. REFER TO THE PERMANENT SIGNING SHEET.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

URS
342 North Water Street
7th Floor
Milwaukee, WI 53202
(414) 831-4100

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 12/01/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURES
S-70-229, S-70-230

APPLETON ROAD INTERCHANGE SIGN STRUCTURES

| COUNTY | TOWN/CITY/~~VILLAGE~~ |
|---|---|
| WINNEBAGO | MENASHA |

| DESIGN SPEC. | | | LOAD 90 MPH 3 SEC. SPEED |
|---|---|---|---|
| AASHTO STANDARD SIGN SPEC. | | | |
| DESIGNED BY JDL | DESIGN CK'D. NPP | DRAWN BY JDL | PLANS CK'D. MJA |

PLAN AND ELEVATION S-70-229

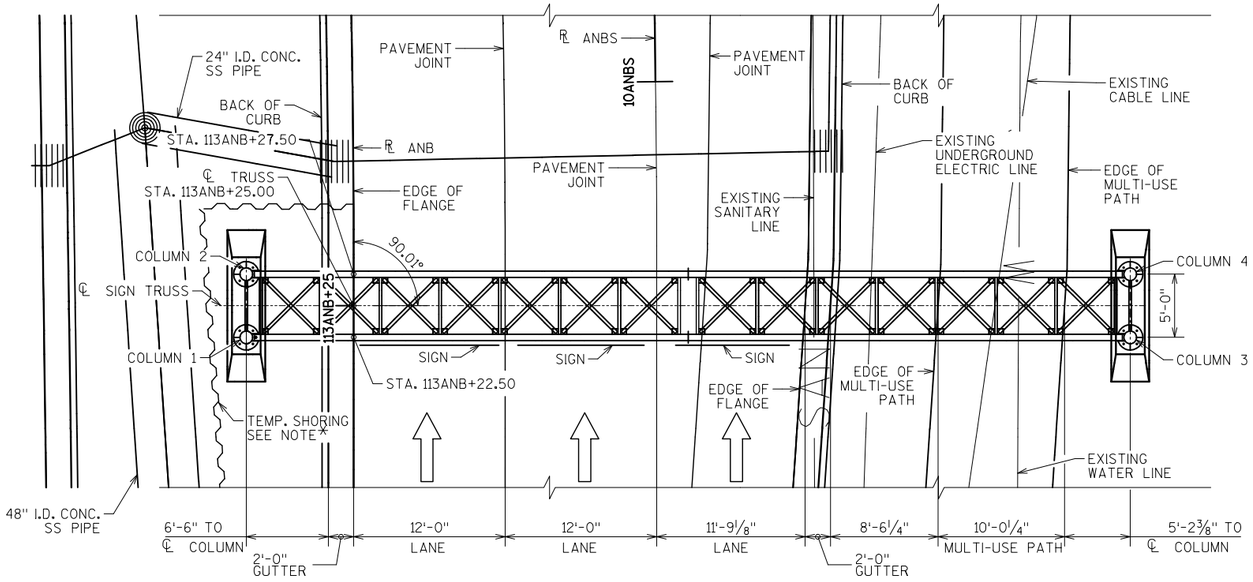
SHEET 1 OF 8
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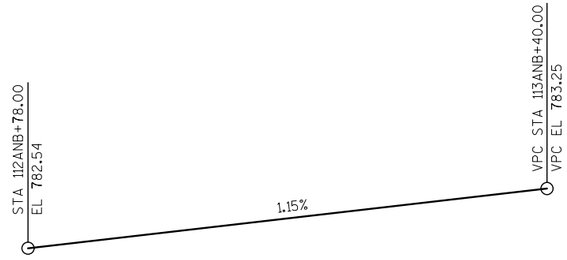
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I.D.

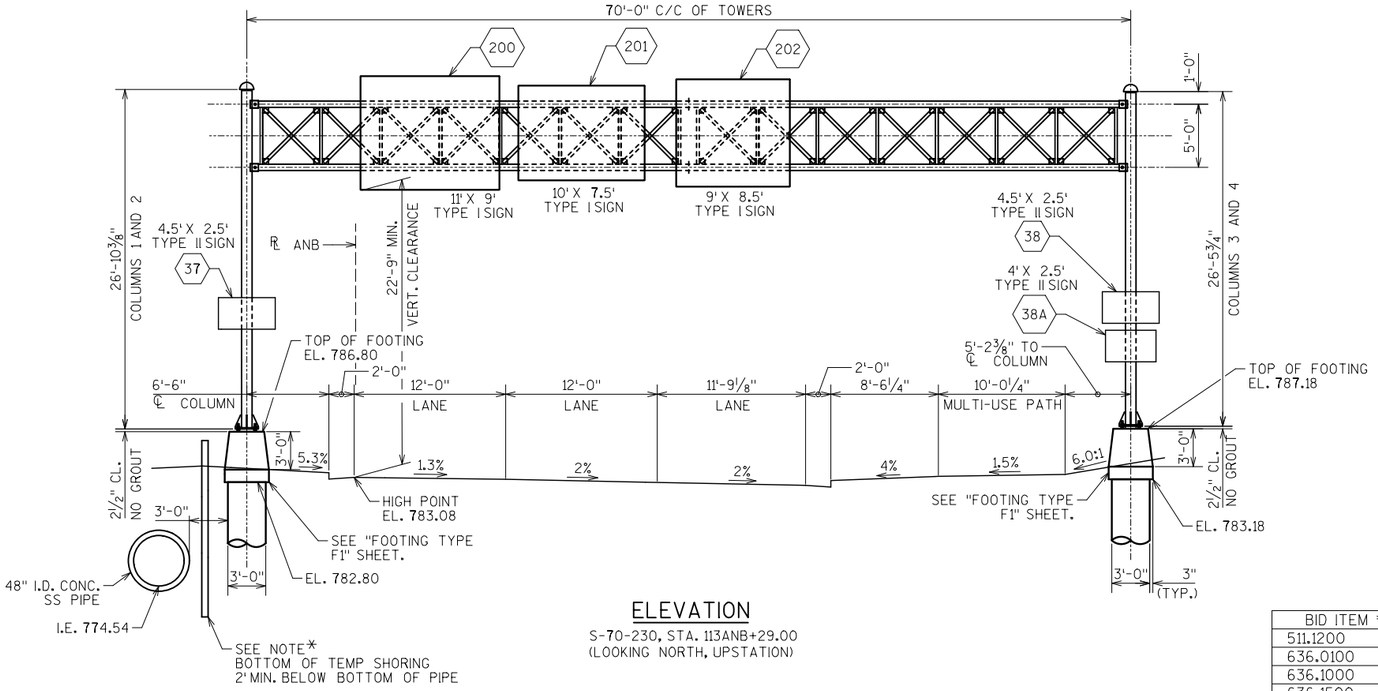
| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN




PROFILE GRADE LINE STH 47 NB




ELEVATION

S-70-230, STA. 113ANB+29.00
(LOOKING NORTH, UPSTATION)

## NOTES

SEE SHEET 1, "PLAN AND ELEVATION S-70-229" FOR DESIGN DATA AND GENERAL NOTES.

*IF DRILLED SHAFT IS CONSTRUCTED BEFORE INSTALLATION OF STORM SEWER PIPES, PROVIDE TEMP. SHORING BETWEEN STORM SEWER PIPES AND SIGN STRUCTURE FOUNDATION. IF DRILLED SHAFT IS CONSTRUCTED AFTER STORM SEWER INSTALLATION, UTILIZE TEMPORARY CASING TO A DEPTH OF 1' MIN. BELOW BOTTOM OF PIPE EXCAVATION. CONSTRUCT DRILLED SHAFT TO A DEPTH 2' BELOW BOTTOM OF TEMP. CASING. REMOVE TEMP. CASING AFTER CONSTRUCTION OF SHAFT.

## DESIGN DATA

DESIGN SIGN AREA = 754 SF
MAX SIGN DEPTH = 18'-0" (TYPE 1 SIGN)

## FOUNDATION DATA

STRUCTURE SUPPORTED ON CONCRETE FOOTINGS WITH TWO 3'-0" DIAMETER DRILLED SHAFTS PER FOOTING WITH DRILLED SHAFT LENGTHS OF 12'-0".

## ESTIMATED QUANTITIES

| BID ITEM # | BID ITEM | UNIT | TOTAL |
|---|---|---|---|
| 511.1200 | TEMPORARY SHORING S-70-230 | SF | 275 |
| 636.0100 | SIGN SUPPORTS CONCRETE MASONRY | CY | 23 |
| 636.1000 | SIGN SUPPORTS STEEL REINFORCEMENT HS | LB | 1,510 |
| 636.1500 | SIGN SUPPORTS STEEL COATED REINFORCEMENT HS | LB | 300 |
| 641.6600.801 | SIGN BRIDGE S-70-230 | LS | 1 |

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURES
S-70-229, S-70-230

DRAWN BY JDL | PLANS CK'D. MJA

PLAN AND ELEVATION S-70-230

SHEET 7 OF 8
611

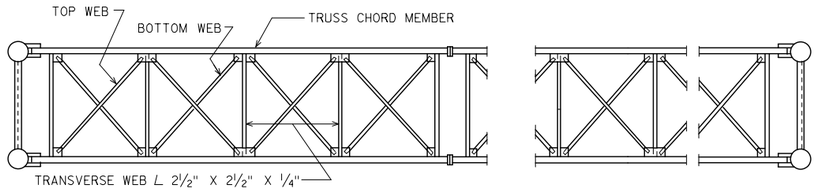
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I.D.

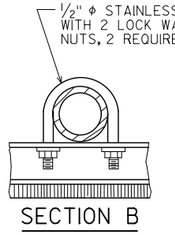
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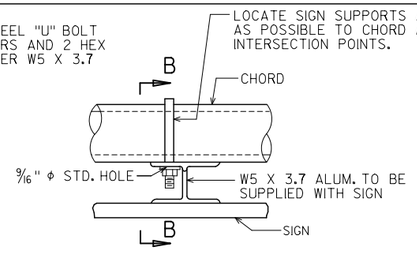
| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN

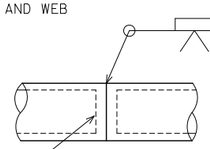



SECTION B

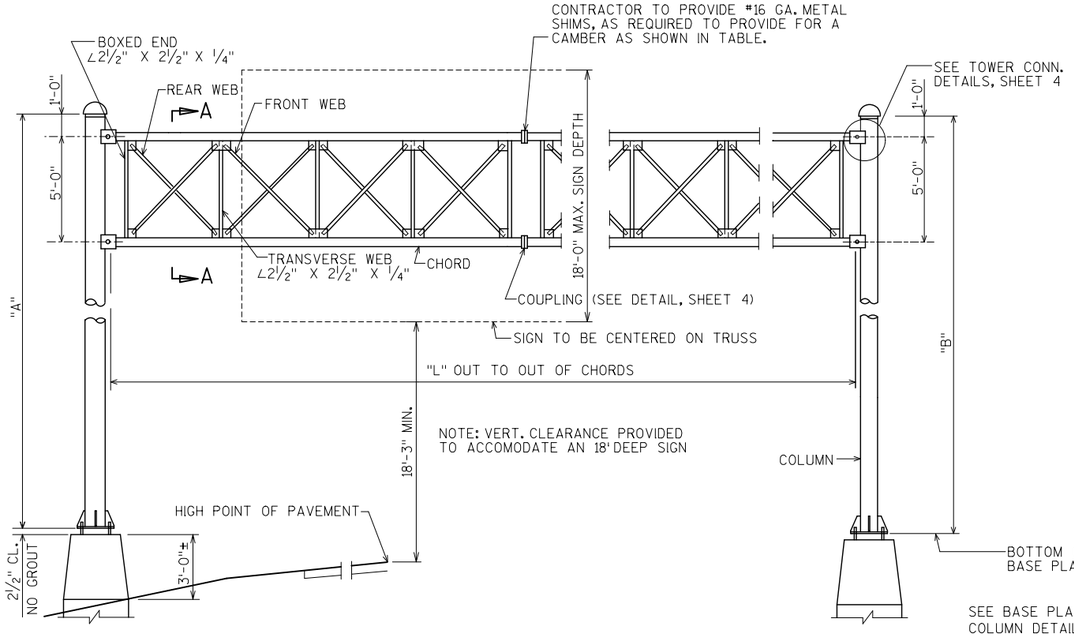



TYPICAL SIGN CONNECTION*

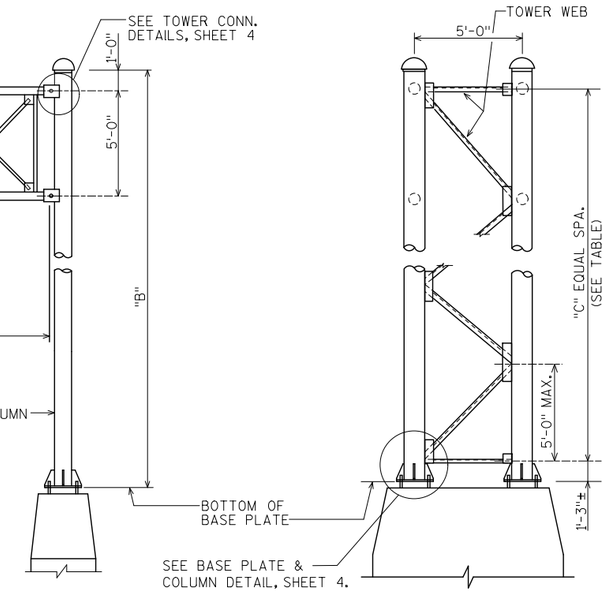
*THIS TYPICAL SIGN CONNECTION IS FOR SIGNS UP TO 16'-0" DEEP. FOR DEEPER SIGNS, THE SIGN CONNECTION MUST BE DESIGNED.



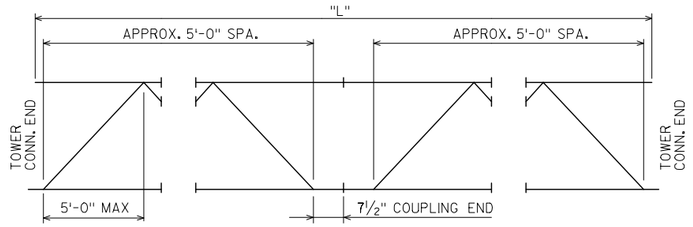

CHORD SPLICE




ELEVATION




END VIEW




TRUSS ARRANGEMENT

FABRICATOR MAY MAKE TRUSSES ANY LENGTH KEEPING A SECTION A MINIMUM OF 20'-0" & A MULTIPLE OF 5'-0". CHORD FIELD SPLICES SHALL BE MADE WITH COUPLINGS. CHORD SHOP SPLICE SHALL BE THE WELDED SPLICE SHOWN ABOVE.

## NOTES

DRAWINGS SHALL NOT BE SCALED.

STEEL COLUMN PIPE SHALL BE APISPEC. 5L GRADE X42 FY = 42,000 P.S.I.
ALL STEEL PIPE MEMBERS OF TRUSS SHALL BE APISPEC. 5L GRADE X42 FY = 42,000 P.S.I.
PLATES, BARS, STRUCTURAL ANGLES SHALL BE ASTM A709 GRADE 36 FY = 36,000 P.S.I.
ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

ALL BOLTED CONNECTIONS SHALL BE MADE WITH ¾" ϕ A325 BOLTS, GALVANIZED ASTM A153, CLASS C.

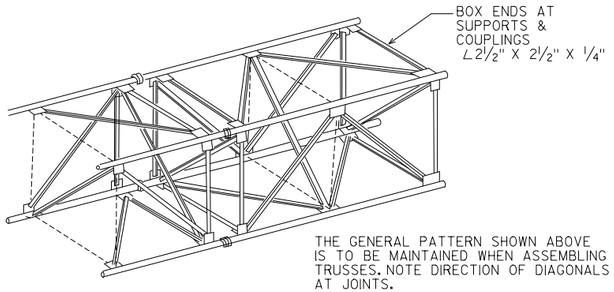
WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

STEEL ANCHOR BOLTS SHALL BE AASHTO M314-90 GRADE 55. FY = 55,000 P.S.I.

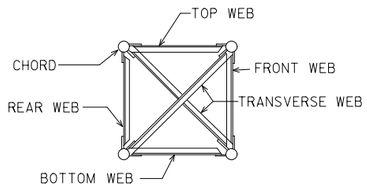
SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN C TO C OF CHORDS & SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED IN PLANS.

THE UPPER 12" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE AASHTO SPECIFICATION AS STATED IN SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

WELD TEST AS PER AWS D1.1.




TYPICAL TRUSS SECTION




SECTION A

TABLE

| STRUCTURE | A | B | C | CHORDS O.D. X THK. | TOP & BOTTOM WEB | FRONT & REAR WEB | COUPLING PLATE "D1" & "T" | BOLT CIRCLE DIA. "D2" | NO. OF BOLTS IN COUPLING | CAMBER | COLUMN O.D. X THK. | TOWER WEBS | "L" |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-70-229 | 26'-11¾" | 27'-0" | 5 | 4.5"X0.375" | L3"X3"X¼" | L3"X3"X¼" | 9.75"X1" | 7.25" | 6 | 1" | 10"X0.375" | L3"X3"X½" | 70'-7¼" |
| S-70-230 | 26'-10⅜" | 26'-5¾" | 5 | 4.5"X0.375" | L3"X3"X¼" | L3"X3"X¼" | 9.75"X1" | 7.25" | 6 | 1" | 10"X0.375" | L3"X3"X½" | 68'-11" |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURES
S-70-229, S-70-230

DRAWN BY JDL | PLANS CK'D. MJA

4-CHORD GALVANIZED STEEL SIGN BRIDGE

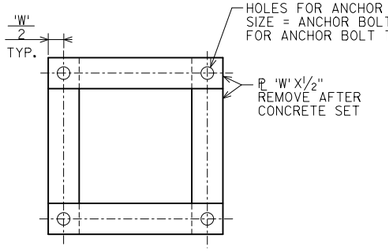
SHEET 3 OF 8
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DATE: 10/31/2014
I.D.

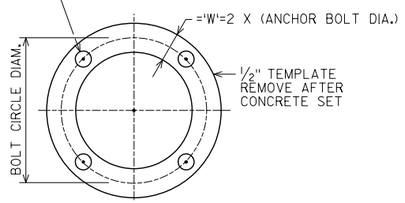
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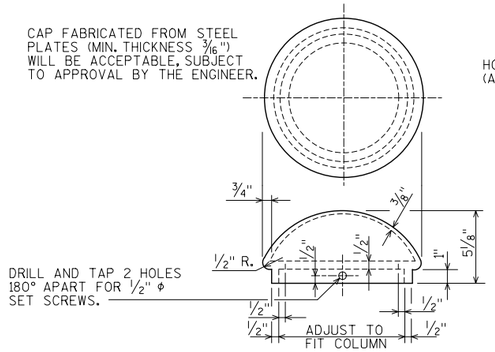
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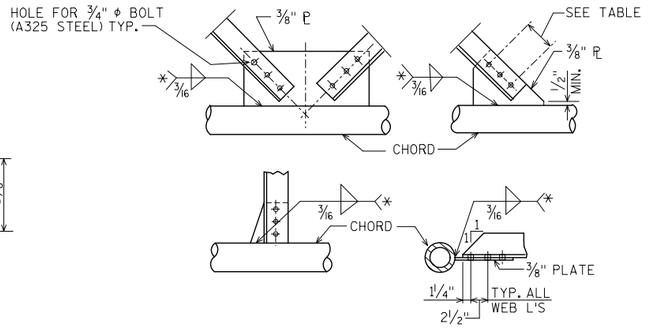

ALTERNATE
ANCHOR PLATE/TEMPLATE PLAN



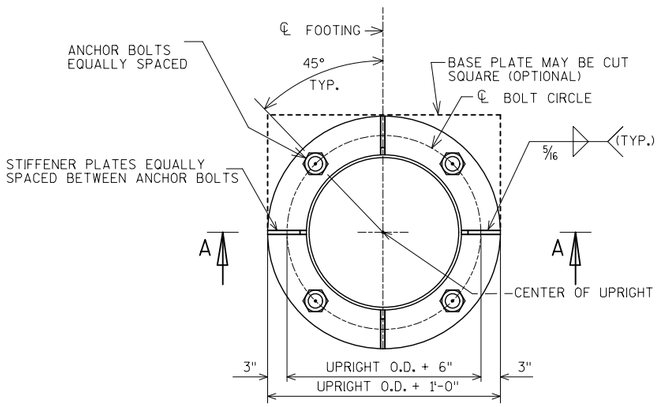

ANCHOR PLATE/TEMPLATE PLAN




TOWER CAP DETAIL




TYPICAL TRUSS CONNECTION DETAILS

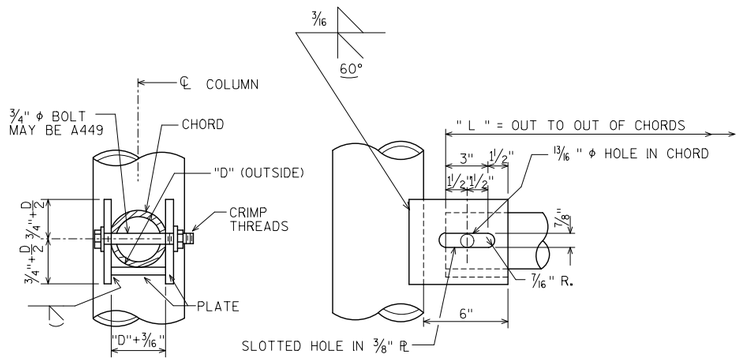



PLAN VIEW
(BASE PLATE)

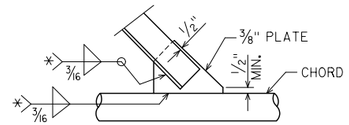



SECTION A-A

NOTE:
PRIOR TO INSTALLATION, ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP TEMPLATE. REMOVE TOP TEMPLATE (NOT SHOWN) AFTER CONCRETE SETS.



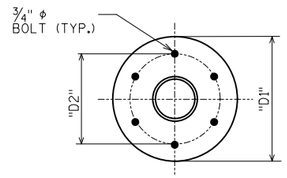

TOWER CONNECTION DETAIL

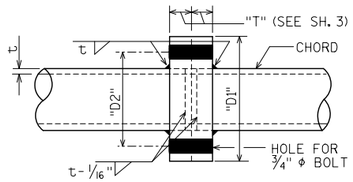



TYPICAL WELDED ALTERNATE

| *ANGLE | WELD LENGTH | NO. OF BOLTS |
|---|---|---|
| ● 2 1/2"X2 1/2"X1/4" | 11" | 3 |
| 3"X3"X3/16" | 10" | 3 |
| 3"X3"X1/4" | 13" | 4 |
| 3"X3"X5/16" | 16 1/2" | 5 |
| 3"X3"X3/8" | 19 1/2" | 6 |
| 3"X3"X1/2" | 26" | 8 |
| 4"X4"X1/4" | 18" | 5 |
| 4"X4"X5/16" | 22" | 6 |
| 4"X4"X3/8" | 26" | 8 |
| 4"X4"X7/16" | 30" | 9 |
| 4"X4"X1/2" | 34" | 10 |

● ONLY USED FOR BOXED END AND TRANSVERSE BRACING.




COUPLING DETAIL

BASE PLATE & UPRIGHT COLUMN DETAILS

| STRUCTURE | COLUMN O.D. X THK. | ANCHOR BOLTS | BASE PLATE THICKNESS (IN.) | STIFFENER PLATE THICKNESS (IN.) | STIFFENER PLATE HEIGHT (IN.) | $t_W$ (IN.) |
|---|---|---|---|---|---|---|
| S-70-229 & S-70-230 | 10"X0.375" | 4 - 1 1/2" ϕ | 2" | 1/2" | 12" | 3/8" |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURES
S-70-229, S-70-230

DRAWN BY JDL | PLANS CK'D. MJA

4-CHORD
SIGN BRIDGE DETAILS

SHEET 4 OF 8
613

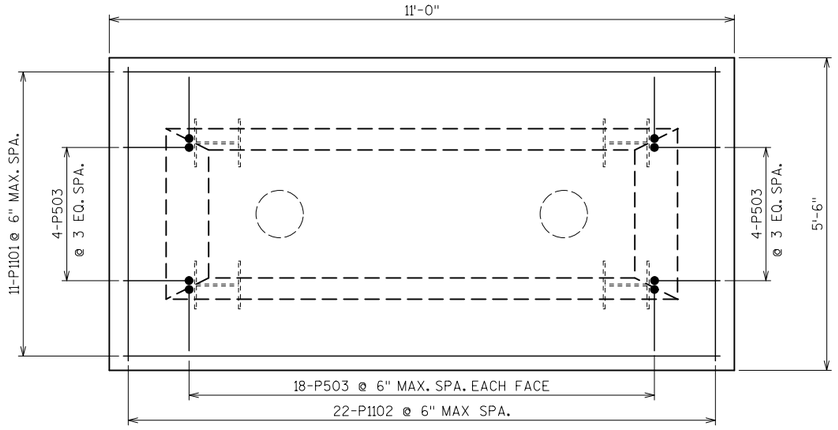
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I.D.

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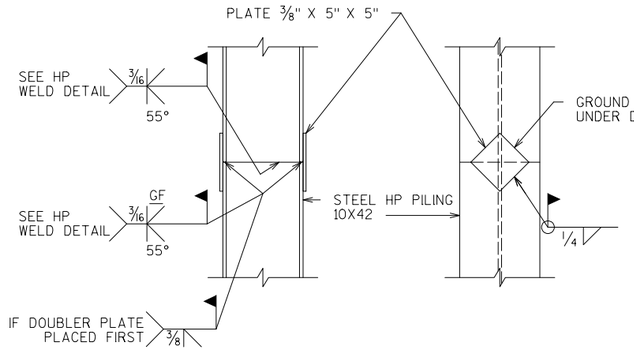
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8

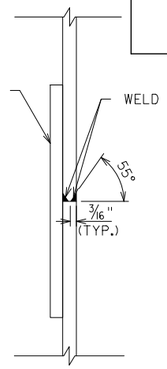
| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN




PILE SPLICE DETAIL




HP WELD DETAIL

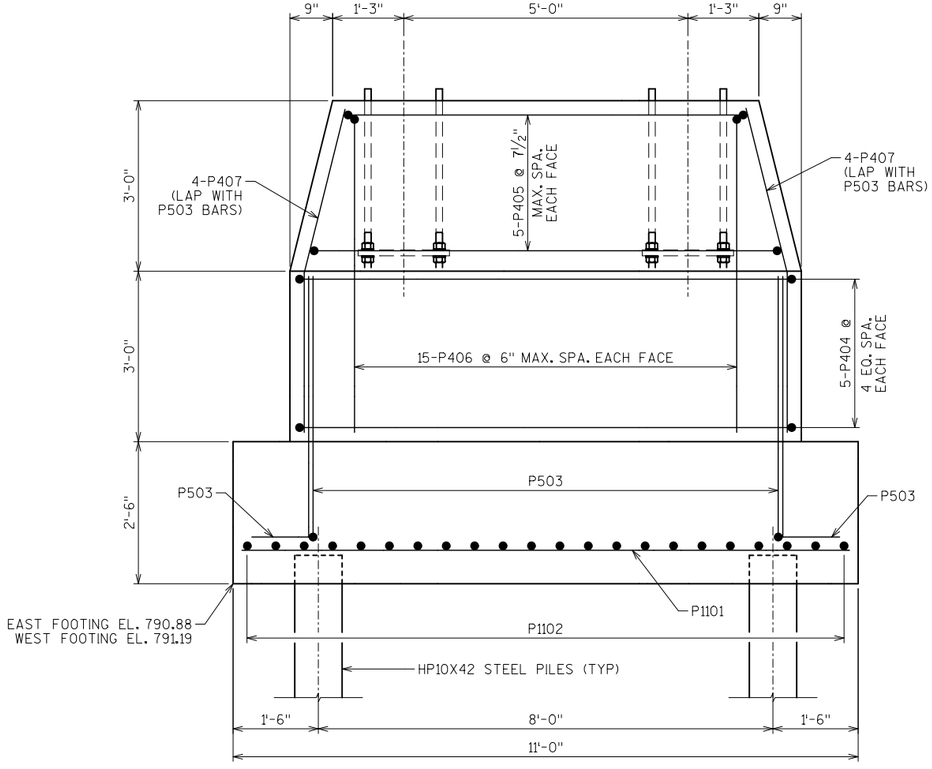
FLANGE SHOWN, WEB SIMILAR

## BILL OF BARS

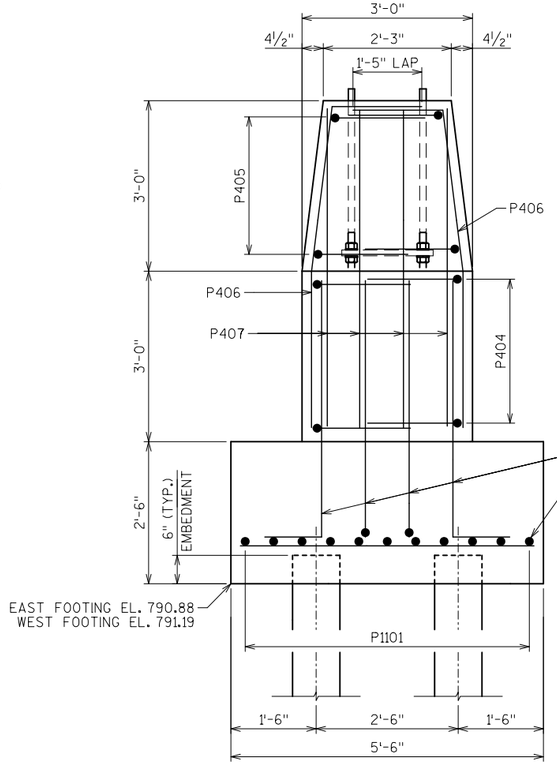
| BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | COATED | LOCATION |
|---|---|---|---|---|---|---|
| P1101 | 22 | 10'-6" | | | | FOOTING LONGITUDINAL |
| P1102 | 44 | 5'-0" | | | | FOOTING TRANSVERSE |
| P503 | 88 | 5'-5" | X | | X | FOOTING VERTICAL |
| P404 | 20 | 11'-8" | X | | X | FOOTING LONGITUDINAL |
| P405 | 20 | 10'-11" | X | X | X | FOOTING LONGITUDINAL |
| P406 | 60 | 7'-4" | X | | X | FOOTING VERTICAL |
| P407 | 16 | 5'-8" | X | | X | FOOTING VERTICAL |

TOTAL WEIGHT EPOXY COATED BARS = 1,160 LBS
TOTAL WEIGHT UNCOATED BARS = 1,950 LBS

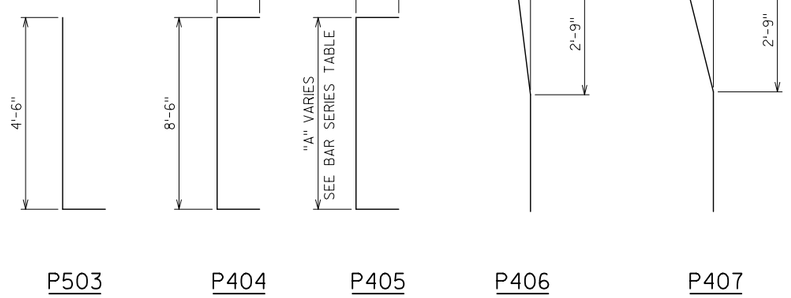
| BAR SERIES TABLE | | |
|---|---|---|
| MARK | NO REQ'D | "A" LENGTH |
| P405 | 4 SERIES OF 5 | 7'-0" TO 8'-6" |




ELEVATION




END VIEW




P503 P404 P405 P406 P407

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CL.

CONCRETE MASONRY.....F'C = 3,500 PSI

BAR STEEL REINFORCEMENT, GRADE 60.....FY = 60,000 PSI

ANCHOR BOLTS AASHTO M314.....FY = 55,000 PSI

## FOUNDATION DATA

SUPPORT ON PILING STEEL HP 10-INCH X 42 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 100 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH IS 64 FEET. A MINIMUM PILE TIP ELEVATION OF 728.00 IS REQUIRED.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURES
S-70-229, S-70-230

DRAWN BY JDL | PLANS CK'D. MJA

FOOTING TYPE P1

SHEET 5 OF 8
614

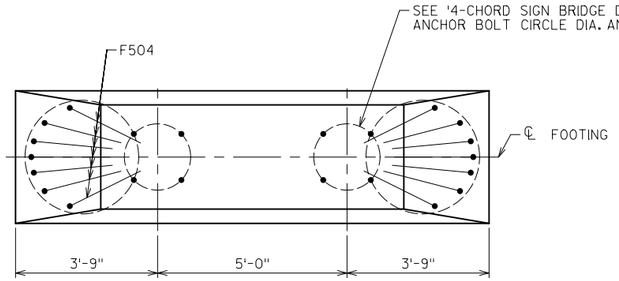
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I.D.

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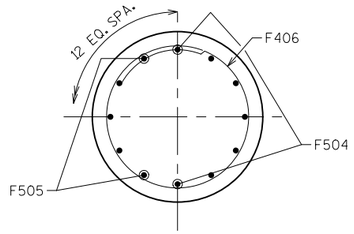
8

8

| STATE PROJECT NUMBER |
|---|
| 1517-75-78 |




PLAN




SECTION F-F

## BILL OF BARS

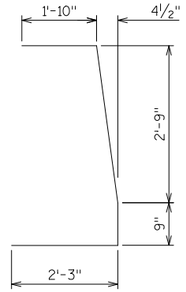
| BAR MARK | NO. REQ'D | LENGTH | BENT | BAR SERIES | COATED | LOCATION |
|---|---|---|---|---|---|---|
| F601 | 16 | 12'-0" | | | X | FOOTING LONGITUDINAL |
| F402 | 20 | 13'-11" | X | X | X | FOOTING LONGITUDINAL |
| F403 | 52 | 7'-5" | X | | X | FOOTING VERTICAL |
| F504 | 28 | 16'-2" | X | | X | DRILLED SHAFT VERTICAL |
| F505 | 20 | 14'-4" | | | X | DRILLED SHAFT VERTICAL |
| F406 | 48 | 9'-4" | X | | | DRILLED SHAFT HOOPS |

TOTAL WEIGHT EPOXY COATED BARS = 1,510 LBS
TOTAL WEIGHT UNCOATED BARS = 300 LBS

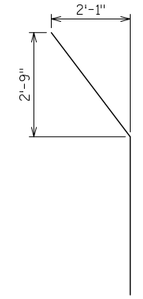
| BAR SERIES TABLE | | |
|---|---|---|
| MARK | NO REQ'D | "A" LENGTH |
| F402 | 4 SERIES OF 5 | 7'-7" TO 11'-6" |



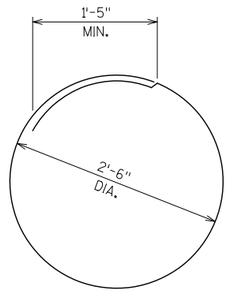

F402



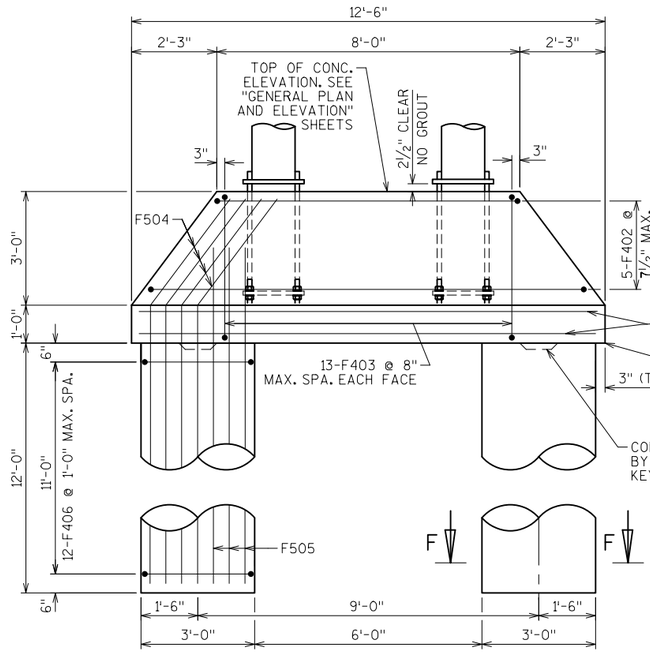

F403



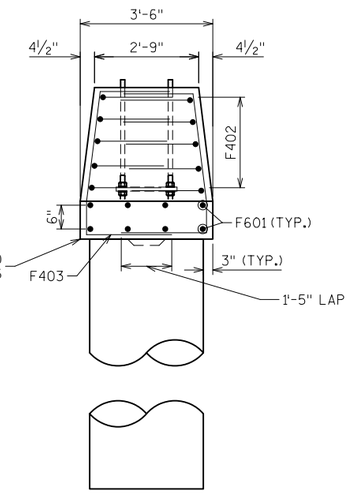

F504




F406




ELEVATION




END VIEW

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CL.

CONCRETE MASONRY.....F'C = 3,500 PSI

BAR STEEL REINFORCEMENT, GRADE 60.....FY = 60,000 PSI

ANCHOR BOLTS AASHTO M314.....FY = 55,000 PSI

## FOUNDATION DATA

STRUCTURE SUPPORTED ON CONCRETE FOOTINGS WITH TWO 3'-0" DIAMETER DRILLED SHAFTS PER FOOTING WITH DRILLED SHAFT LENGTHS OF 12'-0".

## DESIGN SOIL PARAMETERS

FRICTION ANGLE = 30°

UNIT WEIGHT SOIL = 135 PCF

ALLOWABLE END BEARING PRESSURE = 7200 PSF

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURES
S-70-229, S-70-230

DRAWN BY JDL | PLANS CK'D. MJA

FOOTING TYPE F1

SHEET 6 OF 8
615

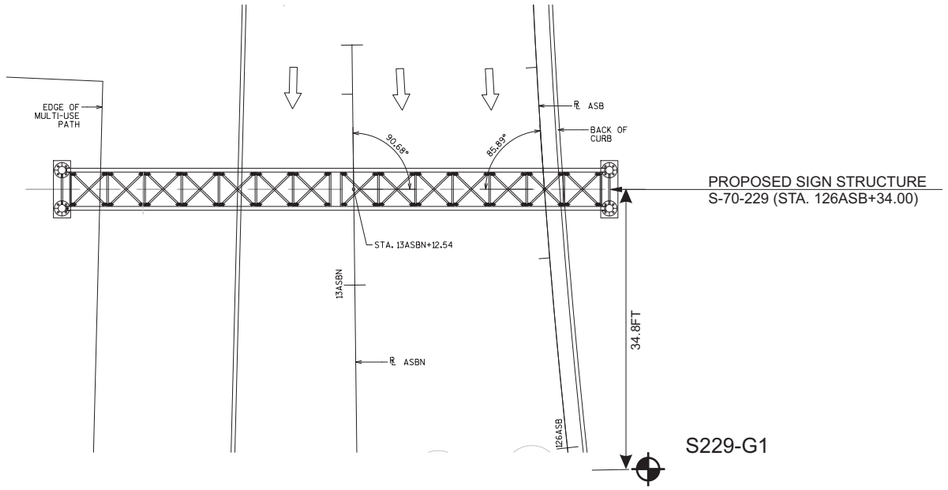
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DATE: 10/31/2014
I.D.

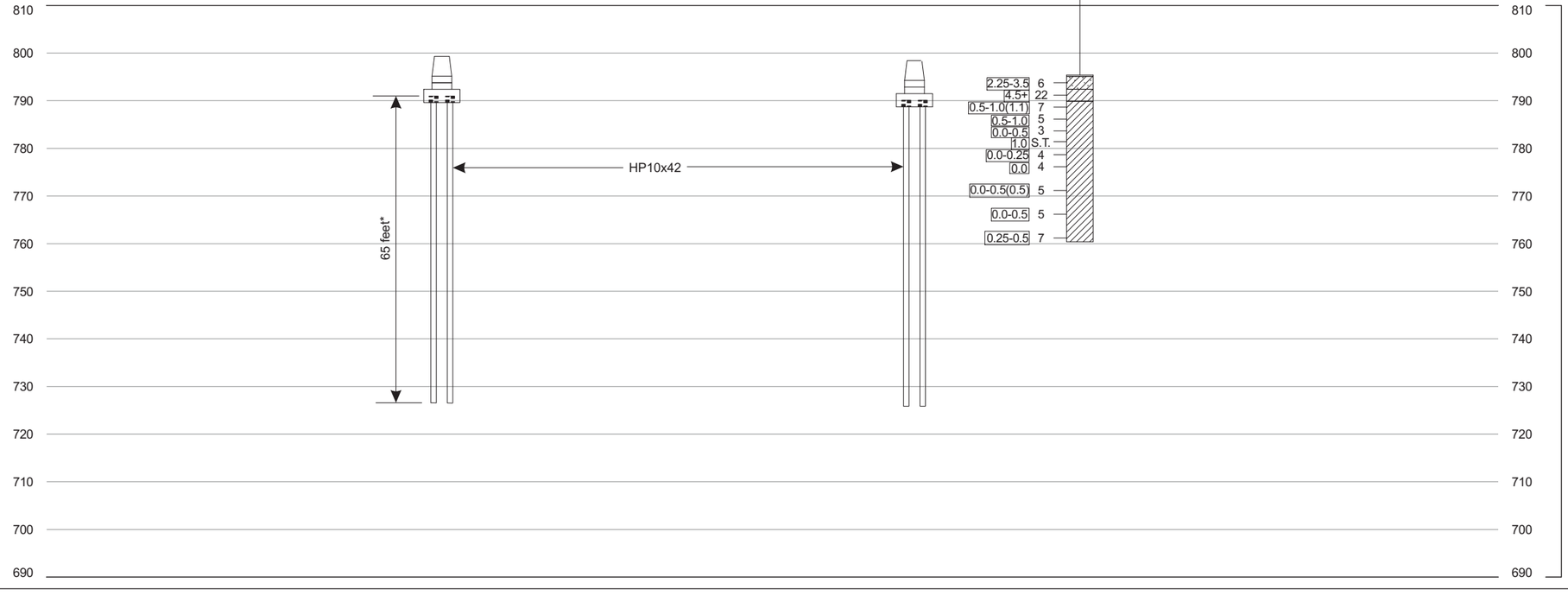
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8

WIS 441 Tri-County Project
Sign Structure S-70-229
70-Winnebago, WI




Note:
* Estimated pile length to attain required vertical capacity







STATE PROJECT NUMBER

1517-75-78

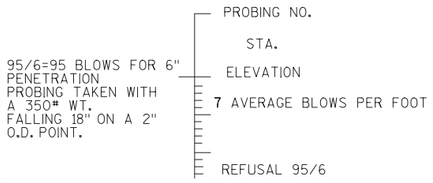
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

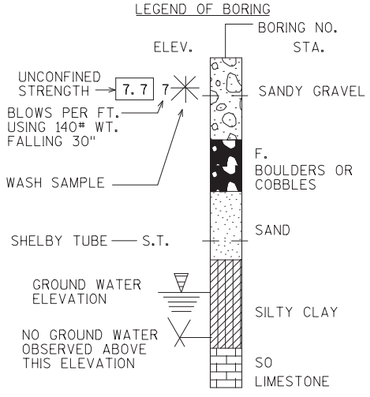
MATERIAL SYMBOLS

TOPSOIL SILT FAT CLAY
SAND PEAT DOLOMITE
GRAVEL CLAY FILL

LEGEND OF PROBING




LEGEND OF BORING




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-70-229

DRAWN BY RH | PLANS CK'D. NS

SUBSURFACE EXPLORATION

SHEET 7 OF 8

616

SCALE 1"=20'

8

8

WIS 441 Tri-County Project
Sign Structure S-70-230
70-Winnebago, WI

## NOTE:

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

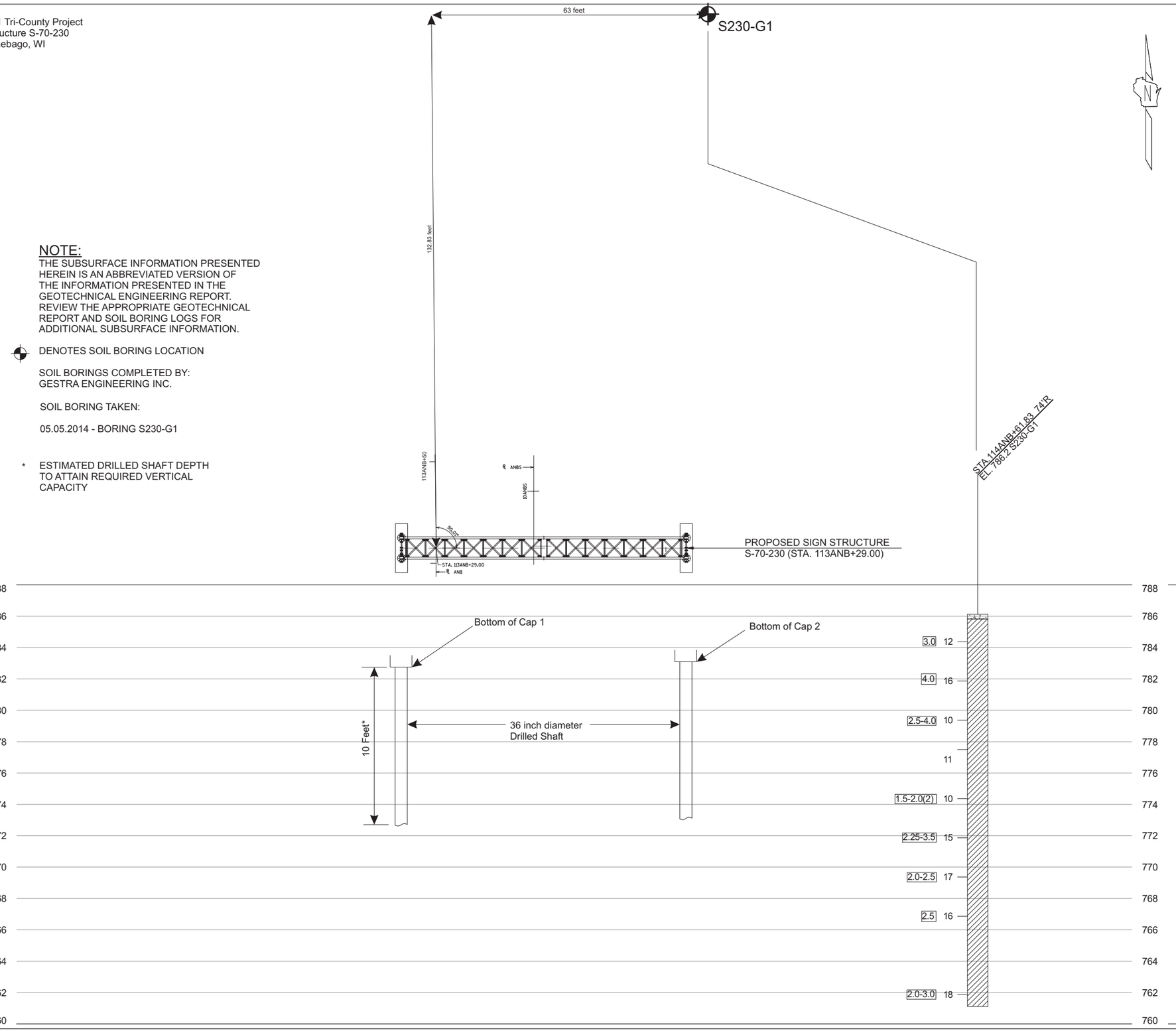
⊕ DENOTES SOIL BORING LOCATION

SOIL BORINGS COMPLETED BY:
GESTRA ENGINEERING INC.

SOIL BORING TAKEN:

05.05.2014 - BORING S230-G1

* ESTIMATED DRILLED SHAFT DEPTH TO ATTAIN REQUIRED VERTICAL CAPACITY




STATE PROJECT NUMBER

1517-75-78

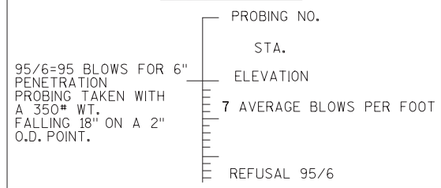
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

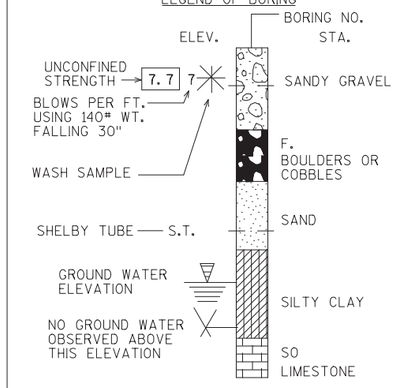
MATERIAL SYMBOLS

TOPSOIL, SILT, FAT CLAY, SAND, PEAT, DOLOMITE, GRAVEL, CLAY, FILL

LEGEND OF PROBING




LEGEND OF BORING




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-70-230

DRAWN BY RH | PLANS CK'D. NS

SUBSURFACE EXPLORATION

SHEET 8 OF 8

617

SCALE 1"=25'

8

8

## APPLETON ROAD NORTHBOUND (ANB)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 101+08 | 24.08 | 0.36 | 0 | 0 | 0.00 |
| 101+30 | 46.69 | 0.00 | 29 | 0 | 28.68 |
| 101+50 | 36.75 | 26.30 | 31 | 10 | 49.85 |
| 102+00 | 40.82 | 20.30 | 72 | 43 | 78.52 |
| 102+50 | 45.97 | 6.06 | 80 | 24 | 134.48 |
| 103+00 | 54.93 | 1.96 | 93 | 7 | 220.48 |
| 103+30 | 91.04 | 0.00 | 81 | 1 | 300.49 |
| 103+50 | 56.05 | 0.05 | 54 | 0 | 354.94 |
| 104+00 | 82.55 | 0.00 | 128 | 0 | 483.22 |
| 104+22.46 | 112.67 | 0.00 | 81 | 0 | 564.43 |
| 104+36 | 137.25 | 0.00 | 63 | 0 | 627.08 |
| 105+00 | 124.36 | 0.00 | 0 | 0 | 627.08 |
| 105+16.6 | 65.79 | 0.00 | 58 | 0 | 685.51 |
| 105+34 | 51.28 | 0.00 | 38 | 0 | 723.24 |
| 105+50 | 49.68 | 0.40 | 30 | 0 | 753.04 |
| 105+75 | 71.94 | 0.00 | 56 | 0 | 809.17 |
| 106+00 | 43.50 | 1.63 | 53 | 1 | 861.85 |
| 106+27.76 | 40.08 | 2.48 | 43 | 2 | 902.71 |
| 106+50 | 67.26 | 0.00 | 44 | 1 | 945.90 |
| 106+71.24 | 42.64 | 1.96 | 43 | 1 | 988.37 |
| 107+00 | 49.13 | 0.18 | 49 | 1 | 1,036.10 |
| 107+05 | 45.81 | 0.73 | 9 | 0 | 1,044.81 |
| 107+50 | 47.04 | 1.35 | 77 | 2 | 1,120.45 |
| 108+00 | 53.23 | 0.09 | 93 | 1 | 1,211.96 |
| 108+50 | 56.00 | 0.04 | 101 | 0 | 1,312.97 |
| 109+00 | 55.33 | 0.16 | 103 | 0 | 1,415.86 |
| 109+40 | 59.17 | 0.01 | 85 | 0 | 1,500.54 |
| 109+50 | 56.51 | 0.34 | 21 | 0 | 1,521.90 |
| 109+70.52 | 86.46 | 0.00 | 54 | 0 | 1,576.09 |
| 110+00 | 142.82 | 0.00 | 125 | 0 | 1,701.26 |
| 110+19.2 | 93.05 | 0.00 | 84 | 0 | 1,785.13 |
| 110+50 | 56.32 | 0.01 | 85 | 0 | 1,870.31 |
| 111+00 | 53.59 | 0.00 | 102 | 0 | 1,972.07 |
| 111+50 | 60.93 | 0.02 | 106 | 0 | 2,078.10 |
| 112+00 | 120.08 | 0.00 | 168 | 0 | 2,245.68 |
| 112+50 | 158.05 | 0.00 | 258 | 0 | 2,503.21 |
| 113+00 | 165.68 | 0.00 | 300 | 0 | 2,802.95 |
| 113+50 | 64.41 | 0.00 | 213 | 0 | 3,016.00 |
| 114+00 | 67.15 | 0.00 | 122 | 0 | 3,137.82 |
| 114+50 | 92.94 | 0.00 | 148 | 0 | 3,286.04 |
| 115+00 | 117.37 | 0.00 | 195 | 0 | 3,480.78 |
| 115+50 | 136.89 | 0.00 | 235 | 0 | 3,716.20 |

## APPLETON ROAD NORTHBOUND (ANB) CONT.

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 116+00 | 156.08 | 0.00 | 271 | 0 | 3,987.47 |
| 116+53.11 | 180.10 | 0.00 | 331 | 0 | 4,318.09 |
| 118+56.17 | 217.57 | 0.21 | 0 | 0 | 4,318.09 |
| 119+00 | 249.80 | 0.00 | 379 | 0 | 4,697.26 |
| 119+50 | 246.01 | 0.79 | 459 | 1 | 5,155.61 |
| 120+00 | 256.47 | 0.00 | 465 | 1 | 5,620.14 |
| 120+50 | 212.54 | 0.27 | 434 | 0 | 6,054.15 |
| 121+00 | 179.37 | 0.62 | 363 | 1 | 6,416.21 |
| 121+33.97 | 259.80 | 5.23 | 276 | 4 | 6,688.78 |
| 123+54 | 93.16 | 58.86 | 0 | 0 | 6,688.78 |
| 124+00 | 196.81 | 0.00 | 247 | 50 | 6,885.66 |
| 124+50 | 312.45 | 0.00 | 472 | 0 | 7,357.20 |
| 124+62.34 | 308.20 | 0.00 | 142 | 0 | 7,498.99 |
| 125+00 | 282.12 | 0.00 | 412 | 0 | 7,910.72 |
| 125+50 | 234.40 | 0.00 | 478 | 0 | 8,388.99 |
| 126+00 | 181.87 | 0.00 | 385 | 0 | 8,774.43 |
| 126+50 | 128.50 | 0.00 | 287 | 0 | 9,061.80 |
| 126+74.91 | 148.36 | 0.00 | 128 | 0 | 9,189.52 |
| 127+00 | 184.06 | 0.00 | 154 | 0 | 9,343.97 |
| 127+50 | 116.78 | 2.26 | 279 | 2 | 9,620.43 |
| 127+75 | 99.96 | 11.22 | 100 | 6 | 9,714.54 |
| 128+00 | 113.10 | 14.91 | 99 | 12 | 9,801.08 |
| 128+50 | 154.91 | 13.43 | 248 | 26 | 10,023.00 |
| 129+00 | 179.07 | 2.63 | 309 | 15 | 10,317.36 |
| 129+50 | 172.32 | 3.72 | 325 | 6 | 10,636.84 |
| 130+00 | 183.62 | 1.45 | 330 | 5 | 10,961.62 |
| 130+50 | 197.19 | 0.08 | 353 | 1 | 11,312.80 |
| 131+00 | 195.94 | 0.44 | 364 | 0 | 11,676.32 |
| 131+19.49 | 198.33 | 0.00 | 142 | 0 | 11,818.49 |
| 131+40.09 | 203.76 | 0.00 | 153 | 0 | 11,971.82 |
| 131+50 | 233.47 | 0.00 | 80 | 0 | 12,052.10 |
| 131+54 | 229.04 | 0.00 | 34 | 0 | 12,086.36 |
| 132+00 | 64.04 | 0.00 | 0 | 0 | 12,086.36 |
| 132+08.89 | 45.13 | 0.00 | 18 | 0 | 12,104.34 |
| 132+20 | 37.55 | 0.44 | 17 | 0 | 12,121.25 |
| 132+50 | 55.93 | 0.00 | 52 | 0 | 12,172.95 |
| 133+00 | 89.01 | 0.00 | 134 | 0 | 12,307.15 |
| 133+20 | 118.76 | 0.00 | 77 | 0 | 12,384.10 |
| 133+50 | 70.19 | 0.00 | 105 | 0 | 12,489.07 |
| 133+89.95 | 21.74 | 0.00 | 68 | 0 | 12,557.08 |



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

## APPLETON ROAD SOUTHBOUND (ASB)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 102+33 | 13.94 | 1.21 | 0 | 0 | 0.00 |
| 102+50 | 14.27 | 0.60 | 9 | 1 | 8.31 |
| 102+75 | 35.30 | 0.00 | 23 | 0 | 30.98 |
| 103+00 | 23.16 | 1.24 | 27 | 1 | 57.47 |
| 103+50 | 31.44 | 2.49 | 51 | 3 | 104.58 |
| 104+00 | 47.71 | 0.00 | 73 | 2 | 175.57 |
| 104+21.08 | 78.12 | 0.00 | 49 | 0 | 224.69 |
| 104+37 | 116.78 | 0.00 | 57 | 0 | 282.15 |
| 105+01 | 159.40 | 0.00 | 0 | 0 | 282.15 |
| 105+17 | 110.61 | 0.32 | 80 | 0 | 362.06 |
| 105+32 | 90.24 | 1.06 | 56 | 0 | 417.47 |
| 105+50 | 81.06 | 3.29 | 57 | 1 | 473.12 |
| 106+00 | 69.68 | 9.39 | 140 | 12 | 600.95 |
| 106+50 | 76.04 | 8.09 | 135 | 16 | 719.70 |
| 107+00 | 79.40 | 5.07 | 144 | 12 | 851.45 |
| 107+50 | 81.11 | 7.47 | 149 | 12 | 988.45 |
| 108+00 | 88.25 | 0.14 | 157 | 7 | 1,138.21 |
| 108+50 | 61.74 | 2.00 | 139 | 2 | 1,275.11 |
| 109+00 | 52.34 | 0.49 | 106 | 2 | 1,378.43 |
| 109+40 | 49.95 | 1.09 | 76 | 1 | 1,453.04 |
| 109+57.15 | 64.98 | 0.32 | 37 | 0 | 1,489.09 |
| 109+70.75 | 106.02 | 0.00 | 43 | 0 | 1,532.07 |
| 109+80 | 113.22 | 0.00 | 38 | 0 | 1,569.63 |
| 110+00 | 100.74 | 0.00 | 79 | 0 | 1,648.87 |
| 110+22 | 92.82 | 0.00 | 79 | 0 | 1,727.73 |
| 110+34.19 | 60.05 | 0.14 | 35 | 0 | 1,762.20 |
| 110+50 | 55.01 | 1.78 | 34 | 1 | 1,795.33 |
| 110+87 | 60.18 | 0.07 | 79 | 1 | 1,872.99 |
| 111+00 | 70.07 | 0.06 | 31 | 0 | 1,904.31 |
| 111+50 | 60.43 | 0.07 | 121 | 0 | 2,025.03 |
| 112+00 | 141.92 | 0.00 | 187 | 0 | 2,212.32 |
| 112+50 | 137.83 | 0.00 | 259 | 0 | 2,471.35 |
| 113+00 | 126.83 | 0.00 | 245 | 0 | 2,716.42 |
| 113+50 | 92.96 | 0.76 | 204 | 1 | 2,919.23 |
| 114+00 | 85.80 | 1.22 | 166 | 2 | 3,082.91 |
| 114+50 | 114.07 | 0.01 | 185 | 1 | 3,266.84 |
| 115+00 | 167.91 | 0.08 | 261 | 0 | 3,527.86 |
| 115+50 | 185.76 | 0.00 | 327 | 0 | 3,855.26 |
| 116+00 | 155.54 | 0.00 | 316 | 0 | 4,171.28 |
| 116+35 | 128.29 | 0.04 | 184 | 0 | 4,355.22 |
| 118+69 | 206.11 | 1.38 | 0 | 0 | 4,355.22 |
| 119+00 | 143.86 | 0.00 | 201 | 1 | 4,555.34 |

## APPLETON ROAD SOUTHBOUND (ASB) CONT.

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 119+50 | 147.50 | 0.00 | 270 | 0 | 4,825.12 |
| 120+00 | 170.91 | 0.00 | 295 | 0 | 5,119.95 |
| 120+50 | 128.45 | 0.26 | 277 | 0 | 5,396.91 |
| 121+00 | 87.05 | 2.26 | 200 | 2 | 5,594.11 |
| 121+48 | 86.74 | 9.21 | 154 | 10 | 5,738.40 |
| 123+51 | 193.05 | 0.00 | 0 | 0 | 5,738.40 |
| 124+00 | 183.91 | 0.00 | 342 | 0 | 6,080.46 |
| 124+50 | 176.18 | 0.00 | 333 | 0 | 6,413.88 |
| 125+00 | 161.29 | 0.00 | 312 | 0 | 6,726.36 |
| 125+50 | 141.12 | 0.00 | 280 | 0 | 7,006.36 |
| 126+00 | 122.86 | 0.00 | 244 | 0 | 7,250.79 |
| 126+50 | 95.04 | 0.00 | 202 | 0 | 7,452.55 |
| 126+67 | 144.42 | 1.16 | 75 | 0 | 7,527.57 |
| 126+85 | 162.70 | 0.00 | 102 | 0 | 7,629.56 |
| 127+00 | 159.39 | 0.00 | 89 | 0 | 7,719.03 |
| 127+15 | 141.17 | 0.00 | 83 | 0 | 7,802.52 |
| 127+50 | 115.09 | 0.98 | 166 | 1 | 7,967.98 |
| 128+00 | 133.27 | 0.00 | 230 | 1 | 8,197.03 |
| 128+10 | 147.33 | 0.25 | 52 | 0 | 8,248.95 |
| 128+21.43 | 163.16 | 0.25 | 66 | 0 | 8,314.58 |
| 128+30 | 161.52 | 0.67 | 52 | 0 | 8,365.94 |
| 128+36.99 | 157.22 | 0.39 | 41 | 0 | 8,407.03 |
| 128+50 | 155.52 | 0.05 | 75 | 0 | 8,482.30 |
| 129+00 | 128.98 | 0.00 | 263 | 0 | 8,745.68 |
| 129+50 | 111.52 | 0.00 | 223 | 0 | 8,968.36 |
| 130+00 | 115.49 | 0.00 | 210 | 0 | 9,178.56 |
| 130+30 | 122.46 | 0.00 | 132 | 0 | 9,310.75 |
| 130+50 | 112.29 | 0.00 | 87 | 0 | 9,397.69 |
| 131+00 | 113.76 | 0.00 | 209 | 0 | 9,607.00 |
| 131+38 | 125.76 | 0.00 | 169 | 0 | 9,775.55 |
| 131+50 | 184.74 | 0.00 | 69 | 0 | 9,844.55 |
| 131+53 | 181.48 | 0.00 | 20 | 0 | 9,864.90 |
| 132+00 | 29.59 | 0.01 | 0 | 0 | 9,864.90 |
| 132+22.62 | 35.27 | 0.00 | 27 | 0 | 9,892.07 |
| 132+48.82 | 22.71 | 0.01 | 28 | 0 | 9,920.19 |
| 133+00 | 13.05 | 0.00 | 34 | 0 | 9,954.07 |
| 133+50 | 8.00 | 0.02 | 19 | 0 | 9,973.55 |

## SOUTH ROUNDABOUT (ASRT)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 116+52 | 0.00 | 0.00 | 0 | 0 | 0.00 |
| 118+57 | 0.00 | 0.00 | 3,496 | 530 | 2,966.00 |

## NORTH ROUNDABOUT (ANRT)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 121+34 | 0.00 | 0.00 | 0 | 0 | 0.00 |
| 123+55 | 0.00 | 0.00 | 2,903 | 1,058 | 1,845.00 |



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

## SOUTHWEST BYPASS (ASBS)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 10+43.33 | 104.84 | 16.45 | 0 | 0 | 0.00 |
| 10+50 | 108.88 | 16.17 | 26 | 4 | 22.37 |
| 11+00 | 131.61 | 17.03 | 223 | 31 | 214.31 |
| 11+50 | 147.64 | 16.22 | 259 | 31 | 442.09 |
| 12+00 | 137.08 | 14.59 | 264 | 29 | 677.19 |
| 12+50 | 124.33 | 12.67 | 242 | 25 | 893.99 |
| 12+99.8 | 159.00 | 31.13 | 261 | 40 | 1,114.89 |

## NORTHEAST BYPASS (ANBN)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 10+24.78 | 38.78 | 115.44 | 0 | 0 | 0.00 |
| 10+50 | 49.36 | 26.21 | 41 | 66 | -25.00 |
| 10+75 | 66.28 | 19.20 | 54 | 21 | 7.51 |
| 11+00 | 94.50 | 11.03 | 74 | 14 | 67.95 |
| 11+25 | 118.81 | 3.44 | 99 | 7 | 160.01 |
| 11+50 | 154.13 | 1.13 | 126 | 2 | 284.26 |
| 11+75 | 174.01 | 9.72 | 152 | 5 | 431.16 |
| 12+00 | 199.61 | 13.50 | 173 | 11 | 593.38 |
| 12+25 | 262.90 | 19.08 | 214 | 15 | 792.42 |
| 12+37.58 | 280.53 | 21.08 | 127 | 9 | 909.63 |

## SOUTHEAST BYPASS (ANBS)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 10+00.02 | 110.39 | 0.00 | 0 | 0 | 0.00 |
| 10+50 | 43.15 | 6.12 | 142 | 6 | 136.45 |
| 11+00 | 112.03 | 0.03 | 144 | 6 | 274.43 |
| 11+50 | 183.66 | 0.00 | 274 | 0 | 548.18 |
| 12+00 | 221.20 | 0.00 | 375 | 0 | 923.05 |
| 12+50 | 197.56 | 0.02 | 388 | 0 | 1,310.76 |
| 13+00 | 103.45 | 0.00 | 279 | 0 | 1,589.45 |
| 13+40.98 | 83.99 | 5.81 | 142 | 4 | 1,727.28 |

## NORTHWEST BYPASS (ASBN)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 10+00.04 | 97.34 | 13.33 | 0 | 0 | 0.00 |
| 10+50 | 110.84 | 0.46 | 193 | 13 | 179.86 |
| 11+00 | 160.47 | 0.00 | 251 | 0 | 430.65 |
| 11+50 | 169.90 | 0.00 | 306 | 0 | 736.54 |
| 12+00 | 151.93 | 0.00 | 298 | 0 | 1,034.53 |
| 12+50 | 100.76 | 0.00 | 234 | 0 | 1,268.51 |
| 13+00 | 74.33 | 0.13 | 162 | 0 | 1,430.50 |
| 13+31.44 | 96.51 | 0.15 | 99 | 0 | 1,529.80 |



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

## SOUTHWEST INTERIM RAMP (TEMPASW)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1275+52.27 | 86.42 | 5.73 | 0 | 0 | 0.00 |
| 1276+00 | 84.00 | 24.90 | 151 | 27 | 123.56 |
| 1276+50 | 89.97 | 28.62 | 161 | 50 | 235.08 |
| 1277+00 | 95.93 | 48.51 | 172 | 71 | 335.79 |
| 1277+50 | 105.79 | 60.84 | 187 | 101 | 421.31 |
| 1278+00 | 117.21 | 55.22 | 206 | 107 | 520.33 |
| 1278+50 | 127.12 | 38.67 | 226 | 87 | 659.63 |

## SOUTHWEST RAMP (ASW)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1278+50 | 107.15 | 35.89 | 0 | 0 | 0.00 |
| 1278+75 | 97.40 | 70.82 | 95 | 49 | 45.30 |
| 1279+00 | 101.81 | 81.02 | 92 | 70 | 67.24 |
| 1279+25 | 99.95 | 89.97 | 93 | 79 | 81.49 |
| 1279+50 | 101.17 | 87.26 | 93 | 82 | 92.55 |
| 1279+75 | 106.78 | 65.36 | 96 | 71 | 118.16 |
| 1280+00 | 117.00 | 48.34 | 104 | 53 | 169.12 |
| 1280+25 | 125.06 | 31.59 | 112 | 37 | 244.18 |
| 1280+50 | 138.02 | 20.37 | 122 | 24 | 341.92 |
| 1280+75 | 147.33 | 11.69 | 132 | 15 | 459.19 |
| 1281+00 | 151.14 | 10.87 | 138 | 10 | 586.93 |
| 1281+50 | 147.59 | 13.43 | 277 | 22 | 841.04 |
| 1282+00 | 148.59 | 24.30 | 274 | 35 | 1,080.35 |
| 1282+50 | 144.53 | 22.08 | 271 | 43 | 1,308.81 |
| 1283+00 | 149.06 | 10.07 | 272 | 30 | 1,550.88 |
| 1283+50 | 165.42 | 4.34 | 291 | 13 | 1,828.72 |
| 1284+00 | 201.20 | 0.13 | 339 | 4 | 2,164.03 |
| 1284+50 | 264.43 | 0.00 | 431 | 0 | 2,595.04 |
| 1284+75 | 278.09 | 0.00 | 251 | 0 | 2,846.21 |
| 1285+00 | 262.70 | 15.77 | 250 | 7 | 3,089.27 |
| 1285+25 | 282.21 | 11.23 | 252 | 13 | 3,329.05 |
| 1285+50 | 287.53 | 14.37 | 264 | 12 | 3,580.96 |
| 1285+74.77 | 281.58 | 17.17 | 261 | 14 | 3,827.57 |
| 1286+00 | 169.14 | 0.00 | 211 | 8 | 4,030.12 |
| 1286+25 | 171.02 | 0.00 | 157 | 0 | 4,187.60 |
| 1286+50 | 163.86 | 1.49 | 155 | 1 | 4,341.95 |
| 1286+67.72 | 175.26 | 9.79 | 111 | 4 | 4,449.51 |
| 1286+75 | 178.94 | 12.14 | 48 | 3 | 4,494.32 |
| 1287+00 | 188.96 | 13.72 | 170 | 12 | 4,652.68 |
| 1287+25 | 198.69 | 7.20 | 179 | 10 | 4,822.45 |
| 1287+50 | 208.91 | 4.18 | 189 | 5 | 5,005.89 |
| 1287+75 | 46.48 | 6.77 | 118 | 5 | 5,119.06 |
| 1287+90 | 30.12 | 11.65 | 21 | 5 | 5,135.22 |

## SOUTHEAST RAMP (ASE)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1290+50 | 256.89 | 0.00 | 0 | 0 | 0.00 |
| 1291+00 | 258.07 | 0.00 | 477 | 0 | 476.81 |
| 1291+50 | 225.78 | 4.87 | 448 | 5 | 920.31 |
| 1292+00 | 258.33 | 4.83 | 448 | 9 | 1,359.57 |
| 1292+50 | 284.33 | 2.48 | 502 | 7 | 1,855.27 |
| 1293+00 | 304.82 | 0.31 | 546 | 3 | 2,398.20 |
| 1293+17.44 | 304.78 | 0.00 | 197 | 0 | 2,594.93 |
| 1293+50 | 320.30 | 0.00 | 377 | 0 | 2,971.88 |
| 1294+00 | 338.20 | 0.00 | 610 | 0 | 3,581.61 |
| 1294+50 | 331.01 | 0.70 | 620 | 1 | 4,200.60 |
| 1295+00 | 325.19 | 8.62 | 608 | 9 | 4,799.57 |
| 1295+50 | 330.58 | 15.26 | 607 | 22 | 5,384.66 |
| 1296+00 | 294.54 | 27.98 | 579 | 40 | 5,923.44 |
| 1296+50 | 248.46 | 34.30 | 503 | 58 | 6,368.55 |
| 1297+00 | 228.04 | 40.04 | 441 | 69 | 6,740.93 |
| 1297+50 | 185.67 | 50.58 | 383 | 84 | 7,040.09 |
| 1298+00 | 155.34 | 56.35 | 316 | 99 | 7,256.84 |
| 1298+50 | 120.72 | 66.55 | 256 | 114 | 7,398.66 |
| 1299+00 | 127.43 | 74.68 | 230 | 131 | 7,497.65 |
| 1299+50 | 111.62 | 88.40 | 221 | 151 | 7,567.98 |

## SOUTHEAST INTERIM RAMP (TEMPASE)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1299+50 | 111.62 | 88.40 | 0 | 0 | 0.00 |
| 1300+00 | 92.53 | 97.41 | 189 | 172 | 16.98 |
| 1300+50 | 88.25 | 81.30 | 167 | 165 | 18.90 |
| 1301+00 | 102.23 | 50.81 | 176 | 122 | 72.94 |
| 1301+45.38 | 95.40 | 29.91 | 166 | 68 | 171.19 |
| 1301+50 | 95.70 | 29.74 | 16 | 5 | 182.43 |
| 1302+00 | 96.53 | 22.50 | 178 | 48 | 312.06 |
| 1302+50 | 89.81 | 25.38 | 173 | 44 | 440.26 |
| 1303+00 | 77.17 | 37.07 | 155 | 58 | 537.04 |
| 1303+25 | 57.15 | 0.22 | 62 | 17 | 581.96 |

## NORTHEAST RAMP (ANE)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1290+50 | 0.92 | 96.76 | 0 | 0 | 0.00 |
| 1290+75 | 4.08 | 59.00 | 2 | 72 | -69.80 |
| 1291+00 | 90.11 | 34.75 | 44 | 43 | -69.59 |
| 1291+25 | 133.89 | 21.13 | 104 | 26 | 8.24 |
| 1291+50 | 183.51 | 22.20 | 147 | 20 | 135.12 |
| 1291+70 | 222.20 | 23.94 | 150 | 17 | 268.30 |
| 1292+00 | 261.29 | 8.40 | 269 | 18 | 518.94 |
| 1292+25 | 269.89 | 0.07 | 246 | 4 | 760.94 |
| 1292+50 | 563.42 | 22.19 | 386 | 10 | 1,136.42 |
| 1292+75 | 569.12 | 23.60 | 524 | 21 | 1,639.55 |
| 1293+00 | 562.26 | 22.10 | 524 | 21 | 2,142.18 |
| 1293+25 | 569.92 | 18.98 | 524 | 19 | 2,647.32 |
| 1293+50 | 540.82 | 0.00 | 514 | 9 | 3,152.76 |
| 1294+00 | 496.75 | 0.00 | 961 | 0 | 4,113.47 |
| 1294+50 | 450.73 | 0.00 | 877 | 0 | 4,990.77 |
| 1295+00 | 439.00 | 0.44 | 824 | 0 | 5,814.19 |
| 1295+50 | 363.86 | 0.07 | 743 | 0 | 6,557.12 |
| 1296+00 | 345.69 | 0.42 | 657 | 0 | 7,213.67 |
| 1296+50 | 302.78 | 0.47 | 600 | 1 | 7,813.29 |
| 1297+00 | 277.19 | 1.40 | 537 | 2 | 8,348.57 |
| 1297+50 | 259.31 | 11.25 | 497 | 12 | 8,833.61 |
| 1298+00 | 249.06 | 23.67 | 471 | 32 | 9,272.00 |
| 1298+50 | 136.29 | 55.58 | 357 | 73 | 9,555.43 |
| 1299+00 | 205.99 | 46.27 | 317 | 94 | 9,778.04 |
| 1299+50 | 200.61 | 50.93 | 376 | 90 | 10,063.95 |

## NORTHEAST INTERIM RAMP (TEMPANE)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1299+50 | 200.61 | 0.00 | 0 | 0 | 0.00 |
| 1300+00 | 167.49 | 47.83 | 341 | 44 | 296.54 |
| 1300+50 | 123.93 | 52.88 | 270 | 93 | 473.12 |
| 1301+00 | 158.29 | 32.16 | 261 | 79 | 655.70 |
| 1301+50 | 177.06 | 37.13 | 311 | 64 | 902.04 |
| 1302+00 | 160.14 | 39.42 | 312 | 71 | 1,143.38 |
| 1302+50 | 124.71 | 40.93 | 264 | 74 | 1,332.73 |
| 1303+00 | 114.42 | 50.34 | 221 | 85 | 1,469.63 |
| 1303+50 | 97.90 | 42.94 | 197 | 86 | 1,579.86 |
| 1304+00 | 73.32 | 45.34 | 159 | 82 | 1,656.66 |
| 1304+43.6 | 54.97 | 44.61 | 104 | 73 | 1,687.62 |



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

## NORTHWEST INTERIM RAMP (TEMPANW)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1279+00.33 | 55.15 | 5.10 | 0 | 0 | 0.00 |
| 1279+50 | 61.03 | 6.22 | 107 | 10 | 96.45 |
| 1280+00 | 54.64 | 11.69 | 107 | 17 | 186.97 |
| 1280+50 | 45.69 | 27.33 | 93 | 36 | 243.74 |
| 1281+00 | 47.75 | 32.17 | 87 | 55 | 275.17 |
| 1281+50 | 59.20 | 19.58 | 99 | 48 | 326.28 |
| 1282+00 | 64.87 | 26.14 | 115 | 42 | 398.82 |
| 1282+50.1 | 73.49 | 30.60 | 128 | 53 | 474.55 |

## NORTHWEST RAMP (ANW)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 1282+50.1 | 73.49 | 30.60 | 0 | 0 | 0.00 |
| 1283+00 | 96.45 | 30.07 | 157 | 56 | 100.97 |
| 1283+50 | 133.47 | 16.97 | 213 | 44 | 270.31 |
| 1284+00 | 177.06 | 12.55 | 288 | 27 | 530.50 |
| 1284+50 | 210.21 | 4.64 | 359 | 16 | 873.16 |
| 1285+00 | 226.00 | 4.34 | 404 | 8 | 1,268.76 |
| 1285+50 | 265.41 | 5.74 | 455 | 9 | 1,714.44 |
| 1286+00 | 348.79 | 2.65 | 569 | 8 | 2,275.37 |
| 1286+50 | 778.42 | 3.03 | 1,044 | 5 | 3,313.83 |
| 1287+00 | 849.72 | 15.17 | 1,508 | 17 | 4,804.52 |
| 1287+50 | 998.47 | 40.27 | 1,711 | 51 | 6,464.48 |
| 1288+00 | 928.56 | 73.35 | 1,784 | 105 | 8,143.56 |

## TUCKAWAY LN. (T)

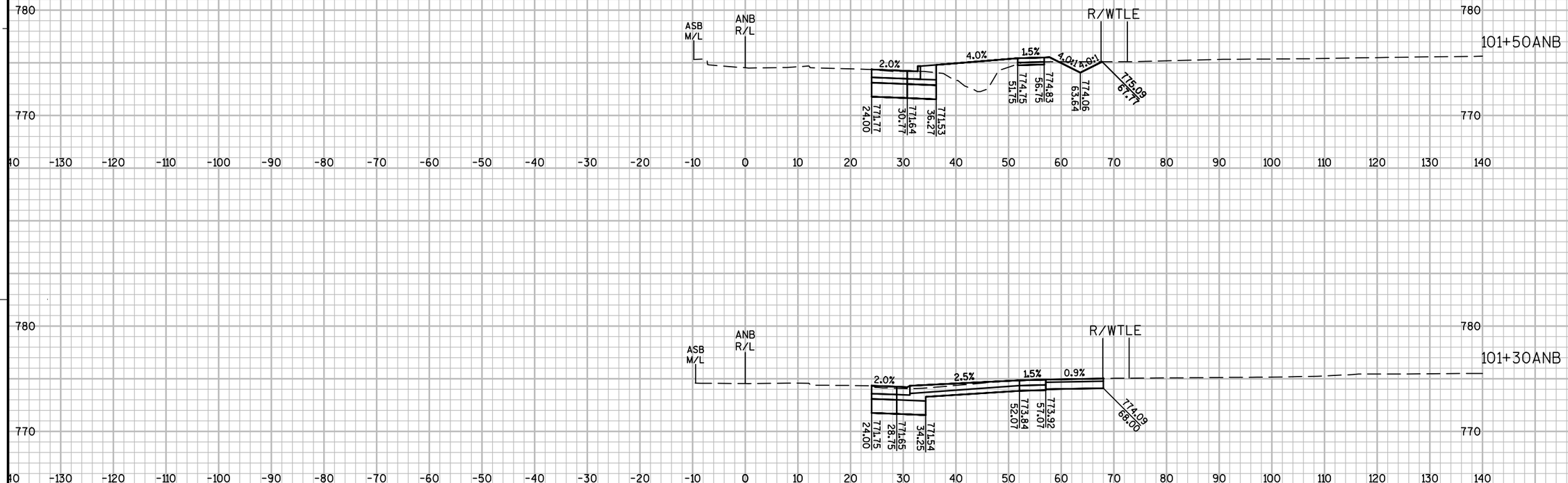
| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 05+62.12 | 135.42 | 0.06 | 0 | 0 | 0.00 |
| 05+80 | 110.60 | 0.00 | 81 | 0 | 81.45 |
| 06+00 | 112.19 | 0.00 | 83 | 0 | 163.96 |
| 06+20 | 111.43 | 0.00 | 83 | 0 | 246.78 |
| 06+22 | 110.52 | 0.00 | 8 | 0 | 255.00 |

## STH 441 MAINLINE MEDIAN (EB)

| STATION | AREA (SF) | | Incremental Vol (CY) | | Mass Ordinate |
|---|---|---|---|---|---|
| | Cut | Fill | Cut | Fill | |
| 275+48 | 0.00 | 0.00 | 0 | 0 | 0.00 |
| 276+00 | 22.34 | 0.00 | 22 | 0 | 21.51 |
| 276+50 | 22.26 | 0.00 | 41 | 0 | 62.80 |
| 277+00 | 27.79 | 0.00 | 46 | 0 | 109.14 |
| 277+50 | 55.05 | 0.00 | 77 | 0 | 185.85 |
| 278+00 | 54.31 | 0.00 | 101 | 0 | 287.11 |
| 278+50 | 64.90 | 0.00 | 110 | 0 | 397.50 |
| 279+00 | 64.77 | 0.00 | 120 | 0 | 517.57 |
| 279+50 | 68.43 | 0.00 | 123 | 0 | 640.90 |
| 280+00 | 73.09 | 0.00 | 131 | 0 | 771.93 |
| 280+50 | 77.47 | 0.00 | 139 | 0 | 911.34 |
| 281+00 | 79.63 | 0.00 | 145 | 0 | 1,056.80 |
| 281+50 | 86.69 | 0.00 | 154 | 0 | 1,210.80 |
| 282+00 | 90.63 | 0.02 | 164 | 0 | 1,374.96 |
| 282+50 | 88.17 | 2.26 | 166 | 2 | 1,538.41 |
| 283+00 | 80.43 | 3.47 | 156 | 5 | 1,689.22 |
| 283+50 | 80.04 | 2.42 | 149 | 5 | 1,832.34 |
| 284+00 | 78.43 | 1.87 | 147 | 4 | 1,975.10 |
| 284+50 | 99.13 | 0.36 | 164 | 2 | 2,137.45 |
| 285+00 | 111.38 | 0.00 | 195 | 0 | 2,332.04 |
| 285+50 | 110.19 | 0.00 | 205 | 0 | 2,537.20 |
| 286+00 | 101.80 | 0.00 | 196 | 0 | 2,733.49 |
| 286+50 | 103.56 | 0.00 | 190 | 0 | 2,923.63 |
| 287+00 | 105.45 | 0.00 | 194 | 0 | 3,117.16 |
| 287+50 | 93.95 | 0.00 | 185 | 0 | 3,301.79 |
| 288+00 | 118.55 | 0.00 | 197 | 0 | 3,498.55 |
| 290+50 | 125.86 | 0.00 | 0 | 0 | 3,498.55 |
| 291+00 | 125.70 | 0.00 | 233 | 0 | 3,731.47 |
| 291+50 | 111.78 | 0.00 | 220 | 0 | 3,951.37 |
| 292+00 | 107.92 | 0.00 | 203 | 0 | 4,154.80 |
| 292+50 | 106.67 | 0.00 | 199 | 0 | 4,353.50 |
| 293+00 | 103.91 | 0.00 | 195 | 0 | 4,548.48 |
| 293+50 | 103.28 | 0.33 | 192 | 0 | 4,740.02 |
| 294+00 | 88.62 | 4.27 | 178 | 4 | 4,913.45 |
| 294+50 | 81.70 | 8.98 | 158 | 12 | 5,058.89 |
| 295+00 | 73.89 | 13.37 | 144 | 21 | 5,182.27 |
| 295+50 | 76.42 | 14.59 | 139 | 26 | 5,295.56 |
| 296+00 | 70.84 | 17.43 | 136 | 30 | 5,402.26 |
| 296+50 | 69.56 | 11.31 | 130 | 27 | 5,505.65 |
| 297+00 | 68.24 | 5.96 | 128 | 16 | 5,617.25 |
| 297+50 | 74.88 | 0.71 | 133 | 6 | 5,743.59 |
| 298+00 | 73.50 | 0.11 | 137 | 1 | 5,880.23 |
| 298+50 | 77.29 | 0.00 | 140 | 0 | 6,019.74 |
| 299+00 | 68.44 | 0.00 | 135 | 0 | 6,154.67 |
| 299+50 | 64.70 | 0.00 | 123 | 0 | 6,277.95 |
| 300+00 | 60.49 | 0.00 | 116 | 0 | 6,393.87 |
| 300+50 | 56.36 | 0.00 | 108 | 0 | 6,502.07 |
| 301+00 | 31.06 | 0.00 | 81 | 0 | 6,583.01 |
| 301+50 | 28.97 | 0.00 | 56 | 0 | 6,638.60 |
| 302+00 | 27.37 | 0.00 | 52 | 0 | 6,690.77 |
| 302+50 | 23.33 | 0.00 | 47 | 0 | 6,737.71 |
| 302+61.13 | 22.76 | 0.00 | 10 | 0 | 6,747.21 |

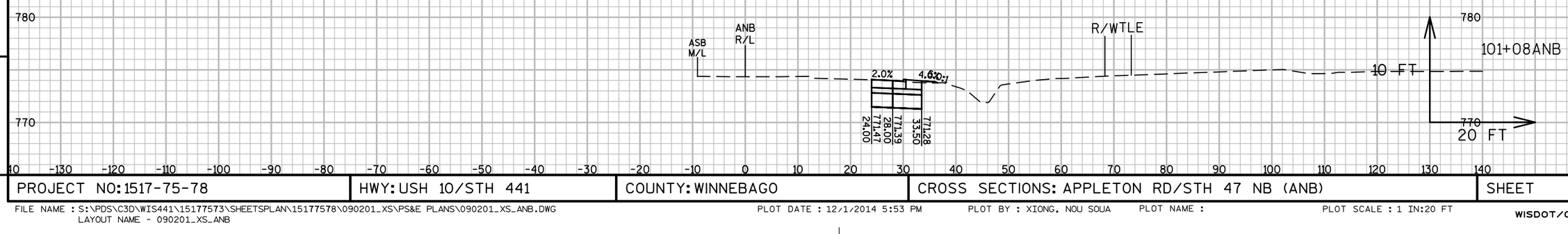


FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1










9

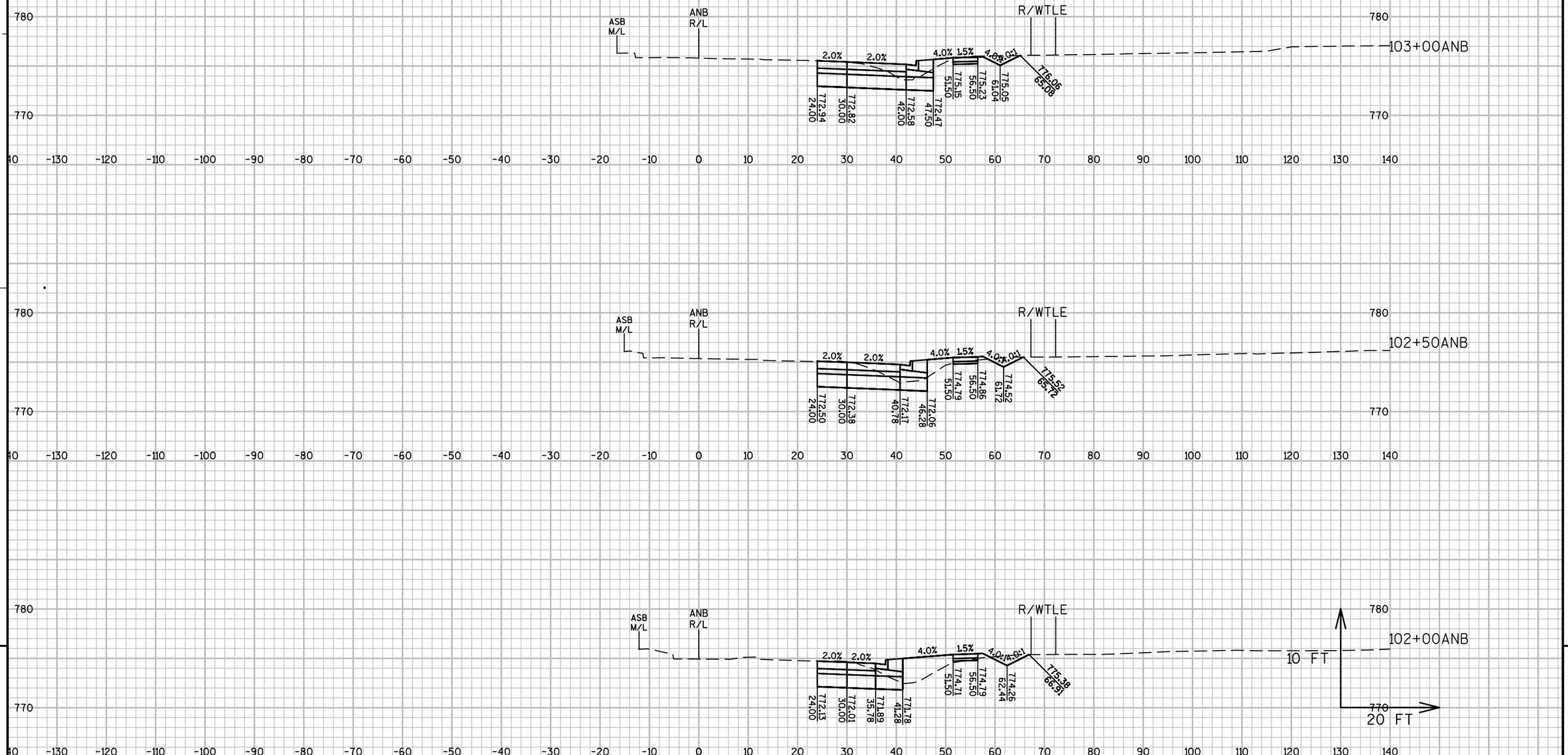
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 623 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090201_XS_ANB

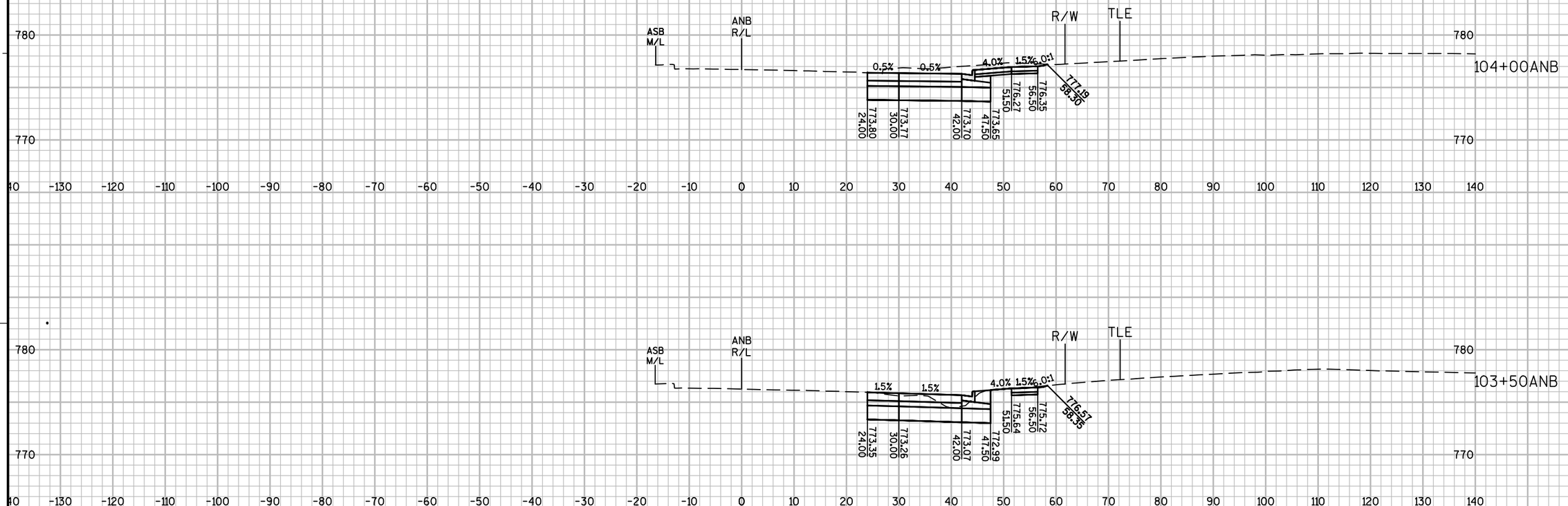
PLOT DATE : 12/1/2014 5:53 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



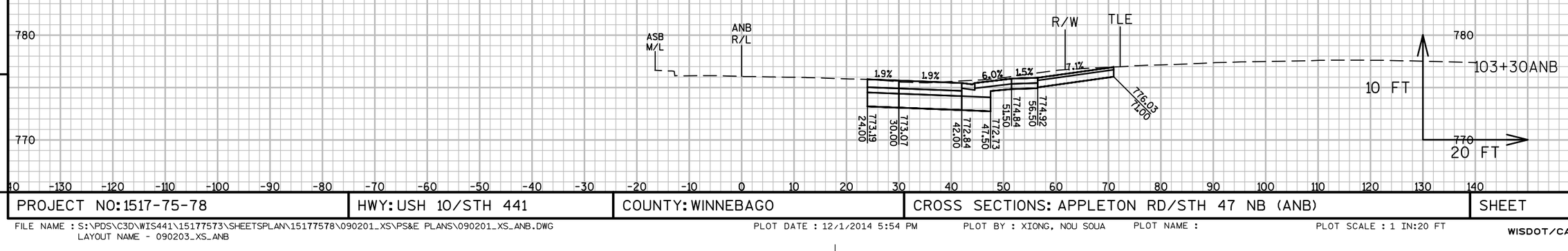

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 624 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090202_XS_ANB
PLOT DATE : 12/1/2014 5:54 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49









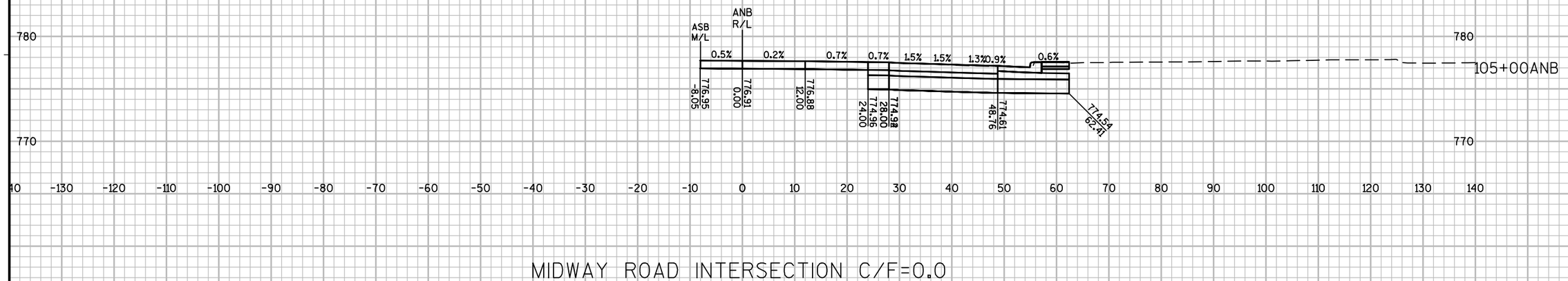

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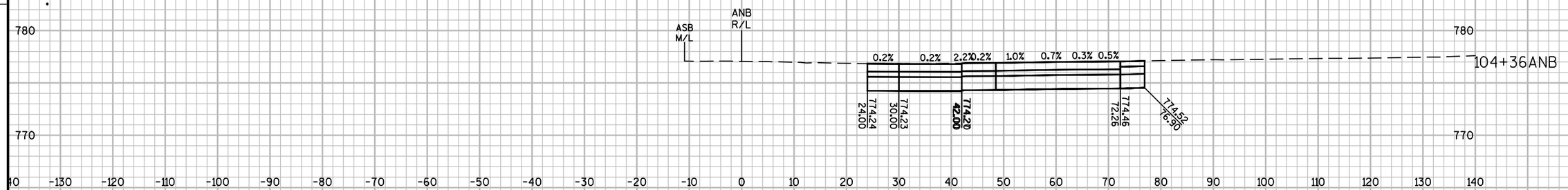
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 625 | E |
|---|---|---|---|---|---|

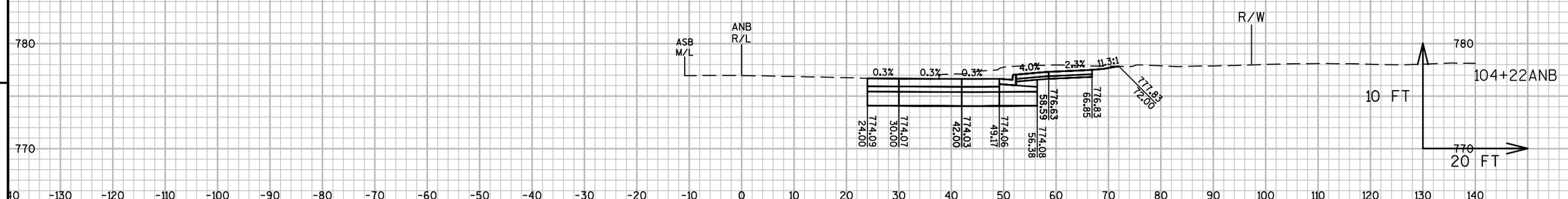
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090203_XS_ANB

PLOT DATE : 12/1/2014 5:54 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




MIDWAY ROAD INTERSECTION C/F=0.0



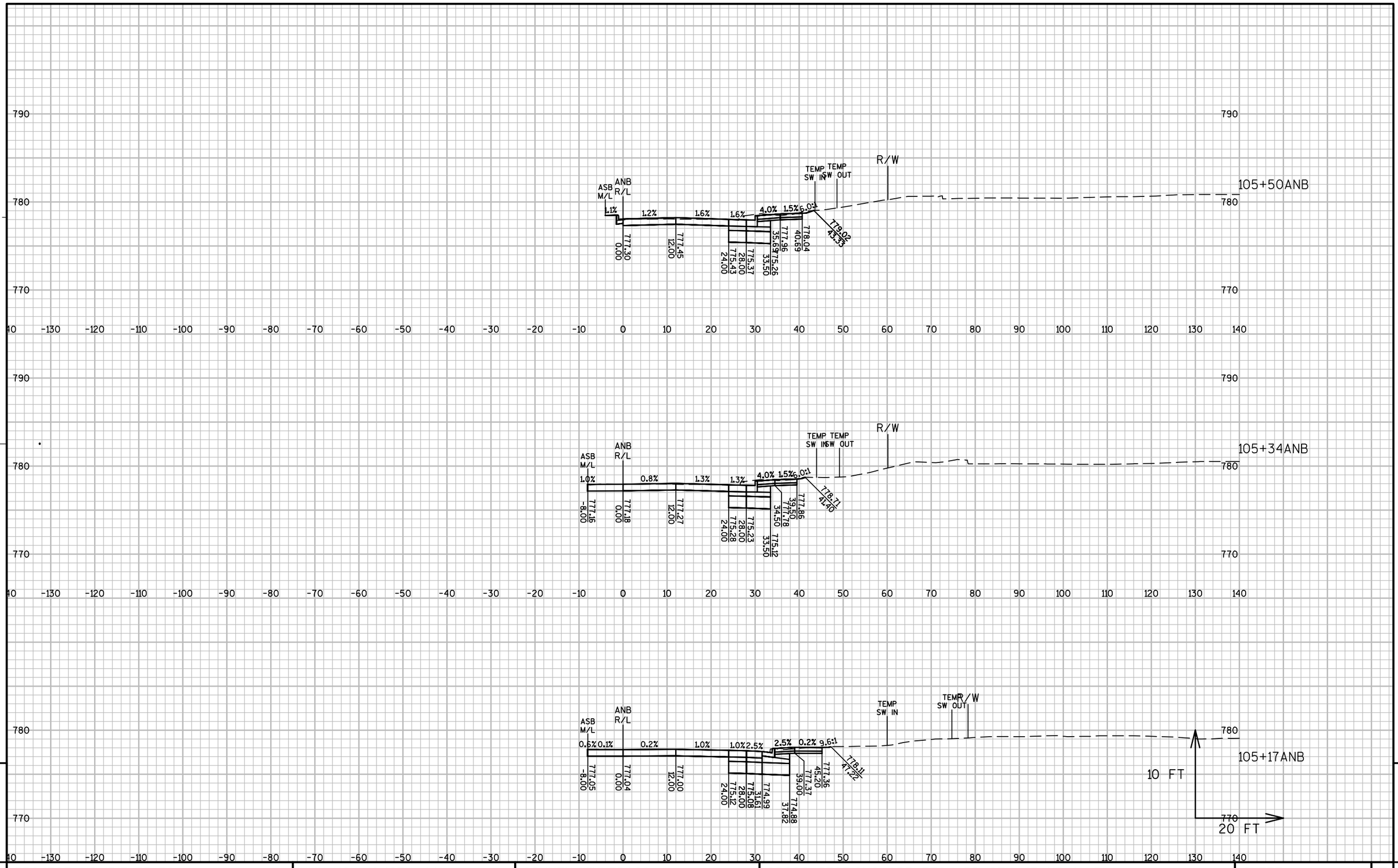




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9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 626 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090204_XS_ANB
PLOT DATE : 12/1/2014 5:55 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

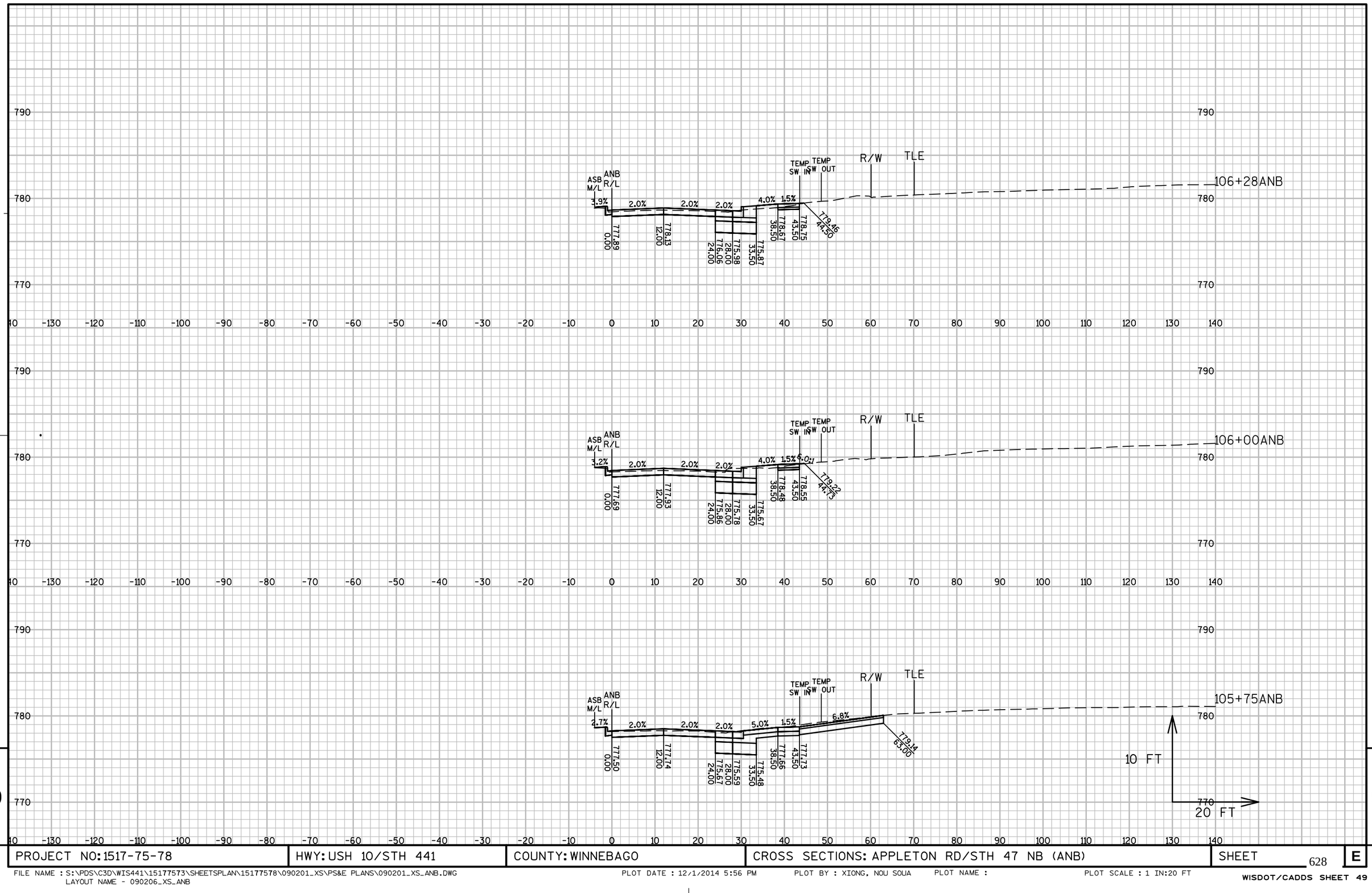



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 627 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090205_XS_ANB

PLOT DATE : 12/1/2014 5:56 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

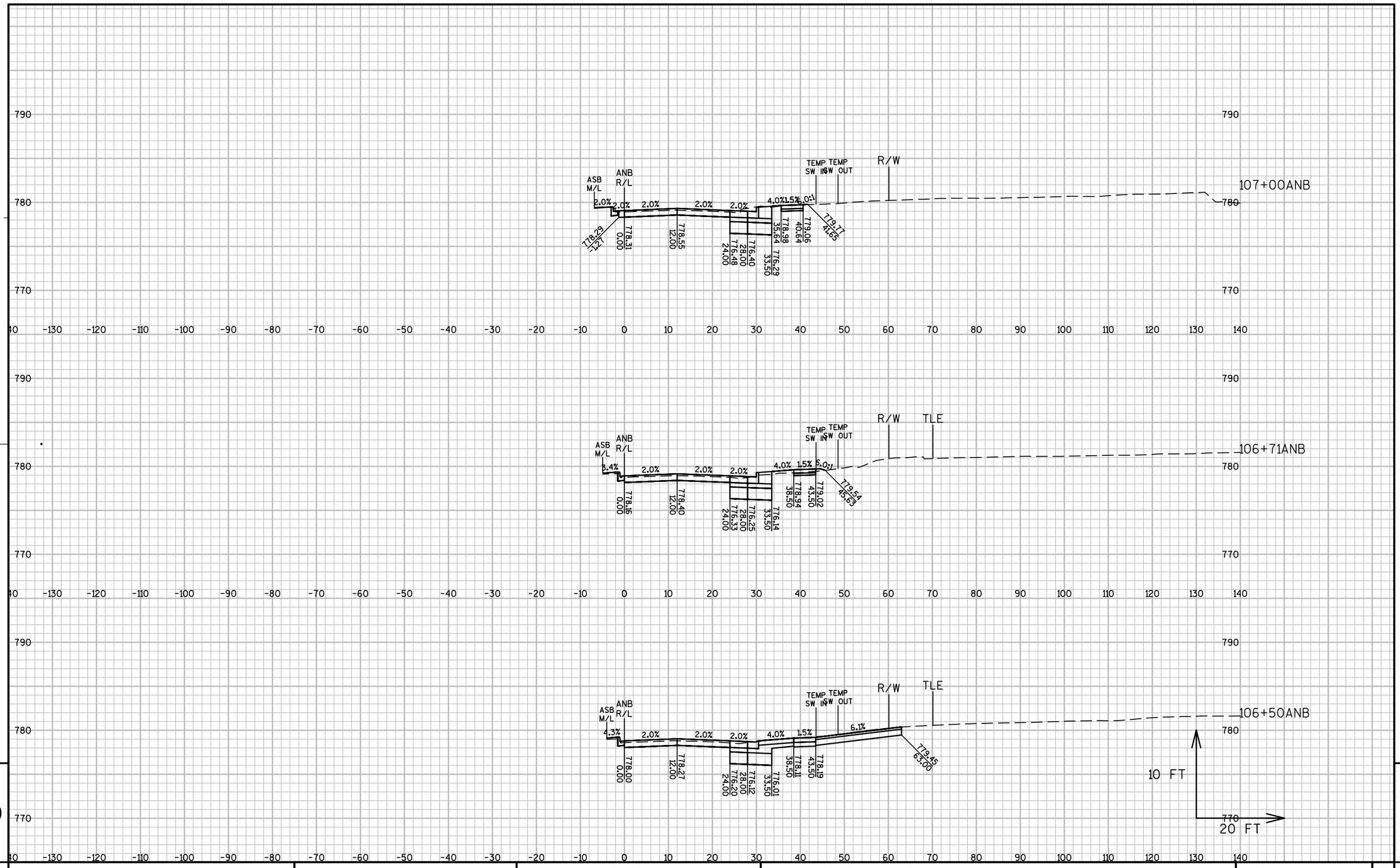
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 628 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090206_XS_ANB

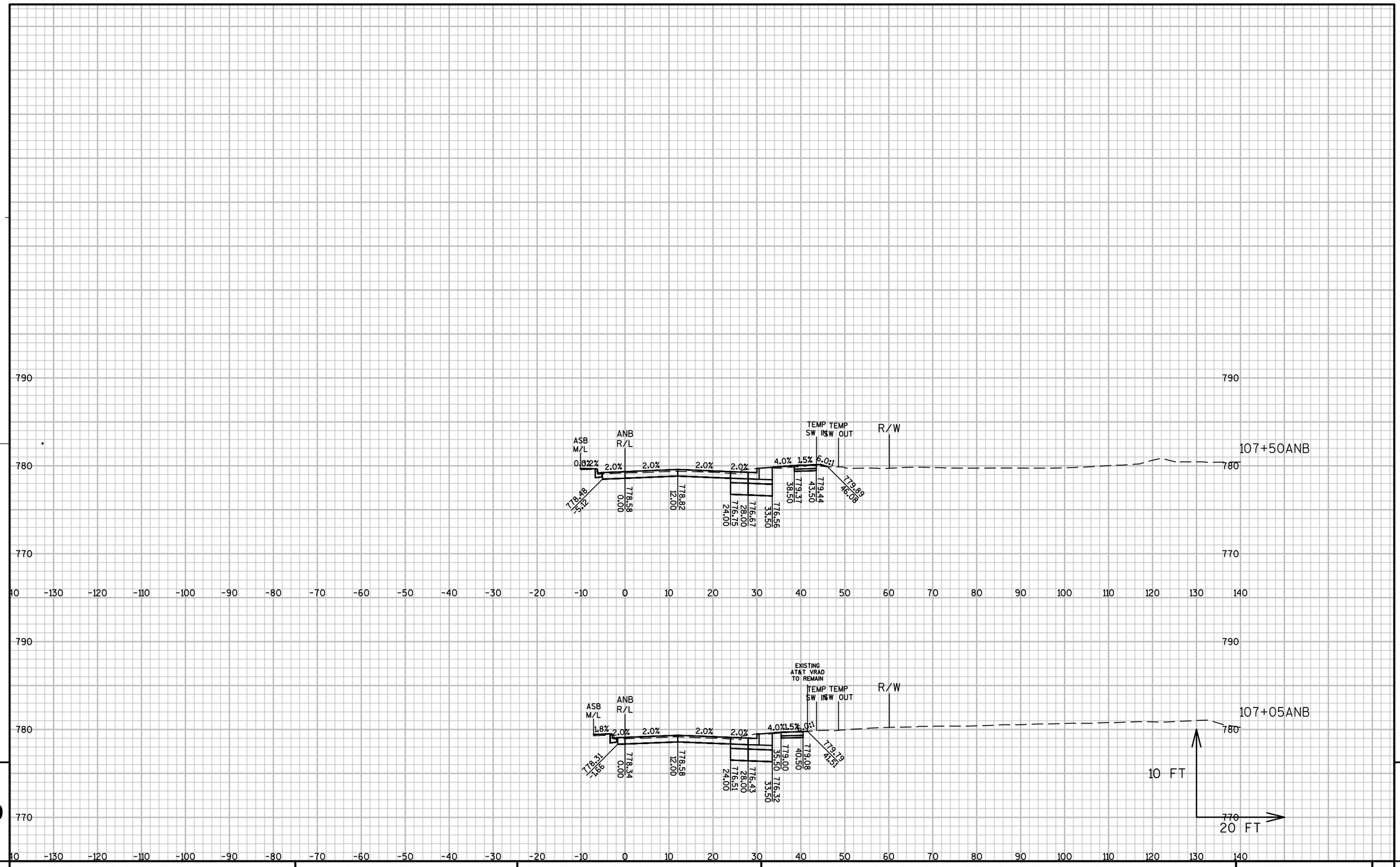
PLOT DATE : 12/1/2014 5:56 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 629 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090207_XS_ANB

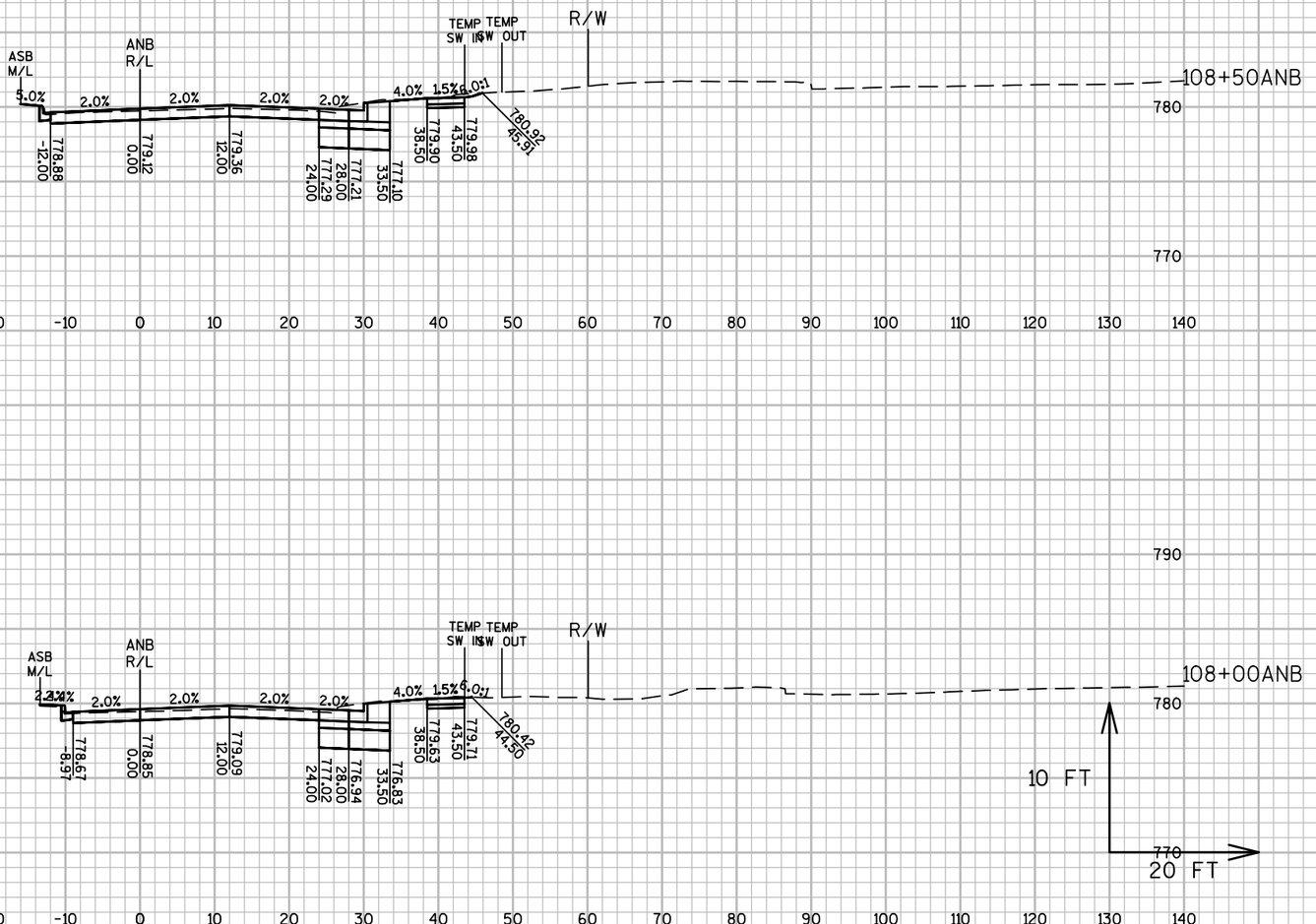
PLOT DATE : 12/1/2014 5:57 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 630 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090208_XS_ANB

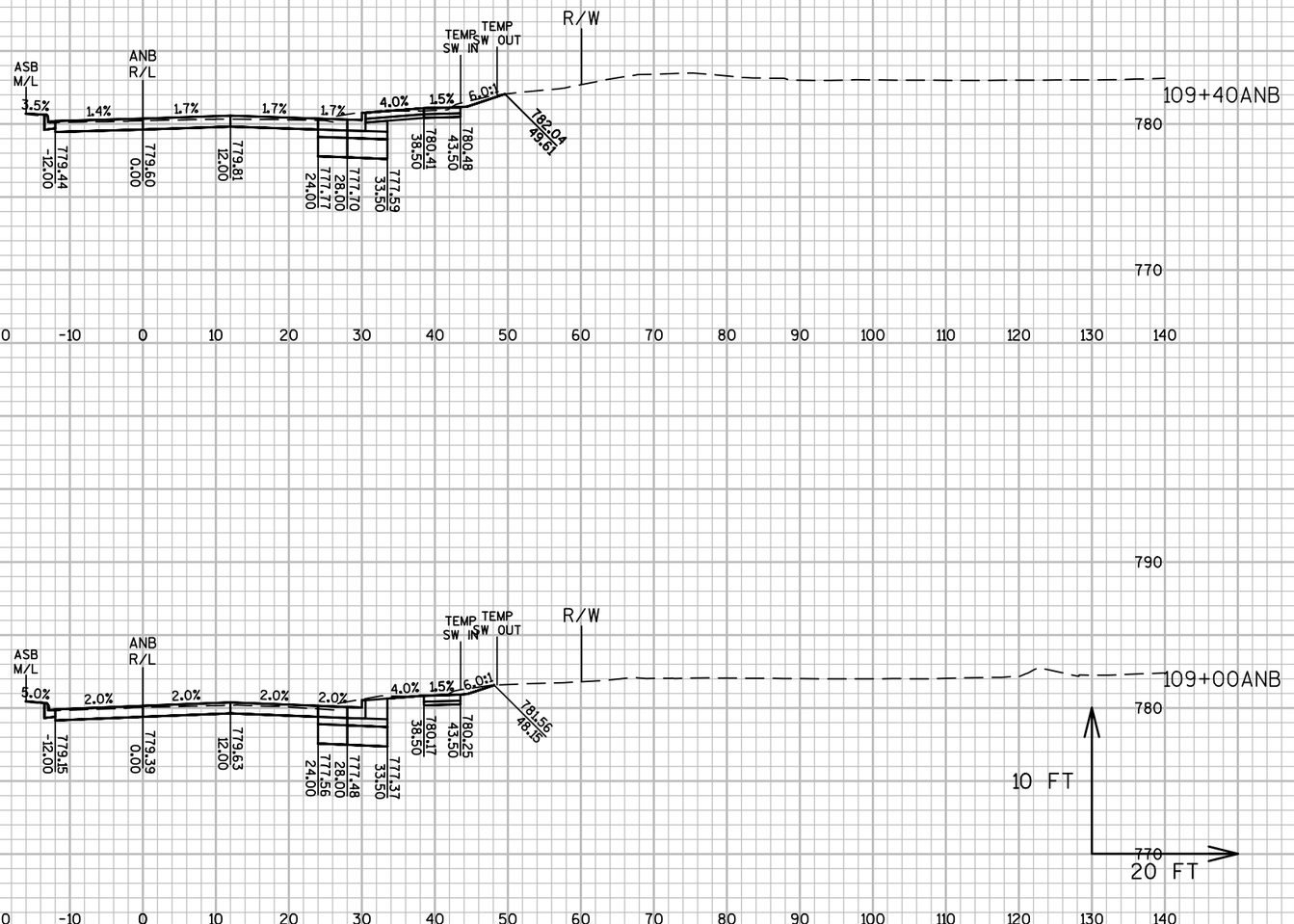
PLOT DATE : 12/1/2014 5:58 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 631 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090209_XS_ANB

PLOT DATE : 12/1/2014 5:58 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

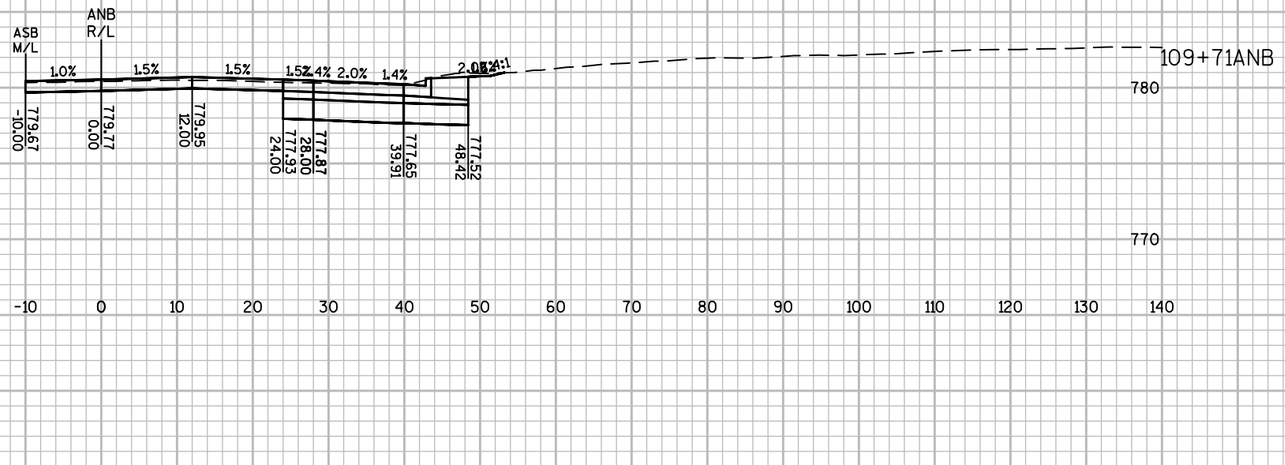


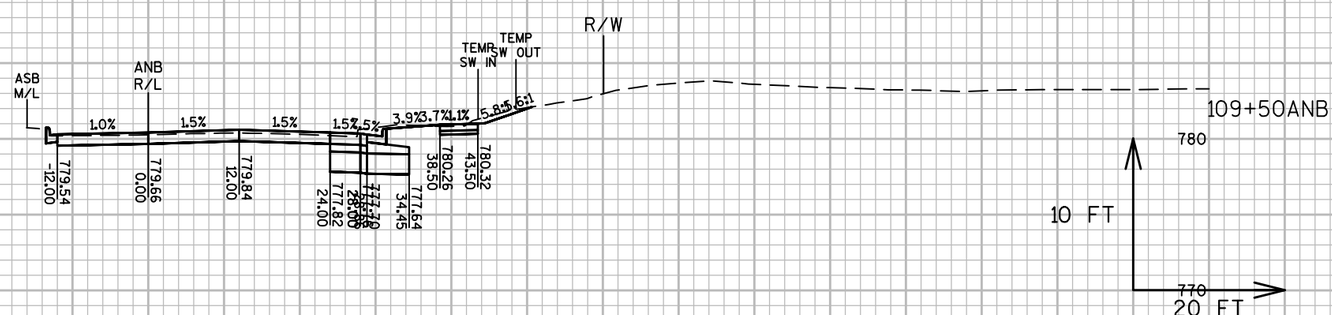

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 632 E |

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090210_XS_ANB

PLOT DATE : 12/1/2014 5:59 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



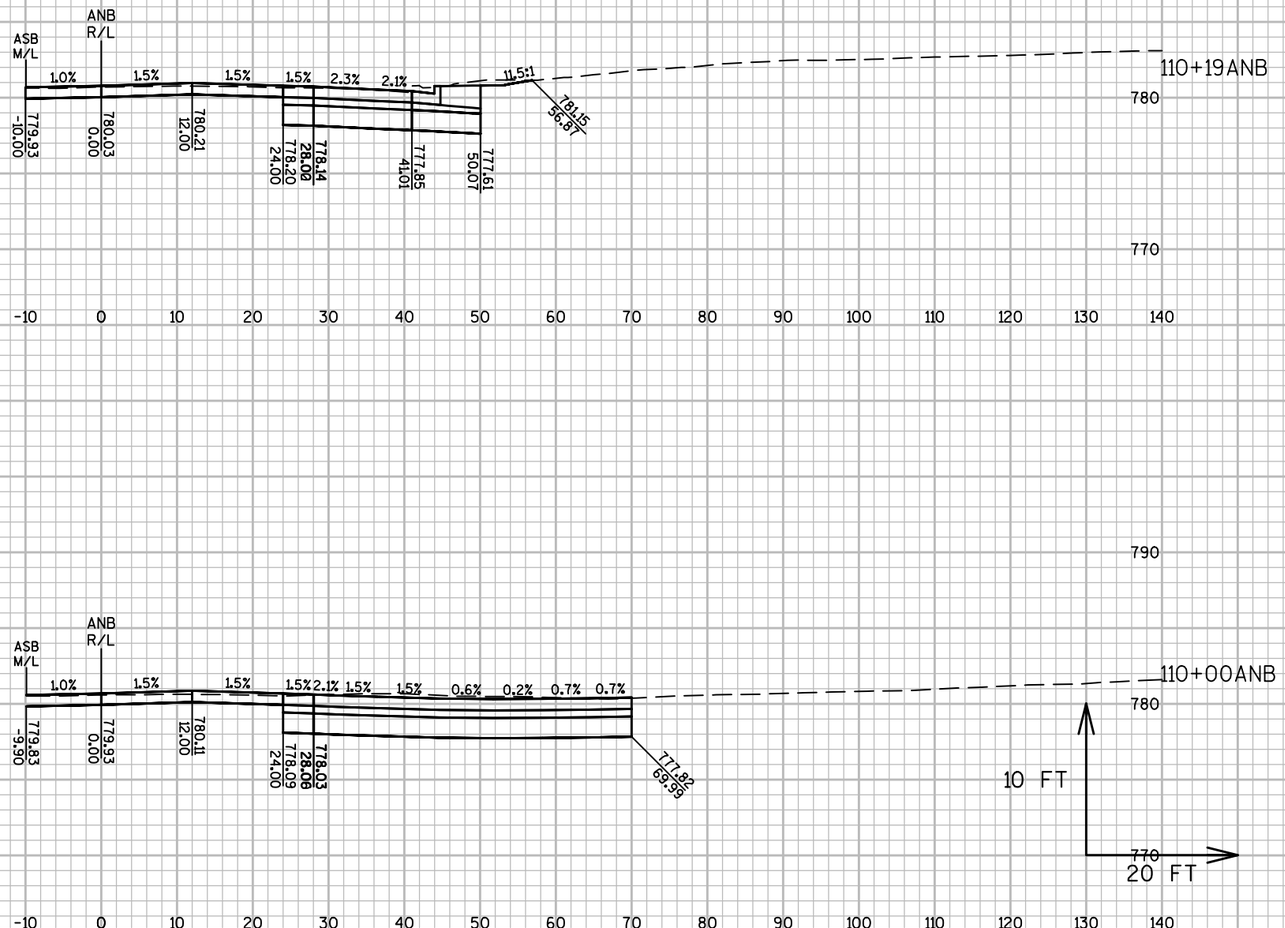




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 633 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090211_XS_ANB

PLOT DATE : 12/1/2014 5:59 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

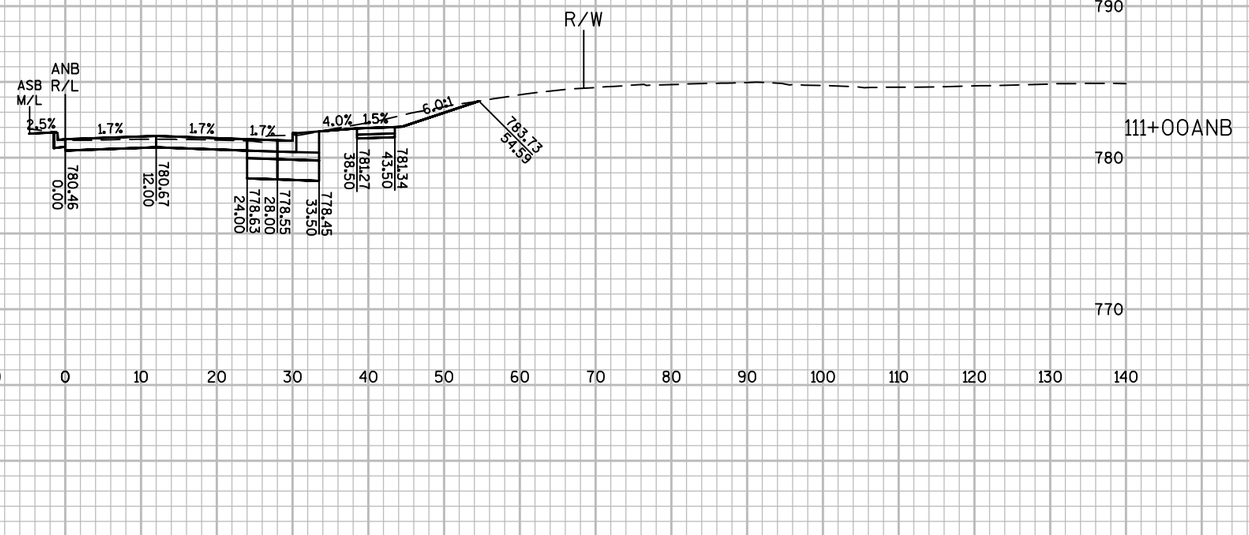



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 634 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090212_XS_ANB

PLOT DATE : 12/1/2014 6:00 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

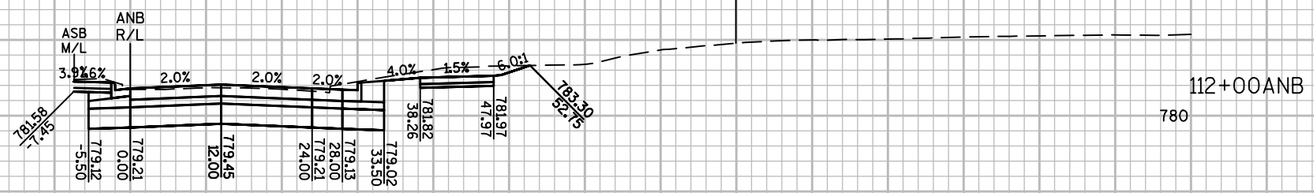
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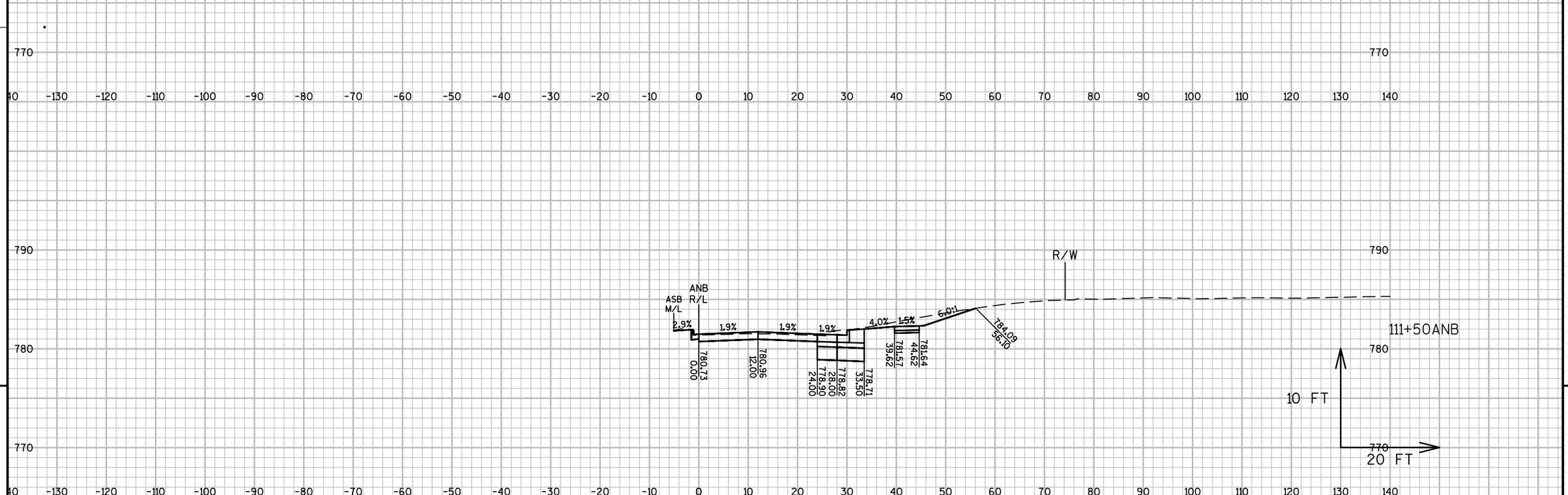
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 635 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090213_XS_ANB

PLOT DATE : 12/1/2014 6:01 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



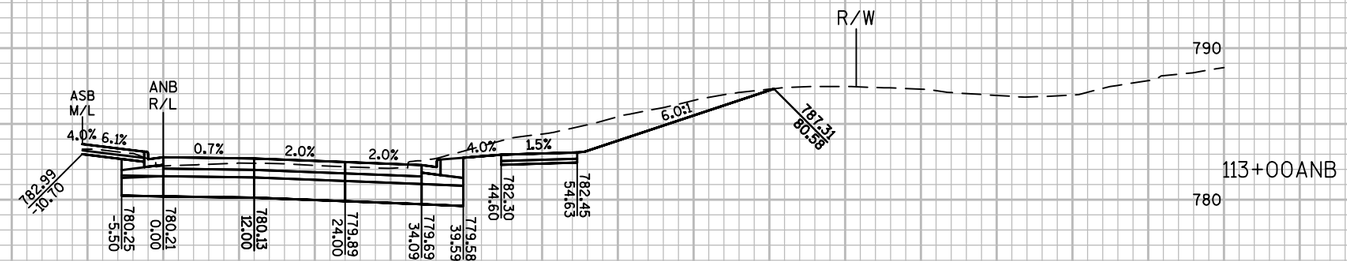



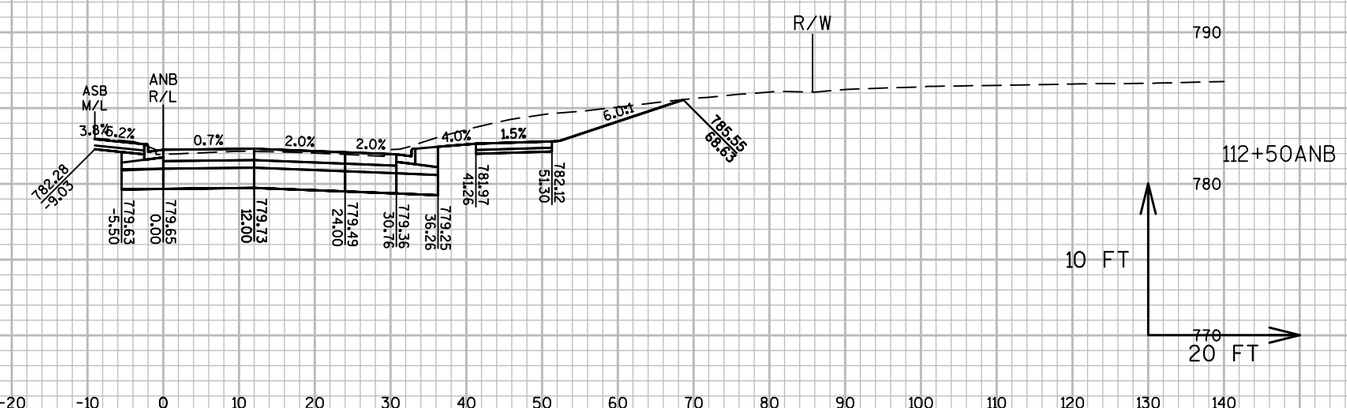

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 636 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090214_XS_ANB

PLOT DATE : 12/1/2014 6:01 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



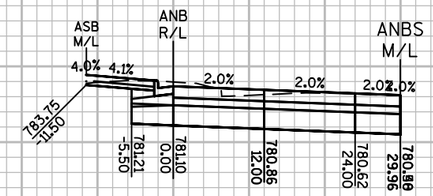




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 637 | E |
|---|---|---|---|---|---|

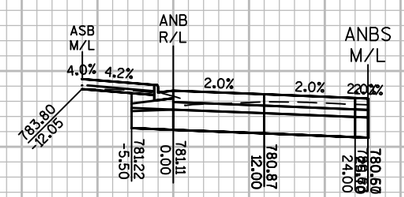
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LAYOUT NAME - 090215_XS_ANB

PLOT DATE : 12/1/2014 6:02 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

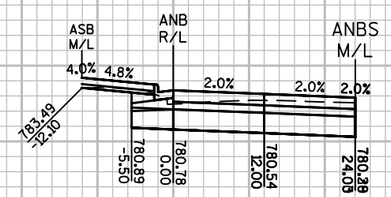
WISDOT/CADDS SHEET 49

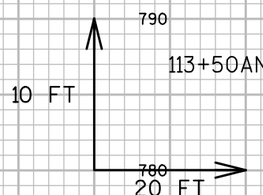



114+50ANB




114+00ANB




113+50ANB

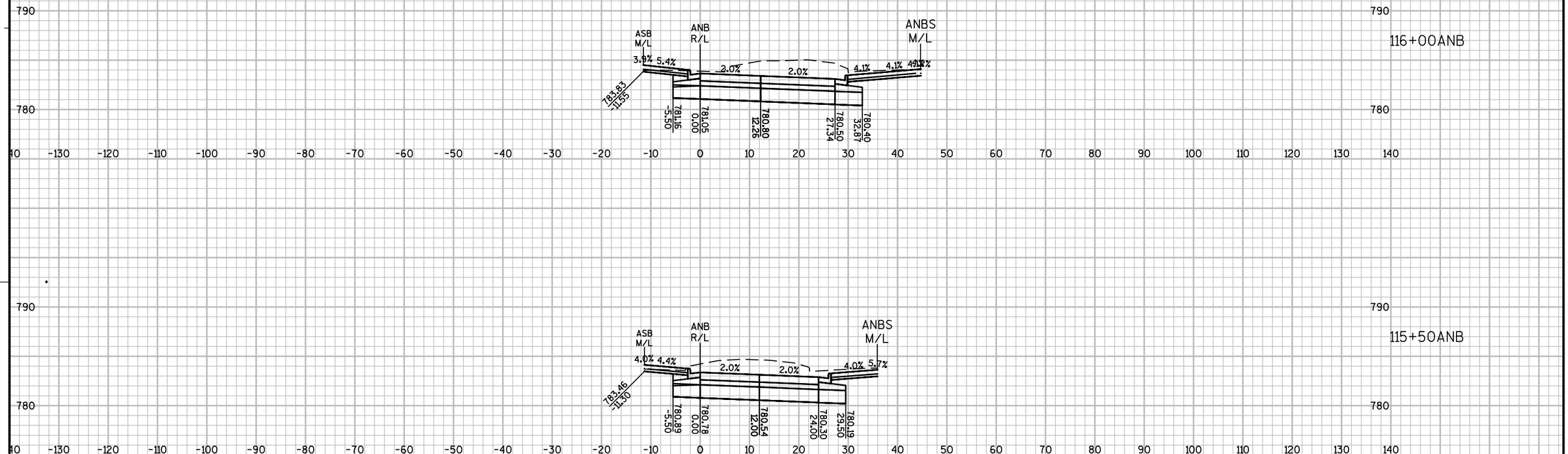
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9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 638 | E |
|---|---|---|---|---|---|

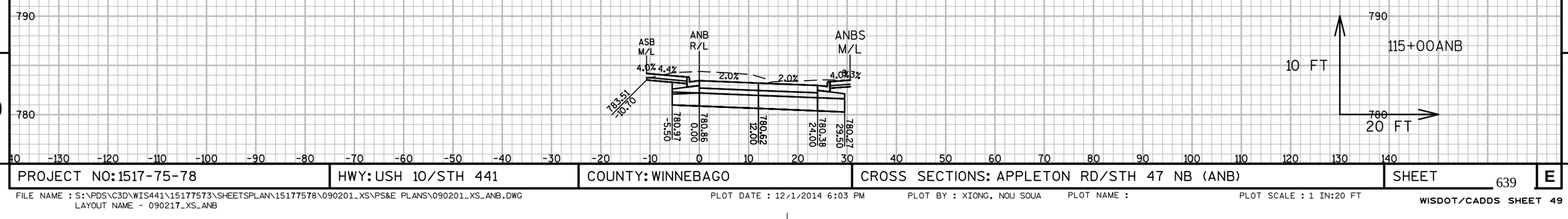
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090216_XS_ANB

PLOT DATE : 12/1/2014 6:03 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT










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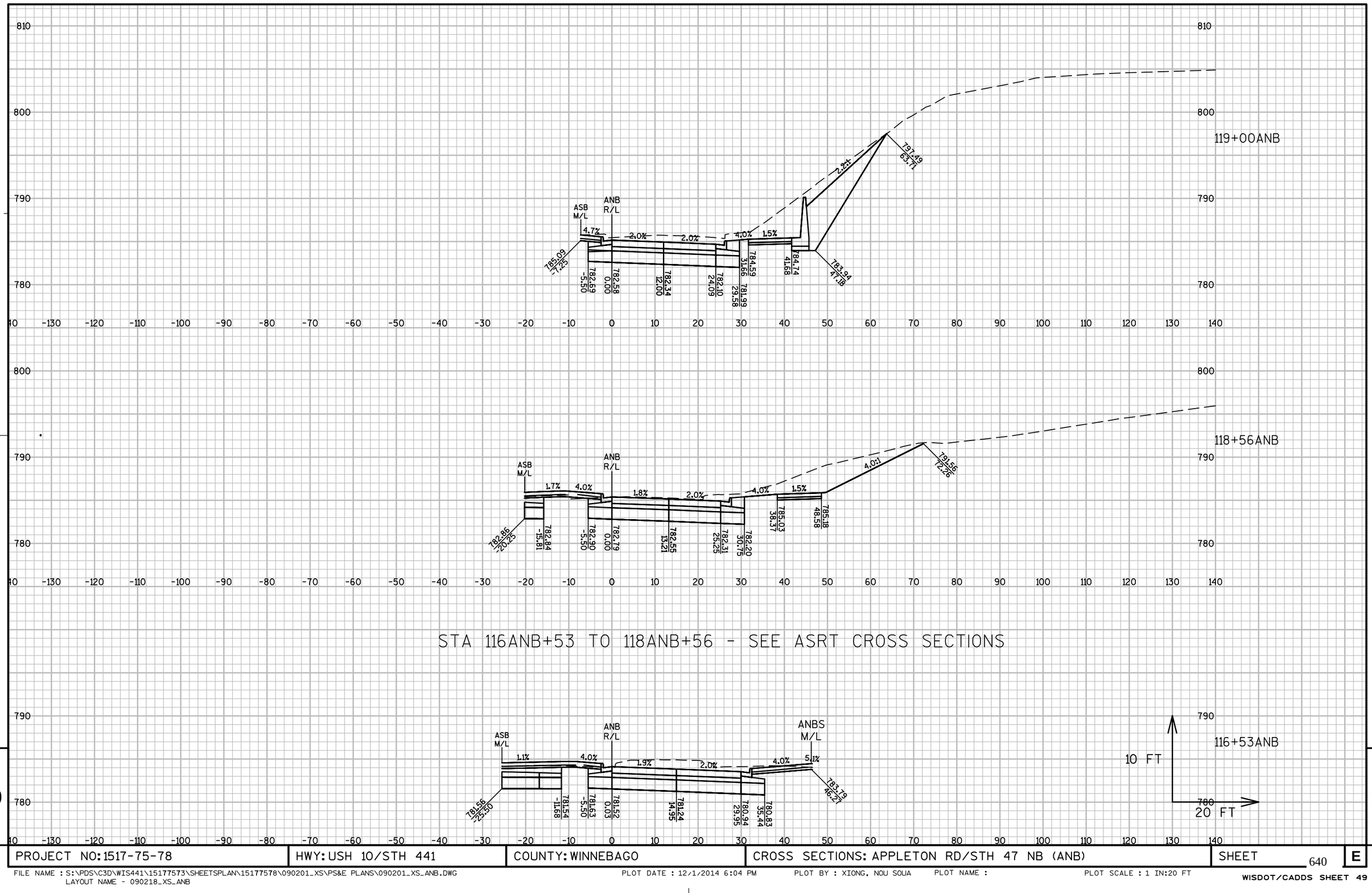
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PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 639 | E

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090217_XS_ANB

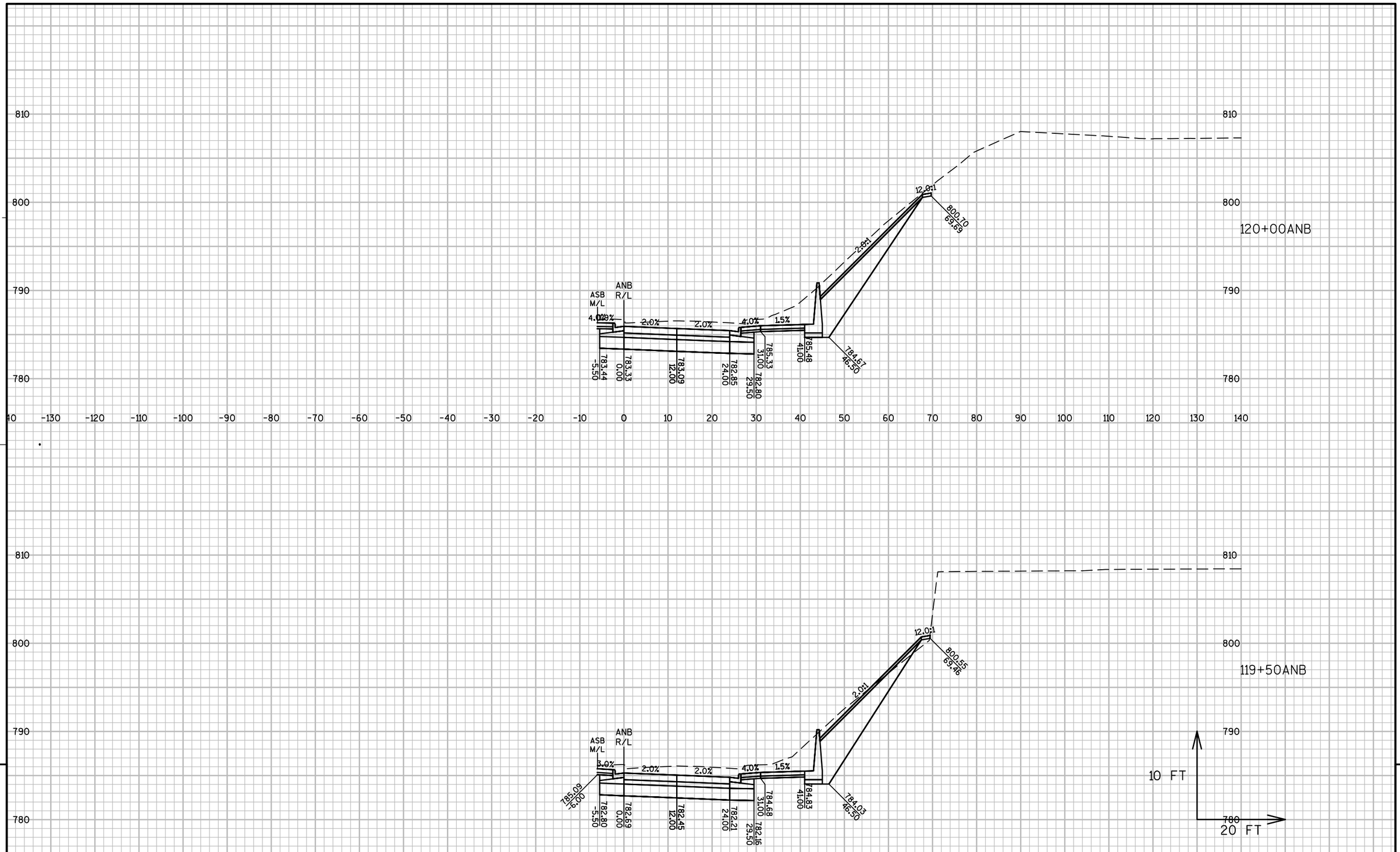
PLOT DATE : 12/1/2014 6:03 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




STA 116ANB+53 TO 118ANB+56 - SEE ASRT CROSS SECTIONS

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 640 | E |
|---|---|---|---|---|---|




9

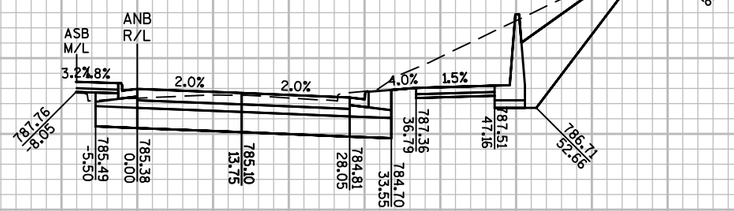
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 641 | E |
|---|---|---|---|---|---|

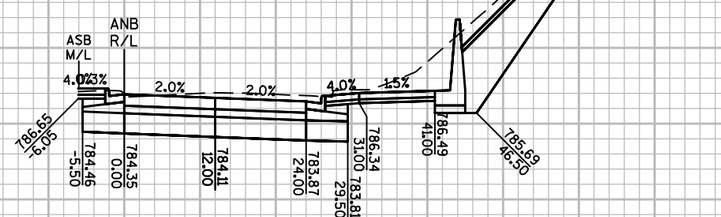
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090219_XS_ANB

PLOT DATE : 12/1/2014 6:05 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

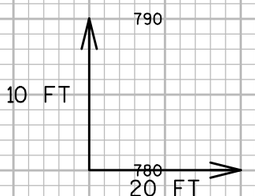
WISDOT/CADDS SHEET 49




121+00ANB




120+50ANB

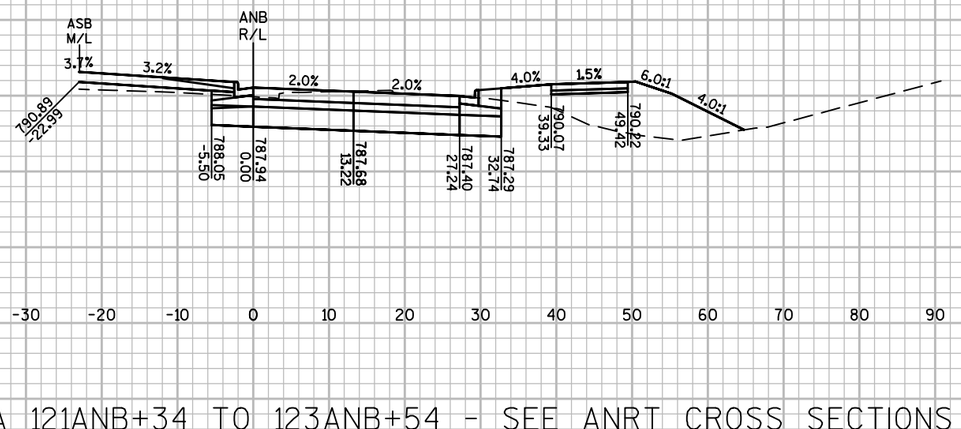



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 642 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090220_XS_ANB

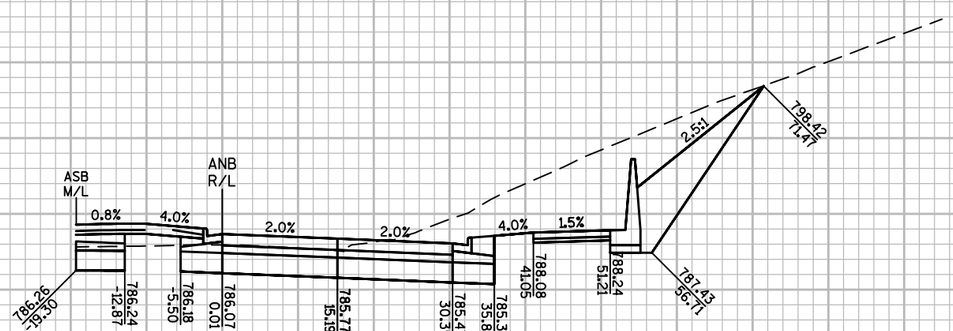
PLOT DATE : 12/1/2014 6:05 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




123+54ANB

STA 121ANB+34 TO 123ANB+54 - SEE ANRT CROSS SECTIONS



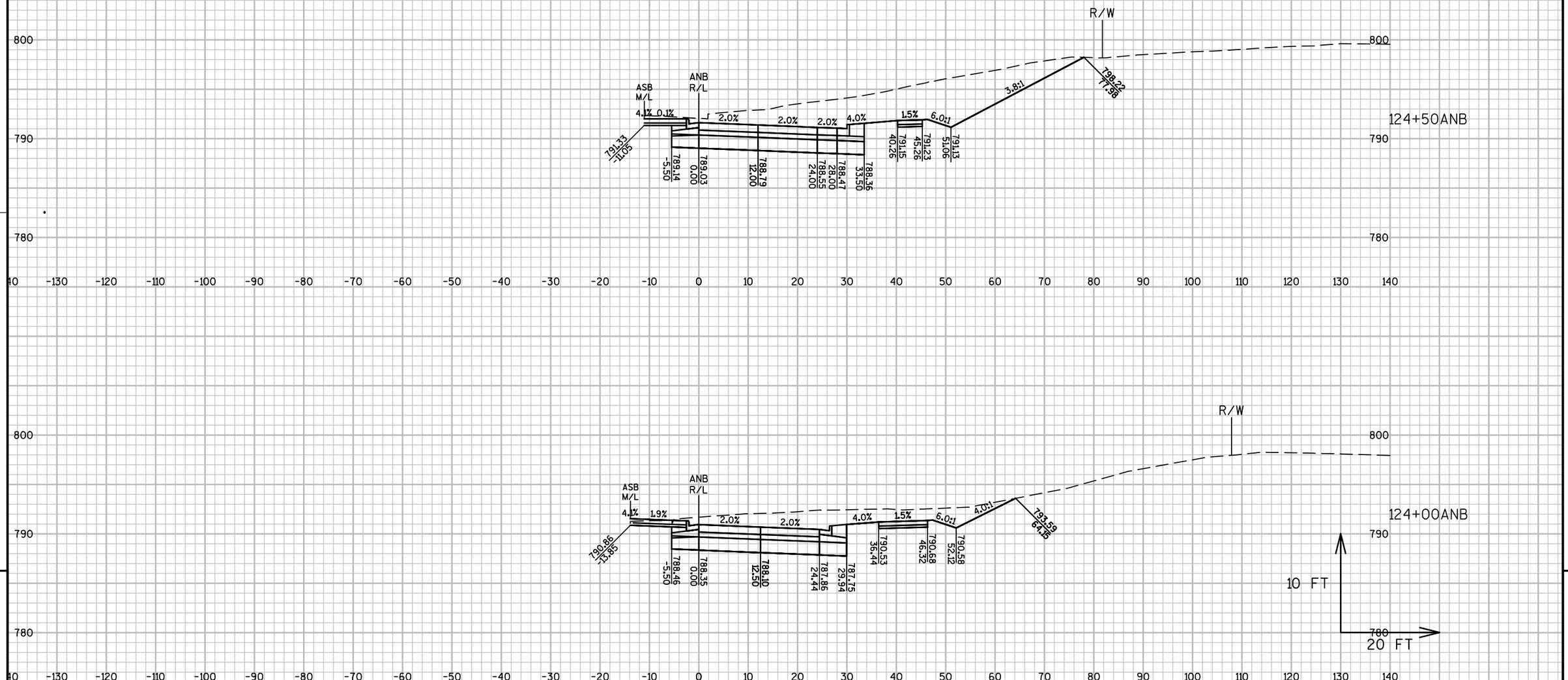

121+34ANB

10 FT

20 FT

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 643 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090221_XS_ANB
PLOT DATE : 12/1/2014 6:06 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



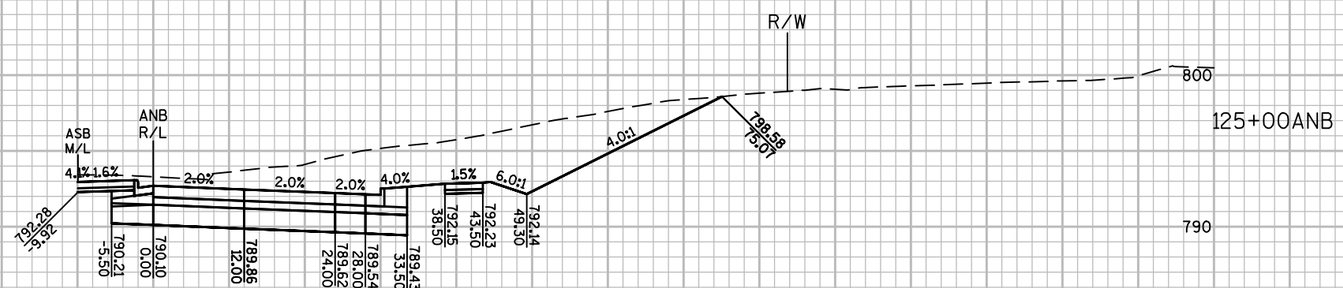

9

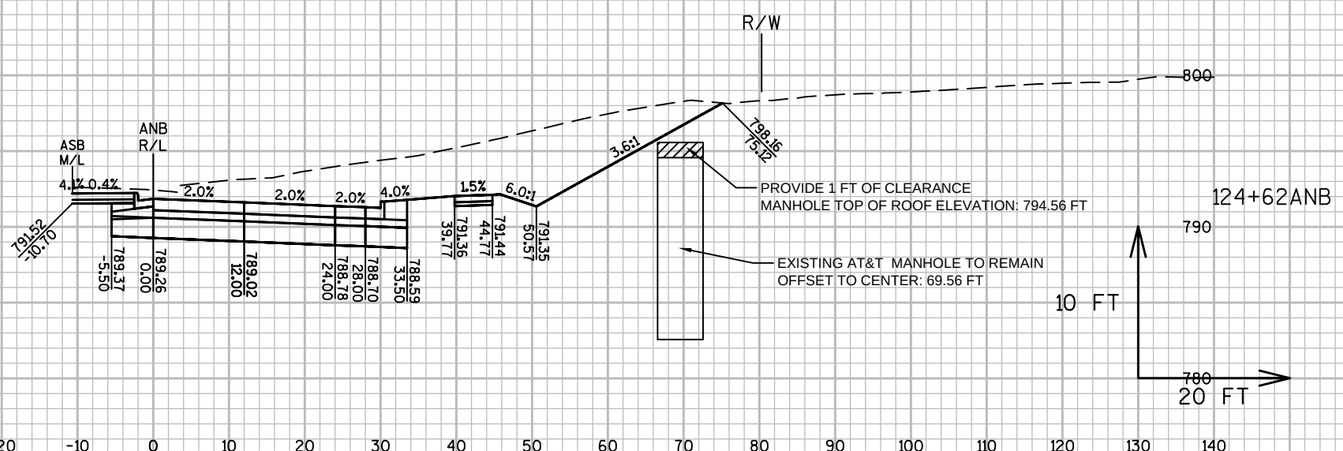
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 644 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090222_XS_ANB

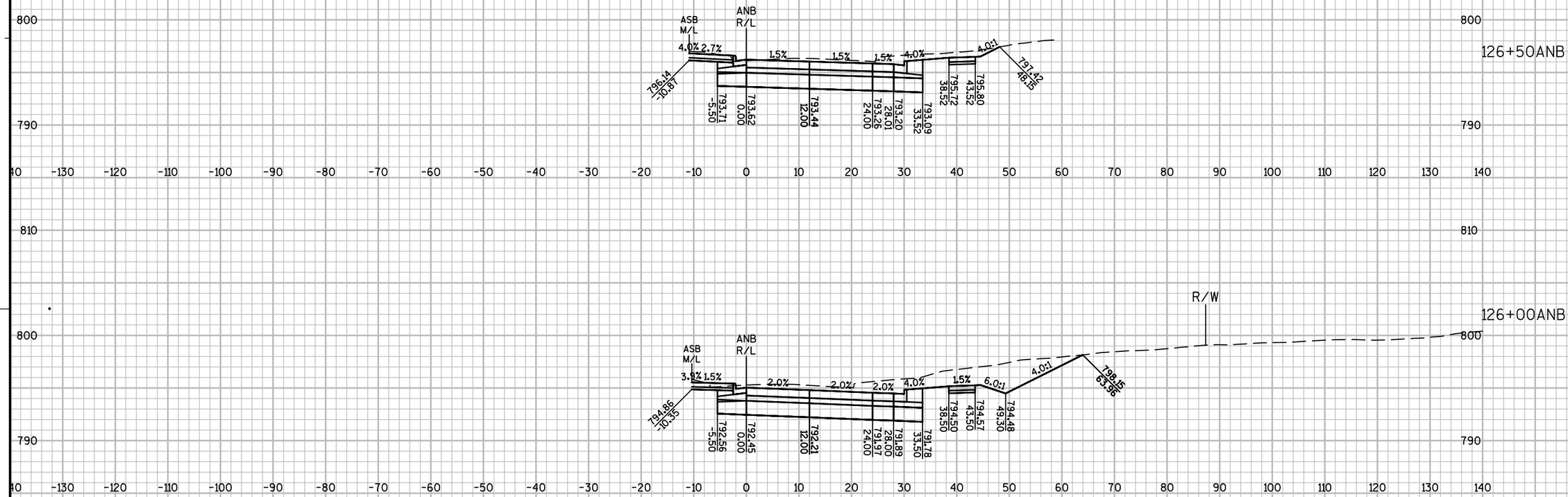
PLOT DATE : 12/1/2014 6:06 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 645 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090223_XS_ANB
PLOT DATE : 12/1/2014 6:07 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

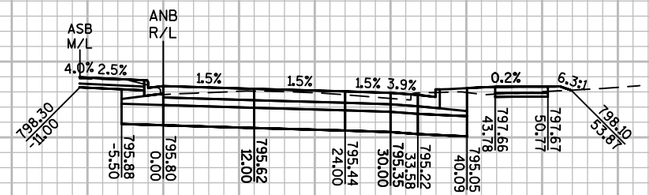



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 646 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090224_XS_ANB

PLOT DATE : 12/1/2014 6:08 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

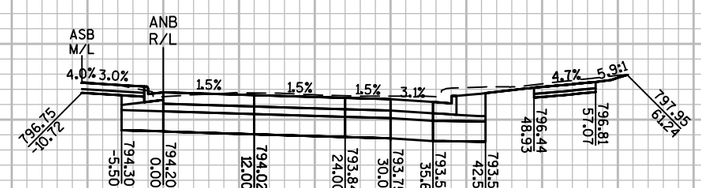
WISDOT/CADDS SHEET 49



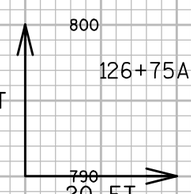

127+50ANB




127+00ANB




126+75ANB



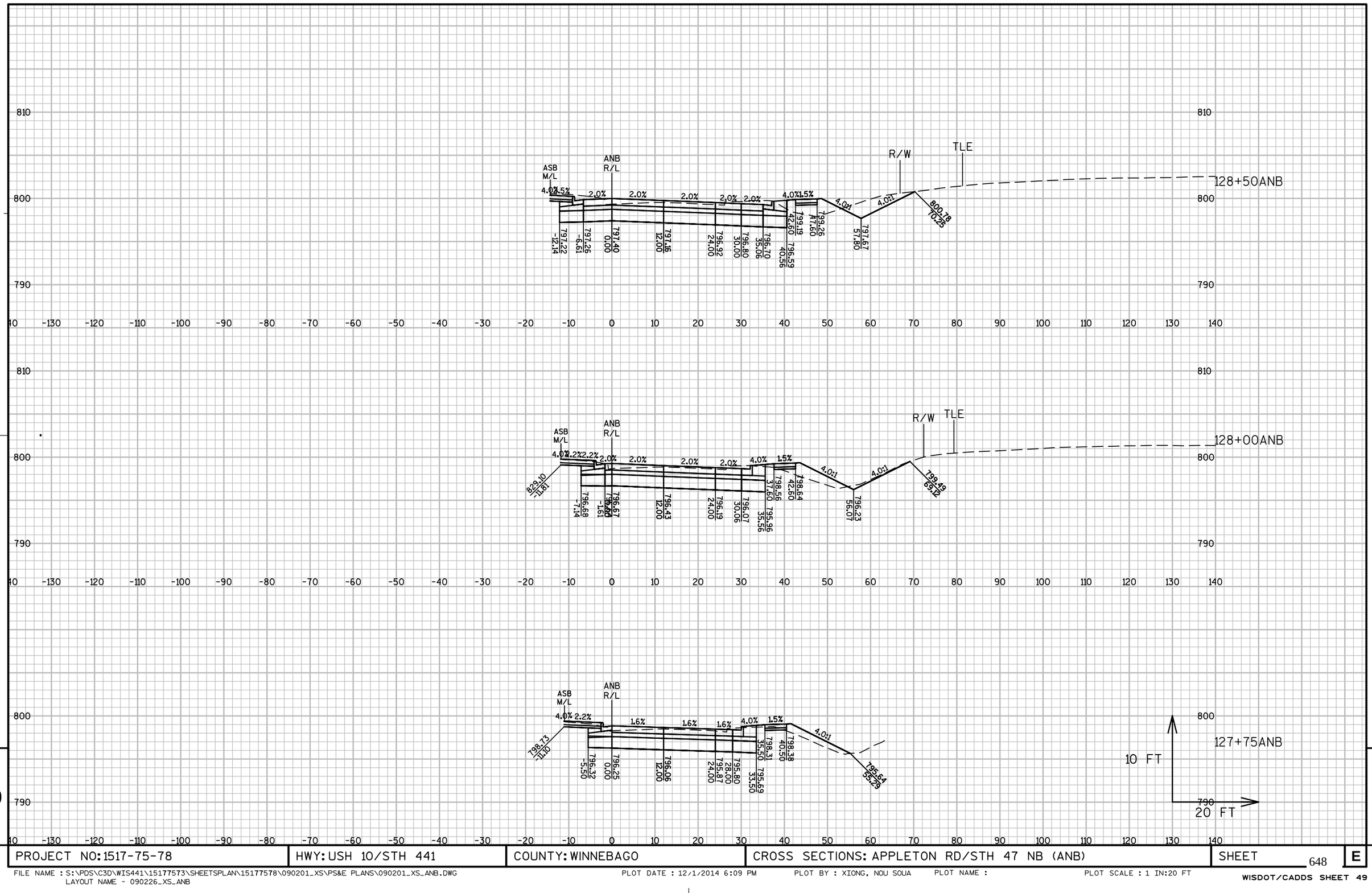

9 9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 647 | E |
|---|---|---|---|---|---|

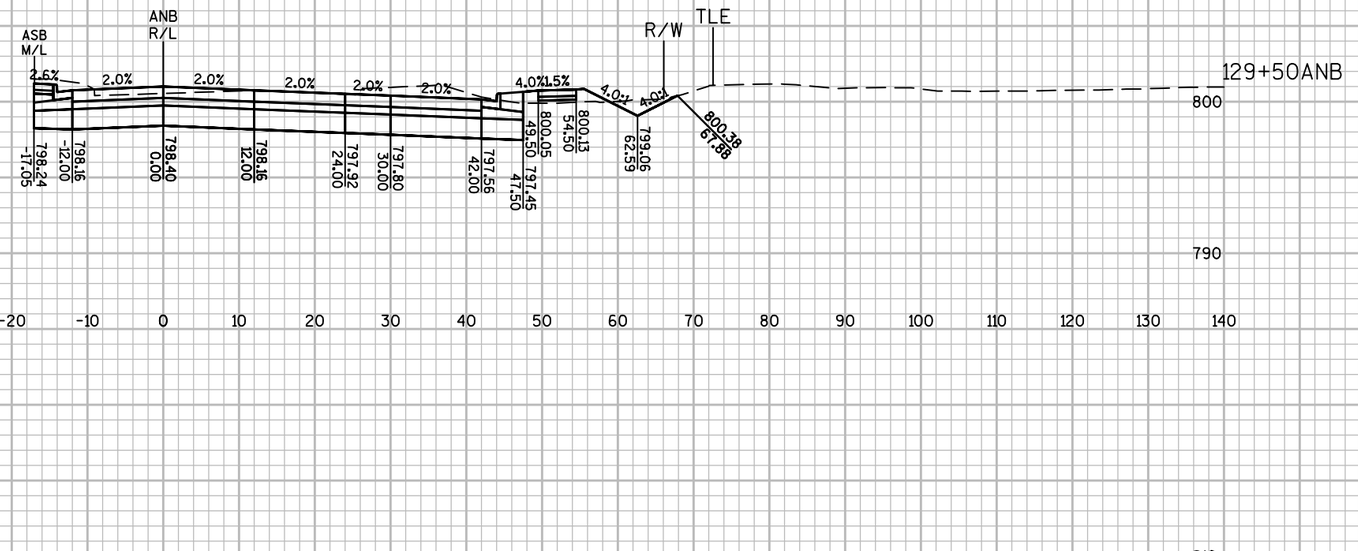
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090225_XS_ANB

PLOT DATE : 12/1/2014 6:08 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 648 | E |
|---|---|---|---|---|---|

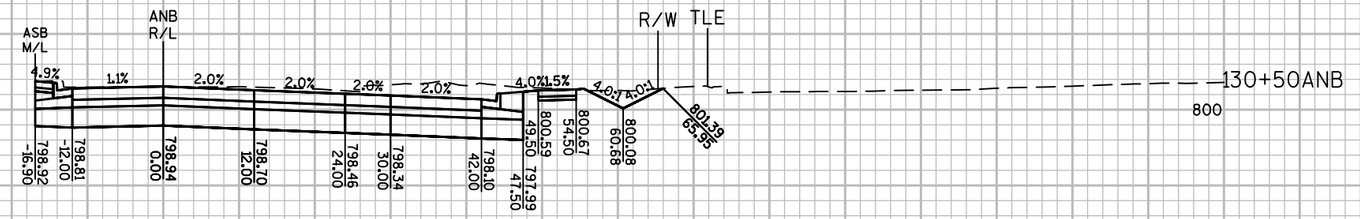


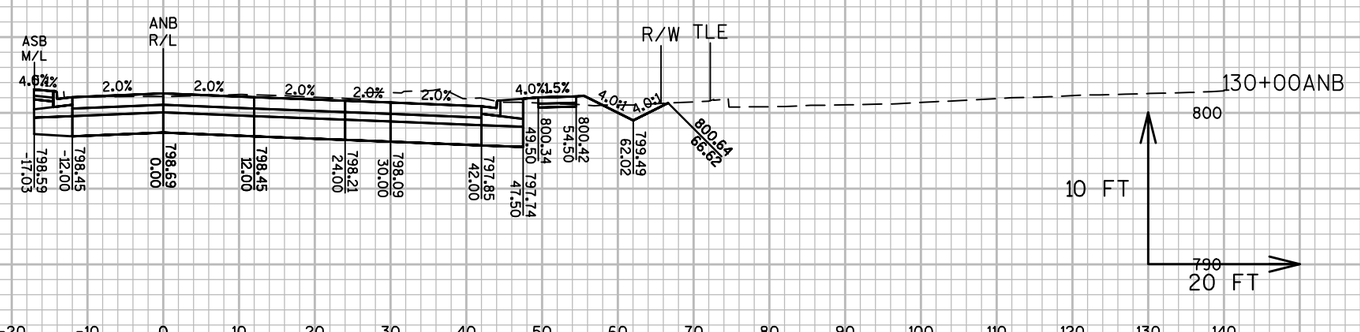

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 649 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090227_XS_ANB

PLOT DATE : 12/1/2014 6:09 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

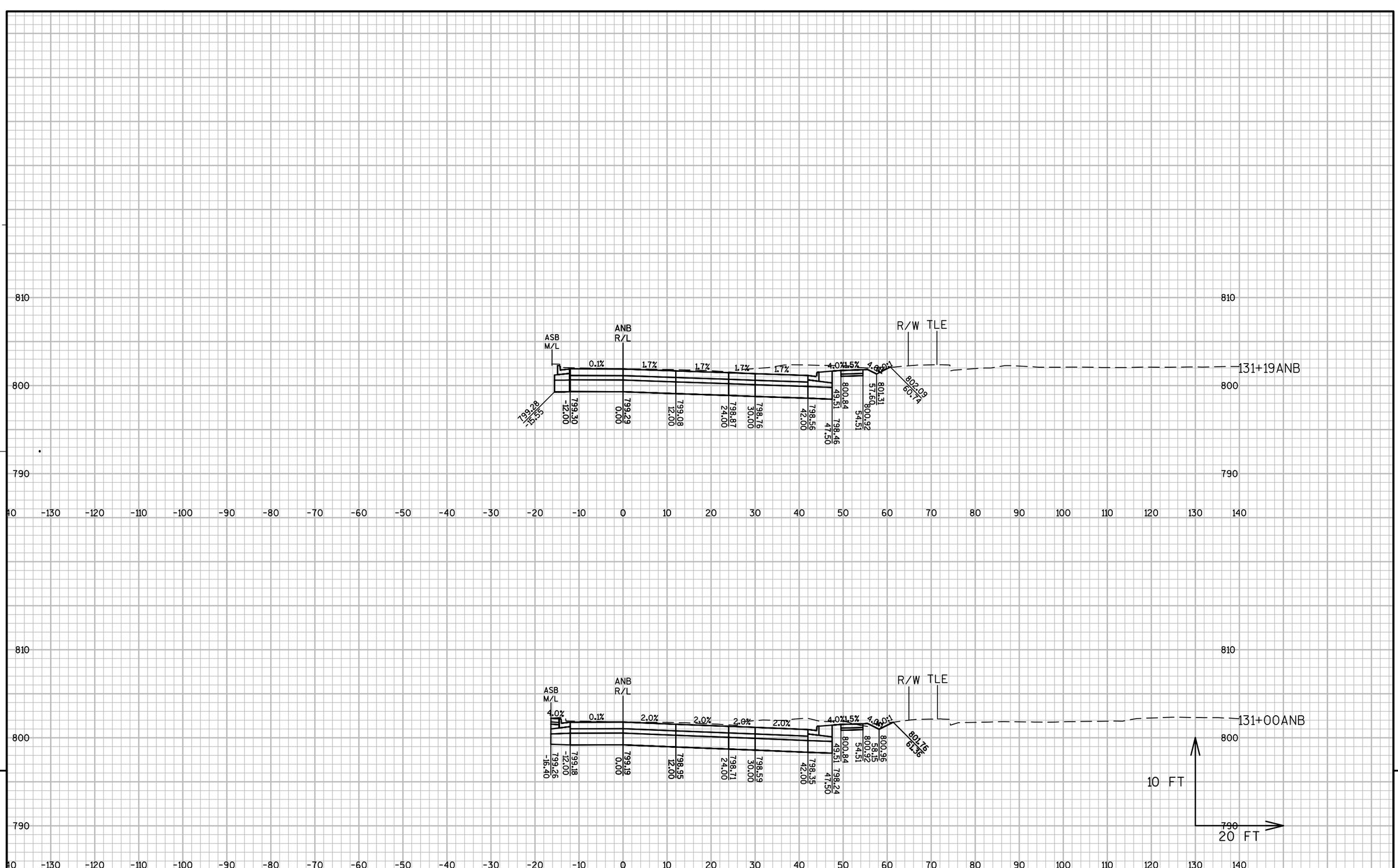
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 650 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090228_XS_ANB
PLOT DATE : 12/1/2014 6:10 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT



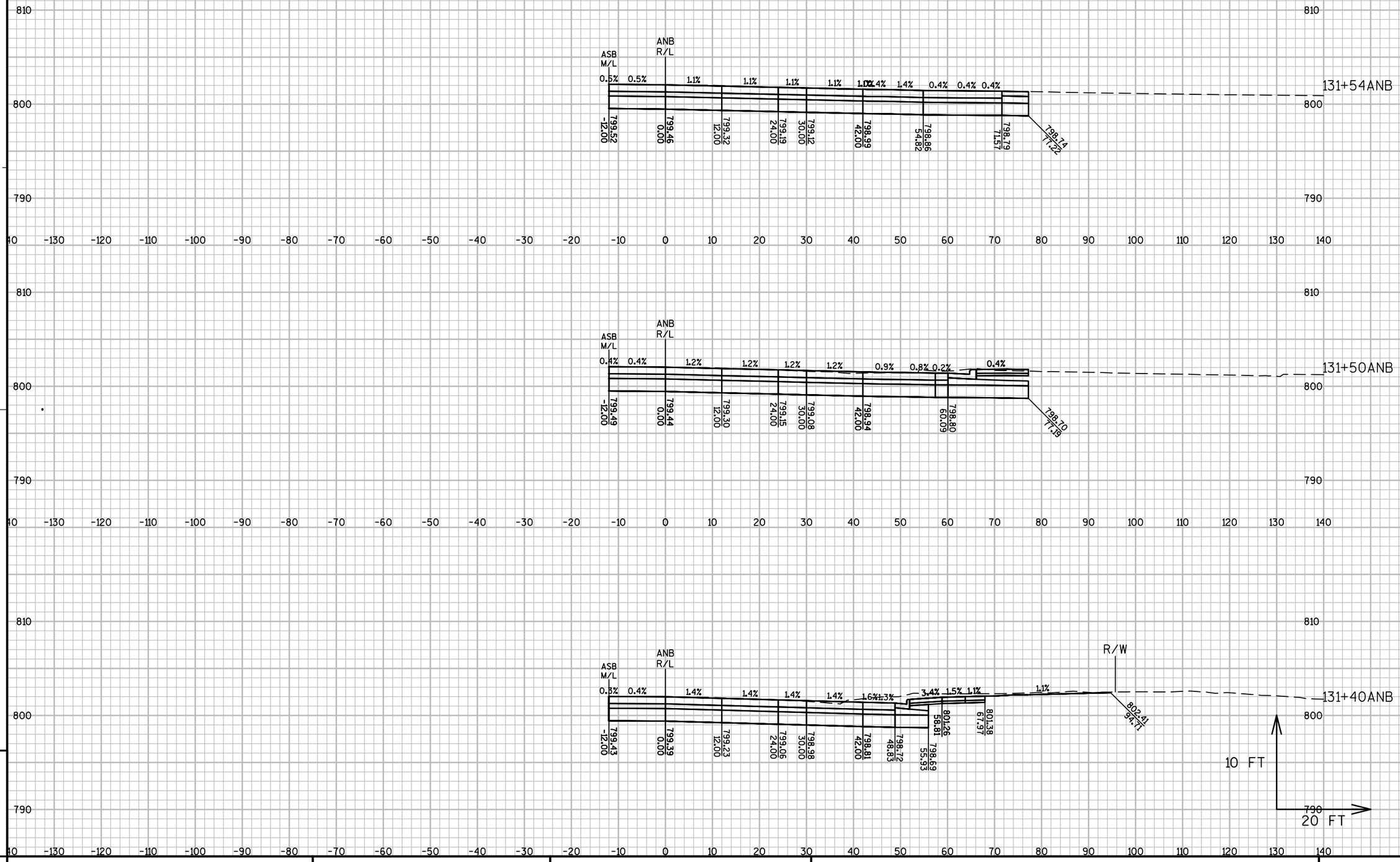

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 651 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090229_XS_ANB

PLOT DATE : 12/1/2014 6:11 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

# VALLEY ROAD INTERSECTION C/F=0

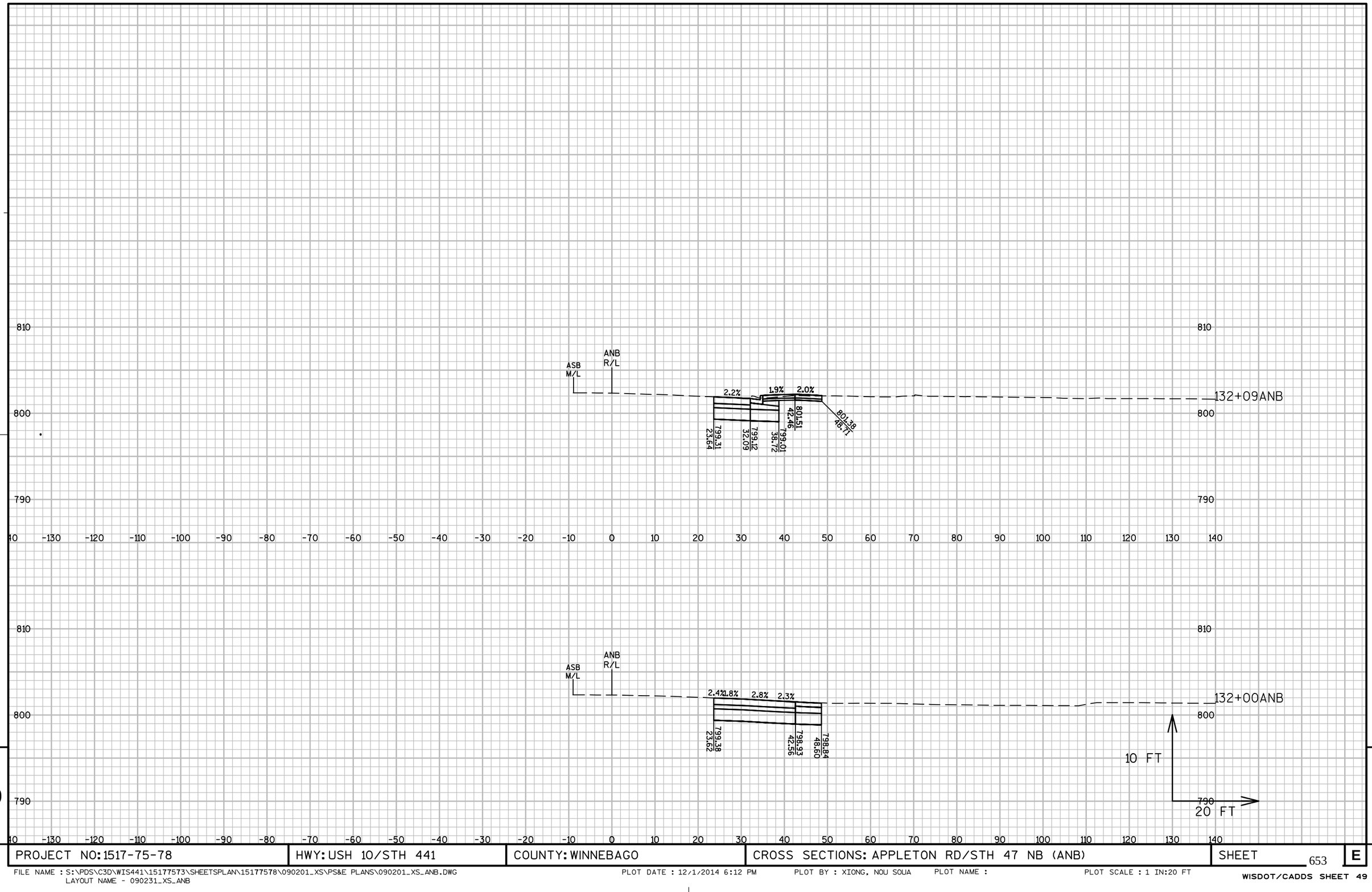



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 652 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090230_XS_ANB

PLOT DATE : 12/1/2014 6:11 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

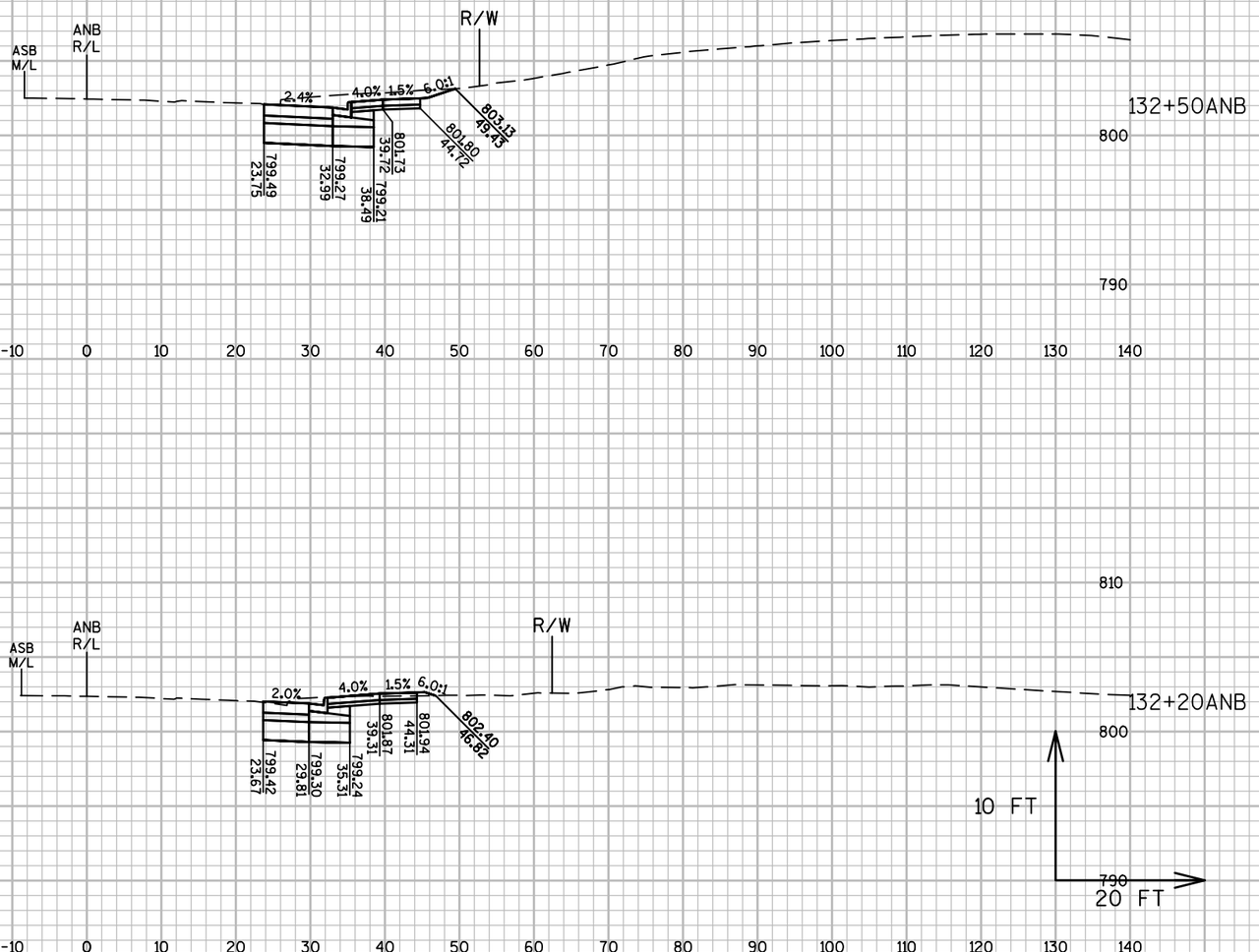



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 653 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090231_XS_ANB

PLOT DATE : 12/1/2014 6:12 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

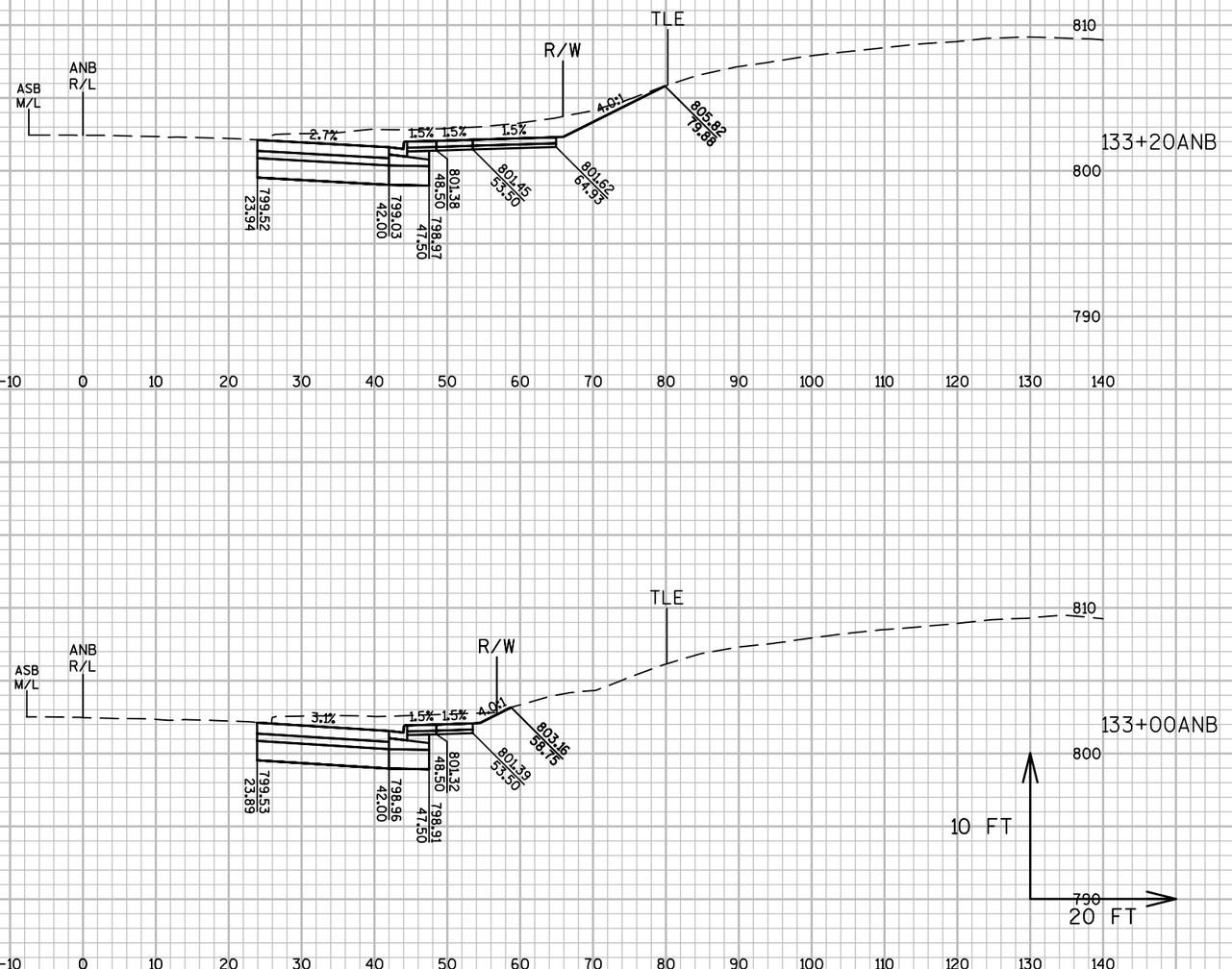



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 654 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090232_XS_ANB

PLOT DATE : 12/1/2014 6:12 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

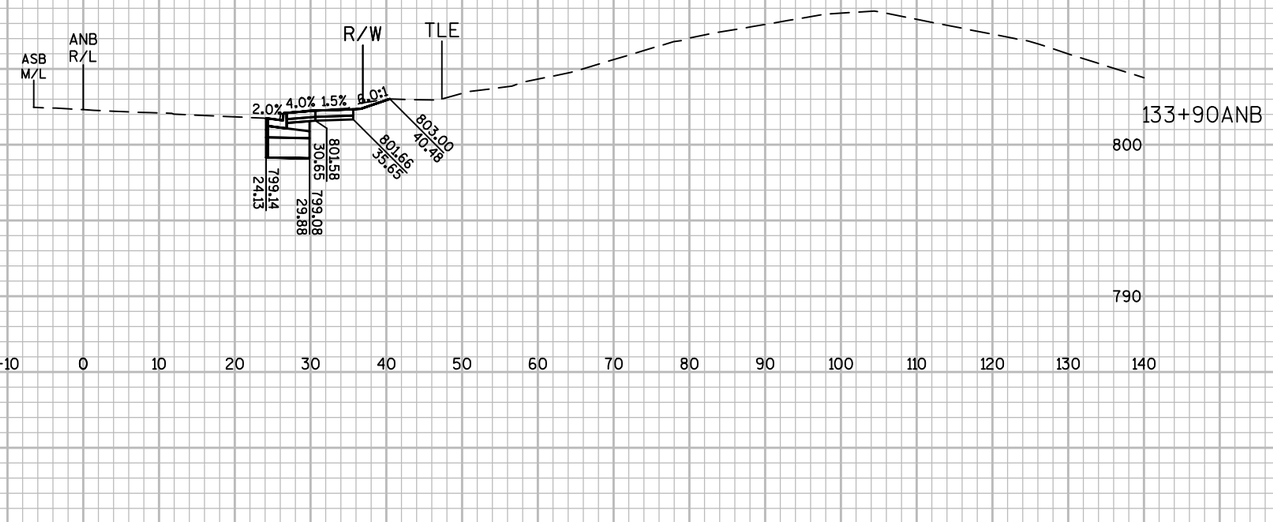
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 655 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090233_XS_ANB

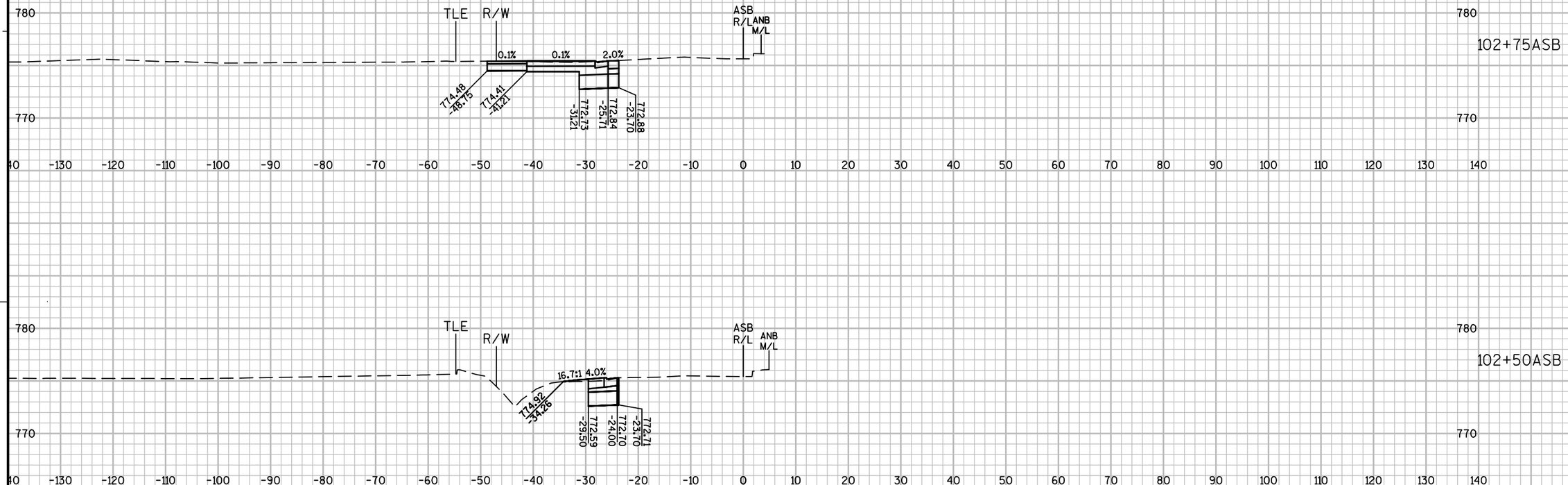
PLOT DATE : 12/1/2014 6:12 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 NB (ANB) | SHEET 656 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANB.DWG
LAYOUT NAME - 090234_XS_ANB

PLOT DATE : 12/1/2014 6:13 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




9

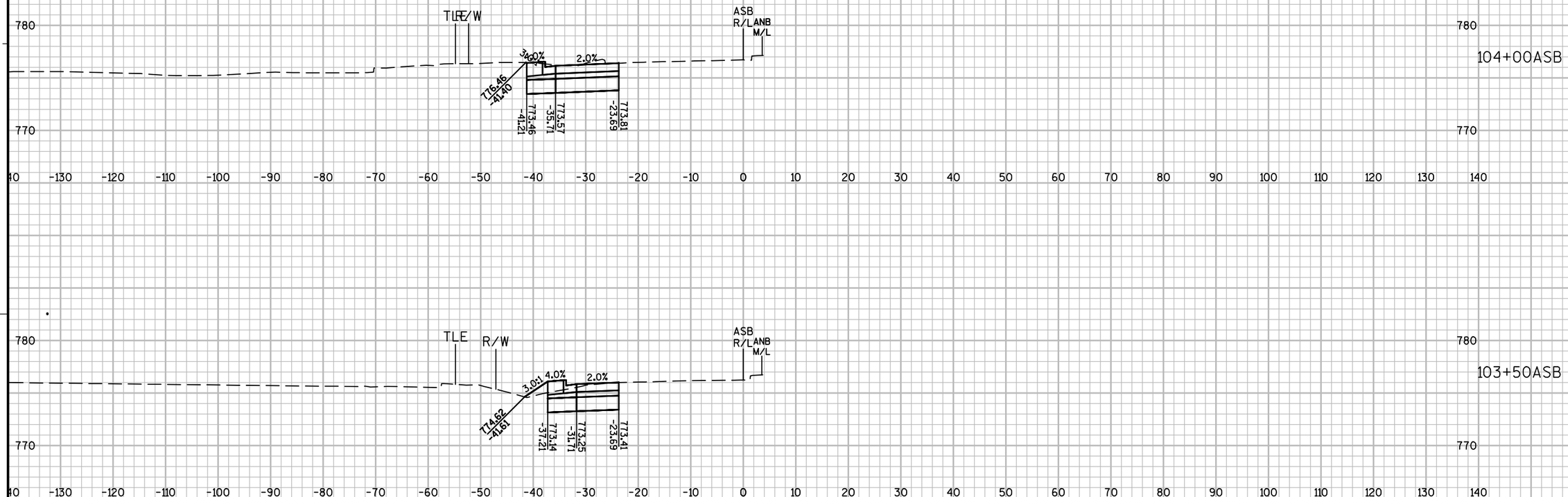
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 657 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090201_XS_ASB

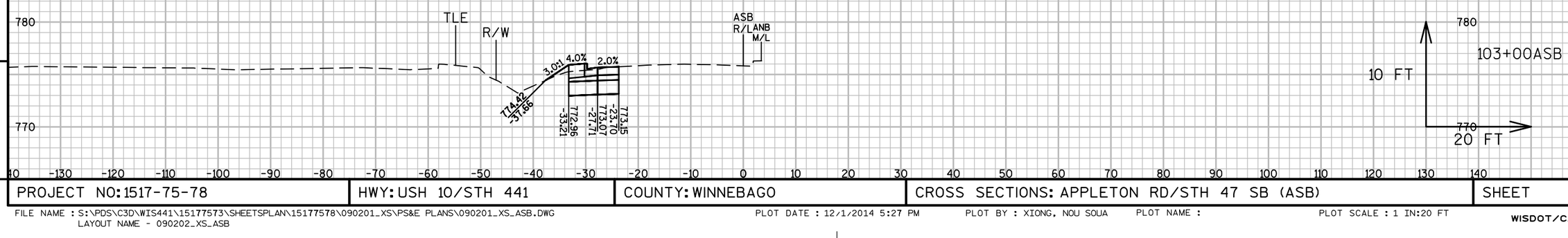
PLOT DATE : 12/1/2014 5:26 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49










9

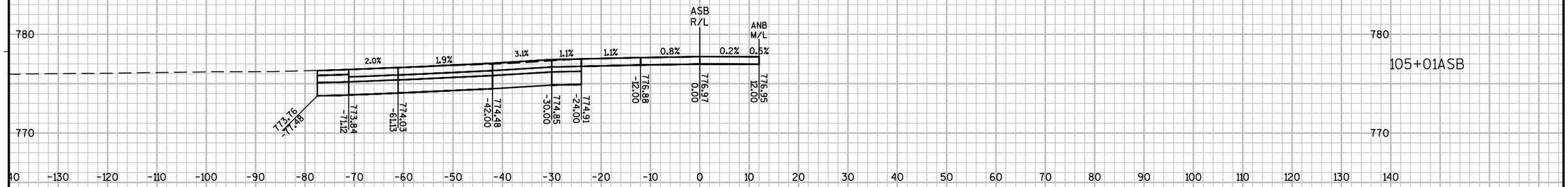
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 658 | E |
|---|---|---|---|---|---|

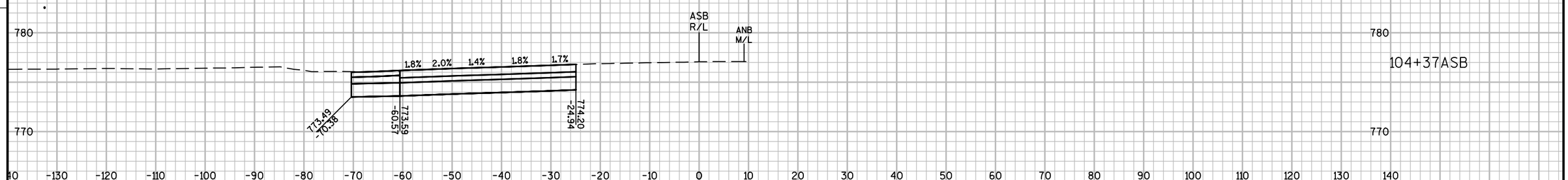
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090202_XS_ASB

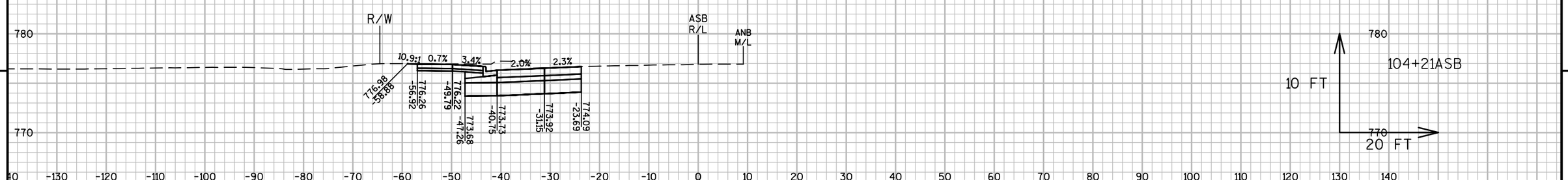
PLOT DATE : 12/1/2014 5:27 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




MIDWAY ROAD INTERSECTION C/F=0.0



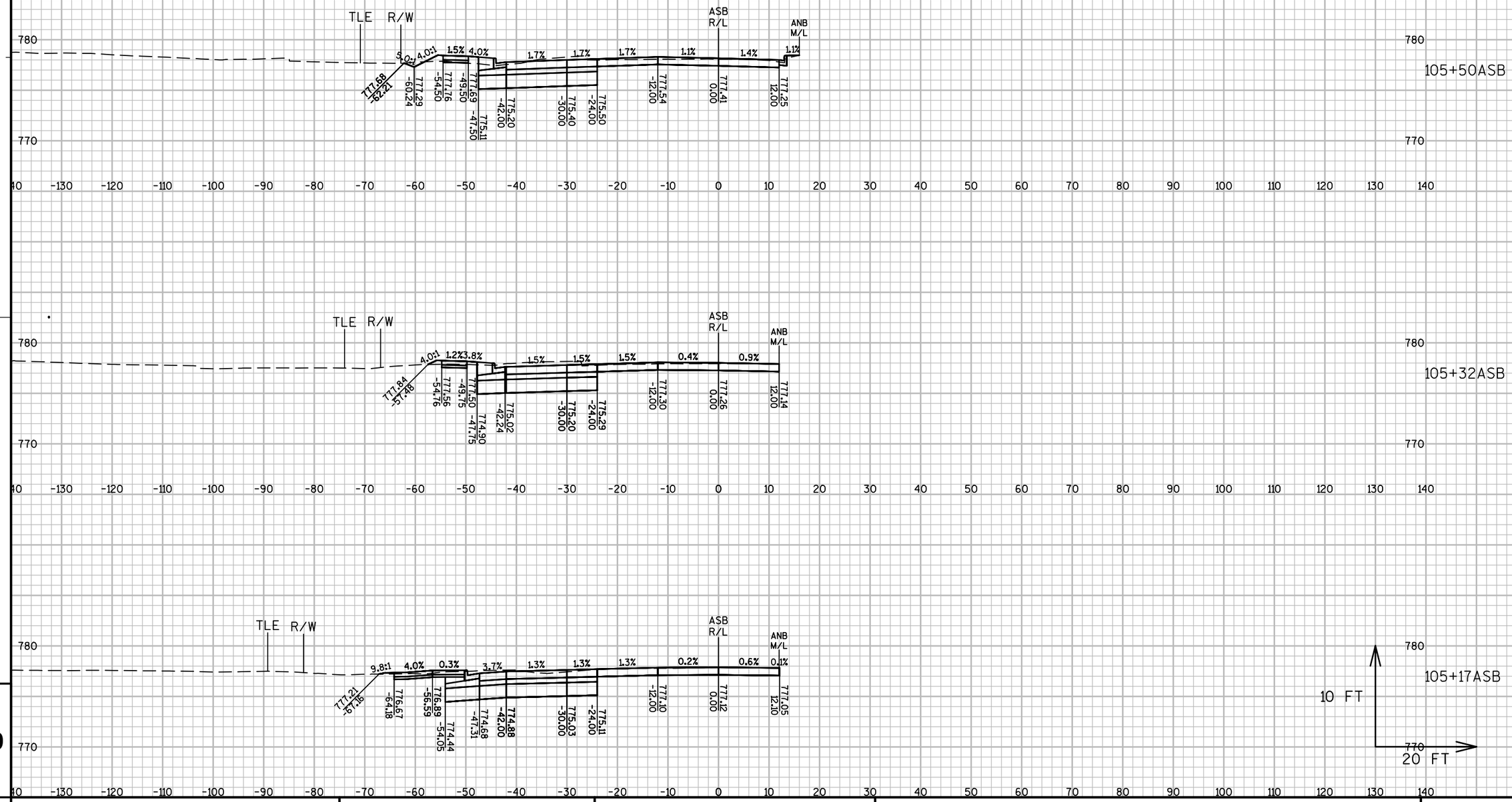




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9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 659 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090203_XS_ASB
PLOT DATE : 12/1/2014 5:27 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



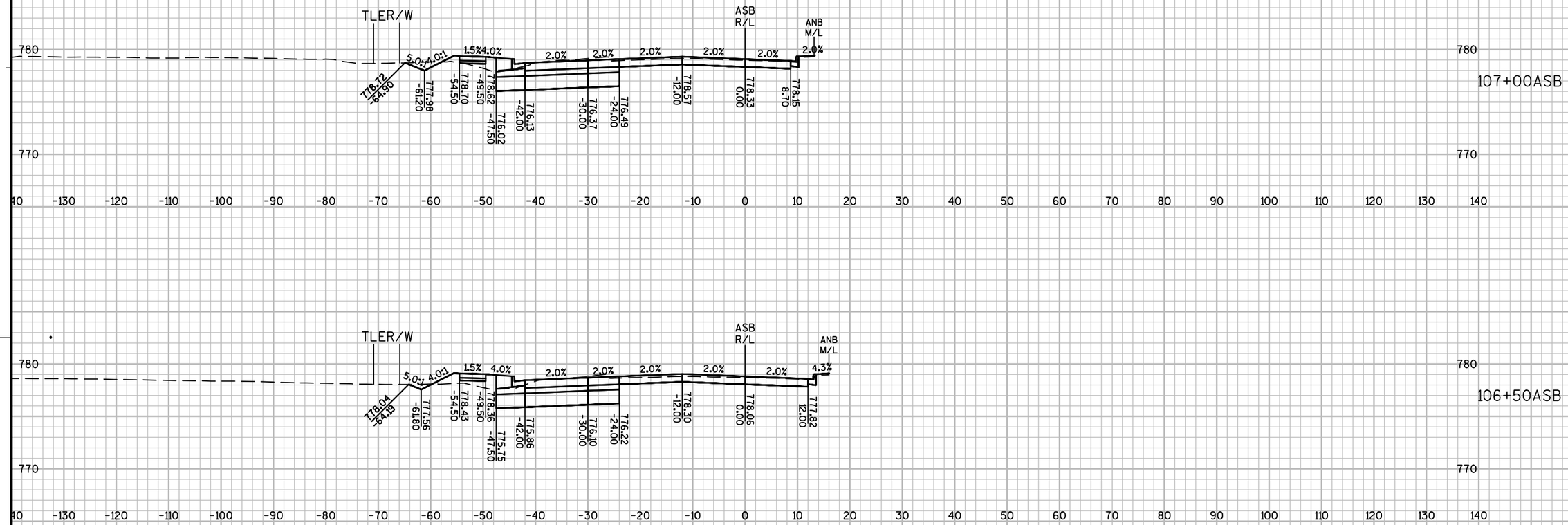

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9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 660 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090204_XS_ASB

PLOT DATE : 12/1/2014 5:28 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

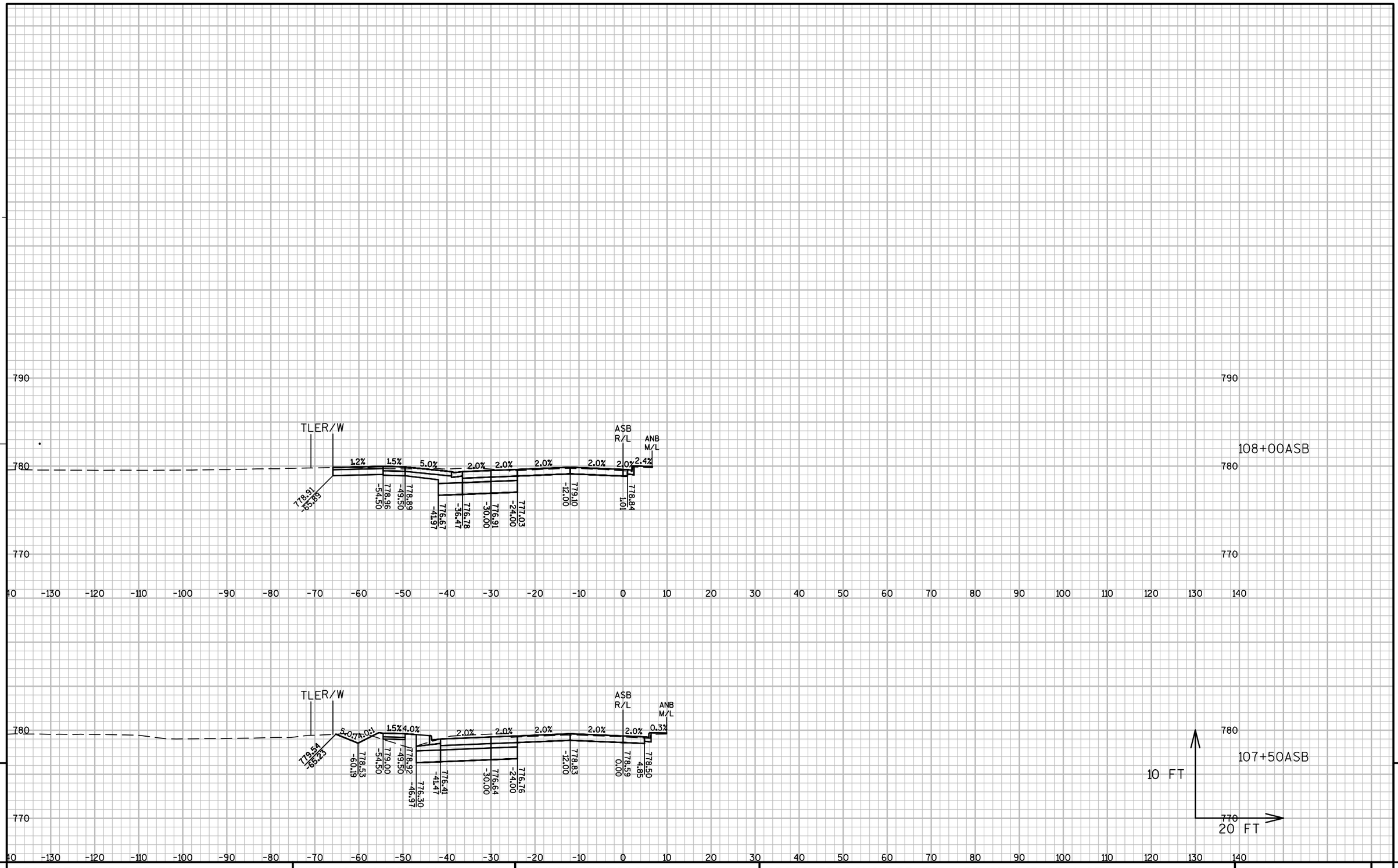



9

9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 661 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090205_XS_ASB
PLOT DATE : 12/1/2014 5:28 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

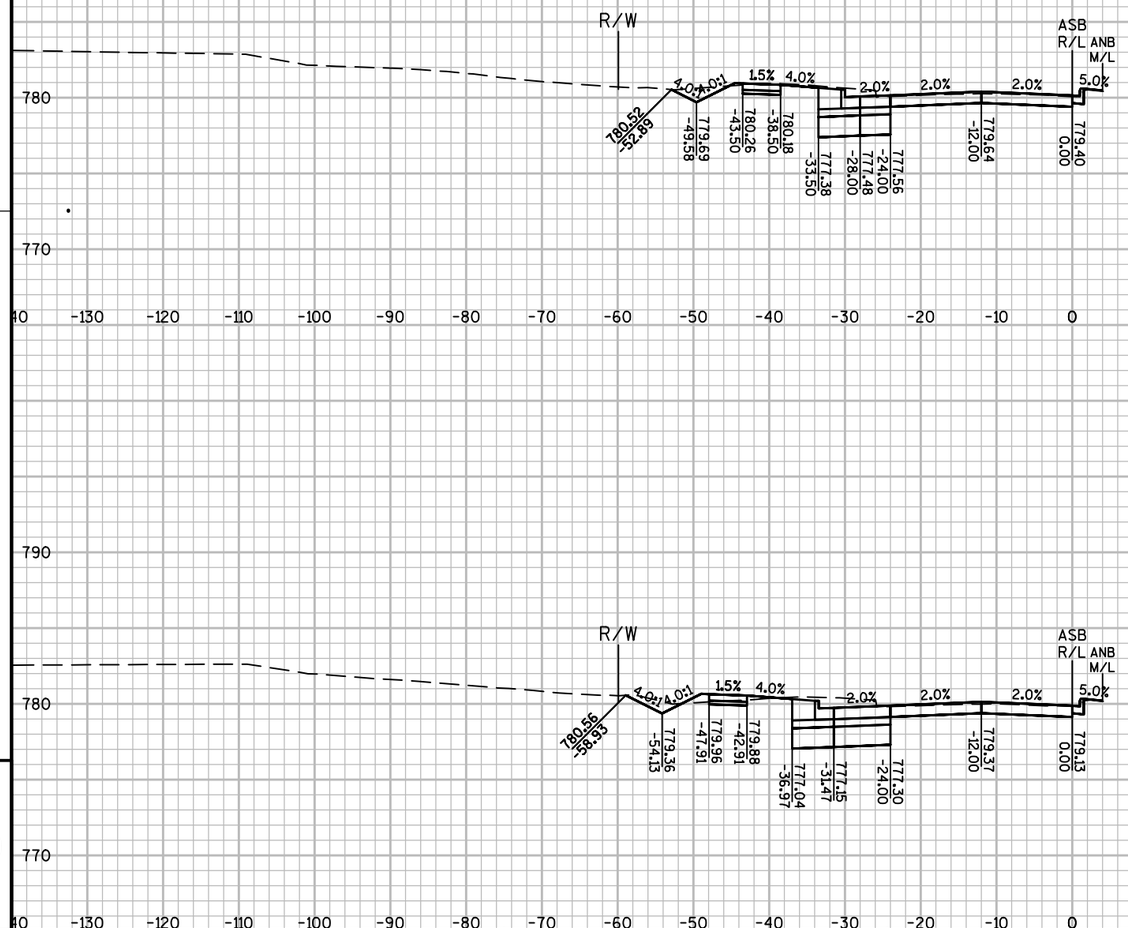



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 662 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090206_XS_ASB

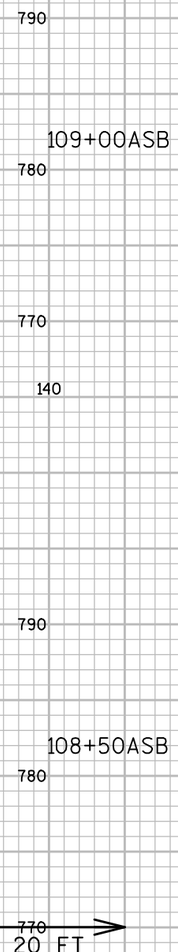
PLOT DATE : 12/1/2014 5:29 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49










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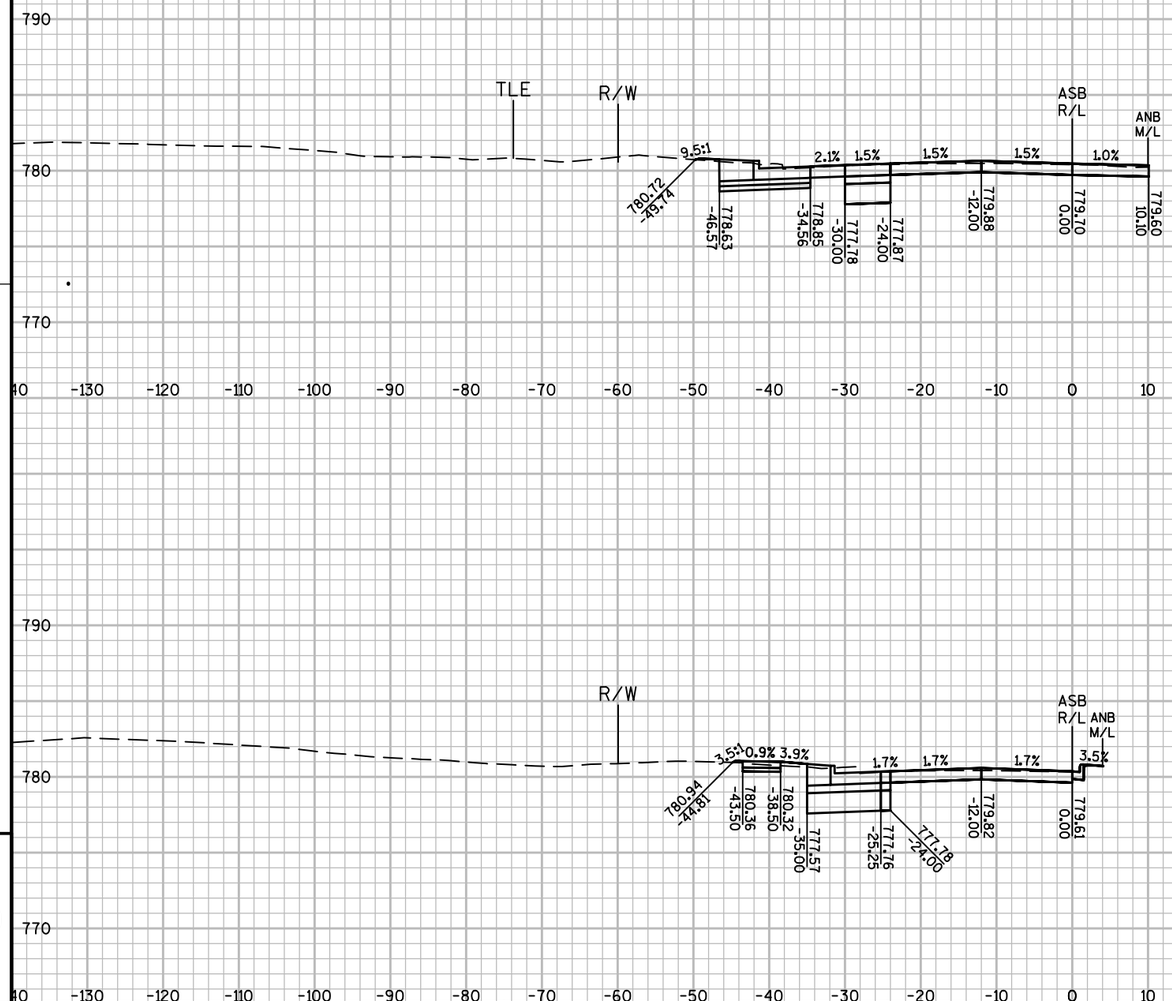
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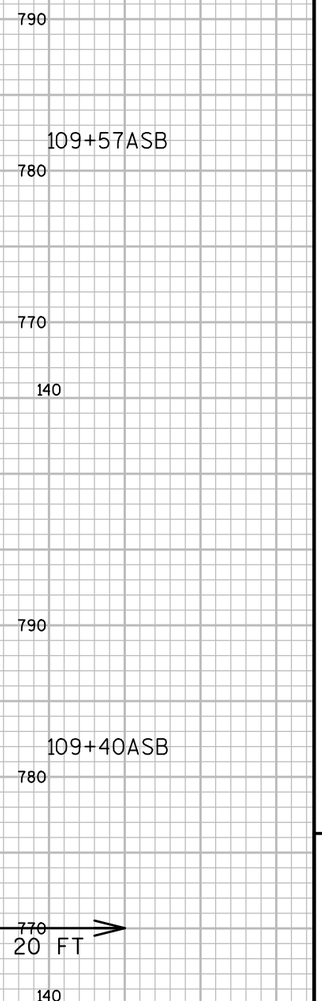
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 663 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090207_XS_ASB

PLOT DATE : 12/1/2014 5:29 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49










9

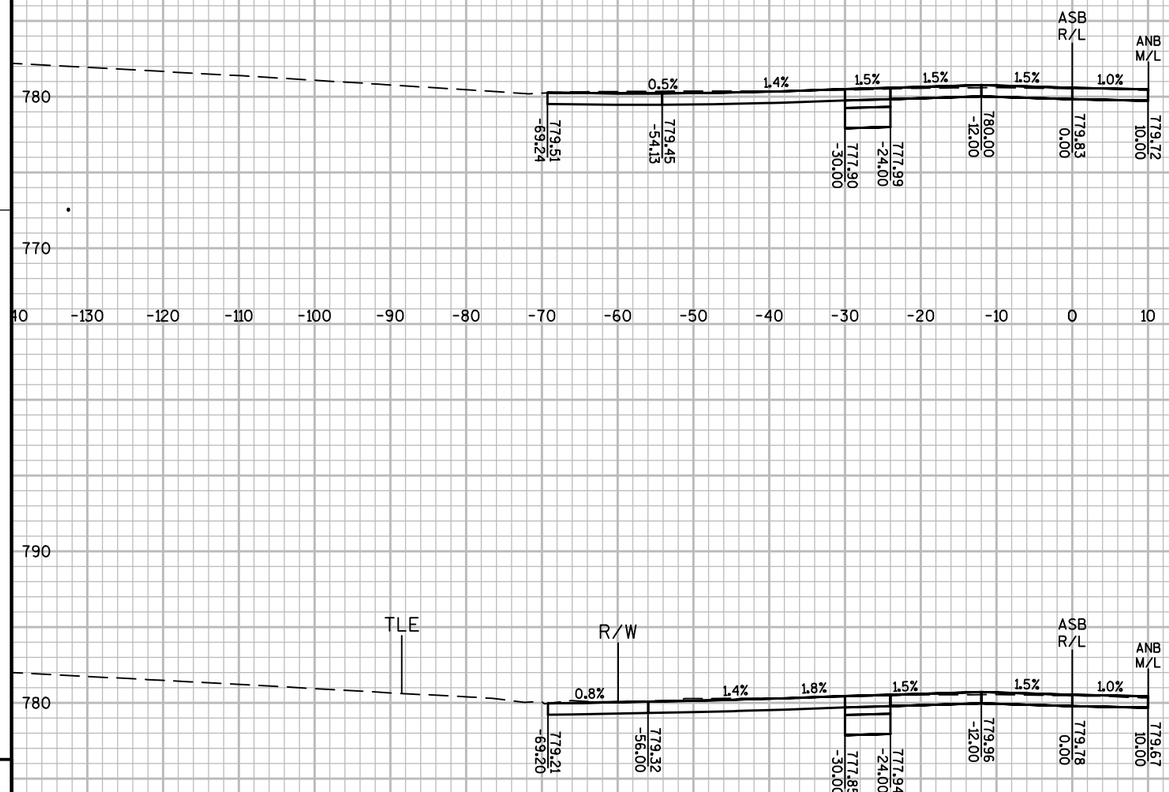
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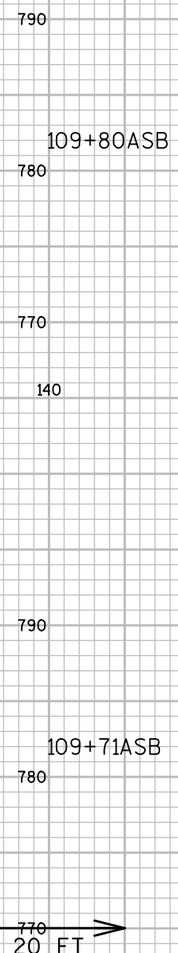
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 664 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090208_XS_ASB

PLOT DATE : 12/1/2014 5:29 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

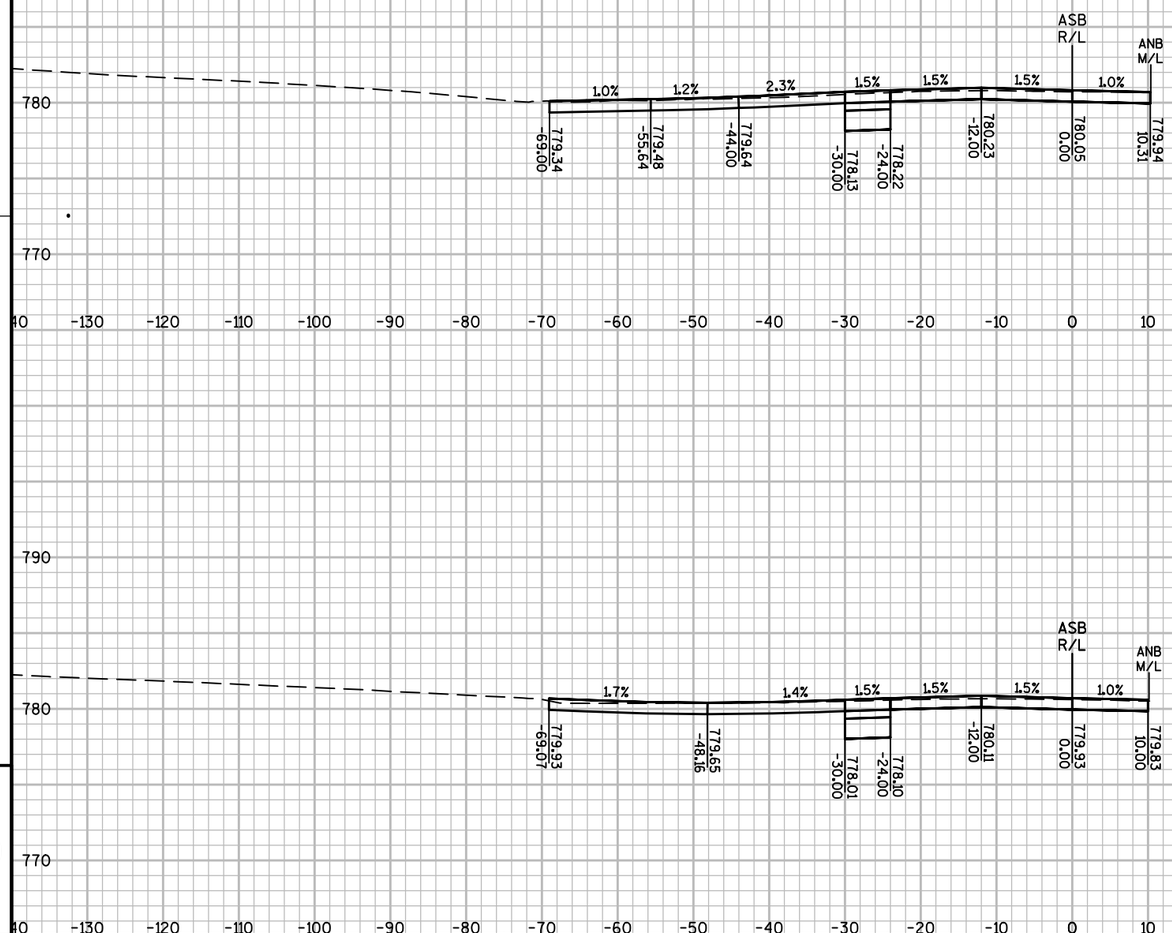
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 665 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090209_XS_ASB

PLOT DATE : 12/1/2014 5:30 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49










9

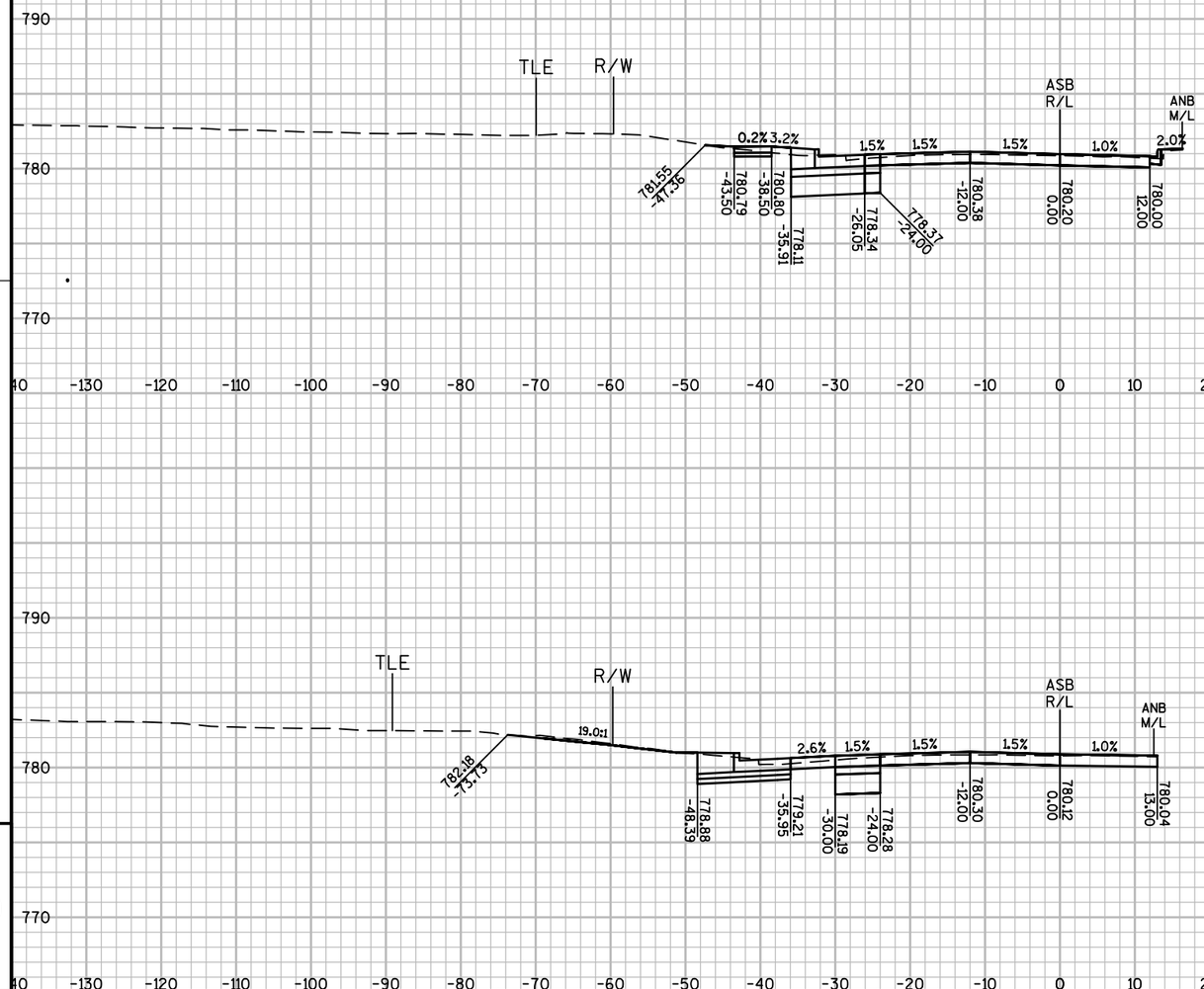
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 666 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090210_XS_ASB

PLOT DATE : 12/1/2014 5:30 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




110+50ASB

110+34ASB

10 FT

20 FT

9

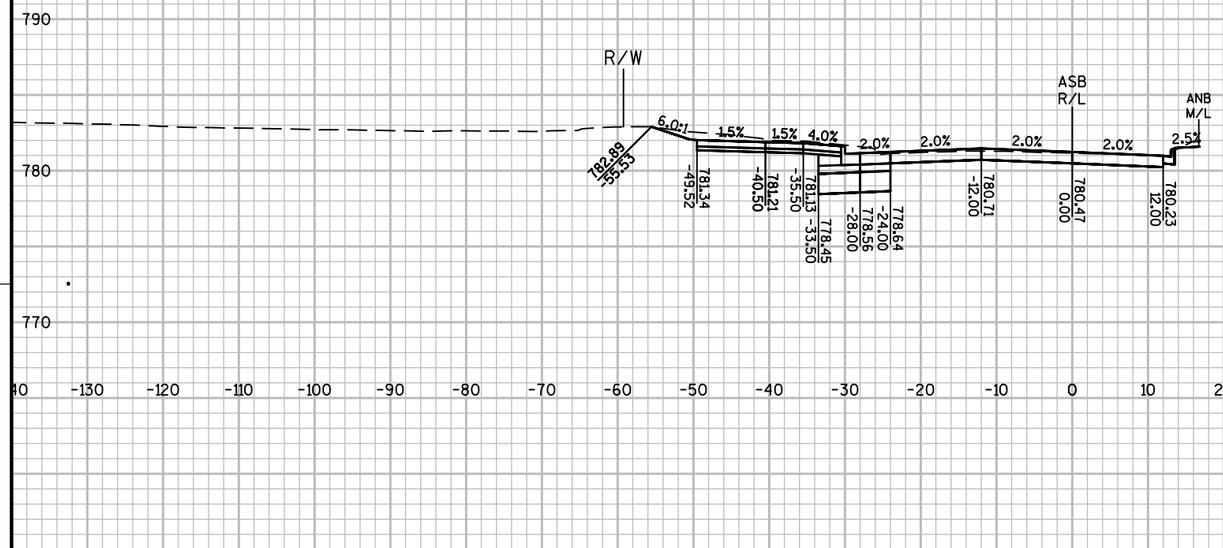
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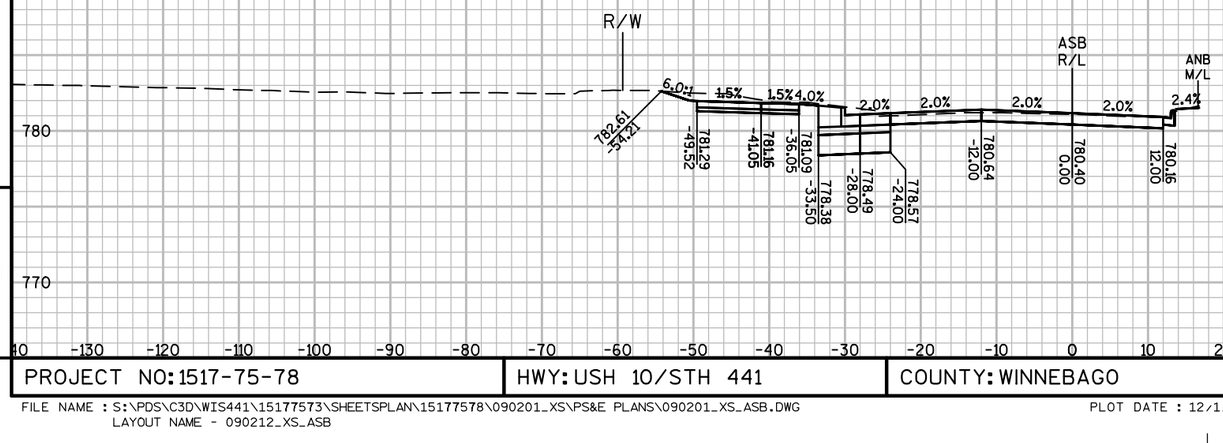
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 667 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090211_XS_ASB

PLOT DATE : 12/1/2014 5:31 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



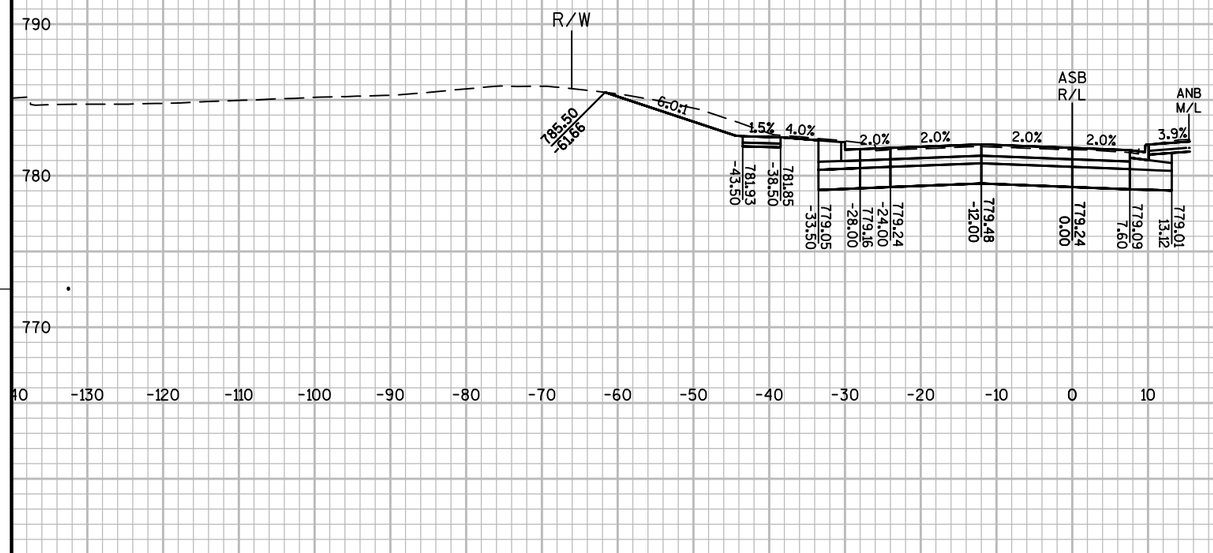



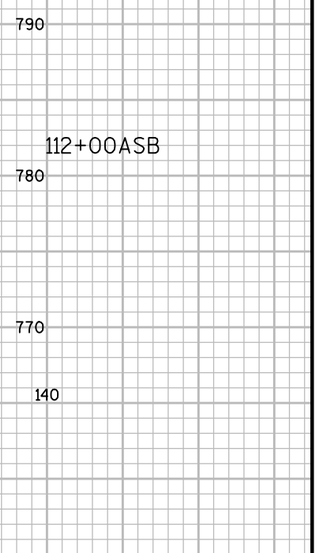

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 668 | E |
|---|---|---|---|---|---|

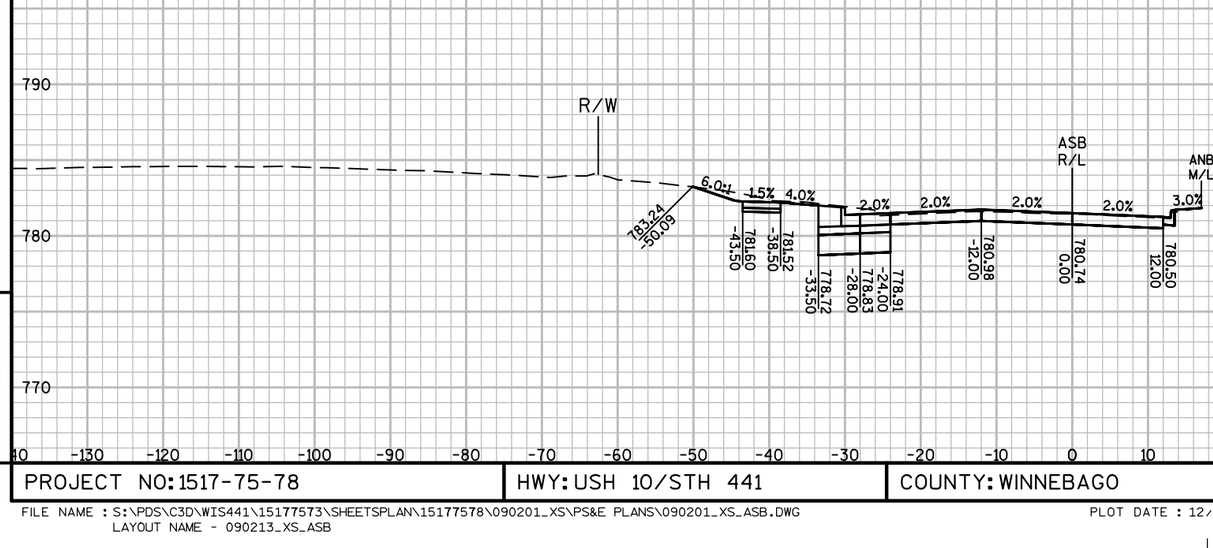
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090212_XS_ASB

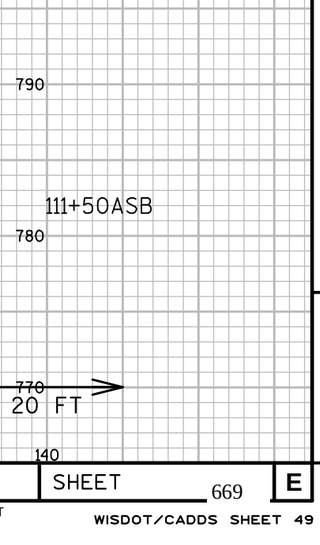
PLOT DATE : 12/1/2014 5:31 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

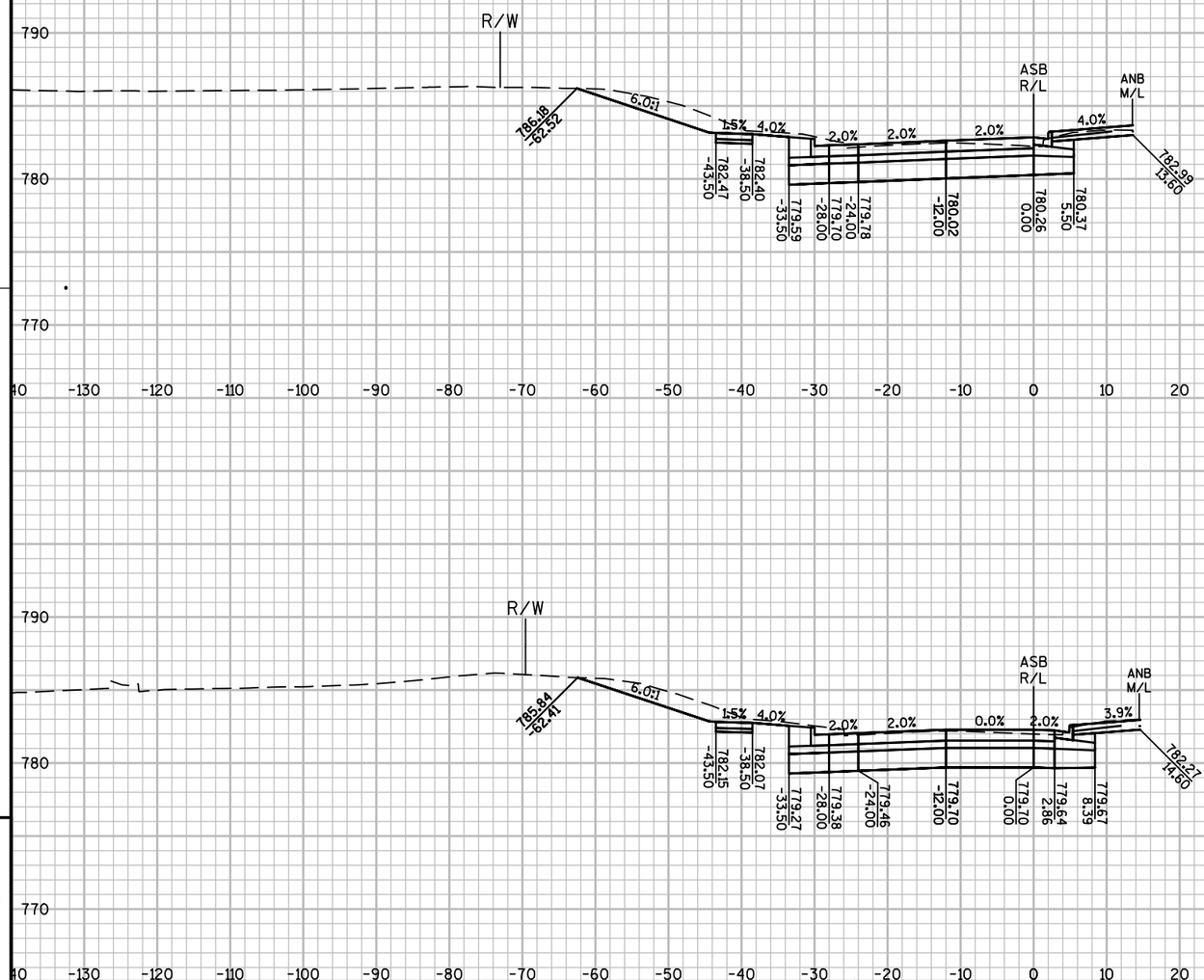
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 669 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090213_XS_ASB

PLOT DATE : 12/1/2014 5:32 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



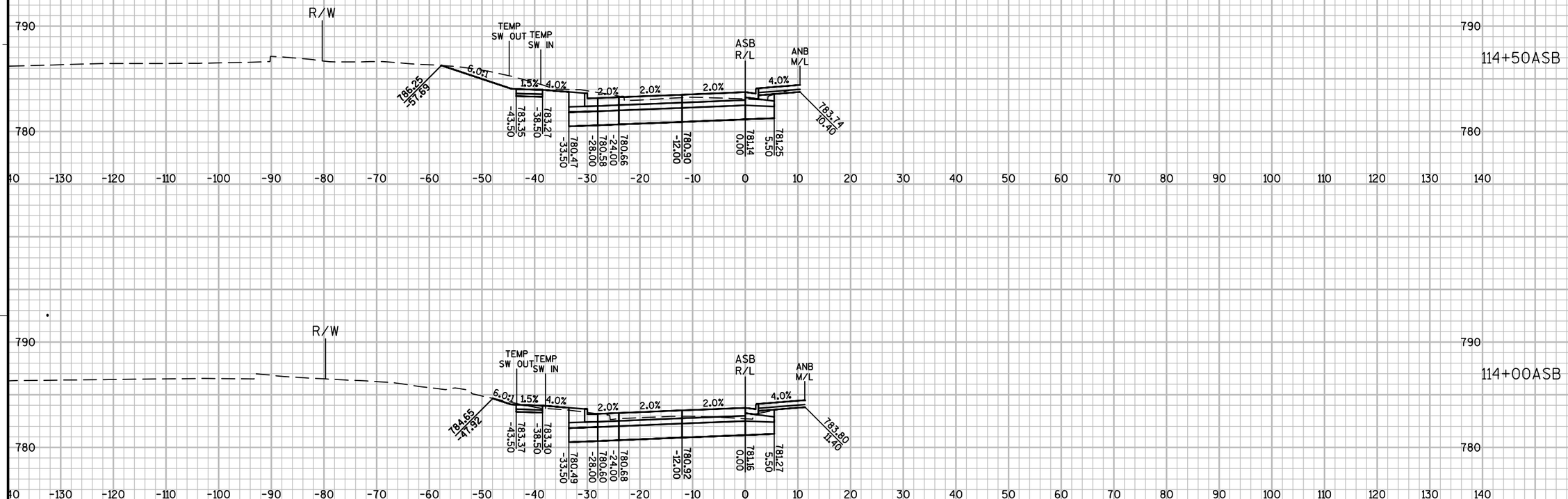

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9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 670 E |
|---|---|---|---|---|

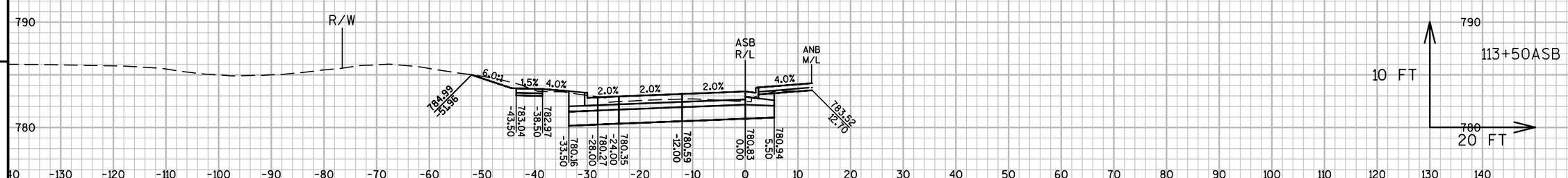
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090214_XS_ASB

PLOT DATE : 12/1/2014 5:32 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT









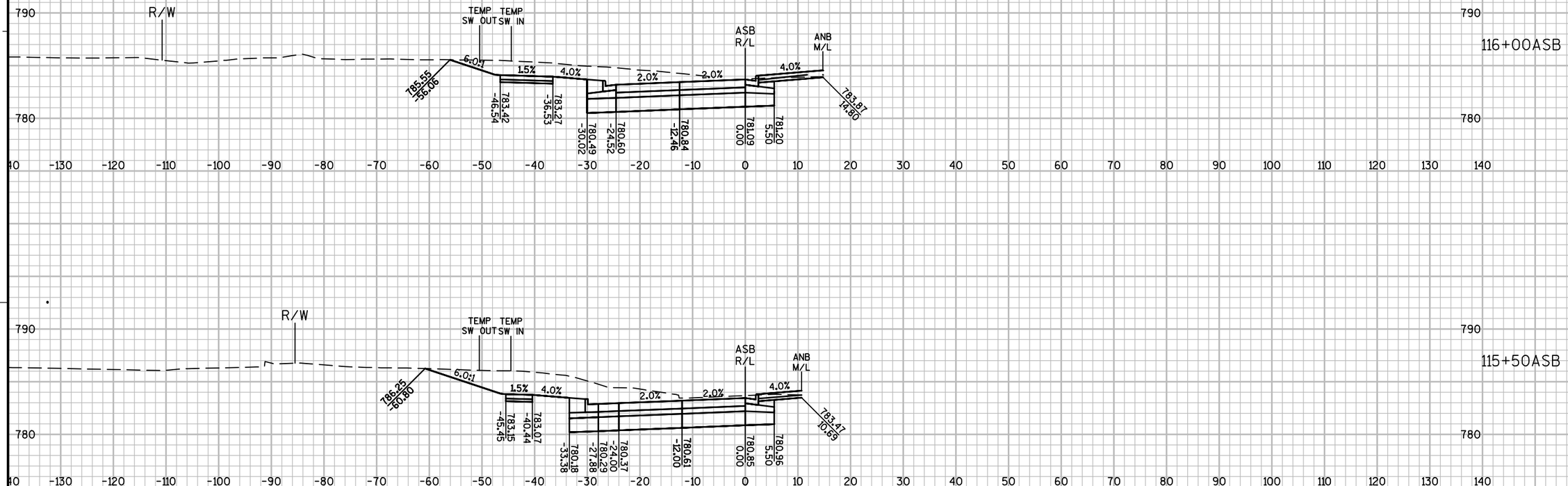

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9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 671 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090215_XS_ASB

PLOT DATE : 12/1/2014 5:32 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

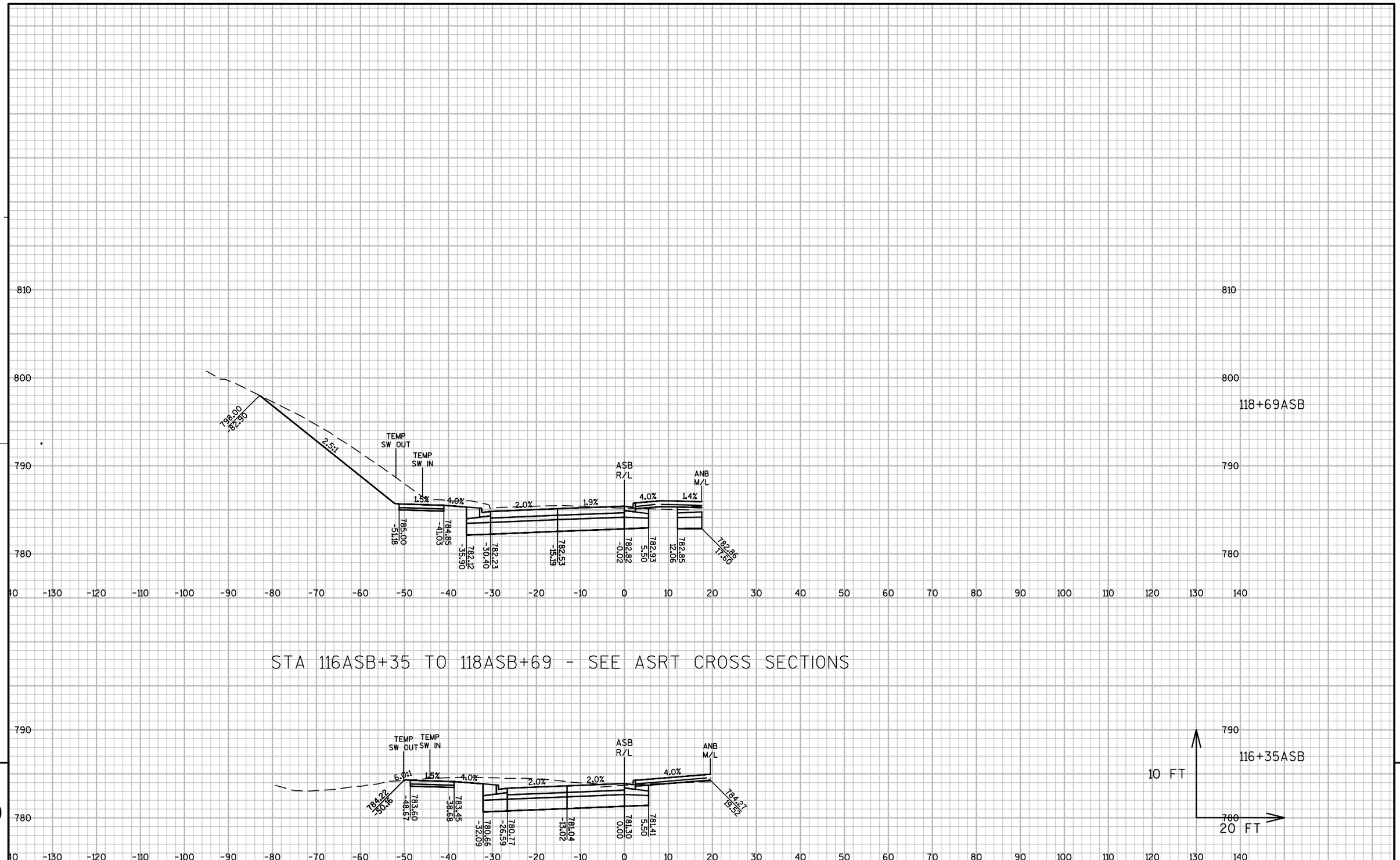



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 672 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090216_XS_ASB

PLOT DATE : 12/1/2014 5:33 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

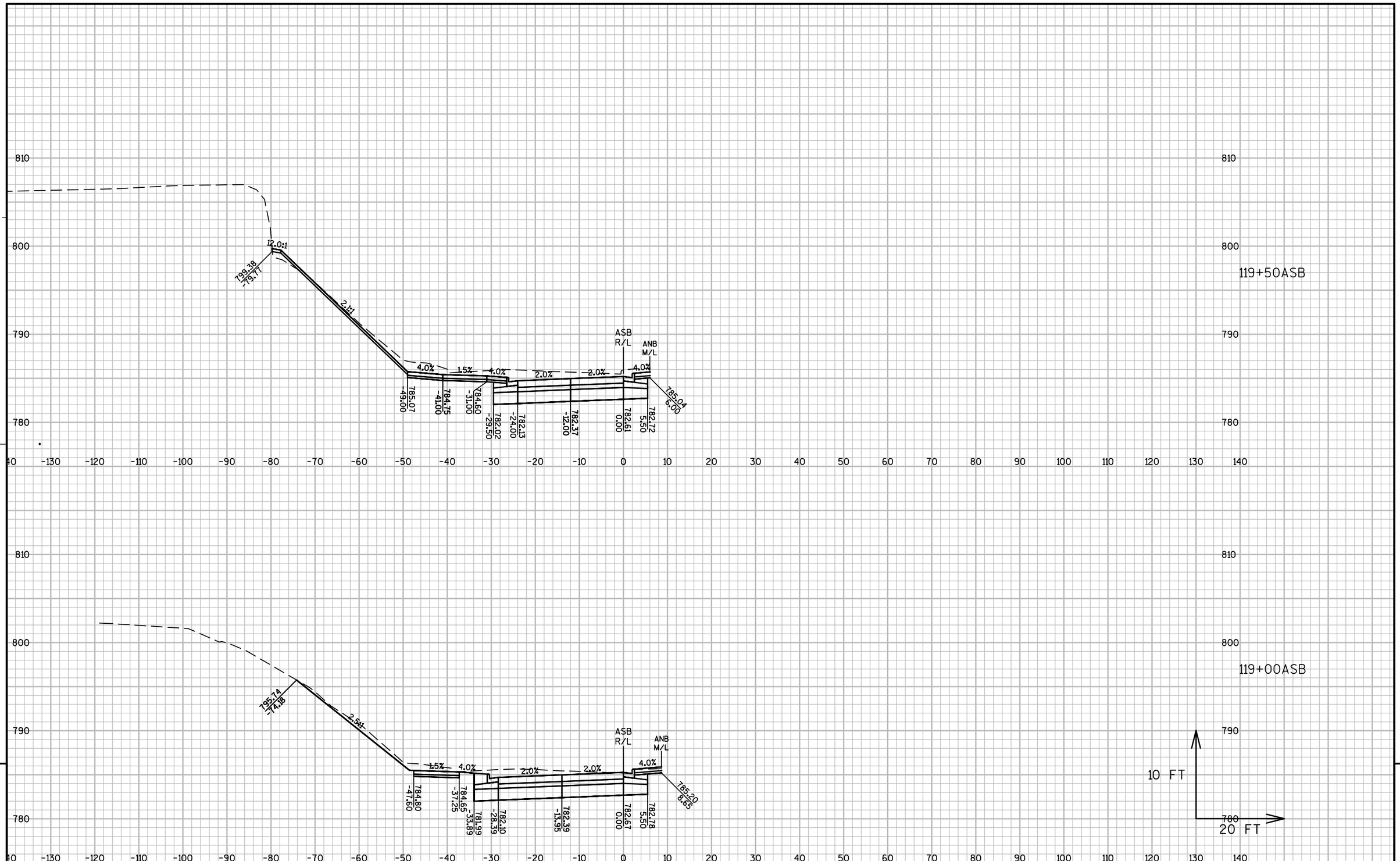
WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 673 | E |
|---|---|---|---|---|---|




9

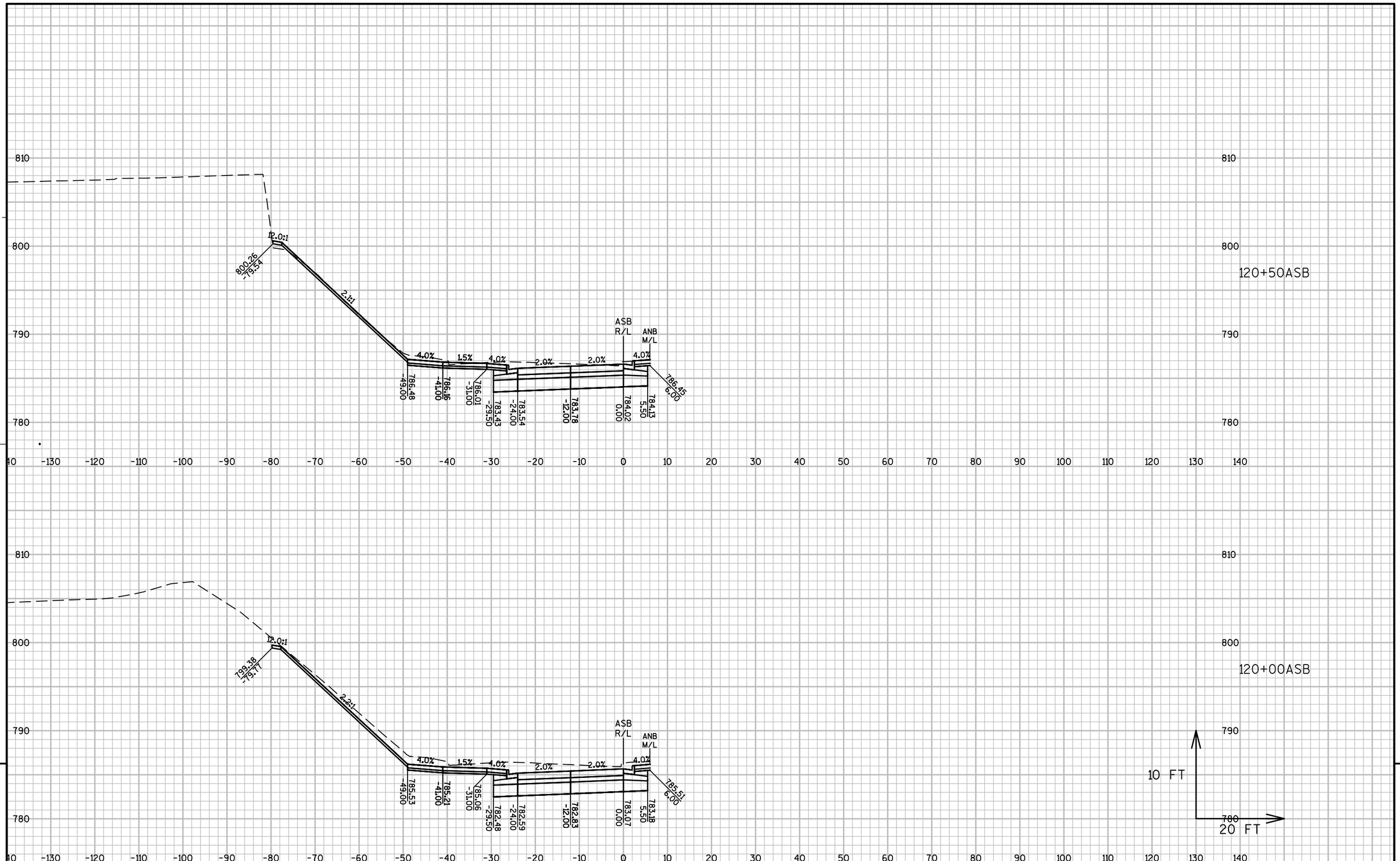
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 674 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090218_XS_ASB

PLOT DATE : 12/1/2014 5:34 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

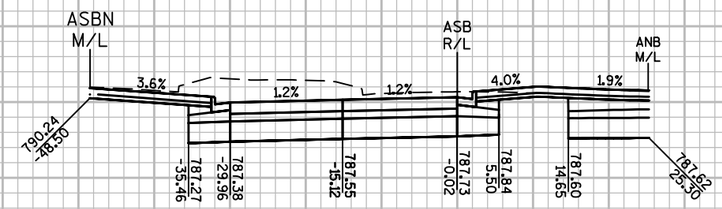



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 675 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090219_XS_ASB

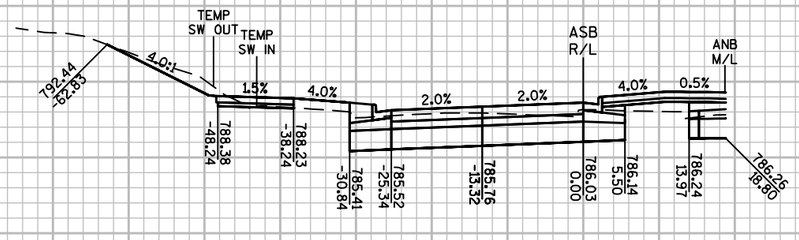
PLOT DATE : 12/1/2014 5:34 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

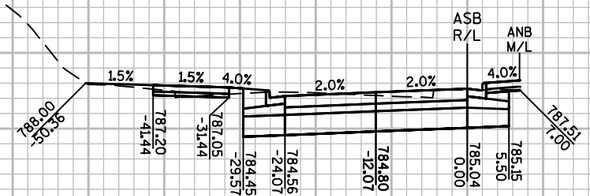



123+51ASB

STA 121ASB+48 TO 123ASB+51 - SEE ANRT CROSS SECTIONS




121+48ASB




121+00ASB

10 FT

20 FT

9

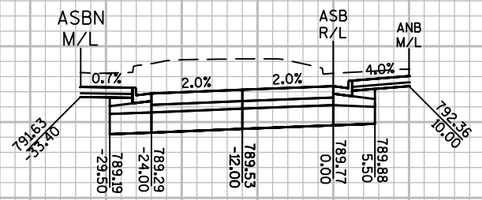
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 676 | E |
|---|---|---|---|---|---|

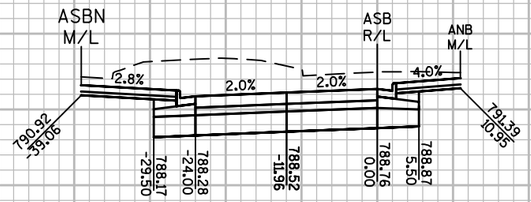
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LAYOUT NAME - 090220_XS_ASB

PLOT DATE : 12/1/2014 5:34 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

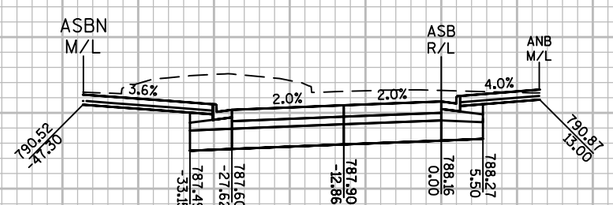
WISDOT/CADDS SHEET 49



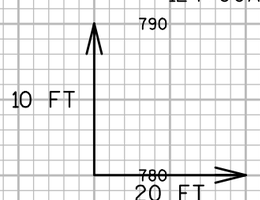

125+00ASB




124+50ASB




124+00ASB

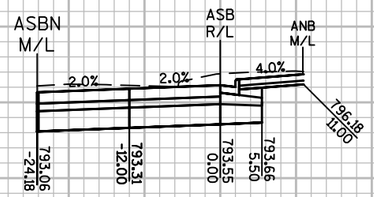



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 677 | E |
|---|---|---|---|---|---|

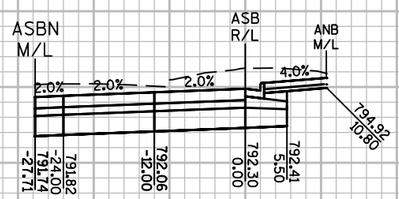
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090221_XS_ASB

PLOT DATE : 12/1/2014 5:35 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

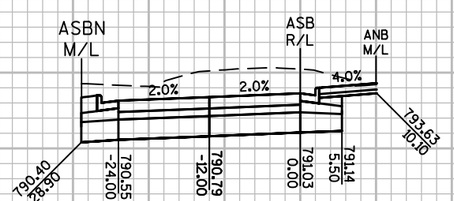
WISDOT/CADDS SHEET 49




126+50ASB




126+00ASB




125+50ASB

10 FT

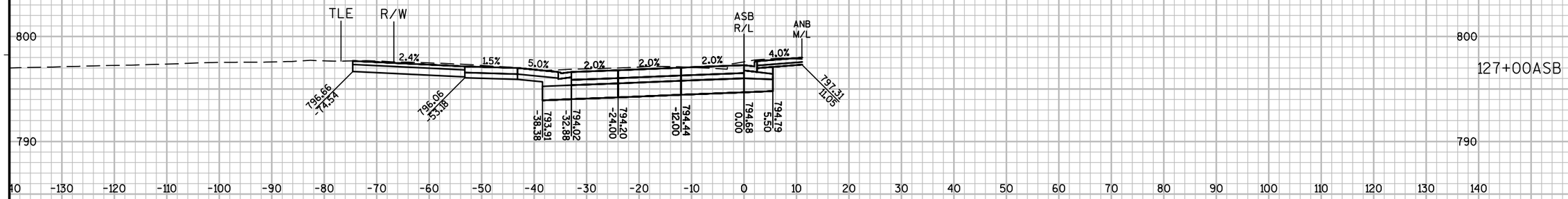
20 FT

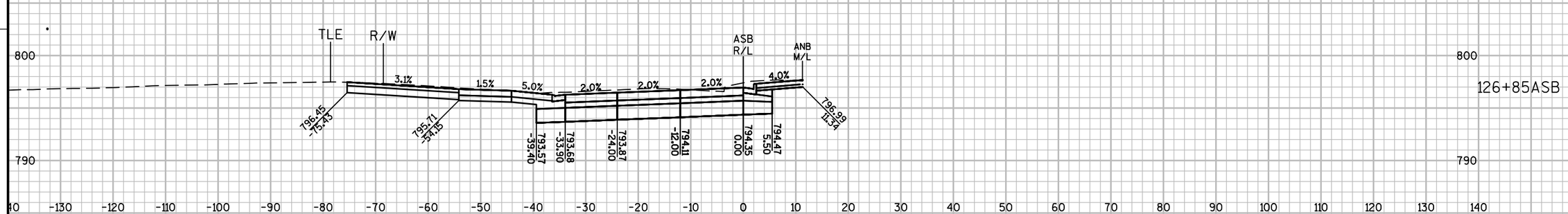
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 678 | E |
|---|---|---|---|---|---|

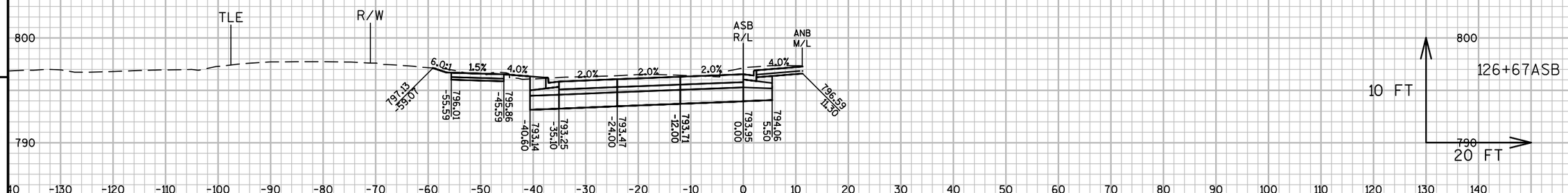
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090222_XS_ASB

PLOT DATE : 12/1/2014 5:35 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

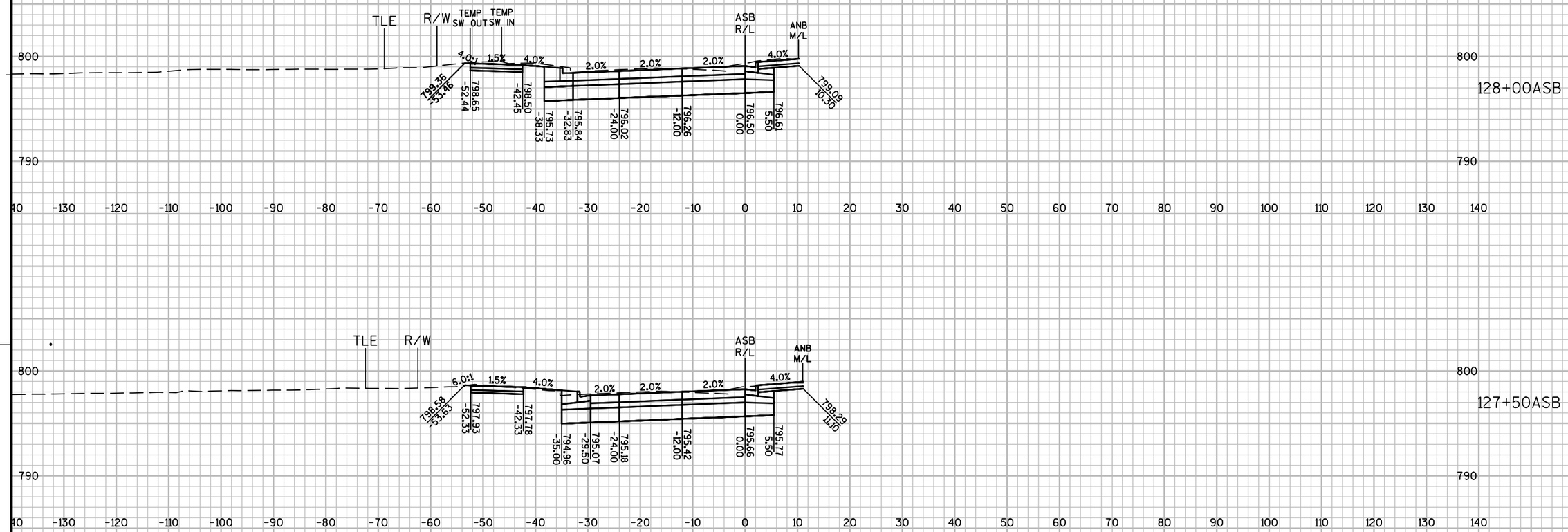
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 679 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090223_XS_ASB

PLOT DATE : 12/1/2014 5:35 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







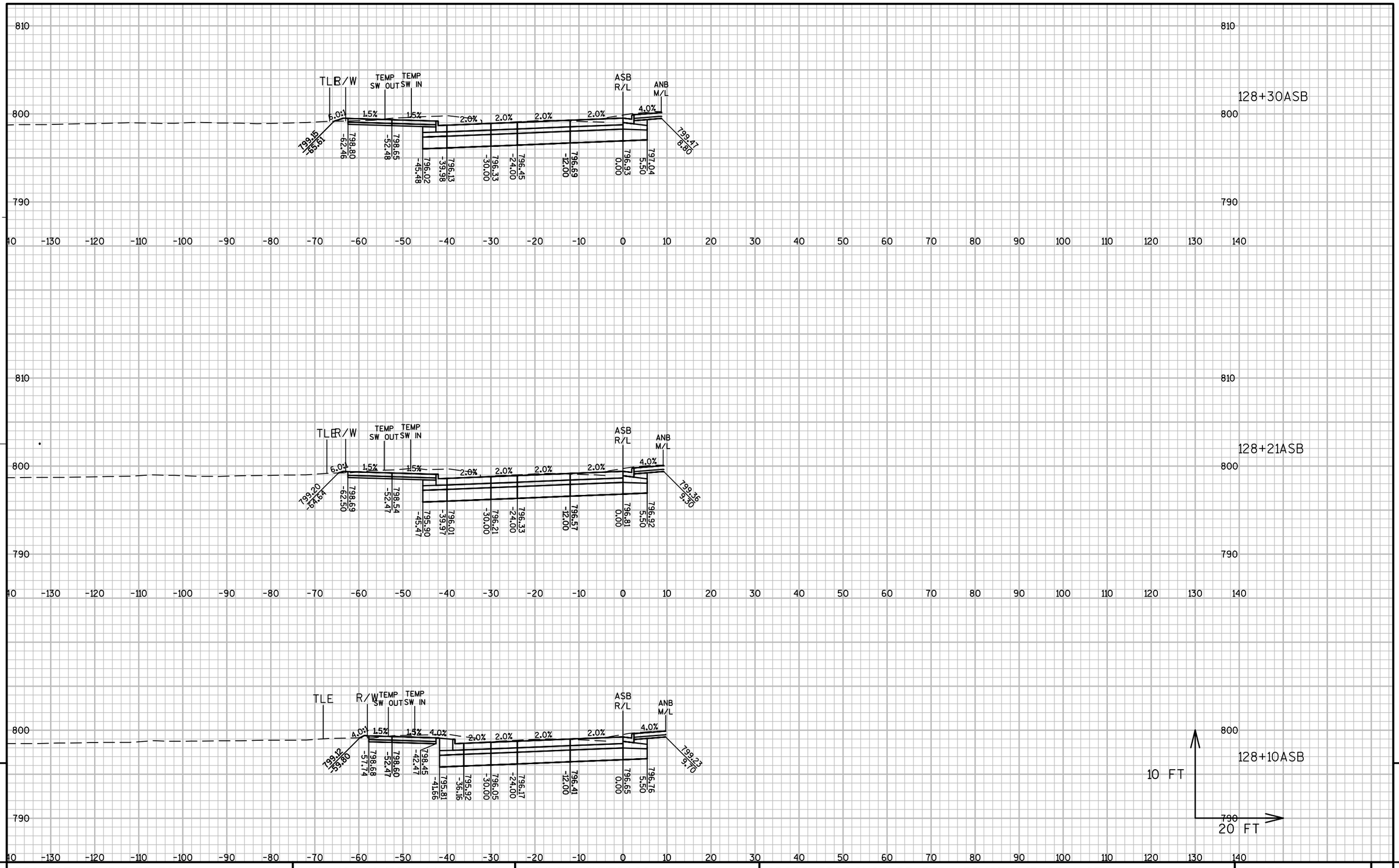
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 680 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090224_XS_ASB

PLOT DATE : 12/1/2014 5:36 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




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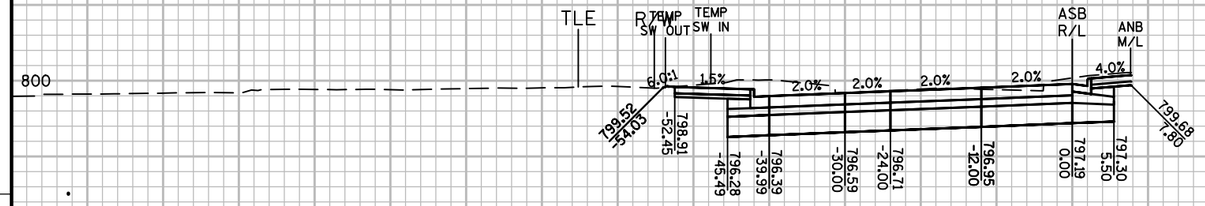
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 681 | E |
|---|---|---|---|---|---|

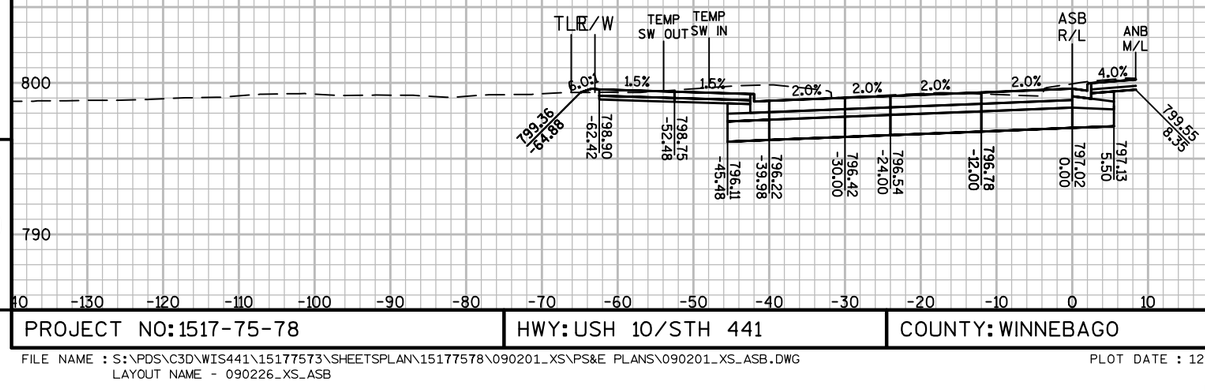
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LAYOUT NAME - 090225_XS_ASB

PLOT DATE : 12/1/2014 5:36 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




128+50ASB




128+37ASB

10 FT

20 FT

9

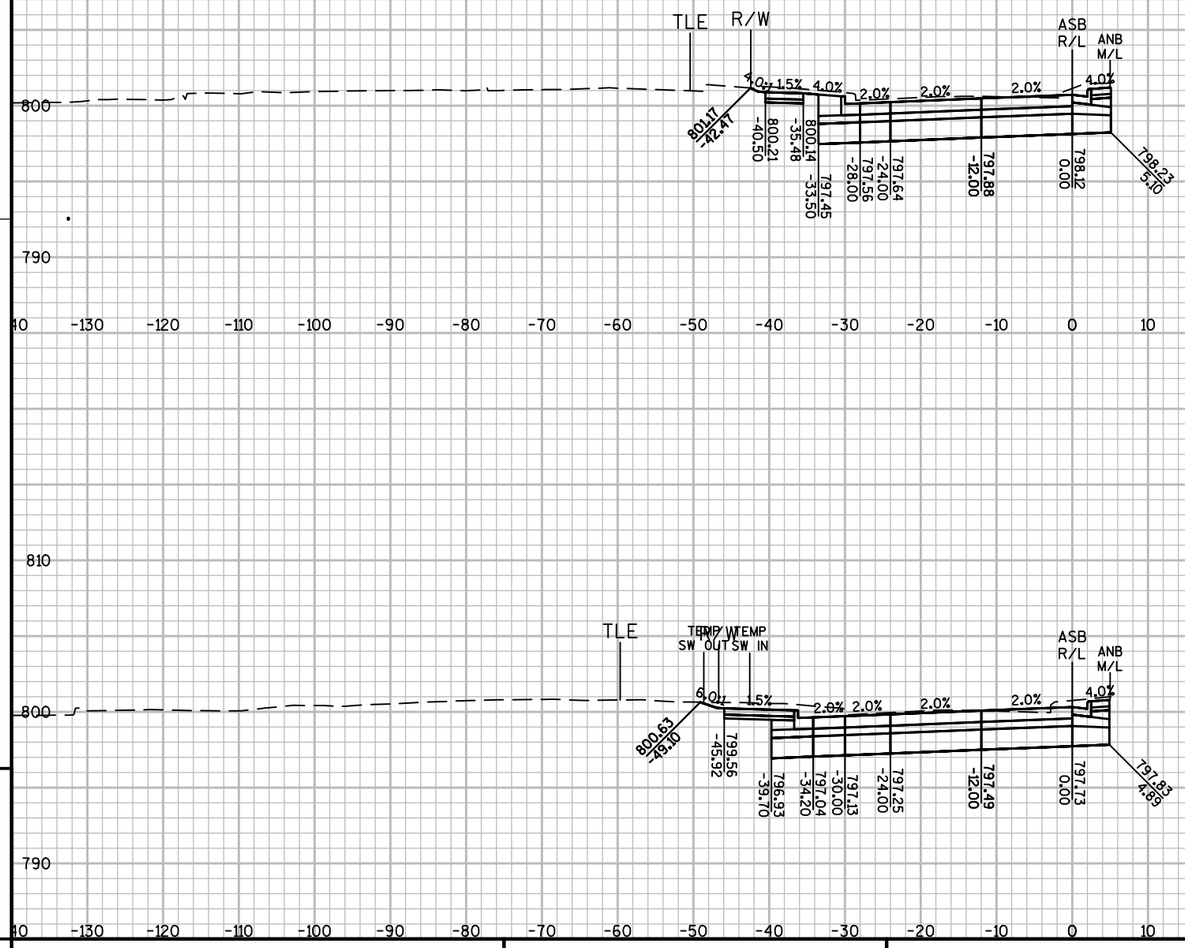
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 682 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090226_XS_ASB

PLOT DATE : 12/1/2014 5:37 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

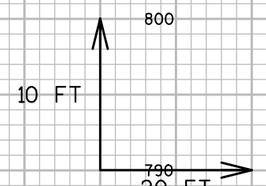
WISDOT/CADDS SHEET 49




129+50ASB




129+00ASB



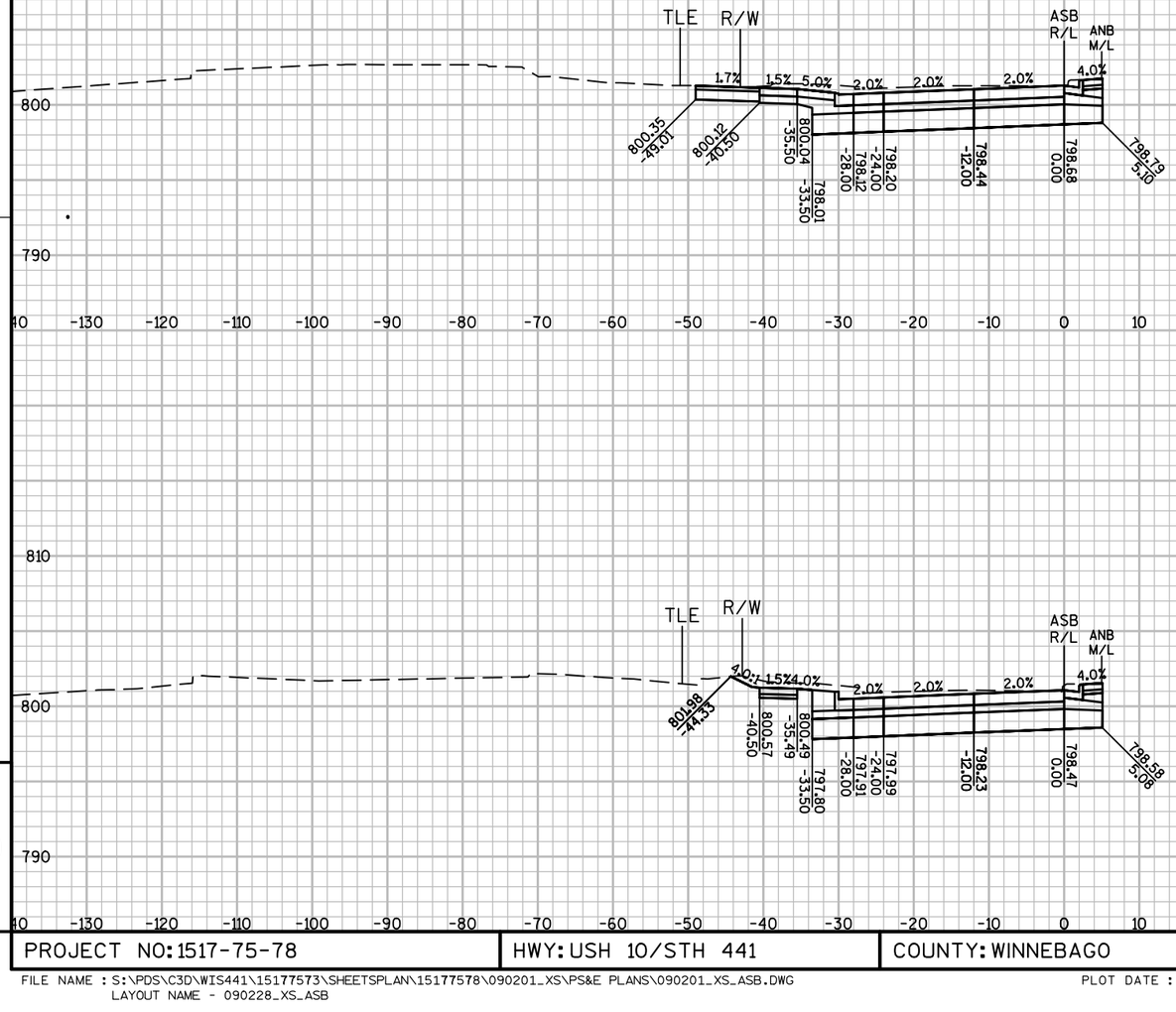

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 683 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090227_XS_ASB

PLOT DATE : 12/1/2014 5:37 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




9

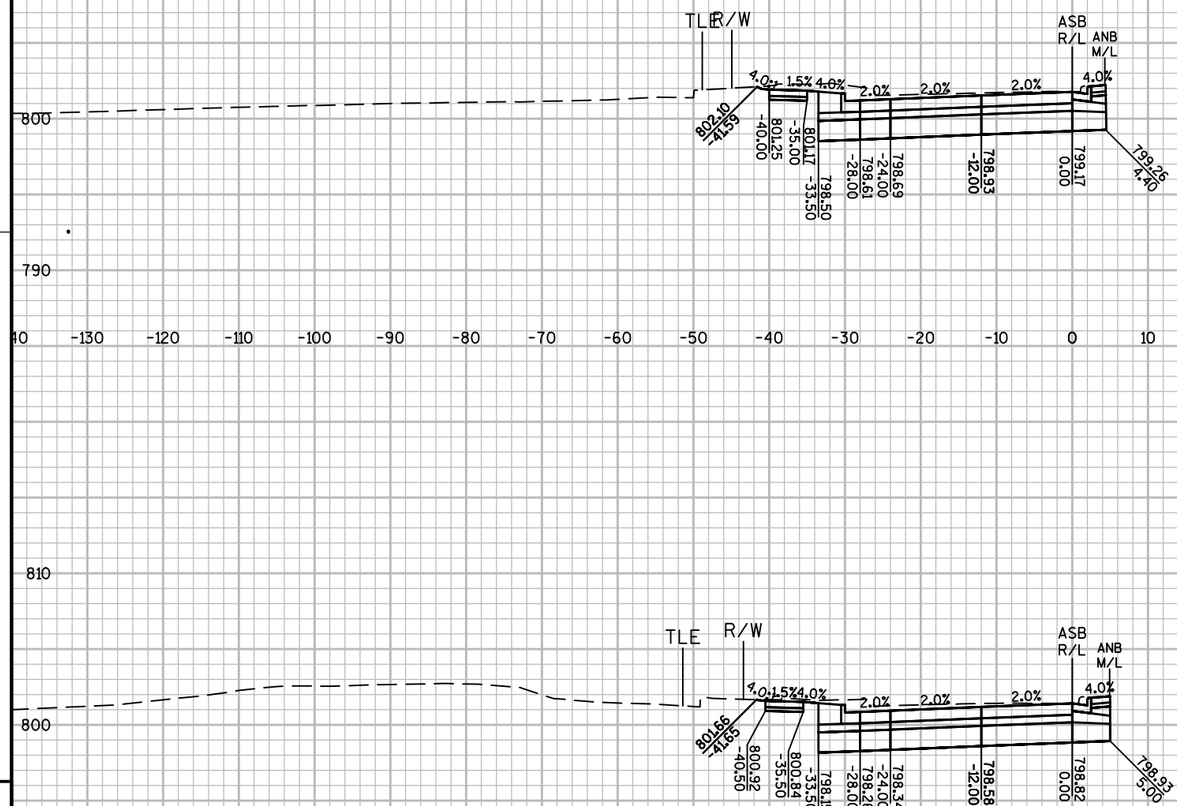
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 684 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090228_XS_ASB

PLOT DATE : 12/1/2014 5:37 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







131+00ASB

130+50ASB

10 FT

20 FT

9

9

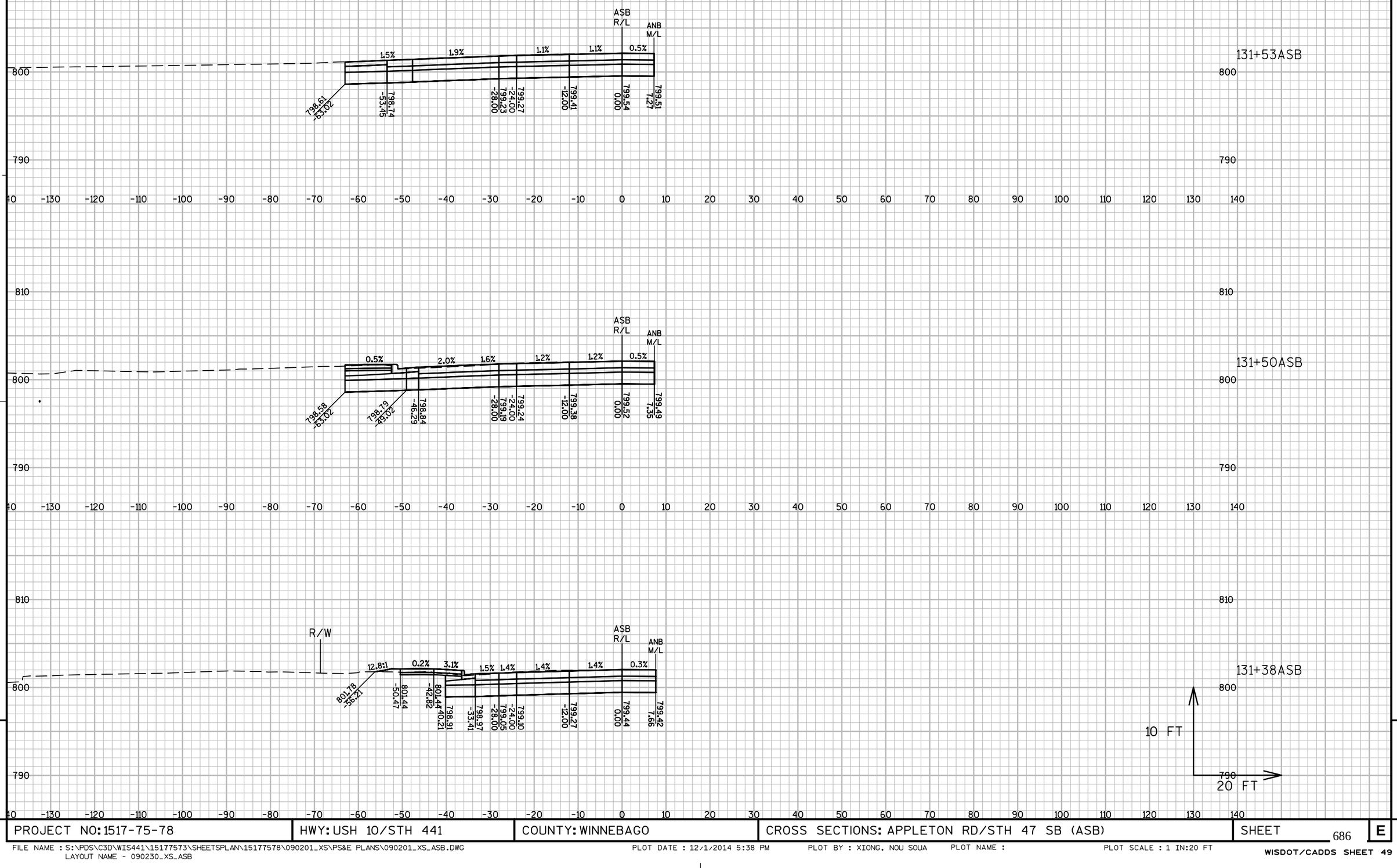
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 685 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090229_XS_ASB

PLOT DATE : 12/1/2014 5:38 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

# VALLEY ROAD INTERSECTION C/F=0.0

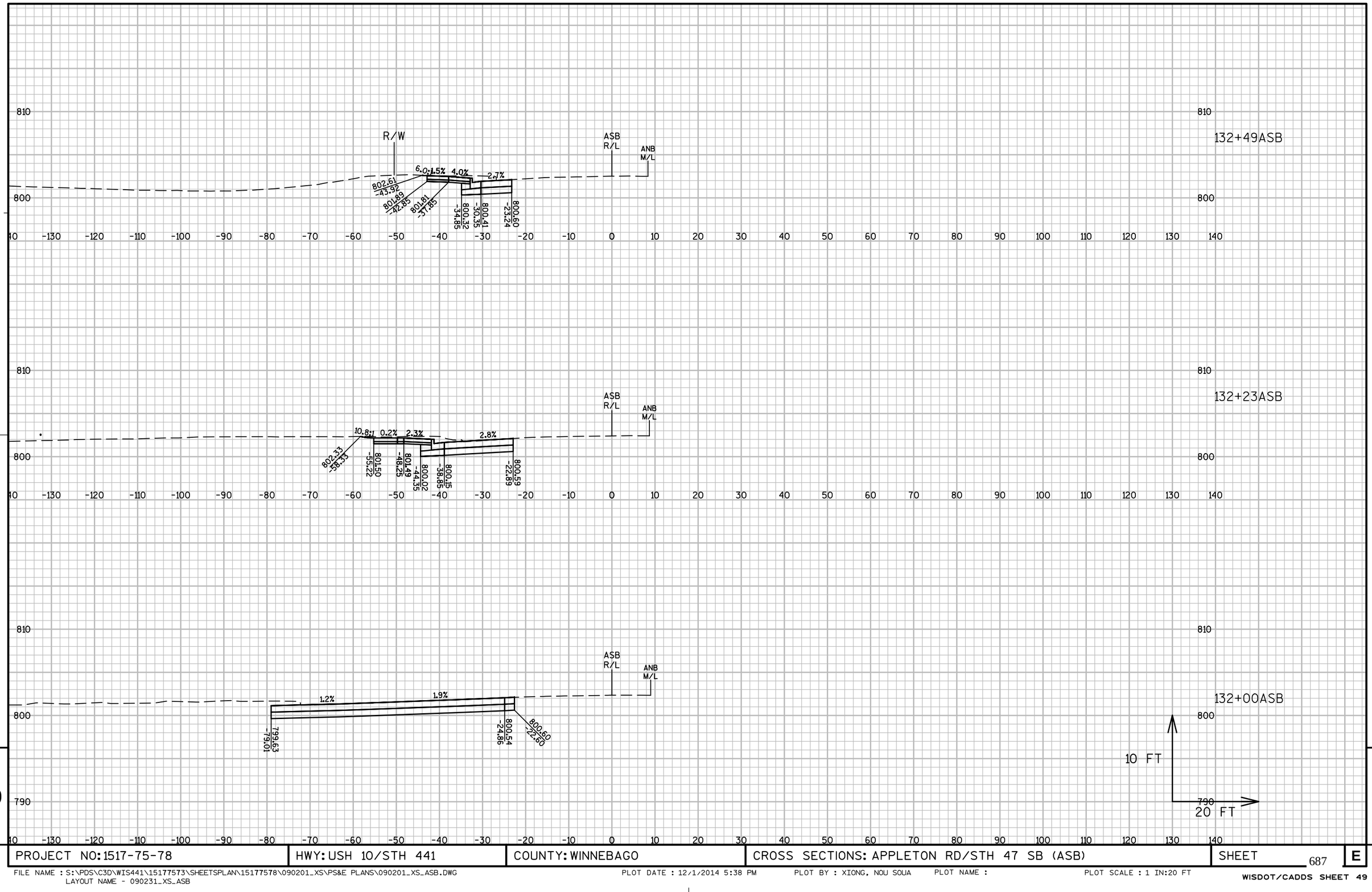



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 686 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090230_XS_ASB

PLOT DATE : 12/1/2014 5:38 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

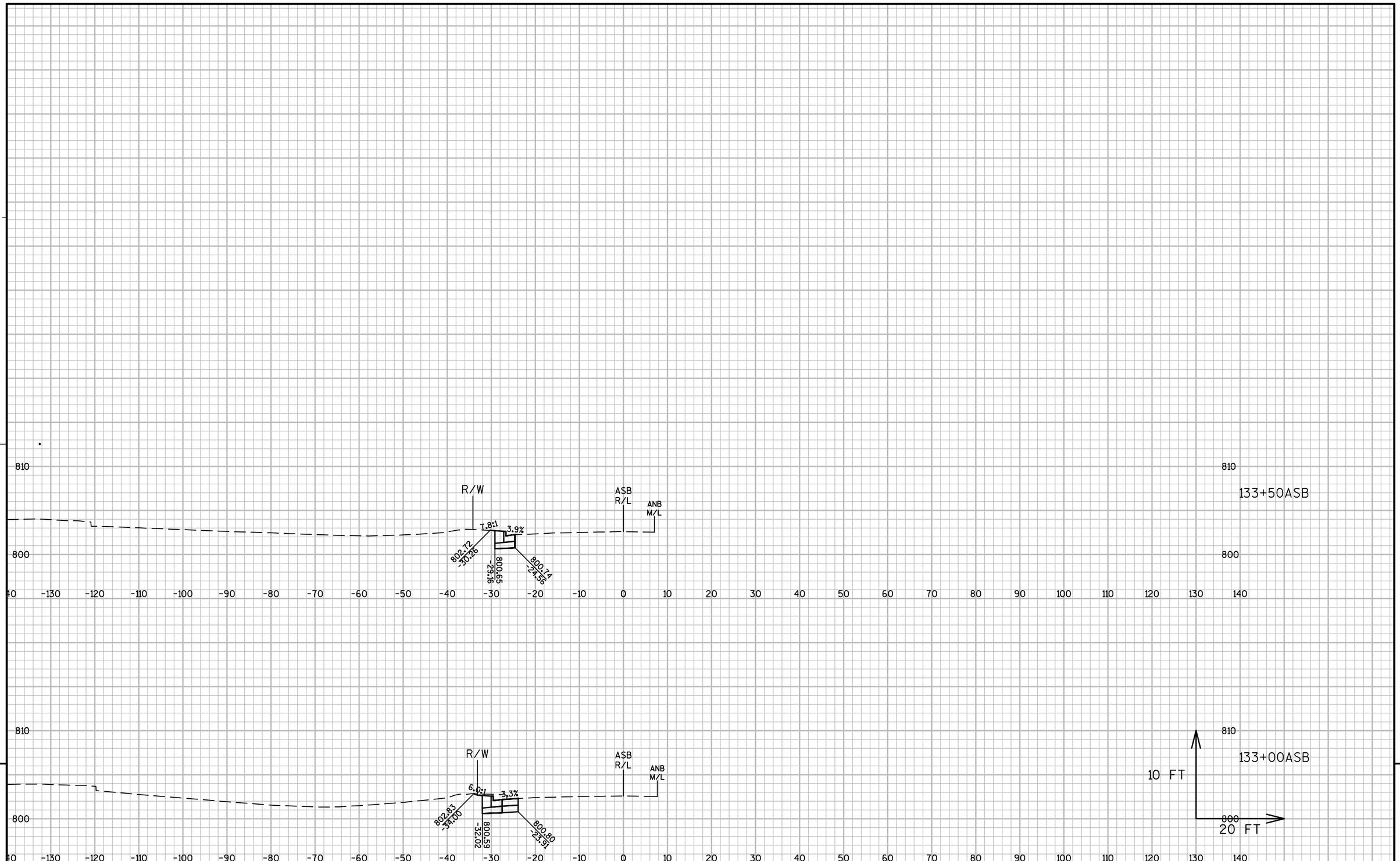
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 687 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090231_XS_ASB

PLOT DATE : 12/1/2014 5:38 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



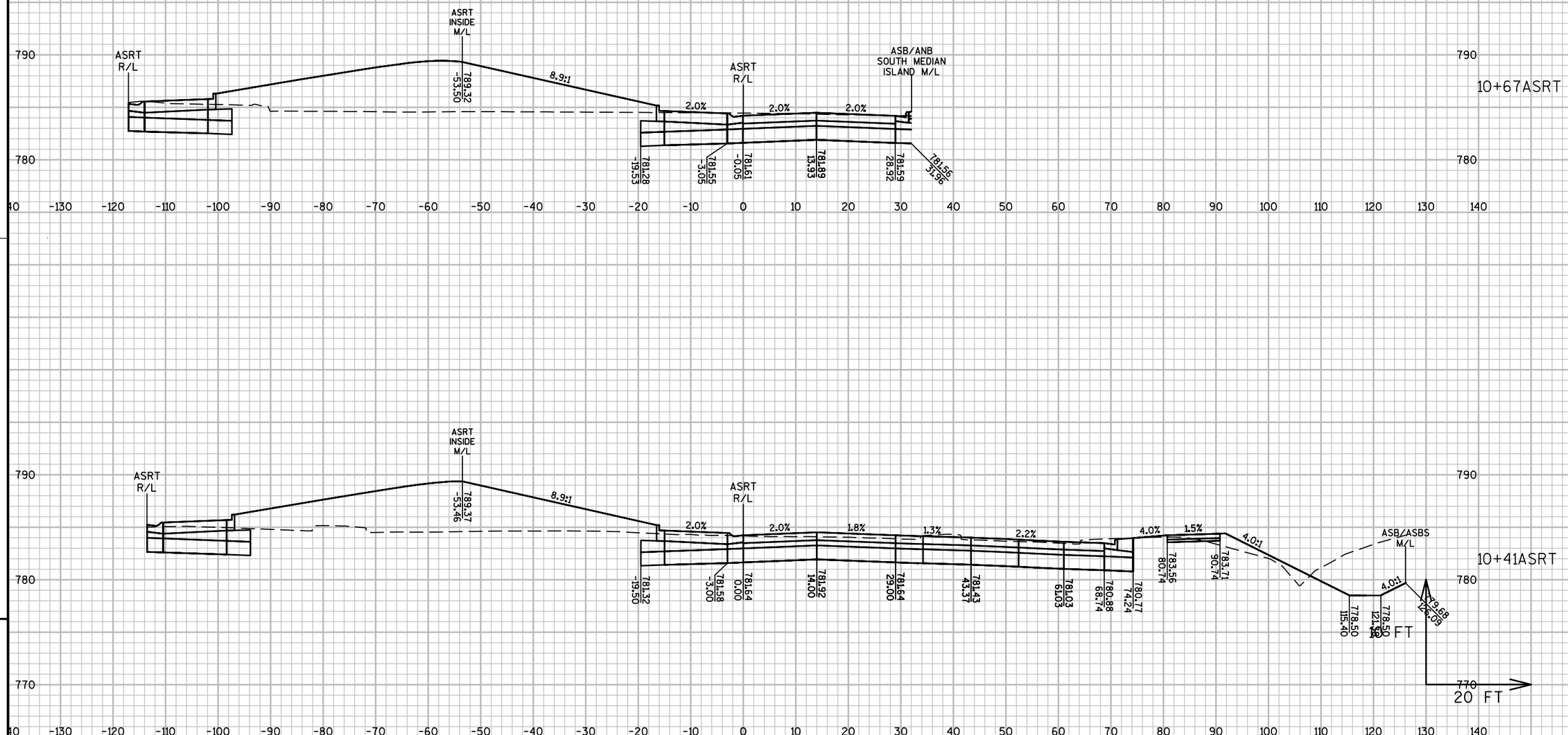

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD/STH 47 SB (ASB) | SHEET 688 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASB.DWG
LAYOUT NAME - 090232_XS_ASB
PLOT DATE : 12/1/2014 5:39 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES

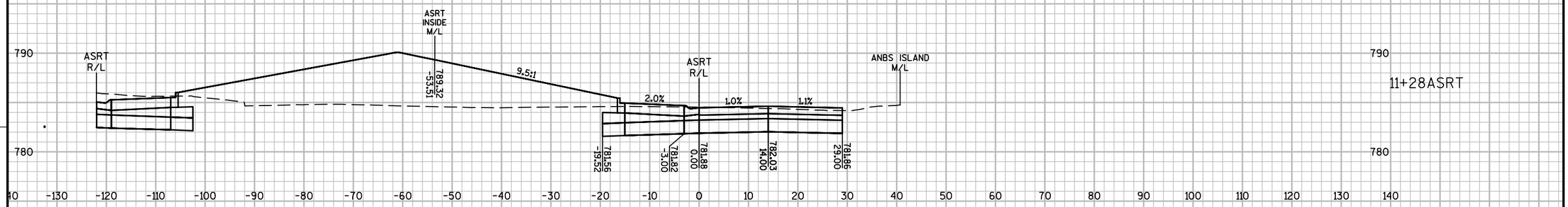



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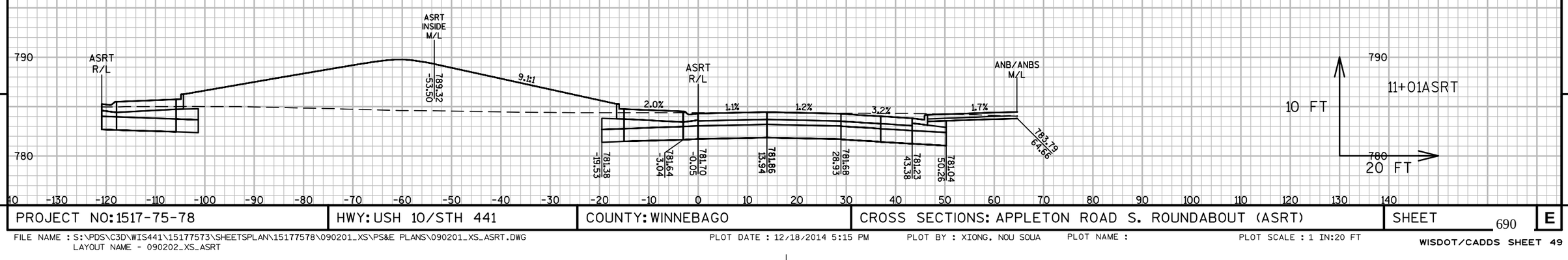
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD S. ROUNDABOUT (ASRT) | SHEET 689 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASRT.DWG
LAYOUT NAME - 090201_XS_ASRT
PLOT DATE : 12/18/2014 5:15 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES




11+28ASRT







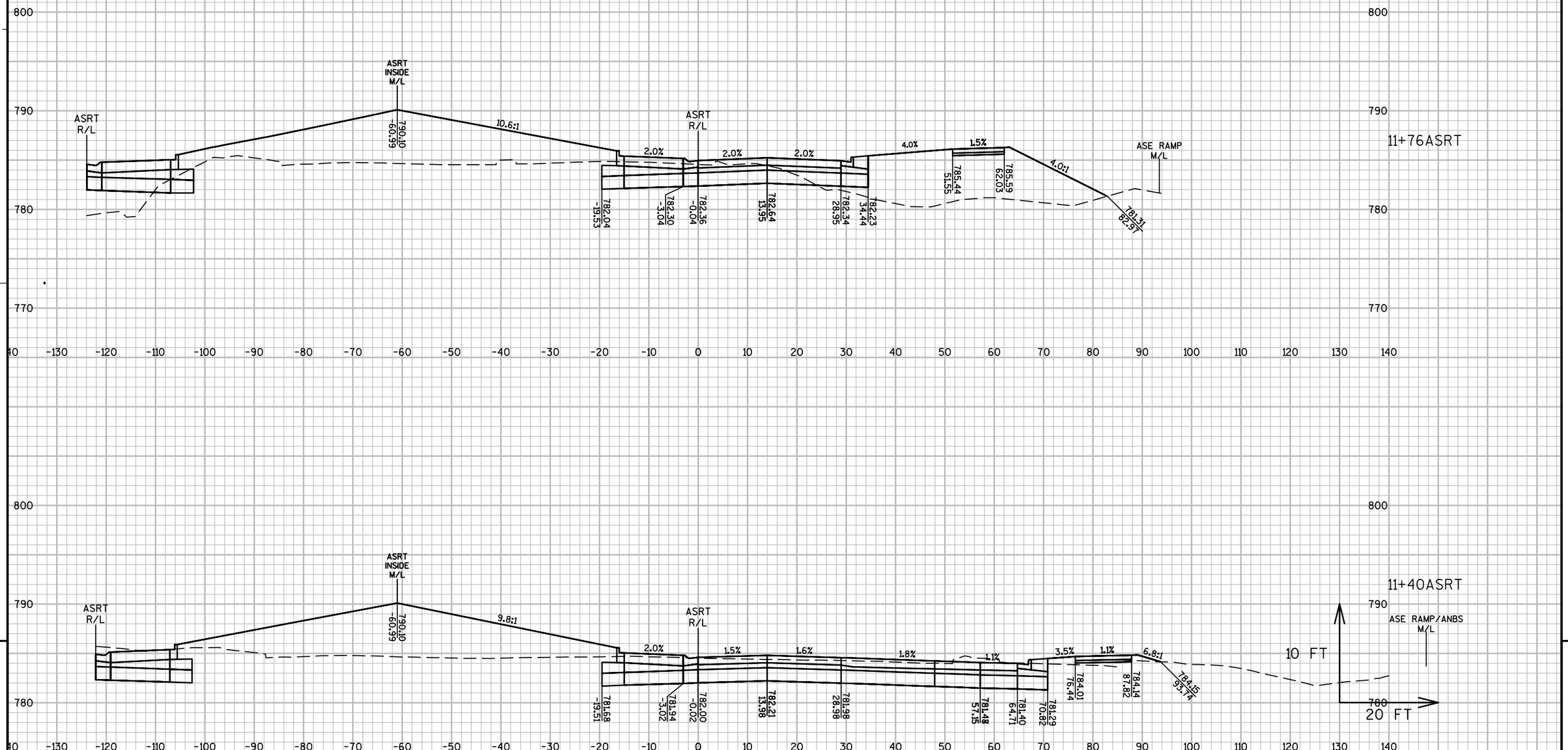
11+01ASRT

9 9

| PROJECT NO:1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD S. ROUNDABOUT (ASRT) | SHEET 690 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASRT.DWG
LAYOUT NAME - 090202_XS_ASRT
PLOT DATE : 12/18/2014 5:15 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

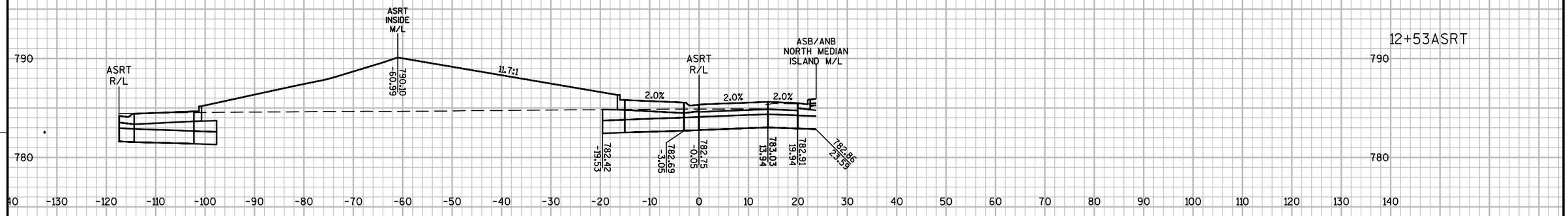
FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD S. ROUNDABOUT (ASRT) | SHEET 691 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASRT.DWG
LAYOUT NAME - 090203_XS_ASRT
PLOT DATE : 12/18/2014 5:16 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES







9

9

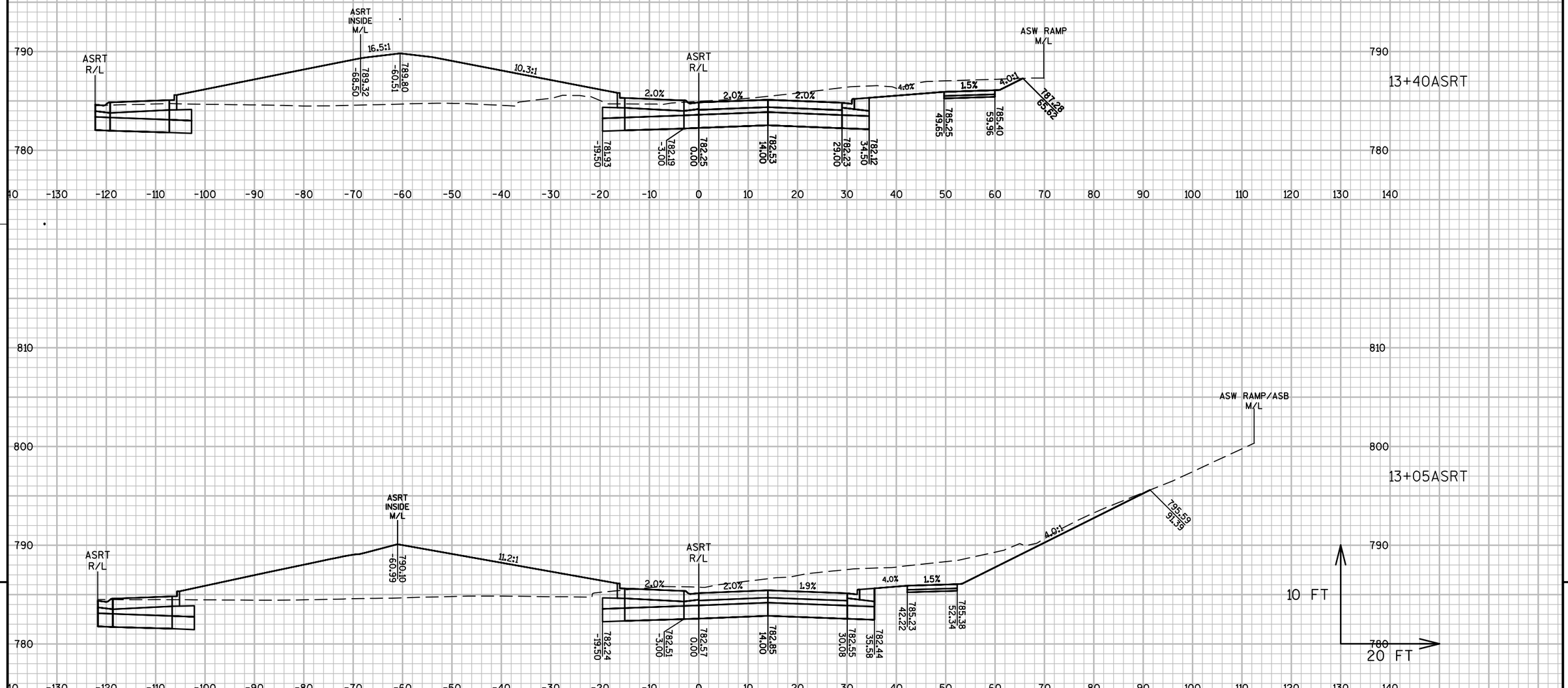
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD S. ROUNDABOUT (ASRT) | SHEET 692 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASRT.DWG
LAYOUT NAME - 090204_XS_ASRT

PLOT DATE : 12/18/2014 5:16 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES

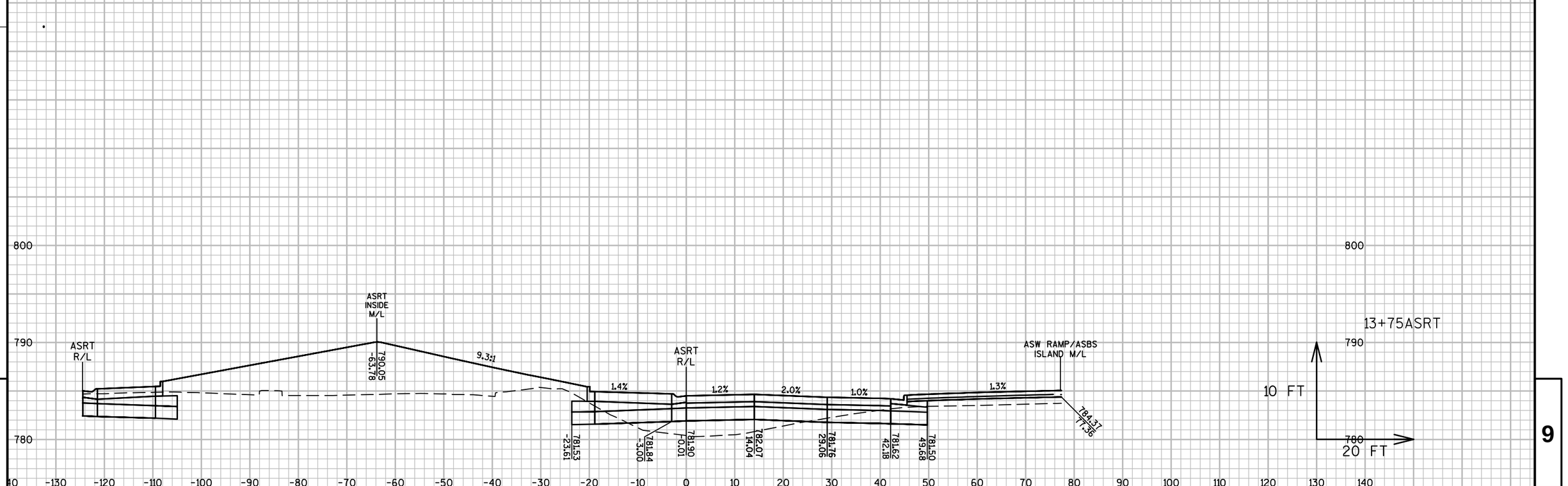



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD S. ROUNDABOUT (ASRT) | SHEET 693 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASRT.DWG
LAYOUT NAME - 090205_XS_ASRT
PLOT DATE : 12/18/2014 5:16 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

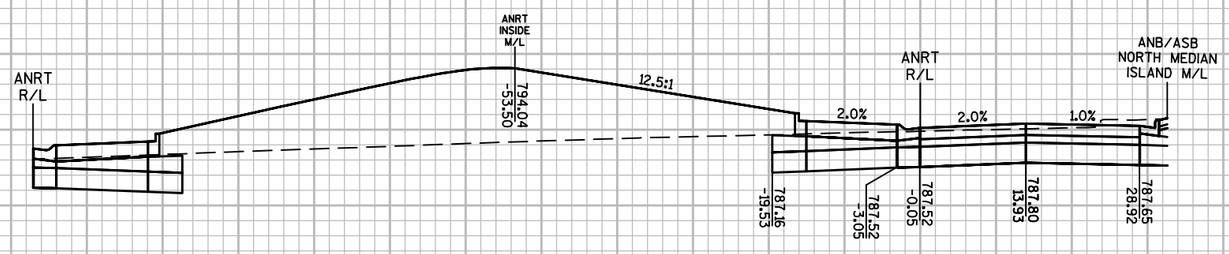
FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES



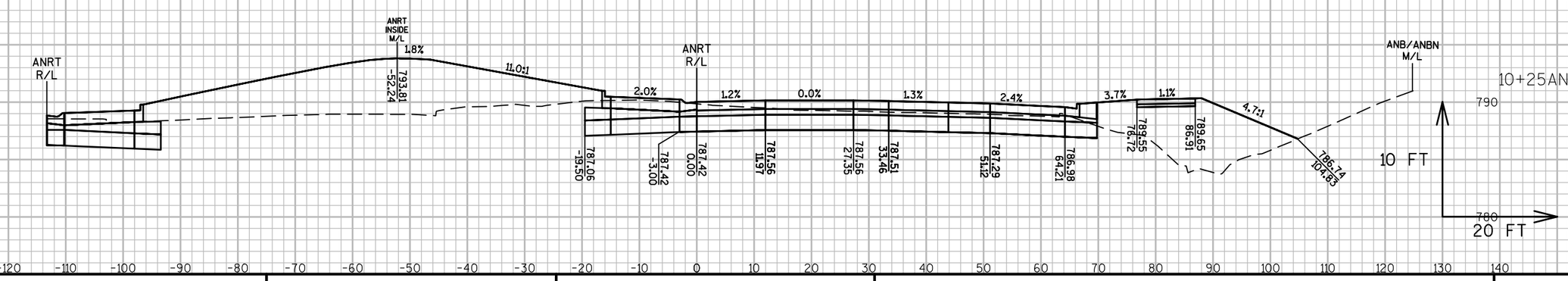

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD S. ROUNDABOUT (ASRT) | SHEET 694 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASRT.DWG
LAYOUT NAME - 090206_XS_ASRT
PLOT DATE : 12/18/2014 5:17 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES




10+67ANRT




10+25ANRT

9

9

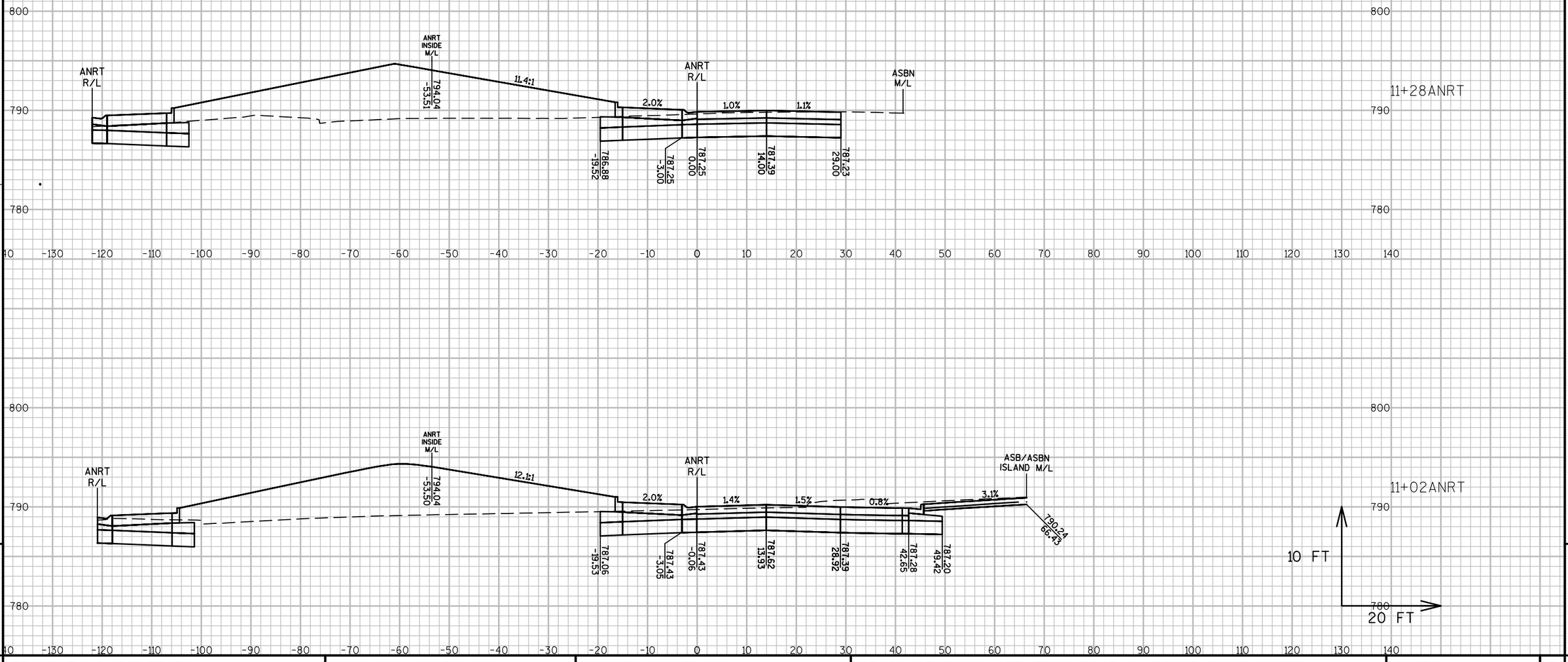
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD N. ROUNDABOUT (ANRT) | SHEET 695 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANRT.DWG
LAYOUT NAME - 090201_XS_ANRT

PLOT DATE : 12/18/2014 5:22 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

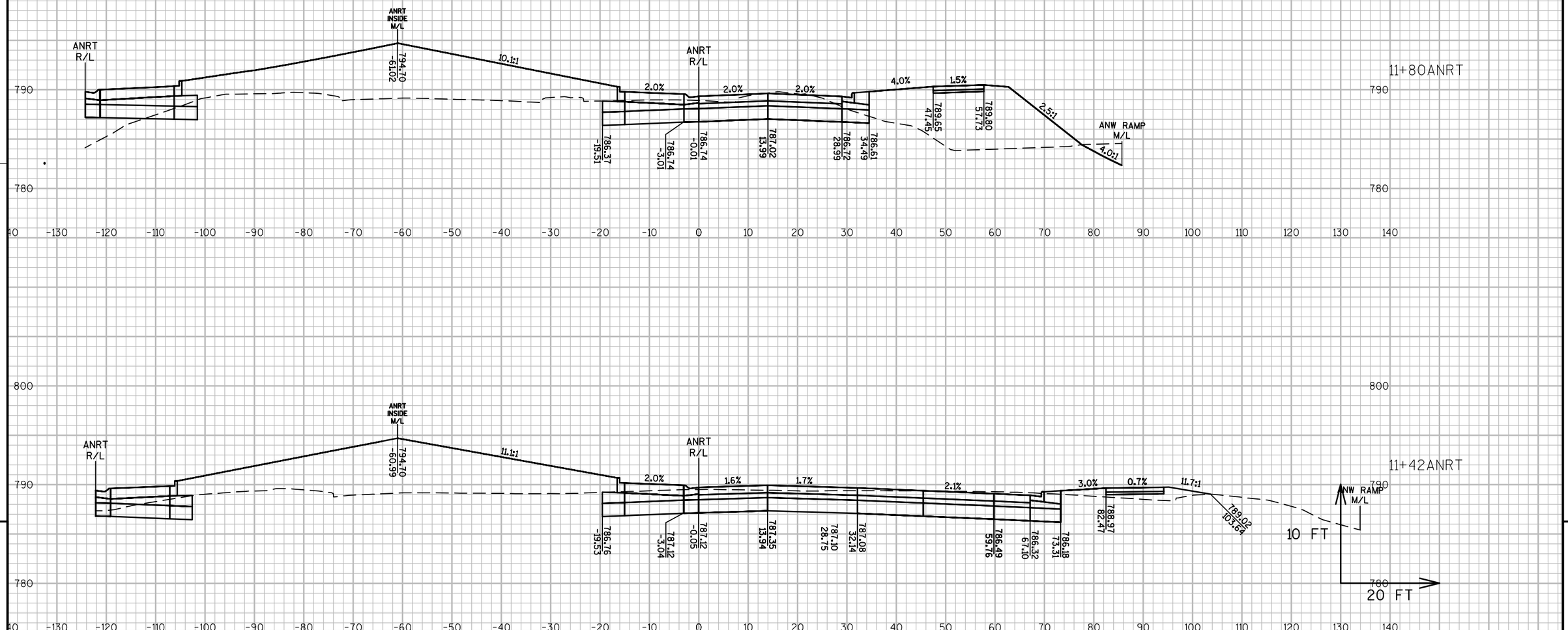
FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD N. ROUNDABOUT (ANRT) | SHEET 696 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANRT.DWG
LAYOUT NAME - 090202_XS_ANRT
PLOT DATE : 12/18/2014 5:23 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD N. ROUNDABOUT (ANRT) | SHEET 697 E |
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FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANRT.DWG
LAYOUT NAME - 090203_XS_ANRT
PLOT DATE : 12/18/2014 5:23 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

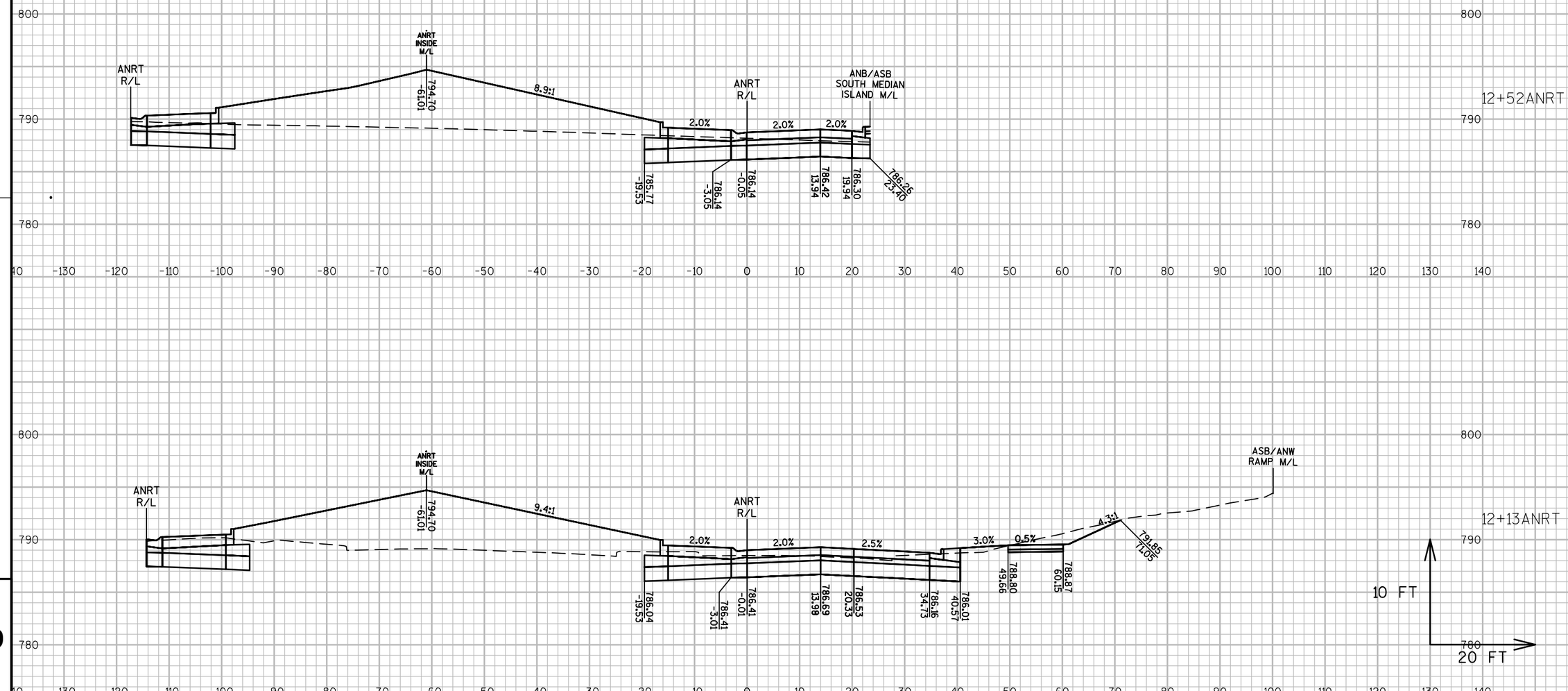
WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES







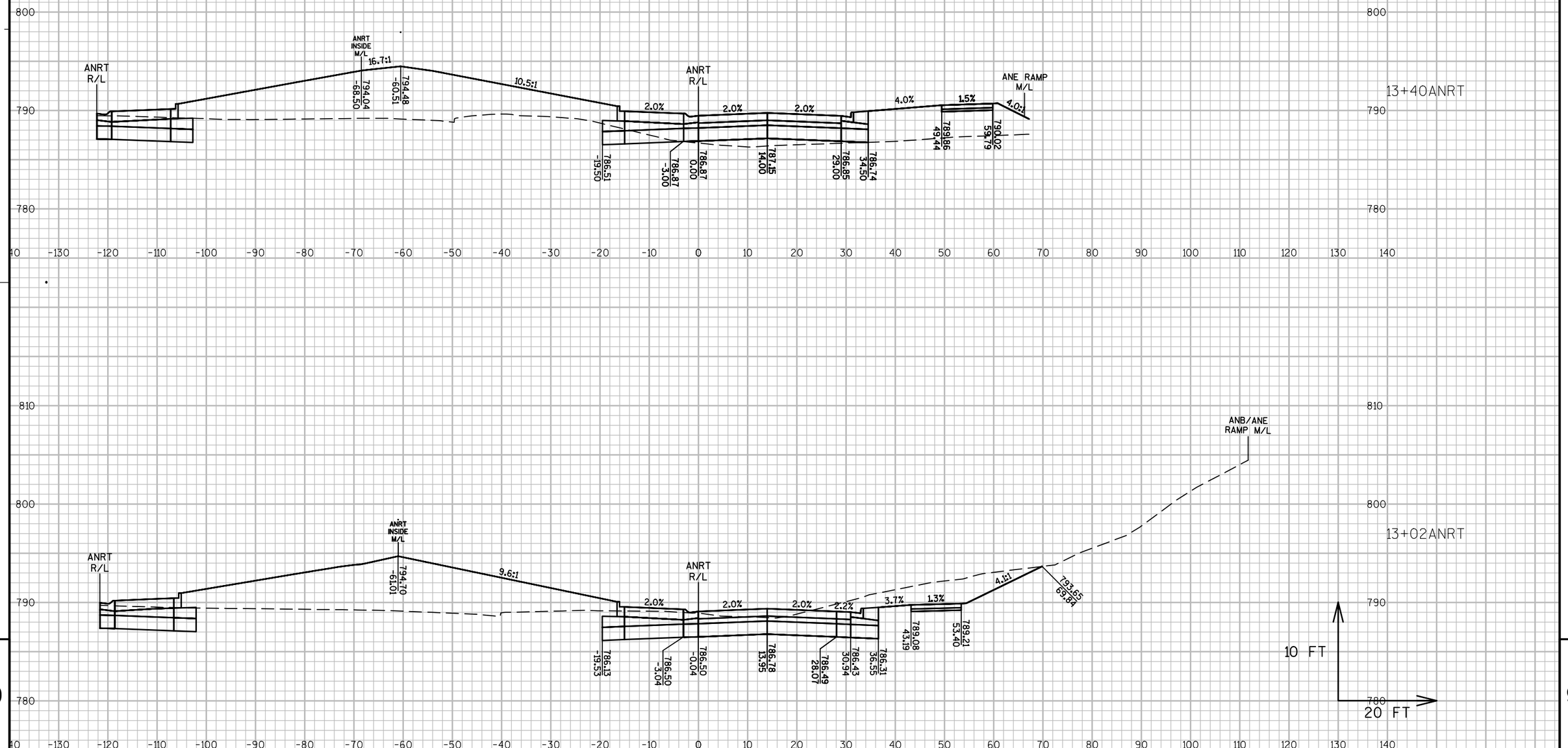



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD N. ROUNDABOUT (ANRT) | SHEET 698 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANRT.DWG
LAYOUT NAME - 090204_XS_ANRT
PLOT DATE : 12/18/2014 5:23 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES



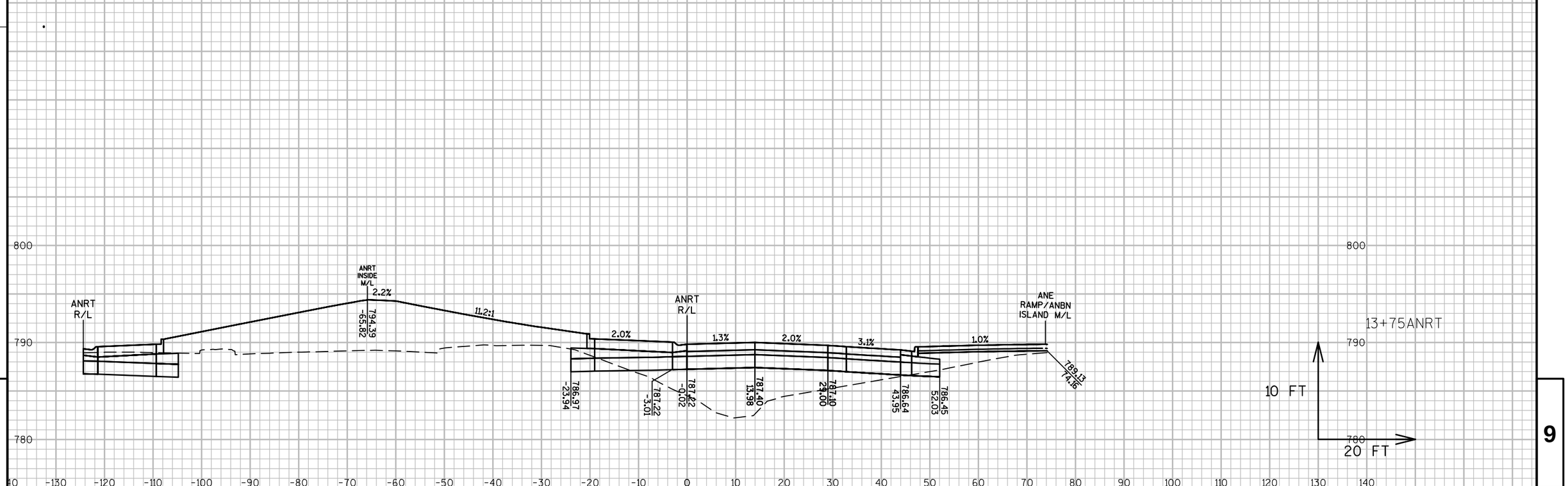

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD N. ROUNDABOUT (ANRT) | SHEET 699 E |
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FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANRT.DWG
LAYOUT NAME - 090205_XS_ANRT

PLOT DATE : 12/18/2014 5:23 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY
ROUNDABOUT EARTHWORK VOLUME FOUND IN MISC. QUANTITIES




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON ROAD N. ROUNDABOUT (ANRT) | SHEET 700 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANRT.DWG
LAYOUT NAME - 090206_XS_ANRT

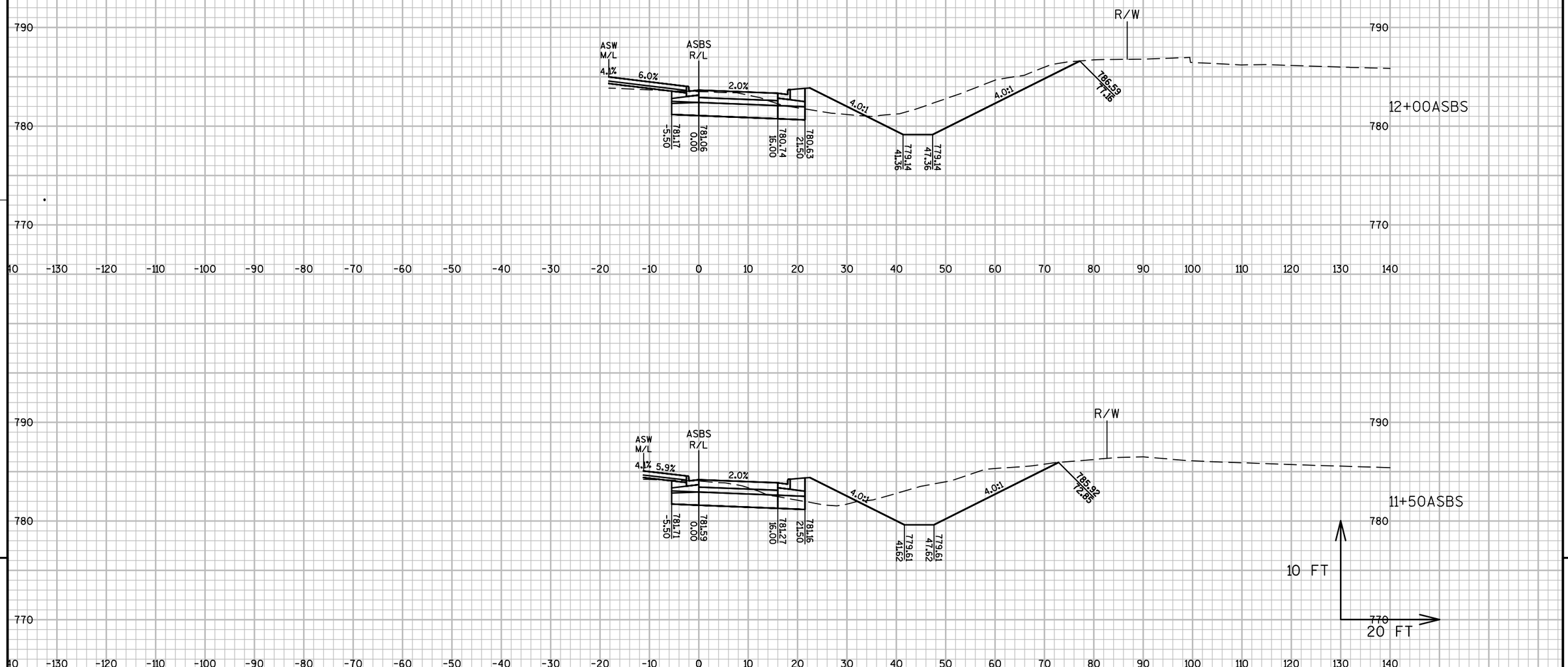
PLOT DATE : 12/18/2014 5:24 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP BYPASS (ASBS) | SHEET 701 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASBS.DWG
LAYOUT NAME - 090201_XS_ASBS

PLOT DATE : 10/30/2014 9:33 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

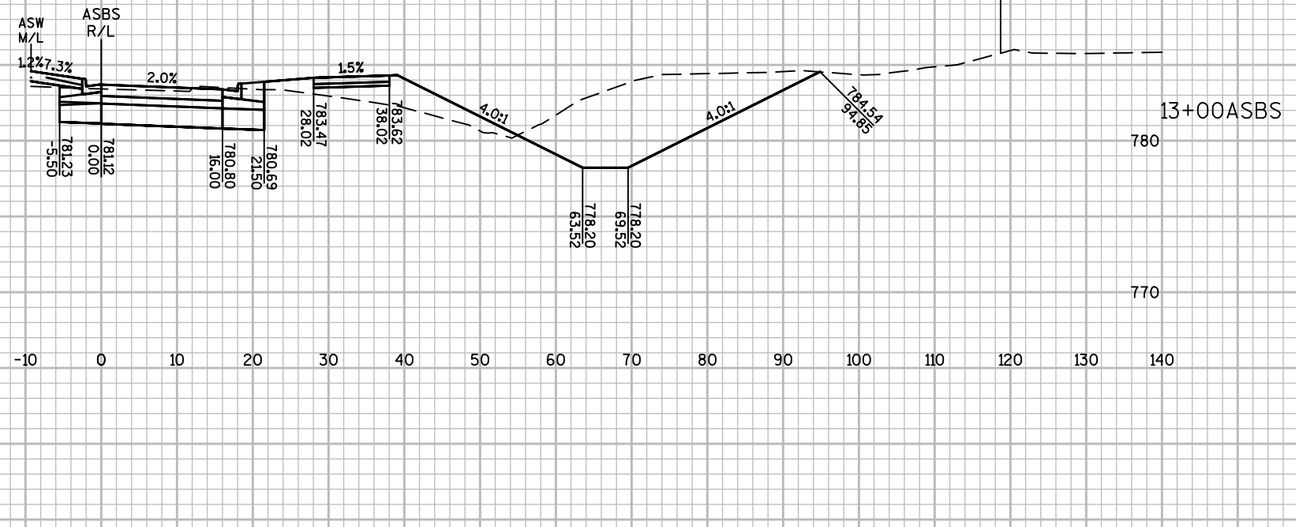


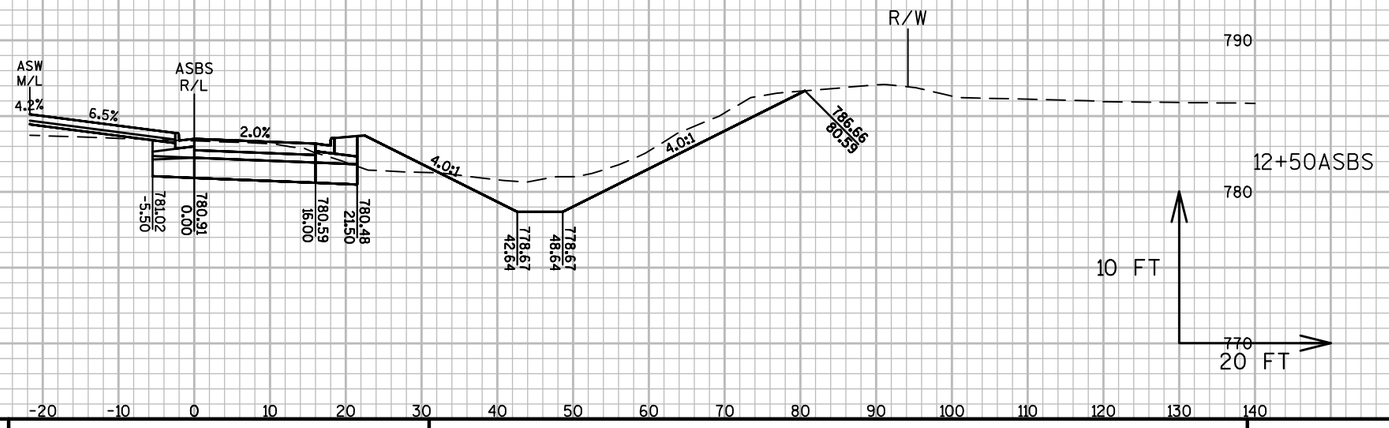

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP BYPASS (ASBS) | SHEET 702 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASBS.DWG
LAYOUT NAME - 090202_XS_ASBS

PLOT DATE : 10/30/2014 9:33 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP BYPASS (ASBS) | SHEET 703 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASBS.DWG
LAYOUT NAME - 090203_XS_ASBS

PLOT DATE : 10/30/2014 9:33 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

9

9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE BYPASS (ANBS) | SHEET 704 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBS.DWG
LAYOUT NAME - 090201_XS_ANBS

PLOT DATE : 10/31/2014 11:32 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

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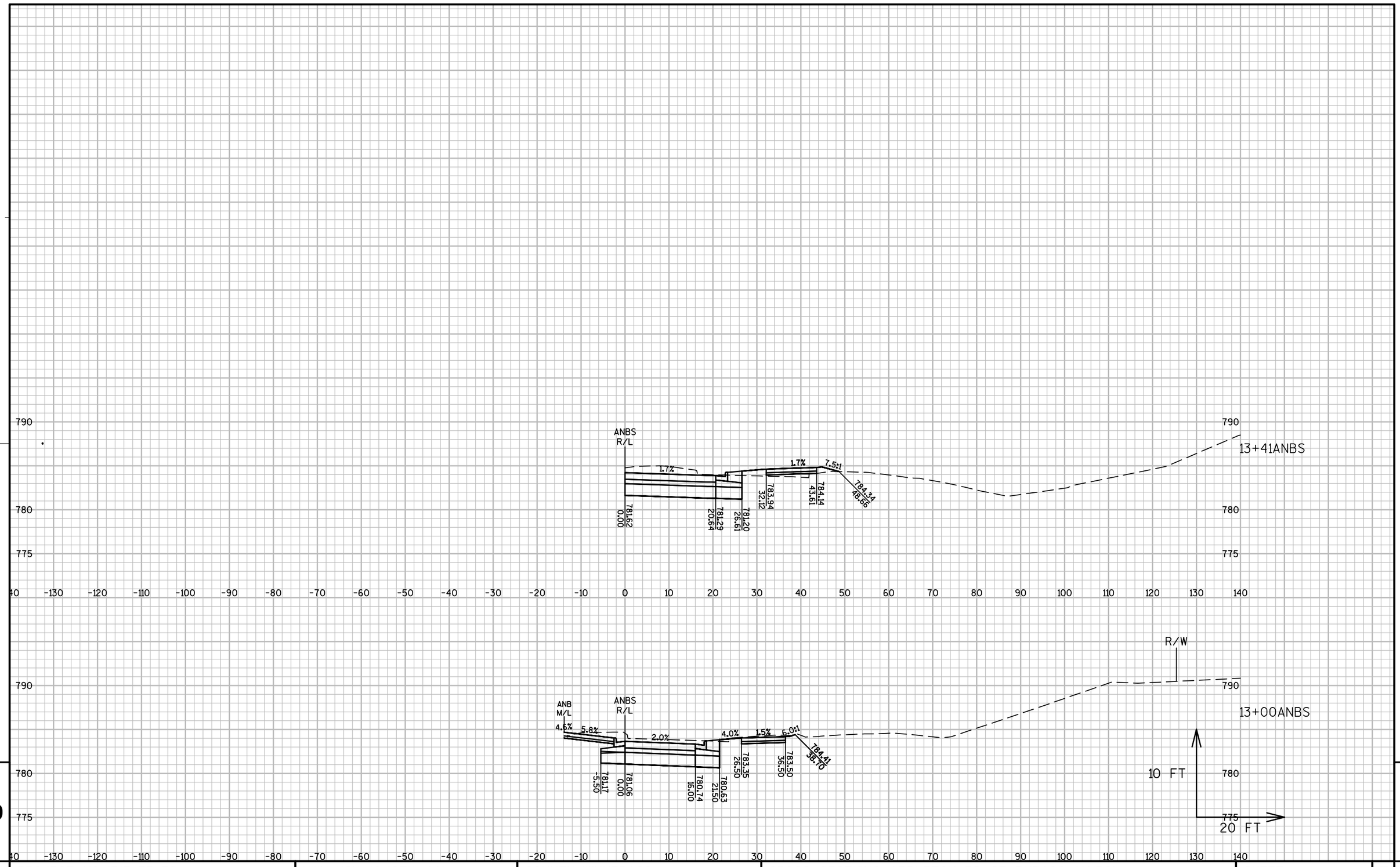
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE BYPASS (ANBS) | SHEET 705 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBS.DWG
LAYOUT NAME - 090202_XS_ANBS

PLOT DATE : 10/31/2014 11:32 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



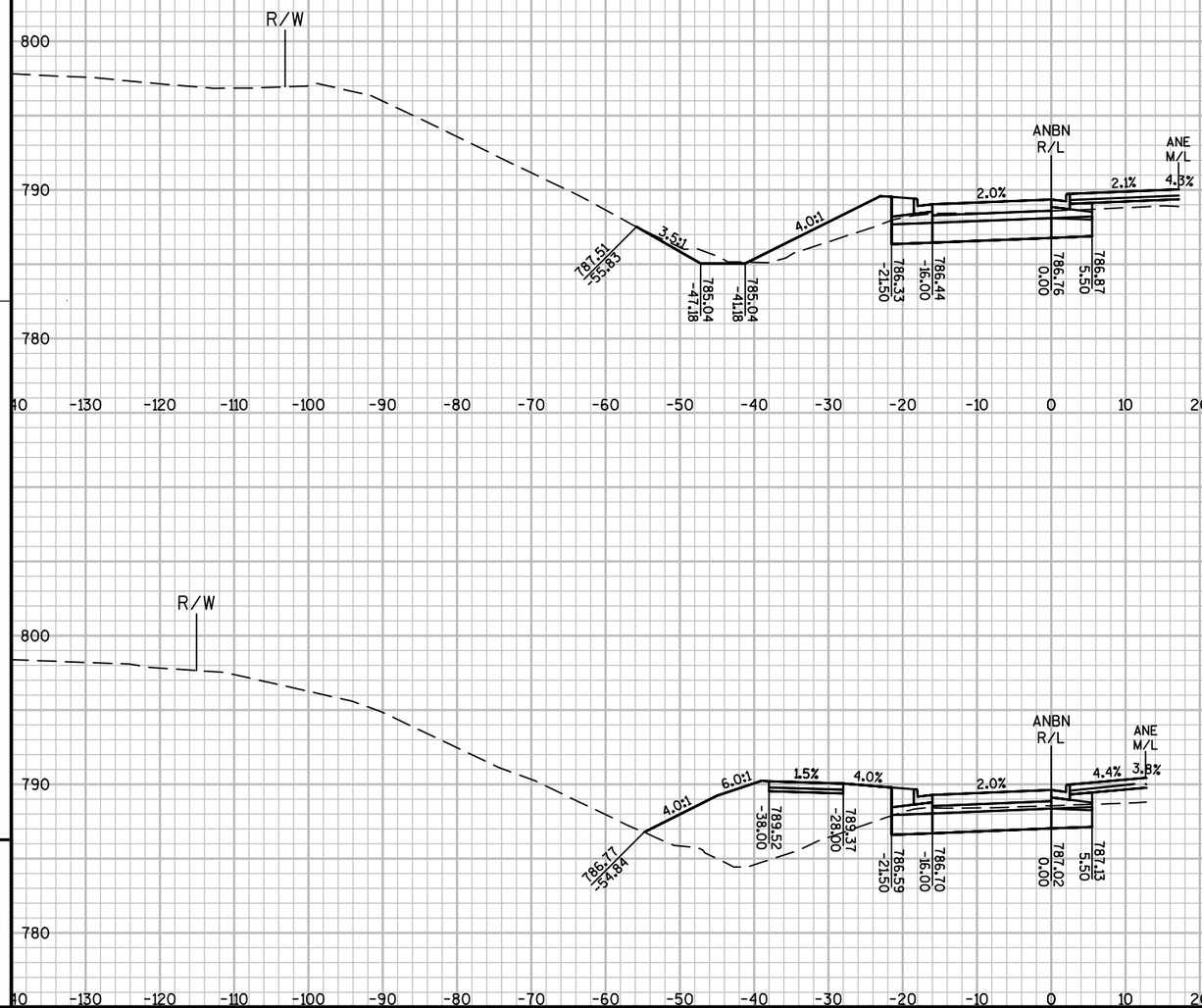

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE BYPASS (ANBS) | SHEET 706 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBS.DWG
LAYOUT NAME - 090203_XS_ANBS

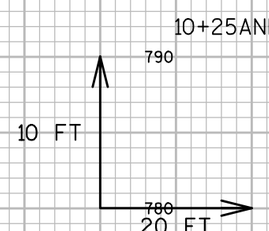
PLOT DATE : 10/31/2014 11:32 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




10+50ANBN




10+25ANBN



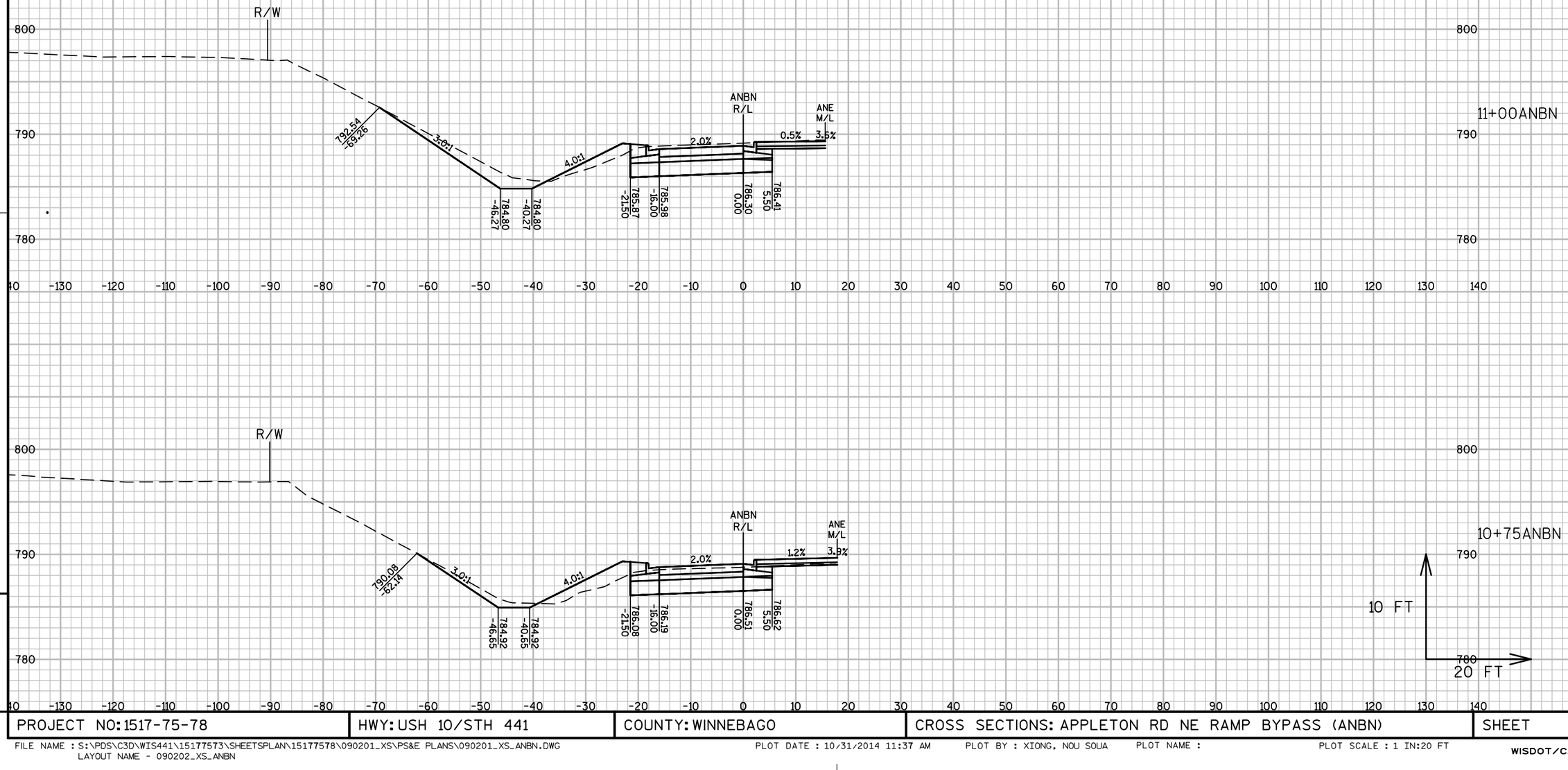

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| PROJECT NO:1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP BYPASS (ANBN) | SHEET 707 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBN.DWG
LAYOUT NAME - 090201_XS_ANBN

PLOT DATE : 10/31/2014 11:37 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

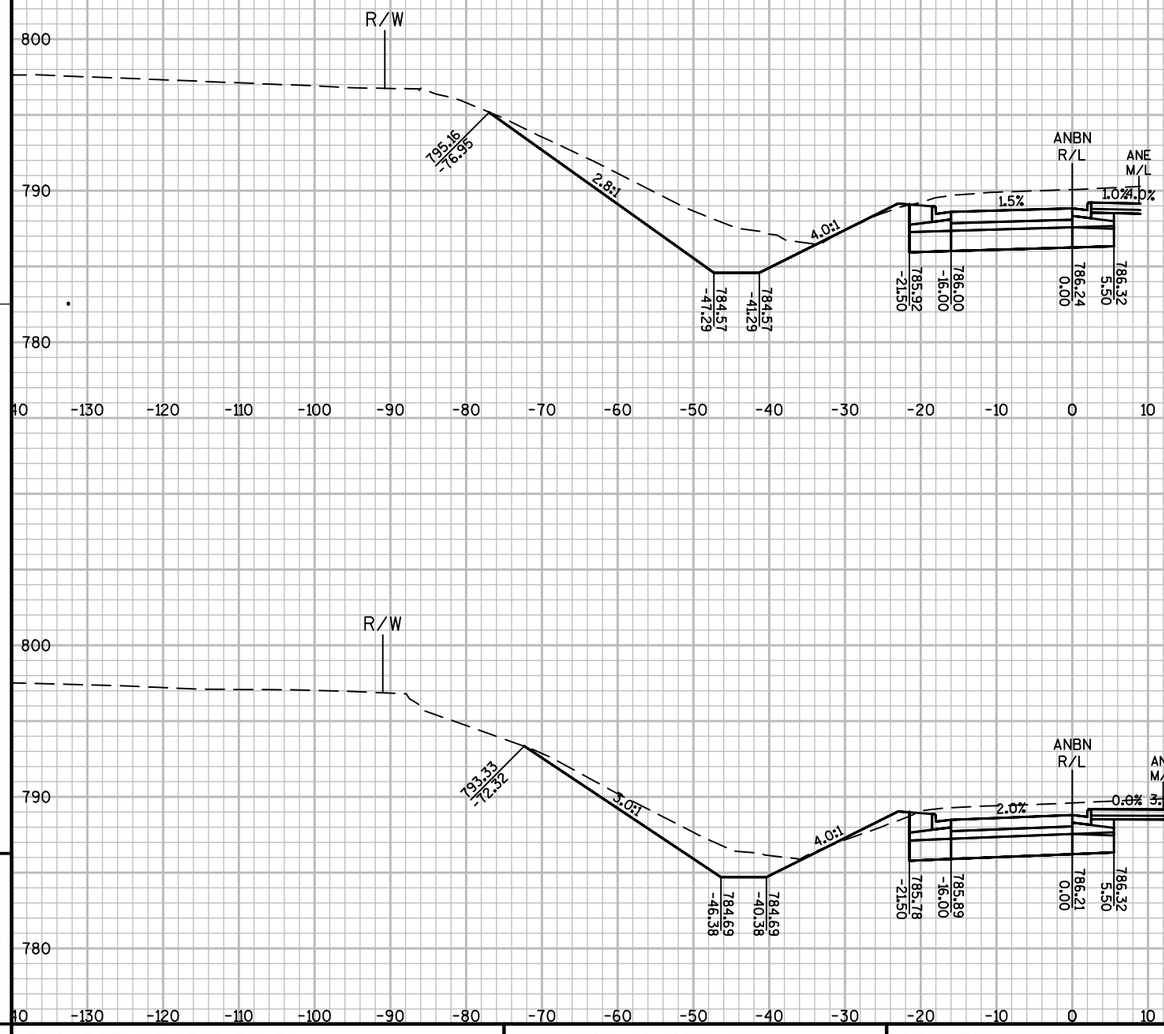



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP BYPASS (ANBN) | SHEET 708 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBN.DWG
LAYOUT NAME - 090202_XS_ANBN

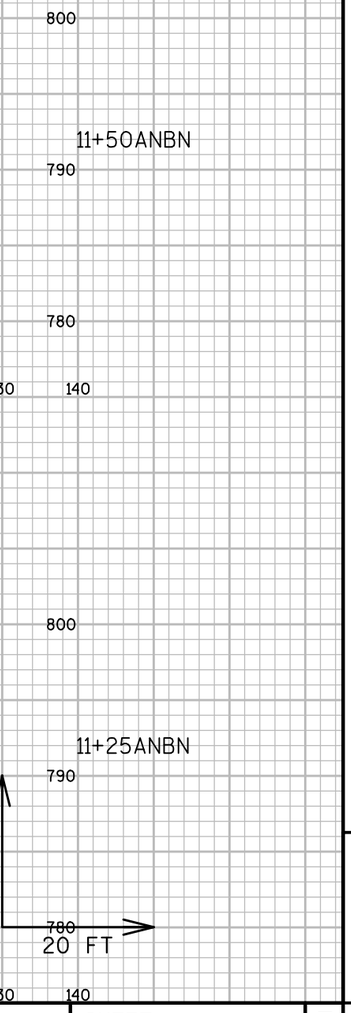
PLOT DATE : 10/31/2014 11:37 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49










9

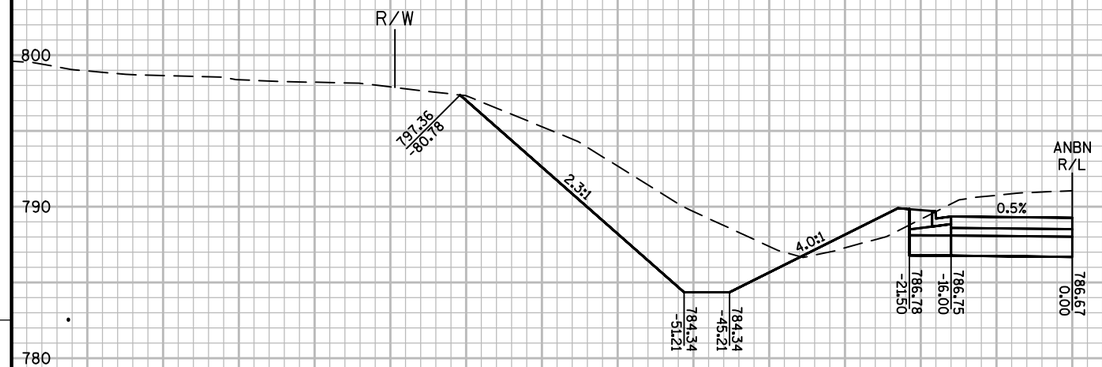
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP BYPASS (ANBN) | SHEET 709 | E |
|---|---|---|---|---|---|

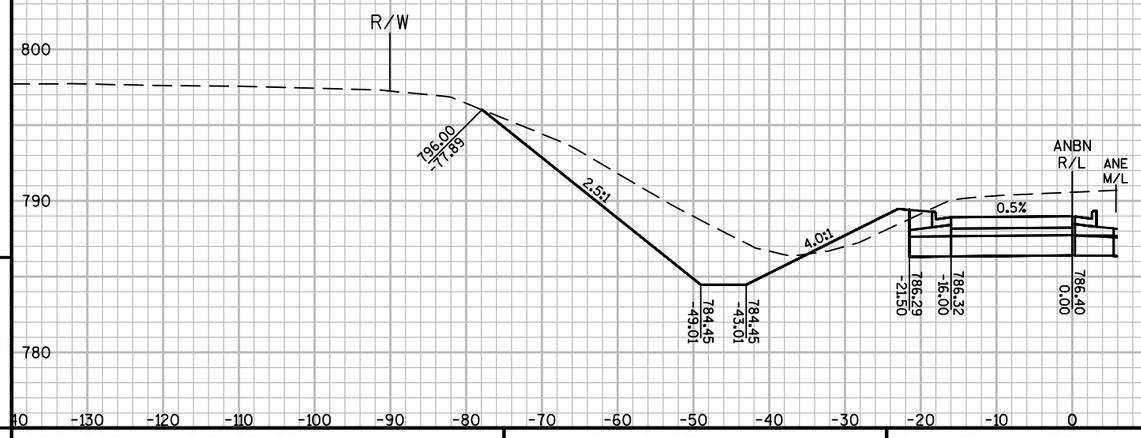
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBN.DWG
LAYOUT NAME - 090203_XS_ANBN

PLOT DATE : 10/31/2014 11:38 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

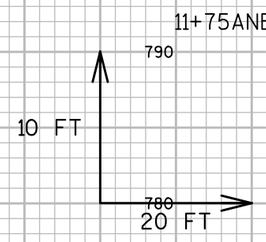
WISDOT/CADDS SHEET 49




12+00ANBN




11+75ANBN



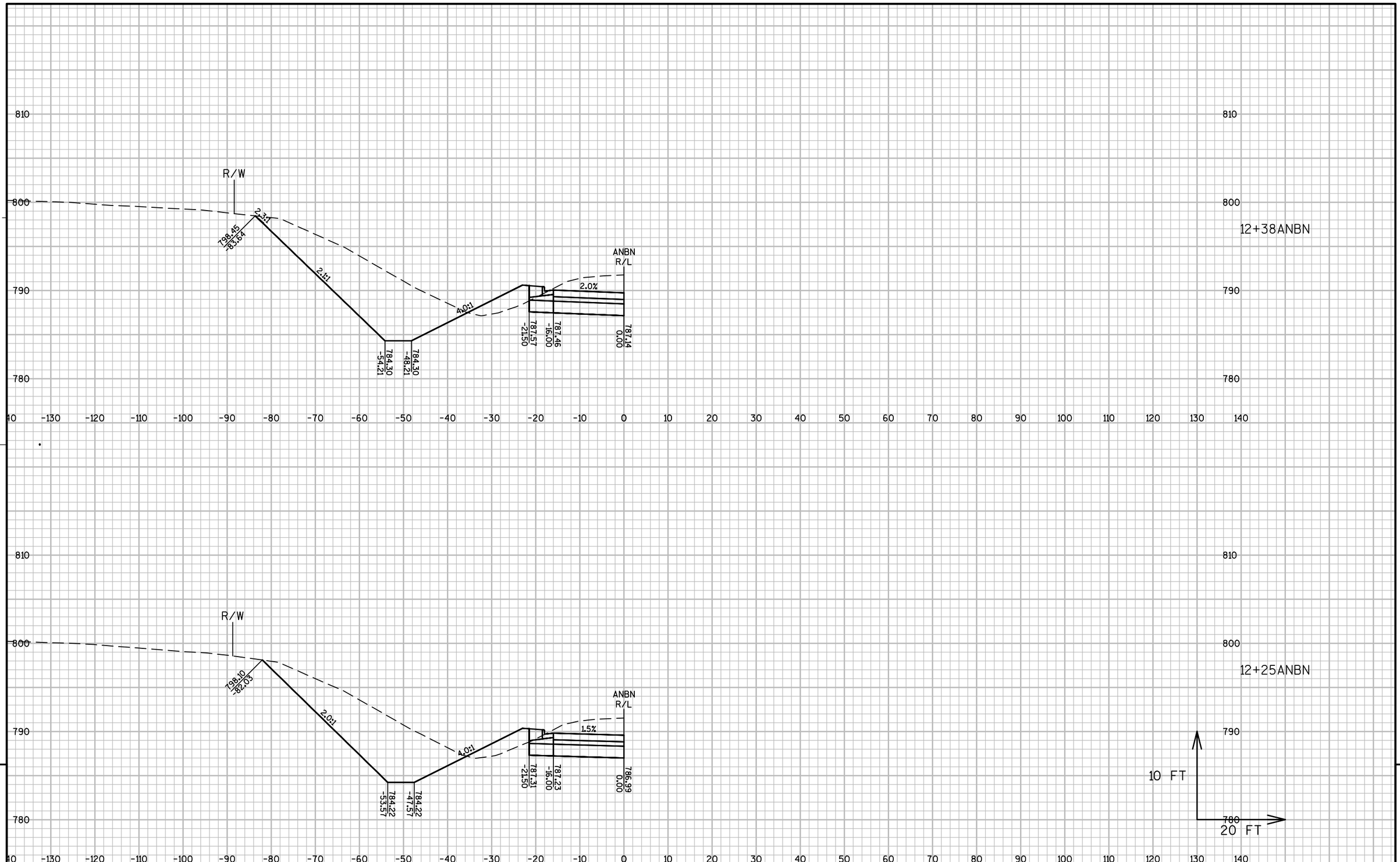

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP BYPASS (ANBN) | SHEET 710 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBN.DWG
LAYOUT NAME - 090204_XS_ANBN

PLOT DATE : 10/31/2014 11:38 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT



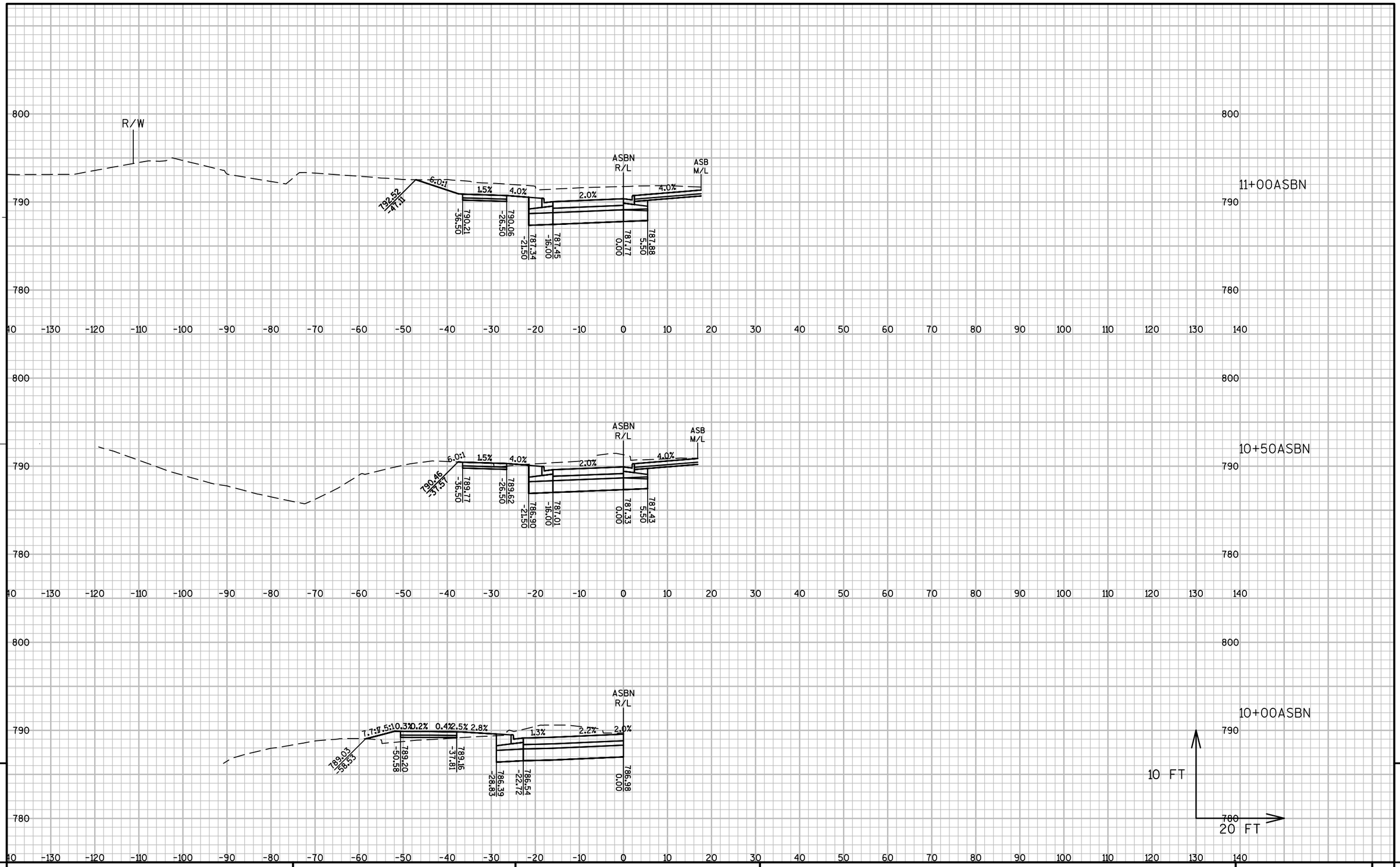

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP BYPASS (ANBN) | SHEET 711 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANBN.DWG
LAYOUT NAME - 090205_XS_ANBN

PLOT DATE : 10/31/2014 11:38 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

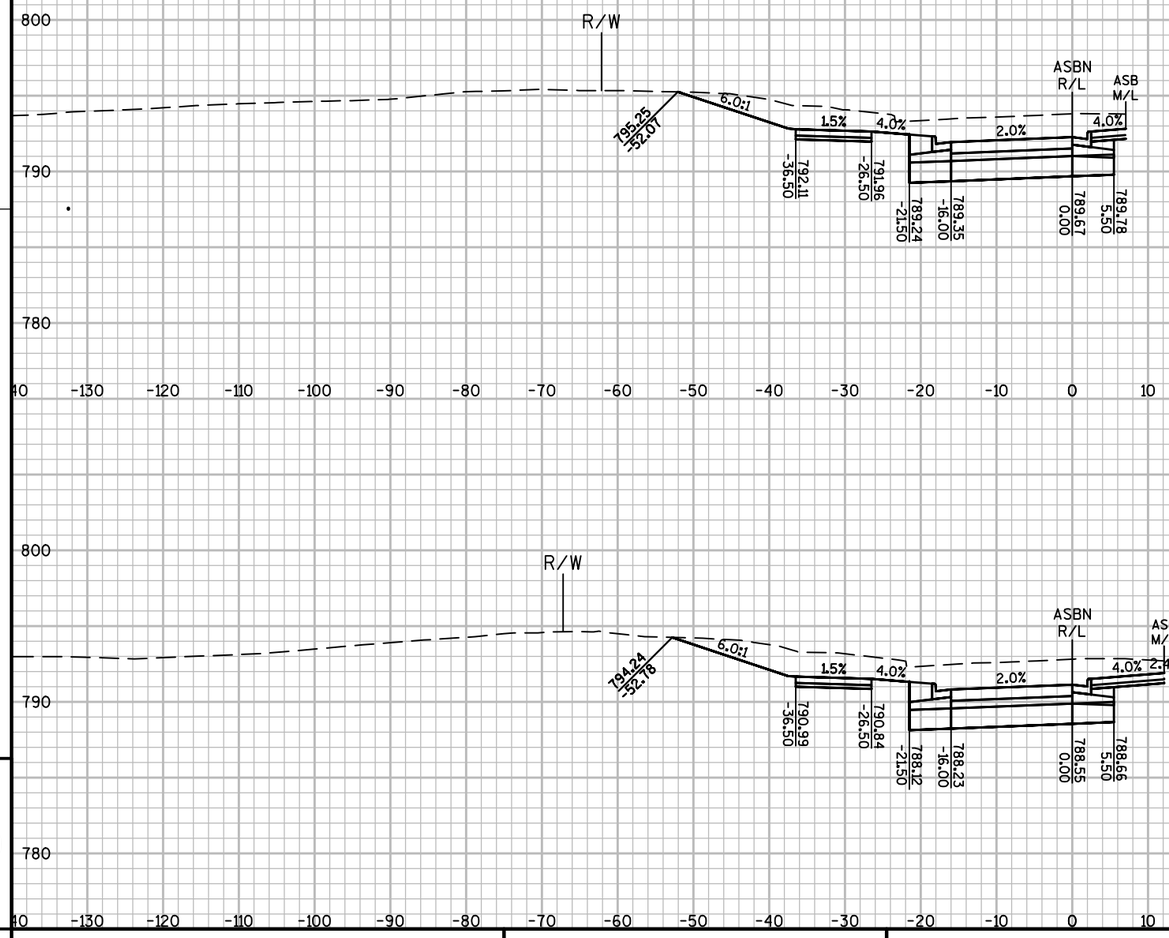



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW BYPASS (ASBN) | SHEET 712 E |

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASBN.DWG
LAYOUT NAME - 090201_XS_ASBN

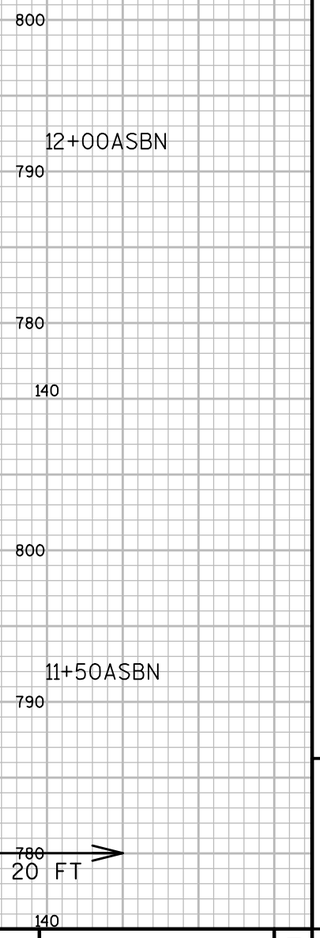
PLOT DATE : 10/31/2014 11:24 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49









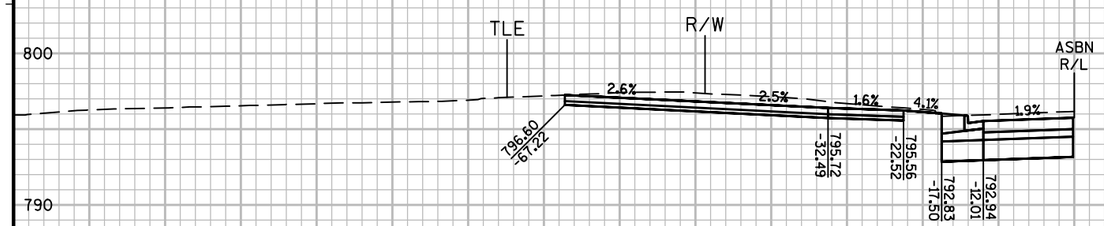

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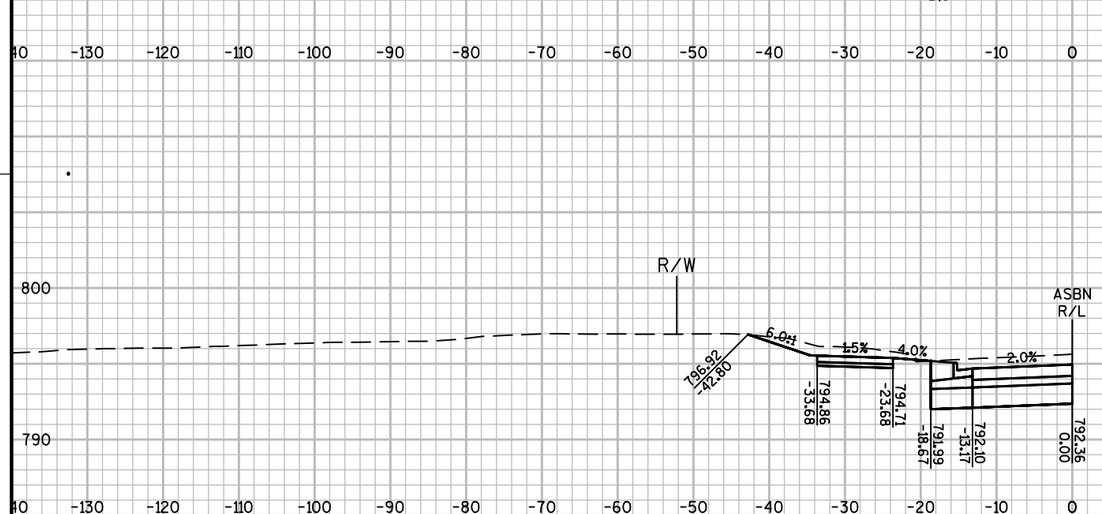
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW BYPASS (ASBN) | SHEET 713 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASBN.DWG
LAYOUT NAME - 090202_XS_ASBN

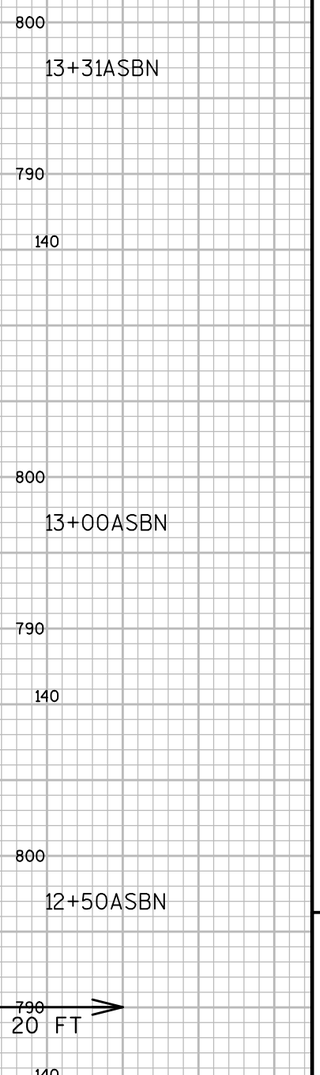
PLOT DATE : 10/31/2014 11:24 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT







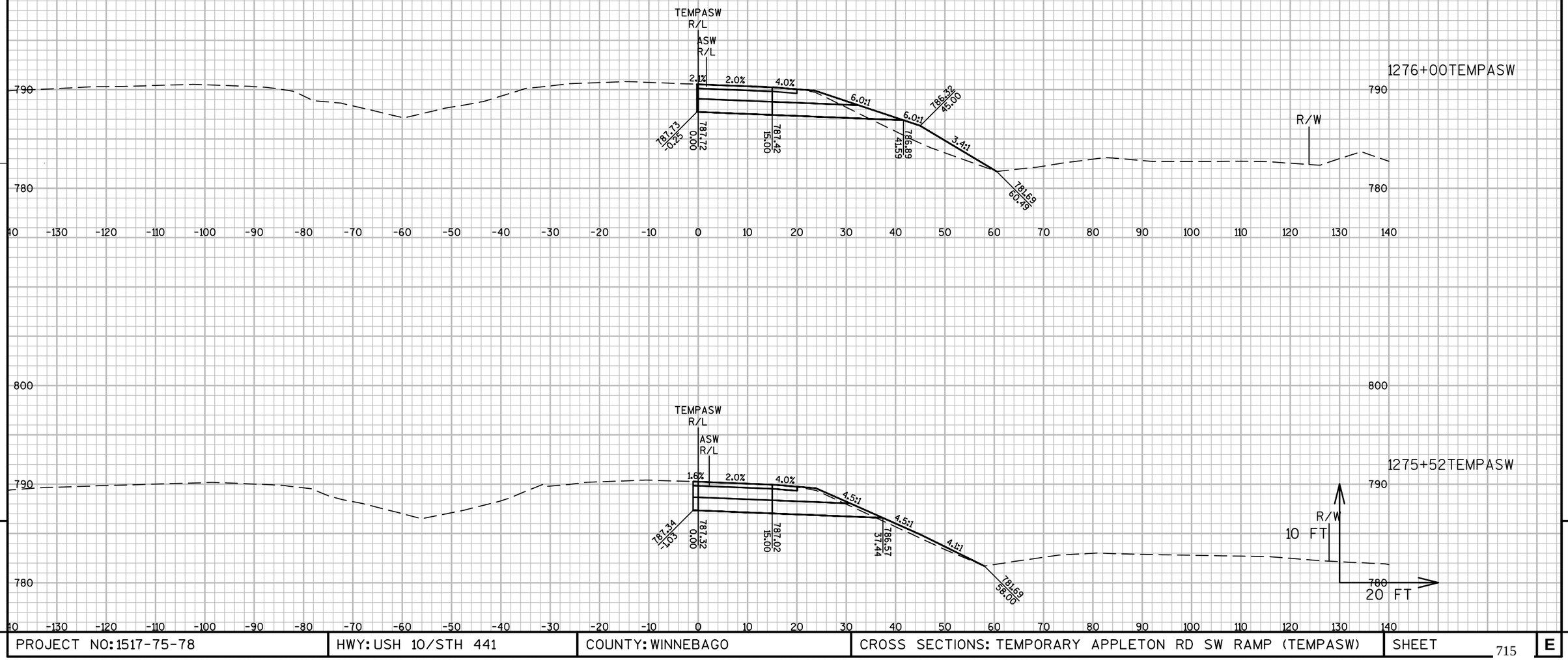



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW BYPASS (ASBN) | SHEET 714 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASBN.DWG
LAYOUT NAME - 090203_XS_ASBN

PLOT DATE : 10/31/2014 11:25 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

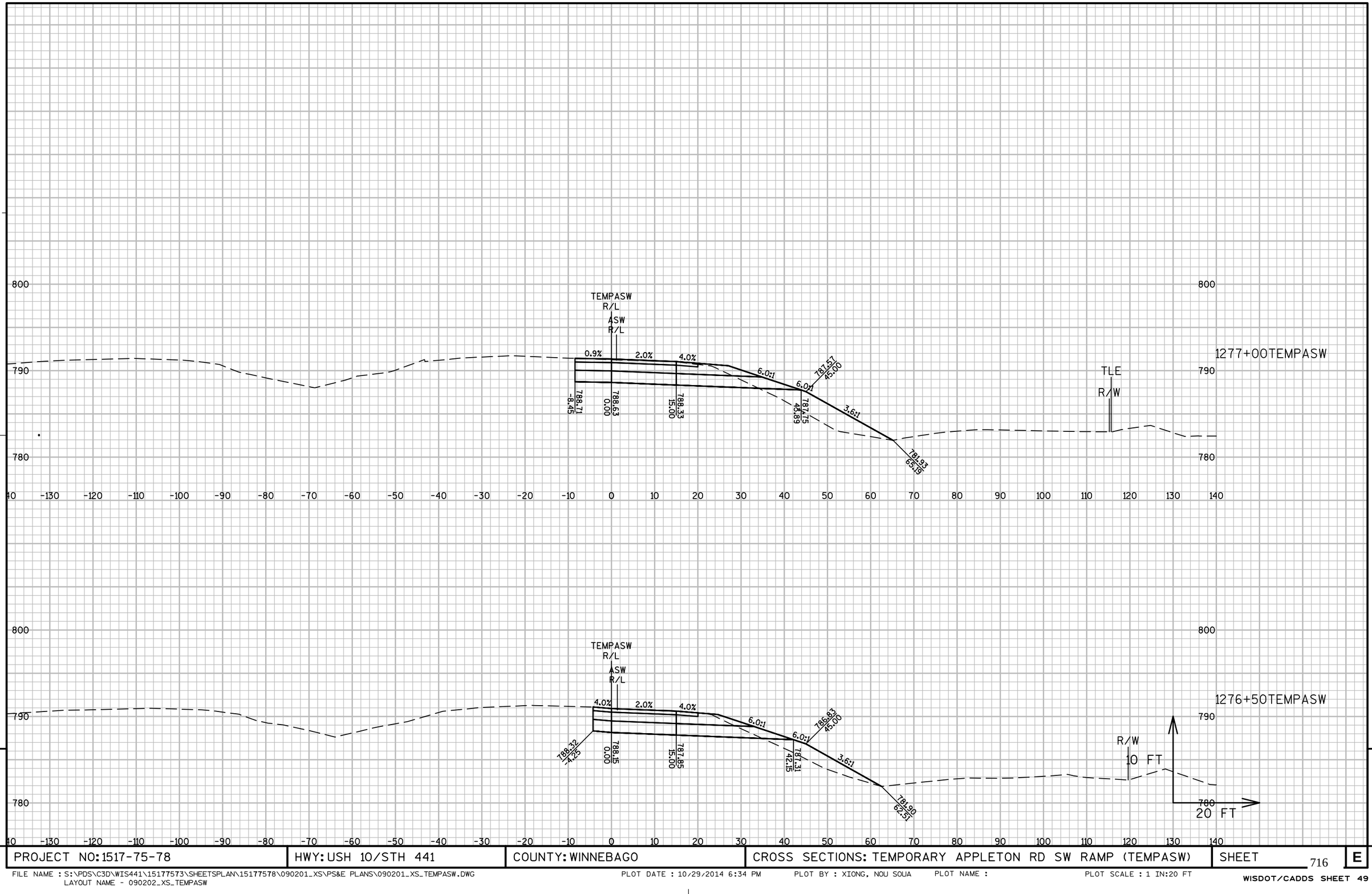
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SW RAMP (TEMPASW) | SHEET 715 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASW.DWG
LAYOUT NAME - 090201_XS_TEMPASW

PLOT DATE : 10/29/2014 6:34 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



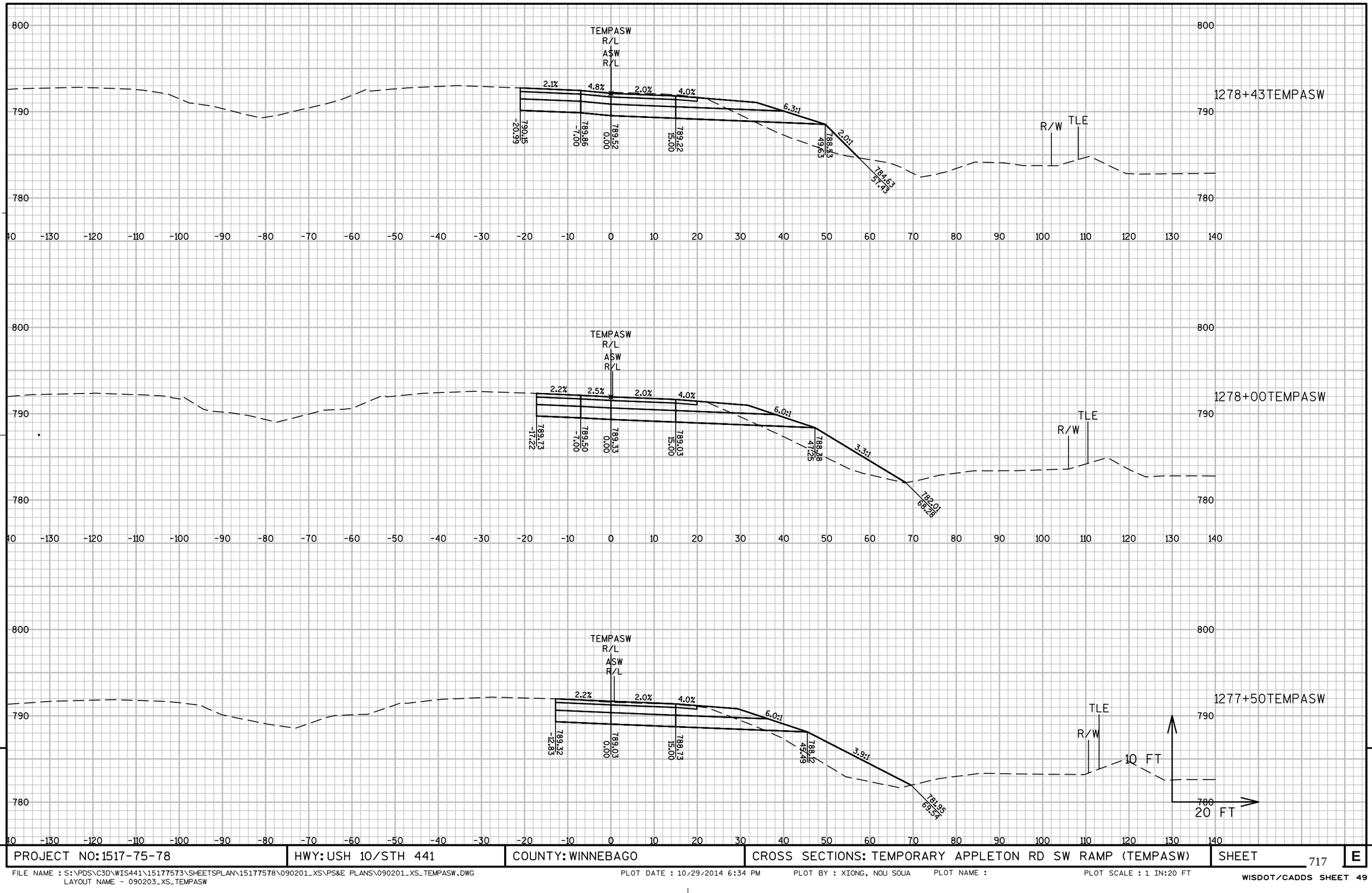

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9

| PROJECT NO:1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SW RAMP (TEMPASW) | SHEET 716 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASW.DWG
LAYOUT NAME - 090202_XS_TEMPASW

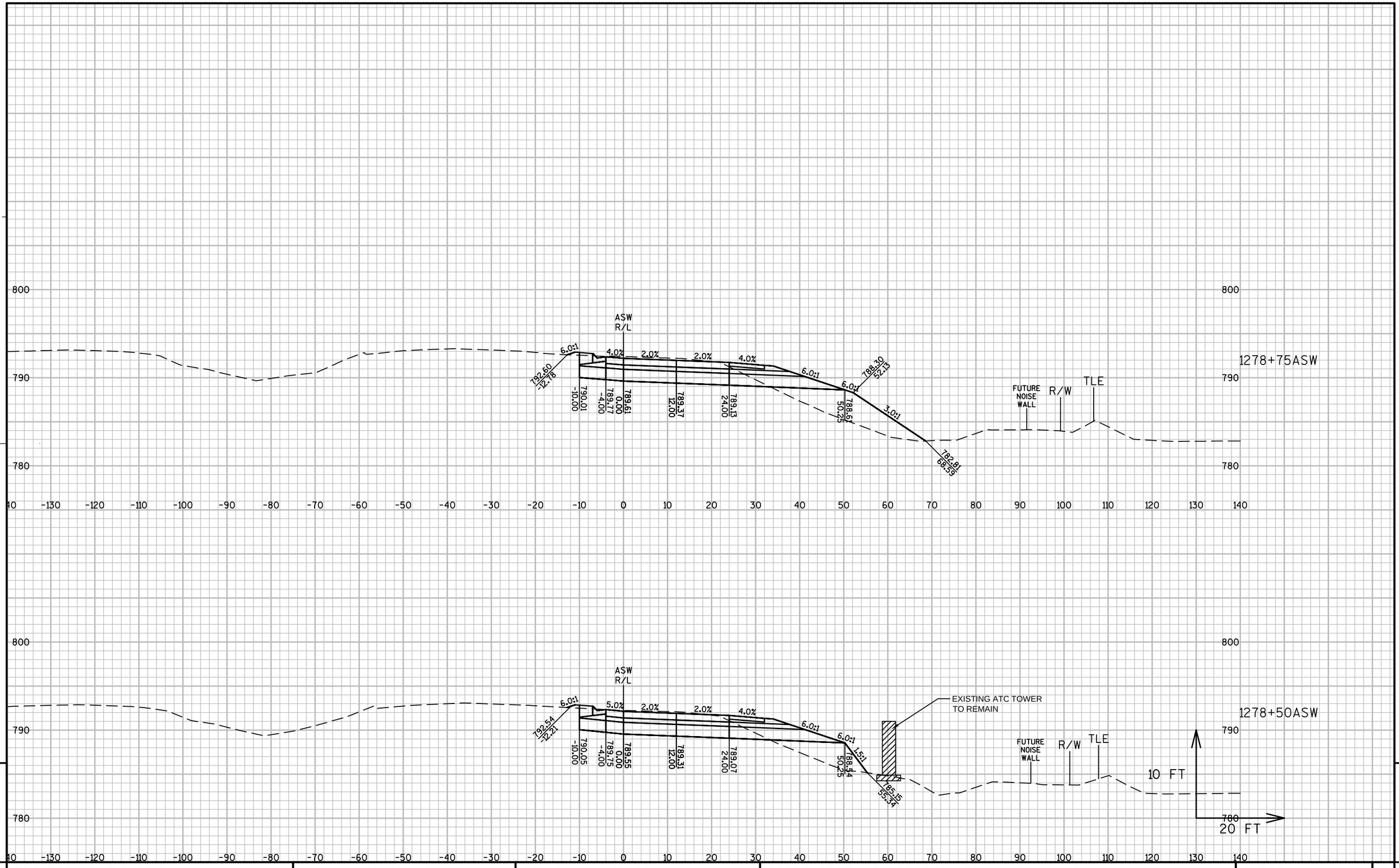
PLOT DATE : 10/29/2014 6:34 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SW RAMP (TEMPASW) | SHEET 717 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASW.DWG
LAYOUT NAME - 090203_XS_TEMPASW

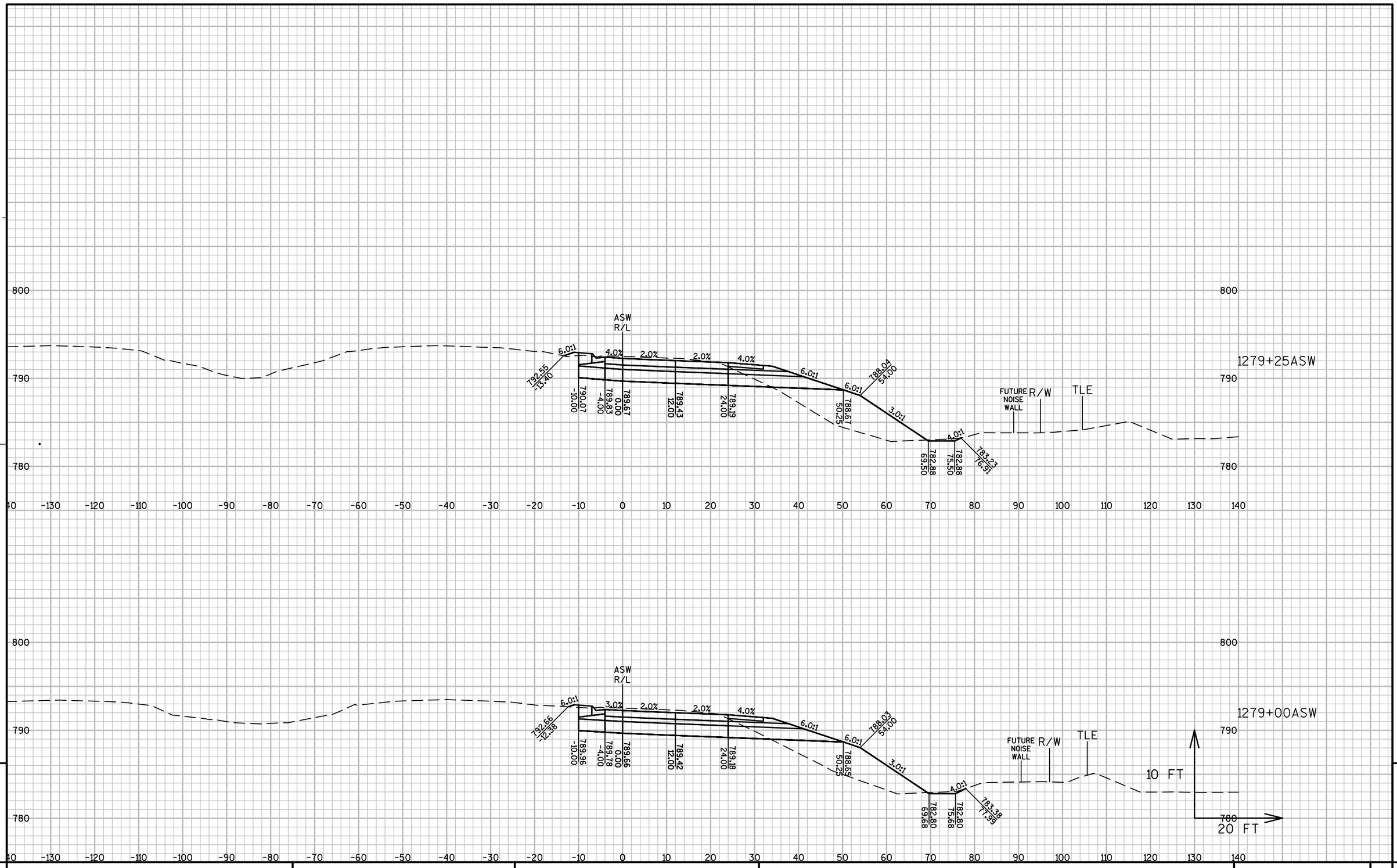
PLOT DATE : 10/29/2014 6:34 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 718 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090201_XS_ASW

PLOT DATE : 10/30/2014 12:54 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

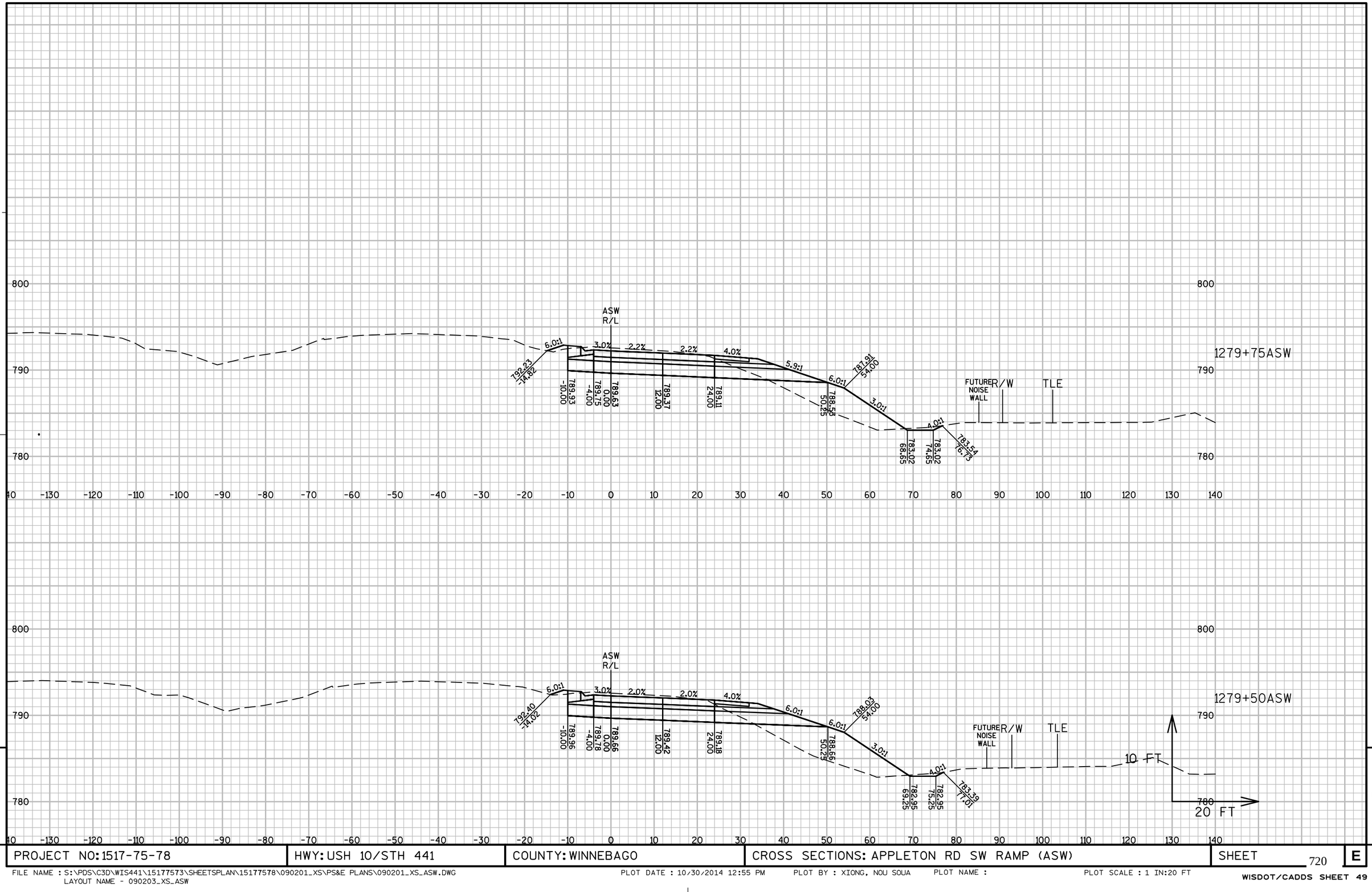



9 9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 719 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090202_XS_ASW

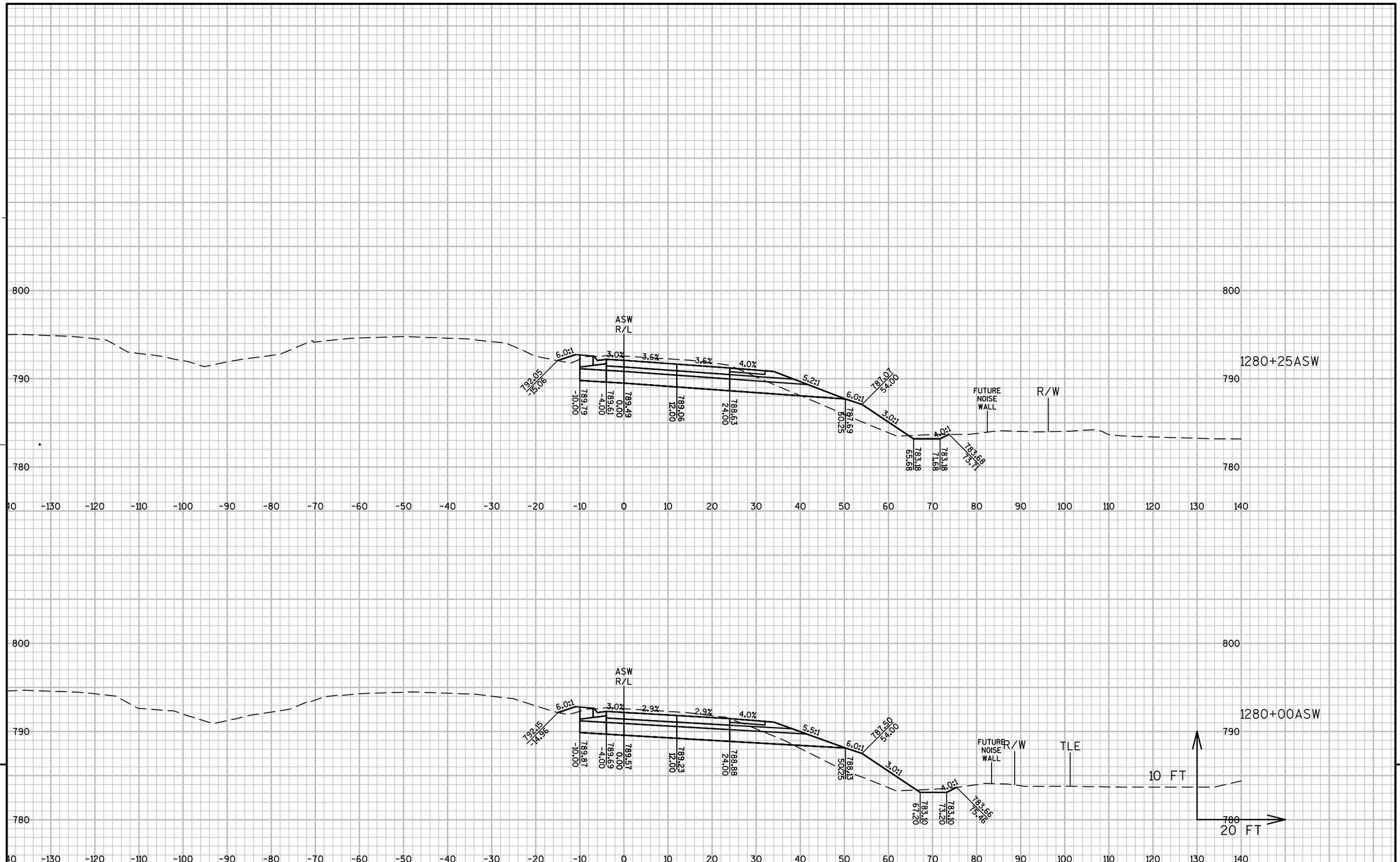
PLOT DATE : 10/30/2014 12:54 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO:1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 720 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090203_XS_ASW

PLOT DATE : 10/30/2014 12:55 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

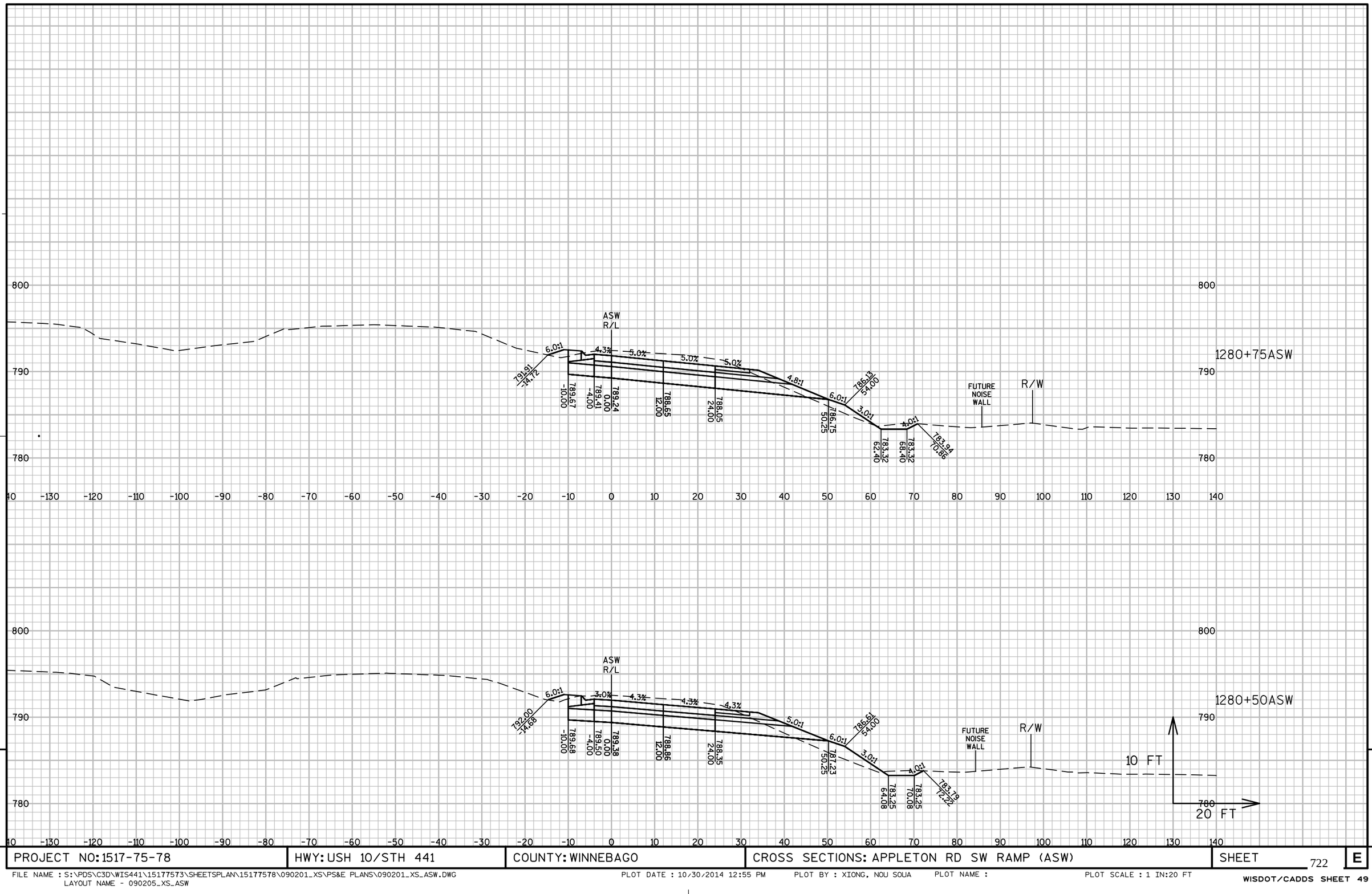



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 721 E |

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090204_XS_ASW

PLOT DATE : 10/30/2014 12:55 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

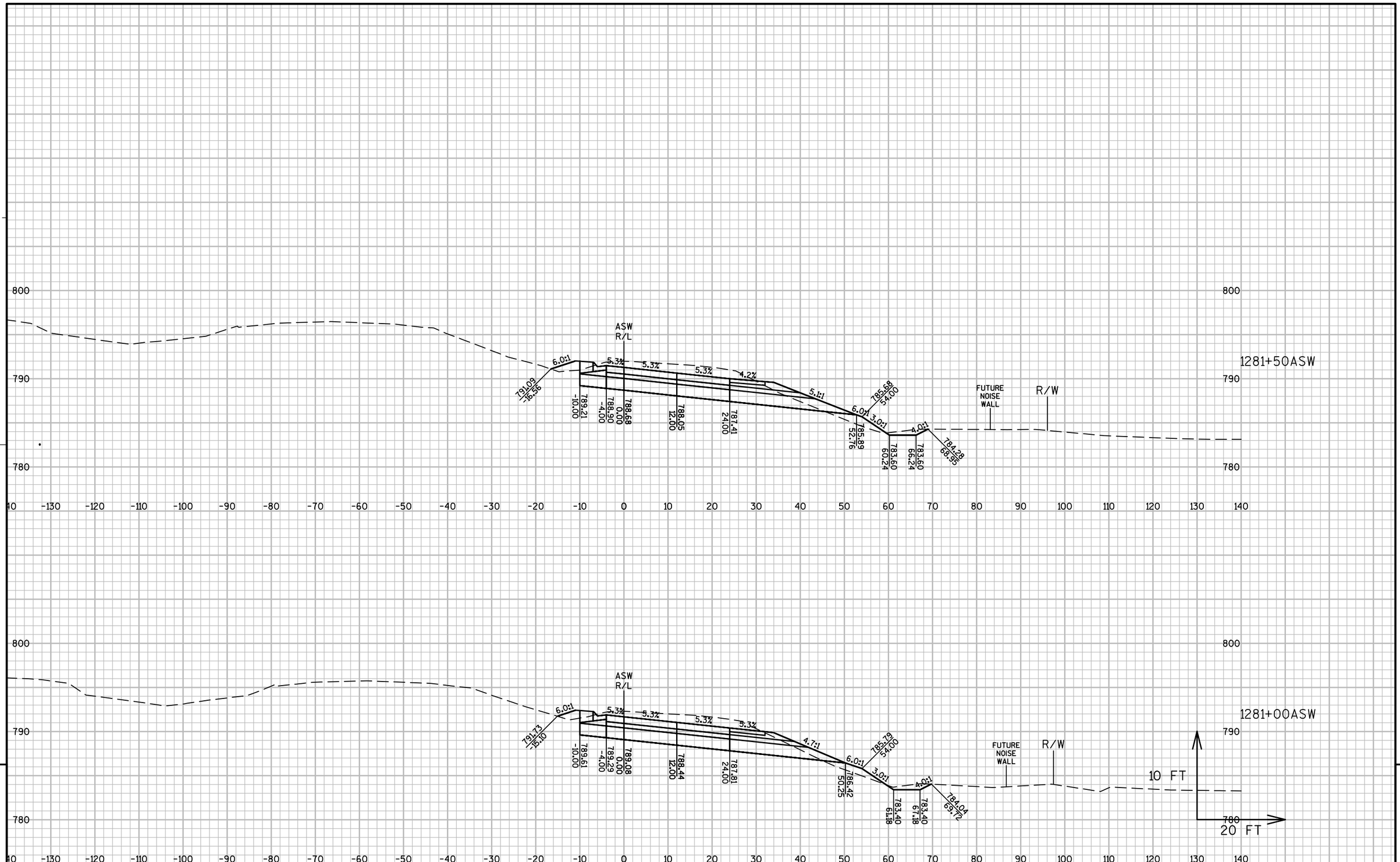



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 722 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090205_XS_ASW

PLOT DATE : 10/30/2014 12:55 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

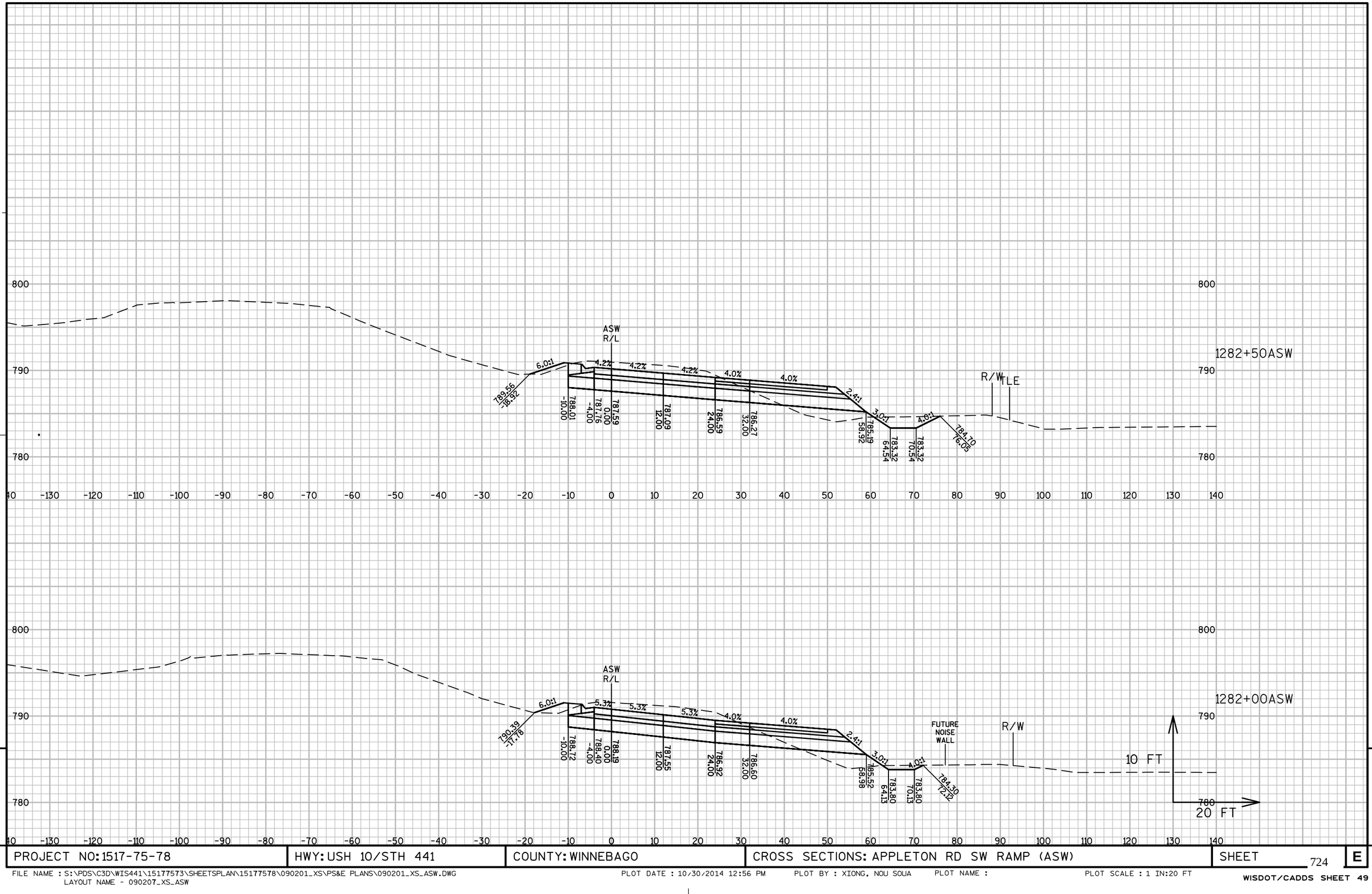
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 723 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090206_XS_ASW

PLOT DATE : 10/30/2014 12:55 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



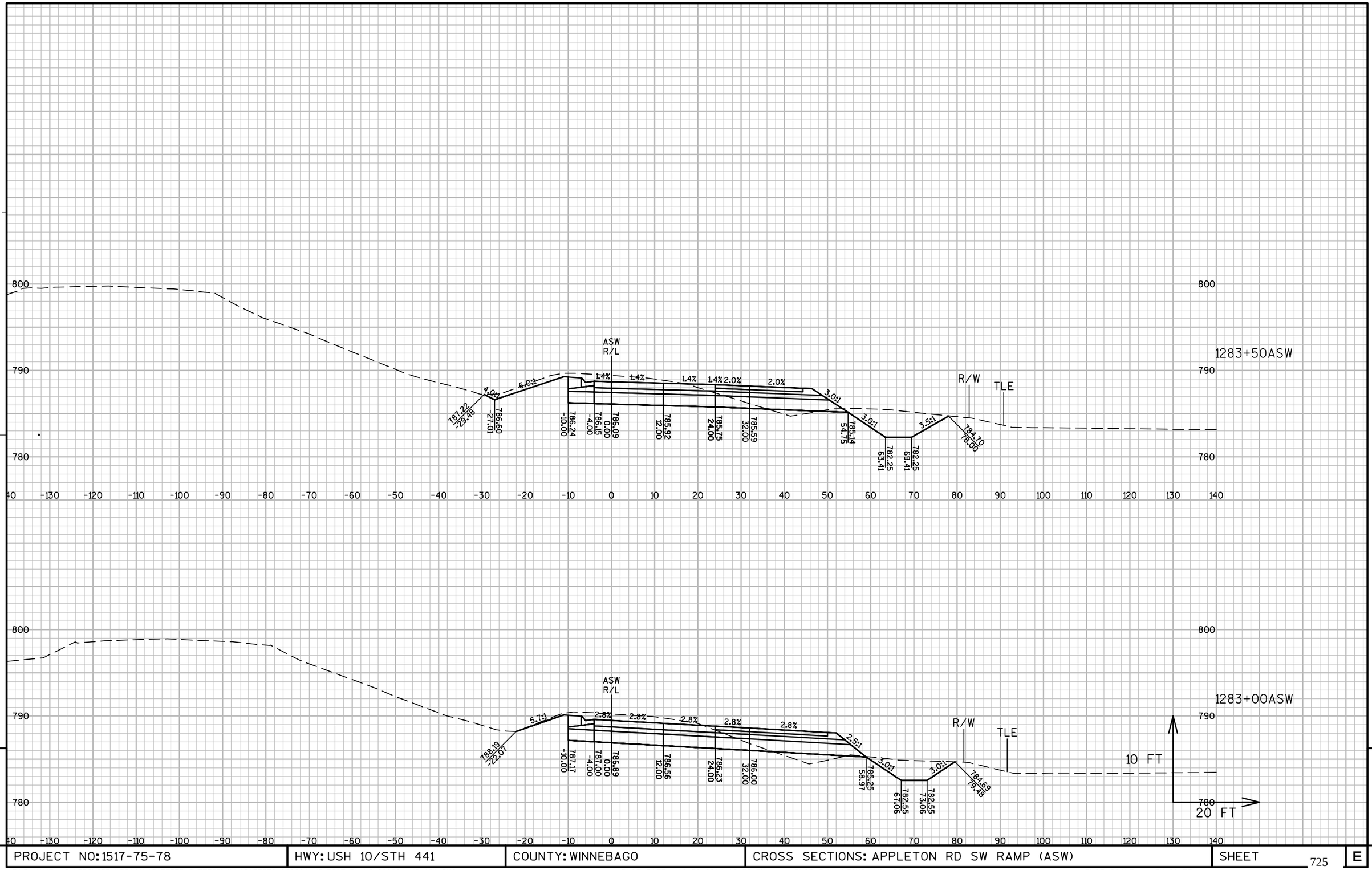

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 724 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090207_XS_ASW

PLOT DATE : 10/30/2014 12:56 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




9

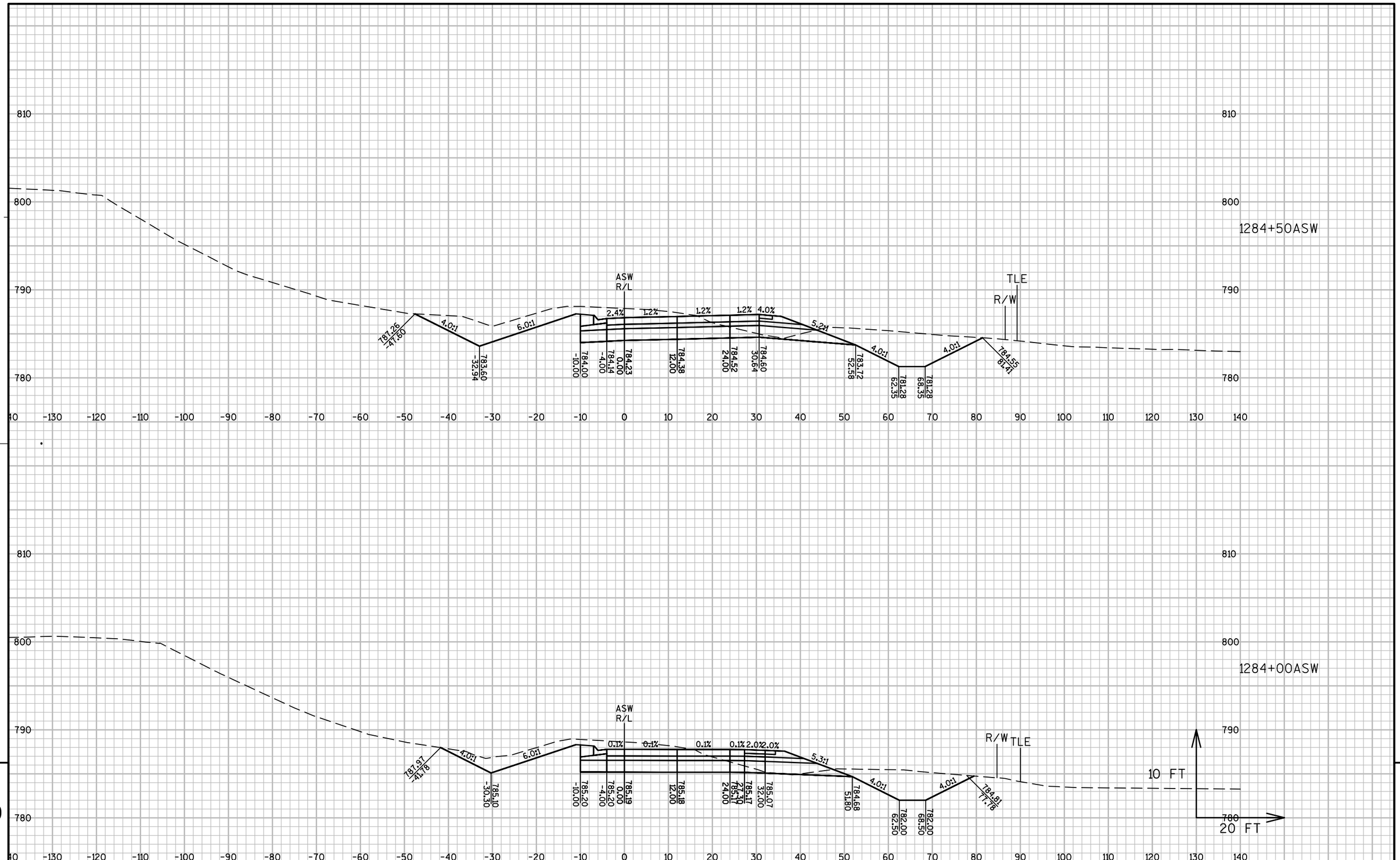
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 725 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090208_XS_ASW

PLOT DATE : 10/30/2014 12:56 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




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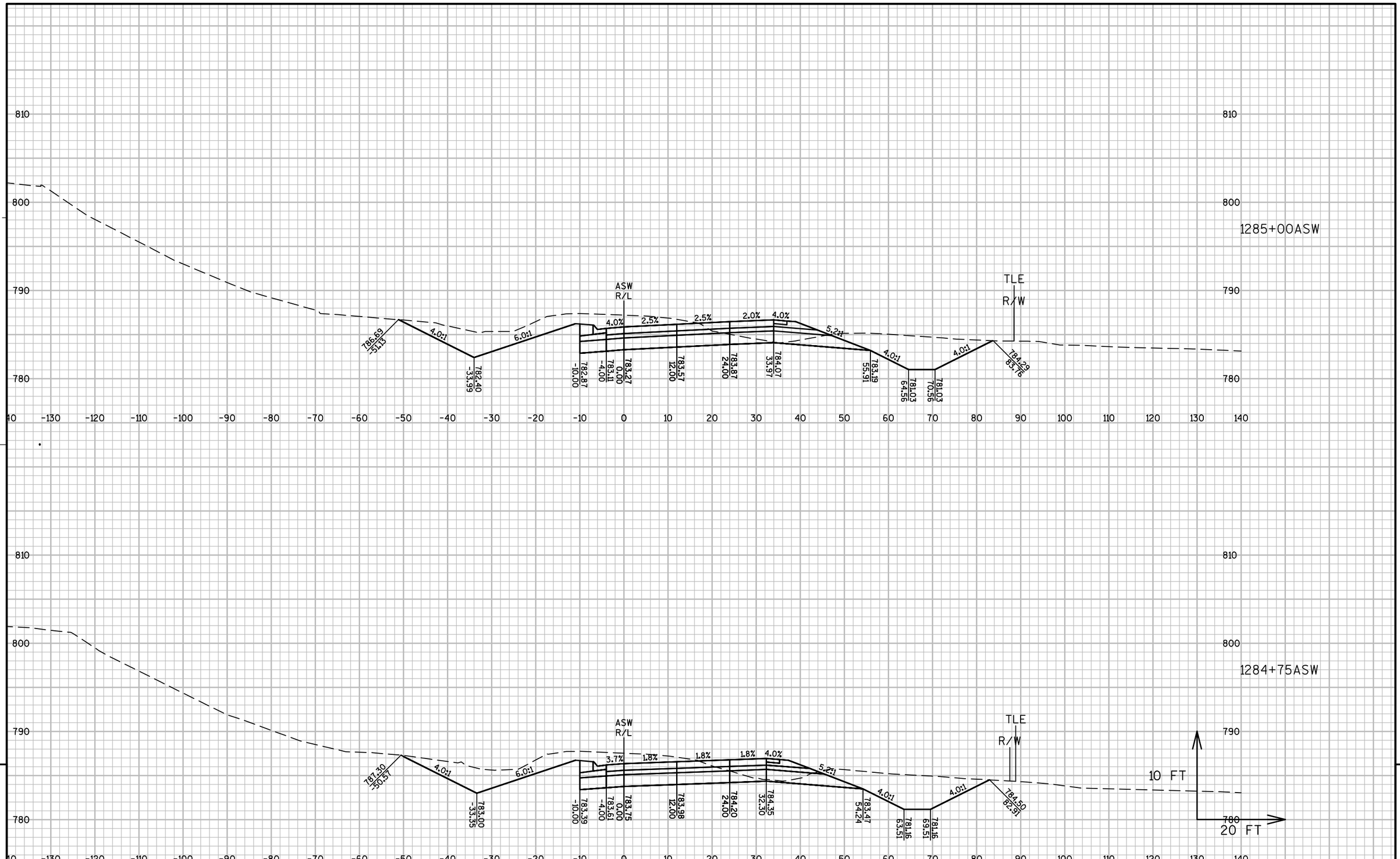
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 726 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090209_XS_ASW

PLOT DATE : 10/30/2014 12:56 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

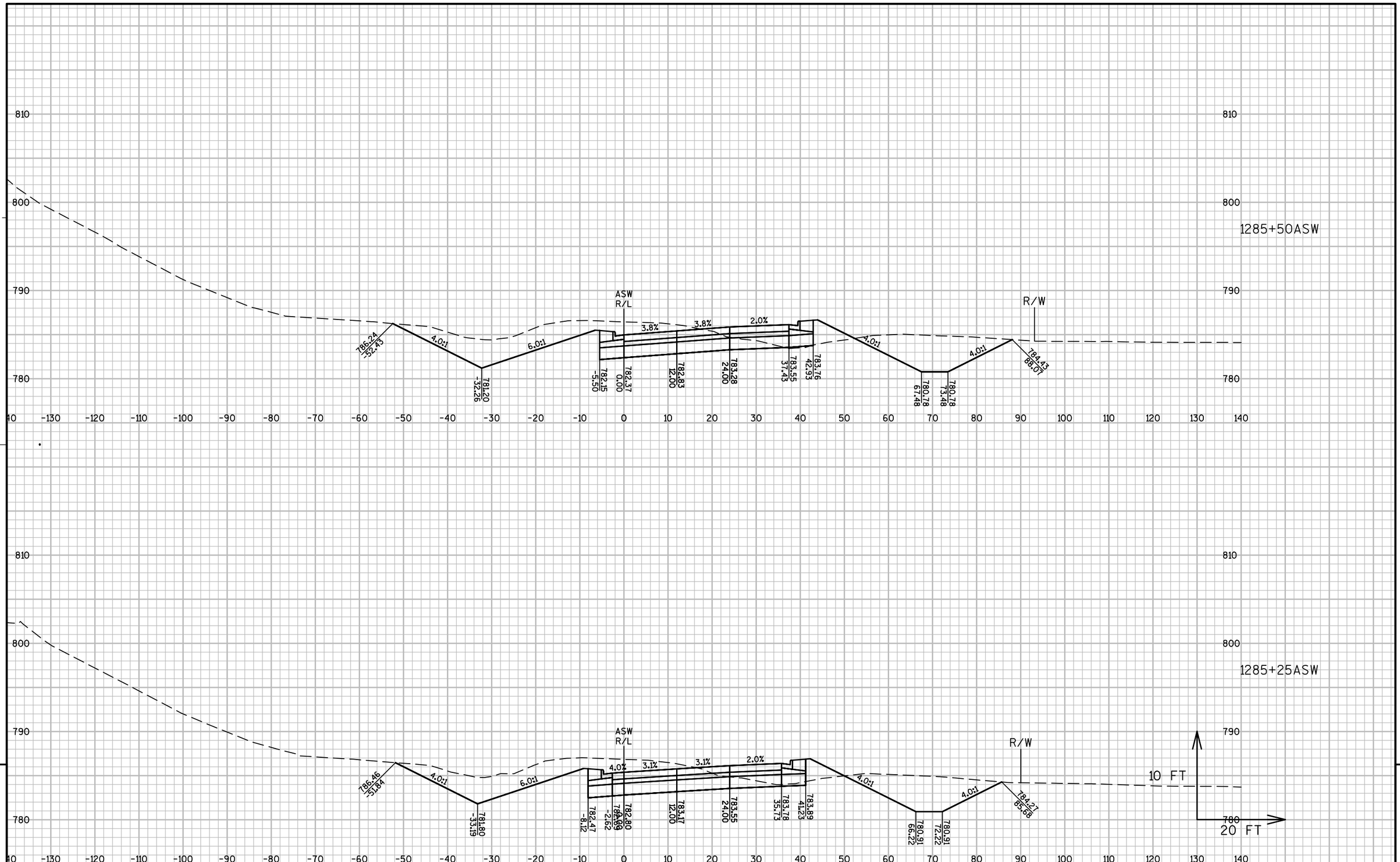



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 727 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090210_XS_ASW

PLOT DATE : 10/30/2014 12:57 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



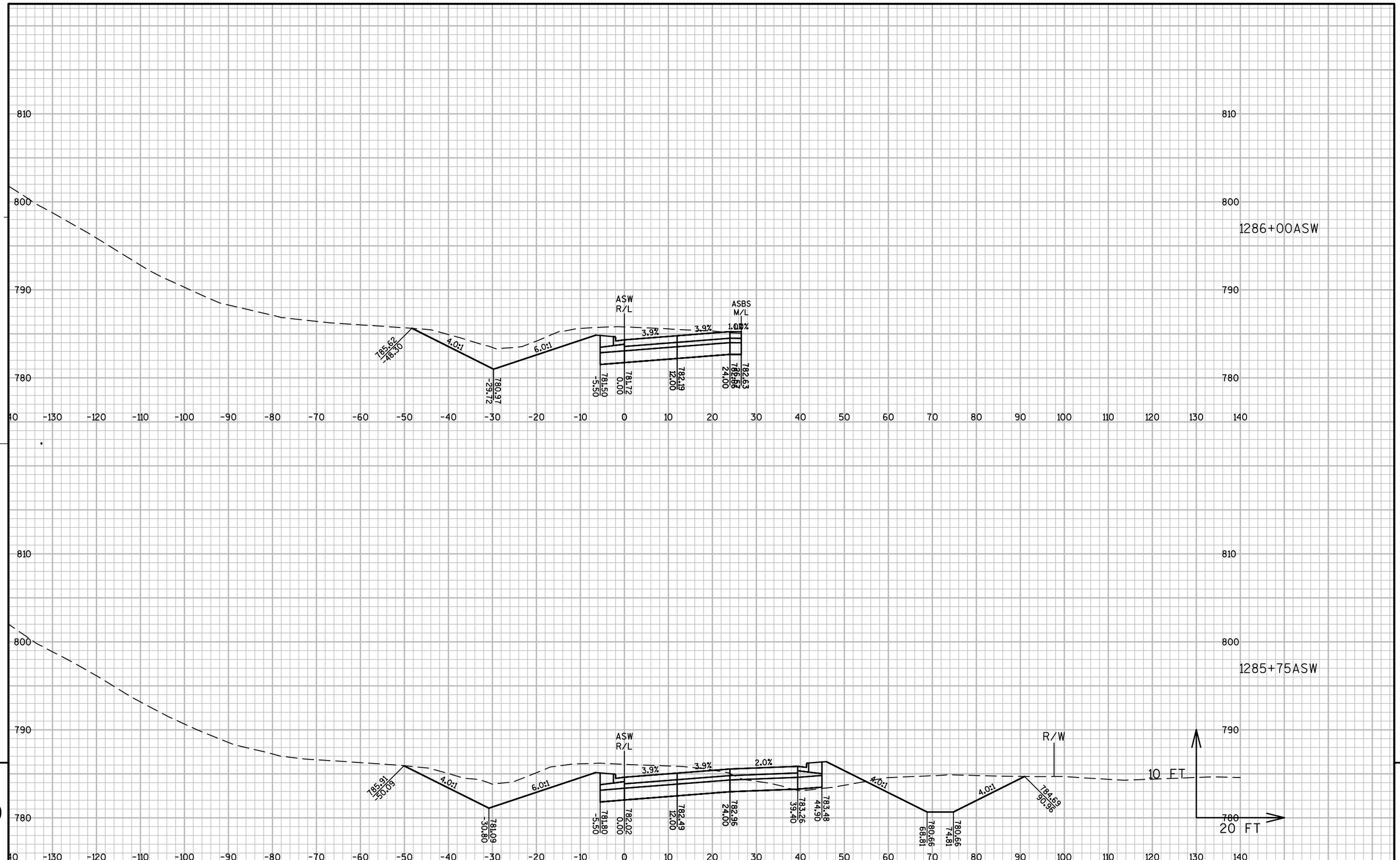

9

9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 728 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090211_XS_ASW

PLOT DATE : 10/30/2014 12:57 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

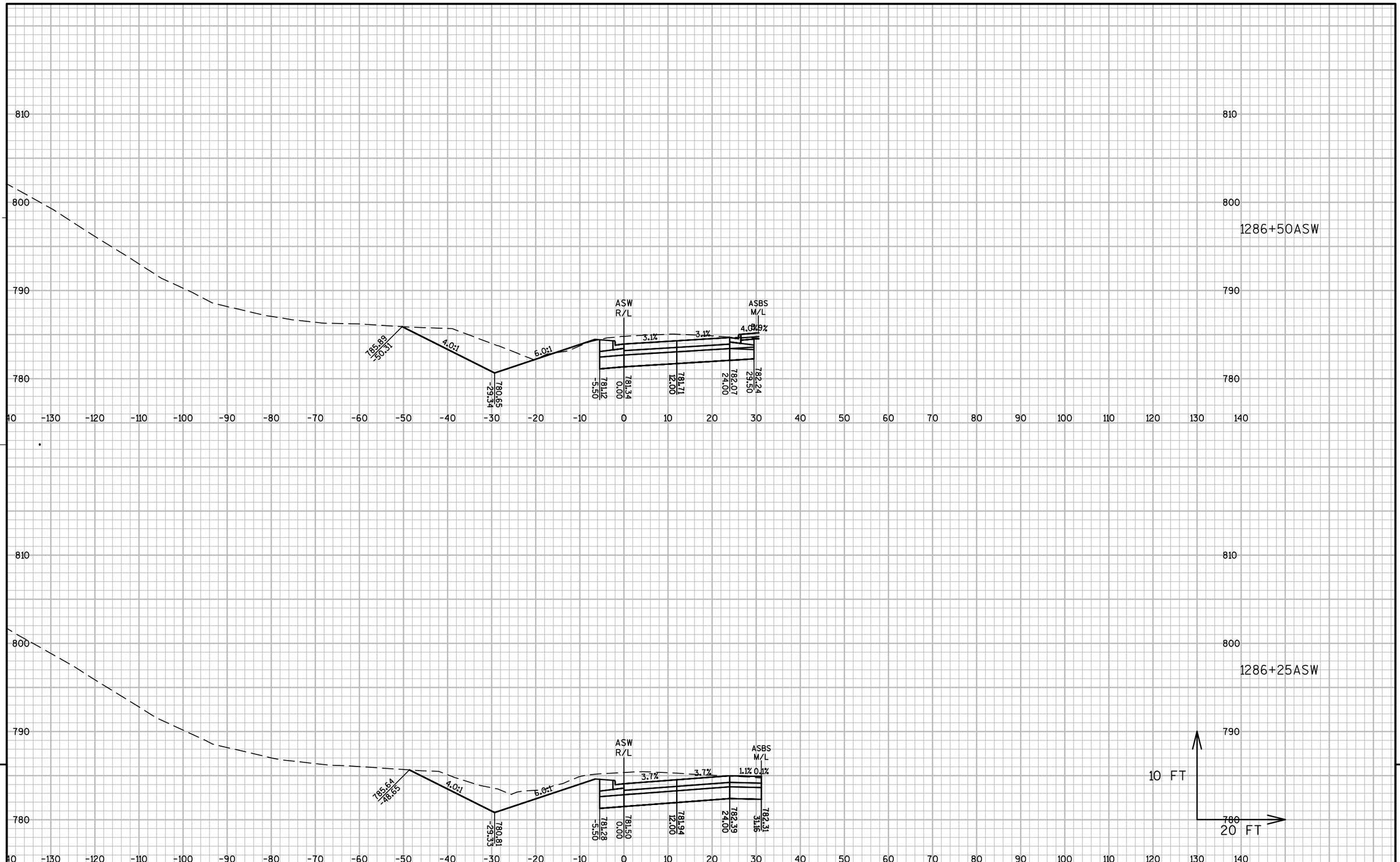



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 729 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090212_XS_ASW

PLOT DATE : 10/30/2014 12:57 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

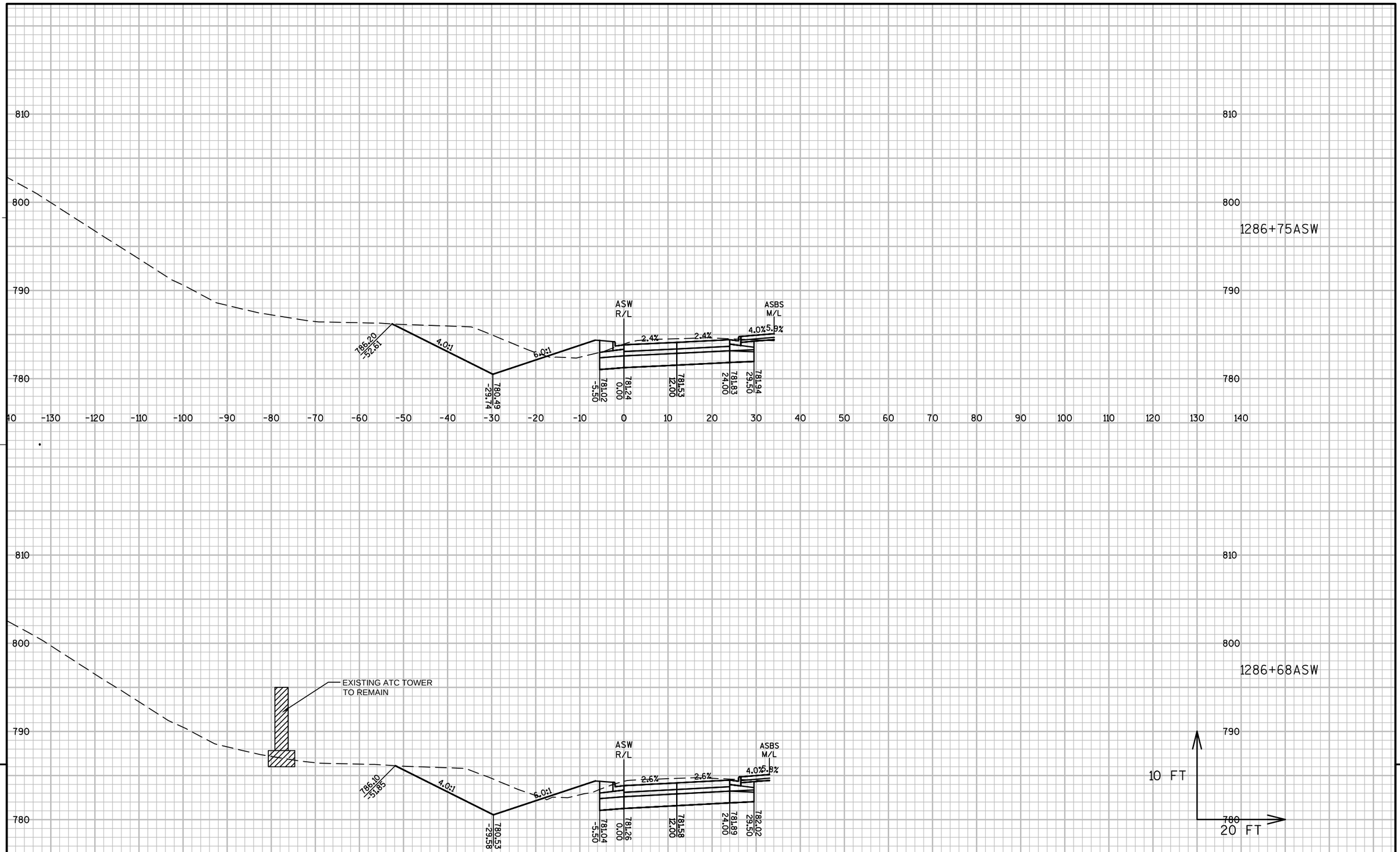



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 730 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090213_XS_ASW

PLOT DATE : 10/30/2014 12:57 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

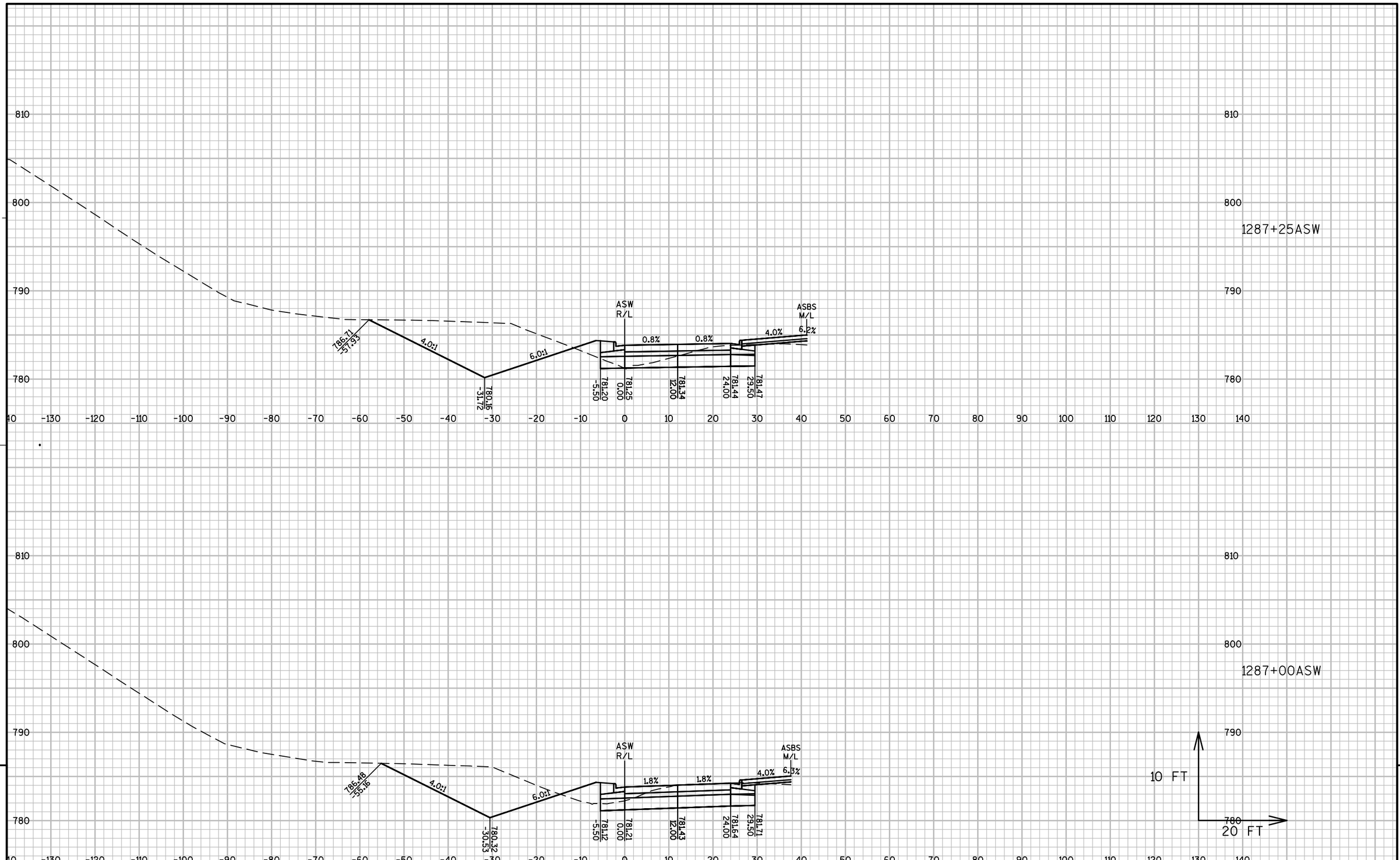



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 731 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090214_XS_ASW

PLOT DATE : 10/30/2014 12:58 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

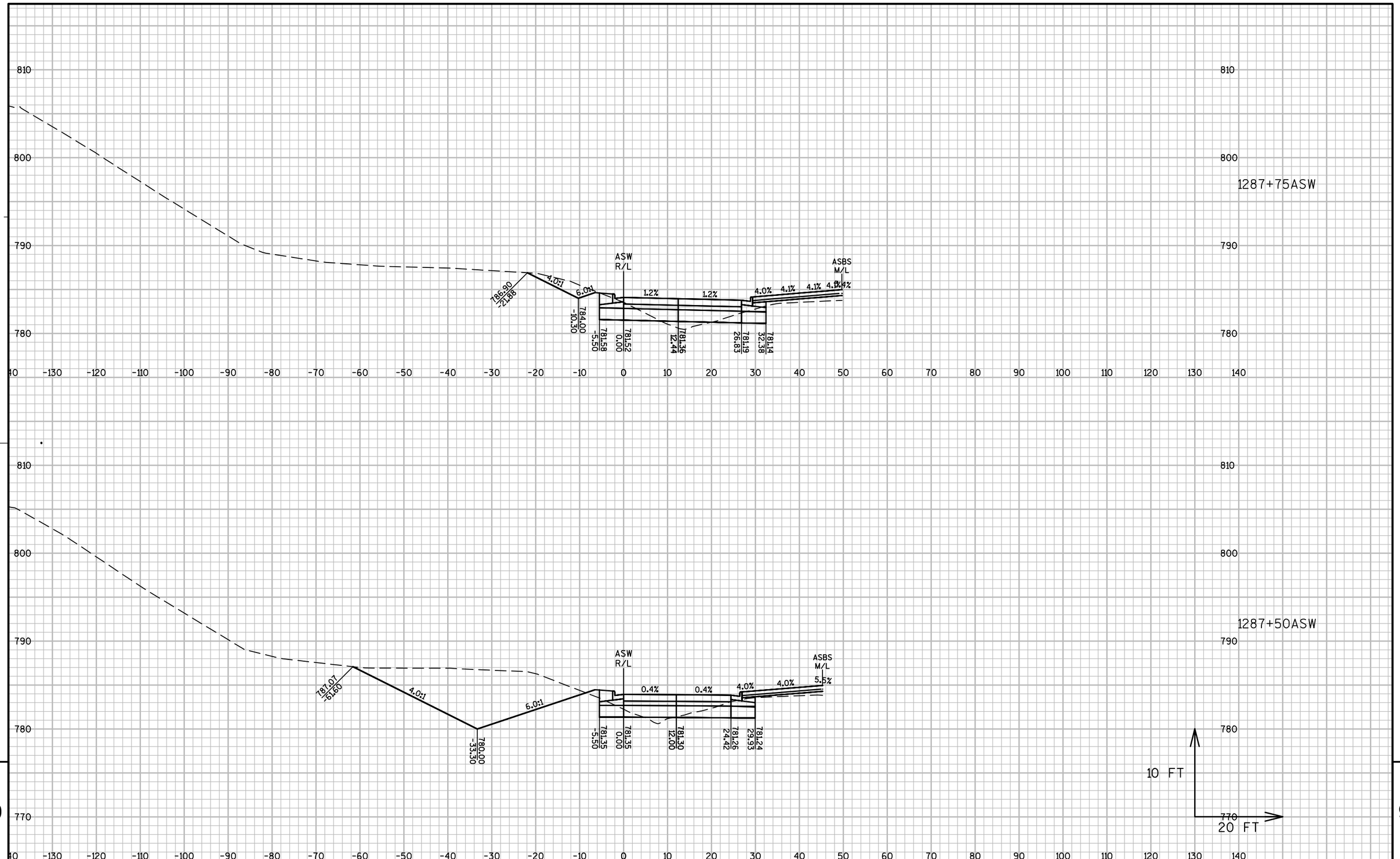



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 732 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090215_XS_ASW

PLOT DATE : 10/30/2014 12:58 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

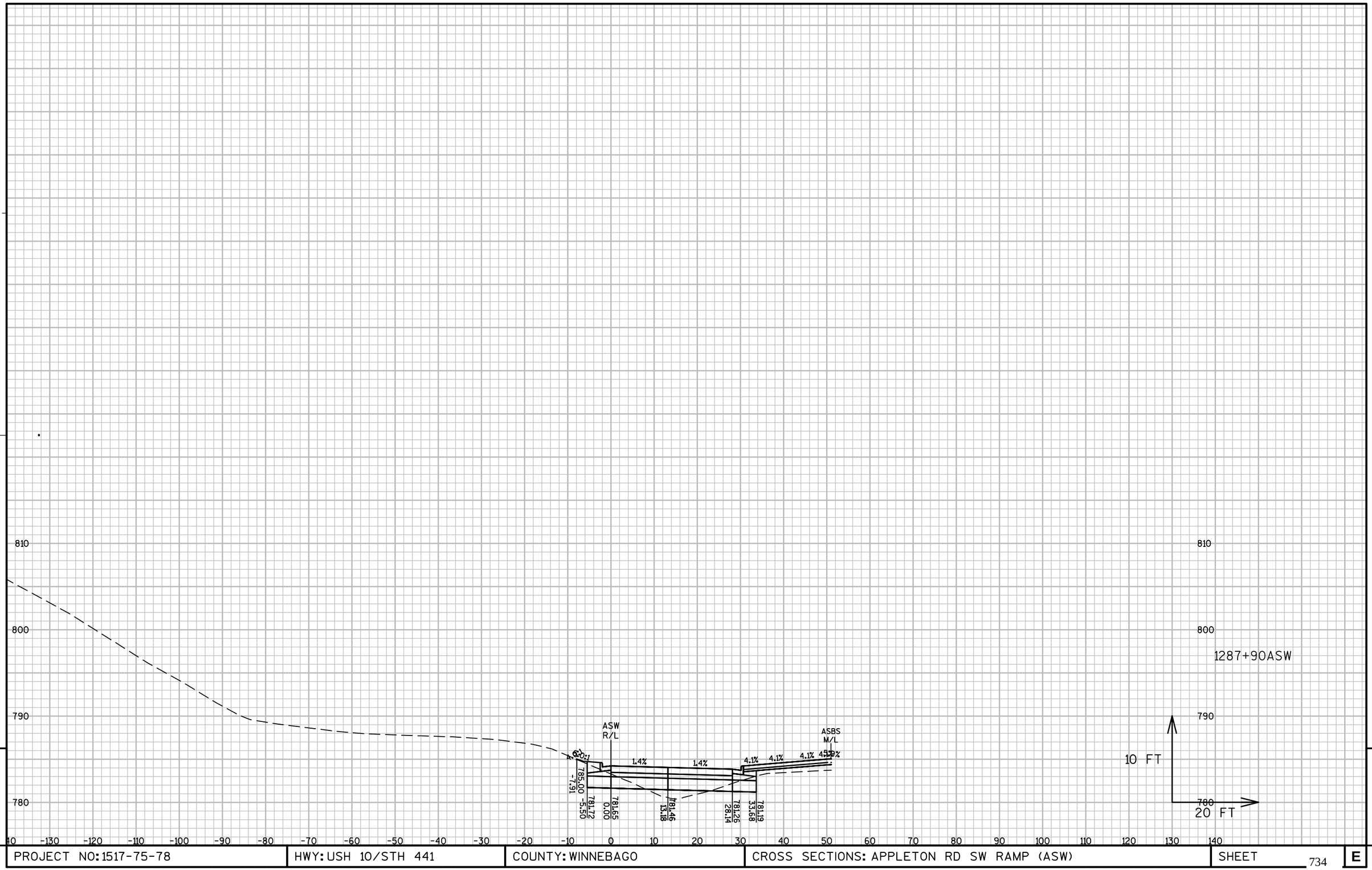
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 733 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090216_XS_ASW

PLOT DATE : 10/30/2014 12:58 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




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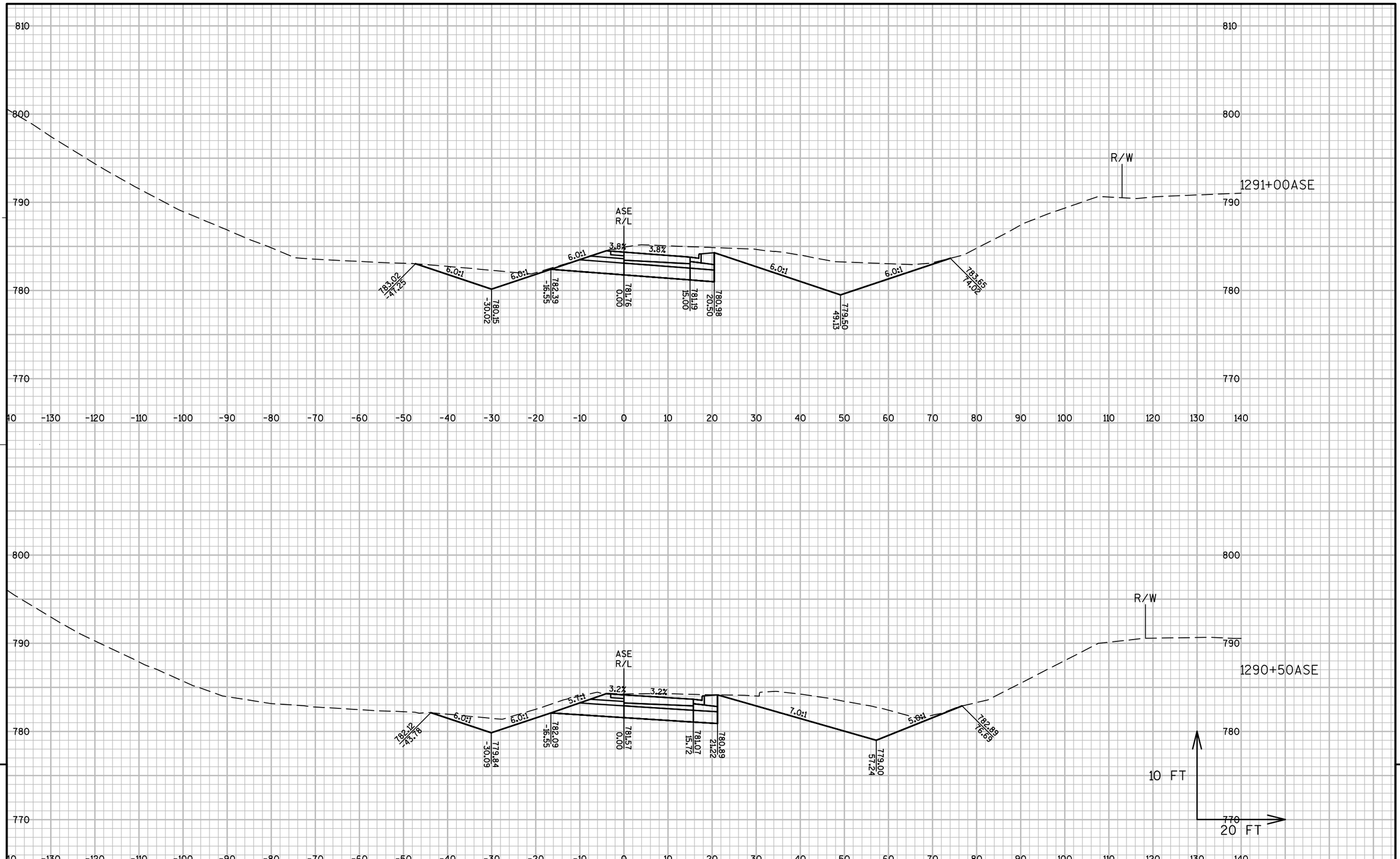
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SW RAMP (ASW) | SHEET 734 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASW.DWG
LAYOUT NAME - 090217_XS_ASW

PLOT DATE : 10/30/2014 12:59 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

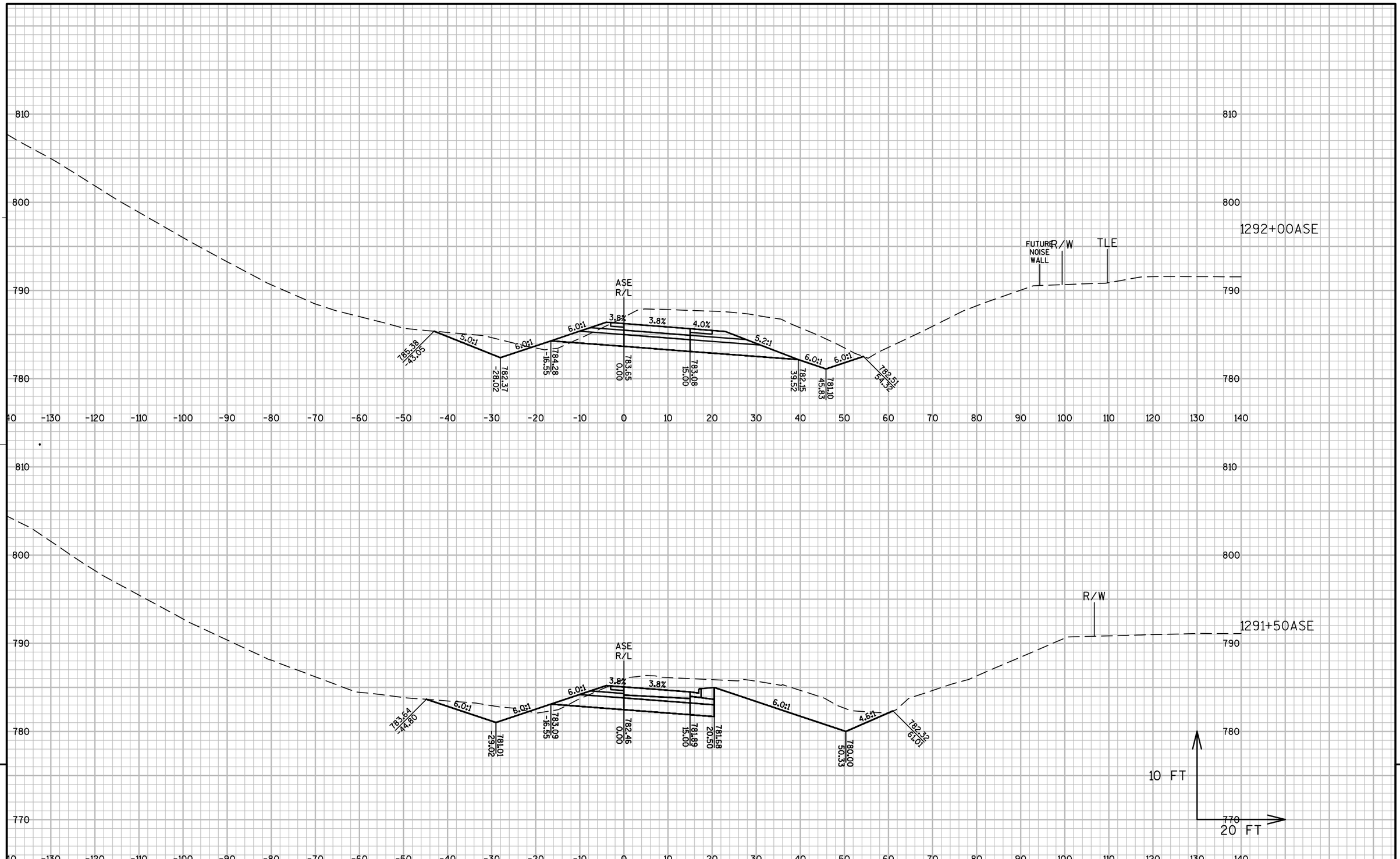
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 735 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090201_XS_ASE

PLOT DATE : 10/29/2014 6:41 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

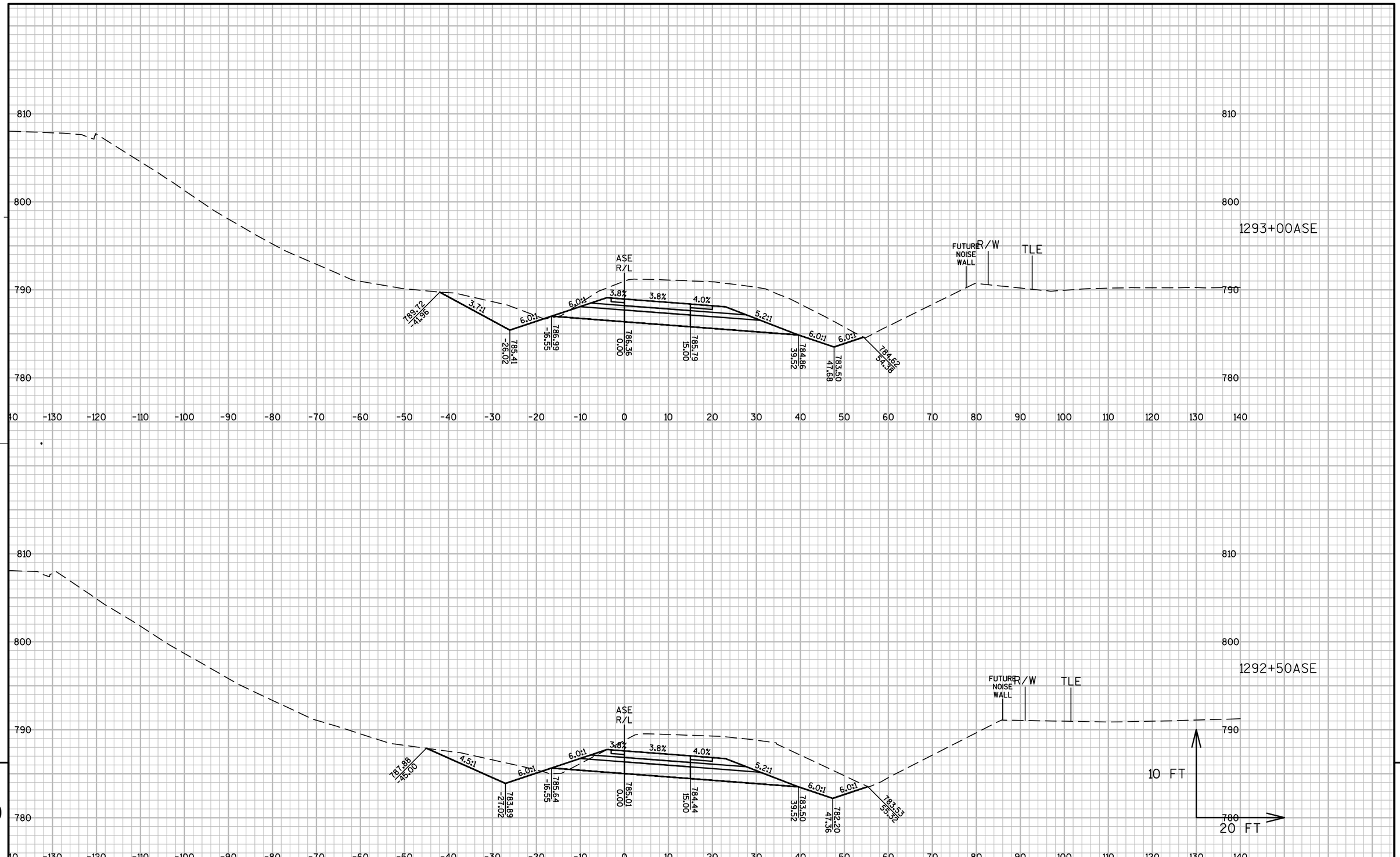



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 736 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090202_XS_ASE

PLOT DATE : 10/29/2014 6:41 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

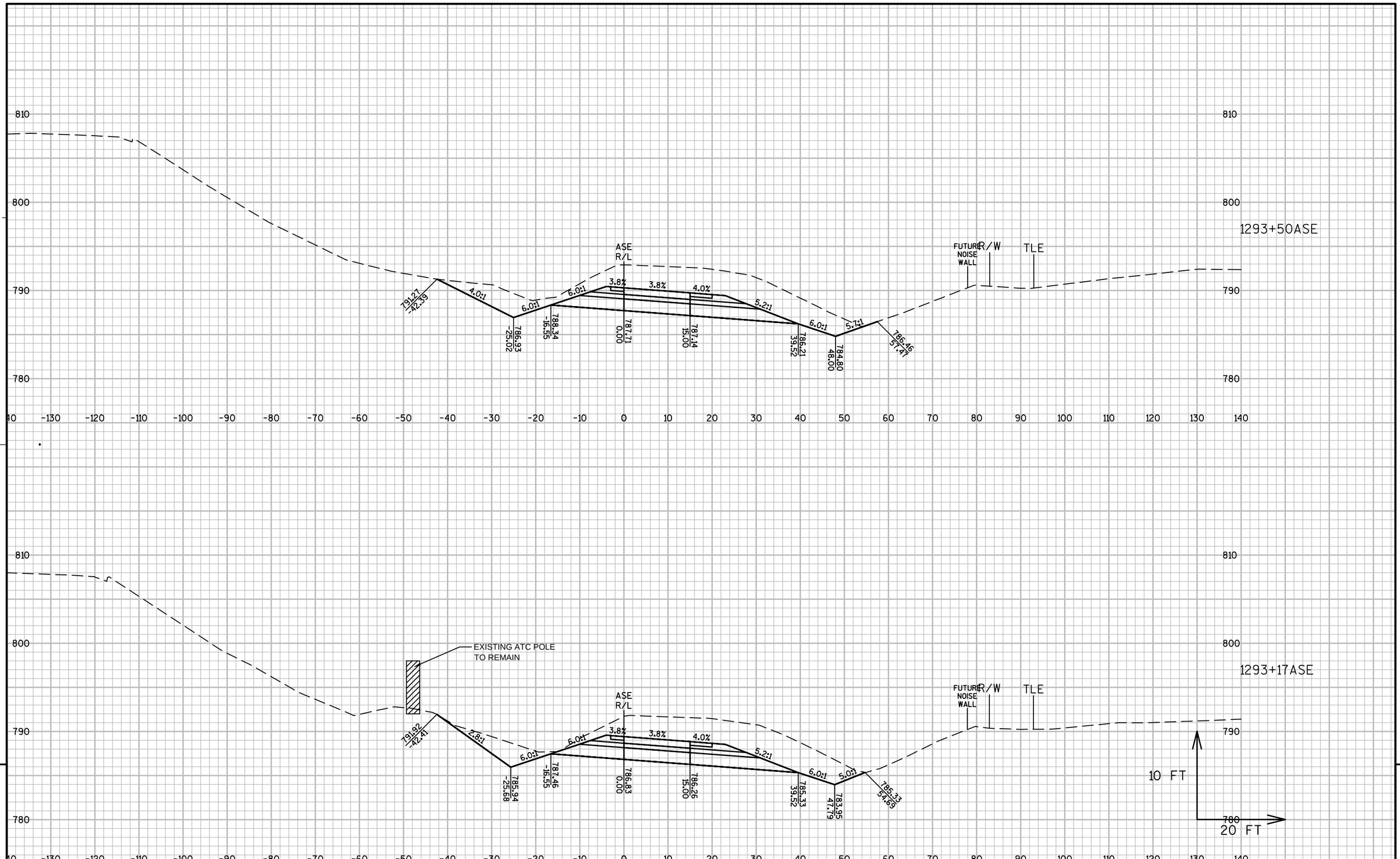
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 737 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090203_XS_ASE

PLOT DATE : 10/29/2014 6:41 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

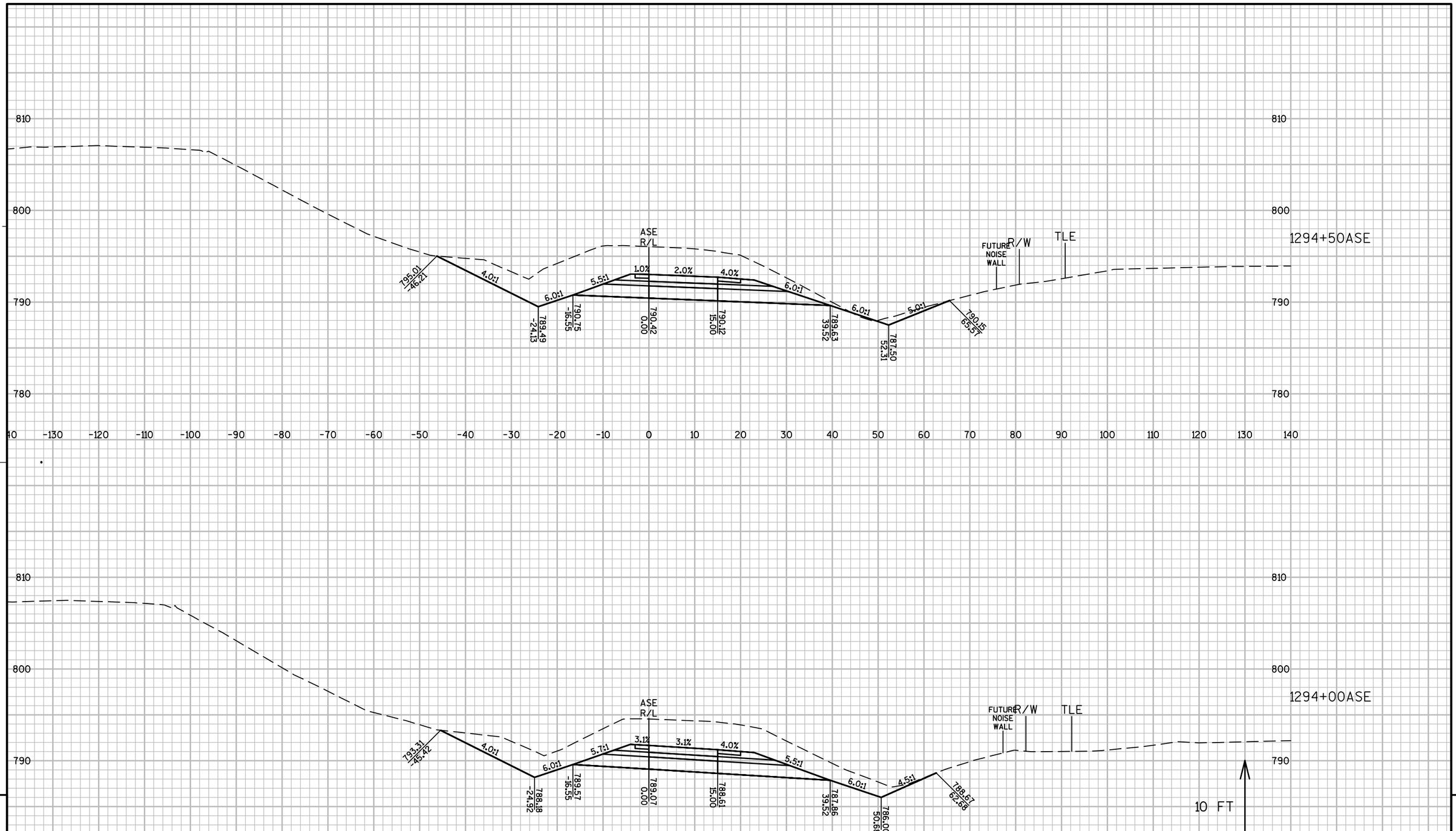



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 738 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090204_XS_ASE

PLOT DATE : 10/29/2014 6:42 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

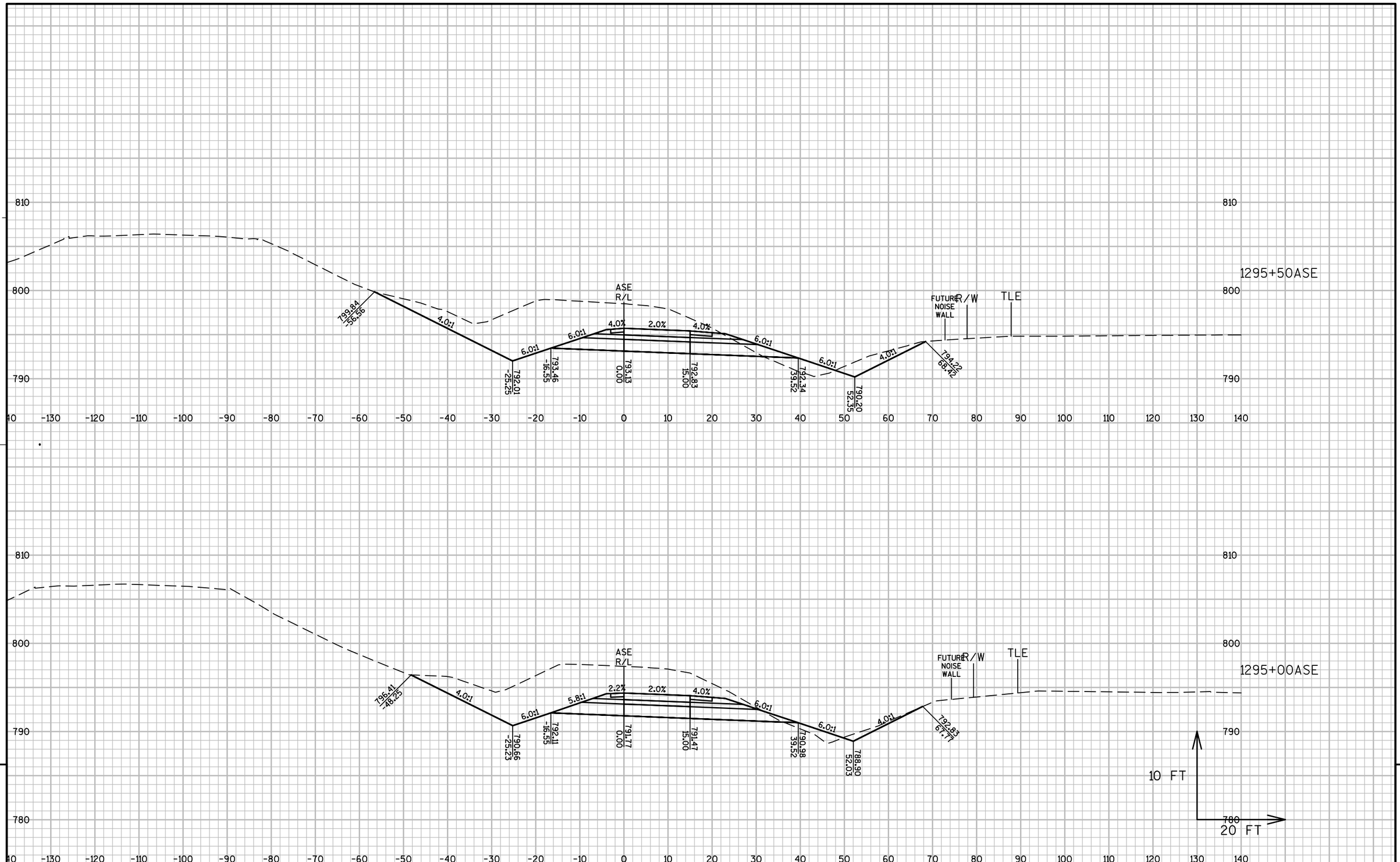
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 739 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090205_XS_ASE

PLOT DATE : 10/29/2014 6:42 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

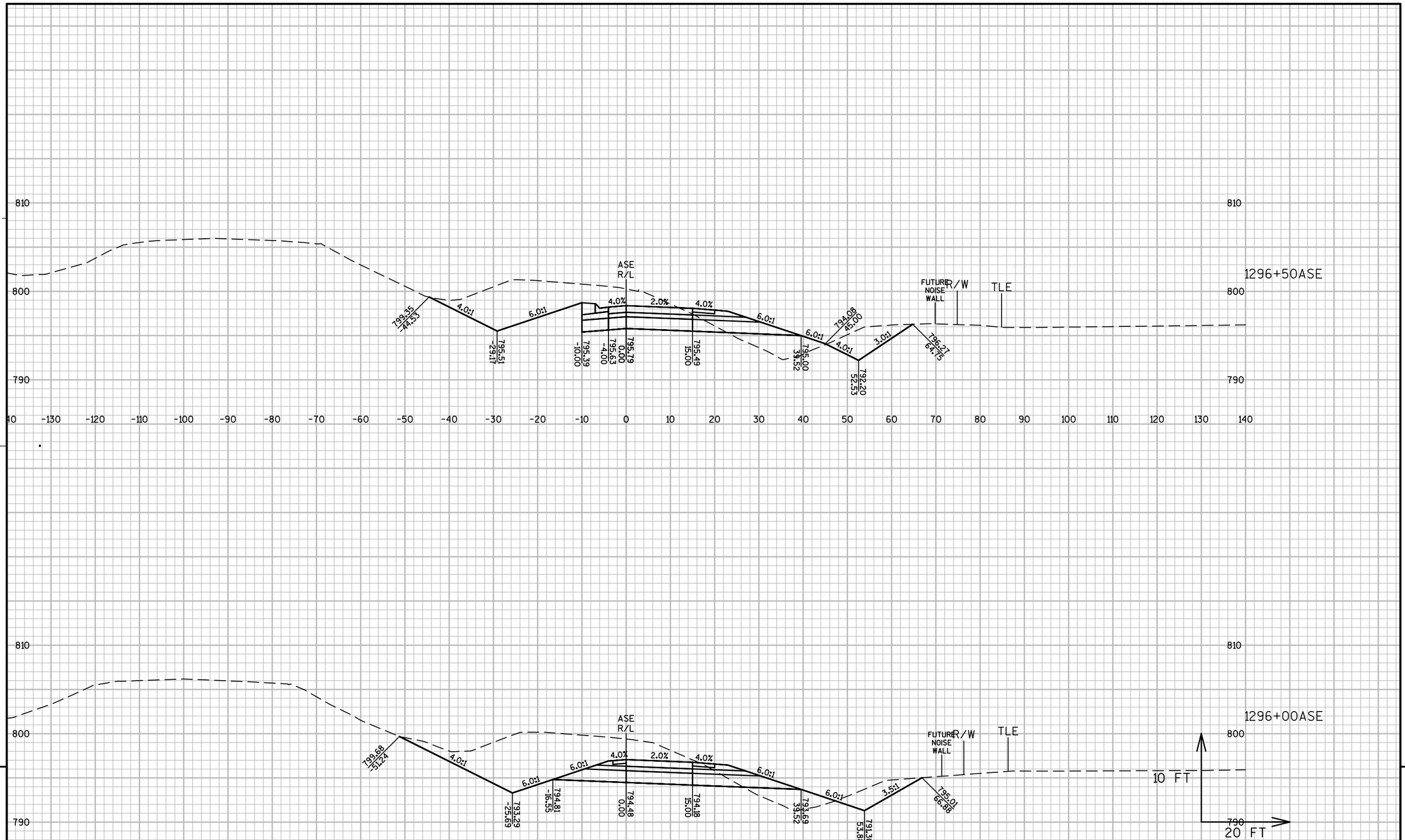



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 740 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090206_XS_ASE

PLOT DATE : 10/29/2014 6:42 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

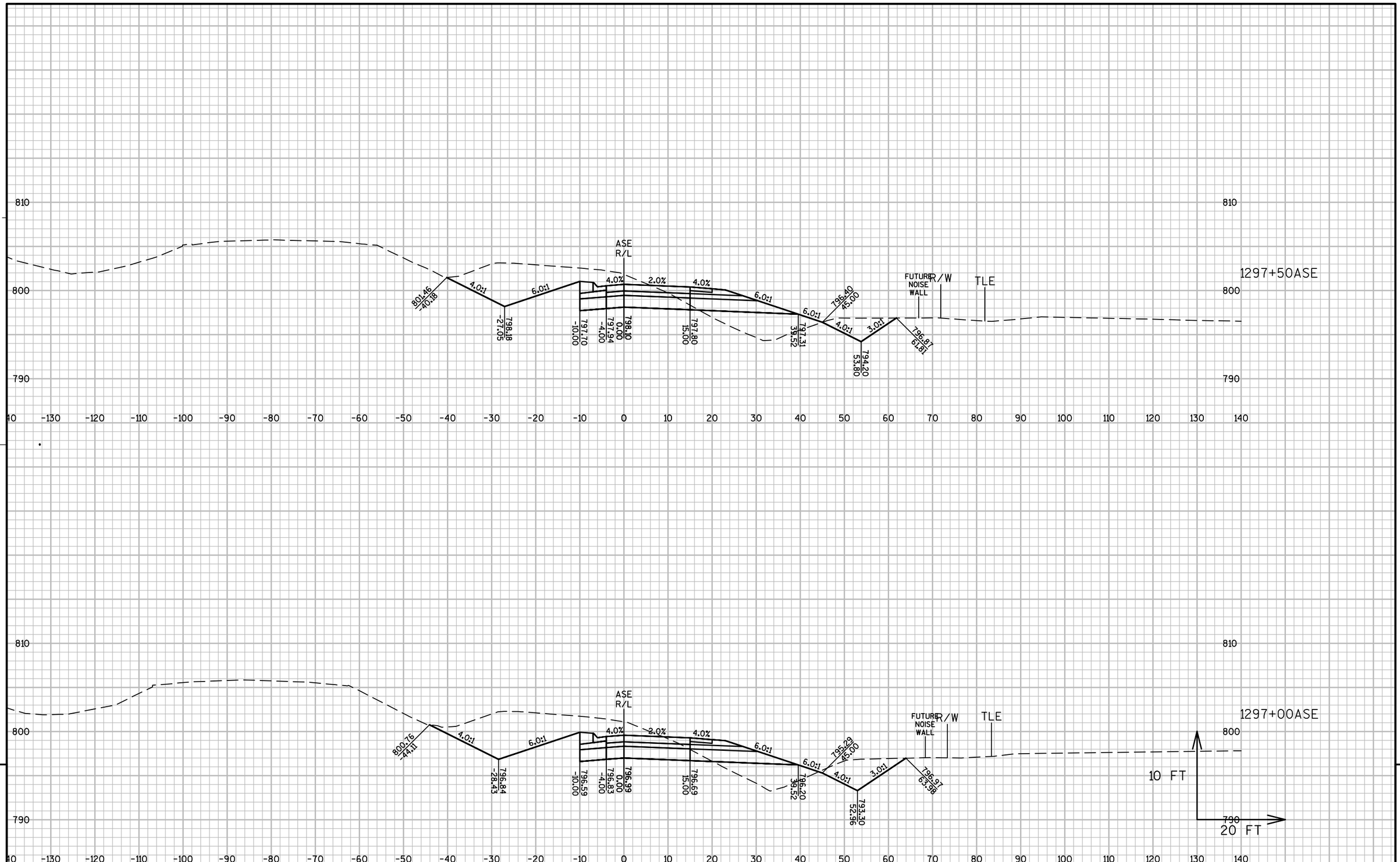
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 741 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090207_XS_ASE

PLOT DATE : 10/29/2014 6:42 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

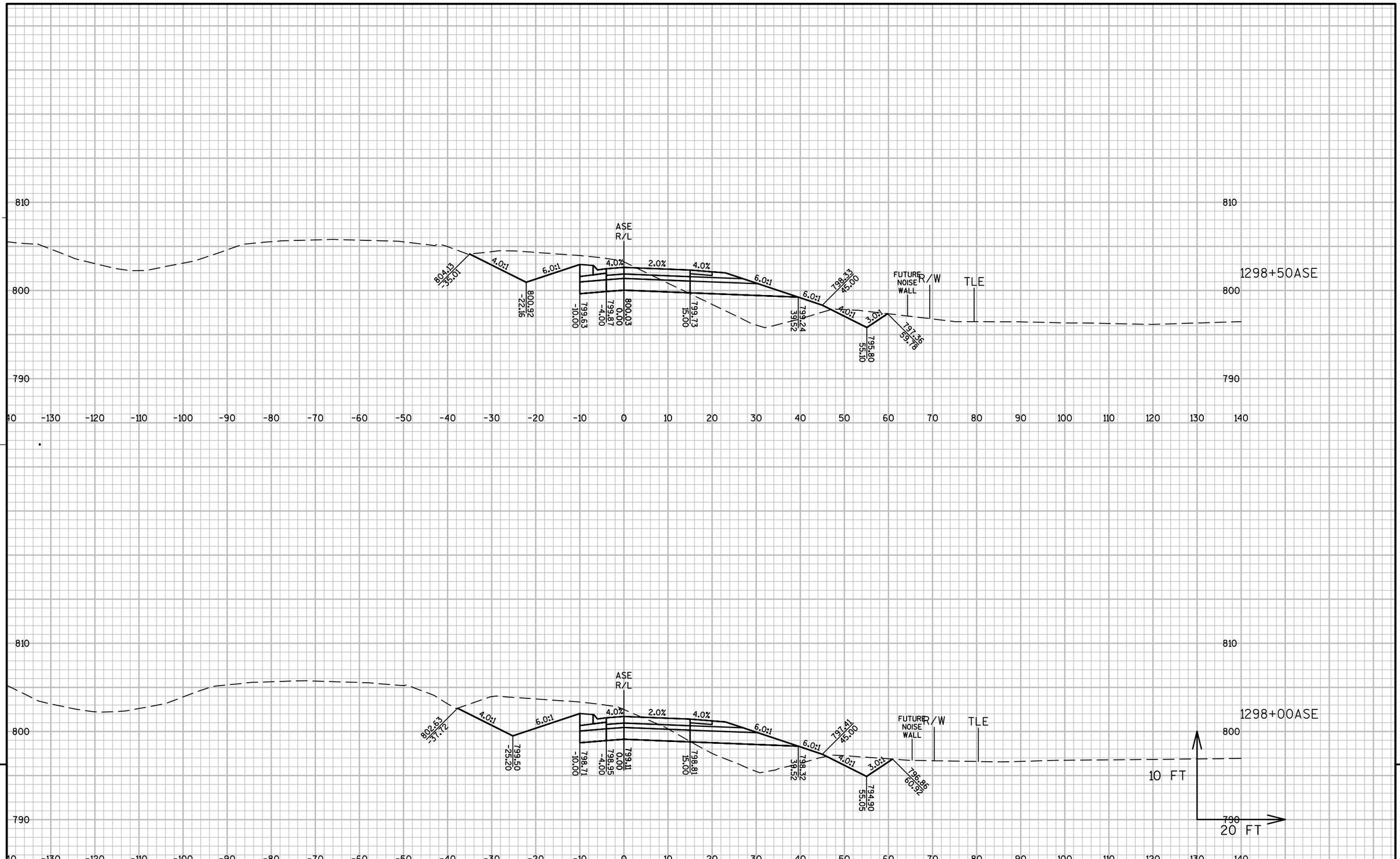
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 742 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090208_XS_ASE

PLOT DATE : 10/29/2014 6:43 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT



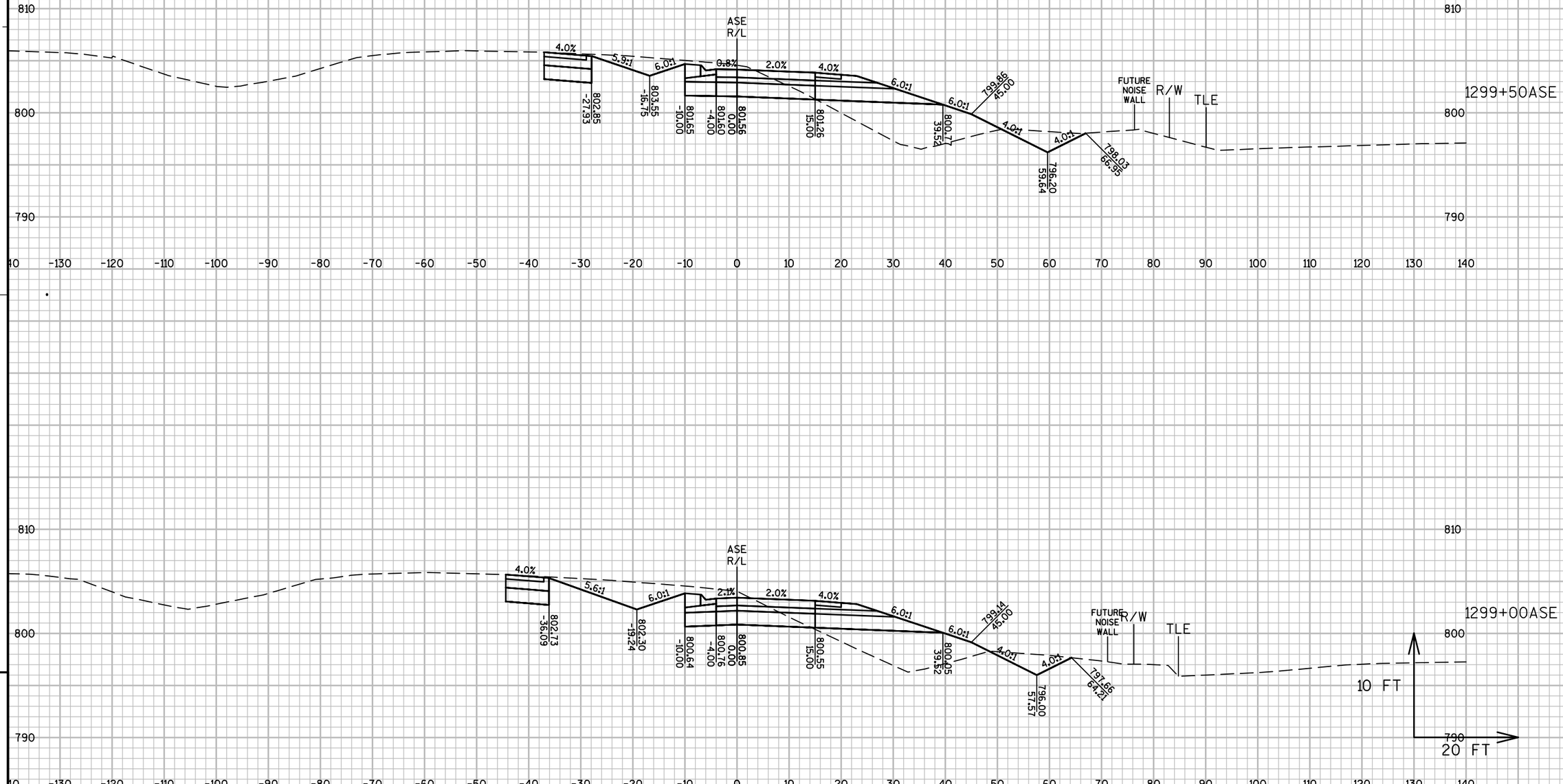

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 743 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090209_XS_ASE

PLOT DATE : 10/29/2014 6:43 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT



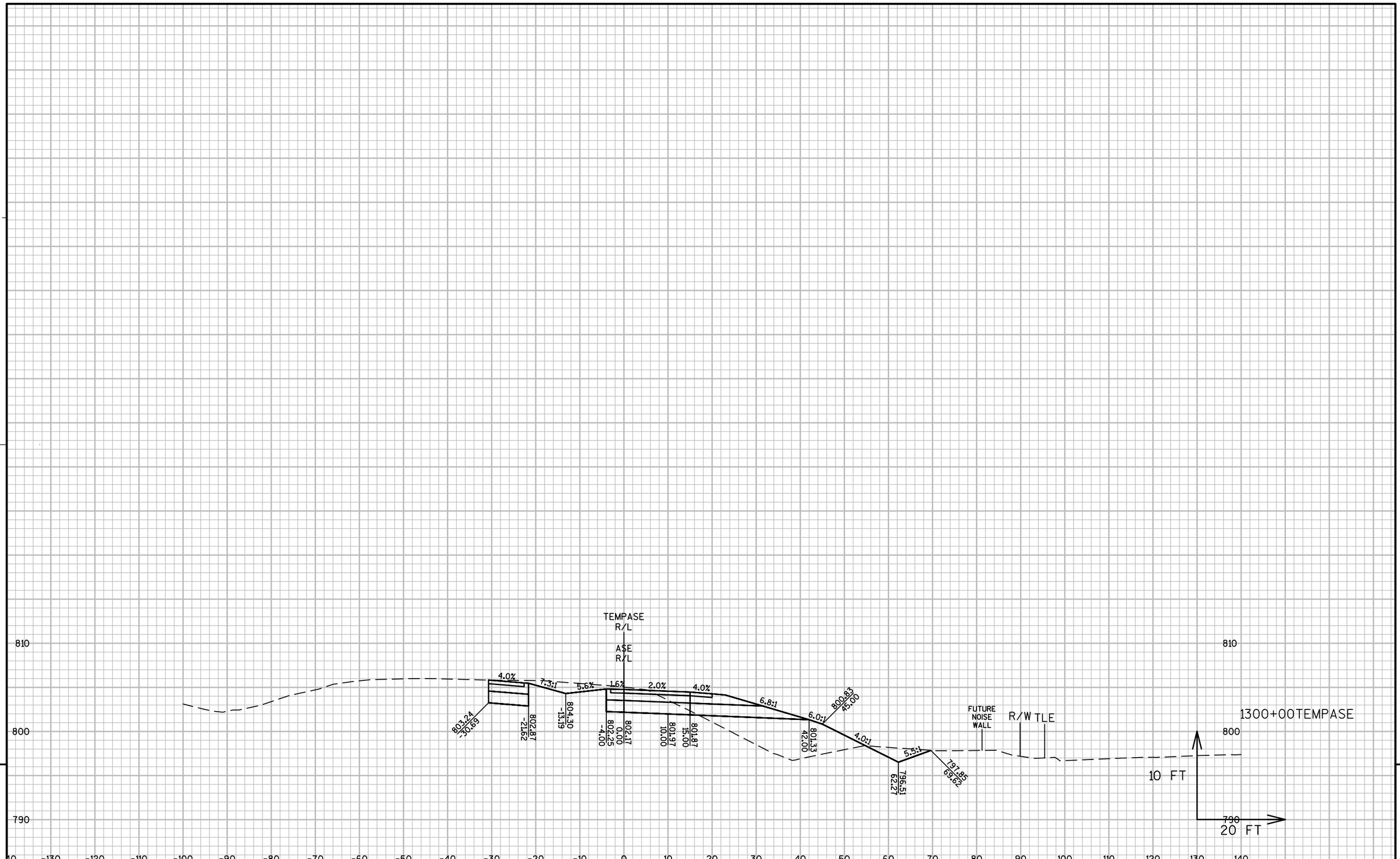

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD SE RAMP (ASE) | SHEET 744 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ASE.DWG
LAYOUT NAME - 090210_XS_ASE

PLOT DATE : 10/29/2014 6:43 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT



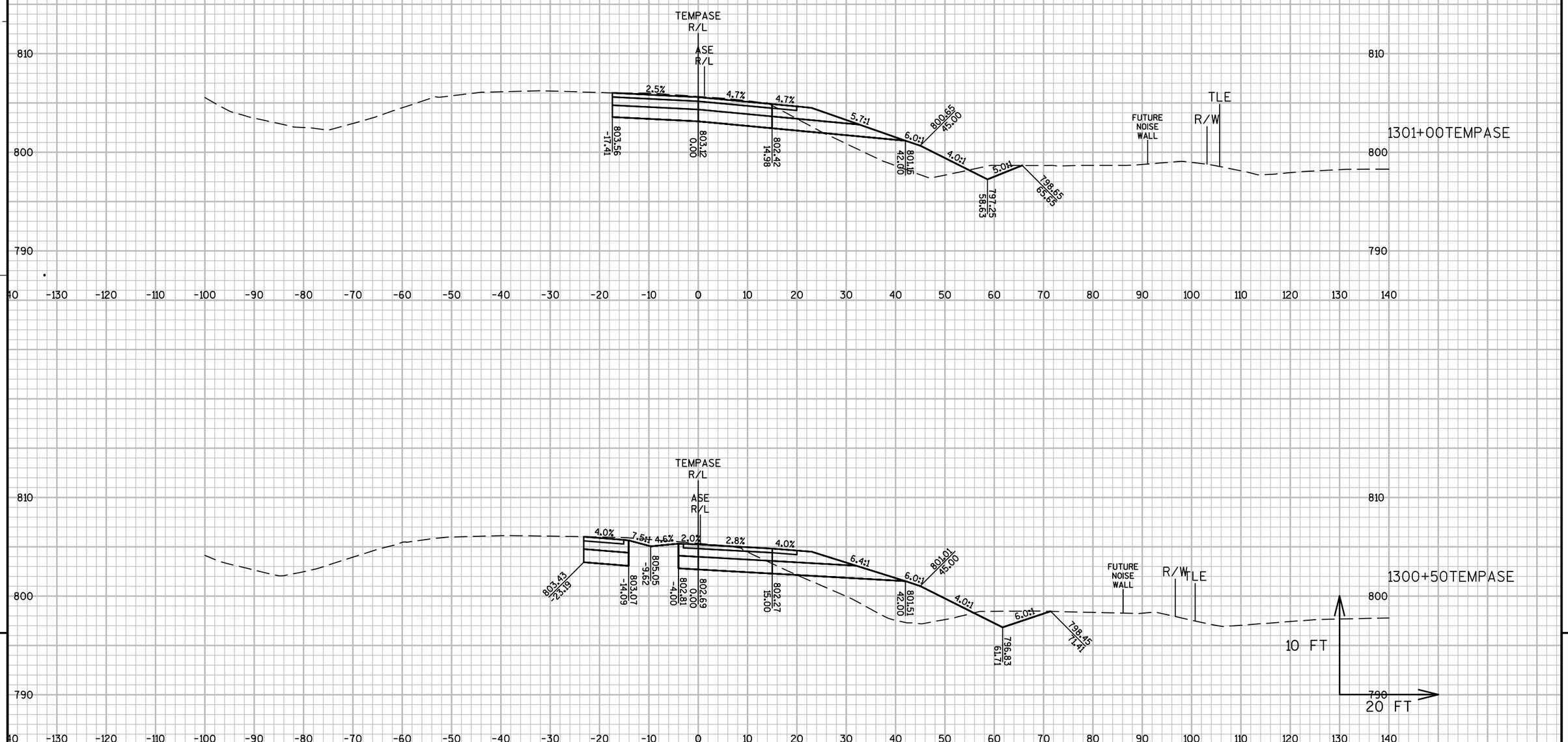

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SE RAMP (TEMPASE) | SHEET 745 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASE.DWG
LAYOUT NAME - 090201_XS_TEMPASE

PLOT DATE : 10/29/2014 6:40 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




9

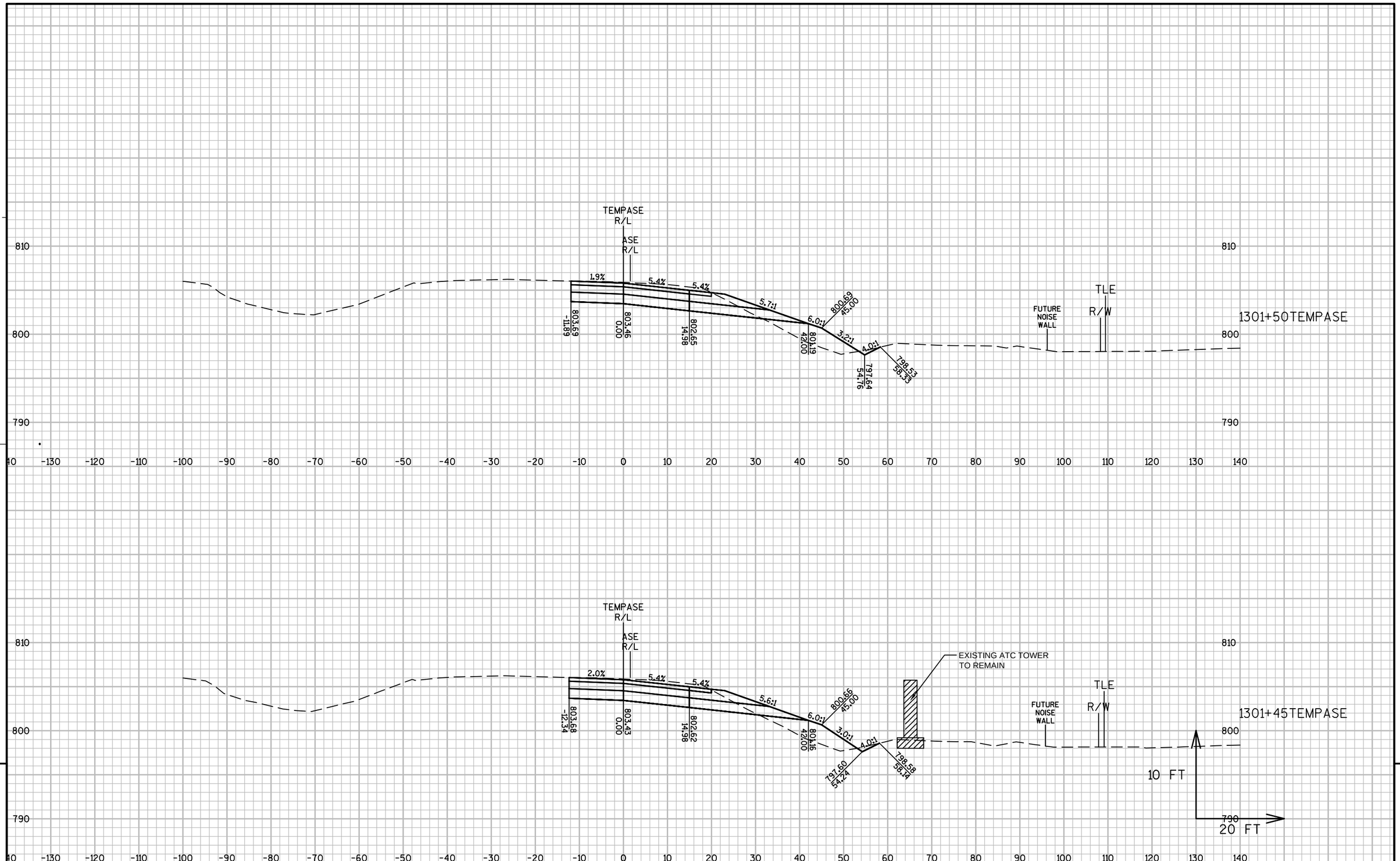
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SE RAMP (TEMPASE) | SHEET 746 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASE.DWG
LAYOUT NAME - 090202_XS_TEMPASE

PLOT DATE : 10/29/2014 6:40 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

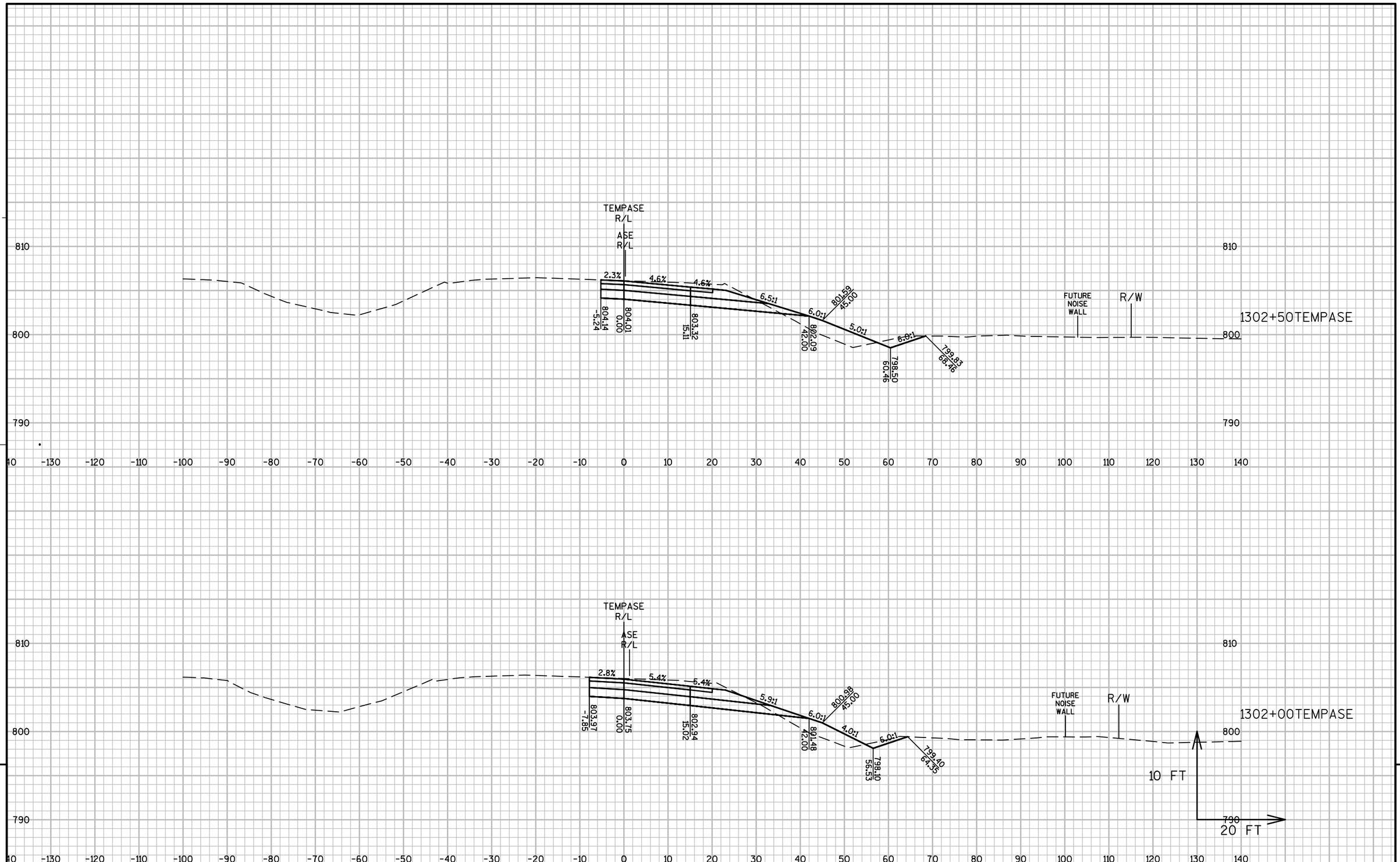
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SE RAMP (TEMPASE) | SHEET 747 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASE.DWG
LAYOUT NAME - 090203_XS_TEMPASE

PLOT DATE : 10/29/2014 6:41 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT



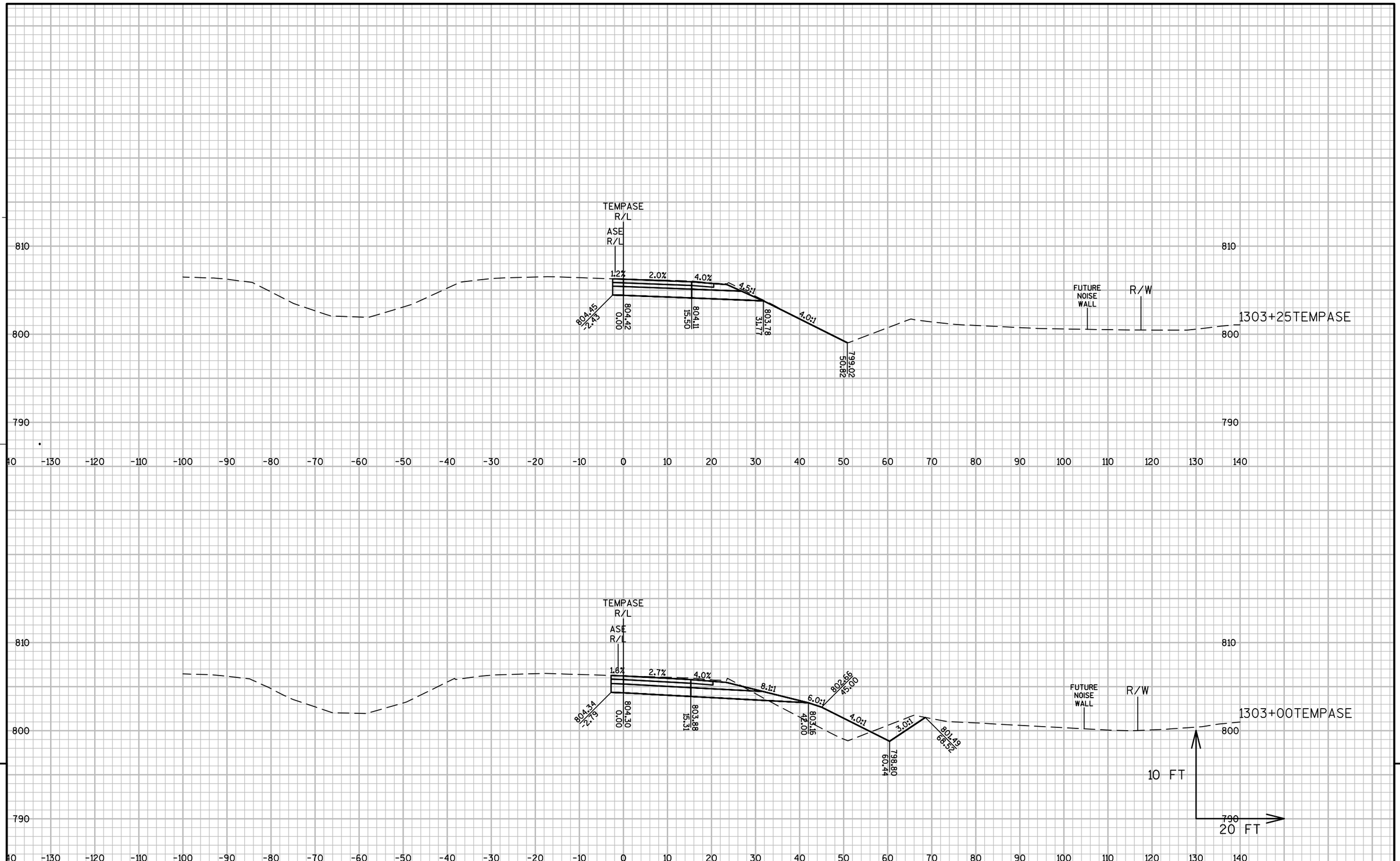

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SE RAMP (TEMPASE) | SHEET 748 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASE.DWG
LAYOUT NAME - 090204_XS_TEMPASE

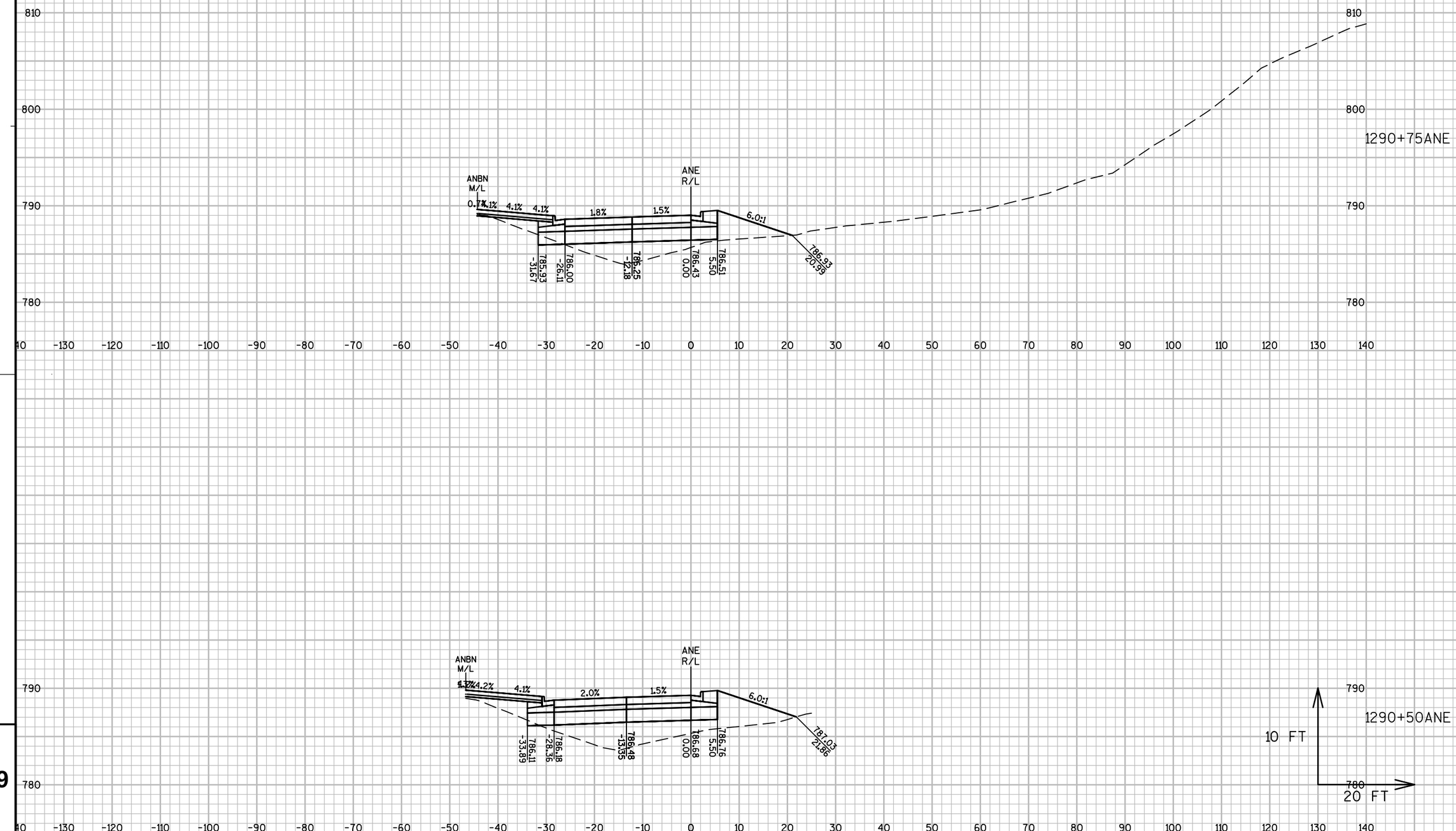
PLOT DATE : 10/29/2014 6:41 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD SE RAMP (TEMPASE) | SHEET 749 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPASE.DWG
LAYOUT NAME - 090205_XS_TEMPASE

PLOT DATE : 10/29/2014 6:41 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

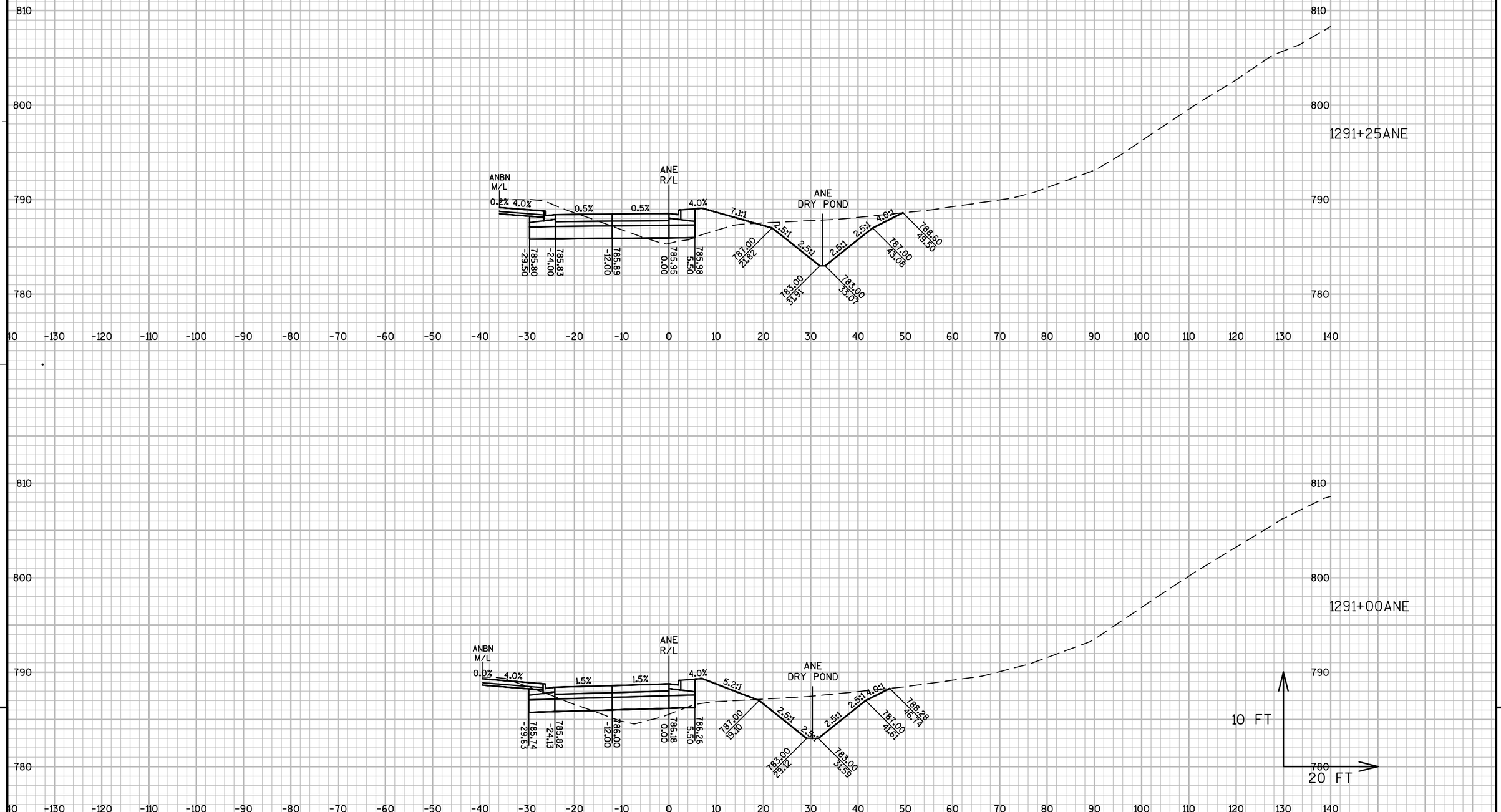



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 750 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090201_XS_ANE

PLOT DATE : 12/1/2014 7:17 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

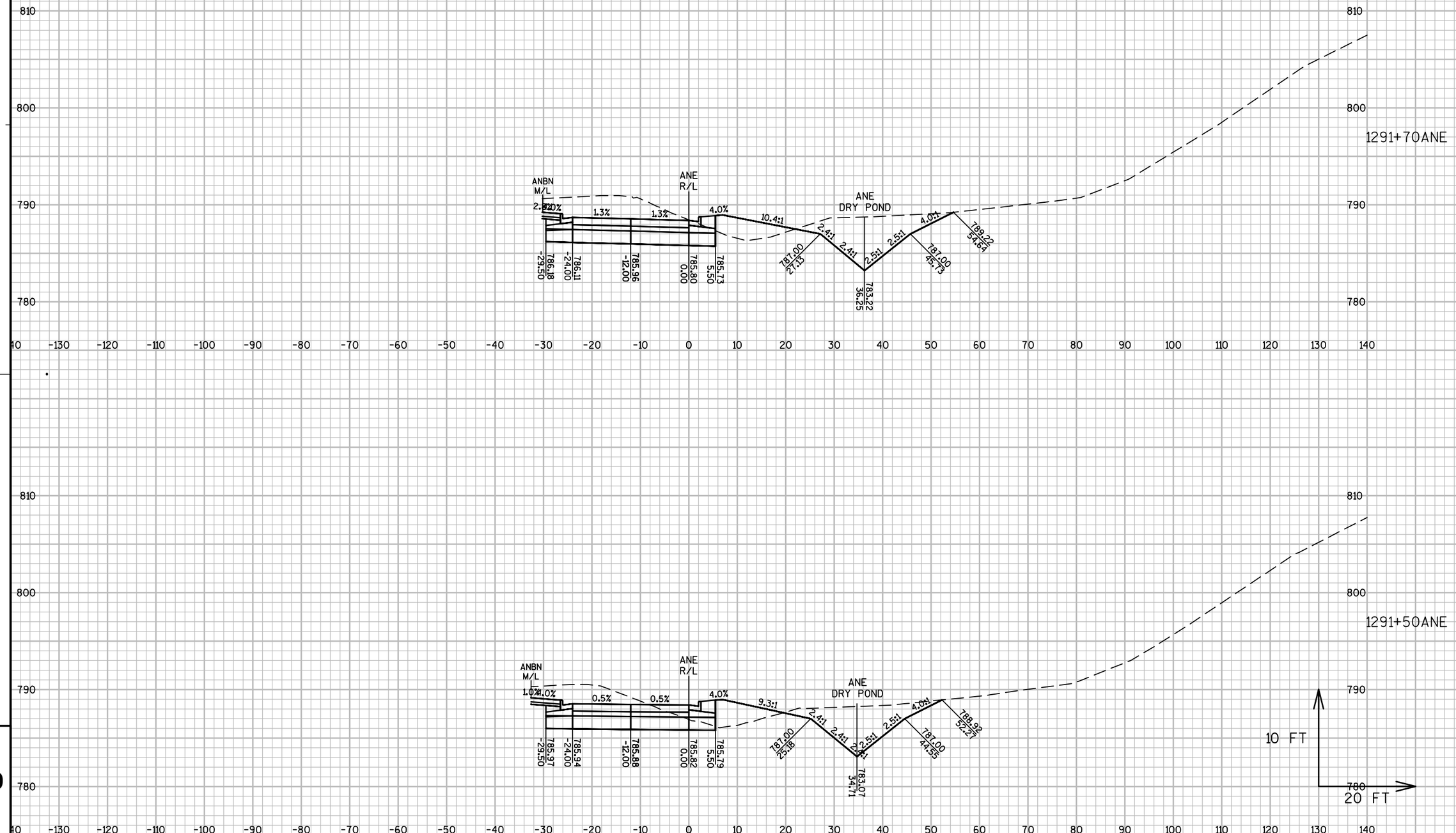



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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 751 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090202_XS_ANE
PLOT DATE : 12/1/2014 7:18 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

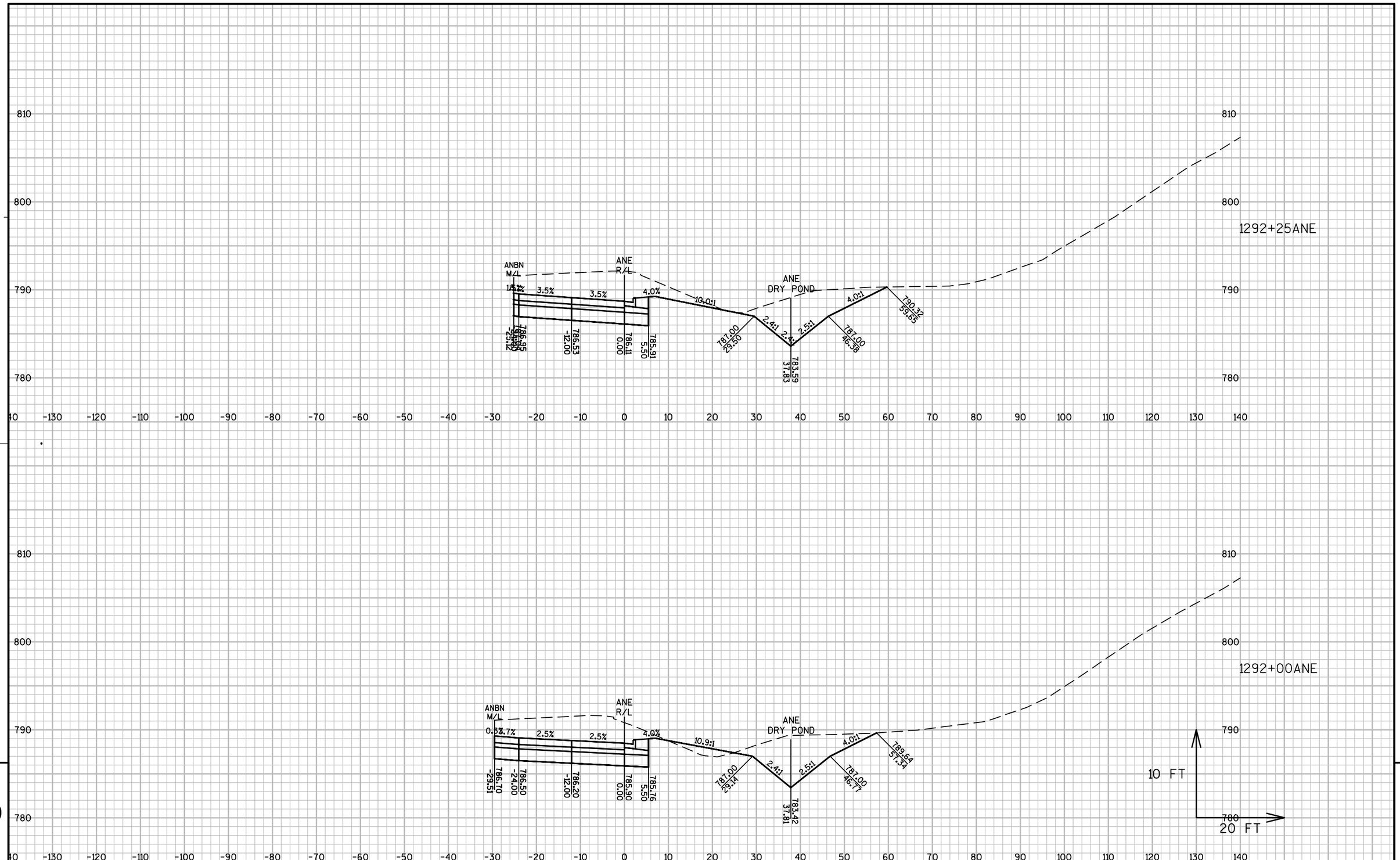



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 752 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090203_XS_ANE

PLOT DATE : 12/1/2014 7:18 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

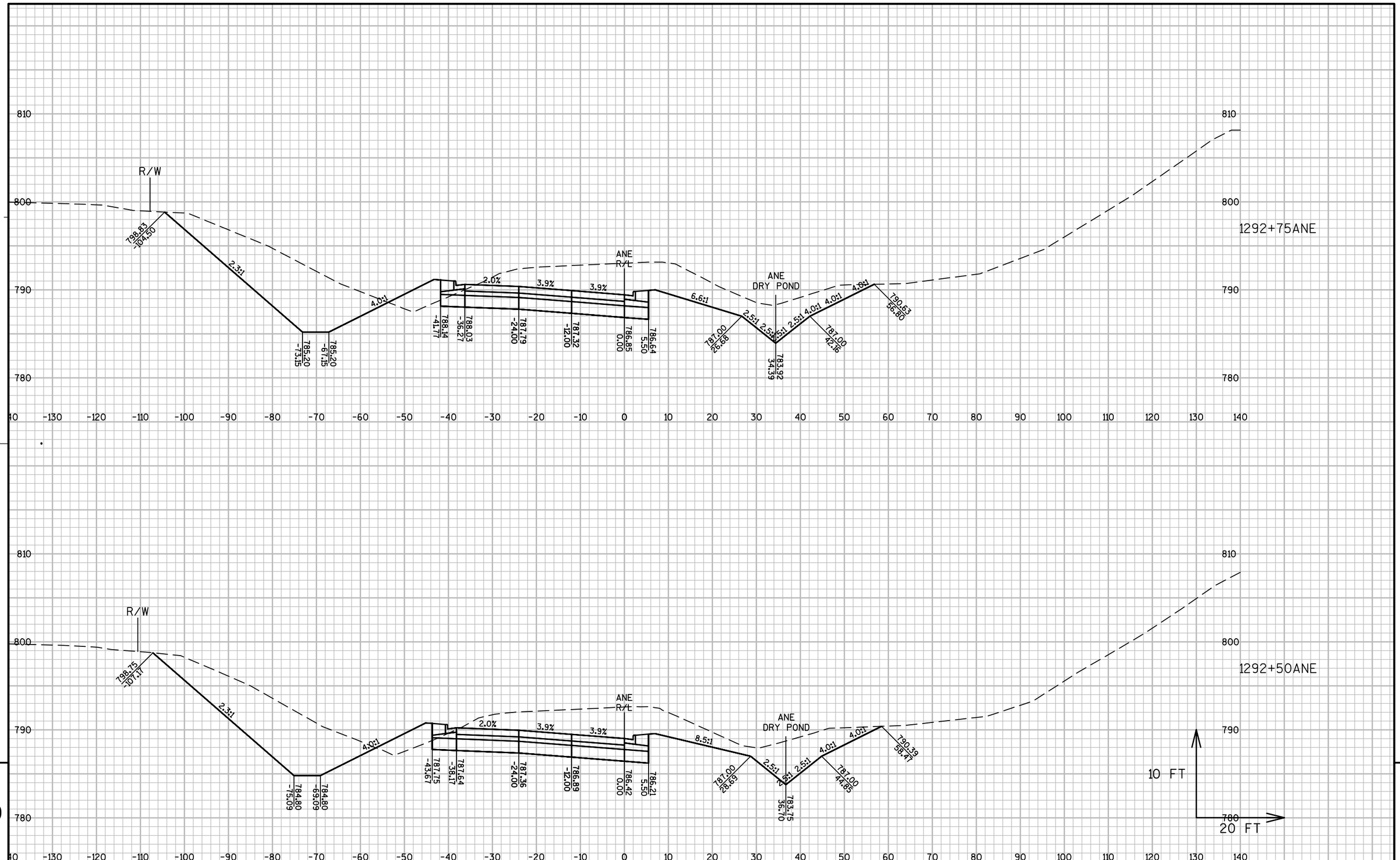



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 753 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090204_XS_ANE

PLOT DATE : 12/1/2014 7:18 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

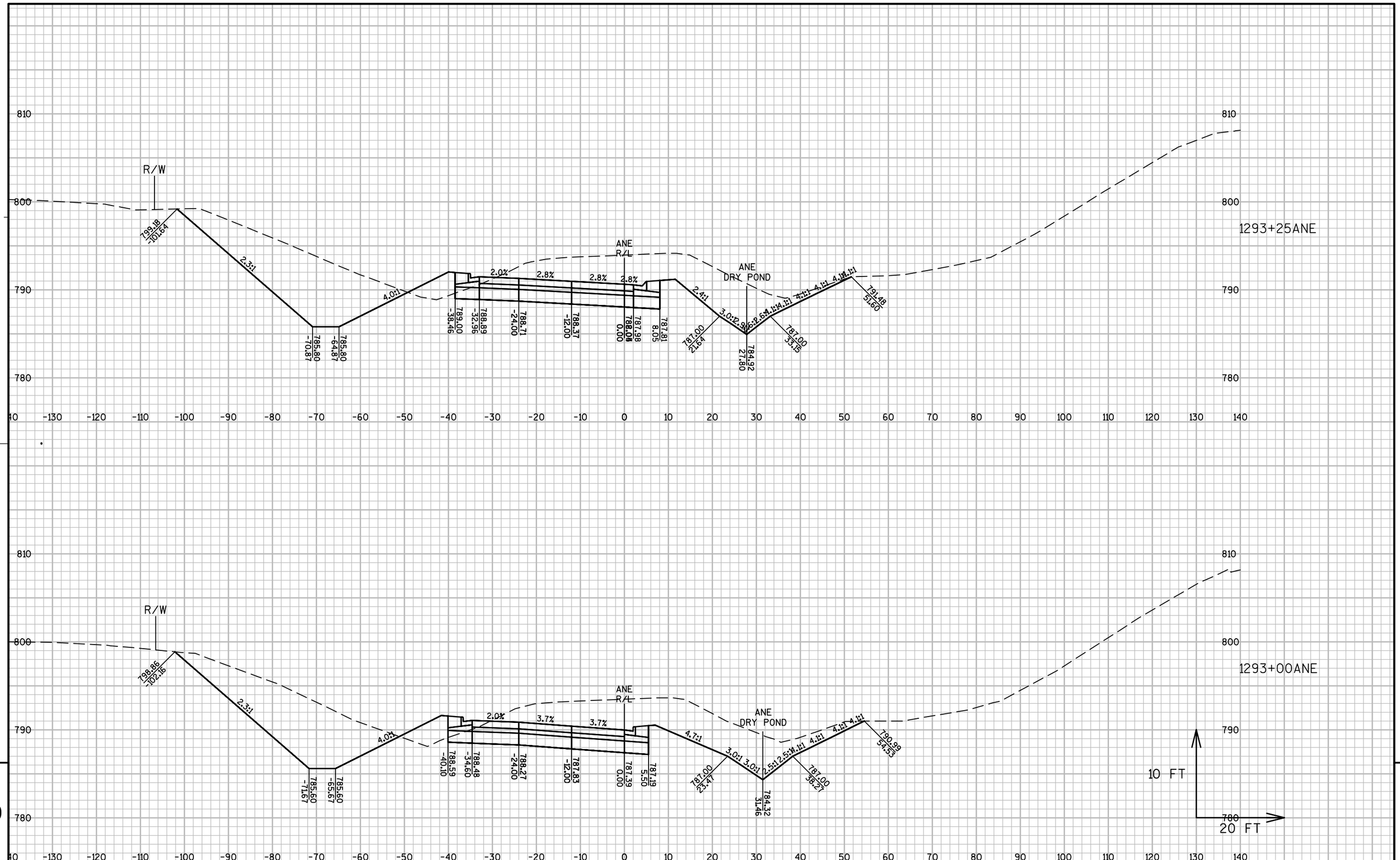



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 754 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090205_XS_ANE

PLOT DATE : 12/1/2014 7:19 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



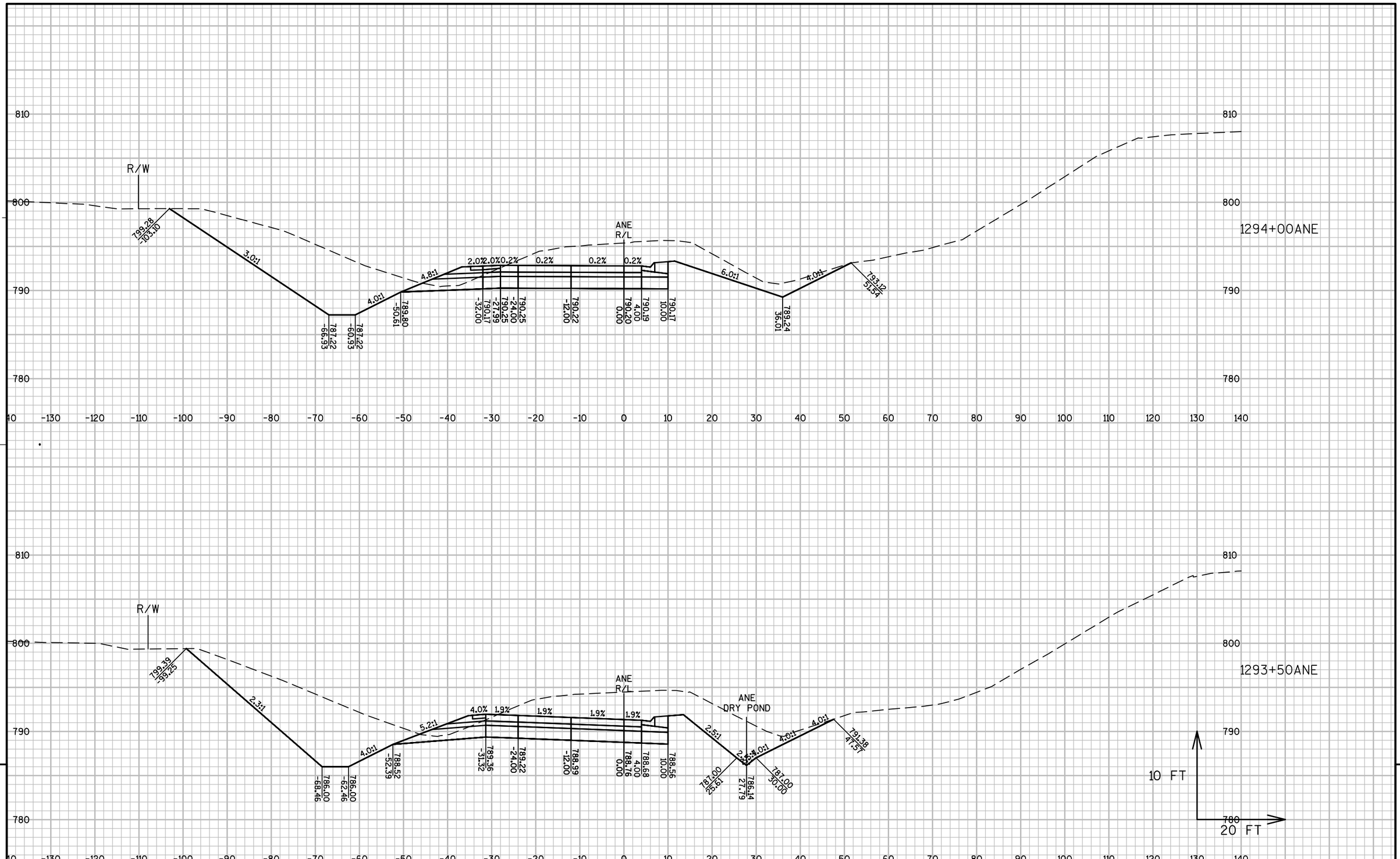

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 755 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090206_XS_ANE

PLOT DATE : 12/1/2014 7:19 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




9

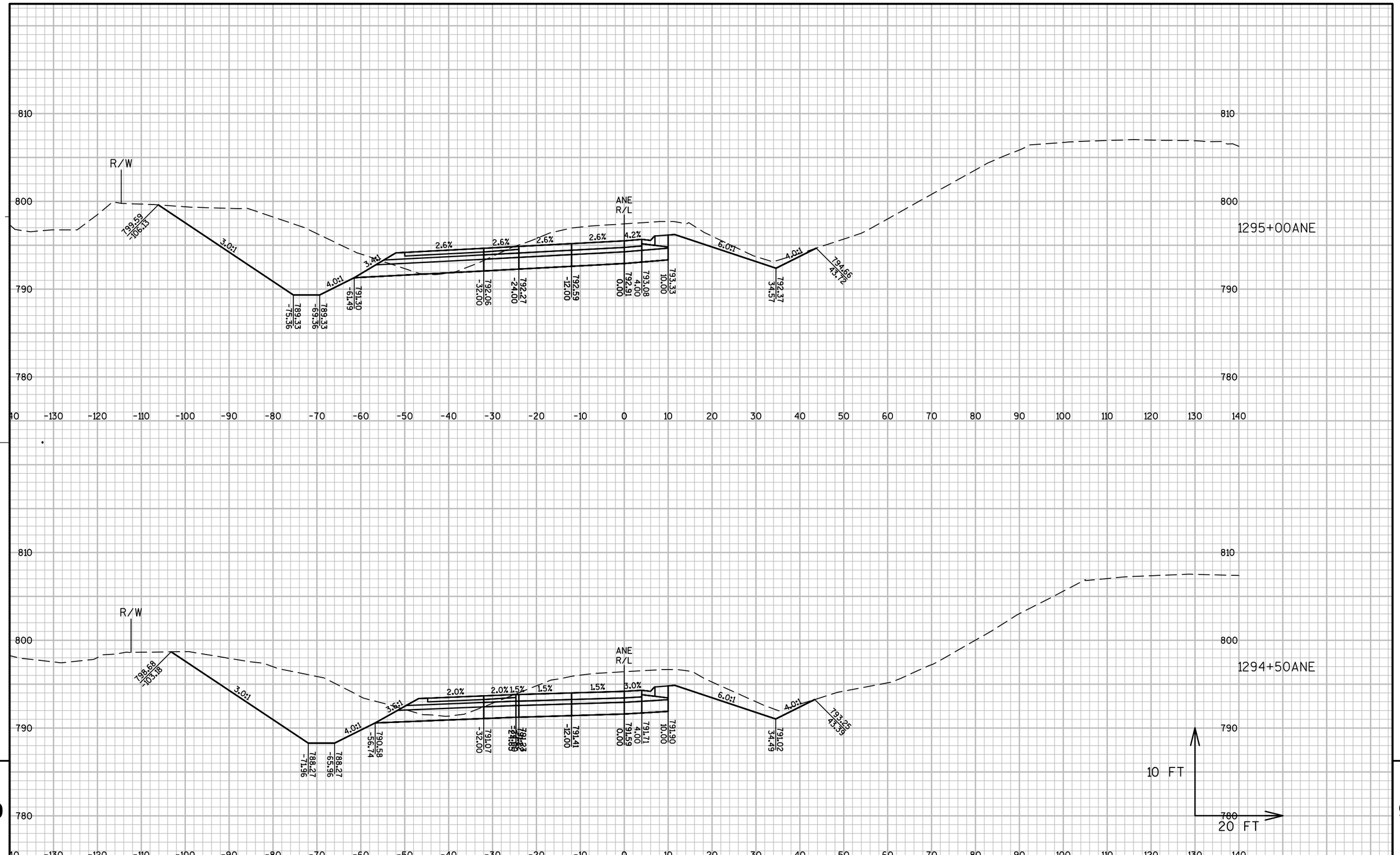
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 756 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090207_XS_ANE

PLOT DATE : 12/1/2014 7:19 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

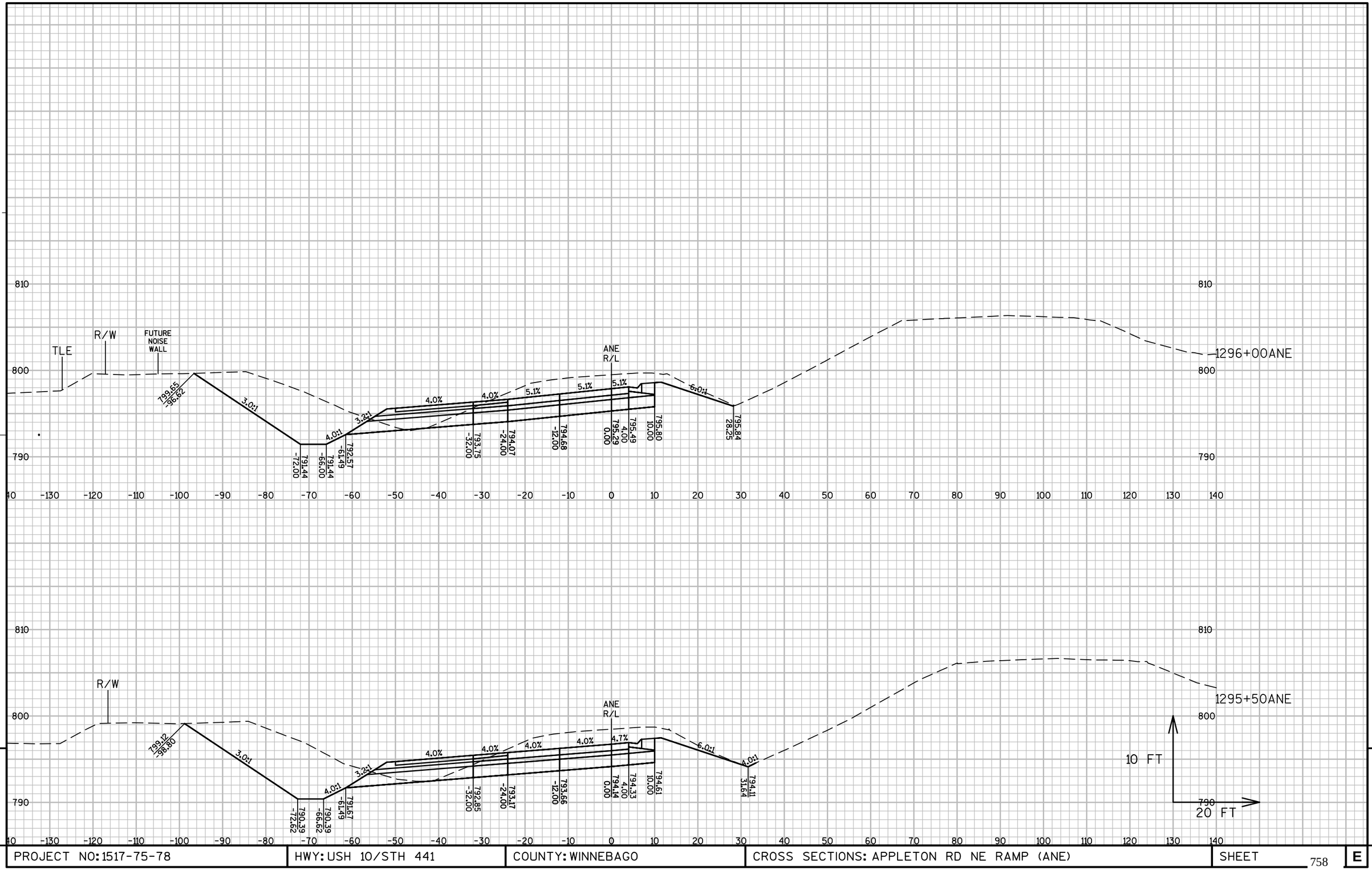
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 757 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090208_XS_ANE

PLOT DATE : 12/1/2014 7:19 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

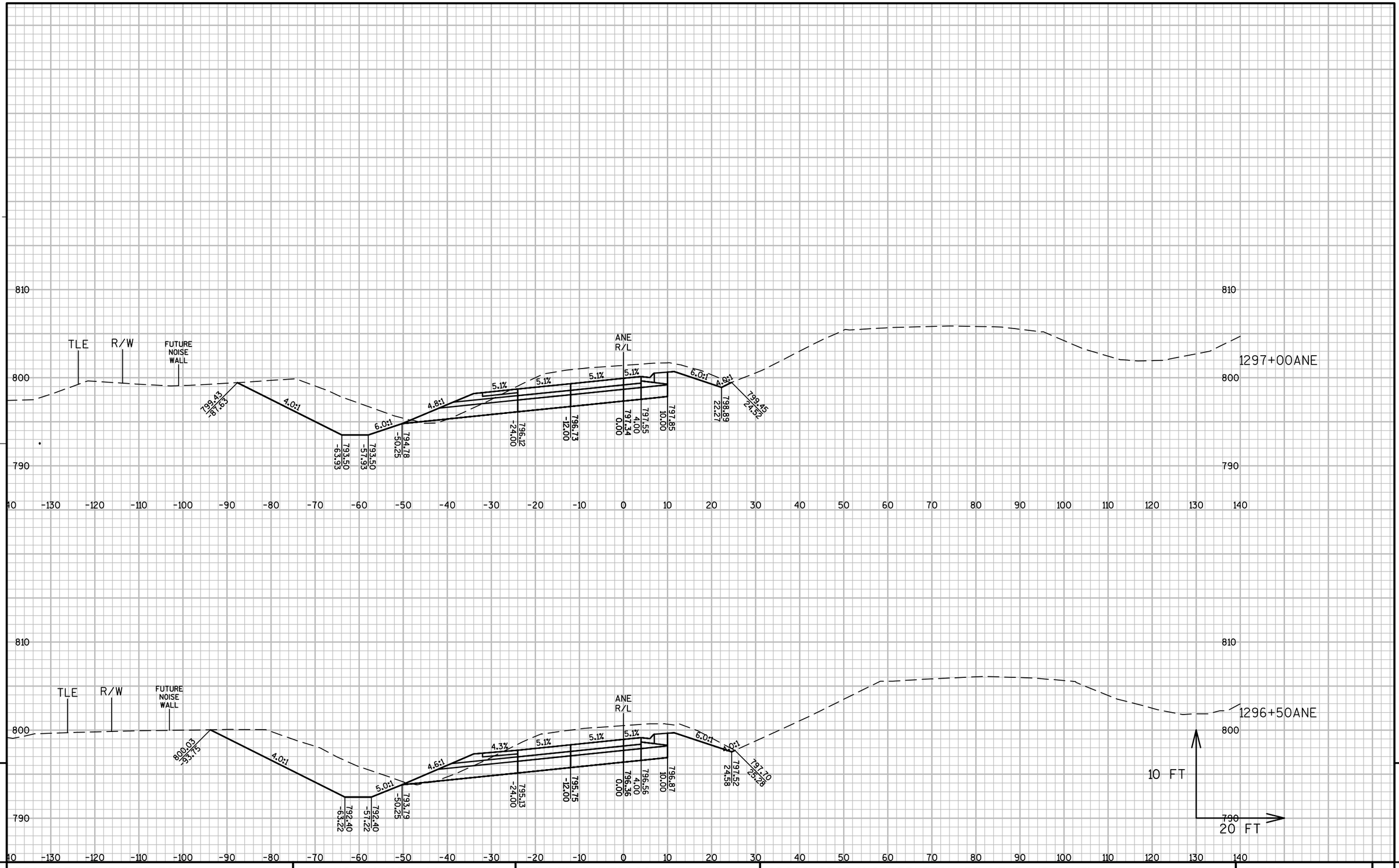



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 758 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090209_XS_ANE

PLOT DATE : 12/1/2014 7:20 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



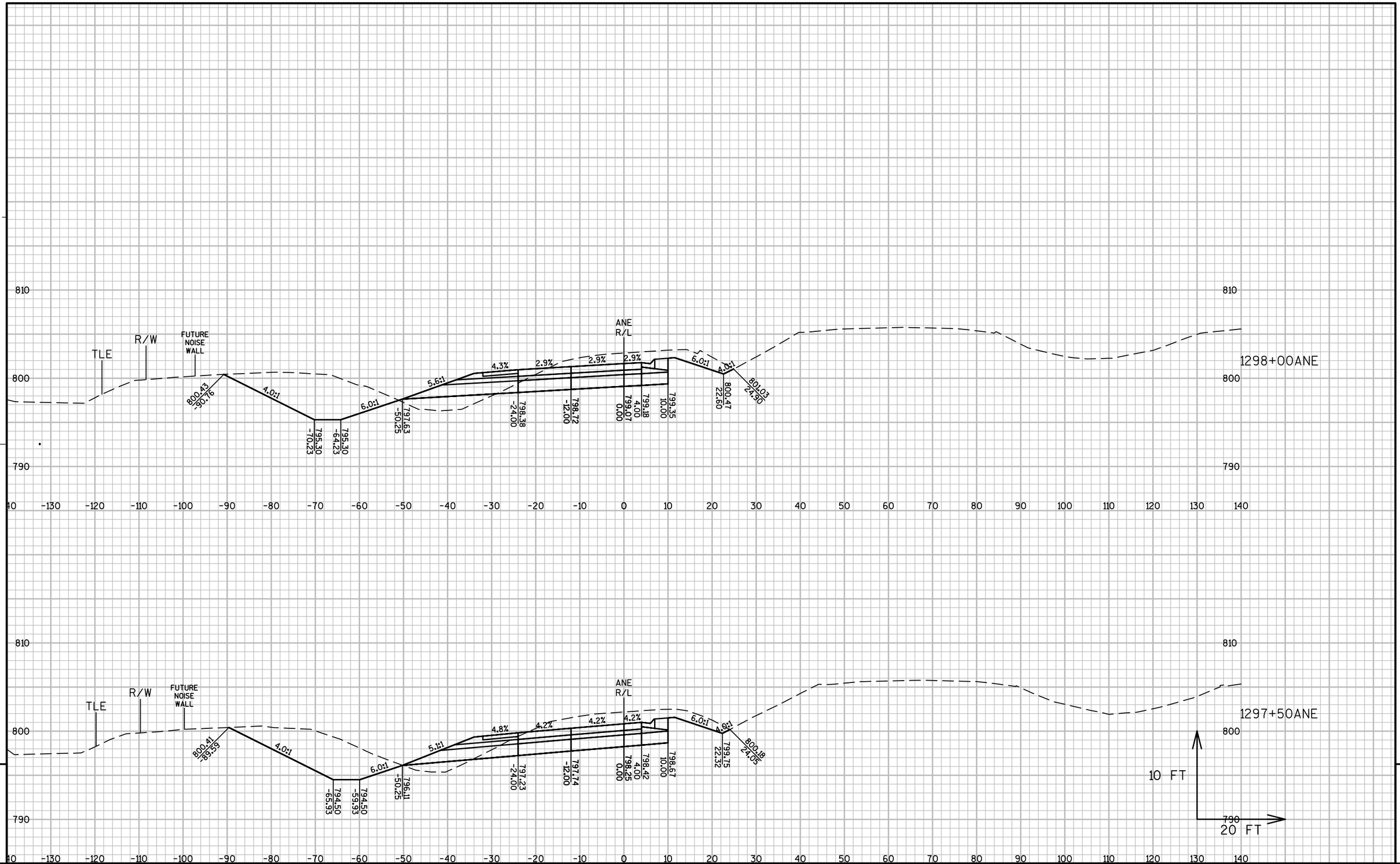

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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 759 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\151177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090210_XS_ANE

PLOT DATE : 12/1/2014 7:20 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




9

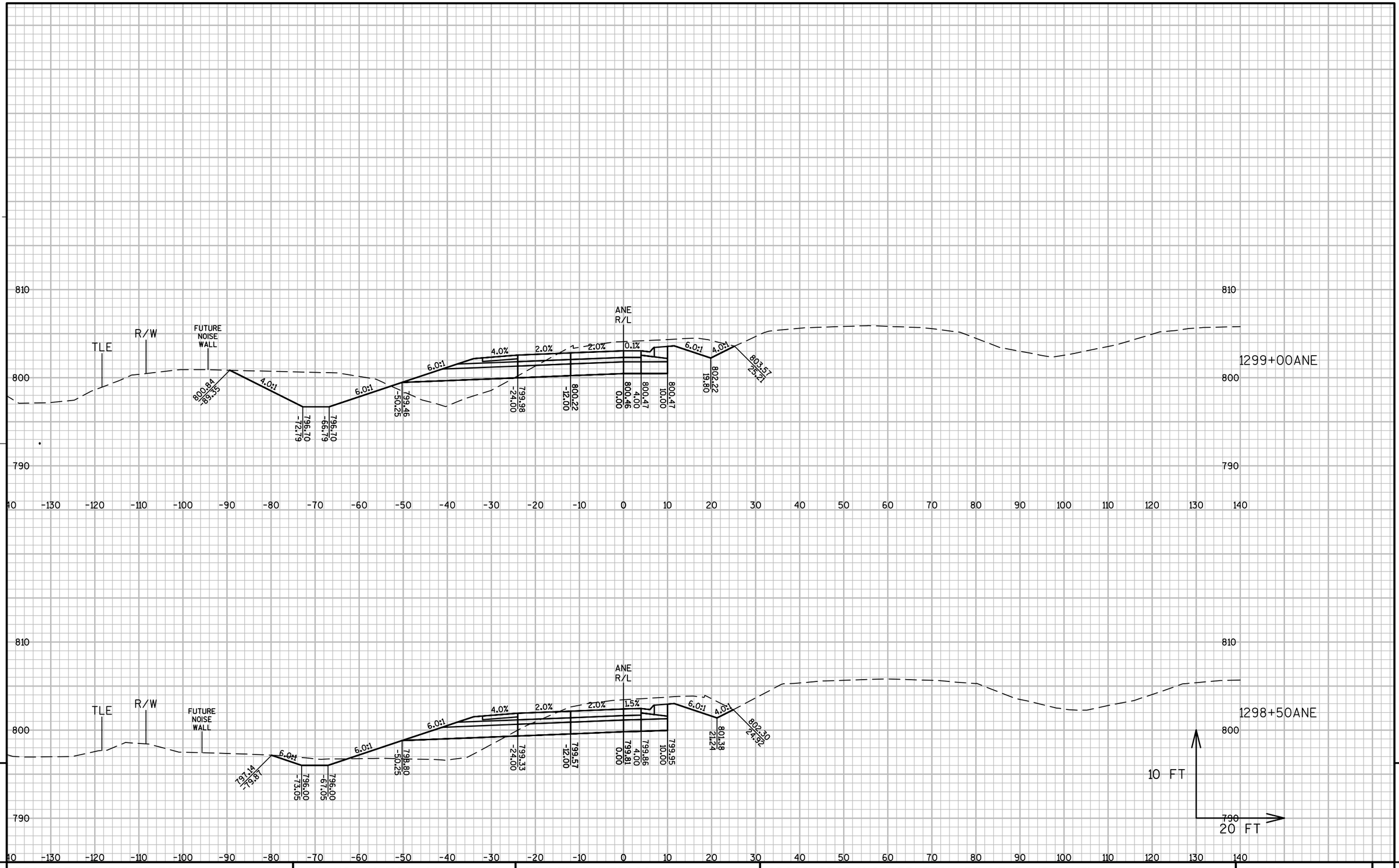
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 760 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090211_XS_ANE

PLOT DATE : 12/1/2014 7:20 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

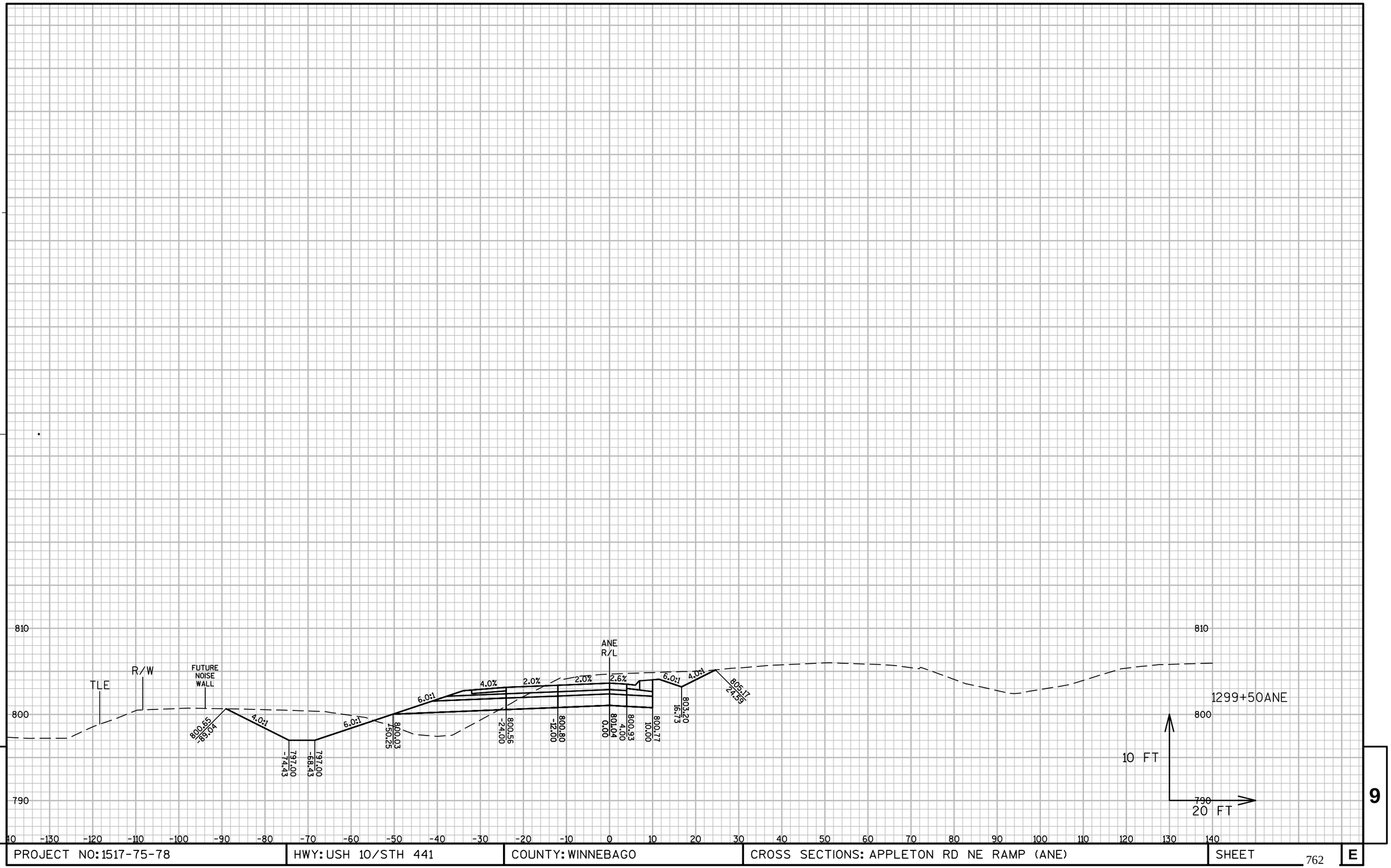
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 761 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090212_XS_ANE

PLOT DATE : 12/1/2014 7:21 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

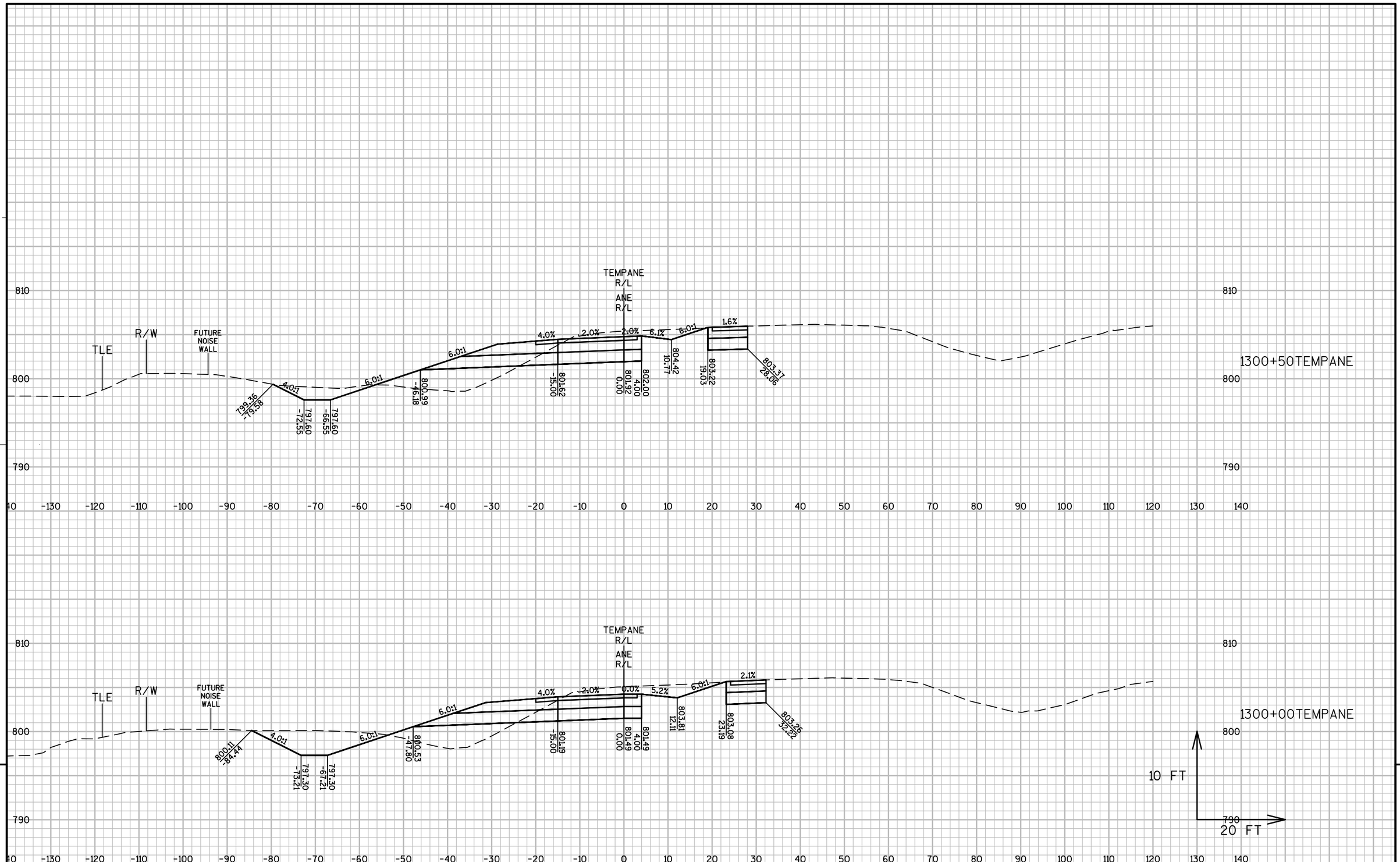



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NE RAMP (ANE) | SHEET 762 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANE.DWG
LAYOUT NAME - 090213_XS_ANE

PLOT DATE : 12/1/2014 7:21 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

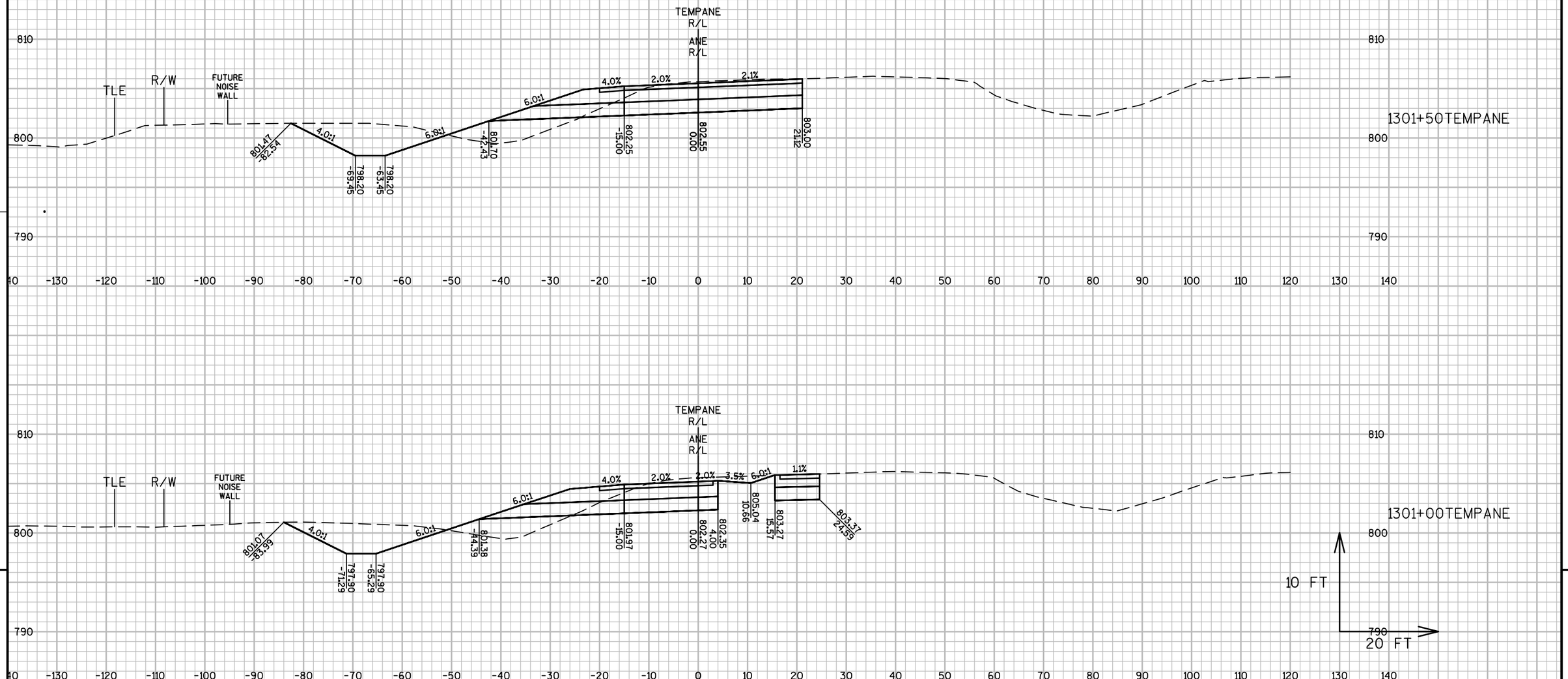



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NE RAMP (TEMPANE) | SHEET 763 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANE.DWG
LAYOUT NAME - 090201_XS_TEMPANE

PLOT DATE : 10/29/2014 6:47 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

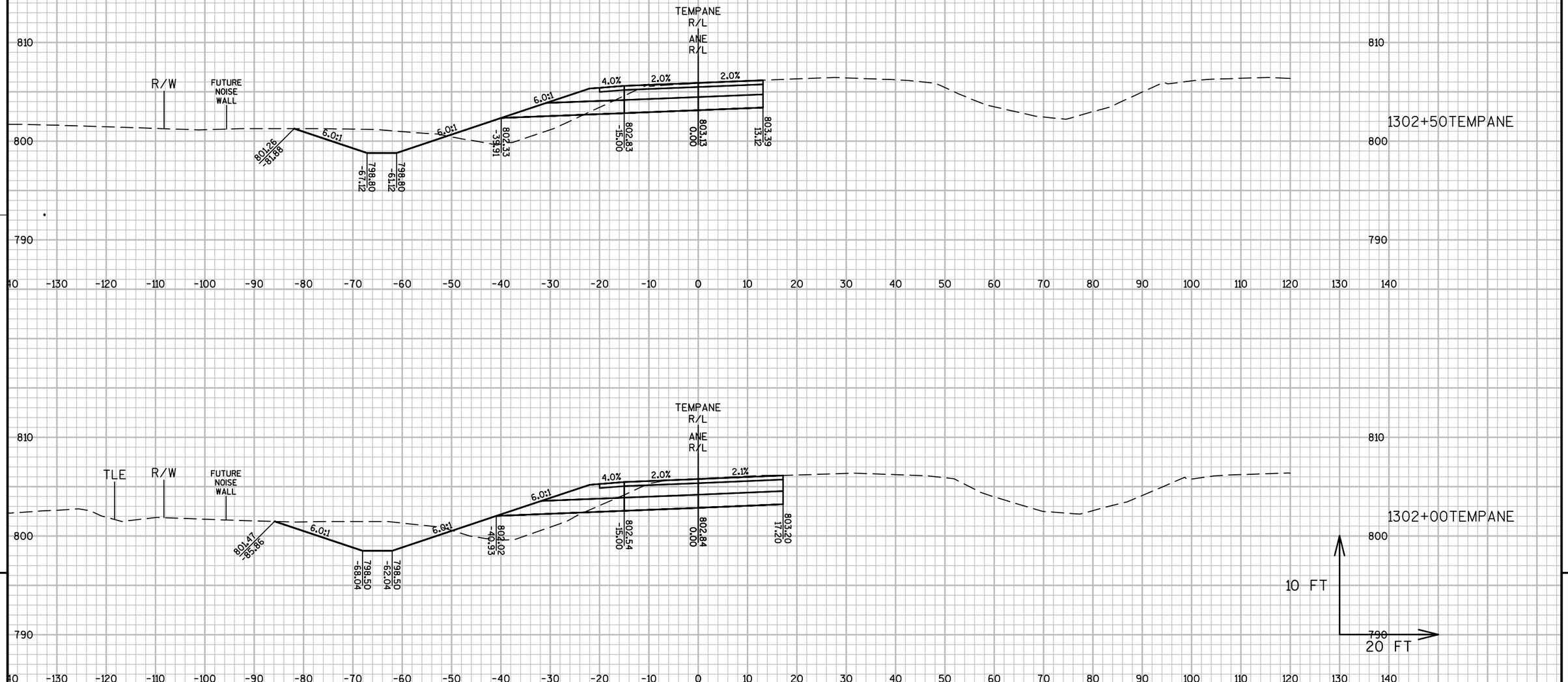



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NE RAMP (TEMPANE) | SHEET 764 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANE.DWG
LAYOUT NAME - 090202_XS_TEMPANE

PLOT DATE : 10/29/2014 6:47 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

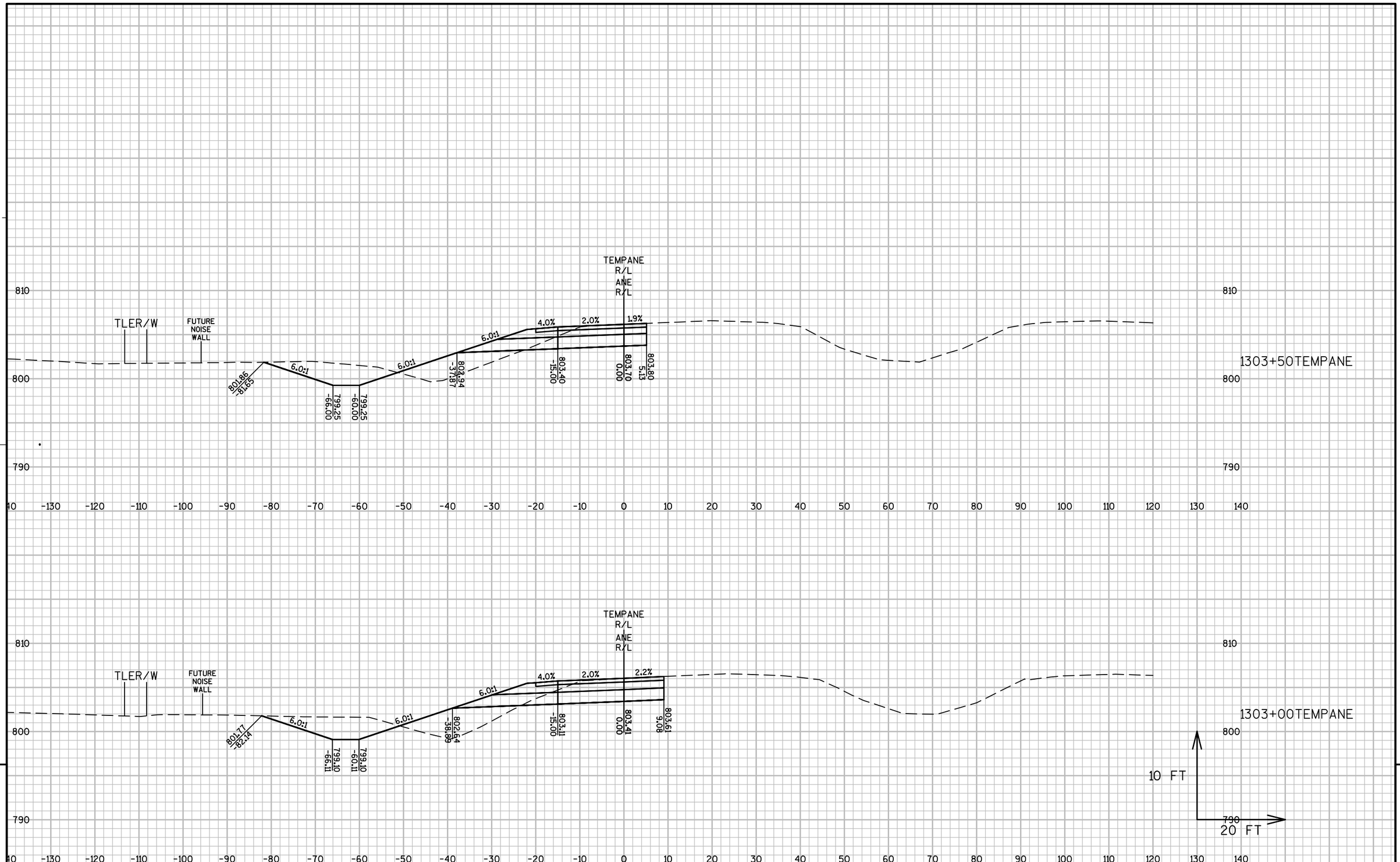
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| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NE RAMP (TEMPANE) | SHEET 765 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANE.DWG
LAYOUT NAME - 090203_XS_TEMPANE

PLOT DATE : 10/29/2014 6:47 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

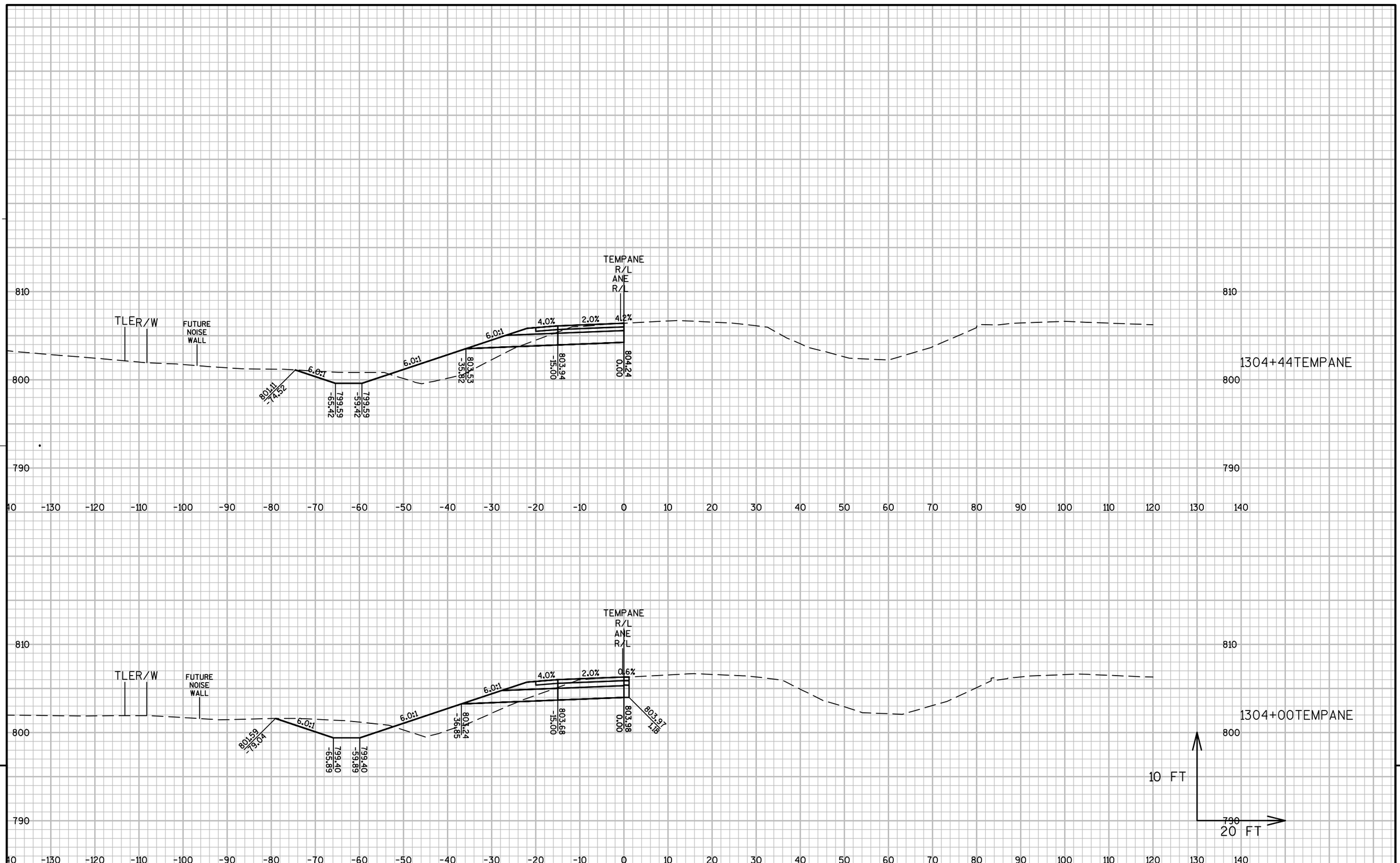



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NE RAMP (TEMPANE) | SHEET 766 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANE.DWG
LAYOUT NAME - 090204_XS_TEMPANE

PLOT DATE : 10/29/2014 6:47 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




9

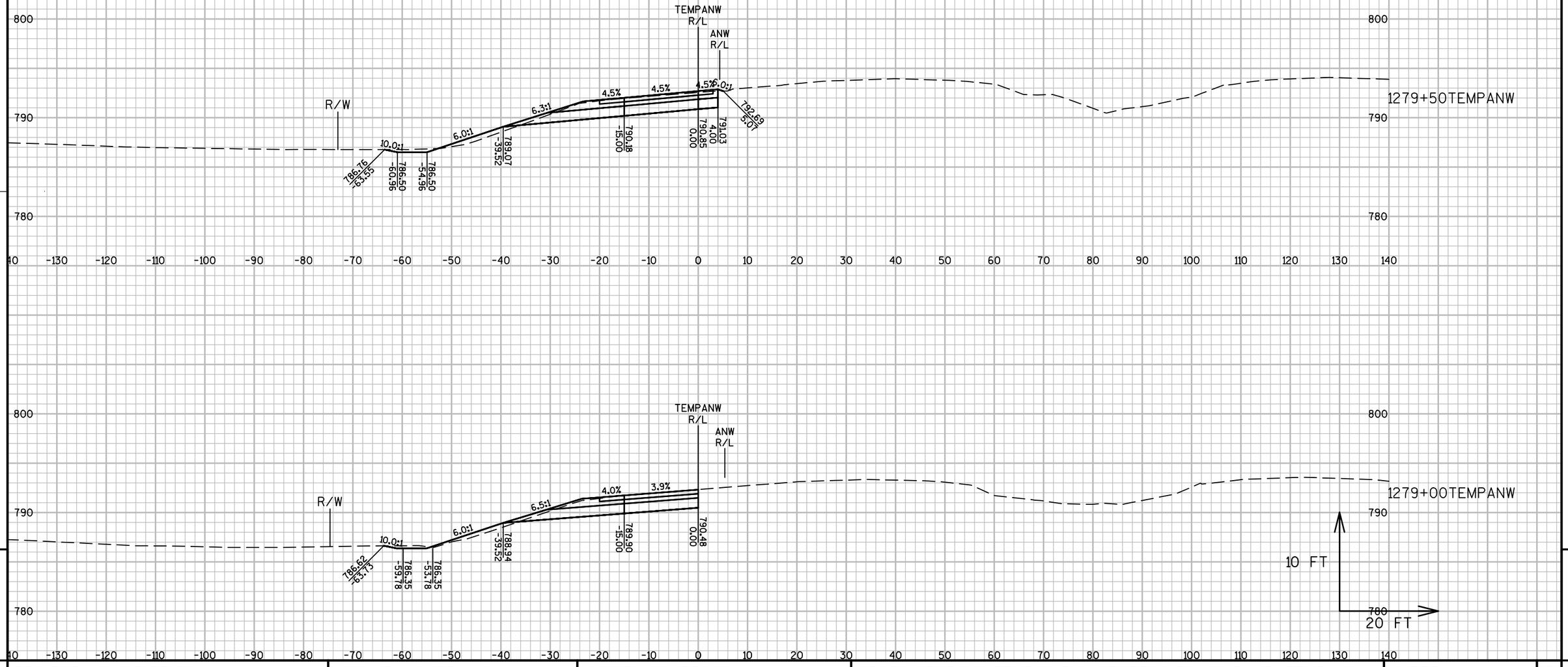
9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NE RAMP (TEMPANE) | SHEET 767 | E |
|---|---|---|---|---|---|

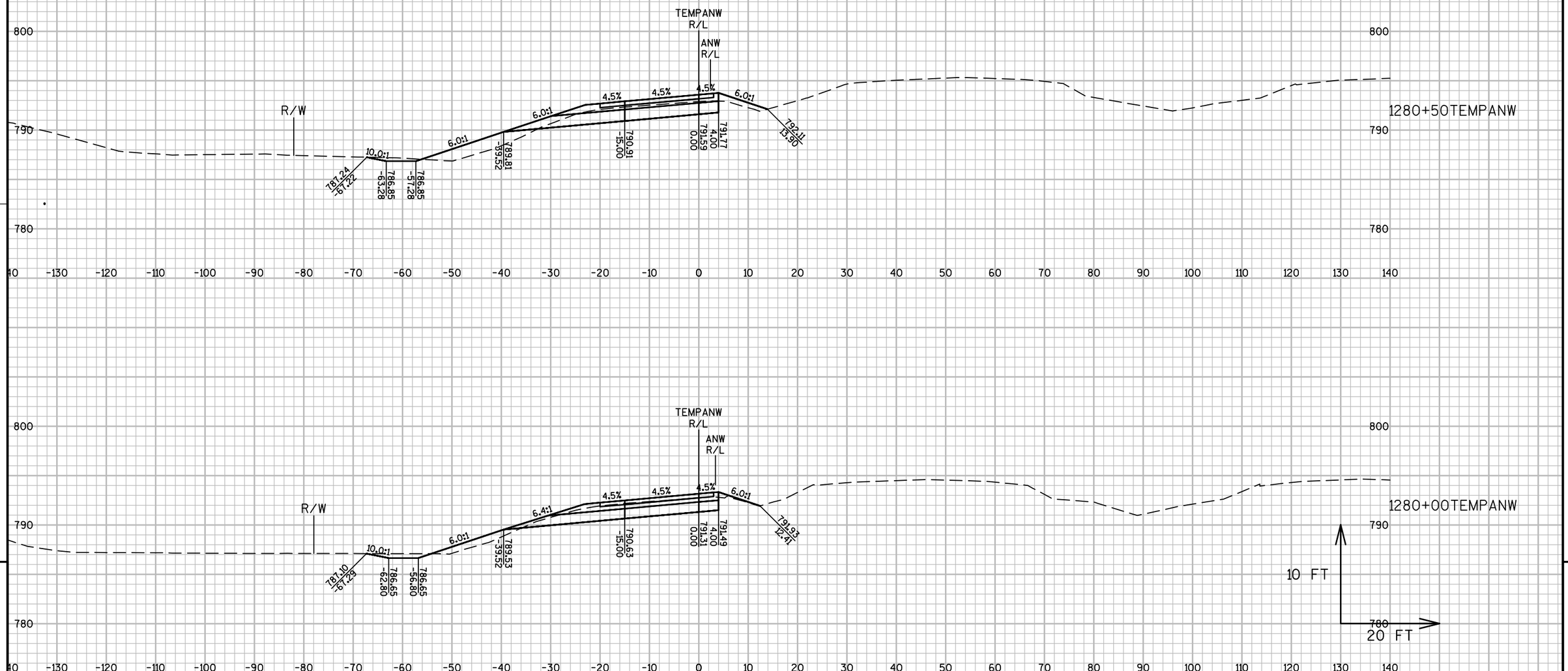
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANE.DWG
LAYOUT NAME - 090205_XS_TEMPANE

PLOT DATE : 10/29/2014 6:48 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NW RAMP (TEMPANW) | SHEET 768 | E |
|---|---|---|---|---|---|

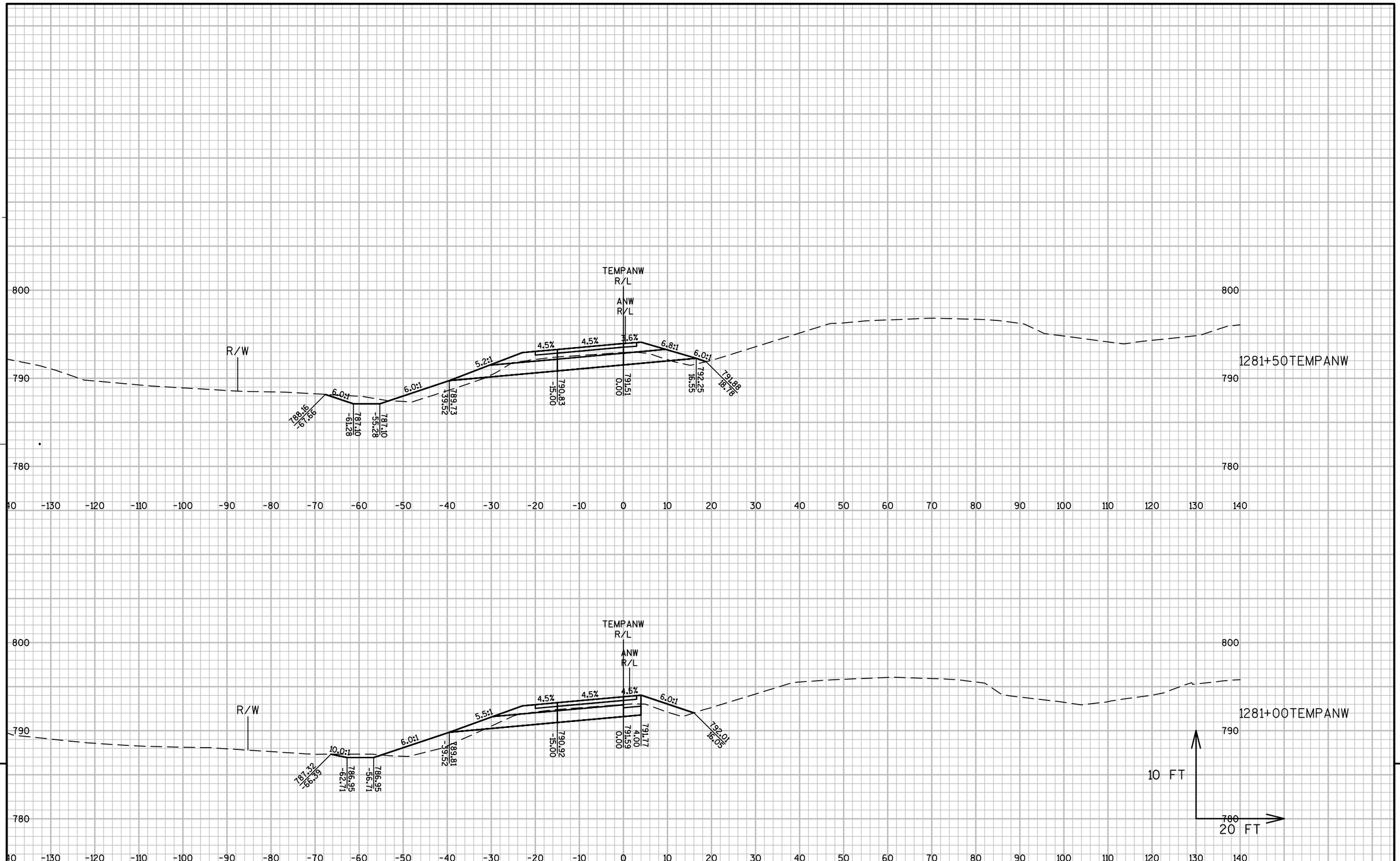



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NW RAMP (TEMPANW) | SHEET 769 E |

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANW.DWG
LAYOUT NAME - 090202_XS_TEMPANW

PLOT DATE : 10/29/2014 6:26 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

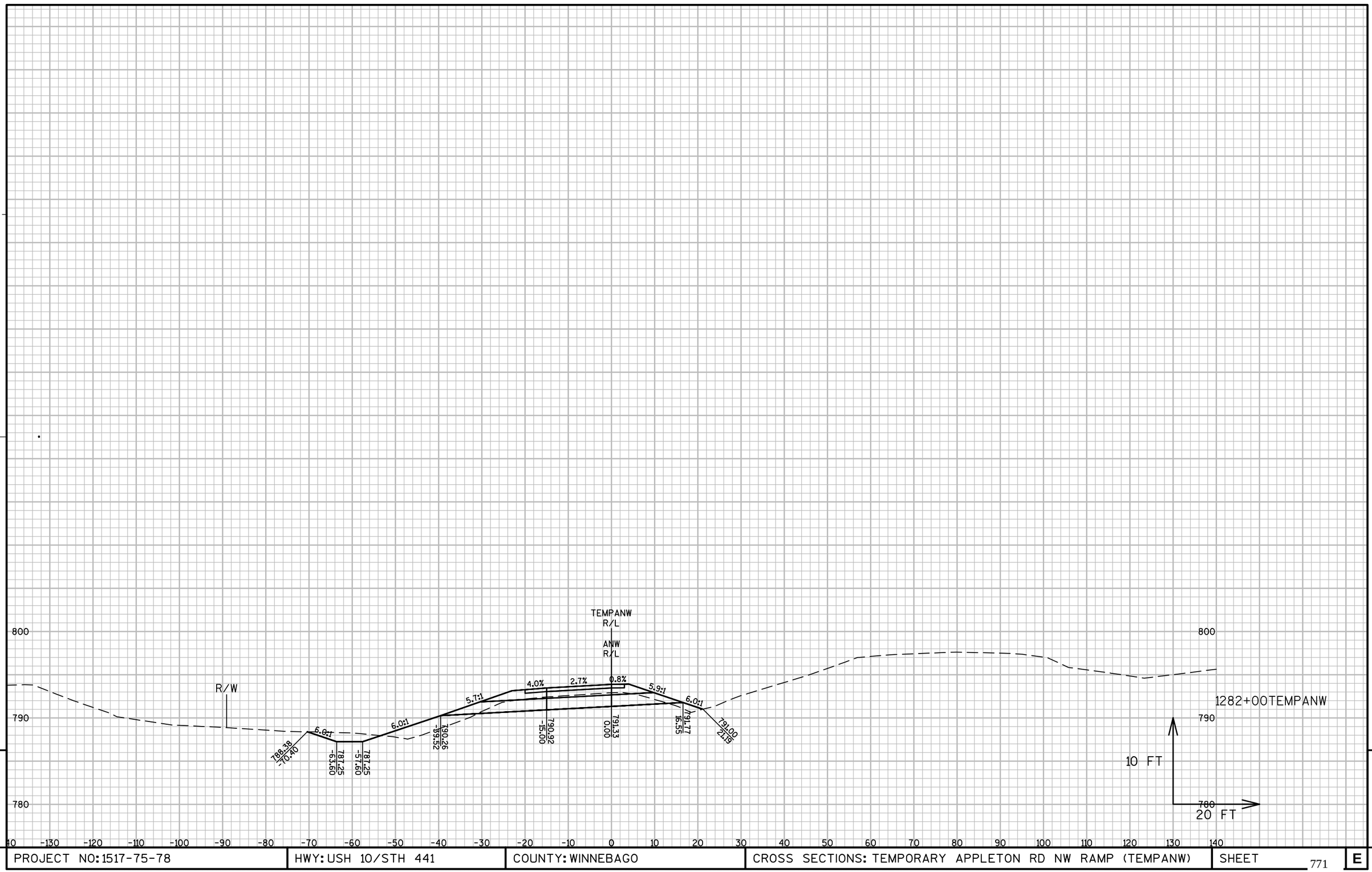



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NW RAMP (TEMPANW) | SHEET 770 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANW.DWG
LAYOUT NAME - 090203_XS_TEMPANW

PLOT DATE : 10/29/2014 6:26 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

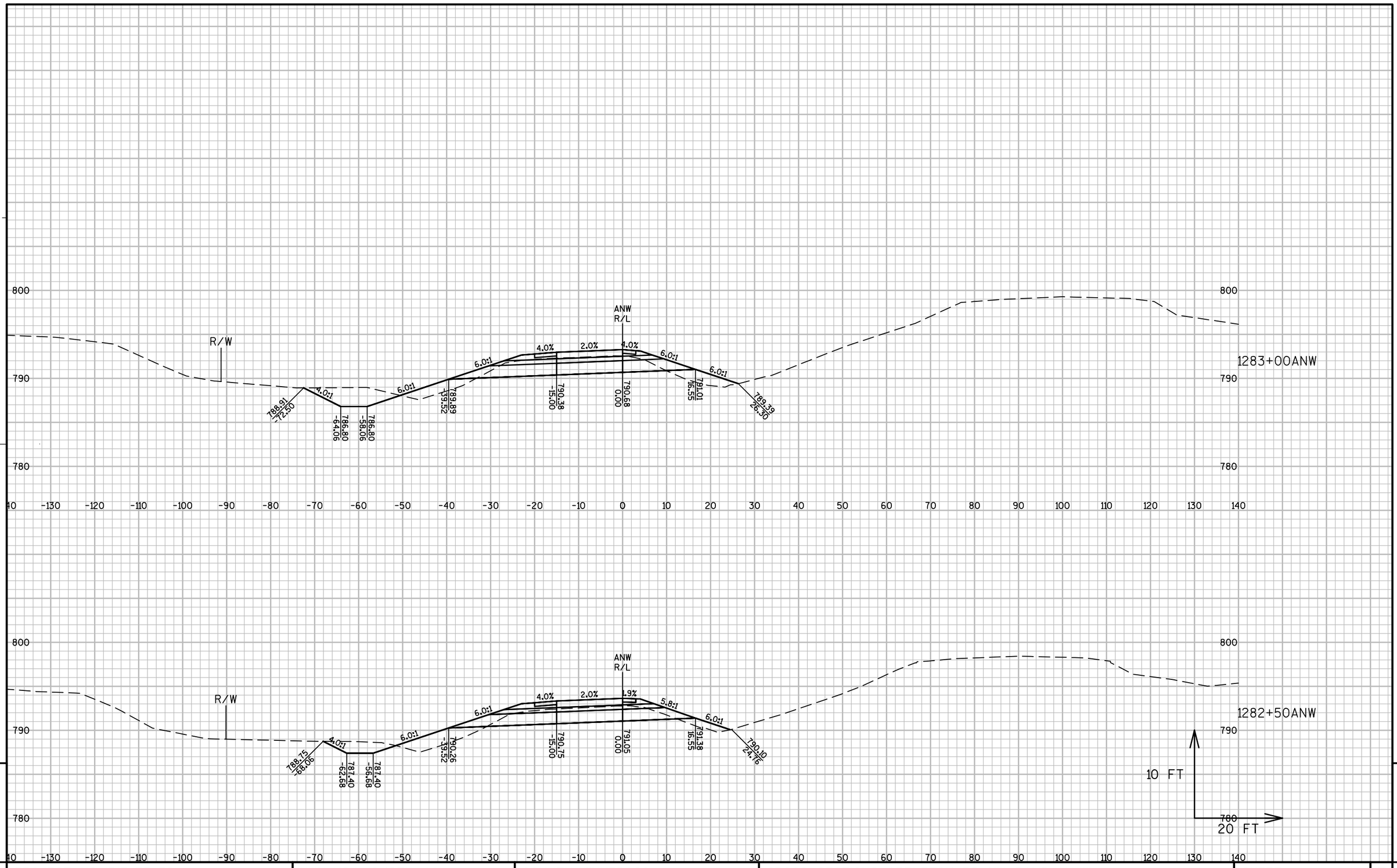



9 9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: TEMPORARY APPLETON RD NW RAMP (TEMPANW) | SHEET 771 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TEMPANW.DWG
LAYOUT NAME - 090204_XS_TEMPANW

PLOT DATE : 10/29/2014 6:26 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

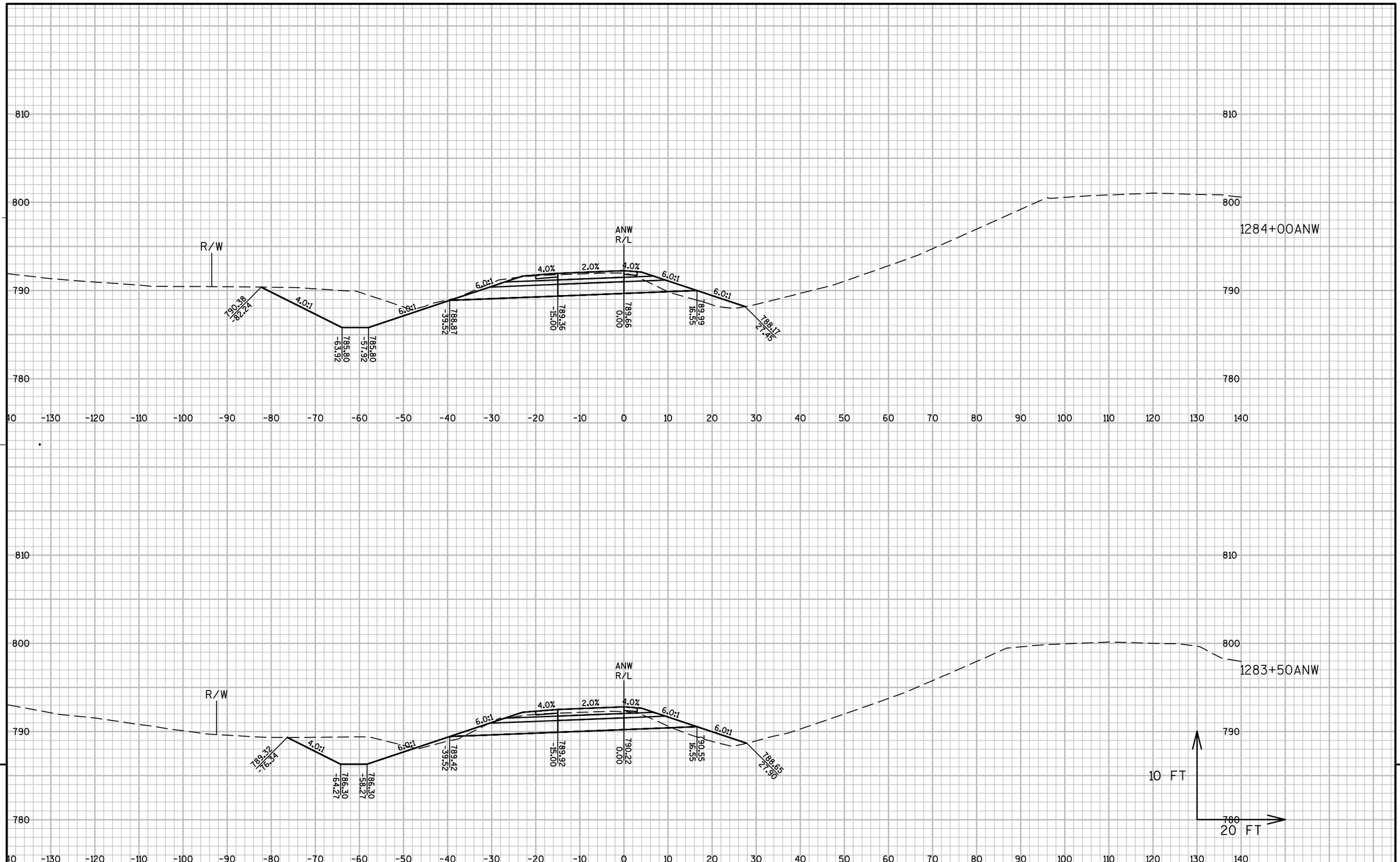



9 9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW RAMP (ANW) | SHEET 772 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANW.DWG
LAYOUT NAME - 090201_XS_ANW

PLOT DATE : 10/29/2014 6:22 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT




9

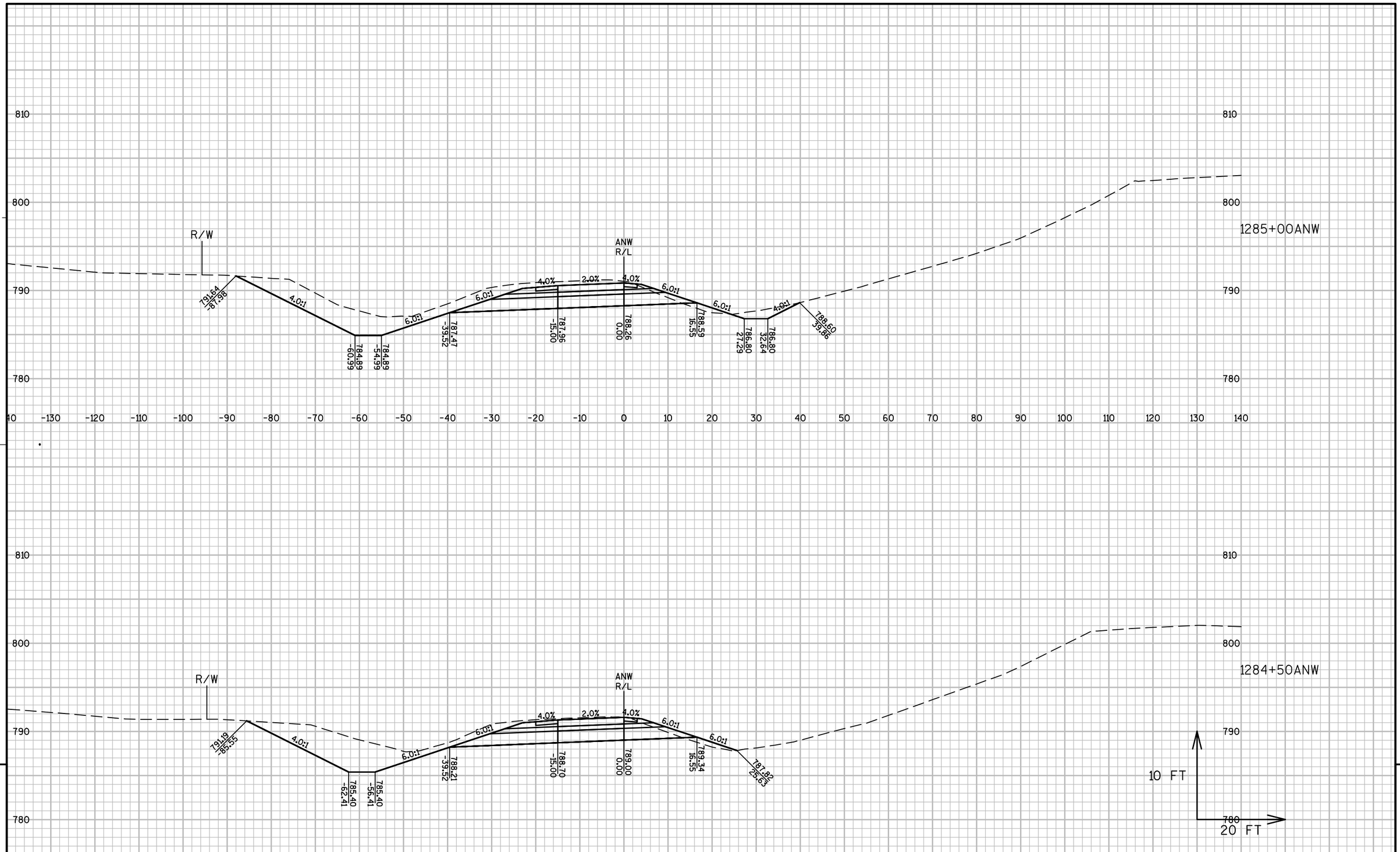
9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW RAMP (ANW) | SHEET 773 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANW.DWG
LAYOUT NAME - 090202_XS_ANW

PLOT DATE : 10/29/2014 6:22 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

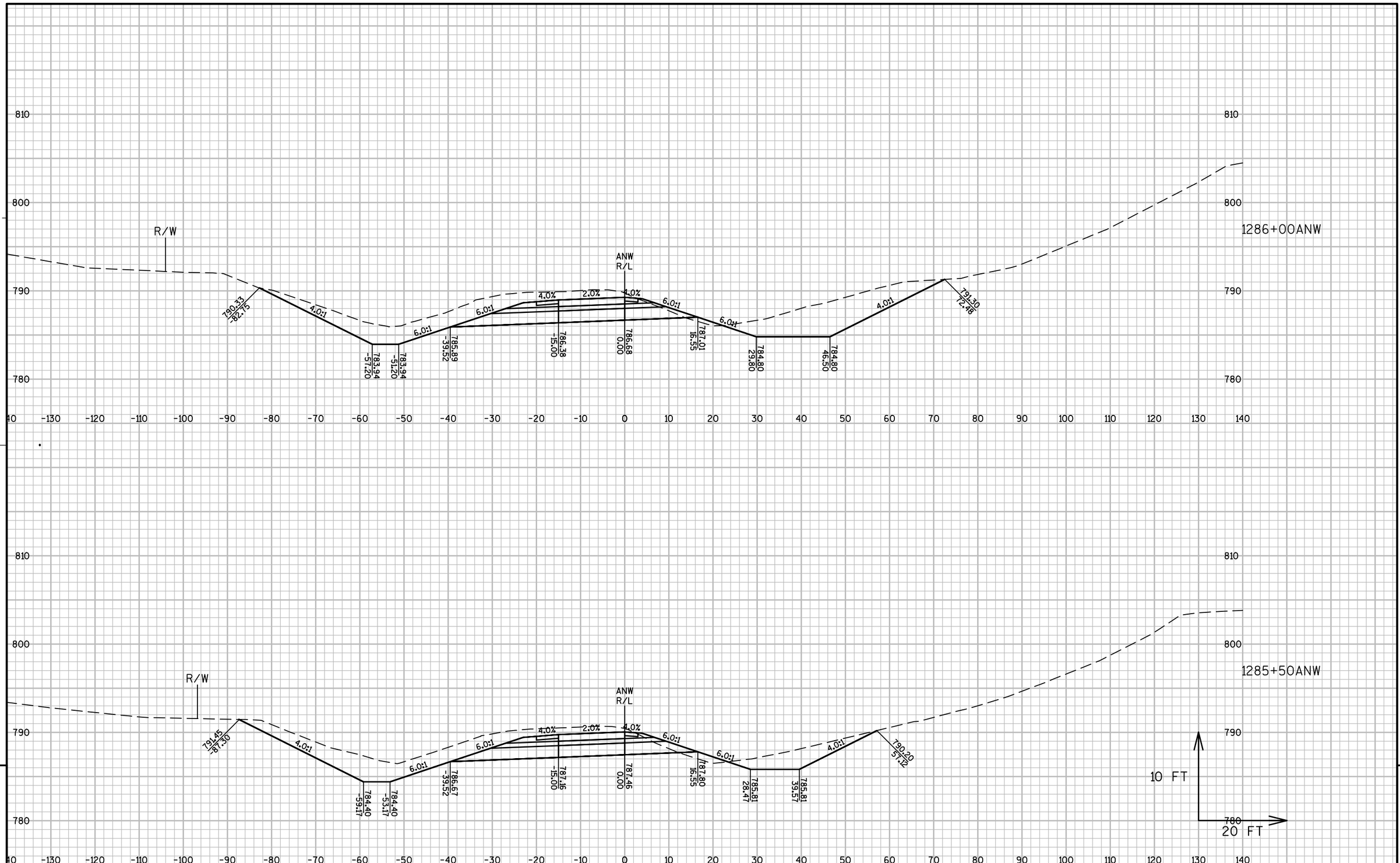



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW RAMP (ANW) | SHEET 774 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANW.DWG
LAYOUT NAME - 090203_XS_ANW

PLOT DATE : 10/29/2014 6:22 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

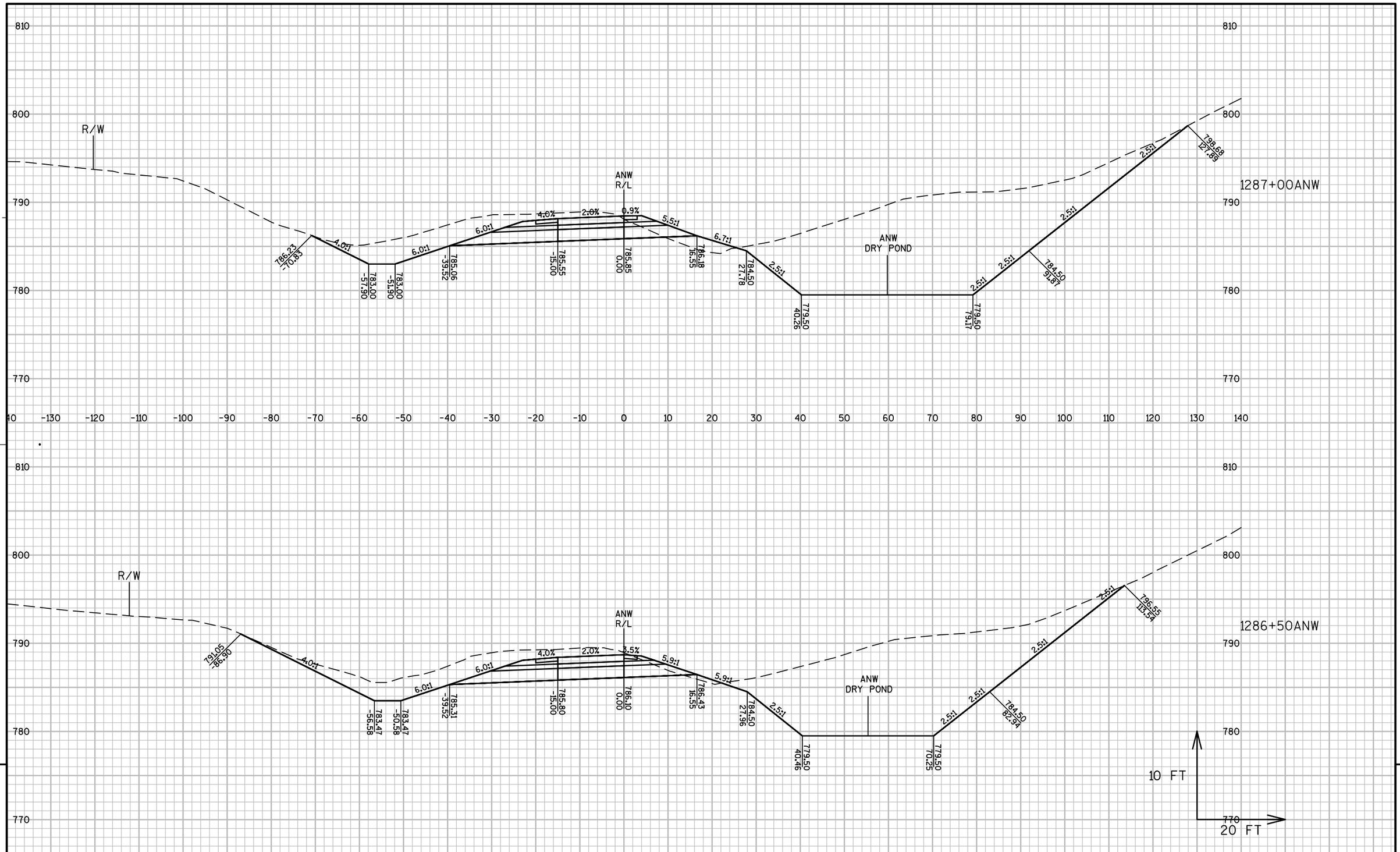



| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW RAMP (ANW) | SHEET 775 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANW.DWG
LAYOUT NAME - 090204_XS_ANW

PLOT DATE : 10/29/2014 6:23 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

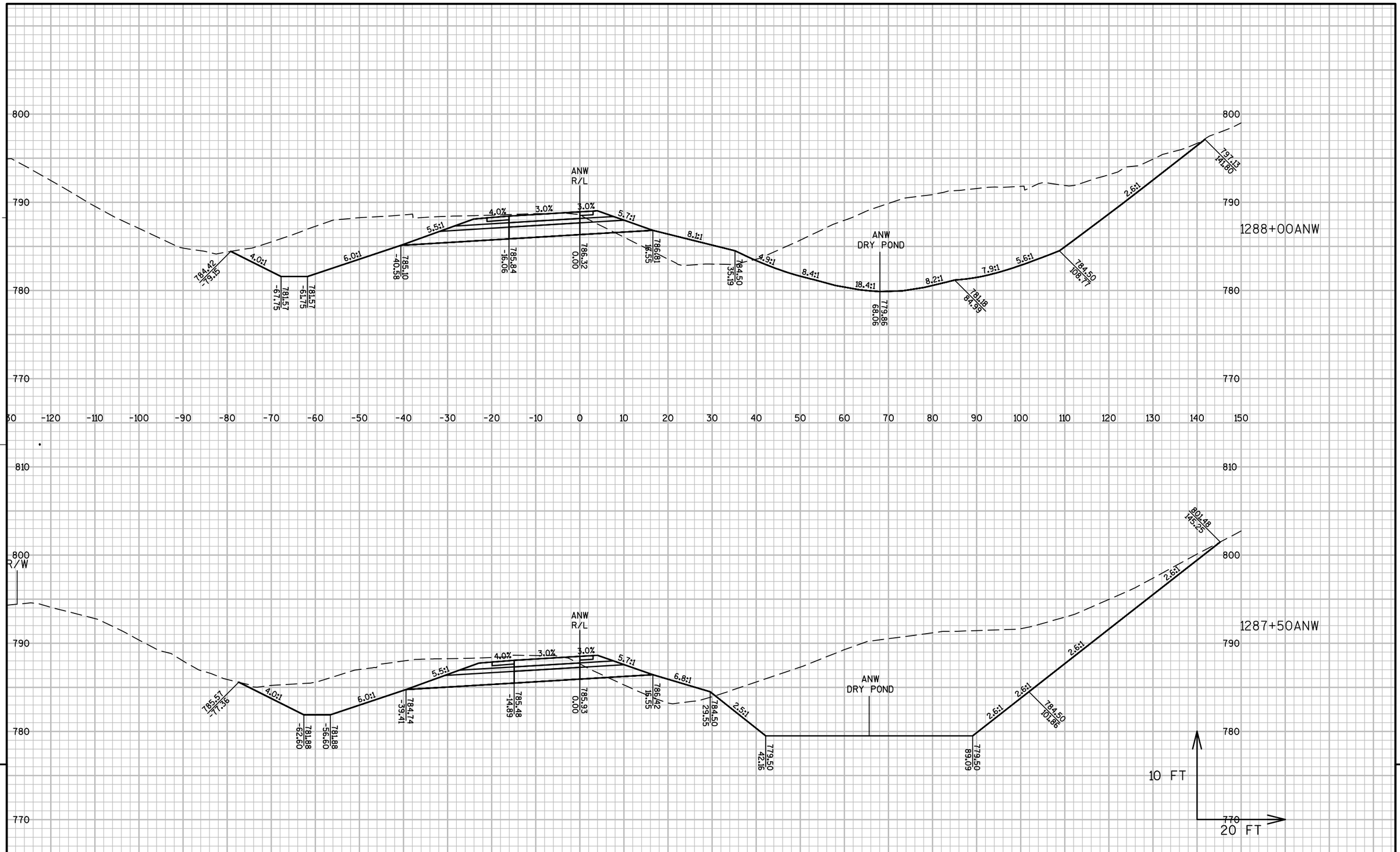



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW RAMP (ANW) | SHEET 776 E |

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANW.DWG
LAYOUT NAME - 090205_XS_ANW

PLOT DATE : 10/29/2014 6:23 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49




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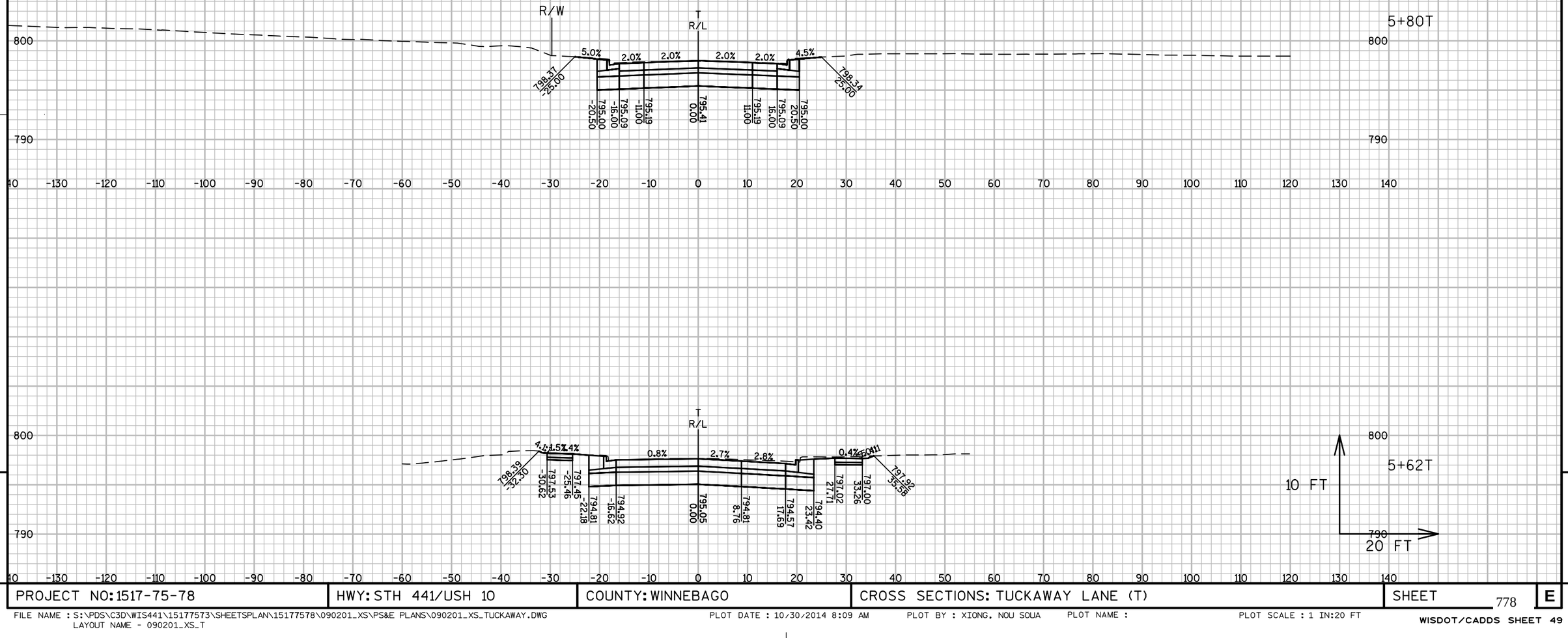
9

| PROJECT NO: 1517-75-78 | HWY: USH 10/STH 441 | COUNTY: WINNEBAGO | CROSS SECTIONS: APPLETON RD NW RAMP (ANW) | SHEET 777 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_ANW.DWG
LAYOUT NAME - 090206_XS_ANW

PLOT DATE : 10/29/2014 6:23 PM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

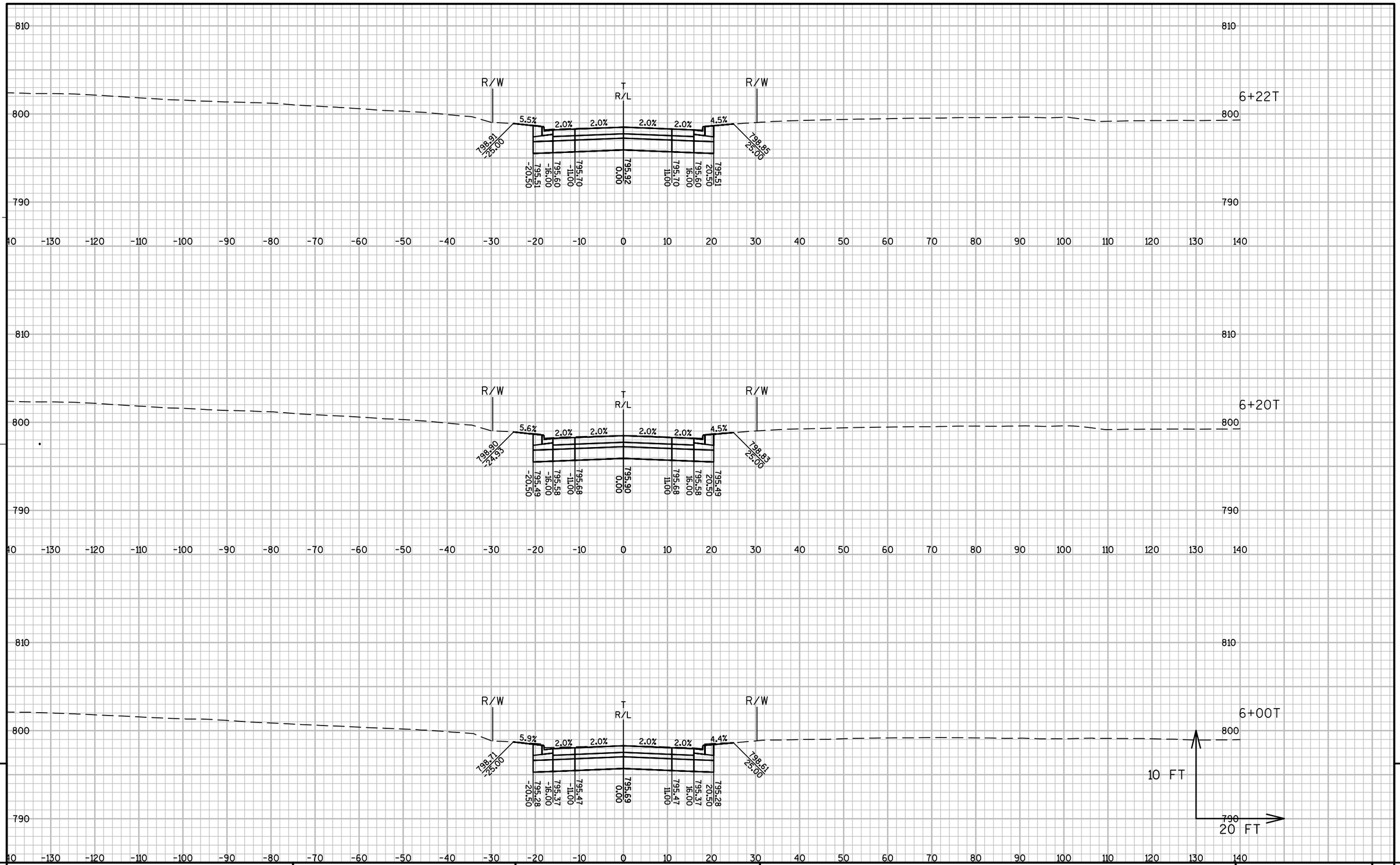



| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: TUCKAWAY LANE (T) | SHEET 778 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TUCKAWAY.DWG
LAYOUT NAME - 090201_XS_T

PLOT DATE : 10/30/2014 8:09 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

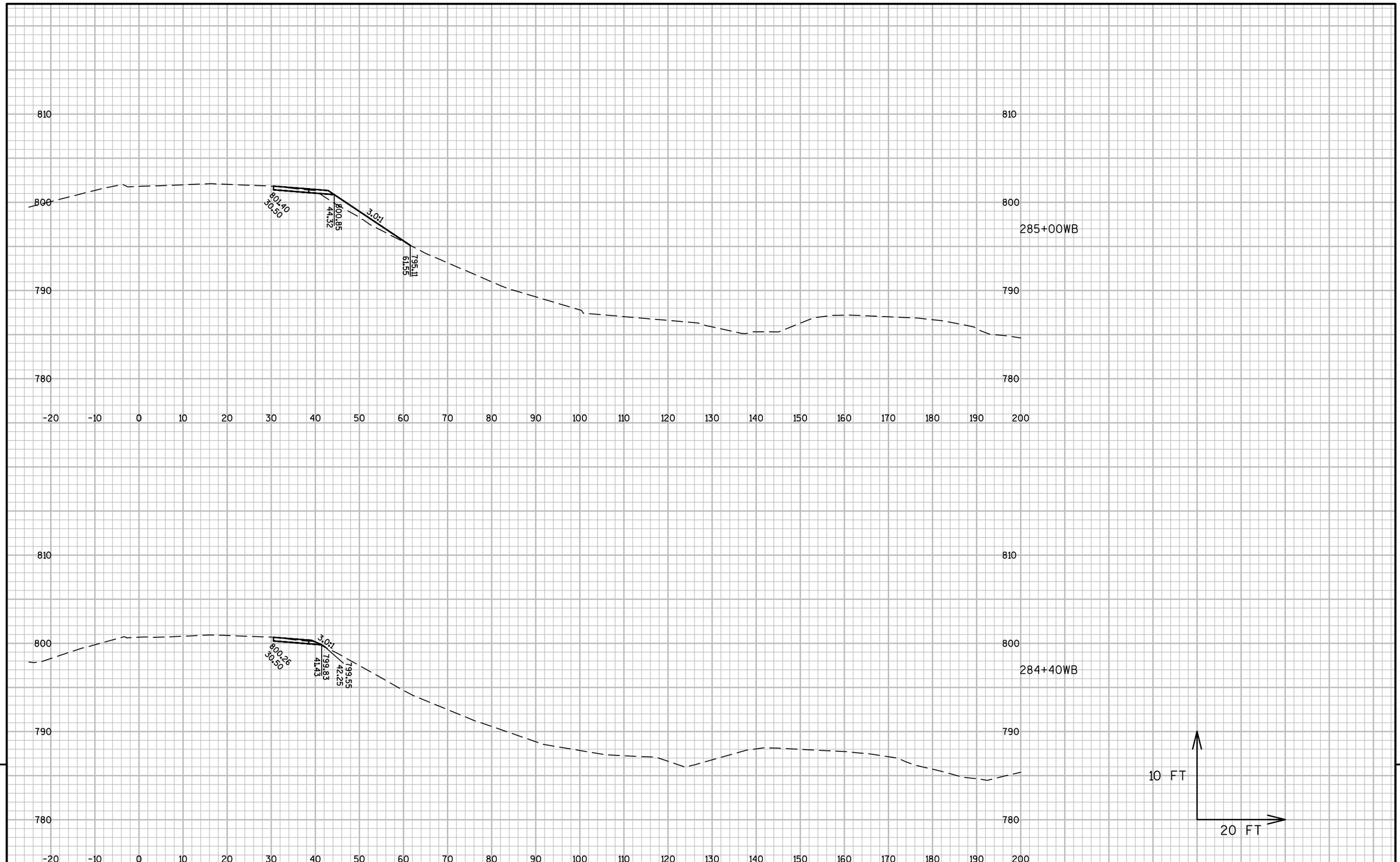



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| PROJECT NO: 1517-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: TUCKAWAY LANE (T) | SHEET 779 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSPLAN\15177578\090201_XS\PS&E PLANS\090201_XS_TUCKAWAY.DWG
LAYOUT NAME - 090202_XS_T
PLOT DATE : 10/30/2014 8:09 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

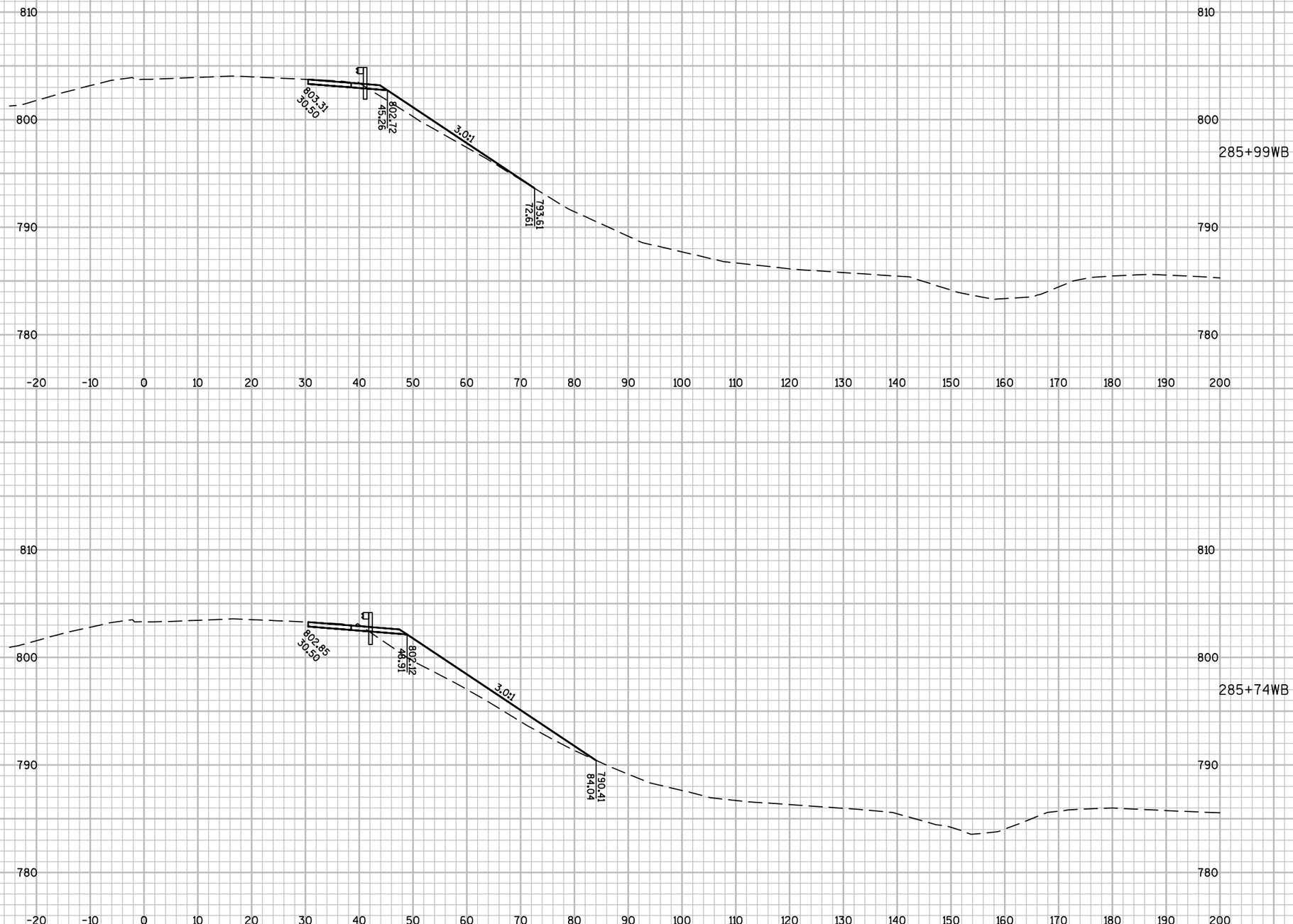



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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 780 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (1)
PLOT DATE : 12/18/2014 10:18 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF



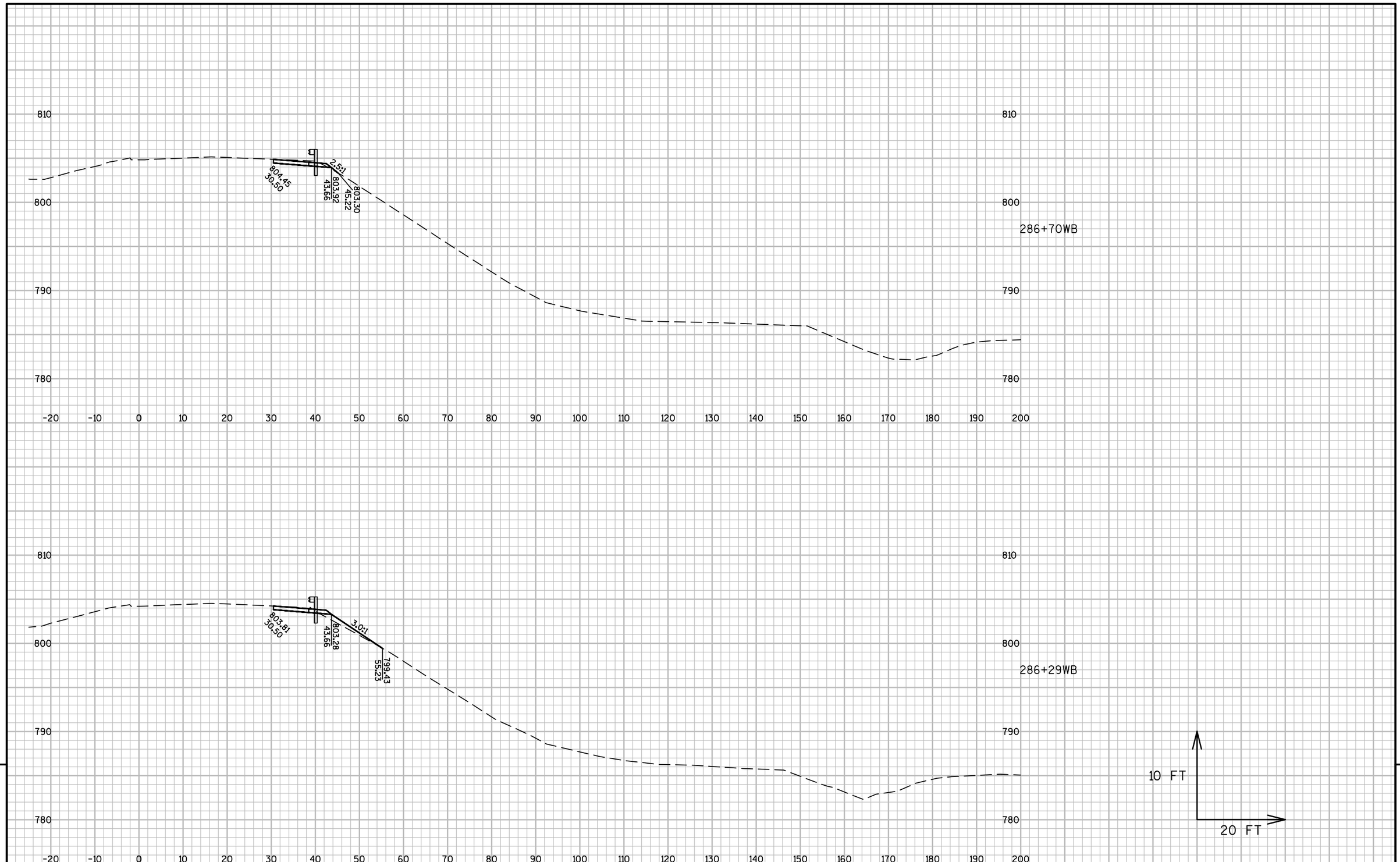

9

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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 781 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 12/18/2014 10:19 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF



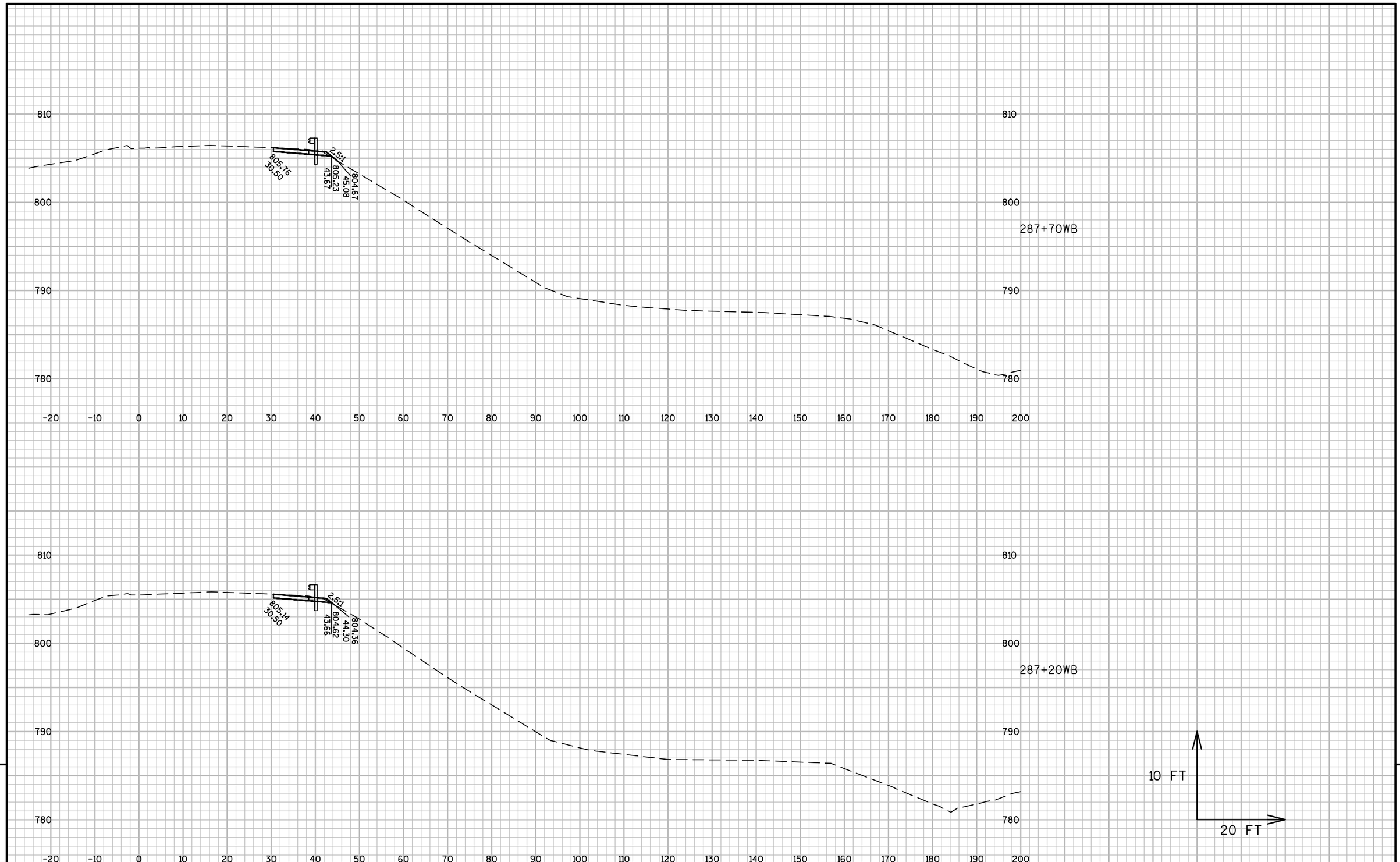

9

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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 782 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 12/18/2014 10:19 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF




9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 783 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (4)
PLOT DATE : 12/18/2014 10:20 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

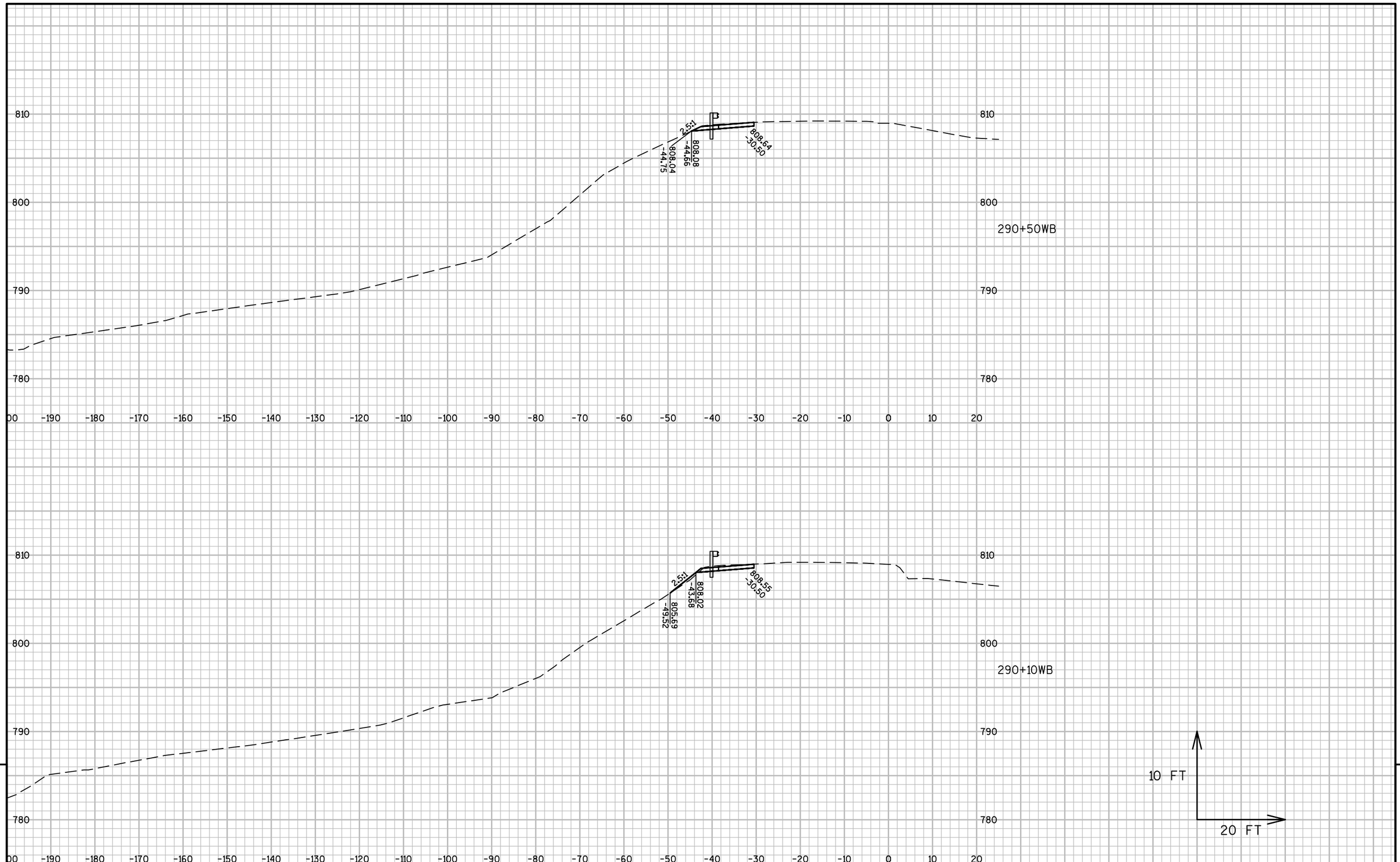



9

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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 784 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (5)
PLOT DATE : 12/18/2014 10:20 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



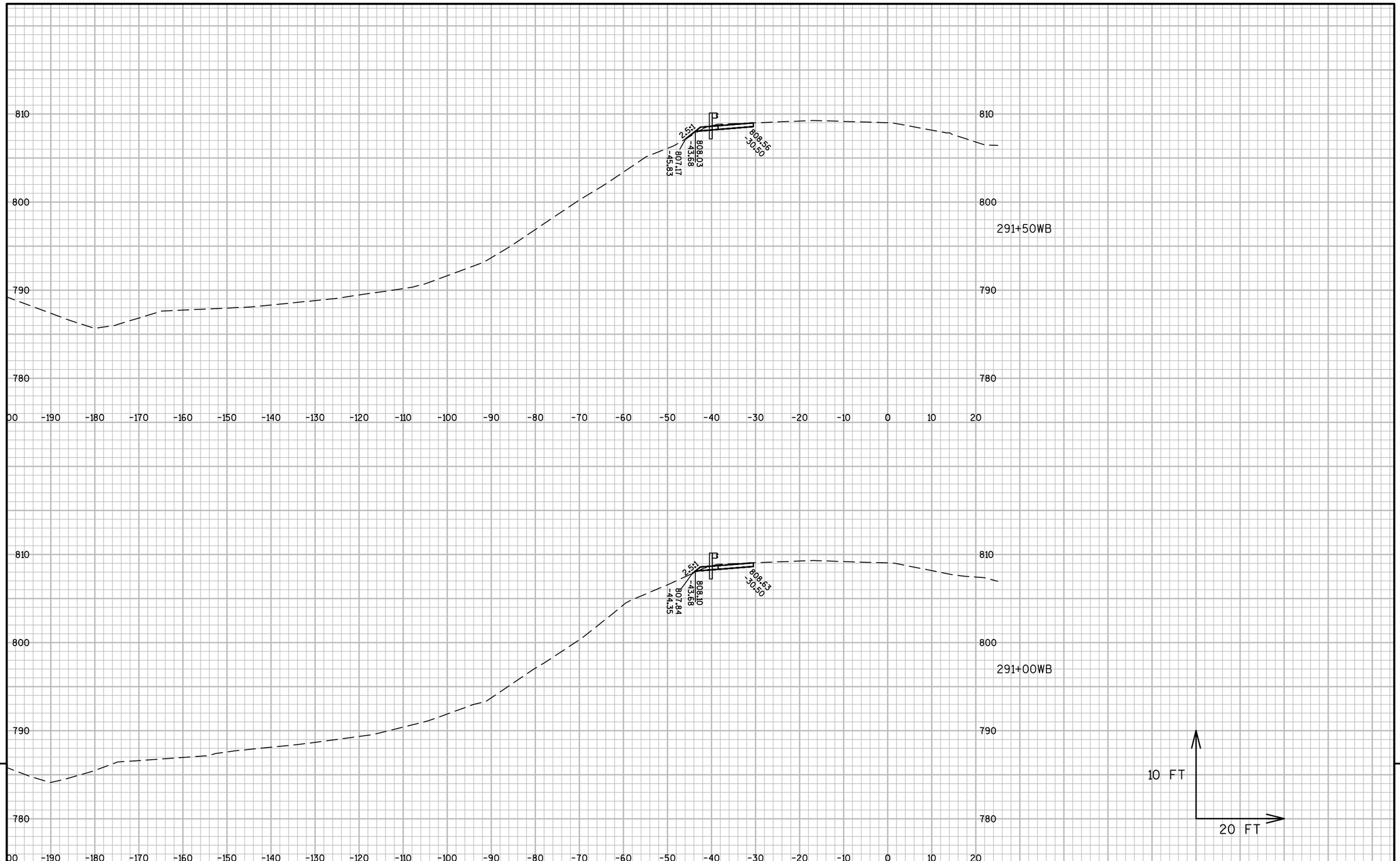

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9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 785 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 12/18/2014 10:20 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF



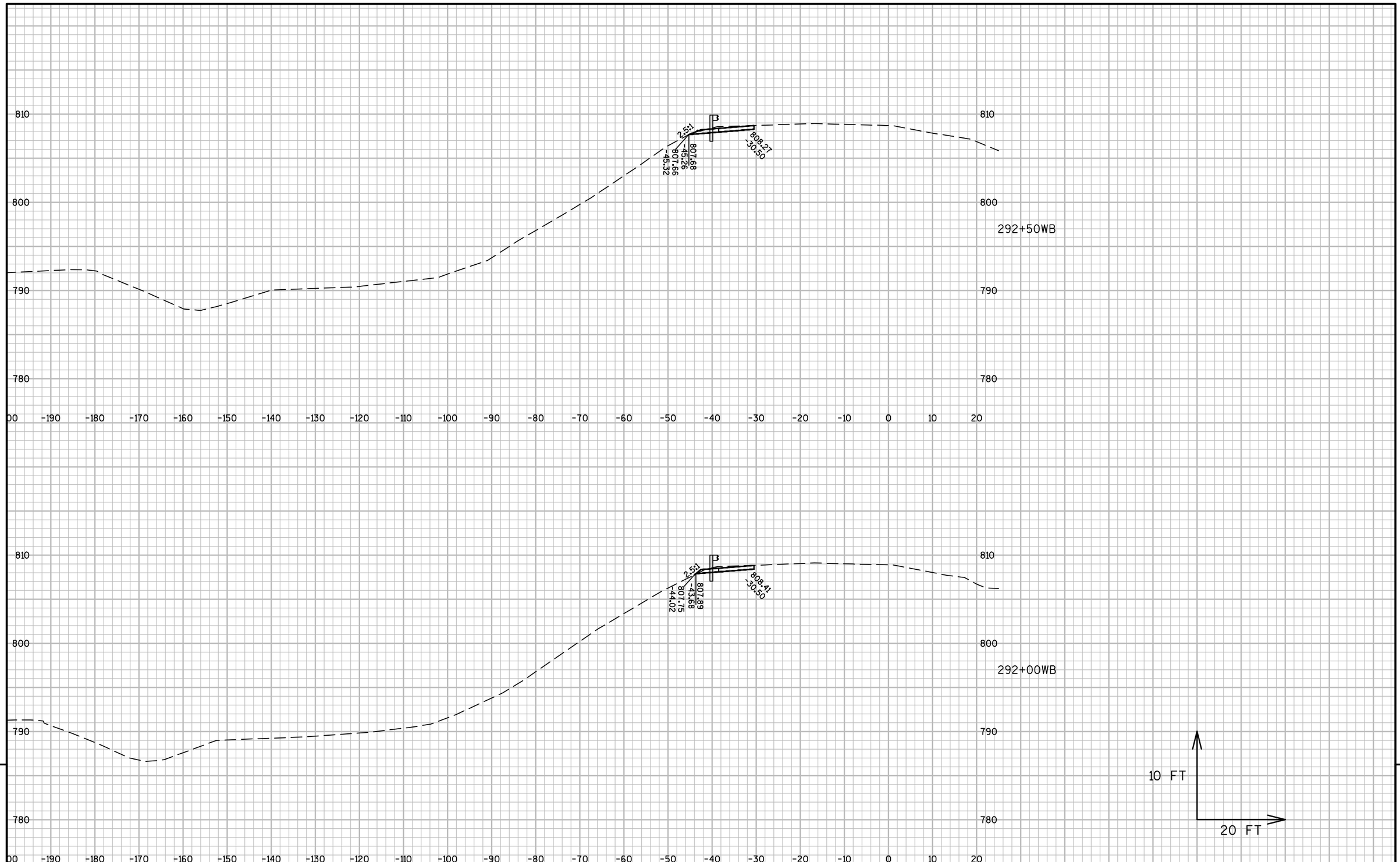

9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 786 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 12/18/2014 10:21 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF

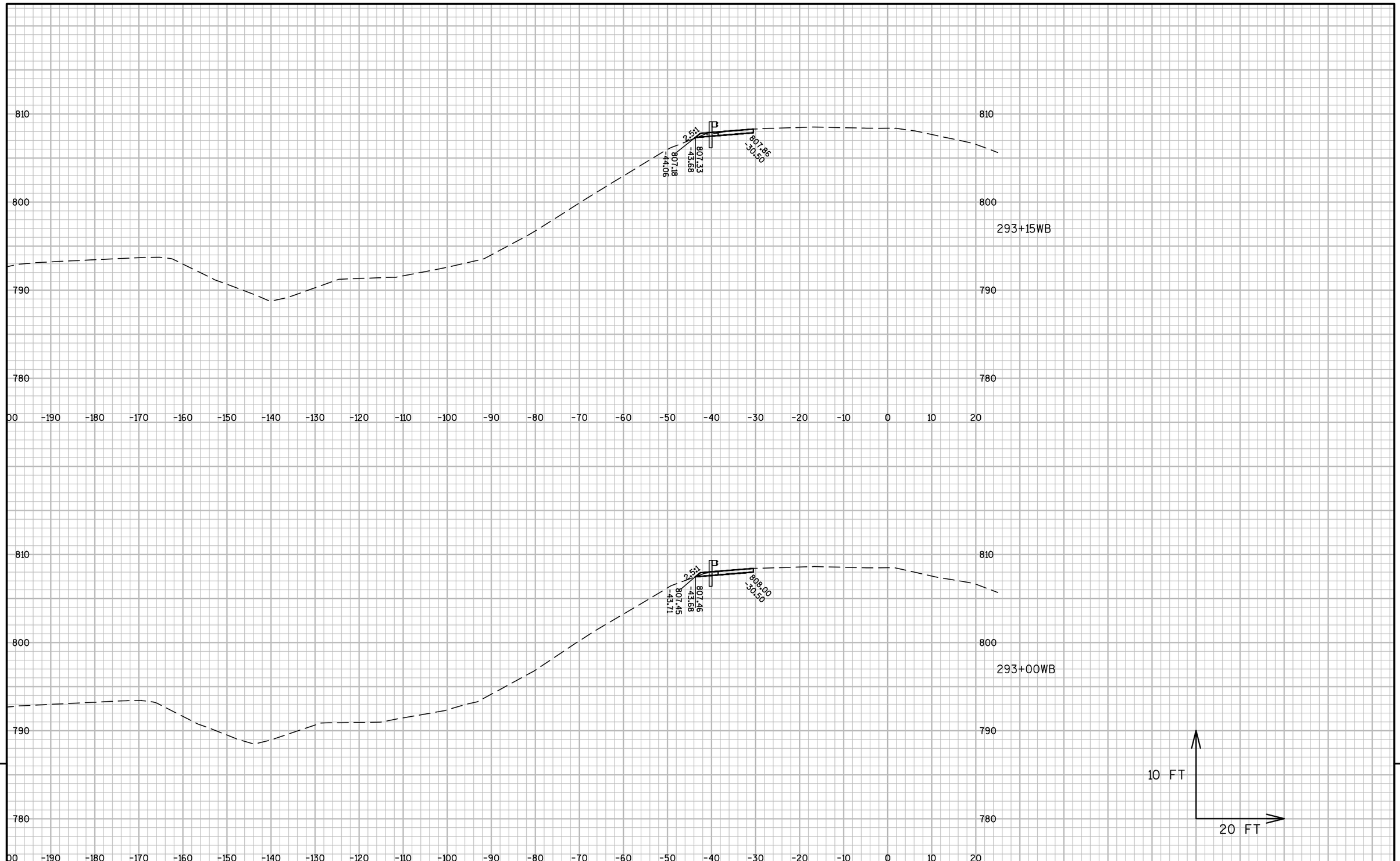



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 787 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (8)
PLOT DATE : 12/18/2014 10:21 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

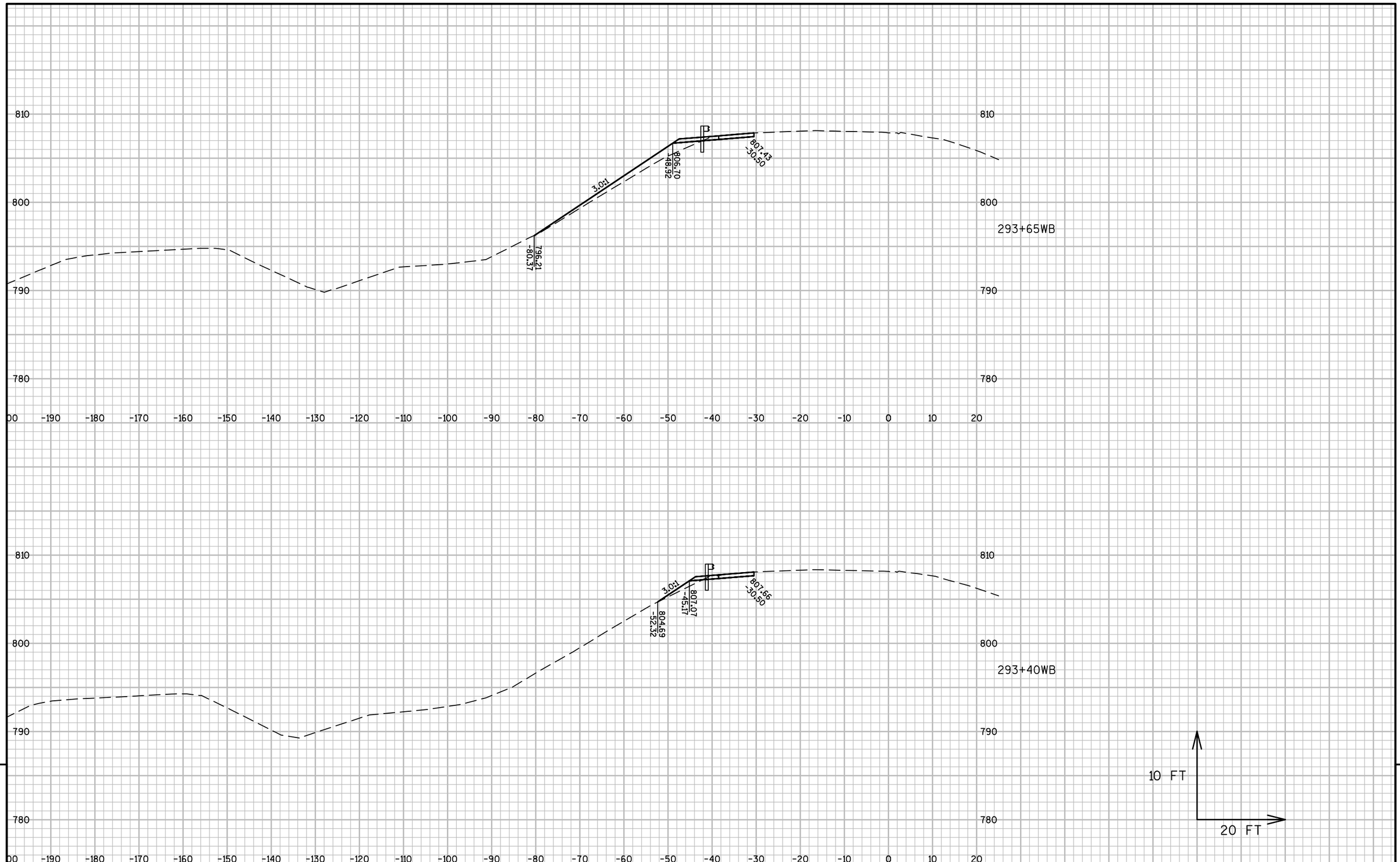



9

9

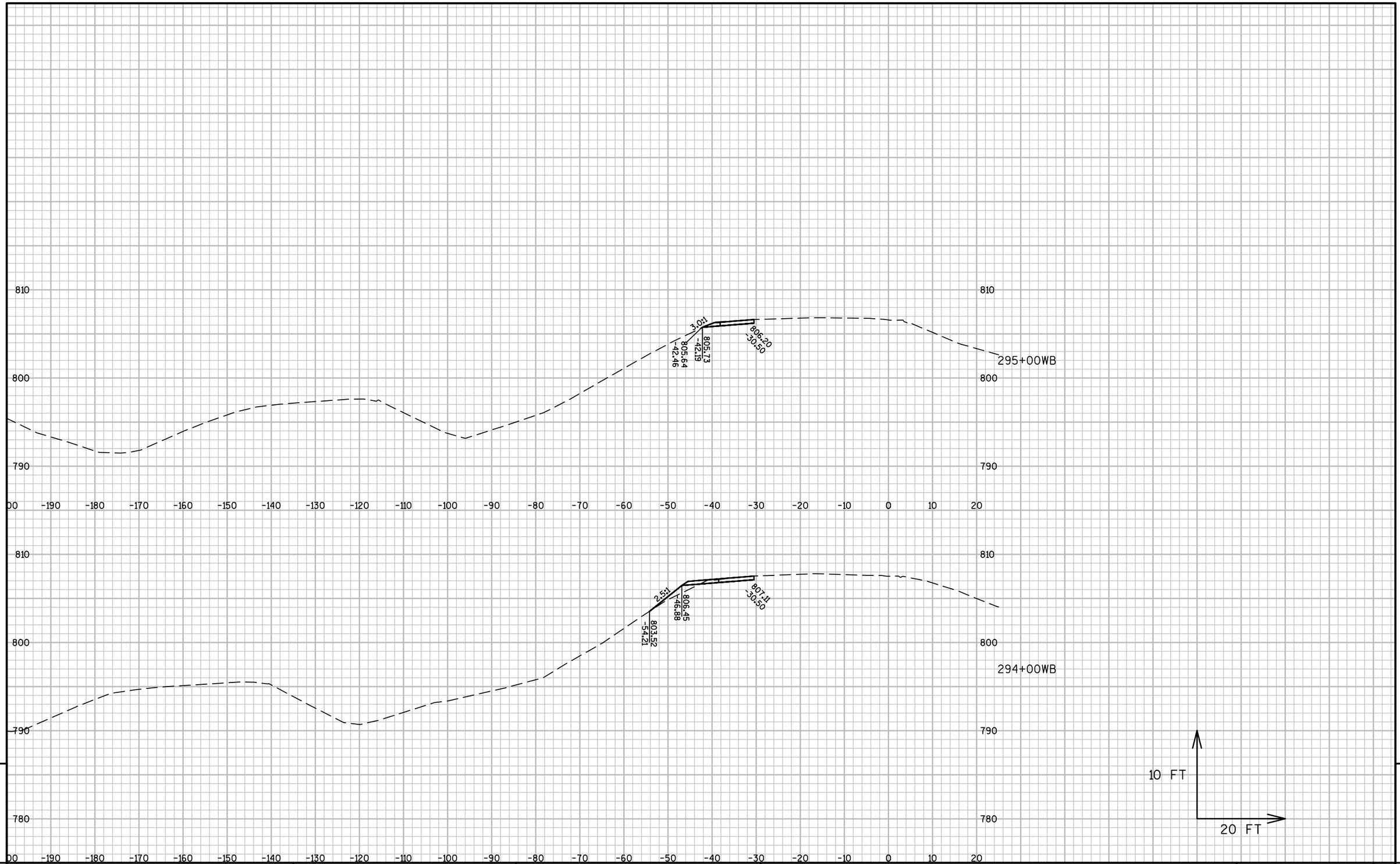
| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 788 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (9)
PLOT DATE : 12/18/2014 10:21 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



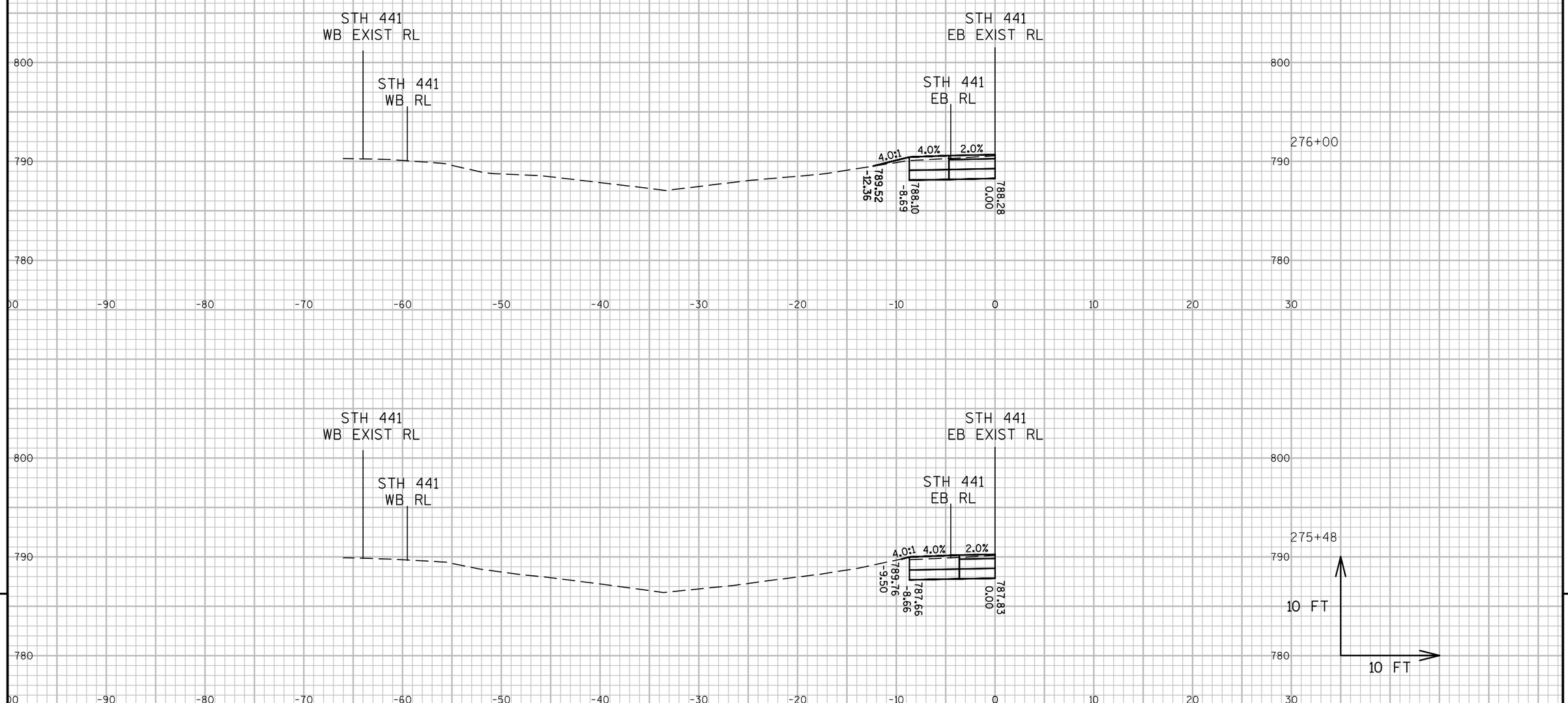

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 789 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (10)
PLOT DATE : 12/18/2014 10:22 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF



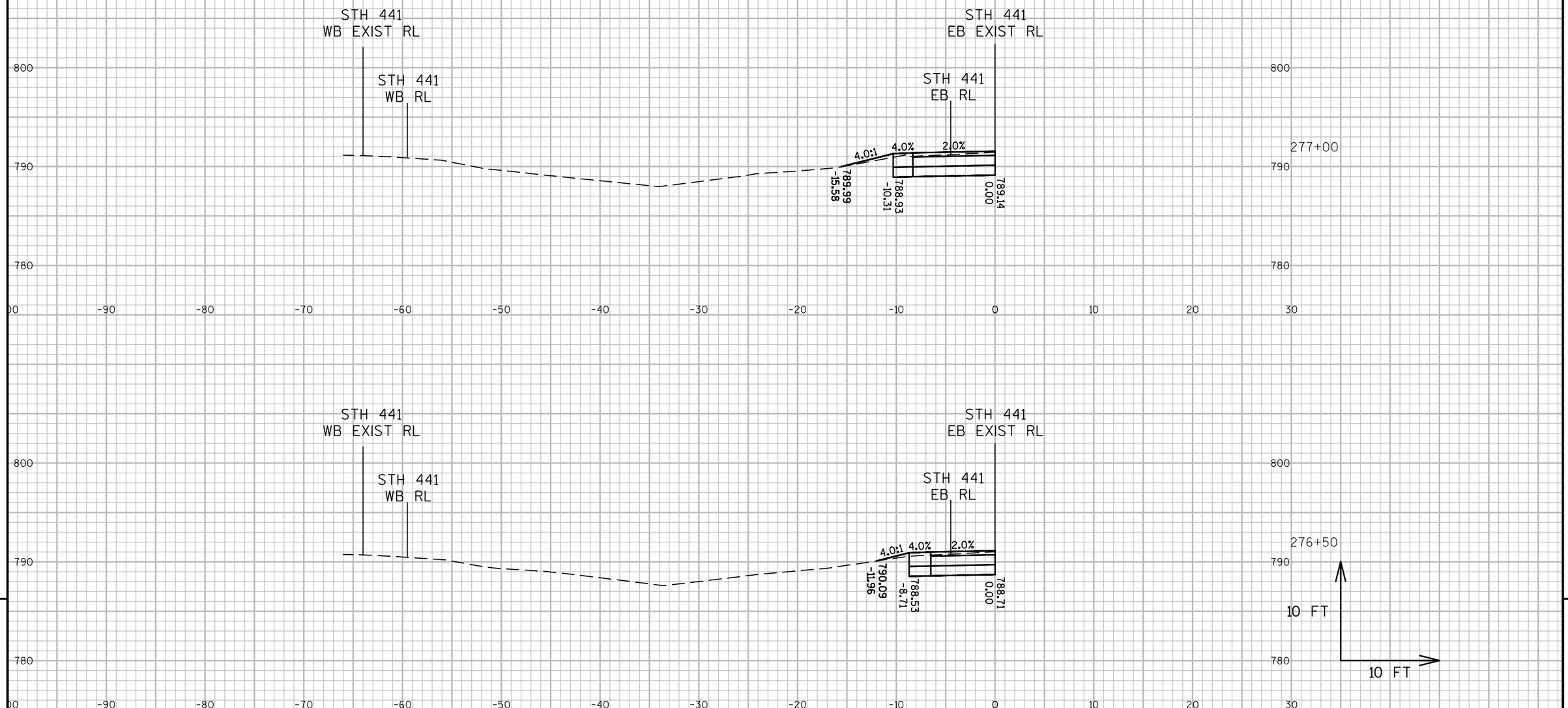

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 1 | SHEET 790 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_EB_STAGE1_2.DWG
LAYOUT NAME - SECTION SHEET - (11)
PLOT DATE : 12/18/2014 10:22 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:20_XREF



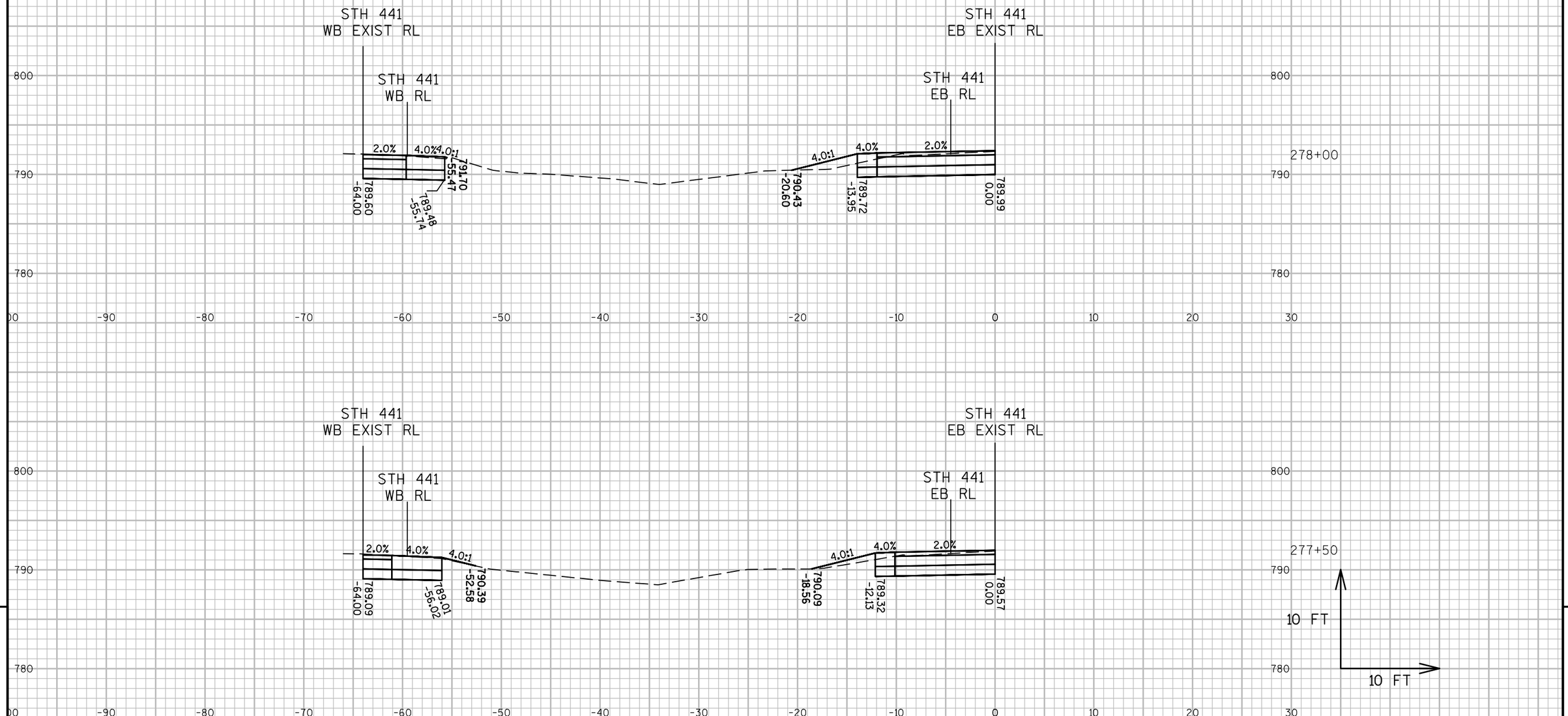

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 791 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM
LAYOUT NAME - SECTION SHEET - (64)
PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



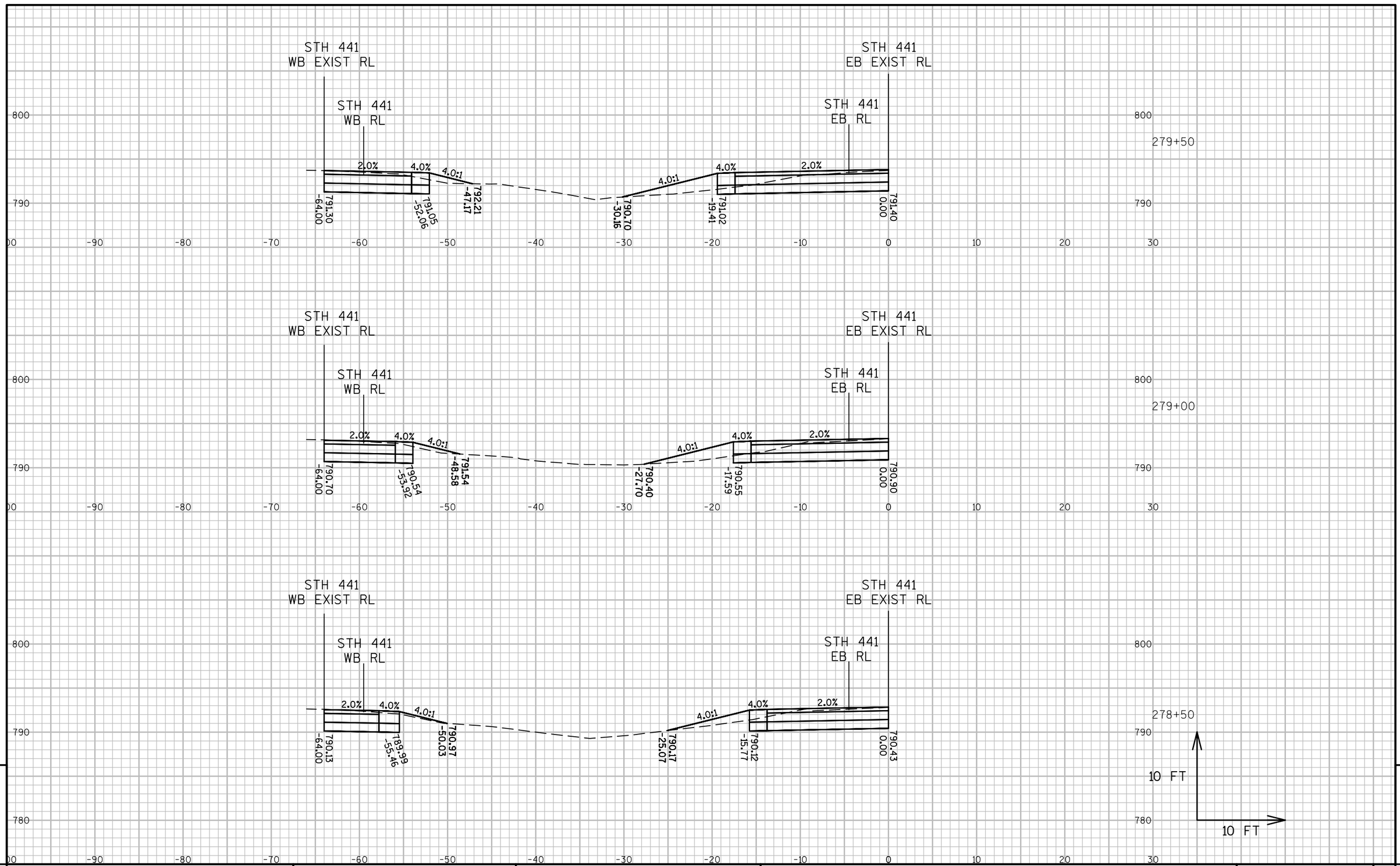

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 792 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (65)
WISDOT/CADDS SHEET 49




| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 793 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (66)

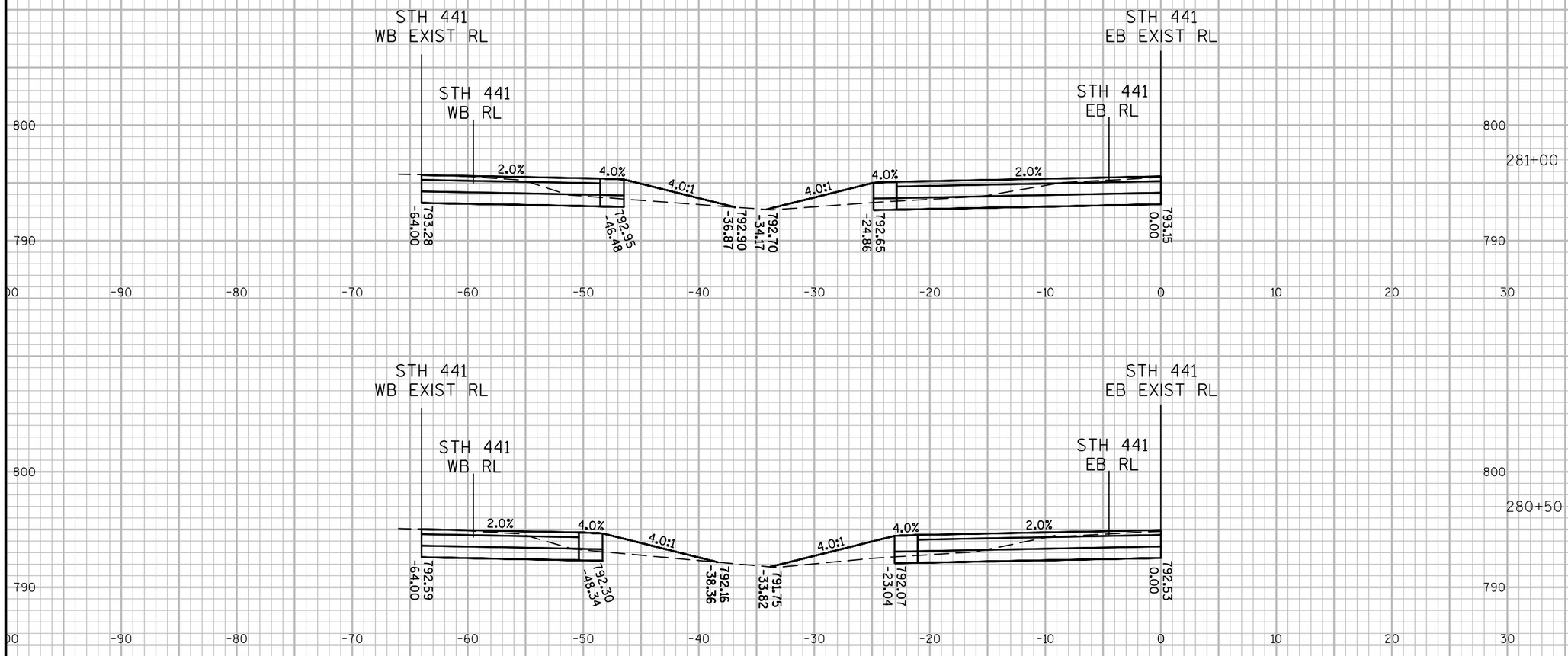



| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 794 | E |
|---|---|---|---|---|---|



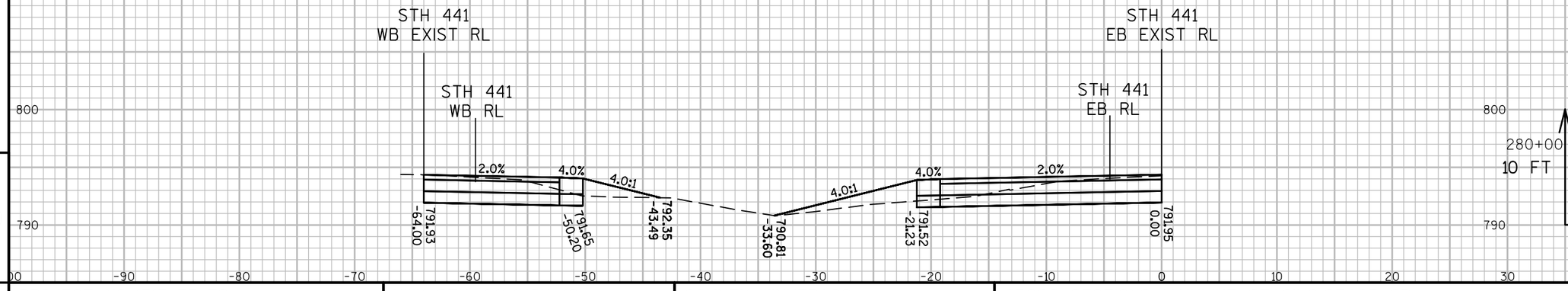
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FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (67)







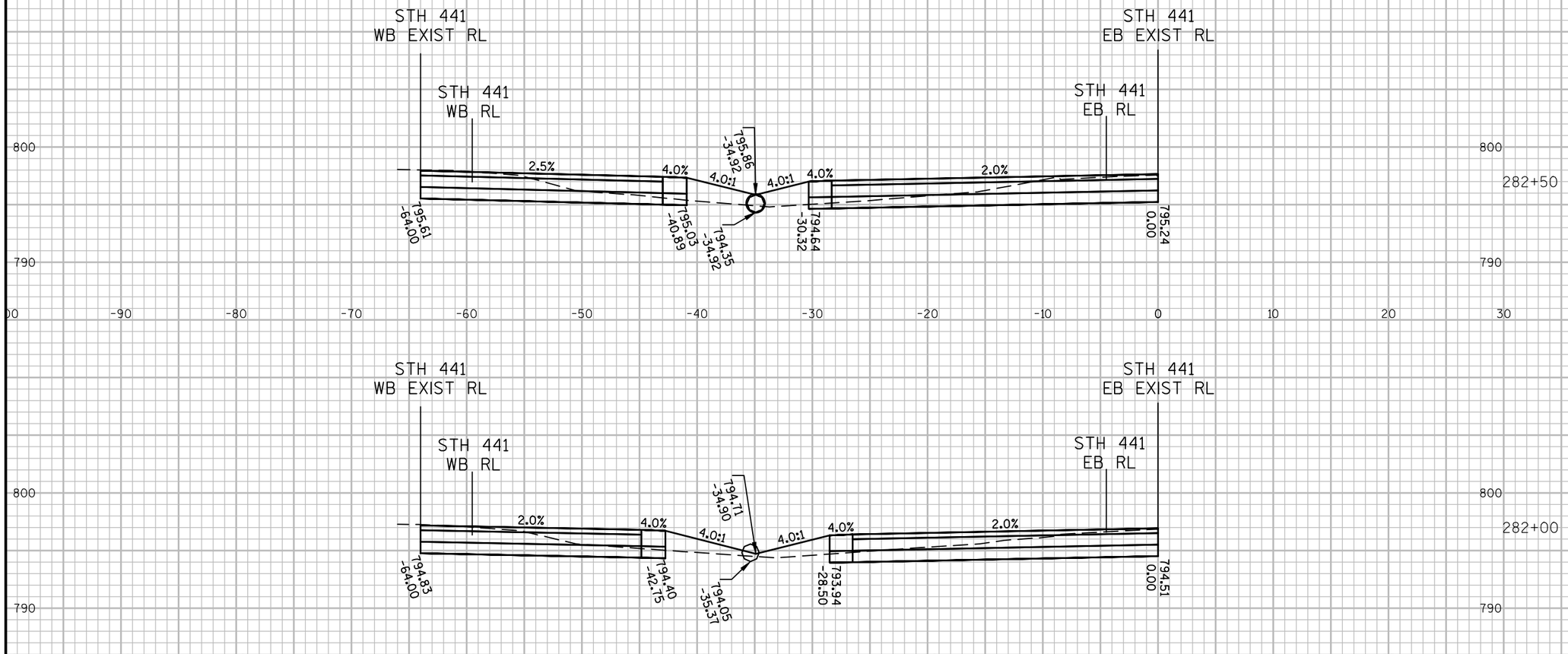



9

9

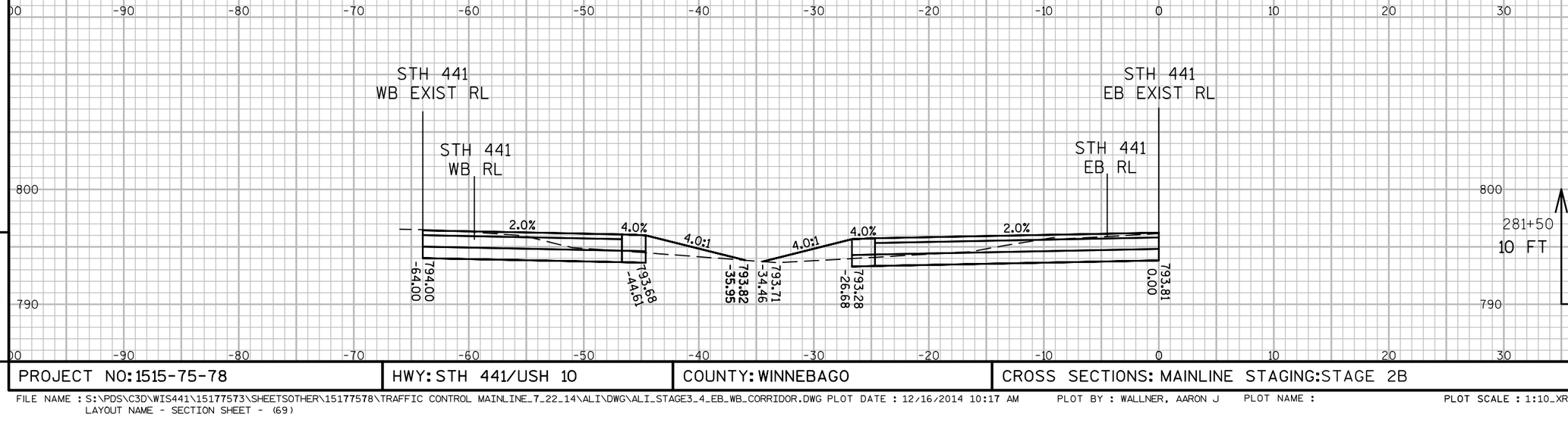
| PROJECT NO:1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING:STAGE 2B | SHEET 795 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (68)







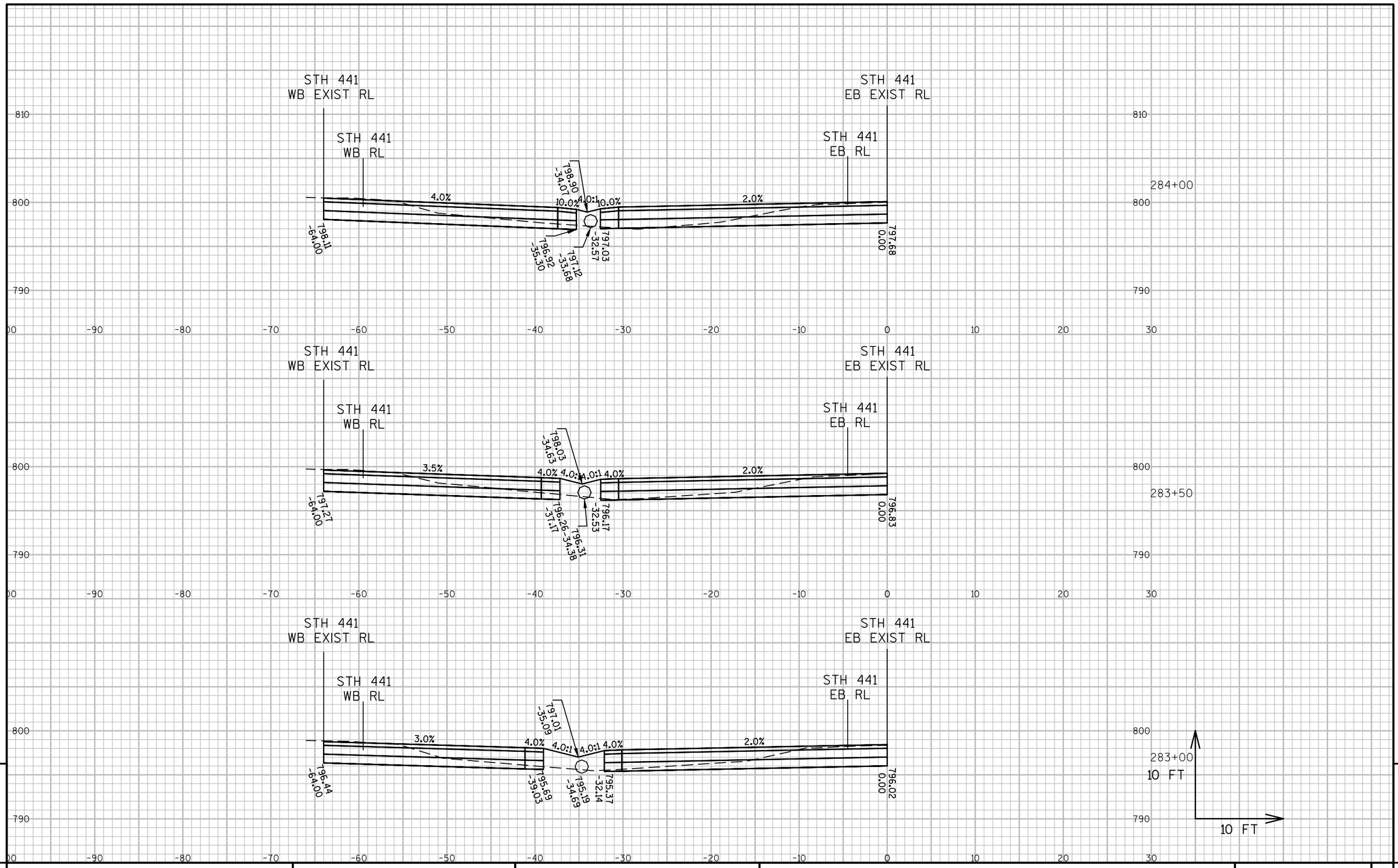



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 796 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (69)

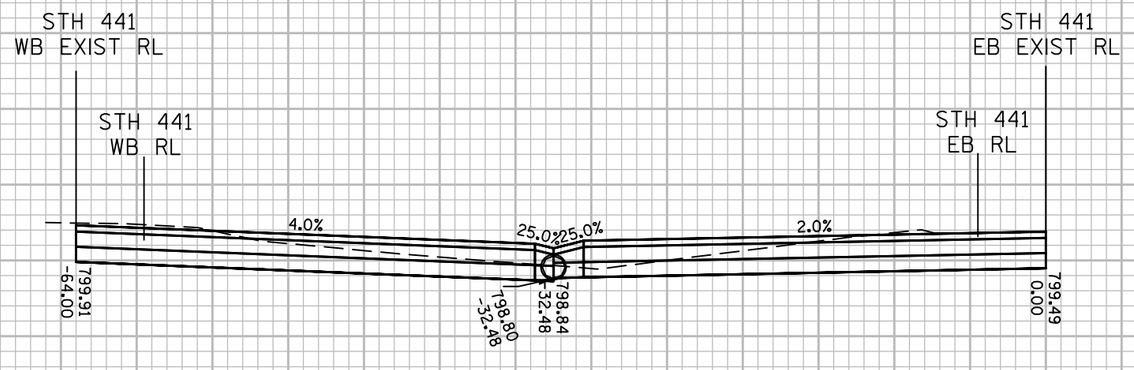


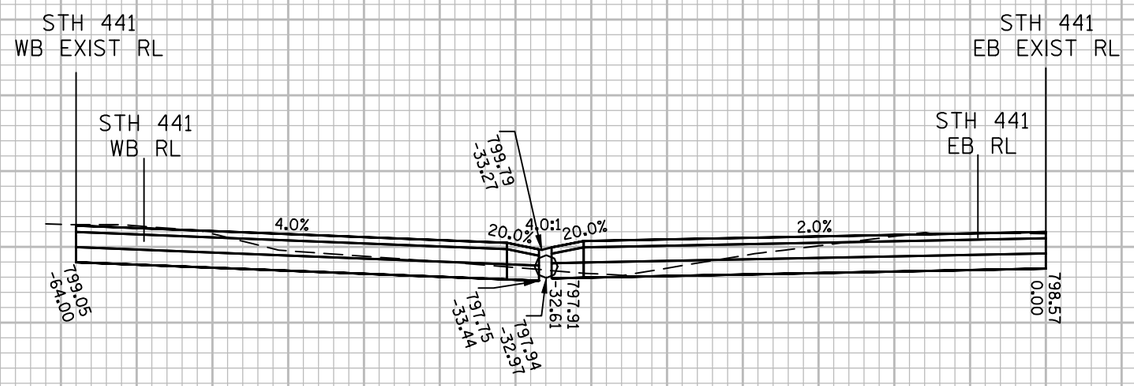

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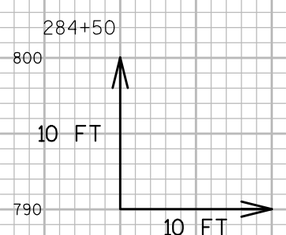
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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 797 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (70)

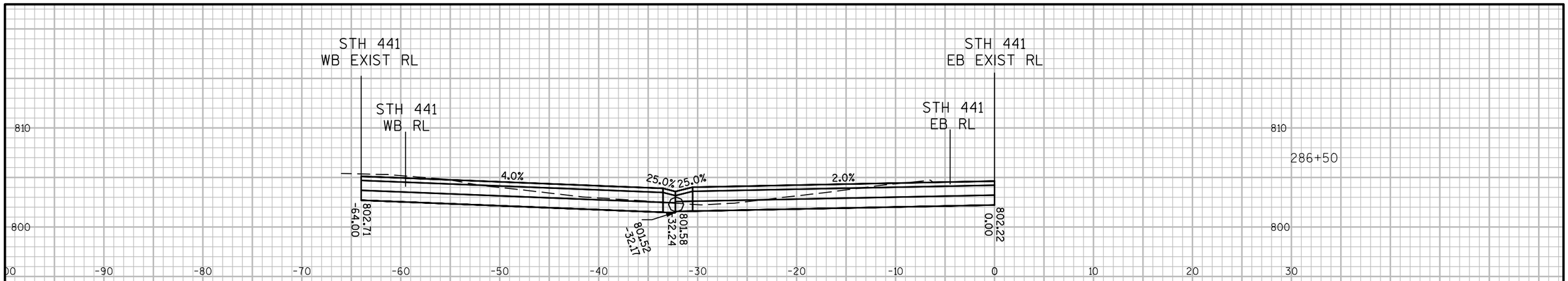


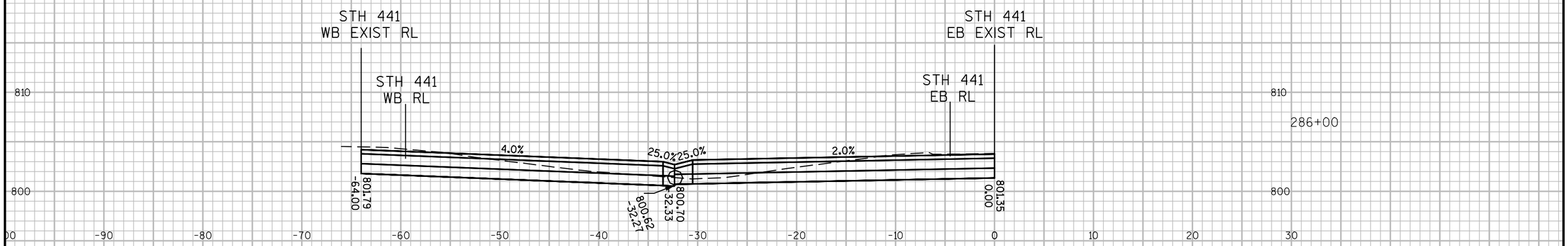



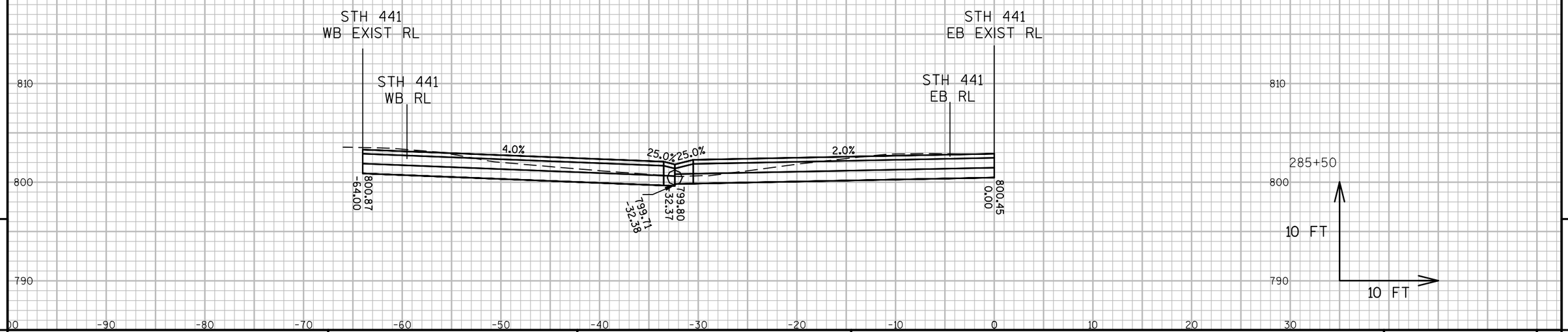




| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 798 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (71)
WISDOT/CADDS SHEET 49



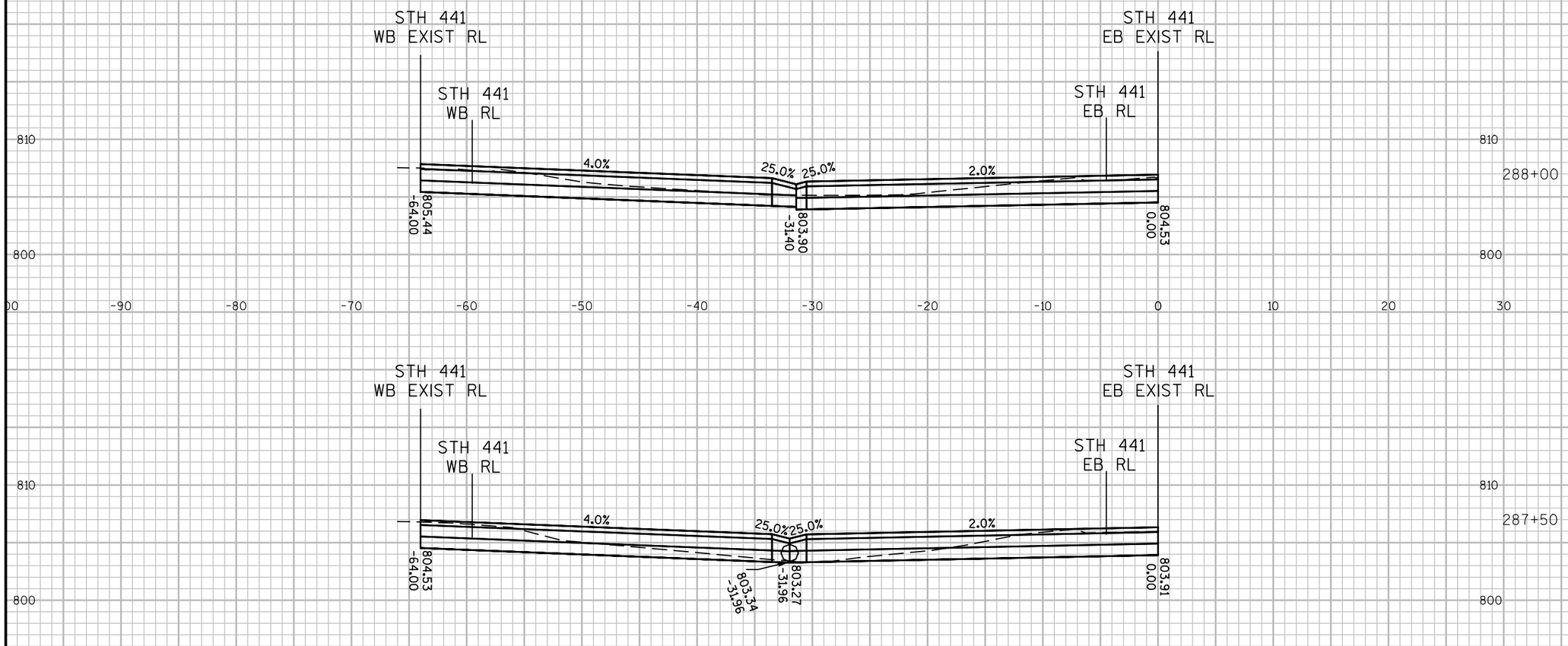




9

9

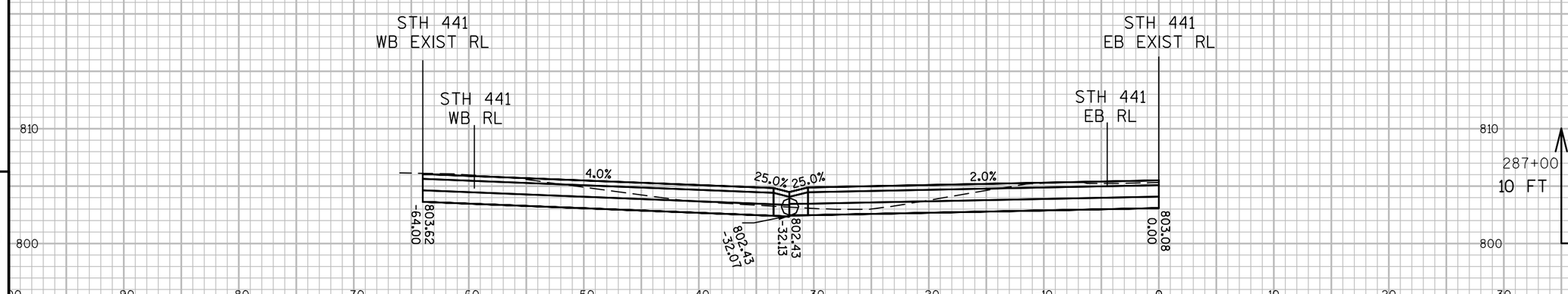
| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 799 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (72)







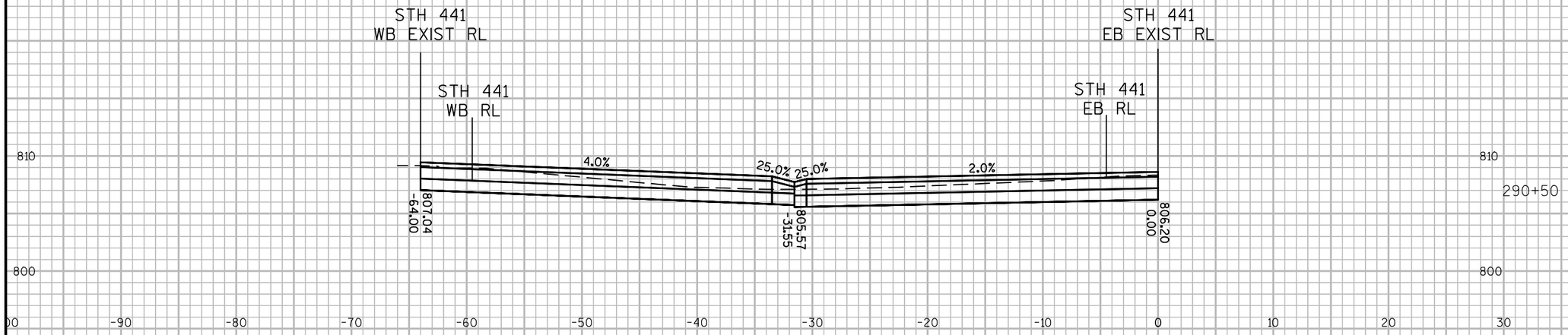


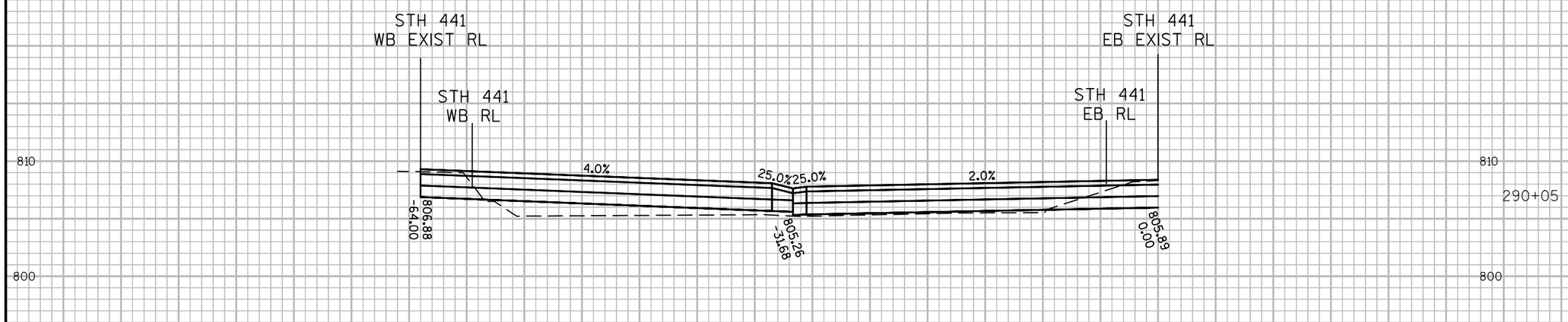

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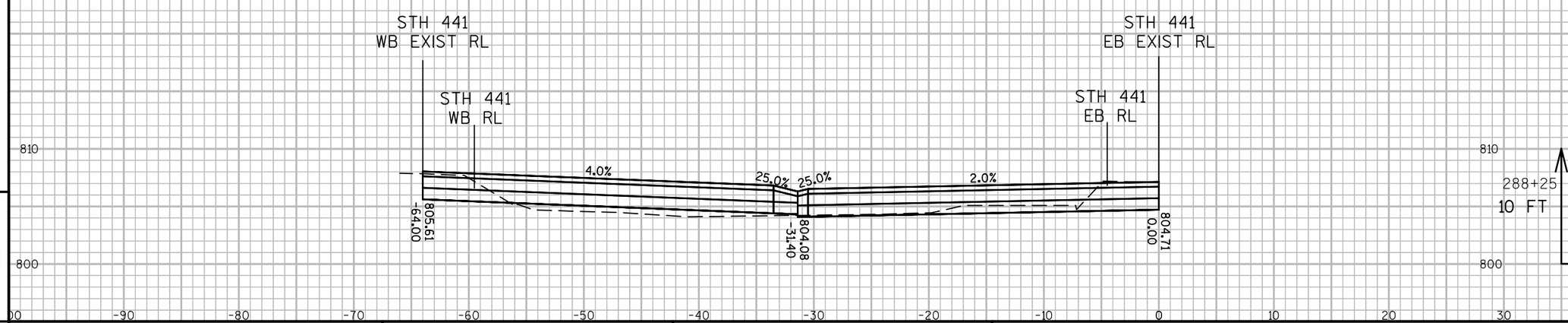
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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 800 | E |
|---|---|---|---|---|---|

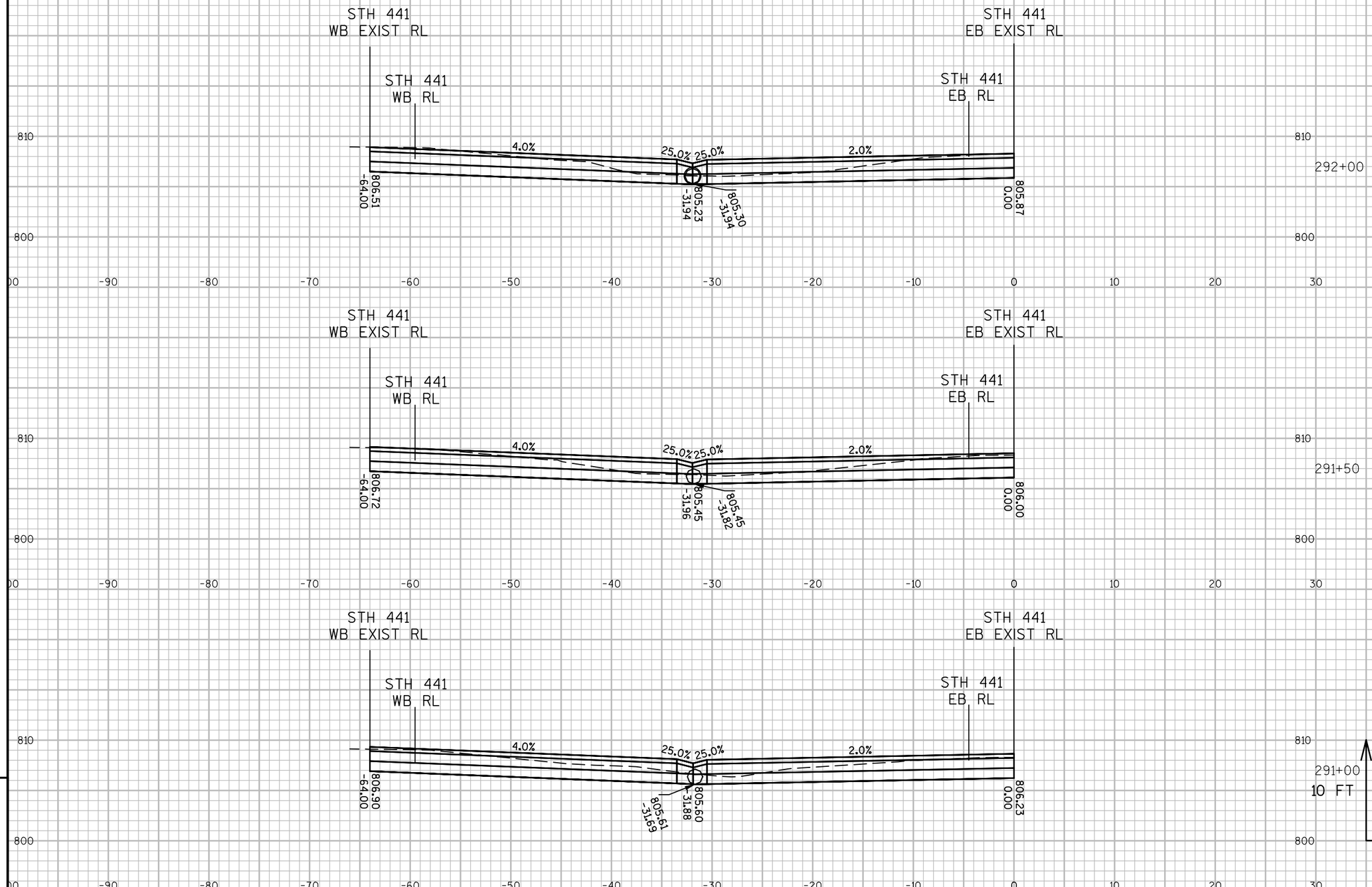
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (73)




| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 801 | E |
|---|---|---|---|---|---|

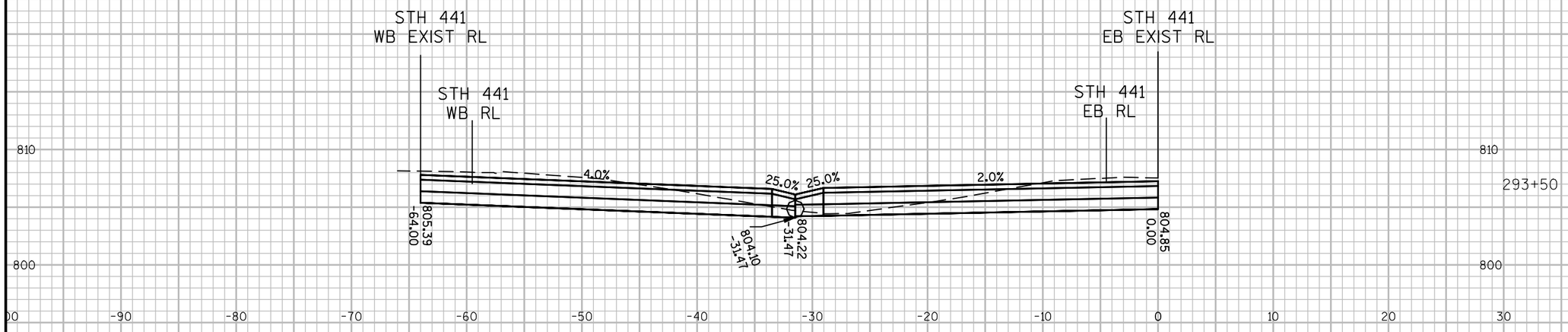



9

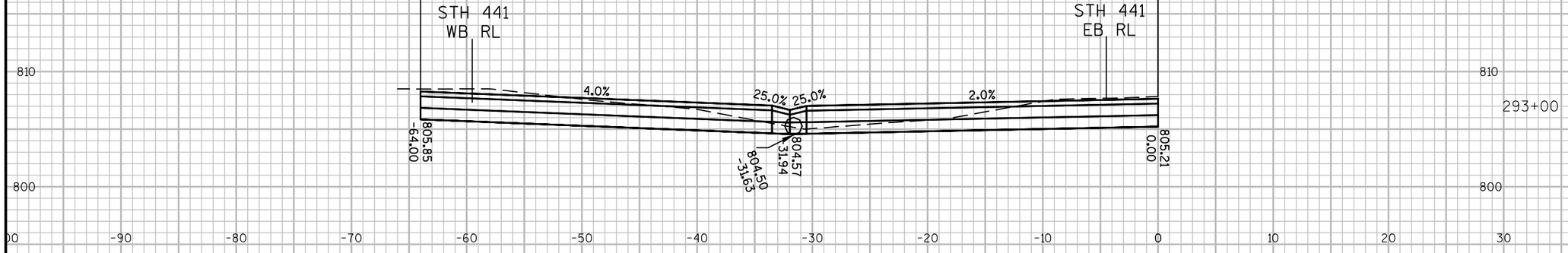
9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 802 | E |
|---|---|---|---|---|---|

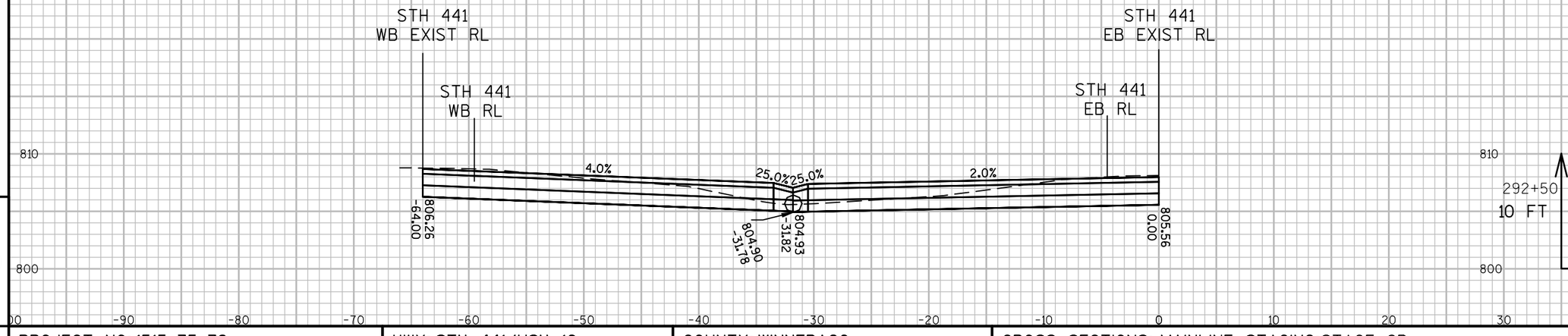
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (75)




293+50




293+00




292+50

10 FT

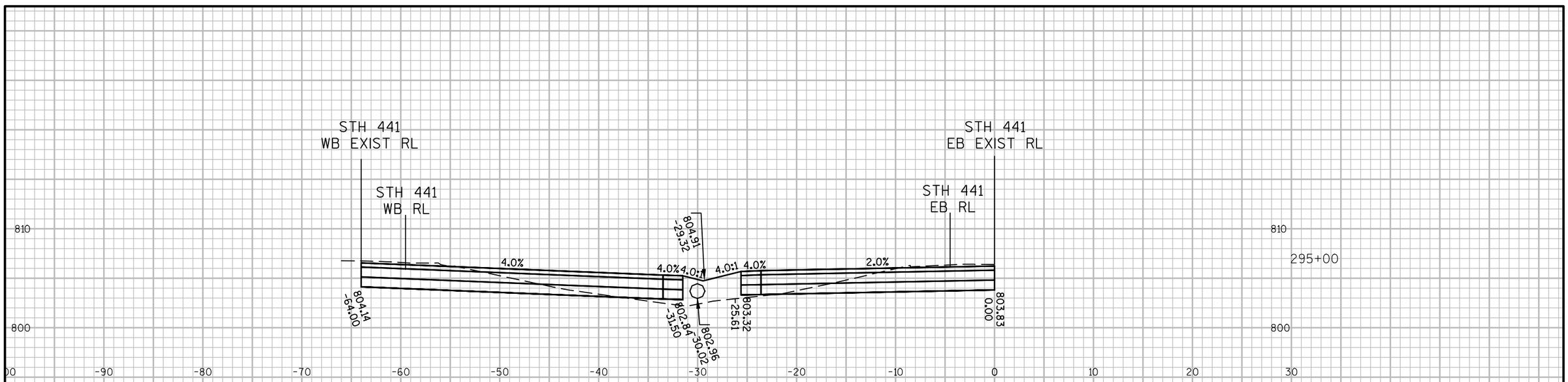
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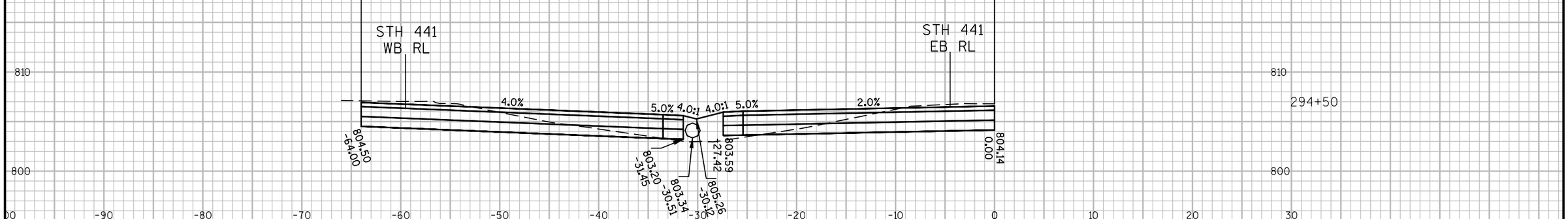
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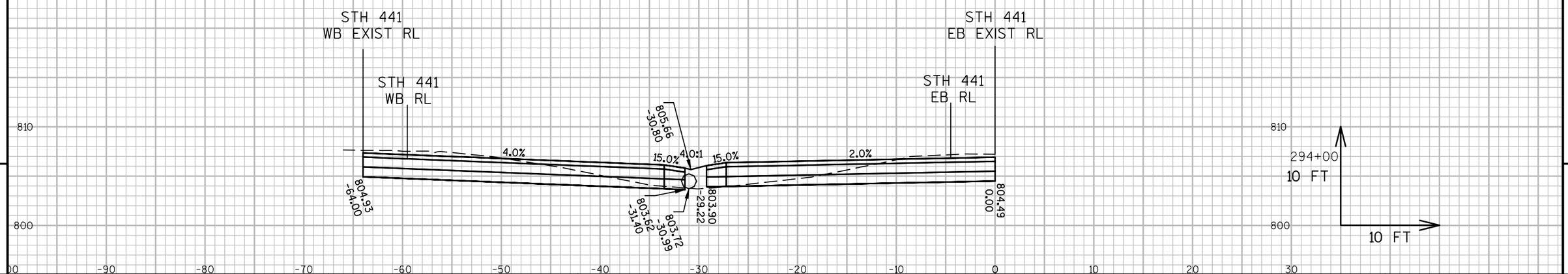
9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 803 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (76)



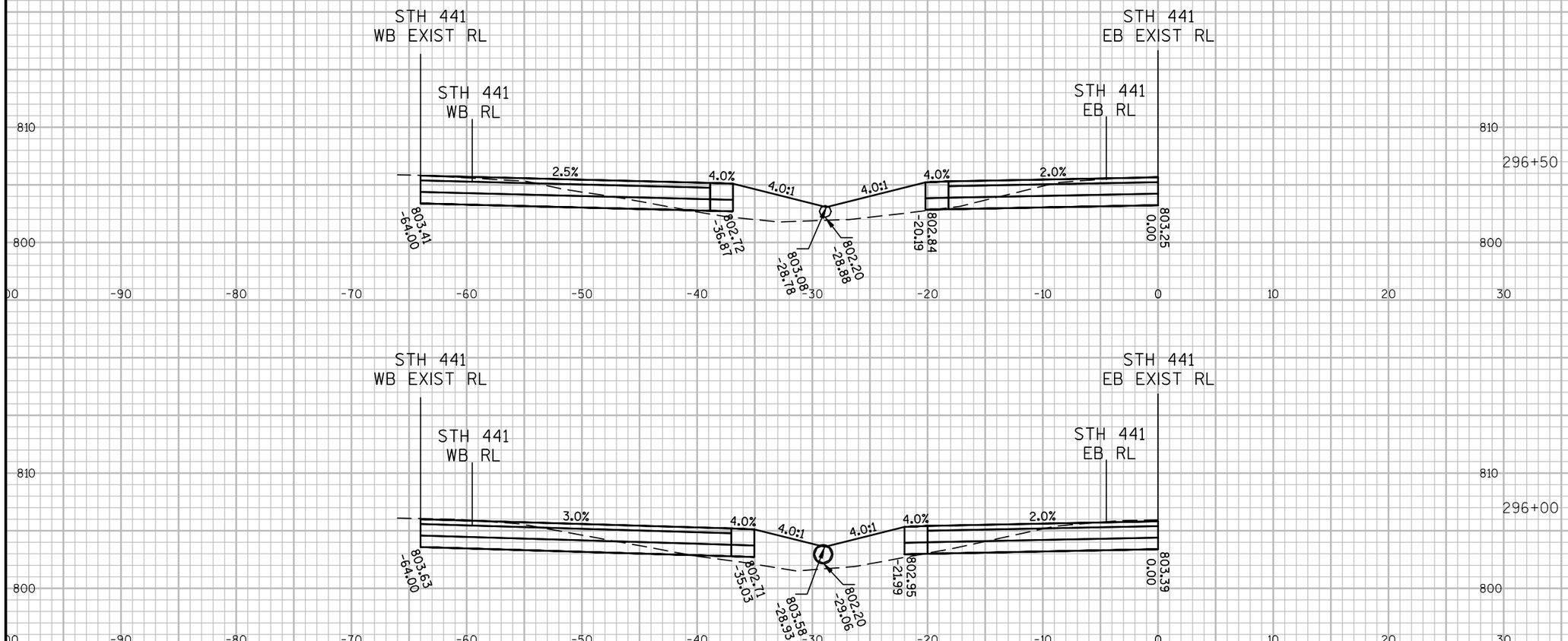




9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 804 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:17 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (77)

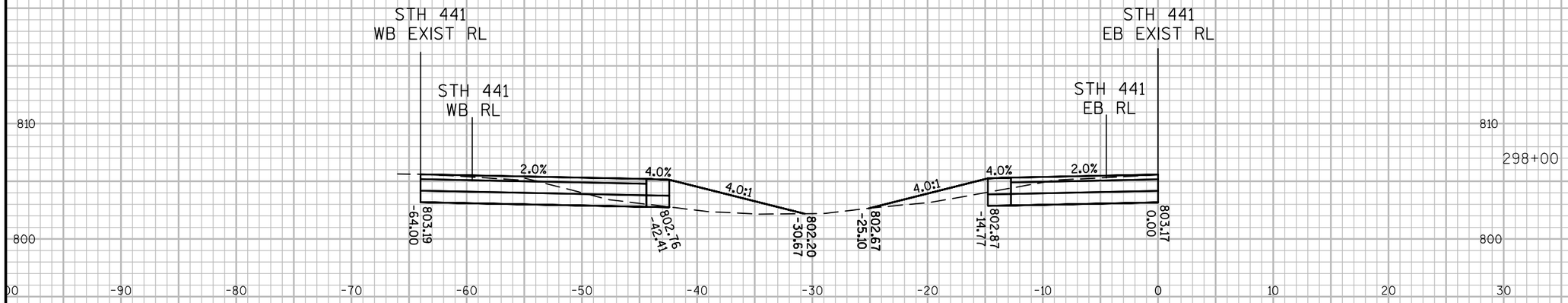


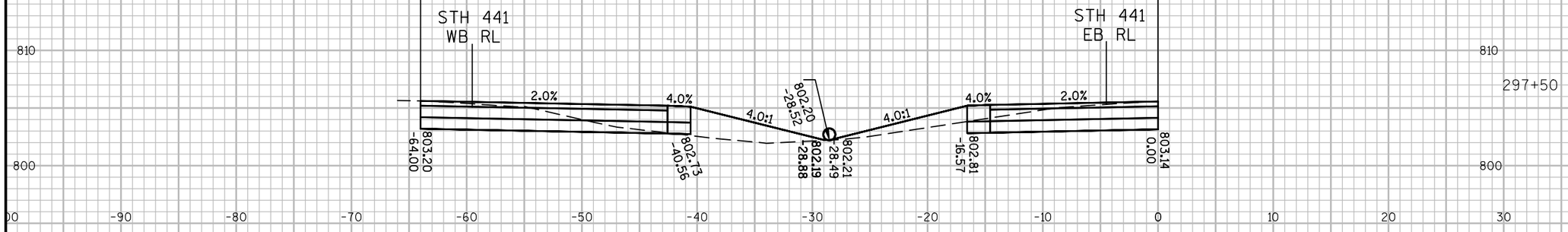

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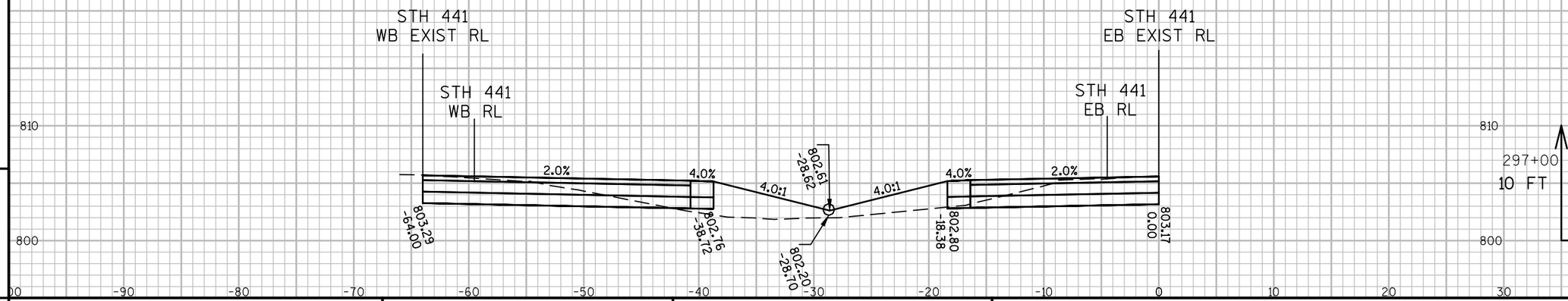
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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 805 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:18 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (78)




9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 806 | E |
|---|---|---|---|---|---|

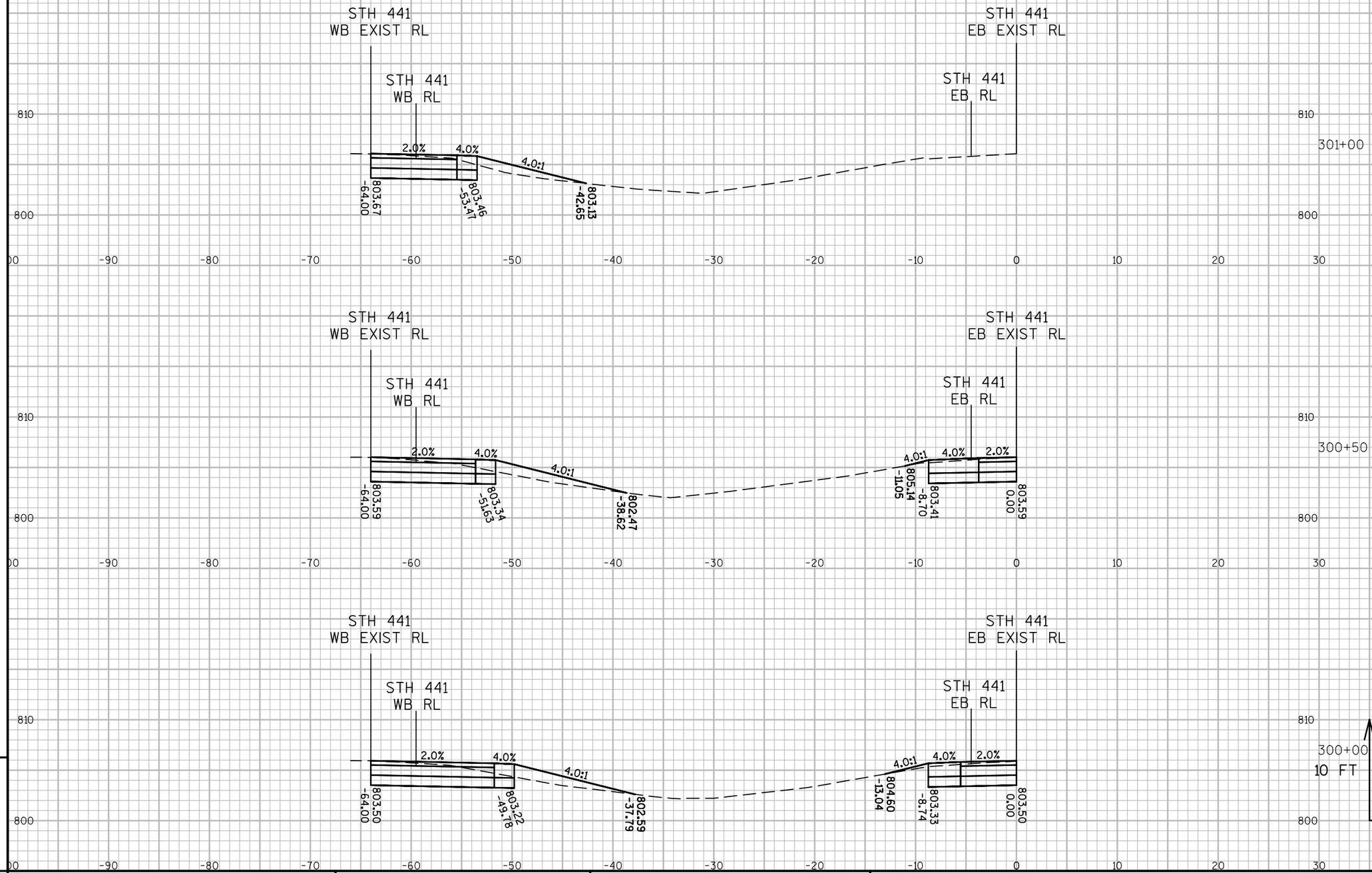
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:18 AM
LAYOUT NAME - SECTION SHEET - (79)
PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 807 | E |
|---|---|---|---|---|---|

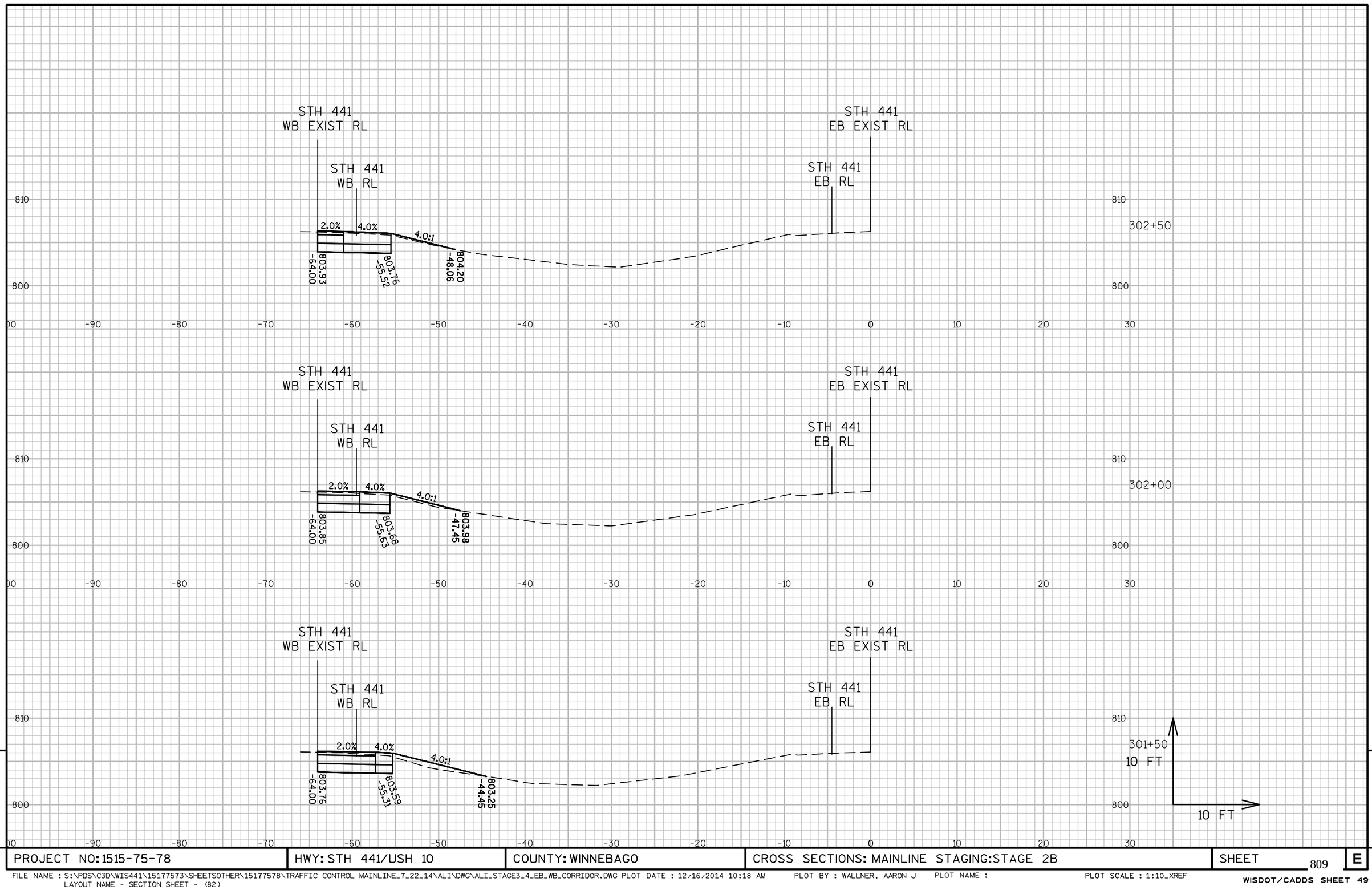
FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:18 AM
LAYOUT NAME - SECTION SHEET - (80)
PLOT BY : WALLNER, AARON J
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 808 | E |
|---|---|---|---|---|---|



FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:18 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (81)
WISDOT/CADDS SHEET 49



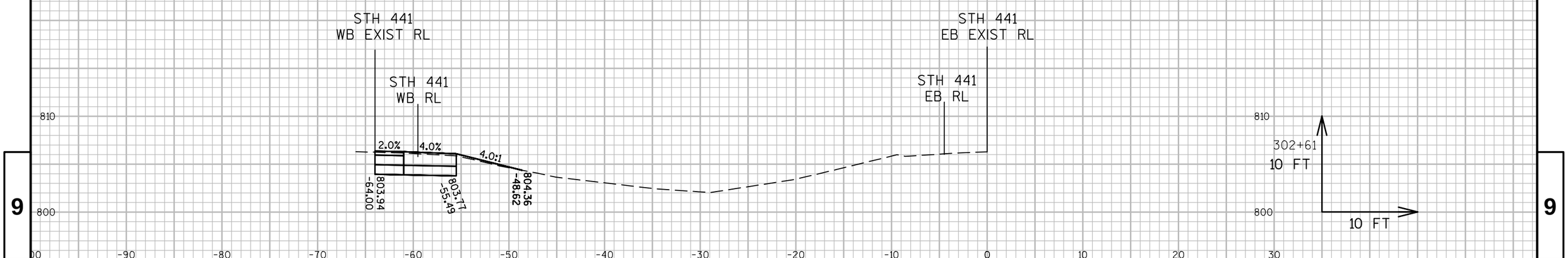

9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 809 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:18 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (82)

WISDOT/CADDS SHEET 49

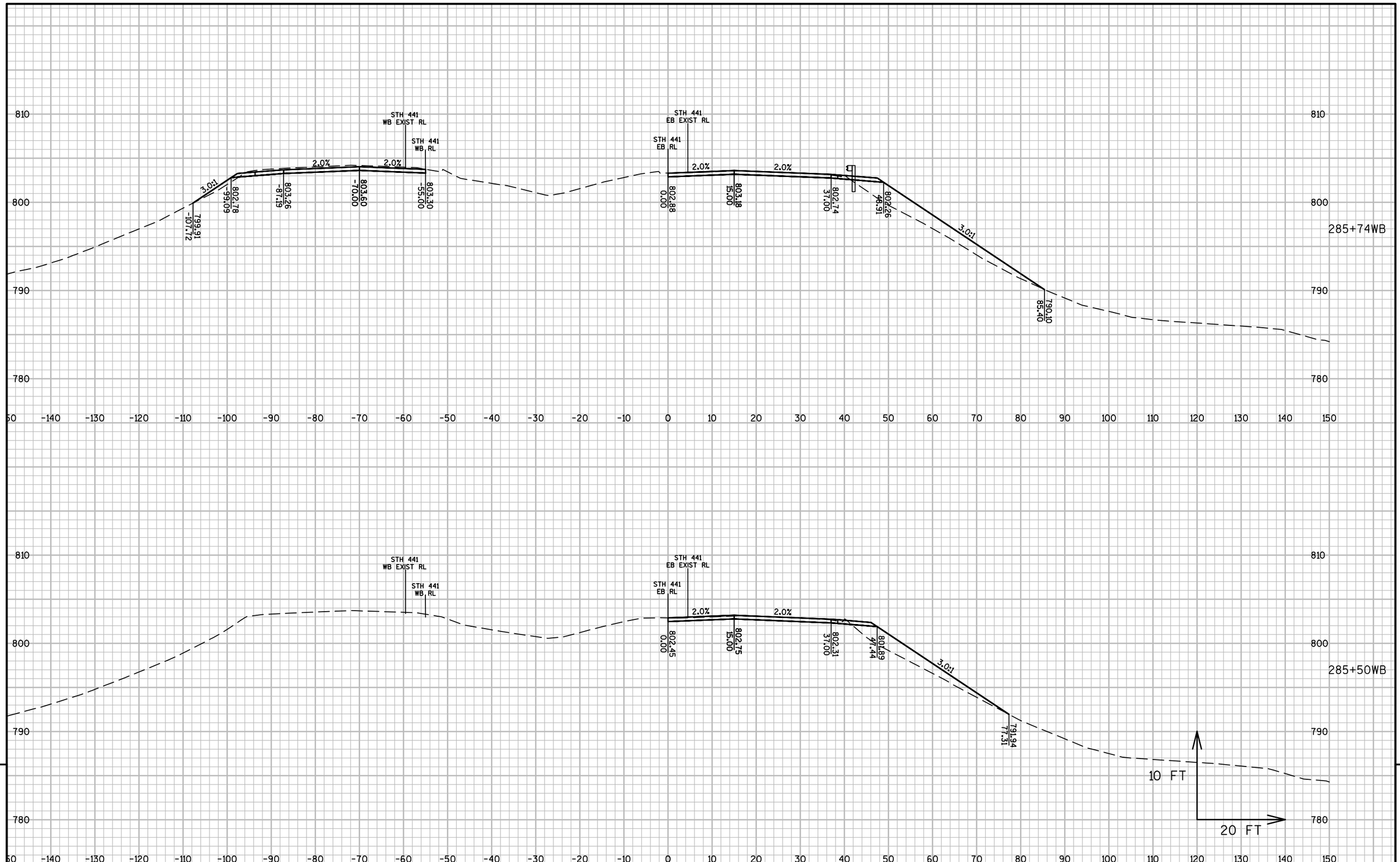



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 2B | SHEET 810 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_CORRIDOR.DWG PLOT DATE : 12/16/2014 10:18 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:10_XREF
LAYOUT NAME - SECTION SHEET - (83)

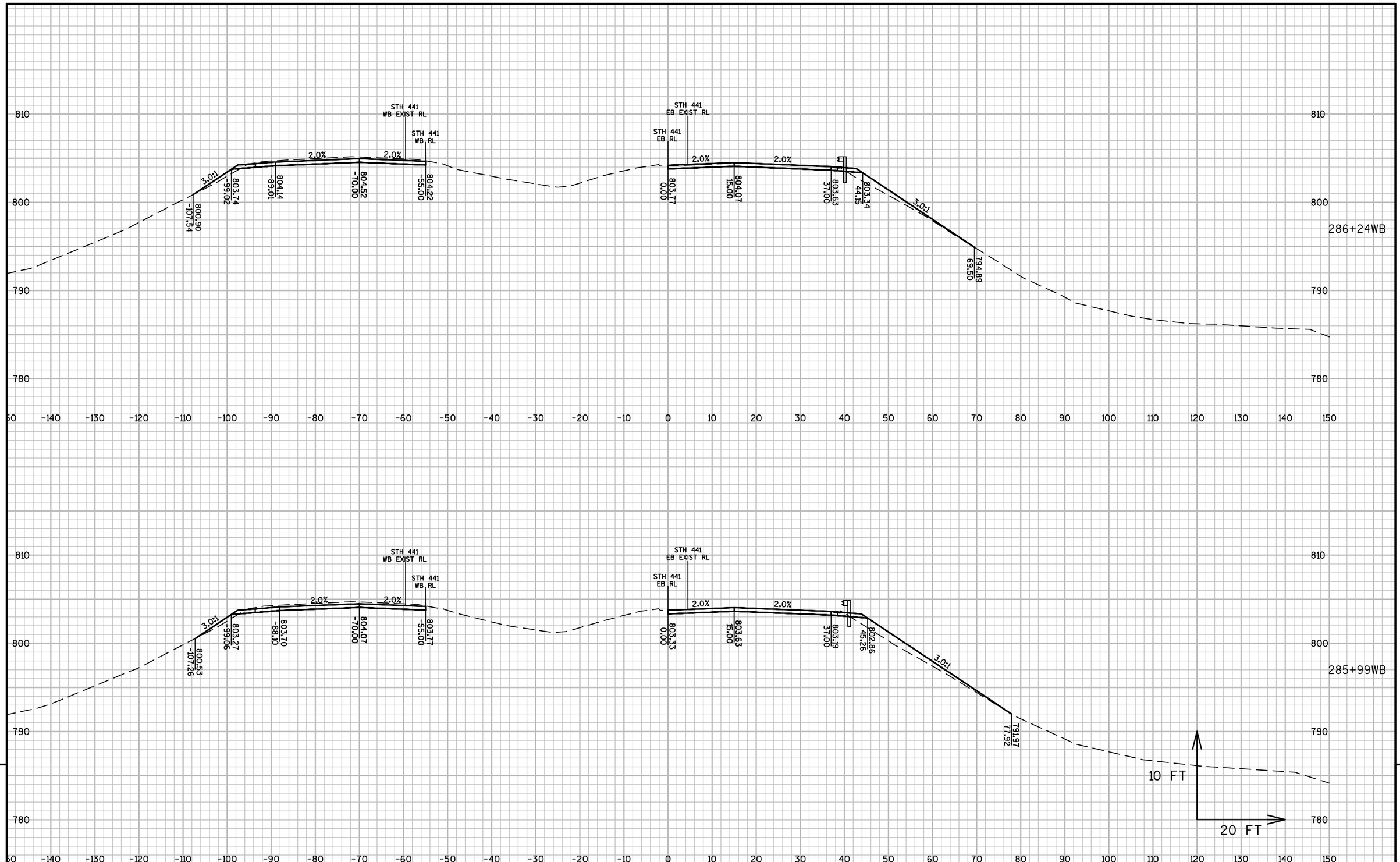



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 811 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRAFFIC CONTROL.DWG PLOT DATE : 12/08/2014 9:22 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - SECTION SHEET - (12)
WISDOT/CADDS SHEET 49

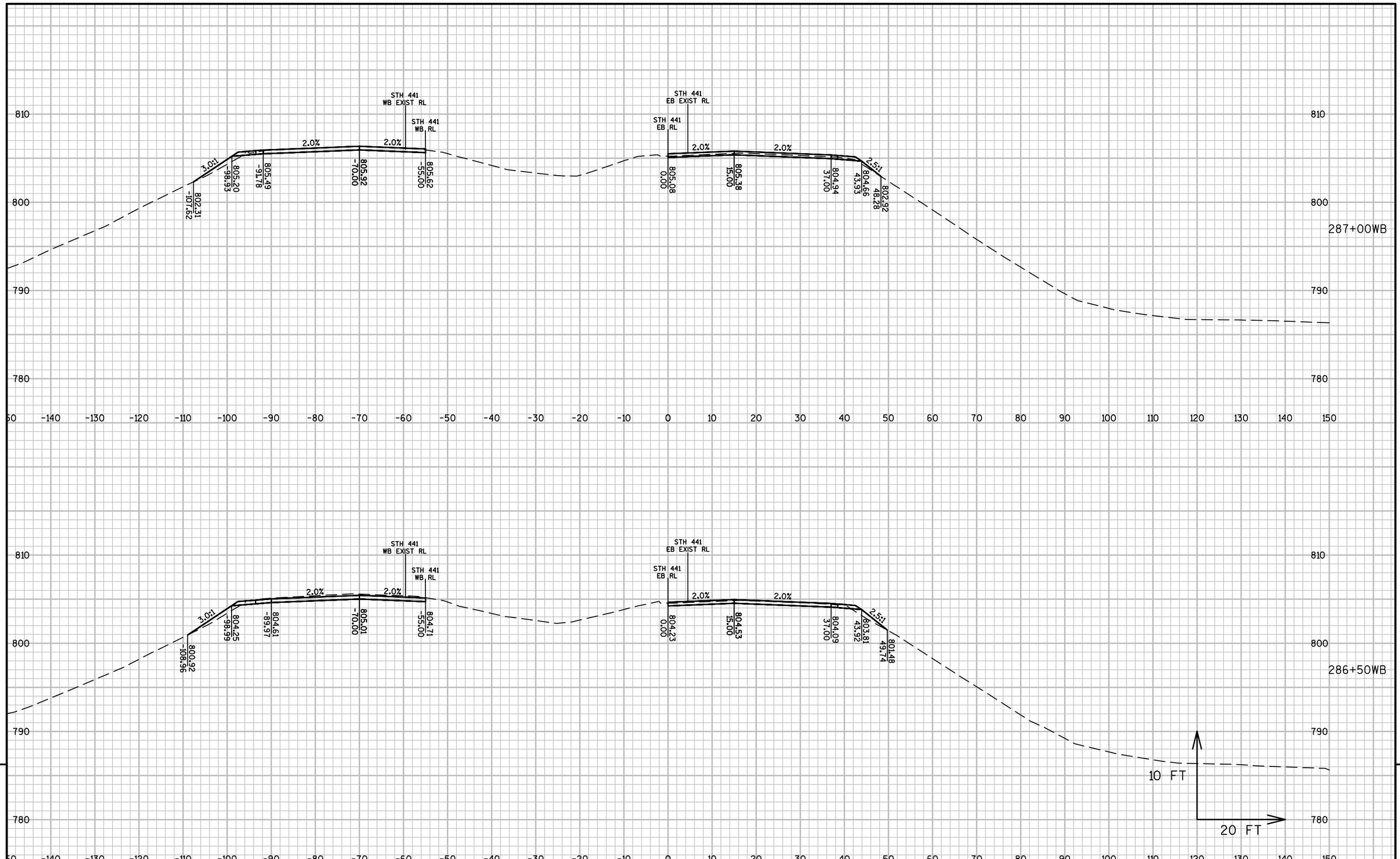



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 812 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRAFFIC CONTROL.DWG PLOT DATE : 12/08/2014 9:22 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - SECTION SHEET - (13)
WISDOT/CADDS SHEET 49

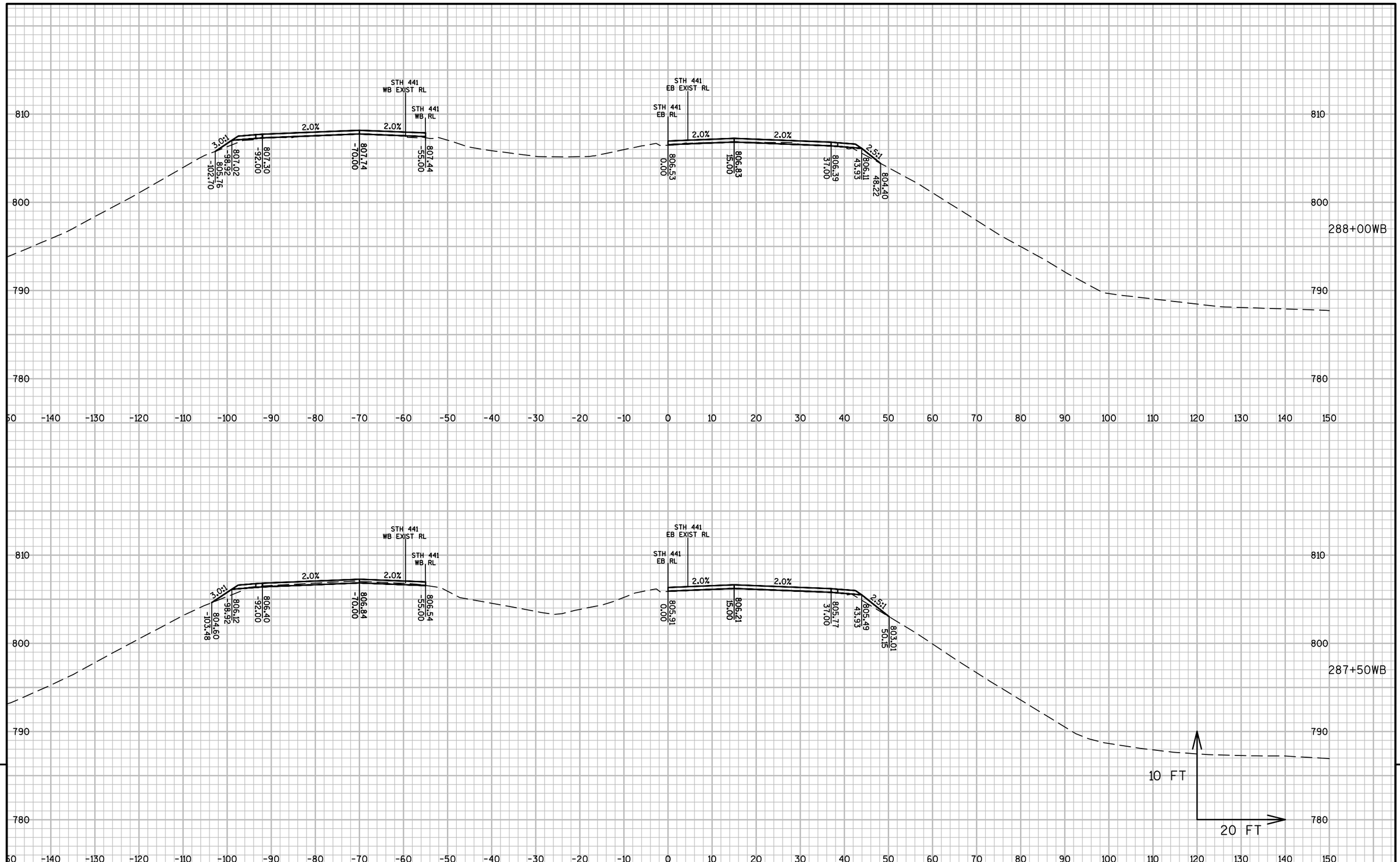



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 813 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRANSECTIONS.DWG LAYOUT NAME - SECTION SHEET - (14)
PLOT DATE : 12/08/2014 9:22 AM
PLOT BY : WALLNER, AARON J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

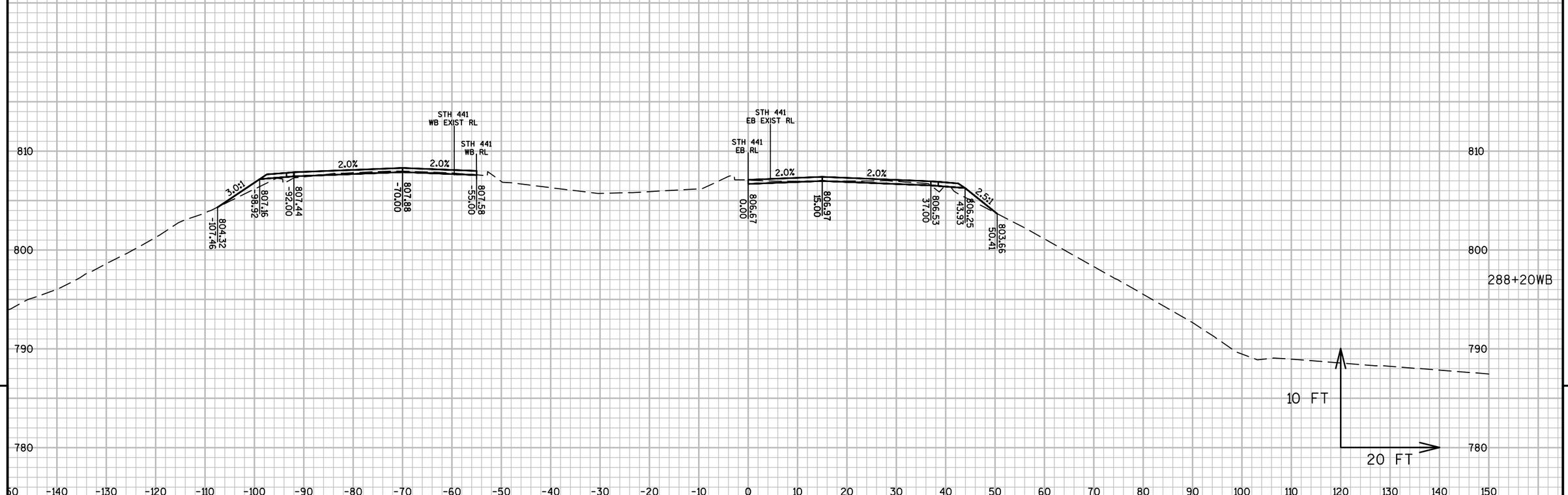



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 814 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRANSECTIONS.DWG PLOT DATE : 12/08/2014 9:23 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - SECTION SHEET - (15)

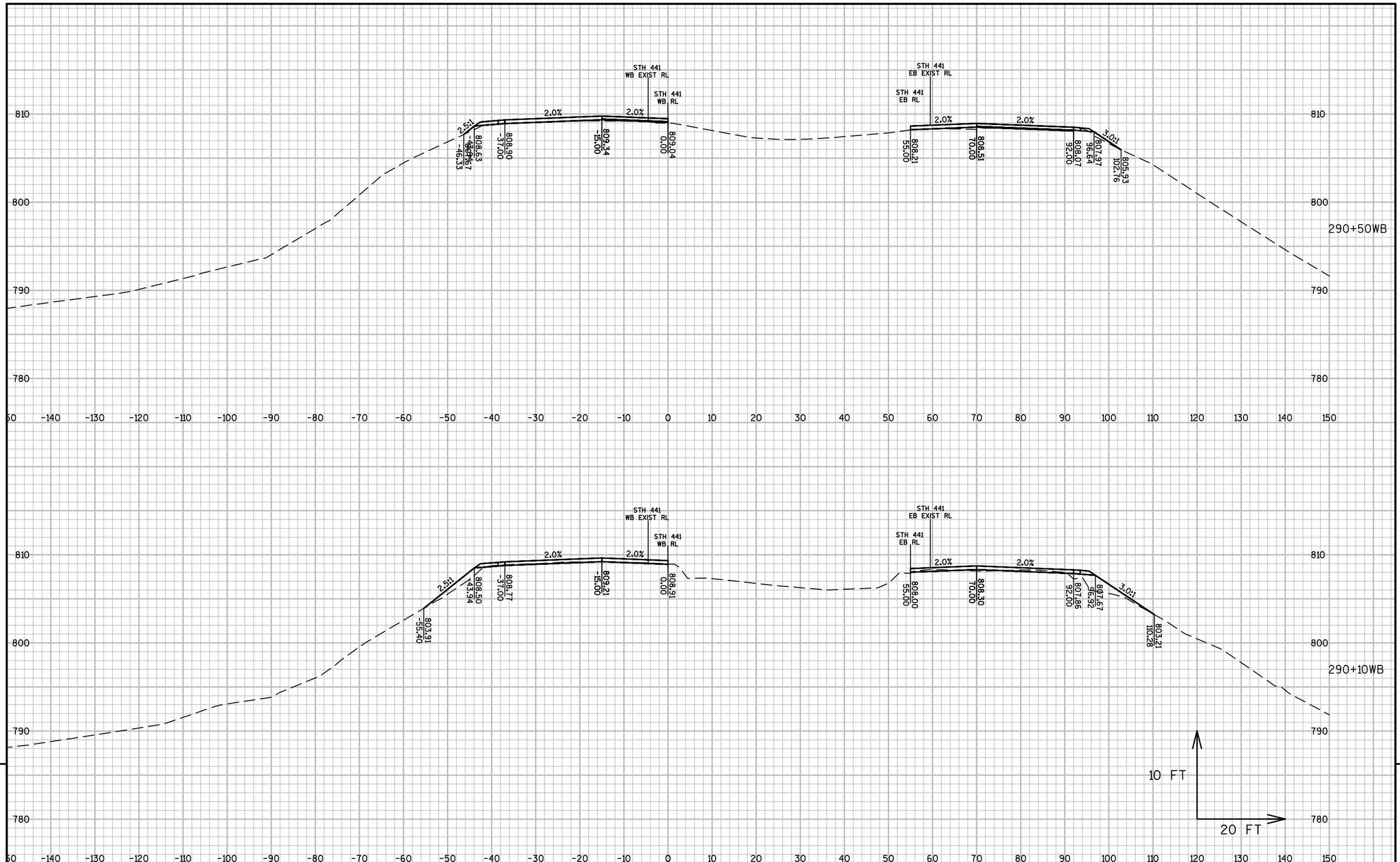



9

9

| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 815 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRAFFIC CONTROL.DWG PLOT DATE : 12/08/2014 9:23 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - SECTION SHEET - (16)




9

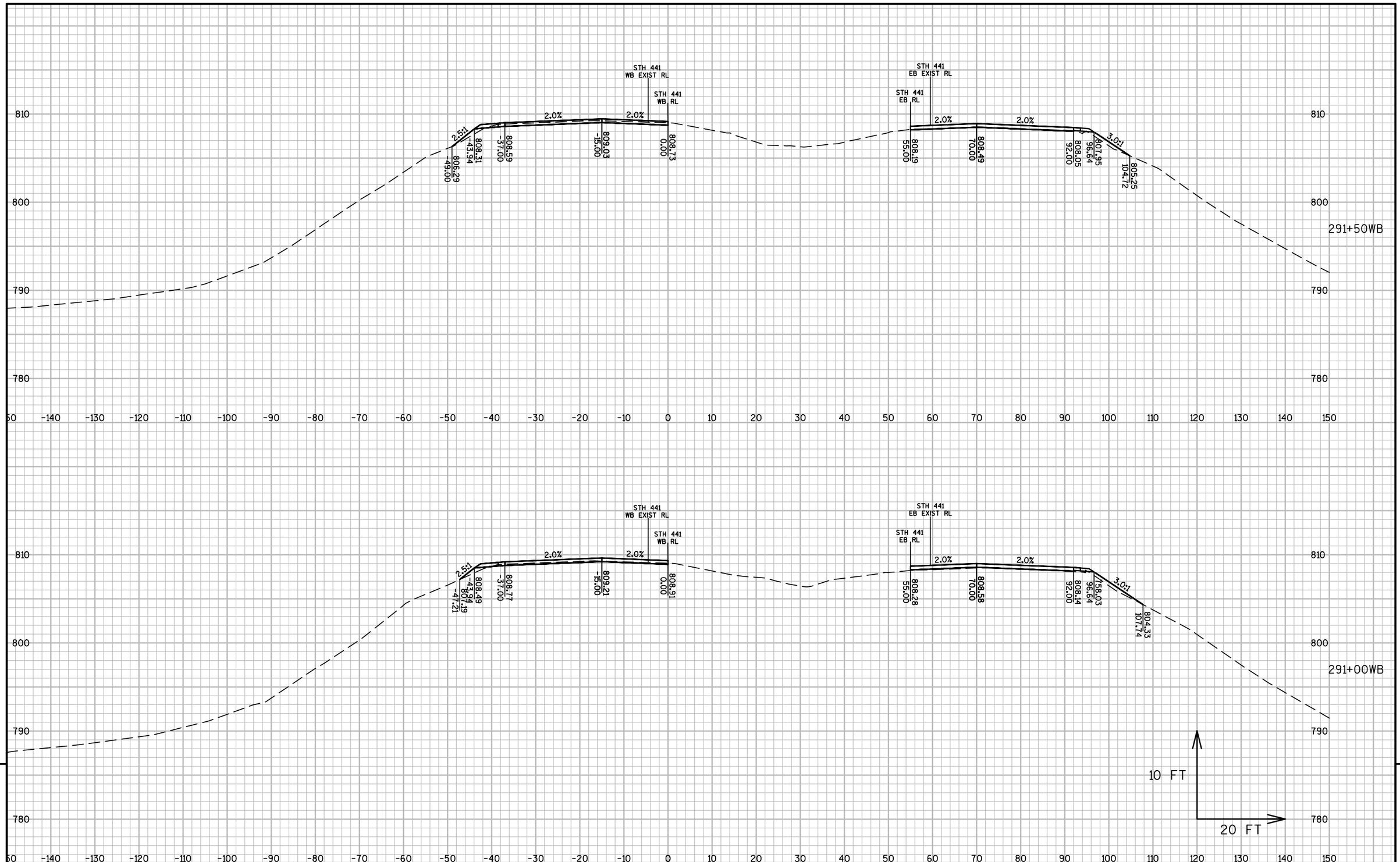
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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 816 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRANSECTIONS.DWG PLOTTED ON 12/08/2014 9:23 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT

LAYOUT NAME - SECTION SHEET - (17)

WISDOT/CADDS SHEET 49




9

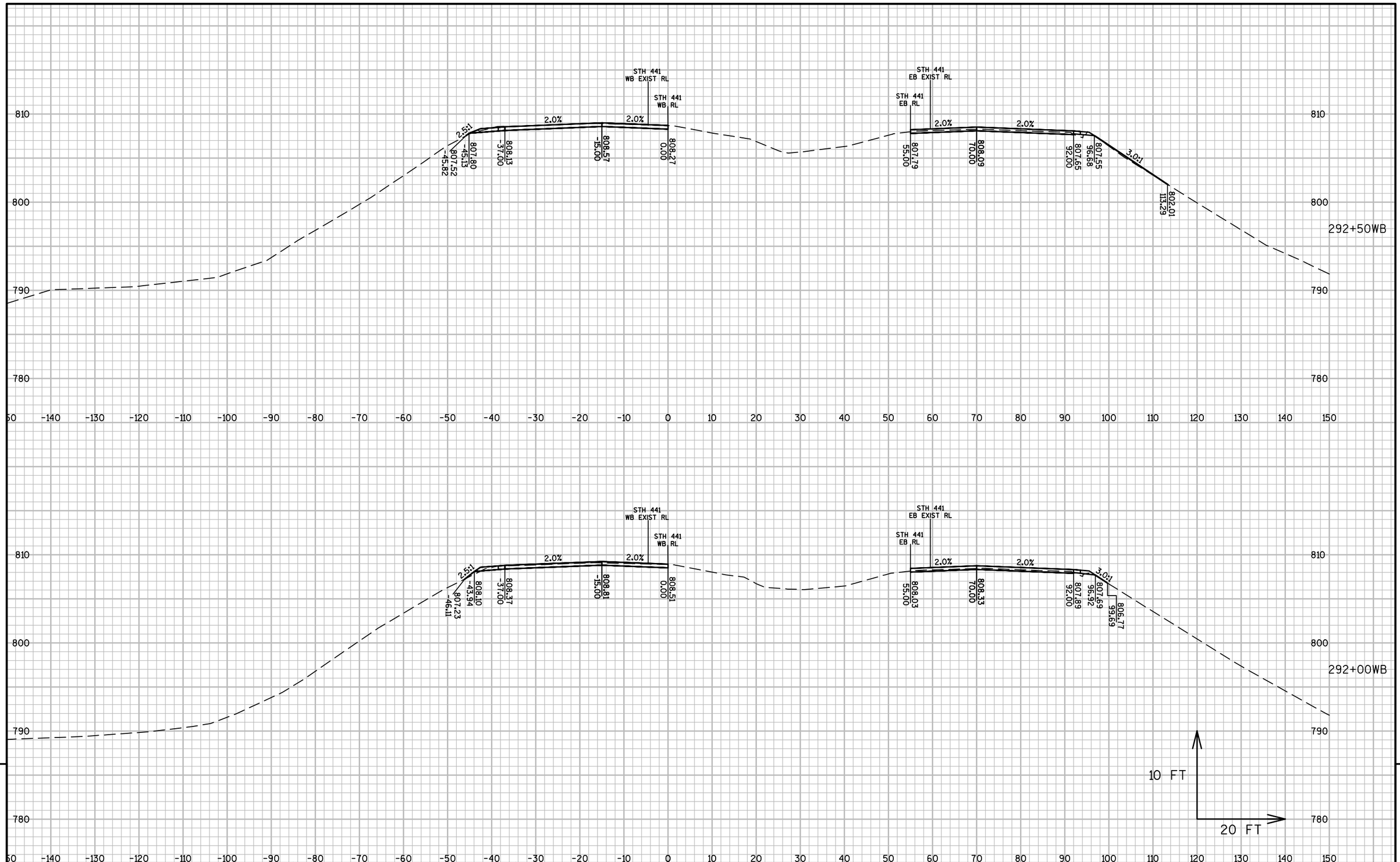
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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 817 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRANSECTIONS.DWG PLOTTED ON 12/08/2014 9:24 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT

LAYOUT NAME - SECTION SHEET - (18)

WISDOT/CADDS SHEET 49




9

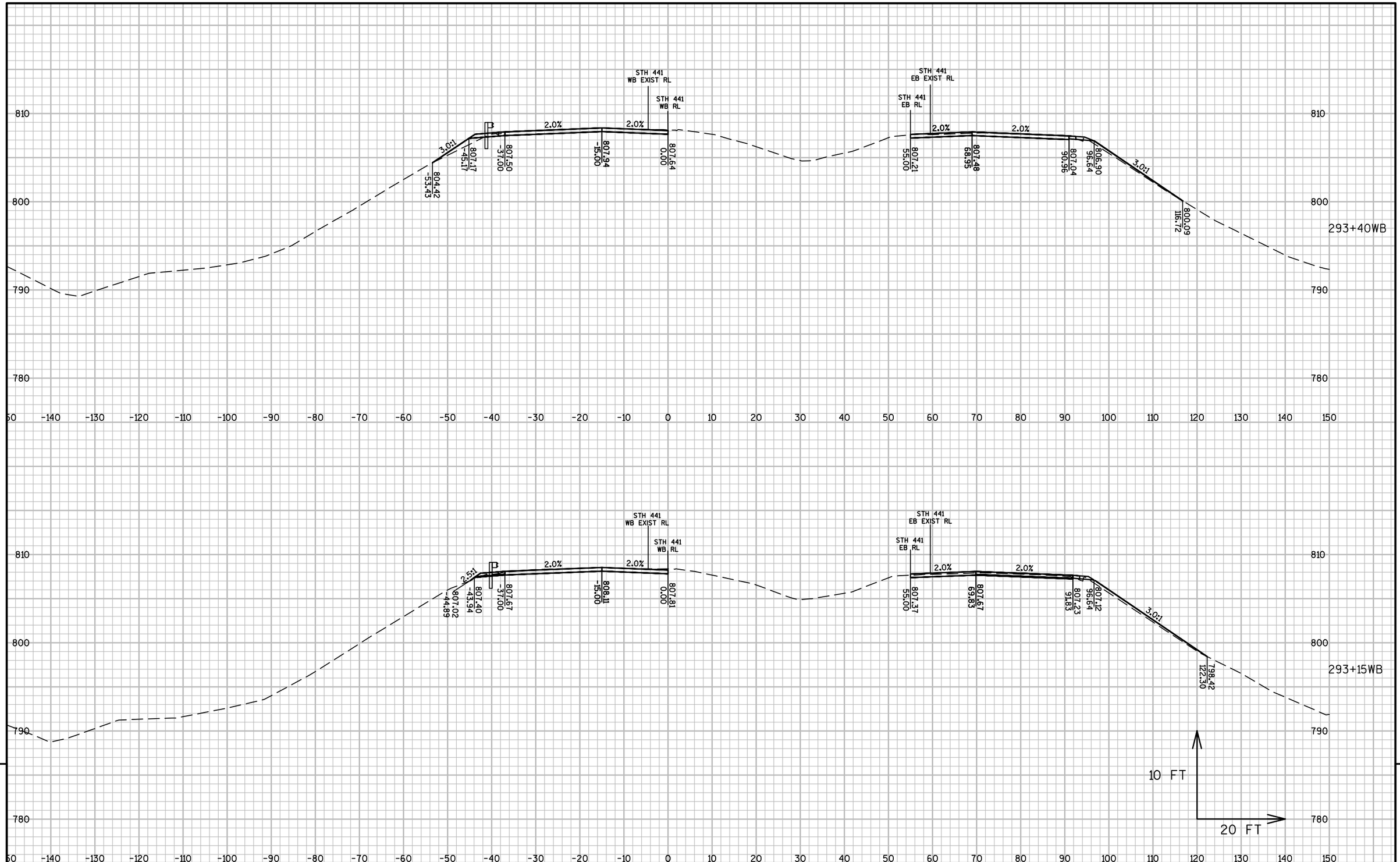
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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 818 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRAFFIC CONTROL.DWG PLOTTED: 12/08/2014 9:24 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT

LAYOUT NAME - SECTION SHEET - (19)

WISDOT/CADDS SHEET 49



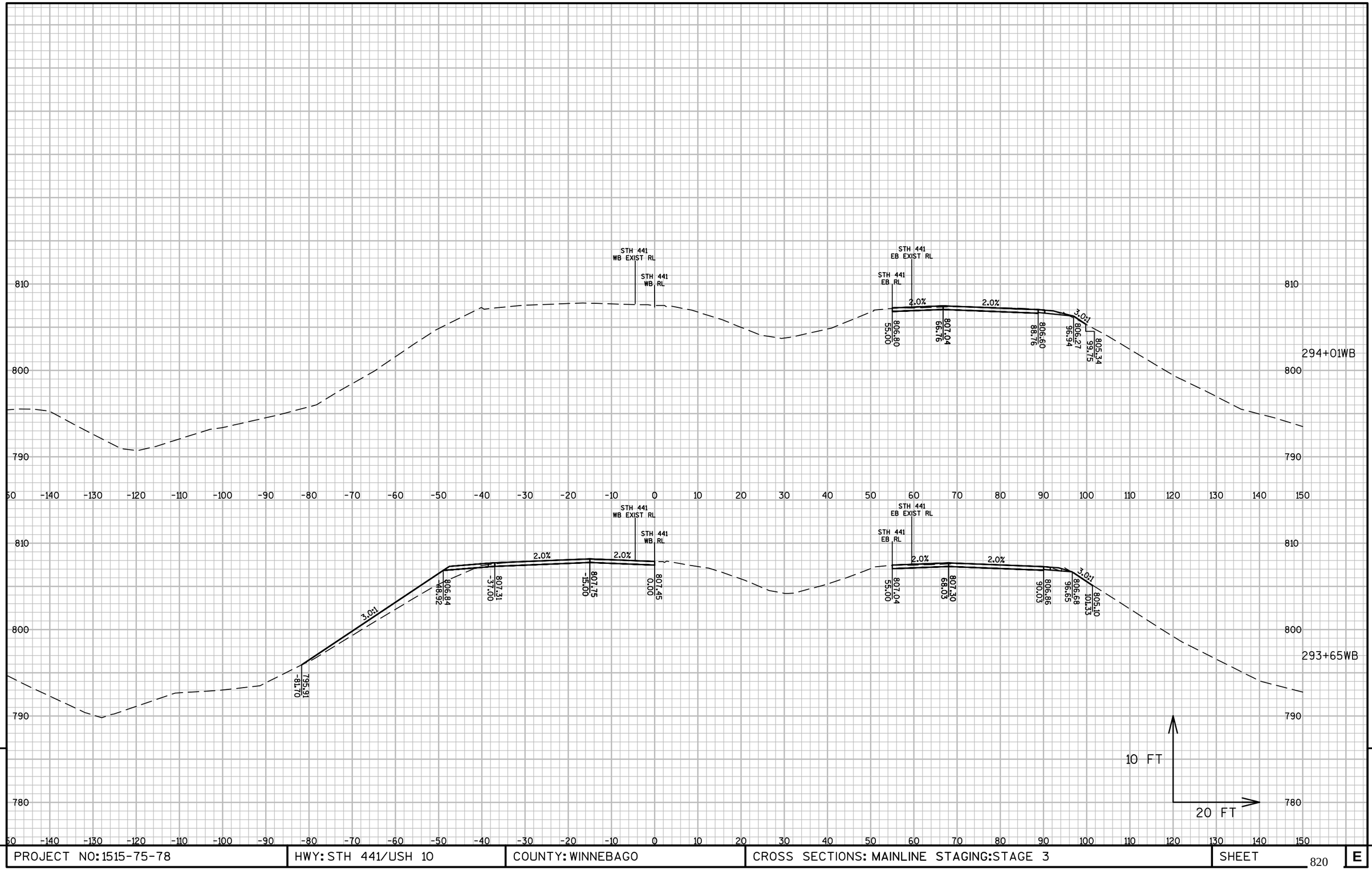

9

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| PROJECT NO: 1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING: STAGE 3 | SHEET 819 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRAFFIC CONTROL.DWG PLOT DATE : 12/08/2014 9:24 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - SECTION SHEET - (20)

WISDOT/CADDS SHEET 49




| PROJECT NO:1515-75-78 | HWY: STH 441/USH 10 | COUNTY: WINNEBAGO | CROSS SECTIONS: MAINLINE STAGING:STAGE 3 | SHEET 820 | E |
|---|---|---|---|---|---|

9

9

FILE NAME : S:\PDS\C3D\WIS441\15177573\SHEETSOTHER\15177578\TRAFFIC CONTROL MAINLINE_7_22_14\ALI\DWG\ALI_STAGE3_4_EB_WB_MAINLINE PROFILE TRAFFIC CONTROL.DWG PLOT DATE : 12/08/2014 9:25 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - SECTION SHEET - (21)

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

GRE

MAR 2015

PROJECT ID: 1517-75-81

WITH: 1517-75-78

COUNTY: CALUMET

ORDER OF SHEETS


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


TOTAL SHEETS =54






DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | 2015 | = | N/A |
| A.A.D.T. | 2035 | = | 500 |
| D.H.V. | | = | 30 |
| D.D. | | = | 63/37 |
| T. | | = | 1% |
| DESIGN SPEED | | = | 20 |
| ESALS | | = | 20,000 |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# USH 10 - USH 10/STH 441

**COUNTY CB - ONEIDA STREET**

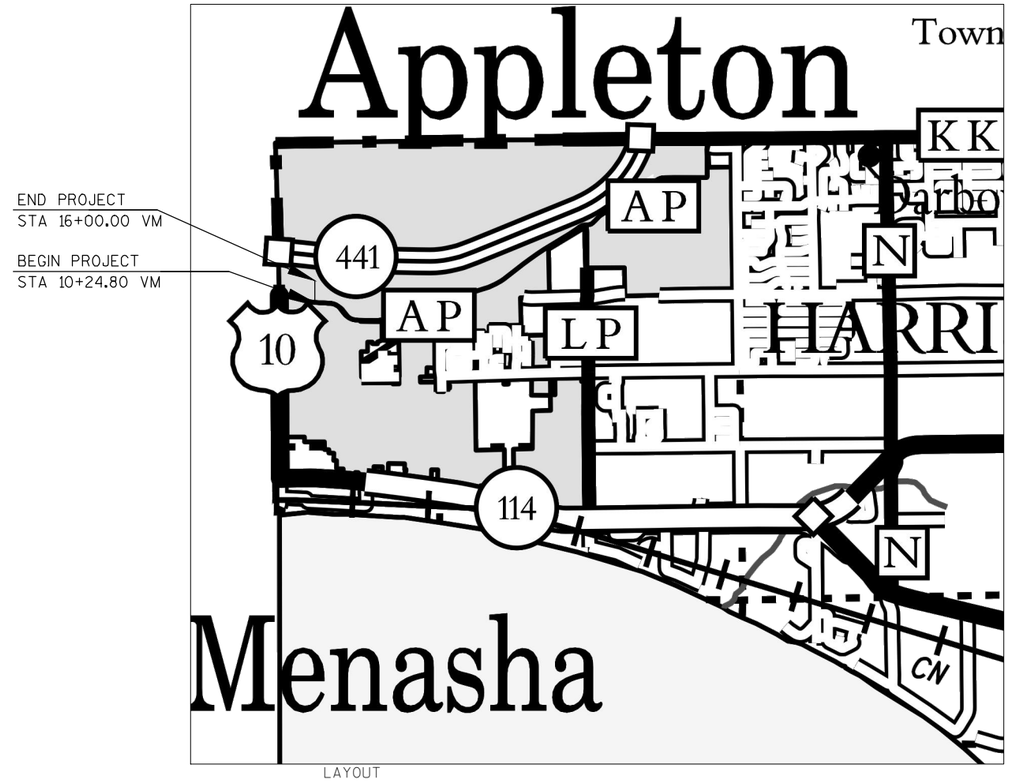
## USH 10

CALUMET COUNTY

**VERMILLION STREET**

| STATE PROJECT NUMBER |
|---|
| 1517-75-81 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1517-75-81 | WISC 2015139 | 1 |
| | | |
| | | |
| | | |




END PROJECT
STA 16+00.00 VM

BEGIN PROJECT
STA 10+24.80 VM

LAYOUT

SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.109

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, CALUMET COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETRIC VERTICAL DATUM OF 1929, NGVD 29.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

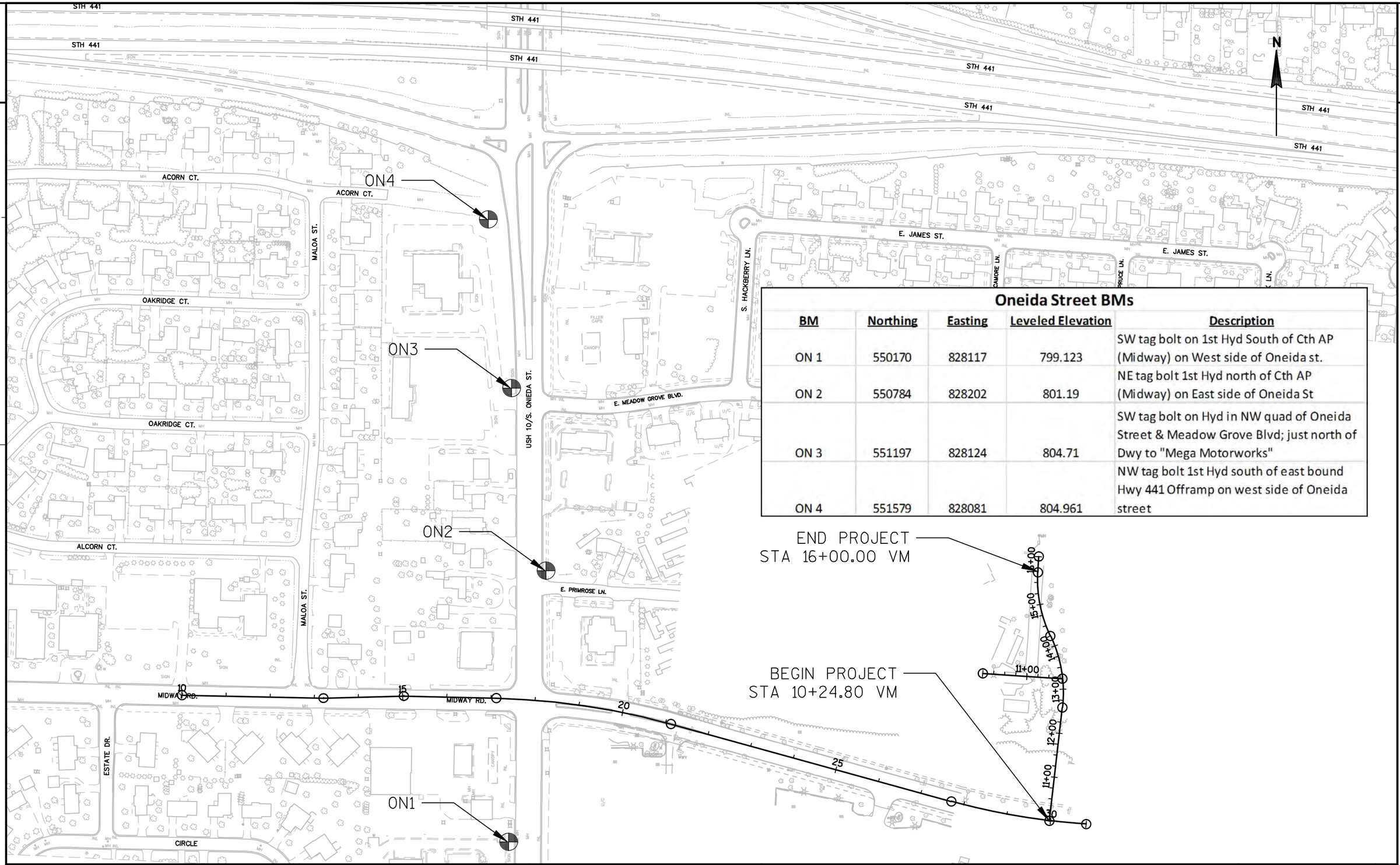
PREPARED BY

| | |
|---|---|
| Surveyor | SURVEYOR |
| Designer | K SLEZAK |
| Project Manager | P VRANEY |
| Regional Examiner | REGIONAL EXAMINER |
| Regional Supervisor | C DEGRAVE |

APPROVED FOR THE DEPARTMENT

DATE: 10-31-14 Paul M. Vraney (Signature)

E




## Oneida Street BMs

| BM | Northing | Easting | Leveled Elevation | Description |
|---|---|---|---|---|
| ON 1 | 550170 | 828117 | 799.123 | SW tag bolt on 1st Hyd South of Cth AP (Midway) on West side of Oneida st. |
| ON 2 | 550784 | 828202 | 801.19 | NE tag bolt 1st Hyd north of Cth AP (Midway) on East side of Oneida St |
| ON 3 | 551197 | 828124 | 804.71 | SW tag bolt on Hyd in NW quad of Oneida Street & Meadow Grove Blvd; just north of Dwy to "Mega Motorworks" |
| ON 4 | 551579 | 828081 | 804.961 | NW tag bolt 1st Hyd south of east bound Hwy 441 Offramp on west side of Oneida street |

| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | PROJECT OVERVIEW & BENCH MARKS | SHEET 2 | E |
|---|---|---|---|---|---|

## UTILITIES

AT&T Wisconsin - Communication Line
221 West Washington St 4th Floor
Appleton, WI 54911
ATTN: Gary Laabs
PHONE: 920-735-3063
E-MAIL: GL1784@att.comGL1784@att.com

City of Appleton - Water
100 N Appleton Street
Appleton, WI 54911
ATTN: Gary Klein
PHONE: 920-419-6038
E-MAIL: Gary.Klein@appleton.org

Time Warner Cable - Communication
3545 Plank Road
Appleton, WI 54915
ATTN: Vince Albin
PHONE: 920-831-9249
E-MAIL: Vince.albin@twcable.com

WE Energies - Electric and Gas
333 W Everett St. A299
Milwaukee, WI 53203
ATTN: LaTroy Brumfield
PHONE: 414-221-5617
E-MAIL: LaTroy.brumfield@we-energies.com

WE Energies - Electric
500 S 116th St.
West Allis, WI 53214
ATTN: Chris Schulz
PHONE: 414-944-5553
E-MAIL: chris.schulz@we-energies.com

WE Energies - Gas
1921 8 Street South
Wisconsin Rapids, WI 54494
ATTN: Lisa Mayne
PHONE: 715-421-7227
E-MAIL: Lisa.mayne@we-energies.com

## DNR AREA LIAISON

MATTHEW SCHAEVE
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
920-662-5472
MATTHEW.SCHAEVE@WISCONSIN.GOV

## WISDOT PROJECT MANAGER

PAUL VRANEY
NORTHEAST REGION
PO BOX 449
1940 WEST MASON STREET
GREEN BAY, WI 54303
920-492-2232
PAUL.VRANEY@DOT.WI.GOV

## COUNTY SURVEYOR OR SURVEYS CONTACT PERSON

PETER HATAS - CALUMET COUNTY
AERO-METRIC ENGINEERING INC
PO BOX 449
4020 TECHNOLOGY PARKWAY
SHEBOYGAN, WI 53082-0449
920-803-5854
phatas@aerometric.com

## GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. ANY LOCAL, MUNICIPAL, OR OTHER UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE SHALL BE CONTACTED SEPARATELY.

EXISTING SURFACE ELEVATIONS USED TO CALCULATE PROPOSED EARTHWORK QUANTITIES ARE BASED UPON PREVIOUS CONSTRUCTION DTM'S. FIELD CHANGES TO THESE PROPOSED DTM'S WILL NOT BE REFLECTED IN THE EXISTING DTM FOR THIS CONTRACT.

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

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTRURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

PLACE SALVAGED TOPSOIL OR TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, MULCH, AND FERTILIZE OR SOD ALL AREAS 5 DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL.

EROSION BALES ARE TO ONLY BE USED FOR REINFORCEMENT OF PROPOSED SILT FENCE LOCATIONS ALONG WETLANDS. ANY OTHER USE OF EROSION BALES IS PROHIBITED.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIALS WILL NOT BE PREMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH SPECIFIED THICKNESS AS OUTLINED IN THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

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

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

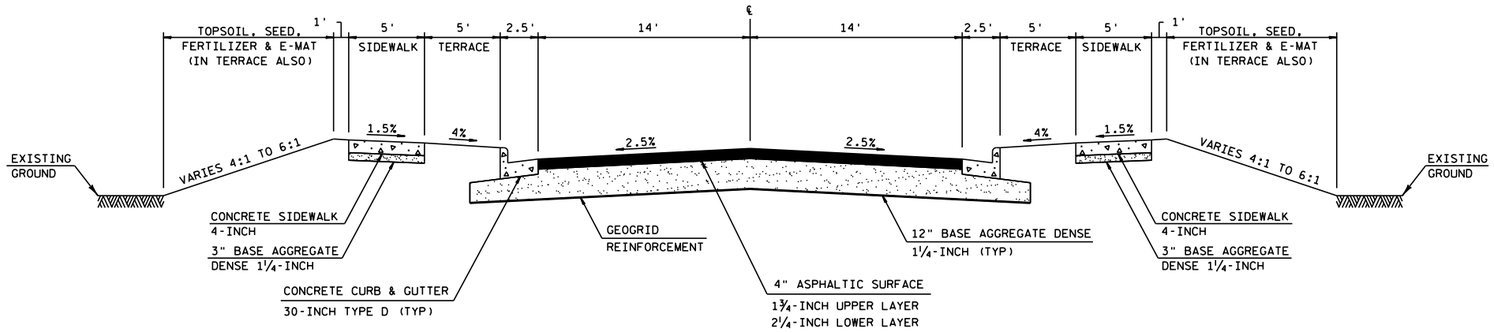
BENCHMARK LOCATIONS SHOWN ON PLAN ARE APPROXIMATE AND SHOULD BE VERIFIED.

SIDEWALK REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER. MATCH EXISTING SIDEWALK WIDTH.

FOR ALL CURB RAMPS, REFER TO THE STANDARD DETAIL DRAWINGS FOR THE RAMP TAPER DIMENSIONS. SIDEWALK WIDTHS ARE DIMENSIONED IN THE PLAN.

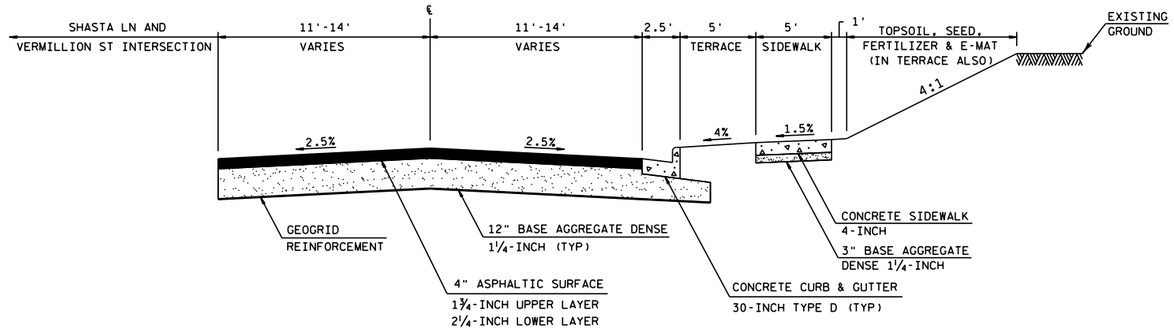
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2




TYPICAL FINISHED CROSS SECTION FOR VERMILLION ST

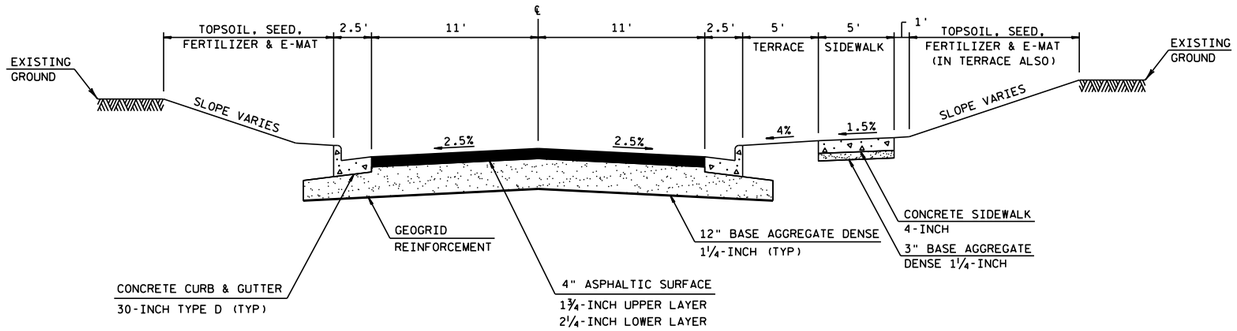
10VM+64 - 13VM+00




TYPICAL FINISHED CROSS SECTION FOR VERMILLION ST

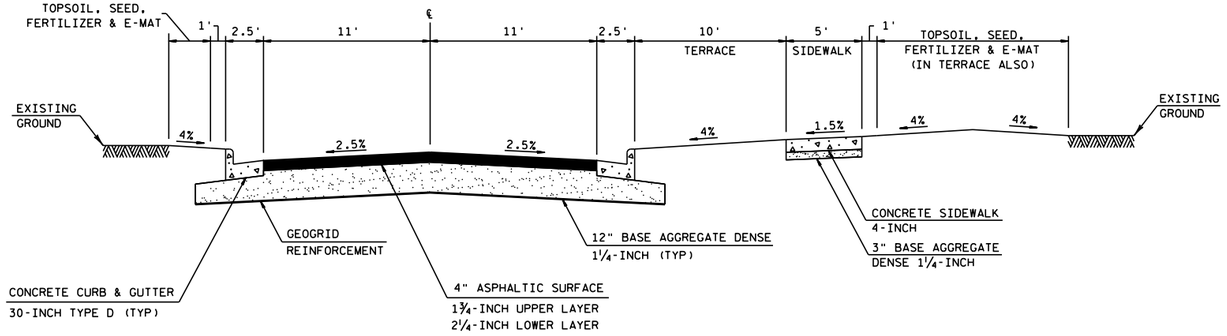
13VM+00 - 14VM+25

| PROJECT NO: 1517-75-81 | HWY: STH 441/USH 10 | COUNTY: CALUMET | TYPICAL CROSS SECTIONS | SHEET | E |
|---|---|---|---|---|---|




TYPICAL FINISHED CROSS SECTION FOR VERMILLION ST

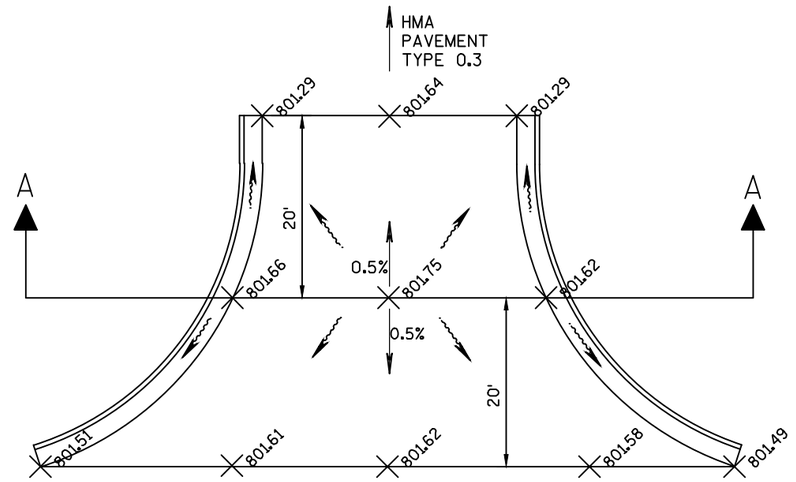
14VM+25 - 16VM+00

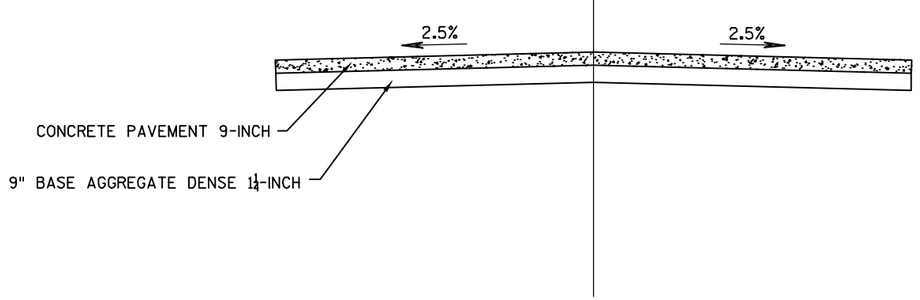



TYPICAL FINISHED CROSS SECTION FOR E SHASTA LANE

11SH+31 - 11SH+80

| PROJECT NO: 1517-75-81 | HWY: STH 441/USH 10 | COUNTY: CALUMET | TYPICAL CROSS SECTIONS | SHEET | E |
|---|---|---|---|---|---|



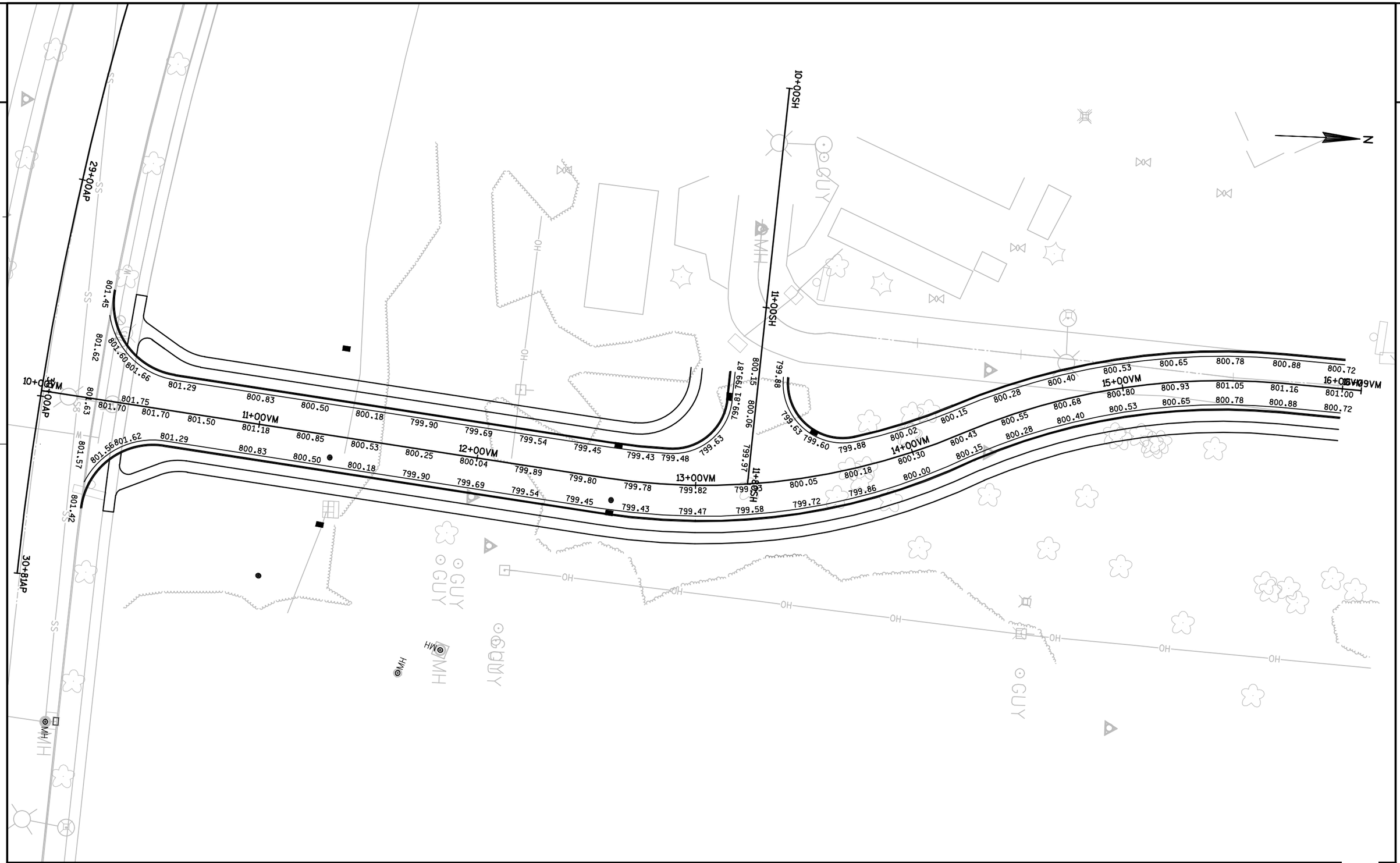

A-A

# CONCRETE APRON

| PROJECT NO: 1517-75-81 | HWY: STH 441/USH 10 | COUNTY: CALUMET | CONSTRUCTION DETAIL | SHEET 6 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\021001_CD\APRON_DETAIL.DWG PLOT DATE : 10/22/2014 9:44 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF

2

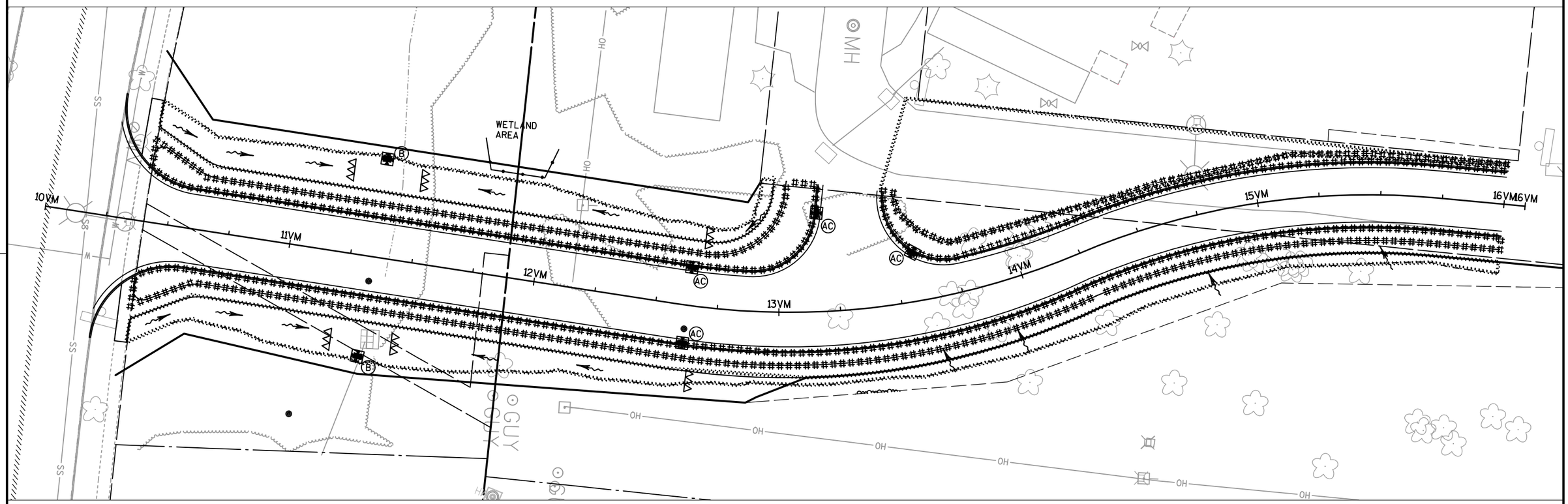



| PROJECT NO:1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | PAVEMENT GRADES | SHEET 7 E |
|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\021301_PG\021301_PG.DWG PLOT DATE : 11/3/2014 11:59 AM PLOT BY : XIONG, NOU SOUA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

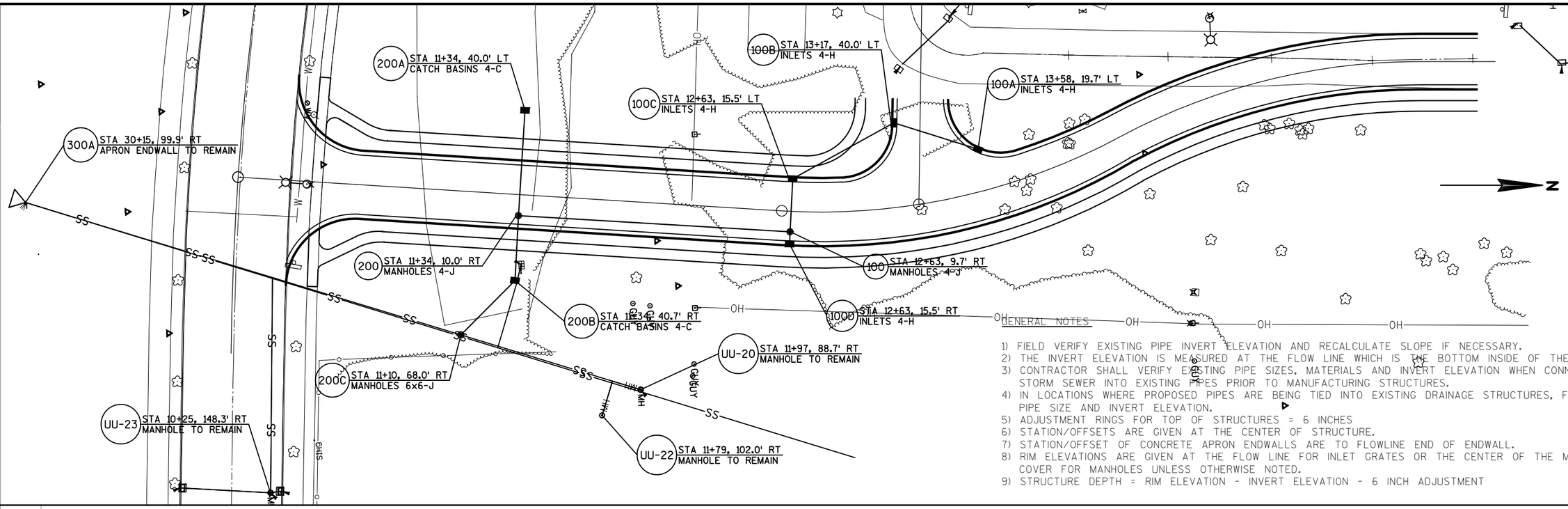



LEGEND

| | | | |
|---|---|---|---|
| ####### | EROSION MAT CLASS I, URBAN TYPE A | - - - - | SLOPE INTERCEPT |
| ~~~~~~~~~~~~ | MULCH | ~~→ | SURFACE WATER FLOW |
| ⊠ | INLET PROTECTION | —•—•— | SILT FENCE |
| (A) | TYPE A | △△△ | TEMPORARY DITCH CHECK |
| (B) | TYPE B | | |
| (C) | TYPE C | | |

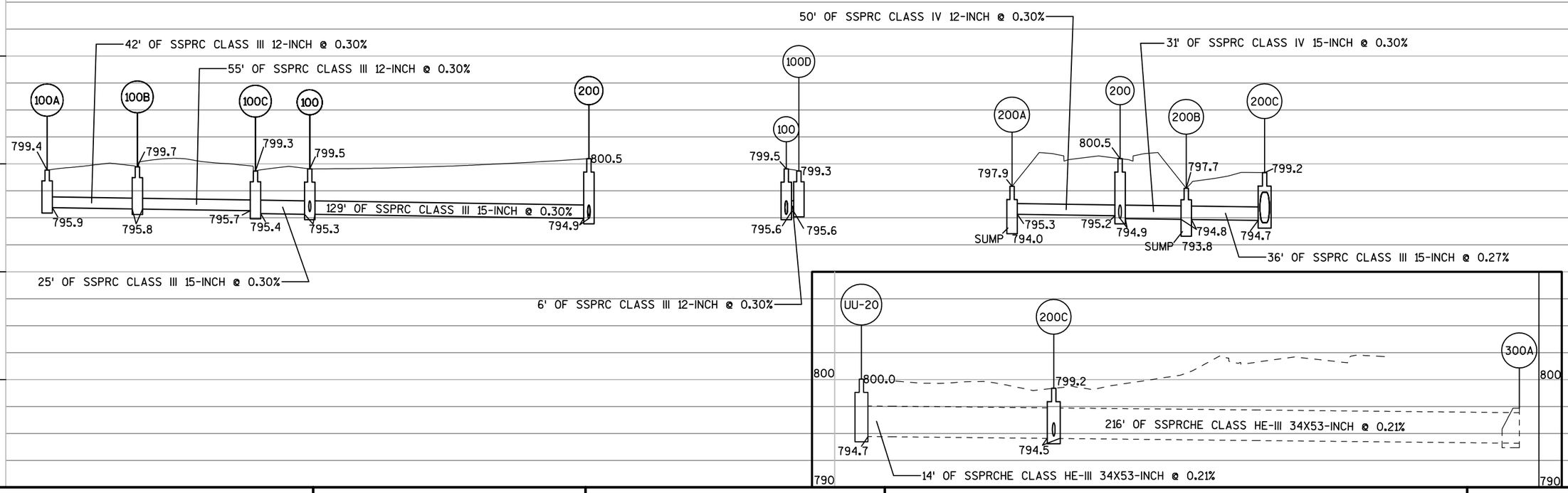
NOTE:
WHEN INLET PROTECTION TYPE A AND TYPE B, C, OR D ARE INDICATED AT TEH SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE

| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | PLAN: EROSION CONTROL: S VERMILLION STREET | SHEET 8 | E |
|---|---|---|---|---|---|




GENERAL NOTES

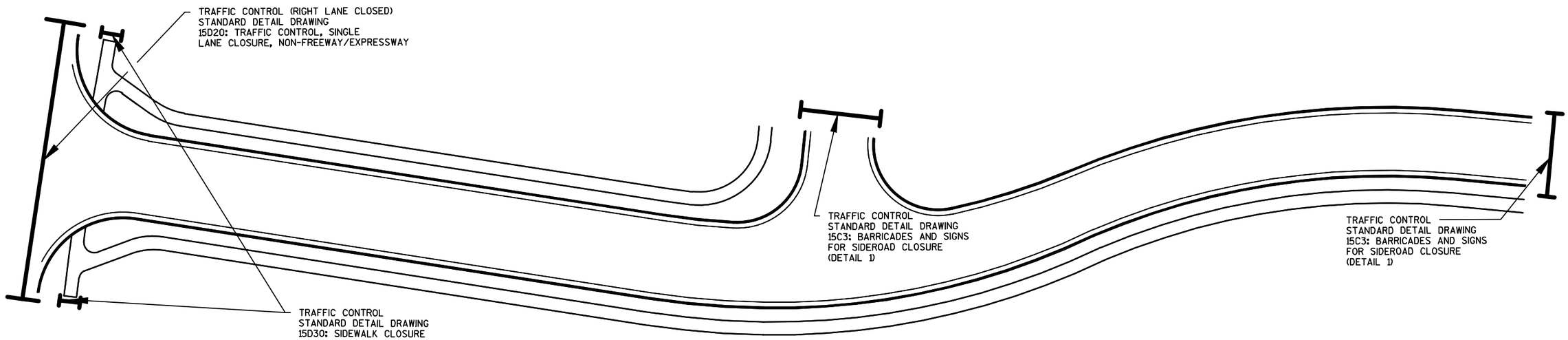
1) FIELD VERIFY EXISTING PIPE INVERT ELEVATION AND RECALCULATE SLOPE IF NECESSARY.
2) THE INVERT ELEVATION IS MEASURED AT THE FLOW LINE WHICH IS THE BOTTOM INSIDE OF THE PIPE.
3) CONTRACTOR SHALL VERIFY EXISTING PIPE SIZES, MATERIALS AND INVERT ELEVATION WHEN CONNECTING NEW STORM SEWER INTO EXISTING PIPES PRIOR TO MANUFACTURING STRUCTURES.
4) IN LOCATIONS WHERE PROPOSED PIPES ARE BEING TIED INTO EXISTING DRAINAGE STRUCTURES, FIELD VERIFY PIPE SIZE AND INVERT ELEVATION.
5) ADJUSTMENT RINGS FOR TOP OF STRUCTURES = 6 INCHES
6) STATION/OFFSETS ARE GIVEN AT THE CENTER OF STRUCTURE.
7) STATION/OFFSET OF CONCRETE APRON ENDWALLS ARE TO FLOWLINE END OF ENDWALL.
8) RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE COVER FOR MANHOLES UNLESS OTHERWISE NOTED.
9) STRUCTURE DEPTH = RIM ELEVATION - INVERT ELEVATION - 6 INCH ADJUSTMENT




| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | STORM SEWER | SHEET 9 | E |
|---|---|---|---|---|---|

2

N




| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | PLAN: TRAFFIC CONTROL: S VERMILLION STREET | SHEET 10 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\151775581\SHEETSPLAN\025001_TC\025001_TC.DWG PLOT DATE : 10/22/2014 9:51 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : **********

DATE 15JAN15 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 | 1517-75-81 QUANTITY |
|---|---|---|---|---|---|
| 0010 | 201.0105 | Clearing | STA | 4.000 | 4.000 |
| 0030 | 201.0205 | Grubbing | STA | 4.000 | 4.000 |
| 0100 | 204.0110 | Removing Asphaltic Surface | SY | 423.000 | 423.000 |
| 0110 | 204.0150 | Removing Curb & Gutter | LF | 100.000 | 100.000 |
| 0120 | 204.0155 | Removing Concrete Sidewalk | SY | 54.000 | 54.000 |
| 0190 | 204.0220 | Removing Inlets | EACH | 1.000 | 1.000 |
| 0250 | 204.0245 | Removing Storm Sewer (size) 06. 10-Inch | LF | 40.000 | 40.000 |
| 0270 | 205.0100 | Excavation Common **P** | CY | 1,486.000 | 1,486.000 |
| 0340 | 213.0100 | Finishing Roadway (project) 02. 1517-75-81 | EACH | 1.000 | 1.000 |
| 0360 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 1,774.000 | 1,774.000 |
| 0420 | 416.0190 | Concrete Driveway 9-Inch | SY | 174.000 | 174.000 |
| 0480 | 455.0605 | Tack Coat | GAL | 41.000 | 41.000 |
| 0490 | 465.0105 | Asphaltic Surface | TON | 378.000 | 378.000 |
| 0800 | 523.0134 | Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 34x53-Inch | LF | 305.000 | 305.000 |
| 0870 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 1,203.000 | 1,203.000 |
| 0910 | 602.0405 | Concrete Sidewalk 4-Inch | SF | 4,451.000 | 4,451.000 |
| 0940 | 602.0515 | Curb Ramp Detectable Warning Field Natural Patina | SF | 16.000 | 16.000 |
| 1000 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 103.000 | 103.000 |
| 1010 | 608.0315 | Storm Sewer Pipe Reinforced Concrete Class III 15-Inch | LF | 190.000 | 190.000 |
| 1070 | 608.0412 | Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch | LF | 50.000 | 50.000 |
| 1080 | 608.0415 | Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch | LF | 31.000 | 31.000 |
| 1150 | 611.0530 | Manhole Covers Type J | EACH | 3.000 | 3.000 |
| 1160 | 611.0612 | Inlet Covers Type C | EACH | 2.000 | 2.000 |
| 1170 | 611.0624 | Inlet Covers Type H | EACH | 4.000 | 4.000 |
| 1210 | 611.1004 | Catch Basins 4-FT Diameter | EACH | 2.000 | 2.000 |
| 1230 | 611.2004 | Manholes 4-FT Diameter | EACH | 2.000 | 2.000 |
| 1280 | 611.2066 | Manholes 6x6-FT | EACH | 1.000 | 1.000 |
| 1300 | 611.3004 | Inlets 4-FT Diameter | EACH | 4.000 | 4.000 |
| 1520 | 618.0100 | Maintenance And Repair of Haul Roads (project) 02. 1517-75-81 | EACH | 1.000 | 1.000 |
| 1530 | 619.1000 | Mobilization | EACH | 0.030 | 0.030 |
| 1550 | 624.0100 | Water | MGAL | 22.000 | 22.000 |
| 1560 | 625.0100 | Topsoil | SY | 2,011.000 | 2,011.000 |
| 1580 | 627.0200 | Mulching | SY | 777.000 | 777.000 |
| 1590 | 628.1504 | Silt Fence | LF | 48.000 | 48.000 |
| 1600 | 628.1520 | Silt Fence Maintenance | LF | 48.000 | 48.000 |
| 1610 | 628.1905 | Mobilizations Erosion Control | EACH | 2.000 | 2.000 |
| 1620 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 1.000 | 1.000 |
| 1650 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 658.000 | 658.000 |
| 1680 | 628.7005 | Inlet Protection Type A | EACH | 4.000 | 4.000 |
| 1690 | 628.7010 | Inlet Protection Type B | EACH | 2.000 | 2.000 |
| 1700 | 628.7015 | Inlet Protection Type C | EACH | 4.000 | 4.000 |
| 1740 | 628.7570 | Rock Bags | EACH | 51.000 | 51.000 |
| 1750 | 629.0210 | Fertilizer Type B | CWT | 1.270 | 1.270 |
| 1770 | 630.0140 | Seeding Mixture No. 40 | LB | 72.000 | 72.000 |
| 1780 | 630.0200 | Seeding Temporary | LB | 36.000 | 36.000 |
| 2140 | 643.0100 | Traffic Control (project) 02. 1517-75-81 | EACH | 1.000 | 1.000 |

DATE 15JAN15 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 | 1517-75-81 QUANTITY |
|---|---|---|---|---|---|
| 2150 | 643.0300 | Traffic Control Drums | DAY | 155.000 | 155.000 |
| 2160 | 643.0410 | Traffic Control Barricades Type II | DAY | 40.000 | 40.000 |
| 2170 | 643.0420 | Traffic Control Barricades Type III | DAY | 385.000 | 385.000 |
| 2180 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 690.000 | 690.000 |
| 2190 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 50.000 | 50.000 |
| 2200 | 643.0800 | Traffic Control Arrow Boards | DAY | 5.000 | 5.000 |
| 2210 | 643.0900 | Traffic Control Signs | DAY | 205.000 | 205.000 |
| 3110 | 690.0150 | Sawing Asphalt | LF | 54.000 | 54.000 |
| 3120 | 690.0250 | Sawing Concrete | LF | 110.000 | 110.000 |
| 3570 | SPV.0075 | Special 101. Street Sweeping | HRS | 40.000 | 40.000 |
| 3680 | SPV.0105 | Special 013. Survey Project 1517-75-81 | LS | 1.000 | 1.000 |
| 3740 | SPV.0120 | Special 104. Water for Seeded Areas | MGAL | 45.000 | 45.000 |
| 3850 | SPV.0180 | Special 015. Geogrid Reinforcement | SY | 2,416.000 | 2,416.000 |

| Division | From / To Station | Location | Common Excavation (1) | Available Material (3) | Unexpanded Fill | Expanded Fill (4) | Mass Ordinate + / - (5) | Waste | Borrow | Comment: |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cut (2) | | | Factor 1.00 | | | | |
| Division 1 | | | | | | | | | (item #208.0100) | |
| Vermillion | 10+50/16+00 | | 1,443 | 1,443 | 371 | 371 | 1,071 | 1,071 | 0 | |
| Shasta | 11+30/11+50 | | 43 | 43 | 3 | 3 | 40 | 40 | 0 | |
| Division 1 Subtotal | | | 1,486 | 1,486 | 374 | 374 | 1,111 | 1,111 | 0 | |
| Grand Total | | | 1,485.80 | 1,485.80 | 374.36 | 374.36 | 1,111.44 | 1,111.44 | 0.00 | |
| Total Common Exc | | | | | | | | | | |

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.
4) Expanded Fill. Factor = 1.25
Depending on selections: **Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor**
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor
Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor
5) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

## CLEARING & GRUBBING

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 201.0105 CLEARING STA | 201.0205 GRUBBING STA |
|---|---|---|---|---|---|---|---|
| | 11VM+00 | - | 12VM+00 | RT | VERMILLION ST | 1 | 1 |
| | 13VM+00 | - | 16VM+00 | R/L | VERMILLION ST | 3 | 3 |
| | | | | | TOTALS | 4 | 4 |

## REMOVING ASPHALTIC SURFACE

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0110 REMOVING ASPHALTIC SURFACE SY |
|---|---|---|---|---|---|---|
| | 13VM+00 | - | 16VM+00 | LT | EXISTING VERMILLION ST | 423 |
| | | | | | TOTALS | 423 |

## REMOVING CURB & GUTTER

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0150 LF |
|---|---|---|---|---|---|---|
| | 10VM+26 | - | 10VM+26 | R/L | VERMILLION ST | 100 |
| | | | | | TOTAL | 100 |

## REMOVING CONCRETE SIDEWALK

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 204.0155 REMOVING CONCRETE SIDEWALK SY |
|---|---|---|---|---|---|---|
| | 10VM+36 | - | 10VM+41 | R/L | VERMILLION ST | 54 |
| | | | | | TOTAL | 54 |

## STORM SEWER STRUCTURE REMOVALS

| CATEGORY | STATION | LOCATION | 203.0100 CULVERTS EACH | 204.0210 MANHOLES EACH | 204.0220 INLETS EACH | DESCRIPTION |
|---|---|---|---|---|---|---|
| | 11AP+37 | 33.2' RT | - | - | 1 | 24" DIAMETER |
| | | TOTALS | 0 | 0 | 1 | |

## STORM SEWER PIPE REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0245 10-INCH LF | DESCRIPTION |
|---|---|---|---|---|---|---|
| | 11AP+37 | - | 11AP+28 | RT | 40 | 10" PVC |
| | | | | TOTALS | 40 | |

3

## FINISHING ROADWAY (PROJECT) 1517-75-81

| CATEGORY | STATION TO STATION | LOCATION | 213.0100 EACH | REMARKS |
|---|---|---|---|---|
| | 10VM+24 - 16VM+00 | PROJECT | 1 | |
| | | TOTAL | 1 | |

## CONCRETE PAVEMENT 9-INCH

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 415.0090 SY |
|---|---|---|---|---|
| | 10VM+25 - 10VM+65 | R/L | VERMILLION ST | 174 |
| | | | TOTAL | 174 |

## BASE AGGREGATE DENSE 1 1/4-INCH

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | REMARKS |
|---|---|---|---|---|---|
| | 10VM+25 - 13VM+24 | R/L | VERMILLION ST | 951 | |
| | 13VM+24 - 16VM+00 | R/L | VERMILLION ST | 741 | |
| | PROJECT | R/L | SIDEWALKS | 82 | SEE SIDEWALK SUMMARY FOR DETAILS |
| | | | TOTAL | 1774 | |

## SIDEWALK SUMMARY

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 305.0120 ** BASE AGGREGATE DENSE 1 1/4-INCH TON | 602.0405 CONCRETE SIDEWALK 4-INCH SF |
|---|---|---|---|---|---|
| | 10VM+35 - 13VM+02 | LT | VERMILLION ST | 28 | 1,502 |
| | 10VM+35 - 13VM+22 | RT | VERMILLION ST | 29 | 1,571 |
| | 13VM+22 - 16VM+00 | RT | VERMILLION ST | 26 | 1,378 |
| | | | TOTALS | 82 | 4,451 |

## ASPHALT SUMMARY

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 455.0605 TACK COAT GAL | 465.0105 ASPHALTIC SURFACE TON |
|---|---|---|---|---|---|
| | 10VM+65 - 13VM+24 | R/L | VERMILLION ST | 22 | 199 |
| | 13VM+24 - 16VM+00 | R/L | VERMILLION ST | 20 | 180 |
| | | | TOTAL | 41 | 378 |

* ROUNDED TO THE NEXT 10
** QUNATITIES SHOWN ELSEWHERE ON PLAN

3

## STORM SEWER PIPE

| STRUCTURE | | INVERT ELEV. | | | 523.0134 CPRCHE CLASS HE-III 34 X 53" | | 608.0312 12-INCH | 608.0315 15-INCH | | 608.0412 12-INCH | 608.0415 15-INCH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM | TO | INLET | DISCHARGE | CPRCHE | LF | CLASS II | LF | LF | CLASS IV | LF | LF |
| 100A | 100B | 795.9' | 795.8' | | - | III | 42 | - | | - | - |
| 100B | 100C | 795.8' | 795.7' | | - | III | 55 | - | | - | - |
| 100C | 100 | 795.4' | 795.3' | | - | III | - | 25 | | - | - |
| 100D | 100 | 795.6' | 795.6' | | - | III | 6 | - | | - | - |
| 100 | 200 | 795.3' | 794.9' | | - | III | - | 129 | | - | - |
| 200A | 200 | 795.3' | 795.2' | | - | | - | - | IV | 50 | - |
| 200 | 200B | 794.9' | 794.8' | | - | | - | - | IV | - | 31 |
| 200B | 200C | 794.8' | 794.7' | | - | III | - | 36 | | - | - |
| 300 | 200C | 794.7' | 794.5' | CPRCHE | 89 | | - | - | | - | - |
| 200C | 300A | 794.5' | 794.0' | CPRCHE | 216 | | - | - | | - | - |
| | | | | TOTALS | 305 | | 103 | 190 | | 50 | 31 |

## STORM SEWER STRUCTURES

| | | | | | COVER | | | SIZE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | FLANGE OR RIM ELEVATION | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0612 INLET COVERS TYPE C EACH | 611.0624 INLET COVERS TYPE H EACH | 611.1004 CATCH BASINS 4-FT DIAMETER EACH | 611.2004 MANHOLE 4-FT DIAMETER EACH | 611.2066 MANHOLE 6X6-FT DIMENSION EACH | 611.3004 INLET 4-FT DIAMETER EACH | REMARKS |
| | 100 | 12+63 | 9.7' RT | 799.5' | 1 | - | - | - | 1 | - | - | |
| | 100A | 13+58 | 19.7' LT | 799.4' | - | - | 1 | - | - | - | 1 | |
| | 100B | 13+17 | 40.0' LT | 799.7' | - | - | 1 | - | - | - | 1 | |
| | 100C | 12+63 | 15.5' LT | 799.3' | - | - | 1 | - | - | - | 1 | |
| | 100D | 12+63 | 15.5' RT | 799.3' | - | - | 1 | - | - | - | 1 | |
| | 200 | 11+34 | 10.0' RT | 800.5' | 1 | - | - | - | 1 | - | - | |
| | 200A | 11+34 | 40.0' LT | 797.9' | - | 1 | - | 1 | - | - | - | SUMP |
| | 200B | 11+34 | 40.7' RT | 797.7' | - | 1 | - | 1 | - | - | - | SUMP |
| | 200C | 11+10 | 68.0' RT | 799.2' | 1 | - | - | - | - | 1 | - | |
| | | | | TOTAL | 3 | 2 | 4 | 2 | 2 | 1 | 4 | |

3

## CONCRETE CURB & GUTTER 30-INCH TYPE D

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 601.0411 LF |
|---|---|---|---|---|---|---|
| | 10VM+26 | - | 13VM+18 | LT | VERMILLION ST | 331 |
| | 10VM+26 | - | 13VM+22 | RT | VERMILLION ST | 319 |
| | 13VM+22 | - | 16VM+00 | RT | VERMILLION ST | 277 |
| | 13VM+49 | - | 16VM+00 | LT | VERMILLION ST | 276 |
| | | | | | TOTAL | 1,203 |

## CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

| CATEGORY | STATION | OFFSET | LOCATION | 602.0515 SF |
|---|---|---|---|---|
| | 10VM+37 | R/L | VERMILLION ST | 16 |
| | | | TOTAL | 16 |

## MULCHING

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 627.0200 SY | REMARKS |
|---|---|---|---|---|---|---|---|
| | 10VM+41 | - | 12VM+97 | LT | VERMILLION | 310 | |
| | 10VM+41 | - | 16VM+00 | RT | VERMILLION | 467 | |
| | | | | | TOTAL | 777 | |

## MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 1517-75-81

| CATEGORY | STATION | TO | STATION | LOCATION | 618.0100 EACH | REMARKS |
|---|---|---|---|---|---|---|
| | 10VM+24 | - | 16VM+00 | PROJECT | 1 | |
| | | | | TOTAL | 1 | |

## MOBILIZATION

| CATEGORY | STATION | TO | STATION | LOCATION | 619.1000 MOBILIZATION EACH |
|---|---|---|---|---|---|
| | 10VM+24 | - | 16VM+00 | PROJECT | 1 |
| | | | | TOTAL | 1 |

## WATER

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 623.0200 MGAL | Remarks |
|---|---|---|---|---|---|---|---|
| | 10VM+24 | - | 13VM+24 | R/L | VERMILLION ST | 13,308 | Compaction |
| | 10VM+24 | - | 13VM+24 | R/L | VERMILLION ST | 3,109 | Dust Control |
| | 13VM+24 | - | 16VM+00 | R/L | VERMILLION ST | 10,371 | Compaction |
| | 13VM+24 | - | 16VM+00 | R/L | VERMILLION ST | 8,155 | Dust Control |
| | | | | | TOTAL | 22 | |

## LANDSCAPING SUMMARY

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 625.0100 TOPSOIL SY | 629.0210 FERTILIZER TYPE B CWT | 630.0140 SEED MIXTURE NO. 40 LB | 630.0200 SEEDING TEMPORARY LB | SPV.0120.106 WATER FOR SEEDED GRASS Mgal |
|---|---|---|---|---|---|---|---|---|---|---|
| | 10VM+26 | - | 10VM+36 | LT | VERMILLION ST | 18 | 0.01 | 1 | 0 | 0 |
| | 10VM+26 | - | 10VM+36 | RT | VERMILLION ST | 17 | 0.01 | 1 | 0 | 0 |
| | 10VM+40 | - | 13VM+15 | LT | VERMILLION ST | 520 | 0.33 | 19 | 9 | 12 |
| | 10VM+40 | - | 16VM+00 | RT | VERMILLION ST | 789 | 0.50 | 28 | 14 | 18 |
| | 13VM+49 | - | 16VM+00 | LT | VERMILLION ST | 668 | 0.42 | 24 | 12 | 15 |
| | | | | | TOTALS | 2,011 | 1.27 | 72 | 36 | 45 |

3

## SILT FENCE

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF |
|---|---|---|---|---|---|
| | 11VM+72 - 12VM+02 | LT | VERMILLION ST | 48 | 48 |
| | | | TOTAL | 48 | 48 |

## MOBILIZATIONS EROSION CONTROL

| CATEGORY | STATION TO STATION | LOCATION | 628.1905 EACH |
|---|---|---|---|
| | 10VM+24 - 16VM+00 | PROJECT | 2 |
| | | TOTAL | 2 |

## TRAFFIC CONTROL (PROJECT) 1517-75-81

| CATEGORY | STATION TO STATION | LOCATION | 643.0100 EACH |
|---|---|---|---|
| | 10VM+24 - 16VM+00 | PROJECT | 1 |
| | | TOTAL | 1 |

## MOBILIZATIONS EMERGENCY EROSION CONTROL

| CATEGORY | STATION TO STATION | LOCATION | 628.1910 EACH |
|---|---|---|---|
| | 10VM+24 - 16VM+00 | PROJECT | 1 |
| | | TOTAL | 1 |

## EROSION CONTROL SUMMARY

| CATEGORY | STATION TO STATION | OFFSET | LOCATION | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.7504 ROCK BAGS EACH | REMARKS |
|---|---|---|---|---|---|---|
| | 10VM+41 - 13VM+18 | RE-SW LT | VERMILLION | 211 | - | |
| | 13VM+49 - 16VM+00 | RE-SI LT | VERMILLION | 119 | - | |
| | 10VM+41 - 16VM+00 | RE-SW RT | VERMILLION | 328 | - | |
| | 11VM+21 | 35' LT | VERMILLION | - | 9 | |
| | 11VM+50 | 33' LT | VERMILLION | - | 9 | |
| | 12VM+67 | 30' LT | VERMILLION | - | 6 | |
| | 11VM+22 | 34' RT | VERMILLION | - | 9 | |
| | 11VM+50 | 34' RT | VERMILLION | - | 9 | |
| | 12VM+66 | 29' RT | VERMILLION | - | 9 | |
| | | SUBTOTALS | | 658 | 51 | |

RE = ROAD EDGE SW = SIDEWALK SI = SLOPE INTERCEPT

## TRAFFIC CONTROL SUMMARY

| CATEGORY | LOCATION | APPROX. SERVICE PERIOD DAYS | 643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE | 643.0300 DAYS | 643.0410 TRAFFIC CONTROL BARRICADES TYPE II NO. IN SERVICE | 643.0410 DAYS | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE | 643.0420 DAYS | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE | 643.0705 DAYS | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. IN SERVICE | 643.0715 DAYS | 643.0800 TRAFFIC CONTROL ARROW BOARDS NO. IN SERVICE | 643.0800 DAYS | 643.0900 TRAFFIC CONTROL CONTROL SIGNS NO. IN SERVICE | 643.0900 DAYS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MIDWAY RD | 5 | 31 | 155 | 8 | 40 | 17 | 85 | 18 | 90 | 10 | 50 | 1 | 5 | 5 | 25 |
| | SHASTA LN | 30 | - | - | - | - | 5 | 150 | 10 | 300 | - | - | - | - | 3 | 90 |
| | JUNIPER LN | 30 | - | - | - | - | 5 | 150 | 10 | 300 | - | - | - | - | 3 | 90 |
| | PROJECT TOTALS | | 31 | 155 | 8 | 40 | 27 | 385 | 38 | 690 | 10 | 50 | 1 | 5 | 11 | 205 |

## INLET PROTECTION FOR EROSION CONTROL

| CATEGORY | STATION | OFFSET | LOCATION | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | DESCRIPTION |
|---|---|---|---|---|---|---|---|
| | 11VM+34 | 39.8' LT | VERMILLION | - | 1 | - | |
| | 12VM+64 | 15.5' LT | VERMILLION | 1 | - | 1 | |
| | 13VM+17 | 40.9' LT | VERMILLION | 1 | - | 1 | |
| | 13VM+57 | 19.1' LT | VERMILLION | 1 | - | 1 | |
| | 11VM+34 | 40.9' RT | VERMILLION | - | 1 | - | |
| | 12VM+63 | 14.5' RT | VERMILLION | 1 | - | 1 | |
| | | SUBTOTALS | | 4 | 2 | 4 | |

## STREET SWEEPING

| CATEGORY | LOCATION | SPV.0075.104 STREET SWEEPING HRS |
|---|---|---|
| | PROJECT 1517-75-81 | 40 |
| | TOTAL | 40 |

## SAWING ASPHALT

| CATEGORY | STATION | OFFSET | LOCATION | 690.0150 SAWING ASPHALT LF | REMARKS |
|---|---|---|---|---|---|
| | 11SH+31 | R/L | SHASTA LN | 27 | APPLETON PROJECT TIE IN |
| | 16VM+00 | R/L | VERMILLION ST | 27 | APPLETON PROJECT TIE IN |
| | | | TOTAL | 54 | |

## GEOGRID REINFORCEMENT

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | SPV.0180.015 GEOGRID SY |
|---|---|---|---|---|---|---|
| | 10VM+25 | - | 13VM+24 | R/L | VERMILLION ST | 1358 |
| | 13VM+24 | - | 16VM+00 | R/L | VERMILLION ST | 1058 |
| | | | | | TOTAL | 2416 |

## SAWING CONCRETE

| CATEGORY | STATION | TO | STATION | OFFSET | LOCATION | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|
| | 10VM+25 | - | 10VM+25 | R/L | VERMILLION AT MIDWAY | 100 | INTEGRAL CURB AND GUTTER |
| | 10VM+26 | - | 10VM+41 | R/L | VERMILLION AT MIDWAY | 10 | SIDEWALK |
| | | | | | TOTAL | 110 | |

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21- 4.27 AMENDMENT NO: 1

AMENDS PARCEL 204 OF TPP 1517-07-21-4.27, RECORDED AS DOCUMENT 496936.

STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)

PART OF LOTS 1, 2, AND 3 OF CSM 2989 AND LOT 1 OF CSM 1939 LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF MENASHA; AND PART OF LOT 2 OF CSM 1813, LOT 1 OF CSM 1610 AND LANDS LOCATED IN THE SW 1/4 OF THE SW 1/4 OF SECTION 6, AND LANDS LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF APPLETON; ALL IN TOWNSHIP 20 NORTH, RANGE 18 EAST, CALUMET COUNTY, WISCONSIN.

## RELOCATION ORDER USH 10/STH 441 CALUMET COUNTY

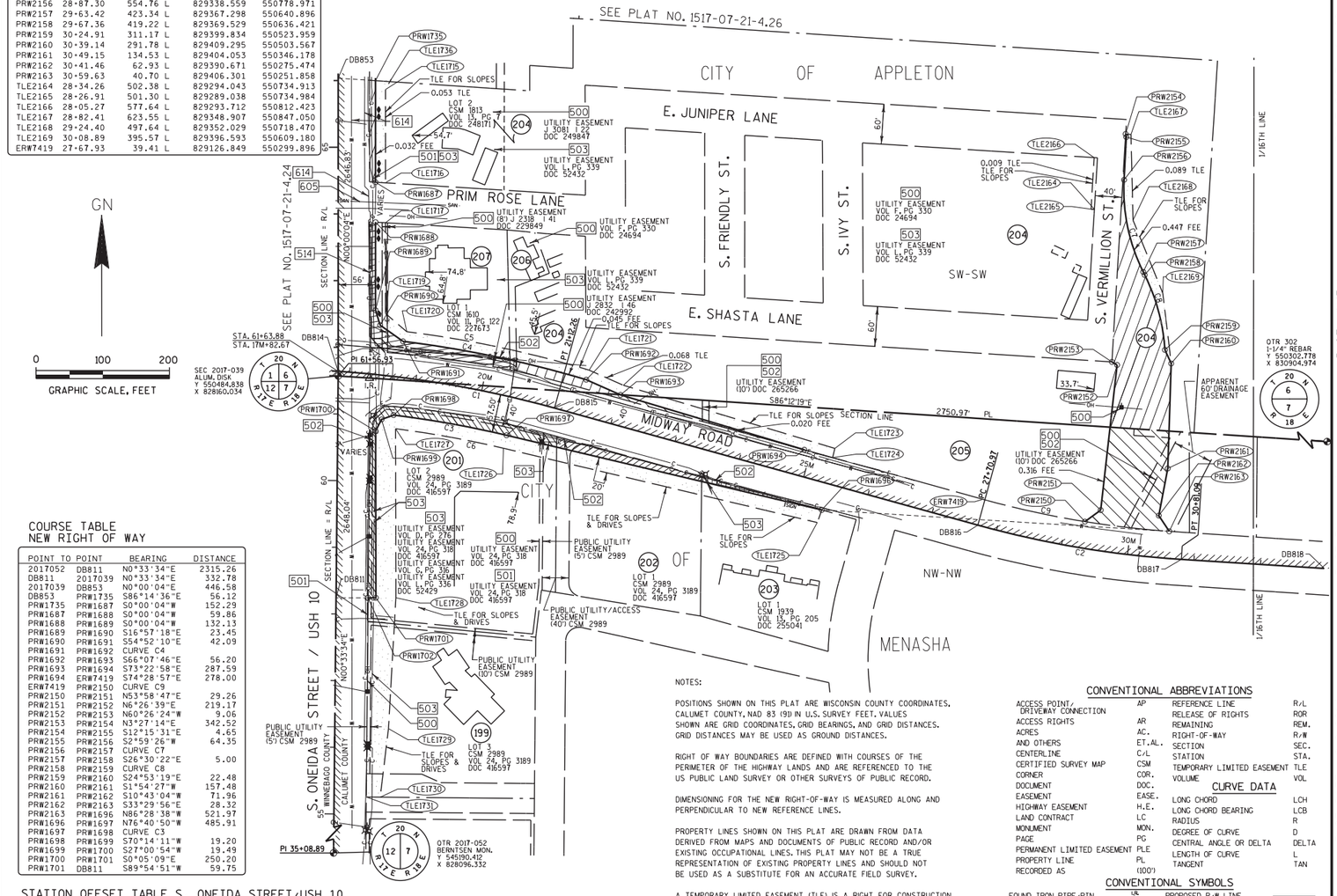
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### STATION OFFSET TABLE MIDWAY ROAD

| POINT | STATION | OFFSET | X | Y |
|---|---|---|---|---|
| DB814 | 17-82.67 | 0 | 828160.034 | 550491.784 |
| DB815 | 21-12.26 | 0 | 828484.418 | 550436.767 |
| DB816 | 27-70.97 | 0 | 829119.278 | 550261.098 |
| DB817 | 30-81.09 | 0 | 829424.559 | 550209.769 |
| DB818 | 32-95.84 | 0 | 829638.880 | 550196.205 |
| PRW1691 | 18-73.76 | 54.00 L | 828257.297 | 550536.810 |
| PRW1692 | 21-46.79 | 53.64 L | 828532.004 | 550479.258 |
| PRW1693 | 22-02.39 | 45.43 L | 828583.400 | 550456.514 |
| PRW1694 | 24-89.93 | 39.66 L | 828858.984 | 550374.270 |
| PRW1696 | 25-39.40 | 40.39 R | 828885.321 | 550283.931 |
| PRW1697 | 20-51.67 | 57.50 R | 828412.486 | 550395.874 |
| PRW1698 | 18-73.13 | 57.50 R | 828243.079 | 550426.219 |
| TLE1720 | 18-77.37 | 69.00 L | 828262.864 | 550551.234 |
| TLE1721 | 21-47.10 | 68.64 L | 828536.302 | 550493.629 |
| TLE1722 | 22-02.69 | 60.43 L | 828587.690 | 550470.888 |
| TLE1723 | 25-33.59 | 53.78 L | 828904.834 | 550376.240 |
| TLE1724 | 25-34.12 | 39.62 L | 828901.569 | 550362.446 |
| TLE1725 | 25-37.87 | 60.46 R | 828878.497 | 550264.994 |
| TLE1726 | 20-51.67 | 77.50 R | 828407.878 | 550376.412 |
| TLE1727 | 18-78.96 | 77.50 R | 828246.153 | 550405.682 |
| PRW2150 | 29-28.85 | 39.89 L | 829279.910 | 550266.422 |
| PRW2151 | 29-50.24 | 60.59 L | 829303.573 | 550283.626 |
| PRW2152 | 29-40.01 | 279.58 L | 829328.171 | 550501.414 |
| PRW2153 | 29-29.56 | 282.73 L | 829320.292 | 550505.882 |
| PRW2154 | 28-68.78 | 622.68 L | 829340.928 | 550847.777 |
| PRW2155 | 28-72.00 | 618.43 L | 829341.916 | 550843.231 |
| PRW2156 | 28-87.30 | 554.76 L | 829338.559 | 550778.971 |
| PRW2157 | 29-63.42 | 423.34 L | 829367.298 | 550640.896 |
| PRW2158 | 29-67.36 | 419.22 L | 829369.529 | 550636.421 |
| PRW2159 | 30-24.91 | 311.17 L | 829399.834 | 550523.959 |
| PRW2160 | 30-39.14 | 291.78 L | 829409.295 | 550503.567 |
| PRW2161 | 30-49.15 | 134.53 L | 829404.053 | 550346.178 |
| PRW2162 | 30-41.46 | 62.93 L | 829390.471 | 550287.474 |
| PRW2163 | 30-59.63 | 40.70 L | 829406.301 | 550251.858 |
| TLE2164 | 28-34.26 | 502.38 L | 829294.043 | 550734.913 |
| TLE2165 | 28-26.91 | 501.30 L | 829289.038 | 550734.984 |
| TLE2166 | 28-05.27 | 577.64 L | 829293.712 | 550812.423 |
| TLE2167 | 28-82.41 | 623.55 L | 829348.907 | 550847.050 |
| TLE2168 | 29-24.40 | 497.64 L | 829352.029 | 550718.470 |
| TLE2169 | 30-08.89 | 395.57 L | 829396.593 | 550609.180 |
| ERW7419 | 27-67.93 | 39.41 L | 829126.849 | 550299.896 |




### COURSE TABLE NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017052 | DB811 | N0°33'34"E | 2315.26 |
| DB811 | 2017039 | N0°33'34"E | 332.78 |
| 2017039 | DB853 | N0°00'04"E | 446.58 |
| DB853 | PRW1735 | S86°14'36"E | 56.12 |
| PRW1735 | PRW1687 | S0°00'04"W | 152.29 |
| PRW1687 | PRW1688 | S0°00'04"W | 59.86 |
| PRW1688 | PRW1689 | S0°00'04"W | 132.13 |
| PRW1689 | PRW1690 | S16°57'18"E | 23.45 |
| PRW1690 | PRW1691 | S54°52'10"E | 42.09 |
| PRW1691 | PRW1692 | CURVE C4 | |
| PRW1692 | PRW1693 | S66°07'46"E | 56.20 |
| PRW1693 | PRW1694 | S73°22'58"E | 287.59 |
| PRW1694 | ERW7419 | S74°28'57"E | 278.00 |
| ERW7419 | PRW2150 | CURVE C9 | |
| PRW2150 | PRW2151 | N53°58'47"E | 29.26 |
| PRW2151 | PRW2152 | N6°26'39"E | 219.17 |
| PRW2152 | PRW2153 | N60°26'24"W | 9.06 |
| PRW2153 | PRW2154 | N3°27'14"E | 342.52 |
| PRW2154 | PRW2155 | S12°15'31"E | 4.65 |
| PRW2155 | PRW2156 | S2°59'26"W | 64.35 |
| PRW2156 | PRW2157 | CURVE C7 | |
| PRW2157 | PRW2158 | S26°30'22"E | 5.00 |
| PRW2158 | PRW2159 | CURVE C8 | |
| PRW2159 | PRW2160 | S24°53'19"E | 22.48 |
| PRW2160 | PRW2161 | S1°54'27"W | 157.48 |
| PRW2161 | PRW2162 | S10°43'04"W | 71.96 |
| PRW2162 | PRW2163 | S33°29'56"E | 28.32 |
| PRW2163 | PRW1696 | N82°28'38"W | 521.97 |
| PRW1696 | PRW1697 | N76°40'50"W | 485.91 |
| PRW1697 | PRW1698 | CURVE C3 | |
| PRW1698 | PRW1699 | S70°14'11"W | 19.20 |
| PRW1699 | PRW1700 | S27°00'54"W | 19.49 |
| PRW1700 | PRW1701 | S0°05'09"E | 250.20 |
| PRW1701 | DB811 | S89°54'51"W | 59.75 |

### STATION OFFSET TABLE S. ONEIDA STREET/USH 10

| POINT | STATION | OFFSET | X | Y |
|---|---|---|---|---|
| DB811 | 58-24.15 | 0 | 828156.785 | 550152.075 |
| DB853 | 66-03.52 | 0 | 828160.044 | 550931.421 |
| PRW1687 | 64-47.55 | 56.00 R | 828216.040 | 550775.490 |
| PRW1688 | 63-87.69 | 56.00 R | 828216.039 | 550715.593 |
| PRW1689 | 62-55.55 | 56.00 R | 828216.036 | 550583.460 |
| PRW1690 | 62-33.13 | 62.84 R | 828222.874 | 550561.031 |
| PRW1699 | 60-92.46 | 65.61 R | 828225.012 | 550419.727 |
| PRW1700 | 60-75.01 | 56.93 R | 828216.158 | 550402.361 |
| PRW1701 | 58-24.83 | 59.74 R | 828216.533 | 550152.165 |
| PRW1702 | 58-24.69 | 47.97 R | 828204.762 | 550152.147 |
| TLE1715 | 65-86.63 | 71.00 R | 828231.043 | 550914.535 |
| TLE1716 | 64-46.62 | 71.00 R | 828231.040 | 550774.521 |
| TLE1717 | 63-86.80 | 71.00 R | 828231.039 | 550714.699 |
| TLE1719 | 62-50.62 | 71.00 R | 828231.036 | 550578.523 |
| TLE1728 | 58-25.16 | 89.74 R | 828246.533 | 550152.210 |
| TLE1729 | 56-28.84 | 80.53 R | 828235.406 | 549955.980 |
| TLE1730 | 55-25.83 | 69.20 R | 828223.074 | 549853.094 |
| TLE1731 | 55-25.81 | 48.30 R | 828202.175 | 549853.275 |
| PRW1735 | 65-99.84 | 56.00 R | 828216.043 | 550927.744 |
| TLE1736 | 65-98.44 | 77.39 R | 828237.431 | 550926.339 |
| 2017039 | 61-56.93 | 0 | 828160.034 | 550484.838 |

### CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES |
|---|---|---|---|---|---|
| C1 | 329.02' | S80°22'26"E | 1616.50' | 329.59' | X 828325.040 Y 550480.867 |
| C2 | 309.57' | S80°27'21"E | 1500.00' | 310.12' | X 829269.256 Y 550219.598 |
| C3 | 172.10' | N79°50'41"W | 1559.00' | 172.19' | X 828328.621 Y 550415.729 |
| C4 | 280.67' | S78°10'03"E | 1670.50' | 281.00' | X 828397.077 Y 550519.614 |
| C5 | 279.44' | S78°06'13"E | 1685.50' | 279.76' | X 828401.98 Y 550533.80 |
| C6 | 164.35' | N79°44'29"E | 1539.00' | 164.43' | X 828327.798 Y 550395.371 |
| C7 | 141.03' | S11°45'28"E | 277.00' | 142.60' | X 829334.754 Y 550706.151 |
| C8 | 116.47' | S15°04'52"E | 294.00' | 117.25' | X 829396.046 Y 550583.252 |
| C9 | 156.68' | S77°39'49"E | 1411.79' | 156.76' | X 829202.449 Y 550278.906 |

### COURSE TABLE MIDWAY ROAD REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017039 | DB814 | N00°00'00"E | 6.95 |
| DB814 | DB815 | CURVE C1 | |
| DB815 | DB816 | S74°31'59"E | 658.72 |
| DB816 | DB817 | CURVE C2 | |
| DB817 | DB818 | S86°22'43"E | 214.75 |

RL MIDWAY ROAD
PI STA. 19+13.03
Y : 550490.447
X : 828290.420
DELTA = 14°11'45"
D = 3°32'40"
T = 201.29
L = 400.51
R = 1616.50

RL MIDWAY ROAD
PI STA. 29+26.59
Y : 550229.598
X : 829269.256
DELTA = 11°50'44"
D = 3°49'11"
T = 155.61
L = 310.12
R = 1500.00

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 501 | WE ENERGIES - GAS | RELEASE OF RIGHTS |
| 502 | TIME WARNER | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 514 | CITY OF APPLETON - WATER | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENT |
| 614 | CITY OF APPLETON - WATER | UTILITY AGREEMENT |

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CALUMET COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: MIDWAY ROAD - CITY ORDINANCE *105-84, DOC. 173380. USH 10/ONEIDA STREET - CSM 2989.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER: AGREEMENT DOC. NO. 88453, VOL. 7, PG 500-501 AND 1501-1-21.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

### CONVENTIONAL ABBREVIATIONS

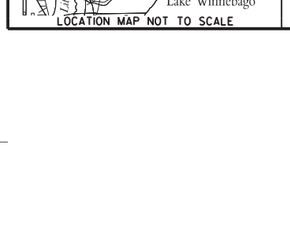
| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | VOL |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | PG | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | ⅝ 13/4" IRON REBAR UNLESS NOTED | PROPOSED R/W LINE | |
| R/W MONUMENT | ●(SET) | EXISTING H.E. LINE | |
| R/W STANDARD | ▲(SET) | PROPERTY LINE | |
| SIGN | ISIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | ◉ | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | 1/4 1/16 | CORPORATE LIMITS | |
| | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PRW000 | QUARTER LINE | |
| PARCEL NUMBER | 102 | SIXTEENTH LINE | |
| UTILITY NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-1 | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

### CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| NON COMPENSABLE | NON | |
| **COMPENSABLE** | | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |




### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 199 | LAKEVIEW CREDIT UNION | TLE | - | - | 0.195 |
| 201 | SCP 2009-C32-082 LLC | FEE/TLE | 0.165 | - | 0.332 |
| 202 | BFT INVESTMENTS, LLP | FEE/TLE | 0.059 | - | 0.103 |
| 203 | STONEWOOD, LLC | FEE/TLE | 0.015 | - | 0.083 |
| 204 | MOORE ENTERPRISES INCORPORATED | FEE/TLE | 0.524 | - | 0.219 |
| 205 | CITY OF APPLETON | FEE/TLE | 0.336 | - | 0.103 |
| 206 | AMS MANAGEMENT, LLC | FEE/TLE | 0.003 | - | 0.003 |
| 207 | HORICON STATE BANK | FEE/TLE | 0.127 | - | 0.121 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.27 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE Sept. 2, 2014
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21 -4.27
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CALUMET COUNTY, WISCONSIN AT

**DOCUMENT # 498698**

TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI

RECEIVED FOR RECORD
09/09/2014 08:38 AM
VOL: D PAGE: 81

Tamara Alten





4.27

PLOT SCALE : 1:100
PLOT NAME :
PLOT BY : gsplinter
PLOT DATE : 9/2/2014
FILE NAME : S:\DOT\DOT_NE\120012-Tri County Freeway\Plat\Plats\040427_RP.dgn
APPRAISAL PLAT DATE :

# TRANSPORTATION PROJECT PLAT NO: 1517-07-21 - 4.27

## STH 441, SOUTH ONEIDA STREET (USH 10) - EAST CALUMET STREET (CTH KK)

PART OF LOTS 1, 2, AND 3 OF CSM 2989 AND LOT 1 OF CSM 1939 LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF MENASHA; AND PART OF LOT 2 OF CSM 1813, LOT 1 OF CSM 1610 AND LANDS LOCATED IN THE SW 1/4 OF THE SW 1/4 OF SECTION 6, AND LANDS LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 7, CITY OF APPLETON; ALL IN TOWNSHIP 20 NORTH, RANGE 18 EAST, CALUMET COUNTY, WISCONSIN.

### RELOCATION ORDER USH 10/STH 441 CALUMET COUNTY

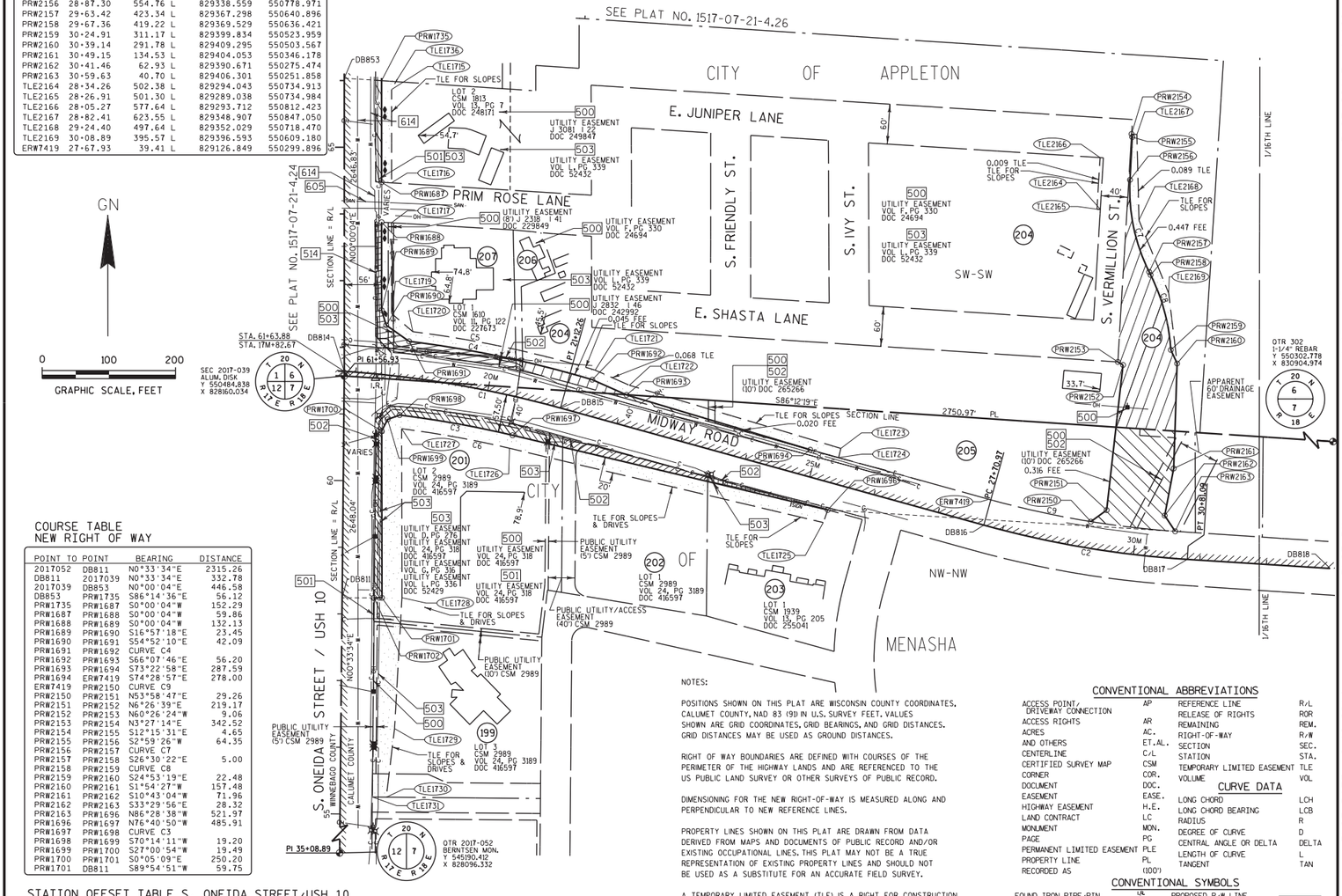
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### STATION OFFSET TABLE MIDWAY ROAD

| POINT | STATION | OFFSET | X | Y |
|---|---|---|---|---|
| DB814 | 17+82.67 | 0 | 828160.034 | 550491.784 |
| DB815 | 21+12.26 | 0 | 828484.418 | 550436.767 |
| DB816 | 27+70.97 | 0 | 829119.278 | 550261.098 |
| DB817 | 30+81.09 | 0 | 829424.559 | 550209.769 |
| DB818 | 32+95.84 | 0 | 829638.880 | 550196.205 |
| PRW1691 | 18+73.76 | 54.00 L | 828257.297 | 550536.810 |
| PRW1692 | 21+46.79 | 53.64 L | 828532.004 | 550479.258 |
| PRW1693 | 22+02.39 | 45.43 L | 828583.400 | 550456.514 |
| PRW1694 | 24+89.93 | 39.66 L | 828858.984 | 550374.270 |
| PRW1696 | 25+39.40 | 40.39 R | 828885.321 | 550283.931 |
| PRW1697 | 20+51.67 | 57.50 R | 828412.486 | 550395.874 |
| PRW1698 | 18+73.13 | 57.50 R | 828243.079 | 550426.219 |
| TLE1720 | 18+77.37 | 69.00 L | 828262.864 | 550551.234 |
| TLE1721 | 21+47.10 | 68.64 L | 828536.302 | 550493.629 |
| TLE1722 | 22+02.69 | 60.43 L | 828587.690 | 550470.888 |
| TLE1723 | 25+33.59 | 53.78 L | 828904.834 | 550376.240 |
| TLE1724 | 25+34.12 | 39.62 L | 828901.569 | 550362.446 |
| TLE1725 | 25+37.87 | 60.46 R | 828878.497 | 550264.994 |
| TLE1726 | 20+51.67 | 77.50 R | 828407.878 | 550376.412 |
| TLE1727 | 18+78.96 | 77.50 R | 828246.153 | 550405.682 |
| PRW2150 | 29+28.85 | 39.89 L | 829279.910 | 550266.422 |
| PRW2151 | 29+50.24 | 60.59 L | 829303.573 | 550283.626 |
| PRW2152 | 29+40.01 | 279.58 L | 829328.171 | 550501.414 |
| PRW2153 | 29+29.56 | 282.73 L | 829320.292 | 550505.882 |
| PRW2154 | 28+68.78 | 622.68 L | 829340.928 | 550847.777 |
| PRW2155 | 28+72.00 | 618.43 L | 829341.916 | 550843.231 |
| PRW2156 | 28+87.30 | 554.76 L | 829338.559 | 550778.971 |
| PRW2157 | 29+63.42 | 423.34 L | 829367.298 | 550640.896 |
| PRW2158 | 29+67.36 | 419.22 L | 829369.529 | 550636.421 |
| PRW2159 | 30+24.91 | 311.17 L | 829399.834 | 550523.959 |
| PRW2160 | 30+39.14 | 291.78 L | 829409.295 | 550503.567 |
| PRW2161 | 30+49.15 | 134.53 L | 829404.053 | 550346.178 |
| PRW2162 | 30+41.46 | 62.93 L | 829390.471 | 550275.474 |
| PRW2163 | 30+59.63 | 40.70 L | 829406.301 | 550251.858 |
| TLE2164 | 28+34.26 | 502.38 L | 829294.043 | 550734.913 |
| TLE2165 | 28+26.91 | 501.30 L | 829289.038 | 550734.984 |
| TLE2166 | 28+05.27 | 577.64 L | 829293.712 | 550812.423 |
| TLE2167 | 28+82.41 | 623.55 L | 829348.907 | 550847.050 |
| TLE2168 | 29+24.40 | 497.64 L | 829352.029 | 550718.470 |
| TLE2169 | 30+08.89 | 395.57 L | 829396.593 | 550609.180 |
| ERW7419 | 27+67.93 | 39.41 L | 829126.849 | 550299.896 |




### COURSE TABLE NEW RIGHT OF WAY

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017052 | DB811 | N0°33'34"E | 2315.26 |
| DB811 | 2017039 | N0°33'34"E | 332.78 |
| 2017039 | DB853 | N0°00'04"E | 446.58 |
| DB853 | PRW1735 | S86°14'36"E | 56.12 |
| PRW1735 | PRW1687 | S0°00'04"W | 152.29 |
| PRW1687 | PRW1688 | S0°00'04"W | 59.86 |
| PRW1688 | PRW1689 | S0°00'04"W | 132.13 |
| PRW1689 | PRW1690 | S16°57'18"E | 23.45 |
| PRW1690 | PRW1691 | S54°52'10"E | 42.09 |
| PRW1691 | PRW1692 | CURVE C4 | |
| PRW1692 | PRW1693 | S66°07'46"E | 56.20 |
| PRW1693 | PRW1694 | S73°22'58"E | 287.59 |
| PRW1694 | ERW7419 | S74°28'57"E | 278.00 |
| ERW7419 | PRW2150 | CURVE C9 | |
| PRW2150 | PRW2151 | N53°58'47"E | 29.26 |
| PRW2151 | PRW2152 | N6°26'39"E | 219.17 |
| PRW2152 | PRW2153 | N60°26'24"W | 9.06 |
| PRW2153 | PRW2154 | N3°27'14"E | 342.52 |
| PRW2154 | PRW2155 | S12°15'31"E | 4.65 |
| PRW2155 | PRW2156 | S2°59'26"W | 64.35 |
| PRW2156 | PRW2157 | CURVE C7 | |
| PRW2157 | PRW2158 | S26°30'22"E | 5.00 |
| PRW2158 | PRW2159 | CURVE C8 | |
| PRW2159 | PRW2160 | S24°53'19"E | 22.48 |
| PRW2160 | PRW2161 | S1°54'27"W | 157.48 |
| PRW2161 | PRW2162 | S10°43'04"W | 71.96 |
| PRW2162 | PRW2163 | S33°29'56"E | 28.32 |
| PRW2163 | PRW1696 | N86°28'38"W | 521.97 |
| PRW1696 | PRW1697 | N76°40'50"W | 485.91 |
| PRW1697 | PRW1698 | CURVE C3 | |
| PRW1698 | PRW1699 | S70°14'11"W | 19.20 |
| PRW1699 | PRW1700 | S27°00'54"W | 19.49 |
| PRW1700 | PRW1701 | S0°05'09"E | 250.20 |
| PRW1701 | DB811 | S89°54'51"W | 59.75 |

### STATION OFFSET TABLE S. ONEIDA STREET/USH 10

| POINT | STATION | OFFSET | X | Y |
|---|---|---|---|---|
| DB811 | 58+24.15 | 0 | 828156.785 | 550152.075 |
| DB853 | 66+03.52 | 0 | 828160.044 | 550931.421 |
| PRW1687 | 64+47.55 | 56.00 R | 828216.040 | 550775.450 |
| PRW1688 | 63+87.69 | 56.00 R | 828216.039 | 550715.593 |
| PRW1689 | 62+55.55 | 56.00 R | 828216.036 | 550583.460 |
| PRW1690 | 62+33.13 | 62.84 R | 828222.874 | 550561.031 |
| PRW1699 | 60+92.46 | 65.61 R | 828225.012 | 550419.727 |
| PRW1700 | 60+75.01 | 56.93 R | 828216.158 | 550402.361 |
| PRW1701 | 58+24.83 | 59.74 R | 828216.533 | 550152.165 |
| PRW1702 | 58+24.69 | 47.97 R | 828204.762 | 550152.147 |
| TLE1715 | 65+86.63 | 71.00 R | 828231.043 | 550914.535 |
| TLE1716 | 64+46.62 | 71.00 R | 828231.040 | 550774.521 |
| TLE1717 | 63+86.80 | 71.00 R | 828231.039 | 550714.699 |
| TLE1719 | 62+50.62 | 71.00 R | 828231.036 | 550578.523 |
| TLE1728 | 58+25.16 | 89.74 R | 828246.533 | 550152.210 |
| TLE1729 | 56+28.84 | 80.53 R | 828235.406 | 549955.980 |
| TLE1730 | 55+25.83 | 69.20 R | 828223.074 | 549853.094 |
| TLE1731 | 55+25.81 | 48.30 R | 828202.175 | 549853.275 |
| PRW1735 | 65+99.84 | 56.00 R | 828216.043 | 550927.744 |
| TLE1736 | 65+98.44 | 77.39 R | 828237.431 | 550926.339 |
| 2017039 | 61+56.93 | 0 | 828160.034 | 550484.838 |

### CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES |
|---|---|---|---|---|---|
| C1 | 329.02' | S80°22'26"E | 1616.50' | 329.59' | X 828325.040 Y 550480.867 |
| C2 | 309.57' | S80°27'21"E | 1500.00' | 310.12' | X 829269.256 Y 550219.598 |
| C3 | 172.10' | N79°50'41"W | 1559.00' | 172.19' | X 828328.621 Y 550415.729 |
| C4 | 280.67' | S78°10'03"E | 1670.50' | 281.00' | X 828397.077 Y 550519.614 |
| C5 | 279.44' | S78°06'13"E | 1685.50' | 279.76' | X 828401.98 Y 550533.80 |
| C6 | 164.35' | N79°44'29"E | 1539.00' | 164.43' | X 828327.798 Y 550395.371 |
| C7 | 141.03' | S11°45'28"E | 277.00' | 142.60' | X 829334.754 Y 550706.151 |
| C8 | 116.47' | S15°04'52"E | 294.00' | 117.25' | X 829396.046 Y 550583.252 |
| C9 | 156.68' | S77°39'49"E | 1411.79' | 156.76' | X 829202.449 Y 550278.906 |

### COURSE TABLE MIDWAY ROAD REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 2017039 | DB814 | N00°00'00"E | 6.95 |
| DB814 | DB815 | CURVE C1 | |
| DB815 | DB816 | S74°31'59"E | 658.72 |
| DB816 | DB817 | CURVE C2 | |
| DB817 | DB818 | S86°22'43"E | 214.75 |

RL MIDWAY ROAD
PI STA. 19+13.03
Y : 550490.447
X : 828290.420
DELTA = 14°11'45"
D = 3°32'40"
T = 201.29
L = 400.51
R = 1616.50

RL MIDWAY ROAD
PI STA. 29+26.59
Y : 550219.598
X : 829269.256
DELTA = 11°50'44"
D = 3°49'11"
T = 155.61
L = 310.12
R = 1500.00

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|
| 500 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 501 | WE ENERGIES - GAS | RELEASE OF RIGHTS |
| 502 | TIME WARNER | RELEASE OF RIGHTS |
| 503 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 514 | CITY OF APPLETON - WATER | RELEASE OF RIGHTS |
| 605 | TOWN OF MENASHA - SANITARY SEWER | UTILITY AGREEMENT |
| 614 | CITY OF APPLETON - WATER | UTILITY AGREEMENT |

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | *OWNER | INTEREST REQUIRED | NEW R/W ACRES | P.L.E. ACRES | T.L.E. ACRES |
|---|---|---|---|---|---|
| 199 | LAKEVIEW CREDIT UNION | TLE | - | - | 0.195 |
| 201 | SCP 2009-C32-082 LLC | FEE/TLE | 0.165 | - | 0.332 |
| 202 | BFT INVESTMENTS, LLP | FEE/TLE | 0.059 | - | 0.103 |
| 203 | STONEWOOD, LLC | FEE/TLE | 0.015 | - | 0.083 |
| 204 | MOORE ENTERPRISES INCORPORATED | FEE/TLE | 0.492 | - | 0.166 |
| 205 | CITY OF APPLETON | FEE/TLE | 0.336 | - | 0.103 |
| 206 | AMS MANAGEMENT, LLC | FEE/TLE | 0.003 | - | 0.003 |
| 207 | HORICON STATE BANK | FEE/TLE | 0.127 | - | 0.121 |

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CALUMET COUNTY, NAD 83 (91) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT: MIDWAY ROAD - CITY ORDINANCE *105-84, DOC. 173380. USH 10/ONEIDA STREET - CSM 2989.

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER: AGREEMENT DOC. NO. 88453, VOL 7, PG 500-501 AND 1501-1-21.

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

### CONVENTIONAL ABBREVIATIONS

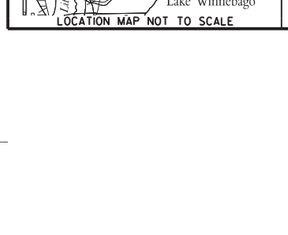
| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | VOL |
| EASEMENT | EASE. | **CURVE DATA** | |
| HIGHWAY EASEMENT | H.E. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | PG | DEGREE of CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | ⅝ 13/4" IRON REBAR UNLESS NOTED | PROPOSED R/W LINE | |
| R/W MONUMENT | ● (SET) | EXISTING H.E. LINE | |
| R/W STANDARD | ▲ (SET) | PROPERTY LINE | |
| SIGN | ISIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | ● | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | | CORPORATE LIMITS | |
| | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | PRW000 | QUARTER LINE | |
| PARCEL NUMBER | 102 | SIXTEENTH LINE | |
| UTILITY NUMBER | 92 | EXISTING CENTERLINE | |
| SIGN NUMBER (OFF PREMISE) | 21-1 | PROPOSED REFERENCE LINE | |
| BUILDING | | PARALLEL OFFSET | |

### CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| COMMUNICATION | C | |
| ELECTRIC OVERHEAD | OH | |
| ELECTRIC UNDERGROUND | E | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| NON COMPENSABLE | NON | |
| COMPENSABLE | | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |




KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

I, GARY R. SPLINTER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTIONS OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1517-07-21- 4.27 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN GARY R. SPLINTER S-2239 OAK CREEK, WI LAND SURVEYOR

SIGNATURE _____ DATE June 19, 2014
GARY R. SPLINTER, R.L.S. S-2239

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE _____ DATE _____
PRINT _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1517-07-21 -4.27
AMENDMENT NO:

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN CALUMET COUNTY, WISCONSIN AT

DOCUMENT # 496936

TAMARA ALTEN
REGISTER OF DEEDS
CALUMET COUNTY, WI

RECEIVED FOR RECORD
06/26/2014 2:57 PM
VOL: D PAGE: 79

BEGIN CONSTRUCTION - PROJECT 1517-75-81
STA 10+24.80VM

END CONSTRUCTION - PROJECT 1517-75-81
STA 16+00VM

MIDWAY RD (CTH AP)

S VERMILLION ST

SHASTA LN

11SH

WE ENERGY ELECTRIC

CITY OF APPLETON

MOORE ENTERPRISES INC

CITY OF APPLETON MATCH LINE STA 11+30.59 SH

WE ENERGY GAS

CITY OF APPLETON EXISTING RIGHT OF WAY

SLOPE INTERCEPTS (TYP)

CURB RAMP TYPE 2

10' WE ELECTRIC/TIME WARNER EASEMENT

FEE

AP+46.48 24.62' LT

VM+40.87 49.63' LT

VM+40.62 40.51' LT

33.00'R

BP: 10+00.00VM

VM+40.42 33.36' LT

VM+42.25 38.05' LT

VM+70.91 26.50' LT

VM+69.70 21.50' LT

VM+58.78 14.00' LT

VM+69.72 21.50' RT

VM+58.64 16.00' RT

11VM

14'

12VM

VM+40.34 34.25' RT

VM+42.01 39.04' RT

VM+71.02 26.50' RT

AP+48.05 25.14' LT

VM+40.72 49.43' RT

VM+40.53 41.80' RT

EP: 30+81.09

VM+69.27 26.50' LT

SH+30.58 13.02' RT

22.50'R

25.00'R

SH+43.50 13.00' RT

SH+30.59 13.00' LT

25.00'R

VM+87.33 16.00' LT 13VM

VM+58.35 26.50' RT

PC: 12+58.35VM

EP: 11+80.49SH

VM+75.89 13.74' LT

14VM

15VM

16VM

VM+24.31 23.52' RT

PC: 14+24.62VM

VM+00.00 23.50' RT

EP: 15+72.80VM

EP: 16+08.59VM

16+00.00

PI STA = 13+43.68
Y = 550558.881
X = 829379.948
DELTA = 31°45'17"
D = 19°05'55"
T = 85.33'
L = 166.27'
R = 300.00'
PC STA = 12+58.35
PT STA = 14+24.62
SE = N.C.

PI STA = 15+00.26
Y = 550704.394
X = 829311.130
DELTA = 28°18'05"
D = 19°05'55"
T = 75.64'
L = 148.19'
R = 300.00'
PC STA = 14+24.62
PT STA = 15+72.80
SE = N.C.

CITY OF APPLETON MATCH LINE STA 16+00.00 VM

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 1 | 10VM+58.64 | 49.00' RT | 30AP+48.14 | 58.14' LT | 33.00' |
| 2 | 10VM+58.78 | 49.00' LT | 29AP+46.19 | 57.62' LT | 33.00' |
| 3 | 12VM+69.27 | 49.00' LT | 11SH+35.79 | 53.50' RT | 22.50' |
| 4 | 12VM+87.33 | 41.00' LT | 11SH+43.50 | 38.00' RT | 25.00' |
| 5 | 13VM+76.52 | 38.70'LT | 11SH+30.59 | 38.00' LT | 25.00' |

VCL = 175.00
K = 97.22

EXISTING PROFILE AT ℄ VM

FINISHED PROFILE AT ℄ VM

BEGIN CONSTRUCTION
PROJECT 1517-75-81
STA 10+24.80VM

END CONSTRUCTION
PROJECT 1517-75-81
STA 16+00VM

STA 10+24.00 EL 801.65
STA 10+44.00 EL 801.75
STA 10+64.00 EL 801.65
STA 15+72.80 EL 801.17
STA 16+00.00 EL 801.00

0.50%
-0.50%
-1.30%
0.50%
-0.63%

VPC STA 11+44.51 VPC EL 800.60
VPI STA 12+32.01 VPI EL 799.46
VPT STA 13+19.51 VPT EL 799.90

805
800
795

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

EXISTING PROFILE ELEVATIONS
802.18 801.20 799.25 798.23 799.43 800.54 800.78 801.27 801.55 801.63 801.10 801.25 801.00
801.72 801.18 800.53 800.04 799.80 799.82 800.05 800.30 800.55 800.80 801.05 801.00

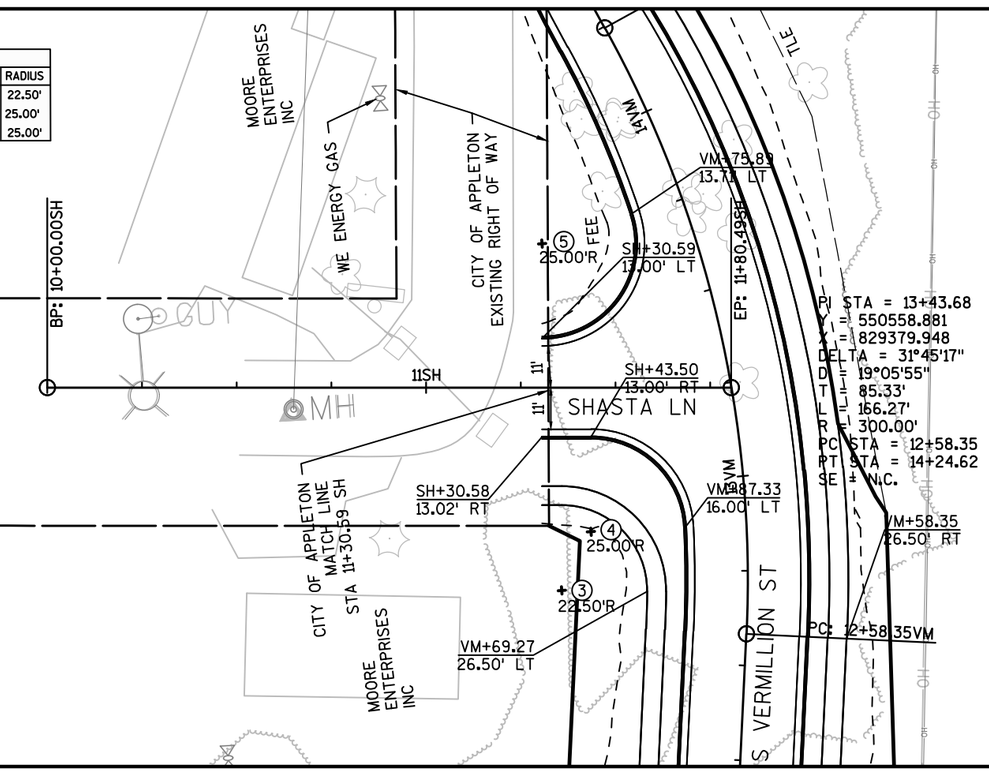
FINISHED PROFILE ELEVATIONS

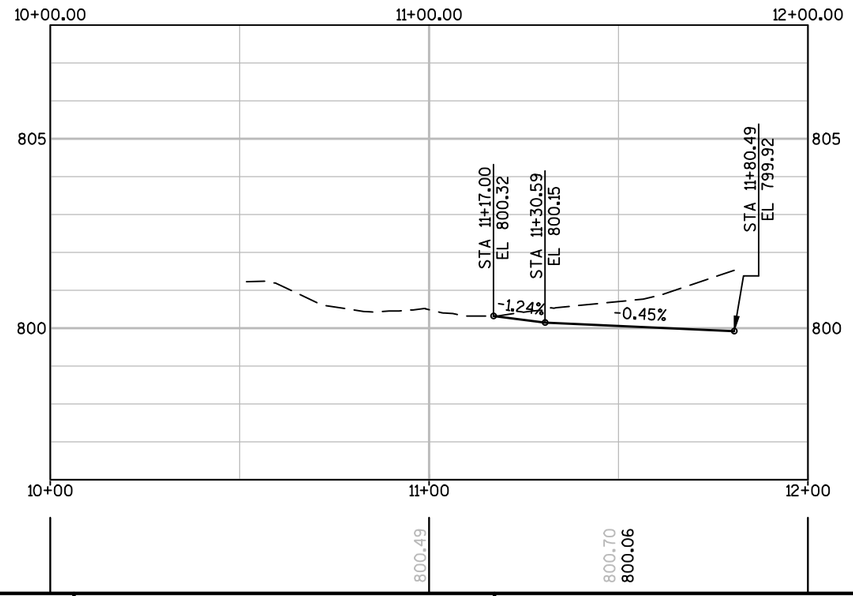
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-81 | HWY: STH 441/USH 10 | COUNTY: CALUMET | PLAN AND PROFILE: S VERMILLION STREET | SHEET 22 E |

FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\050101_PP\050101-PP.DWG PLOT DATE : 10/22/2014 9:53 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

| RADIUS TABLE | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | STATION | OFFSET | RADIUS |
| 3 | 12VM+69.27 | 49.00' LT | 11SH+35.79 | 53.50' RT | 22.50' |
| 4 | 12VM+87.33 | 41.00' LT | 11SH+43.50 | 38.00' RT | 25.00' |
| 5 | 13VM+76.52 | 38.70'LT | 11SH+30.59 | 38.00' LT | 25.00' |

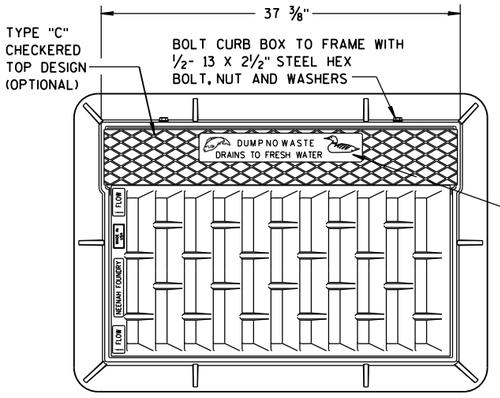


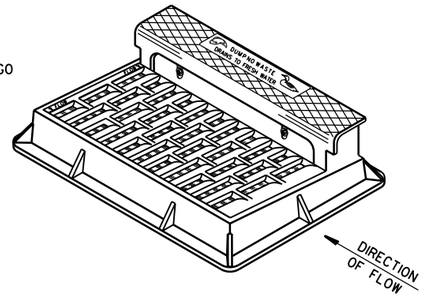

| PROJECT NO: 1517-75-81 | HWY: STH 441/USH 10 | COUNTY: CALUMET | PLAN AND PROFILE: SHASTA LN | SHEET 23 | E |
|---|---|---|---|---|---|

# Standard Detail Drawing List

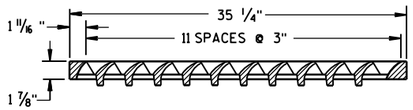
| | |
|---|---|
| 08A05-19A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08A05-19B | INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM |
| 08A05-19D | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08A08-01 | CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER |
| 08B09-01 | MANHOLES 3-FT, 4-FT, 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 |
| 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 |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 15C03-02 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15D20-02 | TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY |
| 15D30-01 | TRAFFIC CONTROL, SIDEWALK CLOSURE |

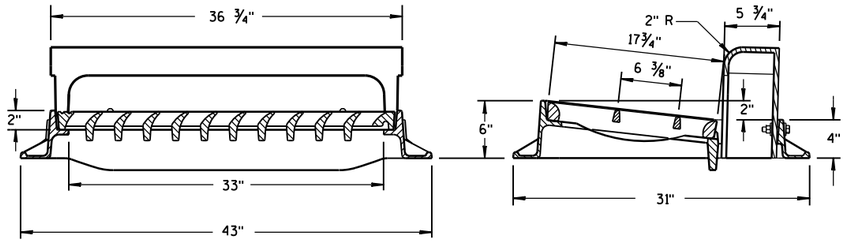


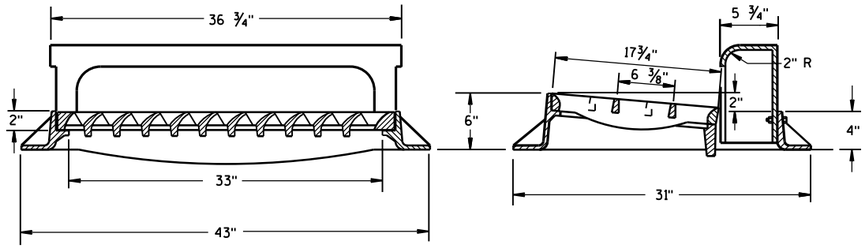

**NOTE:**
**GRATE IS REVERSIBLE.**




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

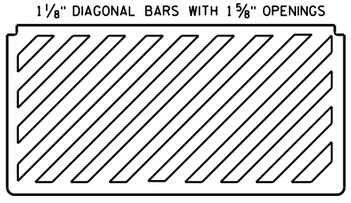



## TYPE "H"

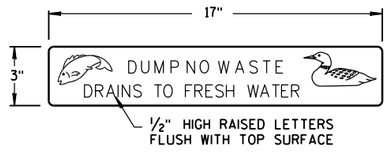
**NOTE: EITHER CASTING IS ACCEPTABLE**



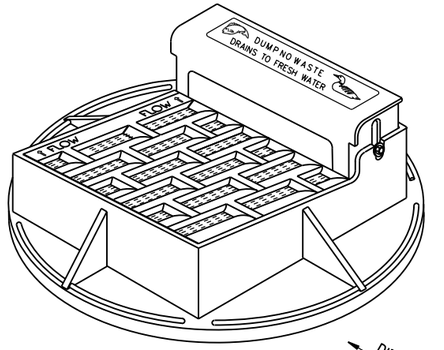

**SPECIAL GRATE FOR TYPE "H" COVER**

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

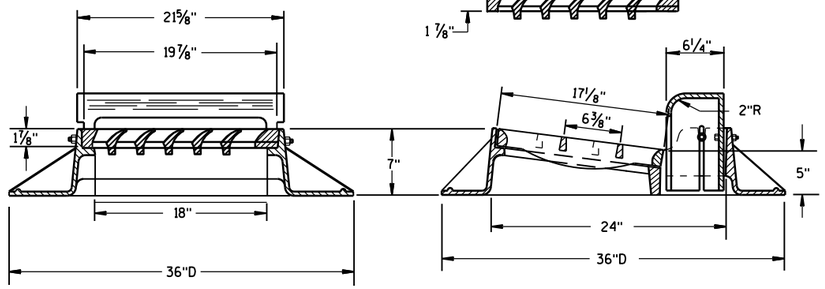



**LOGO DETAIL**




NOTE: CURB BOX ADJUSTABLE 4" TO 9"

**NOTE:**
**GRATE IS REVERSIBLE.**



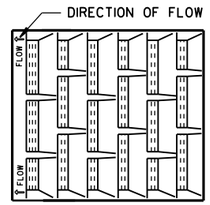

## TYPE "A"

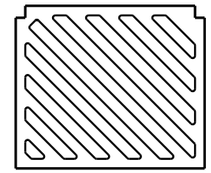
## GENERAL NOTES

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

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

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

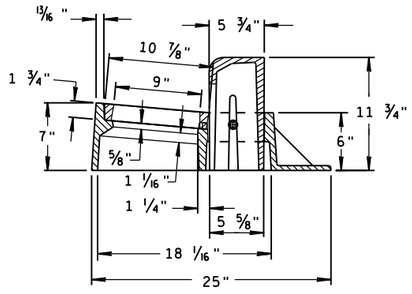


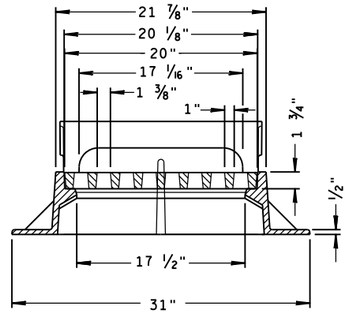




**SPECIAL GRATE FOR TYPE "A" COVER**

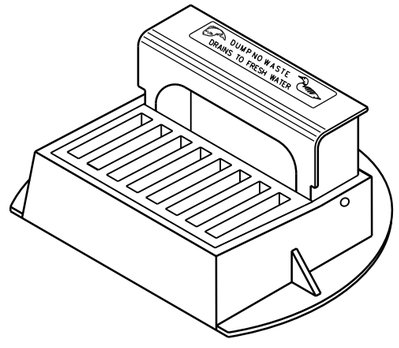
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)




## TYPE "Z"




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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

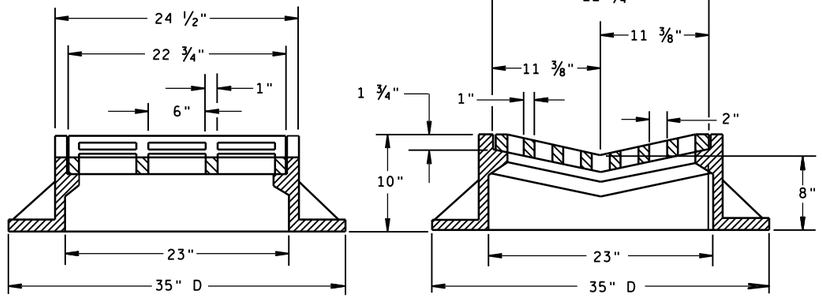
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

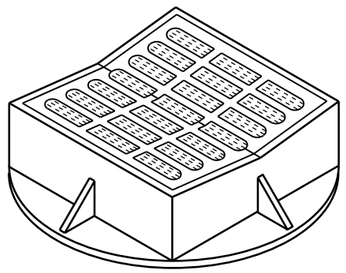


6

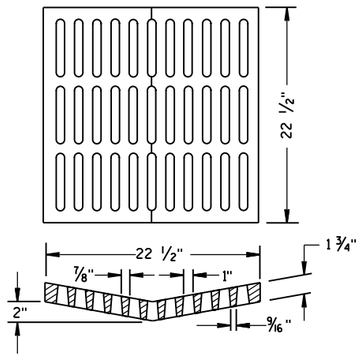


S.D.D. 8 A 5-19a



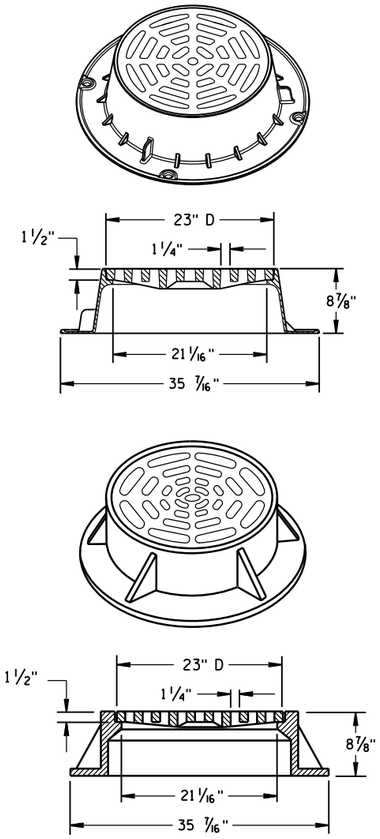



TYPE "B"




ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE




TYPE "C"

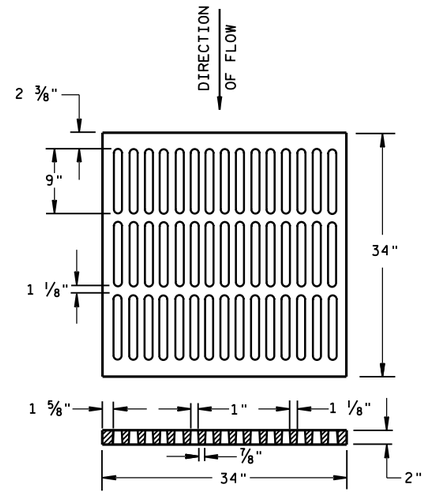
NOTE: EITHER CASTING IS ACCEPTABLE

## GENERAL NOTES

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

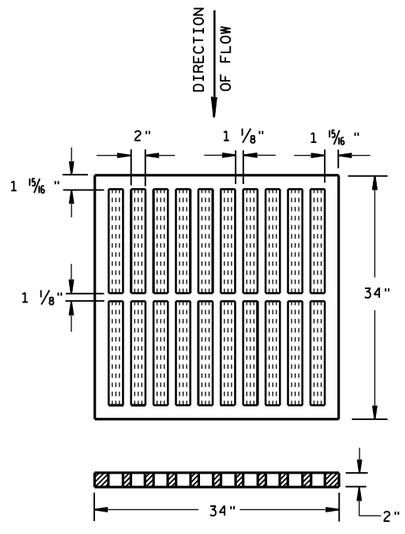
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



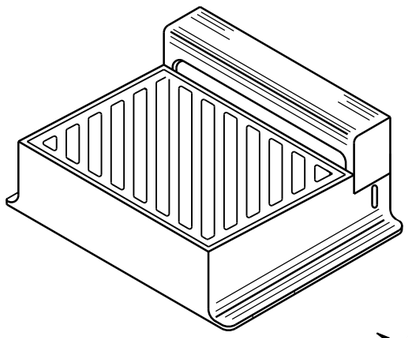

ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

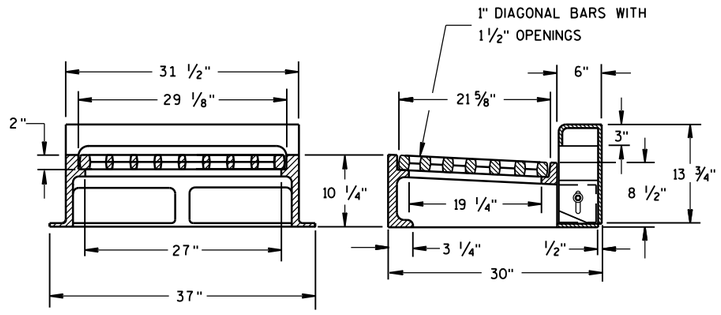



TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE




DIAGONAL SLOTS, SHALL BE ORIENTED
TO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

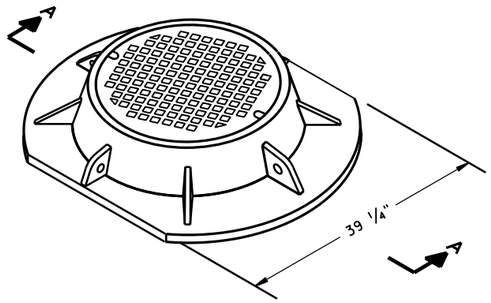
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

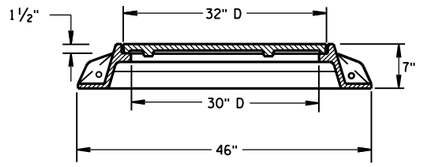
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



6

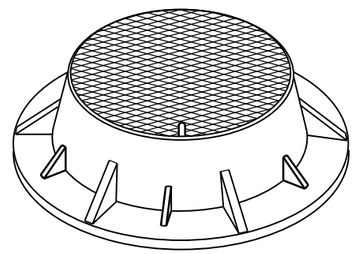
S.D.D. 8 A 5-19b

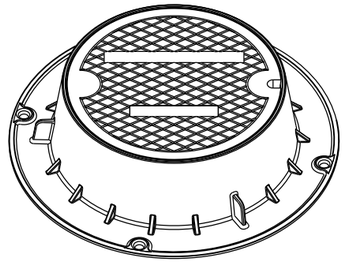


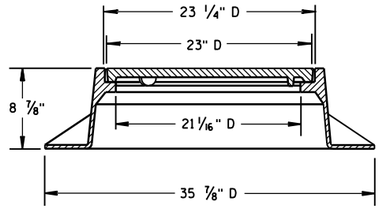



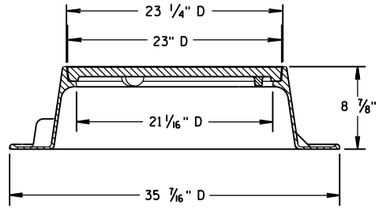

SECTION A-A

**TYPE "K"**








**TYPE "J"**

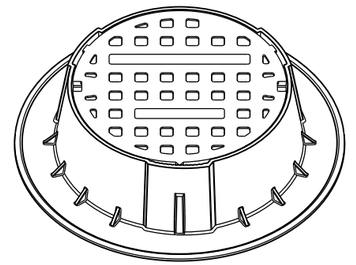
**NOTE: EITHER CASTING IS ACCEPTABLE**

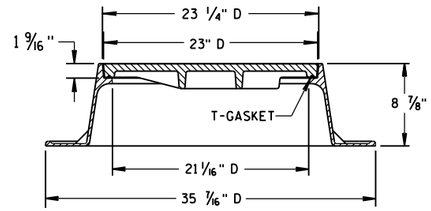
## GENERAL NOTES

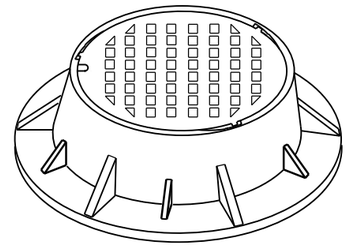
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

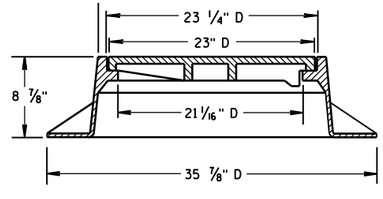
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





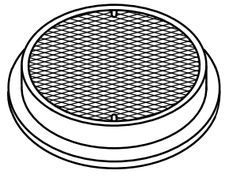


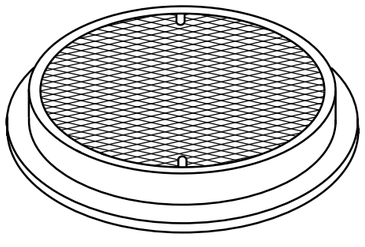

**TYPE "J" SPECIAL**

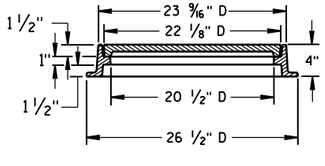
TYPE "B" NON-ROCKING SELF-SEAL LID

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

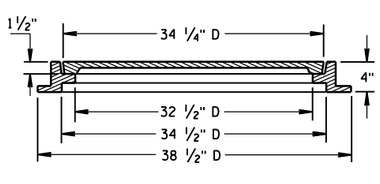
**NOTE: EITHER CASTING IS ACCEPTABLE**



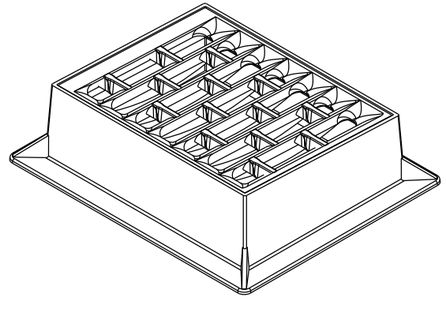


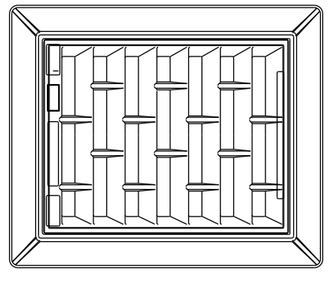


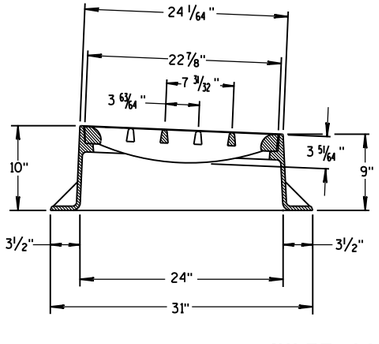

**TYPE "L"**

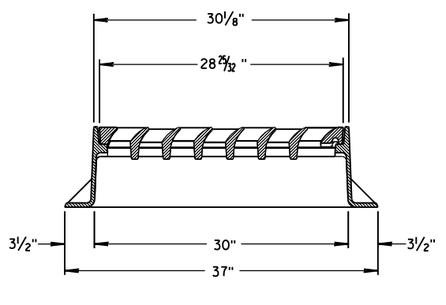



**TYPE "M"**








**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

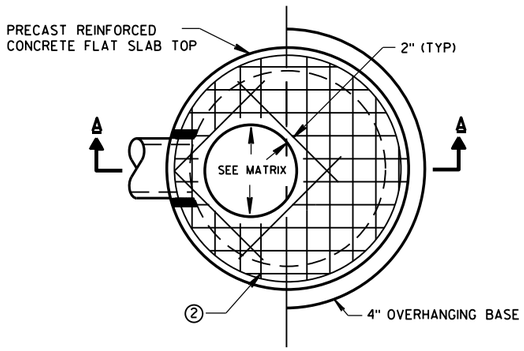
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

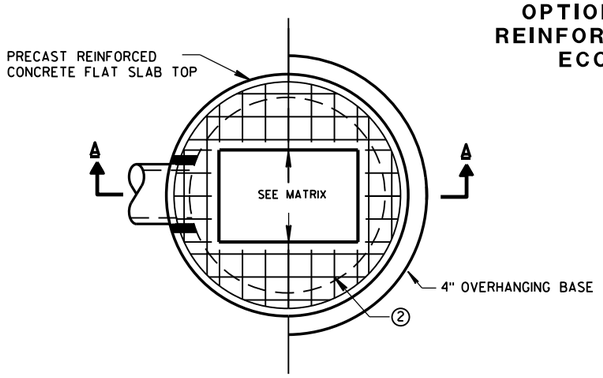


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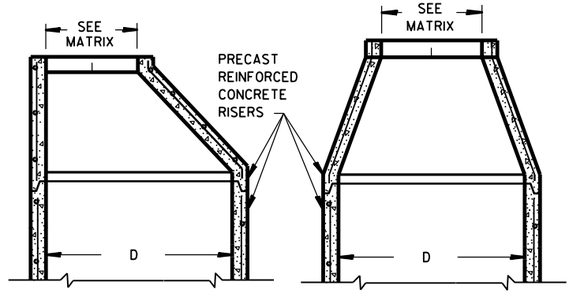
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PLAN VIEW CIRCULAR OPENING



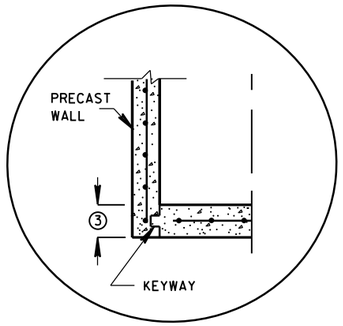

PLAN VIEW RECTANGULAR OPENING



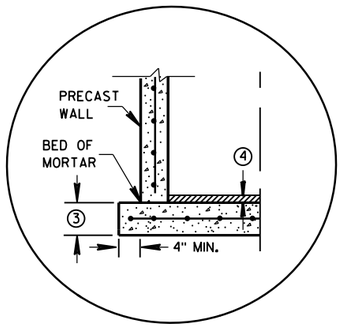

OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP




OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

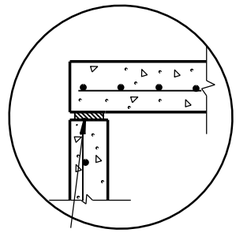



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



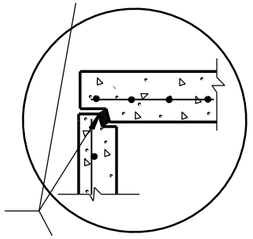

SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

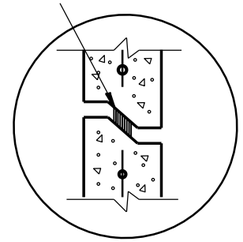


TOP WITH PLAIN END JOINT

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

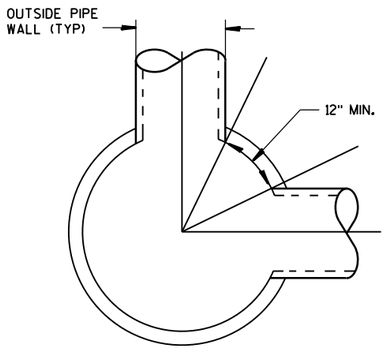


TOP WITH TONGUE AND GROOVE JOINT

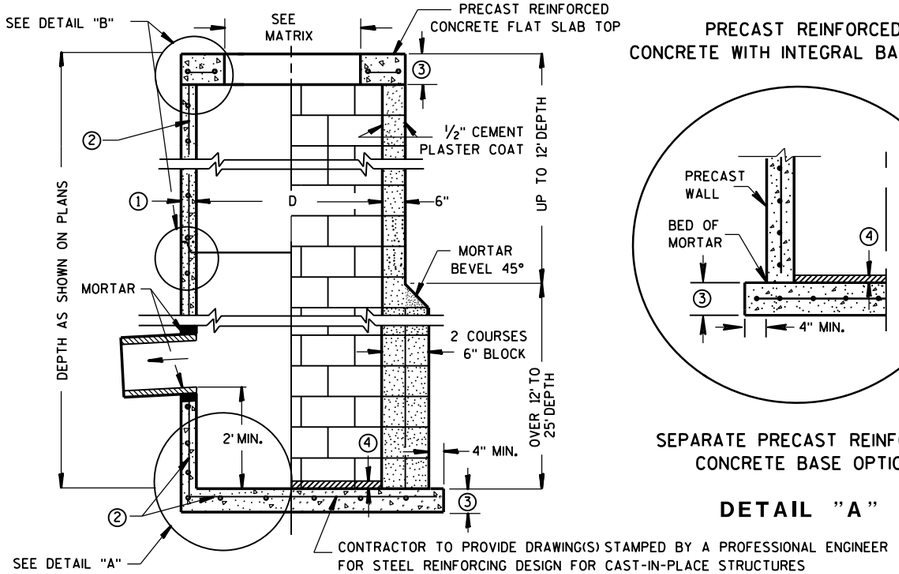


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"




DETAIL "C"




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

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## CATCH BASIN COVER OPENING MATRIX

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

## PIPE MATRIX

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

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

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

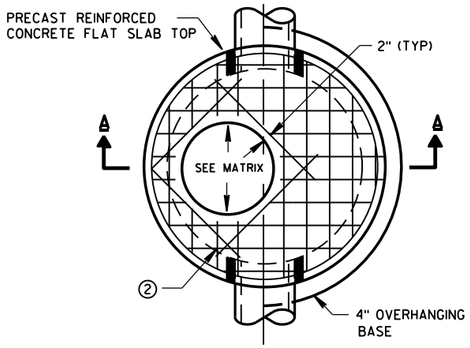
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

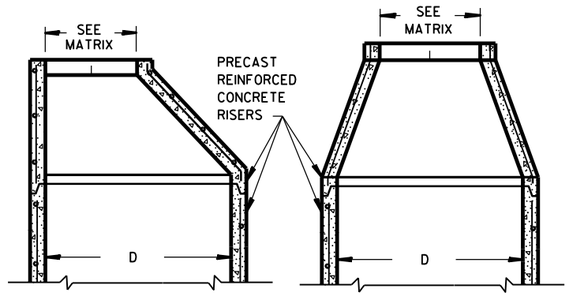


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S.D.D. 8 A 8-1

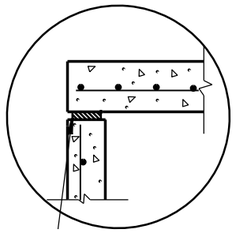



PLAN VIEW CIRCULAR OPENING

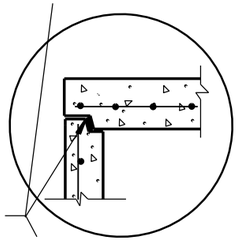



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

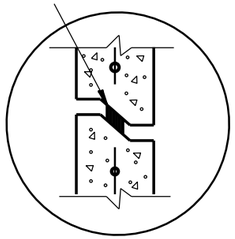


TOP WITH PLAIN END JOINT



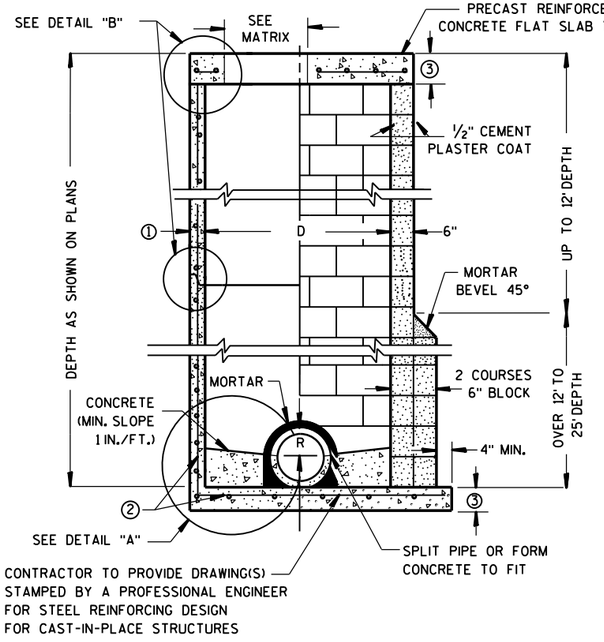
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



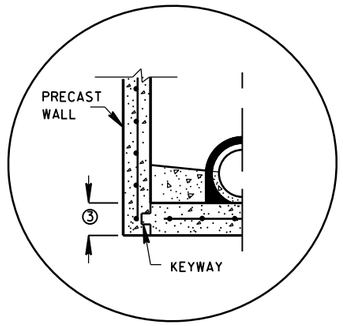
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

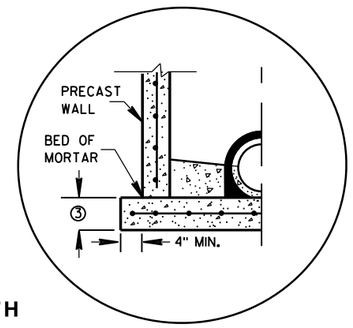



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

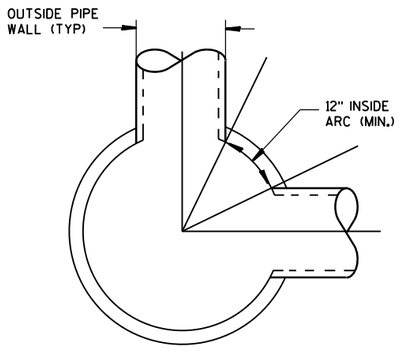



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

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

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

## MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

## PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

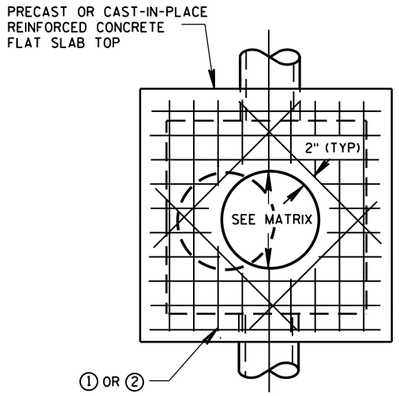
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

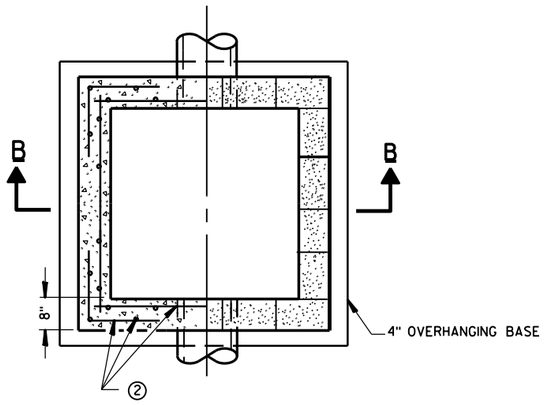
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



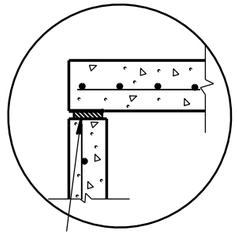

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S.D.D. 8 B 9-1



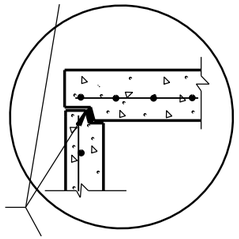

**PLAN VIEW**
**CIRCULAR OPENING**



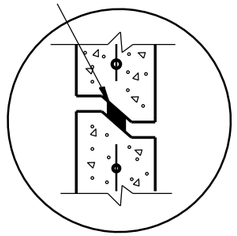

**SECTION A-A**
**PLAN VIEW**



TOP WITH PLAIN END JOINT

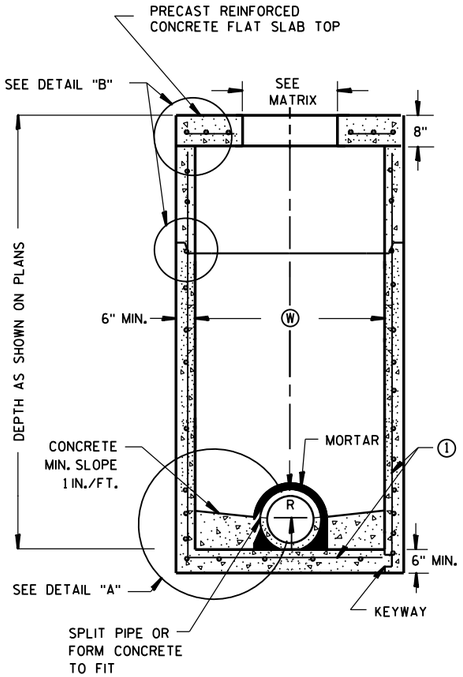



TOP WITH TONGUE AND GROOVE JOINT

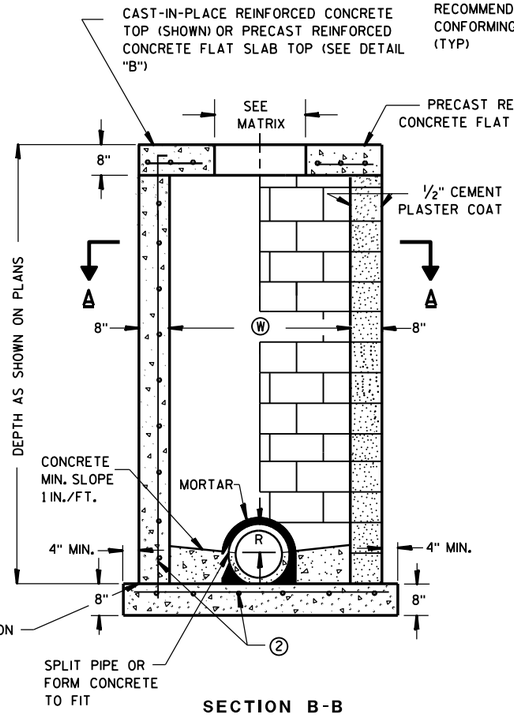


RISER WITH TONGUE AND GROOVE JOINT

**DETAIL "B"**




**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

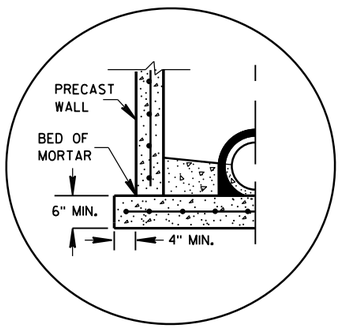



**SECTION B-B**

**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.

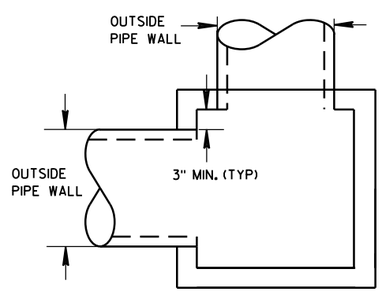
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

### 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**

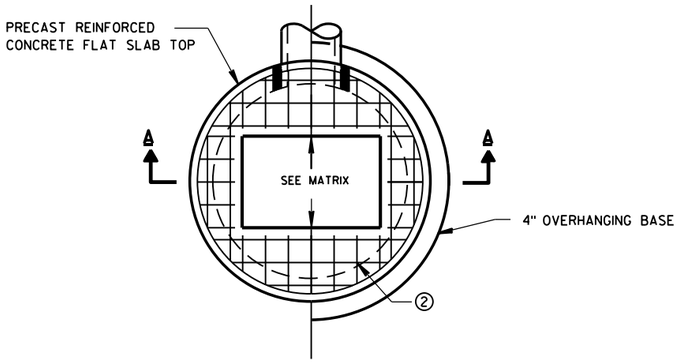
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

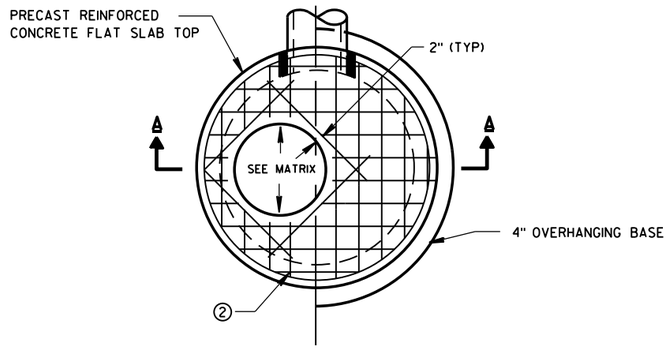



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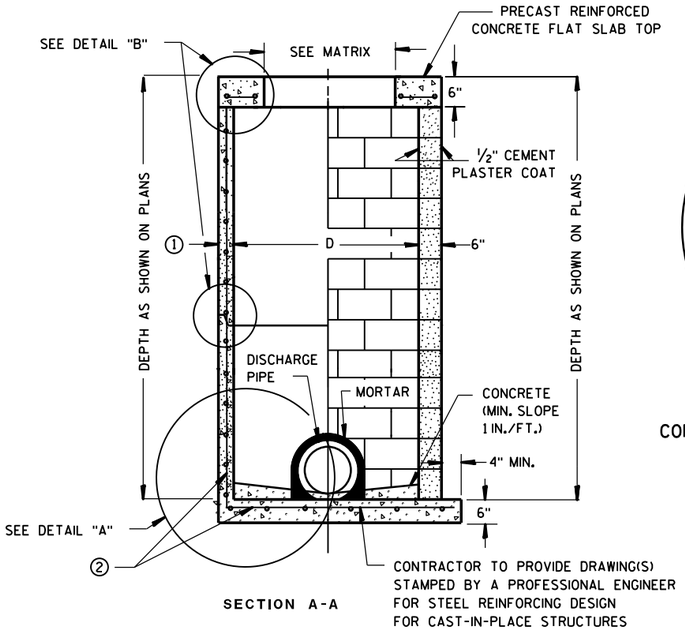
S.D.D. 8 B 10-1




PLAN VIEW RECTANGULAR OPENING




PLAN VIEW CIRCULAR OPENING

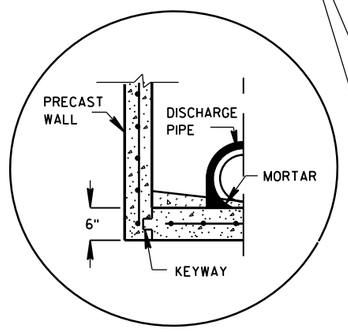



SECTION A-A

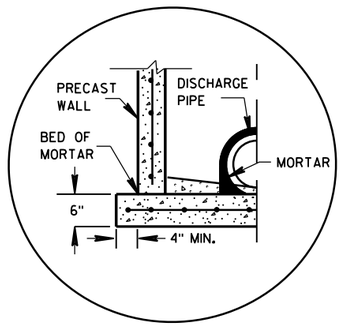
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

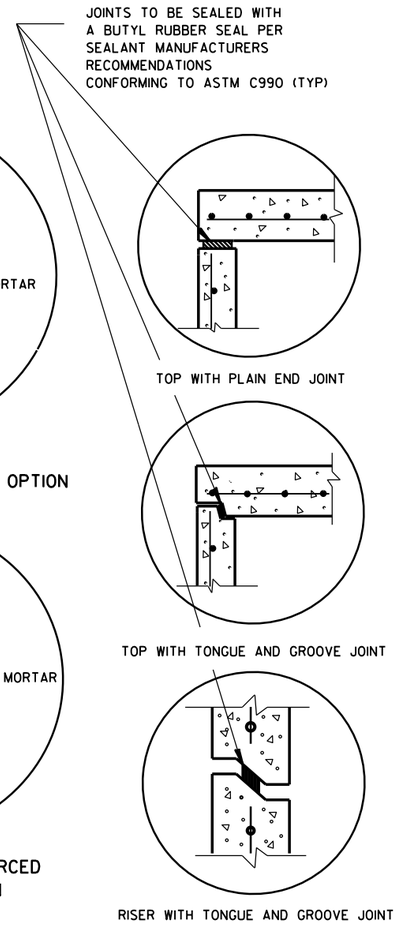



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "B"

## GENERAL NOTES

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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.

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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.

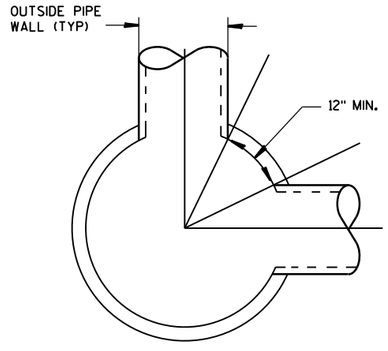
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

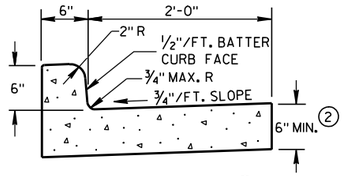
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

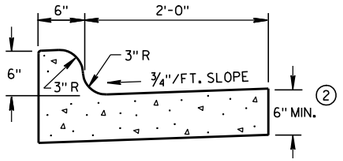
INLETS 3-FT AND 4-FT DIAMETER

6

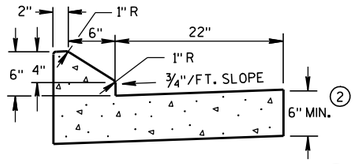
S.D.D. 8 C 6-1



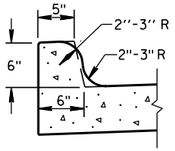

TYPES A & D (1)



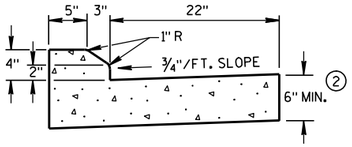

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

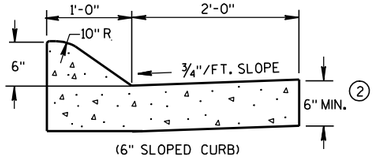



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

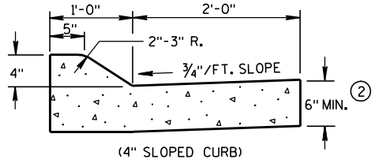



4" SLOPED CURB TYPES G & J (1)

## CONCRETE CURB & GUTTER 30"

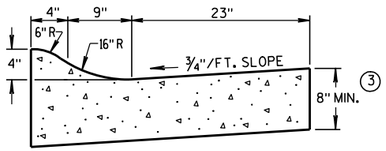



(6" SLOPED CURB)



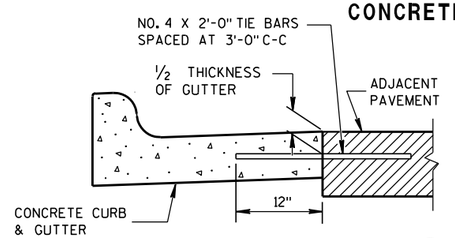

(4" SLOPED CURB)

TYPES A & D (1)

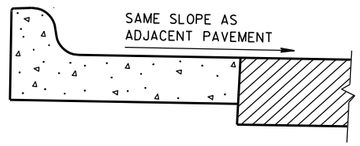



4" SLOPED CURB TYPES R & T (1) (4)

## CONCRETE CURB & GUTTER 36"




TYPICAL TIE BAR LOCATION (1)




REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

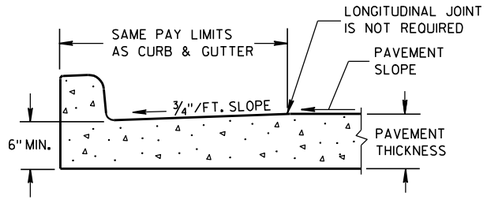
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

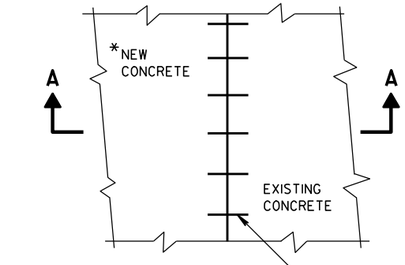
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

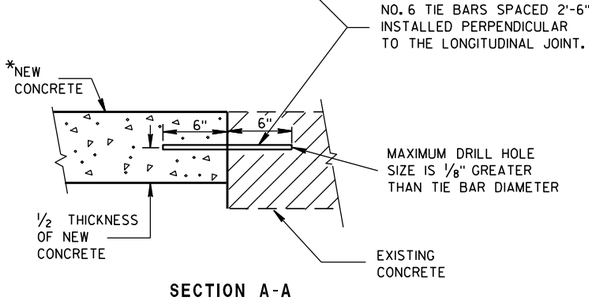



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



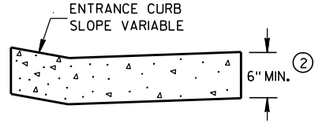

PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

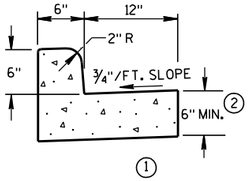



SECTION A-A

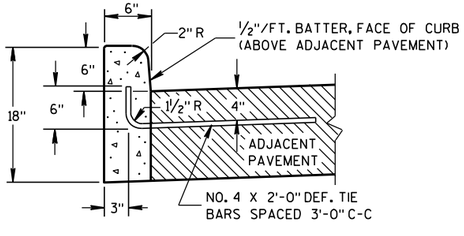
TIE BARS DRILLED INTO EXISTING PAVEMENT



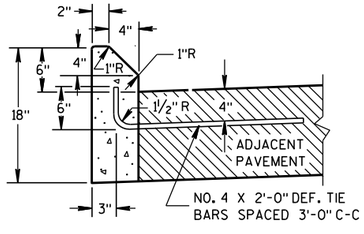

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



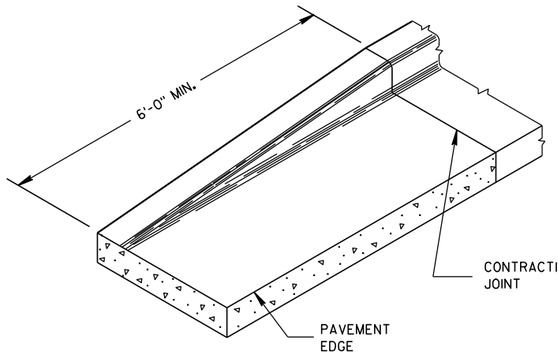

(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"




(1)
TYPES A & D




(1)
TYPES G & J




END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

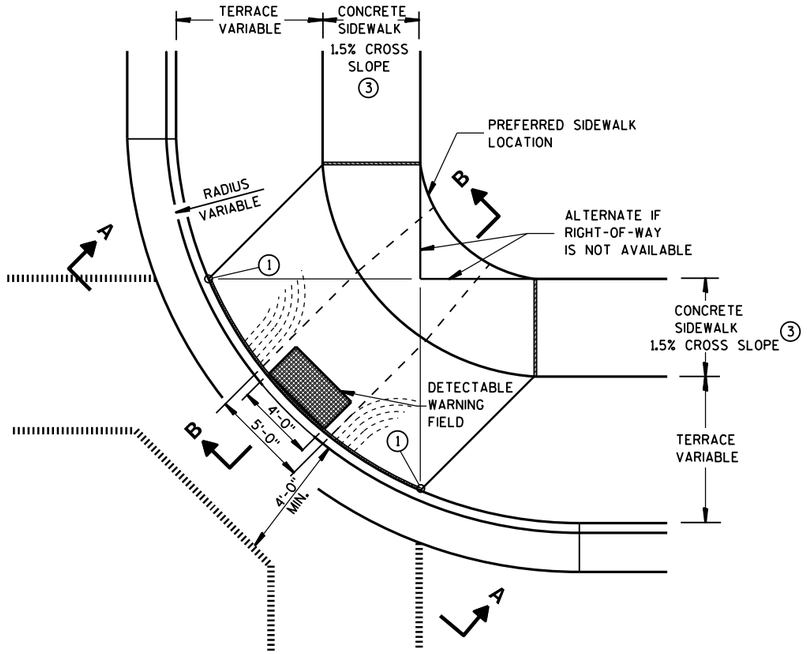
APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER



FHWA ENT

6

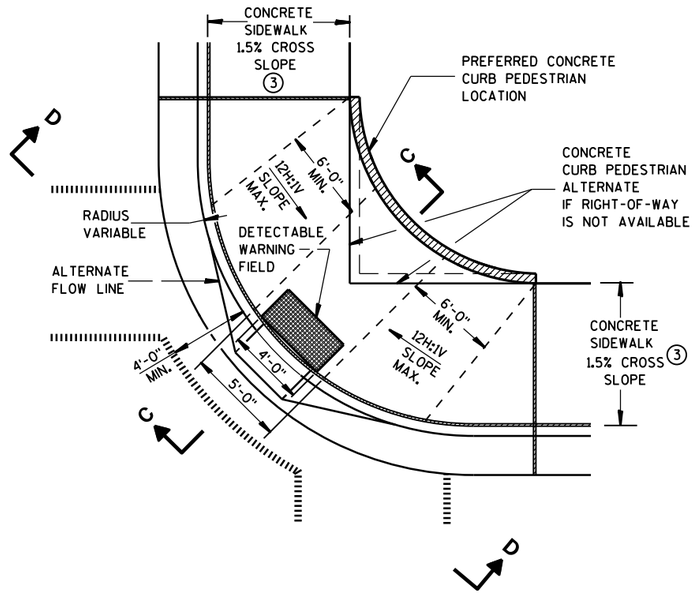
S.D.D. 8 D 1-17




PLAN VIEW

## TYPE 1 RAMP

(CENTER OF CORNER RADIUS)




PLAN VIEW

## TYPE 1-A RAMP

(NO TERRACE)

## GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

**TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.**

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

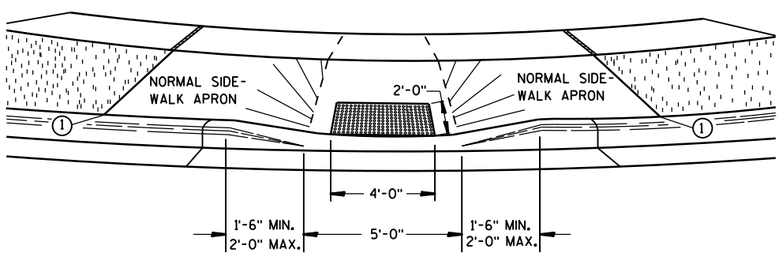
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

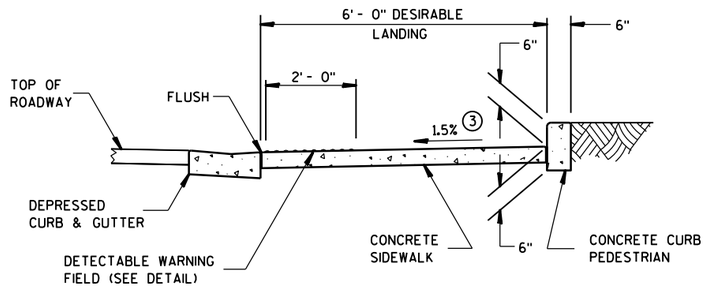
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

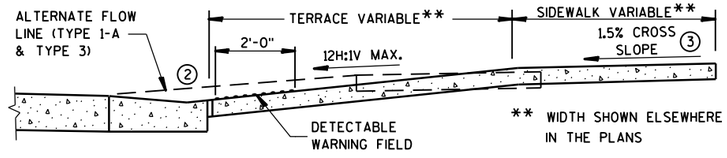
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



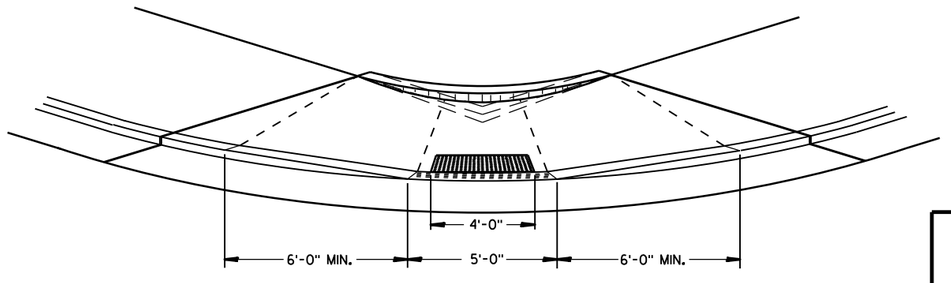

VIEW A-A




SECTION C-C




SECTION B-B




VIEW D-D

## CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

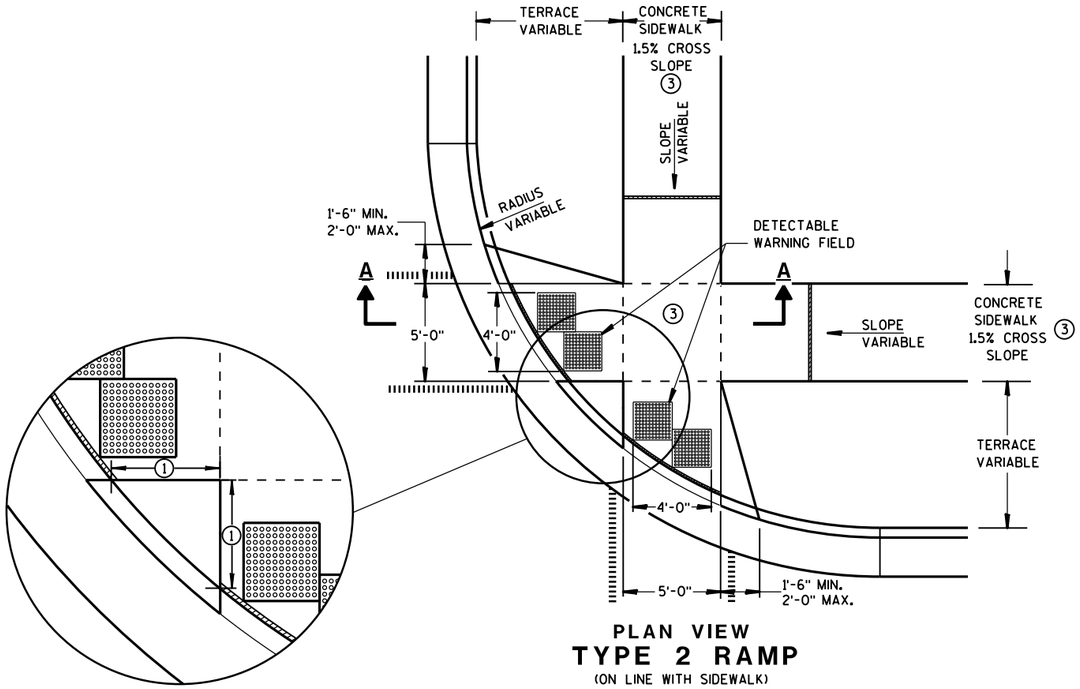


6

S.D.D. 8 D 5-15a

6

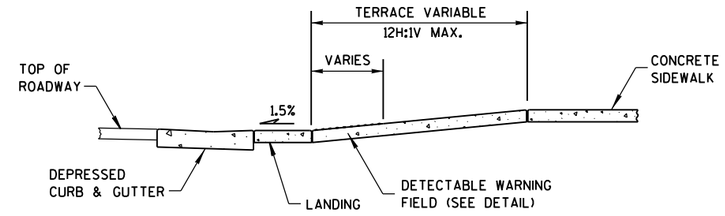
S.D.D. 8 D 5-15a



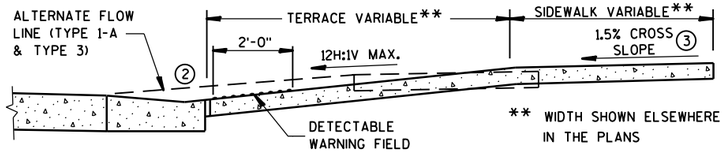

**PLAN VIEW**

## TYPE 2 RAMP

(ON LINE WITH SIDEWALK)




**SECTION A-A**




**SECTION B-B**

## GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

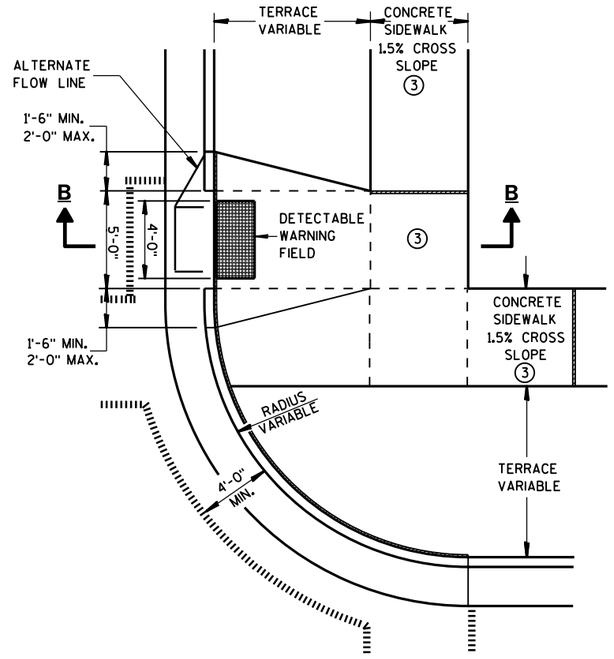
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT




**PLAN VIEW**

## TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

**CURB RAMPS TYPES 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

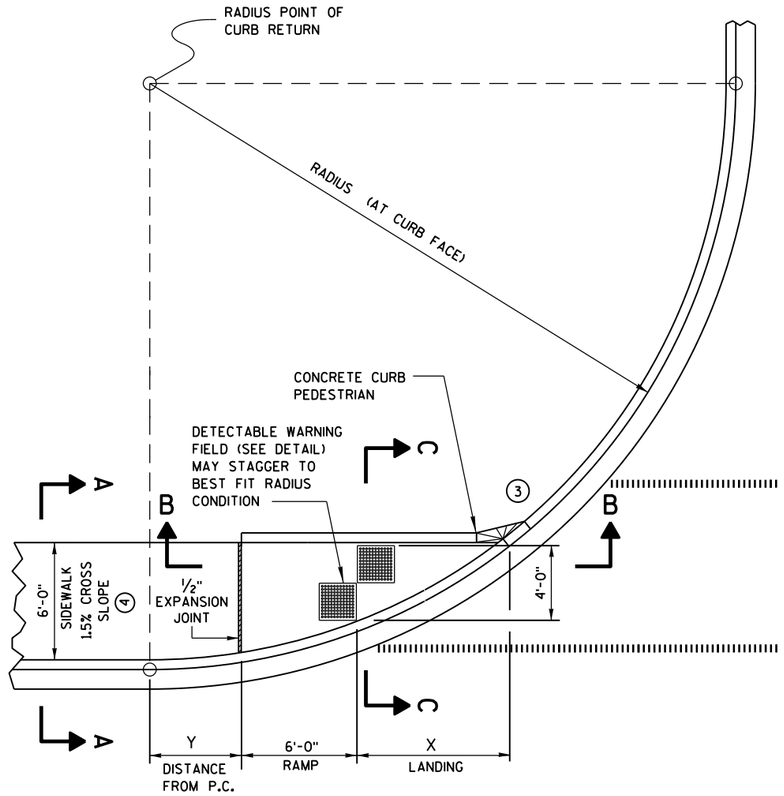


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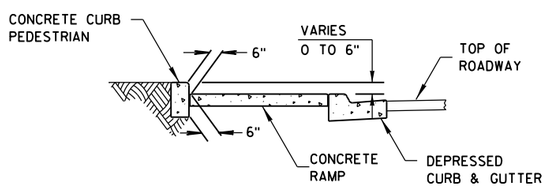
S.D.D. 8 D 5-15b

6

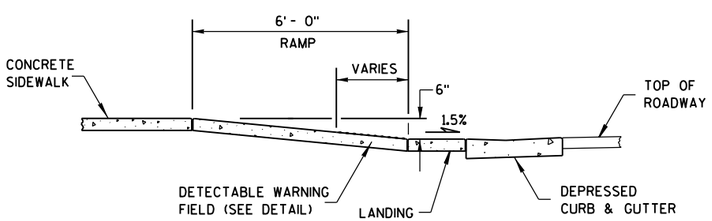
S.D.D. 8 D 5-15b




## CURB RAMP TYPE 4A
### PLAN VIEW



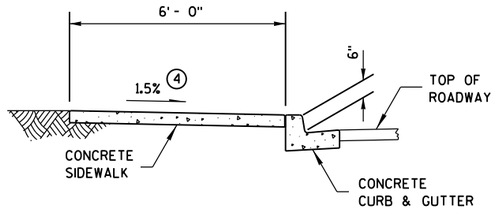

### SECTION C-C FOR TYPE 4A




### SECTION B-B FOR TYPE 4A

| RADIUS (AT CURB FACE) | X | Y |
|---|---|---|
| 20 FEET | 6'-1¾" | 2'-7¼" |
| 30 FEET | 7'-11¾" | 4'-8¼" |
| 40 FEET | 9'-5¼" | 6'-5" |
| 50 FEET | 10'-8¾" | 7'-11¼" |
| 60 FEET | 11'-10¼" | 9'-3½" |

INTERMEDIATE RADII CAN BE INTERPOLATED




### SECTION A-A FOR TYPE 4A

## GENERAL NOTES

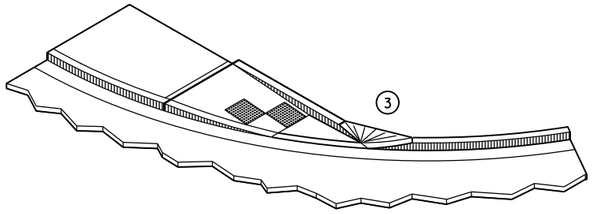
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

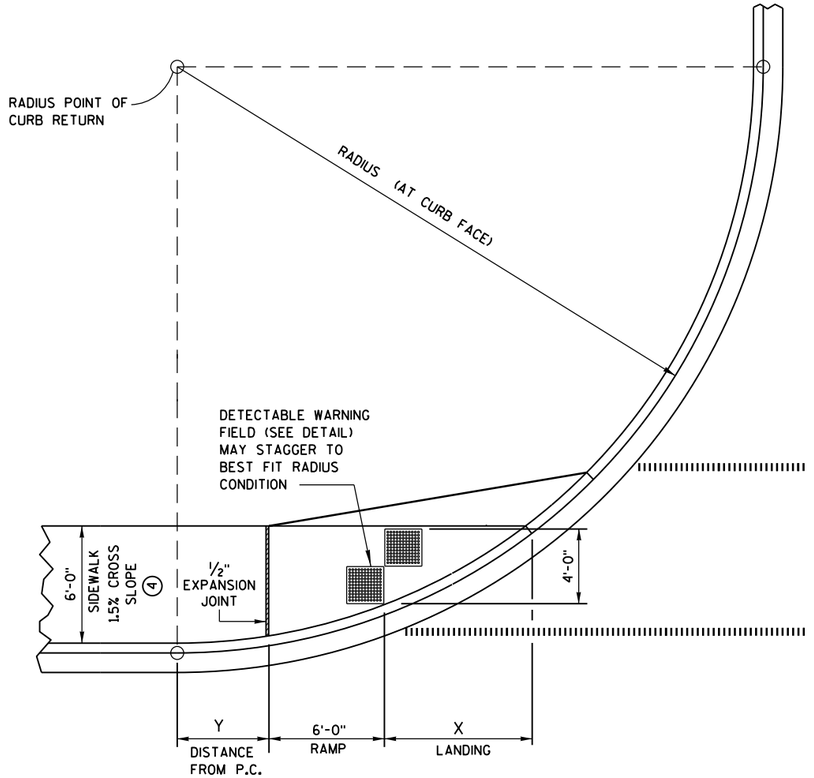
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

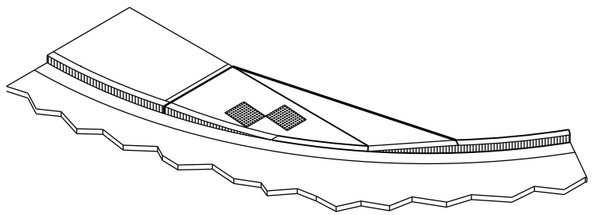
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




### ISOMETRIC VIEW FOR TYPE 4A




## CURB RAMP TYPE 4A1
### PLAN VIEW



### ISOMETRIC VIEW FOR TYPE 4A1

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

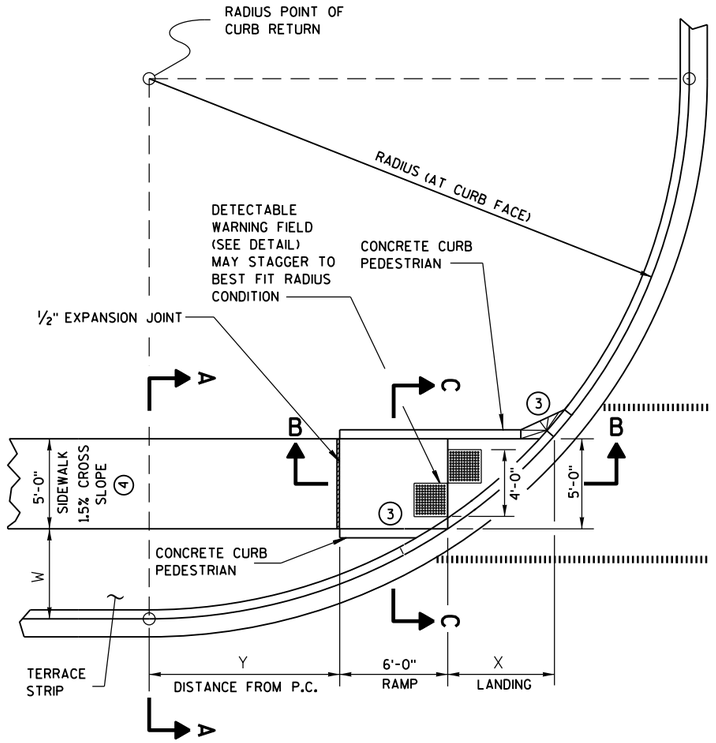
CURB RAMPS
TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

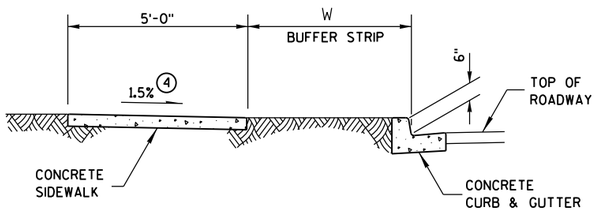



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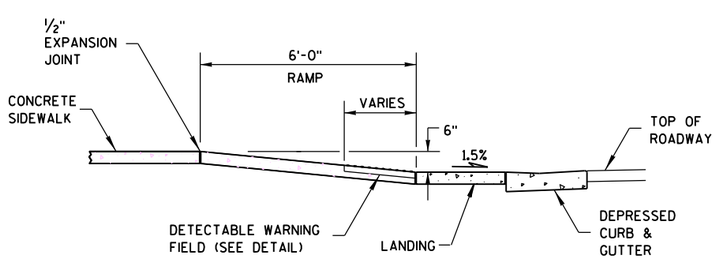
S.D.D. 8 D 5-15c




## CURB RAMP TYPE 4B
### PLAN VIEW




SECTION A-A FOR TYPE 4B



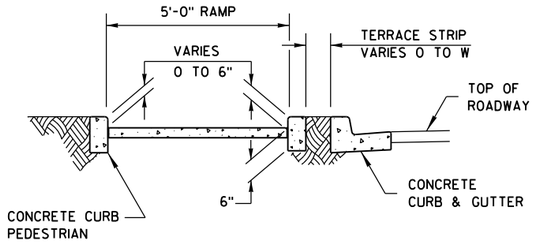

SECTION B-B FOR TYPE 4B

**LEGEND**

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)




SECTION C-C FOR TYPE 4B

| RADIUS (AT CURB FACE) | W = 3'-0" | | W = 4'-0" | | W = 5'-0" | | W = 6'-0" | | W = 7'-0" | |
|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y |
| 20 FEET | 5'-5½" | 4'-6½" | 4'-8½" | 6'-0" | 4'-1" | 7'-2¾" | 3'-7" | 8'-3½" | 3'-1½" | 9'-2½" |
| 30 FEET | 7'-3¾" | 7'-1" | 6'-5½" | 8'-11½" | 5'-9¼" | 10'-7" | 5'-2½" | 12'-0" | 4'-8¾" | 13'-3¼" |
| 40 FEET | 8'-9½" | 9'-2½" | 7'-10" | 11'-5¼" | 7'-1" | 13'-4½" | 6'-5¾" | 15'-¾" | 5'-11½" | 16'-7¼" |
| 50 FEET | 10'-¾" | 11'-¾" | 9'-¼" | 13'-7¼" | 8'-2½" | 15'-9½" | 7'-6½" | 17'-9" | 6'-11¾" | 19'-6¼" |
| 60 FEET | 11'-2½" | 12'-8¾" | 10'-¾" | 15'-6½" | 9'-2¼" | 17'-11¾" | 8'-5¾" | 20'-1¾" | 7'-10½" | 22'-1½" |

INTERMEDIATE RADII CAN BE INTERPOLATED

## GENERAL NOTES

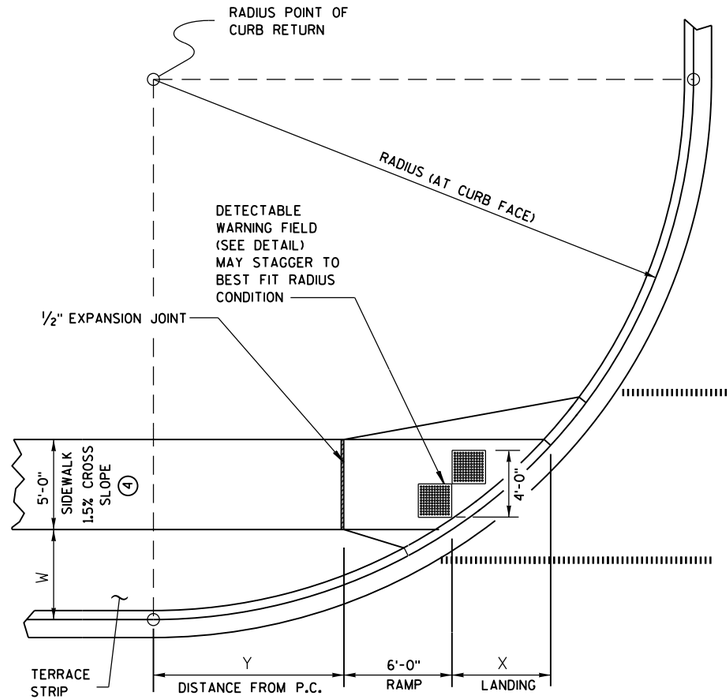
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

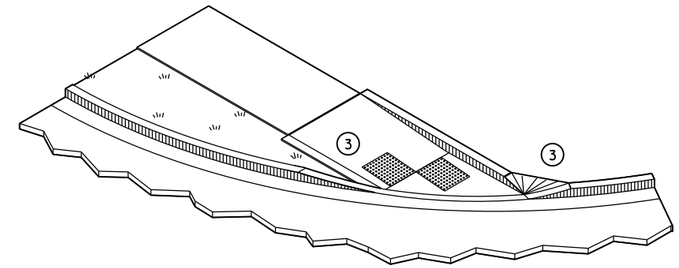
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

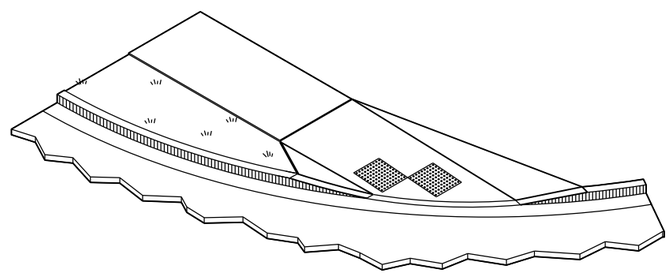
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




## CURB RAMP TYPE 4B1
### PLAN VIEW




ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

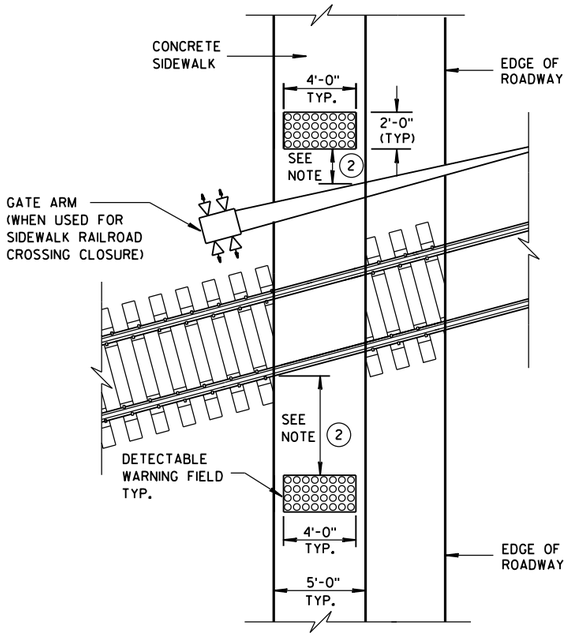
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

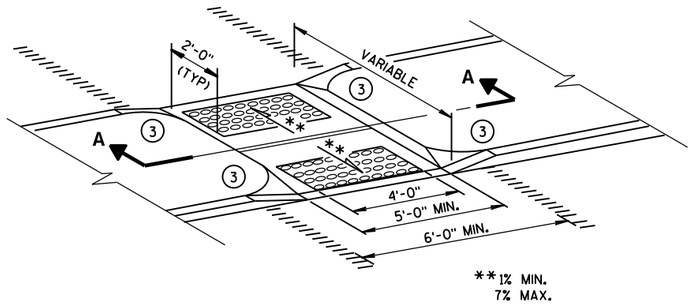



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S.D.D. 8 D 5-15d




**TYPE 8**
**DETECTABLE WARNINGS AT RAILROAD CROSSING**




**MEDIAN ISLAND**
**NON-ELEVATED CROSSING**
**TYPE 5**

## GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

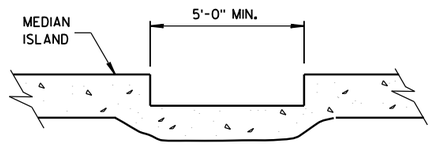
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

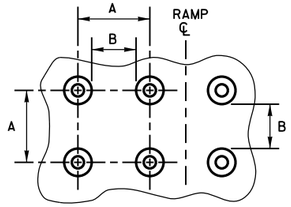
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



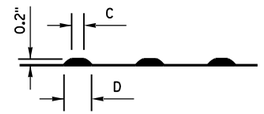

**SECTION A-A**



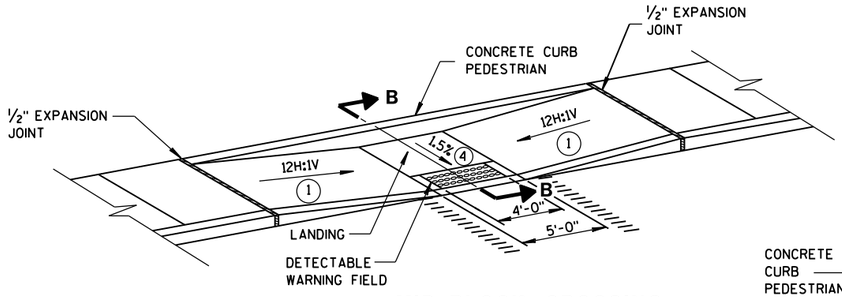

**PLAN VIEW**

| | MIN. | MAX. |
|---|---|---|
| A | 1.6" | 2.4" |
| B | 0.65" | 1.5" |
| C | * | * |
| D | 0.9" | 1.4" |

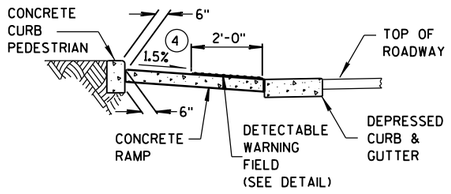
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**ELEVATION VIEW**

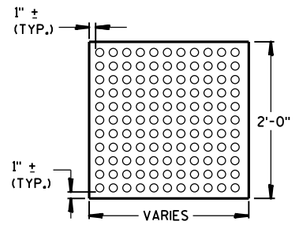



**MID-BLOCK CROSSING**
**TYPE 7A**



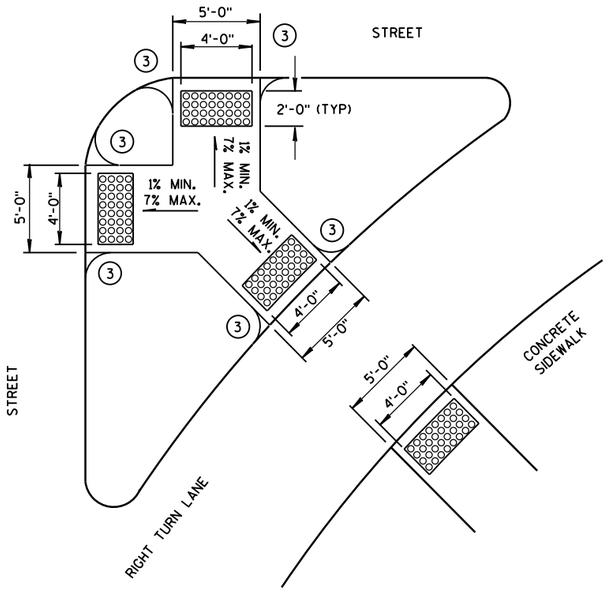

**SECTION B-B**

## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL

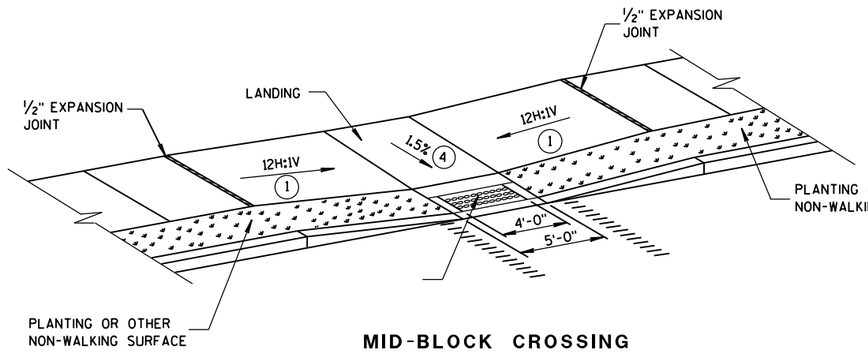



**PLAN VIEW**

**DETECTABLE WARNING FIELD (TYPICAL)**




**TYPE 6**
**DETECTABLE WARNING AT ISLANDS**




**MID-BLOCK CROSSING**
**TYPE 7B**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**LEGEND**

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS**
**TYPES 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

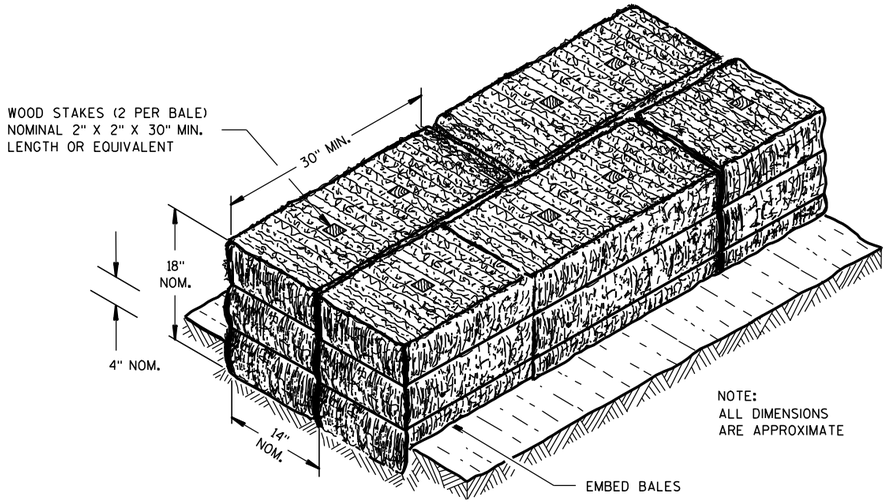


6

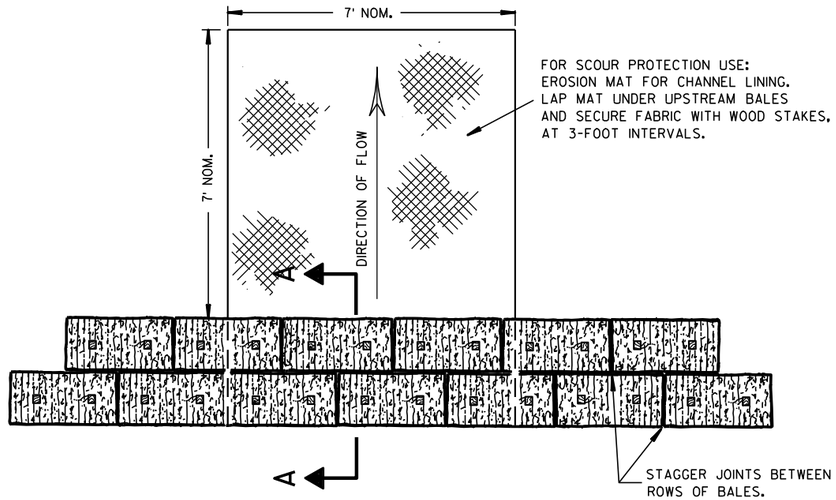
S.D.D. 8 D 5-15e

6

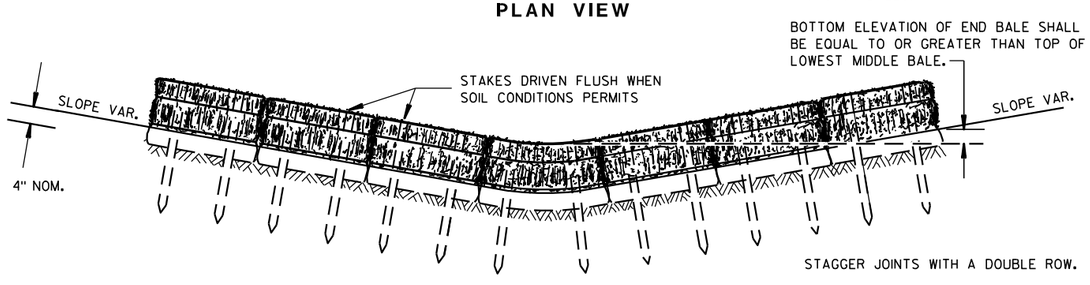
S.D.D. 8 D 5-15e




SECTION A-A




PLAN VIEW



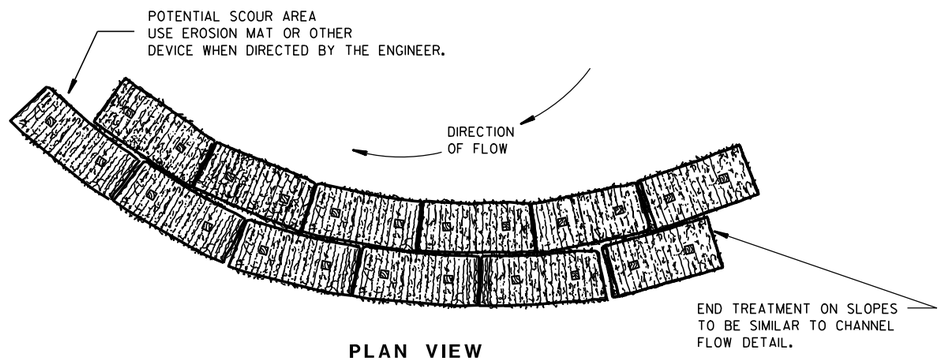

FRONT ELEVATION

**TEMPORARY DITCH CHECK USING EROSION BALES ①**

## GENERAL NOTES

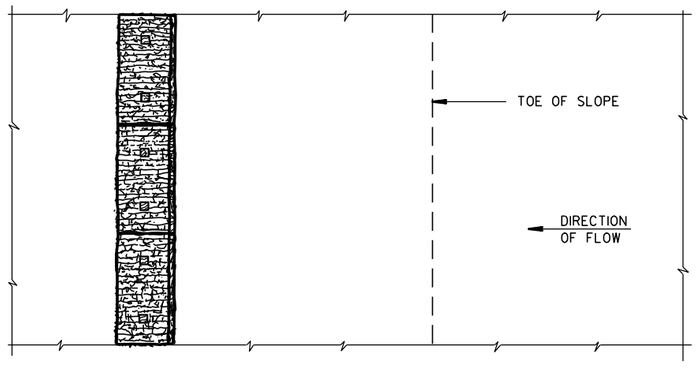
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

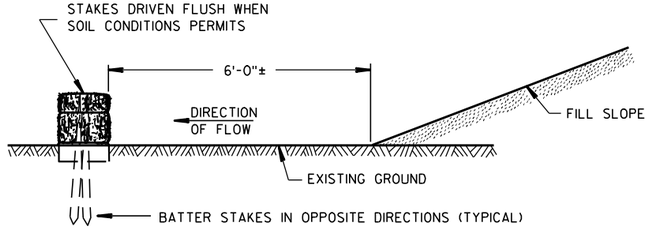



PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW




PLAN VIEW




FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

**EROSION BALES FOR SHEET FLOW**

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

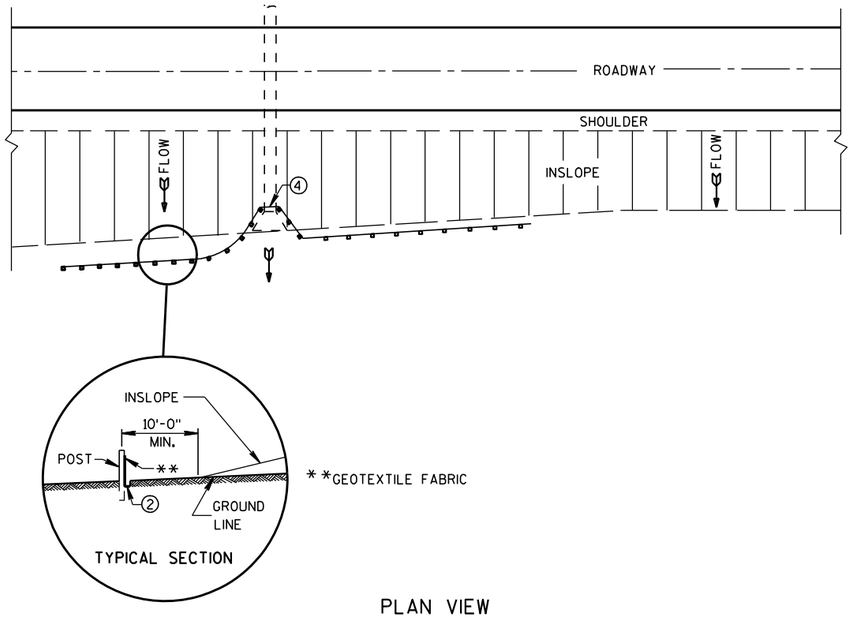
6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



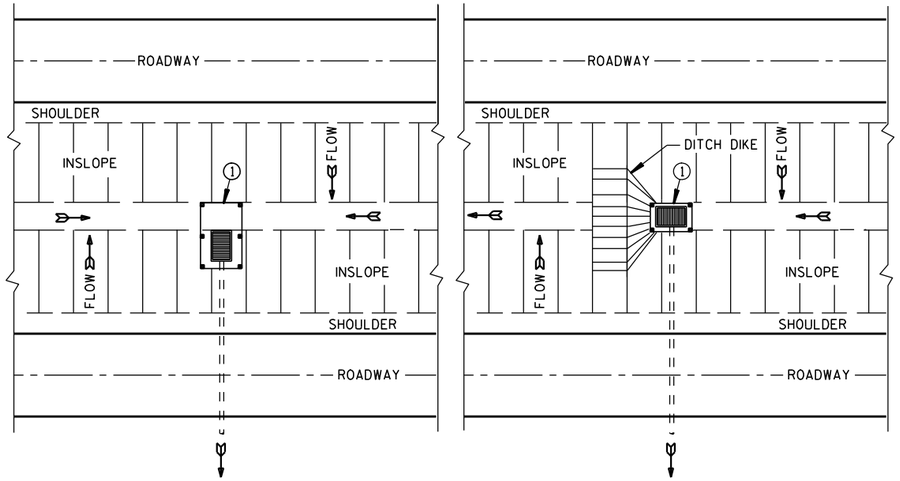

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S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE




PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

## GENERAL NOTES

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

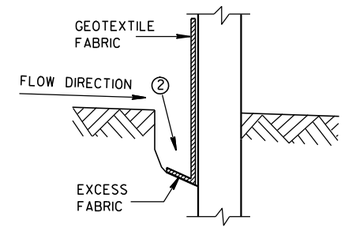
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

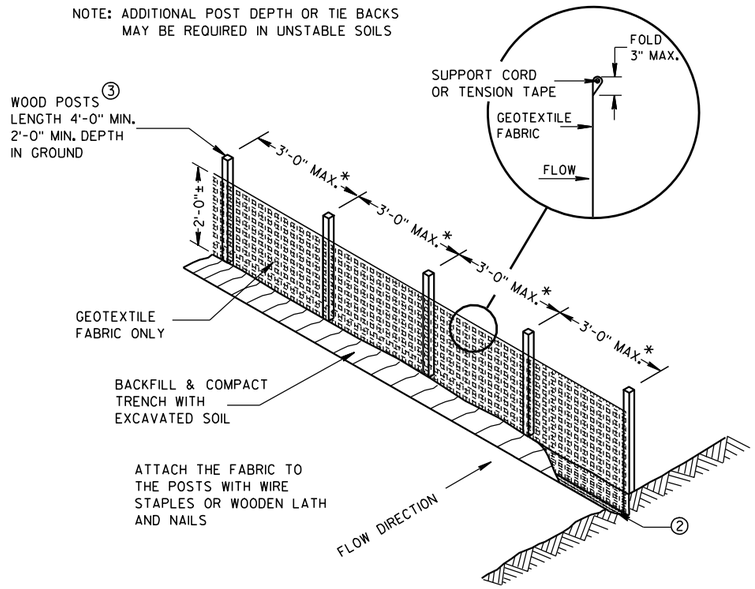
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

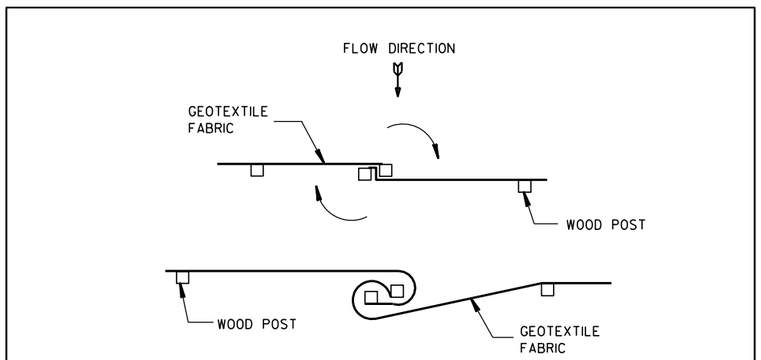
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



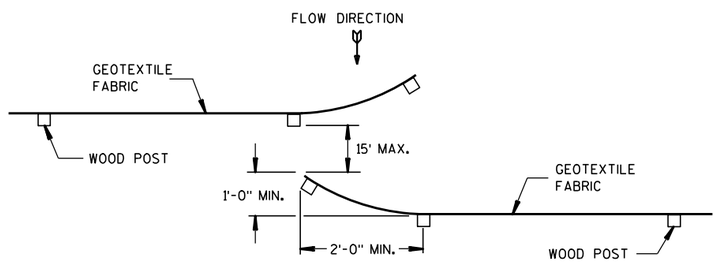

## TRENCH DETAIL




## SILT FENCE

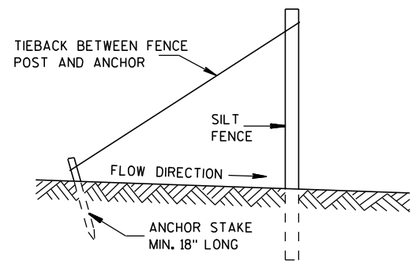



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE ⑤




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

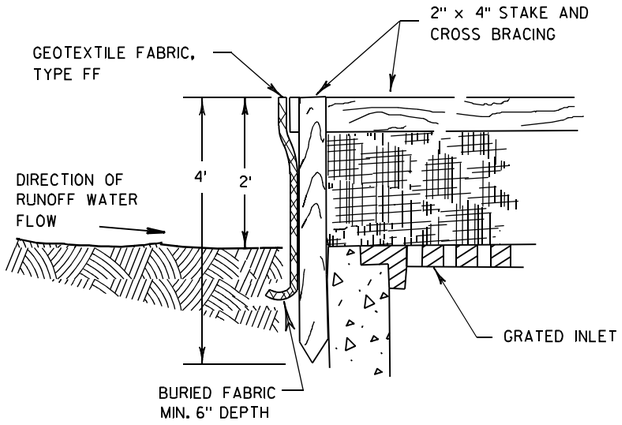


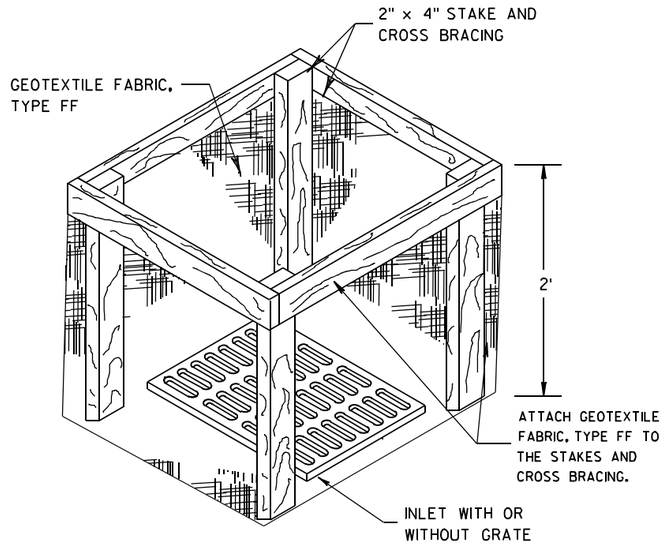
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S.D.D. 8 E 9-6

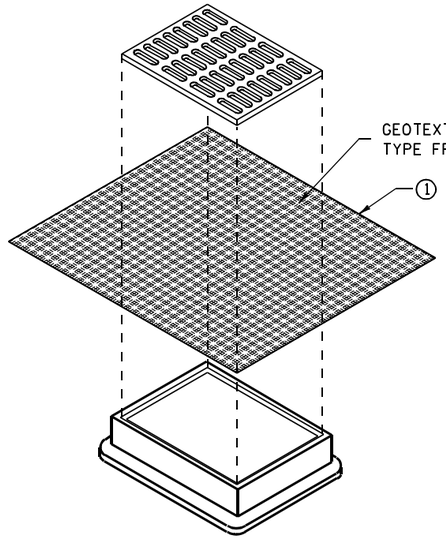
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S.D.D. 8 E 9-6



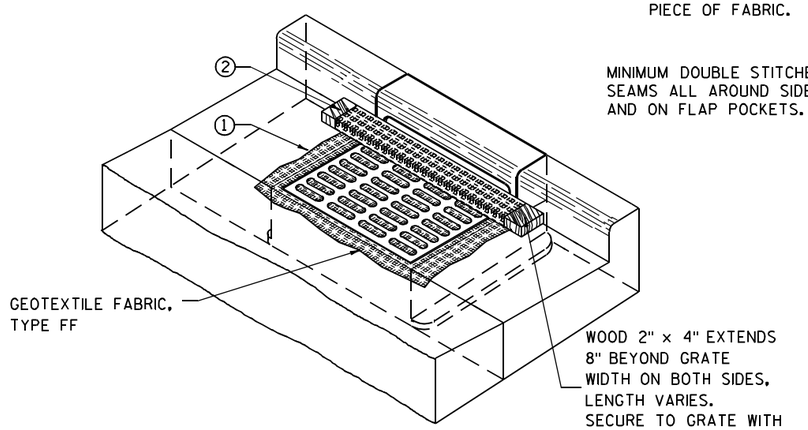




## INLET PROTECTION, TYPE A

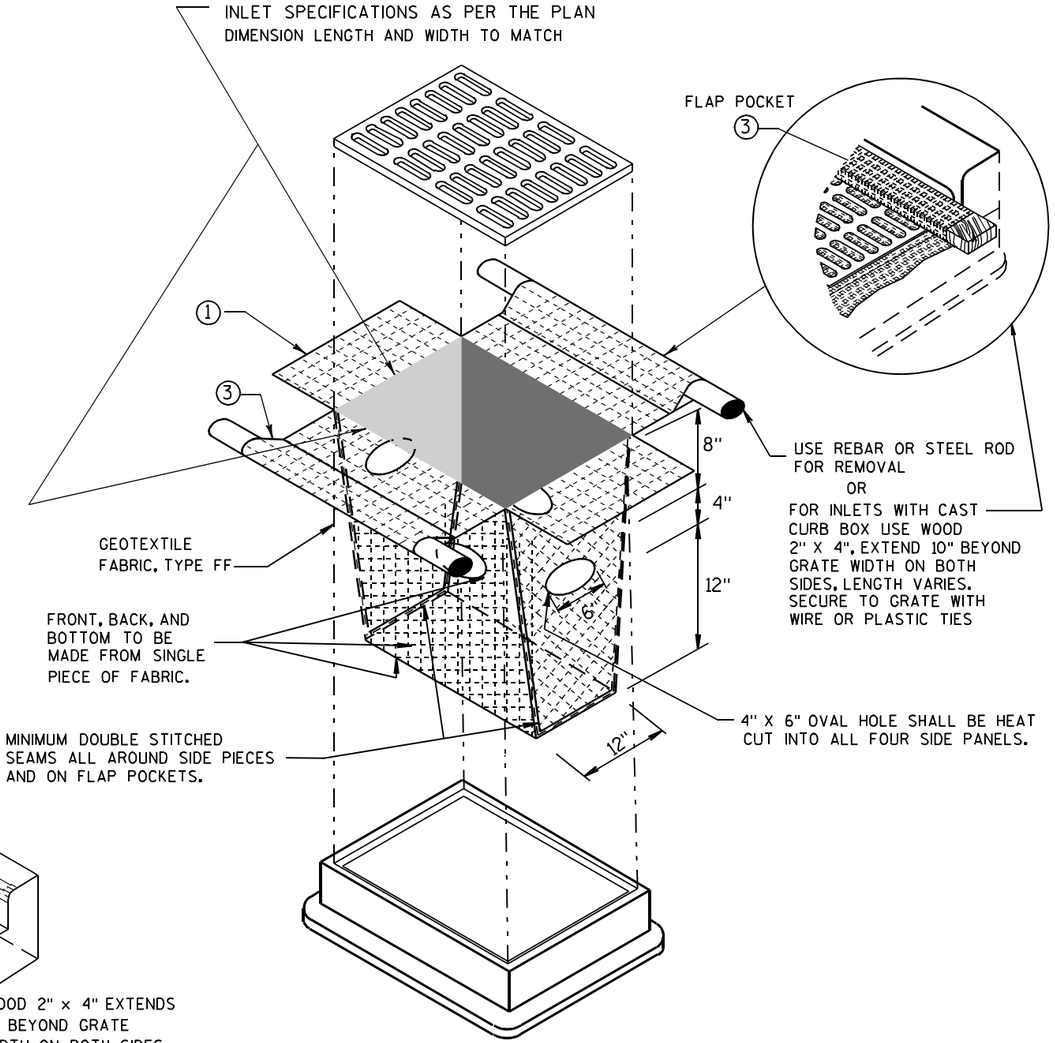



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

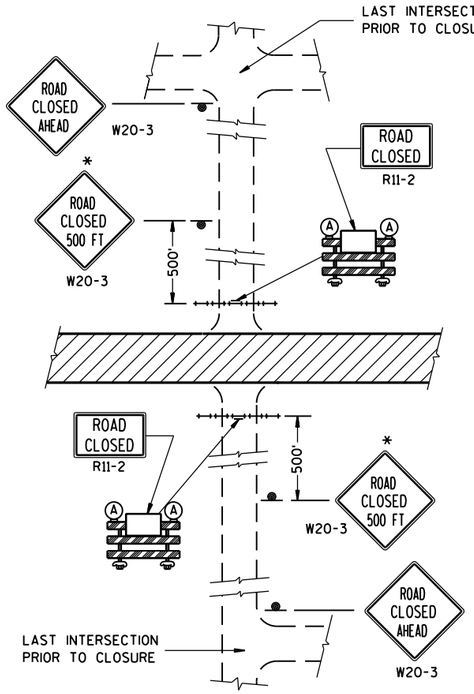


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S.D.D. 8 E 10-2

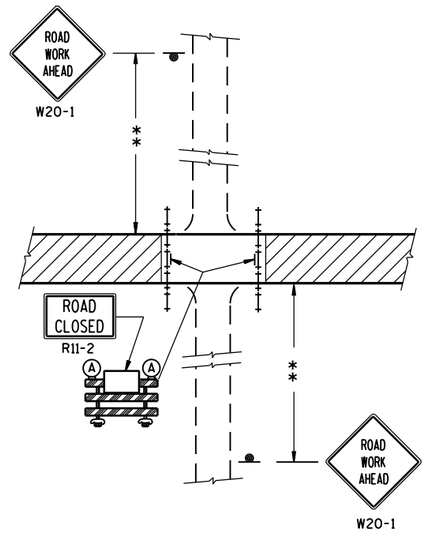
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S.D.D. 8 E 10-2



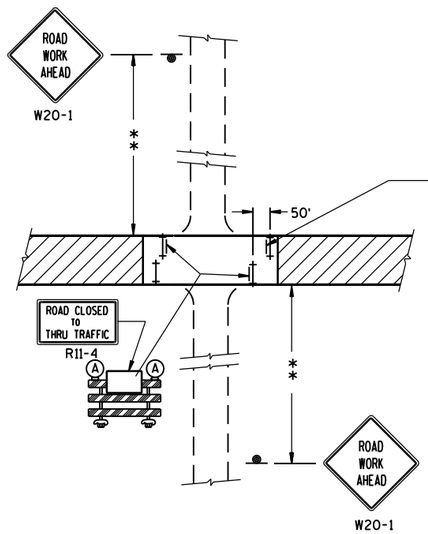

**DETAIL 1**

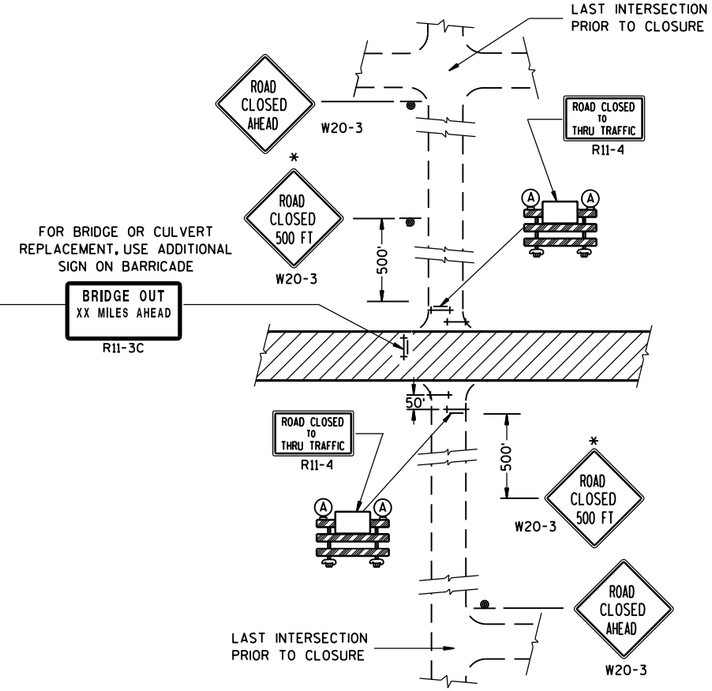
(NO ACCESS TO PROJECT)




**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

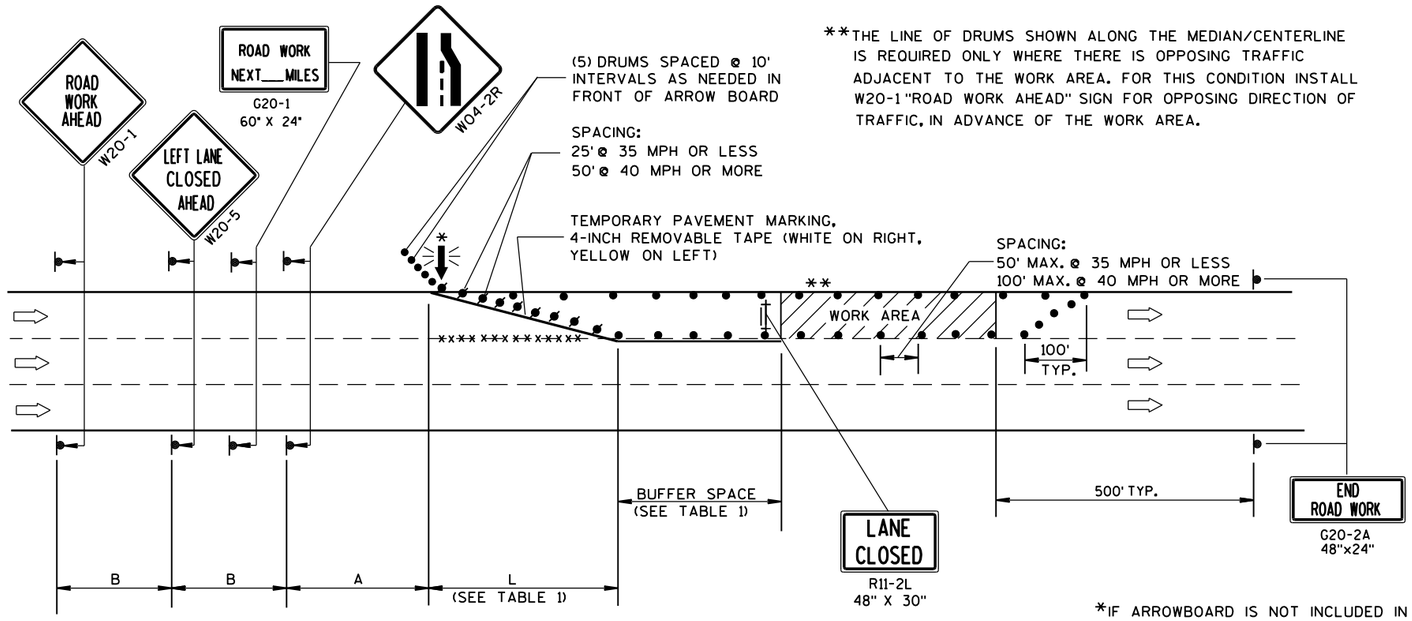


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S.D.D. 15 C 3-2

6

S.D.D. 15 C 3-2




**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

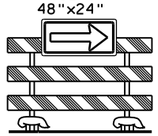


TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

| S | L | BUFFER SPACE |
|---|---|---|
| 25 | 125' | 55' |
| 30 | 180' | 85' |
| 35 | 245' | 120' |
| 40 | 320' | 170' |
| 45 | 540' | 220' |
| 50 | 600' | 280' |
| 55 | 660' | 335' |

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

## GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

# TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

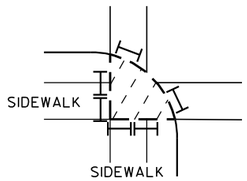
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

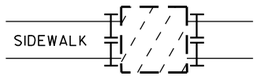


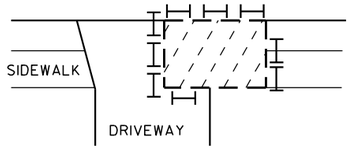

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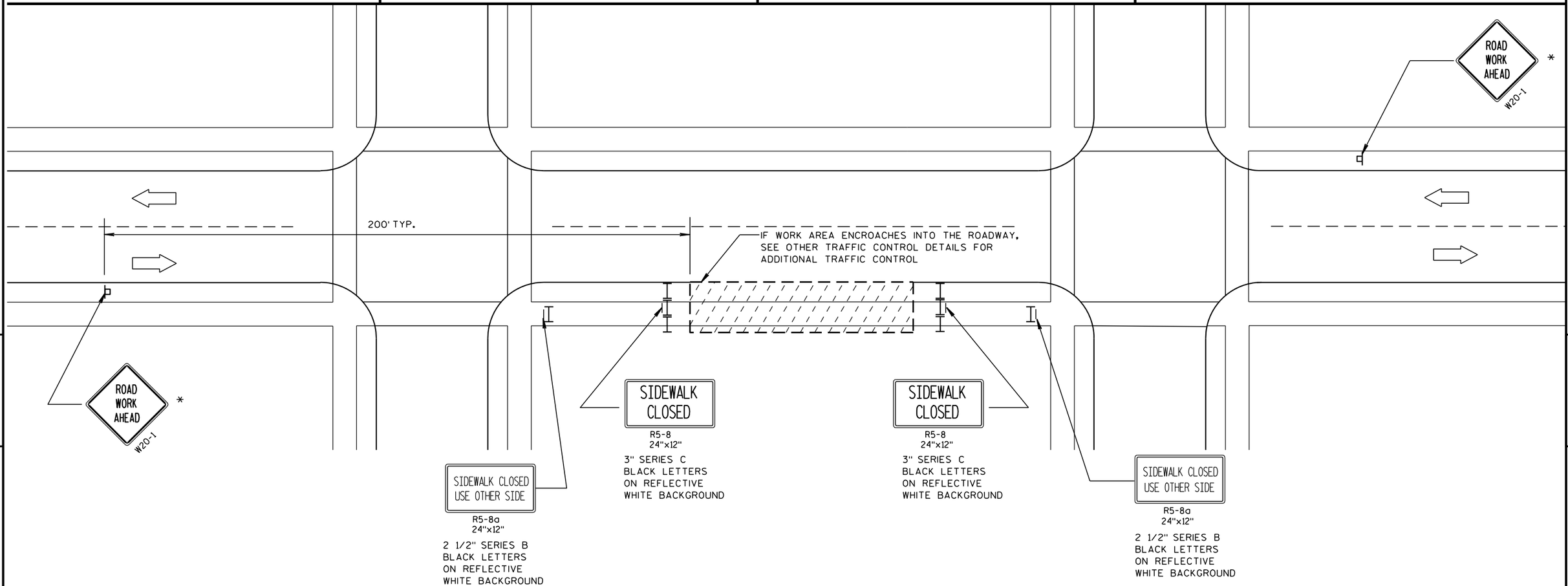

S.D.D. 15 D 20-2

# WARNING OF LOCALIZED SIDEWALK WORK AREAS




## LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

TRAFFIC CONTROL, SIDEWALK CLOSURE

**TRAFFIC CONTROL, SIDEWALK CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible]NEER
FHWA




6

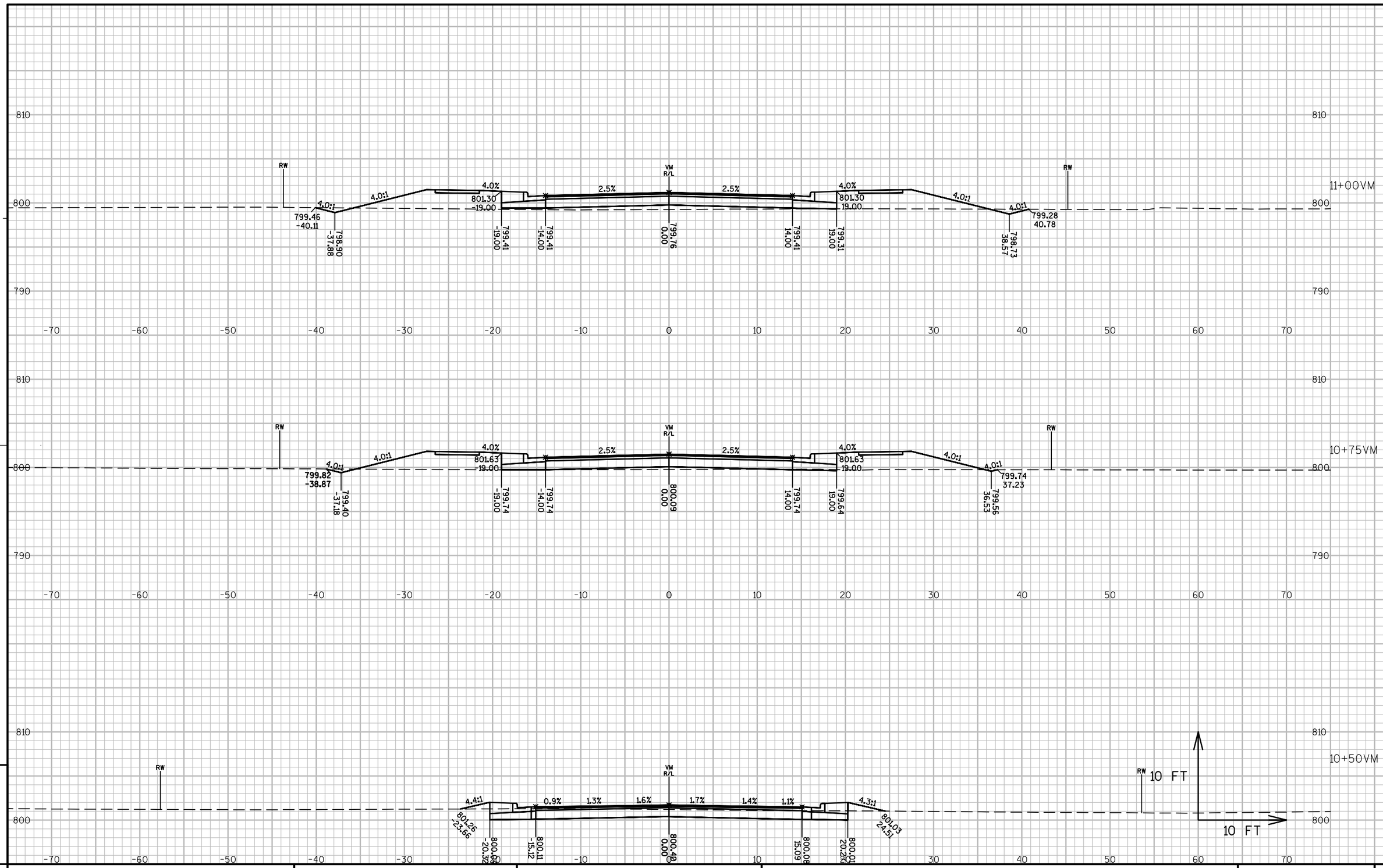

S.D.D. 15 D 30-1

**VERMILLION**

| STATION | AREA (SF) Cut | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.00 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|
| 10+50 | 40.18 | 3.29 | 0 | 0 | 0 | 0 | 0.00 |
| 10+75 | 1.38 | 51.84 | 19 | 26 | 19 | 26 | -6.28 |
| 11+00 | 2.40 | 61.41 | 2 | 52 | 21 | 78 | -56.96 |
| 11+25 | 0.97 | 110.59 | 2 | 80 | 23 | 158 | -135.03 |
| 11+50 | 2.52 | 87.75 | 2 | 92 | 24 | 249 | -225.24 |
| 11+75 | 10.57 | 42.56 | 6 | 60 | 30 | 310 | -279.51 |
| 12+00 | 40.43 | 17.83 | 24 | 28 | 54 | 338 | -283.86 |
| 12+25 | 74.79 | 7.06 | 53 | 12 | 107 | 349 | -242.05 |
| 12+50 | 95.74 | 0.34 | 79 | 3 | 186 | 353 | -166.53 |
| 12+75 | 105.46 | 0.00 | 93 | 0 | 279 | 353 | -73.55 |
| 13+00 | 105.84 | 0.37 | 98 | 0 | 377 | 353 | 24.10 |
| 13+25 | 110.09 | 0.00 | 100 | 0 | 477 | 353 | 123.90 |
| 13+50 | 152.90 | 0.00 | 122 | 0 | 599 | 353 | 245.65 |
| 13+75 | 111.06 | 0.00 | 122 | 0 | 721 | 353 | 367.86 |
| 14+00 | 113.56 | 10.01 | 104 | 5 | 825 | 358 | 467.21 |
| 14+25 | 120.31 | 8.91 | 108 | 9 | 933 | 367 | 566.72 |
| 14+50 | 106.14 | 0.41 | 105 | 4 | 1,038 | 371 | 667.24 |
| 14+75 | 91.90 | 0.27 | 92 | 0 | 1,130 | 371 | 758.62 |
| 15+00 | 74.33 | 0.00 | 77 | 0 | 1,207 | 371 | 835.45 |
| 15+25 | 72.17 | 0.00 | 68 | 0 | 1,275 | 371 | 903.27 |
| 15+50 | 62.33 | 0.00 | 62 | 0 | 1,337 | 371 | 965.54 |
| 15+75 | 54.61 | 0.05 | 54 | 0 | 1,391 | 371 | 1,019.66 |
| 16+00 | 56.74 | 0.01 | 52 | 0 | 1,443 | 371 | 1,071.18 |

**SHASTA**

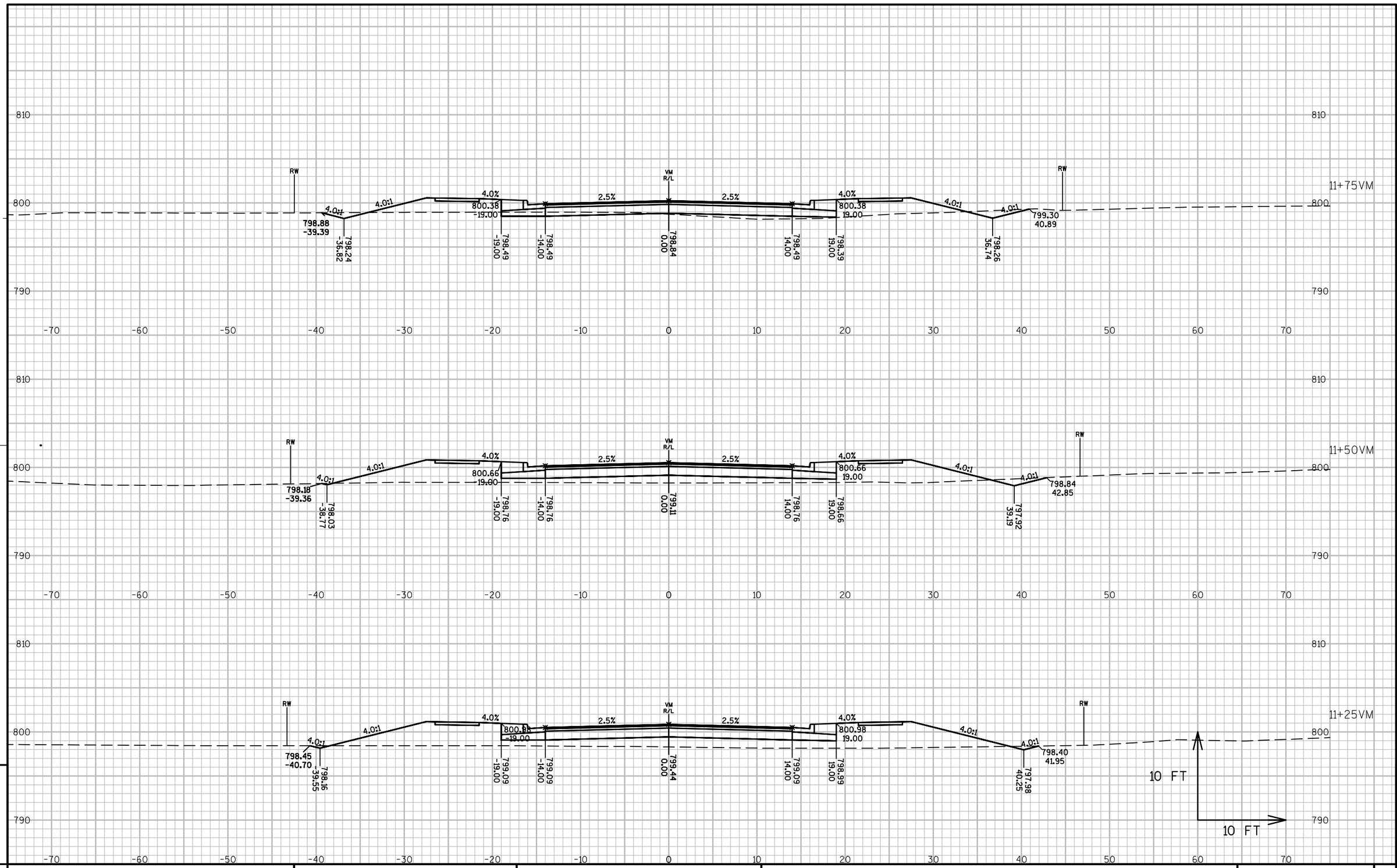
| STATION | AREA (SF) Cut | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.00 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|
| 11+30.62 | 61.12 | 6.72 | 0 | 0 | 0 | 0 | 0.00 |
| 11+50 | 59.44 | 1.67 | 43 | 3 | 43 | 3 | 40.26 |




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET 45 E |

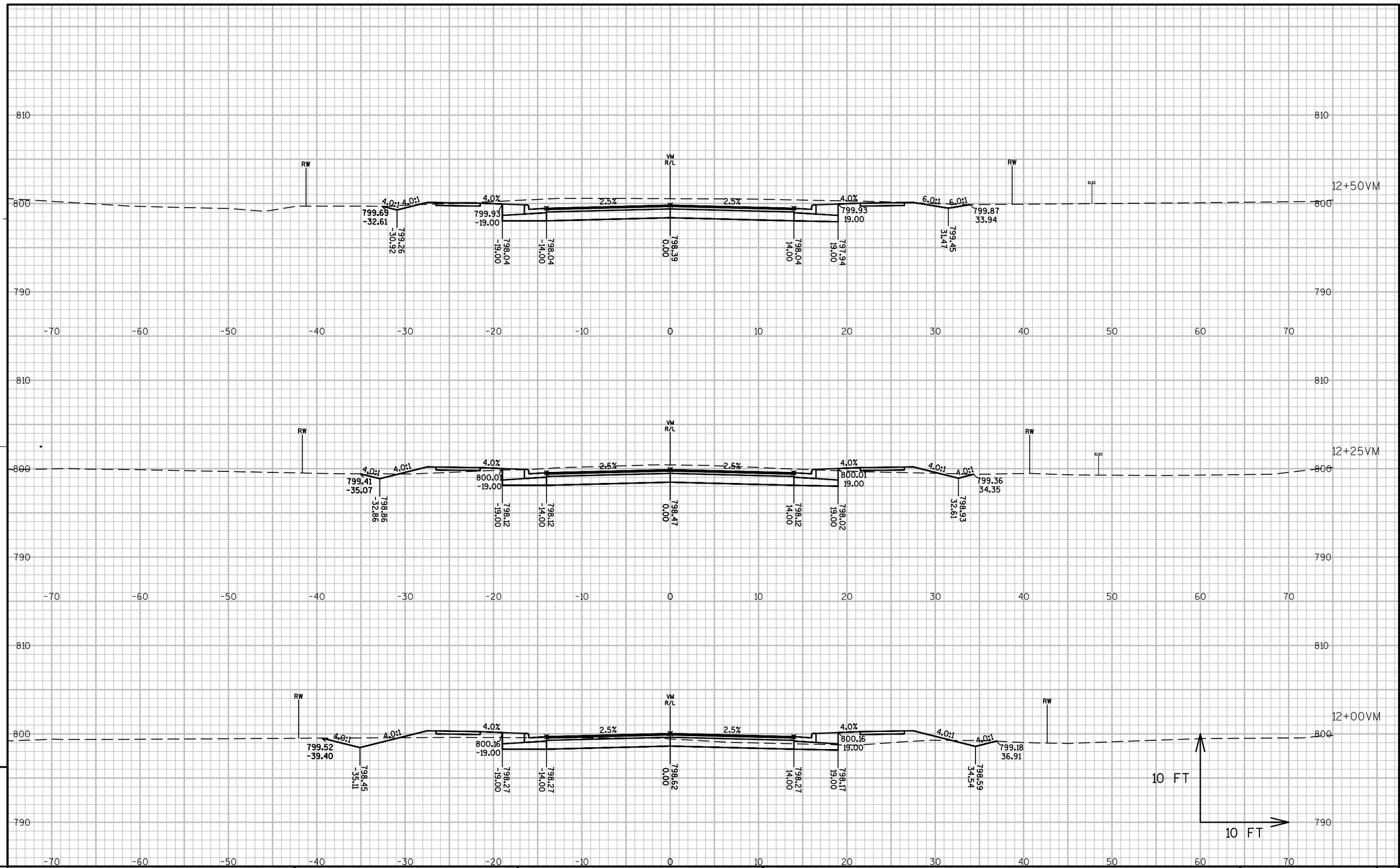
FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\090201_XS\090201-XS1.DWG PLOT DATE : 10/17/2014 10:27 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

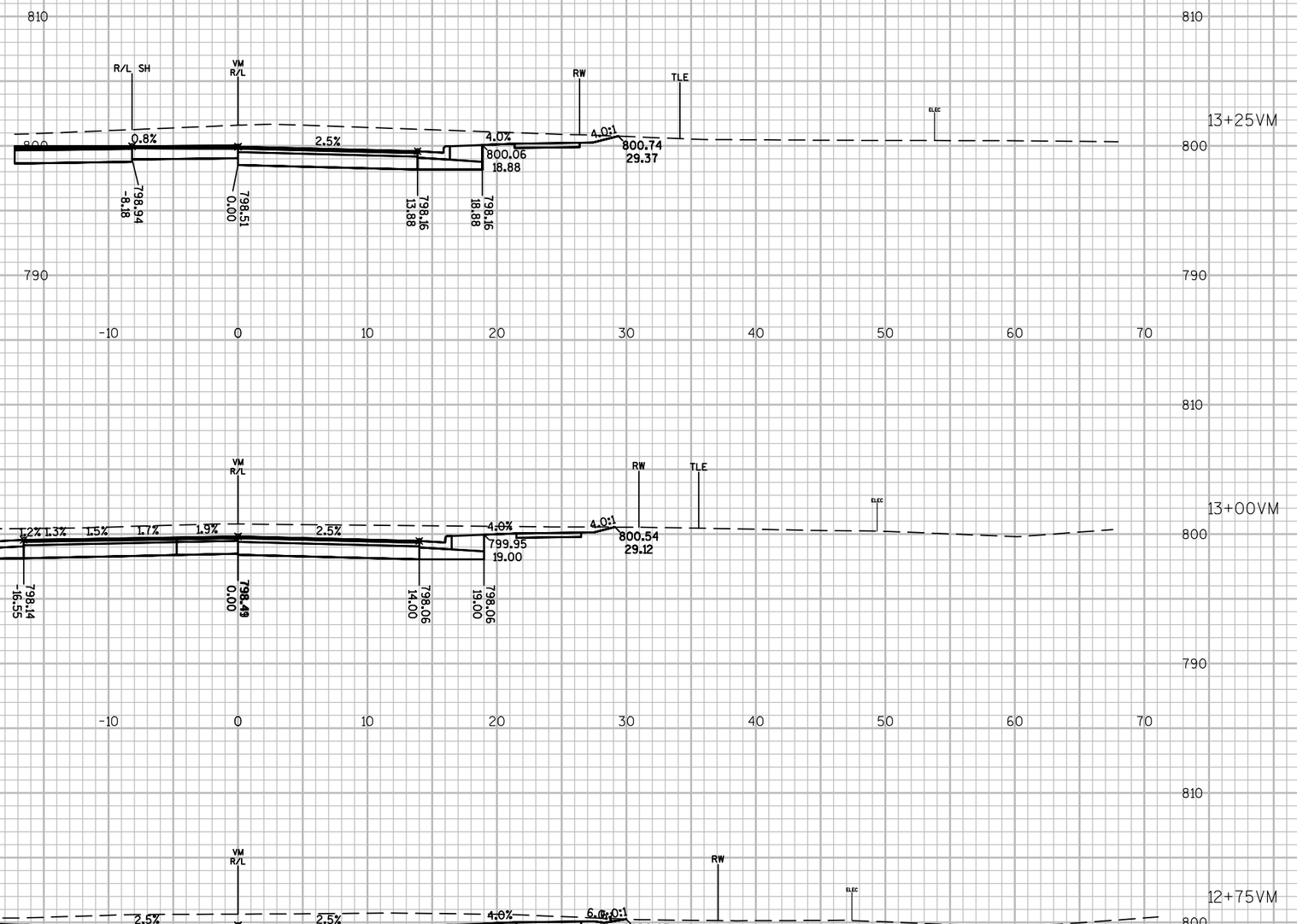



| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET 46 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\090201_XS\090201-XS1.DWG PLOT DATE : 10/17/2014 10:27 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF

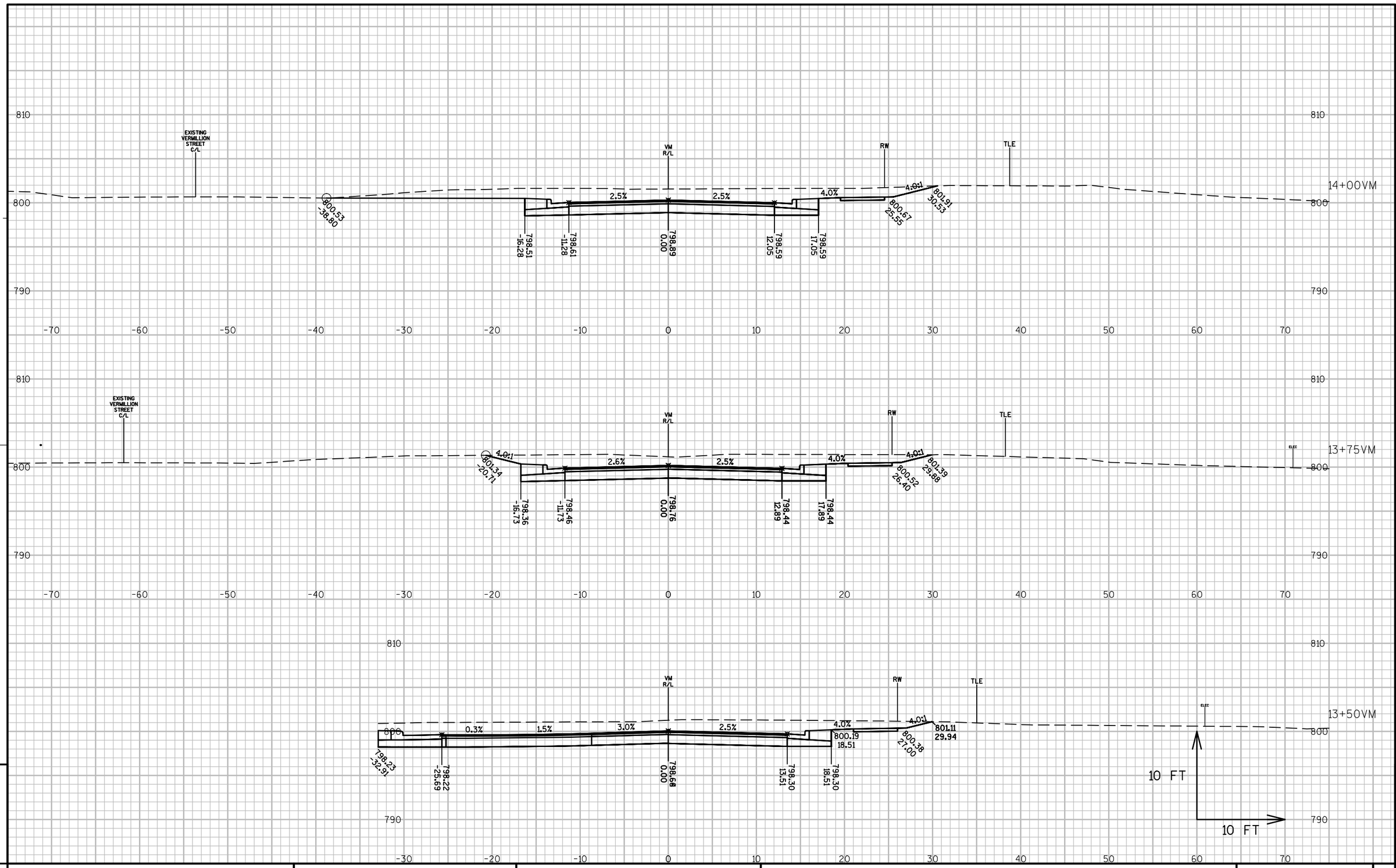



| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET 47 | E |
|---|---|---|---|---|---|



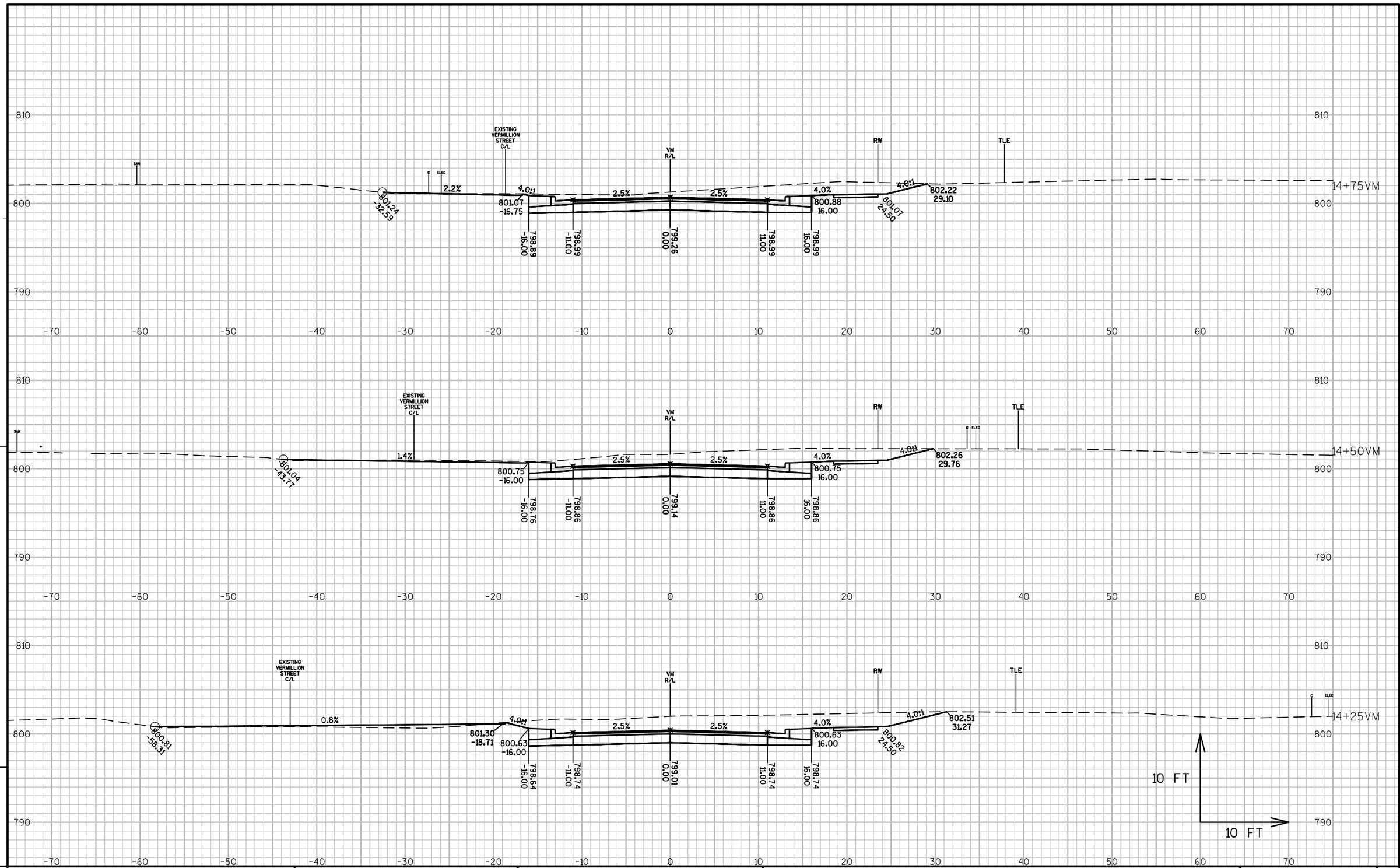

| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\090201_XS\090201-XS1.DWG PLOT DATE : 10/17/2014 10:27 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF



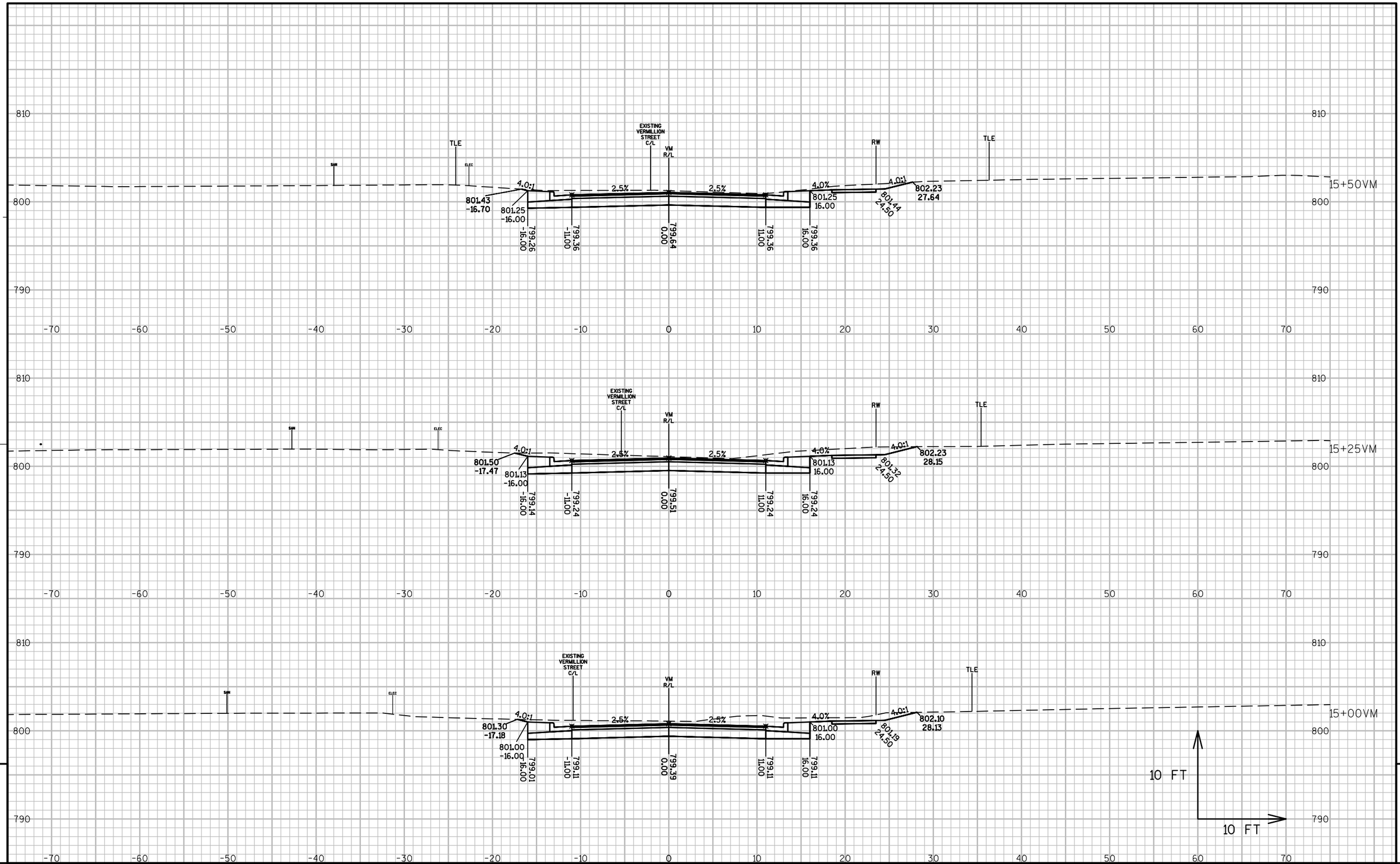

| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET 49 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\090201_XS\090201-XS1.DWG PLOT DATE : 10/17/2014 10:27 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF




| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET 50 | E |
|---|---|---|---|---|---|

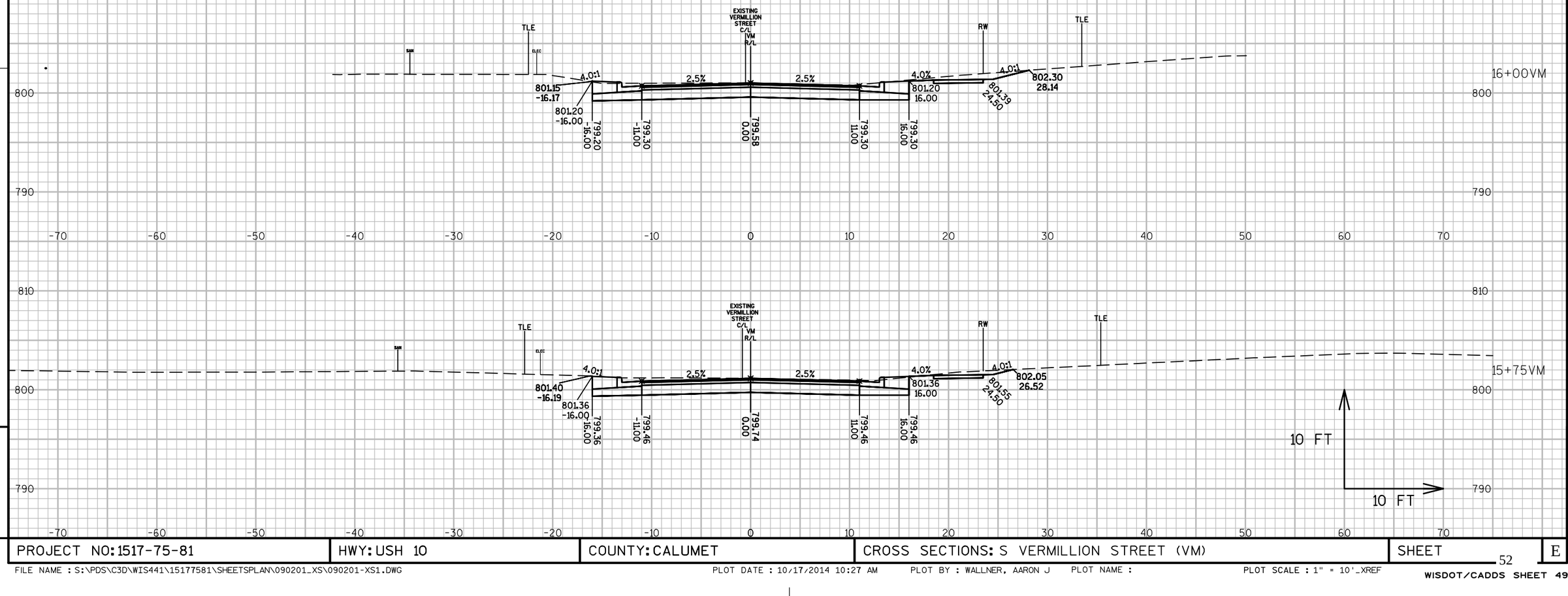
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| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET | E |
|---|---|---|---|---|---|



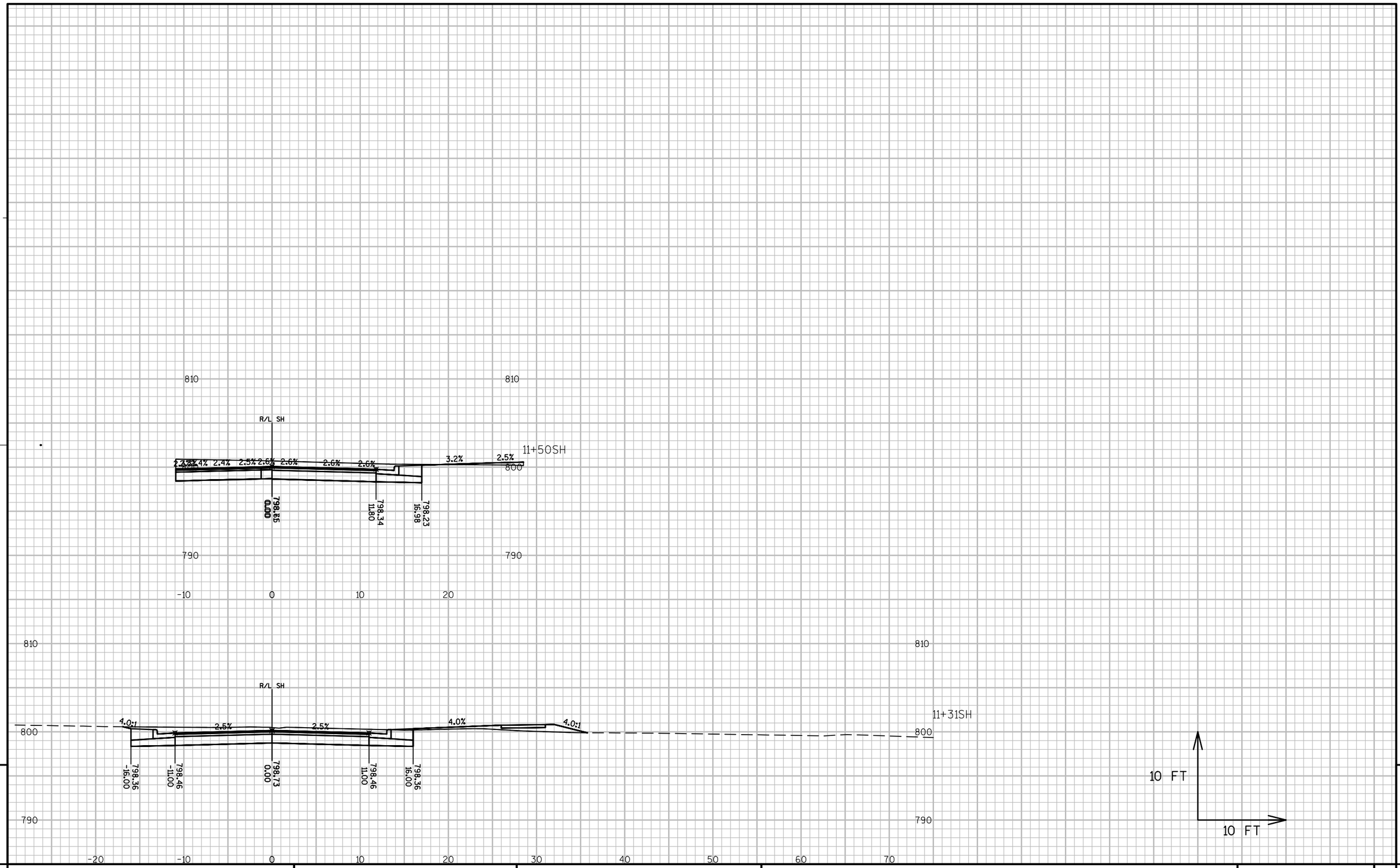
FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\090201_XS\090201-XS1.DWG PLOT DATE : 10/17/2014 10:27 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: S VERMILLION STREET (VM) | SHEET 52 | E |
|---|---|---|---|---|---|

FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\090201_XS\090201-XS1.DWG PLOT DATE : 10/17/2014 10:27 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49




9

| PROJECT NO: 1517-75-81 | HWY: USH 10 | COUNTY: CALUMET | CROSS SECTIONS: E SHASTA LANE (SH) | SHEET | E |
|---|---|---|---|---|---|

9



FILE NAME : S:\PDS\C3D\WIS441\15177581\SHEETSPLAN\090201_XS\090201-XS1.DWG PLOT DATE : 10/17/2014 10:28 AM PLOT BY : WALLNER, AARON J PLOT NAME : PLOT SCALE : 1" = 10'_XREF

**Wisconsin Department of Transportation**

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