

SEL

PROJECT ID:

2697-00-75

COUNTY:

OZAUKEE

NOV 2015

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 = 144



| DESIGN DESIGNATION | DIVISION ST<br>-GREENBAY RD | GREENBAY RD<br>-FREISTADT RD | FREISTADT RD<br>-CONCORD PL |
|--------------------|-----------------------------|------------------------------|-----------------------------|
| A.A.D.T. 2015      | = 14,300,                   | 14,100,                      | 7,800                       |
| A.A.D.T. 0235      | = 17,900,                   | 12,800,                      | 9,800                       |
| D.H.V.             | = 1951,                     | 1395,                        | 1068                        |
| D.D.               | = 59/41                     | 59/41                        | 59/41                       |
| T.                 | = 5.5                       | 5.5                          | 5.5                         |
| DESIGN SPEED       | = 30                        | 30                           | 30                          |
| ESALS              | = -                         |                              |                             |

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<br>(Box or Pipe) | ---     |
| COMBUSTIBLE FLUIDS                | CAUTION |
| MARSH AREA                        | ---     |
| WOODED OR SHRUB AREA              | ---     |

|                                                |     |
|------------------------------------------------|-----|
| PROFILE                                        |     |
| GRADE LINE                                     | --- |
| ORIGINAL GROUND                                | --- |
| MARSH OR ROCK PROFILE<br>(To be noted as such) | --- |
| SPECIAL DITCH                                  | --- |
| GRADE ELEVATION                                | --- |
| CULVERT (Profile View)                         | --- |
| UTILITIES                                      |     |
| ELECTRIC                                       | --- |
| FIBER OPTIC                                    | --- |
| GAS                                            | --- |
| SANITARY SEWER                                 | --- |
| STORM SEWER                                    | --- |
| TELEPHONE                                      | --- |
| WATER                                          | --- |
| UTILITY PEDESTAL                               | --- |
| POWER POLE                                     | --- |
| TELEPHONE POLE                                 | --- |

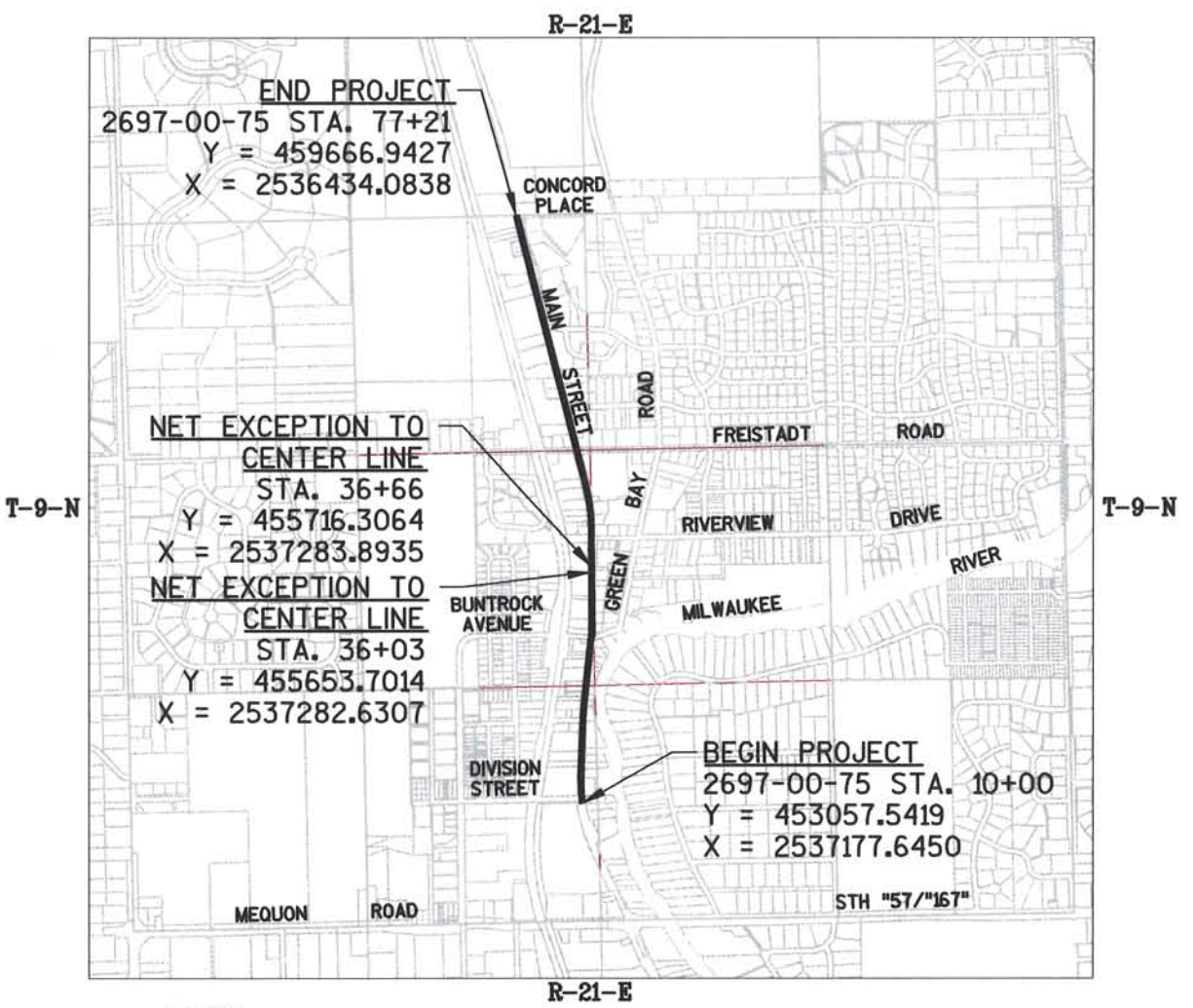
# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

## MAIN STREET DIVISION STREET TO CONCORD PLACE LOCAL STREET OZAUKEE COUNTY

|                      |
|----------------------|
| STATE PROJECT NUMBER |
| 2697-00-75           |

| STATE PROJECT | FEDERAL PROJECT |          |
|---------------|-----------------|----------|
|               | PROJECT         | CONTRACT |
| 2697-00-75    | WISC 2015575    | 1        |
|               |                 |          |
|               |                 |          |



LAYOUT  
SCALE 0 2000'

TOTAL NET LENGTH OF CENTERLINE = 1.261 MI. (URBAN)

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, OZAUKEE COUNTY, NAD27 (WSPCS), 2013 IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ACCEPTED FOR  
VILLAGE of THIENSVILLE

6/29/2015 (Date)  
Dianne Schell (Signature & Title of Official)

Ruekert-Mielke  
engineering solutions for a working world

W233 N2080 Ridgeway Parkway • Waukesha, WI 53188-1020  
(262) 542-5733 • Fax: (262) 542-5631 • www.ruekert-mielke.com

KENNETH R. WARD  
E-26647  
DELAFIELD, WI  
PROFESSIONAL ENGINEER

6/29/15 (Date)  
Kenneth R. Ward (Signature)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor RUEKERT/MIELKE  
Designer RUEKERT/MIELKE  
Project Manager DAAR CORP  
Regional Examiner  
Regional Supervisor

APPROVED FOR THE DEPARTMENT

DATE: 6/30/15 (Date)  
Todd R. Beck (Signature)

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- TIE SHEET
- INTERSECTION DETAILS
- EROSION CONTROL
- STAGING PLAN
- PRELIMINARY REMOVAL PLAN
- TRAFFIC CONTROL
- REMOVAL PLAN
- PAVEMENT MARKINGS
- PLAN DETAILS

OTHER CONTACTS

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DIGGERSHOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

GENERAL NOTES

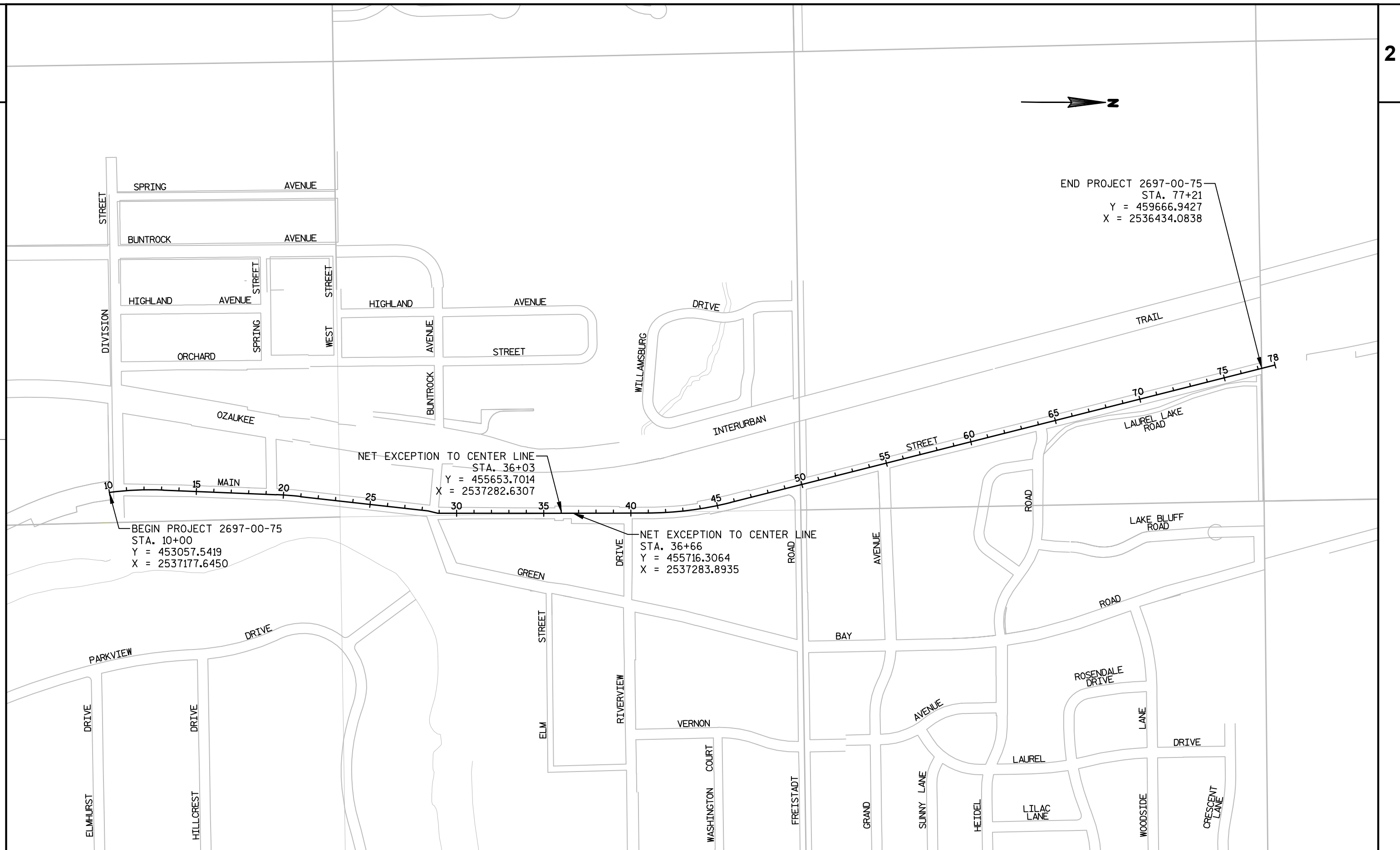
1. NO TREES OR SHRUBS SHALL BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
4. ALL OPENING OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR BACKFILL WHICH IS INCIDENTAL TO THE COST OF REMOVALS AND ABANDONMENTS.
5. HMA PAVEMENT AND CONCRETE DRIVEWAYS AND/OR PARKING LOTS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PAVING DETAILS OR AS DIRECTED BY THE ENGINEER.
6. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE UNLESS OTHERWISE NOTED.
7. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE.
8. INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED AS DETERMINED BY PROJECT GRADES AND APPROVED BY PROJECT ENGINEER.
9. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988
10. DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE FERTILIZED, SEEDED AND MULCHED.
11. INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.
12. STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
13. SIDE ROAD SEGMENTS WITHIN PROJECT LIMITS SHALL MATCH WORK IN MAIN STREET. CONTINUOUS DIAMOND GRINDING SHALL EXTEND OUT TO PROJECT LIMITS ON SIDE ROADS.
14. ALL TYPES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS

| TOTAL LAYER PAVEMENT THICKNESS | LAYERS                                                     | NOMINAL MAXIMUM SIZE GRADATION | PERFORMANCE GRADE             |
|--------------------------------|------------------------------------------------------------|--------------------------------|-------------------------------|
| 6.0"                           | 1.75" UPPER LAYER<br>2.0" LOWER LAYER<br>2.25" LOWER LAYER | 12.5 MM<br>12.5 MM<br>12.5 MM  | PG64-28<br>PG64-28<br>PG64-28 |

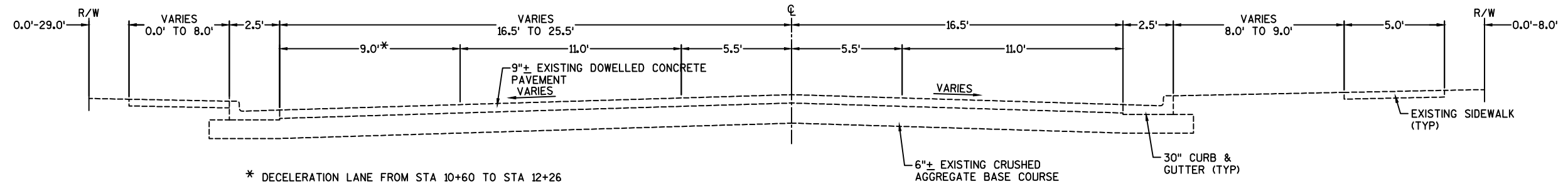
STANDARD ABBREVIATIONS

|       |                                   |
|-------|-----------------------------------|
| A.D.  | ALGEBRAIC DIFFERENCE IN GRADIENTS |
| ASPH  | ASPHALT                           |
| BOC   | BOTTOM OF CROSSWALK               |
| BVCE  | BEGIN VERTICAL CURVE ELEVATION    |
| BVCS  | BEGIN VERTICAL CURVE STATION      |
| C & G | CURB AND GUTTER                   |
| C/L   | CENTER OF CONSTRUCTION LINE       |
| CONC  | CONCRETE                          |
| CP    | CONTROL POINT                     |
| CY    | CUBIC YARD                        |
| D     | DELTA                             |
| DL    | DRIVING LANE                      |
| DR    | DRIVE                             |
| EBS   | EXCAVATION BELOW SUBGRADE         |
| ELEV. | ELEVATION                         |
| EP    | END PROJECT                       |
| EVCE  | END VERTICAL CURVE ELEVATION      |
| EVCS  | END VERTICAL CURVE STATION        |
| HC    | HORIZONTAL CLEARANCE              |
| HMA   | HOT MIX ASPHALT                   |
| HP    | HIGH POINT                        |
| INV   | INVERT                            |
| IP    | IRON PIPE                         |
| K     | RATE OF VERTICAL CURVATURE        |
| L/R   | LEFT AND RIGHT                    |
| LC    | LATERAL CLEARANCE                 |
| LT    | LEFT                              |
| M/L   | MATCHLINE                         |
| MIN   | MINIMUM                           |
| P/L   | PROPERTY LINE                     |
| PAVT  | PAVEMENT                          |
| PC    | POINT OF CURVE                    |
| PL    | PARKING LANE                      |
| PLE   | PERMANENT LIMITED EASEMENT        |
| PVI   | POINT OF VERTICAL INTERSECTION    |
| R     | RADIUS OF CURVE                   |
| R/L   | REFERENCE LINE                    |
| R/W   | RIGHT OF WAY                      |
| REQD  | REQUIRED                          |
| SDD   | STANDARD DETAIL DRAWING           |
| SF    | SQUARE FOOT                       |
| STA   | STATION                           |
| SY    | SQUARE YARD                       |
| TLE   | TEMPORARY LIMITED EASEMENT        |
| TOC   | TOP OF CROSSWALK                  |
| TOW   | TOP OF WALK                       |
| TYP   | TYPICAL                           |
| VC    | VERTICAL CURVE                    |

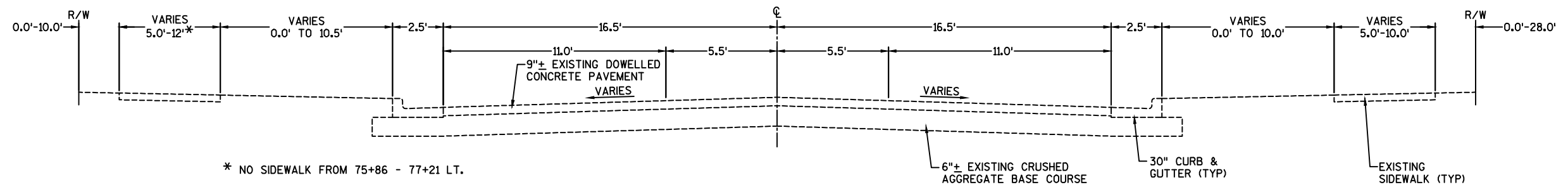




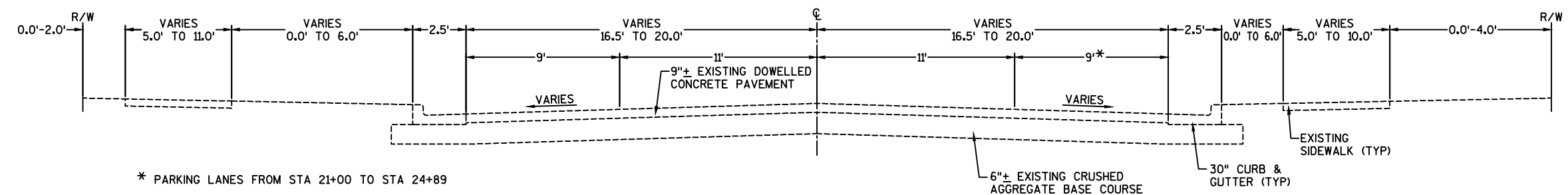




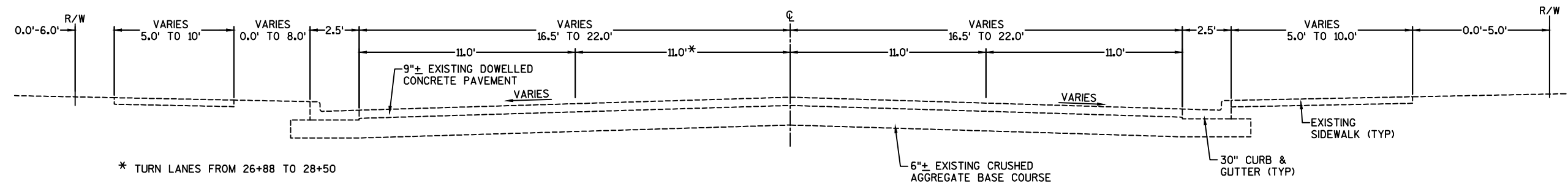
## TYPICAL EXISTING SECTION

MAIN STREET  
STA 10+00 TO STA 12+86

## TYPICAL EXISTING SECTION

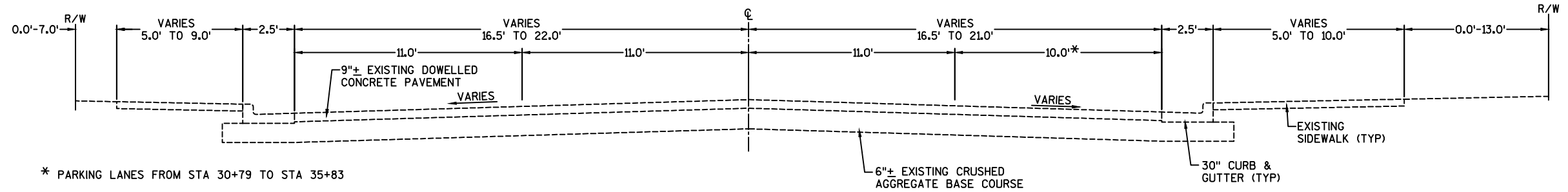
MAIN STREET  
STA 12+86 TO STA 20+75, STA 25+30 TO STA 26+65, STA 28+70 TO STA 30+29, STA 36+86 TO STA 37+86, STA 57+29 TO STA 62+15, STA 65+50 TO STA 77+21

## TYPICAL EXISTING SECTION

MAIN STREET  
STA 20+75 TO STA 25+30

## TYPICAL EXISTING SECTION

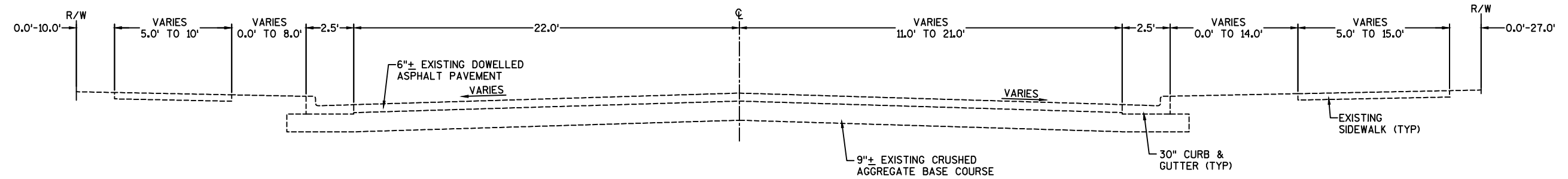
MAIN STREET  
STA 26+65 TO STA 28+70



\* PARKING LANES FROM STA 30+79 TO STA 35+83

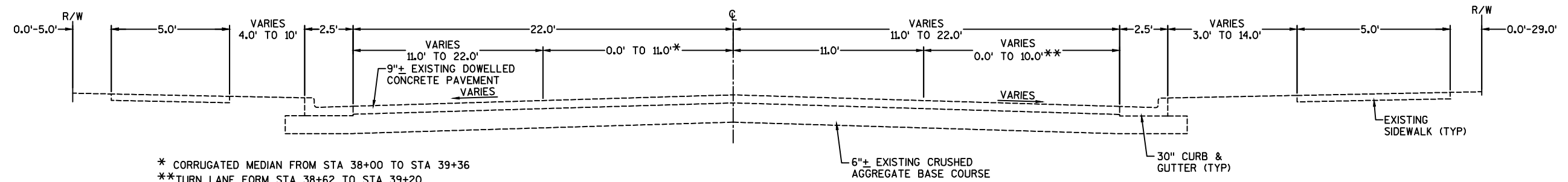
### TYPICAL EXISTING SECTION

MAIN STREET  
STA 30+29 TO STA 35+83



### TYPICAL EXISTING SECTION

MAIN STREET  
STA 35+83 TO STA 36+03, STA 36+66 TO STA 36+86

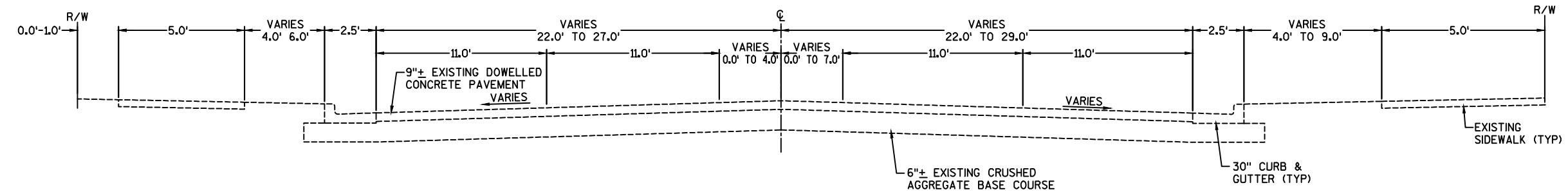


\* CORRUGATED MEDIAN FROM STA 38+00 TO STA 39+36

\*\*TURN LANE FORM STA 38+62 TO STA 39+20

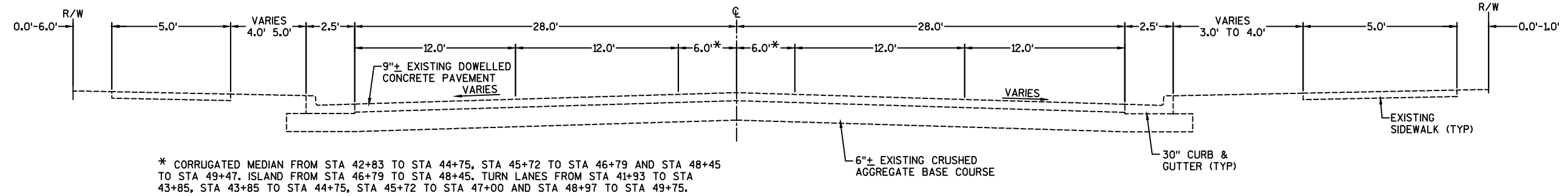
### TYPICAL EXISTING SECTION

MAIN STREET  
STA 37+86 TO STA 39+80



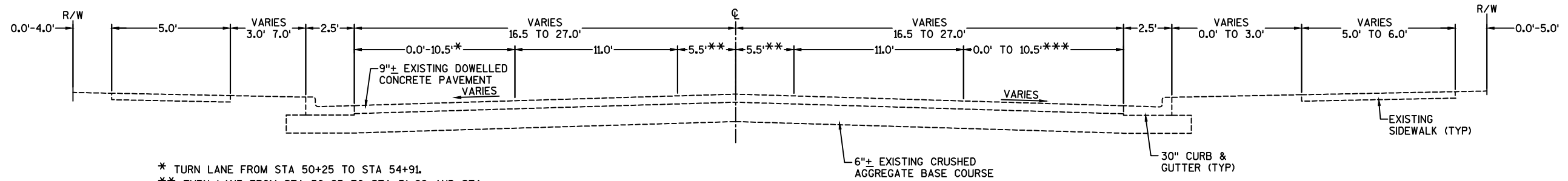
### TYPICAL EXISTING SECTION

MAIN STREET  
STA 39+80 TO STA 41+93



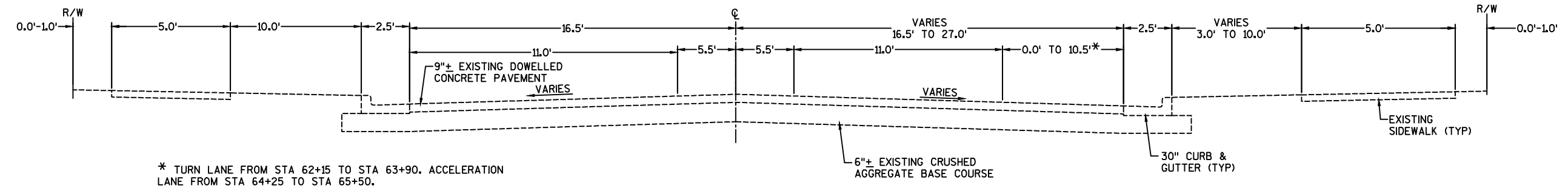
### TYPICAL EXISTING SECTION

MAIN STREET  
STA 41+93 TO STA 49+90



### TYPICAL EXISTING SECTION

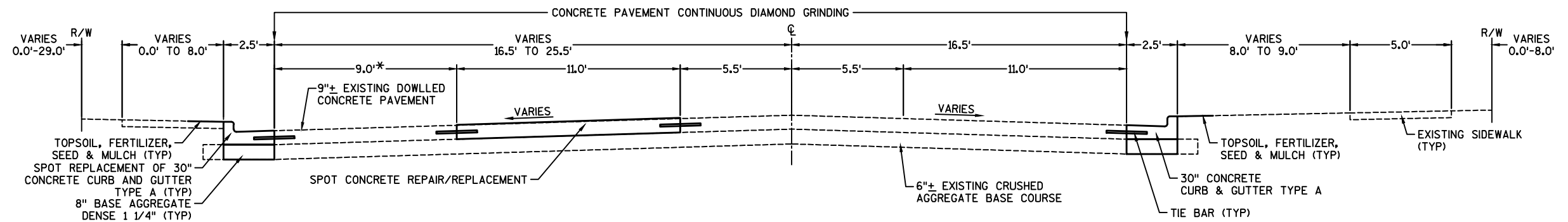
MAIN STREET  
STA 49+90 TO STA 57+29



### TYPICAL EXISTING SECTION

MAIN STREET  
STA 62+15 TO STA 65+50

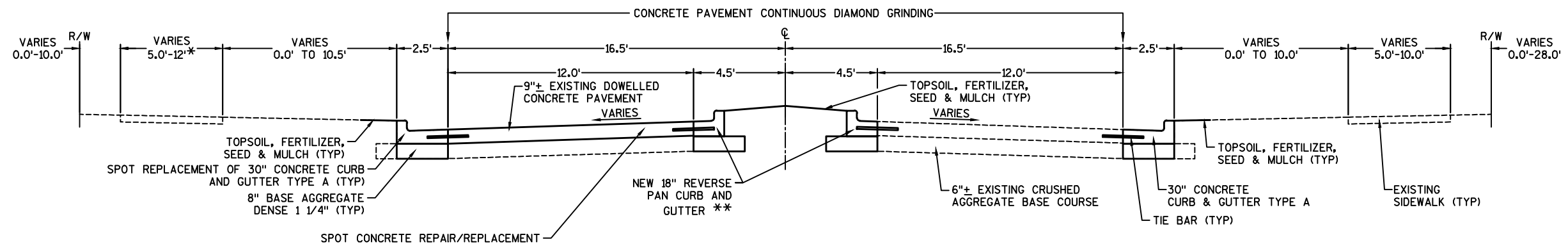




\* DECELERATION LANE FROM STA 10+60 TO STA 12+26

### TYPICAL FINISHED SECTION

MAIN STREET  
STA 10+00 TO STA 12+86

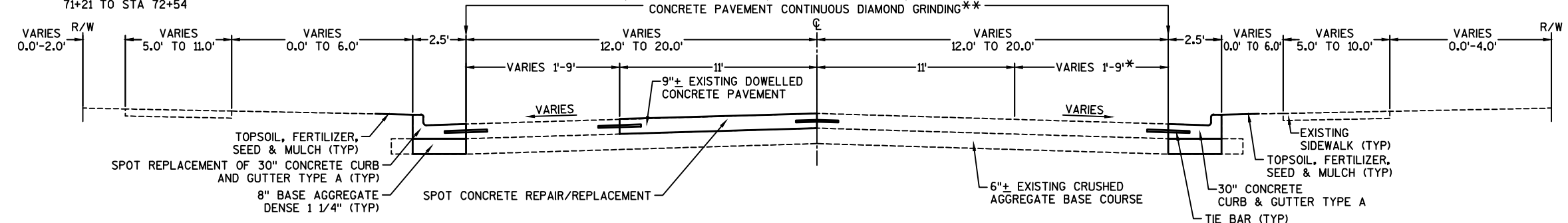


\* NO SIDEWALK FROM 75+86 - 77+21 LT.

\*\* STA 13+83 TO STA 14+69, STA 17+30 TO STA 17+95, STA 65+50 TO STA 66+31, AND STA 71+21 TO STA 72+54

### TYPICAL FINISHED SECTION

MAIN STREET  
STA 12+86 TO STA 20+75, STA 25+30 TO STA 26+65, STA 28+70 TO STA 30+29, STA 36+66 TO STA 37+86, STA 57+29 TO STA 62+15, STA 65+50 TO STA 71+21, AND STA 72+54

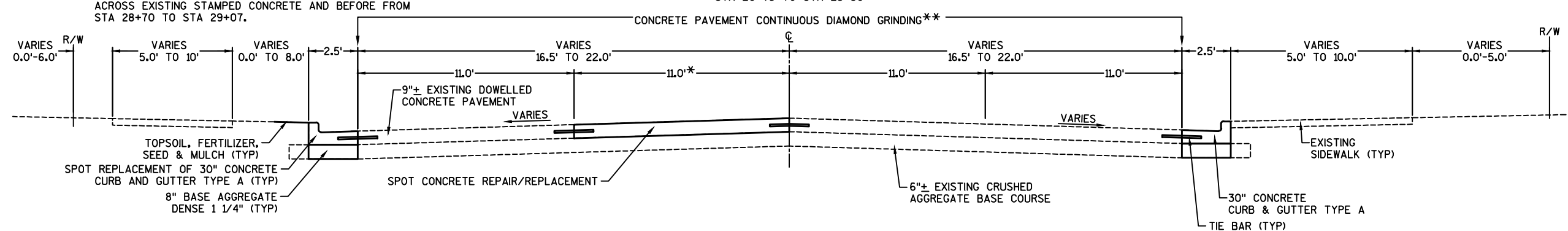


\* PARKING LANES FROM STA 21+00 TO STA 24+89

\*\* NO CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING ACROSS EXISTING STAMPED CONCRETE AND BEFORE FROM STA 28+70 TO STA 29+07.

### TYPICAL FINISHED SECTION

MAIN STREET  
STA 20+75 TO STA 25+30

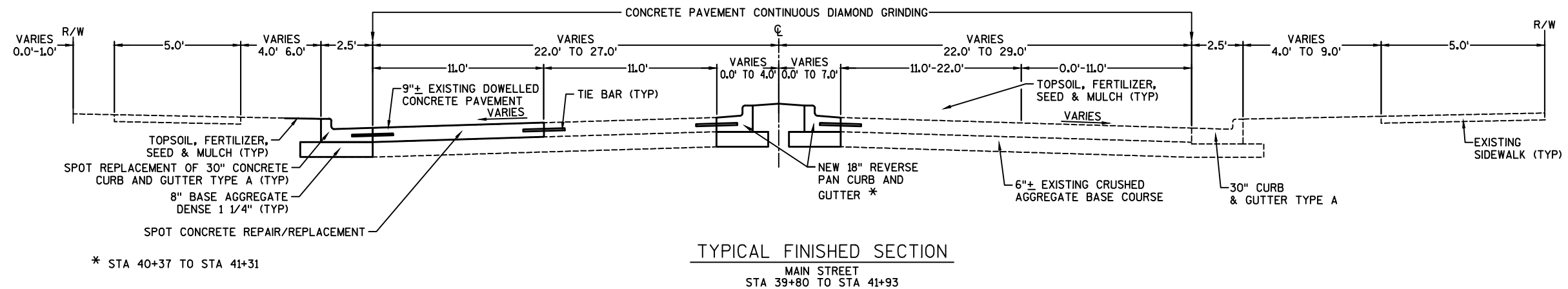
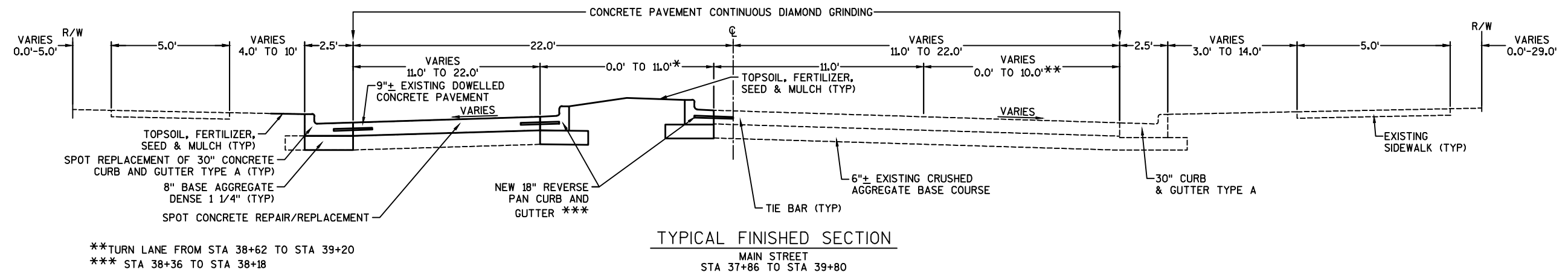
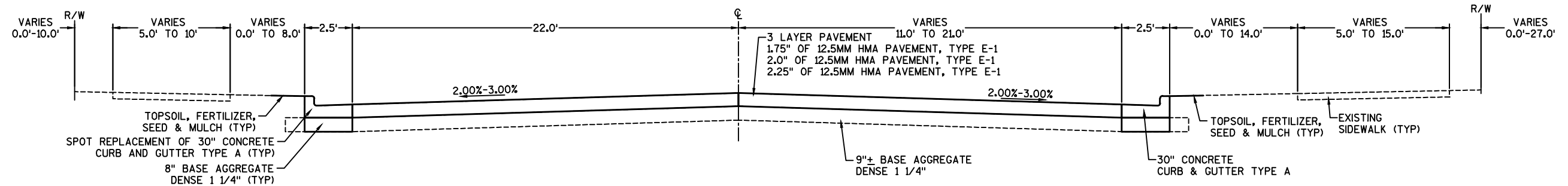
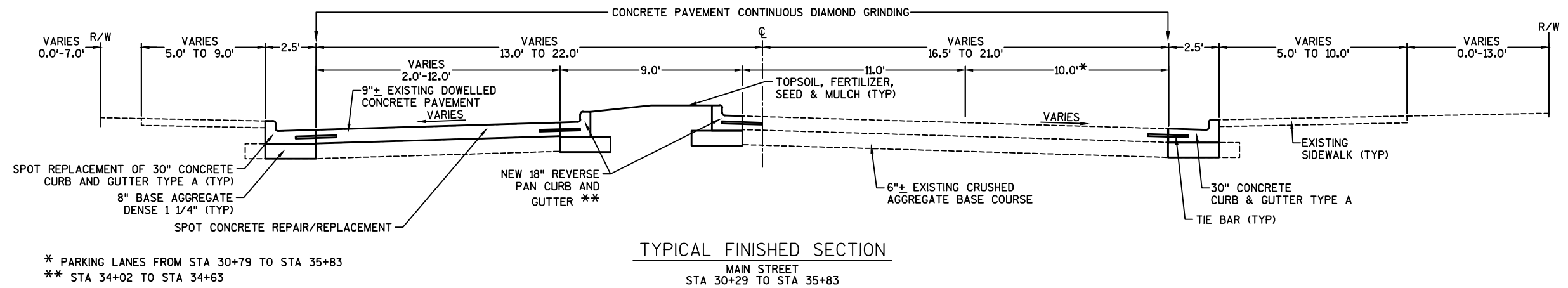


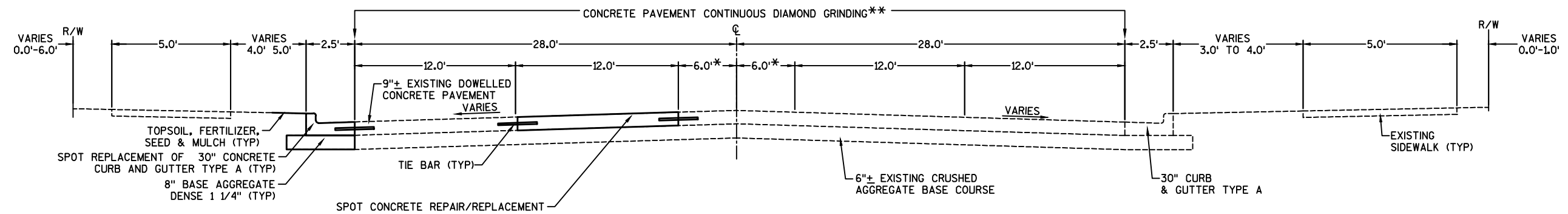
\* TURN LANES FROM 26+88 TO 28+50

\*\* NO CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING ACROSS EXISTING STAMPED CONCRETE AND PAST FROM STA 28+27 TO STA 28+70.

### TYPICAL FINISHED SECTION

MAIN STREET  
STA 26+65 TO STA 28+70



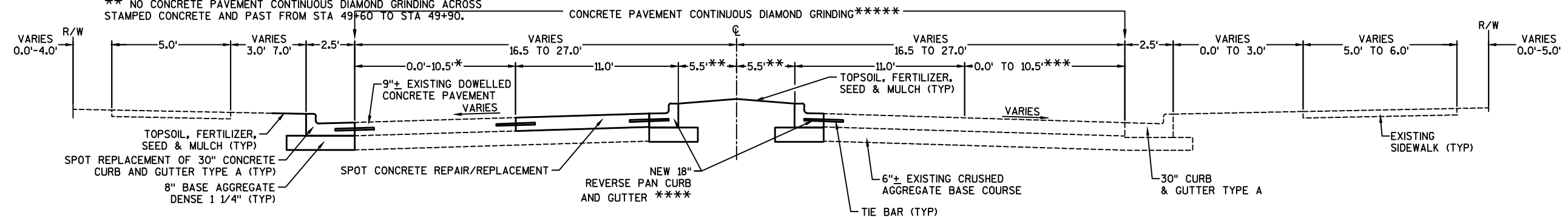


\* ISLAND FROM STA 46+79 TO STA 48+45. TURN LANES FROM STA 41+93 TO STA 43+85, STA 43+85 TO STA 44+75, STA 45+72 TO STA 47+00 AND STA 48+97 TO STA 49+75.

\*\* NO CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING ACROSS STAMPED CONCRETE AND PAST FROM STA 49+60 TO STA 49+90.

### TYPICAL FINISHED SECTION

MAIN STREET  
STA 41+93 TO STA 49+90



\* TURN LANE FROM STA 50+25 TO STA 54+91.

\*\* TURN LANE FROM STA 50+25 TO STA 51+99 AND STA 55+00 TO STA 56+24.

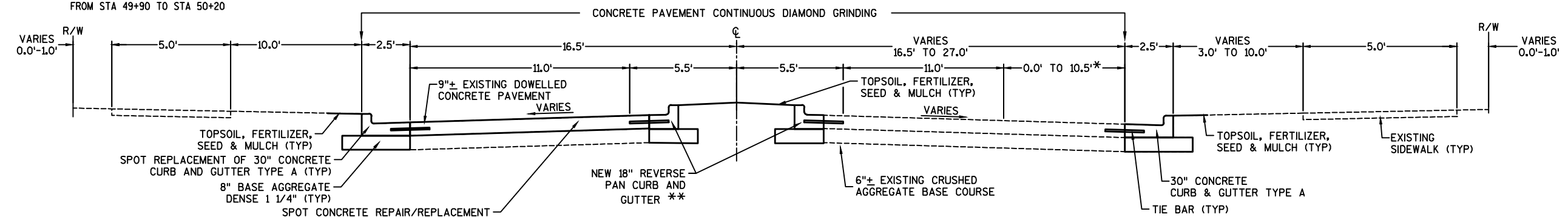
\*\*\* TURN LANE FROM STA 53+00 TO STA 54+50. ACCELERATION LANE FROM STA 55+00 TO 57+29.

\*\*\*\* STA 53+63 TO STA 54+43

\*\*\*\*\* NO CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING ACROSS EXISTING STAMPED CONCRETE AND BEFORE FROM STA 49+90 TO STA 50+20

### TYPICAL FINISHED SECTION

MAIN STREET  
STA 49+90 TO 57+29



\* TURN LANE FROM STA 62+15 TO STA 63+90. ACCELERATION LANE FROM STA 64+25 TO STA 65+50.

\*\* STA 62+81 TO STA 63+74 AND STA 65+14 TO STA 65+50

### TYPICAL FINISHED SECTION

MAIN STREET  
STA 62+15 TO 65+50

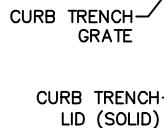


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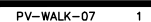
PV-RAMP-09 3

■ NO SCALE



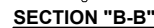
PV-RAMP-09 3

■ NO SCALE



NO SCALE

- ①. DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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. 1.5% TYPICAL LANDING CROSS SLOPE SHALL NOT EXCEED 2.0% IN ANY DIRECTION.
- ④. 1.5% TYPICAL SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.0%.
- ⑤. TRENCH COVER TO BE INSTALLED TO MATCH SLOPE OF CONCRETE RAMP



## PV-RAMP-09 3

NO SCALE



- ①. DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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. 1.5% TYPICAL LANDING CROSS SLOPE SHALL NOT EXCEED 2.0% IN ANY DIRECTION.
- ④. 1.5% TYPICAL SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.0%.



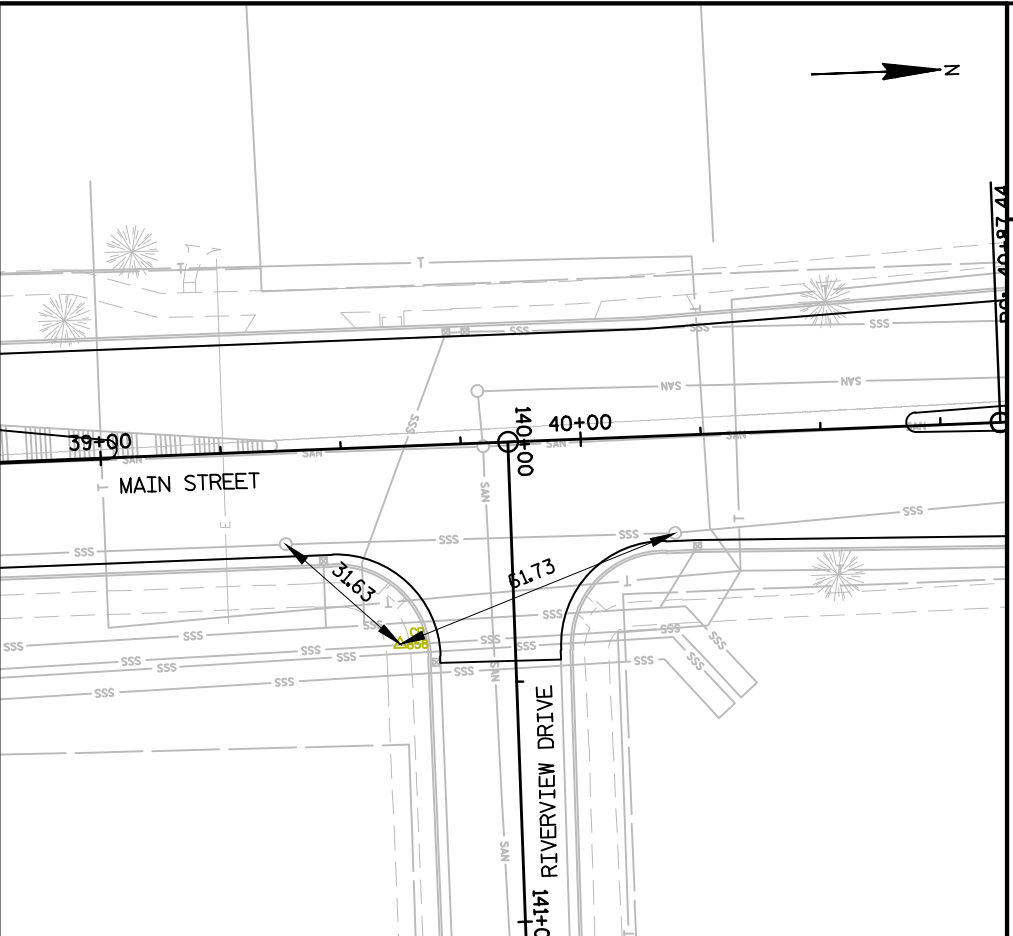
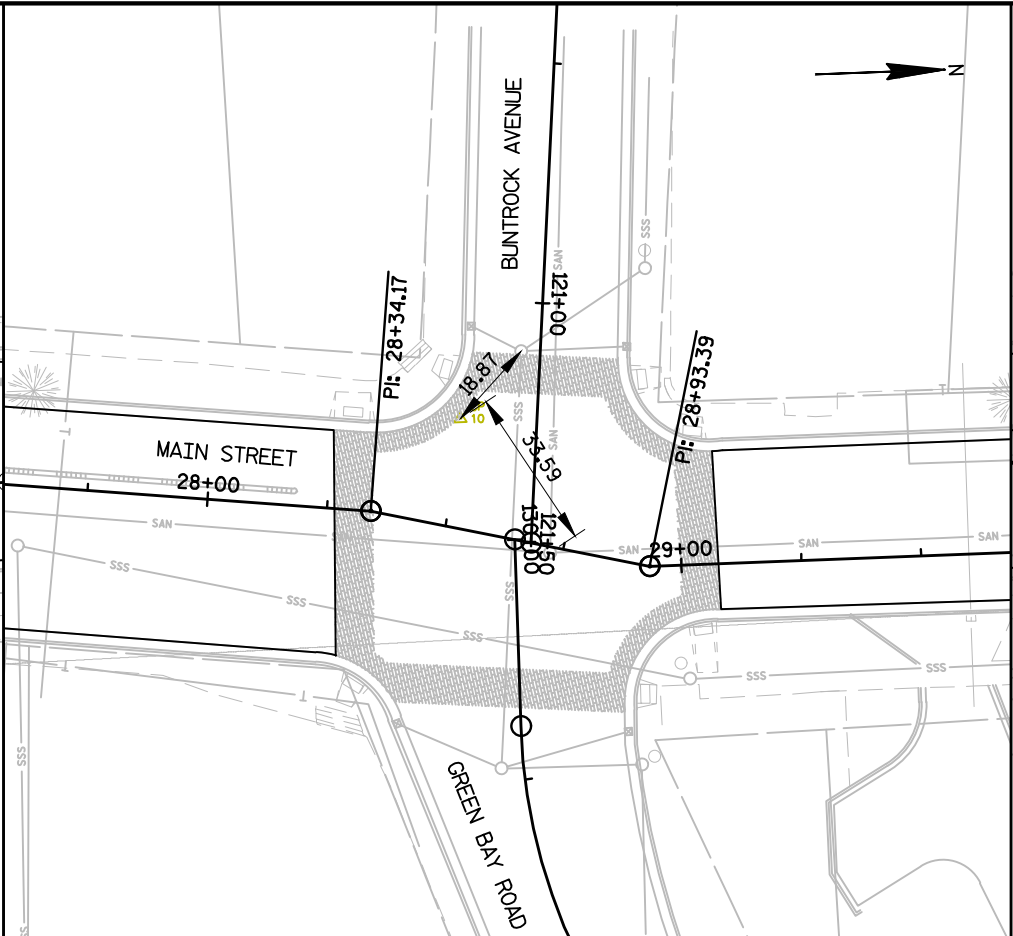
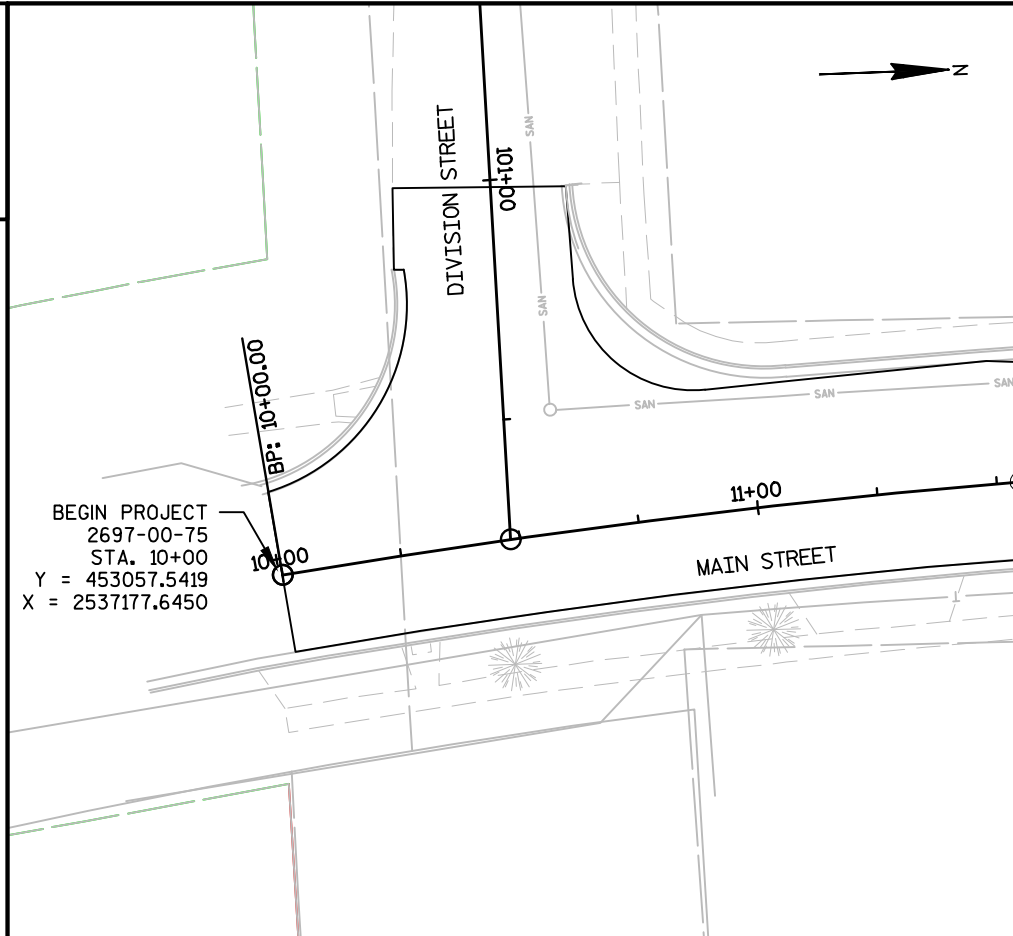
PV-RAMP-09 3

■ NO SCALE

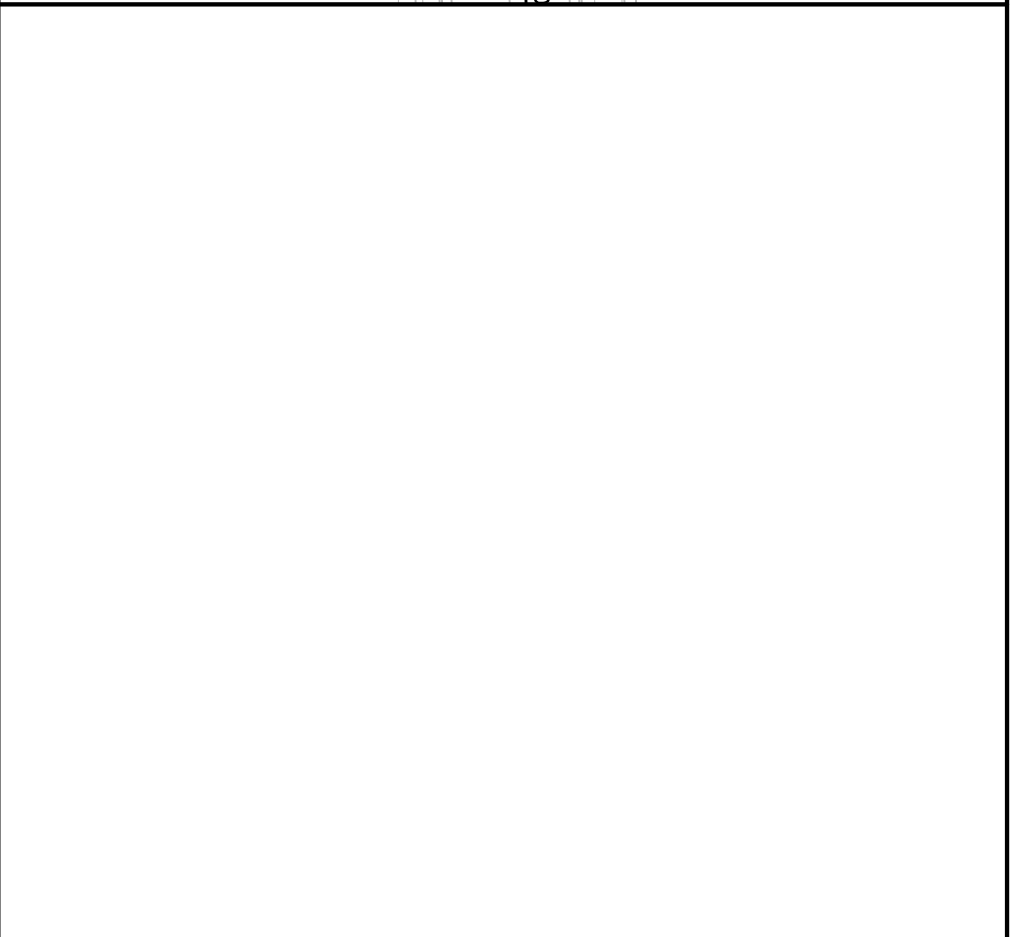
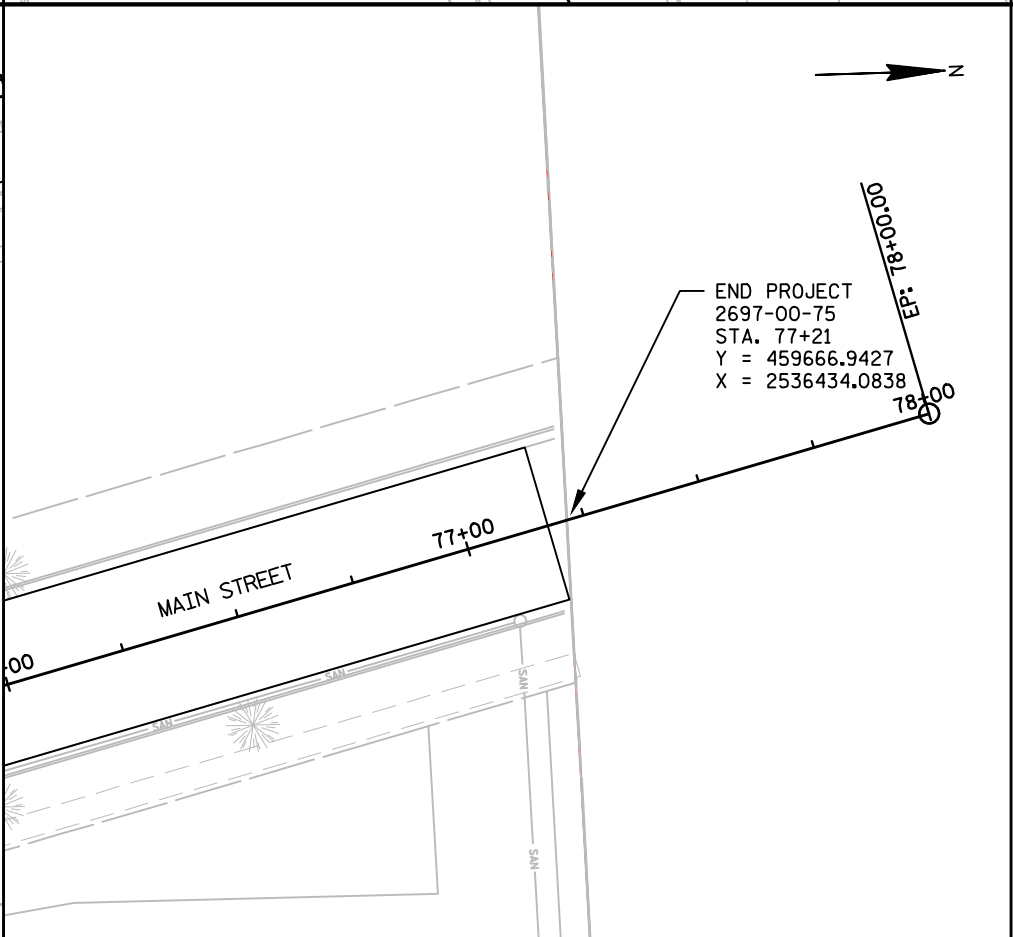
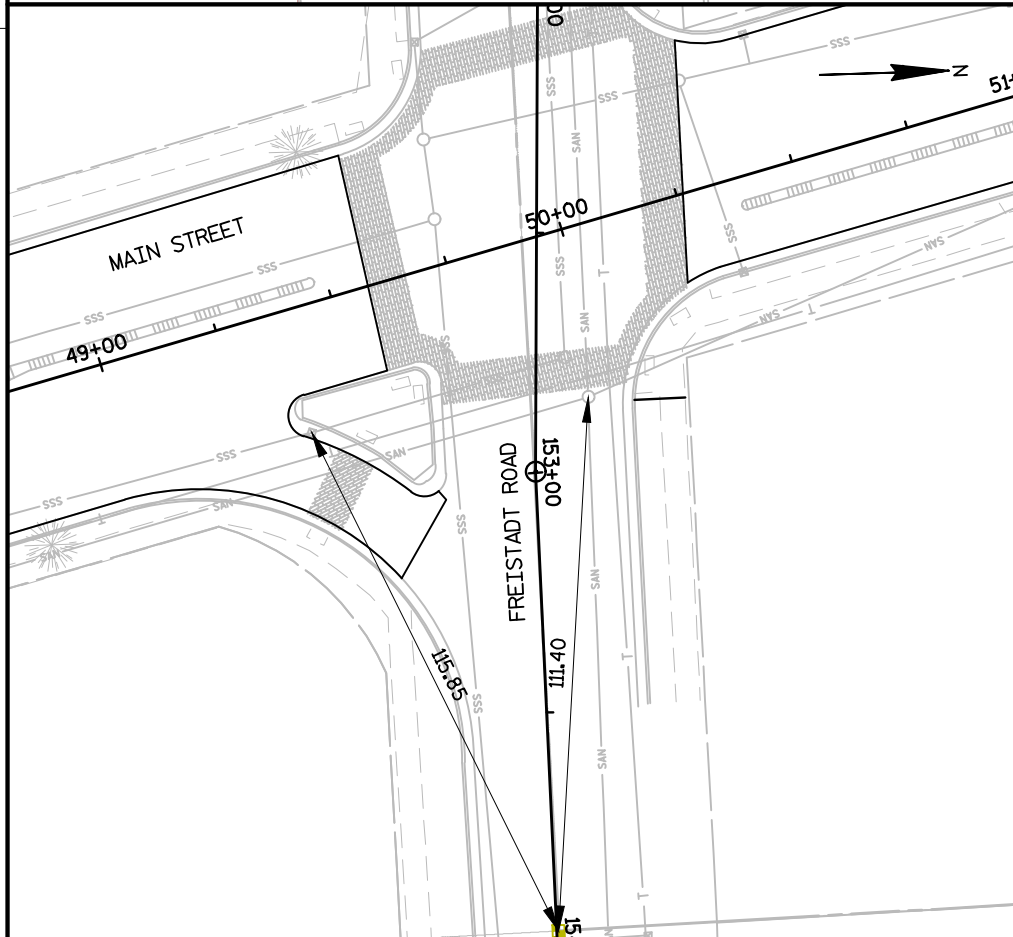
E



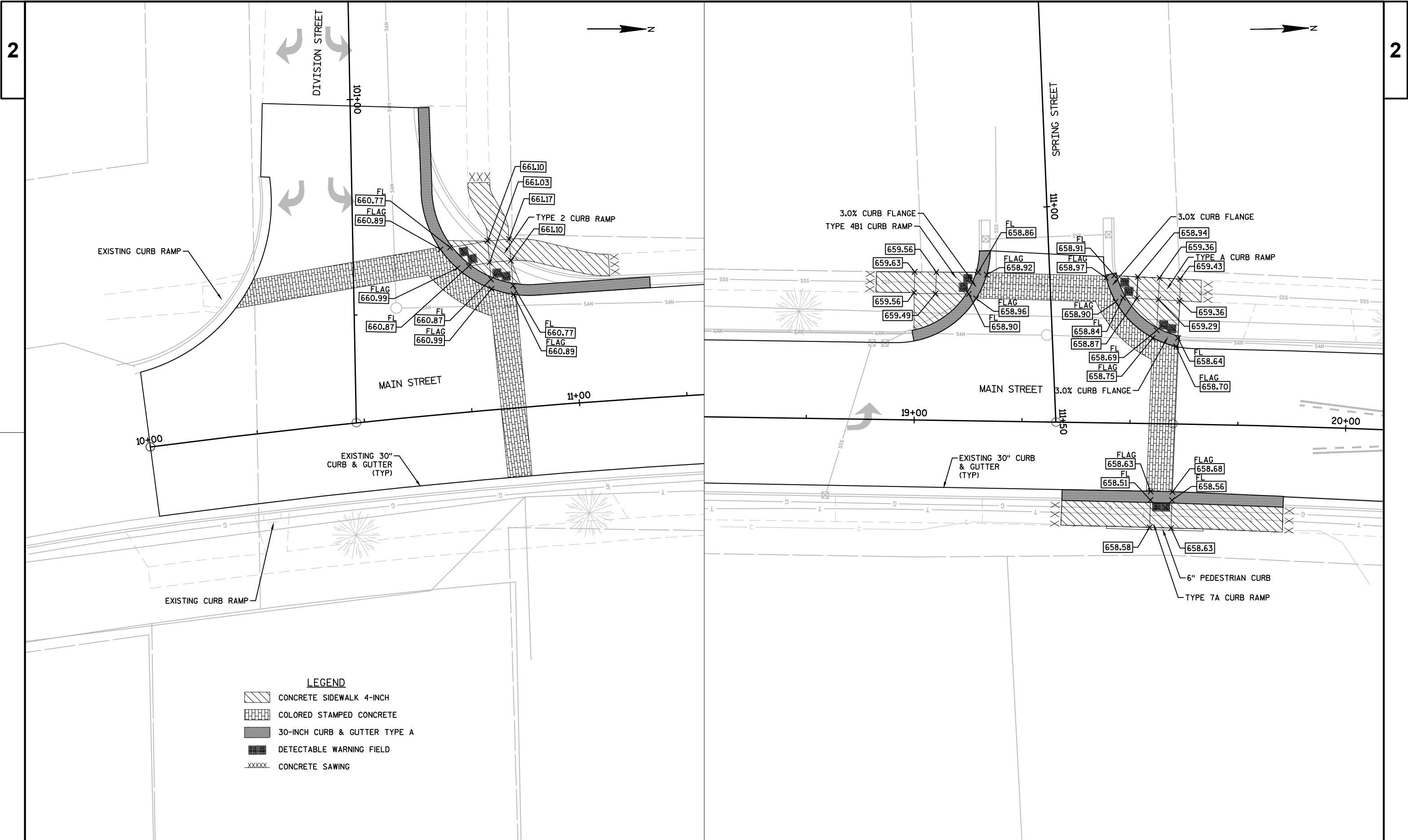
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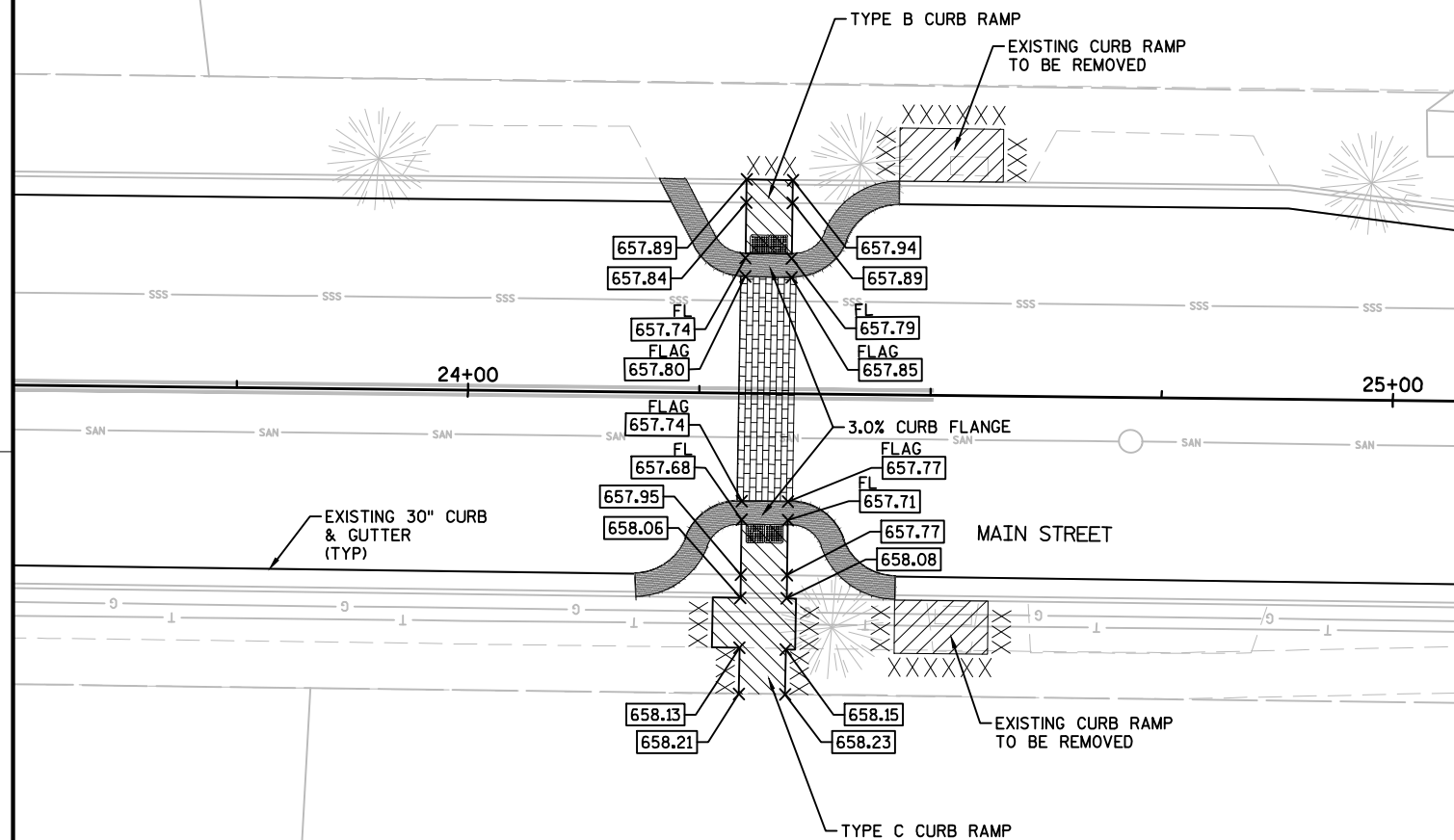


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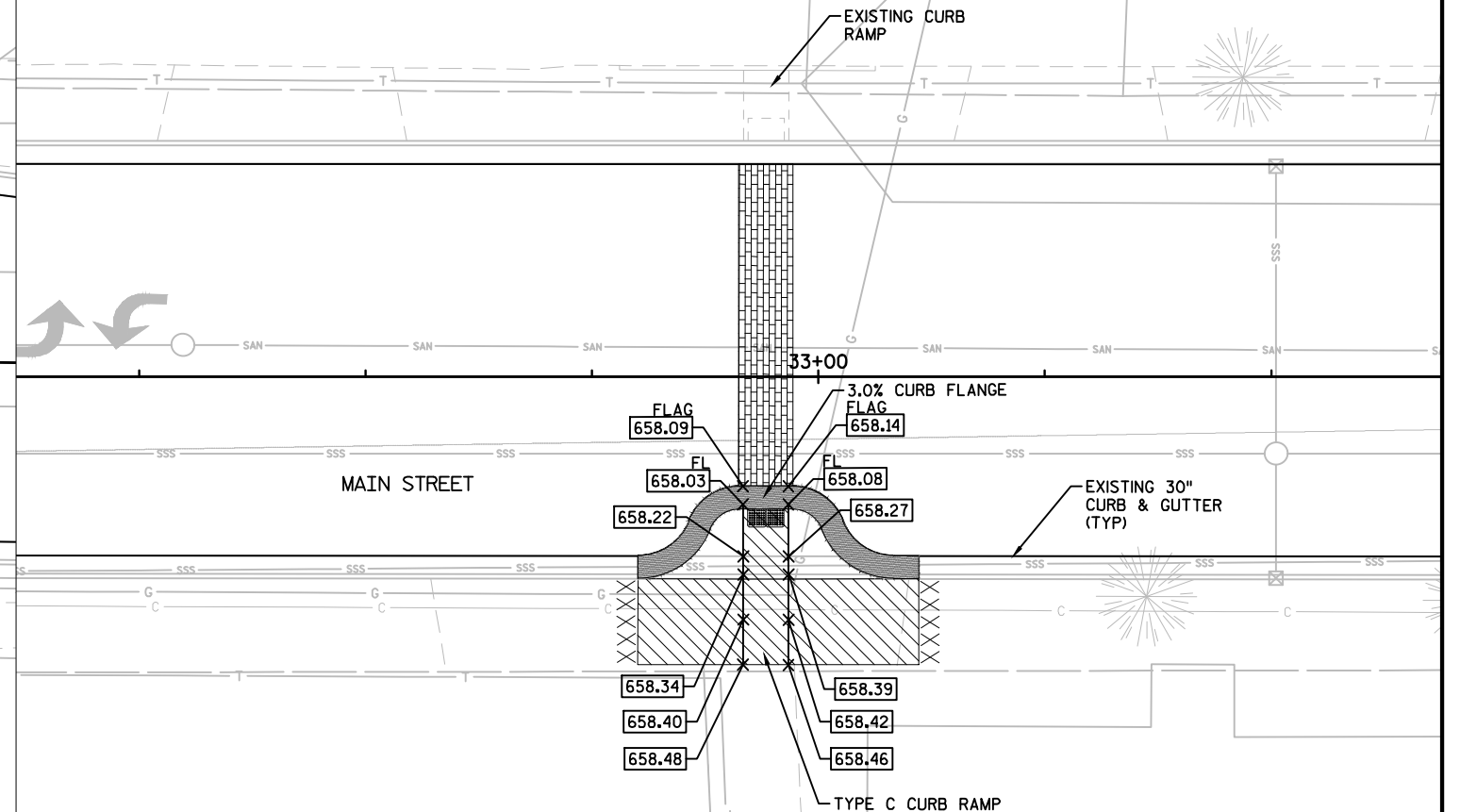


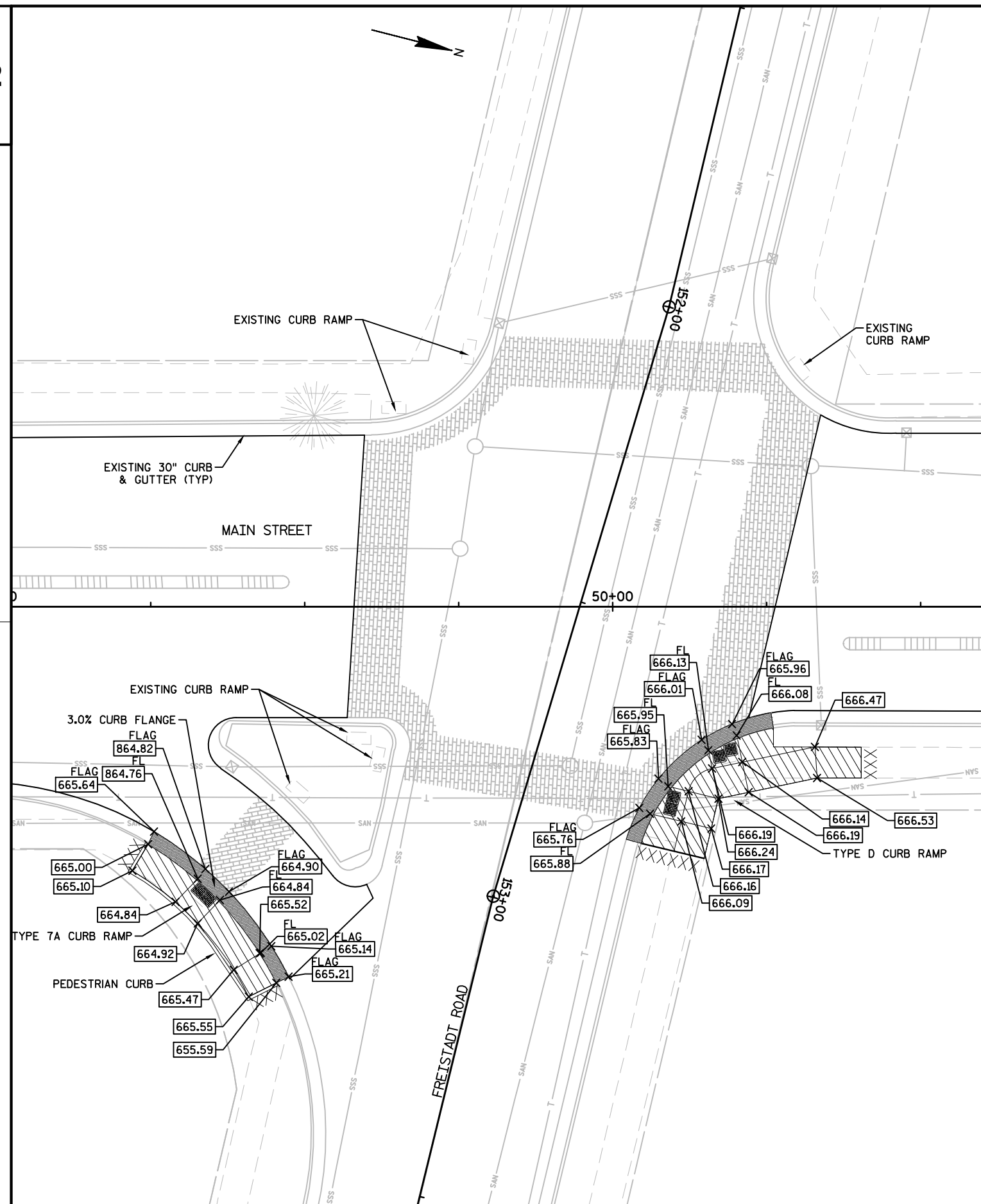
|                       |             |                 |                         |          |          |
|-----------------------|-------------|-----------------|-------------------------|----------|----------|
| PROJECT NO:2697-00-75 | MAIN STREET | COUNTY: OZAUKEE | TIE SHEET - MAIN STREET | SHEET 13 | <b>E</b> |
|-----------------------|-------------|-----------------|-------------------------|----------|----------|





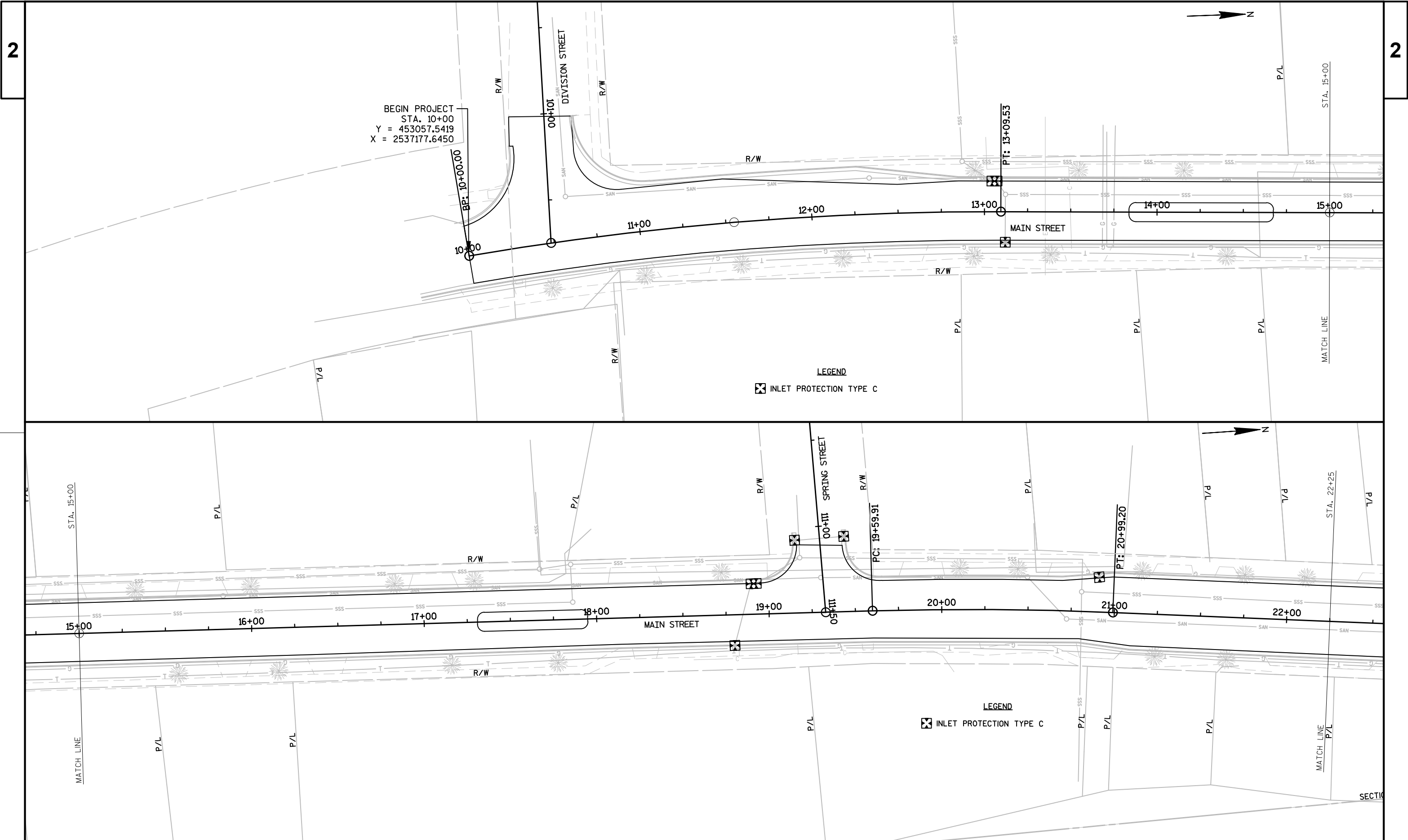
- LEGEND**
- CONCRETE SIDEWALK 4-INCH
  - COLOR STAMPED CONCRETE
  - 30-INCH CURB & GUTTER TYPE A
  - DETECTABLE WARNING FIELD
  - CONCRETE SAWING

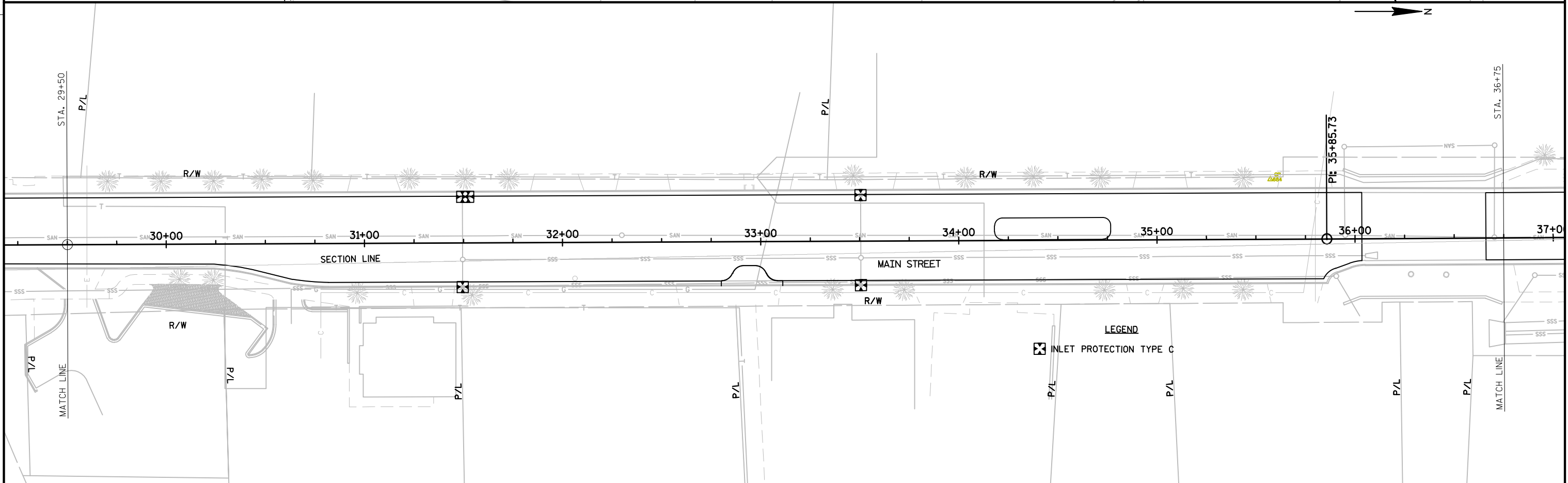
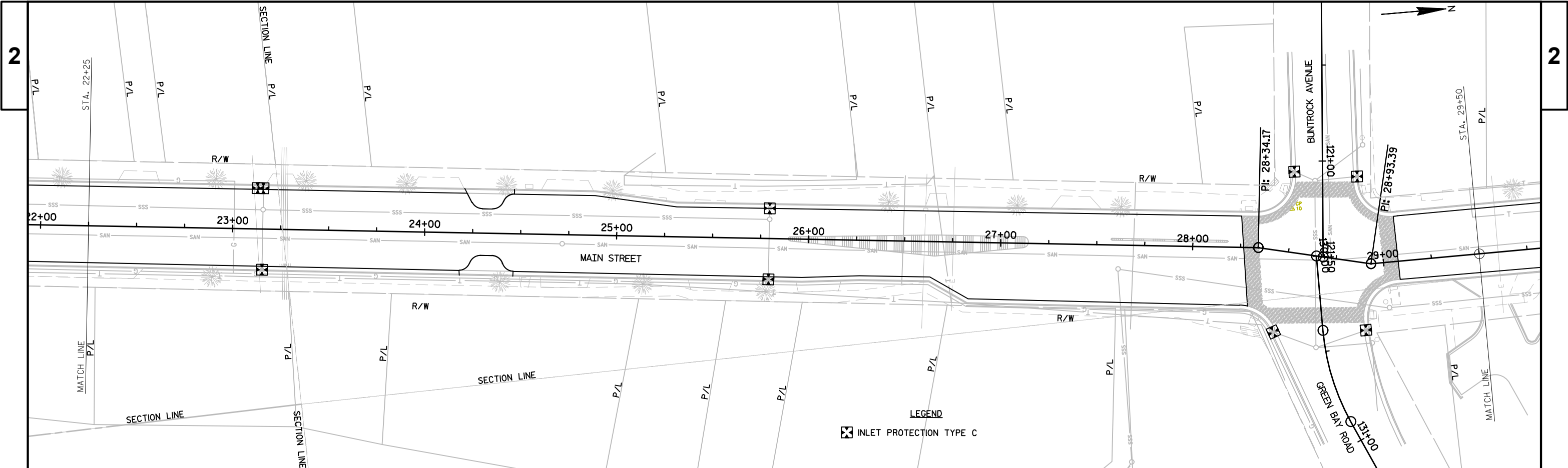




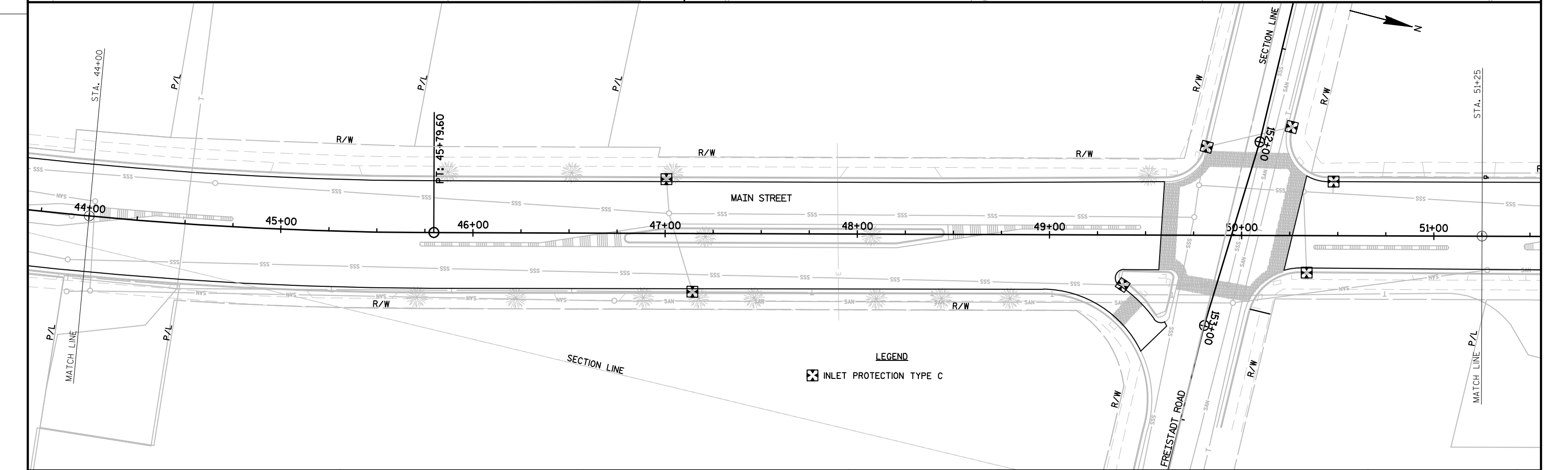
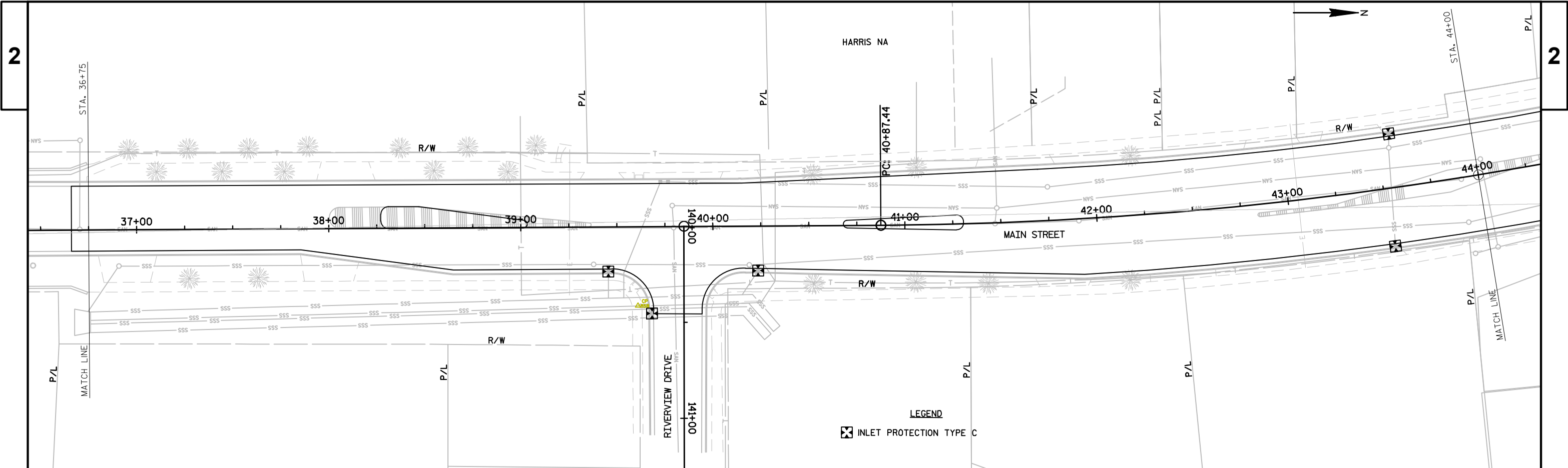
## LEGEND

-  CONCRETE SIDEWALK 4-INCH
-  COLORED STAMPED CONCRETE
-  30-INCH CURB & GUTTER TYPE A
-  DETECTABLE WARNING FIELD
-  CONCRETE SAWING

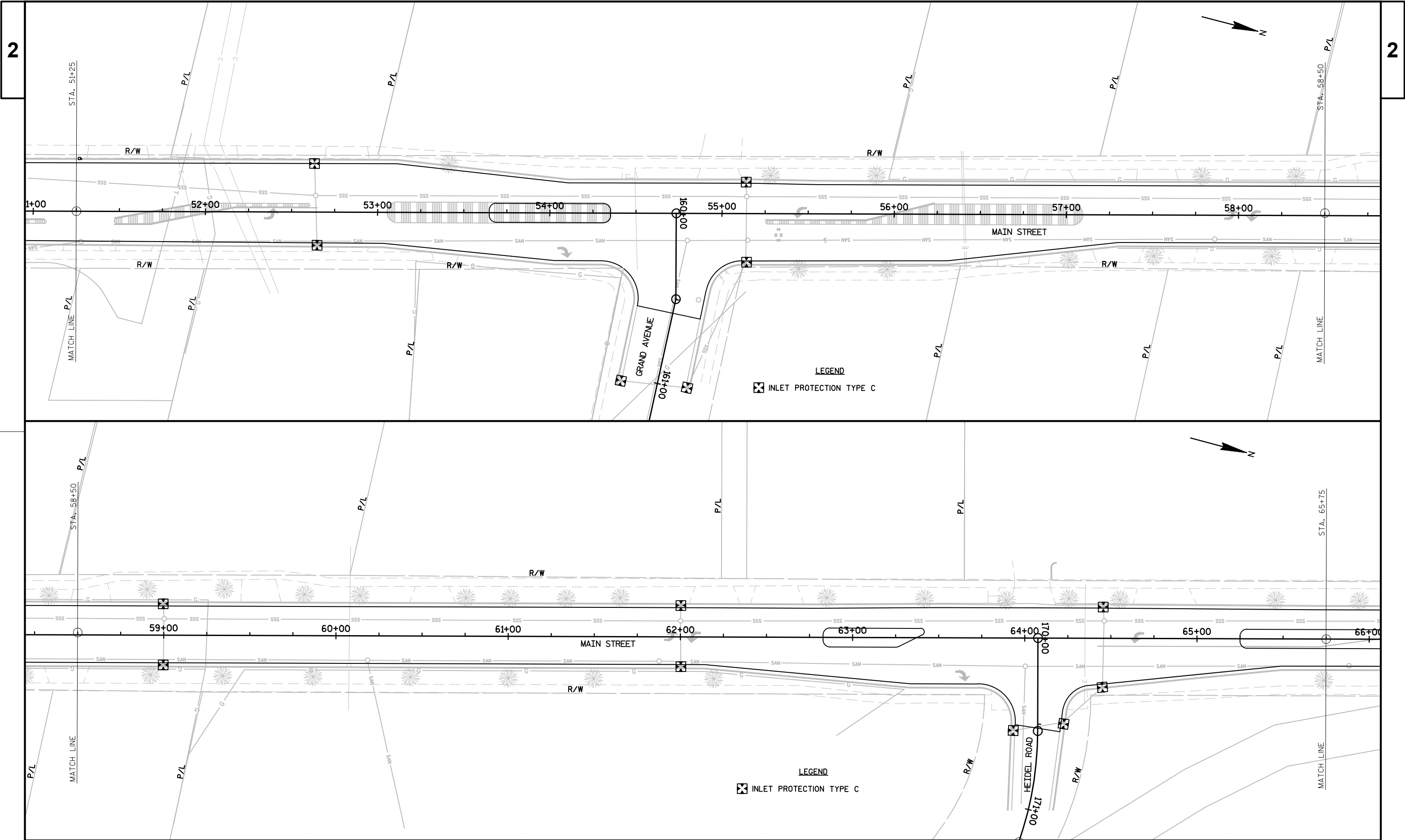


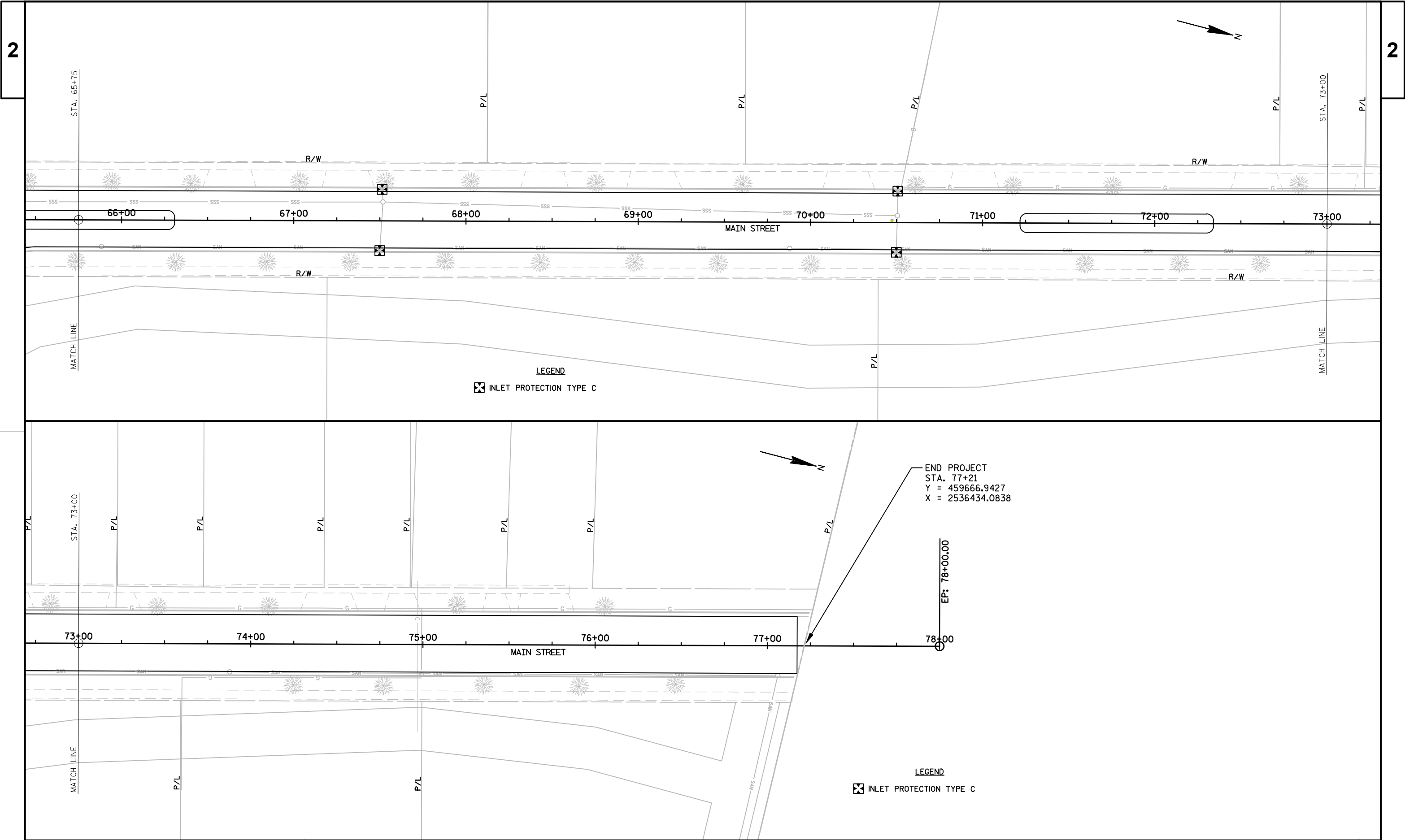


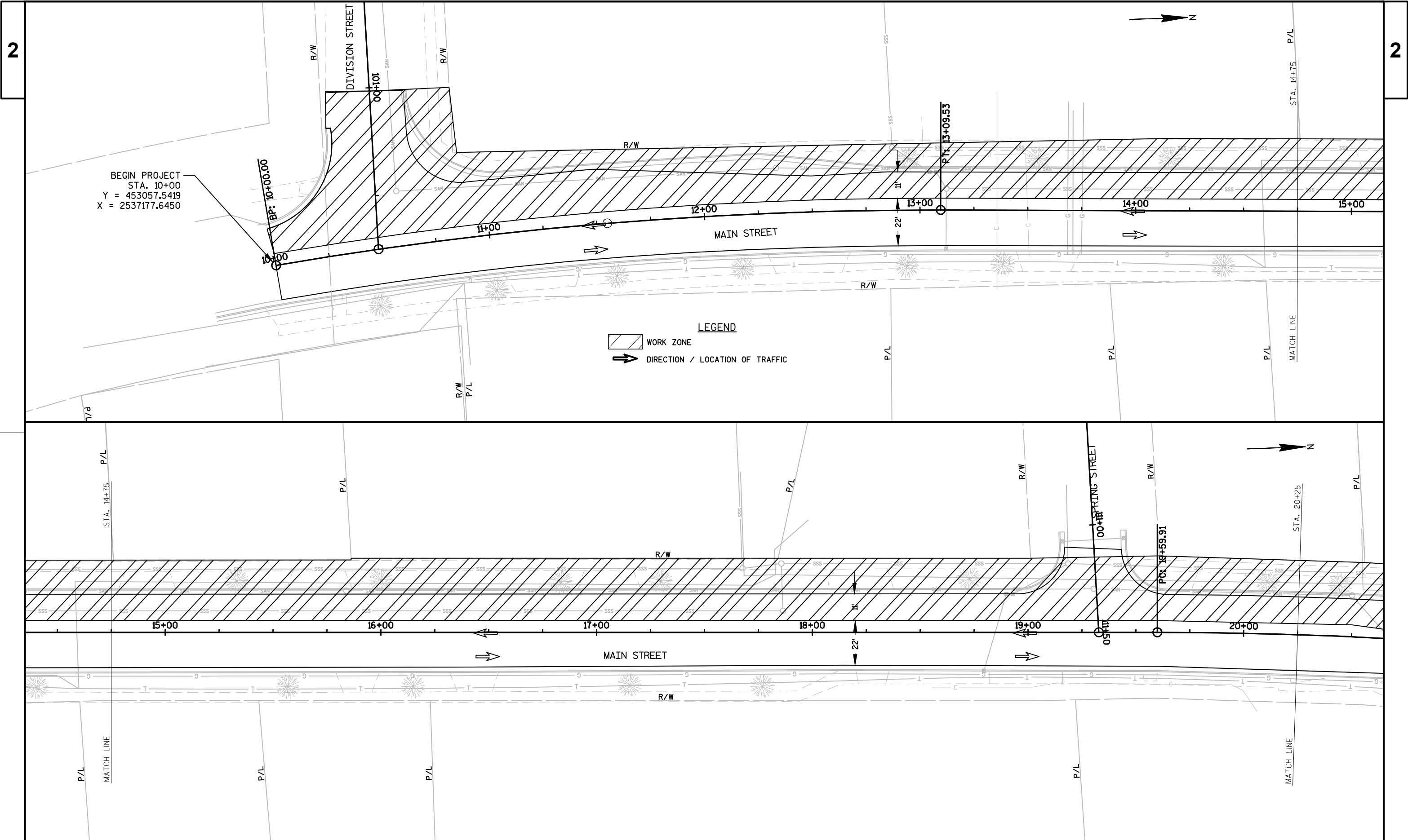


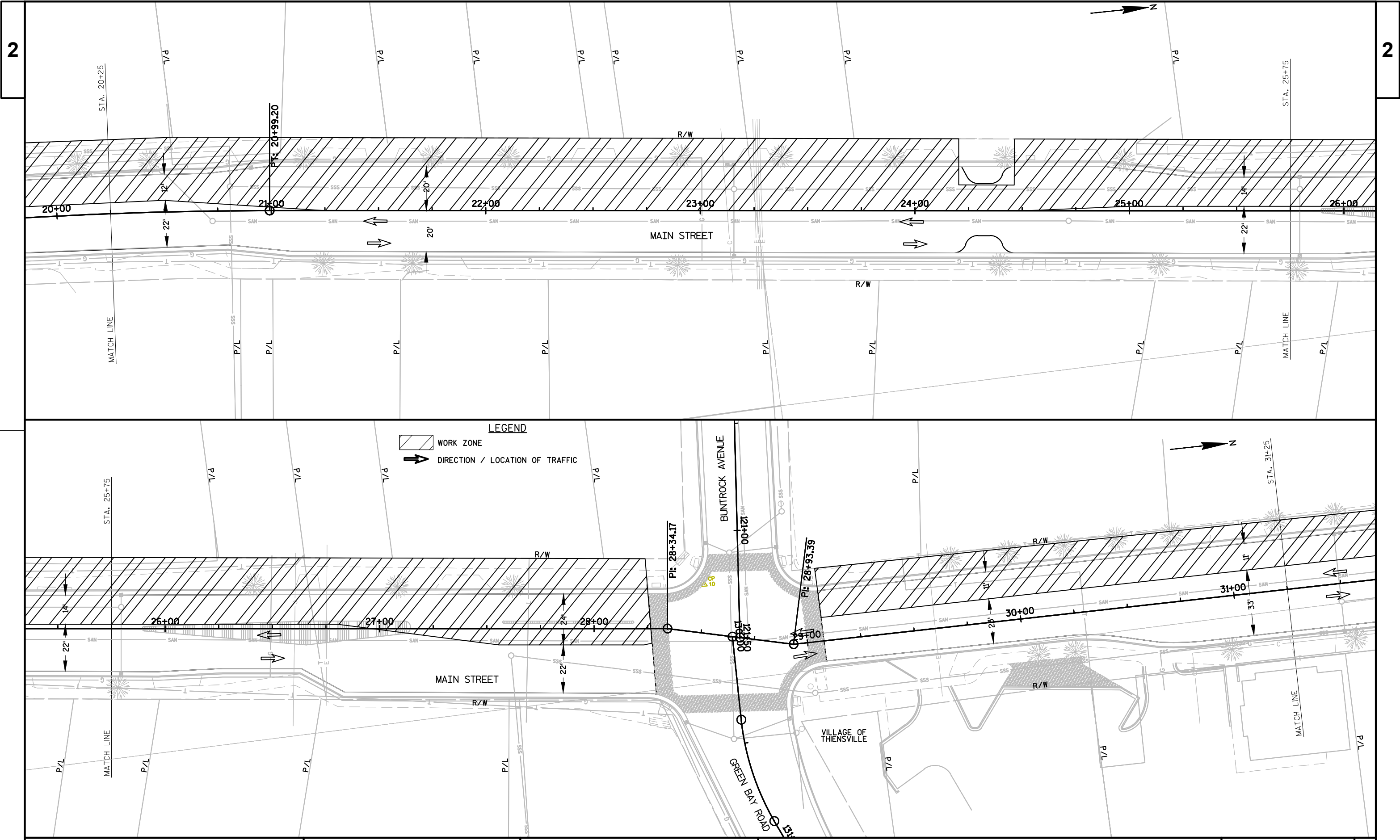


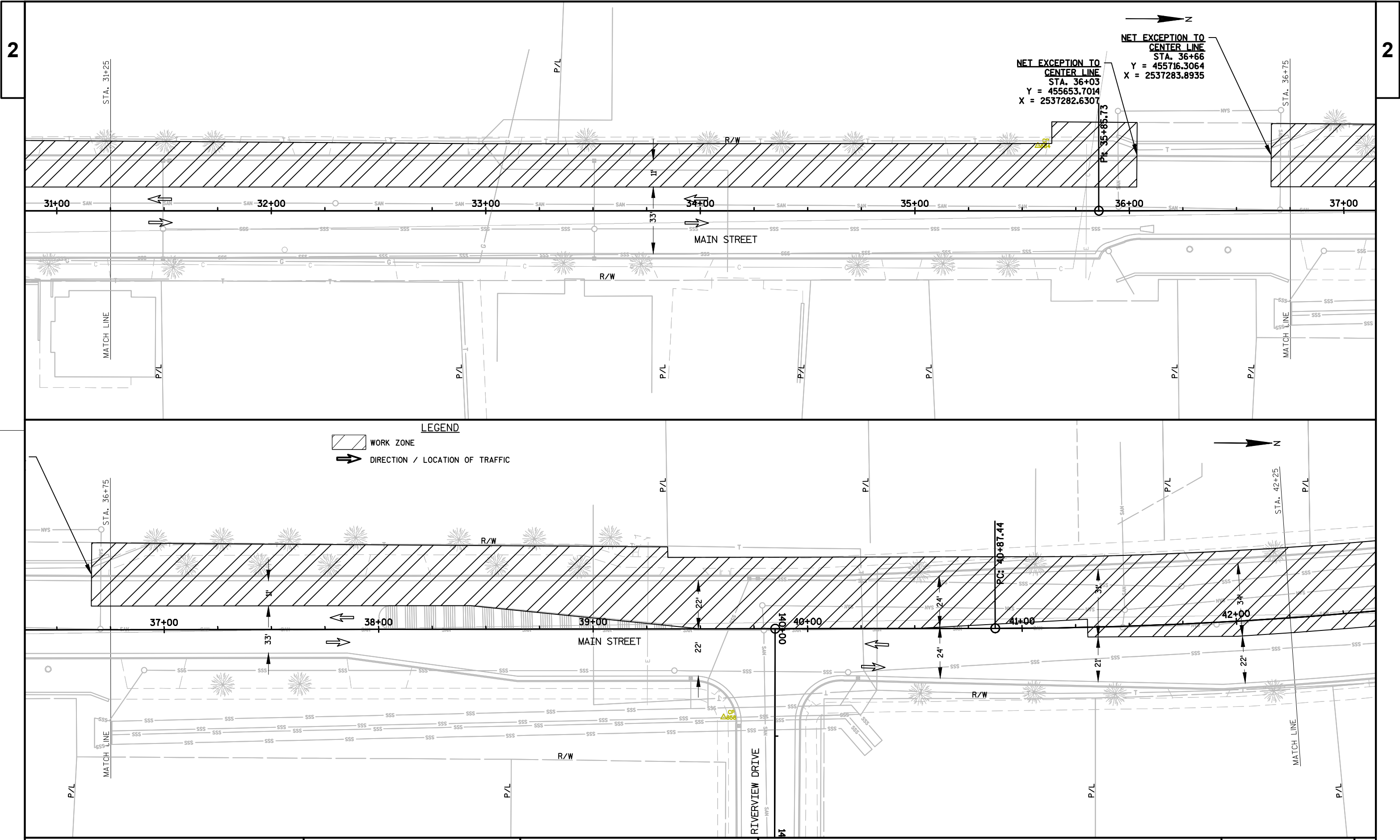


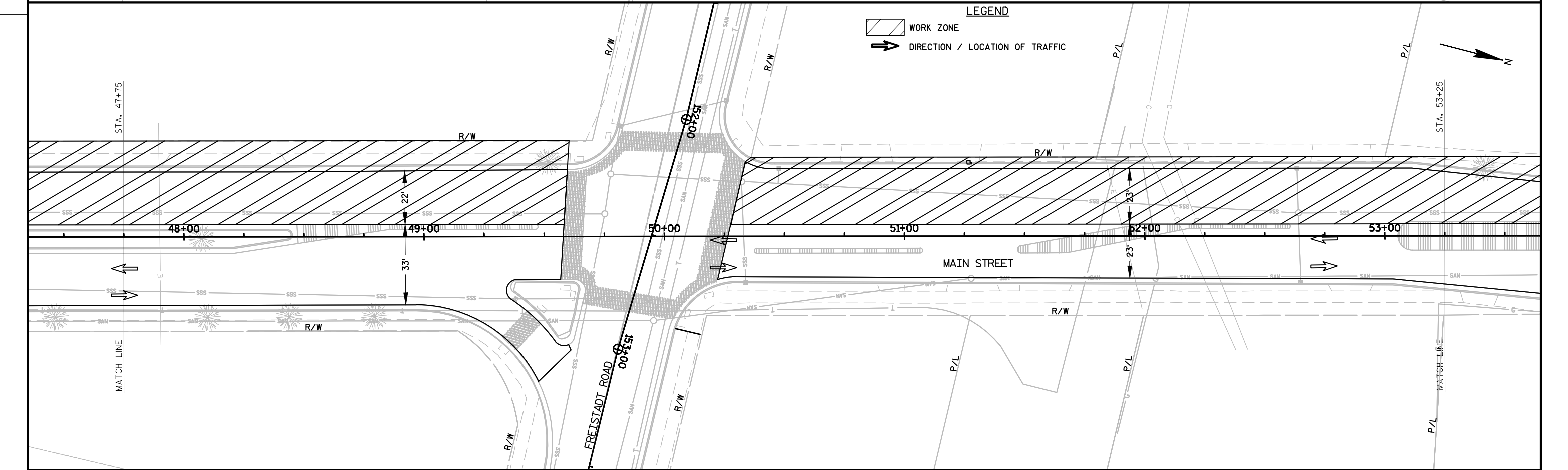
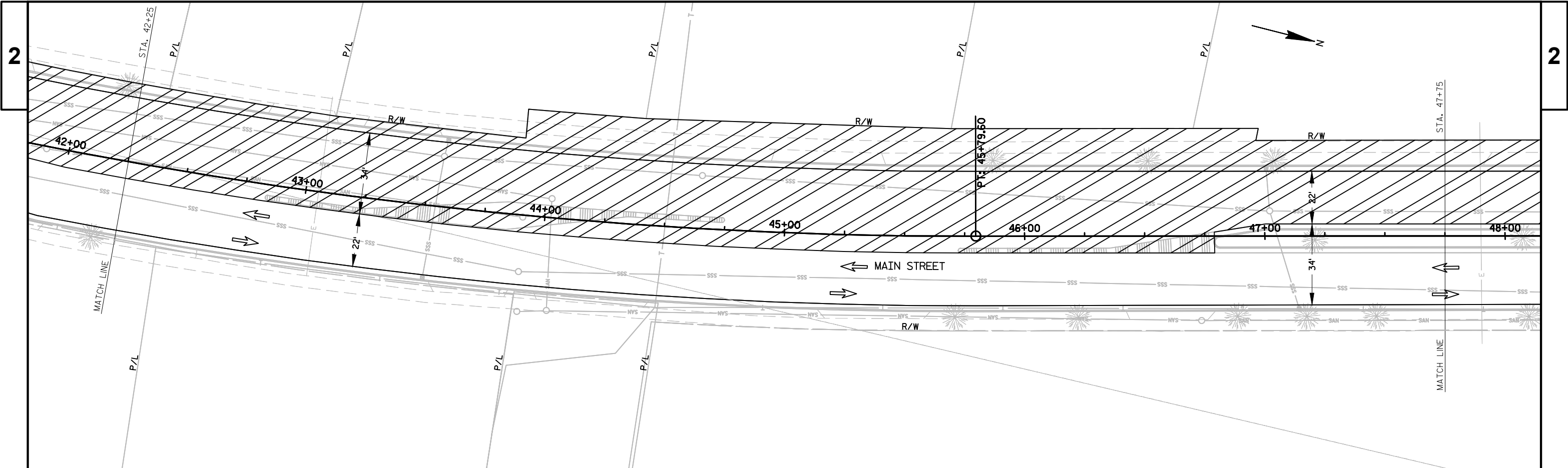












PROJECT NO:2697-00-75

MAIN STREET

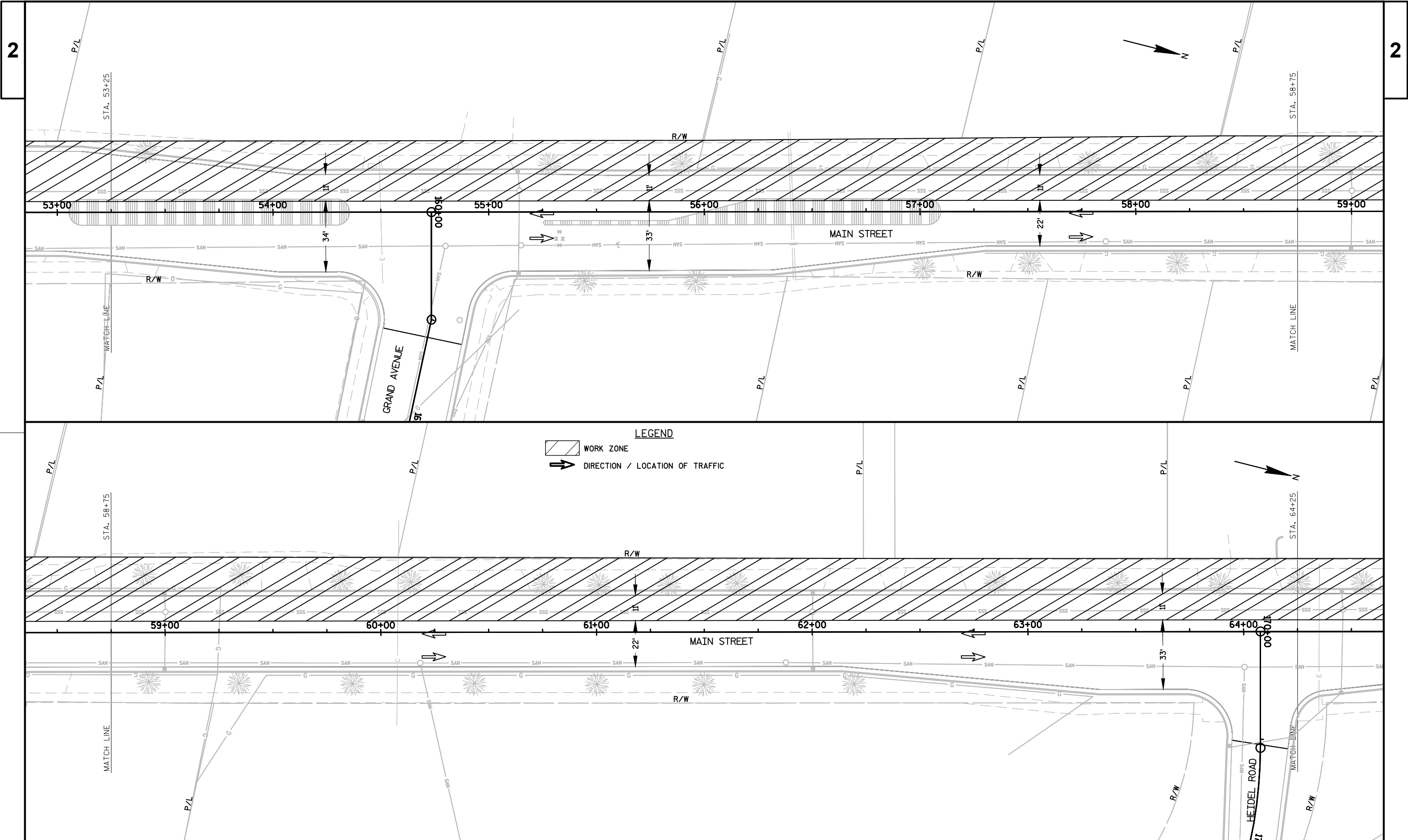
COUNTY: OZAUKEE

STAGING PLAN - STAGE 1

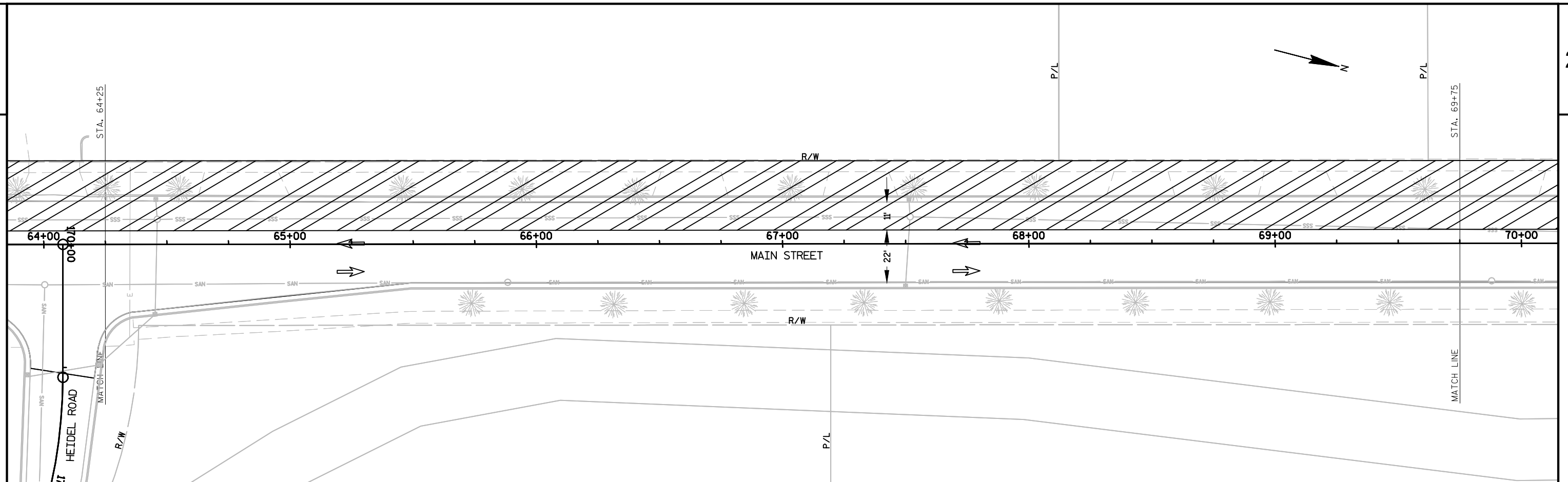
SHEET 25

E

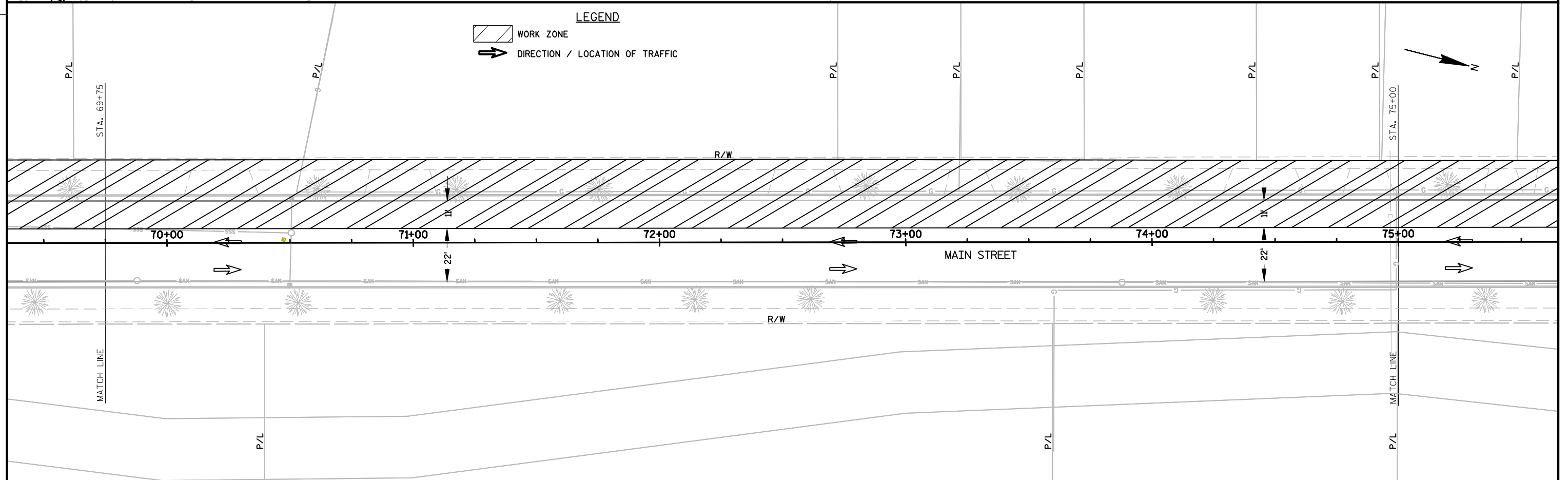


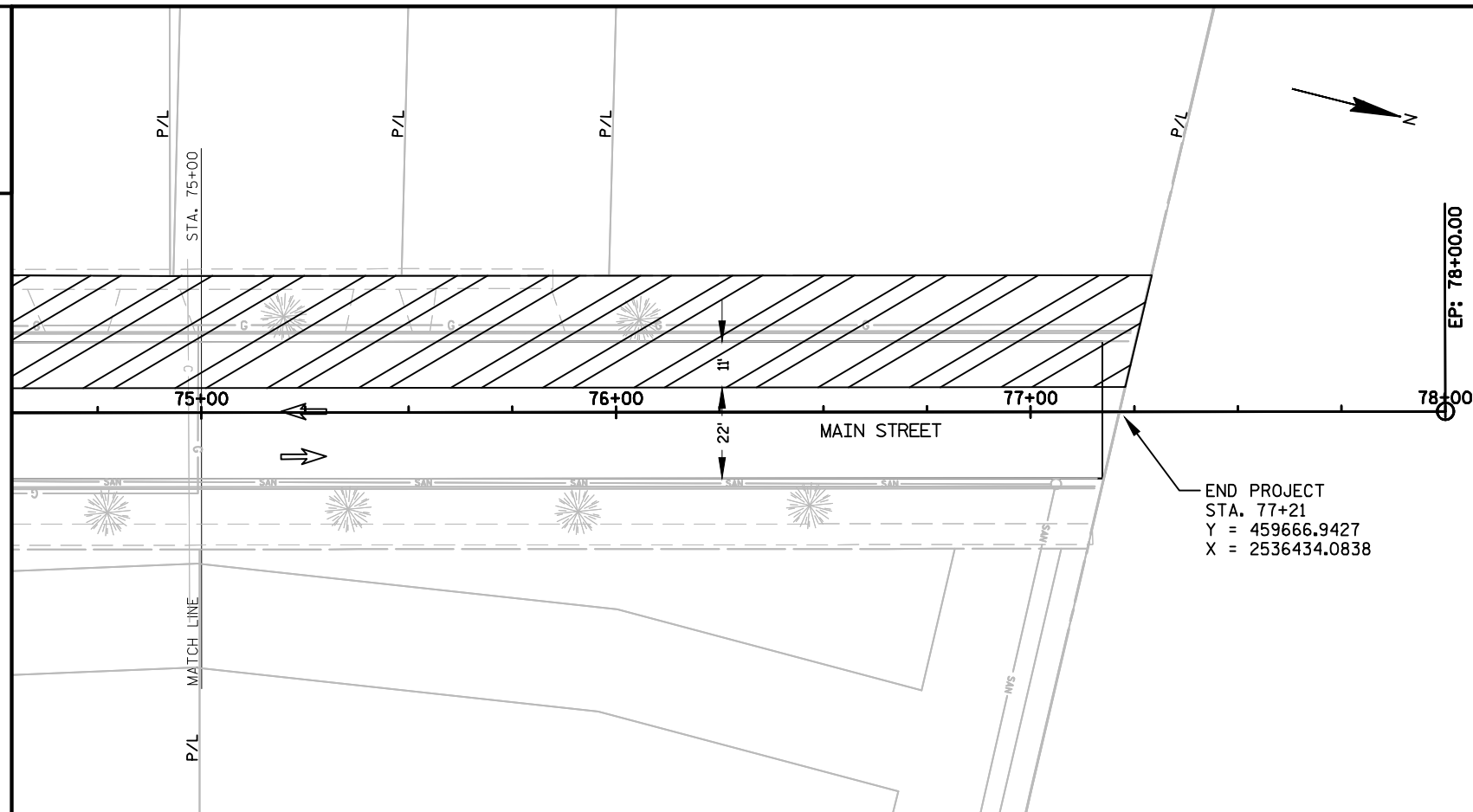






**LEGEND**  
[Hatched Box] WORK ZONE  
[Arrow] DIRECTION / LOCATION OF TRAFFIC





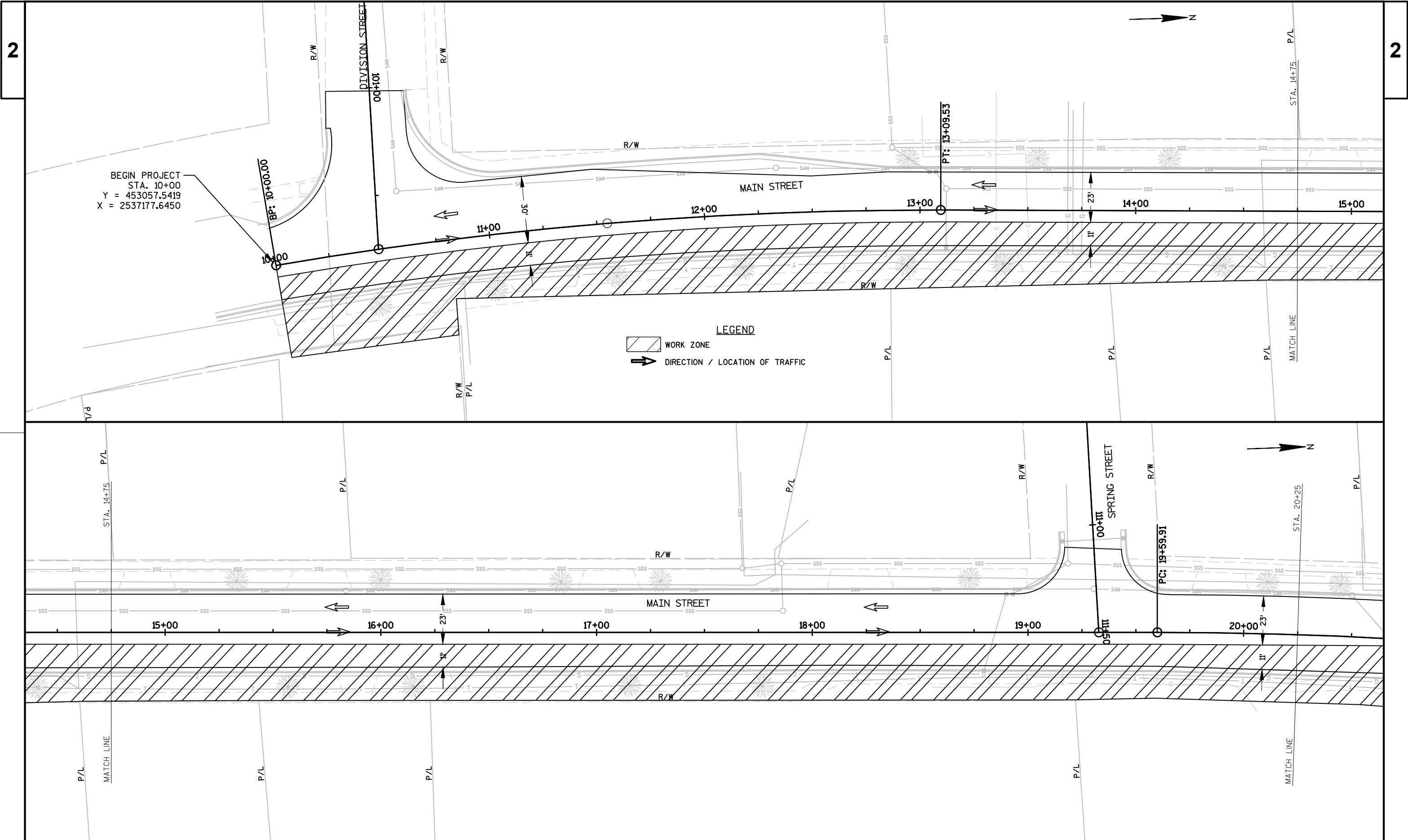
## LEGEND

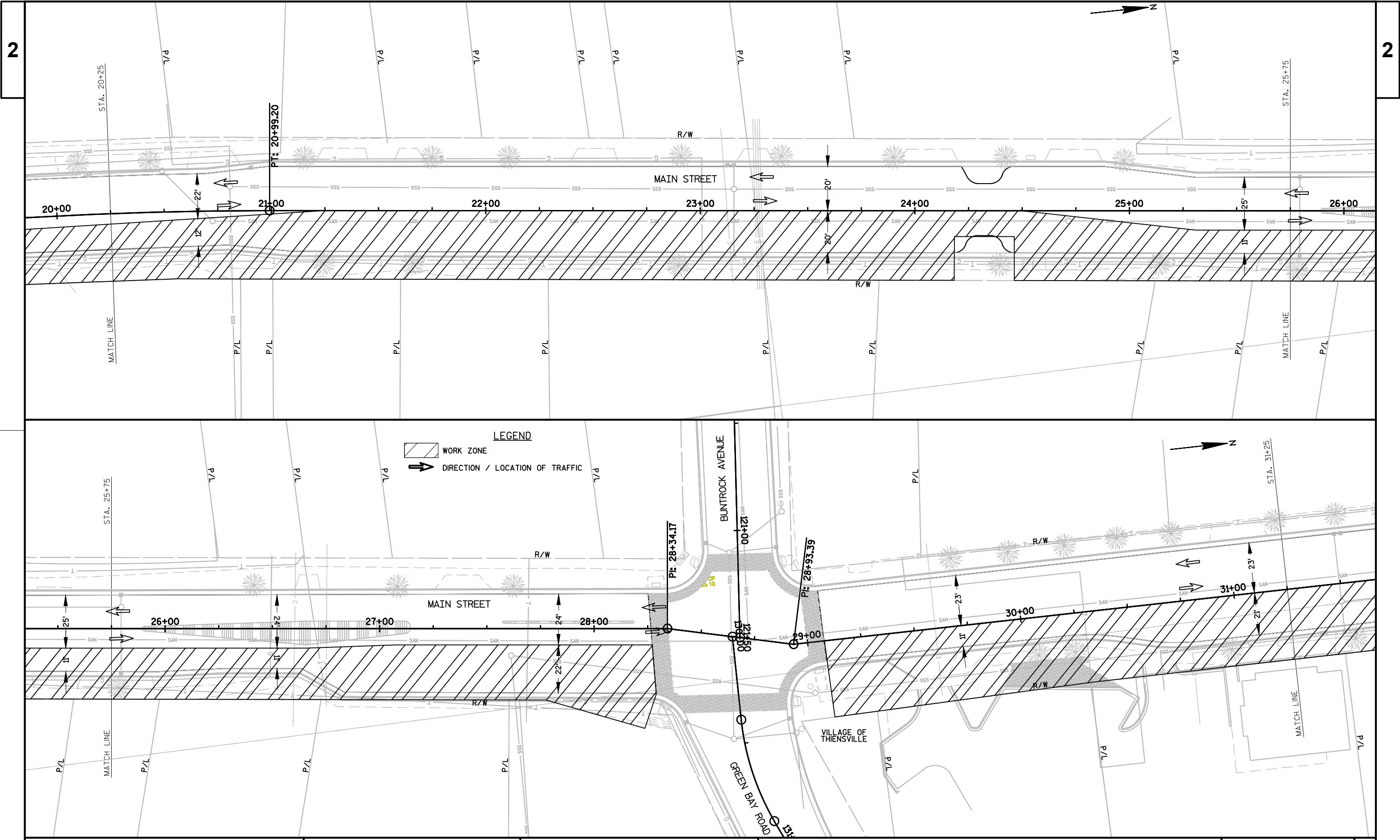


WORK ZONE

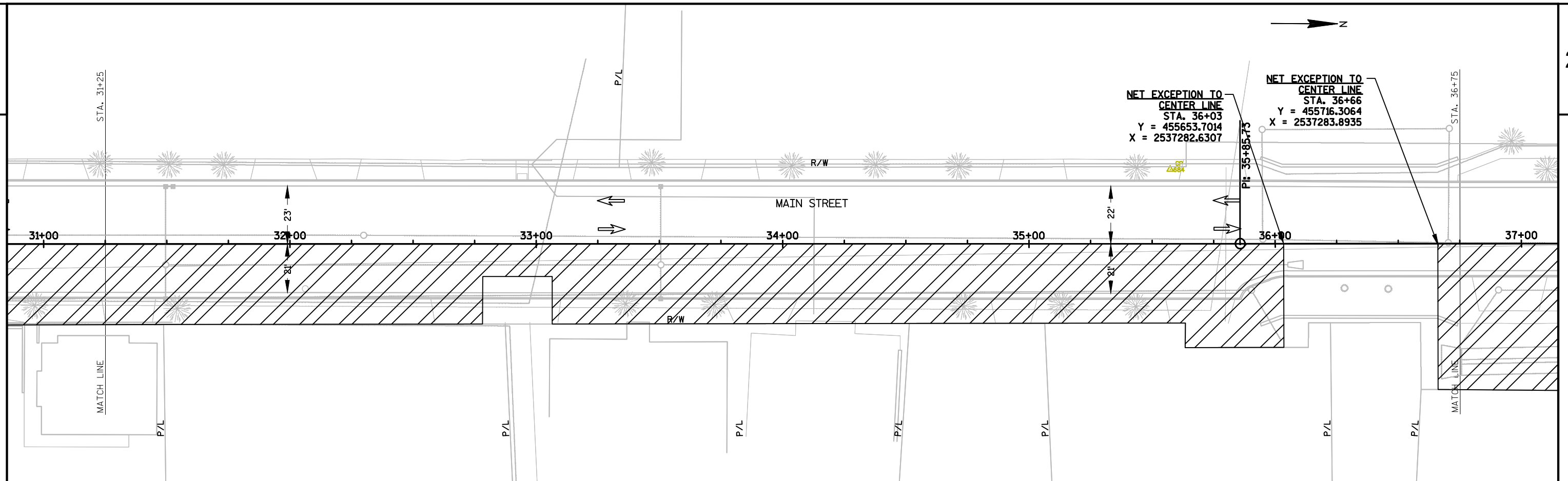


DIRECTION / LOCATION OF TRAFFIC

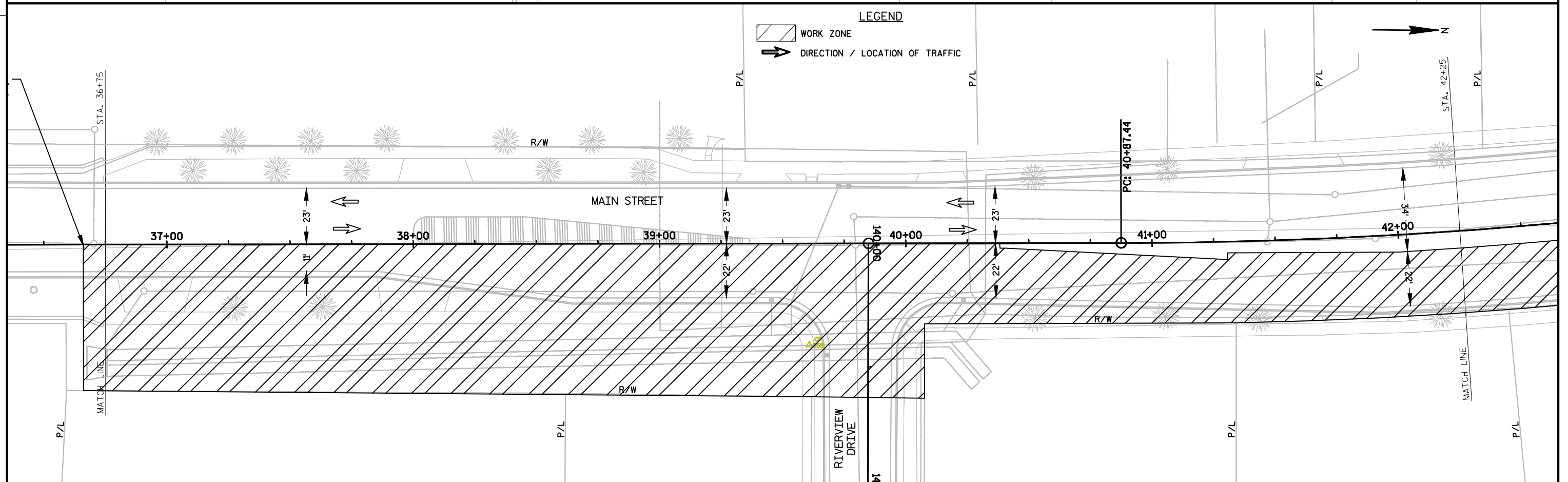




2



2



PROJECT NO:2697-00-75

MAIN STREET

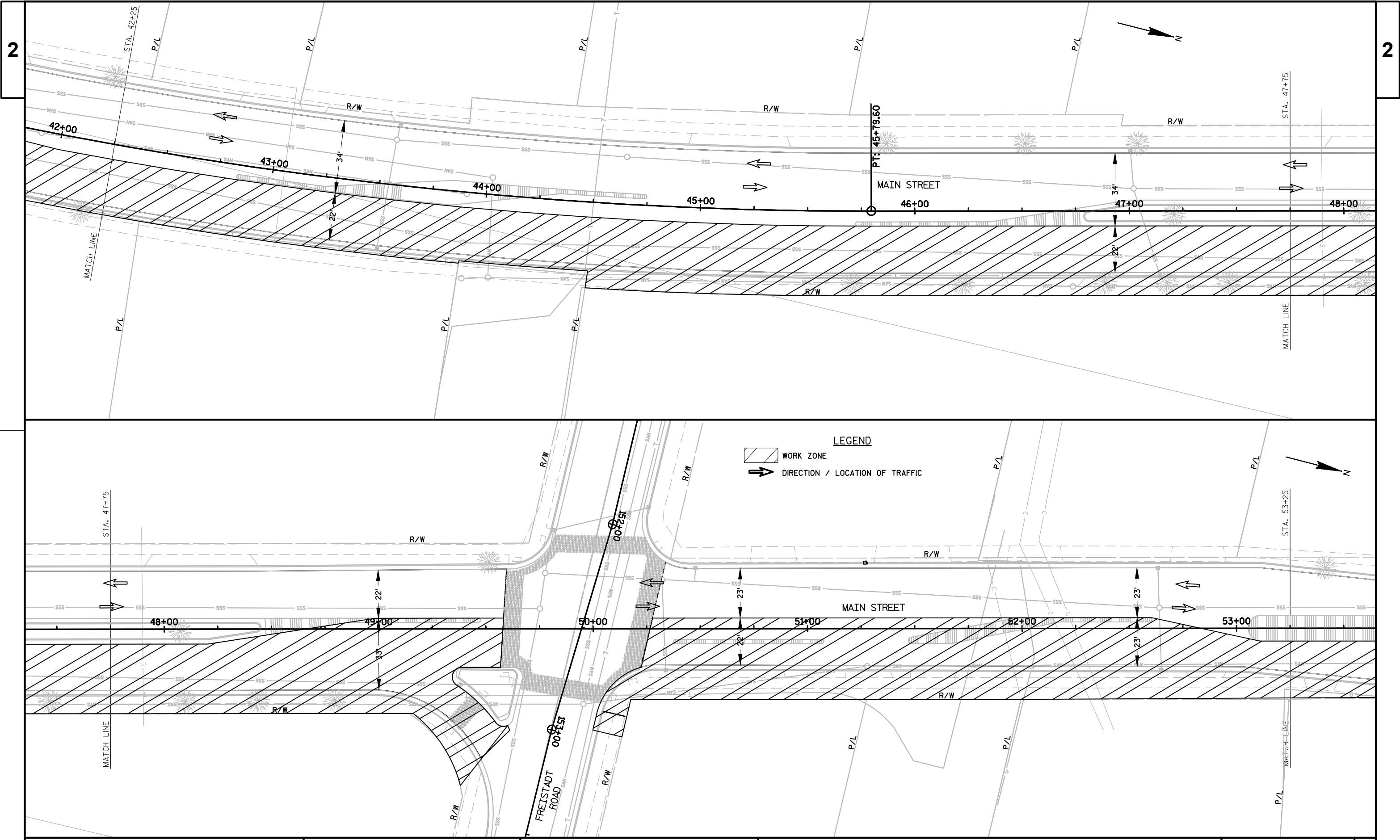
COUNTY: OZAUKEE

STAGING PLAN - STAGE 2A

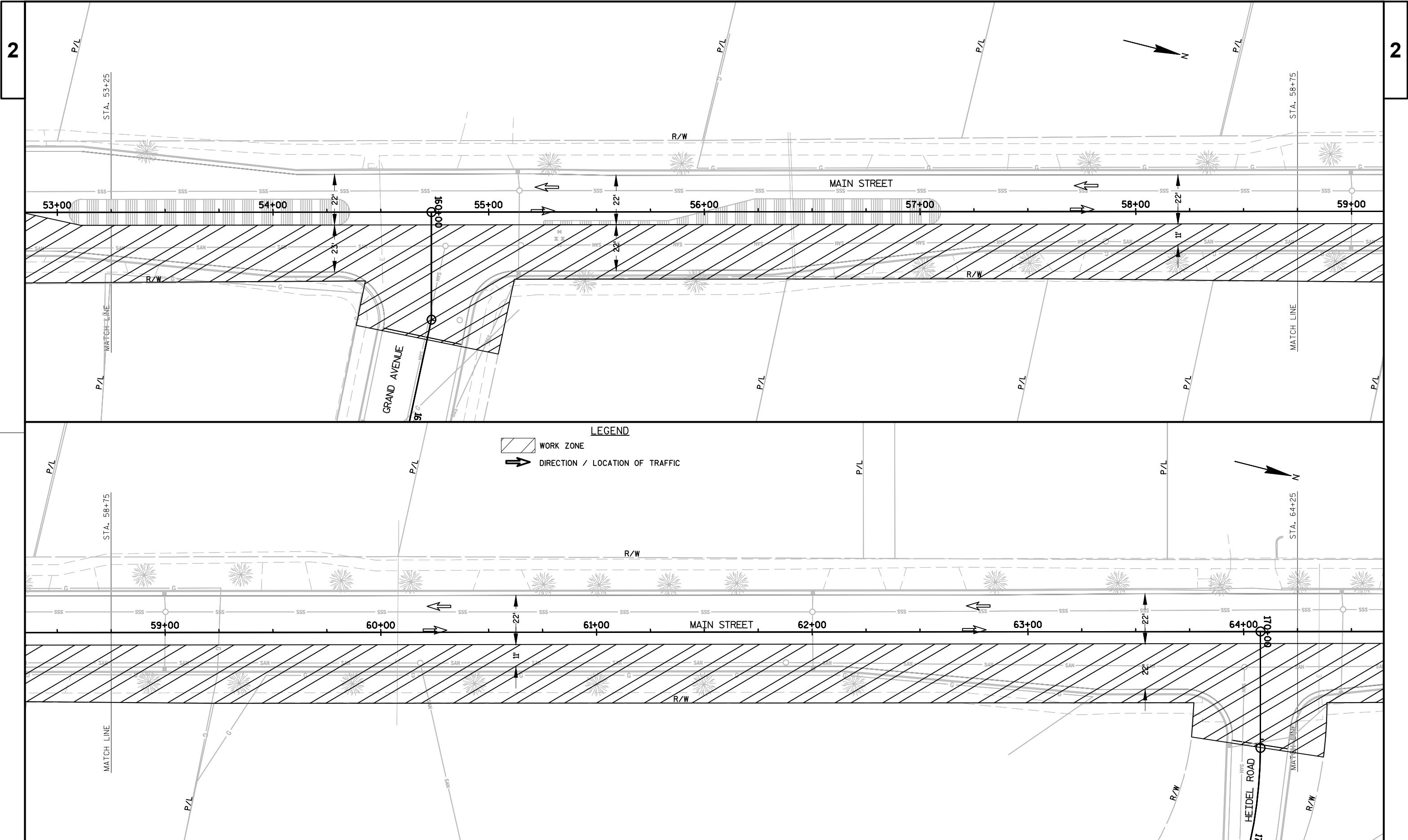
SHEET

31

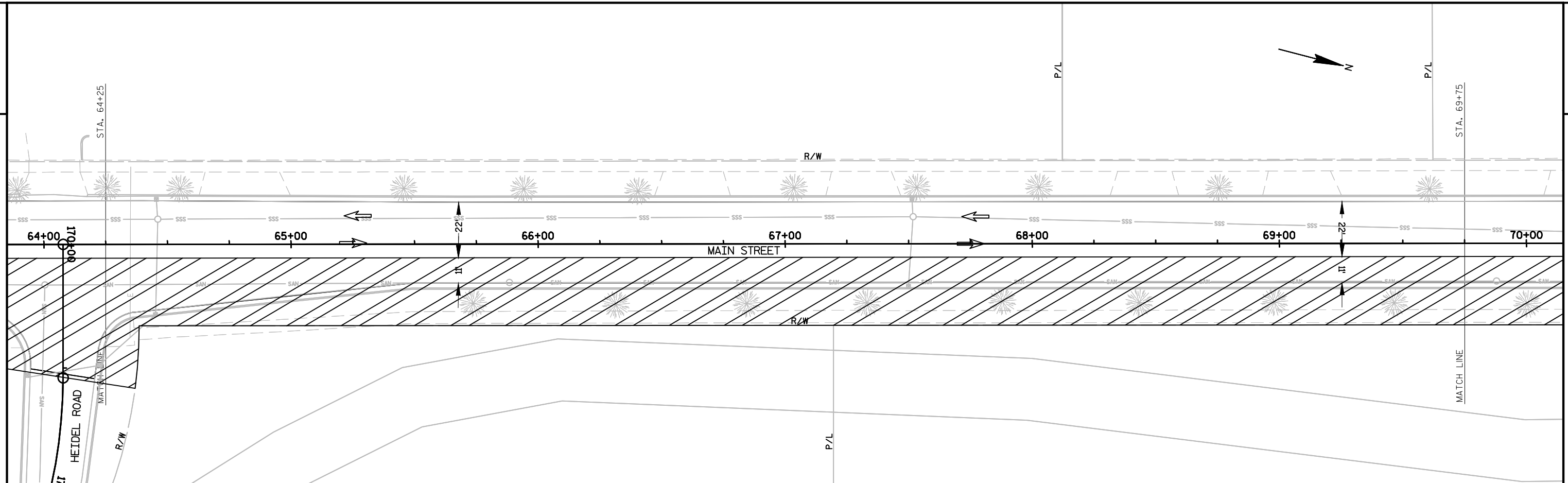
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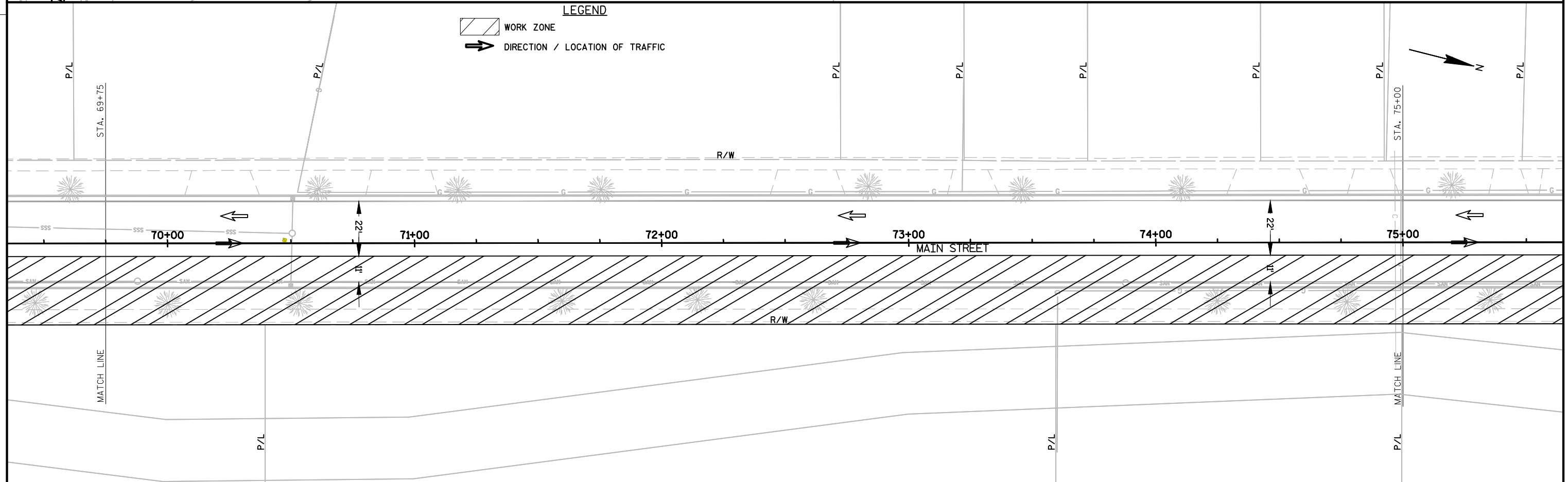


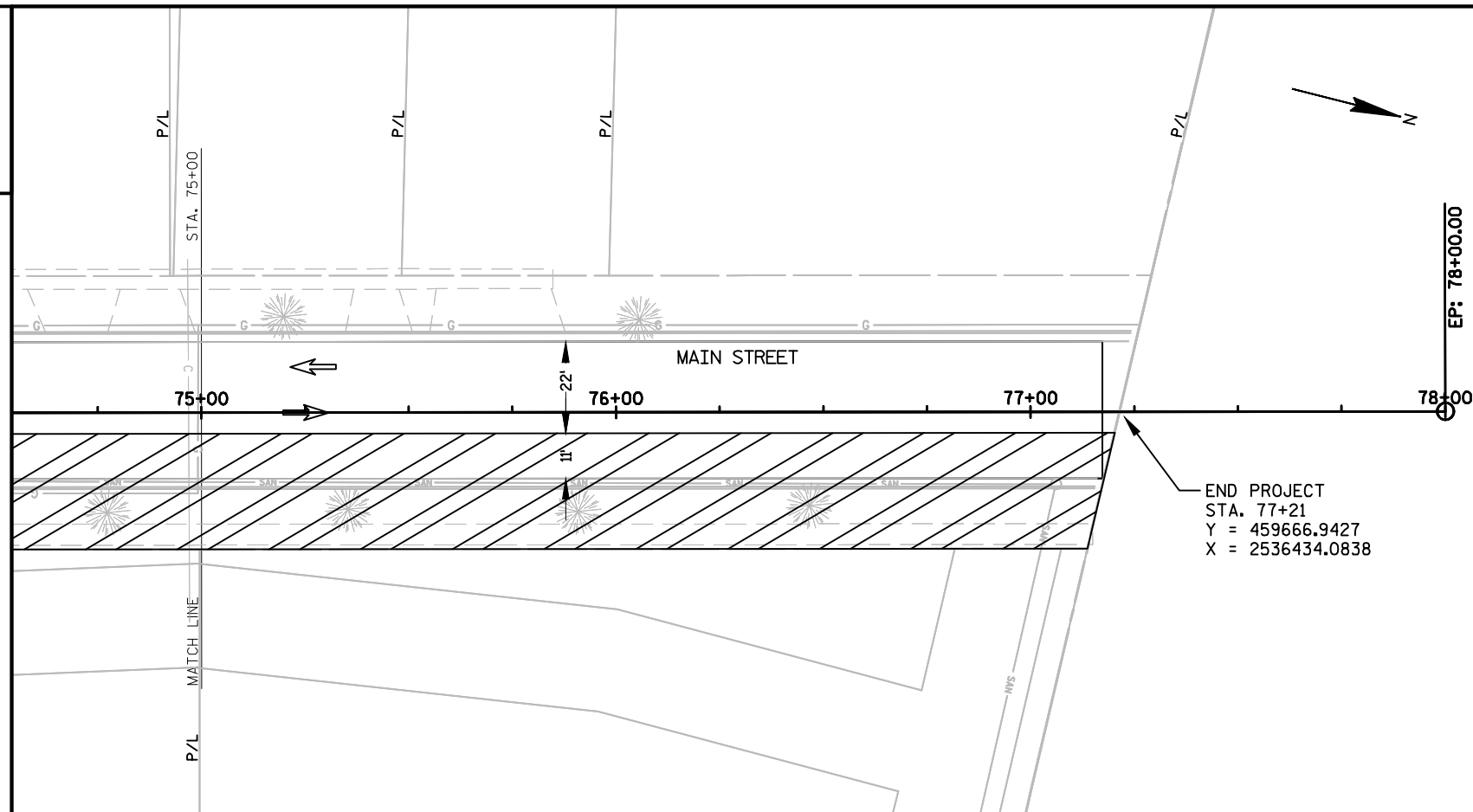






**LEGEND**  
[Hatched Box] WORK ZONE  
[Arrow] DIRECTION / LOCATION OF TRAFFIC

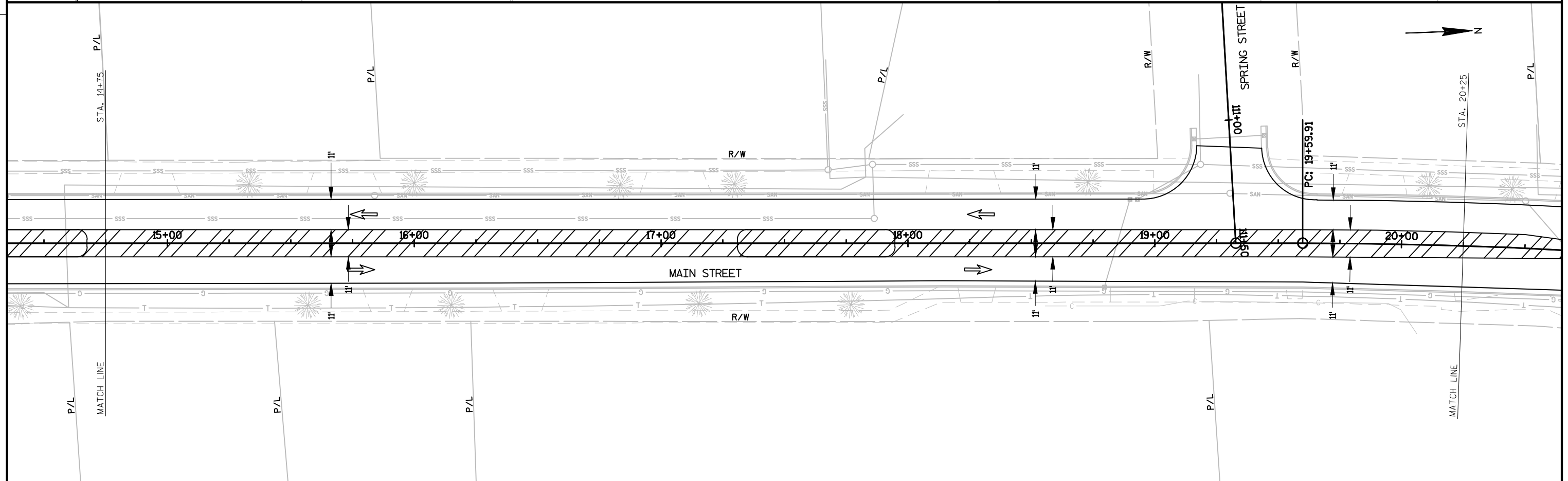
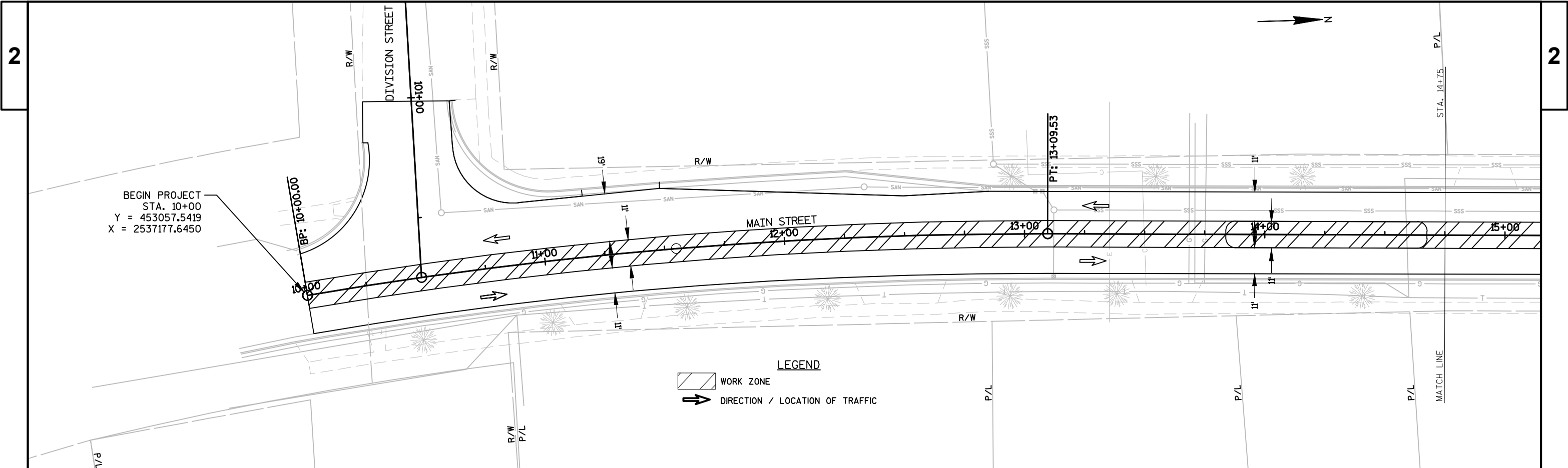


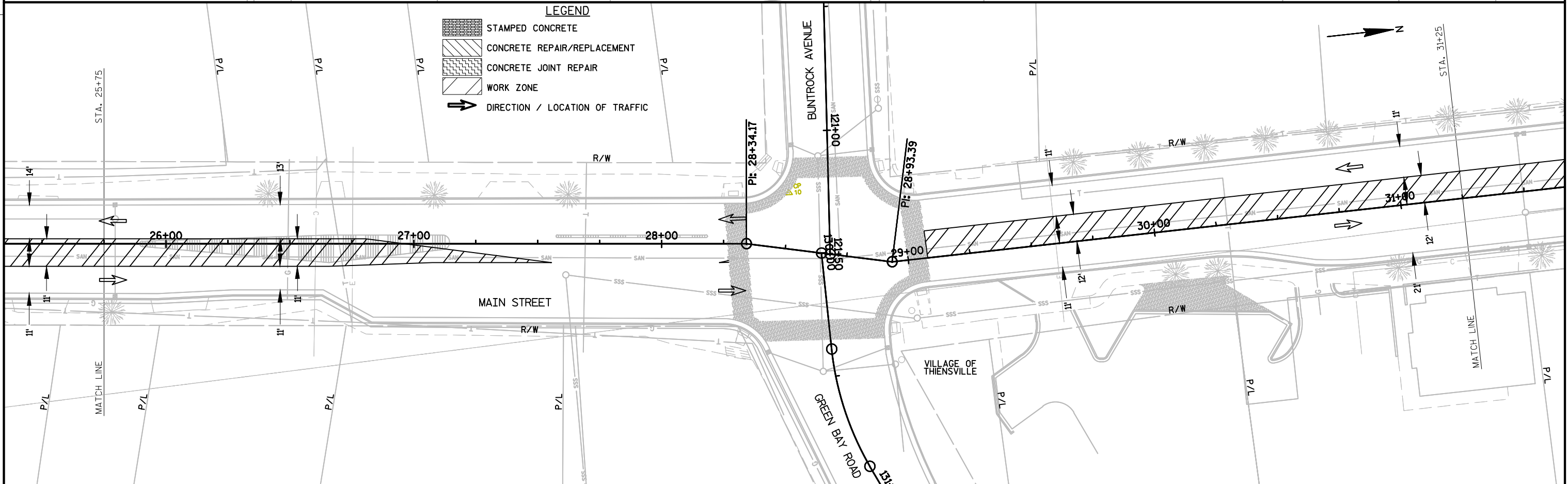
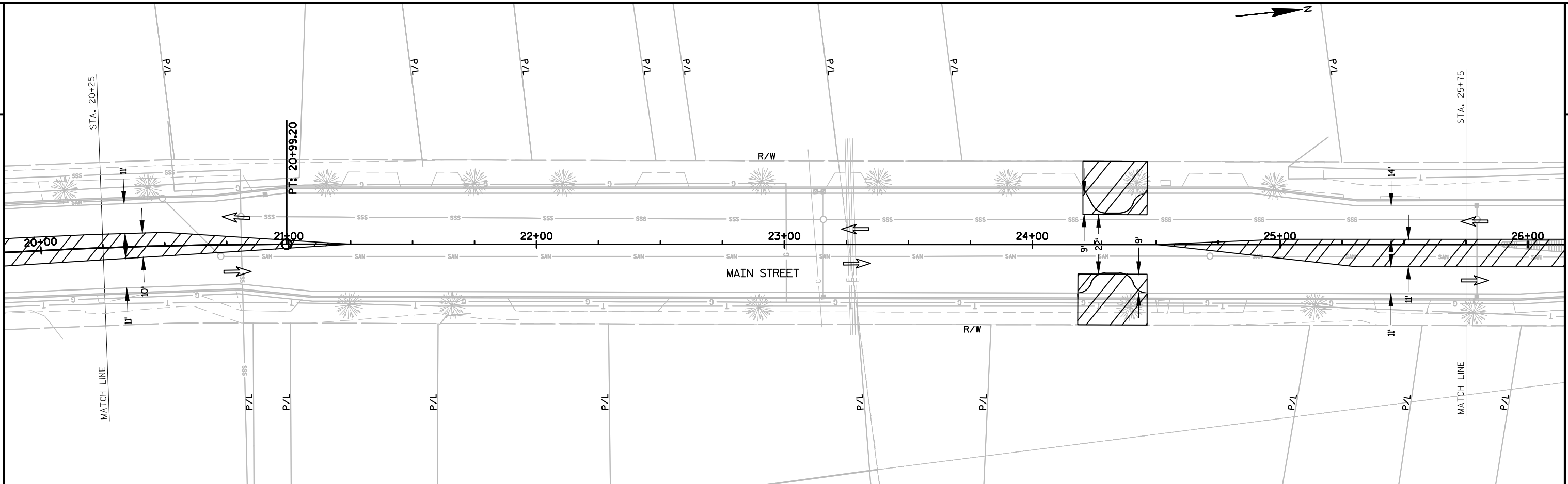


**LEGEND**

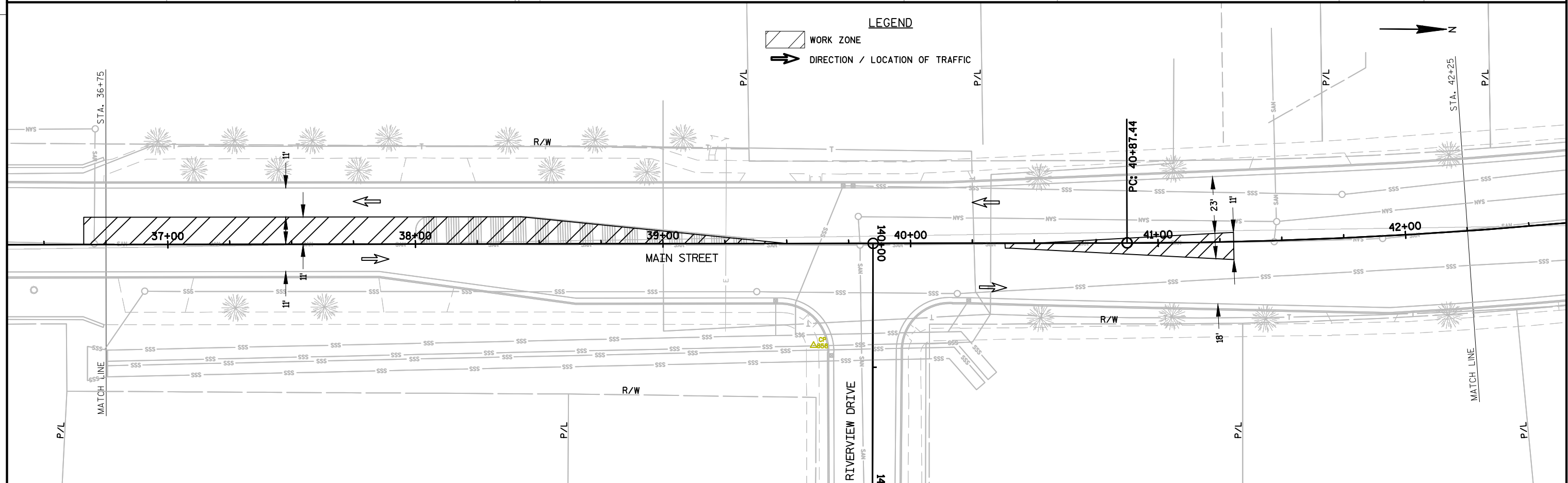
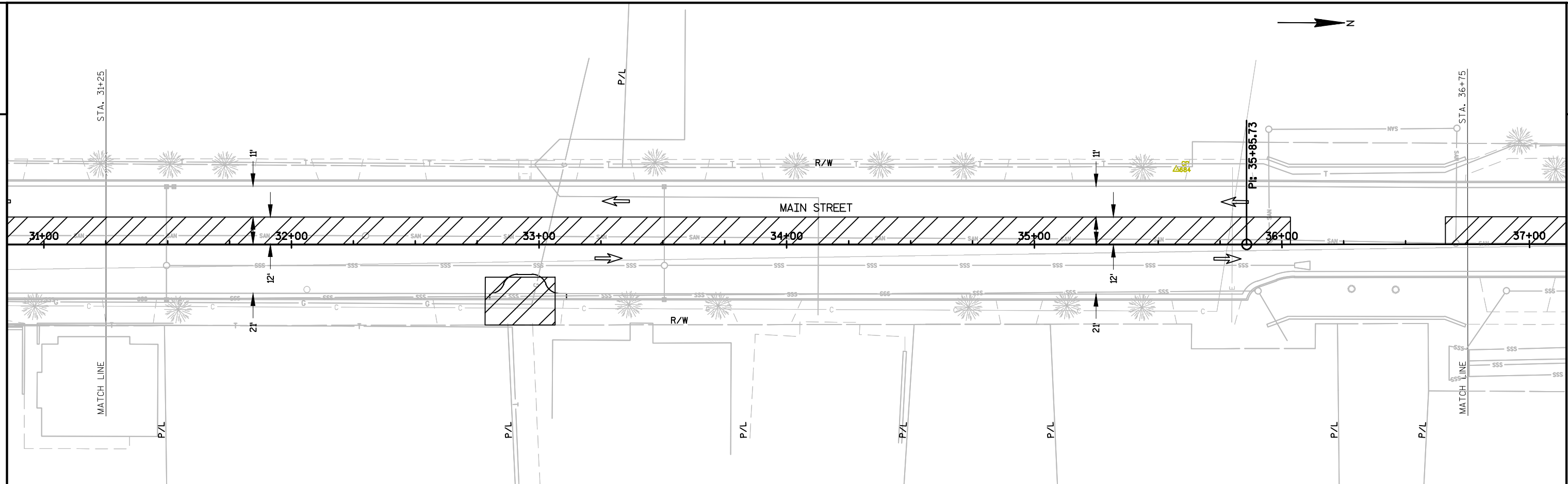
 WORK ZONE

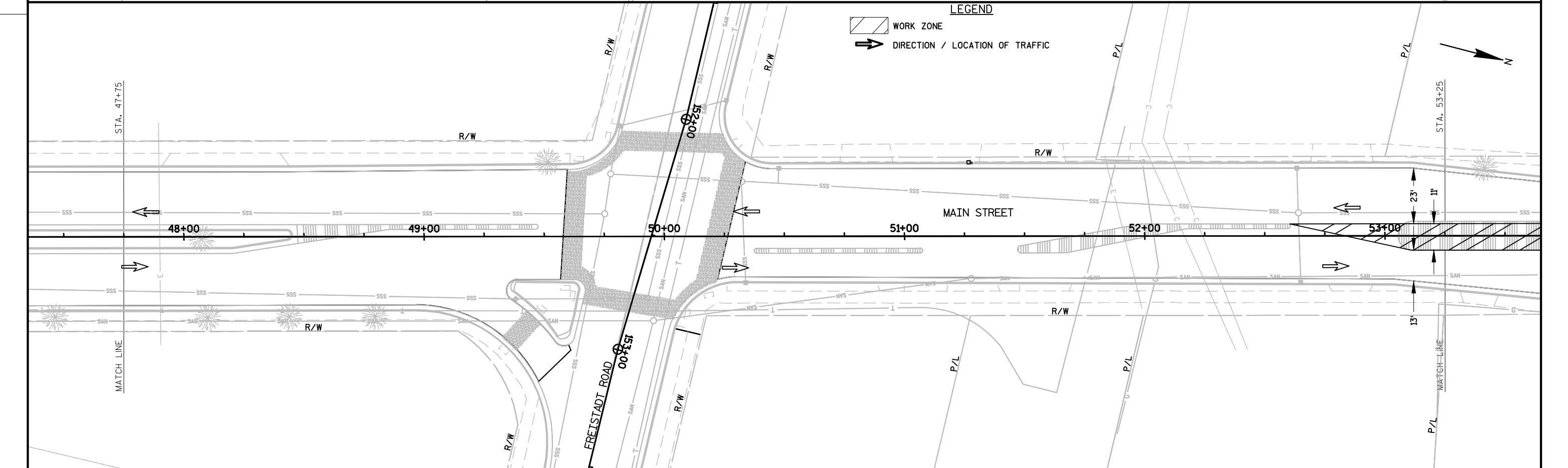
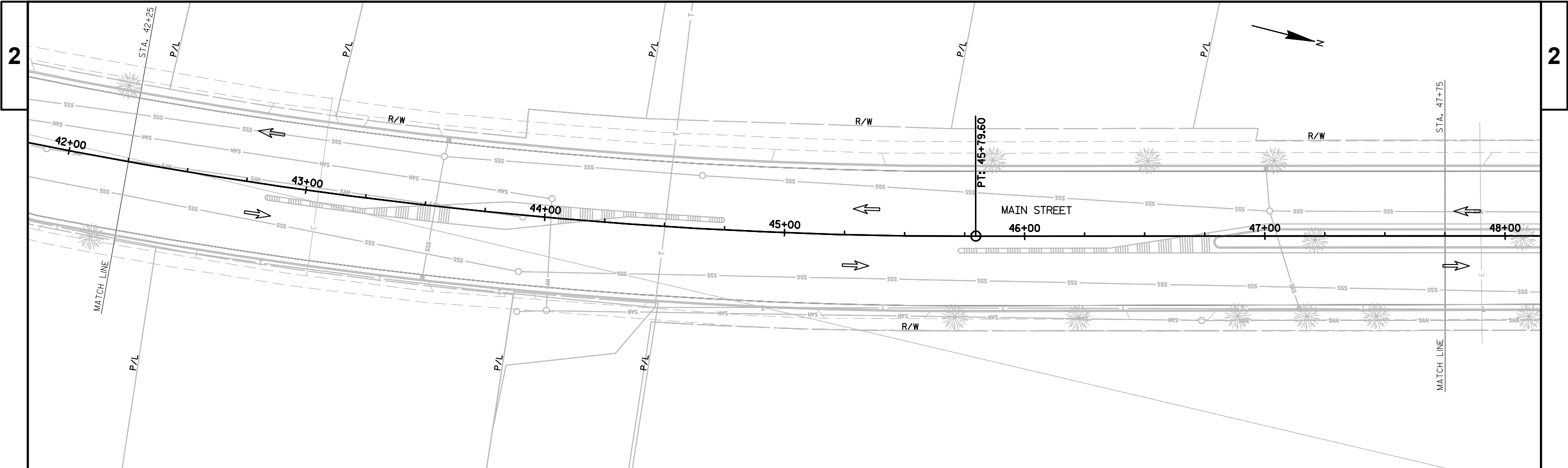
 DIRECTION / LOCATION OF TRAFFIC





- LEGEND**
- [Hatched Box] STAMPED CONCRETE
  - [Diagonal Lines Box] CONCRETE REPAIR/REPLACEMENT
  - [Cross-hatched Box] CONCRETE JOINT REPAIR
  - [Dashed Box] WORK ZONE
  - [Arrow] DIRECTION / LOCATION OF TRAFFIC





PROJECT NO:2697-00-75

MAIN STREET

COUNTY: OZAUKEE

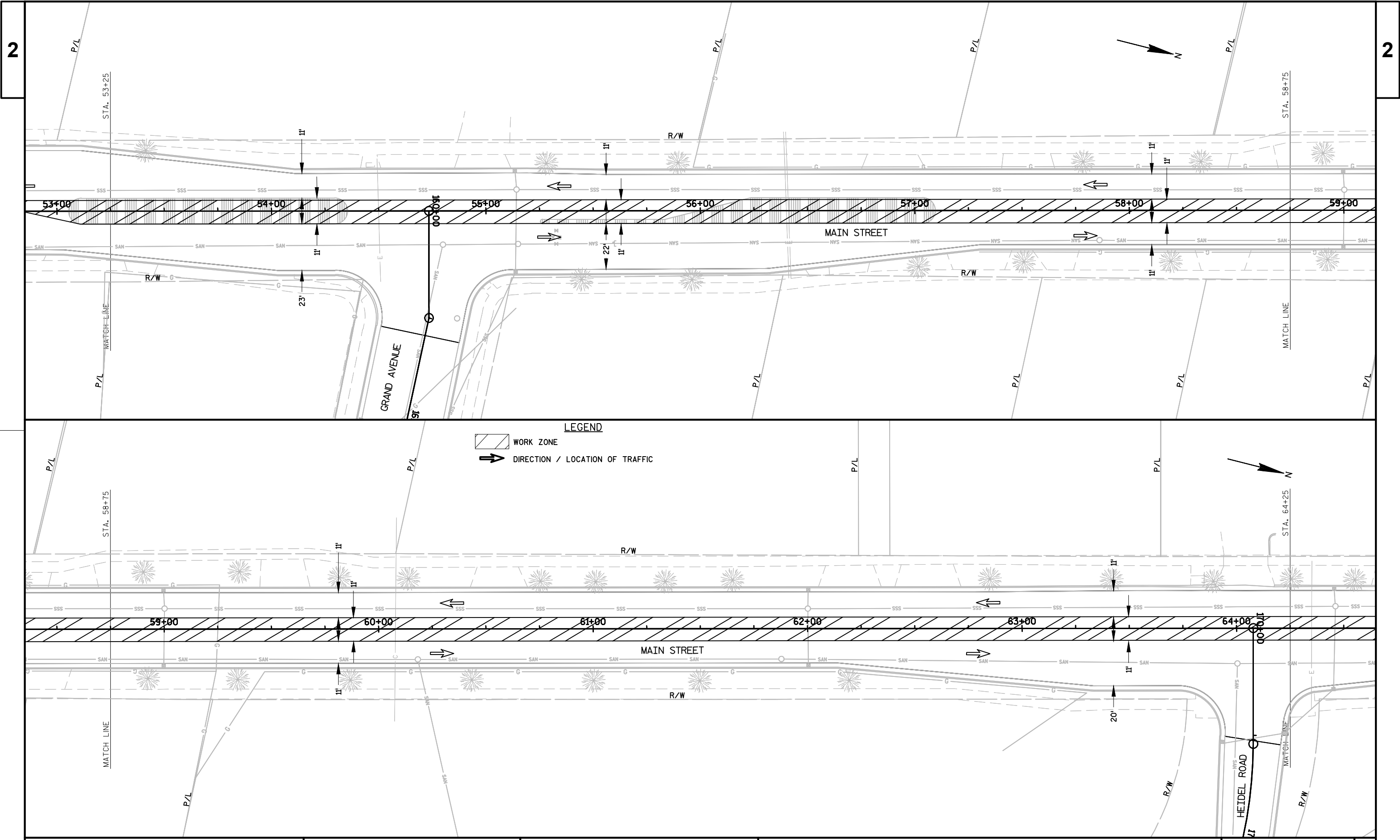
STAGING PLAN - STAGE 3

SHEET

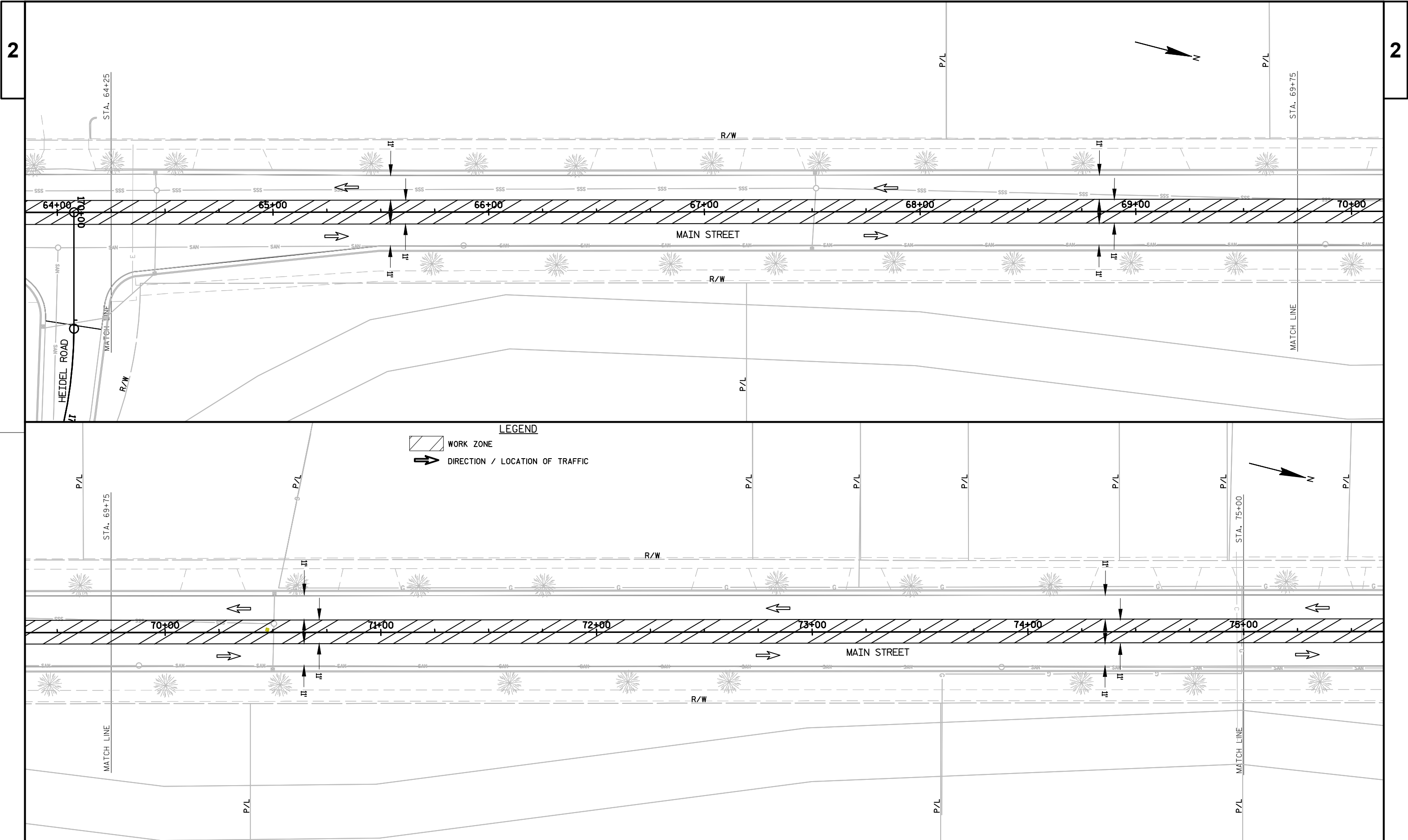
39

E



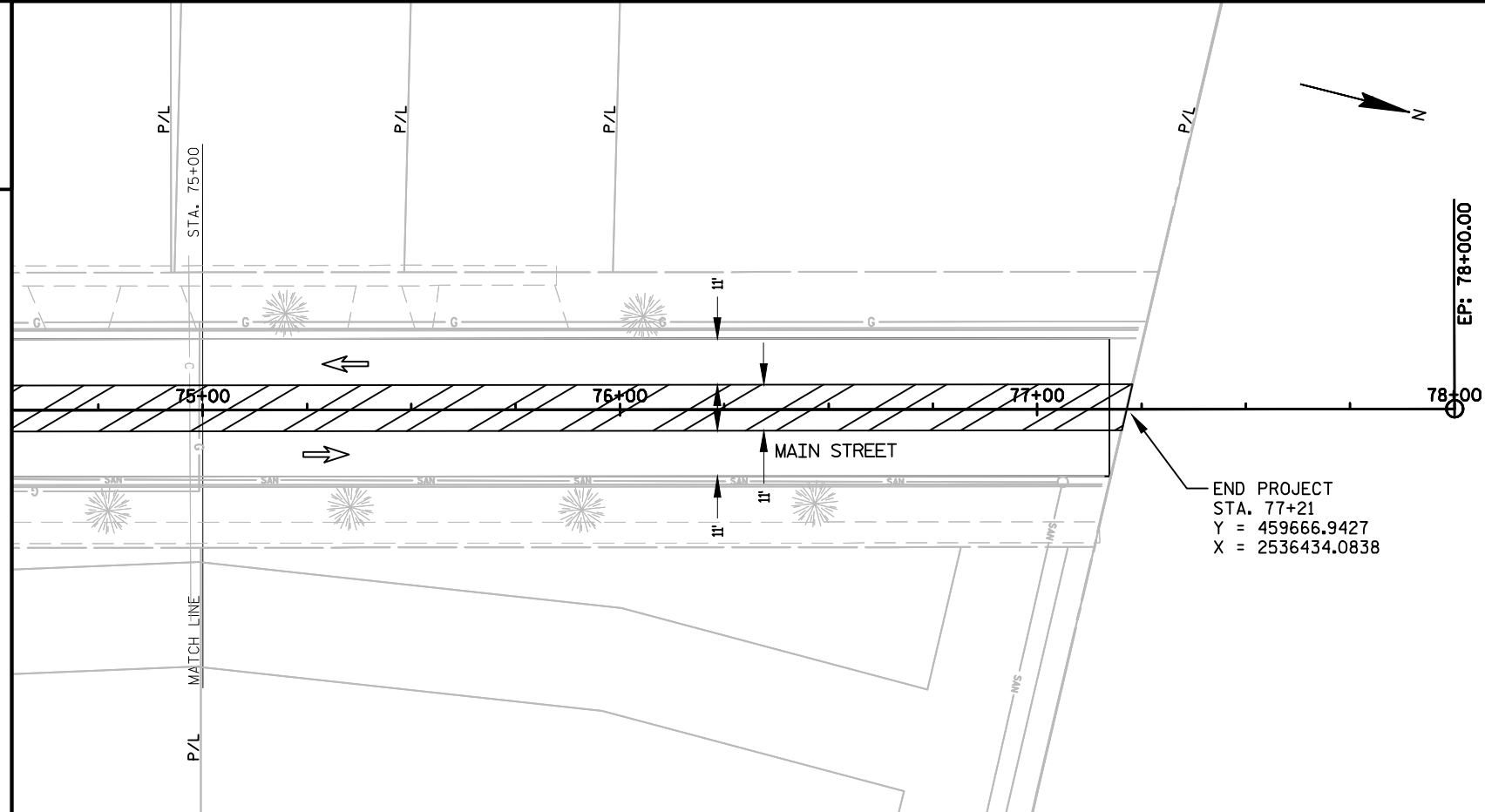






2

2



LEGEND



WORK ZONE



DIRECTION / LOCATION OF TRAFFIC

PROJECT NO:2697-00-75

MAIN STREET

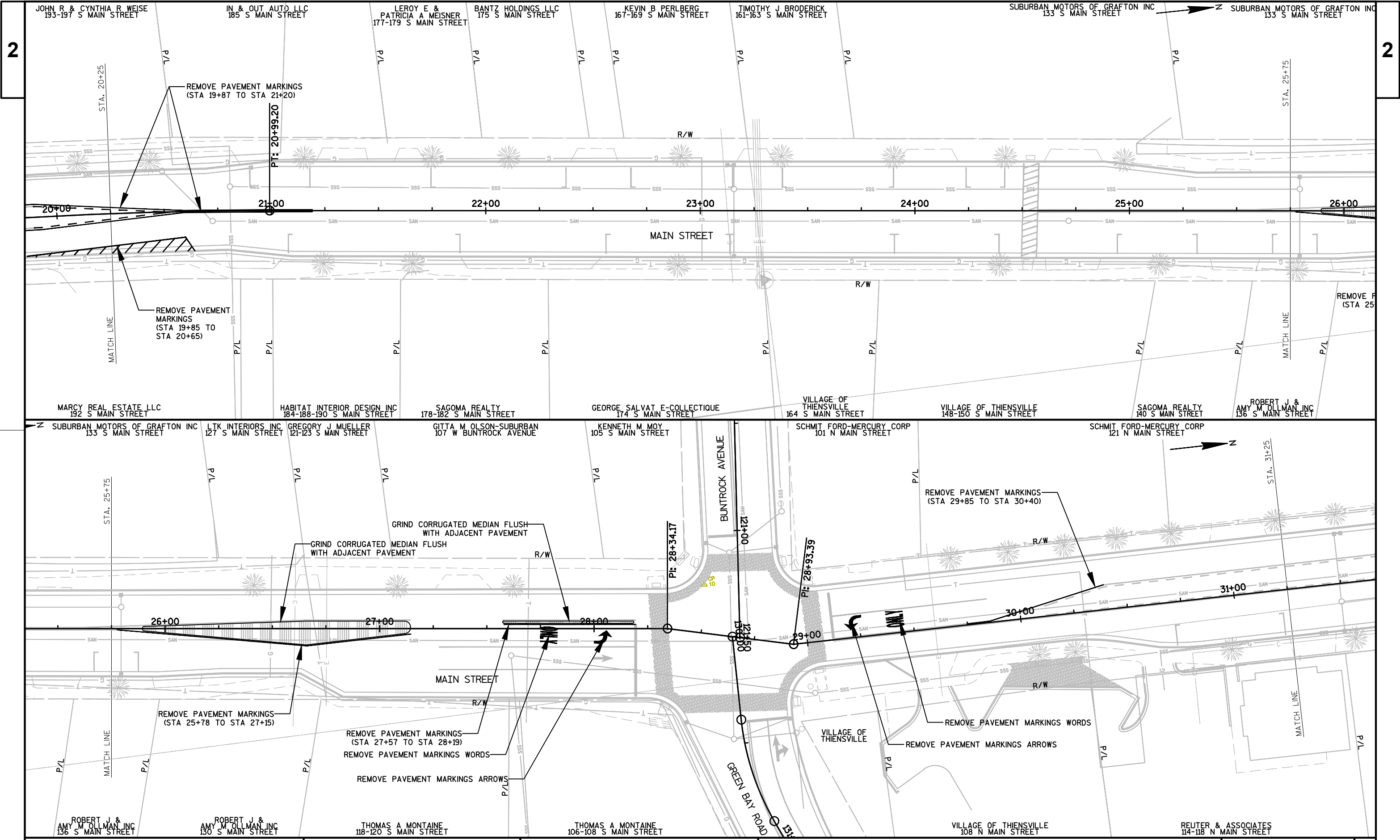
COUNTY: OZAUKEE

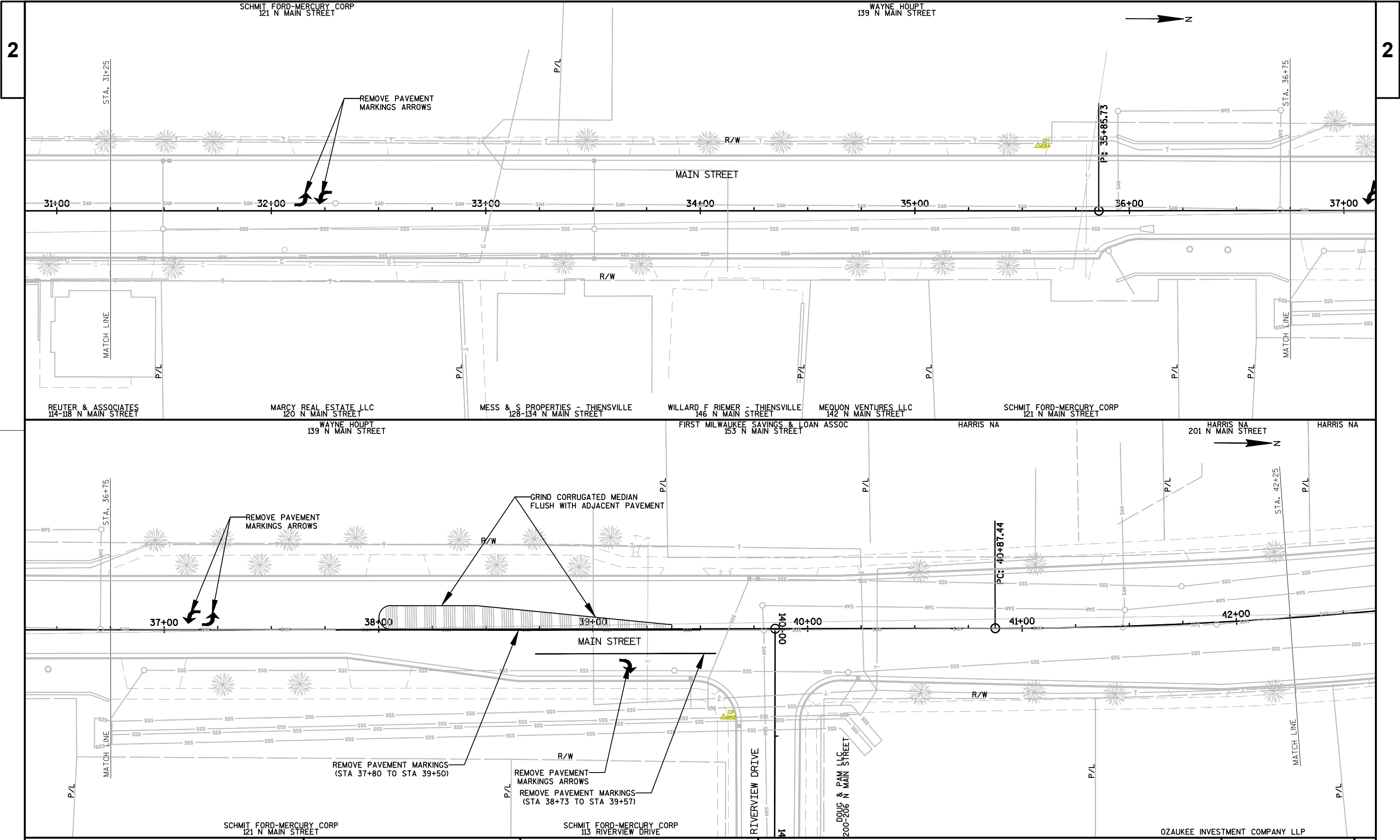
STAGING PLAN - STAGE 3

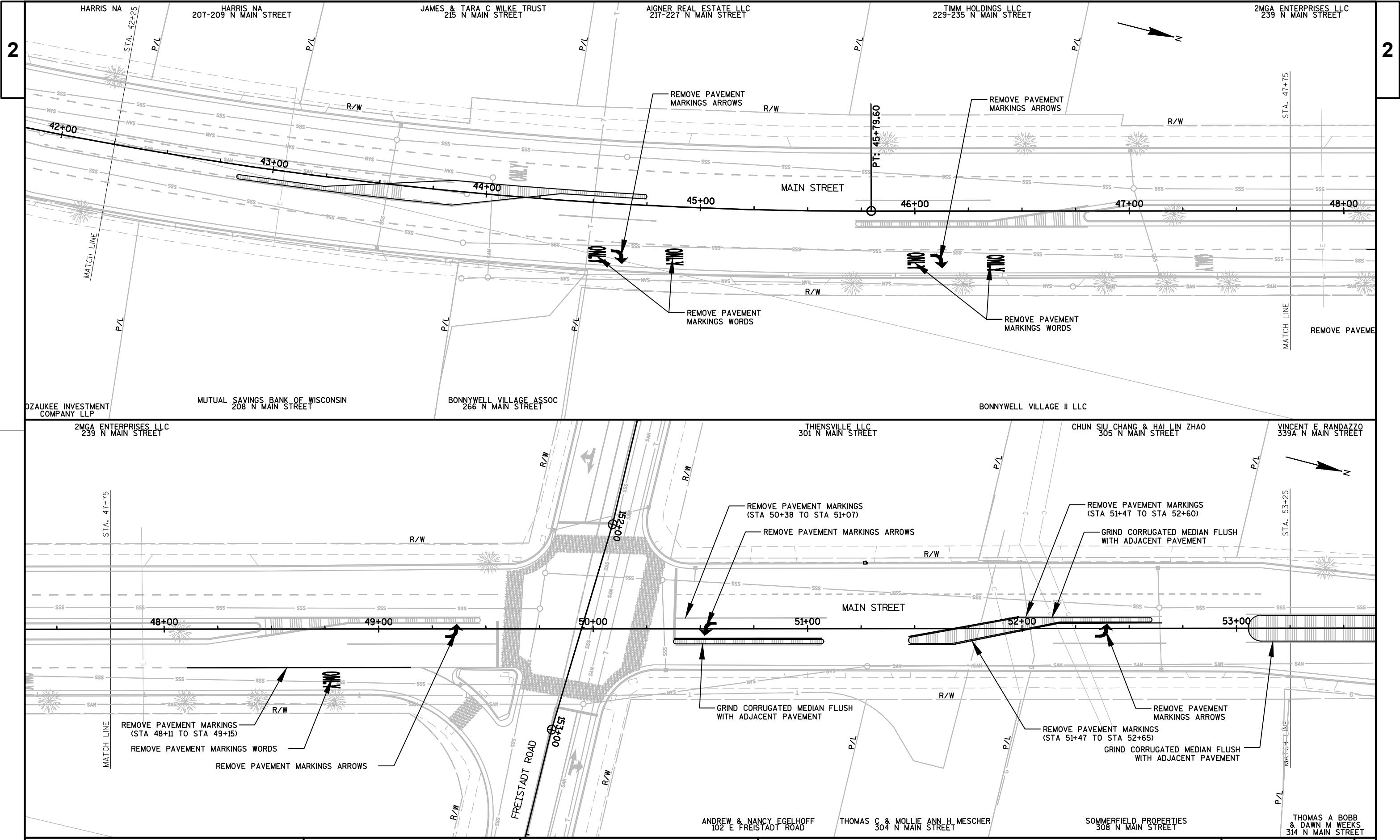
SHEET 42

11

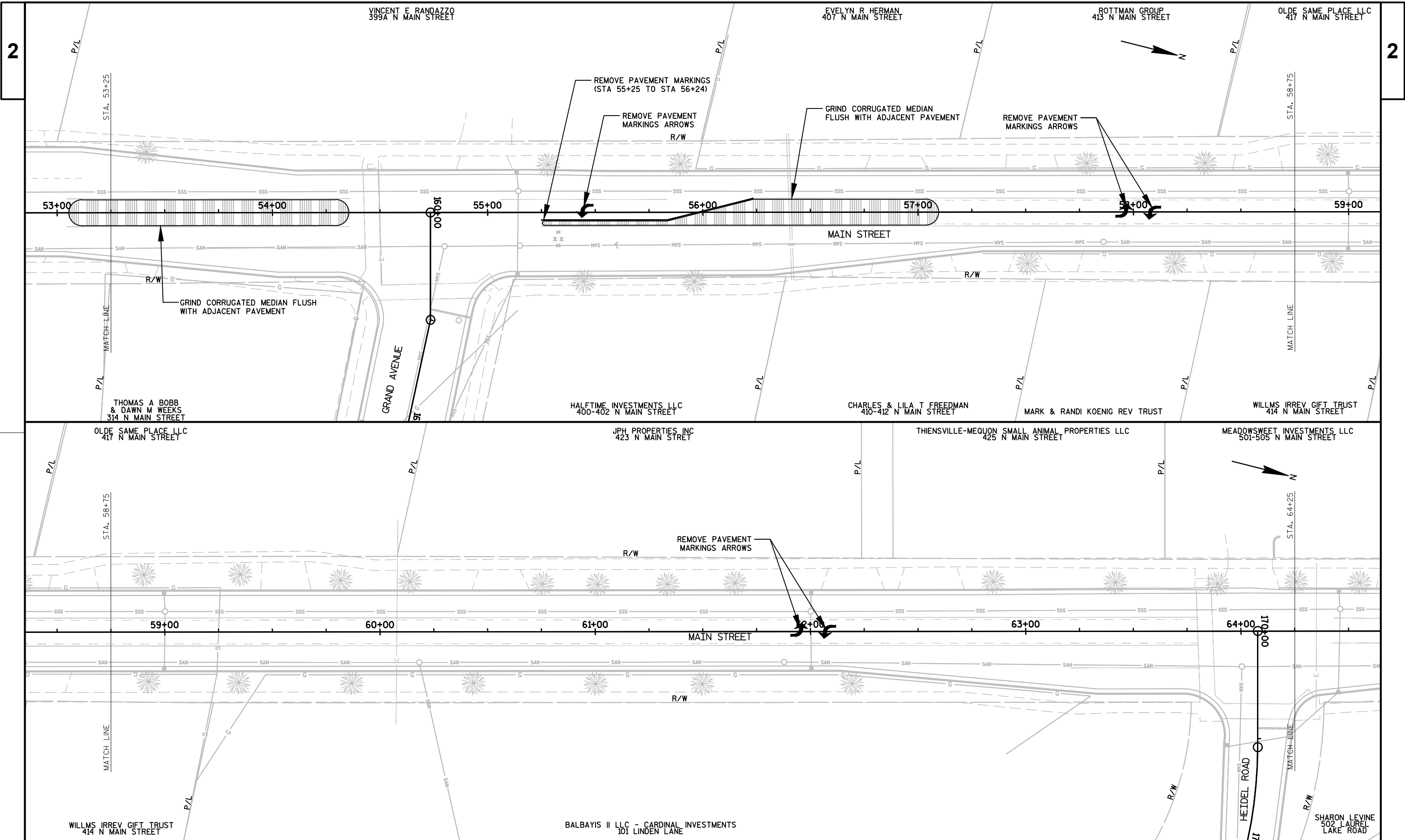












PROJECT NO:2697-00-75

MAIN STREET

COUNTY: OZAUKEE

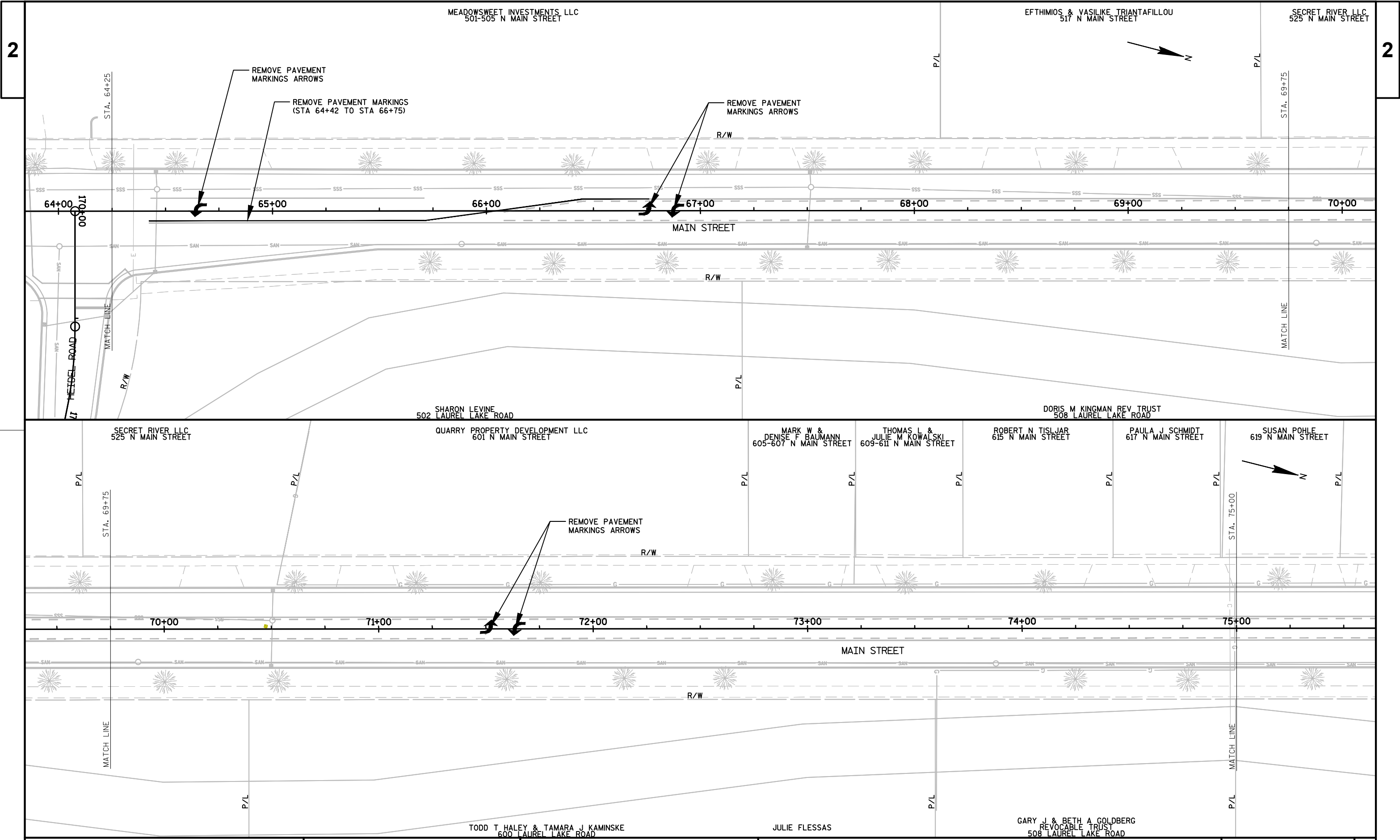
PRELIMINARY REMOVAL PLAN

SHEET

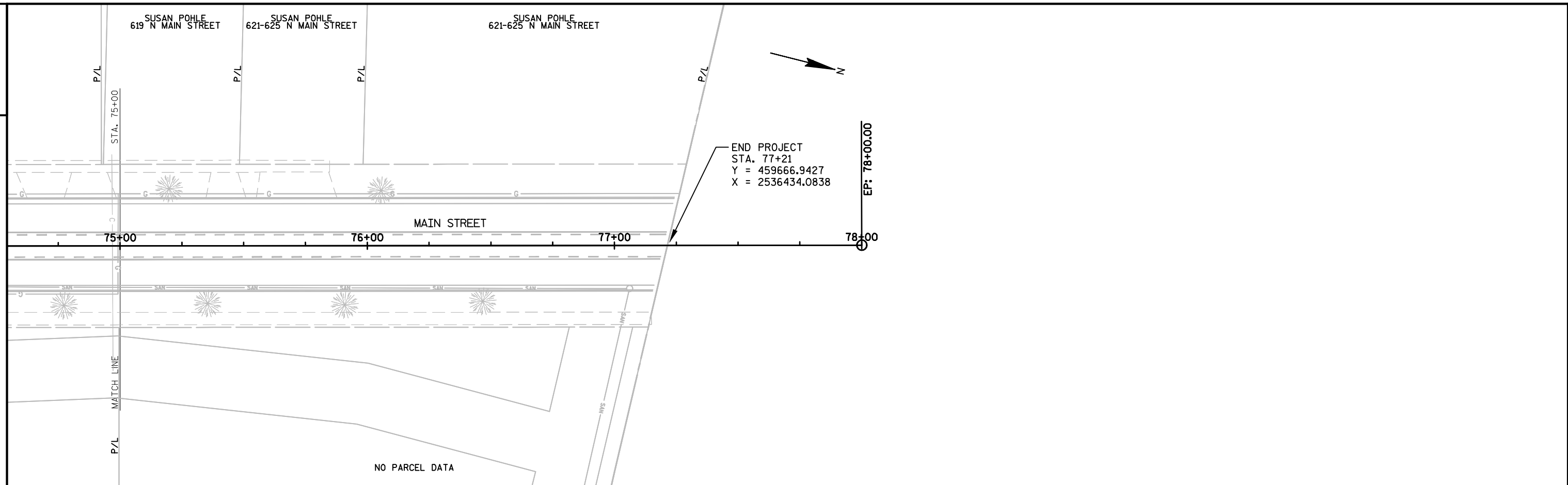
47

E

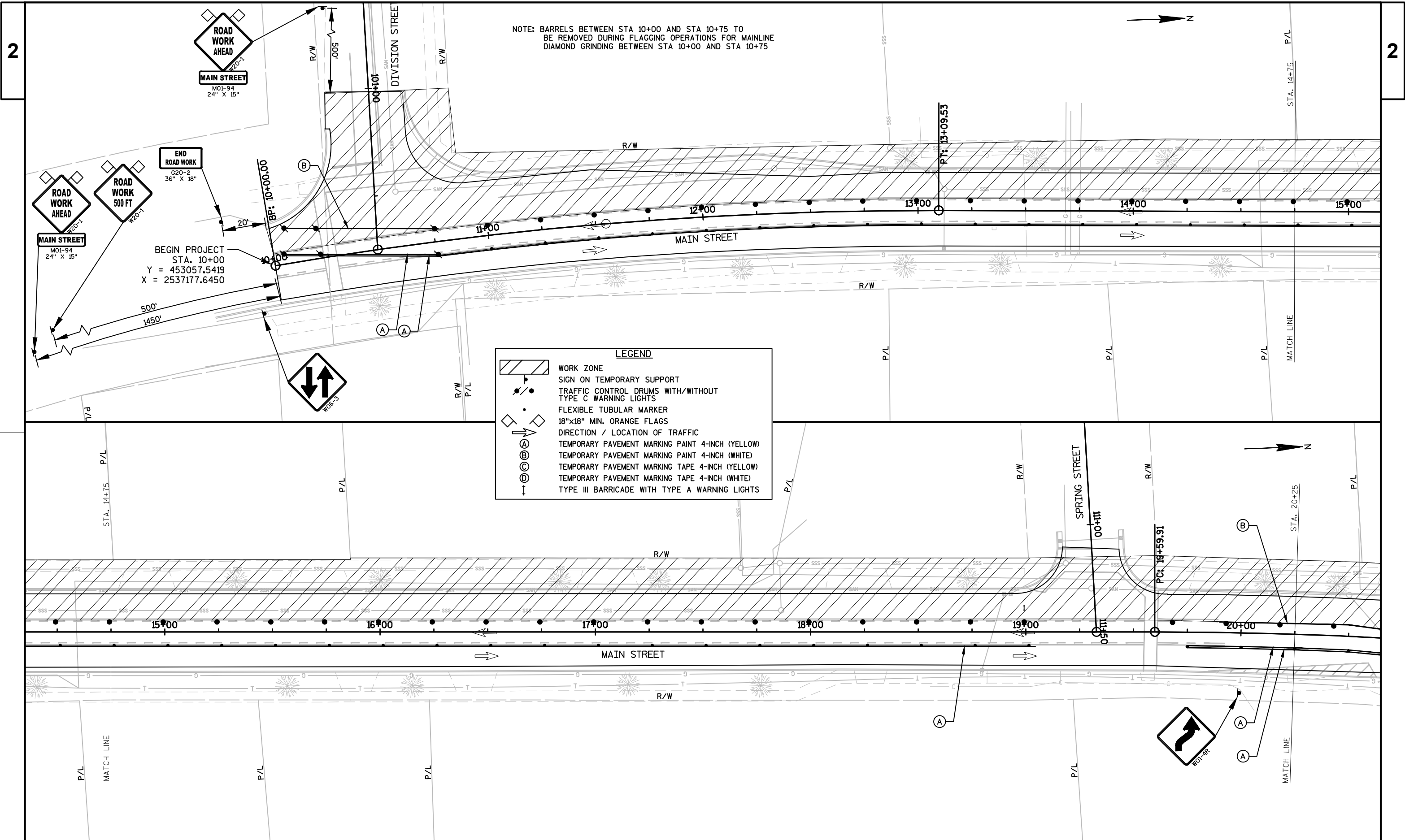


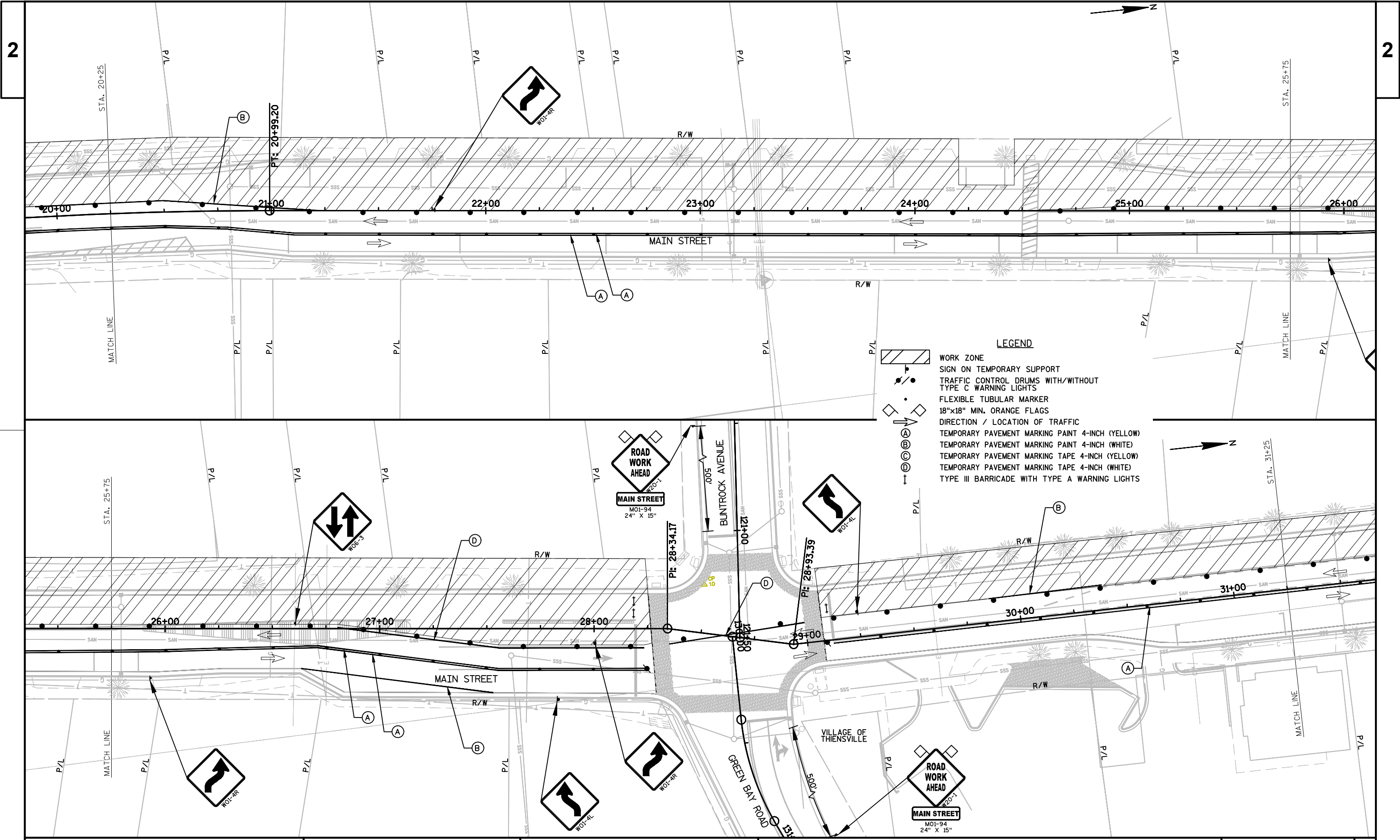


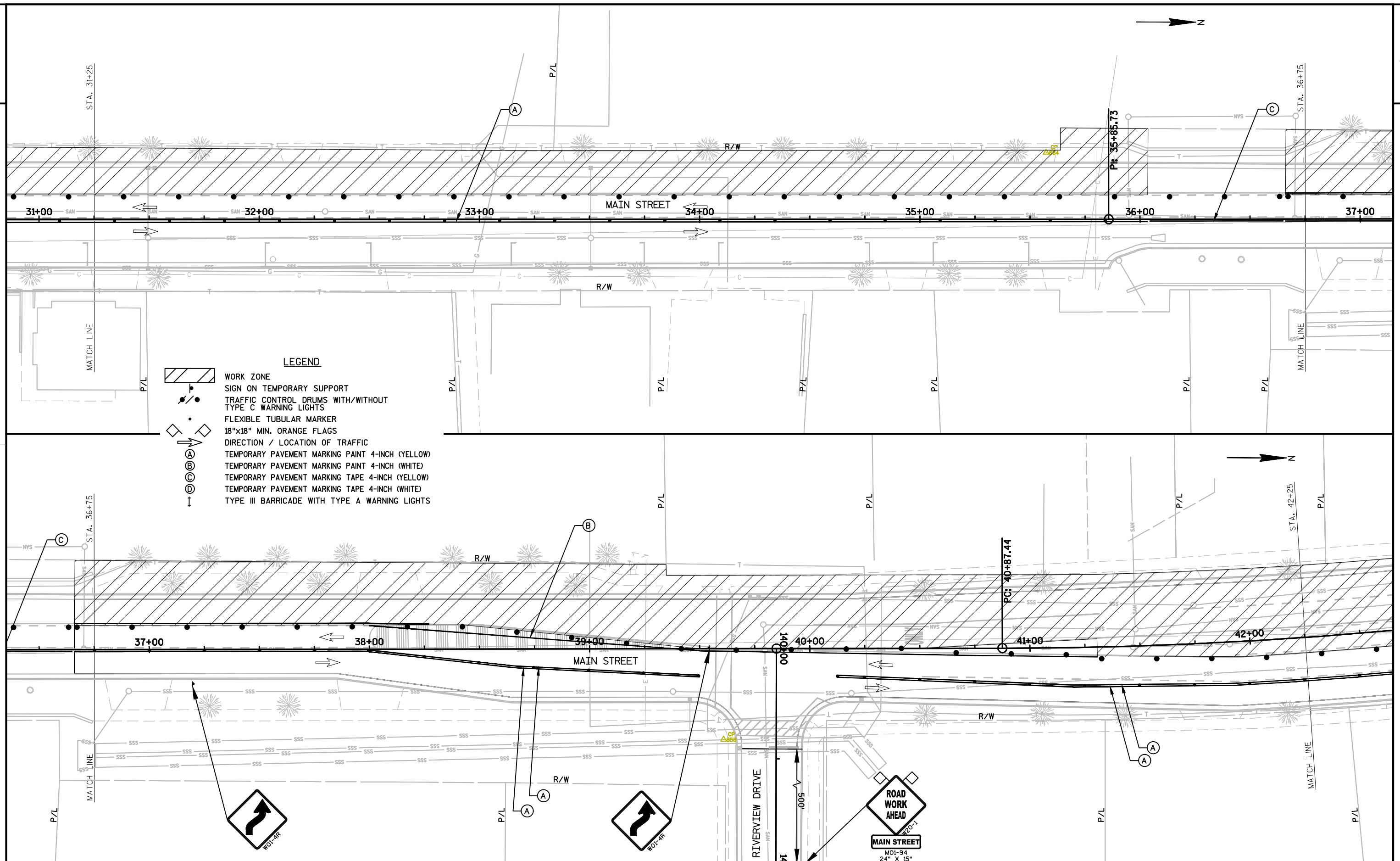
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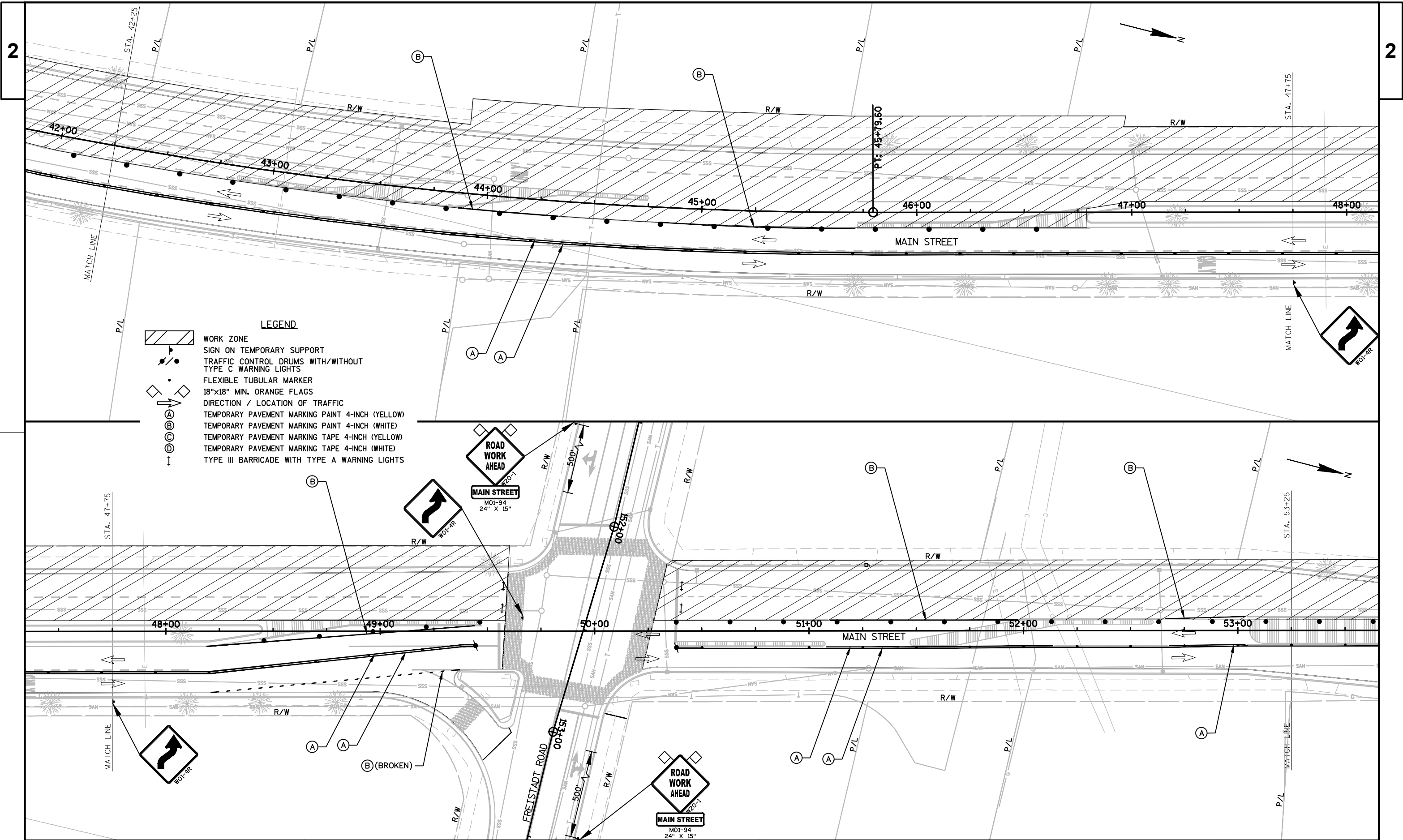
2











PROJECT NO:2697-00-75

MAIN STREET

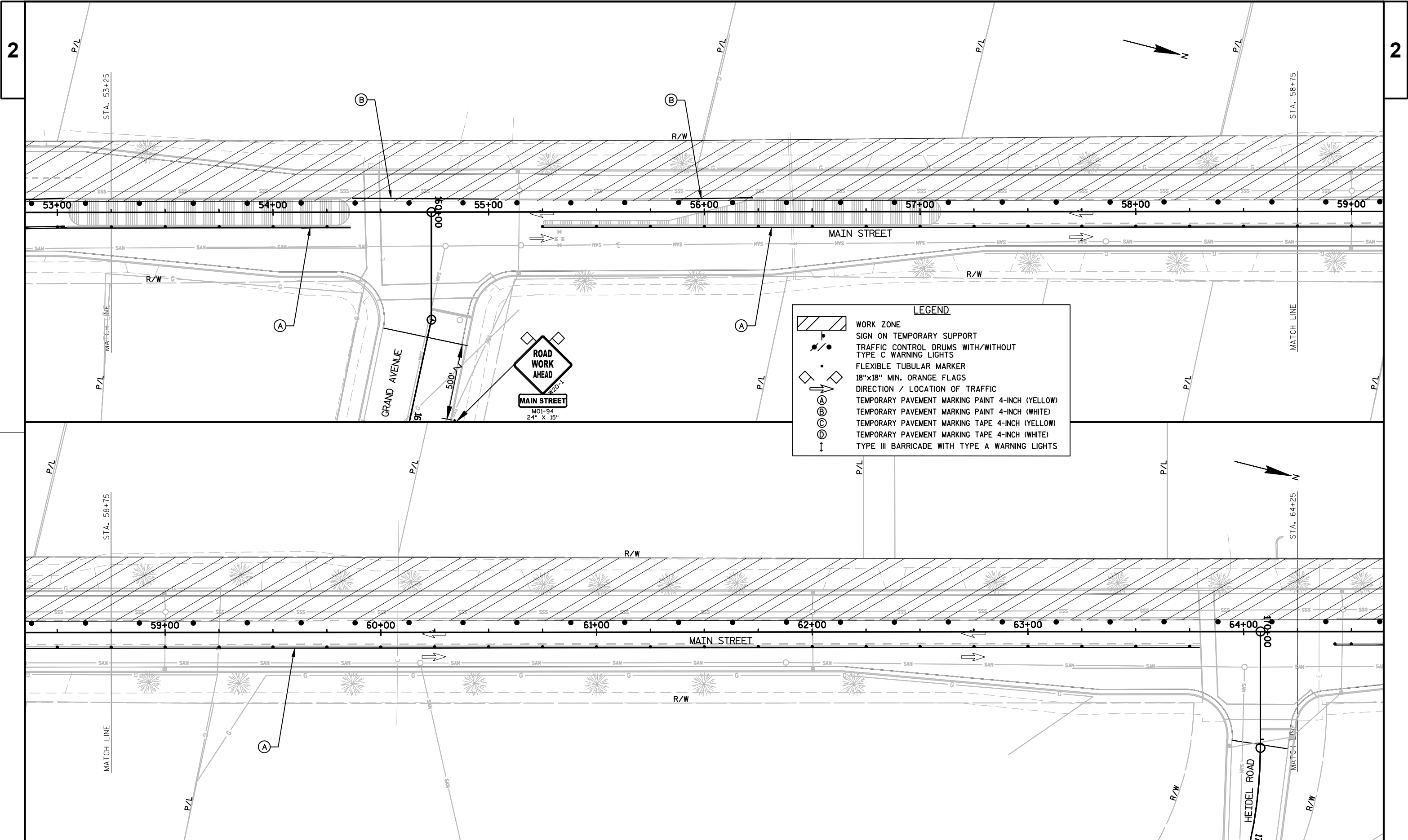
COUNTY: OZAUKEE

TRAFFIC CONTROL - STAGE 1

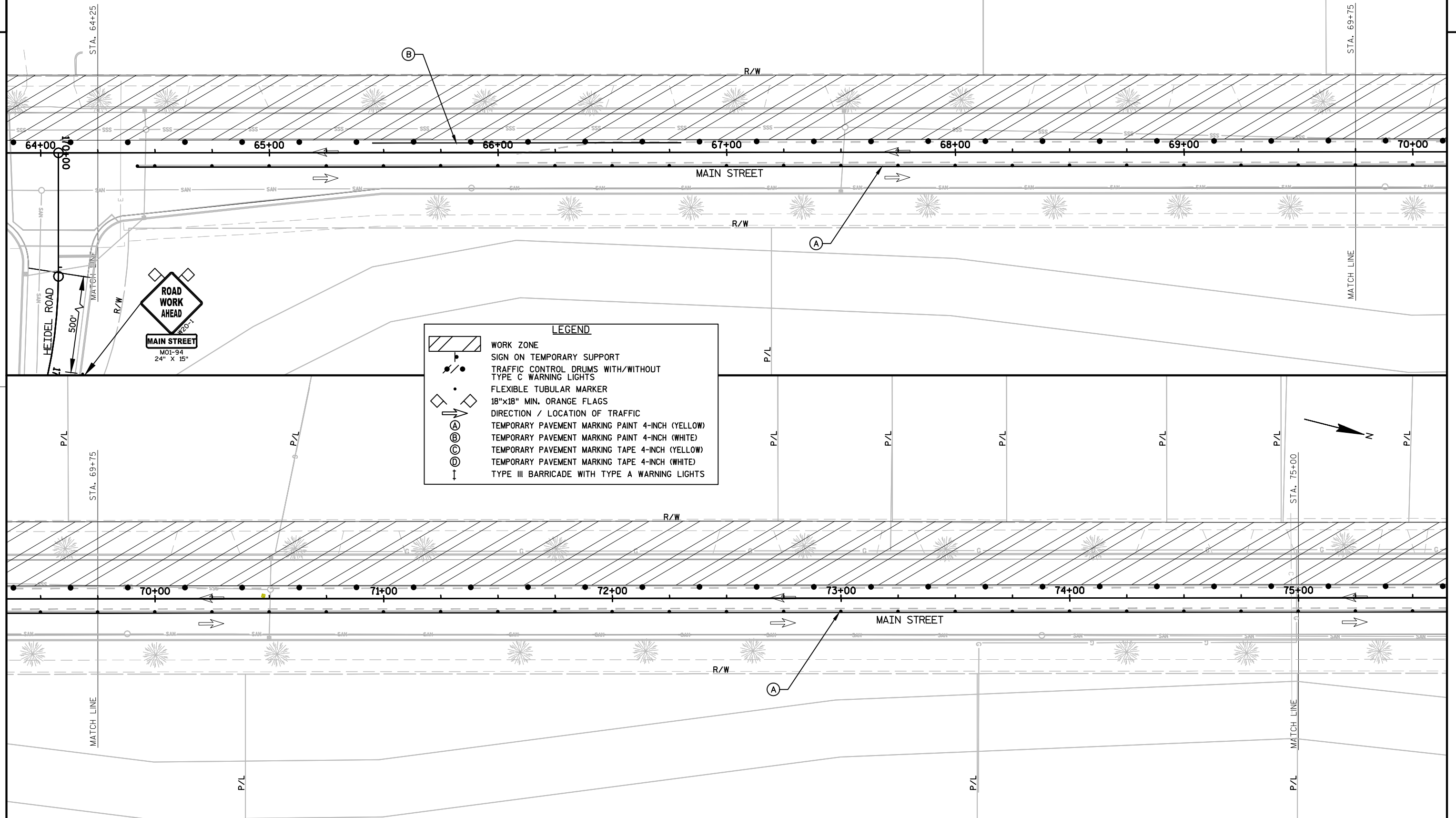
SHEET

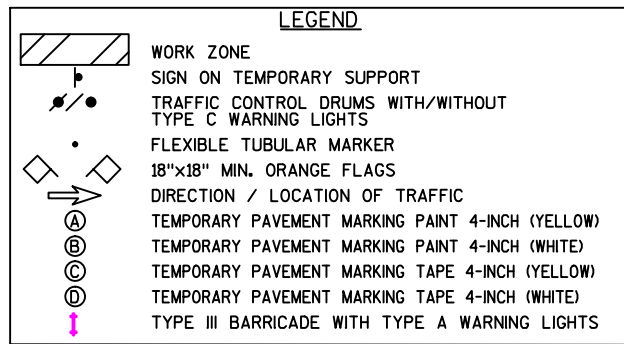
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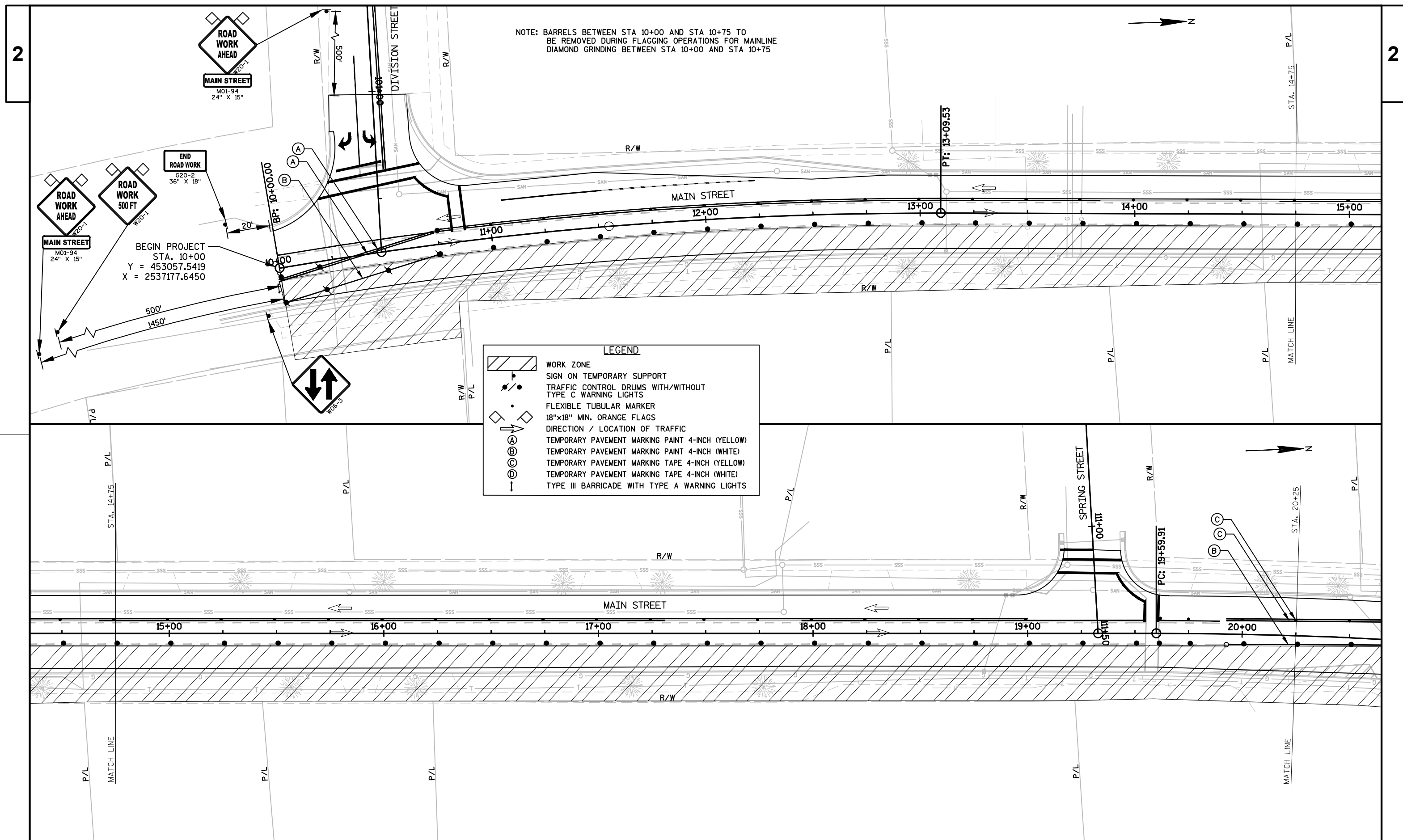
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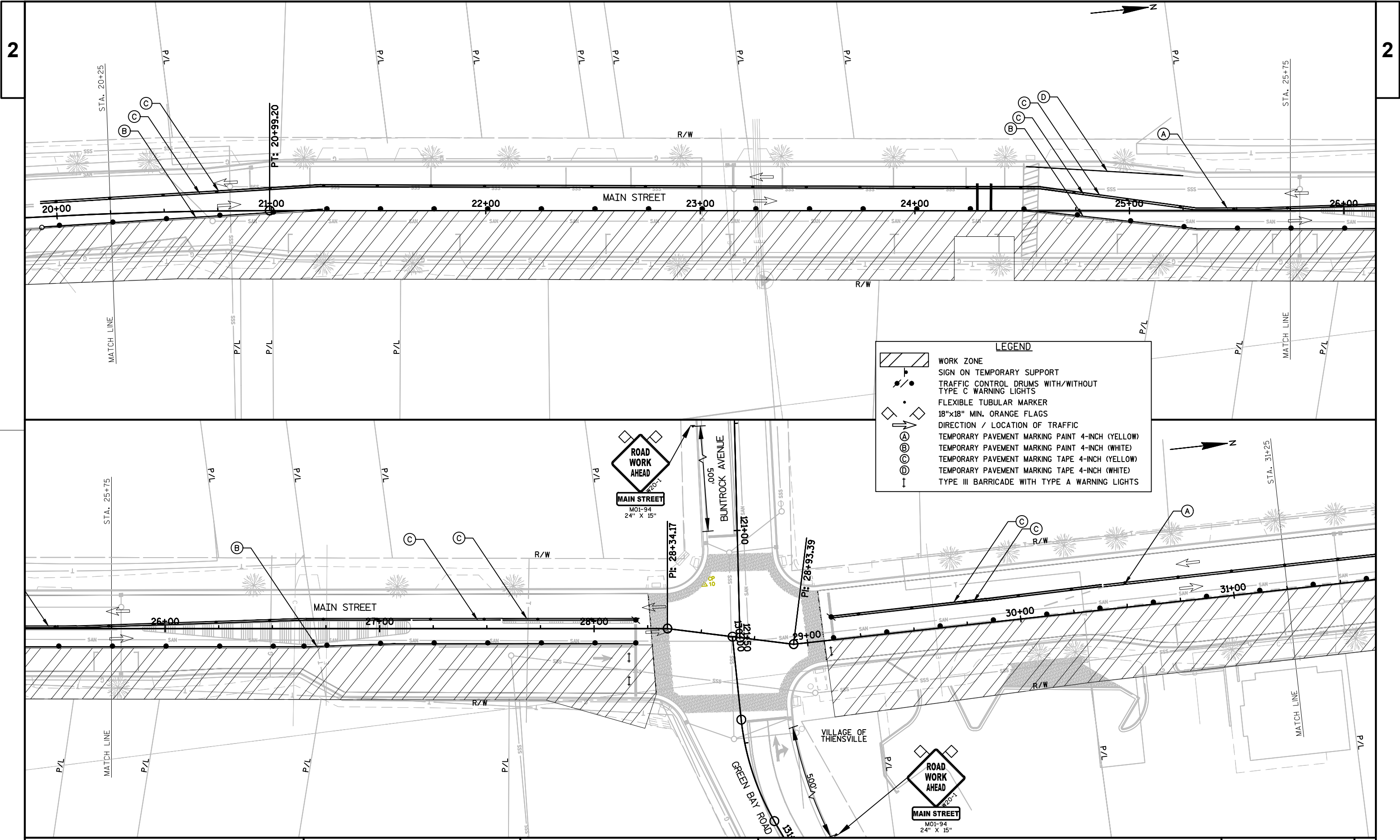




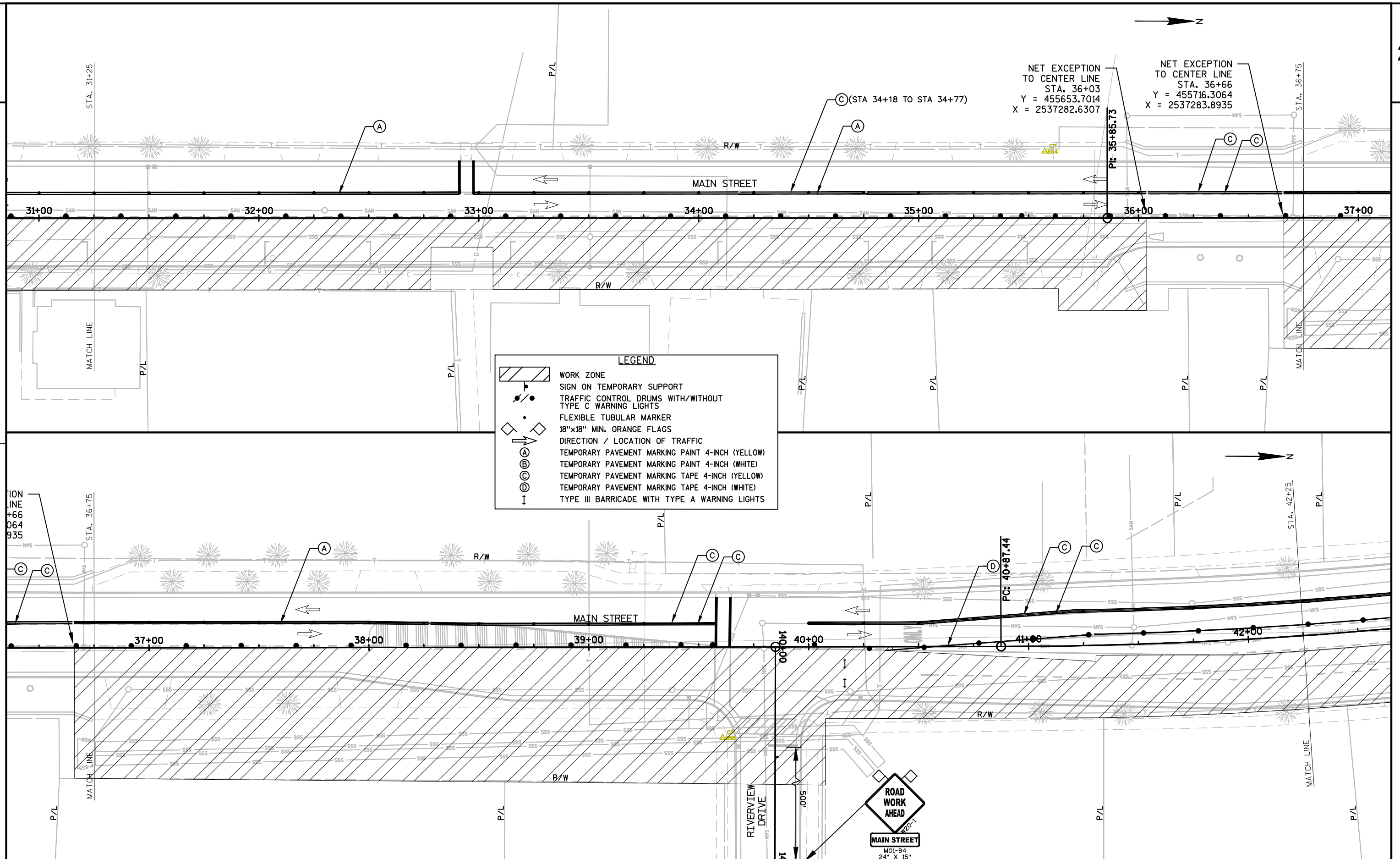


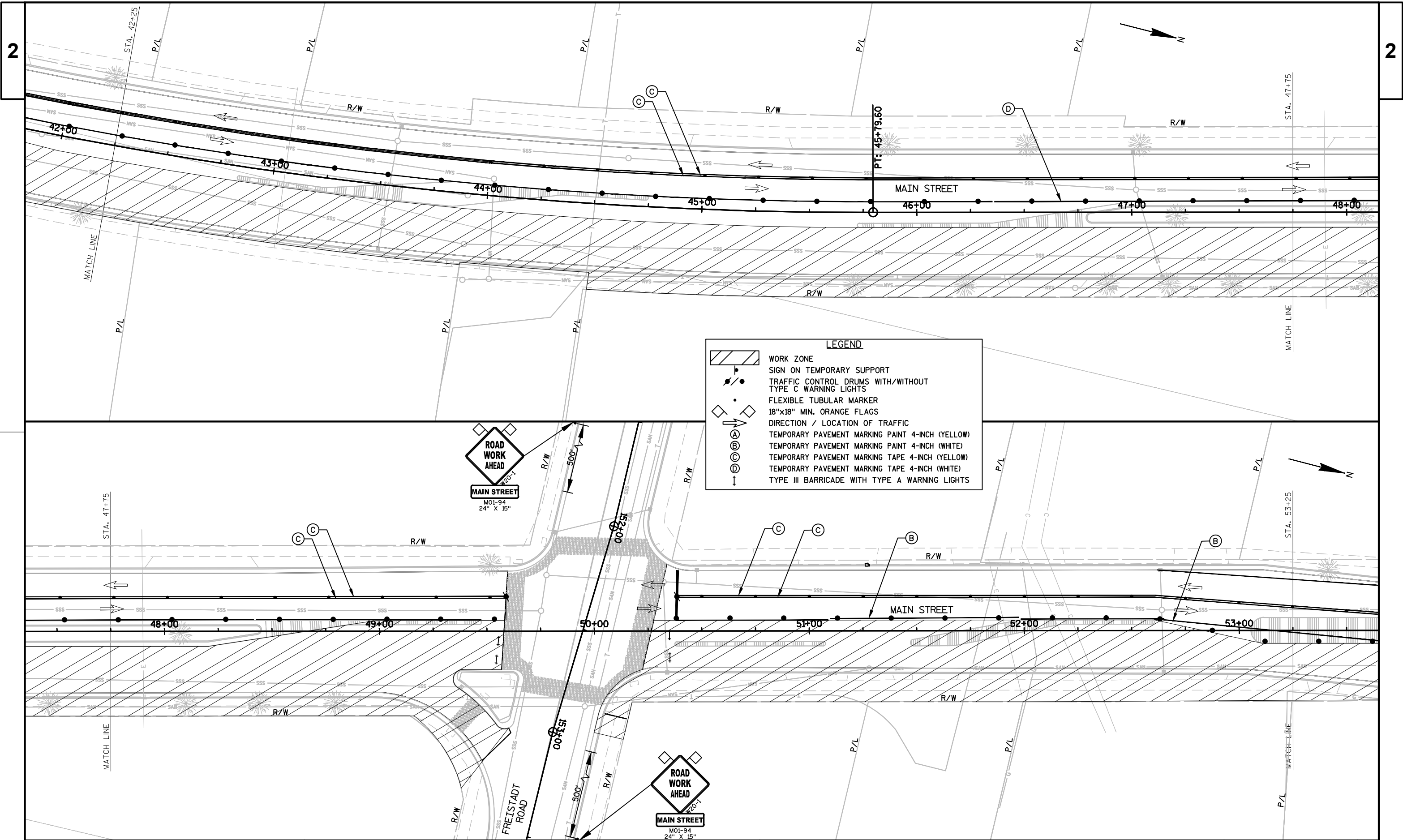












PROJECT NO:2697-00-75

MAIN STREET

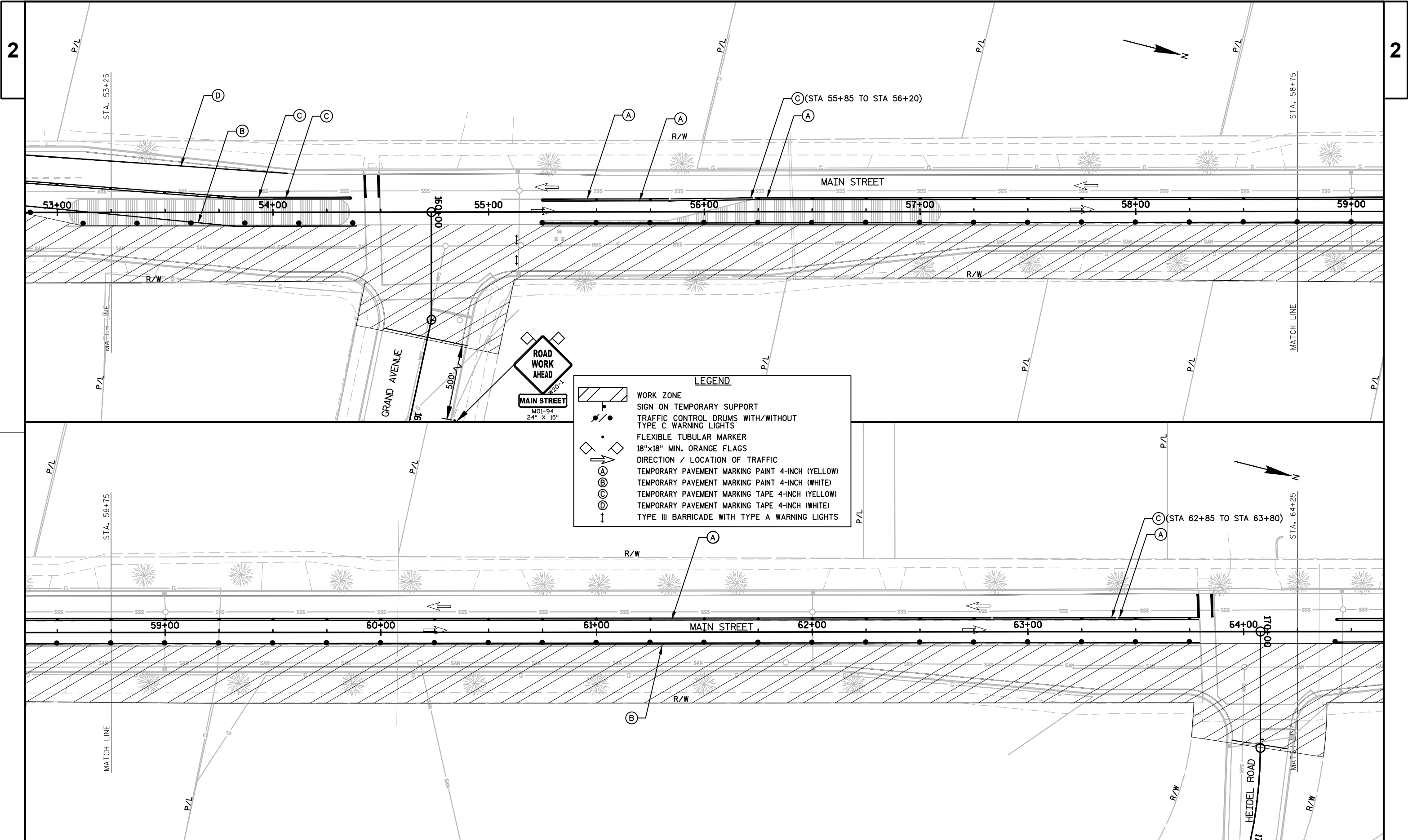
COUNTY: OZAUKEE

TRAFFIC CONTROL - STAGE 2A

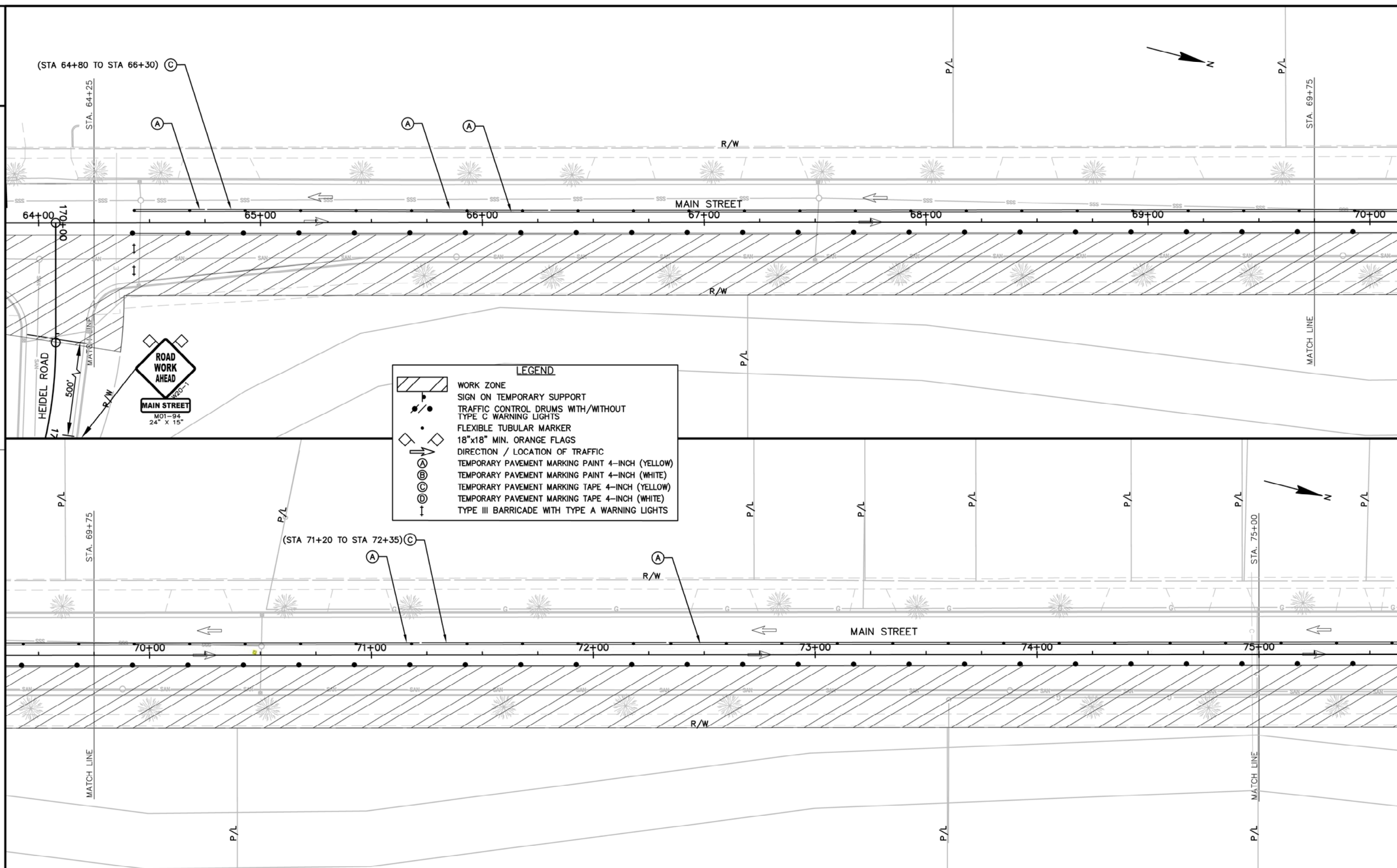
SHEET

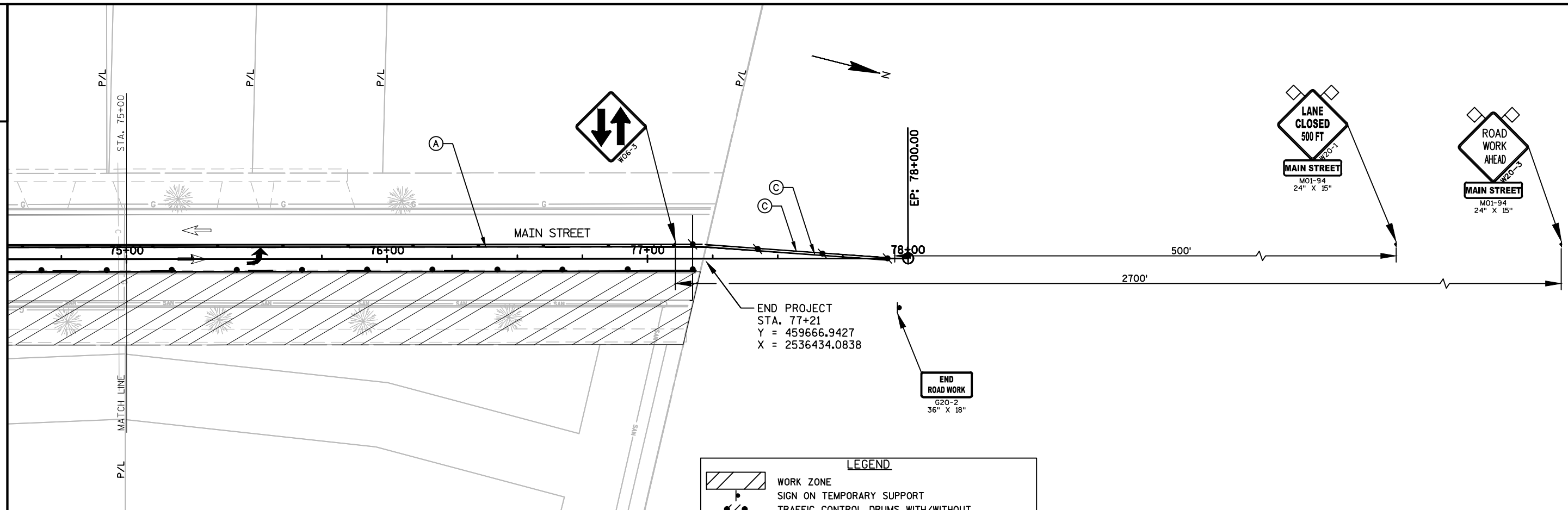
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E

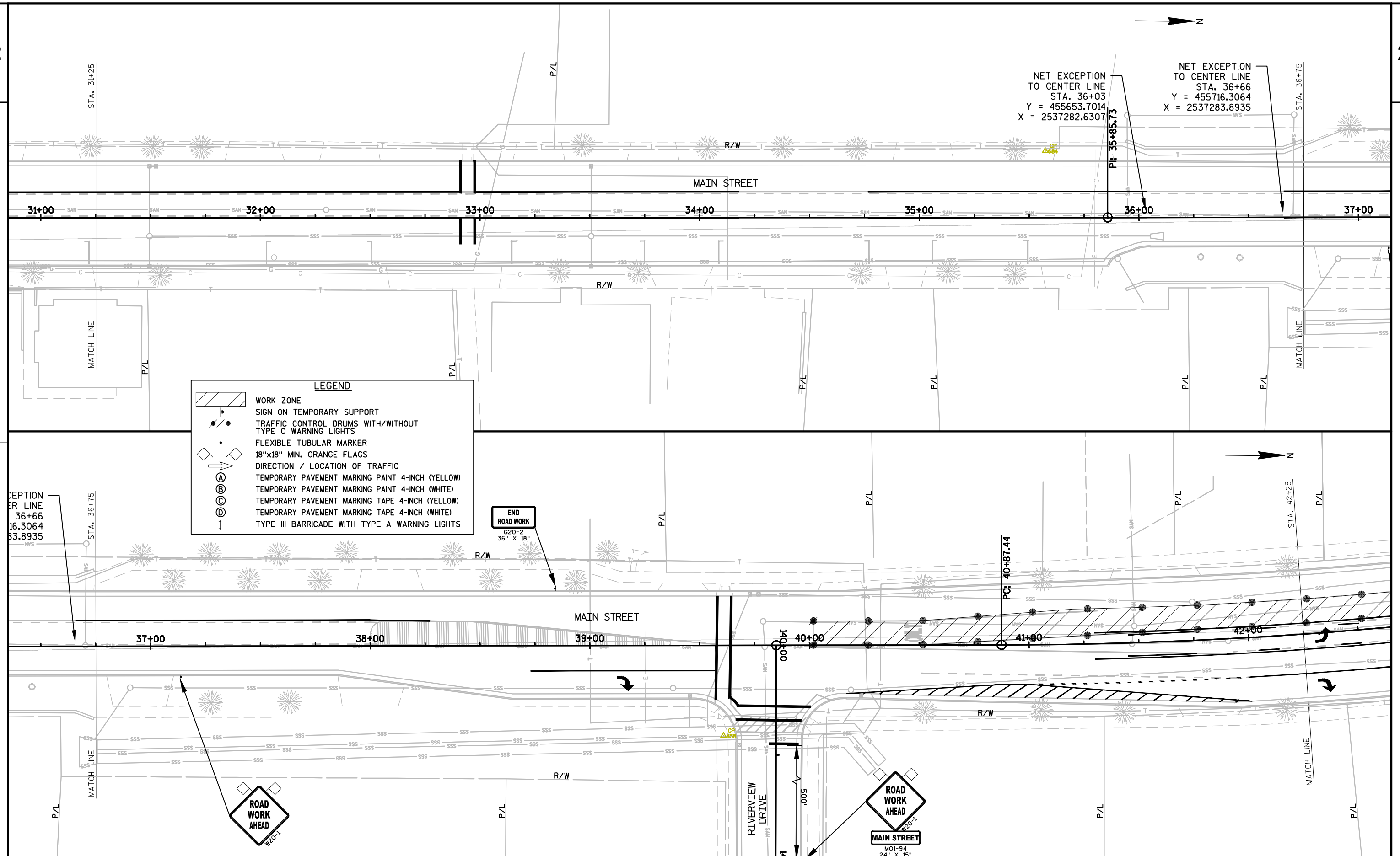


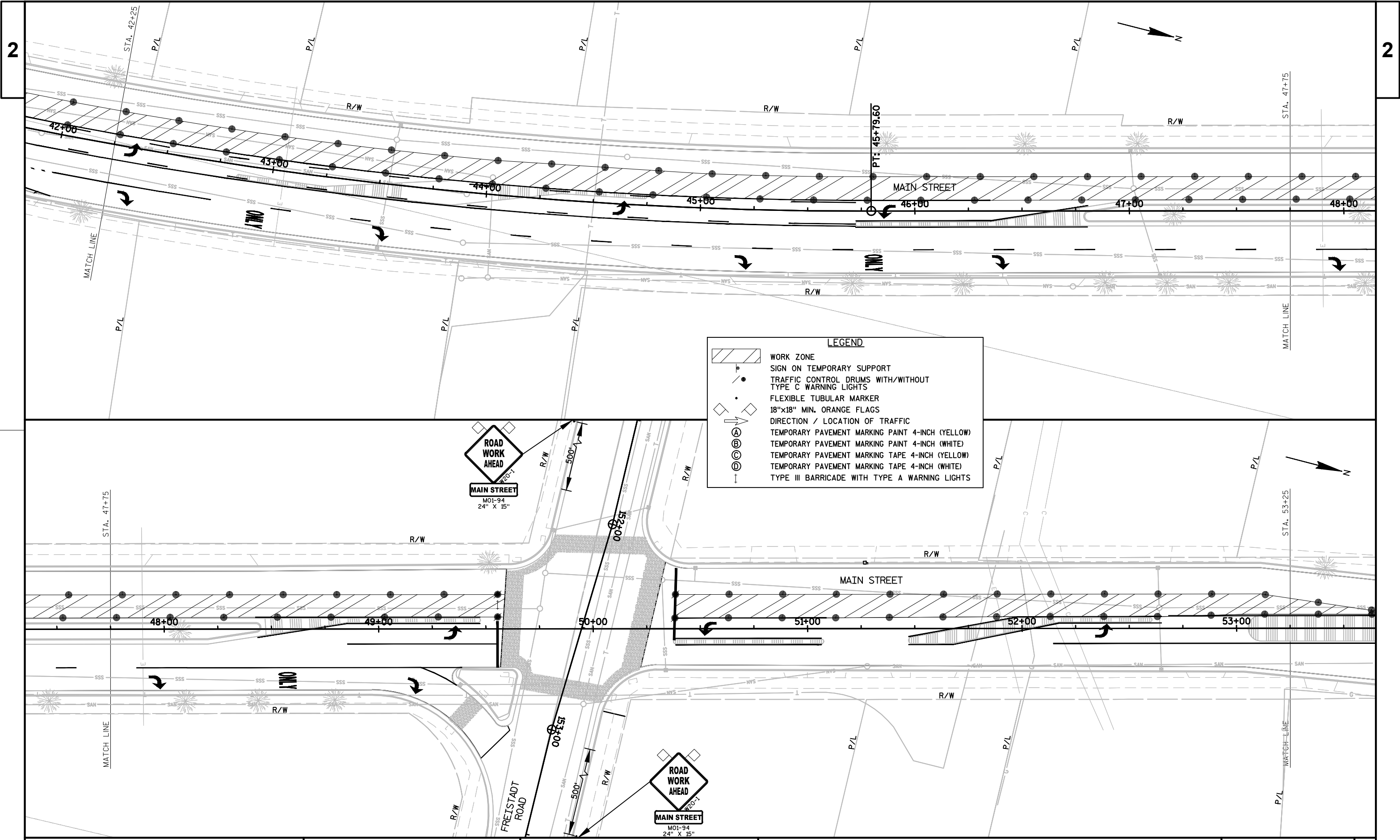


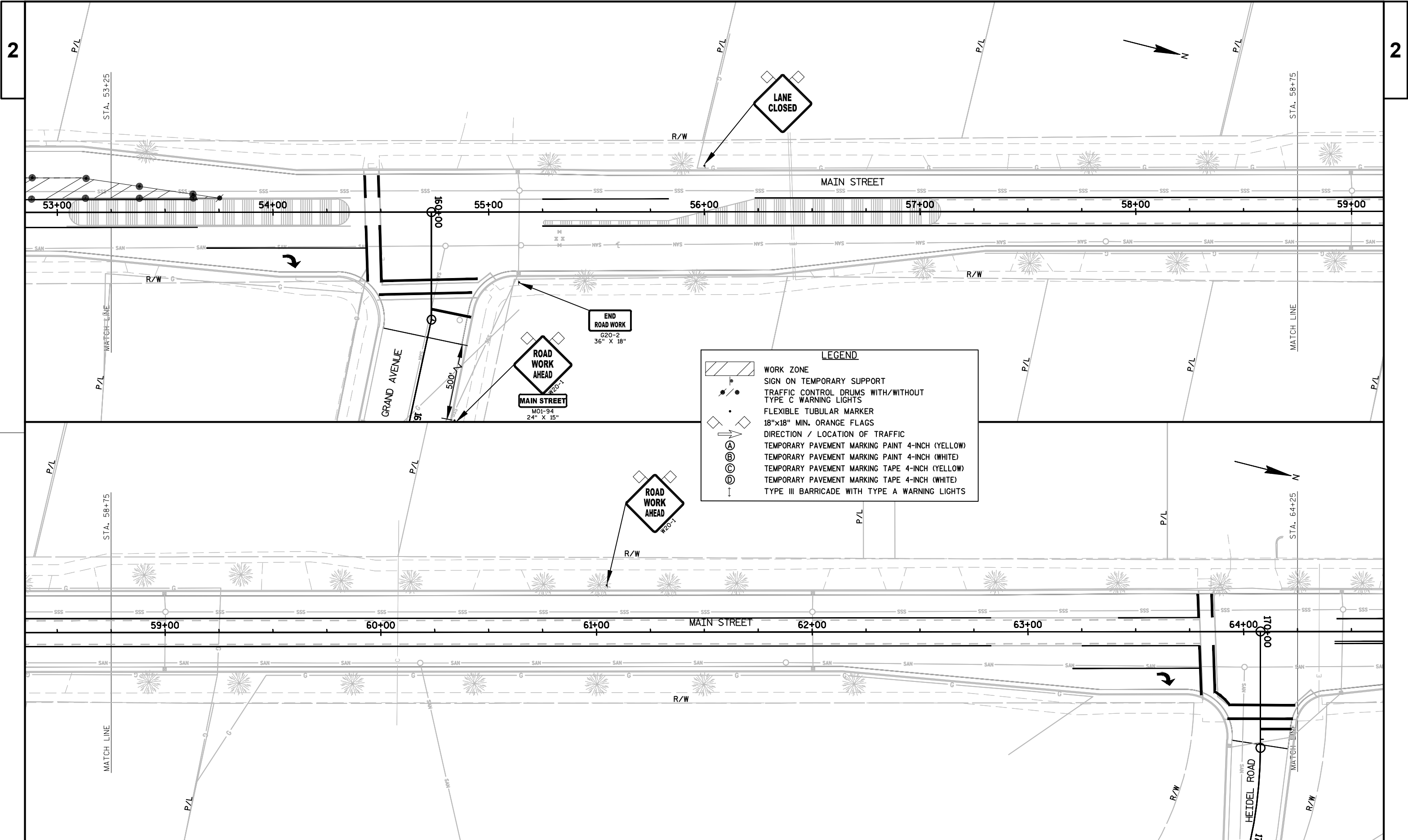


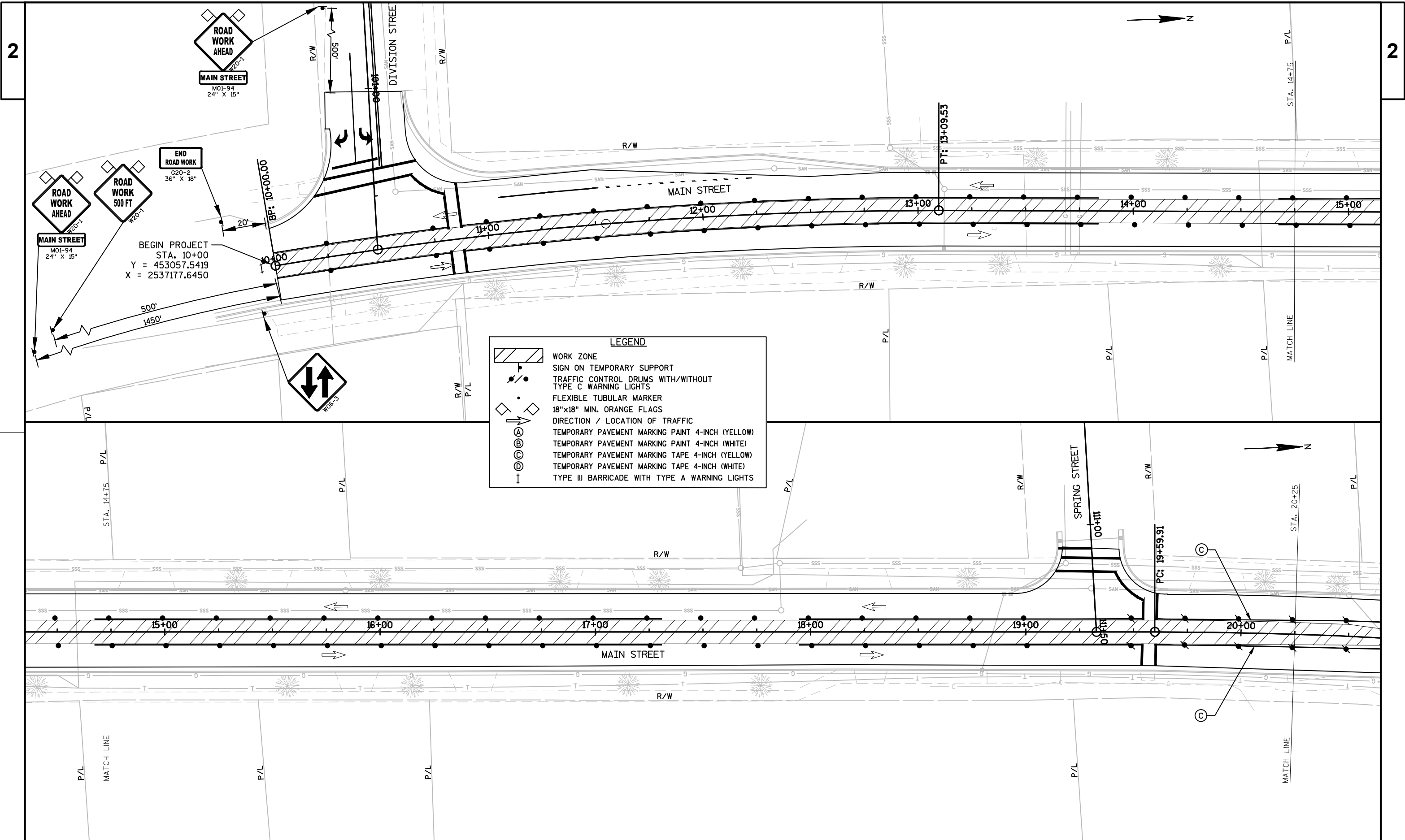


| LEGEND |                                                             |
|--------|-------------------------------------------------------------|
|        | WORK ZONE                                                   |
|        | SIGN ON TEMPORARY SUPPORT                                   |
|        | TRAFFIC CONTROL DRUMS WITH/WITHOUT<br>TYPE C WARNING LIGHTS |
|        | FLEXIBLE TUBULAR MARKER                                     |
|        | 18"x18" MIN. ORANGE FLAGS                                   |
|        | DIRECTION / LOCATION OF TRAFFIC                             |
|        | TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)            |
|        | TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)             |
|        | TEMPORARY PAVEMENT MARKING TAPE 4-INCH (YELLOW)             |
|        | TEMPORARY PAVEMENT MARKING TAPE 4-INCH (WHITE)              |
|        | TYPE III BARRICADE WITH TYPE A WARNING LIGHTS               |

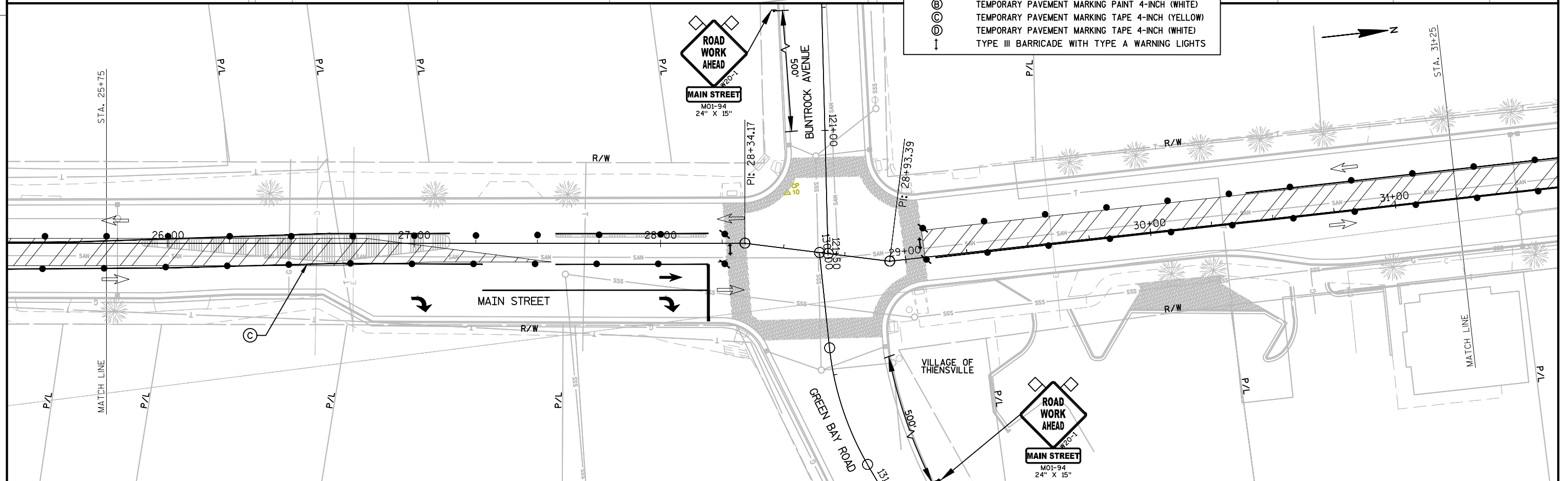
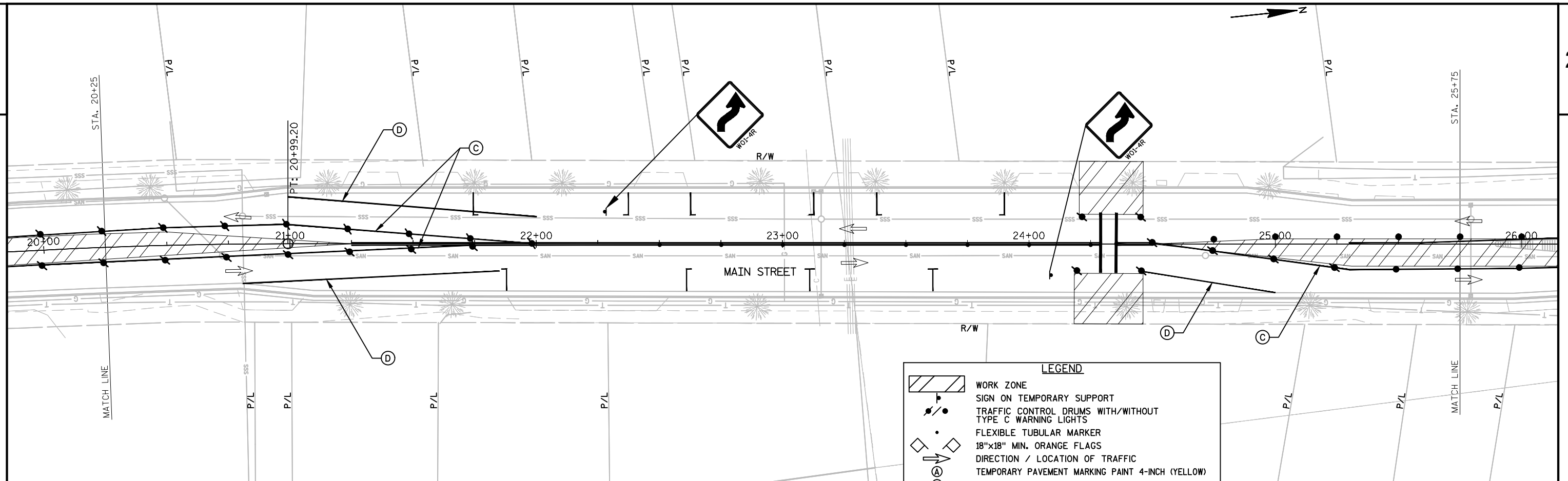




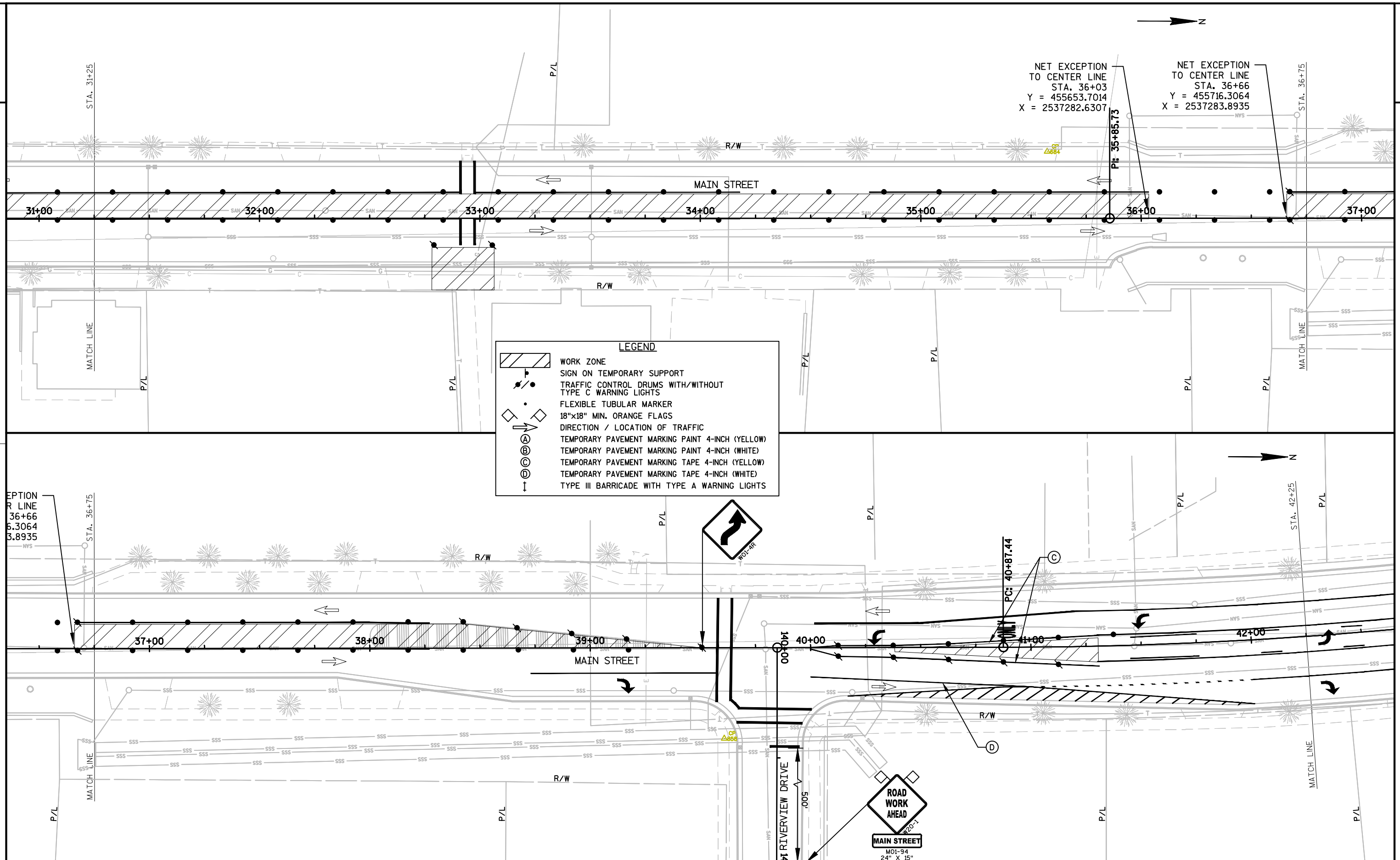


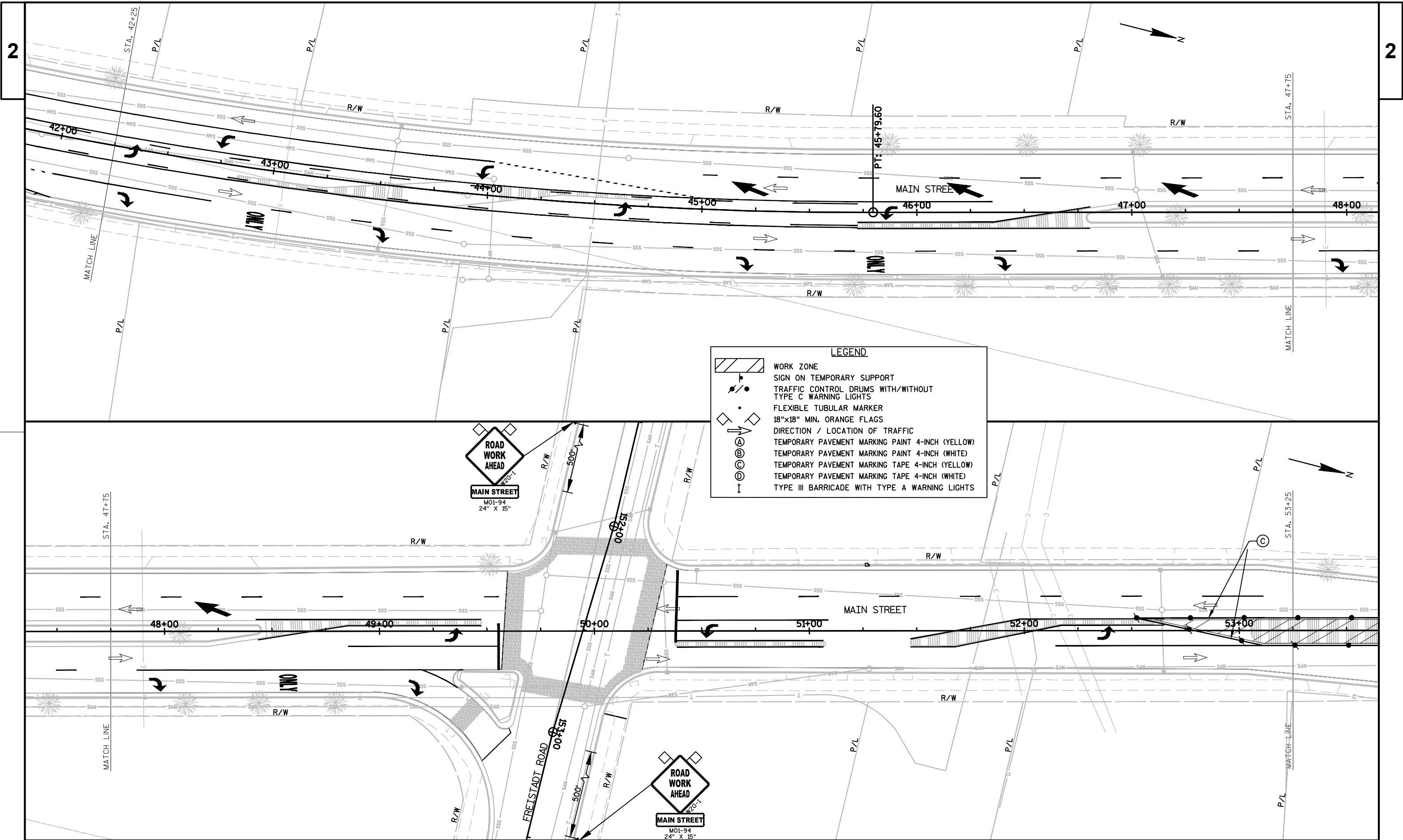






# 2





PROJECT NO:2697-00-75

MAIN STREET

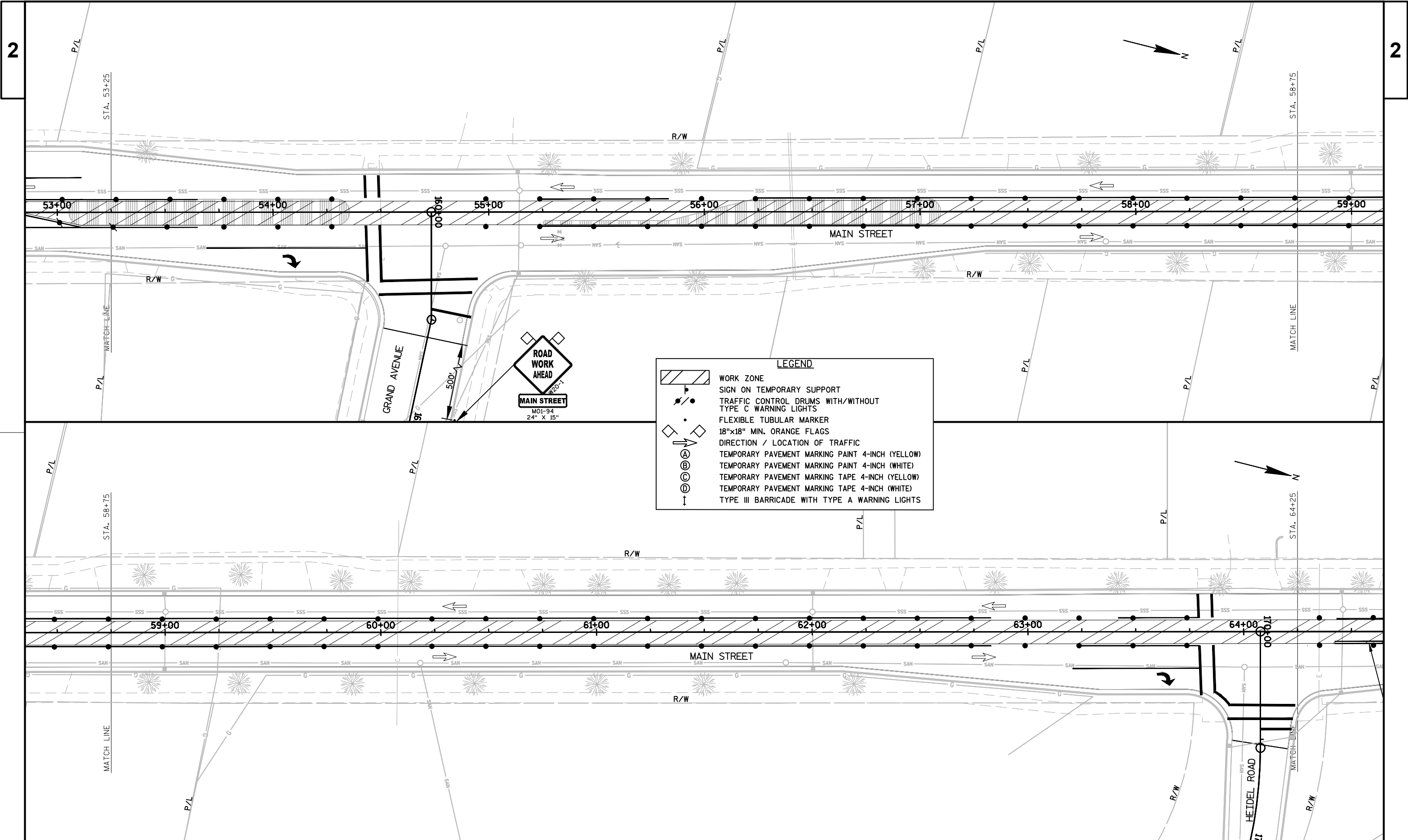
COUNTY: OZAUKEE

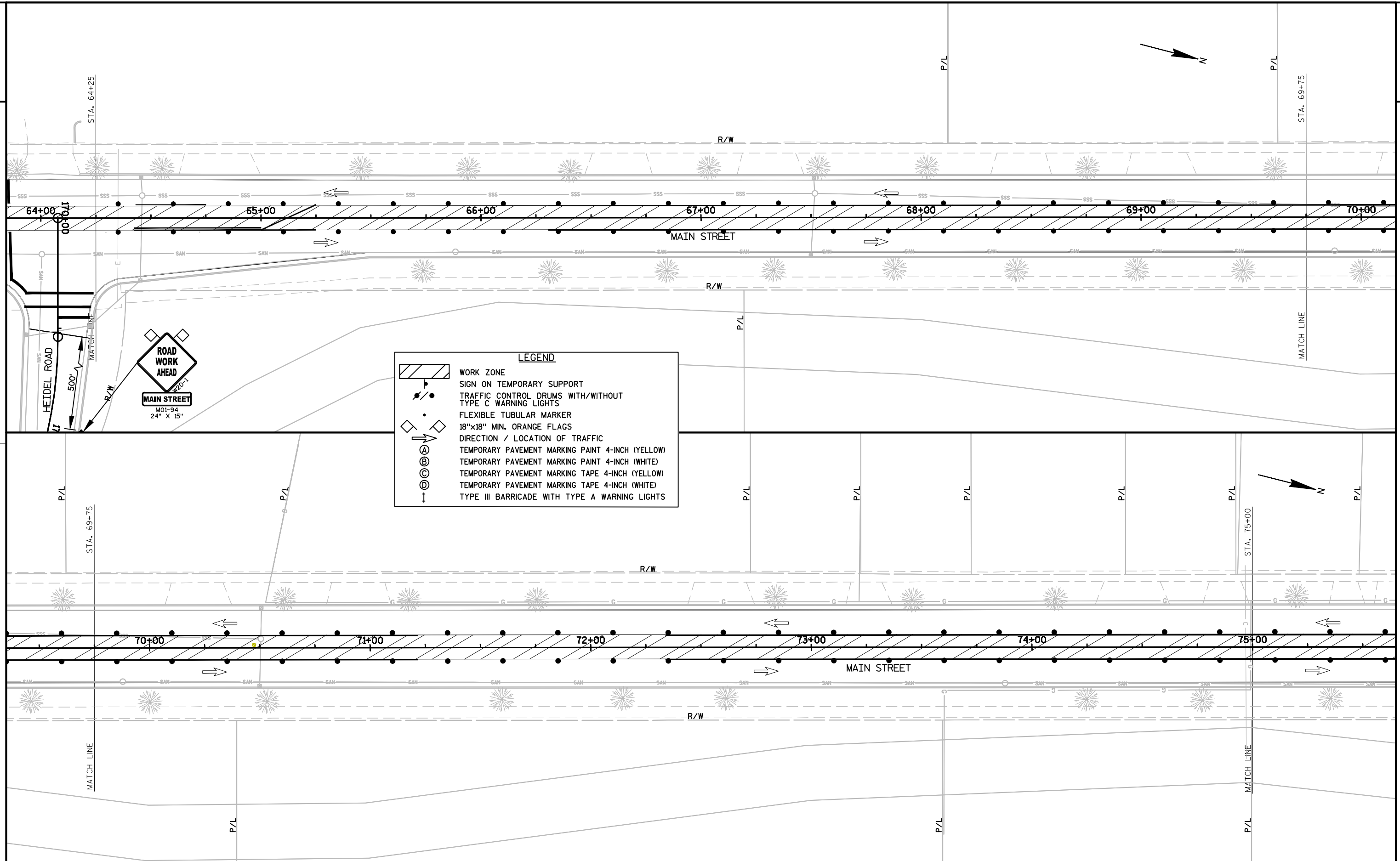
TRAFFIC CONTROL - STAGE 3

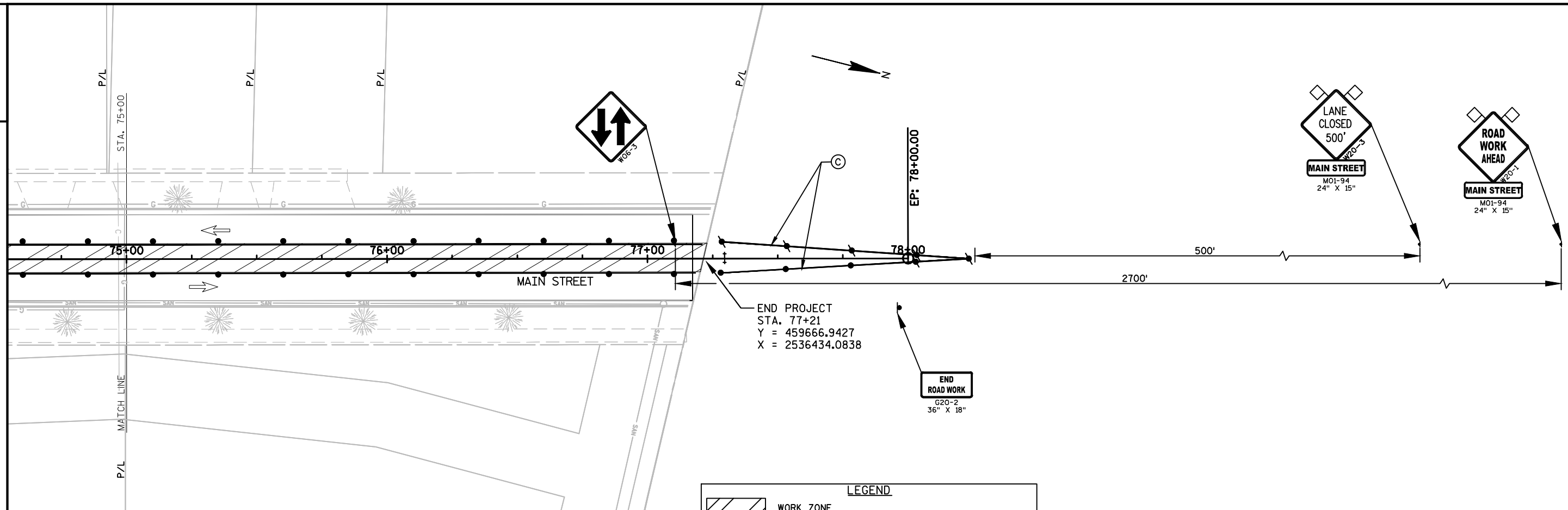
SHEET

70

E



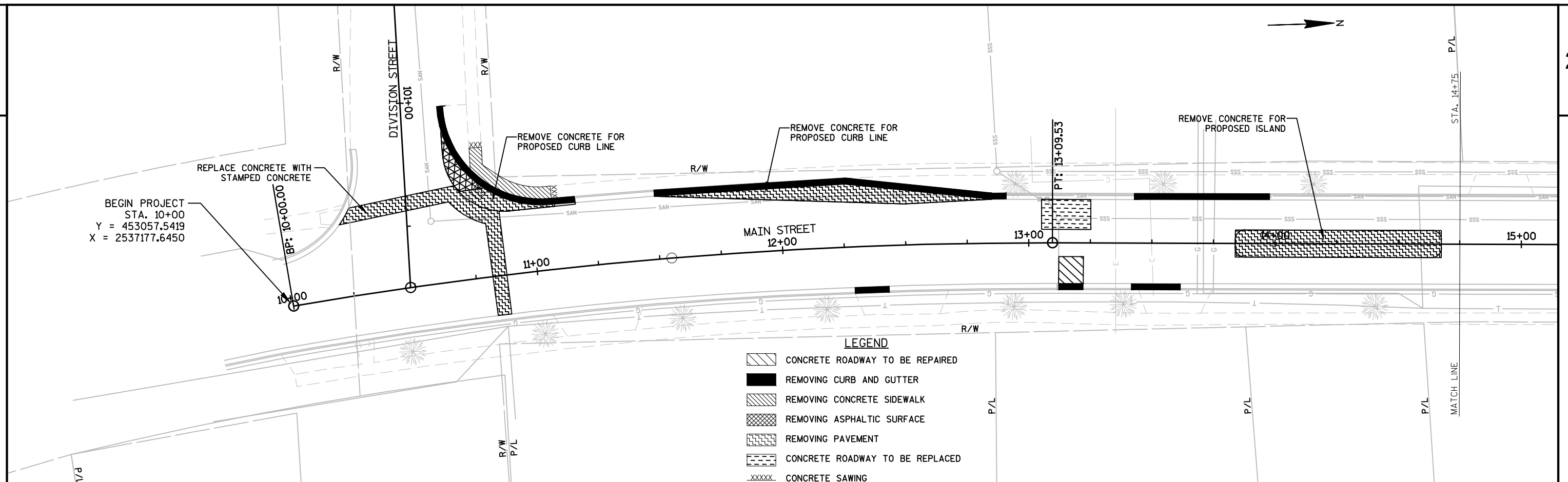




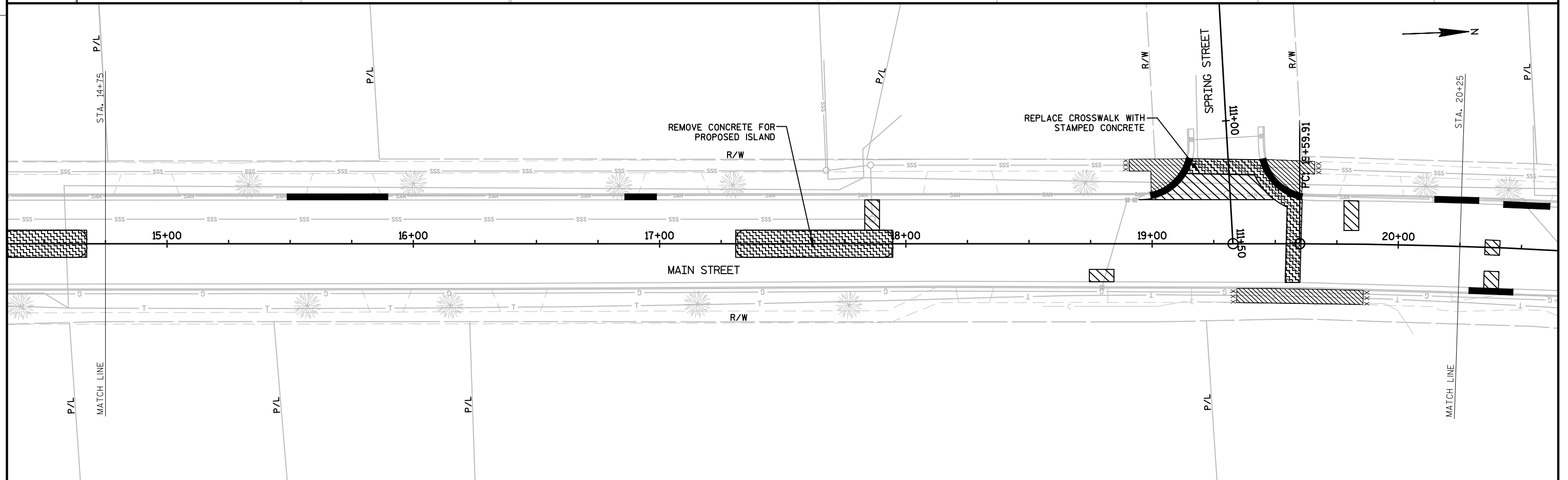
| LEGEND |                                                          |
|--------|----------------------------------------------------------|
|        | WORK ZONE                                                |
|        | SIGN ON TEMPORARY SUPPORT                                |
|        | TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C WARNING LIGHTS |
|        | FLEXIBLE TUBULAR MARKER                                  |
|        | 18"x18" MIN. ORANGE FLAGS                                |
|        | DIRECTION / LOCATION OF TRAFFIC                          |
|        | TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)         |
|        | TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)          |
|        | TEMPORARY PAVEMENT MARKING TAPE 4-INCH (YELLOW)          |
|        | TEMPORARY PAVEMENT MARKING TAPE 4-INCH (WHITE)           |
|        | TYPE III BARRICADE WITH TYPE A WARNING LIGHTS            |



2



2



PROJECT NO:2697-00-75

MAIN STREET

COUNTY: OZAUKEE

REMOVAL PLAN

SHEET

74

E

FILE NAME : G:\C3D\2192085\DWG\Z-075-CPL-REMOVAL PLAN-01.DWG

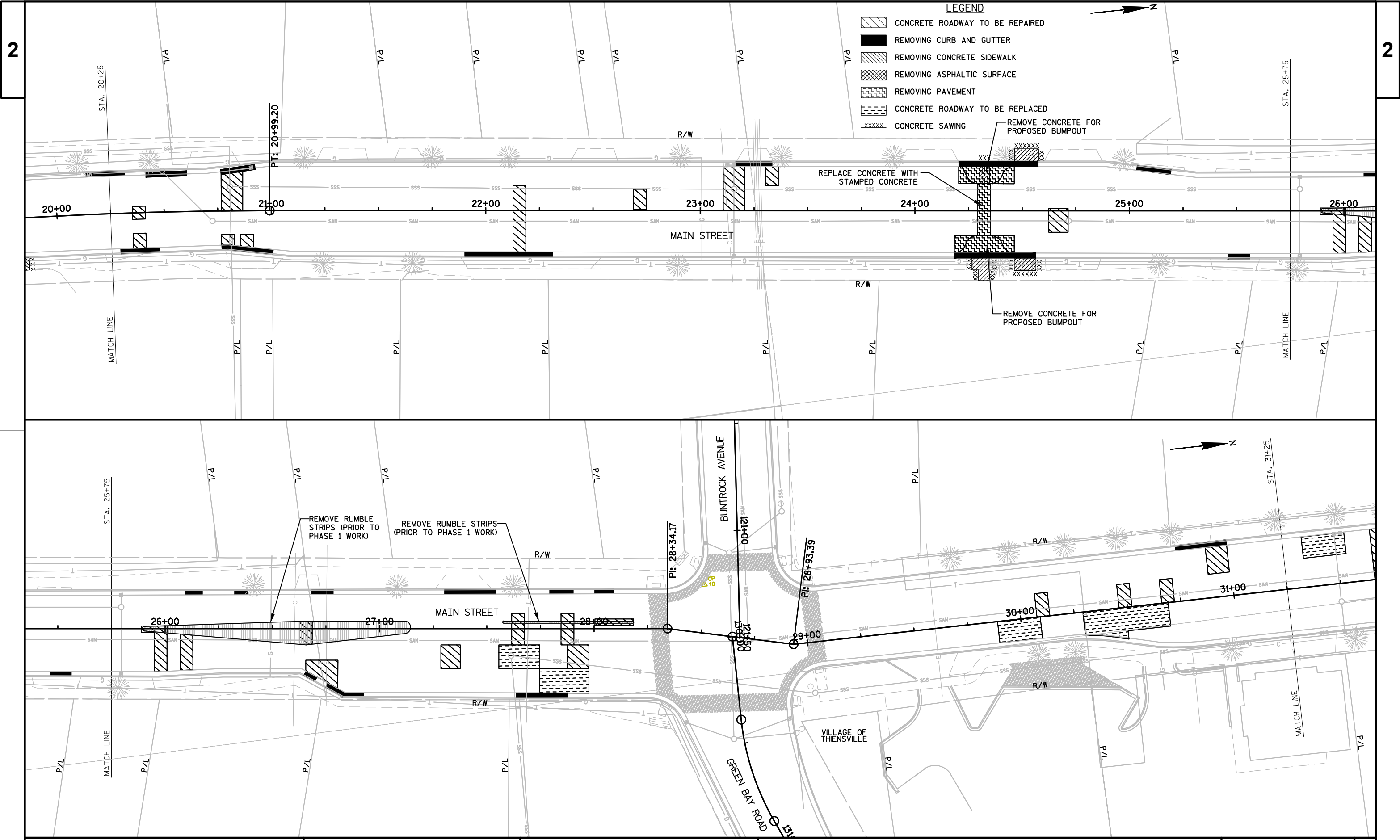
PLOT DATE : 7/1/2015 11:00 AM

PLOT BY : MUELLER, CHRYSA

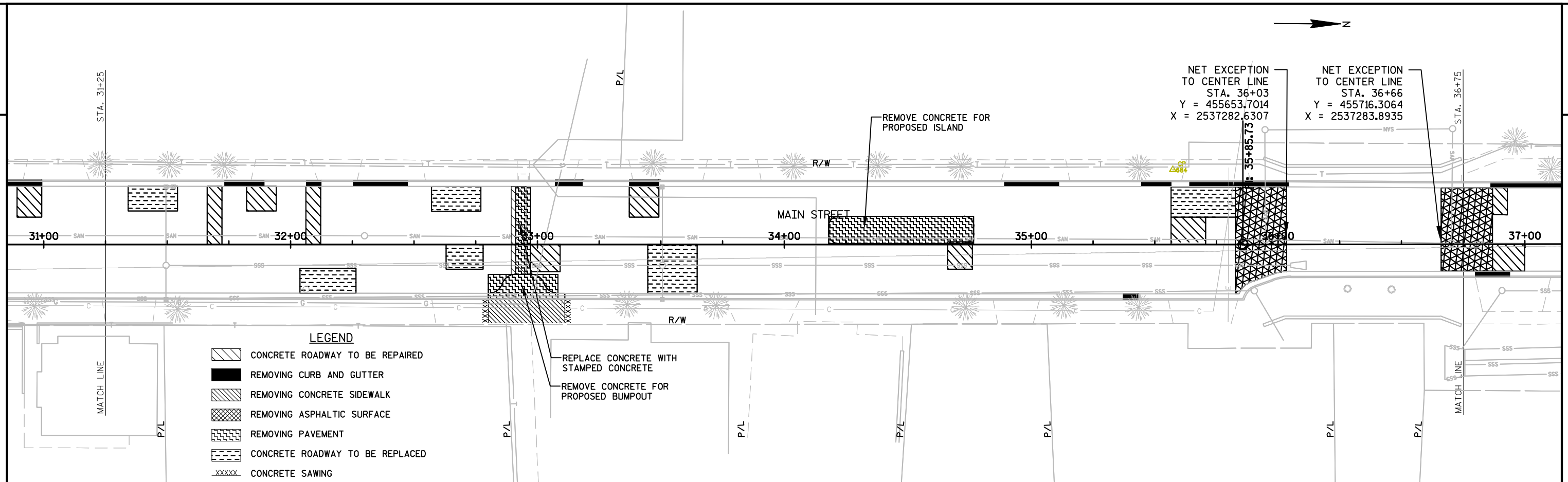
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PLOT SCALE : 40:1

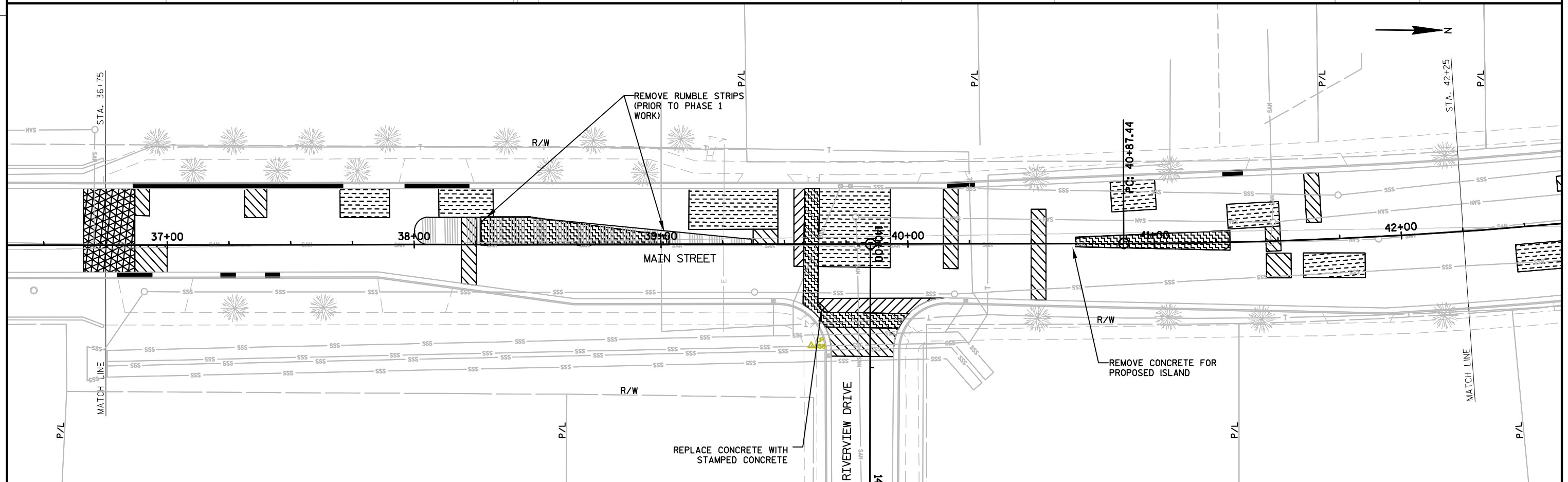
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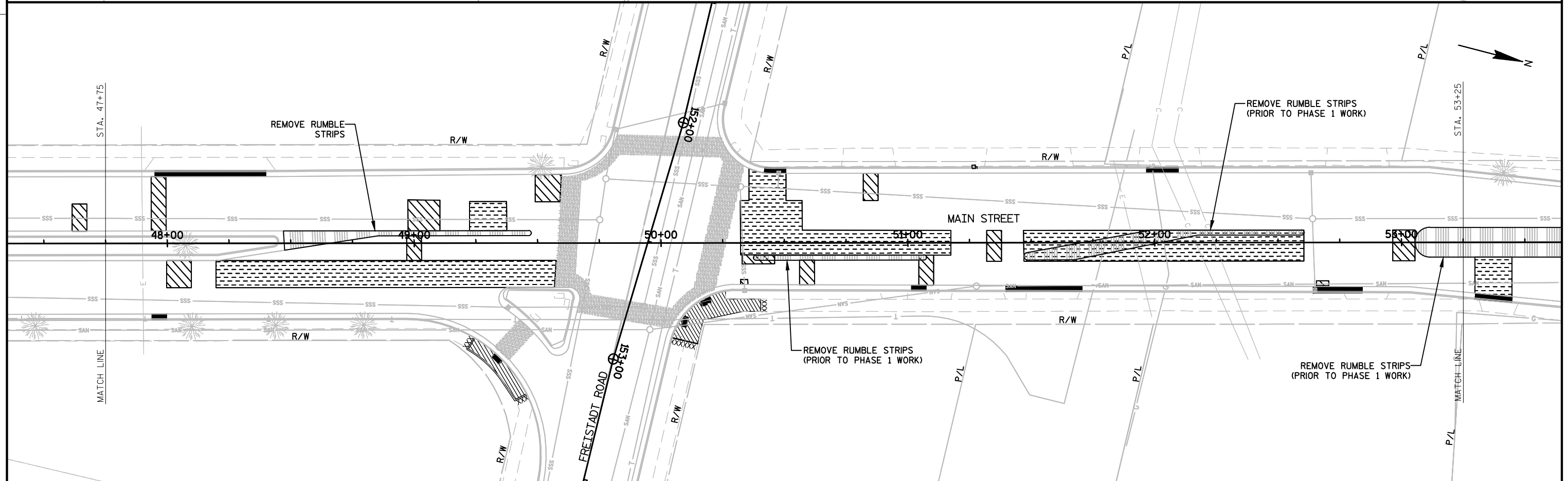
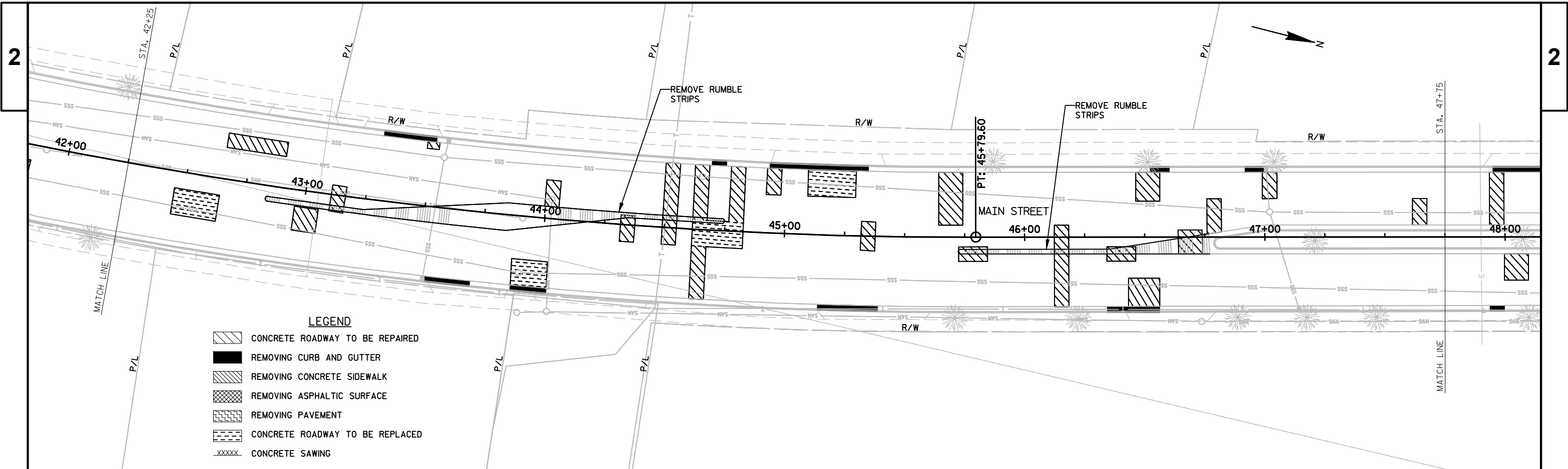


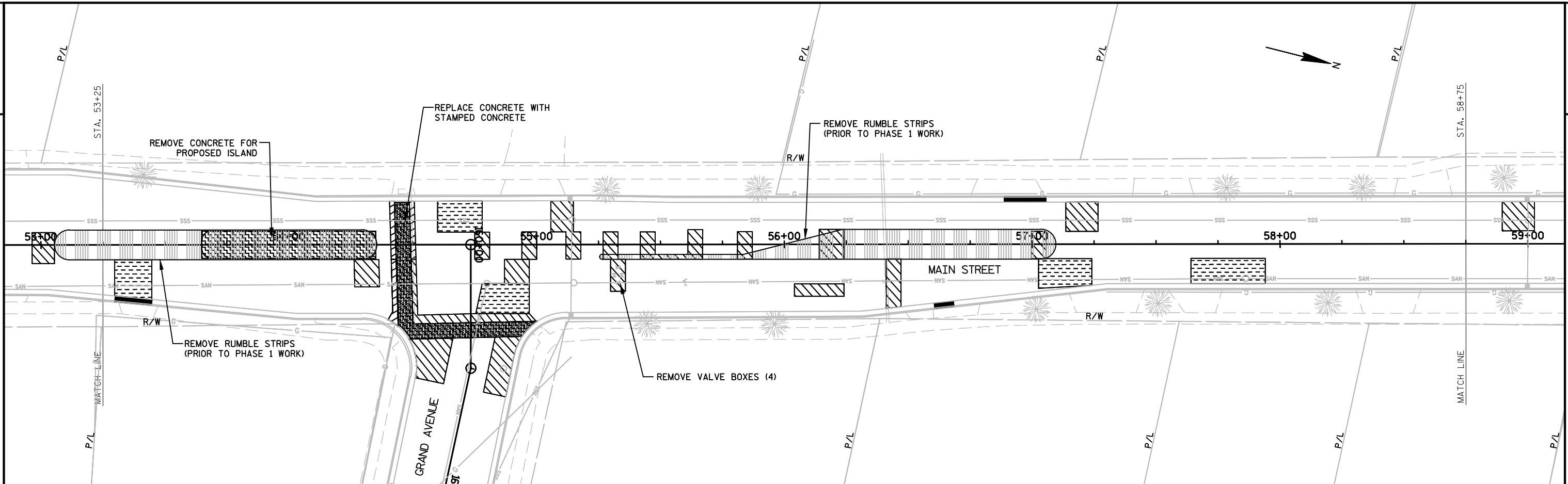
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2

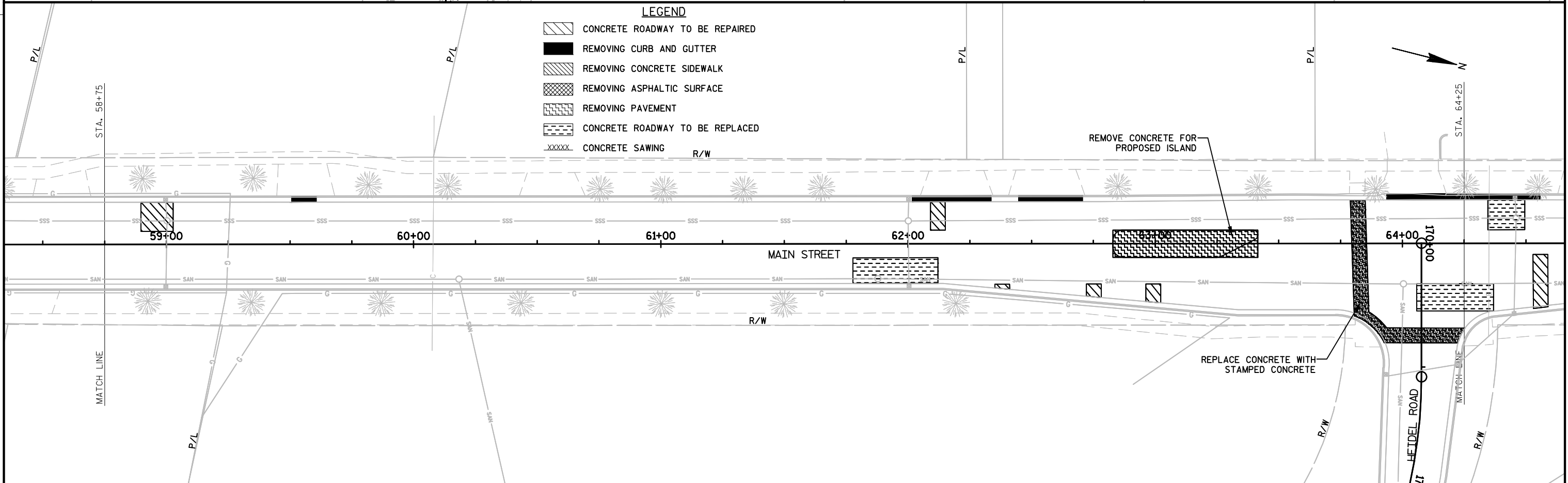






LEGEND

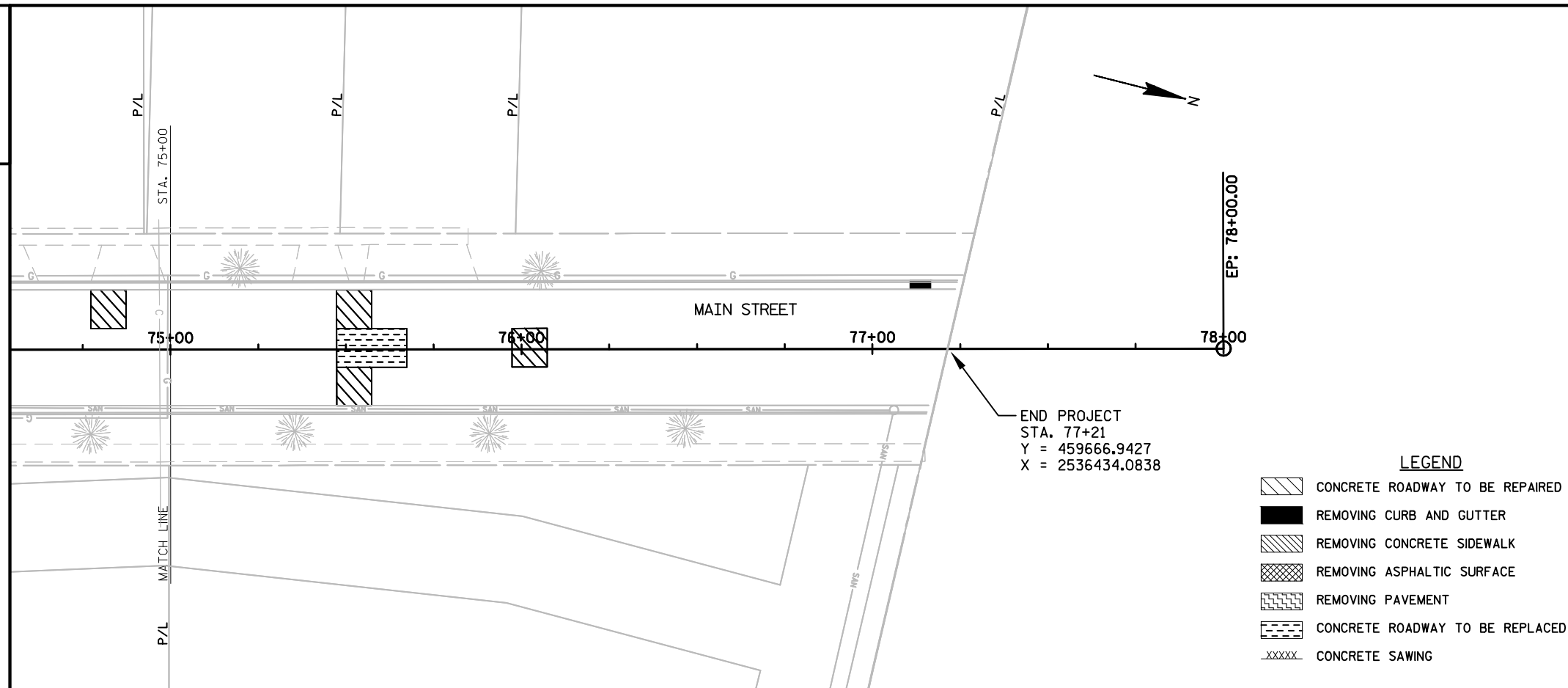
- CONCRETE ROADWAY TO BE REPAIRED
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING PAVEMENT
- CONCRETE ROADWAY TO BE REPLACED
- CONCRETE SAWING



# 2



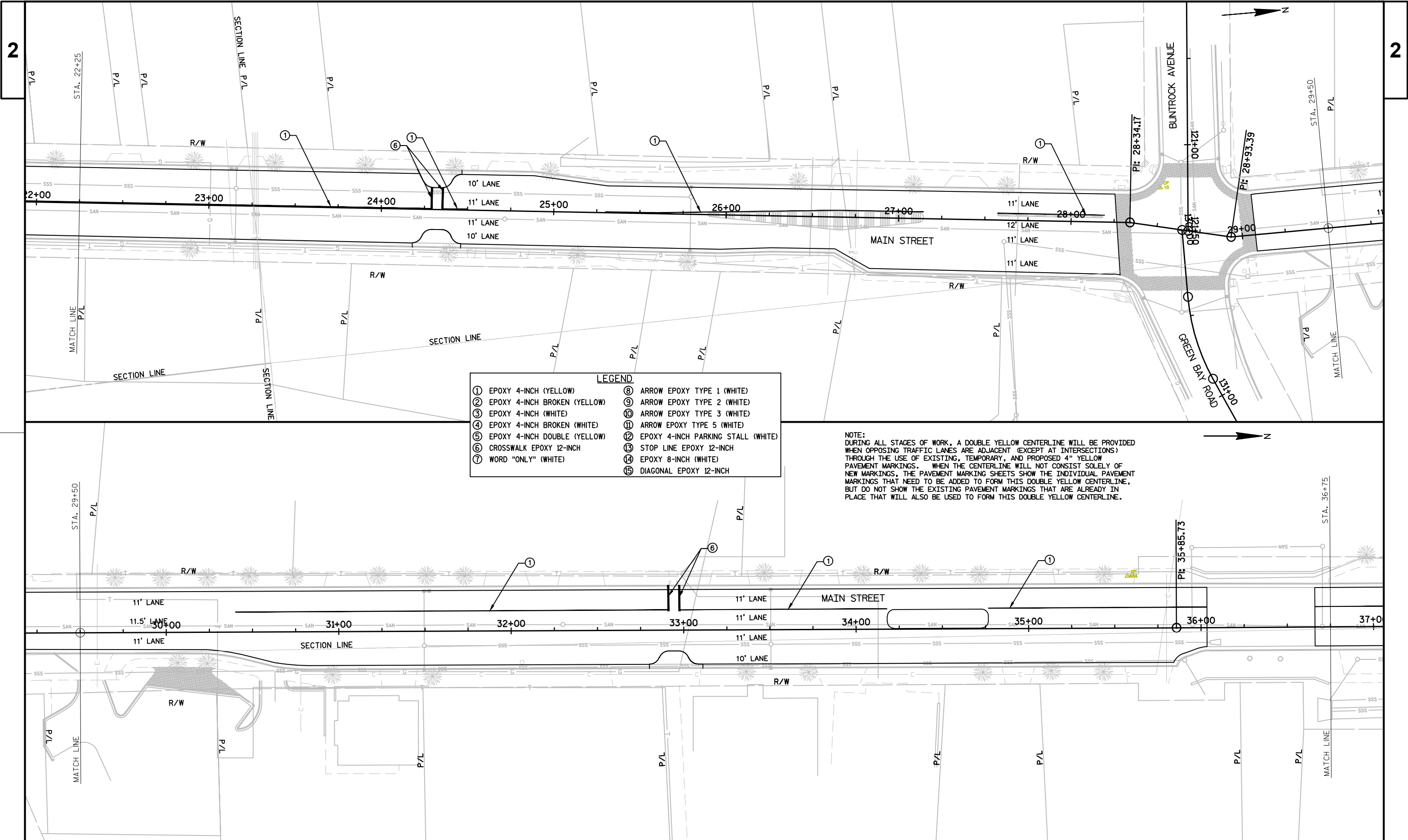




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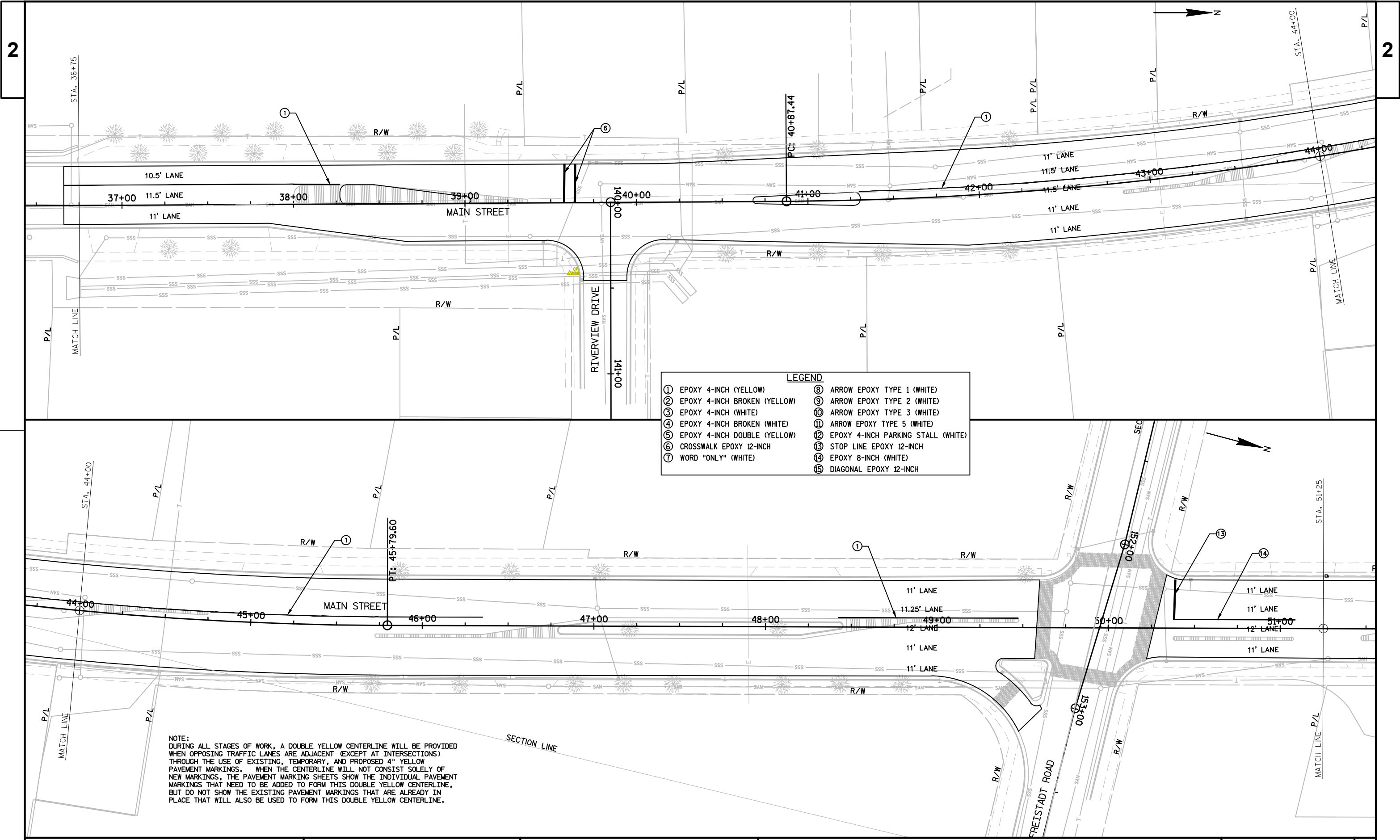
| LEGEND                         |                                      |
|--------------------------------|--------------------------------------|
| ① EPOXY 4-INCH (YELLOW)        | ⑧ ARROW EPOXY TYPE 1 (WHITE)         |
| ② EPOXY 4-INCH BROKEN (YELLOW) | ⑨ ARROW EPOXY TYPE 2 (WHITE)         |
| ③ EPOXY 4-INCH (WHITE)         | ⑩ ARROW EPOXY TYPE 3 (WHITE)         |
| ④ EPOXY 4-INCH BROKEN (WHITE)  | ⑪ ARROW EPOXY TYPE 5 (WHITE)         |
| ⑤ EPOXY 4-INCH DOUBLE (YELLOW) | ⑫ EPOXY 4-INCH PARKING STALL (WHITE) |
| ⑥ CROSSWALK EPOXY 12-INCH      | ⑬ STOP LINE EPOXY 12-INCH            |
| ⑦ WORD "ONLY" (WHITE)          | ⑭ EPOXY 8-INCH (WHITE)               |
|                                | ⑮ DIAGONAL EPOXY 12-INCH             |

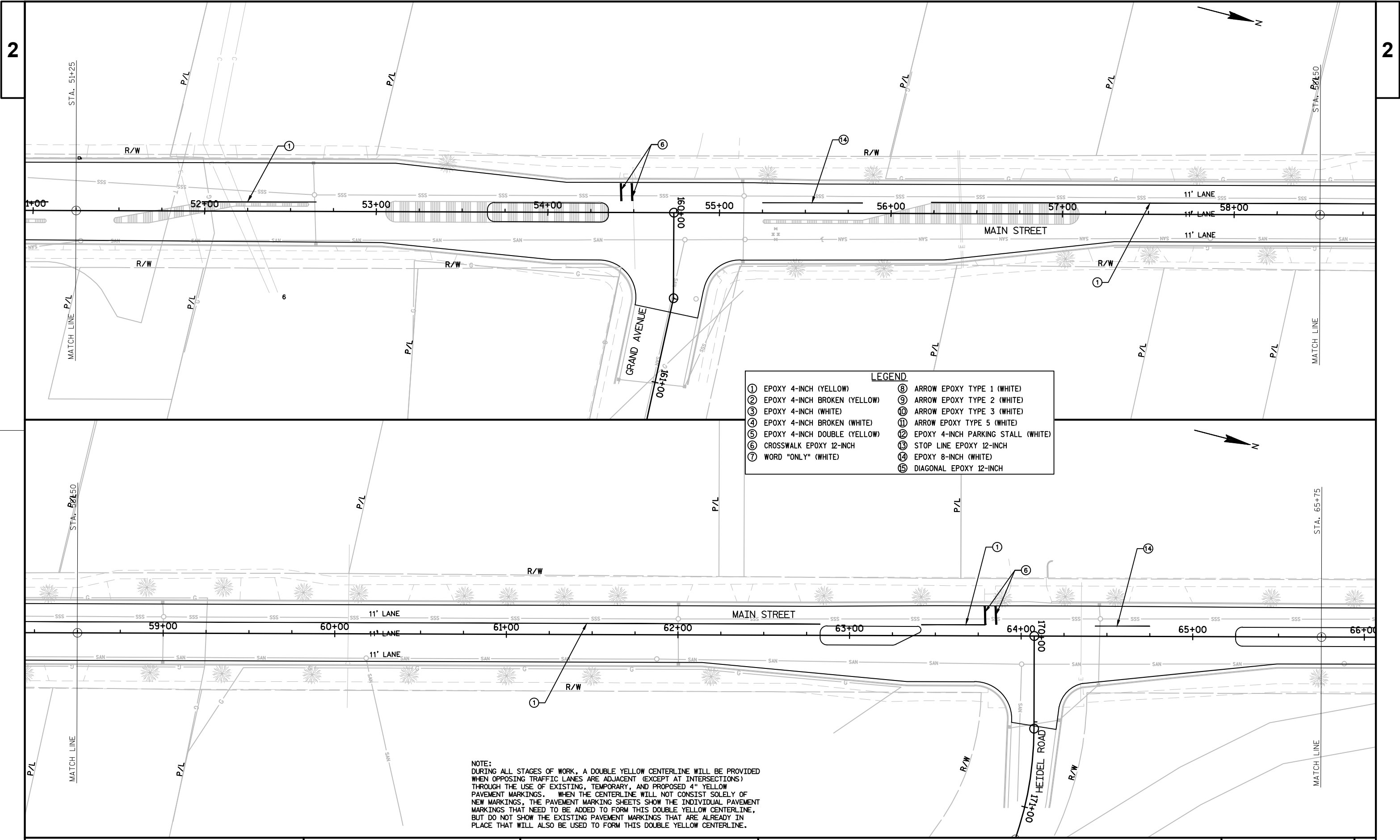
NOTE:  
DURING ALL STAGES OF WORK, A DOUBLE YELLOW CENTERLINE WILL BE PROVIDED  
WHEN OPPOSING TRAFFIC LANES ARE ADJACENT (EXCEPT AT INTERSECTIONS)  
THROUGH THE USE OF EXISTING, TEMPORARY, AND PROPOSED 4" YELLOW  
PAVEMENT MARKINGS. WHEN THE CENTERLINE WILL NOT CONSIST SOLELY OF  
NEW MARKINGS, THE PAVEMENT MARKING SHEETS SHOW THE INDIVIDUAL PAVEMENT  
MARKINGS THAT NEED TO BE ADDED TO FORM THIS DOUBLE YELLOW CENTERLINE,  
BUT DO NOT SHOW THE EXISTING PAVEMENT MARKINGS THAT ARE ALREADY IN  
PLACE THAT WILL ALSO BE USED TO FORM THIS DOUBLE YELLOW CENTERLINE.

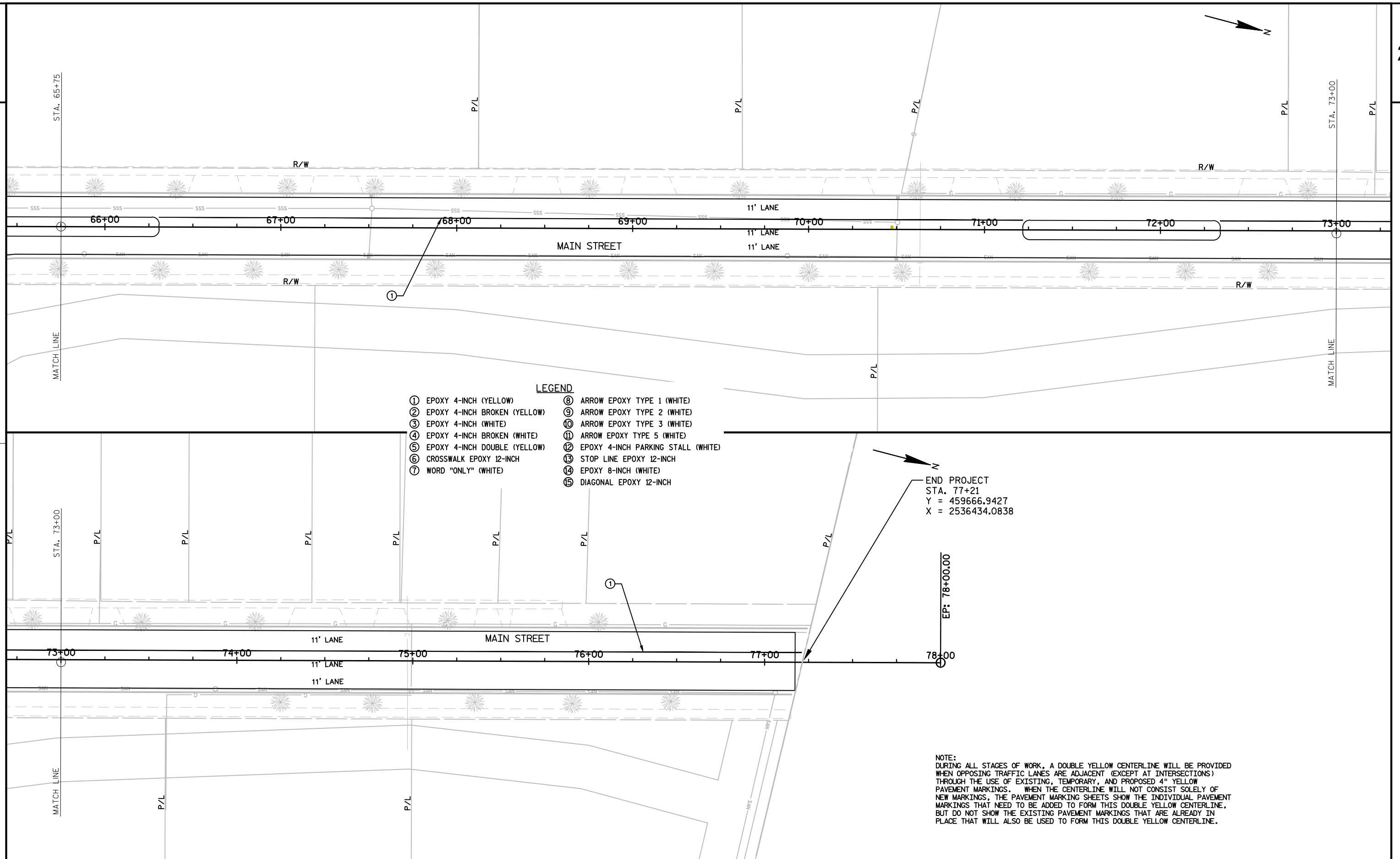


| LEGEND                         |                                      |
|--------------------------------|--------------------------------------|
| ① EPOXY 4-INCH (YELLOW)        | ⑧ ARROW EPOXY TYPE 1 (WHITE)         |
| ② EPOXY 4-INCH BROKEN (YELLOW) | ⑨ ARROW EPOXY TYPE 2 (WHITE)         |
| ③ EPOXY 4-INCH (WHITE)         | ⑩ ARROW EPOXY TYPE 3 (WHITE)         |
| ④ EPOXY 4-INCH BROKEN (WHITE)  | ⑪ ARROW EPOXY TYPE 5 (WHITE)         |
| ⑤ EPOXY 4-INCH DOUBLE (YELLOW) | ⑫ EPOXY 4-INCH PARKING STALL (WHITE) |
| ⑥ CROSSWALK EPOXY 12-INCH      | ⑬ STOP LINE EPOXY 12-INCH            |
| ⑦ WORD "ONLY" (WHITE)          | ⑭ EPOXY 8-INCH (WHITE)               |
|                                | ⑮ DIAGONAL EPOXY 12-INCH             |

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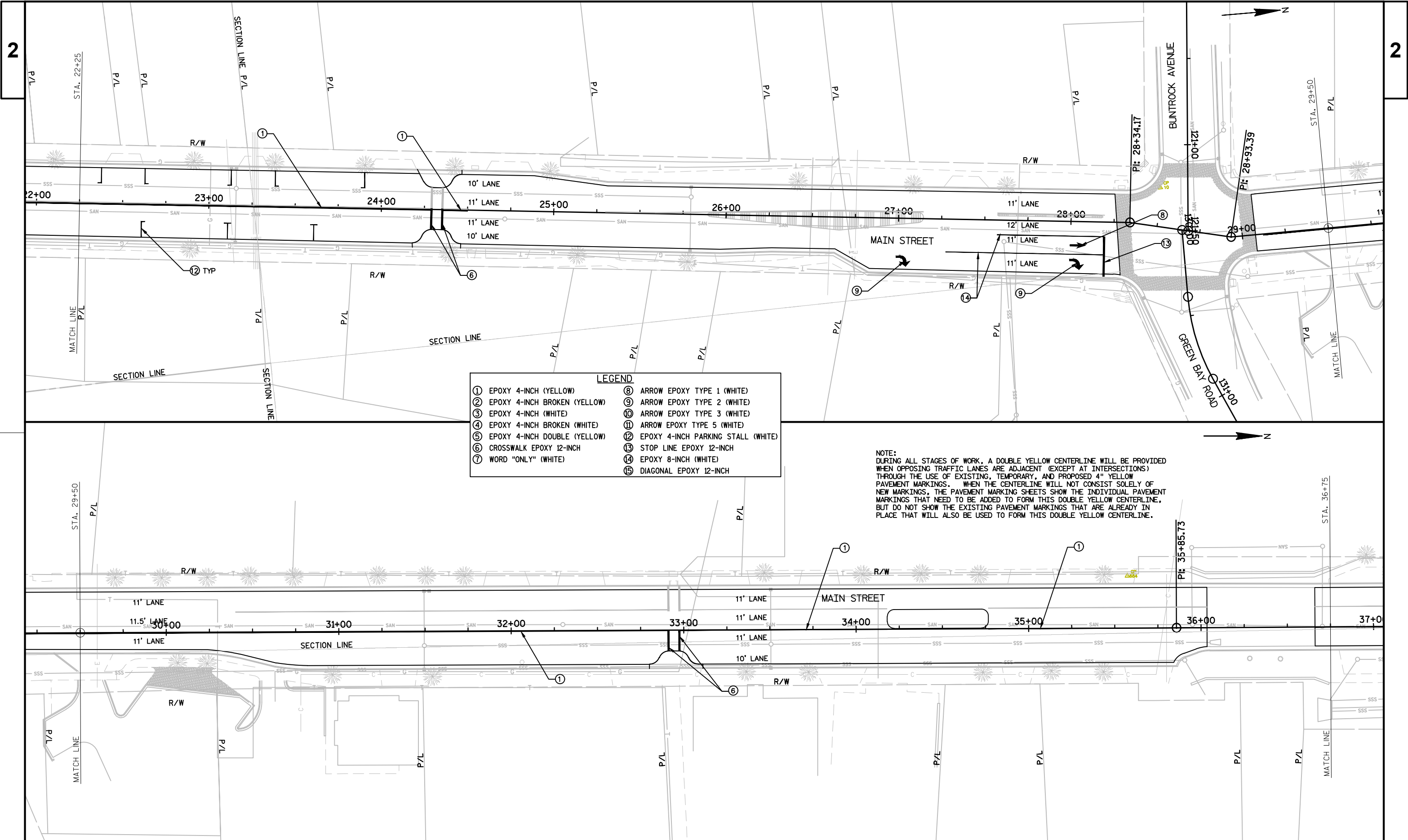




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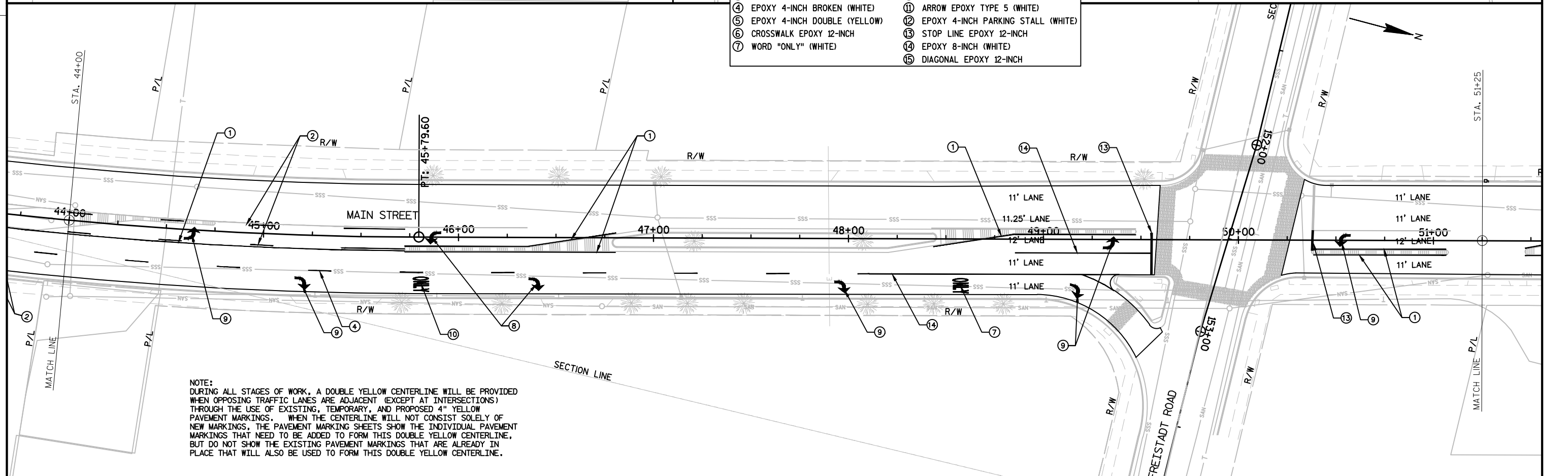
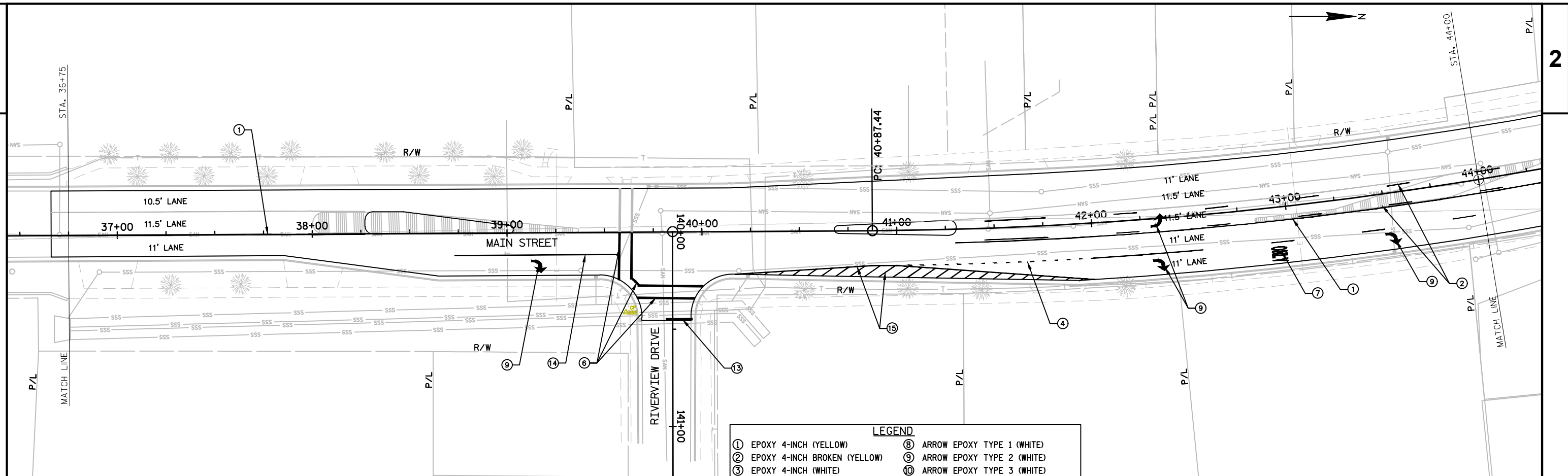
| LEGEND                         |                                      |
|--------------------------------|--------------------------------------|
| ① EPOXY 4-INCH (YELLOW)        | ⑧ ARROW EPOXY TYPE 1 (WHITE)         |
| ② EPOXY 4-INCH BROKEN (YELLOW) | ⑨ ARROW EPOXY TYPE 2 (WHITE)         |
| ③ EPOXY 4-INCH (WHITE)         | ⑩ ARROW EPOXY TYPE 3 (WHITE)         |
| ④ EPOXY 4-INCH BROKEN (WHITE)  | ⑪ ARROW EPOXY TYPE 5 (WHITE)         |
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| ⑥ CROSSWALK EPOXY 12-INCH      | ⑬ STOP LINE EPOXY 12-INCH            |
| ⑦ WORD "ONLY" (WHITE)          | ⑭ EPOXY 8-INCH (WHITE)               |
|                                | ⑮ DIAGONAL EPOXY 12-INCH             |

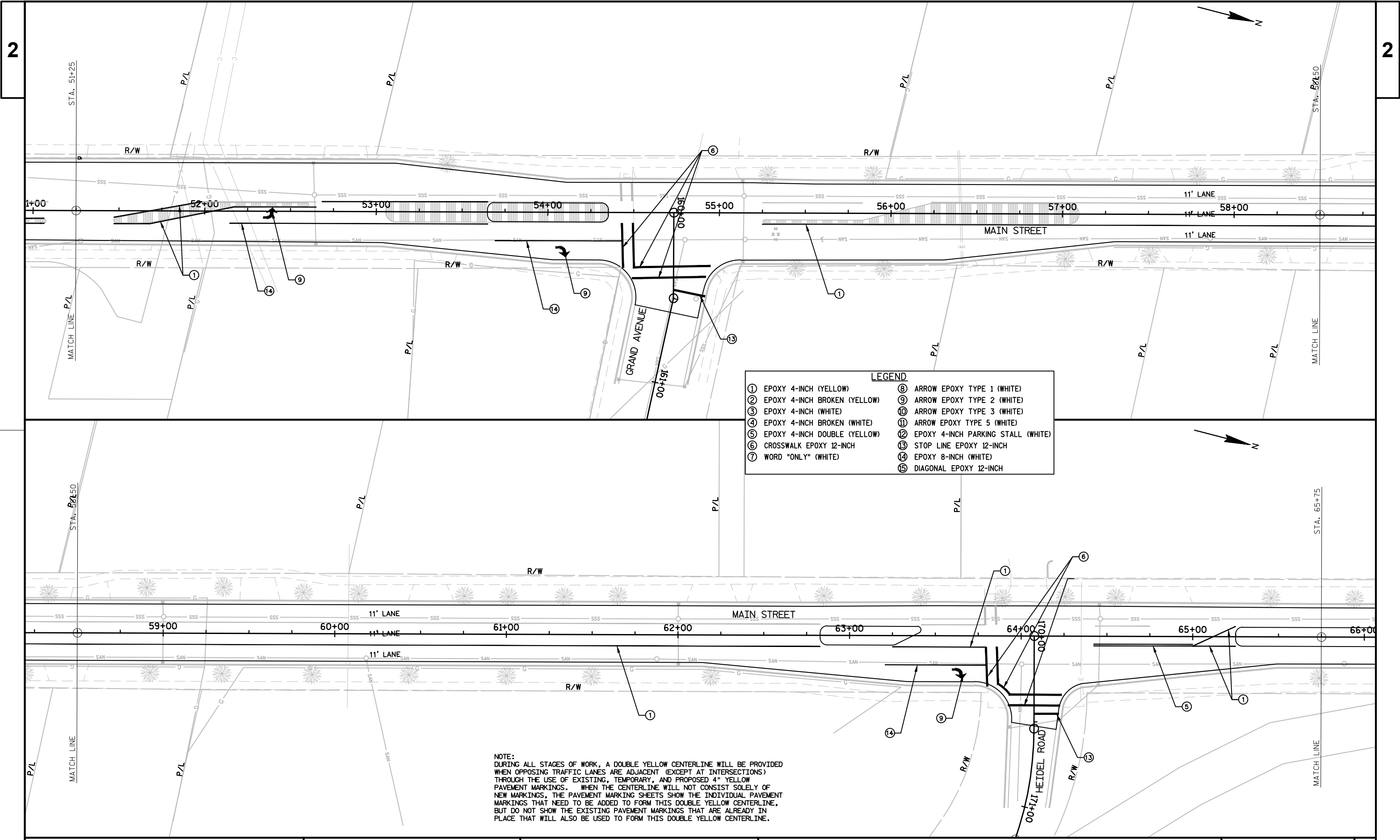
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| LEGEND                         |                                      |
|--------------------------------|--------------------------------------|
| ① EPOXY 4-INCH (YELLOW)        | ⑧ ARROW EPOXY TYPE 1 (WHITE)         |
| ② EPOXY 4-INCH BROKEN (YELLOW) | ⑨ ARROW EPOXY TYPE 2 (WHITE)         |
| ③ EPOXY 4-INCH (WHITE)         | ⑩ ARROW EPOXY TYPE 3 (WHITE)         |
| ④ EPOXY 4-INCH BROKEN (WHITE)  | ⑪ ARROW EPOXY TYPE 5 (WHITE)         |
| ⑤ EPOXY 4-INCH DOUBLE (YELLOW) | ⑫ EPOXY 4-INCH PARKING STALL (WHITE) |
| ⑥ CROSSWALK EPOXY 12-INCH      | ⑬ STOP LINE EPOXY 12-INCH            |
| ⑦ WORD "ONLY" (WHITE)          | ⑭ EPOXY 8-INCH (WHITE)               |
|                                | ⑮ DIAGONAL EPOXY 12-INCH             |

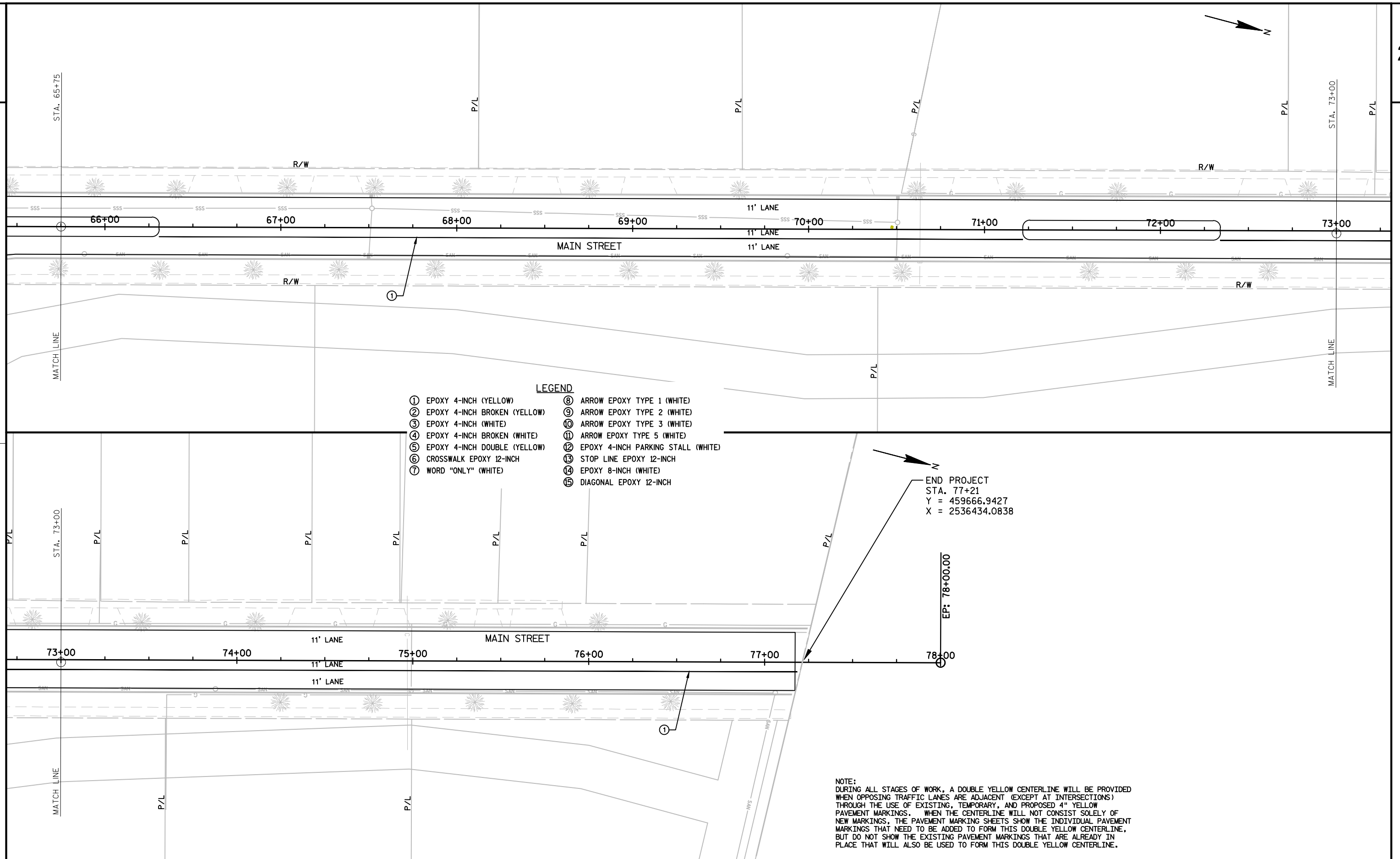
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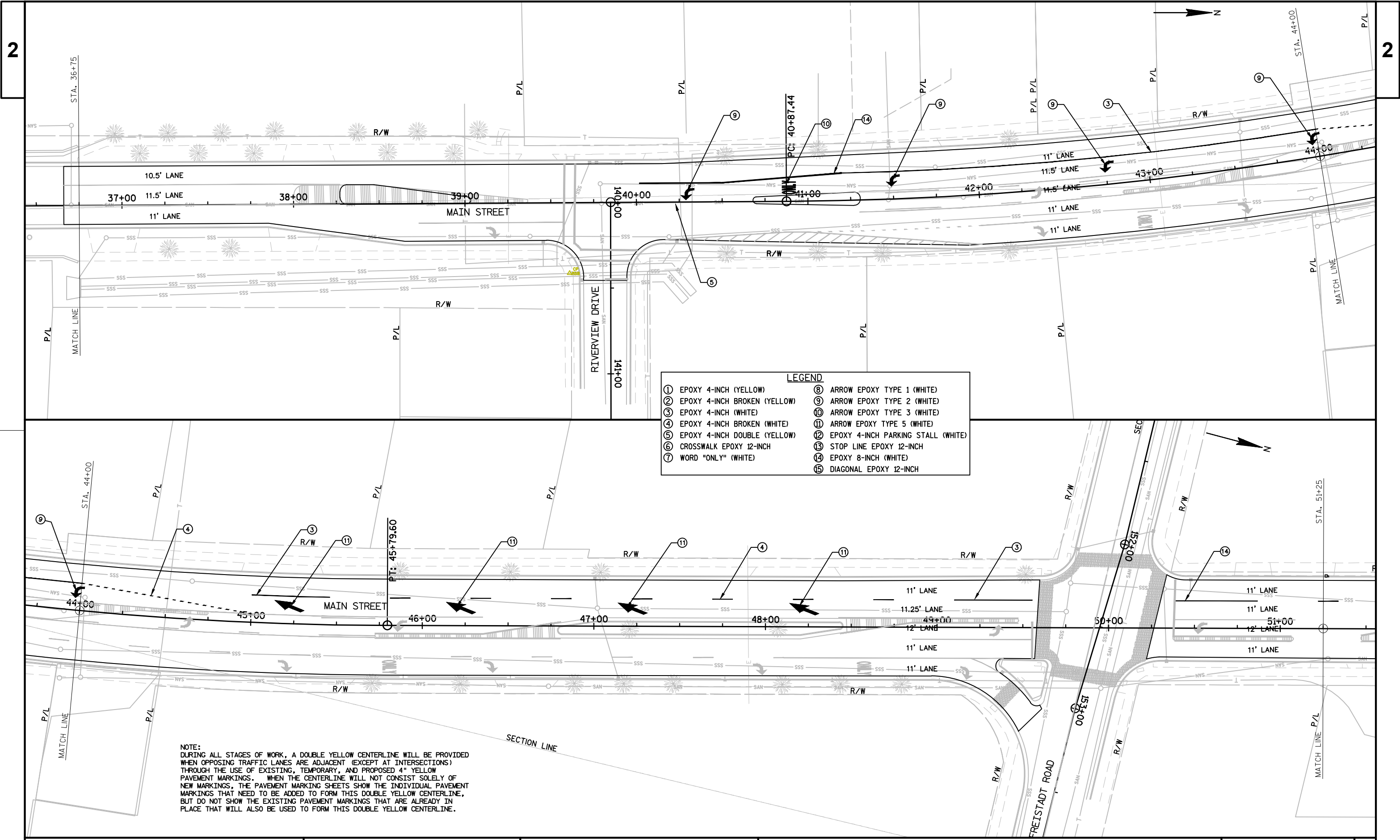


| LEGEND                         |                                      |
|--------------------------------|--------------------------------------|
| ① EPOXY 4-INCH (YELLOW)        | ⑧ ARROW EPOXY TYPE 1 (WHITE)         |
| ② EPOXY 4-INCH BROKEN (YELLOW) | ⑨ ARROW EPOXY TYPE 2 (WHITE)         |
| ③ EPOXY 4-INCH (WHITE)         | ⑩ ARROW EPOXY TYPE 3 (WHITE)         |
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| ⑦ WORD "ONLY" (WHITE)          | ⑭ EPOXY 8-INCH (WHITE)               |
|                                | ⑮ DIAGONAL EPOXY 12-INCH             |

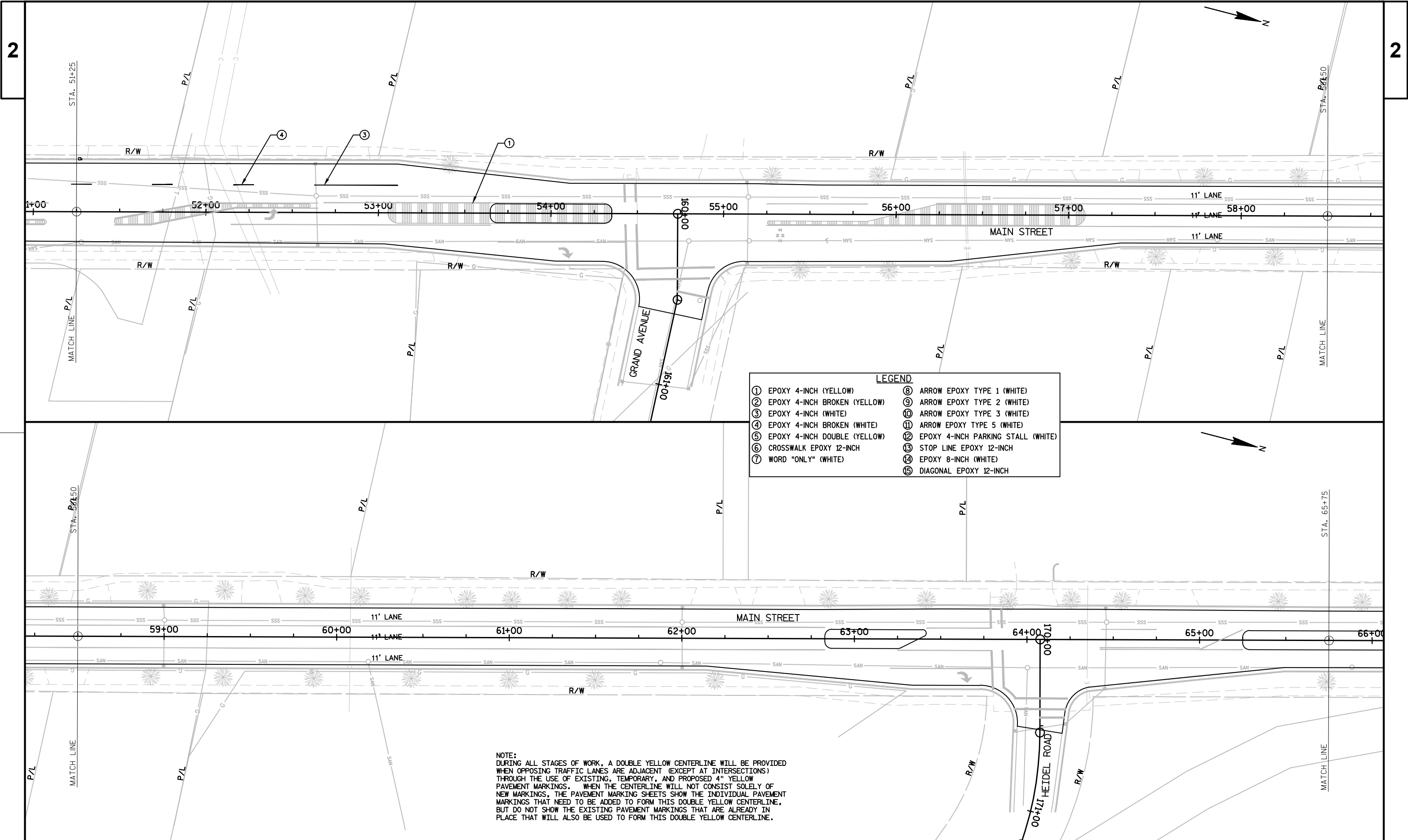
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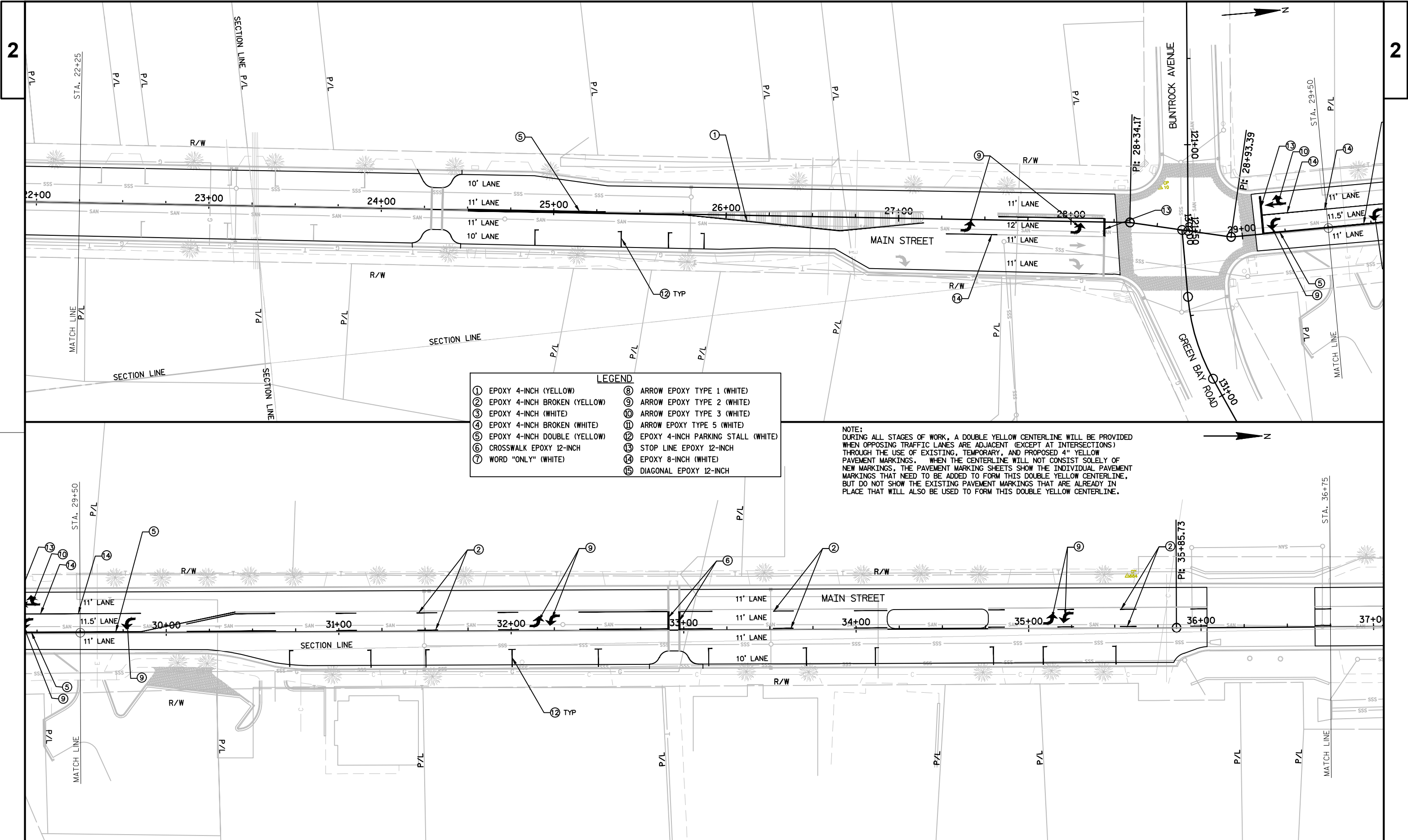




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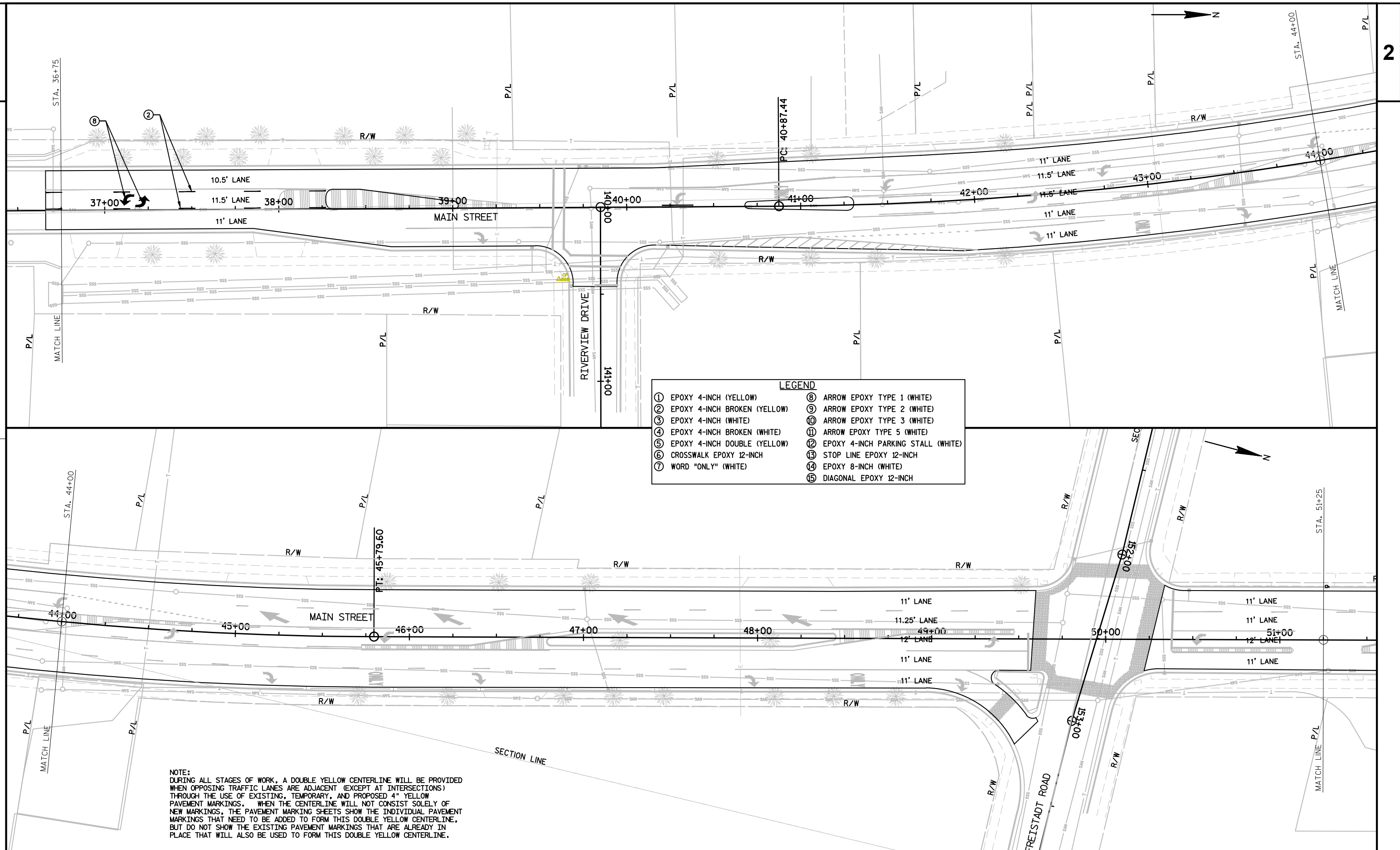
| LEGEND                         |                                      |
|--------------------------------|--------------------------------------|
| ① EPOXY 4-INCH (YELLOW)        | ⑧ ARROW EPOXY TYPE 1 (WHITE)         |
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| ⑥ CROSSWALK EPOXY 12-INCH      | ⑬ STOP LINE EPOXY 12-INCH            |
| ⑦ WORD "ONLY" (WHITE)          | ⑭ EPOXY 8-INCH (WHITE)               |
|                                | ⑮ DIAGONAL EPOXY 12-INCH             |

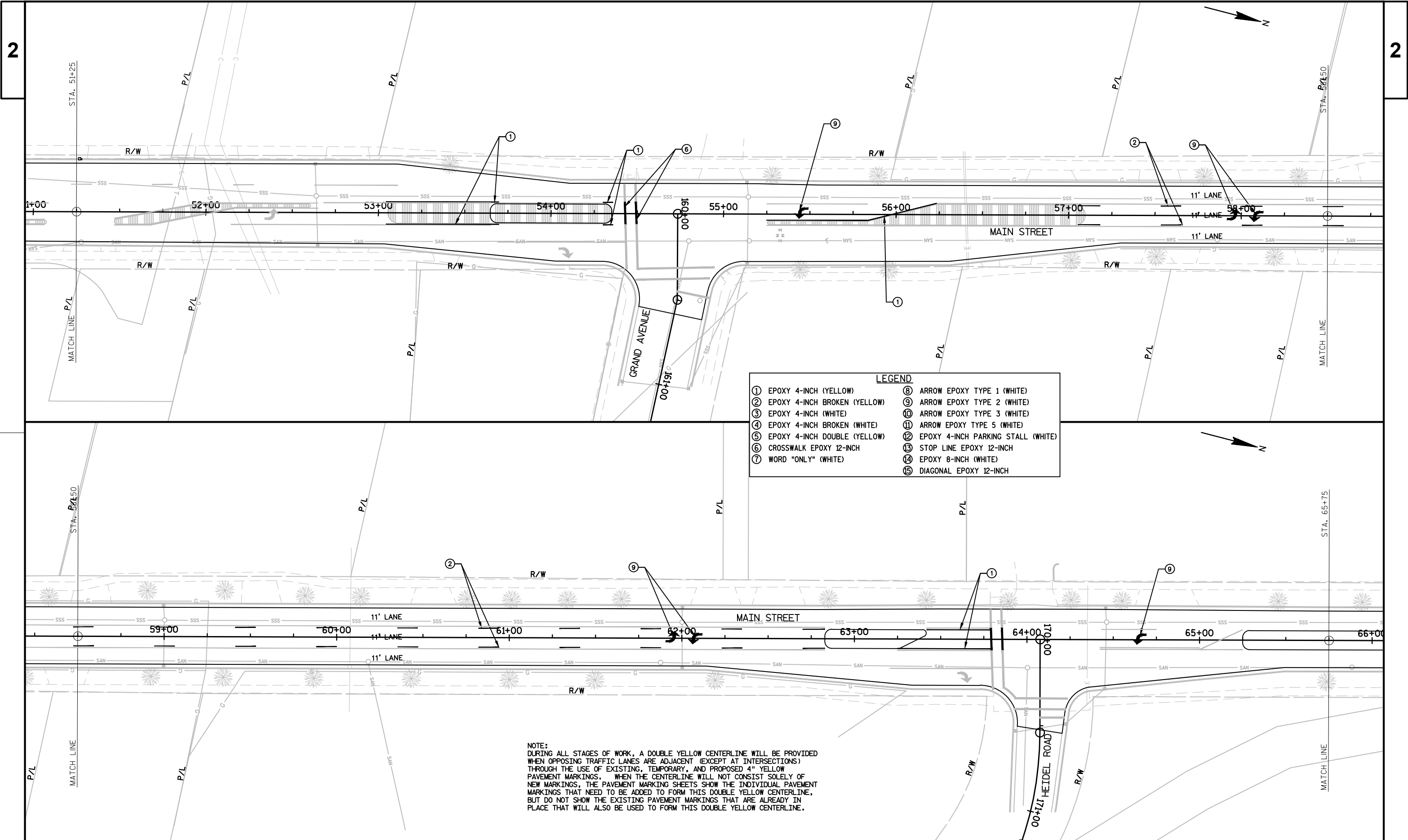
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| LEGEND |                              |   |                                    |  |
|--------|------------------------------|---|------------------------------------|--|
| ①      | EPOXY 4-INCH (YELLOW)        | ⑧ | ARROW EPOXY TYPE 1 (WHITE)         |  |
| ②      | EPOXY 4-INCH BROKEN (YELLOW) | ⑨ | ARROW EPOXY TYPE 2 (WHITE)         |  |
| ③      | EPOXY 4-INCH (WHITE)         | ⑩ | ARROW EPOXY TYPE 3 (WHITE)         |  |
| ④      | EPOXY 4-INCH BROKEN (WHITE)  | ⑪ | ARROW EPOXY TYPE 5 (WHITE)         |  |
| ⑤      | EPOXY 4-INCH DOUBLE (YELLOW) | ⑫ | EPOXY 4-INCH PARKING STALL (WHITE) |  |
| ⑥      | CROSSWALK EPOXY 12-INCH      | ⑬ | STOP LINE EPOXY 12-INCH            |  |
| ⑦      | WORD "ONLY" (WHITE)          | ⑭ | EPOXY 8-INCH (WHITE)               |  |
|        |                              | ⑮ | DIAGONAL EPOXY 12-INCH             |  |

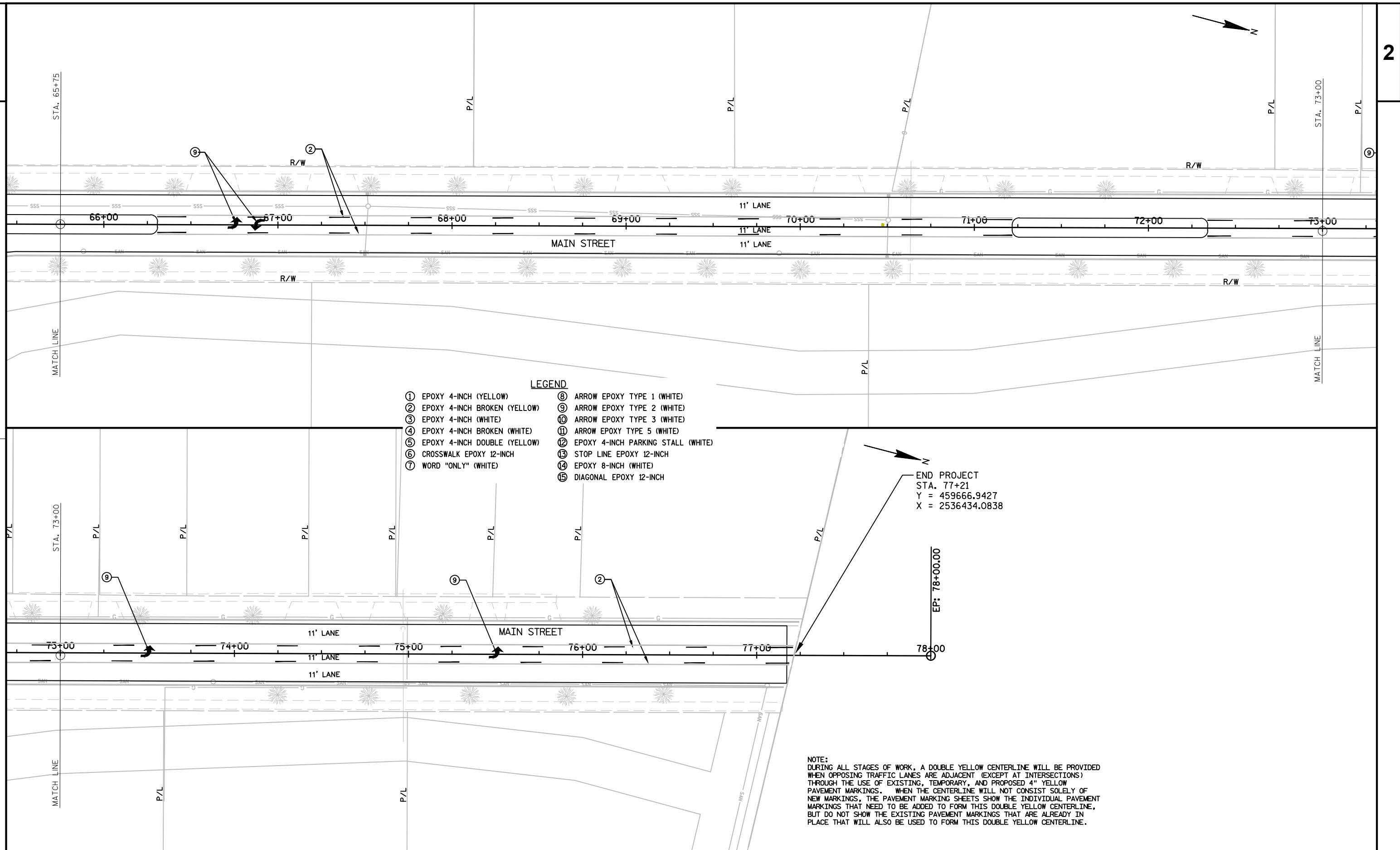
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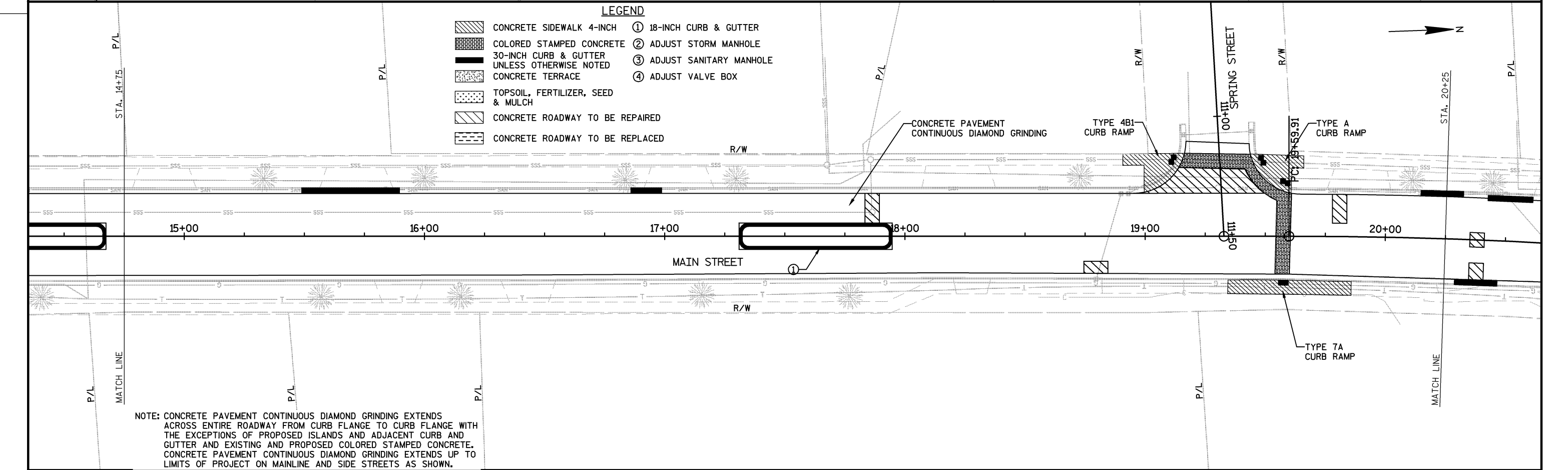
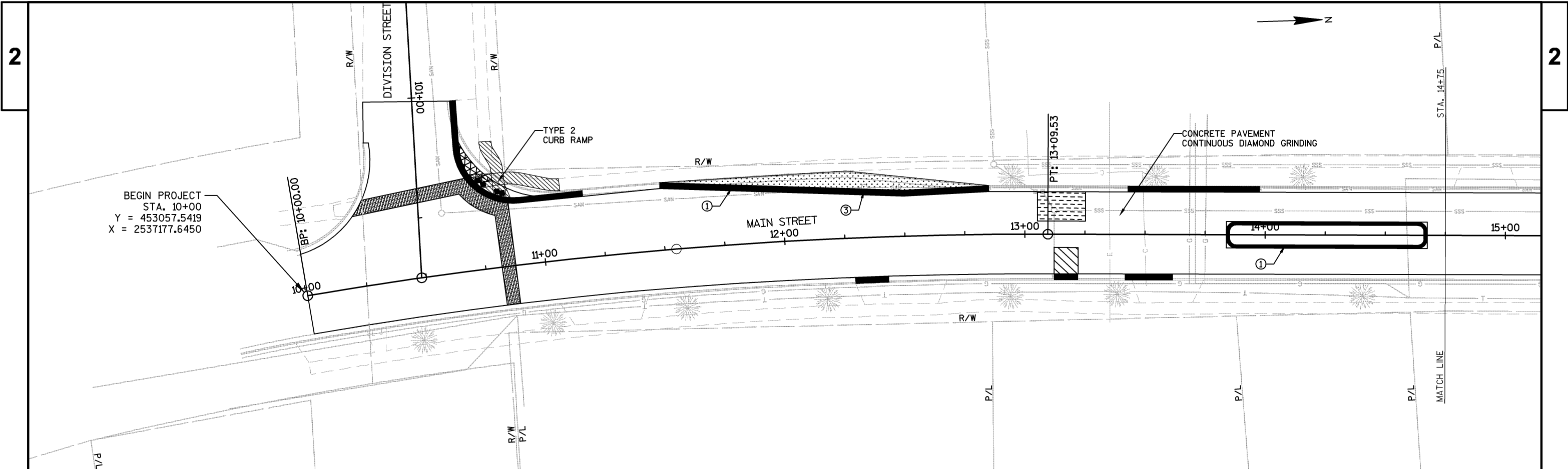


| LEGEND                         |                                      |
|--------------------------------|--------------------------------------|
| ① EPOXY 4-INCH (YELLOW)        | ⑧ ARROW EPOXY TYPE 1 (WHITE)         |
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| ⑦ WORD "ONLY" (WHITE)          | ⑭ EPOXY 8-INCH (WHITE)               |
|                                | ⑮ DIAGONAL EPOXY 12-INCH             |

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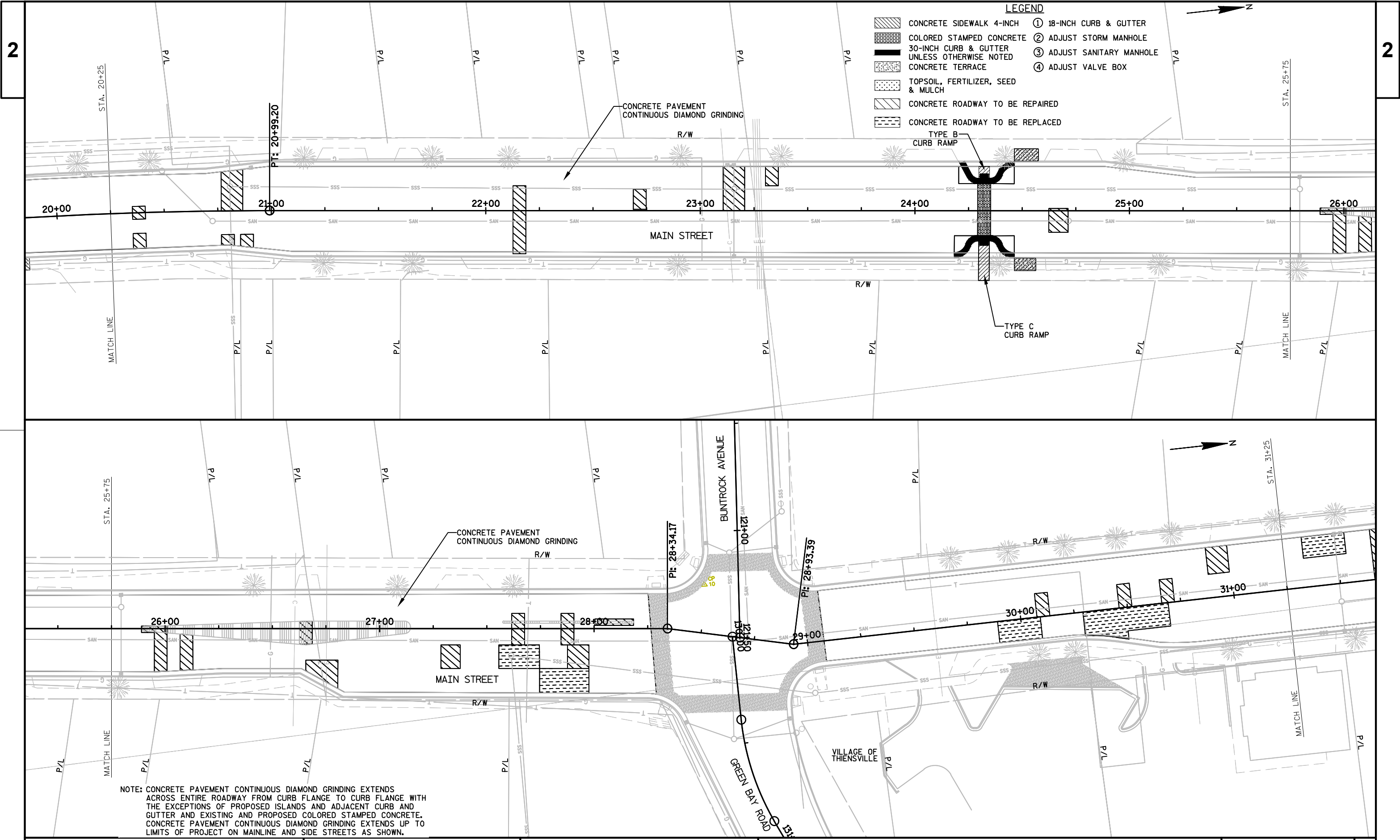






- LEGEND**
- |  |                                   |                           |
|--|-----------------------------------|---------------------------|
|  | CONCRETE SIDEWALK 4-INCH          | ① 18-INCH CURB & GUTTER   |
|  | COLOR STAMPED CONCRETE            | ② ADJUST STORM MANHOLE    |
|  | 30-INCH CURB & GUTTER             | ③ ADJUST SANITARY MANHOLE |
|  | UNLESS OTHERWISE NOTED            | ④ ADJUST VALVE BOX        |
|  | CONCRETE TERRACE                  |                           |
|  | TOPSOIL, FERTILIZER, SEED & MULCH |                           |
|  | CONCRETE ROADWAY TO BE REPAIRED   |                           |
|  | CONCRETE ROADWAY TO BE REPLACED   |                           |

NOTE: CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS ACROSS ENTIRE ROADWAY FROM CURB FLANGE TO CURB FLANGE WITH THE EXCEPTIONS OF PROPOSED ISLANDS AND ADJACENT CURB AND GUTTER AND EXISTING AND PROPOSED COLORED STAMPED CONCRETE. CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS UP TO LIMITS OF PROJECT ON MAINLINE AND SIDE STREETS AS SHOWN.

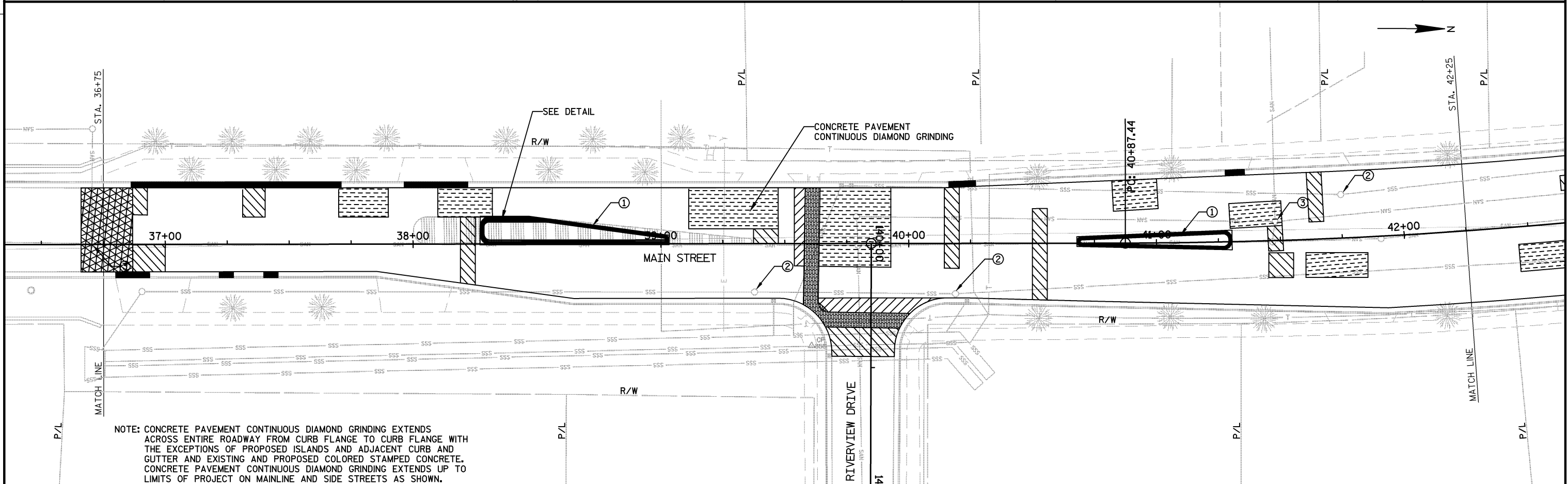
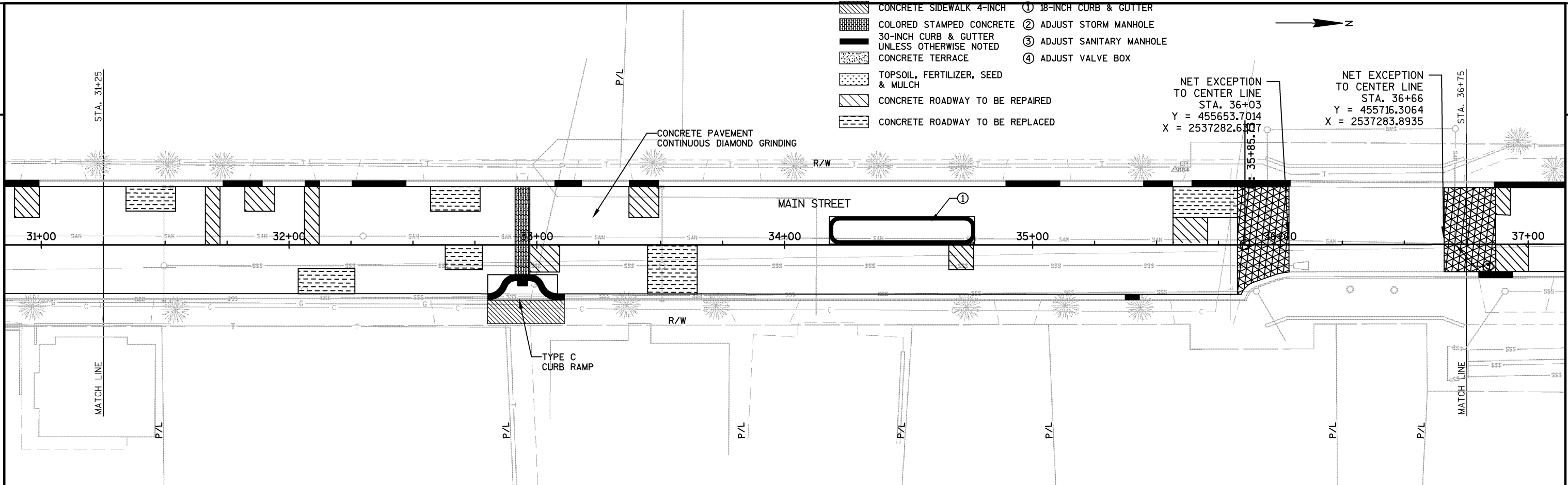


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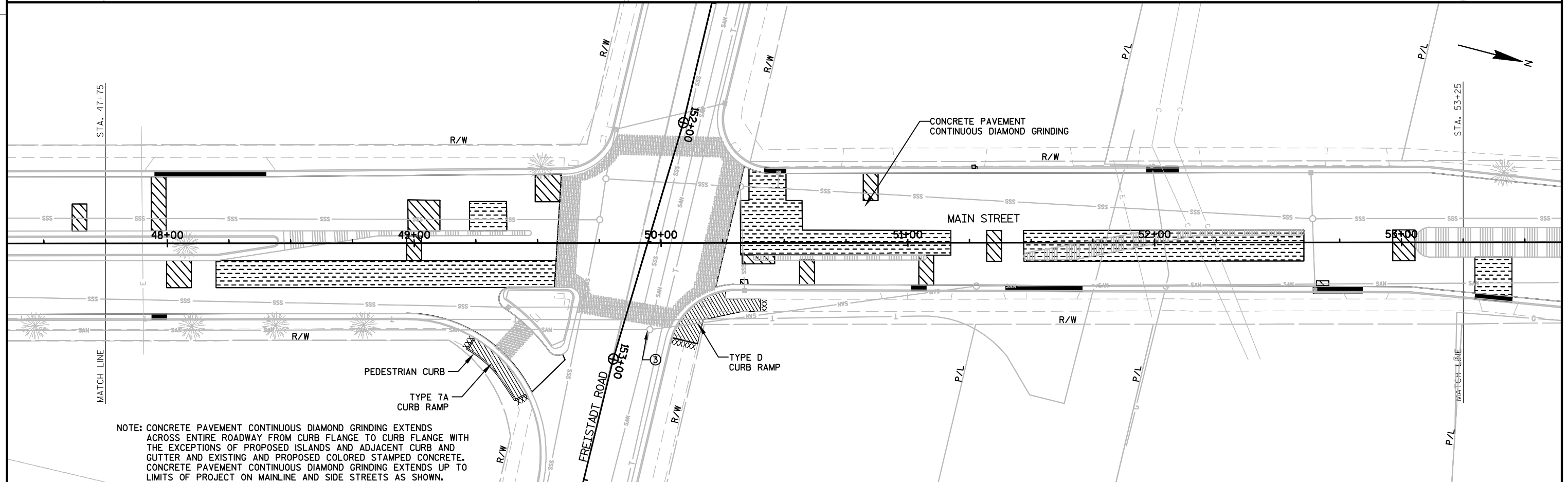
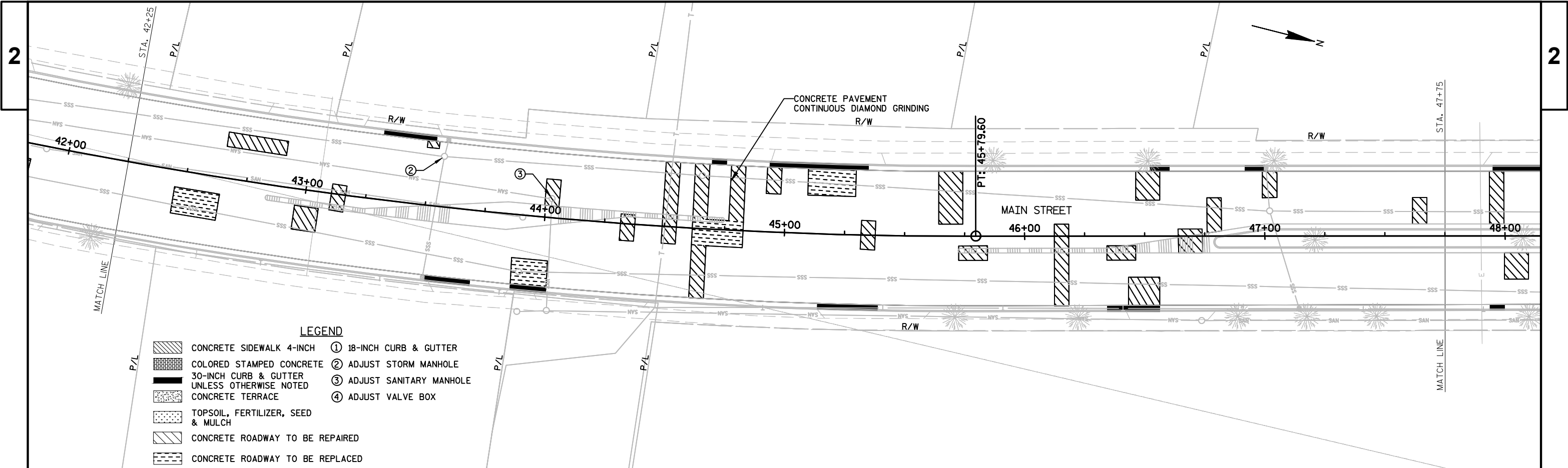
- |  |                                   |                           |
|--|-----------------------------------|---------------------------|
|  | CONCRETE SIDEWALK 4-INCH          | ① 18-INCH CURB & GUTTER   |
|  | COLORED STAMPED CONCRETE          | ② ADJUST STORM MANHOLE    |
|  | 30-INCH CURB & GUTTER             | ③ ADJUST SANITARY MANHOLE |
|  | CONCRETE TERRACE                  | ④ ADJUST VALVE BOX        |
|  | TOPSOIL, FERTILIZER, SEED & MULCH |                           |
|  | CONCRETE ROADWAY TO BE REPAIRED   |                           |
|  | CONCRETE ROADWAY TO BE REPLACED   |                           |

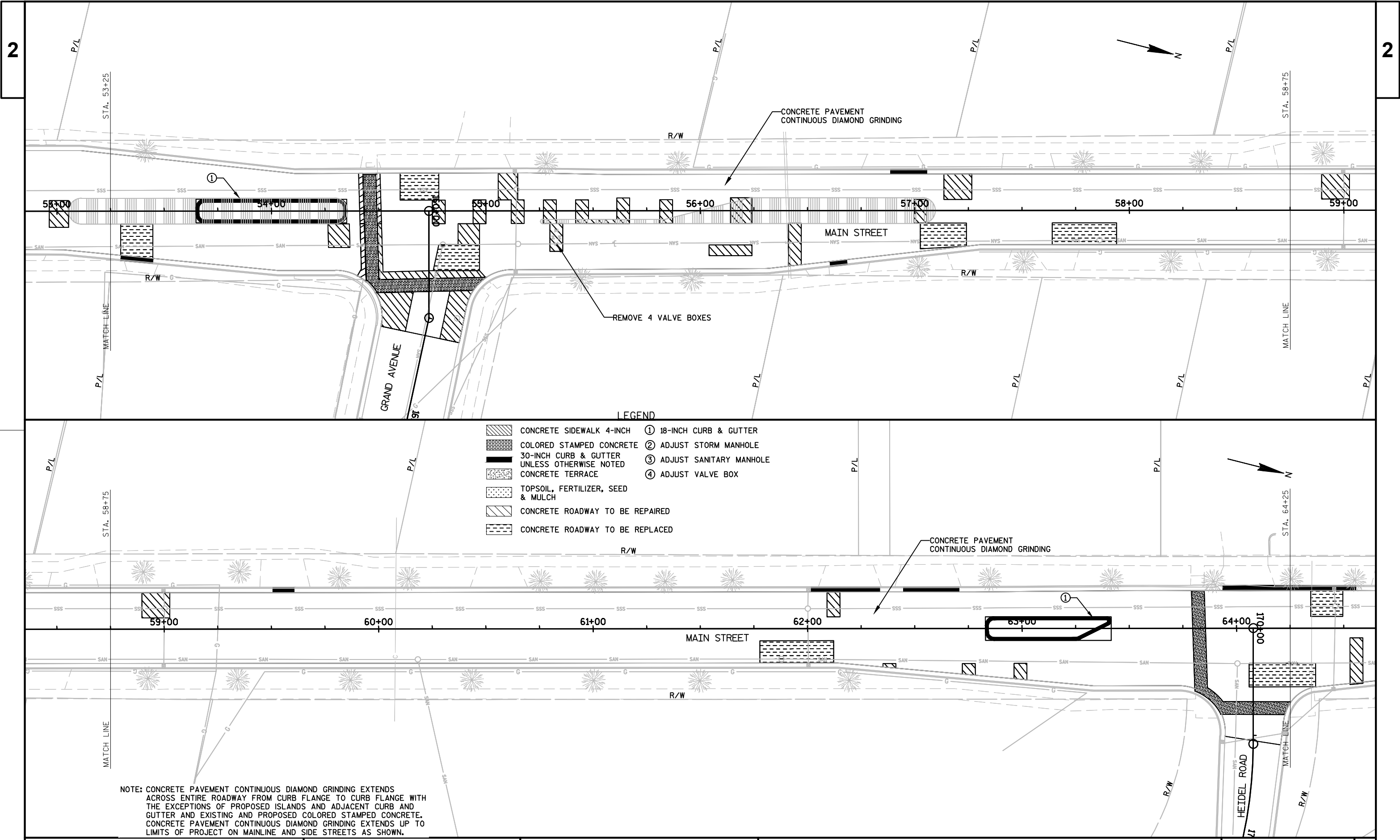
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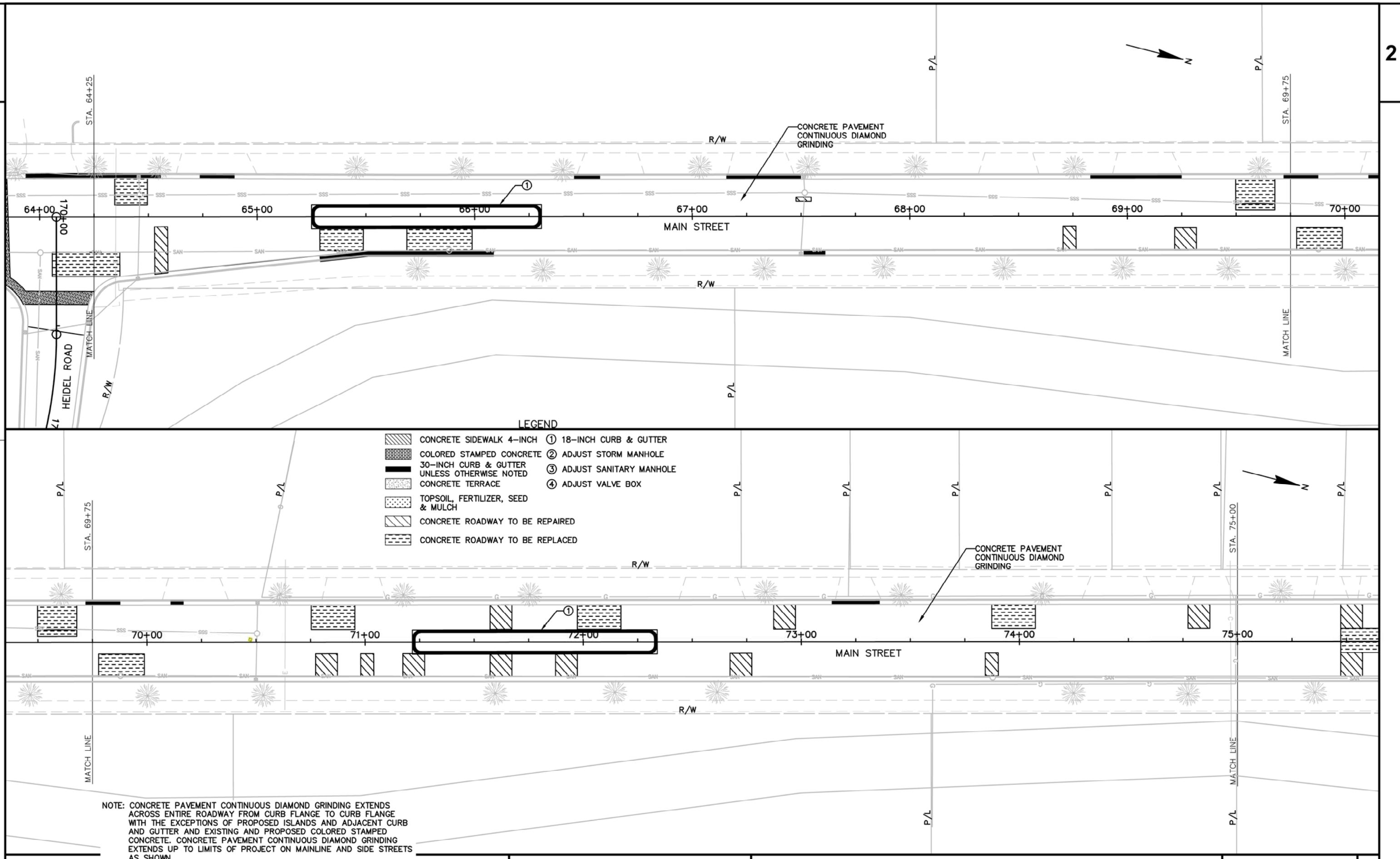


NOTE: CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS  
ACROSS ENTIRE ROADWAY FROM CURB FLANGE TO CURB FLANGE WITH  
THE EXCEPTIONS OF PROPOSED ISLANDS AND ADJACENT CURB AND  
GUTTER AND EXISTING AND PROPOSED COLORED STAMPED CONCRETE.  
CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS UP TO  
LIMITS OF PROJECT ON MAINLINE AND SIDE STREETS AS SHOWN.





NOTE: CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS ACROSS ENTIRE ROADWAY FROM CURB FLANGE TO CURB FLANGE WITH THE EXCEPTIONS OF PROPOSED ISLANDS AND ADJACENT CURB AND GUTTER AND EXISTING AND PROPOSED COLORED STAMPED CONCRETE. CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS UP TO LIMITS OF PROJECT ON MAINLINE AND SIDE STREETS AS SHOWN.



PROJECT NO: 2697-00-75

MAIN STREET

COUNTY: OZAUKEE

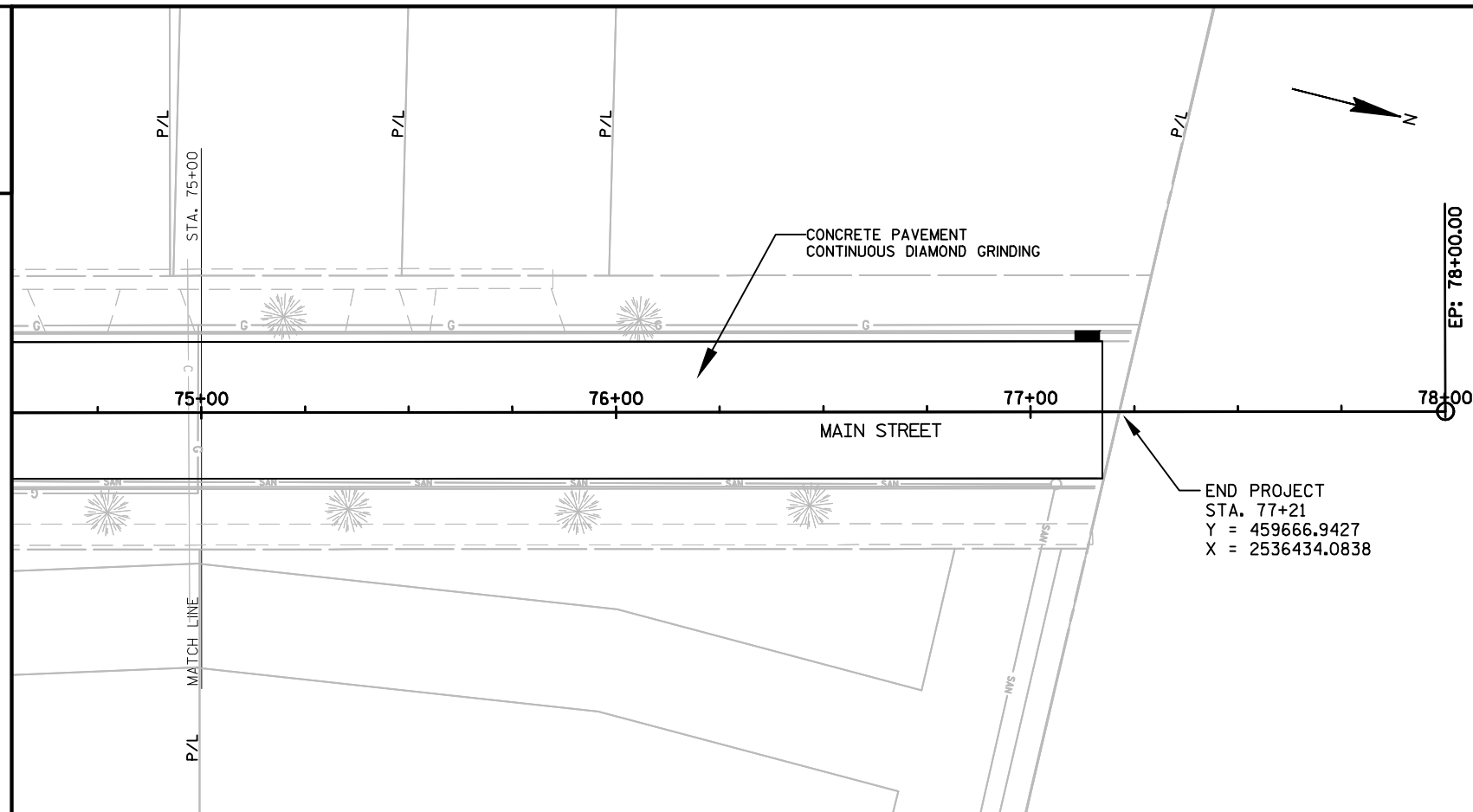
PLAN DETAILS

SHEET

103

E



**LEGEND**

|                                                                                       |                                   |                           |
|---------------------------------------------------------------------------------------|-----------------------------------|---------------------------|
|  | CONCRETE SIDEWALK 4-INCH          | ① 18-INCH CURB & GUTTER   |
|  | COLORED STAMPED CONCRETE          | ② ADJUST STORM MANHOLE    |
|  | 30-INCH CURB & GUTTER             | ③ ADJUST SANITARY MANHOLE |
|  | CONCRETE TERRACE                  | ④ ADJUST VALVE BOX        |
|  | TOPSOIL, FERTILIZER, SEED & MULCH |                           |
|  | CONCRETE ROADWAY TO BE REPAIRED   |                           |
|  | CONCRETE ROADWAY TO BE REPLACED   |                           |

NOTE: CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS ACROSS ENTIRE ROADWAY FROM CURB FLANGE TO CURB FLANGE WITH THE EXCEPTIONS OF PROPOSED ISLANDS AND ADJACENT CURB AND GUTTER AND EXISTING AND PROPOSED COLORED STAMPED CONCRETE. CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING EXTENDS UP TO LIMITS OF PROJECT ON MAINLINE AND SIDE STREETS AS SHOWN.

3

| DATE 17SEP15 |            | E S T I M A T E O F Q U A N T I T I E S           |      |            |            |
|--------------|------------|---------------------------------------------------|------|------------|------------|
| LINE         |            | 2697-00-75                                        |      |            |            |
| NUMBER       | ITEM       | ITEM DESCRIPTION                                  | UNIT | TOTAL      | QUANTITY   |
| 0010         | 204.0100   | Removing Pavement                                 | SY   | 1,365.000  | 1,365.000  |
| 0020         | 204.0110   | Removing Asphaltic Surface                        | SY   | 174.000    | 174.000    |
| 0030         | 204.0150   | Removing Curb & Gutter                            | LF   | 1,870.000  | 1,870.000  |
| 0040         | 204.0155   | Removing Concrete Sidewalk                        | SY   | 186.000    | 186.000    |
| 0050         | 305.0120   | Base Aggregate Dense 1 1/4-Inch                   | TON  | 596.000    | 596.000    |
| 0060         | 415.0090   | Concrete Pavement 9-Inch                          | SY   | 70.000     | 70.000     |
| 0070         | 416.0610   | Drilled Tie Bars                                  | EACH | 1,310.000  | 1,310.000  |
| 0080         | 416.0620   | Drilled Dowel Bars                                | EACH | 3,720.000  | 3,720.000  |
| 0090         | 416.1710   | Concrete Pavement Repair                          | SY   | 1,260.000  | 1,260.000  |
| 0100         | 416.1715   | Concrete Pavement Repair SHES                     | SY   | 125.000    | 125.000    |
| 0110         | 416.1720   | Concrete Pavement Replacement                     | SY   | 1,543.000  | 1,543.000  |
| 0120         | 416.1725   | Concrete Pavement Replacement SHES                | SY   | 124.000    | 124.000    |
| 0130         | 420.1000.S | Concrete Pavement Continuous Diamond Grinding     | SY   | 30,250.000 | 30,250.000 |
| 0140         | 440.4410.S | Incentive IRI Ride                                | DOL  | 5,092.000  | 5,092.000  |
| 0150         | 455.0120   | Asphaltic Material PG64-28                        | TON  | 3.500      | 3.500      |
| 0160         | 455.0605   | Tack Coat                                         | GAL  | 10.000     | 10.000     |
| 0170         | 460.1101   | HMA Pavement Type E-1                             | TON  | 52.000     | 52.000     |
| 0180         | 601.0409   | Concrete Curb & Gutter 30-Inch Type A             | LF   | 1,181.000  | 1,181.000  |
| 0190         | 601.0600   | Concrete Curb Pedestrian                          | LF   | 46.000     | 46.000     |
| 0200         | 602.0405   | Concrete Sidewalk 4-Inch                          | SF   | 1,851.000  | 1,851.000  |
| 0210         | 602.0515   | Curb Ramp Detectable Warning Field Natural Patina | SF   | 96.000     | 96.000     |
| 0220         | 611.8110   | Adjusting Manhole Covers                          | EACH | 4.000      | 4.000      |
| 0230         | 619.1000   | Mobilization                                      | EACH | 1.000      | 1.000      |
| 0240         | 625.0100   | Topsoil                                           | SY   | 775.000    | 775.000    |
| 0250         | 627.0200   | Mulching                                          | SY   | 775.000    | 775.000    |
| 0260         | 628.1905   | Mobilizations Erosion Control                     | EACH | 1.000      | 1.000      |
| 0270         | 628.1910   | Mobilizations Emergency Erosion Control           | EACH | 2.000      | 2.000      |
| 0280         | 628.7015   | Inlet Protection Type C                           | EACH | 53.000     | 53.000     |
| 0290         | 629.0210   | Fertilizer Type B                                 | CWT  | 0.480      | 0.480      |
| 0300         | 630.0140   | Seeding Mixture No. 40                            | LB   | 14.000     | 14.000     |
| 0310         | 643.0100   | Traffic Control (project) 01. 2697-00-75          | EACH | 1.000      | 1.000      |
| 0320         | 643.0300   | Traffic Control Drums                             | DAY  | 22,121.000 | 22,121.000 |
| 0330         | 643.0420   | Traffic Control Barricades Type III               | DAY  | 935.000    | 935.000    |
| 0340         | 643.0500   | Traffic Control Flexible Tubular Marker Posts     | EACH | 499.000    | 499.000    |
| 0350         | 643.0600   | Traffic Control Flexible Tubular Marker Bases     | EACH | 499.000    | 499.000    |
| 0360         | 643.0705   | Traffic Control Warning Lights Type A             | DAY  | 1,828.000  | 1,828.000  |
| 0370         | 643.0715   | Traffic Control Warning Lights Type C             | DAY  | 879.000    | 879.000    |
| 0380         | 643.0900   | Traffic Control Signs                             | DAY  | 2,324.000  | 2,324.000  |
| 0390         | 646.0106   | Pavement Marking Epoxy 4-Inch                     | LF   | 13,816.000 | 13,816.000 |
| 0400         | 646.0126   | Pavement Marking Epoxy 8-Inch                     | LF   | 1,239.000  | 1,239.000  |
| 0410         | 646.0600   | Removing Pavement Markings                        | LF   | 1,678.000  | 1,678.000  |
| 0420         | 647.0156   | Pavement Marking Arrows Epoxy Type 1              | EACH | 1.000      | 1.000      |
| 0430         | 647.0166   | Pavement Marking Arrows Epoxy Type 2              | EACH | 47.000     | 47.000     |
| 0440         | 647.0176   | Pavement Marking Arrows Epoxy Type 3              | EACH | 1.000      | 1.000      |
| 0450         | 647.0196   | Pavement Marking Arrows Epoxy Type 5              | EACH | 4.000      | 4.000      |
| 0460         | 647.0356   | Pavement Marking Words Epoxy                      | EACH | 5.000      | 5.000      |
| 0470         | 647.0556   | Pavement Marking Stop Line Epoxy 12-Inch          | LF   | 193.000    | 193.000    |
| 0480         | 647.0656   | Pavement Marking Parking Stall Epoxy              | LF   | 400.000    | 400.000    |
| 0490         | 647.0726   | Pavement Marking Diagonal Epoxy 12-Inch           | LF   | 214.000    | 214.000    |
| 0500         | 647.0776   | Pavement Marking Crosswalk Epoxy 12-Inch          | LF   | 1,014.000  | 1,014.000  |

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| DATE 17SEP15 |          | E S T I M A T E O F Q U A N T I T I E S                            |      |            |            |
|--------------|----------|--------------------------------------------------------------------|------|------------|------------|
| LINE         |          |                                                                    |      | 2697-00-75 |            |
| NUMBER       | ITEM     | ITEM DESCRIPTION                                                   | UNIT | TOTAL      | QUANTITY   |
| 0510         | 647.0955 | Removing Pavement Markings Arrows                                  | EACH | 26.000     | 26.000     |
| 0520         | 647.0965 | Removing Pavement Markings Words                                   | EACH | 7.000      | 7.000      |
| 0530         | 649.0100 | Temporary Pavement Marking 4-Inch                                  | LF   | 14,297.000 | 14,297.000 |
| 0540         | 649.0400 | Temporary Pavement Marking Removable Tape 4-Inch                   | LF   | 10,026.000 | 10,026.000 |
| 0550         | 650.9910 | Construction Staking Supplemental Control (project) 01. 2697-00-75 | LS   | 1.000      | 1.000      |
| 0560         | 690.0150 | Sawing Asphalt                                                     | LF   | 112.000    | 112.000    |
| 0570         | 690.0250 | Sawing Concrete                                                    | LF   | 543.000    | 543.000    |
| 0580         | ASP.1T0A | On-the-Job Training Apprentice at \$5.00/HR                        | HRS  | 300.000    | 300.000    |
| 0590         | ASP.1T0G | On-the-Job Training Graduate at \$5.00/HR                          | HRS  | 300.000    | 300.000    |
| 0600         | SPV.0035 | Special 01. Coloring Concrete Dark Gray                            | CY   | 86.000     | 86.000     |
| 0610         | SPV.0060 | Special 01. ADJUSTING MANHOLE COVERS (SANITARY)                    | EACH | 3.000      | 3.000      |
| 0620         | SPV.0060 | Special 02. ADJUSTING VALVE BOXES                                  | EACH | 1.000      | 1.000      |
| 0630         | SPV.0060 | Special 03. INTERNAL/EXTERNAL SANITARY MH SEAL                     | EACH | 3.000      | 3.000      |
| 0640         | SPV.0060 | Special 04. TRENCH GRATE                                           | EACH | 6.000      | 6.000      |
| 0650         | SPV.0060 | Special 05. TRENCH LID (SOLID)                                     | EACH | 3.000      | 3.000      |
| 0660         | SPV.0060 | Special 06. REMOVING VALVE BOXES                                   | EACH | 4.000      | 4.000      |
| 0670         | SPV.0090 | Special 01. CONCRETE TRENCH                                        | LF   | 54.000     | 54.000     |
| 0680         | SPV.0090 | Special 02. CURB AND GUTTER 18-INCH REVERSE PAN                    | LF   | 1,463.000  | 1,463.000  |
| 0690         | SPV.0090 | Special 03. CURB AND GUTTER 30-INCH TYPE A HES                     | LF   | 699.000    | 699.000    |
| 0700         | SPV.0165 | Special 01. STAMPED CONCRETE                                       | SF   | 3,009.000  | 3,009.000  |
| 0710         | SPV.0165 | Special 02. GRIND CORRUGATED MEDIANS FLUSH                         | SF   | 7,116.000  | 7,116.000  |

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| PAVEMENT REMOVAL |    |         |       |                   |                            |
|------------------|----|---------|-------|-------------------|----------------------------|
|                  |    |         |       | Removing Pavement | Removing Asphaltic Surface |
|                  |    |         |       | 204.0100          | 204.0110                   |
| Station          | to | Station | LT/RT | S.Y.              | S.Y.                       |
| Stage 1          |    |         |       |                   |                            |
| 10+23            |    | 10+80   | LT    | 54                | 0                          |
| 10+69            |    | 10+80   | LT    | 0                 | 10                         |
| 10+74            |    | 11+05   | LT    | 20                | 0                          |
| 11+60            |    | 12+91   | LT    | 59                | 0                          |
| 19+18            |    | 19+60   | LT    | 35                | 0                          |
| 24+29            |    | 24+35   | LT    | 8                 | 0                          |
| 32+89            |    | 32+95   | LT    | 7                 | 0                          |
| 35+83            |    | 36+04   | LT    | 0                 | 26                         |
| 36+66            |    | 36+87   | LT    | 0                 | 26                         |
| 39+58            |    | 39+64   | LT    | 15                | 0                          |
| 54+43            |    | 54+49   | LT    | 7                 | 0                          |
| 63+79            |    | 63+85   | LT    | 7                 | 0                          |
| Stage 1 Totals   |    |         |       | 212               | 62                         |
| Stage 2a         |    |         |       |                   |                            |
| 10+23            |    | 10+29   | RT    | 7                 | 0                          |
| 19+54            |    | 19+60   | RT    | 7                 | 0                          |
| 24+29            |    | 24+35   | RT    | 8                 | 0                          |
| 32+89            |    | 32+95   | RT    | 7                 | 0                          |
| 35+83            |    | 36+04   | RT    | 0                 | 34                         |
| 36+66            |    | 36+87   | RT    | 0                 | 26                         |
| 39+58            |    | 40+00   | RT    | 42                | 0                          |
| 54+43            |    | 55+00   | RT    | 52                | 0                          |
| 63+79            |    | 64+25   | RT    | 42                | 0                          |
| Stage 2a Totals  |    |         |       | 165               | 60                         |
| Stage 3          |    |         |       |                   |                            |
| 10+23            |    | 10+29   | LT/RT | 7                 | 0                          |
| 13+84            |    | 14+68   | LT/RT | 103               | 0                          |
| 17+31            |    | 17+95   | LT/RT | 78                | 0                          |
| 19+54            |    | 19+60   | LT/RT | 7                 | 0                          |
| 24+19            |    | 24+46   | RT    | 28                | 0                          |
| 24+21            |    | 24+46   | LT    | 26                | 0                          |
| 32+79            |    | 33+07   | RT    | 25                | 0                          |
| 32+89            |    | 32+95   | LT/RT | 7                 | 0                          |
| 34+03            |    | 34+62   | LT/RT | 72                | 0                          |
| 35+83            |    | 36+04   | LT/RT | 0                 | 26                         |
| 36+66            |    | 36+86   | LT/RT | 0                 | 26                         |
| 38+37            |    | 39+42   | LT/RT | 97                | 0                          |
| 40+37            |    | 41+21   | LT/RT | 81                | 0                          |
| 53+65            |    | 54+35   | LT/RT | 86                | 0                          |
| 54+43            |    | 54+49   | LT/RT | 7                 | 0                          |
| 62+83            |    | 63+47   | RT    | 72                | 0                          |
| 63+79            |    | 63+85   | LT/RT | 7                 | 0                          |
| 65+15            |    | 66+25   | LT/RT | 129               | 0                          |
| 71+21            |    | 72.53   | LT/RT | 156               | 0                          |
| Stage 3 Totals   |    |         |       | 988               | 52                         |
| Project Totals   |    |         |       |                   |                            |
|                  |    |         |       | 1365              | 174                        |

| CONCRETE CURB AND GUTTER REMOVAL |    |         |       |                        |
|----------------------------------|----|---------|-------|------------------------|
|                                  |    |         |       | Removing Curb & Gutter |
|                                  |    |         |       | 204.0150               |
| Station                          | to | Station | LT/RT | L.F.                   |
| Stage 1                          |    |         |       |                        |
| 10+69                            |    | 11+18   | LT    | 70                     |
| 11+60                            |    | 12+91   | LT    | 133                    |
| 13+43                            |    | 13+98   | LT    | 55                     |
| 15+48                            |    | 15+90   | LT    | 42                     |
| 16+86                            |    | 16+99   | LT    | 13                     |
| 19+00                            |    | 19+17   | LT    | 33                     |
| 19+43                            |    | 19+61   | LT    | 34                     |
| 20+15                            |    | 20+33   | LT    | 18                     |
| 20+42                            |    | 20+60   | LT    | 18                     |
| 20+71                            |    | 20+92   | LT    | 21                     |
| 23+16                            |    | 23+37   | LT    | 21                     |
| 25+04                            |    | 25+19   | LT    | 15                     |
| 26+09                            |    | 26+17   | LT    | 8                      |
| 26+33                            |    | 26+39   | LT    | 6                      |
| 26+68                            |    | 26+78   | LT    | 10                     |
| 27+30                            |    | 27+54   | LT    | 24                     |
| 27+79                            |    | 27+90   | LT    | 11                     |
| 28+00                            |    | 28+09   | LT    | 9                      |
| 30+75                            |    | 30+99   | LT    | 24                     |
| 31+73                            |    | 31+89   | LT    | 16                     |
| 32+06                            |    | 32+11   | LT    | 5                      |
| 32+25                            |    | 32+46   | LT    | 21                     |
| 33+07                            |    | 33+18   | LT    | 11                     |
| 33+42                            |    | 33+50   | LT    | 8                      |
| 34+89                            |    | 35+11   | LT    | 22                     |
| 35+45                            |    | 35+57   | LT    | 12                     |
| 35+64                            |    | 36+04   | LT    | 40                     |
| 36+87                            |    | 37+71   | LT    | 84                     |
| 37+96                            |    | 38+22   | LT    | 26                     |
| 40+16                            |    | 40+27   | LT    | 11                     |
| 41+28                            |    | 41+36   | LT    | 8                      |
| 43+29                            |    | 43+51   | LT    | 22                     |
| 44+69                            |    | 44+75   | LT    | 6                      |
| 44+93                            |    | 45+34   | LT    | 41                     |
| 46+52                            |    | 46+60   | LT    | 8                      |
| 46+92                            |    | 47+00   | LT    | 8                      |
| 47+95                            |    | 48+40   | LT    | 45                     |
| 50+43                            |    | 50+51   | LT    | 8                      |
| 51+96                            |    | 52+19   | LT    | 13                     |
| 56+88                            |    | 57+05   | LT    | 17                     |
| 59+51                            |    | 59+61   | LT    | 10                     |
| 62+02                            |    | 62+34   | LT    | 32                     |
| 62+40                            |    | 62+71   | LT    | 31                     |
| 63+94                            |    | 64+56   | LT    | 62                     |
| 64+73                            |    | 64+89   | LT    | 16                     |
| 66+46                            |    | 66+58   | LT    | 12                     |
| 67+25                            |    | 67+49   | LT    | 24                     |
| 68+83                            |    | 69+25   | LT    | 42                     |
| 69+72                            |    | 69+88   | LT    | 16                     |
| 70+11                            |    | 70+17   | LT    | 6                      |
| 73+14                            |    | 73+36   | LT    | 22                     |
| 77+11                            |    | 77+177  | LT    | 6                      |
| Stage 1 Totals                   |    |         |       | 1276                   |

| CONCRETE CURB AND GUTTER REMOVAL |    |         |       |          |
|----------------------------------|----|---------|-------|----------|
|                                  |    |         |       | 204.0150 |
| Station                          | to | Station | LT/RT | L.F.     |
| Stage 2a                         |    |         |       |          |
| 12+29                            |    | 12+43   | RT    | 14       |
| 13+12                            |    | 13+22   | RT    | 10       |
| 13+42                            |    | 13+82   | RT    | 20       |
| 20+30                            |    | 20+48   | RT    | 18       |
| 20+71                            |    | 21+01   | RT    | 30       |
| 21+90                            |    | 22+31   | RT    | 41       |
| 25+47                            |    | 25+57   | RT    | 10       |
| 26+65                            |    | 26+70   | RT    | 6        |
| 26+76                            |    | 26+95   | RT    | 20       |
| 27+64                            |    | 27+87   | RT    | 23       |
| 35+37                            |    | 35+42   | RT    | 5        |
| 36+80                            |    | 36+94   | RT    | 14       |
| 37+22                            |    | 37+28   | RT    | 6        |
| 37+39                            |    | 37+45   | RT    | 6        |
| 43+52                            |    | 43+71   | RT    | 19       |
| 43+88                            |    | 44+03   | RT    | 15       |
| 45+15                            |    | 45+40   | RT    | 35       |
| 46+35                            |    | 46+57   | RT    | 22       |
| 47+94                            |    | 48+00   | RT    | 6        |
| 51+02                            |    | 51+08   | RT    | 6        |
| 51+40                            |    | 51+71   | RT    | 31       |
| 52+65                            |    | 52+83   | RT    | 20       |
| 53+30                            |    | 53+45   | RT    | 15       |
| 56+60                            |    | 56+68   | RT    | 8        |
| 65+28                            |    | 66+08   | RT    | 80       |
| 67+51                            |    | 67+61   | RT    | 10       |
| Stage 2a Total                   |    |         |       | 490      |
| Stage 3                          |    |         |       |          |
| 24+20                            |    | 24+58   | RT    | 38       |
| 24+20                            |    | 24+58   | LT    | 38       |
| 32+79                            |    | 33+07   | RT    | 28       |
| Stage 3 Total                    |    |         |       | 104      |
| Project Total                    |    |         |       |          |
|                                  |    |         |       | 1870     |

| CONCRETE SIDEWALK REMOVAL |    |         |       |                            |
|---------------------------|----|---------|-------|----------------------------|
|                           |    |         |       | Removing Concrete Sidewalk |
|                           |    |         |       | 204.0155                   |
| Station                   | to | Station | LT/RT | S.Y.                       |
| Stage 1                   |    |         |       |                            |
| 10+78                     |    | 11+18   | LT    | 23                         |
| 18+91                     |    | 19+17   | LT    | 19                         |
| 19+46                     |    | 19+67   | LT    | 18                         |
| Stage 1 Total             |    |         |       | 60                         |
| Stage 2a                  |    |         |       |                            |
| 19+34                     |    | 19+86   | RT    | 33                         |
| 49+22                     |    | 49+45   | RT    | 16                         |
| 50+04                     |    | 50+40   | RT    | 29                         |
| Stage 2a Total            |    |         |       | 78                         |
| Stage 3                   |    |         |       |                            |
| 24+29                     |    | 24+35   | RT    | 6                          |
| 24+48                     |    | 24+55   | LT    | 4                          |
| 24+48                     |    | 24+55   | RT    | 4                          |
| 32+78                     |    | 33+10   | RT    | 34                         |
| Stage 3 Total             |    |         |       | 48                         |
| Project Total             |    |         |       |                            |
|                           |    |         |       | 186                        |

| GRIND CORRUGATED MEDIANS FLUSH |    |         |       |                                |
|--------------------------------|----|---------|-------|--------------------------------|
|                                |    |         |       | Grind Corrugated Medians Flush |
|                                |    |         |       | SPV.0165.02                    |
| Station                        | to | Station | LT/RT | S.F.                           |
| Pre-Stage 1                    |    |         |       |                                |
| 25+89                          |    | 27+10   | LT/RT | 894                            |
| 27+57                          |    | 28+18   | LT/RT | 61                             |
| 38+00                          |    | 39+36   | LT    | 1078                           |
| 50+37                          |    | 51+08   | RT    | 140                            |
| 51+47                          |    | 52+60   | LT/RT | 443                            |
| 53+05                          |    | 54+36   | LT/RT | 1528                           |
| 55+25                          |    | 57+10   | LT/RT | 1411                           |
| Pre-Stage 1 Total              |    |         |       | 5555                           |
| Stage 1                        |    |         |       |                                |
| 42+84                          |    | 44+75   | LT/RT | 898                            |
| 44+72                          |    | 46+77   | LT/RT | 346                            |
| 48+47                          |    | 49+48   | LT/RT | 317                            |
| Stage 1 Total                  |    |         |       | 1561                           |
| Project Total                  |    |         |       |                                |
|                                |    |         |       | 7116                           |

| DIAMOND GRINDING |       |                                        |
|------------------|-------|----------------------------------------|
|                  |       | Conc Pvmnt Continuous Diamond Grinding |
|                  |       | 420.1000.S                             |
| Stage            | LT/RT | S.Y.                                   |
| 1                | LT    | 12300                                  |
| 2a               | RT    | 12050                                  |
| 3                | LT/RT | 5900                                   |
| Project Total    |       | 30250                                  |

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| BASE AGGREGATE |       |                                 |
|----------------|-------|---------------------------------|
|                |       | Base Aggregate Dense 1-1/4-Inch |
|                |       | 305.0120                        |
| Stage          | LT/RT | TON                             |
| 1              | LT    | 248                             |
| 2              | RT    | 117                             |
| 3              | LT/RT | 231                             |
| Project Total  |       | 596                             |

| CONCRETE PAVEMENT |    |         |       |                          |
|-------------------|----|---------|-------|--------------------------|
|                   |    |         |       | Concrete Pavement 9-Inch |
|                   |    |         |       | 415.0090                 |
| Station           | to | Station | LT/RT | S.Y.                     |
| Stage 1           |    |         |       |                          |
| 10+74             |    | 11+05   | LT    | 9                        |
| Stage 1 Total     |    |         |       | 9                        |
| Stage 2a          |    |         |       |                          |
| Stage 2a Total    |    |         |       | 0                        |
| Stage 3           |    |         |       |                          |
| 13+84             |    | 14+68   | LT/RT | 1                        |
| 17+31             |    | 17+95   | LT/RT | 1                        |
| 24+19             |    | 24+29   |       | 6                        |
| 24+21             |    | 24+29   |       | 4                        |
| 24+36             |    | 24+46   |       | 6                        |
| 24+36             |    | 24+46   |       | 6                        |
| 32+79             |    | 32+80   | RT    | 5                        |
| 32+96             |    | 33+07   | RT    | 5                        |
| 34+03             |    | 34+62   | LT/RT | 1                        |
| 38+37             |    | 39+42   | LT/RT | 1                        |
| 40+38             |    | 41+35   | LT/RT | 1                        |
| 53+65             |    | 54+35   | LT/RT | 1                        |
| 62+83             |    | 63+40   | LT/RT | 10                       |
| 65+15             |    | 66+25   | LT/RT | 6                        |
| 71+21             |    | 72+53   | LT/RT | 7                        |
| Stage 3 Total     |    |         |       | 61                       |
| Project Total     |    |         |       |                          |
|                   |    |         |       | 70                       |

| TIE BARS      |       |                  |
|---------------|-------|------------------|
|               |       | Drilled Tie Bars |
|               |       | 416.0610         |
| Stage         | LT/RT | Each             |
| 1             | LT    | 520              |
| 2a            | RT    | 760              |
| 3             | LT/RT | 30               |
| Project Total |       | 1310             |

| DOWEL BARS    |       |                    |
|---------------|-------|--------------------|
|               |       | Drilled Dowel Bars |
|               |       | 416.0620           |
| Stage         | LT/RT | Each               |
| 1             | LT    | 1500               |
| 2a            | RT    | 1720               |
| 3             | LT/RT | 500                |
| Project Total |       | 3720               |

|                |    |         |       | Concrete Pavement Repair | Concrete Pavement Repair SHES | Concrete Pavement Replace | Concrete Pavement Replace SHES |
|----------------|----|---------|-------|--------------------------|-------------------------------|---------------------------|--------------------------------|
|                |    |         |       | 416.1710                 | 416.1715                      | 416.1720                  | 416.1725                       |
| Station        | to | Station | LT/RT | S.Y.                     | S.Y.                          | S.Y.                      | S.Y.                           |
| Stage 1        |    |         |       |                          |                               |                           |                                |
| 13+05          |    | 13+25   | LT    | 0                        | 0                             | 25                        | 0                              |
| 17+83          |    | 17+89   | LT    | 7                        | 0                             | 0                         | 0                              |
| 18+98          |    | 19+50   | LT    | 0                        | 0                             | 42                        | 0                              |
| 19+78          |    | 19+84   | LT    | 7                        | 0                             | 0                         | 0                              |
| 20+78          |    | 20+88   | LT    | 14                       | 0                             | 0                         | 0                              |
| 22+12          |    | 22+18   | LT    | 7                        | 0                             | 0                         | 0                              |
| 22+68          |    | 22+74   | LT    | 7                        | 0                             | 0                         | 0                              |
| 23+10          |    | 23+20   | LT    | 22                       | 0                             | 0                         | 0                              |
| 23+30          |    | 23+36   | LT    | 0                        | 7                             | 0                         | 0                              |
| 27+61          |    | 27+67   | LT    | 9                        | 0                             | 0                         | 0                              |
| 27+84          |    | 27+90   | LT    | 9                        | 0                             | 0                         | 0                              |
| 28+00          |    | 28+18   | LT    | 6                        | 0                             | 0                         | 0                              |
| 30+90          |    | 31+00   | LT    | 12                       | 0                             | 0                         | 0                              |
| 31+34          |    | 31+54   | LT    | 0                        | 0                             | 24                        | 0                              |
| 31+66          |    | 31+42   | LT    | 7                        | 0                             | 0                         | 0                              |
| 31+82          |    | 31+94   | LT    | 0                        | 13                            | 0                         | 0                              |
| 32+06          |    | 32+12   | LT    | 7                        | 0                             | 0                         | 0                              |
| 32+57          |    | 32+77   | LT    | 0                        | 0                             | 22                        | 0                              |
| 32+89          |    | 32+91   | LT    | 2                        | 0                             | 0                         | 0                              |
| 33+37          |    | 33+50   | LT    | 15                       | 0                             | 0                         | 0                              |
| 35+57          |    | 35+83   | LT    | 0                        | 0                             | 0                         | 31                             |
| 36+87          |    | 36+93   | LT    | 7                        | 0                             | 0                         | 0                              |
| 37+31          |    | 37+41   | LT    | 11                       | 0                             | 0                         | 0                              |
| 37+70          |    | 37+90   | LT    | 0                        | 0                             | 26                        | 0                              |
| 38+10          |    | 38+32   | LT    | 0                        | 0                             | 29                        | 0                              |
| 39+11          |    | 39+32   | LT    | 0                        | 0                             | 43                        | 0                              |
| 39+32          |    | 39+47   | LT    | 0                        | 0                             | 0                         | 30                             |
| 39+38          |    | 39+48   | LT    | 0                        | 7                             | 0                         | 0                              |
| 39+53          |    | 39+59   | LT    | 15                       | 0                             | 0                         | 0                              |
| 39+64          |    | 39+92   | LT    | 0                        | 0                             | 71                        | 0                              |
| 40+14          |    | 40+23   | LT    | 0                        | 15                            | 0                         | 0                              |
| 40+50          |    | 40+56   | LT    | 7                        | 0                             | 0                         | 0                              |
| 40+83          |    | 41+01   | LT    | 0                        | 0                             | 22                        | 0                              |
| 41+30          |    | 41+45   | LT    | 0                        | 0                             | 17                        | 0                              |
| 41+45          |    | 41+51   | LT    | 13                       | 0                             | 0                         | 0                              |
| 41+64          |    | 41+90   | LT    | 28                       | 0                             | 0                         | 0                              |
| 42+64          |    | 42+89   | LT    | 17                       | 0                             | 0                         | 0                              |
| 43+10          |    | 43+16   | LT    | 7                        | 0                             | 0                         | 0                              |
| 43+46          |    | 43+51   | LT    | 2                        | 0                             | 0                         | 0                              |
| 43+99          |    | 44+05   | LT    | 7                        | 0                             | 0                         | 0                              |
| 44+32          |    | 44+38   | LT    | 7                        | 0                             | 0                         | 0                              |
| 44+49          |    | 44+55   | LT    | 23                       | 0                             | 0                         | 0                              |
| 44+62          |    | 44+68   | LT    | 14                       | 0                             | 0                         | 0                              |
| 44+62          |    | 44+83   | LT    | 0                        | 0                             | 26                        | 0                              |
| 44+77          |    | 44+83   | LT    | 14                       | 0                             | 0                         | 0                              |
| 44+92          |    | 44+98   | LT    | 7                        | 0                             | 0                         | 0                              |
| 45+10          |    | 45+30   | LT    | 0                        | 0                             | 28                        | 0                              |
| 45+32          |    | 45+38   | LT    | 8                        | 0                             | 0                         | 0                              |
| 45+65          |    | 45+75   | LT    | 24                       | 0                             | 0                         | 0                              |
| 46+12          |    | 46+18   | LT    | 8                        | 0                             | 0                         | 0                              |
| 46+45          |    | 46+55   | LT    | 11                       | 0                             | 0                         | 0                              |
| 46+69          |    | 46+79   | LT    | 9                        | 0                             | 0                         | 0                              |
| 46+76          |    | 46+82   | LT    | 9                        | 0                             | 0                         | 0                              |
| 46+99          |    | 47+05   | LT    | 7                        | 0                             | 0                         | 0                              |
| 47+62          |    | 47+68   | LT    | 7                        | 0                             | 0                         | 0                              |
| 47+93          |    | 48+01   | LT    | 15                       | 0                             | 0                         | 0                              |
| 48+97          |    | 49+09   | LT    | 18                       | 0                             | 0                         | 0                              |
| 49+22          |    | 49+37   | LT    | 0                        | 0                             | 20                        | 0                              |
| 49+47          |    | 49+57   | LT    | 4                        | 0                             | 0                         | 0                              |
| 50+33          |    | 50+66   | LT    | 0                        | 0                             | 52                        | 0                              |
| 50+82          |    | 50+88   | LT    | 7                        | 0                             | 0                         | 0                              |
| 54+41          |    | 54+44   | LT    | 4                        | 0                             | 0                         | 0                              |
| 54+49          |    | 54+51   | LT    | 2                        | 0                             | 0                         | 0                              |
| 54+60          |    | 54+78   | LT    | 0                        | 0                             | 25                        | 0                              |
| 55+05          |    | 55+14   | LT    | 11                       | 0                             | 0                         | 0                              |
| 57+13          |    | 57+26   | LT    | 16                       | 0                             | 0                         | 0                              |
| 58+90          |    | 59+03   | LT    | 16                       | 0                             | 0                         | 0                              |
| 62+08          |    | 62+14   | LT    | 0                        | 7                             | 0                         | 0                              |
| 64+34          |    | 64+50   | LT    | 0                        | 0                             | 18                        | 0                              |
| 67+48          |    | 67+55   | LT    | 2                        | 0                             | 0                         | 0                              |
| 69+50          |    | 69+68   | LT    | 0                        | 0                             | 22                        | 0                              |
| 70+75          |    | 70+95   | LT    | 0                        | 0                             | 25                        | 0                              |
| 71+57          |    | 71+67   | LT    | 12                       | 0                             | 0                         | 0                              |
| 71+97          |    | 72+17   | LT    | 0                        | 0                             | 25                        | 0                              |
| 72+87          |    | 72+97   | LT    | 12                       | 0                             | 0                         | 0                              |
| 73+87          |    | 74+07   | LT    | 0                        | 0                             | 25                        | 0                              |
| 74+78          |    | 74+88   | LT    | 0                        | 12                            | 0                         | 0                              |
| 75+47          |    | 75+57   | LT    | 12                       | 0                             | 0                         | 0                              |
| Stage 1 Totals |    |         |       | 524                      | 61                            | 587                       | 61                             |

| CONCRETE PAVEMENT REPAIR |    |         |       |          |          |          |          |
|--------------------------|----|---------|-------|----------|----------|----------|----------|
|                          |    |         |       | 416.1710 | 416.1715 | 416.1720 | 416.1725 |
| Station                  | to | Station | LT/RT | S.Y.     | S.Y.     | S.Y.     | S.Y.     |
| Stage 2a                 |    |         |       |          |          |          |          |
| 13+12                    |    | 13+22   | RT    | 12       | 0        | 0        | 0        |
| 18+75                    |    | 18+85   | RT    | 6        | 0        | 0        | 0        |
| 20+35                    |    | 20+41   | RT    | 5        | 0        | 0        | 0        |
| 20+76                    |    | 20+82   | RT    | 3        | 0        | 0        | 0        |
| 20+85                    |    | 20+91   | RT    | 0        | 4        | 0        | 0        |
| 22+12                    |    | 22+18   | RT    | 0        | 15       | 0        | 0        |
| 24+62                    |    | 24+71   | RT    | 11       | 0        | 0        | 0        |
| 25+95                    |    | 26+01   | RT    | 0        | 14       | 0        | 0        |
| 26+07                    |    | 26+13   | RT    | 0        | 11       | 0        | 0        |
| 26+65                    |    | 26+80   | RT    | 15       | 0        | 0        | 0        |
| 27+28                    |    | 27+33   | RT    | 11       | 0        | 0        | 0        |
| 27+55                    |    | 27+74   | RT    | 0        | 0        | 0        | 23       |
| 27+74                    |    | 27+97   | RT    | 0        | 0        | 0        | 28       |
| 27+87                    |    | 27+97   | RT    | 0        | 12       | 0        | 0        |
| 29+89                    |    | 30+09   | RT    | 0        | 0        | 22       | 0        |
| 30+30                    |    | 30+70   | RT    | 0        | 0        | 51       | 0        |
| 32+04                    |    | 32+27   | RT    | 0        | 0        | 28       | 0        |
| 32+63                    |    | 32+78   | RT    | 0        | 0        | 18       | 0        |
| 32+89                    |    | 32+91   | RT    | 2        | 0        | 0        | 0        |
| 32+97                    |    | 33+09   | RT    | 15       | 0        | 0        | 0        |
| 33+45                    |    | 33+65   | RT    | 0        | 0        | 31       | 0        |
| 34+66                    |    | 34+76   | RT    | 12       | 0        | 0        | 0        |
| 36+87                    |    | 37+00   | RT    | 16       | 0        | 0        | 0        |
| 38+19                    |    | 38+25   | RT    | 11       | 0        | 0        | 0        |
| 39+54                    |    | 39+58   | RT    | 4        | 0        | 0        | 0        |
| 39+64                    |    | 40+10   | RT    | 27       | 0        | 0        | 0        |
| 39+64                    |    | 39+92   | RT    | 0        | 0        | 35       | 0        |
| 40+14                    |    | 40+20   | RT    | 7        | 0        | 0        | 0        |
| 40+50                    |    | 40+56   | RT    | 15       | 0        | 0        | 0        |
| 41+45                    |    | 41+55   | RT    | 11       | 0        | 0        | 0        |
| 41+60                    |    | 41+85   | RT    | 0        | 0        | 28       | 0        |
| 42+46                    |    | 42+65   | RT    | 0        | 0        | 23       | 0        |
| 42+97                    |    | 43+16   | RT    | 11       | 0        | 0        | 0        |
| 43+88                    |    | 44+03   | RT    | 0        | 0        | 18       | 0        |
| 44+62                    |    | 44+68   | RT    | 15       | 0        | 0        | 0        |
| 45+72                    |    | 45+84   | RT    | 8        | 0        | 0        | 0        |
| 46+12                    |    | 46+18   | RT    | 15       | 0        | 0        | 0        |
| 46+35                    |    | 46+47   | RT    | 7        | 0        | 0        | 0        |
| 46+43                    |    | 46+56   | RT    | 16       | 0        | 0        | 0        |
| 48+00                    |    | 48+10   | RT    | 12       | 0        | 0        | 0        |
| 48+20                    |    | 49+57   | RT    | 0        | 0        | 167      | 0        |
| 48+97                    |    | 49+03   | RT    | 7        | 0        | 0        | 0        |
| 50+32                    |    | 51+17   | RT    | 0        | 0        | 94       | 0        |
| 50+32                    |    | 50+35   | RT    | 1        | 0        | 0        | 0        |
| 50+33                    |    | 50+42   | RT    | 5        | 0        | 0        | 0        |
| 50+56                    |    | 50+62   | RT    | 7        | 0        | 0        | 0        |
| 51+05                    |    | 51+11   | RT    | 0        | 7        | 0        | 0        |
| 51+32                    |    | 61+38   | RT    | 7        | 0        | 0        | 0        |
| 51+47                    |    | 52+60   | RT    | 0        | 0        | 151      | 0        |
| 52+66                    |    | 52+72   | RT    | 0        | 1        | 0        | 0        |
| 53+30                    |    | 53+45   | RT    | 0        | 0        | 26       | 0        |
| 54+26                    |    | 54+36   | RT    | 12       | 0        | 0        | 0        |
| 54+39                    |    | 54+43   | RT    | 6        | 0        | 0        | 0        |
| 54+48                    |    | 54+66   | RT    | 24       | 0        | 0        | 0        |
| 54+49                    |    | 54+99   | RT    | 26       | 0        | 0        | 0        |
| 54+75                    |    | 54+97   | RT    | 0        | 0        | 26       | 0        |
| 54+78                    |    | 54+93   | RT    | 24       | 0        | 0        | 0        |
| 54+87                    |    | 54+97   | RT    | 7        | 0        | 0        | 0        |
| 55+30                    |    | 55+36   | RT    | 7        | 0        | 0        | 0        |
| 56+04                    |    | 56+24   | RT    | 11       | 0        | 0        | 0        |
| 56+41                    |    | 56+47   | RT    | 13       | 0        | 0        | 0        |
| 57+03                    |    | 57+23   | RT    | 0        | 0        | 24       | 0        |
| 57+64                    |    | 57+74   | RT    | 0        | 0        | 0        | 12       |
| 57+74                    |    | 57+94   | RT    | 0        | 0        | 25       | 0        |
| 61+72                    |    | 62+11   | RT    | 0        | 0        | 41       | 0        |
| 62+35                    |    | 62+45   | RT    | 1        | 0        | 0        | 0        |
| 62+72                    |    | 62+78   | RT    | 3        | 0        | 0        | 0        |
| 62+96                    |    | 63+02   | RT    | 6        | 0        | 0        | 0        |
| 64+06                    |    | 64+37   | RT    | 0        | 0        | 38       | 0        |
| 64+53                    |    | 64+59   | RT    | 14       | 0        | 0        | 0        |
| 65+28                    |    | 65+48   | RT    | 0        | 0        | 24       | 0        |
| 65+69                    |    | 65+99   | RT    | 0        | 0        | 36       | 0        |
| 68+75                    |    | 68+81   | RT    | 7        | 0        | 0        | 0        |
| 69+22                    |    | 69+32   | RT    | 12       | 0        | 0        | 0        |
| 69+78                    |    | 69+99   | RT    | 0        | 0        | 26       | 0        |
| 70+78                    |    | 70+88   | RT    | 12       | 0        | 0        | 0        |
| 70+98                    |    | 71+04   | RT    | 7        | 0        | 0        | 0        |
| 71+17                    |    | 71+27   | RT    | 12       | 0        | 0        | 0        |
| 71+57                    |    | 71+67   | RT    | 12       | 0        | 0        | 0        |
| 71+87                    |    | 71+97   | RT    | 12       | 0        | 0        | 0        |
| 72+67                    |    | 72+77   | RT    | 12       | 0        | 0        | 0        |
| 73+84                    |    | 73+90   | RT    | 7        | 0        | 0        | 0        |
| 75+47                    |    | 75+67   | RT    | 12       | 0        | 0        | 0        |
| Stage 2a Totals          |    |         |       | 553      | 64       | 932      | 63       |

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|                  |    |         |                  |
|------------------|----|---------|------------------|
| CATEGORY 0010    |    |         |                  |
| STAMPED CONCRETE |    |         | Stamped Concrete |
|                  |    |         | SPV.0165.01      |
| Station          | to | Station | LT/RT S.F.       |
| Stage 1          |    |         |                  |
| 10+23            |    | 10+80   | LT 477           |
| 19+18            |    | 19+60   | LT 316           |
| 24+29            |    | 24+35   | LT 72            |
| 32+89            |    | 32+95   | LT 66            |
| 39+58            |    | 39+64   | LT 138           |
| 54+43            |    | 54+49   | LT 66            |
| 63+79            |    | 63+85   | LT 66            |
| Stage 1 Total    |    |         | 1201             |
| Stage 2a         |    |         |                  |
| 10+23            |    | 10+29   | RT 66            |
| 19+54            |    | 19+60   | RT 66            |
| 24+29            |    | 24+35   | RT 72            |
| 32+89            |    | 32+95   | RT 66            |
| 39+58            |    | 40+00   | RT 367           |
| 54+43            |    | 55+00   | RT 462           |
| 63+79            |    | 64+25   | RT 379           |
| Stage 2a Total   |    |         | 1478             |
| Stage 3          |    |         |                  |
| 10+23            |    | 10+29   | LT/RT 66         |
| 19+54            |    | 19+60   | LT/RT 66         |
| 32+89            |    | 32+95   | LT/RT 66         |
| 54+43            |    | 54+49   | LT/RT 66         |
| 63+79            |    | 63+85   | LT/RT 66         |
| Stage 3 Total    |    |         | 330              |
| Project Total    |    |         |                  |
|                  |    |         | 3009             |

|                   |                   |
|-------------------|-------------------|
| COLORING CONCRETE |                   |
|                   | Coloring Concrete |
|                   | Dark Gray         |
|                   | SPV.0035.01       |
| Stage             | C.Y.              |
| 1                 | 34                |
| 2a                | 42                |
| 3                 | 10                |
| Project Total     | 86                |

|                |    |         |                                         |                                  |                                             |
|----------------|----|---------|-----------------------------------------|----------------------------------|---------------------------------------------|
|                |    |         | Concrete Curb and Gutter 30-Inch Type A | Concrete Curb and Gutter 18-Inch | Concrete Curb and Gutter 30-Inch Type A HES |
|                |    |         | 601.0409                                | SPV.0090.02                      | SPV.0090.03                                 |
|                |    |         | Standard                                | Reverse Pan                      | Standard                                    |
| Station        | to | Station | LT/RT L.F.                              | L.F.                             | L.F.                                        |
| Stage 1        |    |         |                                         |                                  |                                             |
| 10+69          |    | 11+18   | LT 80                                   |                                  |                                             |
| 11+60          |    | 12+91   | LT 133                                  |                                  |                                             |
| 13+43          |    | 13+98   | LT 55                                   |                                  |                                             |
| 15+48          |    | 15+90   | LT                                      |                                  | 42                                          |
| 16+86          |    | 16+99   | LT 13                                   |                                  |                                             |
| 19+00          |    | 19+17   | LT 33                                   |                                  |                                             |
| 19+43          |    | 19+61   | LT 34                                   |                                  |                                             |
| 20+15          |    | 20+33   | LT 18                                   |                                  |                                             |
| 20+42          |    | 20+60   | LT 18                                   |                                  |                                             |
| 20+71          |    | 20+92   | LT 21                                   |                                  |                                             |
| 23+16          |    | 23+37   | LT                                      |                                  | 21                                          |
| 25+04          |    | 25+19   | LT 15                                   |                                  |                                             |
| 26+09          |    | 26+17   | LT 8                                    |                                  |                                             |
| 26+33          |    | 26+39   | LT 6                                    |                                  |                                             |
| 26+68          |    | 26+78   | LT 10                                   |                                  |                                             |
| 27+30          |    | 27+54   | LT 24                                   |                                  |                                             |
| 27+79          |    | 27+90   | LT 11                                   |                                  |                                             |
| 28+00          |    | 28+09   | LT 9                                    |                                  |                                             |
| 30+75          |    | 30+99   | LT 24                                   |                                  |                                             |
| 31+73          |    | 31+89   | LT                                      |                                  | 16                                          |
| 32+06          |    | 32+11   | LT 5                                    |                                  |                                             |
| 32+25          |    | 32+46   | LT                                      |                                  | 21                                          |
| 33+07          |    | 33+18   | LT                                      |                                  | 11                                          |
| 33+42          |    | 33+50   | LT 8                                    |                                  |                                             |
| 34+89          |    | 35+11   | LT                                      |                                  | 22                                          |
| 35+45          |    | 35+57   | LT                                      |                                  | 12                                          |
| 35+64          |    | 36+04   | LT                                      |                                  | 40                                          |
| 36+87          |    | 37+71   | LT 84                                   |                                  |                                             |
| 37+96          |    | 38+22   | LT 26                                   |                                  |                                             |
| 40+16          |    | 40+27   | LT                                      |                                  | 11                                          |
| 41+28          |    | 41+36   | LT 8                                    |                                  |                                             |
| 43+29          |    | 43+51   | LT                                      |                                  | 22                                          |
| 44+69          |    | 44+75   | LT 6                                    |                                  |                                             |
| 44+93          |    | 45+34   | LT                                      |                                  | 41                                          |
| 46+52          |    | 46+60   | LT 8                                    |                                  |                                             |
| 46+92          |    | 47+00   | LT 8                                    |                                  |                                             |
| 47+95          |    | 48+40   | LT                                      |                                  | 45                                          |
| 50+43          |    | 50+51   | LT 8                                    |                                  |                                             |
| 51+96          |    | 52+19   | LT 13                                   |                                  |                                             |
| 56+88          |    | 57+05   | LT                                      |                                  | 17                                          |
| 59+51          |    | 59+61   | LT                                      |                                  | 10                                          |
| 62+02          |    | 62+34   | LT                                      |                                  | 32                                          |
| 62+40          |    | 62+71   | LT                                      |                                  | 31                                          |
| 63+94          |    | 64+20   | LT                                      |                                  | 26                                          |
| 64+20          |    | 64+56   | LT 36                                   |                                  |                                             |
| 64+73          |    | 64+89   | LT                                      |                                  | 16                                          |
| 66+46          |    | 66+58   | LT                                      |                                  | 12                                          |
| 67+25          |    | 67+49   | LT                                      |                                  | 24                                          |
| 68+83          |    | 69+25   | LT                                      |                                  | 42                                          |
| 69+72          |    | 69+88   | LT 16                                   |                                  |                                             |
| 70+11          |    | 70+17   | LT 6                                    |                                  |                                             |
| 73+14          |    | 73+36   | LT                                      |                                  | 22                                          |
| 77+11          |    | 77+177  | LT 6                                    |                                  |                                             |
| Stage 1 Totals |    |         | 750                                     |                                  | 536                                         |

|                |    |         |            |          |             |             |
|----------------|----|---------|------------|----------|-------------|-------------|
|                |    |         |            | 601.0409 | SPV.0090.02 | SPV.0090.03 |
|                |    |         |            | Standard | Reverse Pan | Standard    |
| Station        | to | Station | LT/RT L.F. | L.F.     | L.F.        | L.F.        |
| Stage 2        |    |         |            |          |             |             |
| 12+29          |    | 12+43   | RT 14      |          |             |             |
| 13+12          |    | 13+22   | RT 10      |          |             |             |
| 13+42          |    | 13+82   | RT         |          |             | 20          |
| 20+30          |    | 20+48   | RT 18      |          |             |             |
| 20+71          |    | 21+01   | RT         |          |             | 30          |
| 21+90          |    | 22+31   | RT         |          |             | 41          |
| 25+47          |    | 25+57   | RT         |          |             | 10          |
| 26+65          |    | 26+70   | RT 6       |          |             |             |
| 26+76          |    | 26+95   | RT 20      |          |             |             |
| 27+64          |    | 27+87   | RT         |          |             | 23          |
| 35+37          |    | 35+42   | RT 5       |          |             |             |
| 36+80          |    | 36+94   | RT 14      |          |             |             |
| 37+22          |    | 37+28   | RT 6       |          |             |             |
| 37+39          |    | 37+45   | RT 6       |          |             |             |
| 43+52          |    | 43+71   | RT         |          |             | 19          |
| 43+88          |    | 44+03   | RT 15      |          |             |             |
| 45+15          |    | 45+40   | RT 35      |          |             |             |
| 46+35          |    | 46+57   | RT 22      |          |             |             |
| 47+94          |    | 48+00   | RT 6       |          |             |             |
| 51+02          |    | 51+08   | RT 6       |          |             |             |
| 51+40          |    | 51+71   | RT 31      |          |             |             |
| 52+65          |    | 52+83   | RT         |          |             | 20          |
| 53+30          |    | 53+45   | RT 15      |          |             |             |
| 56+60          |    | 56+68   | RT 8       |          |             |             |
| 65+28          |    | 66+08   | RT 80      |          |             |             |
| 67+51          |    | 67+61   | RT 10      |          |             |             |
| Stage 2 Total  |    |         |            | 327      |             | 163         |
| Stage 3        |    |         |            |          |             |             |
| 13+84          |    | 14+68   | LT/RT      |          | 178         |             |
| 17+31          |    | 17+95   | LT/RT      |          | 138         |             |
| 24+19          |    | 24+47   | RT 34      |          |             |             |
| 24+21          |    | 24+46   | LT 32      |          |             |             |
| 32+79          |    | 33+07   | RT 38      |          |             |             |
| 34+03          |    | 34+62   | LT/RT      |          | 128         |             |
| 38+37          |    | 39+42   | LT/RT      |          | 159         |             |
| 40+38          |    | 41+35   | LT/RT      |          | 128         |             |
| 53+65          |    | 54+35   | LT/RT      |          | 151         |             |
| 62+83          |    | 63+47   | LT/RT      |          | 124         |             |
| 65+15          |    | 66+25   | LT/RT      |          | 222         |             |
| 71+21          |    | 72+53   | LT/RT      |          | 235         |             |
| Stage 3 Totals |    |         |            | 104      | 1463        |             |
| Project Totals |    |         |            |          |             |             |
|                |    |         |            | 1181     | 1463        | 699         |

|                 |    |         |                          |
|-----------------|----|---------|--------------------------|
| PEDESTRIAN CURB |    |         |                          |
|                 |    |         | Concrete Curb Pedestrian |
|                 |    |         | 601.0600                 |
| Station         | to | Station | LT/RT L.F.               |
| Stage 2a        |    |         |                          |
| 19+45           |    | 19+68   | 23                       |
| 49+22           |    | 49+38   | 23                       |
| Stage 2a Total  |    |         | 46                       |
| Project Total   |    |         |                          |
|                 |    |         | 46                       |

|                 |    |         |                          |
|-----------------|----|---------|--------------------------|
| SIDEWALK        |    |         |                          |
|                 |    |         | Concrete Sidewalk 4-Inch |
|                 |    |         | 602.0405                 |
| Station         | to | Station | LT/RT S.F.               |
| Stage 1         |    |         |                          |
| 10+79           |    | 11+09   | LT 267                   |
| 18+91           |    | 19+17   | LT 174                   |
| 19+46           |    | 19+67   | LT 160                   |
| Stage 1 Totals  |    |         | 601                      |
| Stage 2a        |    |         |                          |
| 19+34           |    | 19+86   | RT 300                   |
| 49+22           |    | 49+45   | RT 147                   |
| 50+04           |    | 50+40   | RT 288                   |
| Stage 2a Totals |    |         | 735                      |
| Stage 3         |    |         |                          |
| 24+29           |    | 24+35   | LT 27                    |
| 24+29           |    | 24+35   | RT 80                    |
| 24+48           |    | 24+55   | LT 38.5                  |
| 24+48           |    | 24+55   | RT 38.5                  |
| 32+78           |    | 33+10   | RT 331                   |
| Stage 3 Totals  |    |         | 515                      |
| Project Totals  |    |         | 1851                     |
|                 |    |         | 96                       |

|                             |        |       |                                  |
|-----------------------------|--------|-------|----------------------------------|
| CATEGORY 0010               |        |       |                                  |
| ADJUSTMENTS (PARTICIPATING) |        |       |                                  |
|                             |        |       | Adjusting Manhole Covers (Storm) |
|                             |        |       | 611.8110                         |
| Station                     | Offset | LT/RT | Each                             |
| 39+38                       | 20     | RT    | 1                                |
| 40+19                       | 20     | RT    | 1                                |
| 41+75                       | 18     | LT    | 1                                |
| 43+56                       | 21     | LT    | 1                                |
| Project Totals              |        |       | 4                                |

|               |  |                               |                                         |
|---------------|--|-------------------------------|-----------------------------------------|
| CATEGORY 0010 |  |                               |                                         |
| MOBILIZATION  |  | EROSION CONTROL MOBILIZATIONS |                                         |
|               |  | Mobilizations Erosion Control | Mobilizations Emergency Erosion Control |
|               |  | 619.1000                      | 628.1905 628.1910                       |
| Location      |  | Each                          | Each                                    |
| Main Street   |  | 1                             | 2                                       |
| Project Total |  | 1                             | 2                                       |

|               |          |          |                   |                        |
|---------------|----------|----------|-------------------|------------------------|
| RESTORATION   |          |          |                   |                        |
|               | Topsoil  | Mulching | Fertilizer Type B | Seeding Mixture No. 40 |
|               | 625.0100 | 627.0200 | 629.0210          | 630.0140               |
| Stage         | S.Y.     | S.Y.     | CWT               | LB                     |
| 1             | 170      | 170      | 0.10              | 3.0                    |
| 2a            | 55       | 55       | 0.04              | 1.0                    |
| 3             | 550      | 550      | 0.34              | 10.0                   |
| Project Total | 775      | 775      | 0.48              | 14.0                   |

|                         |      |
|-------------------------|------|
| EROSION CONTROL         |      |
| Inlet Protection Type C |      |
| 628.7015                |      |
| Location                | Each |
| Main Street             | 53   |
| Project Total           | 53   |

|                         |      |
|-------------------------|------|
| CATEGORY 0010           |      |
| TRAFFIC CONTROL         |      |
| Traffic Control Project |      |
| 643.0100                |      |
| Location                | Each |
| Main Street             | 1    |
| Project Total           | 1    |

|                         |                       |                                   |                                        |                                        |                                  |                                  |                       |
|-------------------------|-----------------------|-----------------------------------|----------------------------------------|----------------------------------------|----------------------------------|----------------------------------|-----------------------|
| TRAFFIC CONTROL DEVICES |                       |                                   |                                        |                                        |                                  |                                  |                       |
|                         | Traffic Control Drums | Traffic Control Barricades Type 3 | Traf Contr Flexible Tubular Mark Posts | Traf Contr Flexible Tubular Mark Bases | Traf Contr Warning Lights Type A | Traf Contr Warning Lights Type C | Traffic Control Signs |
|                         | 643.0300              | 643.0420                          | 643.0500                               | 643.0600                               | 643.0705                         | 643.0715                         | 643.0900              |
| Stage                   | Days                  | Days                              | Each                                   | Each                                   | Days                             | Days                             | Days                  |
| 1                       | 6532                  | 368                               | 248                                    | 248                                    | 736                              | 437                              | 897                   |
| 2a                      | 6600                  | 525                               | 251                                    | 251                                    | 1050                             | 325                              | 750                   |
| 2b                      | 106                   | 0                                 | 0                                      | 0                                      | 0                                | 10                               | 26                    |
| 3                       | 8883                  | 42                                | 0                                      | 0                                      | 42                               | 107                              | 651                   |
| Project Total           | 22121                 | 935                               | 499                                    | 499                                    | 1828                             | 879                              | 2324                  |

3



| PAVEMENT MARKING LINES |          |              |          |       |                               |        |                                      |        |                               |          | Pavement Marking Stop Line Epoxy 12-Inch | Pavement Marking Diagonal Epoxy 12-Inch | Pavement Marking Crosswalk Epoxy 12-Inch | Pavement Marking Parking Stall Epoxy 4-Inch |
|------------------------|----------|--------------|----------|-------|-------------------------------|--------|--------------------------------------|--------|-------------------------------|----------|------------------------------------------|-----------------------------------------|------------------------------------------|---------------------------------------------|
|                        |          |              |          |       | Pavement Marking Epoxy 4-Inch |        | Pavement Marking Epoxy 4-Inch Broken |        | Pavement Marking Epoxy 8-Inch |          |                                          |                                         |                                          |                                             |
|                        |          |              |          |       | 646.0106                      |        |                                      |        | 647.0126                      | 647.0556 | 647.0726                                 | 647.0776                                | 647.0656                                 |                                             |
|                        |          |              |          |       | White                         | Yellow | White                                | Yellow | White                         | White    | White                                    | White                                   | White                                    |                                             |
| Station                | to       | Station      | Location | LT/RT | L.F.                          | L.F.   | L.F.                                 | L.F.   | L.F.                          | L.F.     | L.F.                                     | L.F.                                    | L.F.                                     |                                             |
| Stage 1                |          |              |          |       |                               |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 101+36                 | 101+34.5 | Division St  | RT       |       |                               |        |                                      |        | 22                            |          |                                          |                                         |                                          |                                             |
| 100+83                 | 101+40   | Division St  | RT       | 52    |                               |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 10+00                  | 10+80    | Main St      | LT       |       | 80                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 10+23                  | 10+80    | Division St  | LT       |       |                               |        |                                      |        |                               |          |                                          | 182                                     |                                          |                                             |
| 10+90                  | 13+83    | Main St      | LT       |       | 293                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 11+07                  | 11+51    | Main St      | LT       | 50    |                               |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 11+51                  | 12+22    | Main St      | LT       |       |                               | 17     |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 14+66                  | 17+30    | Main St      | LT       |       | 264                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 17+95                  | 19+55    | Main St      | LT       |       | 160                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 111+10                 | 111+11   | Spring St    | RT       |       |                               |        |                                      |        | 14                            |          |                                          |                                         |                                          |                                             |
| 19+15                  | 19+62    | Spring St    | LT       |       |                               |        |                                      |        |                               |          |                                          | 119                                     |                                          |                                             |
| 19+60                  | 19+90    | Main St      | LT       |       | 30                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 21+25                  | 24+29    | Main St      | LT       |       | 304                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 24+29                  | 24+36    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          | 26                                      |                                          |                                             |
| 24+36                  | 24+50    | Main St      | LT       |       | 14                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 25+30                  | 27+15    | Main St      | LT       |       | 185                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 25+67                  | 25+67    | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 25+87.5                | 25+87.5  | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 27+57                  | 28+20    | Main St      | LT       |       | 62                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 30+40                  | 32+90    | Main St      | LT       |       | 250                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 32+90                  | 32+96    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          | 28                                      |                                          |                                             |
| 32+96                  | 34+18    | Main St      | LT       |       | 120                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 34+76                  | 36+04    | Main St      | LT       |       | 128                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 36+65                  | 38+25    | Main St      | LT       |       | 160                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 39+51                  | 39+94    | Riverview Dr | LT       |       |                               |        |                                      |        |                               |          |                                          | 44                                      |                                          |                                             |
| 41+29                  | 46+35    | Main St      | LT       |       | 506                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 48+44                  | 49+47    | Main St      | LT       |       | 103                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 50+39                  | 50+38    | Main St      | LT       |       |                               |        |                                      |        | 24                            |          |                                          |                                         |                                          |                                             |
| 50+38                  | 51+08    | Main St      | LT       |       |                               |        |                                      | 70     |                               |          |                                          |                                         |                                          |                                             |
| 52+00                  | 52+61    | Main St      | LT       |       | 61                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 54+43                  | 54+50    | Grand Ave    | LT       |       |                               |        |                                      |        |                               |          |                                          | 30                                      |                                          |                                             |
| 55+25                  | 55+83    | Main St      | LT       |       |                               |        |                                      | 58     |                               |          |                                          |                                         |                                          |                                             |
| 56+22                  | 62+87    | Main St      | LT       |       | 665                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 63+40                  | 63+79    | Main St      | LT       |       | 32                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 63+79                  | 63+85    | Heidel Rd    | LT       |       |                               |        |                                      |        |                               |          |                                          | 30                                      |                                          |                                             |
| 64+43                  | 64+81    | Main St      | LT       |       |                               |        |                                      | 38     |                               |          |                                          |                                         |                                          |                                             |
| 66+30                  | 71+22    | Main St      | LT       |       | 492                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 72+34                  | 77+21    | Main St      | LT       |       | 487                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| Stage 1 Totals         |          |              |          |       | 102                           | 4396   | 17                                   | 0      | 166                           | 60       | 0                                        | 459                                     | 22                                       |                                             |
| Stage 2A               |          |              |          |       |                               |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 10+75                  | 10+81    | Division St  | RT       |       |                               |        |                                      |        |                               |          |                                          | 24                                      |                                          |                                             |
| 10+00                  | 10+75    | Main St      | RT       |       | 75                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 10+81                  | 13+83    | Main St      | RT       |       | 302                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 14+66                  | 17+30    | Main St      | RT       |       | 264                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 17+95                  | 19+55    | Main St      | RT       |       | 160                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 19+56                  | 19+62    | Spring St    | RT       |       |                               |        |                                      |        |                               |          |                                          | 20                                      |                                          |                                             |
| 19+60                  | 19+90    | Main St      | RT       |       | 30                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 21+25                  | 24+29    | Main St      | RT       |       | 304                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 21+18                  | 21+18    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 21+74.5                | 21+74.5  | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 21+75                  | 21+75    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 21+88                  | 21+88    | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 22+37.5                | 22+37.5  | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 22+37                  | 22+37    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 22+56                  | 22+56    | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 22+67.5                | 22.67+5  | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 22+67                  | 22+67    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 23+14                  | 23+14    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 23+17                  | 23+17    | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 13                                       |                                             |
| 23+15                  | 23+15    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 23+38                  | 23+38    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 23+90                  | 23+90    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 23+40                  | 23+40    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 23+67                  | 23+67    | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 13                                       |                                             |
| 23+70                  | 23+70    | Main St      | LT       |       |                               |        |                                      |        |                               |          |                                          |                                         | 11                                       |                                             |
| 24+29                  | 29+36    | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          | 24                                      |                                          |                                             |
| 24+36                  | 24+50    | Main St      | RT       |       | 14                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 27+27.5                | 28+19.5  | Main St      | RT       |       |                               |        |                                      | 154    |                               |          |                                          |                                         |                                          |                                             |
| 27+55                  | 28+19.5  | Main St      | RT       |       |                               |        |                                      | 65     |                               |          |                                          |                                         |                                          |                                             |
| 28+19.5                | 28.19.5  | Main St      | RT       |       |                               |        |                                      |        | 24                            |          |                                          |                                         |                                          |                                             |
| 29+12                  | 32+90    | Main St      | RT       |       | 378                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 32+90                  | 32+96    | Main St      | RT       |       |                               |        |                                      |        |                               |          |                                          | 24                                      |                                          |                                             |
| 32+96                  | 34+20    | Main St      | RT       |       | 124                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 34+77                  | 36+04    | Main St      | RT       |       | 127                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 36+65                  | 38+30    | Main St      | RT       |       | 165                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 38+62                  | 39+55    | Main St      | RT       |       |                               |        |                                      | 93     |                               |          |                                          |                                         |                                          |                                             |
| 39+05                  | 39+55    | Main St      | RT       |       | 50                            |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 39+55                  | 39+94    | Riverview Dr | RT       |       |                               |        |                                      |        |                               |          |                                          | 95                                      |                                          |                                             |
| 140+45                 | 140+45   | Riverview Dr | RT       |       |                               |        |                                      |        | 14                            |          |                                          |                                         |                                          |                                             |
| 40+15                  | 40+68    | Main St      | LT/RT    |       | 106                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 40+17                  | 42+00    | Main St      | RT       |       |                               |        |                                      |        |                               | 111      |                                          |                                         |                                          |                                             |
| 41+31                  | 46+79    | Main St      | RT       |       | 548                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 41+30                  | 45+72    | Main St      | LT/RT    |       |                               |        | 224                                  |        |                               |          |                                          |                                         |                                          |                                             |
| 41+00                  | 41+95    | Main St      | RT       |       |                               | 24     |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 41+95                  | 42+57    | Main St      | RT       | 62    |                               |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 45+70                  | 46+78    | Main St      | LT       |       | 107                           |        |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 42+57                  | 48+04    | Main St      | RT       |       |                               | 137    |                                      |        |                               |          |                                          |                                         |                                          |                                             |
| 48+04                  | 49+55    | Main St      | RT       |       |                               |        |                                      | 225    |                               |          |                                          |                                         |                                          |                                             |

| PAVEMENT MARKING LINES |         |             |          |                               |                                      |          |                               |                                          |                                         |                                          |                                             |
|------------------------|---------|-------------|----------|-------------------------------|--------------------------------------|----------|-------------------------------|------------------------------------------|-----------------------------------------|------------------------------------------|---------------------------------------------|
|                        |         |             |          | Pavement Marking Epoxy 4-Inch | Pavement Marking Epoxy 4-Inch Broken |          | Pavement Marking Epoxy 8-Inch | Pavement Marking Stop Line Epoxy 12-Inch | Pavement Marking Diagonal Epoxy 12-Inch | Pavement Marking Crosswalk Epoxy 12-Inch | Pavement Marking Parking Stall Epoxy 4-Inch |
|                        |         |             |          | 646.0106                      |                                      | 647.0126 |                               | 647.0556                                 | 647.0726                                | 647.0776                                 | 647.0656                                    |
|                        |         |             |          | White                         | Yellow                               | White    | Yellow                        | White                                    | White                                   | White                                    | White                                       |
| Station                | to      | Station     | Location | LT/RT                         | L.F.                                 | L.F.     | L.F.                          | L.F.                                     | L.F.                                    | L.F.                                     | L.F.                                        |
| Stage 2A               |         |             |          |                               |                                      |          |                               |                                          |                                         |                                          |                                             |
| 48+42.5                | 49+47.5 | Main St     | LT/RT    |                               | 104                                  |          |                               |                                          |                                         |                                          |                                             |
| 48+85                  | 49+55   | Main St     | RT       |                               |                                      |          |                               | 70                                       |                                         |                                          |                                             |
| 49+55.5                | 49+55.5 | Main St     | LT/RT    |                               |                                      |          |                               |                                          | 22                                      |                                          |                                             |
| 50+38                  | 51+06.5 | Main St     | RT       |                               | 140                                  |          |                               |                                          |                                         |                                          |                                             |
| 51+47                  | 52+00   | Main St     | LT/RT    |                               | 50                                   |          |                               |                                          |                                         |                                          |                                             |
| 51+47                  | 52+65   | Main St     | LT/RT    |                               | 118                                  |          |                               |                                          |                                         |                                          |                                             |
| 52+14.5                | 52+67   | Main St     | RT       |                               |                                      |          |                               | 53                                       |                                         |                                          |                                             |
| 53+65                  | 54+40   | Main St     | RT       |                               |                                      |          |                               | 75                                       |                                         |                                          |                                             |
| 54+43                  | 54+94   | Grand Ave   | RT       |                               |                                      |          |                               |                                          |                                         | 142                                      |                                             |
| 160+45                 | 160+49  | Grand Ave   | RT       |                               |                                      |          |                               |                                          | 27                                      |                                          |                                             |
| 55+25                  | 62+86   | Main St     | RT       |                               | 576                                  |          |                               |                                          |                                         |                                          |                                             |
| 63+27                  | 63+79   | Main St     | RT       |                               | 52                                   |          |                               |                                          |                                         |                                          |                                             |
| 63+21                  | 63+80.5 | Main St     | RT       |                               |                                      |          |                               | 60                                       |                                         |                                          |                                             |
| 63+79                  | 64+24   | Heidel Rd   | RT       |                               |                                      |          |                               |                                          |                                         | 110                                      |                                             |
| 170+45                 | 170+45  | Heidel Rd   | RT       |                               |                                      |          |                               |                                          | 14                                      |                                          |                                             |
| 64+43                  | 65+24   | Main St     | LT/RT    |                               | 81                                   |          |                               |                                          |                                         |                                          |                                             |
| 66+30                  | 71+22   | Main St     | RT       |                               | 492                                  |          |                               |                                          |                                         |                                          |                                             |
| 72+34                  | 77+21   | Main St     | RT       |                               | 487                                  |          |                               |                                          |                                         |                                          |                                             |
| Stage 2A Totals        |         |             |          | 62                            | 4854                                 | 161      | 224                           | 795                                      | 101                                     | 111                                      | 439                                         |
| Stage 2B               |         |             |          |                               |                                      |          |                               |                                          |                                         |                                          |                                             |
| 40+00                  | 41+25   | Main St     | LT       |                               |                                      |          |                               | 125                                      |                                         |                                          |                                             |
| 41+25                  | 44+00   | Main St     | LT       | 275                           |                                      |          |                               |                                          |                                         |                                          |                                             |
| 41+25                  | 45+00   | Main St     | LT       |                               |                                      | 25       |                               |                                          |                                         |                                          |                                             |
| 45+00                  | 45+50   | Main St     | LT       | 50                            |                                      |          |                               |                                          |                                         |                                          |                                             |
| 45+50                  | 49+10   | Main St     | LT       |                               |                                      | 90       |                               |                                          |                                         |                                          |                                             |
| 49+10                  | 49+60   | Main St     | LT       | 50                            |                                      |          |                               |                                          |                                         |                                          |                                             |
| 50+38                  | 50+88   | Main St     | LT       |                               |                                      |          |                               | 50                                       |                                         |                                          |                                             |
| 50+88                  | 52+61   | Main St     | LT       |                               |                                      | 44       |                               |                                          |                                         |                                          |                                             |
| 52+61                  | 53+11   | Main St     | LT       | 50                            |                                      |          |                               |                                          |                                         |                                          |                                             |
| Stage 2B Totals        |         |             |          | 425                           | 0                                    | 159      | 0                             | 175                                      | 0                                       | 0                                        | 0                                           |
| Stage 3                |         |             |          |                               |                                      |          |                               |                                          |                                         |                                          |                                             |
| 10+00                  | 10+75   | Main St     | LT/RT    |                               | 150                                  |          |                               |                                          |                                         |                                          |                                             |
| 10+76                  | 10+81   | Division St | LT/RT    |                               |                                      |          |                               |                                          |                                         | 24                                       |                                             |
| 10+81                  | 13+83   | Main St     | LT/RT    |                               |                                      |          | 151                           |                                          |                                         |                                          |                                             |
| 14+66                  | 15+11   | Main St     | LT/RT    |                               | 90                                   |          |                               |                                          |                                         |                                          |                                             |
| 15+11                  | 16+80   | Main St     | LT/RT    |                               |                                      |          | 85                            |                                          |                                         |                                          |                                             |
| 16+80                  | 17+30   | Main St     | LT/RT    |                               | 100                                  |          |                               |                                          |                                         |                                          |                                             |
| 17+95                  | 18+35   | Main St     | LT/RT    |                               | 80                                   |          |                               |                                          |                                         |                                          |                                             |
| 18+35                  | 19+15   | Main St     | LT/RT    |                               |                                      |          | 40                            |                                          |                                         |                                          |                                             |
| 19+15                  | 19+55   | Main St     | LT/RT    |                               | 80                                   |          |                               |                                          |                                         |                                          |                                             |
| 19+61                  | 20+60   | Main St     | LT/RT    |                               | 300                                  |          |                               |                                          |                                         |                                          |                                             |
| 19+85                  | 20+64   | Main St     | RT       |                               |                                      |          |                               |                                          | 103                                     |                                          |                                             |
| 19+92                  | 21+25   | Main St     | LT/RT    |                               | 266                                  |          |                               |                                          |                                         |                                          |                                             |
| 20+90                  | 20+90   | Main St     | LT       |                               |                                      |          |                               |                                          |                                         |                                          | 11                                          |
| 21+08                  | 21+08   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 11                                          |
| 21+20                  | 21+20   | Main St     | LT       |                               |                                      |          |                               |                                          |                                         |                                          | 11                                          |
| 24+50                  | 25+75   | Main St     | LT/RT    |                               | 250                                  |          |                               |                                          |                                         |                                          |                                             |
| 24+94.5                | 24+94.5 | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 11                                          |
| 25+31.5                | 25+31.5 | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 11                                          |
| 27+25                  | 27+55   | Main St     | RT       |                               |                                      |          | 30                            |                                          |                                         |                                          |                                             |
| 28+19.5                | 28.19.5 | Main St     | RT       |                               |                                      |          |                               | 10                                       |                                         |                                          |                                             |
| 29+12                  | 29+85   | Main St     | LT       |                               |                                      |          | 73                            |                                          |                                         |                                          |                                             |
| 29+12                  | 29+12   | Main St     | LT       |                               |                                      |          |                               | 22                                       |                                         |                                          |                                             |
| 29+12                  | 30+40   | Main St     | LT/RT    |                               | 204                                  |          |                               |                                          |                                         |                                          |                                             |
| 30+40                  | 32+92   | Main St     | LT/RT    |                               |                                      |          | 126                           |                                          |                                         |                                          |                                             |
| 30+71.5                | 30+71.5 | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 31+22                  | 31+22   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 31+50                  | 31+50   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 32+00                  | 32+00   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 32+51                  | 32+51   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 32+90                  | 32+96   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         | 20                                       |                                             |
| 32+96                  | 33+16   | Main St     | LT/RT    |                               | 40                                   |          |                               |                                          |                                         |                                          |                                             |
| 33+16                  | 33+98   | Main St     | LT/RT    |                               |                                      |          | 41                            |                                          |                                         |                                          |                                             |
| 33+98                  | 34+18   | Main St     | LT/RT    |                               | 40                                   |          |                               |                                          |                                         |                                          |                                             |
| 33+15                  | 33+15   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 33+75                  | 33+75   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 34+09                  | 34+09   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 34+76                  | 34+98   | Main St     | LT/RT    |                               | 44                                   |          |                               |                                          |                                         |                                          |                                             |
| 34+77                  | 34+77   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 34+98                  | 35+80   | Main St     | LT/RT    |                               |                                      |          | 41                            |                                          |                                         |                                          |                                             |
| 35+06                  | 35+06   | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 35+49.5                | 35+49.5 | Main St     | RT       |                               |                                      |          |                               |                                          |                                         |                                          | 12                                          |
| 35+80                  | 36+04   | Main St     | LT/RT    |                               | 48                                   |          |                               |                                          |                                         |                                          |                                             |
| 36+65                  | 37+10   | Main St     | LT/RT    |                               | 90                                   |          |                               |                                          |                                         |                                          |                                             |
| 37+10                  | 37+92   | Main St     | LT/RT    |                               |                                      |          | 41                            |                                          |                                         |                                          |                                             |
| 37+92                  | 38+37   | Main St     | LT/RT    |                               | 90                                   |          |                               |                                          |                                         |                                          |                                             |
| 53+05                  | 53+65   | Main St     | LT/RT    |                               | 120                                  |          |                               |                                          |                                         |                                          |                                             |
| 54+30                  | 54+36   | Main St     | LT/RT    |                               | 12                                   |          |                               |                                          |                                         |                                          |                                             |
| 54+43                  | 54+49   | Grand Ave   | RT       |                               |                                      |          |                               |                                          |                                         | 36                                       |                                             |
| 55+25                  | 56+25   | Main St     | LT/RT    |                               | 100                                  |          |                               |                                          |                                         |                                          |                                             |
| 57+04                  | 62+83   | Main St     | LT/RT    |                               |                                      |          | 290                           |                                          |                                         |                                          |                                             |
| 63+70                  | 63+79   | Main St     | LT/RT    |                               | 18                                   |          |                               |                                          |                                         |                                          |                                             |
| 63+79                  | 64+24   | Heidel Rd   | RT       |                               |                                      |          |                               |                                          |                                         | 36                                       |                                             |
| 66+30                  | 71+20   | Main St     | LT/RT    |                               |                                      |          | 245                           |                                          |                                         |                                          |                                             |
| 72+54                  | 77+21   | Main St     | LT/RT    |                               |                                      |          | 234                           |                                          |                                         |                                          |                                             |
| Stage 3 Totals         |         |             |          | 0                             | 2122                                 | 0        | 1294                          | 103                                      | 32                                      | 103                                      | 116                                         |
| Project Totals         |         |             |          |                               |                                      | 13816    |                               | 1239                                     | 193                                     | 214                                      | 1014                                        |
|                        |         |             |          |                               |                                      |          |                               |                                          |                                         | 400                                      |                                             |

3

| TEMPORARY PAVEMENT MARKING LINES |    |         |          |       |                                         |        |                                        |        |      |
|----------------------------------|----|---------|----------|-------|-----------------------------------------|--------|----------------------------------------|--------|------|
|                                  |    |         |          |       | Temporary Pavement Marking 4-Inch Paint |        | Temporary Pavement Marking 4-Inch Tape |        |      |
|                                  |    |         |          |       | 649.0100                                |        | 649.0400                               |        |      |
|                                  |    |         |          |       | White                                   | Yellow | White                                  | Yellow |      |
| Station                          | to | Station | Location | LT/RT | L.F.                                    | L.F.   | L.F.                                   | L.F.   |      |
| Stage 1                          |    |         |          |       |                                         |        |                                        |        |      |
| 10+05                            |    | 10+75   | Main St  | LT/RT |                                         | 140    |                                        |        |      |
| 10+05                            |    | 10+70   | Main St  | LT    | 70                                      |        |                                        |        |      |
| 10+75                            |    | 19+05   | Main St  | RT    |                                         | 875    |                                        |        |      |
| 19+75                            |    | 28+25   | Main St  | RT    |                                         | 1710   |                                        |        |      |
| 19+90                            |    | 21+30   | Main St  | LT    | 140                                     |        |                                        |        |      |
| 26+60                            |    | 27+55   | Main St  | RT    | 95                                      |        |                                        |        |      |
| 26+85                            |    | 28+30   | Main St  | LT    |                                         |        | 150                                    |        |      |
| 28+35                            |    | 29+00   | Main St  | LT    |                                         |        | 65                                     |        |      |
| 29+10                            |    | 36+05   | Main St  | LT/RT |                                         | 695    |                                        |        |      |
| 30+00                            |    | 30+40   | Main St  | LT    | 40                                      |        |                                        |        |      |
| 36+05                            |    | 36+65   | Main St  | LT/RT |                                         |        |                                        | 120    |      |
| 36+65                            |    | 38+00   | Main St  | LT/RT |                                         | 135    |                                        |        |      |
| 38+00                            |    | 42+00   | Main St  | RT    | 400                                     |        |                                        |        |      |
| 38+00                            |    | 39+50   | Main St  | RT    |                                         | 300    |                                        |        |      |
| 40+10                            |    | 49+45   | Main St  | RT    |                                         | 1880   |                                        |        |      |
| 40+45                            |    | 45+75   | Main St  | RT    | 530                                     |        |                                        |        |      |
| 48+20                            |    | 49+50   | Main St  | LT/RT | 130                                     |        |                                        |        |      |
| 50+40                            |    | 54+35   | Main St  | RT    |                                         | 395    |                                        |        |      |
| 51+10                            |    | 54+35   | Main St  | RT    |                                         | 365    |                                        |        |      |
| 51+50                            |    | 52+00   | Main St  | LT    | 50                                      |        |                                        |        |      |
| 52+60                            |    | 53+10   | Main St  | LT    | 50                                      |        |                                        |        |      |
| 54+35                            |    | 55+05   | Main St  | LT    | 70                                      |        |                                        |        |      |
| 55+25                            |    | 63+80   | Main St  | RT    |                                         | 855    |                                        |        |      |
| 55+85                            |    | 56+25   | Main St  | LT    | 40                                      |        |                                        |        |      |
| 64+40                            |    | 77+21   | Main St  | RT    |                                         | 1281   |                                        |        |      |
| 65+75                            |    | 66+50   | Main St  | LT    | 75                                      |        |                                        |        |      |
| 77+21                            |    | 8221    | Main St  | LT    |                                         |        | 500                                    |        |      |
| 77+21                            |    | 8221    | Main St  | RT    |                                         |        |                                        | 1000   |      |
| Stage 1 Totals                   |    |         |          |       | 1690                                    | 8631   | 715                                    |        | 1000 |
| Stage 2A                         |    |         |          |       |                                         |        |                                        |        |      |
| 10+00                            |    | 10+75   | Main St  | LT/RT |                                         | 150    |                                        |        |      |
| 10+00                            |    | 10+75   | Main St  | RT    | 75                                      |        |                                        |        |      |
| 10+75                            |    | 19+55   | Main St  | LT    |                                         | 880    |                                        |        |      |
| 19+60                            |    | 19+90   | Main St  | LT    |                                         | 30     |                                        |        |      |
| 19+90                            |    | 21+25   | Main St  | RT    | 135                                     |        |                                        |        |      |
| 19+90                            |    | 25+30   | Main St  | LT    |                                         |        |                                        | 1084   |      |
| 24+50                            |    | 28+20   | Main St  | RT    | 370                                     |        |                                        |        |      |
| 25+30                            |    | 28+20   | Main St  | LT/RT |                                         |        |                                        | 290    |      |
| 27+15                            |    | 27+60   | Main St  | LT    |                                         |        |                                        | 145    |      |
| 29+13                            |    | 30+40   | Main St  | LT    |                                         |        |                                        | 254    |      |
| 30+40                            |    | 36+05   | Main St  | LT    |                                         | 565    |                                        |        |      |
| 36+05                            |    | 36+66   | Main St  | LT    |                                         |        |                                        | 61     |      |
| 36+66                            |    | 38+05   | Main St  | LT    |                                         | 139    |                                        |        |      |
| 38+05                            |    | 39+58   | Main St  | LT    |                                         |        |                                        | 306    |      |
| 40+00                            |    | 49+55   | Main St  | LT    |                                         |        |                                        | 1910   |      |
| 40+35                            |    | 41+25   | Main St  | LT/RT |                                         |        | 90                                     |        |      |
| 46+35                            |    | 46+90   | Main St  | LT    |                                         |        | 55                                     |        |      |
| 50+40                            |    | 54+35   | Main St  | LT    |                                         |        |                                        | 790    |      |
| 51+10                            |    | 51+95   | Main St  | LT    | 85                                      |        |                                        |        |      |
| 52+60                            |    | 55+25   | Main St  | LT/RT | 265                                     |        |                                        |        |      |
| 52+65                            |    | 54+05   | Main St  | LT    |                                         |        | 140                                    |        |      |
| 55+25                            |    | 63+80   | Main St  | LT    |                                         |        |                                        | 855    |      |
| 55+85                            |    | 56+25   | Main St  | LT    |                                         |        |                                        | 40     |      |
| 62+85                            |    | 63+75   | Main St  | LT    |                                         |        |                                        | 90     |      |
| 64+40                            |    | 77+22   | Main St  | LT    |                                         | 1282   |                                        |        |      |
| 64+80                            |    | 66+30   | Main St  | LT    |                                         |        |                                        | 150    |      |
| 71+20                            |    | 72+35   | Main St  | LT    |                                         |        |                                        | 115    |      |
| 77+22                            |    | 77+95   | Main St  | LT    |                                         |        |                                        | 74     |      |
| Stage 2A Totals                  |    |         |          |       | 930                                     | 3046   | 285                                    |        | 6164 |
| Stage 3                          |    |         |          |       |                                         |        |                                        |        |      |
| 19+90                            |    | 22+00   | Main St  | LT/RT |                                         |        | 424                                    |        |      |
| 20+80                            |    | 21+85   | Main St  | RT    |                                         |        | 105                                    |        |      |
| 21+00                            |    | 22+00   | Main St  | RT    |                                         |        | 100                                    |        |      |
| 24+50                            |    | 25+00   | Main St  | RT    |                                         | 55     |                                        |        |      |
| 24+50                            |    | 28+20   | Main St  | RT    |                                         |        |                                        | 370    |      |
| 40+00                            |    | 41+30   | Main St  | LT/RT |                                         |        |                                        | 260    |      |
| 40+00                            |    | 41+00   | Main St  | RT    |                                         |        | 100                                    |        |      |
| 52+50                            |    | 53+10   | Main St  | LT/RT |                                         |        |                                        | 120    |      |
| 77+21                            |    | 78+25   | Main St  | LT/RT |                                         |        |                                        | 208    |      |
| Stage 3 Totals                   |    |         |          |       | 0                                       | 0      | 784                                    |        | 958  |
| Project Totals                   |    |         |          |       |                                         |        |                                        |        |      |
|                                  |    |         |          |       | 14297                                   |        | 10026                                  |        |      |

| PAVEMENT MARKING SYMBOLS AND WORDS |       |             |      |                                      |                                      |                                      |                                      |                              |                                   |                                  |  |
|------------------------------------|-------|-------------|------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|------------------------------|-----------------------------------|----------------------------------|--|
|                                    |       |             |      | Pavement Marking Arrows Epoxy Type 1 | Pavement Marking Arrows Epoxy Type 2 | Pavement Marking Arrows Epoxy Type 3 | Pavement Marking Arrows Epoxy Type 5 | Pavement Marking Words Epoxy | Removing Pavement Markings Arrows | Removing Pavement Markings Words |  |
|                                    |       |             |      | 647.0156                             | 647.0166                             | 647.0176                             | 647.0196                             | 647.0356                     | 647.0955                          | 647.0965                         |  |
|                                    |       |             |      | White L.F.                           | White L.F.                           | White L.F.                           | White L.F.                           | White L.F.                   | White Each                        | White Each                       |  |
| Stage 1                            |       |             |      |                                      |                                      |                                      |                                      |                              |                                   |                                  |  |
| 100+86.5                           | RT    | Division St | 12.5 |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 100+87                             | RT    | Division St | 4.5  |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 100+22.5                           | RT    | Division St | 12.5 |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 101+22.5                           | RT    | Division St | 4    |                                      | 1                                    |                                      |                                      |                              | 0                                 | 0                                |  |
| 12+20                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 12+30                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 16+70                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 16+80                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 18+90                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 27+80                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              |                                   | 1                                |  |
| 28+05                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 29+20                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 29+40                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              |                                   | 1                                |  |
| 32+10                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 32+20                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 37+10                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 37+20                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 44+50                              | RT    | Main St     | 23   |                                      |                                      |                                      |                                      |                              |                                   | 1                                |  |
| 44+60                              | RT    | Main St     | 23   |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 44+85                              | RT    | Main St     | 23   |                                      |                                      |                                      |                                      |                              |                                   | 1                                |  |
| 46+00                              | RT    | Main St     | 23   |                                      |                                      |                                      |                                      |                              |                                   | 1                                |  |
| 46+10                              | RT    | Main St     | 23   |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 46+35                              | RT    | Main St     | 23   |                                      |                                      |                                      |                                      |                              |                                   | 1                                |  |
| 48+75                              | RT    | Main St     | 23   |                                      |                                      |                                      |                                      |                              |                                   | 1                                |  |
| 49+35                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 50+55                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 52+40                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 55+40                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 57+95                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 58+05                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 61+95                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 62+05                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 64+65                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 66+75                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 66+85                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 71+50                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| 71+60                              | LT/RT | Main St     | 0    |                                      |                                      |                                      |                                      |                              | 1                                 |                                  |  |
| Stage 1 Totals                     |       |             |      | 0                                    | 4                                    | 0                                    | 0                                    | 0                            | 26                                | 7                                |  |
| Stage 2A                           |       |             |      |                                      |                                      |                                      |                                      |                              |                                   |                                  |  |
| 27+00                              | RT    | Main St     | 25   |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 28+04.5                            | RT    | Main St     | 14   | 1                                    |                                      |                                      |                                      |                              |                                   |                                  |  |
| 28+04.5                            | RT    | Main St     | 24.5 |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 39+17                              | RT    | Main St     | 18   |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 42+35                              | RT    | Main St     | 24   |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 42+35                              | LT/RT | Main St     | 0    |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 42+98                              | RT    | Main St     | 24   |                                      |                                      |                                      |                                      | 1                            |                                   |                                  |  |
| 43+53.5                            | RT    | Main St     | 24   |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 44+64.5                            | LT/RT | Main St     | 0    |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 45+25                              | RT    | Main St     | 24   |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 45+80                              | RT    | Main St     | 24   |                                      |                                      |                                      |                                      | 1                            |                                   |                                  |  |
| 45+86.5                            | LT/RT | Main St     | 0    |                                      | 1                                    |                                      |                                      |                              |                                   |                                  |  |
| 46+37                              | RT    | Main St     | 24   |                                      |                                      |                                      |                                      | 1                            |                                   |                                  |  |

| REMOVING PAVEMENT MARKINGS |                          |
|----------------------------|--------------------------|
|                            | Remove Pavement Markings |
|                            | 646.0600                 |
| Stage                      | L.F.                     |
| 1                          | 1678                     |
| Total                      | 1678                     |

| PAVEMENT MARKING SYMBOLS AND WORDS |       |          |        |                                               |                                               |                                               |                                               |                                    |                                            |                                           |  |
|------------------------------------|-------|----------|--------|-----------------------------------------------|-----------------------------------------------|-----------------------------------------------|-----------------------------------------------|------------------------------------|--------------------------------------------|-------------------------------------------|--|
|                                    |       |          |        | Pavement<br>Marking<br>Arrows Epoxy<br>Type 1 | Pavement<br>Marking<br>Arrows Epoxy<br>Type 2 | Pavement<br>Marking<br>Arrows Epoxy<br>Type 3 | Pavement<br>Marking<br>Arrows Epoxy<br>Type 5 | Pavement<br>Marking<br>Words Epoxy | Removing<br>Pavement<br>Markings<br>Arrows | Removing<br>Pavement<br>Markings<br>Words |  |
|                                    |       |          |        | 647.0156                                      | 647.0166                                      | 647.0176                                      | 647.0196                                      | 647.0356                           | 647.0955                                   | 647.0965                                  |  |
|                                    |       |          |        | White<br>L.F.                                 | White<br>L.F.                                 | White<br>L.F.                                 | White<br>L.F.                                 | White<br>L.F.                      | White<br>Each                              | White<br>Each                             |  |
| Station                            | LT/RT | Location | Offset |                                               |                                               |                                               |                                               |                                    |                                            |                                           |  |
| 47+98                              | RT    | Main St  | 24     |                                               | 1                                             |                                               |                                               | 1                                  |                                            |                                           |  |
| 48+60                              | RT    | Main St  | 24     |                                               |                                               |                                               |                                               |                                    |                                            |                                           |  |
| 49+18                              | RT    | Main St  | 26.5   |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 49+35.5                            | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 50+52.5                            | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| Stage 2A Totals                    |       |          |        | 1                                             | 13                                            | 0                                             | 0                                             | 4                                  | 0                                          | 0                                         |  |
| Stage 2B                           |       |          |        |                                               |                                               |                                               |                                               |                                    |                                            |                                           |  |
| 40+29                              | LT    | Main St  | 5      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 40+90                              | LT    | Main St  | 6      |                                               |                                               |                                               |                                               | 1                                  |                                            |                                           |  |
| 41+50                              | LT    | Main St  | 11     |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 42+75                              | LT    | Main St  | 11     |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 44+00                              | LT    | Main St  | 11     |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 45+25                              | LT    | Main St  | 6      |                                               |                                               |                                               | 1                                             |                                    |                                            |                                           |  |
| 46+25                              | LT    | Main St  | 6      |                                               |                                               |                                               | 1                                             |                                    |                                            |                                           |  |
| 47+25                              | LT    | Main St  | 6      |                                               |                                               |                                               | 1                                             |                                    |                                            |                                           |  |
| 48+25                              | LT    | Main St  | 6      |                                               |                                               |                                               | 1                                             |                                    |                                            |                                           |  |
| 52+39                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 54+09.5                            | RT    | Main St  | 23.5   |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 63+64.5                            | RT    | Main St  | 22     |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| Stage 2B Totals                    |       |          |        | 0                                             | 7                                             | 0                                             | 4                                             | 1                                  | 0                                          | 0                                         |  |
| Stage 3                            |       |          |        |                                               |                                               |                                               |                                               |                                    |                                            |                                           |  |
| 12+19                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 12+35                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 16+68.5                            | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 16+84                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 18+87                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 27+40                              | RT    | Main St  | 2.5    |                                               | 1                                             |                                               |                                               |                                    | 0                                          | 0                                         |  |
| 28+04.5                            | RT    | Main St  | 4.5    |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 29+25                              | LT    | Main St  | 5      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 29+25                              | LT    | Main St  | 15     |                                               |                                               | 1                                             |                                               |                                    |                                            |                                           |  |
| 29+77                              | LT    | Main St  | 5      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 32+15                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 32+25                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 35+12                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 35+20                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 37+12                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 37+20                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 55+44                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 57+96                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 58+08                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 61+95                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 62+07                              | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 64+64.5                            | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 66+75.5                            | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| 66+87.5                            | LT/RT | Main St  | 0      |                                               | 1                                             |                                               |                                               |                                    |                                            |                                           |  |
| Stage 3 Totals                     |       |          |        | 0                                             | 23                                            | 1                                             | 0                                             | 0                                  | 0                                          | 0                                         |  |
| Project Totals                     |       |          |        | 1                                             | 47                                            | 1                                             | 4                                             | 5                                  | 26                                         | 7                                         |  |

CATEGORY 0010

| CONSTRUCTION STAKING |                                               |
|----------------------|-----------------------------------------------|
|                      | Const Stak<br>Supplemental Control<br>Project |
|                      | 650.9910                                      |
| Location             | Each                                          |
| Main Street          | 1                                             |
| Project Total        | 1                                             |

3

CATEGORY 0010

| SAWCUTTING    |                       |                        |
|---------------|-----------------------|------------------------|
|               | Sawcutting<br>Asphalt | Sawcutting<br>Concrete |
|               | 690.0150              | 690.0250               |
| Stage         | L.F.                  | L.F.                   |
| 1             | 70                    | 280                    |
| 2a            | 42                    | 162                    |
| 3             | 0                     | 101                    |
| Project Total | 112                   | 543                    |

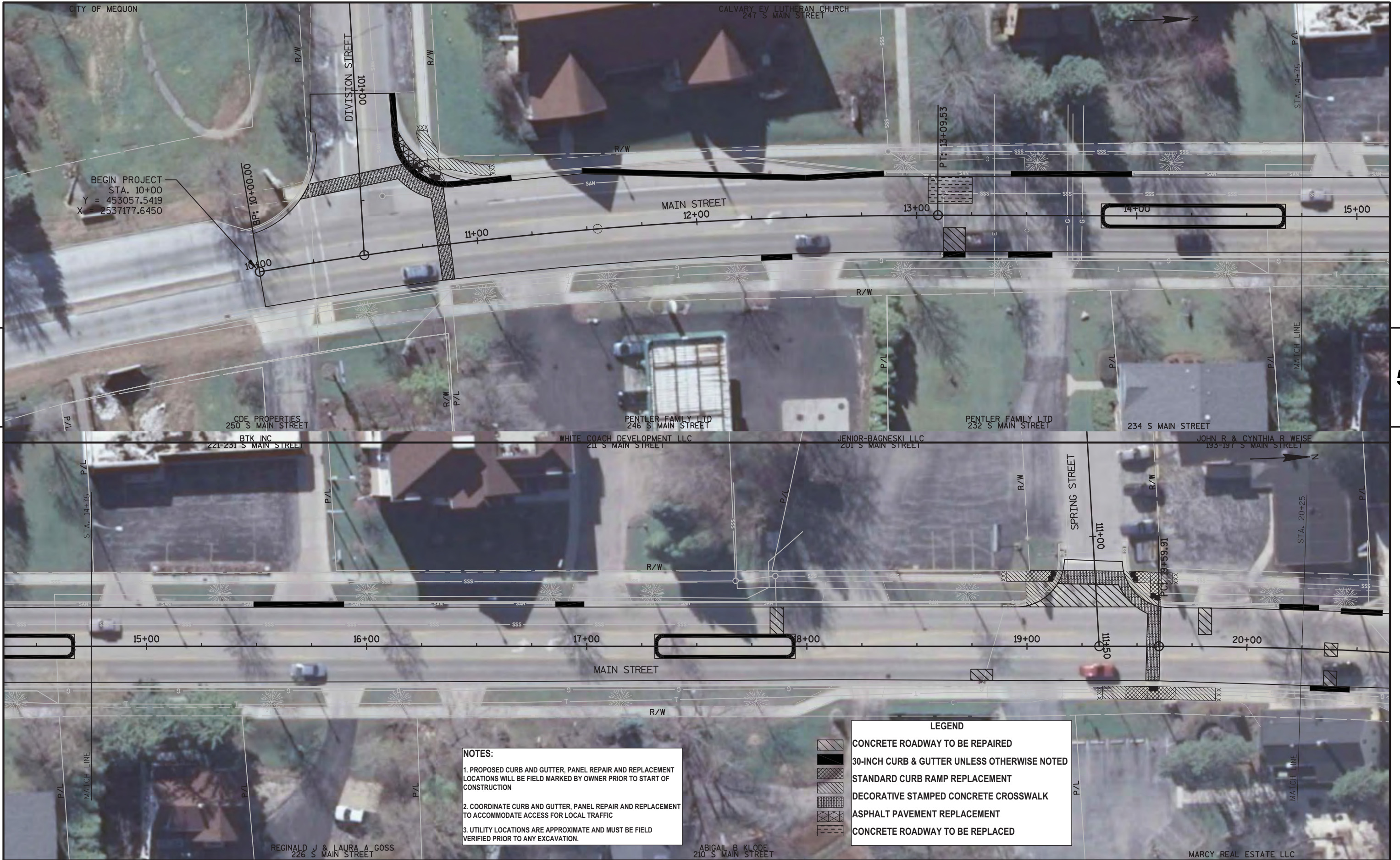
| BUMPOUT TRENCHES |    |         |       |                 |              |                       |
|------------------|----|---------|-------|-----------------|--------------|-----------------------|
|                  |    |         |       | Concrete Trench | Trench Grate | Trench Lid<br>(Solid) |
|                  |    |         |       | SPV.0090.01     | SPV.0060.04  | SPV.0060.05           |
| Station          | to | Station | LT/RT | L.F.            | Each         | Each                  |
| Stage 3          |    |         |       |                 |              |                       |
| 24+18            |    | 24+46   | RT    | 18              | 2            | 1                     |
| 24+20            |    | 24+46   | LT    | 18              | 2            | 1                     |
| 32+79            |    | 33+07   | RT    | 18              | 2            | 1                     |
| Project Totals   |    |         |       | 54              | 6            | 3                     |

3

CATEGORY 0020

| ADJUSTMENTS (NON-PARTICIPATING) |        |       |                                        |                          |                                              |                         |
|---------------------------------|--------|-------|----------------------------------------|--------------------------|----------------------------------------------|-------------------------|
|                                 |        |       | Adjusting Manhole<br>Covers (Sanitary) | Adjusting Valve<br>Boxes | Internal/<br>External<br>Sanitary MH<br>Seal | Removing Valve<br>Boxes |
|                                 |        |       | SPV.0060.01                            | SPV.0060.02              | SPV.0060.03                                  | SPV.0060.06             |
| Station                         | Offset | LT/RT | Each                                   | Each                     | Each                                         | Each                    |
| 12+30                           | 20     | LT    | 1                                      |                          | 1                                            |                         |
| 41+48                           | 8      | LT    | 1                                      |                          | 1                                            |                         |
| 44+03                           | 8      | LT    | 1                                      |                          | 1                                            |                         |
| 55+15                           | 10     | RT    |                                        |                          |                                              | 1                       |
| 55+15                           | 11     | RT    |                                        |                          |                                              | 1                       |
| 55+15                           | 13     | RT    |                                        |                          |                                              | 1                       |
| 55+15                           | 15     | RT    |                                        |                          |                                              | 1                       |
| 66+22                           | 15     | RT    |                                        | 1                        |                                              |                         |
| Project Totals                  |        |       | 3                                      | 1                        | 3                                            | 4                       |









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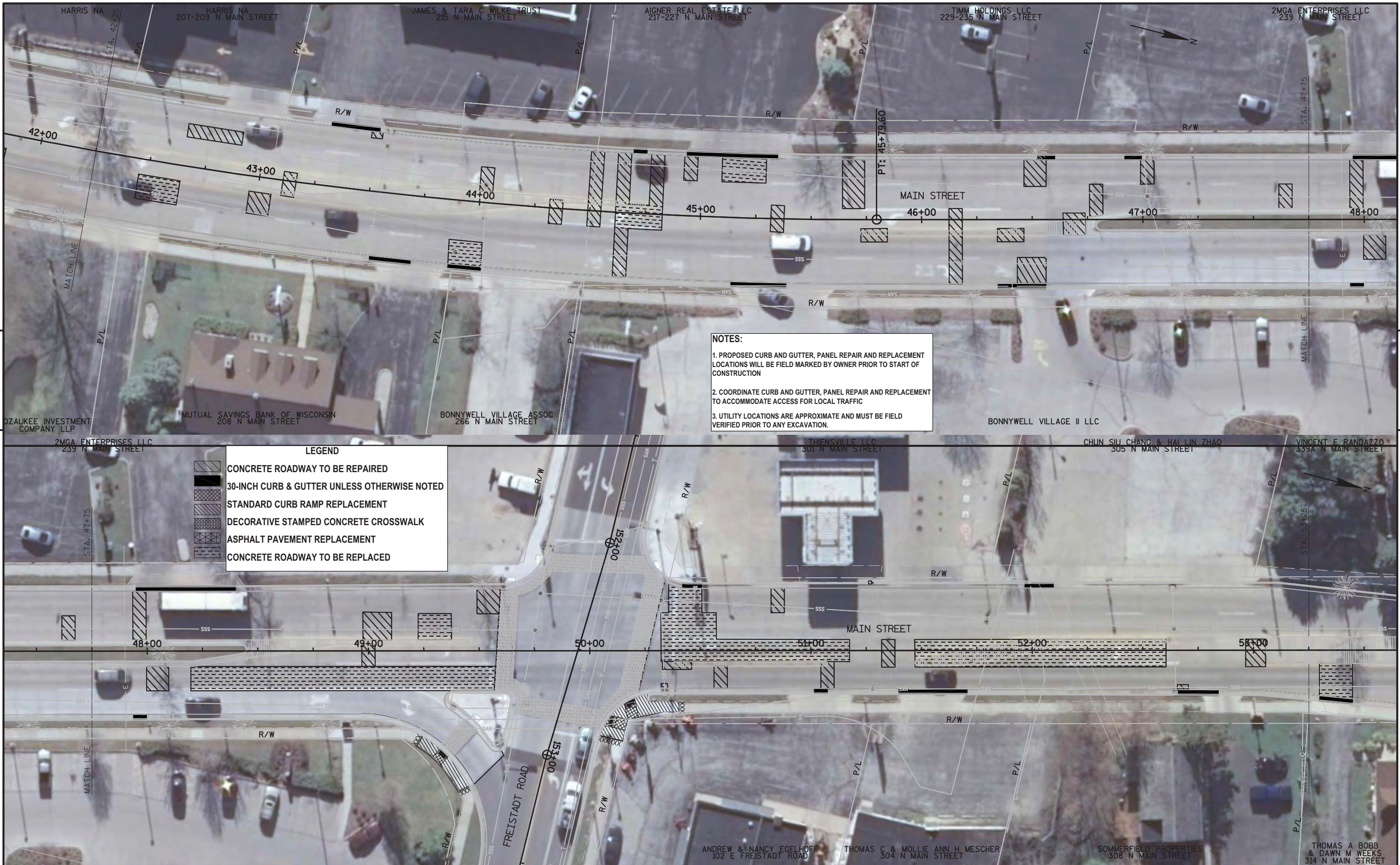


**NOTES:**

1. PROPOSED CURB AND GUTTER, PANEL REPAIR AND REPLACEMENT LOCATIONS WILL BE FIELD MARKED BY OWNER PRIOR TO START OF CONSTRUCTION
2. COORDINATE CURB AND GUTTER, PANEL REPAIR AND REPLACEMENT TO ACCOMMODATE ACCESS FOR LOCAL TRAFFIC
3. UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE FIELD VERIFIED PRIOR TO ANY EXCAVATION.

| LEGEND |                                              |
|--------|----------------------------------------------|
|        | CONCRETE ROADWAY TO BE REPAIRED              |
|        | 30-INCH CURB & GUTTER UNLESS OTHERWISE NOTED |
|        | STANDARD CURB RAMP REPLACEMENT               |
|        | DECORATIVE STAMPED CONCRETE CROSSWALK        |
|        | ASPHALT PAVEMENT REPLACEMENT                 |
|        | CONCRETE ROADWAY TO BE REPLACED              |

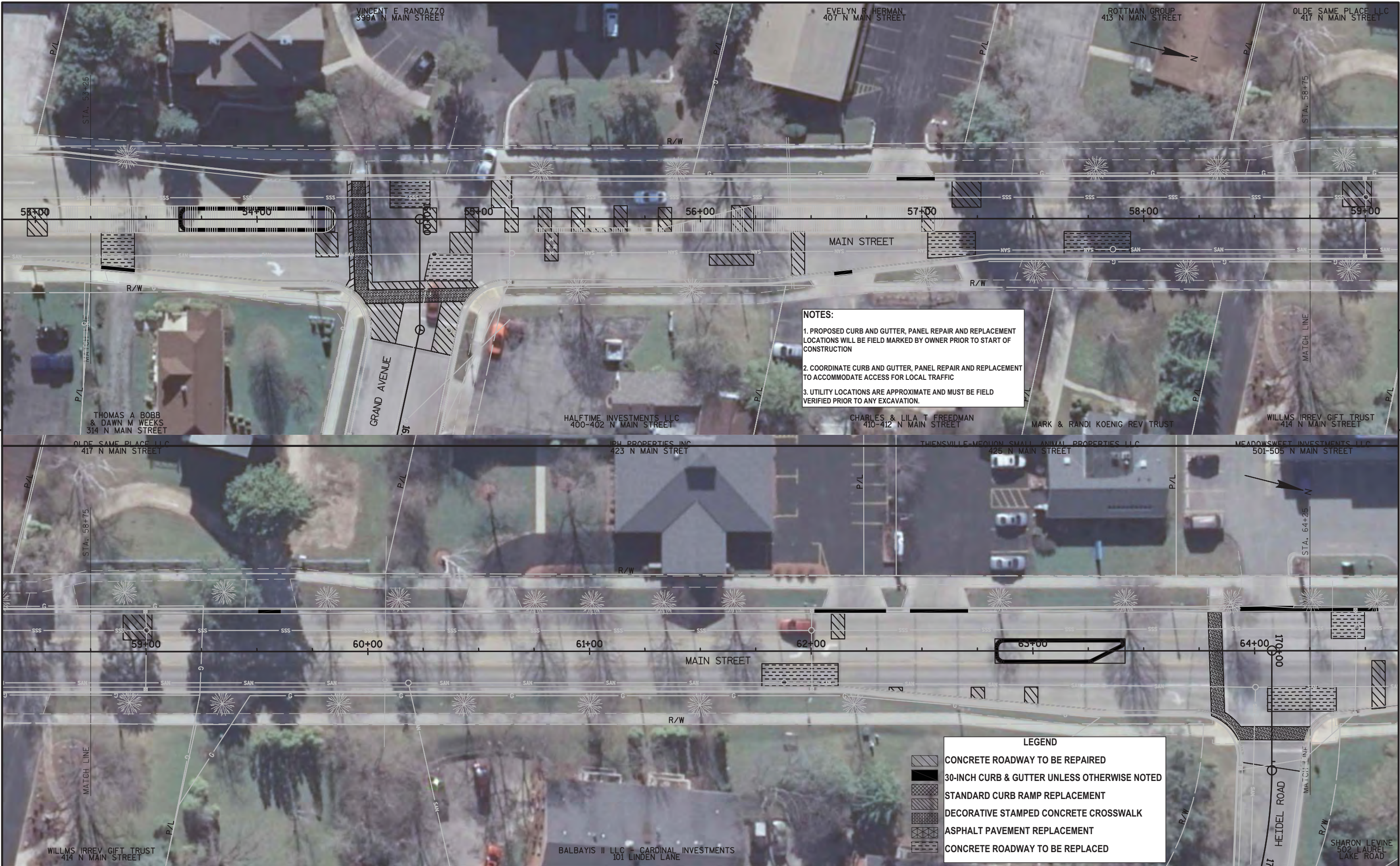




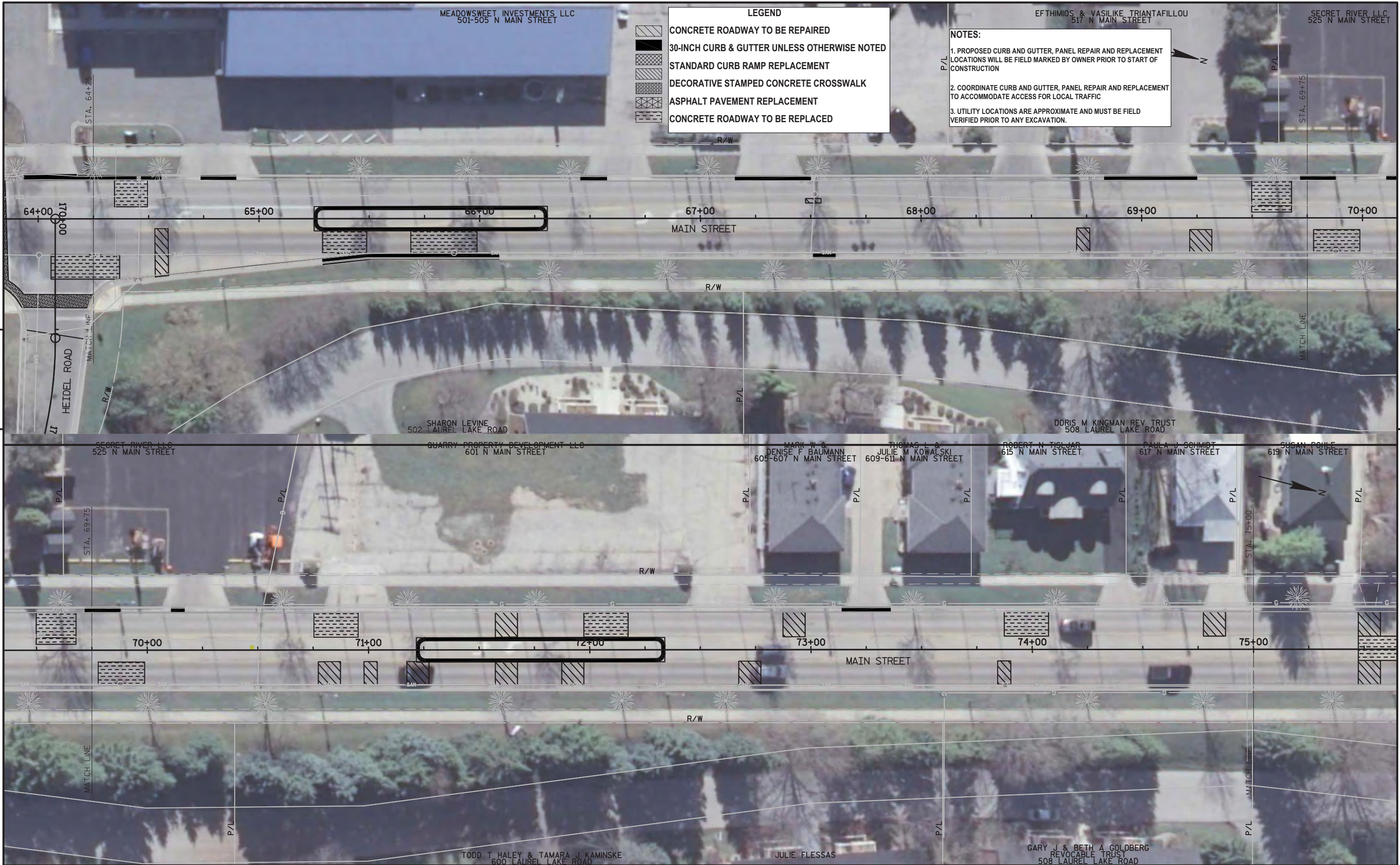
5

5











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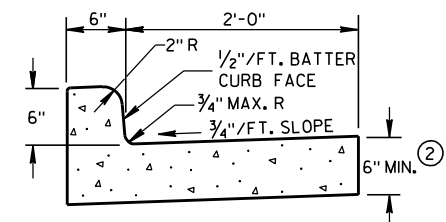


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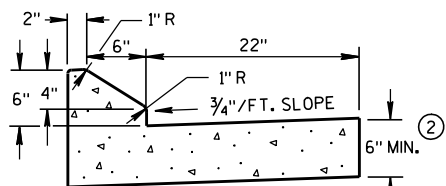
Standard Detail Drawing List

|           |                                                                   |
|-----------|-------------------------------------------------------------------|
| 08D01-17  | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES                  |
| 08D05-15A | CURB RAMPS TYPES 1 AND 1-A                                        |
| 08D05-15B | CURB RAMPS TYPES 2 AND 3                                          |
| 08D05-15C | CURB RAMPS TYPES 4A AND 4A1                                       |
| 08D05-15D | CURB RAMPS TYPE 4B AND 4B1                                        |
| 08D05-15E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8                                 |
| 08E10-02  | INLET PROTECTION TYPE A, B, C AND D                               |
| 13C01-17  | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES                    |
| 13C08-02  | CONCRETE PAVEMENT PARTIAL DEPTH REPAIR                            |
| 13C09-11A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT                          |
| 13C09-11B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT                          |
| 13C09-11C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT                          |
| 15C05-02  | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS          |
| 15C07-12B | PAVEMENT MARKING WORDS                                            |
| 15C07-12C | PAVEMENT MARKING ARROWS                                           |
| 15C08-16A | PAVEMENT MARKING (MAINLINE)                                       |
| 15C08-16B | PAVEMENT MARKING (INTERSECTIONS)                                  |
| 15C11-05  | FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES                      |
| 15C12-04  | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) |
| 15C19-02A | MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY        |
| 15C33-01  | STOP LINE AND CROSSWALK PAVEMENT MARKING                          |
| 15D32-03  | TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION                     |

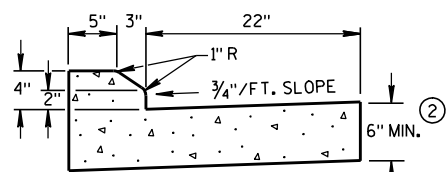




TYPES A &amp; D ①

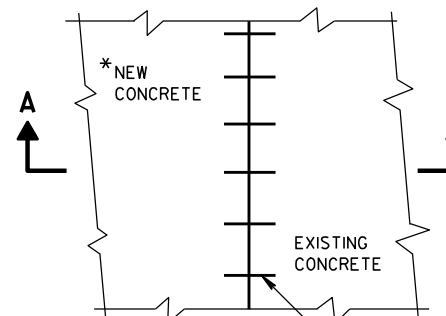


6" SLOPED CURB TYPES G &amp; J ①



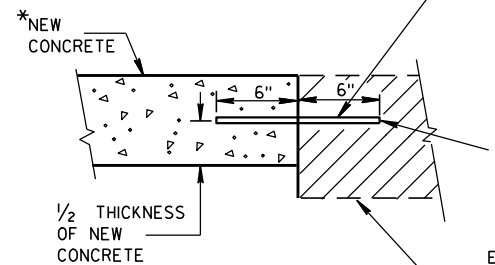
4" SLOPED CURB TYPES G &amp; J ①

CONCRETE CURB &amp; GUTTER 30"



PLAN VIEW

\* NEW CURB & GUTTER,  
SURFACE DRAINS,  
CONCRETE PAVEMENT  
OR OTHER NEW CONCRETE.

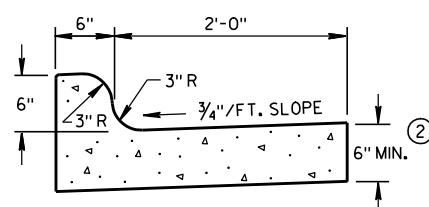


SECTION A-A  
TIE BARS DRILLED  
INTO EXISTING PAVEMENT

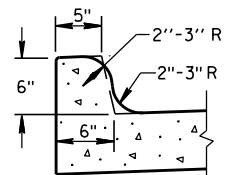
NO. 6 TIE BARS SPACED 2'-6" C-C,  
INSTALLED PERPENDICULAR  
TO THE LONGITUDINAL JOINT.

MAXIMUM DRILL HOLE  
SIZE IS 1/8" GREATER  
THAN TIE BAR DIAMETER

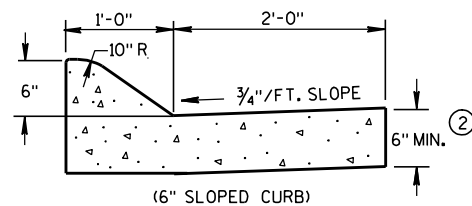
EXISTING  
CONCRETE



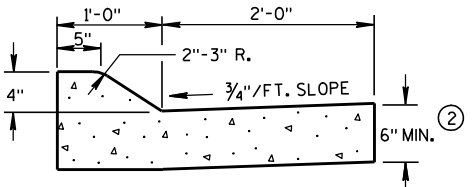
TYPES K &amp; L ①



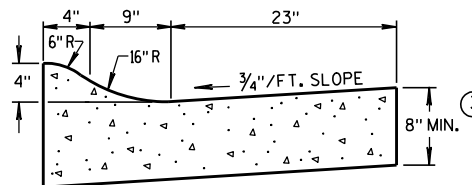
OPTIONAL CURB SHAPE  
FOR TYPES K & L ①



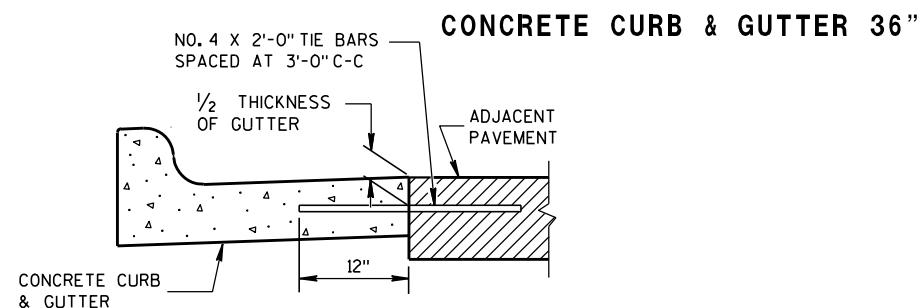
(6" SLOPED CURB)



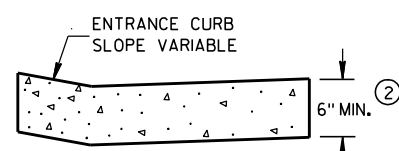
TYPES A &amp; D ①



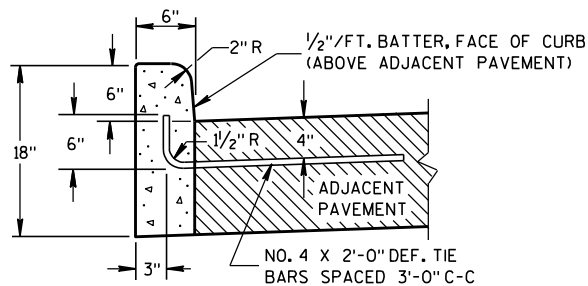
4" SLOPED CURB TYPES R &amp; T ① ④



TYPICAL TIE BAR LOCATION ①

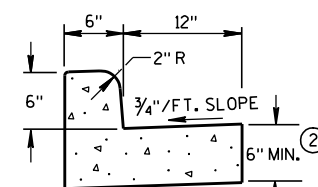


DRIVEWAY ENTRANCE CURB  
(WHEN DIRECTED BY THE ENGINEER)

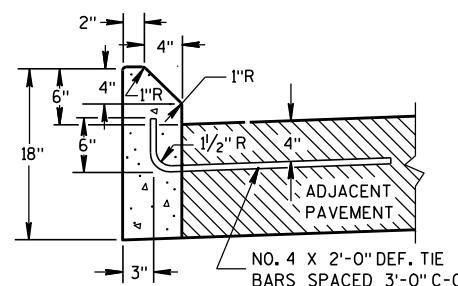


TYPES A &amp; D ①

CONCRETE CURB



TYPES A & D  
CONCRETE CURB & GUTTER 18"



TYPES G &amp; J ①

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

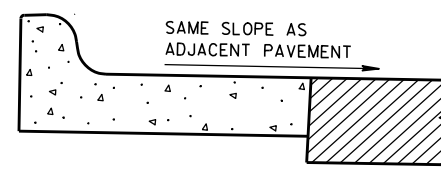
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

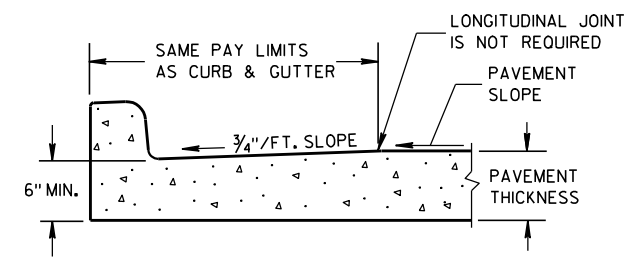
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

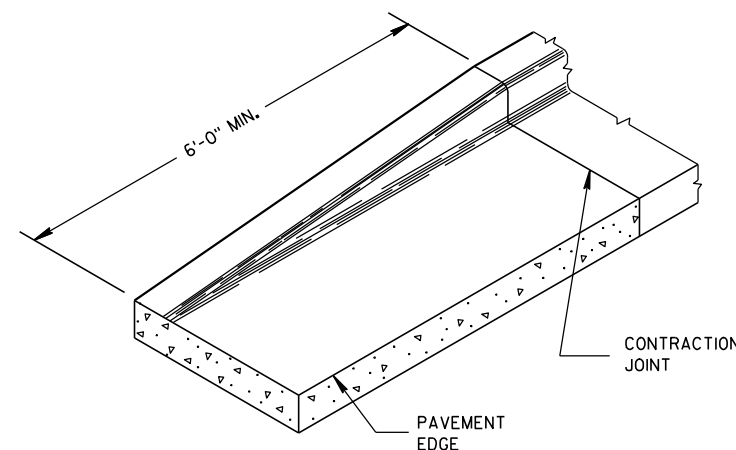
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



REVERSE SLOPE GUTTER ⑤  
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT  
WITH INTEGRAL CURB & GUTTER



END SECTION CURB &amp; GUTTER

CONCRETE CURB, CONCRETE  
CURB & GUTTER AND TIES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

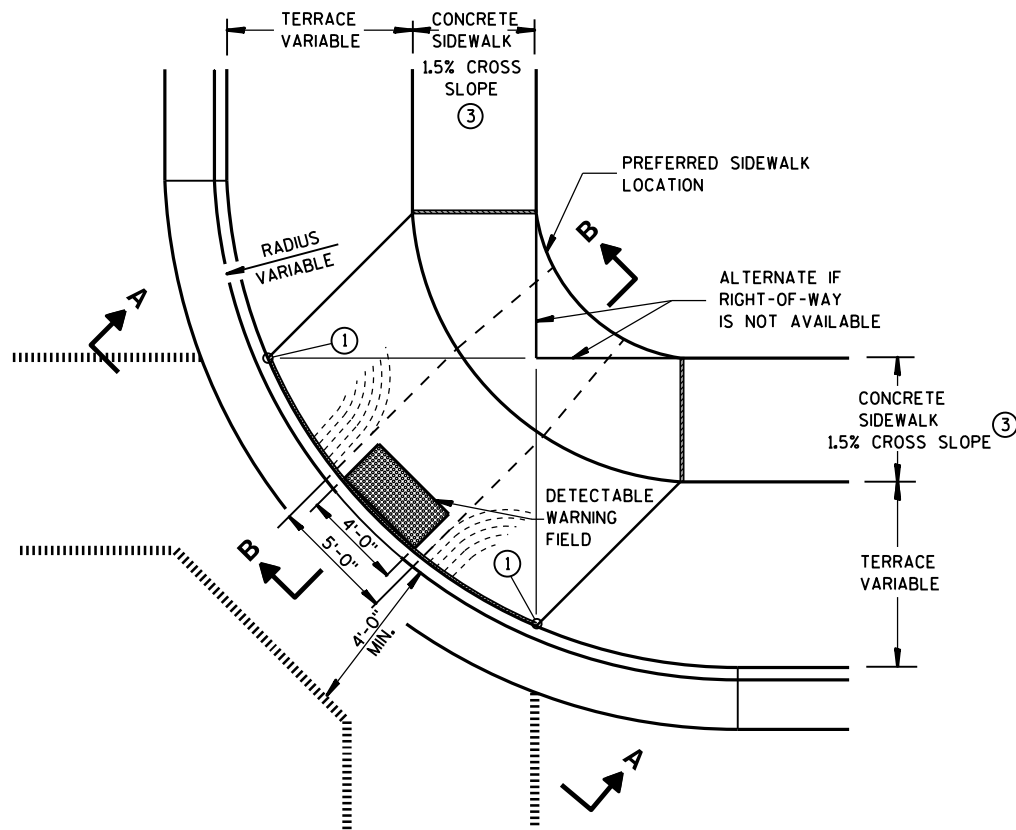
APPROVED

9/4/08

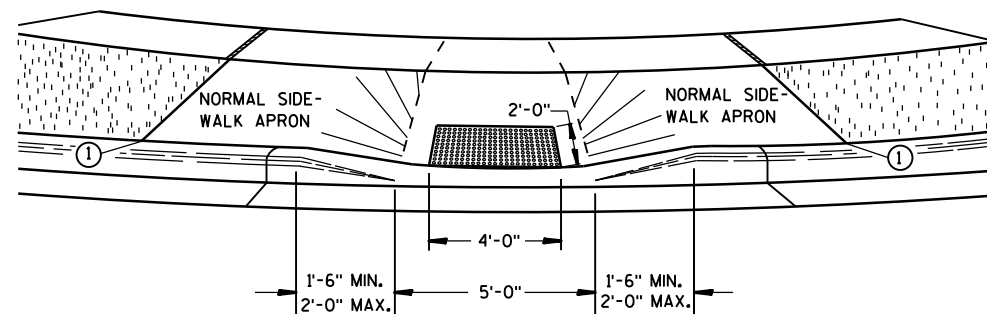
DATE

FHWA

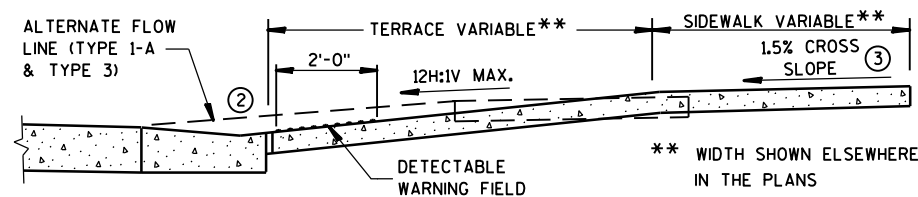
/S/ Jerry H. 7-  
ROADWAY STANDARDS 121 ENT  
ENGINEER



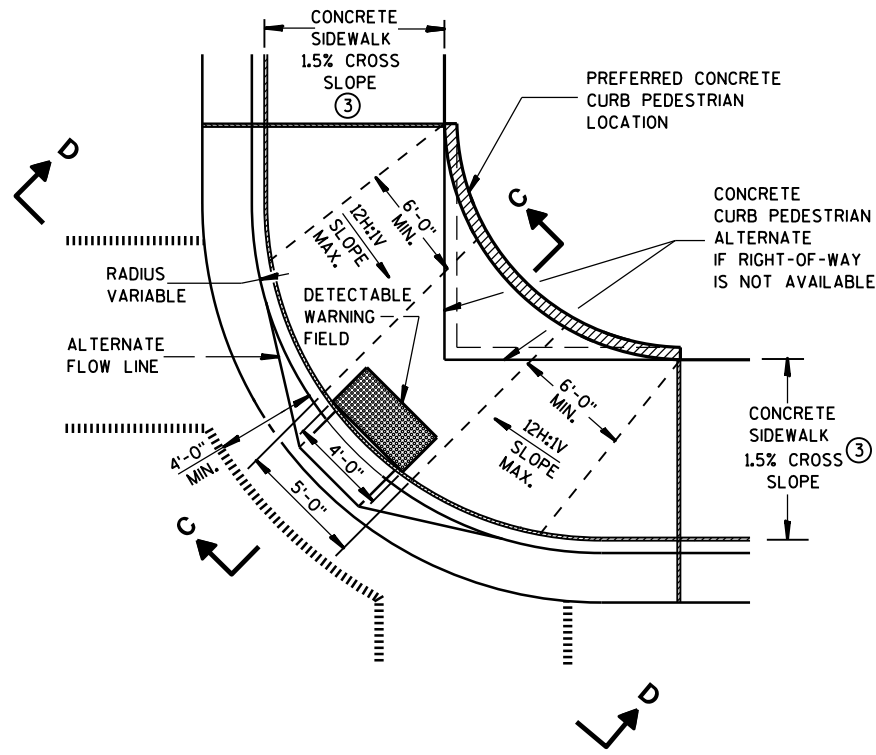
**PLAN VIEW  
TYPE 1 RAMP**  
(CENTER OF CORNER RADIUS)



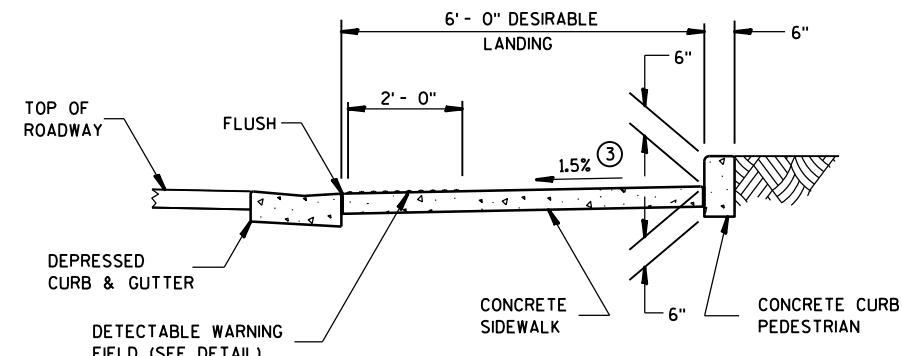
**VIEW A-A**



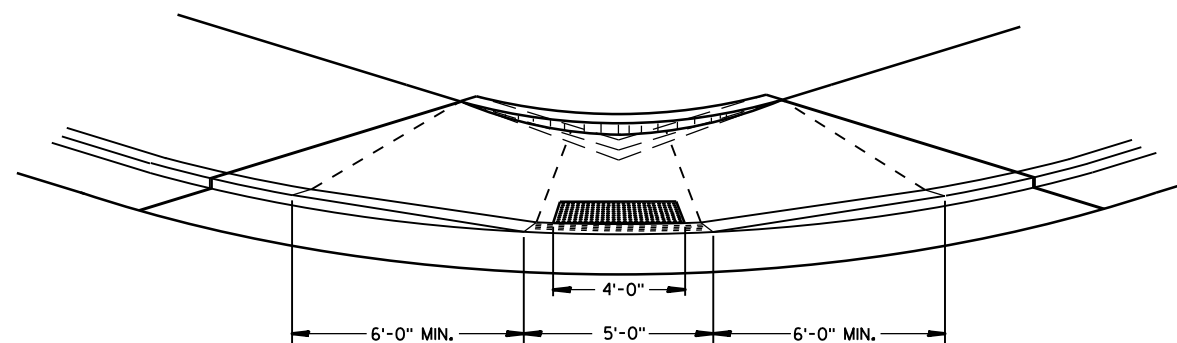
**SECTION B-B**



**PLAN VIEW  
TYPE 1-A RAMP**  
(NO TERRACE)



**SECTION C-C**



**VIEW D-D**

## 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.

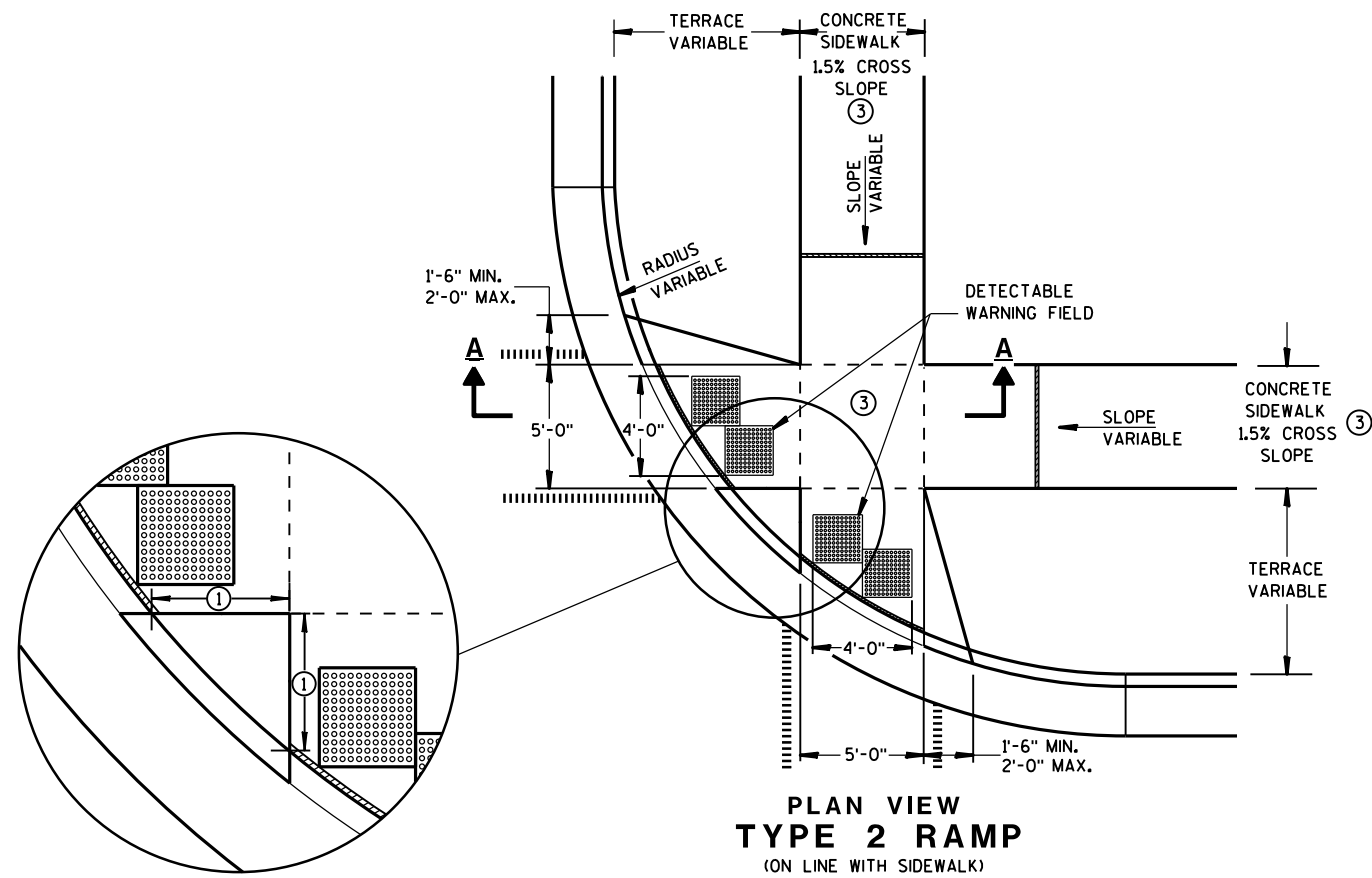
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.
- ③  $\pm 0.5\%$  CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

## LEGEND

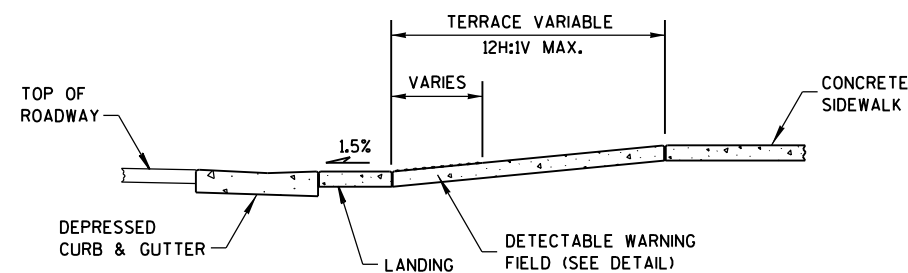
- 1/2" EXPANSION JOINT-SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

**CURB RAMPS  
TYPES 1 AND 1-A**

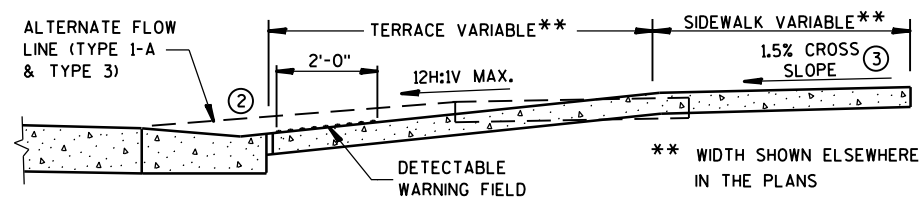
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW  
TYPE 2 RAMP**  
(ON LINE WITH SIDEWALK)



**SECTION A-A**



**SECTION B-B**

## GENERAL NOTES

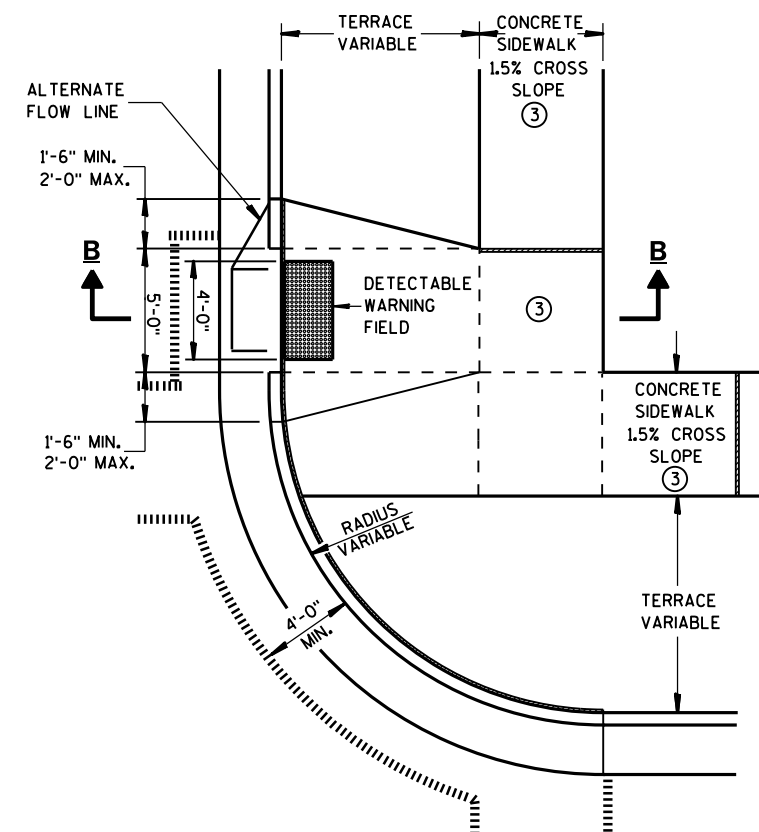
USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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  $\pm 0.5\%$  CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

## LEGEND

- 1/2" 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 TRANSPORTATION 123



## CURB RAMP TYPE 4A



## INTERMEDIATE RADII CAN BE INTERPOLATED



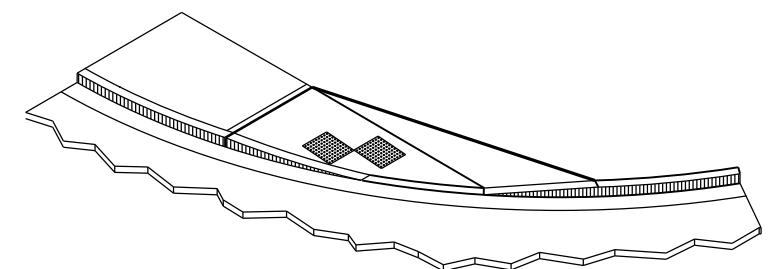
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

- 

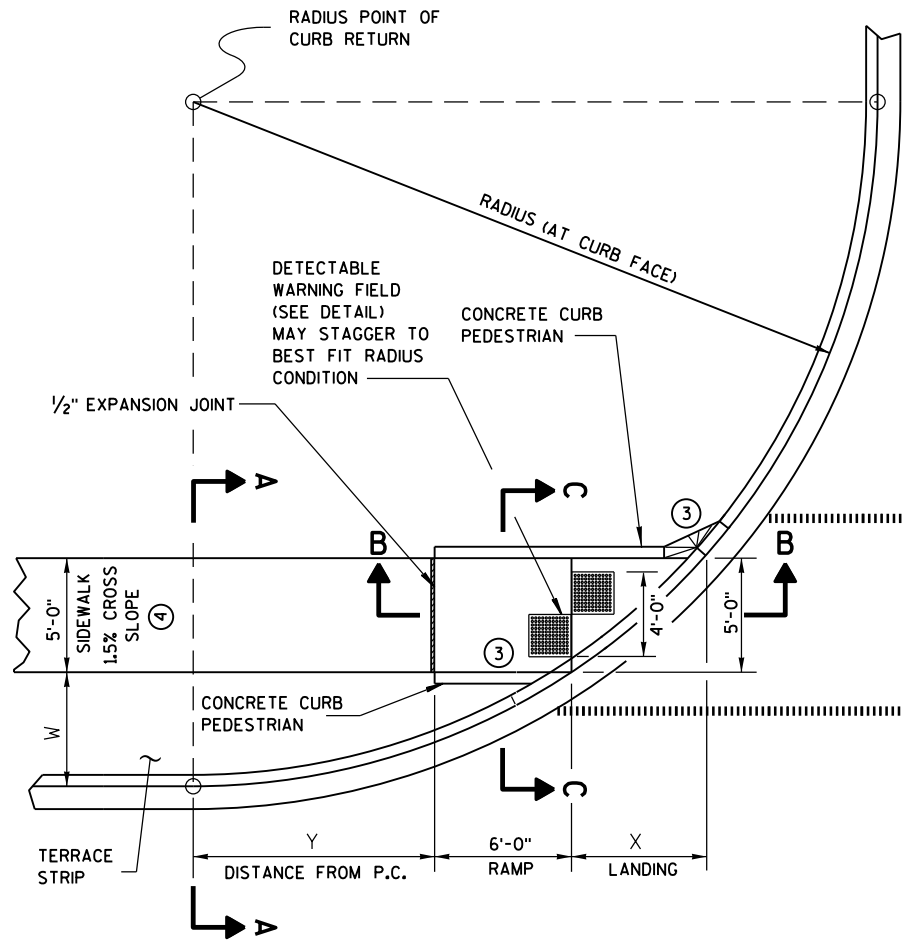
**ISOMETRIC VIEW FOR TYPE 4A**



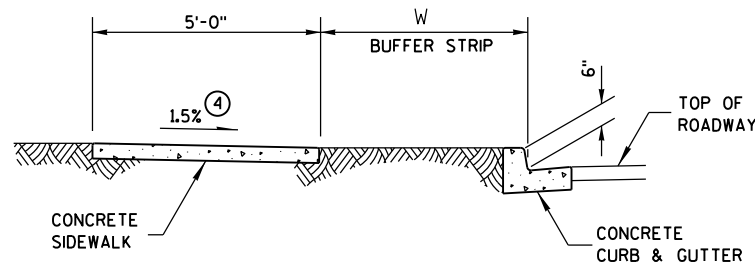
**ISOMETRIC VIEW FOR TYPE 4A1**

|                                                                                       |                                    |
|---------------------------------------------------------------------------------------|------------------------------------|
|  | 1/2" EXPANSION JOINT-SIDEWALK      |
|  | CONTRACTION JOINT FIELD LOCATED    |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |

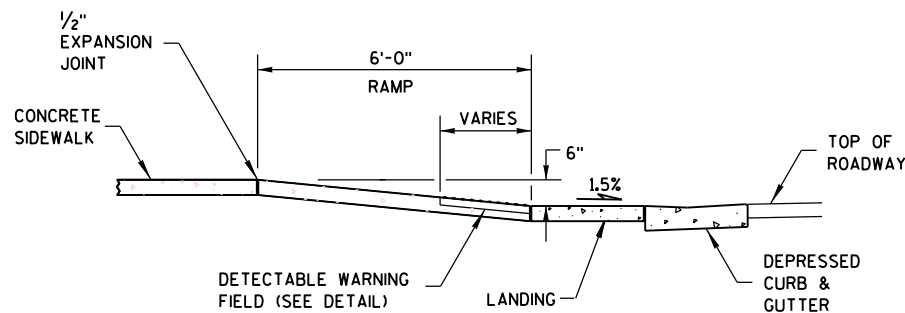
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 124



**CURB RAMP TYPE 4B  
PLAN VIEW**



**SECTION A-A FOR TYPE 4B**

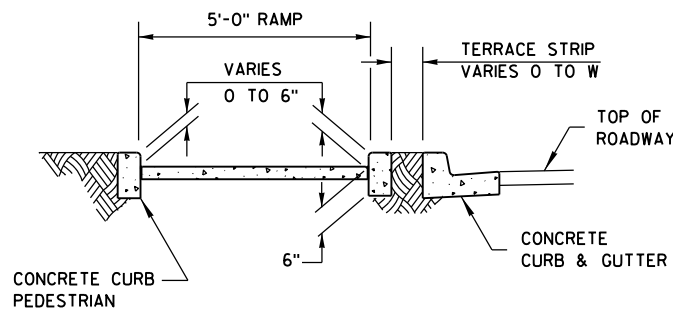


**SECTION B-B FOR TYPE 4B**

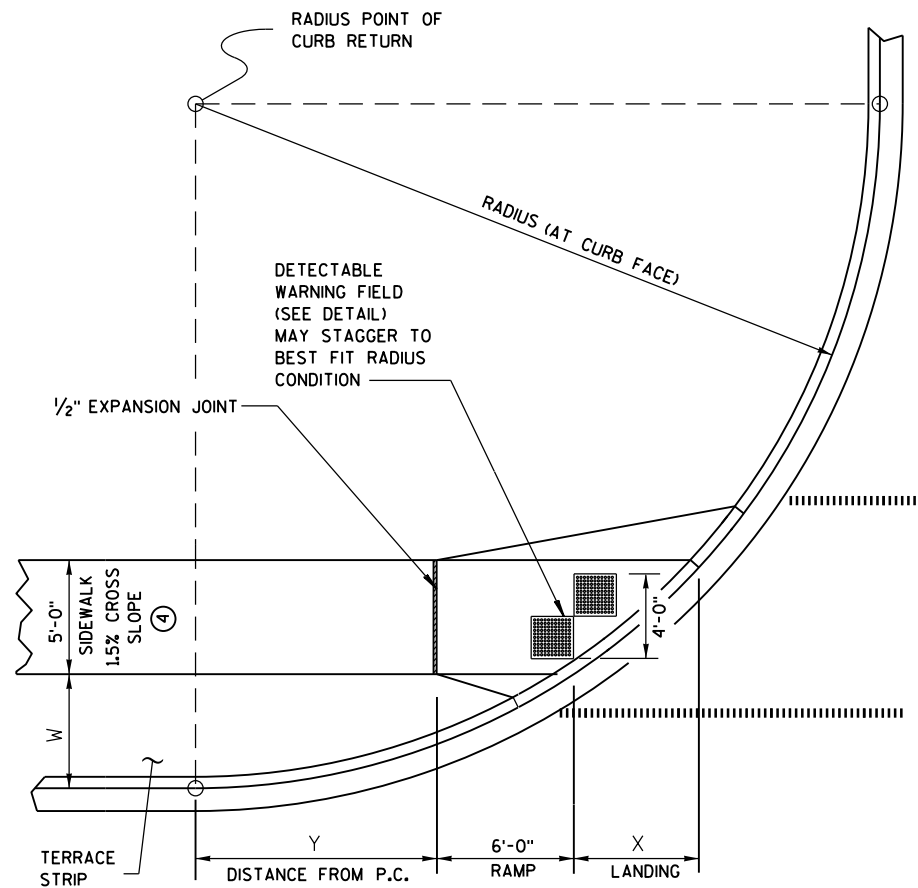
- LEGEND**
- 1/2" EXPANSION JOINT-SIDEWALK
  - CONTRACTION JOINT FIELD LOCATED
  - PAVEMENT MARKING CROSSWALK (WHITE)

| RADIUS<br>(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'-5 1/2"   | 4'-6 1/2"  | 4'-8 1/2"   | 6'-0"      | 4'-1"       | 7'-2 3/4"   | 3'-7"       | 8'-3 1/2"  | 3'-1 1/2"   | 9'-2 1/2"  |
| 30 FEET                  | 7'-3 3/4"   | 7'-1"      | 6'-5 1/2"   | 8'-11 1/2" | 5'-9 1/4"   | 10'-7"      | 5'-2 1/2"   | 12'-0"     | 4'-8 3/4"   | 13'-3 1/4" |
| 40 FEET                  | 8'-9 1/2"   | 9'-2 1/2"  | 7'-10"      | 11'-5 1/4" | 7'-1"       | 13'-4 1/2"  | 6'-5 3/4"   | 15'-3/4"   | 5'-11 1/2"  | 16'-7 1/4" |
| 50 FEET                  | 10'-3/4"    | 11'-3/4"   | 9'-1/4"     | 13'-7 1/4" | 8'-2 1/2"   | 15'-9 1/2"  | 7'-6 1/2"   | 17'-9"     | 6'-11 3/4"  | 19'-6 1/4" |
| 60 FEET                  | 11'-2 1/2"  | 12'-8 3/4" | 10'-3/4"    | 15'-6 1/2" | 9'-2 1/4"   | 17'-11 3/4" | 8'-5 3/4"   | 20'-1 3/4" | 7'-10 1/2"  | 22'-1 1/2" |

INTERMEDIATE RADII CAN BE INTERPOLATED



**SECTION C-C FOR TYPE 4B**



**CURB RAMP TYPE 4B1  
PLAN VIEW**

**GENERAL NOTES**

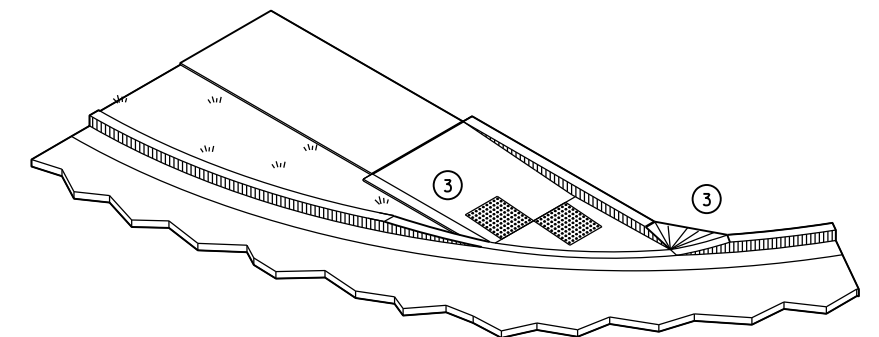
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

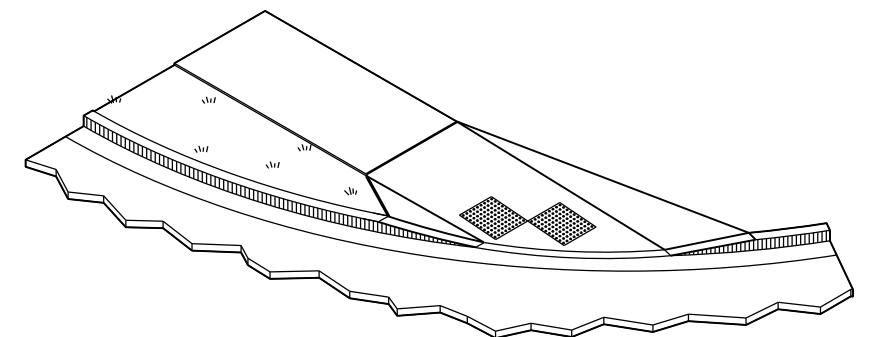
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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 4B**

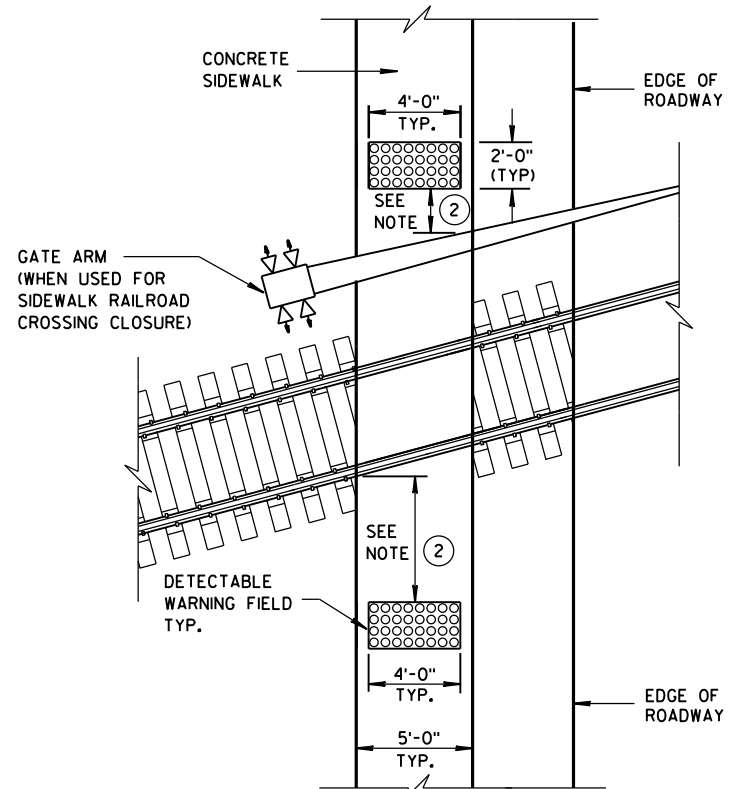


**ISOMETRIC VIEW FOR TYPE 4B1**

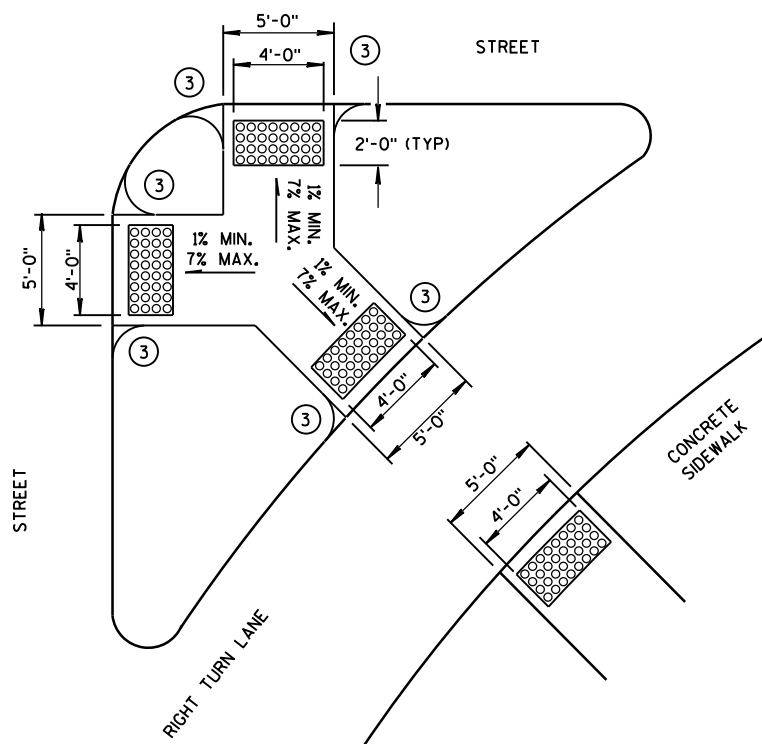
**CURB RAMPS  
TYPE 4B AND 4B1**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

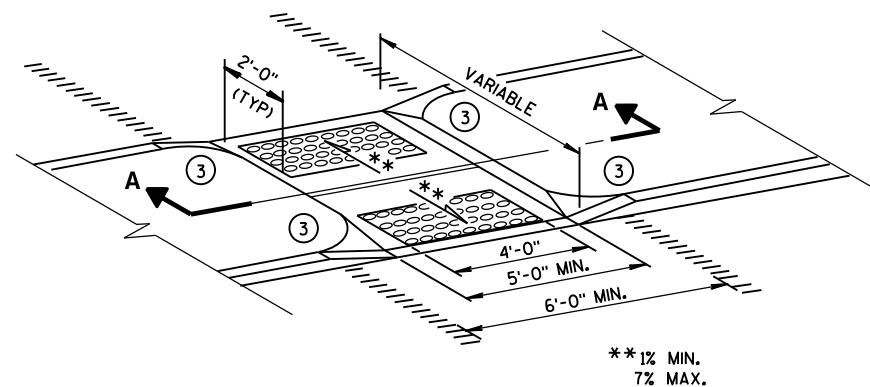




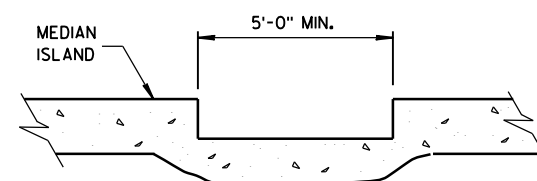
**TYPE 8**  
**DETECTABLE WARNINGS**  
**AT RAILROAD CROSSING**



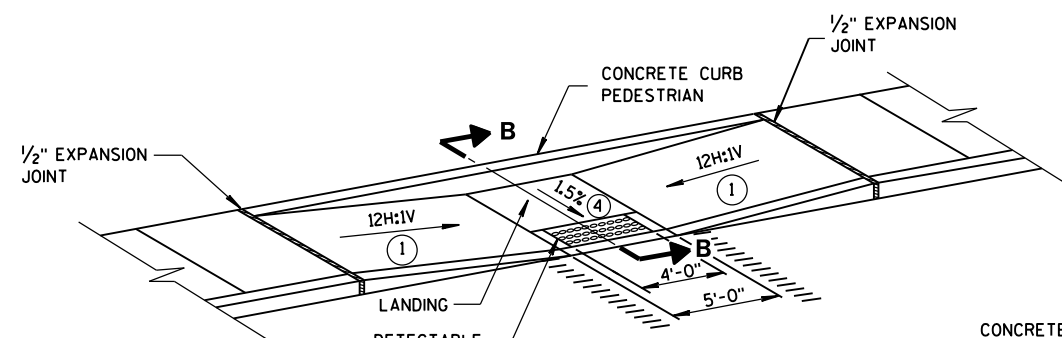
**TYPE 6**  
**DETECTABLE WARNING AT ISLANDS**



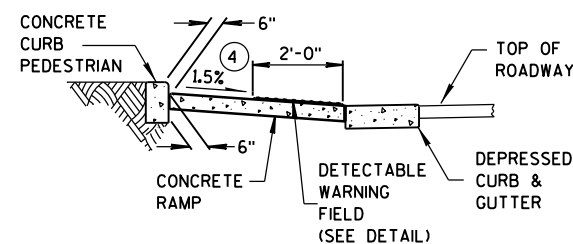
**MEDIAN ISLAND**  
**NON-ELEVATED CROSSING**  
**TYPE 5**



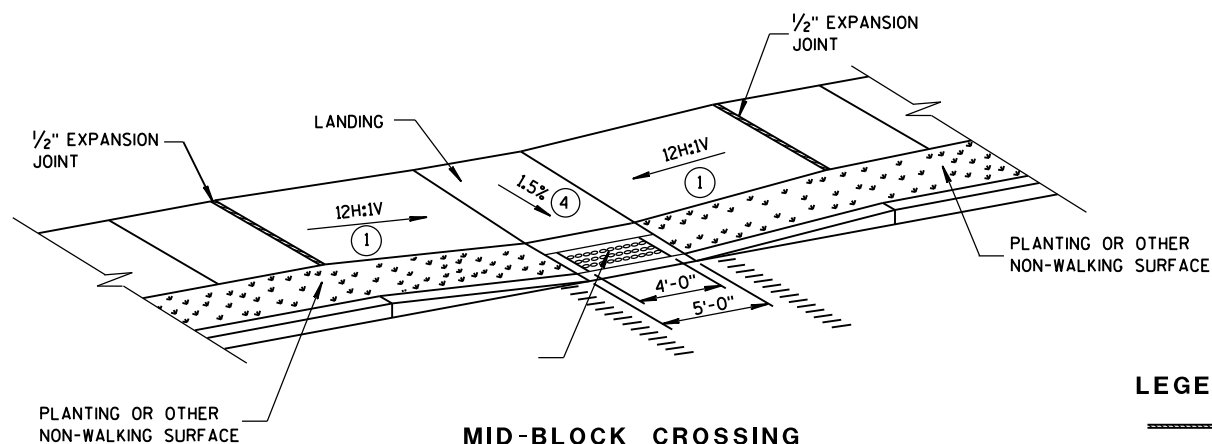
**SECTION A-A**



**MID-BLOCK CROSSING**  
**TYPE 7A**



**SECTION B-B**



**MID-BLOCK CROSSING**  
**TYPE 7B**

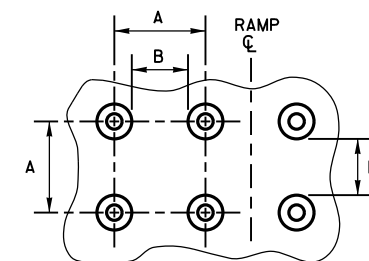
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

## GENERAL NOTES

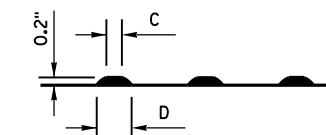
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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  $\pm$  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  $\pm$ 0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



**PLAN VIEW**



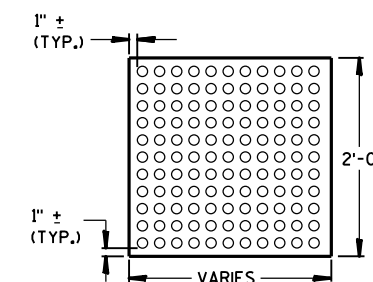
**ELEVATION VIEW**

|   | 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.

## TRUNCATED DOMES

### DETECTABLE WARNING PATTERN DETAIL



**PLAN VIEW**

## DETECTABLE WARNING FIELD (TYPICAL)

## LEGEND

- 1/2" 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

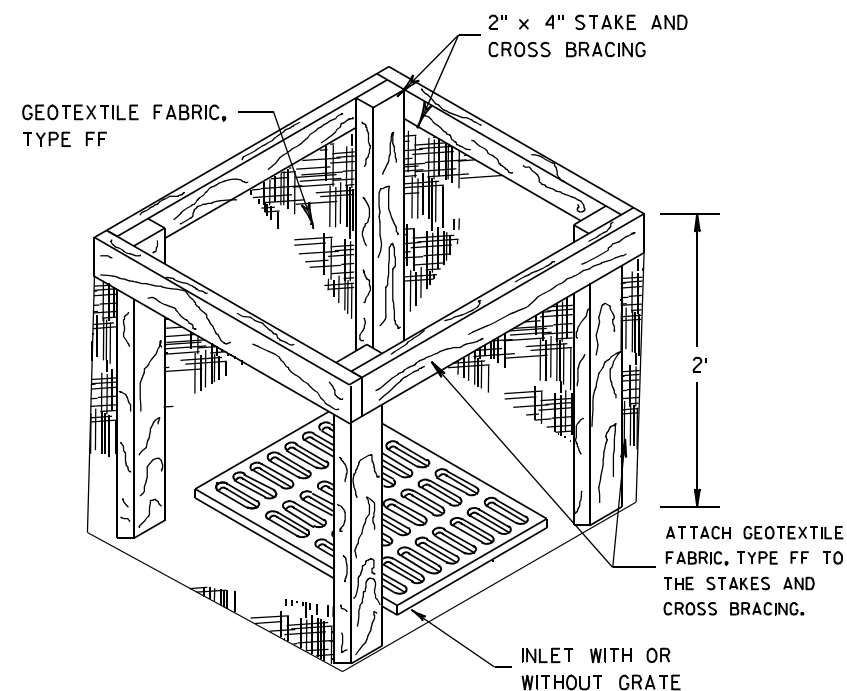
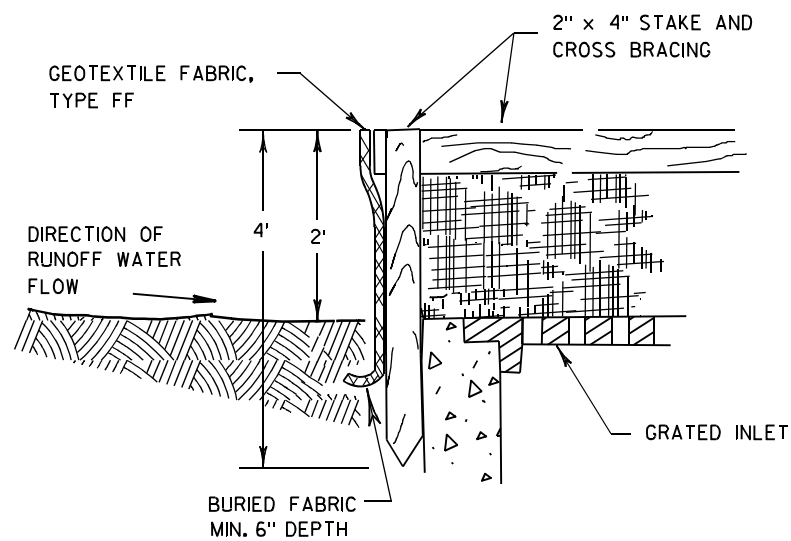
## APPROVED

2-6-2013  
DATE

FHWA

/S/ Jerry H. Zogg  
ROADWAY STANDARDS ENGINEER

126 INT



**INLET PROTECTION, TYPE A**

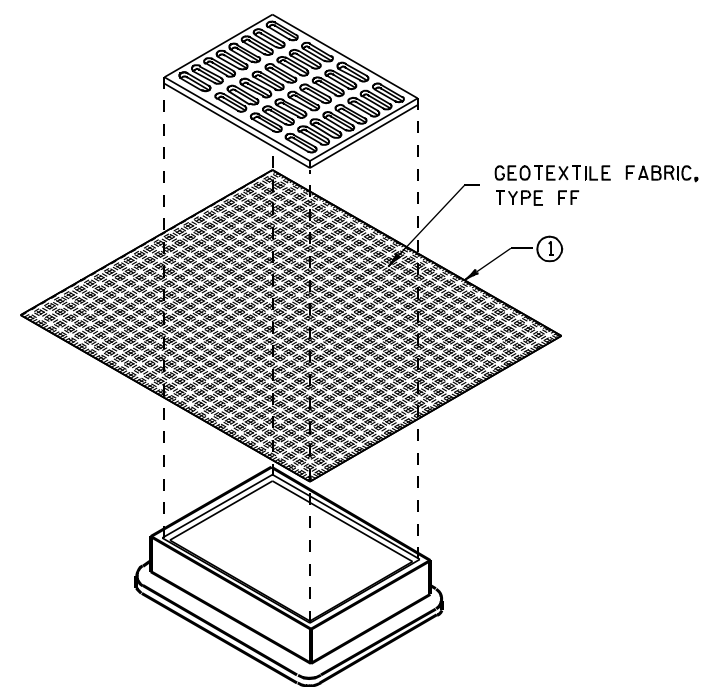
**GENERAL NOTES**

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.

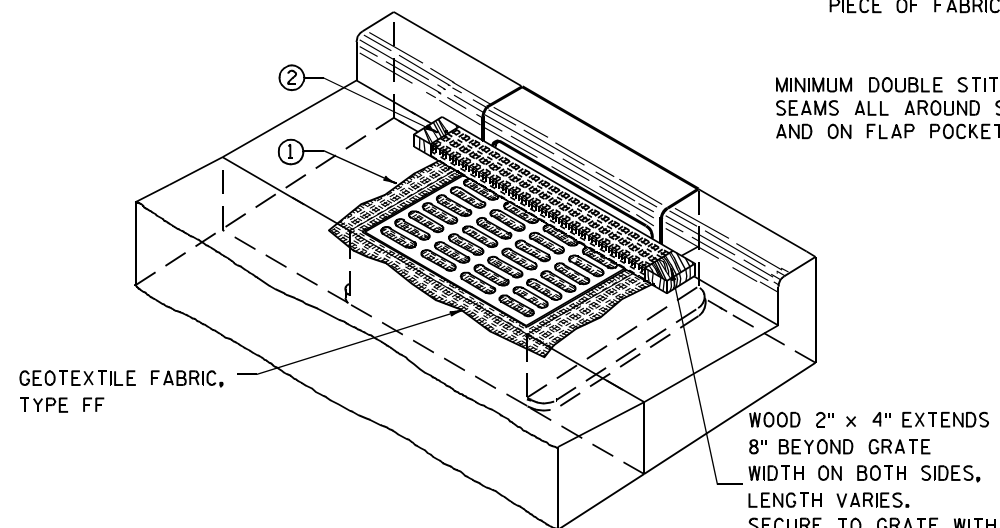
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B  
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



**INLET PROTECTION, TYPE C (WITH CURB BOX)**

**INSTALLATION NOTES**

**TYPE B & C**

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

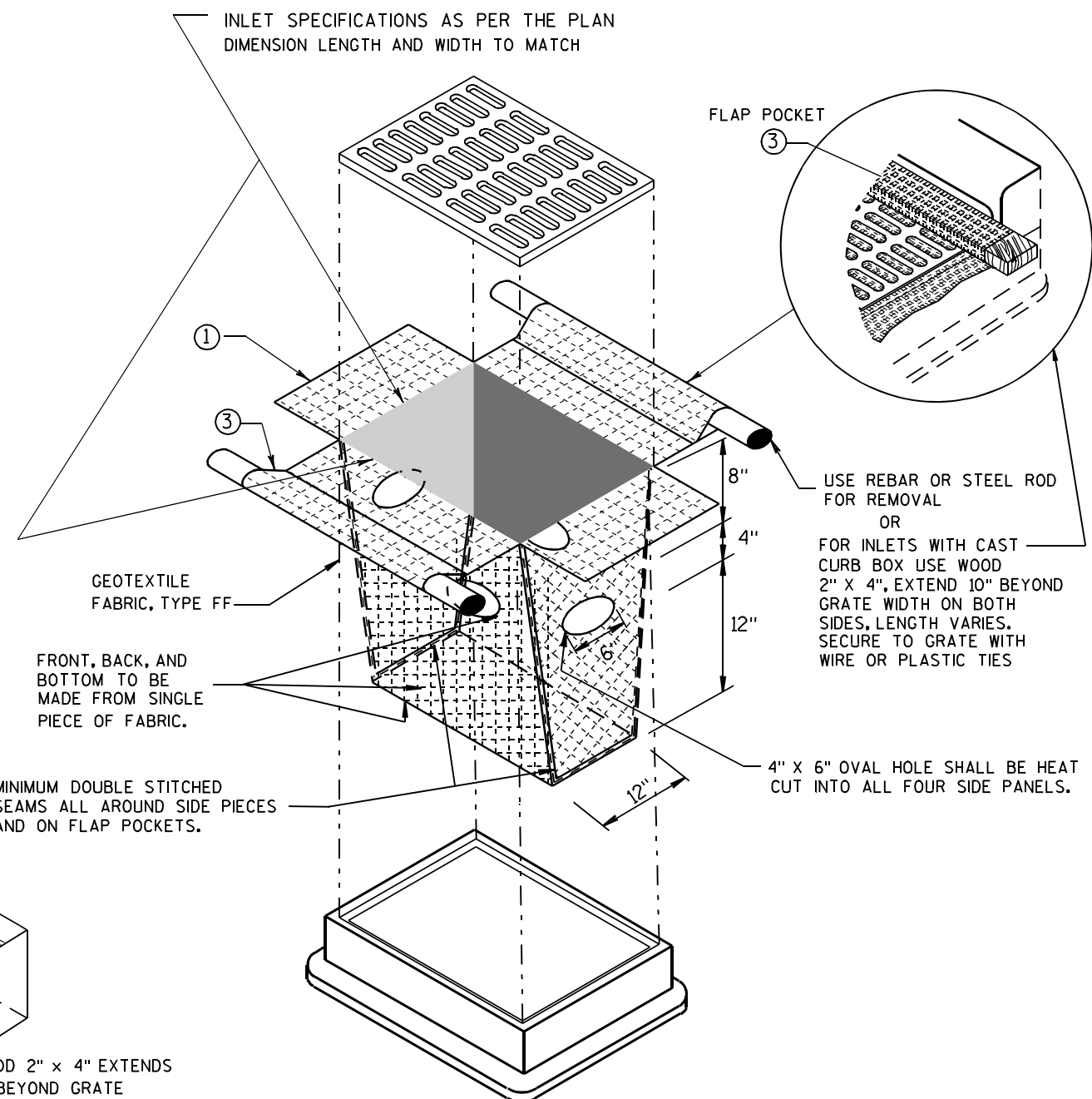
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**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.



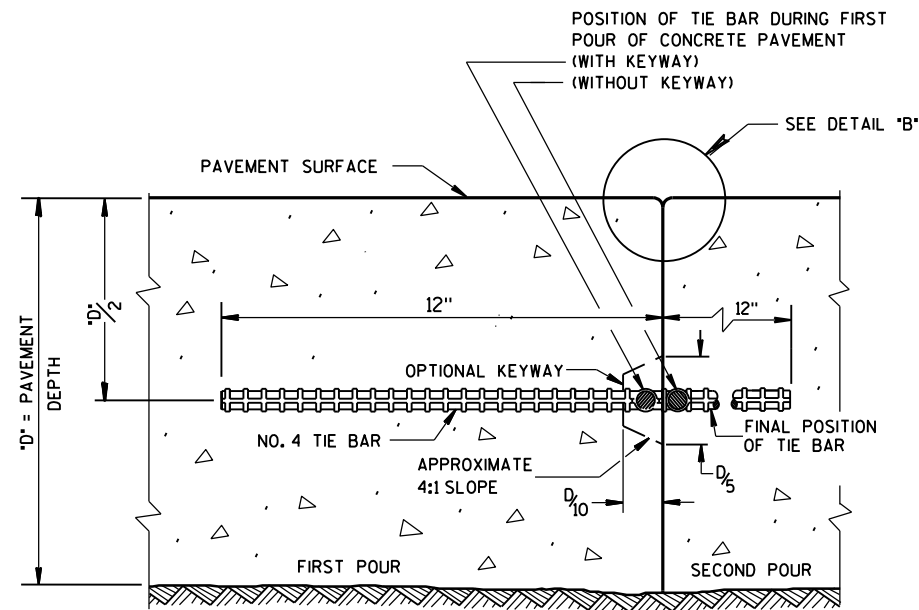
**INLET PROTECTION, TYPE D**

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

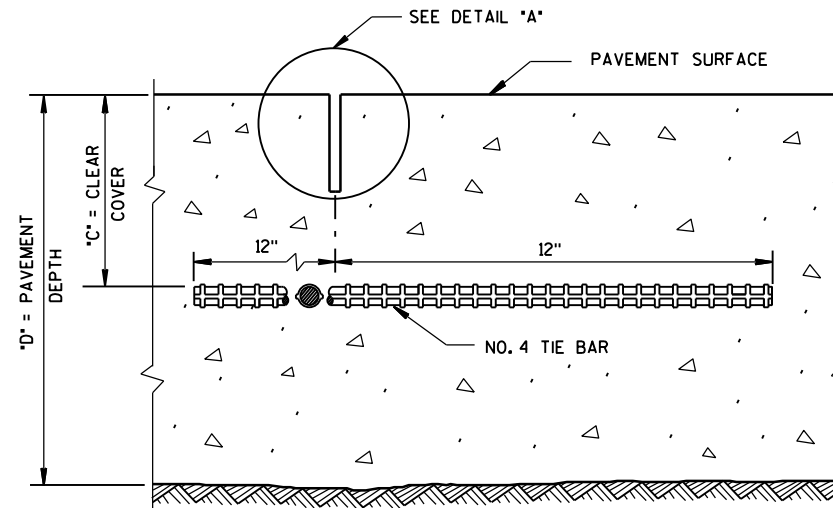
**INLET PROTECTION  
TYPE A, B, C, AND D**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10/16/02 /S/ Beth Connolly  
DATE 127  
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



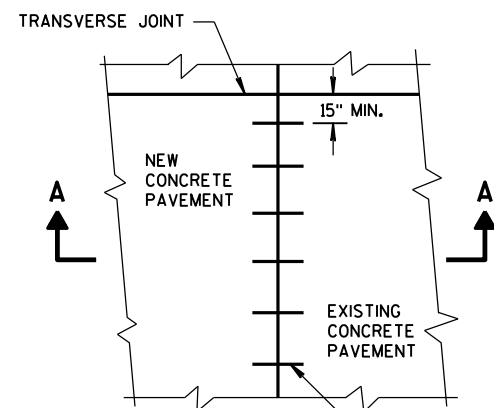
CONSTRUCTION JOINT



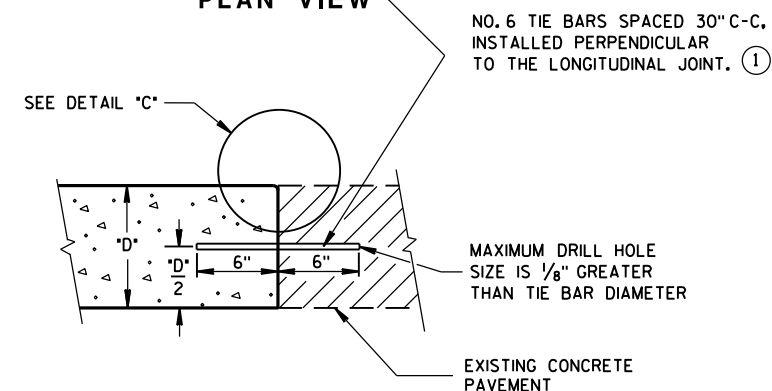
SAWED JOINT

## GENERAL NOTES

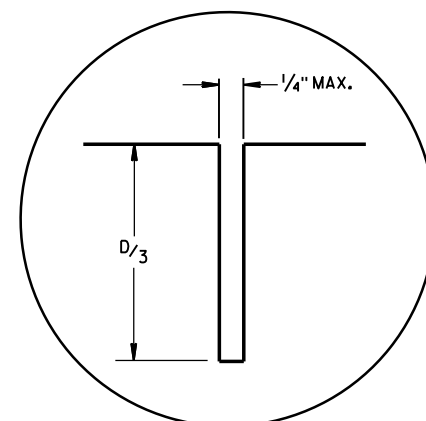
- DO NOT SEAL OR FILL LONGITUDINAL JOINTS.
- CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.
- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



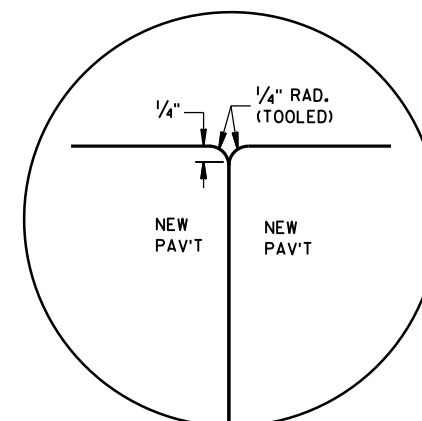
PLAN VIEW



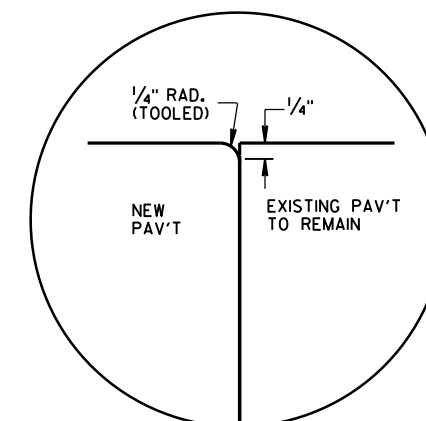
SECTION A-A  
LONGITUDINAL CONSTRUCTION JOINT  
TIE BARS ANCHORED  
INTO EXISTING PAVEMENT



DETAIL "A"



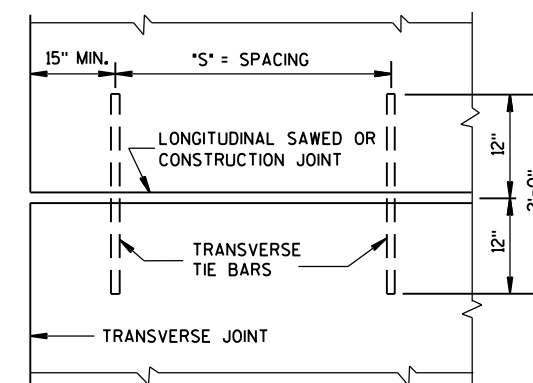
DETAIL "B"



DETAIL "C"

TIE BAR TABLE

| PAVEMENT<br>DEPTH<br>"D" | CLEAR COVER<br>"C" | MAXIMUM TIE BAR<br>SPACING "S" |       |
|--------------------------|--------------------|--------------------------------|-------|
|                          |                    | PAVEMENT WIDTH<br>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

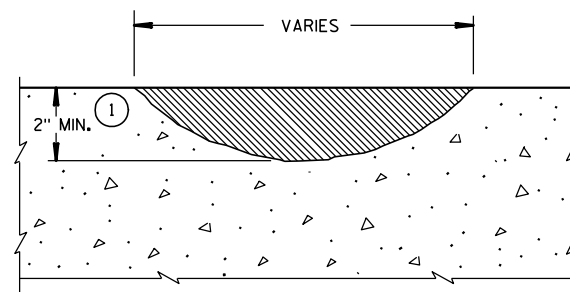
APPROVED

9/2014  
DATE

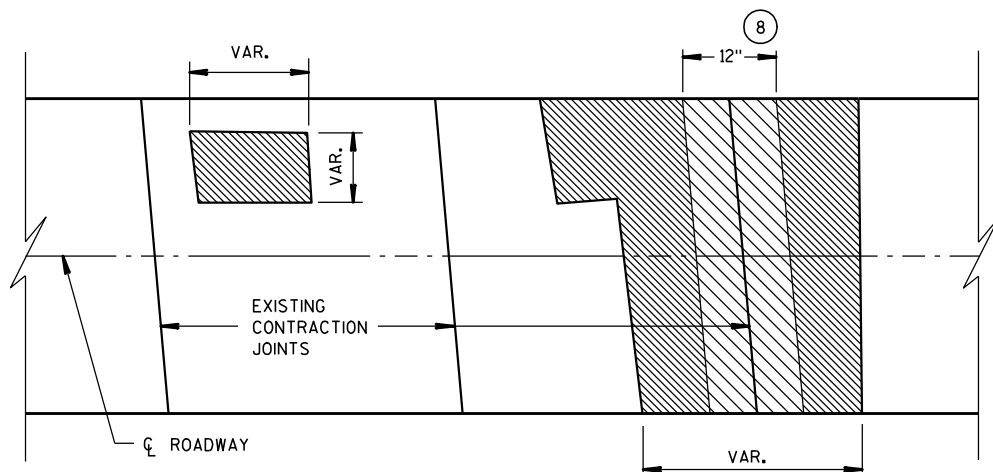
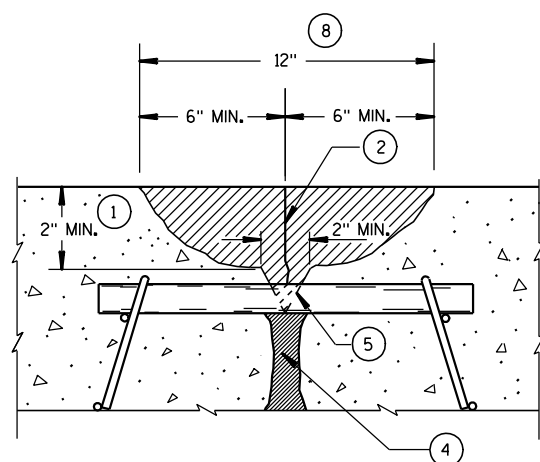
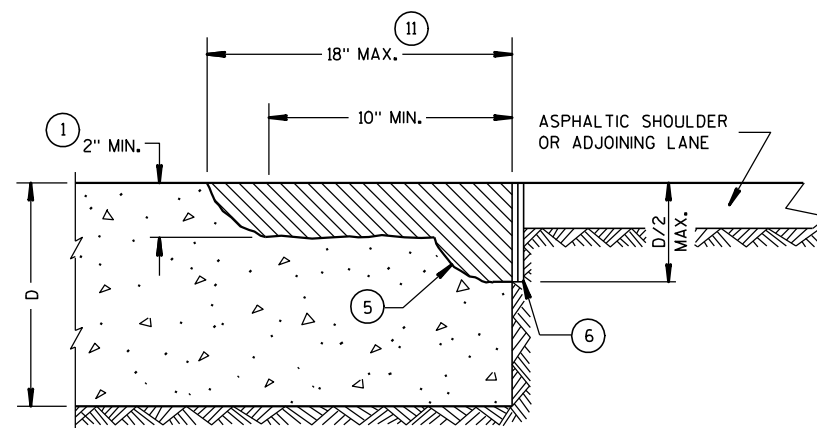
/S/ Deb Bischoff  
PAVEMENT POLICY & DE 128

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VEER

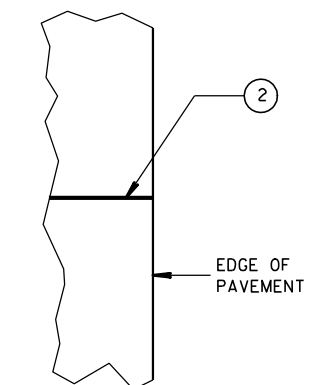


PROFILE VIEW

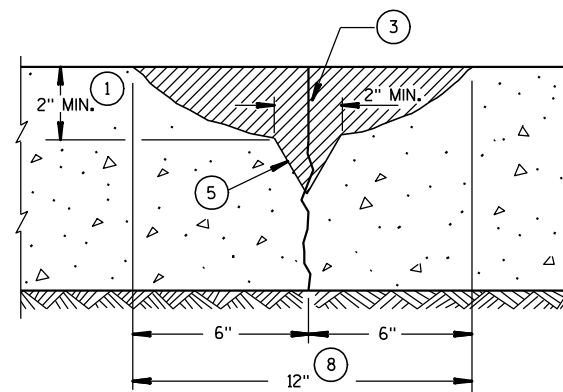
PLAN VIEW  
SURFACE REPAIRPROFILE VIEW  
JOINT REPAIR

PROFILE VIEW

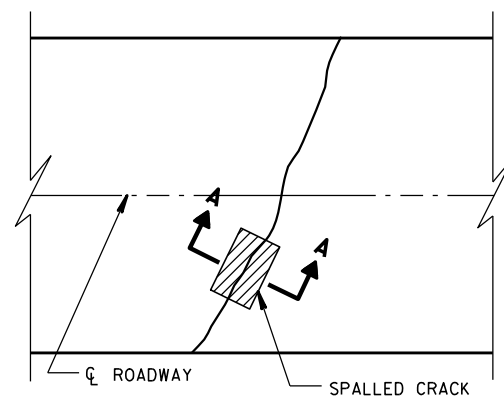
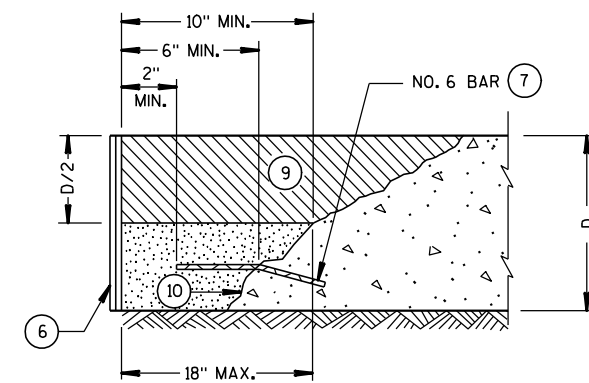
EDGE REPAIR



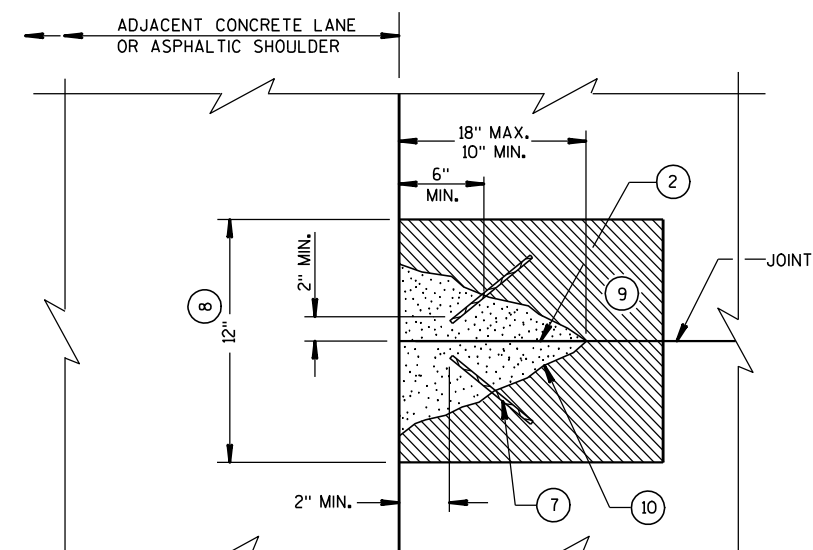
PLAN VIEW



SECTION A-A

PLAN VIEW  
CRACK REPAIR

PROFILE VIEW

PLAN VIEW  
FULL DEPTH REPAIR ADJUSTMENT

## GENERAL NOTES

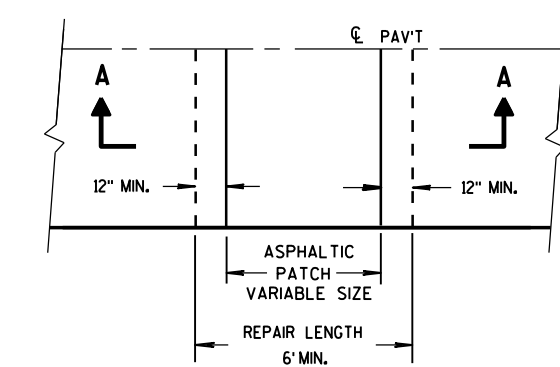
- 1 REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF  $\frac{1}{2}$  THE PAVEMENT DEPTH OR TOP OF DOWELS.
- 2 IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK ( $\frac{1}{4}$ "), THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
- 3 COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK ( $\frac{1}{4}$ "), THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
- 4 CLEAN, DRY SAND WHEN NECESSARY.
- 5 REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
- 6  $\frac{1}{4}$ " MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED, FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
- 7 PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
- 8 OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
- 9 PAID AS JOINT OR CRACK REPAIR.
- 10 FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
- 11 BEYOND 18" WILL BE PAID AS SURFACE REPAIR.

CONCRETE PAVEMENT  
PARTIAL DEPTH REPAIRSTATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

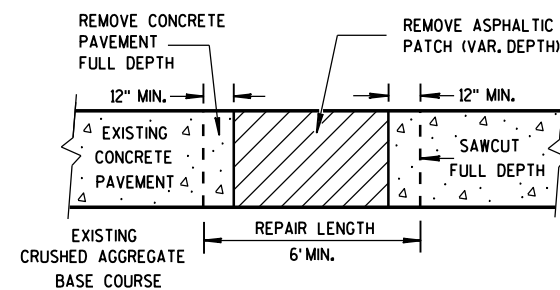
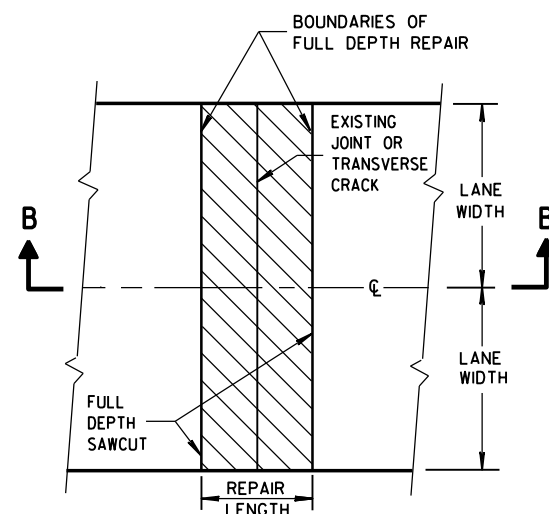
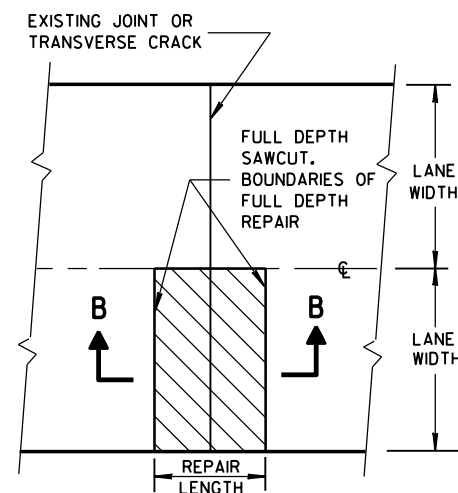
APPROVED

3/21/03  
DATE/S/ Bill Duck  
PAVEMENT ENGINEER 129

FHWA



PLAN VIEW

SECTION A-A  
HMA PATCH REMOVALPLAN VIEW  
(DOUBLE LANE REPAIR)PLAN VIEW  
(SINGLE LANE REPAIR)

## FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)

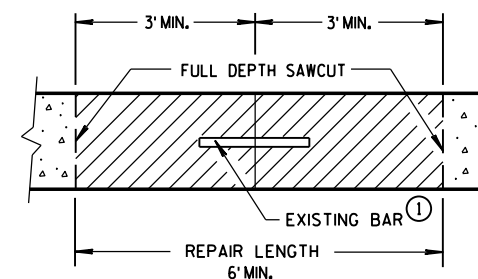
## GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

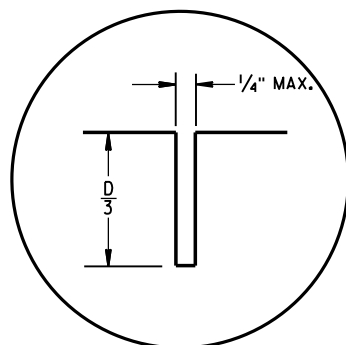
① DOWEL BARS MIGHT NOT EXIST.

SECTION B-B  
CONCRETE REMOVALCONCRETE PAVEMENT REPAIR  
AND REPLACEMENTSTATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 130

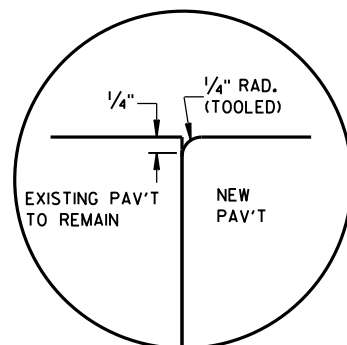


TIE BAR TABLE

| PAVEMENT<br>DEPTH<br>"D" | CLEAR COVER<br>"C" | MAXIMUM TIE BAR<br>SPACING "S" |       |
|--------------------------|--------------------|--------------------------------|-------|
|                          |                    | PAVEMENT WIDTH<br>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"   |

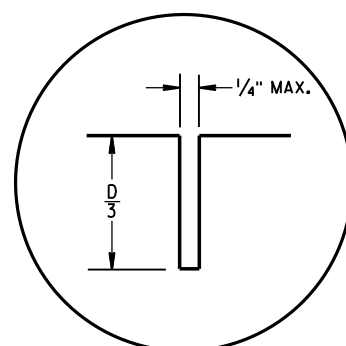


C1

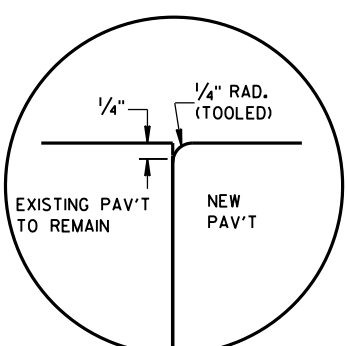


C2

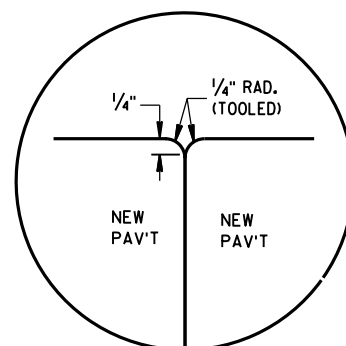
## TRANSVERSE JOINTS



L1

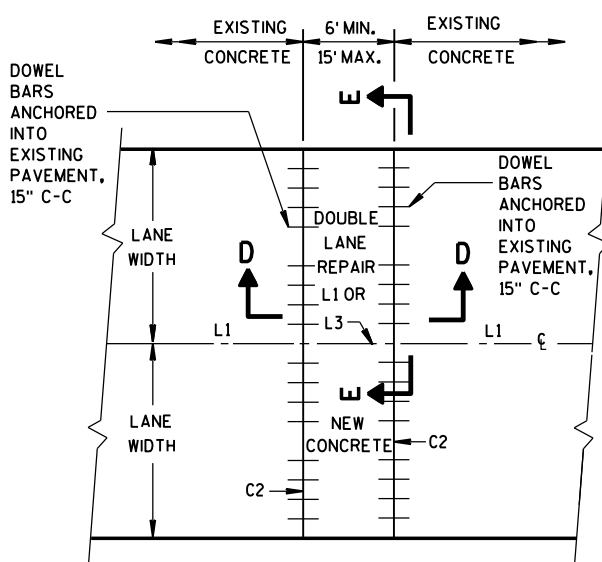


L2



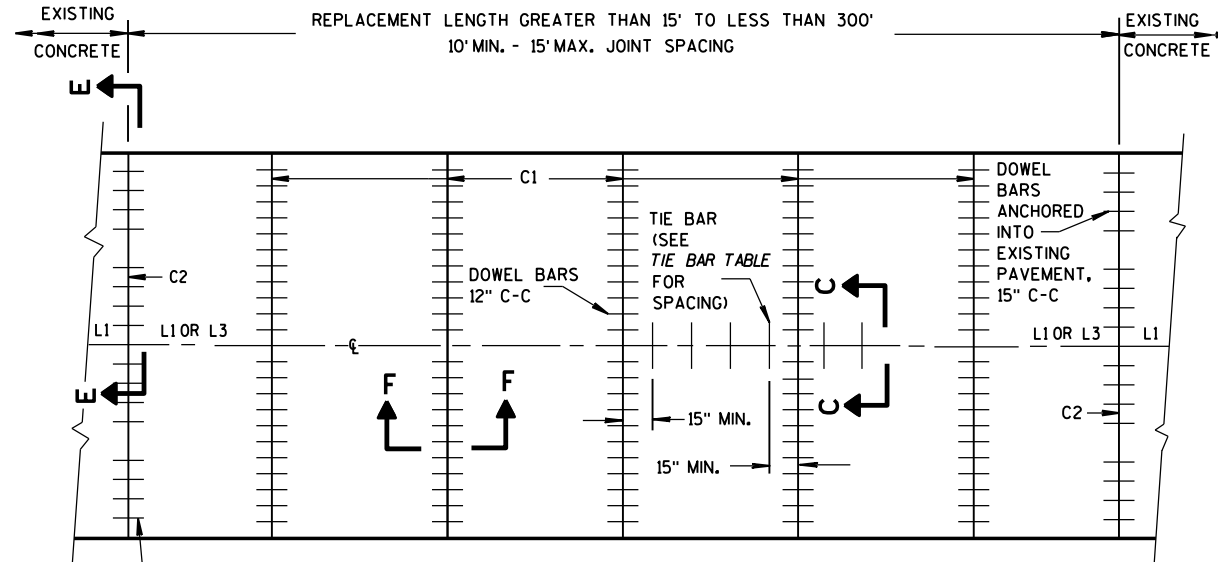
L3

## LONGITUDINAL JOINTS



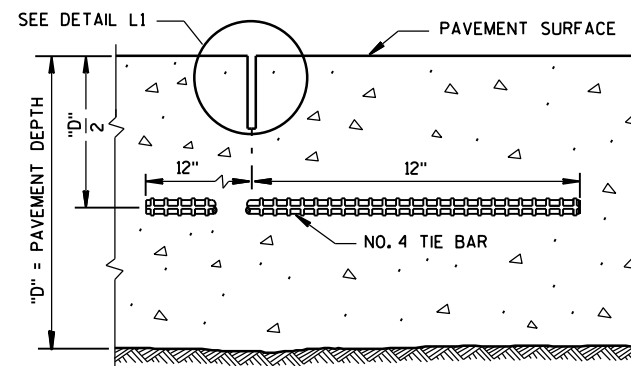
PLAN VIEW

## MULTI-LANE CONCRETE PAVEMENT REPAIR



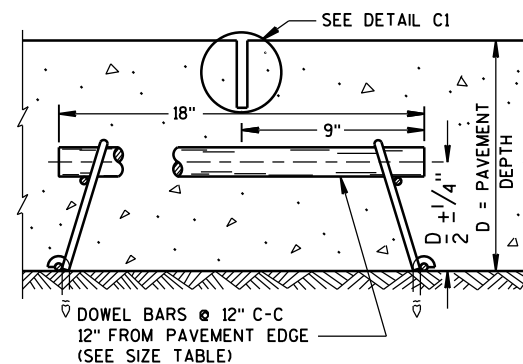
PLAN VIEW

## MULTI-LANE CONCRETE PAVEMENT REPLACEMENT



SECTION C-C

## SAWED LONGITUDINAL JOINT

SECTION F-F  
CONTRACTION JOINT

## GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

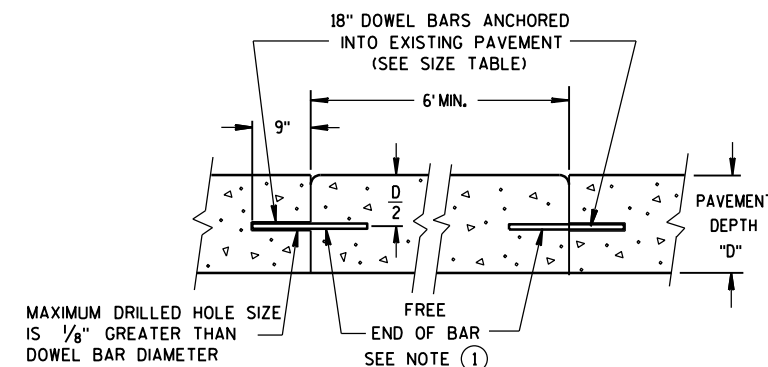
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

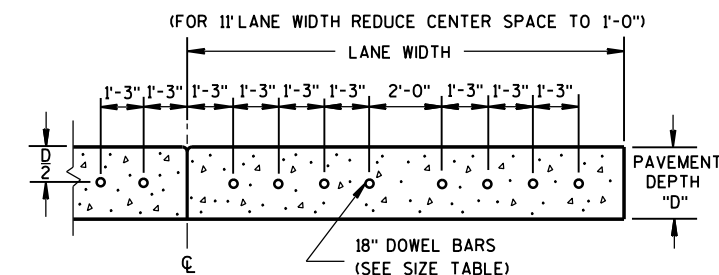
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

- ① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION D-D



SECTION E-E

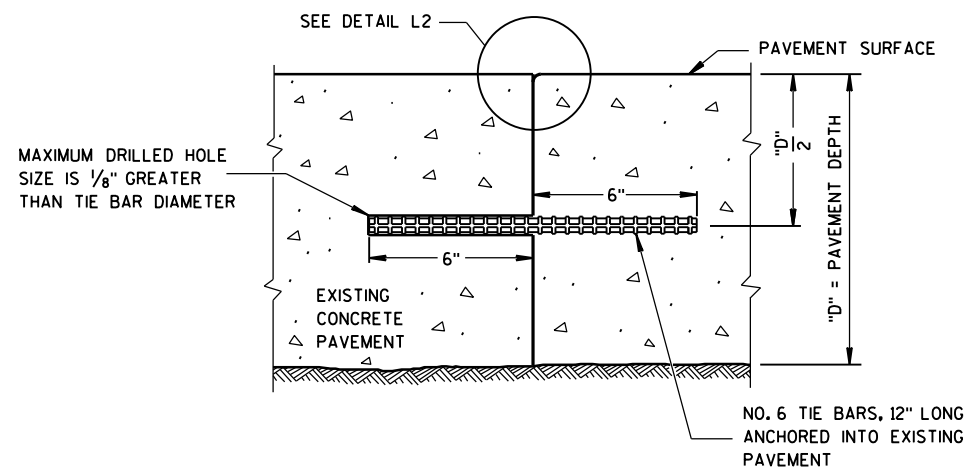
## DRILLED DOWEL BAR CONSTRUCTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE  
AND JOINT SPACING TABLE

| PAVEMENT<br>DEPTH<br>(D) | DOWEL BAR<br>DIAMETER | CONTRACTION<br>JOINT<br>SPACING |
|--------------------------|-----------------------|---------------------------------|
| 5 1/2", 6, 6 1/2"        | NONE                  | 12'                             |
| 7", 7 1/2"               | 1"                    | 14'                             |
| 8", 8 1/2"               | 1 1/4"                | 15'                             |
| 9", 9 1/2"               | 1 1/4"                | 15'                             |
| 10" & ABOVE              | 1 1/2"                | 15'                             |

CONCRETE PAVEMENT  
REPAIR AND REPLACEMENT

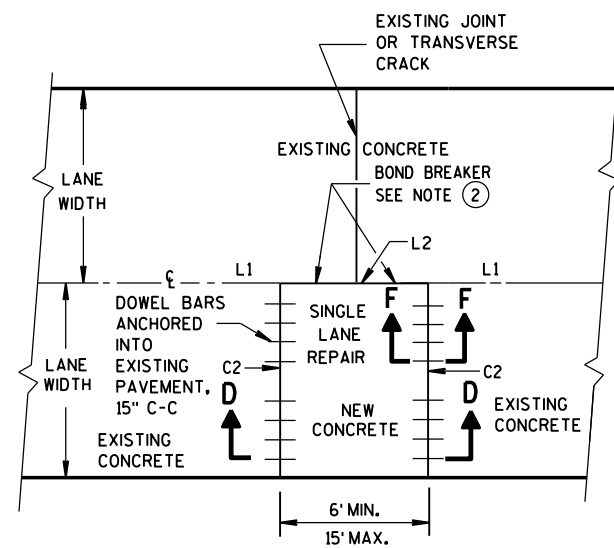
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 131



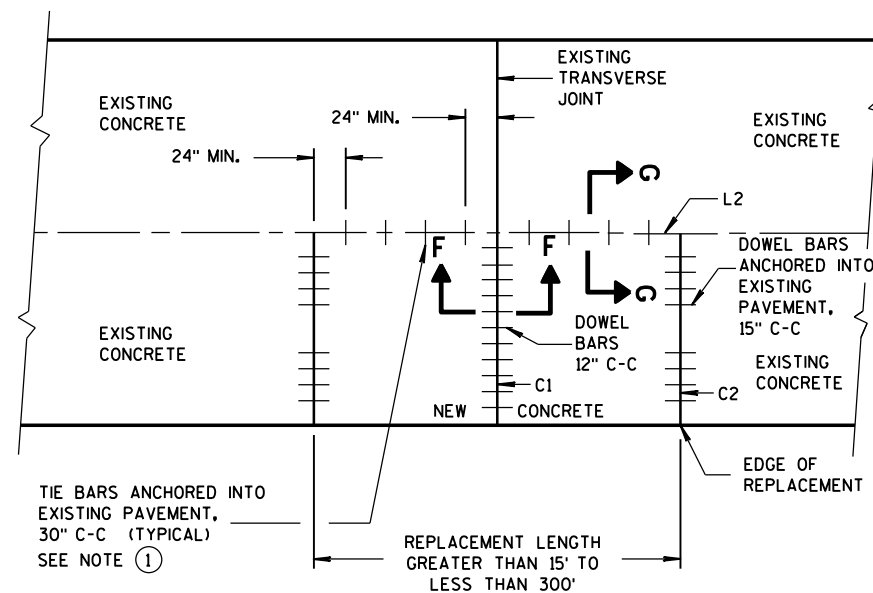
SECTION G-G  
TIE BARS ANCHORED  
INTO EXISTING PAVEMENT

## GENERAL NOTES

- ① WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ② USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



PLAN VIEW  
SINGLE LANE  
CONCRETE PAVEMENT REPAIR



PLAN VIEW  
SINGLE LANE  
CONCRETE PAVEMENT REPLACEMENT

## CONCRETE PAVEMENT REPAIR AND REPLACEMENT

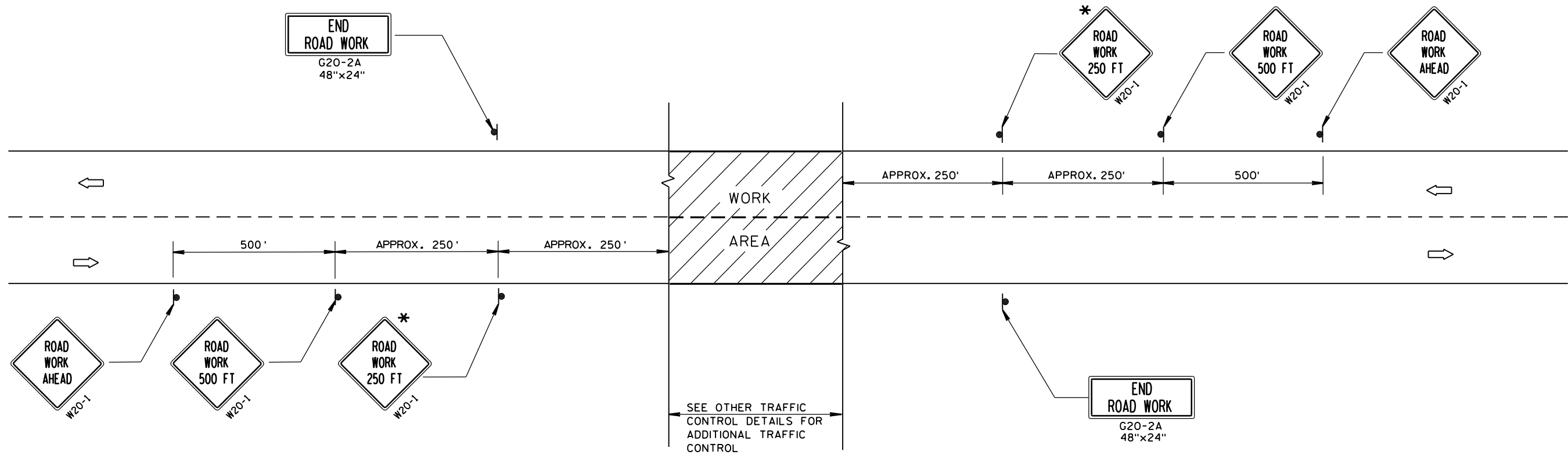
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

12-2013  
DATE

FHWA

/S/ Deb Bischoff  
PAVEMENT POLICY & DE 132 IER



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

## GENERAL NOTES

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

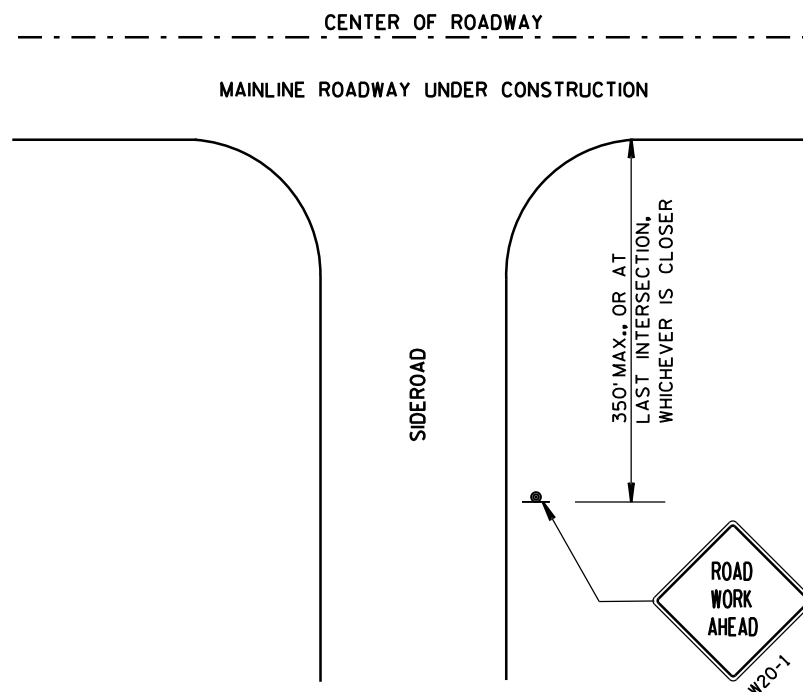
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



## LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE  
WARNING SIGNS 40 M.P.H.  
OR LESS TWO-WAY UNDIVIDED  
ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

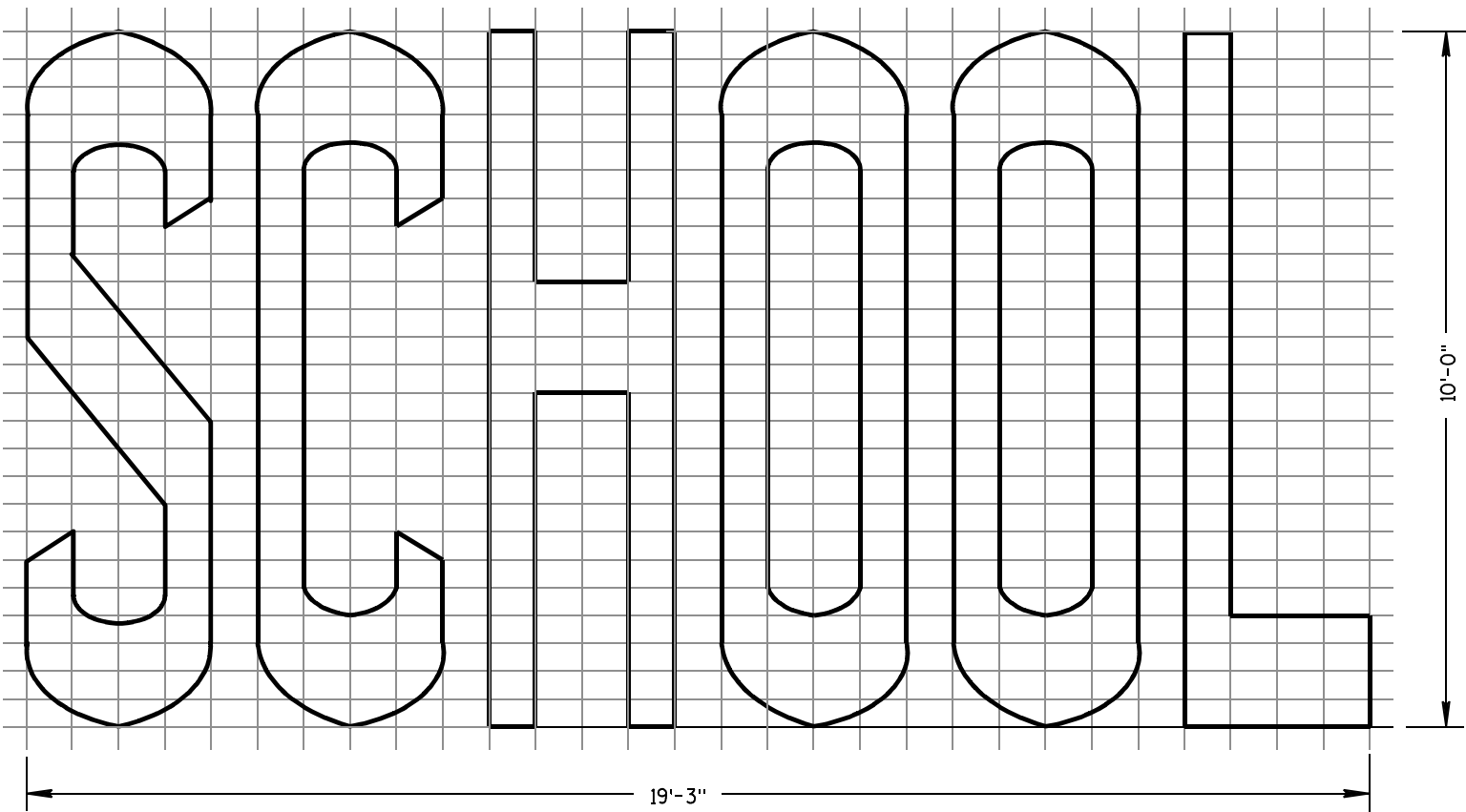
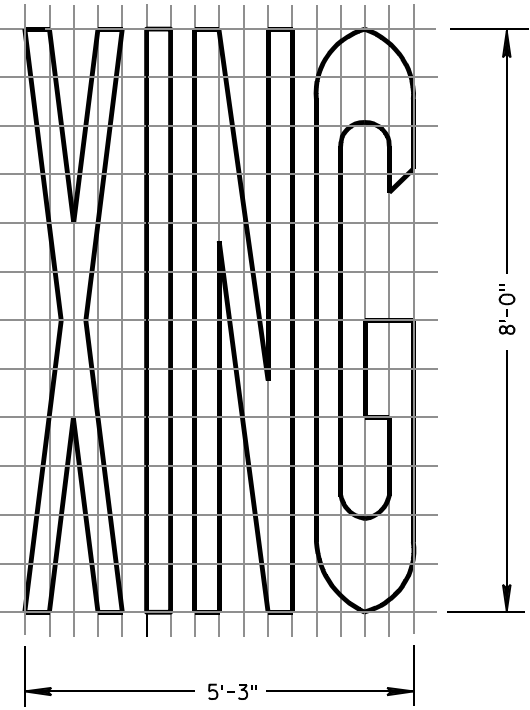
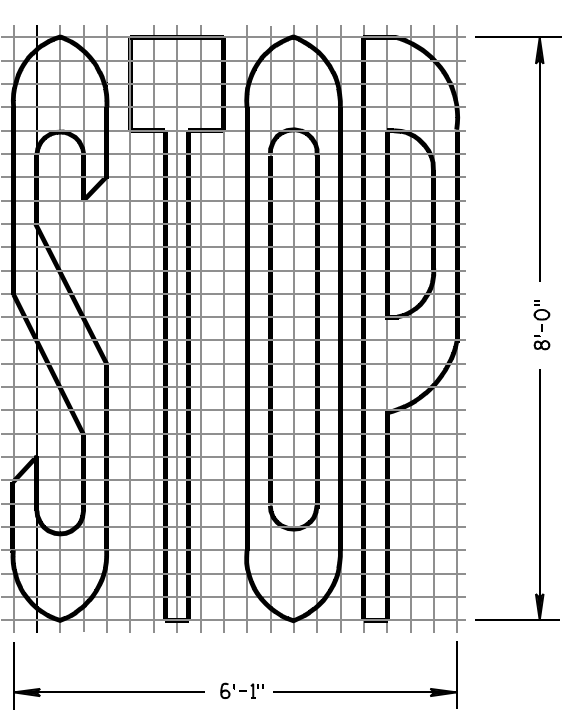
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER SIGN

FHWA

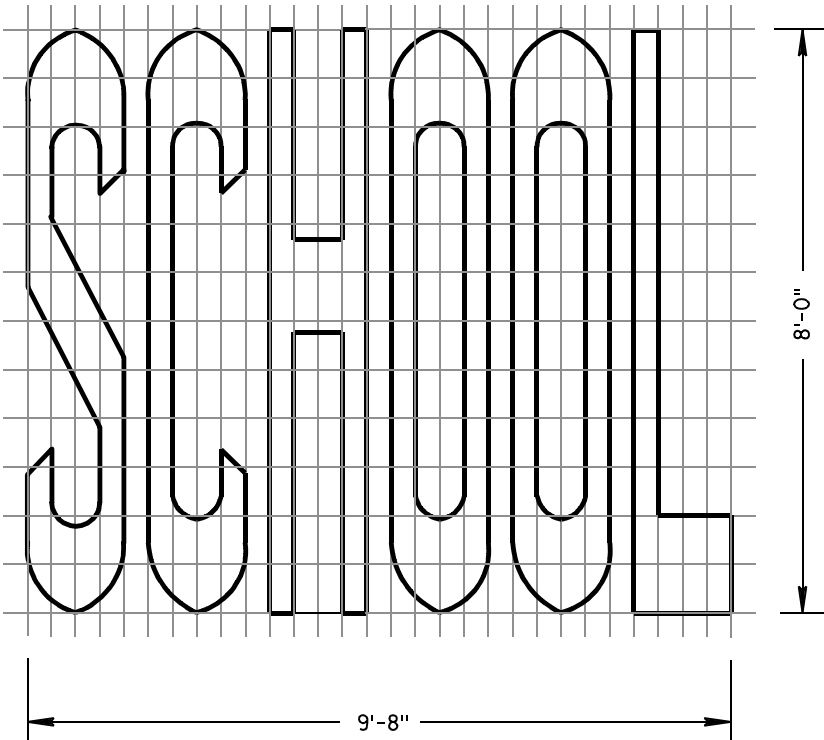
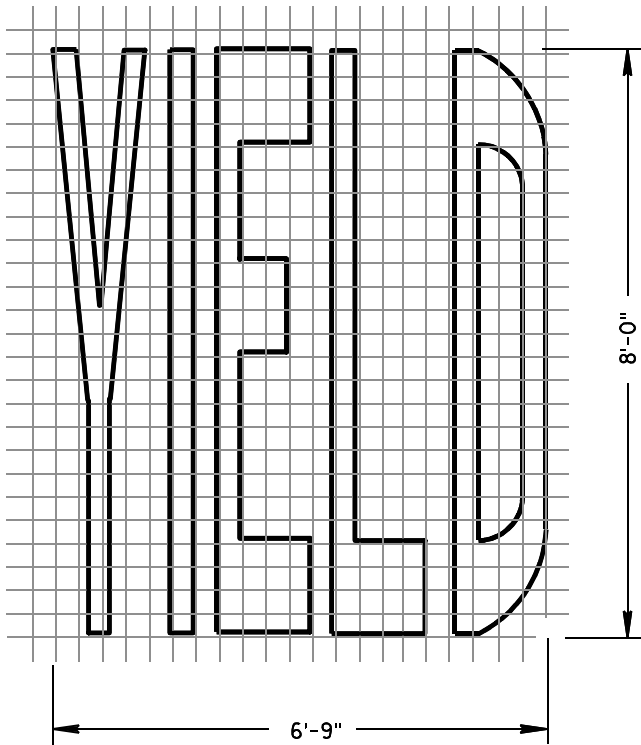
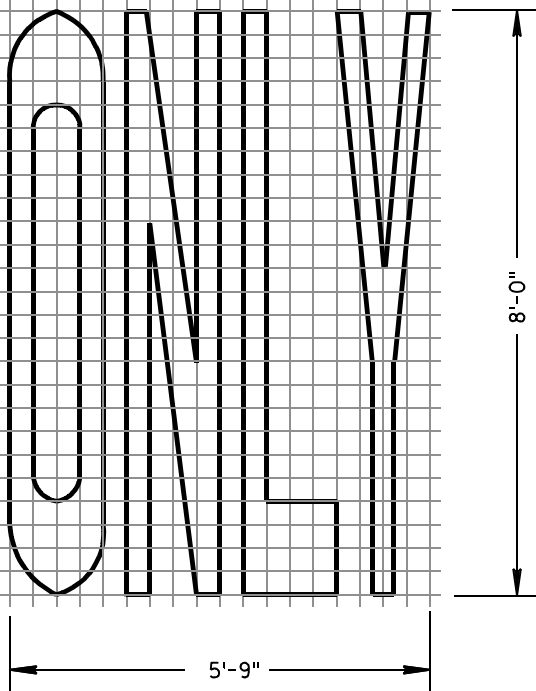
GENERAL NOTES

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

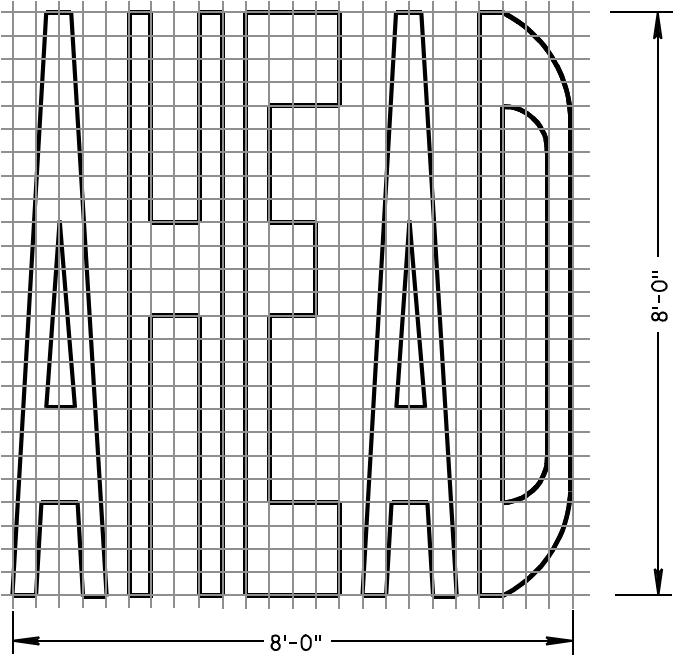
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TWO-LANE



SINGLE-LANE



PAVEMENT MARKING WORDS

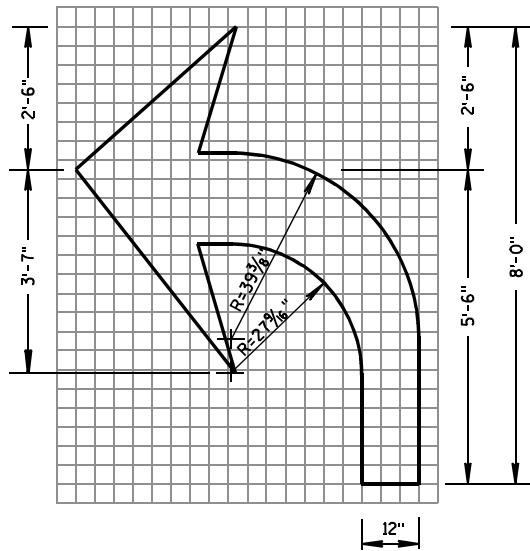
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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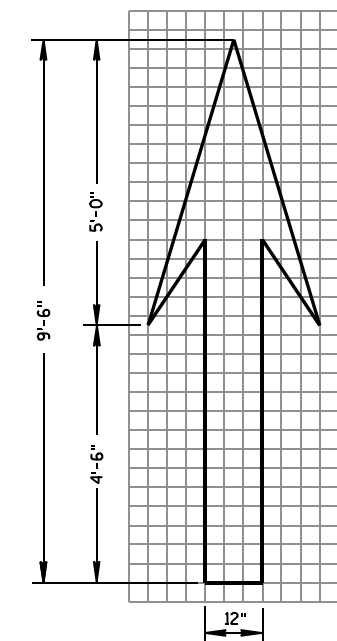
7-1-11  
DATE

/S/ Thomas N. Nothmann  
STATE TRAFFIC ENGINEER 134 IGN

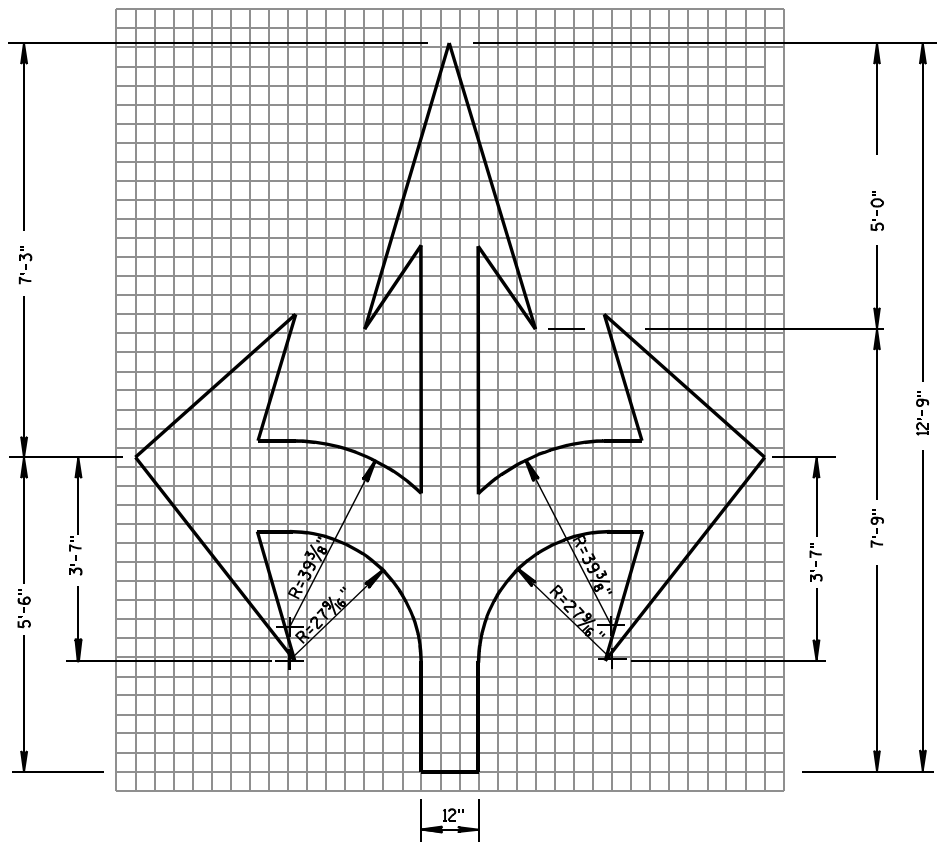
FHWA



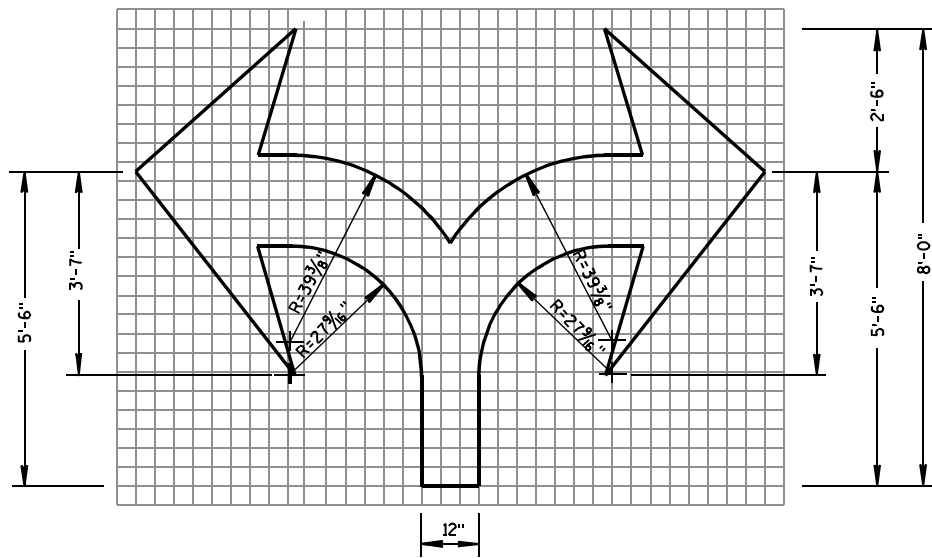
TYPE 2



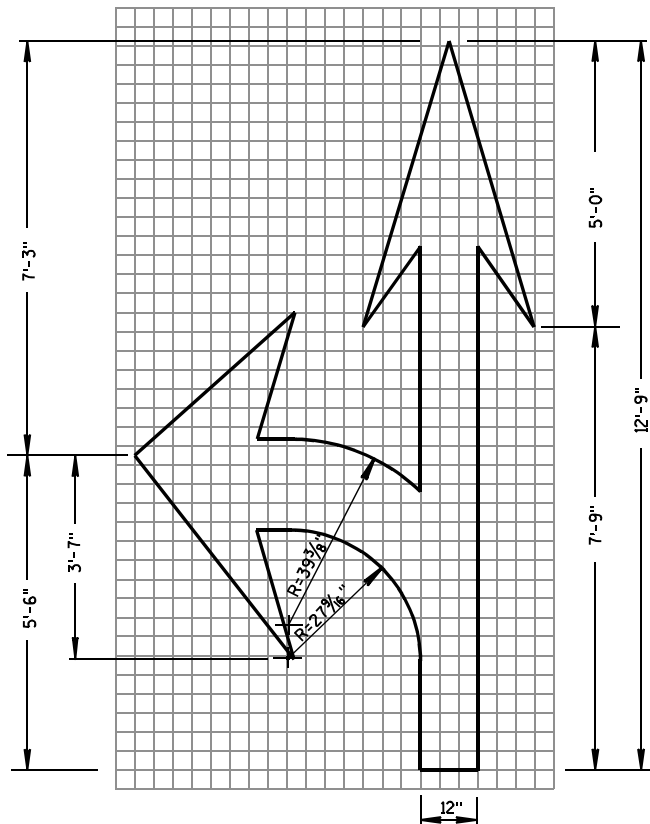
TYPE 1



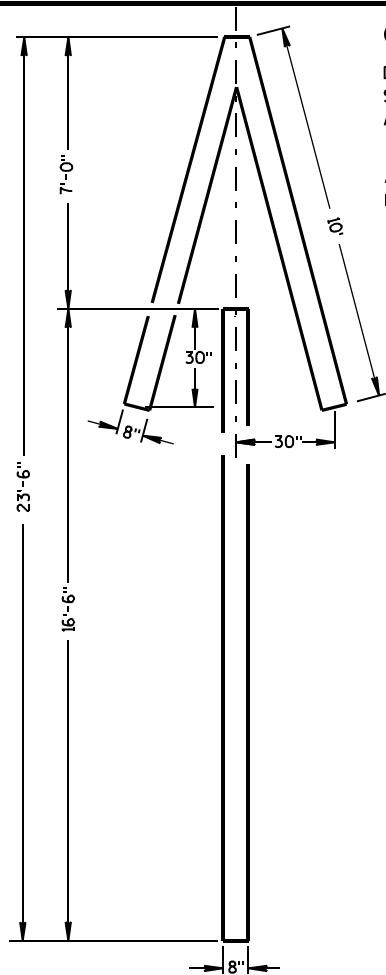
TYPE 6



TYPE 7



TYPE 3

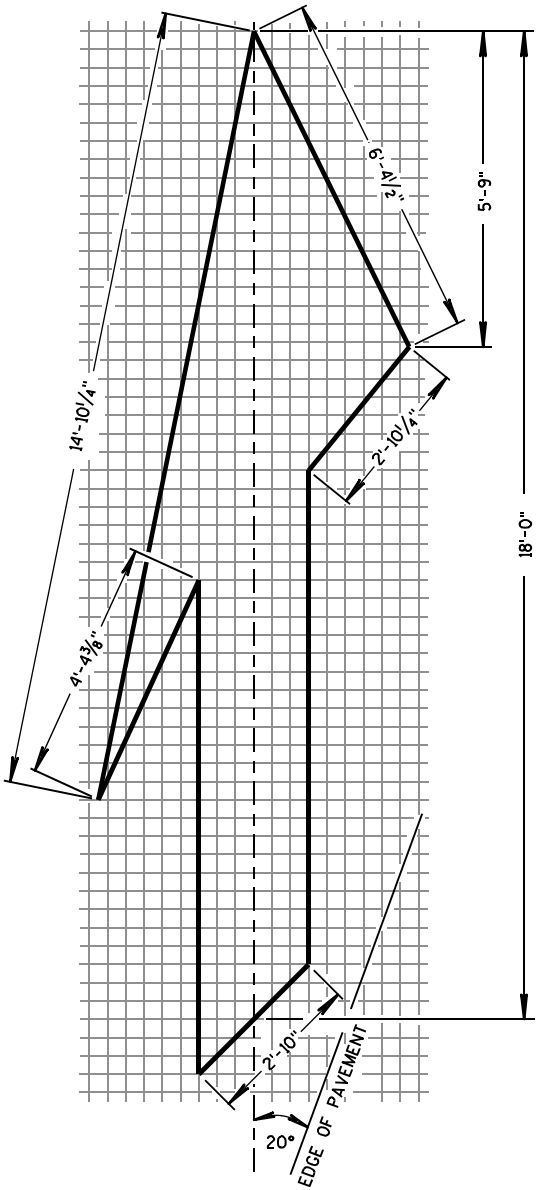


TYPE 4

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

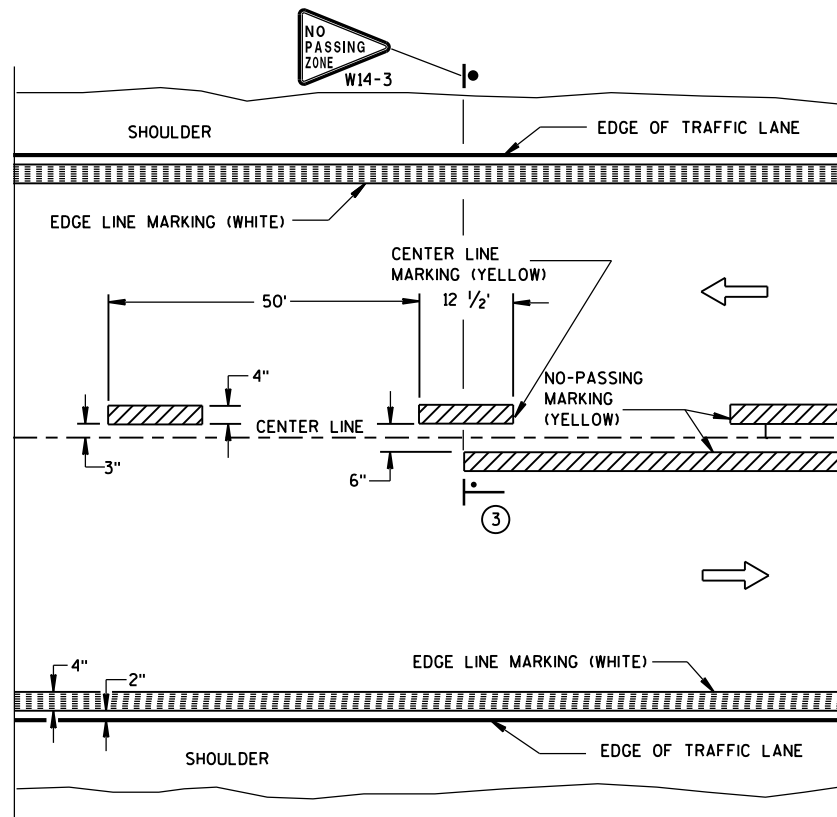
APPROVED

7/1/11  
DATE

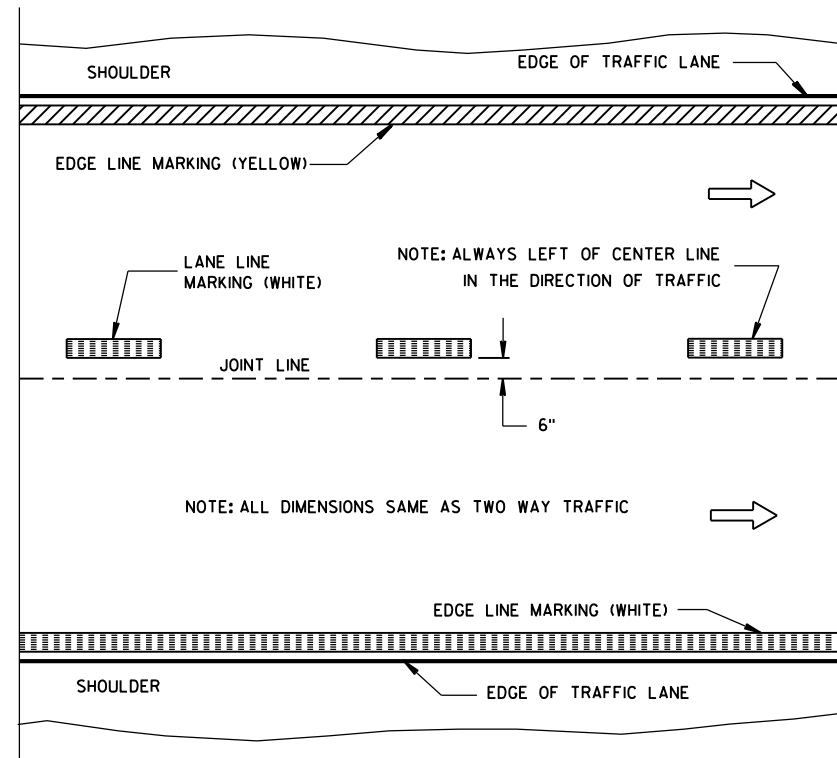
/S/ Thomas N. Nathahn  
STATE TRAFFIC ENGINEER 135 SIGN

FHWA



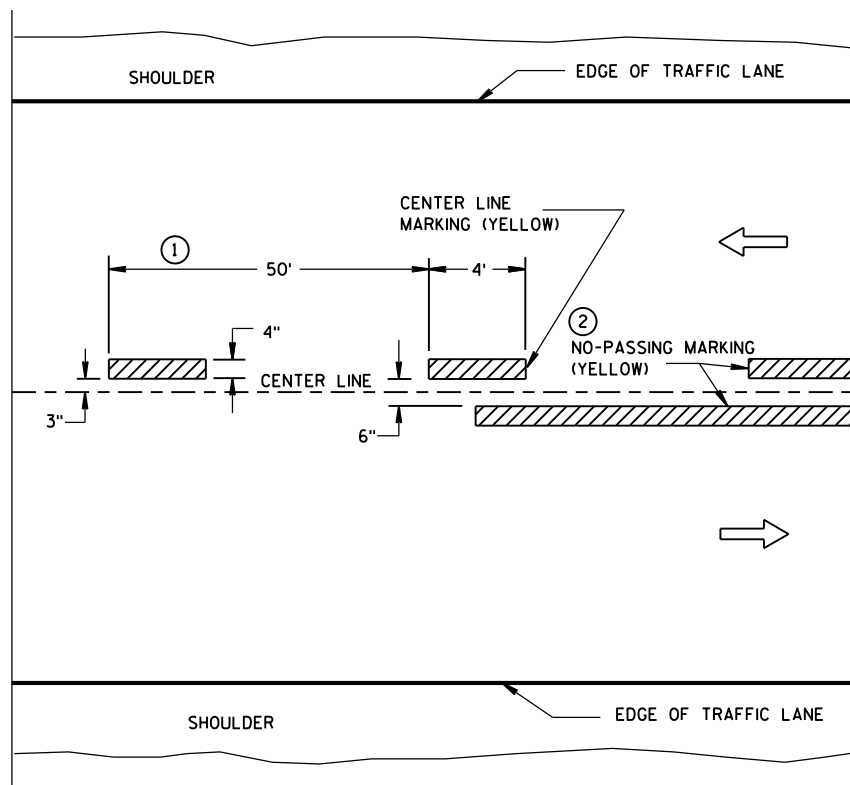


TWO WAY TRAFFIC

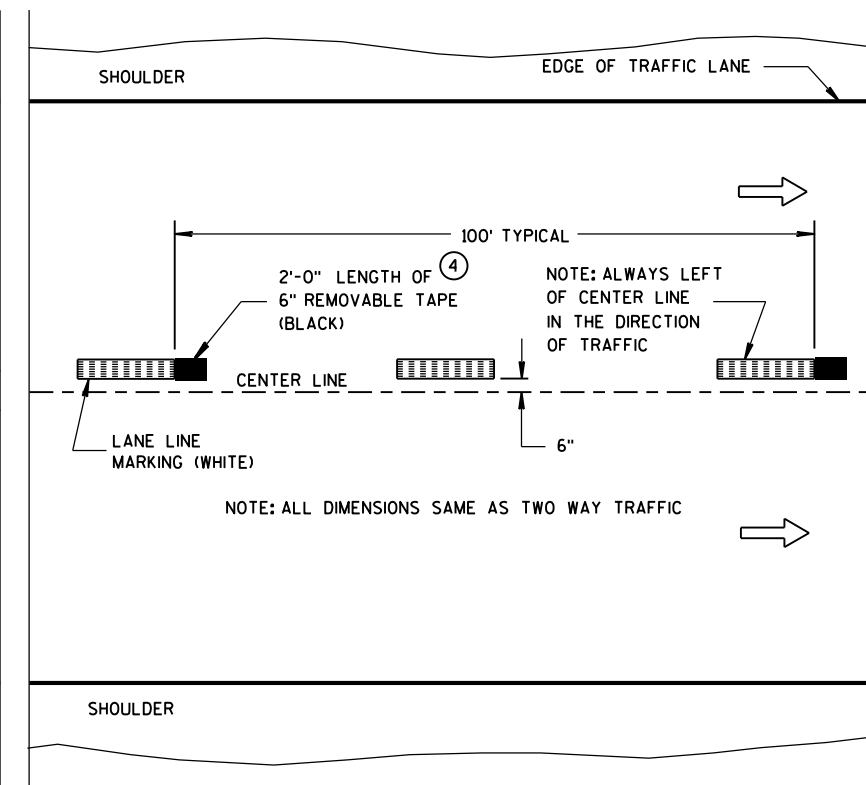


ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING  
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

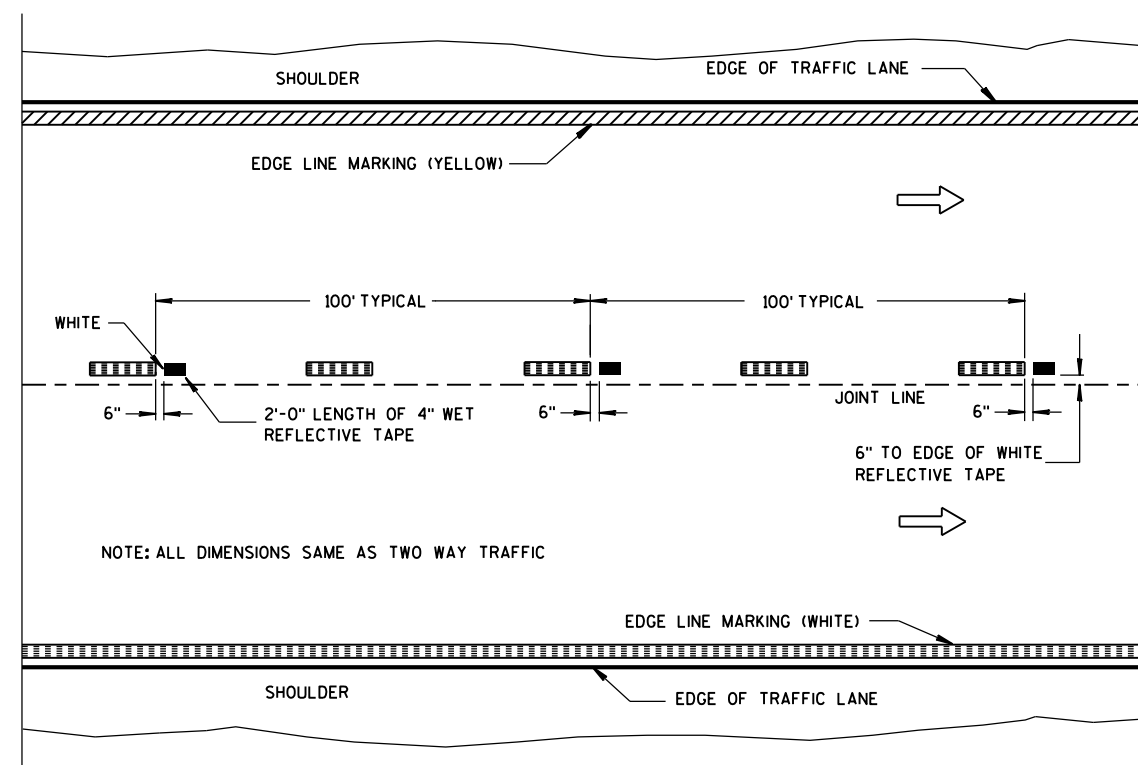
## GENERAL NOTES

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

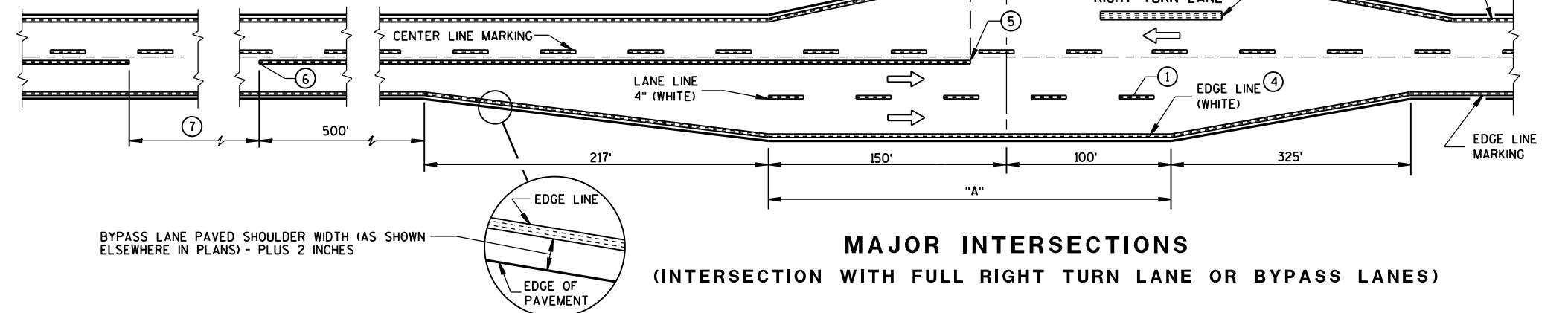
5-13-2013  
DATE

FHWA

/S/ Travis Feltes  
STATE TRAFFIC E 136

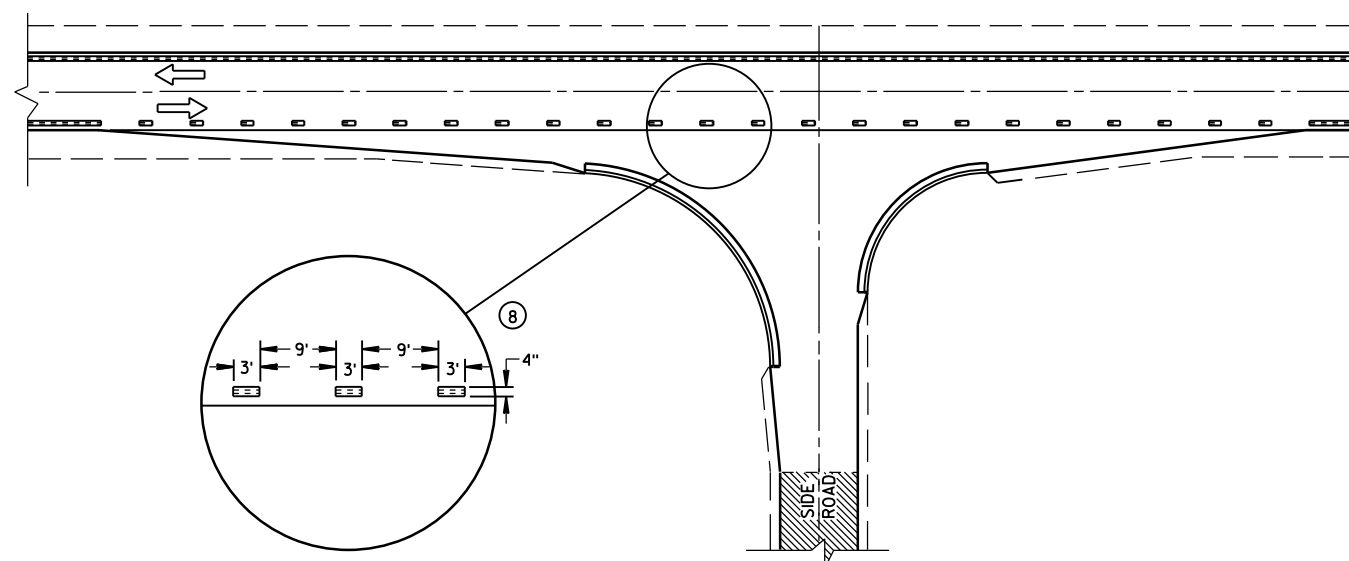


| 7                     |                                             |
|-----------------------|---------------------------------------------|
| POSTED SPEED<br>(MPH) | MINIMUM DISTANCE<br>BETWEEN ZONES<br>(FEET) |
| 25 - 30               | 528                                         |
| 35 - 40               | 528                                         |
| 45 - 50               | 686                                         |
| 55                    | 792                                         |



## MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



**MINOR INTERSECTION WITH CURBS**  
<sup>(3)</sup> (FOR SPECIAL CONDITIONS AS SPECIFIED)

### PAVEMENT MARKING (INTERSECTIONS)

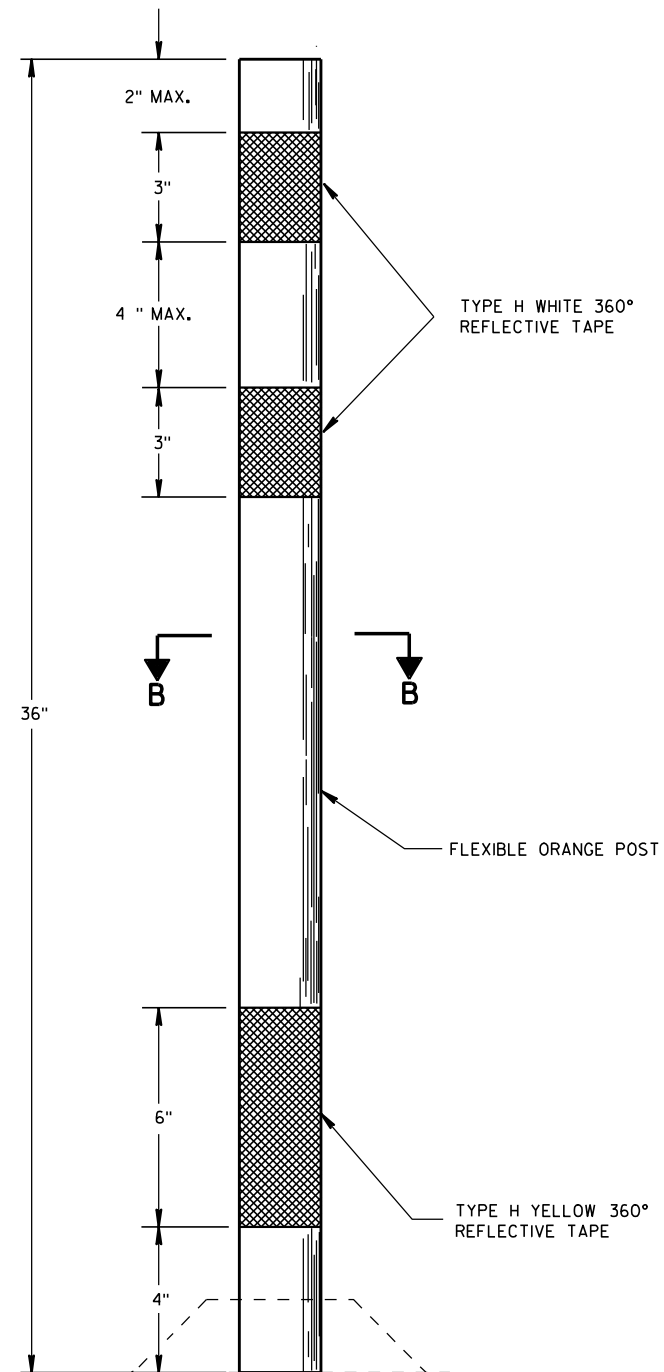
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 137

## GENERAL NOTES

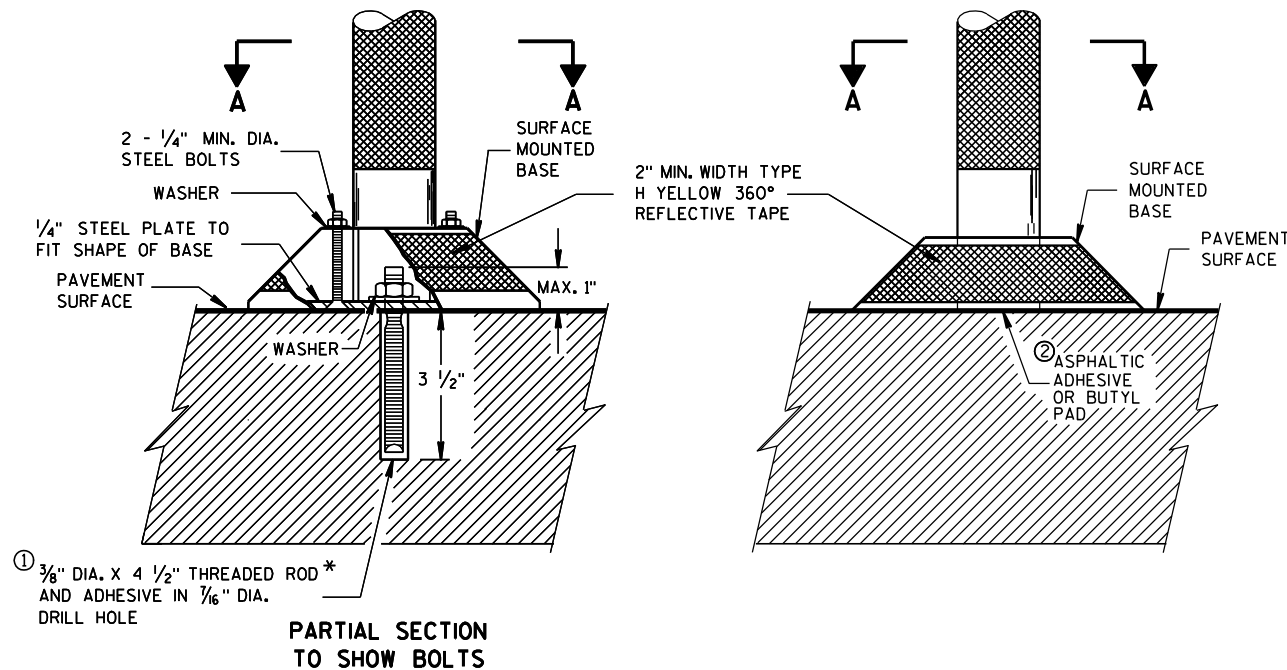
EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
  - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
  - ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
  - ④ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
  - ⑤ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
  - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
  - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL (  ) SHOWS DIRECTION OF TRAVEL

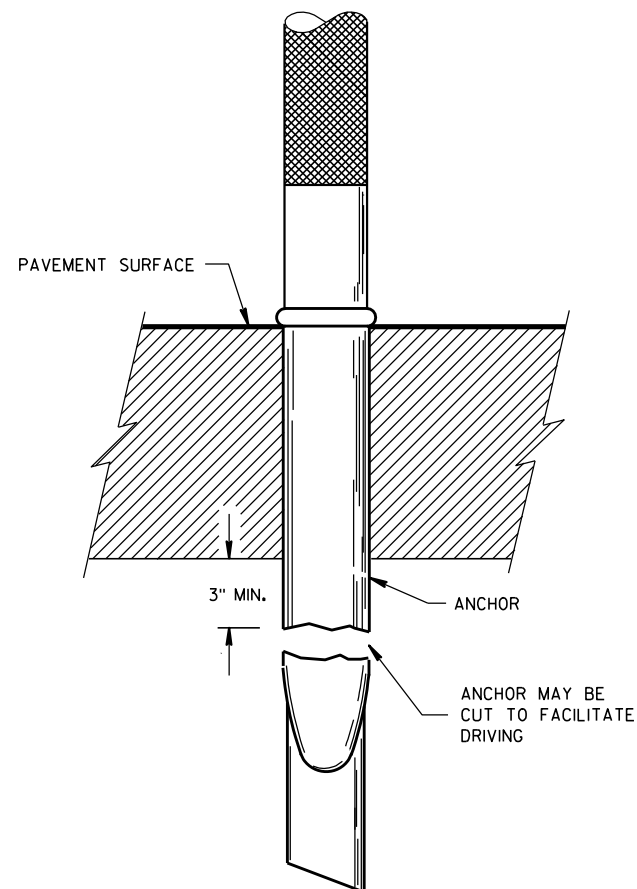
ARROW SYMBOL (  ) SHOWS DIRECTION OF TRAVEL



FLEXIBLE TUBULAR MARKER POST

PARTIAL SECTION  
TO SHOW BOLTS

POST BASES ON NEW OR EXISTING PAVEMENT



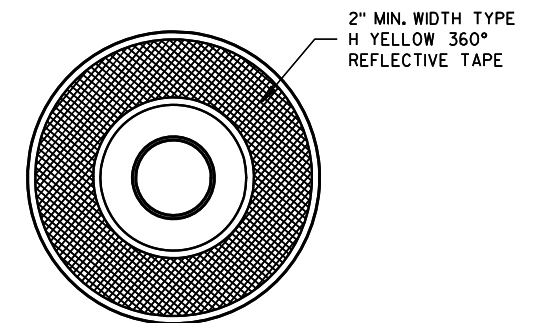
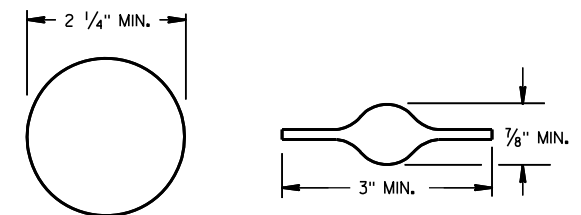
POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

## GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

- ① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.
- ② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

SECTION A-A  
SURFACE MOUNTED BASESECTION B-B  
ALTERNATIVE SHAPES

FLEXIBLE TUBULAR MARKER  
POST, ANCHOR & BASES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94  
DATE

FHWA

/S/ Chester J. ...  
DIRECTOR, OFFICE OF 138

LEGEND

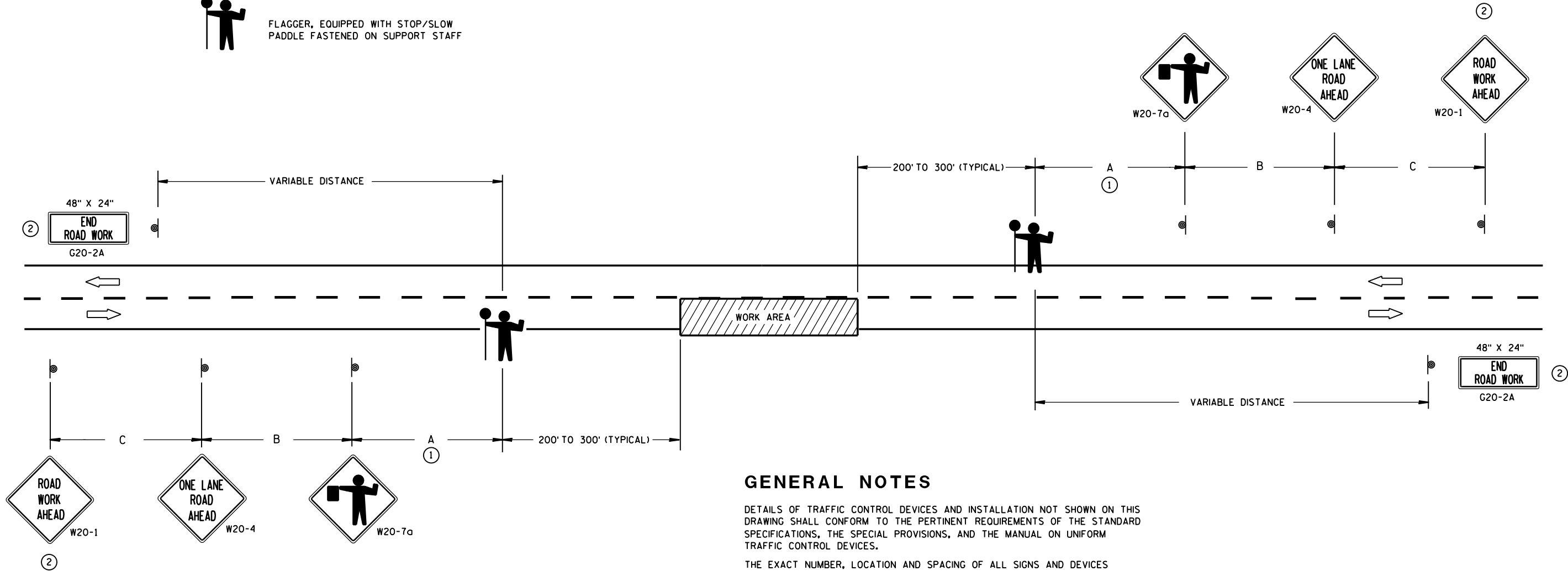
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

| SPEED LIMIT | SIGN SPACING<br>A,B,C |
|-------------|-----------------------|
| 25-35 MPH   | 200'                  |
| 35-40 MPH   | 350'                  |
| 45-55 MPH   | 500'                  |



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

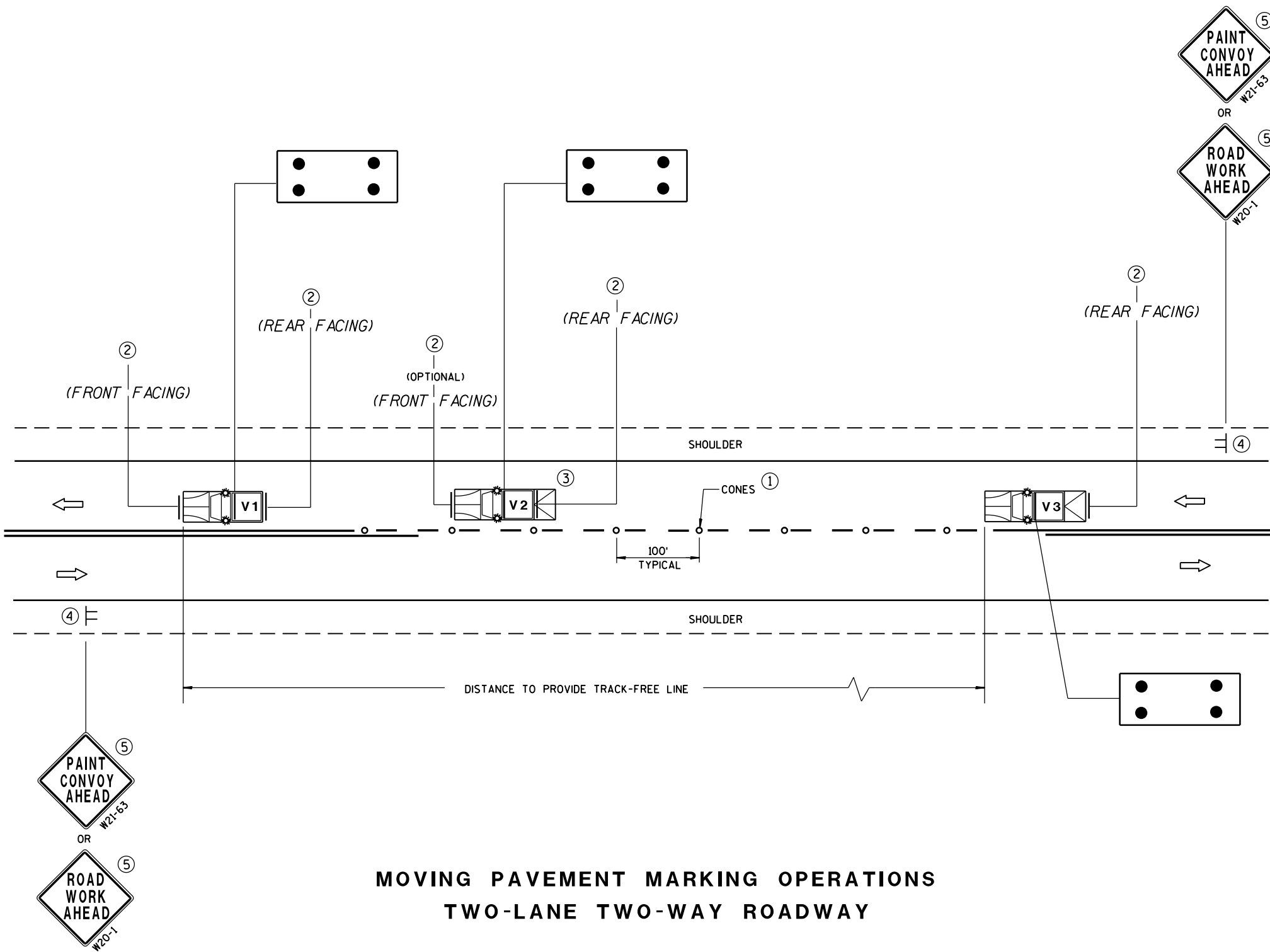
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- (1) FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- (2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINE 139 SIGN  
FHWA



MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.  
 OR   
W21-64 W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

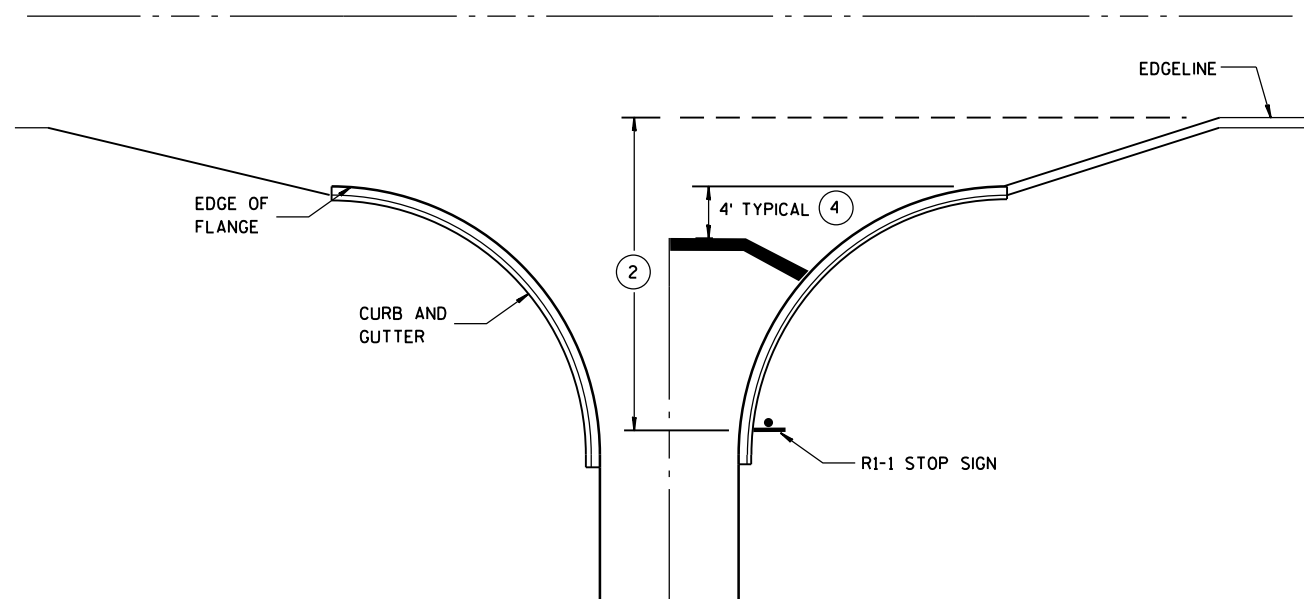
- V1 LEAD VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE WITH TMA
- TMA TRUCK-MOUNTED ATTENUATOR
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  CONES
-  FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING  
OPERATION  
TWO-LANE TWO-WAY ROADWAY

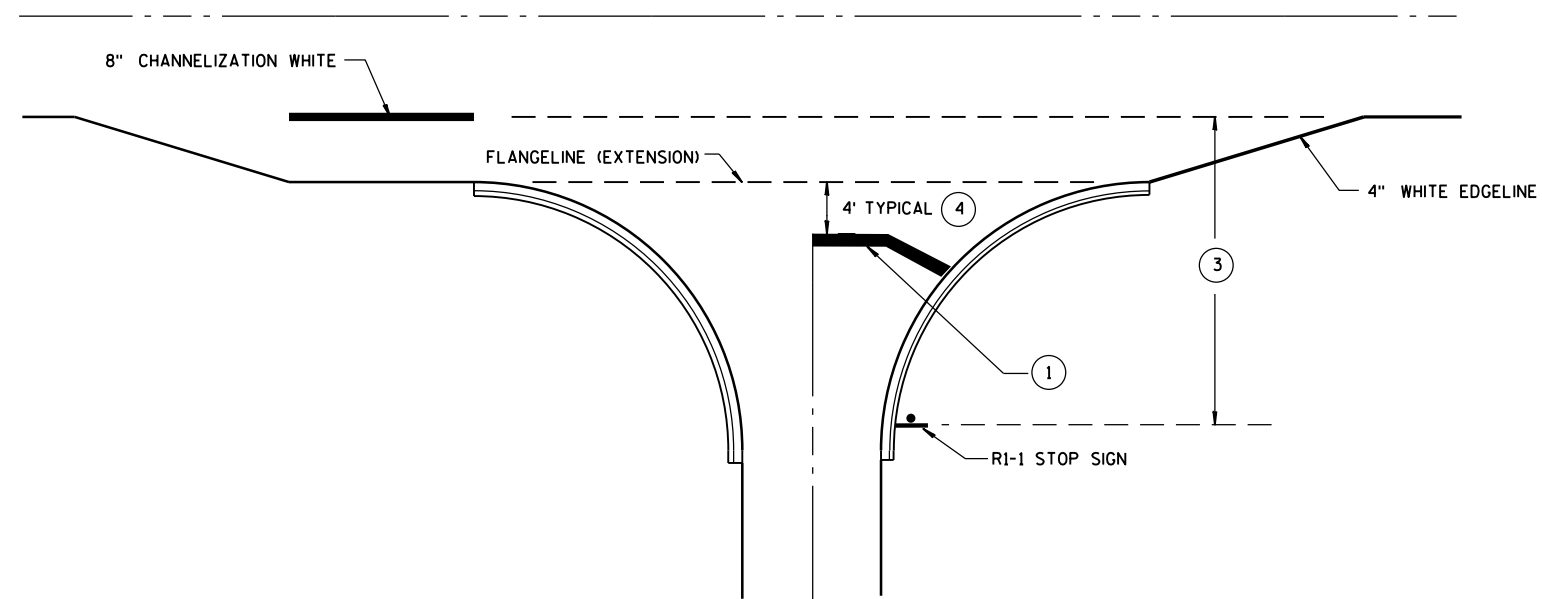
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
5/3/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC E 140  
FHWA

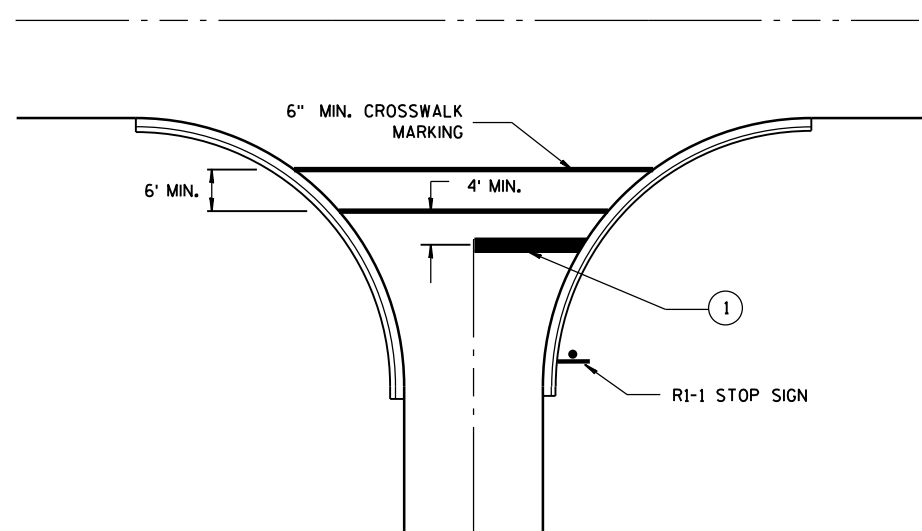




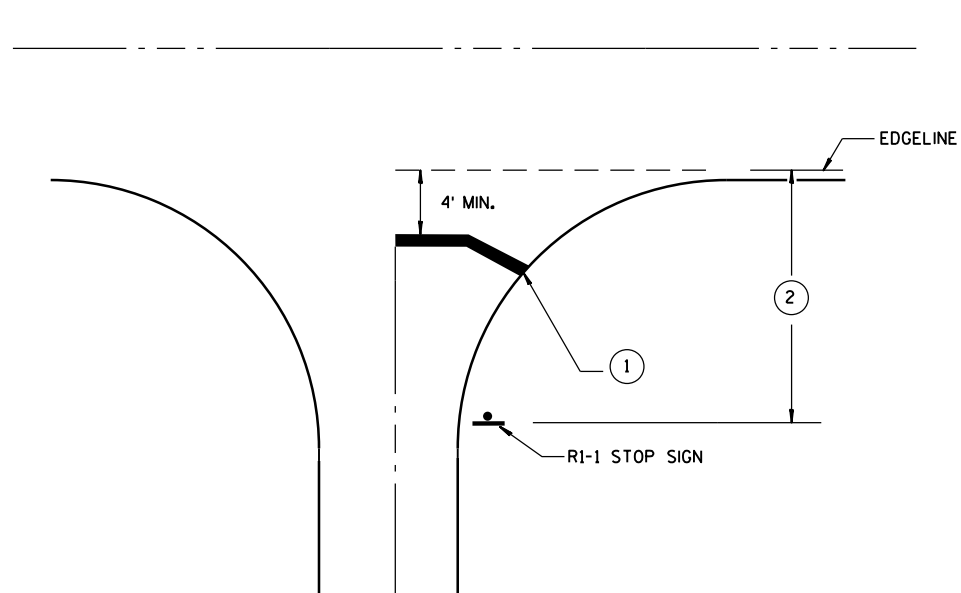
**TYPICAL STOP LINE PAVEMENT MARKING  
WITH CURB AND GUTTER**



**TYPICAL STOP LINE PAVEMENT MARKING  
FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING  
FOR SIDEROADS WITH CROSSWALK MARKING**



**TYPICAL STOP LINE PAVEMENT MARKING  
WITHOUT CURB AND GUTTER**

### GENERAL NOTES

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE THAN NO STOP LINE IS REQUIRED.
- ③ IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- ④ MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

### STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013  
DATE

FHWA

/S/ Travis Feltes  
STATE TRAFFIC ENGINEER

LEGEND

- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- TYPE III BARRICADE WITH ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGS, 16" x 16" MIN., (ORANGE)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ASPHALTIC PAVEMENT WIDENING
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

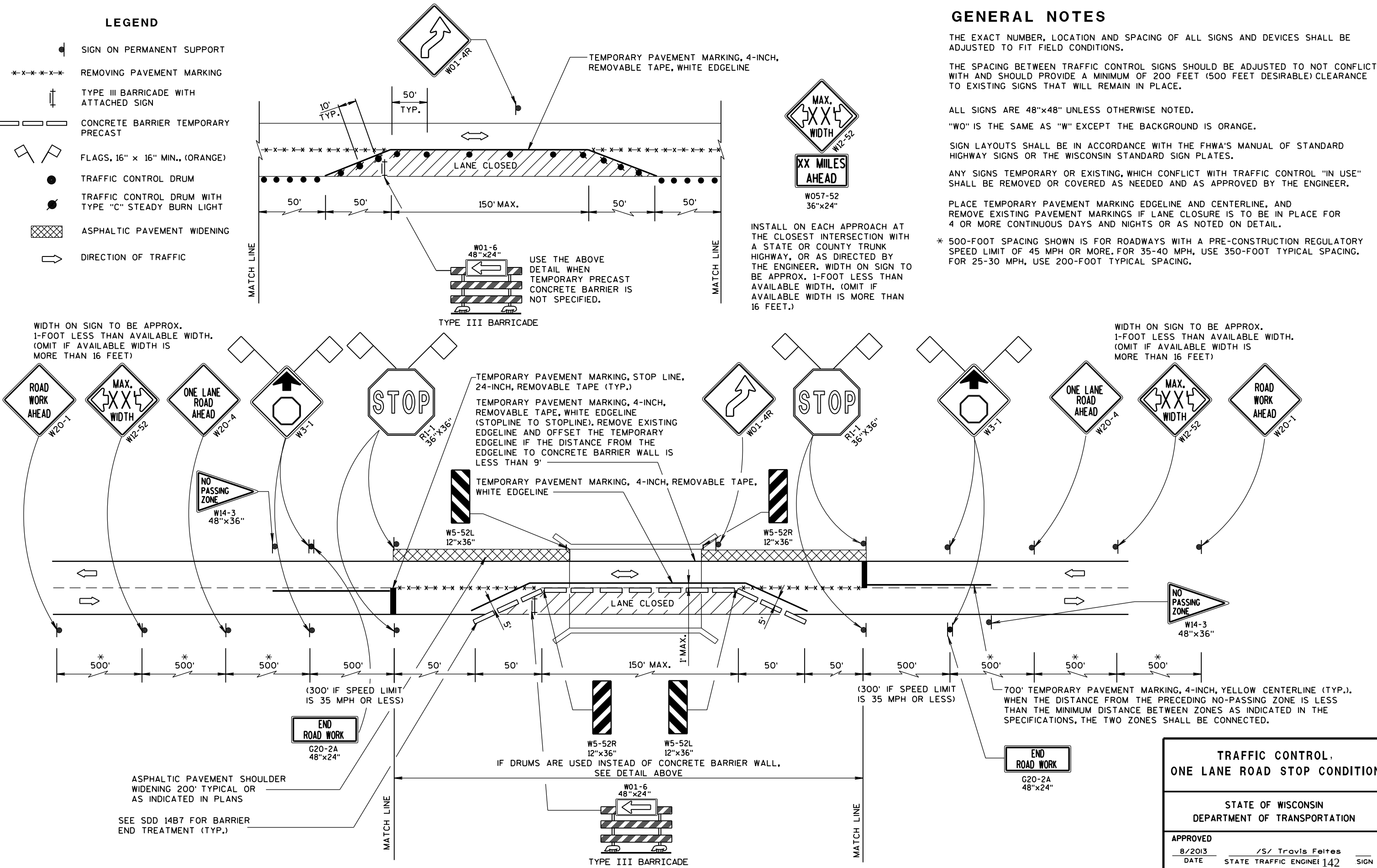
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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 EDGELINE AND CENTERLINE, AND REMOVE EXISTING PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS OR AS NOTED ON DETAIL.

\* 500-FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350-FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200-FOOT TYPICAL SPACING.

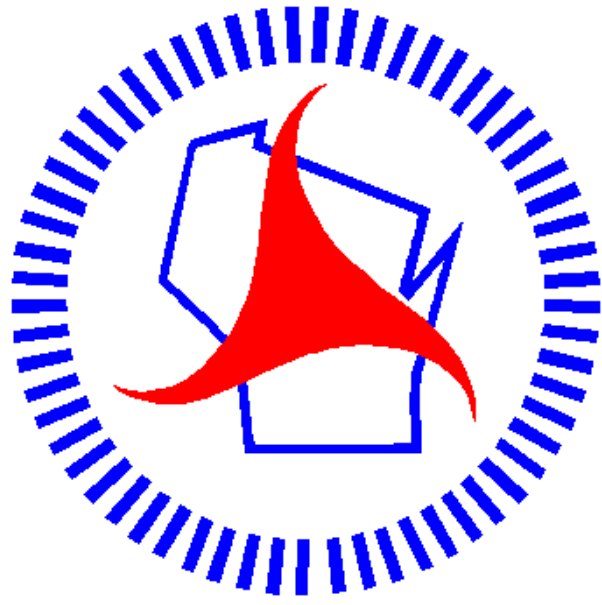


TRAFFIC CONTROL,  
ONE LANE ROAD STOP CONDITION

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER SIGN  
FHWA

## Notes



## ***Wisconsin Department of Transportation***

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