MAD MARCH 2016

PROJECT ID: 5360-01-71

WITH:

COUNTY: ROCK

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 = 332

~~07~~

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MILTON AVENUE, CITY OF JANESVILLE

CENTERWAY TO KENNEDY/RANDOLPH ROAD

STH 26

ROCK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5360-01-71	WISC 2016050	1

STATE PROJECT NUMBER
5360-01-71

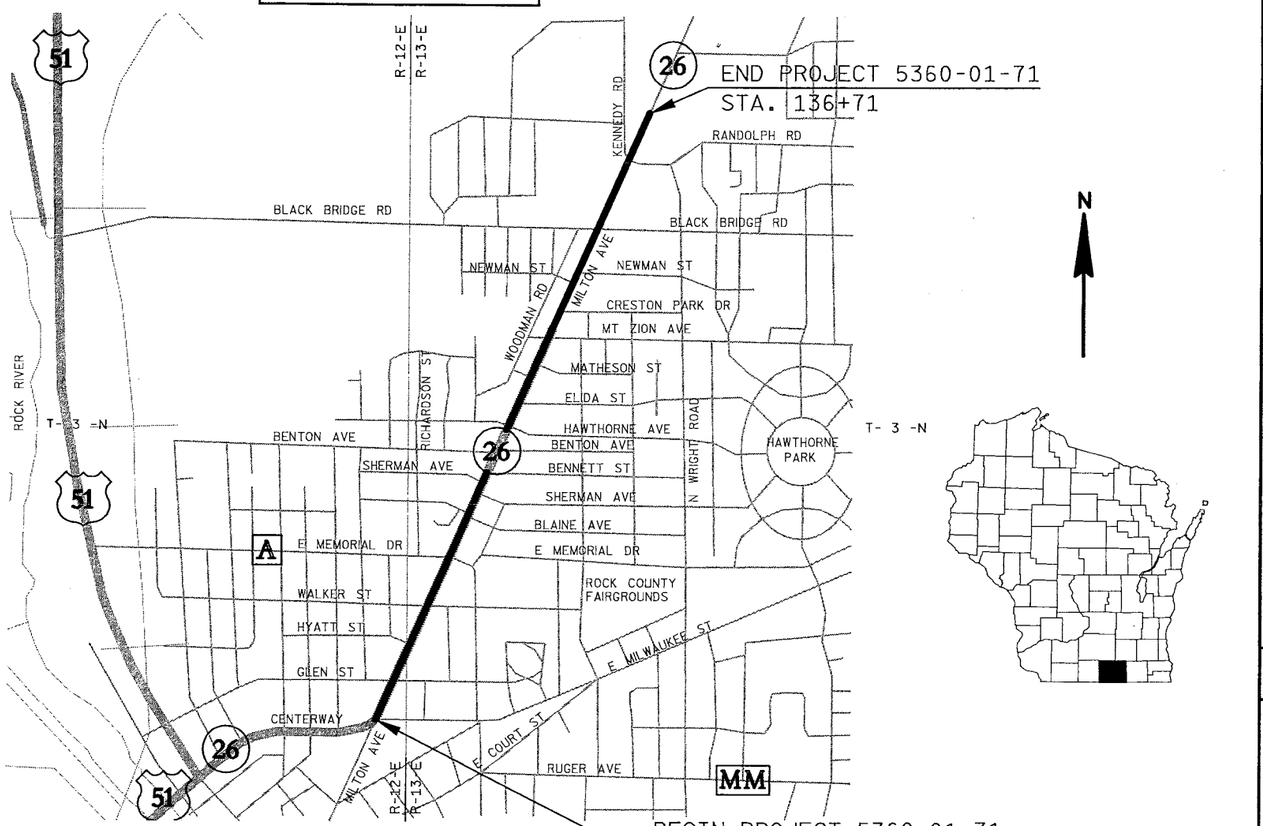
DESIGN DESIGNATION

A.A.D.T.	2016	= CENTERWAY TO E MEMORIAL DRIVE	17,500
		= E MEMORIAL DRIVE TO MOUNT ZION AVENUE	20,000
		= MOUNT ZION AVENUE TO BLACK BRIDGE ROAD	22,300
		= BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	28,300
A.A.D.T.	2036	= CENTERWAY TO E MEMORIAL DRIVE	19,500
		= E MEMORIAL DRIVE TO MOUNT ZION AVENUE	22,500
		= MOUNT ZION AVENUE TO BLACK BRIDGE ROAD	27,300
		= BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	32,700
D.H.V.		= 8.0	
D.D.		= 59/41	
T.		= 9.3%	
DESIGN SPEED		= 35 MPH NB CENTERWAY TO BLACK BRIDGE ROAD	
		= 40 MPH NB BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	
		= 45 MPH SB NORTH PROJECT LIMITS TO BLACK BRIDGE ROAD	
		= 35 MPH SB BLACK BRIDGE ROAD TO CENTERWAY	
ESALS		= CENTERWAY TO E MEMORIAL DRIVE	3,963,900
		= E MEMORIAL DRIVE TO MOUNT ZION AVENUE	4,562,500
		= MOUNT ZION AVENUE TO BLACK BRIDGE ROAD	5,329,000
		= BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	6,540,800

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such)
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS (CAUTION)
UNDERGROUND UTILITIES
GAS (SIZE) G
SANITARY SEWER (SIZE) SAN
STORM SEWER (SIZE) SS
WATER (SIZE) W
ELECTRIC E
TELEPHONE T
FIBER OPTIC FO
CABLE TELEVISION TV
FORCE MAIN FM
MANHOLE MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE (TYPE)
CURB STOP CS
EXISTING CULVERT (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)



TOTAL NET LENGTH OF CENTERLINE = 1.600 MI. URBAN

HORIZONTAL DATUM SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM, ROCK COUNTY, NAD83 (2007 ADJUSTMENT).

VERTICAL DATUM: NAVD 88 (2007 ADJUSTMENT).

ACCEPTED FOR

CITY of JANESVILLE

10/19/15 (Date) Mike Payne City Engineer (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

R.A. Smith National

Beyond Surveying and Engineering

16745 W. Bluemound Road, Brookfield WI 53005
262-781-1000 Fax 262-781-8466
www.rasmithnational.com

WISCONSIN RACHEL A. De SOMBRE E-36868 PEWAUKEE WI PROFESSIONAL ENGINEER

10/22/15 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NAV (R.A.SMITH NATIONAL)
Designer	RAD/AJZ (R.A.SMITH NATIONAL)
Project Manager	DAVID PILON
Regional Supervisor	KARLA KNORR

APPROVED FOR THE DEPARTMENT

DATE: 10/26/15 (Signature)

E

STANDARD ABBREVIATIONS

AC	ACRE	NOM	NOMINAL
ADJ	ADJUST	NC	NORMAL CROWN
AH	AHEAD	N	NORTH
ASPH	ASPHALTIC	Y	NORTH GRID COORDINATE
AVG	AVERAGE	NB	NORTHBOUND
ADT	AVERAGE DAILY TRAFFIC	NO	NUMBER
AMC	ADJUSTING MANHOLE COVER	OD	OUTSIDE DIAMETER
ASMC	ADJUSTING SANITARY MANHOLE COVER	PAVT	PAVEMENT
AWV	ADJUSTING WATER VALVE	PLE	PERMANENT LIMITED EASEMENT
BK	BACK	PT	POINT
BAD	BASE AGGREGATE DENSE	PC	POINT OF CURVATURE
BM	BENCHMARK	PI	POINT OF INTERSECTION
CB	CATCH BASIN	PT	POINT OF TANGENCY
CE	COMMERCIAL ENTRANCE	PVC	POLYVINYL CHLORIDE
C/L	CENTER LINE	PCC	PORTLAND CEMENT CONCRETE
Δ	CENTRAL ANGLE OR DELTA	LB	POUND
CL	CLASS	PSF	POUNDS PER SQUARE FOOT
CONC	CONCRETE	PSI	POUNDS PER SQUARE INCH
CONST	CONSTRUCTION	PE	PRIVATE ENTRANCE
CABC	CRUSHED AGGREGATE BASE COURSE	PGL	PROFILE GRADE LINE
CFS	CUBIC FEET PER SECOND	PL	PROPERTY LINE
CY	CUBIC YARD	R	RADIUS
C&G	CURB AND GUTTER	R	RANGE
D	DEGREE OF CURVE	R/L	R/L
DHV	DESIGN HOUR VOLUME	REINF	REINFORCING OR REINFORCEMENT
DIA	DIAMETER	REQD	REQUIRED
DD	DIRECTIONAL DISTRIBUTION	RT	RIGHT
DWY	DRIVEWAY	R/W	RIGHT-OF-WAY
E	EAST	RD	ROAD
X	EAST GRID COORDINATE	RDWY	ROADWAY
EB	EASTBOUND	SEC	SECTION
EL	ELEVATION	SHLDR	SHOULDER
ESALS	EQUIVALENT SINGLE AXLE LOADS	S	SOUTH
EXC	EXCAVATION	SB	SOUTHBOUND
EBS	EXCAVATION BELOW SUBGRADE	SQ	SQUARE
EX	EXISTING	SF	SQUARE FEET
FPS	FEET PER SECOND	SW	SIDEWALK
FERT	FERTILIZE	SY	SQUARE YARD
FL	FLOW LINE	SDD	STANDARD DETAIL DRAWINGS
FT	FOOT	STH	STATE TRUNK HIGHWAYS
HES	HIGH EARLY STRENGTH	STA	STATION
HP	HIGH POINT	SS	STORM SEWER
HMA	HOT MIX ASPHALT	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
CWT	HUNDREDWEIGHT	ST	STREET
HYD	HYDRANT	STR	STRUCTURE OR STRUCTURAL
INL	INLET	SE	SUPERELEVATION
IC	INLET COVERS TYPE H	T	TANGENT
IS	INLETS 2X3 AND INLET COVERS TYPE H	TEMP	TEMPORARY
ID	INSIDE DIAMETER	TI	TEMPORARY INTEREST
I	INTERSECTION ANGLE	TLE	TEMPORARY LIMITED EASEMENT
INV	INVERT	T	TOWN
IP	IRON PIPE OR PIN	T%	TRUCKS (PERCENT OF)
LT	LEFT	TYP	TYPICAL
LF	LINEAR FOOT	VAR	VARIABLE
LP	LOW POINT	VERT	VERTICAL
LS	LUMP SUM	VOL	VOLUME
MH	MANHOLE	WM	WATERMAIN
MAX	MAXIMUM	WV	WATER VALVE
Mgal	MEGAGALLON	W	WEST
MPH	MILES PER HOUR	WB	WESTBOUND
MIN	MINIMUM	YD	YARD
MON	MONUMENT		

GENERAL NOTES

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

2 ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. GRANULAR BACKFILL SHALL BE INCIDENTAL TO THE REMOVAL ITEM.

3 THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LBS / SY / IN. AND THE ASPHALT MATERIAL HAS BEEN ESTIMATED AT 5.5% OF THE HMA PAVEMENT.

4 THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

5 PROVIDE A CLEAN JOINT AT MATCH POINT DURING ASPHALTIC SURFACE MILLING.

6 CURB AND GUTTER GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF GUTTER.

7 TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK MAY BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER.

8 SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

9 HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING TYPES, LAYERS AND GRADATIONS:

TYPE	THICKNESS	LAYERS	NOMINAL MAXIMUM SIZE GRADATION	ASPHALTIC MATERIAL
E-10	2.5"	2.5" UPPER	12.5 mm	PG 64-28

10 EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. REMOVAL OF EROSION CONTROL DEVICES SHALL BE INCIDENTAL TO THEIR RESPECTIVE BID ITEMS.

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

ORDER OF SECTION 2 SHEETS

Project Overview
Typical Sections
Construction Details
Permanent Signing and Pavement Marking
Traffic Signals
Traffic Control and Construction Staging
Detour Plans
Alignment

2

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

DESIGNER

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16745 W BLUEMOUND ROAD
BROOKFIELD, WI 53005-5938
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rachel.desombre@rasmithnational.com

CITY OF JANESVILLE CONTACTS

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MARK FREITAG
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DNR LIAISON

LAURA BUB
DNR LIAISON
DNR SOUTH CENTRAL REGION HEADQUARTERS
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TRANSIT CONTACT

REBECCA SMITH
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UTILITY CONTACTS

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thiesenhusenc@ci.janesville.wi.us

OTHER CONTACTS

THE FOLLOWING ENTITIES HAVE PREPARED
PLANS FOR THIS PROJECT:
TRAFFIC ANALYSIS AND DESIGN, INC.:
PERMANENT AND TEMPORARY TRAFFIC SIGNALS
JEFF FAIT, P.E. PTOE
N36 W7505 BUCHANAN COURT
CEDARBURG, WI 53012
(800) 605-3091 EXT 81

2

ROADWAY BORING SUMMARY TABLE
GILES ENGINEERING ASSOCIATES, INC
JUNE 2014

BORING NO.	CURRENT PLAN STATION	OFFSET	HMA DEPTH (INCH)	BASE DEPTH (INCH)	PCC DEPTH (INCH)	BASE DEPTH (INCH)	TOTAL DEPTH (FT)	WATER ENCOUNTERED (FT)	ROCK ENCOUNTERED (FT)
RB1	58+70	24' RT	4	3	6	6	6	NONE	NONE
RB2	67+00	24' LT	4.5	--	7	3	6	NONE	NONE
RB3	68+25	24' RT	--	--	7	15	6	NONE	NONE
RB4	81+00	24' LT	3	--	6	6	6	NONE	NONE
RB5	88+65	24' RT	3	3	--	6*	6	NONE	NONE
RB6	112+85	36' LT	6	11	--	--	6	NONE	NONE
RB7	116+25	36' RT	4	2	6	6	8.5	NONE	NONE
RB8	123+70	36' LT	4	8	--	--	6	NONE	NONE
RB9	132+35	60' LT	7	12	--	--	6	NONE	NONE
RB10	133+15	31' RT	4	4	5	--	6	NONE	NONE

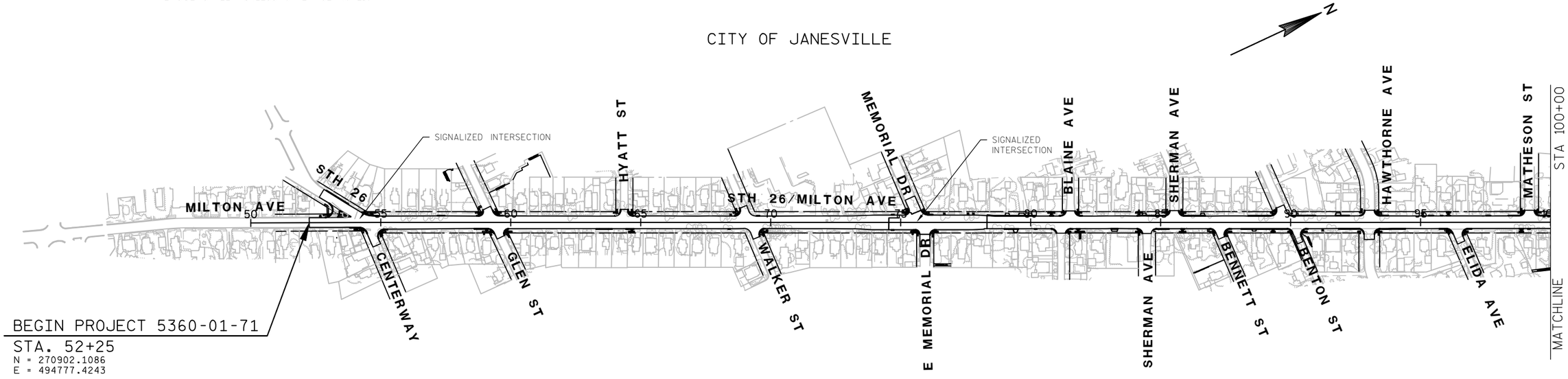
*PCC ENCOUNTERED AT DEPTH of 6 +\- INCHES WAS BROKEN.

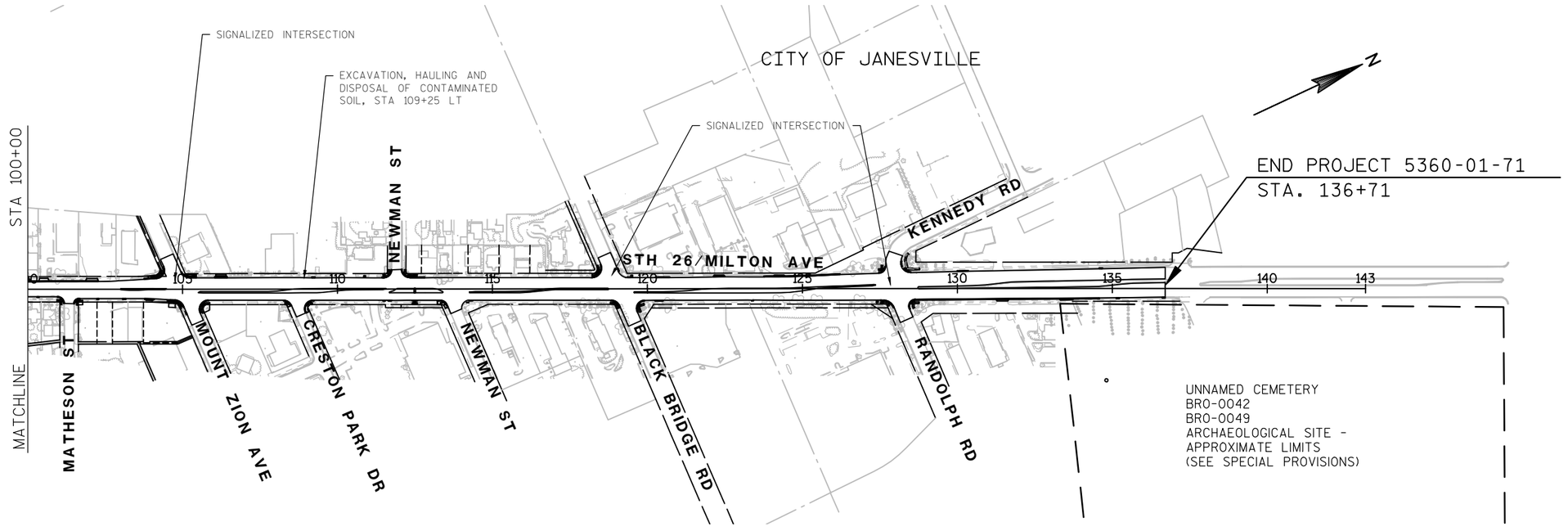
TRAFFIC SIGNAL BORING SUMMARY TABLE
GILES ENGINEERING ASSOCIATES, INC
JUNE 2014

BORING NO.	CURRENT PLAN STATION	OFFSET	HMA DEPTH (INCH)	BASE DEPTH (INCH)	PCC DEPTH (INCH)	BASE DEPTH (INCH)	TOTAL DEPTH (FT)	WATER ENCOUNTERED (FT)	ROCK ENCOUNTERED (FT)
SBB1	53+40	34' LT	4	--	3	2	21	NONE	NONE
SBB2	54+75	45' LT	--	--	--	--	21	NONE	NONE
SBB3	54+50	40' RT	3	2	5	2	21	NONE	NONE
SBB4	55+25	24' RT	--	--	--	--	21	NONE	NONE
SBB5	104+25	34' LT	4	--	8	--	21	NONE	NONE
SBB6	104+90	54' LT	5	12	--	--	21	NONE	NONE
SBB7	104+95	60' RT	--	--	--	--	21	NONE	NONE
SBB8	105+85	36' RT	--	--	5	12	21	NONE	NONE

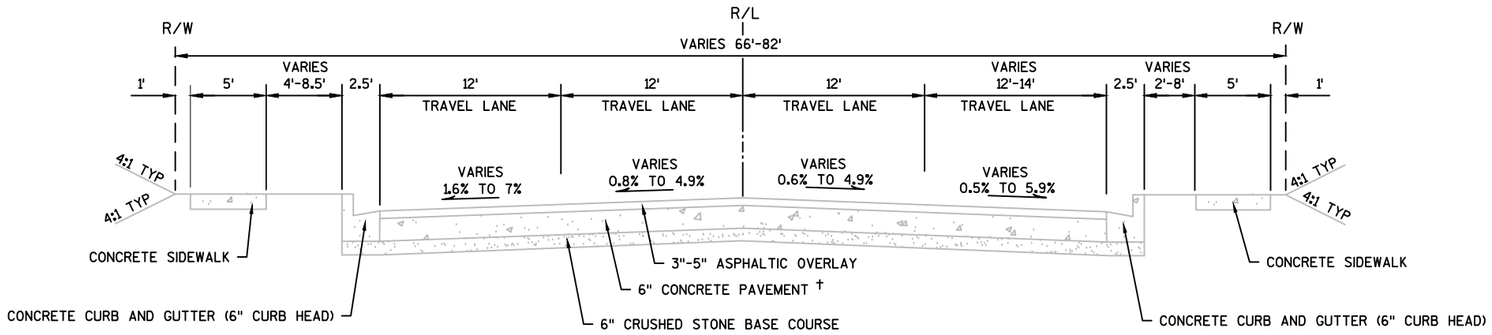
NOTE: GROUNDWATER WAS NOT ENCOUNTERED DURING OR UPON COMPLETION OF DRILLING IN THE TEST BORINGS.
GROUNDWATER CONDITIONS WILL FLUCTUATE AND MORE ELEVATED GROUNDWATER LEVELS MAY OCCUR DURING OR FOLLOWING PERIODS OF INCREASED PRECIPITATION OR RUNOFF.

NOTE:
ALL INTERSECTIONS ARE STOP CONTROLLED ON THE SIDE STREET UNLESS OTHERWISE NOTED.



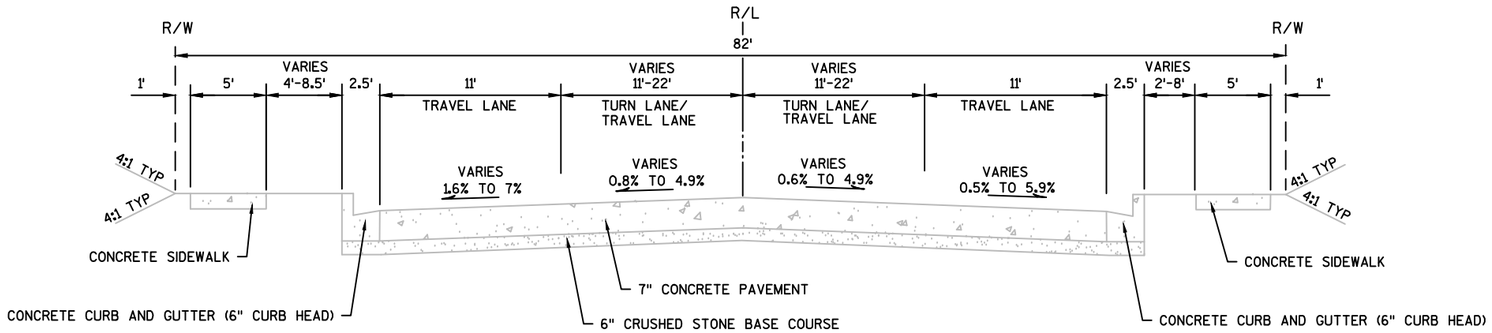


PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 5 - E

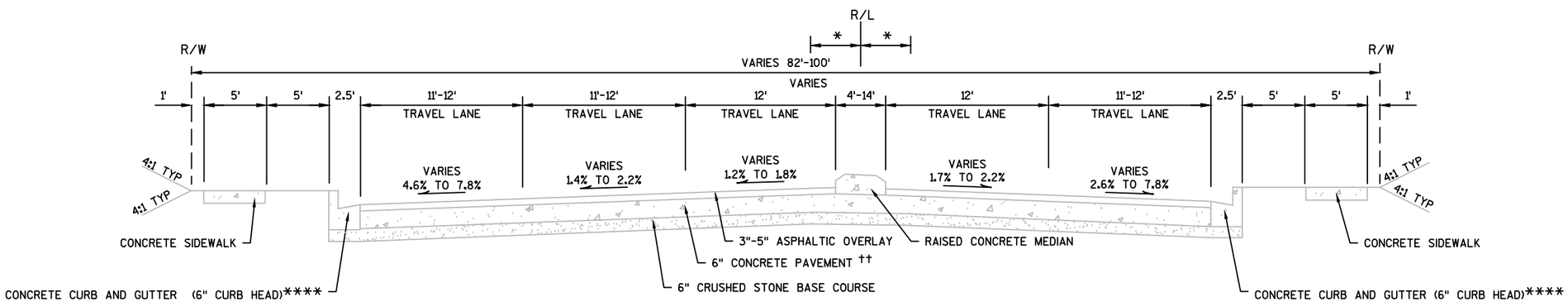


TYPICAL EXISTING SECTION
STH 26/MILTON AVE
STA 52+25 TO STA 74+54
STA 78+32 TO STA 102+27 **
CENTERWAY
STA 7+90'C' TO STA 10+00'C' ***

LOCATION	STATION	POSTED SPEED LIMITS
NB CENTERWAY TO BLACK BRIDGE ROAD	STA 52+25 TO STA 102+27	30 MPH
NB BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	STA 102+27 TO STA 136+71	35 MPH
SB NORTH PROJECT LIMITS TO BLACK BRIDGE ROAD	STA 102+27 TO STA 136+71	40 MPH
SB BLACK BRIDGE ROAD TO CENTERWAY	STA 52+25 TO STA 102+27	30 MPH



TYPICAL EXISTING SECTION
STH 26/MILTON AVE
STA 74+54 TO STA 78+32



TYPICAL EXISTING SECTION
STH 26/MILTON AVE
STA 102+27 TO STA 124+30

* REFERENCE LINE LOCATION VARIES ALONG MEDIAN

** BETWEEN STA 78+32 - STA 101+75, THE EXISTING PAVEMENT STRUCTURE IS 3" OF ASPHALT OVER 7" OF CONCRETE PAVEMENT OVER 6" CRUSHED STONE BASE COURSE.

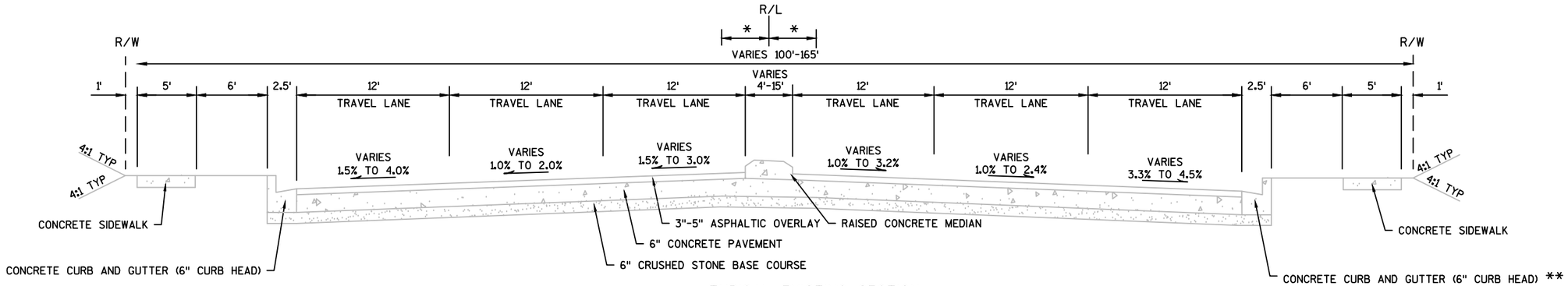
*** BETWEEN STA 8+00 - STA 9+00 LT, THE CURB AND GUTTER IS OVERLAID WITH ASPHALT

**** SPOT AREAS OF CONCRETE CURB AND GUTTER 4" CURB HEAD FROM STA 106+00 - STA 122+00 LT AND STA 120+00 - STA 127+50 RT.

† SOIL BORING RB5 AT STA 88+65 LT DID NOT INDICATE CONCRETE PAVEMENT UNDER THE ASPHALT IN THE OUTSIDE TRAVEL LANE

†† SOIL BORING RB6 AT STA 112+85 LT AND RB8 AT STA 123+70 LT DID NOT INDICATE CONCRETE PAVEMENT UNDER THE ASPHALT IN THE OUTER MOST TRAVEL LANE

PROJECT NO:5360-01-71	HWY:STH 26	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 6	E



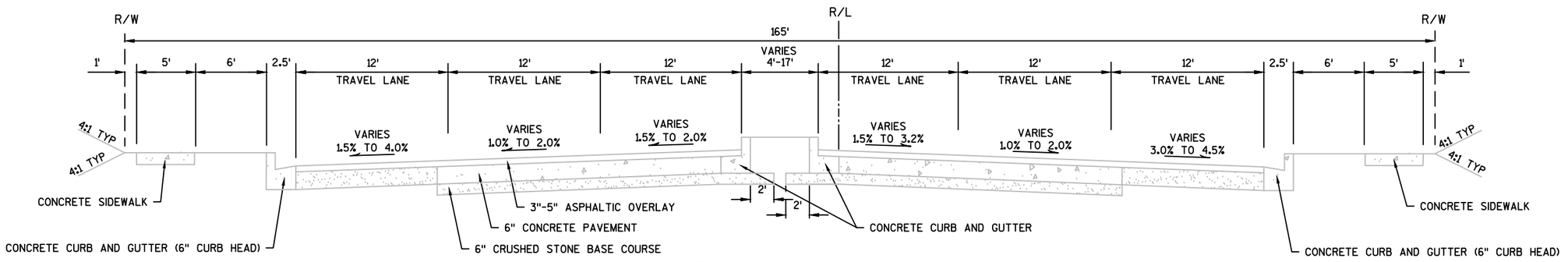
TYPICAL EXISTING SECTION
STH 26/MILTON AVE
STA 124+30 TO STA 128+00

LOCATION	STATION	POSTED SPEED LIMITS
NB CENTERWAY TO BLACK BRIDGE ROAD	STA 52+25 TO STA 102+27	30 MPH
NB BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	STA 102+27 TO STA 136+71	35 MPH
SB NORTH PROJECT LIMITS TO BLACK BRIDGE ROAD	STA 102+27 TO STA 136+71	40 MPH
SB BLACK BRIDGE ROAD TO CENTERWAY	STA 52+25 TO STA 102+27	30 MPH

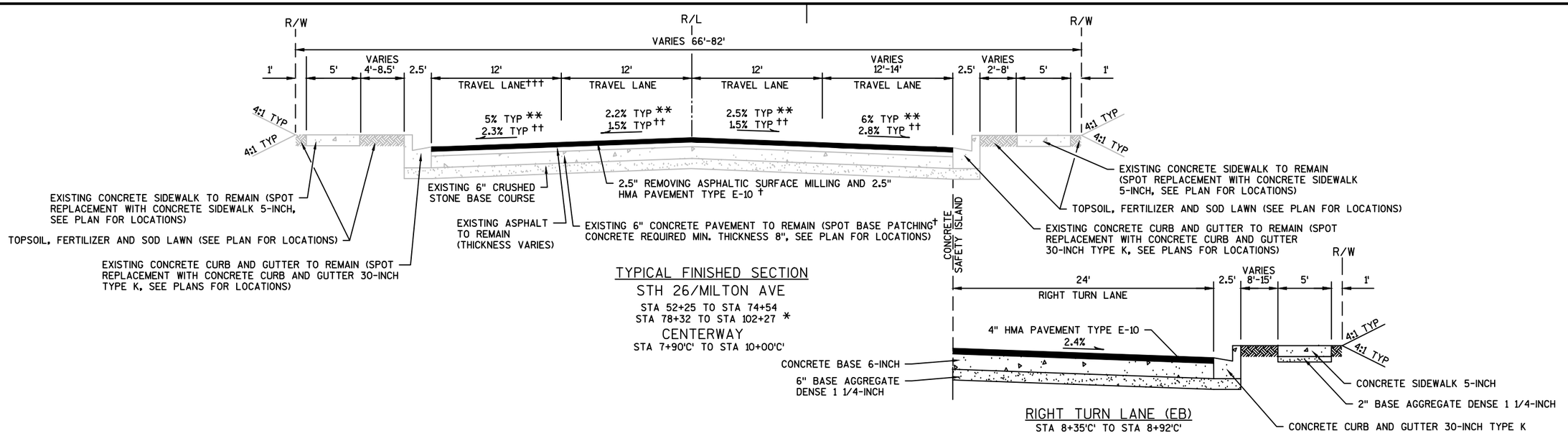
* REFERENCE LINE LOCATION VARIES ALONG MEDIAN

** SPOT AREAS OF CONCRETE CURB AND GUTTER 4" CURB HEAD FROM STA 106+00 - STA 122+00 LT AND STA 120+00 - STA 127+50 RT.

† SOIL BORING RB9 AT STA 132+35 LT DID NOT INDICATE CONCRETE PAVEMENT UNDER THE ASPHALT IN THE OUTSIDE TRAVEL LANE

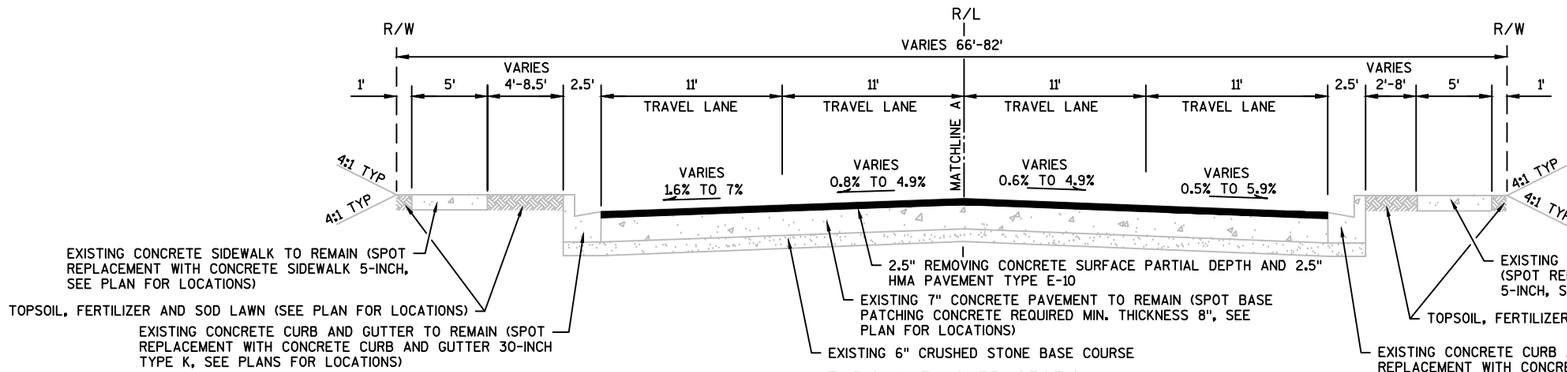


TYPICAL EXISTING SECTION
STH 26/MILTON AVE
STA 128+00 TO STA 136+71 †

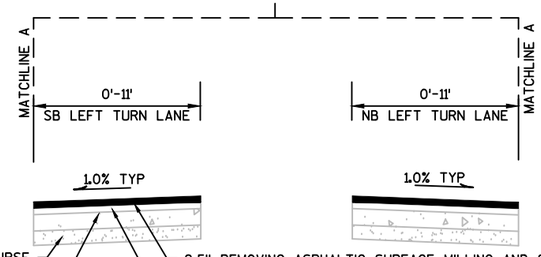


TYPICAL FINISHED SECTION
STH 26/MILTON AVE
STA 52+25 TO STA 74+54
STA 78+32 TO STA 102+27 *
CENTERWAY
STA 7+90'C' TO STA 10+00'C'

RIGHT TURN LANE (EB)
STA 8+35'C' TO STA 8+92'C'



TYPICAL FINISHED SECTION
STH 26/MILTON AVE
STA 74+54 TO STA 78+32



11-FT LEFT TURN LANE (SB)
STA 76+15 TO STA 77+57

11-FT LEFT TURN LANE (NB)
STA 73+15 TO STA 75+50

*BETWEEN STA 78+32 - STA 101+75, THE EXISTING PAVEMENT STRUCTURE IS 3" OF ASPHALT OVER 7" OF CONCRETE PAVEMENT OVER 6" CRUSHED STONE BASE COURSE.

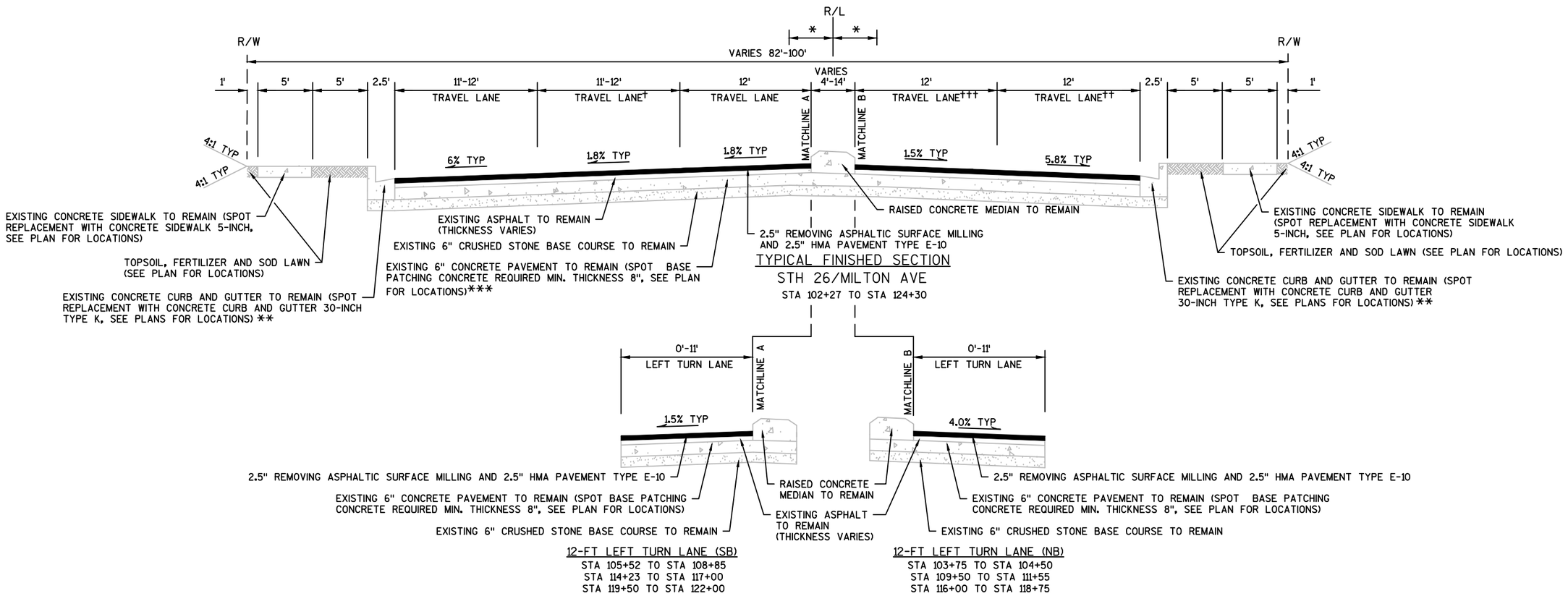
**NOTES THE TYPICAL PROPOSED CROSS SLOPE BETWEEN STA 52+25 - STA 74+54

†ACCORDING TO THE SOIL BORING LOG, RB5 AT STA 88+65 LT DID NOT INDICATE CONCRETE PAVEMENT UNDER THE ASPHALT.

††NOTES THE TYPICAL PROPOSED CROSS SLOPES BETWEEN STA 78+32 TO STA 102+27. CONSTRUCT A 1.5% CROSS SLOPE IN THE NB AND SB INSIDE LANES BY INCREASING THE PROPOSED PAVEMENT THICKNESS AT THE CENTERLINE 1/2" TO A TOTAL OF 3".

†††THE CITY OF JANESVILLE WILL REPLACE WATER MAIN FROM APPROXIMATELY STA 99+30 TO STA 102+27 IN THE SOUTHBOUND OUTSIDE LANE PRIOR TO CONSTRUCTION. EXISTING PAVEMENT THICKNESS IN THE REPLACEMENT AREAS IS ANTICIPATED TO BE 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.

LOCATION	STATION	POSTED SPEED LIMITS
NB CENTERWAY TO BLACK BRIDGE ROAD	STA 52+25 TO STA 102+27	30 MPH
NB BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	STA 102+27 TO STA 136+71	35 MPH
SB NORTH PROJECT LIMITS TO BLACK BRIDGE ROAD	STA 102+27 TO STA 136+71	40 MPH
SB BLACK BRIDGE ROAD TO CENTERWAY	STA 52+25 TO STA 102+27	30 MPH



TYPICAL FINISHED SECTION
STH 26/MILTON AVE
STA 102+27 TO STA 124+30

12-FT LEFT TURN LANE (SB)
STA 105+52 TO STA 108+85
STA 114+23 TO STA 117+00
STA 119+50 TO STA 122+00

12-FT LEFT TURN LANE (NB)
STA 103+75 TO STA 104+50
STA 109+50 TO STA 111+55
STA 116+00 TO STA 118+75

* REFERENCE LINE LOCATION VARIES ALONG MEDIAN

** SPOT AREAS OF CONCRETE CURB AND GUTTER 4" CURB HEAD FROM STA 106+00 - STA 122+00 LT AND STA 120+90 - STA 124+30 RT

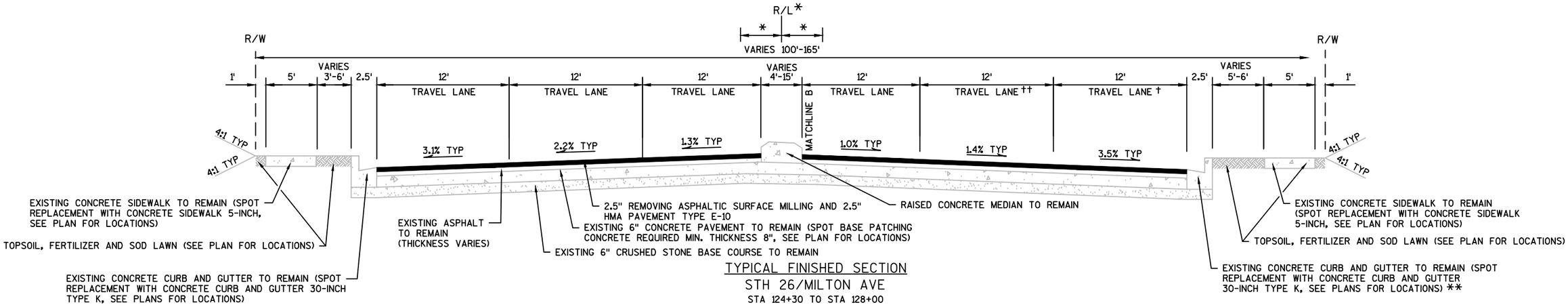
*** SOIL BORING RB6 AT STA 112+85 LT AND RB8 AT STA 123+70 LT DID NOT INDICATE CONCRETE PAVEMENT UNDER THE ASPHALT IN THE OUTSIDE TRAVEL LANE

† THE CITY OF JANESVILLE WILL REPLACE WATER MAIN FROM APPROXIMATELY STA 102+27 TO STA 118+75 IN THE SOUTHBOUND MIDDLE LANE PRIOR TO CONSTRUCTION. THE EXISTING PAVEMENT IN THE REPLACEMENT AREAS IS EXPECTED TO BE THICKNESS 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.

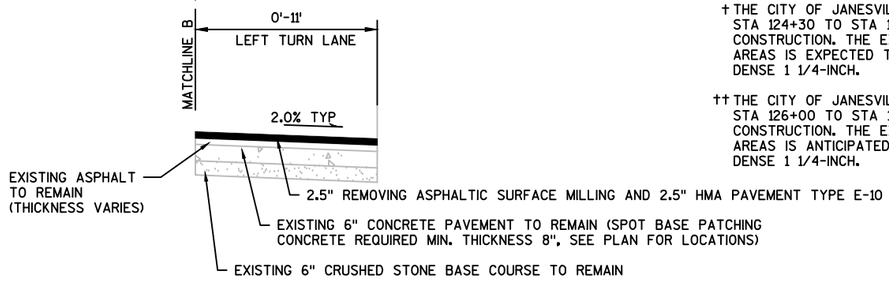
†† THE CITY OF JANESVILLE WILL REPLACE WATER MAIN FROM APPROXIMATELY STA 105+21 TO STA 111+68 AND STA 114+75 TO STA 124+30 IN THE NORTHBOUND OUTSIDE LANE PRIOR TO CONSTRUCTION. THE EXISTING PAVEMENT THICKNESS IN THE REPLACEMENT AREAS IS ANTICIPATED TO BE 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.

††† THE CITY OF JANESVILLE WILL REPLACE WATER MAIN REPLACEMENT FROM APPROXIMATELY STA 111+68 TO STA 114+75 IN THE NORTHBOUND INSIDE LANE PRIOR TO CONSTRUCTION. THE EXISTING PAVEMENT THICKNESS IN THE REPLACEMENT AREAS IS ANTICIPATED TO BE 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.

LOCATION	STATION	POSTED SPEED LIMITS
NB CENTERWAY TO BLACK BRIDGE ROAD	STA 52+25 TO STA 102+27	30 MPH
NB BLACK BRIDGE ROAD TO NORTH PROJECT LIMITS	STA 102+27 TO STA 136+71	35 MPH
SB NORTH PROJECT LIMITS TO BLACK BRIDGE ROAD	STA 102+27 TO STA 136+71	40 MPH
SB BLACK BRIDGE ROAD TO CENTERWAY	STA 52+25 TO STA 102+27	30 MPH



TYPICAL FINISHED SECTION
STH 26/MILTON AVE
STA 124+30 TO STA 128+00



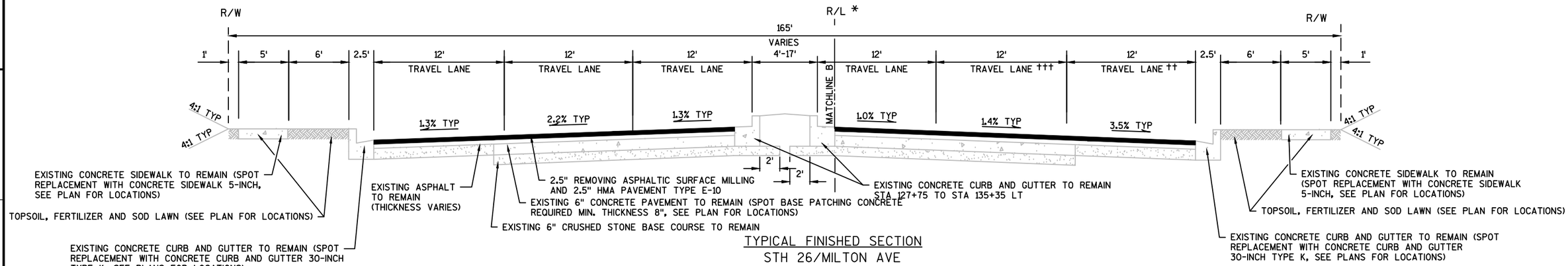
12-FT LEFT TURN LANE (NB)
STA 124+30 TO STA 127+50

* REFERENCE LINE LOCATION VARIES ALONG MEDIAN

** SPOT AREAS OF CONCRETE CURB AND GUTTER 4" CURB HEAD FROM STA 124+30 - STA 127+50 RT

† THE CITY OF JANESVILLE WILL REPLACE WATER MAIN FROM APPROXIMATELY STA 124+30 TO STA 126+00 IN THE NORTHBOUND OUTSIDE LANE PRIOR TO CONSTRUCTION. THE EXISTING PAVEMENT THICKNESS IN THE REPLACEMENT AREAS IS EXPECTED TO BE 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.

†† THE CITY OF JANESVILLE WILL REPLACE WATER MAIN FROM APPROXIMATELY STA 126+00 TO STA 128+00 IN THE NORTHBOUND MIDDLE LANE PRIOR TO CONSTRUCTION. THE EXISTING PAVEMENT THICKNESS IN THE REPLACEMENT AREAS IS ANTICIPATED TO BE 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.



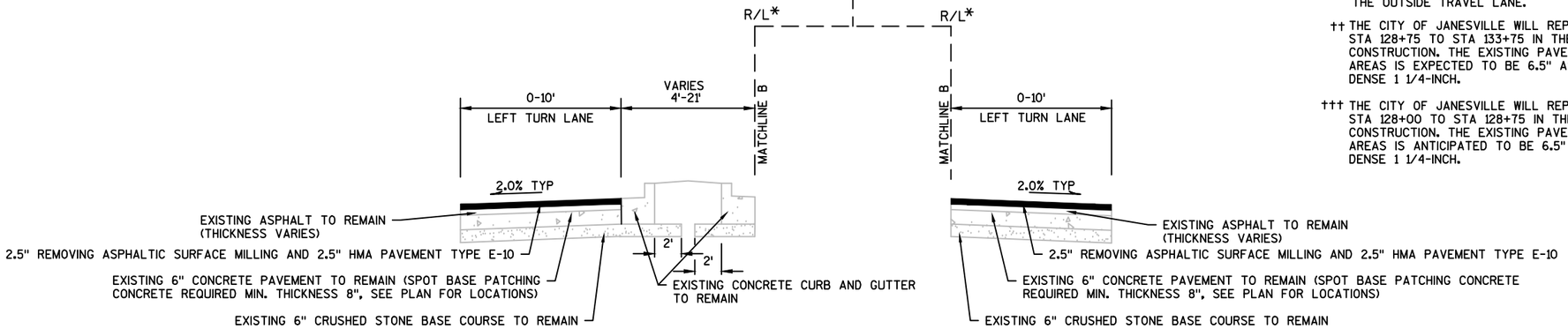
TYPICAL FINISHED SECTION
STH 26/MILTON AVE
STA 128+00 TO STA 136+71 †

* REFERENCE LINE LOCATION VARIES ALONG MEDIAN

† SOIL BORING LOG, RB9 AT STA 132+35 LT DID NOT INDICATE CONCRETE PAVEMENT UNDER THE ASPHALT IN THE OUTSIDE TRAVEL LANE.

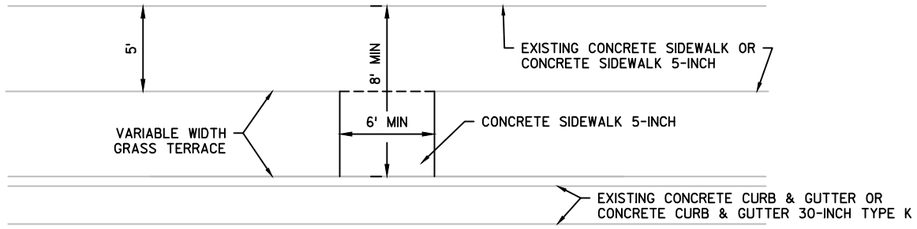
†† THE CITY OF JANESVILLE WILL REPLACE WATER MAIN FROM APPROXIMATELY STA 128+75 TO STA 133+75 IN THE NORTHBOUND OUTSIDE LANE PRIOR TO CONSTRUCTION. THE EXISTING PAVEMENT THICKNESS IN THE REPLACEMENT AREAS IS EXPECTED TO BE 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.

††† THE CITY OF JANESVILLE WILL REPLACE WATER MAIN FROM APPROXIMATELY STA 128+00 TO STA 128+75 IN THE NORTHBOUND MIDDLE LANE PRIOR TO CONSTRUCTION. THE EXISTING PAVEMENT THICKNESS IN THE REPLACEMENT AREAS IS ANTICIPATED TO BE 6.5" ASPHALT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH.



12-FT LEFT TURN LANE (SB)
STA 128+74 TO STA 132+00

12-FT LEFT TURN LANE (NB)
STA 134+50 TO STA 136+71



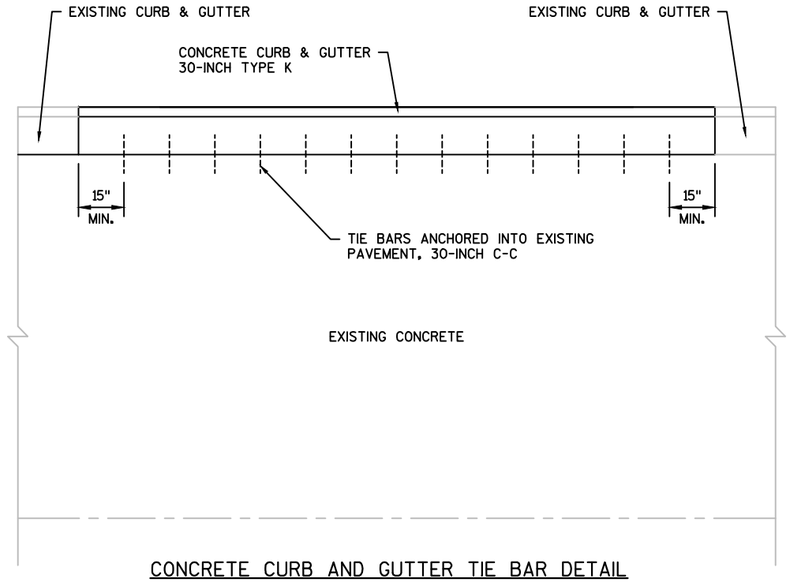
TYPICAL DETAIL OF BUS STOP

SEE PLAN FOR BUS STOP LOCTATIONS

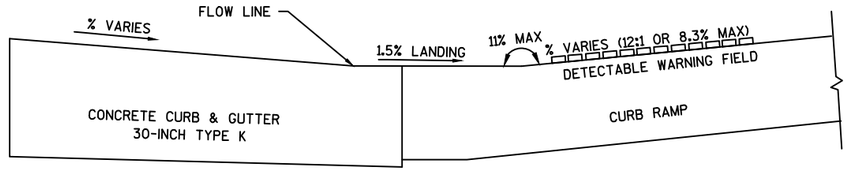
STA 52+69, 21' LT
STA 29+24'G', 18' RT
STA 75+45, 31' RT
STA 86+84, 27' RT
STA 90+26, 27' LT
STA 93+48, 27' LT
STA 95+96, 27' RT
STA 104+54, 36' RT
STA 110+88, 39' LT
STA 119+49, 39' LT
STA 127+42, 40' RT

NOTES:

1. MAXIMUM SLOPE OF ADA BUS STOP SHALL BE 2%.
2. NON SLIP SURFACE REQUIRED (BROOM FINISH).

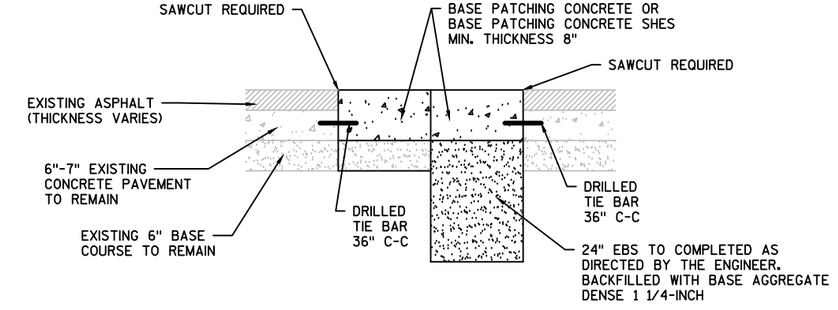


CONCRETE CURB AND GUTTER TIE BAR DETAIL

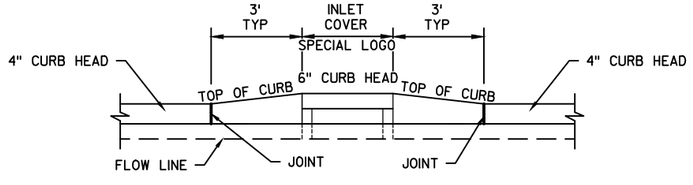


CURB AND GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS

(SEE INTERSECTION DETAILS)

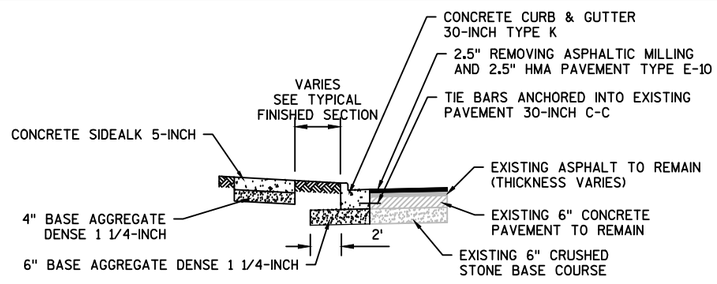


BASE PATCHING CONCRETE

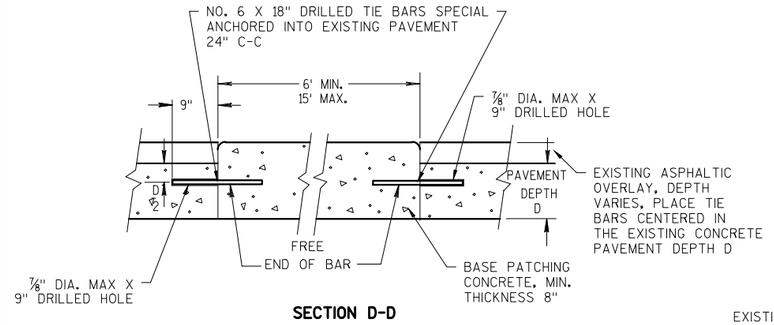


4-INCH TO 6-INCH CURB HEAD TRANSITION

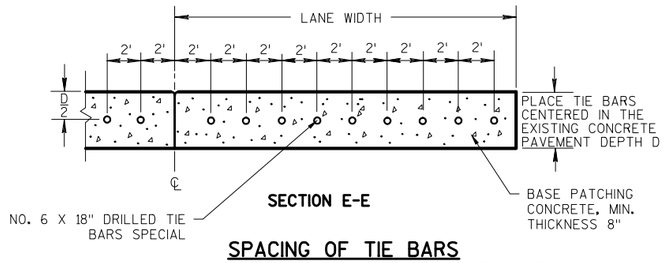
STA 109+25 LT
STA 114+95 LT



CONCRETE CURB AND GUTTER - SIDEWALK DETAIL

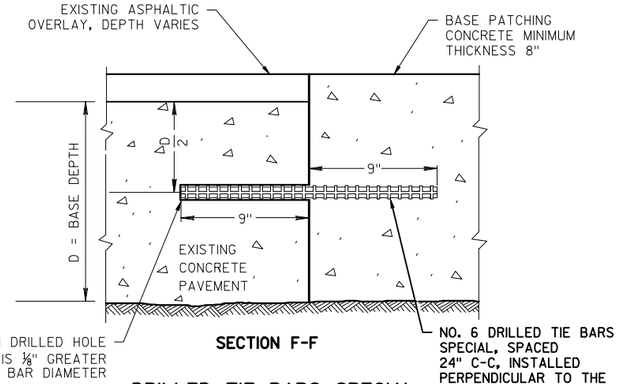


SECTION D-D



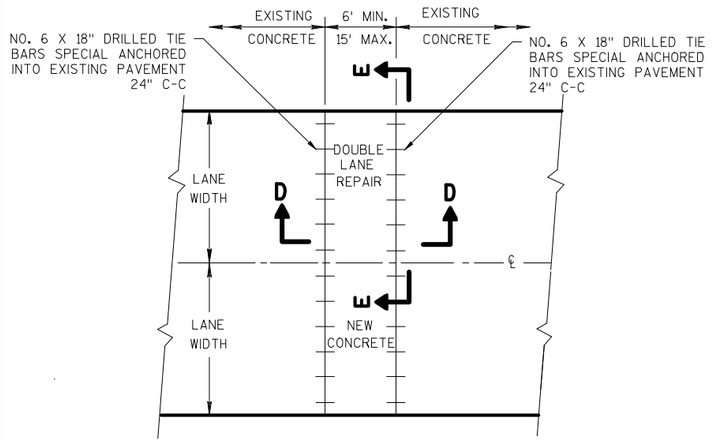
SECTION E-E

SPACING OF TIE BARS ANCHORED INTO EXISTING PAVEMENT



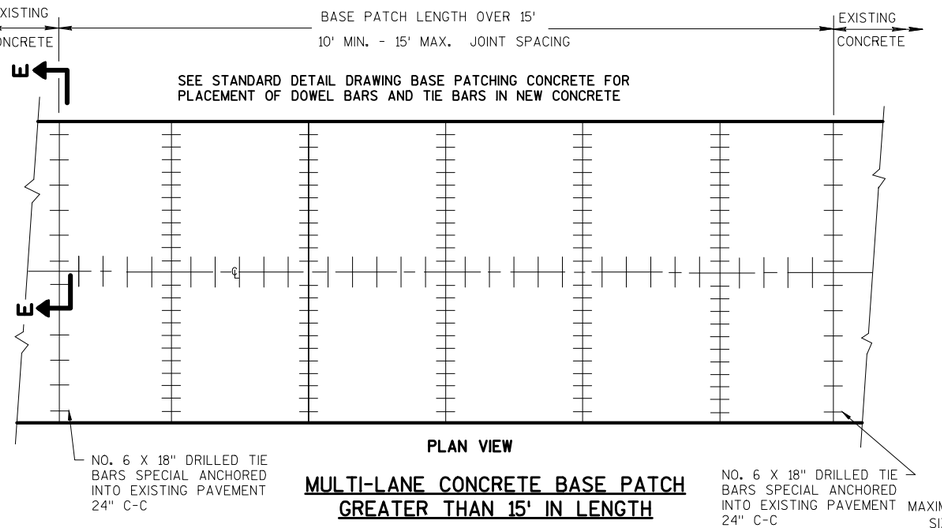
SECTION F-F

DRILLED TIE BARS SPECIAL ANCHORED INTO EXISTING PAVEMENT



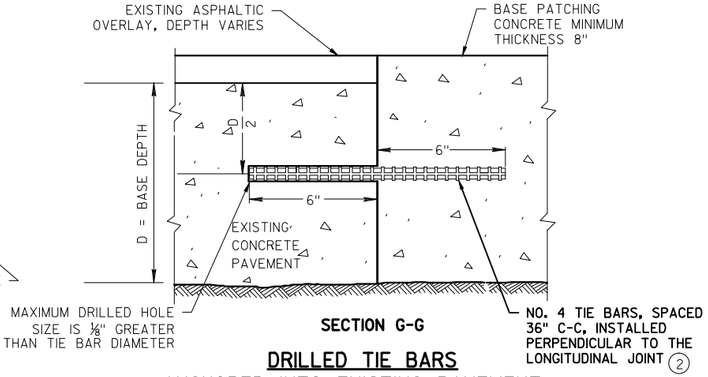
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



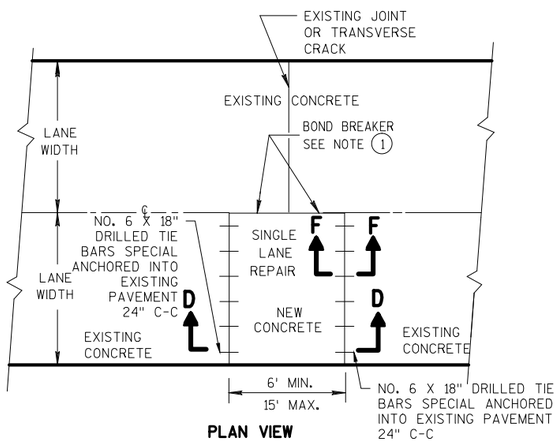
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH



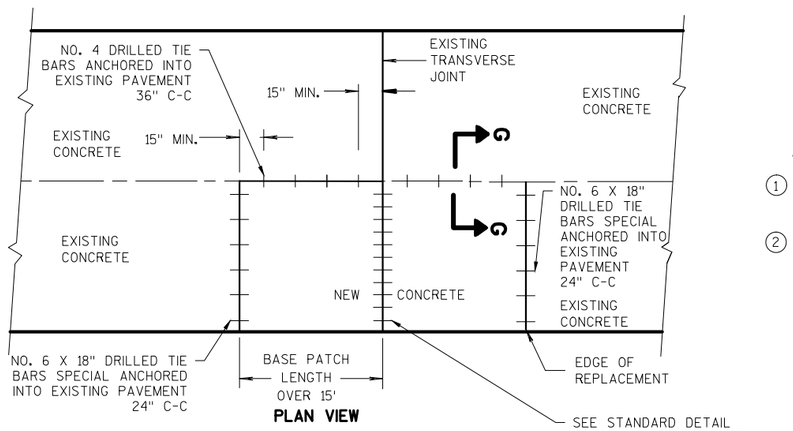
SECTION G-G

DRILLED TIE BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

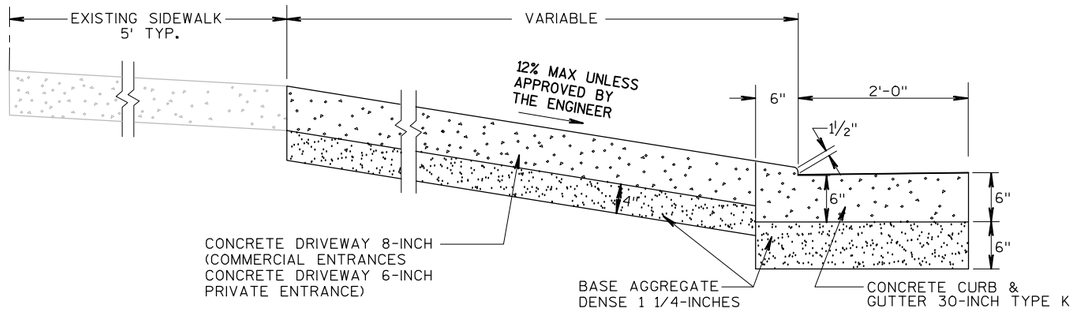
SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

GENERAL NOTES

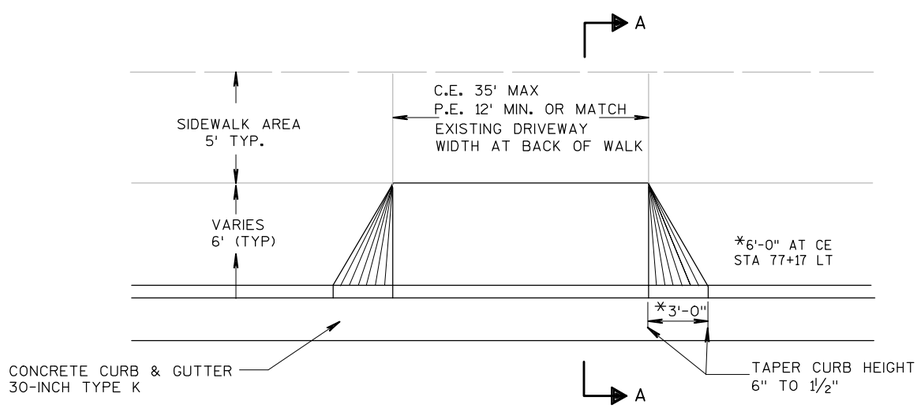
(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

DRILLED TIE BARS SPECIAL
INSTALLED AT BASE PATCHING CONCRETE LOCATIONS



SECTION A-A

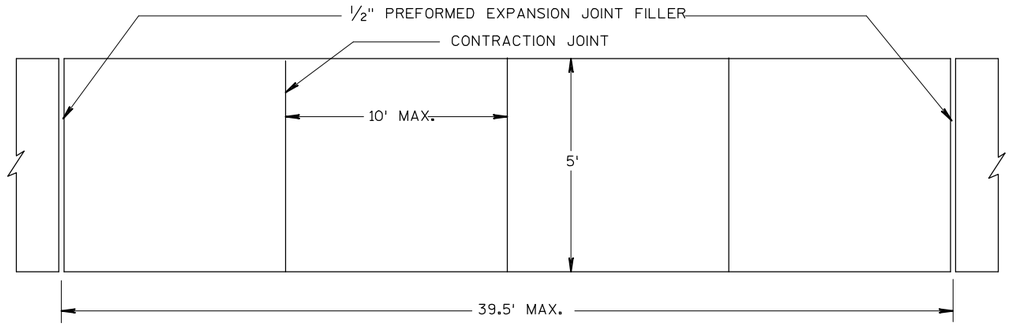


COMMERCIAL ENTRANCES

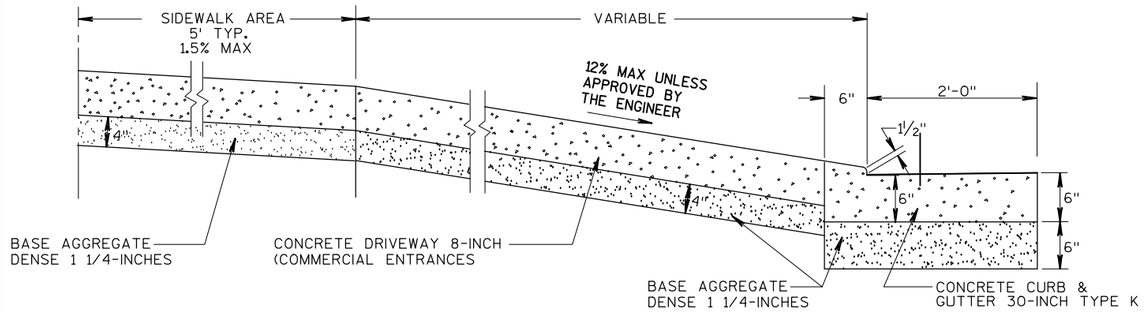
STA 77+17 LT*
STA 83+20 RT
STA 99+95 LT
STA 100+52 LT
STA 102+08 LT
STA 103+92 RT
STA 106+24 LT
STA 122+31 LT
STA 124+26 LT
STA 131+46 RT
STA 133+53 RT

PRIVATE ENTRANCES

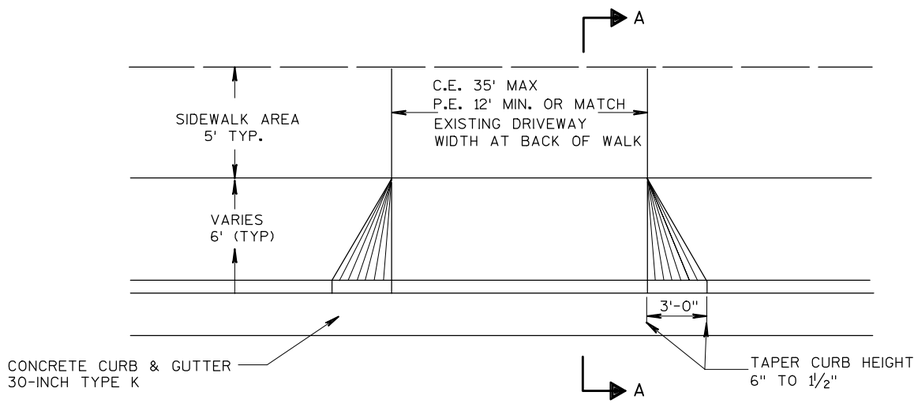
STA 79+10 LT
STA 79+42 RT
STA 79+65 LT
STA 79+87 LT
STA 84+37 LT
STA 86+61 LT
STA 88+60 RT
STA 91+83 LT



SIDEWALK ADJACENT TO DRIVEWAY DETAIL

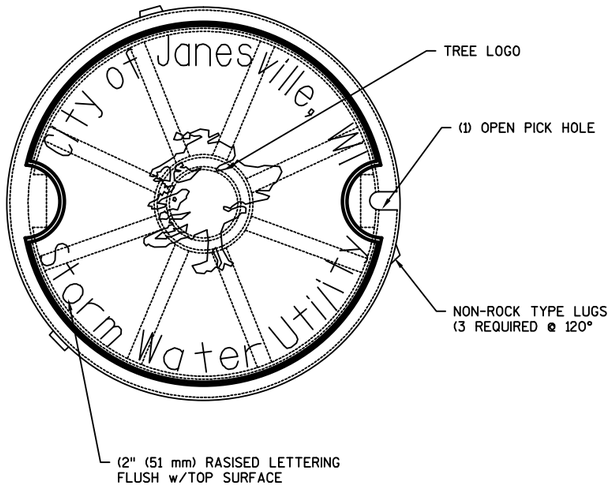


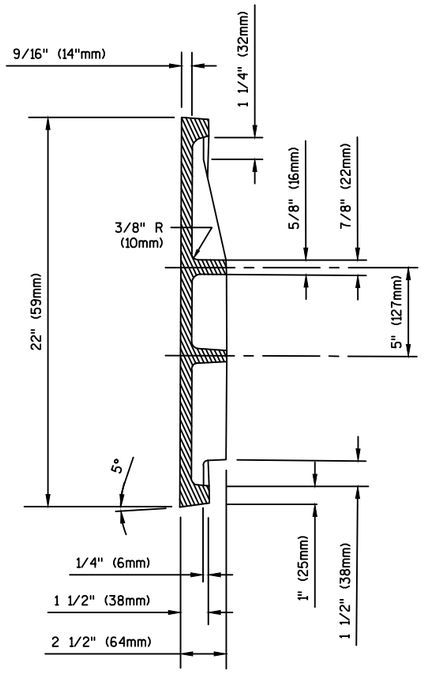
SECTION A-A



COMMERCIAL ENTRANCES

STA 106+24 LT

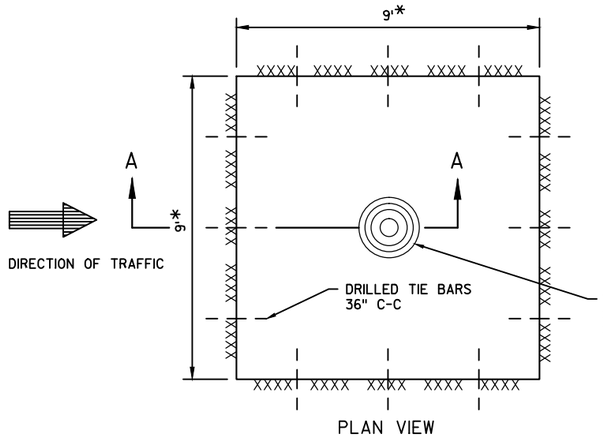




NOTE: ALL DIMENSIONS SHOWN ARE IN ENGLISH AND (METRIC)
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B
FINISH: NO PAINT
WEIGHT: 95*

MANHOLE COVER SPECIAL LOGO DETAIL

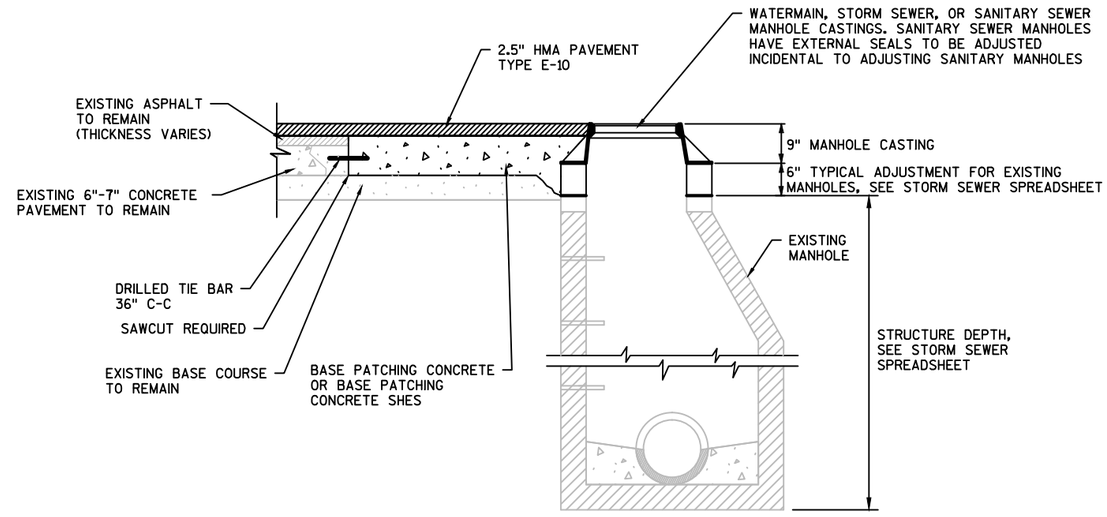
SCALE: NONE



ADJUSTMENT PROCEDURE

1. SAWCUT 9' X 9' SQUARE AROUND MANHOLE AND REMOVE EXISTING ASPHALT AND EXISTING CONCRETE PAVEMENT.
2. ADJUST MANHOLE FRAME TO FINISHED GRADE. PLACE BASE PATCHING CONCRETE TO EXISTING ASPHALTIC SURFACE ELEVATION.
3. REMOVE 2.5" OF BASE PATCHING CONCRETE DURING CONTINUOUS MILLING OF THE REMAINDER OF THE ROADWAY AND PAVE HMA PAVEMENT CONTINUOUSLY WITH THE REMAINDER OF THE ROADWAY (PAID UNDER ITEM 460.1110 HMA PAVEMENT TYPE E-10).

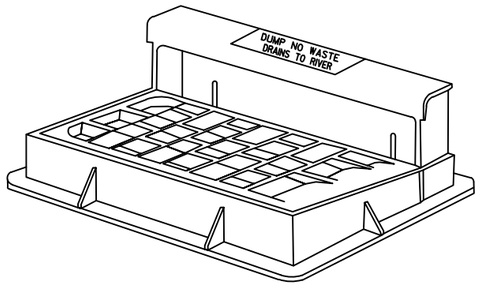
*9 OR TO EXISTING FACE OF CURB OR JOINT



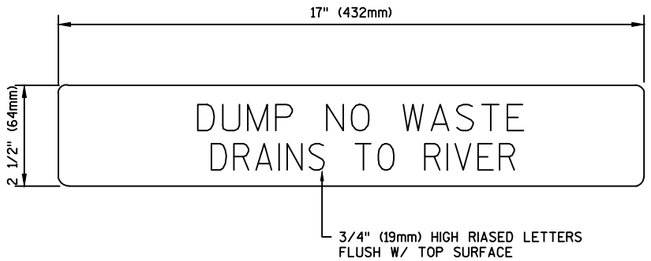
SECTION A-A

MANHOLE COVER PLACEMENT DETAIL

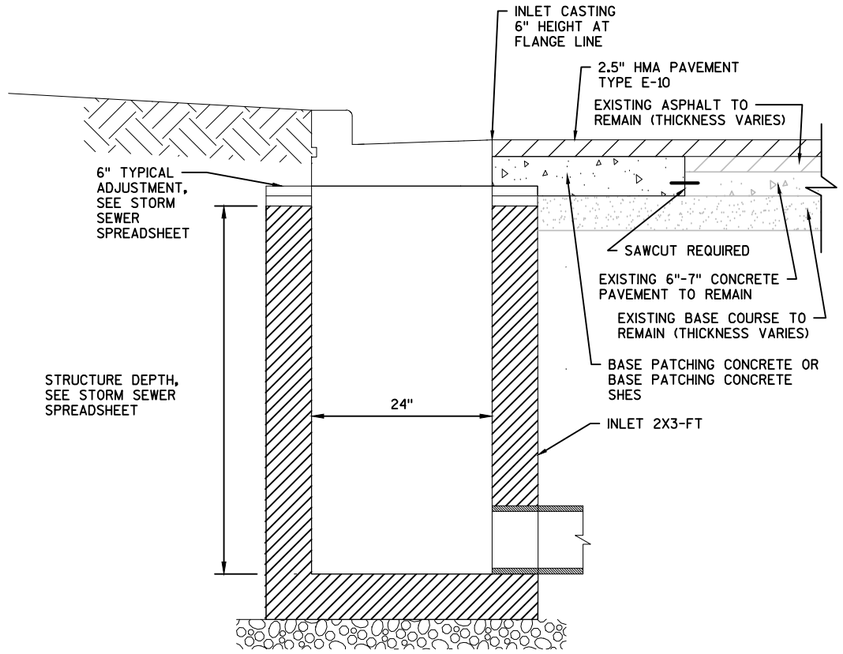
FOR ADJUSTING WATERMAIN, SANITARY SEWER AND STORM SEWER COVERS AND ALL NEW MANHOLE COVERS



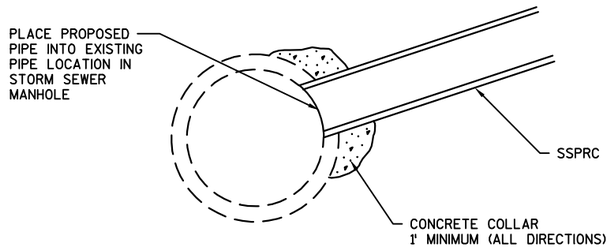
INLET COVER SPECIAL LOGO DETAIL
INLET TYPE R-3246, TYPE V GRATE
SCALE: NONE



INLET CASTING SPECIAL LOGO DETAIL
SCALE: NONE



INLET COVER PLACEMENT DETAIL



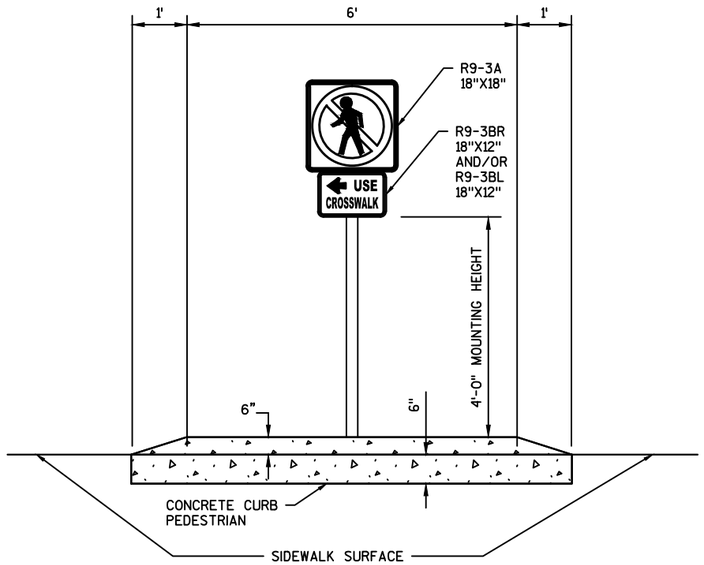
CONCRETE COLLAR AT EXISTING STORM SEWER MANHOLE DETAIL

SEE STORM SEWER MISCELLANEOUS QUANTITY TABLES FOR LOCATIONS

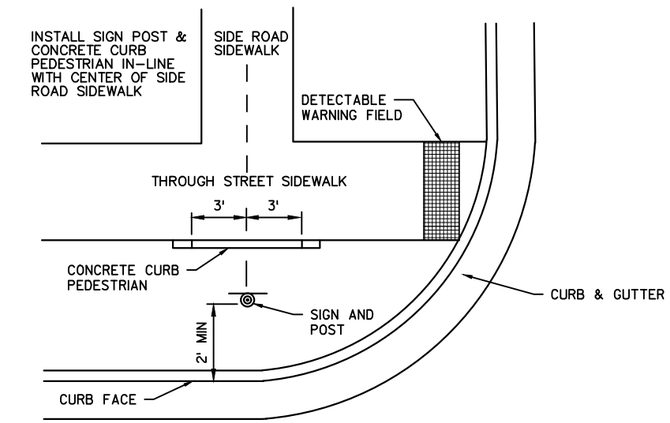
RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 13.7 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 13.7 ACRES



CONCRETE CURB PEDESTRIAN DETAIL
CURB ELEVATION VIEW



CURB AND SIGN LOCATION DETAIL

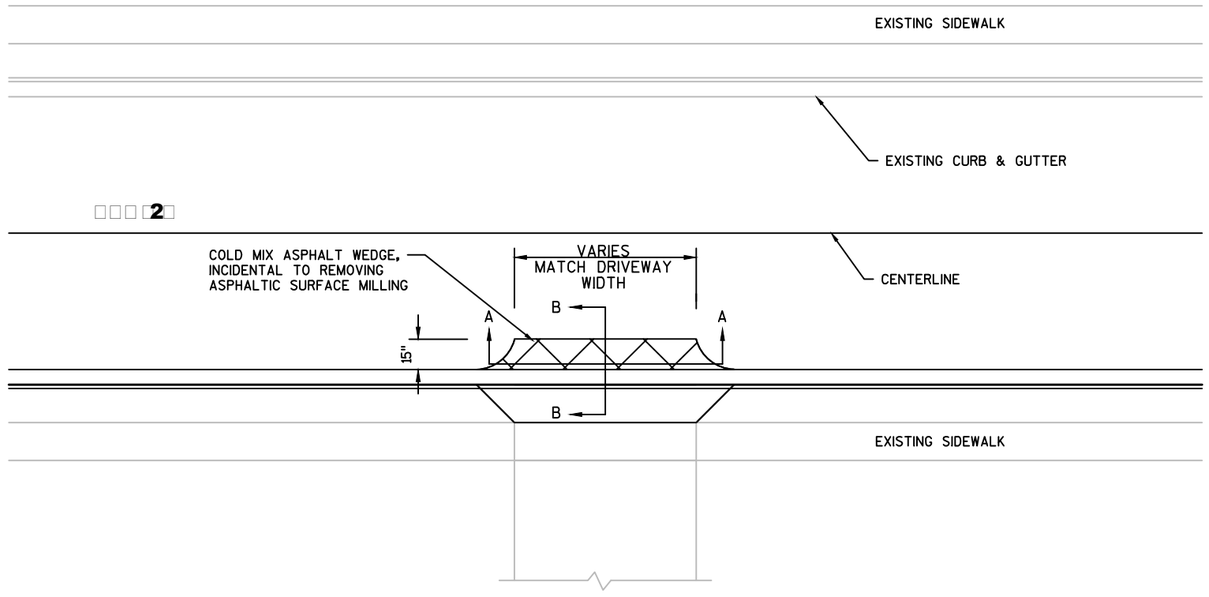
PEDESTRIAN BARRIER DETAIL

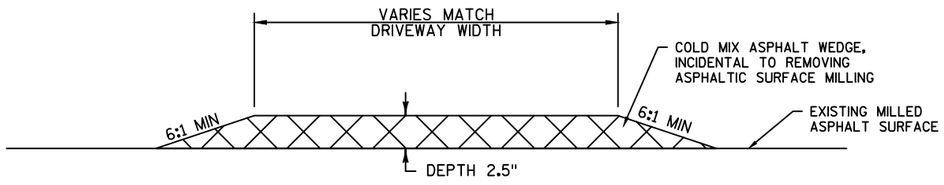
NOT TO SCALE

STA 64+08, 34' LT	STA 101+08, 34' RT
STA 84+76, 34' RT	STA 101+62, 34' RT
STA 85+25, 34' LT	STA 108+34, 44' RT
STA 87+00, 34' RT	STA 109+12, 44' RT
STA 87+60, 34' RT	STA 111+56, 44' LT
STA 90+03, 34' LT	STA 112+26, 44' LT
STA 96+70, 34' RT	STA 113+35, 44' RT
STA 99+50, 34' LT	STA 114+20, 44' RT

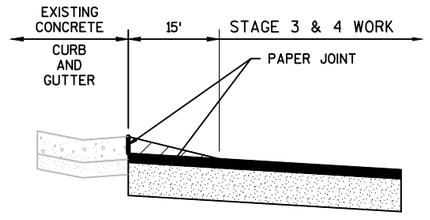
FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021001_CD.DWG
26JANESVILLE - 021001_CD - 02
PLOT DATE : 12/16/2015 2:14 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

2





SECTION A-A

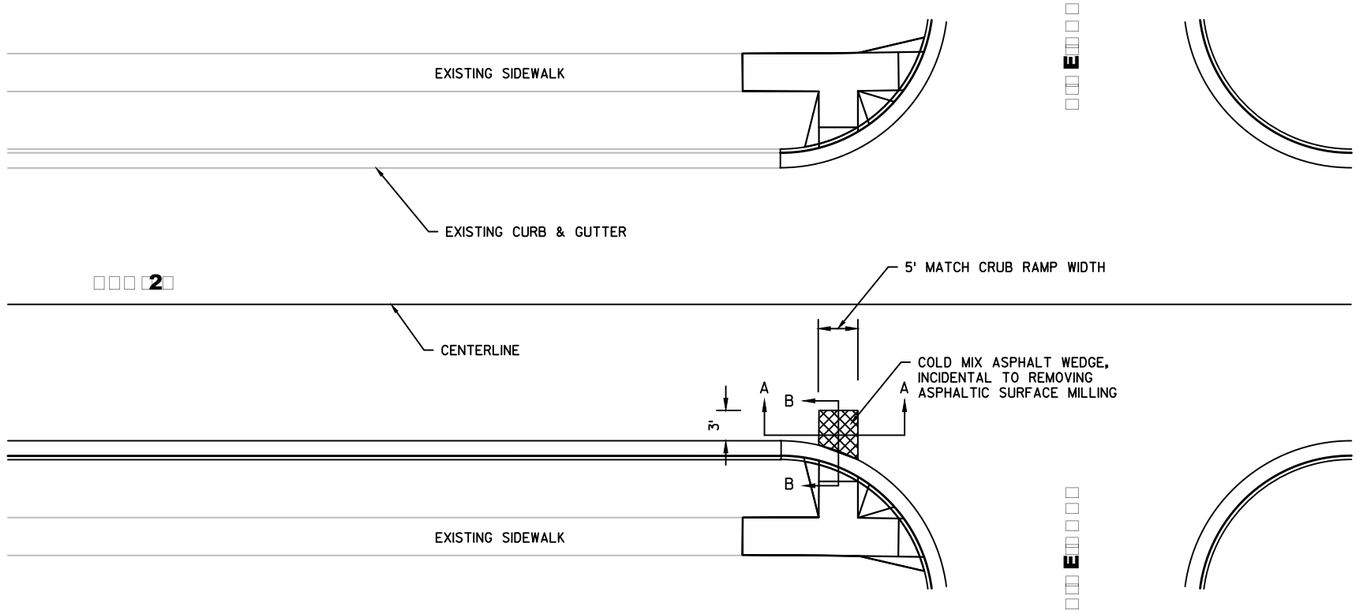


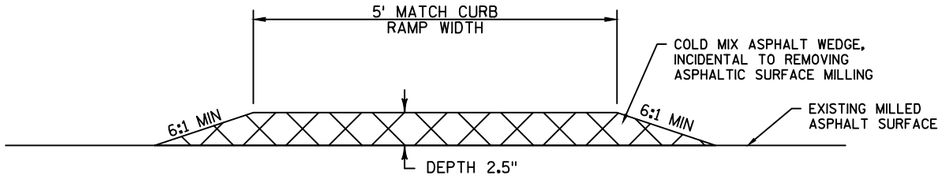
SECTION B-B

NOTE:
1. PAPER JOINT IS INCIDENTAL TO REMOVING ASPHALTIC SURFACE MILLING.
2. TEMPORARY ACCESS NOT NEEDED IF ELEVATION DIFFERENCE IS LESS THAN 1 INCH
3. PLACEMENT AND REMOVAL OF TEMPORARY ACCESS IS INCIDENTAL TO REMOVING ASPHALTIC SURFACE MILLING

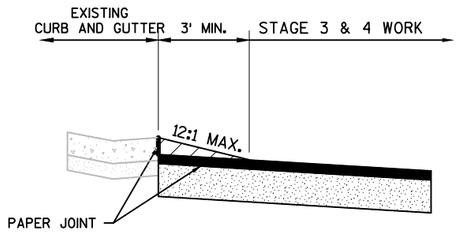
TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAYS

SEE STAGING PLAN FOR LOCATIONS





SECTION A-A



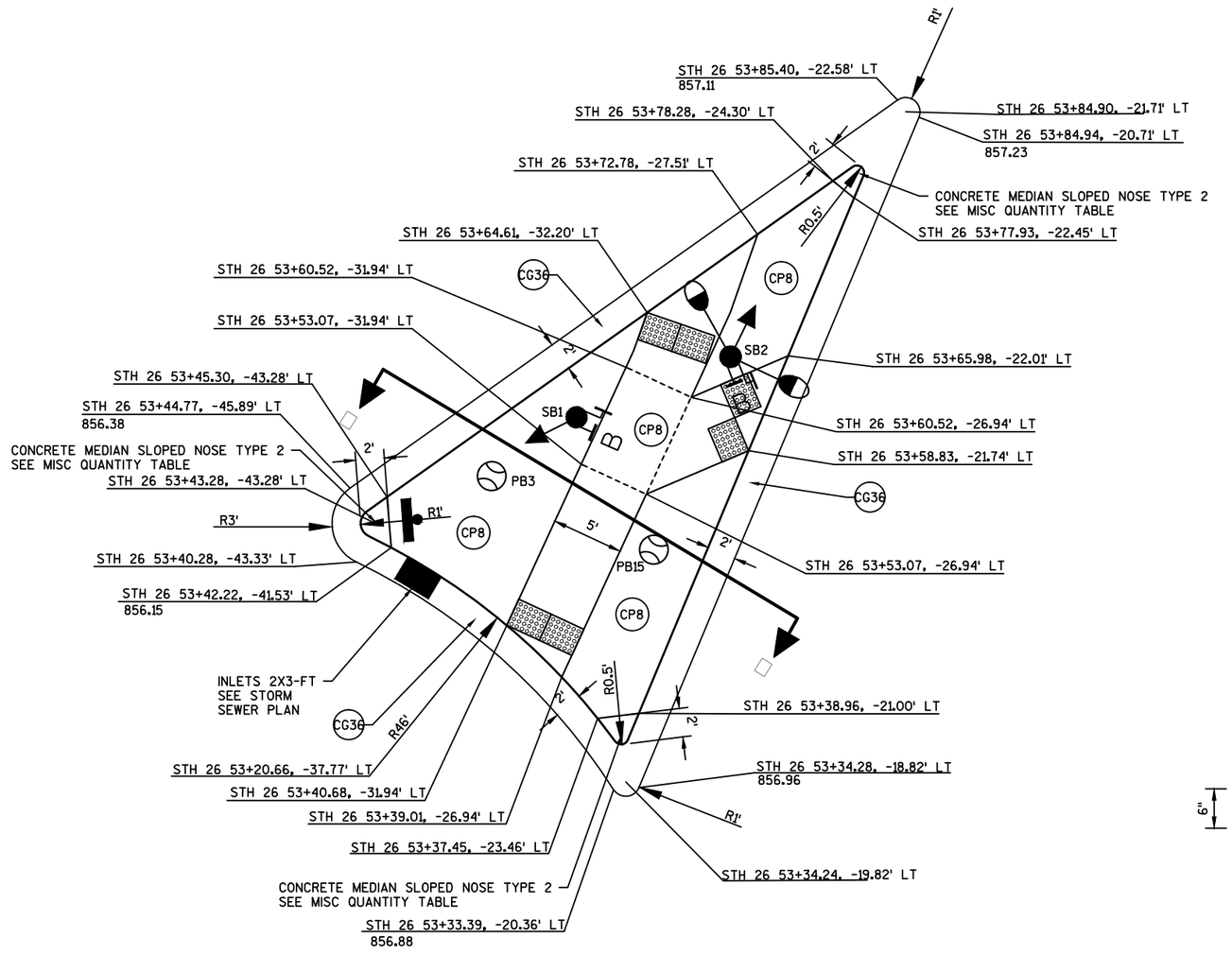
SECTION B-B

NOTE:
1. PAPER JOINT IS INCIDENTAL TO REMOVING ASPHALTIC SURFACE MILLING.
2. PLACEMENT AND REMOVAL OF TEMPORARY ACCESS FOR CURB RAMPS IS INCIDENTAL TO REMOVING ASPHALTIC SURFACE MILLING

TEMPORARY ACCESS FOR CURB RAMPS

SEE STAGING PLAN FOR LOCATIONS

2



GENERAL NOTES

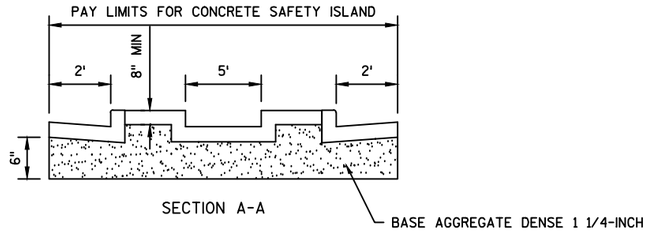
1. PAYMENT FOR PATHWAY THROUGH ISLAND IS INCLUDED IN CONCRETE SAFETY ISLAND.
2. ALL ITEMS IN LEGEND EXCEPT CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA ARE INCIDENTAL TO CONCRETE SAFETY ISLAND.
3. SEE CURB RAMP DETAILS - CENTERWAY FOR ADDITIONAL INFORMATION.

LEGEND

= CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

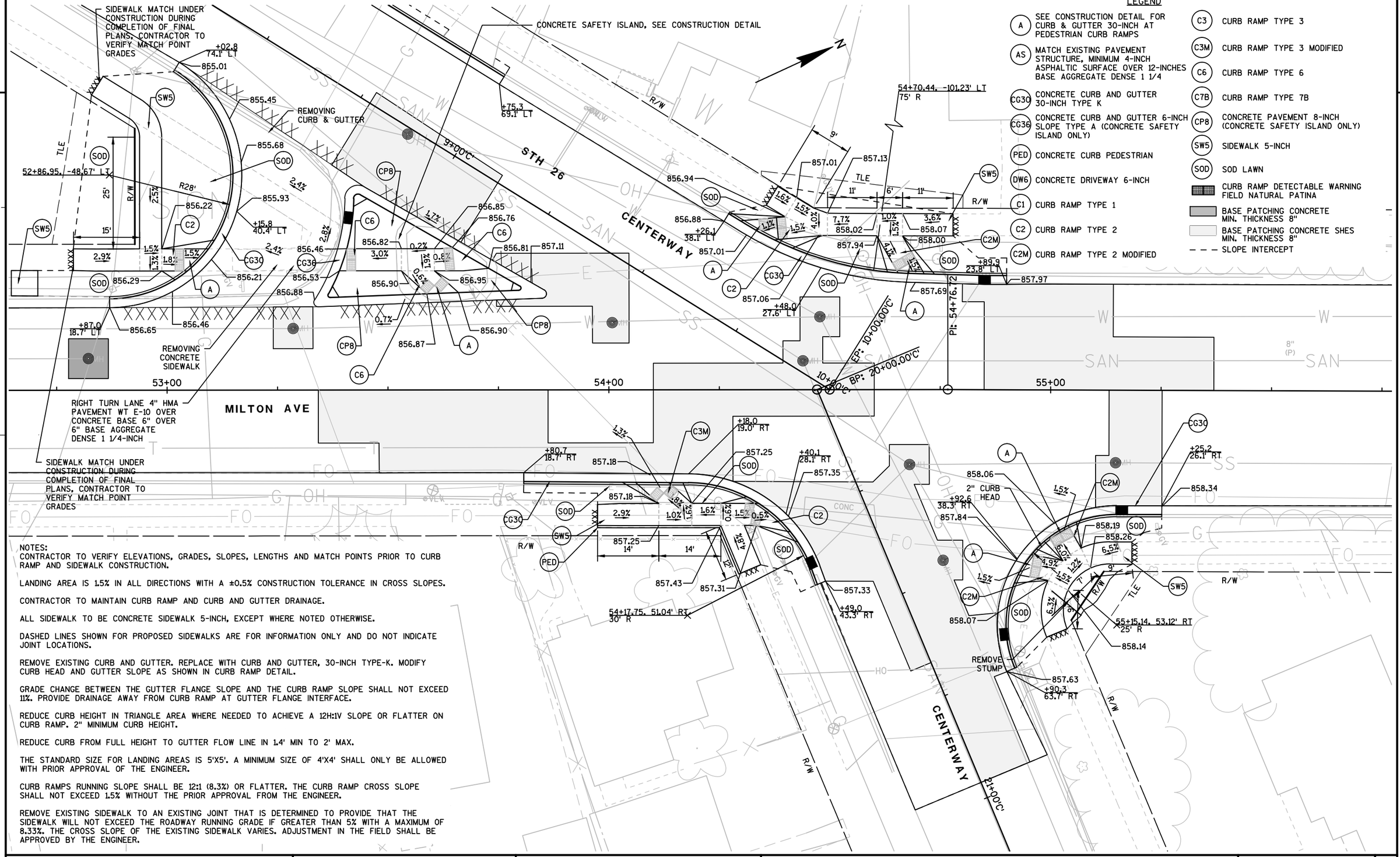
CG36 CONCRETE CURB & GUTTER 6-INCH SLOPED TYPE A

CP8 CONCRETE PAVEMENT 8-INCH



CONCRETE SAFETY ISLAND DETAIL
CENTERWAY/STH 26/MILTON AVENUE INTERSECTION

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	CONSTRUCTION DETAILS	SHEET 20	E



NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

CONTRACTOR TO MAINTAIN CURB RAMP AND CURB AND GUTTER DRAINAGE.

ALL SIDEWALK TO BE CONCRETE SIDEWALK 5-INCH, EXCEPT WHERE NOTED OTHERWISE.

DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

REMOVE EXISTING CURB AND GUTTER. REPLACE WITH CURB AND GUTTER, 30-INCH TYPE-K. MODIFY CURB HEAD AND GUTTER SLOPE AS SHOWN IN CURB RAMP DETAIL.

GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLANGE INTERFACE.

REDUCE CURB HEIGHT IN TRIANGLE AREA WHERE NEEDED TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP. 2" MINIMUM CURB HEIGHT.

REDUCE CURB FROM FULL HEIGHT TO GUTTER FLOW LINE IN 1.4' MIN TO 2' MAX.

THE STANDARD SIZE FOR LANDING AREAS IS 5'X5'. A MINIMUM SIZE OF 4'X4' SHALL ONLY BE ALLOWED WITH PRIOR APPROVAL OF THE ENGINEER.

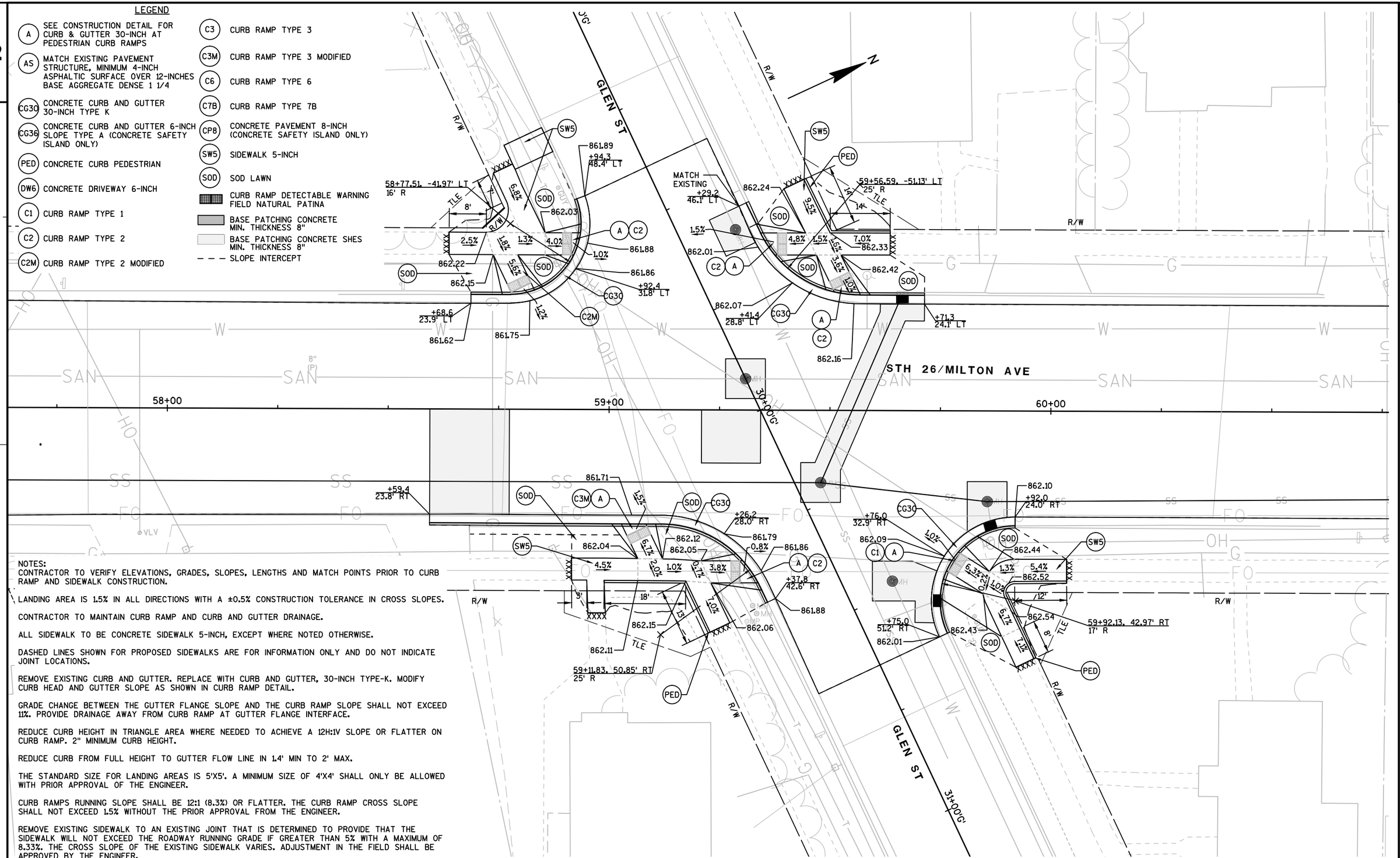
CURB RAMPS RUNNING SLOPE SHALL BE 12:1 (8.3%) OR FLATTER. THE CURB RAMP CROSS SLOPE SHALL NOT EXCEED 1.5% WITHOUT THE PRIOR APPROVAL FROM THE ENGINEER.

REMOVE EXISTING SIDEWALK TO AN EXISTING JOINT THAT IS DETERMINED TO PROVIDE THAT THE SIDEWALK WILL NOT EXCEED THE ROADWAY RUNNING GRADE IF GREATER THAN 5% WITH A MAXIMUM OF 8.33%. THE CROSS SLOPE OF THE EXISTING SIDEWALK VARIES. ADJUSTMENT IN THE FIELD SHALL BE APPROVED BY THE ENGINEER.

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - CENTERWAY	SHEET 21 E

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
- (PED) CONCRETE CURB PEDESTRIAN
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT



NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

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PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - GLEN ST	SHEET E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021101_ID.DWG PLOT DATE : 11/2/2015 9:40 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

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REDUCE CURB FROM FULL HEIGHT TO GUTTER FLOW LINE IN 1.4' MIN TO 2' MAX.

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LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
- (PED) CONCRETE CURB PEDESTRIAN
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT

HYATT ST

STH 26/MILTON AVE

REPLACE CURB RAMP LANDING

+02.40, -45.06' LT
R/W
10'
10'
863.87
Rlg.
0.3%
1.6%
0.8%

+23.6
50.0' LT
MATCH EXISTING

CURB RAMP TO REMAIN
MATCH EXISTING
+16.3
29.0' LT

CROSSING TO BE CLOSED
SEE PEDESTRIAN BARRIER DETAIL
MATCH EXISTING
+00.6
23.9' LT

REMOVING CONCRETE SIDEWALK

+49.9
50.0' LT
863.41
863.76
6.6%
4.4%
1.4%
4.6%
863.84
863.76
1.5%
4.5%
4.5%
1.5%
+55.7
30.3' LT
863.38
863.51
+73.6
24.0' LT

64+69.92, -43.97' LT
18' R
10'
R/W

+27.9
24.1' RT
+89.6
23.9' RT
+42.4
24.0' RT
863.36
863.40
863.42
+73.6
24.0' RT
2.0%
3.1%
863.51
863.52
7.8%
0.2%
1.5%
9.2%
863.58
10'
5'
7'
863.60
R/W

63+00
64+00
65+00
EP: 40+00.00'HY'
+00.00 'HY'

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - HYATT ST	SHEET 23	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021101_ID.DWG PLOT DATE : 11/2/2015 9:40 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 42

2

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

CONTRACTOR TO MAINTAIN CURB RAMP AND CURB AND GUTTER DRAINAGE.

ALL SIDEWALK TO BE CONCRETE SIDEWALK 5-INCH, EXCEPT WHERE NOTED OTHERWISE.

DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

REMOVE EXISTING CURB AND GUTTER. REPLACE WITH CURB AND GUTTER, 30-INCH TYPE-K. MODIFY CURB HEAD AND GUTTER SLOPE AS SHOWN IN CURB RAMP DETAIL.

GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLANGE INTERFACE.

REDUCE CURB HEIGHT IN TRIANGLE AREA WHERE NEEDED TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP. 2" MINIMUM CURB HEIGHT.

REDUCE CURB FROM FULL HEIGHT TO GUTTER FLOW LINE IN 1.4' MIN TO 2' MAX.

THE STANDARD SIZE FOR LANDING AREAS IS 5'X5'. A MINIMUM SIZE OF 4'X4' SHALL ONLY BE ALLOWED WITH PRIOR APPROVAL OF THE ENGINEER.

CURB RAMPS RUNNING SLOPE SHALL BE 12:1 (8.3%) OR FLATTER. THE CURB RAMP CROSS SLOPE SHALL NOT EXCEED 1.5% WITHOUT THE PRIOR APPROVAL FROM THE ENGINEER.

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LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
- (PED) CONCRETE CURB PEDESTRIAN
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - WALKER ST	SHEET 24	E

2

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

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DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

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GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLANGE INTERFACE.

REDUCE CURB HEIGHT IN TRIANGLE AREA WHERE NEEDED TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP. 2" MINIMUM CURB HEIGHT.

REDUCE CURB FROM FULL HEIGHT TO GUTTER FLOW LINE IN 1.4' MIN TO 2' MAX.

THE STANDARD SIZE FOR LANDING AREAS IS 5'X5'. A MINIMUM SIZE OF 4'X4' SHALL ONLY BE ALLOWED WITH PRIOR APPROVAL OF THE ENGINEER.

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STA 58+98
BEGIN REMOVING
ASPHALTIC SURFACE
MILLING

59+00'WM'

E MEMORIAL DR

END STA 59+57.8'WM' END
REMOVING ASPHALTIC
SURFACE MILLING.
BEGIN REMOVING
CONCRETE SURFACE
PARTIAL DEPTH

TEMPORARY FENCE
CHAIN LINK 4-FT

REMOVE FENCE AND REPLACE
WITH FENCE CHAIN LINK 4-FT

75+16.59, -44.40' LT

+32.3
50.9' LT
866.82

+50.9
20.0' RT

+78.1
46.2' LT

76+03.92, -54.76' LT

866.84

866.94

866.92

866.87

866.83

866.75

866.82

866.75

866.52

866.76

+64.3
27.8' LT

+74.3
28.0' LT

+30.7
34.9' LT
866.72

+16.6
27.3' LT

+89.4
32.0' LT
866.84

866.79

+23.7
27.8' LT

REMOVE TREE

STA 74+54
END REMOVING
ASPHALTIC SURFACE
MILLING, BEGIN
CONCRETE REMOVING
SURFACE PARTIAL
DEPTH

STH 26/MILTON AVE

EP: 60+00.00'WM'

BP: 70+00.00'EM'

75+00

76+00

77+00

+48.1
28.2' RT

2" CURB
HEAD

+73.6
28.1' RT

+63.6
28.3' RT

866.42

866.34

866.41

+68.5
33.1' RT
866.42

866.38

866.53

+73.6
44.8' RT
866.56

75+56.70, 45.09' RT

STA 70+46 END
REMOVING
CONCRETE
SURFACE
PARTIAL DEPTH.
BEGIN REMOVING
ASPHALTIC
SURFACE MILLING

+18.2
35.0' RT
866.68

+37.3
28.0' RT
866.59

866.58

866.65

866.78

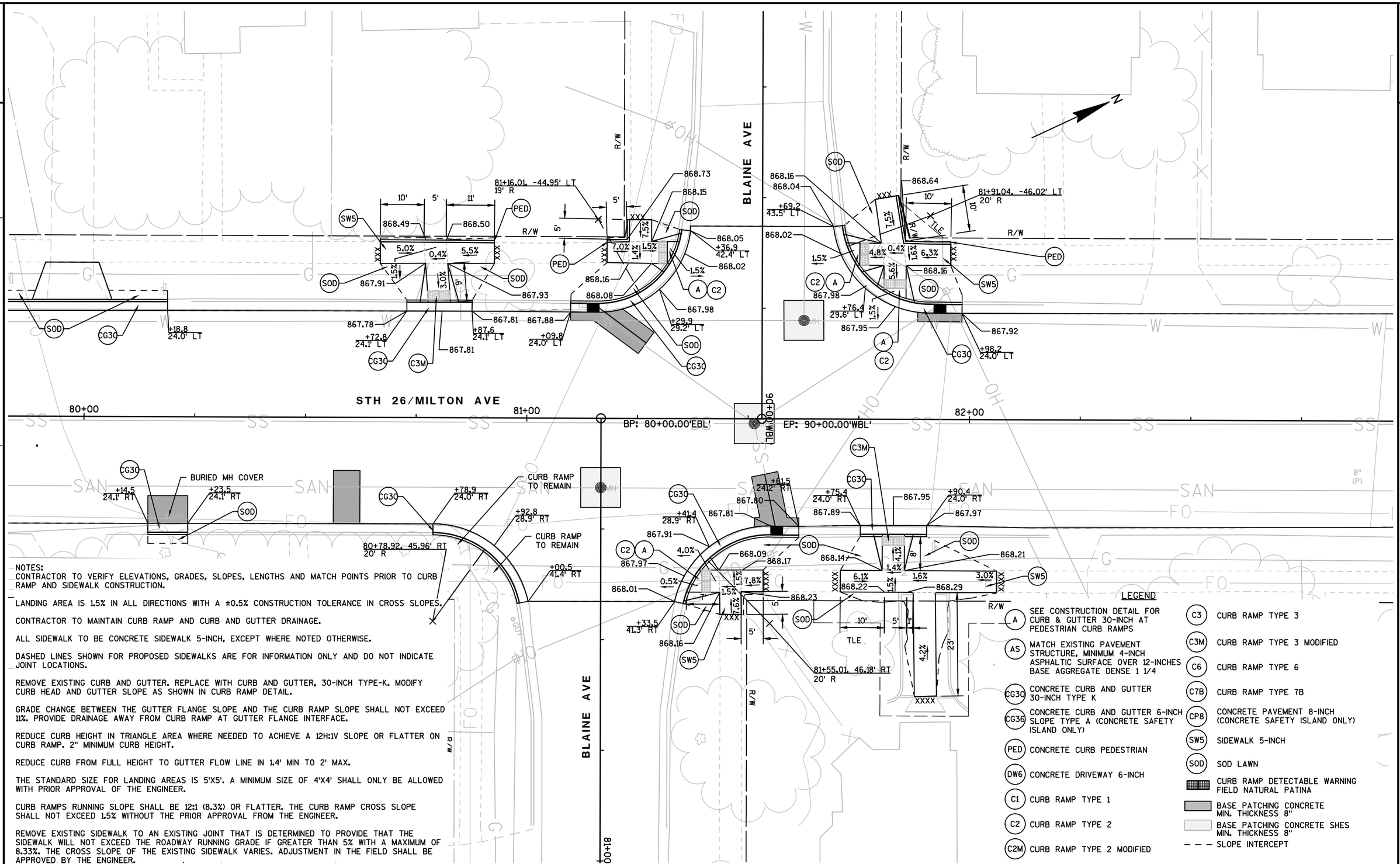
76+34.13, 50.15' RT

+12.0
49.8' RT
866.73

LEGEND

A — SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS	C3 — CURB RAMP TYPE 3
AS — MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4	C3M — CURB RAMP TYPE 3 MODIFIED
CG30 — CONCRETE CURB AND GUTTER 30-INCH TYPE K	C6 — CURB RAMP TYPE 6
CG36 — CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)	C7B — CURB RAMP TYPE 7B
PED — CONCRETE CURB PEDESTRIAN	CP8 — CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
DW6 — CONCRETE DRIVEWAY 6-INCH	SW5 — SIDEWALK 5-INCH
C1 — CURB RAMP TYPE 1	SOD — SOD LAWN
C2 — CURB RAMP TYPE 2	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
C2M — CURB RAMP TYPE 2 MODIFIED	BASE PATCHING CONCRETE MIN. THICKNESS 8"
	BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
	— — — SLOPE INTERCEPT

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - E MEMORIAL DR	SHEET 25	E



NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

CONTRACTOR TO MAINTAIN CURB RAMP AND CURB AND GUTTER DRAINAGE.

ALL SIDEWALK TO BE CONCRETE SIDEWALK 5-INCH, EXCEPT WHERE NOTED OTHERWISE.

DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

REMOVE EXISTING CURB AND GUTTER. REPLACE WITH CURB AND GUTTER, 30-INCH TYPE-K. MODIFY CURB HEAD AND GUTTER SLOPE AS SHOWN IN CURB RAMP DETAIL.

GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLANGE INTERFACE.

REDUCE CURB HEIGHT IN TRIANGLE AREA WHERE NEEDED TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP. 2" MINIMUM CURB HEIGHT.

REDUCE CURB FROM FULL HEIGHT TO GUTTER FLOW LINE IN 1.4' MIN TO 2' MAX.

THE STANDARD SIZE FOR LANDING AREAS IS 5'X5'. A MINIMUM SIZE OF 4'X4' SHALL ONLY BE ALLOWED WITH PRIOR APPROVAL OF THE ENGINEER.

CURB RAMPS RUNNING SLOPE SHALL BE 12:1 (8.3%) OR FLATTER. THE CURB RAMP CROSS SLOPE SHALL NOT EXCEED 1.5% WITHOUT THE PRIOR APPROVAL FROM THE ENGINEER.

REMOVE EXISTING SIDEWALK TO AN EXISTING JOINT THAT IS DETERMINED TO PROVIDE THAT THE SIDEWALK WILL NOT EXCEED THE ROADWAY RUNNING GRADE IF GREATER THAN 5% WITH A MAXIMUM OF 8.33%. THE CROSS SLOPE OF THE EXISTING SIDEWALK VARIES. ADJUSTMENT IN THE FIELD SHALL BE APPROVED BY THE ENGINEER.

LEGEND

A — SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS	C3 — CURB RAMP TYPE 3
AS — MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4	C3M — CURB RAMP TYPE 3 MODIFIED
CG30 — CONCRETE CURB AND GUTTER 30-INCH TYPE K	C6 — CURB RAMP TYPE 6
CG36 — CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)	C7B — CURB RAMP TYPE 7B
PED — CONCRETE CURB PEDESTRIAN	CP8 — CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
DW6 — CONCRETE DRIVEWAY 6-INCH	SW5 — SIDEWALK 5-INCH
C1 — CURB RAMP TYPE 1	SOD — SOD LAWN
C2 — CURB RAMP TYPE 2	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
C2M — CURB RAMP TYPE 2 MODIFIED	BASE PATCHING CONCRETE MIN. THICKNESS 8"
	BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
	SLOPE INTERCEPT

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - BLAINE AVE	SHEET 26	E

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

CONTRACTOR TO MAINTAIN CURB RAMP AND CURB AND GUTTER DRAINAGE.

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DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

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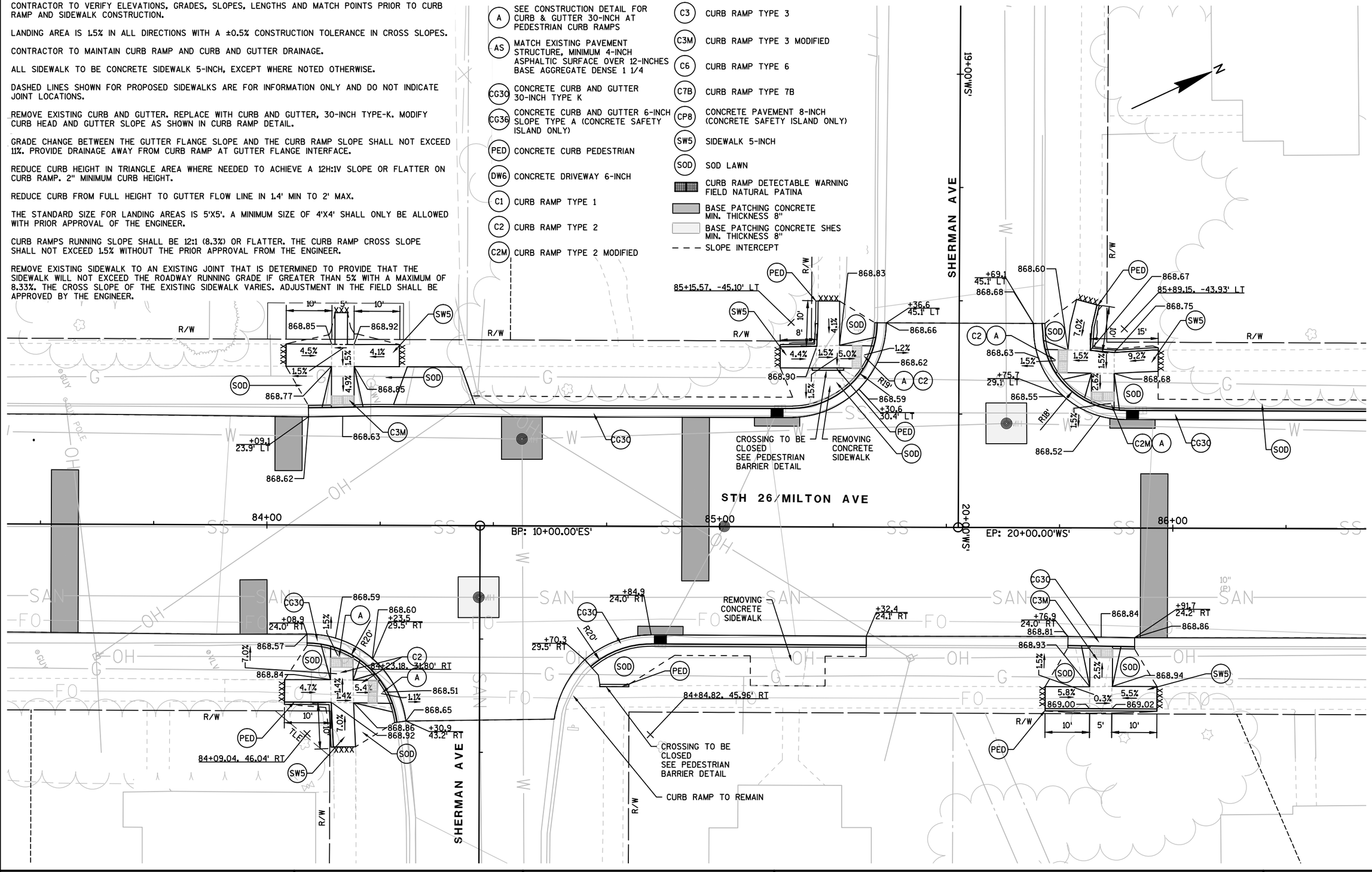
REMOVE EXISTING SIDEWALK TO AN EXISTING JOINT THAT IS DETERMINED TO PROVIDE THAT THE SIDEWALK WILL NOT EXCEED THE ROADWAY RUNNING GRADE IF GREATER THAN 5% WITH A MAXIMUM OF 8.33%. THE CROSS SLOPE OF THE EXISTING SIDEWALK VARIES. ADJUSTMENT IN THE FIELD SHALL BE APPROVED BY THE ENGINEER.

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
- (PED) CONCRETE CURB PEDESTRIAN
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT



PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - SHERMAN AVE	SHEET 27	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021101_ID.DWG PLOT DATE : 11/2/2015 9:40 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 42

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

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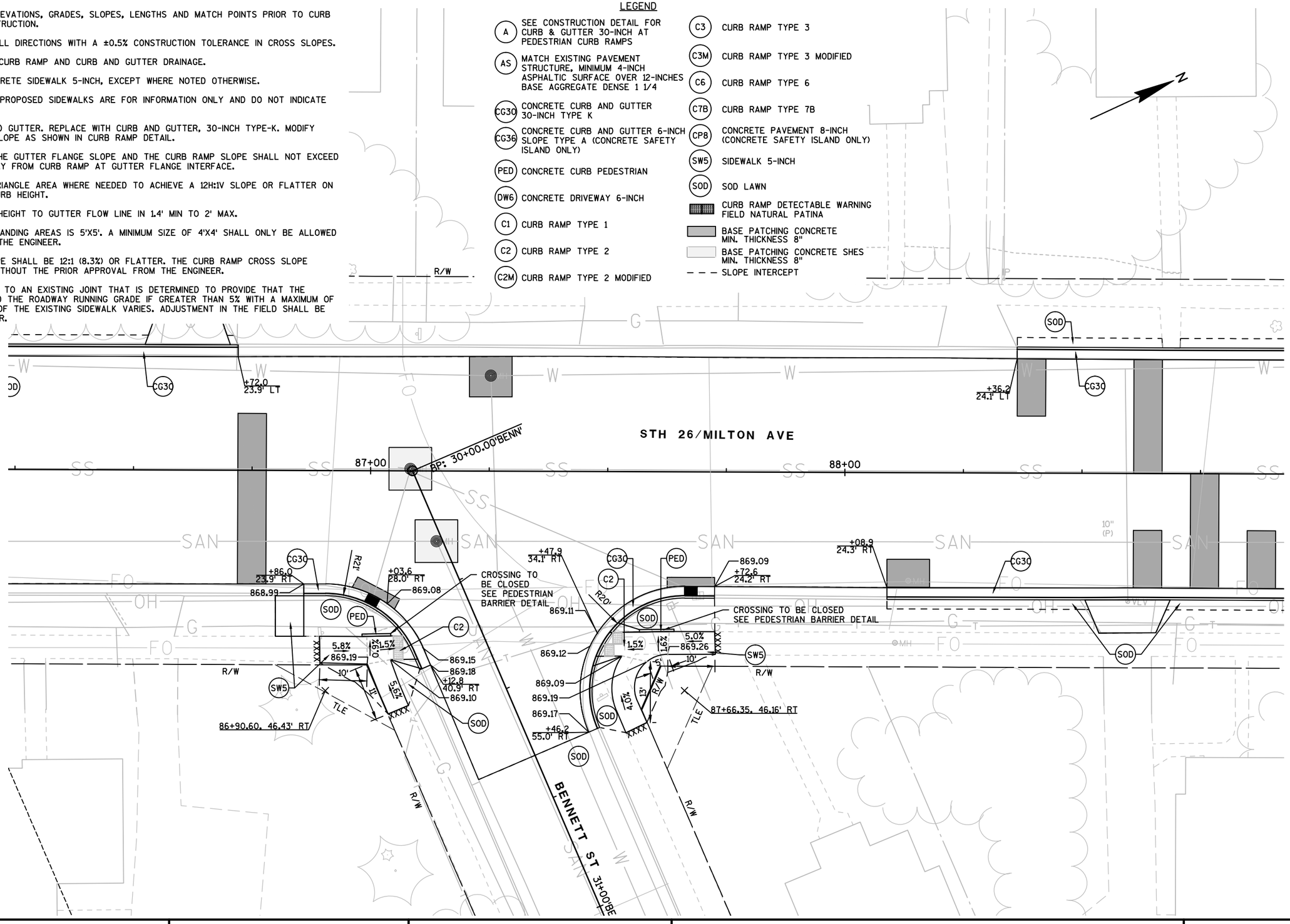
REMOVE EXISTING SIDEWALK TO AN EXISTING JOINT THAT IS DETERMINED TO PROVIDE THAT THE SIDEWALK WILL NOT EXCEED THE ROADWAY RUNNING GRADE IF GREATER THAN 5% WITH A MAXIMUM OF 8.33%. THE CROSS SLOPE OF THE EXISTING SIDEWALK VARIES. ADJUSTMENT IN THE FIELD SHALL BE APPROVED BY THE ENGINEER.

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
- (PED) CONCRETE CURB PEDESTRIAN
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT



PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - BENNETT ST	SHEET 28	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021101_ID.DWG PLOT DATE : 11/2/2015 9:41 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 42

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
- (PED) CONCRETE CURB PEDESTRIAN
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

CONTRACTOR TO MAINTAIN CURB RAMP AND CURB AND GUTTER DRAINAGE.

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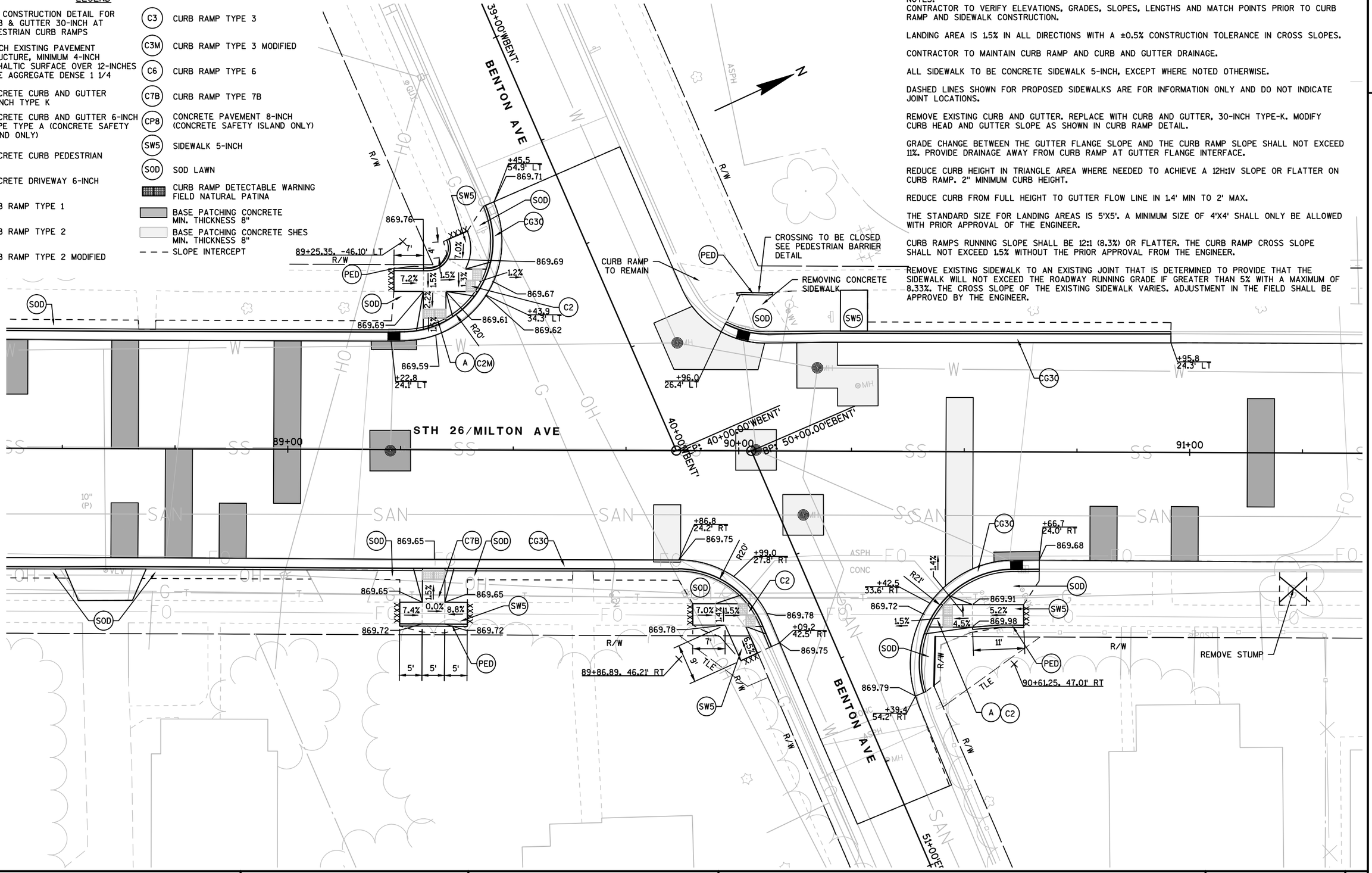

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - BENTON AVE	SHEET E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021101_ID.DWG PLOT DATE : 11/2/2015 9:41 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

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LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
- (PED) CONCRETE CURB PEDESTRIAN
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE_PATCHING CONCRETE MIN. THICKNESS 8"
- BASE_PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT

HAWTHORNE AVE

STH 26/MILTON AVE

92+65.74, -44.53' LT
REPLACE CURB RAMP LANDING
CURB RAMP TO REMAIN
92+61.29, 45.79' RT
93+43.87, -46.26' LT
93+43.40, 45.93' RT
PI: 93+02.38
EP: 70+00.00'WHAW'
BP: 60+00.00'EHAW'
92+00
93+00
94+00

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - HAWTHORNE AVE	SHEET 30 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021101_ID.DWG PLOT DATE : 11/2/2015 9:41 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 42

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
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- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT

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STH 26/MILTON AVE

ELIDA ST

BP: 80+00.00'E'

95+00 96+00 97+00

R/W

REMOVE STUMP

+30.0 23.9' LT

+50.0 24.0' LT

+76.6 24.1' LT

+84.9 24.2' LT

+99.2 24.2' LT

870.72

870.75

+14.2 24.2' LT

870.79

+69.5 24.2' LT

+51.5 24.1' LT

870.93

+71.9 24.0' RT

+00.5 24.0' RT

870.90

870.97 +13.8 27.9' RT

871.21

871.28

871.02

870.99 +24.8 42.8' RT

871.21

96+00.47, 48.45' RT

CROSSING TO BE CLOSED SEE PEDESTRIAN BARRIER DETAIL

+80.9 24.1' RT

+96.5 23.8' RT

871.02

870.93 +63.4 33.6' RT

870.83

870.88

870.80

870.79 +61.8 53.4' RT

96+81.03, 45.05' RT

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - ELIDA ST	SHEET 31	E

2

LEGEND

A — SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS	C3 — CURB RAMP TYPE 3
AS — MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4	C3M — CURB RAMP TYPE 3 MODIFIED
CG30 — CONCRETE CURB AND GUTTER 30-INCH TYPE K	C6 — CURB RAMP TYPE 6
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PED — CONCRETE CURB PEDESTRIAN	CP8 — CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
DW6 — CONCRETE DRIVEWAY 6-INCH	SW5 — SIDEWALK 5-INCH
C1 — CURB RAMP TYPE 1	SOD — SOD LAWN
C2 — CURB RAMP TYPE 2	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
C2M — CURB RAMP TYPE 2 MODIFIED	BASE PATCHING CONCRETE MIN. THICKNESS 8"
	BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
	SLOPE INTERCEPT

MATHESON ST

STH 26/MILTON AVE

EP: 90+00.00'WMA'

BP: 10+00.00'EMA'

98+79.06, -46.31' LT

99+58.01, -45.29' LT

REMOVING CONCRETE SIDEWALK

CROSSING TO BE CLOSED SEE PEDESTRIAN BARRIER DETAIL

CROSSING TO BE CLOSED SEE PEDESTRAIN BARRIER DETAIL

100+96.41, 46.24' RT

101+65.82, 46.99' RT

NOTES:
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

LANDING AREA IS 1.5% IN ALL DIRECTIONS WITH A ±0.5% CONSTRUCTION TOLERANCE IN CROSS SLOPES.

CONTRACTOR TO MAINTAIN CURB RAMP AND CURB AND GUTTER DRAINAGE.

ALL SIDEWALK TO BE CONCRETE SIDEWALK 5-INCH, EXCEPT WHERE NOTED OTHERWISE.

DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

REMOVE EXISTING CURB AND GUTTER. REPLACE WITH CURB AND GUTTER, 30-INCH TYPE-K. MODIFY CURB HEAD AND GUTTER SLOPE AS SHOWN IN CURB RAMP DETAIL.

GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLANGE INTERFACE.

REDUCE CURB HEIGHT IN TRIANGLE AREA WHERE NEEDED TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP. 2" MINIMUM CURB HEIGHT.

REDUCE CURB FROM FULL HEIGHT TO GUTTER FLOW LINE IN 1.4' MIN TO 2' MAX.

THE STANDARD SIZE FOR LANDING AREAS IS 5'X5'. A MINIMUM SIZE OF 4'X4' SHALL ONLY BE ALLOWED WITH PRIOR APPROVAL OF THE ENGINEER.

CURB RAMPS RUNNING SLOPE SHALL BE 12:1 (8.3%) OR FLATTER. THE CURB RAMP CROSS SLOPE SHALL NOT EXCEED 1.5% WITHOUT THE PRIOR APPROVAL FROM THE ENGINEER.

REMOVE EXISTING SIDEWALK TO AN EXISTING JOINT THAT IS DETERMINED TO PROVIDE THAT THE SIDEWALK WILL NOT EXCEED THE ROADWAY RUNNING GRADE IF GREATER THAN 5% WITH A MAXIMUM OF 8.33%. THE CROSS SLOPE OF THE EXISTING SIDEWALK VARIES. ADJUSTMENT IN THE FIELD SHALL BE APPROVED BY THE ENGINEER.

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - MATHESON ST	SHEET 32 E

NOTES:
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MOUNT ZION AVE

STH 26/MILTON AVE

104+14.99, -61.15' LT

105+23.68, -68.19' LT

104+73.73, 67.07' RT

MATCH EXISTING 4" CURB HEAD, SEE CONSTRUCTION DETAIL

REMOVING CONCRETE BASE

105+83.50, 65.22' RT

LEGEND

A	SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
AS	MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE K
CG36	CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
PED	CONCRETE CURB PEDESTRIAN
DW6	CONCRETE DRIVEWAY 6-INCH
C1	CURB RAMP TYPE 1
C2	CURB RAMP TYPE 2
C2M	CURB RAMP TYPE 2 MODIFIED
C3	CURB RAMP TYPE 3
C3M	CURB RAMP TYPE 3 MODIFIED
C6	CURB RAMP TYPE 6
C7B	CURB RAMP TYPE 7B
CP8	CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
SW5	SIDEWALK 5-INCH
SOD	SOD LAWN

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

BASE PATCHING CONCRETE MIN. THICKNESS 8"

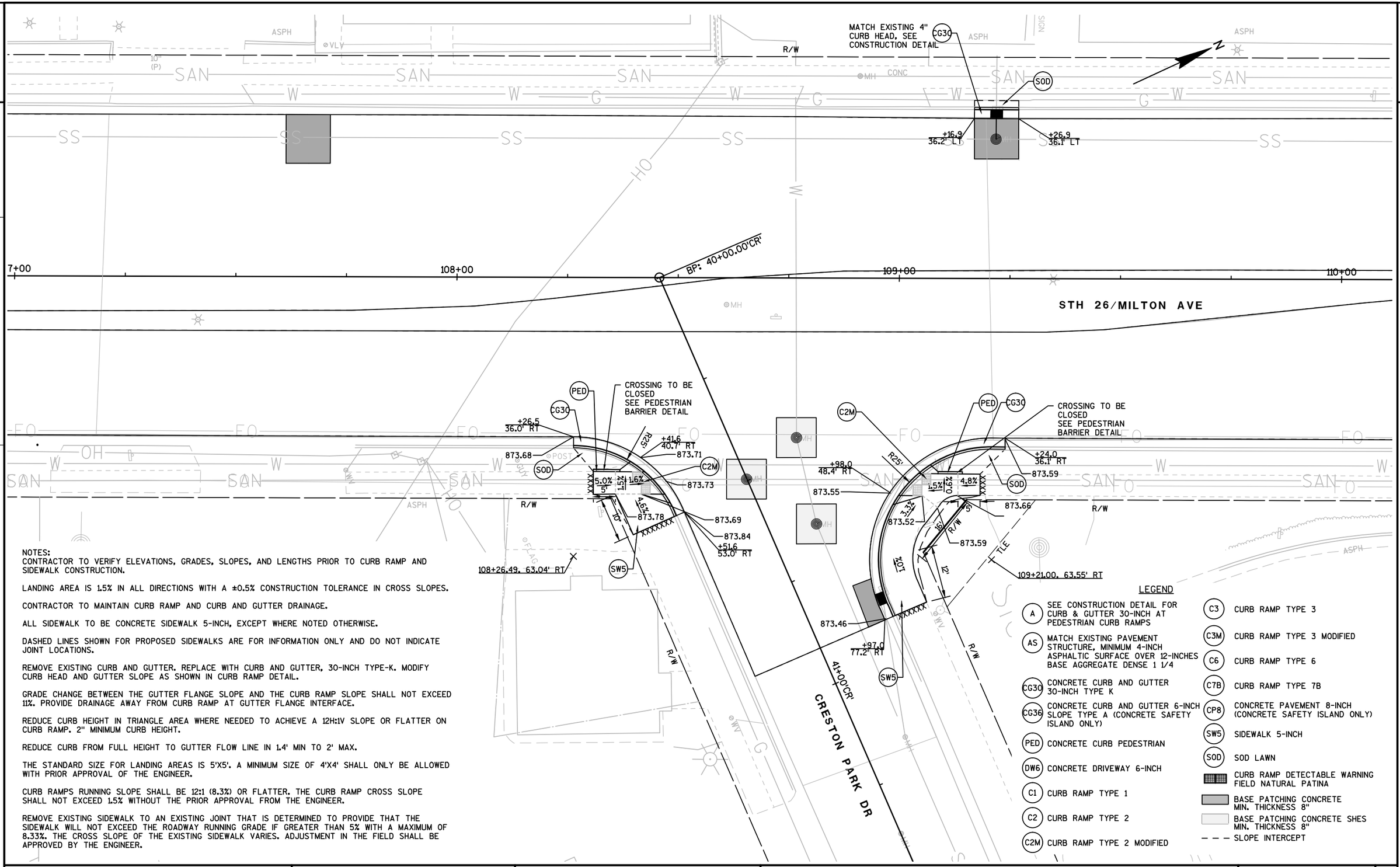
BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"

SLOPE INTERCEPT

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - MOUNT ZION AVE	SHEET 33	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\021101_ID.DWG PLOT DATE : 12/16/2015 2:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 42



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LEGEND

A	SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS	C3	CURB RAMP TYPE 3
AS	MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4	C3M	CURB RAMP TYPE 3 MODIFIED
		C6	CURB RAMP TYPE 6
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE K	C7B	CURB RAMP TYPE 7B
CG36	CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)	CP8	CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
		SW5	SIDEWALK 5-INCH
PED	CONCRETE CURB PEDESTRIAN	SOD	SOD LAWN
DW6	CONCRETE DRIVEWAY 6-INCH		CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
C1	CURB RAMP TYPE 1		BASE PATCHING CONCRETE MIN. THICKNESS 8"
C2	CURB RAMP TYPE 2		BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
C2M	CURB RAMP TYPE 2 MODIFIED		SLOPE INTERCEPT

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - CRESTON PARK DR	SHEET 34	E

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
- (CG30) CONCRETE CURB AND GUTTER 30-INCH TYPE K
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)
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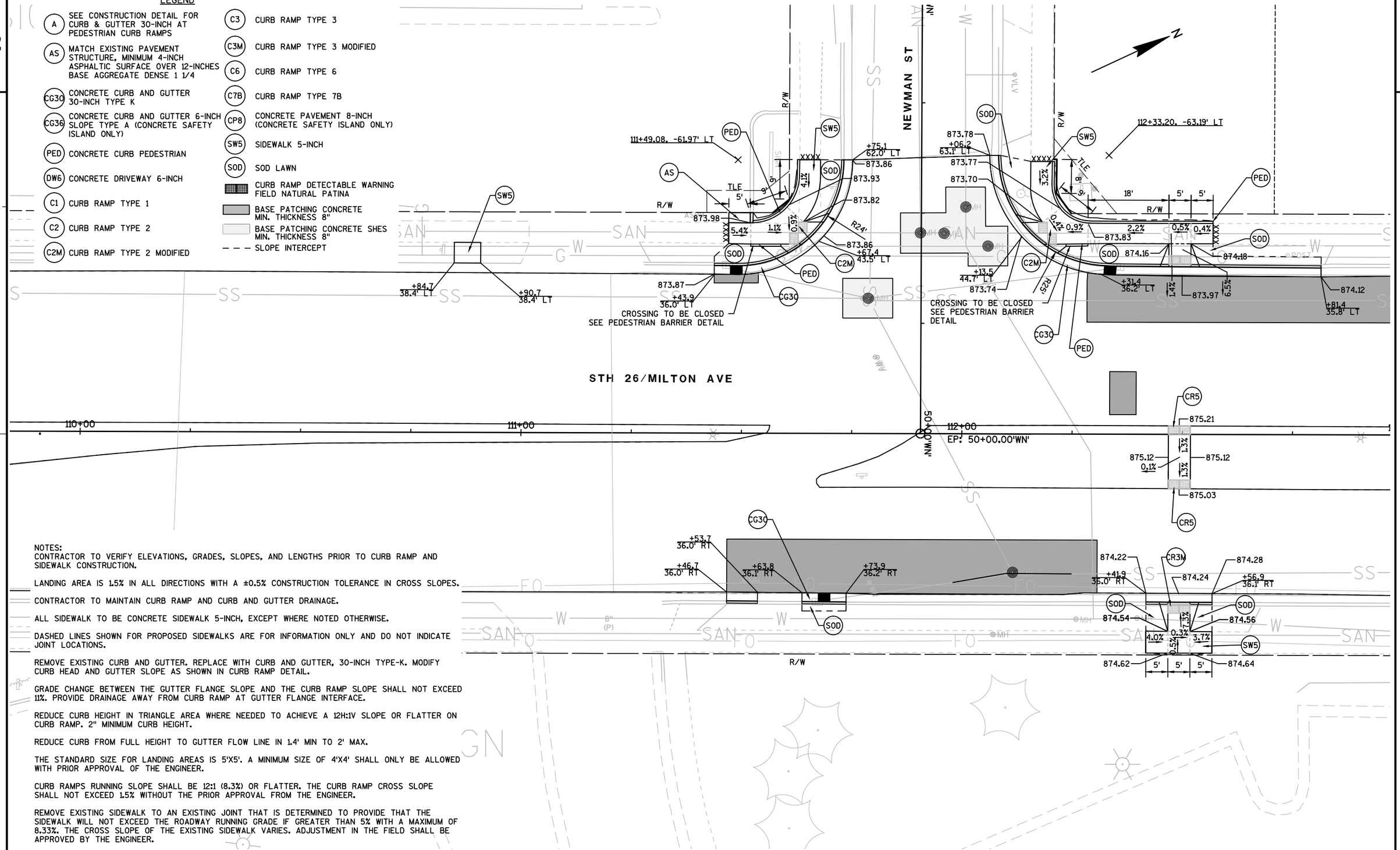
- (DW6) CONCRETE DRIVEWAY 6-INCH
- (C1) CURB RAMP TYPE 1
- (C2) CURB RAMP TYPE 2
- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
- (C6) CURB RAMP TYPE 6
- (C7B) CURB RAMP TYPE 7B
- (CP8) CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
- (SW5) SIDEWALK 5-INCH
- (SOD) SOD LAWN
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT



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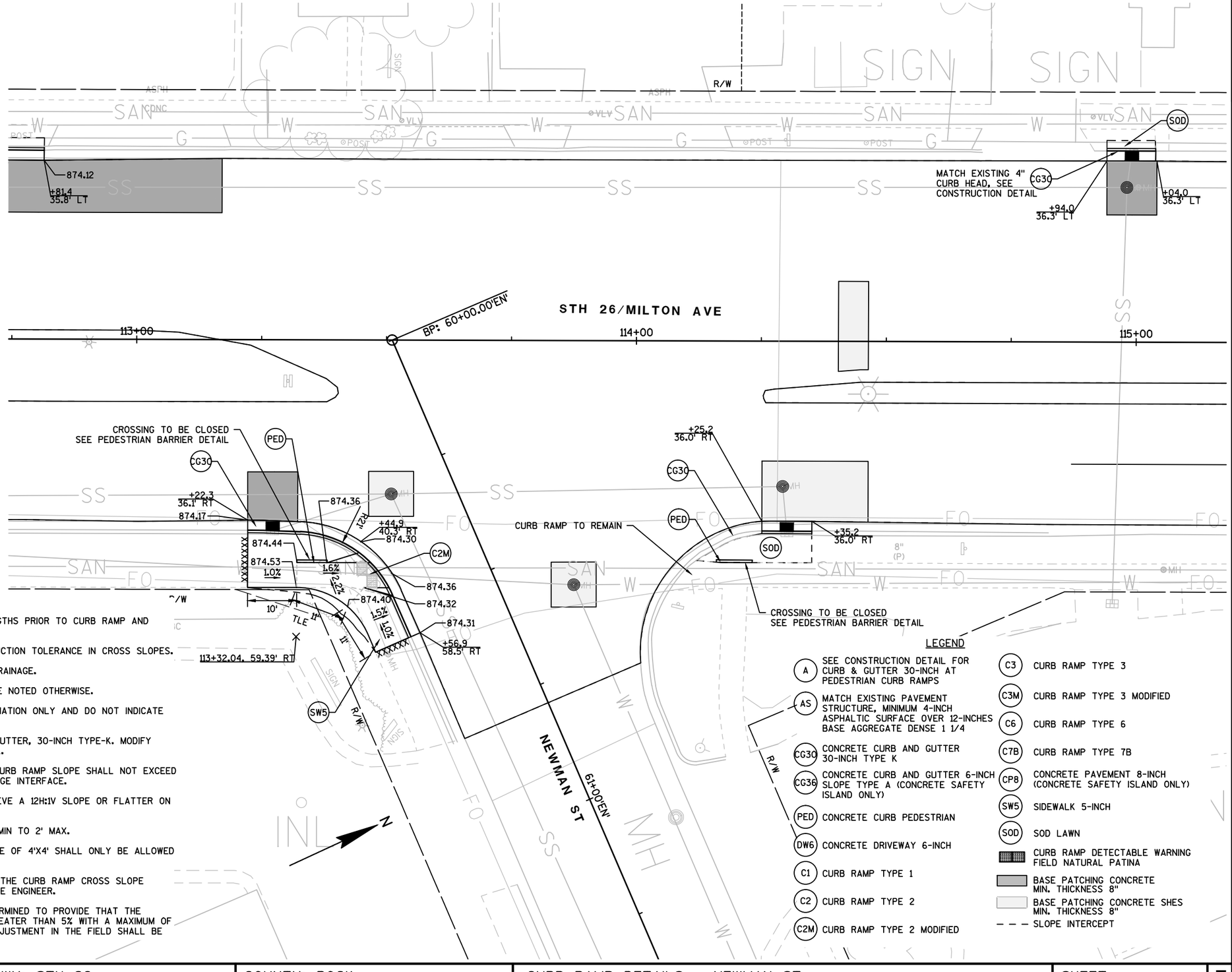
PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - NEWMAN ST	SHEET 35	E

2



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LEGEND

A	SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS	C3	CURB RAMP TYPE 3
AS	MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4	C3M	CURB RAMP TYPE 3 MODIFIED
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE K	C6	CURB RAMP TYPE 6
CG36	CONCRETE CURB AND GUTTER 6-INCH SLOPE TYPE A (CONCRETE SAFETY ISLAND ONLY)	C7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN	CP8	CONCRETE PAVEMENT 8-INCH (CONCRETE SAFETY ISLAND ONLY)
DW6	CONCRETE DRIVEWAY 6-INCH	SW5	SIDEWALK 5-INCH
C1	CURB RAMP TYPE 1	SOD	SOD LAWN
C2	CURB RAMP TYPE 2		CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
C2M	CURB RAMP TYPE 2 MODIFIED		BASE PATCHING CONCRETE MIN. THICKNESS 8"
			BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
			SLOPE INTERCEPT

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - NEWMAN ST	SHEET 36	E

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
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- (C2M) CURB RAMP TYPE 2 MODIFIED
- (C3) CURB RAMP TYPE 3
- (C3M) CURB RAMP TYPE 3 MODIFIED
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- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT

BLACK BRIDGE RD

STH 26/MILTON AVE

ON AVE

118+00 119+00 120+00

EP: 70+00.00'WBR'

BP: 60+06.00'EBR'

70+00'WBR'

61+00'EBR'

CURB RAMP TO REMAIN

MATCH EXISTING 4" CURB HEAD, SEE CONSTRUCTION DETAIL

2" CURB HEAD

118+21.52, -66.63' LT

118+83.14, 66.77' RT

119+90.66, 63.19' RT

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PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - BLACK BRIDGE RD	SHEET 37	E

2

LEGEND

- (A) SEE CONSTRUCTION DETAIL FOR CURB & GUTTER 30-INCH AT PEDESTRIAN CURB RAMPS
- (AS) MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
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- (C3) CURB RAMP TYPE 3
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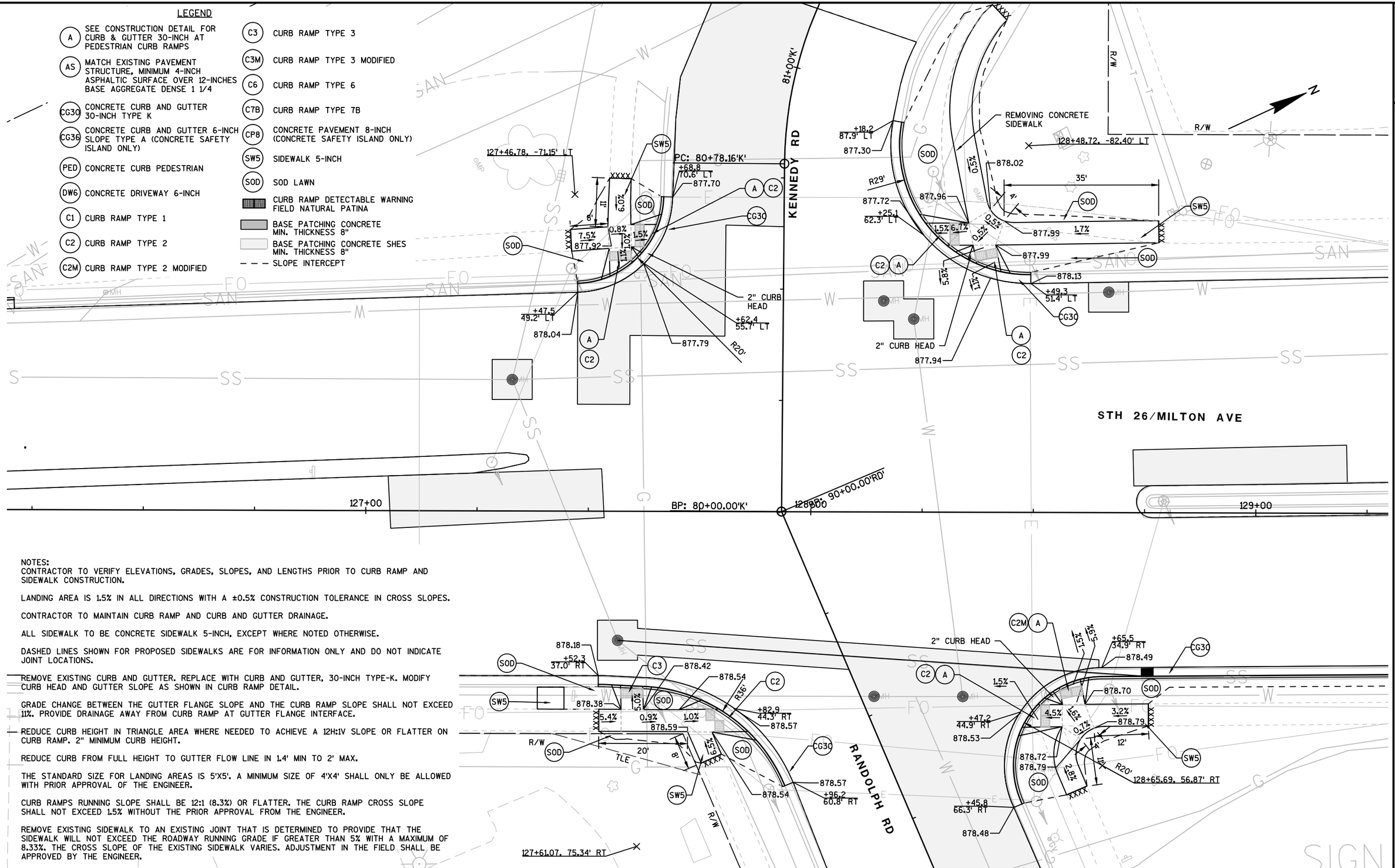
- BASE PATCHING CONCRETE MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES MIN. THICKNESS 8"
- SLOPE INTERCEPT



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PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	CURB RAMP DETAILS - KENNEDY RD/RANDOLPH RD	SHEET 38 E

2

PROSPECT AVE

STH 26 R/L

STH 26/CENTERWAY

MILTON AVE

MILTON AVE R/L

CENTERWAY

CENTERWAY R/L

STA 50+00

STA 56+00

MATCHLINE

1 DOUBLE

2 BACK TO STA 49+13

REMOVE 1R-4

NORTH 26 J3-1 24"X57" 1-03

WARNING HEDGEHOPPING WATCH BUS STOP TO REMAIN

SPEED LIMIT 25 MOVE 1M-1

W12-1D 24"X24" 1-01 USE REMOVEABLE POST IN ISLAND. SEE SIGN PLATES A4-9 AND A4-3B.

AHEAD SIGNAL REMOVE (ON TRAFFIC SIGNAL POLE) 1R-2

RIGHT TURN SIGNAL REMOVE 1R-3

SOUTH 26 REMOVE 1R-1

SOUTH 26 J3-1 24"X57" 1-02

DO NOT ENTER MOVE 1M-4

1M-5 STOP MOVE 1M-6

CENTERWAY MOVE (ON TRAFFIC SIGNAL POLE) 1M-7

MILTON AVE MOVE (ON TRAFFIC SIGNAL POLE) 1M-8

LEFT OR AHEAD SIGNAL REMOVE 1R-5

TO 39 WISCONSIN 90 REMOVE 1R-6

TO 39 WISCONSIN 90 J33-1 24"X81" 1-04

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

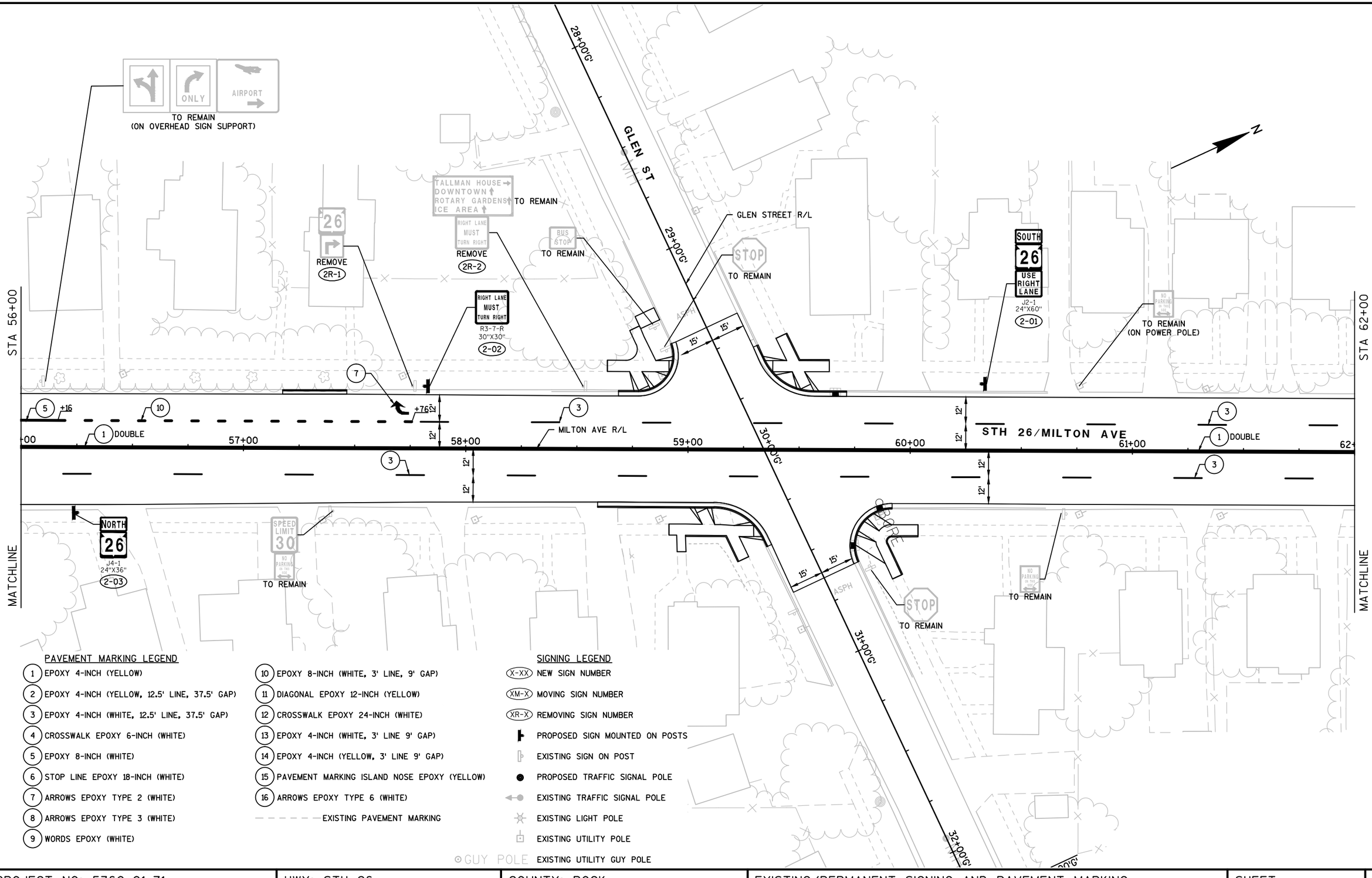
EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- GUY POLE EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 39	E

2



PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

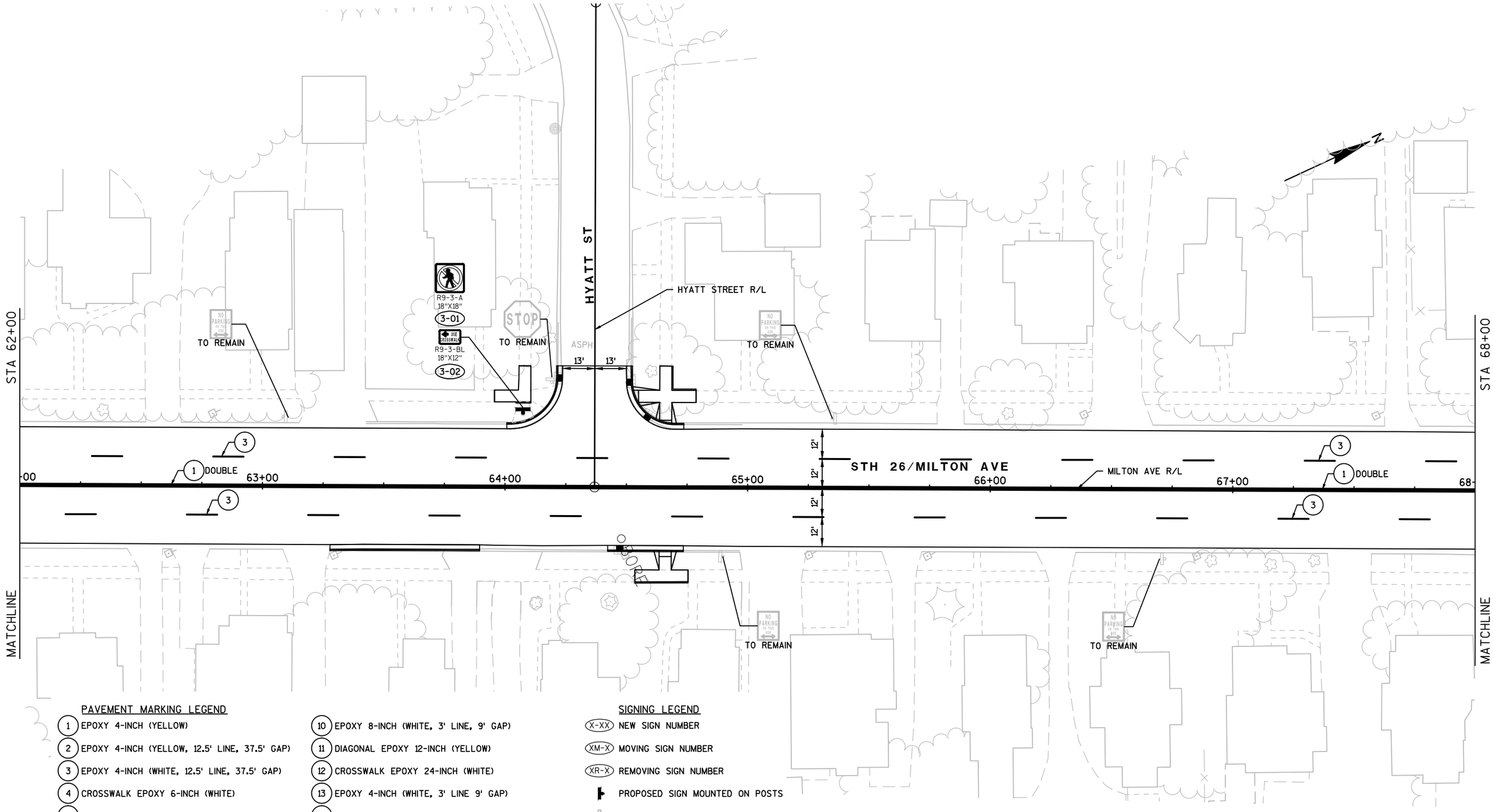
EXISTING PAVEMENT MARKING

SIGNING LEGEND

(X-XX) NEW SIGN NUMBER
(XM-X) MOVING SIGN NUMBER
(XR-X) REMOVING SIGN NUMBER
PROPOSED SIGN MOUNTED ON POSTS
EXISTING SIGN ON POST
PROPOSED TRAFFIC SIGNAL POLE
EXISTING TRAFFIC SIGNAL POLE
EXISTING LIGHT POLE
EXISTING UTILITY POLE
GUY POLE EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 40	E

2



PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

(X-XX) NEW SIGN NUMBER
(XM-X) MOVING SIGN NUMBER
(XR-X) REMOVING SIGN NUMBER
PROPOSED SIGN MOUNTED ON POSTS
EXISTING SIGN ON POST
PROPOSED TRAFFIC SIGNAL POLE
EXISTING TRAFFIC SIGNAL POLE
EXISTING LIGHT POLE
EXISTING UTILITY POLE
GUY POLE EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 41	E

2

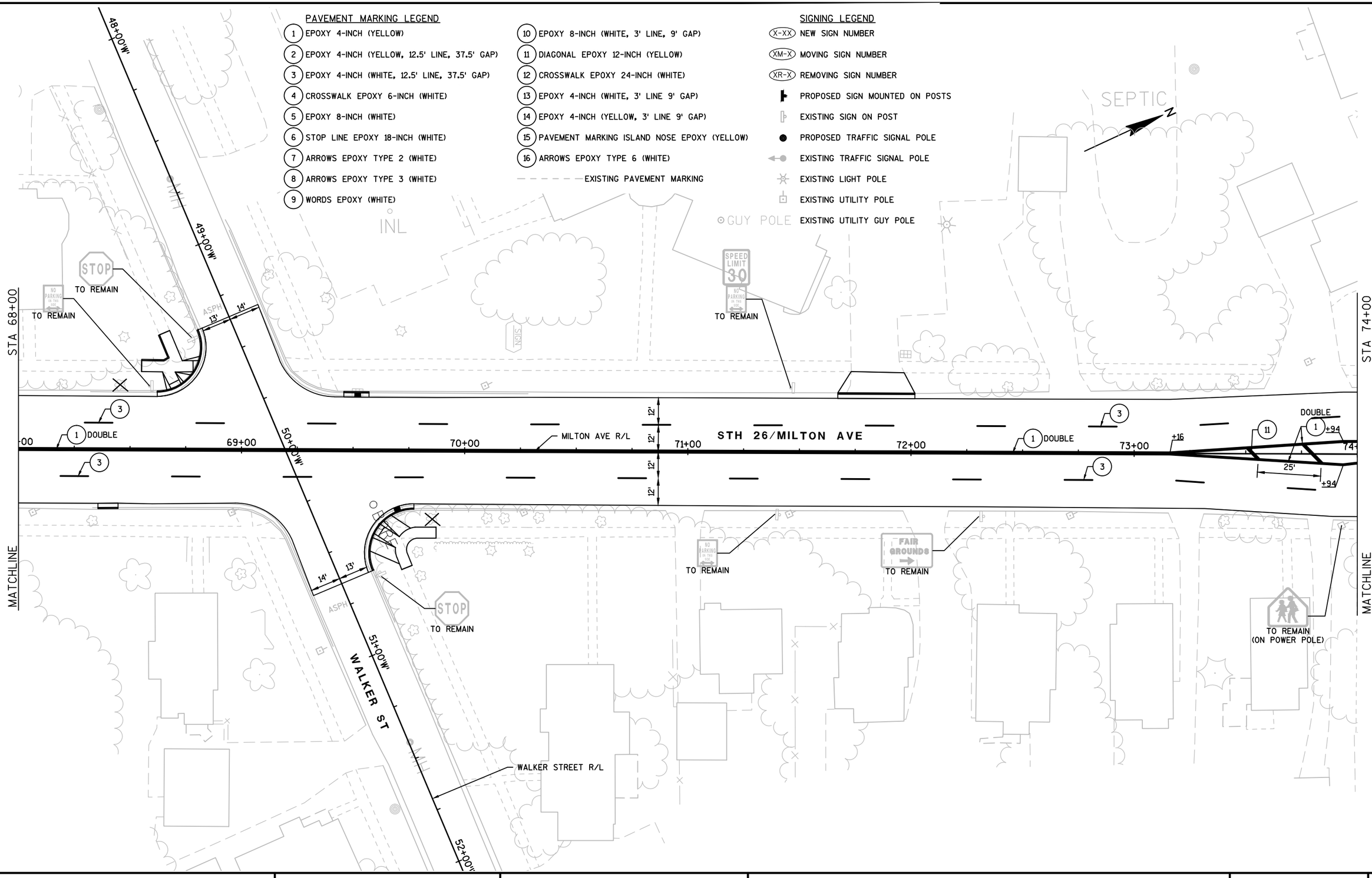
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

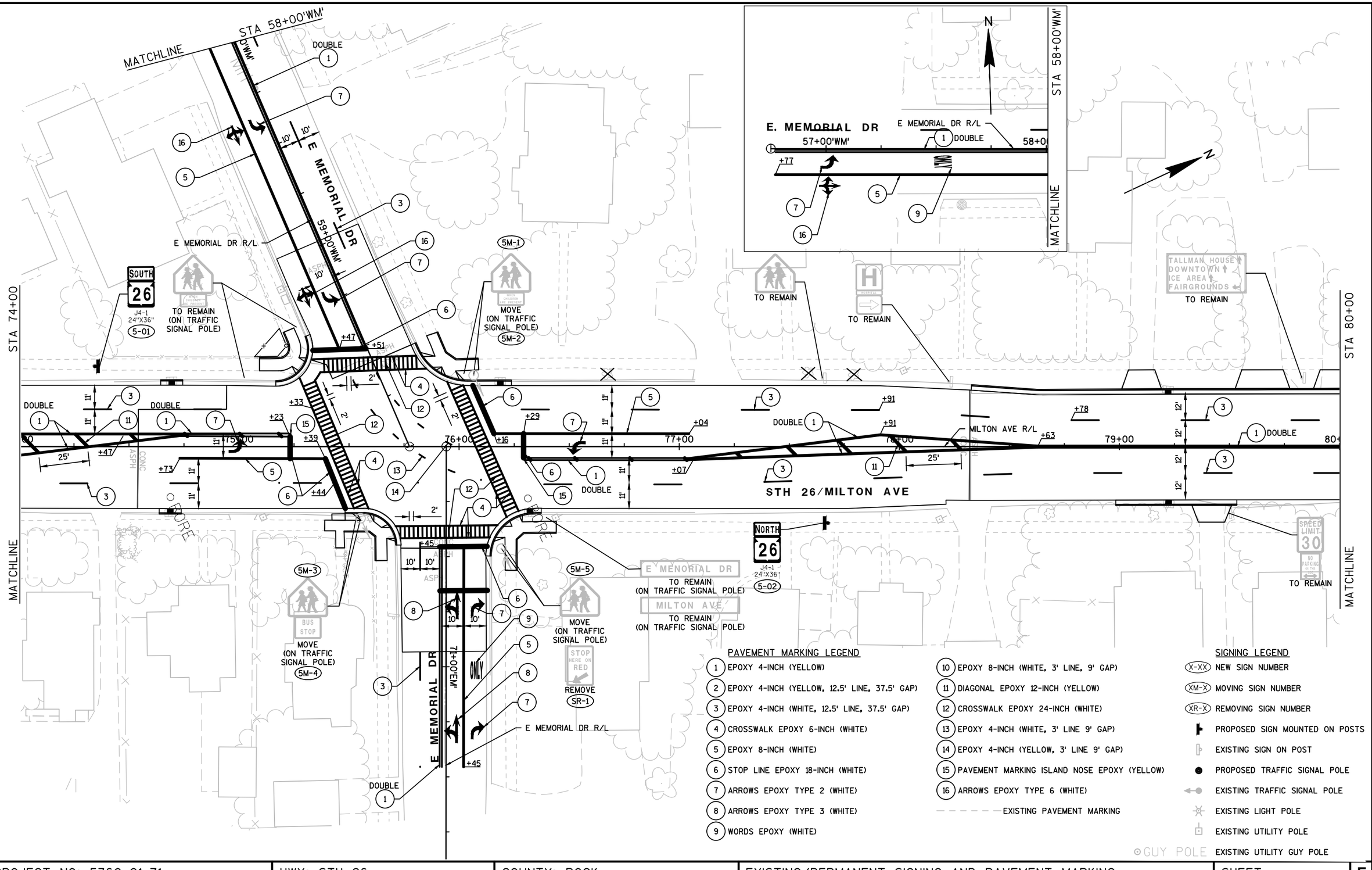
SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING UTILITY GUY POLE



PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 42	E

2



PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

- X-XX NEW SIGN NUMBER
- XM-X MOVING SIGN NUMBER
- XR-X REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- GUY POLE EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 43	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING UTILITY GUY POLE

BLAINE AVE R/L
BLAINE AVE
89+00WBL
STA 80+00
STOP
MOVE 6M-1
ASPH
17'
16'
NO PARKING IN THIS AREA
TO REMAIN (ON POWER POLE)
GUY POLE
R9-3-A 18"X18" 6-04
USE CROSSWALK
R9-3-BR 18"X12" 6-05
R9-3-BL 18"X12" 6-06
STOP
MOVE 6M-2
SHERMAN AVE R/L
SHERMAN AVE
19+00WS
STA 86+00
STH 26/MILTON AVE
MILTON AVE R/L
90+00WBL
81+00
82+00
83+00
84+00
85+00
86+
DOUBLE
12'
MATCHLINE
BLAINE AVE
81+00EBL
STOP
MOVE 6M-3
TO REMAIN
BLAINE AVE R/L
POOL
SHERMAN AVE
11+00ES
R9-3-A 18"X18" 6-01
R9-3-BR 18"X12" 6-02
R9-3-BL 18"X12" 6-03
TO REMAIN
TO REMAIN (ON POWER POLE)
SHERMAN AVE R/L
MATCHLINE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 44	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\023201_PS&PM.DWG PLOT DATE : 11/2/2015 10:22 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

2

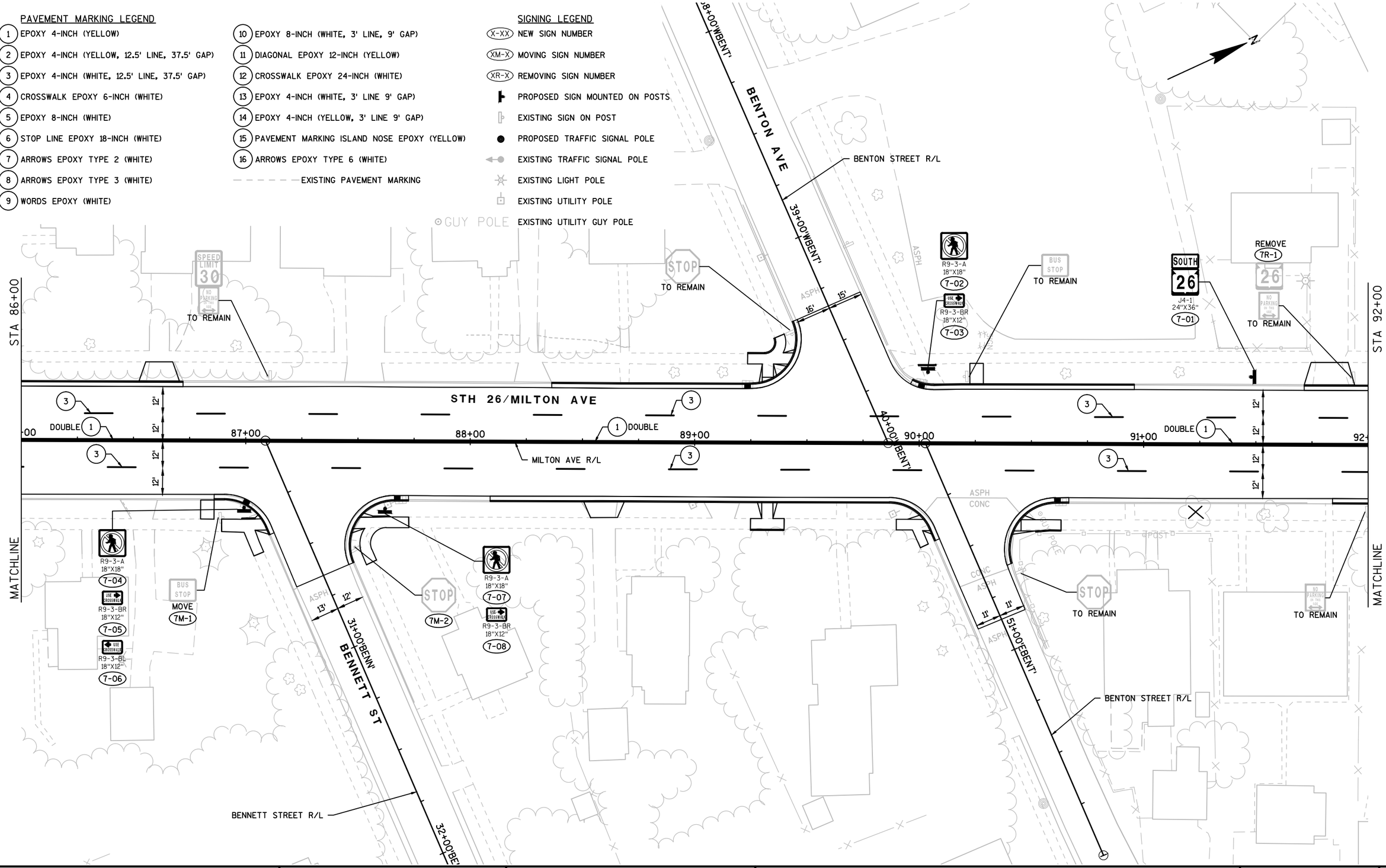
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING UTILITY GUY POLE



PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 45	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- GUY POLE EXISTING UTILITY GUY POLE

HAWTHORNE AVE R/L

'HWHAW' 69+00

STA 92+00

STOP TO REMAIN

ASPH

18' 18'

BUS STOP MOVE (ON POWER POLE) 8M-1

NO PARKING ON THIS SIDE TO REMAIN

SPEED LIMIT 30 NO PARKING ON THIS SIDE TO REMAIN

NO PARKING ON THIS SIDE TO REMAIN

STA 98+00

12' 12'

3 1 DOUBLE

STH 26/MILTON AVE

93+00 94+00 95+00 96+00 97+00 98+

MILTON AVE R/L

'HWHAW' 70+00

ASPH CONC

CONC ASPH

MATCHLINE

19' 19'

HAWTHORNE AVE

'HWHAW' 69+00

STOP MOVE 8M-2

ASPH

HAWTHORNE AVE R/L

BUS STOP MOVE 8M-3

R9-3-A 18"X18" 8-01

USE CROSSWALK R9-3-BR 18"X12" 8-02

15' 15'

ASPH

81+00E

ELIDA ST

ELIDA ST R/L

82+00

STOP MOVE 8M-4

26 REMOVE (ON POWER POLE) 8R-1

NORTH 26 J4-1 24"X36" 8-03

MATCHLINE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 46	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING UTILITY GUY POLE

MATHESON ST

STA 98+00

STA 104+00

MATCHLINE

MATCHLINE

STH 26/MILTON AVE

MILTON AVE R/L

MATHESON STREET R/L

MATHESON STREET R/L

STOP SIGN
MOVE 9M-1

R9-3-A 18"X18" 9-01

R9-3-BR 18"X12" 9-02

R9-3-A 18"X18" 9-03

R9-3-BL 18"X12" 9-04

R9-3-A 18"X18" 9-05

R9-3-BR 18"X12" 9-06

STOP MOVE 9M-2

TO REMAIN

TO REMAIN (ON POWER POLE)

99+00 100+00 101+00 102+00 103+00 104

89+00 'WMA'

90+00 'WMA'

11+00 'EMA'

DOUBLE 1

12' 12' 12'

18' 18'

15' 15'

+64 +75 +01 +01 +05 +05 +88

SIGN CANOPY LER CAP INL POST GUY POLE XXXX ASPH

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 47	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING UTILITY GUY POLE

STH 26/MILTON AVE

MOUNT ZION AVE R/L

MILTON AVE R/L

CRESTON PARK DR R/L

MOUNT ZION AVE

CRESTON PARK DR

MATCHLINE STA 32+00'EMZ'

STA 104+00

STA 110+00

18+00'WMZ'

19+00'WMZ'

32+00'EMZ'

33+00'EMZ'

41+00'CR'

42+00'CR'

MOVE (ON TRAFFIC SIGNAL POLE) 10M-1

MOVE (ON TRAFFIC SIGNAL POLE) 10M-2

MOVE (ON TRAFFIC SIGNAL POLE) 10M-3

REMOVE (ON POWER POLE) 10R-3

TO REMAIN (ON POWER POLE)

DOUBLE

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 30"X36" (ON TRAFFIC SIGNAL POLE) 10-09

RIGHT LANE MUST TURN RIGHT R3-7-R 30"X30" 10-02

REMOVE (ON LIGHT POLE) 10R-1

SOUTH 26 J4-1 24"X36" 10-01

MOVE (ON TRAFFIC SIGNAL POLE) 10M-4

MOVE (ON TRAFFIC SIGNAL POLE) 10M-5

MOVE (ON TRAFFIC SIGNAL POLE) 10M-6

MOVE (ON TRAFFIC SIGNAL POLE) 10M-7

MOVE (ON TRAFFIC SIGNAL POLE) 10M-8

MOVE (ON TRAFFIC SIGNAL POLE) 10M-9

MOVE (ON LIGHT POLE) (ON TRAFFIC SIGNAL POLE) 10M-10 10M-13

MOVE (ON TRAFFIC SIGNAL POLE) 10M-11

MOVE (ON LIGHT POLE) 10M-12

LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 30"X36" (ON TRAFFIC SIGNAL POLE) 10-08

SPEED LIMIT 30 NO PARKING ON THIS SIGN TO REMAIN

R9-3-A 18"X18" 10-03

R9-3-BL 18"X12" 10-04

ONE WAY TO REMAIN

R9-3-A 18"X18" 10-05

R9-3-BR 18"X12" 10-06

MOVE 10M-14

REMOVE (ON LIGHT POLE) 10R-2

NORTH 26 J4-1 24"X36" 10-07

DOWNTOWN TO REMAIN

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 48	E

2

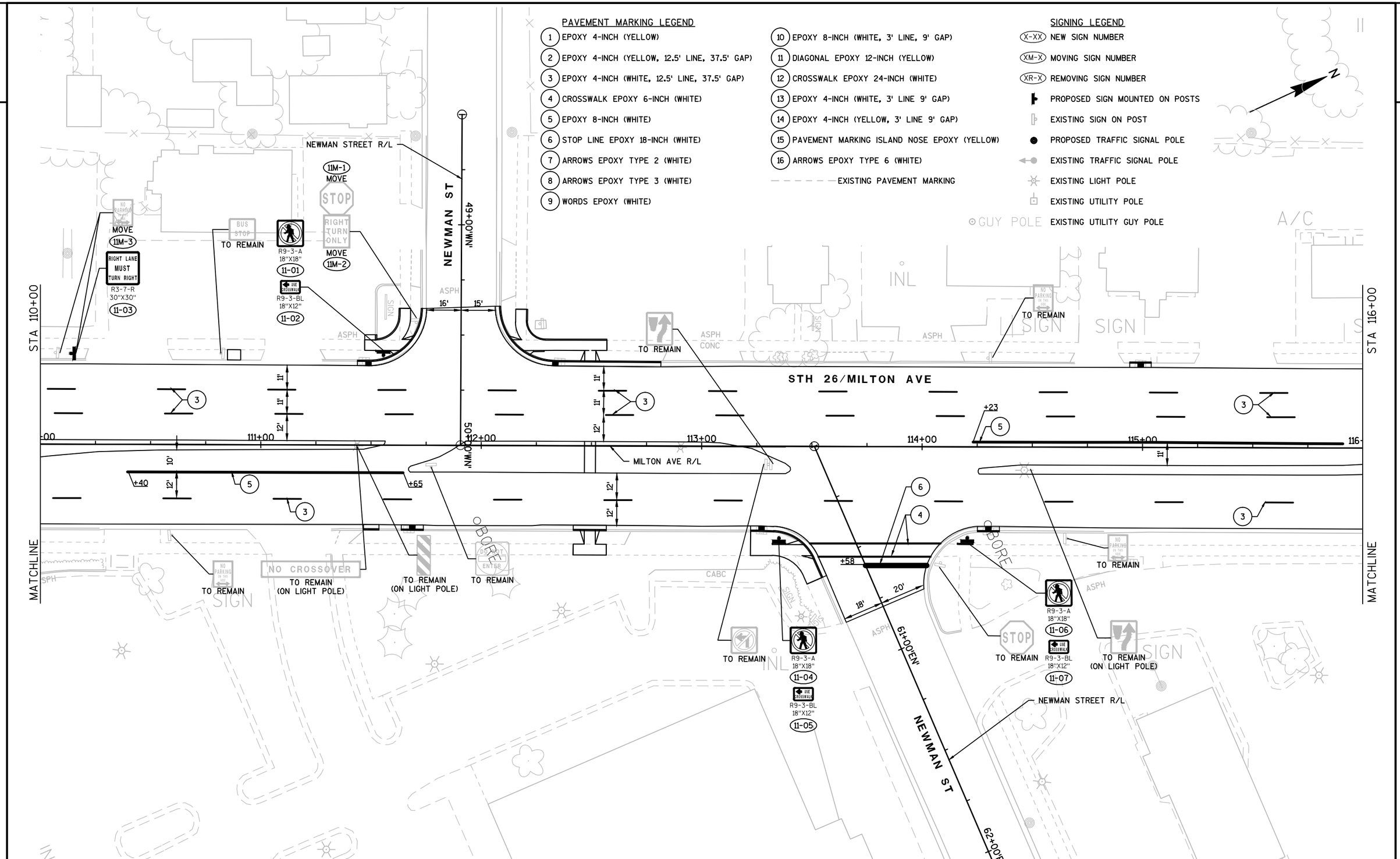
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

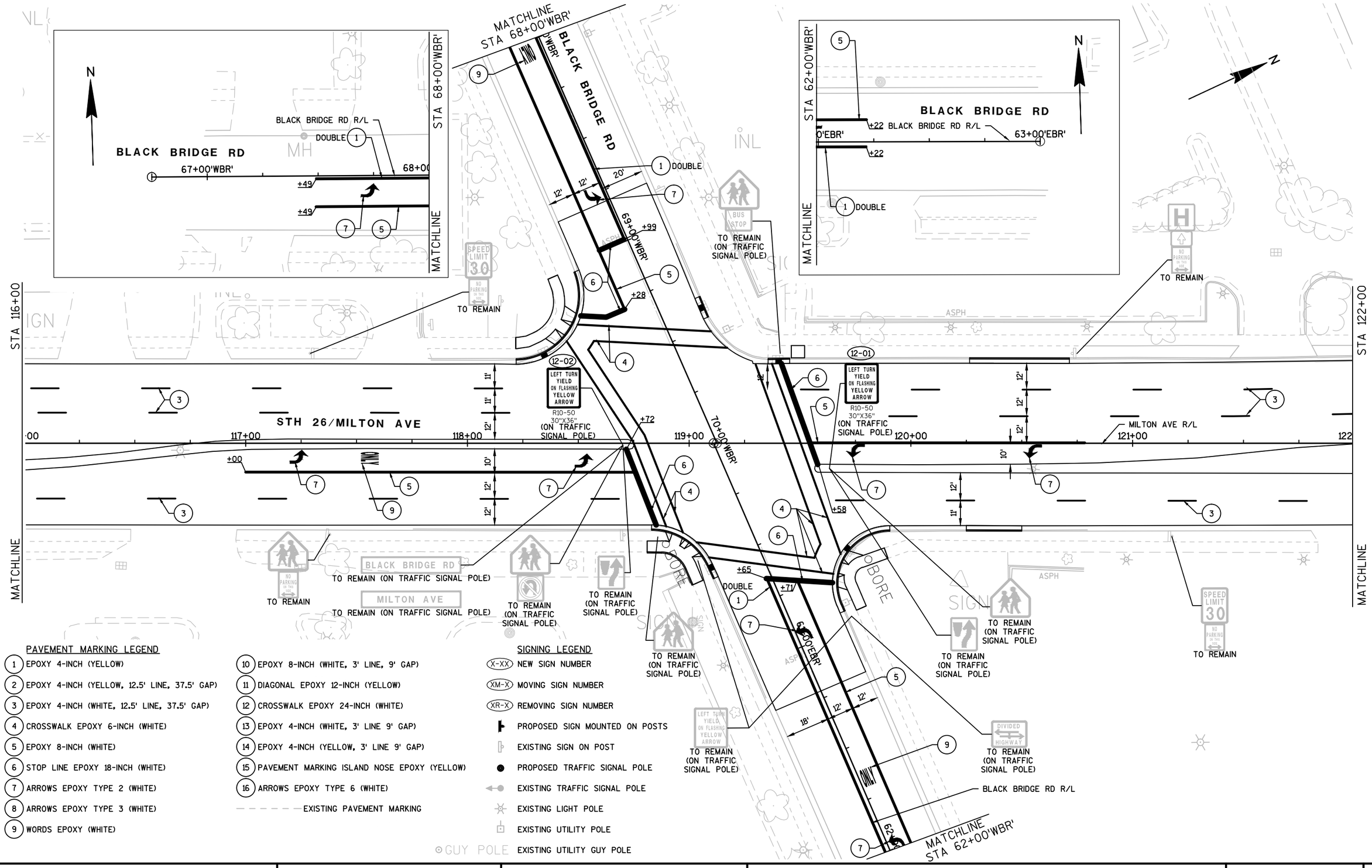
EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- GUY POLE EXISTING UTILITY GUY POLE



PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 49	E



PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

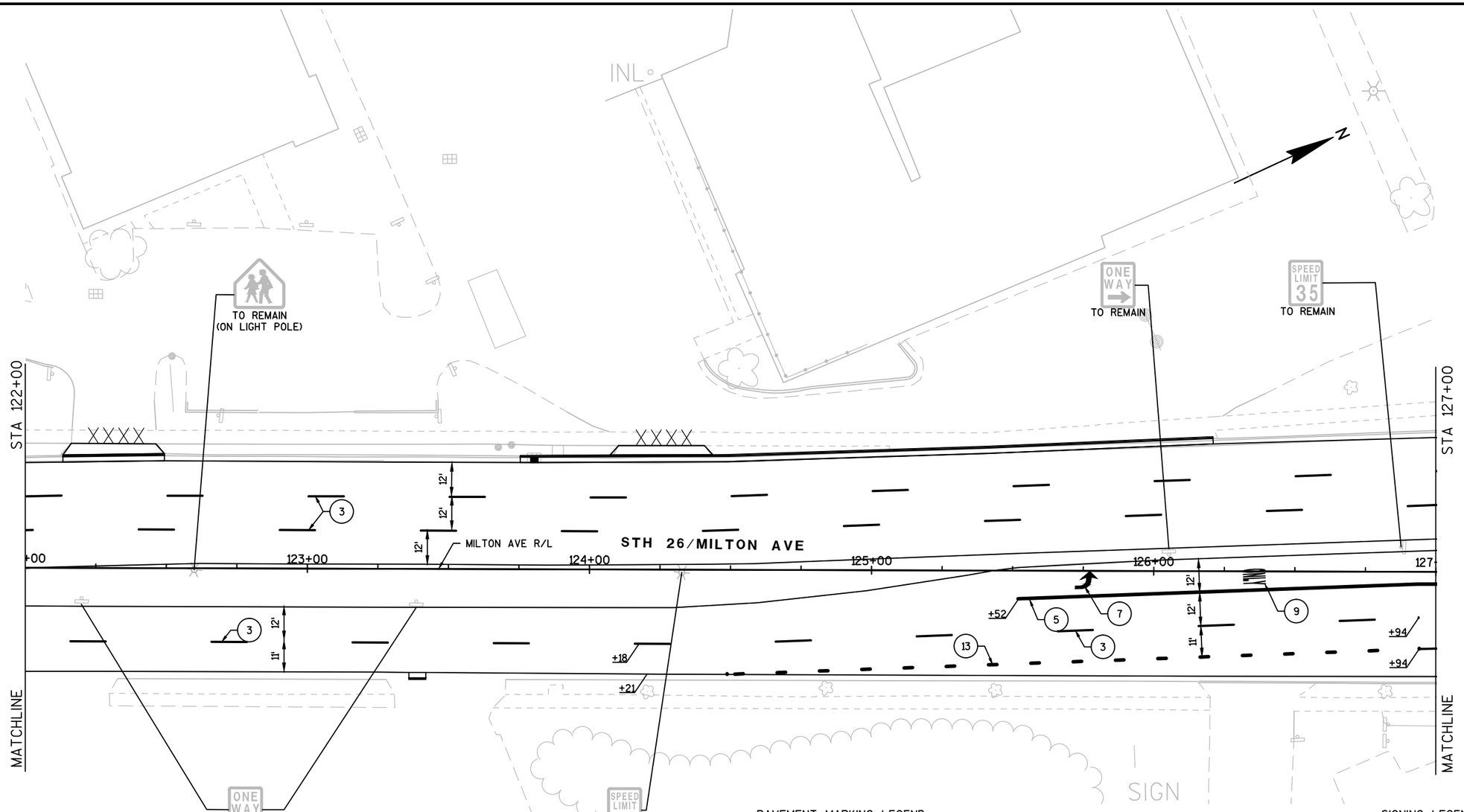
EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- GUY POLE EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 50	E

2



PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

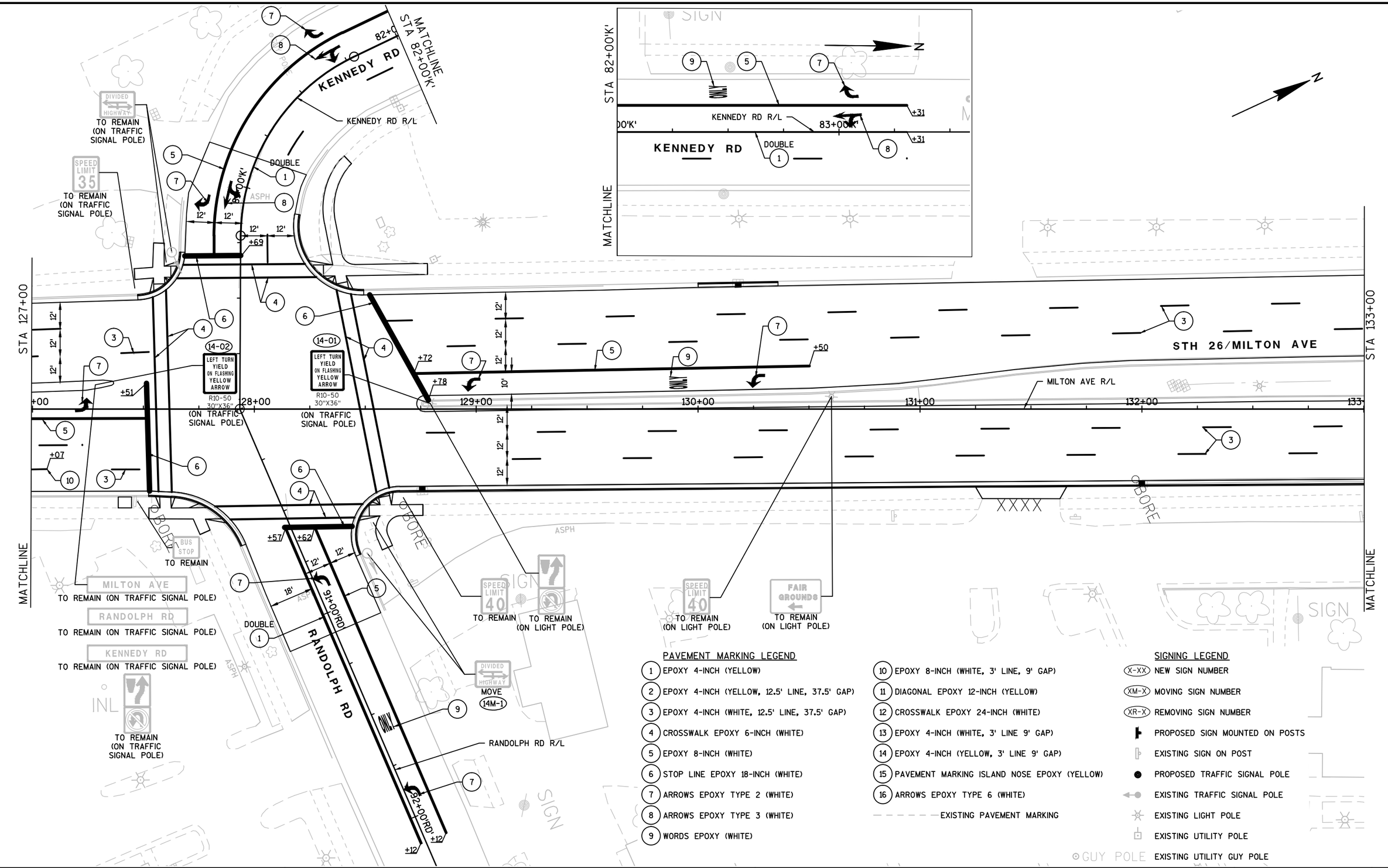
EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- GUY POLE EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 51	E

2



PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

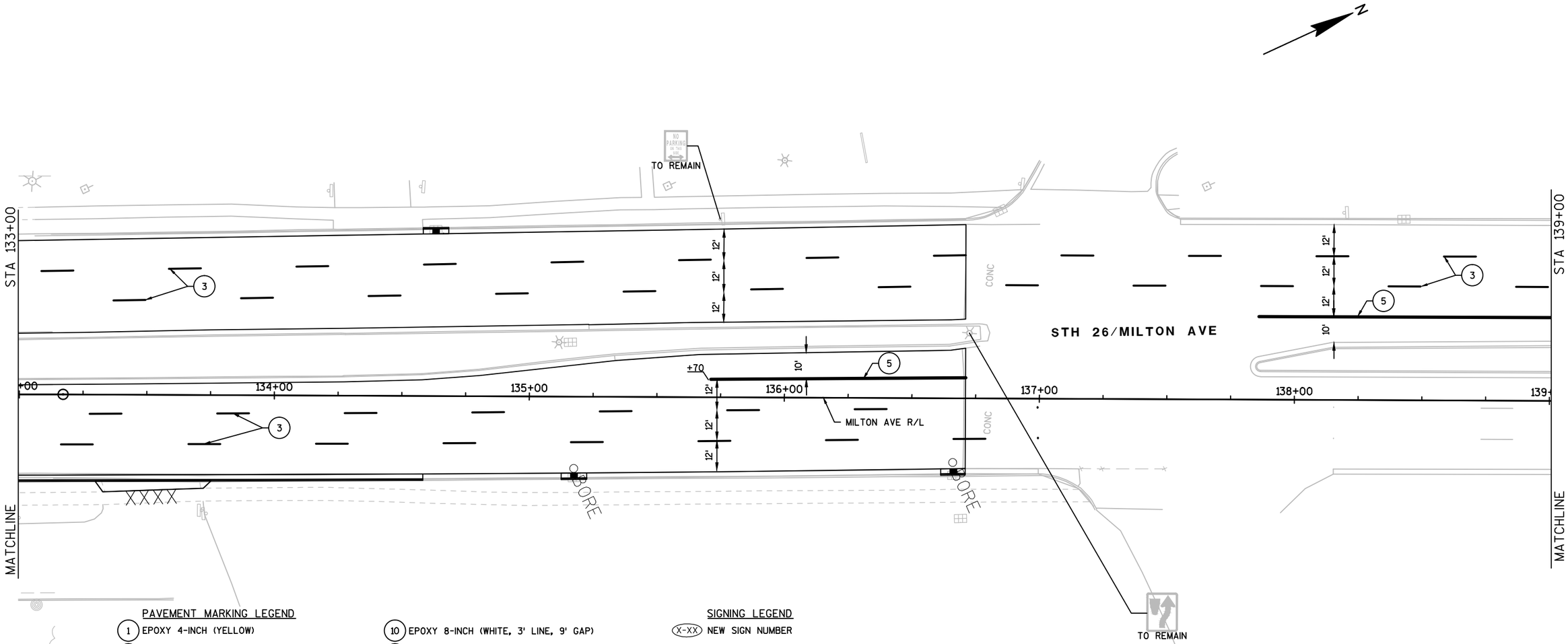
EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 52	E

2



PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

- (X-XX) NEW SIGN NUMBER
- (XM-X) MOVING SIGN NUMBER
- (XR-X) REMOVING SIGN NUMBER
- PROPOSED SIGN MOUNTED ON POSTS
- EXISTING SIGN ON POST
- PROPOSED TRAFFIC SIGNAL POLE
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- GUY POLE EXISTING UTILITY GUY POLE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 53	E

2

PAVEMENT MARKING LEGEND

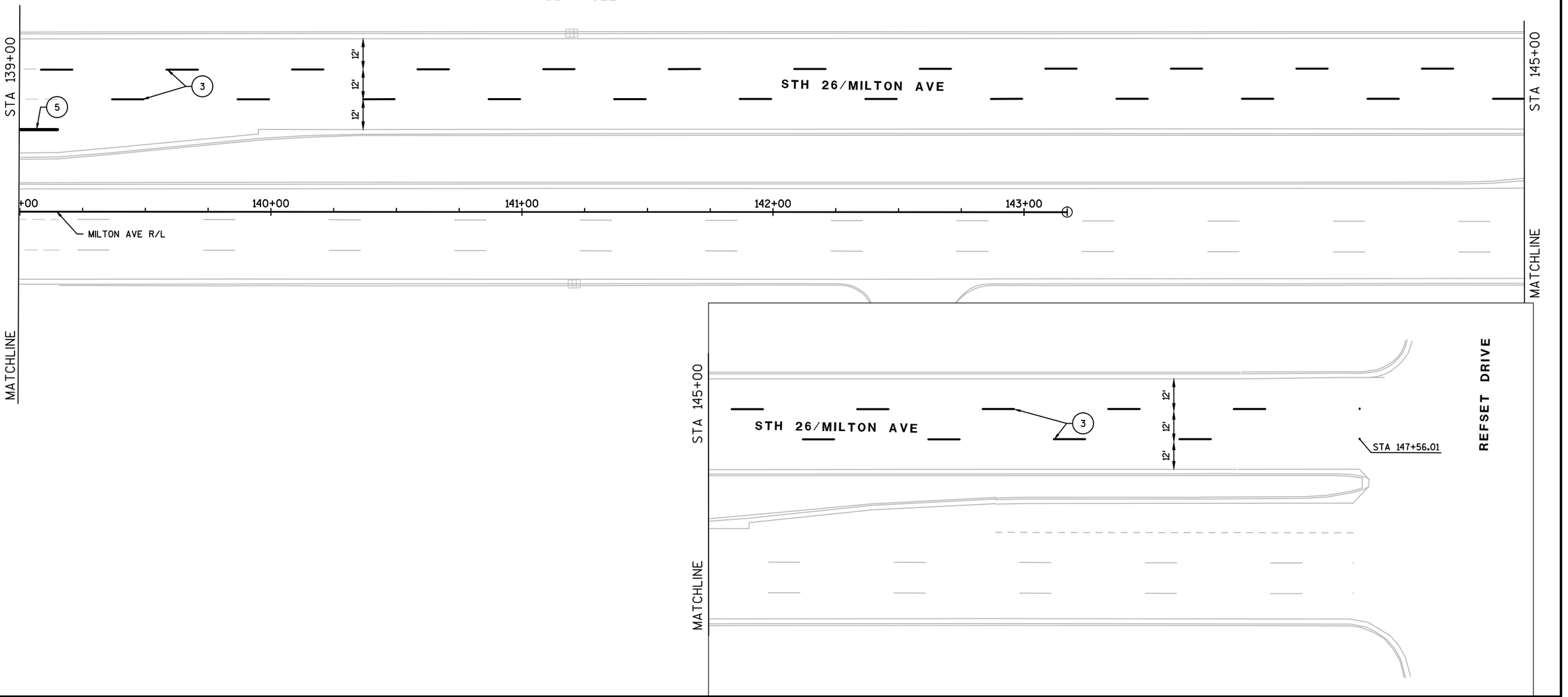
1. EPOXY 4-INCH (YELLOW)
2. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
3. EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
4. CROSSWALK EPOXY 6-INCH (WHITE)
5. EPOXY 8-INCH (WHITE)
6. STOP LINE EPOXY 18-INCH (WHITE)
7. ARROWS EPOXY TYPE 2 (WHITE)
8. ARROWS EPOXY TYPE 3 (WHITE)
9. WORDS EPOXY (WHITE)
10. EPOXY 8-INCH (WHITE, 3' LINE, 9' GAP)
11. DIAGONAL EPOXY 12-INCH (YELLOW)
12. CROSSWALK EPOXY 24-INCH (WHITE)
13. EPOXY 4-INCH (WHITE, 3' LINE 9' GAP)
14. EPOXY 4-INCH (YELLOW, 3' LINE 9' GAP)
15. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
16. ARROWS EPOXY TYPE 6 (WHITE)

EXISTING PAVEMENT MARKING

SIGNING LEGEND

(X-XX) NEW SIGN NUMBER
(XM-X) MOVING SIGN NUMBER
(XR-X) REMOVING SIGN NUMBER
PROPOSED SIGN MOUNTED ON POSTS
EXISTING SIGN ON POST
PROPOSED TRAFFIC SIGNAL POLE
EXISTING TRAFFIC SIGNAL POLE
EXISTING LIGHT POLE
EXISTING UTILITY POLE
GUY POLE EXISTING UTILITY GUY POLE

N

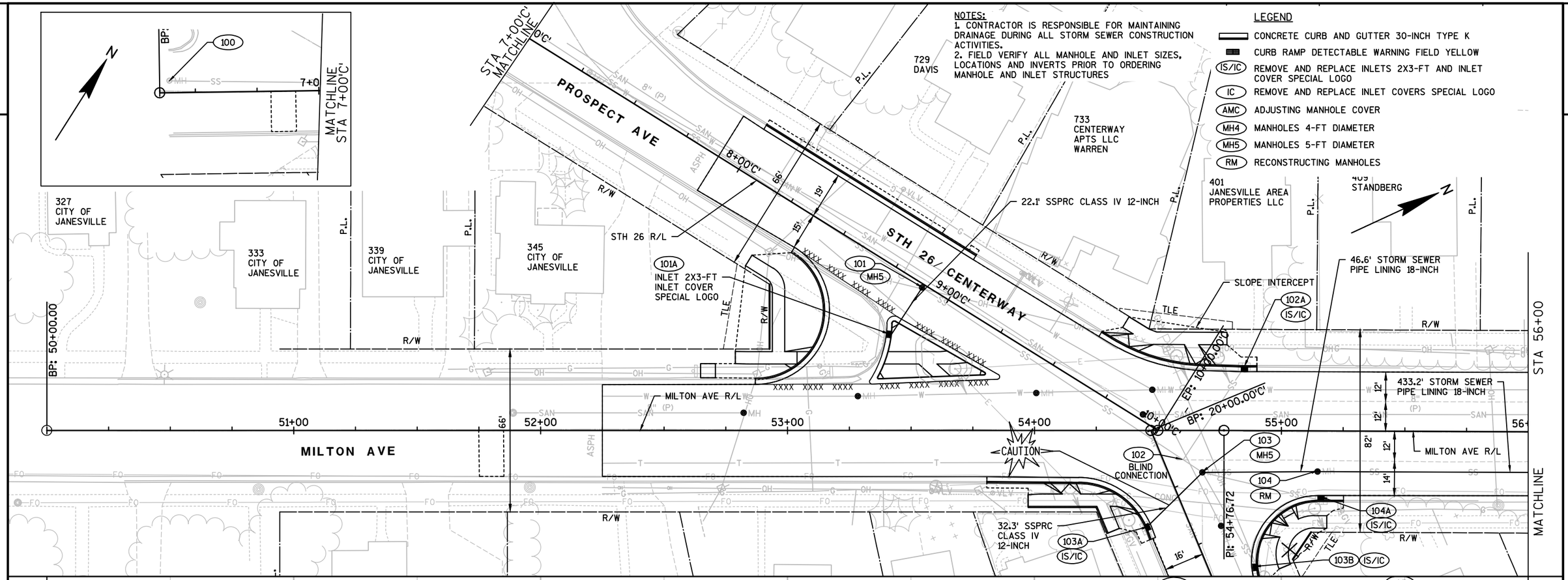


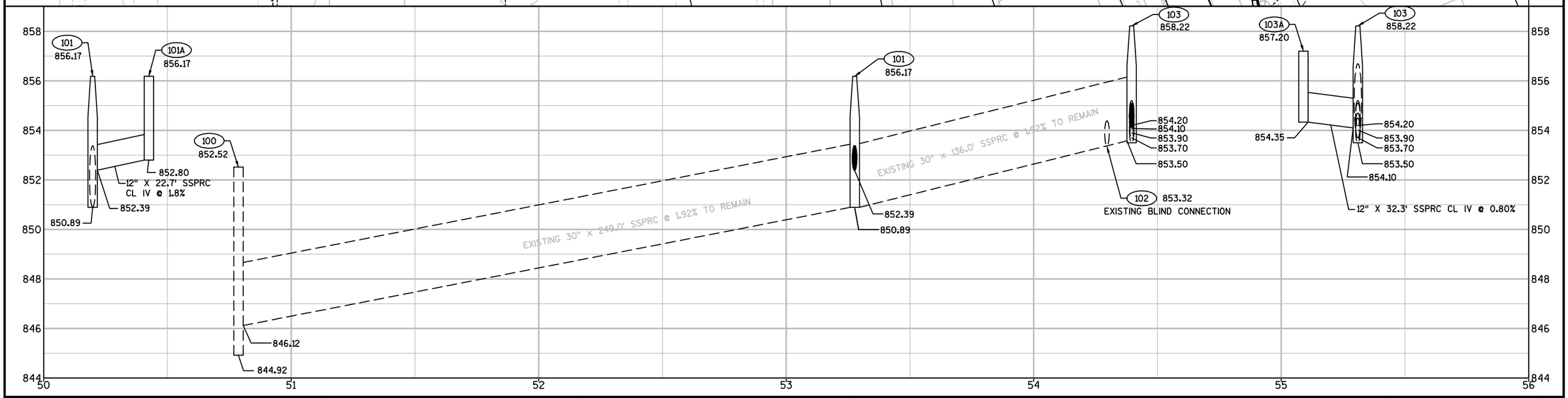
PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	EXISTING/PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 54	E

2

NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES.
2. FIELD VERIFY ALL MANHOLE AND INLET SIZES, LOCATIONS AND INVERTS PRIOR TO ORDERING MANHOLE AND INLET STRUCTURES

LEGEND
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- IS/IC — REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL LOGO
- IC — REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- AMC — ADJUSTING MANHOLE COVER
- MH4 — MANHOLES 4-FT DIAMETER
- MH5 — MANHOLES 5-FT DIAMETER
- RM — RECONSTRUCTING MANHOLES





PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	STORM SEWER	SHEET 55	E

NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES.
2. FIELD VERIFY ALL MANHOLE AND INLET SIZES, LOCATIONS AND INVERTS PRIOR TO ORDERING MANHOLE AND INLET STRUCTURES

415 SWENSON
419 KRUGER /DOUGLAS
503 PIEHL
513 WASEMILLER
COMSTOCK
521 BENSON
410 YARDLEY
414 416 VOEGELI
422
428 LEAHY
434 HOME AGAIN, LLC.
504, 861 REYES
510 FIEDLER
516 AHRENS

STA 56+00
STA 62+00
MATCHLINE
MATCHLINE

GLEN ST
GLEN STREET R/L
66'
15'
15'
TLE
R/W
ASPH
CAUTION

MILTON AVE R/L
STH 26/MILTON AVE
57+00
58+00
59+00
60+00
61+00
82'
12'

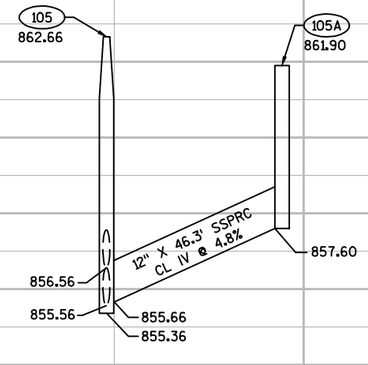
REMOVING ASPHALTIC SURFACE MILLING

46.3' SSPRC CLASS IV 12-INCH
105A IS/IC
38.0' STORM SEWER PIPE LINING 18-INCH
106 MH4
463.1' STORM SEWER PIPE LINING 18-INCH
105 MH5
CP701
SLOPE INTERCEPT
106A IS/IC
105B
HMA 15'
105C IS/IC
433.2' STORM SEWER PIPE LINING 18-INCH

30+00'G'
31+00'G'

LEGEND

- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES



868 866 864 862 860 858 856 854 852 850
56 57 58 59 60 61 62

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	STORM SEWER	SHEET 56	E

525 BOLLERUD

531 CONDON

NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES.
2. FIELD VERIFY ALL MANHOLE AND INLET SIZES, LOCATIONS AND INVERTS PRIOR TO ORDERING MANHOLE AND INLET STRUCTURES

STA 62+00

STA 68+00

HYATT ST

66'

R/W

HYATT STREET R/L

38.4' SSPRC CLASS IV 12-INCH

107E IS/IC

13'

107C IS/IC

107D IS/IC

10.0' SSPRC CLASS IV 12-INCH

AWV

107B MH5

STH 26/MILTON AVE

MILTON AVE R/L

63+00 64+00 65+00 66+00 67+00

82'

12'

EP: 40+00.00'HY'

39.0' SSPRC CLASS IV 12-INCH

9.4' SSPRC CLASS IV 12-INCH

107 MH4

107A IS/IC

463.1' STORM SEWER PIPE LINING 18-INCH

469.8' STORM SEWER PIPE LINING 15-INCH

CP702

SLOPE INTERCEPT

CAUTION

MATCHLINE

619 MICKELSON

633 WILI /SL

520 MCCARVILLE

524 BROWN

534 SYVERSON

538 ROBERTSON

600 VOLKEY

604 606

610 JOHNSON

616 BOUZIANE

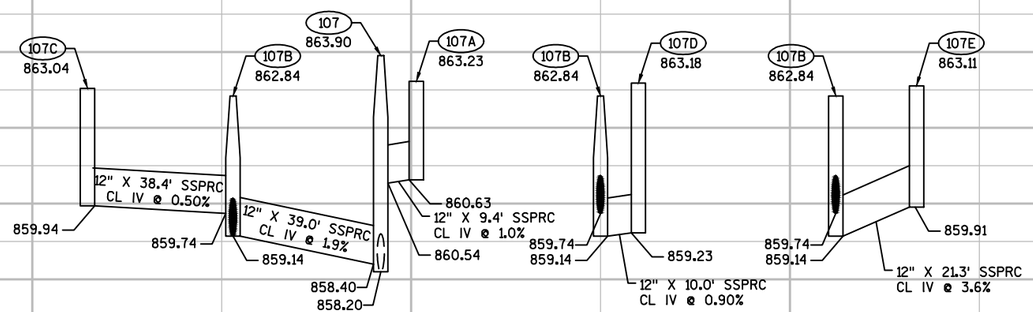
622 HERNANDEZ

628 PALZKILL PROPERTIES LLC

P.L.

LEGEND

- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES



868 866 864 862 860 858 856 854 852 850

62 63 64 65 66 67 68

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	STORM SEWER	SHEET 57	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\022501_SS.DWG PLOT DATE : 11/2/2015 10:26 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 41

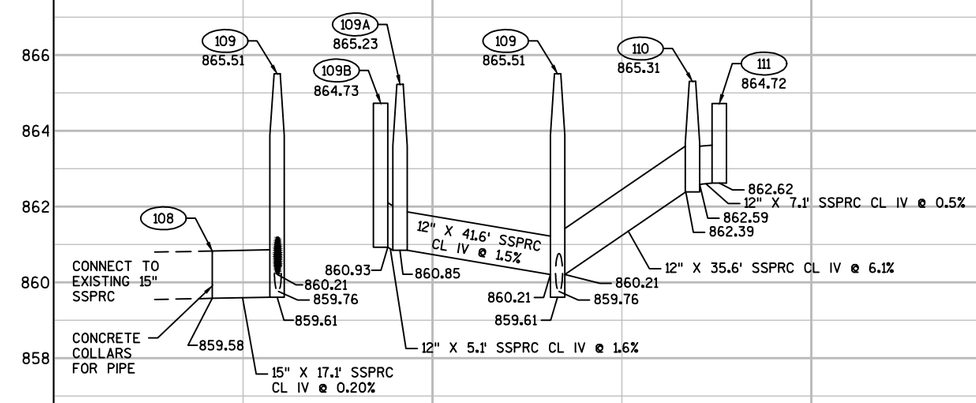
NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES.
2. FIELD VERIFY ALL MANHOLE AND INLET SIZES, LOCATIONS AND INVERTS PRIOR TO ORDERING MANHOLE AND INLET STRUCTURES

STA 68+00 | STA 74+00 | MATCHLINE | MATCHLINE

STH 26/MILTON AVE

109B IS/IC — 5.1' SSPRC CLASS IV 12-INCH
109A RM — ALLIANT ENERGY ELECTRIC LINE
MILTON AVE R/L
17.1' SSPRC CLASS IV 15-INCH
41.6' SSPRC CLASS IV 12-INCH
469.8' STORM SEWER PIPE LINING 15-INCH
109 MH4 — 35.6' SSPRC CLASS IV 12-INCH
REMOVE MANHOLE 108
110 MH4 VERIFY MANHOLE DEPTH
111 IS/IC VERIFY INLET DEPTH
7.1' SSPRC CLASS IV 12-INCH
14.1' SSPRC CLASS IV 15-INCH
HMA 14' 13' 66'
TILE
CAUTION
SLOPE INTERCEPT
WALKER STREET R/L
WALKER ST
50+00W'
51+00W'
636 PFEIFER
708
712 BAXTER
718 EVERT/LANG
724 726 JOHNSON
728 730 DUDDECK
734 FURMAN
P.L.

LEGEND
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- IS/IC — REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL LOGO
- IC — REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- AMC — ADJUSTING MANHOLE COVER
- MH4 — MANHOLES 4-FT DIAMETER
- MH5 — MANHOLES 5-FT DIAMETER
- RM — RECONSTRUCTING MANHOLES



PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	STORM SEWER	SHEET 58	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\022501_SS.DWG PLOT DATE : 12/16/2015 2:23 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 41

2

NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES.
2. FIELD VERIFY ALL MANHOLE AND INLET SIZES, LOCATIONS AND INVERTS PRIOR TO ORDERING MANHOLE AND INLET STRUCTURES

STA 74+00

STA 80+00

MATCHLINE

MATCHLINE

E MEMORIAL DR

E MEMORIAL DR R/L

STH 26/MILTON AVE

MILTON AVE R/L

BM304

BP: 76+00.00'EM'

EP: 50+00.00'WM'

4.1' SSPRC CLASS IV 12-INCH CONTRACTOR TO VERIFY ELEVATIONS PRIOR TO PIPE INSTALLATION

12.0' SSPRC CLASS IV 12-INCH CONTRACTOR TO VERIFY ELEVATIONS PRIOR TO PIPE INSTALLATION

40.2' SSPRC CLASS IV 12-INCH CONTRACTOR TO VERIFY ELEVATIONS PRIOR TO PIPE INSTALLATION

SLOPE INTERCEPT

CAUTION

CP704

HMA

R/W

TLE

11'

12'

8"(P) SAN

740 JANESVILLE

744 DAVIS

750 CROSSON

1005

810 RAU

814 GOODENOUGH

826 ALSTEEN

832 DONAHUE

200 868.34

200B 865.84

200A 866.07

862.57

862.34

EXISTING 12" X 43.9' SSPRC TO REMAIN

CONCRETE COLLARS FOR PIPE

12" X 12.0' SSPRC CL IV @ MATCH FIELD SLOPE

12" X 4.1' SSPRC CL IV @ 5.6%

LEGEND

- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES

868 866 864 862 860 858 856 854 852 850

74 75 76 77 78 79 80

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	STORM SEWER	SHEET 59	E

NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES.
2. FIELD VERIFY ALL MANHOLE AND INLET SIZES, LOCATIONS AND INVERTS PRIOR TO ORDERING MANHOLE AND INLET STRUCTURES

STA 80+00 | STA 86+00 | MATCHLINE | MATCHLINE

BLAINE AVE R/L | SHERMAN AVE R/L | MILTON AVE R/L | STH 26/MILTON AVE

BP: 80+00.00'EBEP: 90+00.00'WBL' | BP: 10+00.00'ES' | EP: 20+00.00'WS

206A IC | 206 AMC | 206B IC | 206C IC | 207 AMC | 207A IC | 207B IC | 207B1 IC

BM305 | BM306 | CP705

15.0' SSPRC CLASS IV 12-INCH CONTRACTOR TO VERIFY PIPE ELEVATIONS PRIOR TO INSTALLATION

14.0' SSPRC CLASS IV 12-INCH CONTRACTOR TO VERIFY PIPE ELEVATIONS PRIOR TO INSTALLATION

20' CE | SLOPE INTERCEPT

838 KELLY | 902 MURPHY | 908 WELLS | 910 | 922 MERCY | 1002 | 1008

206A 867.76 | 206 868.35 | 206C 867.61 | 206 868.35

863.88 | 12" X 15.0' SSPRC CL IV @ 2.9% | CONCRETE COLLARS FOR PIPE | 863.45 | 862.60

EXISTING 12" X 30.5' SSPRC @ 2.9% TO REMAIN

EXISTING 12" X 11.7' SSPRC TO REMAIN | CONCRETE COLLARS FOR PIPE | 12" X 14.0' SSPRC CL IV @ MATCH FIELD SLOPE | 863.45 | 862.60

LEGEND

- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	STORM SEWER	SHEET 60	E

NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES.
2. FIELD VERIFY ALL MANHOLE AND INLET SIZES, LOCATIONS AND INVERTS PRIOR TO ORDERING MANHOLE AND INLET STRUCTURES

STA 127+00 | STA 133+00 | MATCHLINE | MATCHLINE

PC: 80+78.16'K'
BP: 80+00.00'K'
BP: 90+00.00'RD'
81+00
128+00
129+00
130+00
131+00
132+00
133
+00

R/W
165'
12'
12'
12'
12'
12'
12'

STH 26/MILTON AVE
MILTON AVE R/L
RANDOLPH RD R/L

312A IS/IC
18.2' SSPRC CLASS IV 12-INCH
CONTRACTOR TO VERIFY ELEVATIONS
PRIOR TO PIPE INSTALLATION
312 AMC
313 AMC
311 AMC
311A AMC
119.3' SSPRC CLASS IV 12-INCH
HMA
311B IC
311C IS/IC
SLOPE INTERCEPT
R/W
TLE
CAUTION
ASPH
XXXX XXXX

311A 878.60
311B 878.21
873.10
873.26
870.35
870.25
12" X 119.3' SSPRC CL IV @ 2.4%

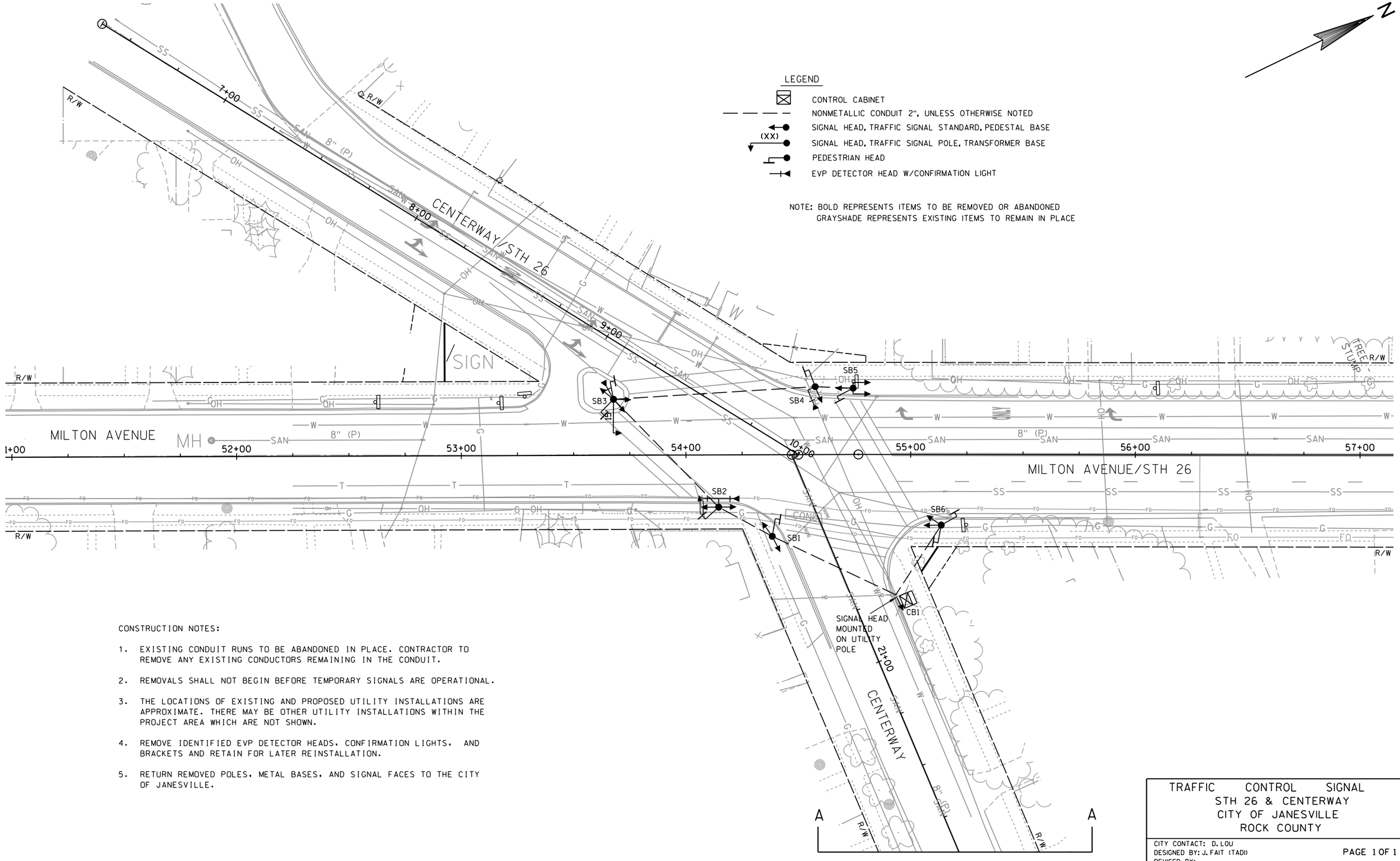
878 876 874 872 870 868 866 864 862 860
127 128 129 130 131 132 133

LEGEND

- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	STORM SEWER	SHEET 61	E

2



CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY EXISTING CONDUCTORS REMAINING IN THE CONDUIT.
2. REMOVALS SHALL NOT BEGIN BEFORE TEMPORARY SIGNALS ARE OPERATIONAL.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. REMOVE IDENTIFIED EVP DETECTOR HEADS, CONFIRMATION LIGHTS, AND BRACKETS AND RETAIN FOR LATER REINSTALLATION.
5. RETURN REMOVED POLES, METAL BASES, AND SIGNAL FACES TO THE CITY OF JANESVILLE.

TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

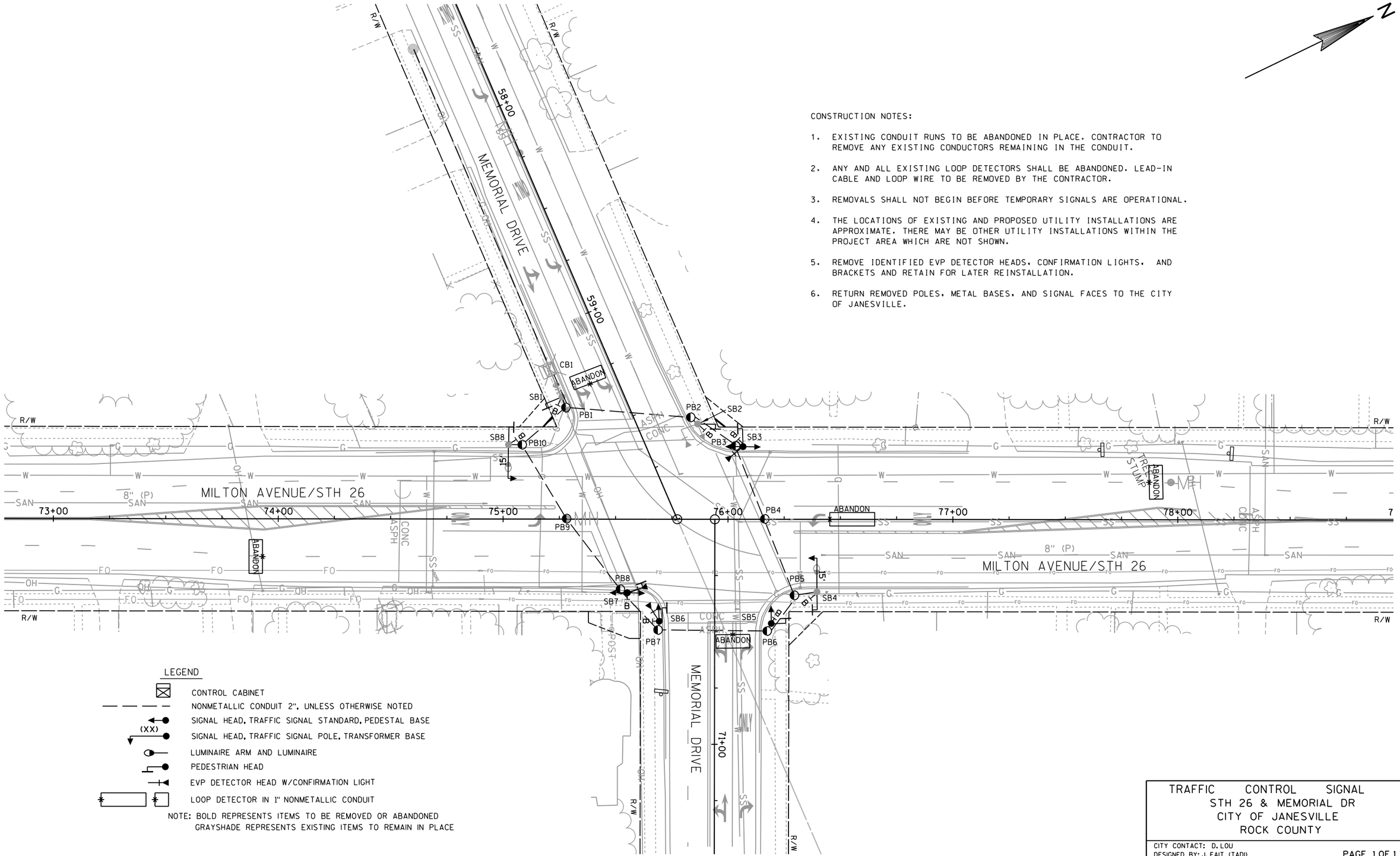
PAGE 1 OF 1

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 62	E

2

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY EXISTING CONDUCTORS REMAINING IN THE CONDUIT.
2. ANY AND ALL EXISTING LOOP DETECTORS SHALL BE ABANDONED. LEAD-IN CABLE AND LOOP WIRE TO BE REMOVED BY THE CONTRACTOR.
3. REMOVALS SHALL NOT BEGIN BEFORE TEMPORARY SIGNALS ARE OPERATIONAL.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
5. REMOVE IDENTIFIED EVP DETECTOR HEADS, CONFIRMATION LIGHTS, AND BRACKETS AND RETAIN FOR LATER REINSTALLATION.
6. RETURN REMOVED POLES, METAL BASES, AND SIGNAL FACES TO THE CITY OF JANESVILLE.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE ARM AND LUMINAIRE
- PEDESTRIAN HEAD
- EVP DETECTOR HEAD W/CONFIRMATION LIGHT
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED
GRAYSHADE REPRESENTS EXISTING ITEMS TO REMAIN IN PLACE

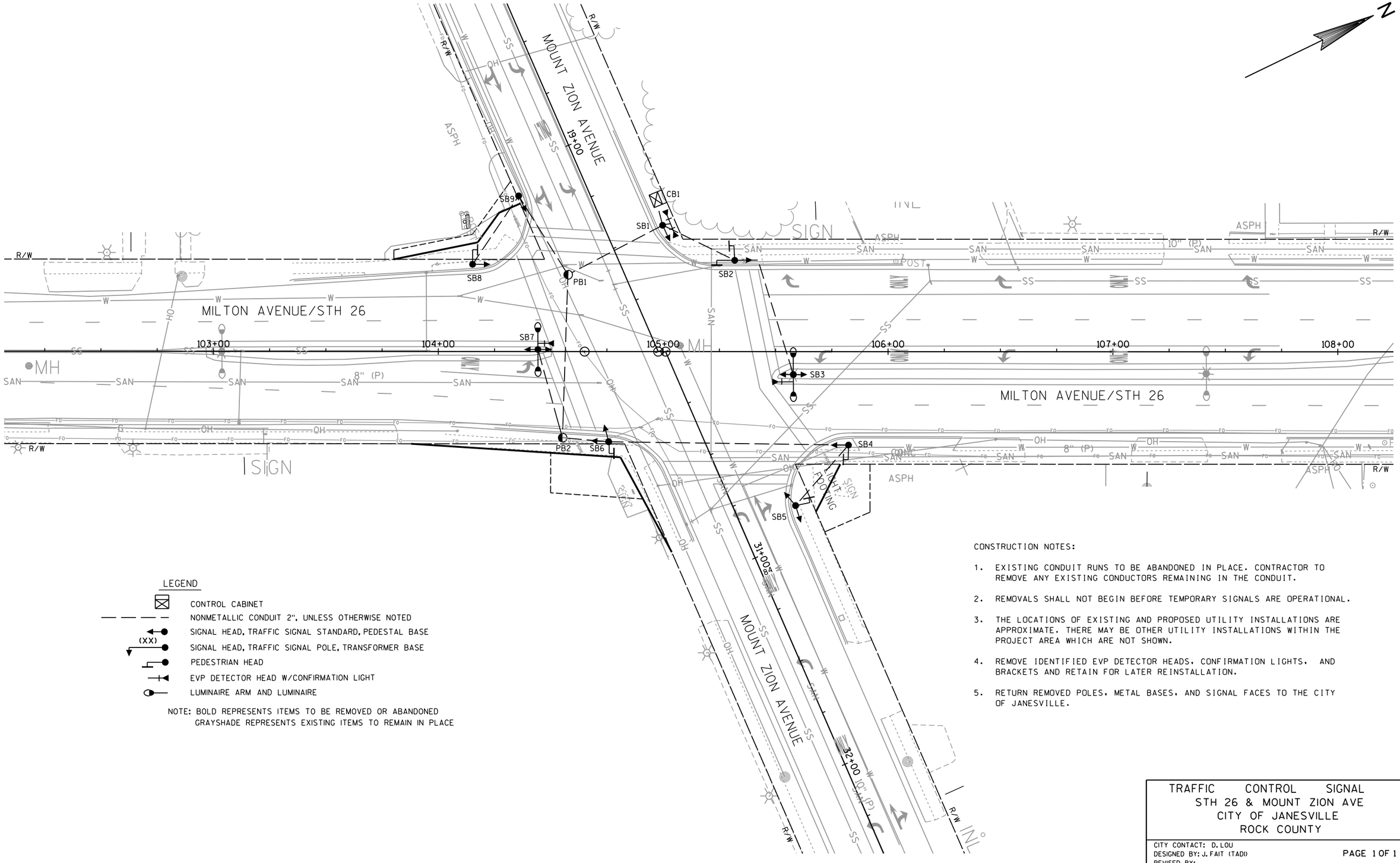
TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC REMOVAL SIGNAL PLAN	SHEET 63	E

2



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD
- EVP DETECTOR HEAD W/CONFIRMATION LIGHT
- LUMINAIRE ARM AND LUMINAIRE

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED
GRAYSHADE REPRESENTS EXISTING ITEMS TO REMAIN IN PLACE

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY EXISTING CONDUCTORS REMAINING IN THE CONDUIT.
2. REMOVALS SHALL NOT BEGIN BEFORE TEMPORARY SIGNALS ARE OPERATIONAL.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. REMOVE IDENTIFIED EVP DETECTOR HEADS, CONFIRMATION LIGHTS, AND BRACKETS AND RETAIN FOR LATER REINSTALLATION.
5. RETURN REMOVED POLES, METAL BASES, AND SIGNAL FACES TO THE CITY OF JANESVILLE.

TRAFFIC CONTROL SIGNAL
STH 26 & MOUNT ZION AVE
CITY OF JANESVILLE
ROCK COUNTY

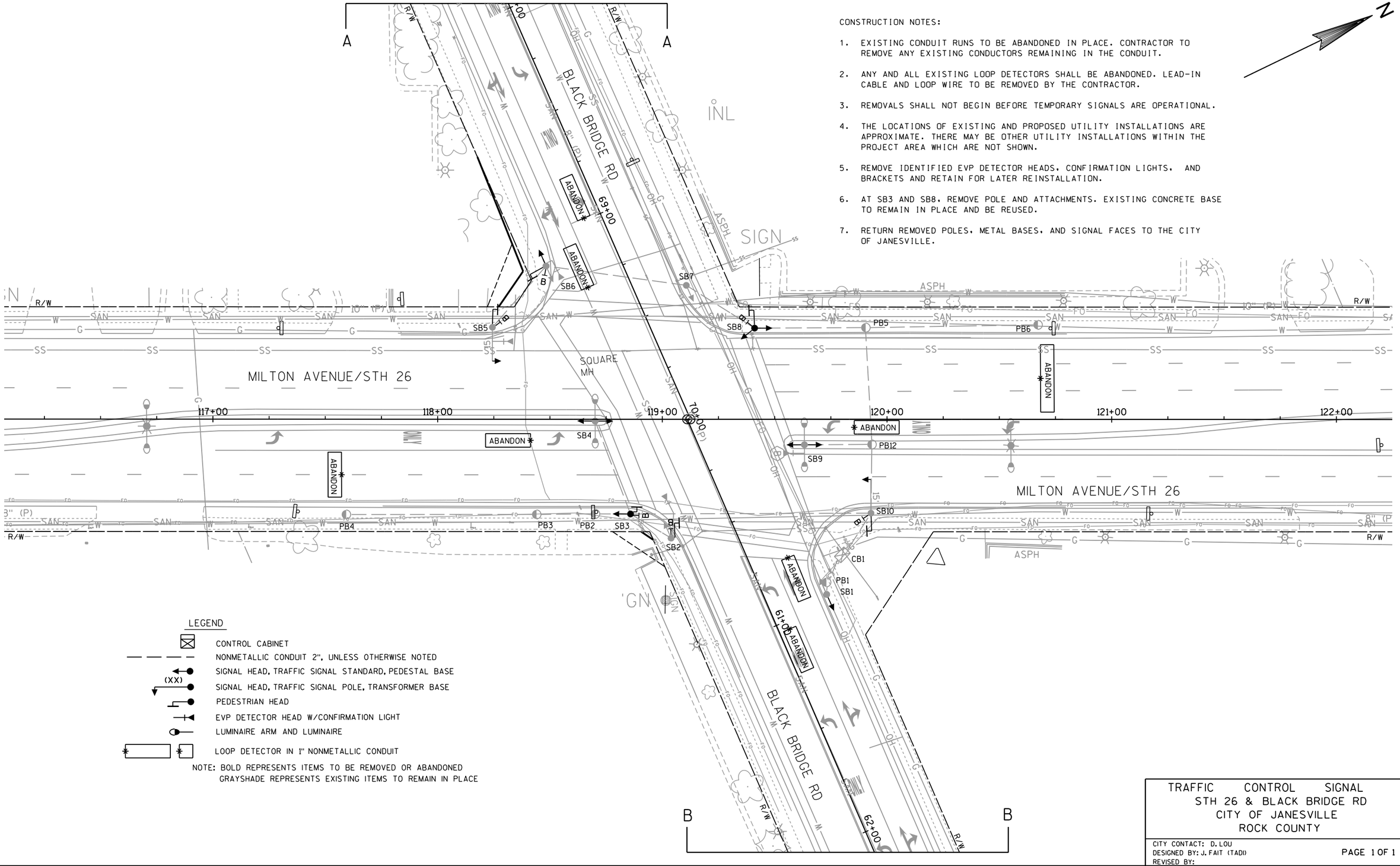
CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 64	E

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY EXISTING CONDUCTORS REMAINING IN THE CONDUIT.
2. ANY AND ALL EXISTING LOOP DETECTORS SHALL BE ABANDONED. LEAD-IN CABLE AND LOOP WIRE TO BE REMOVED BY THE CONTRACTOR.
3. REMOVALS SHALL NOT BEGIN BEFORE TEMPORARY SIGNALS ARE OPERATIONAL.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
5. REMOVE IDENTIFIED EVP DETECTOR HEADS, CONFIRMATION LIGHTS, AND BRACKETS AND RETAIN FOR LATER REINSTALLATION.
6. AT SB3 AND SB8, REMOVE POLE AND ATTACHMENTS. EXISTING CONCRETE BASE TO REMAIN IN PLACE AND BE REUSED.
7. RETURN REMOVED POLES, METAL BASES, AND SIGNAL FACES TO THE CITY OF JANESVILLE.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD
- EVP DETECTOR HEAD W/CONFIRMATION LIGHT
- LUMINAIRE ARM AND LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED
GRAYSHADE REPRESENTS EXISTING ITEMS TO REMAIN IN PLACE

TRAFFIC CONTROL SIGNAL
STH 26 & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY

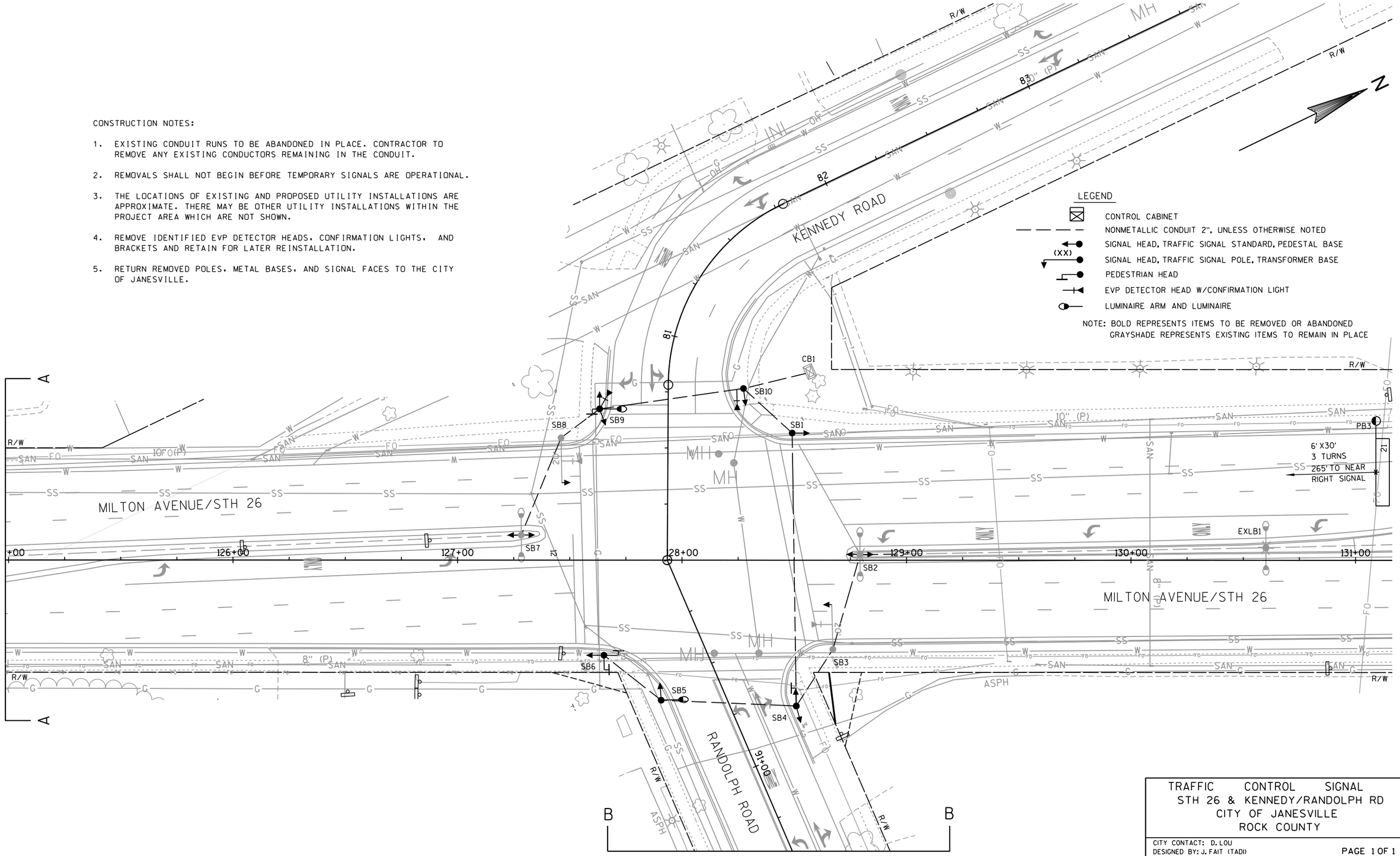
CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 65	E

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY EXISTING CONDUCTORS REMAINING IN THE CONDUIT.
2. REMOVALS SHALL NOT BEGIN BEFORE TEMPORARY SIGNALS ARE OPERATIONAL.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. REMOVE IDENTIFIED EVP DETECTOR HEADS, CONFIRMATION LIGHTS, AND BRACKETS AND RETAIN FOR LATER REINSTALLATION.
5. RETURN REMOVED POLES, METAL BASES, AND SIGNAL FACES TO THE CITY OF JANESVILLE.



TRAFFIC CONTROL SIGNAL
STH 26 & KENNEDY/RANDOLPH RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 66	E

FILE NAME : Signal Removals.dgn PLOT DATE : 10/28/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ' / in.

WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE CLASS 4
- TEMPORARY CABLE - OVERHEAD
- TEMPORARY SIGNAL HEAD
- NON-INTRUSIVE VEHICLE DETECTION ZONE
- TEMPORARY LUMINAIRE ARM AND LUMINAIRE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. GUYING OF POLES IS REQUIRED. CONTRACTOR IS RESPONSIBLE FOR DETERMINING NECESSARY LOCATIONS.
2. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON THE TEMPORARY SIGNALS.
6. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
7. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
8. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC SIGNAL CONTROLLER AND SHALL SELECT THE LOCATION WHERE IT WILL BE INSTALLED.
9. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

JEFFREY G. FAIT
E-33536
FOX POINT, WI
WISCONSIN PROFESSIONAL ENGINEER

OCTOBER 29, 2015

TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

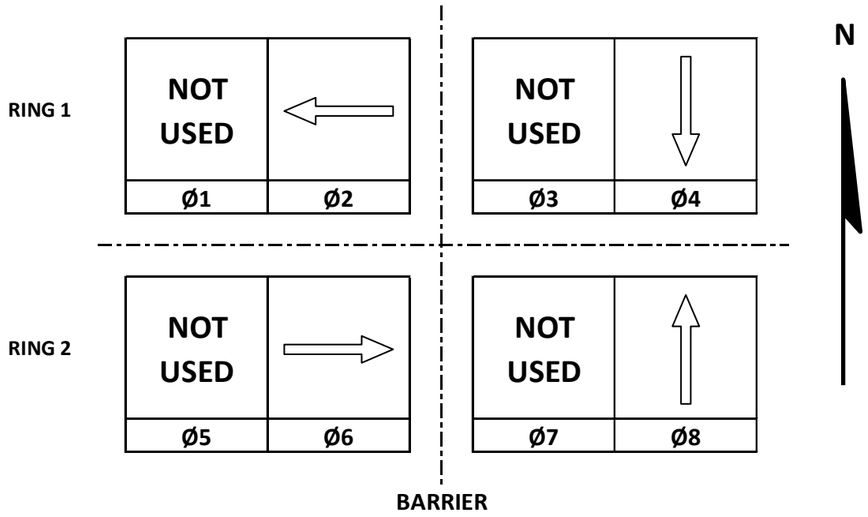
CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 67	E

FILE NAME : Temporary Signals Stage 1.dgn PLOT DATE : 10/29/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ' / in.

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		R
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P		
Ø3P		
Ø4P		
Ø6P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8	---	X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

CONTRACTOR-FURNISHED NON-INTRUSIVE DETECTION

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	61															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	6															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

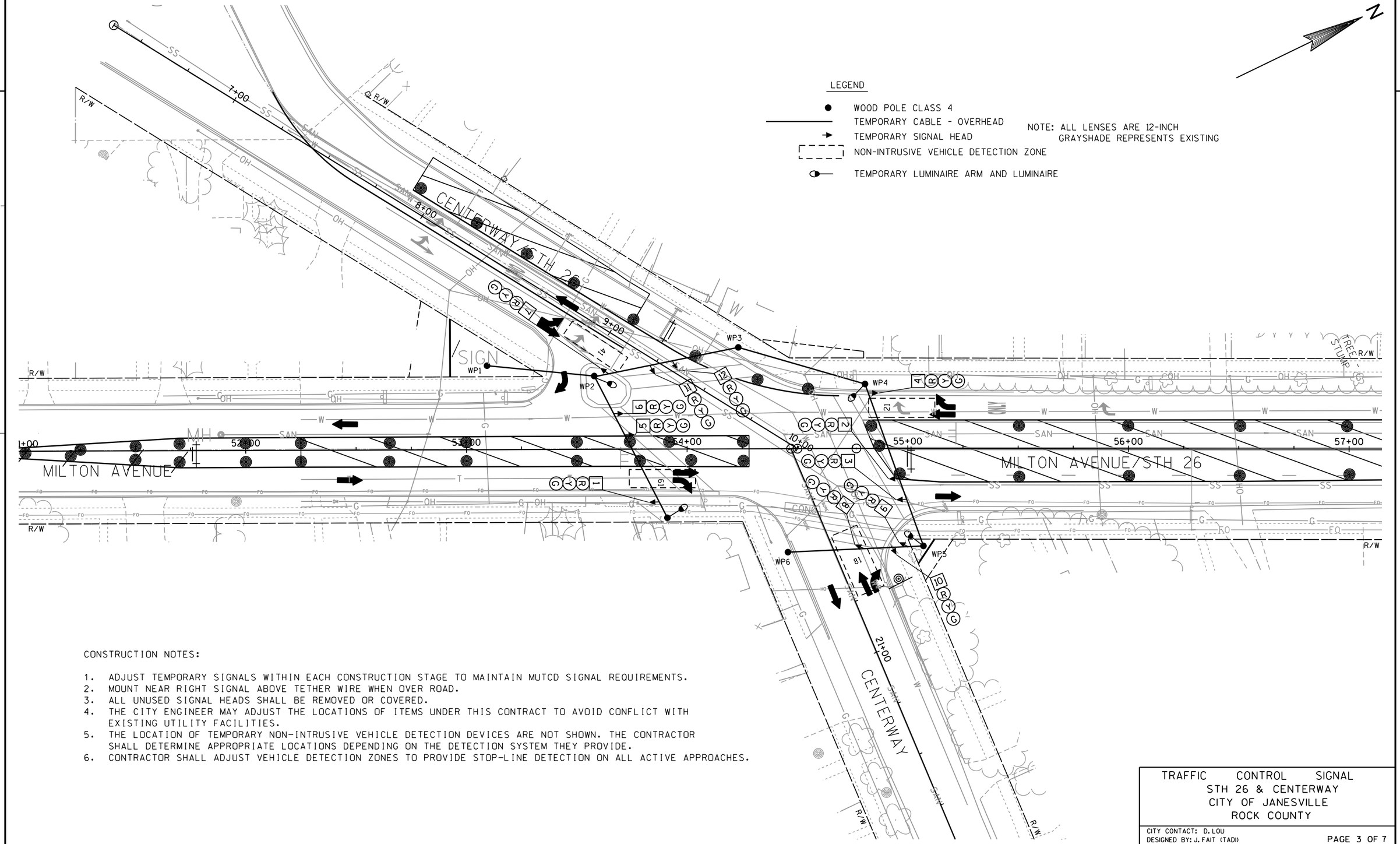
DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	41	81															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	4	8															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

GENERAL NOTES:

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

STH 26 (MILTON AVE) & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 10/15 PAGE NO. 2 OF 7



CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

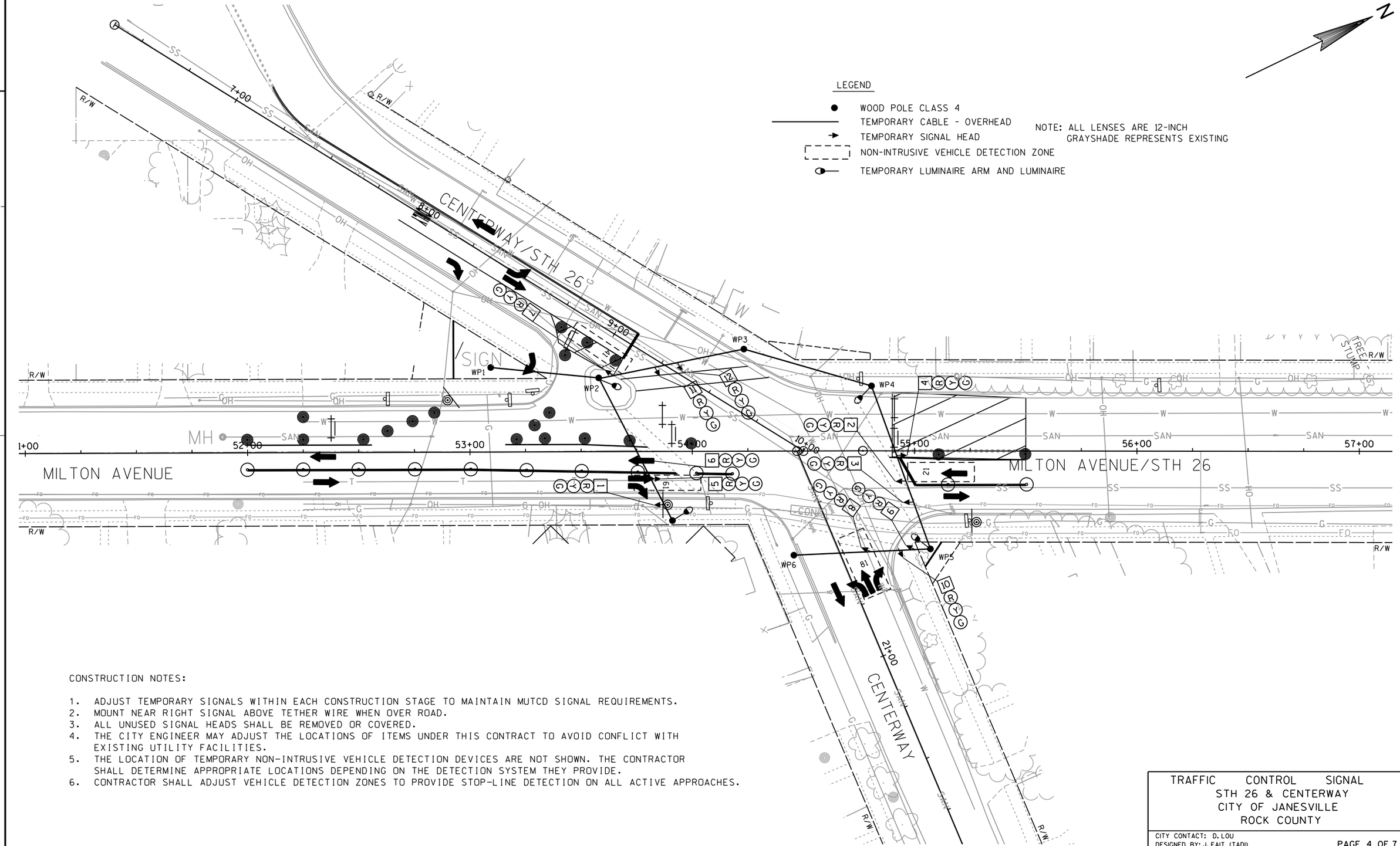
TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 69 E

2



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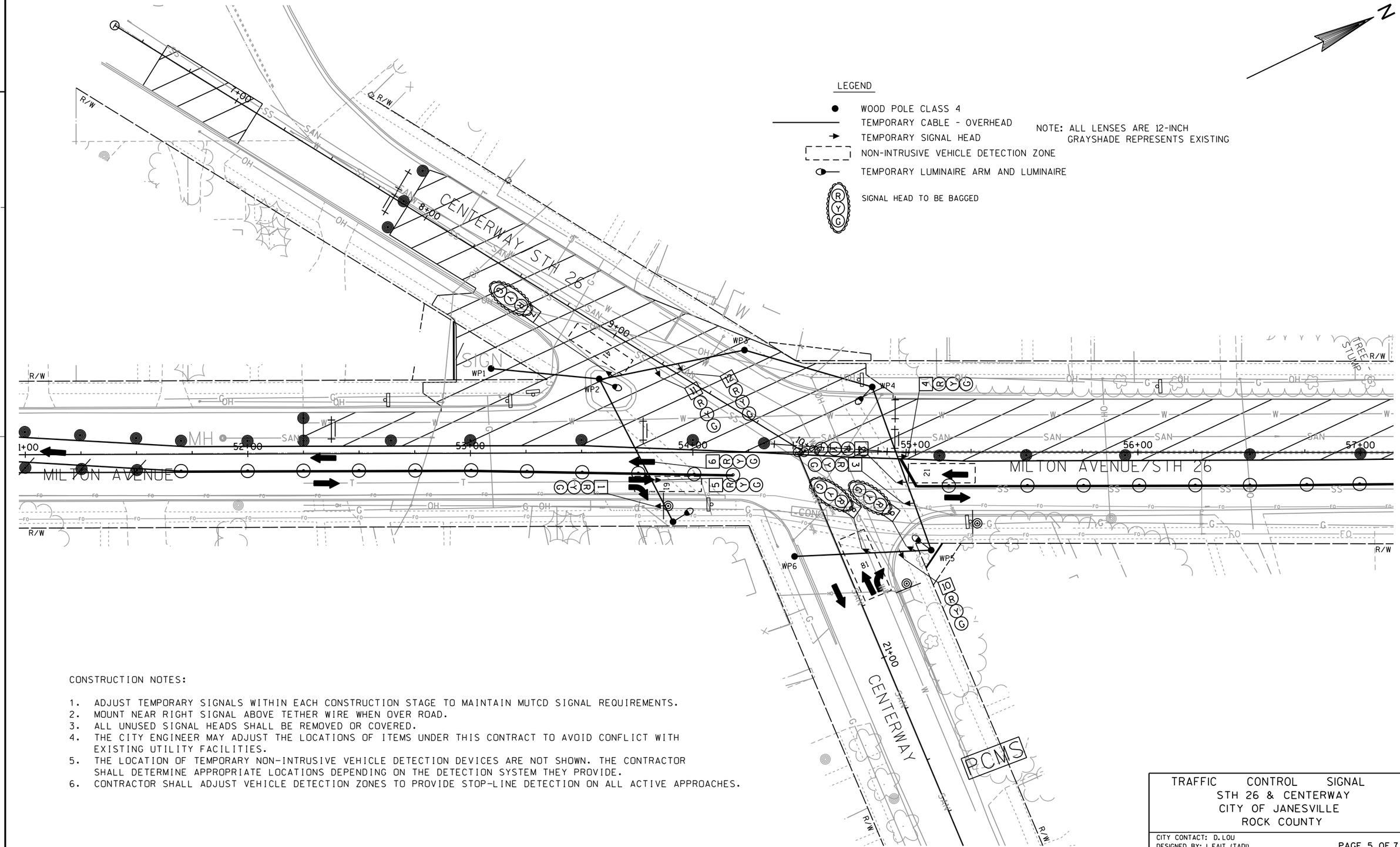
TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 70	E

2



CONSTRUCTION NOTES:

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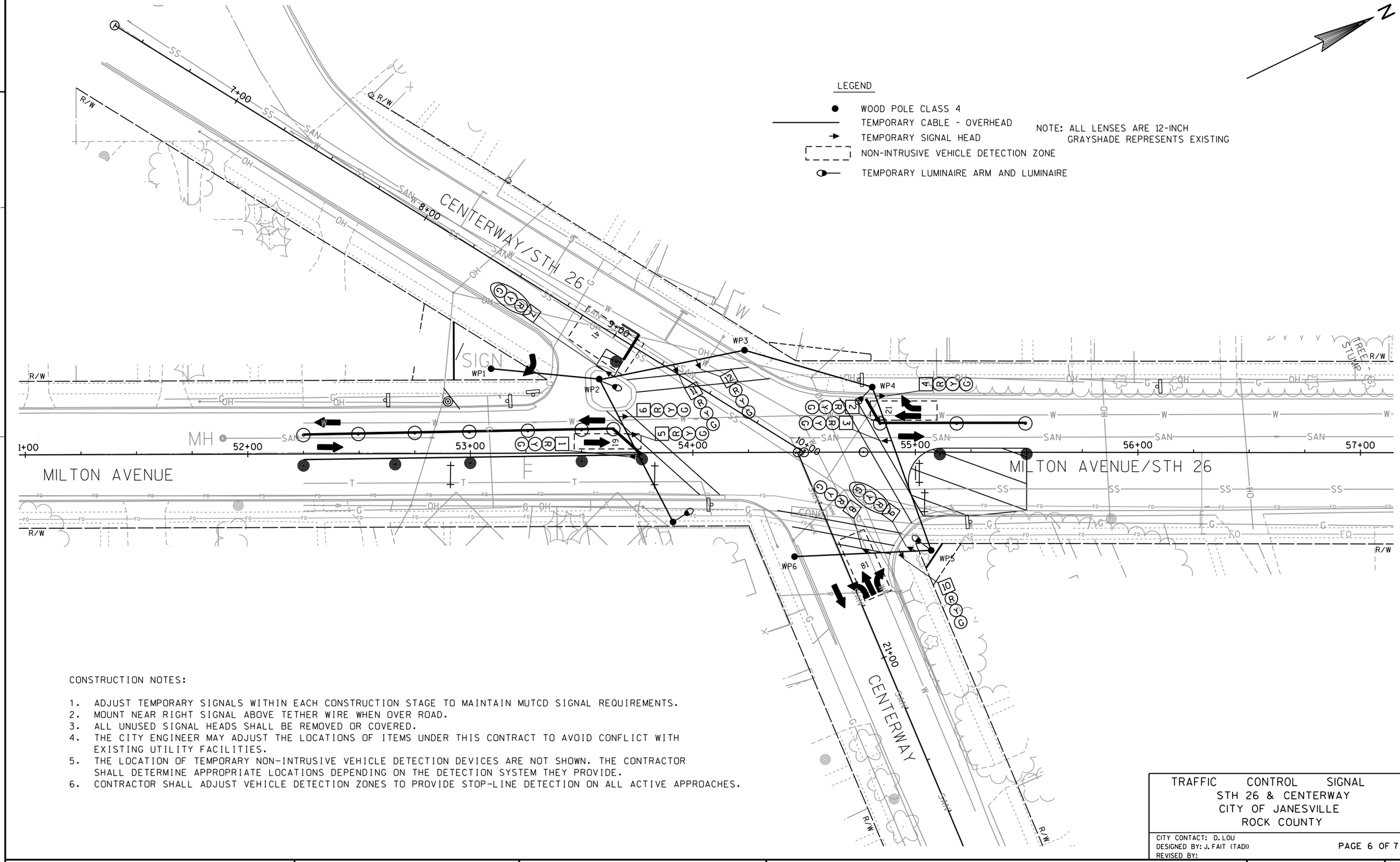
TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 71	E

2



CONSTRUCTION NOTES:

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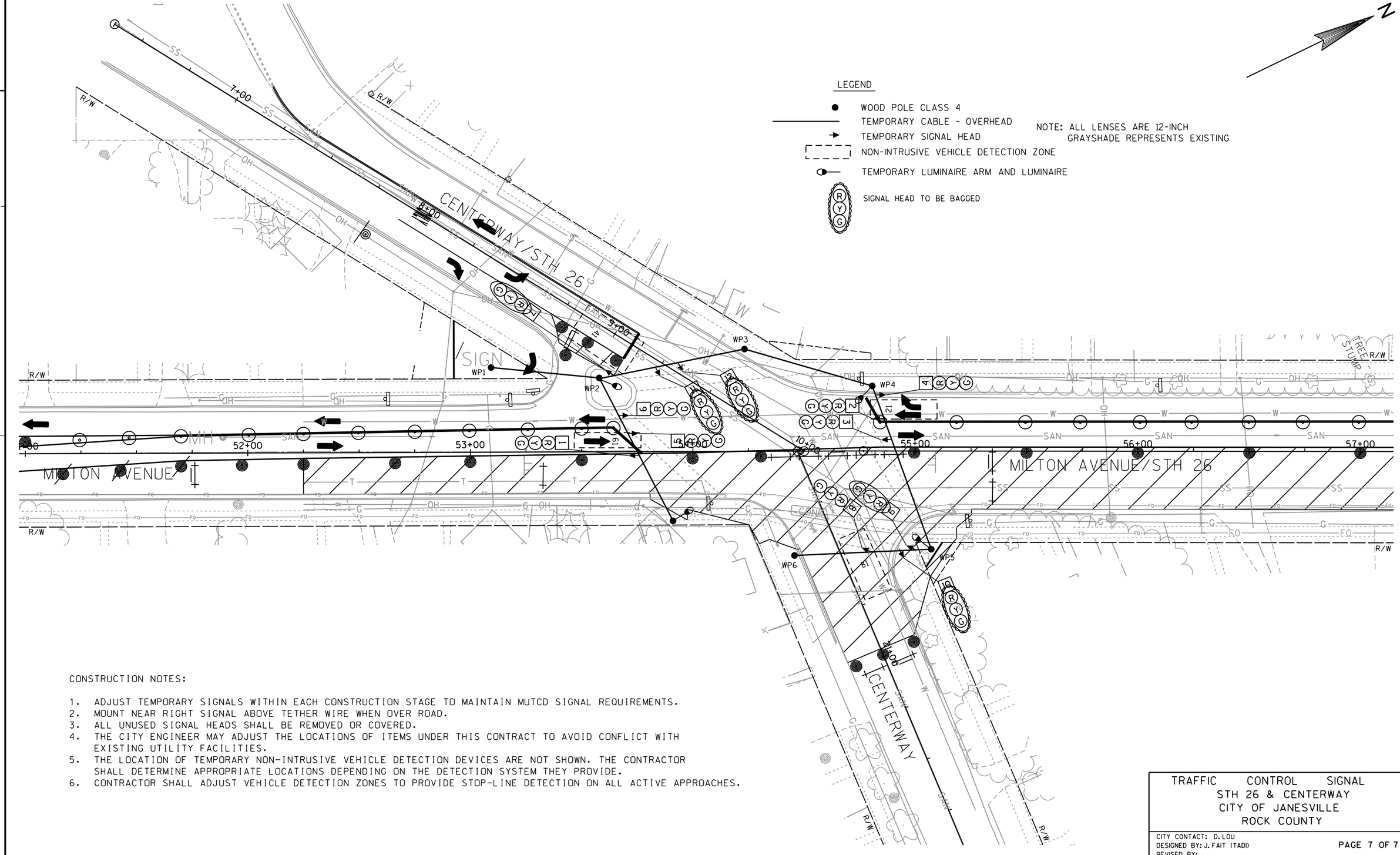
TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 6 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 72	E

2



CONSTRUCTION NOTES:

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TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 73	E

2

LEGEND

- WOOD POLE CLASS 4
- TEMPORARY CABLE - OVERHEAD
- TEMPORARY SIGNAL HEAD
- NON-INTRUSIVE VEHICLE DETECTION ZONE
- TEMPORARY LUMINAIRE ARM AND LUMINAIRE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

CONSTRUCTION NOTES:

1. GUYING OF POLES IS REQUIRED. CONTRACTOR IS RESPONSIBLE FOR DETERMINING NECESSARY LOCATIONS.
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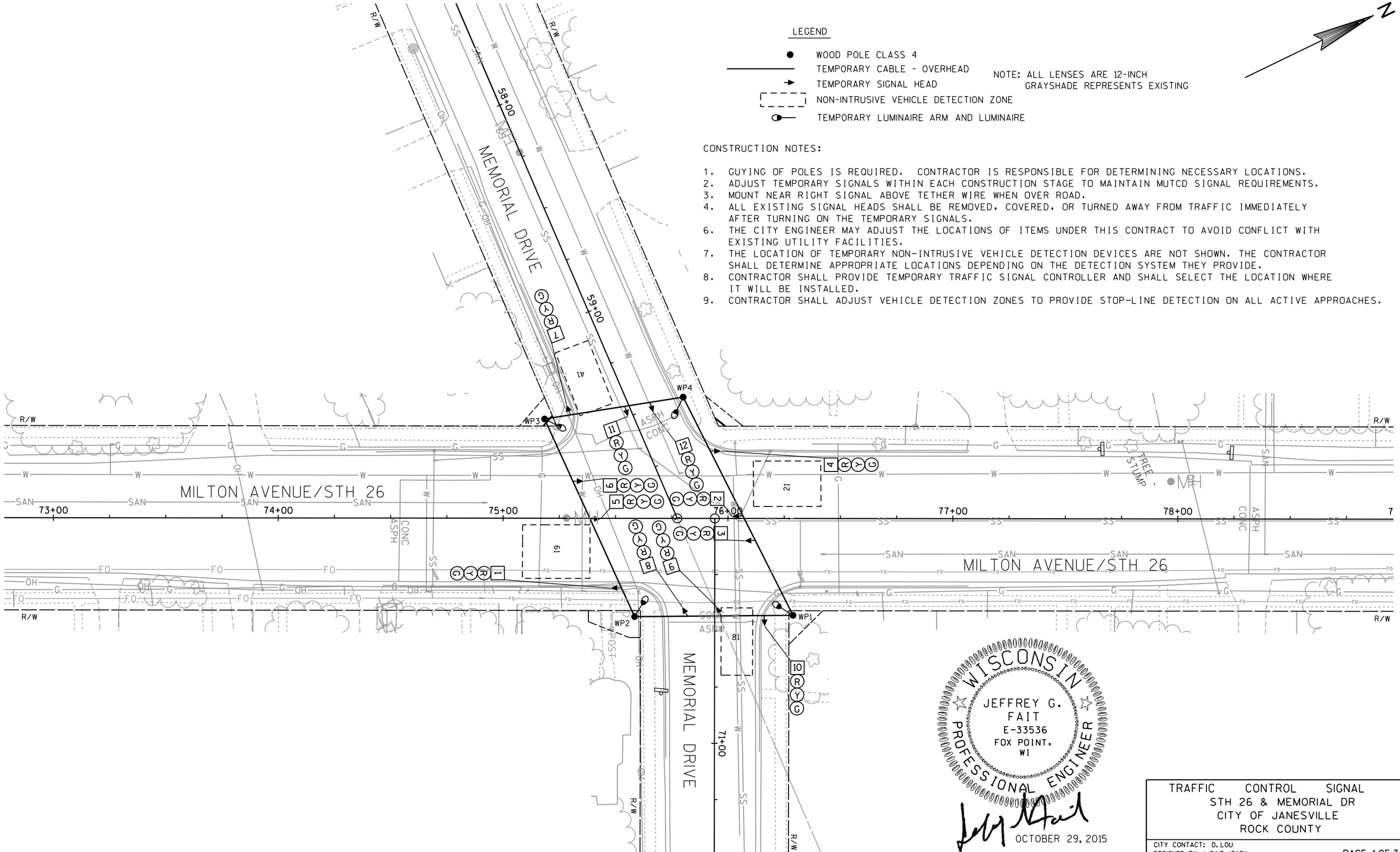


WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 29, 2015

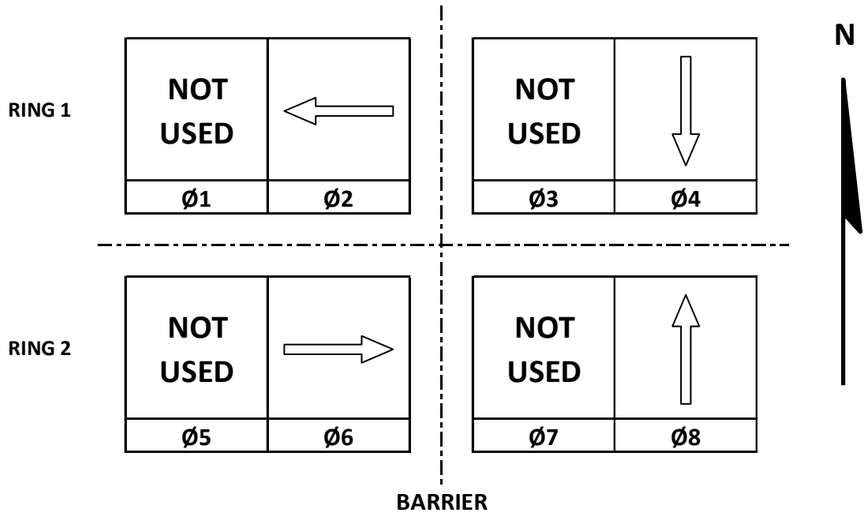
TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 74	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		R
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P		
Ø3P		
Ø4P		
Ø6P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8	---	X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

CONTRACTOR-FURNISHED NON-INTRUSIVE DETECTION

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	61															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	6															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

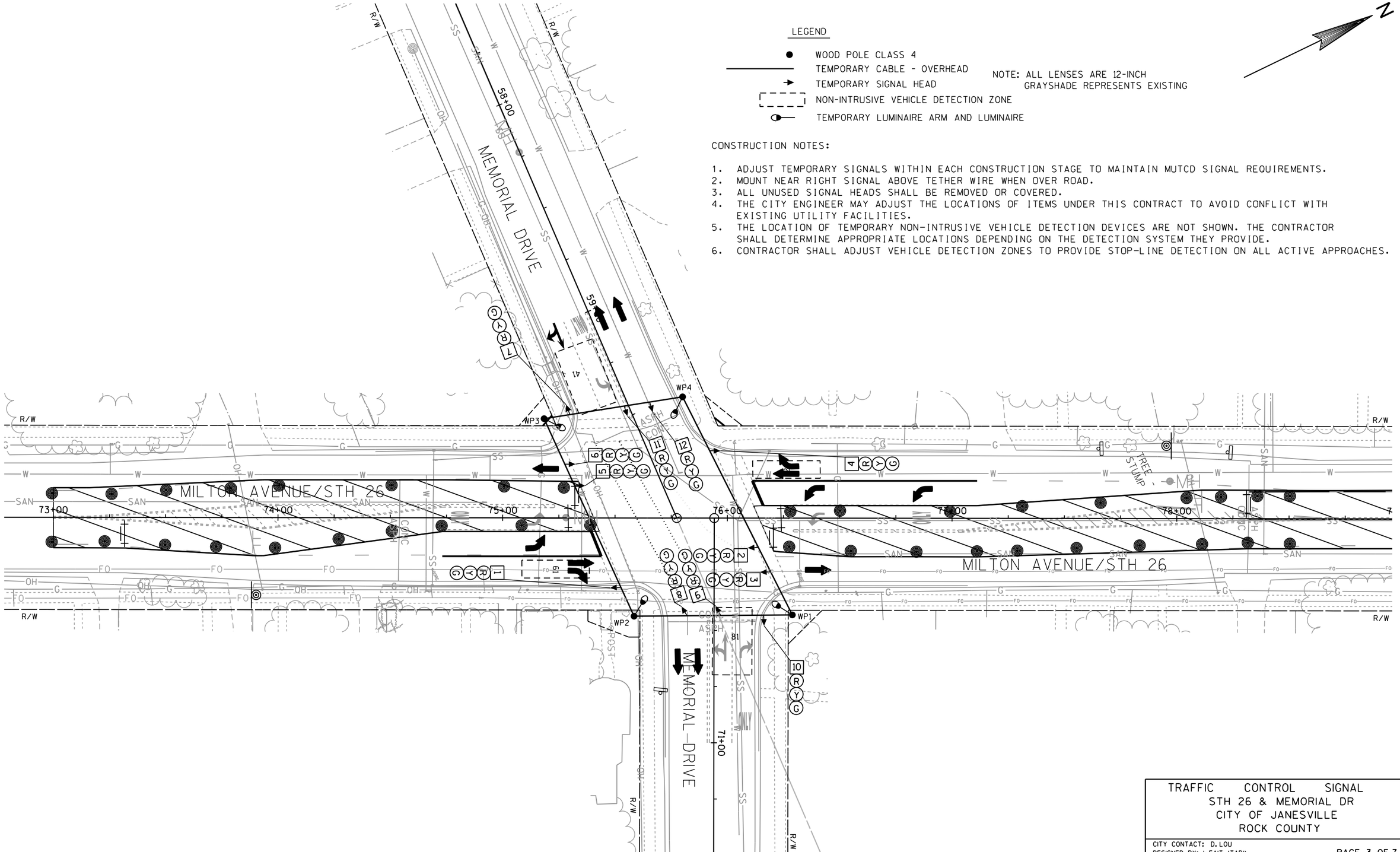
DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	41	81															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	4	8															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

GENERAL NOTES:

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

STH 26 (MILTON AVE) & MEMORIAL
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 10/15 PAGE NO. 2 OF 7



TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 76	E

2

LEGEND

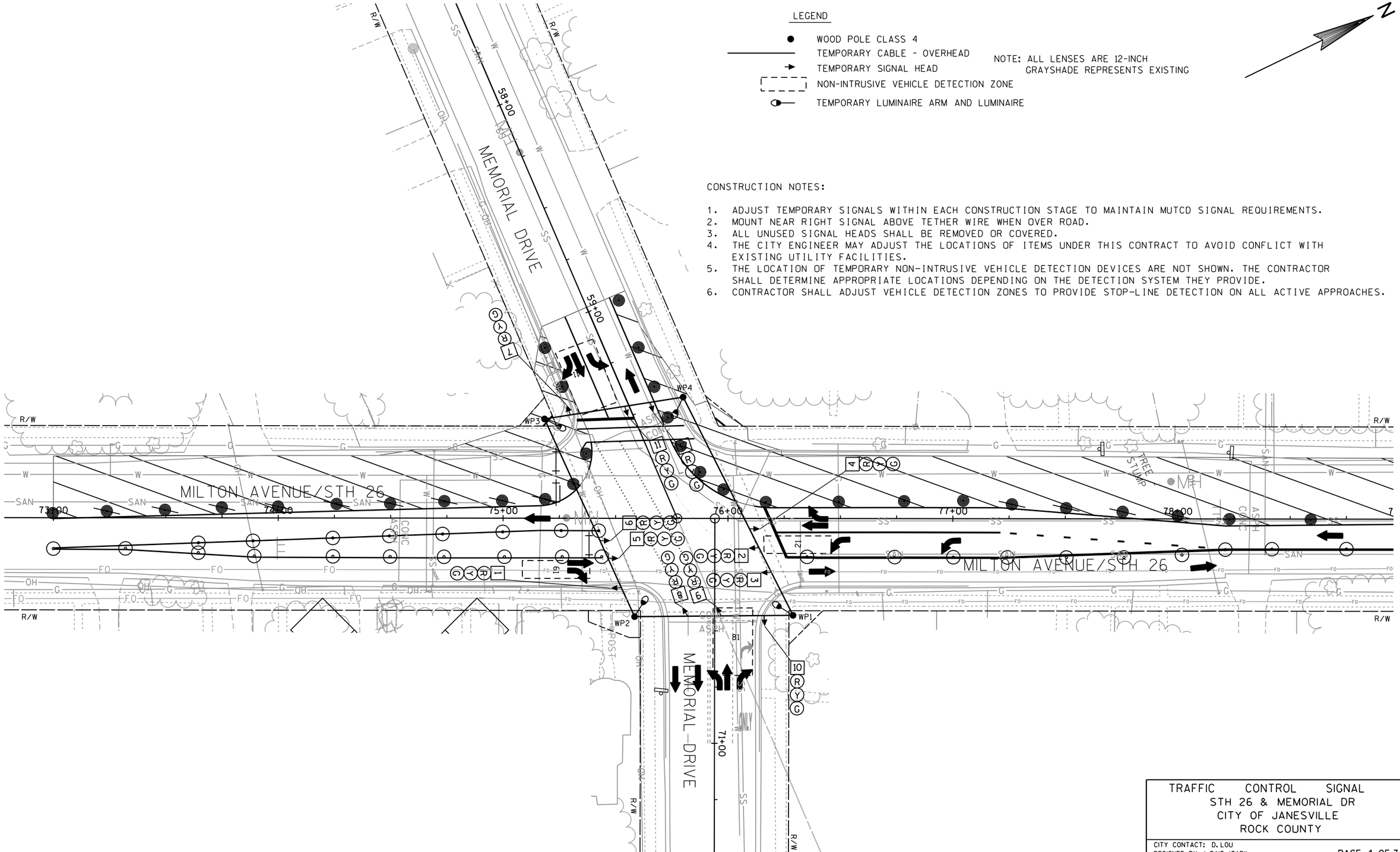
- WOOD POLE CLASS 4
- TEMPORARY CABLE - OVERHEAD
- TEMPORARY SIGNAL HEAD
- NON-INTRUSIVE VEHICLE DETECTION ZONE
- TEMPORARY LUMINAIRE ARM AND LUMINAIRE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

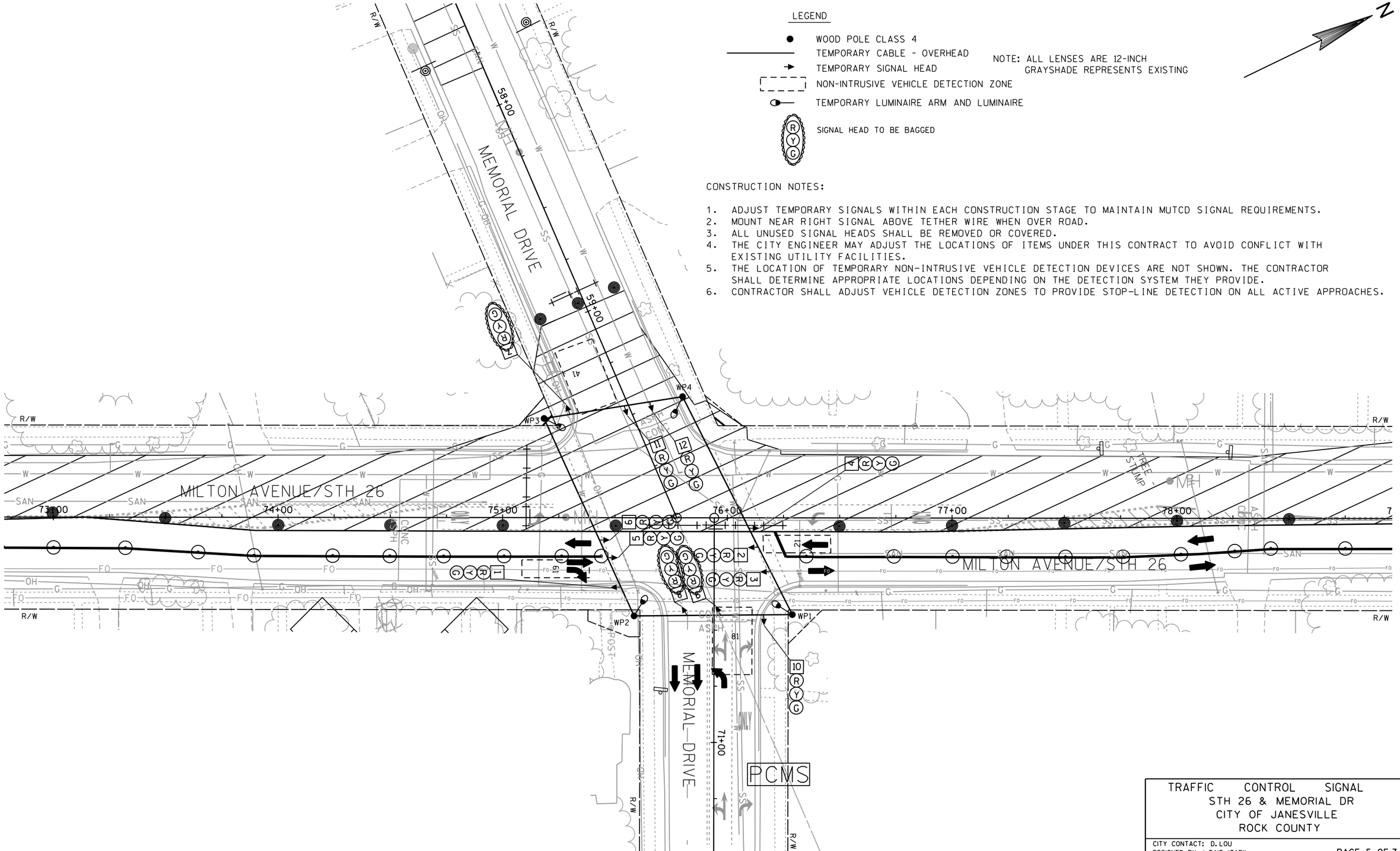


TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 77	E



CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
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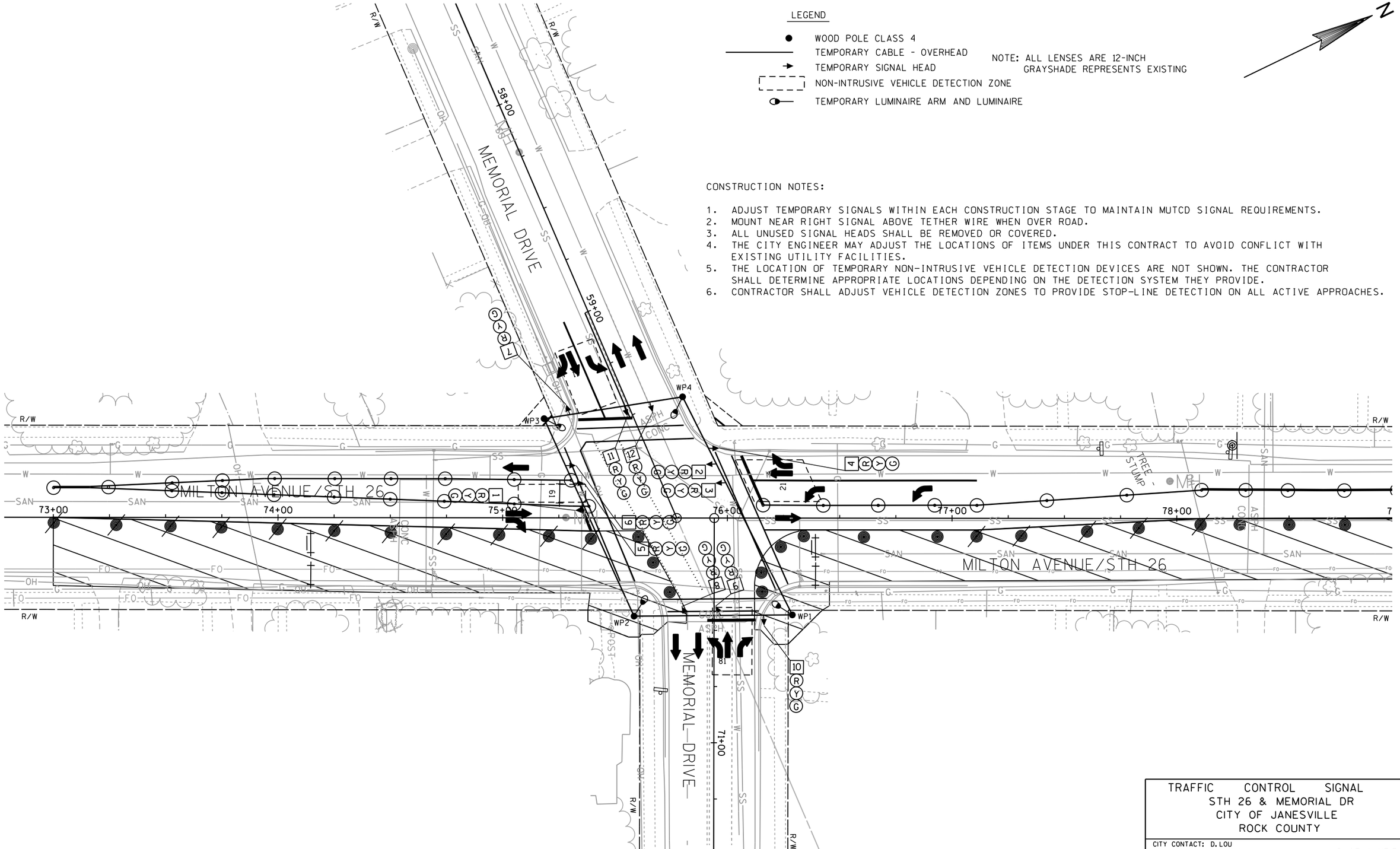
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 78	E



CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
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TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 6 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 79	E

2

LEGEND

- WOOD POLE CLASS 4
- TEMPORARY CABLE - OVERHEAD
- TEMPORARY SIGNAL HEAD
- NON-INTRUSIVE VEHICLE DETECTION ZONE
- TEMPORARY LUMINAIRE ARM AND LUMINAIRE
- SIGNAL HEAD TO BAGGED

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
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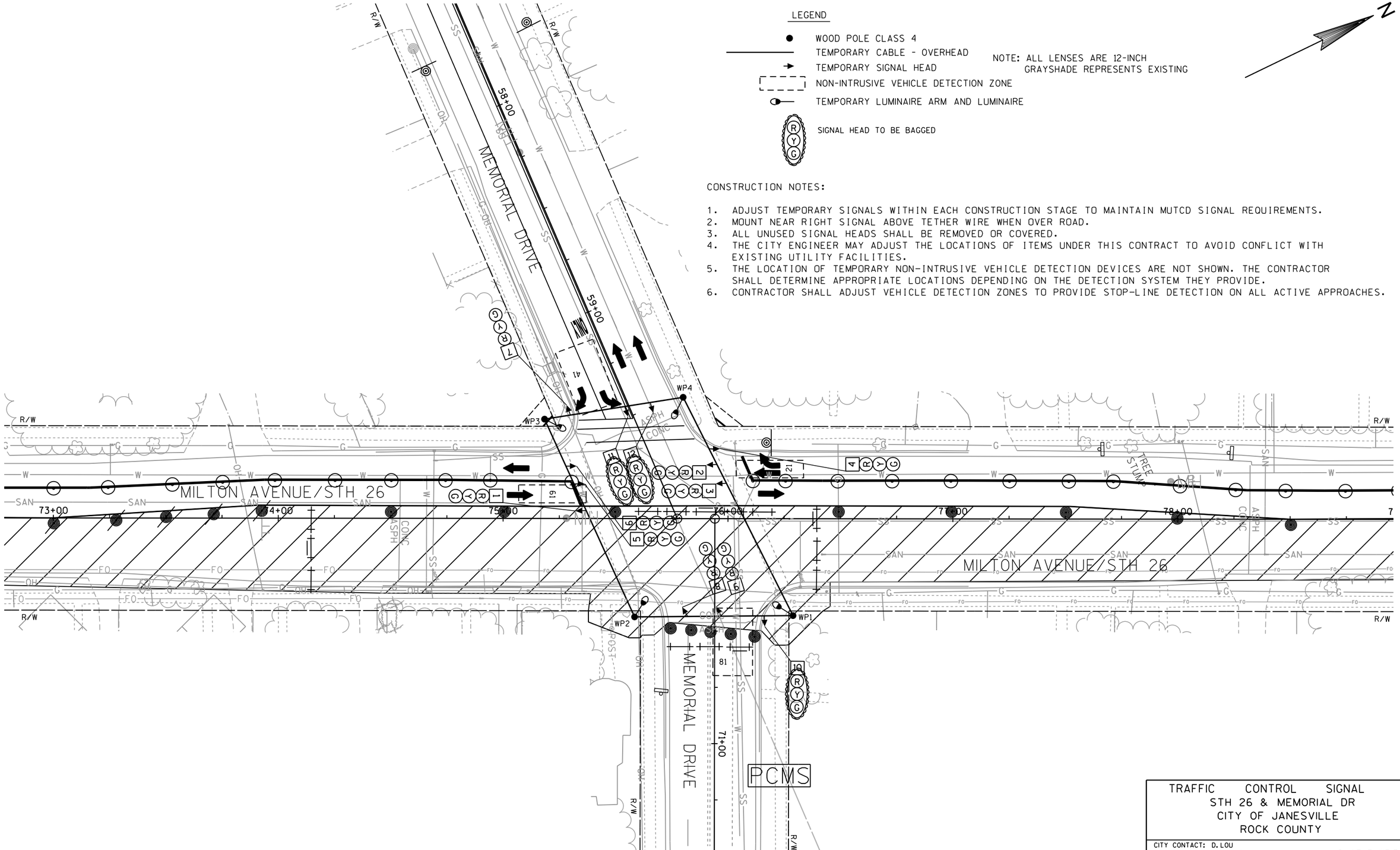


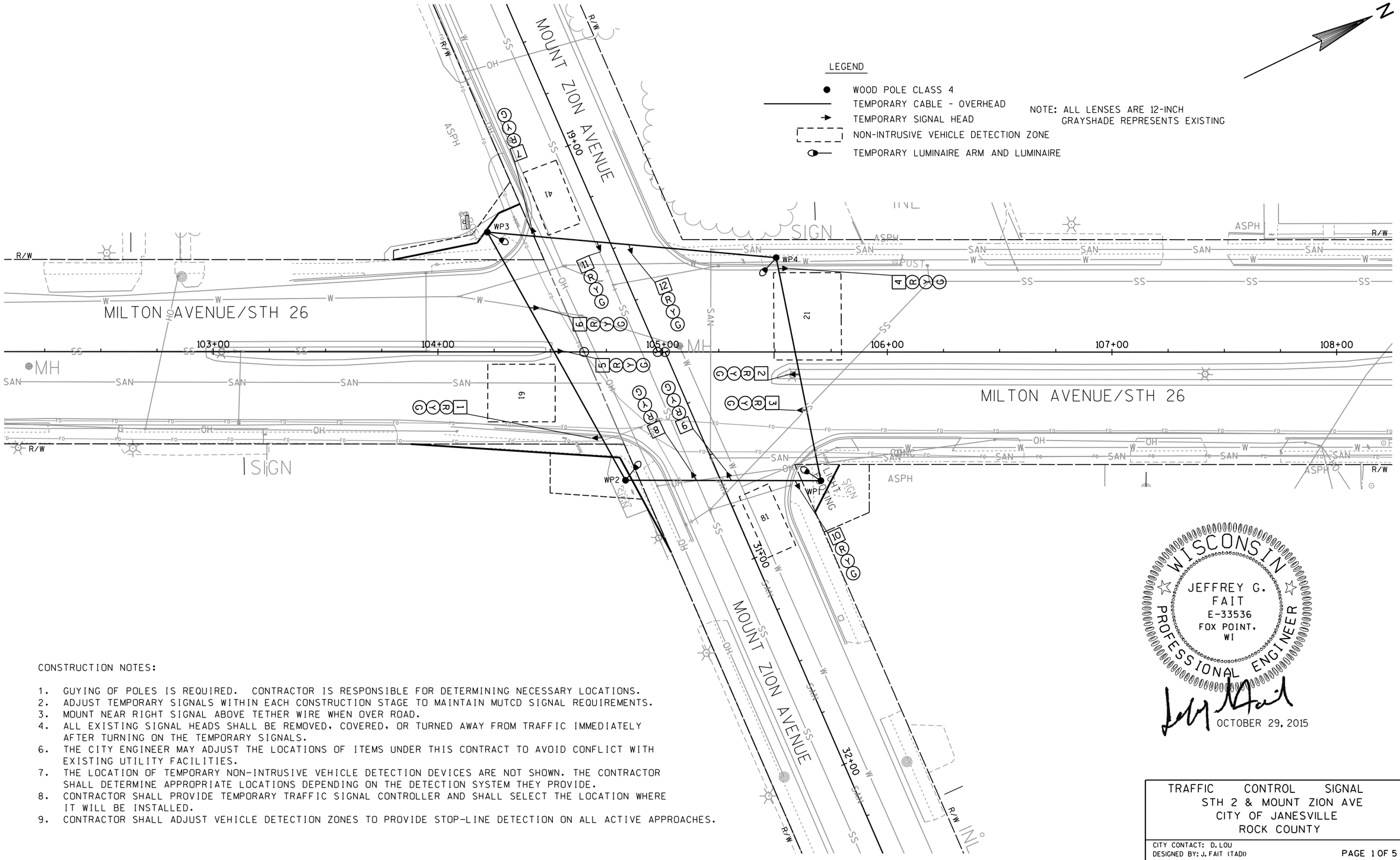
TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 7 OF 7

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 80	E

FILE NAME : Temporary Signals Stage 4B.dgn PLOT DATE : 10/29/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ' / in.



CONSTRUCTION NOTES:

1. GUYING OF POLES IS REQUIRED. CONTRACTOR IS RESPONSIBLE FOR DETERMINING NECESSARY LOCATIONS.
2. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON THE TEMPORARY SIGNALS.
6. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
7. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
8. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC SIGNAL CONTROLLER AND SHALL SELECT THE LOCATION WHERE IT WILL BE INSTALLED.
9. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 29, 2015

TRAFFIC CONTROL SIGNAL
STH 2 & MOUNT ZION AVE
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

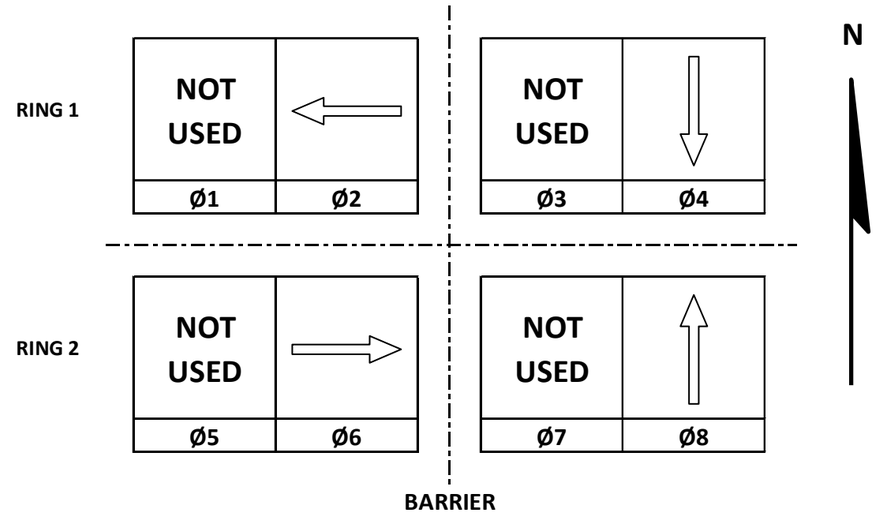
PAGE 1 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 81	E

FILE NAME : Temporary Signals Stage 1.dgn PLOT DATE : 10/29/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ' / in.

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		R
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P		
Ø3P		
Ø4P		
Ø6P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8	---	X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

CONTRACTOR-FURNISHED NON-INTRUSIVE DETECTION

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	61															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	6															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	41	81															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	4	8															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

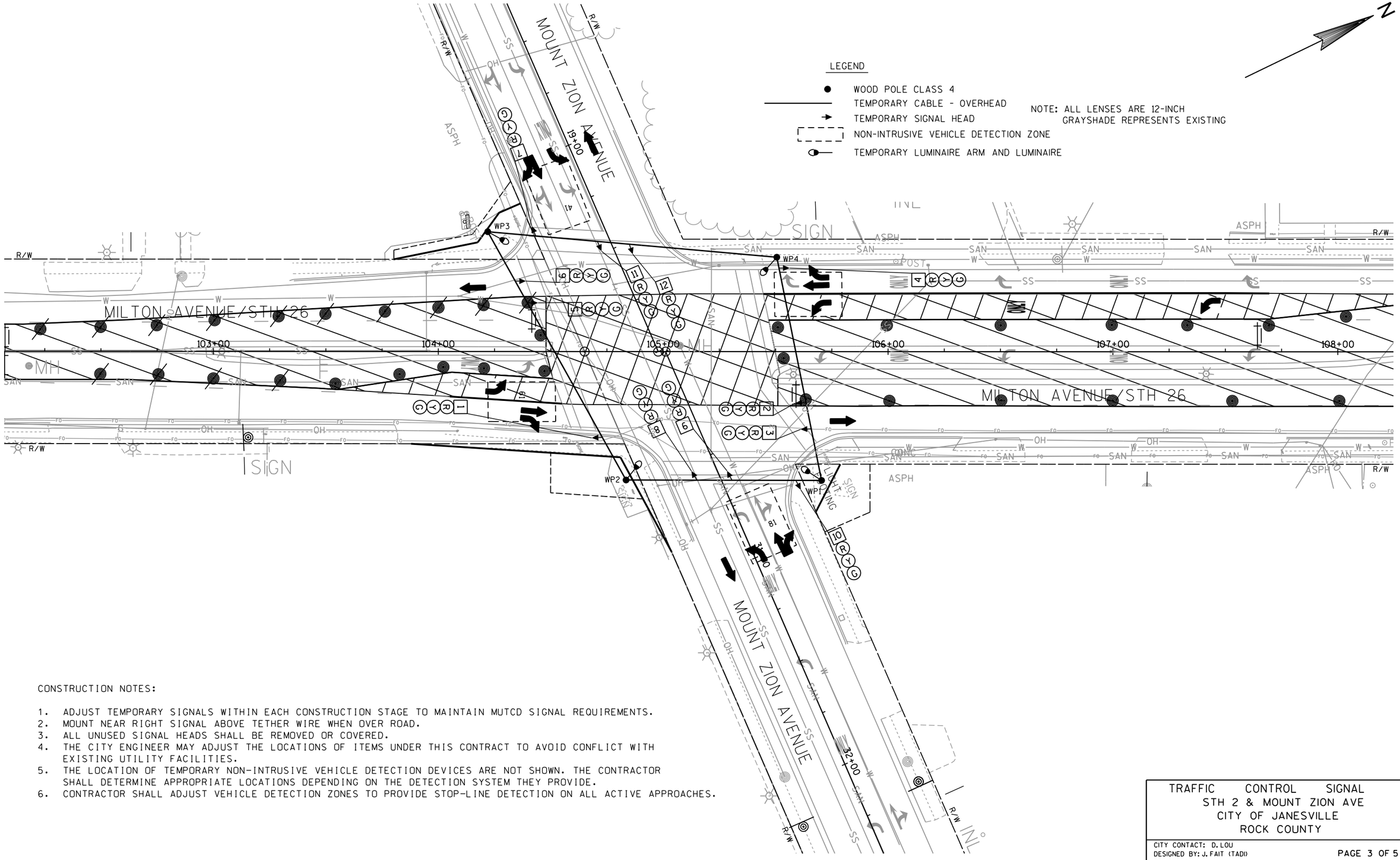
GENERAL NOTES:

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

STH 26 (MILTON AVE) & MOUNT ZION
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 10/15 PAGE NO. 2 OF 5

2



CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
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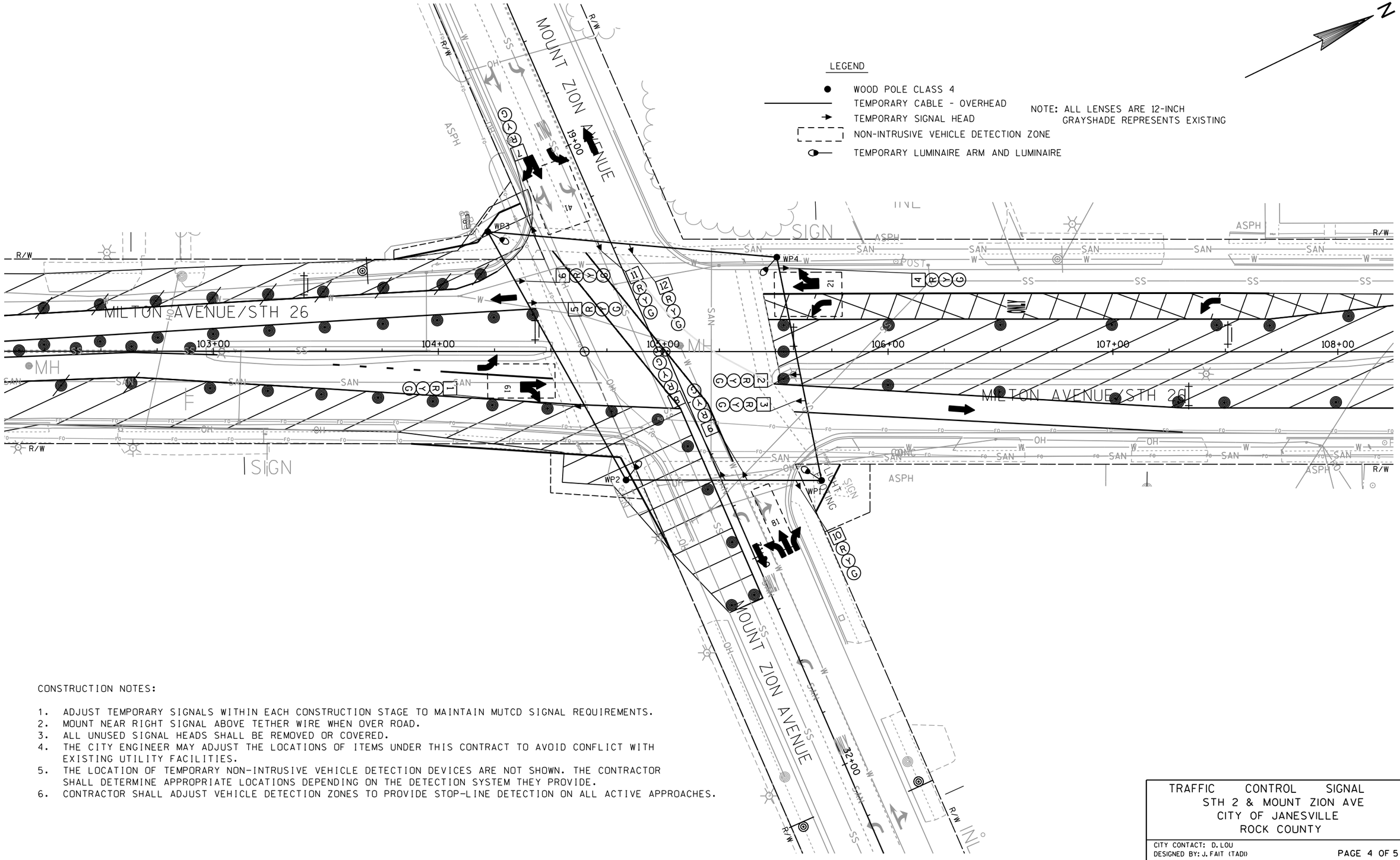
TRAFFIC CONTROL SIGNAL
STH 2 & MOUNT ZION AVE
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 3 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 83	E

2



CONSTRUCTION NOTES:

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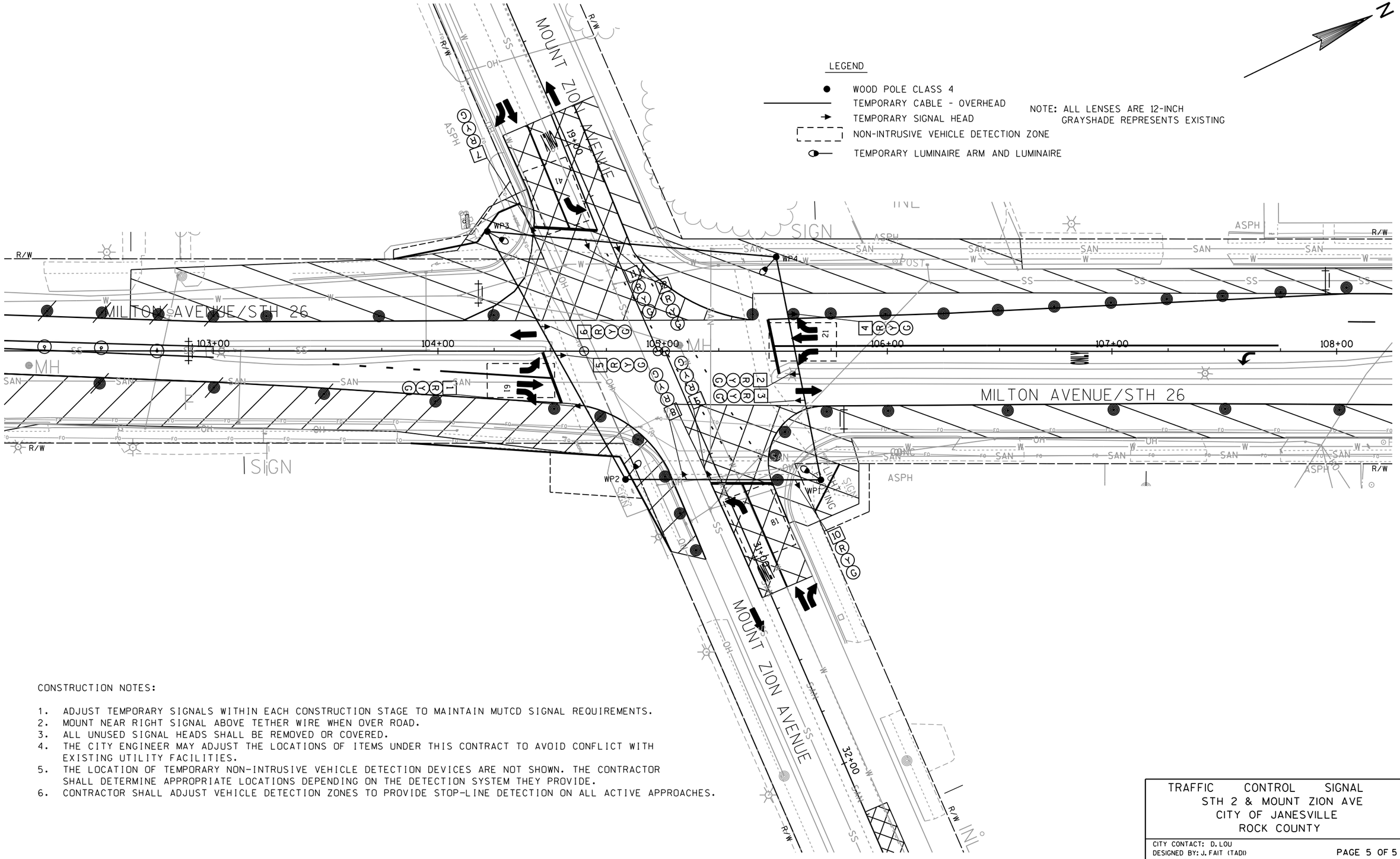
TRAFFIC CONTROL SIGNAL
STH 2 & MOUNT ZION AVE
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 4 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 84	E



CONSTRUCTION NOTES:

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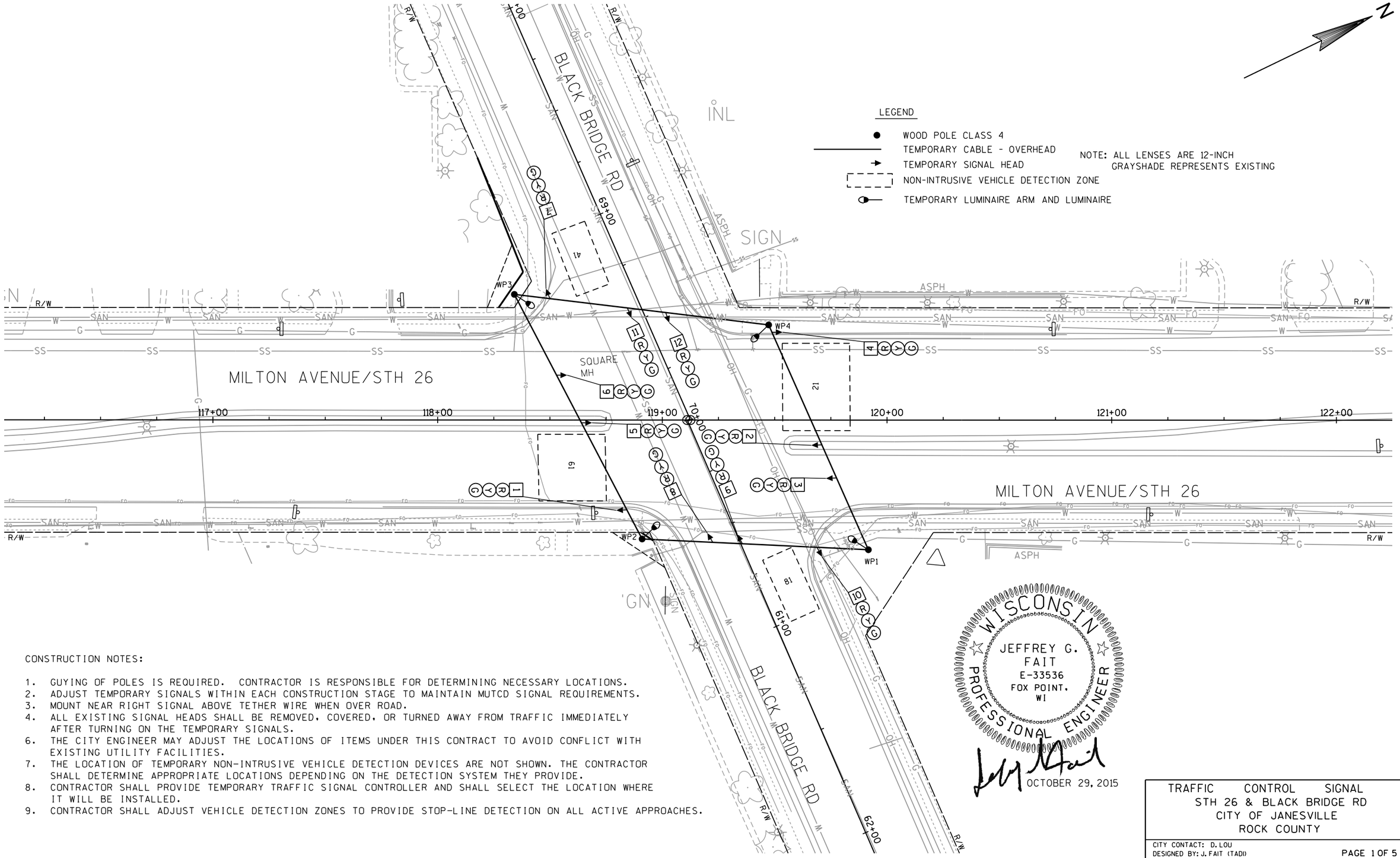
TRAFFIC CONTROL SIGNAL
STH 2 & MOUNT ZION AVE
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 5 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 85	E



CONSTRUCTION NOTES:

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WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 29, 2015

TRAFFIC CONTROL SIGNAL
STH 26 & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

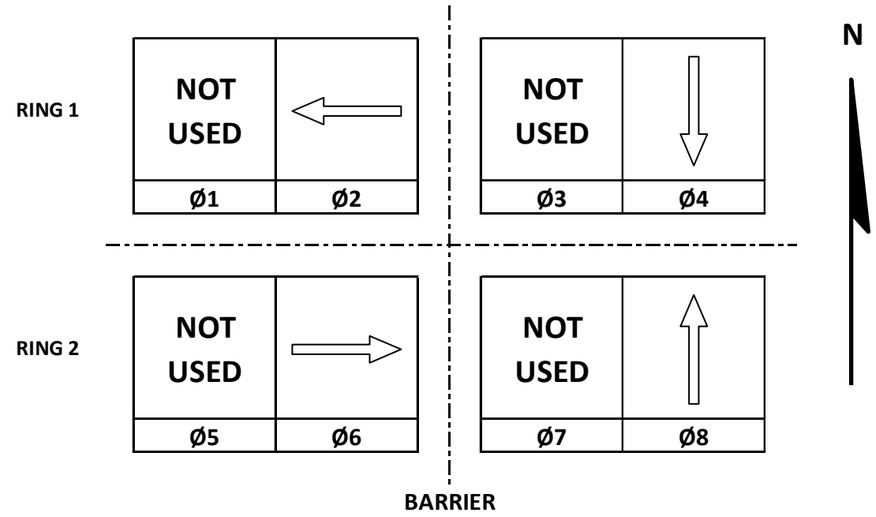
PAGE 1 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 86 E

FILE NAME : Temporary Signals Stage 1.dgn PLOT DATE : 10/29/2015 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ' / in.

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		R
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P		
Ø3P		
Ø4P		
Ø6P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8	---	X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

CONTRACTOR-FURNISHED NON-INTRUSIVE DETECTION

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	61															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	6															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

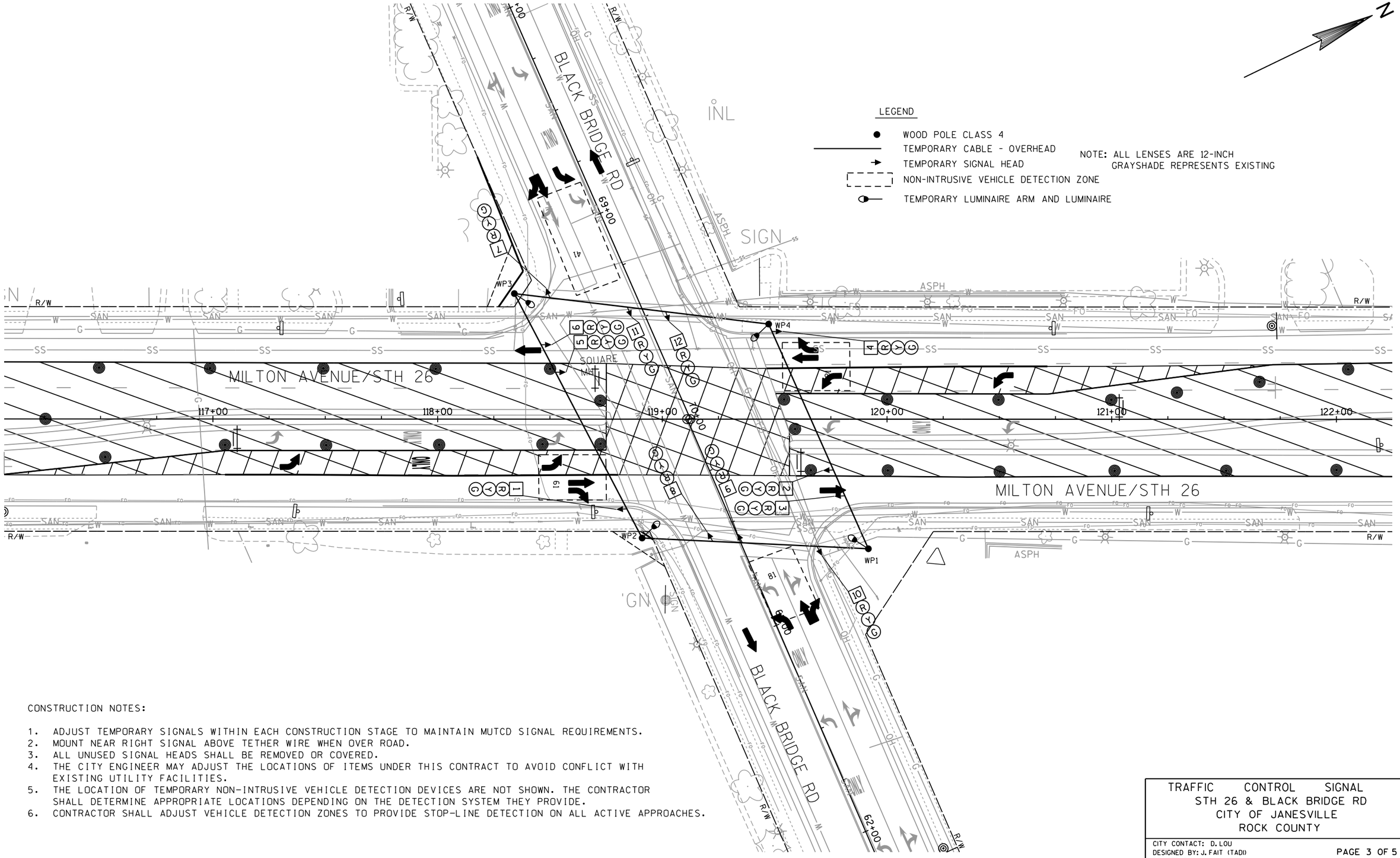
DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	41	81															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	4	8															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

GENERAL NOTES:

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

STH 26 (MILTON AVE) & BLACK BRIDGE
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 10/15 PAGE NO. 2 OF 5



CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

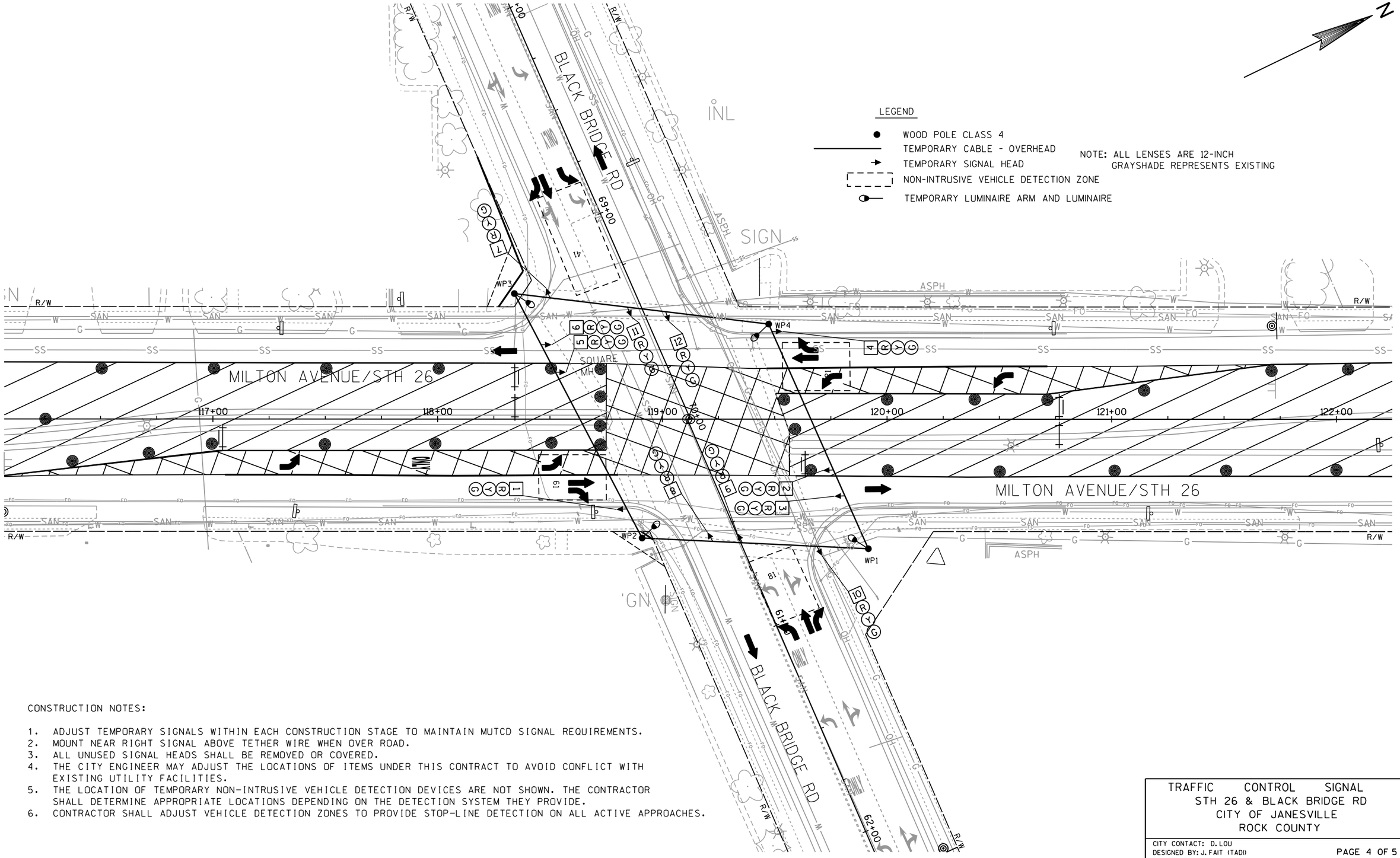
TRAFFIC CONTROL SIGNAL
STH 26 & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 3 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 88	E

2



CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

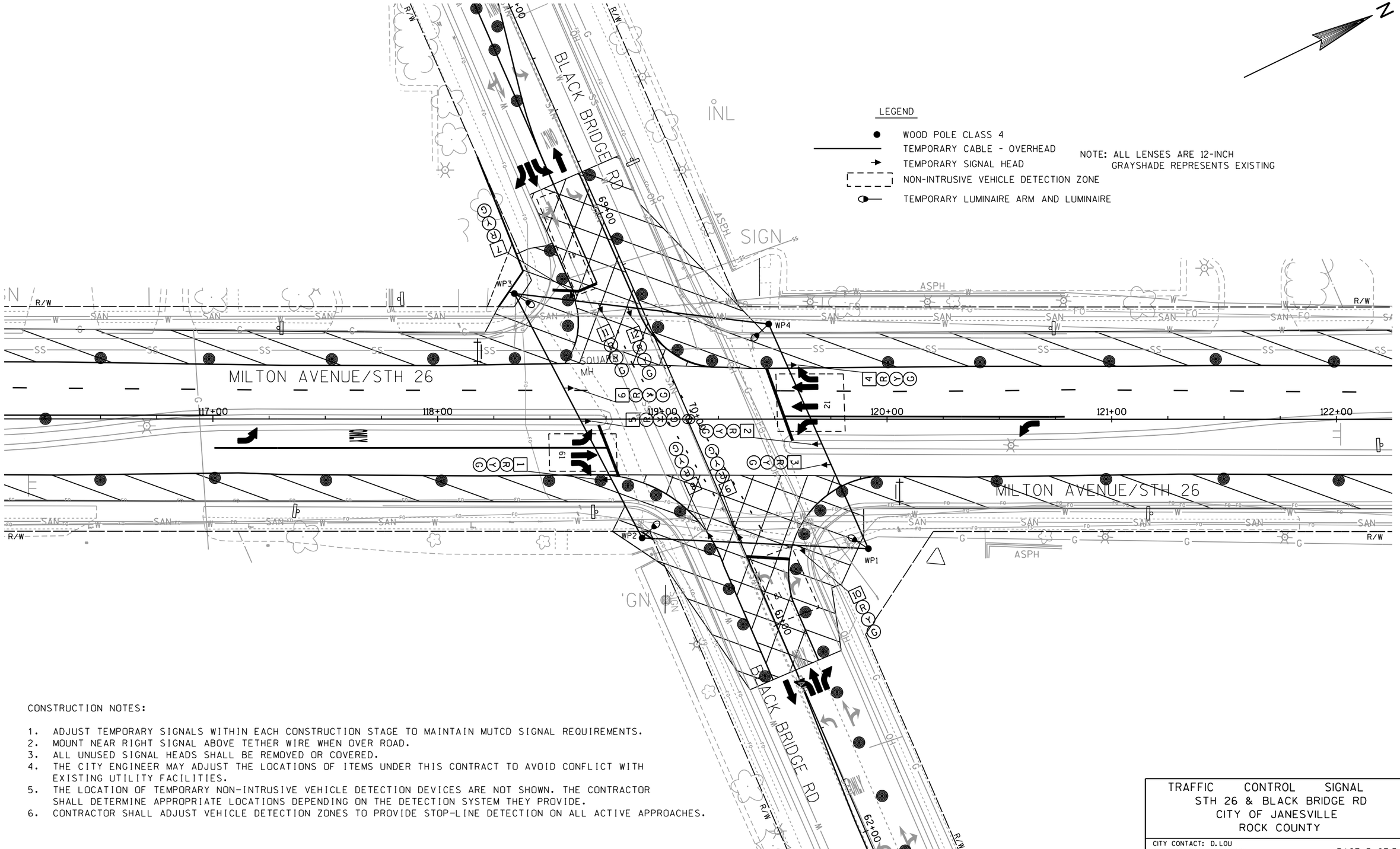
TRAFFIC CONTROL SIGNAL
STH 26 & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 89	E

FILE NAME : Temporary Signals Stage 3A.dgn
PLOT DATE : 10/29/2015
PLOT BY : JFAIT-TADI
PLOT NAME :
PLOT SCALE : 40.0000 ' / in.
WISDOT/CADDS SHEET 42

2



CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.

TRAFFIC CONTROL SIGNAL
STH 26 & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY

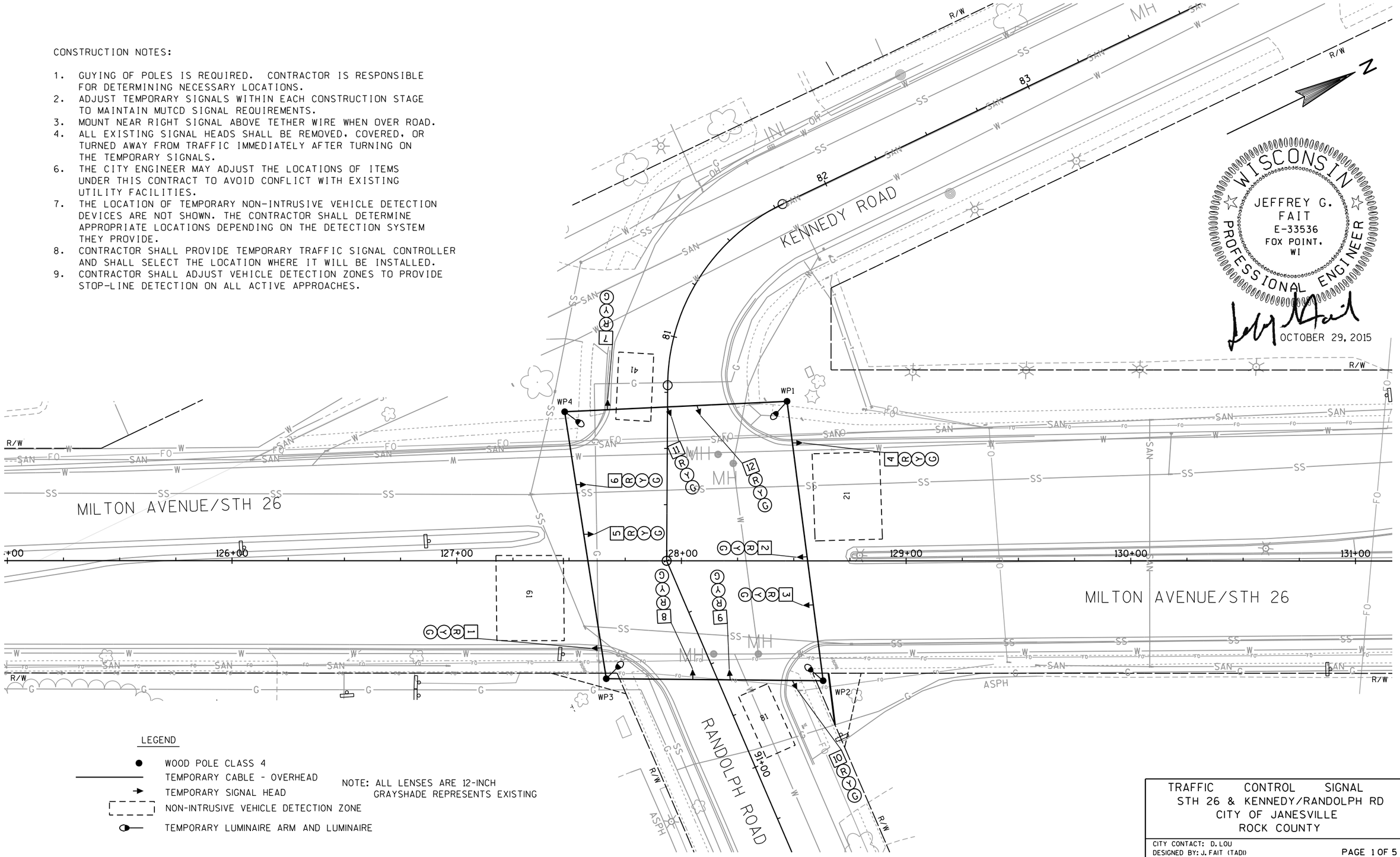
CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 5 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 90	E

CONSTRUCTION NOTES:

1. GUYING OF POLES IS REQUIRED. CONTRACTOR IS RESPONSIBLE FOR DETERMINING NECESSARY LOCATIONS.
2. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON THE TEMPORARY SIGNALS.
6. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
7. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
8. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC SIGNAL CONTROLLER AND SHALL SELECT THE LOCATION WHERE IT WILL BE INSTALLED.
9. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.



LEGEND

- WOOD POLE CLASS 4
- TEMPORARY CABLE - OVERHEAD
- TEMPORARY SIGNAL HEAD
- NON-INTRUSIVE VEHICLE DETECTION ZONE
- TEMPORARY LUMINAIRE ARM AND LUMINAIRE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER
OCTOBER 29, 2015

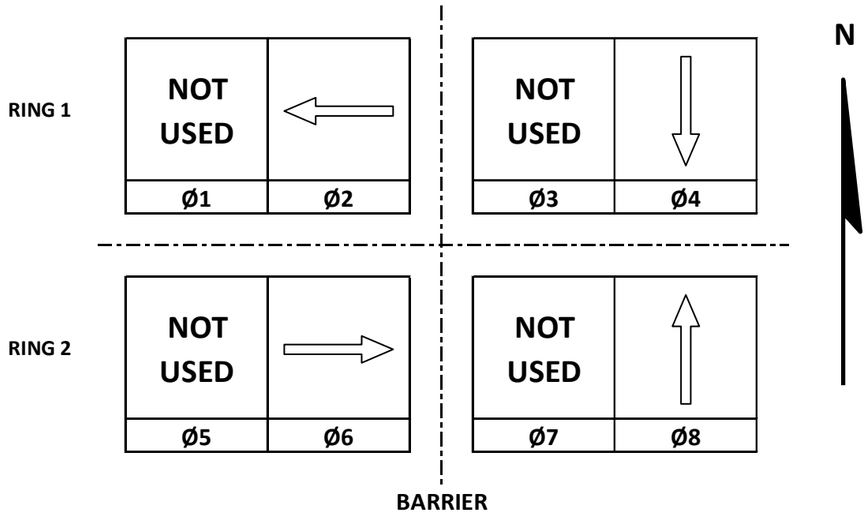
TRAFFIC CONTROL SIGNAL
STH 26 & KENNEDY/RANDOLPH RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 91	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		R
Ø4	7,8,9	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	10,11,12	R
Ø2P		
Ø3P		
Ø4P		
Ø6P		
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8	---	X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

CONTRACTOR-FURNISHED NON-INTRUSIVE DETECTION

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	61															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	6															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	41	81															PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	4	8															ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

GENERAL NOTES:

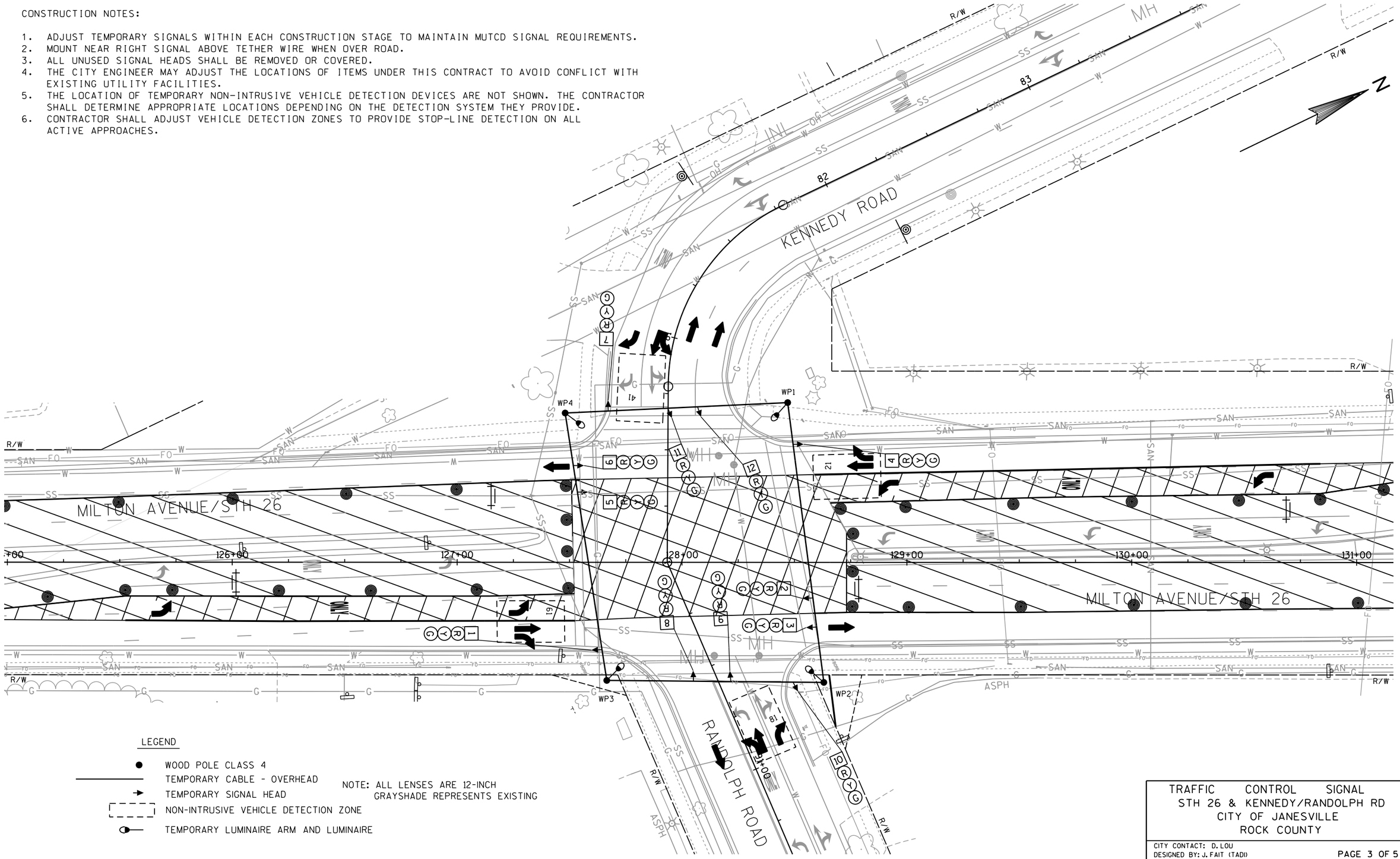
1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.

STH 26 (MILTON AVE) & KENNEDY/RANDOLPH
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 10/15 PAGE NO. 2 OF 5

CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.



LEGEND

- WOOD POLE CLASS 4
- TEMPORARY CABLE - OVERHEAD
- TEMPORARY SIGNAL HEAD
- NON-INTRUSIVE VEHICLE DETECTION ZONE
- TEMPORARY LUMINAIRE ARM AND LUMINAIRE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

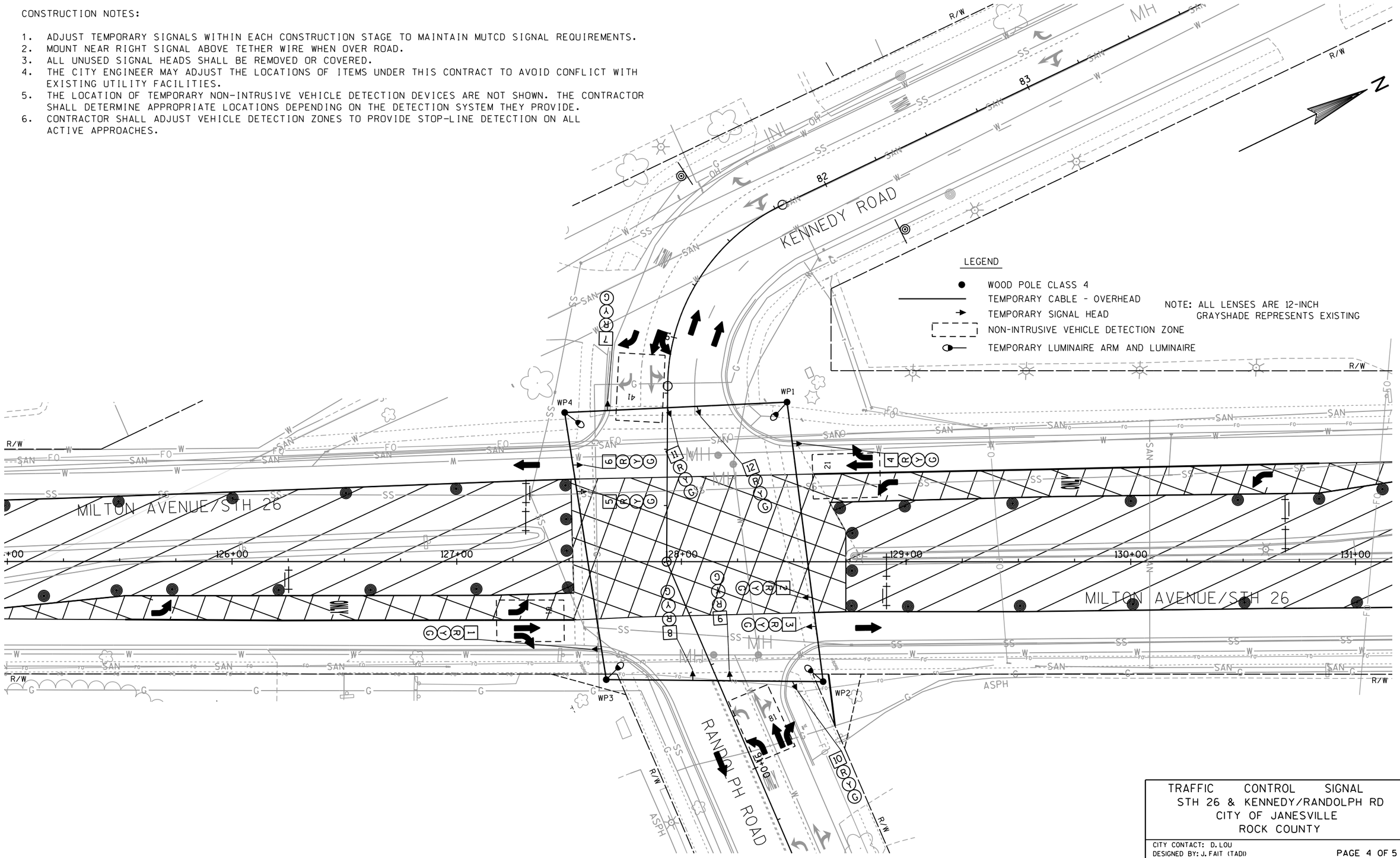
TRAFFIC CONTROL SIGNAL
STH 26 & KENNEDY/RANDOLPH RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 93 E

CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
6. CONTRACTOR SHALL ADJUST VEHICLE DETECTION ZONES TO PROVIDE STOP-LINE DETECTION ON ALL ACTIVE APPROACHES.



TRAFFIC CONTROL SIGNAL
STH 26 & KENNEDY/RANDOLPH RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 4 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 94	E

CONSTRUCTION NOTES:

1. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
2. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
3. ALL UNUSED SIGNAL HEADS SHALL BE REMOVED OR COVERED.
4. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. THE LOCATION OF TEMPORARY NON-INTRUSIVE VEHICLE DETECTION DEVICES ARE NOT SHOWN. THE CONTRACTOR SHALL DETERMINE APPROPRIATE LOCATIONS DEPENDING ON THE DETECTION SYSTEM THEY PROVIDE.
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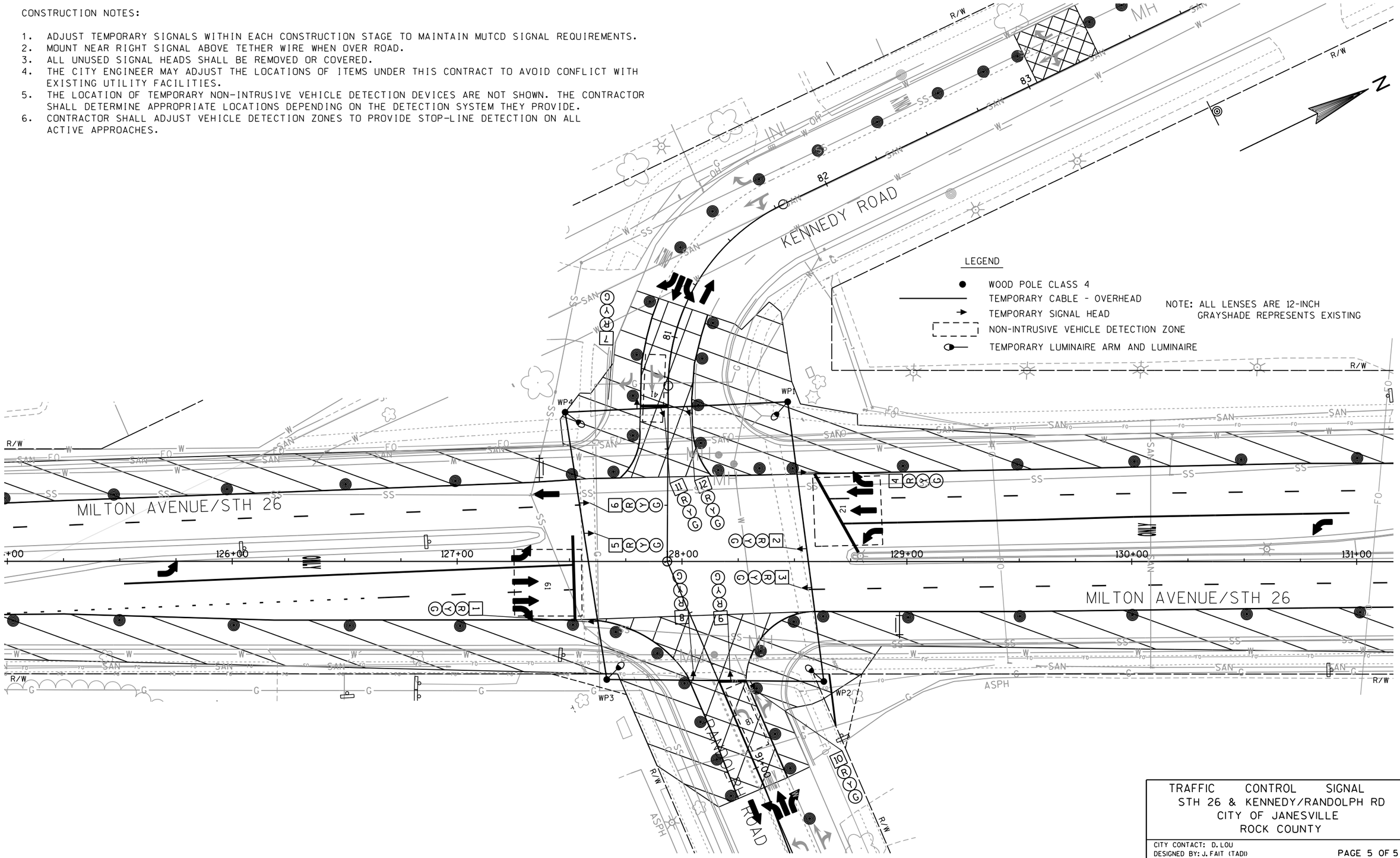
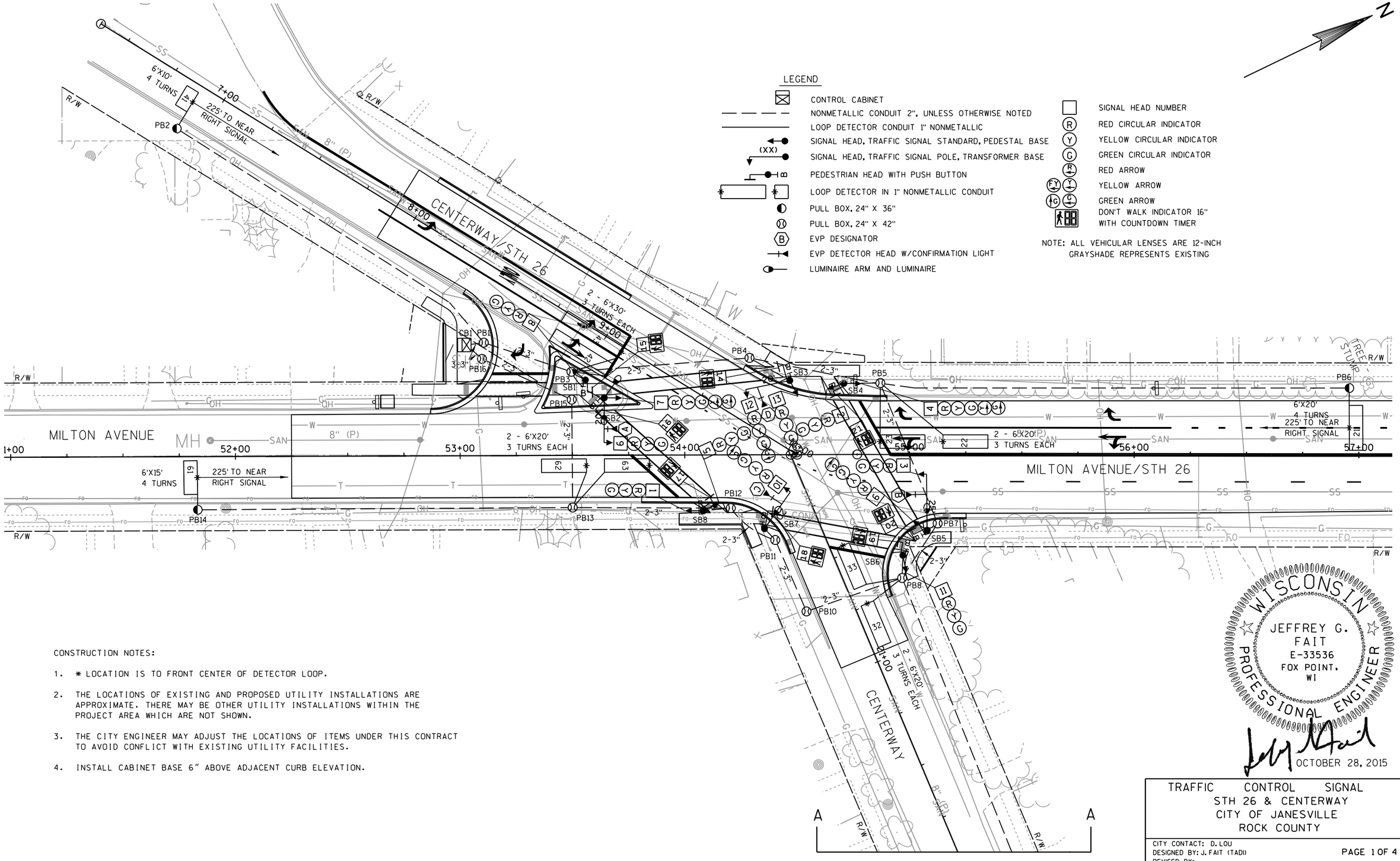


TRAFFIC CONTROL SIGNAL
STH 26 & KENNEDY/RANDOLPH RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 5 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 95	E



CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. INSTALL CABINET BASE 6" ABOVE ADJACENT CURB ELEVATION.

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 28, 2015

TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

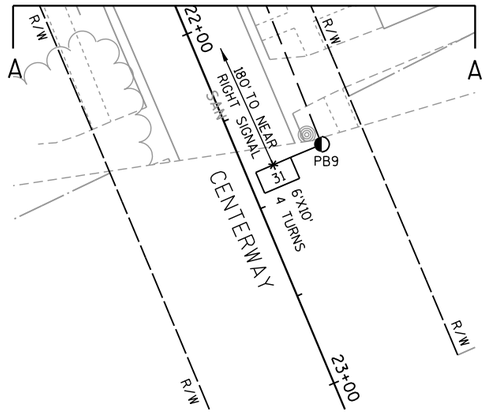
CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 96	E

2

N



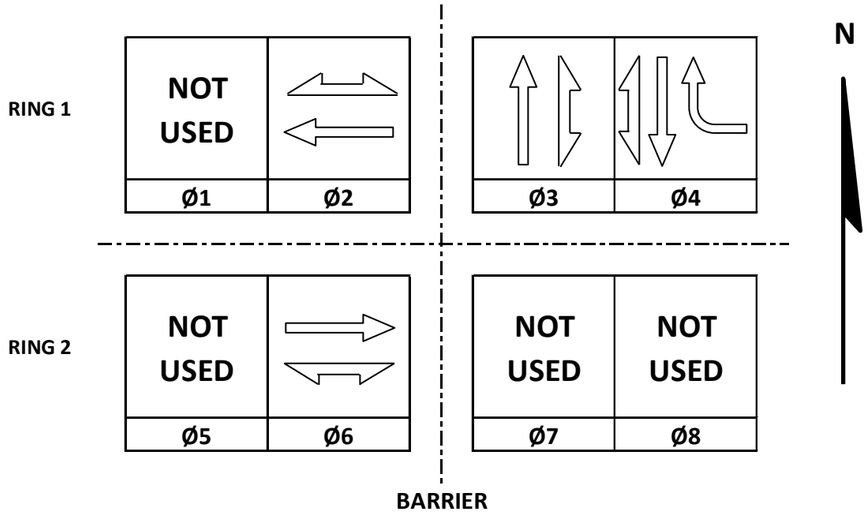
TRAFFIC CONTROL SIGNAL
STH 26 & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 97	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6,7	R
Ø3	11,12,13	R
Ø4	8,9,10	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8		
Ø2P	14,15	
Ø3P	20,21	
Ø4P	16,17	
Ø6P	18,19	
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				X
4				X
5				
6	X	2	MIN	X
7				
8				

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓	↑
PHASE	2	6	4	3

AFTER PREEMPTION SEQUENCE 2 OR 6, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 3 OR 4, CONTROLLER SHALL RETURN TO PHASE 4.

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	1	X			2	2				6X20	4
22	2	X			2	2				6X20	3
23	2	X			2	2				6X20	3
31	3			X		3			X	6X10	4
32	4	X			3	3				6X20	3
33	4	X			3	3				6X20	3
41	5			X		4			X	6X10	4
42	6	X			4	4				6X20	3
43	6	X			4	4				6X20	3
61	7	X			6	6				6X15	4
62	8	X			6	6				6X20	3
63	8	X			6	6				6X20	3

OVERLAPS

O.L. "A" =	N/A
O.L. "B" =	N/A
O.L. "C" =	N/A
O.L. "D" =	N/A

SPECIAL OVERLAPS

	PROTECTIVE	PERMISSIVE
O.L. "A" =	-	-
O.L. "B" =	-	-
O.L. "C" =	-	-
O.L. "D" =	-	-

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.

STH 26 (MILTON AVE) & CENTERWAY
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 10/15 PAGE NO. 3 OF 4

PROJECT ID:	5360-01-71
INTERSECTION:	STH 26 & CENTERWAY

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

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB1		12	8	RED	ORG	GRN								
			15								BLK	BLU		
			BUTTON										WHT/BLK	
SB2		12	6	RED	ORG	GRN								
			7	RED/BLK	ORG/BLK	GRN/BLK		BLK/WHT		BLU/BLK				
			16								BLK	BLU		
			BUTTON										WHT/BLK	
SB3		12	12	RED	ORG	GRN				BLK/WHT				
			13	RED	ORG	GRN				BLK/WHT				
			14								BLK	BLU		
			BUTTON										WHT/BLK	
SB4		12	2	RED	ORG	GRN								
			4	RED/BLK	ORG/BLK	GRN/BLK		BLK/WHT		BLU/BLK				
			21								BLK	BLU		
			BUTTON										WHT/BLK	
SB5		12	3	RED	ORG	GRN								
			9	RED/BLK	ORG/BLK	GRN/BLK				BLK/WHT				
			20								BLK	BLU		
			BUTTON										WHT/BLK	
SB6		12	11	RED	ORG	GRN								
			19								BLK	BLU		
			BUTTON										WHT/BLK	
SB7		12	10	RED	ORG	GRN				BLK/WHT				
			18								BLK	BLU		
			BUTTON										WHT/BLK	
SB8		12	1	RED	ORG	GRN								
			5	RED/BLK	ORG/BLK	GRN/BLK								
			17								BLK	BLU		
			BUTTON										WHT/BLK	

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

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB2	PB3
SB3	PB4
SB4	PB5
SB5	PB7
SB6	PB8
SB7	PB10
SB7	PB11
SB8	PB12
SB8	PB13
CB1	PB15
CB1	PB16

EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB2 (A)
CB1	SB5 (B)
CB1	SB7 (C)
CB1	SB3 (D)

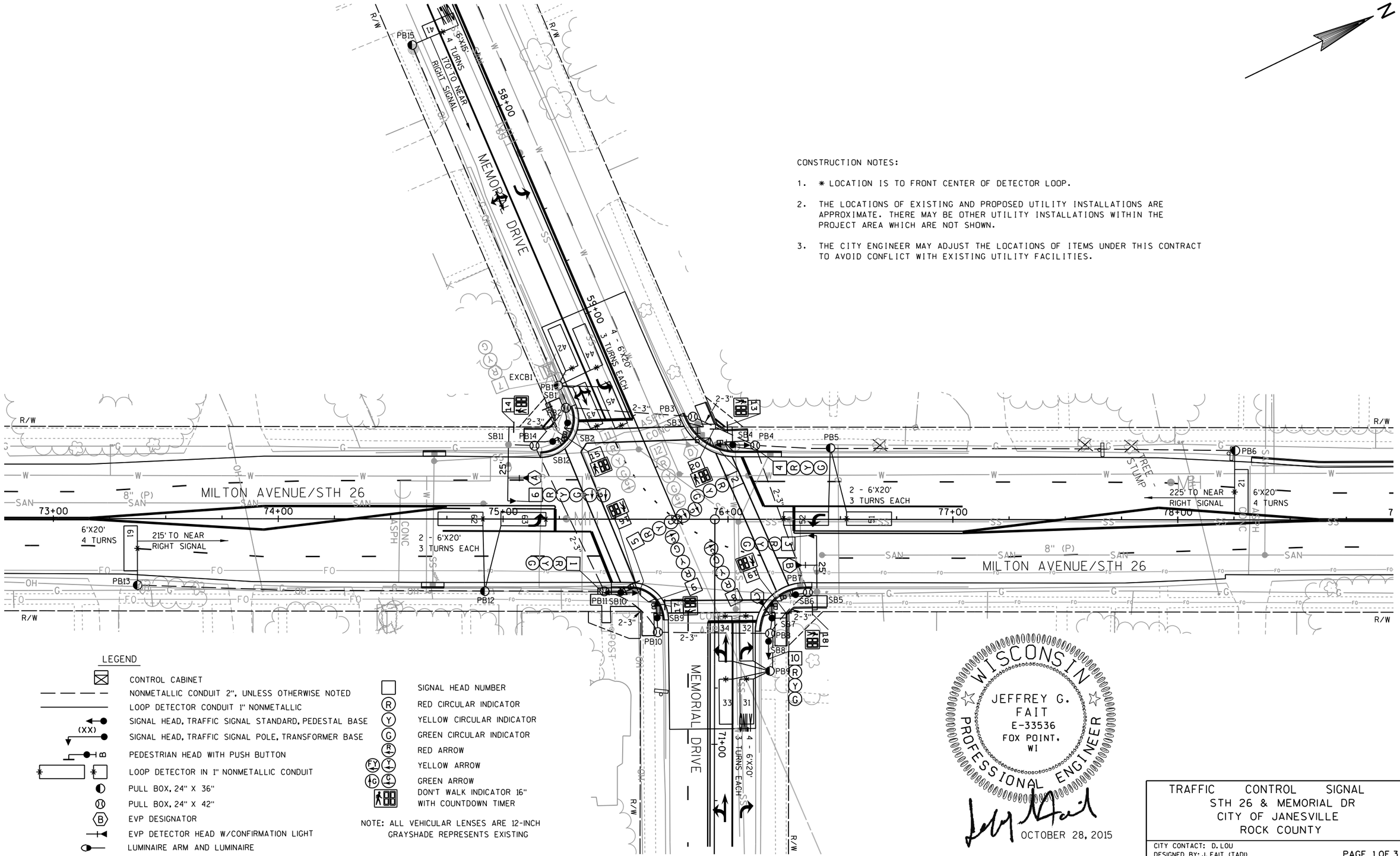
LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB2
CB1	SB7
SB7	SB5

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

2

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.



LEGEND

	CONTROL CABINET
	NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
	LOOP DETECTOR CONDUIT 1" NONMETALLIC
	SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
(XX)	SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
B	PEDESTRIAN HEAD WITH PUSH BUTTON
	LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
	PULL BOX, 24" X 36"
	PULL BOX, 24" X 42"
B	EVP DESIGNATOR
	EVP DETECTOR HEAD W/CONFIRMATION LIGHT
	LUMINAIRE ARM AND LUMINAIRE
	SIGNAL HEAD NUMBER
R	RED CIRCULAR INDICATOR
Y	YELLOW CIRCULAR INDICATOR
G	GREEN CIRCULAR INDICATOR
R	RED ARROW
FY	YELLOW ARROW
FG	GREEN ARROW
	DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER

NOTE: ALL VEHICULAR LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 28, 2015

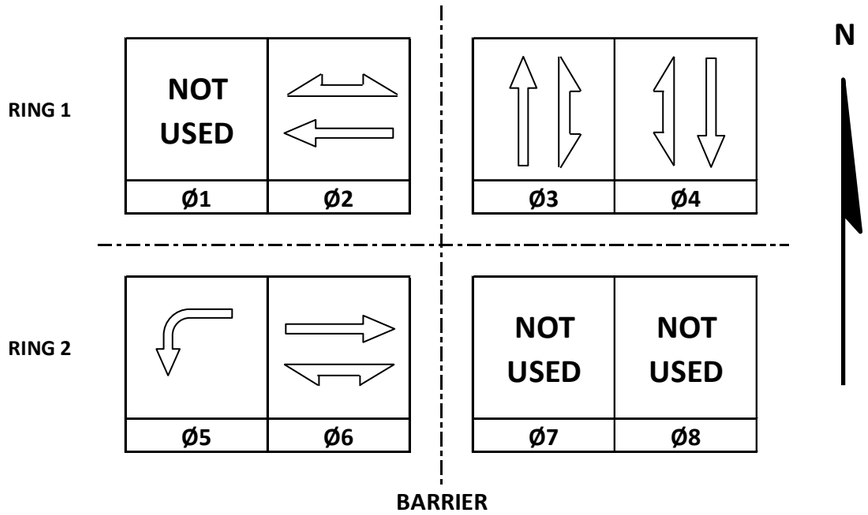
TRAFFIC CONTROL SIGNAL
STH 26 & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 100 E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3	10,11,12	-
Ø4	7,8,9	R
Ø5	5,6	-
Ø6	1,2,3	R
Ø7		
Ø8		
Ø2P	13,14	
Ø3P	19,20	
Ø4P	15,16	
Ø6P	17,18	
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				X
4				X
5		2		X
6	X	2	MIN	X
7				
8				

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	←	↓	↑
PHASE	2+5	6+2	4	3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 3 OR 4, CONTROLLER SHALL RETURN TO PHASES 4.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	1	X			2	2				6X20	4
31	2	X			3	3				6X20	3
32	2	X			3	3				6X20	3
33	3	X			3	3				6X20	3
34	3	X			3	3				6X20	3
41	4			X		4			X	6X15	4
42	5	X			4	4				6X20	3
43	5	X			4	4				6X20	3
44	6	X			4	4				6X20	3
45	6	X			4	4				6X20	3
51	7	X			5	5				6X20	3
52	7	X			5	5				6X20	3
61	8	X			6	6				6X20	4
62	9	X			6	6				6X20	3
63	9	X			6	6				6X20	3

OVERLAPS

O.L. "A" =	N/A
O.L. "B" =	N/A
O.L. "C" =	N/A
O.L. "D" =	N/A

SPECIAL OVERLAPS

	PROTECTIVE	PERMISSIVE
O.L. "A" =	-	-
O.L. "B" =	-	-
O.L. "C" =	-	-
O.L. "D" =	-	-

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

STH 26 (MILTON AVE) & MEMORIAL DR
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 10/15 PAGE NO. 2 OF 3

FILE NAME EPAQ SEQ.pptm PLOT DATE OCTOBER 28, 2015 PLOT BY : TADI PLOT NAME : EPAC SEQ.pdf PLOT SCALE : 1:1

PROJECT ID:	5360-01-71
INTERSECTION:	STH 26 & MEMORIAL DRIVE

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

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB1		12	7	RED	ORG	GRN								
			11	RED/BLK	ORG/BLK	GRN/BLK				BLK/WHT				
			15								BLK	BLU		
SB2		4	BUTTON										BLK	
SB3		12	12	RED	ORG	GRN				BLK/WHT				
			20								BLK	BLU		
			BUTTON										WHT/BLK	
SB4		12	2	RED	ORG	GRN								
			4	RED/BLK	ORG/BLK	GRN/BLK								
			13								BLK	BLU		
			BUTTON										WHT/BLK	
SB5		12	3	RED	ORG	GRN								
			18								BLK	BLU		
SB6		4	BUTTON										BLK	
SB7		12	8	RED	ORG	GRN				BLK/WHT				
			19								BLK	BLU		
			BUTTON										WHT/BLK	
SB8		7	10	RED	ORG	GRN								
SB9		12	9	RED	ORG	GRN				BLK/WHT				
			17								BLK	BLU		
			BUTTON										WHT/BLK	
SB10		12	1	RED	ORG	GRN								
			5	RED/BLK	ORG/BLK	GRN/BLK		BLU/BLK		BLK/WHT				
			16								BLK	BLU		
			BUTTON										WHT/BLK	
SB11		12	6	RED	ORG	GRN		BLU/BLK		BLK/WHT				
			14								BLK	BLU		
SB12		4	BUTTON										BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
CB1	PB2
SB3	PB3
SB4	PB4
SB6	PB7
SB8	PB8
SB9	PB10
SB10	PB11
SB11	PB14

LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB5
CB1	SB11

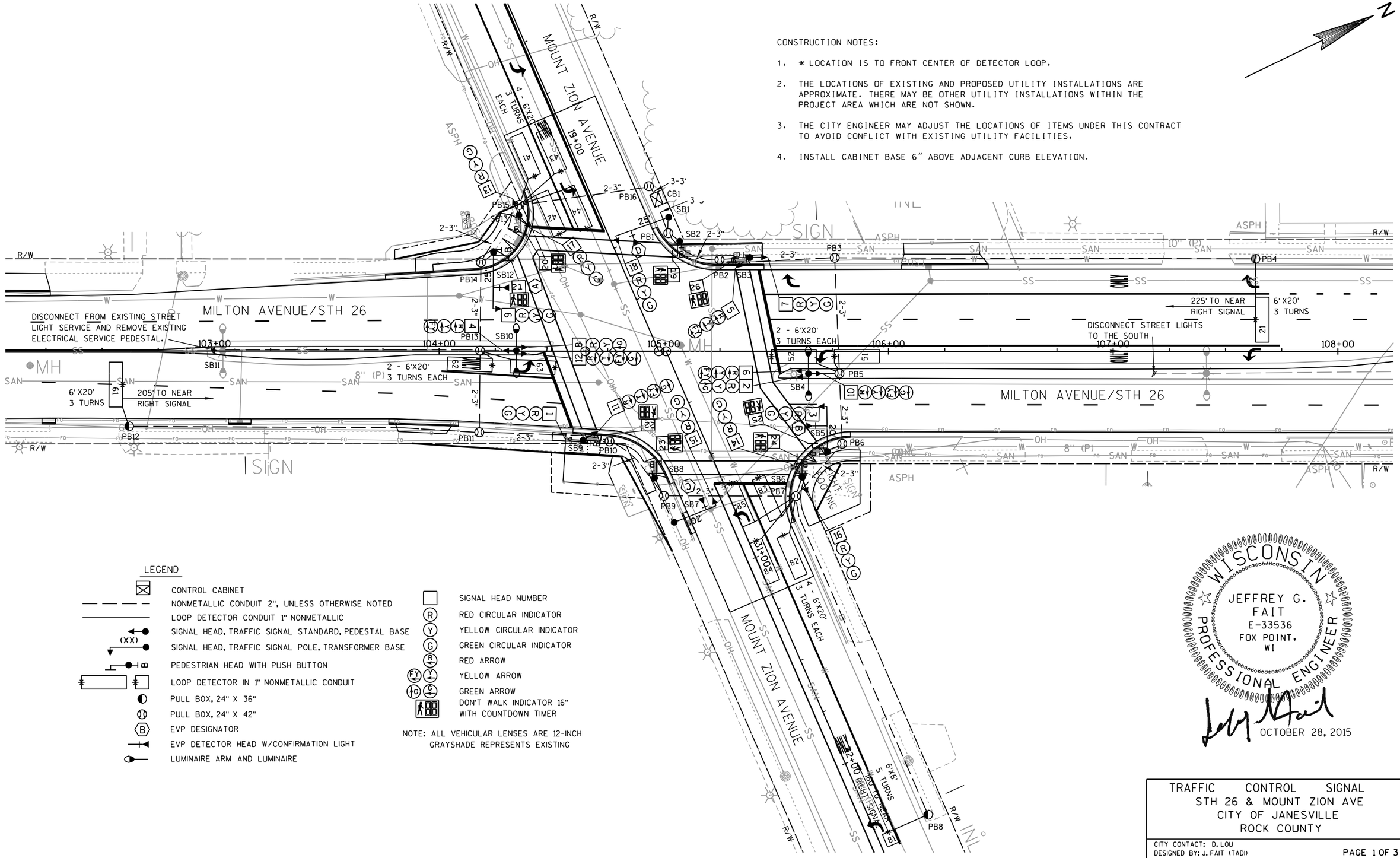
EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB11 (A)
CB1	SB5 (B)
CB1	SB7 (C)
CB1	SB3 (D)

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

2

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. INSTALL CABINET BASE 6" ABOVE ADJACENT CURB ELEVATION.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD W/CONFIRMATION LIGHT
- LUMINAIRE ARM AND LUMINAIRE

- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- FY YELLOW ARROW
- FG GREEN ARROW
- DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER

NOTE: ALL VEHICULAR LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 28, 2015

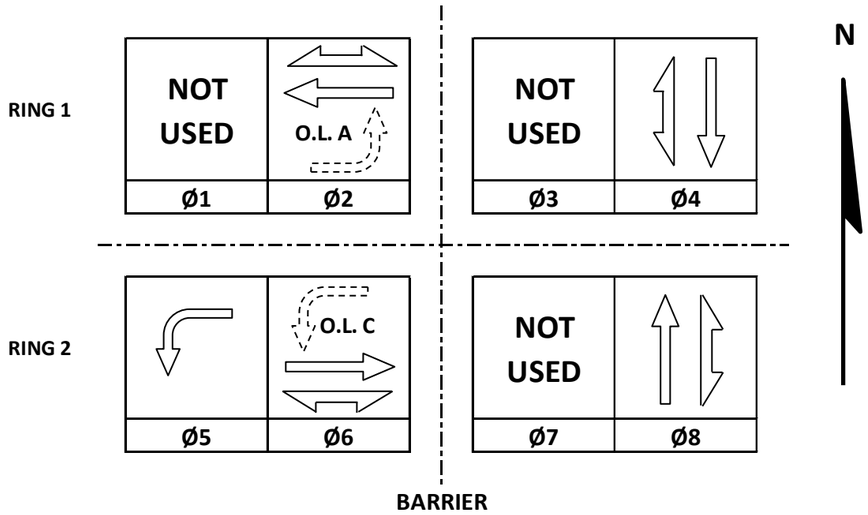
TRAFFIC CONTROL SIGNAL
STH 26 & MOUNT ZION AVE
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 103	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	7,8,9	R
Ø3		
Ø4	13,14,15	R
Ø5	10,11,12	-
Ø6	1,2,3	R
Ø7		
Ø8	16,17,18	R
Ø2P	19,20	
Ø4P	21,22	
Ø6P	23,24	
Ø8P	25,26	
OLA	4,5,6	R ←
OLB		
OLC	10,11,12	R ←
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓ ↑	↓ ↑
PHASE	2+5	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	1	X			2	2				6X20	3
41	2	X			4	4				6X20	3
42	2	X			4	4				6X20	3
43	3	X			4	4				6X20	3
44	3	X			4	4				6X20	3
51	4	X			5	5				6X20	3
52	4	X			5	5				6X20	3
61	5	X			6	6				6X20	3
62	6	X			6	6				6X20	3
63	6	X			6	6				6X20	3
81	7			X		8			X	6X6	5
82	8	X			8	8				6X20	3
83	8	X			8	8				6X20	3
84	9	X			8	8				6X15	3
85	9	X			8	8				6X20	3

OVERLAPS

O.L. "A" =	N/A
O.L. "B" =	N/A
O.L. "C" =	N/A
O.L. "D" =	N/A

SPECIAL OVERLAPS

	PROTECTIVE	PERMISSIVE
O.L. "A" =	-	2
O.L. "B" =	-	-
O.L. "C" =	-	6
O.L. "D" =	-	-

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
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3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

STH 26 (MILTON AVE) & MOUNT ZION AVE
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 10/15 PAGE NO. 2 OF 3

PROJECT ID:	5360-01-71
INTERSECTION:	STH 26 & MOUNT ZION AVE

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

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB1		7	18	RED	ORG	GRN								
SB2		7	19								BLK	BLU		
			BUTTON										WHT/BLK	
SB3		12	5				RED	ORG	GRN					
			7	RED/BLK	ORG/BLK	GRN/BLK								
			26								BLK	BLU		
			BUTTON										WHT/BLK	
SB4		12	2	RED	ORG					GRN				
			6				RED/BLK	ORG/BLK	GRN/BLK					
			10				BLK	BLU	BLK/WHT	WHT/BLK				
SB5		12	3	RED	ORG	GRN								
			25								BLK	BLU		
			BUTTON										WHT/BLK	
SB6		12	14	RED	ORG	GRN								
			16	RED/BLK	ORG/BLK	GRN/BLK								
			24								BLK	BLU		
			BUTTON										WHT/BLK	
SB7		7	15	RED	ORG	GRN								
SB8		7	23								BLK	BLU		
			BUTTON										WHT/BLK	
SB9		12	1	RED	ORG	GRN								
			11				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			22								BLK	BLU		
			BUTTON										WHT/BLK	
SB10		12	4				RED	ORG	GRN					
			8	RED/BLK	ORG/BLK					GRN/BLK				
			12				BLK	BLU	BLK/WHT	WHT/BLK				
SB12		12	9	RED	ORG	GRN								
			21								BLK	BLU		
			BUTTON										WHT/BLK	
SB13		12	13	RED	ORG	GRN								
			17	RED/BLK	ORG/BLK	GRN/BLK								
			20								BLK	BLU		
			BUTTON										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB12
SB12	SB13
SB13	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
SB1	PB1
SB3	PB2
SB3	PB3
SB4	PB5
SB5	PB6
SB6	PB7
SB7	PB9
SB9	PB10
SB9	PB11
SB10	PB13
SB12	PB14
SB13	PB15
CB1	PB16

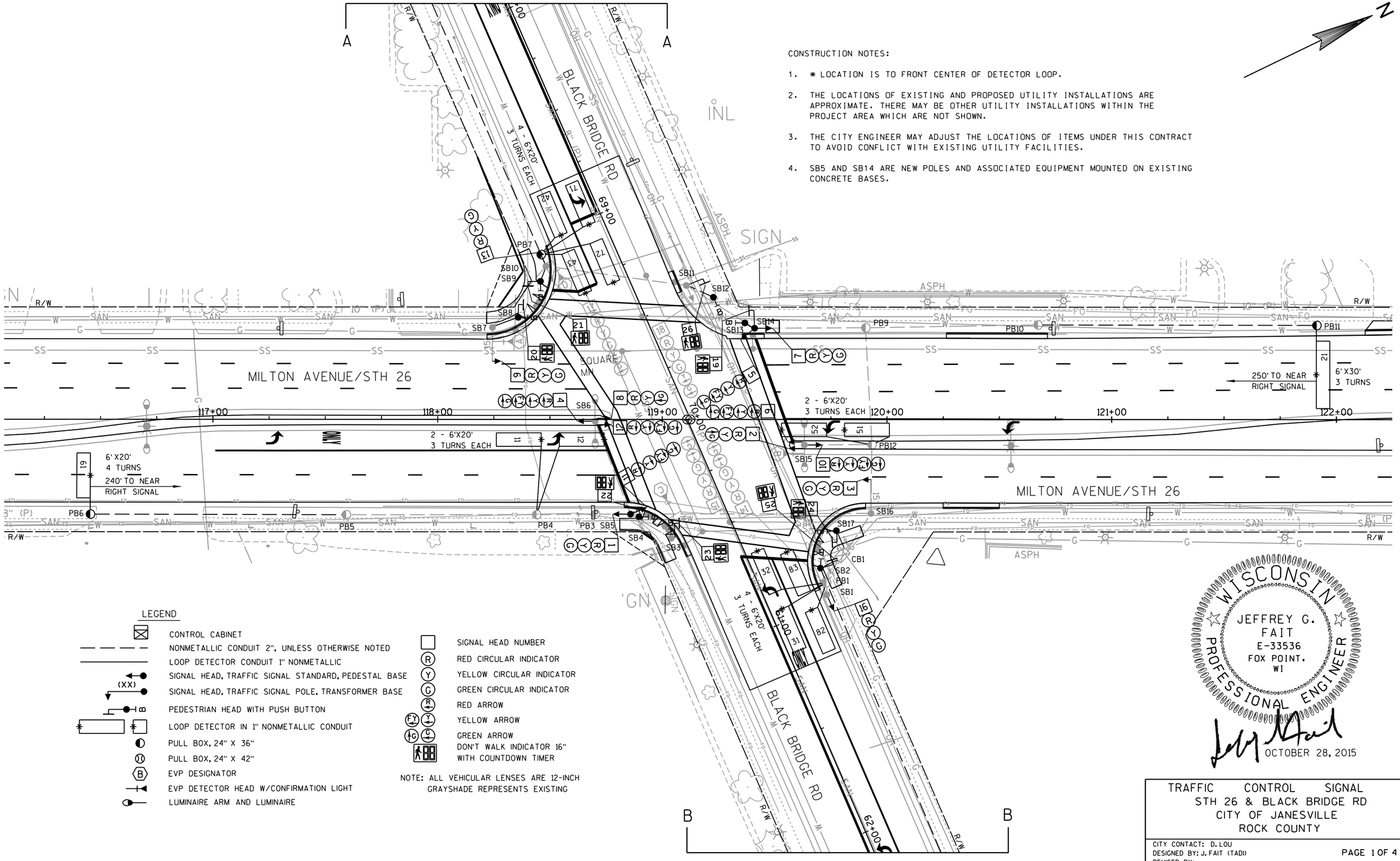
LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB4
CB1	SB10
SB10	SB11

EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB12 (A)
CB1	SB5 (B)
CB1	SB7 (C)
CB1	SB1 (D)

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

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. SB5 AND SB14 ARE NEW POLES AND ASSOCIATED EQUIPMENT MOUNTED ON EXISTING CONCRETE BASES.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD W/CONFIRMATION LIGHT
- LUMINAIRE ARM AND LUMINAIRE

- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY Y YELLOW ARROW
- FG G GREEN ARROW
- DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER

NOTE: ALL VEHICULAR LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 28, 2015

TRAFFIC CONTROL SIGNAL
STH 26 & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 106 E

2

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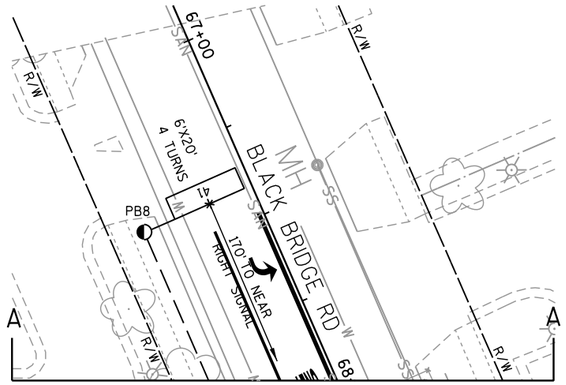
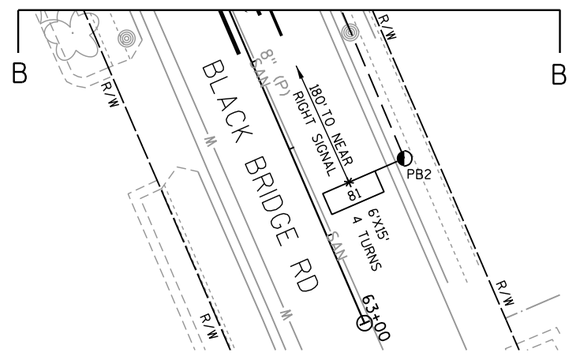




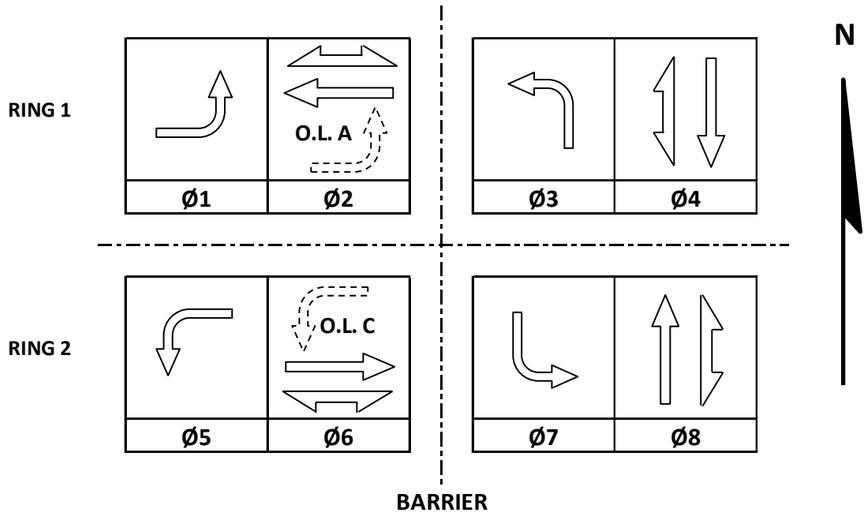
TRAFFIC CONTROL SIGNAL
STH 26 & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 107 E

	HEAD NUMBERS	FLASH
Ø1	4,5,6	-
Ø2	7,8,9	R
Ø3	17,18	-
Ø4	13,14,15	R
Ø5	10,11,12	-
Ø6	1,2,3	R
Ø7	14,15	-
Ø8	16,17,18	R
Ø2P	19,20	
Ø4P	21,22	
Ø6P	23,24	
Ø8P	25,26	
OLA	4,5,6	R ←
OLB		
OLC	10,11,12	R ←
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3		8		X
4		8		X
5		2		X
6	X	2	MIN	X
7		4		X
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1	X			1	1				6X20	3
12	1	X			1	1				6X20	3
21	2	X			2	2				6X30	3
31	3	X			3	3				6X20	3
32	3	X			3	3				6X20	3
41	4			X		4			X	6X20	4
42	5	X			4	4				6X20	3
43	5	X			4	4				6X20	3
51	6	X			5	5				6X20	3
52	6	X			5	5				6X20	3
61	7	X			6	6				6X20	4
71	8	X			7	7				6X20	3
72	8	X			7	7				6X20	3
81	9			X		8			X	6X15	4
82	10	X			8	8				6X20	3
83	10	X			8	8				6X20	3

OVERLAPS

O.L. "A" =	N/A
O.L. "B" =	N/A
O.L. "C" =	N/A
O.L. "D" =	N/A

SPECIAL OVERLAPS

	PROTECTIVE	PERMISSIVE
O.L. "A" =	-	2
O.L. "B" =	-	-
O.L. "C" =	-	6
O.L. "D" =	-	-

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

STH 26 (MILTON AVE) & BLACK BRIDGE RD
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 10/15 PAGE NO. 3 OF 4

2

PROJECT ID:	5360-01-71
INTERSECTION:	STH 26 & BLACK BRIDGE RD

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

NOTE: USE EXISTING WIRE AND CONDUCTORS EXCEPT AS IDENTIFIED BELOW.

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK		
SB2		4	25								RED	GRN		
			BUTTON										BLK	
	SB5-SB4	4	BUTTON										BLK	
SB8		4	20								RED	GRN		
			BUTTON										BLK	
SB9		4	21								RED	GRN		
			BUTTON										BLK	
	SB11-SB12	4	BUTTON										BLK	
	SB14-SB13	4	BUTTON										BLK	
SB17		4	24								RED	GRN		
			BUTTON										BLK	

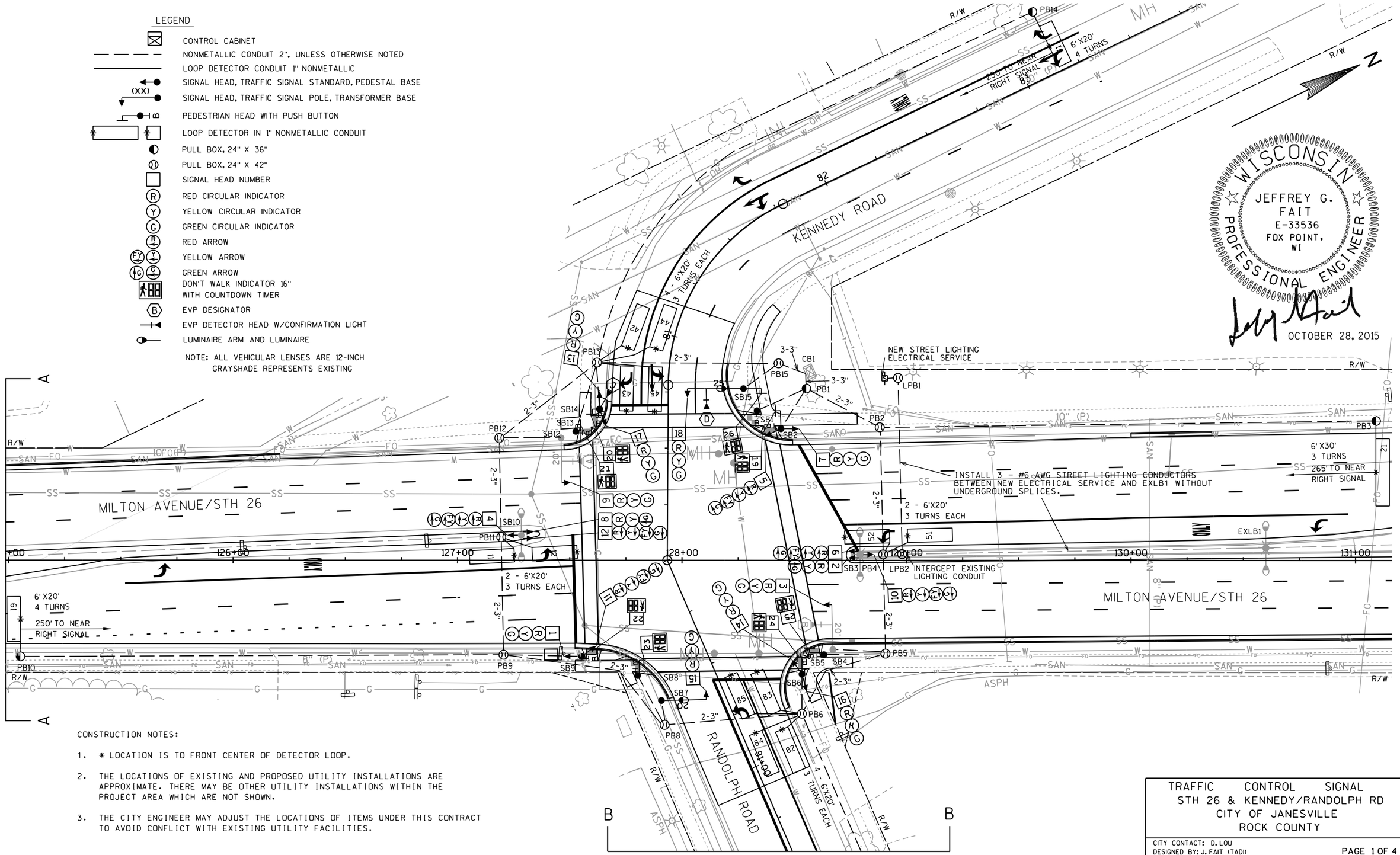
EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB2
SB5	SB4
SB7	SB8
SB10	SB9
SB11	SB12
SB14	SB13

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

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (FY) (Y) YELLOW ARROW
- (FG) (G) GREEN ARROW
- DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER
- (B) EVP DESIGNATOR
- EVP DETECTOR HEAD W/CONFIRMATION LIGHT
- LUMINAIRE ARM AND LUMINAIRE

NOTE: ALL VEHICULAR LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING



JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER
WISCONSIN

OCTOBER 28, 2015

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. THE CITY ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

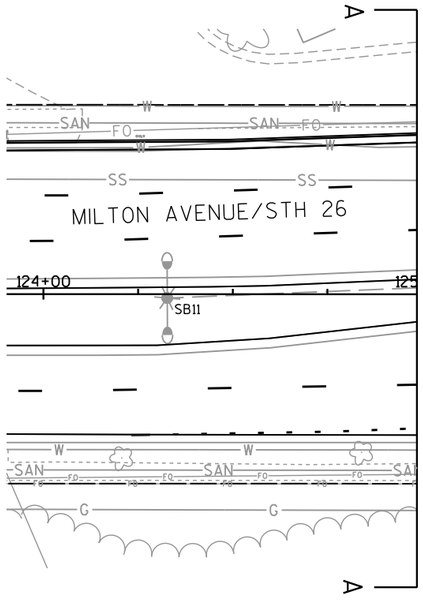
TRAFFIC CONTROL SIGNAL
STH 26 & KENNEDY/RANDOLPH RD
CITY OF JANESVILLE
ROCK COUNTY

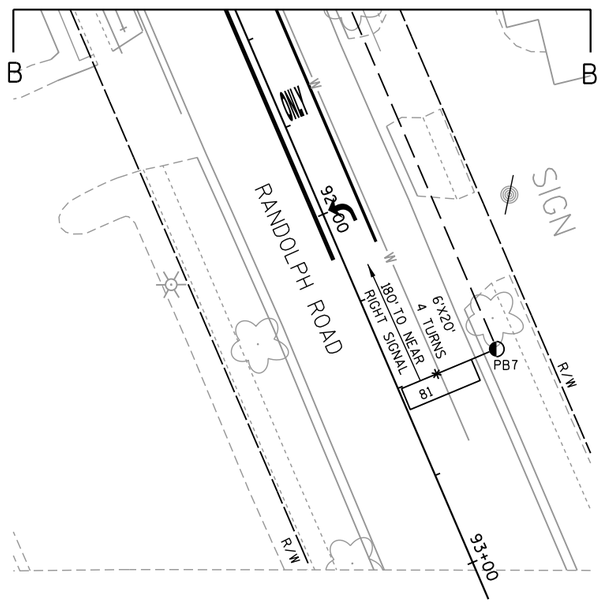
CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 110	E

2





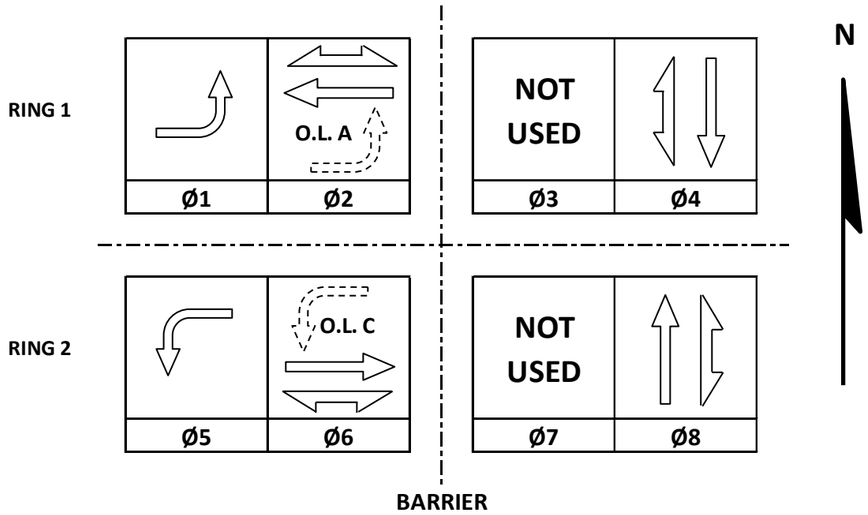
TRAFFIC CONTROL SIGNAL
STH 26 & KENNEDY/RANDOLPH RD
CITY OF JANESVILLE
ROCK COUNTY

CITY CONTACT: D. LOU
DESIGNED BY: J. FAIT (TADI)
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 111	E

	HEAD NUMBERS	FLASH
Ø1	4,5,6	-
Ø2	7,8,9	R
Ø3		
Ø4	13,14,15	R
Ø5	10,11,12	-
Ø6	1,2,3	R
Ø7		
Ø8	16,17,18	R
Ø2P	19,20	
Ø4P	21,22	
Ø6P	23,24	
Ø8P	25,26	
OLA	4,5,6	R ←
OLB		
OLC	10,11,12	R ←
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓ ↑	↓ ↑
PHASE	2+5	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6X20	3
12	1	X			1	1				6X20	3
21	2	X			2	2				6X30	3
41	3			X		4			X	6X20	4
42	4	X			4	4				6X20	3
43	4	X			4	4				6X20	3
44	5	X			4	4				6X20	3
45	5	X			4	4				6X20	3
51	6	X			5	5				6X20	3
52	6	X			5	5				6X20	3
61	7	X			6	6				6X20	4
81	8			X		8			X	6X20	4
82	9	X			8	8				6X20	3
83	9	X			8	8				6X20	3
84	10	X			8	8				6X20	3
85	10	X			8	8				6X20	3

OVERLAPS

O.L. "A" =	N/A
O.L. "B" =	N/A
O.L. "C" =	N/A
O.L. "D" =	N/A

SPECIAL OVERLAPS

	PROTECTIVE	PERMISSIVE
O.L. "A" =	-	2
O.L. "B" =	-	-
O.L. "C" =	-	6
O.L. "D" =	-	-

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

STH 26 (MILTON AVE) & KENNEDY/RANDOLPH ROADS
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 10/15 PAGE NO. 3 OF 4

PROJECT ID:	5360-01-71
INTERSECTION:	STH 26 & KENNEDY/RANDOLPH RD

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

CB1 TO	JUMPER	# OF COND. AWG 14	HEAD NO.	SIGNAL INDICATION WIRE COLOR RED	YELLOW	GREEN	<RED	<YELLOW>	<FL YELLOW>	<GREEN>	D/WALK	WALK	PED BUTTON	OTHER
SB1		7	BUTTON										WHT/BLK	
SB2		12	5				RED	ORG	BLK/WHT	GRN				
			7	RED/BLK	ORG/BLK	GRN/BLK								
			19								BLK	BLU		
			BUTTON										WHT/BLK	
SB3		12	2	RED	ORG					GRN				
			6				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			10				BLK	BLU	WHT/BLK	BLU/BLK				
SB4		7	3	RED	ORG	GRN								
SB5		7	25								BLK	BLU		
			BUTTON										WHT/BLK	
SB6		12	14	RED	ORG	GRN								
			16	RED/BLK	ORG/BLK	GRN/BLK								
			24								BLK	BLU		
			BUTTON										WHT/BLK	
SB7		7	15	RED	ORG	GRN								
SB8		7	23								BLK	BLU		
			BUTTON										WHT/BLK	
SB9		12	1	RED	ORG	GRN								
			11				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
			22								BLK	BLU		
			BUTTON										WHT/BLK	
SB10		12	4				RED	ORG	BLK/WHT	GRN				
			8	RED/BLK	ORG/BLK	GRN/BLK								
			12				BLK	BLU	WHT/BLK	BLU/BLK				
SB12		7	9	RED	ORG	GRN								
SB13		7	21								BLK	BLU		
			BUTTON										WHT/BLK	
SB14		12	13	RED	ORG	GRN								
			17	RED/BLK	ORG/BLK	GRN/BLK								
			20								BLK	BLU		
			BUTTON										WHT/BLK	
SB15		12	18	RED	ORG	GRN								
			26								BLK	BLU		

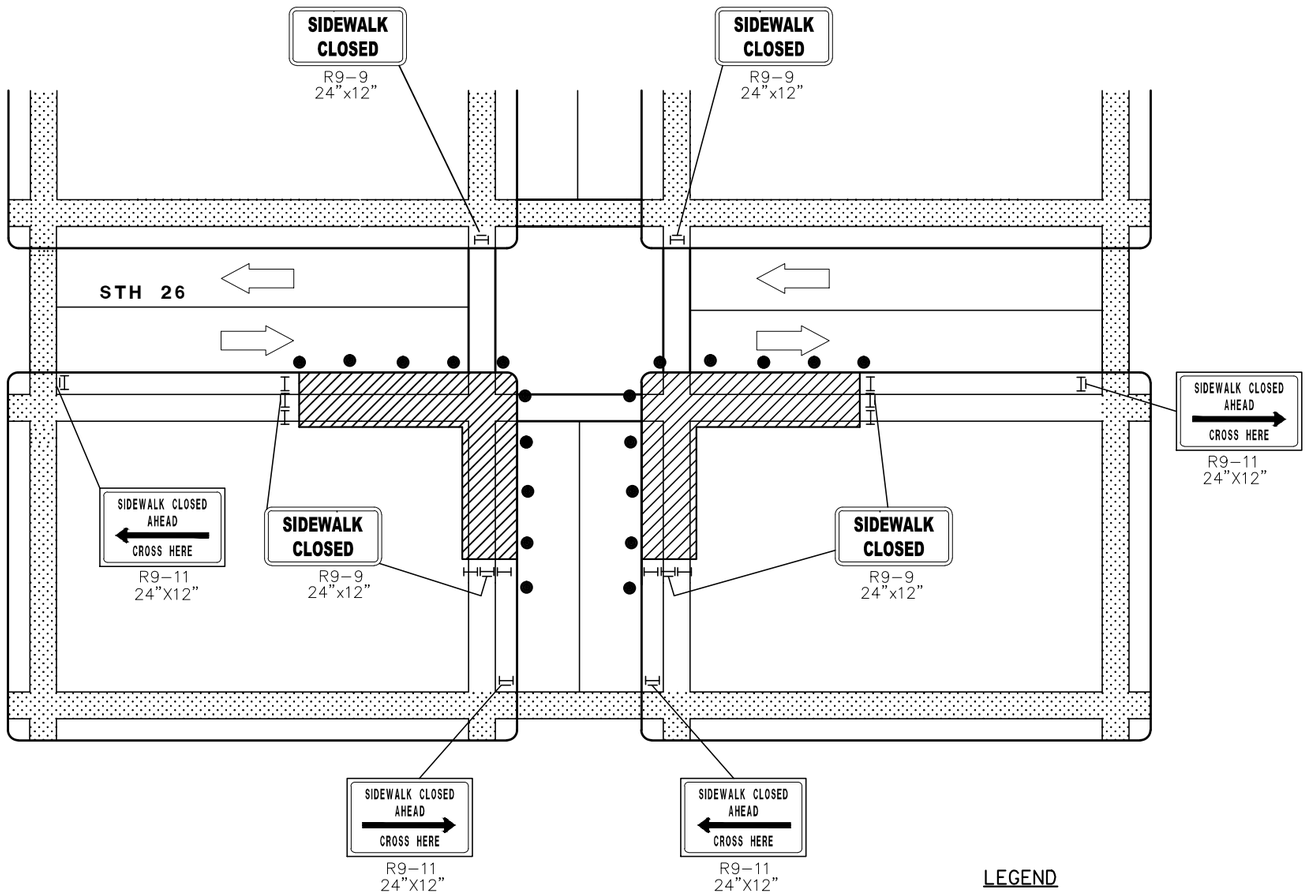
EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
CB1	PB2
SB3	PB4
SB4	PB5
SB6	PB6
SB7	PB8
SB9	PB9
SB10	PB11
SB12	PB12
SB14	PB13
SB15	PB15

LIGHTING UF 10 AWG W/GROUND	
FROM	TO
CB1	SB3
SB3	SB7
CB1	SB15
SB15	SB10
SB10	SB11

EMERGENCY VEHICLE PREEMPTION CABLE	
FROM	TO
CB1	SB12 (A)
CB1	SB4 (B)
CB1	SB14 (C)
CB1	SB15 (D)

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



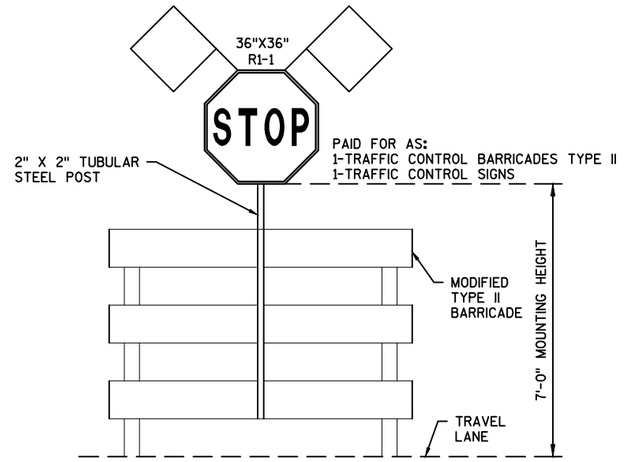
CORNER SIDEWALK CLOSURE - 4-WAY INTERSECTION

GENERAL NOTES:

1. TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE
2. "WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.
3. FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.
4. PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.
5. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

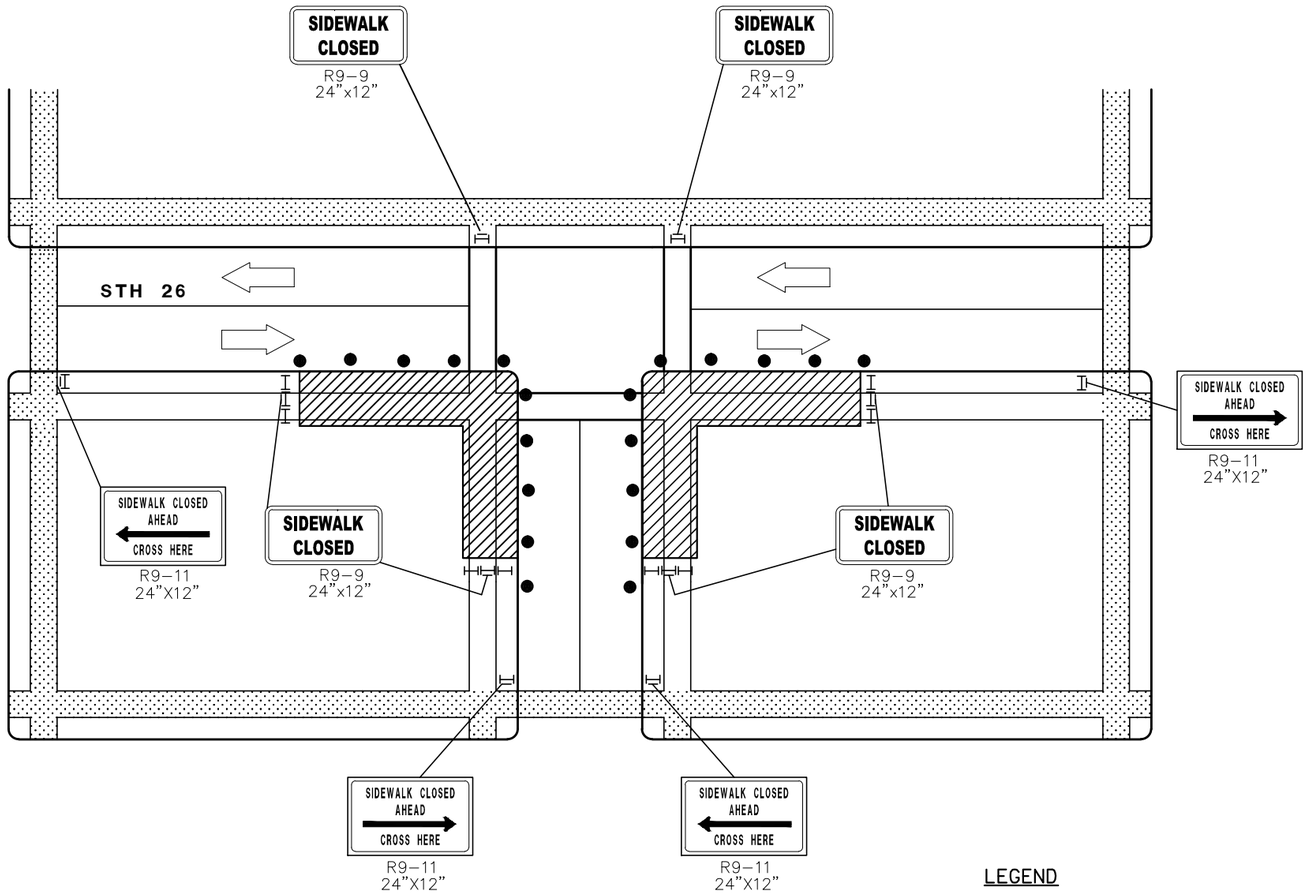
LEGEND

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



TEMPORARY STOP SIGN

2



CORNER SIDEWALK CLOSURE - T-INTERSECTION

GENERAL NOTES:

1. TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE
2. "WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.
3. FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.
4. PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.
5. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

LEGEND

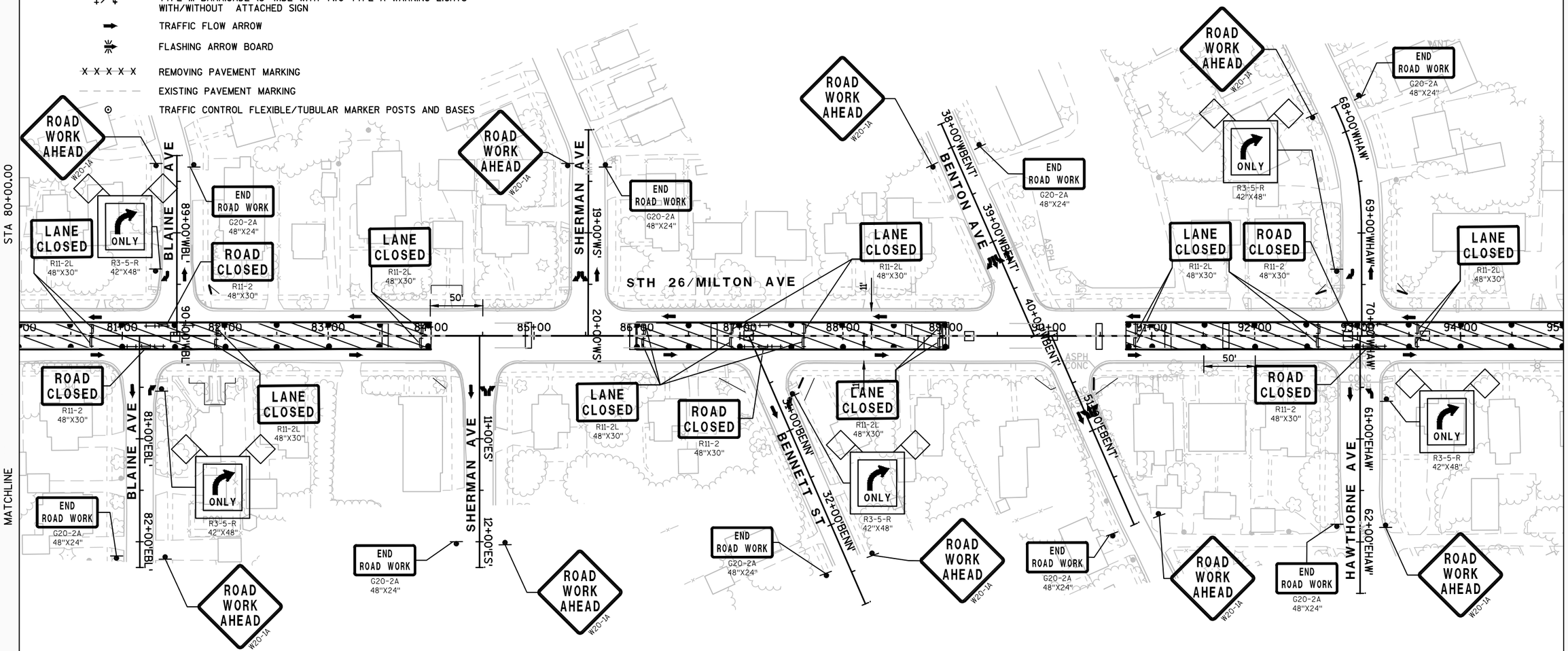
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL CONSTRUCTION DETAIL	SHEET 115	E

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



STAGGERED ADJACENT INTERSECTION CLOSURE DETAIL

NOTE: APPLY CONSTRUCTION DETAIL TO ADDITIONAL INTERSECTIONS NOT SHOWN THAT REQUIRE BASE PATCHING CONCRETE AT GLEN, HYATT, WALKER AND W. MATHESON.

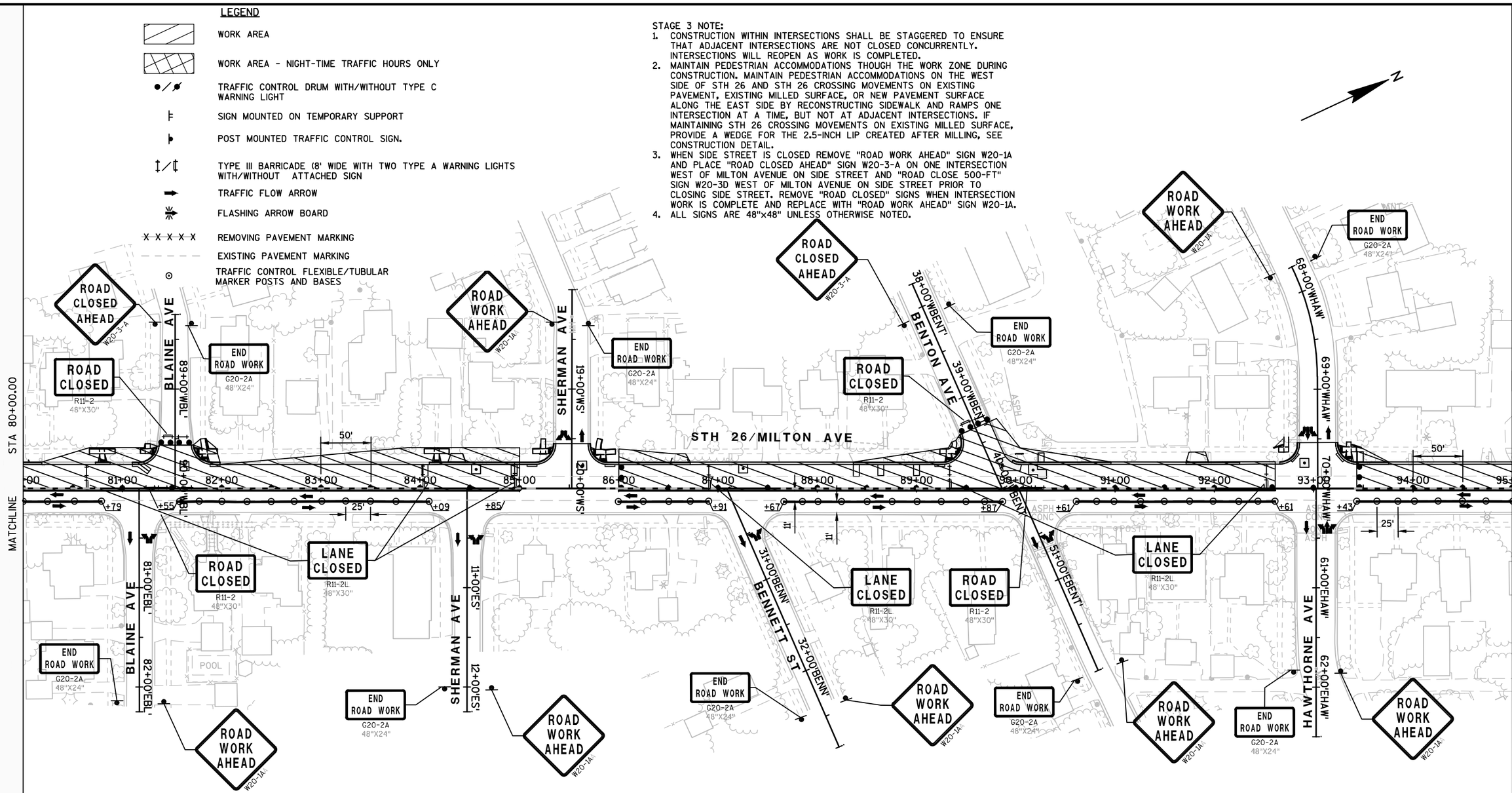
PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 CONSTRUCTION DETAIL	SHEET 116 E

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 3 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE EAST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3-A ON ONE INTERSECTION WEST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSE 500-FT" SIGN W20-3D WEST OF MILTON AVENUE ON SIDE STREET PRIOR TO CLOSING SIDE STREET. REMOVE "ROAD CLOSED" SIGNS WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



STAGGERED ADJACENT INTERSECTION CLOSURE DETAIL

NOTE: APPLY CONSTRUCTION DETAIL TO ADDITIONAL INTERSECTIONS NOT SHOWN WITH STAGE 3 WORK.

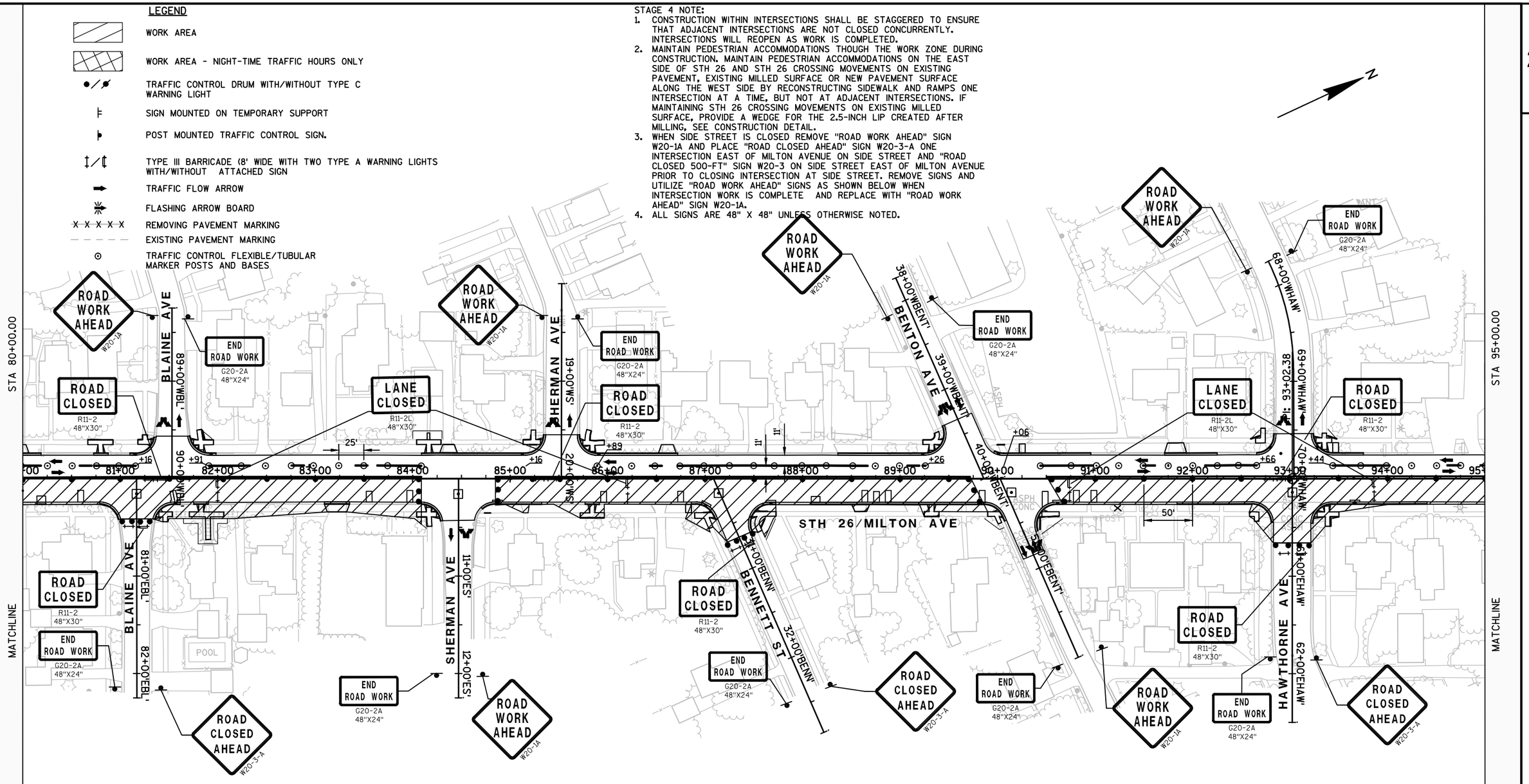
PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3 CONSTRUCTION DETAIL	SHEET 117 E

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 4 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE OR NEW PAVEMENT SURFACE ALONG THE WEST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3-A ONE INTERSECTION EAST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSED 500-FT" SIGN W20-3 ON SIDE STREET EAST OF MILTON AVENUE PRIOR TO CLOSING INTERSECTION AT SIDE STREET. REMOVE SIGNS AND UTILIZE "ROAD WORK AHEAD" SIGNS AS SHOWN BELOW WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.



STAGGERED ADJACENT INTERSECTION CLOSURE DETAIL

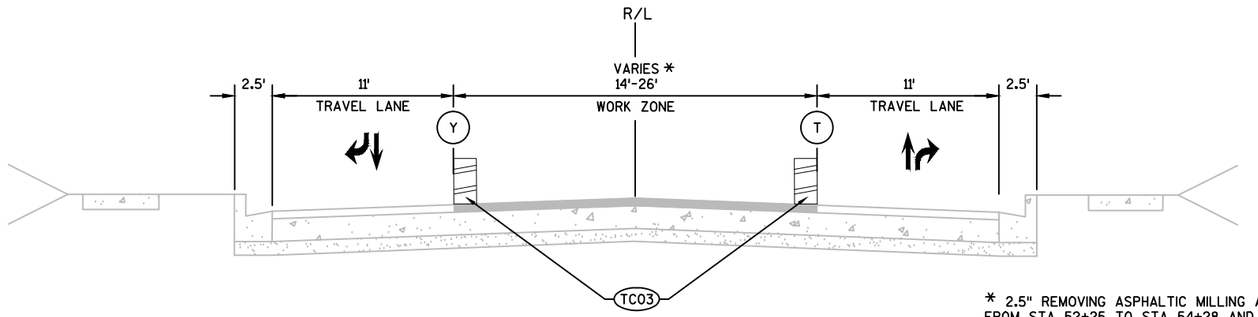
NOTE: APPLY CONSTRUCTION DETAIL TO ADDITIONAL INTERSECTIONS NOT SHOWN WITH STAGE 4 WORK.

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4 CONSTRUCTION DETAIL	SHEET 118 E

2

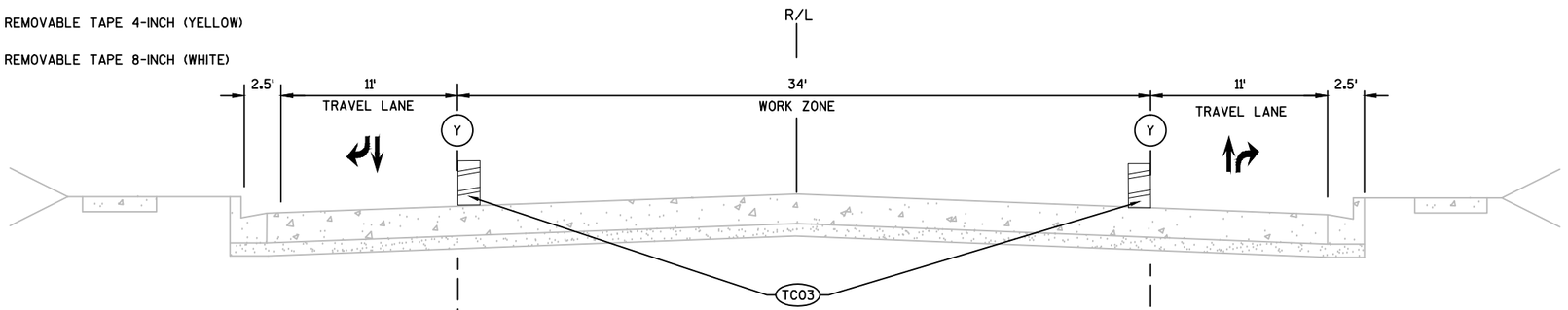
LEGEND:

- (TC03) TRAFFIC CONTROL DRUM
- (TC04) FLEXIBLE TUBULAR MARKER POST AND BASE
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)

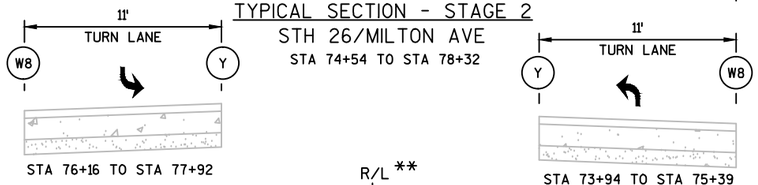


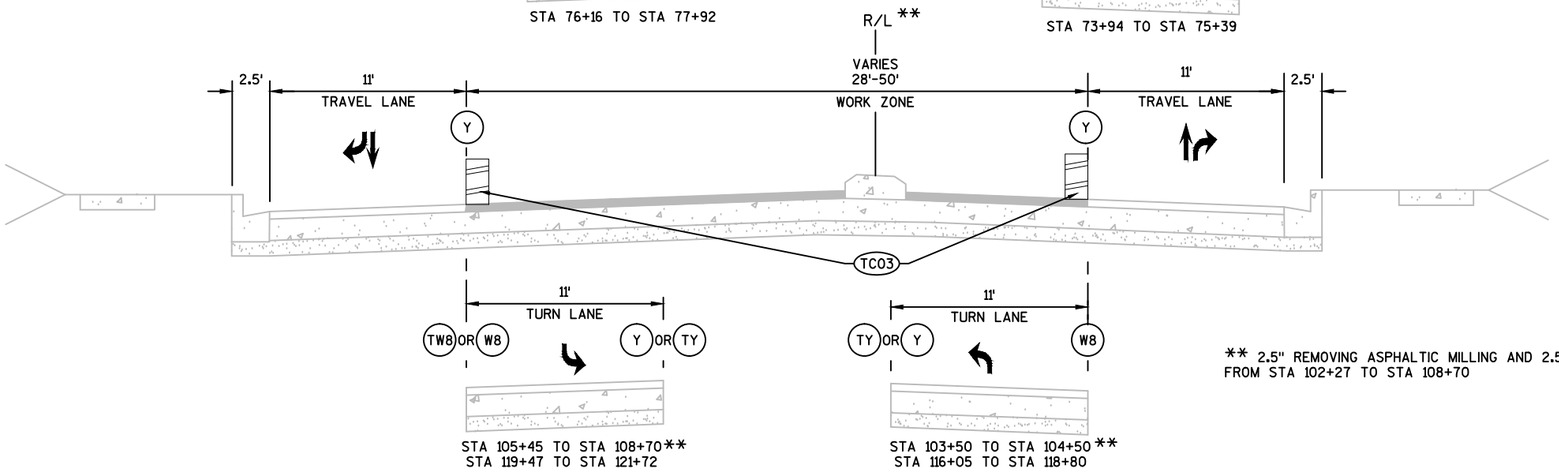
TYPICAL SECTION - STAGE 2
STH 26/MILTON AVE
STA 52+25 TO STA 74+54
STA 78+32 TO STA 102+27

* 2.5" REMOVING ASPHALTIC MILLING AND 2.5" HMA PAVEMENT E-10 FROM STA 52+25 TO STA 54+28 AND STA 99+43 TO STA 102+27



TYPICAL SECTION - STAGE 2
STH 26/MILTON AVE
STA 74+54 TO STA 78+32

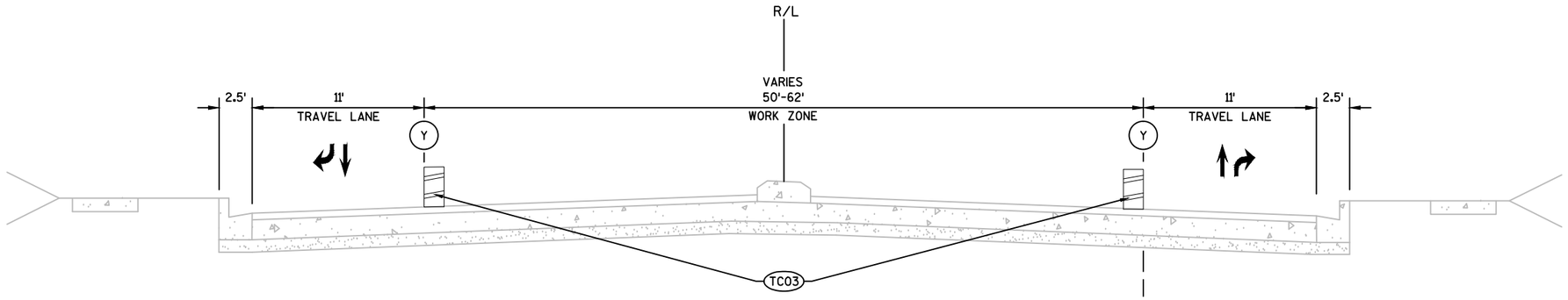




** 2.5" REMOVING ASPHALTIC MILLING AND 2.5" HMA PAVEMENT E-10 FROM STA 102+27 TO STA 108+70

TYPICAL SECTION - STAGE 2
STH 26/MILTON AVE
STA 102+27 TO STA 124+30

2

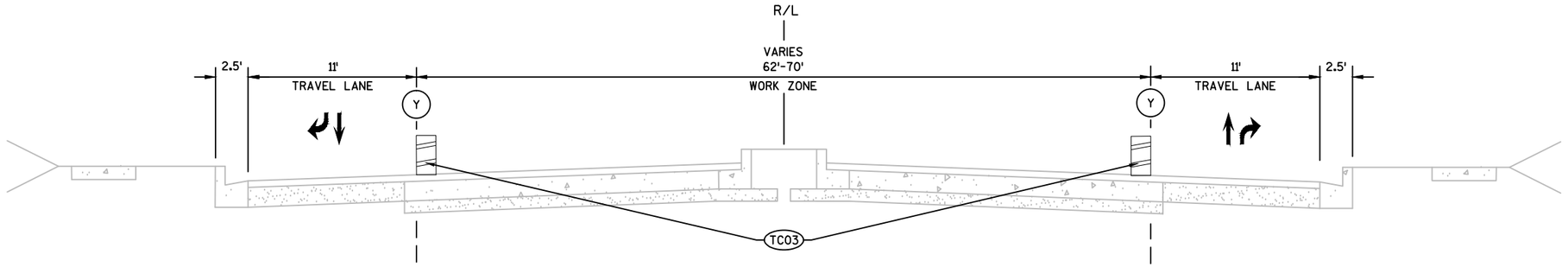


TYPICAL SECTION - STAGE 2
STH 26/MILTON AVE
STA 124+30 TO STA 128+00

STA 124+52 TO STA 127+52

LEGEND:

- TC03 TRAFFIC CONTROL DRUM
- TC04 FLEXIBLE TUBULAR MARKER POST AND BASE
- Y TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- W TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- W8 TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- TW TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- TY TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- TW8 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)



TYPICAL SECTION - STAGE 2
STH 26/MILTON AVE
STA 128+00 TO STA 136+71

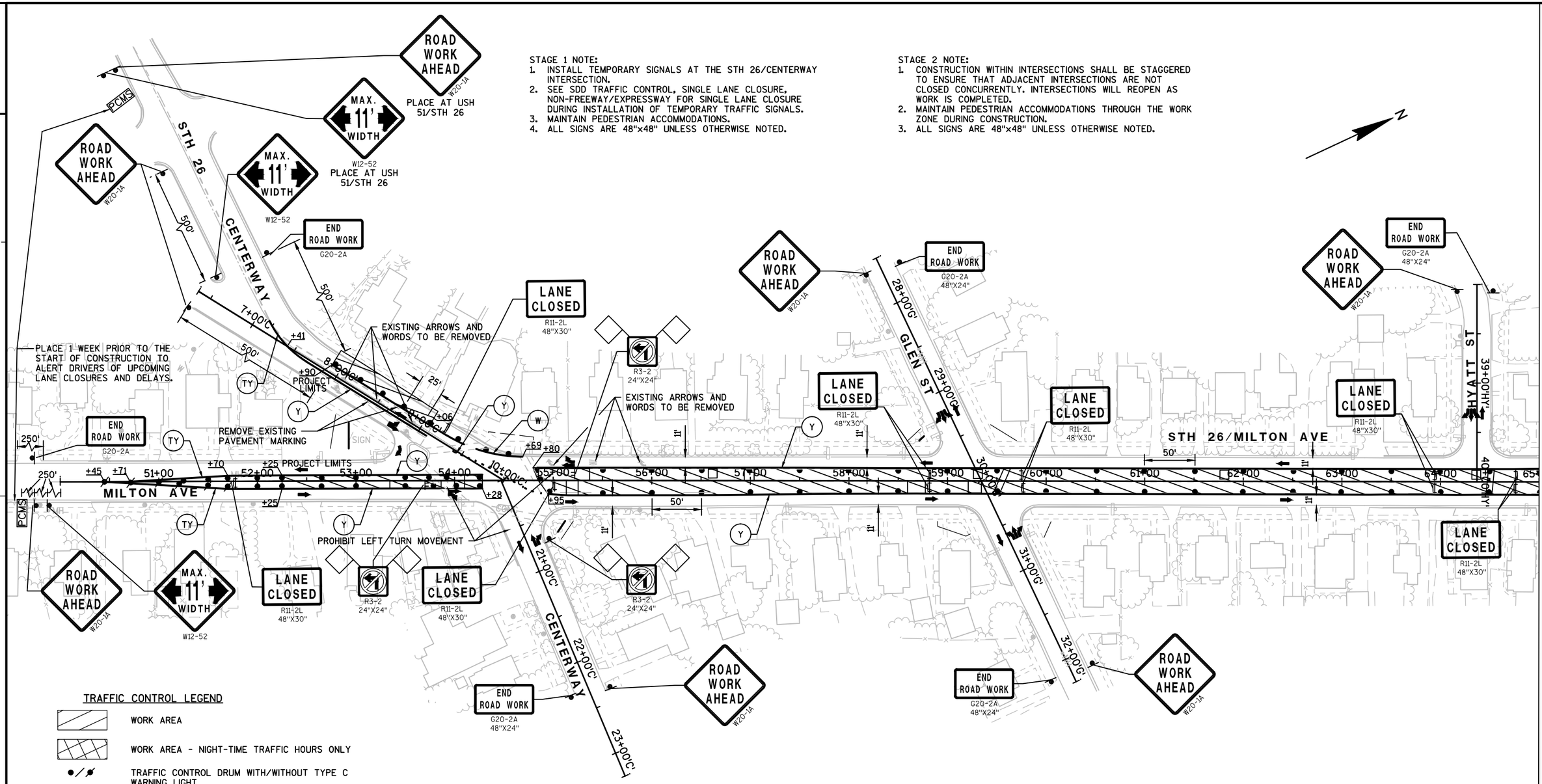
STA 128+59 TO STA 131+84

STA 134+67 TO STA 136+71

PROJECT NO:5360-01-71	HWY:STH 26	COUNTY:ROCK	TRAFFIC CONTROL SECTIONS - STAGE 2	SHEET 120	E

STAGE 1 NOTE:
1. INSTALL TEMPORARY SIGNALS AT THE STH 26/CENTERWAY INTERSECTION.
2. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR SINGLE LANE CLOSURE DURING INSTALLATION OF TEMPORARY TRAFFIC SIGNALS.
3. MAINTAIN PEDESTRIAN ACCOMMODATIONS.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



TRAFFIC CONTROL LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

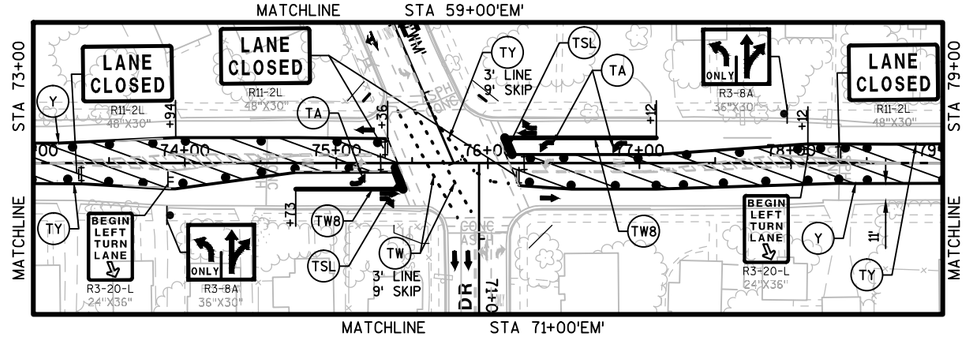
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 121 E

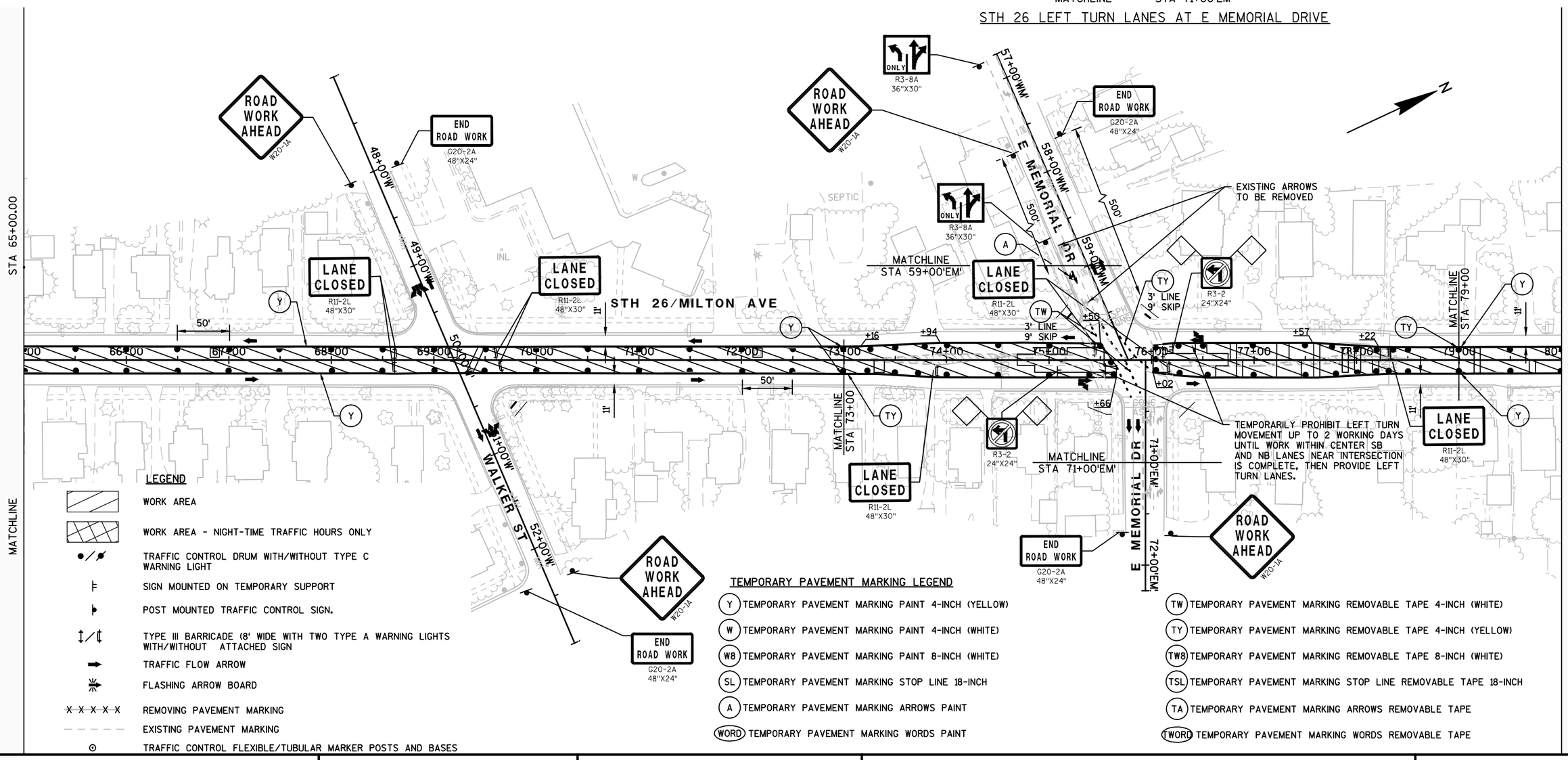
FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\025001_TC-ST2.DWG
LAYOUT NAME - 025001_TC-ST2 - TC - (1)
PLOT DATE : 1/5/2016 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

STAGE 1 NOTE:
1. INSTALL TEMPORARY SIGNALS AT THE STH 26/MEMORIAL DR INTERSECTION.
2. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR SINGLE LANE CLOSURE DURING INSTALLATION OF TEMPORARY TRAFFIC SIGNALS.
3. MAINTAIN PEDESTRIAN ACCOMMODATIONS.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



STH 26 LEFT TURN LANES AT E MEMORIAL DRIVE



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

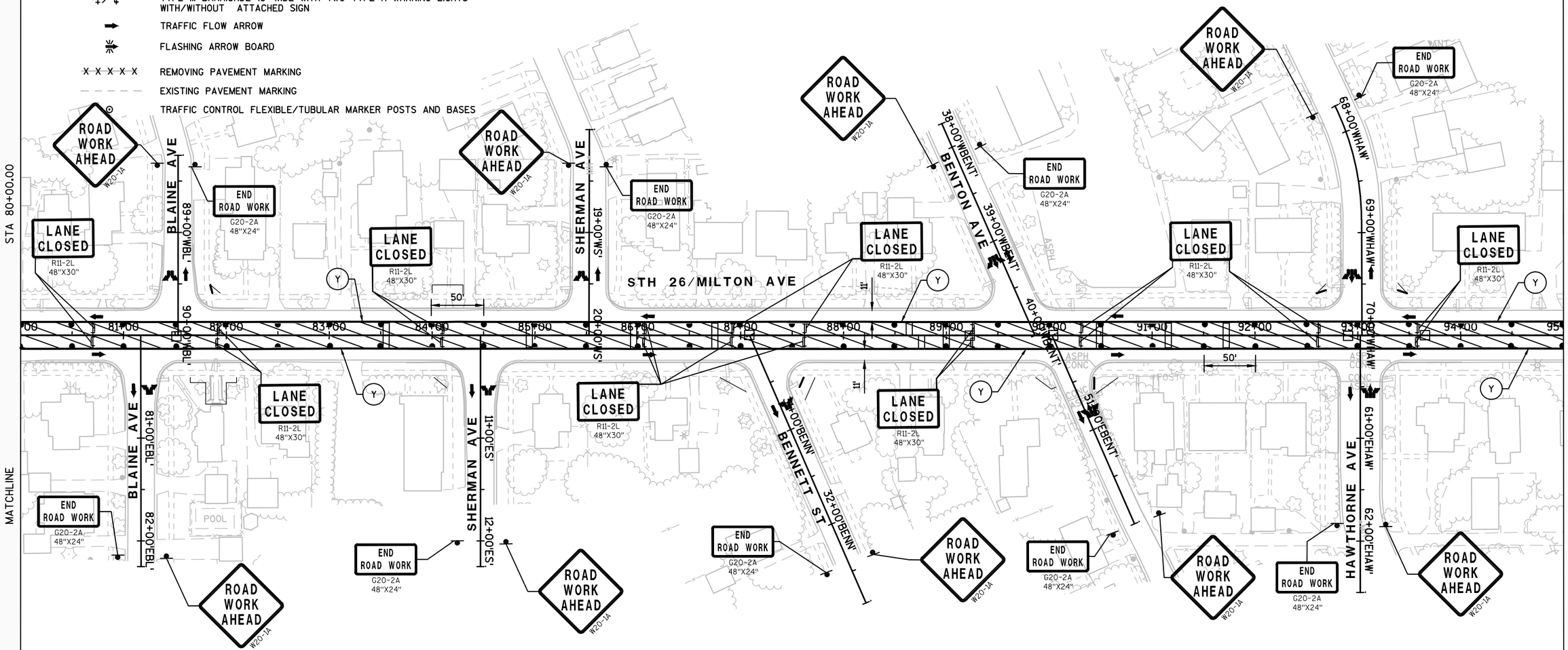
PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 122 E

2

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



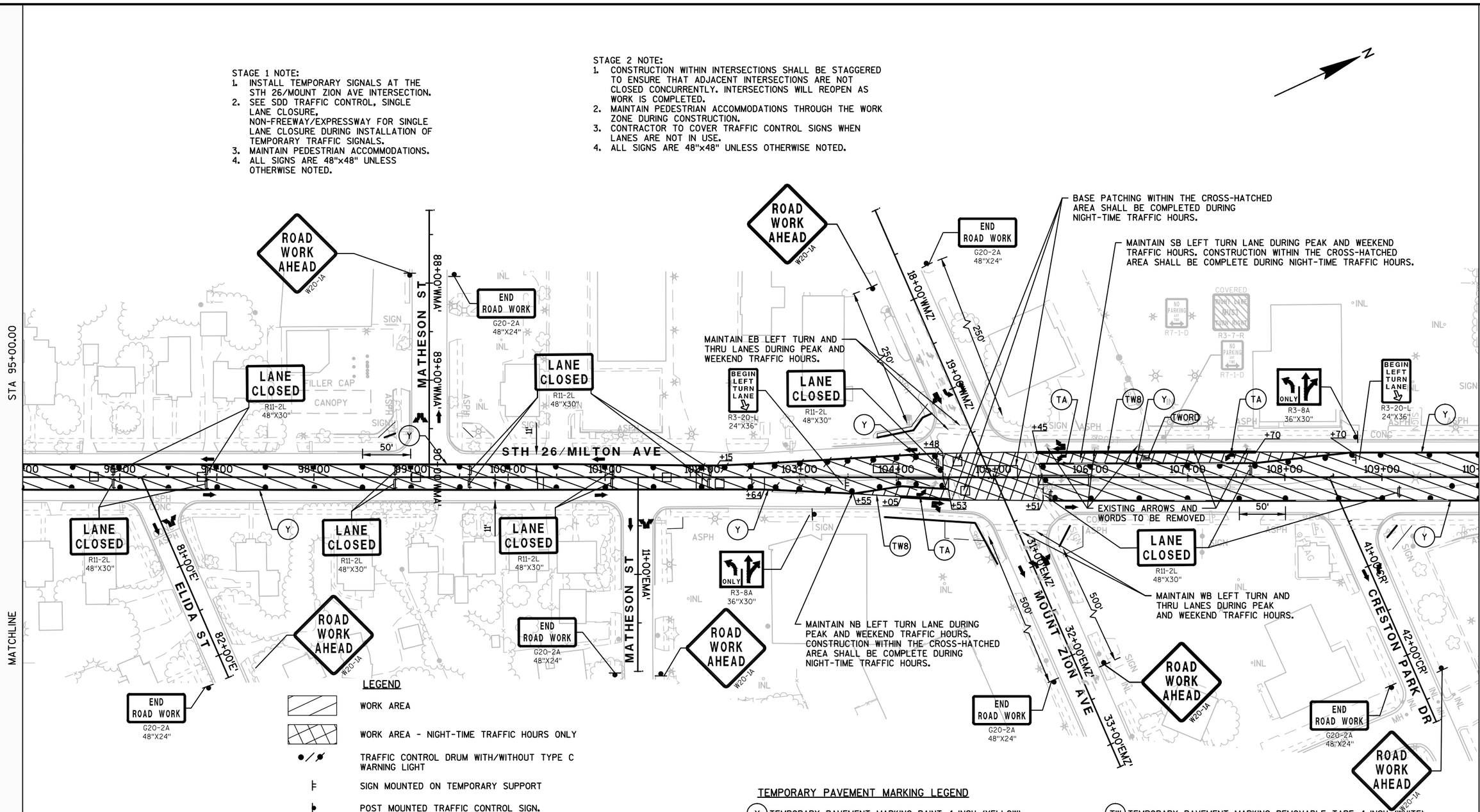
TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 123 E

STAGE 1 NOTE:
1. INSTALL TEMPORARY SIGNALS AT THE STH 26/MOUNT ZION AVE INTERSECTION.
2. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR SINGLE LANE CLOSURE DURING INSTALLATION OF TEMPORARY TRAFFIC SIGNALS.
3. MAINTAIN PEDESTRIAN ACCOMMODATIONS.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

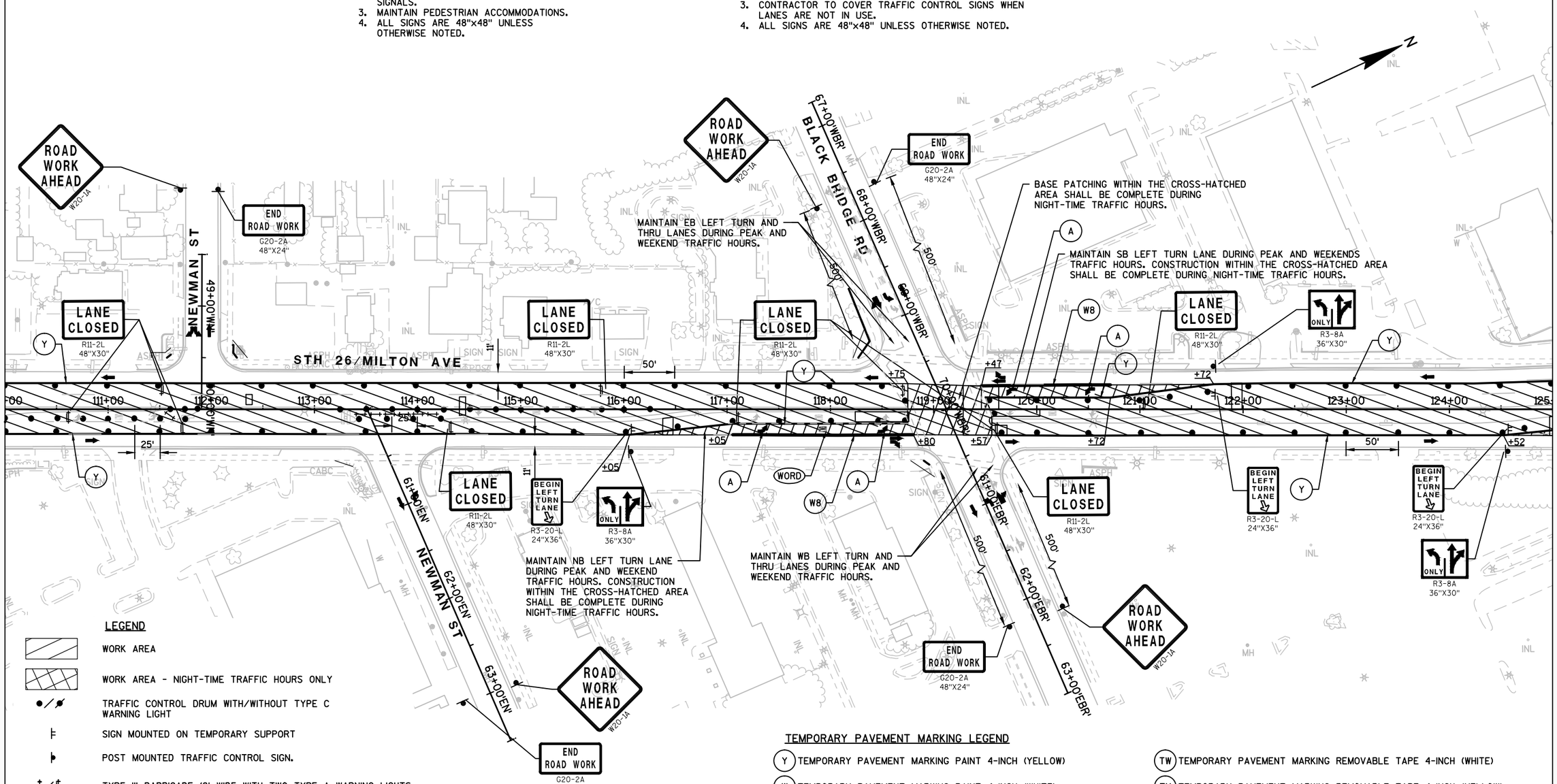
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 124 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\025001_TC-ST2.DWG
LAYOUT NAME - 025001_TC-ST2 - TC - (4)
PLOT DATE : 1/5/2016 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 100'_XREF

STAGE 1 NOTE:
1. INSTALL TEMPORARY SIGNALS AT THE STH 26/BLACK BRIDGE RD INTERSECTION.
2. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR SINGLE LANE CLOSURE DURING INSTALLATION OF TEMPORARY TRAFFIC SIGNALS.
3. MAINTAIN PEDESTRIAN ACCOMMODATIONS.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 125 E

STAGE 1 NOTE:
1. INSTALL TEMPORARY SIGNALS AT THE STH 26/KENNEDY RD/RANDOLPH RD INTERSECTION.
2. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR SINGLE LANE CLOSURE DURING INSTALLATION OF TEMPORARY TRAFFIC SIGNALS.
3. MAINTAIN PEDESTRIAN ACCOMMODATIONS.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STA 125+00.00

STA 140+00.00

ROAD WORK AHEAD W20-1A

KENNEDY RD

82+00'K' 83+00'K' 84+00'K' 85+00'K'

END ROAD WORK G20-2A 48"X24"

MAINTAIN EB RIGHT TURN AND LEFT TURN/THRU LANES DURING PEAK AND WEEKEND TRAFFIC HOURS.

BASE PATCHING WITHIN THE CROSS-HATCHED AREA SHALL BE COMPLETE DURING NIGHT-TIME TRAFFIC HOURS.

LANE CLOSED R11-2L 48"X30"

ONLY R3-8A 36"X30"

STH 26/MILTON AVE

MAINTAIN SB LEFT TURN LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. CONSTRUCTION WITHIN THE CROSS-HATCHED AREA SHALL BE DURING NIGHT-TIME TRAFFIC HOURS.

BEGIN LEFT TURN LANE R3-20-L 24"X36"

MAINTAIN NB LEFT TURN LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. CONSTRUCTION WITHIN THE CROSS-HATCHED AREA SHALL BE DURING NIGHT-TIME TRAFFIC HOURS.

MAINTAIN WB LEFT TURN AND THRU LANES DURING PEAK AND WEEKEND TRAFFIC HOURS.

RANDOLPH RD

91+00'RD' 92+00'RD' 93+00'RD'

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

MATCHLINE

MATCHLINE

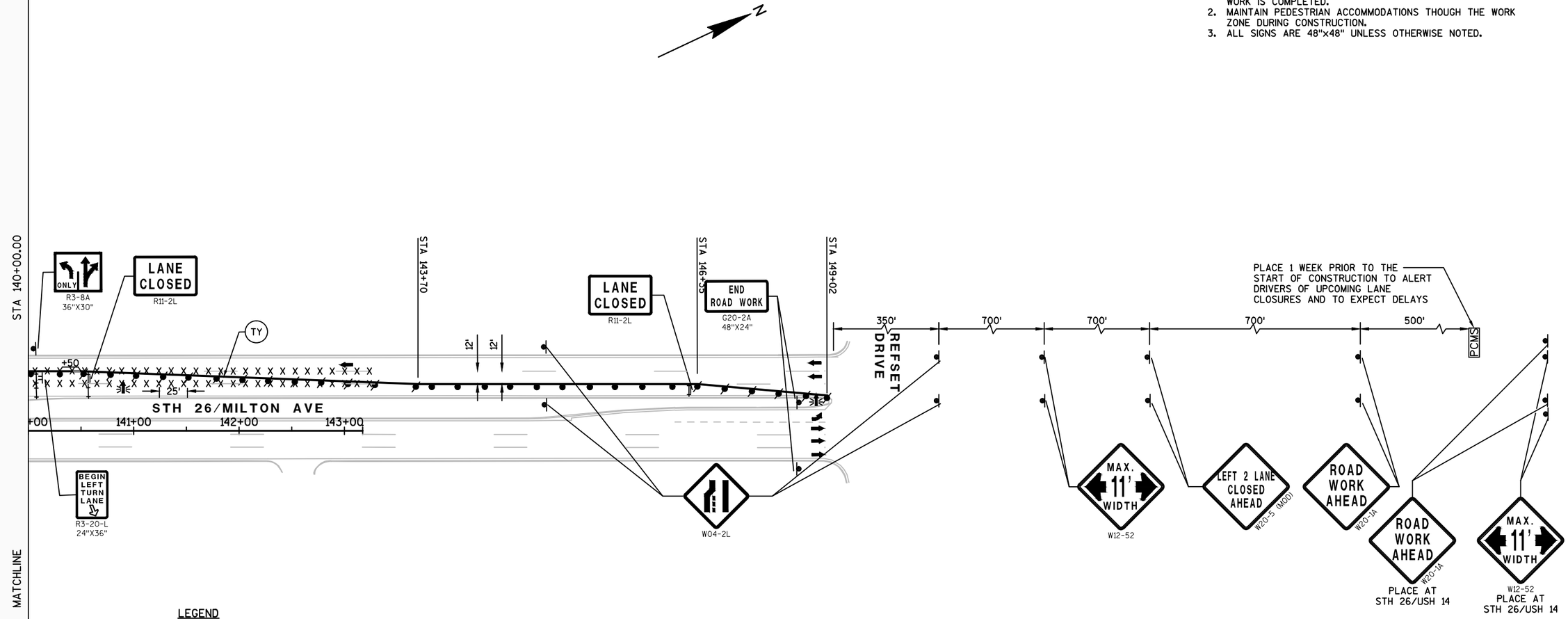
TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 126 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\025001_TC-ST2.DWG
LAYOUT NAME - 025001_TC-ST2 - TC - (6)
PLOT DATE : 1/5/2016 4:21 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 100'_XREF

STAGE 2 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



LEGEND

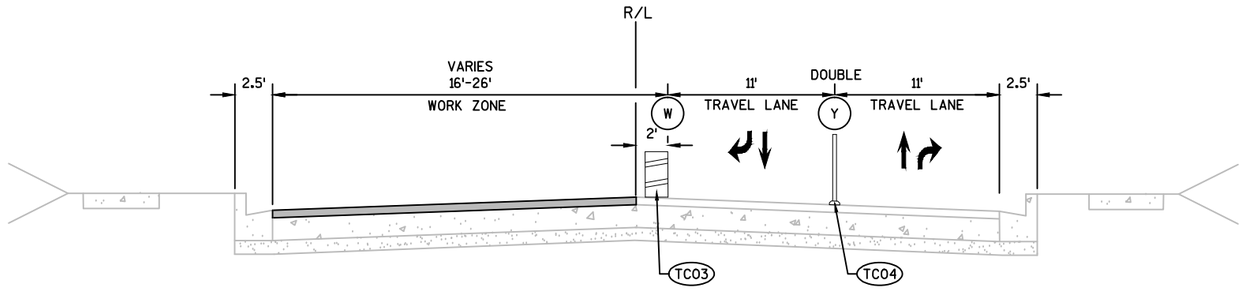
- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

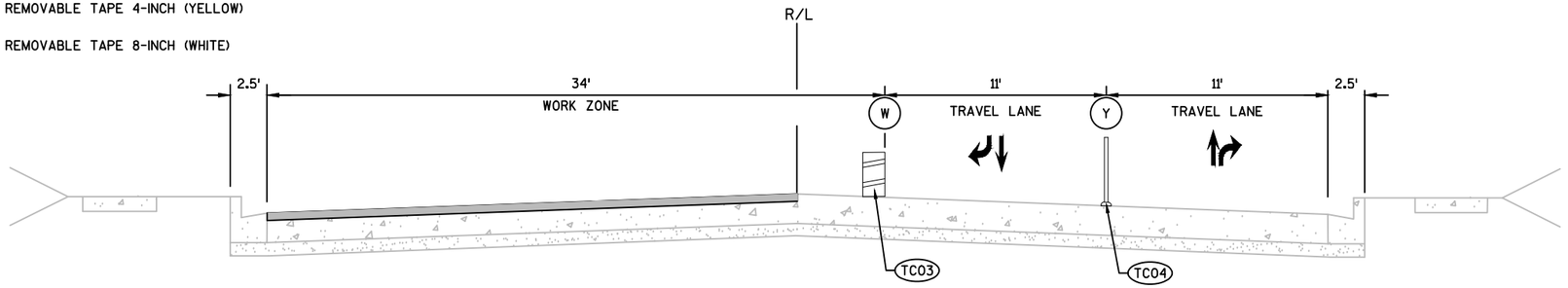
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

LEGEND:

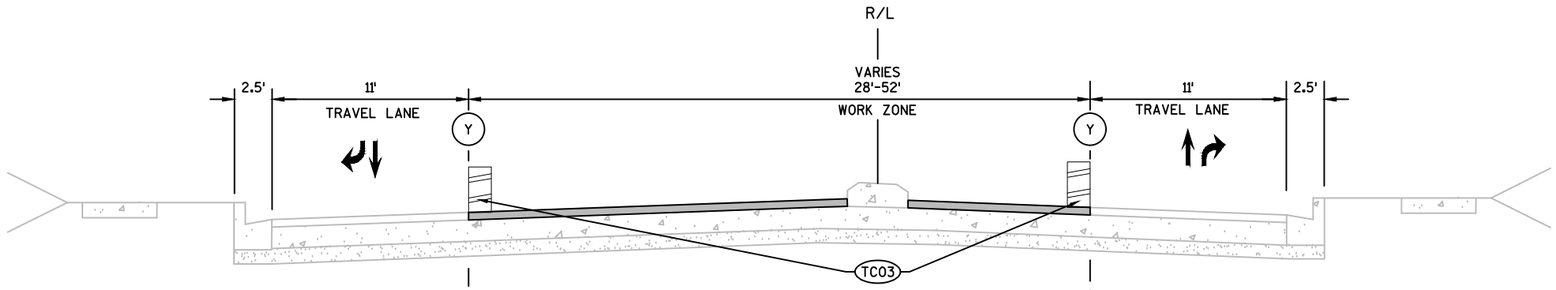
- (TC03) TRAFFIC CONTROL DRUM
- (TC04) FLEXIBLE TUBULAR MARKER POST AND BASE
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)



TYPICAL SECTION - STAGE 3
STH 26/MILTON AVE
STA 52+25 TO STA 74+54
STA 78+32 TO STA 102+27



TYPICAL SECTION - STAGE 3
STH 26/MILTON AVE
STA 74+54 TO STA 78+32



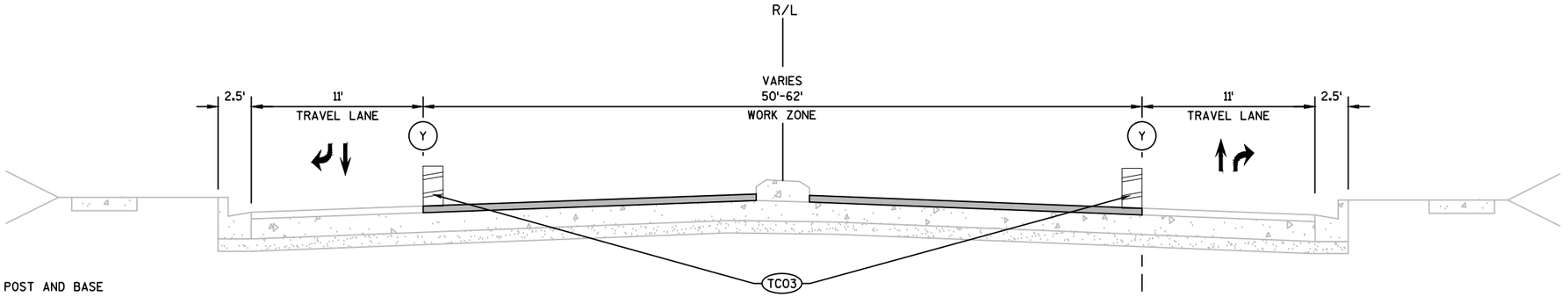
TYPICAL SECTION - STAGE 3
STH 26/MILTON AVE
STA 102+27 TO STA 124+30

STA 105+45 TO STA 108+70
STA 119+47 TO STA 121+72

STA 103+50 TO STA 104+50
STA 116+05 TO STA 118+80

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL SECTIONS - STAGE 3	SHEET 128	E

2

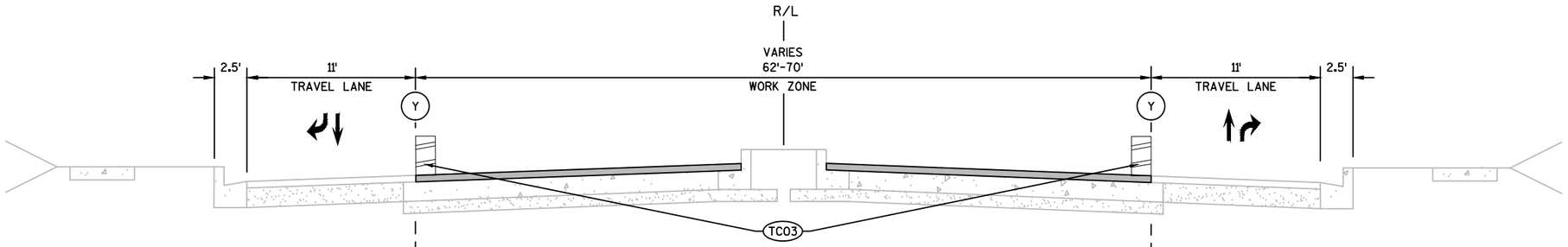


TYPICAL SECTION - STAGE 3
STH 26/MILTON AVE
STA 124+30 TO STA 128+00

STA 124+52 TO STA 127+52

LEGEND:

- (TC03) TRAFFIC CONTROL DRUM
- (TC04) FLEXIBLE TUBULAR MARKER POST AND BASE
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)



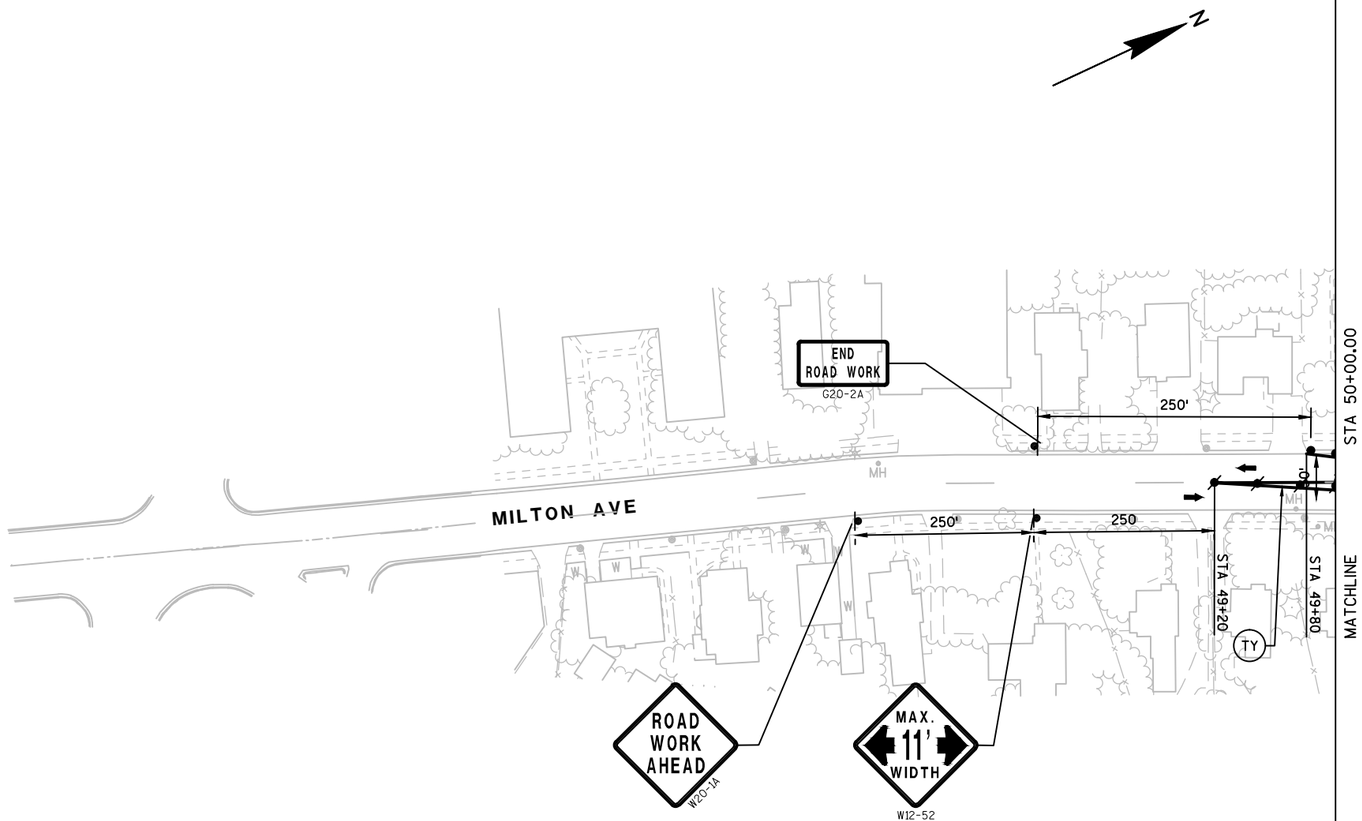
TYPICAL SECTION - STAGE 3
STH 26/MILTON AVE
STA 128+00 TO STA 136+71

STA 128+59 TO STA 131+84

STA 134+67 TO STA 136+71

STAGE 3 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE EAST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3-A ON ONE INTERSECTION WEST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSE 500-FT" SIGN W20-3D WEST OF MILTON AVENUE ON SIDE STREET PRIOR TO CLOSING SIDE STREET. REMOVE "ROAD CLOSED" SIGNS WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

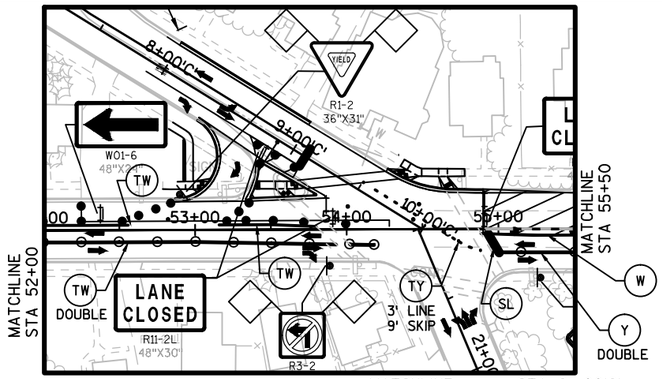
(Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)	(TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)	(TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH	(TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
(A) TEMPORARY PAVEMENT MARKING ARROWS PAINT	(TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
(WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT	(TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 130 E

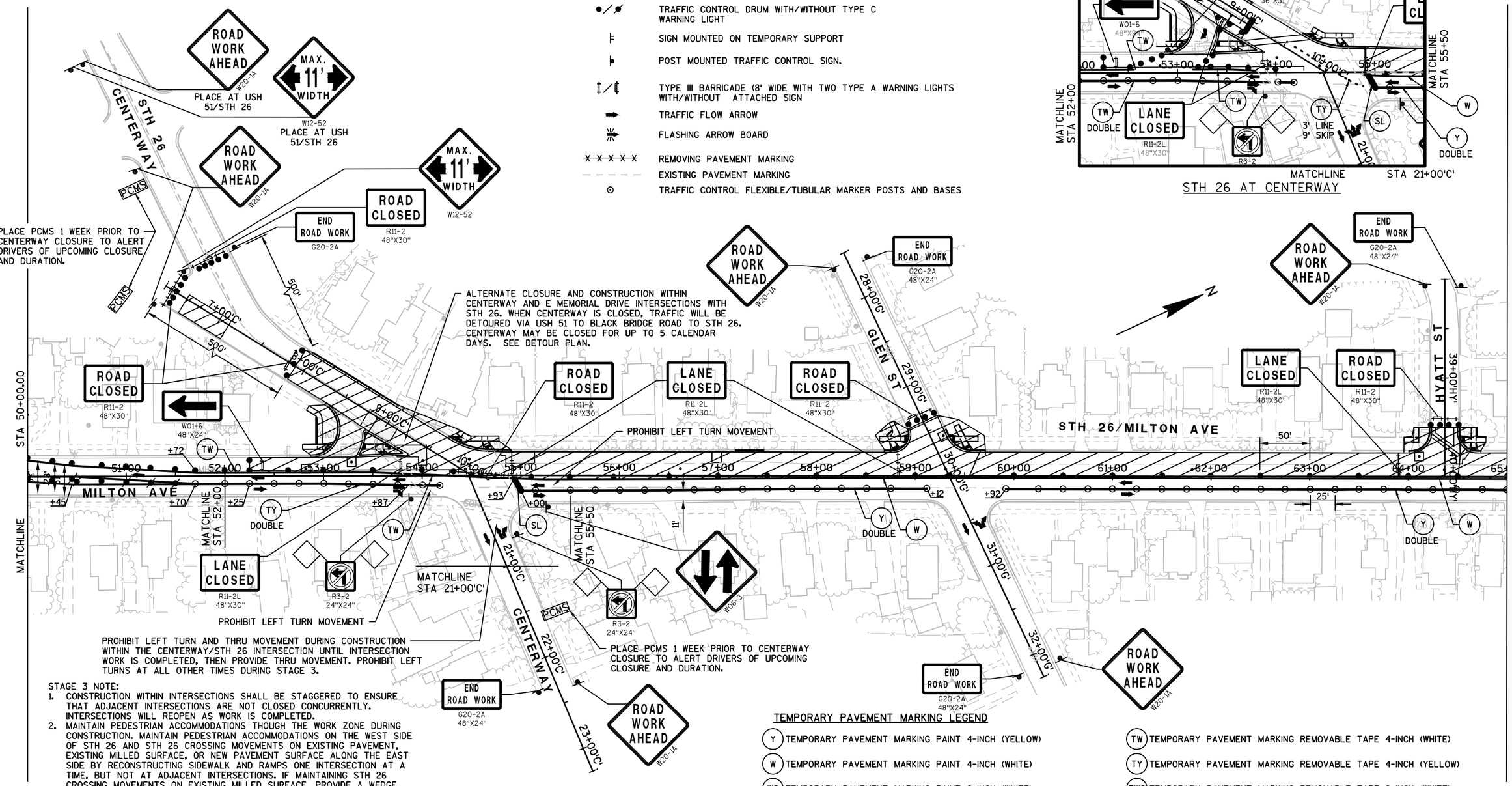
2

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES



STH 26 AT CENTERWAY



STAGE 3 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE EAST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3-A ON ONE INTERSECTION WEST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSE 500-FT" SIGN W20-3D WEST OF MILTON AVENUE ON SIDE STREET PRIOR TO CLOSING SIDE STREET. REMOVE "ROAD CLOSED" SIGNS WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

TEMPORARY PAVEMENT MARKING LEGEND

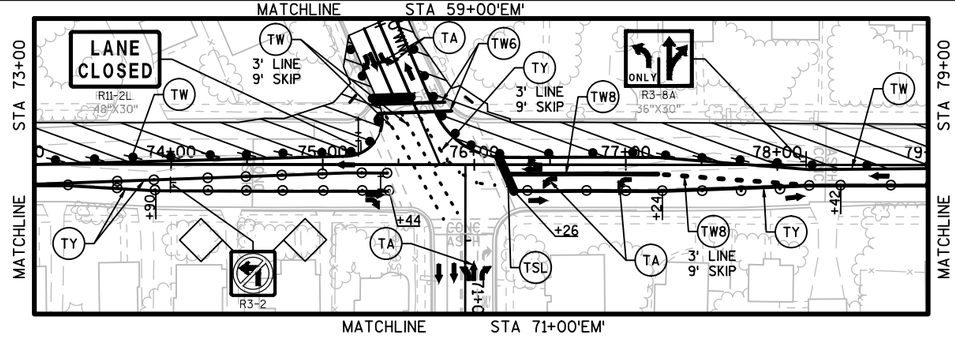
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 131	E

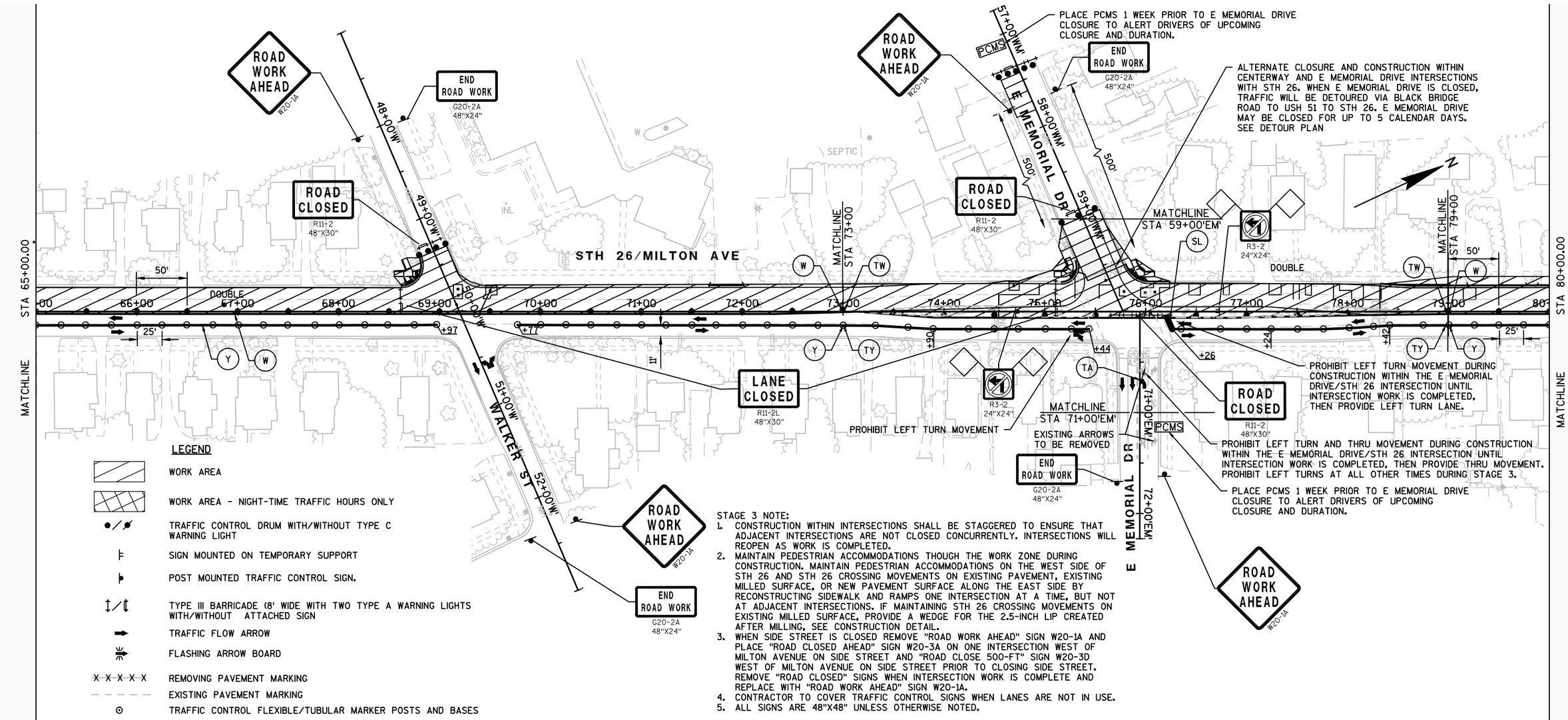
2

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE



STH 26 LEFT TURN LANES AT E MEMORIAL DRIVE



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 3 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE EAST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3A ON ONE INTERSECTION WEST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSE 500-FT" SIGN W20-3D WEST OF MILTON AVENUE ON SIDE STREET PRIOR TO CLOSING SIDE STREET. REMOVE "ROAD CLOSED" SIGNS WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
5. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

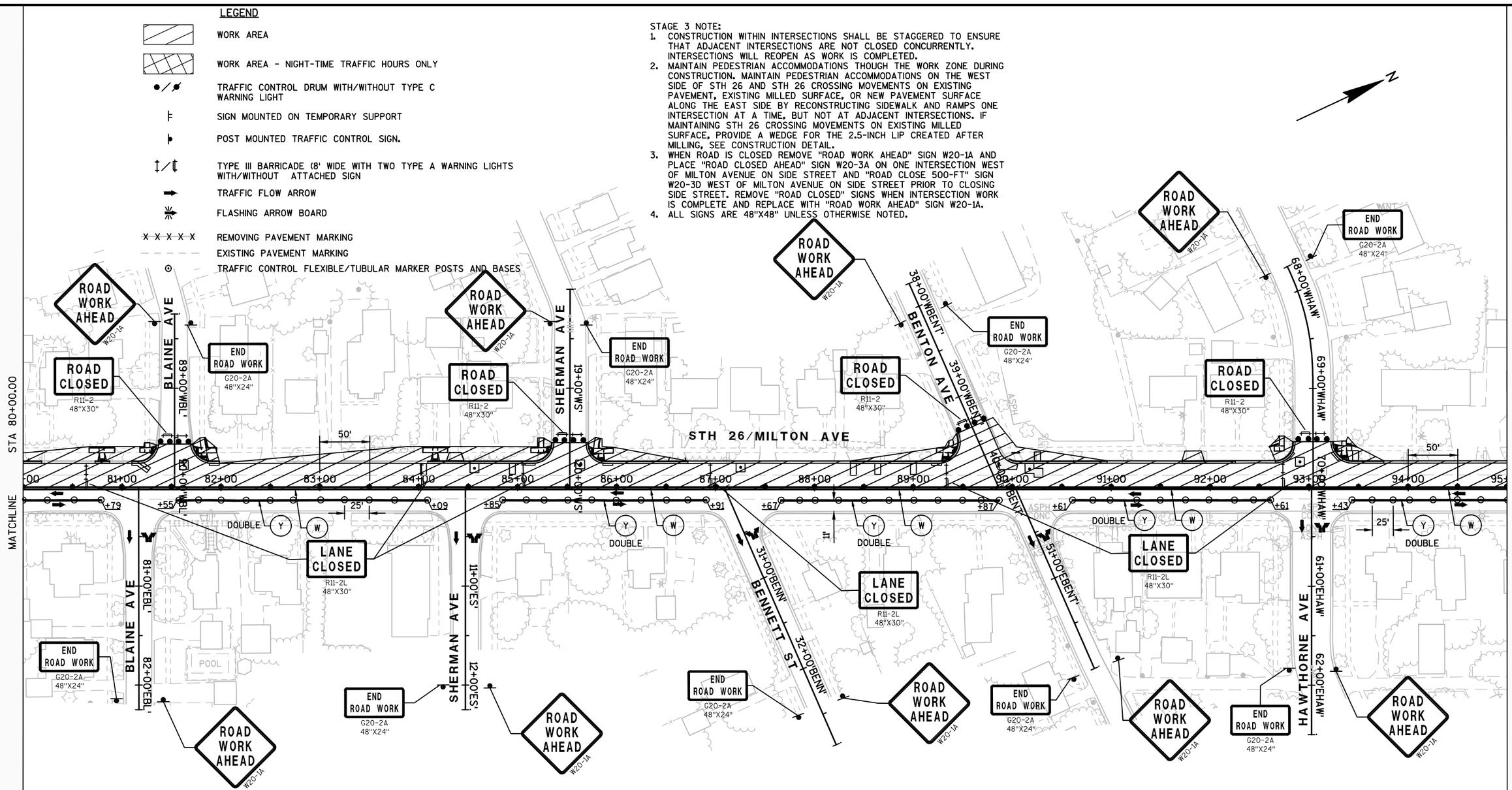
PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 132	E

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 3 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE EAST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN ROAD IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3A ON ONE INTERSECTION WEST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSE 500-FT" SIGN W20-3D WEST OF MILTON AVENUE ON SIDE STREET PRIOR TO CLOSING SIDE STREET. REMOVE "ROAD CLOSED" SIGNS WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



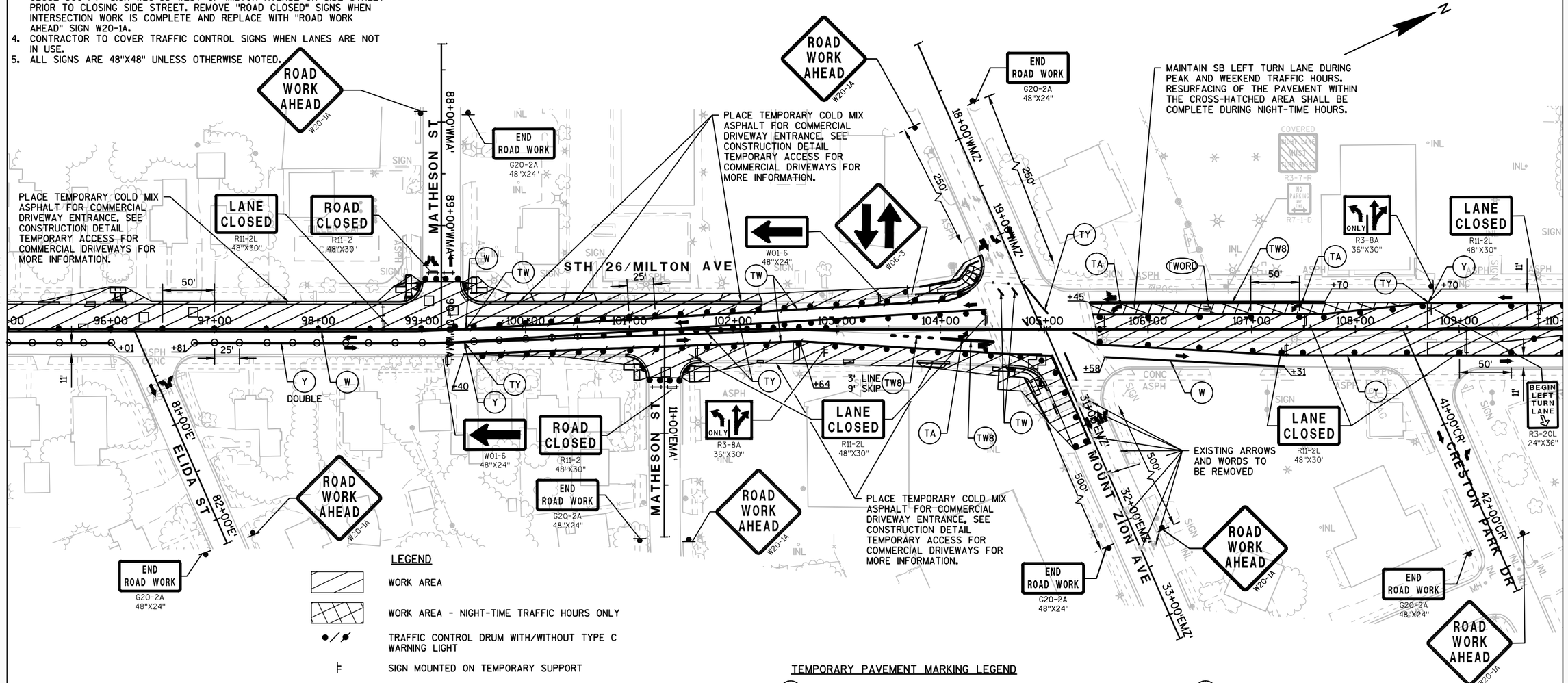
TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 133 E

STAGE 3 NOTE:

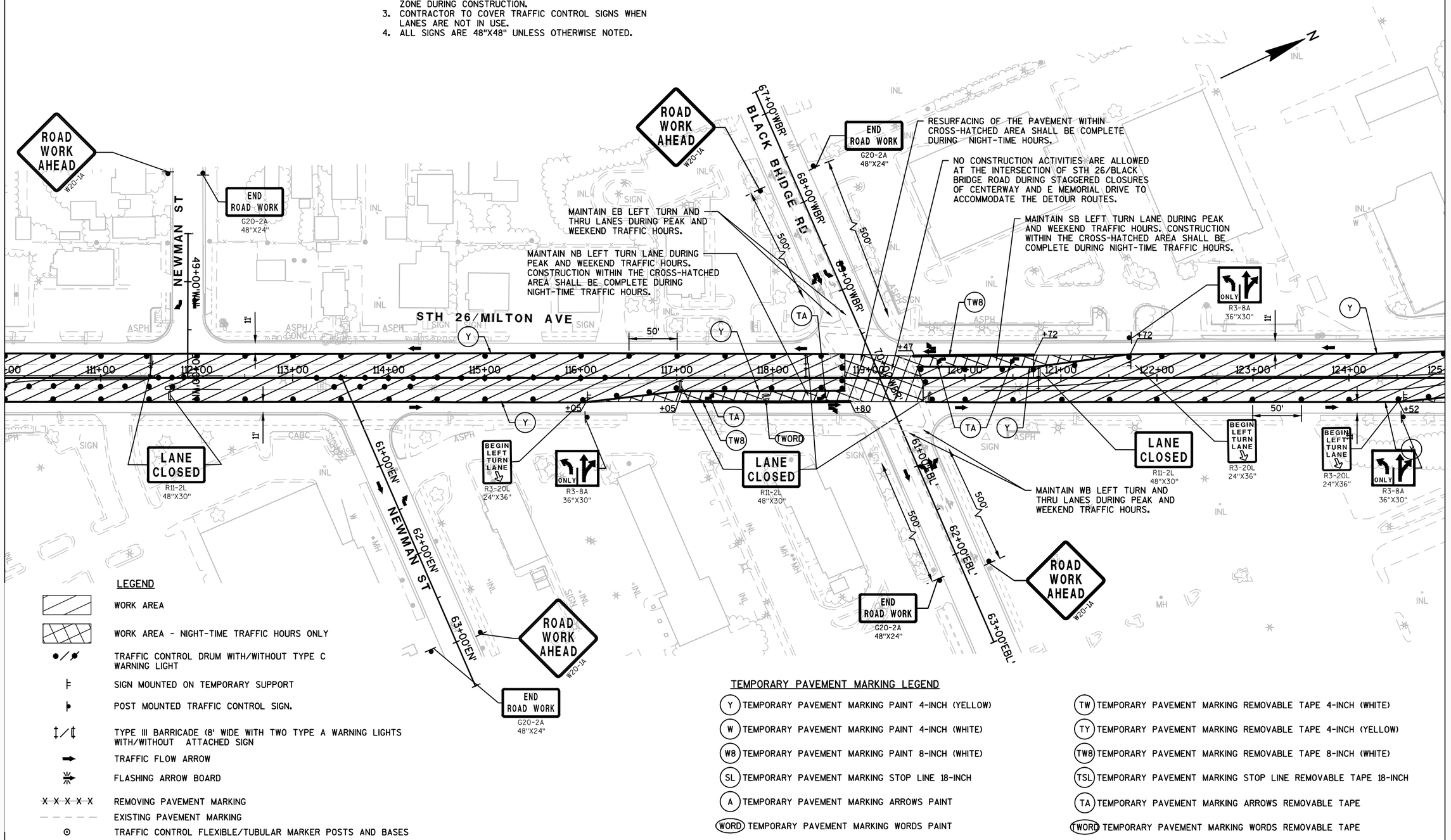
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE EAST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3A ON ONE INTERSECTION WEST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSE 500-FT" SIGN W20-3D WEST OF MILTON AVENUE ON SIDE STREET PRIOR TO CLOSING SIDE STREET. REMOVE "ROAD CLOSED" SIGNS WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
5. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 134 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\025002_TC-ST3.DWG
LAYOUT NAME - 025002_TC-ST3 - TC - (4)
PLOT DATE : 1/5/2016 4:24 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 100'_XREF

STAGE 3 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
4. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

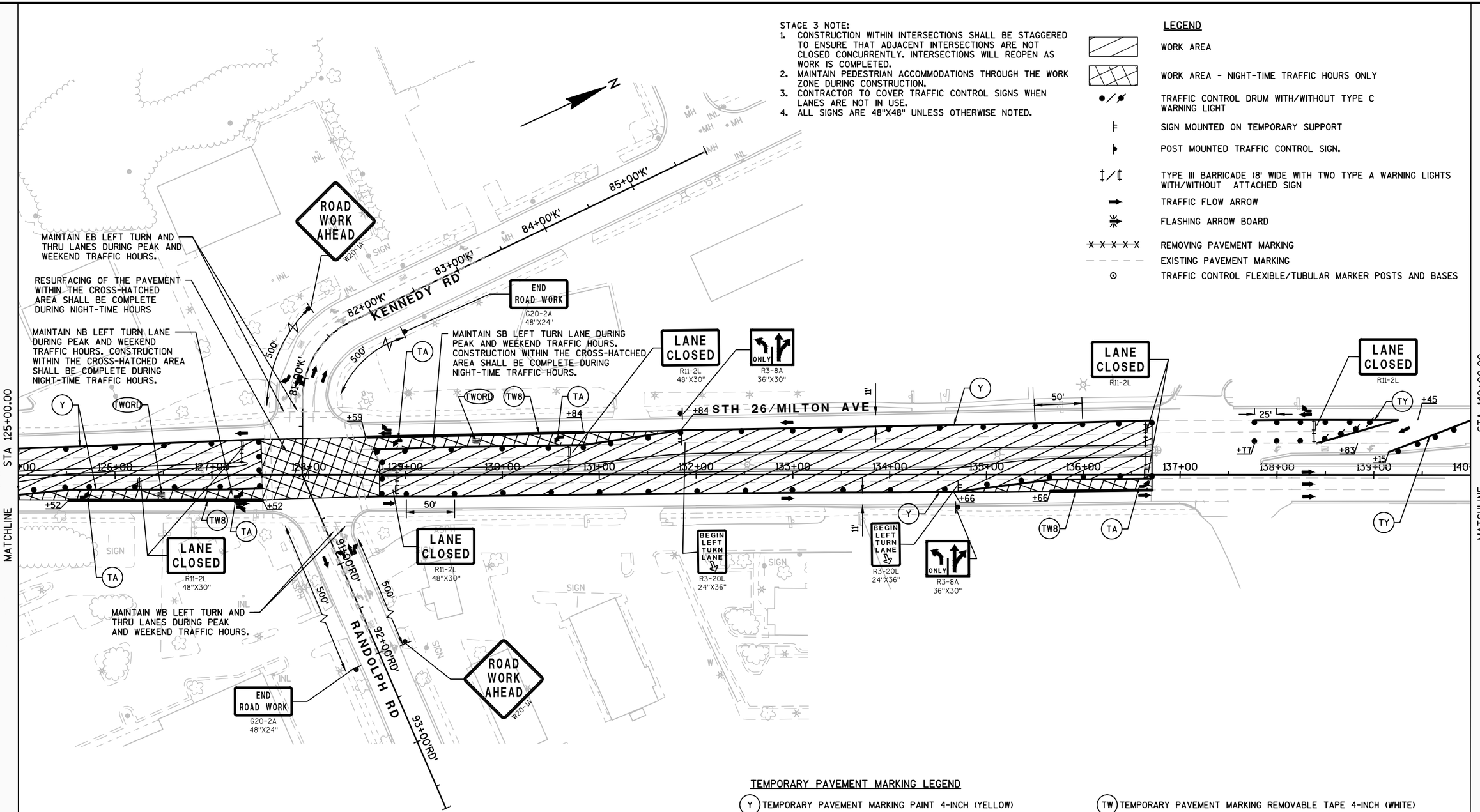
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 135	E

STAGE 3 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
4. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

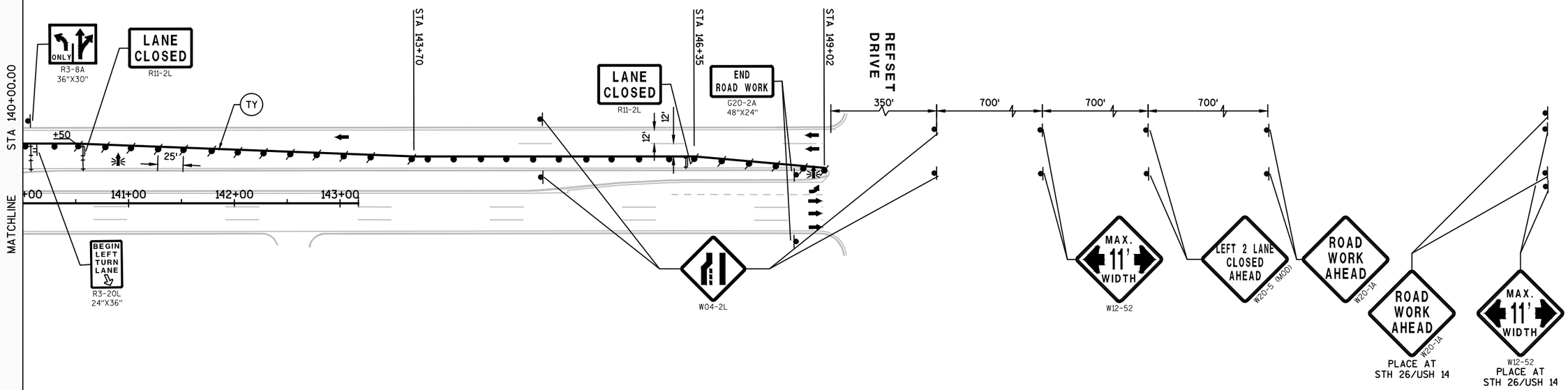


TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 136 E

STAGE 3 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THROUGH THE WORK ZONE DURING CONSTRUCTION.
3. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- X X X X X REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 137 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\025002_TC-ST3.DWG
LAYOUT NAME - 025002_TC-ST3 - TC - (7)
PLOT DATE : 1/5/2016 4:24 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

LEGEND:

- (TC03) TRAFFIC CONTROL DRUM
- (TC04) FLEXIBLE TUBULAR MARKER POST AND BASE
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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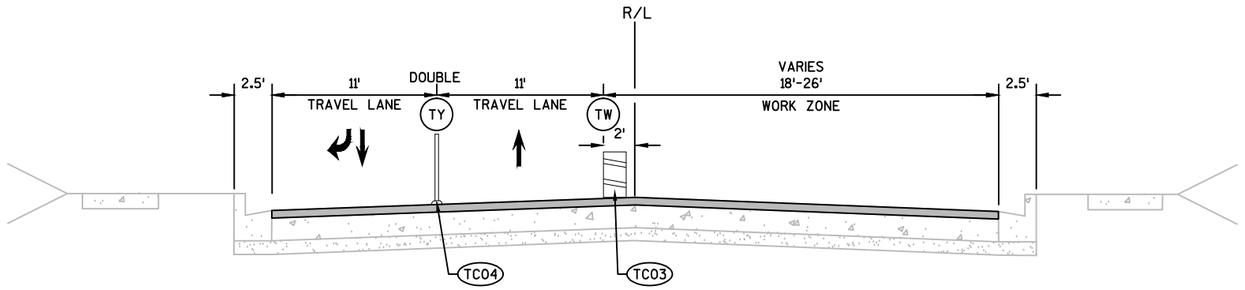
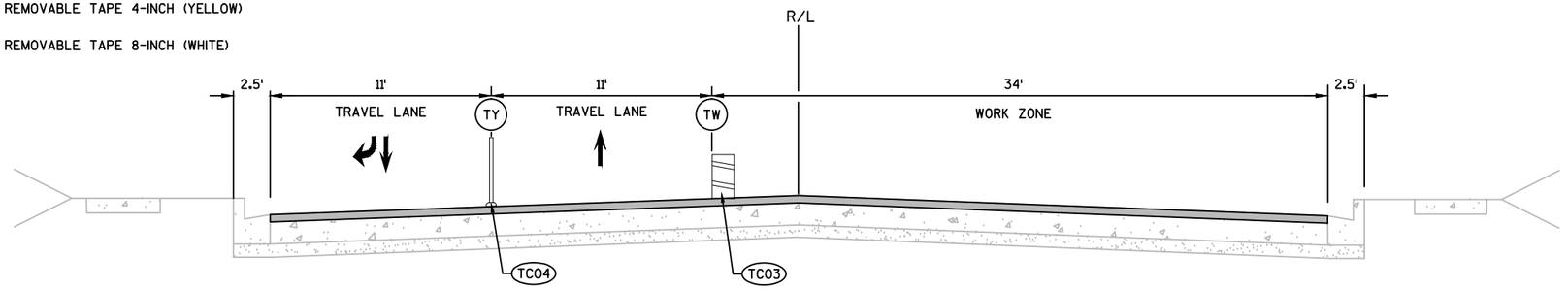
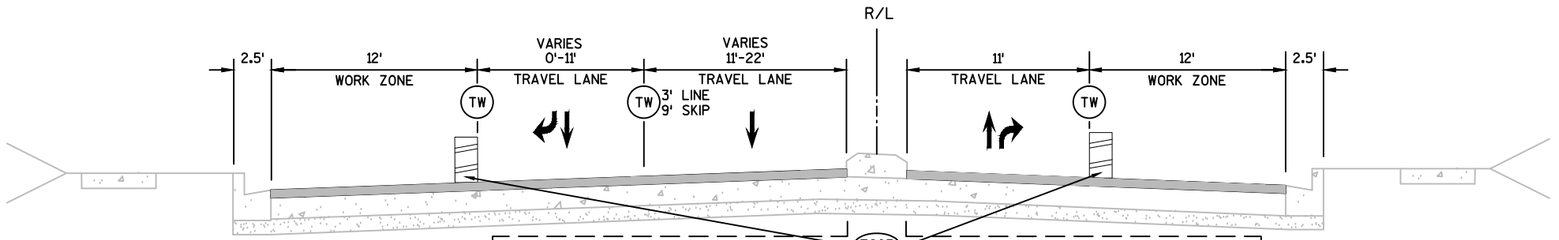


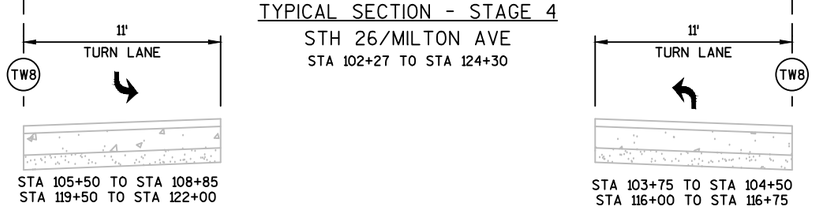
TYPICAL SECTION - STAGE 4
STH 26/MILTON AVE
STA 52+25 TO STA 74+54
STA 78+32 TO STA 102+27



TYPICAL SECTION - STAGE 4
STH 26/MILTON AVE
STA 74+54 TO STA 78+32



TYPICAL SECTION - STAGE 4
STH 26/MILTON AVE
STA 102+27 TO STA 124+30



STA 105+50 TO STA 108+85
STA 119+50 TO STA 122+00

STA 103+75 TO STA 104+50
STA 116+00 TO STA 116+75

2

LEGEND:

- (TC03) TRAFFIC CONTROL DRUM
- (TC04) FLEXIBLE TUBULAR MARKER POST AND BASE
- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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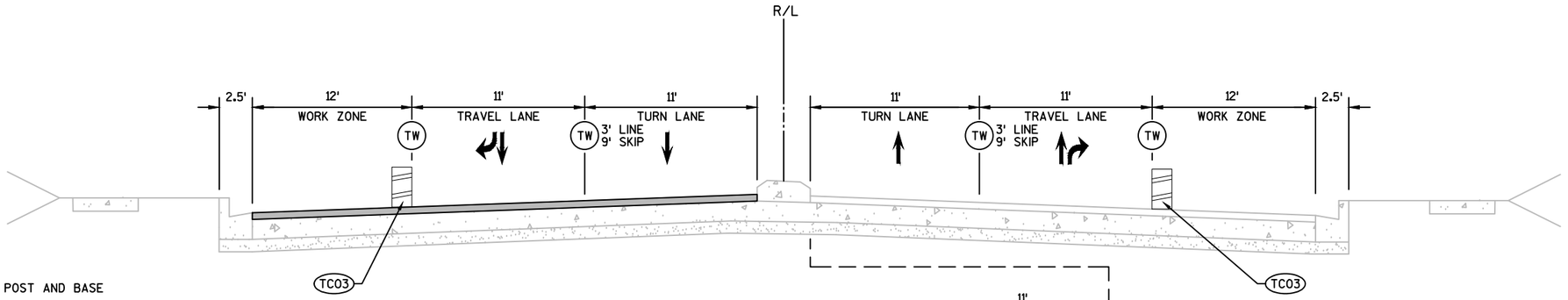
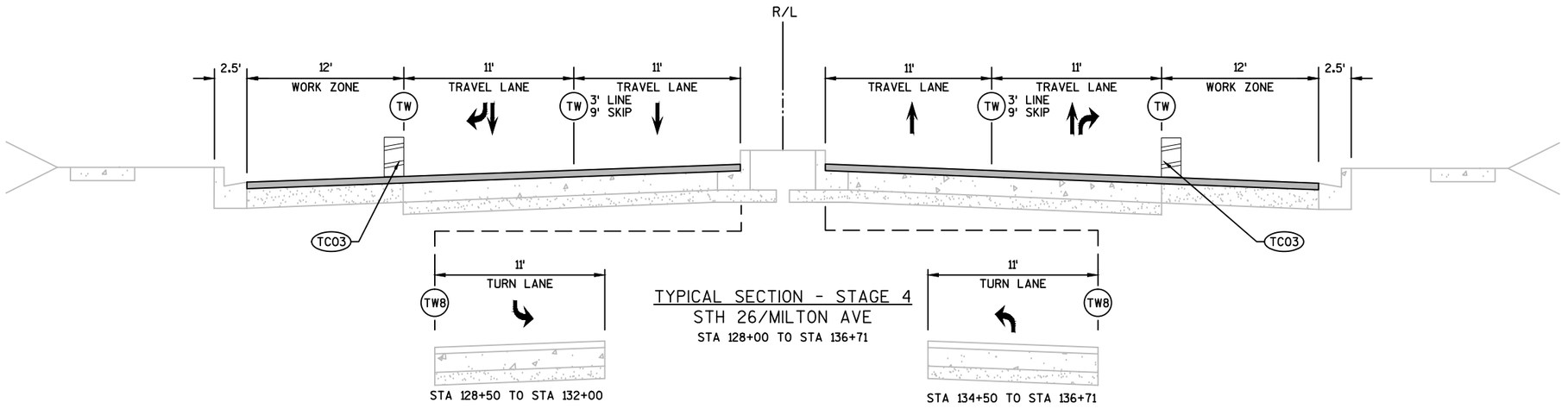


TYPICAL SECTION - STAGE 4
STH 26/MILTON AVE
STA 124+30 TO STA 128+00

STA 125+25 TO STA 127+50



TYPICAL SECTION - STAGE 4
STH 26/MILTON AVE
STA 128+00 TO STA 136+71

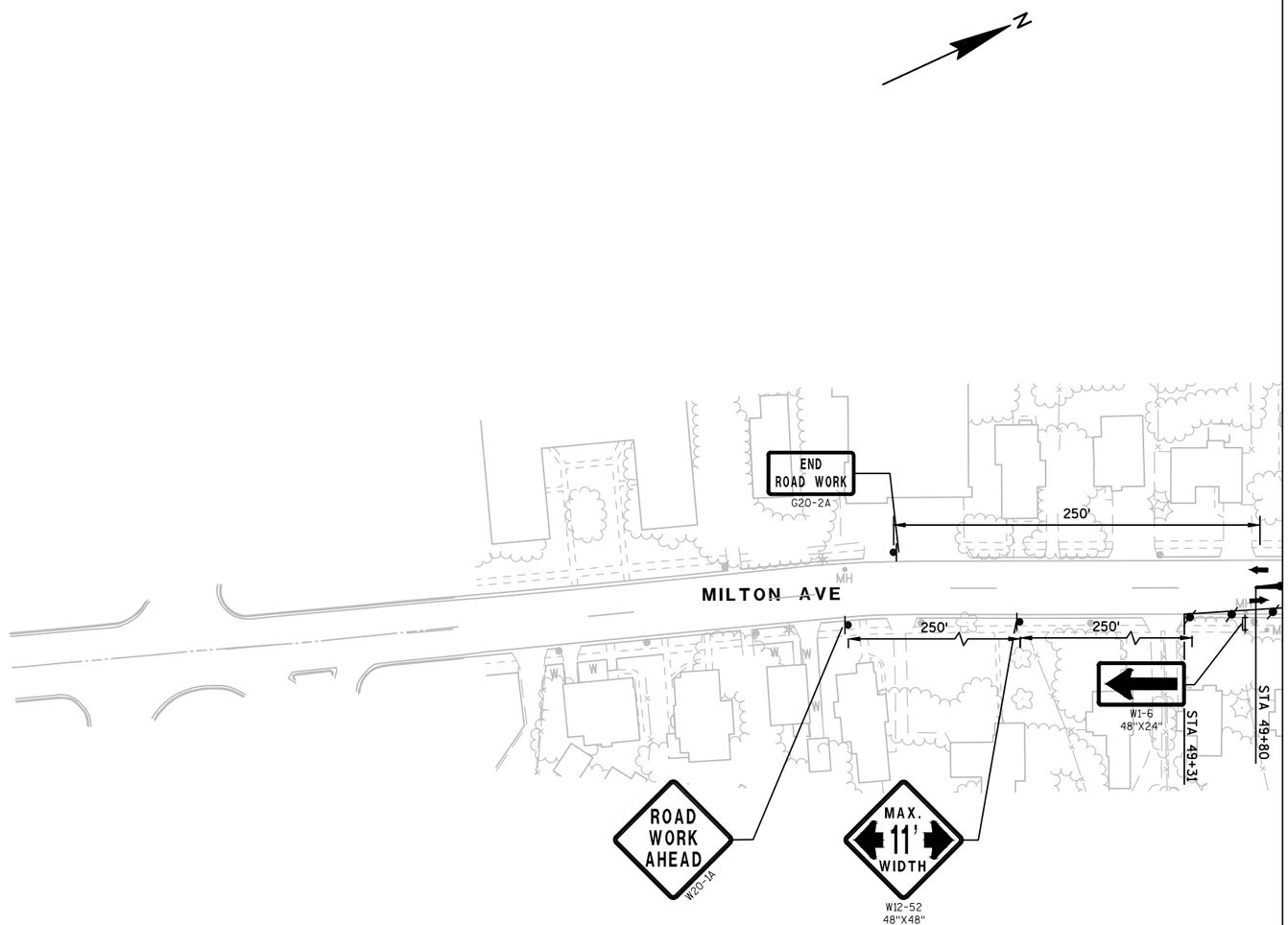
STA 128+50 TO STA 132+00

STA 134+50 TO STA 136+71

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL SECTIONS - STAGE 4	SHEET 139	E

STAGE 4 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE WEST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3-A ONE INTERSECTION EAST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSED 500-FT" SIGN W20-3D ON SIDE STREET EAST OF MILTON AVENUE PRIOR TO CLOSING INTERSECTION AT SIDE STREET. REMOVE SIGNS AND UTILIZE "ROAD WORK AHEAD" SIGNS AS SHOWN BELOW WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
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- SIGN MOUNTED ON TEMPORARY SUPPORT
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- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
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- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
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- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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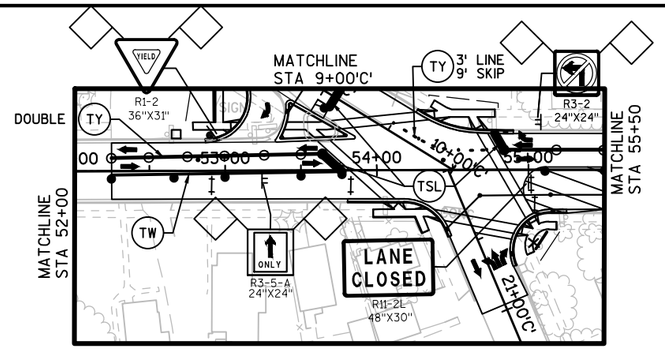
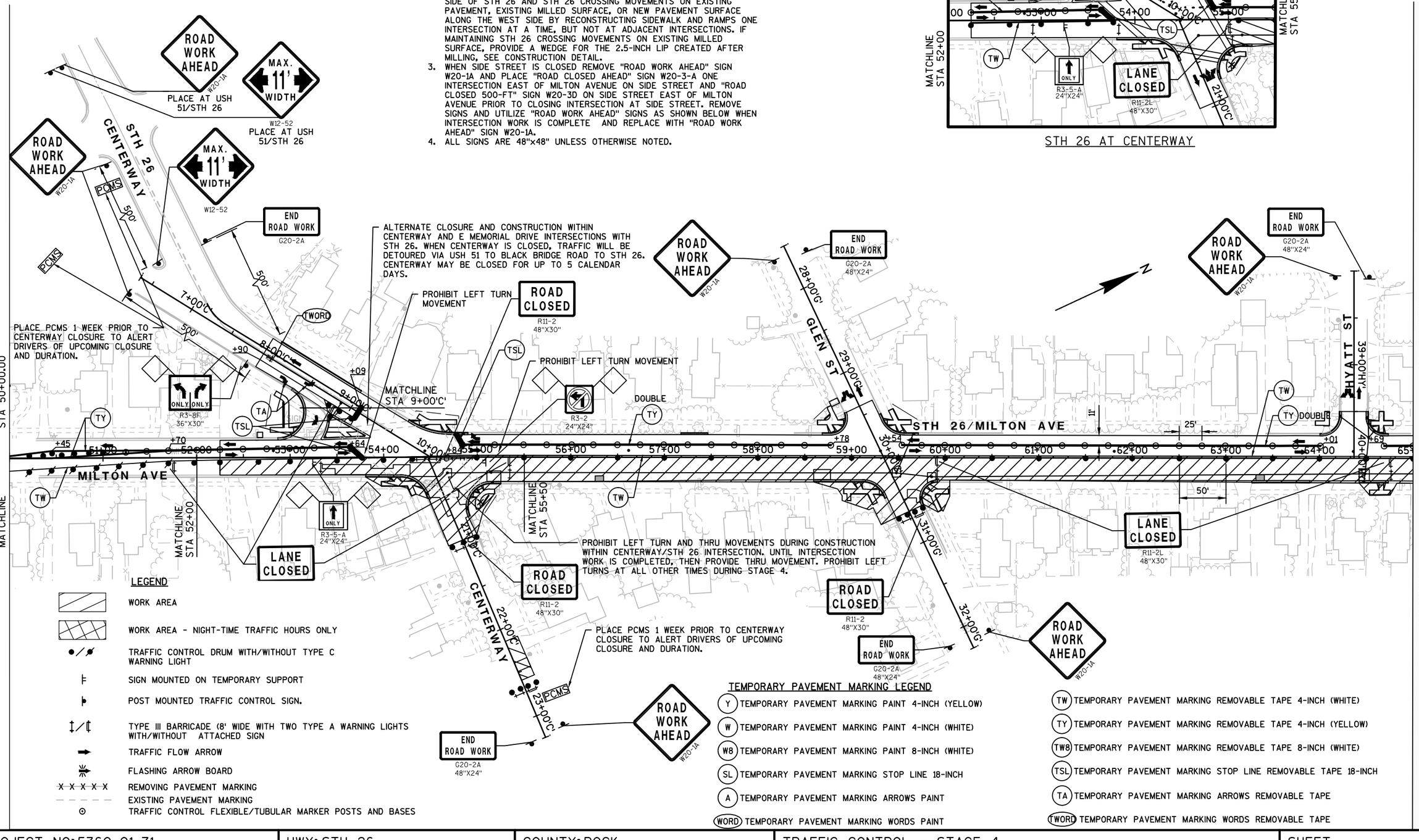
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

STAGE 4 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE WEST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3-A ONE INTERSECTION EAST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSED 500-FT" SIGN W20-3D ON SIDE STREET EAST OF MILTON AVENUE PRIOR TO CLOSING INTERSECTION AT SIDE STREET. REMOVE SIGNS AND UTILIZE "ROAD WORK AHEAD" SIGNS AS SHOWN BELOW WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



STH 26 AT CENTERWAY



LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
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- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 141	E

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW6) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (WHITE)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
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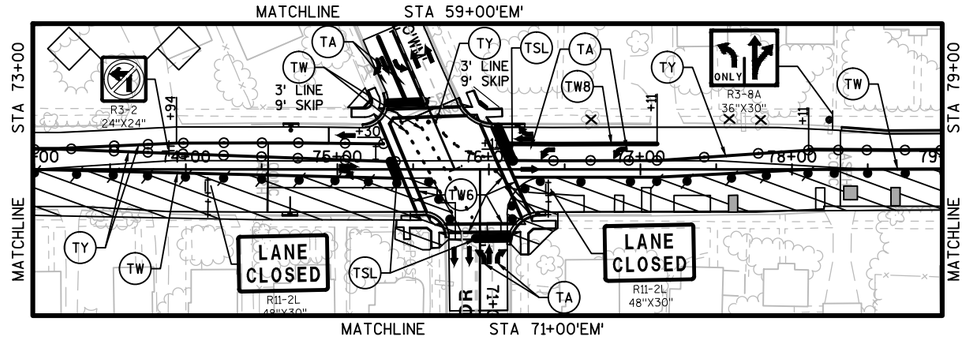
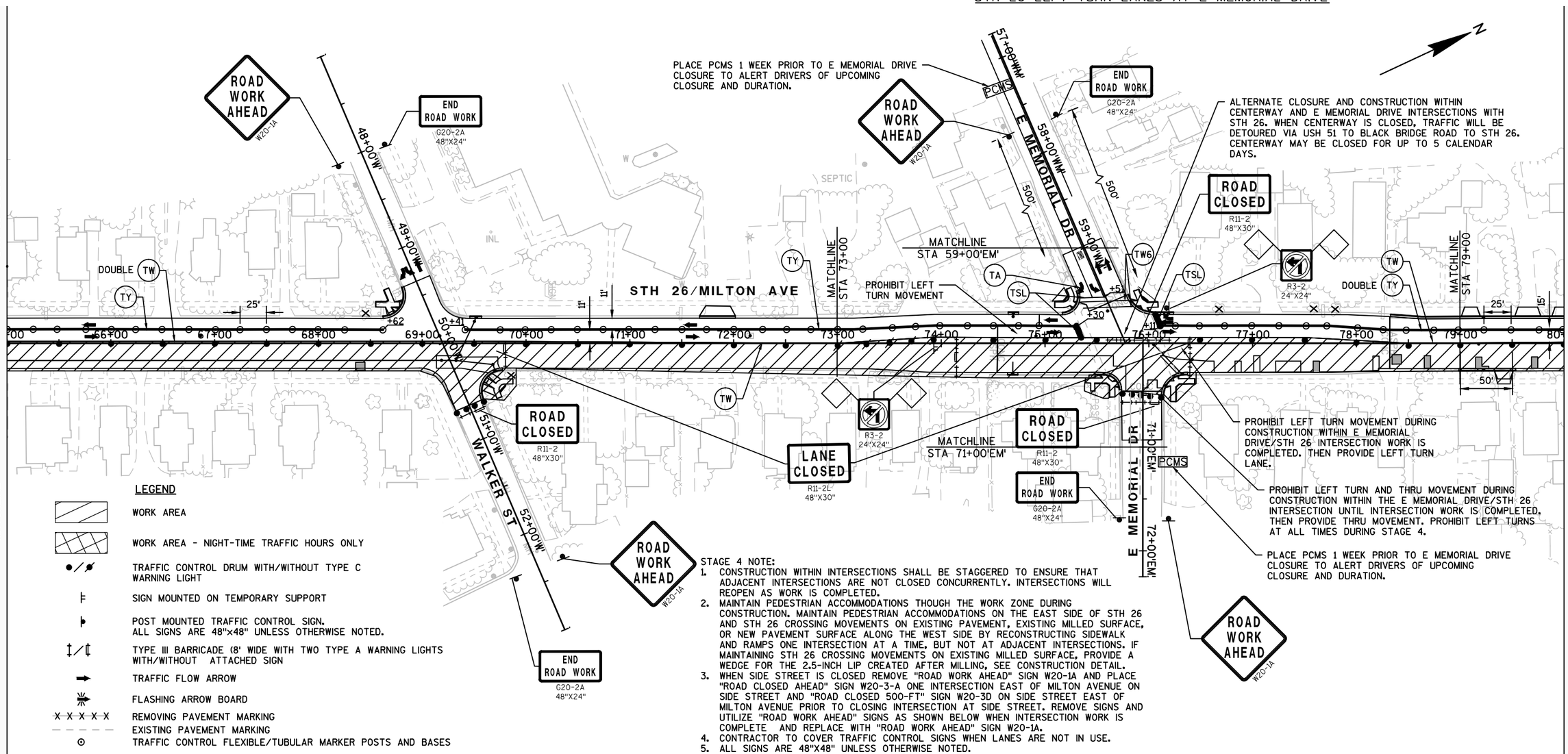


STH 26 LEFT TURN LANES AT E MEMORIAL DRIVE



PLACE PCMS 1 WEEK PRIOR TO E MEMORIAL DRIVE CLOSURE TO ALERT DRIVERS OF UPCOMING CLOSURE AND DURATION.

ALTERNATE CLOSURE AND CONSTRUCTION WITHIN CENTERWAY AND E MEMORIAL DRIVE INTERSECTIONS WITH STH 26. WHEN CENTERWAY IS CLOSED, TRAFFIC WILL BE DETOURED VIA USH 51 TO BLACK BRIDGE ROAD TO STH 26. CENTERWAY MAY BE CLOSED FOR UP TO 5 CALENDAR DAYS.

PROHIBIT LEFT TURN MOVEMENT DURING CONSTRUCTION WITHIN E MEMORIAL DRIVE/STH 26 INTERSECTION WORK IS COMPLETED. THEN PROVIDE LEFT TURN LANE.

PROHIBIT LEFT TURN AND THRU MOVEMENT DURING CONSTRUCTION WITHIN THE E MEMORIAL DRIVE/STH 26 INTERSECTION UNTIL INTERSECTION WORK IS COMPLETED, THEN PROVIDE THRU MOVEMENT. PROHIBIT LEFT TURNS AT ALL TIMES DURING STAGE 4.

PLACE PCMS 1 WEEK PRIOR TO E MEMORIAL DRIVE CLOSURE TO ALERT DRIVERS OF UPCOMING CLOSURE AND DURATION.

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 4 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE OF STH 26 AND STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE WEST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
3. WHEN SIDE STREET IS CLOSED REMOVE "ROAD WORK AHEAD" SIGN W20-1A AND PLACE "ROAD CLOSED AHEAD" SIGN W20-3-A ONE INTERSECTION EAST OF MILTON AVENUE ON SIDE STREET AND "ROAD CLOSED 500-FT" SIGN W20-3D ON SIDE STREET EAST OF MILTON AVENUE PRIOR TO CLOSING INTERSECTION AT SIDE STREET. REMOVE SIGNS AND UTILIZE "ROAD WORK AHEAD" SIGNS AS SHOWN BELOW WHEN INTERSECTION WORK IS COMPLETE AND REPLACE WITH "ROAD WORK AHEAD" SIGN W20-1A.
4. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
5. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 142 E

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

STAGE 4 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
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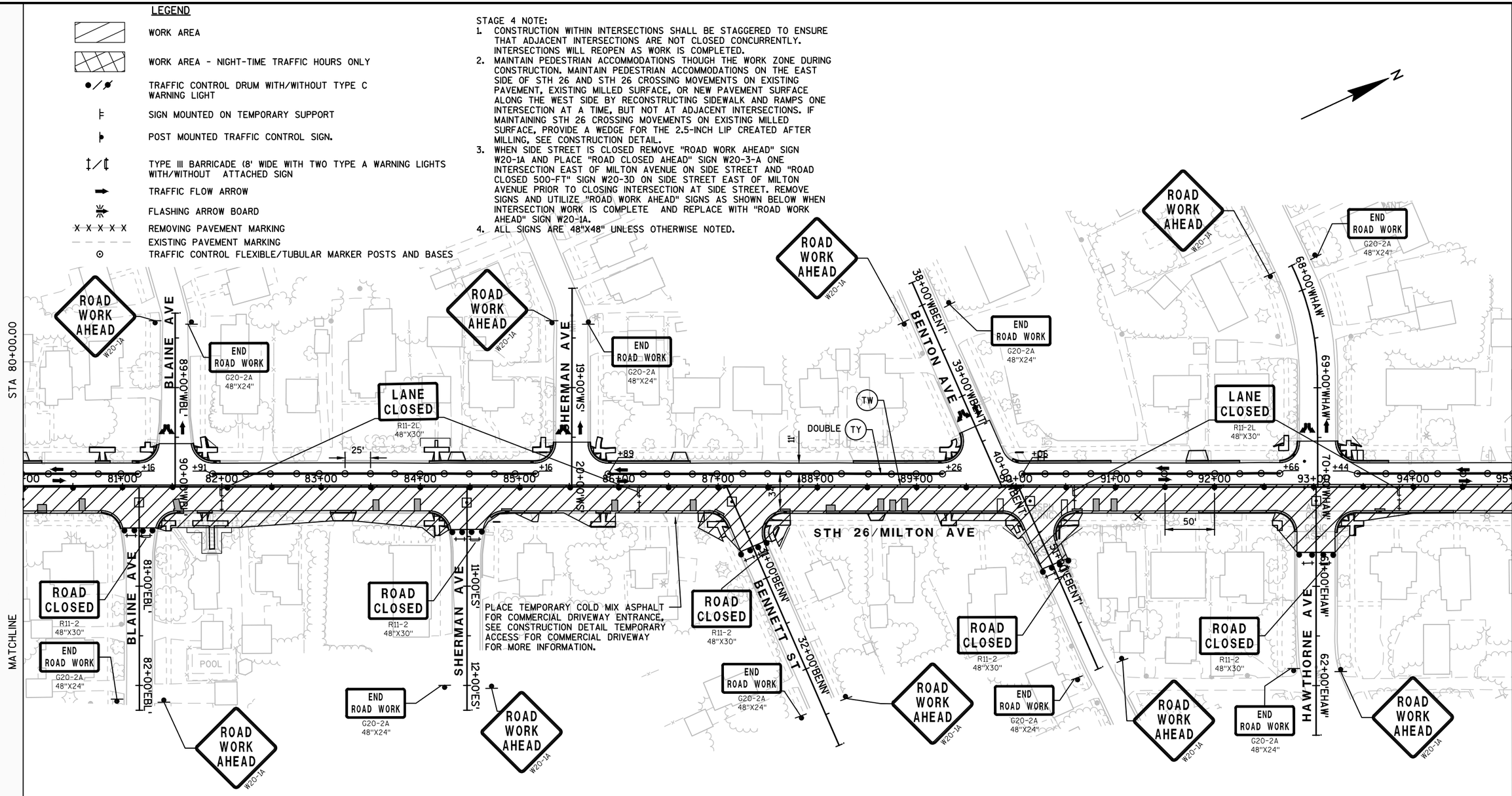

TEMPORARY PAVEMENT MARKING LEGEND

- (Y) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
- (W) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
- (W8) TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
- (SL) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
- (A) TEMPORARY PAVEMENT MARKING ARROWS PAINT
- (WORD) TEMPORARY PAVEMENT MARKING WORDS PAINT
- (TW) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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- (TSL) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 143 E

STAGE 4 NOTE:

1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. WHEN CONSTRUCTION WITHIN AN INTERSECTION INCLUDING SIDEWALK AND RAMP WORK ON THE WEST SIDE OF STH 26 IS OCCURRING, MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE OF STH 26, WHEN CONSTRUCTION WITHIN AN INTERSECTION INCLUDING SIDEWALK AND RAMP WORK ON THE EAST SIDE OF STH 26 IS OCCURRING, MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26. MAINTAIN STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE WEST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
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4. LEFT TURN LANES AND RIGHT TURN MOVEMENTS AT THE STH 26 INTERSECTION OF MOUNT ZION AVE, BLACK BRIDGE ROAD AND KENNEDY/RANDOLPH ROAD SHALL NOT BE CLOSED CONCURRENTLY FOR NB AND SB TRAFFIC. LEFT TURN LANES AND RIGHT TURN MOVEMENTS WILL REOPEN AS WORK IS COMPLETED.
5. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
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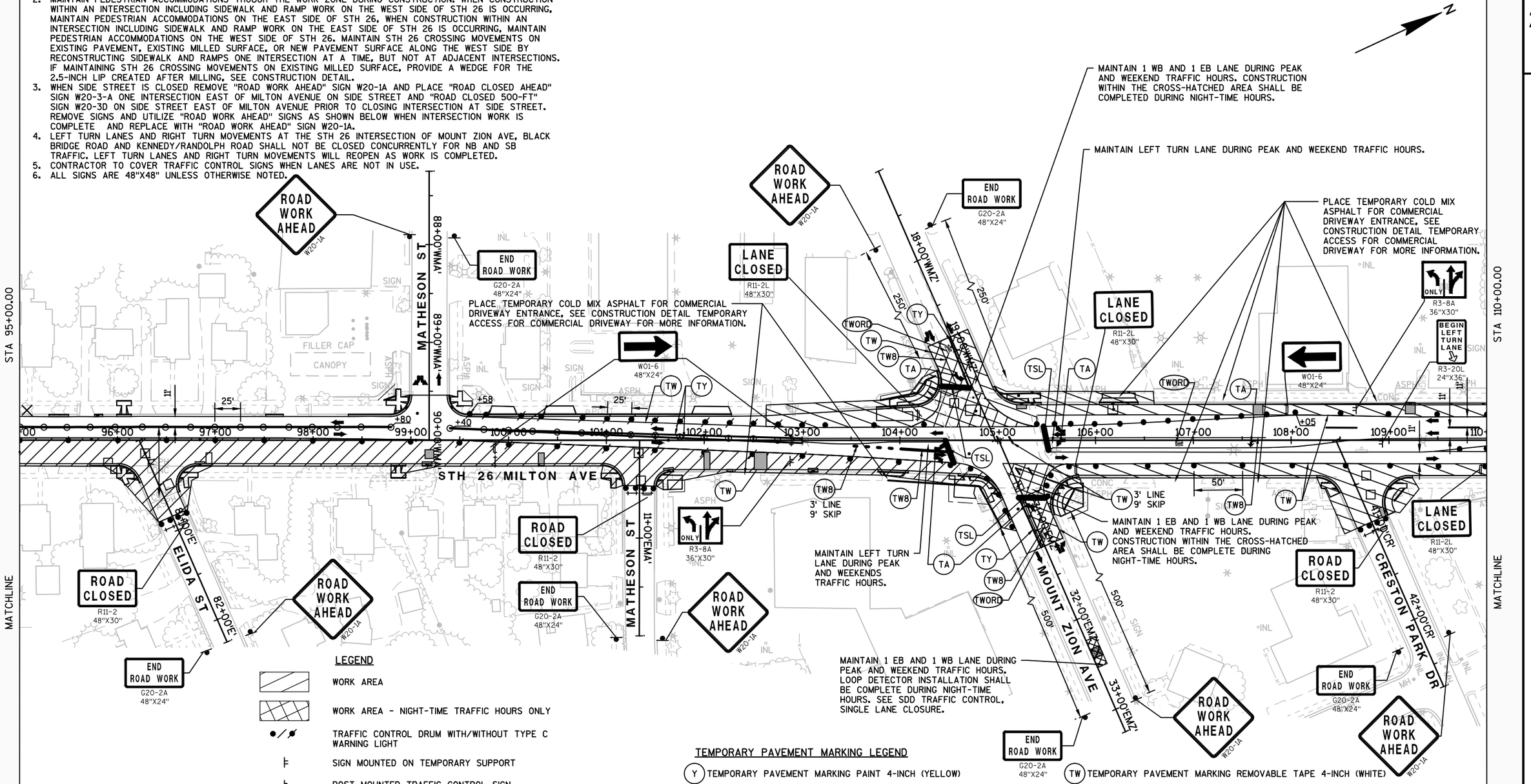

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C WARNING LIGHT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- POST MOUNTED TRAFFIC CONTROL SIGN.
- TYPE III BARRICADE (8' WIDE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT ATTACHED SIGN
- TRAFFIC FLOW ARROW
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- TRAFFIC CONTROL FLEXIBLE/TUBULAR MARKER POSTS AND BASES

TEMPORARY PAVEMENT MARKING LEGEND

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PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 144 E

STAGE 4 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. WHEN CONSTRUCTION WITHIN AN INTERSECTION INCLUDING SIDEWALK AND RAMP WORK ON THE WEST SIDE OF STH 26 IS OCCURRING, MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE OF STH 26, WHEN CONSTRUCTION WITHIN AN INTERSECTION INCLUDING SIDEWALK AND RAMP WORK ON THE EAST SIDE OF STH 26 IS OCCURRING, MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26. MAINTAIN STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE WEST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL.
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5. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
6. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

STA 110+00.00

STA 125+00.00

MATCHLINE

MATCHLINE

ROAD WORK AHEAD W20-1A

LANE CLOSED R11-2L 48"X30"

W04-2R 36"X36"

END ROAD WORK G20-2A 48"X24"

ROAD CLOSED R11-2 48"X30"

NEWMAN ST

49+00 NWBR

50'

25'

25'

11'

11'

PLACE TEMPORARY COLD MIX ASPHALT FOR COMMERCIAL DRIVEWAY ENTRANCE, SEE CONSTRUCTION DETAIL TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAY FOR MORE INFORMATION.

MAINTAIN 1 EB AND 1 WB LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. LOOP DETECTOR INSTALLATION SHALL BE COMPLETE DURING NIGHT-TIME HOURS. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE.

PLACE TEMPORARY COLD MIX ASPHALT FOR COMMERCIAL DRIVEWAY ENTRANCE, SEE CONSTRUCTION DETAIL TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAY FOR MORE INFORMATION.

RIGHT LANE CLOSED AHEAD W20-5

LANE CLOSED R11-2L 48"X30"

STH 26/MILTON AVE

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

67+00 WBR

BLACK BRIDGE RD

68+00 WBR

500'

EXISTING ARROWS AND ONLYS TO BE REMOVED

MAINTAIN 1 WB AND 1 EB LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. CONSTRUCTION WITHIN THE CROSS-HATCHED AREA SHALL BE COMPLETE DURING NIGHT-TIME HOURS.

MAINTAIN LEFT TURN LANE DURING PEAK AND WEEKEND TRAFFIC HOURS.

ONLY ONLY R3-8M 54"X30"

12.5' LINE 37.5' SKIP

LANE CLOSED R11-2L 48"X30"

R3-8A 36"X30"

62+00 EBR

NEWMAN ST

63+00 EBR

MAINTAIN LEFT TURN LANE DURING PEAK AND WEEKEND TRAFFIC HOURS.

3' LINE 9' SKIP

MAINTAIN 1 EB AND 1 WB LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. CONSTRUCTION WITHIN THE CROSS-HATCHED AREA SHALL BE COMPLETE DURING NIGHT-TIME HOURS.

PLACE TEMPORARY COLD MIX ASPHALT FOR COMMERCIAL DRIVEWAY ENTRANCE, SEE CONSTRUCTION DETAIL TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAY FOR MORE INFORMATION.

PLACE TEMPORARY COLD MIX ASPHALT FOR COMMERCIAL DRIVEWAY ENTRANCE, SEE CONSTRUCTION DETAIL TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAY FOR MORE INFORMATION.

EXISTING ARROWS AND ONLYS TO BE REMOVED

MAINTAIN 1 EB AND 1 WB LANE DURING PEAK TRAFFIC HOURS. LOOP DETECTOR INSTALLATION SHALL BE COMPLETE DURING OFF-PEAK OR NIGHT-TIME HOURS. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE.

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00

LEGEND

- WORK AREA
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TEMPORARY PAVEMENT MARKING LEGEND

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PROJECT NO:5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 145 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\025003_TC-ST4.DWG
LAYOUT NAME - 025003_TC-ST4 - TC - (5)

PLOT DATE : 1/5/2016 4:27 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1" = 100'_XREF

STAGE 4 NOTE:
1. CONSTRUCTION WITHIN INTERSECTIONS SHALL BE STAGGERED TO ENSURE THAT ADJACENT INTERSECTIONS ARE NOT CLOSED CONCURRENTLY. INTERSECTIONS WILL REOPEN AS WORK IS COMPLETED.
2. MAINTAIN PEDESTRIAN ACCOMMODATIONS THOUGH THE WORK ZONE DURING CONSTRUCTION. WHEN CONSTRUCTION WITHIN AN INTERSECTION INCLUDING SIDEWALK AND RAMP WORK ON THE WEST SIDE OF STH 26 IS OCCURRING, MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE OF STH 26, WHEN CONSTRUCTION WITHIN AN INTERSECTION INCLUDING SIDEWALK AND RAMP WORK ON THE EAST SIDE OF STH 26 IS OCCURRING, MAINTAIN PEDESTRIAN ACCOMMODATIONS ON THE WEST SIDE OF STH 26. MAINTAIN STH 26 CROSSING MOVEMENTS ON EXISTING PAVEMENT, EXISTING MILLED SURFACE, OR NEW PAVEMENT SURFACE ALONG THE WEST SIDE BY RECONSTRUCTING SIDEWALK AND RAMPS ONE INTERSECTION AT A TIME, BUT NOT AT ADJACENT INTERSECTIONS. IF MAINTAINING STH 26 CROSSING MOVEMENTS ON EXISTING MILLED SURFACE, PROVIDE A WEDGE FOR THE 2.5-INCH LIP CREATED AFTER MILLING, SEE CONSTRUCTION DETAIL FOR MORE INFORMATION.
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4. CONTRACTOR TO COVER TRAFFIC CONTROL SIGNS WHEN LANES ARE NOT IN USE.
5. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

STA 125+00.00

STA 140+00.00

MATCHLINE

MATCHLINE

MAINTAIN 1 EB AND 1 WB LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. LOOP DETECTOR INSTALLATION SHALL BE COMPLETE DURING NIGHT-TIME HOURS. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE.

ROAD WORK AHEAD W20-1A

EXISTING ARROWS AND ONLYS TO BE REMOVED

PLACE TEMPORARY COLD MIX ASPHALT FOR COMMERCIAL DRIVEWAY ENTRANCE, SEE CONSTRUCTION DETAIL TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAY FOR MORE INFORMATION.

MAINTAIN 1 WB AND 1 EB LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. CONSTRUCTION WITHIN THE CROSS-HATCHED AREA SHALL BE COMPLETE DURING NIGHT-TIME HOURS.

LANE CLOSED R11-2L 48"X30"

84+00'K'

85+00'K'

83+00'K'

82+00'K'

KENNEDY RD

END ROAD WORK G20-2A 48"X24"

500'

50'

PLACE TEMPORARY COLD MIX ASPHALT FOR COMMERCIAL DRIVEWAY ENTRANCE, SEE CONSTRUCTION DETAIL TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAY FOR MORE INFORMATION.

LANE CLOSED R11-2L

12.5' LINE 37.5' SKIP

STH 26/MILTON AVE

11'

10'

32'

12'

25'

+77

126+00 127+00 128+00 129+00 130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140

3' LINE 9' SKIP

PLACE TEMPORARY COLD MIX ASPHALT FOR COMMERCIAL DRIVEWAY ENTRANCE, SEE CONSTRUCTION DETAIL TEMPORARY ACCESS FOR COMMERCIAL DRIVEWAY FOR MORE INFORMATION.

LANE CLOSED R11-2L 48"X30"

MAINTAIN LEFT TURN LANE DURING PEAK AND WEEKEND TRAFFIC HOURS.

ONLY ONLY R3-8M 54"X30"

MAINTAIN LEFT TURN LANE DURING PEAK AND WEEKEND TRAFFIC HOURS.

MAINTAIN LEFT TURN LANE DURING PEAK AND WEEKEND TRAFFIC HOURS.

EXISTING ARROWS AND ONLYS TO BE REMOVED

MAINTAIN 1 EB AND 1 WB LANE DURING PEAK AND WEEKEND TRAFFIC HOURS. CONSTRUCTION WITHIN THE CROSS-HATCHED AREA SHALL BE COMPLETE DURING NIGHT-TIME HOURS.

RANDOLPH RD

82+00'RD'

93+00'RD'

MAINTAIN 1 EB AND 1 WB LANE DURING PEAK TRAFFIC HOURS. LOOP DETECTOR INSTALLATION SHALL BE COMPLETE DURING OFF-PEAK OR NIGHT-TIME HOURS. SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE.

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

LEGEND

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PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 146	E

STAGE 4 NOTE:
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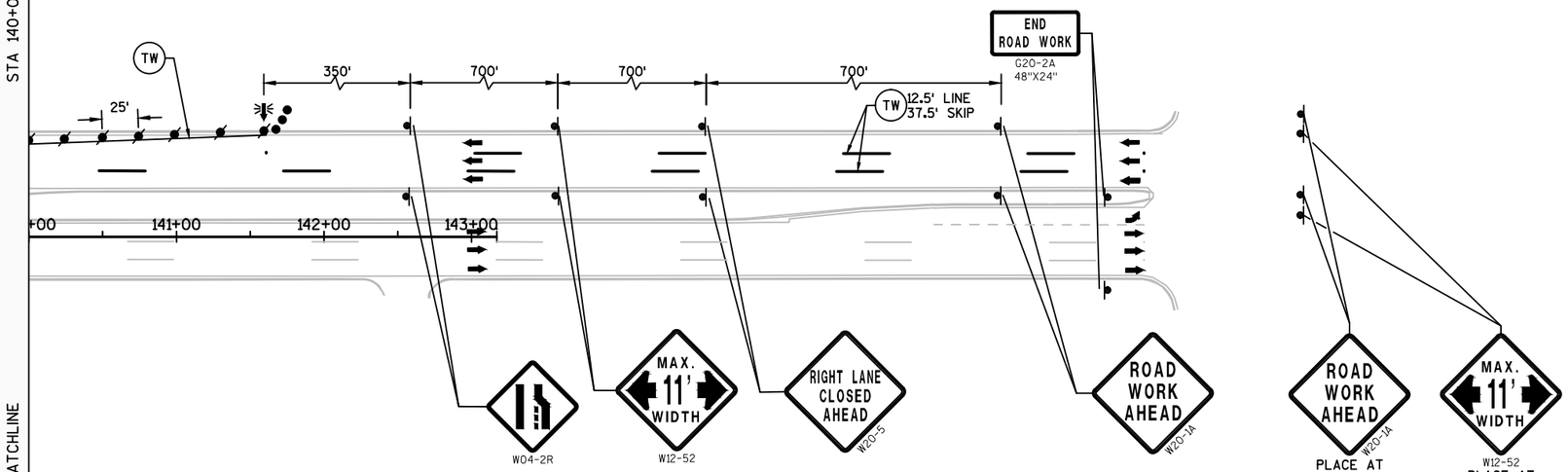

LEGEND

- WORK AREA
- WORK AREA - NIGHT-TIME TRAFFIC HOURS ONLY
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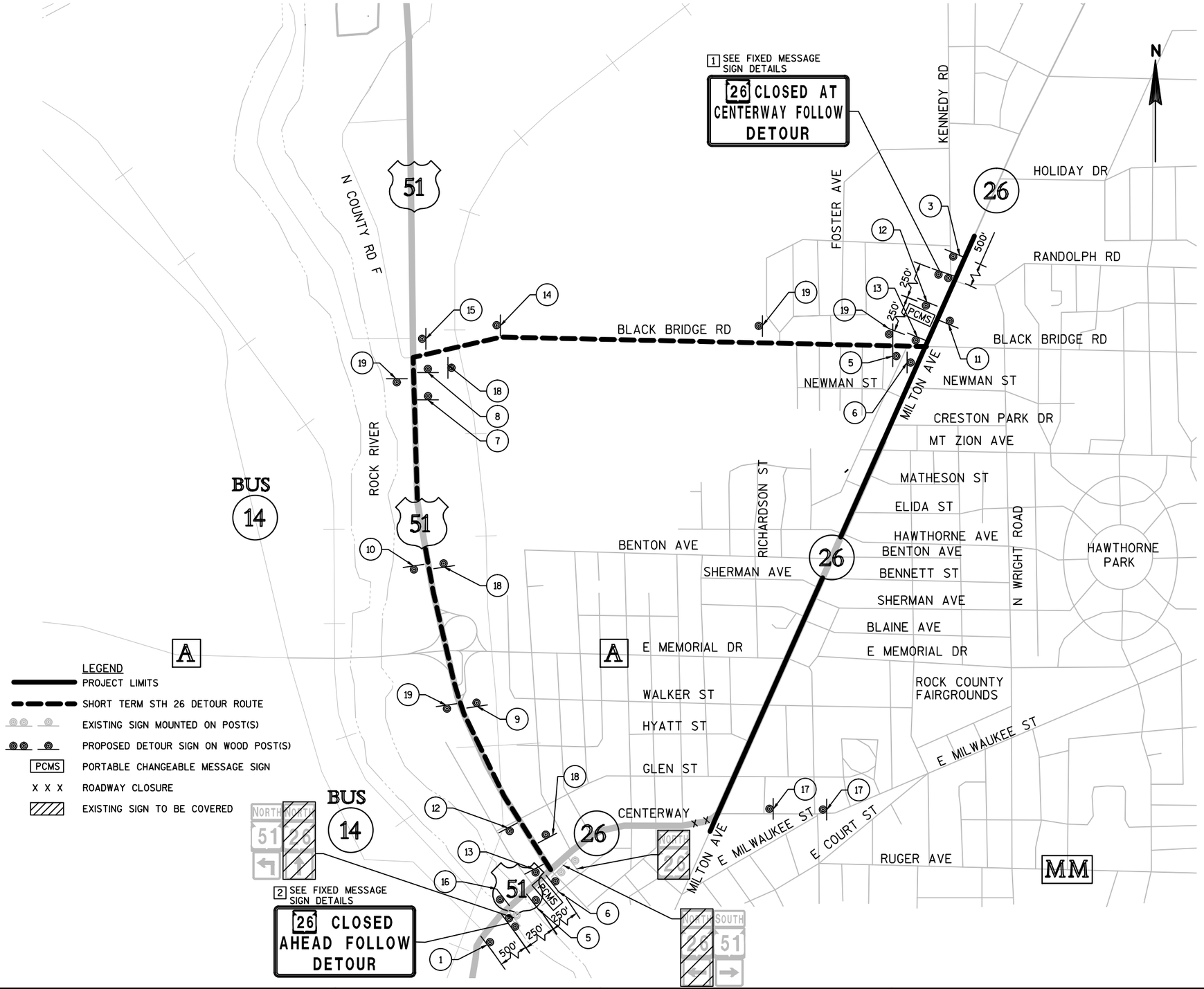
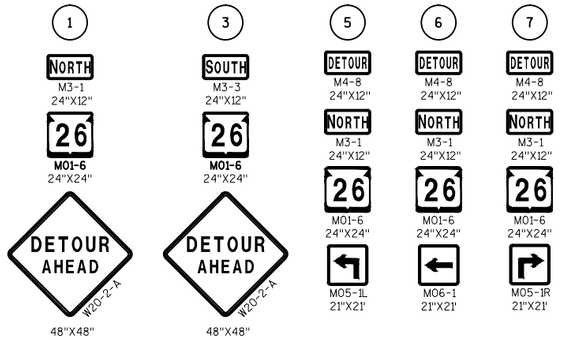
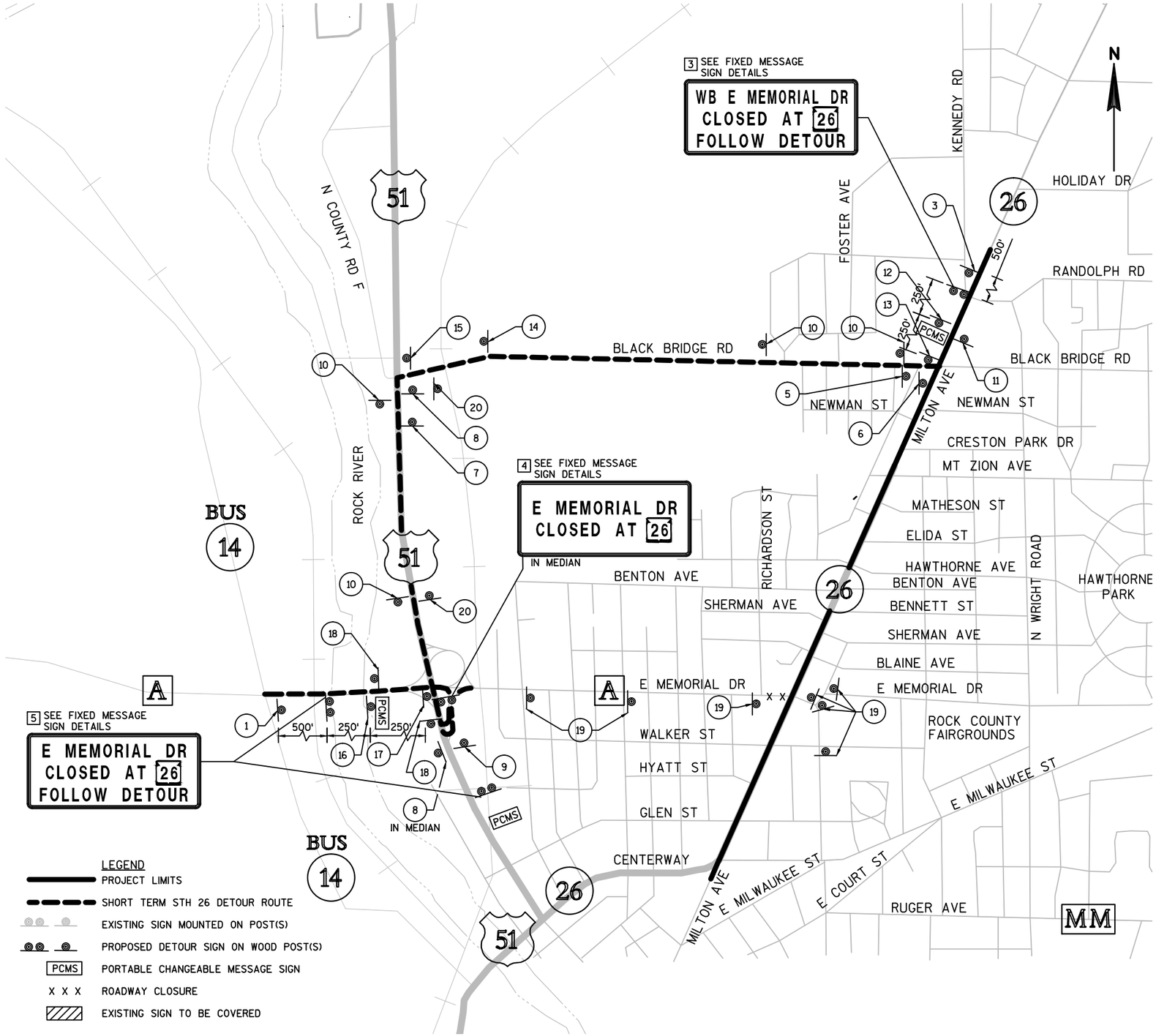
PROJECT NO:5360-01-71	HWY: STH 26	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 147	E

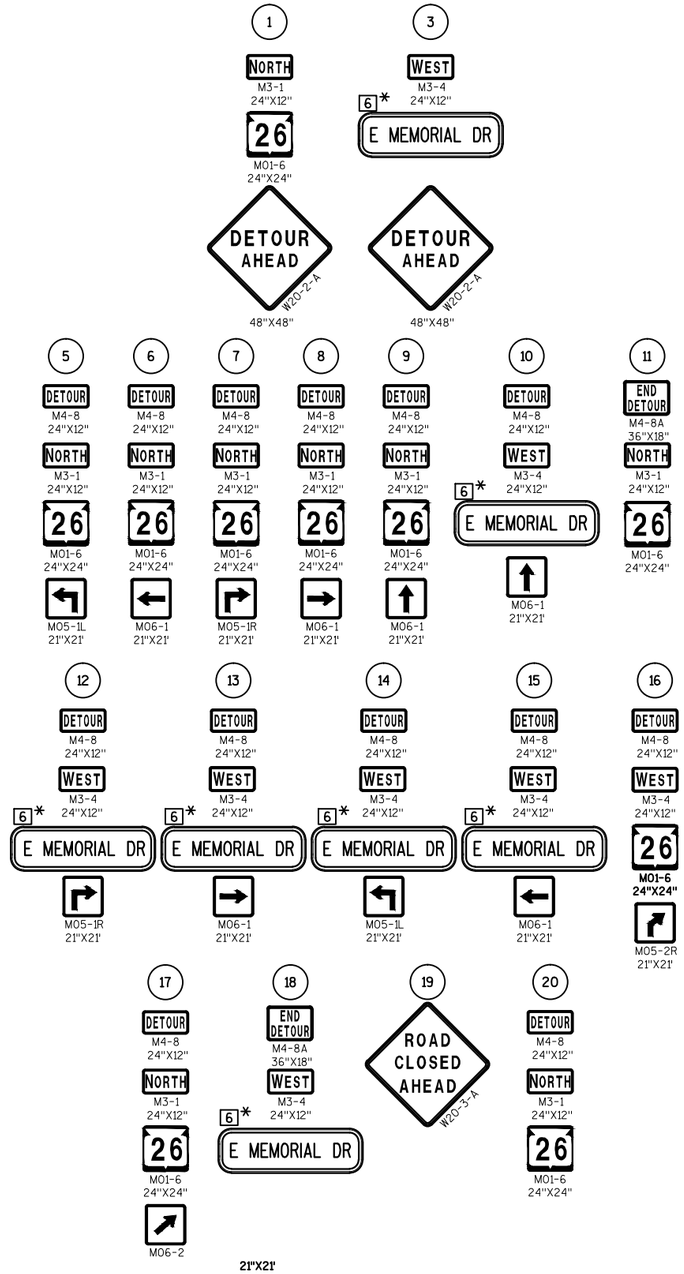




NOTES:
1. PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) TO BE USED BEGINNING 7 CALENDAR DAYS PRIOR TO IMPLEMENTING THE DETOUR ROUTE AND ENDING WHEN DETOUR BEGINS.
2. CENTERWAY AND E MEMORIAL DRIVE WILL HAVE ALTERNATING CLOSURES TO ACCOMMODATE CONSTRUCTION. WHEN CENTERWAY IS CLOSED, TRAFFIC WILL BE DETOURED VIA USH 51 TO BLACK BRIDGE ROAD TO STH 26. CENTERWAY MAY BE CLOSED FOR UP TO 5 CALENDAR DAYS.

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	DETOUR PLAN - STH 26 CLOSURE AT CENTERWAY	SHEET 148 E



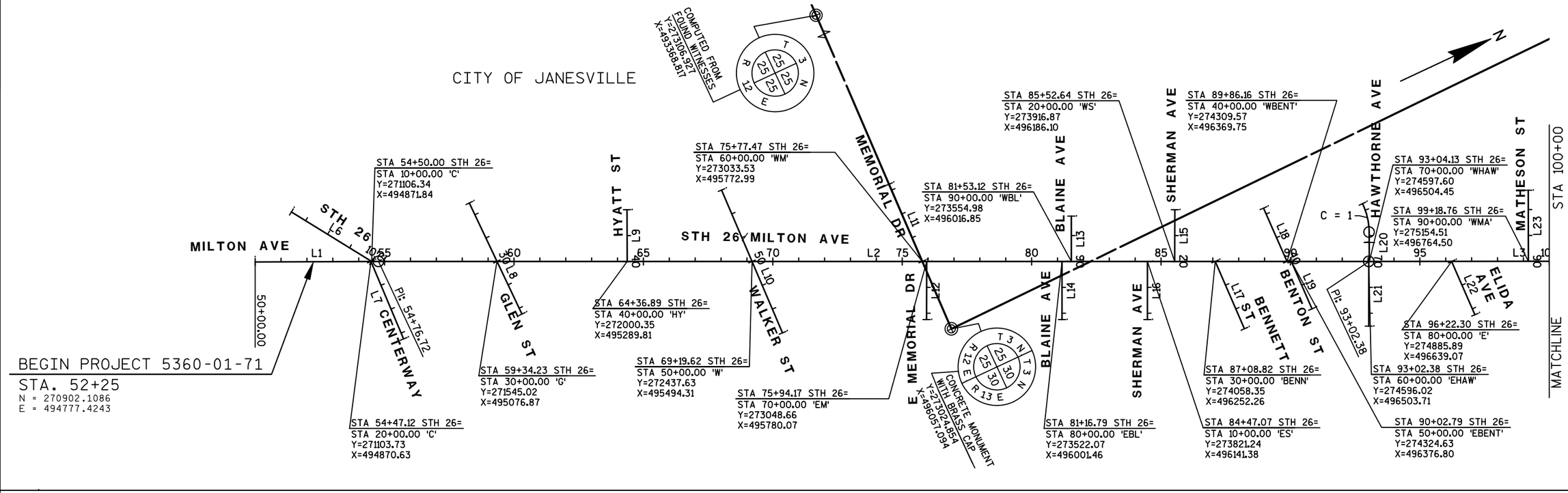


NOTES:
1. PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) TO BE USED BEGINNING 7 CALENDAR DAYS PRIOR TO IMPLEMENTING THE DETOUR ROUTE AND ENDING WHEN DETOUR BEGINS.
2. CENTERWAY AND E MEMORIAL DRIVE WILL HAVE ALTERNATING CLOSURES TO ACCOMMODATE CONSTRUCTION. WHEN E MEMORIAL DRIVE IS CLOSED TRAFFIC WILL BE DETOURED VIA BLACK BRIDGE ROAD TO USH 51 TO E MEMORIAL DRIVE. E MEMORIAL DRIVE WILL BE CLOSED FOR UP TO 5 CALENDAR DAYS.

6* SEE FIXED MESSAGE SIGN DETAILS

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	DETOUR PLAN - E MEMORIAL DRIVE CLOSURE AT STH 26	SHEET 149 E

2



PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 150 - E

2

STH-26																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L1	50+00.00	54+76.72	270697.88 494683.01	271130.59 494883.05						476.72'						N24°48'39.1"E
L2	54+76.72	93+02.38	271130.59 494883.05	274596.02 496503.71						3825.66'						N25°03'50.0"E
L3	93+02.38	104+65.07	274596.02 496503.71	275649.51 496995.65						1162.69'						N25°01'49.8"E
L4	104+65.07	133+17.22	275649.51 496995.65	278234.09 498201.75						2852.14'						N25°00'58.6"E
L5	133+17.22	143+17.22	278234.09 498201.75	279139.74 498625.77						1000.00'						N25°05'18.6"E

MILTON AVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L6	6+35.61 'C'	10+00.00 'C'	270906.59 494567.08	271106.34 494871.84						364.39'						N56°45'26.3"E

CENTERWAY																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L7	20+00.00 'C'	23+25.00 'C'	271103.73 494870.63	271091.32 495195.39						325.00'						S87°48'40.2"E

GLEN STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L8	27+50.00 'G'	32+25.00 'G'	271543.62 494826.87	271546.28 495301.86						475.00'						N89°40'45.7"E

HYATT STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L9	38+00.00'HY'	40+00.00'HY'	272084.91 495108.56	272000.35 495289.81						200.00'						S64°59'28.6"E

WALKER STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L10	47+00.00 'W'	53+00.00'W'	272447.94 495194.48	272427.33 495794.13						600.00'						S88°01'52.2"E

MEMORIAL DRIVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L11	56+75.00 'WM'	60+00.00'WM'	273043.44 495448.15	273033.53 495772.99						325.00'						S88°15'04.7"E

E MEMORIAL DRIVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L12	70+00.00 'EM'	72+25.00 'EM'	273048.66 495780.07	272953.20 495983.81						225.00'						S64°53'49.3"E

W BLAINE AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L13	88+25.00 'WBL'	90+00.00 'WBL'	273629.02 495858.29	273554.98 496016.85						175.00'						S64°58'03.9"E

E BLAINE AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L14	80+00.00 'EBL'	82+25.00 'EBL'	273522.07 496001.46	273426.97 496205.38						225.00'						S64°59'54.0"E

W SHERMAN AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L15	18+00.00 'WS'	20+00.00'WS'	274001.80 496005.03	273916.87 496186.10						200.00'						S64°52'23.3"E

E SHERMAN AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L16	10+00.00 'ES'	12+25.00 'ES'	273821.24 496141.38	273725.96 496345.21						225.00'						S64°56'46.2"E

BENNETT STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L17	30+00.00 'BENN'	32+83.77 'BENN'	274058.35 496252.26	274050.59 496535.93						283.77'						S88°25'58.1"E

W BENTON AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L18	37+75.00 'WBENT'	40+00.00'WBENT'	274314.70 496144.81	274309.57 496369.75						225.00'						S88°41'40.7"E

E BENTON AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L19	50+00.00 'EBENT'	52+00.00'EBENT'	274324.63 496376.80	274319.52 496576.73						200.00'						S88°32'01.9"E

W HAWTHORNE AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 1					68+31.02	274669.39 496349.30	25°51'00"	22°39'26"	58.03'	114.09'	6.57'	252.88'	67+72.99	68+87.08	N88°58'51.0"E	S65°10'09.0"E
L20	68+87.08 'WHAW'	70+00.00'WHAW'	274645.02 496401.97	274597.60 496504.45						112.92'						S65°10'09.0"E

E HAWTHORNE AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L21	60+00.00 'EHAW'	62+50.00'EHAW'	274596.02 496503.71	274490.17 496730.20						250.00'						S64°57'09.3"E

ELIDA STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L22	80+00.00 'E'	82+25.00 'E'	274885.89 496639.07	274880.02 496863.99						225.00'						S88°30'18.0"E

W MATHESON STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L23	87+25.00 'WMA'	90+00.00'WMA'	275270.89 496515.34	275154.51 496764.50						275.00'						S64°57'45.3"E

E MATHESON STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L24	10+00.00 'EMA'	12+00.00 'EMA'	275349.52 496855.56	275264.59 497036.64						200.00'						S64°52'25.0"E

MT ZION AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L25	17+00.00 'WMZ'	20+00.00'WMZ'	275687.03 496709.59	275679.16 497009.48						300.00'						S88°29'45.3"E

E MT ZION AVENUE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L26	30+00.00 'EMZ'	33+25.00 'EMZ'	275682.12 497010.87	275673.59 497335.75						325.00'						S88°29'45.3"E

2

CRESTON PARK DRIVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L27	40+00.00 'CR'	42+75.00 'CR'	275994.51 497156.64	275987.83 497431.56						275.00'						S88°36'27.0"E

W NEWMAN STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L28	48+50.00 'WN'	50+00.00'WN'	276370.66 497166.64	276306.97 497302.46						150.00'						S64°52'35.0"E

E NEWMAN STREET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L29	60+00.00 'EN'	63+50.00'EN'	276452.44 497370.34	276442.70 497720.21						350.00'						S88°24'20.0"E

BLACK BRIDGE ROAD																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L30	66+75.00 'WBR'	70+00.00'WBR'	276968.81 497282.82	276961.16 497607.74						325.00'						S88°39'07.6"E

E BLACK BRIDGE ROAD																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L31	60+00.00 'EBR'	63+00.00'EBR'	276959.87 497607.13	276951.45 497907.02						300.00'						S88°23'29.1"E

KENNEDY ROAD																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L32	80+00.00'K'	80+78.16 'K'	277759.44 497980.25	277792.89 497909.62						78.16'						N64°39'32.4"W
C = 2					81+34.46	277816.98 497858.73	64°03'20"	63°39'43"	56.30'	100.62'	16.16'	90.00'	80+78.16 'K'	81+78.78 'K'	N64°39'32.4"W	N0°36'12.6"W
L33	81+78.78 'K'	85+83.89'K'	277873.28 497858.14	278278.38 497853.87						405.12'						N0°36'12.6"W

RANDOLPH ROAD																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L34	90+00.00 'RD'	93+75.00 'RD'	277759.44 497980.25	277748.04 498355.08						375.00'						S88°15'31.2"E

DATE 06JAN16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5360-01-71 QUANTITY
0010	201.0120	Clearing	ID	12.000	12.000
0020	201.0220	Grubbing	ID	54.000	54.000
0030	204.0100	Removing Pavement	SY	463.000	463.000
0040	204.0109.S	Removing Concrete Surface Partial Depth	SF	22,100.000	22,100.000
0050	204.0110	Removing Asphaltic Surface	SY	213.000	213.000
0060	204.0125	Removing Asphaltic Surface Milling	TON	9,390.000	9,390.000
0070	204.0150	Removing Curb & Gutter	LF	6,260.000	6,260.000
0080	204.0155	Removing Concrete Sidewalk	SY	2,010.000	2,010.000
0090	204.0170	Removing Fence	LF	31.000	31.000
0100	204.0195	Removing Concrete Bases	EACH	31.000	31.000
0110	204.0210	Removing Manholes	EACH	10.000	10.000
0120	204.0220	Removing Inlets	EACH	34.000	34.000
0130	204.0245	Removing Storm Sewer (size) 01. 12-INCH	LF	529.100	529.100
0140	204.0245	Removing Storm Sewer (size) 02. 15-INCH	LF	34.700	34.700
0150	205.0100	Excavation Common **P**	CY	2,016.000	2,016.000
0160	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	50.000	50.000
0170	213.0100	Finishing Roadway (project) 01. 5360-01-71	EACH	1.000	1.000
0180	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,029.000	2,029.000
0190	320.0125	Concrete Base 6-Inch	SY	120.000	120.000
0200	390.0303	Base Patching Concrete	SY	3,070.000	3,070.000
0210	390.0403	Base Patching Concrete Shes	SY	5,460.000	5,460.000
0220	416.0260	Concrete Driveway HES 6-Inch	SY	123.000	123.000
0230	416.0280	Concrete Driveway HES 8-Inch	SY	242.000	242.000
0240	416.0610	Drilled Tie Bars	EACH	5,490.000	5,490.000
0250	455.0120	Asphaltic Material PG64-28	TON	532.000	532.000
0260	455.0605	Tack Coat	GAL	1,571.000	1,571.000
0270	460.1110	HMA Pavement Type E-10	TON	9,011.000	9,011.000
0280	460.2000	Incentive Density HMA Pavement	DOL	5,818.000	5,818.000
0290	465.0105	Asphaltic Surface	TON	24.000	24.000
0300	520.8000	Concrete Collars for Pipe	EACH	11.000	11.000
0310	601.0417	Concrete Curb & Gutter 30-Inch Type K	LF	6,130.000	6,130.000
0320	601.0600	Concrete Curb Pedestrian	LF	892.000	892.000
0330	602.0410	Concrete Sidewalk 5-Inch	SF	16,380.000	16,380.000
0340	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	925.000	925.000
0350	602.2400	Concrete Safety Islands	SF	765.000	765.000
0360	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	551.800	551.800
0370	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	37.700	37.700
0380	611.0420	Reconstructing Manholes	EACH	4.000	4.000
0390	611.2004	Manholes 4-FT Diameter	EACH	4.000	4.000
0400	611.2005	Manholes 5-FT Diameter	EACH	6.000	6.000
0410	611.3230	Inlets 2x3-FT	EACH	35.000	35.000
0420	611.8110	Adjusting Manhole Covers	EACH	33.000	33.000
0430	616.0204	Fence Chain Link 4-FT	LF	26.000	26.000
0440	619.1000	Mobilization	EACH	1.000	1.000
0450	620.0300	Concrete Median Sloped Nose	SF	7.000	7.000
0460	624.0100	Water	MGAL	67.000	67.000
0470	625.0100	Topsoil	SY	2,280.000	2,280.000
0480	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0490	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0500	628.2004	Erosion Mat Class I Type B	SY	100.000	100.000

3

DATE 06JAN16 — E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5360-01-71 QUANTITY
0510	628.7010	Inlet Protection Type B	EACH	4.000	4.000
0520	628.7015	Inlet Protection Type C	EACH	138.000	138.000
0530	629.0210	Fertilizer Type B	CWT	3.000	3.000
0540	631.0300	Sod Water	MGAL	58.000	58.000
0550	631.1000	Sod Lawn	SY	2,280.000	2,280.000
0560	634.0410	Posts Wood 4x4-Inch X 10-FT	EACH	10.000	10.000
0570	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0580	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0590	634.0805	Posts Tubular Steel 2x2-Inch X 5-FT	EACH	1.000	1.000
0600	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	17.000	17.000
0610	637.2210	Signs Type II Reflective H	SF	208.500	208.500
0620	637.2230	Signs Type II Reflective F	SF	4.000	4.000
0630	638.2102	Moving Signs Type II	EACH	42.000	42.000
0640	638.2602	Removing Signs Type II	EACH	14.000	14.000
0650	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0660	638.4000	Moving Small Sign Supports	EACH	14.000	14.000
0670	642.5201	Field Office Type C	EACH	1.000	1.000
0680	643.0100	Traffic Control (project) 01. 5360-01-71	EACH	1.000	1.000
0690	643.0300	Traffic Control Drums	DAY	62,458.000	62,458.000
0700	643.0410	Traffic Control Barricades Type II	DAY	1,265.000	1,265.000
0710	643.0420	Traffic Control Barricades Type III	DAY	9,988.000	9,988.000
0720	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	413.000	413.000
0730	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	413.000	413.000
0740	643.0705	Traffic Control Warning Lights Type A	DAY	19,987.000	19,987.000
0750	643.0715	Traffic Control Warning Lights Type C	DAY	10,307.000	10,307.000
0760	643.0800	Traffic Control Arrow Boards	DAY	638.000	638.000
0770	643.0900	Traffic Control Signs	DAY	19,756.000	19,756.000
0780	643.0920	Traffic Control Covering Signs Type II	EACH	17.000	17.000
0790	643.1000	Traffic Control Signs Fixed Message	SF	244.000	244.000
0800	643.1050	Traffic Control Signs PCMS	DAY	161.000	161.000
0810	643.2000	Traffic Control Detour (project) 01. 5360-01-71	EACH	1.000	1.000
0820	643.3000	Traffic Control Detour Signs	DAY	950.000	950.000
0830	646.0106	Pavement Marking Epoxy 4-Inch	LF	19,565.000	19,565.000
0840	646.0126	Pavement Marking Epoxy 8-Inch	LF	3,885.000	3,885.000
0850	646.0600	Removing Pavement Markings	LF	18,600.000	18,600.000
0860	647.0146	Pavement Marking Arrows Epoxy Type 6	EACH	3.000	3.000
0870	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	40.000	40.000
0880	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	8.000	8.000
0890	647.0356	Pavement Marking Words Epoxy	EACH	14.000	14.000
0900	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	810.000	810.000
0910	647.0606	Pavement Marking Island Nose Epoxy	EACH	2.000	2.000
0920	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	90.000	90.000
0930	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	2,990.000	2,990.000
0940	647.0796	Pavement Marking Crosswalk Epoxy 24-Inch	LF	1,360.000	1,360.000
0950	647.0955	Removing Pavement Markings Arrows	EACH	50.000	50.000
0960	647.0965	Removing Pavement Markings Words	EACH	24.000	24.000
0970	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	44,020.000	44,020.000
0980	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	34,680.000	34,680.000
0990	649.0600	Temporary Pavement Marking Removable Tape 6-Inch	LF	650.000	650.000

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DATE 06JAN16 — E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5360-01-71 QUANTITY
1000	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	3,300.000	3,300.000
1010	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	1,120.000	1,120.000
1020	649.1100	Temporary Pavement Marking Stop Line 18-Inch	LF	30.000	30.000
1030	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	540.000	540.000
1040	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	55.000	55.000
1050	649.1802	Temporary Pavement Marking Arrows Paint	EACH	21.000	21.000
1060	649.2000	Temporary Pavement Marking Words Removable Tape	EACH	22.000	22.000
1070	649.2002	Temporary Pavement Marking Words Paint	EACH	13.000	13.000
1080	650.4000	Construction Staking Storm Sewer	EACH	45.000	45.000
1090	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,130.000	6,130.000
1100	650.8000	Construction Staking Resurfacing Reference	LF	8,448.000	8,448.000
1110	650.8500	Construction Staking Electrical Installations (project) 01. 5360-01-71	LS	1.000	1.000
1120	650.9910	Construction Staking Supplemental Control (project) 01. 5360-01-71	LS	1.000	1.000
1130	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,130.000	4,130.000
1140	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,760.000	1,760.000
1150	652.0615	Conduit Special 3-Inch	LF	2,380.000	2,380.000
1160	652.0700.S	Install Conduit into Existing Item	EACH	9.000	9.000
1170	652.0800	Conduit Loop Detector	LF	5,766.000	5,766.000
1180	653.0135	Pull Boxes Steel 24x36-Inch	EACH	24.000	24.000
1190	653.0140	Pull Boxes Steel 24x42-Inch	EACH	45.000	45.000
1200	653.0905	Removing Pull Boxes	EACH	12.000	12.000
1210	654.0101	Concrete Bases Type 1	EACH	33.000	33.000
1220	654.0102	Concrete Bases Type 2	EACH	12.000	12.000
1230	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
1240	655.0220	Cable Traffic Signal 4-14 AWG	LF	1,240.000	1,240.000
1250	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,905.000	1,905.000
1260	655.0240	Cable Traffic Signal 7-14 AWG	LF	3,140.000	3,140.000
1270	655.0260	Cable Traffic Signal 12-14 AWG	LF	5,825.000	5,825.000
1280	655.0320	Cable Type UF 2-10 AWG Grounded	LF	2,450.000	2,450.000
1290	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	5,900.000	5,900.000
1300	655.0615	Electrical Wire Lighting 10 AWG	LF	1,440.000	1,440.000
1310	655.0625	Electrical Wire Lighting 6 AWG	LF	795.000	795.000
1320	655.0700	Loop Detector Lead In Cable	LF	14,425.000	14,425.000
1330	655.0800	Loop Detector Wire	LF	19,082.000	19,082.000
1340	655.0900	Traffic Signal EVP Detector Cable	LF	2,765.000	2,765.000
1350	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 26 at Centerway	LS	1.000	1.000
1360	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 26 at Mount Zion Ave	LS	1.000	1.000
1370	656.0200	Electrical Service Meter Breaker Pedestal (location) 03. STH 26 at Kennedy/Randolph Rd Street Lighting	LS	1.000	1.000

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DATE 06JAN16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5360-01-71 QUANTITY
1380	657.0100	Pedestal Bases	EACH	35.000	35.000
1390	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	12.000	12.000
1400	657.0305	Poles Type 2	EACH	5.000	5.000
1410	657.0310	Poles Type 3	EACH	7.000	7.000
1420	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	9.000	9.000
1430	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	19.000	19.000
1440	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	7.000	7.000
1450	657.0590	Trombone Arms 20-FT	EACH	6.000	6.000
1460	657.0595	Trombone Arms 25-FT	EACH	6.000	6.000
1470	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	10.000	10.000
1480	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	47.000	47.000
1490	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	21.000	21.000
1500	658.0120	Traffic Signal Face 5-12 Inch Vertical	EACH	4.000	4.000
1510	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	47.000	47.000
1520	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	21.000	21.000
1530	658.0225	Backplates Signal Face 5 Section 12-Inch	EACH	4.000	4.000
1540	658.0416	Pedestrian Signal Face 16-Inch	EACH	40.000	40.000
1550	658.0500	Pedestrian Push Buttons	EACH	40.000	40.000
1560	658.0600	Led Modules 12-Inch Red Ball	EACH	54.000	54.000
1570	658.0605	Led Modules 12-Inch Yellow Ball	EACH	54.000	54.000
1580	658.0610	Led Modules 12-Inch Green Ball	EACH	48.000	48.000
1590	658.0615	Led Modules 12-Inch Red Arrow	EACH	18.000	18.000
1600	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	40.000	40.000
1610	658.0625	Led Modules 12-Inch Green Arrow	EACH	31.000	31.000
1620	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	40.000	40.000
1630	658.5069	Signal Mounting Hardware (location) 01. STH 26 at Centerway	LS	1.000	1.000
1640	658.5069	Signal Mounting Hardware (location) 02. STH 26 at E Memorial Dr	LS	1.000	1.000
1650	658.5069	Signal Mounting Hardware (location) 03. STH 26 at Mount Zion Ave	LS	1.000	1.000
1660	658.5069	Signal Mounting Hardware (location) 04. STH 26 at Black Bridge Rd	LS	1.000	1.000
1670	658.5069	Signal Mounting Hardware (location) 05. STH 26 at Kennedy/Randolph Rd	LS	1.000	1.000
1680	659.1125	Luminaires Utility LED C	EACH	10.000	10.000
1690	661.0200	Temporary Traffic Signals for Intersections (location) 01. STH 26 at Centerway	LS	1.000	1.000
1700	661.0200	Temporary Traffic Signals for Intersections (location) 02. STH 26 at E Memorial Dr	LS	1.000	1.000
1710	661.0200	Temporary Traffic Signals for Intersections (location) 03. STH 26 at Mount Zion Ave	LS	1.000	1.000
1720	661.0200	Temporary Traffic Signals for Intersections (location) 04. STH 26 at Black Bridge Rd	LS	1.000	1.000
1730	661.0200	Temporary Traffic Signals for Intersections (location) 05. STH 26 at Kennedy/Randolph Rd	LS	1.000	1.000
1740	690.0150	Sawing Asphalt	LF	450.000	450.000
1750	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,000.000	1,000.000

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DATE 06JAN16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5360-01-71 QUANTITY
1760	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	675.000	675.000
1770	SPV.0060	Special 01. Traffic Signal Controller and Cabinet, 8-Phase Fully Actuated	EACH	2.000	2.000
1780	SPV.0060	Special 02. Construction Staking Curb Ramps	EACH	92.000	92.000
1790	SPV.0060	Special 03. Manhole Cover Special Logo	EACH	14.000	14.000
1800	SPV.0060	Special 04. Inlet Cover Special Logo	EACH	65.000	65.000
1810	SPV.0060	Special 05. Adjusting Water Main Manhole Covers	EACH	44.000	44.000
1820	SPV.0060	Special 06. Adjusting Sanitary Sewer Manhole Covers	EACH	29.000	29.000
1830	SPV.0060	Special 07. Inlet Cover Special Driveway	EACH	1.000	1.000
1840	SPV.0060	Special 08. Sand Bags	EACH	50.000	50.000
1850	SPV.0060	Special 09. Drilled Tie Bars Special	EACH	2,190.000	2,190.000
1860	SPV.0090	Special 01. Cure-In-Place Pipe Lining 15-Inch	LF	469.800	469.800
1870	SPV.0090	Special 02. Cure-In-Place Pipe Lining 18-Inch	LF	980.900	980.900
1880	SPV.0090	Special 03. Temporary Fence Chain Link 4-FT	LF	18.000	18.000
1890	SPV.0090	Special 04. Sawing Concrete Special	LF	26,490.000	26,490.000
1900	SPV.0105	Special 01. Remove and Reinstall EVP Equipment, STH 26 at Centerway	LS	1.000	1.000
1910	SPV.0105	Special 02. Remove and Reinstall EVP Equipment, STH 26 at E Memorial Dr	LS	1.000	1.000
1920	SPV.0105	Special 03. Remove and Reinstall EVP Equipment, STH 26 at Mount Zion Ave	LS	1.000	1.000
1930	SPV.0105	Special 04. Remove and Reinstall EVP Equipment, STH 26 at Kennedy/Randolph Rd	LS	1.000	1.000
1940	SPV.0105	Special 05. Temporary Non-Intrusive Vehicle Detection System, STH 26 at Centerway	LS	1.000	1.000
1950	SPV.0105	Special 06. Temporary Non-Intrusive Vehicle Dete ction System, STH 26 at E Memorial Dr	LS	1.000	1.000
1960	SPV.0105	Special 07. Temporary Non-Intrusive Vehicle Dete ction System, STH 26 at Mount Zion Ave	LS	1.000	1.000
1970	SPV.0105	Special 08. Temporary Non-Intrusive Vehicle Dete ction System, STH 26 at Black Bridge Rd	LS	1.000	1.000
1980	SPV.0105	Special 09. Temporary Non-Intrusive Vehicle Dete ctionSystem, STH 26atKennedy/Randolph Rd	LS	1.000	1.000
1990	SPV.0105	Special 10. Remove Traffic Signals and Street Lighting, STH 26 at Centerway	LS	1.000	1.000
2000	SPV.0105	Special 11. Remove Traffic Signals and Street Lighting, STH 26 at E Memorial Dr	LS	1.000	1.000
2010	SPV.0105	Special 12. Remove Traffic Signals and Street Lighting, STH 26 at Mount Zion Ave	LS	1.000	1.000
2020	SPV.0105	Special 13. Remove Traffic Signals and Street Lighting, STH 26 at Black Bridge Rd	LS	1.000	1.000
2030	SPV.0105	Special 14. Remove Traffic Signals and Street Lighting, STH 26 at Kennedy/Randolph Rd	LS	1.000	1.000

DATE 06JAN16 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5360-01-71 QUANTITY
2040	SPV.0105	Special 15. Modify Traffic Signals, STH 26 at E Memorial Dr	LS	1.000	1.000
2050	SPV.0105	Special 16. Modify Traffic Signals, STH 26 at Black Bridge Rd	LS	1.000	1.000
2060	SPV.0105	Special 17. Modify Traffic Signals, STH 26 at Kennedy/Randolph Rd	LS	1.000	1.000
2070	SPV.0105	Special 18. Modify Street Lighting, STH 26 at Mount Zion Ave	LS	1.000	1.000
2080	SPV.0105	Special 19. Modify Street Lighting, STH 26 at Kennedy/Randolph Rd	LS	1.000	1.000

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CLEARING AND GRUBBING

LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
STH 26		
STA 52+25 - STA 56+00	---	18
STA 74+00 - STA 80+00	12	24
STA 86+00 - STA 92+00	---	12
TOTALS	**12**	**54**

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

LOCATION	205.0501.S TON
STH 26	
*STA 109+25, LT 1333 Milton Avenue	50
TOTAL	**50**

*SEE SPECIAL PROVISIONS FOR MORE INFORMATION.

REMOVING CONCRETE BASES

LOCATION	* 204.0195 EACH
STH 26	
STAGE 2	---
STAGE 3	
STA 68+77, 41' LT	1
STAGE 4	
STA 105+69, 55' RT	1
TOTAL	**2**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE TRAFFIC SIGNALS "REMOVING CONCRETE BASES".

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REMOVALS

LOCATION	STATION	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON
STH 26			
STAGE 2			
NB MILTON AVENUE LEFT TURN LANE TO WB CENTERWAY	STA 52+25 - STA 54+28	---	50
NB/SB STH 26 INSIDE LANES AT STAGE 3 AND 4 CROSSOVER LOCATION AT MOUNT ZION AVENUE	***STA 99+43 - STA 108+71	---	610
SUBTOTAL STAGE 2		**0**	**660**
STAGE 3			
SB STH 26 INSIDE AND OUTSIDE LANES	STA 52+25 - STA 102+27	---	2,200
STH 26/E. MEMORIAL DRIVE INTERSECTION	STA 74+54.2 TO STA 78+32.0.	12,600	50
EB E. MOUNT ZION AVENUE	STA 30+25'EMZ' TO STA 31+17.9'EMZ'	---	40
SB AND NB STH 26 INSIDE LANES	STA 108+69 - STA 136+71	---	2,360
SUBTOTAL STAGE 3		**12,600**	**4,650**
STAGE 4			
NB STH 26 INSIDE AND OUTSIDE LANES	STA 52+25 - STA 105+00	---	2,200
STH 26/E. MEMORIAL DRIVE INTERSECTION	STA 74+54.2 TO STA 78+32.0.	9,500	40
SB STH 26 OUTSIDE LANE	STA 102+27 - STA 136+71	---	930
NB STH 26 OUTSIDE LANE	STA 105+00 - STA 136+71	---	910
SUBTOTAL STAGE 4		**9,500**	**4,080**
TOTALS		**22,100**	**9,390**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING ASPHALTIC SURFACE

LOCATION	204.0110 SY
STH 26	
STAGE 2	---
SUBTOTAL STAGE 2	**0**
STAGE 3	
*NE CORNER E. MATHESON STREET	16
*SE CORNER MOUNT ZION AVENUE	31
SUBTOTAL STAGE 3	**47**
STAGE 4	
*NE CORNER MOUNT ZION AVENUE	48
*SW CORNER W. NEWMAN STREET	2
**STA 32+40'EMZ', LT	12
**STA 67+40'WBR', RT	27
**STA 62+70'EBR', LT	25
**STA 83+20'K', LT	27
**STA 92+50'R', LT	25
SUBTOTAL STAGE 4	**166**
TOTAL	**213**

*TO BE USED FOR REMOVING ASPHALTIC SURFACE FOR PARKING LOT AREAS AFFECTED BY CURB RAMP REPLACEMENTS.

**TO BE USED FOR REMOVING ASPHALTIC SURFACE FOR LOOP DETECTOR INSTALLATION. AFTER LOOP DETECTOR IS INSTALLED, REPLACE WITH 460.1110 HMA PAVEMENT TYPE E-10.

REMOVING PAVEMENT

LOCATION	* 204.0100 SY
STH 26	
STAGE 2	---
SUBTOTAL STAGE 2	**0**
STAGE 3	
SW CENTERWAY RIGHT TURN LANE	120
STA 79+10 LT P.E.	14
STA 79+65 LT P.E.	21
STA 79+87 LT P.E.	14
STA 84+37 LT P.E.	14
STA 86+61 LT P.E.	14
STA 91+83 LT P.E.	22
STA 99+95 LT C.E.	22
STA 100+52 LT C.E.	28
STA 102+08 LT C.E.	32
STA 103+92 LT C.E.	9
SUBTOTAL STAGE 3	**310**
STAGE 4	
STA 79+42 RT P.E.	21
STA 83+20 RT C.E.	20
STA 88+60 RT P.E.	12
STA 106+24 LT C.E.	36
STA 122+31 LT C.E.	14
STA 124+26 LT C.E	12
STA 131+46 RT C.E.	22
STA 133+53 RT C.E.	16
SUBTOTAL STAGE 4	**153**
TOTAL	**463**

*TO BE USED FOR REMOVING CONCRETE DRIVEWAYS.

REMOVING CURB & GUTTER

LOCATION	204.0150 LF
STH 26	
STAGE 2	
---	---
SUBTOTAL STAGE 2	**0**
STAGE 3	
STA 52+25 - STA 56+00	360
STA 56+00 - STA 62+00	120
STA 62+00 - STA 68+00	80
STA 68+00 - STA 74+00	90
STA 74+00 - STA 80+00	280
STA 80+00 - STA 86+00	230
STA 86+00 - STA 92+00	400
STA 92+00 - STA 98+00	160
STA 98+00 - STA 104+00	540
STA 104+00 - STA 110+00	70
SUBTOTAL STAGE 3	**2,330**
STAGE 4	
STA 52+25 - STA 56+00	140
STA 56+00 - STA 62+00	120
STA 62+00 - STA 68+00	100
STA 68+00 - STA 74+00	50
STA 74+00 - STA 80+00	140
STA 80+00 - STA 86+00	220
STA 86+00 - STA 92+00	340
STA 92+00 - STA 98+00	360
STA 98+00 - STA 104+00	40
STA 104+00 - STA 110+00	250
STA 110+00 - STA 116+00	230
STA 116+00 - STA 122+00	240
STA 122+00 - STA 127+00	290
STA 127+00 - STA 133+00	810
STA 133+00 - STA 136+71	30
SUBTOTAL STAGE 4	**3,360**
*UNDISTRIBUTED	570
TOTALS	**6,260**

*UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL CONCRETE CURB AND GUTTER REPAIRS DETERMINED IN THE FIELD DURING CONSTRUCTION.

REMOVING CONCRETE SIDEWALK

LOCATION	204.0155 SY
INTERSECTION WITH STH 26	
STAGE 2	
---	---
SUBTOTAL STAGE 2	**0**
STAGE 3	
CENTERWAY	140
GLEN STREET	80
HYATT STREET	50
WALKER STREET	40
E. MEMORIAL DRIVE	50
BLAINE AVENUE	60
SHERMAN AVENUE	80
BENTON AVENUE	30
HAWTHORNE AVENUE	40
ELIDA STREET	20
W. MATHESON STREET	60
E. MATHESON STREET	40
SW & SE MOUNT ZION AVENUE	80
STH 26 MEDIAN AT W. NEWMAN STREET	10
SUBTOTAL STAGE 3	**780**
STAGE 4	
CENTERWAY	70
GLEN STREET	80
HYATT STREET	20
WALKER STREET	40
E. MEMORIAL DRIVE	70
BLAINE AVENUE	40
SHERMAN AVENUE	50
BENNETT STREET	50
BENTON AVENUE	40
HAWTHORNE AVENUE	40
ELIDA STREET	40
W. MATHESON STREET	20
NW & NE MOUNT ZION AVENUE	70
CRESTON PARK DRIVE	60
W. NEWMAN STREET	80
E. NEWMAN STREET	40
BLACK BRIDGE ROAD	90
KENNEDY/RANDOLPH ROAD	140
SUBTOTAL STAGE 4	**1,040**
*UNDISTRIBUTED	190
TOTAL	**2,010**

*UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL CONCRETE SIDEWALK AROUND CURB RAMPS DETERMINED IN THE FIELD DURING CONSTRUCTION.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

EXCAVATION COMMON - CONCRETE AND ASPHALT ITEMS

LOCATION	* 205.0100 CY
STH 26	
STAGE 2	
---	---
SUBTOTAL STAGE 2	**0**
STAGE 3	
[1]CONCRETE CURB & GUTTER 30-INCH TYPE K AREAS - CUT 12-INCHES	360
[2]CONCRETE SIDEWALK 5-INCH AREAS - CUT 9-INCHES	330
[3]CONCRETE SAFETY ISLAND - DEPTH 14-INCHES	40
[4]CONCRETE DRIVEWAYS - DEPTH 12-INCHES	
STA 71+85 LT C.E.	9
STA 79+10 LT P.E.	5
STA 79+65 LT P.E.	6
STA 79+87 LT P.E.	4
STA 84+37 LT P.E.	4
STA 86+61 LT P.E.	4
STA 91+83 LT P.E.	7
STA 99+95 LT C.E.	8
STA 100+52 LT C.E.	10
STA 102+08 LT C.E.	11
STA 103+92 LT C.E.	3
[5]SW CENTERWAY RIGHT TURN LANE - CUT 16-INCHES	60
[6]ASPHALTIC SURFACE AREAS - CUT 16-INCHES	
NE CORNER E. MATHESON STREET	7
SE CORNER MOUNT ZION AVENUE	14
SUBTOTAL STAGE 3	**882**
STAGE 4	
[1]CONCRETE CURB & GUTTER 30-INCH TYPE K AREAS - CUT 12-INCHES	530
[2]CONCRETE SIDEWALK 5-INCH AREAS - CUT 9-INCHES	430
[4]CONCRETE DRIVEWAYS - DEPTH 12-INCHES	
STA 79+42 RT P.E.	4
STA 83+20 RT C.E.	7
STA 88+60 RT P.E.	4
STA 106+24 LT C.E.	12
STA 122+31 LT C.E.	5
STA 124+26 LT C.E	5
STA 131+46 RT C.E.	8
STA 133+53 RT C.E.	6
[6]ASPHALTIC SURFACE AREAS - CUT 16-INCHES	
NE CORNER MOUNT ZION AVENUE	22
SW CORNER W. NEWMAN STREET	1
SUBTOTAL STAGE 4	**1034**
**UNDISTRIBUTED	100
TOTAL	**2,016**

EXCAVATION COMMON - CONCRETE AND ASPHALT ITEMS NOTES

*PAY PLAN QUANTITY

**UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL CONCRETE CURB & GUTTER REPAIRS AND SIDEWALK AROUND CURB RAMPS DETERMINED IN THE FIELD DURING CONSTRUCTION.

[1]12-INCHES EXCAVATION COMMON INCLUDES EXISTING 6-INCH CONCRETE CURB AND GUTTER AND 6-INCHES BELOW CONCRETE CURB AND GUTTER.

[2]9-INCHES EXCAVATION COMMON INCLUDES EXISTING 5-INCH CONCRETE SIDEWALK AND 4-INCHES BELOW CONCRETE SIDEWALK.

[3]14-INCHES EXCAVATION COMMON INCLUDES EXISTING 8-INCH CONCRETE ISLAND AND 6-INCHES BELOW CONCRETE ISLAND.

[4]12-INCHES EXCAVATION COMMON INCLUDES EXISTING 6-INCH OR 8-INCH CONCRETE DRIVEWAY AND 4-INCHES BELOW CONCRETE DRIVEWAY.

[5]16-INCHES EXCAVATION COMMON INCLUDES EXISTING 4-INCH ASPHALT, 6-INCH CONCRETE PAVEMENT AND 6-INCH BASE AGGREGATE.

[6]16-INCHES EXCAVATION COMMON INCLUDES EXISTING 4-INCH ASPHALT PAVEMENT AND 12-INCHES BELOW ASPHALT PAVEMENT.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

BASE COURSE ITEMS - CONCRETE AND ASPHALT AREAS

LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
STH 26		
STAGE 2		
---	---	---
SUBTOTAL STAGE 2	**0**	**0**
STAGE 3		
[1]CONCRETE CURB & GUTTER 30-INCH TYPE K - DEPTH 6-INCHES	410	9
[2]CONCRETE SIDEWALK 5-INCH - DEPTH 4-INCHES	180	4
[3]CONCRETE SAFETY ISLAND - DEPTH 6-INCHES	40	1
[4]CONCRETE DRIVEWAYS - DEPTH 4-INCHES		
STA 71+85 LT C.E.	8	1
STA 79+10 LT P.E.	4	1
STA 79+65 LT P.E.	6	1
STA 79+87 LT P.E.	4	1
STA 84+37 LT P.E.	4	1
STA 86+61 LT P.E.	4	1
STA 91+83 LT P.E.	6	1
STA 99+95 LT C.E.	6	1
STA 100+52 LT C.E.	8	1
STA 102+08 LT C.E.	9	1
STA 103+92 LT C.E.	3	1
[5]SW CENTERWAY RUGHT TURN LANE - DEPTH 6-INCHES	50	1
[6]ASPHALTIC SURFACE AREAS - DEPTH 12-INCHES		
NE CORNER E. MATHESON STREET	12	1
SE CORNER MOUNT ZION AVENUE	24	1
SUBTOTAL STAGE 3	**778**	**28**
STAGE 4		
[1]CONCRETE CURB & GUTTER 30-INCH TYPE K - DEPTH 6-INCHES	610	13
[2]CONCRETE SIDEWALK 5-INCH - DEPTH 4-INCHES	260	6
[4]CONCRETE DRIVEWAYS - DEPTH 4-INCHES		
STA 79+42 RT P.E.	4	1
STA 83+20 RT C.E.	6	1
STA 88+60 RT P.E.	3	1
STA 106+24 LT C.E.	10	1
STA 122+31 LT C.E.	4	1
STA 124+26 LT C.E	4	1
STA 131+46 RT C.E.	6	1
STA 133+53 RT C.E.	5	1
[6]ASPHALTIC SURFACE AREAS - DEPTH 12-INCHES		
NE CORNER MOUNT ZION AVENUE	37	1
SW CORNER W. NEWMAN STREET	2	1
SUBTOTAL STAGE 4	**951**	**29**
**UNDISTRIBUTED	150	10
TOTAL	**1,879**	**67**

BASE COURSE ITEMS - CONCRETE AND ASPHALT AREAS NOTES

*QUANTITIES CALCULATED FOR CONCRETE CURB & GUTTER, CONCRETE SIDEWALK, SAFETY ISLAND, CONCRETE DRIVEWAYS, SW CENTERWAY RIGHT TURN LANE AND ASPHALTIC SURFACES AREAS USING AN ASSUMED UNIT WEIGHT OF 2.3 TONS/CY. QUANTITIES LISTED ELSEWHERE, SEE "STORM SEWER PIPES".

**UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL CONCRETE CURB & GUTTER REPAIRS AND SIDEWALK AROUND CURB RAMPS DETERMINED IN THE FIELD DURING CONSTRUCTION.

[1]6-INCHES BASE AGGREGATE DENSE 1_1/4 UNDER CONCRETE CURB AND GUTTER, SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

[2]4-INCHES BASE AGGREGATE DENSE 1_1/4 UNDER CONCRETE SIDEWALK, SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

[3]6-INCHES BASE AGGREGATE DENSE 1_1/4 UNDER CONCRETE SAFETY ISLAND, SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

[4]4-INCHES BASE AGGREGATE DENSE 1_1/4 UNDER CONCRETE DRIVEWAYS, SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

[5]6-INCHES BASE AGGREGATE DENSE 1_1/4 UNDER SW CENTERWAY RIGHT TURN LANE, SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

[6]12-INCHES BASE AGGREGATE DENSE 1_1/4 UNDER ASPHALTIC SURFACE AREAS, SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

BASE PATCHING ITEMS

LOCATION	390.0303 BASE PATCHING CONCRETE SY	390.0403 BASE PATCHING CONCRETE SHES SY	* 416.0610 DRILLED TIE BARS EACH	SPV.0060.09 DRILLED TIE BARS SPECIAL EACH	** SPV.0090.04 SAWING CONCRETE SPECIAL EACH
STH 26					
STAGE 2					
STA 52+25 - STA 56+00	---	170	50	70	350
STA 56+00 - STA 62+00	40	80	90	40	340
STA 62+00 - STA 68+00	10	30	40	10	140
STA 68+00 - STA 74+00	30	30	60	20	200
STA 74+00 - STA 80+00	110	470	270	140	1,070
STA 80+00 - STA 86+00	50	10	90	10	230
STA 86+00 - STA 92+00	100	40	180	30	500
STA 92+00 - STA 98+00	20	20	40	20	150
STA 98+00 - STA 104+00	70	60	80	40	280
STA 104+00 - STA 110+00	---	190	50	80	430
STA 110+00 - STA 116+00	---	20	30	10	80
STA 116+00 - STA 122+00	30	290	90	70	530
STA 122+00 - STA 127+00	30	---	60	10	190
STA 127+00 - STA 136+71	260	150	110	160	830
SUBTOTAL STAGE 2	**750**	**1,560**	**1,240**	**710**	**5,320**
STAGE 3					
STA 52+25 - STA 56+00	---	230	100	80	560
STA 56+00 - STA 62+00	20	20	30	10	120
STA 62+00 - STA 68+00	---	70	30	30	200
STA 68+00 - STA 74+00	---	30	20	10	100
STA 74+00 - STA 80+00	70	320	170	10	840
STA 80+00 - STA 86+00	40	20	60	30	300
STA 86+00 - STA 92+00	40	50	70	30	300
STA 92+00 - STA 98+00	30	30	50	30	250
STA 98+00 - STA 104+00	20	40	60	30	260
STA 104+00 - STA 110+00	---	40	20	20	110
SUBTOTAL STAGE 3	**220**	**850**	**610**	**280**	**3,040**

BASE PATCHING ITEMS CONTINUED

LOCATION	390.0303 BASE PATCHING CONCRETE SY	390.0403 BASE PATCHING CONCRETE SHES SY	* 416.0610 DRILLED TIE BARS EACH	SPV.0060.09 DRILLED TIE BARS SPECIAL EACH	** SPV.0090.04 SAWING CONCRETE SPECIAL EACH
STH 26					
STAGE 4			1,160	921	
STA 52+25 - STA 56+00	---	330	100	90	660
STA 56+00 - STA 62+00	10	60	40	20	220
STA 62+00 - STA 68+00	10	20	20	10	80
STA 68+00 - STA 74+00	10	90	20	40	180
STA 74+00 - STA 80+00	50	450	160	90	970
STA 80+00 - STA 86+00	50	20	80	20	320
STA 86+00 - STA 92+00	60	40	110	30	480
STA 92+00 - STA 98+00	10	40	50	20	220
STA 98+00 - STA 104+00	60	70	80	40	430
STA 104+00 - STA 110+00	40	370	130	90	700
STA 110+00 - STA 116+00	240	110	90	100	760
STA 116+00 - STA 122+00	280	430	160	100	1,190
STA 122+00 - STA 127+00	430	---	20	110	500
STA 127+00 - STA 133+00	310	520	120	150	1,180
STA 133+00 - STA 136+71	260	---	40	90	490
SUBTOTAL STAGE 4	**1,820**	**2,550**	**1,220**	**1,000**	**8,380**
***UNDISTRIBUTED	280	500	310	200	1,680
TOTALS	**3,070**	**5,460**	**3,380**	**2,190**	**18,420**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "CONCRETE CURB AND GUTTER".
**ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "SAWING CONCRETE SPECIAL".
***UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL BASE PATCHING REPAIRS DETERMINED IN THE FIELD DURING CONSTRUCTION.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

HMA PAVEMENT ITEMS

LOCATION	STATION	* 455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1110 HMA PAVEMENT TYPE E-10 TON
STH 26				
STAGE 2				
NB MILTON AVENUE LEFT TURN LANE TO WB CENTERWAY	STA 52+25 - STA 54+28	3	8	45
NB/SB STH 26 INSIDE LANES AT STAGE 3 AND 4 CROSSOVER LOCATION AT MOUNT ZION AVENUE	***STA 99+43 - STA 108+71	40	100	550
SUBTOTAL STAGE 2		**43**	**108**	**595**
STAGE 3				
SB STH 26 INSIDE AND OUTSIDE LANES	STA 52+25 - STA 102+27	100	310	1,790
SB STH 26 INSIDE LANE	***STA 78+32 TO STA 99+43	30	80	490
**SW CENTERWAY RIGHT TURN LANE	---	2	3	30
EB E. MOUNT ZION AVENUE	STA 30+25'EMZ' TO STA 31+17.9'EMZ'	2	5	30
SB AND NB STH 26 INSIDE LANES	STA 108+69 - STA 136+71	120	370	2,120
SUBTOTAL STAGE 3		**254**	**768**	**4,460**
STAGE 4				
NB STH 26 INSIDE AND OUTSIDE LANES	STA 52+25 - STA 105+00	100	310	1,760
NB STH 26 INSIDE LANE	***STA 78+32 TO STA 99+43	30	80	490
SB STH 26 OUTSIDE LANE	STA 102+27 - STA 136+71	50	150	820
NB STH 26 OUTSIDE LANE	STA 105+00 - STA 136+71	50	150	830
WB E. MOUNT ZION AVENUE	****STA 32+40'EMZ', LT	1	1	6
EB W. BLACK BRIDGE ROAD	****STA 67+40'WBR', RT	1	1	12
WB E.BLACK BRIDGE ROAD	****STA 62+70'EBR', LT	1	1	13
EB W. KENNEDY ROAD	****STA 83+20'K', LT	1	1	12
WB E. RANDOLPH ROAD	****STA 92+50'R', LT	1	1	13
SUBTOTAL STAGE 4		**235**	**695**	**3,956**
TOTALS		**532**	**1,571**	**9,011**

*5.5% OF HMA TYPE E-10.

**THE CENTERWAY RIGHT TURN LANE HAS A HMA DEPTH OF 4-INCHES. SEE TYPICAL FINISHED SECTION.

***THE PROJECT REQUIRES 2.5-INCH OF REMOVING ASPHALTIC SURFACE MILLING AND 2.5-INCH HMA PAVEMENT TYPE E-10, HOWEVER BETWEEN STA 78+32 TO STA 102+27 CONSTRUCT A 1.5% CROSS SLOPE IN THE STH 26 NORTHBOUND AND SOUTHBOUND INSIDE LANES BY INCREASING THE PROPOSED PAVEMENT THICKNESS AT THE CENTERLINE 1/2-INCH TO A TOTAL OF 3-INCH, SEE TYPICAL FINISHED SECTION.

****8-INCH HMA TO BE PLACED ON SIDE STREETS FOR LOOP DETECTOR INSTALLATION.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

CONCRETE ITEMS

LOCATION	320.0125 CONCRETE BASE 6-INCH SY	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY	416.0280 CONCRETE DRIVEWAY HES 8-INCH SY	* 602.2400 CONCRETE SAFETY ISLANDS SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 2 SF
STH 26					
STAGE 2	---	---	---	---	---
SUBTOTAL STAGE 2	**0**	**0**	**0**	**0**	**0**
STAGE 3					
SW CENTERWAY RUGHT TURN LANE	120	---	---	765	7
STA 71+85 LT C.E.	---	---	30	---	---
STA 79+10 LT P.E.	---	14	---	---	---
STA 79+65 LT P.E.	---	21	---	---	---
STA 79+87 LT P.E.	---	14	---	---	---
STA 84+37 LT P.E.	---	14	---	---	---
STA 86+61 LT P.E.	---	14	---	---	---
STA 91+83 LT P.E.	---	22	---	---	---
STA 99+95 LT C.E.	---	---	22	---	---
STA 100+52 LT C.E.	---	---	28	---	---
STA 102+08 LT C.E.	---	---	32	---	---
STA 103+92 LT C.E.	---	---	9	---	---
SUBTOTAL STAGE 3	**120**	**99**	**121**	**765**	**7**
STAGE 4					
STA 79+42 RT P.E.	---	13	---	---	---
STA 83+20 RT C.E.	---	---	20	---	---
STA 88+60 RT P.E.	---	12	---	---	---
STA 106+24 LT C.E.	---	---	36	---	---
STA 122+31 LT C.E.	---	---	14	---	---
STA 124+26 LT C.E	---	---	12	---	---
STA 131+46 RT C.E.	---	---	22	---	---
STA 133+53 RT C.E.	---	---	16	---	---
SUBTOTAL STAGE 4	**0**	**24**	**121**	**0**	**0**
TOTALS	**120**	**123**	**242**	**765**	**7**

*BID ITEM INCLUDES PLACING THE CONCRETE CURB AND GUTTER 6-INCH SLOPED TYPE A AND CONCRETE PAVEMENT 8-INCH.

ASPHALTIC SURFACE

LOCATION	STATION	* 465.0105 ASPHALTIC SURFACE TON	690.0150 SAWING ASPHALT LF
STH 26			
STAGE 2	---	---	---
SUBTOTAL STAGE 2		**0**	**0**
STAGE 3			
NE CORNER E. MATHESON STREET	---	4	30
SE CORNER MOUNT ZION AVENUE	---	8	40
SUBTOTAL STAGE 3		**12**	**70**
STAGE 4			
NE CORNER MOUNT ZION AVENUE	---	11	40
SW CORNER W. NEWMAN STREET	---	1	10
WB E. MOUNT ZION AVENUE	**STA 32+40'EMZ', LT	---	50
EB W. BLACK BRIDGE ROAD	**STA 67+40'WBR', RT	---	70
WB E.BLACK BRIDGE ROAD	**STA 62+70'EBR', LT	---	70
EB W. KENNEDY ROAD	**STA 83+20'K', LT	---	70
WB E. RANDOLPH ROAD	**STA 92+50'R', LT	---	70
SUBTOTAL STAGE 4		**12**	**380**
TOTALS		**24**	**450**

*TO BE USED FOR PARKING LOT AREAS IMPACTED BY CURB RAMP REPLACEMENTS.
**TO BE USED ON SIDE STREETS FOR LOOP DETECTOR INSTALLATION.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

CONCRETE SIDEWALK ITEMS

LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	SPV.0060.02 CONSTRUCTION STAKING CURB RAMPS EACH
INTERSECTION WITH STH 26				
STAGE 2				
---	---	---	---	---
SUBTOTAL STAGE 2	**0**	**0**	**0**	**0**
STAGE 3				
CENTERWAY	---	750	65	6
GLEN STREET	28	660	40	4
HYATT STREET	26	380	20	2
WALKER STREET	24	280	20	2
E. MEMORIAL DRIVE	51	440	30	3
BLAINE AVENUE	58	540	40	4
SHERMAN AVENUE	40	620	40	4
BENTON AVENUE	26	260	20	2
HAWTHORNE AVENUE	---	350	20	2
ELIDA STREET	15	140	10	1
W. MATHESON STREET	24	460	30	3
E. MATHESON STREET	25	340	20	2
SW & SE MOUNT ZION AVENUE	---	730	30	3
STH 26 MEDIAN AT W. NEWMAN STREET	---	80	20	2
SUBTOTAL STAGE 3	**317**	**6,030**	**405**	**40**
STAGE 4				
CENTERWAY	40	570	40	4
GLEN STREET	65	720	30	3
HYATT STREET	22	180	10	1
WALKER STREET	---	340	10	1
E. MEMORIAL DRIVE	60	560	40	4
BLAINE AVENUE	11	320	20	2
SHERMAN AVENUE	53	420	30	3
BENNETT STREET	---	430	20	2
BENTON AVENUE	27	350	30	3
HAWTHORNE AVENUE	20	320	20	2
ELIDA STREET	7	390	30	3
W. MATHESON STREET	15	130	10	1
NW & NE MOUNT ZION AVENUE	42	570	40	4
CRESTON PARK DRIVE	12	460	20	2
W. NEWMAN STREET	68	670	40	4
E. NEWMAN STREET	15	350	10	1
BLACK BRIDGE ROAD	28	800	40	4
KENNEDY/RANDOLPH ROAD	---	1,280	80	8
SUBTOTAL STAGE 4	**485**	**8,860**	**520**	**52**
*UNDISTRIBUTED	90	1490	---	---
TOTALS	**892**	**16,380**	**925**	**92**

*UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL CONCRETE SIDEWALK AROUND CURB RAMPS DETERMINED IN THE FIELD DURING CONSTRUCTION.

CONCRETE CURB AND GUTTER

LOCATION	601.0417 CONCRETE CURB & GUTTER 30-INCH TYPE K LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	* ** 416.0610 DRILLED TIE BARS EACH
STH 26			
STAGE 2			
---	---	---	---
SUBTOTAL STAGE 2	**0**	**0**	**0**
STAGE 3			
STA 52+25 - STA 56+00	240	240	120
STA 56+00 - STA 62+00	120	120	40
STA 62+00 - STA 68+00	80	80	30
STA 68+00 - STA 74+00	90	90	30
STA 74+00 - STA 80+00	280	280	90
STA 80+00 - STA 86+00	230	230	90
STA 86+00 - STA 92+00	400	400	110
STA 92+00 - STA 98+00	160	160	60
STA 98+00 - STA 104+00	540	540	170
STA 104+00 - STA 110+00	70	70	50
SUBTOTAL STAGE 3	**2,210**	**2,210**	**790**
STAGE 4			
STA 52+25 - STA 56+00	140	140	50
STA 56+00 - STA 62+00	120	120	40
STA 62+00 - STA 68+00	100	100	30
STA 68+00 - STA 74+00	50	50	20
STA 74+00 - STA 80+00	140	140	50
STA 80+00 - STA 86+00	220	220	70
STA 86+00 - STA 92+00	340	340	120
STA 92+00 - STA 98+00	360	360	120
STA 98+00 - STA 104+00	40	40	10
STA 104+00 - STA 110+00	250	250	80
STA 110+00 - STA 116+00	230	230	70
STA 116+00 - STA 122+00	240	240	80
STA 122+00 - STA 127+00	290	290	100
STA 127+00 - STA 133+00	810	810	220
STA 133+00 - STA 136+71	30	30	60
SUBTOTAL STAGE 4	**3,360**	**3,360**	**1,120**
***UNDISTRIBUTED	560	560	200
TOTALS	**6,130**	**6,130**	**2,110**

*USE FOR CONCRETE CURB & GUTTER CONNECTIONS INTO EXISTING CONCRETE PAVEMENT.

**ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "BASE PATCHING ITEMS".

***UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL CONCRETE CURB AND GUTTER REPAIRS DETERMINED IN THE FIELD DURING CONSTRUCTION.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (FT/FT)	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 REMOVING STORM SEWER 15-INCH LF	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	SPV.0090.01 CURE-IN-PLACE PIPE LINING 15-INCH LF	SPV.0090.02 CURE-IN-PLACE PIPE LINING 18-INCH LF	COMMENTS
111	110	862.62	862.59	0.005	7.1	---	2	7.1	---	---	---	REPLACE EXISING PIPE
110	109	862.39	860.21	0.061	35.6	---	---	35.6	---	---	---	REPLACE EXISING PIPE
109B	109A	860.93	860.85	0.016	5.1	---	2	5.1	---	---	---	REPLACE EXISING PIPE
109A	109	860.85	860.21	0.015	41.6	---	11	41.6	---	---	---	REPLACE EXISING PIPE
109	108	859.61	859.58	0.002	---	14.1	---	---	17.1	---	---	LINE EXISTING PIPE
108	107	859.58	858.20	0.003	---	---	---	---	---	469.8	---	LINE EXISTING PIPE
107E	107B	859.91	859.14	0.036	21.3	---	6	21.3	---	---	---	EXISTING PIPE TO REMAIN
107D	107B	859.23	859.14	0.009	10.0	---	3	10.0	---	---	---	REPLACE EXISING PIPE
107C	107B	859.94	859.74	0.005	38.4	---	10	38.4	---	---	---	REPLACE EXISING PIPE
107B	107	859.14	858.40	0.019	39.0	---	10	39.0	---	---	---	REPLACE EXISING PIPE
107A	107	860.63	860.54	0.010	9.4	---	3	9.4	---	---	---	REPLACE EXISING PIPE
107	106	858.20	857.03	0.003	---	---	---	---	---	---	463.1	LINE EXISTING PIPE
106A	106	859.63	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
106	105	857.03	856.56	0.012	---	---	---	---	---	---	38.0	LINE EXISTING PIPE
105C	105B	857.75	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
105B	105	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
105A	105	857.60	855.66	0.042	46.3	---	12	46.3	---	---	---	REPLACE EXISING PIPE
105	104	855.36	853.50	0.004	---	---	---	---	---	---	433.2	LINE EXISTING PIPE
104A	104	854.94	853.90	0.021	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
104	103	853.70	853.50	0.004	---	---	---	---	---	---	46.6	LINE EXISTING PIPE
103B	103	854.49	853.90	0.013	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
103A	103	854.35	854.10	0.008	32.3	---	9	32.3	---	---	---	REPLACE EXISING PIPE
103	102	853.50	853.32	0.019	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
102A	102	854.12	853.32	0.018	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
102	101	853.31	850.89	0.019	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
101A	101	852.80	852.39	0.018	---	---	6	22.7	---	---	---	NEW PIPE SECTION
101	100	850.89	846.12	0.019	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
100	---	844.92	---	---	---	---	---	---	---	---	---	---
SUBTOTAL					**286.1**	**14.1**	**74**	**308.8**	**17.1**	**469.8**	**980.9**	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES CONTINUED

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (FT/FT)	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 REMOVING STORM SEWER 15-INCH LF	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	SPV.0090.01 CURE-IN-PLACE PIPE LINING 15-INCH LF	SPV.0090.02 CURE-IN-PLACE PIPE LINING 18-INCH LF	COMMENTS
219	218	868.70	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
218	217	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
217A	217	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
217	216	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
216A	216	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
216	215	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
215C	215B	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
215B1	215B	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
215B	215	867.97	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
215A	215	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
215	214	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
214A	214	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
214	213	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
213A	213	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
213	212	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
212A	212	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
212	211	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
211B	211A	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
211A1	211A	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
211A	211	865.96	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
211	210	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
210B	210	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
210A	210	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
210	209	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
209A	209	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
209	208	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
208B	208	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
208A	208	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
208	207	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
207B1	207B	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
207B	207	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
207A	207	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
207	206	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
206C	206	862.98	863.45	-0.034	14.0	---	4	14.0	---	---	---	REPLACE PARTIAL EXISTING PIPE
206B	206	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
206A	206	863.88	863.45	0.029	15.0	---	4	15.0	---	---	---	REPLACE PARTIAL EXISTING PIPE
206	205	862.60	---	---	---	---	---	---	---	---	---	REPLACE PARTIAL EXISTING PIPE
205B	205	---	---	---	---	---	---	---	---	---	---	REPLACE PARTIAL EXISTING PIPE
205A	205	---	---	---	---	---	---	---	---	---	---	REPLACE PARTIAL EXISTING PIPE
205	203	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
203B	203	863.14	---	---	40.2	---	11	40.2	---	---	---	REPLACE EXISING PIPE
203A	203	862.79	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
203	201	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
201	200	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
200B	200	862.19	862.34	-0.012	12.0	---	4	12.0	---	---	---	REPLACE PARTIAL EXISTING PIPE
200A	200	862.57	862.34	0.056	4.1	---	2	4.1	---	---	---	EXISTING PIPE TO REMAIN
200	---	862.34	---	---	---	---	---	---	---	---	---	---
SUBTOTAL					**85.3**	**0**	**25**	**85.3**	**0**	**0**	**0**	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES CONTINUED

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (FT/FT)	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 REMOVING STORM SEWER 15-INCH LF	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	SPV.0090.01 CURE-IN-PLACE PIPE LINING 15-INCH LF	SPV.0090.02 CURE-IN-PLACE PIPE LINING 18-INCH LF	COMMENTS
317	---	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
317A	317	877.83	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
316A	316	875.04	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
316	315	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
315	314	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
314A	314	877.09	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
314	313	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
313	312	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
312A	312	873.77	---	---	18.2	---	5	18.2	---	---	---	REPLACE EXISING PIPE
312	311	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
311C	311B	875.88	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
311B	311A	873.26	870.35	0.024	119.3	---	31	119.3	---	---	---	REPLACE EXISING PIPE
311A	311	870.25	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
311	310	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
310A	310	872.25	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
310	309	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
309A	309	870.40	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
309	308	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
308A	308	868.61	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
308	307	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
307A1	307A	872.08	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
307B	307A	869.14	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
307A	307	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
307	306	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
306A	306	872.13	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
306	305	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
305A	305	870.61	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
305	304	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
304G	304F	870.69	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
304F	304E	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
304E1	304E	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
304E	304C	867.25	---	---	---	13.5	4	---	13.5	---	---	REPLACE PARTIAL EXISTING PIPE
304C1	304C	870.42	---	---	13.5	---	4	13.5	---	---	---	REPLACE PARTIAL EXISTING PIPE
304C	304	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
304B	304	870.55	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
304A	304	870.57	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
304	303	---	---	---	---	---	---	---	---	---	---	REPLACE EXISING PIPE
303A	303	869.35	---	---	6.7	---	2	6.7	---	---	---	REPLACE EXISING PIPE
303	302	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
302A	302	868.70	---	---	---	7.1	2	---	7.1	---	---	REPLACE EXISING PIPE
302	301	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
301H1	---	871.06	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
301B	301	869.25	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
301A	301	869.76	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
301	300	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
300A	300	868.15	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
300	---	---	---	---	---	---	---	---	---	---	---	EXISTING PIPE TO REMAIN
SUBTOTAL					**157.7**	**20.6**	**48**	**157.7**	**20.6**	**0**	**0**	
TOTALS					**529.1**	**34.7**	**150**	**551.8**	**37.7**	**469.8**	**980.9**	

*THIS QUANTITY IS CALCULATED FROM THE BOTTOM OF THE CONCRETE TO THE SUBGRADE. QUANTITIES CALCULATED USING AN ASSUMED UNIT WEIGHT OF 2.3 TONS/CY (2.0 TONS/CY PLUS 15% ADDITIONAL FOR UNDISTRIBUTED AREAS) & QUANTITIES LISTED ELSEWHERE, SEE "BASE COURSE ITEMS - CONCRETE AND ASPHALT AREAS".

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES

STR NUMBER	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	SPV.0060.03 MANHOLE COVER SPECIAL LOGO EACH	SPV.0060.04 INLET COVER SPECIAL LOGO EACH	611.3230 INLETS 2X3-FT EACH	SPV.0060.07 INLET COVER SPECIAL DRIVEWAY EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER LF	RIM OR FLANGE ELEV	STR DEPTH FEET	COMMENTS
111	69+70	26.5' RT	---	1	---	---	---	---	---	1	1	---	---	1	864.72	1.35	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
110	69+68	20.5' RT	1	---	---	---	1	---	1	---	---	---	---	1	865.31	1.92	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
109B	69+52	25.2' LT	---	1	---	---	---	---	---	1	1	---	---	1	864.73	2.80	NEW STRUCTURE
109A	69+50	21.1' LT	---	---	---	1	---	---	1	---	---	---	---	---	865.23	3.13	RECONSTRUCT MANHOLE
109	69+33	16.6' RT	1	---	---	---	1	---	1	---	---	---	---	1	865.51	4.65	NEW STRUCTURE
108	69+19	16.5' RT	1	---	1	---	---	---	---	---	---	---	---	---	865.44	---	REMOVE MANHOLE
107E	64+51	43.3' LT	---	1	---	---	---	---	---	1	1	---	---	1	863.11	2.20	NEW STRUCTURE
107D	64+58	28.9' LT	---	1	---	---	---	---	---	1	1	---	---	1	863.18	2.95	NEW STRUCTURE
107C	64+23	44.9' LT	---	1	---	---	---	---	---	1	1	---	---	1	863.04	2.10	NEW STRUCTURE
107B	64+53	22.1' LT	1	---	---	---	---	1	1	---	---	---	---	1	863.84	3.45	NEW STRUCTURE
107A	64+47	25.1' RT	---	1	---	---	---	---	---	1	1	---	---	1	863.23	1.85	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
107	64+49	16.7' RT	1	---	---	---	1	---	1	---	---	---	---	1	863.90	4.45	NEW STRUCTURE
106A	59+86	26.0' RT	---	1	---	---	---	---	---	1	1	---	---	1	861.88	1.50	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
106	59+86	20.5' RT	1	---	---	---	1	---	1	---	---	---	---	1	862.40	4.12	NEW STRUCTURE
105C	59+74	43.0' RT	---	1	---	---	---	---	---	1	1	---	---	1	861.75	3.00	NEW STRUCTURE
105B	59+61	47.8' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	EXISTING CONNECTION TO REMAIN
105A	59+66	25.3' LT	---	1	---	---	---	---	---	1	1	---	---	1	861.90	3.30	NEW STRUCTURE
105	59+48	16.4' RT	1	---	---	---	---	1	1	---	---	---	---	1	862.66	6.05	NEW STRUCTURE
104A	55+16	27.2' RT	---	1	---	---	---	---	---	1	1	---	---	1	858.04	2.10	NEW STRUCTURE
104	55+15	16.5' RT	---	---	---	1	---	---	1	---	---	---	---	---	858.22	3.27	RECONSTRUCT STRUCTURE
103B	54+90	55.4' RT	---	1	---	---	---	---	---	1	1	---	---	1	857.39	1.90	NEW STRUCTURE
103A	54+46	39.2' RT	---	1	---	---	---	---	---	1	1	---	---	1	857.20	1.85	NEW STRUCTURE
103	54+68	17.0' RT	1	---	---	---	---	1	1	---	---	---	---	1	858.22	3.72	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
102A	54+85	24.9' LT	---	1	---	---	---	---	---	1	1	---	---	1	857.67	2.55	NEW STRUCTURE
102	54+60	11.8' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	EXISTING CONNECTION TO REMAIN
101A	53+41	39.0' LT	---	---	---	---	---	---	---	1	1	---	---	1	856.17	2.37	NEW STRUCTURE
101	8+88'C'	1.44' RT	---	---	---	---	---	1	1	---	---	---	---	1	856.17	4.03	NEW STRUCTURE
100	6+39'C'	4.79' LT	---	---	---	---	---	---	---	---	---	---	---	---	852.52	---	EXISTING STRUCTURE TO REMAIN
SUBTOTAL			**8**	**13**	**1**	**2**	**4**	**4**	**10**	**14**	**14**	**0**	**0**	**22**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES CONTINUED

STR NUMBER	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	** 520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	SPV.0060.03 MANHOLE COVER SPECIAL LOGO EACH	SPV.0060.04 INLET COVER SPECIAL LOGO EACH	611.3230 INLETS 2X3-FT EACH	SPV.0060.07 INLET COVER SPECIAL DRIVEWAY EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER LF	RIM OR FLANGE ELEV	STR DEPTH FEET	COMMENTS
219	103+95	34.0' LT	---	1	---	---	---	---	---	1	1	---	---	1	872.30	2.60	NEW STRUCTURE
218	103+95	0.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	874.17	---	EXISTING STRUCTURE TO REMAIN
217A	103+11	31.7' RT	---	---	---	---	---	---	---	1	---	---	---	---	872.95	---	NEW INLET COVER
217	103+12	0.3' LT	---	---	---	---	---	---	---	---	---	---	---	--	874.04	---	EXISTING STRUCTURE TO REMAIN
216A	101+64	31.2' RT	---	---	---	---	---	---	---	1	---	---	---	---	871.91	---	NEW INLET COVER
216	101+64	0.1' RT	---	---	---	---	---	---	---	---	---	---	1	---	872.73	---	EXISTING STRUCTURE TO REMAIN
215C	99+42	33.8' LT	---	---	---	---	---	---	---	1	---	---	---	---	871.11	---	NEW INLET COVER
215B1	98+96	33.4' LT	---	---	---	---	---	---	---	1	---	---	---	---	870.97	---	NEW INLET COVER
215B	99+07	27.5' LT	1	---	---	---	---	1	1	---	---	---	---	1	871.47	2.25	NEW STRUCTURE
215A	99+17	25.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	870.99	---	NEW INLET COVER
215	99+05	0.0 C/L	---	---	---	---	---	---	---	---	---	---	1	---	871.96	---	EXISTING STRUCTURE TO REMAIN
214A	96+84	25.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	870.75	---	NEW INLET COVER
214	96+85	0.4' LT	---	---	---	---	---	---	---	---	---	---	1	---	871.45	---	EXISTING STRUCTURE TO REMAIN
213A	95+80	25.3' LT	---	---	---	---	---	---	---	1	---	---	---	---	870.33	---	NEW INLET COVER
213	95+73	0.5' LT	---	---	---	---	---	---	---	---	---	---	1	---	871.22	---	EXISTING STRUCTURE TO REMAIN
212A	93+67	25.0' LT	---	---	---	---	---	---	---	1	---	---	---	---	869.83	---	NEW INLET COVER
212	93+66	0.2' LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	EXISTING STRUCTURE TO REMAIN
211B	93+28	32.6' LT	---	---	---	---	---	---	---	1	---	---	---	---	869.91	---	NEW INLET COVER
211A1	92+80	32.3' LT	---	---	---	---	---	---	---	1	---	---	---	---	869.96	---	NEW INLET COVER
211A	92+91	25.8' LT	1	---	---	---	---	1	1	---	---	---	---	1	870.41	3.20	NEW STRUCTURE
211	92+91	0.4' RT	---	---	---	---	---	---	---	---	---	---	1	---	870.66	---	EXISTING STRUCTURE TO REMAIN
210B	90+62	25.1' RT	---	---	---	---	---	---	---	1	---	---	---	---	869.40	---	NEW INLET COVER
210A	90+01	25.7' LT	---	---	---	---	---	---	---	1	---	---	---	---	869.21	---	NEW INLET COVER
210	90+04	0.2' LT	---	---	---	---	---	---	---	---	---	---	1	---	870.01	---	EXISTING STRUCTURE TO REMAIN
209A	89+23	25.2' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	NEW INLET COVER
209	89+23	0.3' RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	EXISTING STRUCTURE TO REMAIN
208B	87+68	25.2' RT	---	---	---	---	---	---	---	1	---	---	---	---	868.71	---	NEW INLET COVER
208A	87+00	27.4' RT	---	---	---	---	---	---	---	1	---	---	---	---	868.70	---	NEW INLET COVER
208	87+08	0.4' LT	---	---	---	---	---	---	---	---	---	---	1	---	869.50	---	EXISTING STRUCTURE TO REMAIN
207B1	85+91	25.1' LT	---	---	---	---	---	---	---	1	---	---	---	---	868.14	---	NEW INLET COVER
207B	85+13	25.2' LT	---	---	---	---	---	---	---	1	---	---	---	---	868.33	---	NEW INLET COVER
207A	84+87	25.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	868.43	---	NEW INLET COVER
207	85+01	0.2' LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	EXISTING STRUCTURE TO REMAIN
206C	81+57	25.3' RT	---	---	1	---	---	---	---	1	---	---	---	---	867.61	3.63	NEW INLET COVER
206B	81+93	25.1' LT	---	---	---	---	---	---	---	1	---	---	---	---	867.90	---	NEW INLET COVER
206A	81+15	25.1' LT	---	---	1	---	---	---	---	1	---	---	---	---	867.76	2.88	NEW INLET COVER
206	81+51	1.1' RT	---	---	---	---	---	---	---	---	---	---	1	---	868.35	---	EXISTING STRUCTURE TO REMAIN
205B	79+22	25.2' RT	---	---	---	---	---	---	---	1	---	---	---	---	866.98	---	NEW INLET COVER
205A	79+22	24.9' LT	---	---	---	---	---	---	---	1	---	---	---	---	867.04	---	NEW INLET COVER
205	79+18	0.8' RT	---	---	---	---	---	---	---	---	---	---	1	---	867.90	---	EXISTING STRUCTURE TO REMAIN
203B	76+32	29.4' RT	---	1	---	---	---	---	---	1	1	---	---	1	866.31	2.17	NEW STRUCTURE
203A	76+19	29.0' LT	---	1	---	---	---	---	---	1	1	---	---	1	866.54	2.75	NEW STRUCTURE
203	76+05	1.1' RT	---	---	---	---	---	---	---	---	---	---	1	---	867.22	---	EXISTING STRUCTURE TO REMAIN
201	75+60	31.0' LT	---	---	---	---	---	---	---	---	---	---	1	---	866.89	---	EXISTING STRUCTURE TO REMAIN
200B	74+69	29.2' LT	---	1	1	---	---	---	---	1	1	---	---	1	865.84	2.65	NEW STRUCTURE
200A	74+69	29.4' LT	---	1	---	---	---	---	---	1	1	---	---	1	866.07	2.50	NEW STRUCTURE
200	74+69	25.7' LT	---	---	---	1	---	---	1	---	---	---	---	---	866.34	2.75	RECONSTRUCT MANHOLE
SUBTOTAL			**2**	**5**	**3**	**1**	**0**	**2**	**3**	**28**	**5**	**0**	**14**	**7**			

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES CONTINUED

STR NUMBER	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	520.8000 ** CONCRETE COLLARS FOR PIPE EACH	611.0420 RECONSTRUCTING MANHOLES EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	SPV.0060.03 MANHOLE COVER SPECIAL LOGO EACH	SPV.0060.04 INLET COVER SPECIAL LOGO EACH	611.3230 INLETS 2X3-FT EACH	SPV.0060.07 INLET COVER SPECIAL DRIVEWAY EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	650.4000 CONSTRUCTION STAKING STORM SEWER LF	RIM OR FLANGE ELEV	STR DEPTH FEET	COMMENTS
317	136+63	23.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN
317A	136+66	28.7' RT	---	1	---	---	---	---	---	1	1	---	---	1	879.93	1.35	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
316A	135+18	31.1' RT	---	1	---	---	---	---	---	1	1	---	---	1	879.79	3.75	NEW STRUCTURE
316	135+16	21.4' LT	---	---	---	---	---	---	---	---	---	---	---	---	880.21	---	EXISTING STRUCTURE TO REMAIN
315	135+15	58.2' LT	---	---	---	---	---	---	---	---	---	---	1	---	880.39	---	EXISTING STRUCTURE TO REMAIN
314A	134+63	64.8' LT	---	1	---	---	---	---	---	1	1	---	---	1	879.59	1.75	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
314	134+63	54.6' LT	---	---	---	---	---	---	---	---	---	---	1	---	880.29	---	EXISTING STRUCTURE TO REMAIN
313	132+17	49.6' LT	---	---	---	---	---	---	---	---	---	---	1	---	879.78	---	EXISTING STRUCTURE TO REMAIN
312A	130+17	55.9' LT	---	1	---	---	---	---	---	1	1	---	---	1	878.42	3.65	NEW STRUCTURE
312	130+17	38.6' LT	---	---	1	---	---	---	---	---	---	---	1	---	879.35	---	EXISTING STRUCTURE TO REMAIN
311C	132+00	33.3' LT	---	1	---	---	---	---	---	1	1	---	---	1	879.28	2.40	NEW STRUCTURE
311B	128+76	35.9' RT	---	---	1	---	---	---	---	1	---	---	---	---	878.21	3.95	NEW INLET COVER
311A	127+57	29.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	878.60	---	EXISTING STRUCTURE TO REMAIN
311	127+33	29.5' LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	EXISTING STRUCTURE TO REMAIN
310A	123+80	38.7' LT	---	1	---	---	---	---	---	1	1	---	---	1	876.80	3.55	NEW STRUCTURE
310	123+80	30.4' LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	EXISTING STRUCTURE TO REMAIN
309A	119+40	37.1' LT	---	1	---	---	---	---	---	1	1	---	---	1	875.40	4.00	NEW STRUCTURE
309	119+40	31.4' LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	EXISTING STRUCTURE TO REMAIN
308A	119+06	61.1' LT	---	1	---	---	---	---	---	1	1	---	---	1	875.61	6.00	NEW STRUCTURE
308	119+15	31.4' LT	---	---	---	---	---	---	---	---	---	---	1	---	876.01	---	EXISTING STRUCTURE TO REMAIN
307A1	119+10	56.1' RT	---	1	---	---	---	---	---	1	1	---	---	1	874.68	1.85	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
307B	119+71	47.4' RT	---	1	---	---	---	---	---	1	1	---	---	1	875.14	5.00	NEW STRUCTURE
307A	119+18	49.8' RT	---	---	---	---	---	---	---	---	---	---	1	---	875.81	---	EXISTING STRUCTURE TO REMAIN
307	118+83	30.5' LT	---	---	---	---	---	---	---	---	---	---	1	---	875.93	---	SQUARE MANHOLE COVER
306A	118+35	39.8' LT	---	---	---	---	---	---	---	1	---	---	---	---	874.78	1.90	NEW INLET COVER, 3" ADJUSTMENT REQUIRED
306	118+34	30.7' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	EXISTING CONNECTION TO REMAIN
305A	114+99	37.3' LT	---	---	---	---	---	---	---	1	---	---	---	---	874.01	2.40	NEW INLET COVER
305	114+98	31.0' LT	---	---	---	---	---	---	---	---	---	---	1	---	874.09	---	SQUARE MANHOLE COVER
304G	114+30	37.2' RT	---	1	---	---	---	---	---	1	1	---	---	1	874.09	2.40	NEW STRUCTURE
304F	114+30	29.1' RT	---	---	---	1	---	---	1	---	---	---	---	---	874.72	---	RECONSTRUCT MANHOLE
304E1	113+27	37.3' RT	---	---	---	---	---	---	---	1	---	---	---	---	873.85	---	NEW INLET COVER
304E	113+51	30.8' RT	---	---	1	---	---	---	---	---	---	---	1	---	874.95	7.20	EXISTING STRUCTURE TO REMAIN
304C1	111+69	37.2' RT	---	---	1	---	---	---	---	1	---	---	---	---	873.72	2.30	NEW INLET COVER
304C	112+11	31.6' RT	---	---	---	---	---	---	---	---	---	---	1	---	874.40	---	SQUARE MANHOLE COVER
304B	112+34	37.3' LT	---	---	---	---	---	---	---	1	---	---	---	---	873.60	2.05	NEW INLET COVER
304A	111+49	37.1' LT	---	---	---	---	---	---	---	1	---	---	---	---	873.52	1.95	NEW INLET COVER
304	111+79	30.7' LT	---	---	---	---	---	---	---	---	---	---	1	---	874.70	---	SQUARE MANHOLE COVER
303A	109+22	37.3'LT	---	---	---	---	---	---	---	1	---	---	---	---	873.05	2.70	NEW INLET COVER
303	109+22	31.5' LT	---	---	1	---	---	---	---	---	---	---	1	---	873.86	---	EXISTING STRUCTURE TO REMAIN
302A	106+18	37.6' LT	---	1	---	---	---	---	---	---	1	1	---	1	872.75	3.55	NEW STRUCTURE
302	106+19	31.5' LT	---	---	1	---	---	---	---	---	---	---	1	---	873.40	---	EXISTING STRUCTURE TO REMAIN
301H1	108+96	72.4' RT	---	1	---	---	---	---	---	1	1	---	---	1	873.16	1.35	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
301B	105+56	59.2' RT	---	1	---	---	---	---	---	1	1	---	---	1	871.95	1.70	NEW STRUCTURE
301A	105+11	76.4' RT	---	1	---	---	---	---	---	1	1	---	---	1	872.01	1.50	NEW STRUCTURE, 3" ADJUSTMENT REQUIRED
301	105+21	70.3' RT	---	---	---	---	---	---	---	---	---	---	1	---	872.83	---	EXISTING STRUCTURE TO REMAIN
300A	105+24	37.3' LT	---	1	---	---	---	---	---	1	1	---	---	1	872.35	3.20	NEW STRUCTURE
300	104+78	29.9' LT	---	---	---	---	---	---	---	---	---	---	1	---	873.19	---	EXISTING STRUCTURE TO REMAIN
SUBTOTAL			**0**	**16**	**7**	**1**	**0**	**0**	**1**	**23**	**16**	**1**	**19**	**16**			
TOTALS			**10**	**34**	**11**	**4**	**4**	**6**	**14**	**65**	**35**	**1**	**33**	**45**			

1. STR DEPTH = RIM ELEV - INV - CASTING HEIGHT - ADJUSTMENT
   CASTING HEIGHT = 9" FOR MANHOLE COVERS, 6" FOR INLET COVERS, ADJUSTMENT = 6" TYPICAL
   CONTRACTOR TO USE 3" OR GREATER ADJUSTMENT RINGS. 2" ADJUSTMENT RINGS WILL NOT BE ALLOWED.

**CONCRETE COLLARS FOR PIPE TO BE USED AT LOCATIONS WHERE PROPOSED STORM SEWER PIPES CONNECT INTO EXISTING STORM SEWER PIPE LOCATIONS AT STORM SEWER MANHOLES.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

EROSION CONTROL ITEMS

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.7010 INLET PROTECTION TYPE B EACH	* 628.7015 INLET PROTECTION TYPE C EACH	** SPV.0060.08 SAND BAGS EACH
STH 26						
STA 50+00 - STA 56+00	---	---	---	---	8	---
STA 56+00 - STA 62+00	---	---	---	---	5	---
STA 62+00 - STA 68+00	---	---	---	---	5	---
STA 68+00 - STA 74+00	---	---	---	1	5	---
STA 74+00 - STA 80+00	---	---	---	---	10	---
STA 80+00 - STA 86+00	---	---	---	---	14	---
STA 86+00 - STA 92+00	---	---	---	---	6	---
STA 92+00 - STA 98+00	---	---	---	---	10	---
STA 98+00 - STA 104+00	---	---	---	---	10	---
STA 104+00 - STA 110+00	---	---	---	1	11	---
STA 110+00 - STA 116+00	---	---	---	1	10	---
STA 116+00 - STA 122+00	---	---	---	---	7	---
STA 122+00 - STA 127+00	---	---	---	---	1	---
STA 127+00 - STA 133+00	---	---	---	---	5	---
STA 133+00 - STA 136+71	---	---	---	---	3	---
UNDISTRIBUTED	5	2	100	1***	28***	50
TOTALS	**5**	**2**	**100**	**4**	**138**	**50**

*PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION TYPE B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

**TO BE USED AROUND STORM SEWER INLETS DURING SAWING CONCRETE.

***UNDISTRIBUTED AMOUNT IS ESTIMATED AT 25%.

FENCING ITEMS

LOCATION		* 204.0170 REMOVING FENCE LF	** 616.0204 FENCE CHAIN LINK 4-FT LF	** SPV.0090.03 TEMPORARY FENCE CHAIN LINK 4-FT LF
STH 26				
STAGE 2	---	---	---	---
STAGE 3	STA 75+15, 40' LT	31	26	18
STAGE 4	---	---	---	---
TOTALS		**31**	**26**	**18**

*REMOVE EXISTING FENCE (CHAIN LINK 4-FT) ALONG CURB RAMP AND REINSTALL AS TEMPORARY FENCE CHAIN 4-FT ALONG TLE WITH STAGE 3 CONSTRUCTION. WHEN CURB RAMP IS COMPLETE, REMOVE TEMPORARY CHAIN LINK 4-FT ALONG THE R/W.

**SALVAGE AND ERECT EXISTING FENCE CHAIN LINK 4-FT AND USE IT AS TEMPORARY FENCE CHAIN LINK 4-FT DURING STAGE 3 CONSTRUCTION AT 920 E. MEMORIAL DRIVE. A CONTINOUS FENCE LINE MUST BE MAINTAINED DURING CONSTRUCTION TO CONTAIN THE PROPERTY OWNER'S DOGS. WHEN CURB RAMP AND SIDEWALK CONSTRUCTION ARE COMPLETE AND TEMPORARY TRAFFIC SIGNALS ARE REMOVED, REMOVE THE TEMPORARY FENCE CHAIN LINK 4-FT AND REPLACE WITH NEW FENCE CHAIN LINK 4-FT ALONG THE R/W.

RESTORATION ITEMS

LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
STH 26				
STAGE 2	---	---	---	---
STAGE 3	780	1	20	780
STAGE 4	1,040	1	26	1,040
*UNDISTRIBUTED	460	1	12	460
TOTALS	**2,280**	**3**	**58**	**2,280**

*UNDISTRIBUTED AMOUNT IS ESTIMATED AT 25%.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE (in)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0410 POSTS WOOD 4X4-INCH X 10-FT EACH	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0805 POSTS TUBULAR STEEL 2X2-INCH X 5-FT EACH	634.0811* POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION
1-01	W12-1D	2S	24X24	---	4.00	---	---	---	1.00	---	---	DOUBLE DOWN ARROWS
1-02	J3-1	2S	24X57	9.50	---	---	1.00	---	---	---	---	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-3	2S	24X12	---	---	---	---	---	---	---	1-02	SOUTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	1-02	STATE ROUTE MARKER
---	M6-1	2S	21X21	---	---	---	---	---	---	---	1-02	ARROW - RIGHT, LEFT, OR AHEAD
1-03	J3-1	2S	24X57	9.50	---	---	1.00	---	---	---	---	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-1	2S	24X12	---	---	---	---	---	---	---	1-03	NORTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	1-03	STATE ROUTE MARKER
---	M6-1	2S	21X21	---	---	---	---	---	---	---	1-03	ARROW - RIGHT, LEFT, OR AHEAD
1-04	J33-1	2S	24X81	13.50	---	---	---	1.00	---	---	---	TRAILBLAZER DIRECTIONAL WITH CARDINAL
---	MB4-5	2S	24X12	---	---	---	---	---	---	---	1-04	TO - BLUE
---	M1-1	2S	24X24	---	---	---	---	---	---	---	1-04	INTERSTATE SHIELD
---	M1-1	2S	24X24	---	---	---	---	---	---	---	1-04	INTERSTATE SHIELD
---	MB6-1	2S	21X21	---	---	---	---	---	---	---	1-04	ARROW - RIGHT, LEFT, OR AHEAD - BLUE
2-01	J3-1	2S	24X57	9.50	---	---	1.00	---	---	---	---	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-3	2S	24X12	---	---	---	---	---	---	---	2-01	SOUTH CARDINAL ROUTE MARKER
---	R3-54R	2S	24X24	---	---	---	---	---	---	---	2-01	USE RIGHT LANE
2-02	R3-7R	2S	30X30	6.25	---	1.00	---	---	---	---	---	RIGHT LANE MUST TURN RIGHT
2-03	J4-1	2S	24X36	6.00	---	1.00	---	---	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-1	2S	24X12	---	---	---	---	---	---	---	2-03	NORTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	2-03	STATE ROUTE MARKER
3-01	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
3-02	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	3-01	USE CROSSWALK (LEFT OR LEFT ARROW)
5-01	J4-1	2S	24X36	6.00	---	1.00	---	---	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-3	2S	24X12	---	---	---	---	---	---	---	5-01	SOUTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	5-01	STATE ROUTE MARKER
5-02	J4-1	2S	24X36	6.00	---	1.00	---	---	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-1	2S	24X12	---	---	---	---	---	---	---	5-02	NORTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	5-02	STATE ROUTE MARKER
6-01	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
6-02	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	6-01	USE CROSSWALK (LEFT OR RIGHT ARROW)
6-03	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	6-01	USE CROSSWALK (LEFT OR LEFT ARROW)
6-04	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
6-05	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	6-04	USE CROSSWALK (LEFT OR RIGHT ARROW)
SUBTOTAL				**79.00**	**4.00**	**4**	**4**	**1**	**1**	**3**		

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING CONTINUED

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE (in)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0410 POSTS WOOD 4X4-INCH X 10-FT EACH	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0805 POSTS TUBULAR STEEL 2X2-INCH X 5-FT EACH	634.0811* POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION
6-06	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	6-04	USE CROSSWALK (LEFT OR LEFT ARROW)
7-01	J4-1	2S	24X36	6.00	---	1.00	---	---	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-3	2S	24X12	---	---	---	---	---	---	---	7-01	SOUTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	7-01	STATE ROUTE MARKER
7-02	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
7-03	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	7-02	USE CROSSWALK (LEFT OR RIGHT ARROW)
7-04	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
7-05	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	7-02	USE CROSSWALK (LEFT OR RIGHT ARROW)
7-06	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	7-04	USE CROSSWALK (LEFT OR LEFT ARROW)
7-07	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
7-08	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	7-05	USE CROSSWALK (LEFT OR RIGHT ARROW)
8-01	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
8-02	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	8-01	USE CROSSWALK (LEFT OR RIGHT ARROW)
8-03	J4-1	2S	24X36	6.00	---	1.00	---	---	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-1	2S	24X12	---	---	---	---	---	---	---	8-03	NORTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	8-03	STATE ROUTE MARKER
9-01	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
9-02	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	9-01	USE CROSSWALK (LEFT OR RIGHT ARROW)
9-03	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
9-04	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	9-03	USE CROSSWALK (LEFT OR LEFT ARROW)
9-05	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
9-06	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	9-05	USE CROSSWALK (LEFT OR RIGHT ARROW)
10-01	J4-1	2S	24X36	6.00	---	1.00	---	---	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-3	2S	24X12	---	---	---	---	---	---	---	10-01	SOUTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	10-01	STATE ROUTE MARKER
10-02	R3-7R	2S	30X30	6.25	---	1.00	---	---	---	---	---	RIGHT LANE MUST TURN RIGHT
10-03	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
10-04	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	10-02	USE CROSSWALK (LEFT OR LEFT ARROW)
10-05	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
10-06	R9-3BR	2S	18X12	1.50	---	---	---	---	---	---	10-04	USE CROSSWALK (LEFT OR RIGHT ARROW)
10-07	J4-1	2S	24X36	6.00	---	1.00	---	---	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
---	M3-1	2S	24X12	---	---	---	---	---	---	---	10-06	NORTH CARDINAL ROUTE MARKER
---	M1-6	2S	24X24	---	---	---	---	---	---	---	10-06	STATE ROUTE MARKER
10-08	R10-50L	2S	30X36	7.50	---	---	---	---	---	---	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
10-09	R10-50L	2S	30X36	7.50	---	---	---	---	---	---	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
11-01	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
11-02	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	11-01	USE CROSSWALK (LEFT OR LEFT ARROW)
11-03	R3-7R	2S	30X30	6.25	---	1.00	---	---	---	---	---	RIGHT LANE MUST TURN RIGHT
11-04	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
11-05	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	11-04	USE CROSSWALK (LEFT OR LEFT ARROW)
11-06	R9-3A	1	18X18	2.25	---	---	---	---	---	1.00	---	NO PEDESTRIAN CROSSING (SYMBOL SIGN)
11-07	R9-3BL	2S	18X12	1.50	---	---	---	---	---	---	11-06	USE CROSSWALK (LEFT OR LEFT ARROW)
12-01	R10-50L	2S	30X36	7.50	---	---	---	---	---	---	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
12-02	R10-50L	2S	30X36	7.50	---	---	---	---	---	---	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
	R10-50L	2S	30X36	7.50	---	---	---	---	---	---	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
	R10-50L	2S	30X36	7.50	---	---	---	---	---	---	SIGNAL POLE	LEFT TURN YIELD ON FLASHING YELLOW ARROW
SUBTOTAL				**129.50**	**0.00**	**6**	**0**	**0**	**0**	**12**		
TOTALS				**208.50**	**4.00**	**10**	**4**	**1**	**1**	**15**		

*ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "REMOVING & MOVING SIGNS".

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING & MOVING SIGNS

SIGN #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	* 634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	DESCRIPTION
1R-1	J3-1	---	---	1	1	---	---	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)
1R-2	R10-10A	SIGNAL POLE	---	1	1	---	---	AHEAD SIGNAL
1R-3	R10-10R	SIGNAL POLE	---	1	---	---	---	RIGHT TURN SIGNAL
1R-4	J3-1	---	---	1	---	---	---	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)
1R-5	R10-11L	SIGNAL POLE	---	1	---	---	---	LEFT AND AHEAD SIGNAL
1R-6	J33-1	---	---	1	1	---	---	TRAILBLAZER DIRECTIONAL WITH CARDINAL
1M-1	R2-1	---	1	---	---	1	---	SPEED LIMIT 25 MPH
1M-2	R10-10A	SIGNAL POLE	1	---	---	---	---	AHEAD SIGNAL
1M-3	R10-10R	1M-2	1	---	---	---	---	RIGHT TURN SIGNAL
1M-4	R5-1	---	1	---	---	1	---	DO NOT ENTER
1M-5	R1-1	---	1	---	---	---	1	STOP
1M-6	R3-2	1M-5	1	---	---	---	---	NO LEFT TURN
1M-7	---	SIGNAL POLE	1	---	---	---	---	CENTERWAY
1M-8	---	1M-7	1	---	---	---	---	MILTON AVE
2R-1	J3-1	---	---	1	1	---	---	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)
2R-2	R3-7R	---	---	1	---	---	---	RIGHT LANE MUST TURN RIGHT
5M-1	S1-1	SIGNAL POLE	1	---	---	---	---	SCHOOL ADVANCE
5M-2	S4-2P	5M-1	1	---	---	---	---	WHEN CHILDREN ARE PRESENT
5M-3	S1-1	SIGNAL POLE	1	---	---	---	---	SCHOOL ADVANCE
5M-4	---	5M-3	1	---	---	---	---	CITY OF JANESVILLE BUS STOP
5M-5	S1-1	SIGNAL POLE	1	---	---	---	---	SCHOOL ADVANCE
5R-1	R10-6	5M-5	---	1	---	---	---	STOP HERE ON RED (ARROWS)
6M-1	R1-1	---	1	---	---	1	---	STOP
6M-2	R1-1	---	1	---	---	1	---	STOP
6M-3	R1-1	---	1	---	---	1	---	STOP
7R-1	J4-1	---	---	1	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
7M-1	---	---	1	---	---	1	---	CITY OF JANESVILLE BUS STOP
7M-2	R1-1	---	1	---	---	1	---	STOP
8R-1	J4-1	POWER POLE	---	1	1	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
8M-1	---	---	1	---	---	---	1	CITY OF JANESVILLE BUS STOP
8M-2	R1-1	---	1	---	---	1	---	STOP
8M-3	---	---	1	---	---	1	---	CITY OF JANESVILLE BUS STOP
8M-4	R1-1	---	1	---	---	1	---	STOP
9M-1	R1-1	---	1	---	---	1	---	STOP
9M-2	R1-1	---	1	---	---	1	---	STOP
10R-1	J4-1	LIGHT POLE	---	1	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
10R-2	J4-1	LIGHT POLE	---	1	---	---	---	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)
10R-3	R3-7R	POWER POLE	---	1	---	---	---	RIGHT LANE MUST TURN RIGHT
10M-1	R6-3	SIGNAL POLE	1	---	---	---	---	DIVIDED HIGHWAY CROSSING SIGN AND INTERSECTION
10M-2	S1-1	SIGNAL POLE	1	---	---	---	---	SCHOOL ADVANCE
10M-3	R3-7R	10M-2	1	---	---	---	---	RIGHT LANE MUST TURN RIGHT
10M-4	---	SIGNAL POLE	1	---	---	---	---	MT ZION AVE
10M-5	---	10M-4	1	---	---	---	---	MILTON AVE
10M-6	R4-7	10M-4	1	---	---	---	---	KEEP RIGHT
10M-7	R3-4	10M-4	1	---	---	---	---	NO U-TURN SYMBOL
10M-8	S1-1	SIGNAL POLE	1	---	---	---	---	SCHOOL ADVANCE
10M-9	---	10M-8	1	---	---	---	---	CITY OF JANESVILLE BUS STOP
10M-10	R6-3	SIGNAL POLE	1	---	---	---	---	DIVIDED HIGHWAY CROSSING SIGN AND INTERSECTION
10M-11	R10-70	10M-10	1	---	---	---	---	ACCESS TO DOWNTOWN BUSINESSES
10M-12	R6-3	SIGNAL POLE	1	---	---	---	---	DIVIDED HIGHWAY CROSSING SIGN AND INTERSECTION
10M-13	R3-4	10M-12	1	---	---	---	---	NO U-TURN SYMBOL
10M-14	R1-1	---	1	---	---	1	---	STOP
11M-1	R1-1	---	1	---	---	1	---	STOP
11M-2	R3-53R	11M-1	1	---	---	---	---	RIGHT TURN ONLY
11M-3	R7-1D	---	1	---	---	---	---	NO PARKING ANY TIME - DOUBLE ARROW
14M-1	R6-3	SIGNAL POLE	1	---	---	---	---	DIVIDED HIGHWAY CROSSING SIGN AND INTERSECTION
TOTALS			**42**	**14**	**5**	**14**	**2**	

**ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "PERMANENT SIGNING".

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

DETOUR

DETOUR ROUTES	* ESTIMATED DURATION		643.3000 TRAFFIC CONTROL DETOUR SIGNS * EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	** 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE * EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE *** DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II * NUMBER OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II * NUMBER OF SIGNS
STAGE 2 STH 26 AT CENTERWAY	5	DAYS	91	455	2	20	7	1	7
STAGE 2 E. MEMORIAL DRIVE CLOSURE AT STH 26	5	DAYS	81	405	3	30	0	0	0
****UNDISTRIBUTED	---	DAYS	---	90	---	10	10	---	---
TOTALS				**950**		**60**	**17**		

*FOR INFORMATION ONLY
**ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "TRAFFIC CONTROL".
***PLACE SIGNS PORTABLE CHANGEABLE MESSAGE 7 DAYS PRIOR TO CLOSURES.
****UNDISTRIBUTED AMOUNT IS ESTIMATED AT 10%.

FIXED MESSAGE SIGN

SIGN NUMBER	CODE	* SIGN SIZE W X H (FT) X (FT)	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
1	---	7 X 4	28
2	---	7 X 4	28
3	---	6 X 4	24
4	---	7 X 4	28
5	---	7 X 4	28
6	---	6 X 1.5	108
TOTAL			**244**

*FOR INFORMATION ONLY

3

TRAFFIC CONTROL

	* ESTIMATED DURATION	643.0300 DRUMS * EACH	643.0300 DRUMS DAYS	643.0410 BARRICADES TYPE II * EACH	643.0410 BARRICADES TYPE II DAYS	643.0420 BARRICADES TYPE III * EACH	643.0420 BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 WARNING LIGHTS TYPE A * EACH	643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C * EACH	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS * EACH	643.0800 ARROW BOARDS DAYS	643.0900 SIGNS * EACH	643.0900 SIGNS DAYS	** 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE EACH	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS
STAGE 1	15 DAYS	236	3,540	---	---	10	150	---	---	20	300	94	1,410	10	150	70	1,050	---	---
STAGE 2	20 DAYS	494	9,880	12	240	87	1,740	---	---	174	3,480	44	880	2	40	179	3,580	2	14
STAGE 3	38 DAYS	474	18,010	10	380	103	3,910	175	175	206	7,830	68	2,580	2	80	163	6,190	5	35
STAGE 4	38 DAYS	543	20,630	14	530	81	3,080	184	184	162	6,160	69	2,620	3	110	151	5,740	5	43
STAGE 5	20 DAYS	236	4,720	---	---	10	200	---	---	20	400	94	1,880	10	200	70	1,400	---	---
***UNDISTRIBUTED		198	5,678	4	115	29	908	54	54	58	1,817	37	937	3	58	63	1,796	1	9
TOTALS	**131 DAYS**		**62,458**		**1,265**		**9,988**	**413**	**413**		**19,987**		**10,307**		**638**		**19,756**		**101**

*FOR INFORMATION ONLY
**ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "DETOUR".
***UNDISTRIBUTED AMOUNT IS ESTIMATED AT 10%.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PAVEMENT MARKING

LOCATION	646.0106 EPOXY 4-INCH SOLID YELLOW LF	12.5', 37.5' GAP YELLOW LF	12.5', 37.5' GAP WHITE LF	3' LINE, 9' GAP WHITE LF	3' LINE, 9' GAP YELLOW LF	646.0126 EPOXY 8-INCH SOLID WHITE LF	3' LINE, 9' GAP WHITE LF
STH 26							
STAGE 3							
STA 49+13 - STA 56+00	400	---	---	---	---	150	---
STA 56+00 - STA 62+00	---	---	---	---	---	---	---
STA 62+00 - STA 68+00	---	---	---	---	---	---	---
STA 68+00 - STA 74+00	---	---	---	---	---	---	---
STA 74+00 - STA 80+00	550	---	190	---	---	270	---
STA 80+00 - STA 86+00	---	---	---	---	---	---	---
STA 86+00 - STA 92+00	---	---	---	---	---	---	---
STA 92+00 - STA 98+00	---	---	---	---	---	---	---
STA 98+00 - STA 104+00	---	---	---	---	---	---	---
STA 104+00 - STA 110+00	---	---	---	---	---	---	---
STA 110+00 - STA 116+00	---	---	---	---	---	---	---
STA 116+00 - STA 122+00	---	---	---	---	---	---	---
STA 122+00 - STA 127+00	---	---	---	---	---	---	---
STA 127+00 - STA 133+00	---	---	---	---	---	---	---
STA 133+00 - STA 139+00	---	---	---	---	---	---	---
STA 139+00 - STA 147+56	---	---	---	---	---	---	---
SUBTOTAL STAGE 3	**950**	**0**	**190**	**0**	**0**	**420**	**0**
STH 26							
STAGE 4							
STA 49+13 - STA 56+00	220	125	25	---	---	---	---
STA 56+00 - STA 62+00	1,200	---	140	---	---	---	---
STA 62+00 - STA 68+00	1,200	---	150	---	---	---	---
STA 68+00 - STA 74+00	1,375	---	150	---	---	---	---
STA 74+00 - STA 80+00	1,660	---	80	---	---	255	---
STA 80+00 - STA 86+00	1,200	---	150	---	---	---	---
STA 86+00 - STA 92+00	1,200	---	150	---	---	---	---
STA 92+00 - STA 98+00	1,200	---	150	---	---	---	---
STA 98+00 - STA 104+00	---	---	150	---	---	---	---
STA 104+00 - STA 110+00	445	---	120	---	---	530	60
STA 110+00 - STA 116+00	---	---	290	---	---	---	---
STA 116+00 - STA 122+00	615	---	260	---	---	330	---
STA 122+00 - STA 127+00	---	---	350	55	---	---	---
STA 127+00 - STA 133+00	575	---	280	---	---	425	---
STA 133+00 - STA 139+00	---	---	250	---	---	---	---
STA 139+00 - STA 147+56	---	---	210	---	---	---	---
SUBTOTAL STAGE 4	**10,890**	**125**	**2,905**	**55**	**0**	**1,540**	**60**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

PAVEMENT MARKING CONTINUED

LOCATION	646.0106 EPOXY 4-INCH SOLID YELLOW LF	12.5', 37.5' GAP YELLOW LF	12.5', 37.5' GAP WHITE LF	3' LINE, 9' GAP WHITE LF	3' LINE, 9' GAP YELLOW LF	646.0126 EPOXY 8-INCH SOLID WHITE LF	3' LINE, 9' GAP WHITE LF
STH 26							
STAGE 5							
STA 49+13 - STA 56+00	---	---	---	25	15	120	---
STA 56+00 - STA 62+00	---	---	140	---	---	20	40
STA 62+00 - STA 68+00	---	---	150	---	---	---	---
STA 68+00 - STA 74+00	---	---	150	---	---	---	---
STA 74+00 - STA 80+00	---	---	80	15	15	---	---
STA 80+00 - STA 86+00	---	---	150	---	---	---	---
STA 86+00 - STA 92+00	---	---	150	---	---	---	---
STA 92+00 - STA 98+00	---	---	150	---	---	---	---
STA 98+00 - STA 104+00	1,010	---	150	---	---	---	---
STA 104+00 - STA 110+00	---	---	120	---	---	280	---
STA 110+00 - STA 116+00	---	---	160	---	---	295	---
STA 116+00 - STA 122+00	---	---	140	---	---	300	---
STA 122+00 - STA 127+00	---	---	130	---	---	150	---
STA 127+00 - STA 133+00	---	---	280	---	---	230	---
STA 133+00 - STA 139+00	---	---	250	---	---	240	---
STA 139+00 - STA 147+56	---	---	210	---	---	---	---
SUBTOTAL STAGE 5	**1,010**	**0**	**2,410**	**40**	**30**	**1,635**	**40**
*UNDISTRIBUTED	650	10	280	10	10	180	10
SUBTOTALS	**13,500**	**135**	**5,785**	**105**	**40**	**3,775**	**110**
TOTALS			**19,565**			**3,885**	

*UNDISTRIBUTED AMOUNT IS ESTIMATED AT 5%.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PAVEMENT MARKING CONTINUED

LOCATION	647.0146 ARROWS EPOXY TYPE 6 WHITE EACH	647.0166 ARROWS EPOXY TYPE 2 WHITE EACH	647.0176 ARROWS EPOXY TYPE 3 WHITE EACH	647.0356 WORDS EPOXY WHITE EACH	647.0566 STOP LINE EPOXY 18-INCH WHITE LF	647.0606 ISLAND NOSE EPOXY YELLOW EACH	647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH WHITE LF	647.0796 CROSSWALK EPOXY 24-INCH WHITE LF
STH 26									
STAGE 3									
STA 49+13 - STA 56+00	---	1	---	---	25	---	---	180	230
STA 56+00 - STA 62+00	---	---	---	---	---	---	---	---	---
STA 62+00 - STA 68+00	---	---	---	---	---	---	---	---	---
STA 68+00 - STA 74+00	---	---	---	---	---	---	---	---	---
STA 74+00 - STA 80+00	---	3	---	---	25	---	---	100	140
STA 80+00 - STA 86+00	---	---	---	---	---	---	---	---	---
STA 86+00 - STA 92+00	---	---	---	---	---	---	---	---	---
STA 92+00 - STA 98+00	---	---	---	---	---	---	---	---	---
STA 98+00 - STA 104+00	---	---	---	---	---	---	---	---	---
STA 104+00 - STA 110+00	---	---	---	---	---	---	---	---	---
STA 110+00 - STA 116+00	---	---	---	---	---	---	---	---	---
STA 116+00 - STA 122+00	---	---	---	---	---	---	---	---	---
STA 122+00 - STA 127+00	---	---	---	---	---	---	---	---	---
STA 127+00 - STA 133+00	---	---	---	---	---	---	---	---	---
STA 133+00 - STA 139+00	---	---	---	---	---	---	---	---	---
STA 139+00 - STA 147+56	---	---	---	---	---	---	---	---	---
SUBTOTAL STAGE 3	**0**	**4**	**0**	**0**	**50**	**0**	**0**	**280**	**370**
STH 26									
STAGE 4									
STA 49+13 - STA 56+00	---	---	---	---	110	---	---	350	500
STA 56+00 - STA 62+00	---	---	---	---	---	---	---	---	---
STA 62+00 - STA 68+00	---	---	---	---	---	---	---	---	---
STA 68+00 - STA 74+00	---	---	---	---	---	---	20	---	---
STA 74+00 - STA 80+00	---	4	2	1	95	2	70	350	490
STA 80+00 - STA 86+00	---	---	---	---	---	---	---	---	---
STA 86+00 - STA 92+00	---	---	---	---	---	---	---	---	---
STA 92+00 - STA 98+00	---	---	---	---	---	---	---	---	---
STA 98+00 - STA 104+00	---	---	---	---	---	---	---	---	---
STA 104+00 - STA 110+00	---	7	---	3	175	---	---	680	---
STA 110+00 - STA 116+00	---	---	---	---	---	---	---	---	---
STA 116+00 - STA 122+00	---	4	---	2	150	---	---	610	---
STA 122+00 - STA 127+00	---	---	---	---	---	---	---	---	---
STA 127+00 - STA 133+00	---	5	3	1	160	---	---	600	---
STA 133+00 - STA 139+00	---	---	---	---	---	---	---	---	---
STA 139+00 - STA 147+56	---	---	---	---	---	---	---	---	---
SUBTOTAL STAGE 4	**0**	**20**	**5**	**7**	**690**	**2**	**90**	**2590**	**990**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PAVEMENT MARKING CONTINUED

LOCATION	647.0146 ARROWS EPOXY TYPE 6 WHITE EACH	647.0166 ARROWS EPOXY TYPE 2 WHITE EACH	647.0176 ARROWS EPOXY TYPE 3 WHITE EACH	647.0356 WORDS EPOXY WHITE EACH	647.0566 STOP LINE EPOXY 18-INCH WHITE LF	647.0606 ISLAND NOSE EPOXY YELLOW EACH	647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	647.0766 CROSSWALK EPOXY 6-INCH WHITE LF	647.0796 CROSSWALK EPOXY 24-INCH WHITE LF
STH 26									
STAGE 5									
STA 49+13 - STA 56+00	---	4	3	---	---	---	---	---	---
STA 56+00 - STA 62+00	---	1	---	---	---	---	---	---	---
STA 62+00 - STA 68+00	---	---	---	---	---	---	---	---	---
STA 68+00 - STA 74+00	---	---	---	---	---	---	---	---	---
STA 74+00 - STA 80+00	3	---	---	1	---	---	---	---	---
STA 80+00 - STA 86+00	---	---	---	---	30	---	---	110	---
STA 86+00 - STA 92+00	---	---	---	---	---	---	---	---	---
STA 92+00 - STA 98+00	---	---	---	---	---	---	---	---	---
STA 98+00 - STA 104+00	---	---	---	---	---	---	---	---	---
STA 104+00 - STA 110+00	---	3	---	2	---	---	---	---	---
STA 110+00 - STA 116+00	---	---	---	---	---	---	---	---	---
STA 116+00 - STA 122+00	---	4	---	1	---	---	---	---	---
STA 122+00 - STA 127+00	---	1	---	1	---	---	---	---	---
STA 127+00 - STA 133+00	---	3	---	2	---	---	---	---	---
STA 133+00 - STA 139+00	---	---	---	---	---	---	---	---	---
STA 139+00 - STA 147+56	---	---	---	---	---	---	---	---	---
SUBTOTAL STAGE 5	**3**	**16**	**3**	**7**	**30**	**0**	**0**	**110**	**0**
*UNDISTRIBUTED	---	---	---	---	40	---	0	10	0
TOTALS	**3**	**40**	**8**	**14**	**810**	**2**	**90**	**2,990**	**1,360**

*UNDISTRIBUTED AMOUNT IS ESTIMATED AT 5%.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

FIELD OFFICE

LOCATION	642.5201 FIELD OFFICE TYPE C EACH
STH 26	
5360-01-71	1
TOTAL	**1**

CONSTRUCTION STAKING

LOCATION	650.8000 RESURFACING REFERENCE LF	650.8500 ELECTRICAL INSTALLATIONS LS	650.9910 SUPPLEMENTAL CONTROL LS
STH 26			
5360-01-71	8,448	1	1
TOTALS	**8,448**	**1**	**1**

PAVEMENT MARKING REMOVALS

ROADWAY	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0955 REMOVING PAVEMENT MARKINGS ARROWS EACH	647.0965 REMOVING PAVEMENT MARKINGS WORDS LF
STH 26 STAGE 2			
STA 50+00 - STA 65+00	1,400	4	2
STA 65+00 - STA 80+00	1,100	2	---
STA 80+00 - STA 95+00	700	---	---
STA 95+00 - STA 110+00	720	3	2
STA 110+00 - STA 140+00	1,900	---	---
STA 140+00 - STA 149+02	580	---	---
SUBTOTAL STAGE 2	**6,400**	**9**	**4**
STH 26 STAGE 3			
STA 50+00 - STA 65+00	1,600	---	---
STA 65+00 - STA 80+00	3,500	2	---
STA 80+00 - STA 95+00	1,900	---	---
STA 95+00 - STA 110+00	1,600	5	2
STA 110+00 - STA 140+00	---	---	---
STA 140+00 - STA 149+02	---	---	---
SUBTOTAL STAGE 3	**8,600**	**7**	**2**
STH 26 STAGE 4			
STA 50+00 - STA 65+00	---	---	---
STA 65+00 - STA 80+00	---	---	---
STA 80+00 - STA 95+00	---	---	---
STA 95+00 - STA 110+00	---	---	---
STA 110+00 - STA 140+00	1,100	24	8
STA 140+00 - STA 149+02	---	---	---
SUBTOTAL STAGE 4	**1,100**	**24**	**8**
*UNDISTRIBUTED	2,500	10	10
TOTALS	**18,600**	**50**	**24**

*UNDISTRIBUTED AMOUNT IS ESTIMATED AT 15%.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE

ROADWAY	649.0400 4-INCH SOLID WHITE LF	649.0400 4-INCH SOLID YELLOW LF	649.0400 4-INCH 12.5' LINE, 37.5' GAP WHITE LF	649.0400 4-INCH 3' LINE, 9' GAP WHITE LF	649.0400 4-INCH 3' LINE, 9' GAP YELLOW LF	649.0600 6-INCH WHITE LF	649.0801 8-INCH WHITE LF	649.1200 STOP LINE 18-INCH WHITE LF	649.1800 ARROWS EACH	649.2000 WORDS EACH
STH 26										
STAGE 2	---	3,900	---	20	20	---	450	30	6	2
STAGE 3	2,300	6,200	---	50	20	100	1,230	50	19	4
STAGE 4	14,900	10,700	1,800	80	20	490	1,320	410	20	6
*UNDISTRIBUTED	1,720	2,080	180	20	10	60	300	50	10	10
SUBTOTALS	18,920	22,880	1,980	170	70	650	3,300	540	55	22
TOTALS			**44,020**			**650**	**3,300**	**540**	**55**	**22**

*UNDISTRIBUTED AMOUNT IS ESTIMATED AT 10%.

TEMPORARY PAVEMENT MARKING

ROADWAY	649.0402 PAINT 4-INCH SOLID WHITE LF	649.0402 PAINT 4-INCH SOLID YELLOW LF	649.0402 PAINT 4-INCH 3' LINE, 9' GAP WHITE LF	649.0402 PAINT 4-INCH 3' LINE, 9' GAP YELLOW LF	649.0802 PAINT 8-INCH WHITE LF	649.1100 STOP LINE 18-INCH WHITE LF	649.1802 ARROWS PAINT EACH	649.2002 WORDS PAINT EACH
STH 26								
STAGE 2	210	15,300	---	20	830	---	11	3
STAGE 3	4,100	11,800	---	---	180	20	---	---
STAGE 4	---	---	---	---	---	---	---	---
*UNDISTRIBUTED	440	2,800	0	10	110	10	10	10
SUBTOTALS	4,750	29,900	0	30	1,120	30	21	13
TOTALS			**34,680**		**1,120**	**30**	**21**	**13**

*UNDISTRIBUTED AMOUNT IS ESTIMATED AT 10%.

SAWING CONCRETE SPECIAL

LOCATION	* SPV.0090.04 LF
STH 26	
STAGE 2	---
STAGE 3	3,080
STAGE 4	4,250
**UNDISTRIBUTED	740
TOTAL	**8,070**

*ADDITIONAL QUANTITIES LISTED ELSEWHERE, SEE "BASE PATCHING ITEMS".

**UNDISTRIBUTED AMOUNT OF 10% TO BE USED FOR ANY ADDITIONAL SAWING NEEDED FOR ADDITIONAL CONRETE CURB & GUTTER AND SIDEWALK AROUND CURB RAMPS DETERMINED IN THE FIELD DURING CONSTRUCTION.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STH 26 (MILTON AVENUE) & CENTERWAY
CITY OF JANESVILLE

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
TOTAL	7

CONCRETE BASES

SIGNAL BASE NO.	LOCATION STA	OFFSET	STAGE	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	53+03.0	49.3 LT	3			1
SB1	53+55.9	33.6 LT	3	1		
SB2	53+64.3	25.6 LT	3		1	
SB3	54+46.8	33.0 LT	3		1	
SB4	54+70.9	31.7 LT	3	1		
SB5	55+07.9	33.9 RT	4		1	
SB6	54+96.9	45.0 RT	4	1		
SB7	54+35.4	32.9 RT	4		1	
SB8	54+08.0	24.8 RT	4	1		
	TOTAL			4	4	1

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG L.F.
SB2	LUMINAIRE 1	120
SB2	LUMINAIRE 2	120
SB7	LUMINAIRE 1	120
SB5	LUMINAIRE 1	120
	TOTAL	480

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0105.01 REMOVE AND REINSTALL EVP EQUIPMENT L.S.
STH 26 AT CENTERWAY	1
TOTAL	1

3

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1		15	
PB1	PB2	180		
PB1	PB3			80
PB3	SB1	10		
PB3	SB2	20		
PB3	PB4			160
PB4	SB3	20		
PB4	PB5		120	
PB5	SB4	15		
PB5	PB6	210		
PB5	PB7			140
PB7	SB5	10		
PB7	PB8		60	
PB8	SB6	10		
PB8	PB9	170		
PB8	PB10			90
PB10	PB11		70	
PB11	SB7	10		
PB11	PB12		50	
PB12	SB8	10		
PB12	PB13		140	
PB13	PB14	170		
PB13	PB15			100
PB15	PB16			90
PB16	CB1		15	
	TOTAL	835	470	660

TRAFFIC DETECTOR LOOPS

LOOP NO.	STAGE	HOME RUN PB	LOCATION* STA	OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
21	2	PB6	56+95.7	12.0 LT	6 X 20	4	CONCRETE	9F15-4A	64	410	269
22	2	PB5	55+14.9	5.8 LT	6 X 20	3	CONCRETE	9F15-4B	122	200	384
23	2	PB5	54+86.9	5.8 LT	6 X 20	3	CONCRETE	9F15-4B	96	200	302
31	4	PB9	22+40.7	7.5 LT	6 X 10	4	CONCRETE	9F15-4A	46	460	193
32	4	PB8	21+74.3	5.8 LT	6 X 20	3	CONCRETE	9F15-4A	82	290	258
33	4	PB8	21+46.3	5.8 LT	6 X 20	3	CONCRETE	9F15-4A	82	290	258
41	3	PB2	6+89.6	8.1 RT	6 X 10	4	CONCRETE	9F15-4A	46	200	193
42	3	PB3	9+09.5	11.8 RT	6 X 20	3	CONCRETE	9F15-4A	80	60	252
43	3	PB3	9+09.5	2.4 RT	6 X 20	3	CONCRETE	9F15-4B	92	60	290
61	4	PB14	51+83.0	9.3 RT	6 X 15	4	CONCRETE	9F15-4A	52	285	218
62	2	PB13	53+56.2	4.6 RT	6 X 20	3	CONCRETE	9F15-4B	82	115	258
63	2	PB13	53+84.2	4.6 RT	6 X 20	3	CONCRETE	9F15-4B	92	115	290
								TOTAL	936	2685	3167

* LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB2 (HEAD A)	110
CB1	SB5 (HEAD B)	305
CB1	SB7 (HEAD C)	250
CB1	SB3 (HEAD D)	100
	TOTAL	765

WISCONSIN
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FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 28, 2015

ALL QUANTITIES CATEGORY 0020 SHEET: 1 OF 3

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

STH 26 (MILTON AVENUE) & CENTERWAY
CITY OF JANESVILLE

3

PULL BOXES

PULL BOX NO.	LOCATION STA	OFFSET	STAGE	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	53+10.7	50.3 LT	3		1
PB2	6+89.6	21.9 RT	3	1	
PB3	53+49.7	37.3 LT	3		1
PB4	54+28.9	43.1 LT	3		1
PB5	54+87.2	31.8 LT	3		1
PB6	56+95.7	29.8 LT	3	1	
PB7	55+12.6	30.7 RT	4		1
PB8	54+96.5	55.0 RT	4		1
PB9	22+40.6	21.5 LT	4	1	
PB10	54+54.0	69.8 RT	4		1
PB11	54+40.1	38.0 RT	4		1
PB12	54+20.4	23.7 RT	4		1
PB13	53+50.0	23.2 RT	4		1
PB14	51+83.1	23.7 RT	4	1	
PB15	53+49.8	24.8 LT	3		1
PB16	53+09.9	43.1 LT	3		1
		TOTAL		4	12

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.
CB1	SB1	100	
CB1	SB2	110	
CB1	SB3	190	
CB1	SB4	245	
CB1	SB5	305	
CB1	SB6	330	
CB1	SB7	250	
CB1	SB8	225	
CB1	SB2		110
CB1	SB7		250
SB7	SB5		170
	TOTAL	1755	530

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	70
SB1	SB2	45
SB2	SB3	135
SB3	SB4	110
SB4	SB5	105
SB5	SB6	60
SB6	SB7	115
SB7	SB8	70
SB8	CB1	205
CB1	PB1	20
SB2	PB3	35
SB3	PB4	35
SB4	PB5	30
SB5	PB7	20
SB6	PB8	25
SB7	PB10	60
SB7	PB11	25
SB8	PB12	35
SB8	PB13	105
CB1	PB15	65
CB1	PB16	20
	TOTAL	1390

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	HEAD 8	20	
SB1	HEAD 15	20	
SB2	HEAD 6	50	
SB2	HEAD 7		20
SB2	HEAD 16	20	
SB3	HEAD 12		50
SB3	HEAD 13	20	
SB3	HEAD 14	20	
SB4	HEAD 2	20	
SB4	HEAD 4		20
SB4	HEAD 21	20	
SB5	HEAD 3		
SB5	HEAD 9		20
SB5	HEAD 20	60	
SB6	HEAD 11	20	
SB6	HEAD 19	20	
SB7	HEAD 10		50
SB7	HEAD 18	20	
SB8	HEAD 1	20	
SB8	HEAD 5	20	
SB8	HEAD 17	20	
	TOTAL	370	160

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
STH 26 AT CENTERWAY	1
TOTAL	1

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE L.S.
STH 26 AT CENTERWAY	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
STH 26 AT CENTERWAY	1
TOTAL	1

TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM FOR INTERSECTIONS

LOCATION	SPV.0105.05 TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM L.S.
STH 26 AT CENTERWAY	1
TOTAL	1

REMOVE TRAFFIC SIGNALS AND STREET LIGHTING

LOCATION	SPV.0105.10 REMOVE TRAFFIC SIGNALS AND STREET LIGHTING L.S.
STH 26 AT CENTERWAY	1
TOTAL	1

ALL QUANTITIES CATEGORY 0020 SHEET: 2 OF 3

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

STH 26 (MILTON AVENUE) & CENTERWAY
CITY OF JANESVILLE

3

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	1				1				1	
SB2		1		1		1		2	1	2
SB3		1	1			1			1	
SB4	1				1				1	
SB5		1		1			1	1	1	1
SB6	1				1				1	
SB7		1		1		1		1	1	1
SB8	1				1				1	
TOTAL	4	4	1	3	4	3	1	4	8	4

TRAFFIC SIGNAL CABINET

LOCATION	SPV.0060.01 TRAFFIC SIGNAL CONTROLLER AND CABINET 8-PHASE FULLY ACTUATED EACH
STH 26 AT CENTERWAY	1
TOTAL	1

3

FACES

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0120 TRAFFIC SIGNAL FACE 5-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0225 BACKPLATES SIGNAL FACE 5 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
SB1	HEAD 8	1			1				1	1	1			
SB1	HEAD 15							1						1
SB2	HEAD 6	1			1				1	1	1			
SB2	HEAD 7			1			1		1	1	1	1	1	
SB2	HEAD 16							1						1
SB3	HEAD 12		1			1			1	1	1		1	
SB3	HEAD 13		1			1			1	1	1		1	
SB3	HEAD 14							1						1
SB4	HEAD 2	1			1				1	1	1			
SB4	HEAD 4			1			1		1	1	1	1	1	
SB4	HEAD 21							1						1
SB5	HEAD 3	1			1				1	1	1			
SB5	HEAD 9		1			1			1	1	1		1	
SB5	HEAD 20							1						1
SB6	HEAD 11	1			1				1	1	1			
SB6	HEAD 19							1						1
SB7	HEAD 10		1			1			1	1	1		1	
SB7	HEAD 18							1						1
SB8	HEAD 1	1			1				1	1	1			
SB8	HEAD 5	1			1				1	1	1			
SB8	HEAD 17							1						1
	TOTAL	7	4	2	7	4	2	8	13	13	13	2	6	8

ALL QUANTITIES CATEGORY 0020 SHEET: 3 OF 3

STH 26 (MILTON AVENUE) & E MEMORIAL DRIVE
CITY OF JANESVILLE

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB3	1
SB5	1
SB6	1
SB7	1
TOTAL	4

REMOVE PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
TOTAL	10

INSTALL CONDUIT INTO EXISTING ITEM

STRUCTURE NO.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
CB1	1
TOTAL	1

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG L.F.
SB5	LUMINAIRE 1	EXISTING
SB11	LUMINAIRE 1	EXISTING
	TOTAL	0

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB11 (HEAD A)	90
CB1	SB5 (HEAD B)	220
CB1	SB7 (HEAD C)	255
CB1	SB3 (HEAD D)	EXISTING
	TOTAL	565

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1		15	
PB1	PB2		30	
PB2	SB1	5		
PB2	SB2	5		
PB2	PB3			110
PB3	SB3	5		
PB3	PB4		60	
PB4	SB4	10		
PB4	PB5	35		
PB5	PB6	180		
PB4	PB7			140
PB7	SB5	5		
PB7	SB6	5		
PB7	PB8		50	
PB8	SB7	10		
PB8	SB8	10		
PB8	PB9	20		
PB8	PB10			100
PB10	SB9	10		
PB10	PB11		60	
SB11	SB10	10		
PB11	PB12	55		
PB12	PB13	155		
PB11	PB14			140
PB14	SB11	10		
PB14	SB12	10		
PB14	PB2		40	
TOTAL		540	255	490

TRAFFIC DETECTOR LOOPS

LOOP NO.	STAGE	HOME RUN PB	LOCATION* STA	LOCATION* OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
21	2	PB6	78+25.3	12.4 LT	6 X 20	4	CONCRETE	9F15-4A	66	300	277
31	4	PB9	70+71.0	14.2 LT	6 X 20	3	CONCRETE	9F15-4A	66	230	208
32	4	PB9	70+43.0	14.2 LT	6 X 20	3	CONCRETE	9F15-4A	66	230	208
33	4	PB9	70+71.0	5.0 LT	6 X 20	3	CONCRETE	9F15-4B	82	230	258
34	4	PB9	70+43.0	5.0 LT	6 X 20	3	CONCRETE	9F15-4B	84	230	265
41	3	PB15	57+60.0	10.3 RT	6 X 15	4	CONCRETE	9F15-4A	54	180	227
42	3	PB1	59+20.0	16.6 RT	6 X 20	3	CONCRETE	9F15-4A	64	20	202
43	3	PB1	59+48.0	16.6 RT	6 X 20	3	CONCRETE	9F15-4A	62	20	195
44	3	PB1	59+24.0	6.4 RT	6 X 20	3	CONCRETE	9F15-4B	80	20	252
45	3	PB1	59+52.0	6.4 RT	6 X 20	3	CONCRETE	9F15-4B	84	20	265
51	2	PB5	76+52.7	0.3 LT	6 X 20	3	CONCRETE	9F15-4B	108	150	340
52	2	PB5	76+24.7	0.3 LT	6 X 20	3	CONCRETE	9F15-4B	106	150	334
61	2	PB13	73+37.4	13.2 RT	6 X 20	4	CONCRETE	9F15-4A	62	330	260
62	2	PB12	74+91.0	0.0 CL	6 X 20	3	CONCRETE	9F15-4B	108	175	340
63	2	PB12	75+19.0	0.0 CL	6 X 20	3	CONCRETE	9F15-4B	108	175	340
								TOTAL	1200	2460	3971

* LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.02 SIGNAL MOUNTING HARDWARE L.S.
STH 26 AT E MEMORIAL DR	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0105.02 REMOVE AND REINSTALL EVP EQUIPMENT L.S.
STH 26 AT E MEMORIAL DR	1
TOTAL	1

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OCTOBER 28, 2015

ALL QUANTITIES CATEGORY 0020 SHEET: 1 OF 3

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

FILE NAME : Memorial_mq.pptx PLOT DATE : OCTOBER 28, 2015 PLOT BY : TADI PLOT NAME : Memorial_mq.pdf PLOT SCALE : 1:1

STH 26 (MILTON AVENUE) & E MEMORIAL DRIVE
CITY OF JANESVILLE

3

PULL BOXES

PULL BOX NO.	LOCATION STA	OFFSET	STAGE	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	75+24.4	59.3 LT	3	1	
PB2	75+27.7	49.5 LT	3		1
PB3	75+84.4	45.6 LT	3		1
PB4	76+12.1	32.8 LT	3		1
PB5	76+45.5	31.8 LT	3	1	
PB6	78+25.6	30.8 LT	3	1	
PB7	76+35.6	32.5 RT	4		1
PB8	76+18.8	50.7 RT	4		1
PB9	76+18.8	67.4 RT	4	1	
PB10	75+68.9	50.2 RT	4		1
PB11	75+45.1	32.1 RT	4		1
PB12	74+91.8	32.1 RT	4	1	
PB13	73+37.4	29.6 RT	4	1	
PB14	75+14.0	32.6 LT	3		1
PB15	57+59.8	25.2 RT	3	1	
		TOTAL		7	8

CONCRETE BASES

SIGNAL BASE NO.	LOCATION STA	OFFSET	STAGE	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH
SB1	EXISTING			EXISTING	
SB2	75+28.6	42.8 LT	3	1	
SB3	EXISTING			EXISTING	
SB4	76+02.0	33.1 LT	3	1	
SB5	EXISTING				EXISTING
SB6	76+30.2	33.5 RT	4	1	
SB7	76+19.6	44.0 RT	4	1	
SB8	76+18.1	54.2 RT	4	1	
SB9	75+68.5	43.9 RT	4	1	
SB10	75+52.4	32.6 RT	4	1	
SB11	EXISTING				EXISTING
SB12	75+22.0	34.5 LT	3	1	
		TOTAL		8	0

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0220 CABLE TRAFFIC SIGNAL 4-14 AWG L.F.	655.0240 * CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.
CB1	SB1			65	
CB1	SB2	70			
CB1	SB3			120	
CB1	SB4			155	
CB1	SB5			220	
CB1	SB6	220			
CB1	SB7			255	
CB1	SB8		245		
CB1	SB9			190	
CB1	SB10			140	
CB1	SB11			90	
CB1	SB12	90			
CB1	SB5				220
CB1	SB11				90
	TOTAL	380	245	1235	310

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	35
SB1	SB2	30
SB2	SB3	80
SB3	SB4	60
SB4	SB5	100
SB5	SB6	25
SB6	SB7	50
SB7	SB8	25
SB8	SB9	80
SB9	SB10	65
SB10	SB11	105
SB11	SB12	35
SB12	CB1	60
CB1	PB1	20
CB1	PB2	30
SB3	PB3	20
SB4	PB4	25
SB6	PB7	20
SB8	PB8	20
SB9	PB10	25
SB10	PB11	25
SB11	PB14	25
	TOTAL	960

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 * CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	HEAD 7	EXISTING	
SB1	HEAD 11		EXISTING
SB1	HEAD 15	20	
SB3	HEAD 12		EXISTING
SB3	HEAD 20	20	
SB4	HEAD 2	20	
SB4	HEAD 4	20	
SB4	HEAD 13	20	
SB5	HEAD 3	50	
SB5	HEAD 18	20	
SB7	HEAD 8		20
SB7	HEAD 19	20	
SB8	HEAD 10	20	
SB9	HEAD 9		20
SB9	HEAD 17	20	
SB10	HEAD 1	20	
SB10	HEAD 5		20
SB10	HEAD 16	20	
SB11	HEAD 6		50
SB11	HEAD 14	20	
	TOTAL	290	110

* QUANTITY SHOWN ELSEWHERE ON PLAN

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
STH 26 AT E MEMORIAL DR	1
TOTAL	1

TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM FOR INTERSECTIONS

LOCATION	SPV.0105.06 TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM L.S.
STH 26 AT E MEMORIAL DR	1
TOTAL	1

ALL QUANTITIES CATEGORY 0020 SHEET: 2 OF 3

STH 26 (MILTON AVENUE) & E MEMORIAL DRIVE
CITY OF JANESVILLE

FACES

SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0120 TRAFFIC SIGNAL FACE 5-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0225 BACKPLATES SIGNAL FACE 5 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
SB1	HEAD 7	EXISTING			EXISTING				EXISTING	EXISTING	EXISTING			
SB1	HEAD 11		EXISTING			EXISTING			EXISTING	EXISTING	EXISTING		EXISTING	
SB1	HEAD 15							1						1
SB3	HEAD 12		EXISTING			EXISTING			EXISTING	EXISTING	EXISTING		EXISTING	
SB3	HEAD 20							1						1
SB4	HEAD 2	1			1				1	1	1			
SB4	HEAD 4	1			1				1	1	1			
SB4	HEAD 13							1						1
SB5	HEAD 3	1			1				1	1	1			
SB5	HEAD 18							1						1
SB7	HEAD 8		1			1			1	1	1		1	
SB7	HEAD 19							1						1
SB8	HEAD 10	1			1				1	1	1			
SB9	HEAD 9		1			1			1	1	1		1	
SB9	HEAD 17							1						1
SB10	HEAD 1	1			1				1	1	1			
SB10	HEAD 5			1			1		1	1	1	1	1	
SB10	HEAD 16							1						1
SB11	HEAD 6			1			1		1	1	1	1	1	
SB11	HEAD 14							1						1
	TOTAL	5	2	2	5	2	2	8	9	9	9	2	4	8

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

REMOVE TRAFFIC SIGNALS AND STREET LIGHTING

LOCATION	SPV.0105.11 REMOVE TRAFFIC SIGNALS AND STREET LIGHTING L.S.
STH 26 AT E MEMORIAL DR	1
TOTAL	1

MODIFY TRAFFIC SIGNALS

LOCATION	SPV.0105.15 MODIFY TRAFFIC SIGNALS L.S.
STH 26 AT E MEMORIAL DR	1
TOTAL	1

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	EXISTING				EXISTING				
SB2	1			1				1	
SB3	EXISTING				EXISTING			1	
SB4	1				1			1	
SB5		EXISTING	EXISTING			1	EXISTING		EXISTING
SB6	1			1				1	
SB7	1				1			1	
SB8	1				1				
SB9	1				1			1	
SB10	1				1			1	
SB11		EXISTING	EXISTING			1	EXISTING		EXISTING
SB12	1			1				1	
TOTAL	8	0	0	3	5	2	0	8	0

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

ALL QUANTITIES CATEGORY 0020 SHEET: 3 OF 3

STH 26 (MILTON AVENUE) & MOUNT ZION AVENUE
CITY OF JANESVILLE

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CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1		45	
PB1	SB1	10		
PB1	SB2	10		
PB1	PB2		50	
PB2	SB3	15		
PB2	PB3		100	
PB3	PB4	190		
PB3	PB5			100
PB5	SB4	15		
PB5	PB6			60
PB6	SB5	15		
PB6	PB7		60	
PB7	SB6	15		
PB7	PB8	155		
PB7	PB9			120
PB9	SB7	15		
PB9	SB8	20		
PB9	PB10		80	
PB10	SB9	15		
PB10	PB11		120	
PB11	PB12	155		
PB11	PB13			70
PB13	SB10	20		
PB13	SB11	115		
PB13	PB14			80
PB14	SB12	10		
PB14	PB15		60	
PB15	SB13	10		
PB15	PB16			120
PB16	CB1		15	
	TOTAL	785	530	550

TRAFFIC SIGNAL CABINET

LOCATION	SPV.0060.01 TRAFFIC SIGNAL CONTROLLER AND CABINET 8-PHASE FULLY ACTUATED EACH
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

CONCRETE BASES

SIGNAL BASE NO.	LOCATION STA	OFFSET	STAGE	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CB1	104+96.7	67.6 LT	4				1
SB1	105+02.1	59.7 LT	4		1		
SB2	105+07.1	49.0 LT	4	1			
SB3	105+38.3	41.7 LT	4	1			
SB4	105+64.4	10.0 RT	3		1		
SB5	105+72.8	44.5 RT	4		1		
SB6	105+61.6	56.0 RT	4	1			
SB7	105+04.7	76.1 RT	4		1		
SB8	104+95.9	56.4 RT	4	1			
SB9	104+64.1	39.6 RT	4	1			
SB10	104+34.4	0.3 LT	3		1		
SB11						EXISTING	
SB12	104+24.2	43.9 LT	4		1		
SB13	104+35.5	60.5 LT	4	1			
		TOTAL		6	6	0	1

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

PULL BOXES

PULL BOX NO.	LOCATION STA	OFFSET	STAGE	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	105+02.0	52.6 LT	4		1
PB2	105+24.8	40.7 LT	4		1
PB3	105+76.1	41.6 LT	4		1
PB4	107+63.3	41.2 LT	4	1	
PB5	105+78.2	9.8 RT	3		1
PB6	105+79.4	41.1 RT	4		1
PB7	105+58.8	64.5 RT	4		1
PB8	32+35.5	24.7 LT	4	1	
PB9	105+00.0	64.3 RT	4		1
PB10	104+75.9	40.1 RT	4		1
PB11	104+17.9	36.1 RT	4		1
PB12	102+62.0	33.5 RT	4	1	
PB13	104+18.2	0.2 LT	3		1
PB14	104+18.6	39.4 LT	4		1
PB15	104+35.7	65.1 LT	4		1
PB16	104+93.3	73.4 LT	4		1
		TOTAL		3	13

REMOVE PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
TOTAL	2

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
TOTAL	10

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WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 28, 2015

ALL QUANTITIES CATEGORY 0020 SHEET: 1 OF 5

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

STH 26 (MILTON AVENUE) & MOUNT ZION AVENUE
CITY OF JANESVILLE

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TRAFFIC DETECTOR LOOPS

LOOP NO.	STAGE	HOME RUN PB	LOCATION* STA	LOCATION* OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
21	2,4	PB4	107+63.4	14.1 RT	6 X 20	3	CONCRETE	9F15-4A	92	295	290
41	4	PB15	19+06.5	19.8 RT	6 X 20	3	CONCRETE	9F15-4A	74	80	233
42	4	PB15	19+34.5	19.8 RT	6 X 20	3	CONCRETE	9F15-4A	66	80	208
43	4	PB15	19+09.2	8.2 RT	6 X 20	3	CONCRETE	9F15-4B	90	80	284
44	4	PB15	19+37.2	8.2 RT	6 X 20	3	CONCRETE	9F15-4B	88	80	277
51	2	PB5	105+75.9	2.2 RT	6 X 20	3	CONCRETE	9F15-4A	60	155	189
52	2	PB5	105+47.9	2.2 RT	6 X 20	3	CONCRETE	9F15-4A	72	155	227
61	3	PB12	102+59.1	14.9 RT	6 X 20	3	CONCRETE	9F15-4A	68	340	214
62	2	PB13	104+23.7	6.3 RT	6 X 20	3	CONCRETE	9F15-4A	62	150	195
63	2	PB13	104+51.6	7.4 RT	6 X 20	3	CONCRETE	9F15-4A	78	150	246
81	4	PB8	32+35.5	5.5 LT	6 X 6	5	CONCRETE	9F15-4A	54	370	284
82	4	PB7	30+95.9	15.1 LT	6 X 20	3	CONCRETE	9F15-4A	82	215	258
83	4	PB7	30+67.9	15.1 LT	6 X 20	3	CONCRETE	9F15-4A	70	215	221
84	4	PB7	30+93.3	2.8 LT	6 X 20	3	CONCRETE	9F15-4B	98	215	309
85	4	PB7	60+65.3	2.8 LT	6 X 20	3	CONCRETE	9F15-4B	92	215	290
								TOTAL	1146	2795	3723

* LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0240 * CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.
CB1	SB1	70		
CB1	SB2	70		
CB1	SB3		100	
CB1	SB4		200	
CB1	SB5		225	
CB1	SB6		260	
CB1	SB7	320		
CB1	SB8	320		
CB1	SB9		285	
CB1	SB10		200	
CB1	SB12		150	
CB1	SB13		120	
CB1	SB4			200
CB1	SB10			200
SB10	SB11			190
	TOTAL	780	1540	590

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.03 SIGNAL MOUNTING HARDWARE L.S.
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0105.03 REMOVE AND REINSTALL EVP EQUIPMENT L.S.
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

REMOVE TRAFFIC SIGNALS AND STREET LIGHTING

LOCATION	SPV.0105.12 REMOVE TRAFFIC SIGNALS AND STREET LIGHTING L.S.
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM FOR INTERSECTIONS

LOCATION	SPV.0105.07 TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM L.S.
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

ALL QUANTITIES CATEGORY 0020 SHEET: 2 OF 5

STH 26 (MILTON AVENUE) & MOUNT ZION AVENUE
CITY OF JANESVILLE

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	40
SB1	SB2	35
SB2	SB3	65
SB3	SB4	145
SB4	SB5	70
SB5	SB6	65
SB6	SB7	100
SB7	SB8	45
SB8	SB9	85
SB9	SB10	145
SB10	SB12	85
SB12	SB13	65
SB13	CB1	90
SB1	PB1	25
SB3	PB2	30
SB3	PB3	80
SB4	PB5	30
SB5	PB6	30
SB6	PB7	30
SB7	PB9	30
SB9	PB10	30
SB9	PB11	90
SB10	PB13	35
SB12	PB14	25
SB13	PB15	25
CB1	PB16	20
	TOTAL	1515

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 * CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	HEAD 18	50	
SB2	HEAD 19	20	
SB3	HEAD 5	20	
SB3	HEAD 7	20	
SB3	HEAD 26	20	
SB4	HEAD 2	20	
SB4	HEAD 6	20	
SB4	HEAD 10		20
SB5	HEAD 3	45	
SB5	HEAD 25	20	
SB6	HEAD 14	20	
SB6	HEAD 16	20	
SB6	HEAD 24	20	
SB7	HEAD 15	45	
SB8	HEAD 23	20	
SB9	HEAD 1	20	
SB9	HEAD 11		20
SB9	HEAD 22	20	
SB10	HEAD 4	20	
SB10	HEAD 8	20	
SB10	HEAD 12		20
SB12	HEAD 9	50	
SB12	HEAD 21	20	
SB13	HEAD 13	20	
SB13	HEAD 17	20	
SB13	HEAD 20	20	
	TOTAL	570	60

* QUANTITY SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB12 (HEAD A)	150
CB1	SB5 (HEAD B)	225
CB1	SB7 (HEAD C)	320
CB1	SB1 (HEAD D)	70
	TOTAL	765

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG L.F.
SB4	LUMINAIRE 1	120
SB4	LUMINAIRE 2	120
SB10	LUMINAIRE 1	120
SB10	LUMINAIRE 2	120
SB11	LUMINAIRE 1	120
SB11	LUMINAIRE 2	120
	TOTAL	720

MODIFY STREET LIGHTING

LOCATION	SPV.0105.18 MODIFY STREET LIGHTING L.S.
STH 26 AT MOUNT ZION AVE	1
TOTAL	1

ALL QUANTITIES CATEGORY 0020 SHEET: 3 OF 5

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	POLES											
	657.0100	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	657.0305	657.0310	657.0322	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT	657.0590 TROMBONE ARMS 20-FT	657.0595 TROMBONE ARMS 25-FT	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT	658.0500 PEDESTRIAN PUSH BUTTONS	659.1125 LUMINAIRES UTILITY LED C
SIGNAL BASE NO.	PEDESTAL BASES EACH	EACH	POLES TYPE 2 EACH	POLES TYPE 3 EACH	POLES TYPE 5 ALUMINUM EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SB1		1	1						1			
SB2	1						1				1	
SB3	1					1					1	
SB4		1		1						2		2
SB5		1	1					1			1	
SB6	1					1					1	
SB7		1	1					1				
SB8	1						1				1	
SB9	1					1					1	
SB10		1		1						2		2
SB11		EXISTING			EXISTING					EXISTING		EXISTING
SB12		1	1						1		1	
SB13	1					1					1	
TOTAL	6	6	4	2	0	4	2	2	2	4	8	4

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

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		FACES											
SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
SB1	HEAD 18	1		1			1	1	1				
SB2	HEAD 19					1							1
SB3	HEAD 5	1		1						1	2		
SB3	HEAD 7	1		1			1	1	1				
SB3	HEAD 26					1							1
SB4	HEAD 2	1		1			1	1				1	
SB4	HEAD 6	1		1						1	2		
SB4	HEAD 10		1		1					1	2	1	
SB5	HEAD 3	1		1			1	1	1				
SB5	HEAD 25					1							1
SB6	HEAD 14	1		1			1	1	1				
SB6	HEAD 16	1		1			1	1	1				
SB6	HEAD 24					1							1
SB7	HEAD 15	1		1			1	1	1				
SB8	HEAD 23					1							1
SB9	HEAD 1	1		1			1	1	1				
SB9	HEAD 11		1		1					1	2	1	
SB9	HEAD 22					1							1
SB10	HEAD 4	1		1						1	2		
SB10	HEAD 8	1		1			1	1				1	
SB10	HEAD 12		1		1					1	2	1	
SB12	HEAD 9	1		1			1	1	1				
SB12	HEAD 21					1							1
SB13	HEAD 13	1		1			1	1	1				
SB13	HEAD 17	1		1			1	1	1				
SB13	HEAD 20					1							1
	TOTAL	15	3	15	3	8	12	12	10	6	12	5	8

ALL QUANTITIES CATEGORY 0020 SHEET: 5 OF 5

STH 26 (MILTON AVENUE) & BLACK BRIDGE ROAD
CITY OF JANESVILLE

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	STAGE	HOME RUN PB	LOCATION* STA	OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	2	PB4	118+46.1	9.0 RT	6 X 20	3	CONCRETE	9F15-4B	110	185	347
12	2	PB4	118+74.1	9.0 RT	6 X 20	3	CONCRETE	9F15-4B	114	185	359
21	2	PB11	121+91.1	20.0 LT	6 X 30	3	CONCRETE	9F15-4A	82	320	258
31	4	PB1	60+94.1	5.4 LT	6 X 20	3	CONCRETE	9F15-4B	88	30	277
32	4	PB1	60+66.1	5.4 LT	6 X 20	3	CONCRETE	9F15-4B	90	30	284
41	4	PB8	67+41.7	12.2 RT	6 X 20	4	CONCRETE	9F15-4B	66	435	277
42	4	PB7	69+01.8	19.9 RT	6 X 20	3	CONCRETE	9F15-4A	68	275	214
43	4	PB7	69+29.8	20.3 RT	6 X 20	3	CONCRETE	9F15-4A	68	275	214
51	2	PB12	119+81.1	4.6 RT	6 X 20	3	CONCRETE	9F15-4A	66	65	208
52	2	PB12	119+53.1	4.6 RT	6 X 20	3	CONCRETE	9F15-4A	90	65	284
61	3,4	PB6	116+45.4	25.0 RT	6 X 20	4	CONCRETE	9F15-4A	64	385	269
71	4	PB7	69+02.5	6.5 RT	6 X 20	3	CONCRETE	9F15-4B	94	275	296
72	4	PB7	69+30.5	6.9 RT	6 X 20	3	CONCRETE	9F15-4B	94	275	296
81	4	PB2	62+64.2	11.0 LT	6 X 15	4	CONCRETE	9F15-4A	56	205	235
82	4	PB1	60+99.7	17.1 LT	6 X 20	3	CONCRETE	9F15-4A	72	30	227
83	4	PB1	60+71.7	17.1 LT	6 X 20	3	CONCRETE	9F15-4A	64	30	202
								TOTAL	1286	3065	4246

* LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

CONCRETE BASES

SIGNAL BASE NO.	LOCATION STA	OFFSET	STAGE	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH
SB1	EXISTING			EXISTING	
SB2	119+70.4	66.1 RT	4	1	
SB3	EXISTING			EXISTING	
SB4	118+89.6	43.3 RT	4	1	
SB5	EXISTING			EXISTING	
SB6	EXISTING				EXISTING
SB7	EXISTING				EXISTING
SB8	118+35.9	45.4 LT	4	1	
SB9	118+45.8	61.4 LT	4	1	
SB10	EXISTING			EXISTING	
SB11	EXISTING				EXISTING
SB12	119+22.7	54.4 LT	4	1	
SB13	119+36.7	42.9 LT	4	1	
SB14	EXISTING			EXISTING	
SB15	EXISTING				EXISTING
SB16	EXISTING				EXISTING
SB17	119+77.5	49.4 RT	4	1	
	TOTAL			7	0

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB3	1
SB8	1
TOTAL	2

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.
PB1	SB2	15
SB5	SB4	15
SB7	SB8	25
SB10	SB9	20
SB11	SB12	35
SB14	SB13	15
CB1	SB17	20
PB1	PB2	175
PB5	PB6	115
PB7	PB8	160
PB10	PB11	125
	TOTAL	720

INSTALL CONDUIT INTO EXISTING ITEM

STRUCTURE NO.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
PB1	1
SB5	1
SB7	1
SB10	1
SB11	1
CB1	1
PB5	1
PB10	1
TOTAL	8

PULL BOXES

PULL BOX NO.	LOCATION STA	OFFSET	STAGE	653.0135 PULL BOXES STEEL 24x36-INCH EACH
PB2	62+64.3	26.9 LT	4	1
PB6	116+45.4	42.2 RT	4	1
PB7	69+06.1	31.5 RT	4	1
PB8	67+41.7	31.0 RT	4	1
PB11	121+91.2	20.0 LT	4	1
	TOTAL			5

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0220 CABLE TRAFFIC SIGNAL 4-14 AWG L.F.
CB1	SB2	70
SB5	SB4	35
CB1	SB8	320
CB1	SB9	290
SB11	SB12	60
SB14	SB13	35
CB1	SB17	50
	TOTAL	860

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OCTOBER 28, 2015

ALL QUANTITIES CATEGORY 0020 SHEET: 1 OF 3

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

STH 26 (MILTON AVENUE) & BLACK BRIDGE ROAD
CITY OF JANESVILLE

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB2	70
SB5	SB4	35
SB7	SB8	45
SB10	SB9	40
SB11	SB12	50
SB14	SB13	20
	TOTAL	260

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB1	HEAD 14		EXISTING
SB1	HEAD 16	EXISTING	
SB2	HEAD 25	20	
SB3	HEAD 15		EXISTING
SB3	HEAD 23	20	
SB5	HEAD 1	20	
SB5	HEAD 11		20
SB5	HEAD 22	20	
SB6	HEAD 4		20
SB6	HEAD 8	20	
SB6	HEAD 12		20
SB7	HEAD 9	EXISTING	
SB8	HEAD 20	20	
SB9	HEAD 21	20	
SB10	HEAD 13	20	
SB10	HEAD 17		EXISTING
SB11	HEAD 18		EXISTING
SB11	HEAD 26	20	
SB14	HEAD 5		20
SB14	HEAD 7	20	
SB14	HEAD 19	20	
SB15	HEAD 2	20	
SB15	HEAD 6		20
SB15	HEAD 10		20
SB16	HEAD 3	EXISTING	
SB17	HEAD 24	20	
	TOTAL	260	120

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0315 POLES TYPE 4 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	EXISTING					EXISTING		
SB2	1						1	1
SB3	EXISTING					EXISTING		1
SB4	1				1			1
SB5	1					1		
SB6		EXISTING		EXISTING				
SB7		EXISTING	EXISTING					
SB8	1				1			1
SB9	1				1			1
SB10	EXISTING					EXISTING		
SB11	EXISTING					EXISTING		
SB12	1				1			1
SB13	1				1			1
SB14	1					1		
SB15		EXISTING		EXISTING				
SB16		EXISTING	EXISTING					
SB17	1						1	1
TOTAL	9	0	0	0	5	2	2	8

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.04 SIGNAL MOUNTING HARDWARE L.S.
STH 26 AT BLACK BRIDGE RD	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.04 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
STH 26 AT BLACK BRIDGE RD	1
TOTAL	1

TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM FOR INTERSECTIONS

LOCATION	SPV.0105.08 TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM L.S.
STH 26 AT BLACK BRIDGE RD	1
TOTAL	1

REMOVE TRAFFIC SIGNALS AND STREET LIGHTING

LOCATION	SPV.0105.13 REMOVE TRAFFIC SIGNALS AND STREET LIGHTING L.S.
STH 26 AT BLACK BRIDGE RD	1
TOTAL	1

MODIFY TRAFFIC SIGNALS

LOCATION	SPV.0105.16 MODIFY TRAFFIC SIGNALS L.S.
STH 26 AT BLACK BRIDGE RD	1
TOTAL	1

STH 26 (MILTON AVENUE) & BLACK BRIDGE ROAD
CITY OF JANESVILLE

		FACES													
SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0120 TRAFFIC SIGNAL FACE 5-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0225 BACKPLATES SIGNAL FACE 5 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
SB1	HEAD 14			EXISTING			EXISTING		EXISTING	EXISTING	EXISTING		EXISTING	EXISTING	
SB1	HEAD 16	1			1				1	1	1				
SB2	HEAD 25							1							1
SB3	HEAD 15			EXISTING			EXISTING		EXISTING	EXISTING	EXISTING		EXISTING	EXISTING	
SB3	HEAD 23							1							1
SB5	HEAD 1	1			1				1	1	1				
SB5	HEAD 11		1			1						1	2	1	
SB5	HEAD 22							1							1
SB6	HEAD 4		1			1						1	2	1	
SB6	HEAD 8	1			1				1	1				1	
SB6	HEAD 12		1			1						1	2	1	
SB7	HEAD 9	1			1				1	1	1				
SB8	HEAD 20							1							1
SB9	HEAD 21							1							1
SB10	HEAD 13	1			1				1	1	1				
SB10	HEAD 17			EXISTING			EXISTING		EXISTING	EXISTING	EXISTING		EXISTING	EXISTING	
SB11	HEAD 18			EXISTING			EXISTING		EXISTING	EXISTING	EXISTING		EXISTING	EXISTING	
SB11	HEAD 26							1							1
SB14	HEAD 5		1			1						1	2	1	
SB14	HEAD 7	1			1				1	1	1				
SB14	HEAD 19							1							1
SB15	HEAD 2	1			1				1	1				1	
SB15	HEAD 6		1			1						1	2	1	
SB15	HEAD 10		1			1						1	2	1	
SB16	HEAD 3	1			1				1	1	1				
SB17	HEAD 24							1							1
	TOTAL	8	6	0	8	6	0	8	8	8	6	6	12	8	8

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

ALL QUANTITIES CATEGORY 0020 SHEET: 3 OF 3

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

STH 26 (MILTON AVENUE) & KENNEDY/RANDOLPH ROAD
CITY OF JANESVILLE

3

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1		15	
PB1	SB1	25		
PB1	SB2	20		
PB1	PB2		80	
PB2	PB3	225		
PB2	PB4			110
PB4	SB3	10		
PB4	PB5			90
PB5	SB4	35		
PB5	SB5	30		
PB5	PB6		110	
PB6	PB7	165		
PB6	SB6	20		
PB6	PB8			120
PB8	SB7	10		
PB8	SB8	30		
PB8	PB9		160	
PB9	PB10	215		
PB9	SB9	35		
PB9	PB11			110
PB11	SB10	10		
PB11	PB12			90
PB12	SB12	30		
PB12	PB13		110	
PB13	SB13	30		
PB13	SB14	25		
PB13	PB14	230		
PB13	PB15			160
PB15	SB15	20		
PB15	CB1		30	
SERVICE	LPB1	5		
LPB1	LPB2	80		
	TOTAL	1250	505	680

TRAFFIC DETECTOR LOOPS

LOOP NO.	STAGE	HOME RUN PB	LOCATION* STA	LOCATION* OFFSET	SIZE (FT) X (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	2	PB11	127+25.3	2.3 LT	6 X 20	3	CONCRETE	9F15-4A	64	205	202
12	2	PB11	127+53.3	3.7 LT	6 X 20	3	CONCRETE	9F15-4A	78	205	246
21	2	PB3	131+09.1	39.3 LT	6 X 20	3	CONCRETE	9F15-4A	64	285	202
41	4	PB14	83+16.0	12.0 LT	6 X 20	4	CONCRETE	9F15-4B	64	340	269
42	4	PB13	80+94.5	19.4 LT	6 X 20	3	CONCRETE	9F15-4A	84	110	265
43	4	PB13	80+65.5	19.4 LT	6 X 20	3	CONCRETE	9F15-4A	72	110	227
44	4	PB13	80+94.2	6.8 LT	6 X 20	3	CONCRETE	9F15-4B	102	110	321
45	4	PB13	80+66.2	6.8 LT	6 X 20	3	CONCRETE	9F15-4B	96	110	302
51	2	PB4	29+00.5	11.0 LT	6 X 20	3	CONCRETE	9F15-4A	74	115	233
52	2	PB4	28+72.5	10.3 LT	6 X 20	3	CONCRETE	9F15-4A	64	115	202
61	2	PB10	125+05.3	26.2 RT	6 X 20	4	CONCRETE	9F15-4A	64	475	269
81	4	PB7	92+50.5	10.9 LT	6 X 20	4	CONCRETE	9F15-4A	64	380	269
82	4	PB6	90+89.4	17.1 LT	6 X 20	3	CONCRETE	9F15-4A	64	215	202
83	4	PB6	90+61.4	17.1 LT	6 X 20	3	CONCRETE	9F15-4A	68	215	214
84	4	PB6	90+86.2	5.8 LT	6 X 20	3	CONCRETE	9F15-4B	86	215	271
85	4	PB6	90+58.2	5.8 LT	6 X 20	3	CONCRETE	9F15-4B	90	215	284
								TOTAL	1198	3420	3975

* LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

PULL BOXES

PULL BOX NO.	LOCATION STA	LOCATION OFFSET	STAGE	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	128+55.3	76.6 LT	4	1	
PB2	128+88.0	59.3 LT	4		1
PB3	131+09.1	62.2 LT	4	1	
PB4	128+89.6	2.6 LT	3		1
PB5	128+90.7	41.5 RT	4		1
PB6	128+53.4	68.3 RT	4		1
PB7	92+50.7	28.0 LT	4	1	
PB8	127+92.3	73.3 RT	4		1
PB9	127+20.5	42.1 RT	4		1
PB10	125+5.3	42.9 RT	4	1	
PB11	127+19.5	10.3 LT	3		1
PB12	127+18.6	54.4 LT	4		1
PB13	127+62.1	88.1 LT	4		1
PB14	83+15.9	29.2 LT	4	1	
PB15	128+43.0	87.8 LT	4		1
LPB1	128+96.2	81.3 LT	4		1
LPB2	128+96.2	2.8 LT	3		1
		TOTAL		5	12

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB4	1
SB5	1
SB6	1
SB9	1
SB10	1
TOTAL	6

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ALL QUANTITIES CATEGORY 0020 SHEET: 1 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

FILE NAME : Randolph_mq.pptx PLOT DATE : OCTOBER 28, 2015 PLOT BY : TADI PLOT NAME : Randolph_mq.pdf PLOT SCALE : 1:1

STH 26 (MILTON AVENUE) & KENNEDY/RANDOLPH ROAD
CITY OF JANESVILLE

3

CONCRETE BASES

SIGNAL BASE NO.	LOCATION STA	OFFSET	STAGE	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH
SB1	128+33.4	66.7 LT	4	1		
SB2	128+44.1	58.7 LT	4	1		
SB3	EXISTING				EXISTING	
SB4	EXISTING				EXISTING	
SB5	128+63.2	42.0 RT	4	1		
SB6	128+53.5	50.8 RT	4	1		
SB7	127+90.7	62.5 RT	4		1	
SB8	127+80.3	51.3 RT	4	1		
SB9	127+55.3	42.8 RT	4	1		
SB10	EXISTING				EXISTING	
SB11	EXISTING					EXISTING
SB12	EXISTING				EXISTING	
SB13	127+52.7	57.4 LT	4	1		
SB14	127+63.3	67.4 LT	4	1		
SB15	128+27.4	76.5 LT	4		1	
		TOTAL		8	2	0

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0240 * CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG L.F.
CB1	SB1	75			
CB1	SB2		70		
CB1	SB3		155		
CB1	SB4	215			
CB1	SB5	220			
CB1	SB6		265		
CB1	SB7	315			
CB1	SB8	335			
CB1	SB9		325		
CB1	SB10		245		
CB1	SB12	220			
CB1	SB13	165			
CB1	SB14		155		
CB1	SB15		80		
CB1	SB3			155	
SB3	SB7			225	
CB1	SB15			80	
SB15	SB10			220	
SB10	SB11			340	
SERVICE	EXLB1				795
	TOTAL	1545	1295	1020	795

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	45
SB1	SB2	60
SB2	SB3	140
SB3	SB4	95
SB4	SB5	70
SB5	SB6	120
SB6	SB7	105
SB7	SB8	55
SB8	SB9	160
SB9	SB10	115
SB10	SB12	100
SB12	SB13	120
SB13	SB14	55
SB14	SB15	105
SB15	CB1	45
CB1	PB1	20
CB1	PB2	60
SB3	PB4	25
SB4	PB5	45
SB6	PB6	35
SB7	PB8	25
SB9	PB9	50
SB10	PB11	25
SB12	PB12	45
SB14	PB13	30
SB15	PB15	25
	TOTAL	1775

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG L.F.
SB3	LUMINAIRE 1	EXISTING
SB3	LUMINAIRE 2	EXISTING
SB7	LUMINAIRE 1	120
SB10	LUMINAIRE 1	EXISTING
SB10	LUMINAIRE 2	EXISTING
SB11	LUMINAIRE 1	EXISTING
SB11	LUMINAIRE 2	EXISTING
SB15	LUMINAIRE 1	120
	TOTAL	240

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 * CABLE TRAFFIC SIGNAL 7-14 AWG L.F.
SB2	HEAD 5		20
SB2	HEAD 7	20	
SB2	HEAD 19	20	
SB3	HEAD 2	20	
SB3	HEAD 6		20
SB3	HEAD 10		20
SB4	HEAD 3	EXISTING	
SB5	HEAD 25	20	
SB6	HEAD 14	20	
SB6	HEAD 16	20	
SB6	HEAD 24	20	
SB7	HEAD 15	45	
SB8	HEAD 23	20	
SB9	HEAD 1	20	
SB9	HEAD 11		20
SB9	HEAD 22	20	
SB10	HEAD 4		20
SB10	HEAD 8	20	
SB10	HEAD 12		20
SB12	HEAD 9	EXISTING	
SB13	HEAD 21	20	
SB14	HEAD 13	20	
SB14	HEAD 17	20	
SB14	HEAD 20	20	
SB15	HEAD 18	50	
SB15	HEAD 26	20	
	TOTAL	415	120

* QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	SB12 (HEAD A)	220
CB1	SB4 (HEAD B)	215
CB1	SB14 (HEAD C)	155
CB1	SB15 (HEAD D)	80
	TOTAL	670

ALL QUANTITIES CATEGORY 0020 SHEET: 2 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

STH 26 (MILTON AVENUE) & KENNEDY/RANDOLPH ROAD
CITY OF JANESVILLE

							POLES							
	657.0100	657.0255	657.0305	657.0310	657.0315	657.0322	657.0405	657.0425	657.0430	657.0590	657.0595	657.0610	658.0500	659.1125
		TRANSFORMER BASES BREAKAWAY					TRAFFIC SIGNAL STANDARDS	TRAFFIC SIGNAL STANDARDS	TRAFFIC SIGNAL STANDARDS					
	PEDESTAL	11 1/2-INCH	POLES	POLES	POLES	POLES TYPE 5	ALUMINUM	ALUMINUM	ALUMINUM	TROMBONE ARMS	TROMBONE ARMS	LUMINAIRE ARMS SINGLE MEMBER	PEDESTRIAN PUSH	LUMINAIRES UTILITY
SIGNAL	BASES	BOLT CIRCLE	TYPE 2	TYPE 3	TYPE 4	ALUMINUM	3.5-FT	15-FT	10-FT	20-FT	25-FT	4 1/2-INCH CLAMP 6-FT	BUTTONS	LED C
BASE NO.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SB1	1						1						1	
SB2	1							1					1	
SB3		EXISTING			EXISTING							EXISTING		EXISTING
SB4		EXISTING	EXISTING							EXISTING				
SB5	1								1				1	
SB6	1							1					1	
SB7		1		1						1		1		1
SB8	1								1				1	
SB9	1							1					1	
SB10		EXISTING			EXISTING							EXISTING		EXISTING
SB11		EXISTING				EXISTING						EXISTING		EXISTING
SB12		EXISTING	EXISTING							EXISTING				
SB13	1								1				1	
SB14	1							1					1	
SB15		1		1							1	1		1
TOTAL	8	2	0	2	0	0	1	4	3	1	1	2	8	2

NOTE: "EXISTING" = EXISTING ITEM TO REMAIN IN PLACE

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.05 SIGNAL MOUNTING HARDWARE L.S.
STH 26 AT KENNEDY/RANDOLPH RD	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.05 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
STH 26 AT KENNEDY/RANDOLPH RD	1
TOTAL	1

TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM FOR INTERSECTIONS

LOCATION	SPV.0105.09 TEMPORARY NON-INTRUSIVE VEHICLE DETECTION SYSTEM L.S.
STH 26 AT KENNEDY/RANDOLPH RD	1
TOTAL	1

REMOVE TRAFFIC SIGNALS AND STREET LIGHTING

LOCATION	SPV.0105.14 REMOVE TRAFFIC SIGNALS AND STREET LIGHTING L.S.
STH 26 AT KENNEDY/RANDOLPH RD	1
TOTAL	1

MODIFY TRAFFIC SIGNALS

LOCATION	SPV.0105.17 MODIFY TRAFFIC SIGNALS L.S.
STH 26 AT KENNEDY/RANDOLPH RD	1
TOTAL	1

MODIFY STREET LIGHTING

LOCATION	SPV.0105.19 MODIFY STREET LIGHTING L.S.
STH 26 AT KENNEDY/RANDOLPH RD	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION

LOCATION	SPV.0105.04 REMOVE AND REINSTALL EVP EQUIPMENT L.S.
STH 26 AT KENNEDY/RANDOLPH RD	1
TOTAL	1

STH 26 (MILTON AVENUE) & KENNEDY/RANDOLPH ROAD
CITY OF JANESVILLE

		FACES											
SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
SB2	HEAD 5		1		1					1	2	1	
SB2	HEAD 7	1		1			1	1	1				
SB2	HEAD 19					1							1
SB3	HEAD 2	1		1			1	1				1	
SB3	HEAD 6		1		1					1	2	1	
SB3	HEAD 10		1		1					1	2	1	
SB4	HEAD 3	1		1			1	1	1				
SB5	HEAD 25					1							1
SB6	HEAD 14	1		1			1	1	1				
SB6	HEAD 16	1		1			1	1	1				
SB6	HEAD 24					1							1
SB7	HEAD 15	1		1			1	1	1				
SB8	HEAD 23					1							1
SB9	HEAD 1	1		1			1	1	1				
SB9	HEAD 11		1		1					1	2	1	
SB9	HEAD 22					1							1
SB10	HEAD 4		1		1					1	2	1	
SB10	HEAD 8	1		1			1	1				1	
SB10	HEAD 12		1		1					1	2	1	
SB12	HEAD 9	1		1			1	1	1				
SB13	HEAD 21					1							1
SB14	HEAD 13	1		1			1	1	1				
SB14	HEAD 17	1		1			1	1	1				
SB14	HEAD 20					1							1
SB15	HEAD 18	1		1			1	1	1				
SB15	HEAD 26					1							1
	TOTAL	12	6	12	6	8	12	12	10	6	12	8	8

ELECTRICAL SERVICE METER BREAKER PEDESTAL	
	656.0200.03 ELECTRICAL SERVICE METER BREAKER PEDESTAL
LOCATION	L.S.
STH 26 AT KENNEDY/RANDOLPH RD STREET LIGHTING	1
TOTAL	1

ALL QUANTITIES CATEGORY 0020 SHEET: 4 OF 4

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E

ADJUSTING WATER MAIN ITEMS

LOCATION	SPV.0060.05 ADJUSTING WATER MAIN MANHOLE COVERS EACH
CATEGORY 0030	
53+29,13.9' LT	1
54+01, 15.2' LT	1
54+48, 16.5' LT	1
54+76, 38.6' RT	1
59+28, 40.8' LT	1
59+64, 38.6' RT	1
64+11, 20.3' LT	1
69+18, 22.4' LT	1
69+19, 16.3' LT	1
75+78, 20.0' LT	1
75+99, 18.9' LT	1
76+03, 39.9' RT	1
76+09, 18.4' LT	1
81+63, 22.3' LT	1
84+56, 19.2' LT	1
85+63, 23.0' LT	1
87+25, 20.1' LT	1
89+86, 23.9' LT	1
90+17, 18.5' LT	1
93+13, 16.7' LT	1
96+32, 11.6' LT	1
96+52, 45.1' RT	1
96+79, 16.5' LT	1
99+30, 18.2' LT	1
101+35, 41.2' RT	1
104+07, 24.6' LT	1
104+56, 38.0' LT	1
104+63, 16.3' LT	1
104+72, 31.5' LT	1
*104+90, 33.0' RT	1
105+08, 2.7' LT	1
108+77, 36.1' RT	1
**108+81, 55.6' RT	1
112+01, 51.4' LT	1
112+06, 42.5' LT	1
**113+88, 48.8' RT	1
118+93, 64.0' LT	1
*119+03, 32.0' RT	1
*128+08, 20.0' RT	1
**128+14, 41.5' RT	1
128+16, 47.4' LT	1
128+23, 43.4' LT	1
128+30, 41.5' RT	1
128+67, 49.5' LT	1
TOTAL	**44**

*THE CITY OF JANESVILLE WILL BE RECONSTRUCTING A PORTION OF THE EXISTING WATER MAIN PRIOR TO CONSTRUCTION AND INSTALLING NEW WATER VALVES AT THESE LOCATIONS. CONTRACTOR TO FIELD VERIFY ADJUSTING WATER VALVES.

**THE CITY OF JANESVILLE WILL BE RECONSTRUCTING A PORTION OF THE EXISTING WATER MAIN PRIOR TO CONSTRUCTION AND REMOVING WATER VALVES AT THESE LOCATIONS. CONTRACTOR TO FIELD VERIFY ADJUSTING WATER VALVES.

ADJUSTING SANITARY SEWER COVERS

LOCATION	SPV.0060.06 ADJUSTING SANITARY SEWER MANHOLE COVERS EACH
CATEGORY 0030	
52+82, 7.1' LT	1
54+44, 6.5' LT	1
56+62, 7.2' LT	1
59+31, 7.1' LT	1
61+81, 6.9' LT	1
64+36, 7.0' LT	1
66+86, 7.1' LT	1
69+17, 7.0' LT	1
72+16, 7.1' LT	1
74+91, 6.9' LT	1
76+42, 15.9' RT	1
78+39, 15.6' RT	1
81+17, 15.7' RT	1
84+47, 15.8' RT	1
87+14, 14.8' RT	1
90+14, 14.2' RT	1
93+03, 14.2' RT	1
96+28, 13.4' RT	1
99+19, 14.2' RT	1
101+33, 13.2' RT	1
104+71, 13.9' RT	1
105+21, 47.2' RT	1
105+22, 45.6' LT	1
108+66, 45.5' RT	1
111+91, 45.5' LT	1
111+96, 45.5' LT	1
118+91, 45.9' LT	1
119+30, 45.6' RT	1
126+08, 44.9' LT	1
TOTAL	**29**

ALL ITEMS CATEGORY 0030 UNLESS NOTED

TPP-157

STATE OF WISCONSIN
CITY OF JANESVILLE

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 5360-01-21

MILTON AVENUE

CENTERWAY TO KENNEDY ROAD

STH 26

ROCK COUNTY

4

4

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	SOUTHEAST	SE
CERTIFIED SURVEY MAP	CSM	SOUTHWEST	SW
CORNER	COR.	SQUARE FEET	SF
DOCUMENT	DOC.	STATION	STA.
EASEMENT	EASE.	TEMPORARY LIMITED EASEMENT	TLE
HIGHWAY EASEMENT	H.E.	VOLUME	V.
LAND CONTRACT	LC	**CURVE DATA**	
LIFE ESTATE	LE	LONG CHORD	LCH
MONUMENT	MON.	LONG CHORD BEARING	LCB
NORTHEAST	NE	RADIUS	R
NORTHWEST	NW	DEGREE OF CURVE	D
PAGE	P.	CENTRAL ANGLE OR DELTA	DELTA
PERMANENT LIMITED EASEMENT	PLE	LENGTH OF CURVE	L
PROPERTY LINE	PL	TANGENT	TAN
RECORDED AS	(100')	POINT OF CURVATURE	PC
REFERENCE LINE	R/L	POINT OF INTERSECTION	PI
		POINT OF TANGENCY	PT

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	Ø (1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	●(SET)	PROPERTY LINE	
R/W STANDARD	▲(SET)	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
		NO ACCESS (BY ACQUISTION)	
FEE (HATCH VARIES)		NO ACCESS (BY STATUTORY AUTHORITY)	
TEMPORARY LIMITED EASEMENT		SECTION LINE	
PERMANENT LIMITED EASEMENT		QUARTER LINE	
HIGHWAY EASEMENT		SIXTEENTH LINE	
R/W BOUNDARY POINT	RWBZ0	EXISTING CENTERLINE	
PARCEL NUMBER	102	PROPOSED REFERENCE LINE	
UTILITY NUMBER	62	PARALLEL OFFSET	
SIGN NUMBER (OFF PREMISE)	21	TLE POINT NUMBER	TXXX
BUILDING			

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
TELEPHONE	—T—	
OVERHEAD TRANSMISSION LINES	—OH—	
ELECTRIC	—E—	
CABLE TELEVISION	—TV—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
GUY ANCHOR		
ELECTRIC TOWER		
GAS VALVE	⊘ GV	

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5360-01-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF JANESVILLE.

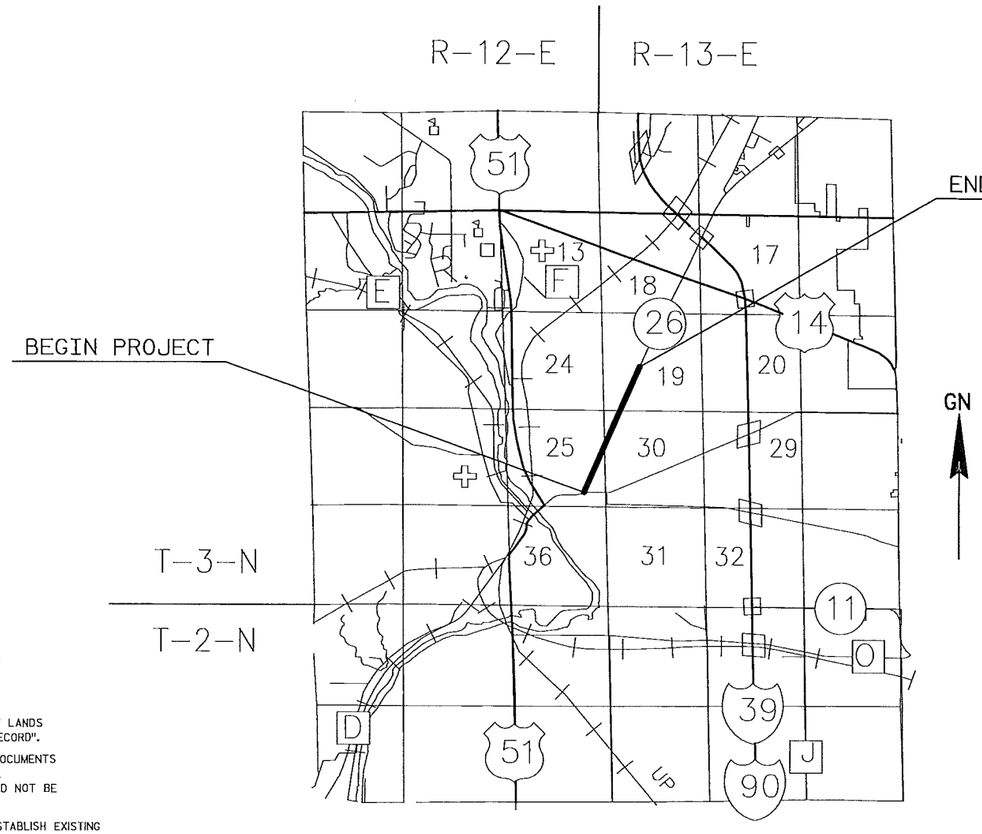
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

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

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

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



SCALE

0 1 MI

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 26 ESTABLISHED FROM PREVIOUS PROJECT F 101-1(3), CSM V.14 P.311, CSM V.21 P.140, CSM V.3 P.47, CSM V.3 P.86, CSM V.28 P.39, CSM V.14 P.500, CSM V.7 P.366, CSM V.5 P.268, CSM V.35 P.292, CSM V.15 P.275, CSM V.12 P.22, PEASE'S SUBDIVISION, PEASE'S 2ND ADDITION, PROSPECT ADDITION, BUCKLIN'S SUBDIVISION, SCOFIELD'S ADDITION, JENKIN'S ADDITION, NORTHGATE PARK SUBDIVISION, SCHICKERS ADDITION, BENNET SUBDIVISION, VAN POOL'S SUBDIVISION, SCHNELL'S SUBDIVISION, C.J. RICE ADDITION TO JANESVILLE, THOMAS KEHOE'S ADDITION, SIRON'S SUBDIVISION AND BOIE'S ADDITION TO CITY OF JANESVILLE.
EXISTING HIGHWAY R/W FOR E. CENTERWAY STREET FROM PROSPECT ADDITION.
EXISTING HIGHWAY R/W FOR GLEN STREET FROM CSM 1113072 V.14 P.311, PEASE'S SUBDIVISION, BUCKLINS SUBDIVISION.
EXISTING HIGHWAY R/W FOR WALKER STREET FROM PEASE'S 2ND ADDITION.
EXISTING HIGHWAY R/W FOR MEMORIAL DRIVE FROM SECTION LINE AND FOUND PIPE.
EXISTING HIGHWAY R/W FOR BLAINE AVENUE FROM SCOFIELD'S ADDITION, JENKINS ADDITION.
EXISTING HIGHWAY R/W FOR SHERMAN AVENUE FROM SCOFIELDS ADDITION, JENKINS ADDITION.
EXISTING HIGHWAY R/W FOR BENNETT STREET FROM SCHICKERS ADDITION, BENNETT SUBDIVISION.
EXISTING HIGHWAY R/W FOR BENTON AVENUE FROM CSM 1365924 V.21 P.140, VAN POOLS SUBDIVISION, SCHNELL'S SUBDIVISION.
EXISTING HIGHWAY R/W FOR HAWTHORNE AVENUE FROM SCHNELL'S SUBDIVISION, NORTHGATE PARK SUBDIVISION.
EXISTING HIGHWAY R/W FOR MATHESON STREET FROM CSM 798692 V.3 P.86, NORTHGATE PARK SUBDIVISION, THOMAS KEHOE'S ADDITION.
EXISTING HIGHWAY R/W FOR MT. ZION AVENUE FROM CSM 795914 V.3 P.47, R/W PLAT PROJECT F 101-1(3), AND SECTION LINE.
EXISTING HIGHWAY R/W FOR CRESTON PARK DRIVE FROM SIRON'S SUBDIVISION, R/W PLAT PROJECT F 101-1(3).
EXISTING HIGHWAY R/W FOR NEWMAN STREET FROM BOIE'S ADDITION TO CITY OF JANESVILLE, CSM 891173 V.7 P.366.
EXISTING HIGHWAY R/W FOR BLACK BRIDGE ROAD FROM BOIE'S ADDITION TO CITY OF JANESVILLE, CSM 1686846 V.28 P.39, CSM 1121459 V.14 P.500, CSM 844479 V.5 P.268, CSM 1977373 V.35 P.292, DOC.768592 V.394 P.597, DOC.763228 V.379 P.524.
EXISTING HIGHWAY R/W FOR RANDOLPH ROAD FROM DOC.644424 V.40 P. 621-622.

ORIGINAL PLAT PREPARED BY
R.A. Smith National
Beyond Surveying and Engineering
16745 W. Bluemound Road, Brookfield WI 53005
262-781-1000 FAX 262 781 1040
www.rasmithnational.com

TPP PROJECT NUMBER 5360-01-21 - 4.01
SHEET 2 OF 2

204

FILE NAME:S/5165987/DWG/53600101/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: MARCH 16, 2015

TPP-156

TRANSPORTATION PROJECT PLAT NO: 5360-01-21 - 4.01

THAT PART OF LOT 2 CSM 1113072 V.14 P.311, THAT PART OF LOTS 6 & 7 OF PEASES'S SUBDIVISION, LOT 1 OF BUCKLIN'S SUBDIVISION, AND LOT 12 OF PARTRIDGE SUBDIVISION ALL LOCATED IN AND INCLUDING THE SE1/4 - SE1/4, ALSO THAT PART OF LOT 12 OF PARTRIDGE SUBDIVISION LOCATED IN THE SW1/4 - SE1/4. ALL BEING LOCATED IN SECTION 25, TOWNSHIP 3 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER, STH 26 CITY OF JANESVILLE, MILTON AVENUE, CENTERWAY STREET - KENNEDY ROAD

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

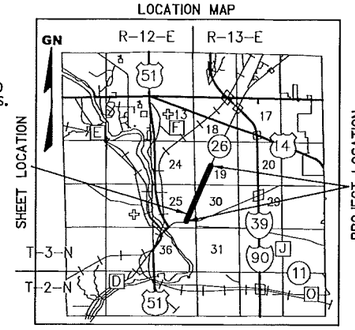
NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF JANESVILLE.

LOCATION MAP



R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5360-01-21 – 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — NATHAN A. VAUGHN — S-2986 — JOHNSON CREEK, WI — LAND SURVEYOR

Nathan A Vaughn — 3/18/2015
NATHAN A. VAUGHN — DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

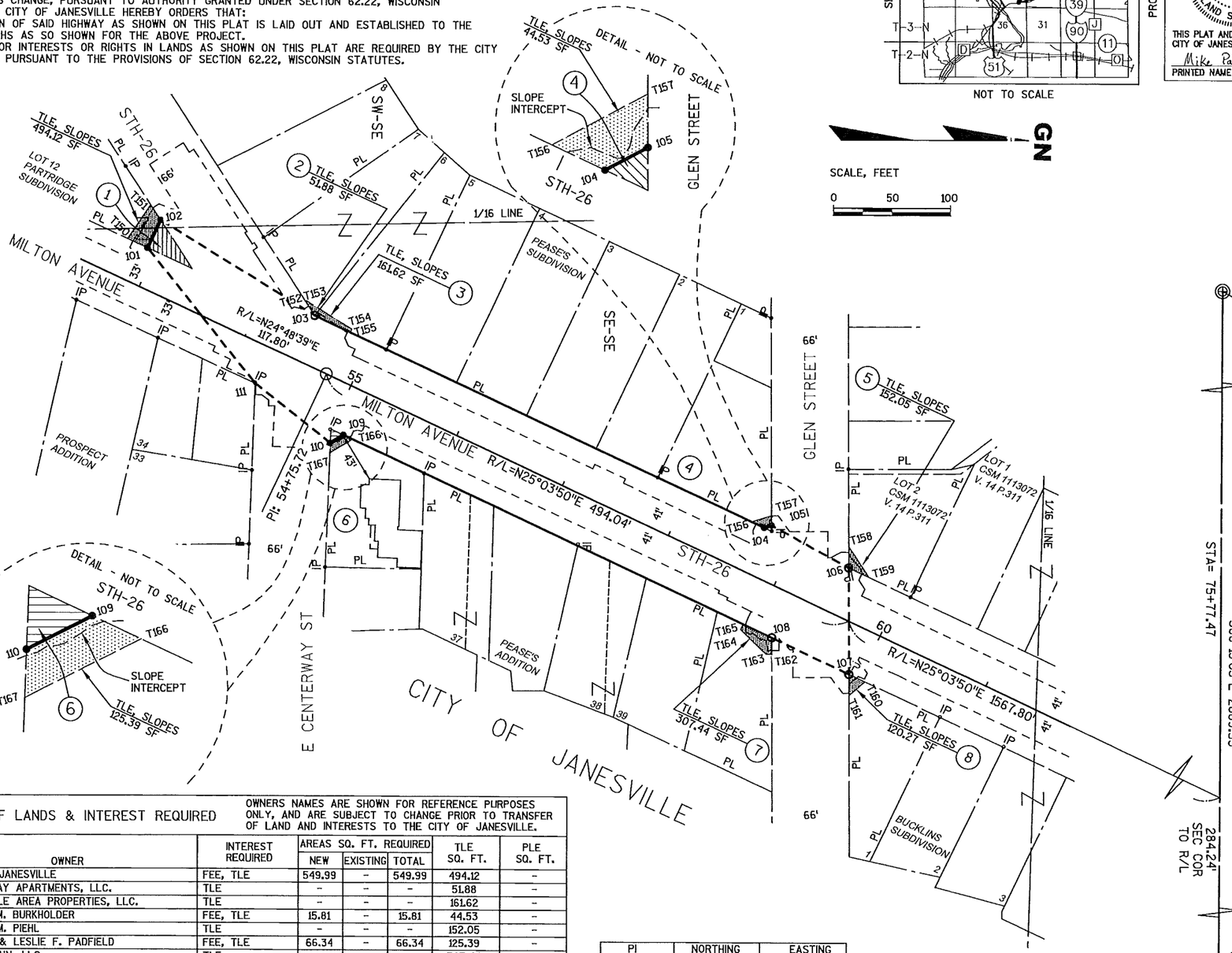
THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE CITY OF JANESVILLE.

Mike Payne — 4/27/15
PRINTED NAME / SIGNATURE — DATE:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5360-01-21 - 4.01
AMENDMENT NO:___
SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 2:30 PM. ON 28th April, 2015 AS DOCUMENT # 2025470 AND FILED IN TPP-156

Randal Reyes
SIGNATURE OF REGISTER OF DEEDS
$25.00



SCALE, FEET
0 50 100

EXISTING HIGHWAY R/W SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR STH 26-MILTON AVENUE FROM CSM 1113072 V.14 P.311, PEASE'S SUBDIVISION, PE;SE'S 2ND ADDITION, PROSPECT ADDITION, BUCKLINS SUBDIVISION.
EXISTING HIGHWAY R/W FOR STH 26 FROM PEASE'S SUBDIVISION.
EXISTING HIGHWAY R/W FOR E. CENTERWAY STREET FROM PROSPECT ADDITION.
EXISTING HIGHWAY R/W FOR GLEN STREET FROM CSM 1113072 V.14 P.311, PEASE'S SUBDIVISION, BUCKLINS SUBDIVISION.

SCHEDULE OF LANDS & INTEREST REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF JANESVILLE.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SQ. FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
1	CITY OF JANESVILLE	FEE, TLE	549.99	-	549.99	494.12	-
2	CENTERWAY APARTMENTS, LLC.	TLE	-	-	-	51.88	-
3	JANESVILLE AREA PROPERTIES, LLC.	TLE	-	-	-	161.62	-
4	EVELYN M. BURKHOLDER	FEE, TLE	15.81	-	15.81	44.53	-
5	TERESA M. PIEHL	TLE	-	-	-	152.05	-
6	DALE G. & LESLIE F. PADFIELD	FEE, TLE	66.34	-	66.34	125.39	-
7	HOME AGAIN, LLC.	TLE	-	-	-	307.44	-
8	JOSEPH S. REYES	TLE	-	-	-	120.27	-

PI	NORTHING	EASTING
54+76.72	271130.592	494883.051

R/W COURSE TABLE

R/L-101	S51°18'18"W	73.97'
101-102	N65°11'21"W	26.19'
102-103	N31°30'41"E	154.75'
103-104	N25°03'50"E	425.02'
104-105	N17°51'47"W	6.63'
105-106	N28°30'06"E	75.33'
106-R/L	N89°40'46"E	45.38'
R/L-107	N89°40'46"E	45.38'
107-108	S25°03'50"W	73.05'
108-109	S25°03'50"W	404.97'
109-110	S31°22'25"E	13.27'
110-111	S38°22'33"W	81.77'
111-R/L	S51°18'18"W	73.97'

TLE STATION & OFFSET TABLE

T150	52+74.00	33.00'
T151	52+79.56	67.39'
T152	54+34.53	48.54'
T153	54+34.53	49.45'
T154	54+80.00	44.00'
T155	54+80.00	41.00'
T156	58+59.50	41.00'
T157	58+72.51	53.10'
T158	59+43.58	57.26'
T159	59+70.00	41.00'
T160	60+05.00	41.00'
T161	59+97.93	57.26'
T162	59+23.16	53.65'
T163	59+18.64	55.79'
T164	58+90.00	46.00'
T165	58+90.00	41.00'
T166	55+20.58	41.00'
T16T	55+08.11	59.80'

R/W STATION & OFFSET TABLE

101	52+92.72	33.00'
102	52+92.72	59.19'
103	54+46.41	41.13'
104	58+71.25	41.00'
105	58+76.10	45.52'
106	59+51.30	41.00'
107	59+90.21	41.00'
108	59+17.16	41.00'
109	55+12.18	41.00'
110	55+04.85	52.06'
111	54+25.12	33.00'

FILE NAME:S/5165987/DWG/53600101/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: MARCH 16, 2015

TPP-167

TRANSPORTATION PROJECT PLAT NO: 5360-01-21 - 4.02 AMENDMENT NO. 2

AMENDS PARCEL 15 TLE AQUISITION OF TRANSPORTATION PROJECT PLAT 5360-01-21 - 4.02 AMENDMENT NO. 1 RECORDED AS DOCUMENT NUMBER 2028596.

THAT PART OF LOT 1, BLOCK 1 OF JENKIN'S ADDITION AND LOT 17 OF SCOFIELD'S ADDITION BOTH IN AND INCLUDING THE SE1/4 - NE1/4, AND THAT PART OF THE NE1/4 - SE1/4, ALL BEING LOCATED IN SECTION 25, TOWNSHIP 3 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN. ALSO THAT PART OF LOT 1, BLOCK 2 OF JENKIN'S ADDITION LOCATED IN THE SW1/4 - NW1/4 IN SECTION 30, TOWNSHIP 3 NORTH, RANGE 13 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

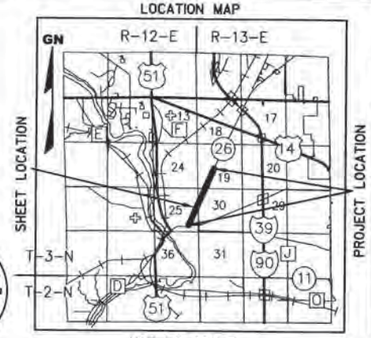
RELOCATION ORDER, STH 26 CITY OF JANESVILLE, MILTON AVENUE, CENTERWAY STREET - KENNEDY ROAD

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCALE, FEET
0 50 100

LOCATION MAP



R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5360-01-21 - 4.02 AMENDMENT NO. 2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2986 JOHNSON CREEK WI LAND SURVEYOR

Nathan A Vaughn 7/20/2015
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE CITY OF JANESVILLE.

Mike Payne — Mike Payne — 7/21/2015
PRINTED NAME — SIGNATURE — DATE:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5360-01-21 - 4.02 AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 11:30 AM ON July 21, 2015 AS DOCUMENT # 2031760 AND FILED IN TPP - 167

Randal Layes
SIGNATURE OF REGISTER OF DEEDS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF JANESVILLE.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2025470, OF TRANSPORTATION PROJECT PLATS IN THE ROCK COUNTY REGISTER OF DEEDS.

R/W COURSE TABLE		
R/L-200	N88°01'52"W	44.57'
200-201	N25°03'50"E	71.75'
201-202	N25°03'50"E	579.84'
202-203	N23°43'36"W	6.10'
203-SEC LN	N25°47'31"E	36.14'
SEC LN-204	N25°47'31"E	36.14'
204-205	N63°46'33"E	5.87'
205-206	N25°03'50"E	523.12'
206-207	N17°46'09"E	63.01'
207-208	S79°00'08"E	8.25'
208-R/L	S81°01'28"E	42.67'
R/L-SEC LN	S81°01'28"E	13.14'
SEC LN-T255	S81°01'28"E	29.53'
T255-209	S25°03'50"W	60.16'
209-SEC LN	S25°03'50"W	6.48'
SEC LN-210	S25°03'50"W	59.52'
210-211	S25°03'50"W	456.69'
211-SEC LN	S25°03'50"W	32.01'
SEC LN-212	S25°03'50"W	33.59'
212-213	S25°03'50"W	581.15'
213-214	S24°50'34"E	7.21'
214-215	S29°19'24"W	74.31'
215-R/L	N88°01'52"W	44.57'

R/W STATION & OFFSET TABLE		
200	68+66.27	41.00'
201	69+38.02	41.00'
202	75+17.86	41.00'
203	75+21.88	45.59'
204	75+94.15	44.67'
205	75+98.73	41.00'
206	81+21.85	41.00'
207	81+84.35	49.00'
208	81+86.35	41.00'
209	81+49.84	41.00'
210	80+83.84	41.00'
211	76+27.14	41.00'
212	75+61.14	41.00'
213	69+79.99	41.00'
214	69+75.34	46.52'
215	69+01.24	41.00'

TLE STATION & OFFSET TABLE		
T250	75+07.23	41.00'
T251	75+18.38	53.73'
T252	75+89.93	54.46'
T253	76+06.73	41.00'
T254	81+94.00	41.00'
T255	82+10.00	41.00'
T256	82+10.00	46.00'
T257	82+00.00	46.00'
T258	82+00.00	67.00'
T259	76+42.22	41.00'
T260	76+27.13	56.00'
T261	75+61.14	53.00'
T262	75+56.14	53.00'
T263	75+38.00	46.00'
T264	75+38.00	41.00'
T265	69+90.45	41.00'
T266	69+78.86	54.76'
T267	81+80.00	67.00'
T268	81+80.00	46.00'
T269	81+65.00	46.00'
T270	81+65.00	41.00'

EXISTING HIGHWAY R/W SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR STH 26 FROM PEASE'S 2ND ADDITION, SCOFIELD'S ADDITION, JENKINS ADDITION.
EXISTING HIGHWAY R/W FOR WALKER STREET FROM PEASE'S 2ND ADDITION.
EXISTING HIGHWAY R/W FOR MEMORIAL DRIVE FROM SECTION LINE AND FOUND PIPE.
EXISTING HIGHWAY R/W FOR BLAINE AVENUE FROM SCOFIELD'S ADDITION, JENKINS ADDITION.

SCHEDULE OF LANDS & INTEREST REQUIRED — OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF JANESVILLE.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SQ. FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
9	SCOTT J. MARTIN	FEE, TLE	13.78	-	13.78	92.10	-
10	TMG RENTALS, LLC.	FEE, TLE	5.51	-	5.51	68.50	-
11	THOMAS A. & LISA R. PETERSON	FEE, TLE	8.00	-	8.00	30.62	-
12	KATHLEEN M. NICHOLSON	FEE, TLE	19.32	-	19.32	100.83	-
13	CONNIE J. BROWN	TLE	-	-	-	214.17	-
14	RICHARD H. MARTY FAMILY TRUST	TLE	-	-	-	113.05	-
15	PAUL B. & JULIE L. MURPHY	TLE	-	-	-	645.00	-

FILE NAME:S/5165987/DWG/53600101/PLAT/TPP100.DWG

5360-01-21 - 4.02 AMENDMENT NO. 2

206

TPP 100

TRANSPORTATION PROJECT PLAT NO: 5360-01-21 - 4.03 AMENDMENT NO. 1

AMENDS LEGAL DESCRIPTION CAPTION, REMOVES FEE TAKING AND ADDS ADDITIONAL TLE TAKING TO PARCEL 22 OF TRANSPORTATION PROJECT PLAT 5360-01-21 - 4.03 RECORDED AS DOCUMENT NUMBER 2025780.

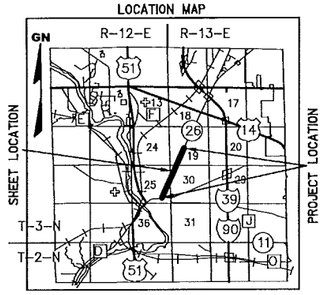
THAT PART OF LOT 20 OF SCOFIELD'S ADDITION, LOT 4, BLOCK 2 OF JENKIN'S ADDITION, LOT 10 OF SCHICKERS ADDITION, LOT 1 OF BENNETT SUBDIVISION, AND LOT 1 OF VAN POOL'S SUBDIVISION LOCATED IN THE SW1/4 - NW1/4, AND THAT PART OF LOT 1 OF SCHNELL'S SUBDIVISION, AND LOTS 36 & 50 OF NORTHGATE PARK SUBDIVISION LOCATED IN THE NW1/4 - NW1/4, ALL BEING LOCATED IN SECTION 30, TOWNSHIP 3 NORTH, RANGE 13 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER, STH 26 CITY OF JANESVILLE, MILTON AVENUE, CENTERWAY STREET - KENNEDY ROAD

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

LOCATION MAP



CUT LIMESTONE IN MON BOX
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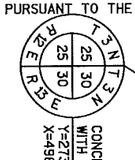
X=496019.026

CONCRETE MONUMENT WITH BRASS CAP
Y=2730224.854
X=496057.094



N00°49'23"W 597.87'

STA= 82+27.84' N00°49'23"W 2650.57'

SCALE, FEET
0 50 100

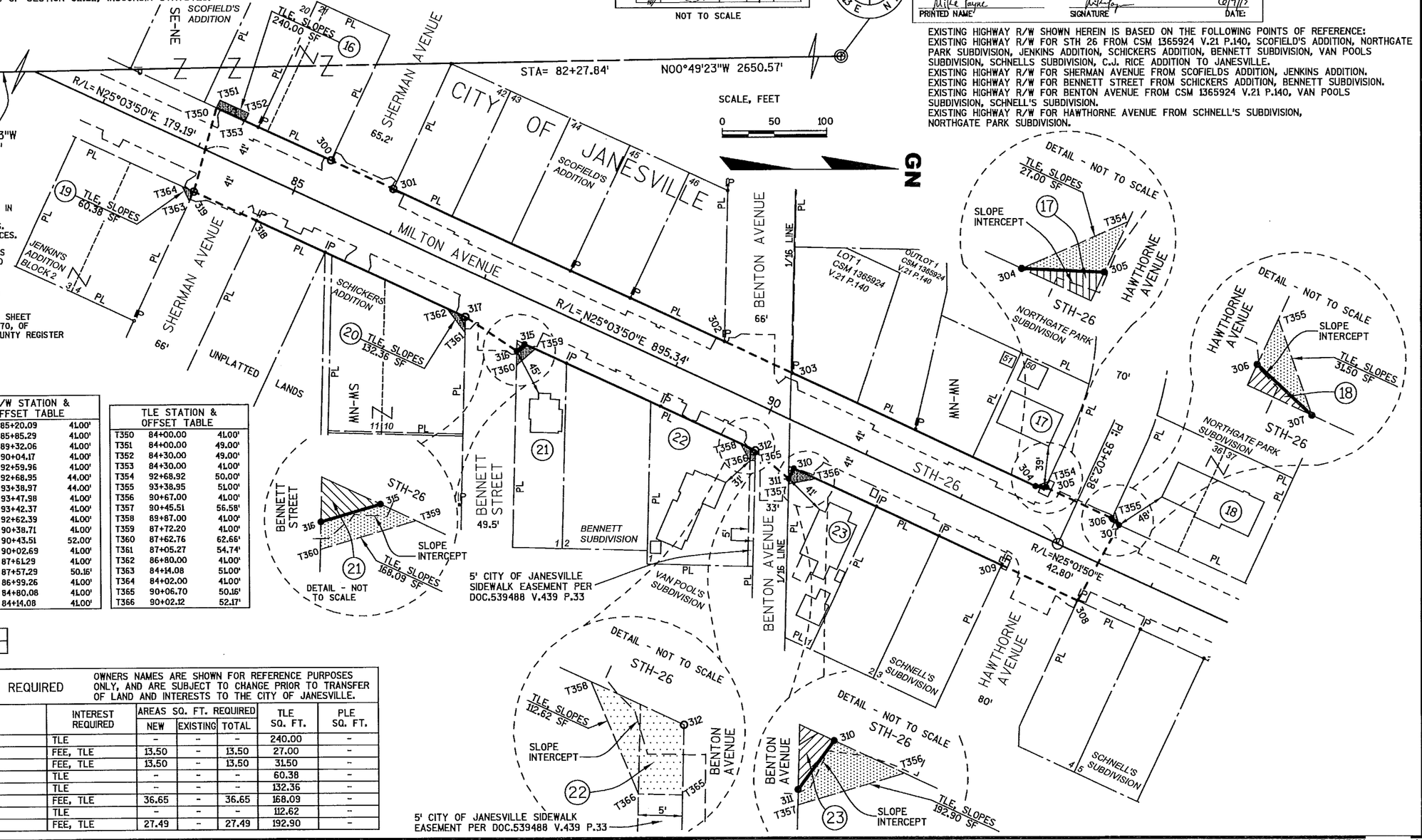
NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF JANESVILLE.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2025470, OF TRANSPORTATION PROJECT PLATS IN THE ROCK COUNTY REGISTER OF DEEDS.



R/W COURSE TABLE		
R/L-T350	N74°40'33"W	41.60'
T350-300	N25°03'50"E	120.09'
300-301	N25°03'50"E	65.20'
301-302	N25°03'50"E	346.77'
302-303	N25°03'50"E	72.11'
303-304	N25°03'50"E	255.79'
304-305	N06°36'21"E	9.48'
305-306	N25°02'47"E	70.00'
306-307	N43°26'43"E	9.50'
307-R/L	S61°03'09"E	41.10'
R/L-308	S61°03'09"E	41.10'
308-309	S25°02'50"W	80.00'
309-310	S25°03'50"W	218.69'
310-311	S63°54'49"E	11.00'
311-312	S40°08'34"W	42.27'
312-315	S25°03'50"W	241.41'
315-316	S41°23'10"E	9.99'
316-317	S34°02'09"W	58.75'
317-318	S25°03'50"W	219.19'
318-319	S25°03'50"W	66.00'
319-R/L	N74°40'33"W	41.60'

R/W STATION & OFFSET TABLE		
300	85+20.09	41.00'
301	85+85.29	41.00'
302	89+32.06	41.00'
303	90+04.17	41.00'
304	92+59.96	41.00'
305	92+68.95	44.00'
306	93+38.97	44.00'
307	93+47.98	41.00'
308	93+42.37	41.00'
309	92+62.39	41.00'
310	90+38.71	41.00'
311	90+43.51	52.00'
312	90+02.69	41.00'
315	87+61.29	41.00'
316	87+57.29	50.15'
317	86+99.26	41.00'
318	84+80.08	41.00'
319	84+14.08	41.00'

TLE STATION & OFFSET TABLE		
T350	84+00.00	41.00'
T351	84+00.00	49.00'
T352	84+30.00	49.00'
T353	84+30.00	41.00'
T354	92+68.92	50.00'
T355	93+38.95	51.00'
T356	90+67.00	41.00'
T357	90+45.51	56.58'
T358	89+87.00	41.00'
T359	87+72.20	41.00'
T360	87+62.76	62.66'
T361	87+05.27	54.74'
T362	86+80.00	41.00'
T363	84+14.08	51.00'
T364	84+02.00	41.00'
T365	90+06.70	50.15'
T366	90+02.12	52.17'

PI	NORTHING	EASTING
93+02.38	274596.015	496503.712

SCHEDULE OF LANDS & INTEREST REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF JANESVILLE.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SQ. FT. REQUIRED			TLE SQ. FT.	PLE SQ. FT.
			NEW	EXISTING	TOTAL		
16	GARY W. & IZETTA A. WEIR	TLE	-	-	-	240.00	-
17	JAMES M. HINELINE	FEE, TLE	13.50	-	13.50	27.00	-
18	DAVID J. HACKETT	FEE, TLE	13.50	-	13.50	31.50	-
19	MERCY HOSPITAL OF JANESVILLE	TLE	-	-	-	60.38	-
20	LARRY A. HEFTY	TLE	-	-	-	132.36	-
21	NESE SMITH	FEE, TLE	36.65	-	36.65	168.09	-
22	LARRY & YVONNE M. SCHOONOVER	TLE	-	-	-	112.62	-
23	MICHAEL KUNKEL	FEE, TLE	27.49	-	27.49	192.90	-

R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5360-01-21 – 4.03 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2988 JOHNSON CREEK WI LAND SURVEYOR

Nathan A Vaughn 6/8/2015
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2988

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE CITY OF JANESVILLE.

Mike Payne — 6/9/15
PRINTED NAME — SIGNATURE — DATE:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5360-01-21 – 4.03
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 1:56 pm ON 9th June, 2015 AS DOCUMENT # 2028597 AND FILED IN TPP - 164

Randal Loepas
SIGNATURE OF REGISTER OF DEEDS
$ 25.00

EXISTING HIGHWAY R/W SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR STH 26 FROM CSM 1365924 V.21 P.140, SCOFIELD'S ADDITION, NORTHGATE PARK SUBDIVISION, JENKINS ADDITION, SCHICKERS ADDITION, BENNETT SUBDIVISION, VAN POOLS SUBDIVISION, SCHNELLS SUBDIVISION, C.J. RICE ADDITION TO JANESVILLE.
EXISTING HIGHWAY R/W FOR SHERMAN AVENUE FROM SCOFIELDS ADDITION, JENKINS ADDITION.
EXISTING HIGHWAY R/W FOR BENNETT STREET FROM SCHICKERS ADDITION, BENNETT SUBDIVISION.
EXISTING HIGHWAY R/W FOR BENTON AVENUE FROM CSM 1365924 V.21 P.140, VAN POOLS SUBDIVISION, SCHNELL'S SUBDIVISION.
EXISTING HIGHWAY R/W FOR HAWTHORNE AVENUE FROM SCHNELL'S SUBDIVISION, NORTHGATE PARK SUBDIVISION.

TPP-165

TRANSPORTATION PROJECT PLAT NO: 5360-01-21 - 4.04 AMENDMENT NO. 1

AMENDS LEGAL DESCRIPTION CAPTION OF TRANSPORTATION PROJECT PLAT 5360-01-21 - 4.04 RECORDED AS DOCUMENT NUMBER 2025784.

THAT PART OF LOT 1 CSM 798692 V.3 P.86, LOTS 43 & 19 OF NORTHGATE PARK SUBDIVISION, LOTS 1 & 5 OF THOMAS KEHOE'S ADDITION LOCATED IN THE NW1/4 - NW1/4 IN SECTION 30, ALSO THAT PART OF LOT 40 OF SIRON'S SUBDIVISION IN AND INCLUDING THE SW1/4 - SW1/4 IN SECTION 19. ALL BEING LOCATED IN TOWNSHIP 3 NORTH, RANGE 13 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER, STH 26 CITY OF JANESVILLE, MILTON AVENUE, CENTERWAY STREET - KENNEDY ROAD

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

NOTES:

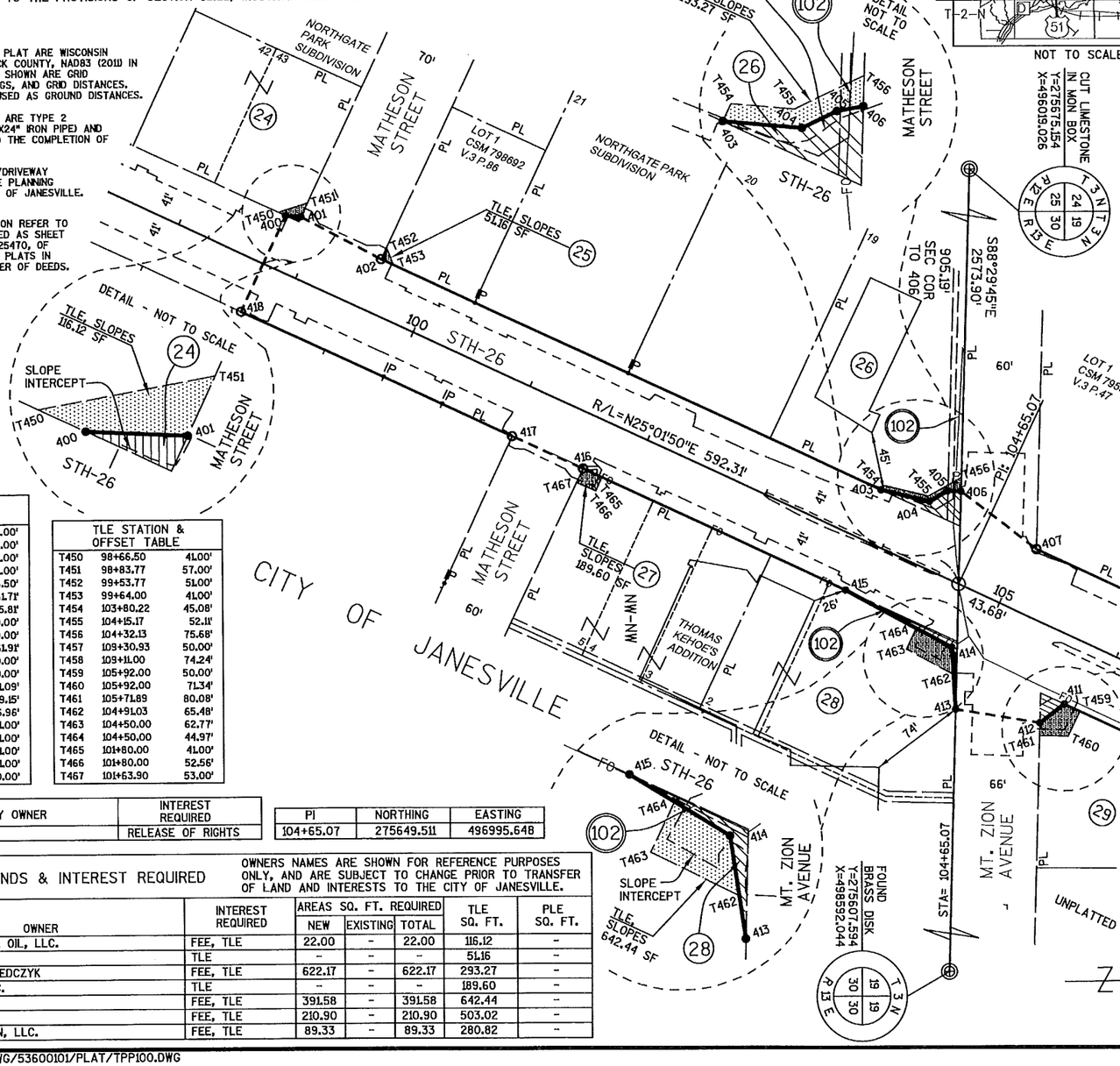
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

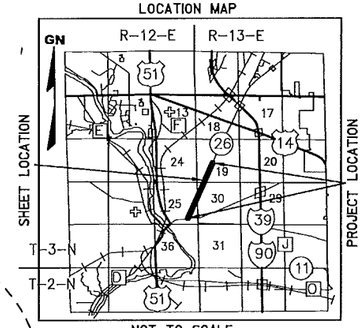
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF JANESVILLE.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2025470, OF TRANSPORTATION PROJECT PLATS IN THE ROCK COUNTY REGISTER OF DEEDS.

SCALE, FEET
0 50 100



LOCATION MAP



NOT TO SCALE

R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5360-01-21 – 4.04 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2988 JOHNSON CREEK, WI LAND SURVEYOR

Nathan A Vaughn 6/8/2015
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2988

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE CITY OF JANESVILLE.

Mike Payne
PRINTED NAME

SIGNATURE 6/9/2015 DATE:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5360-01-21 - 4.04
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 1:59 PM ON 9th June 2015 AS DOCUMENT # 2028598 AND FILED IN TPP- 165

Randal Loyes
SIGNATURE OF REGISTER OF DEEDS
$25.00

EXISTING HIGHWAY R/W SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR STH 26 FROM CSM 798692 V.3 P.86, CSM 795914 V.3 P.47, R/W PLAT PROJECT F 101-1(3), NORTHGATE PARK SUBDIVISION, C.J. RICE ADDITION TO JANESVILLE, THOMAS KEHOE'S ADDITION, SIRONS SUBDIVISION.
EXISTING HIGHWAY R/W FOR MATHESON STREET FROM CSM 798692 V.3 P.86, NORTHGATE PARK SUBDIVISION, THOMAS KEHOE'S ADDITION.
EXISTING HIGHWAY R/W FOR MT. ZION AVENUE FROM CSM 795914 V.3 P.47, R/W PLAT PROJECT F 101-1(3), AND SECTION LINE.
EXISTING HIGHWAY R/W FOR CRESTON PARK DRIVE FROM SIRON'S SUBDIVISION, R/W PLAT PROJECT F 101-1(3).

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	PARCEL
AT&T	NO RECORD OF EASEMENT	26
AT&T	NO RECORD OF EASEMENT	28

R/W COURSE TABLE		
R/L-400	N64°58'10"W	41.00'
400-401	N05°02'54"E	11.71'
401-402	N28°18'04"E	70.11'
402-403	N25°01'50"E	426.46'
403-404	N13°39'56"E	38.02'
404-405	N29°14'14"W	16.27'
405-406	N01°30'15"E	10.28'
406-407	N37°21'09"E	74.02'
407-419	N25°00'59"E	406.65'
419-R/L	S64°59'01"E	50.00'
R/L-408	S64°59'01"E	50.00'
408-409	S25°33'48"E	15.42'
409-410	S34°34'45"W	71.69'
410-411	S25°00'59"W	256.11'
411-412	S37°48'55"E	23.71'
412-413	S09°17'13"W	66.61'
413-414	S86°33'44"W	47.98'
414-415	S28°41'37"W	93.28'
415-416	S25°01'50"W	224.01'
416-417	S25°01'50"W	60.00'
417-418	S25°01'50"W	231.15'
418-R/L	N64°58'10"W	41.00'

R/W STATION & OFFSET TABLE		
400	98+72.77	41.00'
401	98+83.77	45.00'
402	99+53.77	41.00'
403	103+80.22	41.00'
404	104+17.50	48.50'
405	104+27.00	61.71'
406	104+36.42	65.81'
407	105+08.75	50.00'
408	109+15.40	50.00'
409	109+05.61	61.91'
410	108+34.91	50.00'
411	105+78.80	50.00'
412	105+67.98	71.09'
413	105+03.86	89.15'
414	104+81.00	46.96'
415	103+87.92	41.00'
416	101+63.92	41.00'
417	101+03.92	41.00'
418	98+72.77	41.00'
419	109+15.40	50.00'

TLE STATION & OFFSET TABLE		
T450	98+66.50	41.00'
T451	98+83.77	57.00'
T452	99+53.77	51.00'
T453	99+64.00	41.00'
T454	103+80.22	45.08'
T455	104+15.17	52.11'
T456	104+32.13	75.68'
T457	109+30.93	50.00'
T458	109+11.00	74.24'
T459	105+92.00	50.00'
T460	105+92.00	71.34'
T461	105+71.89	80.08'
T462	104+91.03	65.48'
T463	104+50.00	62.77'
T464	104+50.00	44.97'
T465	101+80.00	41.00'
T466	101+80.00	52.56'
T467	101+63.90	53.00'

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
102	AT&T	RELEASE OF RIGHTS

PI	NORTHING	EASTING
104+65.07	275649.511	496995.648

SCHEDULE OF LANDS & INTEREST REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF JANESVILLE.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SQ. FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
24	MILTON AVENUE OIL, LLC.	FEE, TLE	22.00	-	22.00	116.12	-
25	PETER ASHER	TLE	-	-	-	51.16	-
26	DENNIS L. DAWIEDCZYK	FEE, TLE	622.17	-	622.17	293.27	-
27	MILGOLD II, LLC.	TLE	-	-	-	189.60	-
28	MILGOLD, LLC.	FEE, TLE	391.58	-	391.58	642.44	-
29	KX2, LLC.	FEE, TLE	210.90	-	210.90	503.02	-
30	JUDAH CRESTON, LLC.	FEE, TLE	89.33	-	89.33	280.82	-

TPP-166

TRANSPORTATION PROJECT PLAT NO: 5360-01-21 - 4.05 AMENDMENT NO. 1

AMENDS LEGAL DESCRIPTION CAPTION OF TRANSPORTATION PROJECT PLAT 5360-01-21 - 4.05 RECORDED AS DOCUMENT NUMBER 2025785.

THAT PART OF LOT 1 CSM 1686846 V.28 P.39, LOT 1 CSM 844479 V.5 P.268, AND LOT 40 OF SIRON'S SUBDIVISION LOCATED IN THE SE1/4 - SW1/4, ALSO THAT PART OF LOT 1, BLOCK 9 AND LOT 12, BLOCK 1 OF BOIES ADDITION TO THE CITY OF JANESVILLE LOCATED IN THE SW1/4 - SW1/4. ALL BEING LOCATED IN SECTION 19, TOWNSHIP 3 NORTH, RANGE 13 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER, STH 26 CITY OF JANESVILLE, MILTON AVENUE, CENTERWAY STREET - KENNEDY ROAD

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCALE, FEET
0 50 100

GN

R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5360-01-21 - 4.05 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2986 JOHNSON CREEK, WI LAND SURVEYOR

Nathan A Vaughn 8/8/2015
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE CITY OF JANESVILLE.

Mike Payne — PRINTED NAME
SIGNATURE — 6/9/2015 DATE:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5360-01-21 - 4.05
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 2:03 PM ON 9th June, 2015
AS DOCUMENT # 2028599
AND FILED IN TPP - 166

Randal Lowes
SIGNATURE OF REGISTER OF DEEDS
$25.00

R/W COURSE TABLE		
R/L-500	N64°59'01"W	50.00'
500-501	N14°01'05"W	4.76'
501-502	N16°14'07"E	60.73'
502-503	N25°40'43"E	0.66'
503-504	S64°19'17"E	7.68'
504-505	N78°23'20"E	5.72'
505-506	N25°00'59"E	602.42'
506-507	N30°29'33"W	19.25'
507-508	N86°46'40"W	54.77'
508-509	N54°47'42"E	134.33'
509-R/L	N74°12'21"E	66.06'
R/L-510	N74°12'21"E	66.06'
510-511	S31°39'36"E	54.88'
511-512	S49°04'34"W	103.47'
512-513	S59°14'14"W	6.53'
513-514	S25°00'59"W	404.79'
514-515	S01°57'11"W	68.71'
515-516	S42°01'59"W	91.97'
516-517	S25°00'59"W	177.64'
517-R/L	N64°59'01"W	50.00'

R/W STATION & OFFSET TABLE		
500	111+57.00	50.00'
501	111+60.70	53.00'
502	112+20.72	62.27'
503	112+21.37	62.26'
504	112+21.28	54.59'
505	112+24.69	50.00'
506	118+27.12	50.00'
507	118+38.02	65.86'
508	118+17.68	115.71'
509	119+34.27	50.00'
510	120+20.62	50.00'
511	119+90.48	95.85'
512	118+96.00	53.67'
513	118+90.60	50.00'
514	114+85.80	50.00'
515	114+22.59	76.92'
516	113+34.64	50.00'
517	111+57.00	50.00'

TLE STATION & OFFSET TABLE		
T550	111+50.65	50.00'
T551	111+42.00	55.00'
T552	111+55.23	55.00'
T553	111+60.71	59.45'
T554	112+20.73	67.00'
T555	112+35.00	50.00'
T556	118+22.12	50.00'
T557	118+33.14	78.07'
T558	119+01.15	65.61'
T559	118+77.85	50.00'
T560	113+37.03	55.51'
T561	113+20.00	50.00'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF JANESVILLE.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2025470, OF TRANSPORTATION PROJECT PLATS IN THE ROCK COUNTY REGISTER OF DEEDS.

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
101	ALLIANT ENERGY (GAS)	RELEASE OF RIGHTS
102	AT&T	RELEASE OF RIGHTS

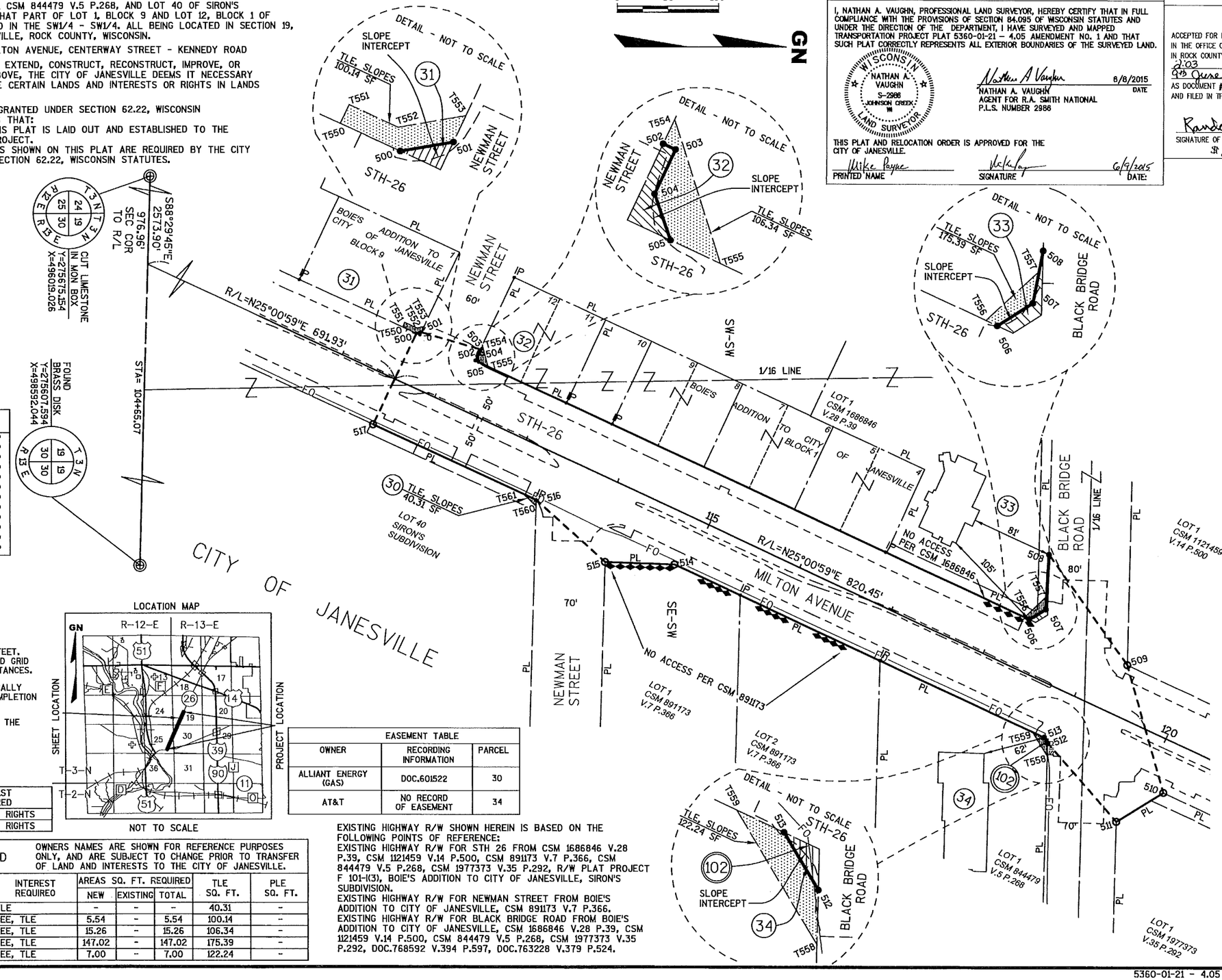
LOCATION MAP

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	PARCEL
ALLIANT ENERGY (GAS)	DOC.601522	30
AT&T	NO RECORD OF EASEMENT	34

SCHEDULE OF LANDS & INTEREST REQUIRED — OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF JANESVILLE.

PARCEL NUMBER	OWNER	INTEREST REQUIREO	AREAS SQ. FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
30	JUDAH CRESTON, LLC.	TLE	-	-	-	40.31	-
31	RHYAN PROPERTIES, LLC.	FEE, TLE	5.54	-	5.54	100.14	-
32	D & M, INC.	FEE, TLE	15.26	-	15.26	106.34	-
33	TACO BELL OF AMERICA	FEE, TLE	147.02	-	147.02	175.39	-
34	ARCHLAND PROPERTY I, LLC	FEE, TLE	7.00	-	7.00	122.24	-

EXISTING HIGHWAY R/W SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR STH 26 FROM CSM 1686846 V.28 P.39, CSM 1121459 V.14 P.500, CSM 891173 V.7 P.366, CSM 844479 V.5 P.268, CSM 1977373 V.35 P.292, R/W PLAT PROJECT F 101-1(3), BOIE'S ADDITION TO CITY OF JANESVILLE, SIRON'S SUBDIVISION.
EXISTING HIGHWAY R/W FOR NEWMAN STREET FROM BOIE'S ADDITION TO CITY OF JANESVILLE, CSM 891173 V.7 P.366.
EXISTING HIGHWAY R/W FOR BLACK BRIDGE ROAD FROM BOIE'S ADDITION TO CITY OF JANESVILLE, CSM 1686846 V.28 P.39, CSM 1121459 V.14 P.500, CSM 844479 V.5 P.268, CSM 1977373 V.35 P.292, DOC.768592 V.394 P.597, DOC.763228 V.379 P.524.



TPP-162

TRANSPORTATION PROJECT PLAT NO: 5360-01-21 - 4.06

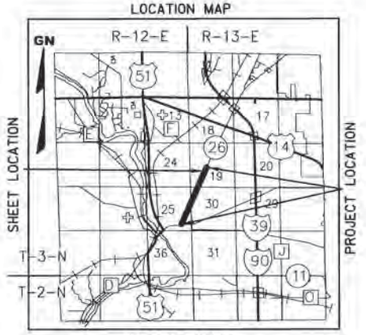
THAT PART OF THE NE1/4 - SW1/4 BEING LOCATED IN SECTION 19, TOWNSHIP 3 NORTH, RANGE 13 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER, STH 26 CITY OF JANESVILLE, MILTON AVENUE, CENTERWAY STREET - KENNEDY ROAD

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

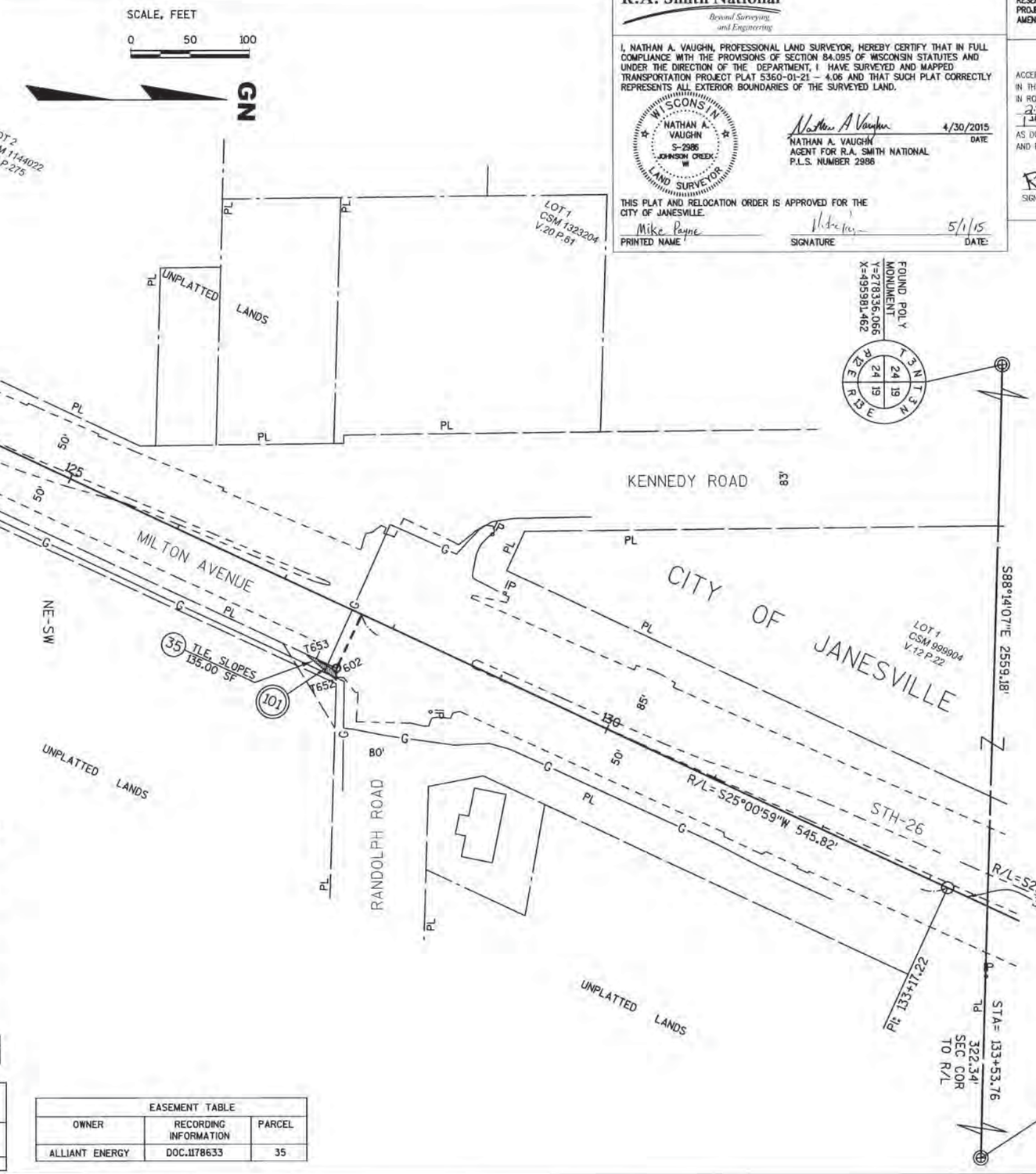
LOCATION MAP



NOT TO SCALE

EXISTING HIGHWAY R/W SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR STH 26 FROM CSM 1144022 V.15 P.275, CSM 999904 V.12 P.22, CSM 1977373 V.35 P.292, R/W PLAT PROJECT F 101-1(3)
EXISTING HIGHWAY R/W FOR RANDOLPH ROAD FROM DOC.644424 V.40 P. 621-622.

SCALE, FEET
0 50 100



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINAT , GRID BEARINGS, AND GRID DISTANCES. GRID DISTA :ES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF JANESVILLE.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2025470, OF TRANSPORTATION PROJECT PLATS IN THE ROCK COUNTY REGISTER OF DEEDS.

R/W STATION & OFFSET TABLE		
602	127+71.39	50.00'

TLE STATION & OFFSET TABLE		
T652	127+75.34	59.19'
T653	127+42.00	50.00'

R/W COURSE TABLE		
R/L-602	S64°59'01"E	50.00'

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
101	ALLIANT ENERGY (GAS)	RELEASE OF RIGHTS

PI	NORTHING	EASTING
133+17.22	278234.086	498201.750

SCHEDULE OF LANDS & INTEREST REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF JANESVILLE.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SQ. FT. REQUIRED NEW	EXISTING	TOTAL	TLE SQ. FT.	PLE SQ. FT.
35	KINZIE STREET LIMITED PARTNERSHIP	TLE	-	-	-	135.00	-

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	PARCEL
ALLIANT ENERGY	DOC.1178633	35

R.A. Smith National
Beyond Surveying and Engineering

I, NATHAN A. VAUGHN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5360-01-21 – 4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NATHAN A. VAUGHN S-2986 JOHNSON CREEK WI LAND SURVEYOR

Nathan A Vaughn 4/30/2015
NATHAN A. VAUGHN DATE
AGENT FOR R.A. SMITH NATIONAL
P.L.S. NUMBER 2986

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE CITY OF JANESVILLE.

Mike Payne — 5/1/15
PRINTED NAME — SIGNATURE — DATE:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5360-01-21 - 4.06
AMENDMENT NO: ___

ACCEPTED FOR RECORDING AND FILING IN IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN, AT 2:35 PM. ON 1st May, 2015 AS DOCUMENT # 2025786 AND FILED IN TPP-162

Randal Reyes
SIGNATURE OF REGISTER OF DEEDS
$25.00

FILE NAME:S/5165987/DWG/53600101/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: MARCH 16, 2015

LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

N

100
7+00.0'C'
PROSPECT AVE
66'
8" (P)
723 TWO C RENTALS LLC CONNELL
STA 7+90.2'C' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
CITY OF JANESVILLE WATER MAIN
729 DAVIS
CITY OF JANESVILLE SANITARY SEWER
ALLIANT ENERGY GAS LINE
733 CENTERWAY APTS LLC WARREN
8+00.0'C'
STH 26 / CENTERWAY
19'
15'
STH 26 R/L
ALLIANT ENERGY ELECTRIC LINE
R/W
CHARTER COMMUNICATION LINE
101A
INLET 2X3-FT INLET COVER TYPE H SPECIAL LOGO
REMOVING CONCRETE SIDEWALK
101
MH5
9+00.0'C'
401 JANESVILLE AREA PROPERTIES LLC
409 STANDBERG
CHARTER COMMUNICATION LINE
46.6' STORM SEWER PIPE LINING 18-INCH
SLOPE INTERCEPT
102A
IS/IC
CITY OF JANESVILLE WATER MAIN
ALLIANT ENERGY ELECTRIC LINE
327 CITY OF JANESVILLE
333 CITY OF JANESVILLE
339 CITY OF JANESVILLE
345 CITY OF JANESVILLE
STA 52+25 BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
ALLIANT ENERGY ELECTRIC LINE
ALLIANT ENERGY GAS LINE
BUS
TLE
BP: 50+00.00
51+00
52+00
53+00
54+00
55+00
56+
MILTON AVE R/L
REMOVING CURB & GUTTER
AWV
ASMC
EP: 10+00.00'C'
BP: 20+00.00'C'
433.2' STORM SEWER PIPE LINING 18-INCH
12'
8'
14'
MILTON AVE
ASPH
HMA
REMOVING ASPHALTIC SURFACE MILLING
102 BLIND CONNECTION
103 MH5
104 RM
PI: 54+16.72
104A IS/IC
ALLIANT ENERGY GAS LINE
REMOVE STUMP PAID FOR AS GRUBBING. RESTORE TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
404 PADFIELD
103B IS/IC
ALLIANT ENERGY ELECTRIC LINE
MATCHLINE
STA 56+00
CITY OF JANESVILLE SANITARY SEWER
ALLIANT ENERGY ELECTRIC LINE
ENERGY ALLIANT GAS LINE
AT&T WISCONSIN COMMUNICATION LINE
CHARTER COMMUNICATION LINE
336 SIMKIN
330 KREBS
324 STORER
352 BESTUL
358 POLLOCK
344 BESTUL
360 GABEL
103A IS/IC
CAUTION
16'
HMA
21+00.0'C' CENTERWAY
BEGIN PROJECT 5360-01-71
STA. 52+25
N = 270902.1086
E = 494777.4243
P.L.
P.I.
TLE
SAN
SS
OH
FO
G
W
T
FB
SWLV
CONC

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
CP700	53+29.91, 34.58' LT	FOUND WISDOT CAPPED REBAR AT THE SOUTHWEST CORNER OF THE STH 26 AND MILTON AVENUE INTERSECTION, 18' EAST OF POWER POLE, AND 8.5' WEST OF STOP SIGN.	857.12
BM300	54+13.9, 52.1' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE CENTERWAY STREET AND STH 26 INTERSECTION.	859.27

MATCHLINE STA 22+00'C'
20'C'
CENTERWAY R/L
CENTERWAY
R/W
P.L.
STA 20+96.3'C' END REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
ALLIANT ENERGY GAS LINE
810 SANDERSON
CENTERWAY R/L
CITY OF JANESVILLE WATER MAIN
817 RODRIGUEZ
66'
22+
MATCHLINE STA 22+00'C'

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 211	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 11/2/2015 11:25 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

EROSION CONTROL NOTES:

1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

808 MINICH DEVELOPMENT LLC
CITY OF JANESVILLE WATER MAIN
AT&T WISCONSIN COMMUNICATION LINE
ALLIANT ENERGY ELECTRIC LINE
ALLIANT ENERGY GAS LINE
CHARTER COMMUNICATION LINE
GLEN ST
28+00'G'
29+00'G'
66'
817 GRAHAM
427 BURKHOLDER
433 BURKHOLDER
CITY OF JANESVILLE SANITARY SEWER
415 SWENSON
419 KRUGER /DOUGLAS
STA 29+39.2'G' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
GLEN STREET R/L
503 PIEHL
509 ULBRICH
513 WASEMILLER
517 COMSTOCK
521 BENSON
STA 56+00
STA 62+00
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
R/W
TLE
HMA
15'
BM301
105A
IS/IC
12'
MILTON AVE R/L
STH 26/MILTON AVE
57+00
58+00
59+00
60+00
61+00
REMOVING ASPHALTIC SURFACE MILLING
38.0' STORM SEWER PIPE LINING 18-INCH
106
MH4
463.1' STORM SEWER PIPE LINING 18-INCH
105
MH5
CP701
SLOPE INTERCEPT
106A
105B
105C
CAUTION
433.2' STORM SEWER PIPE LINING 18-INCH
410 YARDLEY
414 416 VOEGELI
422 WERNER
428 LEAHY
434 HOME AGAIN, LLC.
STA 30+63.7'G' END REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
504, 861 REYES
510 FIEDLER
516 AHRENS
31+00'G'
32+00'G'
MATCHLINE

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
CP701	59+05.38, 28.95' RT	FOUND WISDOT CAPPED REBAR AT THE SOUTHEAST CORNER OF THE STH 26 AND GLEN STREET INTERSECTION, 18' NORTH OF POWER POLE, AND 5' WEST OF CONCRETE WALK.	862.35
BM301	59+58.3, 30.5' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE GLEN STREET AND STH 26 INTERSECTION.	865.89

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 212 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 11/2/2015 11:25 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

BP: 38+00.00'HY'

STA 39+50'HY'
BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT

HYATT ST

HYATT STREET R/L

66'

539 FAIST

603 GEORGE

609 OSTERMANN

613 BACK

619 MICKELSON

625 PREMIER REAL ESTATE DEVELOPMENT II RUSS BLAKELY

633 WILI /SL

525 BOLLERUD

531 CONDON

ALLIANT ENERGY GAS LINE

ALLIANT ENERGY ELECTRIC LINE

CITY OF JANESVILLE SANITARY SEWER

CITY OF JANESVILLE WATER MAIN

R/W

P.L.

STA 62+00

STA 68+00

MATCHLINE

REMOVING ASPHALTIC SURFACE MILLING

HMA 13'

107E IS/IC

107C IS/IC

107D IS/IC

107B MH5

AWV

ASMC

STH 26/MILTON AVE

MILTON AVE R/L

63+00 64+00 65+00 66+00 67+00

EP: 40+00.00'HY'

107 MH4

107A IS/IC

12'

463.1' STORM SEWER PIPE LINING 18-INCH

469.8' STORM SEWER PIPE LINING 15-INCH

CP702

SLOPE INTERCEPT

CHARTER COMMUNICATION LINE

HAND FORM CURB AND GUTTER AROUND AT&T MANHOLE

AT&T WISCONSIN COMMUNICATION LINE

RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

CAUTION

520 MCCARVILLE

524 BROWN

534 SYVERSON

538 ROBERTSON

600 VOLKEY

604 606 NGUYEN

610 JOHNSON

616 BOUZIANE

622 HERNANDEZ

628 PALZKILL PROPERTIES LLC

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
BM302	63+99.8, 32.6' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE SOUTHWEST CORNER OF THE HYATT STREET AND STH 26 INTERSECTION.	866.05
CP702	64+34.47, 32.34' RT	FOUND WISDOT CAPPED REBAR ON THE EAST SIDE OF STH 26, AT THE STH-26 AND HYATT STREET INTERSECTION, 14' SOUTHEAST OF CATCH BASIN, AND 2' WEST OF CONCRETE WALK	863.98

LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

48+00'W'
CITY OF JANESVILLE WATER MAIN
66'
R/W
49+00'W'
ALLIANT ENERGY ELECTRIC LINE
CAUTION
REMOVE STUMP PAID FOR AS GRUBBING. RESTORE WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
STA 68+00
REMOVING CONCRETE BASE
STA 49+35.1'W' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
13'
14'
HMA
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
709
ST MATTHEWS EVANGELICAL LUTHERAN CHURCH & SCHOOL
ALLIANT ENERGY GAS LINE
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 8-INCH, MATCH APRON ON NORTH SIDE, 6' APRON ON SOUTH SIDE
CITY OF JANESVILLE WATER MAIN
CITY OF JANESVILLE SANITARY SEWER
24" CE XXXX
743 PUNZEL
745
STA 74+00
109B
IS/IC
AWV
ASMC
109A
RM
ALLIANT ENERGY ELECTRIC LINE
MILTON AVE R/L
50+00'W'
69+00
70+00
71+00
72+00
73+00
STH 26/MILTON AVE
82'
12'
11'
14.1' STORM SEWER PIPE LINING 15-INCH
469.8' STORM SEWER PIPE LINING 15-INCH
109
MH4
REMOVE MANHOLE 108
110 MH4 VERIFY MANHOLE DEPTH
REMOVING ASPHALTIC SURFACE MILLING
111
IS/IC
VERIFY MANHOLE DEPTH
HAND FORM CURB AND GUTTER AROUND AT&T MANHOLE
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
ALLIANT ENERGY ELECTRIC LINE
636 PFEIFER
CHARTER COMMUNICATION LINE
REMOVE STUMP PAID FOR AS GRUBBING RESTORE WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
CHARTER COMMUNICATION LINE
CAUTION
TREE AND LANDSCAPING TO REMAIN IN PLACE
SLOPE INTERCEPT
AT&T WISCONSIN COMMUNICATION LINE
ALLIANT ENERGY GAS LINE
ALLIANT ENERGY ELECTRIC LINE
MATCHLINE
712 BAXTER
718 EVERT/LANG
724 726 JOHNSON
728 730 DUDDECK
734 FURMAN
708 NICHOLSON
STA 50+65'W' END REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
ALLIANT ENERGY GAS LINE
ALLIANT ENERGY ELECTRIC LINE
WALKER ST
51+00'W'
52+00'W'
66'
CITY OF JANESVILLE WATER MAIN
WALKER STREET R/L
P.L.
R/W
TLE

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
BM303	69+43.1, 30.0' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE WALKER STREET AND STH 26 INTERSECTION.	867.53
CP703	69+49.28, 27.98' LT	FOUND WISDOT CAPPED REBAR AT THE NORTHWEST CORNER OF THE STH 26 AND WALKER STREET INTERSECTION, 3' SOUTHWEST OF CATCH BASIN, AND 6.5' NORTHEAST OF HYDRANT.	865.14

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

MATCHLINE STA 58+00'WM'
E MEMORIAL DR R/L
E MEMORIAL DR
66'
58+00
809 TMG RENTALS LLC
815 PATMOS HOLDINGS LLC
817
819
827 DAMON
ALLIANT ENERGY GAS LINE
ALLIANT ENERGY ELECTRIC LINE
CHARTER COMMUNICATION LINE
920 MARTIN
CITY OF JANESVILLE WATER MAIN
STA 59+97.8'WM' BEGIN REMOVING ASPHALTIC SURFACE MILLING, PROVIDE CLEAN JOINT AT MATCH POINT.
STA 59+57.8'WM' END REMOVING ASPHALTIC SURFACE MILLING. BEGIN REMOVING CONCRETE SURFACE PARTIAL DEPTH
SALVAGE AND ERECT EXISTING FENCE CHAIN LINK 4-FT AND USE IT AS TEMPORARY FENCE CHAIN LINK 4-FT DURING STAGE 3 CONSTRUCTION AT 920 E. MEMORIAL DRIVE. A CONTINUOUS FENCE LINE MUST BE MAINTAINED DURING CONSTRUCTION TO CONTAIN THE PROPERTY OWNER'S DOGS. WHEN CURB RAMP AND SIDEWALK CONSTRUCTION ARE COMPLETE AND TEMPORARY TRAFFIC SIGNALS ARE REMOVED, REMOVE THE TEMPORARY FENCE CHAIN LINK 4-FT AND REPLACED WITH NEW FENCE CHAIN LINK 4-FT ALONG THE R/W.
REMOVE TREE PAID FOR AS CLEARING & GRUBBING. RESTORE WITH TOPSOIL, FERTILIZER AND SOD LAWN
REMOVE STUMP PAID FOR AS GRUBBING. RESTORE WITH TOPSOIL, FERILIZER AND SOD LAWN
STA 78+32 END REMOVING CONCRETE SURFACE PARTIAL DEPTH. BEGIN REMOVING ASPHALTIC SURFACE MILLING
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 6-INCH
STA 74+00
STA 80+00
STA 74+54.2 END REMOVING ASPHALTIC SURFACE MILLING. BEGIN REMOVING CONCRETE SURFACE PARTIAL DEPTH
STH 26/MILTON AVE
MILTON AVE R/L
REMOVING ASPHALTIC SURFACE MILLING
BP: 76+00.00'EM'
EP: 76+00.00'WM'
CAUTION
HMA
CHARTER COMMUNICATION LINE
740 JANESVILLE AREA PROPERTIES LLC
744 DAVIS
750 CROSSON
ALLIANT ENERGY ELECTRIC LINE
CP704
STA 70+46 END REMOVING CONCRETE SURFACE PARTIAL DEPTH. BEGIN REMOVING ASPHALTIC SURFACE MILLING PROVIDE
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
STA 70+93.1'EM' END REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
E MEMORIAL DR
1005 MARTY FAMILY TRUST
810 PAUL
CITY OF JANESVILLE WATER MAIN
E MEMORIAL DR R/L
CITY OF JANESVILLE SANITARY SEWER
ALLIANT ENERGY GAS LINE
814 GOODENOUGH
AT&T WISCONSIN COMMUNICATION LINE
SLOPE INTERCEPT
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
826 ALSTEEN
832 DONAHUE
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 6-INCH
MATCHLINE
1015

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
CP704	75+44.93, 32.19' RT	FOUND WISDOT CAPPED REBAR AT THE SOUTHEAST CORNER OF THE STH 26 AND MEMORIAL DRIVE INTERSECTION, 1.5' WEST OF CONCRETE WALK, AND 10' SOUTH OF TRAFFIC LIGHT.	867.15
BM304	76+03.0, 33.6' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE MEMORIAL DRIVE AND STH 26 INTERSECTION.	869.35

LEGEND
- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 215 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 11/2/2015 11:26 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

BP: 88+25.00'WBL'
BLAINE AVE
63'
BLAINE AVE R/L
CITY OF JANESVILLE WATER MAIN
ALLIANT ENERGY GAS LINE
839 STOCKMAN
946 GOODWICK
905 PETERSON
911 WOODS
917 BLACKHAWK COMMUNITY CREDIT UNION
925 WEIR
929 FOX
PETERSON
CITY OF JANESVILLE WATER MAIN
65'
SHERMAN AVE R/L
ALLIANT ENERGY GAS LINE
STA 89+56.5'WBL' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
STA 19+54.9'WS' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
AT&T WISCONSIN COMMUNICATION LINE
CAUTION
ALLIANT ENERGY GAS LINE
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 6-INCH
STA 80+00
STA 86+00
R/W
CP705
TLE
BM305
BM306
12" PE XXXX
17'
16'
HMA
ASPH
206A IC
206 AMC
206B IC
207B IC
207B1 IC
AWV
STH 26/MILTON AVE
MILTON AVE R/L
81+00
82+00
83+00
84+00
85+00
86+
BP: 80+00.00'EBEP: 90+00.00'WBL'
BP: 10+00.00'ES'
EP: 20+00.00'WS'
REMOVING ASPHALTIC SURFACE MILLING
ASMC
206C IC
207 AMC
207A IC
HAND FORM CURB AND GUTTER AROUND AT&T MANHOLE
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
BURIED MH COVER
ALLIANT ENERGY GAS LINE
838 KELLY
ALLIANT ENERGY ELECTRIC LINE
ALLIANT ENERGY GAS LINE
MATCHLINE
BLAINE AVE
SHERMAN AVE
81+00EBL
11+00ES
66'
SLOPE INTERCEPT
902 MURPHY
908 WELLS
910
AT&T WISCONSIN COMMUNICATION LINE
CITY OF JANESVILLE SANITARY SEWER
ALLIANT ENERGY GAS LINE
STA 81+41.4'EBL' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
ALLIANT ENERGY ELECTRIC LINE
STA 10+42.9'ES' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
922 MERCY ACCOUNTS PAYABLE
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 8-INCH
CP706
REMOVING CONCRETE SIDEWALK
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
1002 GETFIELD
1008 SCHICKER
SHERMAN AVE R/L
CITY OF JANESVILLE WATER MAIN

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
BM305	80+85.0, 29.3' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE SOUTHWEST CORNER OF THE BLAINE AVENUE AND STH 26 INTERSECTION.	870.57
CP705	81+19.90, 42.59' LT	FOUND WISDOT CAPPED REBAR AT THE SOUTHWEST CORNER OF THE STH 26 AND BLAINE AVENUE INTERSECTION, 11' SOUTH OF STOP SIGN AND 17.5' WEST OF CATCH BASIN.	868.85
BM306	84+22.9, 31.4' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT ON THE WEST SIDE OF STH 26 AT THE SOUTHERLY SHERMAN AVENUE AND STH 26 INTERSECTION.	872.46
CP706	84+86.25, 28.28' RT	FOUND WISDOT CAPPED REBAR AT THE NORTHEAST CORNER OF THE STH 26 AND SHERMAN AVENUE INTERSECTION, 2.5' EAST OF CATCH BASIN, AND 24.5' NORTHWEST OF STOP SIGN.	868.96

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

LEGEND
- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

STH 26/MILTON AVE
BENTON AVE
BENNETT ST
MATCHLINE
STA 86+00
STA 92+00
87+00
88+00
89+00
90+00
91+00
92+00
BP: 30+00.00'BENN'
BP: 50+00.00'EBENT'
STA 39+33.3'WBENT' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
STA 30+65.3'BENN' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
STA 50+85.4'EBENT' END REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
EP: 52+00.00'EBENT'
38+00'WBENT'
39+00'WBENT'
40+00'WBENT'
31+00'BENN'
32+00'BE
51+00'EBENT'
CITY OF JANESVILLE WATER MAIN
ALLIANT ENERGY GAS LINE
CHARTER COMMUNICATION LINE
ALLIANT ENERGY ELECTRIC LINE
BENTON STREET R/L
BENNETT STREET R/L
MILTON AVE R/L
REMOVING ASPHALTIC SURFACE MILLING
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 6-INCH
HAND FORM CURB AND GUTTER AROUND MANHOLE
AT&T WISCONSIN COMMUNICATION LINE
SLOPE INTERCEPT
CITY OF JANESVILLE SANITARY SEWER
REMOVE STUMP PAID FOR AS GRUBBING RESTORE WITH TOPSOIL, FERTILIZER TYPE B AND SOD LAWN
IF ADDITIONAL AREA IS NEEDED BEHIND THE FENCE FOR GRADING BEYOND THE PEDESTRIAN CURB, THE CONTRACTOR WILL NEED TO REMOVE THE FENCE AND PLACE IT BACK IN THE SAME LOCATION AFTER GRADING IS COMPLETE, INCIDENTAL TO CONSTRUCTION.
CAUTION
EASEMENT PER DOC 492853 V 36 P 520
1013 FLORES
1014 HEFTY
1017 WEIDENFELLER
1023 CHAPIN
1026 SMITH
1029 OLSON
1032 VAZQUEZ /GARAY
1035 LEWIS
967 WESLEYAN METH CHURCH
1042 SCHOONOVER
1110 KUNKEL
1112 SCHMIDT /BRAASCH
1114
1115 ROEHL

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
CP707	89+98.19, 30.82' LT	FOUND WISDOT CAPPED REBAR AT THE NORTHWEST CORNER OF THE STH 26 AND BENTON AVENUE INTERSECTION, 5' WEST OF CATCH BASIN, AND 13' SOUTH OF HYDRANT.	869.81
BM307	90+11.1, 32.5' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE BENTON AVENUE AND STH 26 INTERSECTION.	873.09

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 217	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 11/2/2015 11:26 AM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

LEGEND
- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

1018
CITY OF JANESVILLE SANITARY SEWER
HAWTHORNE AVE R/L
1119 HINELINE
1121
1135 HACKETT
1145 PARRISH
1153 ZIMMERMAN
1159 FISHEL
1203 SOMMERS
1215 MILT(OIL L
PT: 68+87.08'WHAW'
CITY OF JANESVILLE WATER MAIN
STA 68+53.8'WHAW' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
CAUTION
REMOVE STUMP PAID FOR AS GRUBBING RESTORE WITH TOPSOIL, FERTILIZER TYPE B , AND SOD LAWN
SLOPE INTERCEPT
ALLIANT ENERGY GAS LINE
CITY OF JANESVILLE WATER MAIN
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
STA 92+00
STA 98+00
PT: 95+42.58
BP: 60+00.00'EHAW'
EP: 70+00.00'WHAW'
BP: 80+00.00'E'
STH 26/MILTON AVE
REMOVING ASPHALTIC SURFACE MILLING
MILTON AVE R/L
CURB RAMP TO REMAIN
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
ALLIANT ENERGY GAS LINE
1122 SUTER
HAWTHORNE AVE
STA 60+65.9'EHAW' END REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
CITY OF JANESVILLE WATER MAIN
HAWTHORNE AVE R/L
1132 DONAHUE
1136 KUBIAK
1138
AT&T WISCONSIN COMMUNICATION LINE
CITY OF JANESVILLE SANITARY SEWER
ALLIANT ENERGY GAS LINE
1144 SECRETARY OF HOUSING AND URBAN DEVELOPMENT
HAND FORM CURB AND GUTTER AROUND AT&T MANHOLE
CP708
CAUTION
1150 ELMER
AT&T WISCONSIN COMMUNICATION LINE
STA 80+84.7'E' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
ALLIANT ENERGY GAS LINE
ELIDA ST
ELIDA ST R/L
1204 SAUER
ALLIANT ENERGY GAS LINE
AT&T WISCONSIN COMMUNICATION LINE
CITY OF JANESVILLE WATER MAIN
MATCHLINE
MATCHLINE

BENCHMARKS

STATION	DESCRIPTION	ELEV.
96+10.11, 32.47' RT	FOUND WISDOT CAPPED REBAR AT THE SOUTHEAST CORNER OF THE STH 26 AND ELIDA AVENUE INTERSECTION, 6' NORTH OF BUS STOP SIGN.	871.36
96+75.9, 28.8' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT ON THE WEST SIDE OF STH 26 AT THE ELIDA AVENUE AND STH 26 INTERSECTION.	873.66

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 218 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 12/16/2015 2:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

LEGEND
- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

MATHESON ST
STA 89+53.9'WMA' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
70'
R/W
89+00'WMA'
1231 PETER ASHER
CITY OF JANESVILLE WATER MAIN
MATHESON STREET R/L
ALLIANT ENERGY ELECTRIC LINE
1239 COLE AA JANESVILLE WI LLC
P.L.
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 8-INCH
1247 POON
1259 DAWIEDCZYK
REMOVE CONCRETE DRIVEWAY
STA 98+00
STA 104+00
SLOPE INTERCEPT
HMA
18'
22' CE
28' CE
35' CE
CP709
215B1 IC
215 AMC
215B MH5
215C IC
AWV
REMOVING ASPHALTIC SURFACE MILLING
STH 26/MILTON AVE
99+00
100+00
101+00
102+00
103+00
EP: 90+00.00'WMA'
BP: 10+00.00'EMA'
MILTON AVE R/L
216 AMC
217
219 IS/IC
ASMC
AT&T WISCONSIN COMMUNICATION LINE
216A IC
217A IC
218
21' CE
215A IC
CITY OF JANESVILLE SANITARY SEWER
ALLIANT ENERGY GAS LINE
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
STA 10+46.6'EMA' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
BM309
CAUTION
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
ALLIANT ENERGY ELECTRIC LINE
REMOVE AND REPLACE CONCRETE DRIVEWAY HES 8-INCH
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
ALLIANT ENERGY GAS LINE
MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
1250 MILGOLD II LLC
MATCHLINE
1220 ANDREWS
1226 GROSS
1230 SAUER
1236 GAVIN
1212 CAJUN PROPERTIES LLC
CITY OF JANESVILLE WATER MAIN
MATHESON STREET R/L
111+00'EMA'
60'
15'
ALLIANT ENERGY GAS LINE
1114 MATHESON ST MICHAEL S. OLSON

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
BM309	101+53.9, 44.3' RT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHEAST CORNER OF THE NORTHERLY MATHESON STREET AND STH 26 INTERSECTION.	875.43
CP709	101+65.06, 30.80' LT	FOUND WISDOT CAPPED REBAR ON THE WEST SIDE OF STH 26 AT THE NORTHERLY STH 26 AND MATHESON STREET INTERSECTION, 4' EAST OF CONCRETE WALK, AND 30' NORTH OF MATHESON STREET EXTENDED CENTERLINE.	873.00

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 219	E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 12/16/2015 2:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
BM310	105+79.9, 61.9' RT	CHISELED "X" ON BOLT OF CONCRETE SIGN BASE AT THE NORTHEAST CORNER OF THE MT. ZION AVENUE AND STH 26 INTERSECTION.	875.02
CP710	106+33.64, 51.31' RT	FOUND PK NAIL AT THE NORTHEAST CORNER OF THE STH 26 AND MT. ZION AVENUE INTERSECTION, 19' SOUTHEAST OF POWER POLE, AND 54' NORTH OF SIGN.	873.31

LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

STA 104+00 | STA 110+00 | MATCHLINE | MATCHLINE

18+00'WMZ' | 60' | CITY OF JANESVILLE WATER MAIN | MOUNT ZION AVE R/L 1313 DIGIACOMO | AT&T WISCONSIN COMMUNICATION LINE | ALLIANT ENERGY ELECTRIC LINE | 25' | 19' | HMA | 19+00'WMZ' | STA 18+84.6'WMZ' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT | R/W | TLE | ASPH | SLOPE INTERCEPT | REMOVE AND REPLACE CONCRETE DRIVEWAY HES 8-INCH | REMOVE AND REPLACE CONCRETE DRIVEWAY 8-INCH | CITY OF JANESVILLE SANITARY SEWER | 34' CE | CITY OF JANESVILLE WATER MAIN | RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN | MATCH EXISTING 4" CURB HEAD SEE CONSTRUCTION DETAIL | ALLIANT ENERGY GAS LINE | INVESTMENTS LLC

ASMC | CITY OF JANESVILLE SANITARY SEWER | AT&T WISCONSIN COMMUNICATION LINE | BUS | TLE | MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4 | 301A (IS/IC) | ALLIANT ENERGY ELECTRIC LINE | 301 (AMC) | 31+00'EMZ' | HMA | 20' | 20' | STA 31+17.9'EMZ' END REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT | 1300 KX2 LLC | CITY OF JANESVILLE WATER MAIN | MOUNT ZION AVE R/L | 66' | 32+00 | MATCHLINE STA 32+00'EMZ' | 1213 KX2 LLC | 1260 MILGOLD LLC

P.I. 104+65.07 | 300 (AMC) | 300A (IS/IC) | AWV | EP: 20+00.00'WMZ' | BP: 30+00.00'EMZ' | 105+00 | 106+00 | 107+00 | 108+00 | 109+00 | 110+00 | 82' | 100' | 7.1' SSPRC CLASS IV 15-INCH CONTRACTOR TO VERIFY ELEVATIONS PRIOR TO PIPE INSTALLATION | 302 (AMC) | 302A REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVER SPECIAL DRIVEWAY | REMOVING ASPHALTIC SURFACE MILLING | 11' | 11' | 12' | MILTON AVE R/L | STH 26/MILTON AVE | 6.7' SSPRC CLASS IV 12-INCH CONTRACTOR TO VERIFY ELEVATIONS PRIOR TO PIPE INSTALLATION | 303A (IC) | 303 (AMC) | BP: 40+00.00'CR'

ASPHALT MILL AND OVERLAY | 12' | 12' | HMA | CITY OF JANESVILLE WATER MAIN | BM310 | CP710 | 8" (P) | REMOVING CONCRETE BASE | CITY OF JANESVILLE SANITARY SEWER | AT&T WISCONSIN COMMUNICATION LINE | ALLIANT ENERGY ELECTRIC LINE | P.L. | R/W | MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4 | 301B (IS/IC) | 1334 ALGER | ASMC | AWV | HMA | 16' | 16' | 41+00'CR' | 60' | 301H1 (IS/IC) | CRESTON PARK DR R/L | CITY OF JANESVILLE SANITARY SEWER | STA 40+91.3'CR' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT | ALLIANT ENERGY GAS LINE | CRESTON PARK DR | 42+00'CR' | 1222 BRIDGESTONE FIRESTONE

MATCHLINE STA 32+00'EMZ' | MOUNT ZION AVE R/L | HMA | MOUNT ZION AVE | R/W

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 220 E

FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 12/16/2015 2:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

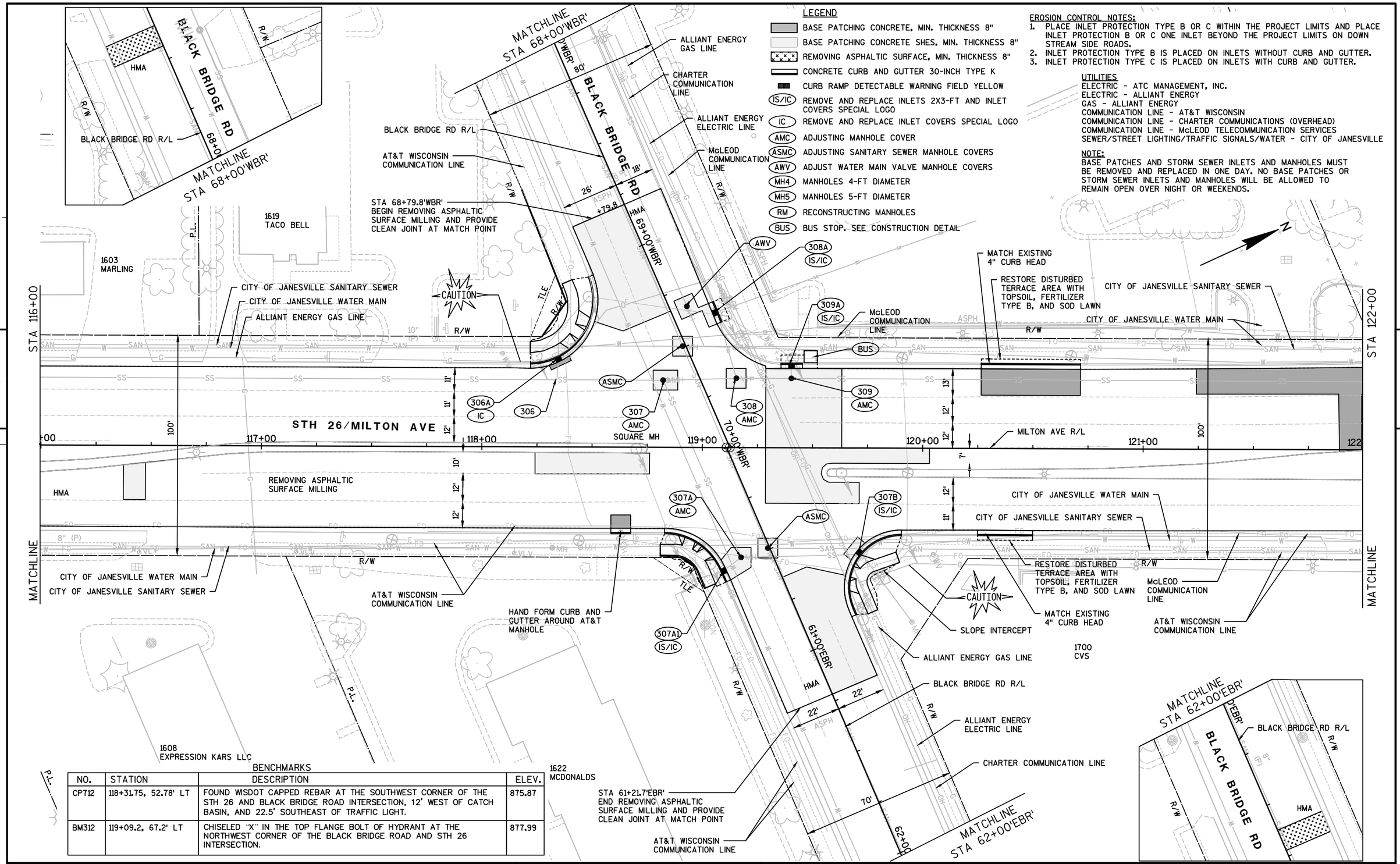
1420 RHYAN PROPERTIES LLC
1204 KUFFER
1506 LINDAAS
1510 ODOM
1421 DUNKIN DONUTS
1503 PULIZZI
1513 MARKS
1521 LEIN
1523
1527 LINDAAS
1603 MARLING

BP: 48+50.00'WN'
EP: 50+00.00'WN'
BP: 60+00.00'EN'
NEWMAN ST
STH 26/MILTON AVE
MILTON AVE R/L
CURB RAMP TYPE 5
NEWMAN STREET R/L
CITY OF JANESVILLE WATER MAIN
ALLIANT ENERGY GAS LINE
CITY OF JANESVILLE SANITARY SEWER
AT&T WISCONSIN COMMUNICATION LINE
STA 110+00
STA 116+00
MATCHLINE
R/W
P.L.
60'
16'
15'
HMA
TLE
CAUTION
STA 49+37.4'WN'
BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
MATCH EXISTING PAVEMENT STRUCTURE, MINIMUM 4-INCH ASPHALTIC SURFACE OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4
RESTORE DISTURBED TERRACE AREA WITH TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
MATCH EXISTING 4" CURB HEAD SEE CONSTRUCTION DETAIL
REMOVING ASPHALTIC SURFACE MILLING
ADD ADJUSTMENT RINGS
304A IC
304B IC
305A IC
BUS
304 AMC SQUARE MH
305 AMC SQUARE MH
304C AMC SQUARE MH
304C1 IC
304E AMC
304E1 IC
304F RM BURIED MH COVER
304G IS/IC
AWV
ASMC
SLOPE INTERCEPT
HAND FORM CURB AND GUTTER AROUND AT&T MANHOLE
13.5' SSPRC CLASS IV 12-INCH CONTRACTOR TO VERIFY ELEVATIONS PRIOR TO PIPE INSTALLATIONS
13.5' SSPRC CLASS IV 15-INCH
1319, 1321, 1323, 1325, 1335, 1401, 1405, 1407, 1409, 1411, 1413, 4149 JUDAH CRESTON LLC
STA 60+79.0'EN' BEGIN REMOVING ASPHALTIC SURFACE MILLING AND PROVIDE CLEAN JOINT AT MATCH POINT
61+00'EN'
62+00'E
HMA 18'
20'
70'
1530 WENDYS

LEGEND
- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
CP711	111+86.30, 41.62' RT	FOUND WISDOT CAPPED REBAR ON THE EAST SIDE OF STH 26 AT THE NORTHERLY STH 26 AND NEWMAN STREET INTERSECTION, 19' NORTH OF CATCH BASIN, AND 3' WEST OF CONCRETE WALK.	874.47
BM311	112+13.3, 54.4' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE SOUTHERLY NEWMAN STREET AND STH 26 INTERSECTION.	876.66



BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
CP712	118+31.75, 52.78' LT	FOUND WISDOT CAPPED REBAR AT THE SOUTHWEST CORNER OF THE STH 26 AND BLACK BRIDGE ROAD INTERSECTION, 12' WEST OF CATCH BASIN, AND 22.5' SOUTHEAST OF TRAFFIC LIGHT.	875.87
BM312	119+09.2, 67.2' LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE BLACK BRIDGE ROAD AND STH 26 INTERSECTION.	877.99

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 222 E

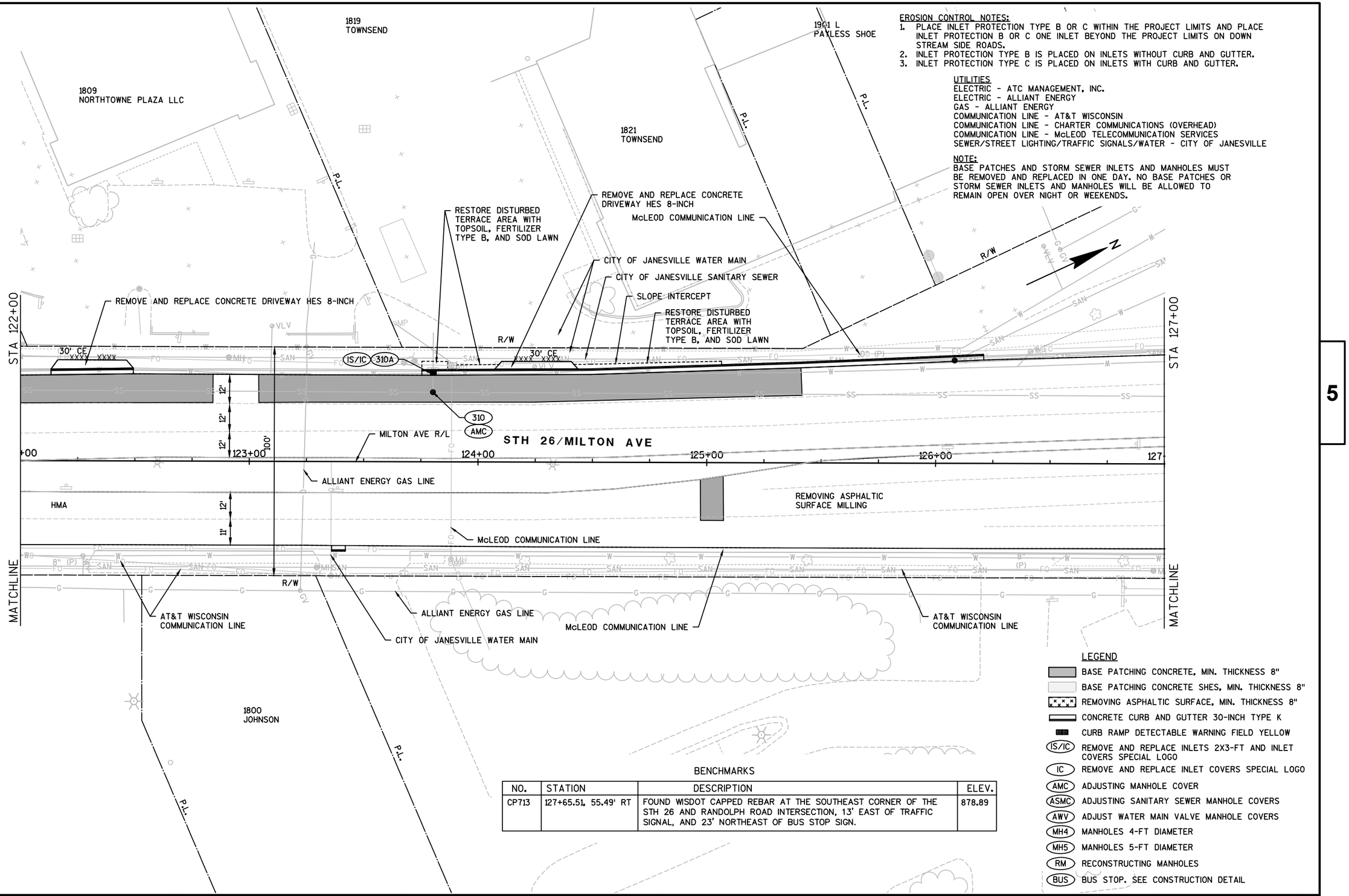
FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\050101_PP.DWG PLOT DATE : 12/16/2015 2:44 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 44

EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.



BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
CP713	127+65.51, 55.49' RT	FOUND WISDOT CAPPED REBAR AT THE SOUTHEAST CORNER OF THE STH 26 AND RANDOLPH ROAD INTERSECTION, 13' EAST OF TRAFFIC SIGNAL, AND 23' NORTHEAST OF BUS STOP SIGN.	878.89

LEGEND
- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
- (IC) REMOVE AND REPLACE INLET COVERS SPECIAL LOGO
- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

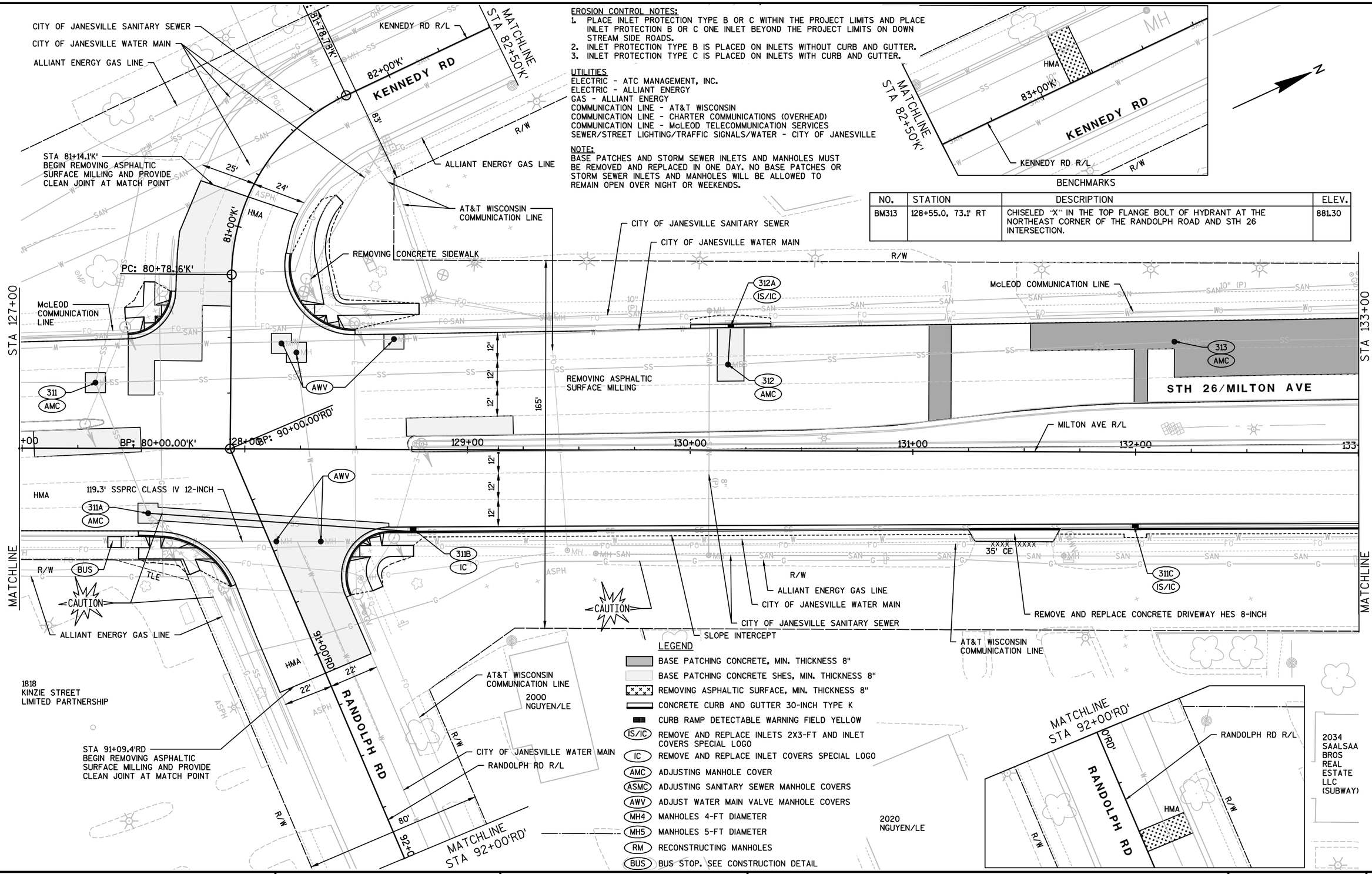
EROSION CONTROL NOTES:
1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
COMMUNICATION LINE - McLEOD TELECOMMUNICATION SERVICES
SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
BASE PATCHES AND STORM SEWER INLETS AND MANHOLES MUST BE REMOVED AND REPLACED IN ONE DAY. NO BASE PATCHES OR STORM SEWER INLETS AND MANHOLES WILL BE ALLOWED TO REMAIN OPEN OVER NIGHT OR WEEKENDS.

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
BM313	128+55.0, 73.1' RT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT AT THE NORTHEAST CORNER OF THE RANDOLPH ROAD AND STH 26 INTERSECTION.	881.30



LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (IS/IC) REMOVE AND REPLACE INLETS 2X3-FT AND INLET COVERS SPECIAL LOGO
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- (AMC) ADJUSTING MANHOLE COVER
- (ASMC) ADJUSTING SANITARY SEWER MANHOLE COVERS
- (AWV) ADJUST WATER MAIN VALVE MANHOLE COVERS
- (MH4) MANHOLES 4-FT DIAMETER
- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

PROJECT NO: 5360-01-71	HWY: STH 26	COUNTY: ROCK	PLAN SHEET	SHEET 224 E

LEGEND

- BASE PATCHING CONCRETE, MIN. THICKNESS 8"
- BASE PATCHING CONCRETE SHES, MIN. THICKNESS 8"
- REMOVING ASPHALTIC SURFACE, MIN. THICKNESS 8"
- CONCRETE CURB AND GUTTER 30-INCH TYPE K
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
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- (MH5) MANHOLES 5-FT DIAMETER
- (RM) RECONSTRUCTING MANHOLES
- (BUS) BUS STOP. SEE CONSTRUCTION DETAIL

EROSION CONTROL NOTES:

1. PLACE INLET PROTECTION TYPE B OR C WITHIN THE PROJECT LIMITS AND PLACE INLET PROTECTION B OR C ONE INLET BEYOND THE PROJECT LIMITS ON DOWN STREAM SIDE ROADS.
2. INLET PROTECTION TYPE B IS PLACED ON INLETS WITHOUT CURB AND GUTTER.
3. INLET PROTECTION TYPE C IS PLACED ON INLETS WITH CURB AND GUTTER.

UTILITIES
ELECTRIC - ATC MANAGEMENT, INC.
ELECTRIC - ALLIANT ENERGY
GAS - ALLIANT ENERGY
COMMUNICATION LINE - AT&T WISCONSIN
COMMUNICATION LINE - CHARTER COMMUNICATIONS (OVERHEAD)
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SEWER/STREET LIGHTING/TRAFFIC SIGNALS/WATER - CITY OF JANESVILLE

NOTE:
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ATC ELECTRIC LINE
CITY OF JANESVILLE SANITARY SEWER
CITY OF JANESVILLE WATER MAIN
McLEOD COMMUNICATION LINE
CHARTER COMMUNICATION LINE
ALLIANT ENERGY ELECTRIC LINE
314A IS/IC
R/W
END REMOVING ASPHALTIC SURFACE MILLING. PROVIDE CLEAN JOINT AT MATCH POINT DURING ASPHALTIC SURFACE MILLING

STA 133+00
PI: 133+17.22
REMOVING ASPHALTIC SURFACE MILLING
314 AMC
315 AMC
316
317
317A IS/IC
316A IS/IC
12'
HMA
CONC
135'
39.5' CE
MILTON AVE R/L
10'
STH 26/MILTON AVE
MATCHLINE
+00
134+00
135+00
136+00
137+00
138+00
139+

REMOVE AND REPLACE CONCRETE DRIVEWAY HES 8-INCH
SLOPE INTERCEPT
CITY OF JANESVILLE WATER MAIN
CITY OF JANESVILLE SANITARY SEWER
ALLIANT ENERGY GAS LINE
AT&T WISCONSIN COMMUNICATION LINE

END PROJECT 5360-01-71
STA. 136+71

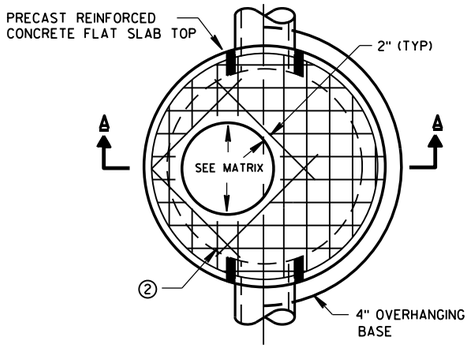
BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
BM314	134+17.1, 76.4? LT	CHISELED "X" IN THE TOP FLANGE BOLT OF HYDRANT ON THE WEST SIDE OF STH 26, APPROXIMATELY 600 FEET NORTH OF RANDOLPH ROAD, AT THE NORTH END OF HYUNDAI CAR DEALERSHIP.	882.76
CP714	137+60.87, 73.21' LT	FOUND WISDOT CAPPED REBAR ON THE WEST SIDE OF STH 26, APPROXIMATELY 950' NORTH OF RANDOLPH ROAD, 7' SOUTH OF HYDRANT, AND 11' EAST OF POWER POLE.	881.10

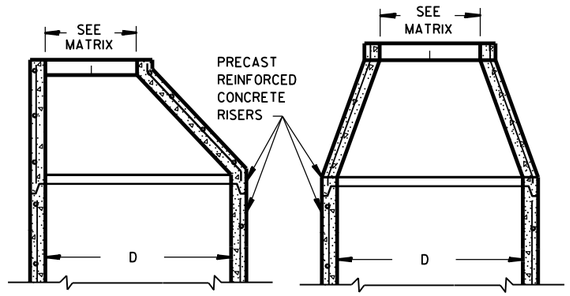
Standard Detail Drawing List

08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-14A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13C14-05A	BASE PATCHING CONCRETE
13C14-05B	BASE PATCHING CONCRETE
13C14-05C	BASE PATCHING CONCRETE
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-02	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-03	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D33-03	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

6

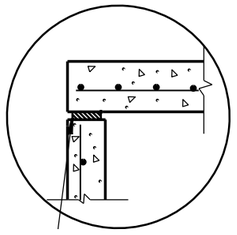


PLAN VIEW CIRCULAR OPENING

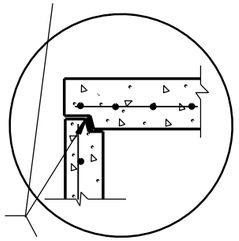


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

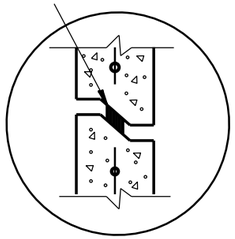


TOP WITH PLAIN END JOINT



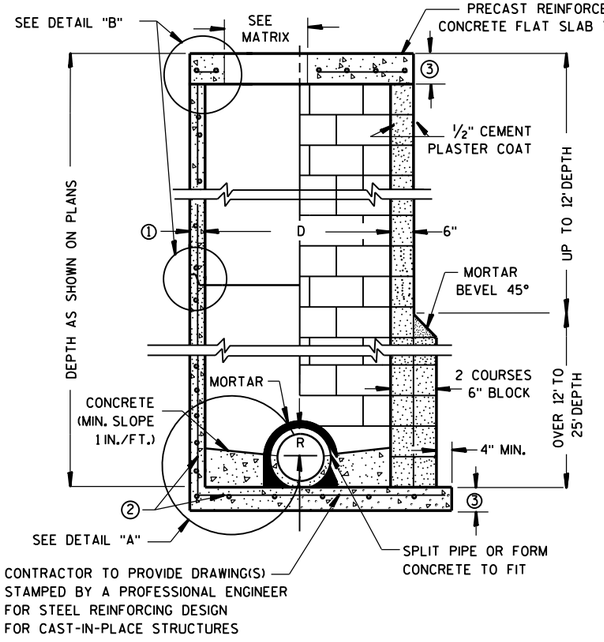
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



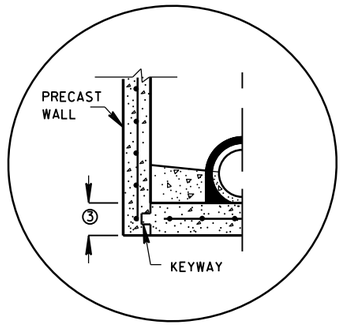
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

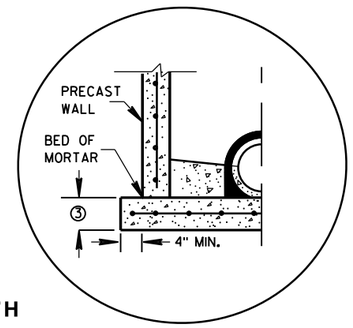


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

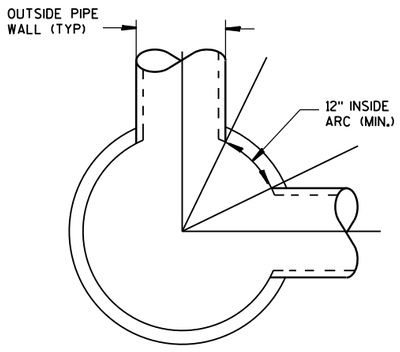


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

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

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

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

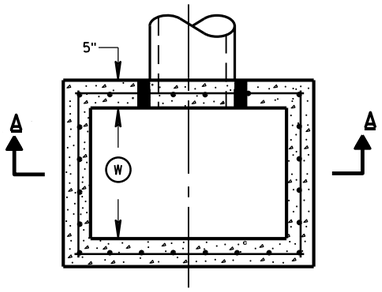
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

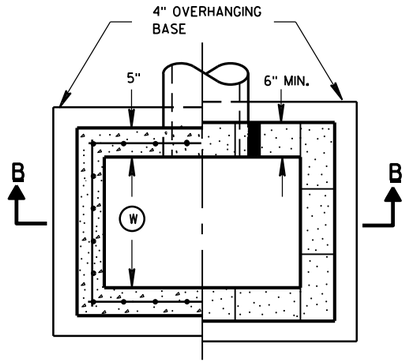
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

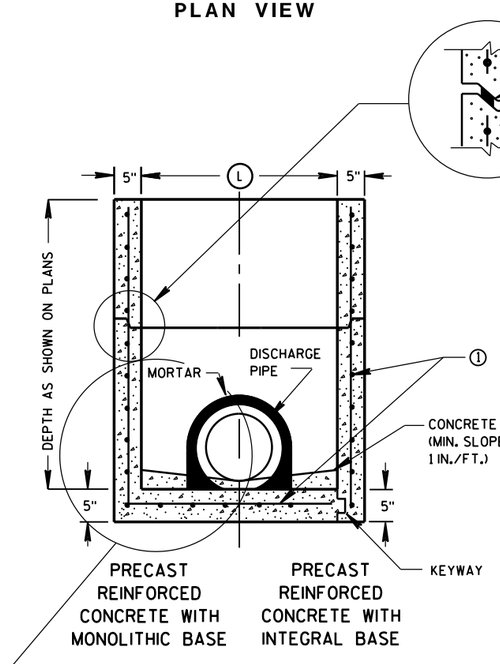
6
S.D.D. 8 B 9-1



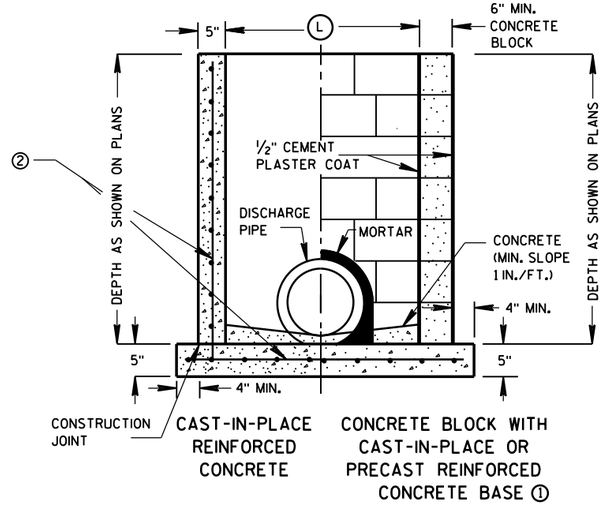
PLAN VIEW



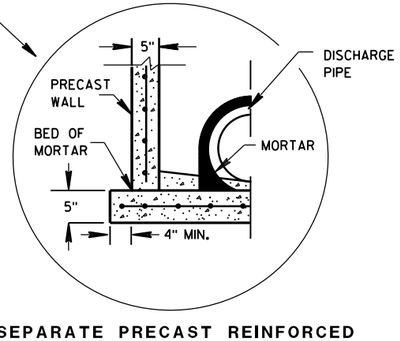
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

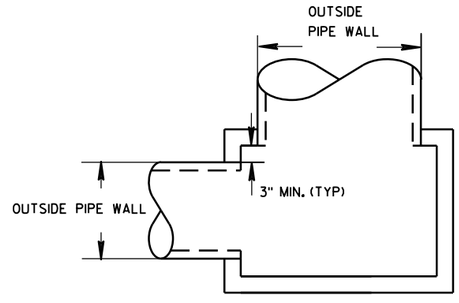
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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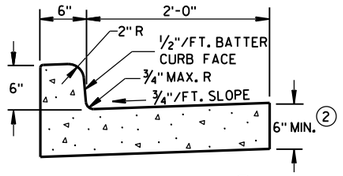
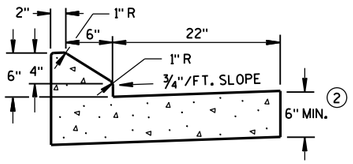
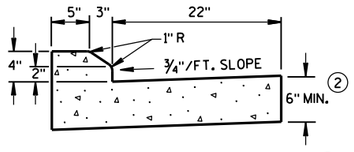


TYPES A & D ①

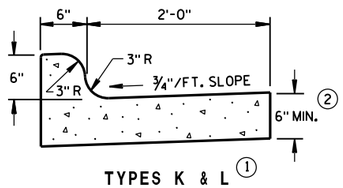


6" SLOPED CURB TYPES G & J ①

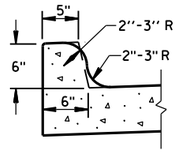


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

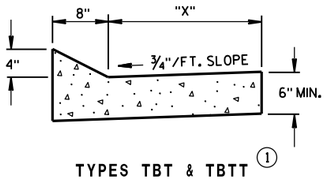


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

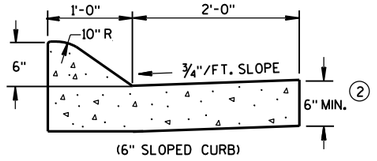
CONCRETE CURB & GUTTER 30"



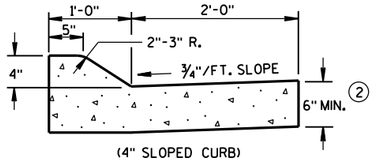
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

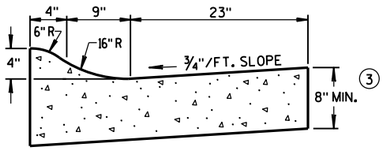


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

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.

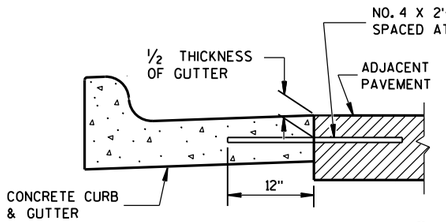
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

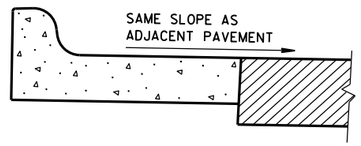
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

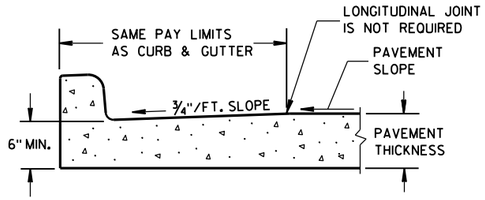
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



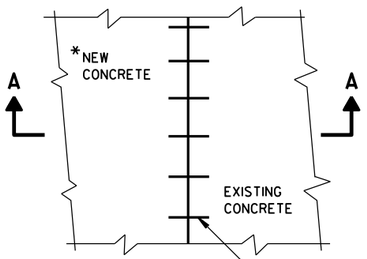
TYPICAL TIE BAR LOCATION ①



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

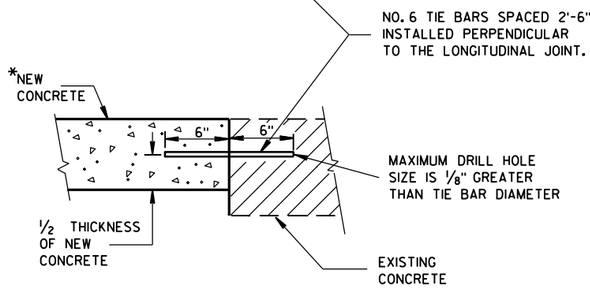


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



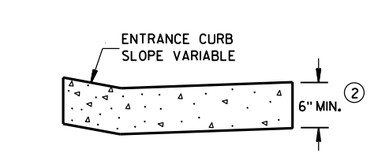
PLAN VIEW

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

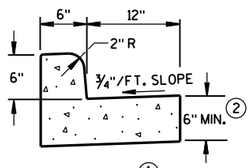


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

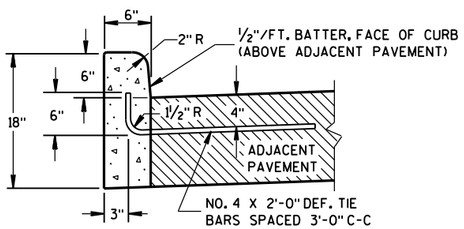


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

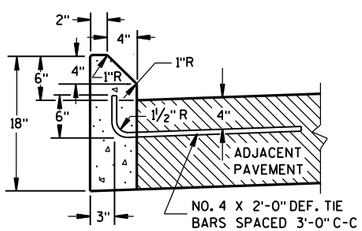


① TYPES A & D

CONCRETE CURB & GUTTER 18"

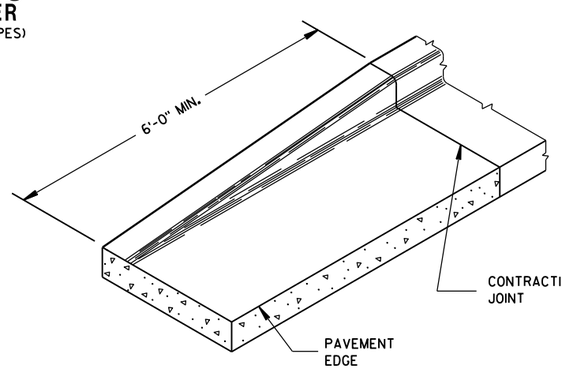


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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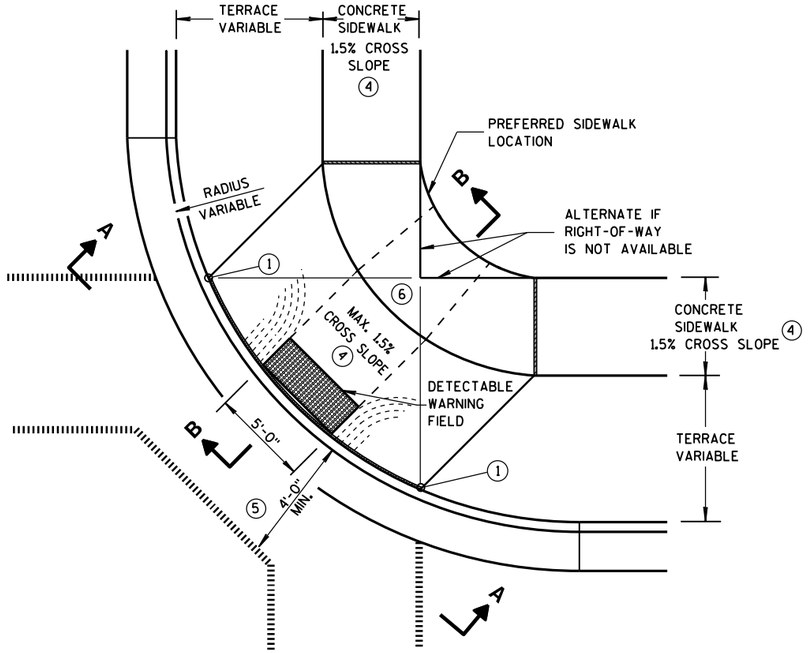
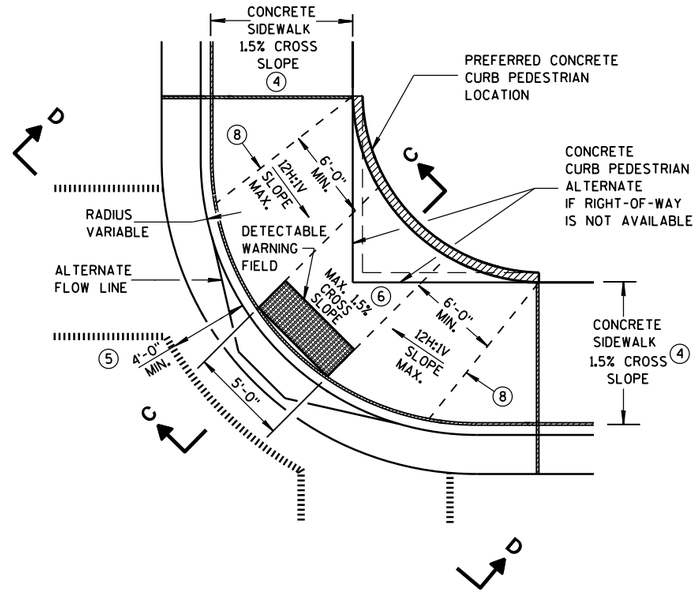


PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

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%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$-INCH ARE ALLOWED.

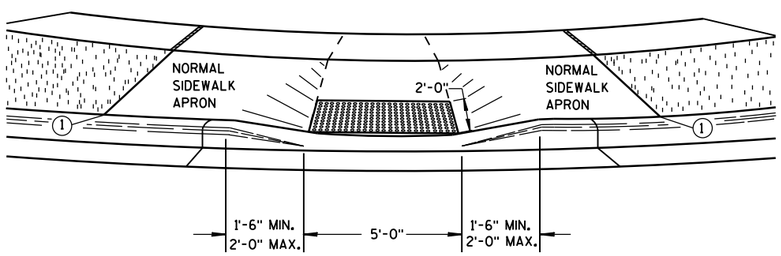
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

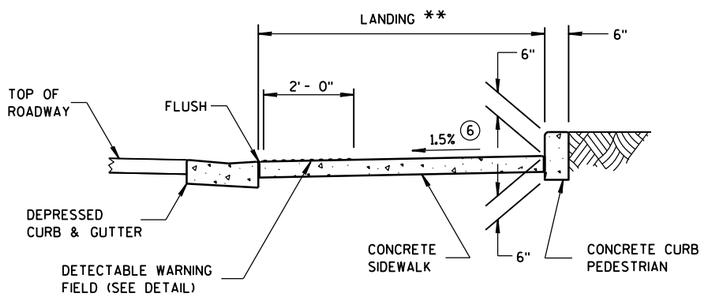
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

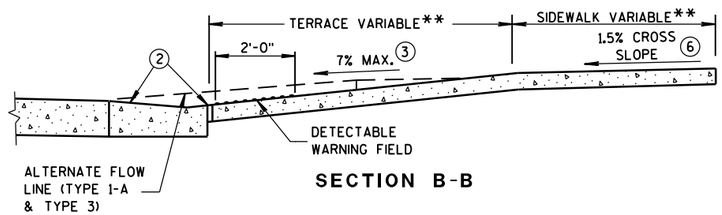
** WIDTH SHOWN ELSEWHERE IN THE PLANS



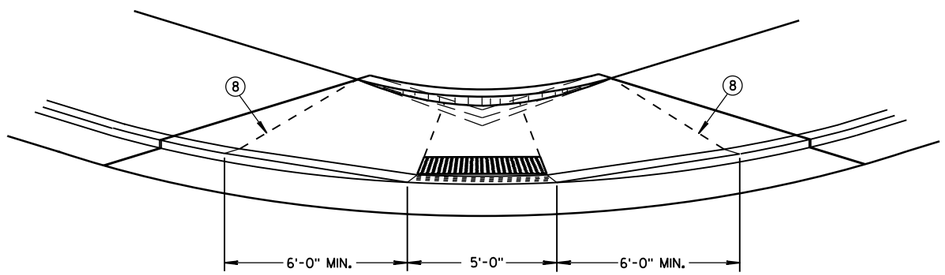
SECTION C-C

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



SECTION B-B



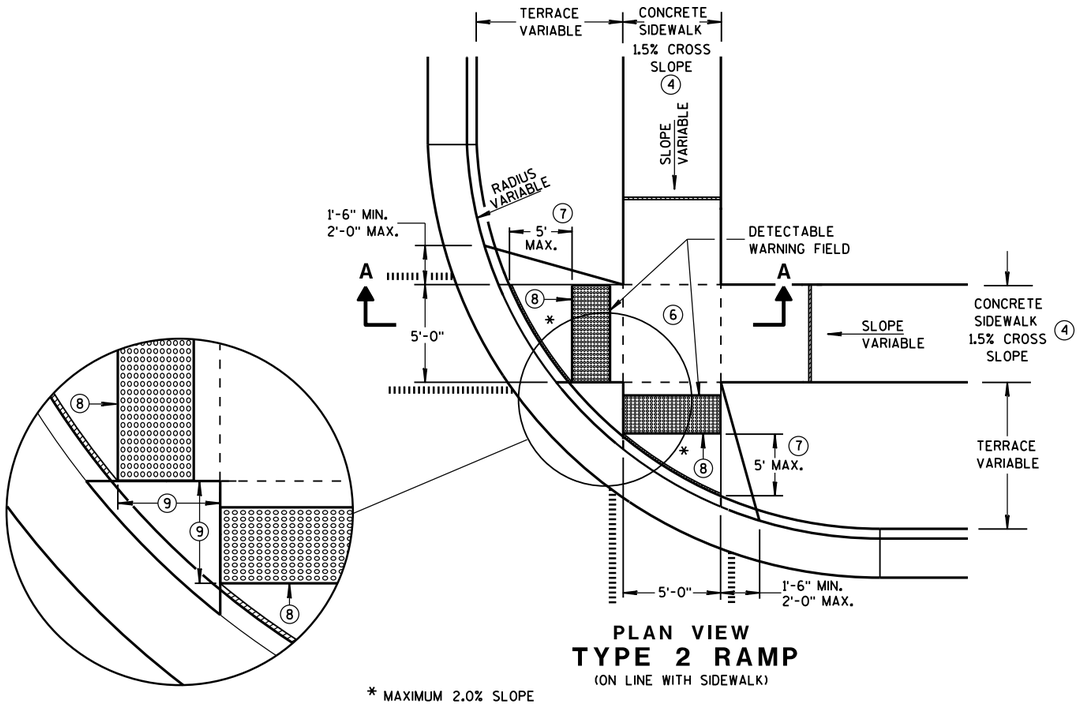
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-16a

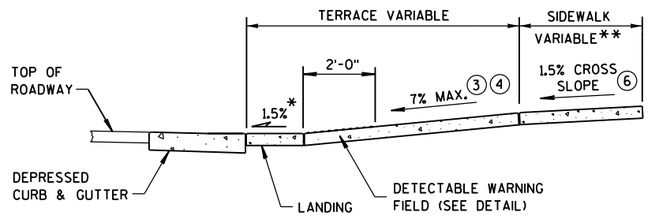


PLAN VIEW

TYPE 2 RAMP

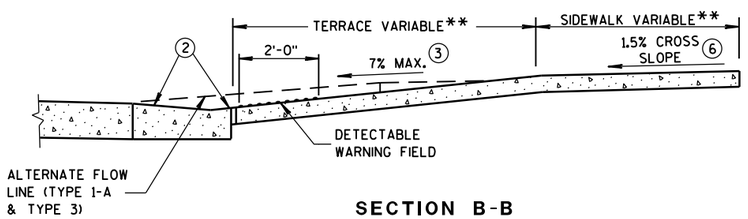
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

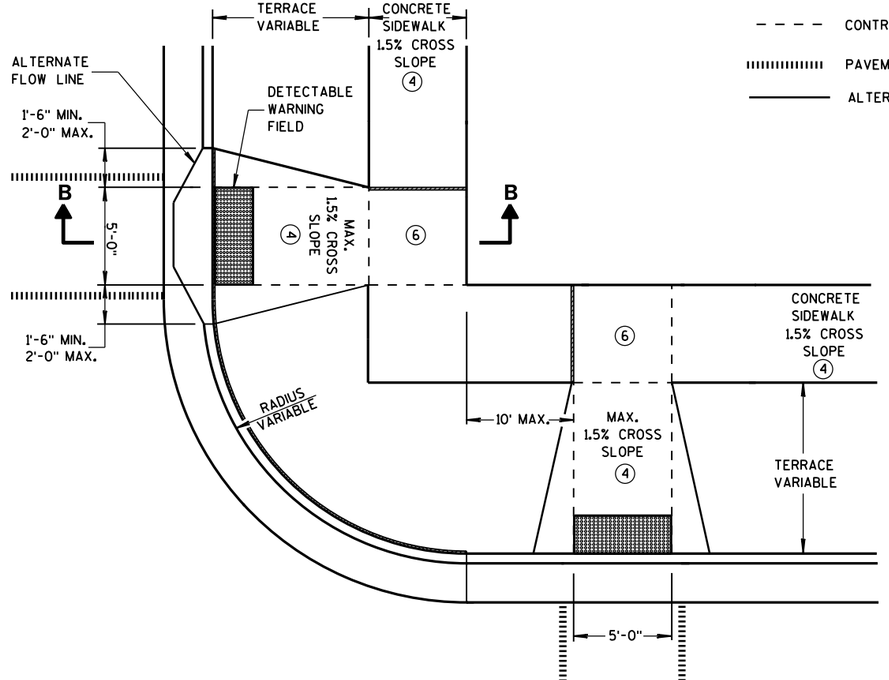
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. 2" MINIMUM CURB HEIGHT.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

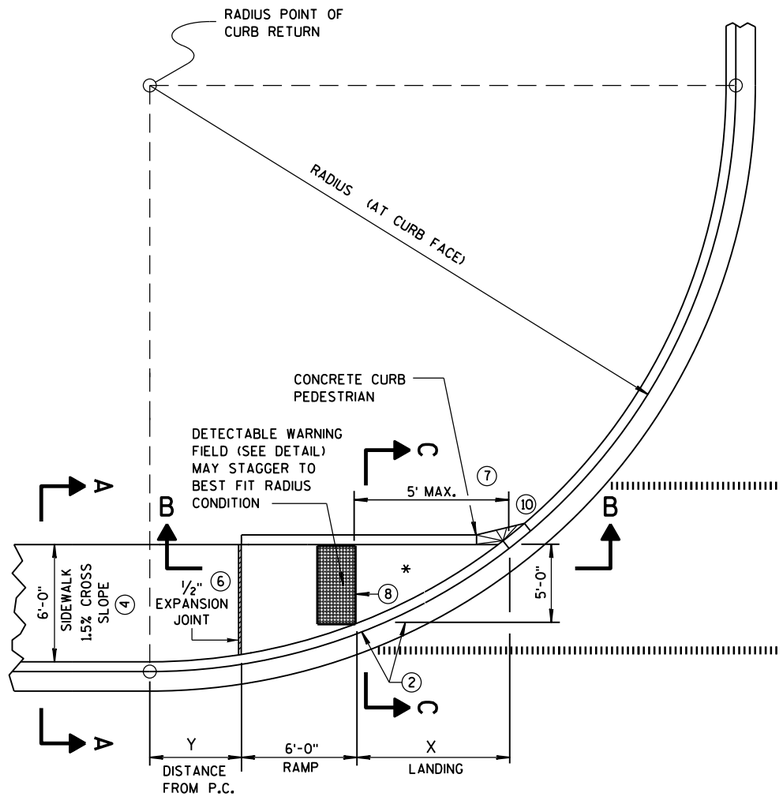
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

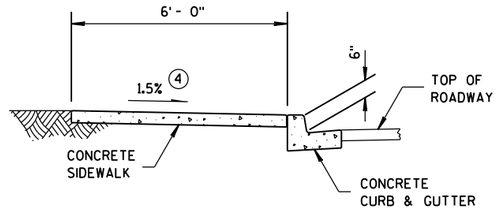
S.D.D. 8 D 5-16b



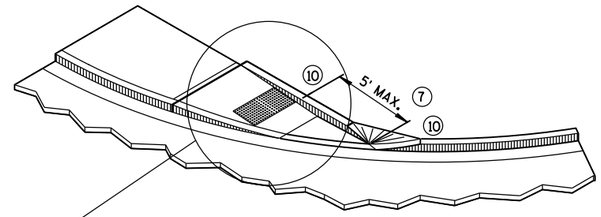
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

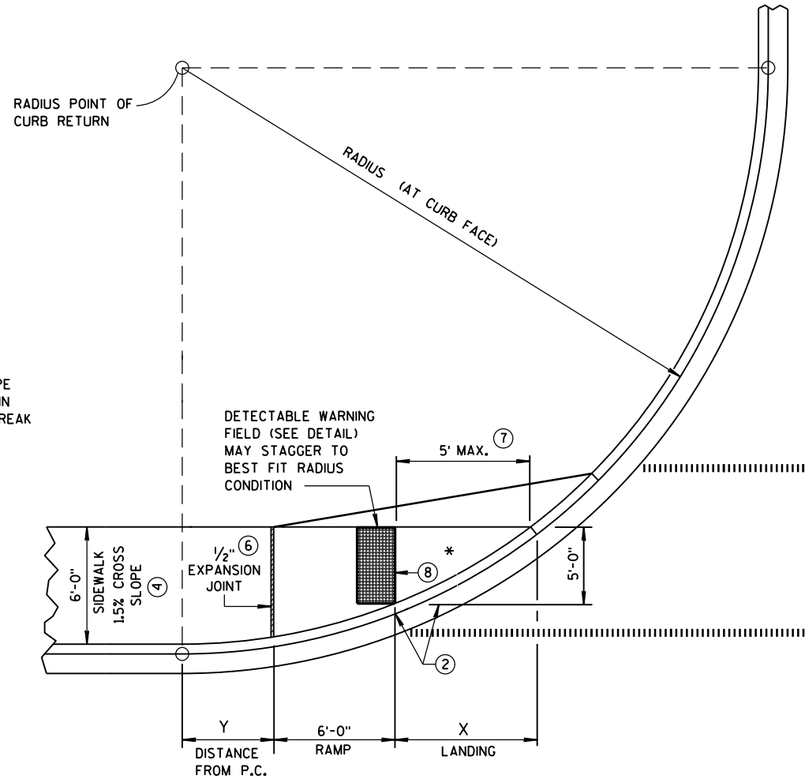
INTERMEDIATE RADII CAN BE INTERPOLATED



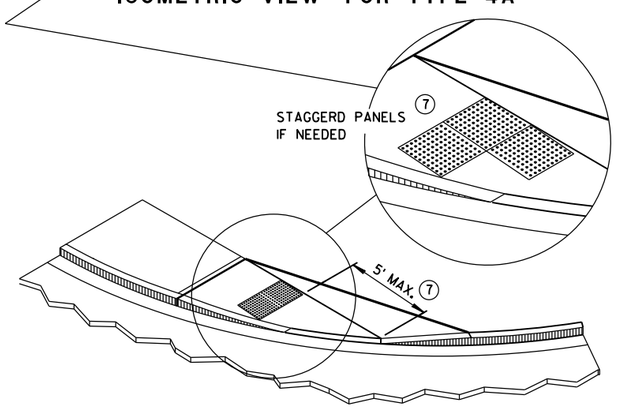
SECTION A-A FOR TYPE 4A



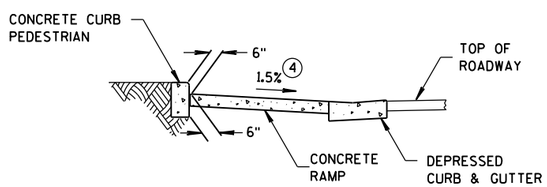
ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW

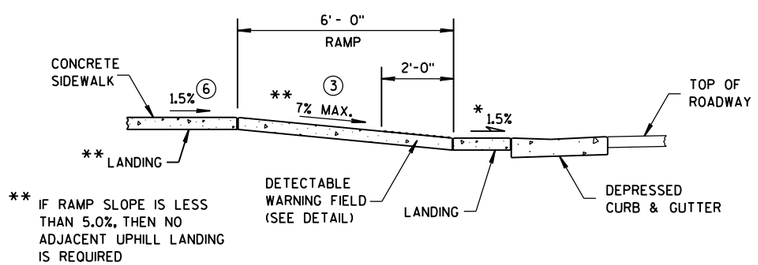


ISOMETRIC VIEW FOR TYPE 4A1



SECTION C-C FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

GENERAL NOTES

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

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%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

LEGEND

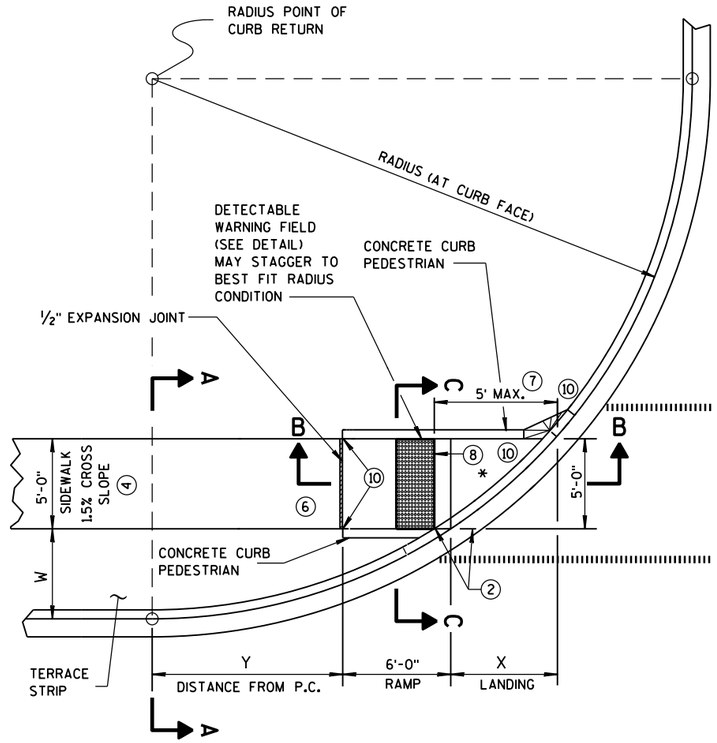
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

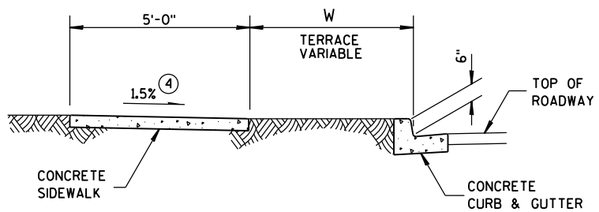
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

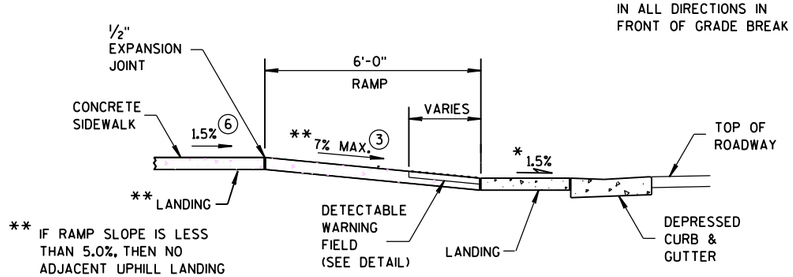
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

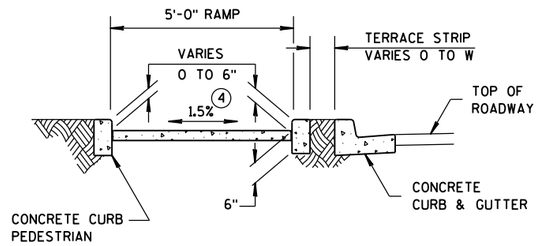
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

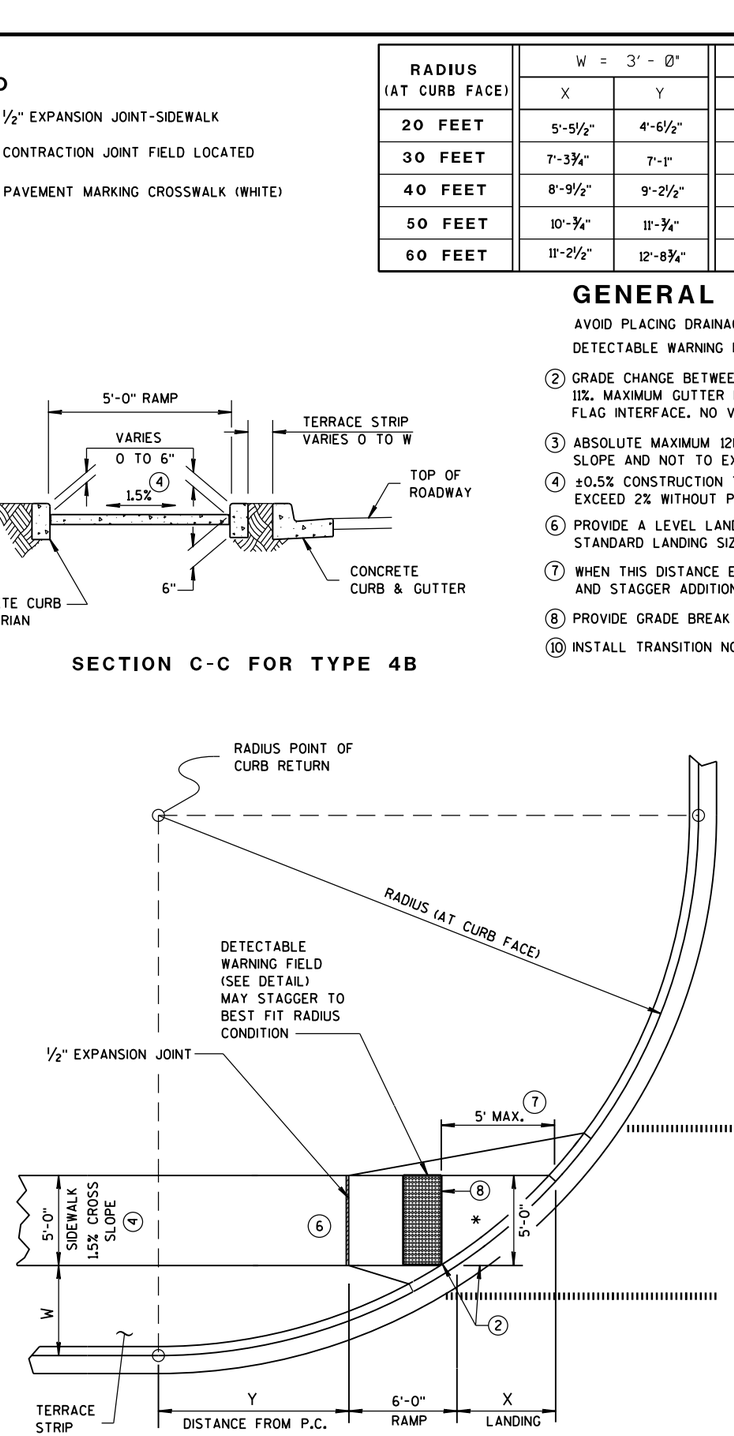
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

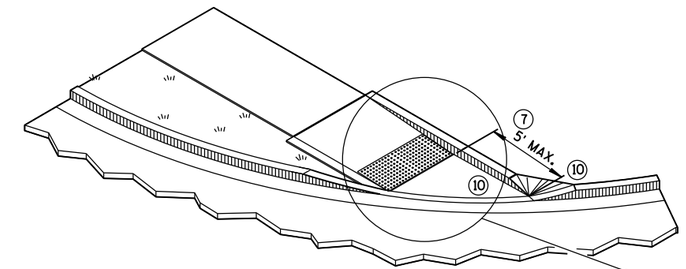
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

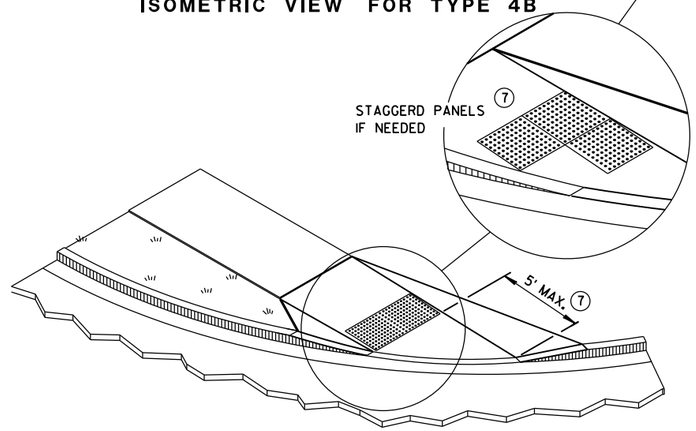
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

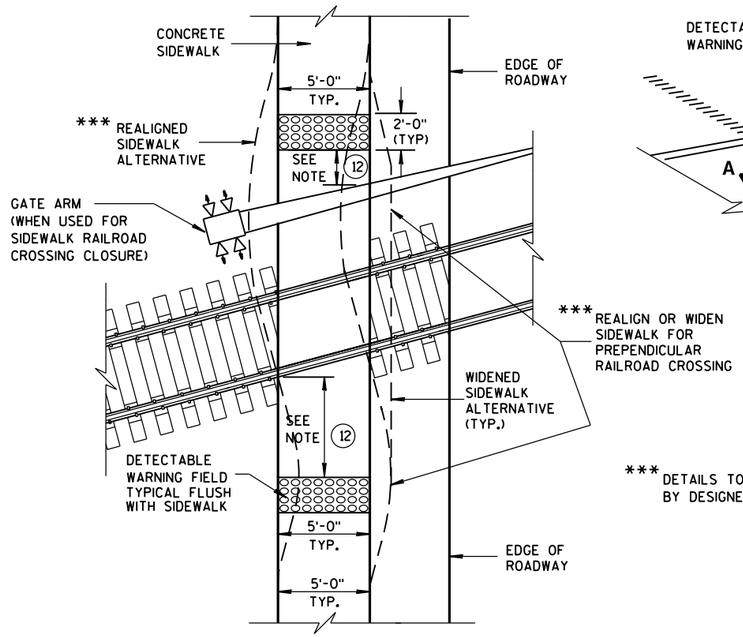
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-16d

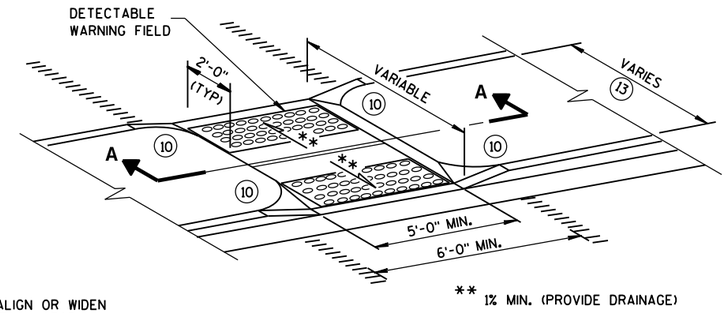
6

S.D.D. 8 D 5-16d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

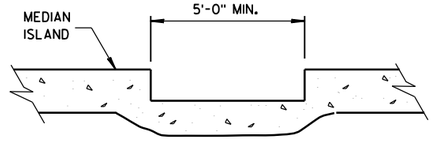
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

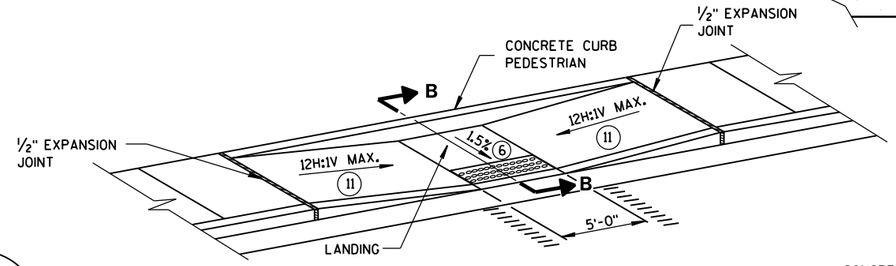
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



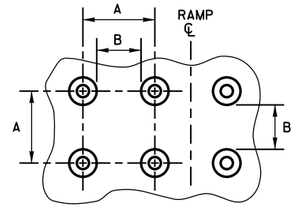
SECTION A-A



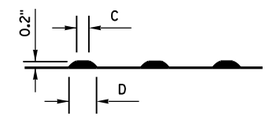
MID-BLOCK CROSSING
TYPE 7A

	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.

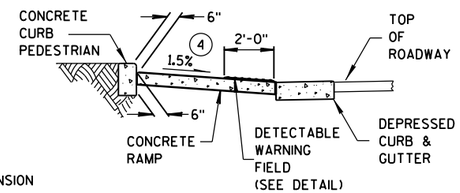


PLAN VIEW

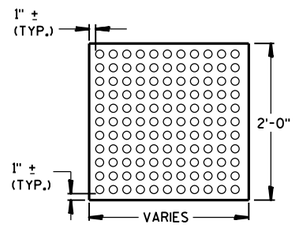


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



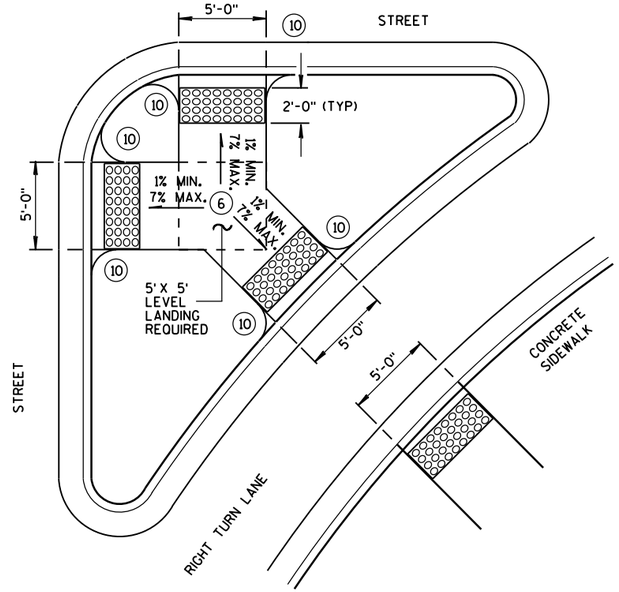
SECTION B-B



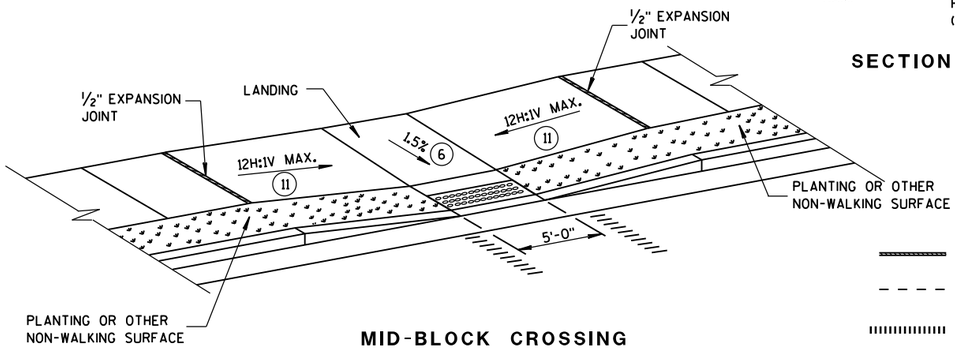
PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

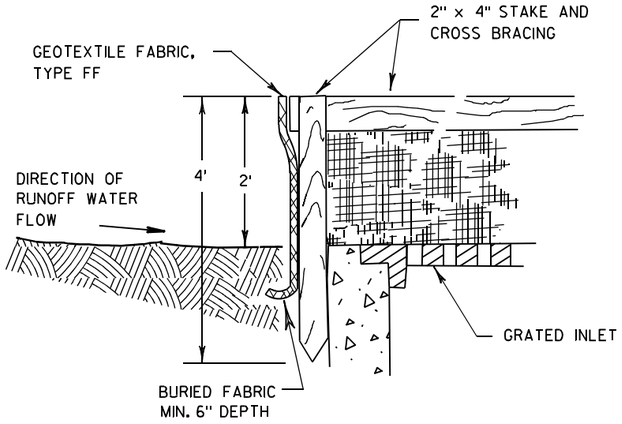
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

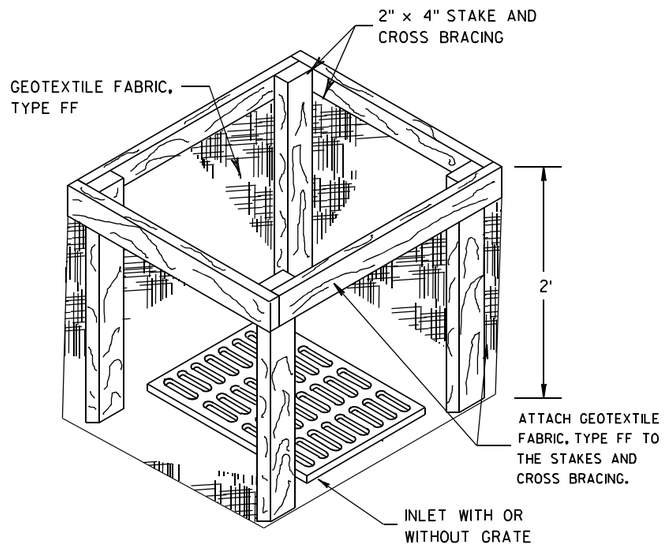
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

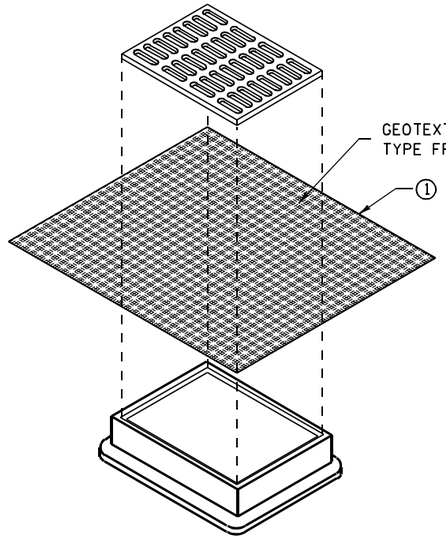
6

S.D.D. 8 D 5-16e



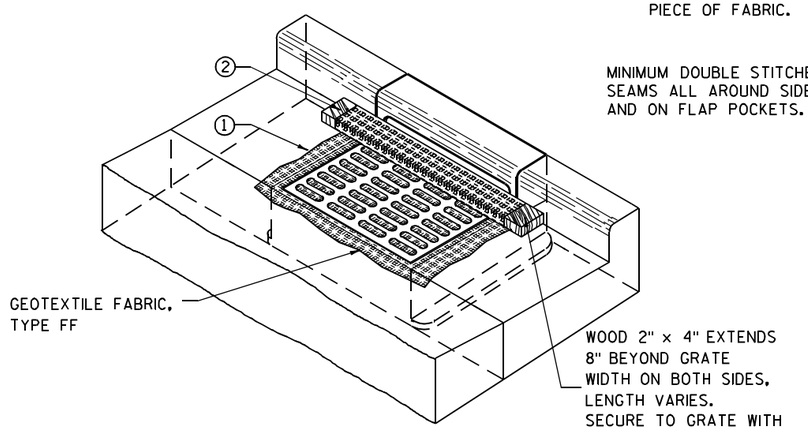


INLET PROTECTION, TYPE A

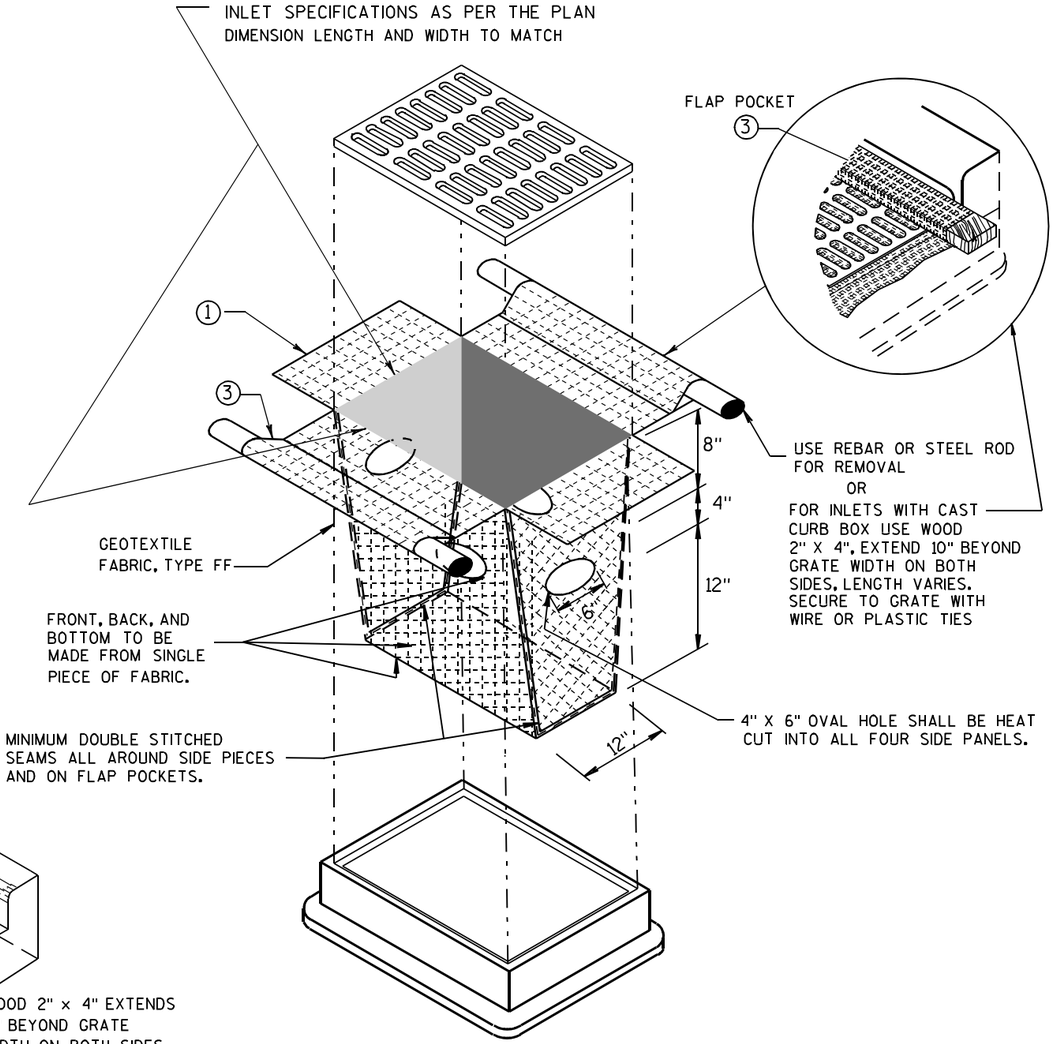


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 E 10-2

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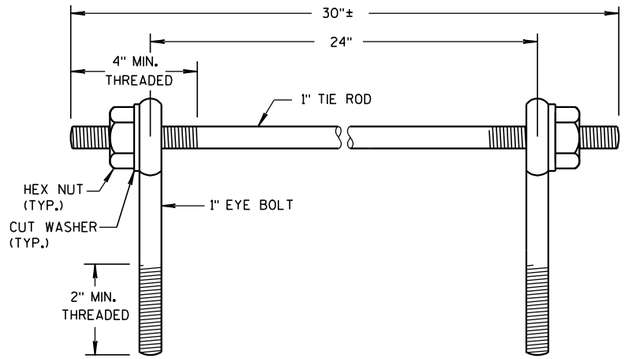
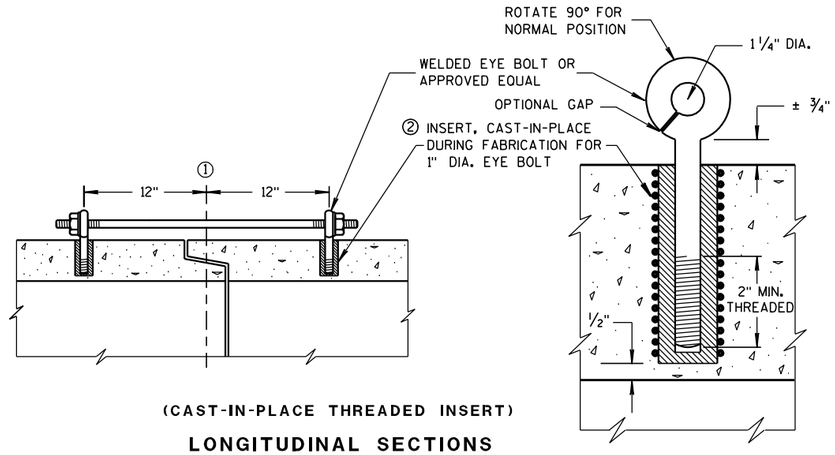
S.D.D. 8 E 10-2



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

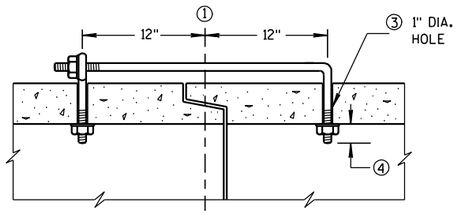
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

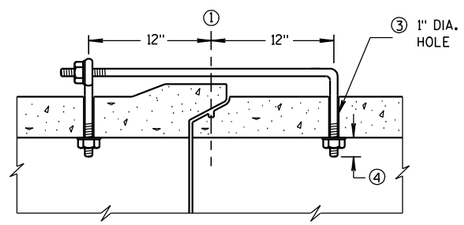
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

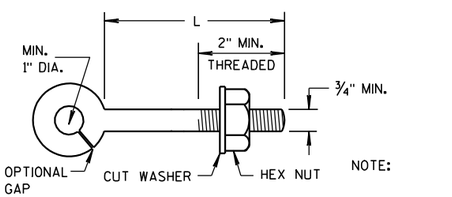


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

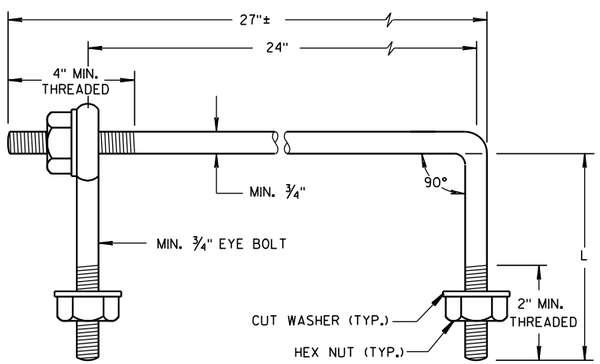
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

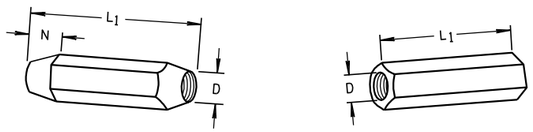
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

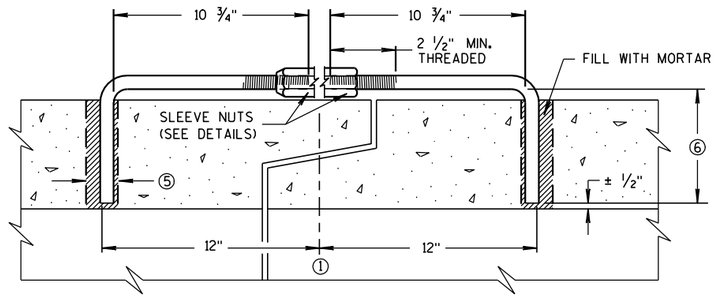
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

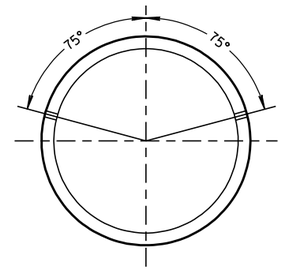
SLEEVE NUTS



LONGITUDINAL SECTION

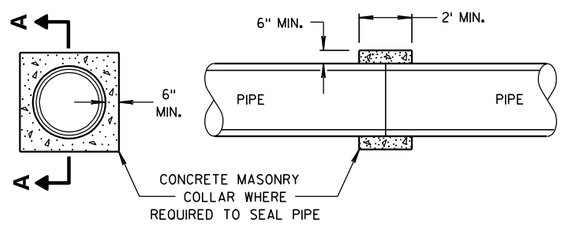
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 F 4-7

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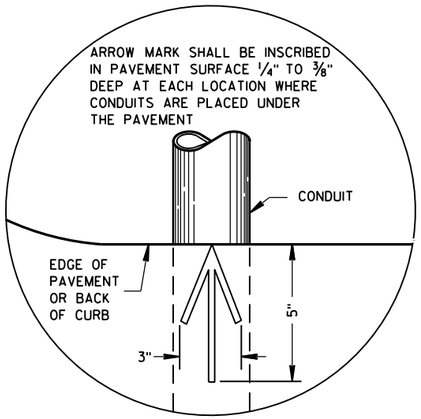
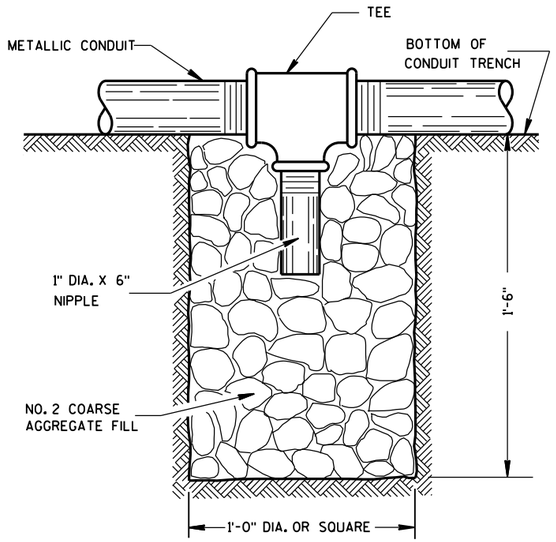


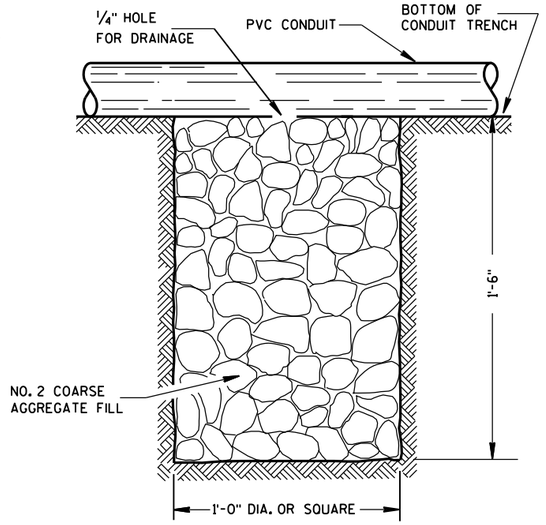
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

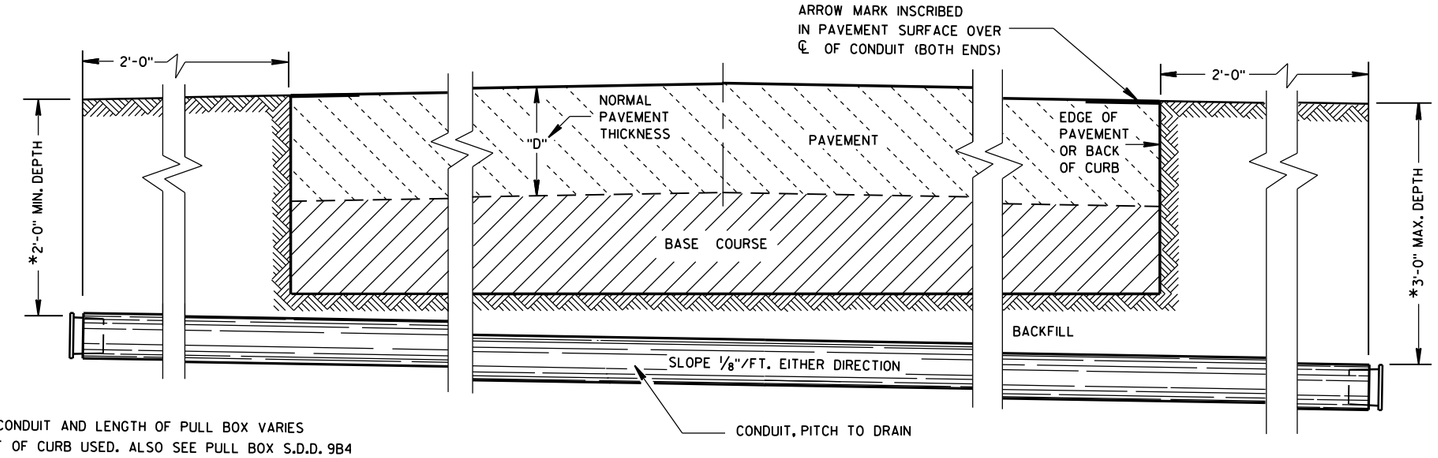
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

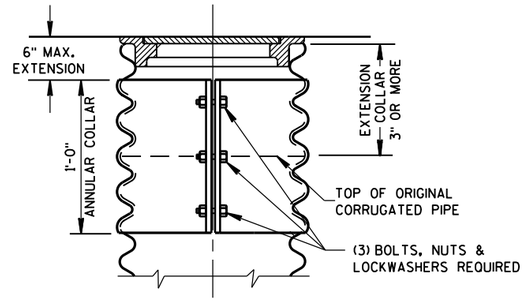
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

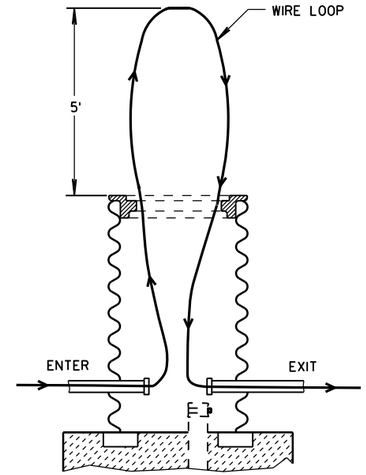
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

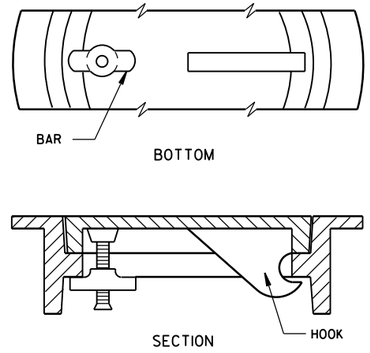
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

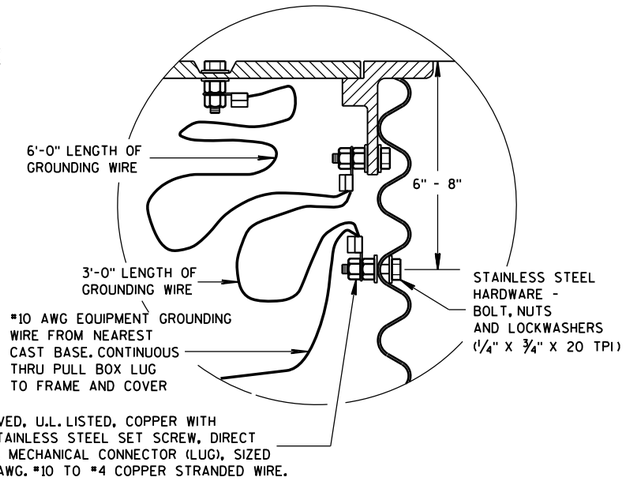


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

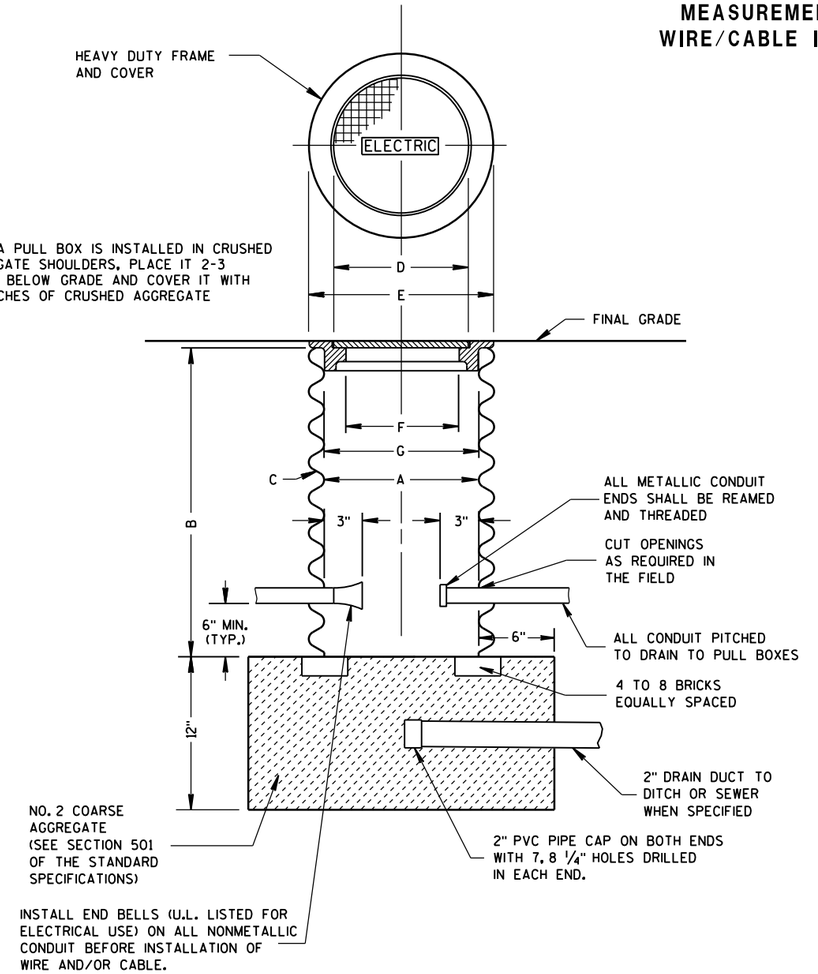


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

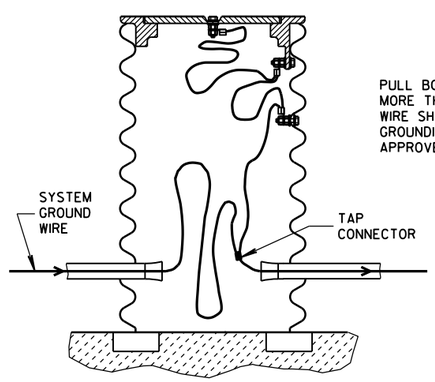
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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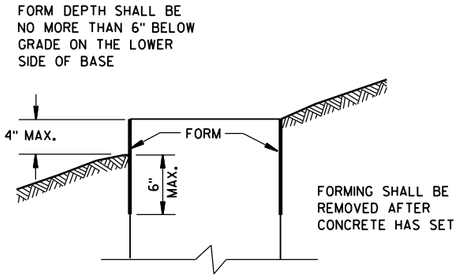
S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

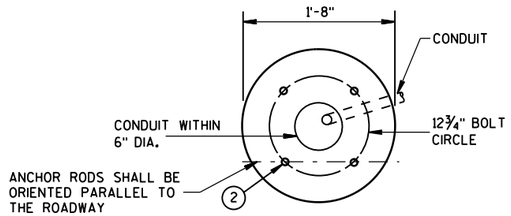
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

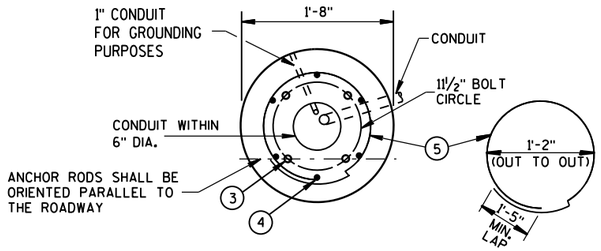
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

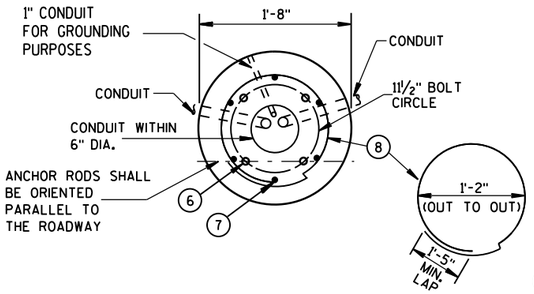
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

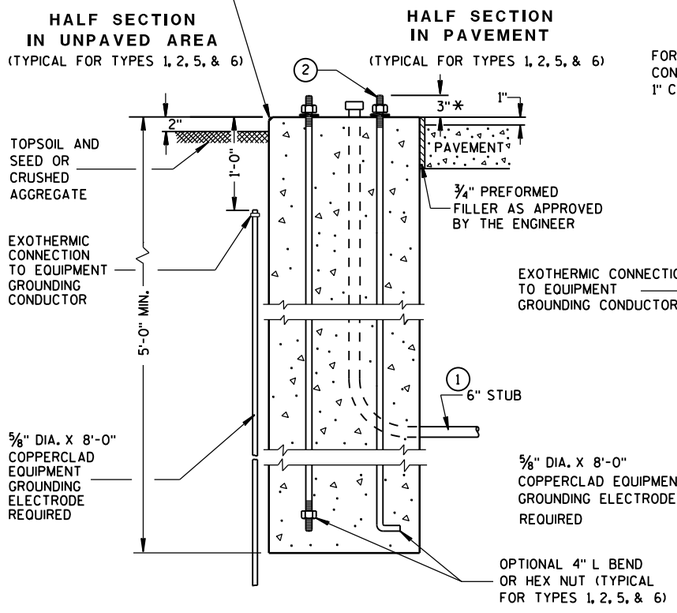


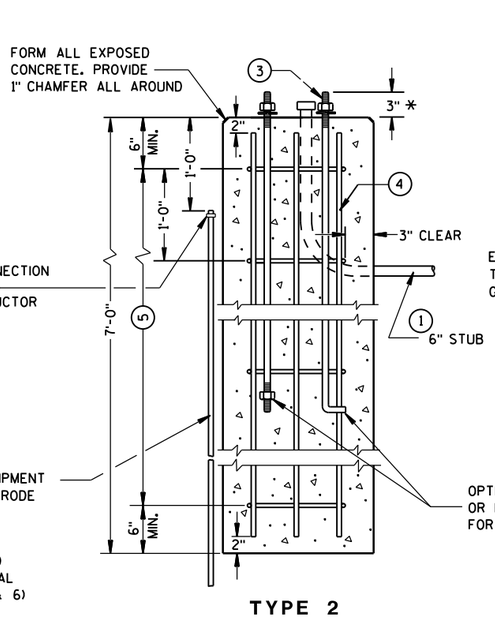




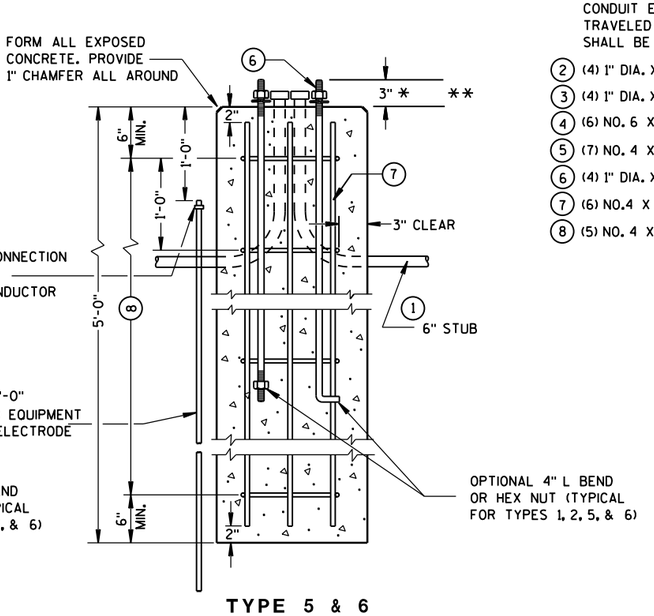
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)





TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
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GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

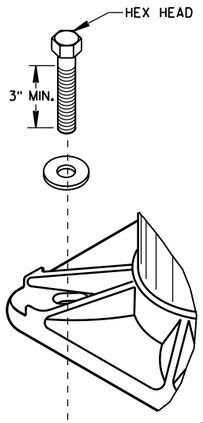
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

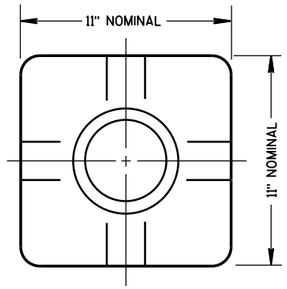
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

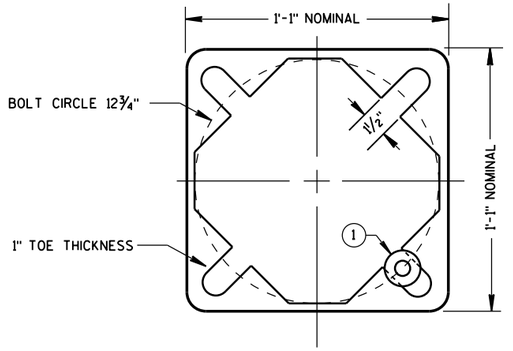
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

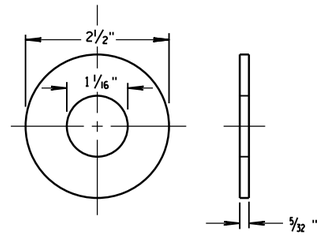




TOP VIEW
(PEDESTAL BASE)

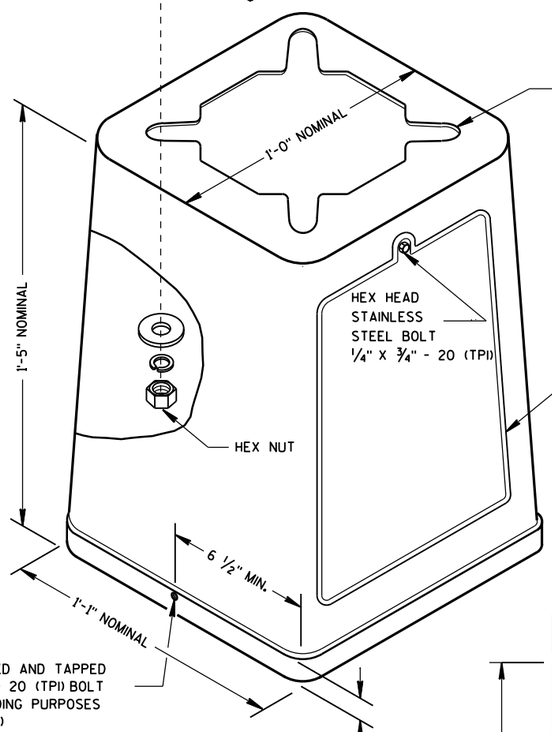


BOTTOM VIEW
(PEDESTAL BASE)

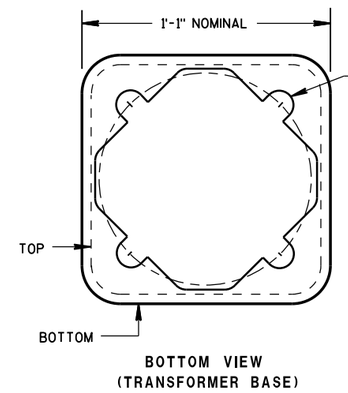


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

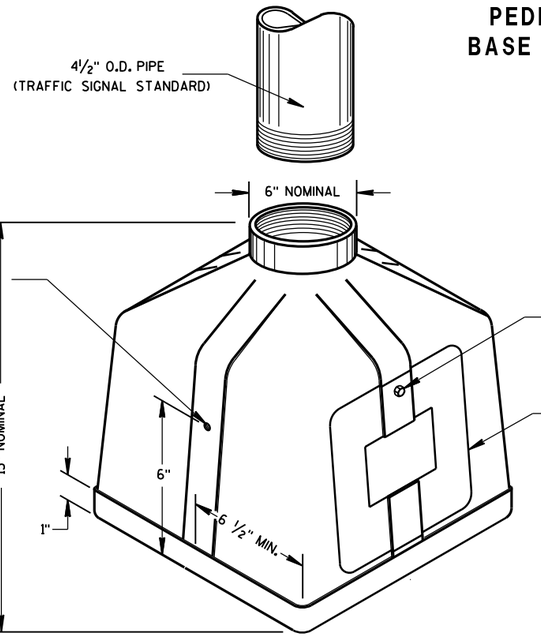
PEDESTAL BASE WASHER (1)



ISOMETRIC VIEW

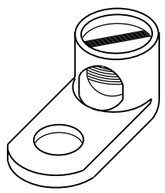


BOTTOM VIEW
(TRANSFORMER BASE)



ISOMETRIC VIEW

PEDESTAL BASE

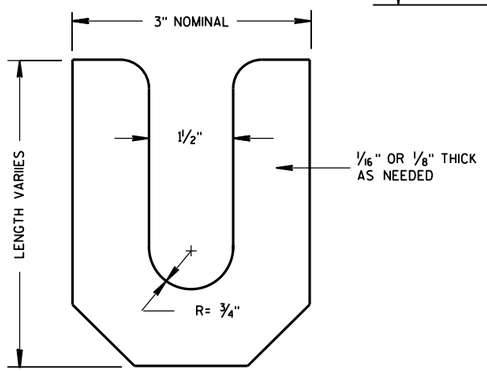


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

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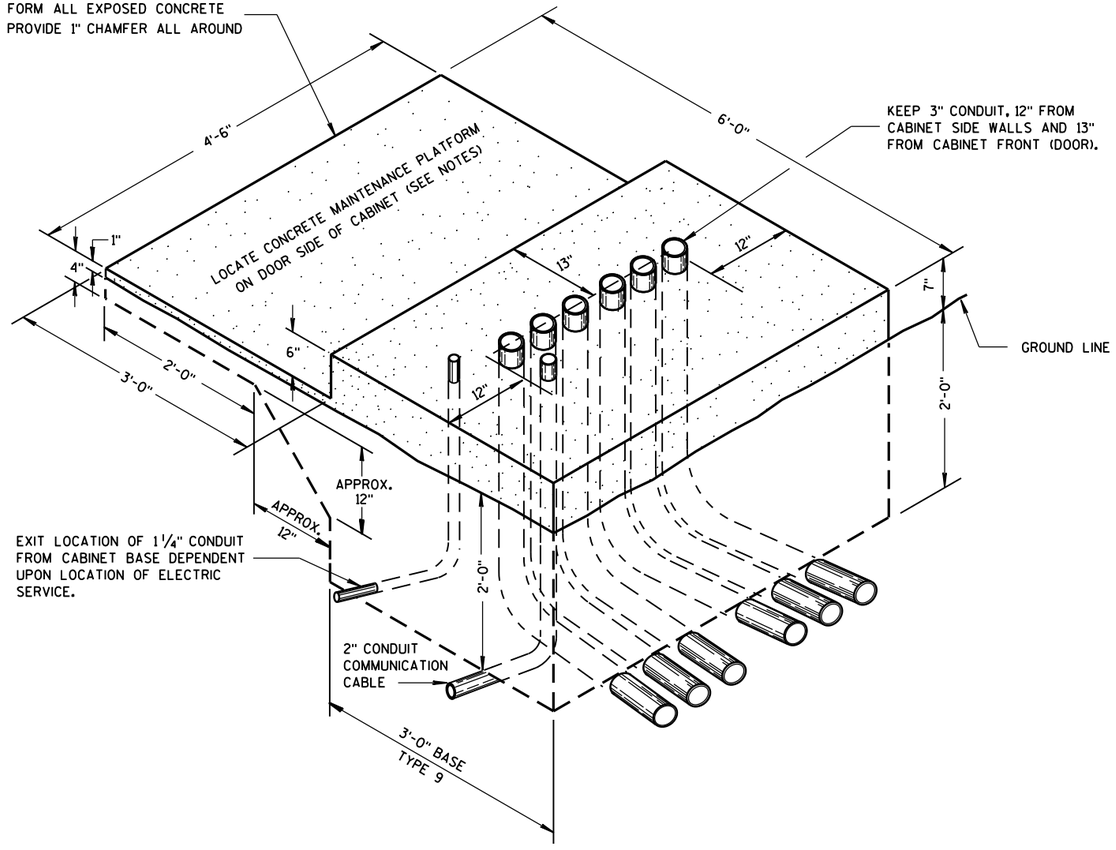
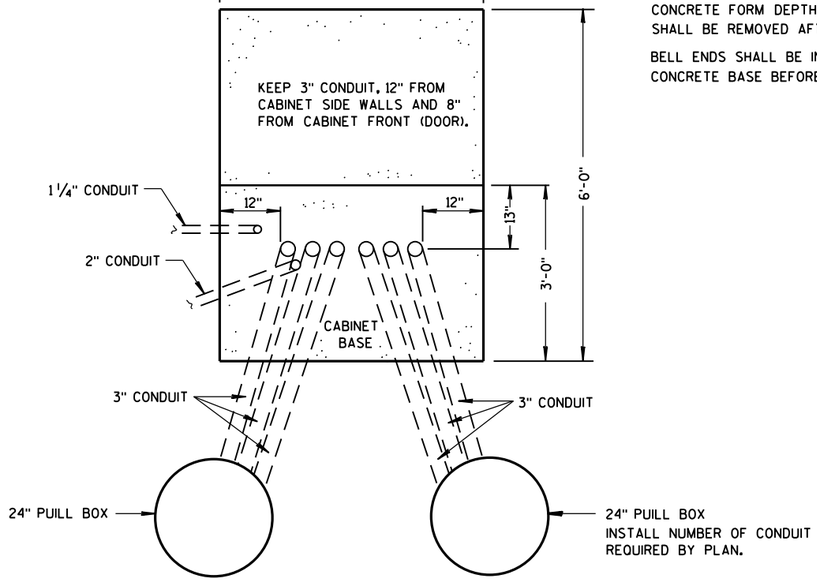


ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
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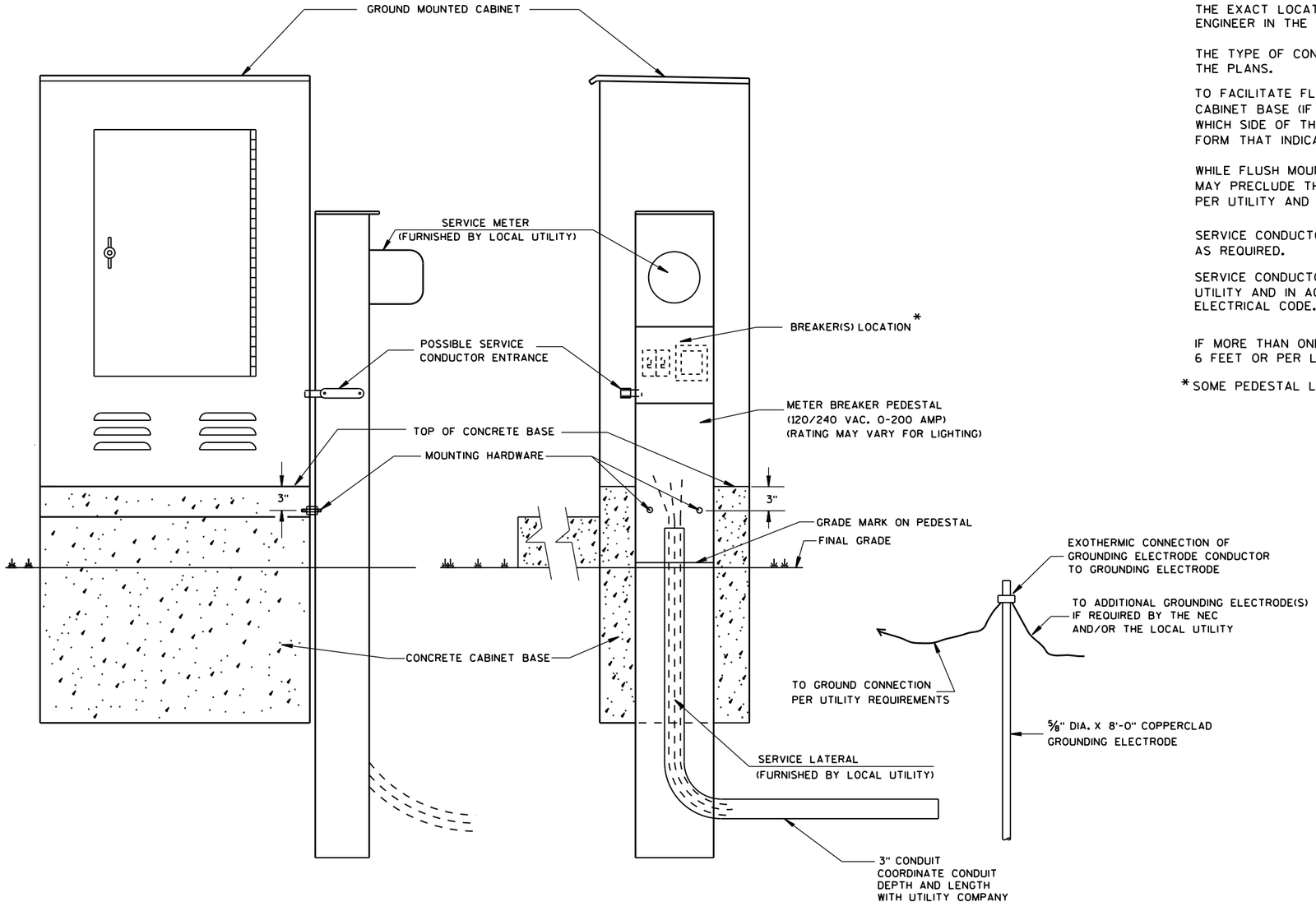

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014
DATE

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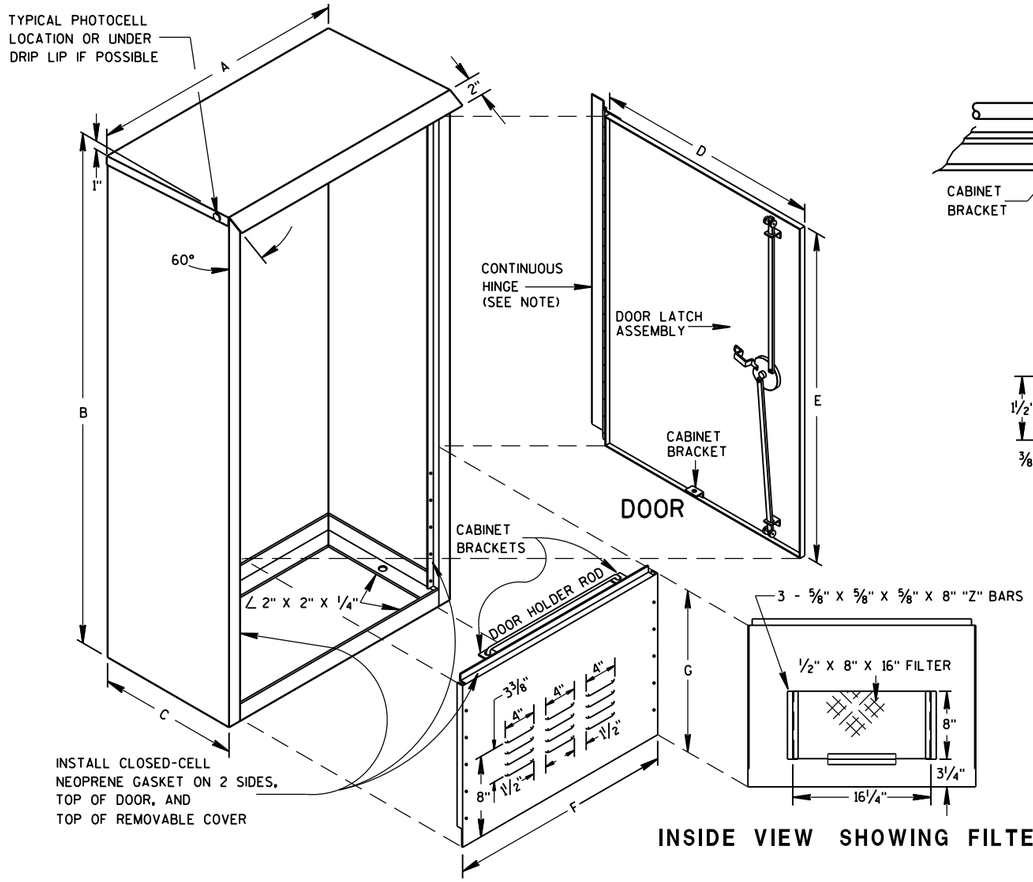
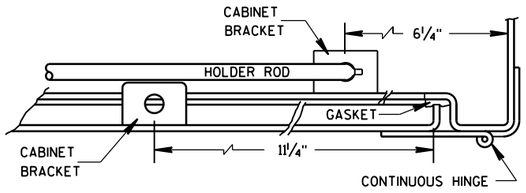
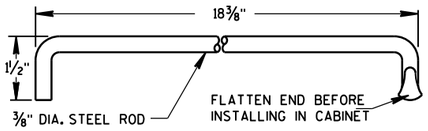


REMOVABLE COVER

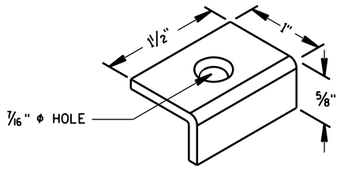
INSIDE VIEW SHOWING FILTER



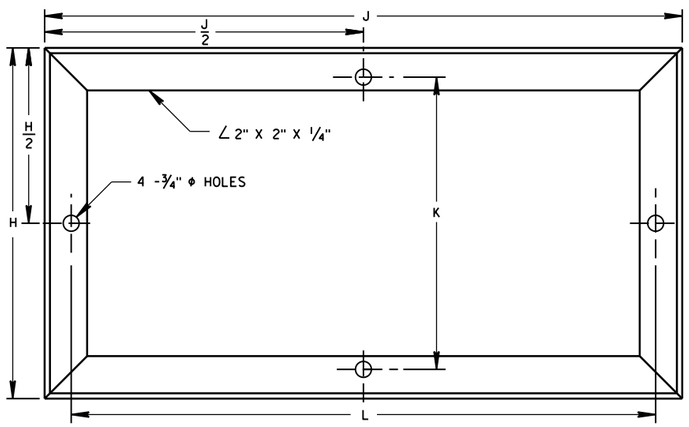
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

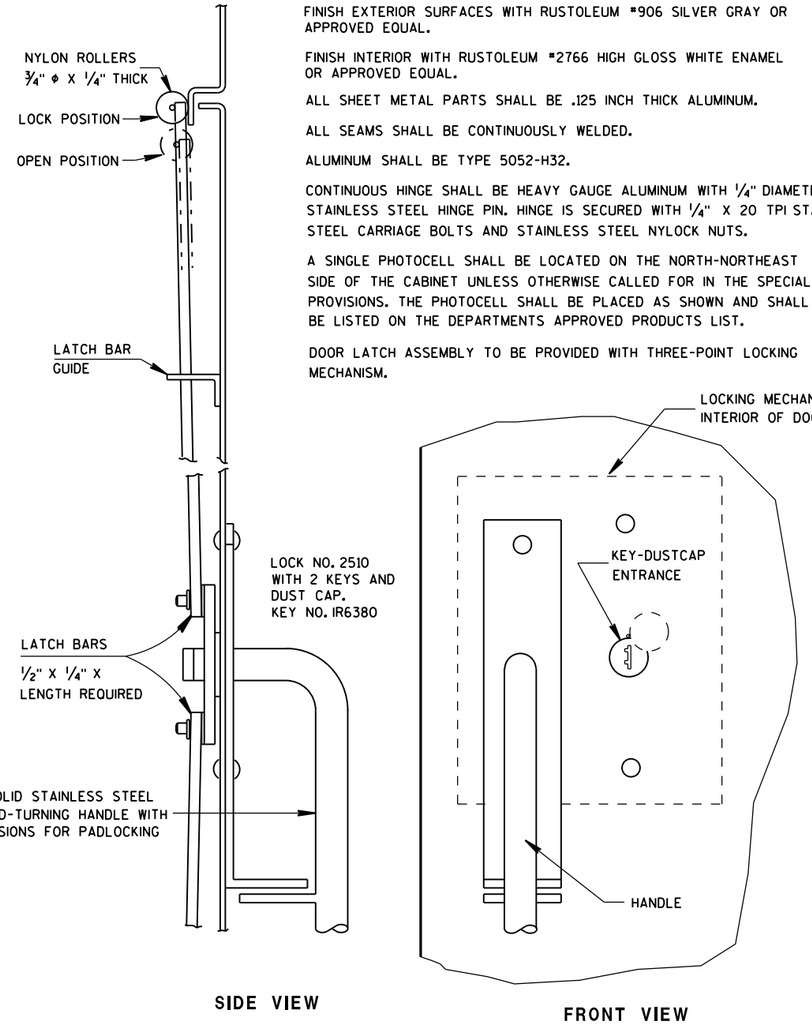
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

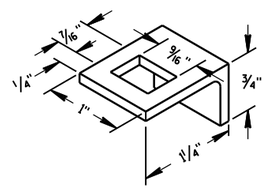
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

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S.D.D. 9 D 2-3

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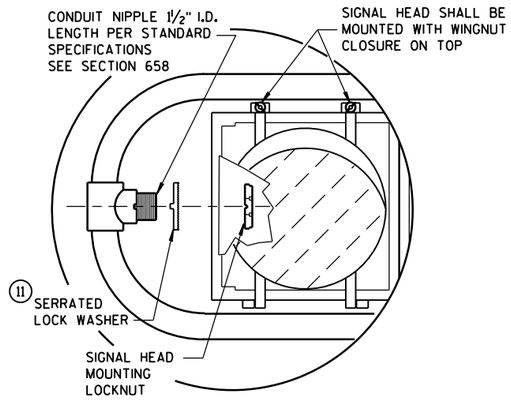
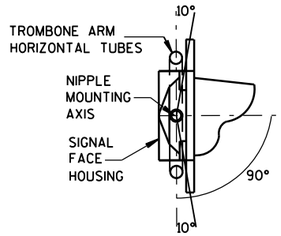
S.D.D. 9 D 2-3



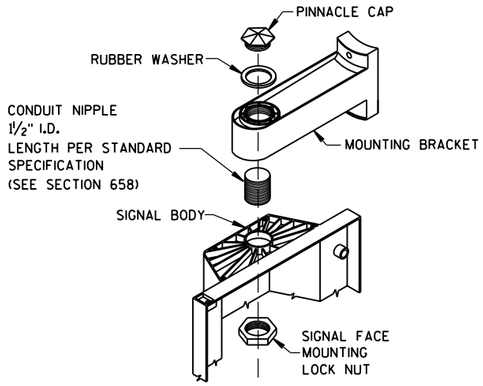
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

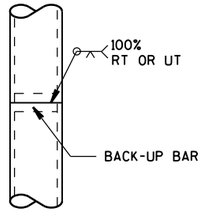
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

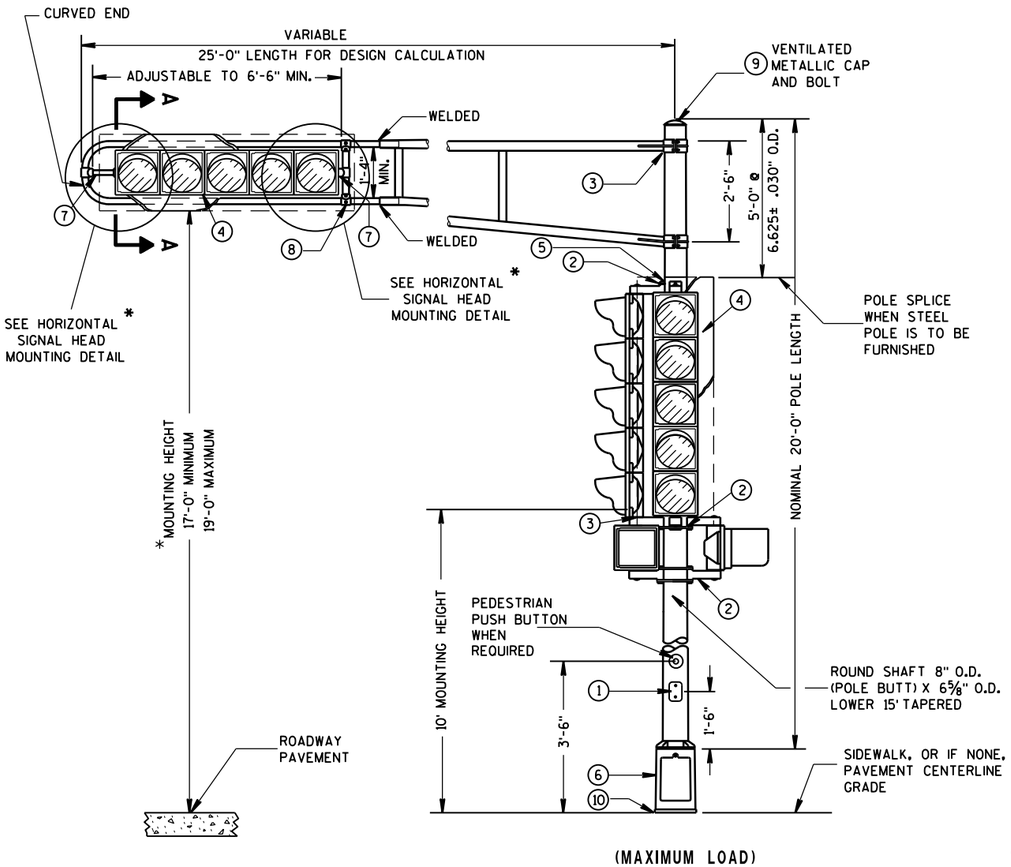
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

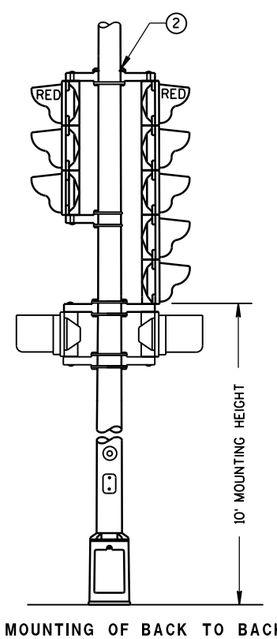
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



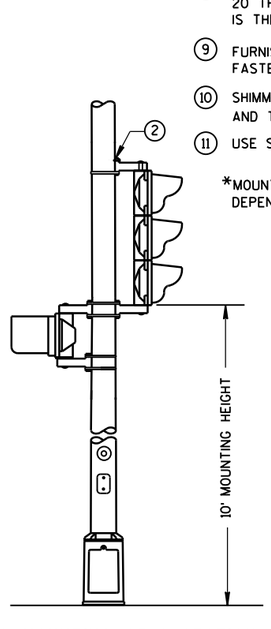
POLE SPLICE DETAIL



(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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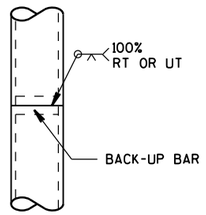
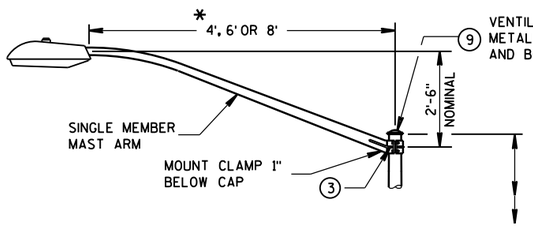
S.D.D. 9 E 1-14a

FOR MANUFACTURERS USE ONLY

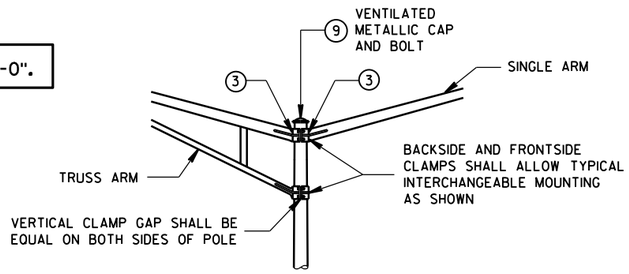
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





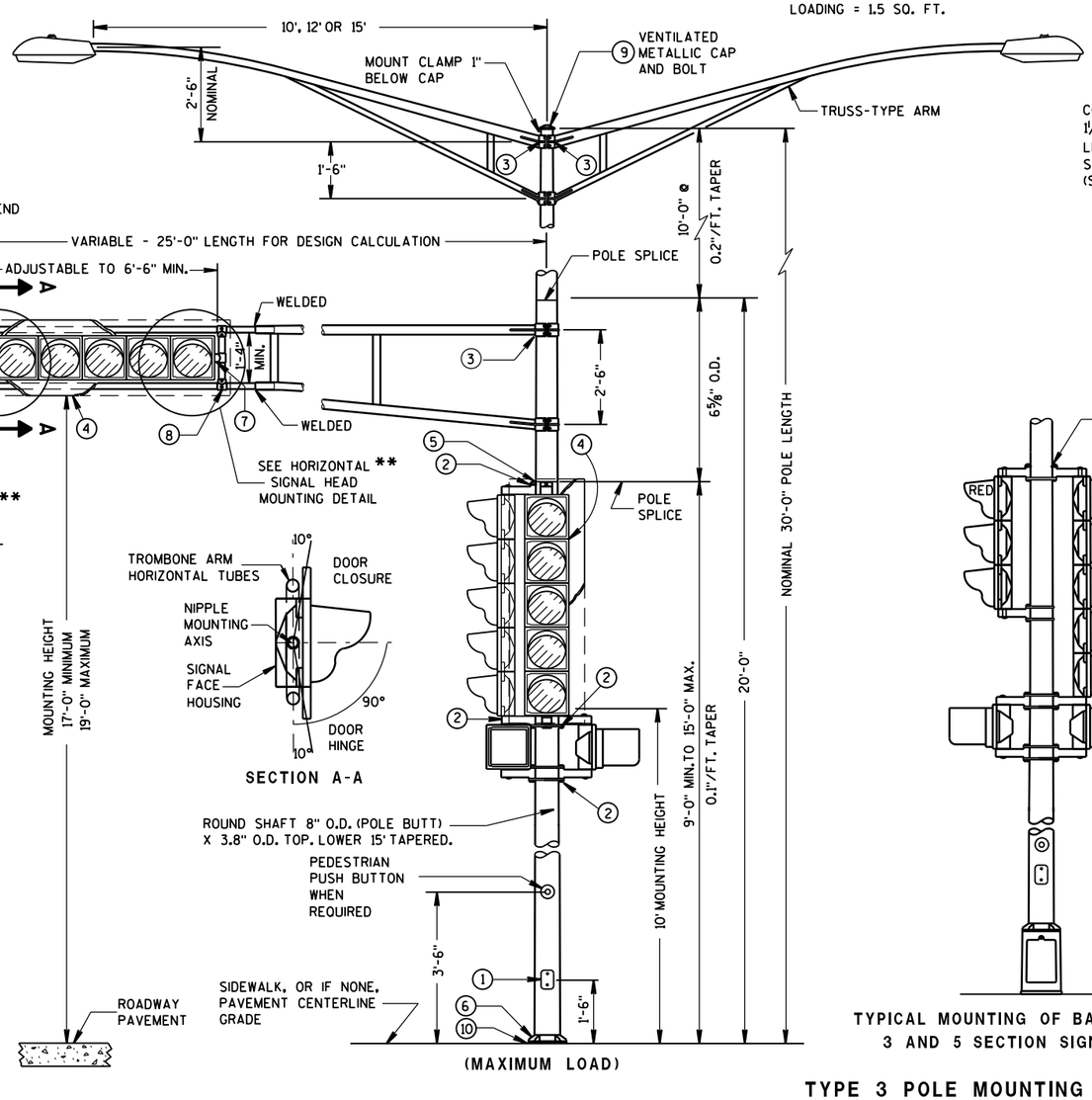
POLE SPLICE DETAIL

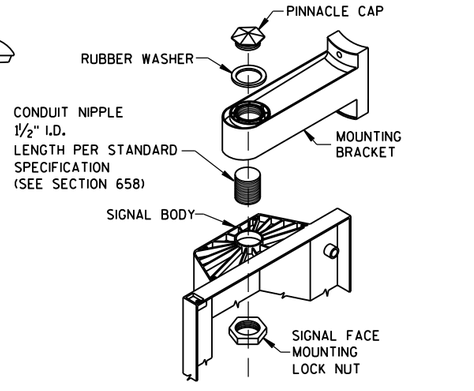


INTERCHANGEABLE MOUNTING DETAIL

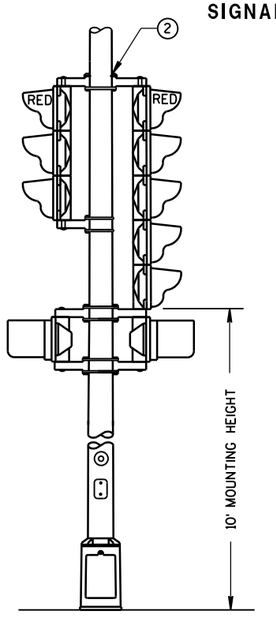
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

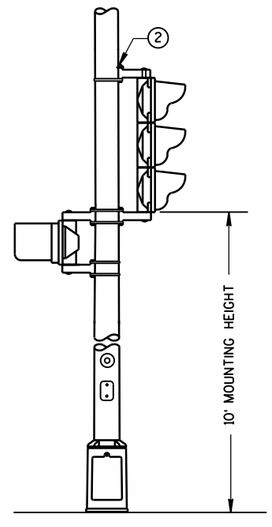




SIGNAL FACE MOUNTING DETAIL (BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

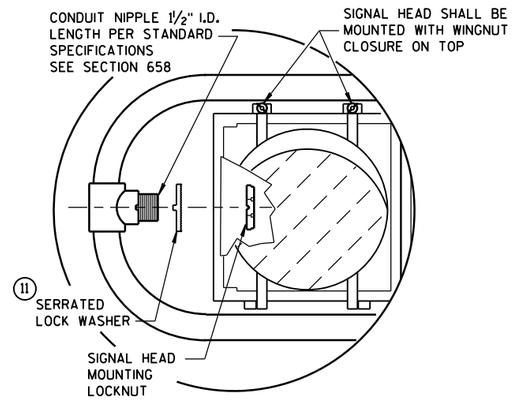
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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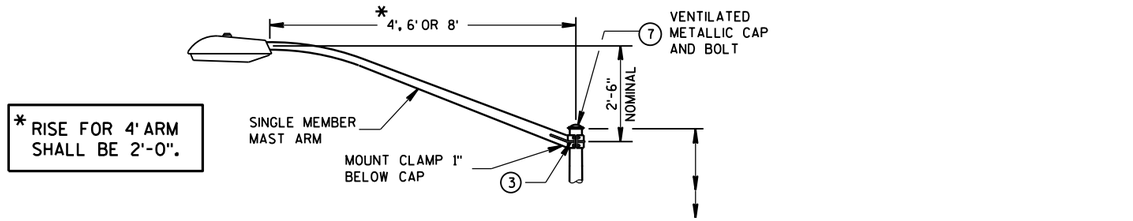
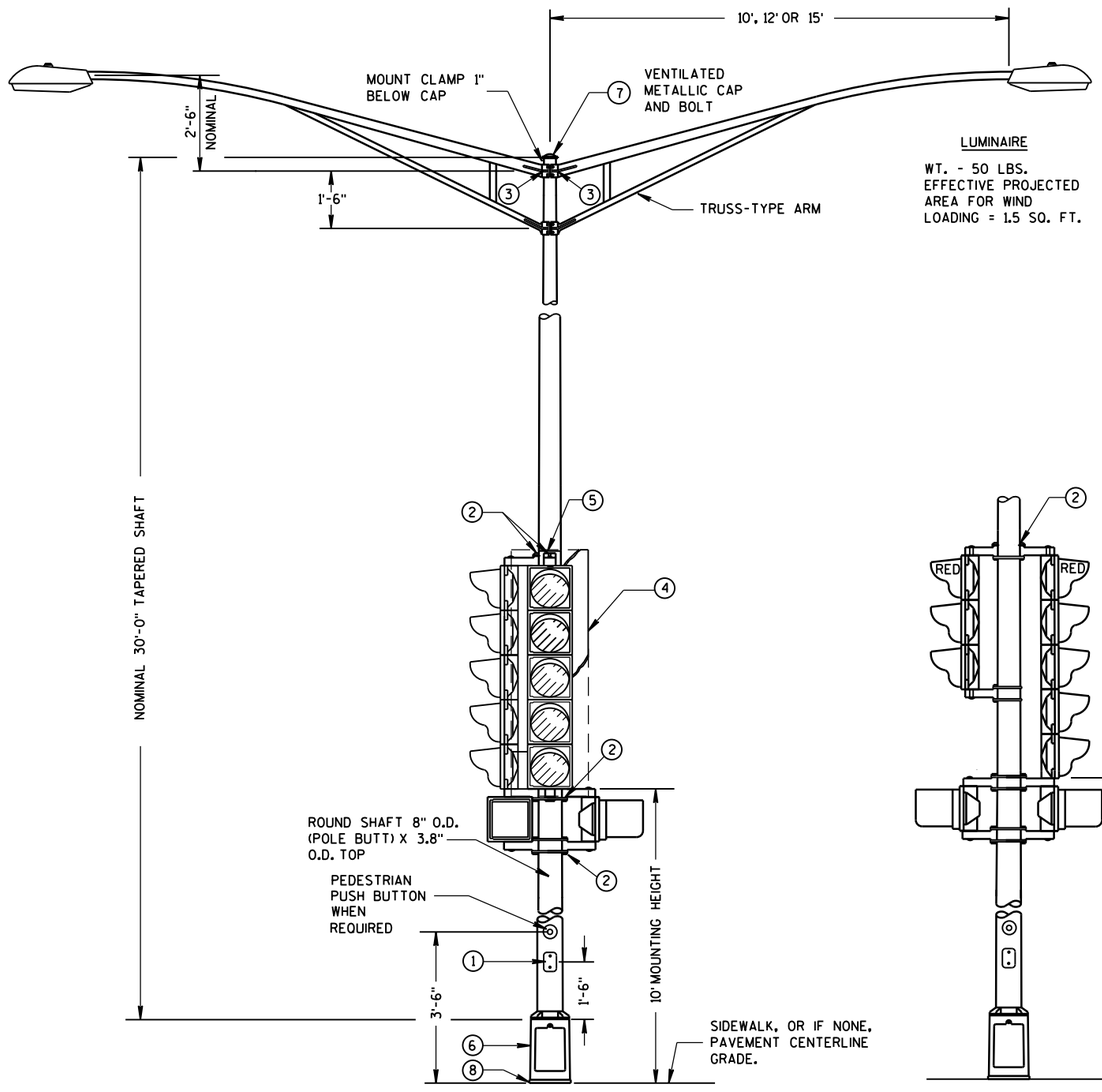
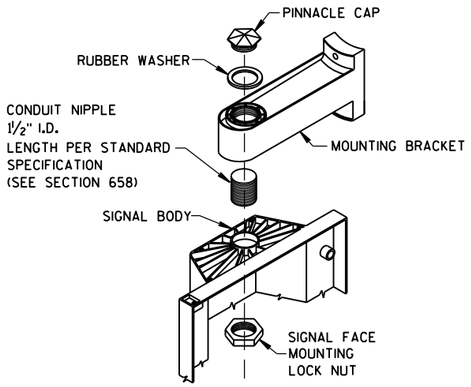




LUMINAIRE

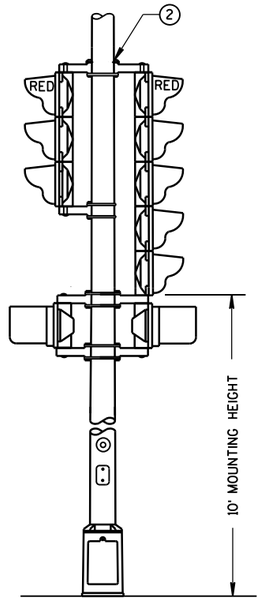
WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

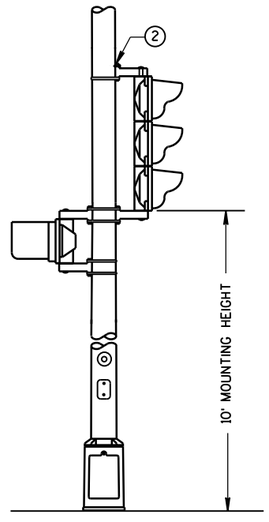


SIGNAL FACE MOUNTING DETAIL

(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

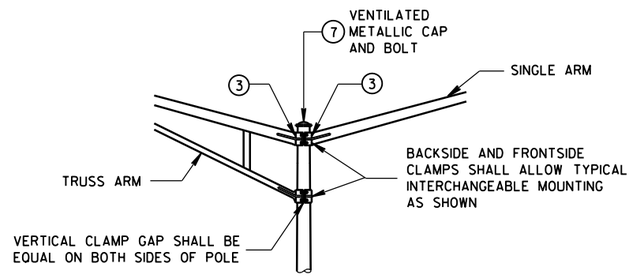
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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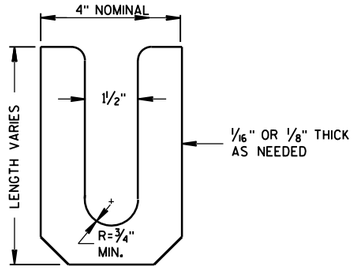
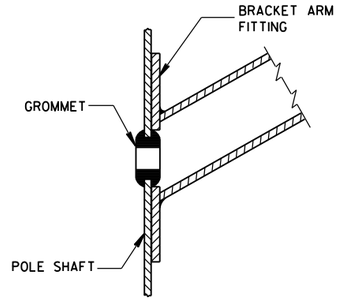
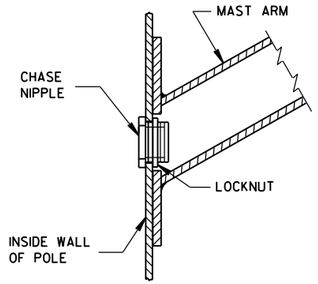


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

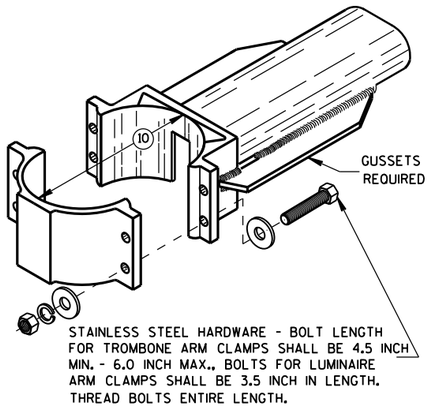
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

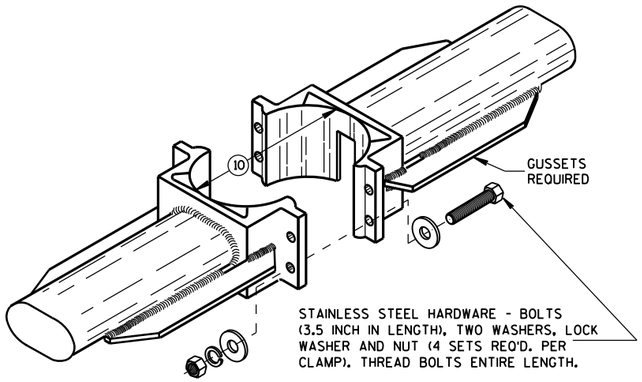
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

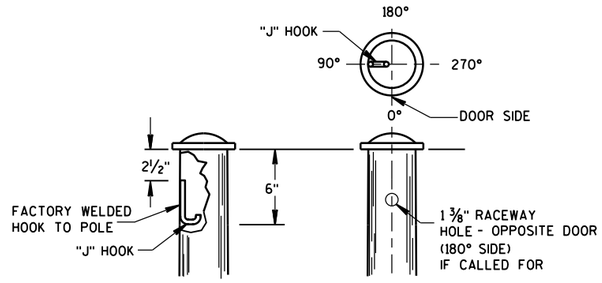
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



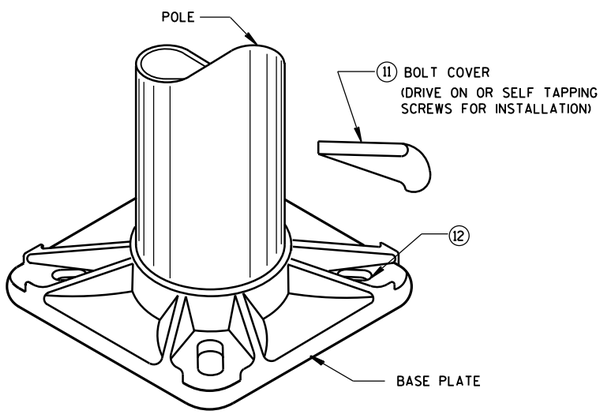
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



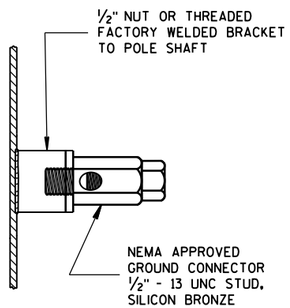
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

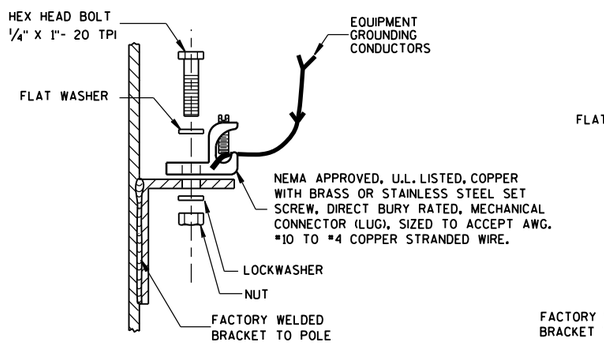


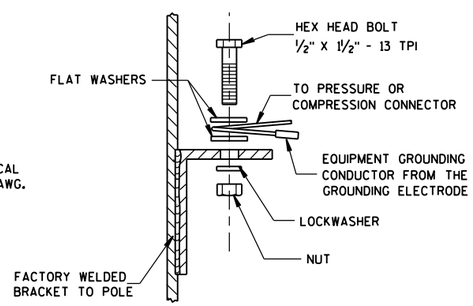
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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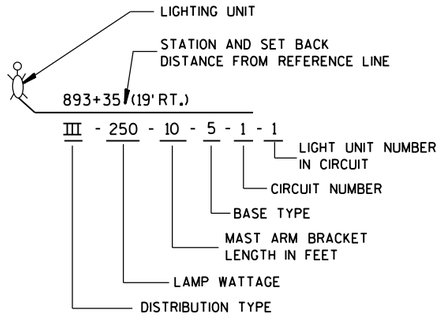
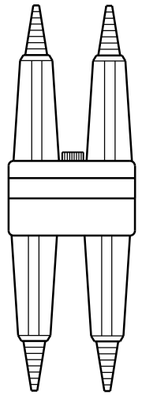
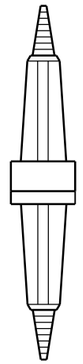


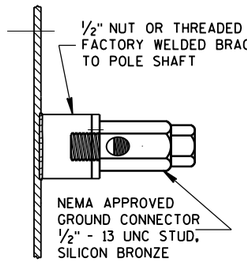
LIGHTING UNIT CODE
(TYPICAL)

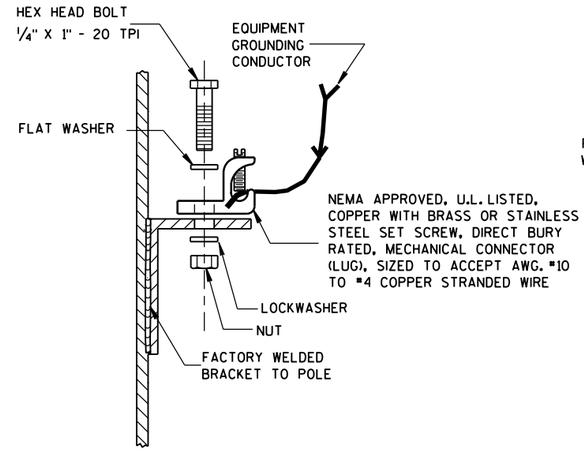


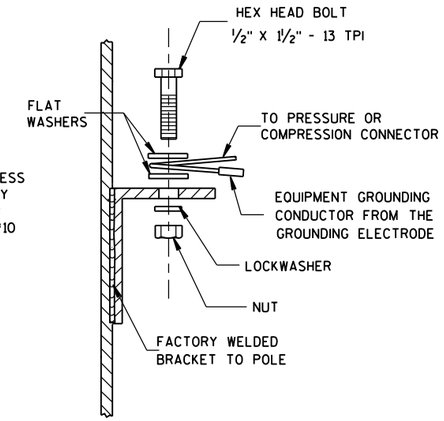
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



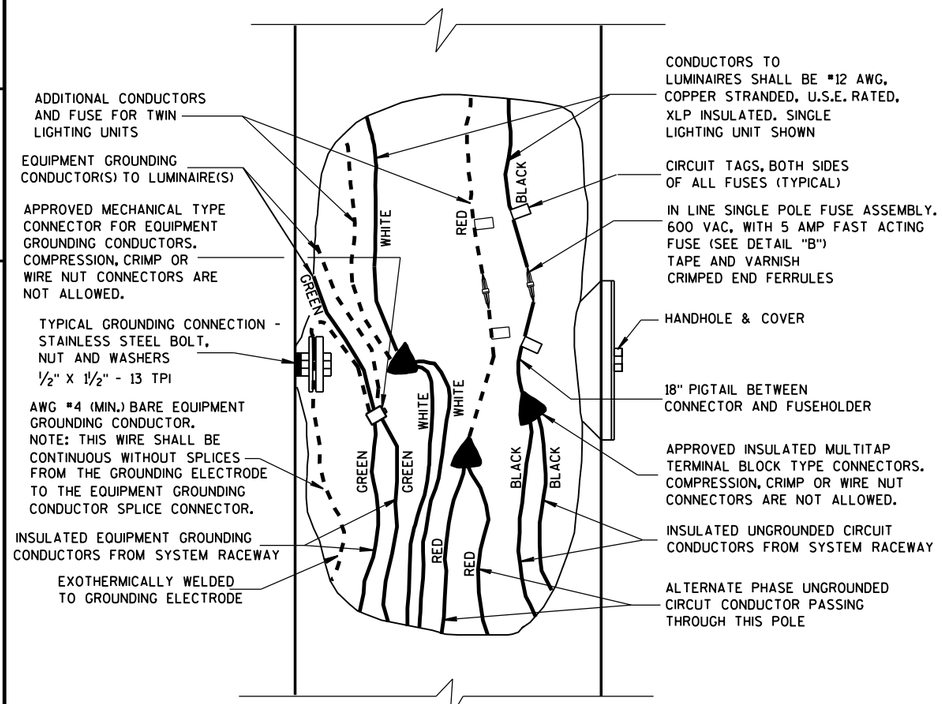
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



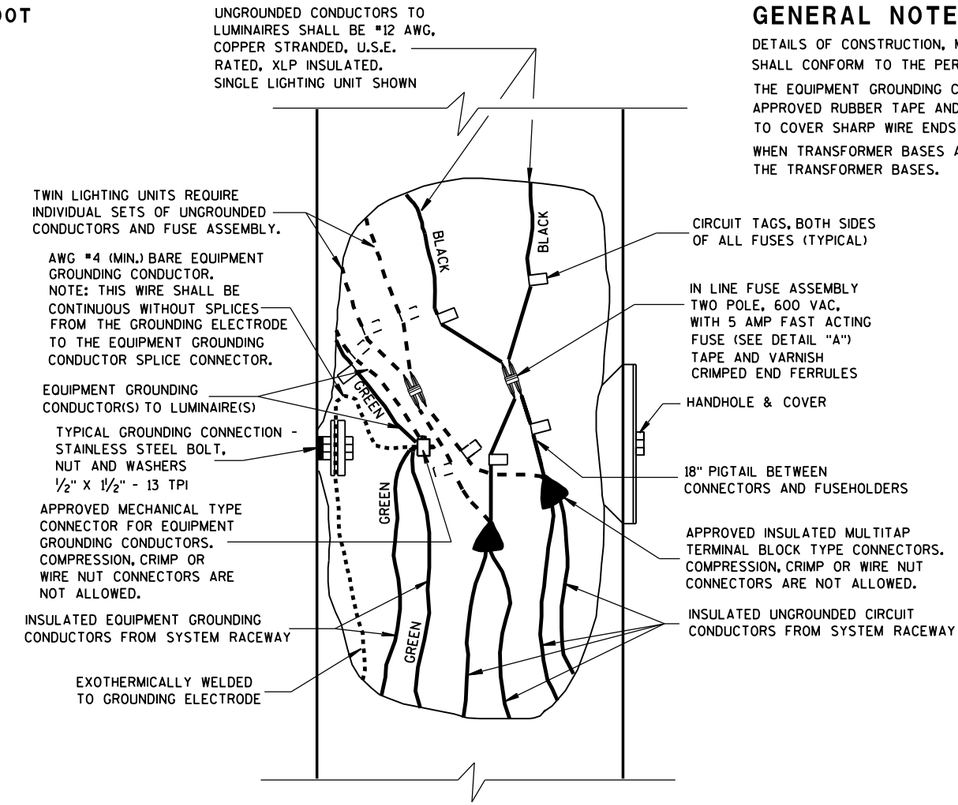




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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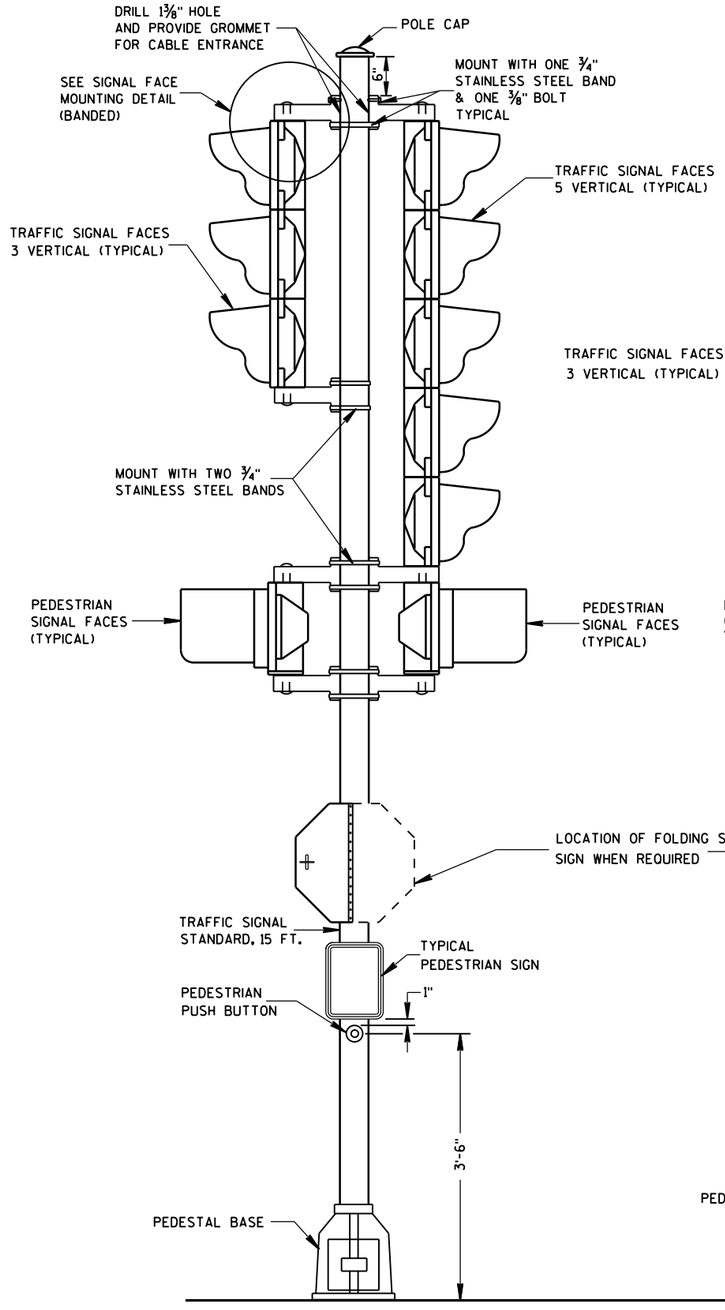
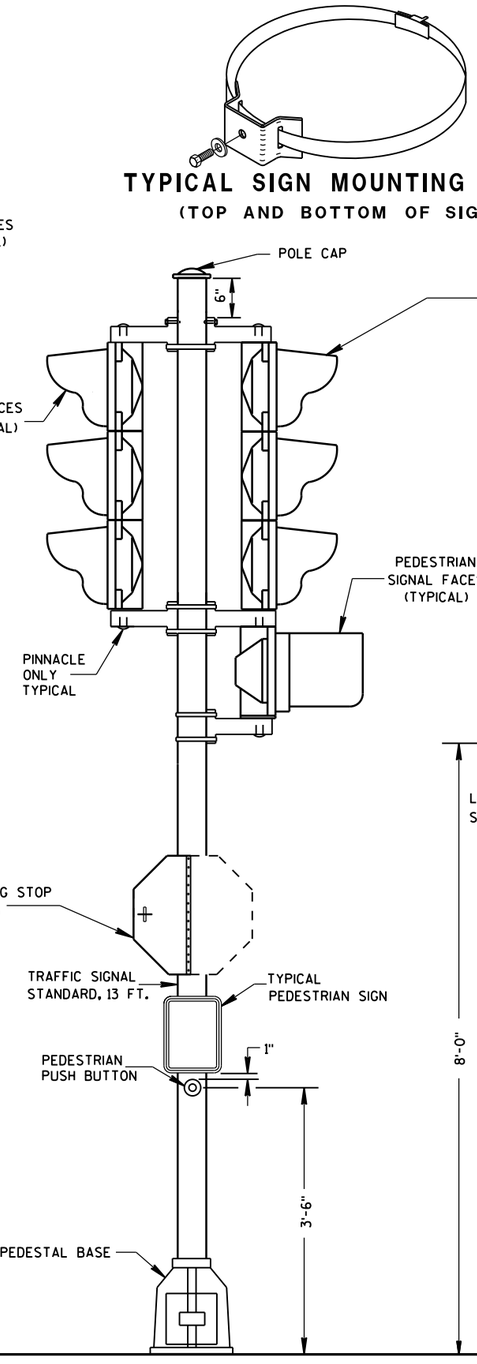
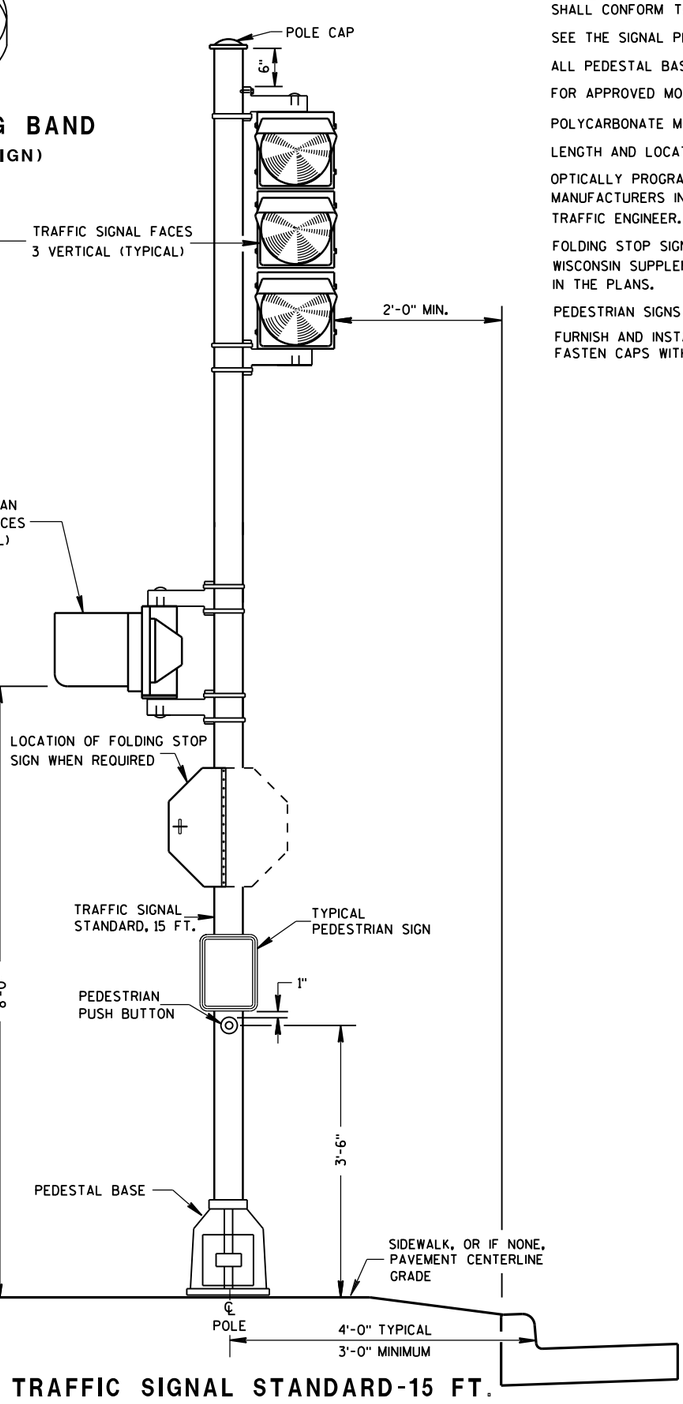


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

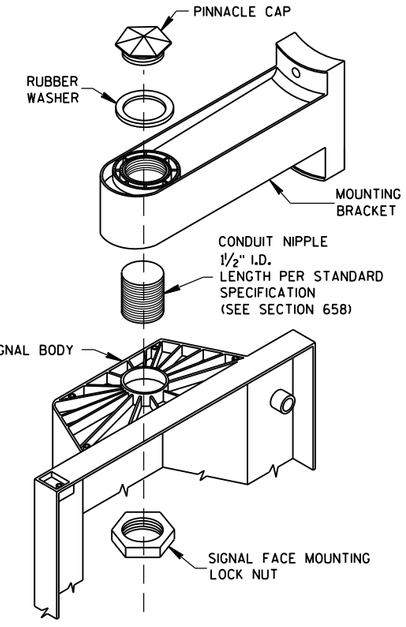
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL

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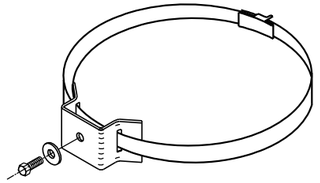
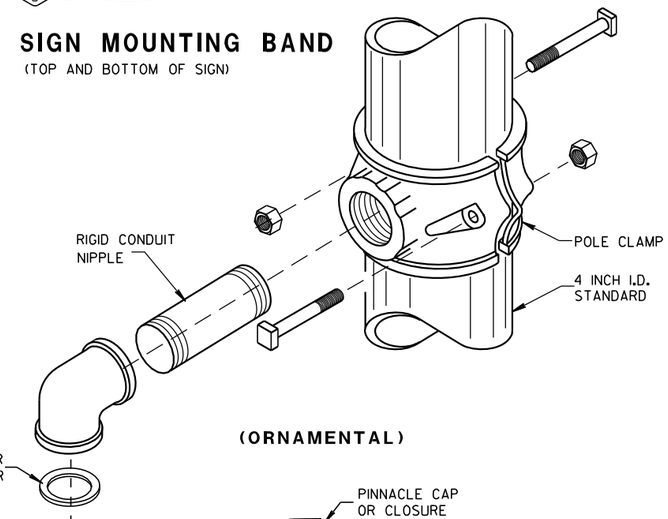
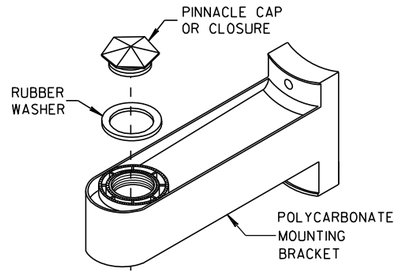


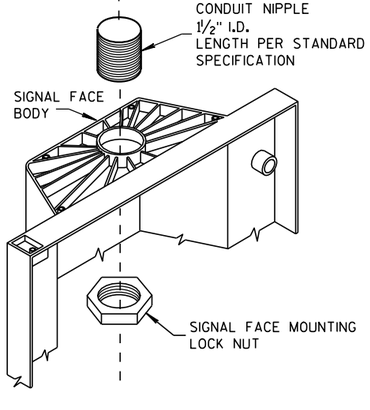
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



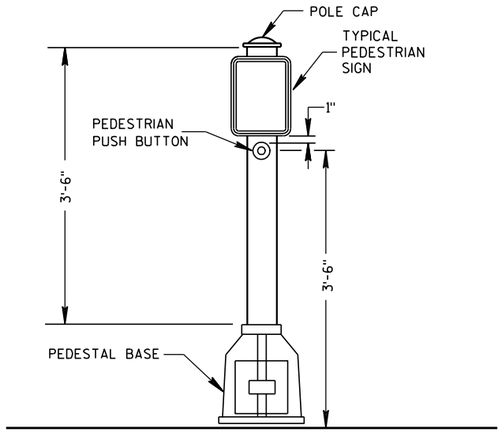
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

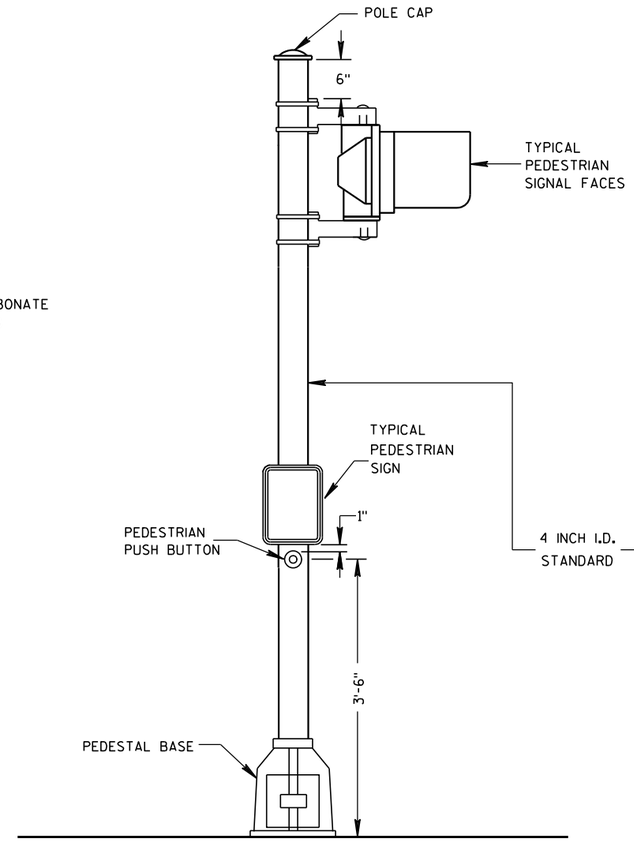
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

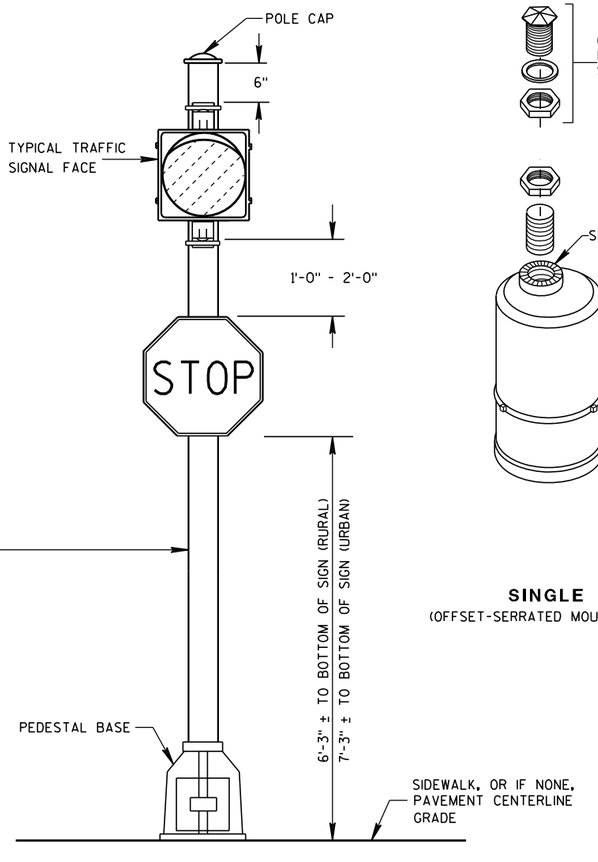
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

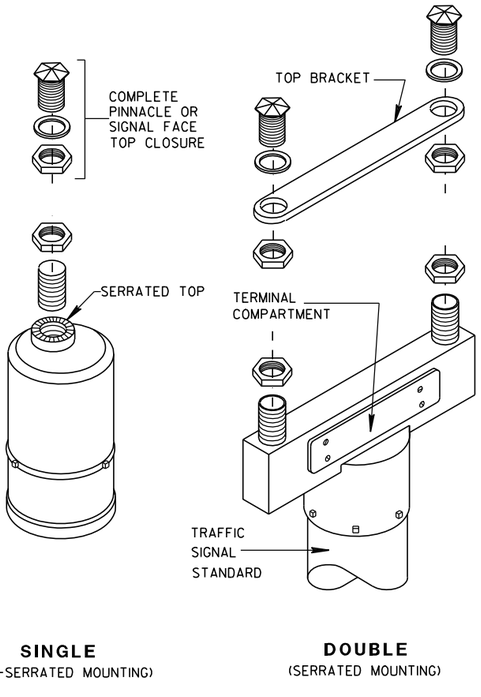
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

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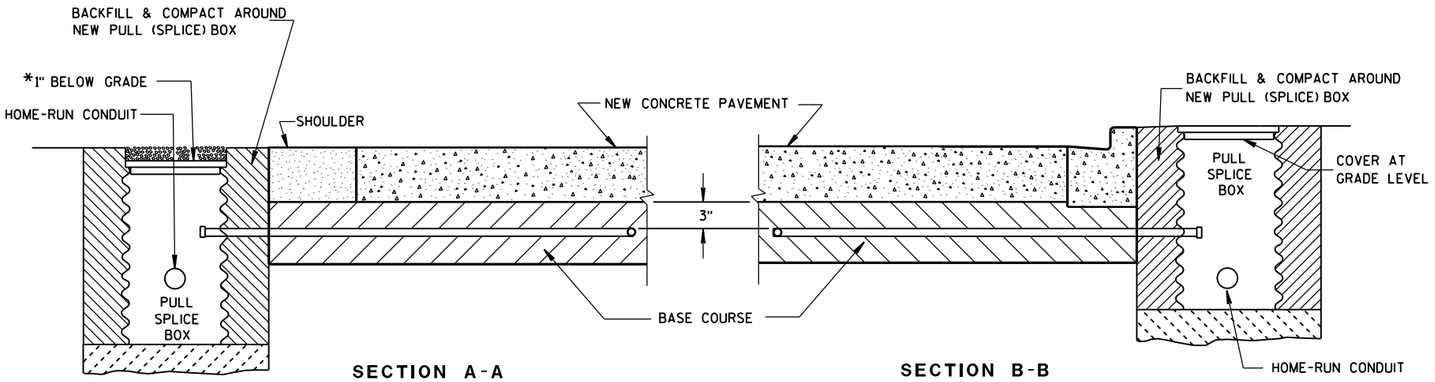


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

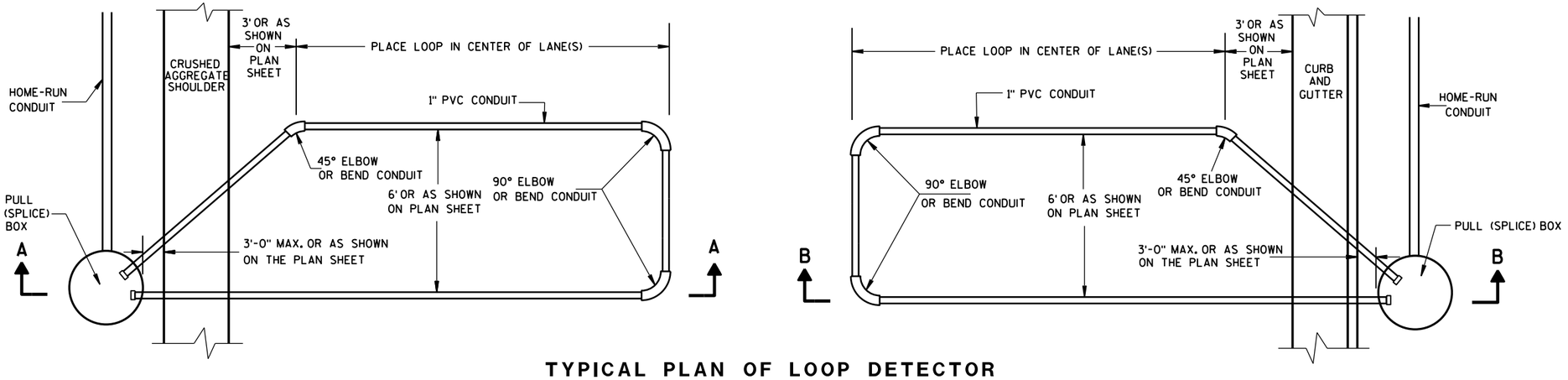
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE, SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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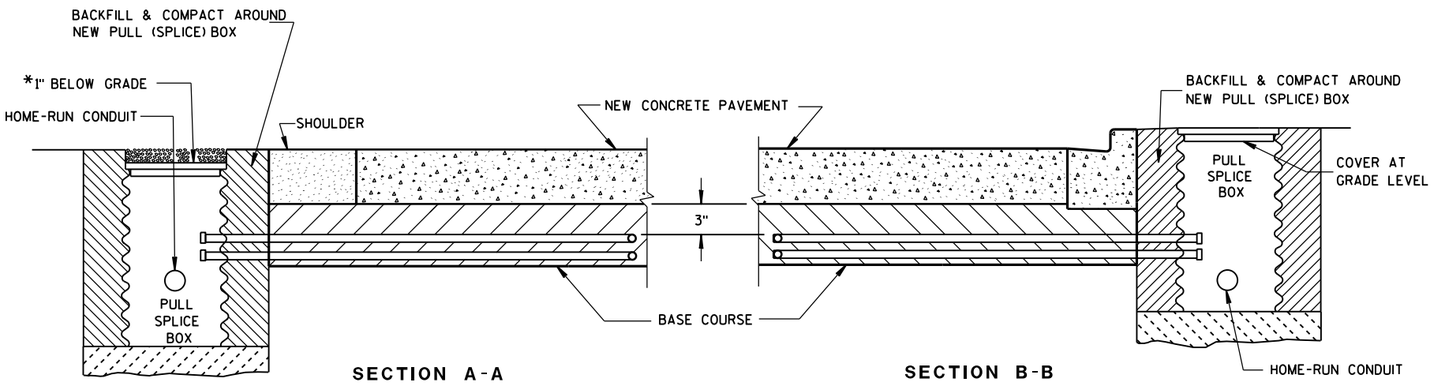


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

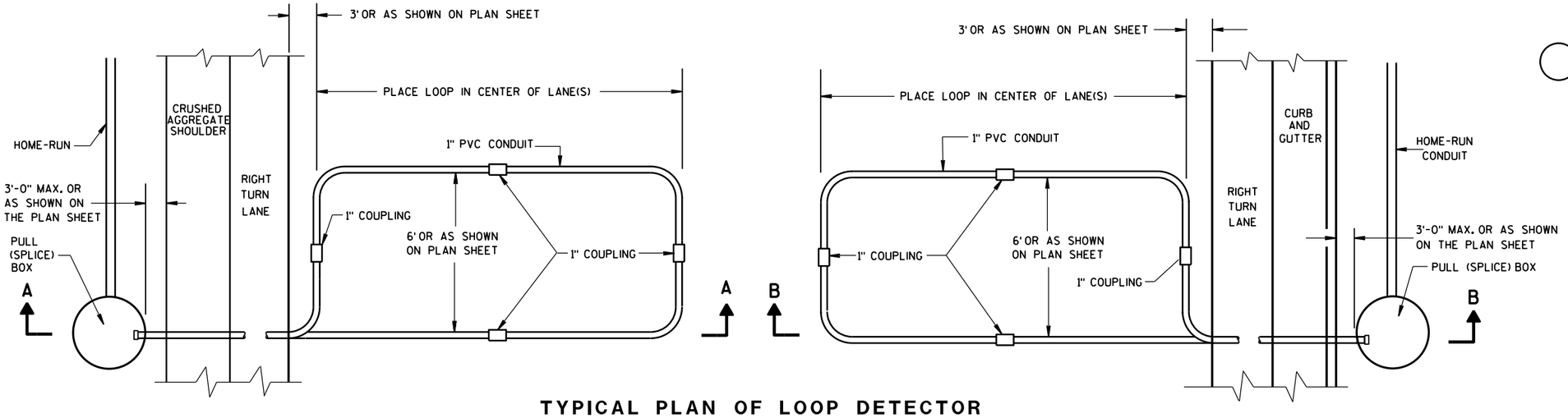
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

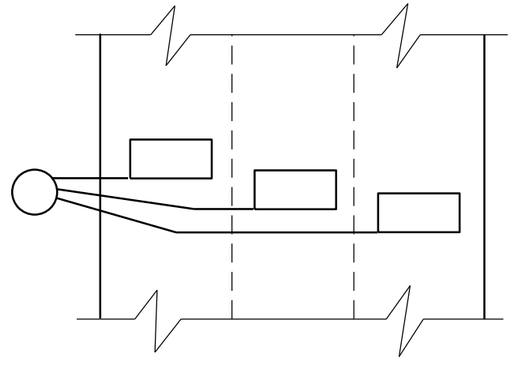
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

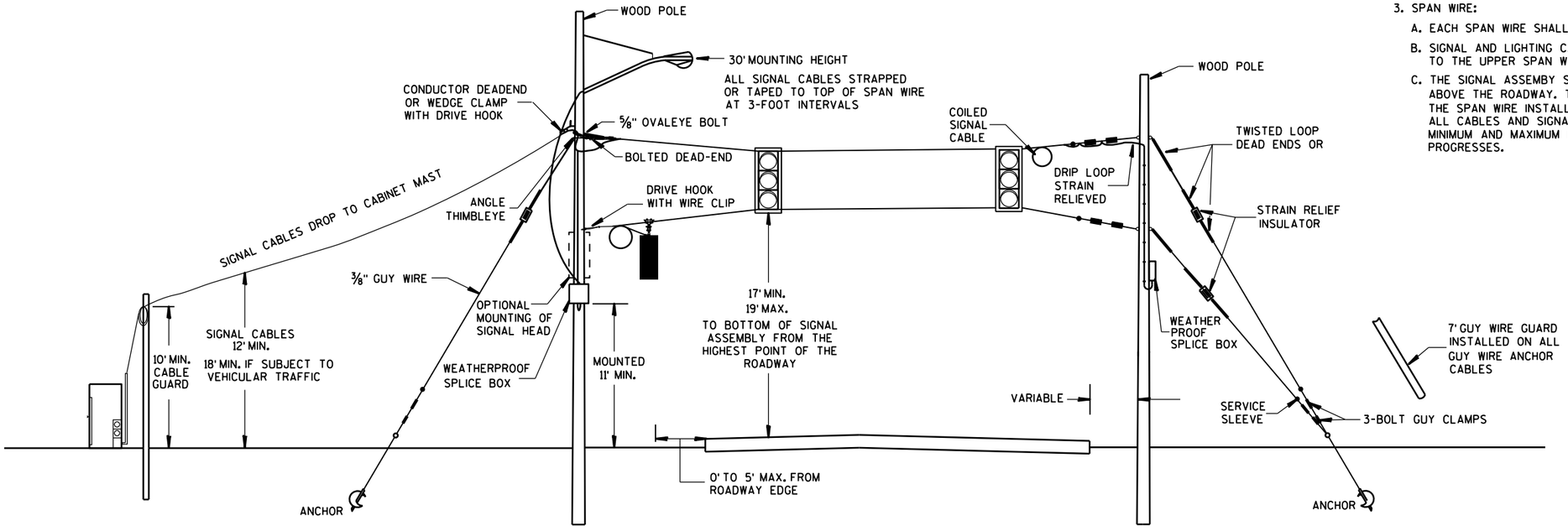
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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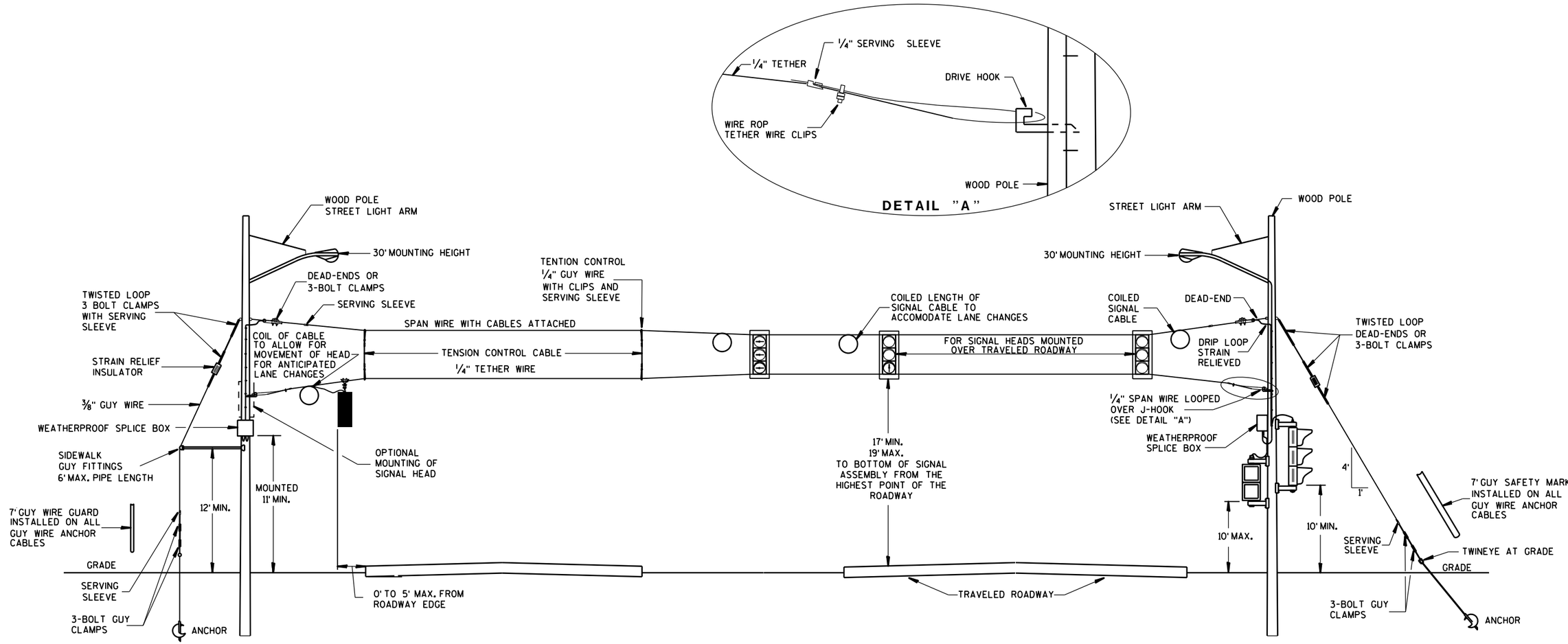

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 254
FHWA

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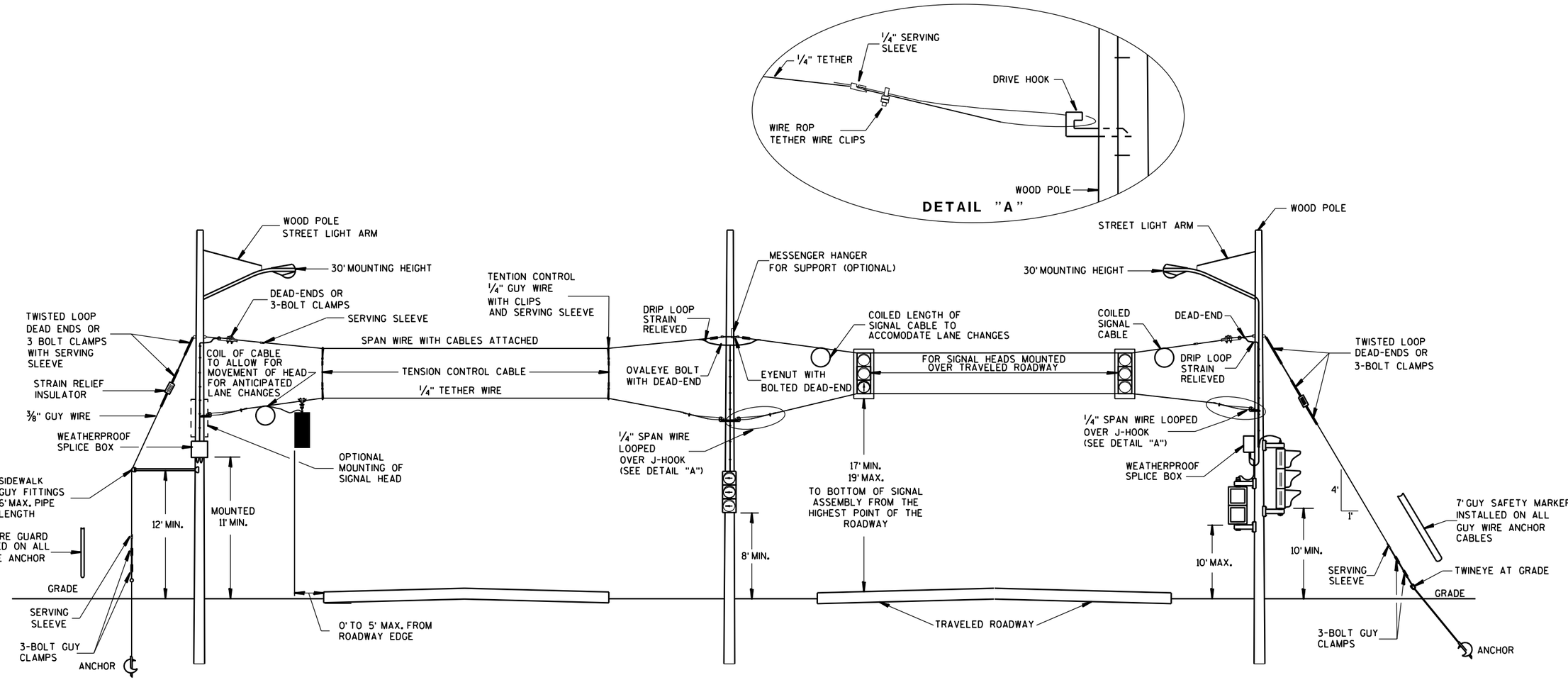

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 255
FHWA

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S.D.D. 9 G 1-4c

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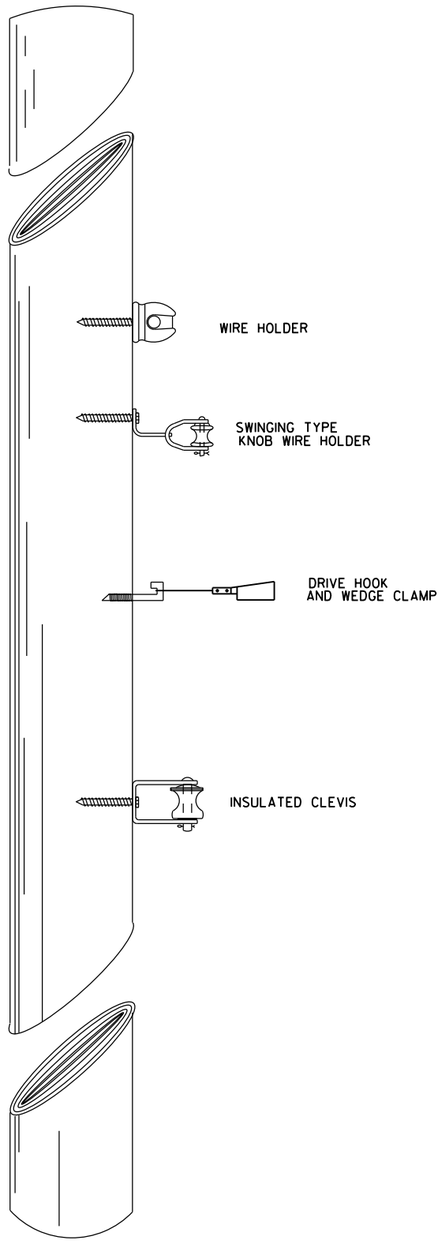
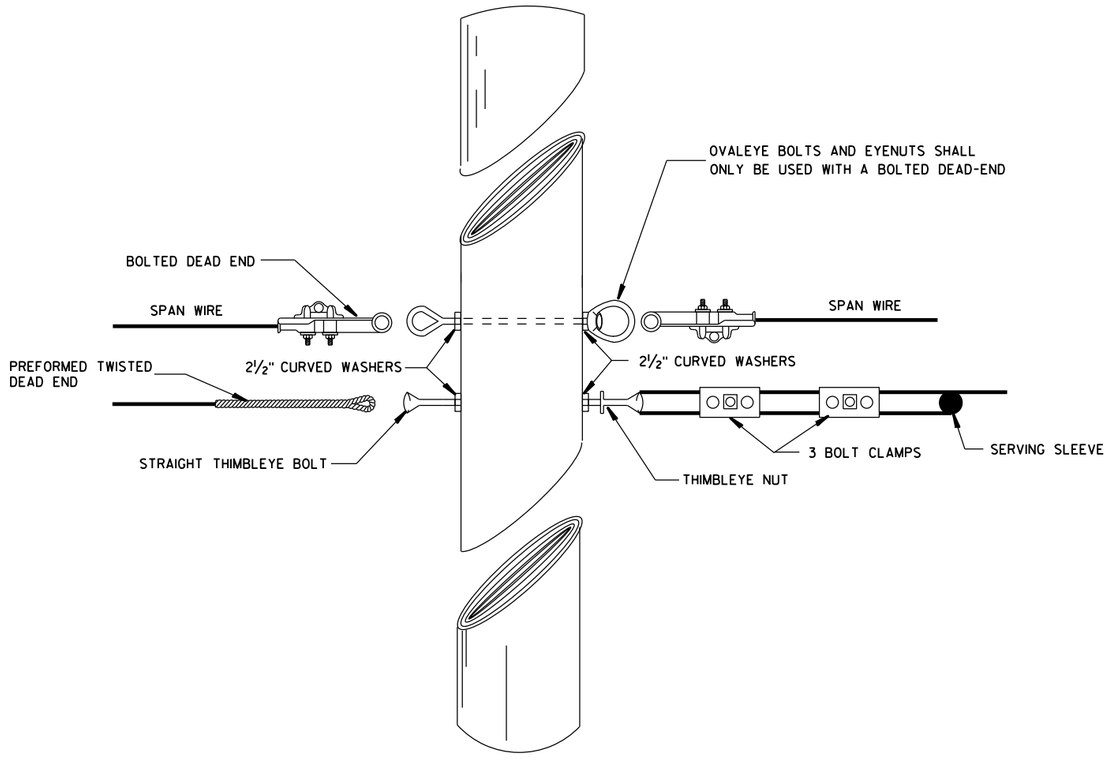
S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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S.D.D. 9 G 1-4d

S.D.D. 9 G 1-4d

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

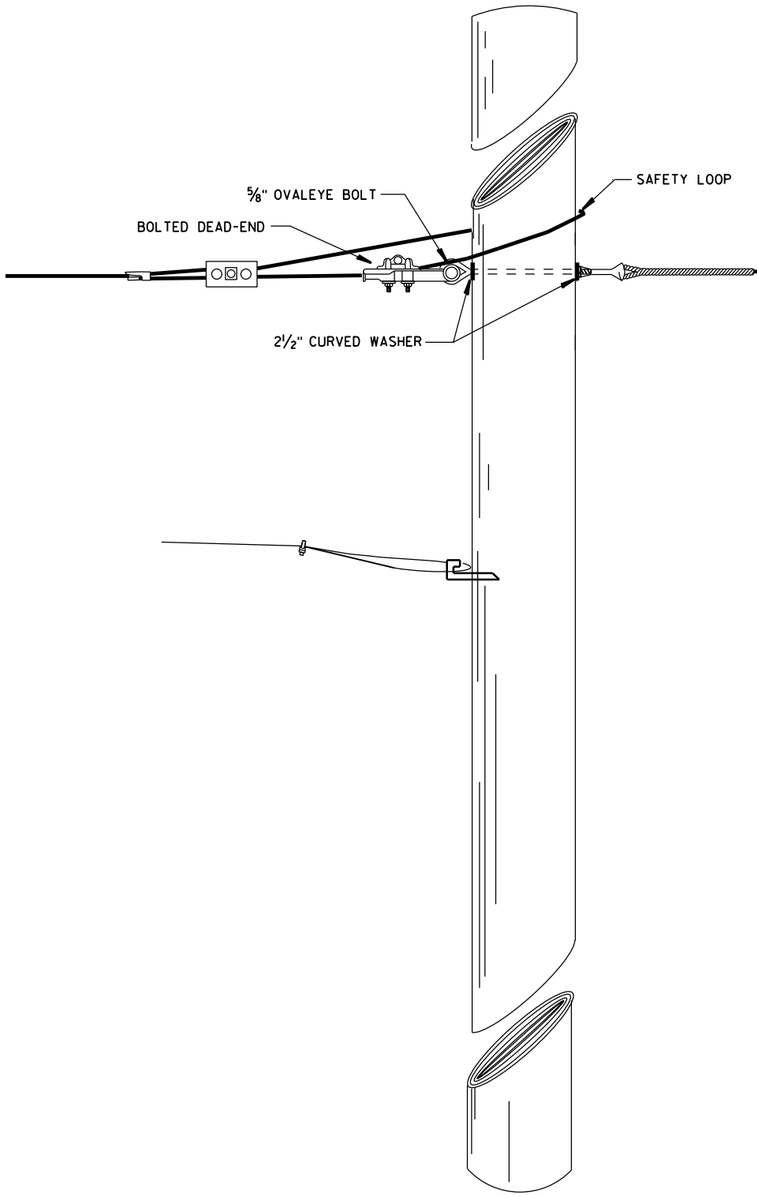
June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

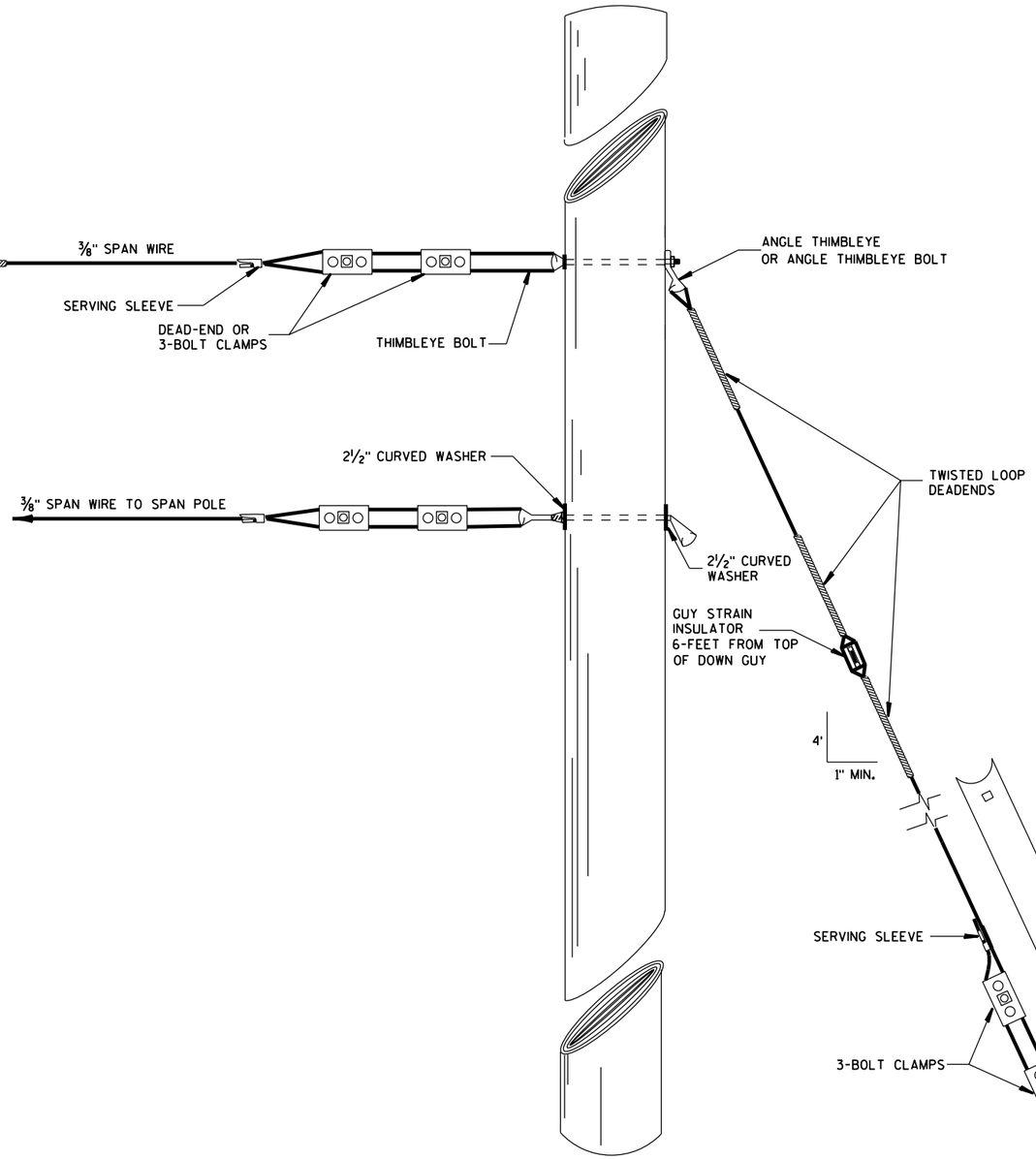
FHWA

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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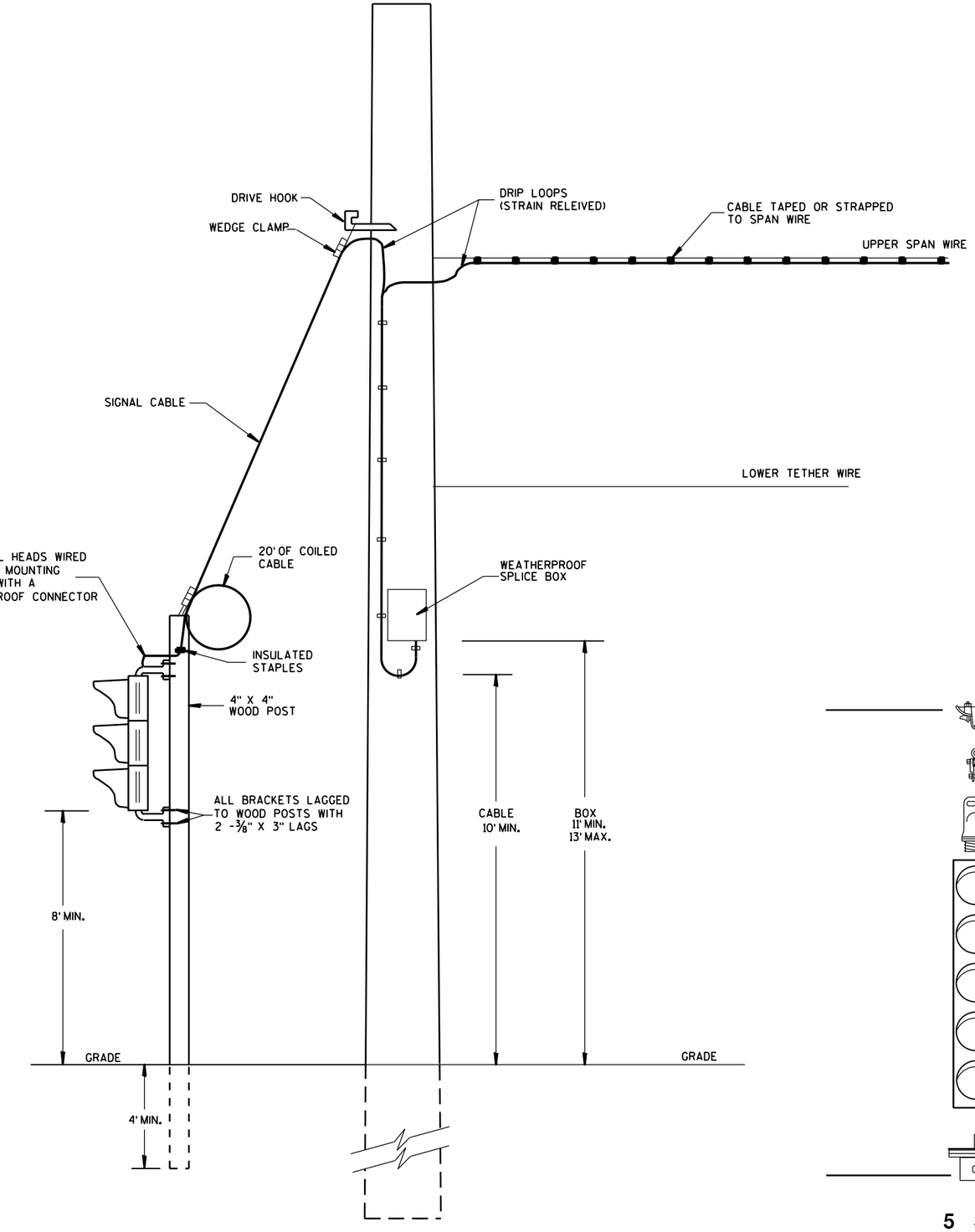
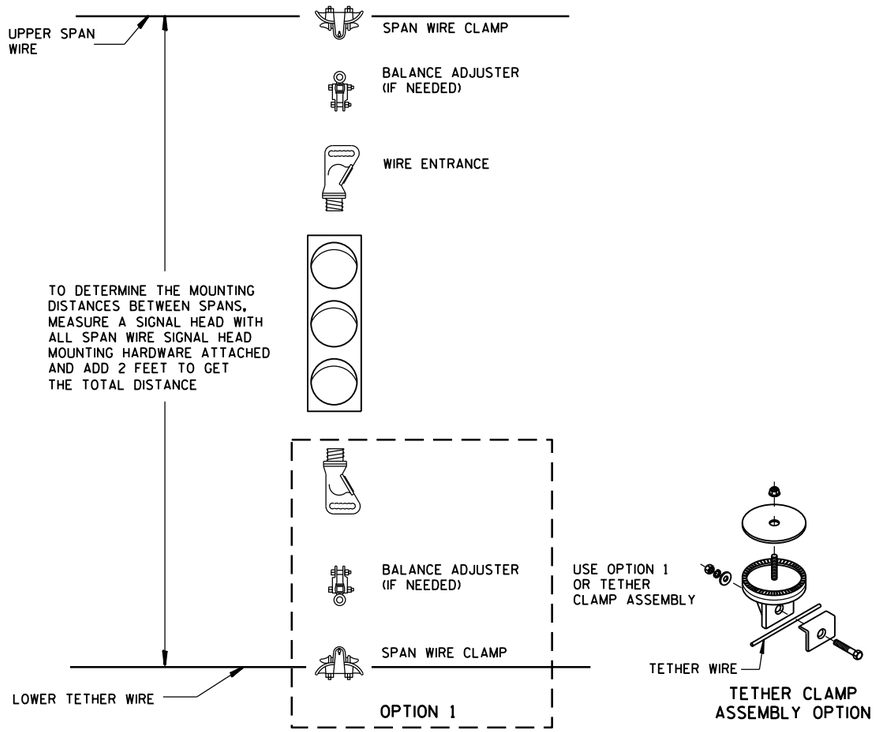
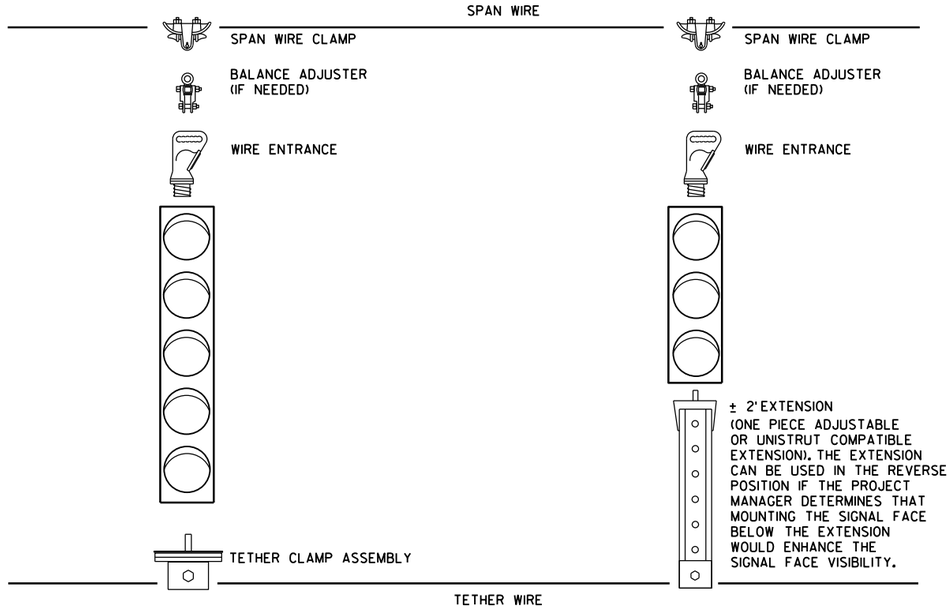
S.D.D. 9 G 1-4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

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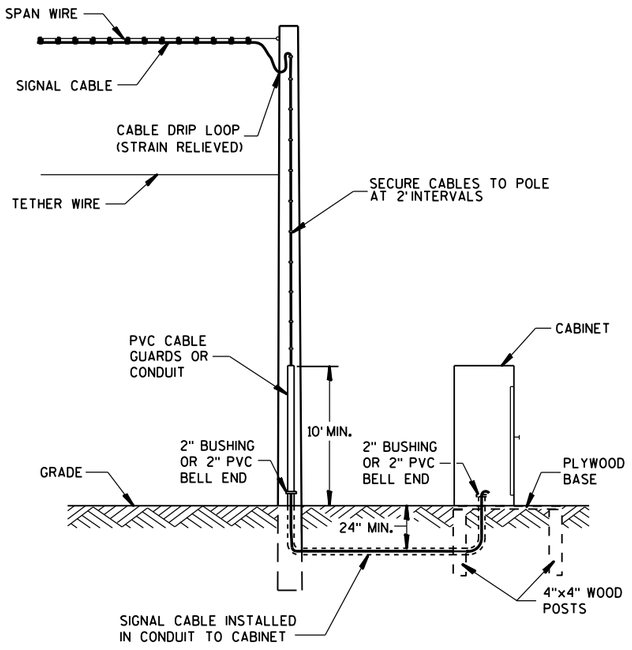
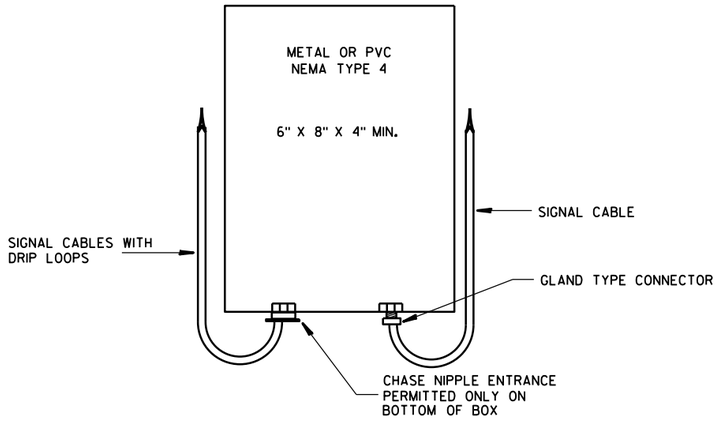
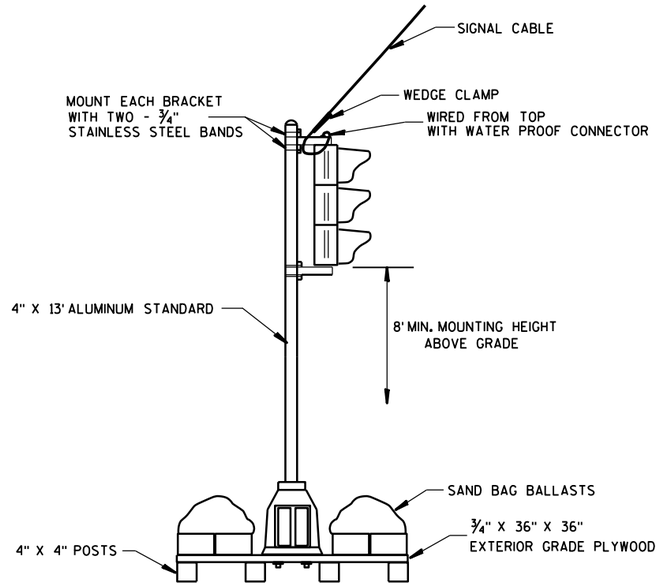
S.D.D. 9 G 1-4f

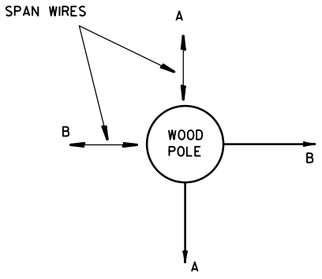




SPLICE BOX

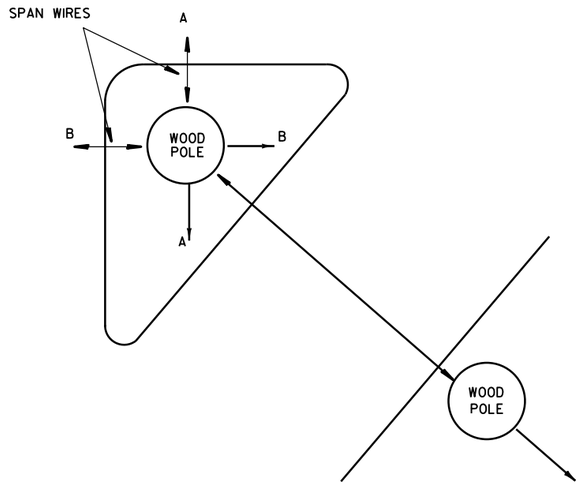


TYPICAL SKID TYPE TEMPORARY

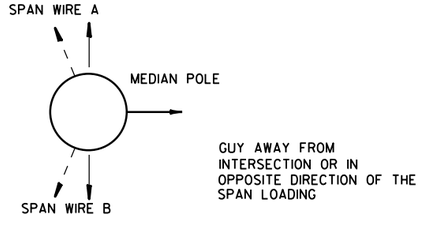


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4g

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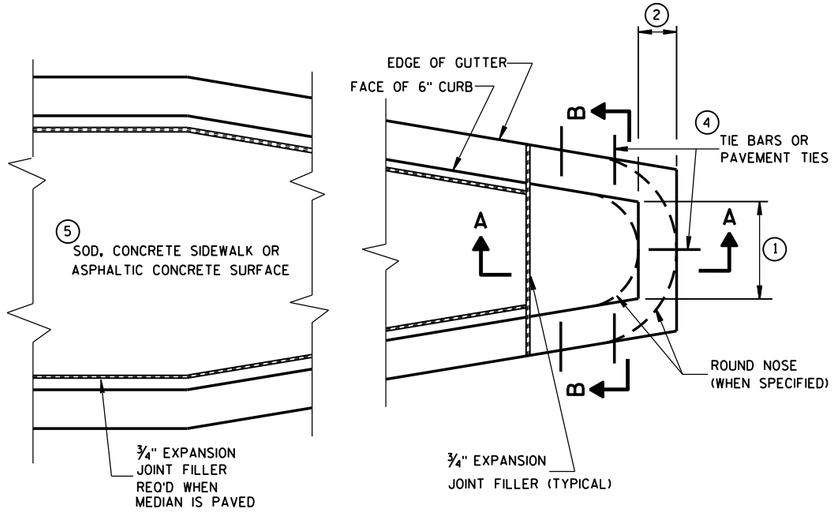
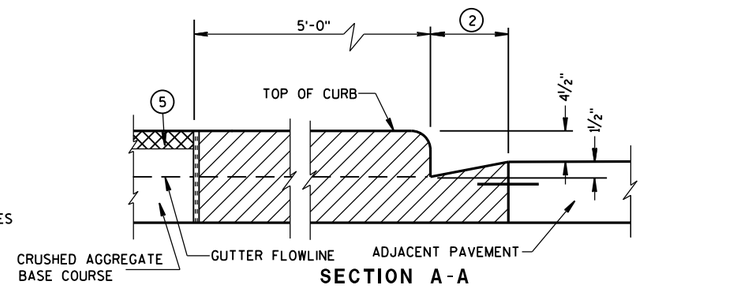
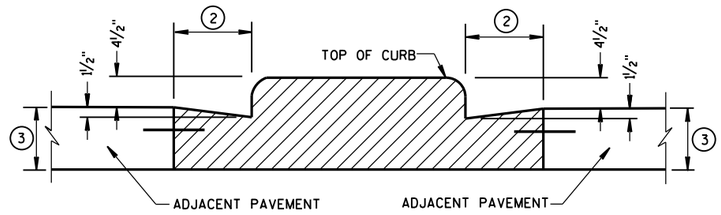






CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

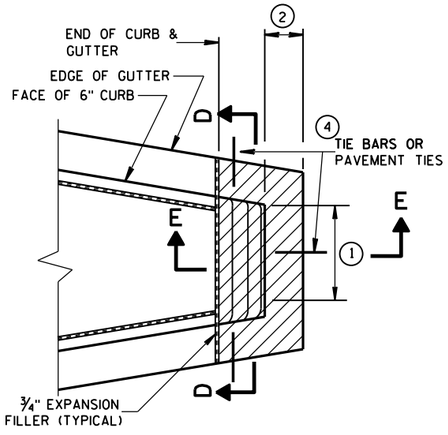
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

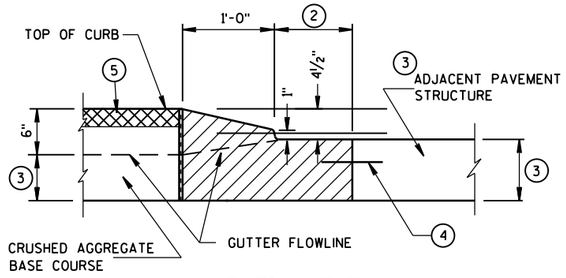
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

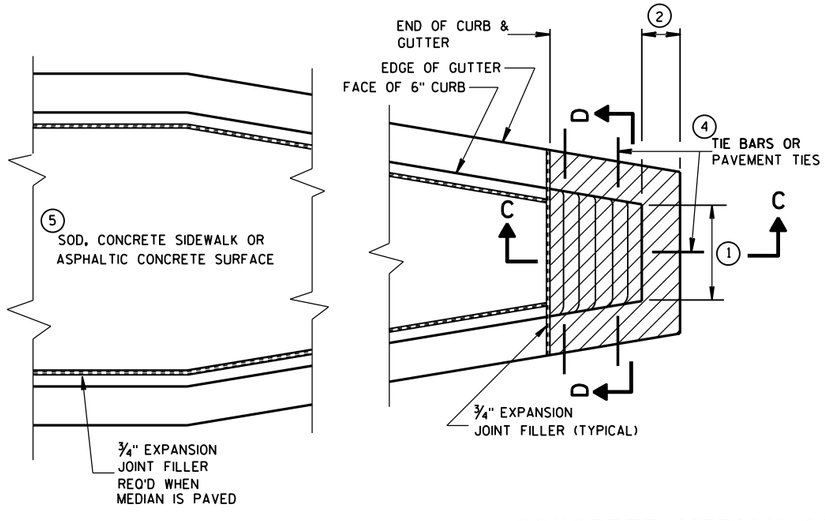
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

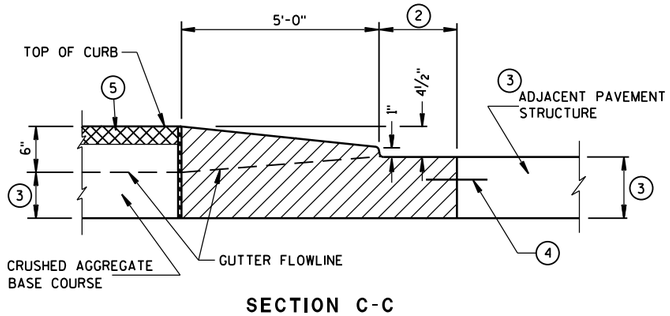




SECTION E-E

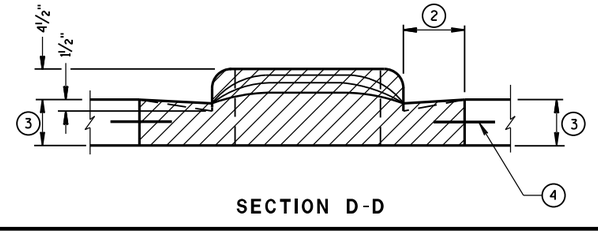
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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S.D.D. 11 B 2-2

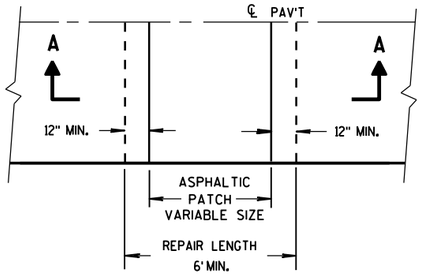
GENERAL NOTES

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.

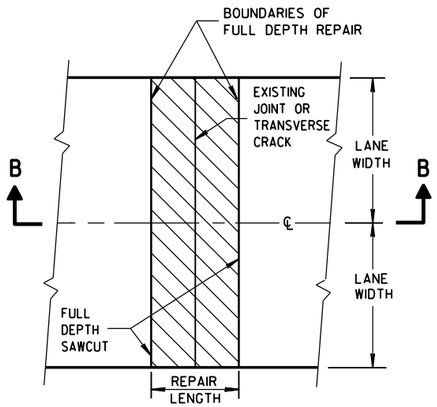
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

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.

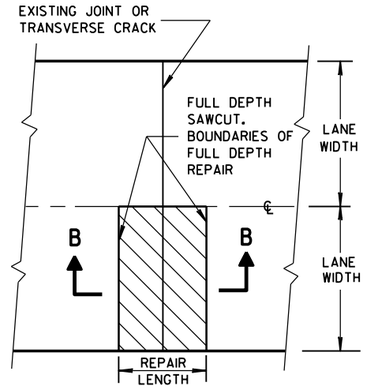
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

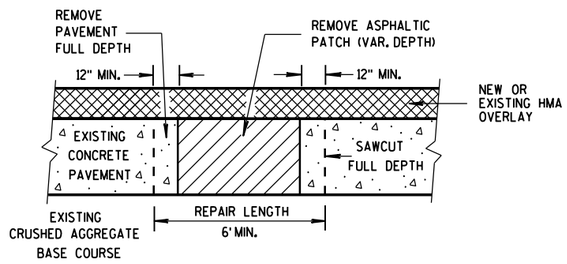


PLAN VIEW
(DOUBLE LANE REPAIR)



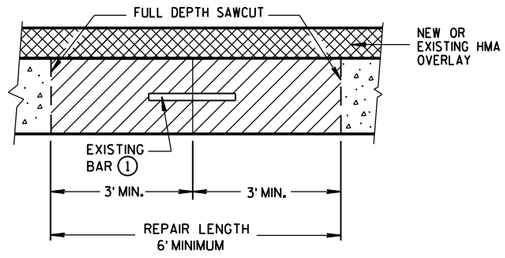
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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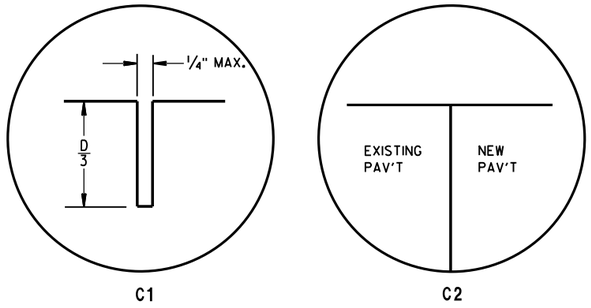
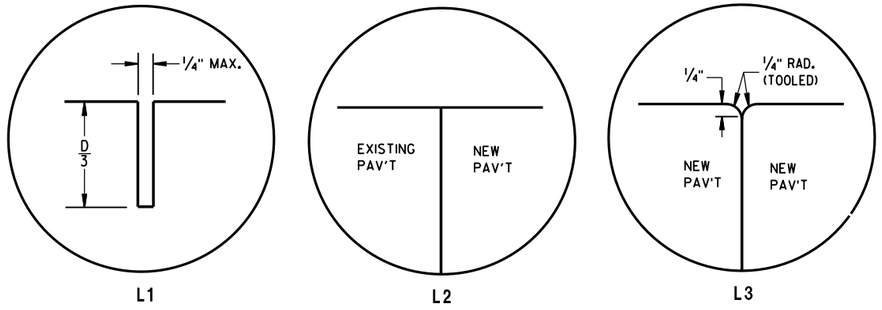
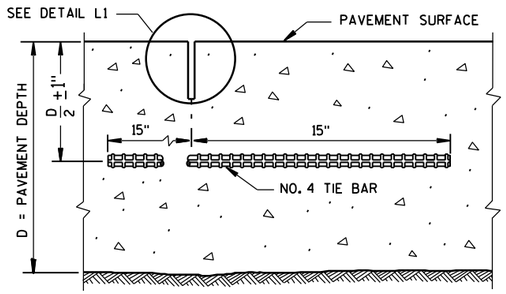
S.D.D. 13 C 14-5a



TRANSVERSE JOINTS

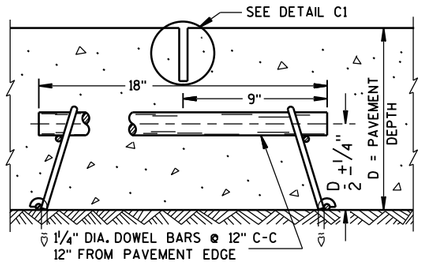


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

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

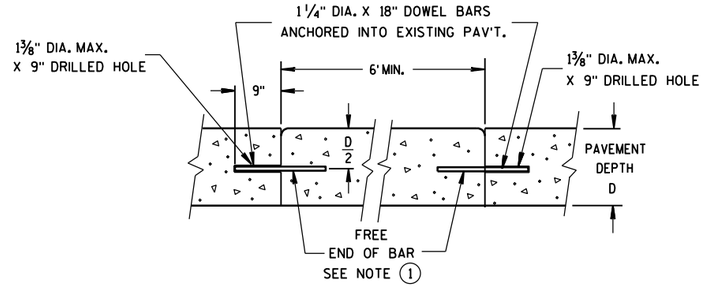
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

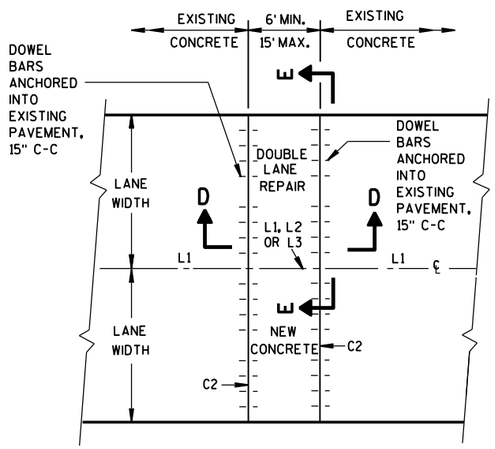
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE 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.

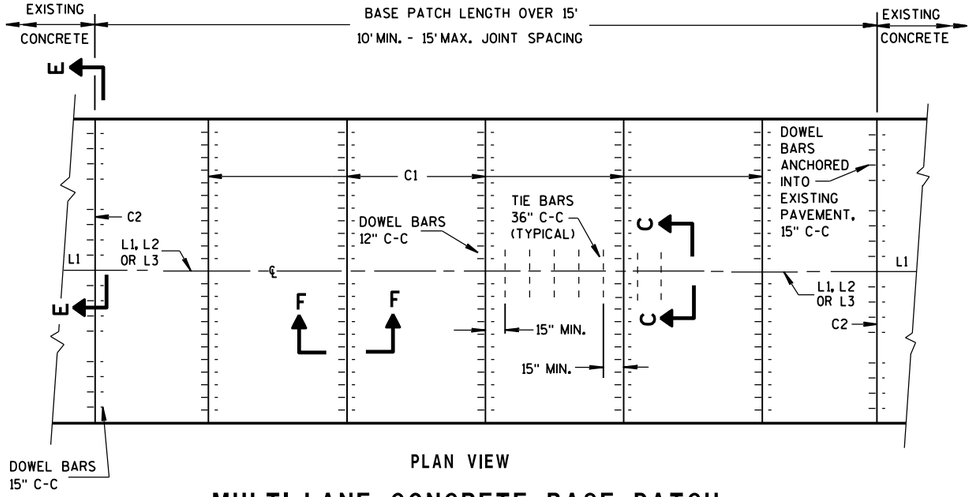


SECTION D-D



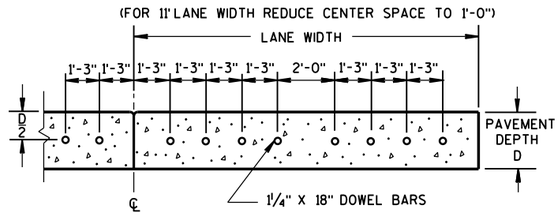
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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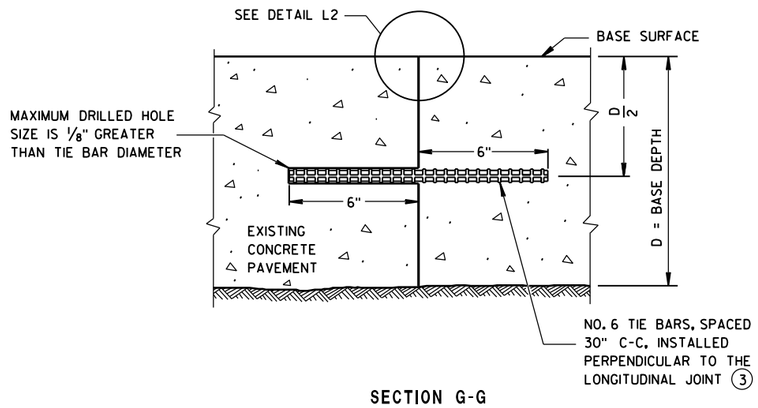
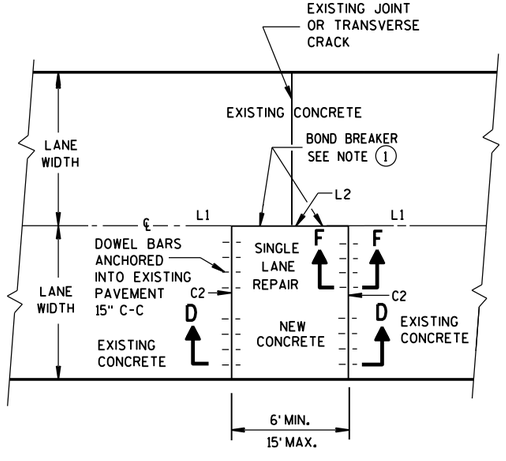
S.D.D. 13 C 14-5b



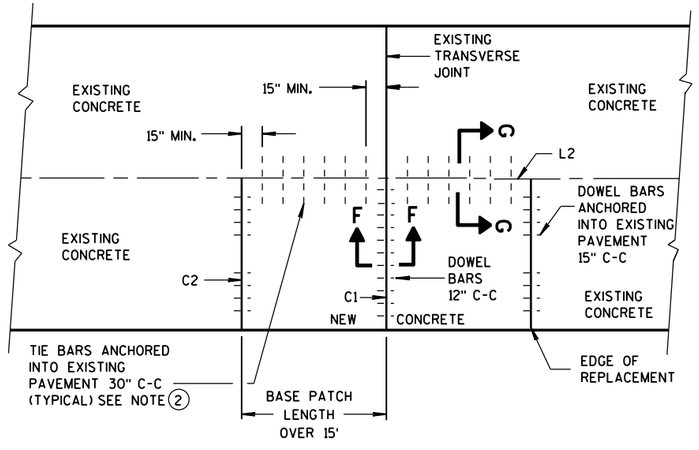
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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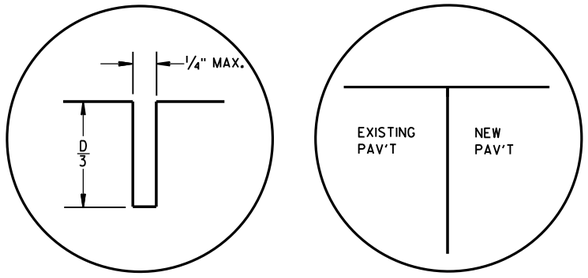
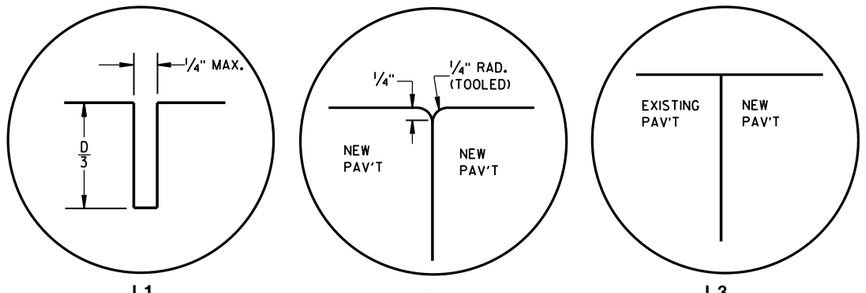
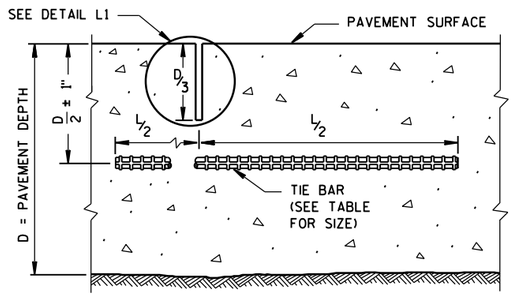
S.D.D. 13 C 14-5c



TRANSVERSE JOINTS

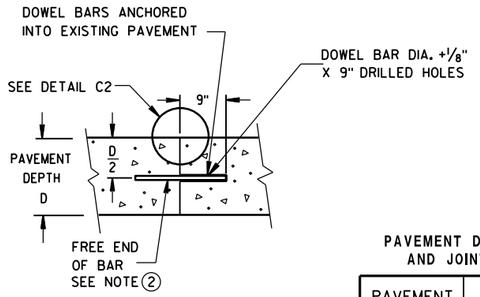


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

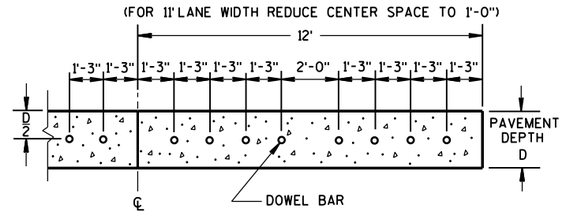
GENERAL NOTES

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

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

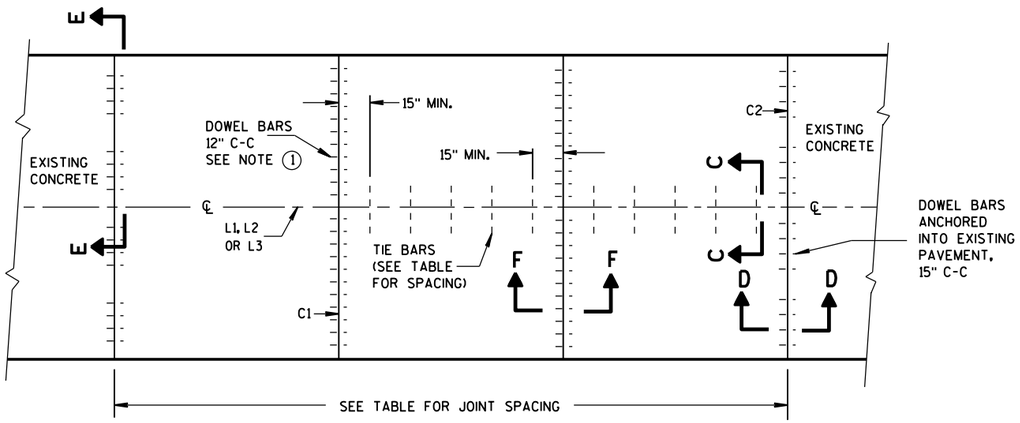
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

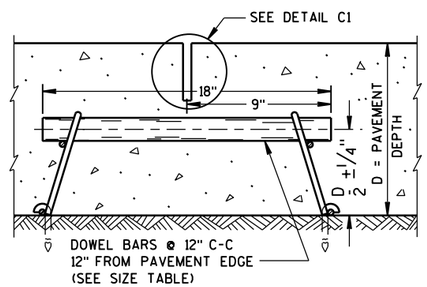
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

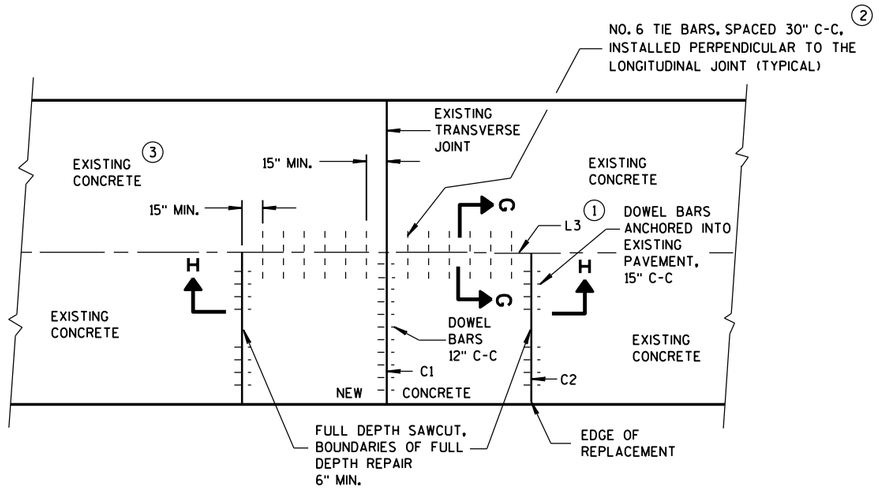
6
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

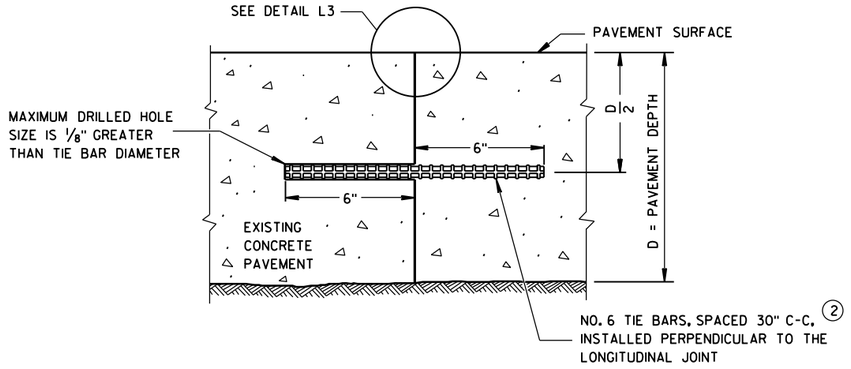
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



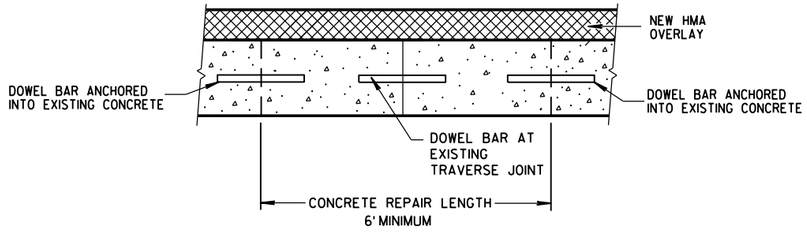
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

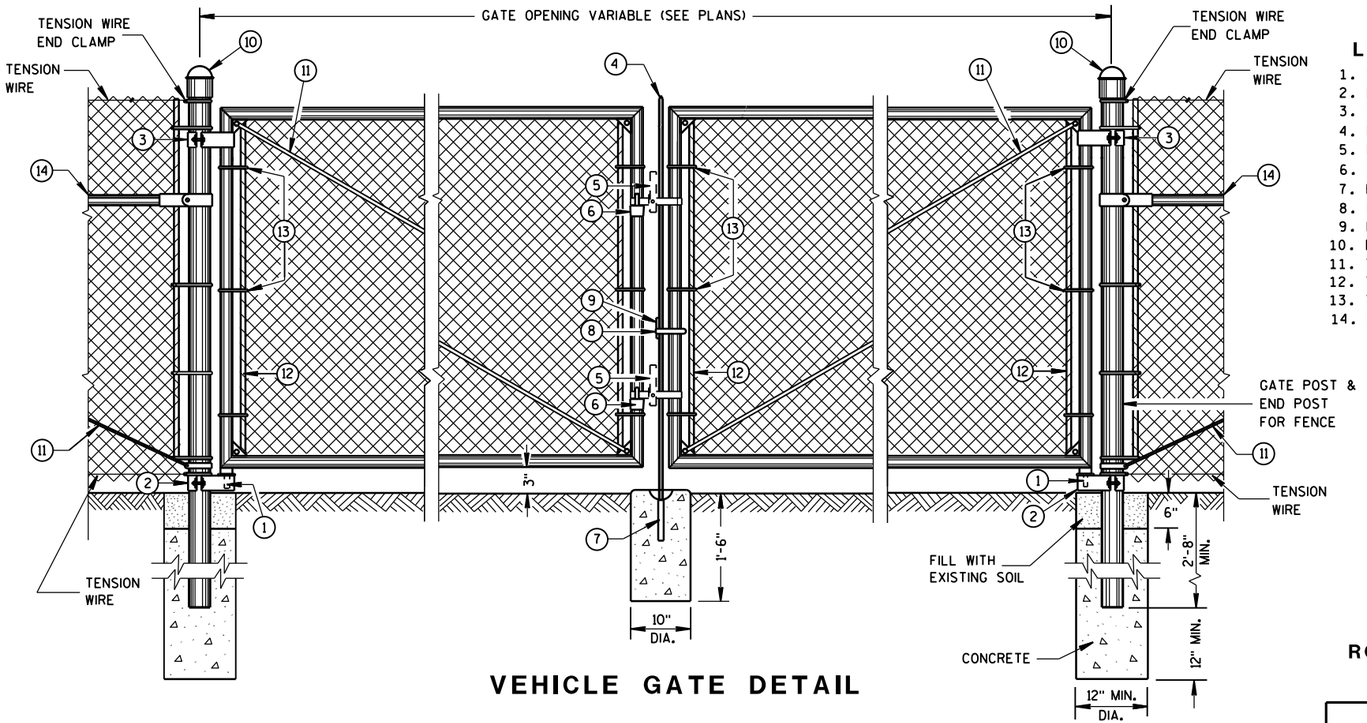
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

6

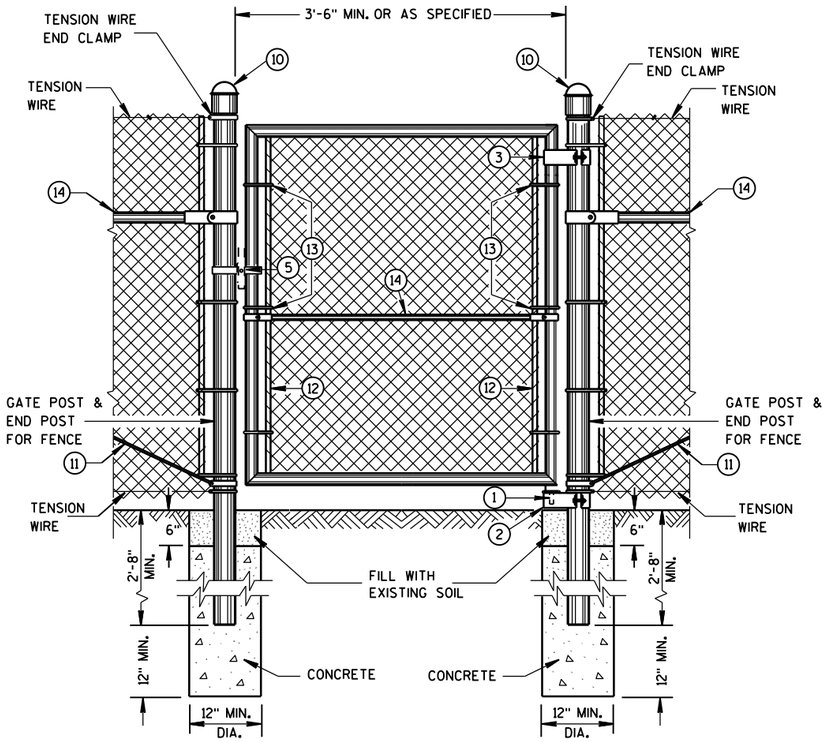
S.D.D. 13 C 15-6b

6

S.D.D. 13 C 15-6b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

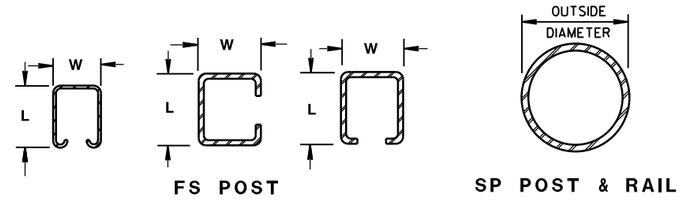
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST — SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

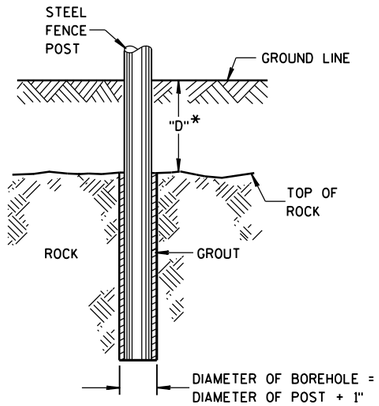
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

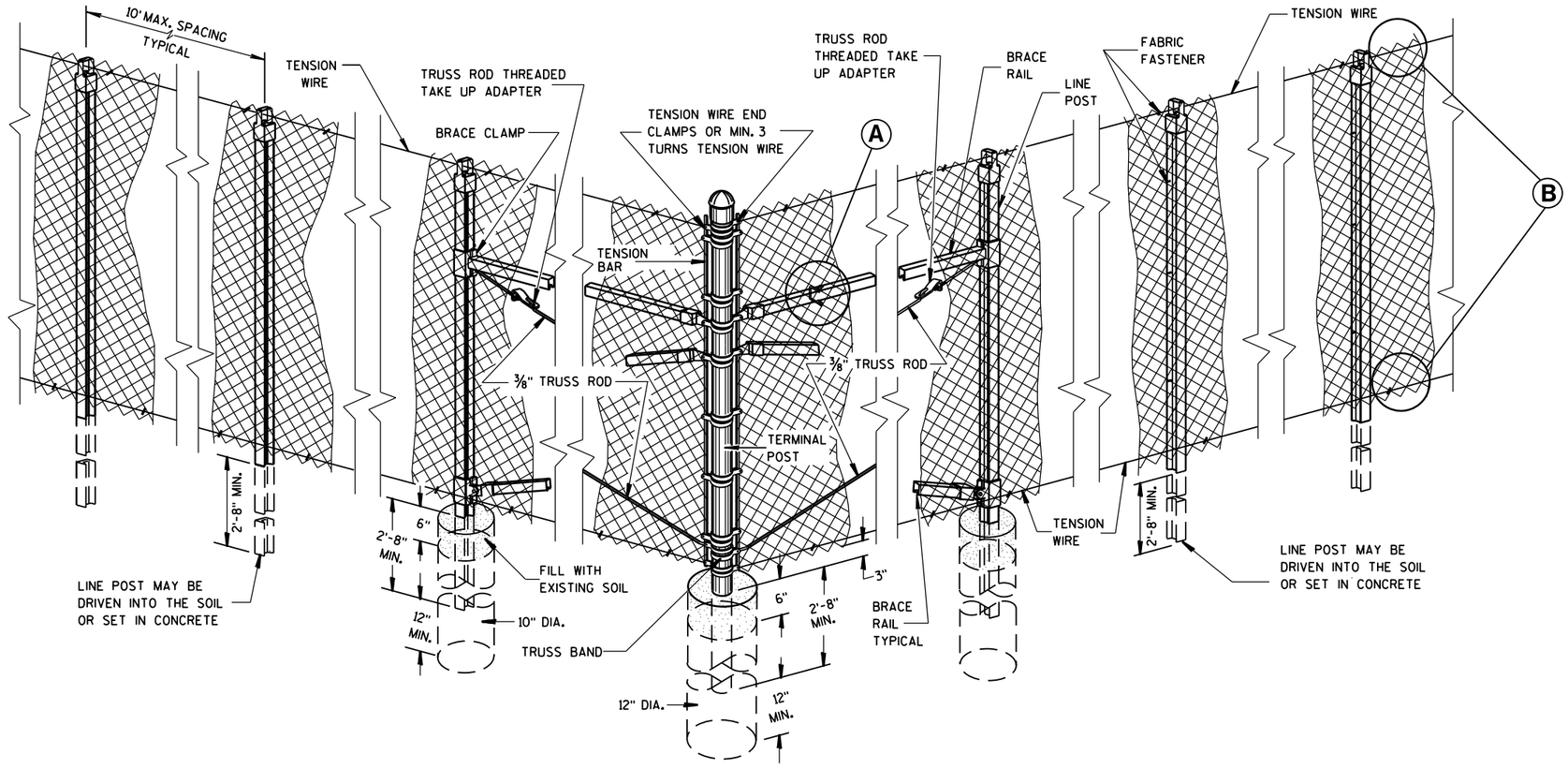
6

S.D.D. 15 B 3-15a

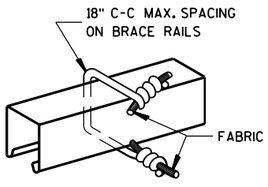


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



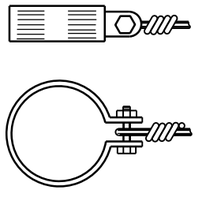
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



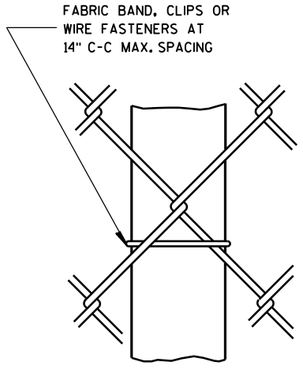
BRACE RAIL

FABRIC FASTENER

Ⓐ



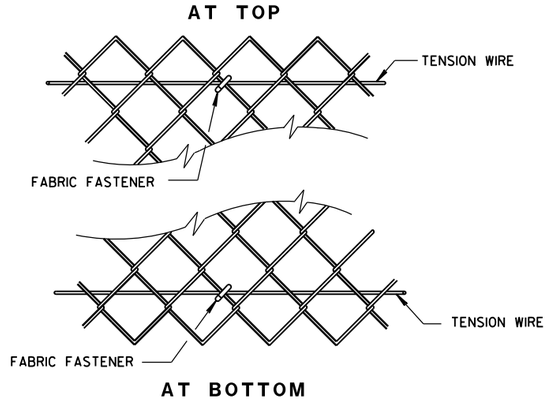
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

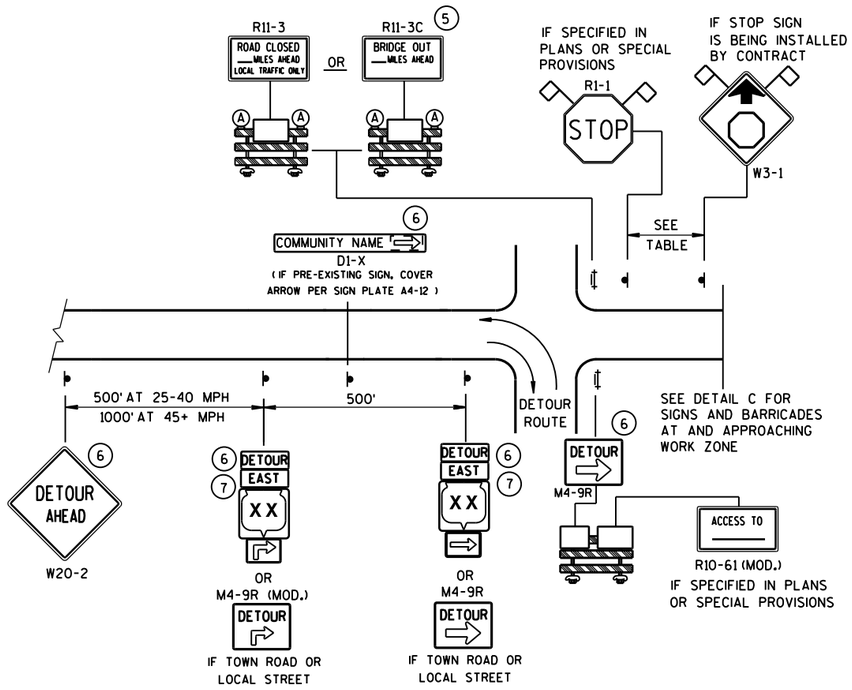
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

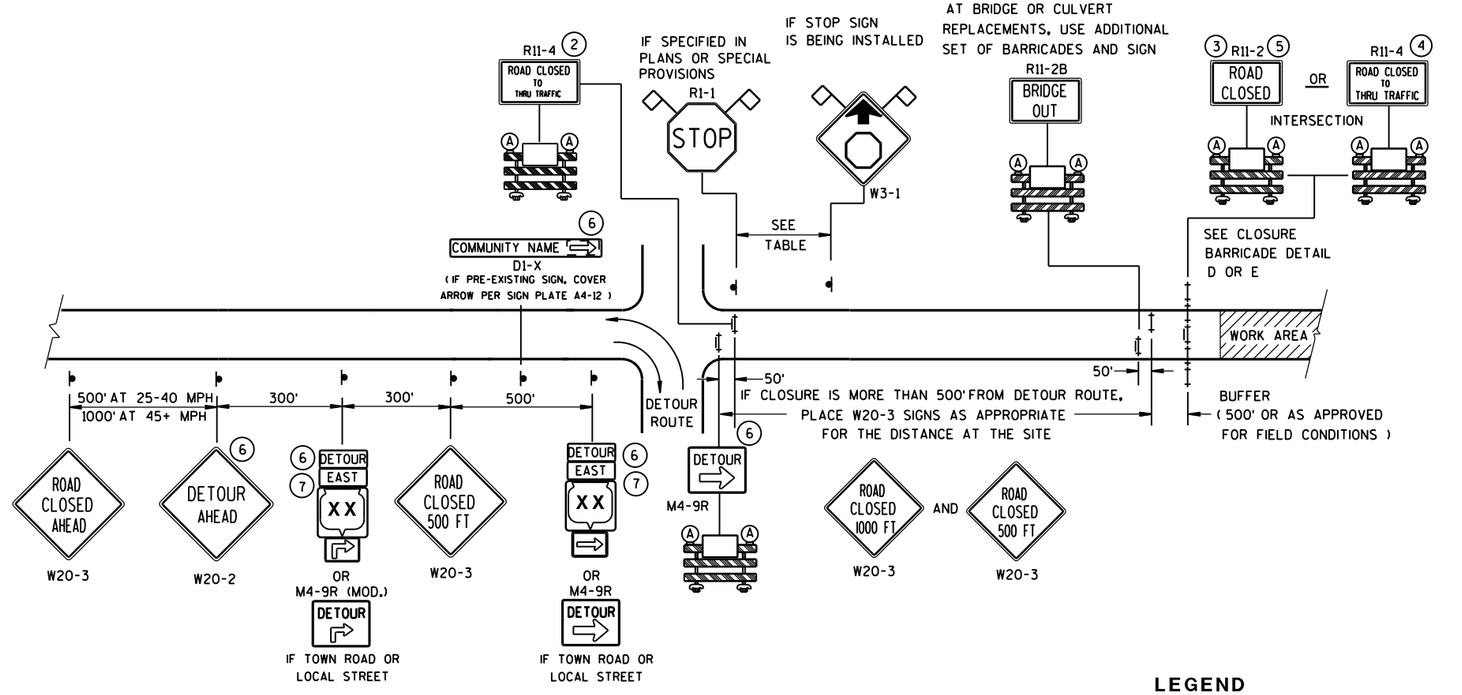
6

S.D.D. 15 B 3-15b



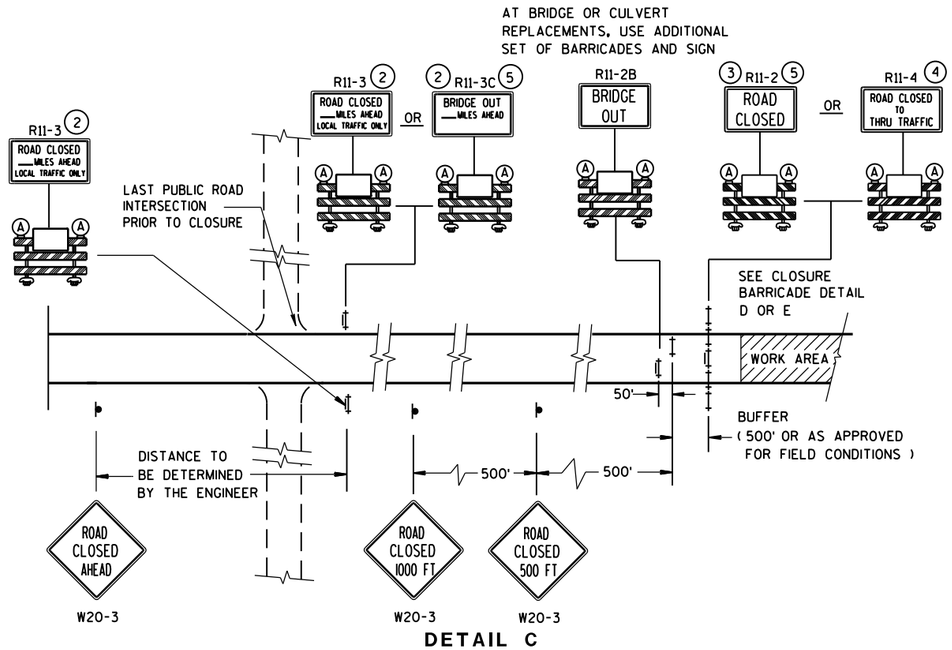
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1; M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

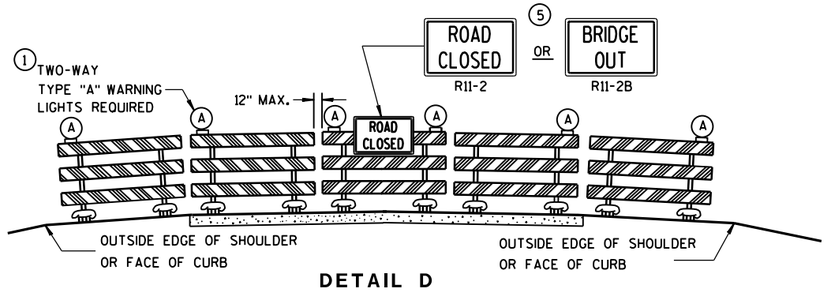
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

268

FHWA

6

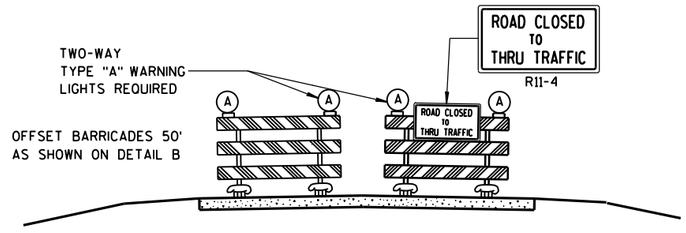
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
DESIGN
FHWA

6

S.D.D. 15 C 2-5b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

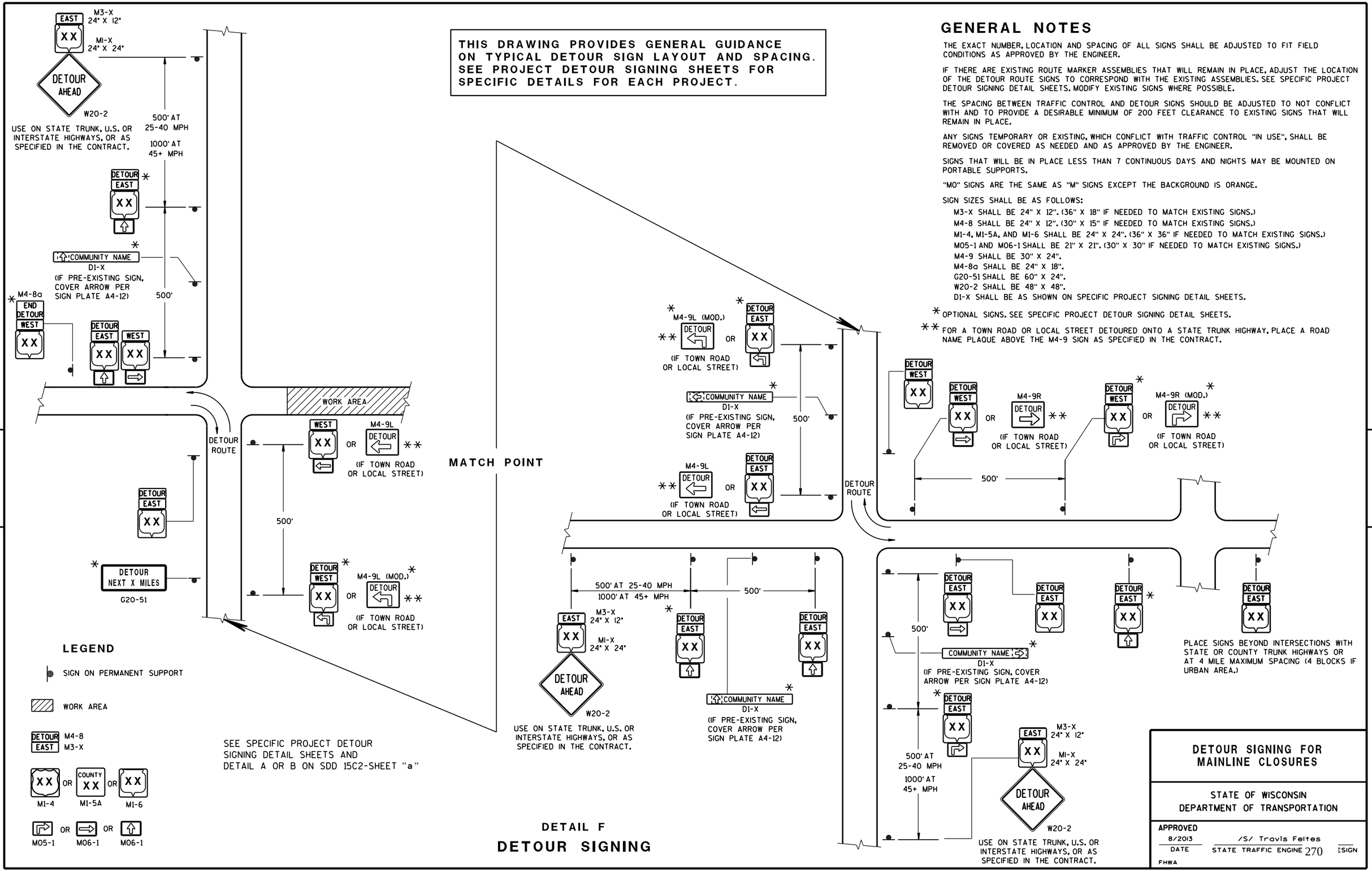
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8, M3-X
- XX OR COUNTY XX OR XX — M1-4, M1-5A, M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

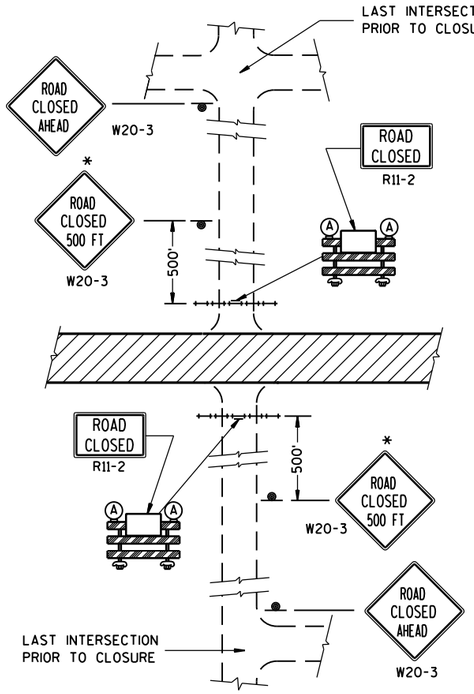
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

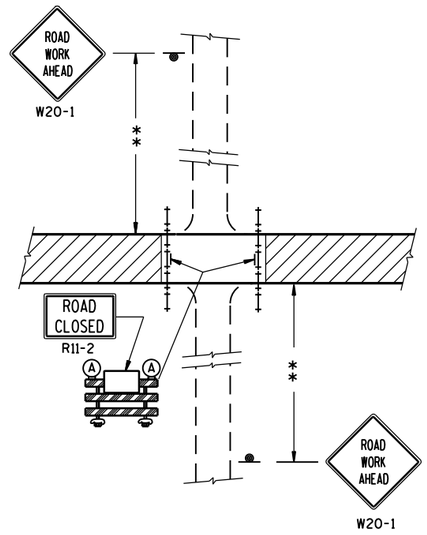
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

S.D.D. 15 C 2-5c



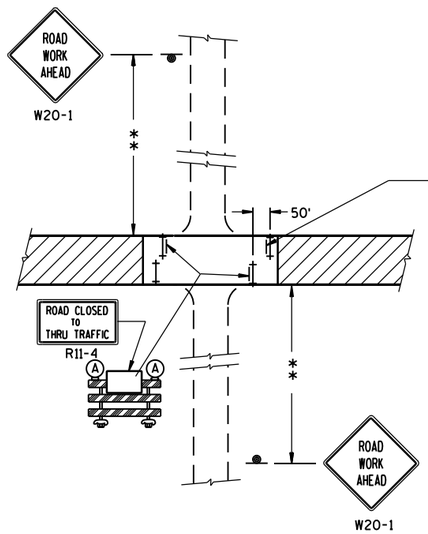
DETAIL 1

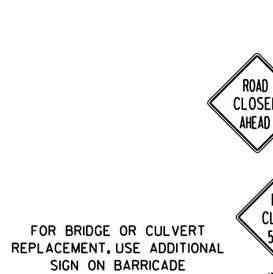
(NO ACCESS TO PROJECT)



DETAIL 2

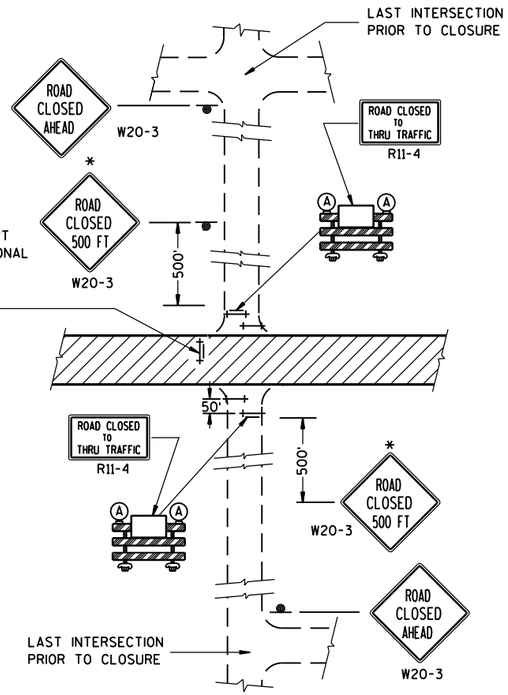
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 C 3-2

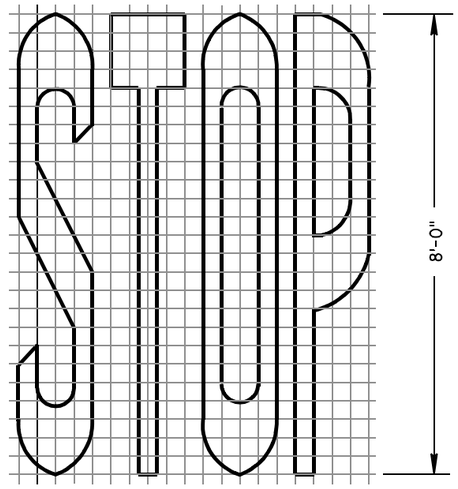
6

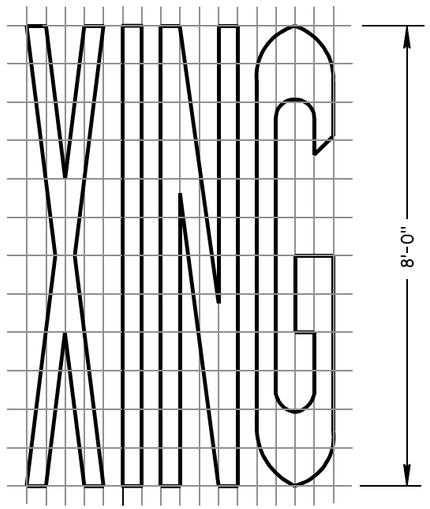
S.D.D. 15 C 3-2

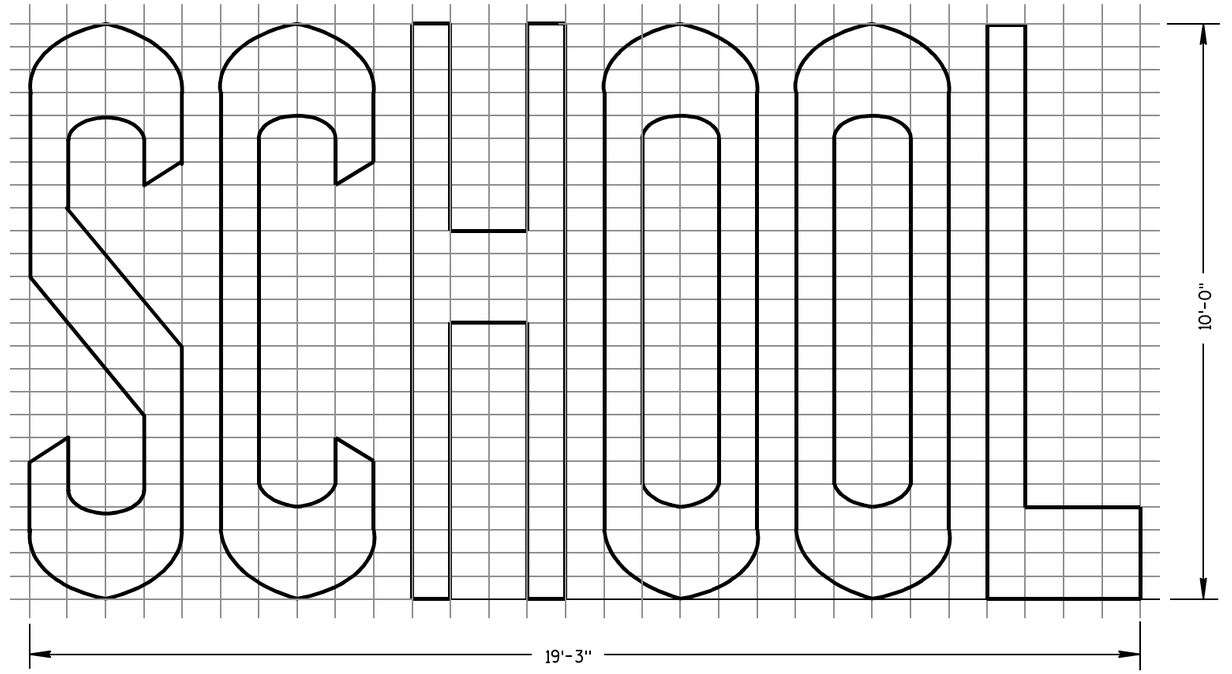
GENERAL NOTES

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

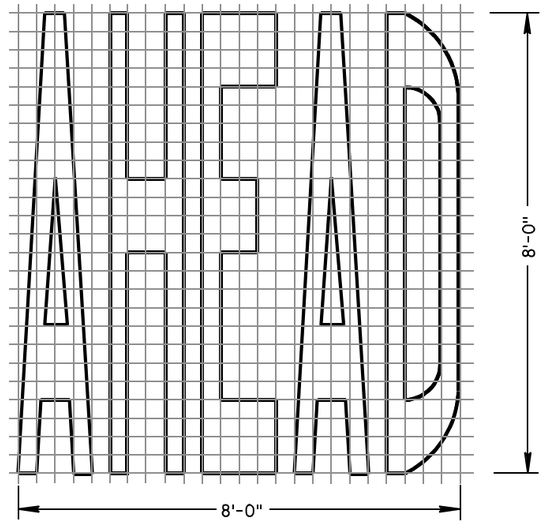
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

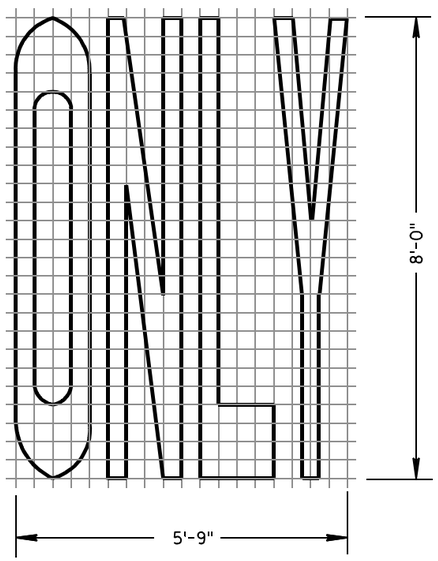


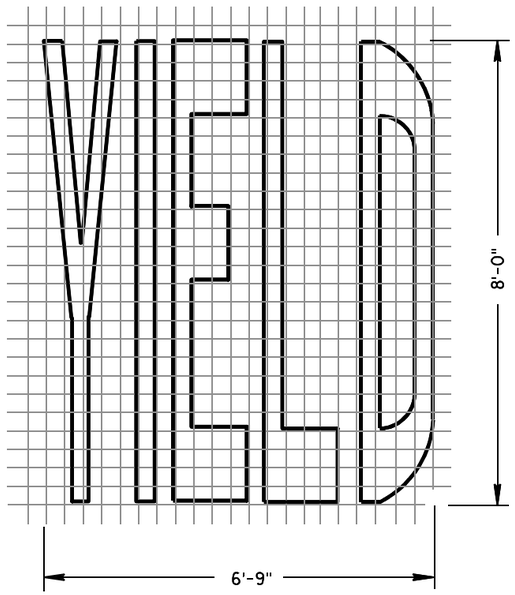


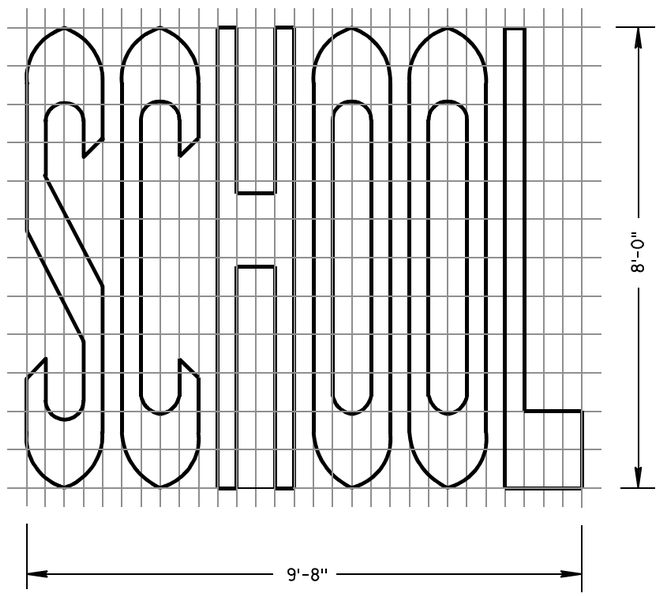


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12b

6

S.D.D. 15 C 7-12b

GENERAL NOTES

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

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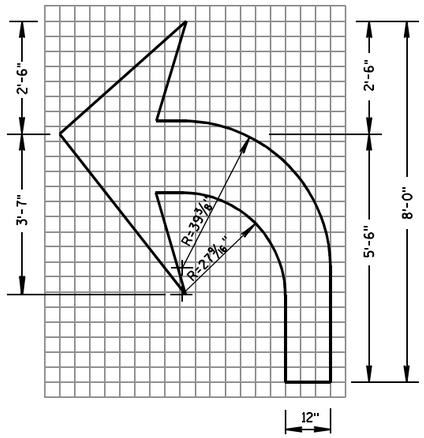

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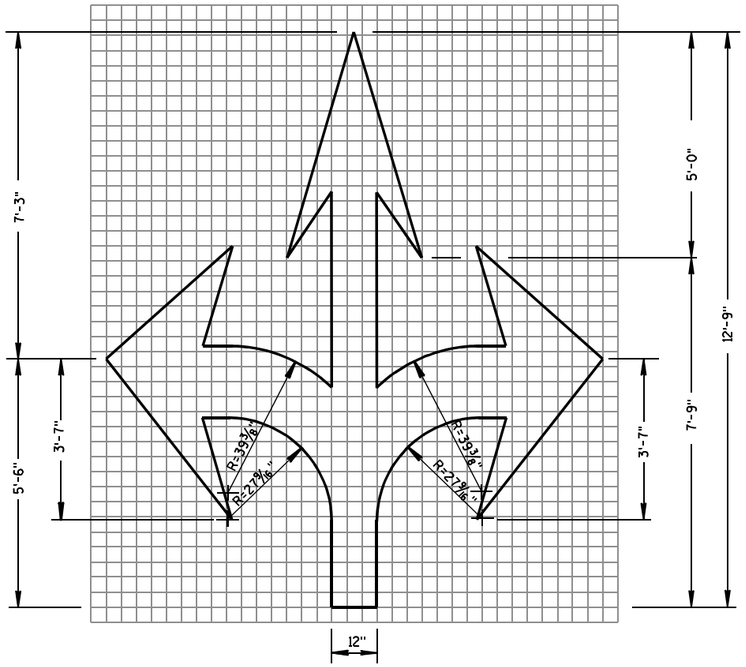

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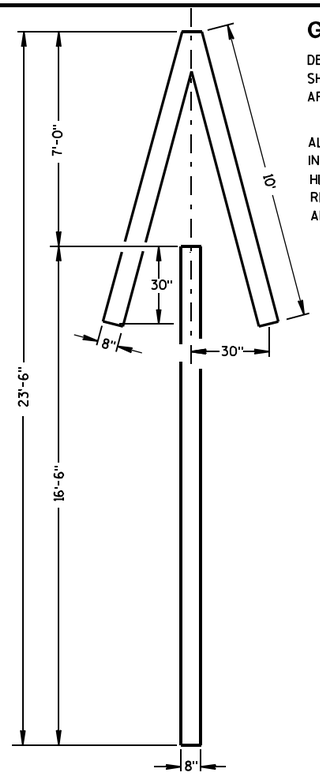

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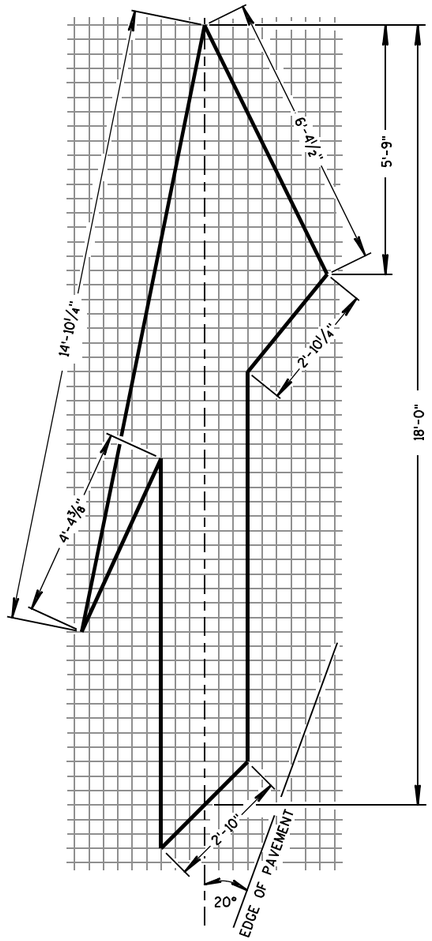
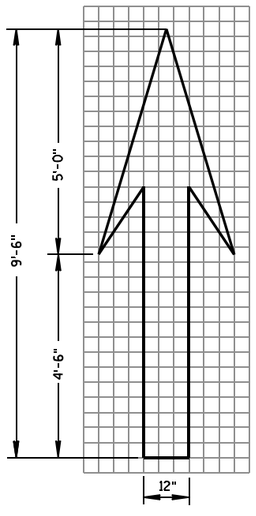
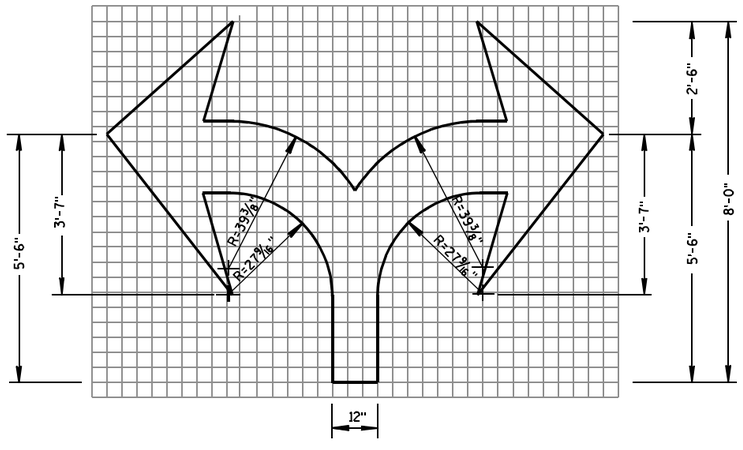


TYPE 5 LANE DROP ARROW



TYPE 1



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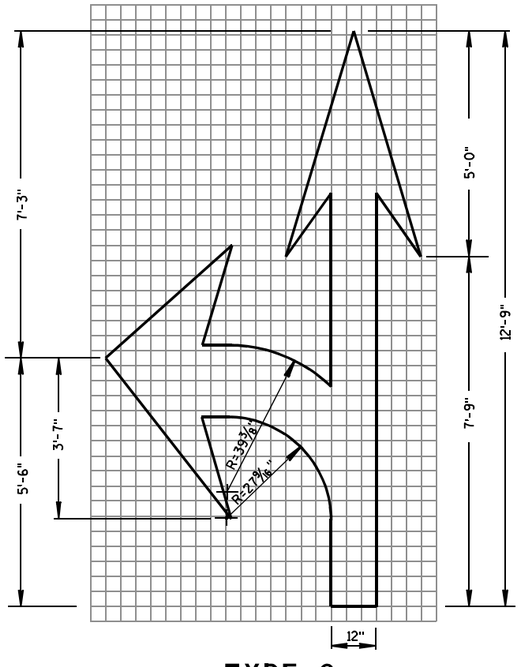


TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

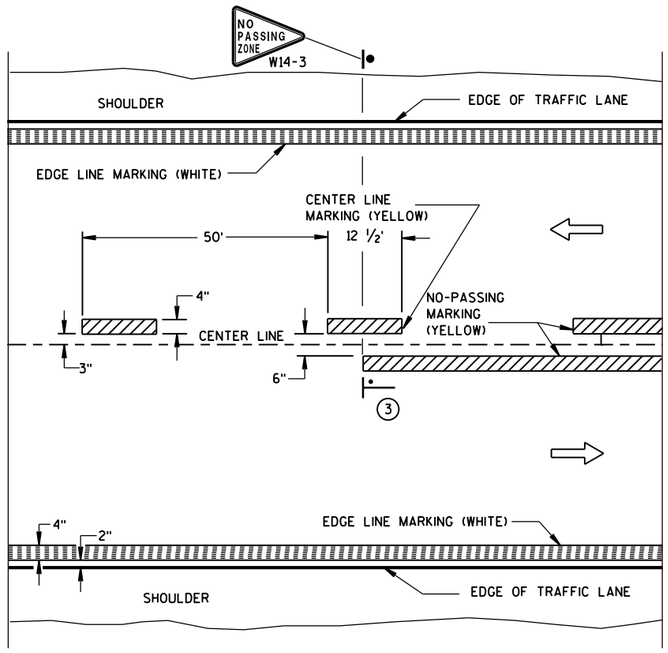
7/1/11 — DATE

/S/ Thomas N. Nathaham — STATE TRAFFIC ENGINEER

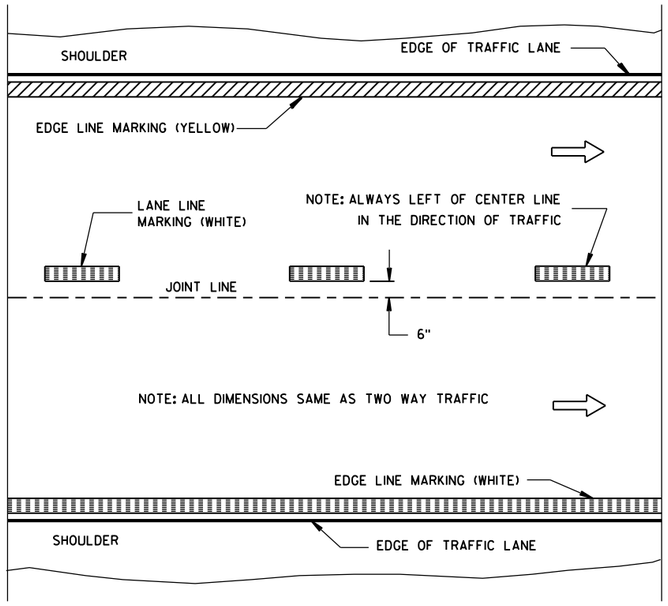
FHWA

6

S.D.D. 15 C 7-12c

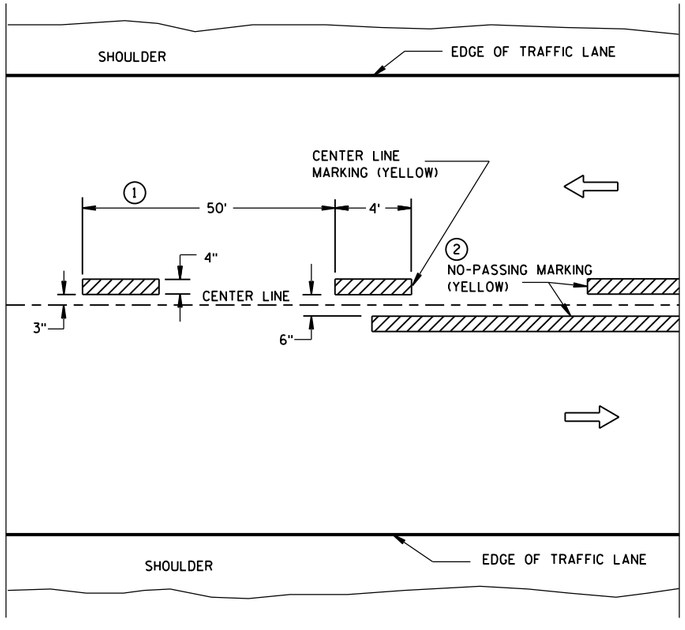


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



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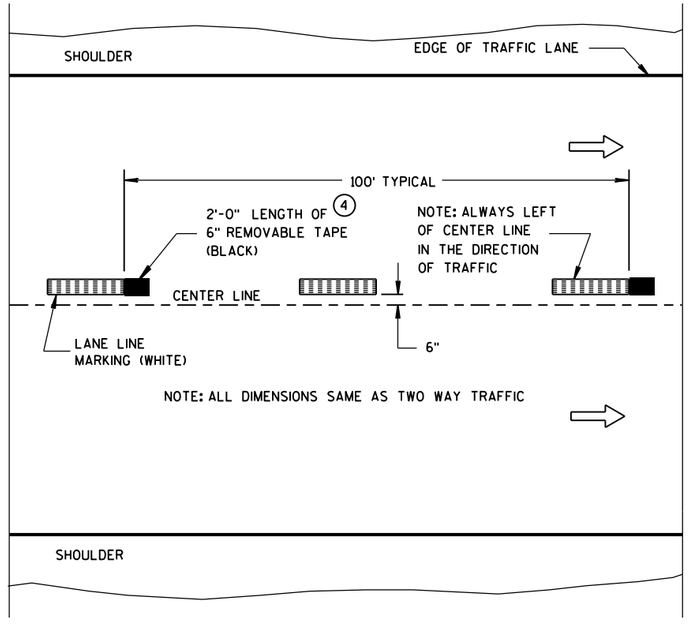


ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

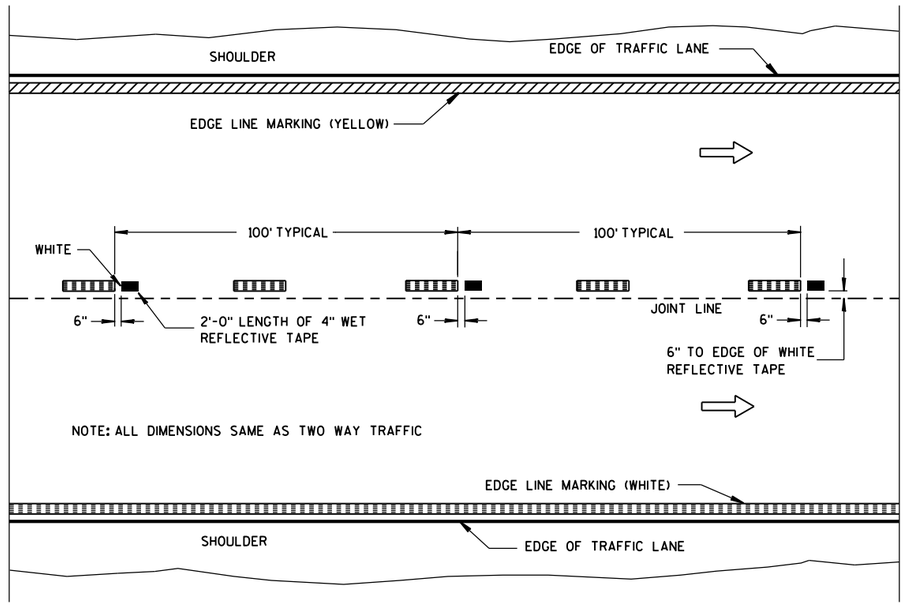
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

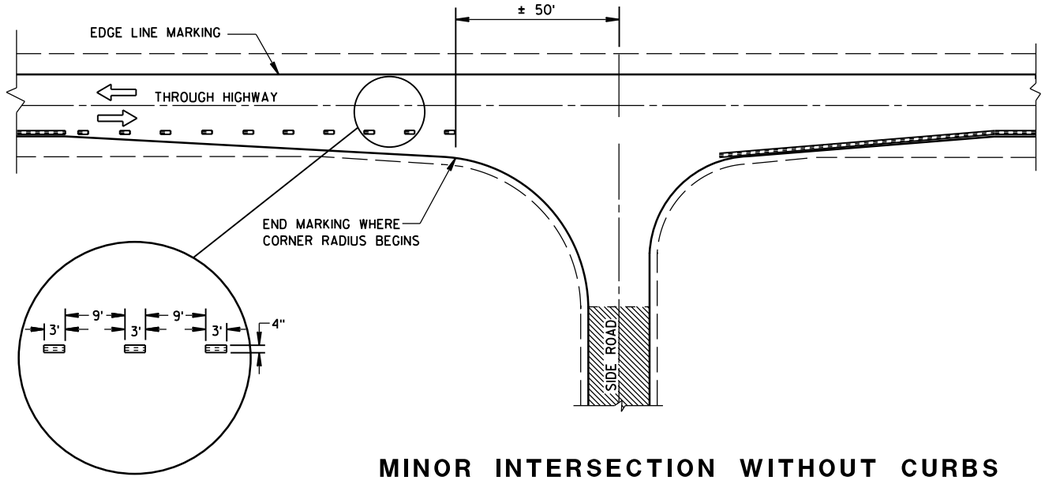
FHWA

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

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

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

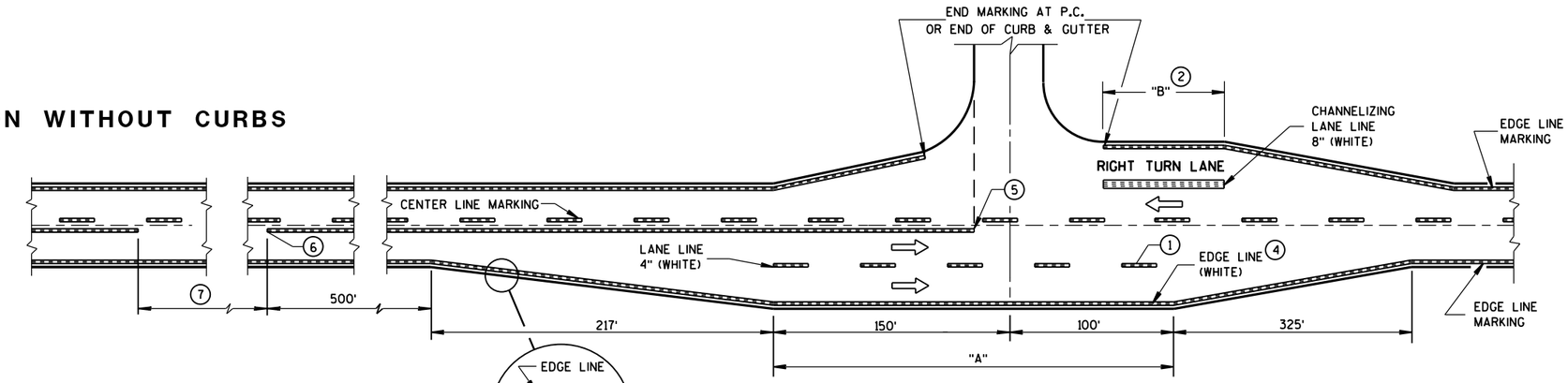
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

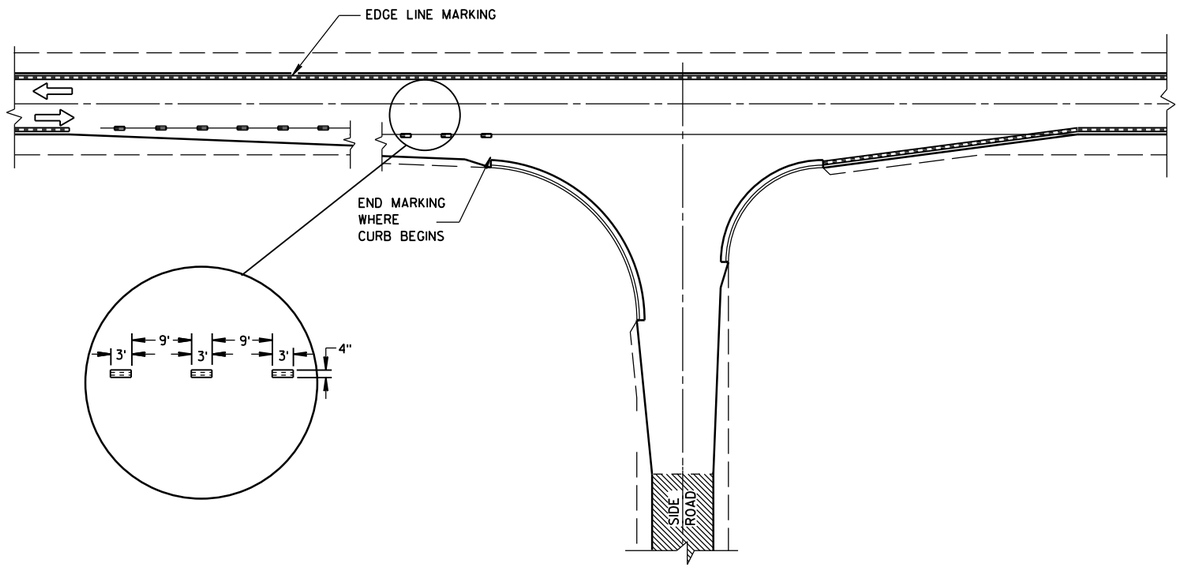
(7)

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



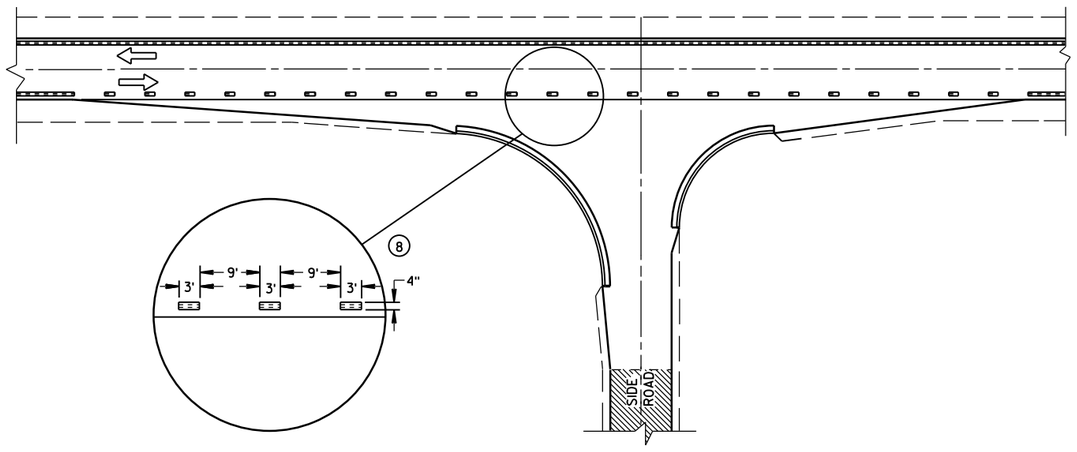
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

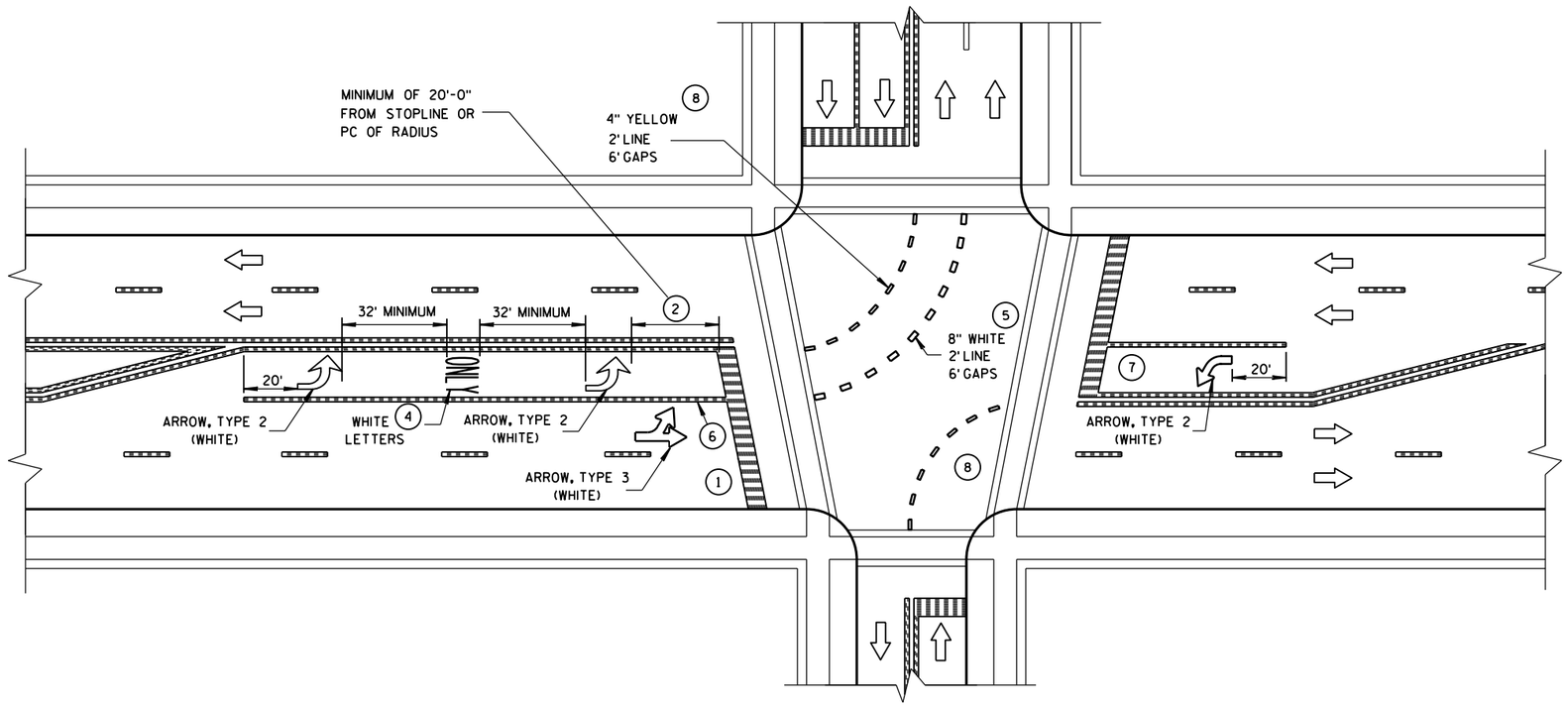
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 275

6

S.D.D. 15 C 8-16b

6

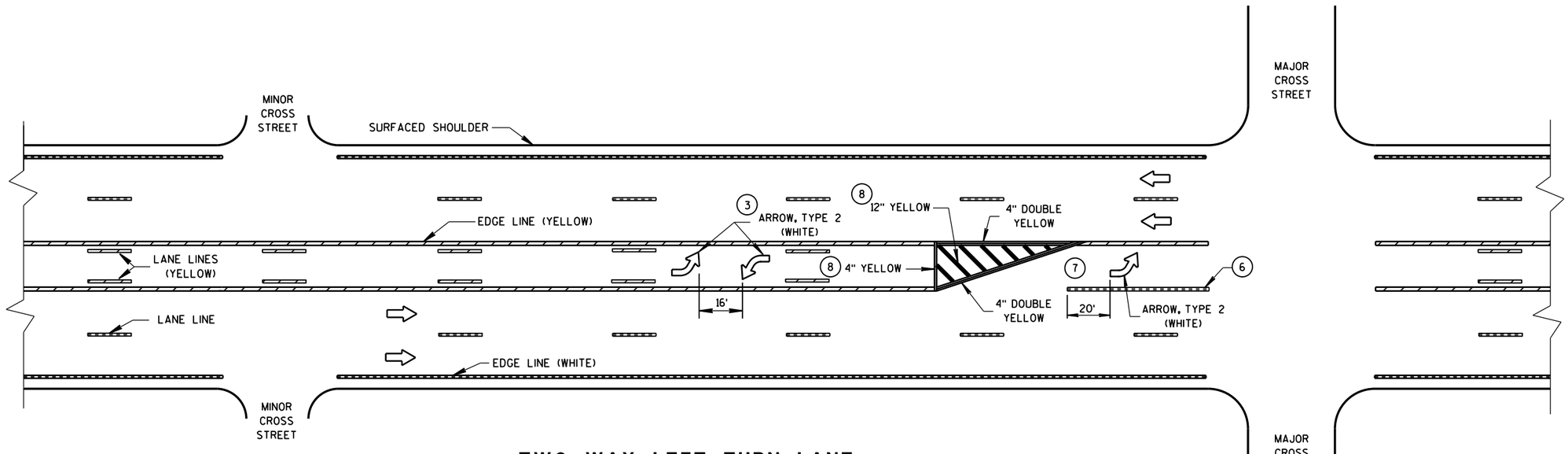
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

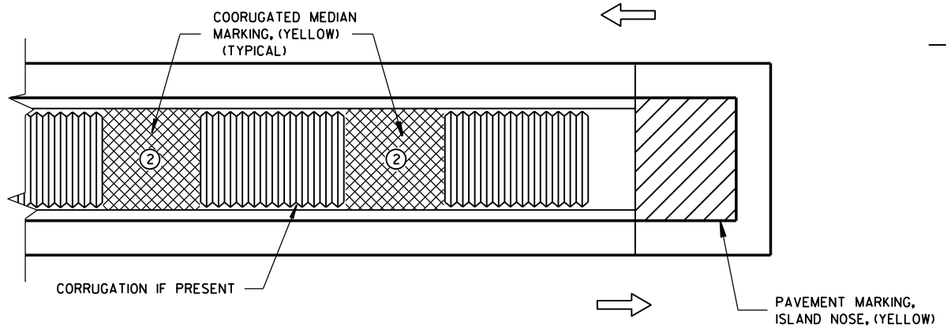
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

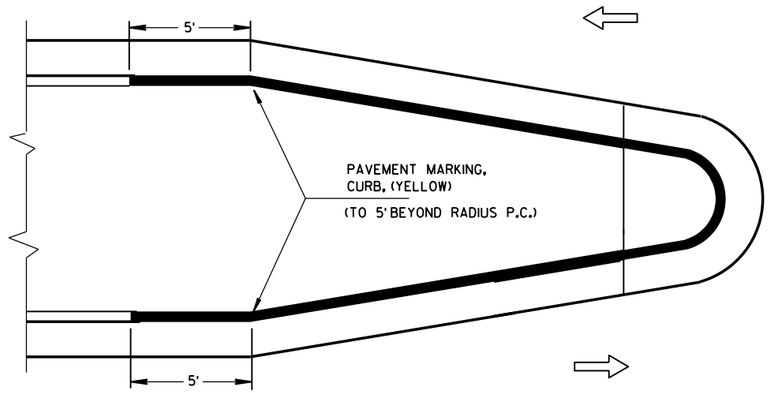
S.D.D. 15 C 8-16e

6

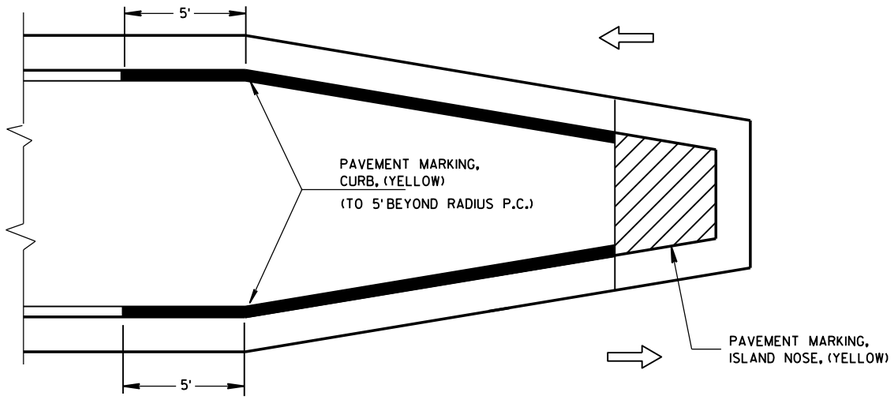
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

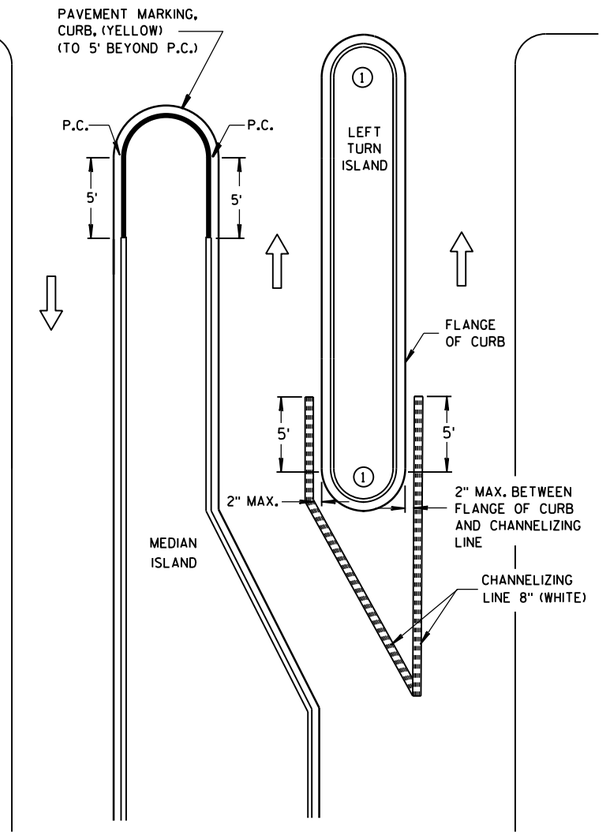


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

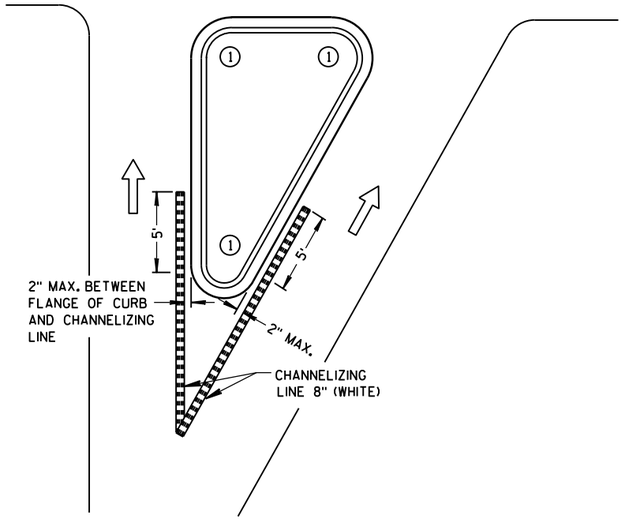


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-16f

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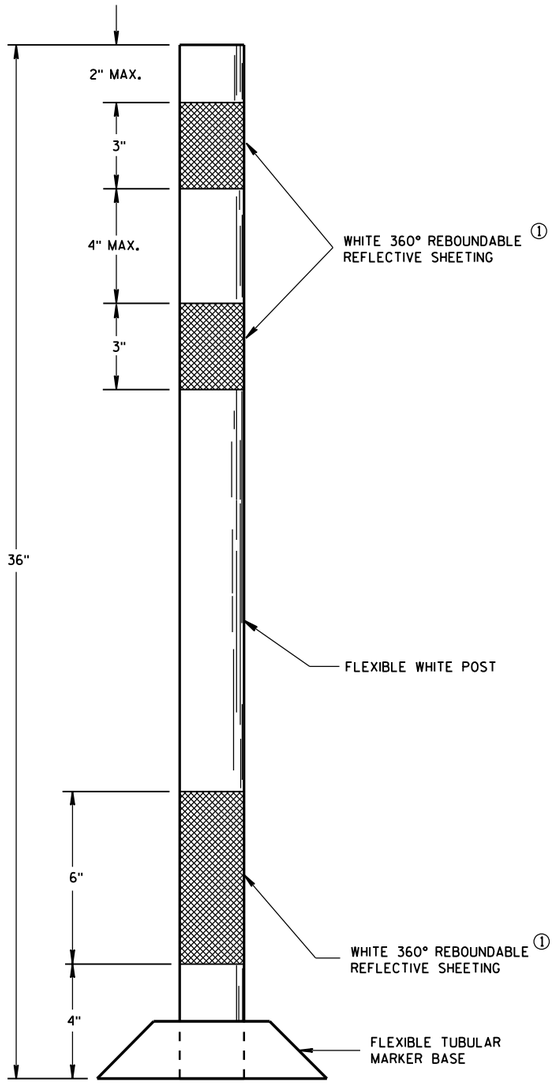
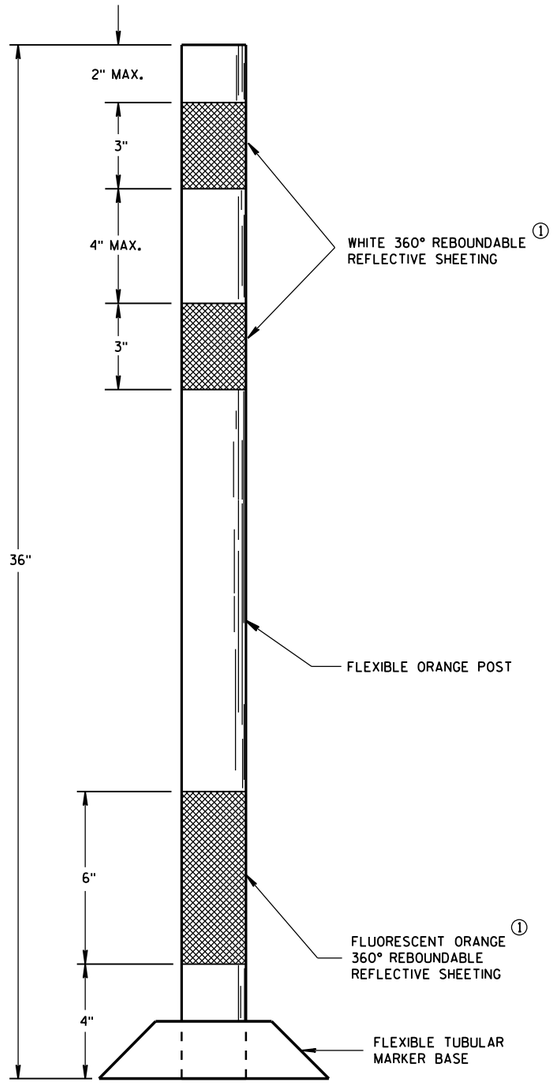


FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

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.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

6

S.D.D. 15 C 11-6

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

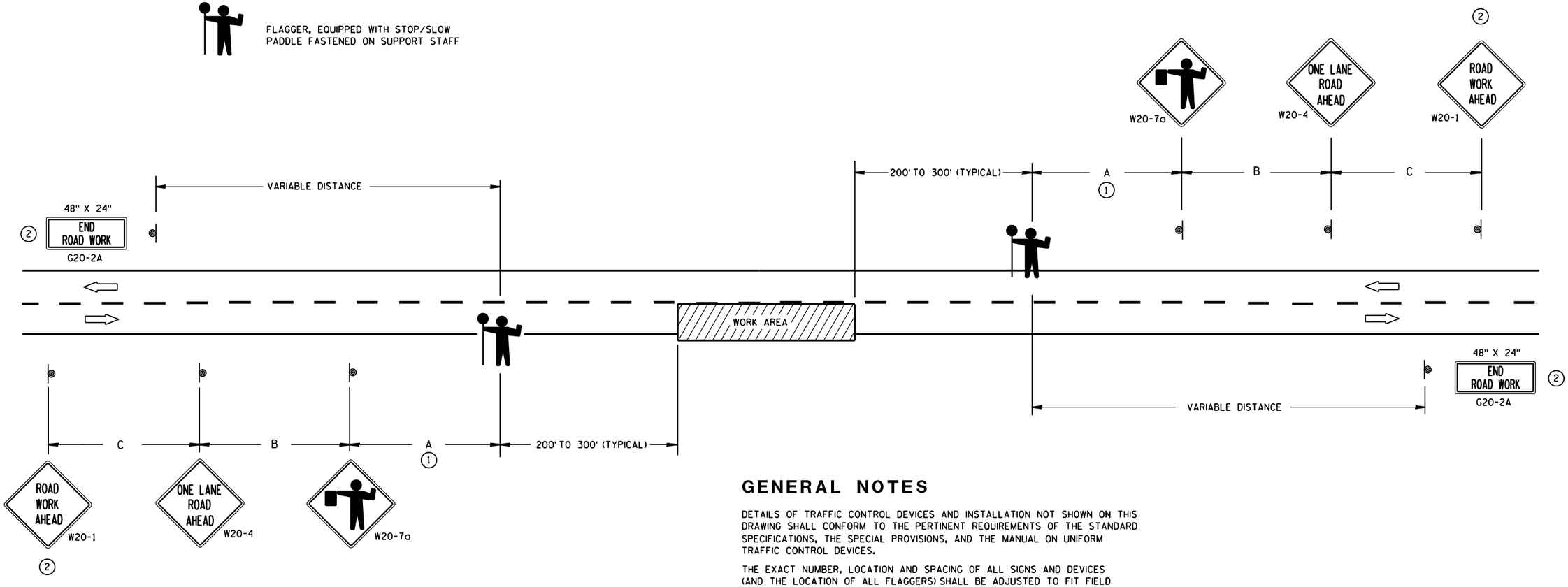
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

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

W3-4

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



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

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

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

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

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

S.D.D. 15 C 12-4

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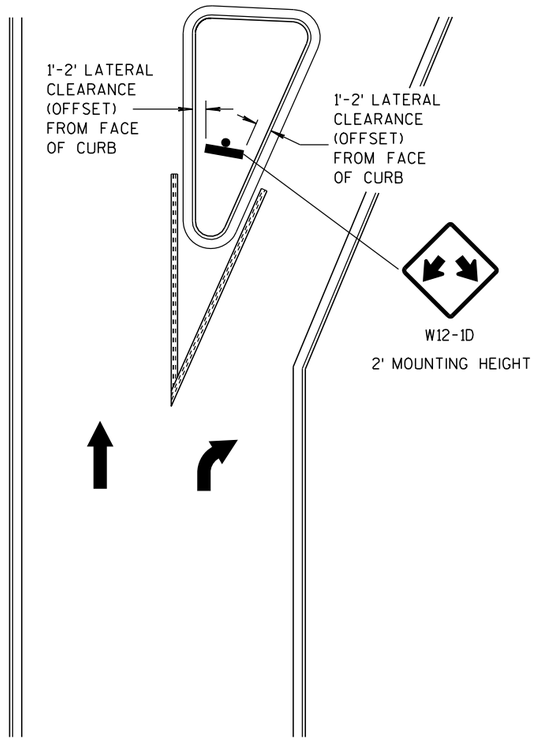
S.D.D. 15 C 12-4

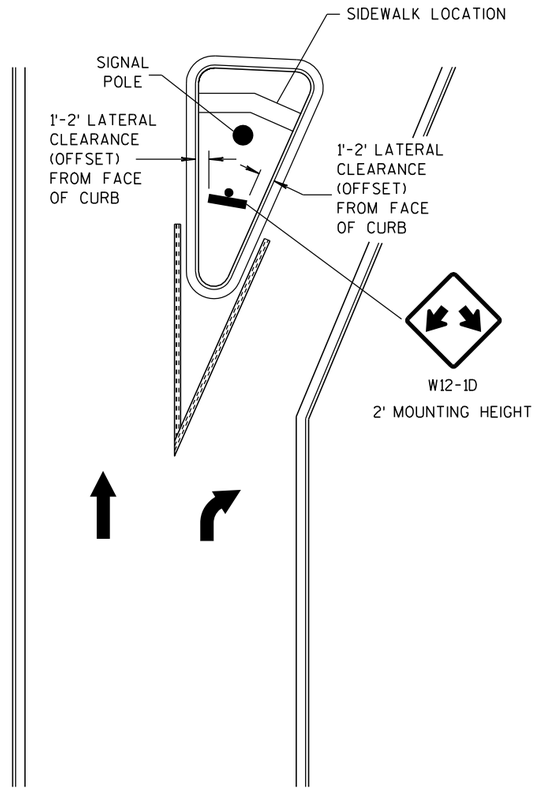
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

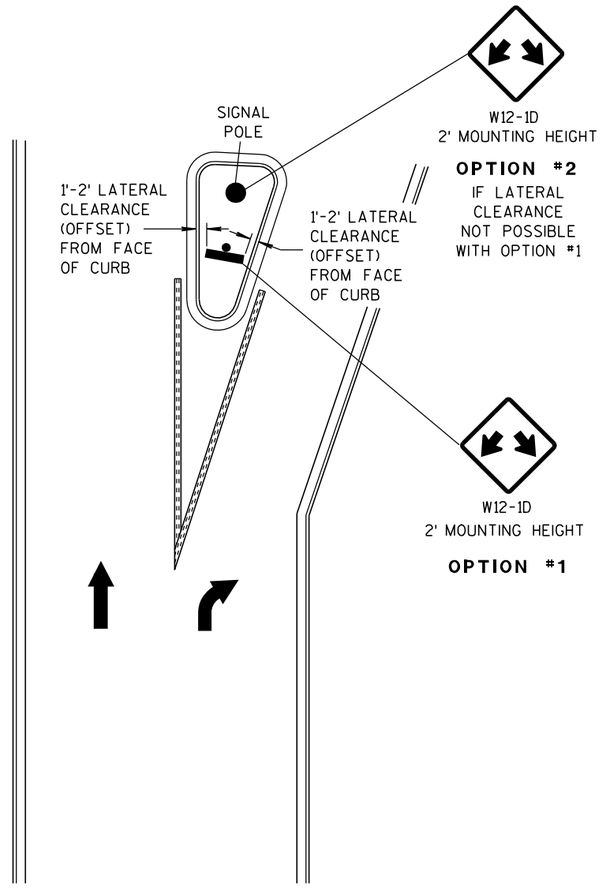
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA	280 IGN

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S.D.D. 15 C 27-1

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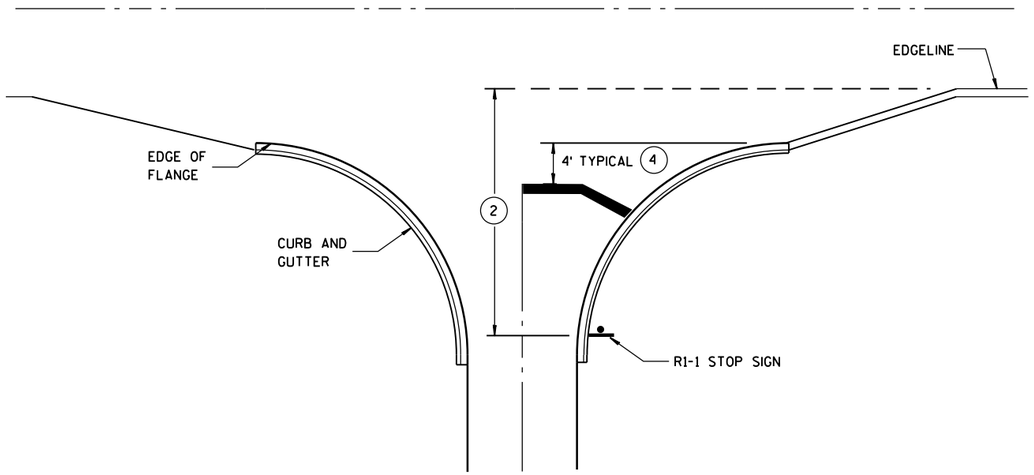
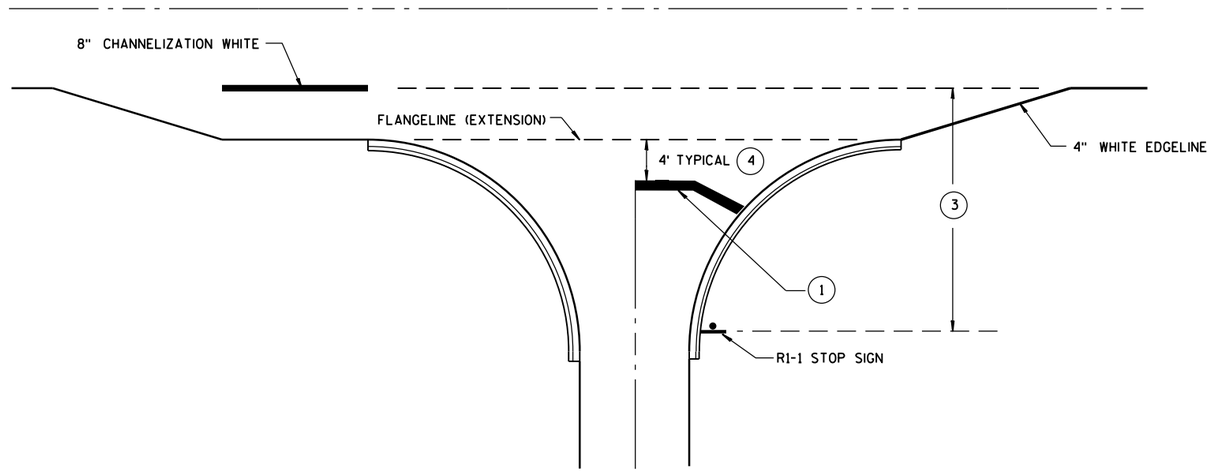
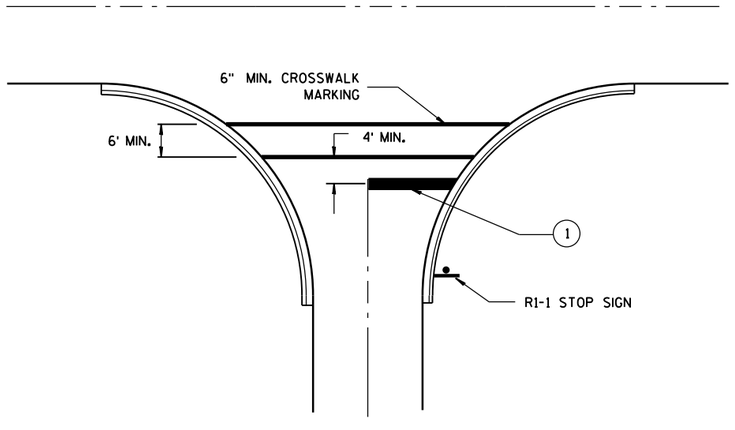
S.D.D. 15 C 27-1



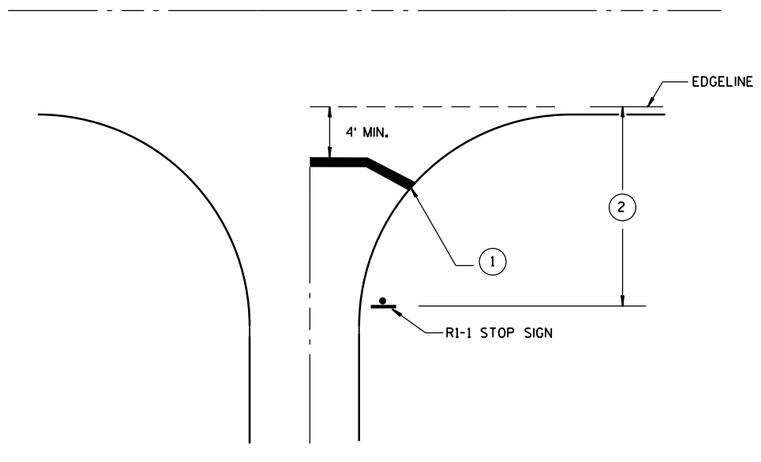
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

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

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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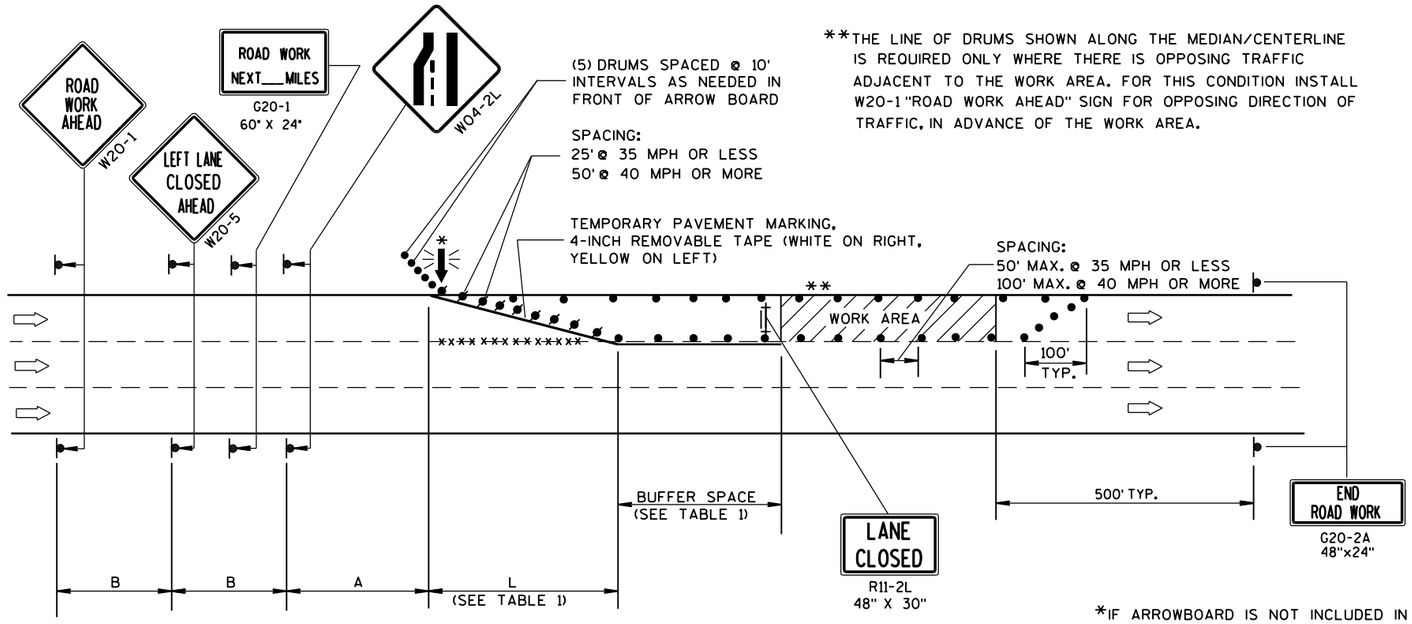
S.D.D. 15 C 33-1



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

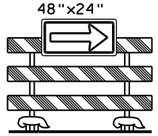


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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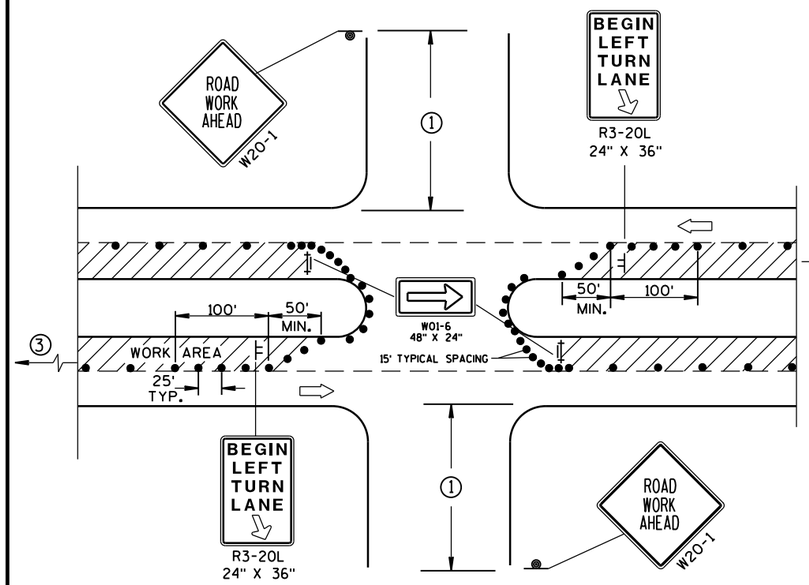
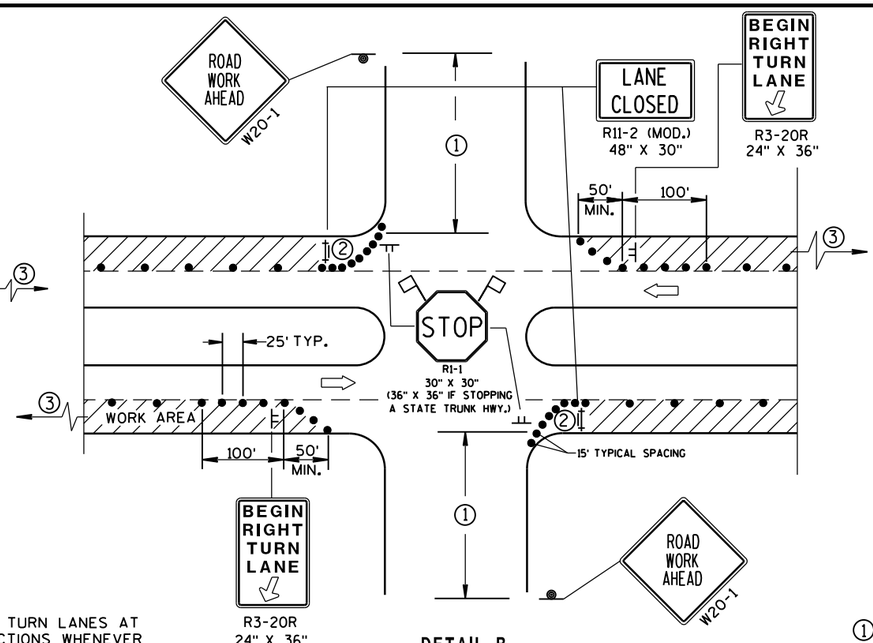
S.D.D. 15 D 20-3



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

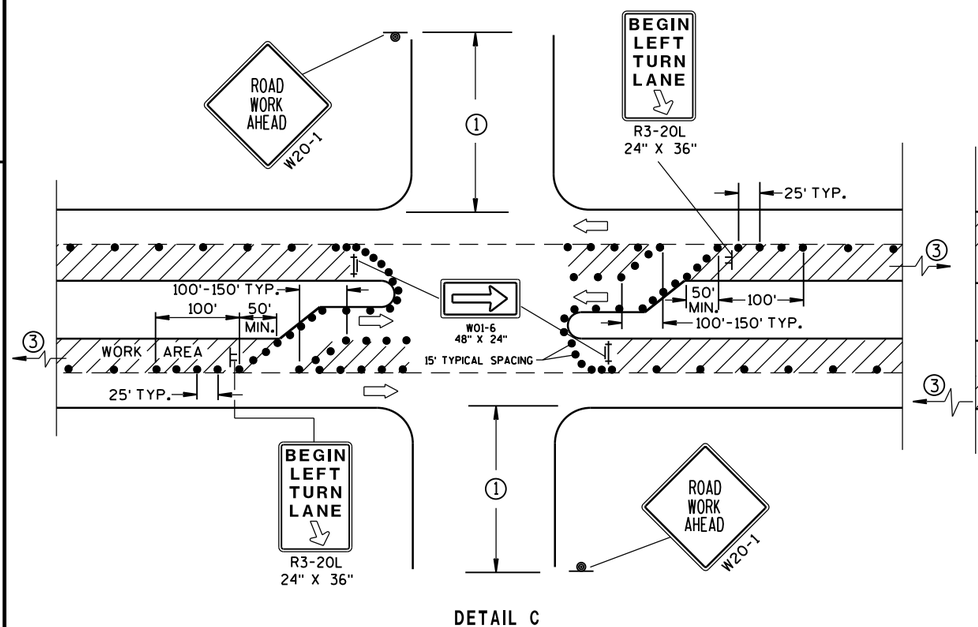
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

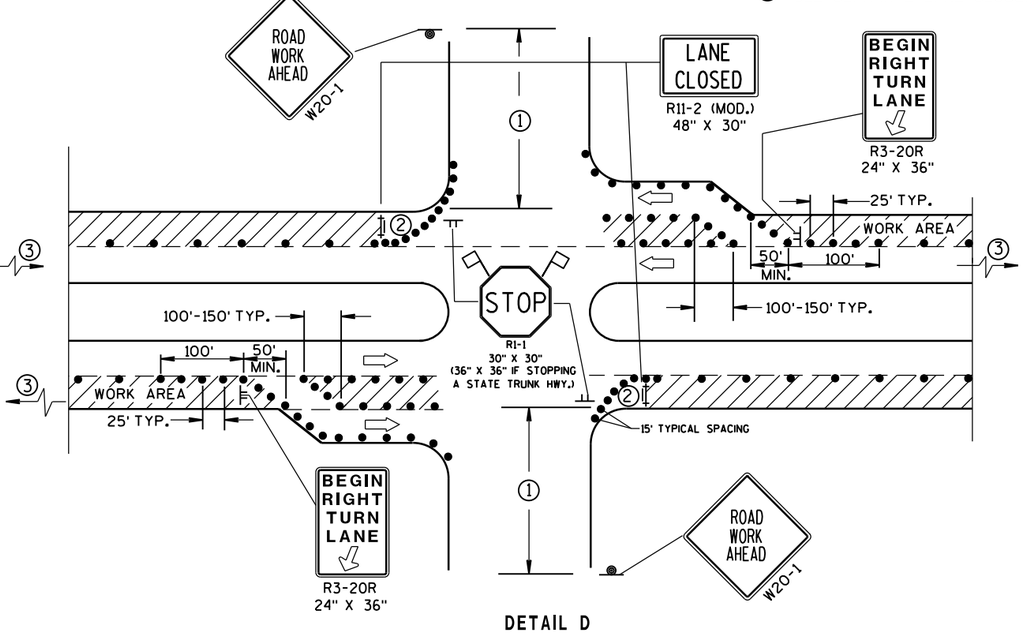
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 21-3

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLASHING ARROW BOARD

DIRECTION OF TRAFFIC

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

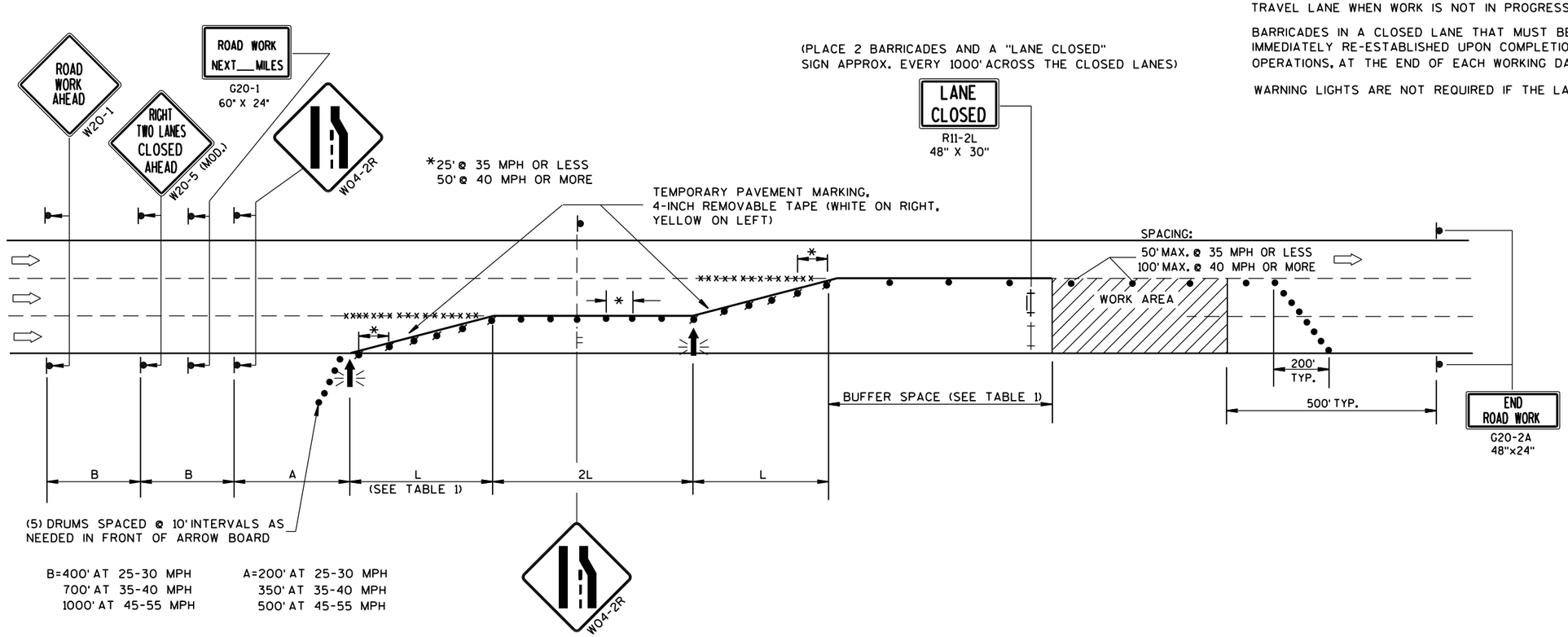
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

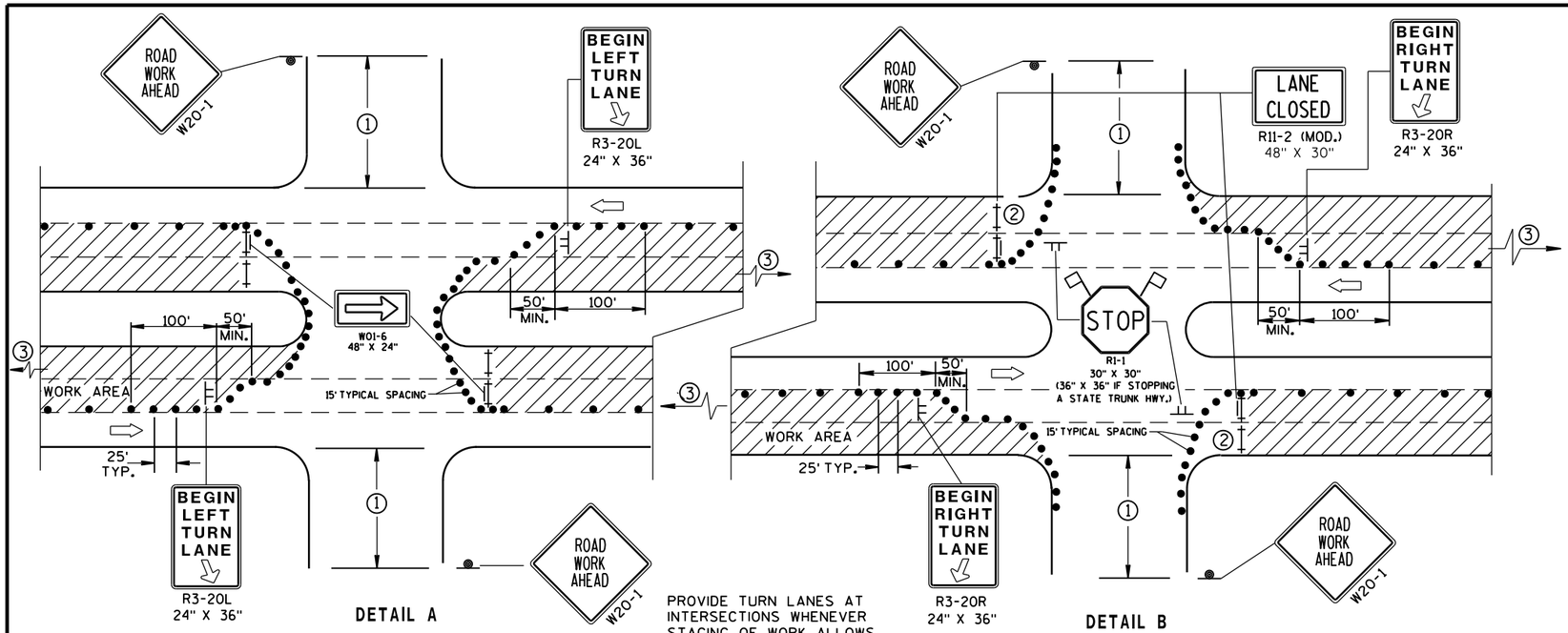
8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

S.D.D. 15 D 22-2

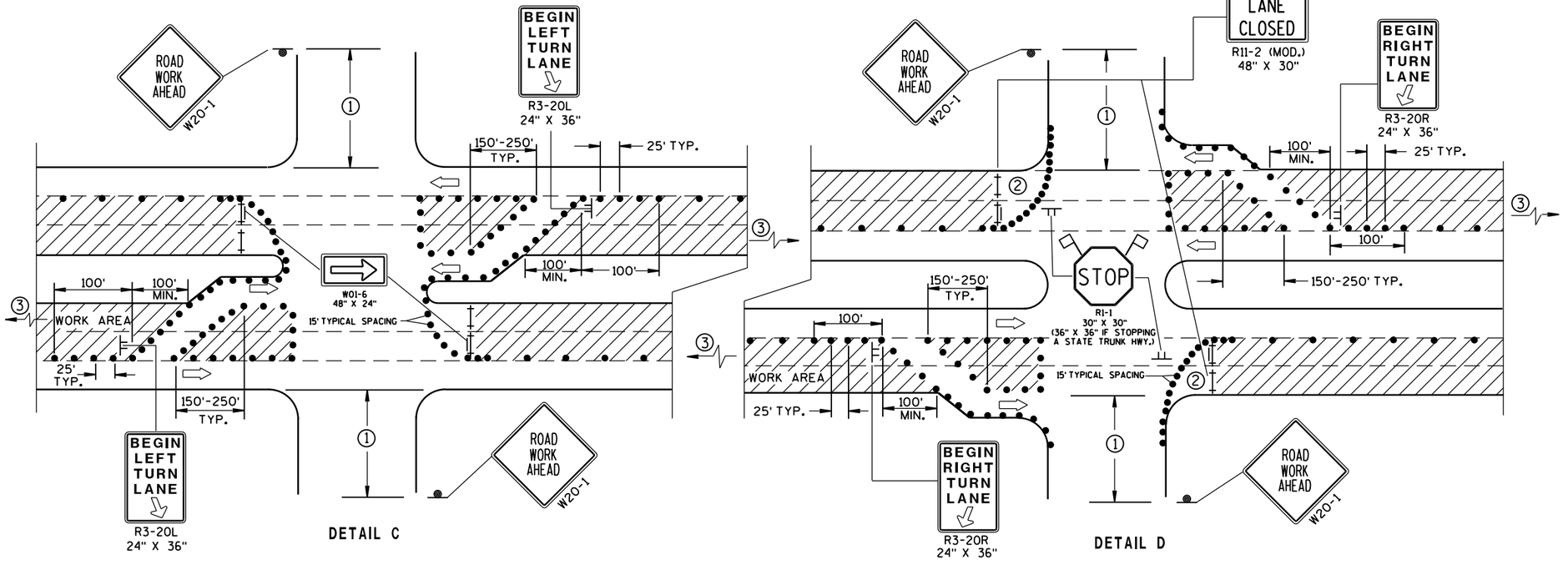
S.D.D. 15 D 22-2



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK

FOR RIGHT TWO LANES CLOSED AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

(1) 500 FEET TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350 FEET IF 35-40 MPH.
200 FEET IF 25-30 MPH.

(2) ALSO USE BARRICADES AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 23-3

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
- 4" X 6" WOOD POST
- TEMPORARY SIGNAL WITH BACKPLATE AND 12-INCH LENSES ON BREAKAWAY POLE

W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET.)

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.

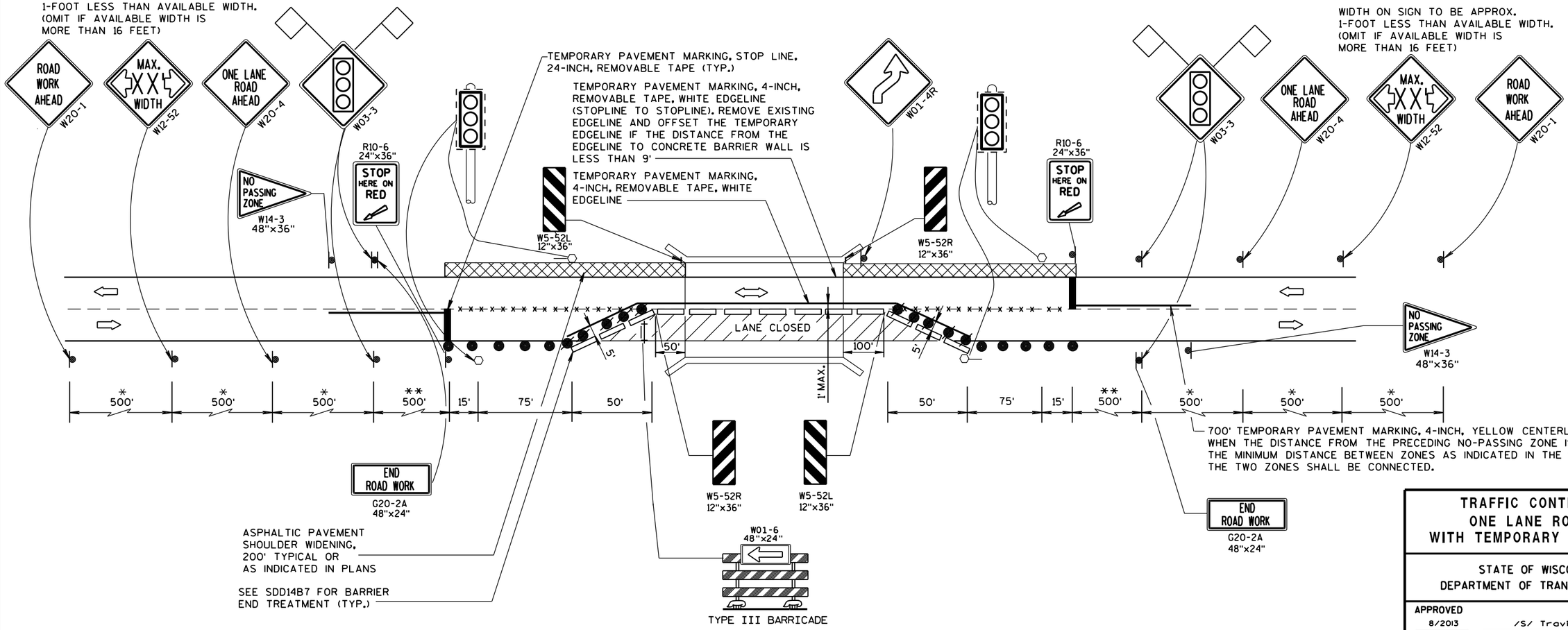
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

** USE 300' SPACING IF PRE-CONSTRUCTION REGULATORY SPEED LIMIT IS 35 MPH OR LESS.



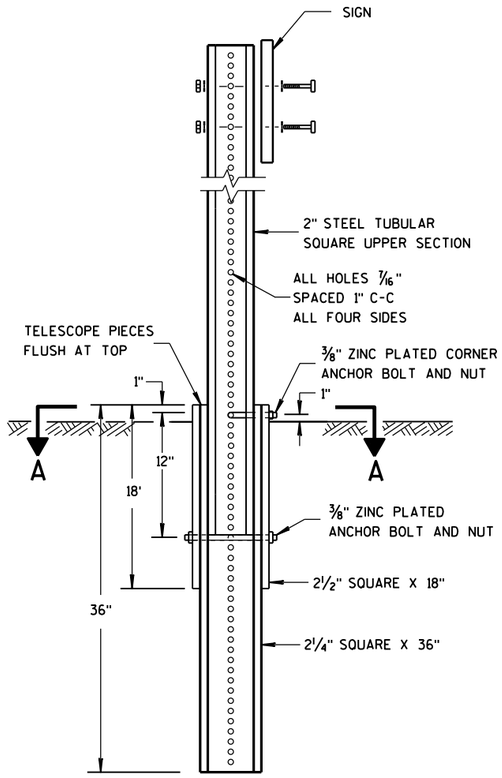
TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

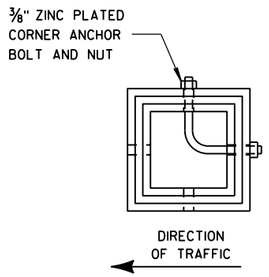
APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA

6

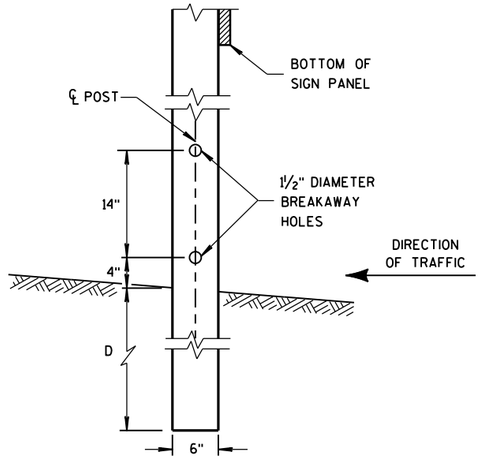
S.D.D. 15 D 33-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



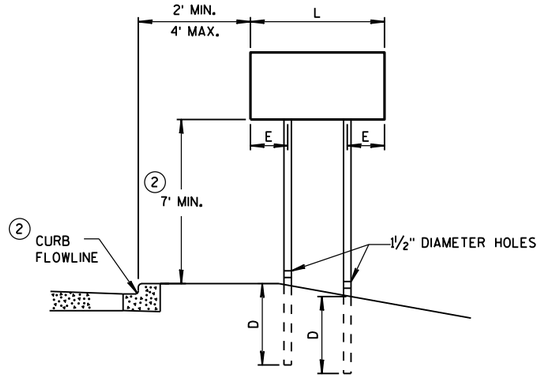
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

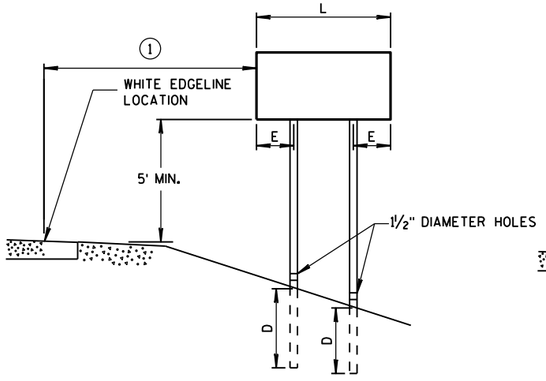
1. 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

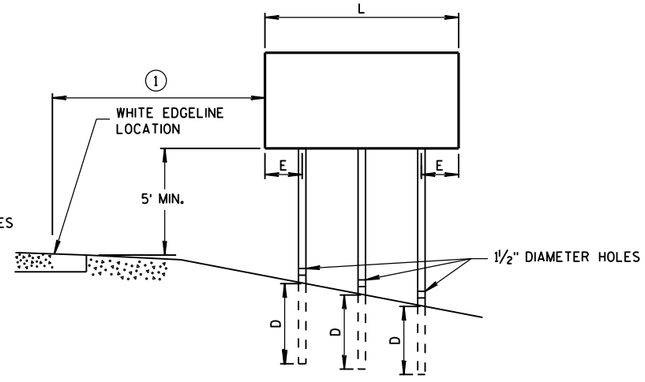
2. THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

3. FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

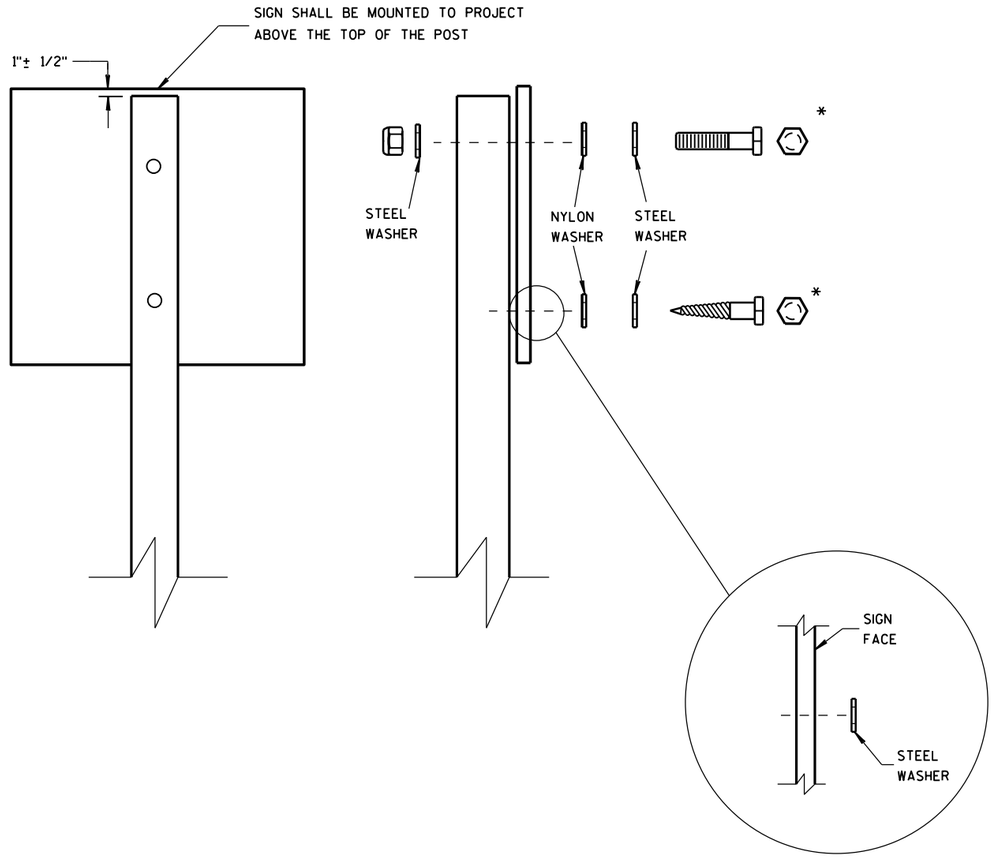
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

SIGN

NOTES

1) ALL SIGNS TO HAVE STANDARD REFLECTIVE SHEETING - REFERENCE: "WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." LATEST EDITION.

2) AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.

3) ALL SIGNS TO BE MOUNTED ON WOODEN POST SUPPORTS (4"X6"). STEEL POSTS (2"X2") MAY BE USED FOR SIGNS ON SURFACE STREETS. SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

4) POSTS SHALL MEET THE BREAKAWAY REQUIREMENTS OF SECTON 643.2.9.1 OF THE STANDARD SPECIFICATIONS AND SIGN PLATE A4-11.

5) SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

6) SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND WITH A BLACK NON-REFLETIVE BORDER UNLESS OTHERWISE NOTED.

7) ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS: 6" CAPS SHALL BE SERIES "C"

8) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.

9) SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.

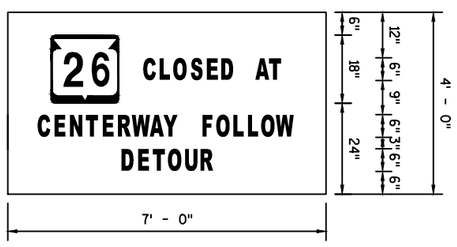
10) DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

11) LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400' FROM ANY EXISTING TYPE "I" SIGNS.

12) COVER DETOUR SIGNING WHEN NOT IN USE. INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.

13) SIGNS TO BE PLACED 10 DAYS PRIOR TO CONSTRUCTION.

1



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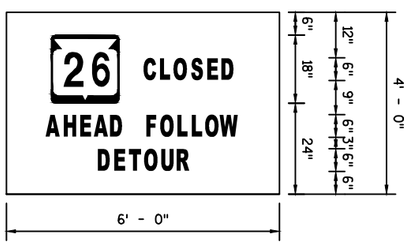

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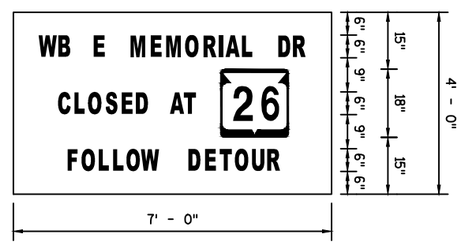

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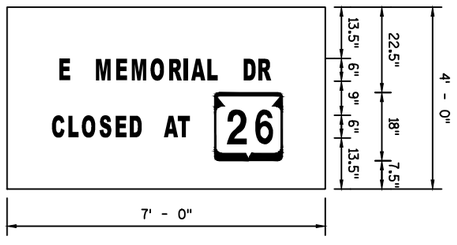

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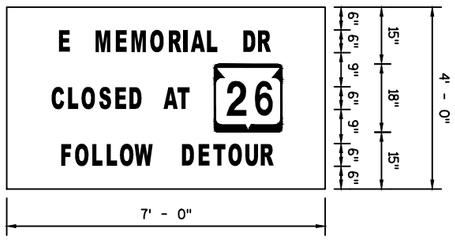

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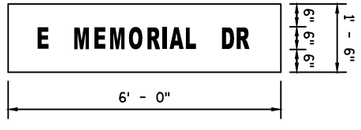


7

7

PROJECT NO:5360-01-71	HWY: STH 26	COUNTY:ROCK	SIGNING DETAIL	SHEET 289	E

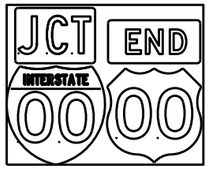
FILE NAME : T:\1122704.16\CADD\CIVIL3D\53600101\SHEETSPLAN\070101_SD.DWG
LAYOUT NAME - 070101_SD - 01

PLOT DATE : 10/28/2015 12:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

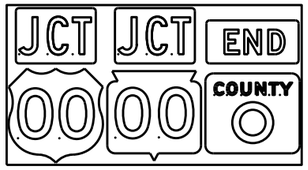
WISDOT/CADDS SHEET

TYPICAL ASSEMBLIES

J1-1

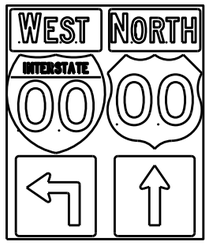


J1-2

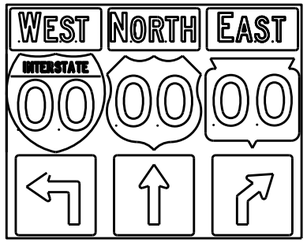


J1-3

J2-1



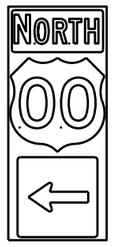
J2-2



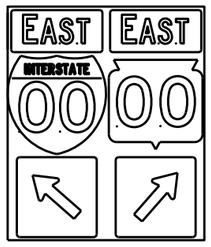
J2-3

JV

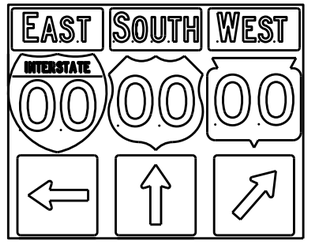
(Typical Vertical J-Assembly
See Note 10 and 11)



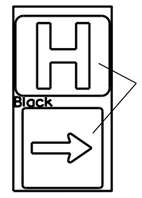
J3-1



J3-2

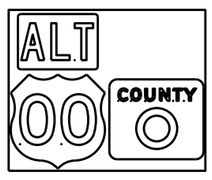


J3-3

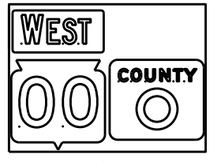


JH-1

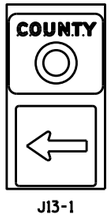
J4-1



J4-2



J4-2



J13-1

J12-1

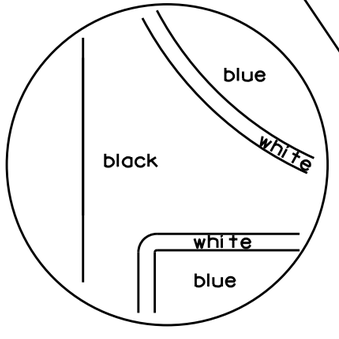
J32-1

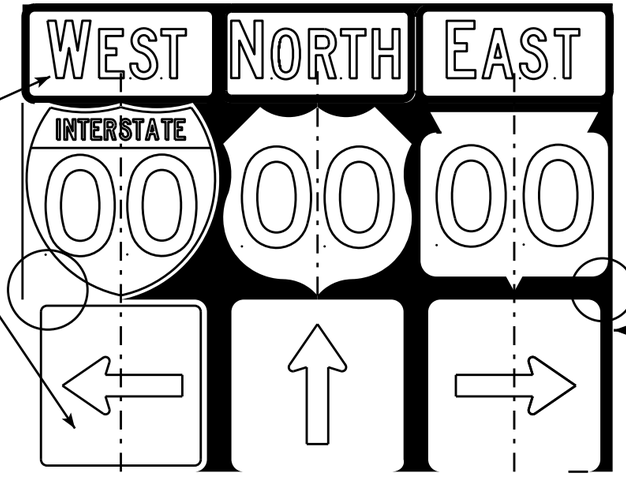
J33-1

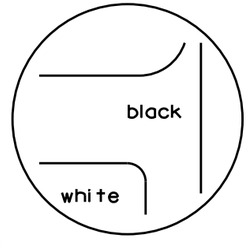
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

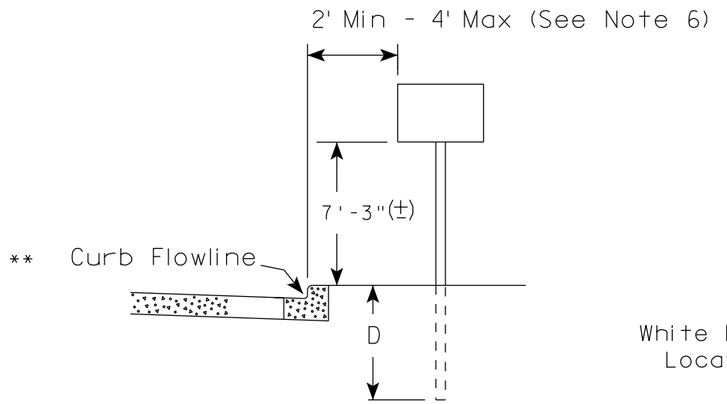
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: SHEET NO: E

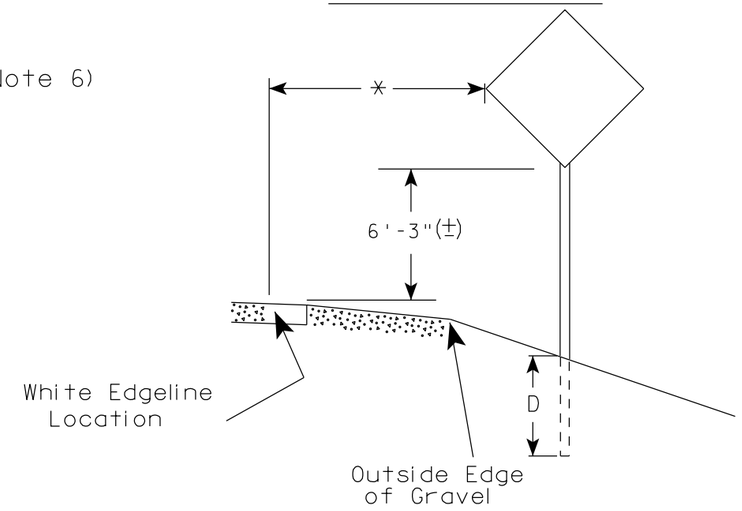
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

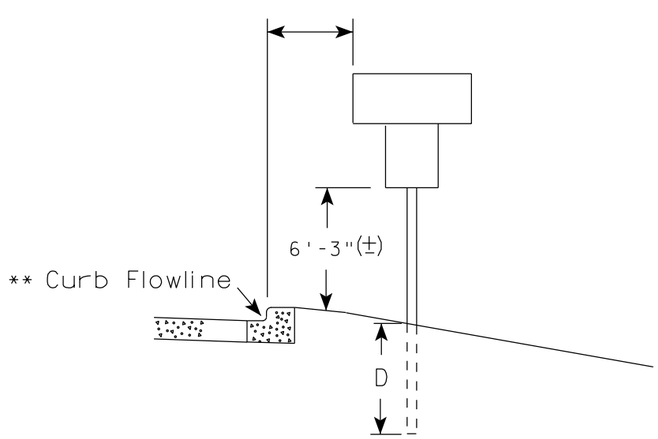
WISDOT/CADDS SHEET 42

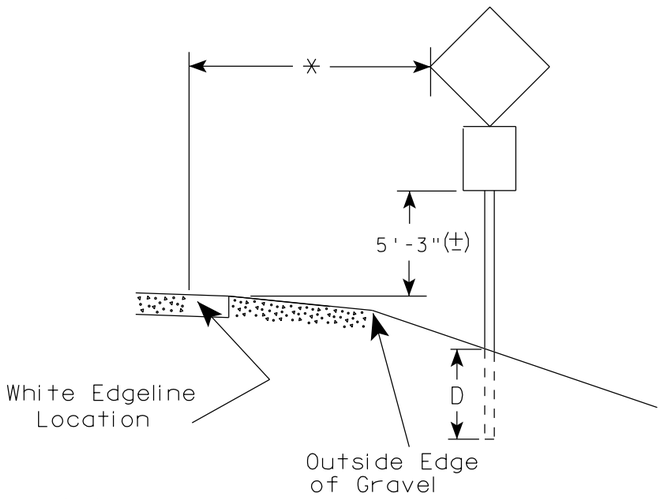
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

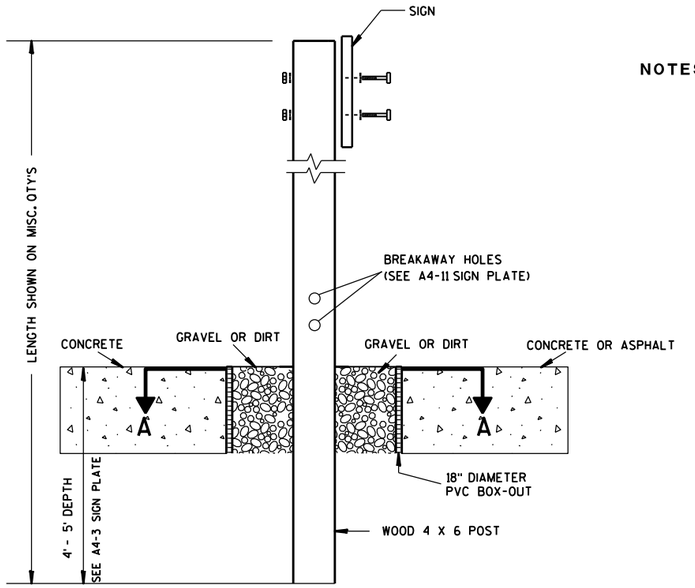
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

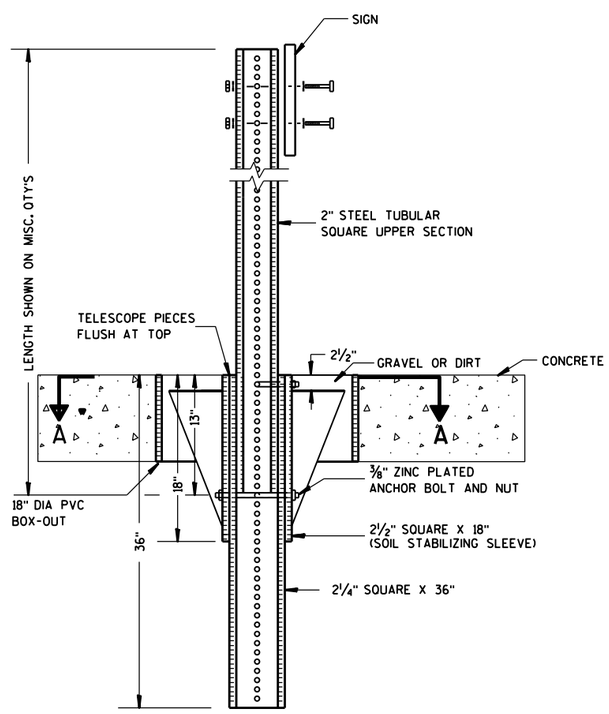
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 23-JUL-2015 15:21 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 99.237937:1.000000 WISDOT/CADDS SHEET 42



ELEVATION VIEW

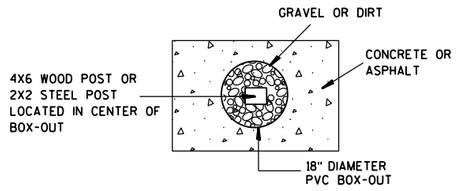
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

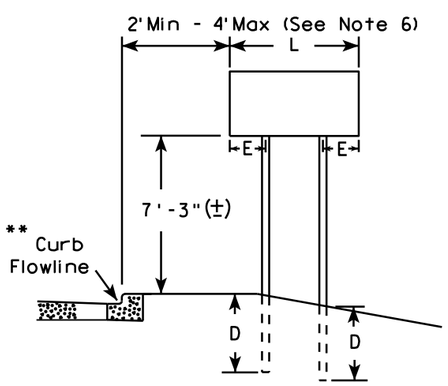
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

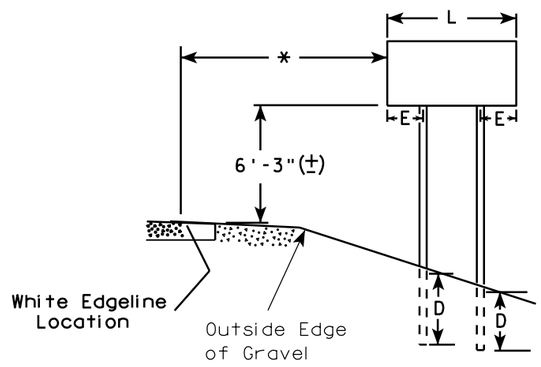
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

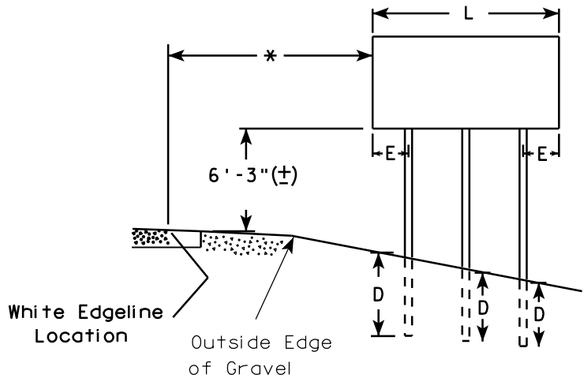
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

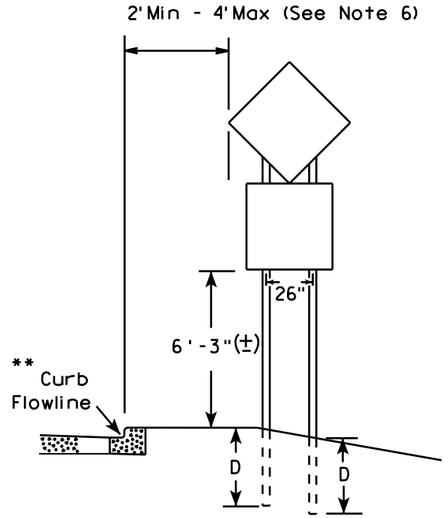
URBAN AREA



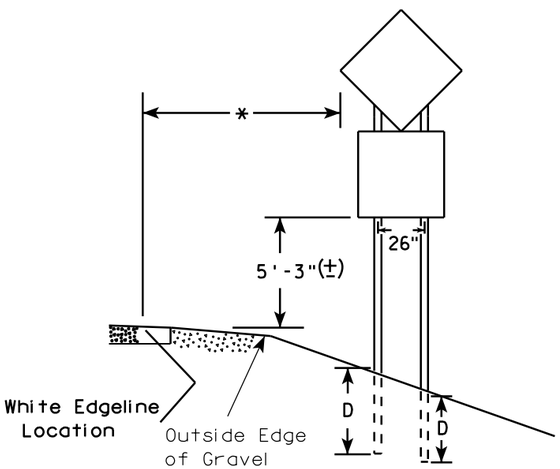
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

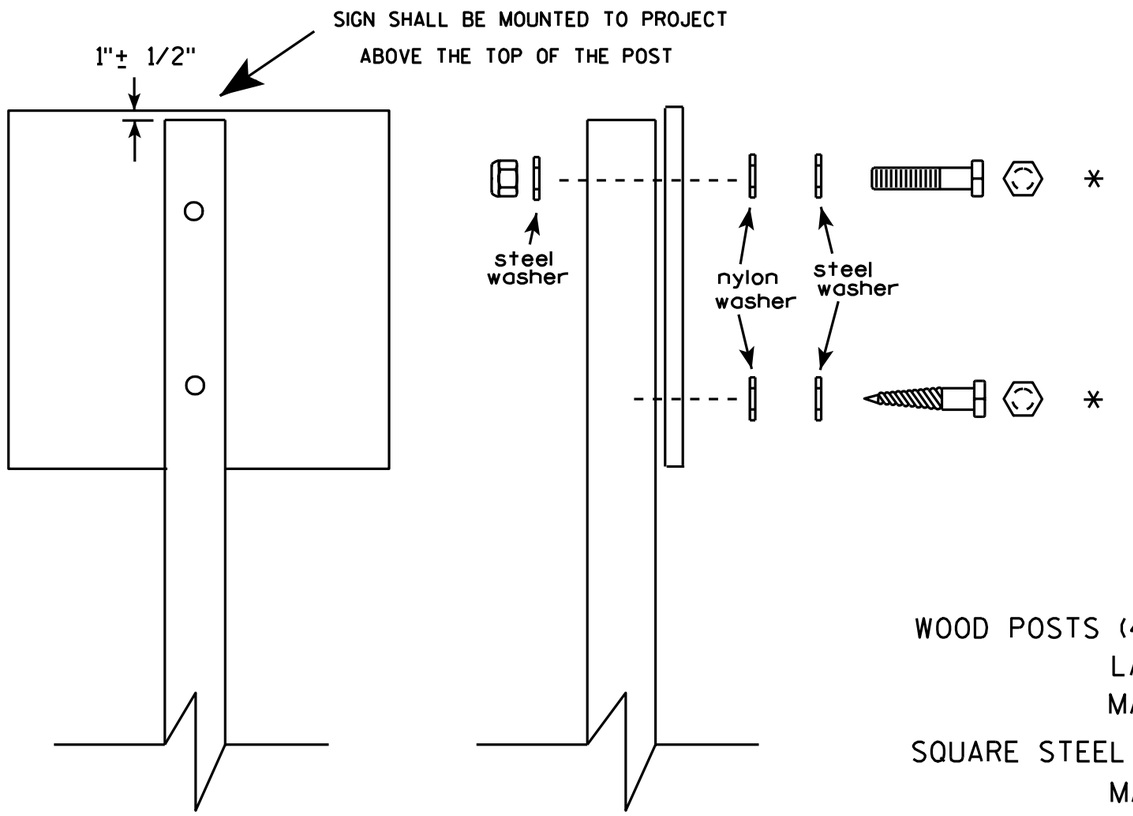
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14
293

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

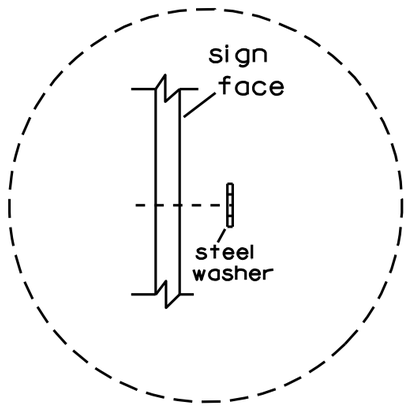
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" X 3"
- MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
- RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
- 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
- 1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

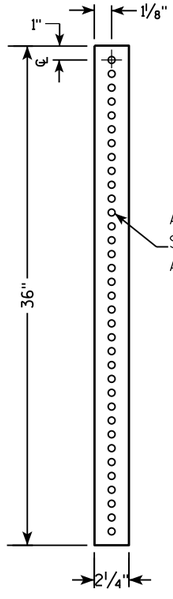
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

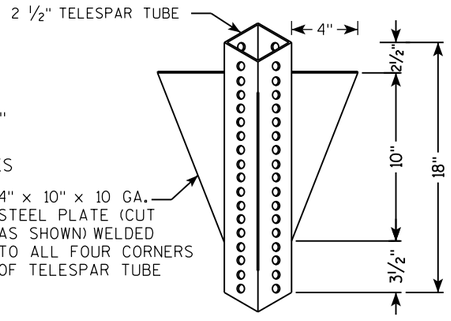
DATE 3/23/10 PLATE NO. A4-8.7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

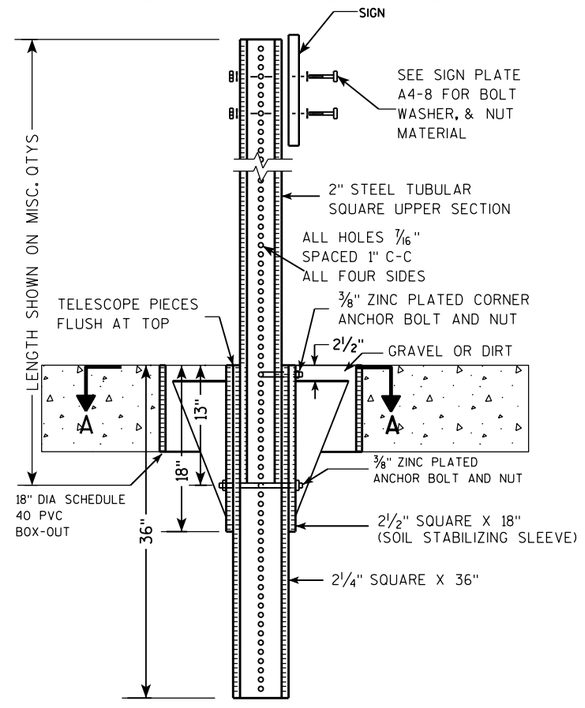
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



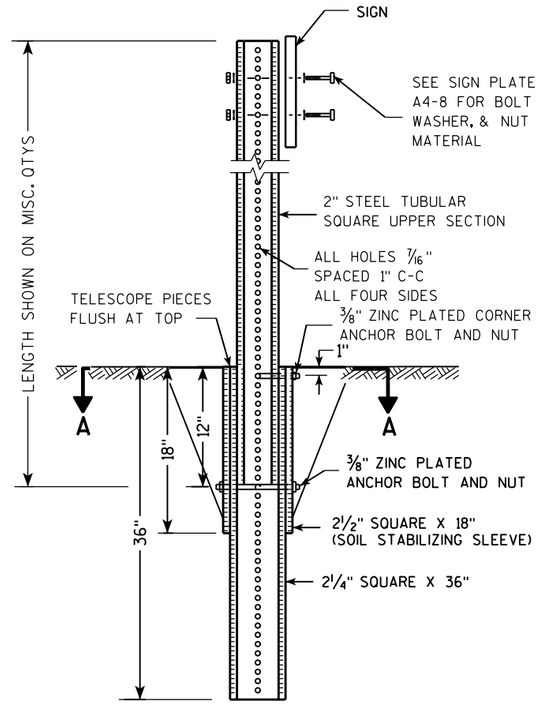
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

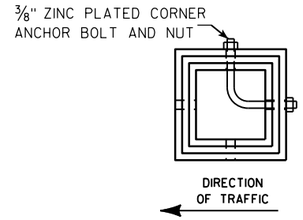


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

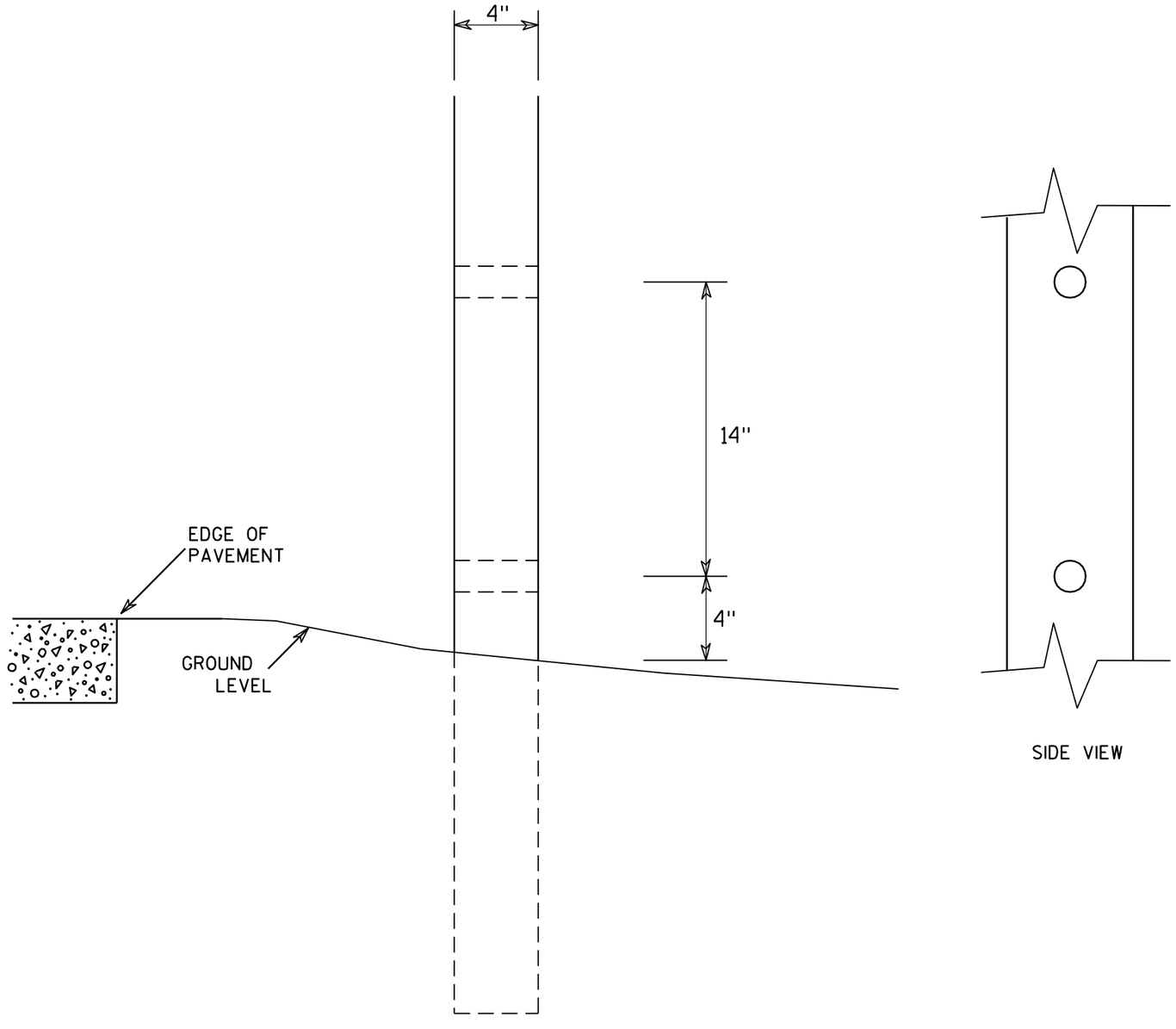
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 295 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

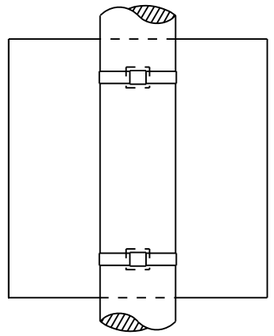
APPROVED Chester J Spang for State Traffic Engineer

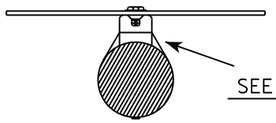
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 296	E

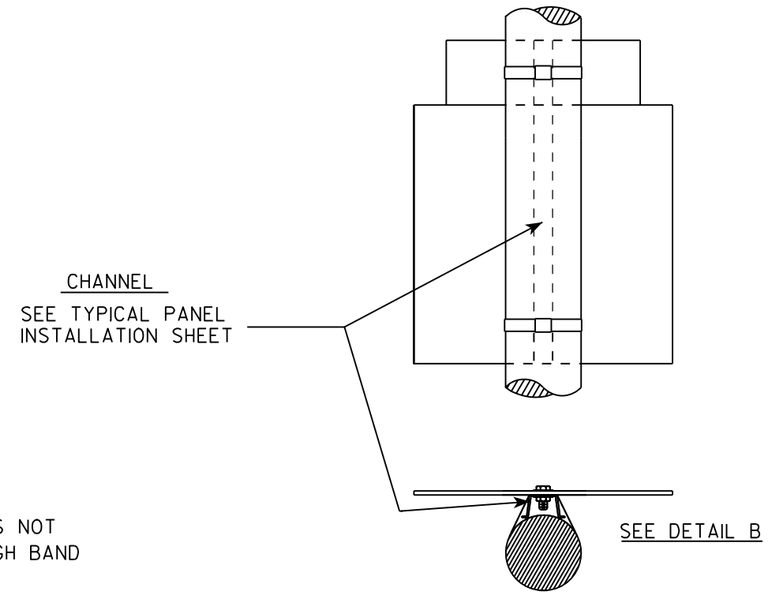
BANDING

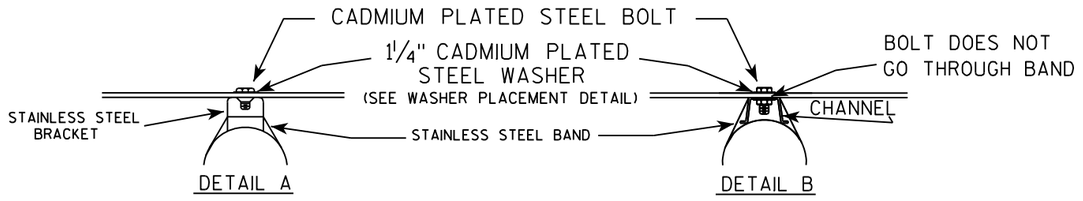
SINGLE SIGN



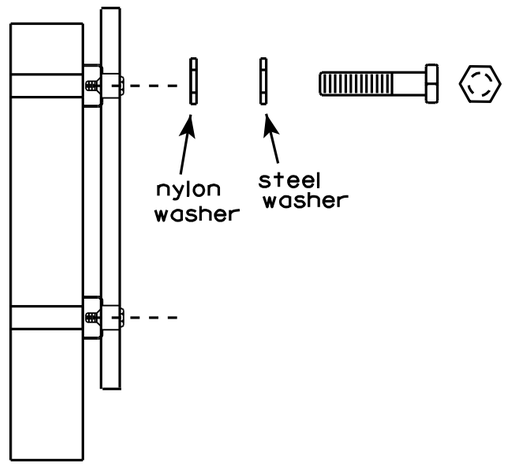


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

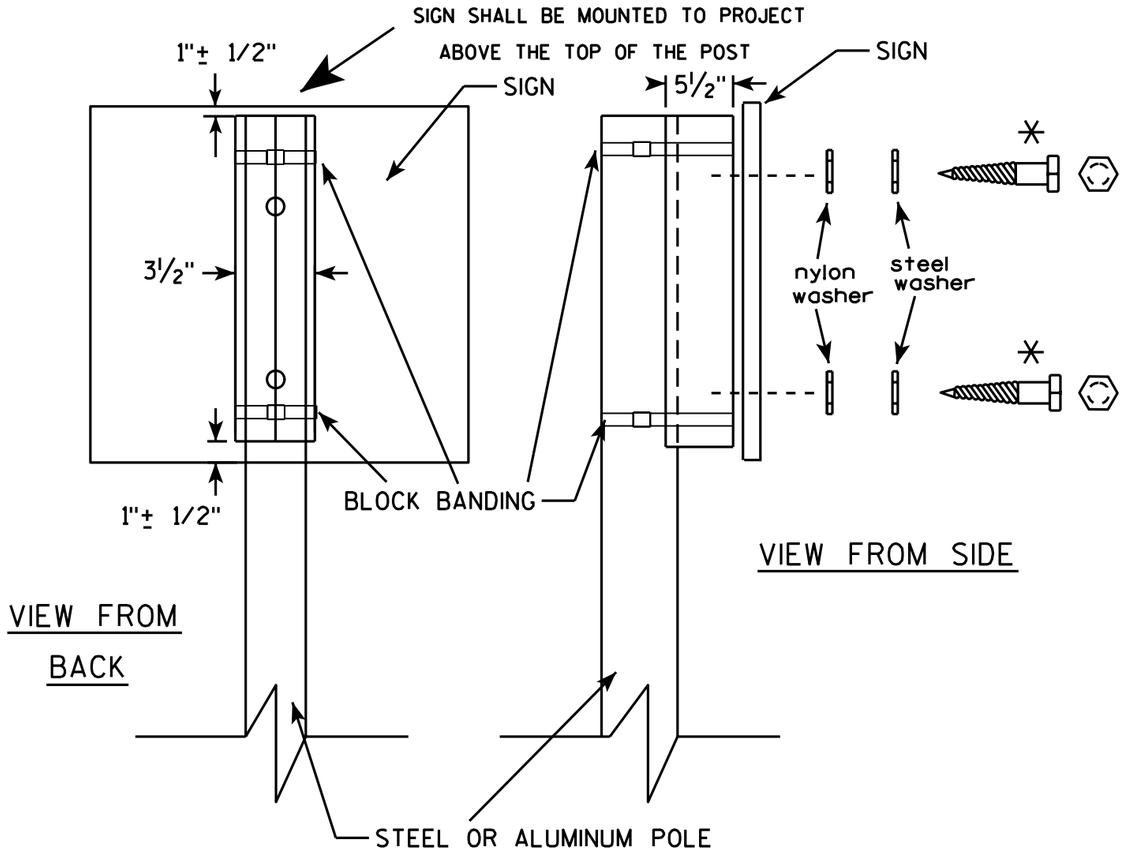
STANDARD SIGN
SIGN BANDING DETAILS

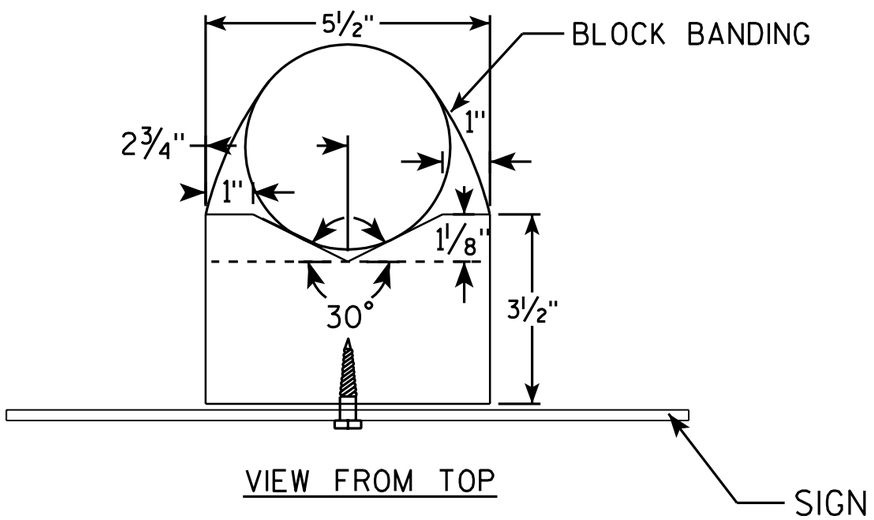
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

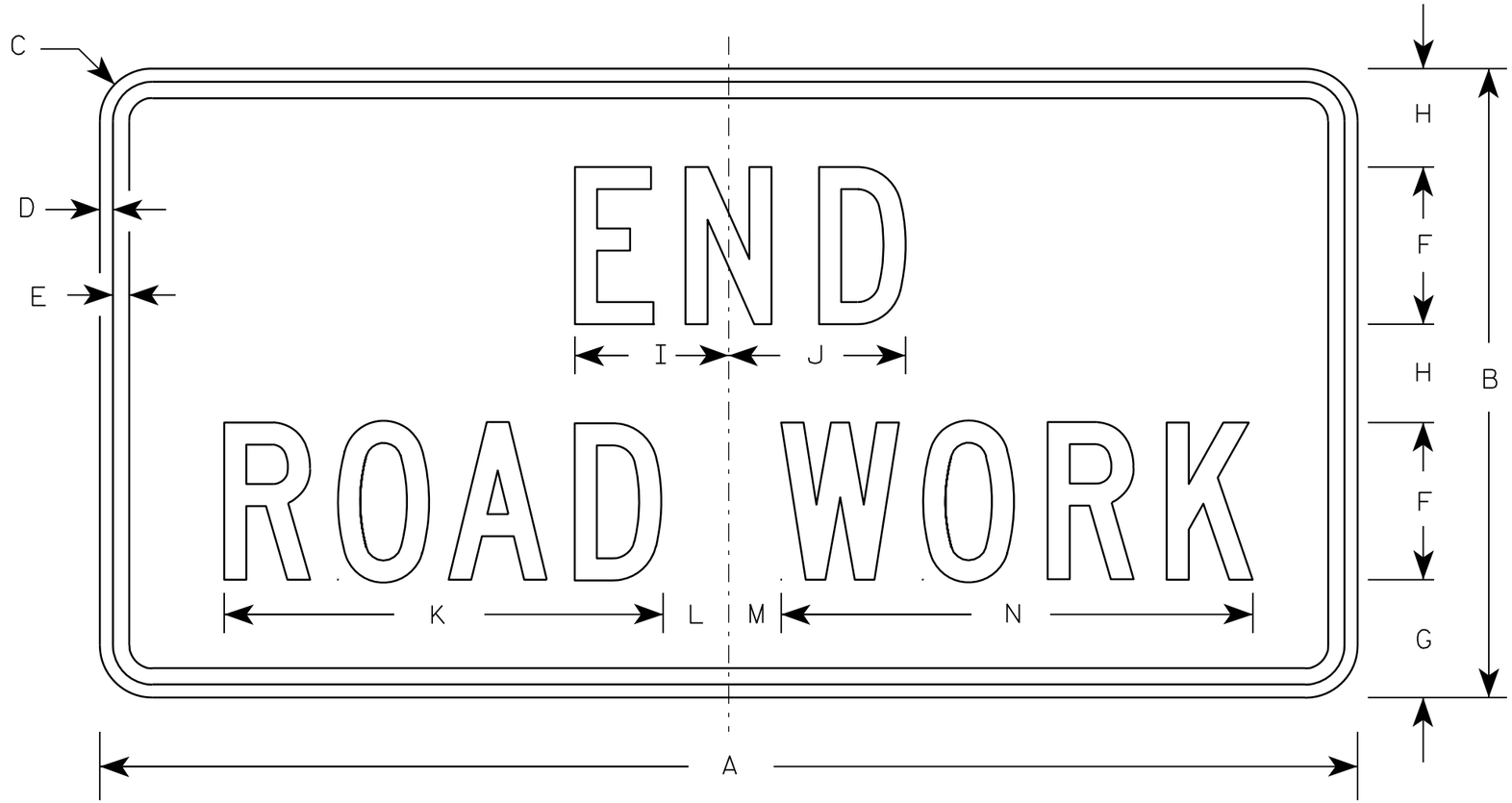
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 298 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

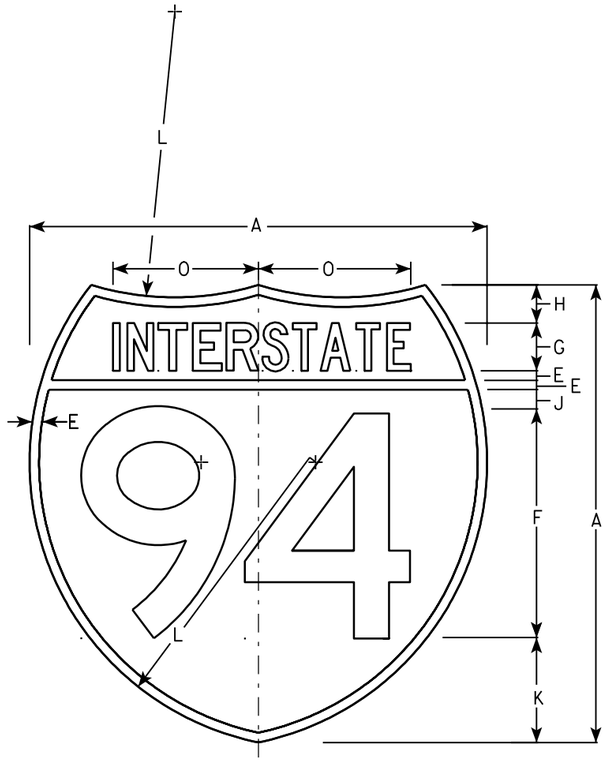
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

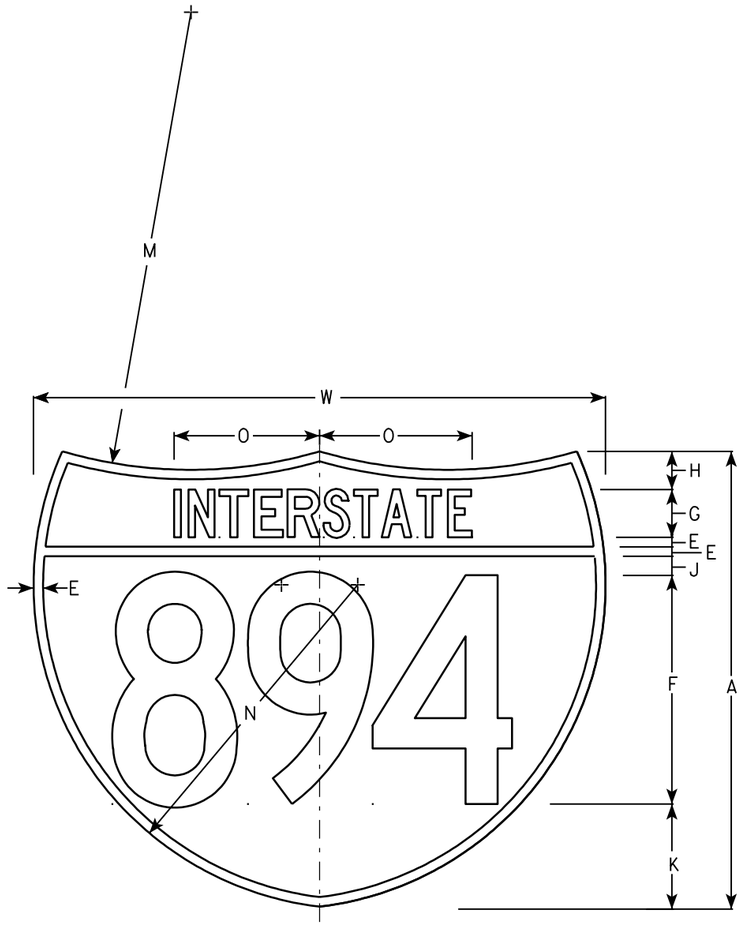
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 299	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

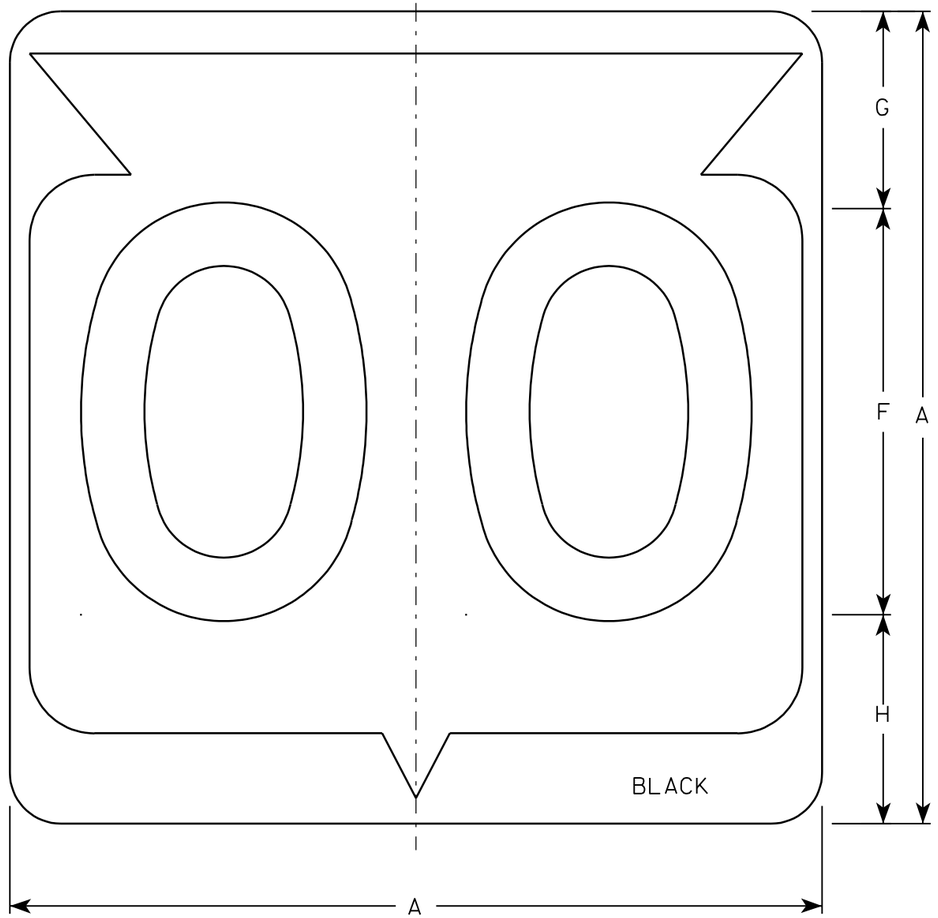
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

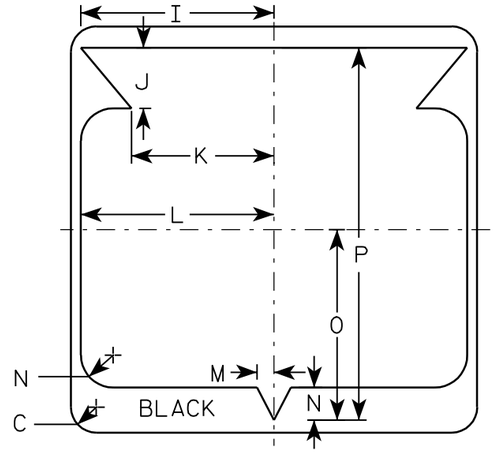
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

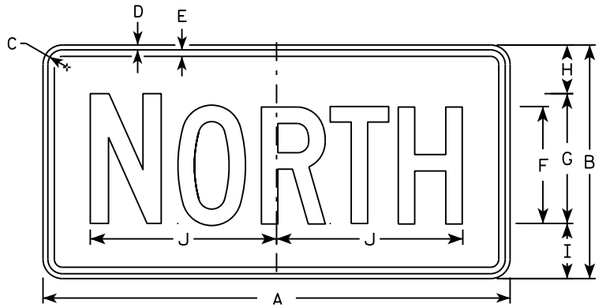
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

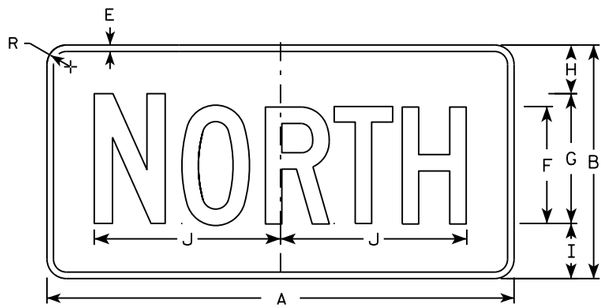
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E



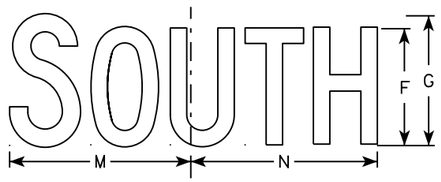
M3-1
MM3-1
MP3-1



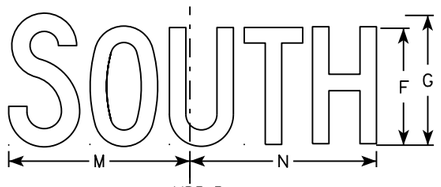
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

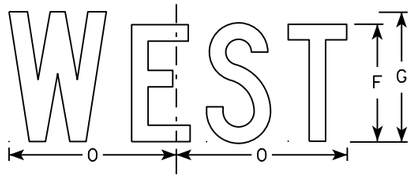
MB3-2
MK3-2
MN3-2



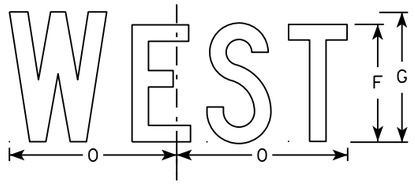
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

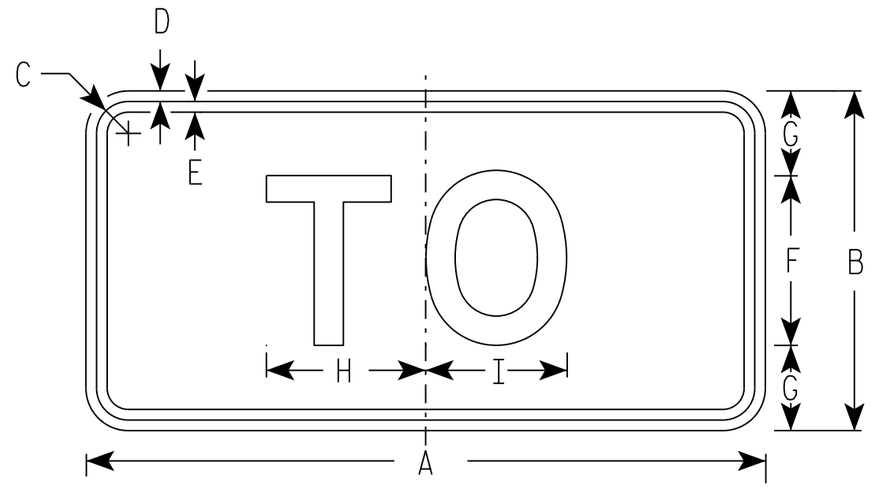
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

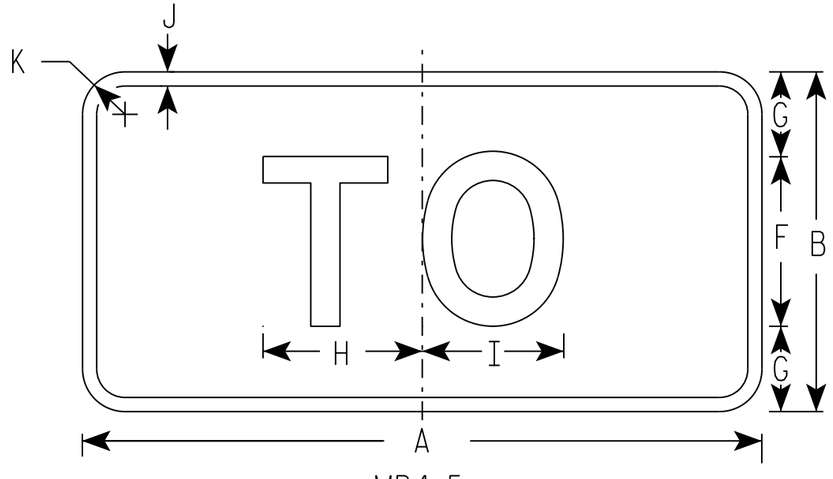
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

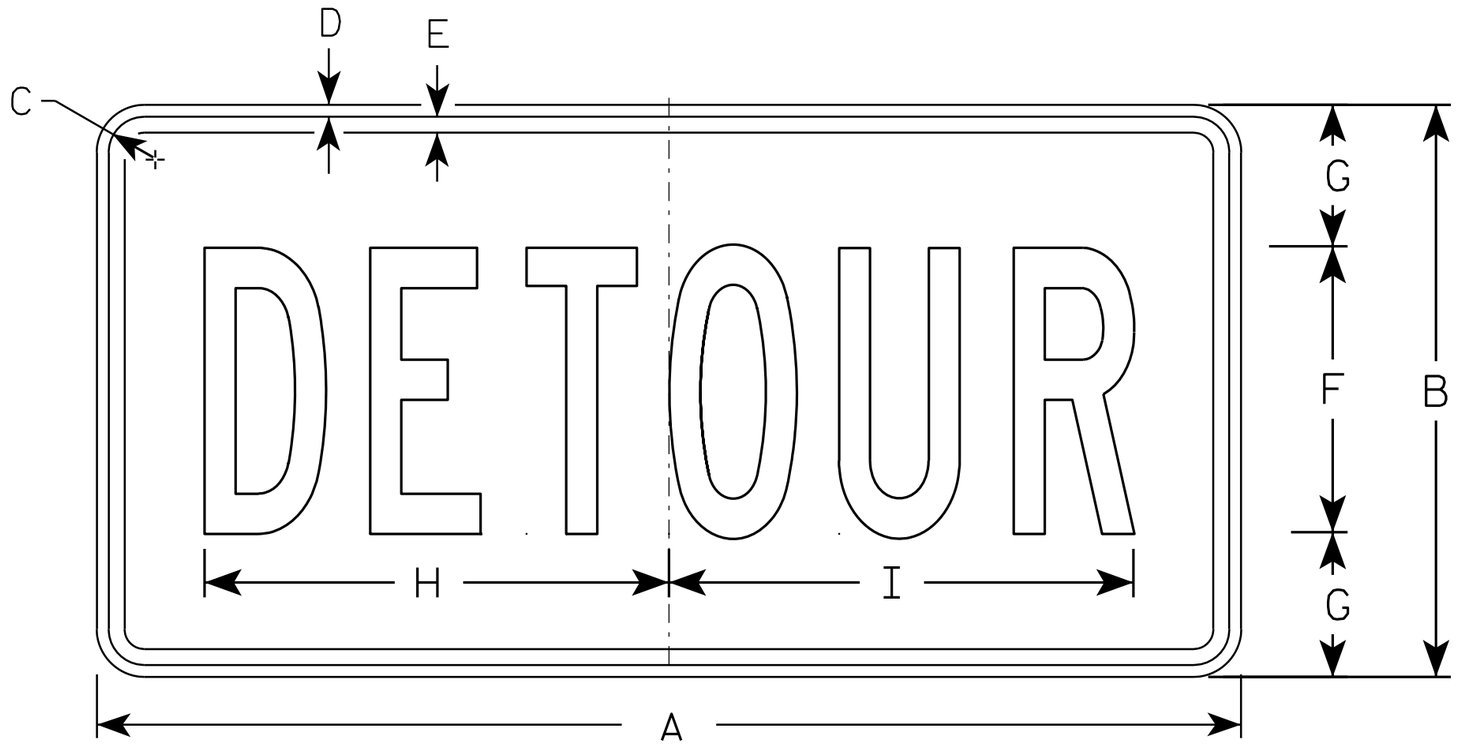
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 303 M4-5.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

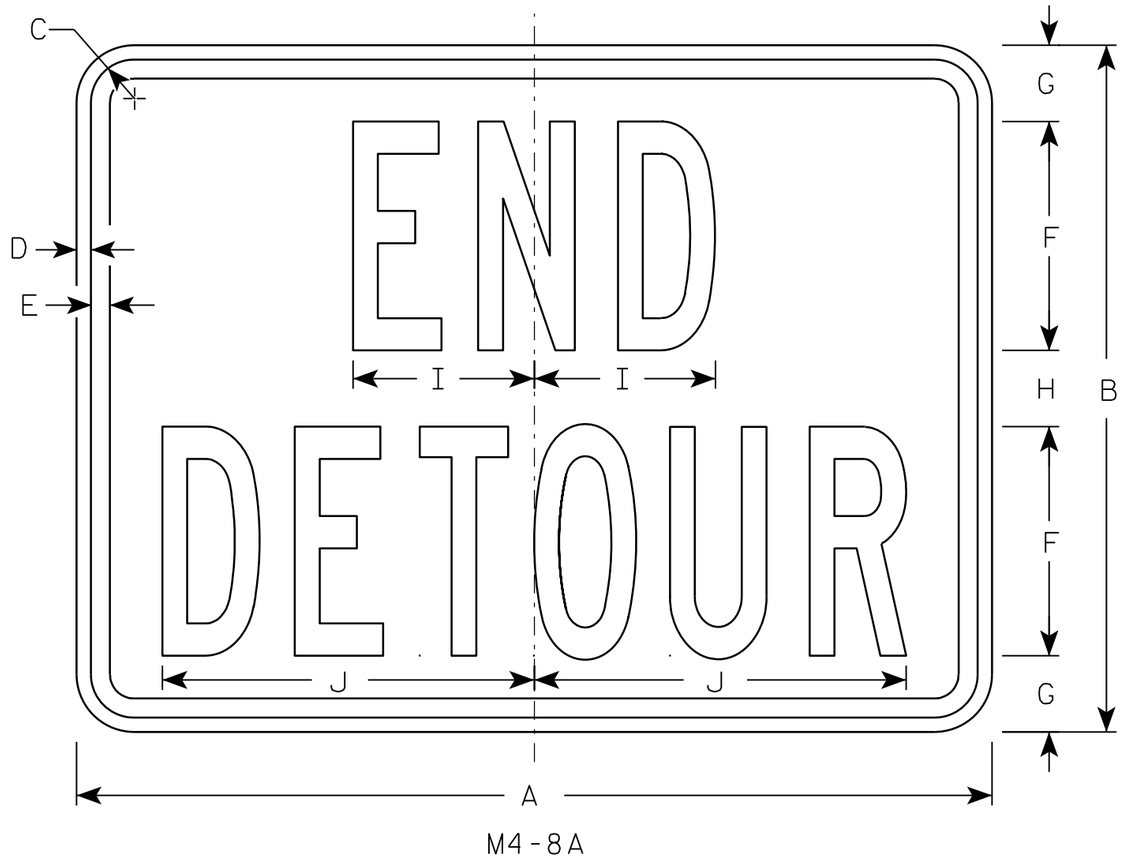
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48.DGN PLOT DATE : 10-NOV-2010 13:18 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.767233:1.000000

WISDOT/CADDS SHEET 42

7

7



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

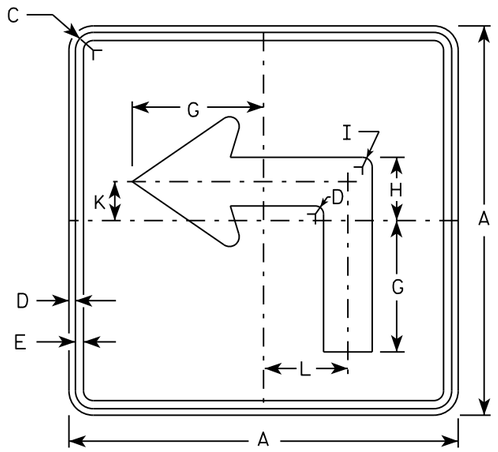
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

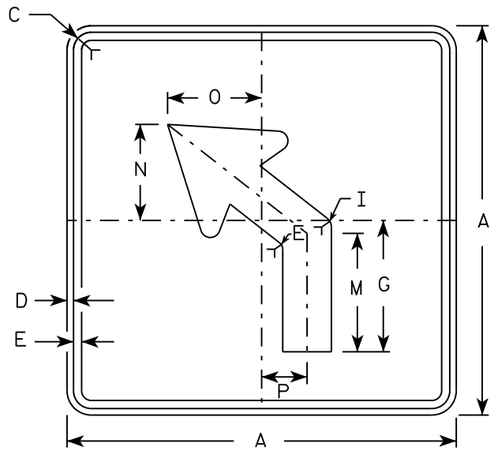
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

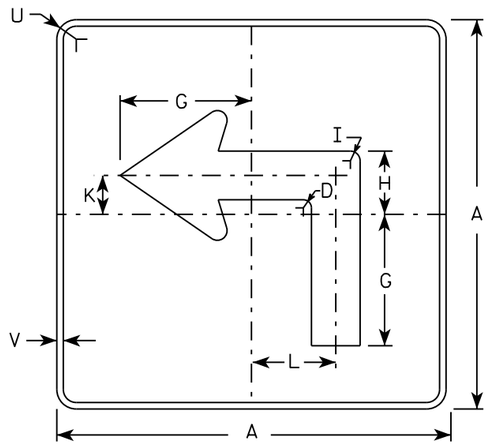
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E



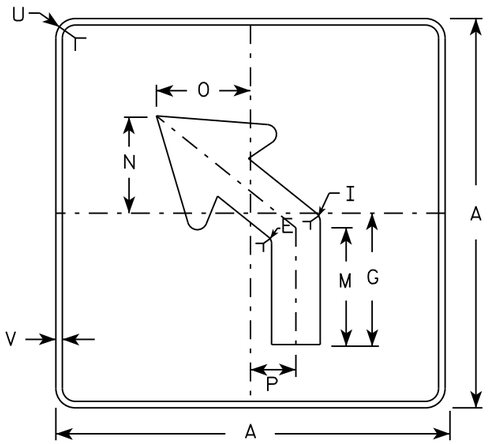
M5-1L
MM5-1L
MO5-1L
MP5-1L



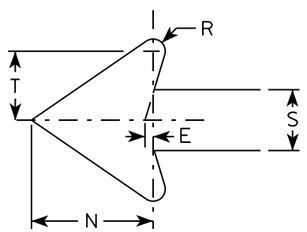
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

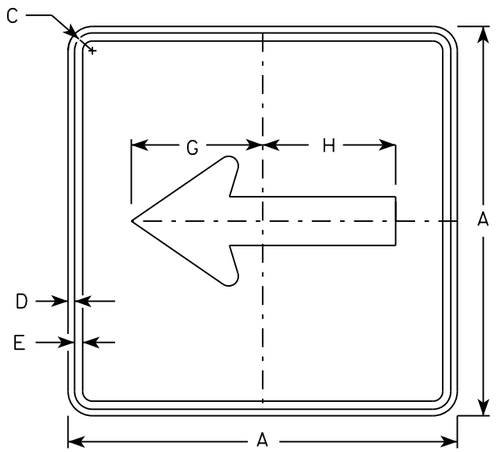
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

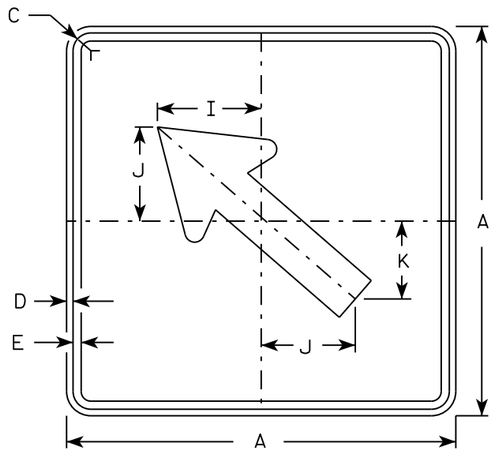
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



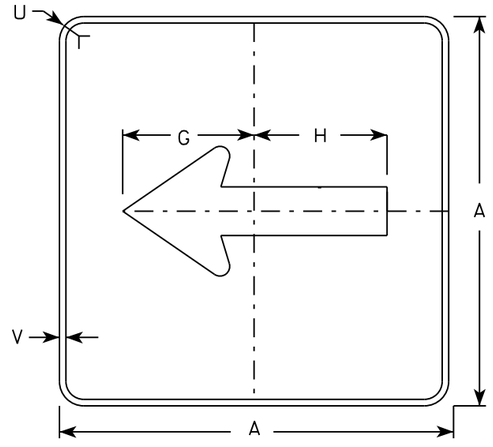
M6-1
MM6-1
MO6-1
MP6-1



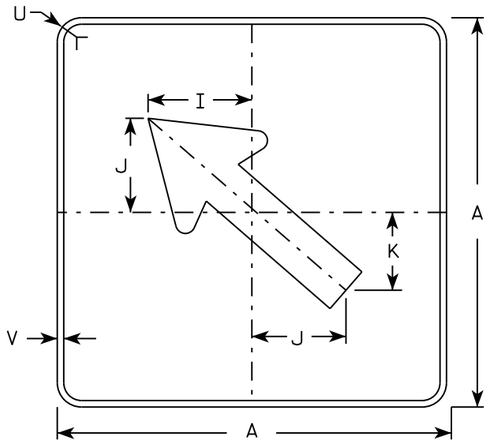
M6-2
MM6-2
MO6-2
MP6-2

NOTES

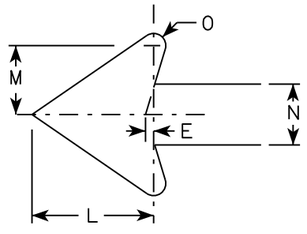
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

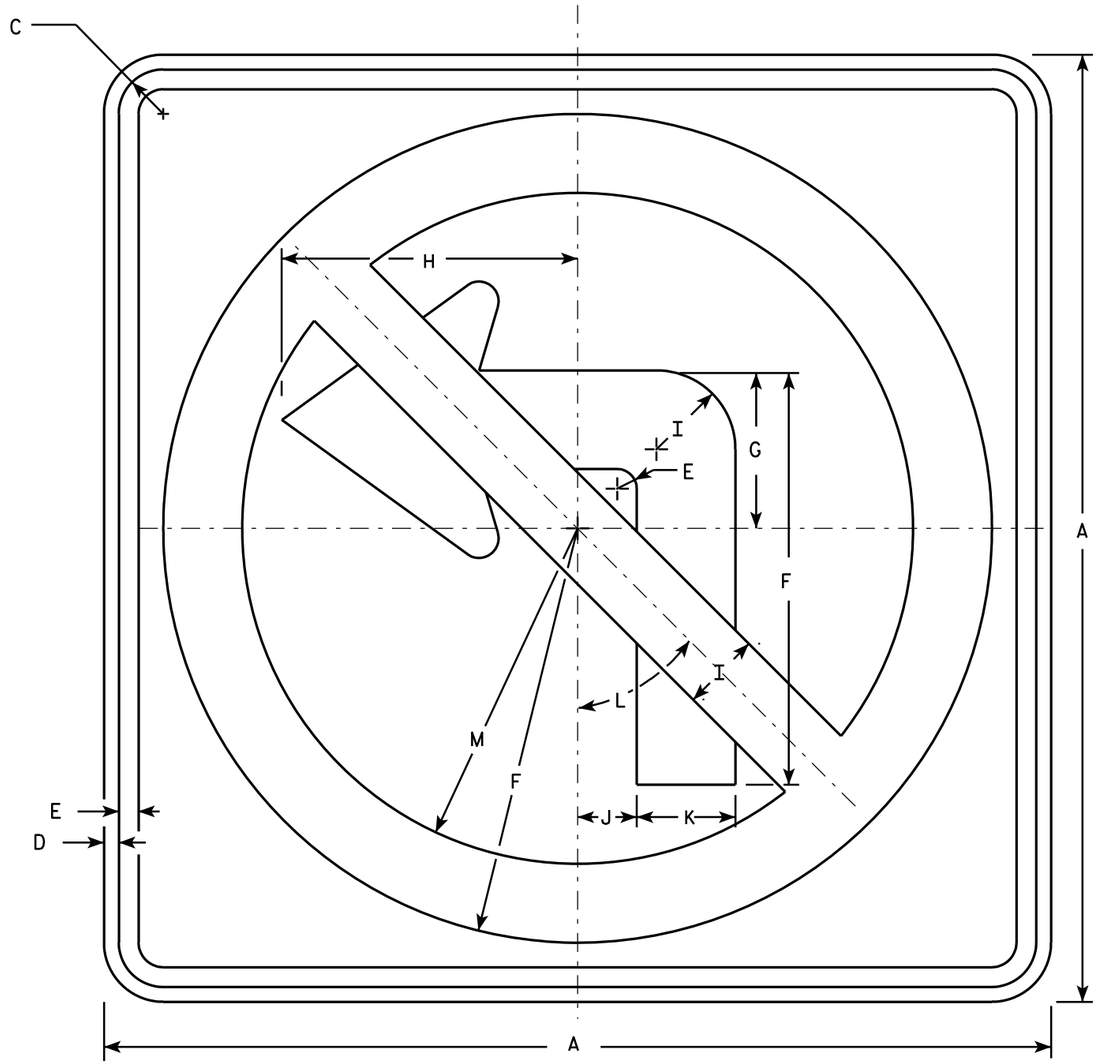
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 307 M6-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

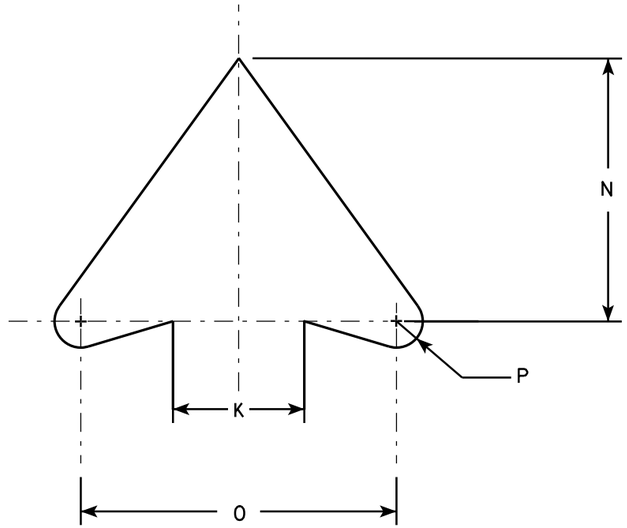
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

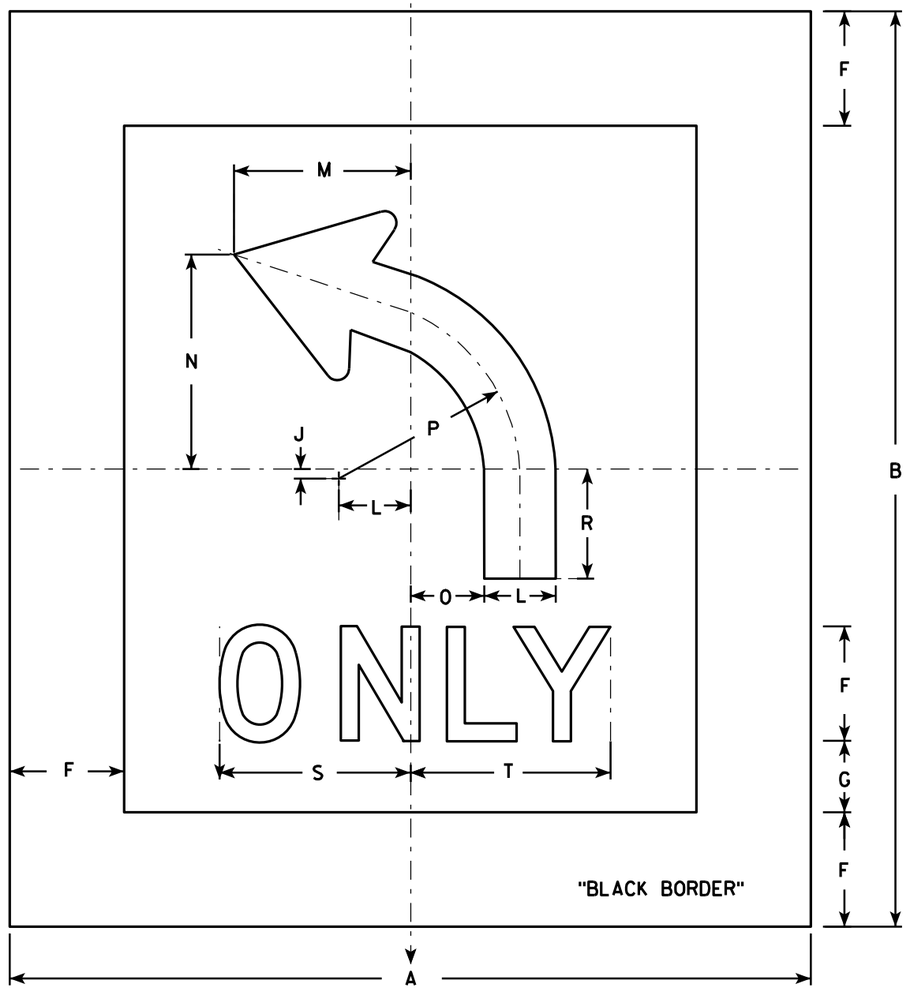
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

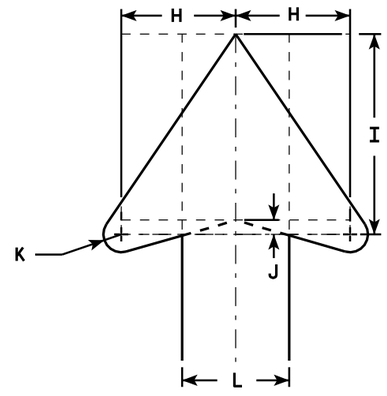
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E



R3-5L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

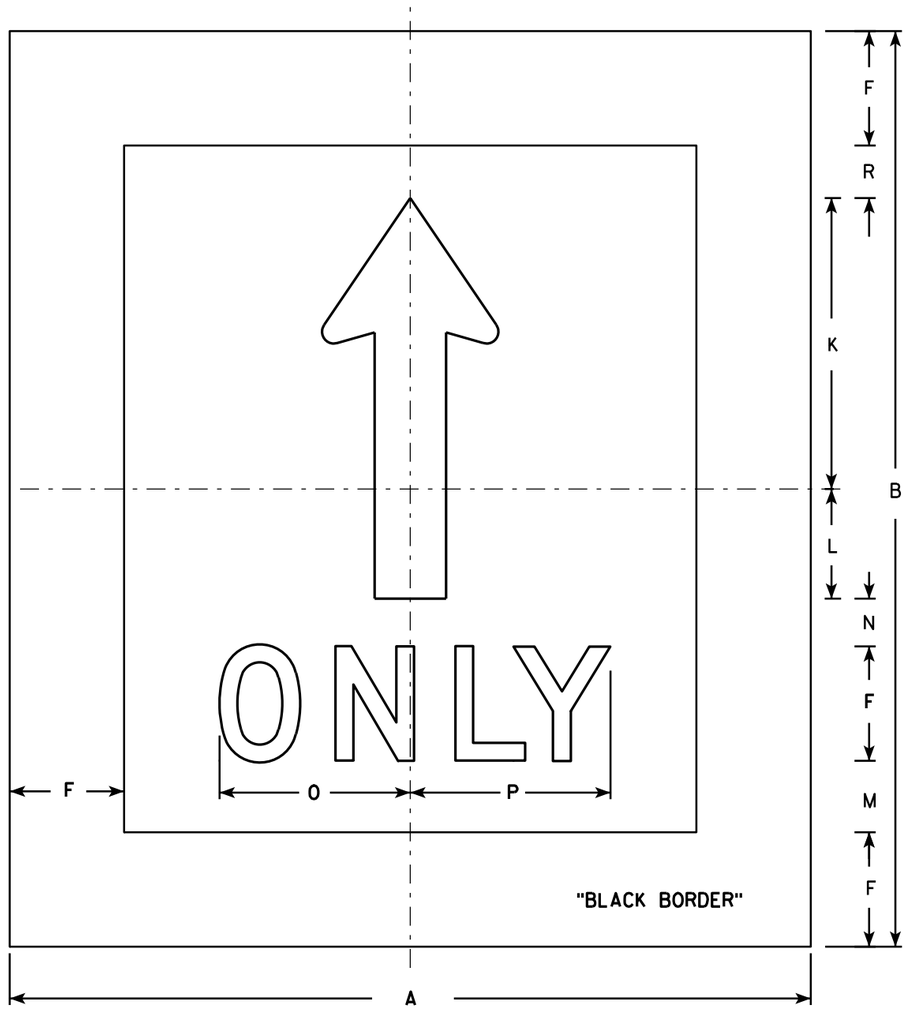
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

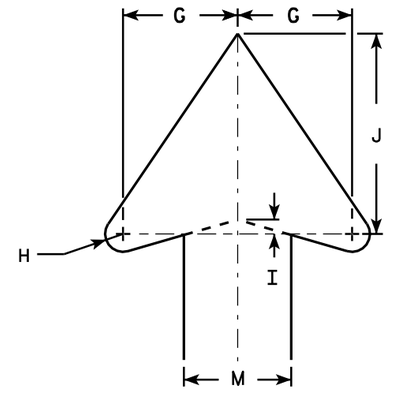
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 309 | E



R3-5A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
2M	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
3																											
4																											
5																											

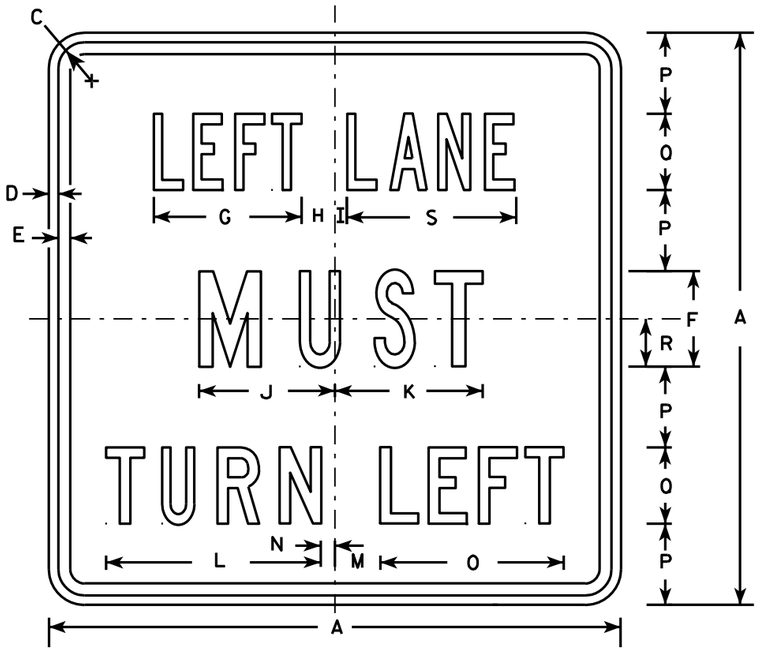
STANDARD SIGN
R3-5A

WISCONSIN DEPT OF TRANSPORTATION

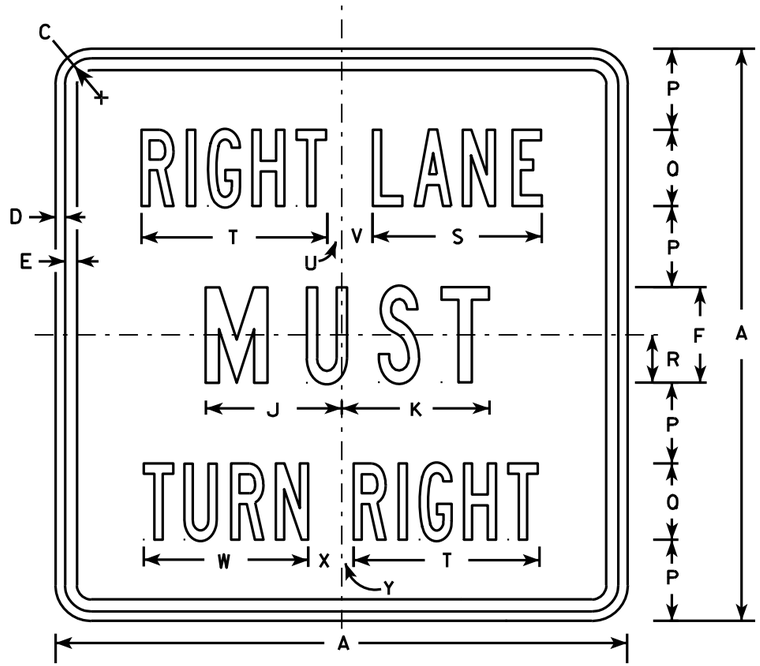
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5A.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 310	E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

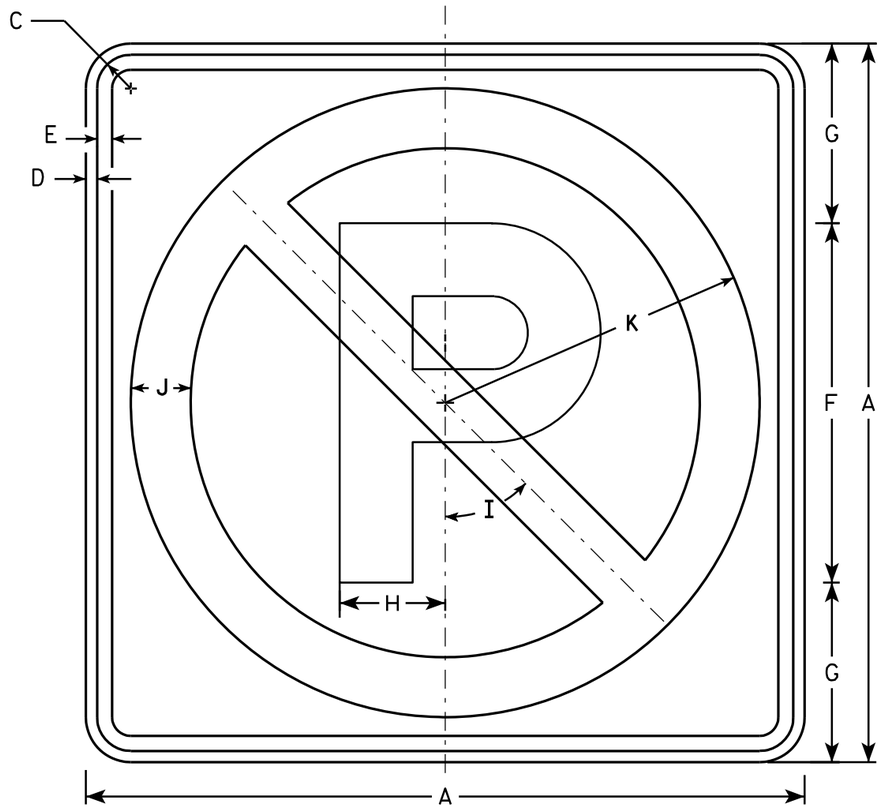
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 311 | E



R3-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Letter P are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

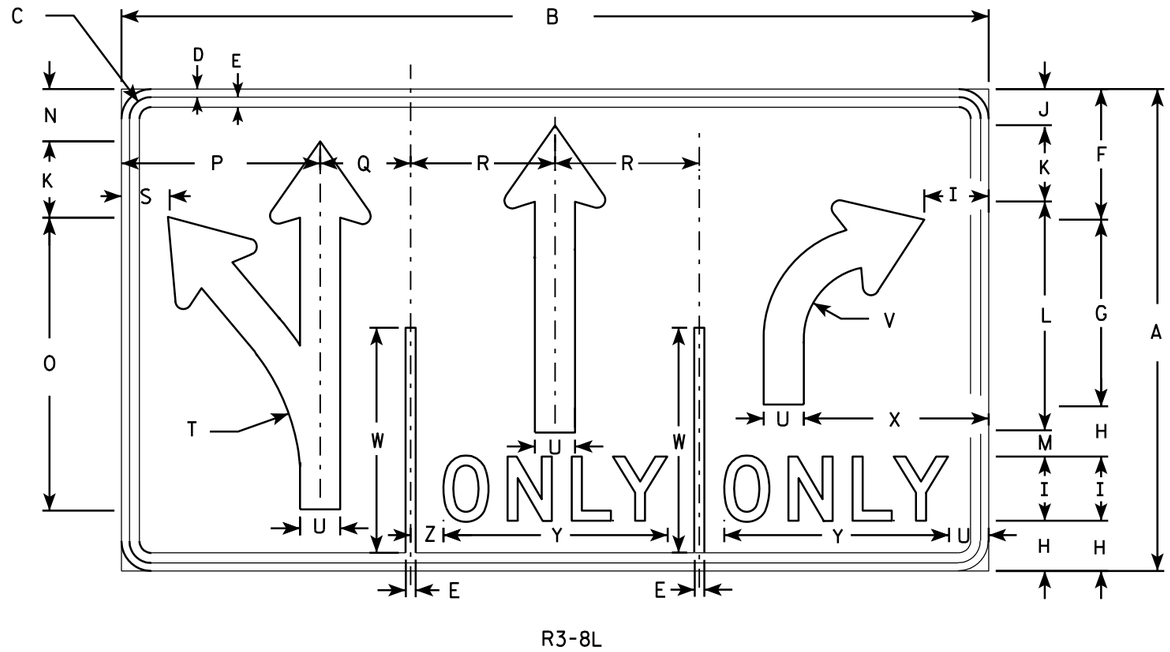
STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E

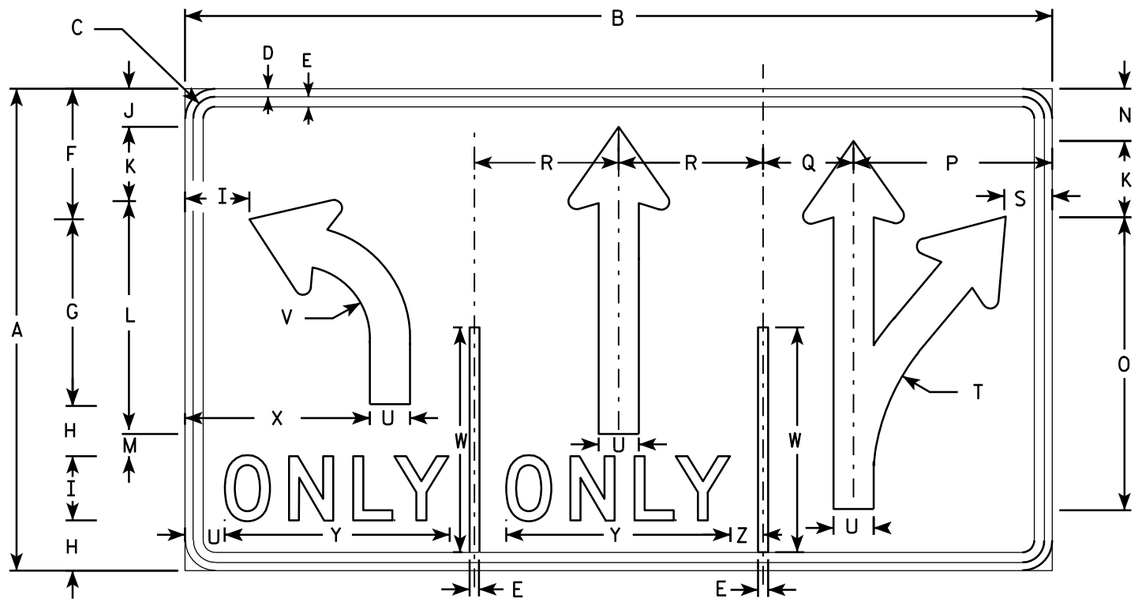


R3-8L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SEE R3-8 FOR ARROW DETAIL



R3-8M

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8	9	3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8	9	3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
3																											
4	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7	29 1/8	2 7/8	5 1/4	29 1/8	18 5/8	8 3/4	14	4 3/8	21 7/8	3 3/4	7 1/4	22 3/8	17 1/4	20 5/8	3 1/4	28.0
5	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7	29 1/8	2 7/8	5 1/4	29 1/8	18 5/8	8 3/4	14	4 3/8	21 7/8	3 3/4	7 1/4	22 3/8	17 1/4	20 5/8	3 1/4	28.0

STANDARD SIGN
R3-8L & R3-8M

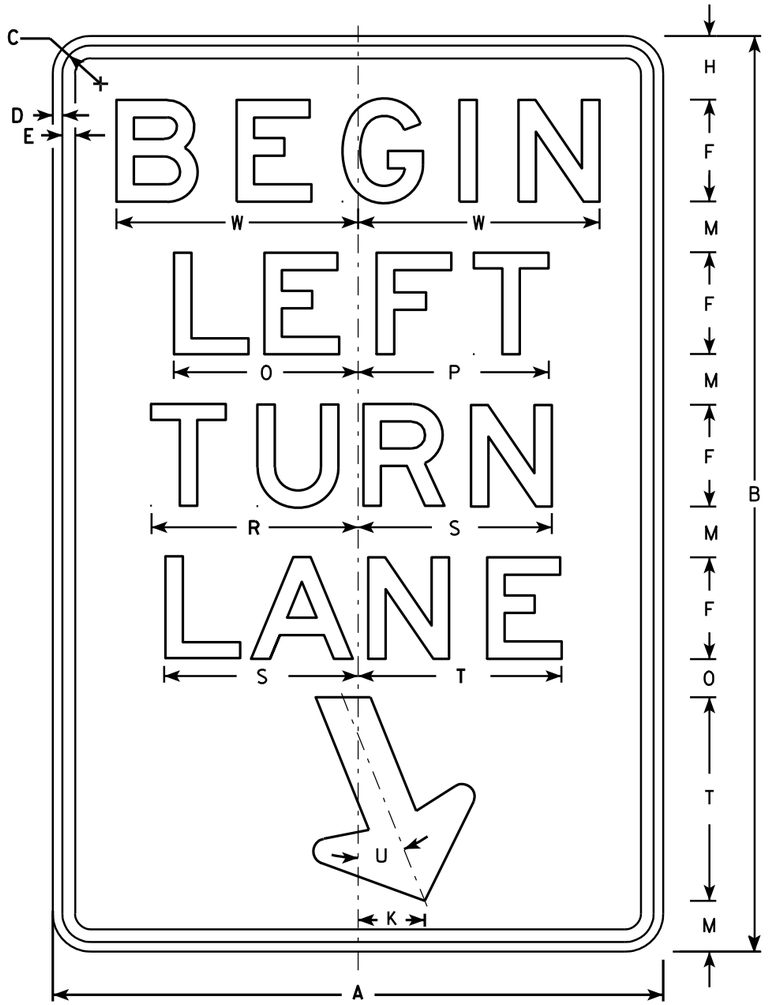
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/2011 PLATE NO. R3-8L.2

PROJECT NO:

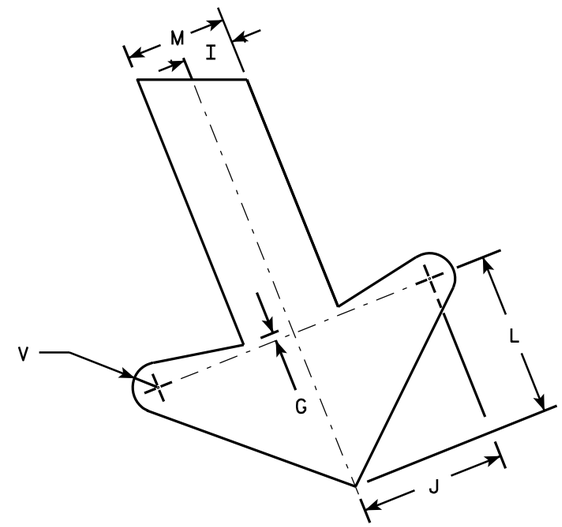
SHEET NO: 313 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

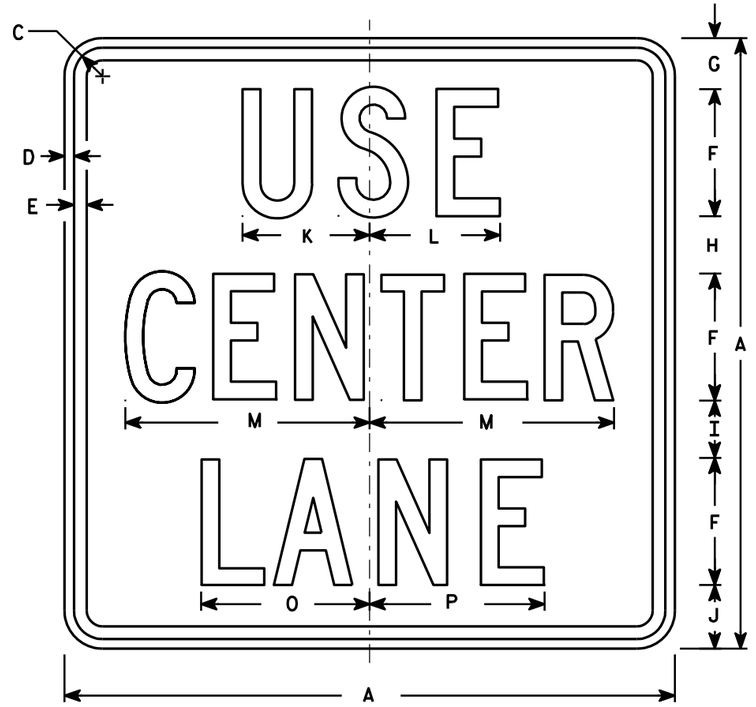
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

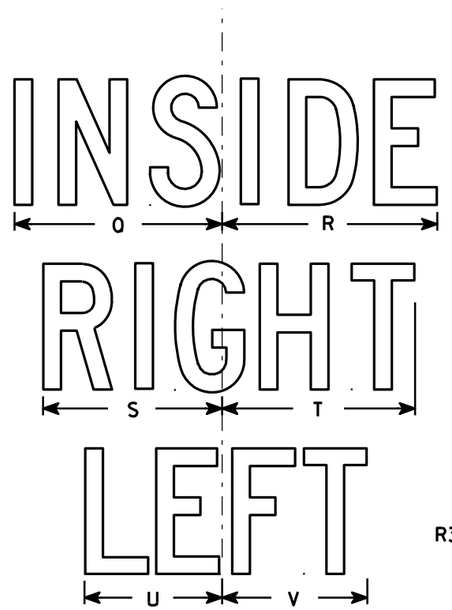
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 314 | E



R3-54C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-54I

R3-54R

R3-54L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
2M	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	14 3/8		9 7/8	10 1/4	12 1/8	12 3/4	10 3/8	11 3/8	8	8 5/8					9.0
4																											
5																											

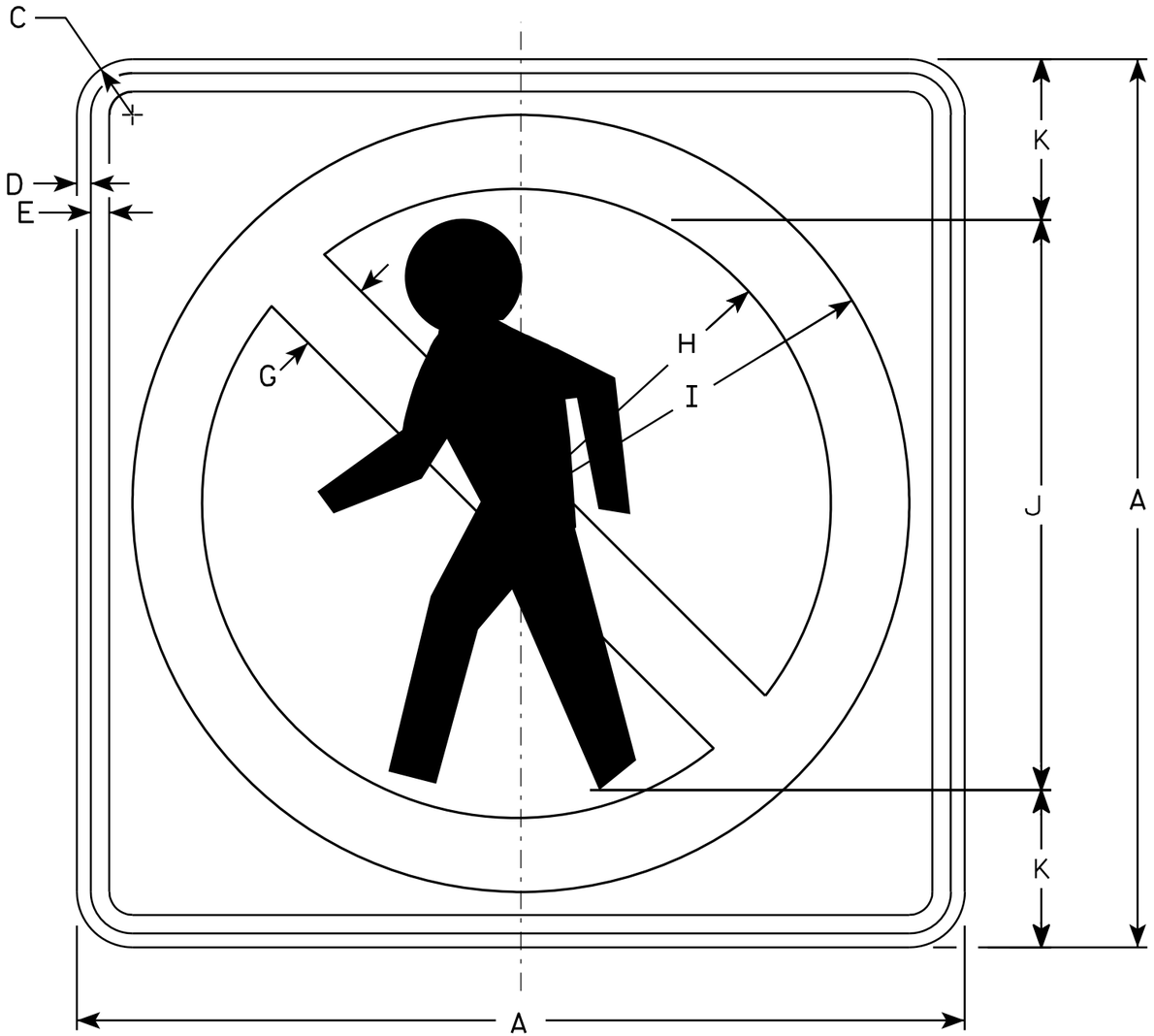
STANDARD SIGN
R3-54C, I ,L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Pedistrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

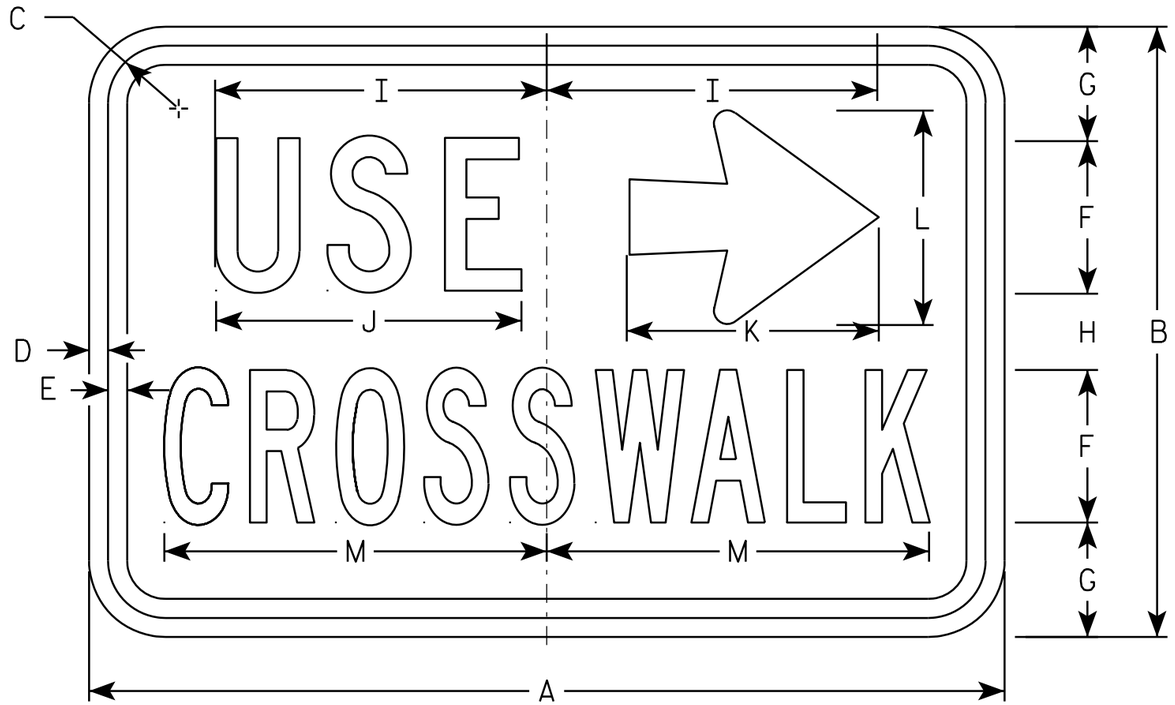
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 316 | E



R9-3BR

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

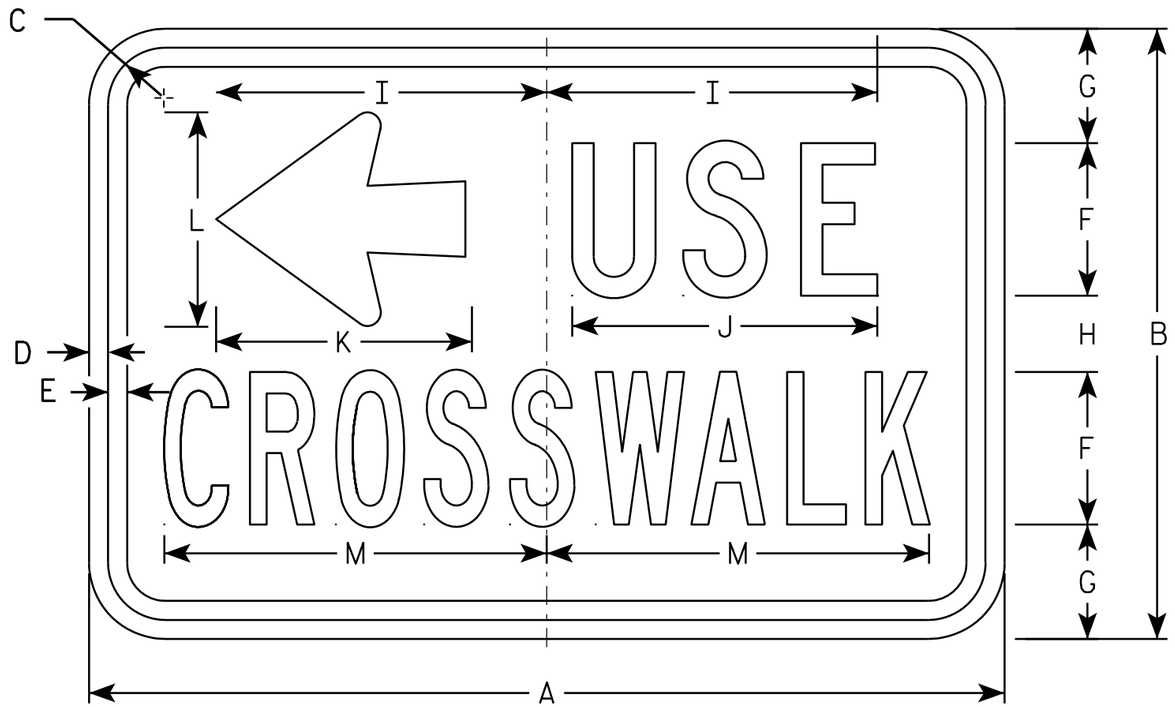
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E



R9-3BL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	450 mm X 300 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	18	12	1⅛	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5	0.14
3																												
4																												
5																												

STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/05/09 PLATE NO. R9-3BL.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 318 | E

R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
2M	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
3																											
4																											
5																											

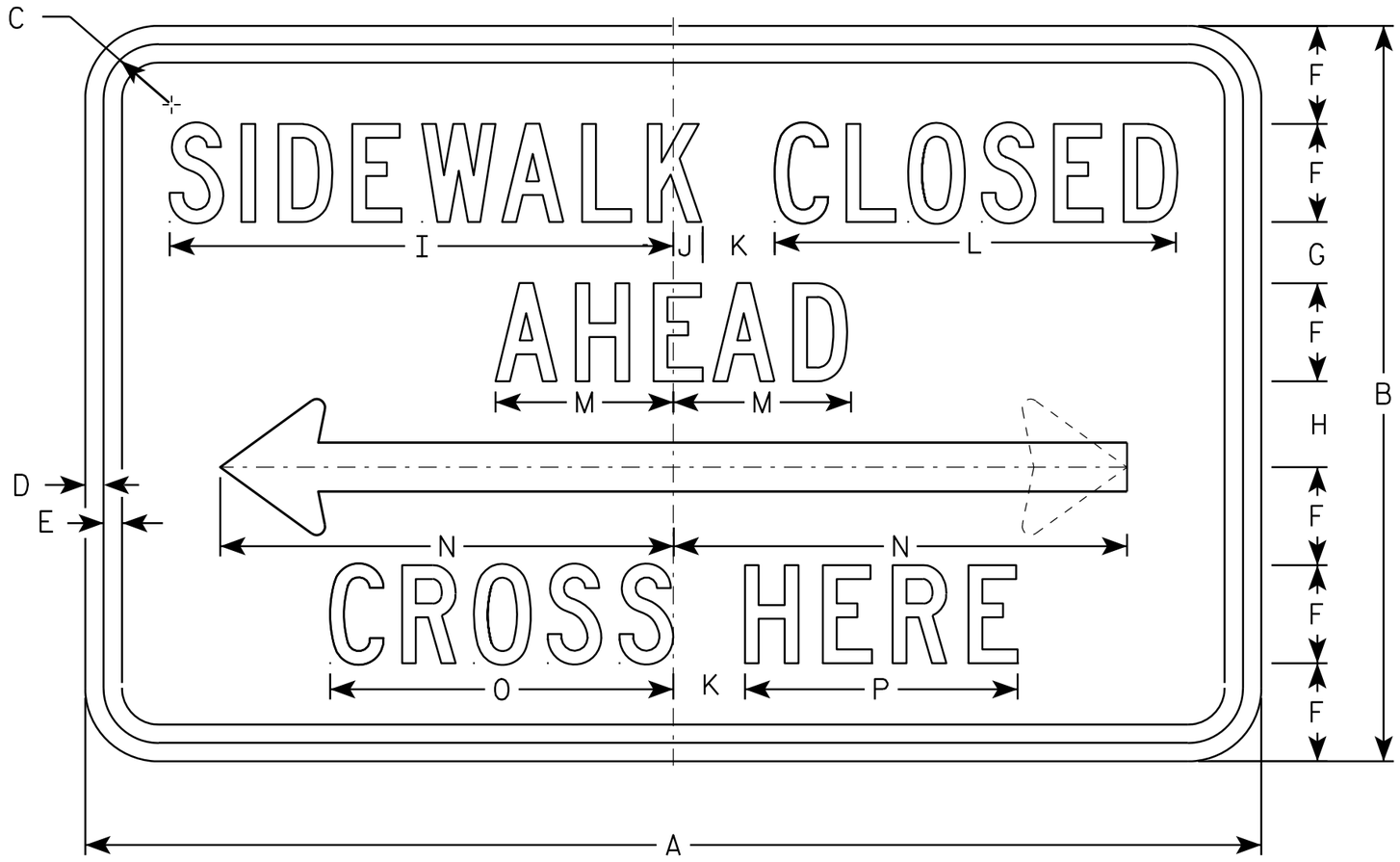
STANDARD SIGN
R9-9

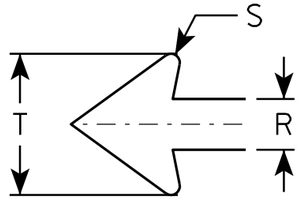
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-9.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E





R9-11

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2S	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
2M	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
3																											
4																											
5																											

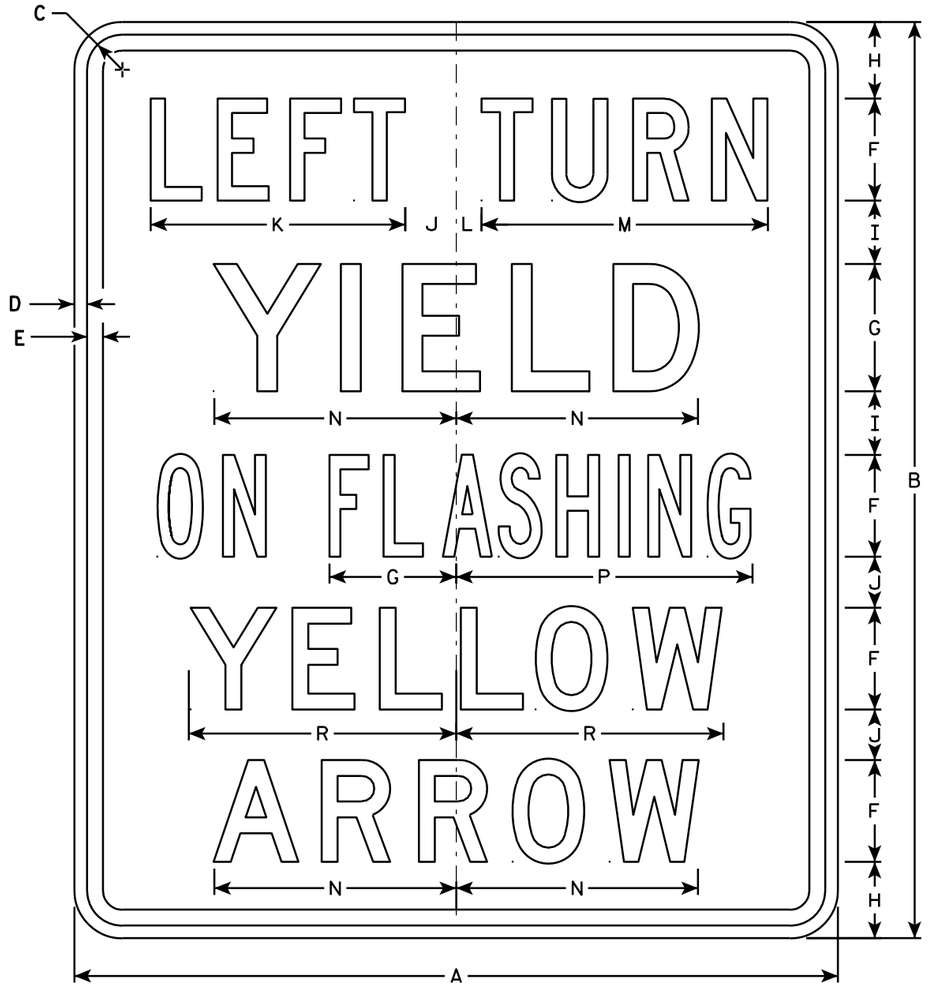
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2012 PLATE NO. R9-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 320	E

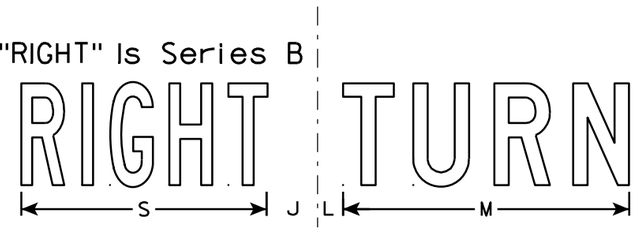


R10-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

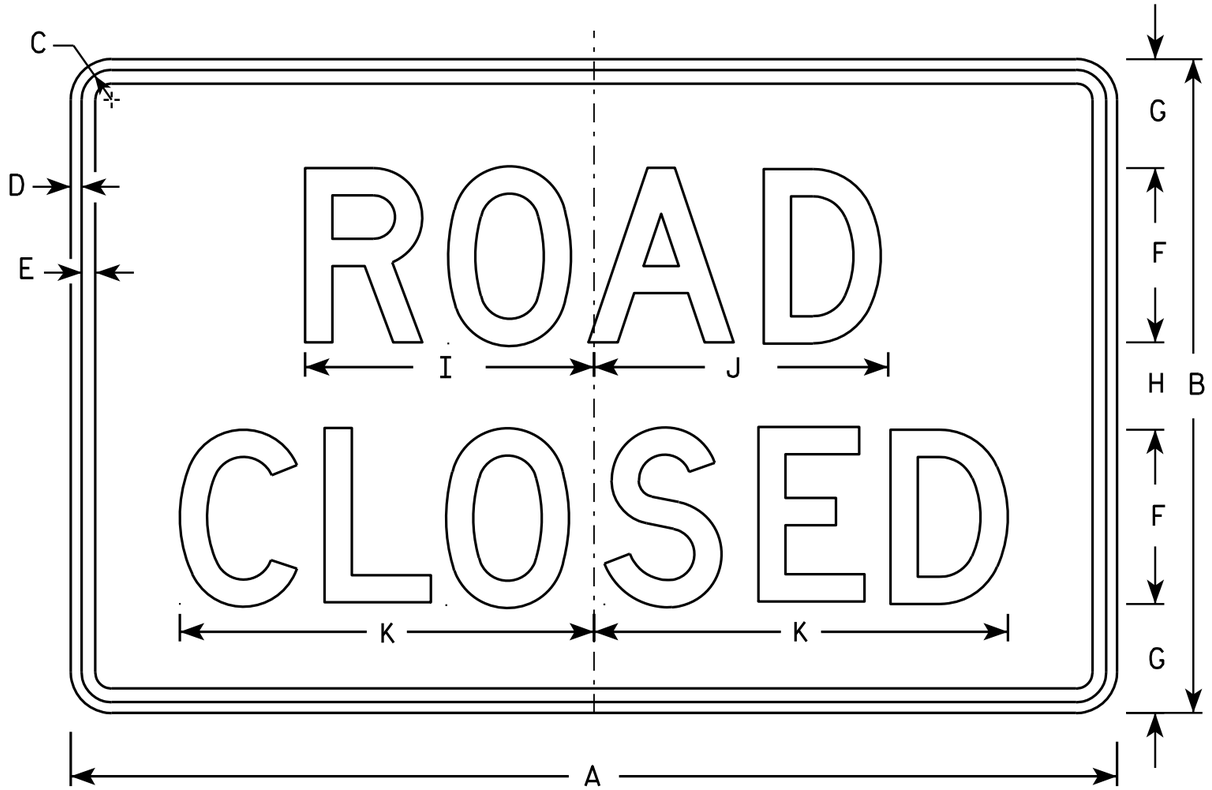
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

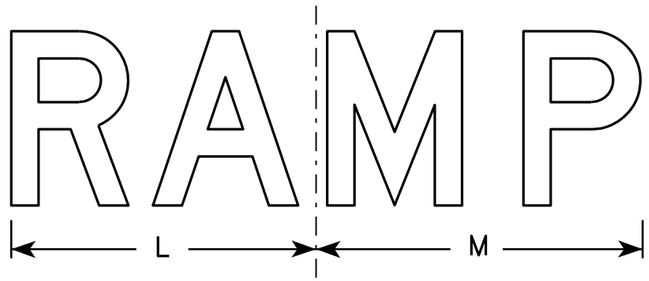
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 321	E



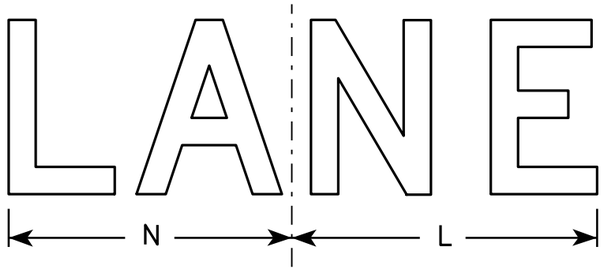
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

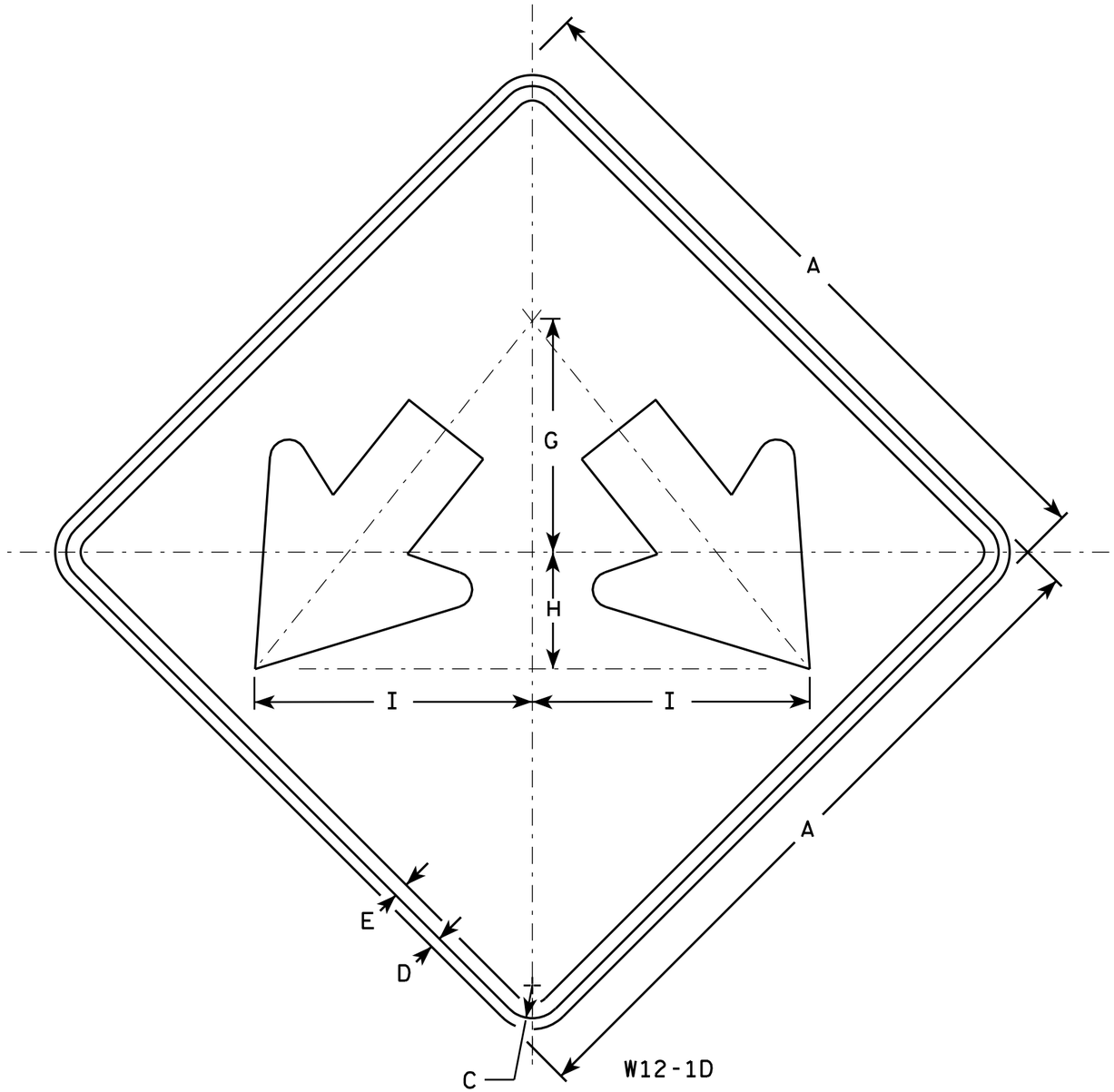
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

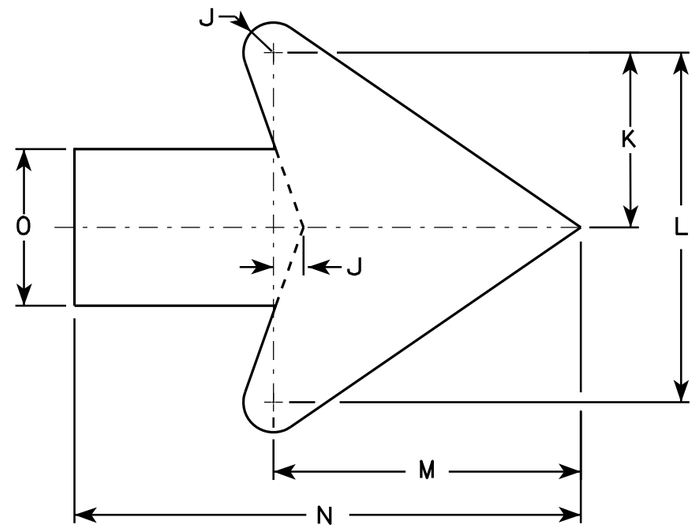
DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

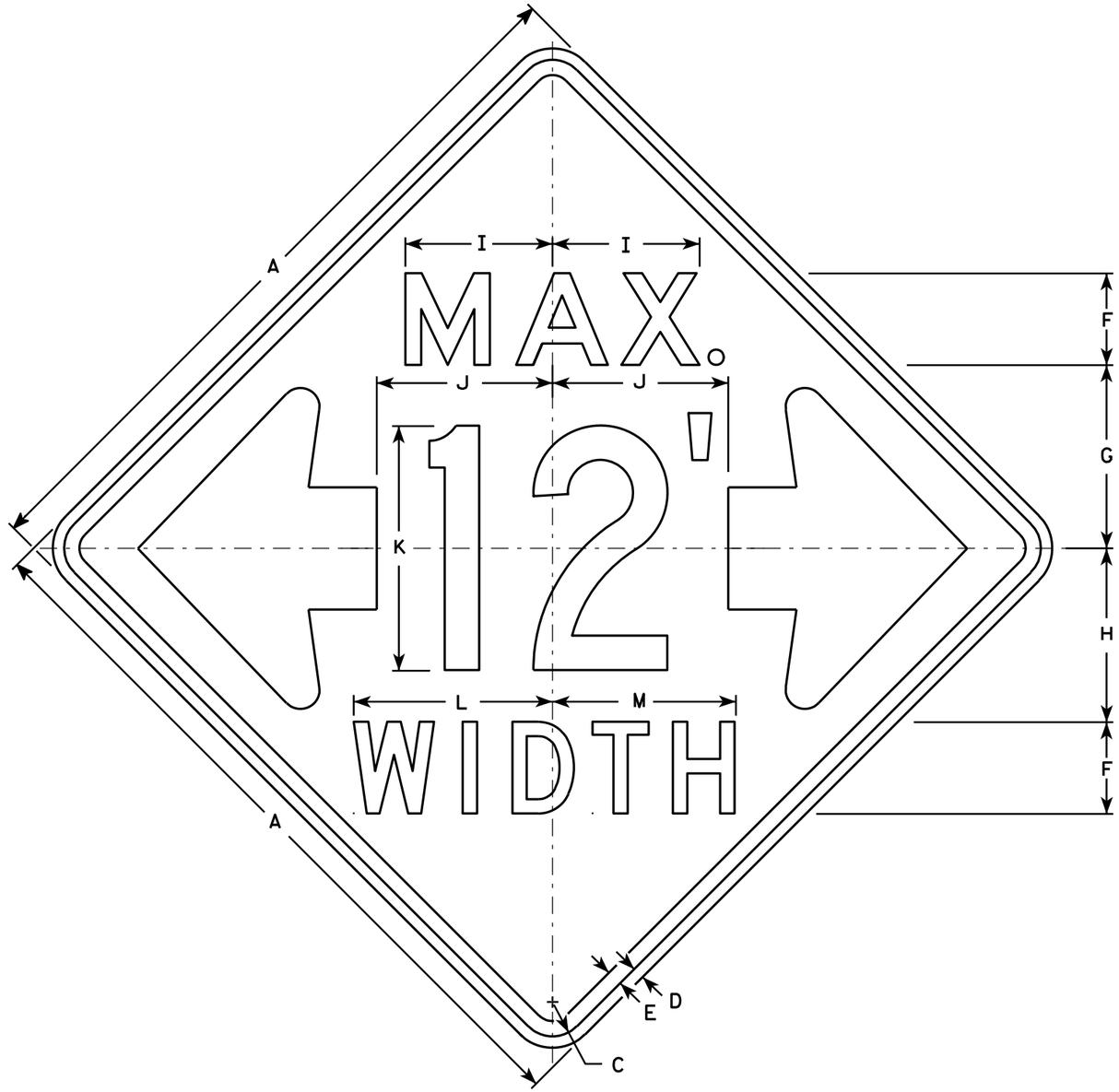
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

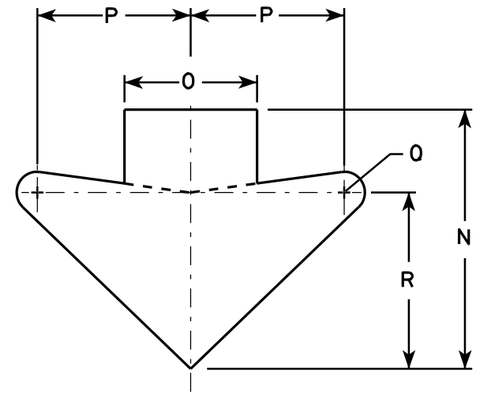
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 323	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

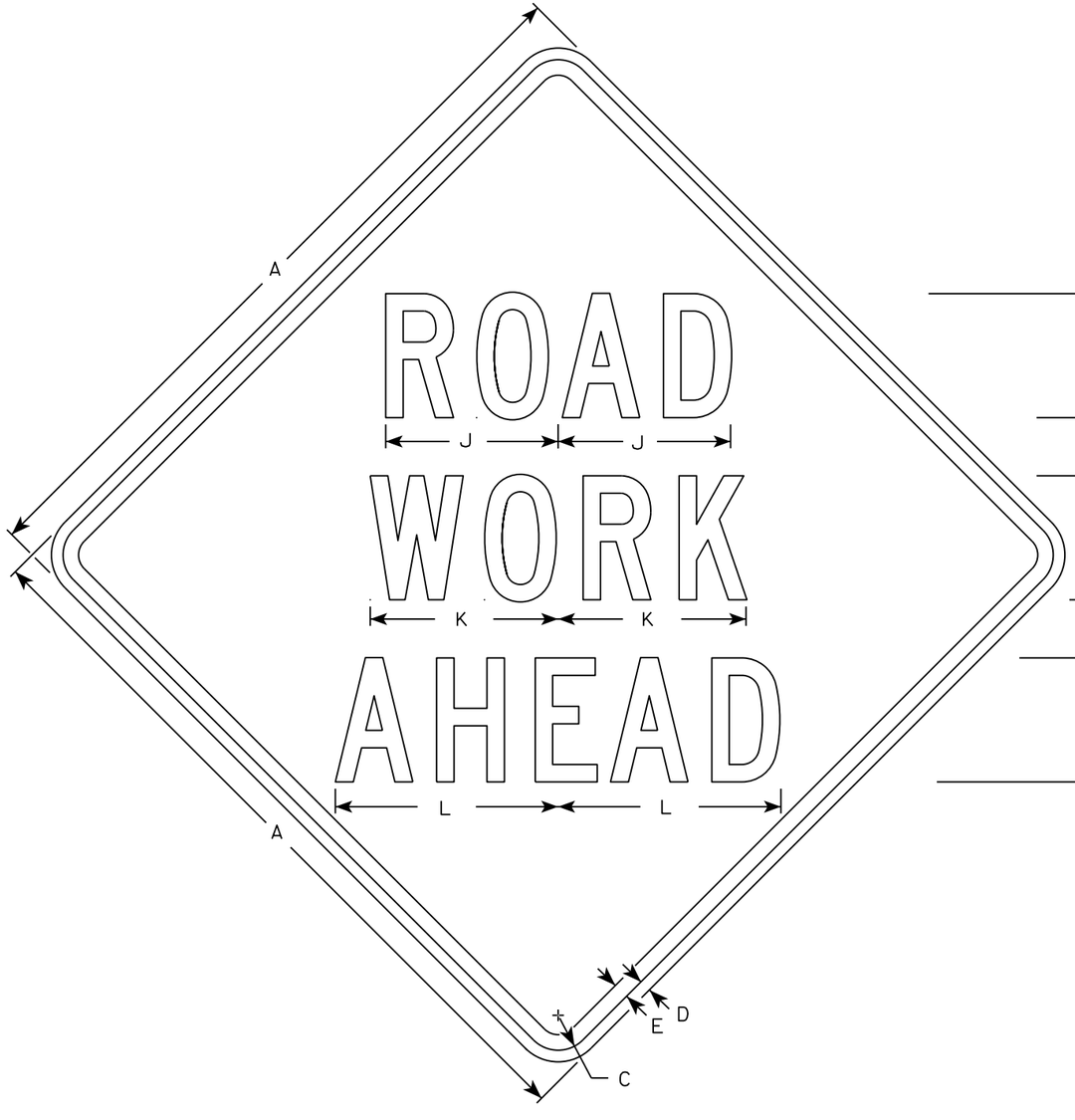
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

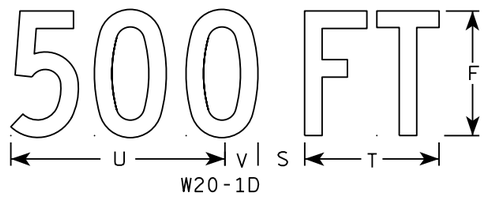
DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 324 | E

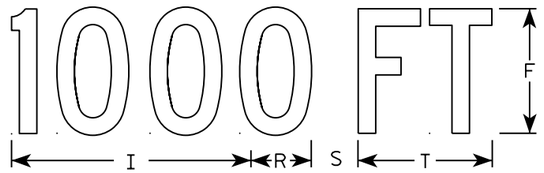
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



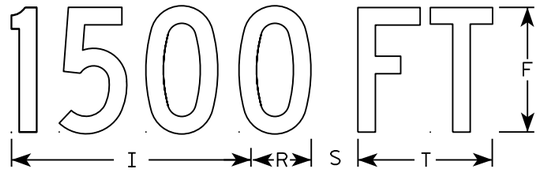
W20-1A



W20-1D

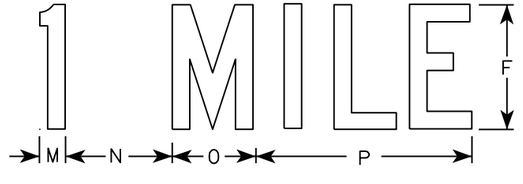


W20-1C

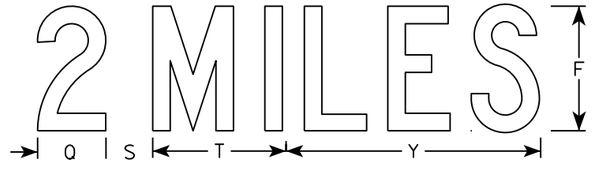


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

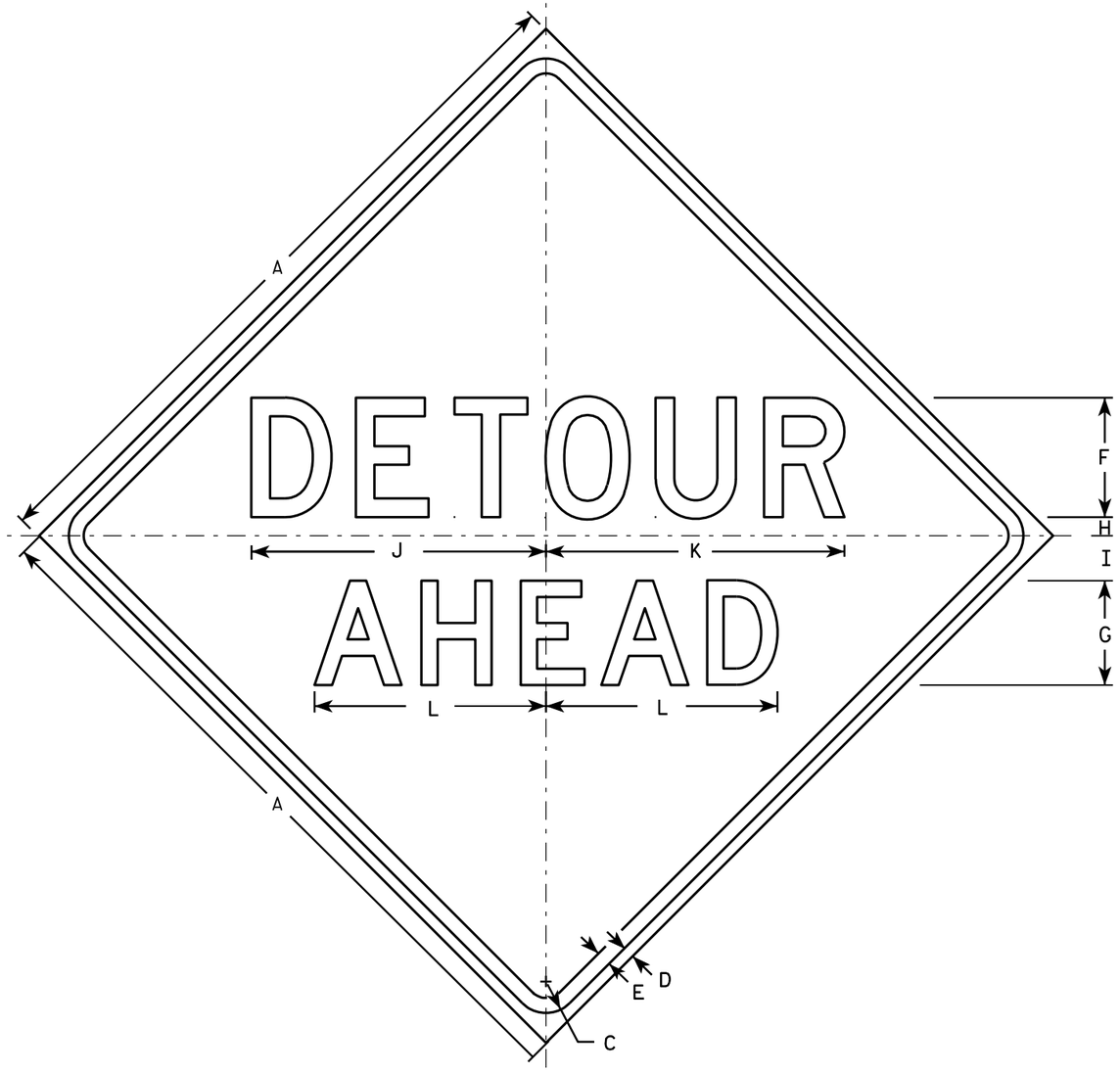
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

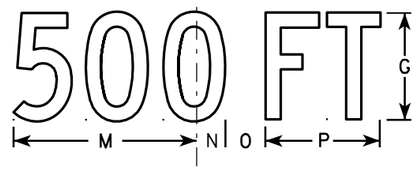
PROJECT NO:

SHEET NO: E

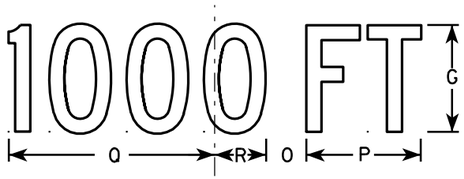
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



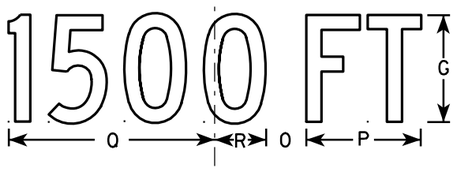
W20-2A



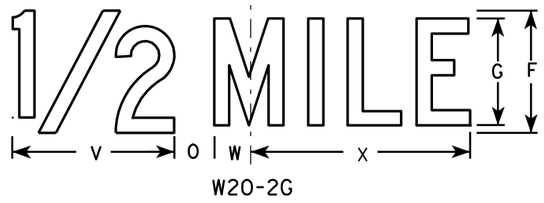
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

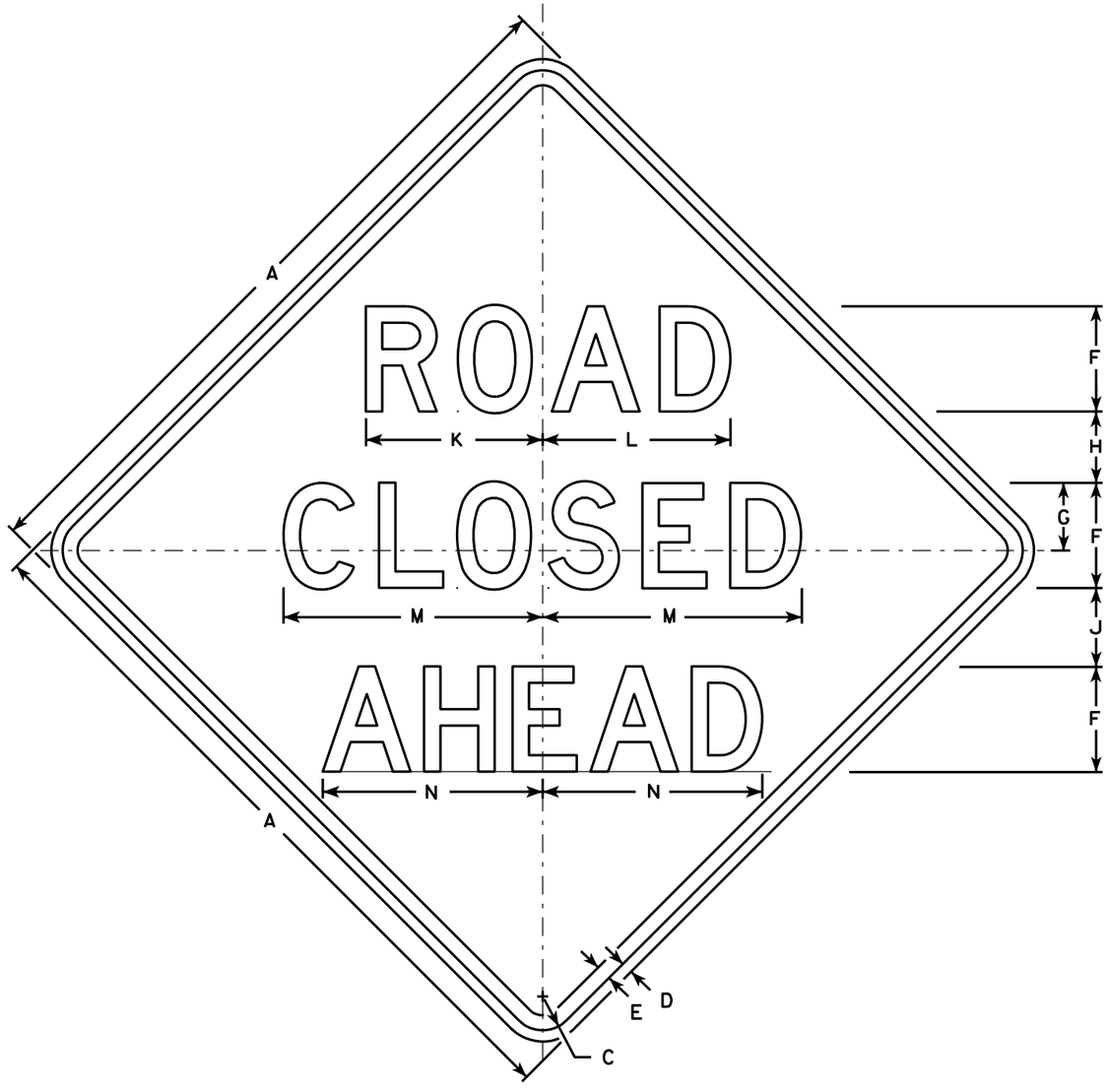
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

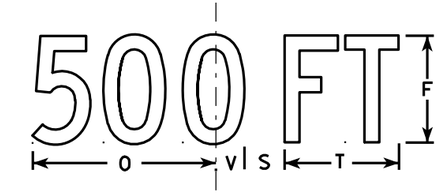
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

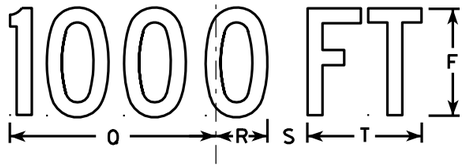
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 326 | E



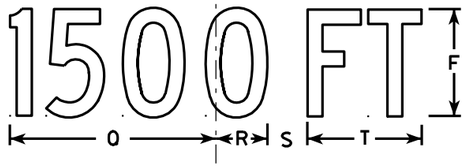
W20-3A



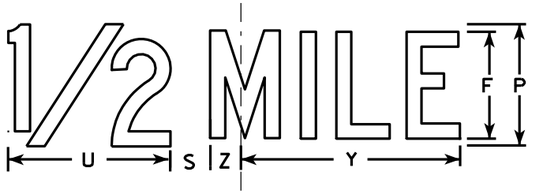
W20-3D



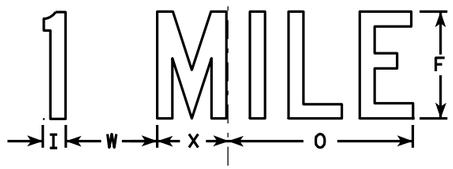
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E

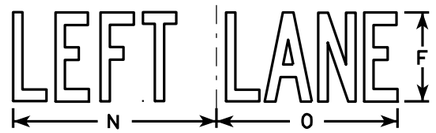
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

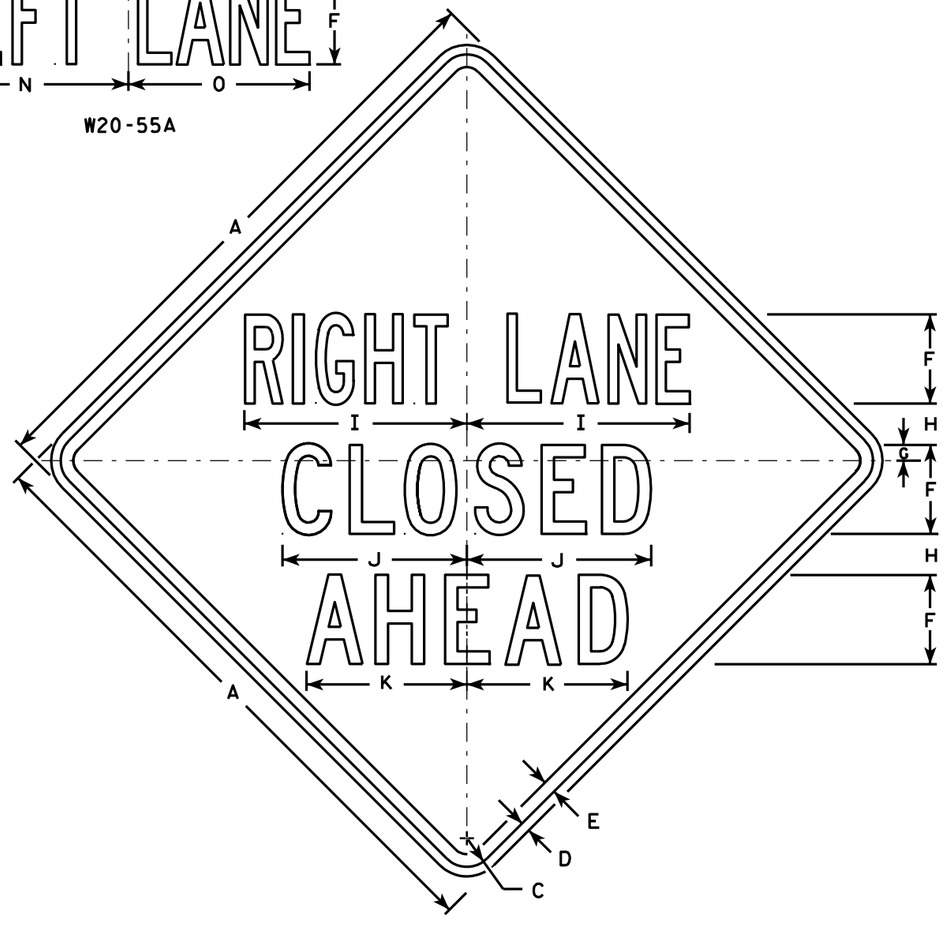
7

7

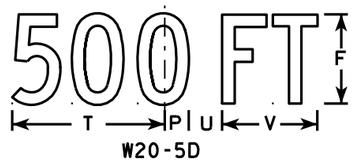
W20-56A



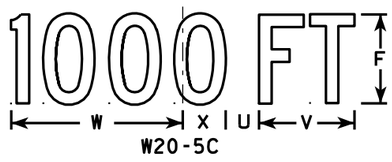
W20-55A



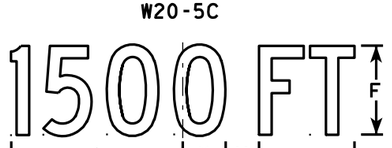
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

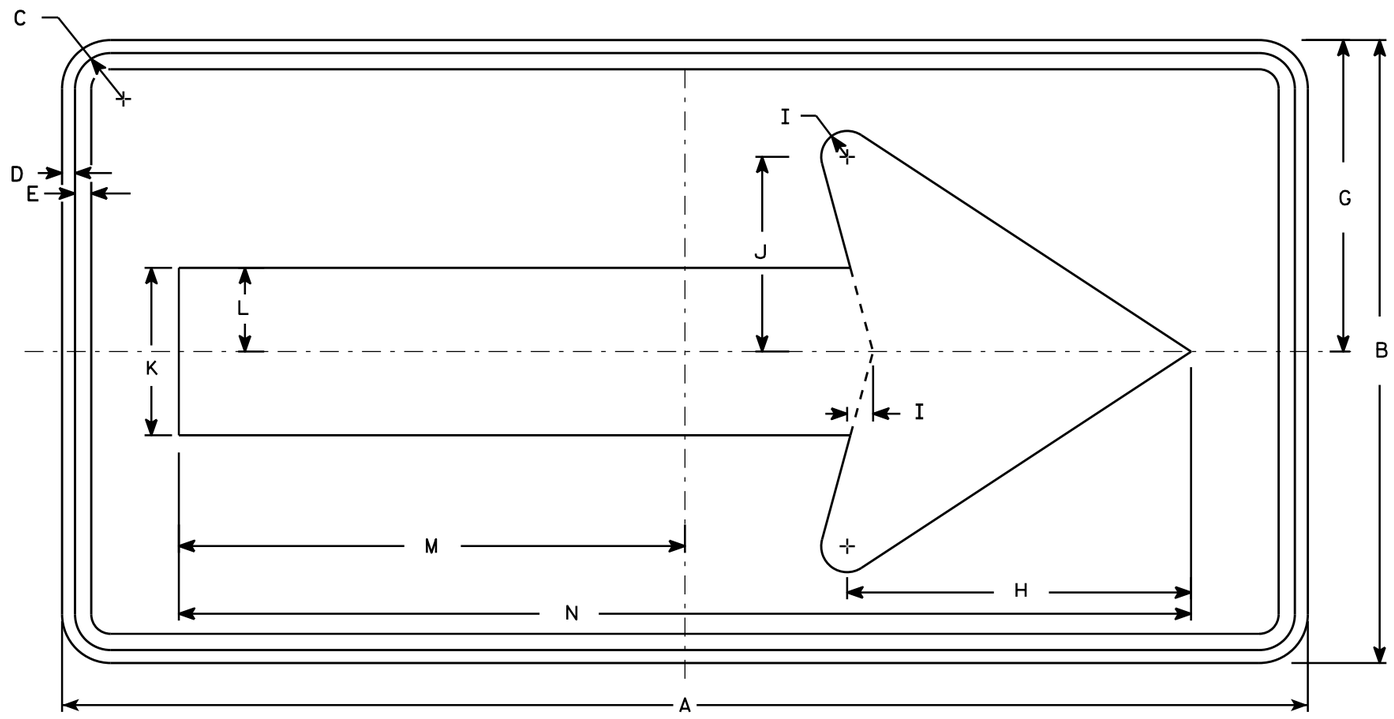
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 328	E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

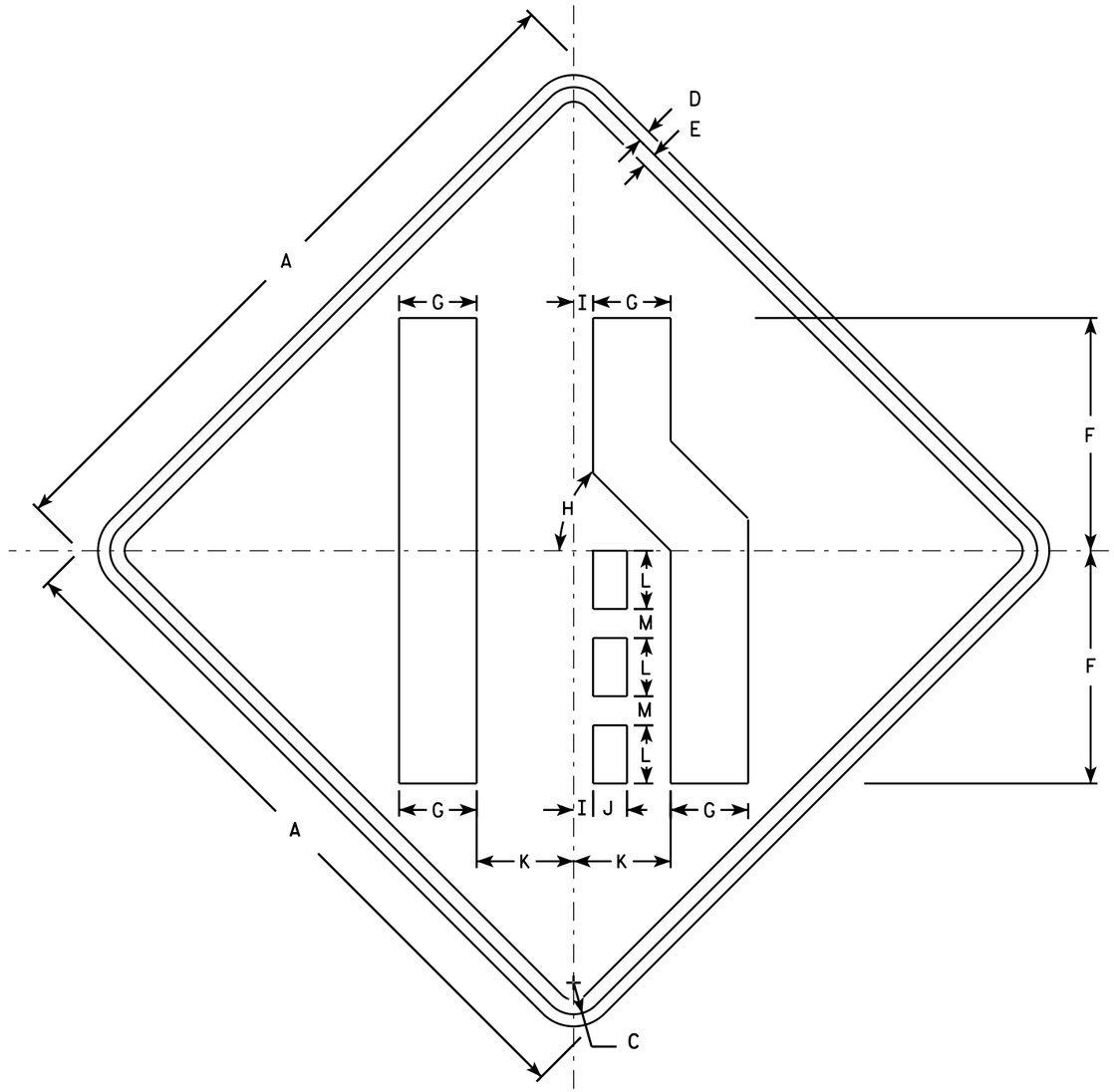
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

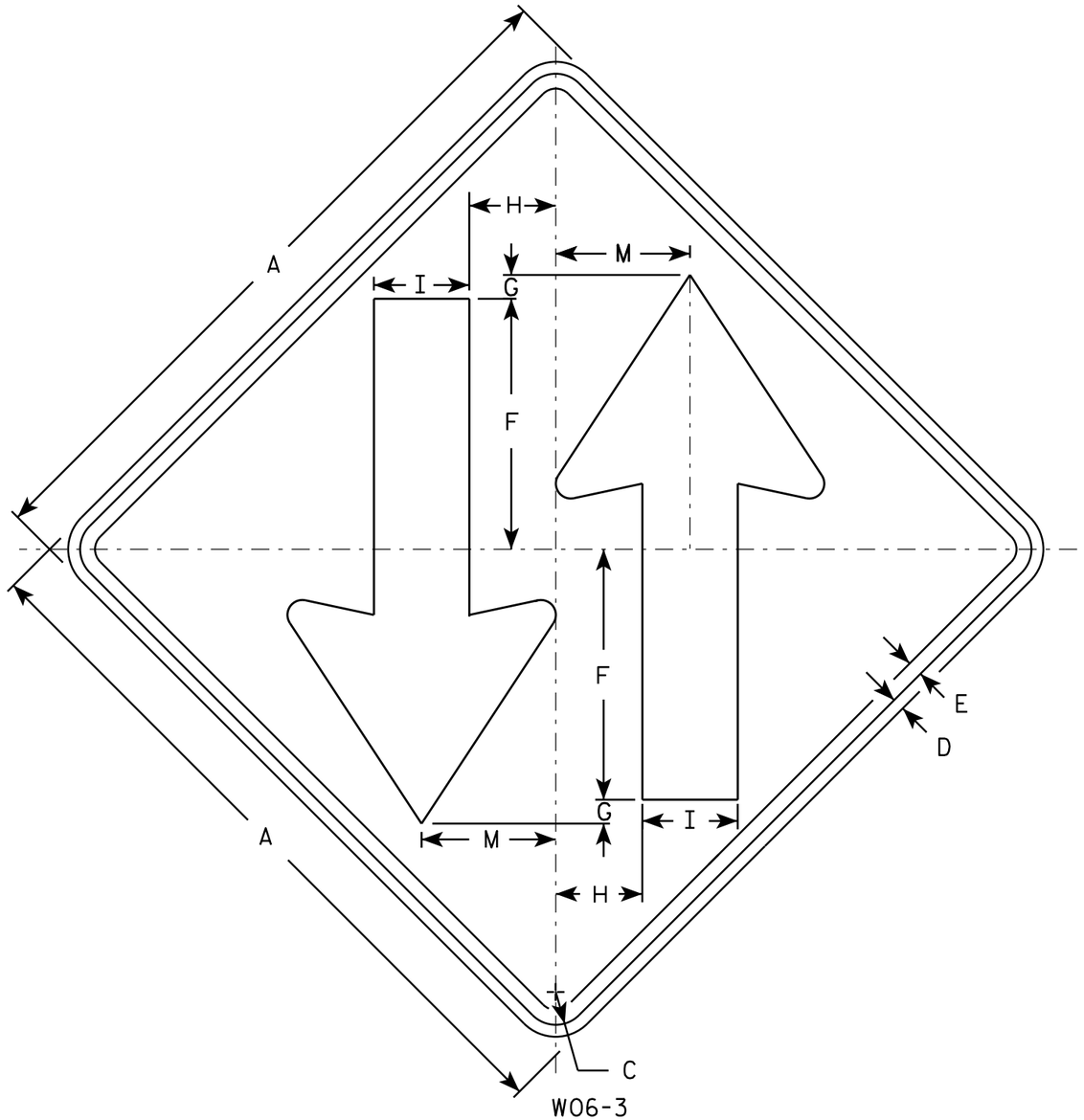
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 330 W04-2.1

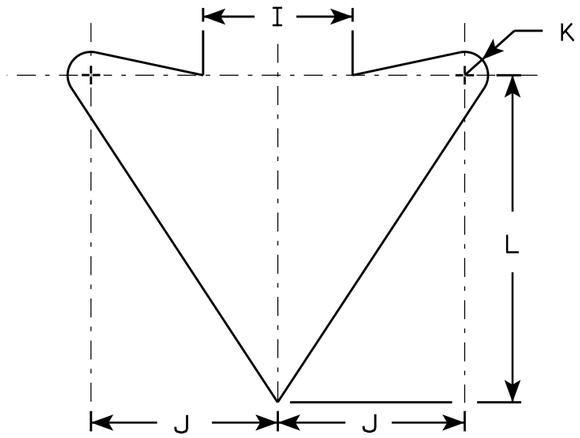
PROJECT NO: | SHEET NO: E



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 331 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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